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JEPPESEN
JeppView for Windows

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Terminal Charts For WADD
Revision Letter For Cycle 08-2026
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Notebook

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General Information

Location: BALI IDN
ICAO/IATA: WADD / DPS
Lat/Long: S08° 44.85', E115° 10.15'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2149 Z
Sunset: 1017 Z

Runway Information

Runway: 09
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.200
Ngurah Tower: 118.100
Ngurah Tower: 118.500 Secondary
Ngurah Ground: 118.800
Ngurah Ground: 118.500 Secondary
Ngurah Clearance Delivery: 118.500 Secondary
Ngurah Clearance Delivery: 121.850
Bali East Radar: 119.900
Bali Radar: 123.150 Secondary

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Bali West Radar: 119.300
Bali Radar: 119.700

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1. GENERAL

1.1 Low Visibility Procedures

During low visibility conditions, a landing or a taxiing aircraft is requested to report when a runway has been vacated. Report shall be made when the entire aircraft is beyond the relevant runway-holding position;
At intersection of taxiways, aircraft on a taxiway not permitted to hold closer to the other taxiway than the holding position limit defined by a clearance bar, stop bar or taxiway intersection marking when low density traffic on ATC discretion;
Weather minima for IFR landing;
No pilot operating an aircraft may land that aircraft when the flight visibility is less than the visibility prescribed in the standard instrument approach procedure being used;
Weather minima for IFR take off:
a) For aircraft, other than helicopters, having two engines or less 1 statute mile (1.6 km) visibility;
b) For aircraft having more than two engines 1/2 statute mile (800 meters) visibility;
c) For helicopters 1/2 statute mile (800 meters) visibility;
If pilot able to take off under below minima visibility, take off alternate aerodrome should inform.

1.2 Runway Occupancy Time (ROT)

Runway Occupancy Time	Time (In Second)
ROT (TAKE OFF)	100
ROT (LANDING)	60

1.3 Speed Restricions

Pilot are requested to adjust maximum aircraft speed as follows:

Aircraft Category	Speeds (Knots IAS)	
	Initial Approach (10 NM)	Final Approach (4NM)
A	140	110
B	180	130
C	180	150
D	180	150

2. DEPARTURE

2.1 Procedure for Start-Up and Pushback of Aircraft

1. Ground crew must ensure that the area behind an Aircraft is clear of vehicles, equipment and other obstruction before the start-up or pushback of Aircraft commence.

2. When the pilot is ready for start-up and pushback, he shall seek confirmation from the ground crew that there is no hazard to his Aircraft starting up. He shall then notify the Ground Movement Controller (Call Sign: I GUSTI NGURAH RAI GROUND) that he is ready for pushback. On being told by I GUSTI NGURAH RAI Ground that pushback is approved he shall coordinate with the ground crew for the start-up and pushback of the Aircraft.

3. All Aircraft test engine with full power shall depend on Airport Duty Officer for the position.

4. All pilot shall report parking stand, aircraft registration and person on board before starting engine to I GUSTI NGURAH RAI Ground.

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2. DEPARTURE

5. Aircraft on parking stand No. A41 shall pushback facing south and pull forward until abeam parking stand No. A42, then start up.

6. Aircraft on parking stand No. A40 shall pushback facing south and pull forward until abeam parking stand No. A39, then start up.

7. Aircraft on parking stand No. A37 until No. A40 and No. A42 until No. A46 shall pushback facing south, start engine only at Apron Taxiway.

2.2 Departure Procedure

1. Departure aircraft are requested to contact I GUSTI NGURAH RAI Delivery for ATC Clearances at least 20 minutes before pushback subject to Estimate Off-block Time (EOBT) to allow departure data to be processed.
2. Pilot will receive initial FL240 if request above FL245.
3. Pilot will receive the intended level if request above below FL245.
4. ATC Clearances will be cancelled after EOBT grace period if departure aircraft unable to pushback.
5. Pushback and Start Up Procedure

a) Aircraft shall request the clearance for pushback to I GUSTI NGURAH RAI Ground within 15 minutes before and after EOBT;
b) If required due to technical reasons a start-up may be approved while aircraft at parking stand (Idle Power Only);
c) During pushback pilot have the responsibility to avoid any object or obstacle on apron;
d) A320-Neo shall start idle power on the gate first before pushback;
e) Cross bleed start shall be informed before pushback;
f) When an aircraft occurring a technical problem and unable to taxi 5 minutes after pushback the aircraft should return to parking stand or follow ATC instruction;
g) Pilot unable to comply with this procedure should notify ATC as soon as possible for further instruction.

6. Taxi Procedure

a) Pilot should check the aerodrome chart. When confused, pilot shall stop and contact ATC for further instructions;
b) Aircraft taxiing to or from parking stand on the taxiway normally will be managed by Ground Control to avoid or reduce possible conflict and will be provide with traffic information and alerting service, ATC shall apply taxi clearance limits whenever necessary;
c) Aircraft taxing are reminded to always use standard taxi speed when manoeuvring on the apron taxiways to other parts of the aerodrome. Except it is instructed by ATC for efficiency flow of traffic;
d) The taxi routing used by aircraft taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to on aircraft does not eliminate the pilot-in command responsibility to maintain separation with other aircraft on taxiway area;
e) Pilot shall contact I GUSTI NGURAH RAI Tower while approaching Rwy holding position;
f) Clearance limit taxi for A380 is intermediate holding position W for Rwy 09 and E for Rwy 27.

2.3 Take Off Procedures

a) When aircraft reach on shot of runway in use, pilot shall be ready for departure without delay on line up clearance given by ATC;
b) When pilot not ready for departure, pilot shall notify I GUSTI NGURAH RAI Tower during taxiing process;
c) Upon receive of line-up clearance, pilot shall ensure able to taxi into line up position as soon as the preceding aircraft has commenced either it is taking off roll or landing run;
d) Pilot shall complete all mandatory pre-departure checks before entering the active runways for take-off immediately upon receive a take-off clearance;

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2. DEPARTURE

e) When the aircraft is issued with line-up and take-off clearance at the runway holding position, pilot should follow guidance and initiate an immediate take-off in one continuous movement within 100 seconds or less;
f) For efficiency ATC may instruct the pilot for taxi and line up behind departing or arriving traffic, pilot shall maintain visual contact with preceding traffic;
g) Pilot unable to comply with these requirement/request should notify I GUSTI NGURAH RAI Tower as soon as possible;
h) A380 shall hold short of runway for departure sequence at intermediate holding position W for Rwy 09 and E for Rwy 27;
i) Take off from intersection during low traffic density. Pilot may request take off roll from intersection taxiway, the details of intersection taxiways and the runway length available for the appropriate runway is described on table below;

PREFERRED ENTER RUNWAY I GUSTI NGURAH RAI AIRPORT BALI			
Rwy	Intersection Taxiway	Angle from Rwy Centerline (°)	TORA
09	N4	150	5115' 1559m
09	N5	30	5879' 1792m
09	N6	30	8301' 2530m
09	N7	90	9843' 3000m
09	S2	90	5988' 1825m
09	S1	90	3199' 975m
27	S1	90	6640' 2024m
27	S2	90	3852' 1174m
27	N1	90	9843' 3000m
27	N2	90	8734' 2662m
27	N3	90	7024' 2141m
27	N4	30	4728' 1441m

3. ARRIVAL

3.1 Arrival Procedure

1) Pilot shall ensure that they have completed an early review and through briefing of airport and runway layout before starting the approach, the runway exit point that will allow minimum runway occupancy shall be nominated during the approach briefing;
2) The aim should be to achieve a normal touchdown with progressive smooth deceleration to exit at a safe speed at the nominated exit point;
3) Exit taxiway will be Instructed by ATC after landed. If any potential conflict on the Ground or for efficiency reason, exit taxiway information will be given at final stage;
4) Aircraft vacating the runway-in-use should not stop on the exit taxiway until the entire aircraft has passed the runway holding position;
5) Pilot unable to comply with these requirement/request should notify I GUSTI NGURAH RAI Tower as soon as possible;
6) Details of the location of Rapid Exit Taxiways with respect to threshold, angle of exit taxiways with runway-in-use are described in table below;

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3. ARRIVAL

PREFERRED EXIT TAXIWAY I GUSTI NGURAH RAI AIRPORT BALI			
Rwy	Entry Taxiway	Angle from Rwy Centerline (°)	Rwy Length Available
09	N5	150	3963′ 1208m
09	N4	30	4728′ 1441m
09	N3	90	7024′ 2141m
09	N2	90	8734′ 2662m
09	N1	90	9843′ 3000m
09	S1	90	6640′ 2024m
09	S2	90	3852′ 1174m
27	N3	90	2818′ 859m
27	N4	150	5115′ 1559m
27	N5	30	5879′ 1792m
27	N6	30	8301′ 2530m
27	N7	90	9843′ 3000m
27	S1	90	3199′ 975m
27	S2	90	5988′ 1825m

