Garuda Indonesia

JOGJAKARTA (INDONESIA)

ADI SUTJIPTO AIRPORT (WAHH/JOG)

MAY 2017

Jogyakarta is located at Central Java and Airport location
About 4 NM East of the Jogya city

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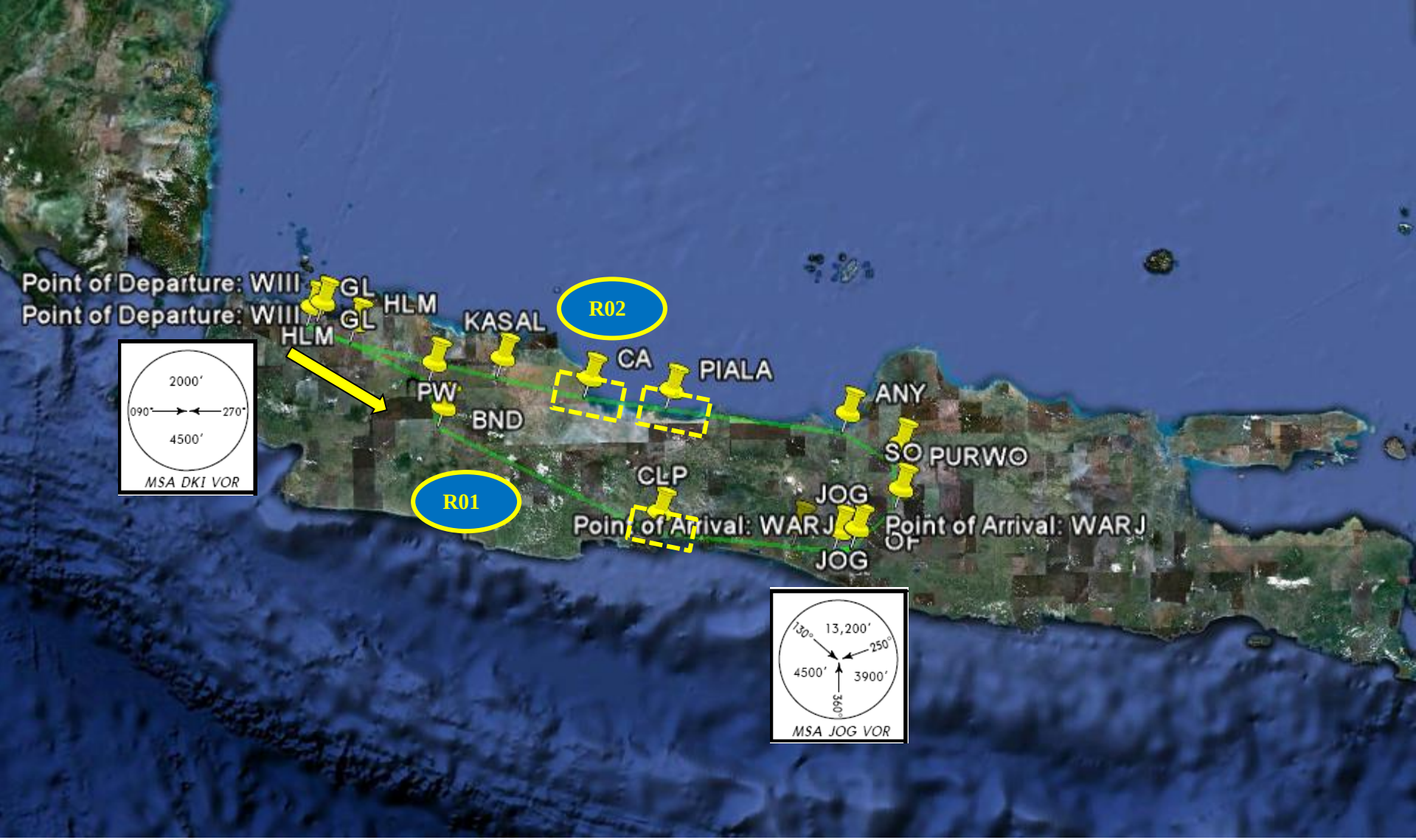

Enroute: WIII To WAHH (CGK-JOG), R01:273, R02: 329 NM

Loc MORA, R01: CLP 13600 ft, GEPAK 13600 ft

R02: CA 13600 ft, PIALA 13600 ft

OVERVIEW

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ALTERNATE AIRPORTS

No	APT	Loc ID		Type Of Acft				⁰TT	Dist NM	Ground Handler
1	SOLO	WAHQ	SOC			B738	B737	049	066	GAPURA
2	SURABAYA	WARR	SUB			B738	B737	080	214	GAPURA
3	SEMARANG	WAHS	SRG			-	B737	356	084	GAPURA
4	JAKARTA	WIII	CGK			B738	B737	293	284	GAPURA
5	DENPASAR	WADD	DPS			B738	B737	101	370	GAPURA

RUNWAY/ AERODROME ADISUTJIPTO

ARP Coordinates and Site at AD	: 07 42 12 S, 110 25 55 E
Operation Hours	: 23.00 – 11.00
Time Conversion	: UTC + 7
Magnetic Variation	: 1^0 20’ E (2005)
AD Elevation	: 350 Ft
Dimension	: 2200 X 45 m
Runway Designation	: RWY 09/ 27
Surface	: Asphalt Concrete
Pavement Strength	: PCN 55FCXT
Visual Approach Slope Indicator Systems	: PAPI
Rescue and Firefighting Services CAT	: VII

NAVIGATION AIDS

VOR/ DME	: 112.8 MHz/ CH-75X	“JOG”
NDB	: 270 KHz	“OF”
ILS/ LLZ	: 109.1 KHz	“IJOG”
GP	: 331.4 MHz	
MM	: 75 KHz	
OM	: 75 KHz	

