General Info
Padang Pariaman, IDN
S 00° 47.3’  E100° 17.2’  Mag Var: 0.0°W
Elevation: 18'

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

Time Zone Info: GMT+7:00 no DST

Runway Info
Runway 15-33  9022' x 148' asphalt

Runway 15 (155.0°M)  TDZE 18'
  Lights: Edge, ALS
  Stopway Distance 197'

Runway 33 (335.0°M)  TDZE 16'
  Lights: Edge, ALS
  Stopway Distance 197'

Communications Info
ATIS 127.25
Minang Tower 118.3
Padang Approach Control 124.0

Notebook Info
RWY 15 ARRIVALS
JAMIS ONE, KATAN ONE, MOSOL ONE, PASOL ONE, PEKANBARU ONE, TALAM ONE

STAR

| JAMIS ONE (W-11) | Arrival from MDN using W-11. After JAMIS MAINTAIN MKB R-339, at D25 MKB turn RIGHT heading 187° to NMBIN. |
| KATAN ONE (W-19, W-21) | Arrival from BKL using W-19 or from PLB using W-21. After KATAN MAINTAIN MKB R-165 to overhead, then leave MKB on MKB R-300 to NMBIN. |
| MOSOL ONE (W-19) | Arrival from BAC using W-19. After MOSOL MAINTAIN MKB R-322, at D25 MKB turn RIGHT heading 162° to NMBIN. |
| PASOL ONE (W-25) | Arrival from PLB using W-25. After PASOL MAINTAIN MKB R-116 to overhead, then leave MKB on MKB R-300 to NMBIN. |
| PEKANBARU ONE (W-22) | Arrival from PKU using W-22. After crossing TMA BDRY MAINTAIN MKB R-065 to overhead, then leave MKB on MKB R-300 to NMBIN. |
| TALAM ONE (W-11) | Arrival from TKG using W-11. After TALAM MAINTAIN MKB R-132 to overhead, then leave MKB on MKB R-300 to NMBIN. |

ROUTEING

WASHINGTON
Changi Rwy 33 Arrivals

JAMIS TWO, KATAN TWO, MOSOL TWO, PASOL TWO, PEKANBARU TWO, TALAM TWO

Arrival from MDN using W-11. After JAMIS Maintain MKB R-339, then leave MKB on MKB R-155 to SEMAR.

Arrival from BKL using W-19 or from PLB using W-21. After KATAN Maintain MKB R-165, at D25 MKB turn RIGHT heading 008° to SEMAR.

Arrival from BAC using W-19. After MOSOL Maintain MKB R-322 to overhead, then leave MKB on MKB R-155 to SEMAR.

Arrival from PLB using W-25. After PASOL Maintain MKB R-116, at D25 MKB turn LEFT heading 250° to SEMAR.

Arrival from PKU using W-22. After crossing TMA BDRY MKB R-065, then leave MKB on MKB R-155 to SEMAR.

Arrival from TKG using W-11. After TALAM Maintain MKB R-132, at D25 MKB turn LEFT heading 272° to SEMAR.

Changes:
- Transition level & altitude, airport elevation.
INITIAL CLIMB

After take-off, turn RIGHT immediately.

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAMIS (W-11)</td>
<td>Intercept and join W-11 on MKB R-339 to JAMIS.</td>
</tr>
<tr>
<td>KATAN (W-19, W-21)</td>
<td>Intercept MKB R-165. Join W-19 or W-21 to KATAN.</td>
</tr>
<tr>
<td>MOSOL (W-19)</td>
<td>Intercept and join W-19 on MKB R-322 to MOSOL.</td>
</tr>
<tr>
<td>PASOL (W-25)</td>
<td>Cross MKB and join MKB R-116 to PASOL.</td>
</tr>
<tr>
<td>TALAM (W-11)</td>
<td>Cross MKB and join MKB R-132 to TALAM.</td>
</tr>
</tbody>
</table>
**RWY 33 DEPARTURES**

**JAMIS ALPHA, KATAN ALPHA, MOSOL ALPHA, PASOL ALPHA, PEKANBARU ALPHA, TALAM ALPHA**

**INITIAL CLIMB**

*After take-off, MAINTAIN runway heading.*

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JAMIS ALPHA</strong> <em>(W-11)</em></td>
<td>At 1000', turn RIGHT heading 344° to intercept and join W-11 on MKB R-339 to JAMIS.</td>
</tr>
<tr>
<td><strong>KATAN ALPHA</strong> <em>(W-19, W-21)</em></td>
<td>At 1000', turn LEFT to intercept and join W-19 or W-21 on MKB R-165 to KATAN.</td>
</tr>
<tr>
<td><strong>MOSOL ALPHA</strong> <em>(W-19)</em></td>
<td>At 1000', turn LEFT to intercept and join W-19 on MKB R-322 to MOSOL.</td>
</tr>
<tr>
<td><strong>PASOL ALPHA</strong> <em>(W-25)</em></td>
<td>At 3000' turn LEFT, cross MKB, then leave MKB on MKB R-116 to PASOL.</td>
</tr>
<tr>
<td><strong>PEKANBARU ALPHA</strong> <em>(W-22)</em></td>
<td>At 3000', turn LEFT, cross MKB, then leave MKB on MKB R-065 to join W-22.</td>
</tr>
<tr>
<td><strong>TALAM ALPHA</strong> <em>(W-11)</em></td>
<td>At 3000' turn LEFT, cross MKB, then leave MKB on MKB R-132 to TALAM.</td>
</tr>
</tbody>
</table>
**WIPT PAPANAM, INDONESIA ILS RWY 33**

