



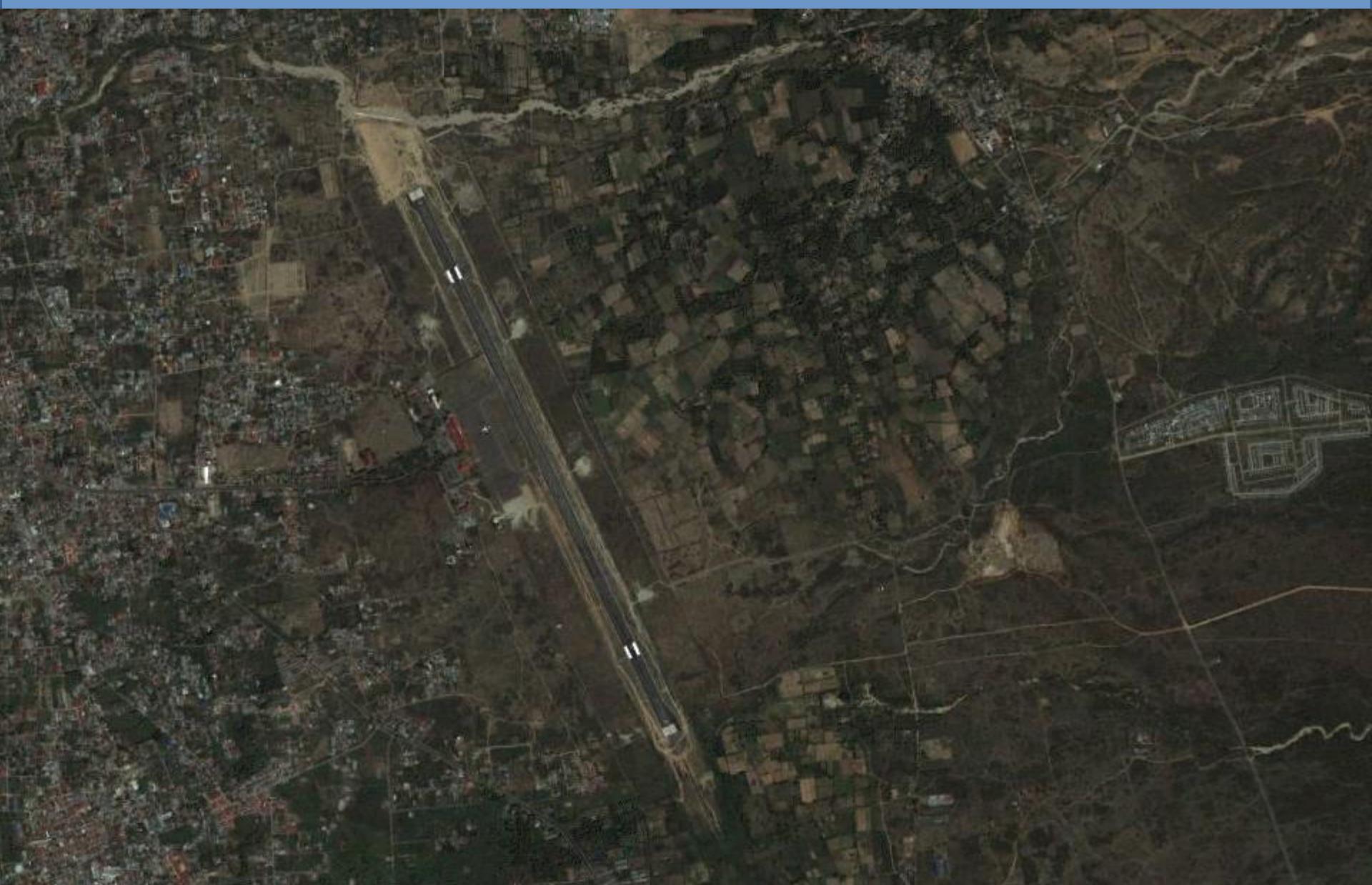
PALU (INDONESIA)

MUTIARA AIRPORT (WAFF/PLW)

JANUARY 2016



Location of Palu City



WEATHER

- Northerly wind speed about 20 kts & slightly gusty. Average Temp. 33°C. Rainfall (4.7 mm) SEPT to FEB.
- Cloud covers the top of the mountain.

REMARKS



- Possible light turbulence in approaching RWY 33
- Birds & animals hazard on final RWY 33
- Aircraft turn on turning area

ATC FLIGHT PLANS ROUTES AND DISTANCES

WIII – WAAA – WAFF (CGK-UPG-PLW)

WII - WAAA R 01

WIII ... GL ... HLM2G ...HLM...KASAL ...W 45...CA...PIALA...ANY...W52...LASEM ...SIPUT...

SOLOM...GUANO...OVINA ... ECHO...00MK5...MK60C...MKS...WAAA. Distance 808 NM

WAAA-WAML R 01

WAAA...MKS...W51...RUDAL...PAL...WAML. Distance 282NM

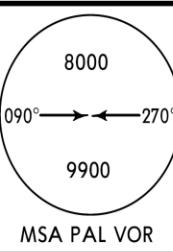


AIRPORT DATA & LAY OUT



Apt Elev 284' Alt set: hPa Trans level: FL130 Trans alt: 11000'