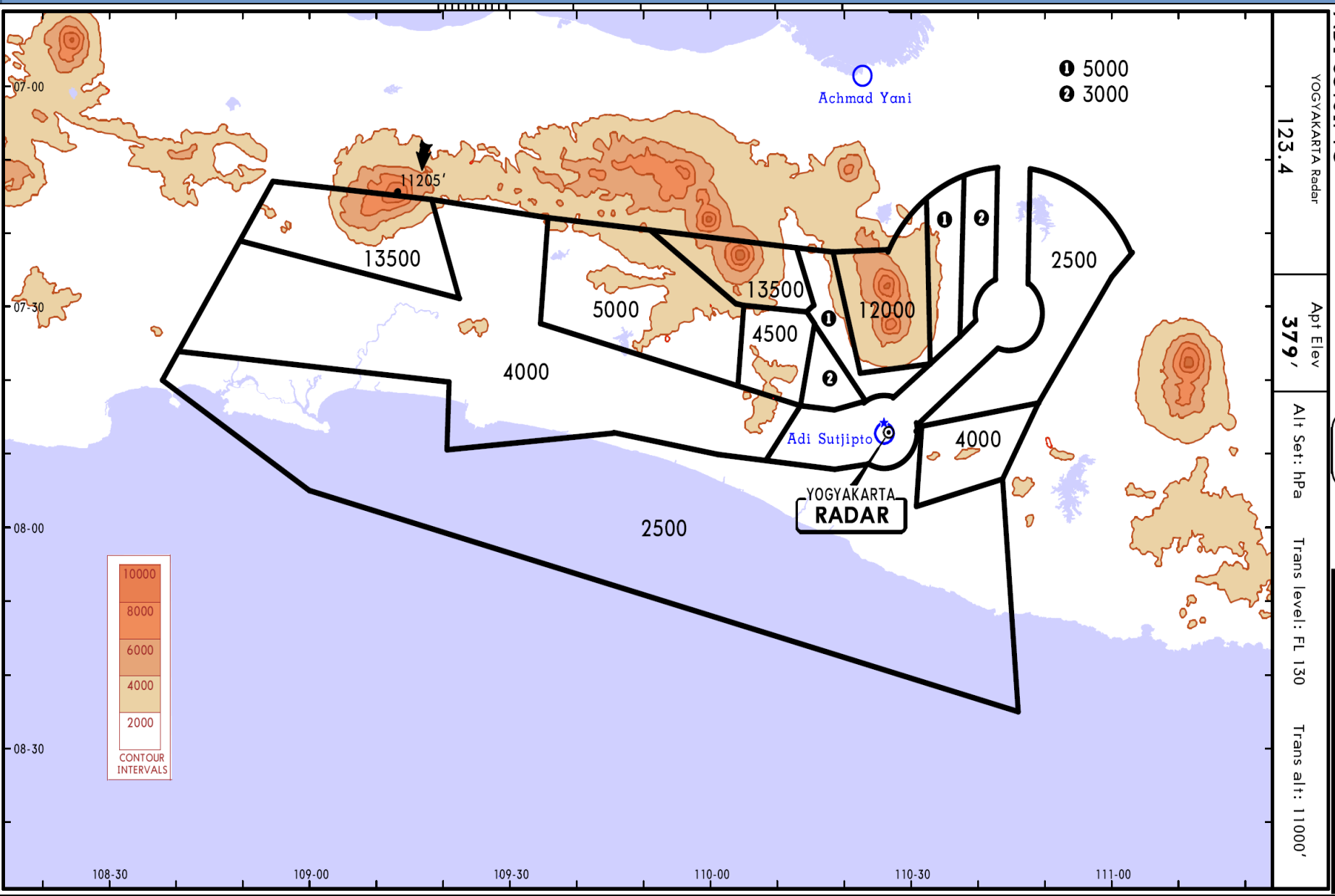
COMMUNICATIONS

TWR	: 122.4 MHz	“Adi Tower”
	118.1 MHz	
APP	: 123.4 MHz	“Yogya Director”
	120.2 MHz	
GROUND CTR	: 118.5 HMHz	“Adi Ground”
ATIS	: 128.5 MHz	

REMARKS

- **No one wheel lock turn due to runway conditions.**
- **No draining of fuel and oil runway, taxiway and apron to prevent damage of surface.**
- **Caution for flocks of birds in vicinity of the aerodrome.**

RADAR MINIMUM ALTITUDE



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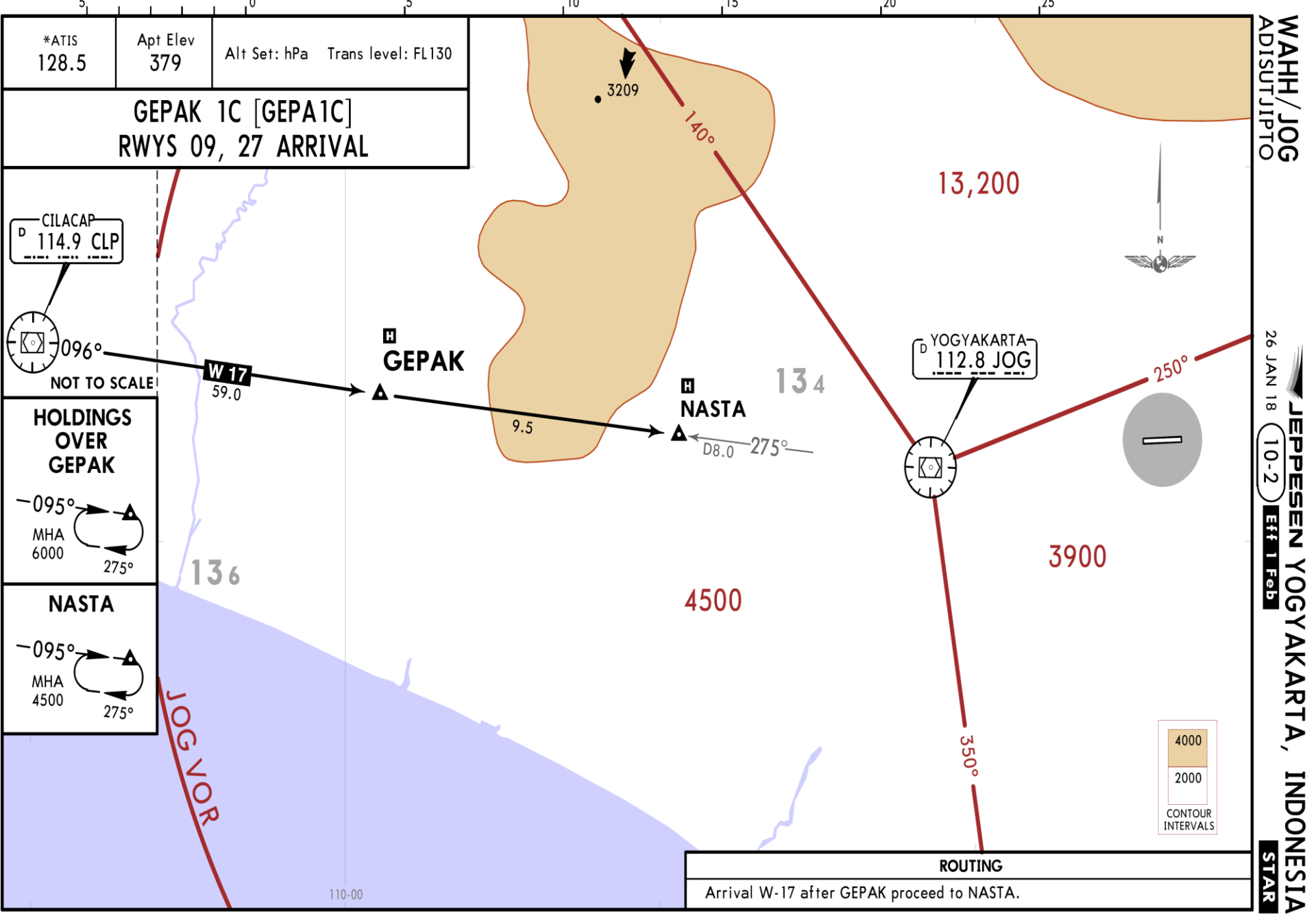

