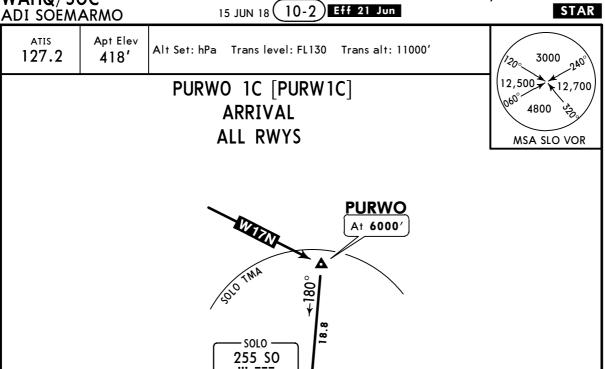
\*116.3 SLO S07 30.5 E110 47.7



# **ROUTING**

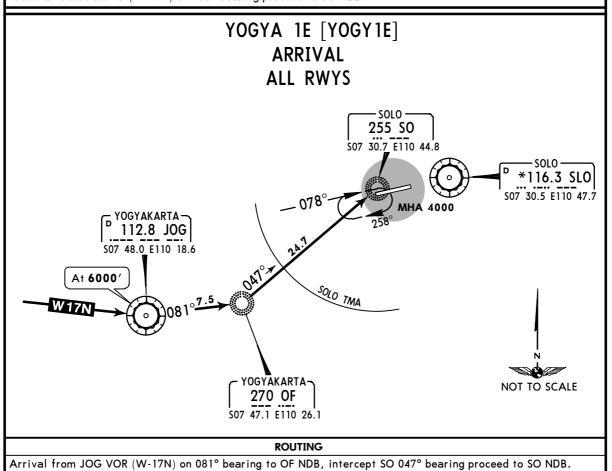
S07 30.7\_E110 44.8

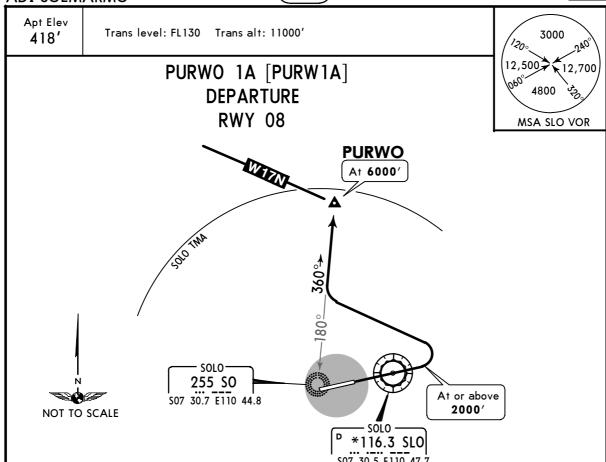
\_ 078°

MHA 4000

Arrival from PURWO (W-17N) on 180° bearing proceed to SO NDB.

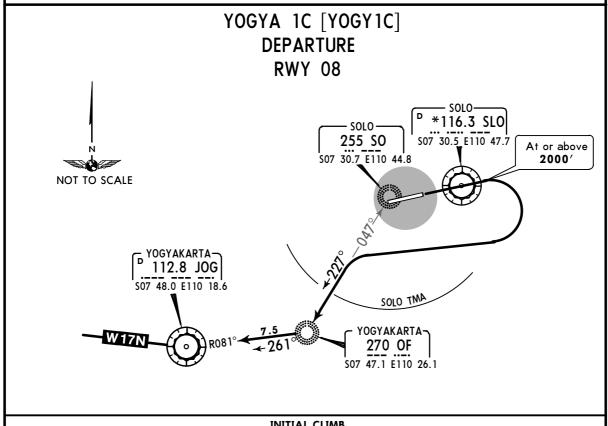
NOT TO SCALE





## **INITIAL CLIMB**

Take-off MAINTAIN runway heading after passing 2000' turn LEFT intercept 360° bearing from SO NDB proceed to PURWO at 6000' join W-17N.



# **INITIAL CLIMB**

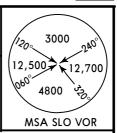
Take-off MAINTAIN runway heading after passing 2000' turn RIGHT, intercept 227° bearing from SO NDB to OF NDB, intercept JOG R-081 inbound to JOG proceed to JOG VOR join W-17N.