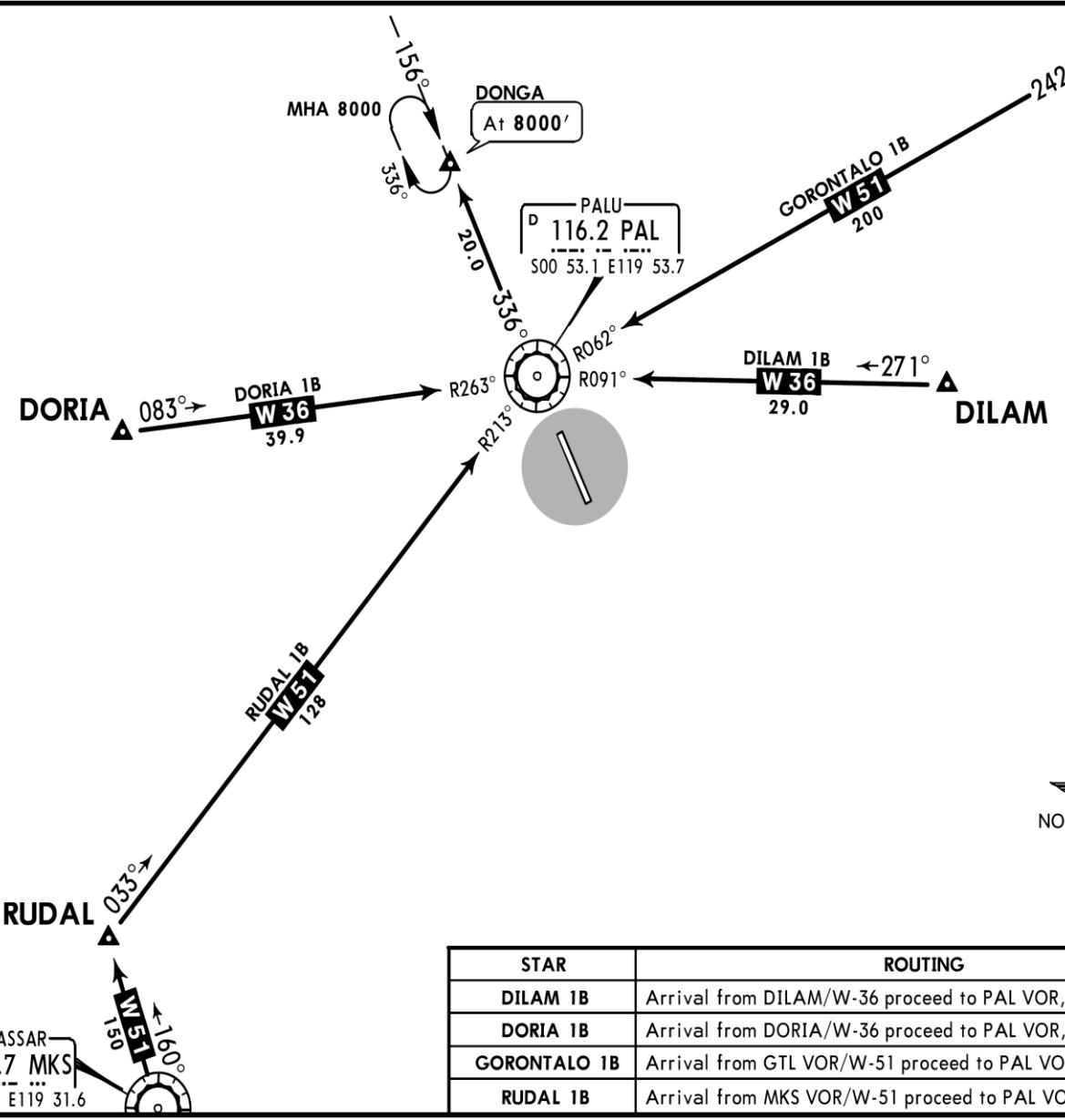
23 MAR 18 (10-2) Eff 29 Mar



DILAM 1B [DILA1B]
DORIA 1B [DORI1B]
GORONTALO 1B [GTL1B]
RUDAL 1B [RUDA1B]
ARRIVALS (RWY 15)



NOT TO SCALE



| STAR | ROUTING |
|--------------|---|
| DILAM 1B | Arrival from DILAM/W-36 proceed to PAL VOR, then to DONGA at 8000'. |
| DORIA 1B | Arrival from DORIA/W-36 proceed to PAL VOR, then to DONGA at 8000'. |
| GORONTALO 1B | Arrival from GTL VOR/W-51 proceed to PAL VOR, then to DONGA at 8000'. |
| RUDAL 1B | Arrival from MKS VOR/W-51 proceed to PAL VOR, then to DONGA at 8000'. |

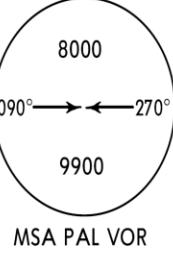
STAR
RWY 15 ARRIVALS

Apt Elev
284'

Trans level: FL130 Trans alt: 11000'

23 MAR 18
10-3

Eff 29 Mar



8000
090° → ← 270°
9900

MSA PAL VOR

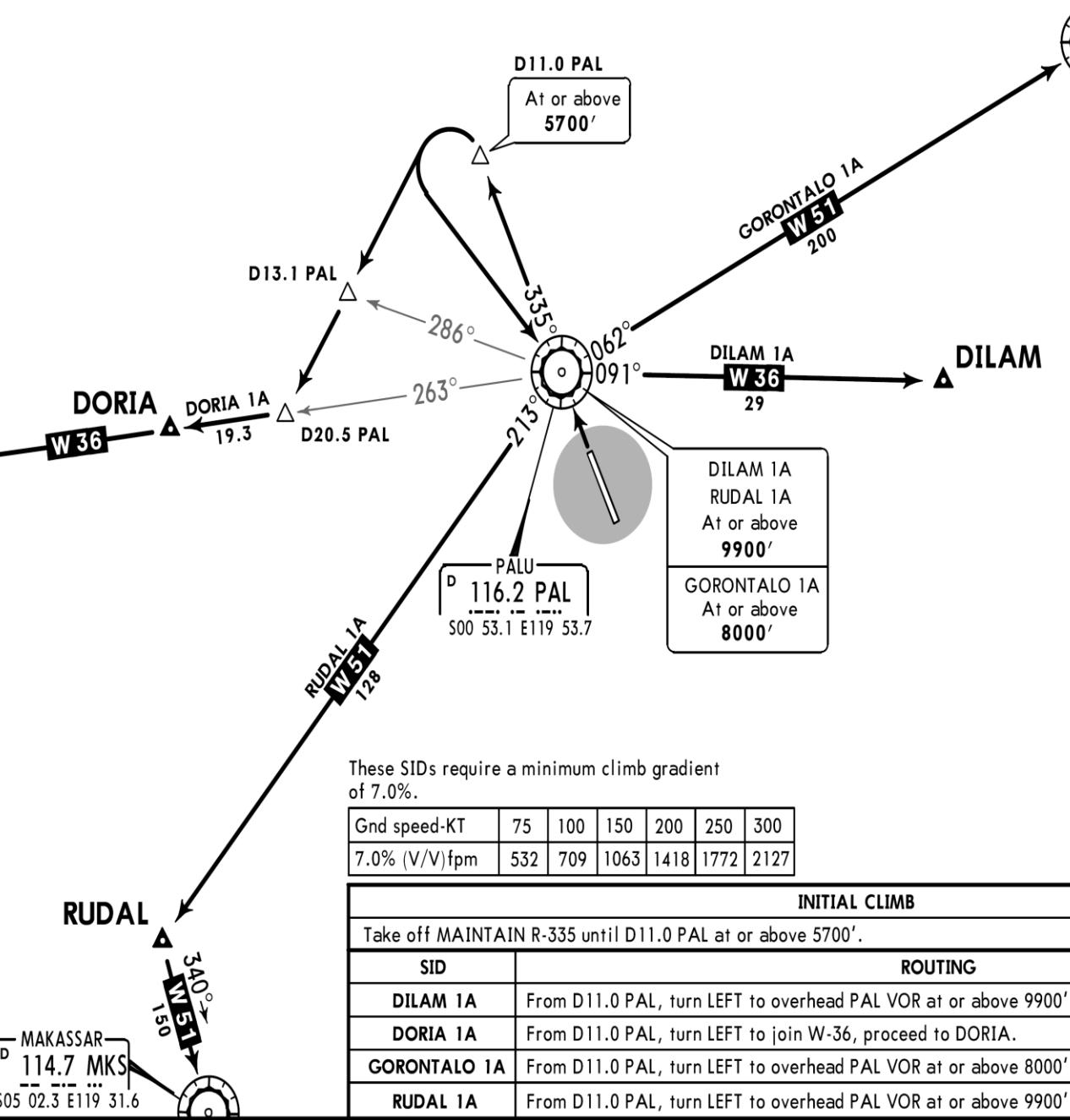
DILAM 1A [DILA1A]
DORIA 1A [DORI1A]
GORONTALO 1A [GTL1A]
RUDAL 1A [RUDA1A]
DEPARTURES
(RWY 33)