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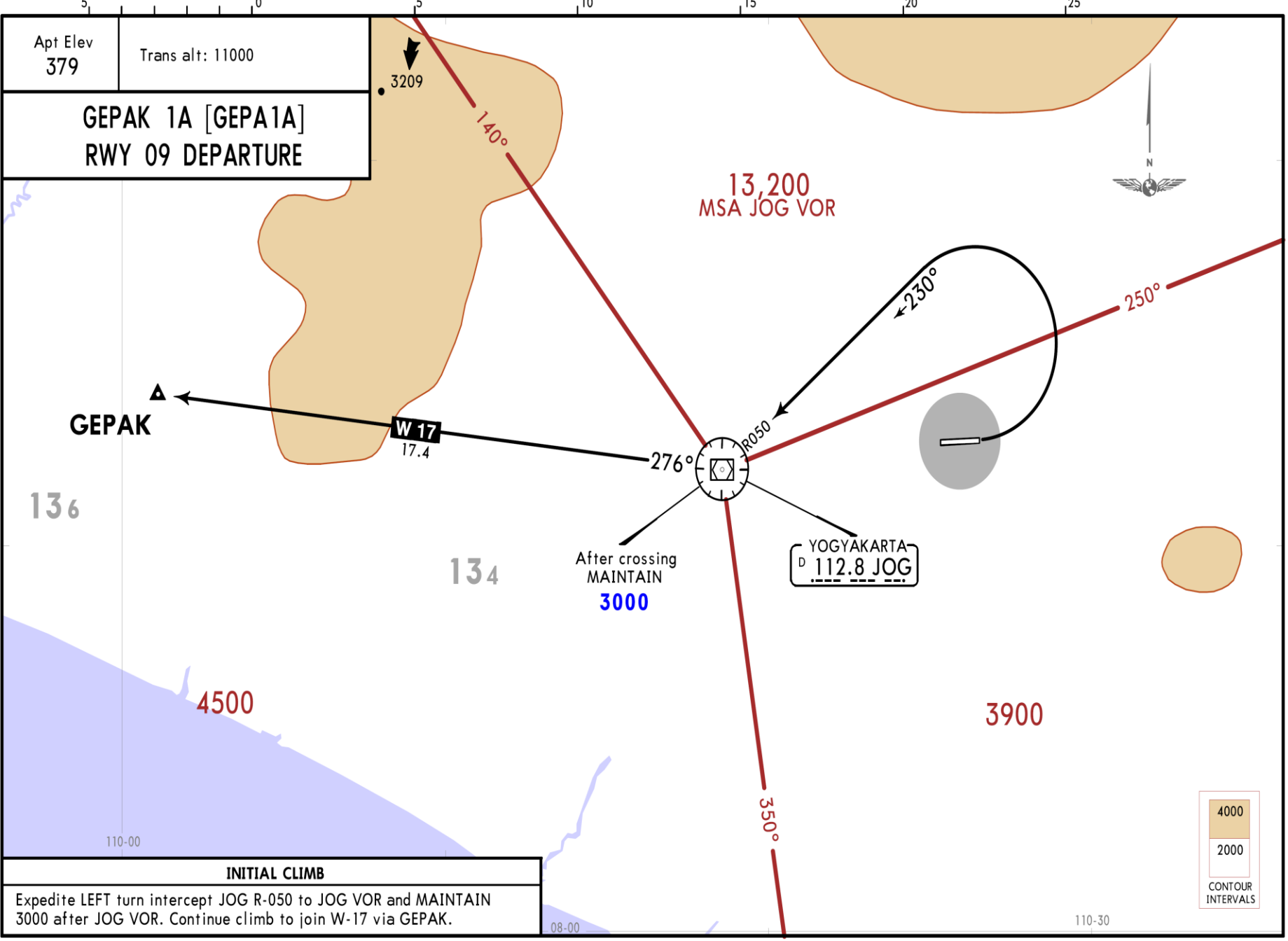

