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List of pages in this Trip Kit

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General Information

Location: JAKARTA IDN
ICAO/IATA: WIII / CGK
Lat/Long: S06° 07.42', E106° 39.67'
Elevation: 34 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2255 Z
Sunset: 1045 Z

Runway Information

Runway: 06
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge, ALS, Centerline

Runway: 07L
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 29 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 07R
Length x Width: 12008 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 34 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 24
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt

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TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline

Runway: 25L
Length x Width: 12008 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 25R
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Communication Information

ATIS: 126.850
Soekarno-Hatta Tower: 118.200
Soekarno-Hatta Tower: 118.750 Secondary
Soekarno-Hatta Tower: 119.300 Secondary
Soekarno-Hatta Tower: 120.250
Soekarno-Hatta Ground: 121.600
Soekarno-Hatta Ground: 121.750
Soekarno-Hatta Ground: 123.150
Soekarno-Hatta Ground: 128.850 Secondary
Soekarno-Hatta Ground: 128.950 Secondary
Apron Tower Ramp/Taxi: 121.850 Secondary
Apron Tower Ramp/Taxi: 121.900
Soekarno-Hatta Clearance Delivery: 125.150
Soekarno-Hatta Clearance Delivery: 124.250 Secondary
Soekarno-Hatta Clearance Delivery: 121.950
Jakarta Terminal Control Area: 124.550 Secondary
Jakarta Terminal Control Area: 119.750
Jakarta Terminal Control Area: 123.750
Jakarta Terminal Control Area: 124.950 Secondary
Jakarta Terminal Control Area: 125.050 Secondary
Jakarta Terminal Control Area: 127.900
Jakarta Radar: 119.750
Jakarta Radar: 123.750
Jakarta Radar: 124.150 Secondary
Jakarta Radar: 124.200 Secondary
Jakarta Radar: 124.350
Jakarta Radar: 124.550 Secondary
Jakarta Radar: 124.950 Secondary
Jakarta Radar: 125.350 Secondary
Jakarta Radar: 125.450
Jakarta Radar: 126.450 Secondary
Jakarta Radar: 127.900
Jakarta Radar: 127.950
Jakarta Radar: 130.100
Jakarta Radar: 125.050 Secondary

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GENERAL

1. RUNWAY LIMITATION PROCEDURES

Runway 06/24 are operated only for landing.

When Runway 06 operate, Runway 07L is used only for take-off and Runway 07R is used for take-off and landing or subject to ATC clearance.

When Runway 24 operate, Runway 25R is used only for take-off and Runway 25L is used for take-off and landing or subject to ATC clearance.

When Runway 06/24 will operate for take-off and landing it will be notiefied by NOTAM.

2. LOW VISIBILITY PROCEDURES

During low visibility conditions, a landing or taxiing aircraft is requested to report when a runway has been vacated. The report shall be made when the entire aircraft is beyond the relevant runway holding position.

At the intersection of taxiways, an aircraft on a taxiway is 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.

ARRIVAL

1. INTRODUCTION

Pilots shall ensure that they have completed an early review and thorough 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.

ATC will provide additional instruction to exit expeditiously on Rapid Exit Taxiway upon landing clearance. If there is any doubt when receiving a clearance or instruction, clarification should be immediately requested from ATC before the clearance or instruction is enacted.

Upon landing, pilots should use appropriate retardation to exit the runway without delay.

The aim should be to achieve a normal touchdown with progressive smooth deceleration to exit at a safe speed at the nominated exit point.

To ensure minimum Runway Occupancy Time (ROT) after landing pilots are required to vacate the Rwy 07L/25R or 07R/25L in the shortest possible time via Rapid Exit Taxiway as provided on chart 10-9A or as instructed by ATC. Target the earliest suitable exit and exit the runway expeditiously.

Runway Occupancy Time (ROT)

Runway Occupancy Time	Time (in Second)
ROTT	90
ROTL	55

Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurence of 'go-arounds'.

Aircraft vacating the runway-in-use should not stop on the exit taxiway until the entire aircraft has passed the runway holding point.

Aircraft taxiing out of runway in use shall contact Ground Control upon passing runway holding point.

When Pilots are not able to comply with this requirement/request should notify TOWER as soon as possible.

Arriving aircraft will have priority during exiting on Rapid Exit Taxiway. Therefore any aircraft on NP2 or SP2 are requested to give way to another aircraft on Rapid Exit Taxiway.

Details of the locations of Rapid Exit Taxiways with respect to the threshold angle of exit taxiways with runway-in-use are depicted on chart 10-9A.

Minimum Runway Occupancy Time
The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

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ARRIVAL (continued)

After landing procedures

When the traffic sequence is two successive landings or a landing following an aircraft taking off, the second aircraft may be allowed to land before the first aircraft has cleared the runway-in-use provided:

- -During the hours of daylight from 30 minutes after sunrise to 30 minutes before sunset.
- -Wake turbulence separation minima shall be applied;
- -Visibility shall be at least 5 km and ceiling shall not be lower than 1000';
- -Tailwind shall not exceed 5 kts;
- -Traffic information shall be provided to the cockpit crew of the succeeding aircraft concerned;
- -The braking action shall not be adversely affected by runway contaminants such as water.
- -The first landing aircraft has landed and has passed a point at least 7874' (2400m) from the threshold of the runway, is in motion and will vacate the runway without backtracking.
- -The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
- -The second aircraft has been warned. The succeeding aircraft is responsible to ensure adequate separation between the two aircraft is maintained, and;
- -The first taking off aircraft is airborne and has passed a point at least 7874' (2400m) from the threshold of the runway;

2. IN TRAIL PROCEDURES FOR FINAL APPROACH

In order to permit one aircraft to depart between two successive arrivals, 6 NM radar separation is applied on final approach (within 10 NM)

With two successively landing aircraft the minimum radar separation on final approach (within 10 NM) can be reduced to 3 NM under the following conditions:

- -The leading aircraft's wake turbulence category is the same or less than the category of the aircraft following it.
- -Reduced separation does not apply, when following Heavy Aircraft.
- -When traffic conditions permit

3. SPEED RESTRICTIONS

Pilot are requested to adjust aircraft speed to 180 KT by 8 NM from touchdown and thereafter 150 KT by 4 NM from touchdown.

However speed restriction is not applied when low density traffic on ATC discretion.

Pilot unable to comply with the speed specified should inform ATC as soon as possible and state preferred speed so that alternative action can be taken.

DEPARTURE

1. DEPARTURE PROCEDURES

Departing aircraft are requested to call Soekarno-Hatta Clearance Delivery for ATC Clearance 25 minutes before Push back subject to Estimate Off Block Time (EOBT) to allow departure data to be processed.

Instruction for balancing runway occupancy 07L/25R and 07R/25L:
a) All departing aircraft on apron D and apron E or taxiing on taxiway NP1 or NP2 will be directed to runway 07R;
b) All departing aircraft on apron G and apron H or taxiing on taxiway NP1 or NP2 will be directed to runway 25L or as instructed by ATC.

Pilot will receive FL280/FL290 as the initial level prior to the intended level according to semi circular methodology.
Pilot will receive the intended level if it is FL290/FL280 or below.
Final level available will be informed by Jakarta ACC.

Departing aircraft may have ATC Clearance cancelled under the following circumstances:

- -On expiry of the 15 minutes after EOBT grace period and it is unable to push back, or;
- -After pushing back the pilot advises that he is returning to apron, or;
- -It develops a technical problems and is unable to continue taxiing.

These procedures are not applied in order to allow ATC to manage the sequencing.