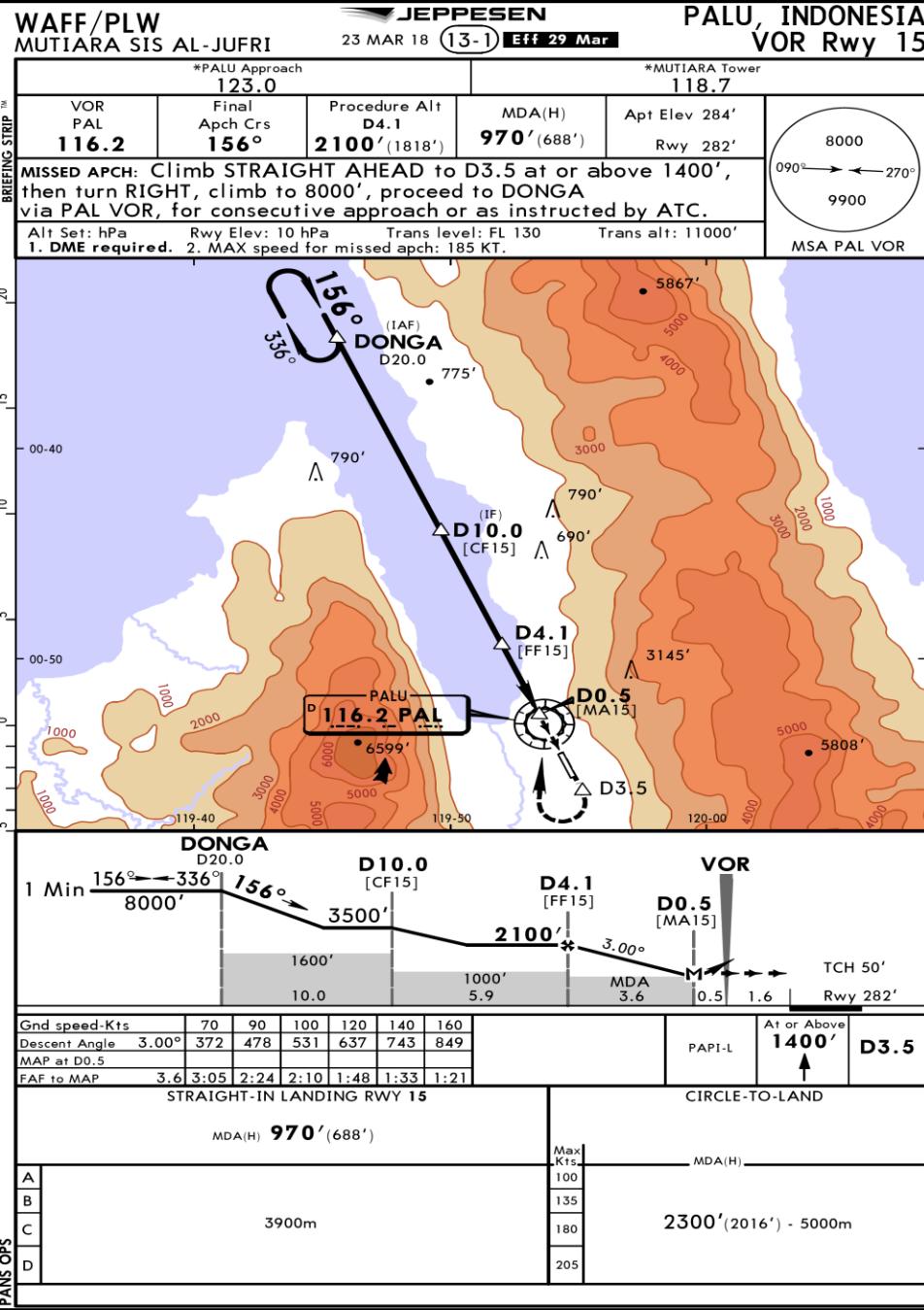


INITIAL CLIMB

Take off MAINTAIN R-335 until D11.0 PAL at or above 5700'.

| SID | ROUTING |
|--------------|---|
| DILAM 1A | From D11.0 PAL, turn LEFT to overhead PAL VOR at or above 9900' and join W-36 to DILAM. |
| DORIA 1A | From D11.0 PAL, turn LEFT to join W-36, proceed to DORIA. |
| GORONTALO 1A | From D11.0 PAL, turn LEFT to overhead PAL VOR at or above 8000' and join W-51 to GTL VOR. |
| RUDAL 1A | From D11.0 PAL, turn LEFT to overhead PAL VOR at or above 9900' and join W-51 to MKS VOR. |





VOR DME RWY 15

MISSED APCH: Climb STRAIGHT AHEAD. After passing D3.5 and at or above 1400' turn RIGHT, climb to 8000', proceed to DONGA via PAL VOR for consecutive approach or as instructed by ATC

WAFF/PLW
Apt Elev 284'
500 55.0 E119 54.4

JEPPESEN
23 MAR 18 13-1 Eff 29 Mar

PALU, INDONESIA
MUTIARA SIS AL-JUFRI

*MUTIARA Tower 118.7

119-54

119-55

15
155
Elev 282'
197' 60m Stopway
7582' 2250m
ARP A
NDB B
Control Tower
Terminal

Possible light turbulence on approach to Rwy 33.
All aircraft are not permitted to make single wheel lock turns on the rwy, make 180° turn at turning area.
Rotating beacon.
Birds and animals in vicinity of apt.

