



PONTIANAK (INDONESIA)

SUPADIO AIRPORT (WIOO/PNK)

ISSUE : 05

JULI 2018

LOCATION OF PONTIANAK CITY

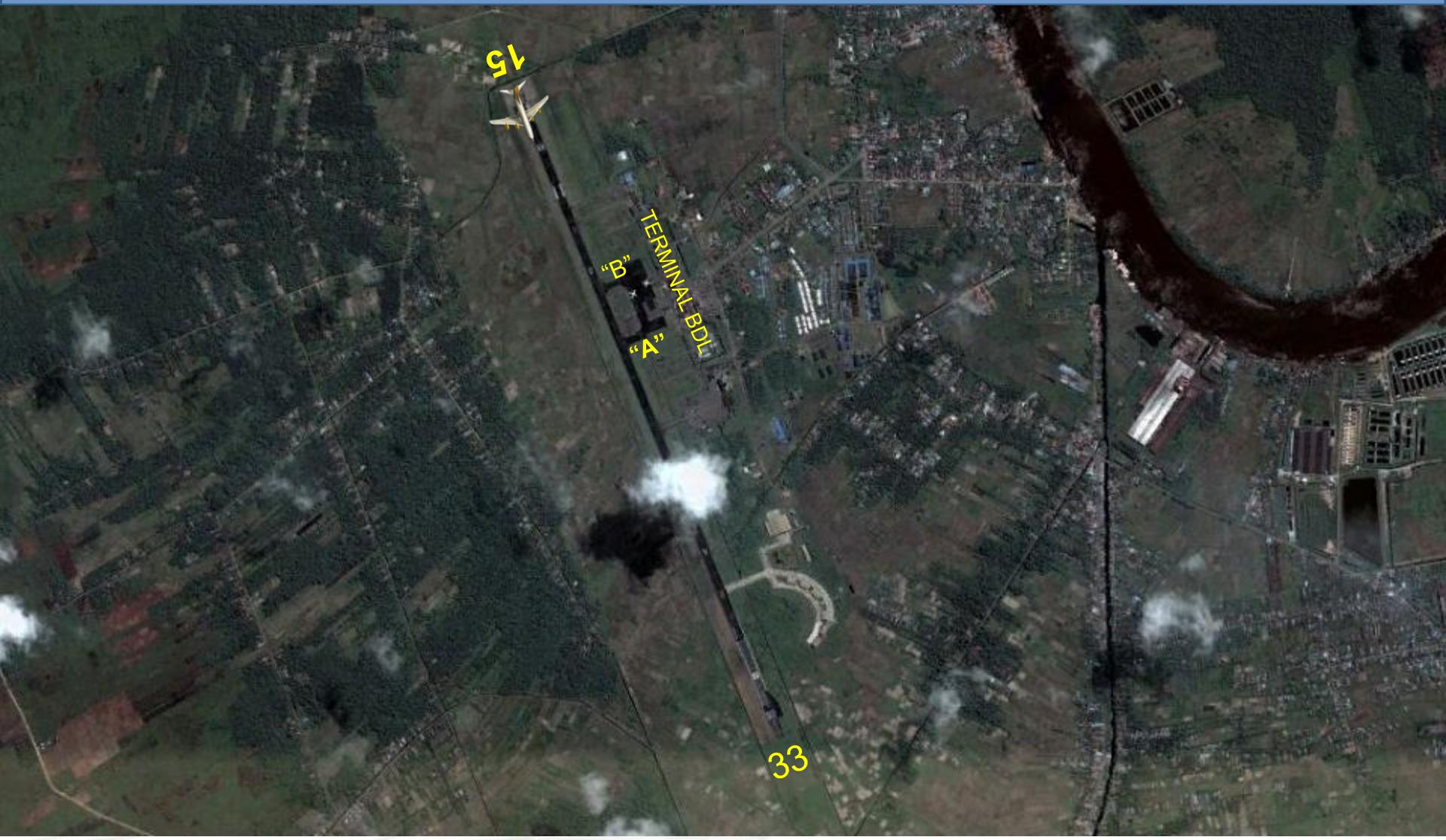


LOCATION OF AERODROME



Pontianak is located at West Kalimantan and Airport location about 20 KM
South of the city of PONTIANAK

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Kalimantan weather is permanently hot and damp, the wettest period is from October to March and the driest period is from July to September.

Although the sun predominates between April and September, be prepared for heavy tropical downpours.

