Airport Information

**WIHH (Halim Intl)**

**General Info**
Jakarta, IDN  
S 06° 16.0’ E106° 53.2’ Mag Var: 0.0°W  
Elevation: 84’

Public, IFR, Control Tower, Rotating Beacon, Customs  
Fuel: 100-130, Jet A-1

Time Zone Info: GMT+7:00 no DST

**Runway Info**
Runway 06-24 9842’ x 148’ asphalt

Runway 06 (64.0°M) TDZE 79’
Lights: Edge, REIL  
Right Traffic  
Stopway Distance 197’

Runway 24 (244.0°M) TDZE 84’
Lights: Edge, ALS  
Displaced Threshold Distance 656’  
Stopway Distance 197’

**Communications Info**

ATIS **128.8**
Halim Tower **118.3**
Jakarta Approach TMA **127.9**
Jakarta Approach TMA **119.75**

**Notebook Info**
**HALIM INTL ARRIVALS NORTH**

Direct distance from NOKTA to: Halim Intl 47 NM

Direct distance from ESALA to: Halim Intl 32 NM

---

**STAR** | **ROUTING**
---|---
**BUNIK 2** (W-26, B-470) | After BOSLO, proceed inbound to NOKTA.
**BUNIK 3** (W-12E, B-469, G-461) | After BIDAK, proceed to BUNIK, proceed inbound to NOKTA.
**CARLI 2** (W-19) | After CARLI, follow TKG R-090 outbound, intercept DKI R-344 inbound to NOKTA.
**DENDY 2** (W-38) | From DENDY, follow DKI R-037 inbound to intercept 180° bearing towards PW to intercept HLM R-055 inbound to ESALA.
**LEPAS 2** (W-15) | From LEPAS, follow DKI R-055 inbound to intercept 190° bearing towards PW to intercept HLM R-055 inbound to ESALA.
**SPADA 2** (W-18) | After SPADA, follow DKI R-071 inbound to intercept HLM R-055 inbound to ESALA.

**CHANGES**: Procedure revised, new format.
From IMABA, follow 353° bearing to PW. Depart on a 348° bearing from PW to ESALA.

From IMU, follow IMU R-289 outbound to ESALA.

From LADIR, follow BND R-217 inbound, then proceed to PW. Depart on a 348° bearing from PW to ESALA.

From PW, follow 348° bearing to ESALA.

From RENDA, follow 018° bearing to PW. Depart on a 348° bearing from PW to ESALA.

Direct distance from ESALA to:

Halim Intl 32 NM

HOLDING LEVEL
7000' - FL 140
HOLDING SPEED
is limited to
220 KT

Procedure revised, new format.
CENGKARENG 2H DEPARTURE  
(RUNWAY 24)  
(W-11, W-12, A-585, G-462, G-579)  

TAKE-OFF  
Rwy 24: Maintain runway heading. Thence  
DEPARTURE  
Until 2500', turn RIGHT and proceed to  
CKG VOR and continue climb to assigned  
level. Depart CKG VOR to join assigned  
ATS routes.  

Direct distance from Halim Intl to:  
CKG VOR 22 NM

CENGKARENG 2M DEPARTURE  
(RUNWAY 06)  
(W-11, W-12, A-585, G-462, G-579)  

TAKE-OFF  
Rwy 06: Maintain runway heading. Thence  
DEPARTURE  
At 5 DME HLM turn RIGHT to a 244°  
heading. MAINTAIN 3500' until intercepting  
CKG R-122 inbound. Depart CKG VOR to  
join assigned ATS routes.  

Direct distance from Halim Intl to:  
CKG VOR 22 NM
**JAKARTA 2H DEPARTURE**

**RUNWAY 24**

(W-14, W-15, W-18, W-26E, W-38, B-591, R-202)

**TAKE-OFF**

Rwy 24: Maintain runway heading. Thence DEPARTURE

At 5 DME HLM turn LEFT proceed to HLM VOR and cross HLM VOR at or above 4000', then proceed to DKI VOR via HLM R-026/DKI R-206 to join assigned ATS routes.

**JAKARTA 2M DEPARTURE**

**RUNWAY 06**

(W-14, W-15, W-18, W-26E, W-38, G-462, B-591, R-202)

**TAKE-OFF**

Rwy 06: Maintain runway heading. Thence DEPARTURE

At 8 DME HLM turn LEFT to intercept and proceed via DKI R-179, cross DKI VOR at or below 6000', then join assigned ATS routes.
**PURWAKARTA 1H DEPARTURE (RUNWAY 24)**

**W-45/G-461, W-17, A-585, B-469**

**TAKE-OFF**

Rwy 24: Maintain runway heading. Thence DEPARTURE

At 5 DME HLM turn LEFT, proceed on 104° bearing to PW NDB. Depart PW NDB to join assigned ATS routes.