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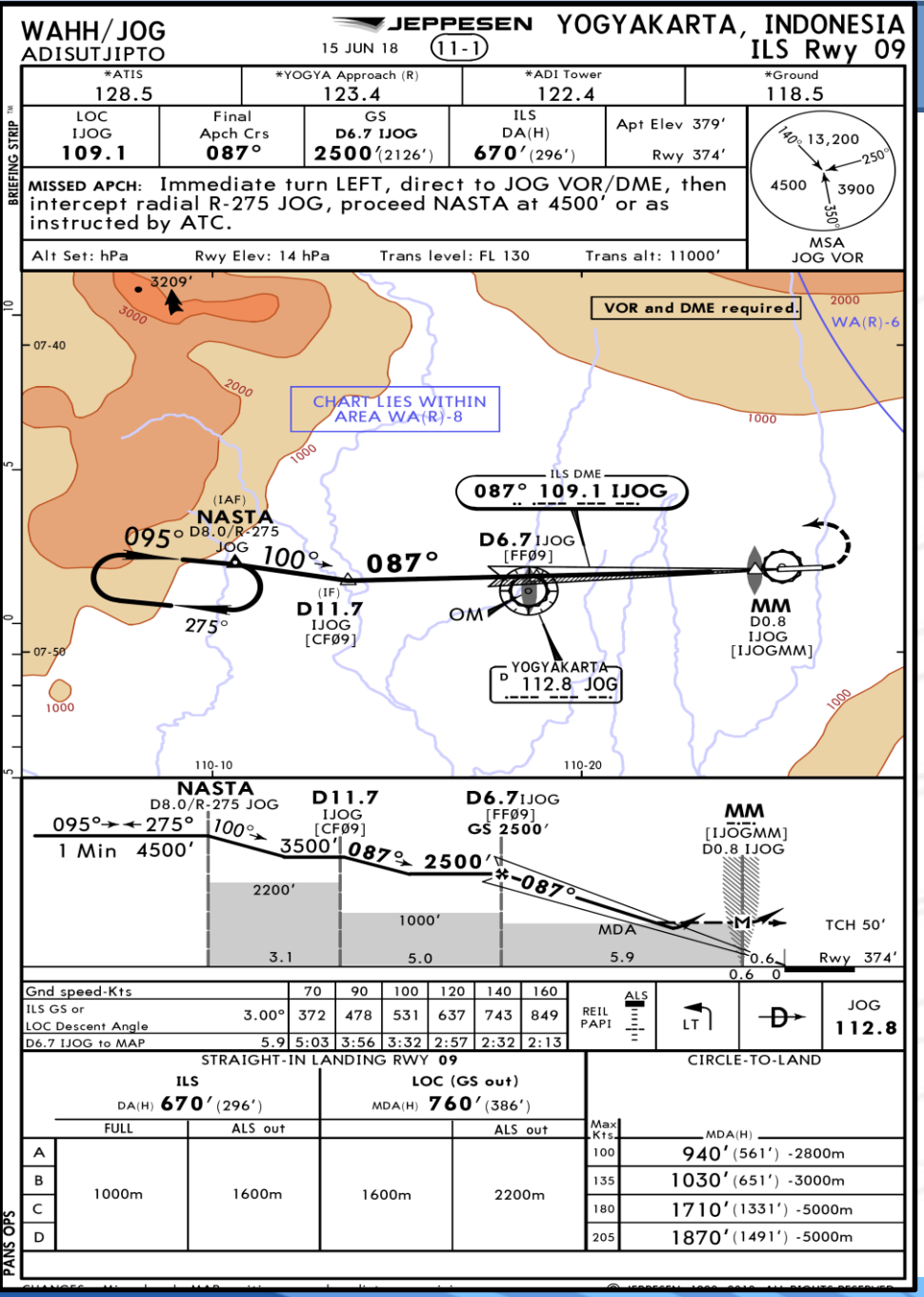

ILS RWY 09

MISSED APPROACH: Immediate turn LEFT proceed to KOTES climb to 4000 ft or as instructed by ATC.

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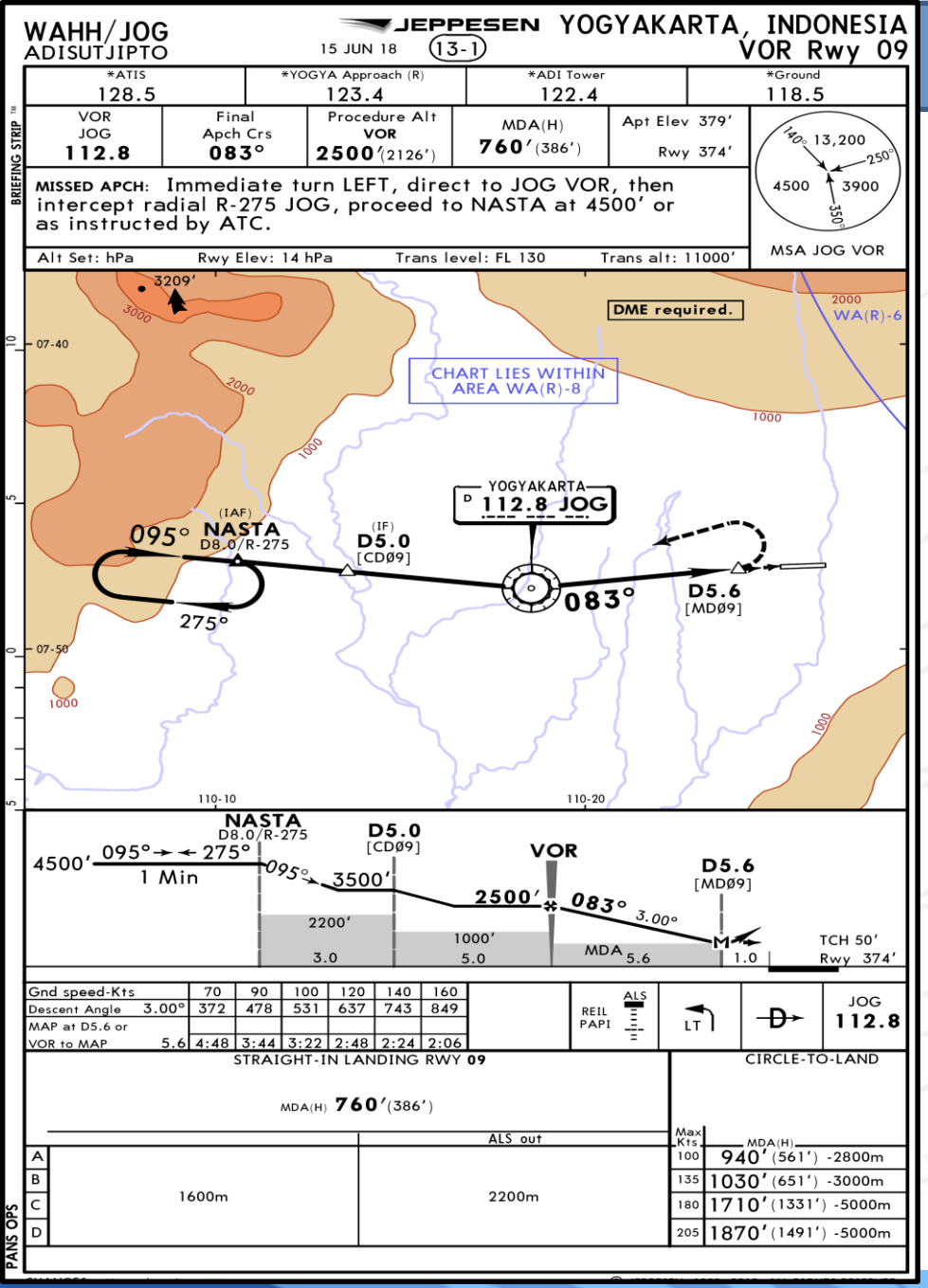
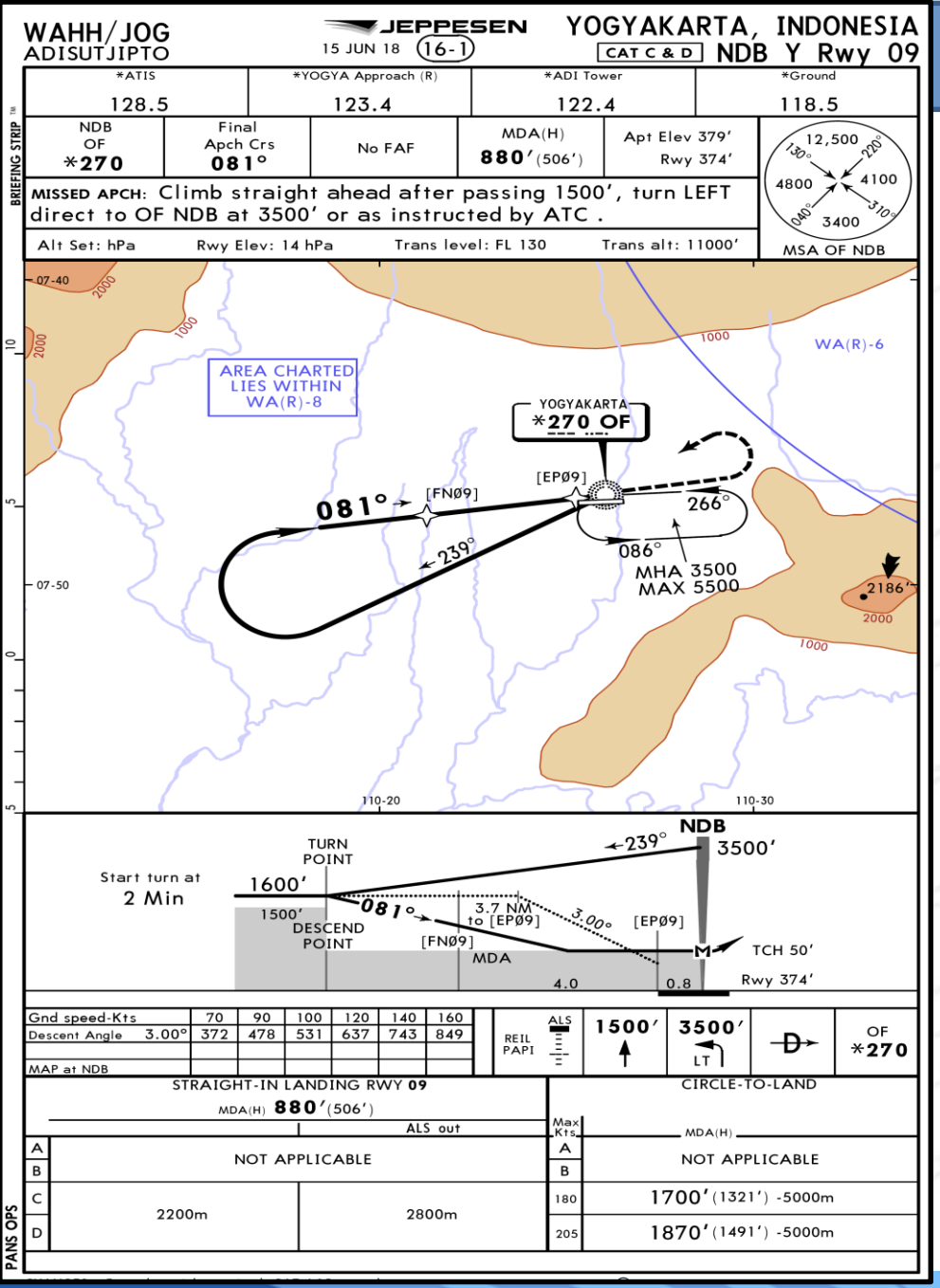


