Airport Information

**WIPP** (Sultan M Badaruddin II)

---

**General Info**
Palembang, IDN
S 02° 54.1' E104° 42.0' Mag Var: 0.0°W
Elevation: 49'
Public, IFR, Control Tower, Rotating Beacon, Customs
Fuel: 100-130, Jet A-1
Repairs: Minor Airframe, Minor Engine
Time Zone Info: GMT+7:00 no DST

**Runway Info**
Runway 11-29 9843' x 148' asphalt
Runway 11 (113.0°M) TDZE 49'
  Lights: Edge
Runway 29 (293.0°M) TDZE 39'
  Lights: Edge, ALS
Stopway Distance 197'

**Communications Info**
ATIS 127.2
Mahmud Tower 118.1
Palembang Director Approach Control 120.4
Palembang Director Approach Control 119.2

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

**JEPPESEN**

**JeppView 3.6.3.0**

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

**SULTAN MAHMUD BADARUDDIN II ARRIVALS**

**PAPA ONE, PAPA TWO, PAPA THREE, PAPA FOUR, PAPA FIVE**

<table>
<thead>
<tr>
<th>STAR</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAPA ONE</td>
<td>Arriving aircraft from SOUTH/SOUTHEAST (Soekarno-Hatta Intl or leaving DOLTA) proceed to (PLB or OW), Sultan Mahmud Badaruddin II Apt via PLB R-153. Intercept PLB R-153 over TMA boundary.</td>
</tr>
<tr>
<td>PAPA TWO</td>
<td>Arriving aircraft from SOUTH/SOUTHWEST (W-23) proceed to Sultan Mahmud Badaruddin II Apt via PLB R-247 at or before 60 NM from PLB.</td>
</tr>
<tr>
<td>PAPA THREE</td>
<td>Arriving aircraft from NORTHWEST/NORTH-NORTHWEST (W-12, W-21, W-25) proceed to Sultan Mahmud Badaruddin II Apt via PLB R-305. Intercept PLB R-305 at or before 60 NM from PLB.</td>
</tr>
<tr>
<td>PAPA FOUR</td>
<td>Arriving aircraft from NORTH-NORTHWEST/NORTH/NORTH-NORTHEAST (Q-579, W-24) proceed to Sultan Mahmud Badaruddin II Apt via PLB R-012. Intercept PLB R-012 at or before 60 NM from PLB.</td>
</tr>
<tr>
<td>PAPA FIVE</td>
<td>Arriving aircraft from NORTH/EAST/EAST (W-23, W-25) proceed to Sultan Mahmud Badaruddin II Apt via PLB R-075. Intercept PLB R-075 at or before 60 NM from PLB.</td>
</tr>
</tbody>
</table>

**Changes:** Procedures revised, renamed.

**JAKARTA INDONESIA Soekarno-Hatta Intl**

**PALEMBANG, INDONESIA**

**STAR**

**115^0**

**MRA PLB VOR**

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RWY 11 DEPARTURES

PALEMBANG ONE DEPARTURE (PLB1)
(W-12, W-24 & G-579)
After take-off, MAINTAIN runway heading until passing 1500', then turn LEFT to a 290° heading to join G-579, or W-12, or W-24. Cross abeam OW NDB at or above 4000'.

PALEMBANG TWO DEPARTURE (PLB2)
(W-23, W-25)
After take-off, MAINTAIN runway heading until passing 1500', then turn RIGHT, proceed to OW NDB. Cross OW NDB at or above 4000'; then fly 290° bearing from OW NDB to join W-21 or W-23, or join G-579, or W-12, or W-24 via PLB VOR.

PALEMBANG THREE DEPARTURE (PLB3)
(W-12, W-21, W-23, W-24, & G-579)
After take-off, immediate turn LEFT to a 030° heading to join W-23 or W-25.

PALEMBANG FOUR DEPARTURE (PLB4)
(W-12E)
After take-off, proceed to join W-12E (to Boras Int).

Direct distance from Sultan Mahmud Badaruddin II Apt to:
Palembang Locator 1 NM
PALEMBANG FIVE DEPARTURE (W-12E)
After take-off, immediate turn RIGHT, proceed to Palembang Locator, then join W-12E (to Boras Int).