FOR W-45/G-461: Depart PW NDB to Intercept HLM R-105 to CA NDB.

FOR A-585 and B-469: Depart on 180° from PW NDB to intercept ATS routes.

**Direct distance from Halim Intl to:**

**PW NDB 38 NM**

**PURWAKARTA 2M DEPARTURE (RUNWAY 06)**

(W-45/G-461, W-17)

**TAKE-OFF**

Rwy 06: Maintain runway heading. Thence DEPARTURE

FOR W-17: At 5 DME HLM turn RIGHT to intercept and proceed via 125° bearing to PW NDB.


**Direct distance from Halim Intl to:**

Int of HLM R-105 and 125° bearing to PW NDB **16 NM**
**JAKARTA, INDONESIA**

**HALIM PERDANAKUSUMA INTL**

**WIHH/HLP**

**JEPPESEN**

**JeppView 3.6.3.0**

**WI(R)-15**

**ILS DME**

**244° 111.7 IHAL**

**RWY 24**

**0**

**MM**

**TCH 60'**

**RVR 24 84'**

**MISSED APCH:** Climb STRAIGHT AHEAD to 2500' then turn LEFT and return to AL NDB, or as instructed.

---

**BRIEFING STRIP**

**WEST**

**Final Apch Crs**

**GS**

**DA(H)**

**Apt Elev**

**Rwy 24 84'**

**HALIM Tower**

**HALIM**

**215 AL**

**IHAL**

**113.3 HLM**

**LT**

**AL**

**215**

---

**PANS OPS**

**FULL**

**ALS out**

**ALS out**

**MDA(H)**

**CIRCLE-TO-LAND**

**STRAIGHT-IN LANDING RWY 24**

**ILS DA(H)**

**360° (276')**

**LOC (GS out)**

**490° (406')**

**PANS OPS**

**FULL**

**ALS out**

**ALS out**

**MDA(H)**

**CIRCLE-TO-LAND**

**STRAIGHT-IN LANDING RWY 24**

**ILS DA(H)**

**360° (276')**

**LOC (GS out)**

**490° (406')**

---

**MAP at MM or FAF to MAP**

**Gnd speed-Kts**

**70**

**90**

**100**

**120**

**140**

**160**

**HIALS PAPI**

**2500'**

**LT**

**AL**

**215**

---

**CHANGES:** Approach frequency, airport elevation.

---

**JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.**
**PARKING BAY COORDINATES**

**BAY NO.**

1, 2

3 thru 8

9 thru 14

15, 16

17 thru 20

BAYS 1, 3, 5, 7, 8, 9 & 20 for DC-10.

BAYS 2, 4, 6, 11, 13, 15 & 18 for B747.

BAYS 10, 12, 14, 16 & 17 for A300.

BAY 19 for DC9.

**CAUTION:** Threshold Rwy 24 slippery when rwy in wet condition.

Wide-body aircraft should make 180° turn at turning area.

Rotating beacon.

**AIR CARRIER (JAA)**

LVP must be in Force

RCLM (DAY only) or RL

**AIR CARRIER (FAR 121)**

Adequate Vis Ref

**AIR CARRIER (JAA)**

**AIR CARRIER (FAR 121)**

<table>
<thead>
<tr>
<th>RWY</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>HIRL REIL PAPI-L (angle 3.00°)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>HIRL HIALS SFL PAPI-L (angle 3.00°)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:**

Airport elevation.
**WIHH/HLP**
HALIM PERDANAKUSUMA INTL

**JAKARTA, INDONESIA**
VOR Rwy 06

---

**ATIS**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final</th>
<th>Apch Crs</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
<th>Rwy 06</th>
</tr>
</thead>
<tbody>
<tr>
<td>HLM</td>
<td>113.3</td>
<td>070°</td>
<td>No FAF</td>
<td>590' (511')</td>
<td>79'</td>
</tr>
</tbody>
</table>

**MISSED APCH:** Climbing RIGHT turn to 2500' and join holding pattern, or as instructed.

---

**STRAIGHT-IN LANDING RWY 06**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>120</th>
<th>130</th>
<th>140</th>
<th>150</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate of descent on final (feet/min)</td>
<td>585</td>
<td>630</td>
<td>680</td>
<td>730</td>
<td>780</td>
</tr>
</tbody>
</table>