Push back & start up procedures

- -Pilots should only request for push back clearance when they are ready to do so as prescribed in these instructions.
- -Upon receipt of a push back approval the aircraft must be completely pushed back within 5 minutes.
- -During push back pilots have the responsibility to avoid any object or obstacles on apron.
- -At the end of the push back, the departing aircraft must be ready to taxi, unless otherwise instructed by ATC.
  Note: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure runway vary.
- -Pilots unable to comply with these rules should notify ATC as soon as possible for further instructions.
- -It is a prudent practice for aircraft to be pushed back from the parking stand before start-up. However if required due to technical reasons a start-up may be approved while aircraft is still at the parking stand.

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DEPARTURE (continued)

1. DEPARTURE PROCEDURES (continued)

Taxi procedures

Aircraft taxiing on the Taxiway will be regulated by Ground Control to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxi clearance limits whenever necessary.

Taxiing aircraft are reminded to always use minimum power when maneuvering within the apron area or from apron taxiways to other parts of the airport.

Pilots should check the taxi routing and the airport chart. During taxi if pilots have any doubt as to their exact position on the airport, stop and contact ATC for further instructions.

The taxi routing to be used by aircraft taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command responsibility to maintain separation with other aircraft on taxiway area or to comply with ATC directions intended to regulate aircraft on the maneuvering area.

All aircraft are requested to change and monitor TOWER frequency when they pass sign box departure monitor on the left of TWY SP2 and TWY NP2. They should stand by and will be called by TOWER.

Runway In Use	Position	Call Sign
07L	WC2	SOEKARNO-HATTA TWO
25R	NC3	
07R	WC2	SOEKARNO-HATTA ONE
25L	SC4	

Take off procedures

Upon receipt of line-up clearance pilots shall ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.

Pilots shall complete all mandatory pre-departure checks before entering the active runways for departure so that the aircraft is at position to take-off immediately upon receipt of take-off clearance.

When the aircraft is issued with a line-up and take-off clearance at the taxi holding point it shall be in a position to line up and initiate an immediate take-off in one continuous movement. It is strongly recommended that pilots follow taxi line when departing.
If unable, advise ATC.

When the aircraft is issued with a take-off clearance after lining up on the runway it shall commence take-off roll immediately. A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

- If waiting clear of the runway, taxi immediately onto it and begin take-off run immediately;
- If already lined-up on the runway, take-off without delay;
- If unable to comply with the instructions, inform ATC immediately.

After departure procedures

An aircraft may be cleared for take-off when the preceding departing aircraft is airborne and has passed a point at least 7874' (2400m) from the position of the succeeding aircraft subject to the following conditions:

- During the hours of daylight from 30 minutes after sunrise to 30 minutes before sunset.
- Wake turbulence separation minima shall be applied;
- Visibility shall be at least 5 km and ceiling shall not be lower than 1000';
- Tailwind shall not exceed 5 kts;
- Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
- Traffic information shall be provided to the cockpit crew of the succeeding aircraft concerned;
- The braking action shall not be adversely affected by runway contaminants such as water.

Pilot shall contact Approach Control Unit immediately after airborne. ATC will advise the frequency upon issuing take-off clearance.

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 are depicted on the 10-9A chart.

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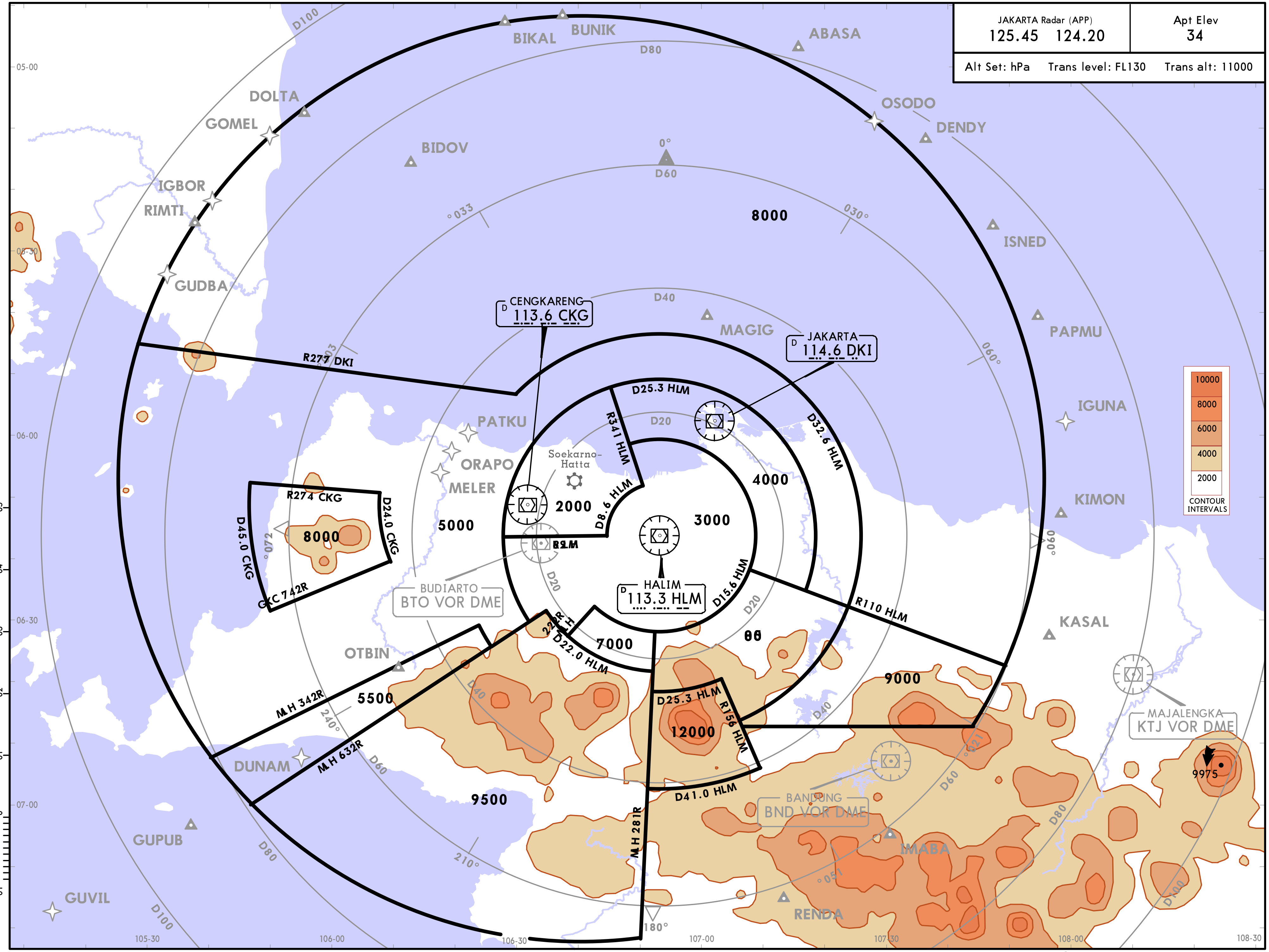
JAKARTA Radar (APP)	Apt Elev
125.45 124.20	34