PALEMBANG SIX DEPARTURE (W-23, W-25)
After take-off, immediate turn RIGHT to a 015° heading to join W-25, or W-23 to WIKK (Pangkalpinang Apt).

PALEMBANG SEVEN DEPARTURE (W-12, W-21, W-23, W-24, G-579)
After take-off, MAINTAIN runway heading until passing 1000', then turn RIGHT to a 110° heading and MAINTAIN heading until abeam Palembang (WW) locator at or above 6000', then join W-12, W-24 or G-579 via PLB VOR or via 290° bearing from OW NDB to join W-21 or W-23.

PALEMBANG EIGHT DEPARTURE (PLB8)
(W-12E, W-21, W-23, W-24, G-579)
After take-off, proceed to PLB VOR, then join W-12, W-21, W-23, W-24 or G-579.

Direct distance from Sultan Mahmud Badaruddin II
Aero to:
Palembang Locator 1 NM
PLB VOR 3 NM
Feret Int 80 NM
Todak Int 47 NM

BENGKULU
114.3 BKL
S03 51.8 E102 20.0

TODAK
S02 31.3 E105 23.3

PALEMBANG, INDONESIA
SULTAN MAHMUD BADARUDDIN II

RW 29 DEPARTURES

PALEMBANG FIVE DEPARTURE (W-12E)
After take-off, immediate turn RIGHT, proceed to Palembang Locator, then join W-12E (to Boras Int).

PALEMBANG SIX DEPARTURE (W-23, W-25)
After take-off, immediate turn RIGHT to a 015° heading to join W-25, or W-23 to WIKK (Pangkalpinang Apt).

PALEMBANG SEVEN DEPARTURE (W-12, W-21, W-23, W-24, G-579)
After take-off, MAINTAIN runway heading until passing 1000', then turn RIGHT to a 110° heading and MAINTAIN heading until abeam Palembang (WW) locator at or above 6000', then join W-12, W-24 or G-579 via PLB VOR or via 290° bearing from OW NDB to join W-21 or W-23.

PALEMBANG EIGHT DEPARTURE (PLB8)
(W-12E, W-21, W-23, W-24, G-579)
After take-off, proceed to PLB VOR, then join W-12, W-21, W-23, W-24 or G-579.

Direct distance from Sultan Mahmud Badaruddin II
Aero to:
Palembang Locator 1 NM
PLB VOR 3 NM
Feret Int 80 NM
Todak Int 47 NM

BENGKULU
114.3 BKL
S03 51.8 E102 20.0
PALEMBANG, INDONESIA
ILS Rwy 29

BRIEFING STRIP

**ATIS**

<table>
<thead>
<tr>
<th>LOC</th>
<th>Final</th>
<th>GS</th>
<th>ILS</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>IPLB</td>
<td></td>
<td>119.2</td>
<td>120.4</td>
<td>118.1</td>
</tr>
</tbody>
</table>

**PALEMBANG Director (AP) (**R)**

<table>
<thead>
<tr>
<th>LOC</th>
<th>Final</th>
<th>GS</th>
<th>ILS</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>IPLB</td>
<td></td>
<td>119.2</td>
<td>120.4</td>
<td>118.1</td>
</tr>
</tbody>
</table>

**SULTAN MAHMUD Tower**

<table>
<thead>
<tr>
<th>LOC</th>
<th>Final</th>
<th>GS</th>
<th>ILS</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>IPLB</td>
<td></td>
<td>119.2</td>
<td>120.4</td>
<td>118.1</td>
</tr>
</tbody>
</table>

MISSED APCH: Proceed to PLB VOR, then turn LEFT climb to 3000' join holding pattern for consecutive approach or as instructed by ATC.