**MAP at VOR**

**CIRCLE-TO-LAND**

<table>
<thead>
<tr>
<th>PANS OPS</th>
<th>1600m</th>
<th>700' (616') - 1600m</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>100</td>
<td>MDA(H)</td>
</tr>
<tr>
<td>B</td>
<td>135</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>205</td>
<td>1090' (1006') - 4800m</td>
</tr>
</tbody>
</table>

---

**CHANGES:** New procedure.
**Notice:** After 31 Jul 2009 0901Z, this chart may no longer be valid. Disc 14-2009

**JEPPESEN JeppView 3.6.3.0**

**WIH/HLP HALIM PERDANAKUSUMA INTL**

**JAKARTA, INDONESIA VOR DME Rwy 24**

### ATIS

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final Apch Crs</th>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
<th>Rwy 24</th>
</tr>
</thead>
<tbody>
<tr>
<td>HLM</td>
<td>113.3</td>
<td>241°</td>
<td>2500'</td>
<td>490'</td>
<td>84'</td>
</tr>
</tbody>
</table>

### JAKARTA Approach (R)

<table>
<thead>
<tr>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
<th>Rwy 24</th>
</tr>
</thead>
<tbody>
<tr>
<td>490'</td>
<td>490'</td>
<td>84'</td>
<td>84'</td>
</tr>
</tbody>
</table>

### HALIM Tower

<table>
<thead>
<tr>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
<th>Rwy 24</th>
</tr>
</thead>
<tbody>
<tr>
<td>2500'</td>
<td>2500'</td>
<td>84'</td>
<td>84'</td>
</tr>
</tbody>
</table>

### MISSED APCH:
Proceed to HLM VOR and make LEFT climbing procedure turn to 2500' and contact APP.

### MAP at D1.9

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>120</th>
<th>130</th>
<th>140</th>
<th>150</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate of descent on final (feet/min)</td>
<td>585</td>
<td>630</td>
<td>680</td>
<td>730</td>
<td>780</td>
</tr>
</tbody>
</table>

### STRAIGHT-IN LANDING Rwy 24

<table>
<thead>
<tr>
<th>RVR</th>
<th>VIS</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>720m</td>
<td>800m</td>
<td>490’ (406’)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VWY</th>
<th>ALS out</th>
<th>Max Kts</th>
</tr>
</thead>
<tbody>
<tr>
<td>850m</td>
<td>RVR 1500m</td>
<td>690’ (606’), 1600m</td>
</tr>
</tbody>
</table>

### CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>RVR</th>
<th>VIS</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500m</td>
<td>1600m</td>
<td>690’ (606’), 1600m</td>
</tr>
</tbody>
</table>

### VOR

<table>
<thead>
<tr>
<th>VOR</th>
<th>D4.0</th>
<th>D6.0</th>
<th>D8.0</th>
<th>D9.2</th>
<th>D15.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>113.3</td>
<td>241°</td>
<td>241°</td>
<td>241°</td>
<td>241°</td>
<td>241°</td>
</tr>
</tbody>
</table>

### ALPS out

<table>
<thead>
<tr>
<th>RWY</th>
<th>ALS out</th>
<th>Max Kts</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>RVR 1800m</td>
<td>690’ (606’), 2800m</td>
</tr>
</tbody>
</table>

**CHANGES:** Chart indexed, approach frequency, apt elevation.
**MISSED APCH:** Join the HLM VOR holding pattern and climb to 2500', or as instructed by ATC.

**MISA HLM VOR**

**MAP at VOR**

**STRAIGHT-IN LANDING RWY 24**

<table>
<thead>
<tr>
<th>MDA(H)</th>
<th>490'(406')</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALS out</td>
<td>Max Kts</td>
</tr>
<tr>
<td>A</td>
<td>RVR 720m</td>
</tr>
<tr>
<td>B</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>C</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>D</td>
<td>RVR 1500m</td>
</tr>
</tbody>
</table>

**PAPIS**

**HIALS**

© JEPPESANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.
**WI(R)-15**

**RWY 24**

**Gnd speed-Kts** 120 130 140 150 160

**Rate of descent on final (feet/min)** 585 630 680 730 780

**NDB to MAP** 9.2 3:41 4:15 3:57 3:27

**PANS OPS**

**CHANGEs:** New procedure.