

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

MEDIA IC PIDON IC RENGAT IC CTRBDRY 1C JATAM IC From JATAM on A-585, over PKU VOR proceed to SIYAK.

MEDIA IC From MEDIA on W-12, at D25.0 PKU turn LEFT track 107° and proceed to SIYAK.

PIDON IC From PIDON on W-22, at D25.0 PKU turn RIGHT track 291° and proceed to SIYAK.

RENGAT IC From AD NDB on W-12, over PKU VOR proceed to SIYAK.

SALAX IC From SALAX on N-633, at D25.0 PKU turn RIGHT track 283° and proceed to SIYAK. 2TRBDRY 1C From CTA BDRY on W-22, over PKU VOR proceed to SIYAK.
DOSIK 1C From DOSIK on R-579, at D25.0 PKU turn RIGHT track 225° and proceed to SIYAK. 2500 MSA PKU VOI *ATIS 126.2 2000 Apt Elev 104' ROUTING D25.0 PKU △ PEKANBARU
112.1 PKU
100 25.5 E101 26.5 G CTRBDRY IC

G ← W 26.0

- △ ← W 26.0

- 36.0 MHA 2500 SIYAK SALAX 1C N633 82 CTA BDRY [CBDRY] **▲** SALAX D25.0 PKU D25.0 PKU D25.0 PKU D25.0 PKU D25.0 PKU D25.0 PKU **TAROS** * 280 AD S00 20.9 E102 20.1 🌾 JATAM JATAM 1C [JATA1C]
MEDIA 1C [MEDI1C] CTRBDRY 1C [CTRB1C SALAX 1C [SALA1C] PIDON 1C [PIDO1C] TAROS 1C [TARO1C] RENGAT 1C [AD1C] DOSIK 1C [DOSI1C] NOT TO SCALE ARRIVALS (RWY 18)

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PEK ANBARU INDONESIA

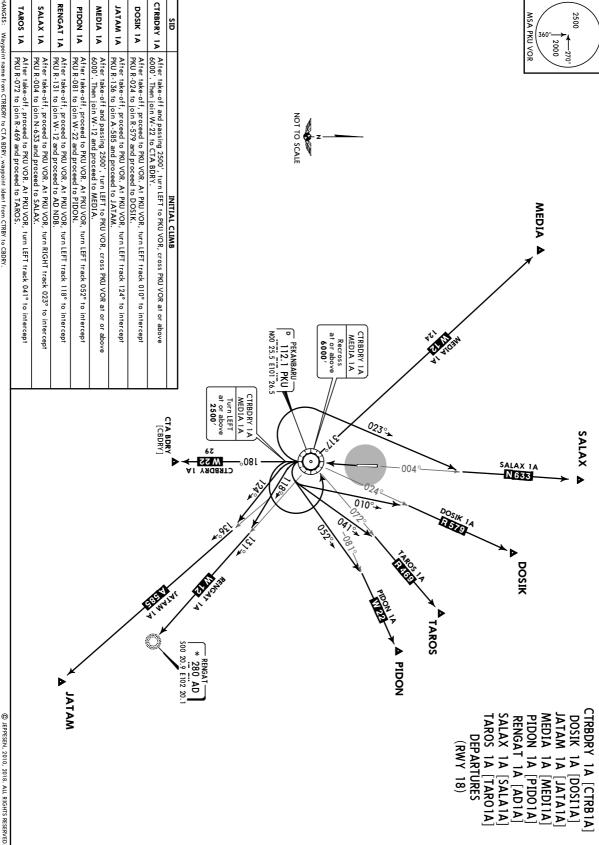
WIBB/PKU SULTAN SYARIF KASIM II 23 MAR 18 (10-2A) 3 MAR 18 (10-2A) PEKANBARU, INDONESIA