Alt Set: hPa | Trans level: FL130 | Trans alt: 11000



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WIII/CGK
SOEKARNO-HATTA

JEPPESEN

10-2

17 JAN 25 Eff 23 Jan

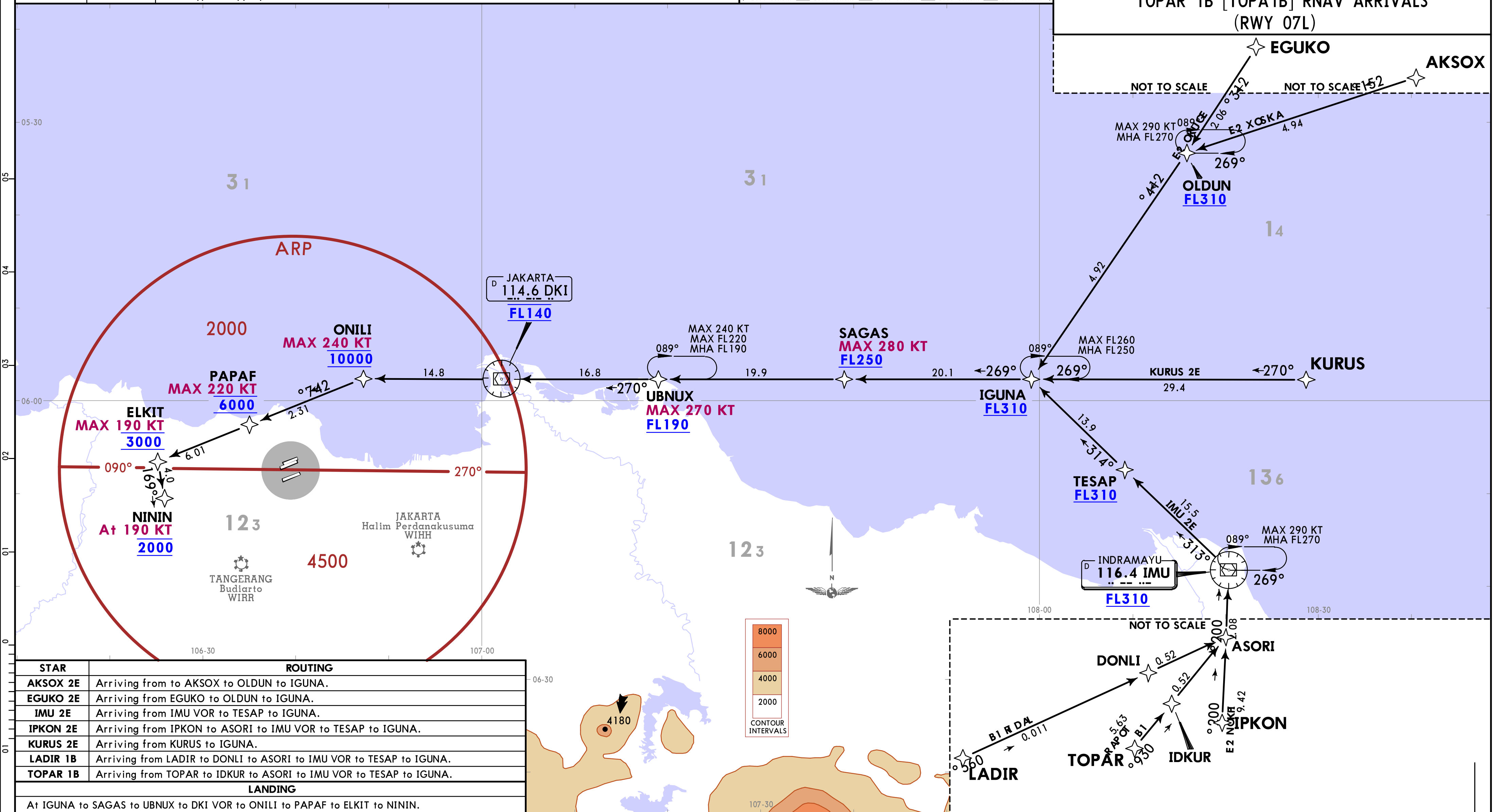
JAKARTA, INDONESIA

RNAV STAR

AKSOX 2E [AKSO2E], EGUKO 2E [EGUK2E] IMU 2E [IMU2E], IPKON 2E [IPKO2E] KURUS 2E [KURU2E], LADIR 1B [LADI1B] TOPAR 1B [TOPA1B] RNAV ARRIVALS (RWY 07L)

ATIS	Apt Elev	
126.85	34	Alt Set: hPa Trans level: FL130 RNAV-1 GNSS required 1. Non compliance RNAV-1 aircraft shall follow the profile of STAR unless RADAR vector by ATC. 2. In case of runway change EXPECT RADAR vector by ATC. 3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.

LOST COMMS
a. Squawk 7600.
b. If under pilot navigation, follow STAR and land.
c. If under RADAR vectoring, MAINTAIN vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.



STAR	ROUTING
AKSOX 2E	Arriving from to AKSOX to OLDUN to IGUNA.
EGUKO 2E	Arriving from EGUKO to OLDUN to IGUNA.
IMU 2E	Arriving from IMU VOR to TESAP to IGUNA.
IPKON 2E	Arriving from IPKON to ASORI to IMU VOR to TESAP to IGUNA.
KURUS 2E	Arriving from KURUS to IGUNA.
LADIR 1B	Arriving from LADIR to DONLI to ASORI to IMU VOR to TESAP to IGUNA.
TOPAR 1B	Arriving from TOPAR to IDKUR to ASORI to IMU VOR to TESAP to IGUNA.
LANDING	
At IGUNA to SAGAS to UBNUX to DKI VOR to ONILI to PAPAF to ELKIT to NININ.	

CHANGES: Airport name revised.

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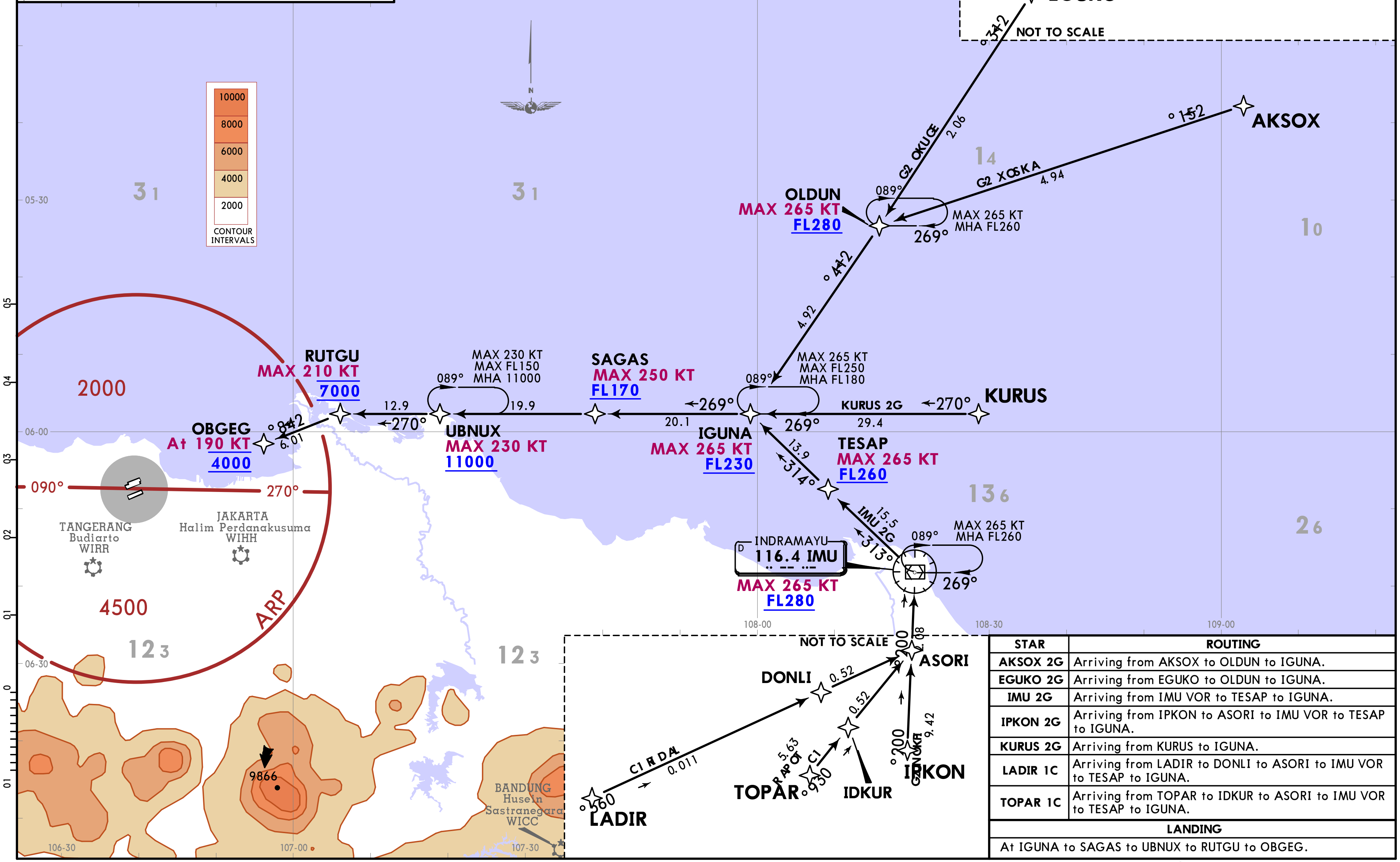
ATIS	Apt Elev	
126.85	34	Alt Set: hPa Trans level: FL130 RNAV-1 GNSS required 1. Non compliance RNAV-1 aircraft shall follow the profile of STAR unless RADAR vector by ATC. 2. In case of runway change EXPECT RADAR vector by ATC. 3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.

