WIGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WIGG – BENGKULU / FatmawatiSoekarno

WIGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

ARP Coordinates and Site at AD……....	03 51 40 S 102 20 22 E
Direction and Distance From (City).....	7 NM SE
Elevation / Reference Temperature.....	50 ft / 33º C
MAG VAR / Annual Change……....	0^0 4’ East (2010)
AD Administration…….....	D.G.C.A
Address…….	Fatmawati Soekarno Airport Jl. Padang Kemilingkm 14 Bengkulu - 38213
Telephone……	(0736) 51040
Telefax……	(0736) 51450
Telex……	NIL
AFTN……	WIGGYDYX, WIGGZAZW, WIGGZTZX
Type of Traffic Permitted…….....	IFR and VFR
Remarks……	NIL

WIGG AD 2.3 OPERATIONAL HOURS

AD Administration……..	MON – THU : 0030 – 0900 FRI – SAT : 0030 – 0930
Customs and Immigration……..	Available in town / On request
Health and Sanitation……...	2300 - 1400
AIS Briefing Office……..	2300 - 1400
ATS Reporting Office…….....	2300 - 1400
MET Briefing office……..	2300 - 1400
ATS……..	2300 - 1400
Fuelling……	2300 - 1400
Handling……	On request
Security…….....	H - 24
De-Icing…… .	NIL
Remarks……..	NIL

WIGG AD 2.4 HANDLING SERVICE AND FACILITIES

Cargo Handling Facilities…….....	Available
Fuel/Oil/Type……..	AVTUR
Fuelling Facilities / Capacity……..	AVTUR / 195.305 L
De-icing Facilities……	Not Available
Hangar Space For Visiting Aircraft…….....	Not Available
Repair Facilities For Visiting Aircraft….....	Not Available
Remarks……	NIL

WIGG AD 2.5 PASSENGER FACILITIES

Hotels……	Available InTown
Restaurant…….....	Available In Town
Transportation……..	Available / Airport Taxi
Medical Facilities…….....	Available In Town
Bank and Post Office…….....	Available In Town
Tourist Office.....	Available In Town
Remarks……	NIL

WIGG AD 2.6 RESCUE AND FIRE FIGHTING

AD Category For Fire Fighting…….....	Category VI
Rescue Equipment…….....	Rosenbauer IV Type V 2500L, Dry Powder 250kg Foam 200L, Rosenbauer Type IV 4000L, Mercedes MB Actross Type IV 4000L Foam 400L, Mercedes MB Actross Type V 2500L Dry Powder 250kg Foam 200 L, Ambulance 2 unit
Capability For Removal of Disabled Aircraft..	NIL
Remarks…….....	Max aircraft B737-900 ER

WIGG AD 2.7 SEASONAL AVAILABILITY CLEARING

Type of Clearing Equipment……	NIL
Clearance Priority…….. ……	NIL
Remarks……	NIL

WIGG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

APRON SURFACE AND STRENGTH

APRON :

Surface	= Asphalt Concrete
Strength	= 45 FCXT
Dimension	= 375 x 80 m

TAXIWAY WIDTH, SURFACE AND STRENGTH

TAXIWAY A :

Surface	= Asphalt Concrete
Strength	= 46 FCXT ⟵
Dimension	= 132.5 x 23 m

TAXIWAY WIDTH, SURFACE AND STRENGTH

TAXIWAY B :

Surface	= Asphalt Concrete
Strength	= 51 FCXT ⟵
Dimension	= 130 x 26m

ACL Location and Elevation…….....	Threshold RWY 31 / 50 ft
VOR / INS Checkpoints……..	NIL
Remarks……..	- Longitudinal slope of TWY : 0.19 % Transverse slope of TWY : 01 % - Slope on apron : 0.5 %

WIGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

Use of ACFT ID Sign, TWY Guide Lines and Visual Docking / Parking Guidance System of ACFT Stands……	Available TWY Guide Line and Visual Docking / Parking Guidance System of Aircraft Stands
RWY and TWY Marking and LGT……	Available
Stop Bars……	Available
Remarks……	NIL

WIGG AD 2.10 AERODROME OBSTACLE

Aerodrome Obstacle Chart Type A……. ***Reserved***

WIGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Associated Met Office……....	Fatmawati Soekarno
Hours of Service / Met Office Outside Hours…	H – 24
Office Responsible For TAF Preparation	
Period of Validity……....	NIL
Trend Forecasts Interval of Issuance……..	QAM / 30MIN
Briefing / Consultation Provided…….	NIL
Flight Documentation - Language Used……..	NIL
Charts and Other Information Available For Briefing or Consultation……....	NIL
Supplementary Equipment Available For Providing Information……..	NIL
ATS Units Provided With Information…….....	Met. Report For Take Off and Landing
Additional Information (Limitation Of Service Etc.)……	NIL