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WADD/DPS

I GUSTI NGURAH RAI

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10-1R

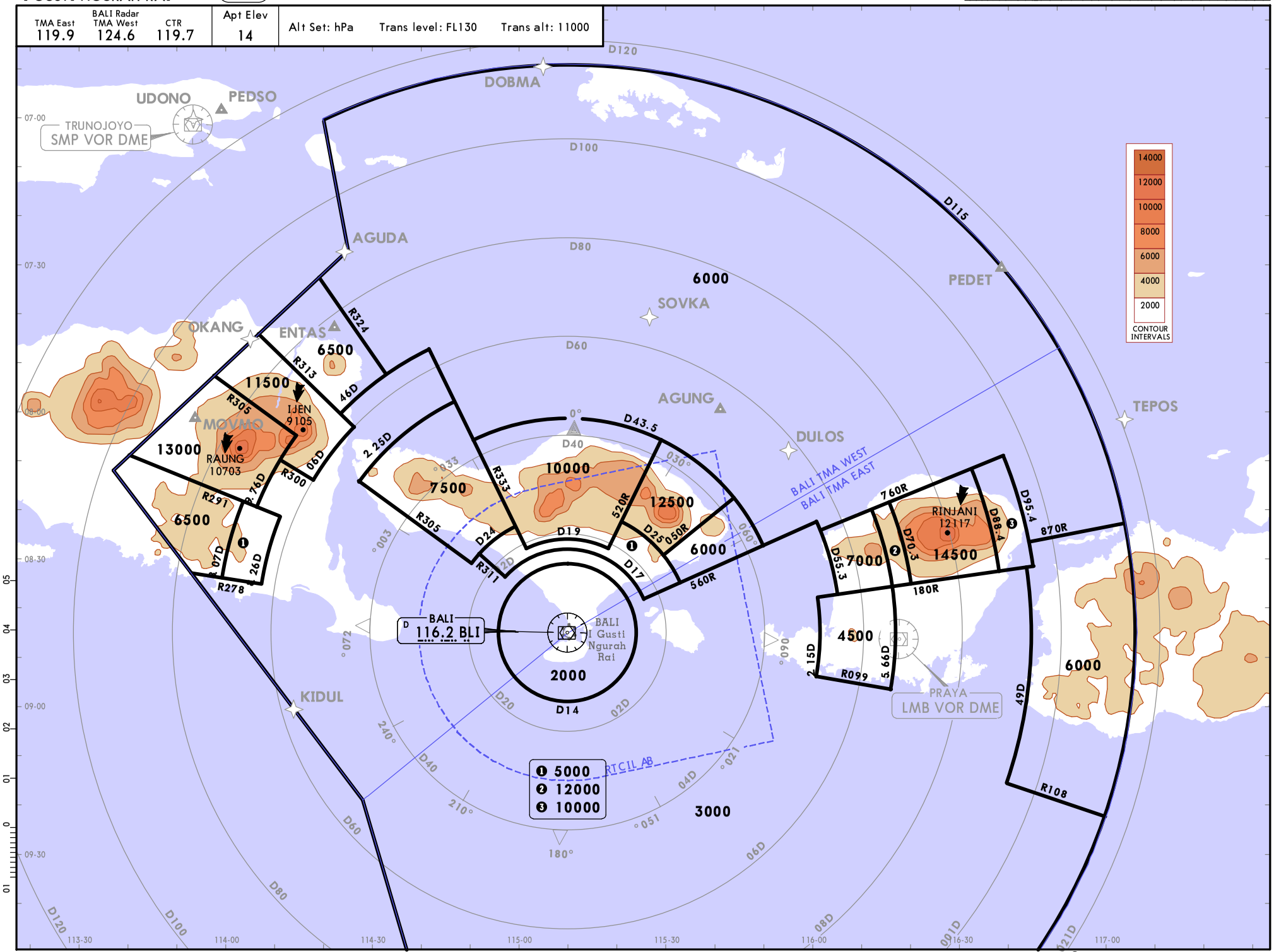
13 FEB 26

Eff 19 Feb

BALI, INDONESIA

RADAR MINIMUM ALTITUDES

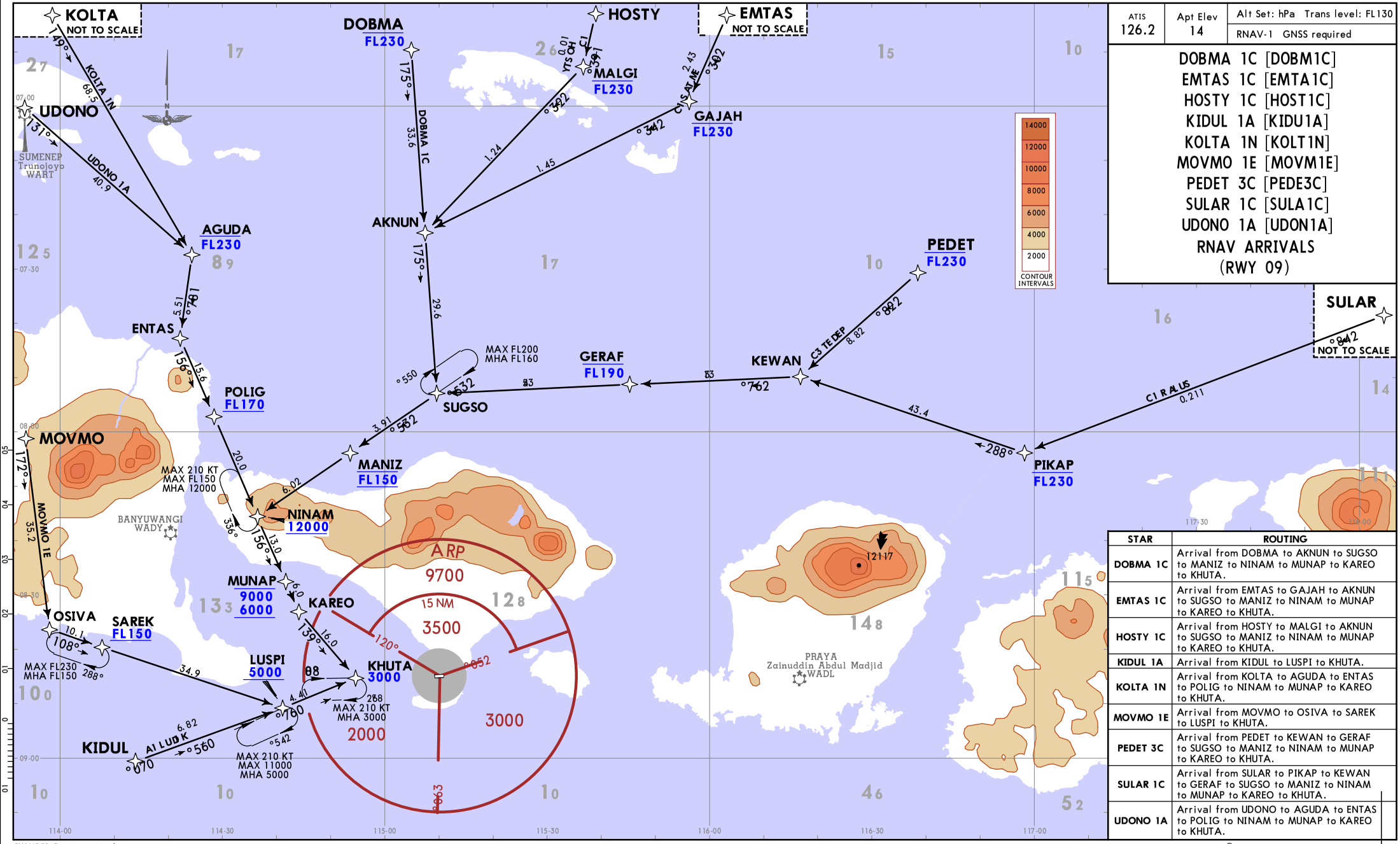
TMA East	BALI Radar TMA West	CTR	Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000
119.9	124.6	119.7	14			



CHANGES: BALI Radar TMA West communication frequency.

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ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.2	14	RNAV-1 GNSS required

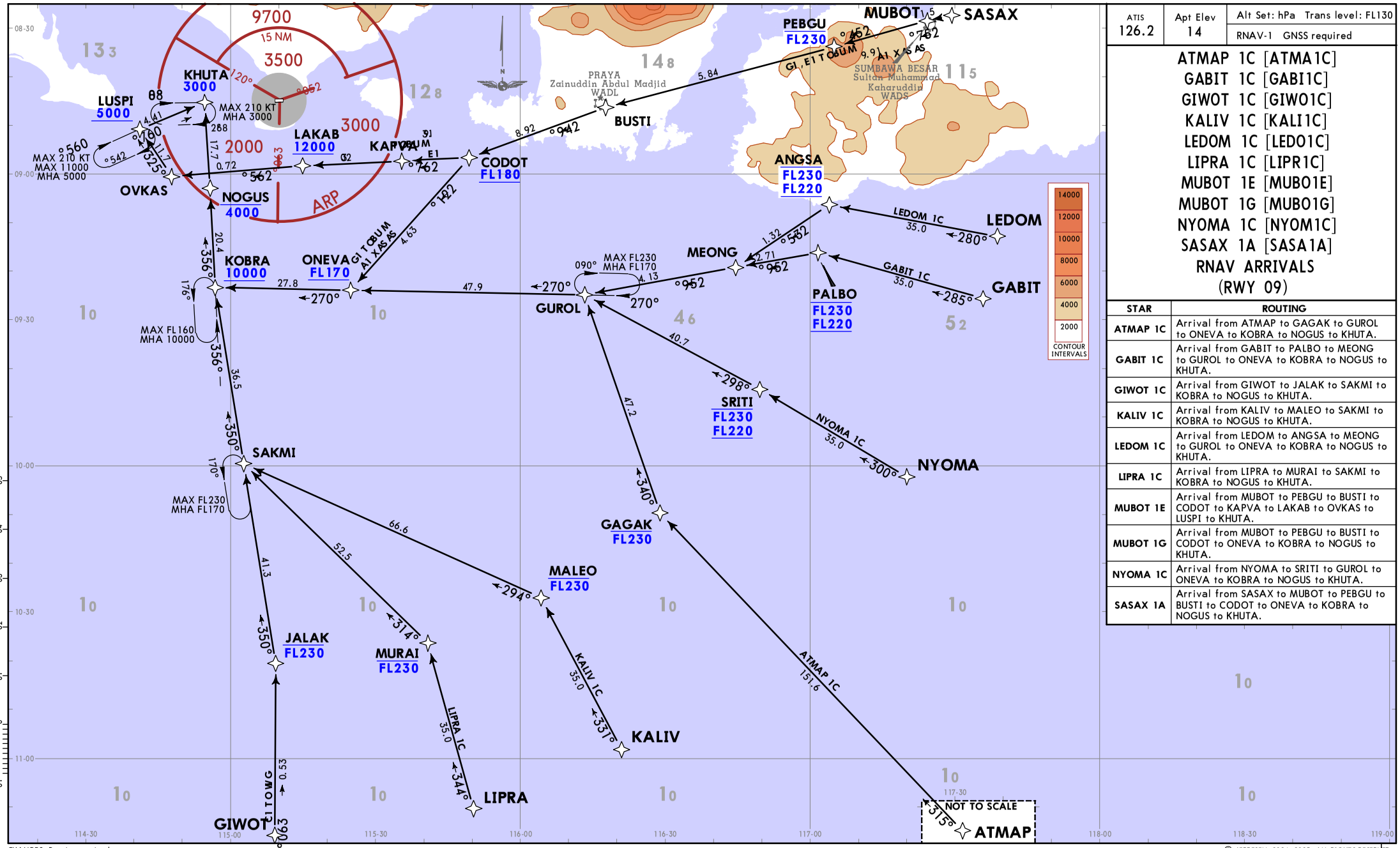
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EMTAS 1C [EMTA1C]
HOSTY 1C [HOST1C]
KIDUL 1A [KIDU1A]
KOLTA 1N [KOLT1N]
MOVMO 1E [MOVM1E]
PEDET 3C [PEDE3C]
SULAR 1C [SULA1C]
UDONO 1A [UDON1A]
RNAV ARRIVALS
(RWY 09)

STAR	ROUTING
DOBMA 1C	Arrival from DOBMA to AKNUN to SUGSO to MANIZ to NINAM to MUNAP to KAREO to KHUTA.
EMTAS 1C	Arrival from EMTAS to GAJAH to AKNUN to SUGSO to MANIZ to NINAM to MUNAP to KAREO to KHUTA.
HOSTY 1C	Arrival from HOSTY to MALGI to AKNUN to SUGSO to MANIZ to NINAM to MUNAP to KAREO to KHUTA.
KIDUL 1A	Arrival from KIDUL to LUSPI to KHUTA.
KOLTA 1N	Arrival from KOLTA to AGUDA to ENTAS to POLIG to NINAM to MUNAP to KAREO to KHUTA.
MOVMO 1E	Arrival from MOVMO to OSIVA to SAREK to LUSPI to KHUTA.
PEDET 3C	Arrival from PEDET to KEWAN to GERAF to SUGSO to MANIZ to NINAM to MUNAP to KAREO to KHUTA.
SULAR 1C	Arrival from SULAR to PIKAP to KEWAN to GERAF to SUGSO to MANIZ to NINAM to MUNAP to KAREO to KHUTA.
UDONO 1A	Arrival from UDONO to AGUDA to ENTAS to POLIG to NINAM to MUNAP to KAREO to KHUTA.

CHANGES: Bearings revised.

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ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.2	14	RNAV-1 GNSS required

ATMAP 1C [ATMA1C]
GABIT 1C [GABI1C]
GIWOT 1C [GIWO1C]
KALIV 1C [KALI1C]
LEDOM 1C [LEDO1C]
LIPRA 1C [LIPR1C]
MUBOT 1E [MUBO1E]
MUBOT 1G [MUBO1G]
NYOMA 1C [NYOM1C]
SASAX 1A [SASA1A]

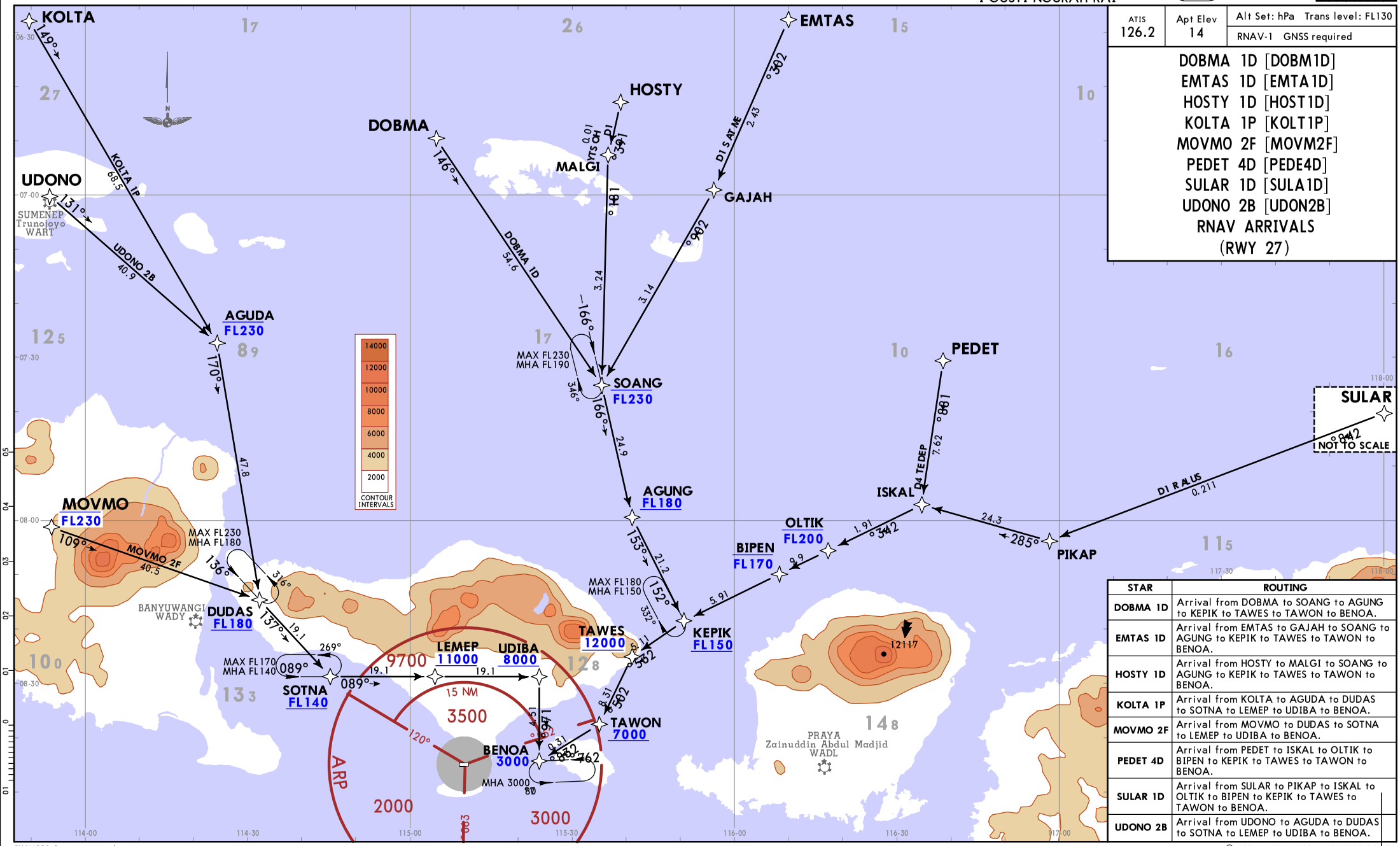
RNAV ARRIVALS
(RWY 09)

STAR	ROUTING
ATMAP 1C	Arrival from ATMAP to GAGAK to GUROL to ONEVA to KOBRA to NOGUS to KHUTA.
GABIT 1C	Arrival from GABIT to PALBO to MEONG to GUROL to ONEVA to KOBRA to NOGUS to KHUTA.
GIWOT 1C	Arrival from GIWOT to JALAK to SAKMI to KOBRA to NOGUS to KHUTA.
KALIV 1C	Arrival from KALIV to MALEO to SAKMI to KOBRA to NOGUS to KHUTA.
LEDOM 1C	Arrival from LEDOM to ANGSA to MEONG to GUROL to ONEVA to KOBRA to NOGUS to KHUTA.
LIPRA 1C	Arrival from LIPRA to MURAI to SAKMI to KOBRA to NOGUS to KHUTA.
MUBOT 1E	Arrival from MUBOT to PEBGU to BUSTI to CODOT to KAPVA to LAKAB to OVKAS to LUSPI to KHUTA.
MUBOT 1G	Arrival from MUBOT to PEBGU to BUSTI to CODOT to ONEVA to KOBRA to NOGUS to KHUTA.
NYOMA 1C	Arrival from NYOMA to SRITI to GUROL to ONEVA to KOBRA to NOGUS to KHUTA.
SASAX 1A	Arrival from SASAX to MUBOT to PEBGU to BUSTI to CODOT to ONEVA to KOBRA to NOGUS to KHUTA.

