Garuda Indonesia

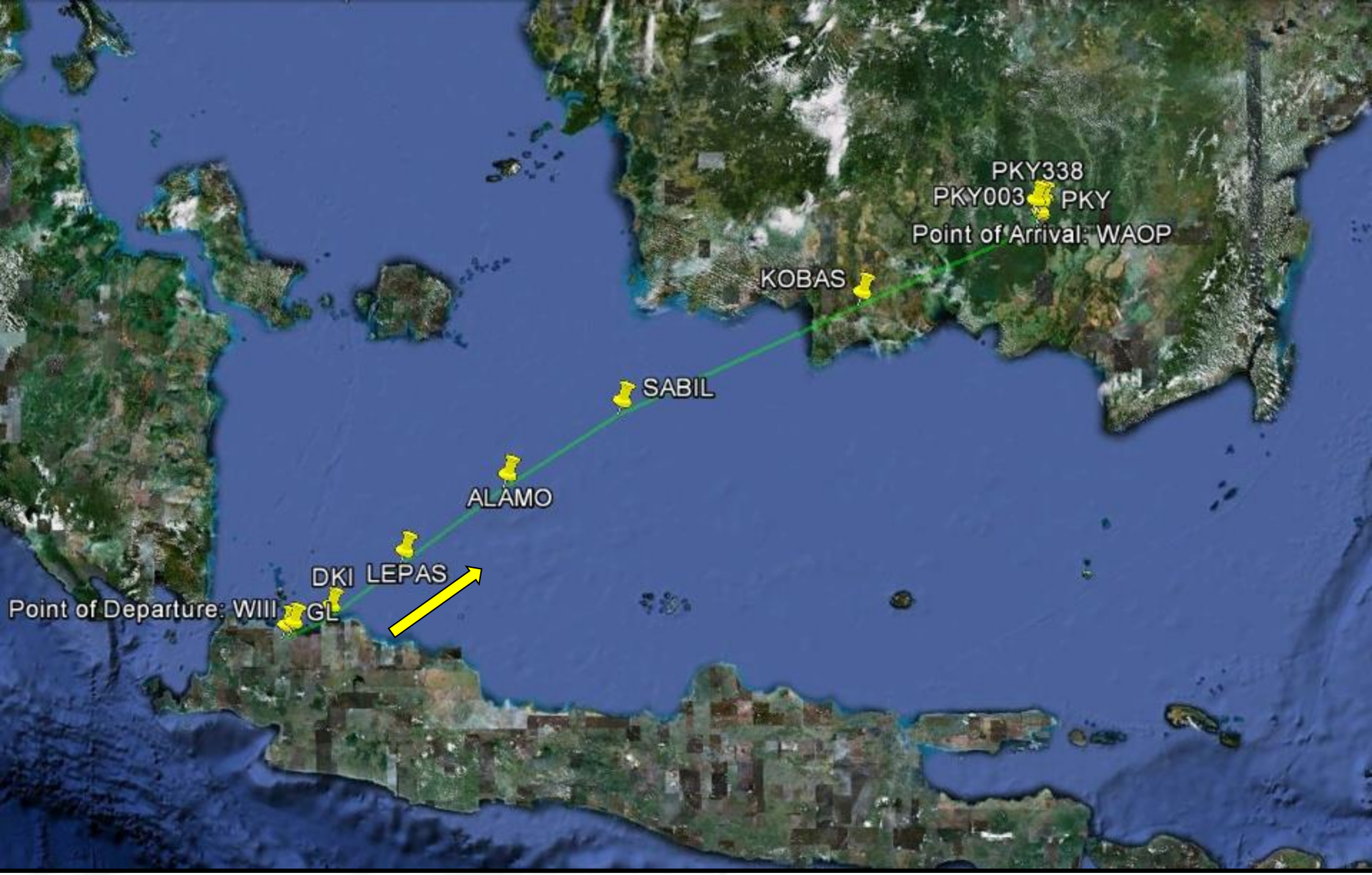
PALANGKA RAYA (INDONESIA)

TJILIK RIWUT AIRPORT (WAGG/PKY)

JANUARY 2016

LOCATION OF PALANGKA RAYA CITY

Garuda Indonesia



ENROUTE WIII To WAGG (CGK-PKY), DISTANCE R01: 531 NM

AIRPORT ALTERNATES

NO	APT	LOC IND		TYPE OF ACFT				˚T	DIST (NM)	GH
1	BANJARMASIN	WAOO	BDJ	B738	B737			146	93	GAPURA
2	BALIKPAPAN	WARR	BPN	B738	B737			071	186	GAPURA

RUNWAY/ AERODROME TJILIK RIWUT

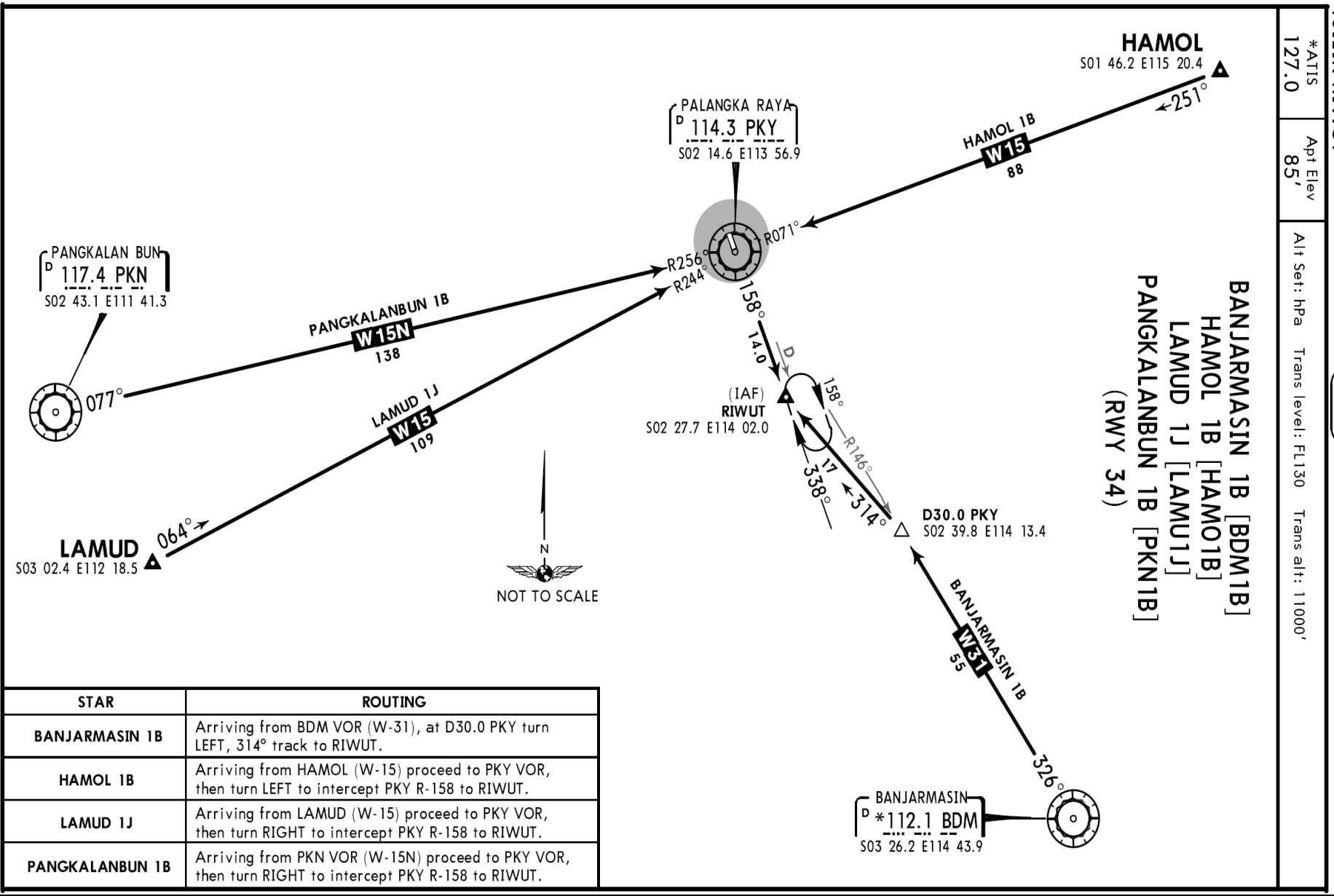
ARP Coordinates and Site at AD	**: 02 13.5 S, 113 56.7 E**
Operation Hours	**: 23.00 – 10.00**
Time Conversion	**: UTC + 7**
Magnetic Variation	**: 02^0 E**
AD Elevation	**: 82 FT**
Dimension	**: 2500 X 45M**
Runway Designation	**: RWY 08/ 26**
Surface	**: Asphalt Concrete**
Pavement Strength	**: 44 FBXT**
Visual Approach Slope Indicator Systems	**: PAPI**
Rescue and Firefighting Services CAT	**:CAT VII**

