



BATAM (INDONESIA)

HANG NADIM AIRPORT (WIDD/BTH)

MAY 2017

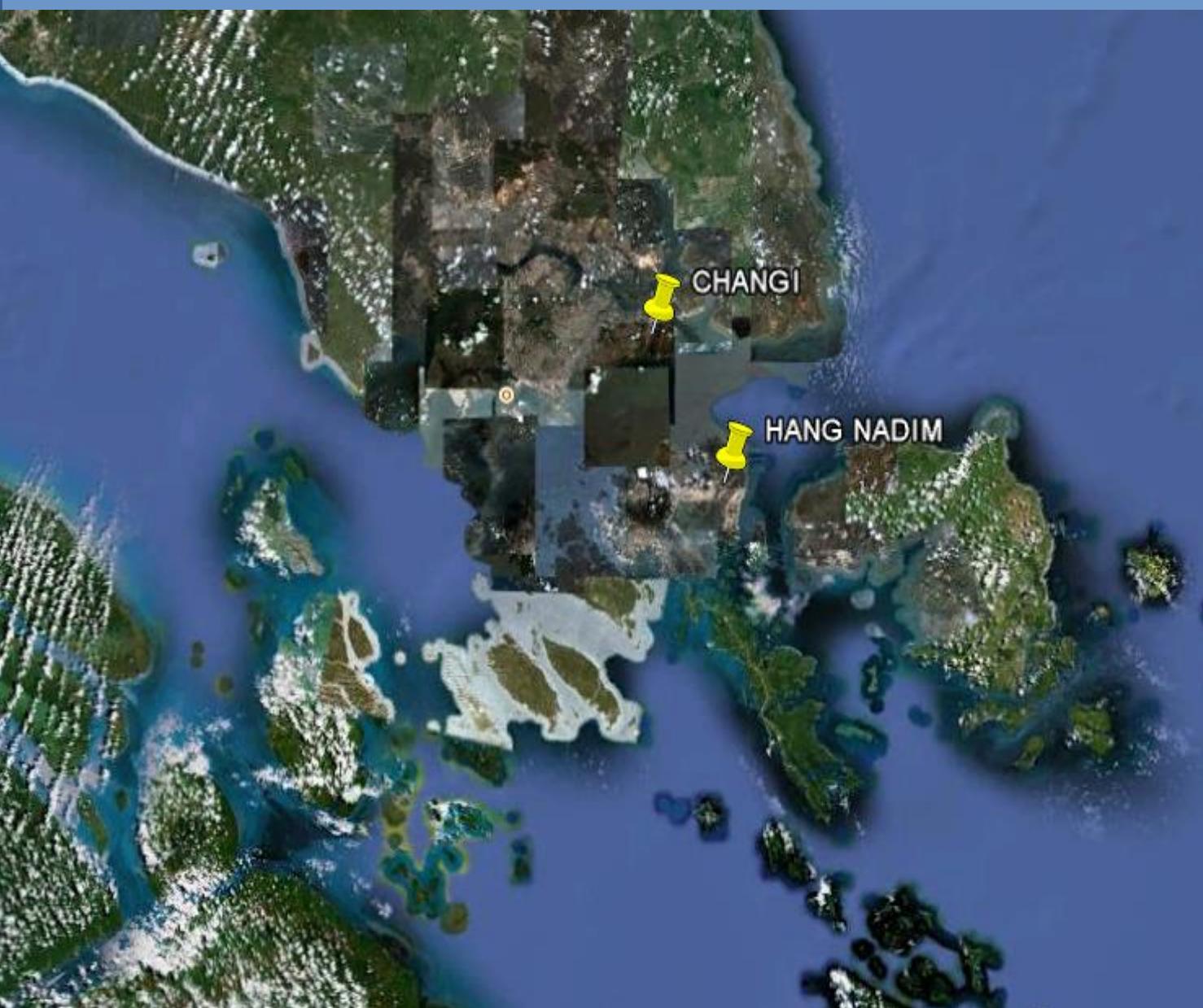
LOCATION OF BATAM ISLAND



Batam is very close to the Equator, hence, tropical climate is dominant all through the year with two distinct seasons namely the northeast monsoon from November to March and a dry southwest monsoon from June to October with annual rainfall precipitation incidence varying in the range 2,500- 3,000 millimetres (98-120 in).

The island has an “insular character” with a constant temperature averaging at 26°C. Temperatures reported vary between 21°C and 32°C, March to early November is the dry and the quiet season with clear sunny days. Winter season lasts from late November to March.

LOCATION OF HANG NADIM AIRPORT & CHANGI INT AIRPORT (DIST : 18.6 NM)



Overview of Airport



Flight Plan

Point of Arrival: WIDD

REMES

REPOV

PARDI

PLB

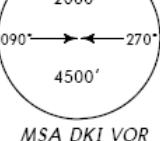
DOMIL

DOLTA

SIKAD

CR

Point of Departure: WIII



MSA BTM VOR

Enroute: WIII To WIDD (CGK-BTH), Dist : 494 NM.
Loc MORA: DOMIL 9500 ft

OVERVIEW



OVERVIEW



ALTERNATE DESTINATIONS



No	AD	Loc ID	Type OF ACFT				TT	Dist NM	GH
1	SINGAPORE	WSSS	SIN		B738	B737	333	032	CIAS
2	PEKANBARU	WIBB	PKU		B738	B737	256	166	R. Gapura
3	K.LUMPUR	WMKK	KUL		B738	B737	303	213	MAS
4	PALEMBANG	WIPP	PLM		B738	B737	171	254	R. Gapura
5	PADANG	WIPT	PDG		B738	B737	243	257	R. Gapura
6	PONTIANAK	WIOO	PNK		B738	B737	103	327	R. Gapura

RUNWAY/ AIRPORT HANG NADIM

ARP Coordinates and Site at AD	: 01 07 07 N, 104 06 50 E
Operation Hours	: 00.00 – 14.00
Time Conversion	: UTC + 7
AD Elevation	: 128 FT
Dimension	: 4025 X 45M
Runway Designation	: RWY 04/ 22
Strength	: 85 FCXT
Visual Approach Slope Indicator Systems	: PAPI
Rescue and Firefighting Services CAT	:CAT IX

NAVIGATION & COMMUNICATIONS

VOR/ DME	:	116.0 MHz/ CH-107X	“BTM”
NDB	:	370 KHz	“BM”
ILS/ LLZ	:	110.10 MHz	“IBTM”
GP	:	334.4 MHz	
T-DME	:	CH 38X	
MM	:	75 MHz	

