



ARMI

(Airport and Route Manual Information)

BANDA ACEH WITT / BTJ

DOMESTIC

I. Airport Data

Name	ICAO	IATA	ARP	Magnetic Variation	Airport Elevation (Feet)	Local time (UTC +/-)
Sultan Iskandar Muda Airport	WITT	BTJ	N 05°31,0' E095°25.2'	1° W	65	UTC + 7

Runways designator	length	strength	VASIS	RWY Elev
RWY 17-35	9843ft x 148ft (3000m x 45 m)	ASPHALT CONCRETE PCN 72 R/C/X/T	PAPI RWY 17 RWY 35	-

II. Communication & Navigation Aids facilities

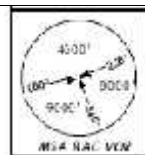
APP Aceh Approach	120.2 125.5	VOR/DME	BAC	113.4
TWR Sultan Tower	122.2 118.65	ILS/LLZ (RW 17)	IBAC	111.3
ATIS	126.7 128.6			
SSB Banda Aceh	6589 8070			

III. Airport location

6 NM Southeast of Banda Aceh. Operating hours: 0000-1100 z, Outside Operating Hours on request.

IV. Minimum Safe / Sector Altitude (MSA)

The highest MSA are 4600 ft (R260-070), 8000 ft (R070-160) and 9000 ft (R160-260) based on Sultan Iskandar Muda **"BAC"** VOR/DME



V. Climate / Weather Condition

- Haze on early morning.

VI. Ground/ Taxi maneuvering

- To avoid damage of apron and Rwy all Aircraft refueling and taxiing shall not spoil fuel at apron and Rwy. To avoid damage at apron, taxiway and Rwy all Aircraft taxiing shall not make one wheel locked turn on that area

VII. Parking

- Parking guide by marshaler. All jet engine aircraft are to be parked at Eastern apron, nose directed to the North, South or West. Push back not required.

VIII. Ground Handling & Agents

PT. Gapura Angkasa
SITA ADDR BTJCKGA
Company channel: 131.95MHz
call sign: Gapura Banda Aceh,
Phone/facs: 651-26333 / 651-26333.
HRS of SERVICE 00.00 – 11.00Z.

IX. Servicing

- PERTAMINA
- AES Facilities CAT.VII

X. Medical Facilities

- Ambulance at field
- Hospital in town

XI. Accommodation

- Hotels in Town

XII. Immigration Procedures

0000 – 1400

XIII. Entry Procedures - Arrival Procedures

STANDARD ARRIVAL ROUTES (STAR) RWY 17	
ANOKO TWO CHARLIE	From ANOKO to LOHBE, at D50 BAC on BAC R-329 turn LEFT track 139 ⁰ and proceed to DARUS.
ANSAX TWO CHARLIE	After ANSAX turn RIGHT track 220 ⁰ and proceed to DARUS.
BEDAX TWO CHARLIE	From BEDAX to TENOM turn LEFT track 065 ⁰ and proceed to DARUS.
DUAMO TWO CHARLIE	From DUAMO follow BAC R-098 at D25 BAC turn RIGHT to join BAC 20 DME Arc until BAC R-001 then turn LEFT to DARUS.
JILAT TWO CHARLIE	From JILAT follow BAC R-123 at D25 BAC turn RIGHT to join BAC 20 DME Arc until BAC R-001 then turn LEFT to DARUS.
MOSOL TWO CHARLIE	From MOSOL follow BAC R-143 at D25 BAC turn RIGHT to join BAC 20 DME Arc until BAC R-001 then turn LEFT to DARUS.

XIV. Departure procedures and conditions from Banda Aceh

STANDARD INSTRUMENT DEPARTURE (SID) RWY 35	
ANOKO TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn LEFT track 311 ⁰ to intercept BAC R-329 to ANOKO.
ANSAX TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 041 ⁰ to intercept BAC R-011 to ANSAX.
BEDAX TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn LEFT track 205 ⁰ to intercept BAC R-266 to BEDAX.
DUAMO TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 131 ⁰ to intercept W-11 to DUAMO.
JILAT TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 169 ⁰ to intercept W-12 to JILAT.
MOSOL TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 169 ⁰ to intercept W-19 to MOSOL.

XV. Search and Rescue

- In general, Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contain in ICAO.
- The following Emergency / distress frequencies are provided:
 - a. VHF – 121.5 MHz.
 - b. UHF – 243.0 MHz.
 - c. HF – 500 kHz, 2.182 kHz, 8.364 kHz.

XVI. ATC Flight plans routes and distances

WIII – WITT (CGK - BTJ)

WIII - WITT R 01

WIII ... CKG1G ... CR ... CKG ... SIKAD ... DOLTA ... A585 ... DOMIL ... PLB ... JATAM ... PKU ... MDN ... W12 ... JILAT ... BAC ... BAC324 ... BAC324 ... BAC ... WITT. Distance 1033 NM

Enroute Mora CGK – BTJ

The highest MSA at CENGKARENG are 4,500 ft to South and 2,000 ft to the North based on CL, CR, GL, GR NDB, the Highest Grid Mora On this Route is 13.200 ft from point MDN VOR/DME (MEDAN) to JILAT and The highest MSA at Banda Aceh are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB.

WITT - WIII (BTJ - CGK)

WITT – WIII R01

WITT ... BAC ... W12 ... JILAT ... MDN ... A585 ... PKU ... JATAM ... PLB ... W12E ... BORAS ... BIDAQ ... BUNIK3 ... BUNIK ... DKI44 ... NOKTA ... WIII. Distance 1003 NM.

