General Info
Makassar, IDN
S 05° 03.6’  E119° 33.3’  Mag Var: 1.5°E
Elevation: 47’

Public, IFR, Control Tower, Customs
Fuel: Jet A-1

Time Zone Info: GMT+8:00 no DST

Runway Info
Runway 13-31  8202’ x 148' asphalt

Runway 13  (129.0°M)  TDZE 44’
  Lights: Edge, ALS, REIL
  Stopway Distance 197’
Runway 31  (309.0°M)  TDZE 36’
  Lights: Edge
  Stopway Distance 197’

Communications Info
ATIS 126.25
Sultan Hasanuddin Tower 118.1
Makassar Approach Control 120.6 TCA
Makassar Approach Control 119.4 Secondary

Notebook Info
**MAKASSAR Director (R)**

- **Apt Elev**
  - 120.6
  - 119.4
  - 47'

- **Alt Set**: hPa
- **Trans level**: FL 130
- **Trans alt**: 11000'

**CONTOUR INTERVALS**

- **10000**
- **9000**
- **8000**
- **7000**
- **6000**
- **5000**
- **4000**
- **3000**
- **2000**

**CHANGES**: Chart revised.
Changes: Location, airport name, BRAVO revised.

**ALPHA, BRAVO, CHARLIE, DELTA, ECHO ARRIVALS**

**ARRIVAL**
- **ARRIVAL** from Manado (MWB VOR), intercept MKS R-101 at TMA boundary.
- **ARRIVAL** W-52, at D100 MKS turn RIGHT; **ARRIVAL** W-53 turn LEFT; **ARRIVAL** W-54, proceed to MKS on MKS R-038.

**STAR**
- **STAR** from Sultan Hasanuddin Apt.

**Location, airport name, BRAVO revised.**

**MKS**
- Direct distance from MKS to Sultan Hasanuddin Apt 2 NM.

**NOT TO SCALE**

**JeppView 3.6.3.0**

**Eff 9 Apr**

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

HASANUDDIN ONE DEPARTURE (RWY 31)

Join W-32 or W-52

MAINTAIN runway heading until passing 800'. Then join W-37 NORTHWEST bound, or turn LEFT and join W-41, or join MKS R-265 until D100 MKS, then join W-52 or W-32.

HASANUDDIN TWO DEPARTURE (RWY 31)

Direct distance from Sultan Hasanuddin Apt to:
MKS 2 NM

MAINTAIN runway heading via MKS until passing 3000', then turn LEFT to MKS.

CHANGES: Location, airport name, procedures revised.
HASANUDDIN THREE DEPARTURE
(RWY 31)

Proceed to MKS, fly on MKS R-360 until passing 3000', then turn RIGHT to a 180° heading to intercept MKS R-060 to MKS. Then join W-41 or MKS R-229 until D100 MKS, then join W-52 or W-32.

HASANUDDIN FOUR DEPARTURE
(RWY 31)

Proceed to MKS, fly on MKS R-360 until passing 6000', then turn LEFT to join W-37.
OPERATION OF NEW PASSENGER TERMINAL BUILDING
SULTAN HASANUDDIN AIRPORT / MAKASSAR

Introduction
New Passenger Terminal Building and associated facilities of Sultan Hasanuddin Airport Makassar have been completed; new Aerodrome Chart, aircraft Parking Stands Chart and Taxi Route Procedure Charts are shown on the following pages.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway 03/21</td>
<td>5906’ (1800m) x 148’ (45m)</td>
</tr>
<tr>
<td>(not to be used for take off and landing; functioned as Taxiway named ‘J’ (Juliet))</td>
<td></td>
</tr>
<tr>
<td>Taxiway West Parallel of Rwy 03/21</td>
<td>6900’ (2103m) x 75’ (23m)</td>
</tr>
<tr>
<td>(changed from Twy North Parallel to Twy West Parallel)</td>
<td></td>
</tr>
<tr>
<td>Taxiway South Parallel of Runway 13/31</td>
<td>3176’ (968m) x 75’ (23m)</td>
</tr>
<tr>
<td>(changed from Twy West Parallel to Twy South Parallel)</td>
<td></td>
</tr>
<tr>
<td>Taxiway Delta</td>
<td>915’ (279m) x 75’ (23m)</td>
</tr>
<tr>
<td>Taxiway Echo</td>
<td>533’ (162.6m) x 75’ (23m)</td>
</tr>
<tr>
<td>Taxiway Foxtrot</td>
<td>533’ (162.6m) x 75’ (23m)</td>
</tr>
<tr>
<td>New Apron (Temporary)</td>
<td>1378’ (420m) x 553’ (168.5m)</td>
</tr>
</tbody>
</table>