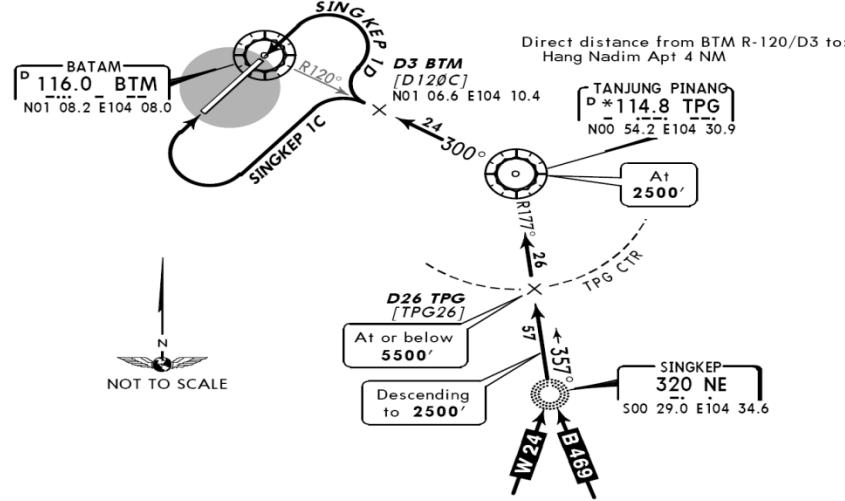
TWR	:	118.7 MHz	“Hang Nadim Tower”
		118.3 MHz	
APP	:	130.2 MHz	“Tanjung Pinang Approach”
		120.3 MHz	“Singapore Approach”
SMC	:	121.95 MHz	“Hang Nadim Ground”
ATIS	:	126.25 MHz	

ADDITIONAL INFORMATION

- Contact Tanjung Pinang APP below 3000 ft.
- Departure, contact SIN for clearance.
- Request clearance 10 minutes before departure.
- Traffic Pattern : RWY 04 Right Circuit.
RWY 22 Left Circuit.

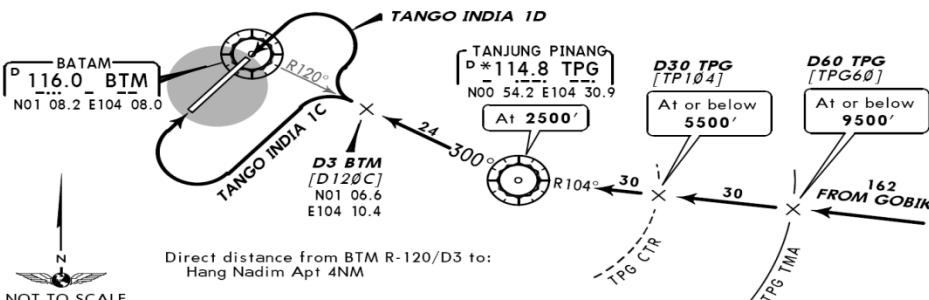
ATIS
126.25 Apt Elev
128'Alt Set: hPa
Trans level: FL130 Trans alt: 11000'

SINGKEP 1C ARRIVAL [NE1C] (RWY 04)
SINGKEP 1D ARRIVAL [NE1D] (RWY 22)
 FROM PALEMBANG/SINGKEP, B-469/W-24 WESTBOUND



STAR	ROUTING
SINGKEP 1C	Proceed on TPG R-177, descending to 2500'. After TPG proceed on BTM R-120 to D3 BTM and turn LEFT for downwind runway 04.
SINGKEP 1D	Proceed on TPG R-177, descending to 2500'. After TPG proceed on BTM R-120 to D3 BTM and turn RIGHT for downwind runway 22.

TANGO INDIA 1C ARRIVAL [TI1C] (RWY 04)
TANGO INDIA 1D ARRIVAL [TI1D] (RWY 22)
 FROM PONTIANAK/TANJUNG PINANG

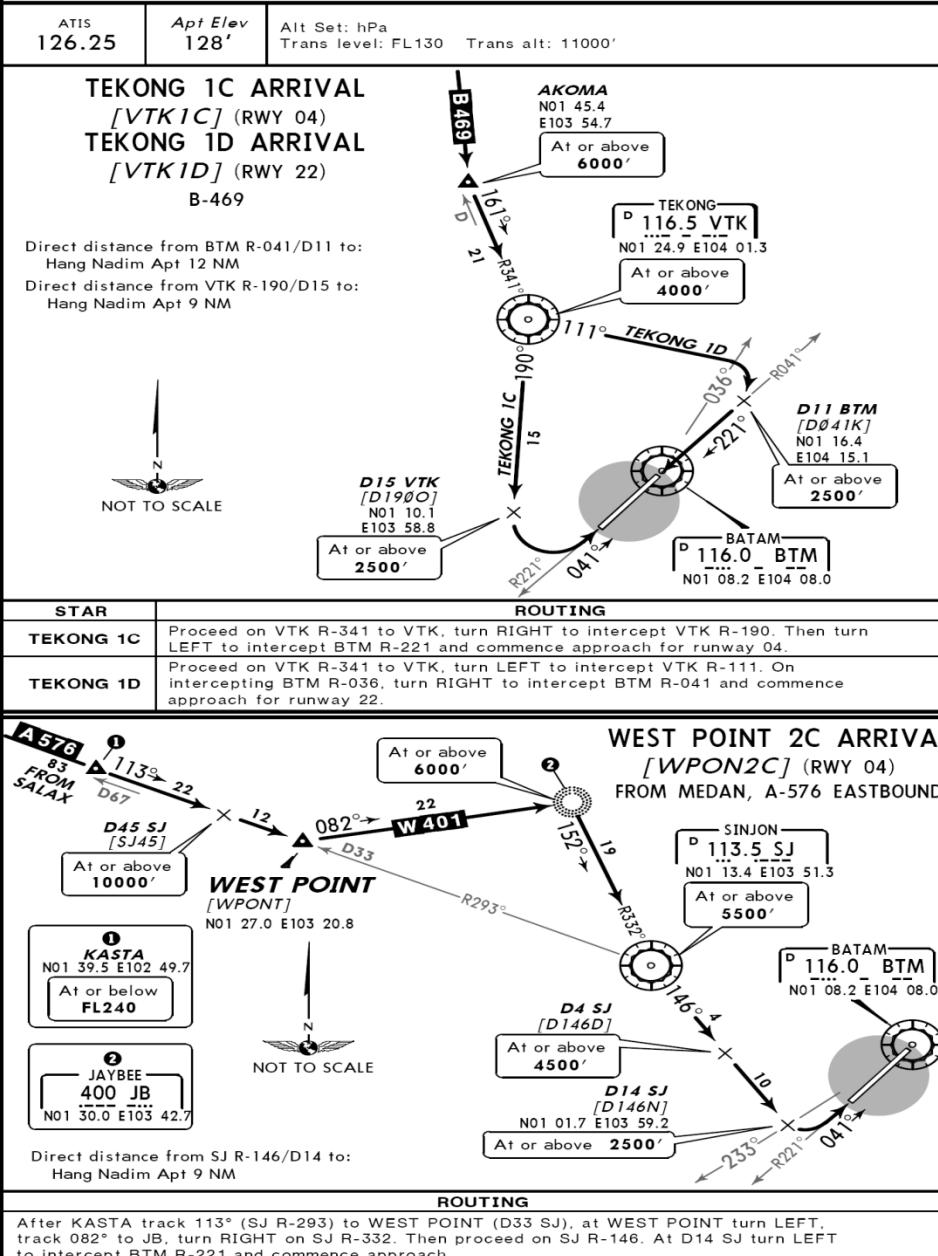


STAR	ROUTING
TANGO INDIA 1C	After TPG proceed on BTM R-120 to D3 BTM and turn LEFT for downwind runway 04.
TANGO INDIA 1D	After TPG proceed on BTM R-120 to D3 BTM and turn RIGHT for downwind runway 22.