Flight Plan

WIII - WIOO R 01

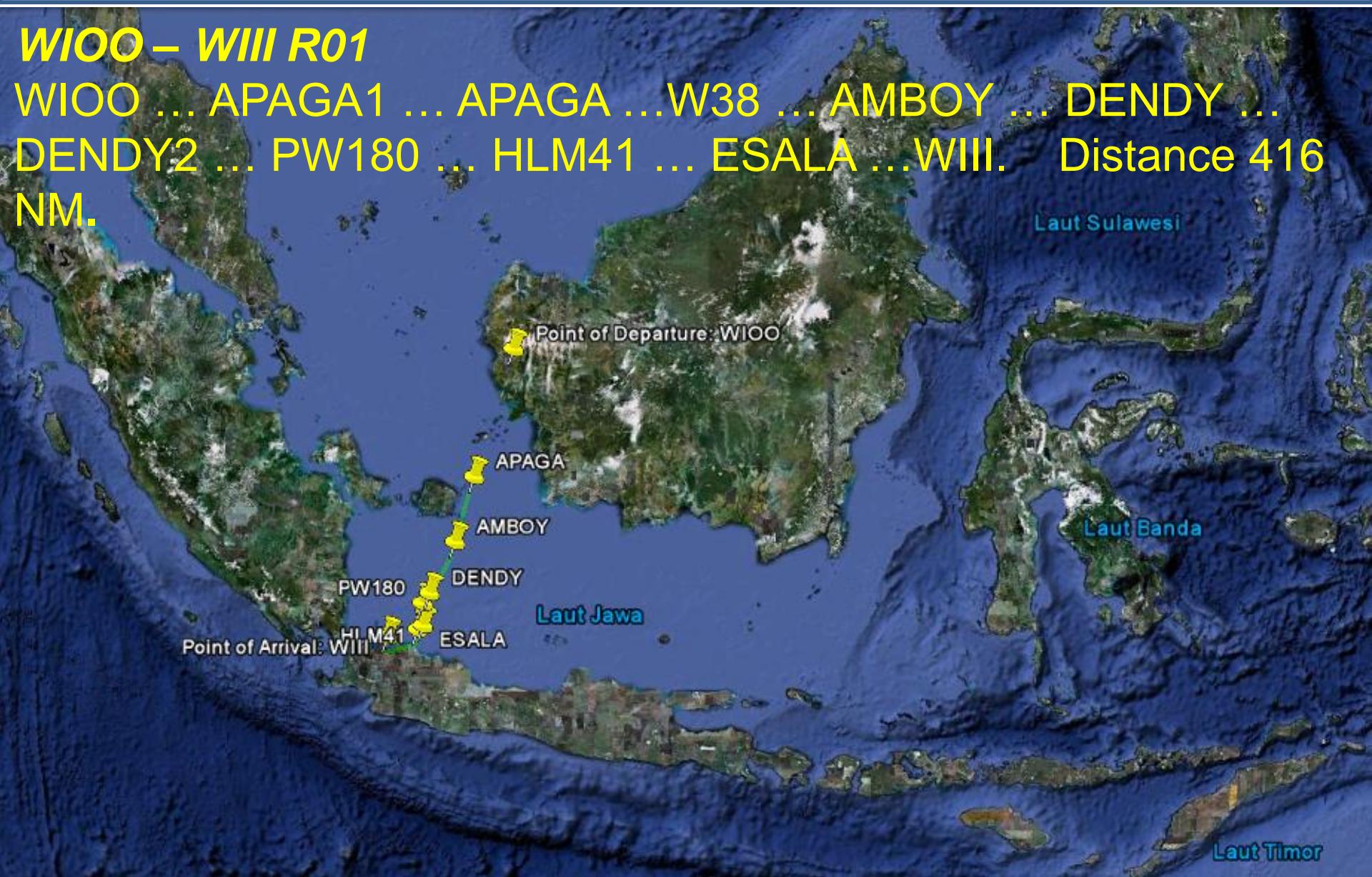
WIII ... DKI2C ... CR ... DKI ... ABASA ... W 14 ... ALTAR ... TPN
... BOLSA ... BOLSA1 ... PNK ... WIOO. Distance 413 NM



Flight Plan

WIOO – WIII R01

WIOO ... APAGA1 ... APAGA ... W38 ... AMBOY ... DENDY ...
DENDY2 ... PW180 ... HLM41 ... ESALA ... WIII. Distance 416
NM.



ALERTANE AERODROMES



No	AD	Loc ID		Type OF ACFT			Dist NM	GH
1	PALEMBANG G	WIPD	PLM		B738	B737	327	Gapura
2	BATAM	WIDD	BTH		B738	B737	332	R, BAS
3	JAKARTA	WIII	CGK		B738	B737	423	Gapura
4	SINGAPURA	WSSS	SIN		B738	B737	337	CIAS

RUNWAY/ AERODROME SUPADIO

ARP Coordinates and Site at AD	: 00 08 53 S, 109 24 15 E
Operation Hours	: 23.00 – 17.00
Time Conversion	: UTC + 8
Magnetic Variation	: 0°35' E (2016)
AD Elevation	: 10 Ft
Dimension	: 2250 X 45 m
Runway Designation	: RWY 15/ 33
Surface	: Asphalt Concrete
Pavement Strength	: PCN 51FDXT
Visual Approach Slope Indicator Systems	: PAPI
Rescue and Firefighting Services CAT	:CAT VII

NAVIGATIONS & COMMUNICATIONS

VOR/ DME	:	113.2 MHz/ CH-79X	“PNK”
NDB	:	245 KHz	“AT”
ILS/ LLZ	:	111.3 MHz	“IPNK”
GP	:	332.3 MHz	
MM	:	75 MHz	
OM	:	75 MHz	
ATIS	:	127.4 Mhz	

TWR	:	118.3 MHz	“Supadio Tower”
APP	:	119.0 MHz	“Pontianak Approach”
FSS	:	3416, 6595 5631, 8957 11309, 11366 KHz	“Pontianak Information”

ADDITIONAL INFORMATION/ REMARKS

- If radio failure fly full circuit over field before landing.
- RWY slippery during & shortly after rain.
- All ACFT turn at turning area only.
- Don't spoil fuel & oil on RWY, TWY and Apron.
- ACFT heavier than F 28 are not permitted to make 180⁰ deg
- Turn on RWY intersection.

**WIOO/PNK
SUPADIO**

JEPPESEN
26 SEP 14 10-1R

PONTIANAK, INDONESIA
RADAR MINIMUM ALTITUDES

This figure is an aeronautical chart covering parts of Indonesia, Malaysia, and Singapore. The chart displays Flight Level (FL) contours and Flight Information Regions (FIRs).

Flight Levels (FL):

- FL 130 (Trans level)
- FL 1000 (Trans alt: 11000')
- FL 800 (labeled as 8000)
- FL 500 (labeled as 5000)
- FL 300 (labeled as 3000)
- FL 200 (labeled as 2000)
- FL 100 (labeled as 1000)
- FL 80 (labeled as 800)
- FL 60 (labeled as 600)
- FL 40 (labeled as 400)
- FL 20 (labeled as 200)

FIR Boundaries:

- KOTA KINABALU FIR (top left)
- SINGAPORE FIR (left side)
- JAKARTA FIR (bottom right)
- UJUNG PANDANG FIR (bottom right)
- MALAYSIA FIR (top right)
- INDONESIA FIR (center right)

Supradio Station: Supradio is located at the center of the circular FIR boundary.

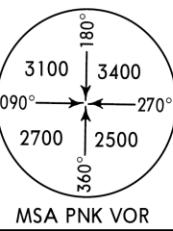
Contour Intervals: A legend indicates contour intervals of 2000 feet, with three boxes labeled 2000, 4000, and 6000.

Other Labels: D120, D80, D40, D200, 330°, 300°, 240°, 210°, 180°, 150°, 120°, 01-30, 00-30, 01-00, 00-00, 01-00, 00-30, 01-30, 02-00, 01-00, 02-30, 03-00.