CHANGES: Bearings revised.

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ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.2	14	RNAV-1 GNSS required

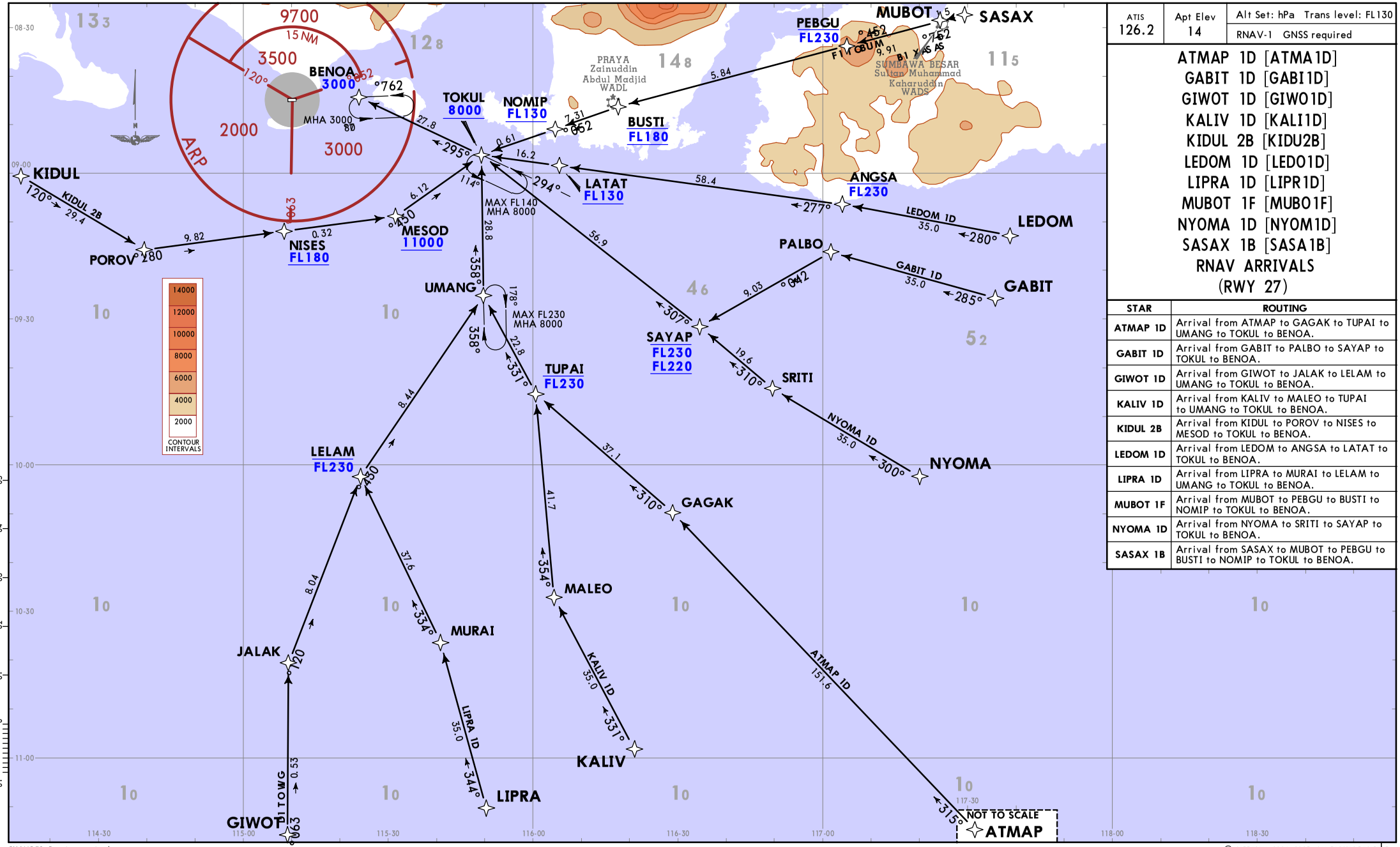
DOBMA 1D [DOBM1D]
EMTAS 1D [EMTA1D]
HOSTY 1D [HOST1D]
KOLTA 1P [KOLT1P]
MOVMO 2F [MOVM2F]
PEDET 4D [PEDE4D]
SULAR 1D [SULA1D]
UDONO 2B [UDON2B]
RNAV ARRIVALS
(RWY 27)

STAR	ROUTING
DOBMA 1D	Arrival from DOBMA to SOANG to AGUNG to KEPIK to TAWES to TAWON to BENOA.
EMTAS 1D	Arrival from EMTAS to GAJAH to SOANG to AGUNG to KEPIK to TAWES to TAWON to BENOA.
HOSTY 1D	Arrival from HOSTY to MALGI to SOANG to AGUNG to KEPIK to TAWES to TAWON to BENOA.
KOLTA 1P	Arrival from KOLTA to AGUDA to DUDAS to SOTNA to LEMEP to UDIBA to BENOA.
MOVMO 2F	Arrival from MOVMO to DUDAS to SOTNA to LEMEP to UDIBA to BENOA.
PEDET 4D	Arrival from PEDET to ISKAL to OLTIK to BIPEN to KEPIK to TAWES to TAWON to BENOA.
SULAR 1D	Arrival from SULAR to PIKAP to ISKAL to OLTIK to BIPEN to KEPIK to TAWES to TAWON to BENOA.
UDONO 2B	Arrival from UDONO to AGUDA to DUDAS to SOTNA to LEMEP to UDIBA to BENOA.

CHANGES: Bearings revised.

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ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.2	14	RNAV-1 GNSS required

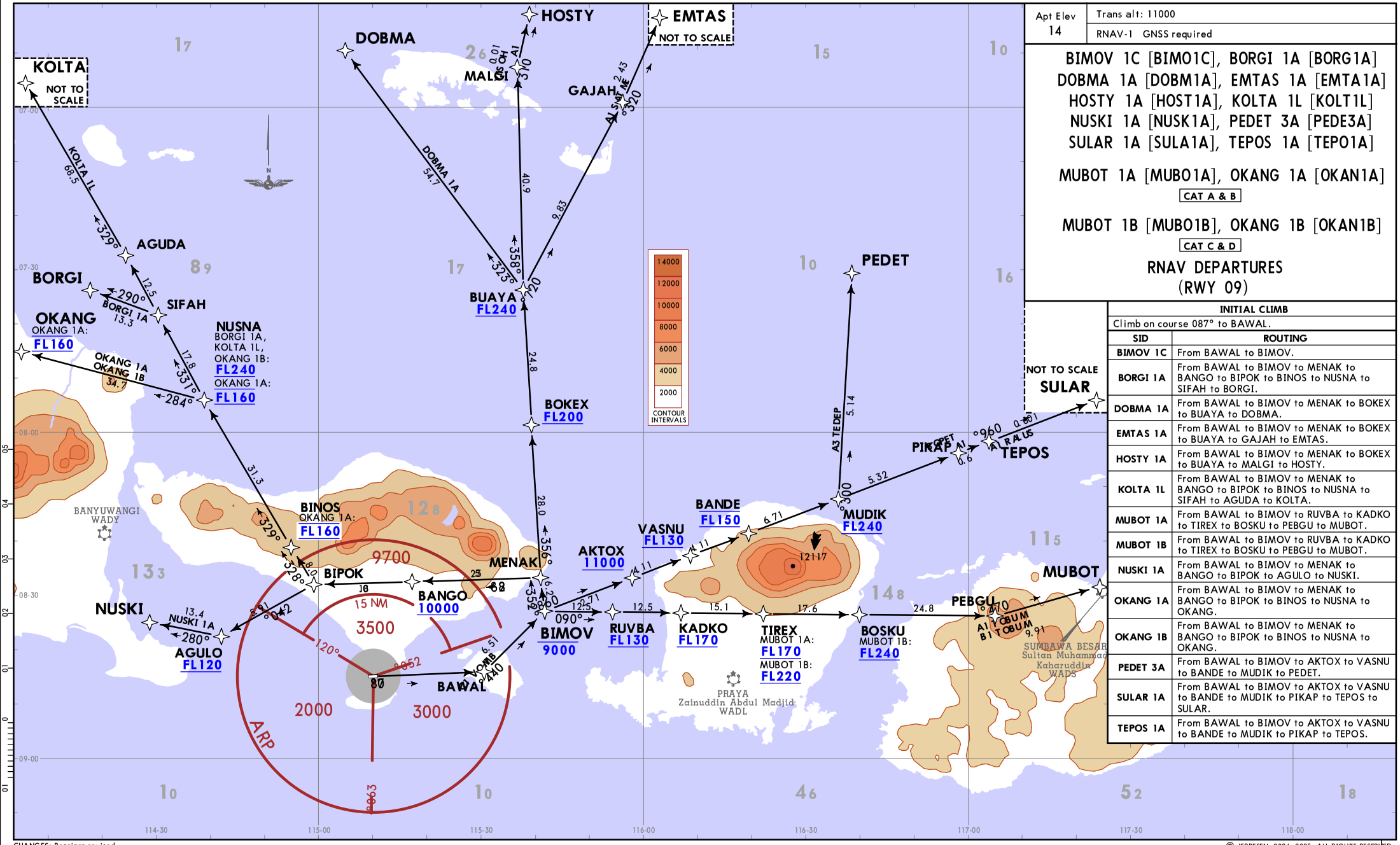
ATMAP 1D [ATMA1D]
GABIT 1D [GABI1D]
GIWOT 1D [GIWO1D]
KALIV 1D [KALI1D]
KIDUL 2B [KIDU2B]
LEDOM 1D [LEDO1D]
LIPRA 1D [LIPR1D]
MUBOT 1F [MUBO1F]
NYOMA 1D [NYOM1D]
SASAX 1B [SASA1B]
RNAV ARRIVALS
(RWY 27)

STAR	ROUTING
ATMAP 1D	Arrival from ATMAP to GAGAK to TUPAI to UMANG to TOKUL to BENOA.
GABIT 1D	Arrival from GABIT to PALBO to SAYAP to TOKUL to BENOA.
GIWOT 1D	Arrival from GIWOT to JALAK to LELAM to UMANG to TOKUL to BENOA.
KALIV 1D	Arrival from KALIV to MALEO to TUPAI to UMANG to TOKUL to BENOA.
KIDUL 2B	Arrival from KIDUL to POROV to NISES to MESOD to TOKUL to BENOA.
LEDOM 1D	Arrival from LEDOM to ANGSA to LATAT to TOKUL to BENOA.
LIPRA 1D	Arrival from LIPRA to MURAI to LELAM to UMANG to TOKUL to BENOA.
MUBOT 1F	Arrival from MUBOT to PEBGU to BUSTI to NOMIP to TOKUL to BENOA.
NYOMA 1D	Arrival from NYOMA to SRITI to SAYAP to TOKUL to BENOA.
SASAX 1B	Arrival from SASAX to MUBOT to PEBGU to BUSTI to NOMIP to TOKUL to BENOA.

CHANGES: Bearings revised.

