WITT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WITT – BANDA ACEH / Sultan Iskandar Muda

WITT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

ARP Coordinates and Site at AD	05 31 01 N 095 25 12 E
Direction and Distance From (City)	16 km from center of Banda Aceh
Elevation / Reference Temperature	65 ft / 31° C
MAG VAR / Annual Change	1^0 West
AD Administration	PT Angkasa Pura II (Persero)
Address	Sultan Iskandar Muda Airport Banda Aceh PO BOX 23372 A
Telephone	(0651) 21341(Central), 635352 (TWR)
Telefax	(0651) 34240
Telex	NIL
AFTN	WITTPAPX, WITTYFYW, WITTZTZW, WITTYOYW
Type Of Traffic Permitted	IFR and VFR
Remarks	NIL

WITT AD 2.3 OPERATIONAL HOURS

AD Administration	MON – THU : 0100 - 1000 FRI : 0030 - 1000
Custom and Immigration	In Town 0000 – 1100 and On Request
Health and Sanitation	0000 – 1100 and On Request
AIS Briefing Office	0000 – 1100
MET Briefing office	0000 – 1100
ATS	0000 – 1100
Fuelling	0000 – 1100
Handling	0000 – 1100
Security	H – 24
De-Icing	NIL
Remarks	- Health and Sanitation Outside Operating Hours On Request

WITT AD 2.4 HANDLING SERVICE AND FACILITIES

Cargo Handling Facilities	PT NATS, PT. Gapura Angkasa dan Jasa Karya Semesta (JKS)
Fuel/Oil/Type	AVTUR Available
Fuelling Facilities / Capacity	5 Trucks 12000 L, 1 Truck 7000 L / Fuel Stock 300 kL
De-Icing Facilities	NIL
Hangar Space for Visiting Aircraft	NIL
Repair Facilities for Visiting Aircraft	NIL
Remarks	Avio bridge Parking Stand Nr.3 and Nr.5

WITT AD 2.5 PASSENGER FACILITIES

Hotels	Hotel in Town
Restaurant	Snack Bar at AD, Restaurant in Town
Transportation	Taxi, Rent Car
Medical Facilities	First Aid at AD, Hospital in town
Bank and Post Office	In Town
Tourist Office	In Town
Remarks	NIL

WITT AD 2.6 RESCUE AND FIRE FIGHTING

AD Category for Fire Fighting…….....	Category VII
Rescue Equipment…….……..	1 Rescue Car 2 Ambulance
Capability for Removal of Disabled Aircraft…..…	Crane Heavy Truck
Remarks…….	NIL

WITT AD 2.7 SEASONAL AVAILABILITY CLEARING

Type of Clearing Equipment……...	NIL
Clearance……... …….	NIL
Remarks…….	NIL

WITT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

APRON SURFACE AND STRENGTH

APRON

Surface	= Rigid
Strength	= PCN 90 R/C/W/T
Dimension	= 400 X 160 m

TAXIWAY WIDTH, SURFACE, AND STRENGTH

TAXIWAY A

Surface	= Asphalt Concrete
Strength	= PCN 88 F/C/W/T
Dimension	= 175 X 23 m

TAXIWAY B

Surface	= Asphalt Concrete
Strength	= PCN 88 F/C/W/T
Dimension	= 175 X 23 m

TAXIWAY C

Surface	= Asphalt
Strength	= PCN 88 F/C/W/T
Dimension	= 175 X 23 m

TAXIWAY D

Surface	= Asphalt
Strength	= PCN 88 F/C/W/T
Dimension	= 175 X 23 m

TAXIWAY WP (West Parallel)

Surface	= Asphalt
Strength	= PCN 88 F/C/W/T
Dimension	= 1200 X 23 m

TAXIWAY E

Surface	= Asphalt
Strength	= NIL
Dimension	= 75 X 23 m

TAXIWAY F
Surface = Asphalt
Strength = NIL
Dimension = 250 X 30 m

TAXIWAY EP (East Parallel)
Surface = Asphalt
Strength = NIL
Dimension = 310 X 23 m

ACL Location and Elevation…… NIL
VOR / INS Checkpoints…….. …….. NIL
Remarks…… TWY E, F, EP (East Parallel) connecting to military Apron

