



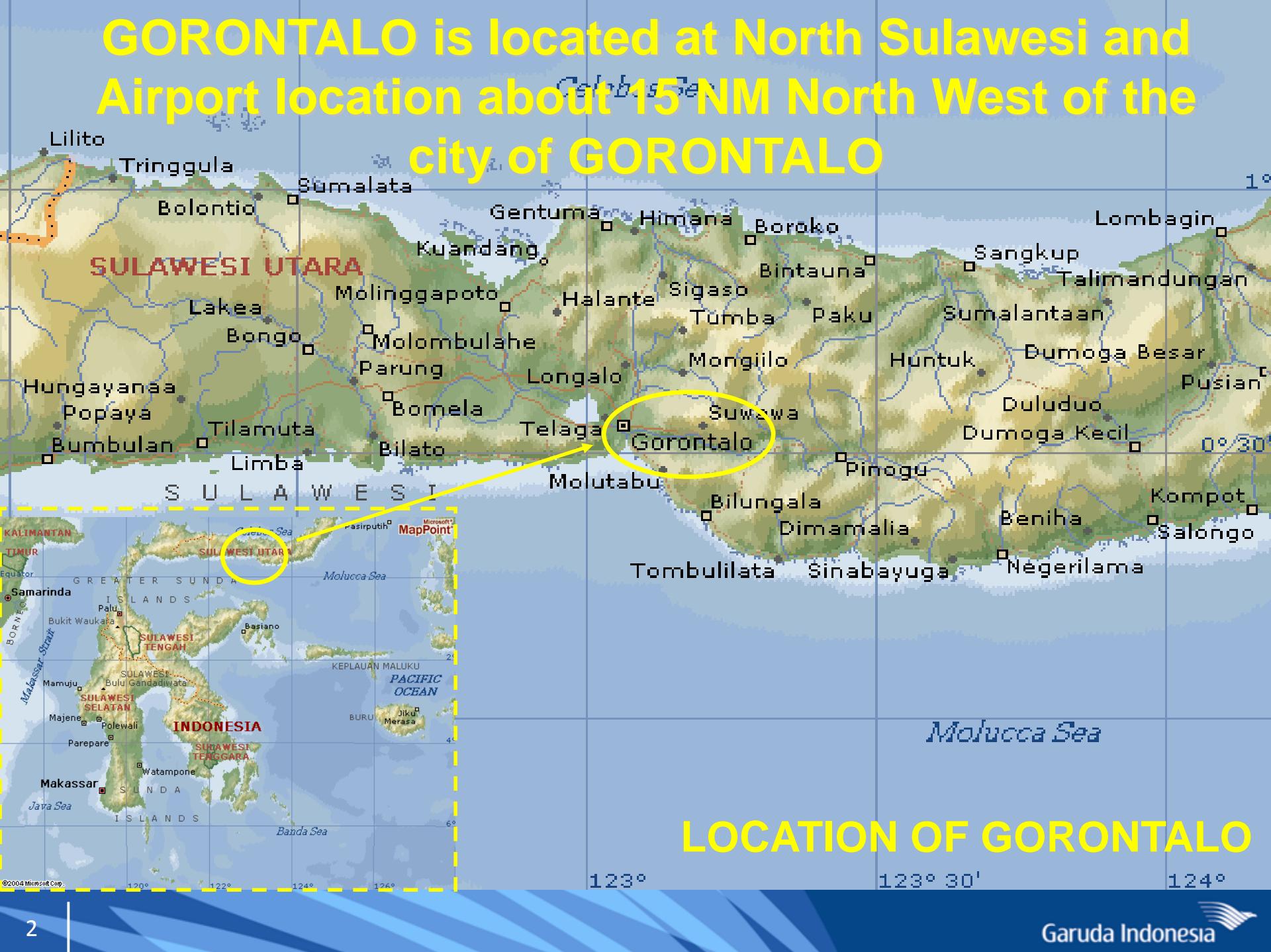
# **GORONTALO (INDONESIA)**

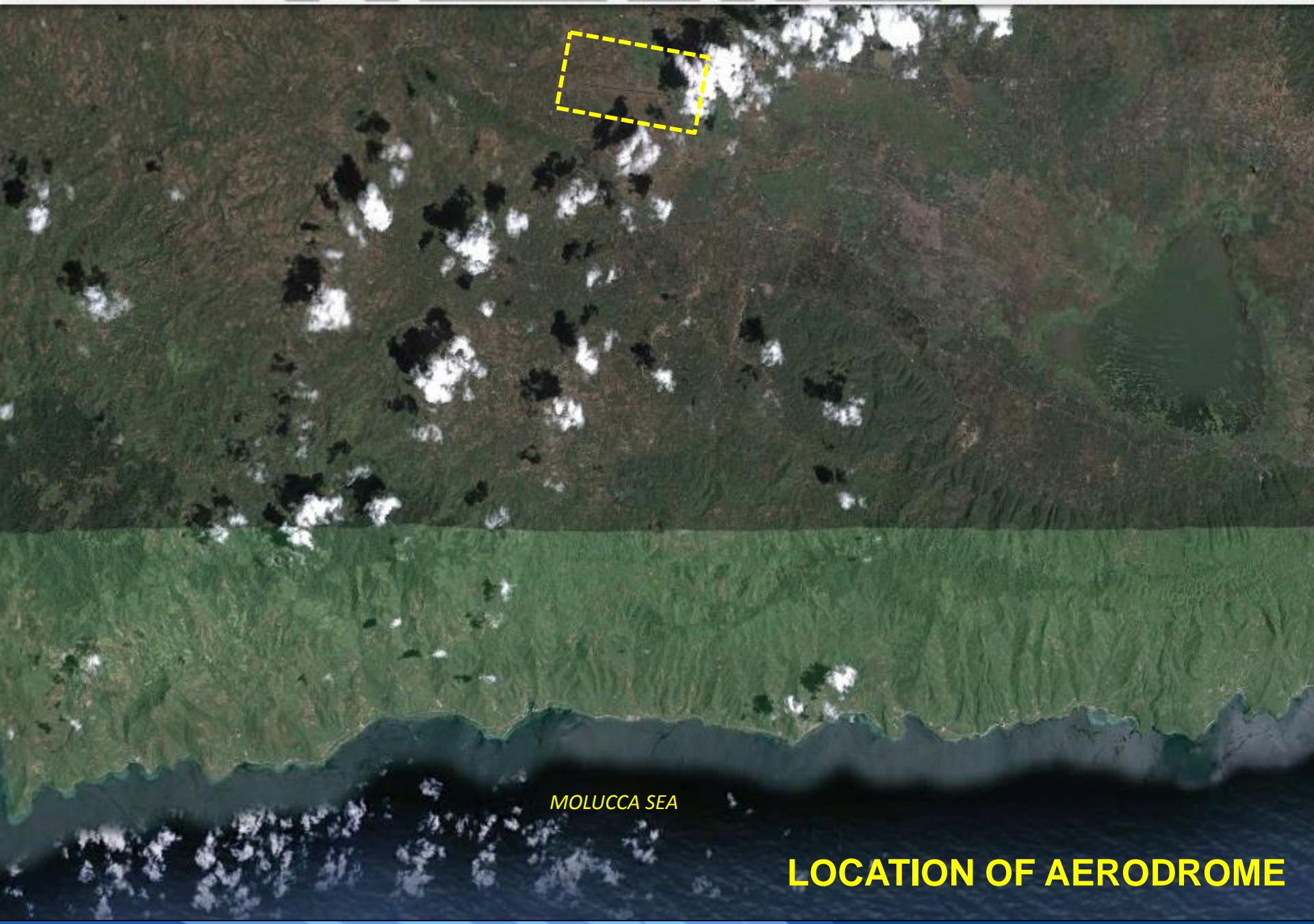
## **DJALALUDDIN AIRPORT (WAMG/GTO)**

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**JUNE 2017**

**GORONTALO is located at North Sulawesi and  
Airport location about 15 NM North West of the  
city of GORONTALO**





**LOCATION OF AERODROME**





## OVERVIEW OF AERODROME

# ALTERNATE DESTINATIONS



- |                     |              |
|---------------------|--------------|
| 1. MANADO (MDC),    | Dist = 136Nm |
| 2. BALIKPAPAN (BPN) | Dist = 376Nm |
| 3. U.PANDANG (UPG)  | Dist = 394Nm |
| 4. PALU (PLW)       | Dist = 200Nm |
| 5. KENDARI (KDI)    | Dist = 283Nm |





## OVERVIEW OF AERODROME

# RUNWAY/ AIRPORT DJALALUDDIN

<b>ARP Coordinates</b>	: 00 38 18 N, 122 51 08 E
<b>Operational hours</b>	: 23.00 – 11.00
<b>Runway Designation</b>	: 09 - 27
<b>Dimension</b>	: 2500 X 45 m
<b>Magnetic Variation</b>	: 1° 12' E
<b>Dimension of RESA</b>	: 90M X 60M (Both of RWY)
<b>Dimension of Strip</b>	: 2500 X 45 m
<b>Turning Area</b>	: RWY 09/27
<b>Surface</b>	: Asphalt Concrete
<b>Strength</b>	: 41FBXT
<b>PAPI</b>	: RWY 09 and RWY 27
<b>Fire Fighting Facility</b>	: CAT VII

# NAVIGATION AIDS & COMMUNICATIONS

- VOR/ DME : 113.5 Mhz (CH-82X ) “GTL”
- NDB : 285 KHz “NN”
- ILS : 110.1 Mhz, RWY 27 “IGTL”

- VHF Comm : 122.2 Mhz
- HF Comm : 9055 KHz, 8918 KHz
- Direct Link : MDC (Manado Approach)