COMMUNICATIONS & NAVIGATION

VOR/ DME	**: 114.3 MHz “PKY”**
NDB	**: 250 KHz “FK”**

TWR	**: 122.4 MHz “Tjilik Riwut”**
SSB	**: 5430, 3815, 8082.5 KHz**

STAR RWY 34



STAR	ROUTING
BANJARMASIN 1B	Arriving from BDM VOR (W-31), at D30.0 PKY turn LEFT, 314° track to RIWUT.
HAMOL 1B	Arriving from HAMOL (W-15) proceed to PKY VOR, then turn LEFT to intercept PKY R-158 to RIWUT.
LAMUD 1J	Arriving from LAMUD (W-15) proceed to PKY VOR, then turn RIGHT to intercept PKY R-158 to RIWUT.
PANGKALANBUN 1B	Arriving from PKN VOR (W-15N) proceed to PKY VOR, then turn RIGHT to intercept PKY R-158 to RIWUT.

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WAGG/PKY
TJILIK RIWUT

JEPPESEN PALANGKA RAYA, INDONESIA
29 JAN 16 (11-1)
ILS Rwy 34

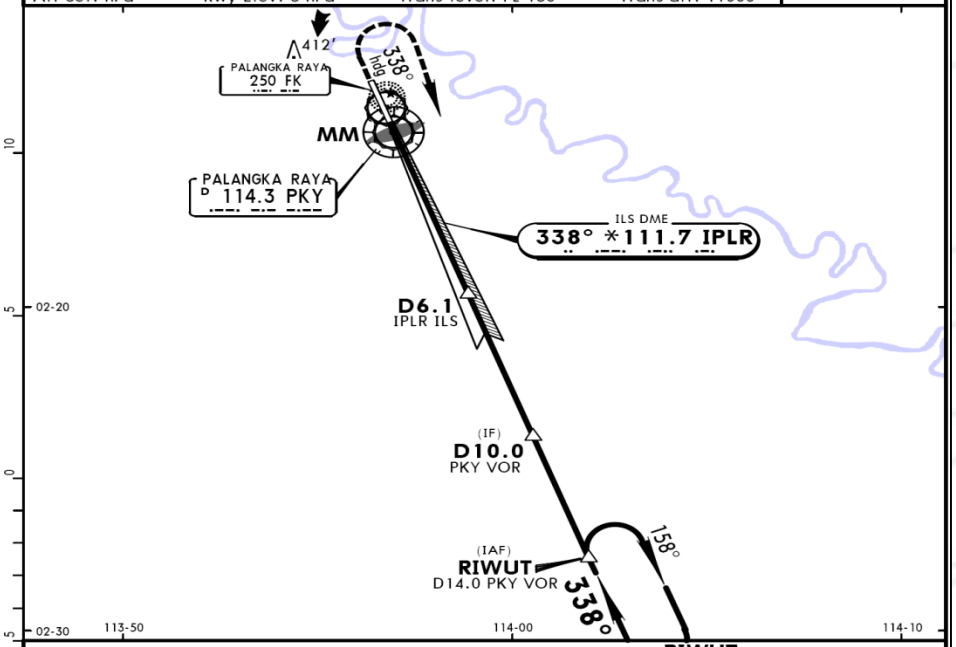
BRIEFING STRIP™

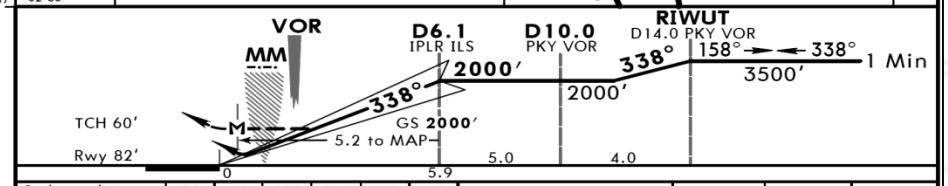
*ATIS 127.0			*TJILIK RIWUT Tower 122.4	
LOC IPLR *111.7	Final Apch Crs 338°	GS D6.1 IPLR ILS 2000′(1918′)	ILS Refer to Minimums	Apt Elev 85′ Rwy 82′

MISSED APCH: Maintain heading 338° until 1500′, then turn RIGHT climb to 3500′ proceed to holding or as instructed by ATC.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 130 | Trans alt: 11000′

2000′
MSA PKY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
FAP to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALS
REIL
PAPI

338° hdg | 1500′

STRAIGHT-IN LANDING RWY 34

ILS		LOC (GS out)	
DA(H) A+B: 360′(278′) C+D: 380′(298′)		MDA(H) 450′(368′)	
FULL	ALS out		ALS out
A, B, C	800m	1200m	1200m	1600m
D				2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′(615′) -2000m
135	700′(615′) -2400m
180	800′(715′) -4000m
205	800′(715′) -5000m