WITT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

Use of Aircraft ID Sign, TWY Guide Lines and Visual Docking / Parking Guidance System of Aircraft Stands…….. Nose – Wheel Guide Line at Apron
RWY and TWY Marking and LGT…… RWY Markings :
RWY Designation, THR, TDZ, Centerline, Fixed Distance Marking, and Side Stripe
RWY LGT : RWY THR and RWY Edge
REIL : RWY 35 Only
TWY Marking : Centerlines, TWY Holding Position
TWY LGT : TWY Edge
Stop Bars…… Available on Both End of RWY 17 and 35
Remarks…… Aircraft Heavier than F 28 are Requested Turn on Turning Area Only

AIRCRAFT PARKING STAND COORDINATE :

PARKING NUMBER	LATITUDE	LONGITUDE	PARKING NUMBER	LATITUDE	LONGITUDE
1	05 31 01.3N	095 25 05.4E	5	05 31 07.8N	095 25 04.1E
2	05 31 02.7N	095 25 05.2E	6	05 31 09.6N	095 25 03.7E
3	05 31 04.4N	095 25 04.9E	7	05 31 10.9N	095 25 03.4E
4	05 31 06.1N	095 25 04.4E			

WITT AD 2.10 AERODROME OBSTACLE

- SATELINDO antenna erected PSN 'W' of AD, distance 700 m from RWY 35, Height 40 m
- Antenna height 65 m erected on coordinate 05 30.36 N 095 23.14 E (right down wind RWY 17)
- AWOS antennas has been installed position as follow :
  1. First Antenna PSN at 135 m from RWY centerline to the left and 550 m from beginning RWY 17;
  2. Second antenna PSN at 135 m from RWY centerline to the right and 550 m from beginning RWY 35.

WITT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Associated MET Office…….……	Aerodrome Meteorological and Geophysical Station Sultan Iskandar Muda
Hours of Service MET Office Outside Hours…..	0000 – 1100
Office Responsible For TAF Preparation Period of Validity……	Medan (Polonia)
Type of Landing Forecasts Interval of Issuance..	TREND Every One Hours
Briefing / Consultation provided……..	Personal Consultation
Flight documentation - Language used…….……	NIL – English
Charts and other information available for Briefing or consultation……..…	NIL
Supplementary Equipment Available for Providing Information……..	WX Manual Observer
ATS Units Provided with Information……	TWR
Additional Information (Limitation of Service etc.)	Information Service and Alerting Service

WITT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	2	3	4	5	6
Designations RWY NR	True & MAG BRG	Dimension of RWY	Strength (PCN) and Surface of RWY and SWY	THR Coordinates	THR Elevation and Highest Elevation of TDZ of Precision APCH RWY
17	168º	3000 x 45 m	88 F/C/W/T Asphalt Concrete	05 32 20.59 N 095 25 01.55 E	65 ft
35	348º			05 30 44.95N 095 25 21.29 E	67.8 ft

7	8	9	10	11	12
Slope Of RWY NR	SWY Dimension	CWY Dimension	STRIP Dimension	OFZ	Remarks
Longitudinal 1.5% down hill from RWY 35; Transverse 1%	NIL NIL	150 x 150 m 150 x 150 m	3120 X 300 m	NIL NIL	RESA : RWY 17 : 90x90m RWY 35 : 90x90m

WITT AD 2.13 DECLARED DISTANCES

1	2	3	4	5
RWY Designator	TORA	TODA	ASDA	LDA
17	3000 m	3150 m	3000 m	3000 m
35	3000 m	3150 m	3000 m	3000 m

WITT AD 2.14 APPROACH AND RUNWAY LIGHTING

1	2	3	4	5
RWY Designator	APCH LIGHT Type LEN	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN
17	PALS CAT. I	Green	PAPI	NIL
35	NIL	Green	PAPI	NIL

6	7	8	9	10
RWY Centerline LGT Length Spacing Color	RWY Edge LGT LEN Spacing Color	RWY End LGT Color WBAR	SWY LGT LEN (m) Color	Remarks
NIL	White	Red	NIL	NIL
NIL	White	Red	NIL	NIL

WITT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN / IBN Location, Characteristic and Hours Operation.	Rotary Beacon Light 0000 – 1100 (O/R on Night Flight) Located at Tower
2.	LDI Location and LGT Anemometer Location and LGT	Landing Tee Available
3.	TWY Edge and Center Line LGT	TWY Edge Light Available
4.	Secondary Power Supply / Switch Over Time	Standby Generator as Secondary Power Supply To All Lighting At AD Switch Over Time : 12 Sec
5.	Remarks	NIL