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200
119-54 119-55

00-55

197' 60m Stopway
33
535'

LANDING CHART

| ADDITIONAL RUNWAY INFORMATION | | USABLE LENGTHS | | | | |
|-------------------------------|---|---------------------------------------|-----------|-------------|----------|-------------|
| RWY | | LANDING BEYOND | Threshold | Glide Slope | TAKE-OFF | WIDTH |
| 15 | RL(60m) PAPI-L | | | | | 148' 45m |
| 33 | RL(60m) MALS PAPI-L | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| TAKE-OFF | | | | | | |
| AIR CARRIER (JAA) | | | | | | |
| A | LVP must be in force All Rwy's RCLM (Day only) or RL | All Rwy's RCLM (Day only) or RL | | | | |
| B | 250m | 400m | | | | |
| C | 300m | | | | | |
| D | | | | | | |

ATC FLIGHT PLANS ROUTES AND DISTANCES

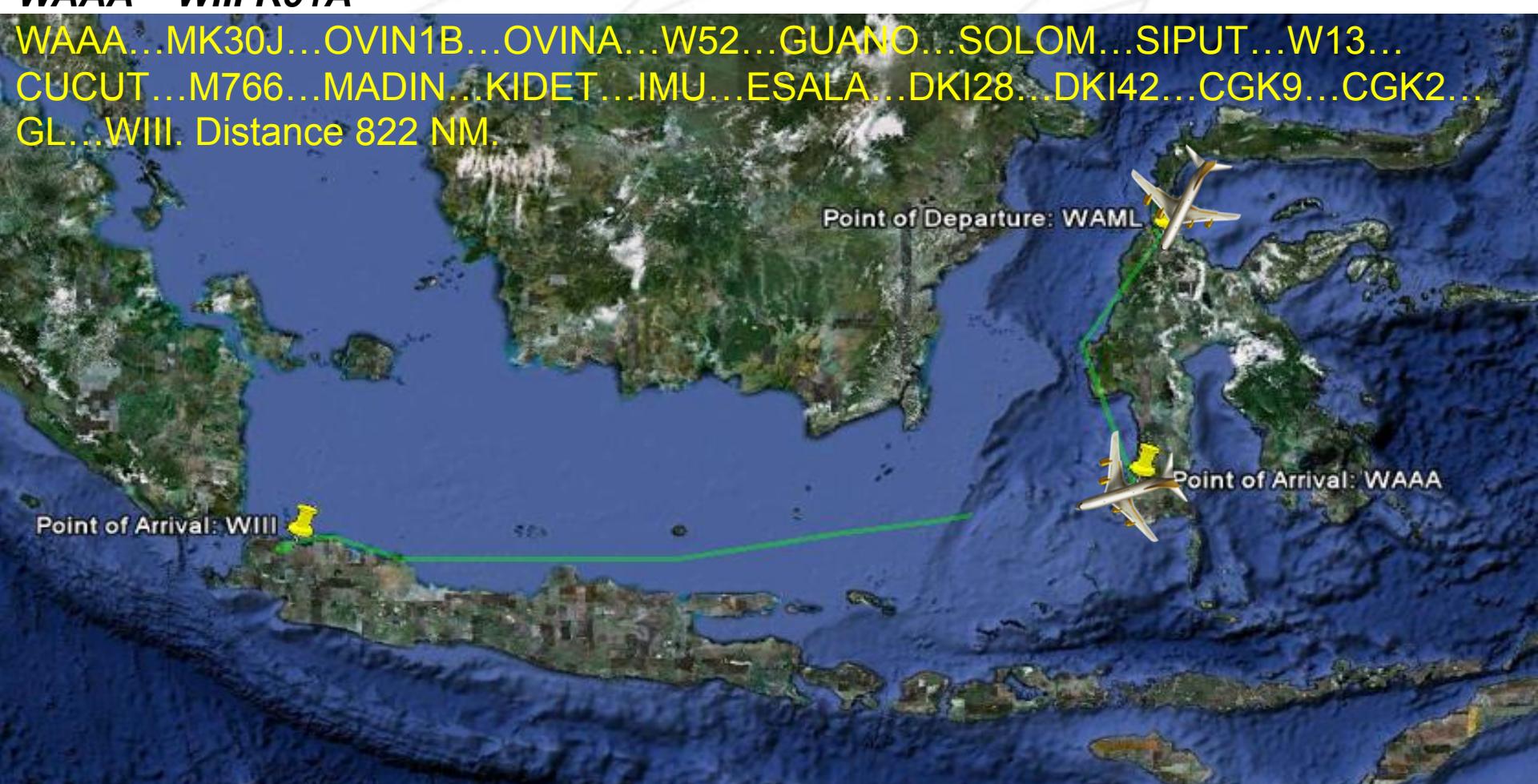
WAFF - WAAA - WIII (PLW-UPG-CGK)

WAFF - WAAA R01

WAML ... PAL ... W51...RUDAL ...MKS ...WAAA. Distance 282 NM.

WAAA - WIII R01A

WAAA...MK30J...OVIN1B...OVINA...W52...GUANO...SOLOM...SIPUT...W13...
CUCUT...M766...MADIN...KIDET...IMU...ESALA...DKI28...DKI42...CGK9...CGK2...
GL...WIII. Distance 822 NM.