CTRBDRY 1D TAROS ID From TAROS on R-469, proceed to PKU VOR. At PKU VOR on PKU R-190 to KAMPA. MEDIA 1D JATAM 1D DOSIK 1D 2500 MSA PKU VOR *ATIS 126.2 2000 From JATAM on A-585, at D25.0 PKU turn LEFT track 293° and proceed to KAMPA. From MEDIA on W-12, proceed to PKU VOR. At PKU VOR on PKU R-190 to KAMPA. From PIDON on W-22, proceed to PKU VOR. At PKU VOR on PKU R-190 to KAMPA. From AD NDB on W-12, at D25.0 PKU turn LEFT track 287° and proceed to KAMPA. From SALAX on N-633, proceed to PKU VOR. At PKU VOR on PKU R-190 to KAMPA. From CTA BDRY on W-22, at D25.0 PKU turn LEFT track 353° and proceed to KAMPA From DOSIK on R-579, proceed to PKU VOR. At PKU VOR on PKU R-190 to KAMPA Apt Elev 104' ROUTING Alt set: hPa Trans level: FL130 D25.0 PKU D PEK ANBARU 112.1 PKU N00 25.5 E101 26.5 Trans alt: 11000' 2 CTRBDRY 1D 4 ← W22 ← 4-360° 2500 MHA -010° KAMPA 🍝 D25.0 PKU SALAX CTA BDRY [CBDRY] **~**184° D25.0 PKU D25.0 PKU D25.0 PKU D25.0 PKU TAROS * 280 AD | * 280 AD | 500 20.9 E102 20.1 A JATAM CTRBDRY 1D [CTRB1D PIDON 1D [PIDO1D] RENGAT 1D [AD1D] MEDIA 1D [MEDI1D] JATAM 1D [JATA1D] SALAX 1D [SALA1D] TAROS 1D [TARO1D] DOSIK 1D [DOSI1D] (RWY 36) ARRIVALS NOT TO SCALE

CHANGES: Waypoint name from CTRBDRY to CTA BDRY, waypoint ident from CTRBY to CBDRY.

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Trans level: FL130 Trans alt: 11000'





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CTRBDRY 1B SALAX 1B TAROS 1B PIDON 1B MEDIA 1B JATAM 1B DOSIK 1B 2500 MSA PKU VOR dis Apt Elev 104' 2000 After take-off and passing 2500', turn RIGHT track 110° to intercept PKU R-072 to join R-469 and proceed to TAROS. After take-off, turn RIGHT track 015° to intercept PKU R-004 to join N-633 and proceed to SALAX. After take-off and passing 2000', turn RIGHT track 170° to join W-12 and proceed to AD NDB. After take-off, turn LEFT track 286° to intercept PKU R-317 to join W-12 and proceed to MEDIA. After take-off, turn RIGHT track 069° to intercept PKU R-024 to join R-579 and proceed to DOSIK. After take-off and passing 2000', turn RIGHT track 190° to intercept PKU R-180 to join W-22 and proceed to CTA BDRY. After take-off and passing 2500', turn RIGHT track 110° to intercept PKU R-081 to join W-22 and proceed to PIDON. After take-off and passing 2000, turn RIGHT track 170° to join A-585 and proceed to JATAM. Trans level: FL130 Trans alt: 11000' D PEKANBARU 112.1 PKU 100 25.5 E101 26.5 CTRBDRY 1B, JATAM 1B, RENGAT 1B Turn RIGHT at or above 2000' PIDON 1B, TAROS 1B Turn RIGHT at or above 2500 CTA BDRY [CBDRY] SALAX \odot W 22 ST YRDBY 1B SALAX 1B +190° DOSIK I DOSIK * 280 AD 800 20.9 E102 20.1 JATAM CTRBDRY 1B [CTRB1B]
DOSIK 1B [DOSI1B]
JATAM 1B [JATA1B]
MEDIA 1B [MEDI1B]
PIDON 1B [PIDO1B]
RENGAT 1B [AD1B]
SALAX 1B [SALA1B]
TAROS 1B [TARO1B]
DEPARTURES
(RWY 36) NOT TO SCALE