STAR

SINGKEP 1C ARRIVAL
SINGKEP 1D ARRIVAL

TANGO INDIA 1C ARRIVAL
TANGO INDIA 1D ARRIVAL



STAR

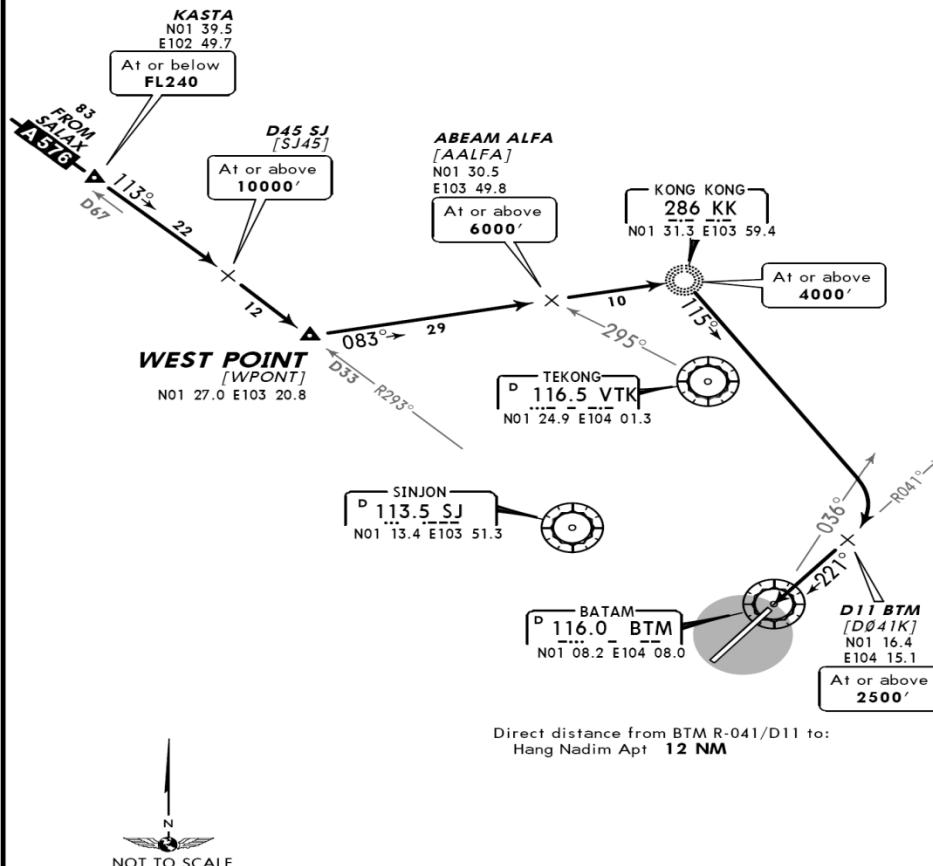
TEKONG 1C ARRIVAL

TEKONG 1D ARRIVAL

WEST POINT 2C ARRIVAL

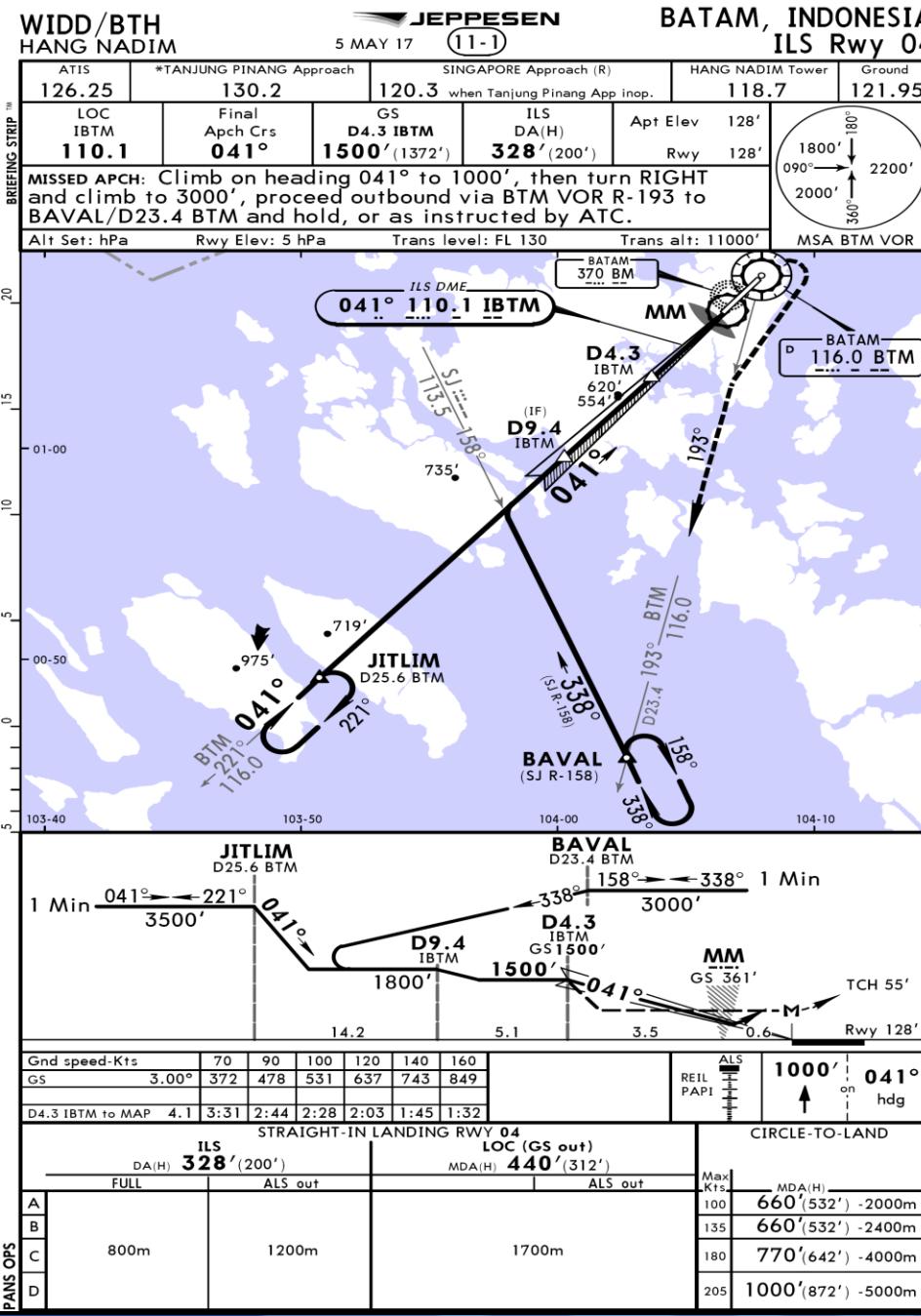
ATIS
126.25Apt Elev
128'Alt Set: hPa
Trans level: FL130 Trans alt: 11000'