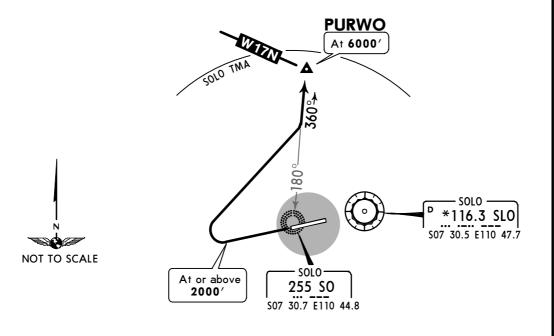
SID

Apt Elev

Trans level: FL130 Trans alt: 11000'

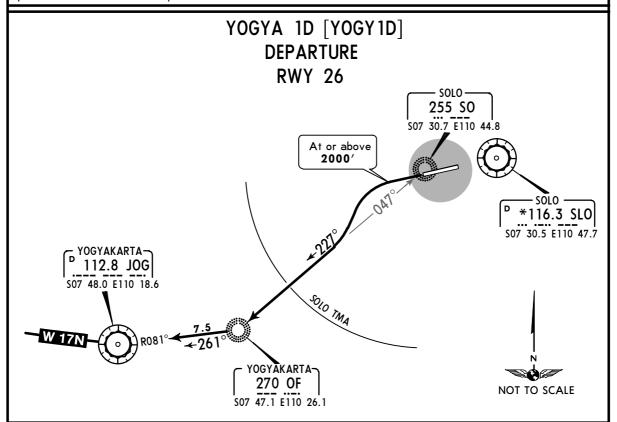
# PURWO 1B [PURW1B] DEPARTURE RWY 26





## **INITIAL CLIMB**

Take-off MAINTAIN runway heading after passing 2000' turn RIGHT intercept 360° bearing from SO NDB proceed to PURWO at 6000' join W-17N.



# **INITIAL CLIMB**

Take-off MAINAIN runway heading after passing 2000' turn LEFT intercept 227° bearing from SO NDB to OF NDB intercept JOG R-081 inbound to JOG proceed to JOG VOR join W-17N.

STRAIGHT-IN RWY		Α	В	C	DI SOEMARMO D
26	ILS	<b>580</b> ′(200′)	<b>580</b> ′(200 <b>′</b> )	<b>580</b> ′(200′)	<b>580</b> ′(200′)
	FULL	1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
	<b>1</b> LOC	<b>950</b> ′(570 <b>′</b> )	<b>950</b> ′(570 <b>′</b> )	<b>950</b> ′(570′)	<b>950</b> ′(570 <b>′</b> )
		2300m	2300m	2400m	2400m
	ALS out	3200m	3200m	3200m	3200m
	LOC	<b>950</b> ′(570 <b>′</b> )			
		2600m	2600m	2800m	2800m
	ALS out	3200m	3200m	3200m	3200m
	● VOR Z	<b>950</b> ′(570 <b>′</b> )	<b>950</b> ′(570 <b>′</b> )		
		2400m	2400m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	3300m	3300m		
	VOR Z	<b>950</b> ′(570 <b>′</b> )	<b>950</b> ′(570 <b>′</b> )		
		2600m	2600m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	3300m	3300m		
	<b>●</b> VOR Y			<b>950</b> ′(570 <b>′</b> )	<b>950</b> ′(570 <b>′</b> )
		NOT APPLICABLE	NOT APPLICABLE	2400m	2400m
	ALS out			3300m	3300m
	VOR Y			<b>950</b> ′(570′)	<b>950</b> ′(570 <b>′</b> )
		NOT APPLICABLE	NOT APPLICABLE	2800m	2800m
	ALS out			3300m	3300m
	● NDB Z	1000′(620′)	1000′(620′)		
		2700m	2700m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	3500m	3500m		
	NDB Z	1000′(620′)	1000′(620′)		
		2800m	2800m	NOT APPLICABLE	NOT APPLICABLE
	ALS out	3500m	3500m		
	• NDB Y			1000′(620′)	1000′(620′)
		NOT APPLICABLE	NOT APPLICABLE	2700m	2700m
	ALS out		, / / /	3500m	3500m
	NDB Y			1000′(620′)	1000′(620′)
	ו פטאו	NOT APPLICABLE	NOT APPLICABLE	3000m	3000m
	ALS out		A TELEPHOLE	3500m	3500m
	VF2 001			0000111	0300111