PANS OPS

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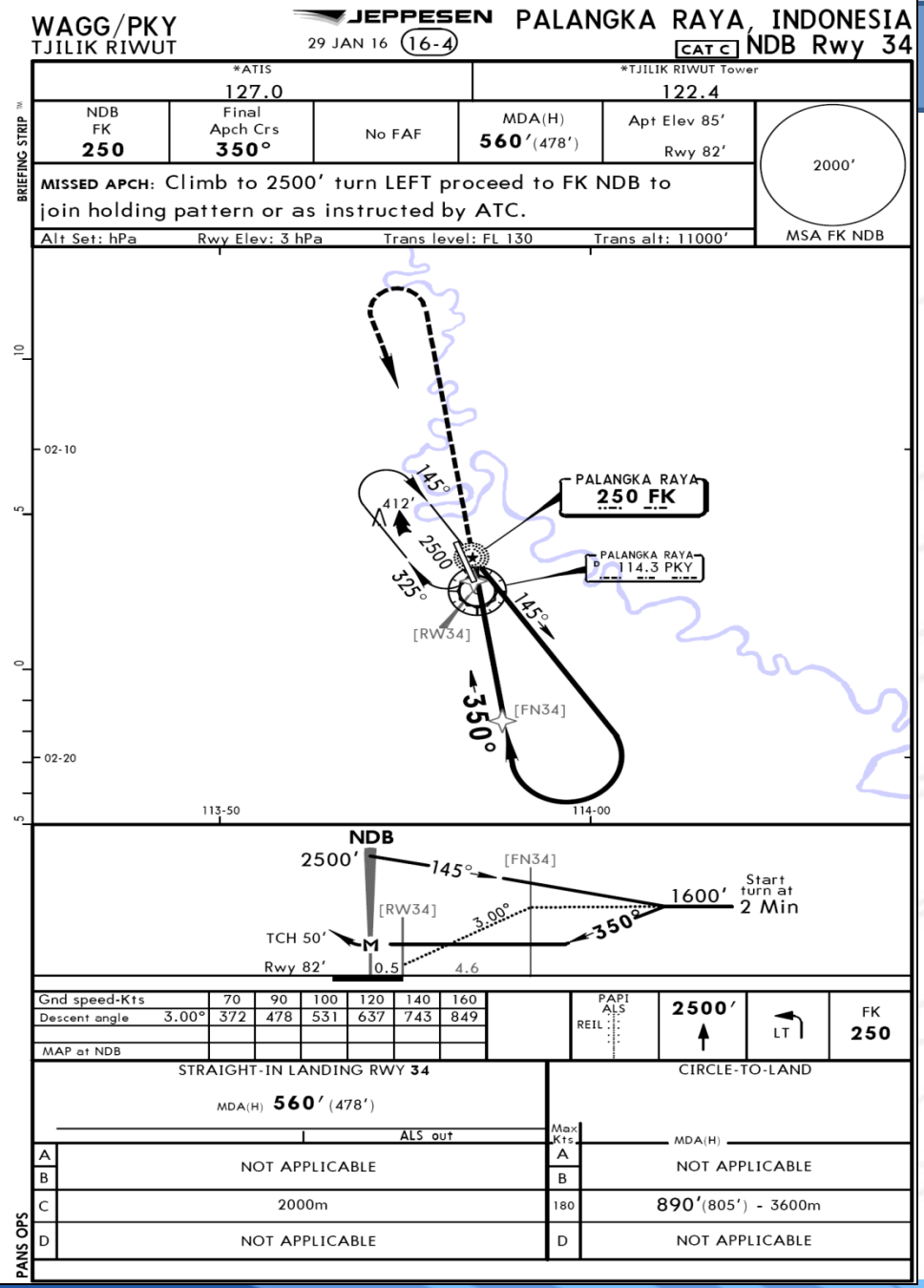

CAT C
NDB RWY 34

MISSED APCH : Climb to 2500’ turn LEFT proceed to FK NDB to join holding pattern or as instructed by ATC.