**ATIS** 127.25

**Final Apch Crs** 335°

**GS**
- **D7.2 IMKB** 2500' (2464')

**ILS DA(H)** Refer to Minimums

**Apt Elev 18'**

**Rwy 33 16'**

**MINANGKABAU**

**D** 114.7 MKB

**LOC** IMKB

**Final Crs** 335°

**DA(H)** 2500' (2464')

**GS**
- **D7.2 IMKB**

**DA(H)** Refer to Minimums

**Apt Elev 18'**

**Rwy 33 16'**

**MISSP APCH:** Climb STRAIGHT AHEAD to 1500', then turn LEFT, climb to 6000', join MKB VOR R-155 to SEMAR, consecutive approach or as instructed by ATC.

**Alt Set:** hPa (IN on request)

**Rwy Elev:** 1 hPa

**Trans level:** FL 130

**Trans alt:** 11000'

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

**MAP at MM**

**STRAIGHT-IN LANDING RWY 33**

**CIRCLE-TO-LAND**

**Max IAS**
- A: 216' (200')
- B: 226' (210')
- C: 236' (220')
- D: 246' (230')

**MDA(H)**
- A: 330' (314')
- B: 330' (314')
- C: 330' (314')
- D: 330' (314')

**PANS OPS**

**A** 800m

**B** 1200m

**C** 1200m

**D** 2400' (2382')-4800m

**CHANGES:** SEMAR holding altitude, circling minimums.
All Aircraft: do not make one wheel lock turn on runway.

1030-1130 daily: Rwy 15/33 operational but caution advised due to bird strike over Rwy 33.
**WIPT MINANGKABAU INTL 15 DEC 06 (13-1)**

**VOR DME Rwy 15**

**ATIS**
- 127.25

**PADANG Approach**
- Minimum Alt: 124.0
- D5.7: 1650' (1632')
- MDA(H): 400' (382')
- Apt Elev: 18'
- Rwy 15: 18'

**MINANG Tower**
- 118.3

**MISSED APCH:** Climb STRAIGHT AHEAD to 1000' then turn RIGHT climbing to 3000' proceed to NMBIN for holding, consecutive approach or as instructed by ATC.

**Alt Set:** hPa (IN on request)  
**Rwy Elev:** 1 hPa  
**Trans level:** FL 130  
**Trans alt:** 11000'

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**Gnd speed-Kts**: 70, 90, 100, 120, 140, 160  
**Descent angle**: 3.00'  
**MAP at D0.7 or D5.7 to MAP**: 5.0  
**SALS**: PAPI  
**ALS out**: 1000'  
**CIRCLE-TO-LAND**

**STRAIGHT-IN LANDING RWY 15**

**MDA(H)**: 400' (382')  
**MDA(H) out**: 800' (782') - 1600m  
**MDA(H) out**: 800' (782') - 2000m

<table>
<thead>
<tr>
<th>PANS OPS</th>
<th>Max Kts</th>
<th>ALS out</th>
<th>MDA(H) out</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>100</td>
<td>800' (782') - 1600m</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>135</td>
<td>800' (782') - 2000m</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>180</td>
<td>2400' (2382') - 4800m</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>205</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**TRANSITIONS:**

A: 1600m     
B: 1600m     
C: 2000m     
D: 2000m

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**CHANGES:** Transition level and altitude, lighting.

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**MISSED APCH:** Climb STRAIGHT AHEAD to 1000’ then turn RIGHT climbing to 3000’ proceed to NMBIN for holding, consecutive approach or as instructed by ATC.

**Alt Set:** hPa (IN on request)  
**Rwy Elev:** 1 hPa  
**Trans level:** FL 130  
**Trans alt:** 11000’

**MAP at NMBMA**

**STRAIGHT-IN LANDING RWY 15**

**CIRCLE-TO-LAND**

**MDA(H) 400’ (382’)**

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>ALS out</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 100</td>
<td>800’(782’)-1600m</td>
<td></td>
</tr>
<tr>
<td>B 135</td>
<td>800’(782’)-2000m</td>
<td></td>
</tr>
<tr>
<td>C 180</td>
<td>2400’(2382’)-4800m</td>
<td></td>
</tr>
<tr>
<td>D 205</td>
<td>2000m</td>
<td></td>
</tr>
</tbody>
</table>

**Changes:** Transition level and altitude, lighting.