WITT AD 2.16 HELICOPTER LANDING AREA

1.	Coordinates TLOF THR FATO	NIL
2.	TLOF and / or FATO Elevation (m / ft)	NIL
3.	TLOF and FATO Area Dimensions, Surface, Strength, Marking	NIL
4.	True Bearing and Magnetic Bearing Of FATO	NIL
5.	Declared Distance Available	NIL
6.	APP and FATO Lighting	NI
7.	Remarks	NIL

WITT AD 2.17 ATS AIRSPACE

1.	Designation and Lateral Limits	Banda Aceh CTR : 06 00 00.00N 096 06 18.98E then arc clockwise with radius of 50NM centered at 'BAC' VOR to 06 00 00.00N 094 44 20.99E 06 00 00.00N 096 06 18.98E Banda Aceh ATZ : A circle with radius of 10NM centered at 'BAC' VOR
2.	Vertical Limits	ATZ : SFC up to 4000 ft CTR : SFC up to FL150 (excluding ATZ)
3.	Airspace Classification	ATZ : C CTR : C
4.	ATS Unit Call Sign Language(s)	ATZ : Sultan Tower CTR : Aceh Approach English
5.	Transition	11,000 ft / FL130
6.	Remarks	NIL

WITT AD 2.18 ATS COMMUNICATION FACILITIES

1	2	3	4	5
Service Designator	Call Sign	Frequency	Hours of Operation	Remarks
TWR	Sultan Tower	122.2 MHz *118.65 MHz	0000 – 1100	* Secondary FREQ
APP	Aceh Approach	120.2 MHz *125.5 MHz	0000 - 1100	
SSB	Banda Aceh Radio	6589 kHz	0000 – 1100	

ATIS		8070 kHz 126.7 MHz *128.6 MHz	0000 – 1100	

WITT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

1	2	3	4	5	6	7
Type of Aid and Category	ID	Frequency	Hours of Operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
NDB	NZ	330 kHz	0000 – 1100	05 30 44.35 N 095 25 09.91 E		Coverage 125 NM from ARP
VOR / DME	BAC	113.4 MHz/ CH-81X	0000 – 1100	05 31 21.47 N 095 25 19.99 E	8 m	Coverage 120 NM from ARP
ILS / LLZ	IBAC	111.3 MHz	0000 – 1100	05 30 35.8 N 095 25 23.3 E		VOR / DME unusable areas beyond 40 NM :
GP		332.2 MHz	0000 – 1100	05 31 56.3 N 095 25 10.7 E		100^0 – 020^0 BLW 8000 ft 020^0 – 250^0
MM		75 MHz	0000 – 1100	05 32 41.9 N 095 24 58.3 E		BLW 3000 ft 250^0 – 230^0 BLW 8000 ft 230^0 – 100^0 BLW 10000 ft

WITT AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Airport regulation

Reserved

2.20.2 Taxiing to and from stands

Reserved

2.20.3 Parking area for small aircraft

Reserved

2.20.4 Parking area for helicopter
Reserved

2.20.5 Apron - taxiing during winter conditions
Reserved

2.20.6 Taxiing – limitations
Reserved

2.20.7 School and training flights – technical test flights – use of runways
Reserved

2.20.8 Helicopter traffic – limitation
Reserved

2.20.9 Removal of disable aircraft from runways
Reserved

WITT AD 2.21 NOISE ABATEMENT PROCEDURES

Reserved

WITT AD 2.22 FLIGHT PROCEDURES

2.22.1 RESPONSIBILITY of ATS

a. Approach Control unit (APP) is responsible for provision of Air Traffic Control Service to all controlled flight within TMA / CTR.
b. Aerodrome Control (TWR) is responsible for the provision of Air Traffic Control Service to all controlled flight eithin ATZ.

2.22.2 ALTIMETER SETTING PROCEDURES

a. This ICAO altimeter setting procedures shall be used by all aircraft operating within CTR and ATZ, QNH provided in milibars in inches available on request.
b. Transition Altitude 11,000 ft Transition Level FL 130.

2.22.3 COMMUNICATION PROCEDURES

All aircraft within CTR and ATZ shall be equipped with radio capable for conducting and maintaining two way communications.