*ATIS 127.4 Apt Elev 10'

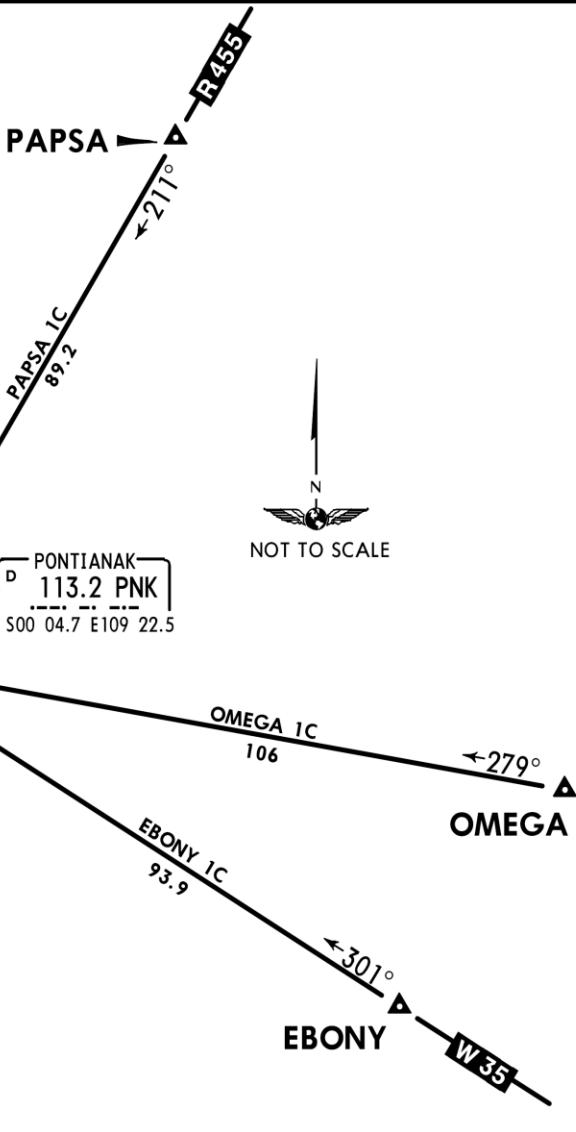
Alt Set: hPa Trans level: FL130 Trans alt: 11000'

10-2



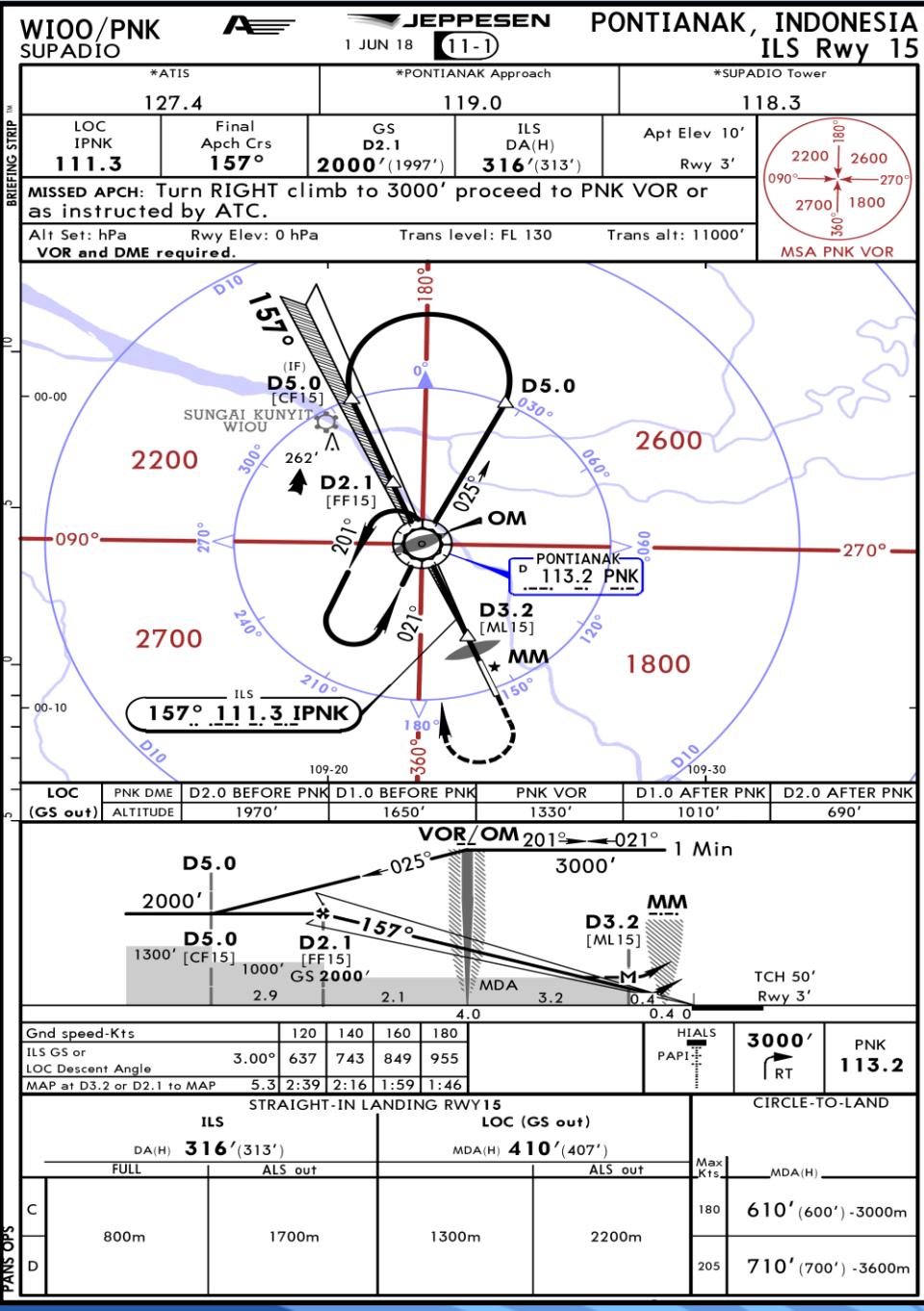
BAVUS 1C [BAVU1C], EBONY 1C [EBON1C]
OMEGA 1C [OMEG1C], PAPSA 1C [PAPS1C]
WIDIA 1A [WIDI1A], YUANA 1C [YUAN1C]

ARRIVALS
(RWYS 15, 33)