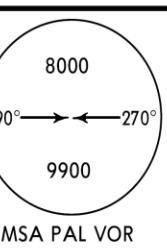


SID RWY 33 DEPARTURES

WAFF / PLW
MUTIARA SIS AL-JUFRI

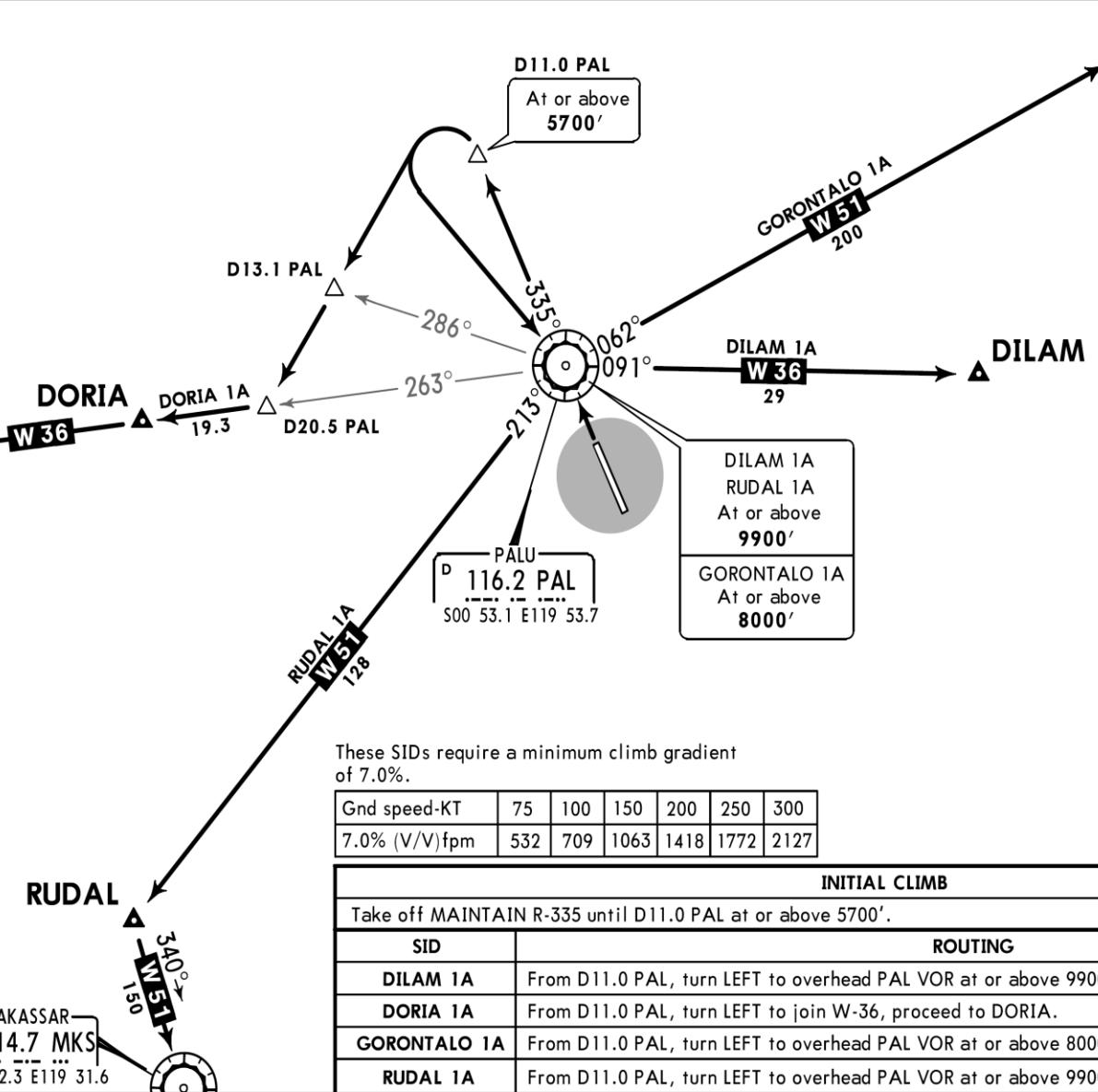
JEPPESEN
23 MAR 18 (10-3) Eff 29 Mar

PALU, INDONESIA
SID



Apt Elev 284'
Trans level: FL130
Trans alt: 11000'

DILAM 1A [DILA1A]
DORIA 1A [DORI1A]
GORONTALO 1A [GTL1A]
RUDAL 1A [RUDA1A]
DEPARTURES
(RWY 33)



Mountainous Area



Mountainous Area



A photograph showing a vast, hilly landscape covered in thick, white clouds. The terrain appears rugged and mountainous, with various peaks and valleys obscured by the mist. The sky above is a pale blue.