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Apt Elev	Trans alt: 11000
14	RNAV-1 GNSS required

BIMOV 1C [BIMO1C], BORGI 1A [BORG1A]
DOBMA 1A [DOBM1A], EMTAS 1A [EMTA1A]
HOSTY 1A [HOST1A], KOLTA 1L [KOLT1L]
NUSKI 1A [NUSK1A], PEDET 3A [PEDE3A]
SULAR 1A [SULA1A], TEPOS 1A [TEPO1A]

MUBOT 1A [MUBO1A], OKANG 1A [OKAN1A]
CAT A & B

MUBOT 1B [MUBO1B], OKANG 1B [OKAN1B]
CAT C & D

RNAV DEPARTURES
(RWY 09)

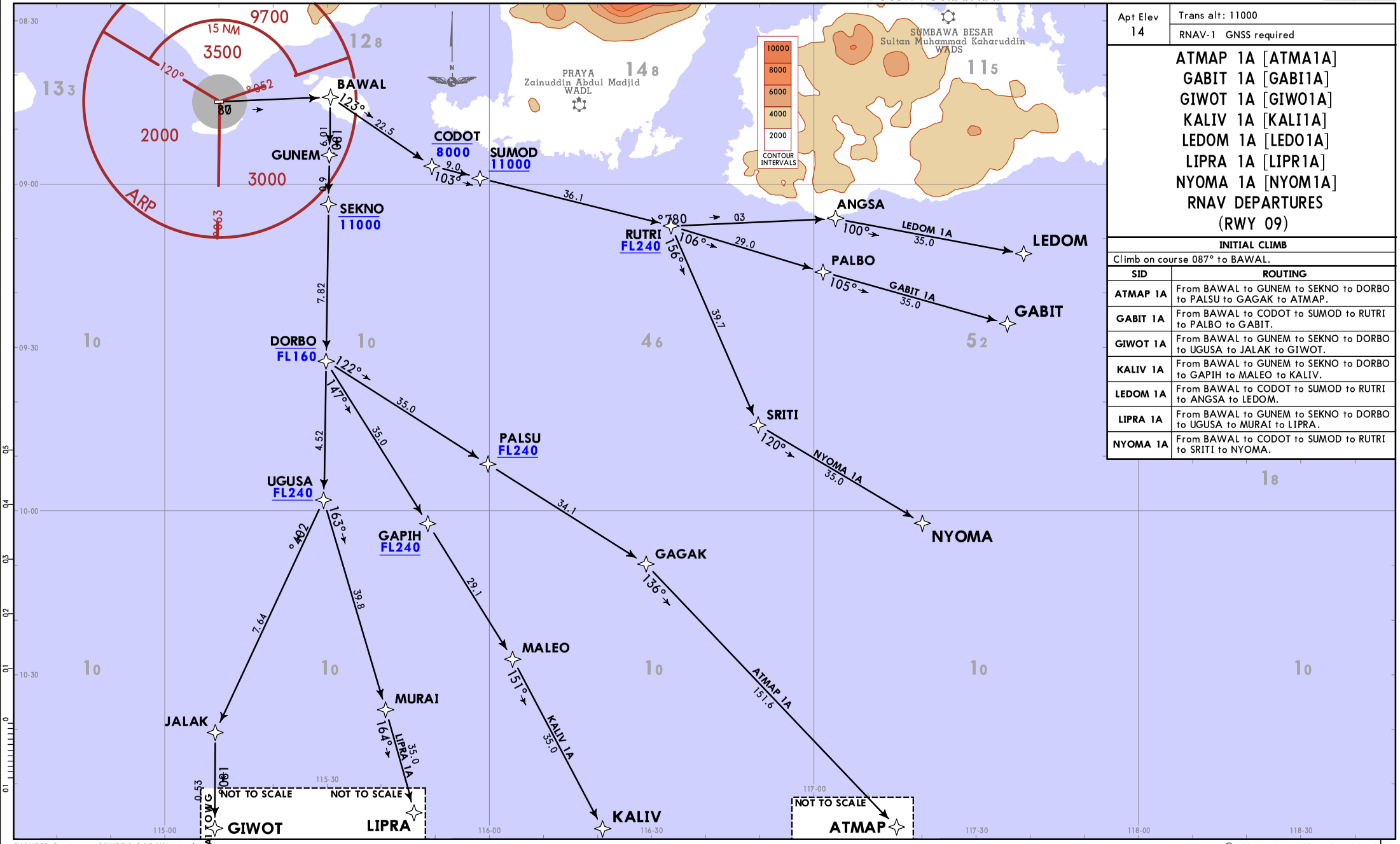
INITIAL CLIMB
Climb on course 087° to BAWAL.

SID	ROUTING
BIMOV 1C	From BAWAL to BIMOV.
BORGI 1A	From BAWAL to BIMOV to MENAK to BANGO to BIPOK to BINOS to NUSNA to SIFAH to BORGI.
DOBMA 1A	From BAWAL to BIMOV to MENAK to BOKEX to BUAYA to DOBMA.
EMTAS 1A	From BAWAL to BIMOV to MENAK to BOKEX to BUAYA to GAJAH to EMTAS.
HOSTY 1A	From BAWAL to BIMOV to MENAK to BOKEX to BUAYA to MALGI to HOSTY.
KOLTA 1L	From BAWAL to BIMOV to MENAK to BANGO to BIPOK to BINOS to NUSNA to SIFAH to AGUDA to KOLTA.
MUBOT 1A	From BAWAL to BIMOV to RUVBA to KADKO to TIREX to BOSKU to PEBGU to MUBOT.
MUBOT 1B	From BAWAL to BIMOV to RUVBA to KADKO to TIREX to BOSKU to PEBGU to MUBOT.
NUSKI 1A	From BAWAL to BIMOV to MENAK to BANGO to BIPOK to AGULO to NUSKI.
OKANG 1A	From BAWAL to BIMOV to MENAK to BANGO to BIPOK to BINOS to NUSNA to OKANG.
OKANG 1B	From BAWAL to BIMOV to MENAK to BANGO to BIPOK to BINOS to NUSNA to OKANG.
PEDET 3A	From BAWAL to BIMOV to AKTOX to VASNU to BANDE to MUDIK to PEDET.
SULAR 1A	From BAWAL to BIMOV to AKTOX to VASNU to BANDE to MUDIK to PIKAP to TEPOS to SULAR.
TEPOS 1A	From BAWAL to BIMOV to AKTOX to VASNU to BANDE to MUDIK to PIKAP to TEPOS.

CHANGES: Bearings revised.

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Apt Elev	Trans alt: 11000
14	RNAV-1 GNSS required

ATMAP 1A [ATMA1A]
GABIT 1A [GABI1A]
GIWOT 1A [GIWO1A]
KALIV 1A [KALI1A]
LEDOM 1A [LEDO1A]
LIPRA 1A [LIPR1A]
NYOMA 1A [NYOM1A]
RNAV DEPARTURES
(RWY 09)

INITIAL CLIMB

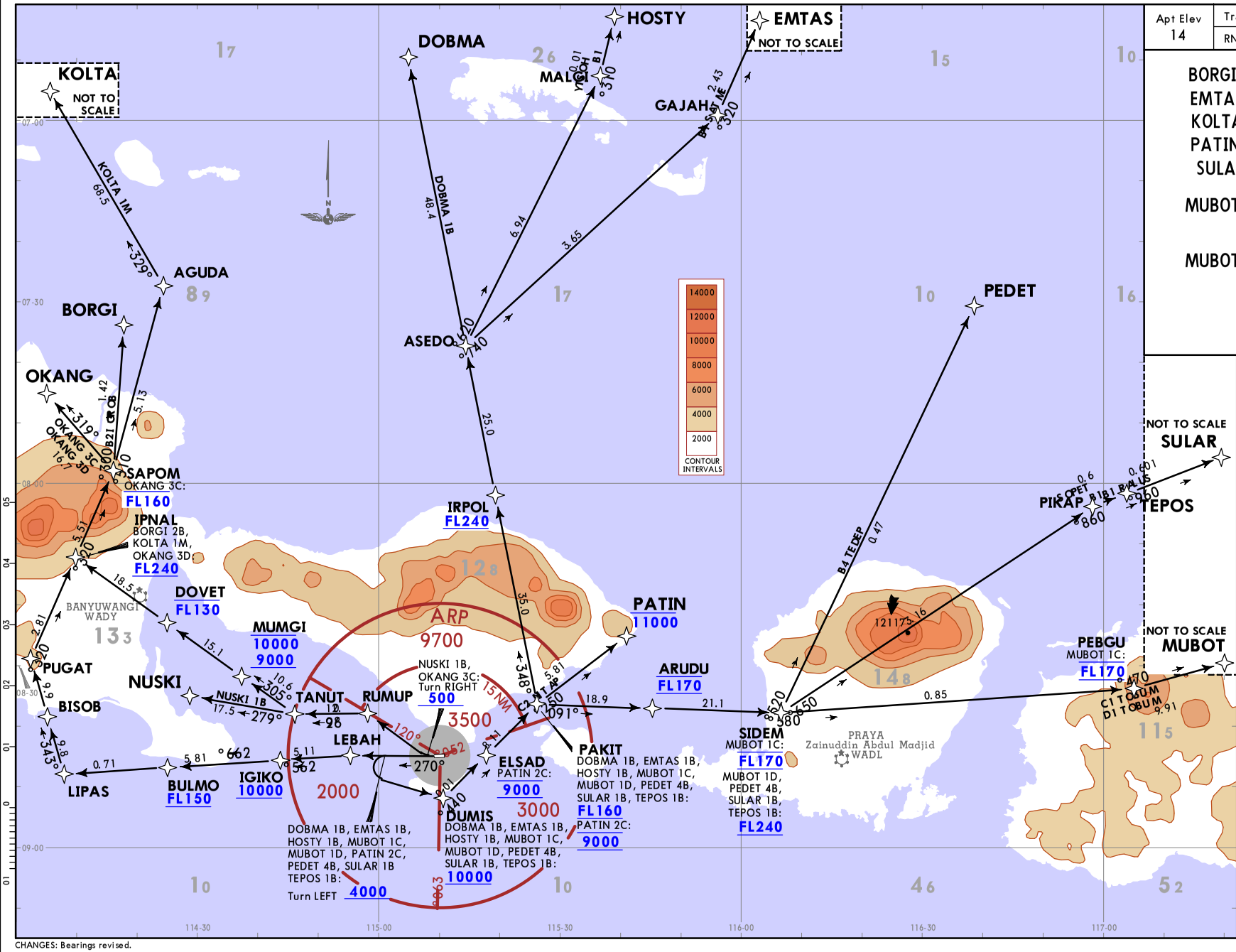
Climb on course 087° to BAWAL.

SID	ROUTING
ATMAP 1A	From BAWAL to GUNEM to SEKNO to DORBO to PALSU to GAGAK to ATMAP.
GABIT 1A	From BAWAL to CODOT to SUMOD to RUTRI to PALBO to GABIT.
GIWOT 1A	From BAWAL to GUNEM to SEKNO to DORBO to UGUSA to JALAK to GIWOT.
KALIV 1A	From BAWAL to GUNEM to SEKNO to DORBO to GAPIH to MALEO to KALIV.
LEDOM 1A	From BAWAL to CODOT to SUMOD to RUTRI to ANGSA to LEDOM.
LIPRA 1A	From BAWAL to GUNEM to SEKNO to DORBO to UGUSA to MURAI to LIPRA.
NYOMA 1A	From BAWAL to CODOT to SUMOD to RUTRI to SRITI to NYOMA.

CHANGES: Bearings to GIWOT & GAGAK revised.

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Apt Elev	Trans alt: 11000
14	RNAV-1 GNSS required

BORGI 2B [BORG2B], DOBMA 1B [DOBM1B]
EMTAS 1B [EMTA1B], HOSTY 1B [HOST1B]
KOLTA 1M [KOLT1M], NUSKI 1B [NUSK1B]
PATIN 2C [PATI2C], PEDET 4B [PEDE4B],
SULAR 1B [SULA1B], TEPOS 1B [TEPO1B]