AKSOX 2G [AKSO2G], EGUKO 2G [EGUK2G] IMU 2G [IMU2G], IPKON 2G [IPKO2G] KURUS 2G [KURU2G], LADIR 1C [LADI1C] TOPAR 1C [TOPA1C] RNAV ARRIVALS (RWY 25L)

LOST COMMS
a. Squawk 7600.
b. If under pilot navigation, follow STAR and land.
c. If under RADAR vectoring, MAINTAIN vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.



STAR	ROUTING
AKSOX 2G	Arriving from AKSOX to OLDUN to IGUNA.
EGUKO 2G	Arriving from EGUKO to OLDUN to IGUNA.
IMU 2G	Arriving from IMU VOR to TESAP to IGUNA.
IPKON 2G	Arriving from IPKON to ASORI to IMU VOR to TESAP to IGUNA.
KURUS 2G	Arriving from KURUS to IGUNA.
LADIR 1C	Arriving from LADIR to DONLI to ASORI to IMU VOR to TESAP to IGUNA.
TOPAR 1C	Arriving from TOPAR to IDKUR to ASORI to IMU VOR to TESAP to IGUNA.

LANDING

At IGUNA to SAGAS to UBNUX to RUTGU to OBGEG.

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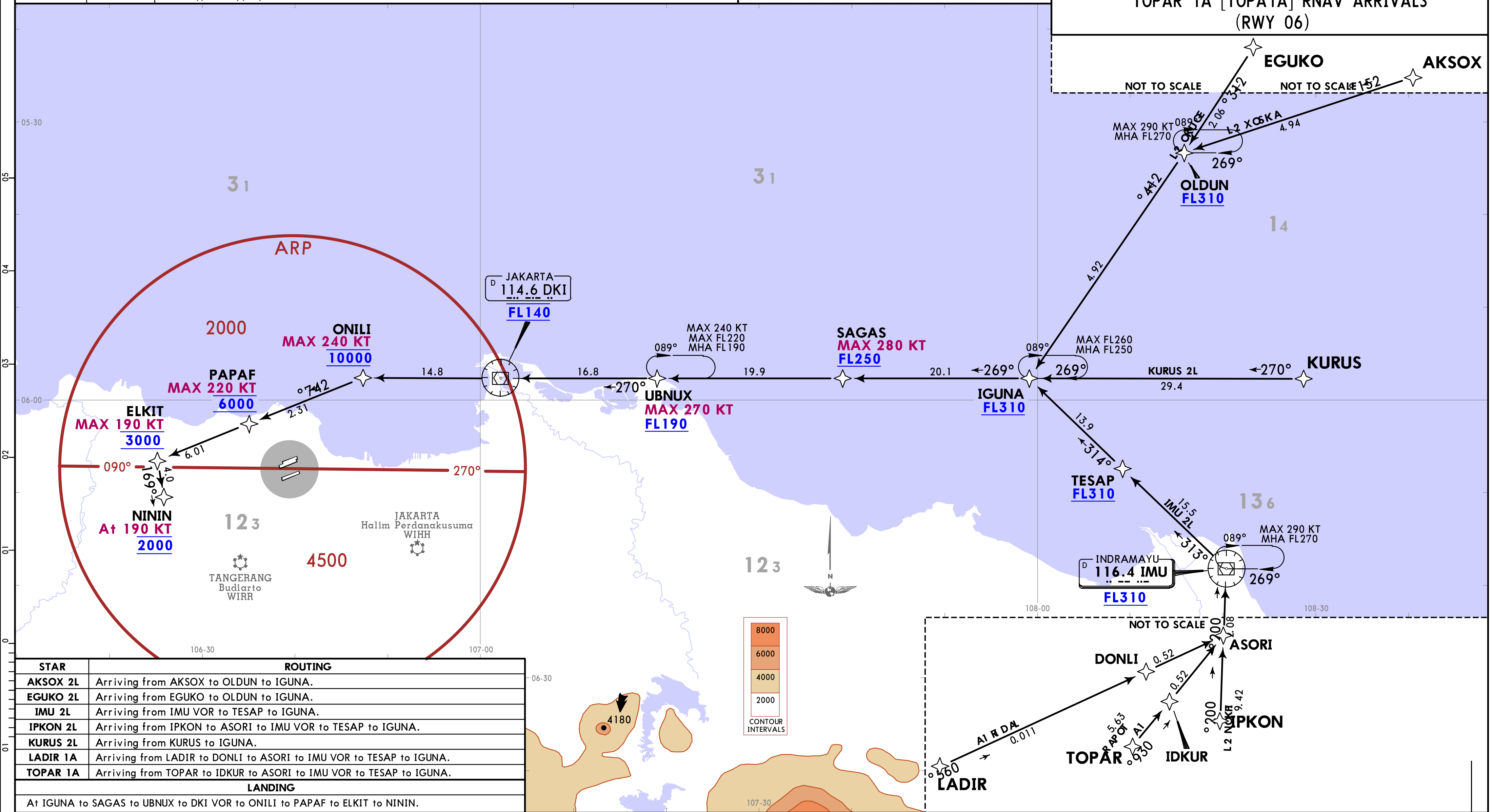
ATIS	Apt Elev	
126.85	34	Alt Set: hPa Trans level: FL130 RNAV-1 GNSS required 1. Non compliance RNAV-1 aircraft shall follow the profile of STAR unless RADAR vector by ATC. 2. In case of runway change EXPECT RADAR vector by ATC. 3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.

LOST COMMS
a. Squawk 7600.
b. If under pilot navigation, follow STAR and land.
c. If under RADAR vectoring, MAINTAIN vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.