# Flight Plans CGK to GTO via UPG

**CGK to UPG**

: GL, HLM, CA, PIALA, ANY, LASEM, SPUT, SALOM,  
GUANO, OVINA, OO MK 5, MK GOC, MKS, WAAA = **808 NM**

**UPG to GTO**

: MKS, KANIP, DIOLA, TAPIR, GTL 207, WGLIN, WGLIA,  
GLFA, WGLMA, GTL, WAMG = **446 NM**

**GTO to UPG**

: GTL, TAPIR, DIOLA, KANIP, MK 30A, COPAK, WAAA = **420 NM**

**UPG to CGK**

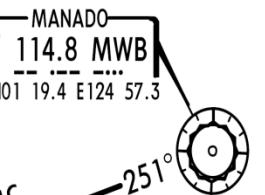
: GUANO, SOLOM, CUCUT, MADIN, KIDET, IMU, ESALA, DKI,  
DKI 28, DKI 42, CGK 85, GL = **822 NM**

2 JUN 17

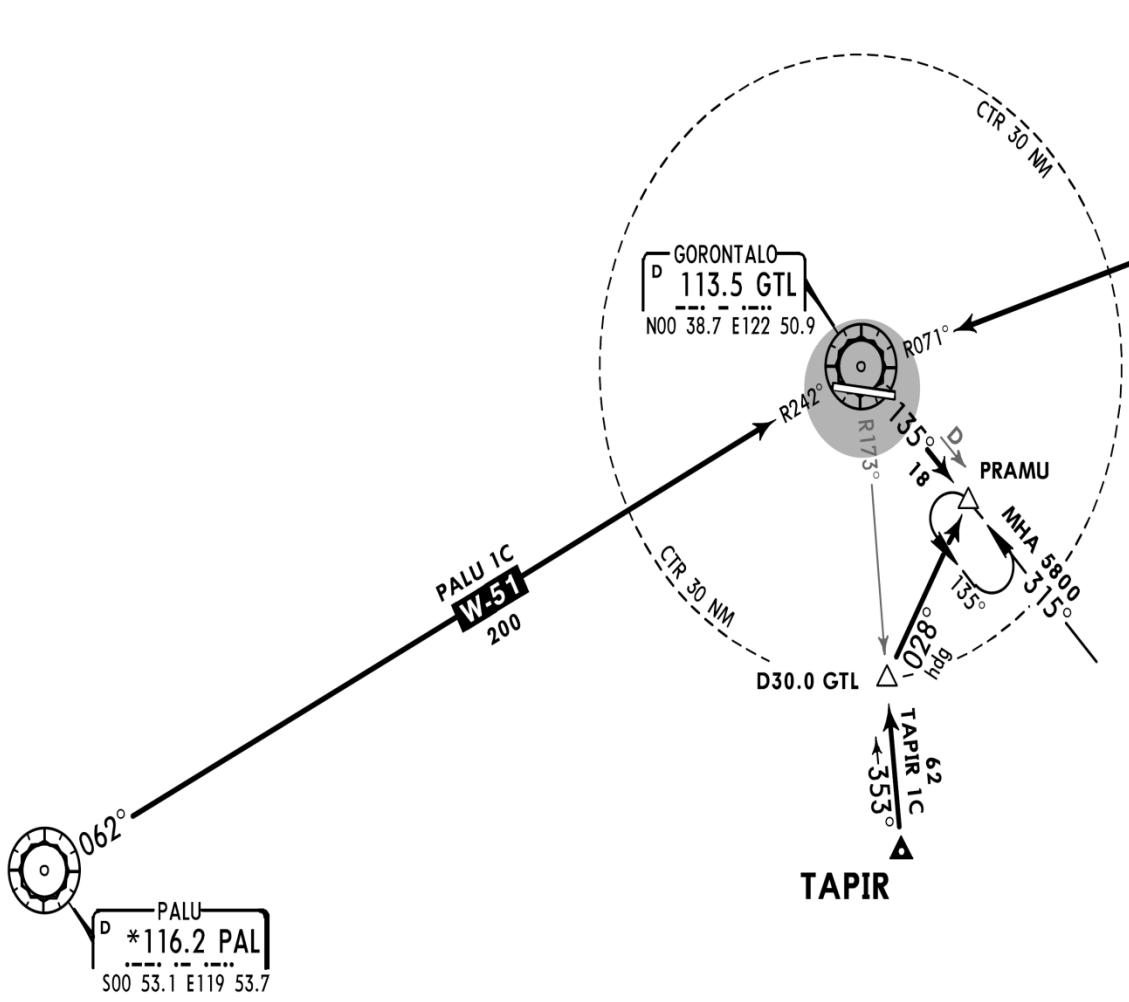
10-2

**MANADO 1C [MWB1C]  
PALU 1C [PAL1C]  
TAPIR 1C [TAPI1C]**  
**ARRIVALS**  
(RWY 27)

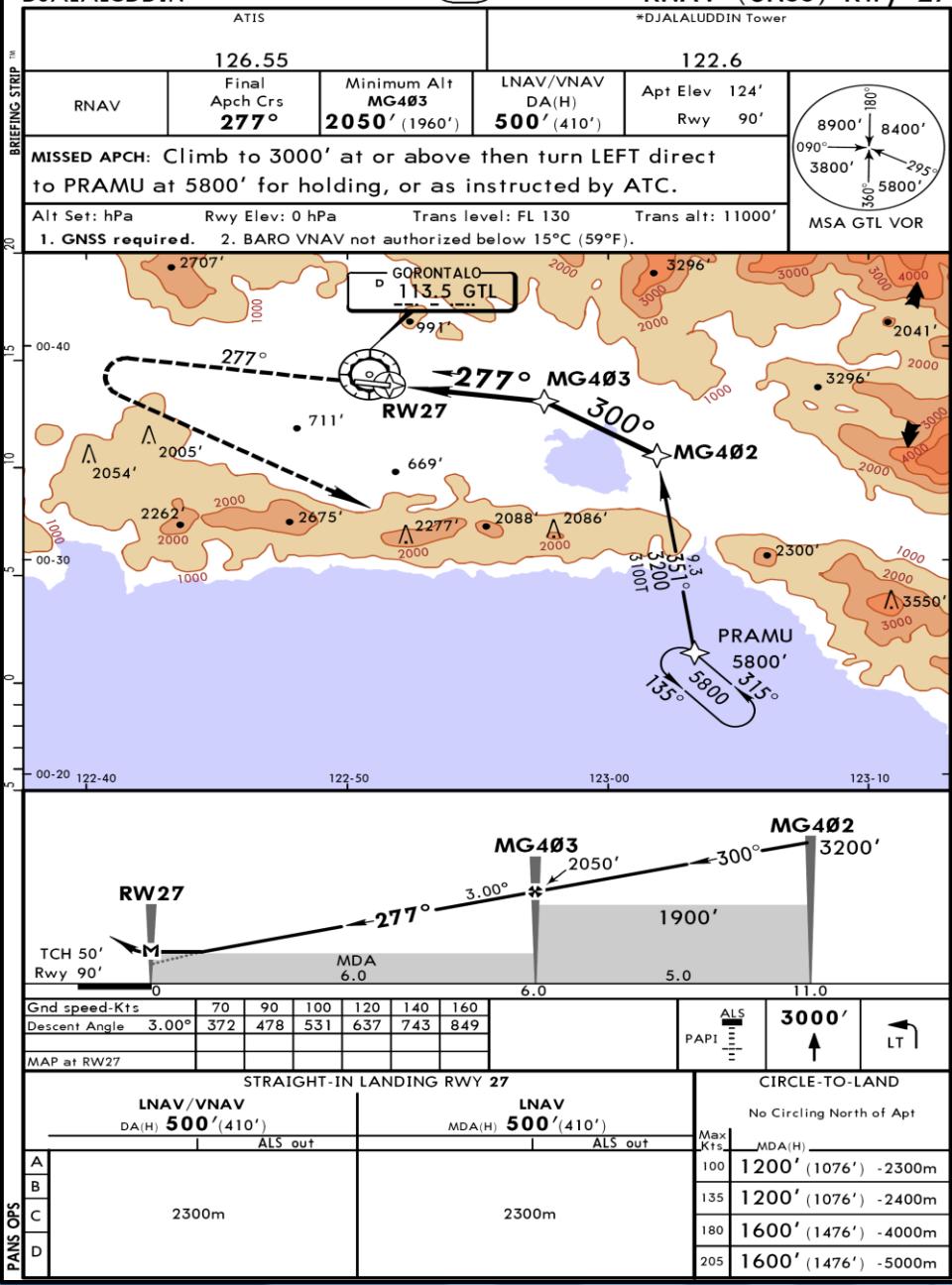
AIRS 126.55	Apt Elev 124'	Alt set: hPa Trans level: FL130	Trans alt: 11000'
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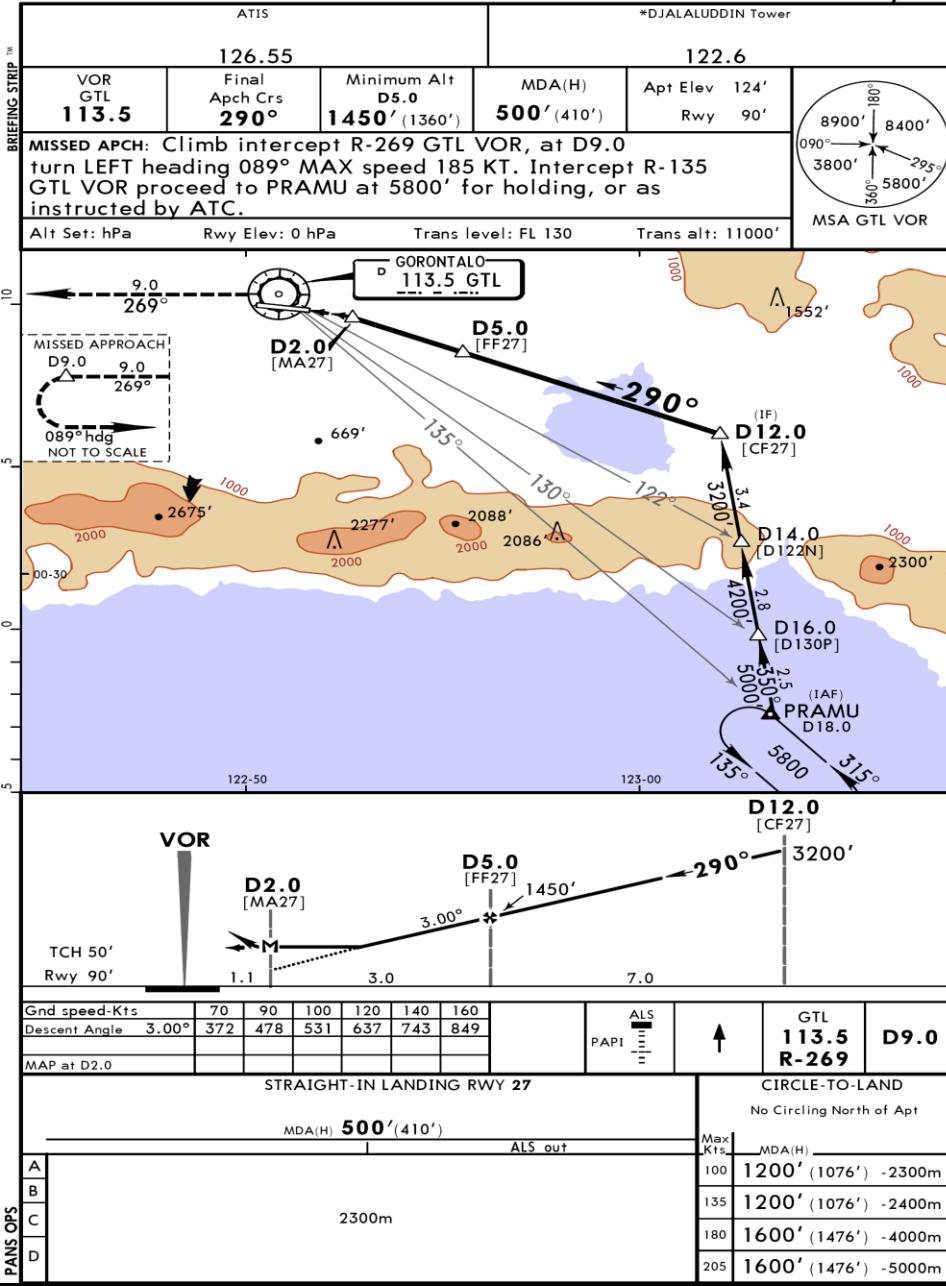


