

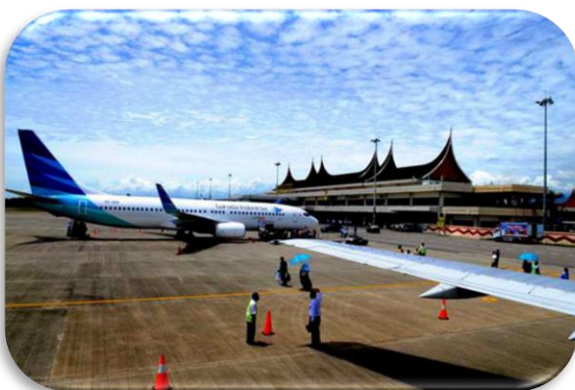


IVAO Indonesia - Jakarta FIR

MINANGKABAU INTERNATIONAL AIRPORT [QUICKVIEW]

Bandar Udara Internasional Minangkabau

ICAO: WIPT - IATA: PDG



**Not for Real Navigation
For Simulation Use Only**

November 2012

Minangkabau International Airport (WIPT / PDG)

Communication Info

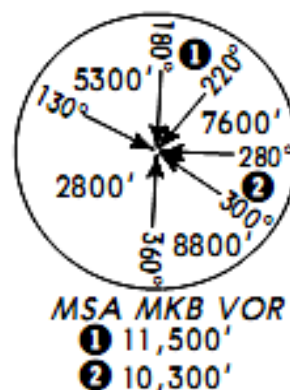
Minang Tower **118.3**

Padang Approach Control **124.0**

Squawk Number

Domestic : **4760 - 4767**

International : **6760 - 6767**



Airport Elevation : 18'

Standard Instrument Departure (SID)

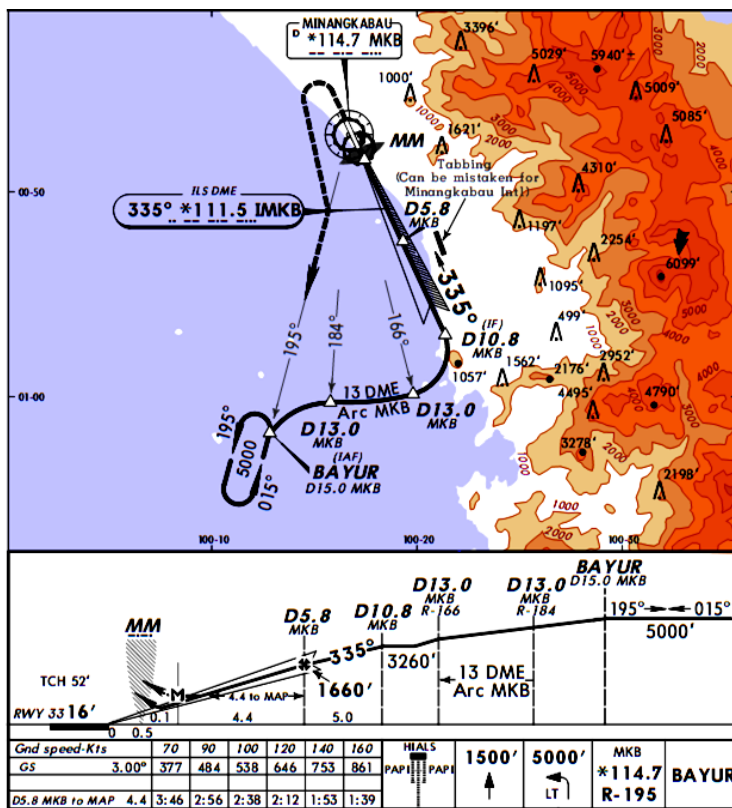
Route	Runway 15	Runway 33
W-11 (Northwest)	JAMIS	JAMIS A
W-19, W-21 (Southeast)	KATAN	KATAN A
W-19 (Northwest)	MOSOL	MOSOL A
W-25	PASOL	PASOL A
W-22	PEKANBARU	PEKANBARU A
W-11 (Southeast)	TALAM	TALAM A
Initial Climb	After take off, turn RIGHT Immediately.	After take off, MAINTAIN runway heading.

Standard Arrival (STAR)

Route	Runway 15	Runway 33
W-11 (Northwest)	JAMIS 1	JAMIS 2A
W-19, W-21 (Southeast)	KATAN 1	KATAN 2A
W-19 (Northwest)	MOSOL 1	MOSOL 2A
W-25	PASOL 1	PASOL 2A
W-22	PEKANBARU 1	PEKANBARU 2A
W-11 (Southeast)	TALAM 1	TALAM 2A