1 Continuous Descent Final Approach

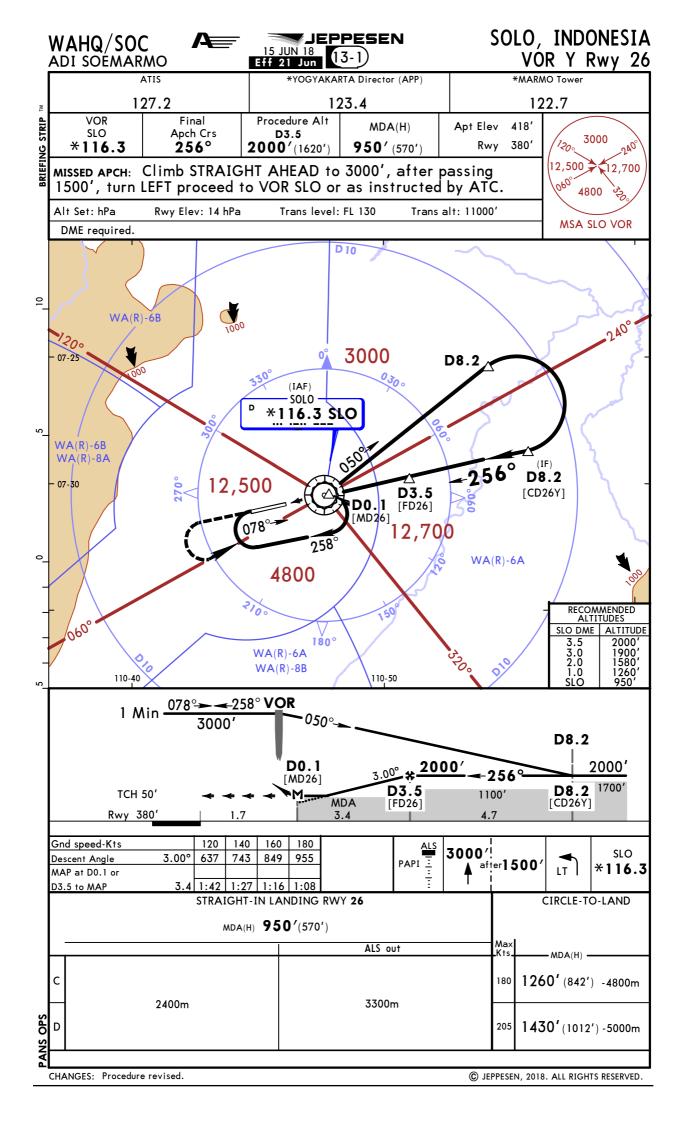
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After all approaches	1040′(622′)	<b>1040</b> ′(622 <b>′</b> )	<b>1260</b> ′(842′)	<b>1430</b> ′(1012′)
	3500m	3500m	4800m	5000m

	TAKE-OFF						
ſ	Low Visibility Take-off						
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)				
A B C D	R300m	400m	500m				

WAHQ/SOC 15 JUN 18 [ ] - ] Eff 21 Jun ILS Rwv 26 **ADI SOEMARMO** \*YOGYAKARTA Director (APP) ATIS 127.2 123.4 122.7 ILS LOC GS Final **IEFING STRIP** Apt Elev 418' DA(H) ISLO Apch Crs D3.4 3000 Rwy 380' \*111.5 256° 2000'(1620') **580′**(200′) MISSED APCH: Climb STRAIGHT AHEAD to 3000', after passing 12,500 🏓 12,700 1500'turn LEFT and proceed to VOR SLO or as instructed by ATC. 4800 Trans level: FL 130 Trans alt: 11000' Rwy Elev: 14 hPa VOR and DME required. MSA SLO VOR 010 **WA(R)-6B** 1200 2400 07-25 330 256° \*111.5 ISLO 3000 D8.2 SOLO SLO WA(R)-6B \*116.3 SLO D3.4 [CF26] **WA(R)-8A** 12,500 MM [FF26] D0.8 - 07-30 0980-078° 12,700 D8.2 258° SLO 4800 RECOMMENDED ALTITUDES WA(R)-6A LOC (GS out) SLO DME ALTITUDE 180° 3.4 3.0 2000' 1900' WA(R)-6A 1580' 2.0 WA(R)-8B 1.0 SLO 1260' 950' 110-40 10-50 1 Min<u>078°</u>→ **-**258° **VOR D8.2** SLO 3000 MM OM D0.8 256 2000' [ISLOMM] D8.2 1700' D3.4 TCH 50' SLO [CF26] 1100' MDA [FF26] Rwy 380' GS 2000 4.2 4.8 0.8 Gnd speed-Kts 120 140 160 180 3000'i SLO ILS GS or PAPI ÷ 3.00° 637 743 849 955 after 1500 \*116.3 LT LOC Descent Angle MAP at MM or D3.4 SLO to MAP 4.2 2:06 1:48 1:35 1:24 STRAIGHT-IN LANDING RWY 26 CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 580'(200') MDA(H) 950'(570') ALS out ALS out FULL MDA(H)\_ C 1260′(842′) -4800m 800m 1100m 2300m 3200m PANS OPS 1430′(1012′) -5000m D CHANGES: Procedure revised. © JEPPESEN, 2018. ALL RIGHTS RESERVED.