AKSOX 2L [AKSO2L], EGUKO 2L [EGUK2L] IMU 2L [IMU2L], IPKON 2L [IPKO2L] KURUS 2L [KURU2L], LADIR 1A [LADI1A] TOPAR 1A [TOPA1A] RNAV ARRIVALS (RWY 06)



STAR	ROUTING
AKSOX 2L	Arriving from AKSOX to OLDUN to IGUNA.
EGUKO 2L	Arriving from EGUKO to OLDUN to IGUNA.
IMU 2L	Arriving from IMU VOR to TESAP to IGUNA.
IPKON 2L	Arriving from IPKON to ASORI to IMU VOR to TESAP to IGUNA.
KURUS 2L	Arriving from KURUS to IGUNA.
LADIR 1A	Arriving from LADIR to DONLI to ASORI to IMU VOR to TESAP to IGUNA.
TOPAR 1A	Arriving from TOPAR to IDKUR to ASORI to IMU VOR to TESAP to IGUNA.
LANDING	
At IGUNA to SAGAS to UBNUX to DKI VOR to ONILI to PAPAF to ELKIT to NININ.	

CHANGES: Airport name revised.

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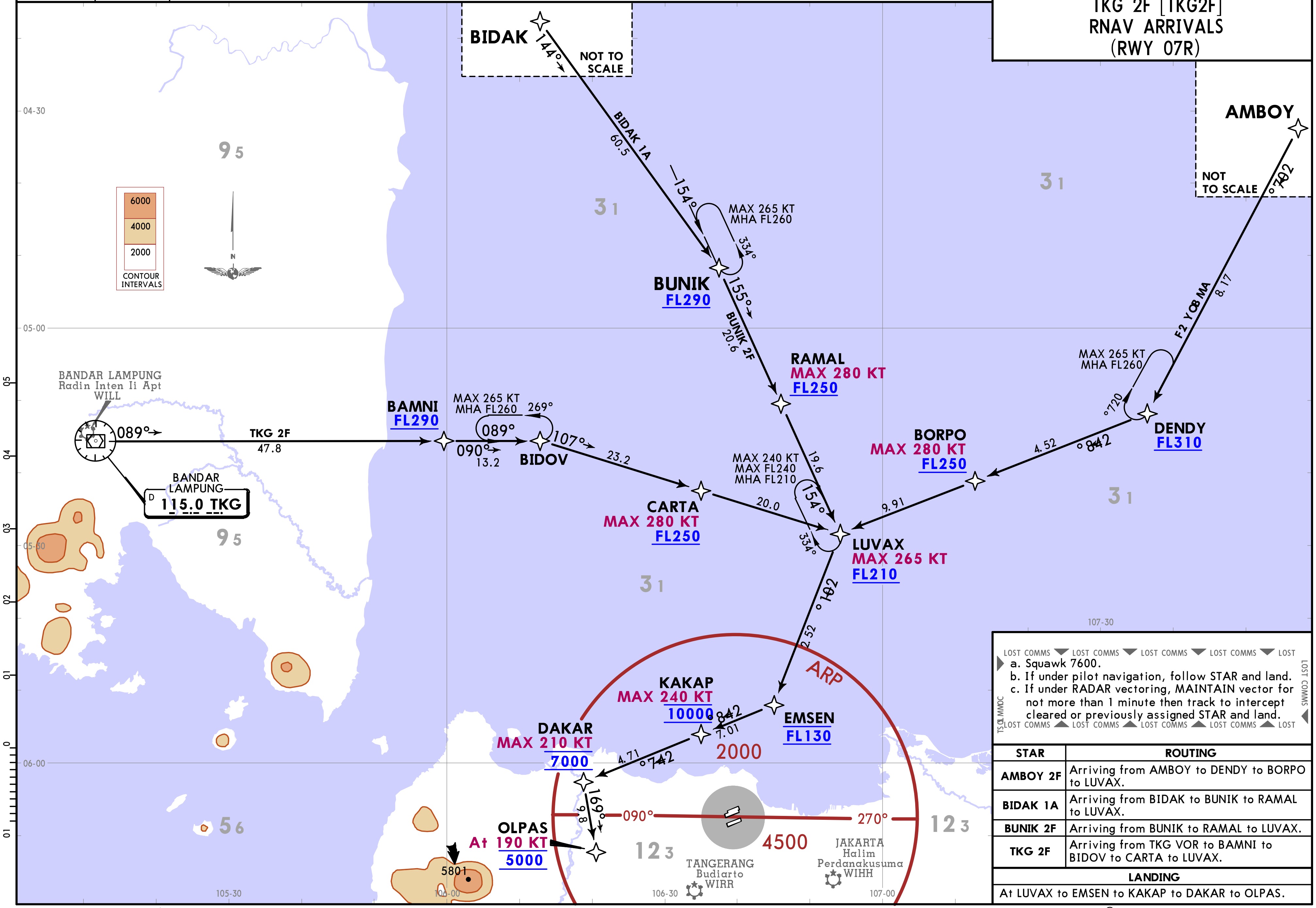
ATIS	Apt Elev	
126.85	34	Alt Set: hPa Trans level: FL130 RNAV-1 GNSS required 1. Non compliance RNAV-1 aircraft shall follow the profile of STAR unless RADAR vector by ATC. 2. In case of runway change EXPECT RADAR vector by ATC. 3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.

AMBOY 2F [AMBO2F]
BIDAK 1A [BIDA1A]
BUNIK 2F [BUNI2F]
TKG 2F [TKG2F]
RNAV ARRIVALS
(RWY 07R)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

a. Squawk 7600.
b. If under pilot navigation, follow STAR and land.
c. If under RADAR vectoring, MAINTAIN vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.

STAR	ROUTING
AMBOY 2F	Arriving from AMBOY to DENDY to BORPO to LUVAX.
BIDAK 1A	Arriving from BIDAK to BUNIK to RAMAL to LUVAX.
BUNIK 2F	Arriving from BUNIK to RAMAL to LUVAX.
TKG 2F	Arriving from TKG VOR to BAMNI to BIDOV to CARTA to LUVAX.

LANDING

At LUVAX to EMSEN to KAKAP to DAKAR to OLPAS.

CHANGES: Airport name revised.