2.22.4 VFR Flight

a. Flight Information and alerting service will only be provided to VFR Flight Operating within CTR on request. VFR flight requesting the above service shall report intended action and comply with the position or as required by ATC.

b. No aircraft shall be operated under VFR within CTR and prior authorization has been obtained from Approach.

2.22.5 Aerodrome Traffic Circuit Procedures

Take Off and Landing :

a. Runway 17 TKOF and LDG right hand circuit or as instructed by ATC.
b. Runway 35 TKOF and LDG left hand (normal) circuit or as instructed by ATC.

2.22.6 DEPARTURE PROCEDURE

Departing aircraft shall follow the Standard Instrument Departure (SID) or as instructed by ATC.

1. DATABASE CODING for SID Rwy 17

FIX / NAVAID	LAT/LONG	FLY OVER	PATH TERM	TRUE	MAG - NETIC	TURN	DIST (NM)	ALT	SPEED
ANSAX 2E TRANSITION									
		N	VA	168.3	169.1			+1500	
TT406	053342N 0953506E	N	DF			L			-250
TT422	055006N 0954043E	N	TF	019.0	019.7		17.2	-8500	
TT426	055548N 0953449E	N	TF	314.0	314.7		8.2	+10000	
ANSAX	060000N 0953029E	N	TF	314.0	314.7		6.0		

BEDAX 2E TRANSITION									
		N	VA	168.3	169.1			+1500	
TT421	053156N 0952511E	N	DF			L			-250
TT414	053339N 0950841E	N	TF	275.9	276.7		16.5	+9000	
TENOM	052631N 0943535E	N	TF	257.9	258.7		33.8		
BEDAX	052152N 0934715E	N	TF	264.5	265.4		48.4		

DUAMO 2E TRANSITION									
LONGA	052326N 0953128E	N	CF	140.1	140.9	L			
TT410	052321N 0955416E	N	TF	090.2	090.9		22.8	-10000	
DUAMO	051558N 0973041E	N	TF	094.3	095		96.4		

JILAT 2E TRANSITION									
LONGA	052326N 0953128E	N	CF	140.1	140.9	L			
TT410	052321N 0955416E	N	TF	090.2	090.9		22.8	-10000	
MEDOM	050432N 0960750E	N	TF	144.2	144.9		23.1		
JILAT	042432N 0971123E	N	TF	122.1	122.8		74.9		

MOSOL 2E TRANSITION									
LONGA	052326N 0953128E	N	CF	140.1	140.9	L			
TT411	050723N 0954350E	N	TF	142.3	143.1		20.2	+8000	
CUPEK	045133N 0955607E	N	TF	142.1	142.8		20.0		
MOSOL	015220N 0981442E	N	TF	142.1	142.8		225.9		

2. DATABASE CODING for SID Rwy 35

FIX / NAVAID	LAT/LONG	FLY OVER	PATH TERM	TRUE	MAG - NETIC	TURN	DIST (NM)	ALT	SPEED
ANSAX 2F TRANSITION									
		N	VA	348.3	349.1			2000	
TT419	054115N 0953438E	N	DF			R		-4000	
TT407	054515N 0954806E	N	TF	073.5	074.2		14.0	-8500	
TT408	055429N 0953729E	N	TF	311.0	311.7		14.0	+10000	
ANSAX	060000N 0953029E	N	TF	308.2	308.9		8.9		

BEDAX 2F TRANSITION									
		N	VA	348.3	349.1			2000	
TT414	053339N 0950841E	N	DF			L		-4000	
TENOM	052631N 0943535E	N	TF	257.9	258.7		33.8	-14000	
BEDAX	052152N 0934715E	N	TF	264.5	265.4		48.4		

DUAMO 2F TRANSITION									
		N	VA	348.3	349.1			2000	
TEUKU	053921N 0953121E	N	DF			R		-4000	
TT410	052321N 0955416E	N	TF	124.8	125.6		27.9	-10000	
DUAMO	051558N 0973041E	N	TF	094.3	095.0		96.4		

JILAT 2F TRANSITION									
		N	VA	348.3	349.1			2000	
TEUKU	053921N 0953121E	N	DF			R		-4000	
TT410	052321N 0955416E	N	TF	124.8	125.6		27.9	-10000	
MEDOM	050432N 0960750E	N	TF	144.2	144.9		23.1		
JILAT	042432N 0971123E	N	TF	122.1	122.8		74.9		