ILS Runway 33

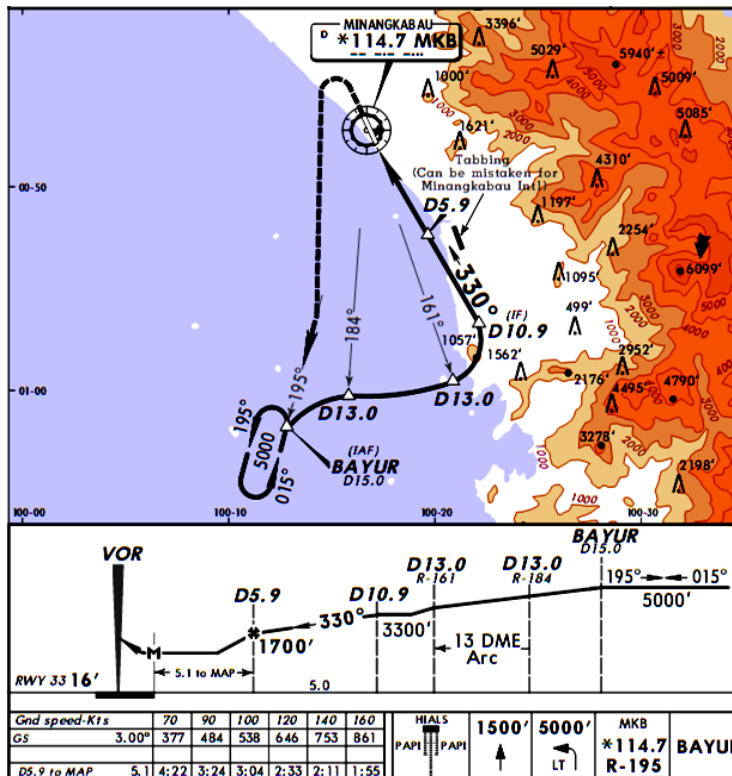


ILS (IMKB) Freq : 111.5
VOR (MKB) Freq : 114.7
Final Course : 335°
Rwy 33 Elevation : 16'

Missed Approach Procedure :

Climb STRAIGHT AHEAD to 1500' then turn LEFT, climb to 5000', join MKB VOR R-195 proceed to BAYUR or as instructed by ATC.

VOR DME Runway 33

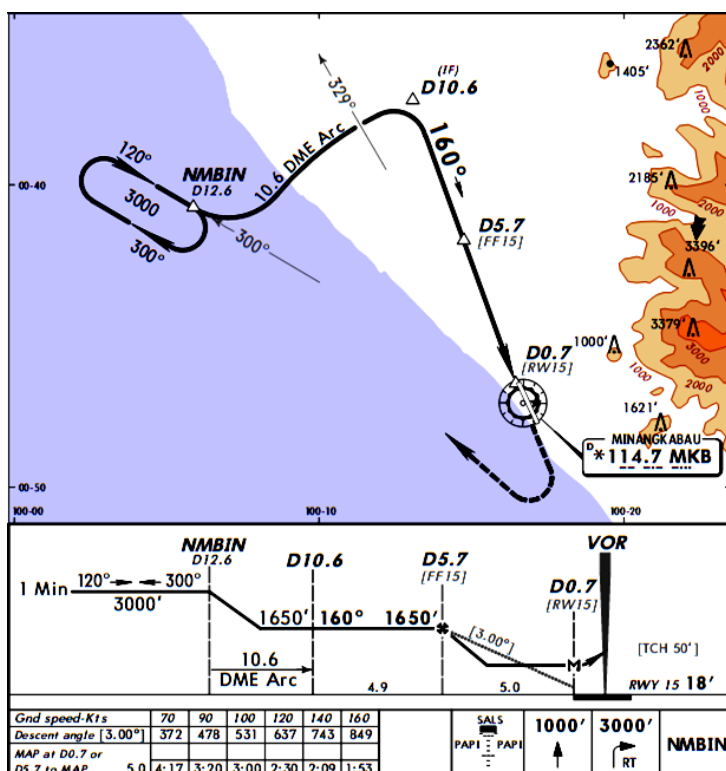


Missed Approach Procedure :

Climb STRAIGHT AHEAD to 1500' then turn LEFT climb to 5000', join MKB VOR R-195 proceed to BAYUR, or as instructed by ATC.