NOT TO SCALE



STAR	ROUTING
MANADO 1C	From MWB VOR using W-51 proceed to GTL VOR then proceed to PRAMU for holding.
PALU 1C	From PAL VOR using W-51 proceed to GTL VOR then proceed to PRAMU for holding.
TAPIR 1C	From TAPIR to D30.0 GTL turn RIGHT heading 028° then proceed to PRAMU for holding.

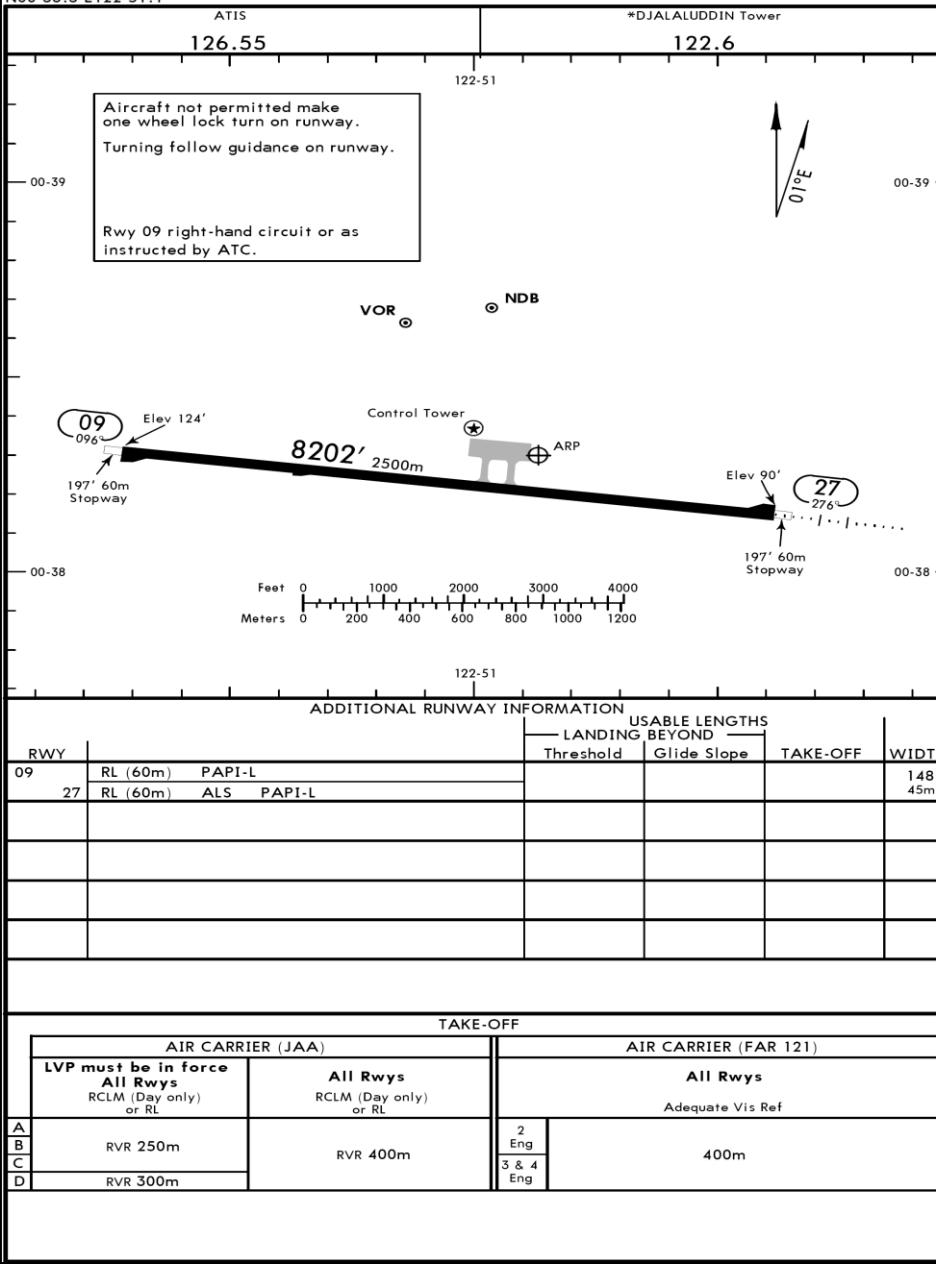




WAMG/GTO  
Apt Elev 124'  
N00 38.3 E122 51.1



GORONTALO, INDONESIA  
DJALALUDDIN





# ARRIVAL





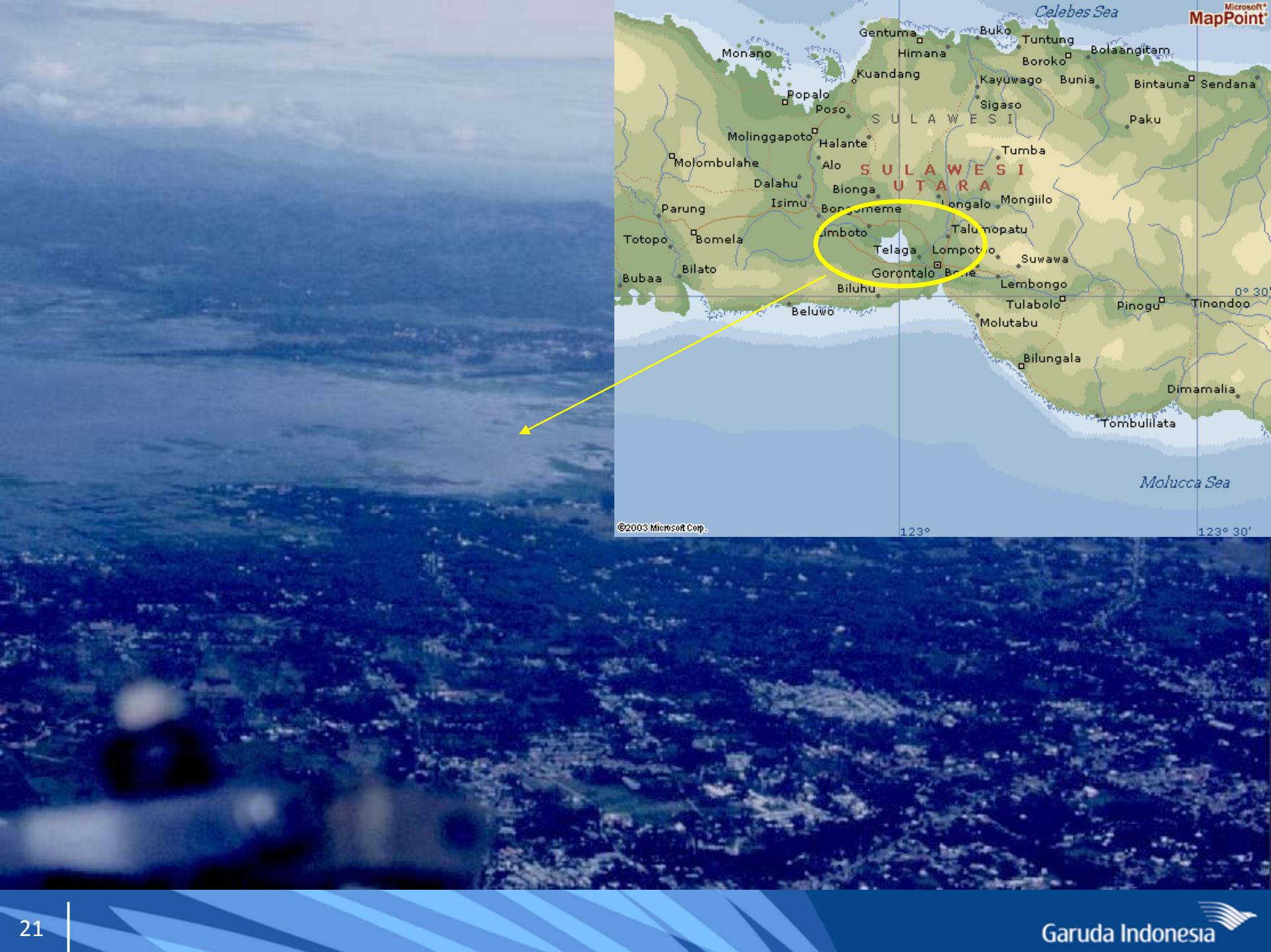


## OVERVIEW OF AERODROME

## Sea Port and Gorontalo City

Airport







R- 291° , D-15 to GTL VOR/DME





RWY



RWY 27/09









**APPROACHING RWY 27**



APPROACH  
LIGHTING

**SHORT FINAL RWY 29**



TERMINAL  