MOSOL 2F TRANSITION									
		N	VA	348.3	349.1			2000	
TEUKU	053921N 0953121E	N	DF			R		-4000	
INDRA	052603N 0953350E	N	TF	169.4	170.2		13.5	-8000	
TT411	050723N 0954350E	N	TF	151.7	152.5		21.1	-14000	

CUPEK	045133N 0955607E	N	TF	142.1	142.8		20.0		
MOSOL	015220N 0981442E	N	TF	142.1	142.8		225.9		

3. Waypoint Coordinates

WAYPOINT	LATITUDE	LONGITUDE
RWY 17		
ANSAX	060000N	0953029E
BEDAX	052152N	0934715E
CUPEK	045133N	0955607E
DUAMO	051558N	0973041E
JILAT	042432N	0971123E
LONGA	052326N	0953128E
MEDOM	050432N	0960750E
MOSOL	015220N	0981442E
TENOM	052631N	0943535E
TT406	053342N	0953506E
TT410	052321N	0955416E
TT411	050723N	0954350E
TT414	053339N	0950841E
TT421	053156N	0952511E
TT422	055006N	0954043E
TT426	055548N	0953449E

RWY 35		
ANSAX	060000N	0953029E
BEDAX	052152N	0934715E
CUPEK	045133N	0955607E
DUAMO	051558N	0973041E
INDRA	052603N	0953350E
JILAT	042432N	0971123E
MEDOM	050432N	0960750E
MOSOL	015220N	0981442E
TENOM	052631N	0943535E
TEUKU	053921N	0953121E
TT407	054515N	0954806E
TT408	055429N	0953729E
TT410	052321N	0955416E
TT411	050723N	0954350E
TT414	053339N	0950841E
TT419	054115N	0953438E

2.22.7 ARRIVAL PROCEDURE

Arriving aircraft shall follow the Standard Instrument Arrival or as instructed by ATC.

1. DATABASE CODING for STAR RNP-1 Rwy 17

FROM	TO	TRUE	MAG - NETIC	PATH TERM	AIR SPEED	TURN	ARC DIST	DIST	ALT	RNP-1 LEVEL
ANSAX 2D TRANSITION										
	ANSAX			IF					-9000	
ANSAX	TT403	190.2	191.0	TF				9.0	+8000	
TT403	DARUS	253.6	254.3	TF				7.6	5000	

BEDAX 2D TRANSITION										
	BEDAX			IF					+15000	
BEDAX	TENOM	084.5	085.5	TF				48.4	-10000	
TENOM	TT424	060.8	061.6	TF				27.4	-8000	
TT424	TT402	060.9	061.8	TF				17.3	+7000	
TT402	DARUS	085.3	086.1	TF				6.9	5000	

DUAMO 2D TRANSITION										
	DUAMO			IF						
DUAMO	LAWAH	277.0	277.5	TF				75.9		
LAWAH	TT413	287.7	288.4	TF				20.8	+15000	
TT413	TT425	306.3	307.0	TF				19.0	+11000	
TT425	TT427	307.0	307.8	TF				6.6	+9500	
TT427	TT403	307.0	307.8	TF				7.1	+8000	
TT403	DARUS	253.6	254.3	TF				7.6	5000	

JILAT 2D TRANSITION										
	JILAT			IF						
JILAT	MEDOM	302.1	302.7	TF				74.9		
MEDOM	TT409	301.0	301.7	TF				20.7	+15000	
TT409	TT425	339.7	340.5	TF				29.3	+11000	
TT425	TT427	307.0	307.8	TF				6.6	+9500	
TT427	TT403	307.0	307.8	TF				7.1	+8000	
TT403	DARUS	253.6	254.3	TF				7.6	5000	

MOSOL 2D TRANSITION										
	MOSOL			IF						
MOSOL	CUPEK	322.2	322.6	TF				225.9		
CUPEK	TT409	345.6	346.4	TF				24.3	+15000	
TT409	TT425	339.7	340.5	TF				29.3	+11000	
TT425	TT427	307.0	307.8	TF				6.6	+9500	
TT427	TT403	307.0	307.8	TF				7.1	+8000	
TT403	DARUS	253.6	254.3	TF				7.6	5000	