WIGG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	2	3	4	5	6
Designations RWY NR	True & MAG BRG	Dimension of RWY	Strength (PCN) and Surface of RWY and SWY	THR Coordinates	THR Elevation and Highest Elevation of TDZ of Precision APP RWY
13	133º	2250 x45m	RWY 51 FCXT Asphalt Concrete	03 51 25.17S 102 19 54.477E	50 ft
31	313º		SWY Asphalt Penetration	03 52 15.21S 102 20 47.77E	50 ft

7	8	9	10	11	12
Slope of RWY – NR	SWY Dimension	CWY Dimension	Strip Dimension	OFZ	Remarks
0.041 % (LongitudinalSlope)	NIL	170 x 150 m	2370 x 150 m	-	RESA : 110 x 90 m
1 % (Transverse Slope)	NIL	150 x 150 m		-	90 x 90 m

WIGG AD 2.13 DECLARED DISTANCES ←

1	2	3	4	5
RWY Designator	TORA	TODA	ASDA	LDA
13	2250 m	2420 m	2250 m	2250 m
31	2250 m	2400 m	2250 m	2250 m

WIGG AD 2.14 APPROACH AND RUNWAY LIGHTING ←

1	2	3	4	5
RWY Designator	APCH LIGHT Type LEN	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN
13	PALS (CAT I)	AVBL	PAPI	NIL
31	NIL	AVBL	PAPI	NIL

6	7	8	9	10
RWY Center-line LGT Length Spacing Color	RWY edge LGT LEN Spacing Color	RWY End LGT Color WBAR	SWY LGT LEN (M) Color	Remarks
NIL	AVBL (Not spacing color)	NIL	NIL	
NIL	AVBL (Not spacing color)	AVBL	NIL	REIL RWY 31

WIGG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY ←

1	ABN / IBN Location, Characteristic and Hours Operation.	NDB / IBN MORSE Frequency 210 KHz Operation Hours 2300 – 1000 UTC
2	LDI Location and LGT Anemometer Location and LGT	LDI and Anemometer LGT Available Location Near Tower
3	TWY Edge and Center Line LGT	TWY Edge LGT Available and Center Line LGT not Available
4	Secondary Power Supply / Switch Over Time	Generator / 7 (seven) Second
5 .	Remarks	NIL

WIGG AD 2.16 HELICOPTER LANDING AREA ←

1	Coordinates TLOF THR FATO	NIL
2	TLOF and / or FATO Elevation (m / ft)	NIL
3	TLOF and FATO Area Dimensions, Surface, Strength, Marking	NIL
4	True Bearing and MAG Bearing of FATO	NIL
5	Declared Distance Available	NIL
6	APP and FATO Lighting	NIL
7	Remarks	NIL

WIGG AD 2.17 ATS AIRSPACE ←

1.	Designation and Lateral Limits	**FATMAWATI ATZ :** Lateral Limit : A Circle with radius10 NM centered at "BKL" VOR/DME **BENGKULU CTR :** Lateral Limit : A Circle with radius 50 NM centered at "BKL" VOR/DME
2.	Vertical Limits	**FATMAWATI ATZ :** SFC to 4000 ft **BENGKULU CTR :** SFC to FL 150, excluding ATZ
3.	Airspace Classification	**FATMAWATI ATZ :** C **BENGKULU CTR :** C
4.	ATS Unit Call Sign Language(s)	**FATMAWATI ATZ :** FATMAWATI TOWER / ENGLISH **BENGKULU CTR :** FATMAWATI TOWER (combined with TWR) / ENGLISH
5.	Transition	11,000 ft / FL 130
6.	Remarks	NIL

WIGG AD 2.18 ATS COMMUNICATION FACILITIES ←

1	2	3	4	5
Service Designator	Call Sign	Frequency	Hours of Operation	Remarks
TWR	FATMAWATI TOWER	122.2 MHz	2300 – 1000	TWR Coordinate: 03 51 40.72 S 102 20 26.49 E
APP	FATMAWATI TOWER (Combined with TWR)	122.2 MHz	2300 - 1000	

WIGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS ←

1	2	3	4	5	6	7
Type of Aid and Category	ID	Frequency	Hours of Operation	Site of Transmitting Antenna Coordinates	Elevation of DME Transmitting Antenna	Remarks
NDB	PB	210 kHz	2300 – 1000	03 51 35.74 S 102 20 26.49 E		"PB" NDB operating but classified as restricted due to terrain condition as FLW : 50 NM orbital track from 320° – 067° BLW 10000ft unreliable
DVOR / DME	BKL	114.3 MHz/ CH 90X	H-24	03 51 53.10 S 102 20 34.26 E		
ILS/LLZ	IBKL	111.7 MHz	H-24	03 52 18.55S 102 20 51.22E		
GP		333.5 MHz	H-24	03 51 34.09S 102 19 59.58E		
MM		75 MHz	H-24	03 51 03.60S 102 19 31.30E		

WIGG AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulation
Reserved

2.20.2 Taxiing to and from stands
Reserved

2.20.3 Parking area for small aircraft
Reversed

2.20.4 Parking area for helicopter
Reversed

2.20.5 Apron-taxiing during winter conditions
Reversed

2.20.6 Taxiing – limitations
Reversed

2.20.7 School and training flights – technical test flights – use of runways

1. Training Area and Gate Point :

AREA	COORDINATE	FR BKL VOR		ALT	Check point	Border Check Point		
		RDL	DIST			North	Nort West	South East
LAIS	03° 31' 49" S 102° 03' 02" E	325	27	3000ft 1000ft	City, 4 Tower & River	Rice field beside the River	River	Fish pond
KEMBANG SRI	03° 45' 45" S 102° 22' 12" E	012	4.5	3000ft 2000ft	Factory, Road intersection & Gas Station	Fish pond	Office uilding	Small hill
PULAU BAAI	03° 54' 16" S 102° 16' 15" E	230	5.4	3000ft 1000ft	Cape & Port	Bay	Coast line	River

2. Types of Training

a. Circuit : Touch and Go, Emergency Cut Airborne, Emergency Force Landing After Take Off, Emergency force landing 3000 feet Overhead station, Cut abeam / short approach, Short / Soft take off, Short landing, Flapless landing, Low circuit;

b. Area;

c. Cross Country flight for short and long route.

2.20.8 Helicopter traffic – limitation
Reversed

2.20.9 Removal of disable aircraft from runways
Reversed

WIGG AD 2.21 NOISE ABATEMENT PROCEDURES

Reserved

WIGG AD 2.22 FLIGHT PROCEDURES

LOCAL PROCEDURE

A. OUT BOUND PROCEDURE
1. IFR :After take off and clear of traffic as soon as possible contact to Fatmawati Tower for proceeding to MANAG or KTAUN
2. VFR : After take off proceed to training area and maintain 1000 feet or as instructed by ATC

B. INBOUND PROCEDURE
1. IFR :Proceed to MANAG or KTAUN maintain 4500 feet and then make instrument approach procedure or as instructed by ATC
2. VFR : Descent to 1500 feet then proceed to left or right downwind runway in use or as instructed by ATC

C. AERODROME TRAFFIC CIRCUIT AND ALTITUDE
1. Aerodrome Traffic Circuit
   a. Rwy 13 : Right hand traffic circuit
   b. Rwy 31 : Left hand traffic circuit

2. Circuit Altitude
   a. Circuit Altitude : 1000 feet
   b. Overhead Altitude : 1500 feet

D. LOCAL TRAFFIC
1. Standard Departure Procedure
   a. Rwy 13 :
      1) Lais Area : After take off maintain runway heading until 500 feet, after that climb to 1000 feet and turn right proceed to Kembang Sri via overhead. After reaching Kembang Sri proceed to Lais and maintain 1000 feet until reaching Lais area or as instructed by ATC.
      2) Kembang Sri Area : After take off maintain runway heading until 500 feet, after that climb to 1000 feet and turn right proceed to Kembang Sri via overhead maintain 1000 feet or as instructed by ATC.

3) Pulau Baai Area :After take off maintain runway heading until 500 feet, after that climb to 1000 feet and proceed to Pulau Baai or as instructed by ATC.

b. Rwy 31 :
1) Lais Area : After take off maintain runway heading until 500 feet, and then climb to 1000 feet and proceed to Kembang Sri, after reaching Kembang Sri proceed to Lais and maintain 1000 feet until reaching Lais area or as instructed by ATC.
2) Kembang Sri Area : After take off maintain runway heading until 500 feet, and then climb to 1000 feet and proceed to Kembang Sri or as instructed by ATC.
3) Pulau Baai Area : After take off maintain runway heading until 500 feet, and then climb to 1000 feet and proceed to Pulau Baai or as instructed by ATC.