Mountainous Area





Mountainous Area



RWY

APPROACH RWY 15

Mountainous Area



RWY



Mountainous Area



RWY



APPROACH FROM RWY 15



RWY

Mountainous Area



RWY

Mountainous Area



RWY

Mountainous Area

RWY

Mountainous Area

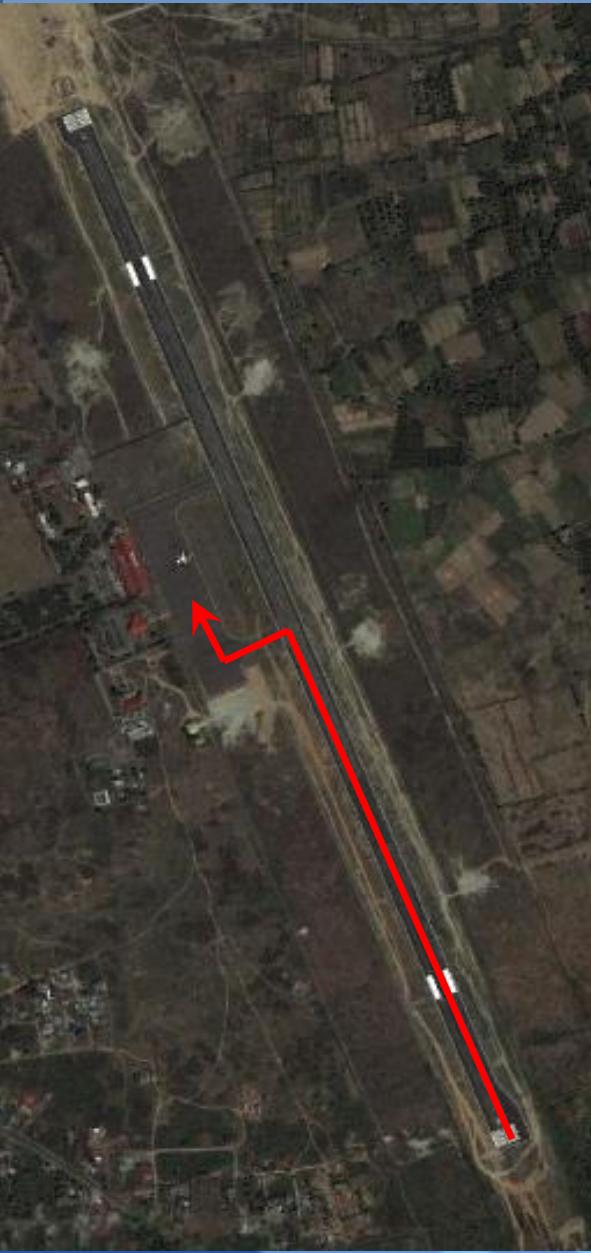