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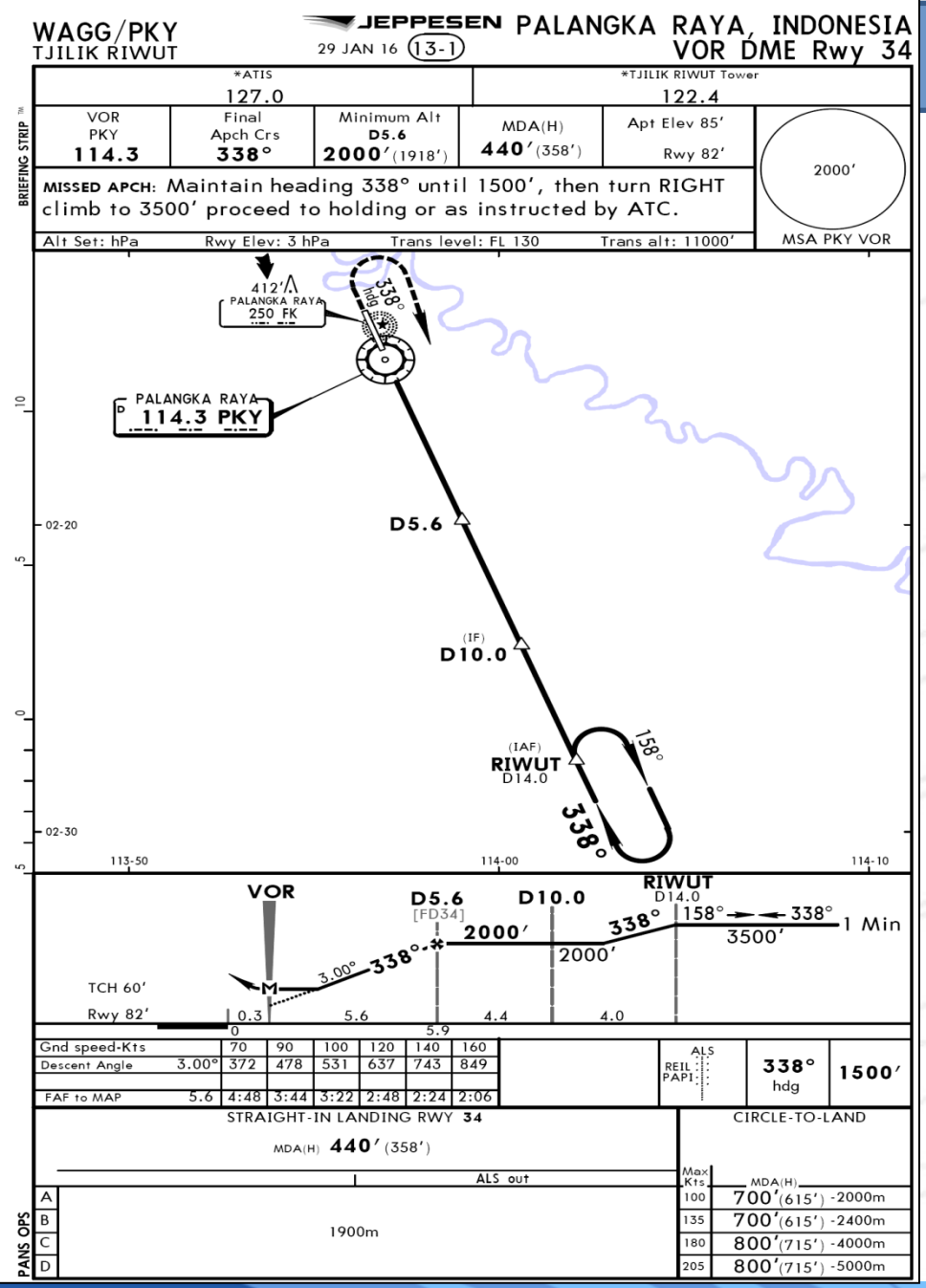
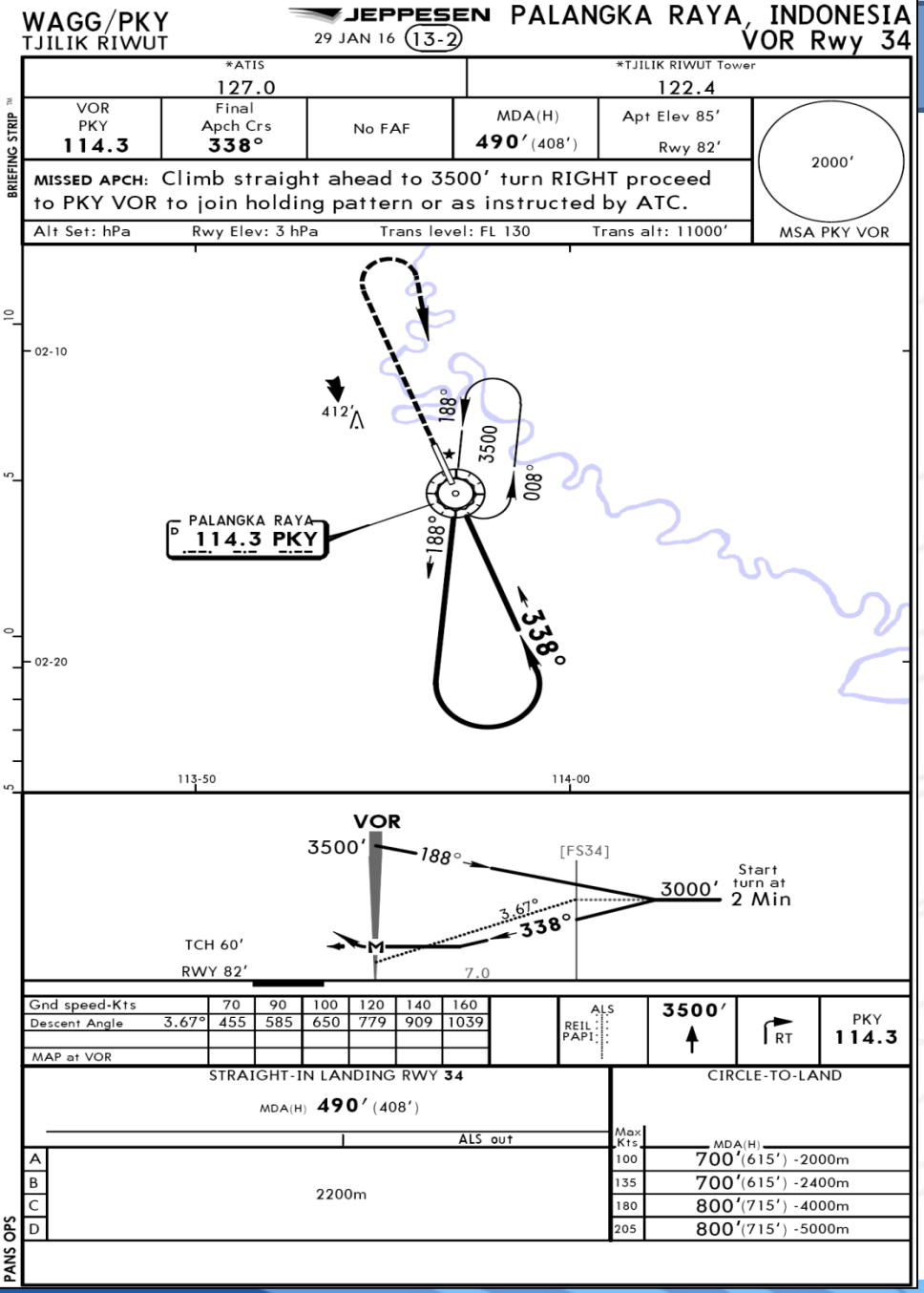


Garuda Indonesia



VOR RWY 34

MISSED APCH : Climb Straight ahead to 3500’ turn RIGHT proceed to PKY VOR to join holding pattern or as instructed by ATC.

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WAGG/PKY
TJILIK RIWUT

JEPPESEN
29 JAN 16 (16-1)

PALANGKA RAYA, INDONESIA
CAT A & B NDB Rwy 16

*ATIS	*TJILIK RIWUT Tower
127.0	122.4

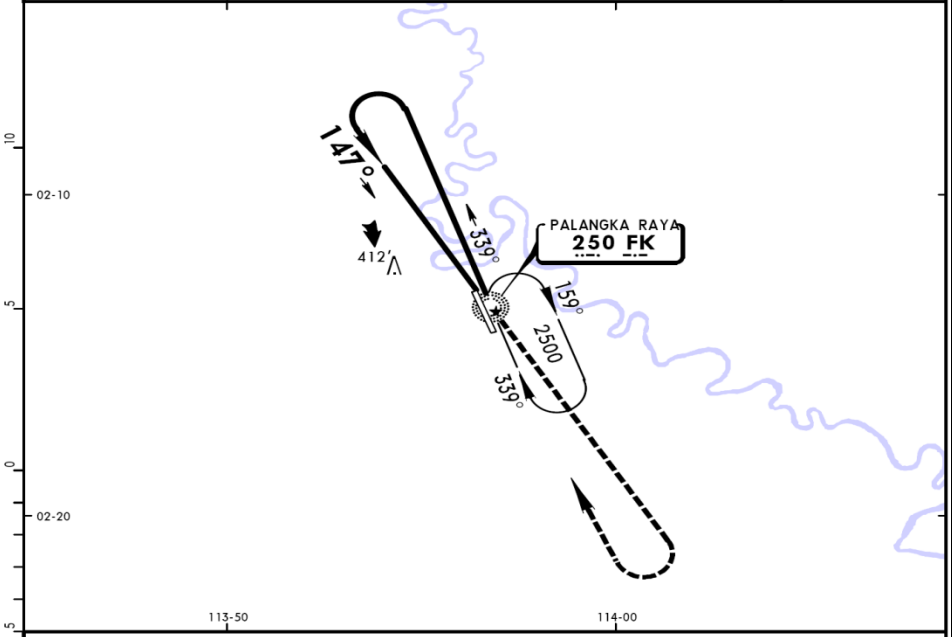
NDB FK	Final Apch Crs	No FAF	MDA(H)	Apt Elev 85′ / Rwy 85′
250	147°		430′ (345′)	

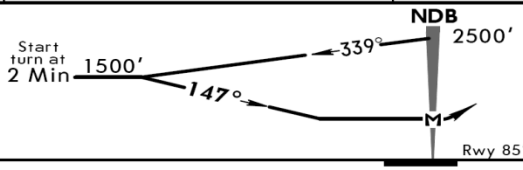
MISSED APCH: Climb to 2500′ turn RIGHT proceed to FK NDB to join holding pattern or as instructed by ATC.