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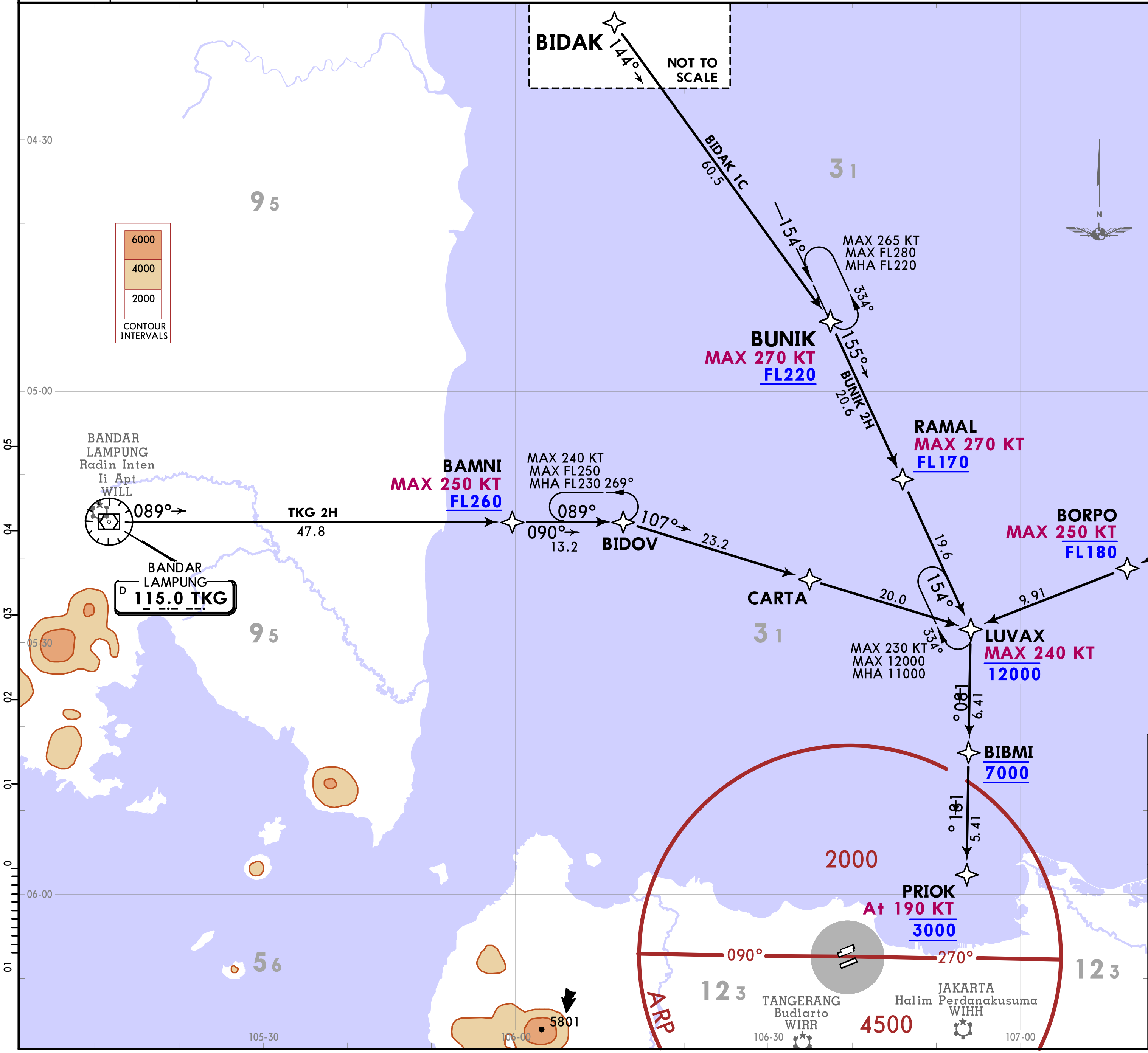
WIII/CGK
SOEKARNO-HATTA

JEPPESEN JAKARTA, INDONESIA
17 JAN 25 (10-2D) Eff 23 Jan
RNAV STAR

AMBOY 2H [AMBO2H]
BIDAK 1C [BIDA1C]
BUNIK 2H [BUNI2H]
TKG 2H [TKG2H]
RNAV ARRIVALS
(RWY 25R)

ATIS	Apt Elev	RNAV-1 GNSS required	Alt Set: hPa Trans level: FL130
126.85	34		

1. Non compliance RNAV-1 aircraft shall follow the profile of STAR unless RADAR vector by ATC.
2. In case of runway change EXPECT RADAR vector by ATC.
3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.



LOST COMMS

a. Squawk 7600.
b. If under pilot navigation, follow STAR and land.
c. If under RADAR vectoring, MAINTAIN vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.

STAR	ROUTING
AMBOY 2H	Arriving from AMBOY to DENDY to BORPO to LUVAX.
BIDAK 1C	Arriving from BIDAK to BUNIK to RAMAL to LUVAX.
BUNIK 2H	Arriving from BUNIK to RAMAL to LUVAX.
TKG 2H	Arriving from TKG VOR to BAMNI to BIDOV to CARTA to LUVAX.

LANDING

At LUVAX to BIBMI to PRIOK.

CHANGES: Airport name revised.

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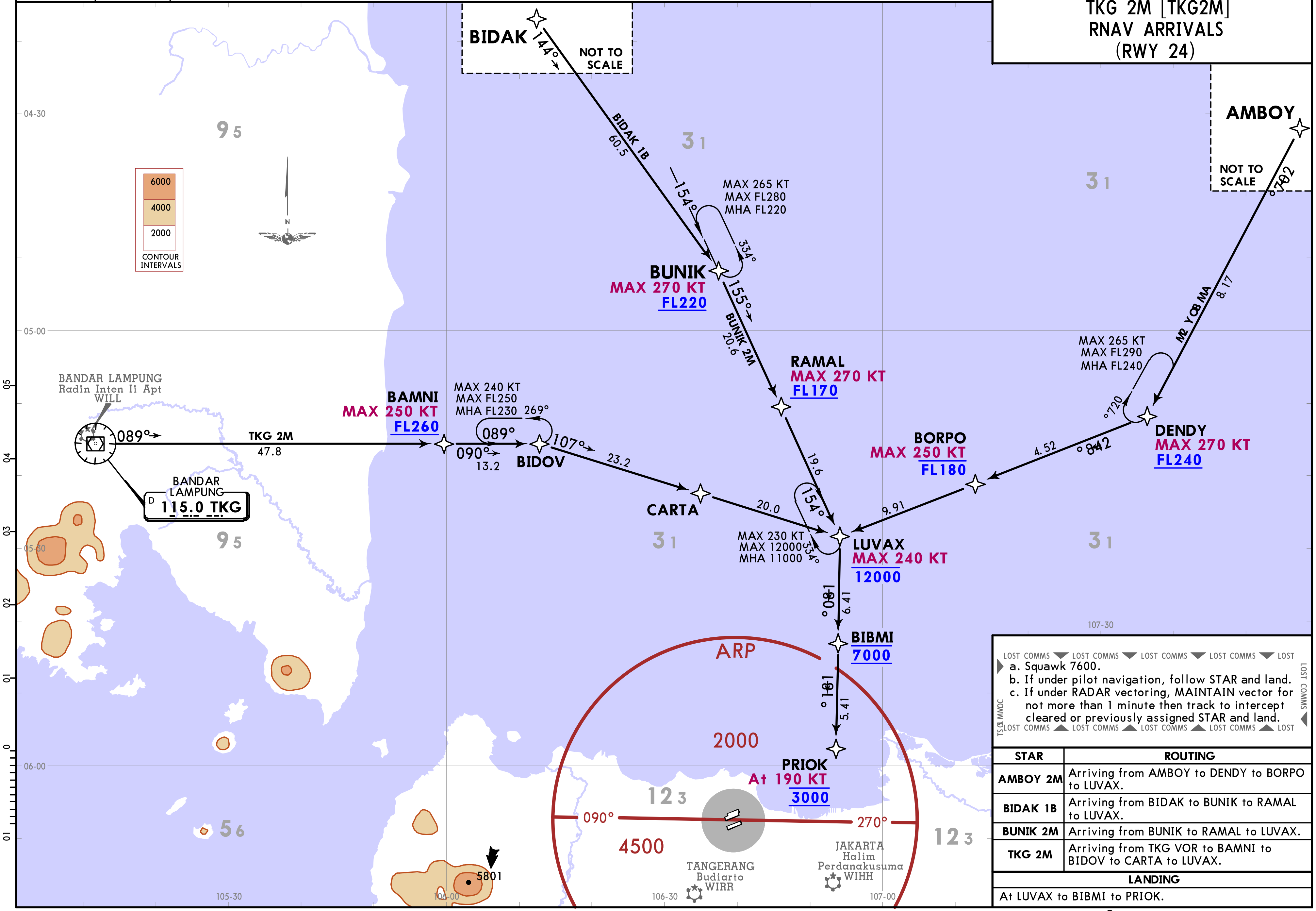
WIII/CGK SOEKARNO-HATTA

AMBOY 2M [AMBO2M]
BIDAK 1B [BIDA1B]
BUNIK 2M [BUNI2M]
TKG 2M [TKG2M]
RNAV ARRIVALS (RWY 24)

ATIS	Apt Elev	RNAV-1 GNSS required	Alt Set: hPa Trans level: FL130
126.85	34		

1. Non compliance RNAV-1 aircraft shall follow the profile of STAR unless RADAR vector by ATC.
2. In case of runway change EXPECT RADAR vector by ATC.
3. Aircraft which level is below the assigned level at the entrance waypoint, shall MAINTAIN its level until waypoint appropriate to its level.