2. Standard Entry Procedure
a. Rwy 13 :
1) Lais Area : At Lais area descent to 1500 feet, after reaching 1500 feet proceed to Kembang Sri and maintain. After reaching Kembang Sri proceed to base leg runway 13 or as instructed by ATC.
2) Kembang Sri Area : at Kembang Sri area descent to 1500 feet and proceed to base leg runway 13 or as instructed by ATC.
3) Pulau Baai Area :At Pulau Baai area descent to 1500 feet proceed to right downwind runway 13 or as instructed by ATC.

b. Rwy 31 :
1) Lais Area : At Lais area descent to 1500 feet, after reaching 1500 feet proceed to Kembang Sri and maintain. After reaching Kembang Sri proceed to left downwind runway 31 via overhead or as instructed by ATC.
2) Kembang Sri Area : At Kembang Sri area descent to 1500 feet, after reaching 1500 feet proceed to left downwind runway 31 via overhead or as instructed by ATC.
3) Pulau Baai Area : At Pulau Baai area descent to 1500 feet base leg runway 31 or as instructed by ATC.

E. DETERMINATION OF RUNWAY IN USE
Determination of runway in use, based on following considerations :
Wind condition
1. Traffic and weather condition;
2. Direction of flight;
3. Other relevan factors.

F. COMMUNICATION PROCEDURES

All aircraft within FATMAWATI SOEKARNO ATZ shall comply with Indonesia CASR part 91, class C airspace classification.

G. COMMUNICATION FAILURE PROCEDURE

1. From North (Kembang Sri & Lais Area) runway 31

   a. From Kembang Sri descend to 1000 feet cross tower and runway;
   b. Proceed to left downwind runway 31;
   c. Make short approach procedure;
   d. Low pass maintain 500 feet over runway and do rocking the wing;
   e. Proceed to left downwind runway 31 and wait for light signal (continue approach or hold present position);
   f. If continue, follow normal procedure for landing.

2. From North (Kembang Sri & Lais Area) runway 13

   a. From Kembang Sri descend to 1000 feet cross tower and runway;
   b. Proceed to right downwind runway 13;
   c. Make short approach procedure;
   d. Low pass maintain 500 feet over runway and do rocking the wing;
   e. Proceed to right downwind runway 13 and wait for light signal (continue approach or hold present position);
   f. If continue, follow normal procedure for landing.

3. From South (Pulau Baai Area) runway 31

   a. From pulau baai descend to 1000 feet cross tower and runway
   b. Proceed to right downwind runway 31;
   c. Make short approach procedure;
   d. Low pass maintain 500 feet over runway and do rocking the wing;
   e. Proceed to left downwind runway 31 and wait for light signal (continue approach or hold present position);
   f. If continue, follow normal procedure for landing.

4. From South (Pulau Baai area) runway 13

   a. From Pulau Baai descend to 1000 feet cross tower and runway
   b. Proceed to left downwind runway 13;
   c. Make short approach procedure;
   d. Low pass maintain 500 feet over runway and do rocking the wing;

e. Proceed to right downwind runway 13 and wait for light signal (continue approach or hold present position);
f. If continue, follow normal procedure for landing

5. In Visual Meteorological Condition (VMC)
   a. Continue to fly in VMC.
   b. Fly full circuit over the Aerodrome, pilot shall endeavor to transmit blindly his position, intention etc, to be monitored by Tower or any other traffic in within FATMAWATI ATZ.

   In Instrument Meteorological Condition (IMC)
   a. Proceed according to current Flight Plan to the appropriate designated navigation and serving FATMAWATI SOEKARNO Aerodrome and when required to ensure compliance with (b) below, hold over this aid until commencement of descent.
   b. Commence descent from the navigation aid specified in (a) or as close a possible to ETA as indicated in the filled flight plan and revised in accordance with the current flight plan.
   c. Land if possible within thirty minutes after the estimated time of arrival (ETA).

H. LOST POSITION PROCEDURE

1. From Kembang Sri area
   Proceed to heading 190° until runway/airport insight maintain 1500 feet or as instructed by ATC

2. From Lais area
   a If the aircraft position is over the sea, first heading 360° until coast line insight, then right turn heading 130° until bengkulu city insight and then proceed to Kembang Sri maintain 1500 feet or as instructed by ATC.
   b If the aircraft position over the land area of Lais, proceed to heading 180° until find the coast line. Then left turn heading 130° until bengkulu city insight. After that proceed to Kembang Sri maintain 1500 feet or as instructed by ATC.