Gnd speed-Kts

<table>
<thead>
<tr>
<th>120</th>
<th>150</th>
<th>140</th>
<th>150</th>
<th>160</th>
<th>170</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>105-00</td>
<td>104-50</td>
<td>105-00</td>
<td>104-50</td>
<td>105-00</td>
<td>104-50</td>
<td>105-00</td>
</tr>
</tbody>
</table>

CHANGES:

A: 

B: 

C: 

D:

PANS OPS

<table>
<thead>
<tr>
<th>ILS</th>
<th>LOC (GS out)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA(H)</td>
<td>MDA(H)</td>
</tr>
<tr>
<td>A:</td>
<td>250'/211'</td>
</tr>
<tr>
<td>B:</td>
<td>260'/221'</td>
</tr>
<tr>
<td>MDA(H)</td>
<td>450'/411'</td>
</tr>
</tbody>
</table>

CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>MDA(H)</th>
<th>Max Kts</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>800'/751' - 1600m</td>
</tr>
<tr>
<td>135</td>
<td>800'/751' - 2400m</td>
</tr>
<tr>
<td>180</td>
<td>800'/751' - 3600m</td>
</tr>
<tr>
<td>205</td>
<td>800'/751' - 4200m</td>
</tr>
</tbody>
</table>

GROUND SPEEDS:

<table>
<thead>
<tr>
<th>Ground Speed</th>
<th>120</th>
<th>150</th>
<th>140</th>
<th>150</th>
<th>160</th>
<th>170</th>
<th>180</th>
</tr>
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<tbody>
<tr>
<td>105-00</td>
<td>104-50</td>
<td>105-00</td>
<td>104-50</td>
<td>105-00</td>
<td>104-50</td>
<td>105-00</td>
<td></td>
</tr>
</tbody>
</table>

The chart indicates various navigational details for approach and landing at PALEMBANG, including GS, ILS, DA(H), MDA(H), and ground speeds for different altitudes and speeds.
### PALEMBANG, INDONESIA

**SULTAN MAHMUD BADARUDDIN II**

#### WIPP/PLM

**Apt Elev 49'**

**S02 54.1 E104 42.0**

**3 APR 09**

**Eff 9 Apr**

#### Additional Runway Information

<table>
<thead>
<tr>
<th>RWY</th>
<th>LVP must be in force</th>
<th>Usable Lengths</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AIR CARRIER (JAA)</td>
<td>LANDING BEYOND</td>
</tr>
<tr>
<td></td>
<td>All Rwys</td>
<td>TAKE-OFF WIDTH</td>
</tr>
<tr>
<td></td>
<td>RCLM (DAY only) or RL</td>
<td>Threshold</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Glide Slope</td>
</tr>
<tr>
<td>11</td>
<td>RL ALS PAPI-L (angle 3.0°)</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>RL HIALS PAPI-L (angle 3.0°)</td>
<td></td>
</tr>
</tbody>
</table>

#### TAKE-OFF

**AIR CARRIER (JAA)**

- **LVP must be in force**
- **All Rwys**
  - RCLM (DAY only) or RL

<table>
<thead>
<tr>
<th></th>
<th>Adequate Vis Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>250m</td>
</tr>
<tr>
<td>B</td>
<td>400m</td>
</tr>
<tr>
<td>C</td>
<td>400m</td>
</tr>
<tr>
<td>D</td>
<td>400m</td>
</tr>
</tbody>
</table>

**AIR CARRIER (FAR 121)**

- **All Rwys**
  - Adequate Vis Ref

#### Rotate beacon.

- No 180° one-wheel turns.
- No repairs or engine run-up on apron.
- Permission must be granted from ATC for engine run-up.

#### Additional Notes

- ATIS 127.2 118.1
- Apt Elev 49'
- Elev 49'
- Elev 39'
- Control Tower
- Fire Station
- South Apron
- North Apron
- NDB
- ARP

**Changes:** Control tower moved, communications.

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**WIPP/PLM**

**SULTAN MAHMUD BADARUDDIN II**

**PALEMBANG, INDONESIA**

**Rwy 11**

---

**ATIS**

**PALEMBANG Director (APP) (*R)**

**SULTAN MAHMUD Tower**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final Apch Crs</th>
<th>MDA(H)</th>
<th>Apt Elev</th>
<th>Rwy 11</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.2</td>
<td>139.2</td>
<td>120.4</td>
<td>118.1</td>
<td></td>
</tr>
<tr>
<td>PLB</td>
<td>No FAF</td>
<td>560’ (511’)</td>
<td>49’</td>
<td></td>
</tr>
</tbody>
</table>

**MISSING APCH:** Climb STRAIGHT AHEAD to 2500’, turn LEFT to join the holding pattern for consecutive approach or as instructed by ATC.