2000′
MSA FK NDB

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 130 | Trans alt: 11000′

BRIEFING STRIP™



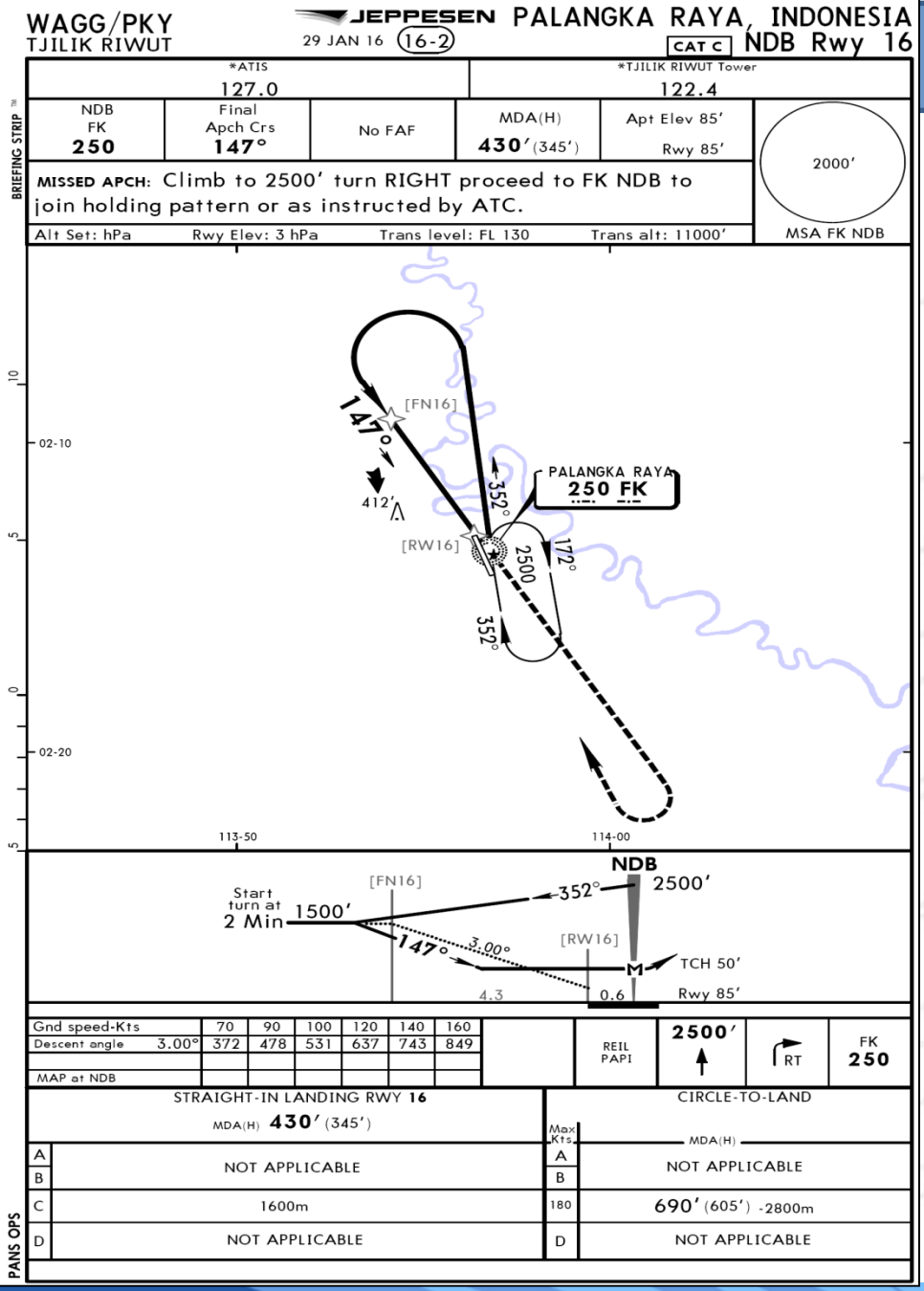


MAP at NDB								REIL PAPI	2500′	RT	FK 250

STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
MDA(H) 430′ (345′)		Max Kts	MDA(H)
A / B	1600m	100 / 135	690′ (605′) -2800m
C / D	NOT APPLICABLE	C / D	NOT APPLICABLE

PANS OPS

Garuda Indonesia



CAT C
NDB RWY 16

MISSED APCH : Climb to 2500’ turn RIGHT proceed to FK NDB to join holding pattern or as instructed by ATC.

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WAGG/PKY
TJILIK RIWUT

JEPPESEN
29 JAN 16 (16-3)

PALANGKA RAYA, INDONESIA
CAT A & B NDB Rwy 34

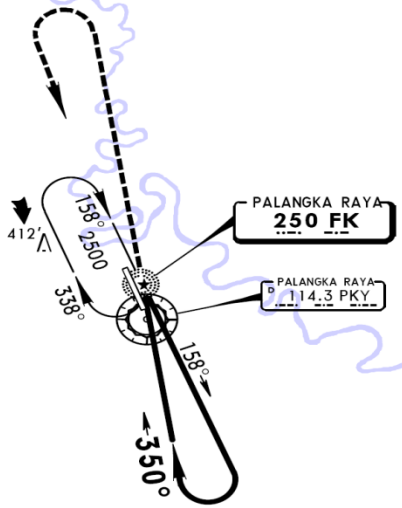
*ATIS	*TJILIK RIWUT Tower
127.0	122.4

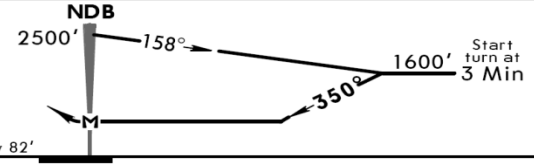
NDB FK 250	Final Apch Crs 350°	No FAF	MDA(H) 560′ (478′)	Apt Elev 85′ Rwy 82′

MISSED APCH: Climb to 2500′ turn LEFT proceed to FK NDB to join holding pattern or as instructed by ATC.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 130 | Trans alt: 11000′

2000′ MSA FK NDB





MAP at NDB							PAPI ALS REIL	2500′	LT	FK 250

STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
MDA(H) 560′ (478′)			
ALS out		Max Kts	MDA(H)
A	1600m	100	790′ (705′) - 1600m
B		135	
C	NOT APPLICABLE	C	NOT APPLICABLE
D		D	