3. From Pulau Baai
   Proceed to heading 360° until find bay of Pulau Baai or bengkulu city and then turn right heading 060° until runway/airport insight maintain 1500 feet or as instructed by ATC.

I. CIRCUIT PROCEDURES

Take off and landing
1. Runway 13 take off and landing right hand circuit or as instructed by ATC.
2. Runway 31 take off and landing left hand (normal) circuit or as instructed by ATC.

J. Altimeter Setting

This ICAO altimeter setting procedures shall be used by all aircraft operating within FATMAWATI SOEKARNO ATZ, QNH provided in milibars and inches available on request.Transition Altitudes 11000ft, Transition Level FL130.

K. AIP CODING TABLE

RNAV (GNSS) RWY 13

Sequence Number	Path Terminator	Waypoint Name	Fly Over	Course/ Track T (M)	Turn Direction	Level Constrain	Speed Constrain (Knot)	Coordinates	Distance
001	IF	KTAUN				4500		03°41'49.10"S 102°09'40.89"E	
002	TF	GG502	-	133 (133)		2970		03°45'14.60"S 102°13'19.84"E	5 NM
003	TF	GG503	-	133 (133)		1600		03°47'59.30"S 102°16'15.22"E	4 NM
004	TF	RWY13 (MAPt)	Y	133 (133)		450		03°51'25.17"S 102°19'54.47"E	5 NM
005	CA			133 (133)		1000			
006	DF	KTAUN	-		R	4500		03°41'49.10"S 102°09'40.89"E	

RNAV (GNSS) RWY 31

Sequence Number	Path Terminator	Waypoint Name	Fly Over	Course/ Track T (M)	Turn Direction	Level Constrain	Speed Constrain (Knot)	Coordinates	Distance
001	IF	MANAG				4500		04°02'45.37"S 102°30'06.20"E	
002	TF	GG402	-	328 (328)		2970		03°58'25.72"S 102°27'22.51"E	5.1 NM
003	TF	GG403	-	313 (313)		1600		03°55'41.06"S 102°24'27.06"E	4 NM
004	TF	RWY31 (MAPt)	Y	313 (313)		450		03°52'15.21"S 102°20'47.77"E	5 NM
005	CA			313 (313)		1000			
006	DF	MANAG	-		L	4500		04°02'45.37"S 102°30'06.20"E	

WIGG AD 2.23 ADDITIONAL INFORMATION

1. All ACFT are not allowed to make one wheel lock turn, on RWY 13 and RWY 31.

WIGG AD 2.24 CHARTS RELATED TO THE AERODROME

- WIGG AD 2.24-1, AERODROME CHART-ICAO, dated 02 APR 15;
- WIGG AD 2.24-7A, STANDARD DEPARTURE CHART INSTRUMENT (SID)-ICAO RWY 13, dated 02 APR 15;
- WIGG AD 2.24-7B, STANDARD DEPARTURE CHART INSTRUMENT (SID)-ICAO RWY 31, dated 02 APR 15;
- WIGG AD 2.24-9A, STANDARD ARRIVAL CHART INSTRUMENT (STAR)-ICAO RWY 13, dated 02 APR 15;
- WIGG AD 2.24-9B, STANDARD ARRIVAL CHART INSTRUMENT (STAR)-ICAO RWY 31, dated 02 APR 15;
- WIGG AD 2.24-11A, INSTRUMENT APPROACH CHART (IAC)-ICAO VOR/DME RWY 13 CAT A/B/C/D, dated 02 APR 15;
- WIGG AD 2.24-11B, INSTRUMENT APPROACH CHART (IAC)-ICAO VOR/DME RWY 31 CAT A/B/C/D, dated 02 APR 15;
- WIGG AD 2.24-11C, INSTRUMENT APPROACH CHART (IAC)-ICAO ILS RWY 13 CAT A/B, dated 02 APR 15;
- WIGG AD 2.24-11D, INSTRUMENT APPROACH CHART (IAC)-ICAO ILS RWY 13 CAT C/D, dated 02 APR 15;
- WIGG AD 2.24-11E, INSTRUMENT APPROACH CHART (IAC)-ICAO RNAV (GNSS) RWY 13, dated 15 SEP 16;
- WIGG AD 2.24-11F, INSTRUMENT APPROACH CHART (IAC)-ICAO RNAV (GNSS) RWY 31, dated 15 SEP 16;