2. Waypoint Coordinates

WAYPOINT	LATITUDE	LONGITUDE
RWY 17		
ANSAX	060000N	0953029E
BEDAX	052152N	0934715E
CUPEK	045133N	0955607E
DARUS	054858N	0952136E
DUAMO	051558N	0973041E
JILAT	042432N	0971123E
LAWAH	052510N	0961508E
MEDOM	050432N	0960750E
MOSOL	015220N	0981442E
TENOM	052631N	0943535E
TT402	054824N	0951443E
TT403	055108N	0952853E
TT409	051513N	0955004E
TT413	053131N	0955516E
TT424	053958N	0945933E
TT425	054249N	0953954E
TT427	054650N	0953434E

2.22.8 COMMUNICATION FAILURE PROCEDURES

Aircraft radio communication failure procedures shall be in accordance with ICAO standard and recommended practices, or :

a. In Visual Meteorological Condition (VMC)
   1. Continue to fly in VMC;
   2. Fly full circuit over the Aerodrome, pilot shall endeavor to transmit blindly his position, intention, etc, so as to be monitored by Approach, Tower or any other traffic over Banda Aceh CTR and Sultan Iskandar Muda ATZ.

b. In Instrument Meteorological Condition (IMC)
   1. Proceed according to current Flight Plan to the appropriate designated navigation and serving Approach and when required to ensure compliance with (2) below, hold over this aid until commencement of descent.
   2. Commence descent from the navigation aid specified in (1) or as close as possible to ETA as indicated in the filled flight plan and revised in accordance with the current flight plan.
   3. Land if possible within thirty minutes after the estimated time of arrival (ETA).

2.22.9 INSTRUMENT APPROACH PROCEDURE

Approach Control Service including flight information and alerting service to all aircraft within CTR and ATZ

2.22.10

1. IAP Coding Table RWY 17 RNAV (GNSS)

Path Termi-nator	Waypoint Name	Fly Over	Course / Track T° (M°)	Turn Direction	Level Constra-int	Speed Constraint (knot)	Co-ordinates	Remark and Distance
IF	DARUS	N			5000		054858.26N 0952135.60E	
IF	TT802	N	168.3° (169.1°)		3550		054437.81N 0952229.39E	4.4 NM
TF	TT803	N	168.3° (169.1°)		2300		053914.99N 0952336.04E	5.5 NM
TF	TT804	Y	168.3° (169.1°)		550		053343.25N 0952444.49E	5.6 NM
DF	DARUS	N		R	5000	-220	054858.26N 0952135.60E	

2.22.11 POSITION REPORTING PROCEDURE

Aircraft operating within or about to enter CTR shall report position :

a. Over TMA boundary
b. Over any other point or time as instructed by ATC.

WITT AD 2.23 ADDITIONAL INFORMATION

Reserved

WITT AD 2.24 CHARTS RELATED TO THE AERODROME

- WITT AD 2.24-1, AERODROME CHART-ICAO, Dated 29 OCT 15;
- WITT AD 2.24-4, AERODROME OBSTACLE CHART-ICAO TYPE A, Dated 30 MAY 13;
- WITT AD 2.24-7, SID - ICAO RWY 35, Dated 28 JUL 11;
- WITT AD 2.24-7A, SID - ICAO RWY 35, Dated 17 SEP 15;
- WITT AD 2.24-7B, SID - ICAO RNP-1 RWY 17, Dated 10 NOV 16;
- WITT AD 2.24-7C, SID - ICAO RNP-1 RWY 35, Dated 10 NOV 16;
- WITT AD 2.24-9, STAR - ICAO RWY 17, Dated 17 SEP 15;
- WITT AD 2.24-9A, STAR - ICAO RNP-1 RWY 17, Dated 10 NOV 16; ←
- WITT AD 2.24-11A, IAC – ICAO VOR/DME RWY 17 CAT A/B, Dated 28 JUL 11;
- WITT AD 2.24-11B, IAC – ICAO VOR/DME RWY 17 CAT C/D, Dated 28 JUL 11;
- WITT AD 2.24-11C, IAC – ICAO ILS RWY 17 CAT A/B, Dated 28 JUL 11;
- WITT AD 2.24-11D, IAC – ICAO ILS RWY 17 CAT C/D, Dated 28 JUL 11;
- WITT AD 2.24-11E, IAC - ICAO RNAV (GNSS) RWY 17 CAT C/D, Dated 10 NOV 16;