BRIEFING STRIP

PANS OPS

Garuda Indonesia

AIRPORT CHART

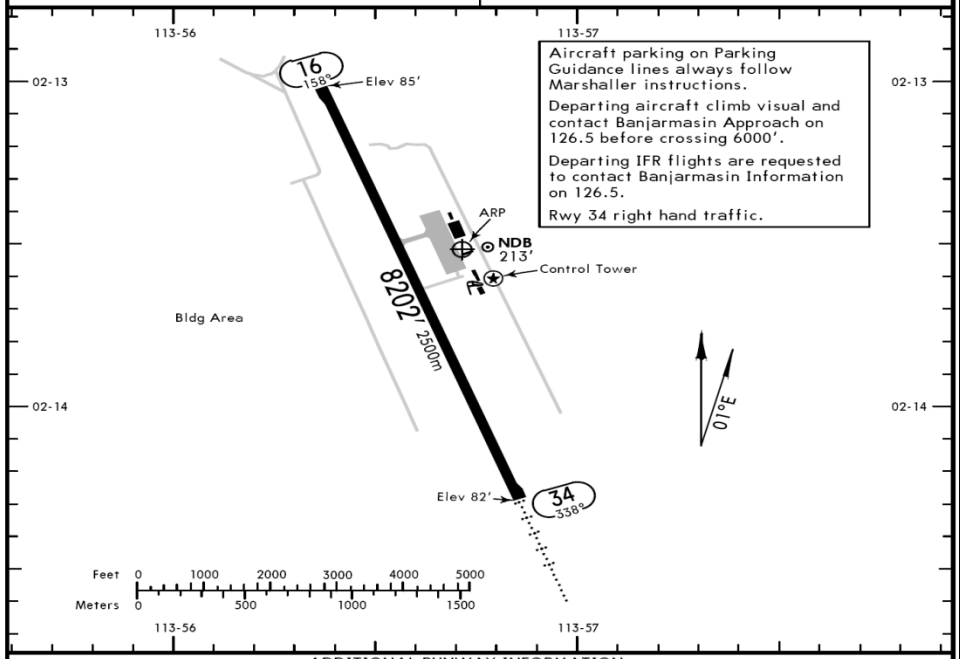
WAGG/PKY
Apt Elev 85′
S02 13.5 E113 56.7

JEPPESEN
29 JAN 16 (11-1)

PALANGKA RAYA, INDONESIA
TJILIK RIWUT

*ATIS 127.0

*TJILIK RIWUT Tower 122.4



Aircraft parking on Parking Guidance lines always follow Marshaller instructions.

Departing aircraft climb visual and contact Banjarmasin Approach on 126.5 before crossing 6000′.

Departing IFR flights are requested to contact Banjarmasin Information on 126.5.