MUBOT 1C [MUBO1C], OKANG 3C [OKAN3C]
CAT A & B

MUBOT 1D [MUBO1D], OKANG 3D [OKAN3D]
CAT C & D

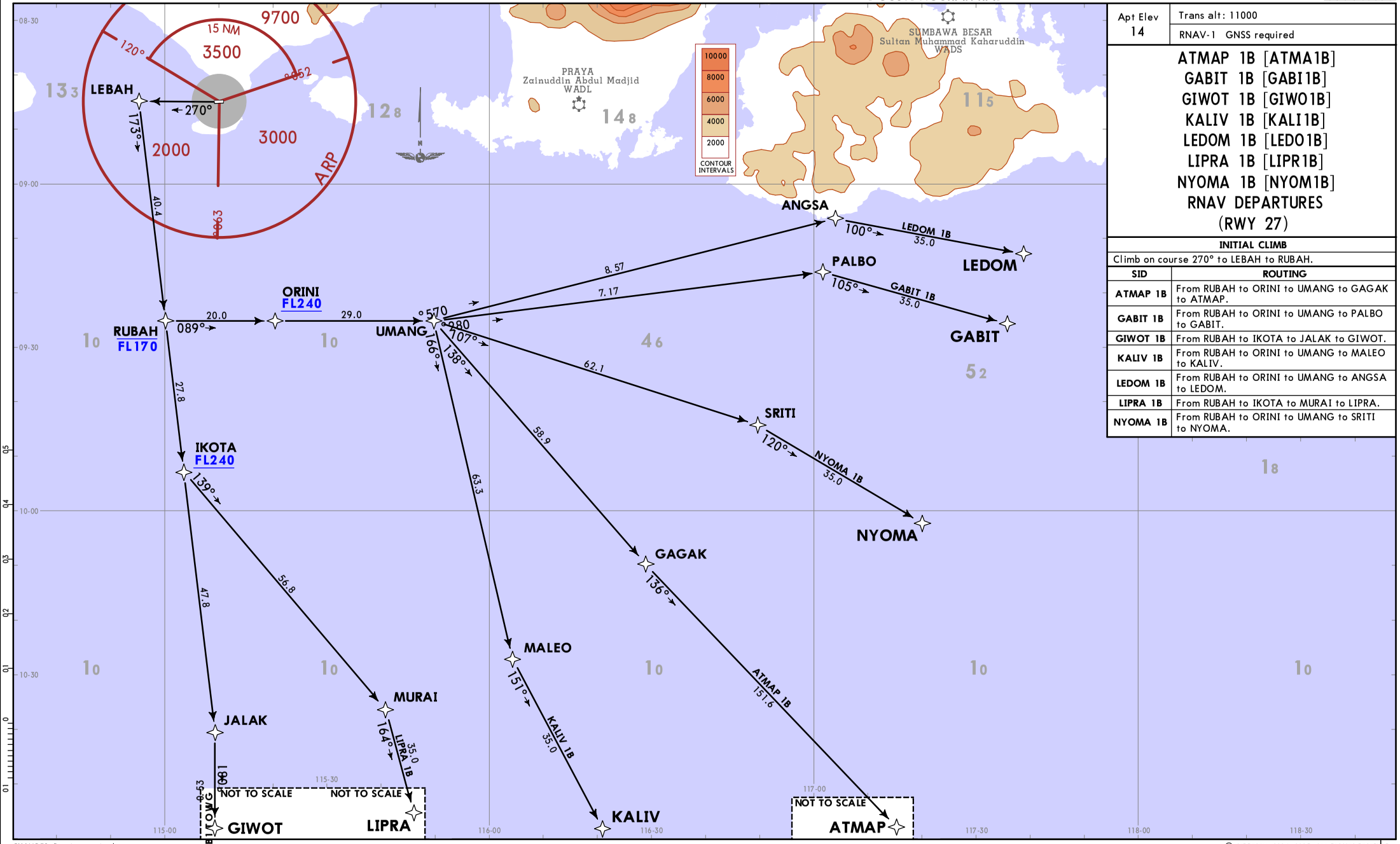
RNAV DEPARTURES
(RWY 27)

SID	ROUTING
BORGI 2B	Climb on course 270° to LEBAH to IGIKO to BULMO to LIPAS to BISOB to PUGAT to IPNAL to SAPOM to BORGI.
DOBMA 1B	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to IRPOL to ASEDO to DOBMA.
EMTAS 1B	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to IRPOL to ASEDO to GAJAH to EMTAS.
HOSTY 1B	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to IRPOL to ASEDO to MALGI to HOSTY.
KOLTA 1M	Climb on course 270° to LEBAH to IGIKO to BULMO to LIPAS to BISOB to PUGAT to IPNAL to SAPOM to AGUDA to KOLTA.
MUBOT 1C	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to ARUDU to SIDEM to PEBGU to MUBOT.
MUBOT 1D	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to ARUDU to SIDEM to PEBGU to MUBOT.
NUSKI 1B	Climb on course 270° at or above 500 turn RIGHT direct to RUMUP to TANUT to NUSKI.
OKANG 3C	Climb on course 270° at or above 500 turn RIGHT direct to RUMUP to TANUT to MUMGI to DOVET to IPNAL to SAPOM to OKANG
OKANG 3D	Climb on course 270° to LEBAH to IGIKO to BULMO to LIPAS to BISOB to PUGAT to IPNAL to SAPOM to OKANG.
PATIN 2C	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to PATIN.
PEDET 4B	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to ARUDU to SIDEM to PEDET.
SULAR 1B	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to ARUDU to SIDEM to PIKAP to TEPOS to SULAR.
TEPOS 1B	Climb on course 270° at or above 4000 turn LEFT direct to DUMIS to ELSAD to PAKIT to ARUDU to SIDEM to PIKAP to TEPOS.

CHANGES: Bearings revised.

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Apt Elev	Trans alt: 11000
14	RNAV-1 GNSS required

ATMAP 1B [ATMA1B]
GABIT 1B [GABI1B]
GIWOT 1B [GIWO1B]
KALIV 1B [KALI1B]
LEDOM 1B [LEDO1B]
LIPRA 1B [LIPR1B]
NYOMA 1B [NYOM1B]
RNAV DEPARTURES
(RWY 27)

INITIAL CLIMB

Climb on course 270° to LEBAH to RUBAH.

SID	ROUTING
ATMAP 1B	From RUBAH to ORINI to UMANG to GAGAK to ATMAP.
GABIT 1B	From RUBAH to ORINI to UMANG to PALBO to GABIT.
GIWOT 1B	From RUBAH to IKOTA to JALAK to GIWOT.
KALIV 1B	From RUBAH to ORINI to UMANG to MALEO to KALIV.
LEDOM 1B	From RUBAH to ORINI to UMANG to ANGSA to LEDOM.
LIPRA 1B	From RUBAH to IKOTA to MURAI to LIPRA.
NYOMA 1B	From RUBAH to ORINI to UMANG to SRITI to NYOMA.

CHANGES: Bearings revised.

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CLOSURE OF AIRCRAFT STANDS

(AIRAC AIP SUP 61/24)

GENERAL

The purpose of this chart is to notify the aviation industry regarding of the closure of aircraft stands A7 until A10 at I Gusti Ngurah Rai Airport - Bali.

Any changes of the information in this chart will be notified by NOTAM.

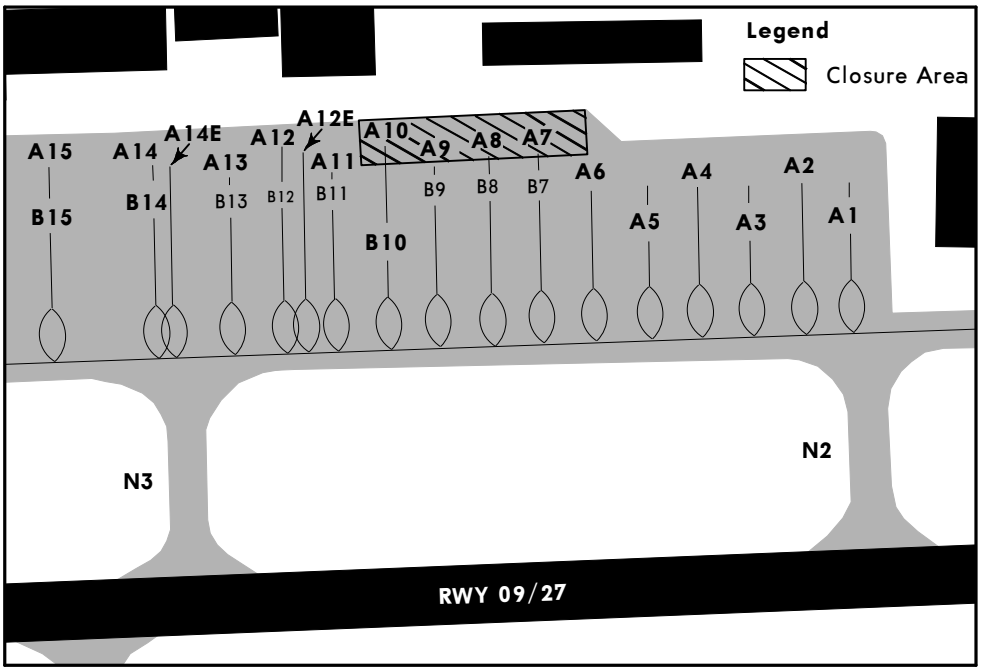
IMPLEMENTATION DATE

This chart will be effective on 23 January 2025 until 23 January 2026.

DESCRIPTION

Aircraft stand A7 until A10 are closed due to operational reason.

Aircraft stand	Coordinate	Capacity
A7 thru A10	S08 44.7 E115 10.5	A321



CHANGES: SUP number, dates.

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WADD/DPS

Apt Elev 14′

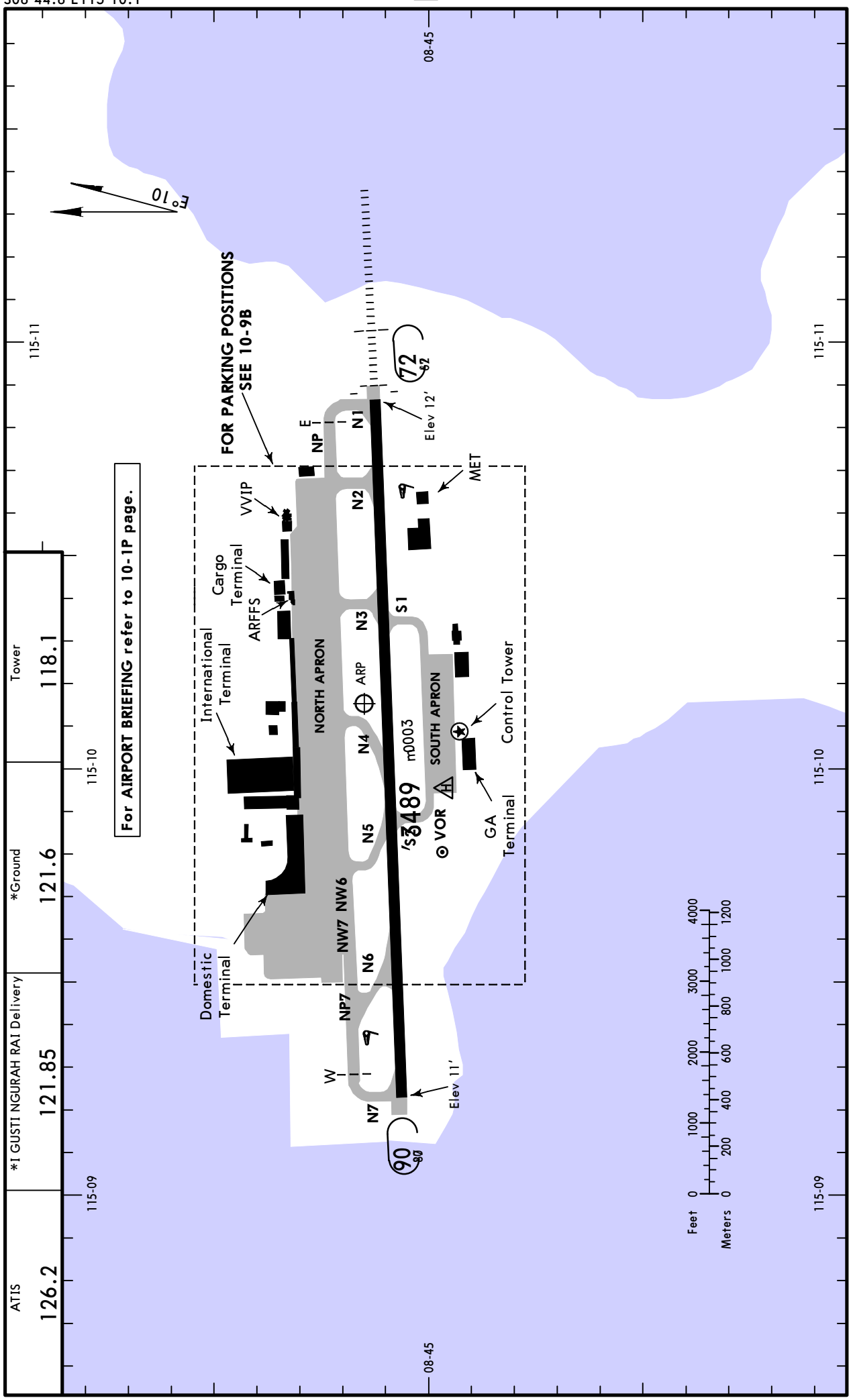
S08 44.8 E115 10.1

JEPPESEN

13 FEB 26 (10-9) Eff 19 Feb

BALI, INDONESIA

I GUSTI NGURAH RAI



ATIS 126.2	*I GUSTI NGURAH RAI Delivery 121.85	*Ground 121.6	Tower 118.1

CHANGES: Ground frequency.