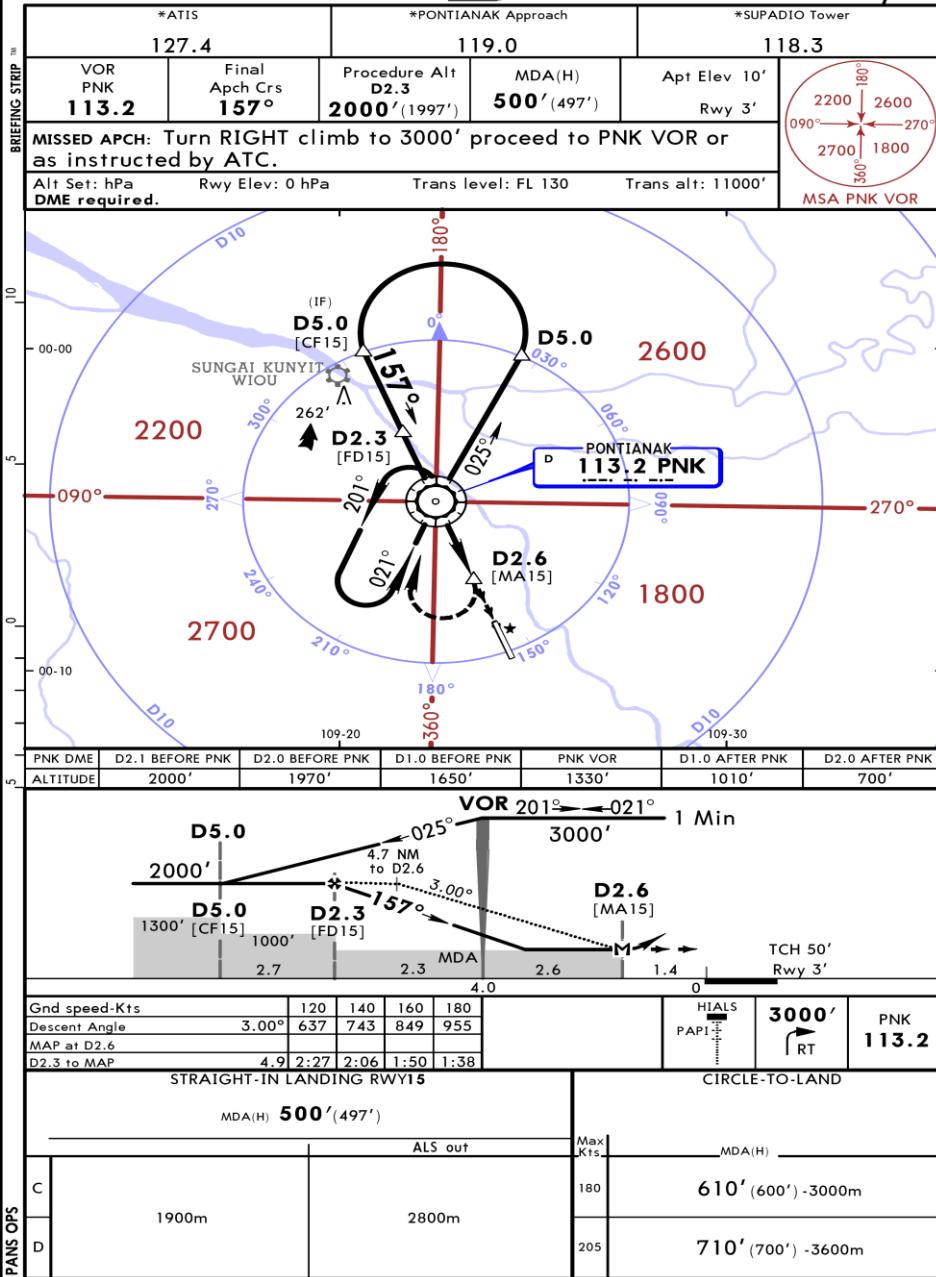
STAR

BAVUS ONE [BAVUS1]; EBONY ONE [EBONY1]; OMEGA ONE [OMEGA1];
PAPSA ONE [PAPSA1]; WIDIA ONE [WIDIA1]; YUANA ONE [YUANA1];
ARRIVALS (RWYS 15, 33)