Taxi Procedures:

TAKE OFF:

a. RWY 13: from new apron via taxiway Foxtrot (except for wide body aircraft via taxiway Echo/Foxtrot), taxiway Juliet, taxiway South Parallel, taxiway Bravo then back track runway 13 (see 10-8A);

b. RWY 31: from new apron via taxiway Foxtrot (except for wide body aircraft via taxiway Echo/Foxtrot), taxiway Juliet then back track runway 31 (see 10-8A);

c. Or as instructed by ATC.

LANDING:

a. RWY 13: at the end of runway 13 make a 180 degree turn and then proceed to apron via taxiway West Parallel and taxiway Echo (see 10-8B);

b. RWY 31: at the end of runway 31 make a 180 degree turn then proceed to apron via taxiway Bravo, taxiway South Parallel, taxiway West Parallel, and taxiway Echo (see 10-8B);

c. Or as instructed by ATC.
Parking Stand | Coordinates
--- | ---
A01, A02 | S05 04.5 E119 32.9
A03 thru A06 | S05 04.6 E119 32.9
A07 | S05 04.6 E119 32.8
A08, A09 | S05 04.7 E119 32.8
A10 thru A13 | S05 04.7 E119 32.9
A14, A15 | S05 04.6 E119 32.9
A16, A17 | S05 04.6 E119 33.0
**WAAA/UPG**  
**SULTAN HASANUDDIN**  
**MAKASSAR, INDONESIA**  
**ILS Rwy 13**

**ATIS**  
**MAKASSAR Director (R)**  
**SULTAN HASANUDDIN Tower**

<table>
<thead>
<tr>
<th>LOCS</th>
<th>Final Apch Crs</th>
<th>GS</th>
<th>ILS DA(H)</th>
<th>Apt Elev 47'</th>
<th>RWY 13 44'</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCS</td>
<td>IUPG</td>
<td>GS</td>
<td>D5.5 IUPG</td>
<td>344'(300')</td>
<td></td>
</tr>
<tr>
<td>111.3</td>
<td>127°</td>
<td>1500'(1456')</td>
<td>344'(300')</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MISSP ACH:** Immediate LEFT climbing turn to 2500' on 307° heading and contact ATC.

---

**PANS OPS**

<table>
<thead>
<tr>
<th>PANS OPS</th>
<th>FULL</th>
<th>ALS out</th>
<th>MDA(H)</th>
<th>Max Kts</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>900m</td>
<td>1500m</td>
<td>1250'(1203')</td>
<td>1200m</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td>1250'(1203')</td>
<td>1200m</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td>1250'(1203')</td>
<td>1200m</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td>1450'(1403')</td>
<td>1200m</td>
</tr>
</tbody>
</table>
MAKASSAR, INDONESIA

**WAAA/UPG**
Apt Elev 47' 3 APR 09 S05 03.7 E119 33.3

**SULTAN HASANUDDIN**

**ATIS**

**SULTAN HASANUDDIN Tower**

工作区

**ADDITIONAL RUNWAY INFORMATION**

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL</th>
<th>HIALS</th>
<th>REIL</th>
<th>PAPI (angle 2.8°)</th>
<th>LANDING BEYOND</th>
<th>USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Threshold</td>
<td>7227'2203m</td>
<td>148'</td>
<td>45m</td>
</tr>
<tr>
<td>31</td>
<td>HIRL</td>
<td>REIL</td>
<td>PAPI (angle 3.1°)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TAKES-OFF**

**AIR CARRIER**

**All Rwys**

**With HIRL**

<table>
<thead>
<tr>
<th></th>
<th>RVR</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>250m</td>
</tr>
<tr>
<td>B</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>300m</td>
</tr>
<tr>
<td>D</td>
<td>400m</td>
</tr>
</tbody>
</table>
MISSED APCH: Immediate LEFT climbing turn to 2500' on 307° heading and contact ATC.