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GENERAL

CAUTION advise due to many kites around aerodrome, height up to 2500'.
Animals in vicinity of airport.
Runway closed at 2100-2130 daily and every Tuesday at 1800-2300.
All pilots shall report bay number, aircraft registration, and people on board before starting engines.
Departure or arrival aircrafts are expected delay due to runway inspection at 0900-0915 daily.
Aerodrome closed on every Bali's Day of Silence.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL (60m)	REIL	PAPI-L (angle 3.0°)				148' 45m
27	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)		8777' 2675m		

State	1 TAKE-OFF
1 & 2 Eng	V1600m
3 & 4 Eng	V800m

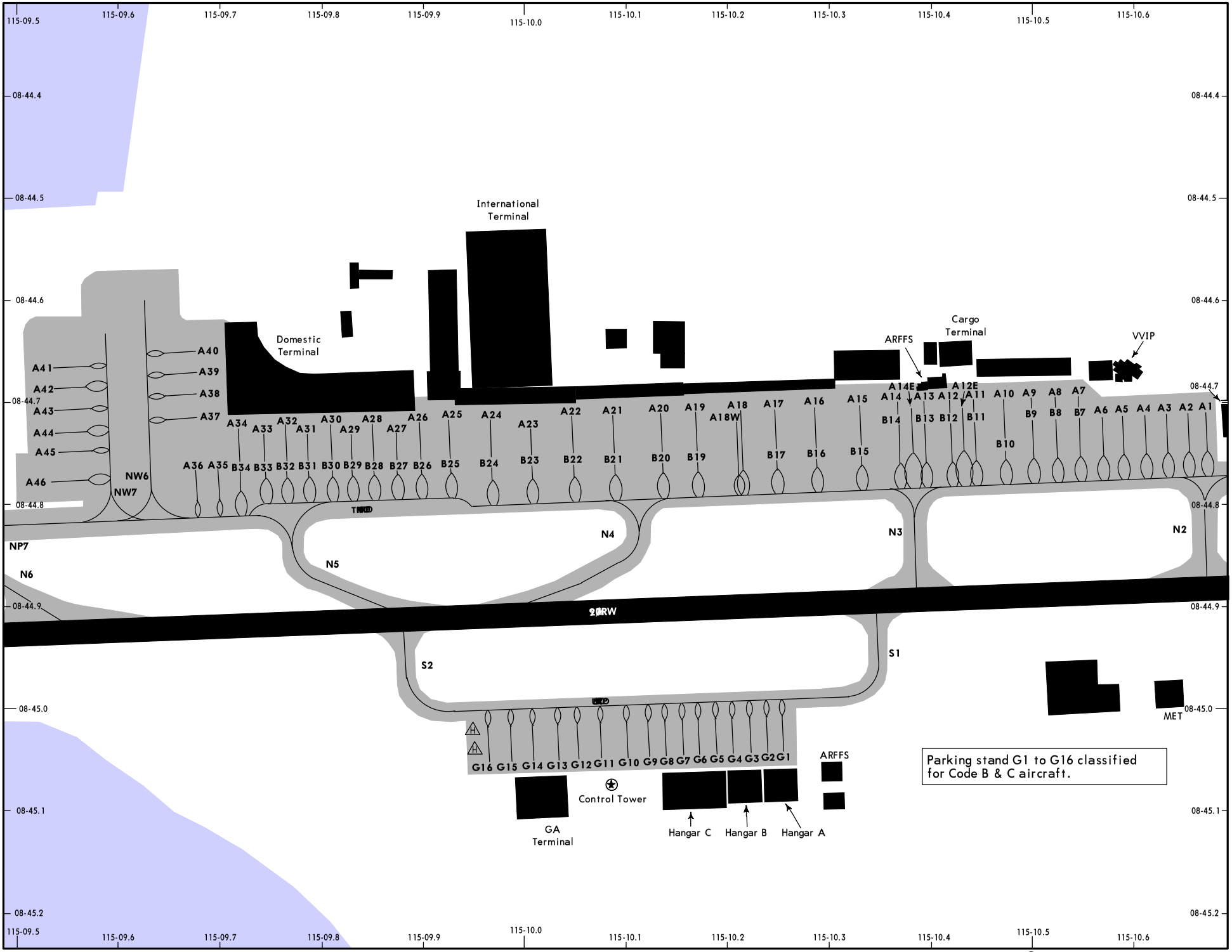
1 For helicopters: V800m.

CHANGES: None.

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JEPPESEN 7 NOV 25 10-9B

BALI, INDONESIA
I GUSTI NGURAH RAI



CHANGES: None.

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PARKING STAND COORDINATES

STAND No.	COORDINATES	CAPACITY
	NORTH APRON	
A1	S08 44.7 E115 10.7	A321
A2	S08 44.7 E115 10.6	B773
A3	S08 44.7 E115 10.6	A321
A4	S08 44.7 E115 10.6	B773
A5, A6	S08 44.7 E115 10.6	A321
A7 thru A10	S08 44.7 E115 10.5	A321
A11, A12	S08 44.7 E115 10.4	A321
A12E	S08 44.7 E115 10.4	B773
A13, A14	S08 44.7 E115 10.4	A321
A14E	S08 44.7 E115 10.4	A388
A15	S08 44.7 E115 10.3	A388
A16	S08 44.7 E115 10.3	B773
A17	S08 44.7 E115 10.2	B773
A18	S08 44.7 E115 10.2	A333
A18W	S08 44.7 E115 10.2	A321
A19	S08 44.7 E115 10.2	B773
A20, A21	S08 44.7 E115 10.1	B773
A22 thru A24	S08 44.7 E115 10.0	B773
A25, A26	S08 44.7 E115 09.9	B773
A27	S08 44.7 E115 09.9	ATR-72
A28	S08 44.7 E115 09.8	B773
A29	S08 44.7 E115 09.8	ATR-72
A30	S08 44.7 E115 09.8	A333
A31	S08 44.7 E115 09.8	ATR-72
A32	S08 44.7 E115 09.8	A333
A33	S08 44.7 E115 09.7	ATR-72
A34	S08 44.7 E115 09.7	B739-ER
A35, A36	S08 44.8 E115 09.7	B739-ER
A37 thru A40	S08 44.7 E115 09.7	B739-ER
A41	S08 44.7 E115 09.5	A321
A42	S08 44.7 E115 09.5	B773
A43	S08 44.7 E115 09.5	A321
A44	S08 44.7 E115 09.5	B773
A45	S08 44.7 E115 09.5	A321
A46	S08 44.8 E115 09.5	A388
B7 thru B10	S08 44.7 E115 10.5	A321
B11 thru B14	S08 44.7 E115 10.4	A321
B15, B16	S08 44.7 E115 10.3	B739-ER
B17, B19	S08 44.8 E115 10.2	B739-ER
B20, B21	S08 44.8 E115 10.1	B739-ER
B22 thru B24	S08 44.8 E115 10.0	B739-ER
B25, B26	S08 44.8 E115 09.9	B739-ER
B27	S08 44.8 E115 09.9	ATR-72
B28	S08 44.8 E115 09.8	B739-ER
B29	S08 44.8 E115 09.8	ATR-72
B30	S08 44.8 E115 09.8	B739-ER
B31	S08 44.8 E115 09.8	ATR-72
B32	S08 44.8 E115 09.8	B739-ER
B33	S08 44.8 E115 09.7	ATR-72
B34	S08 44.8 E115 09.7	B739-ER

PARKING STAND COORDINATES

STAND No.	COORDINATES	CAPACITY
	SOUTH APRON	
G1 thru G4	S08 45.0 E115 10.2	B735
G5	S08 45.0 E115 10.2	A333
G6	S08 45.0 E115 10.1	B735
G7	S08 45.0 E115 10.1	A333
G8	S08 45.0 E115 10.1	B735
G9	S08 45.0 E115 10.1	A333
G10, G11	S08 45.0 E115 10.1	B735
G12 thru G16	S08 45.1 E115 10.0	B735

CHANGES: Stand A46 capacity.

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WADD/DPS
I GUSTI NGURAH RAI

JEPPESEN
13 FEB 26 (11-1) Eff 19 Feb

BALI, INDONESIA
ILS or LOC Rwy 27

ATIS	BALI Radar (APP)	I GUSTI NGURAH RAI Tower	*Ground
126.2	119.7	118.1	121.6

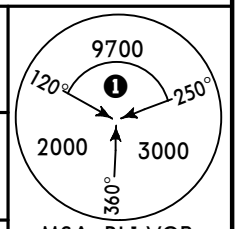
BRIEFING STRIP ™

LOC IDPS	Final Apch Crs	D6.2 IDPS	ILS DA(H)	Apt Elev 14′
110.3	267°	2000′ (1988′)	265′ (253′)	Rwy 12′

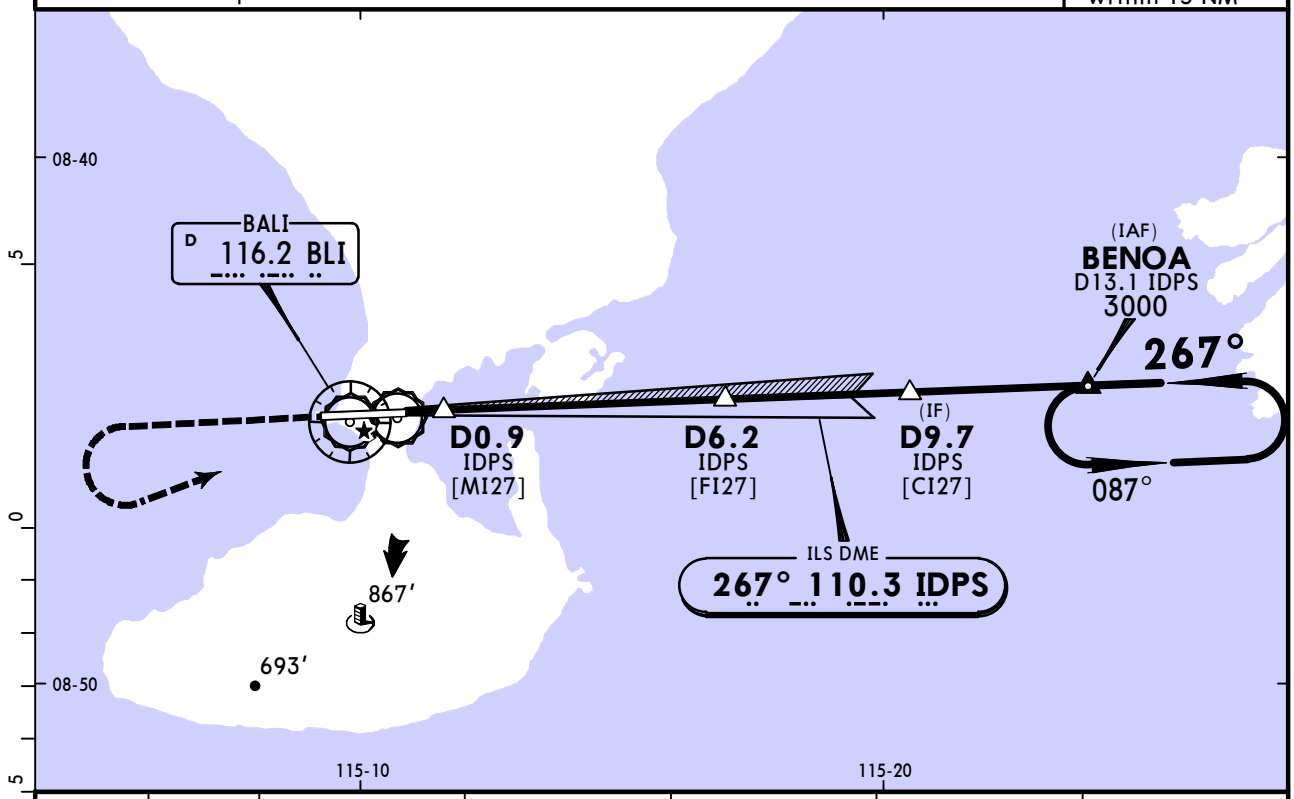
MISSED APCH: Climb STRAIGHT AHEAD until 1500′, turn LEFT to overhead BLI VOR at or above 5000′ then intercept BLI VOR R-087 outbound proceed to BENOA 6000′ for holding or as instructed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL130 | Trans alt: 11000′

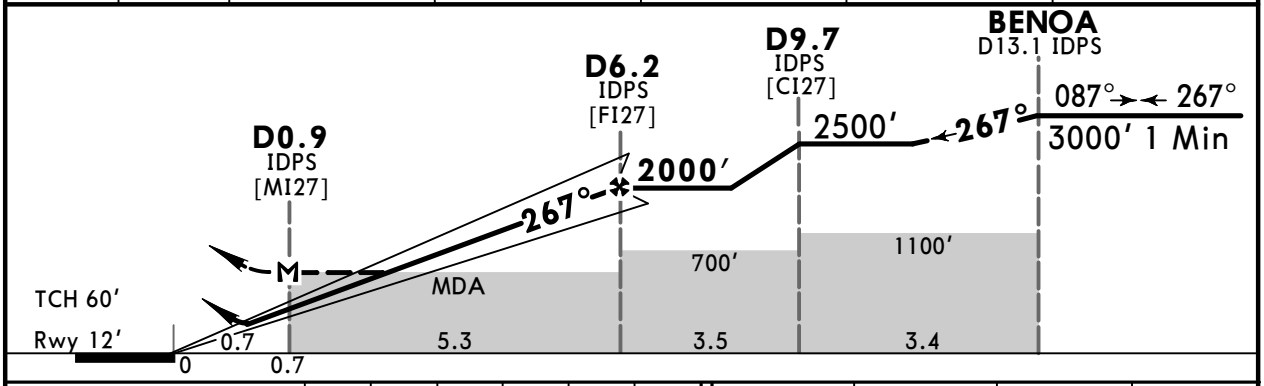
VOR and DME required.