VOR DME RWY 09

MISSED APCH : Climb to 1500 ft turn LEFT proceed to holding fix via JOG VOR. Continue climb to 4000 ft , cross JOG VOR at or above 2500 ft, contact ATC.



NDB RWY 09

MISSED APCH : Climb to 1500 ft turn LEFT proceed to OF NDB and continue climb to 3500 ft , contact ATC.

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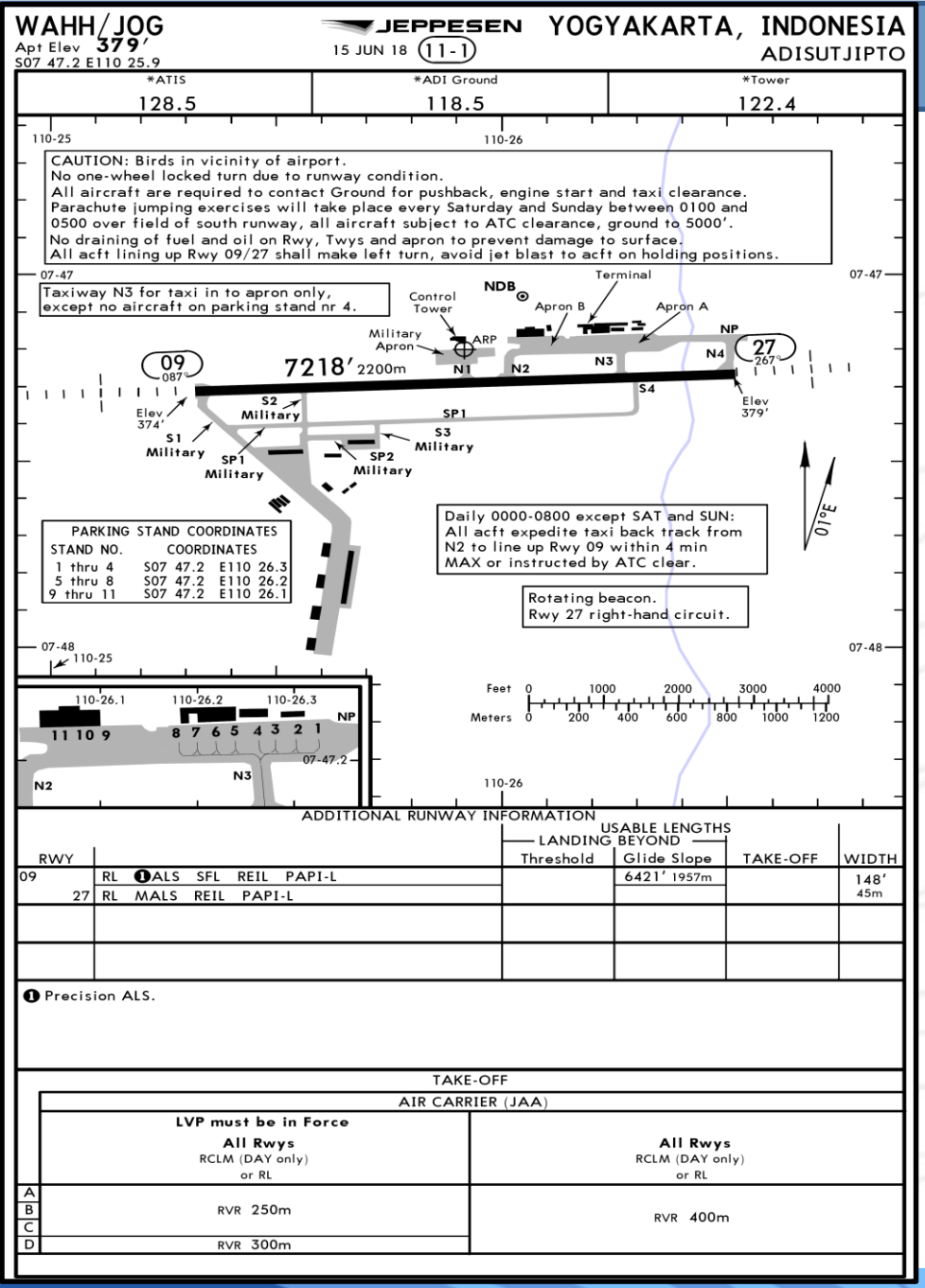
LANDING CHART