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PEKANBARU, INDONESIA Apt Elev 104' 20 APR 18 (10-9) SULTAN SYARIF KASIM II N00 27.8 E101 26.8 *ATIS *SULTAN SYARIF KASIM II Tower 118.1 126.2 101-26 101-27 All aircraft (F28 Above) are not permitted to make 180° on one wheel locked turn, turn shall be at the end of Rwy. West apron used by military aircraft (on request). VAR 0° Parking stand number B9 and B10 is not operated. NDB 00-28 00-28 PARKING STAND COORDINATES Control Tower STAND NO. COORDINATES D01 thru D03 N00 28.0 E101 26.8 D04 thru D07 N00 27.9 E101 26.8 D08, B09, B10 N00 27.8 E101 26.8 101-26 101-26.8 C D0 1 00-28.0 00-28.0 D02 D03 36 36 D04 18/ D05 00-27 00-27 5000 -00-27.9 D06 **D07** В D08 BO9 East Apron B10 00-27.8 101-27 101-26.6 101-26.7 101-26.8 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
LANDING BEYOND — Glide Slope TAKE-OFF WIDTH **RWY** Threshold RL(60m) ALS REIL PAPI 18 148 36 RL(60m) 1 ALS REIL PAPI 6146'1873m 45m 1 Precision ALS. TAKE-OFF AIR CARRIER (JAA) AIR CARRIER (FAR 121) LVP must be in force All Rwys All Rwys All Rwys RCLM (Day only) Adequate Vis Ref RCLM (Day only) or RL C 250m Eng 400m 400m 3&4 D 300m CHANGES: New chart. © JEPPESEN, 2018. ALL RIGHTS RESERVED.

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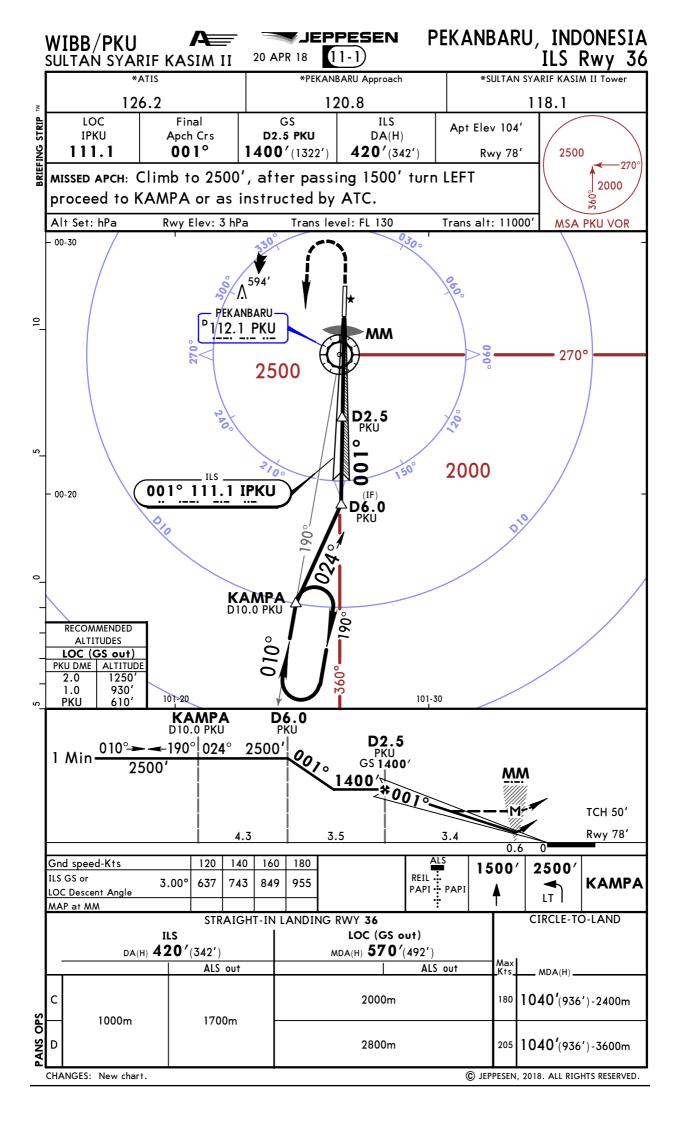