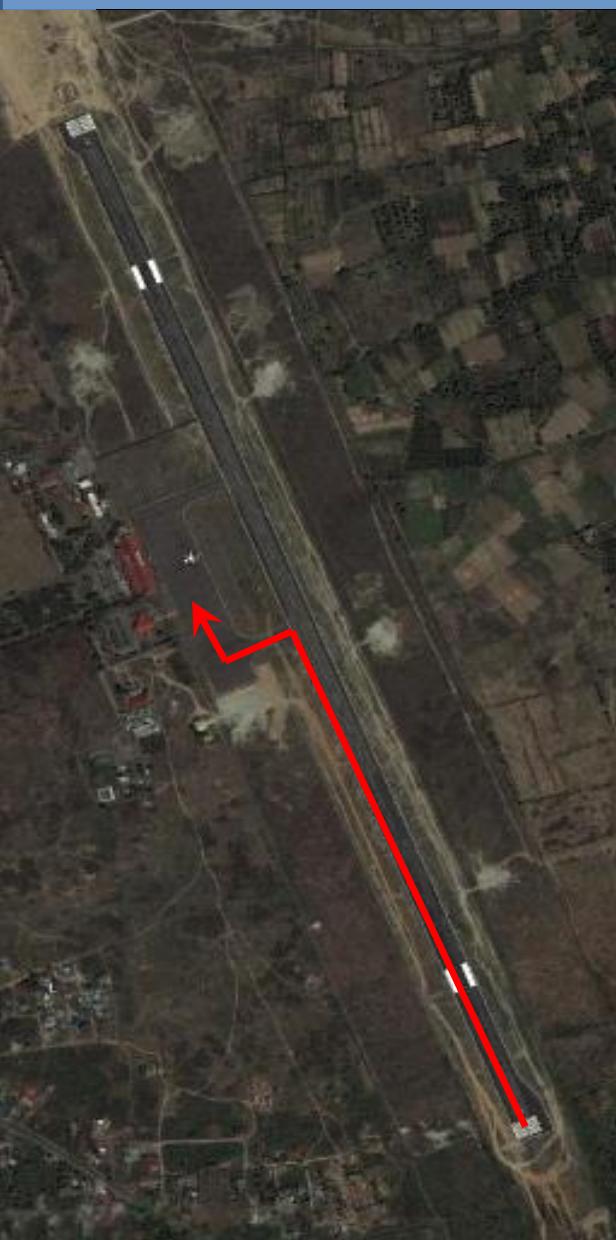




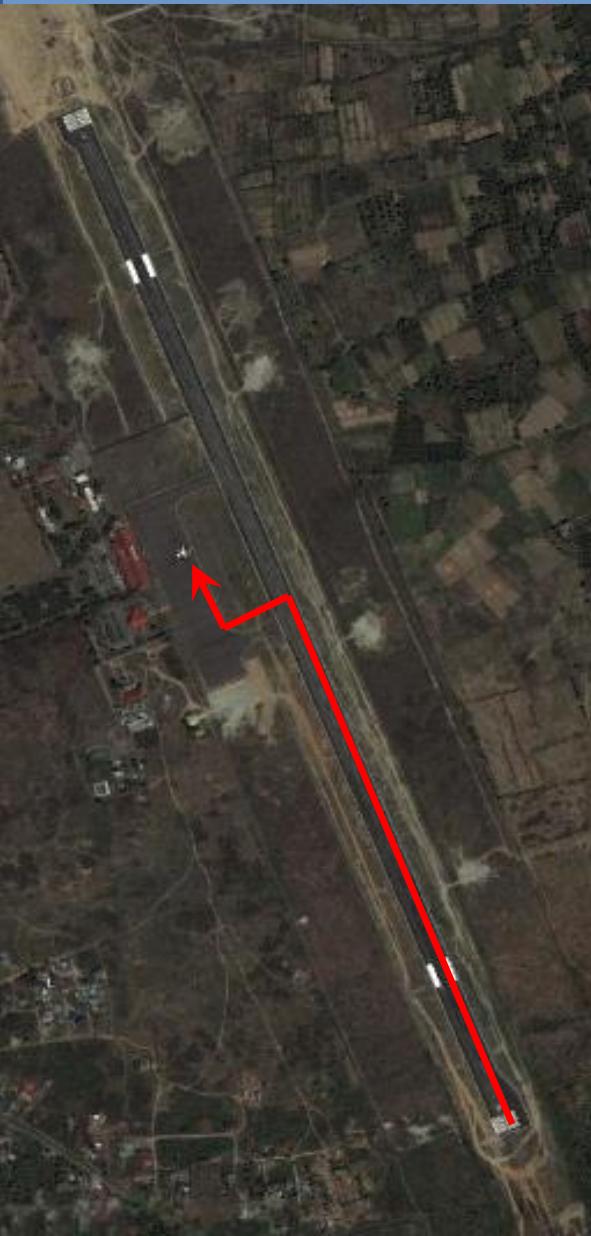
TAXI



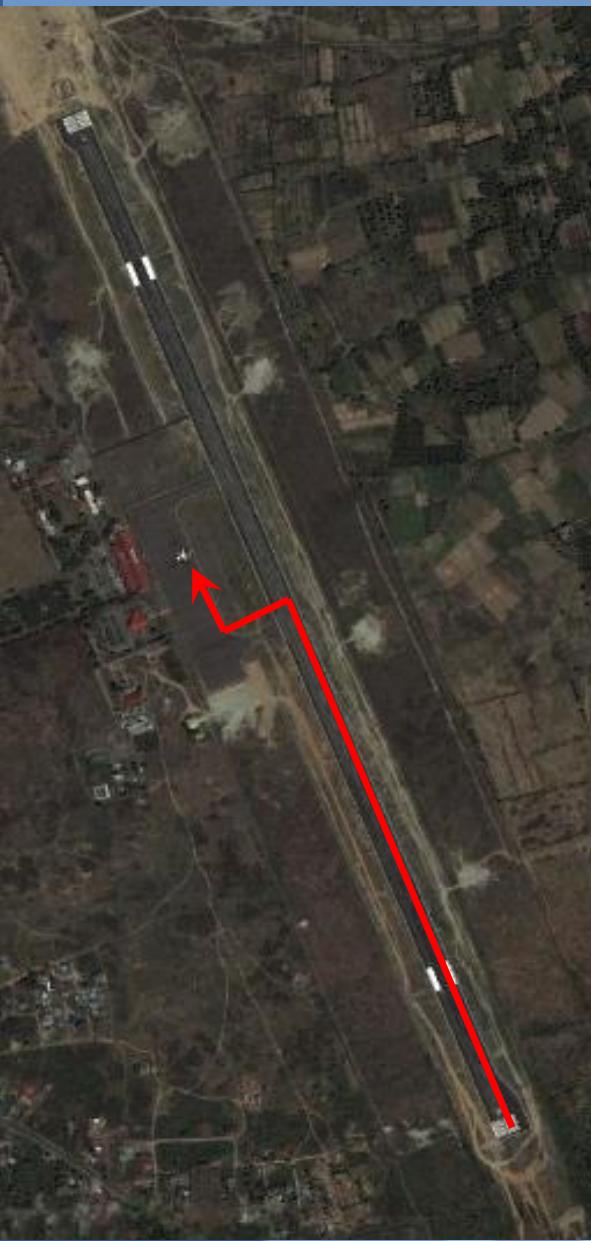
TAXI



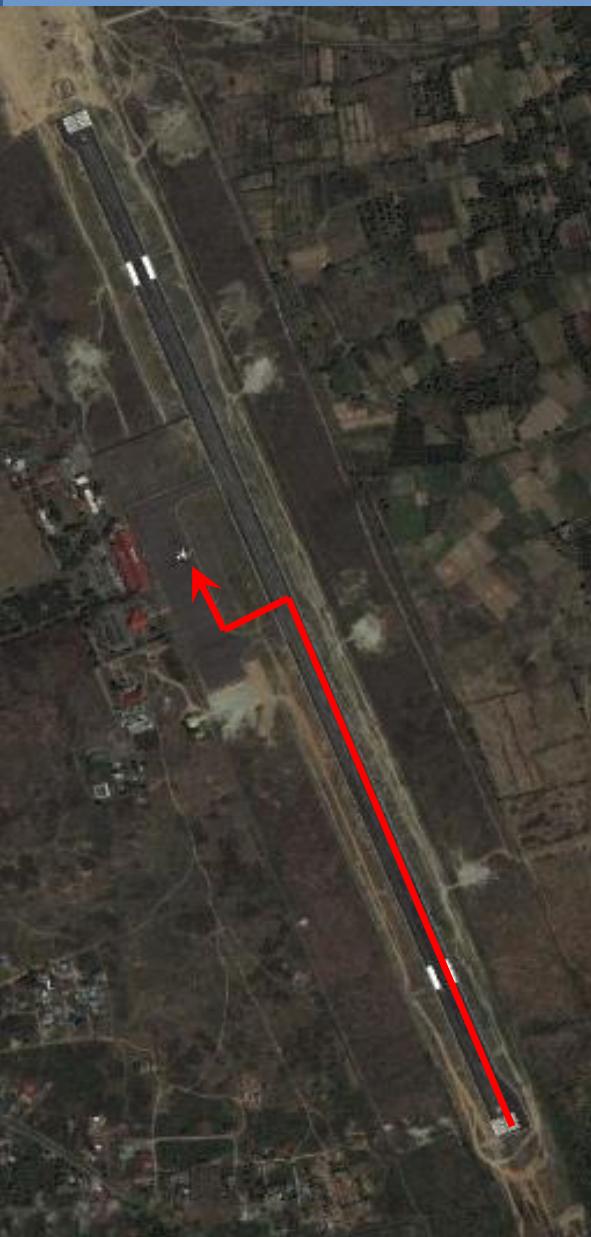
TAXI



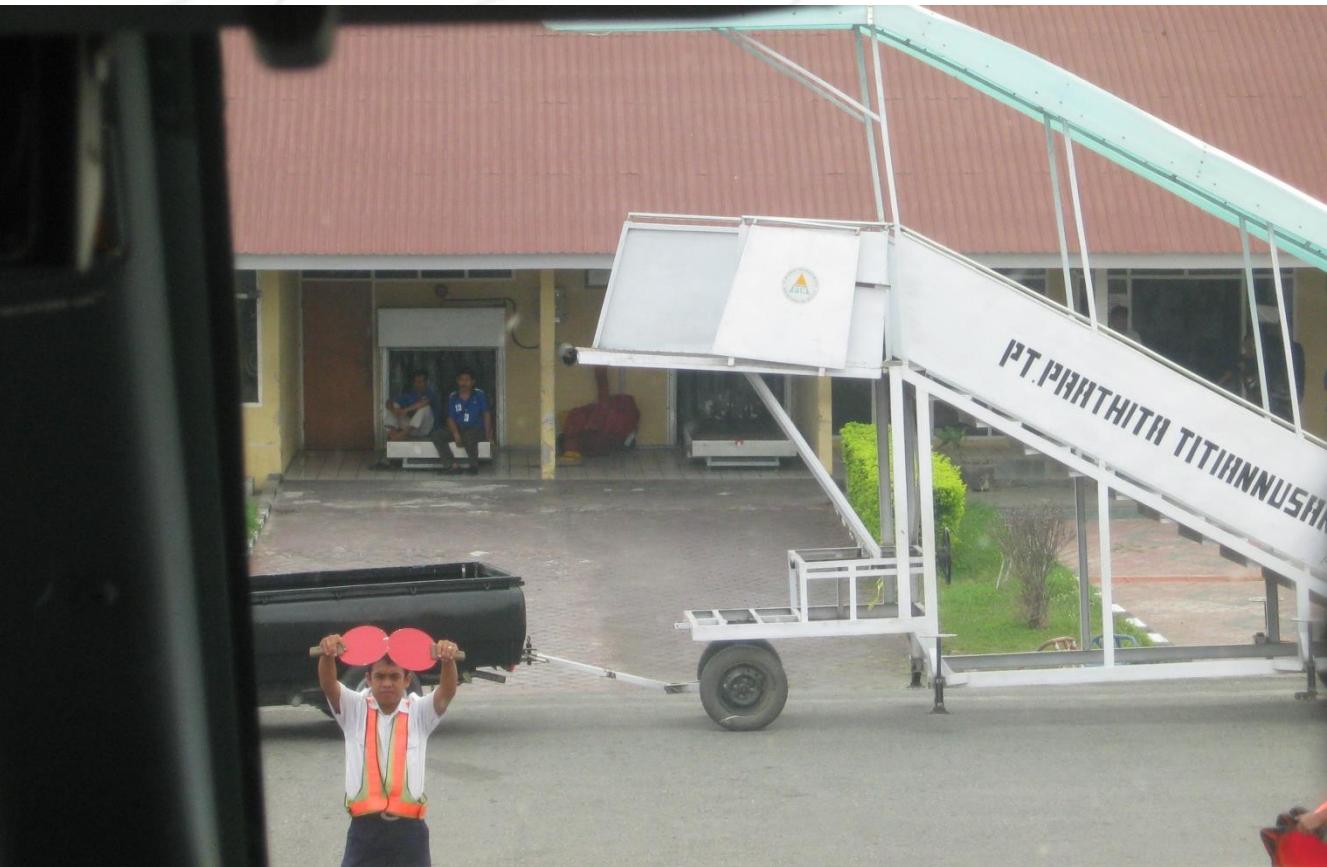
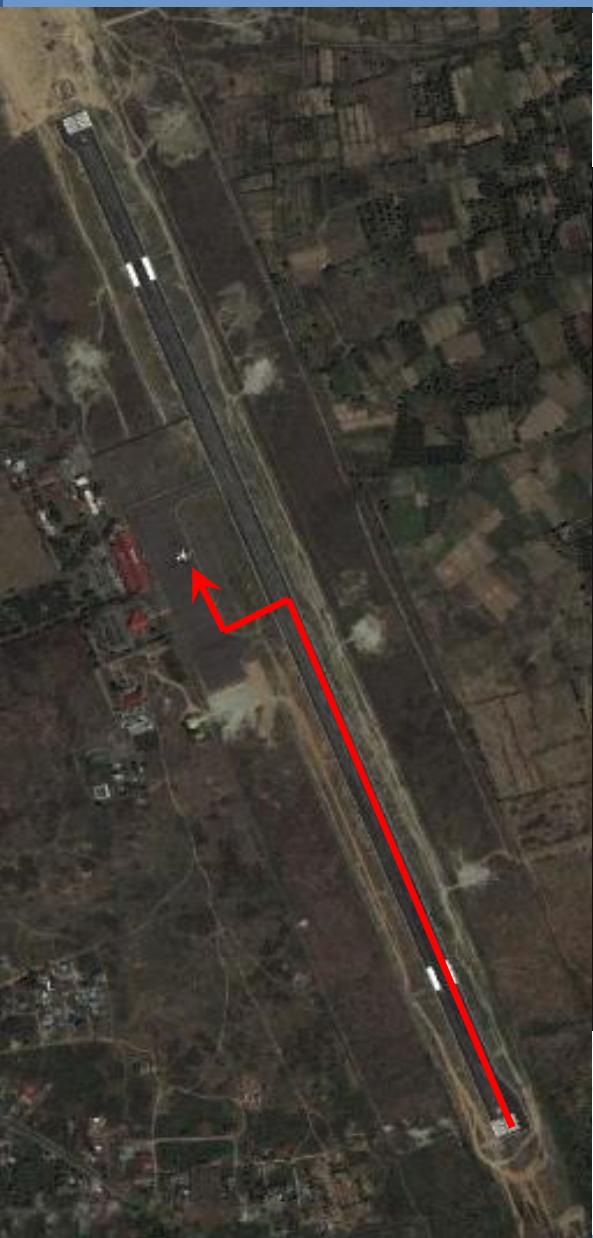
TAXI