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Enroute: WAHH To WIII (JOG-CGK), R01: 285 NM, R02: 282 NM

Loc MORA, R01: CA 13600 ft

R02: BND 13600 ft

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OVERVIEW OF AERODROME

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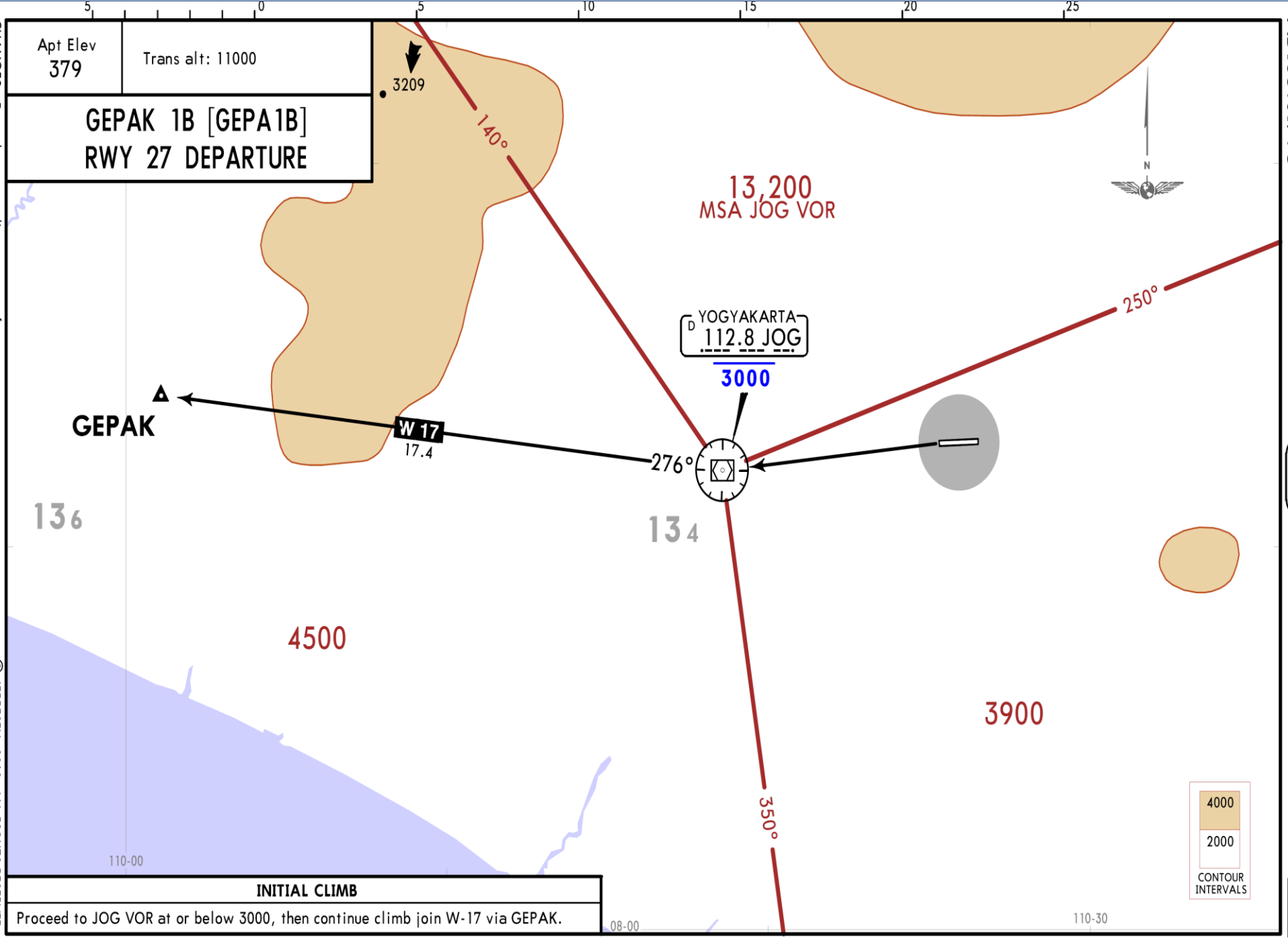