Rwy 34 right hand traffic.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16	RL REIL PAPI-L				148′ 45m
34	RL REIL ALS PAPI-L		5572′ 1698m		

TAKE-OFF
AIR CARRIER

	LVP must be in Force All Rwys RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

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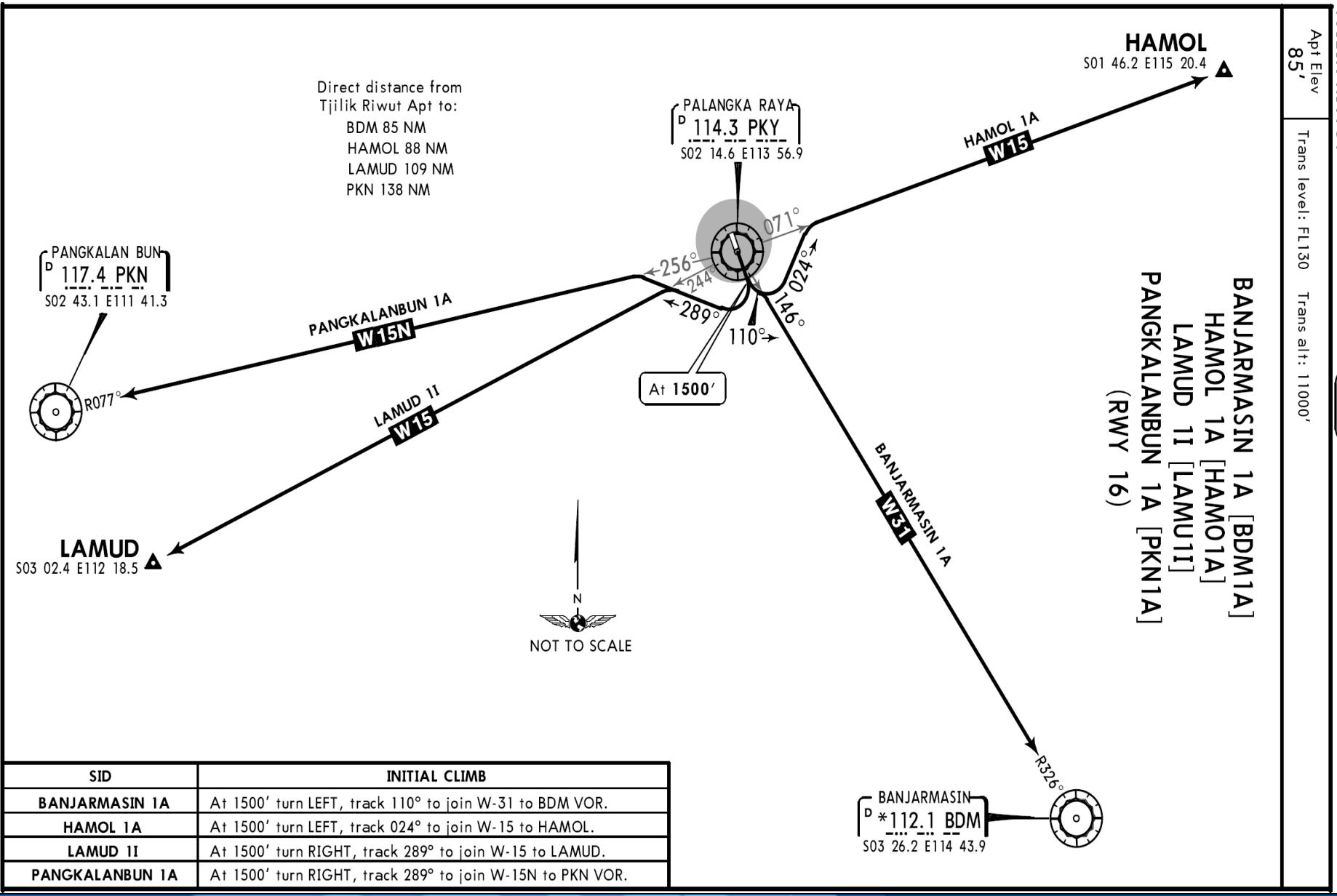
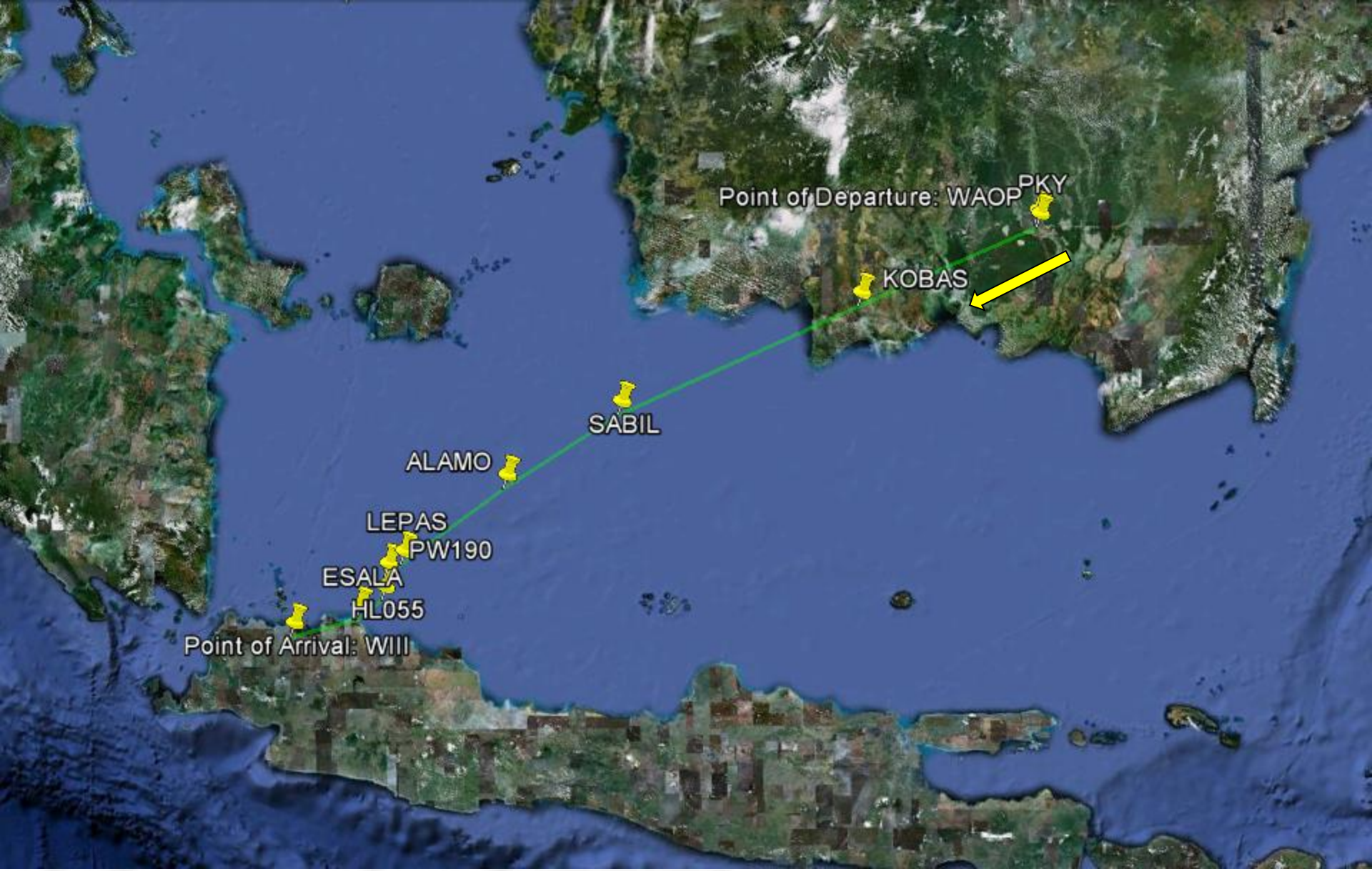
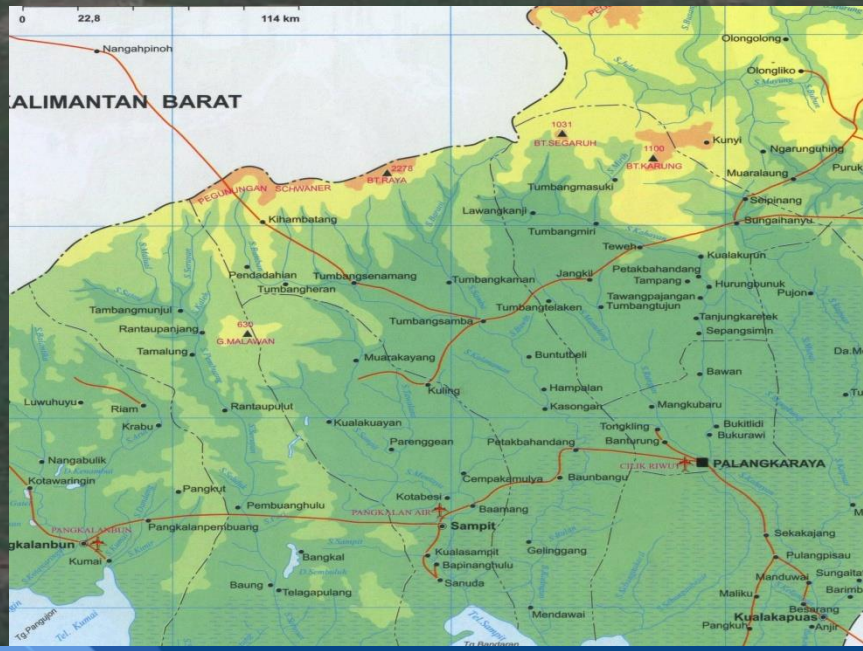
SID RWY 16