WEST POINT 2D ARRIVAL
[WPON2D]
(RWY 22)
FROM MEDAN, A-576 EASTBOUND

**STAR****WEST POINT 2D ARRIVAL**

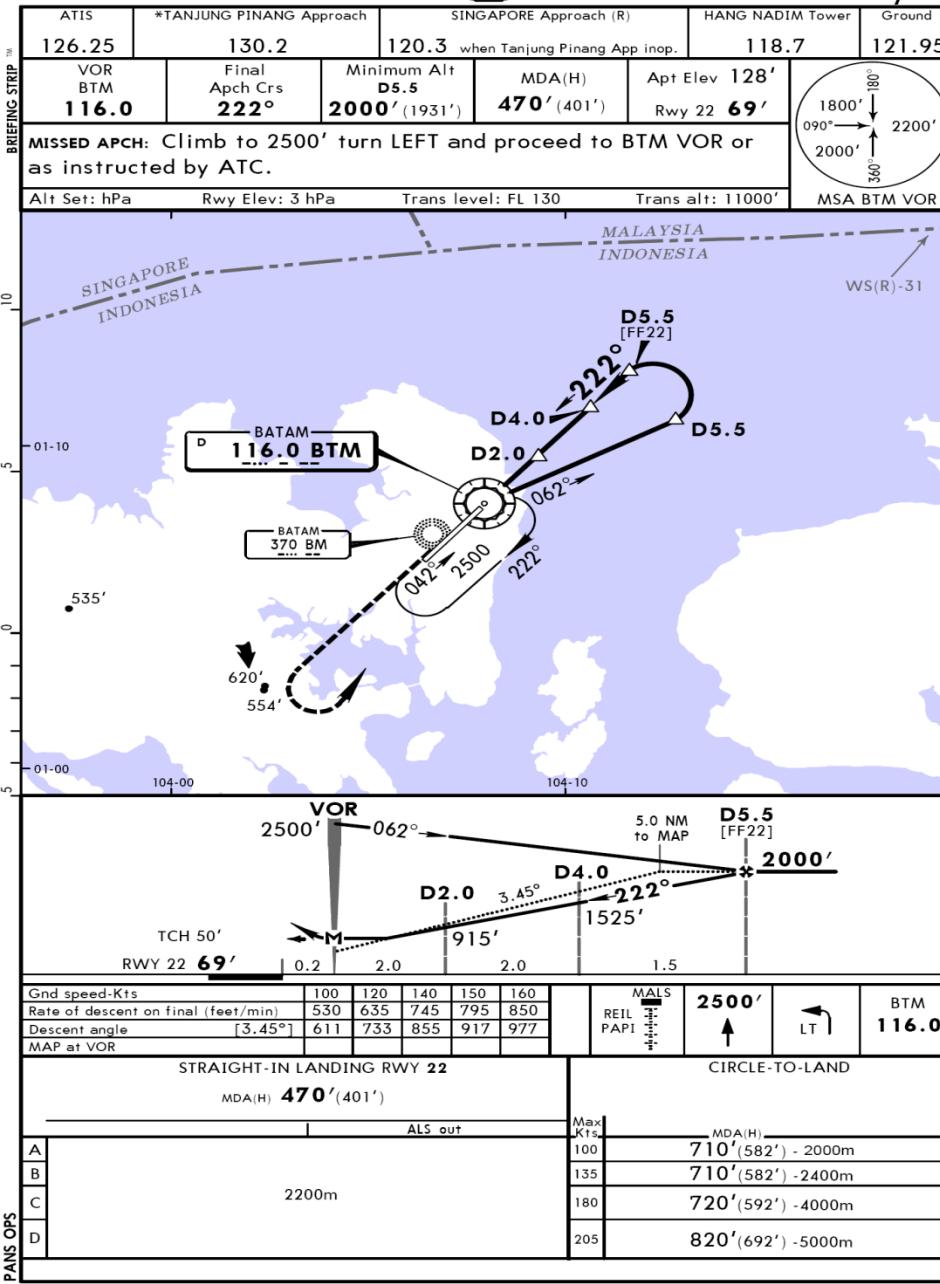
ROUTING: After KASTA track 113° (SJR R-293) to WEST POINT, turn LEFT track 083° to KK.

After KK track 115° and on intercepting BTM R-036 turn RIGHT to intercept BTM R-041 and commence approach.