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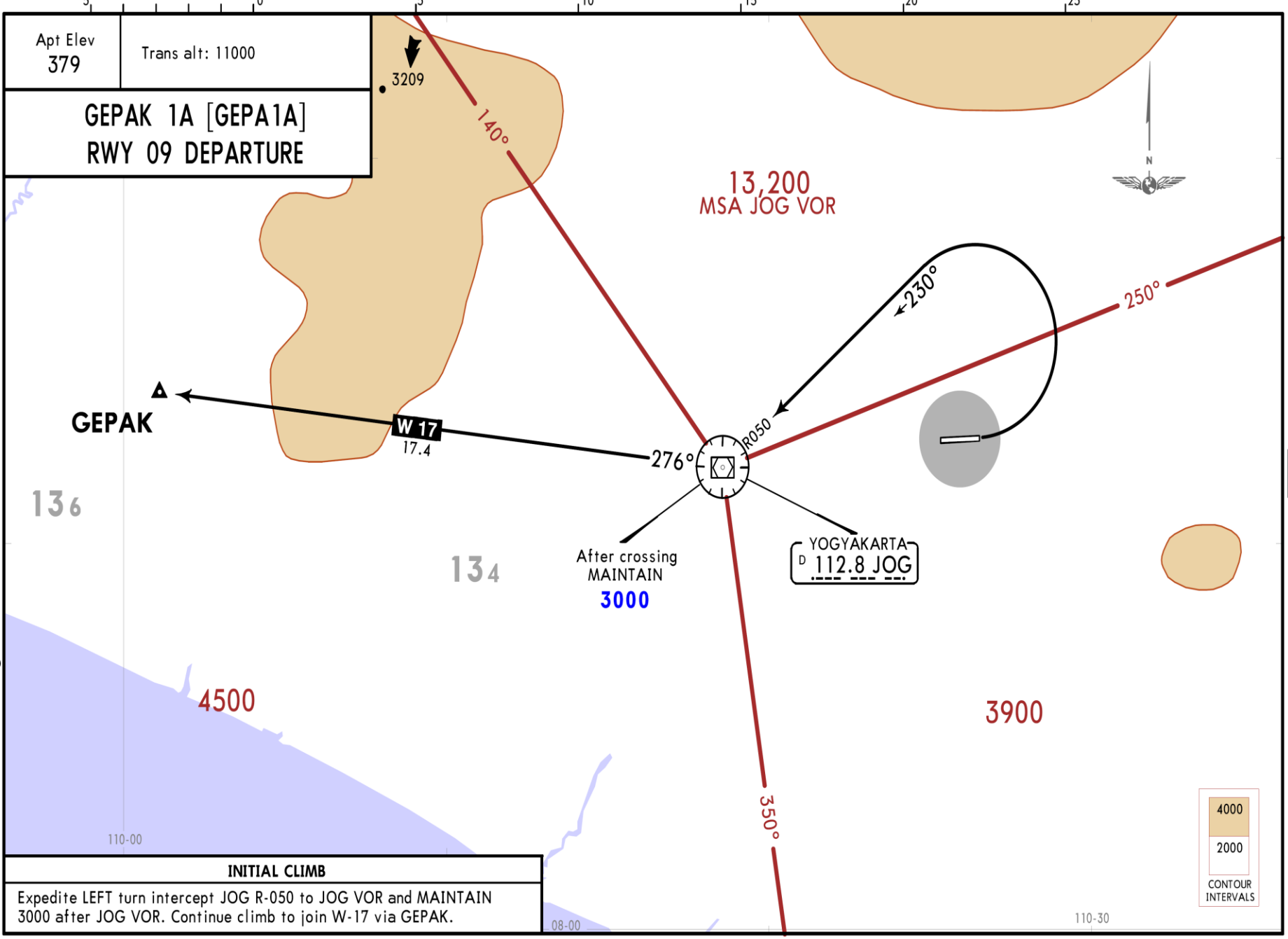

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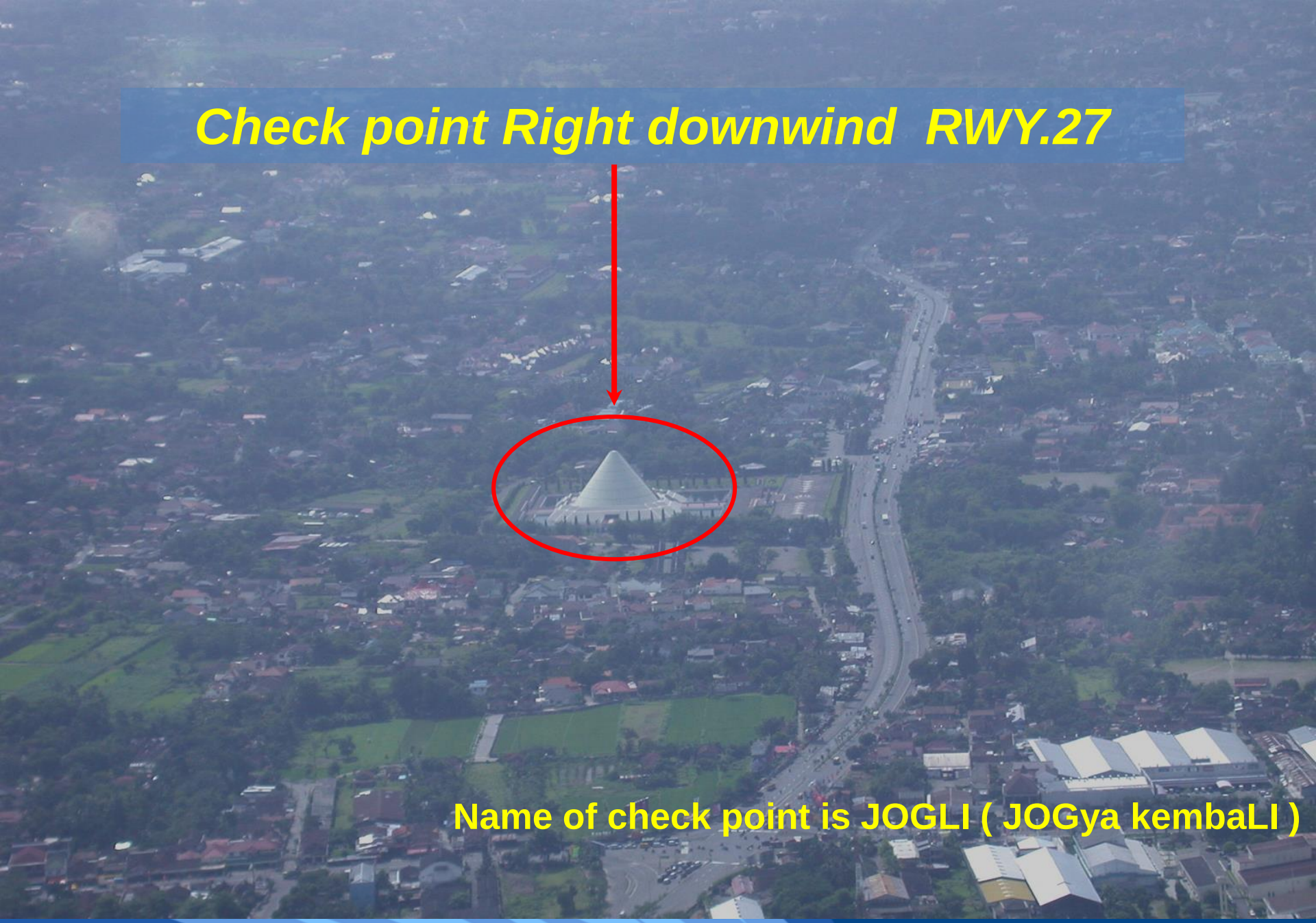
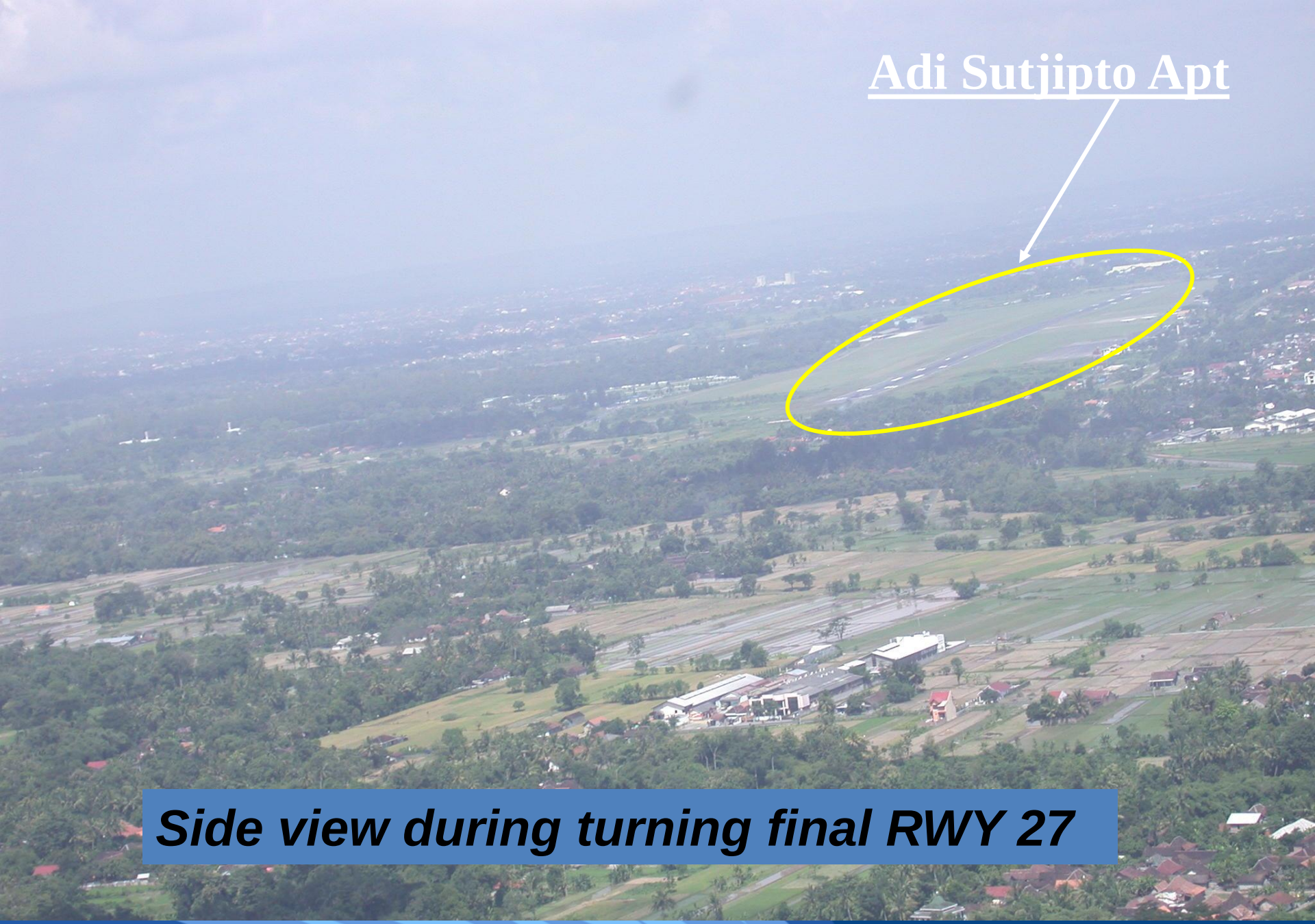
Check point Right downwind RWY.27