JEPPESEN

SOLO, INDONESIA



SOLO, INDONESIA NDB Y Rwy 26 WAHQ/SOC Eff 21 Jun (16-1) **ADI SOEMARMO** \*YOGYAKARTA Director (APP) 122.7 127.2 123.4 NDB Final BRIEFING STRIP MDA(H) Apt Elev 418' Apch Crs SO No FAF 3000 1000'(620') 380' 262° Rwy 255 12,500 12,700 MISSED APCH: Climb STRAIGHT AHEAD to 4000', after passing 4800 1500' turn LEFT and proceed to SO NDB or as instructed by ATC. Trans alt: 11000' Alt Set: hPa Rwy Elev: 14 hPa Trans level: FL 130 MSA SO NDB 240° **WA(R)-6B** 07-25 3000 **WA**(R)-6B \*116.3 SLO SOLO: WA(R)-8A 255 SO [FN26] - 262 [EP26 07-30 500 12 700 078 107 258° 4800 2600 WA(R)-6A 180° WA(R)-6A **WA**(R)-8B 110-40 1 Min <u>078°→ 258° **ND**B</u> 1070 4000 Start turn at 2 Min 1800' [FN26] [EP26] 262 TCH 50' Rwy 380' 1.3 Gnd speed-Kts 120 140 160 4000' SO 3.00° 637 743 | 849 | 955 Descent Angle PAPI : after 1500 LT ] 255 MAP at NDB STRAIGHT-IN LANDING RWY 26 CIRCLE-TO-LAND MDA(H) 1000' (620') ALS out MDA(H)\_ C 180 1260'(842')-4800m 2700m 3500m OPS D **1430'**(1012')-5000m CHANGES: Procedure revised. © JEPPESEN, 2018. ALL RIGHTS RESERVED.

JEPPESEN

15 JUN 18 **ADI SOEMARMO** S07 30.8 E110 45.0 ATIS \*MARMO Tower 127.2 118.1 122.7 110-45 07-30.8 PARKING STAND COORDINATES STAND NO. **COORDINATES** 1 thru 3 S07 30.9 E110 44.9 07-30 07-30 4 thru 8 S07 30.8 E110 45.0 9 thru 10A S07 30.8 E110 45.1 CAUTION: Public road position 230'(70m) from Apron beginning of Rwy 08. All aircraft must use South pattern. 110-45.0 Birds in vicinity of airport. All aircraft are not allowed to make one 110-46 wheel locked turn on turning areas. NDB<sup>®</sup> North 8530'2600m 97'(60m) Stopway 07-31 07-31 Elev 418 Taxi Procedures 08 Departure aircraft Rwy 08/26 taxi out from Contro Tower North Apron via Twy Alpha. Military Apron Arrival aircraft from Rwy 08/26 taxi into Wide-body freight aircraft are suggested not North Apron via Twy Bravo. to land at airport due to ground deck loader Or as instructed by ATC. unavailability. Rwy 08: Right-hand circuit. 1000 110-45 ADDITIONAL RUNWAY INFORMATION **USABLE LENGTHS** LANDING BEYOND Glide Slope Threshold **RWY TAKE-OFF** WIDTH RL REIL PAPI-L 8202' 2500m 148 7259' 2213m 45m 26 RL ALS PAPI-L TAKE-OFF AIR CARRIER (JAA) AIR CARRIER (FAR 121) LVP must be in Force All Rwys All Rwys All Rwys RCLM (DAY only) RCLM (DAY only) Adequate Vis Ref 2 RVR 250m Eng RVR 400m 400m 3 & 4 D RVR 300m Eng CHANGES: None. © JEPPESEN, 2018. ALL RIGHTS RESERVED.

JEPPESEN

SOLO, INDONESIA