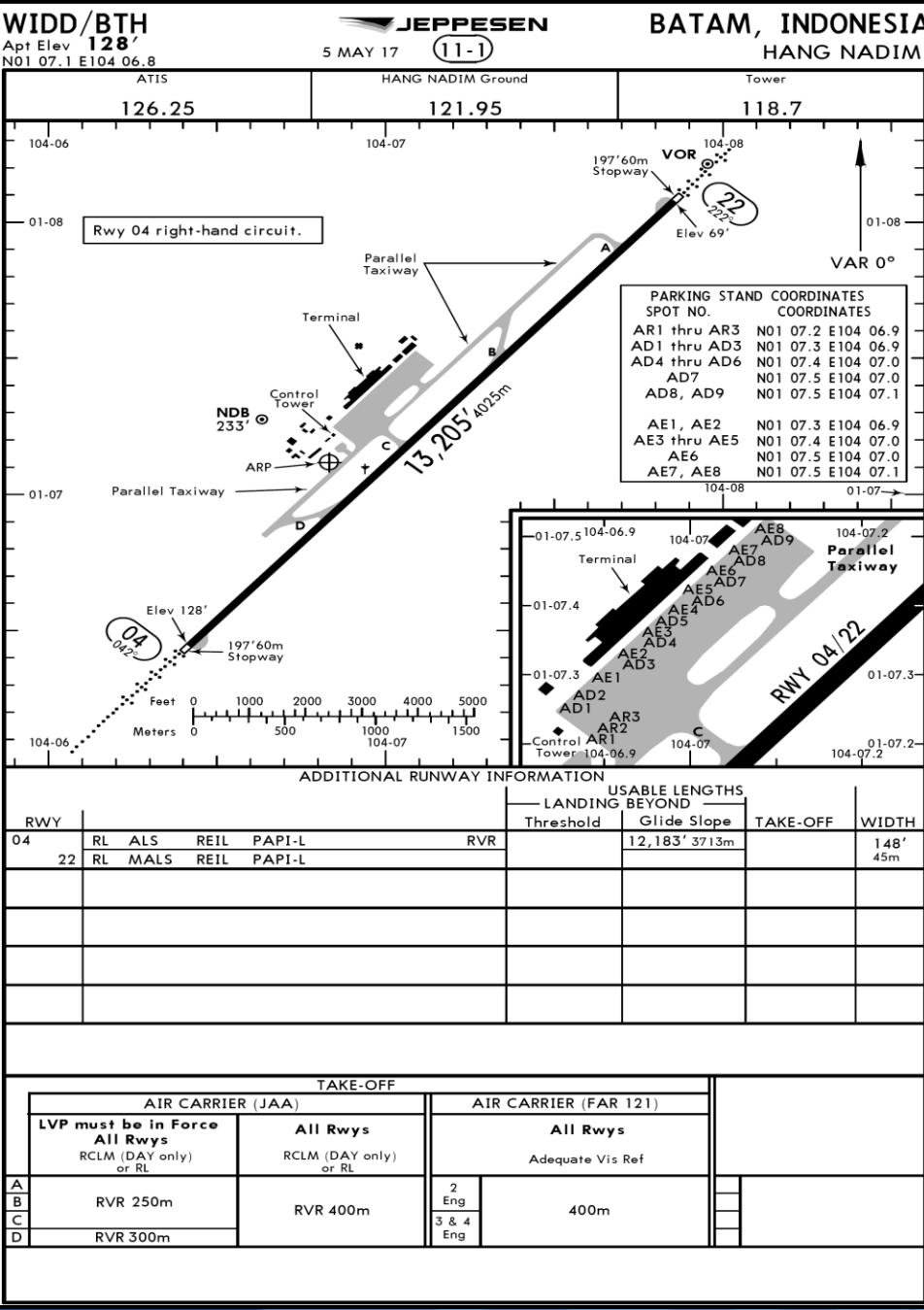
ILS RWY 04

MISSSED APCH : Climb on heading 041° to 1000 ft, then turn RIGHT and Climb to 3000 ft, proceed outbound via BTM VOR R-193 to BAVAL /D23.4 BTM and hold, or as instructed by ATC.

WIDD/BTH
HANG NADIMJEPPESEN
23 OCT 15 13-1BATAM, INDONESIA
VOR DME Rwy 22

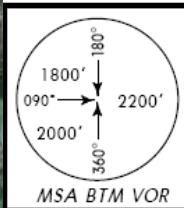
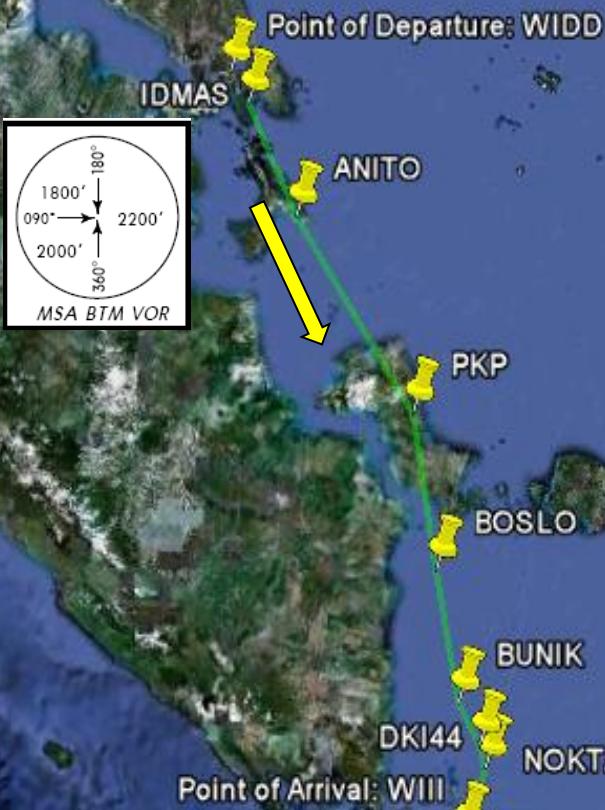
VOR DME RWY 22

MISSSED APCH : Climb to 2500 ft turn LEFT and proceed to BTM VOR or as instructed by ATC.

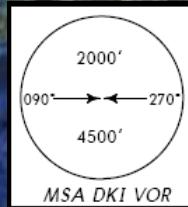


LANDING CHART

Flight Plan



Enroute: WIDD To WIII (BTH-CGK), Dist : 514 NM.



WIDD/BTH
HANG NADIM

JEPPESEN
17 JAN 14 10-3

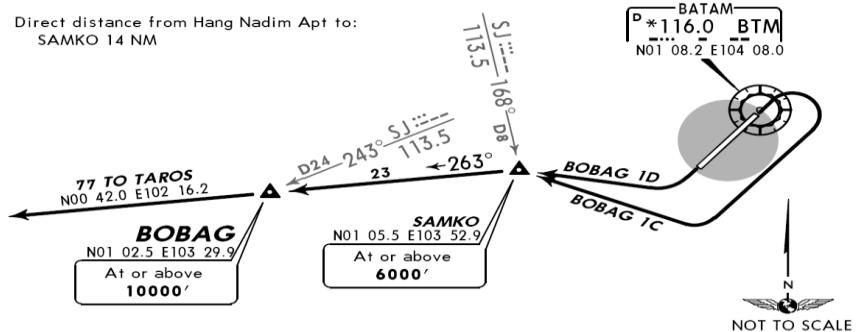
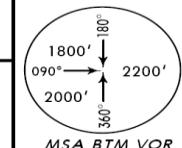
BATAM, INDONESIA
SID

Apt Elev
126'

Trans level: FL130 Trans alt: 11000'

BOBAG 1C DEPARTURE [BOBA 1C] (RWY 04)
BOBAG 1D DEPARTURE [BOBA 1D] (RWY 22)
TO PEKANBARU

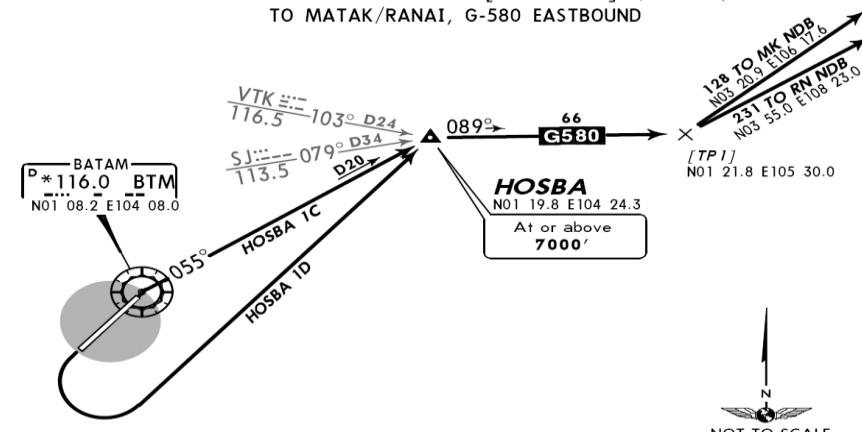
Direct distance from Hang Nadim Apt to:
SAMKO 14 NM



INITIAL CLIMB

Turn RIGHT to SAMKO. Proceed to TAROS.

HOSBA 1C DEPARTURE [HOSB 1C] (RWY 04)
HOSBA 1D DEPARTURE [HOSB 1D] (RWY 22)
TO MATAK/RANA, G-580 EASTBOUND



Direct distance from Hang Nadim Apt to:
HOSBA 22 NM

INITIAL CLIMB

RWY 04 Set course for HOSBA to join airway G-580.