BLD

APPROACHING TOUCH DOWN RWY 27







## TERMINAL BUILDING



## PARKING SPOT ON APRON AREA

# DEPARTURE



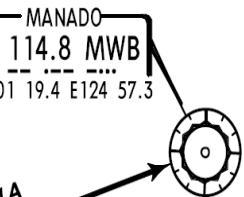
Apt Elev  
124' Trans level: FL130 Trans alt: 11000'

CTR 30 NM

**MANADO ONE ALPHA [MWB 1A],  
PALU ONE ALPHA [PAL 1A],  
TAPIR ONE ALPHA [TAPI 1A]**

**DEPARTURES**

(RWY 09)



MANADO 1A  
W51

D 113.5 GTL  
N00 38.7 E122 50.9

At or above  
1500'

Direct distance from  
Djalaluddin Apt to:  
MWB 133 NM  
PAL 200 NM  
TAPIR 91 NM

PALU 1A  
W51

D \*116.2 PAL  
S00 53.1 E119 53.7

TAPIR  
S00 53.2  
E123 00.0



These SIDs require minimum climb gradients of:  
MANADO ONE ALPHA: 8.8%.  
PALU ONE ALPHA, TAPIR ONE ALPHA: 5.4%.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641
8.8% V/V (fpm)	668	891	1337	1782	2228	2674

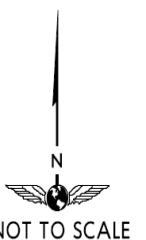
SID	INITIAL CLIMB
MANADO ONE ALPHA	Climb to 1500' on 101° turn LEFT heading 026° to intercept GTL R-071 to join W-51.
PALU ONE ALPHA	Climb to 1500' on 101° then turn RIGHT heading 286° to intercept GTL R-242 to join W-51.
TAPIR ONE ALPHA	Climb to 1500' on 101° then turn RIGHT heading 218° to intercept GTL R-173 to TAPIR.

Apt E/ev  
124' Trans level: FL130 Trans alt: 11000'

**MANADO ONE BRAVO [MWB1B],  
PALU ONE BRAVO [PAL1B],  
TAPIR ONE BRAVO [TAPI1B]**

**DEPARTURES**

(RWY 27)



NOT TO SCALE

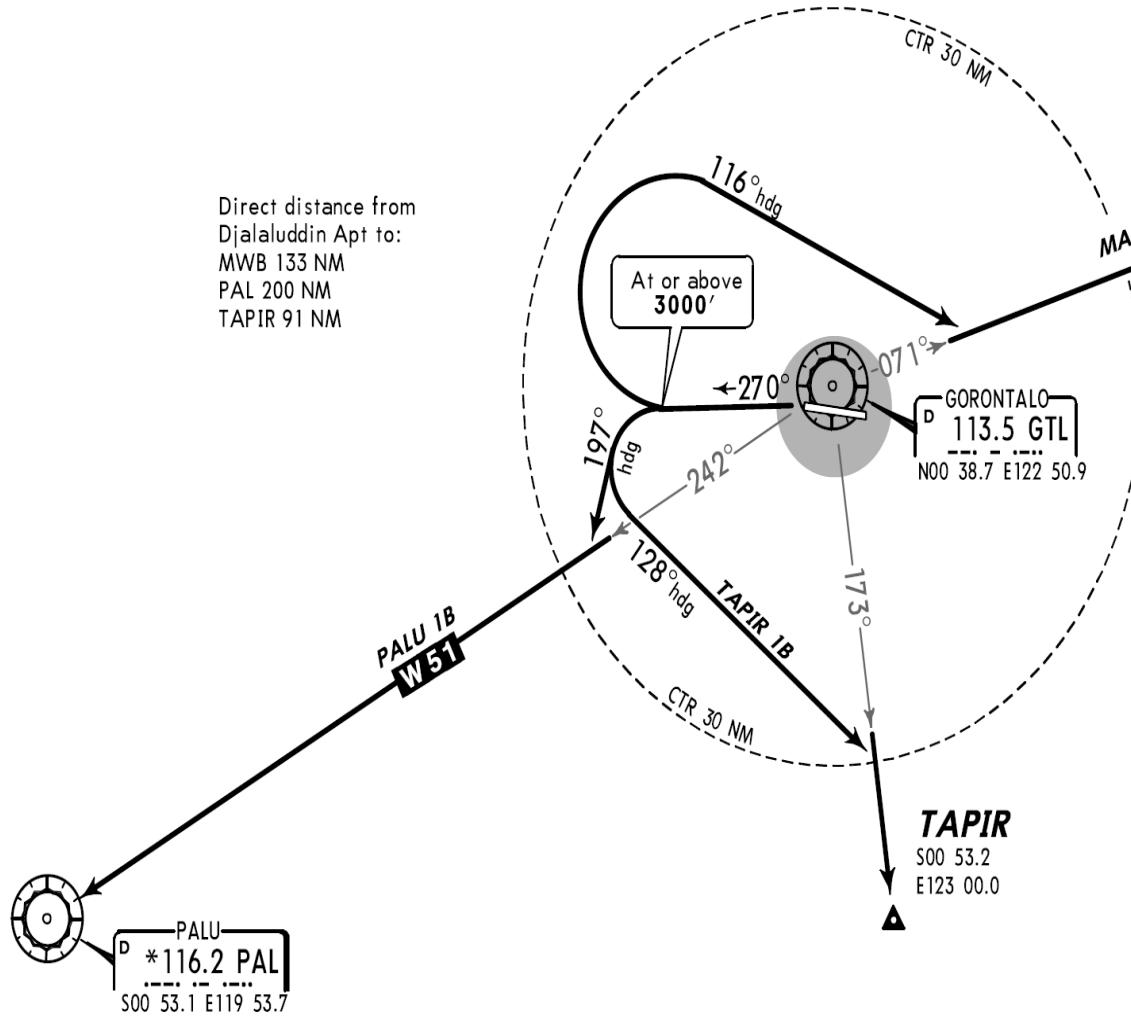
MANADO  
D 114.8 MWB  
N01 19.4 E124 57.3