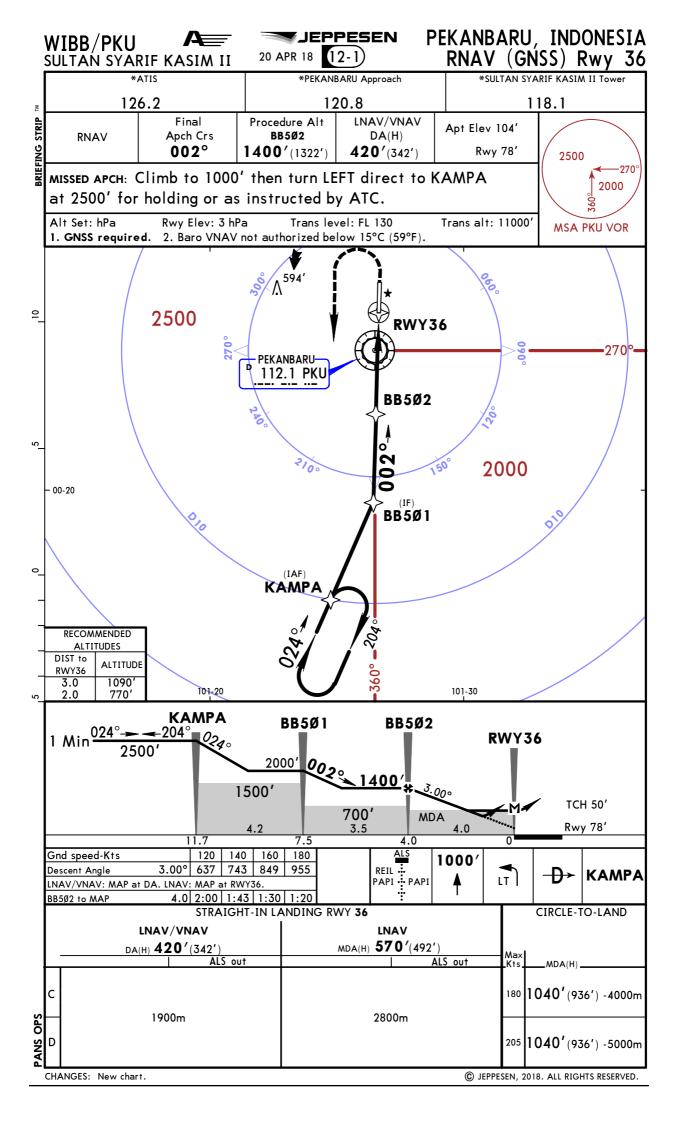
J<u>eppes</u>en PEKANBARU, INDONESIA SULTAN SYARIF KASIM II

PUSHBACK AND START UP PROCEDURES

- a. Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstruction before start-up or pushback of aircraft commence.
- b. When the pilot is ready to pushback and start-up. The pilot shall seek confirmation from the ground crew and there is no hazard to this aircraft starting up. The pilot shall notify to Tower Controller that the aircraft is ready for pushback. On being told by SYARIF Tower that pushback is approved the pilot shall coordinate with the ground crew for the start-up and pushback of the aircraft.
- c. Aircraft on the parking stand D01 and D02 shall pushback heading to the North (except aircraft with type F50 and similar may pushback heading to the South) and start-up can be given simultaneously with pushback.
- d. Aircraft on the parking stand D04, D05 and D06 pushback normally (heading to the North or South) and start-up can be given simultaneously with pushback.
- e. Aircraft on the parking stand number D08 pushback normally (heading to the north and south) and aircraft can pushback simultaneously with start up engine, except there is another aircraft stand on out of security line at the south apron, shall pushback heading to the south.
- f. Aircraft on the parking stand number D03 pushback normally (heading to the North or South), except when there is another aircraft stand on out of security line at the North Apron, shall pushback heading to the North.
- g. Aircraft on the parking stand D07 pushback normally (heading to the North or South), except when there is another aircraft stand on out of security line at the South Apron, shall pushback heading to the South.
- h. Aircraft can pushback simultaneously with separation 3 parking stands with the same heading direction.
- i. Aircraft not permitted pushback for opposite direction, except when the taxiway position is between both of the aircraft and will taxi out use the same taxiway.
- j. If there is instruction from the Tower Controller to hold on the taxiway Alpha or Bravo, the aircraft shall hold on holding point and must keep heading North or South.
- k. The taxi procedure shall appropriate with Tower Controller instruction and follow the guidelines until the holding point at taxiway Alpha or Bravo.

Notes: Fokker 28 and above make 180 deg turn at the end of the runway.





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