LOST COMMS
a. Squawk 7600.
b. If under pilot navigation, follow STAR and land.
c. If under RADAR vectoring, MAINTAIN vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.

STAR	ROUTING
AMBOY 2M	Arriving from AMBOY to DENDY to BORPO to LUVAX.
BIDAK 1B	Arriving from BIDAK to BUNIK to RAMAL to LUVAX.
BUNIK 2M	Arriving from BUNIK to RAMAL to LUVAX.
TKG 2M	Arriving from TKG VOR to BAMNI to BIDOV to CARTA to LUVAX.

LANDING

At LUVAX to BIBMI to PRIOK.

CHANGES: Airport name revised.

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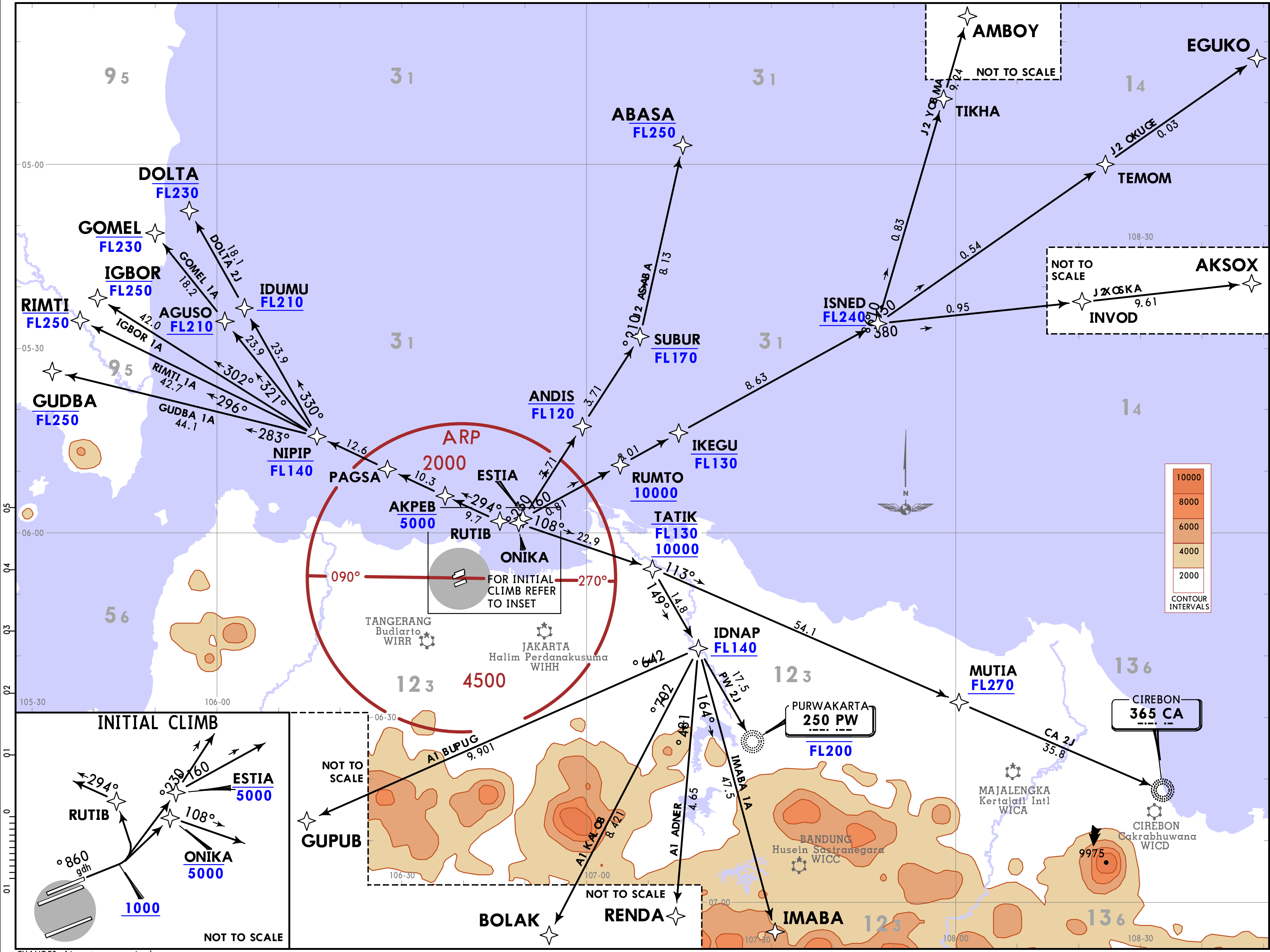
Apt Elev 34	Trans alt: 11000
	RNAV-1 GNSS required
	Non compliance RNAV-1 aircraft shall follow the profile of SID unless RADAR vector by ATC.

ABASA 2J [ABAS2J]
AKSOX 2J [AKSO2J]
AMBOY 2J [AMBO2J]
BOLAK 1A [BOLA1A]
CA 2J [CA2J]
DOLTA 2J [DOLT2J]
EGUKO 2J [EGUK2J]
GOMEL 1A [GOME1A]
GUDBA 1A [GUDB1A]
GUPUB 1A [GUPU1A]
IGBOR 1A [IGBO1A]
IMABA 1A [IMAB1A]
PW 2J [PW2J]
RENDA 1A [REND1A]
RIMTI 1A [RIMT1A]
RNAV DEPARTURES (RWY 06)

INITIAL CLIMB

Climb on heading 068° to at or above 1000.

SID	ROUTING
ABASA 2J	Turn LEFT direct to ESTIA to ANDIS to SUBUR to ABASA.
AKSOX 2J	Turn LEFT direct to ESTIA to RUMTO to IKEGU to ISNED to INVOD to AKSOX.
AMBOY 2J	Turn LEFT direct to ESTIA to RUMTO to IKEGU to ISNED to TIKHA to AMBOY.
BOLAK 1A	Turn LEFT direct to ONIKA to TATIK to IDNAP to BOLAK.
CA 2J	Turn LEFT direct to ONIKA to TATIK to MUTIA to CA NDB.
DOLTA 2J	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to IDUMU to DOLTA.
EGUKO 2J	Turn LEFT direct to ESTIA to RUMTO to IKEGU to ISNED to TEMOM to EGUKO.
GOMEL 1A	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to AGUSO to GOMEL.
GUDBA 1A	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to GUDBA.
GUPUB 1A	Turn LEFT direct to ONIKA to TATIK to IDNAP to GUPUB.
IGBOR 1A	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to IGBOR.
IMABA 1A	Turn LEFT direct to ONIKA to TATIK to IDNAP to IMABA.
PW 2J	Turn LEFT direct to ONIKA to TATIK to IDNAP to PW NDB.
RENDA 1A	Turn LEFT direct to ONIKA to TATIK to IDNAP to RENDA.
RIMTI 1A	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to RIMTI.