RWY 22 Turn LEFT for HOSBA to join airway G-580.

ROUTING

Proceed on G-580 to N01 21.8 E105 30.0, then leave airway direct to MK/RN.

NOTE: EXPECT direct routing from HOSBA to MK/RN when South China Sea Danger Areas are not active.

SID

BOBAG 1C DEPARTURE
BOBAG 1D DEPARTURE

HOSBA 1C DEPARTURE
HOSBA 1D DEPARTURE

Apt Elev
126'

Trans level: FL130 Trans alt: 11000'

JITLIM 2C DEPARTURE [JITL2C] (RWY 04)
JITLIM 2D DEPARTURE [JITL2D] (RWY 22)
 TO PEKANBARU, W-22 WESTBOUND



BATAM
*116.0 BTM
N01 08.2 E104 08.0

MSA BTM VOR

JITLIM
[JITLIM]
N00 49.1 E103 50.7

At or above
3500'

TANJUNG PINANG
*385 TI
N00 55.2 E104 31.6

JITLIM 2D 221°
JITLIM 2C 081°
D25

92 TO PIDON
N00 35.0 E102 21.0
W22 261°

Direct distance from Hang Nadim Apt to:
JITLIM 24 NM

RWY**INITIAL CLIMB**

04 Turn RIGHT.
22 Fly straight ahead.

ROUTING

Join W-22 at JITLIM, proceed on W-22 to PIDON.

KIRDA 1C DEPARTURE [KIRD1C] (RWY 04)
KIRDA 1D DEPARTURE [KIRD1D] (RWY 22)
 TO PANGKALPINANG/JAKARTA, EASTBOUND

BATAM
*116.0 BTM
N01 08.2 E104 08.0



KIRDA 1C
114°

D16 TPG
[D294P]
At or above
2500'

X 16 R294°

TANJUNG PINANG
*114.8 TPG
N00 54.2 E104 30.9



152°
R170 KIRDA 50.6

Direct distance from Hang Nadim Apt to:
TPG R-294/D16 11 NM

RWY**INITIAL CLIMB**

04 Turn RIGHT to intercept TPG R-294.
22 Turn LEFT to intercept TPG R-294.

ROUTING

Track to TPG , at TPG turn RIGHT and proceed on TPG R-152 to KIRDA.

S I D

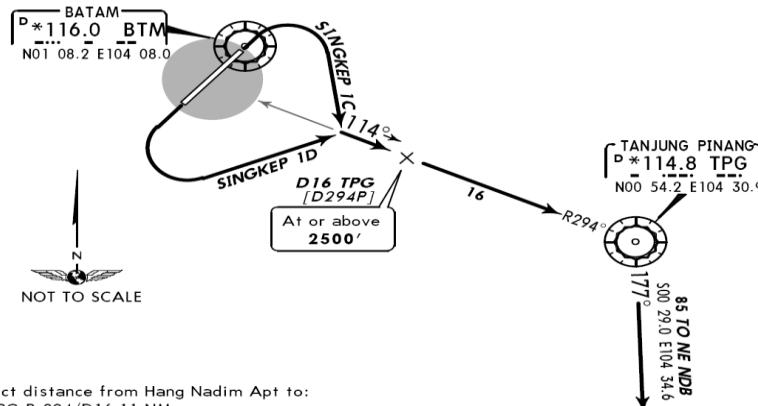
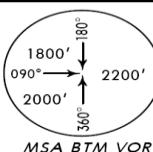
JITLIM 2C DEPARTURE JITLIM 2D DEPARTURE

KIRDA 1C DEPARTURE KIRDA 1D DEPARTURE

Apt Elev
126'

Trans level: FL130 Trans alt: 11000'

SINGKEP 1C DEPARTURE [NE1C] (RWY 04)
 SINGKEP 1D DEPARTURE [NE1D] (RWY 22)
 TO SINGKEP/PALEMBANG, W-24 EASTBOUND



Direct distance from Hang Nadim Apt to:
 TPG R-294/D16 11 NM

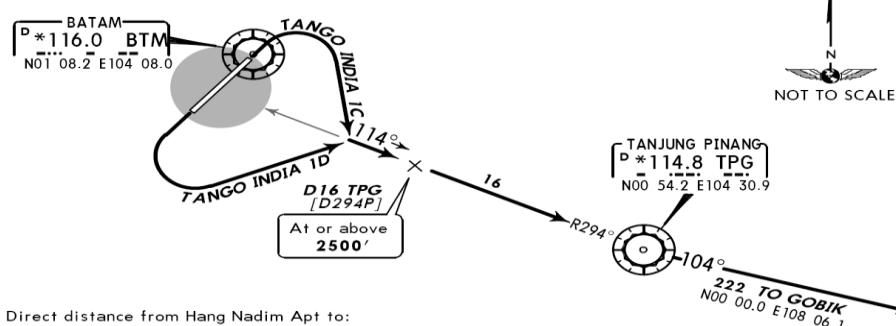
INITIAL CLIMB

RWY	
04	Turn RIGHT to intercept TPG R-294.
22	Turn LEFT to intercept TPG R-294.

ROUTING

Track to TPG , at TPG turn RIGHT and proceed on TPG R-177 to NE.

TANGO INDIA 1C DEPARTURE [TI1C] (RWY 04)
 TANGO INDIA 1D DEPARTURE [TI1D] (RWY 22)
 TO TANJUNG/PONTIANAK



Direct distance from Hang Nadim Apt to:
 TPG R-294/D16 11 NM

INITIAL CLIMB

RWY	
04	Turn RIGHT to intercept TPG R-294.
22	Turn LEFT to intercept TPG R-294.

ROUTING

Track to TPG, at TPG proceed to GOBIK.

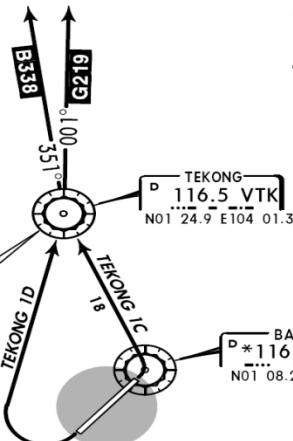
S I D

SINGKEP 1C DEPARTURE SINGKEP 2D DEPARTURE

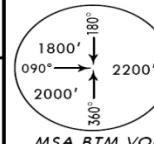
TANGO INDIA 1C DEPARTURE TANGO INDIA 1D DEPARTURE

Apt Elev
126'

Trans level: FL130 Trans alt: 11000'