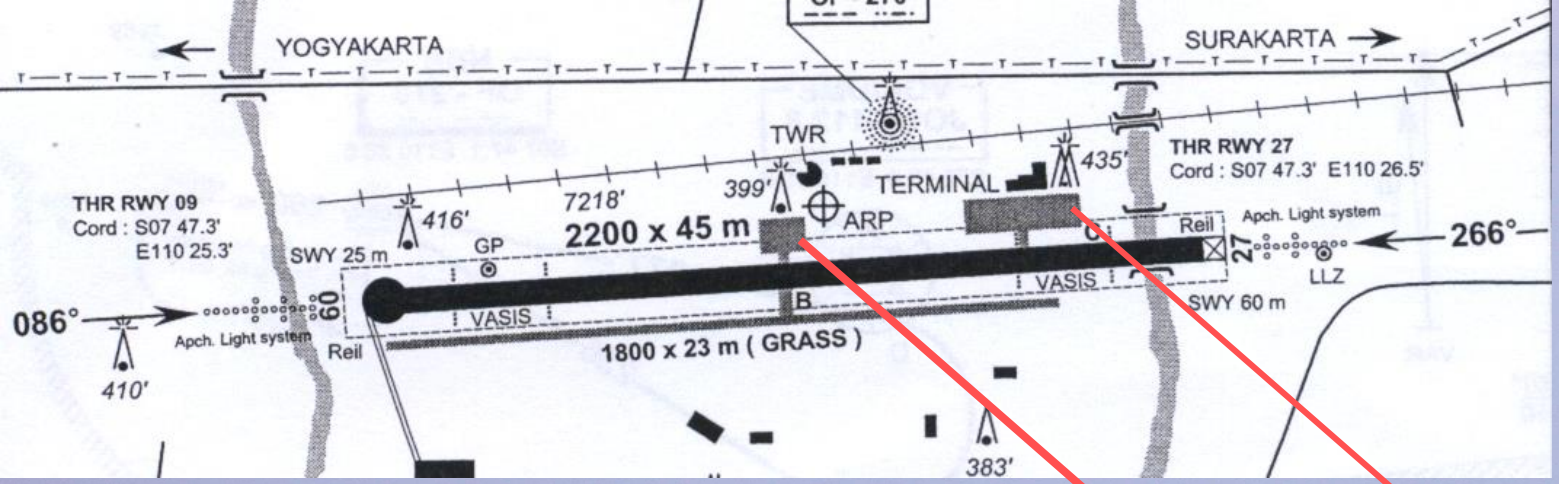
Name of check point is JOGLI (JOGya kembaLI)


Right downwind RWY 27


Turning final RWY 27



Side view during turning final RWY 27



PAPI

2200 x 45 m
PCN 44 FBXT

Short Final RWY 27

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Nose in parking by marshaller

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
JOGYAKARTA