Enroute Mora BTJ – CGK

The highest MSA at Banda Aceh are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB. The highest Grid Mora is 13.200 ft from point JILAT to MDN VOR/DME (MEDAN), and The highest MSA at CENGKARENG are 4,500 ft to South and 2,000 ft to the North based on CL, CR, GL, GR NDB.

XVII. ALTERNATE

Destination	Alternate	Loc.	Ind.	classic B737	B737 NG	TT	NM	Ground Handling
Banda Aceh WITT BTJ	Medan	WIMM	MES	+	+	120	232	PT Gapura
	K. Lumpur	WMKK	KUL	+	+	113	436	MAS
	Pekanbaru	WIBB	PKU	+	+	129	471	PT Gapura
	Padang	WIPT	PDG	+	+	142	476	PT Gapura
	Singapore	WSSS	SIN	+	+	301	588	CIAS

Note: refer to **MISCELLANEOUS DOMESTIC 3.3.3 Destination Alternate List**
+ :alternate airport adequate for indicated aircraft type
- : alternate airport NOT adequate for indicated aircraft type

Medan

Alternate Flight plan route and distance

WITT – WIMM (BTJ - MES) R 01

WITT ... JILA1B ... INDRA ... JILAT ... W12 ... MDN ... WIMM. Distance 233 NM.

Enroute Mora BTJ – MES

The highest MSA at Banda Aceh are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB, The highest Grid Mora is 13.200 ft from point JILAT to MDN VOR/DME (MEDAN)and The highest MSA at Medan are 1.500 ft to North, 7500 ft to South West and 9500 ft to South East based on MDN VOR/DME.

KUALA LUMPUR

Alternate Flight plan route and distance

WITT – WMKK (BTJ – KUL) A 01

WITT ... BAC ... W12 ... JILAT ... MDN ... R461 ... PUGER ... G582 ... GOBAS
... BILIK ... VBA ... WMKK. Distance 436 NM.

Enroute Mora BTJ – KUL

The highest MSA at Banda Aceh are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB. The highest Grid Mora is 13.200 ft from point JILAT to MDN VOR/DME (MEDAN) and The highest MSA at Kuala Lumpur are 5.300 ft from Northwest to Southwest and 2.200 ft from Southwest to Northwest based VKL VOR.

PEKANBARU

Alternate Flight plan route and distance

WITT – WIBB (BTJ – PKU) R 01

WITT ... JILA1B ... INDRA ... JILAT ... W12 ... MDN ... A585 ... PKU ... WIBB.
Distance 481 NM.

Enroute Mora BTJ – PKU

The highest MSA at Banda Aceh are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB, The highest Grid Mora is 13.200 ft from point JILAT to MDN VOR/DME (MEDAN) and The highest MSA at Pekanbaru are 2000 ft to Southeast, 2500 ft to North and Southwest based on BIK VOR/DME.

PADANG

Alternate Flight plan route and distance

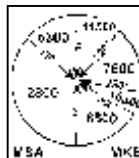
WITT – WIPT (BTJ – PDG) R 01

WITT ... JILA1B ... INDRA ... JILAT ... W12 ... MDN ... W11 ... JAMIS ...

JAMIS2 ... MKB ... SEMAR ... WIPT. Distance 539 NM.

Enroute Mora BTJ – PDG

The highest MSA at Banda Aceh are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB, The highest Grid Mora is 13.200 ft from point JILAT to MDN VOR/DME (MEDAN) and The MSA at Padang are 8,800 ft to Southeast, 2800 ft to the West, 5300 ft to the North west, 11500 ft to the North east, 7600 ft to the East and 10300 ft course 280° until 300° based on MKB VOR/DME.



SINGAPORE

Alternate Flight plan route and distance

WITT – WSSS (BTJ – SIN) A 01

WITT ... JILA1B ... INDRA ... JILAT ... W12 ... MDN ... R461 ... PUGER ...

INTOT ... VKL ... A464 ... DUMOK ... BATAR ... OGAKO ... TOPOR ... ARAMA

... LELI2B ... LELIB ... JB ... ALFA ... BIDUS ... WSSS. Distance 603 NM.

Enroute Mora BTJ – SIN

The highest at Banda Aceh MSA are 9000 ft to South, 8100 ft to Northeast, 4500 ft to Northwest based on Sultan Iskandar Muda VOR/DME or NDB, The highest Grid Mora is 13.200 ft from point JILAT to MDN VOR/DME (MEDAN) and The highest MSA at Singapore are 3.400 ft to Northwest, 2.100 ft to Southwest and 1.900 ft to East based on VTK VOR and 3.400 ft to Northwest, 2.500 to South west and 2.100 ft to East based on SJ VOR.

XVIII. Remarks

- Health and sanitation outside operating hours on request
- Aircraft heavier than F 28 are requested turn on turning area only
- To avoid jet blust all engine ACFT are to be parked at Eastern apron and nose directed to the North, South or West and shall not turn at nearly terminal building.
- To avoid damage of apron, taxiway and RWY all ACFT refueling and taxiing shall not spoil fuel at apron and RWY.
- To avoid damage at apron, taxiway and RWY all ACFT taxiing shall not make one wheel locked turn on that area.
- Antena height 72 M erected on COORD : N 05 30.36 E 95 23.14 (right down wind RWY 17)
- Satelindo antenna erected PSN West of AD, distance 700 M from RWY 35, height 40 M.
- Aircraft heavier than F 28 are requested turn on turning area.

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