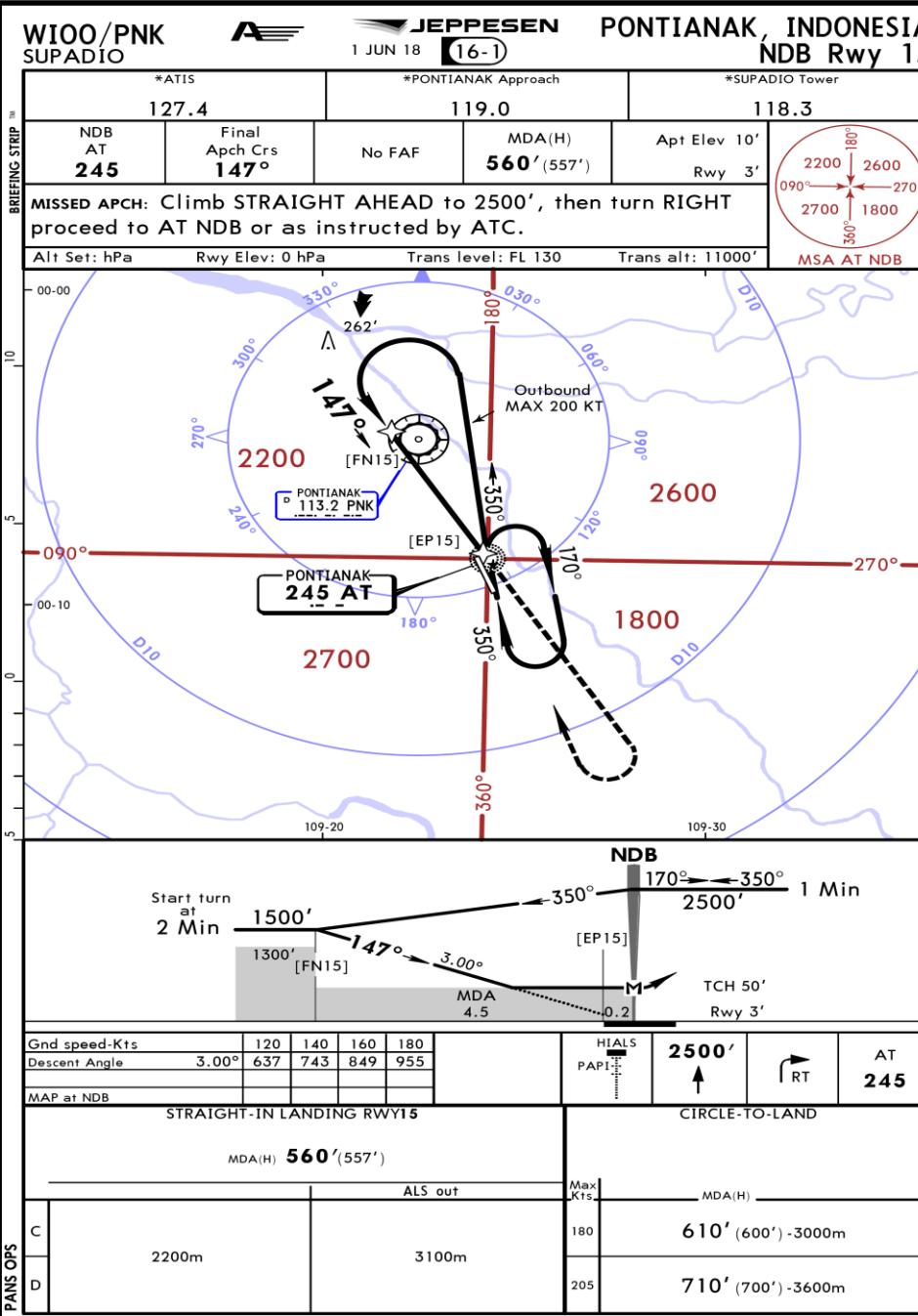
VOR ILS RWY 15

MISSED APPROACH : Turn LEFT Climb to 2500' proceed to PNK VOR for holding or as instructed by ATC.

WIOO/PNK
SUPADIOJEPPESEN
1 JUN 18 13-1PONTIANAK, INDONESIA
VOR Z Rwy 15

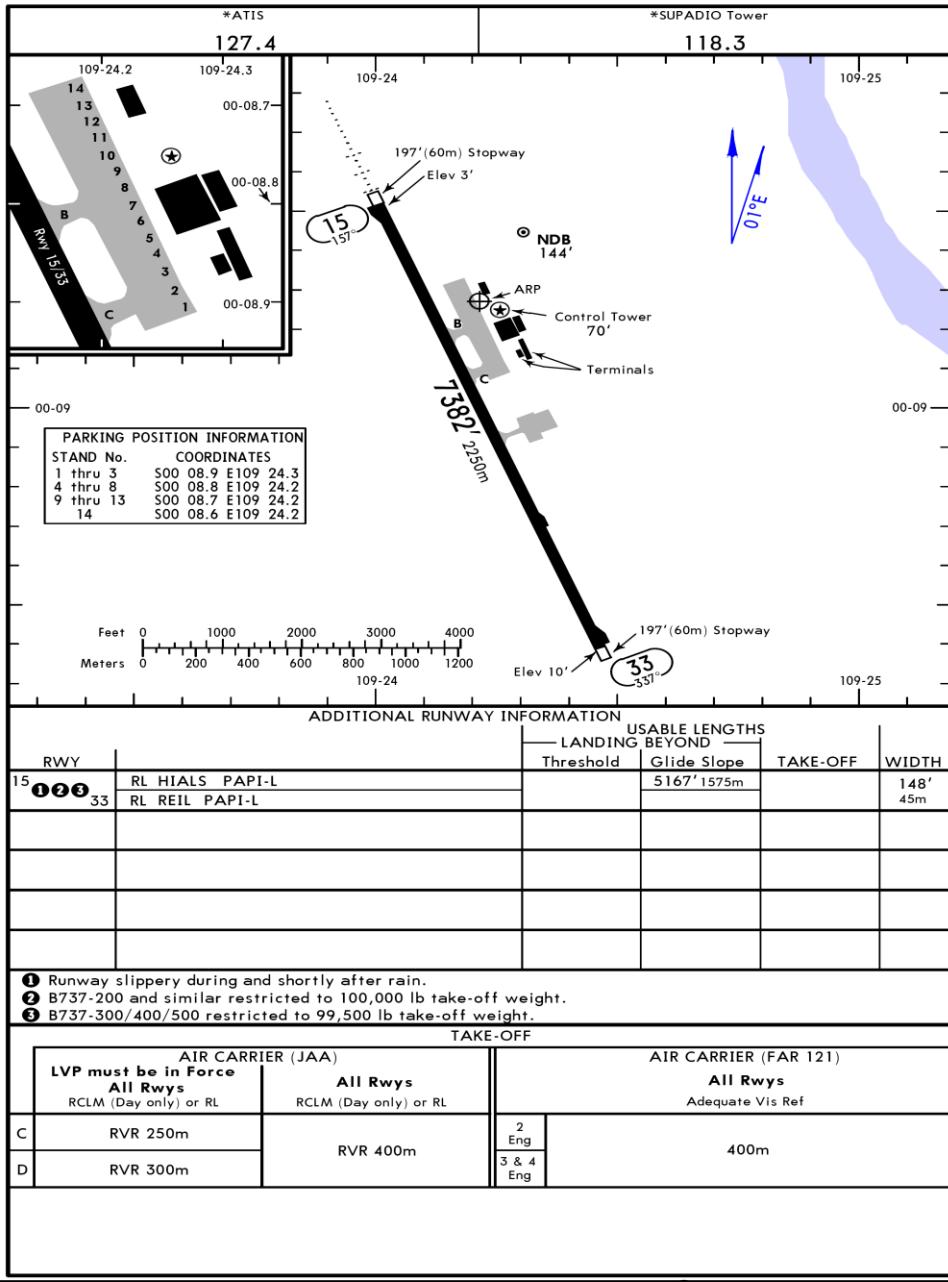
VOR RWY 15

MISSED APPROACH : Climb STRAIGHT AHEAD on 157° heading and return to PN VOR at 3000' and contact ATC for further instruction.



NDB RWY 15

MISSSED APPROACH : Climb on 151° heading to 2500', return to AT NDB And contact TOWER for further instructions.