MSA BLI VOR
3500
within 15 NM



LOC (GS out)	IDPS DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	663′	981′	1299′	1618′	1936′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.9 IDPS							
D6.2 IDPS to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

HIALS
PAPI

1500′
5000′
LT

BLI
116.2

State

STRAIGHT-IN LANDING

ILS DA(H) 265′ (253′) ALS out		LOC (GS out) MDA(H) 360′ (348′) ALS out	
V800m	V1400m	V1000m	V1900m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	720′ (706′)	V3300m
135		
180	1250′ (1236′)	V5000m
205		

PANS OPS

CHANGES: Ground frequency.

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WADD/DPS
I GUSTI NGURAH RAI

JEPPESEN
13 FEB 26 (12-1) **Eff 19 Feb**

BALI, INDONESIA
RNP Rwy 09

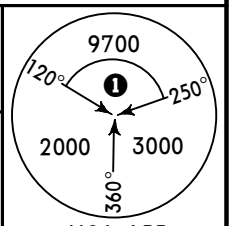
BRIEFING STRIP™

ATIS	BALI Radar (APP)	I GUSTI NGURAH RAI Tower	*Ground
126.2	119.7	118.1	121.6

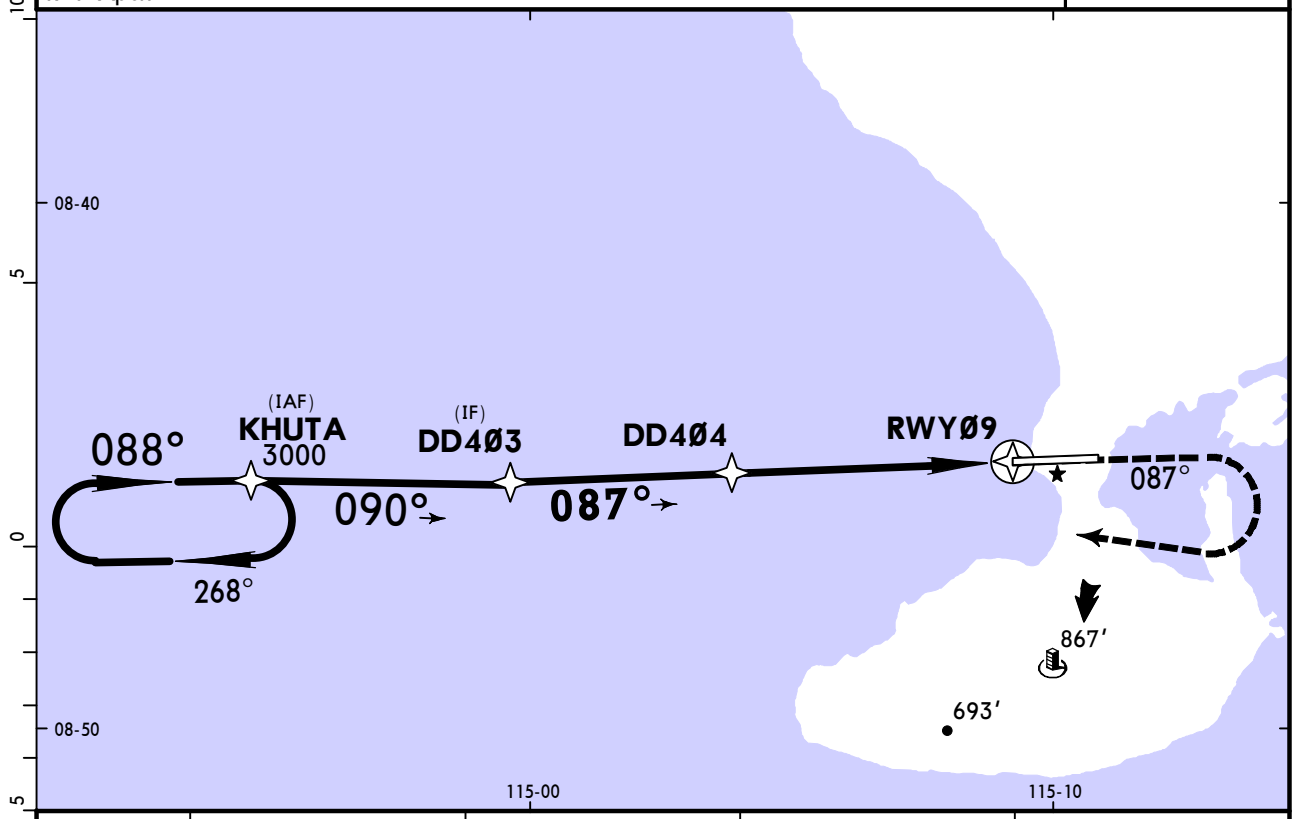
RNAV	Final Apch Crs **087°**	**DD4Ø4** **1700′** (1686′)	LNAV/VNAV DA(H) **280′** (266′)	Apt Elev 14′

MISSED APCH: Climb on course 087° at or above 2000′ turn RIGHT direct to KHUTA 3000′ for holding or as instructed by ATC.

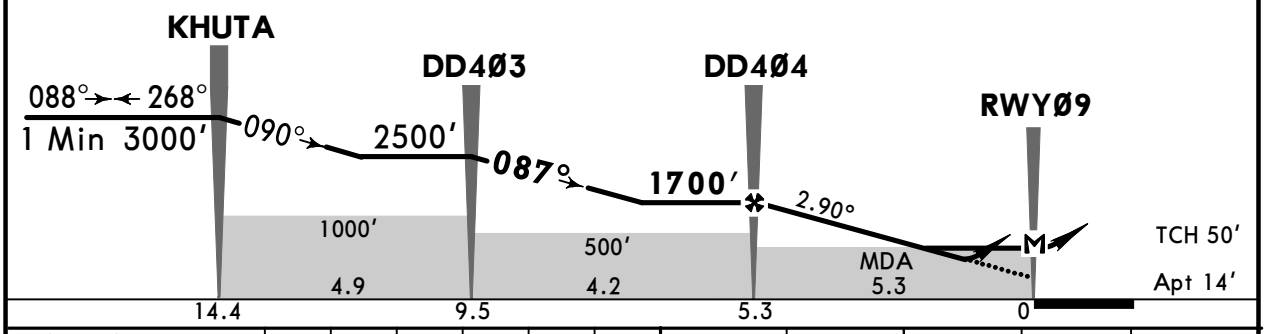
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′
RNP Apch			



MSA ARP
❶ 3500
within 15 NM



DIST to RWYØ9	5.0	4.0	3.0	2.0
ALTITUDE	1603′	1295′	987′	679′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWYØ9							
FAF to RWYØ9	5.3	4:33	3:32	3:11	2:39	2:16	1:59

REIL
PAPI-L

2000′ on 087° RT KHUTA

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) **280′** (266′)	LNAV MDA(H) **370′** (356′)
A	V1500m	V2000m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	720′ (706′) V3300m
135	
180	1250′ (1236′) V5000m
205	

PANS OPS

CHANGES: Ground frequency.

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WADD/DPS
I GUSTI NGURAH RAI

JEPPESEN
13 FEB 26 (12-2) Eff 19 Feb

BALI, INDONESIA
RNP Rwy 27

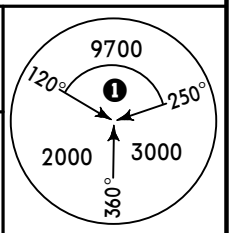
BRIEFING STRIP™

ATIS	BALI Radar (APP)	I GUSTI NGURAH RAI Tower	*Ground
126.2	119.7	118.1	121.6

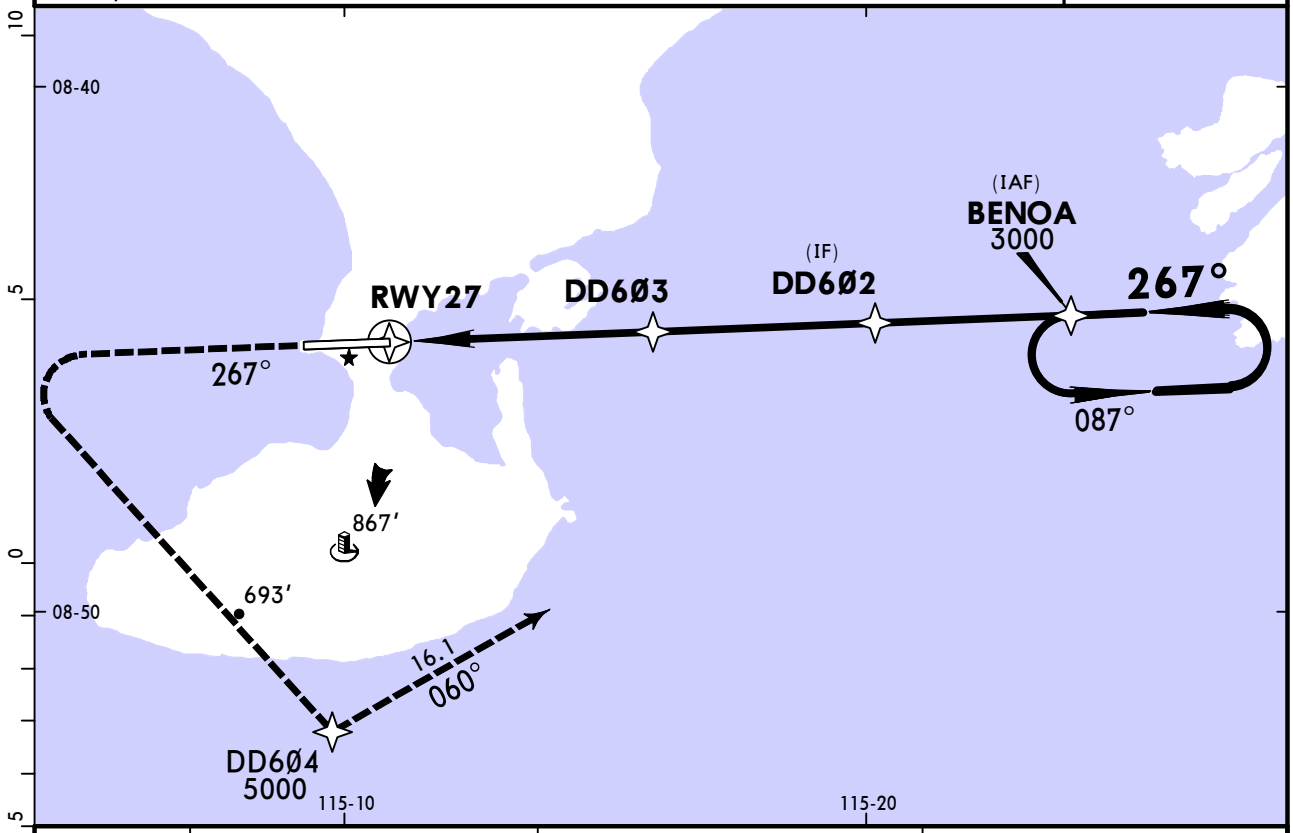
RNAV	Final Apch Crs	DD6Ø3	LNAV/VNAV DA(H)	Apt Elev 14′
	267°	1600′ (1586′)	300′ (286′)	

MISSED APCH: Climb on course 267° until 3000′, turn LEFT direct to DD6Ø4 at or above 5000′ to BENOA 6000′ for holding or as instructed by ATC.

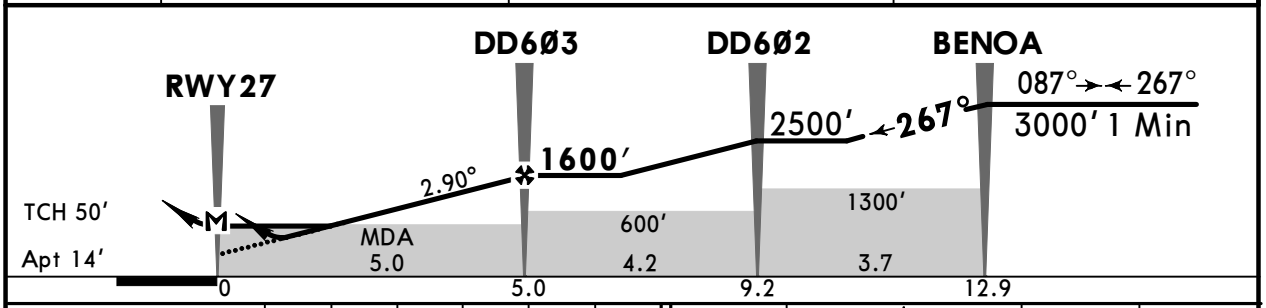
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′
RNP Apch			



MSA ARP
❶ 3500
within 15 NM



DIST to RWY27	2.0	3.0	4.0
ALTITUDE	678′	985′	1293′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY27							
FAF to RWY27	5.0	4:17	3:20	3:00	2:30	2:09	1:53

HIALS
PAPI
3000′ on 267°
LT
DD6Ø4

PANS OPS

State

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) 300′ (286′) ALS out		STRAIGHT-IN LANDING LNAV MDA(H) 390′ (376′) ALS out		CIRCLE-TO-LAND Max Kts	MDA(H)
A	V800m	V1600m	V1300m	V2200m	100	720′ (706′) V3300m
B					135	
C					180	1250′ (1236′) V5000m
D					205	

CHANGES: Ground frequency.