**Alt Set:** hPa  
**Rwy Elev:** 2 hPa  
**Trans level:** FL 130  
**Trans alt:** 11000’

**Gnd speed-Kts**

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

**VOR to MAP**

| 2.7 | 1.21 | 1.15 | 1.09 | 1.05 | 1.01 |

**STRAGHT-IN LANDING RWY 11**

**MDA(H) 560’ (511’)**

**PANS OPS**

| A | 1600m |
| B | 135 |
| C | 180 |
| D | 205 |

---

**CHANGE:** Procedure.
MISSAPCH: Climb on 291° to PLB VOR and contact APP for further instructions.

Alt Set: hPa  Apt Elev: 1 hPa  Trans level: FL 130  Trans alt: 11000'  MSA PLB VOR

Gnd speed-Kts  120  130  140  150  160  HIALS
Rate of descent on final (feet/min)  635  690  745  795  850  PAP
MAP at D5.0  6.3  3:09  2:55  2:42  2:31  2:22

STRAIGHT-IN LANDING RWY 29

CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>PANS-OPS</th>
<th>MDA(H)</th>
<th>Max Kts</th>
<th>HIALS out</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1200m</td>
<td>100</td>
<td>1600m</td>
<td>750'(701') - 1600m</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td>135</td>
<td>2000m</td>
<td>750'(701') - 3200m</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td>160</td>
<td>2400m</td>
<td>750'(701') - 3600m</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td>205</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PALEMBANG, INDONESIA
NDB Rwy 29

**Briefing Strip**

- **ATIS**: 127.2
- **PALEMBANG Director (APP) (+R)**: 119.2
- **SULTAN MAHMUD Tower**: 118.1

<table>
<thead>
<tr>
<th>NDB</th>
<th>Final Apch Crs</th>
<th>MDA (H)</th>
<th>Apt Elev</th>
<th>Rwy 29</th>
</tr>
</thead>
<tbody>
<tr>
<td>WW</td>
<td>*380</td>
<td>640' (601')</td>
<td>49'</td>
<td>39'</td>
</tr>
</tbody>
</table>

**Notice**: After 31 Jul 2009 0901Z, this chart may no longer be valid.

**PLB**

- PLB: 115.5 D
- PALEMBANG

**PALEMBANG**

- OW NDB
- WW NDB

**PANS OPS**

- **MDA (H)**: 640' (601')
- **HIALS out**
  - A: 1200m, Max Kts: 100
  - B: 2000m, Max Kts: 180
  - C: 2800m, Max Kts: 205

**Missed Approach**: Climb on 291° to 1500' and contact APP for further instructions.

**Communications**

- SULTAN MAHMUD Tower
- PALEMBANG Director (APP) (+R)

**Rate of descent on final (feet/min)**

- 081°: 585, 630, 680, 730, 780

**MAP at WW NDB**

- Straight-In Landing RWY 29
- Circle-To-Land

**SULTAN MAHMUD BADARUDDIN II**

**PALEMBANG, INDONESIA**

**NDB Rwy 29**

**HIALS**: 1500' on 291°

**Start turn at 2 Min**

**Ground speed-Kts**

- 120, 130, 140, 150, 160

**Trans level**: FL 130

**Trans alt**: 11000'
**BRIEFING STRIP**

**Final Apch Crs**: 293°
**Minimum Alt**: EPBFA 1700' (1661')
**MDA(H)**: 410' (371')
**Apt Elev**: 49'
**Rwy 29**: 39'
**WIPP/PLM**

**MISSUED APCH**: Climb straight ahead to EPBTP D1.2 PBL then turn LEFT climbing to 3000' proceed to EPBIN for holding, consecutive approach or as instructed by ATC.

**MAP at EPBMA**
- EPBFA to MAP: 5.0
- Rate of descent on final (feet/min): 644 698 751 805 859 912 966

**Gnd speed-Kts**: 120 130 140 150 160 170 180

**CHANGES**: New procedure.

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