General Info
Surabaya, IDN
S 07° 22.8’  E112° 47.2’  Mag Var: 0.0°W
Elevation: 9’
Public, IFR, Control Tower, Rotating Beacon,
Low Level Wind Shear Alert System, Customs
Fuel: 100-130, Jet A-1
Repairs: Minor Airframe, Minor Engine
Time Zone Info: GMT+7:00 no DST

Runway Info
Runway 10-28  9843’ x 148’ asphalt
Runway 10  (98.0°M)    TDZE 11’
  Lights: Edge, ALS
  Stopway Distance 328’
Runway 28  (278.0°M)    TDZE 8’
  Lights: Edge, ALS
  Right Traffic
  Stopway Distance 328’

Communications Info
ATIS 128.2
Juanda Tower 118.3
Juanda Tower 118.1
Juanda Ground Control 118.9
Juanda Ground Control 118.3
Surabaya Approach Control 125.1 TCA
Surabaya Approach Control 119.2 TCA
Surabaya Director Center 119.1
Flying on SBR R-285 proceed to SBR, then turn RIGHT to intercept SBR R-277 to NIMAS.

Flying on SBR R-048 proceed to SBR, then turn RIGHT to intercept SBR R-277 to NIMAS.

Flying on SBR R-005 proceed to SBR, then turn RIGHT to intercept SBR R-277 to NIMAS.
RWY 28 ARRIVALS
BLORA TWO ALPHA [BLOR2A]
RABOL TWO ALPHA [RABO2A]
ROBIT TWO ALPHA [ROBI2A]
ROPIA TWO ALPHA [ROP12A]

Flying on SBR R-048 proceed to SBR. At D30 SBR turn LEFT heading 197° to SABIT.

Flying on SBR R-285 proceed to SBR. At D30 SBR turn LEFT to intercept SBR R-101 to SABIT.

Flying on SBR R-005 proceed to SBR. At D30 SBR turn LEFT to intercept SBR R-101 to SABIT.

Transition level, transition altitude.
RWY 10 DEPARTURES

ENTAS ONE ALPHA [ENTA1A]
FANDO ONE ALPHA [FAND1A]
LASEM THREE ALPHA [LASE3A]
RAMPY ONE ALPHA [RAMP1A]

Direct distance from Juanda Apt to:
ENTAS  96 NM
FANDO  76 NM
LASEM  83 NM
RAMPY  75 NM

Initial Climb:

**ENTAS ONE ALPHA**
- **Maintain** runway heading until 1000', then join W-45.

**FANDO ONE ALPHA**
- **Maintain** runway heading until 1000', turn LEFT heading 059° to join W-32.

**LASEM THREE ALPHA**
- **Maintain** runway heading until 1000', turn LEFT heading 279° to join W-16.

**RAMPY ONE ALPHA**
- **Maintain** runway heading until 1000', turn LEFT heading 359° to join W-31.

**Changes:** Transition level, transition altitude.
RWY 28 DEPARTURES
ENTAS TWO ALPHA [ENTA2A]
FANDO TWO ALPHA [FAND2A]
LASEM FOUR ALPHA [LASE4A]
RAMPY TWO ALPHA [RAMP2A]

Direct distance from Juanda Apt to:
ENTAS 96 NM
FANDO 76 NM
RAMPY 75 NM
WR 5 NM

<table>
<thead>
<tr>
<th>SID</th>
<th>INITIAL CLimb</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENTAS TWO ALPHA</td>
<td>MAINTAIN runway heading until 1500', turn RIGHT heading 109° to join W-45.</td>
</tr>
<tr>
<td>FANDO TWO ALPHA</td>
<td>MAINTAIN runway heading until 1500', turn RIGHT heading 089° to join W-32.</td>
</tr>
<tr>
<td>LASEM FOUR ALPHA</td>
<td>Proceed to WR then turn RIGHT heading 319° to join W-16.</td>
</tr>
<tr>
<td>RAMPY TWO ALPHA</td>
<td>MAINTAIN runway heading until 1500', turn RIGHT heading 039° to join W-31.</td>
</tr>
</tbody>
</table>

NOT TO SCALE
Twy SP2 from S2 to S1 available for engine #1 and #4 should be idle.

Taxiway S1 available for aircraft with maximum wing span of 198' (60m) if no parking aircraft at West Scramble Area.

Taxiway S5 available for aircraft with maximum wing span of 147' (45m) due to taxiway width of 66' (20m).
GENERAL

CAUTION: Airbus or larger aircraft should follow marshaller.
All pilots shall request clearance to start engines prior to taxi.
Jet aircraft are not permitted to run up engines on apron.
Taxi nose wheel guide line markings on the apron are applicable for B737 or smaller aircraft.
Two-way radio required.
Birds in vicinity of airport.
Rotating beacon.
Rwy 28 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL (60m)</th>
<th>HIALS</th>
<th>SFL</th>
<th>PAPI (angle 3.04°)</th>
<th>LANDING BEYOND</th>
<th>USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Threshold</td>
<td>8864’2702m</td>
<td></td>
<td>148’</td>
</tr>
<tr>
<td>28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Glide Slope</td>
<td></td>
<td></td>
<td>45m</td>
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</table>

TAKE-OFF

<table>
<thead>
<tr>
<th>AIR CARRIER (JAA)</th>
<th>AIR CARRIER (FAR 121)</th>
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</thead>
<tbody>
<tr>
<td>LVP must be in Force</td>
<td>Adequate Vis Ref</td>
</tr>
<tr>
<td>All Rwys RCLM (DAY only) or RL</td>
<td>All Rwys</td>
</tr>
<tr>
<td></td>
<td>All Rwys</td>
</tr>
<tr>
<td>A</td>
<td>2 Eng</td>
</tr>
<tr>
<td>B</td>
<td>3 &amp; 4 Eng</td>
</tr>
<tr>
<td>C</td>
<td>400m</td>
</tr>
<tr>
<td>D</td>
<td>400m</td>
</tr>
</tbody>
</table>

FOR FILING AS ALTERNATE

CHANGES: New chart.
MISSED APCH: Climb straight ahead to 1500' then turn RIGHT join SBR VOR R-277 climb to 2500' proceed to NIMAS for holding, consecutive approach or as instructed by ATC.

Alt Set: hPa
Rwy Elev: 0 hPa
Trans level: FL 130
Trans alt: 11000'

MISA SBR VOR

STRRAIGHT-IN LANDING RWY 10

CIRCLE-TO-LAND

PANS OPS

Changes: Printing sequence.
MISSED APCH: Climb to 1500’ then turn RIGHT climb to 2500’ proceed to SABIT for holding, consecutive approach or as instructed by ATC.

Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: FL 130  Trans alt: 11000’

**CHANGES:** Trans level and Trans alt revised.
**Notice:** After 31 Jul 2009 0901Z, this chart may no longer be valid. Disc 14-2009

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**TRANSMISSIONS:**

- **ATIS:**
  - 128.2

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**BRIEFING STRIP**

- **NDB**
  - WR 400
  - Final Apch Crs: 400 WR
  - Minimum Alt NDB: 097° 1320' (1309')
  - MDA(H): 510' (499')
  - Apt Elev: 9'
  - Rwy 10: 11'

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**MISSING APCH:**

Climb to 2500' and return to the holding fix or as instructed by ATC.

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**ALT SET:** hPa: Rwy Elev: 0 hPa

**TRANS LEVEL:** FL 130

**TRANS ALT:** 11000'

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**CHANGES:** Trans level and Trans alt revised.

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