LANDING CHART

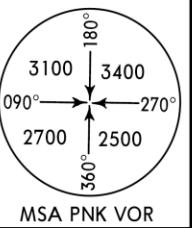
Apt Elev 10' Trans level: FL130 Trans alt: 11000'

JEPPESEN

PONTIANAK, INDONESIA

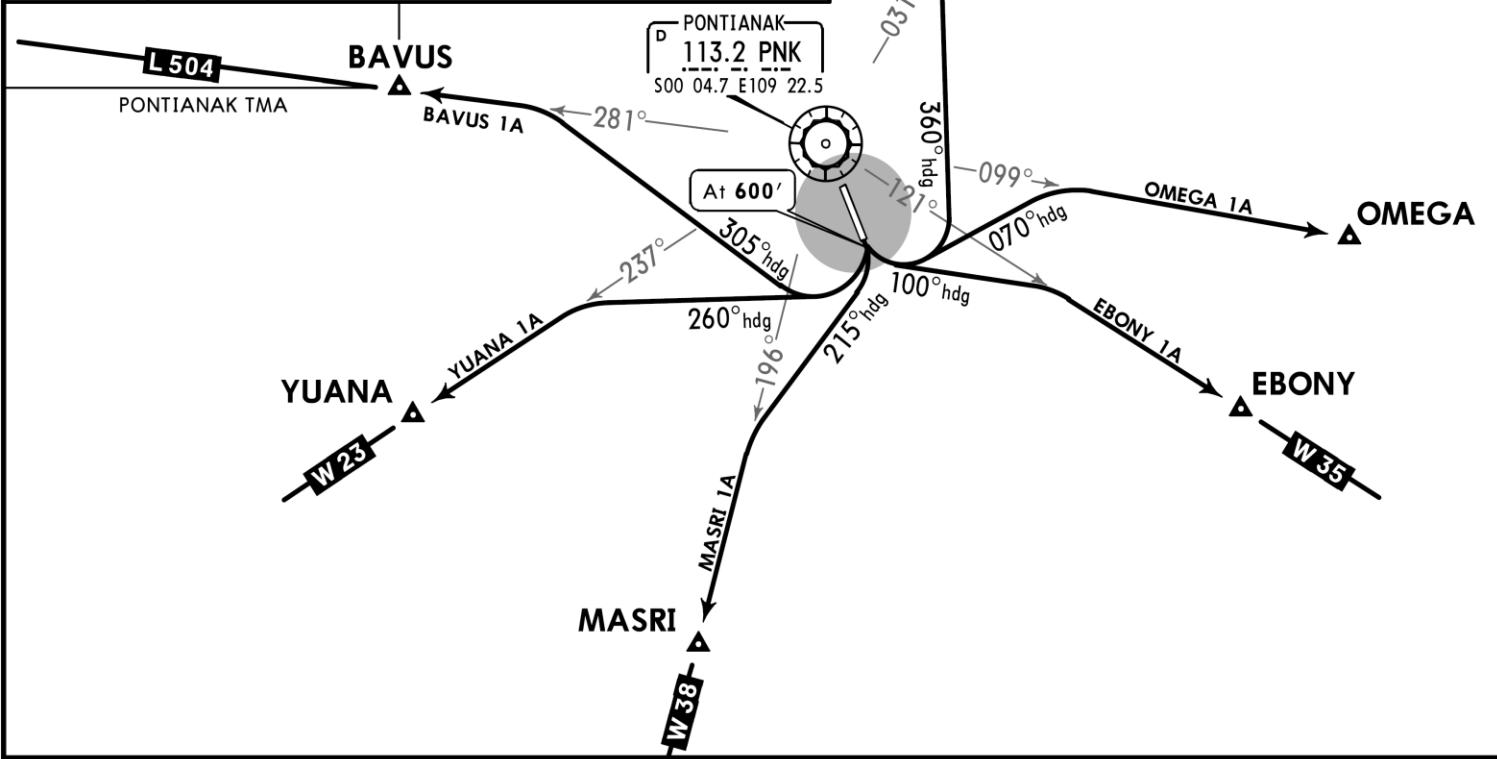
SID

27 JUL 18 10-3



NOT TO SCALE
N

SID	INITIAL CLIMB
BAVUS 1A	Take-off MAINTAIN runway heading, at 600' turn RIGHT heading 305° to intercept PNK R-281, proceed to BAVUS join L-504.
EBONY 1A	Take-off MAINTAIN runway heading, at 600' turn LEFT heading 100° to intercept PNK R-121, proceed to EBONY join W-35.
MASRI 1A	Take-off MAINTAIN runway heading, at 600' turn RIGHT heading 215° to intercept PNK R-196, proceed to MASRI join W-38.
OMEGA 1A	Take-off MAINTAIN runway heading, at 600' turn LEFT heading 070° to intercept PNK R-099, proceed to OMEGA.
PAPSA 1A	Take-off MAINTAIN runway heading, at 600' turn LEFT heading 360° to intercept PNK R-031, proceed to PAPSA join R-455.
YUANA 1A	Take-off MAINTAIN runway heading, at 600' turn RIGHT heading 260° to intercept PNK R-237, proceed to YUANA join W-23.

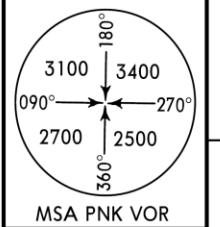


BAVUS 1A [BAVUS1A], EBONY 1A [EBONY1A]
MASRI 1A [MASRI1A], OMEGA 1A [OMEG1A]
PAPSA 1A [PAPS1A], YUANA 1A [YUAN1A]

DEPARTURES
(RWY 15)