TEKONG 1C DEPARTURE
[VTK1C] (RWY 04)
TEKONG 1D DEPARTURE
[VTK1D] (RWY 22)
B-338/G-219 NORTHBOUND



N

NOT TO SCALE

TEKONG 1C DEPARTURE TEKONG 1D DEPARTURE

RWY

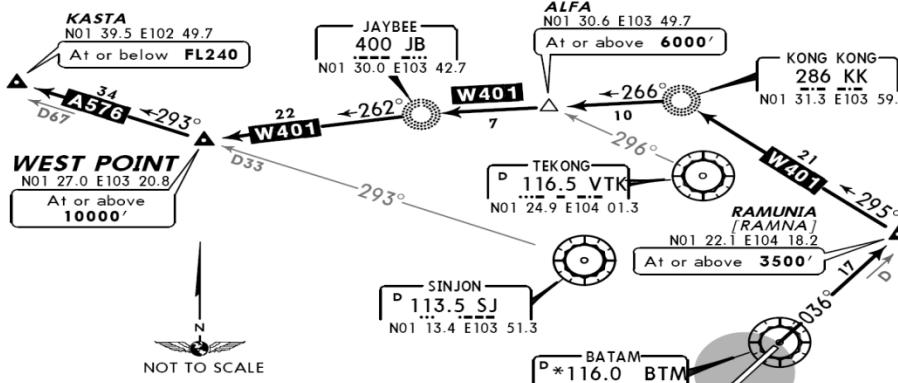
INITIAL CLIMB

04 Proceed to BTM, at BTM turn LEFT to VTK.
22 Turn RIGHT to VTK.

ROUTING

After VTK proceed on airway B-338/ G-219.

WEST POINT 2C DEPARTURE [WPON2C] (RWY 04)
TO MEDAN, A-576 WESTBOUND



Direct distance from Hang Nadim Apt to:
BTM 2 NM

INITIAL CLIMB

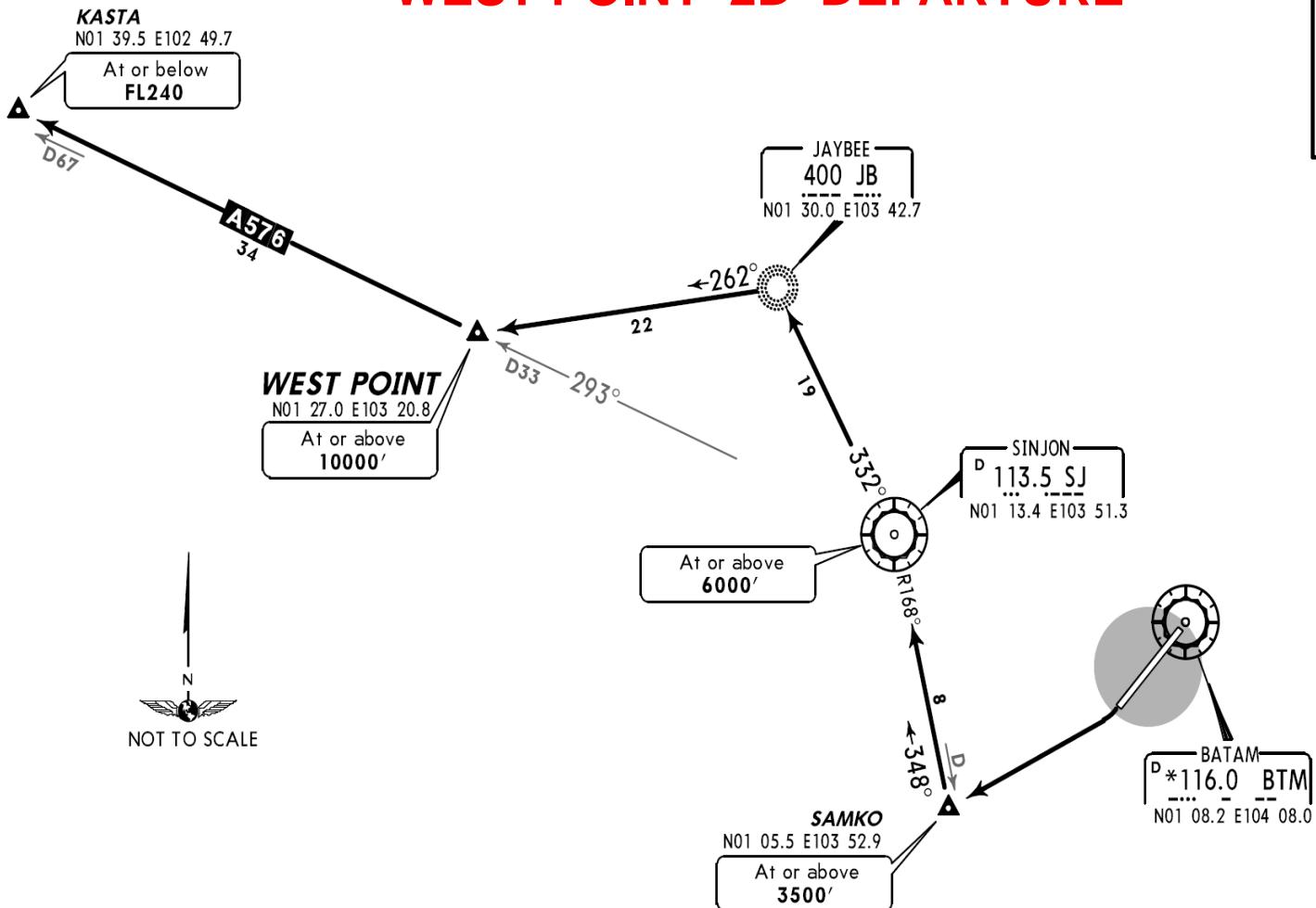
Proceed to RAMUNIA, track 295° to KK, at KK track 266° to JB and then track 262° to WEST POINT. At WEST POINT turn RIGHT and track 293° to KASTA.

S I D

WEST POINT 2C DEPARTURE

SID

WEST POINT 2D DEPARTURE



Direct distance from Hang Nadim Apt to:
SAMKO 14 NM.

INITIAL CLIMB

From SAMKO to SJ. Continue on SJ R-332 to JB. At JB track 262° to join A-576 at WEST POINT. Then turn RIGHT and track 293° to KASTA.

WIDD / BTH HANG NADIM	
Apt E/eV	126'
Trans level:	FL130
Trans alt:	11000'
090°	1800' (down)
090°	2200' (up)
090°	2000' (up)
090°	081' (up)
090°	092' (up)
MSA BTM VOR	
17 JAN 14	(10-3D)

WEST POINT 2D DEPARTURE [WPON2D] (RWY 22)

TO MEDAN, A-576 WESTBOUND

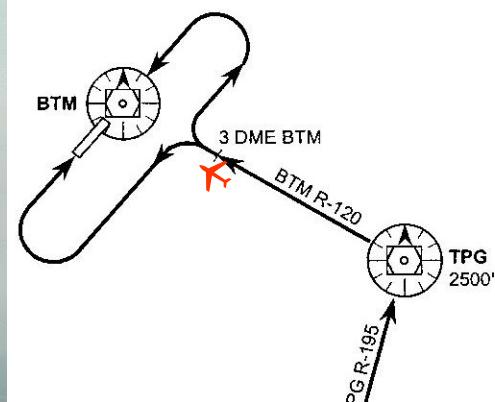
JEPPESEN
17 JAN 14 (10-3D)
BATAM, INDONESIA
SID