SID	INITIAL CLIMB
BANJARMASIN 1A	At 1500' turn LEFT, track 110° to join W-31 to BDM VOR.
HAMOL 1A	At 1500' turn LEFT, track 024° to join W-15 to HAMOL.
LAMUD 1I	At 1500' turn RIGHT, track 289° to join W-15 to LAMUD.
PANGKALANBUN 1A	At 1500' turn RIGHT, track 289° to join W-15N to PKN VOR.



ENROUTE WAGG To WIII (PKY-CGK), DISTANCE R01: 504 NM



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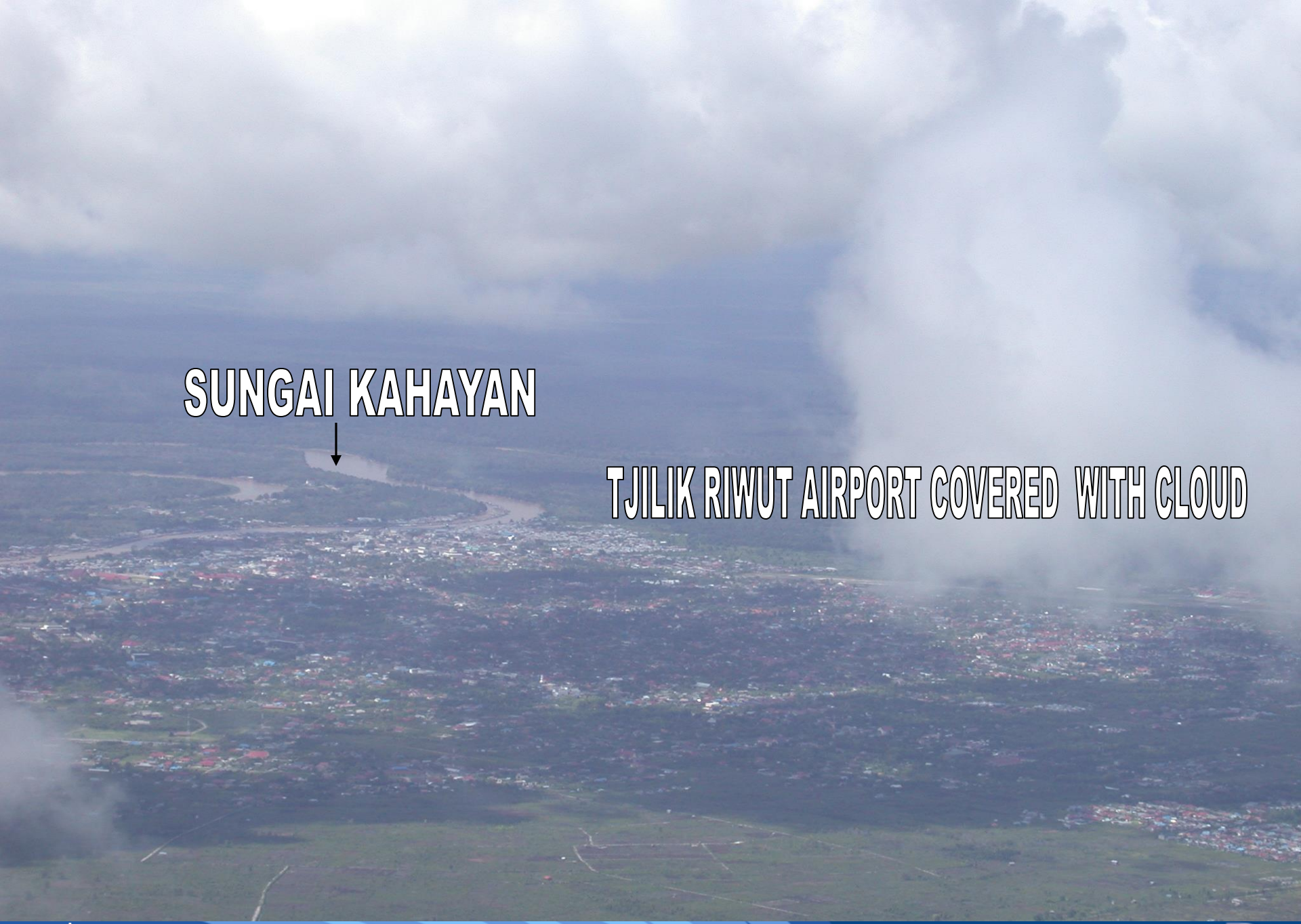
SUNGAI KAHAYAN
APPROACH AIR PORT FROM SOUTH WEST


PALANGKARAYA , TJILIK RIWUT AIRPORT


SUNGAI KAHAYAN
TJILIK RIWUT AIRPORT COVERED WITH CLOUD

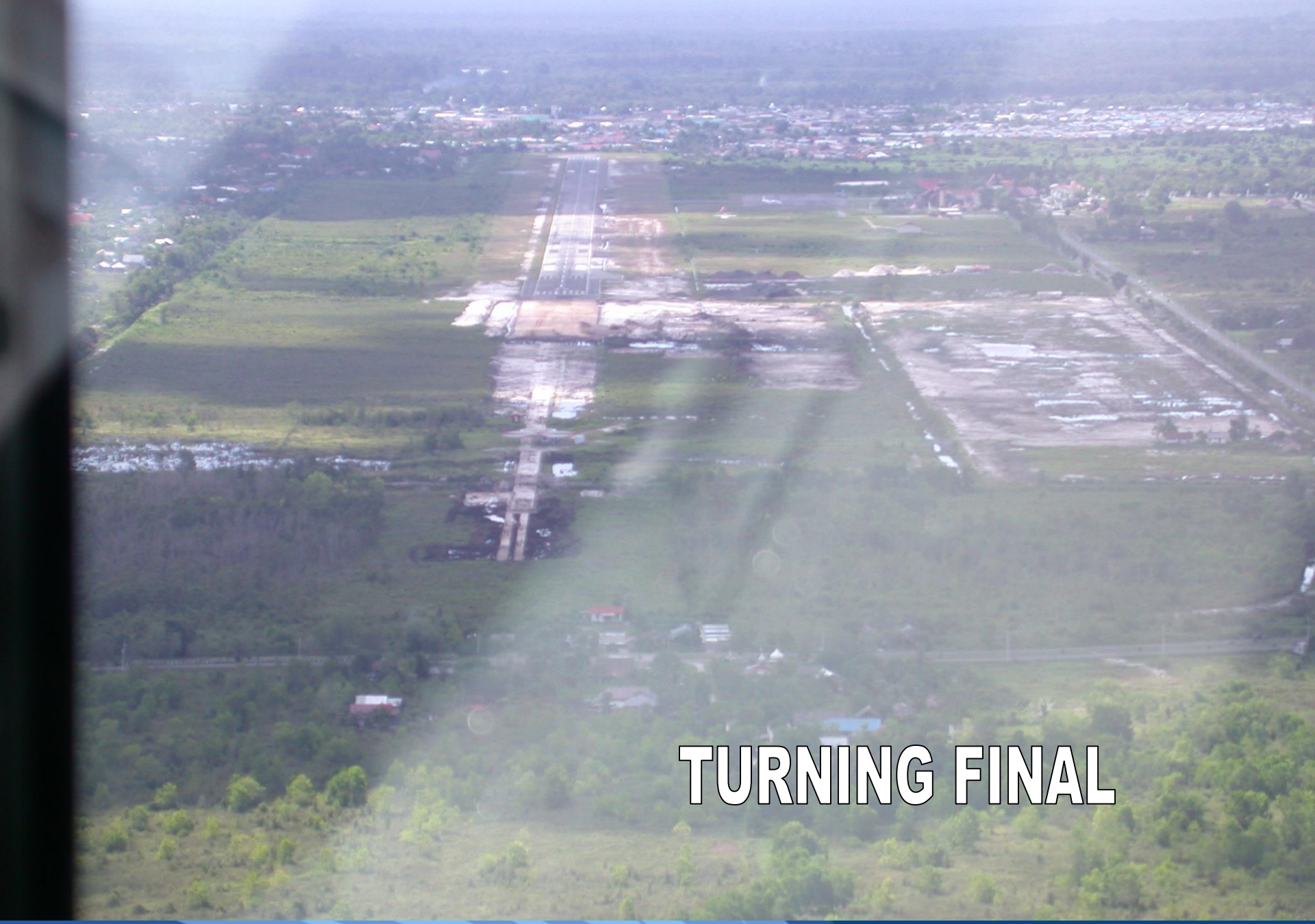

TERMINAL
RWY 34


SUNGAI KAHAYAN
RWY 34


RWY 16
CROSSING RUNWAY FOR DOWN WIND


ON BASE LEG


ON BASE LEG FOR TURN FINAL


TURNING FINAL


FINAL RWY 34


RWY 34


APRON
RWY 34


TERMINAL BUILDING
RWY 34


WIND CONE
RWY 34


APRON
WIND CONE
3 4
BEFORE TOUCH DOWN

BEFORE TOUCH DOWN


CAUTION: ANTENE MOSQUE HIGH 22,65M, DISTANCE FROM "DER" 810 M , SLOPE 2%.
BEARING 326o
LANDING ROLL

AFTER 180 TURN, TAXYING TO THE APRON


TERMINAL BUILDING
TOWER


TAXYWAY A


WIND CONE
TURNING TO TWY A

ENTERING APRON VIA TWY A

TAXYING TO PARKING STAND

PARKING , NO PUSH BACK FOR TAXY OUT

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