VOR DME Runway 15

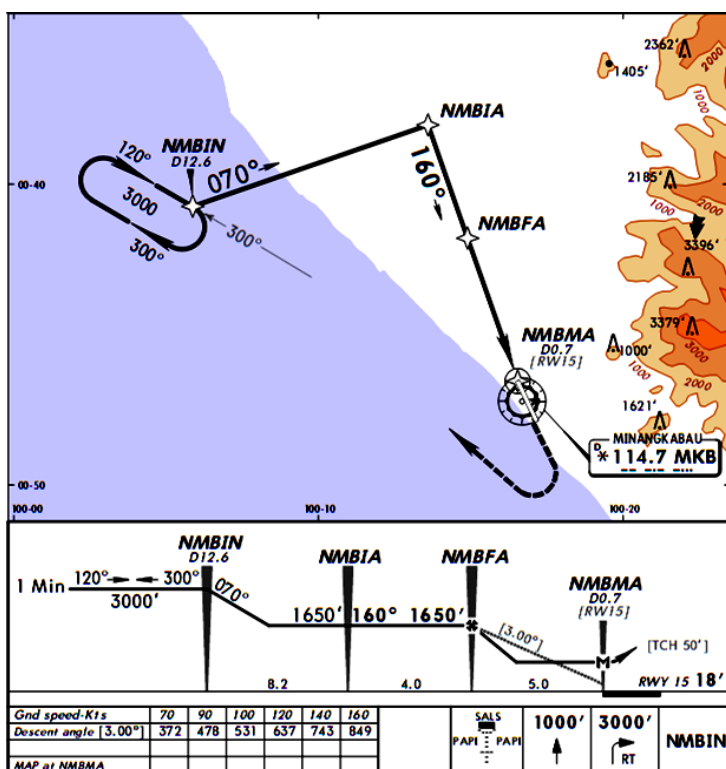


VOR (MKB) Freq : 114.7
Final Course : 160°
Rwy 15 Elevation : 18'

Missed Approach Procedure :

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

(GPS) VOR DME Runway 15

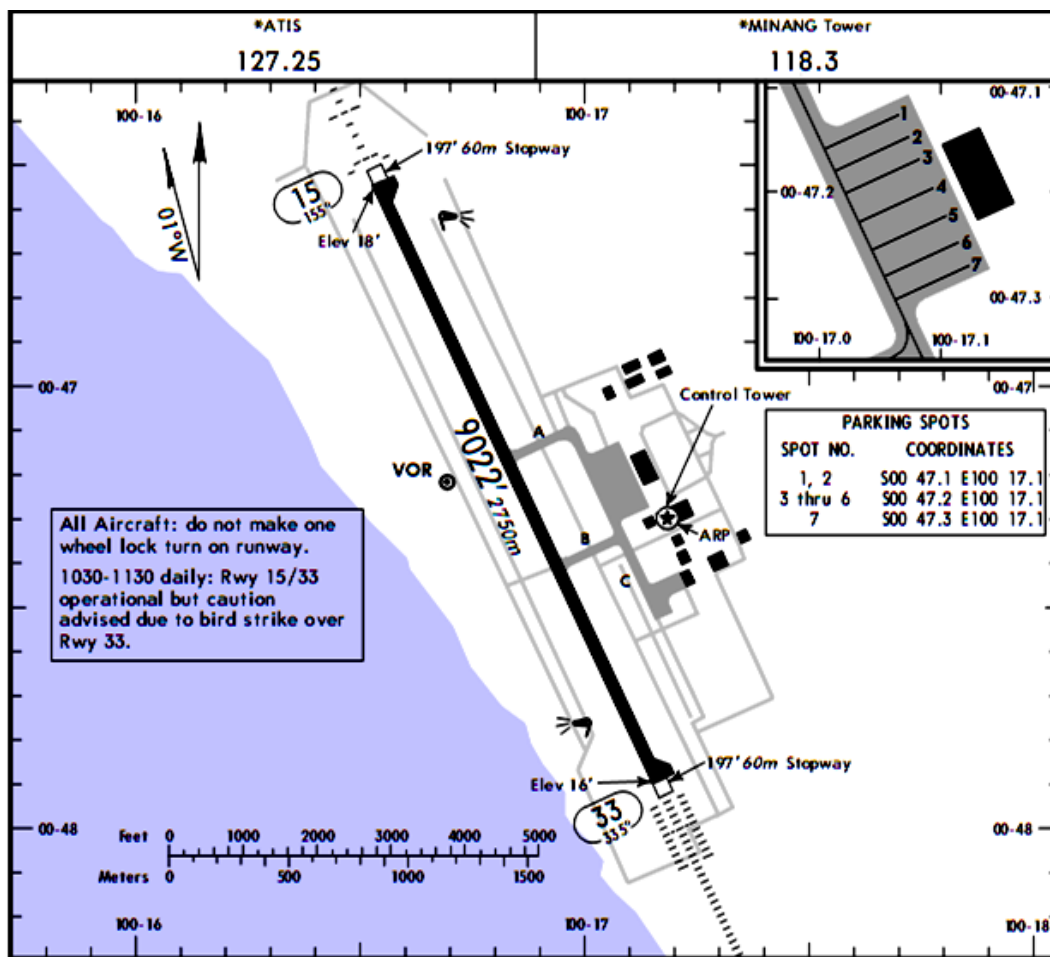


Missed Approach Procedure :

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

NB : *Consecutive approach is a type of approach. The succeeding aircraft will be cleared for approach after the preceding aircraft has established visual contact, in this case, the first aircraft will land number one, the second aircraft will be number two, and so on.

Aerodrome Layout of Minangkabau International Airport



History :

DATE	NOTES
NOVEMBER, 2012	AIRAC 1111

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