MANADO 1B  
W51

GORONTALO  
D 113.5 GTL  
N00 38.7 E122 50.9

TAPIR  
S00 53.2  
E123 00.0

Direct distance from  
Djalaluddin Apt to:  
MWB 133 NM  
PAL 200 NM  
TAPIR 91 NM



**SID**

**INITIAL CLIMB**

**MANADO ONE BRAVO**

Climb to 3000' on 270° turn RIGHT heading 116° to intercept GTL R-071 to join W-51.

**PALU ONE BRAVO**

Climb to 3000' on 270° then turn LEFT heading 197° to intercept GTL R-242 to join W-51.

**TAPIR ONE BRAVO**

Climb to 3000' on 270° then turn LEFT heading 128° to intercept GTL R-173 to TAPIR.

These SIDs require minimum climb gradients of:  
MANADO ONE BRAVO: 7.2%.  
PALU ONE BRAVO, TAPIR ONE BRAVO: 15.1%.

Gnd speed-KT	75	100	150	200	250	300
7.2% V/V (fpm)	547	729	1094	1458	1823	2187
15.1% V/V (fpm)	1148	1528	2295	3056	3823	4590





TURNING  
AREA 09

TOWARD RWY 09



**TURNING ON RWY 09**



# COMMUNICATION FAILURE

If radio failure precludes, the airplane shall comply with the radio communication failure procedure described herein or miscellaneous book.

The airplane when forming part of the aerodrome traffic at a controlled aerodrome shall keep a watch for such instructions as may be issued by visual signals.

## A. Complete Radio Failure

- If in Visual Meteorological Condition (VMC) : → Squawk 7600
  - continue to fly in visual meteorological conditions.
  - land at the nearest suitable aerodrome.
  - report its arrival by the most expeditious means to the appropriate ATC unit.
- If in Instrument Meteorological Conditions (IMC) or when weather conditions are such that it does not appear feasible to complete the flight in accordance with appropriate procedure : → Squawk 7600.
  - Proceed according to the current flight plan to the appropriate designated navigation aid serving destination aerodrome and when required to ensure compliance with next following paragraph, hold over this aid until commencement of descent.
  - Commence descent from the navigation aid specified in flight plan or as close as possible to, the expected approach time last received and acknowledge , or if no expected approach time has been received and acknowledge, at or as close as possible to the estimated time of arrival resulting from the current flight plan.

# COMMUNICATION FAILURE (Cont)

- Complete applicable STAR followed by a normal instrument approach procedure as specified for the designated navigational aid, and land, if possible within 30 minutes after the estimated time of arrival specified or the last acknowledge expected approach time, whichever is later.

If the clearance for the levels covers only part of the route, the aircraft is expected to maintain the last assigned and acknowledged cruising level(s) to the point(s) specified in the clearance level(s) in the current flight plan. The provision of air traffic control service to other flights operating in the airspace concerned will be based on the assumption that aircraft experiencing radio failure will comply with the above name rules.

## B. Receiver Failure

When two-way communication is not possible due to receiver failure at the aircraft station, report shall be transmitted preceded by the phrase “transmitting blind due to receiver failure”, at the scheduled positions or times, and on the frequency in use. After blind transmitting of a report, the complete message shall be repeated, and the time of next intended transmission shall be advised.

# HANDLING SERVICES & FACILITIES

- **GROUND HANDLER** : KOPERJAL
- **FUEL SERVICE** : PT PERTAMINA
- **TECH HANDLER** : PT GMF



## FIRE FIGHTING SERVICE



PERTAMINA  
AVIATION

FUEL SERVICE

**HAVE A NICE FLIGHT  
TO  
GORONTALO**