TAXI



PARKING



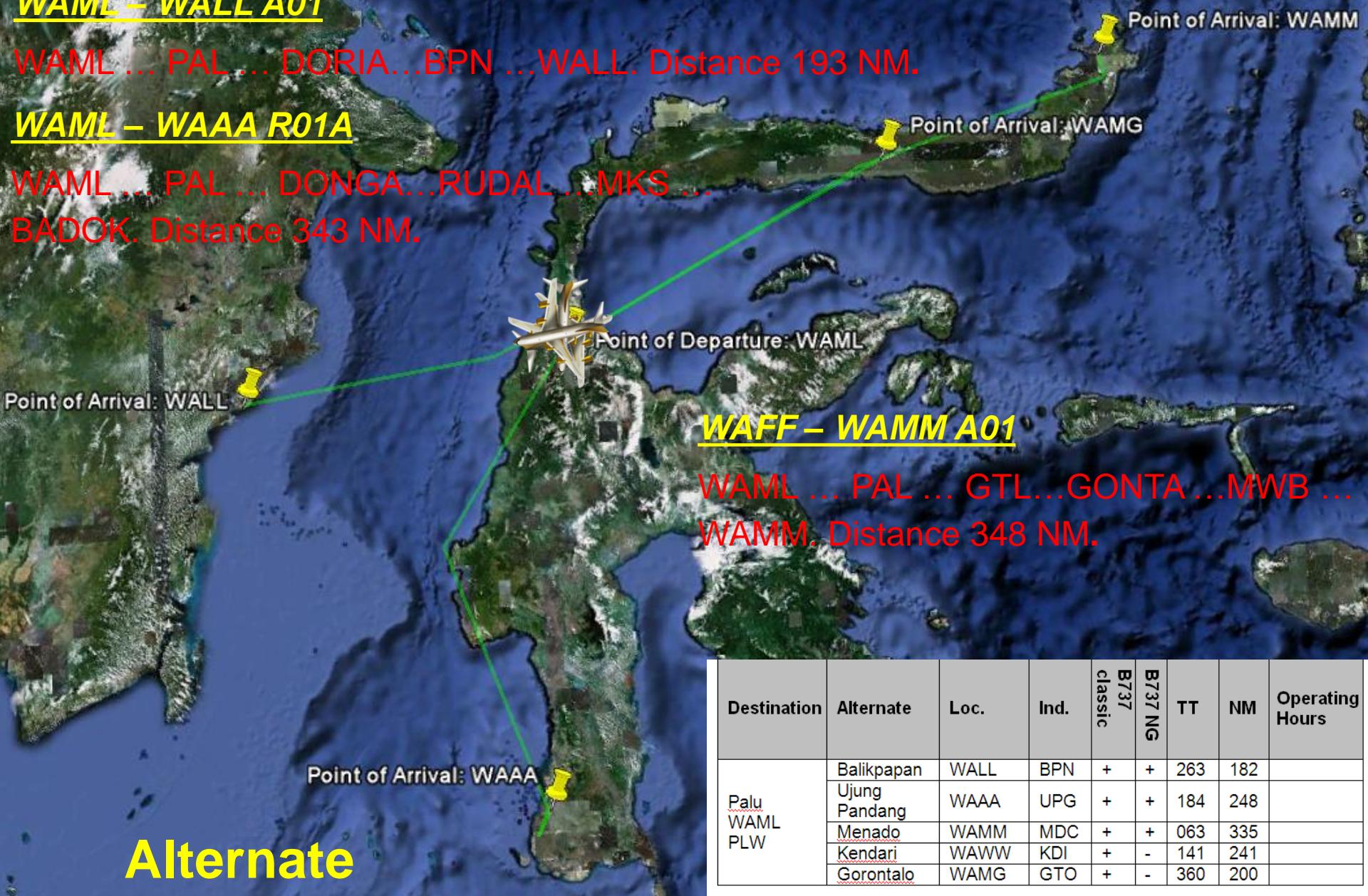
WAML – WALL A01

WAML ... PAL ... DORIA...BPN ...WALL. Distance 193 NM.

WAML – WAAA R01A

WAML ... PAL ... DONGA...RUDAL ...MKS ...

BADOK. Distance 343 NM.



WAFF – WAMM A01

WAML ... PAL ... GTL...GONTA ...MWB ...
WAMM. Distance 348 NM.

| Destination | Alternate | Loc. | Ind. | B737 classic | B737 NG | TT | NM | Operating Hours |
|---------------------|------------------|------|------|-----------------|------------|-----|-----|--------------------|
| Palu WAML PLW | Balikpapan | WALL | BPN | + | + | 263 | 182 | |
| | Ujung Pandang | WAAA | UPG | + | + | 184 | 248 | |
| | Menado | WAMM | MDC | + | + | 063 | 335 | |
| | Kendari | WAWW | KDI | + | - | 141 | 241 | |
| | Gorontalo | WAMG | GTO | + | - | 360 | 200 | |

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