SINGAPORE Approach 120.3 (above3000 ft)

TG PINANG Approach 130.2 (up to 3000 ft)



RWY 04/22 (From Jakarta, G-579, Westbound)



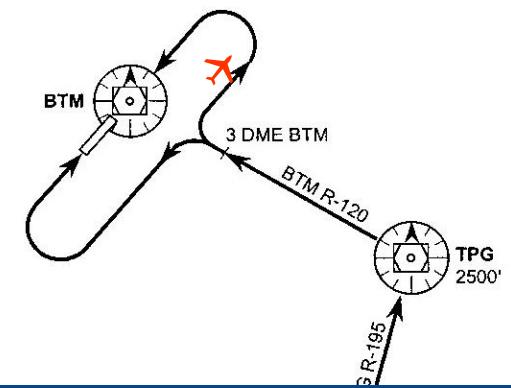
RWY 22 PARDI 1D ARRIVAL

Proceed on TPG R-195, descending to 2500', cross Tanjung Pinang control zone boundary (D21 TPG) at or below 5500' and cross TPG VOR at 2500'. After TPG VOR proceed on BTM R-120 to cross D3 BTM and turn RIGHT for downwind RWY 22.

HANG NADIM AIR PORT

Left Down Wind RWY 22

RWY 04/22 (From Jakarta, G-579, Westbound)



HANG NADIM Tower 118.7 / 118.3

HANG NADIM AIR PORT



LONG FINAL RWY 22

Note : ILS For RWY 04
only

FREQ 110.1

HANG NADIM Tower 118.7 / 118.3

PAPI

RWY 22

VOR/DME BTM 116.0

FINAL RWY 22

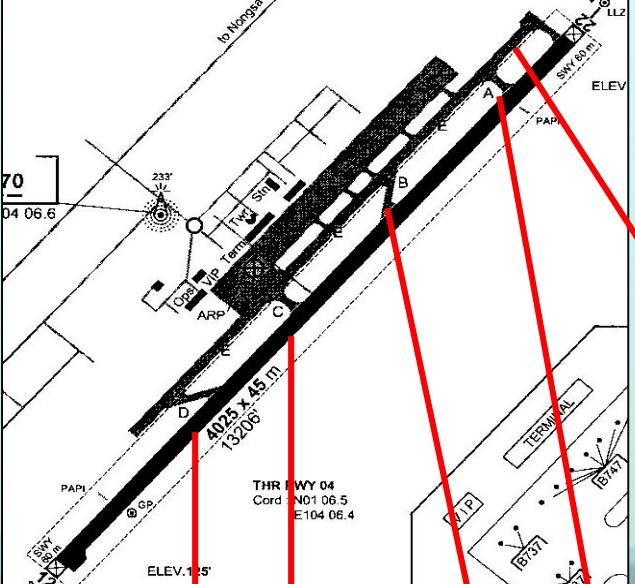


4025m x 45 m

Elev : 126 ft

PCN 79 F/C/X/T ASPHALT

TAXY WAY



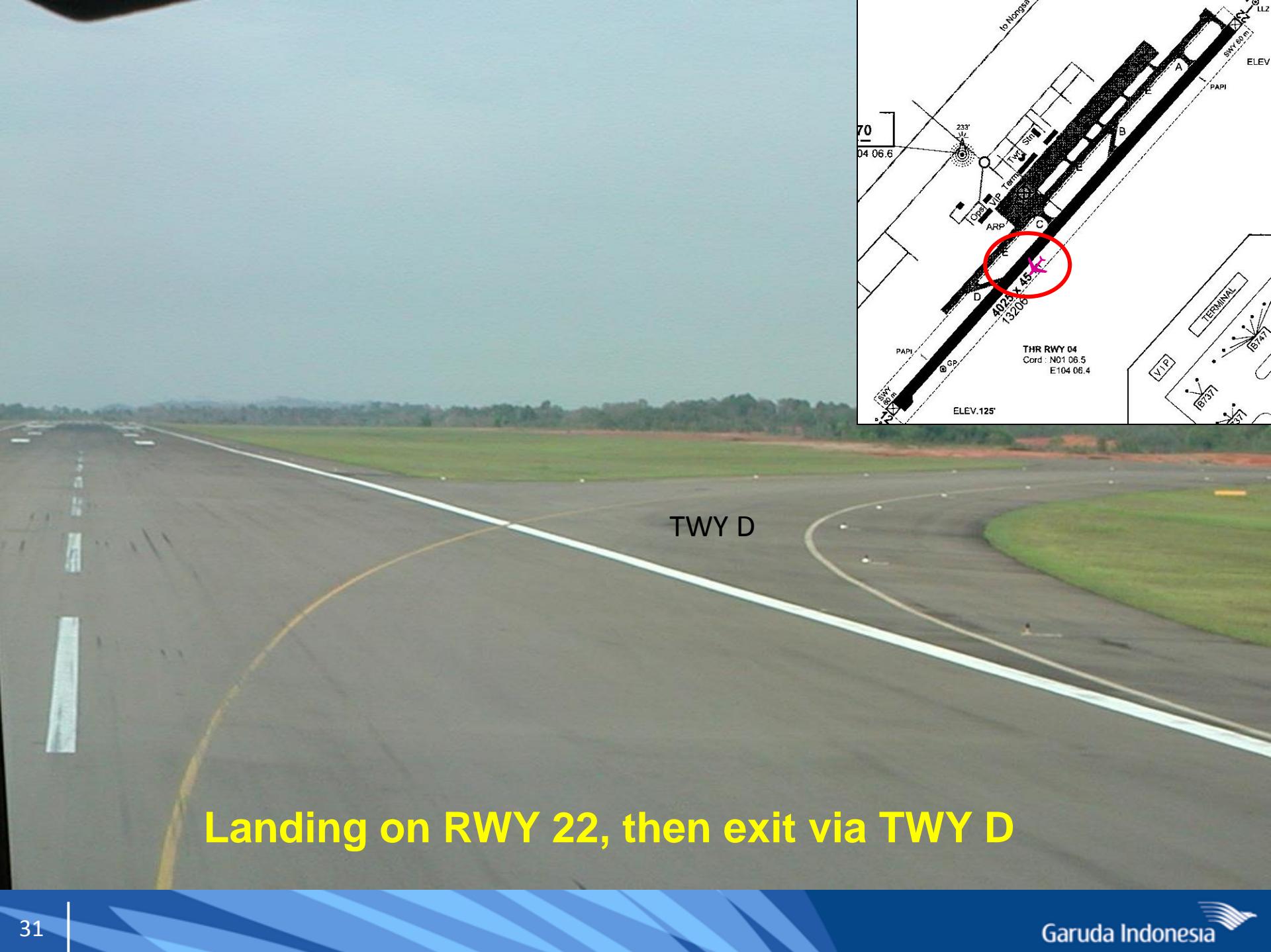
D

C

B

A

E





TWY E

TAXY TO APRON



Aerodrome provides Aerobridges

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