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WADD/DPS
I GUSTI NGURAH RAI

JEPPESEN
13 FEB 26 (13-1) Eff 19 Feb

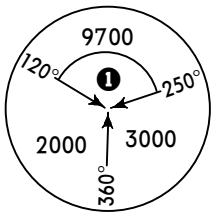
BALI, INDONESIA
VOR Rwy 09

ATIS	BALI Radar (APP)	I GUSTI NGURAH RAI Tower	*Ground
126.2	119.7	118.1	121.6

BRIEFING STRIP™

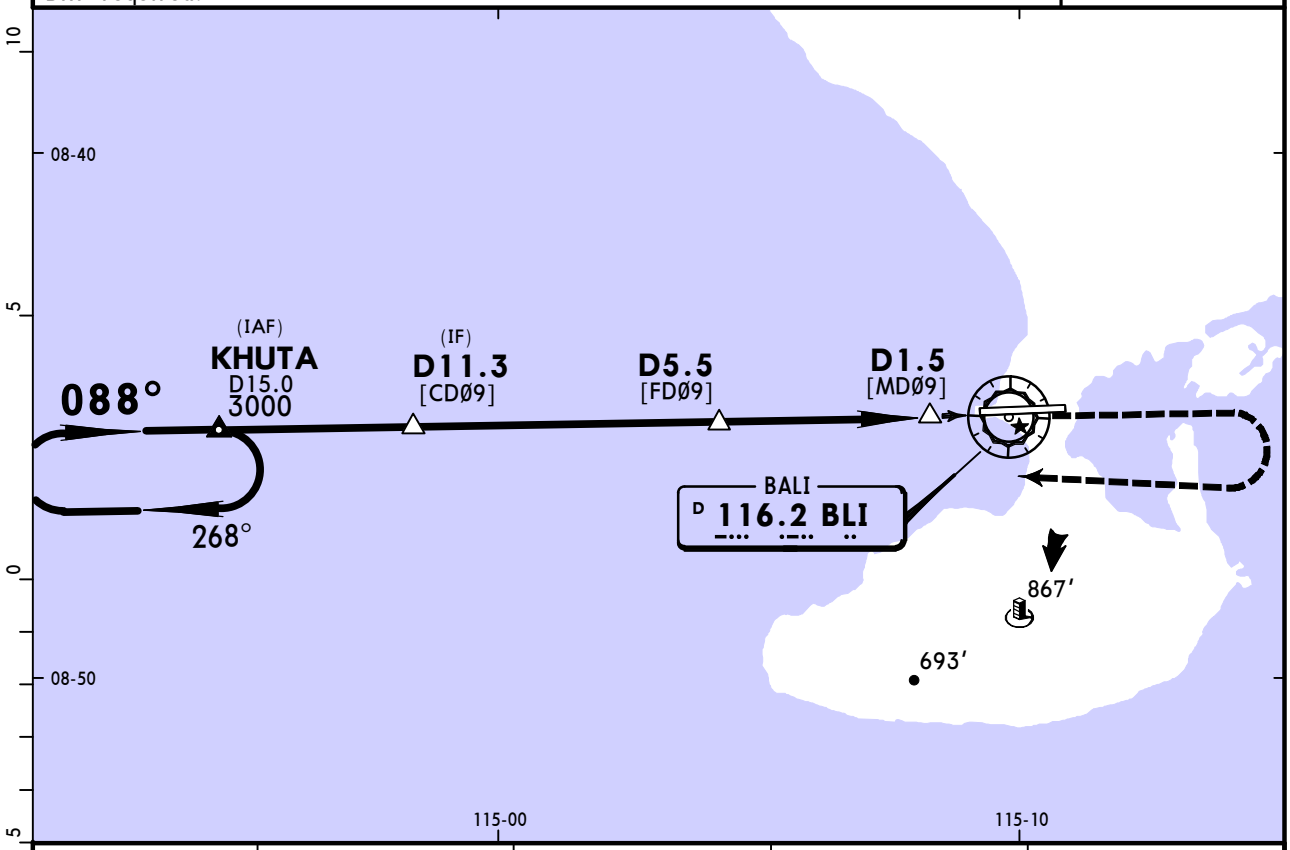
VOR BLI	Final Apch Crs	D5.5	MDA(H)	Apt Elev 14′
116.2	088°	1650′ (1636′)	370′ (356′)	

MISSED APCH: Climb STRAIGHT AHEAD at or above 2000′ turn RIGHT intercept BLI VOR R-268 proceed to KHUTA 3000′ for holding or as instructed by ATC.

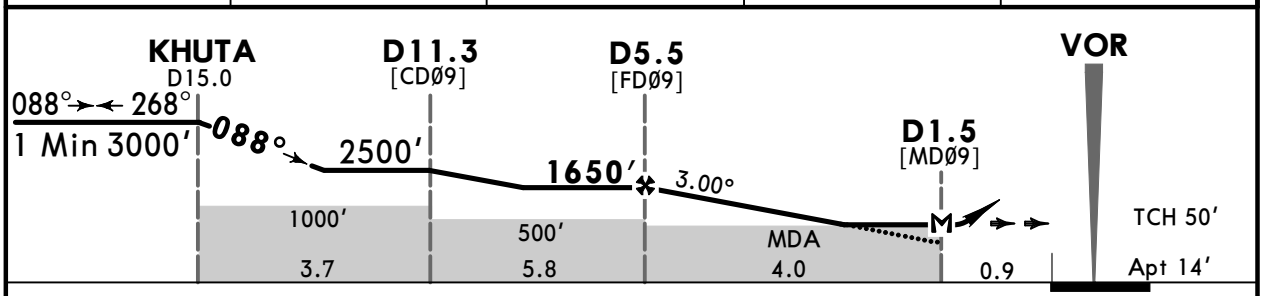


MSA BLI VOR
❶ 3500
within 15 NM

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL130	Trans alt: 11000′
DME required.			



BLI DME	5.0	4.0	3.0	2.0
ALTITUDE	1491′	1173′	855′	537′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5							
D5.5 to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

REIL
PAPI-L

2000′

RT

BLI
116.2
R-268

KHUTA

PANS OPS

State

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND		
	MDA(H) 370′ (356′)	Max Kts	MDA(H)	
A	V2000m	100	720′ (706′)	V3300m
B		135		
C		180	1250′ (1236′)	V5000m
D		205		

CHANGES: Ground frequency.

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WADD/DPS
I GUSTI NGURAH RAI

JEPPESEN
13 FEB 26 (13-2) Eff 19 Feb

BALI, INDONESIA
VOR Rwy 27

ATIS	BALI Radar (APP)	I GUSTI NGURAH RAI Tower	*Ground
126.2	119.7	118.1	121.6

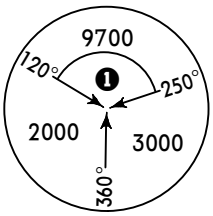
BRIEFING STRIP™

VOR BLI	Final Apch Crs	D6.0	MDA(H)	Apt Elev 14′
116.2	267°	1650′ (1636′)	370′ (356′)	

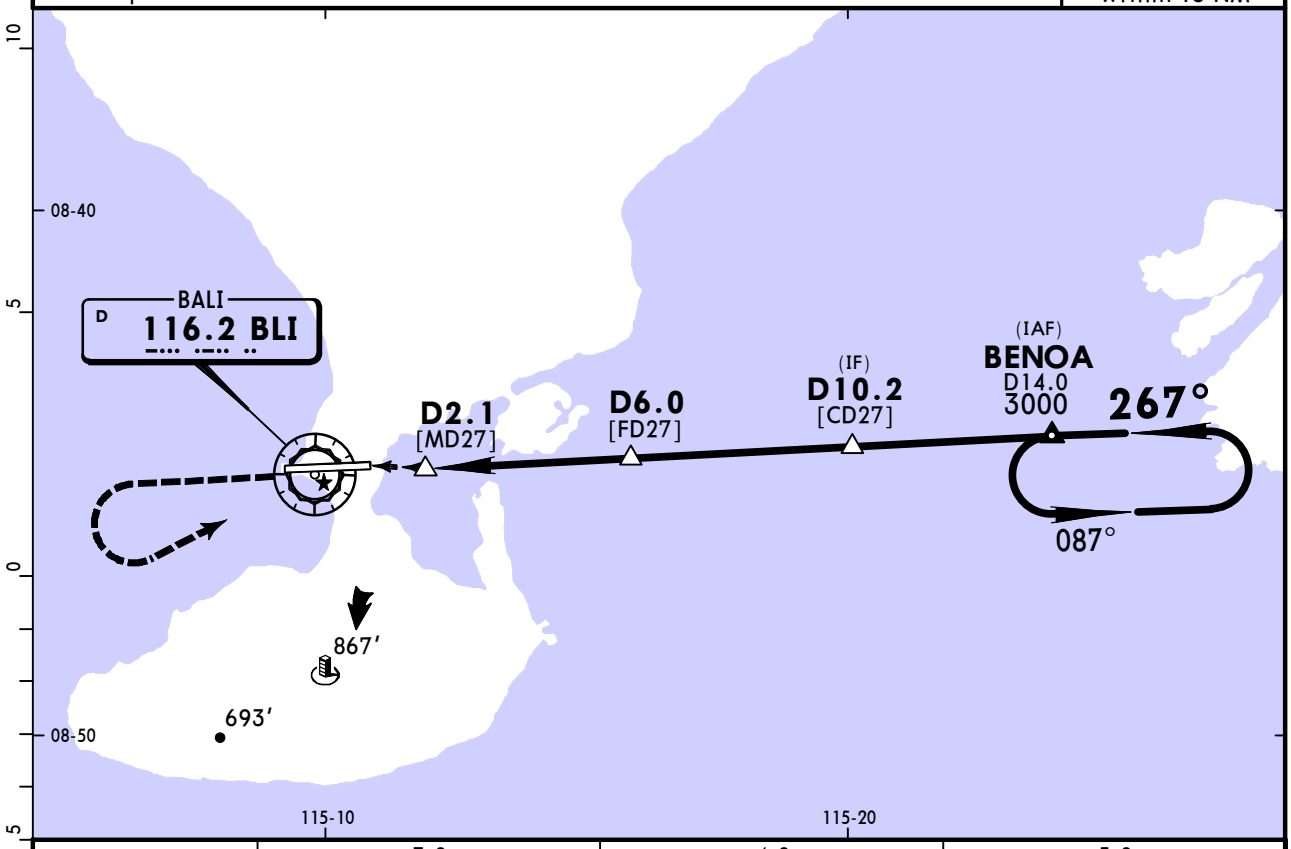
MISSED APCH: Climb STRAIGHT AHEAD until 2000′, turn LEFT to overhead BLI VOR at or above 5000′ then intercept BLI VOR R-087 proceed to BENOA 6000′ for holding or as instructed by ATC.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000′

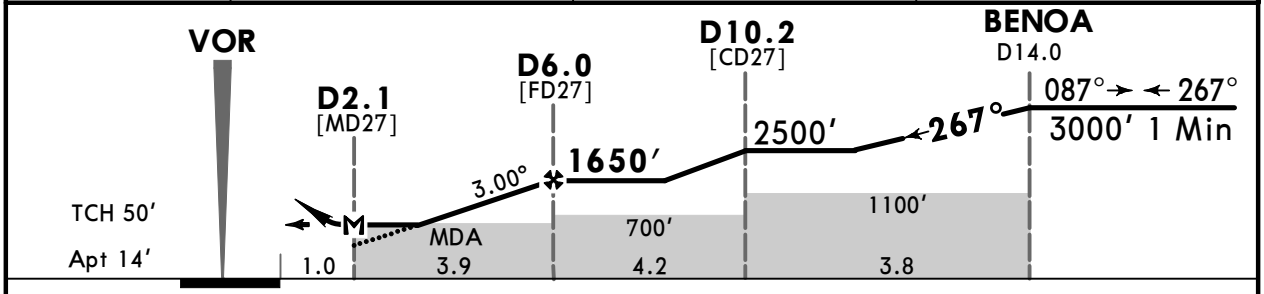
DME required.



MSA BLI VOR
1 3500
within 15 NM



BLI DME	3.0	4.0	5.0
ALTITUDE	695′	1013′	1332′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.1							
D6.0 to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

HIALS
PAPI
2000′
LT
BLI
116.2

State

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
MDA(H) 370′ (356′)		Max Kts	MDA(H)	
	ALS out			
A	V1100m	100	720′ (706′)	V3300m
B		135		
C		180	1250′ (1236′)	V5000m
D	V2000m	205		

PANS OPS

CHANGES: Ground frequency.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BALI, (I GUSTI NGURAH RAI - WADD)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WADD

Type: Terminal
Effectivity: Temporary
Begin Date: 20260416
End Date: 20280416

(10-9B) PARKING STANDS, (10-9C) PARKING STAND COORDS. Per AIRAC SUP 020-26 Aircraft stand number A7 thru A10 are closed due to operational reasons. Refer also to the latest NOTAM.

Chart Change Notices for Country IDN

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Within JAKARTA and UJUNG PANDANG FIRs, WEST of Longitude 135°E: Trans level: FL 130, Trans alt: 11000'. Within UJUNG PANDANG FIR, EAST of Longitude 135°E Trans level: FL 180, Trans alt: 18000'.