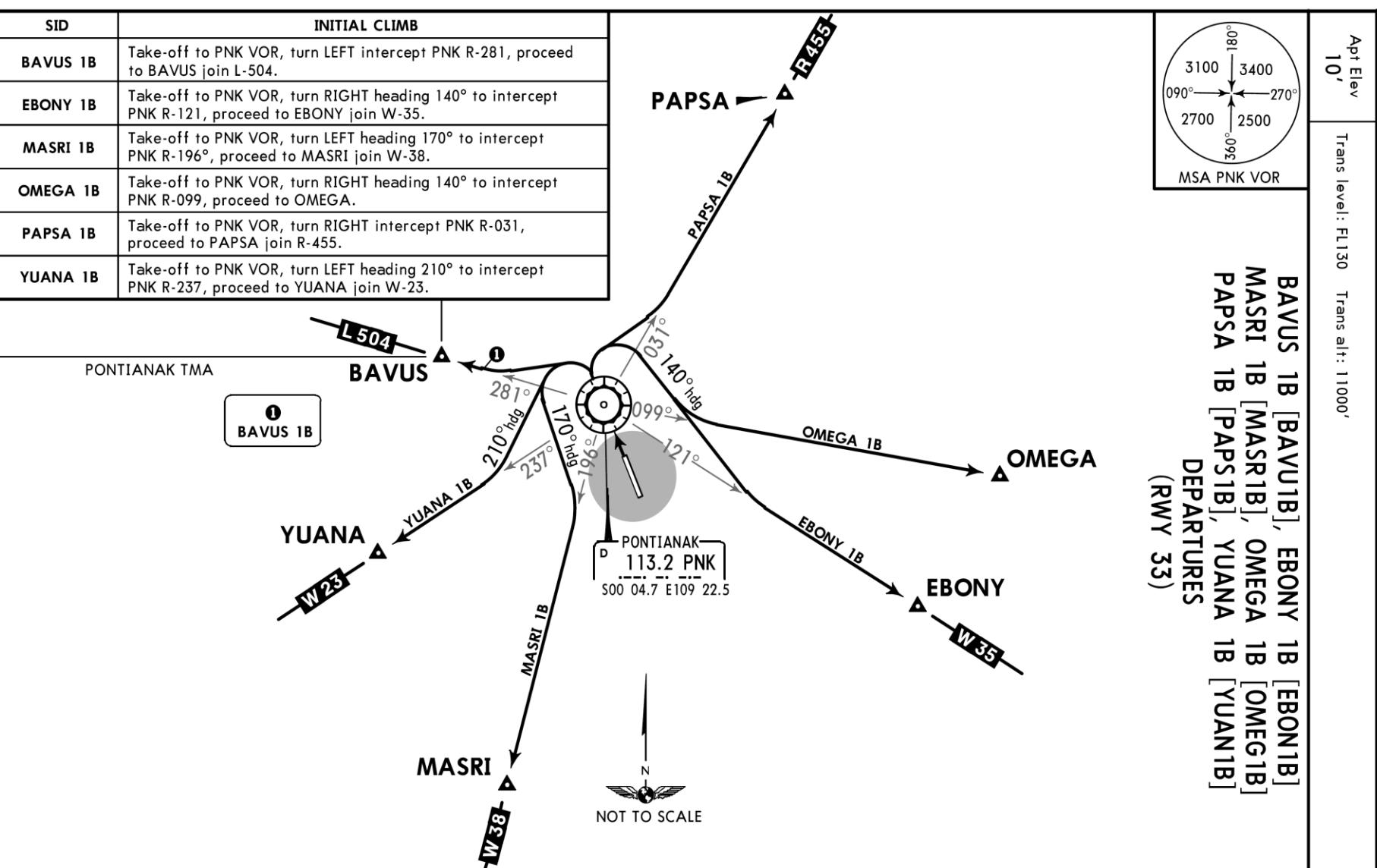
SID
RWY 15

BAVUS ONE ALPHA [BAVUS1A]; EBONY ONE BRAVO [EBONY1B];
MASRI ONE ALPHA [MASRI1A]; OMEGA ONE BRAVO [OMEGA1B];
PAPSA ONE BRAVO [PAPS1B]; YUANA ONE ALPHA [YUAN1A]



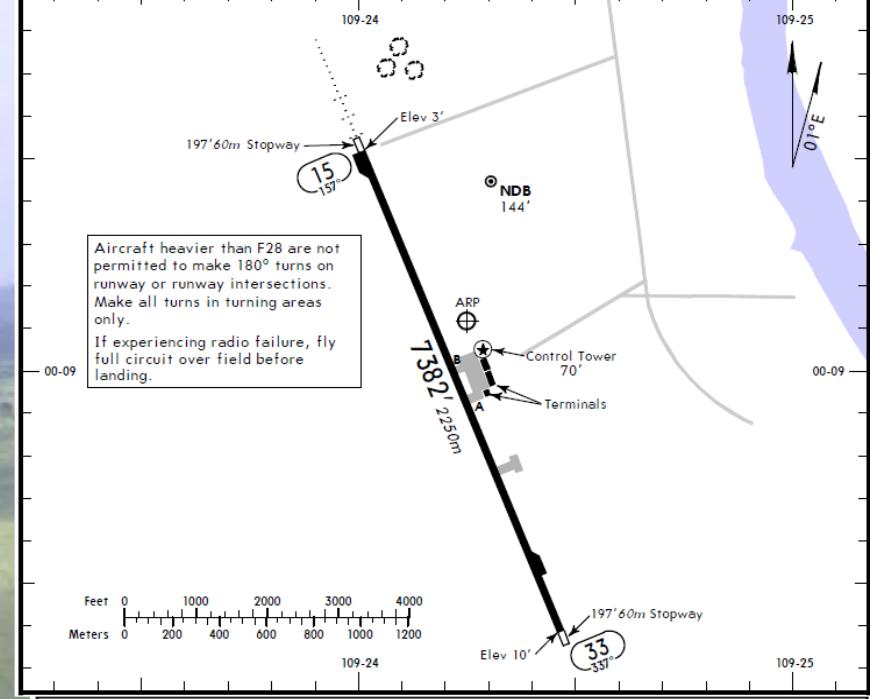
BAVUS 1B [BAVU1B], **EBONY 1B** [EBON1B]
MASRI 1B [MASR1B], **OMEGA 1B** [OMEG1B]
PAPSA 1B [PAPS1B], **YUANA 1B** [YUAN1B]

DEPARTURES (RWY 33)