Gnd speed-Kts 70 90 100 120 140 160
Rate of descent feet/min 350 450 500 600 700 800

MAP at VOR

STRAIGHT-IN LANDING RWY13

CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>HIALS out</th>
<th>Max Kts</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 800m</td>
<td>100</td>
<td>1250' (1203')-2000m</td>
</tr>
<tr>
<td>B 1600m</td>
<td>135</td>
<td>1250' (1203')-2400m</td>
</tr>
<tr>
<td>C 2400m</td>
<td>180</td>
<td>1250' (1203')-4800m</td>
</tr>
<tr>
<td>D 2800m</td>
<td>205</td>
<td>1450' (1403')-4800m</td>
</tr>
</tbody>
</table>
MAKASSAR, INDONESIA

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

---

**BRIEFING STRIP**

<table>
<thead>
<tr>
<th>Leg</th>
<th>Type</th>
<th>Alt Set</th>
<th>RWY Elev</th>
<th>Trans level</th>
<th>Trans alt</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>MSA</td>
<td>1008'</td>
<td>2 hPa</td>
<td>FL 130</td>
<td>11000'</td>
</tr>
</tbody>
</table>

**VOR DME Rwy 13**

- **VOR:** 114.7 MKS
- **Final Apch Crs:** 127°
- **Minimum Alt D8.4:** 3000' (2956')
- **MDA (H):** 590' (546')
- **Apt Elev:** 47'
- **RWY 13:** 44'

**MISSP APCH:** Immediate LEFT climbing turn to 2500' on 307° heading and contact ATC.

---

**STRAIGHT-IN LANDING Rwy 13**

- **MDA (H):** 590' (546')

<table>
<thead>
<tr>
<th>Leg</th>
<th>HIALS out</th>
<th>Max Kts</th>
<th>MDA (H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>800m</td>
<td>100</td>
<td>1250' (1203')-2000m</td>
</tr>
<tr>
<td>B</td>
<td>1600m</td>
<td>135</td>
<td>1250' (1203')-2400m</td>
</tr>
<tr>
<td>C</td>
<td>1600m</td>
<td>180</td>
<td>1250' (1203')-4800m</td>
</tr>
<tr>
<td>D</td>
<td>2000m</td>
<td>205</td>
<td>1450' (1403')-4800m</td>
</tr>
</tbody>
</table>

---

**CIRCLE-TO-LAND**

**CHANGES:** Procedure.
**MAKASSAR, INDONESIA**

**NDB Rwy 13**

**MAKASSAR Director (R)**

**SULTAN HASANUDDIN Tower**

**ATIS**

- **NDB**
  - OJ 375

- **Final Apch Crs**
  - 055°

- **MDA(H)**
  - No FAF
  - Refer to Minimums

- **Apt Elev**
  - 47'

**MAP at NDB**

- **Rate of descent feet/min**
  - 343 441 490 588 686 784

- **Gnd speed-Kts**
  - 70 90 100 120 140 160

- **Lighting - Refer to Airport Chart**
  - LT on 235° hdg

- **Trans level: FL 130**
  - Trans alt: 11000'

**MISSED APCH:** Make LEFT turn immediately to 235° heading, climb to 2500' and contact ATC.

**UTUNJG PANDANG**

- **375 OJ**

- **055°**

- **235° hdg**

- **265°**

- **2500'**

**APT. 47'**

**MAP at NDB**

- **05-00**

- **05-10**

- **119-20**

- **119-30**

- **119-40**

**CIRCLE-TO-LAND**

<table>
<thead>
<tr>
<th>Rate of descent feet/min</th>
<th>343</th>
<th>441</th>
<th>490</th>
<th>588</th>
<th>686</th>
<th>784</th>
</tr>
</thead>
<tbody>
<tr>
<td>MDA(H)</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**CHANGES:** Procedure.

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