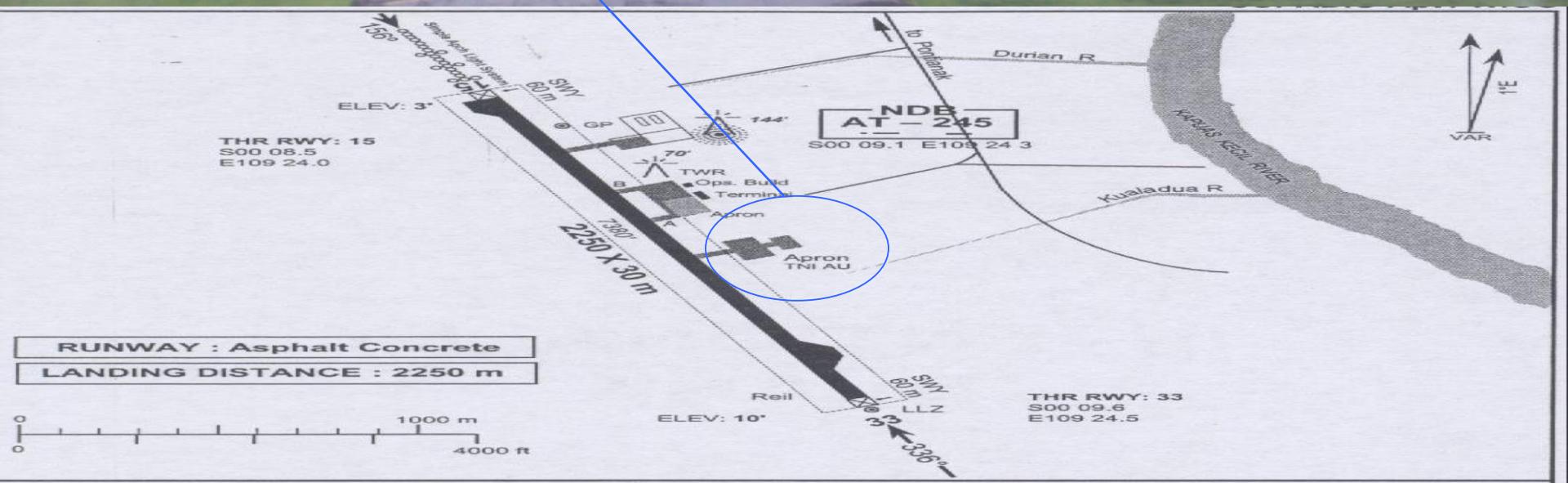
SID
RWY 33

BAVUS ONE BRAVO [BAVUS1B]; EBONY ONE ALPHA [EBONY1A];
MASRI ONE BRAVO [MASRI1B]; OMEGA ONE ALPHA [OMEGA1A];
PAPSA ONE ALPHA [PAPSA1A]; YUANA ONE BRAVO [YUANA1B]





Turning point on both RWY



SUPADIO AIRPORT



PCN 48 F/D/X/T ASPHALT CONCRETE



Touch down RW 15

AFTER LANDING 180⁰ TURN ON RWY, TAXI TO APRON VIA TAXIWAY A TO PARKING STAND.



Parking position no 8, 9 or 10
Nose in.

10

9

8 →

3

4

Parking stand no 8





Parking stand no 8



Parking guide by Marshaller.

TAXI OUT VIA TAXIWAY B AND BACKTRACK FOR RWY 15 DEP NO SID.



Taxiway "B"

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.

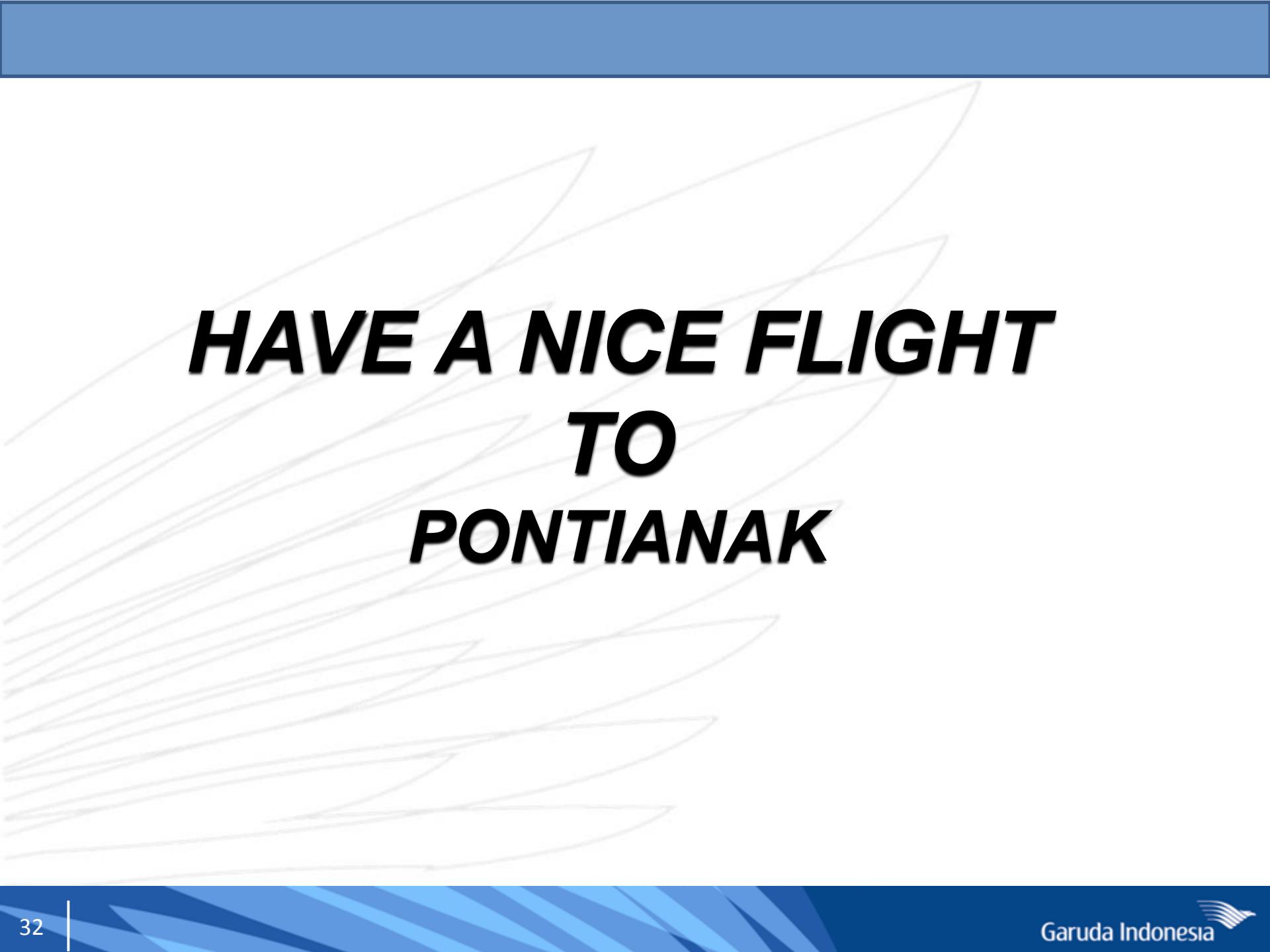
COMMUNICATION FAILURE

- 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.



**HAVE A NICE FLIGHT
TO
PONTIANAK**