CHANGES: Airport name revised.

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WIII/CGK
SOEKARNO-HATTA

JEPPESEN 17 JAN 25 (10-3A) Eff 23 Jan

JAKARTA, INDONESIA
RNAV SID

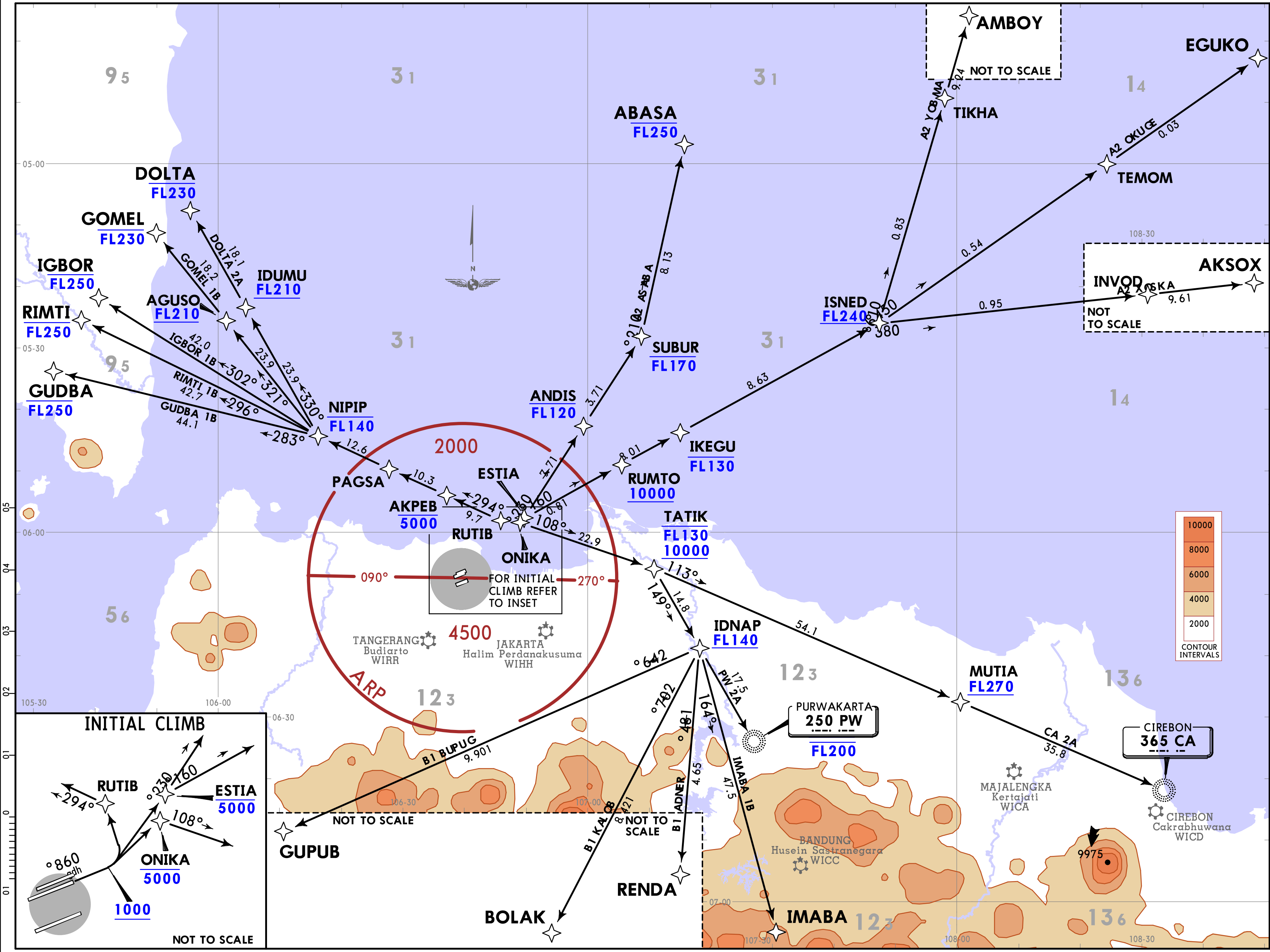
Apt Elev 34	Trans alt: 11000
	RNAV-1 GNSS required
	Non compliance RNAV-1 aircraft shall follow the profile of SID unless RADAR vector by ATC.

ABASA 2A [ABAS2A]
AKSOX 2A [AKSO2A]
AMBOY 2A [AMBO2A]
BOLAK 1B [BOLA1B]
CA 2A [CA2A]
DOLTA 2A [DOLT2A]
EGUKO 2A [EGUK2A]
GOMEL 1B [GOME1B]
GUDBA 1B [GUDB1B]
GUPUB 1B [GUPU1B]
IGBOR 1B [IGBO1B]
IMABA 1B [IMAB1B]
PW 2A [PW2A]
RENDA 1B [REND1B]
RIMTI 1B [RIMT1B]
RNAV DEPARTURES
(RWY 07L)

INITIAL CLIMB

Climb on heading 068° to at or above 1000.

SID	ROUTING
ABASA 2A	Turn LEFT direct to ESTIA to ANDIS to SUBUR to ABASA.
AKSOX 2A	Turn LEFT direct to ESTIA to RUMTO to IKEGU to ISNED to INVOD to AKSOX.
AMBOY 2A	Turn LEFT direct to ESTIA to RUMTO to IKEGU to ISNED to TIKHA to AMBOY.
BOLAK 1B	Turn LEFT direct to ONIKA to TATIK to IDNAP to BOLAK.
CA 2A	Turn LEFT direct to ONIKA to TATIK to MUTIA to CA NDB.
DOLTA 2A	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to IDUMU to DOLTA.
EGUKO 2A	Turn LEFT direct to ESTIA to RUMTO to IKEGU to ISNED to TEMOM to EGUKO.
GOMEL 1B	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to AGUSO to GOMEL.
GUDBA 1B	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to GUDBA.
GUPUB 1B	Turn LEFT direct to ONIKA to TATIK to IDNAP to GUPUB.
IGBOR 1B	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to IGBOR.
IMABA 1B	Turn LEFT direct to ONIKA to TATIK to IDNAP to IMABA.
PW 2A	Turn LEFT direct to ONIKA to TATIK to IDNAP to PW NDB.
RENDA 1B	Turn LEFT direct to ONIKA to TATIK to IDNAP to RENDA.
RIMTI 1B	Turn LEFT direct to RUTIB to AKPEB to PAGSA to NIPIP to RIMTI.



CHANGES: Airport name revised.

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Apt Elev 34	RNAV-1 GNSS required	Trans alt: 11000
	Non compliance RNAV-1 aircraft shall follow the profile of SID unless RADAR vector by ATC.	

ABASA 2B [ABAS2B]
AKSOX 2B [AKSO2B]
AMBOY 2B [AMBO2B]
BOLAK 1C [BOLA1C], CA 2B [CA2B]
DOLTA 2B [DOLT2B]
EGUKO 2B [EGUK2B]
GOMEL 1C [GOME1C]
GUDBA 1C [GUDB1C]
GUPUB 1C [GUPU1C]
IGBOR 1C [IGBO1C]
IMABA 1C [IMAB1C]
PW 2B [PW2B], RENDA 1C [REND1C]
RIMTI 1C [RIMT1C]
RNAV DEPARTURES
(RWY 07R)

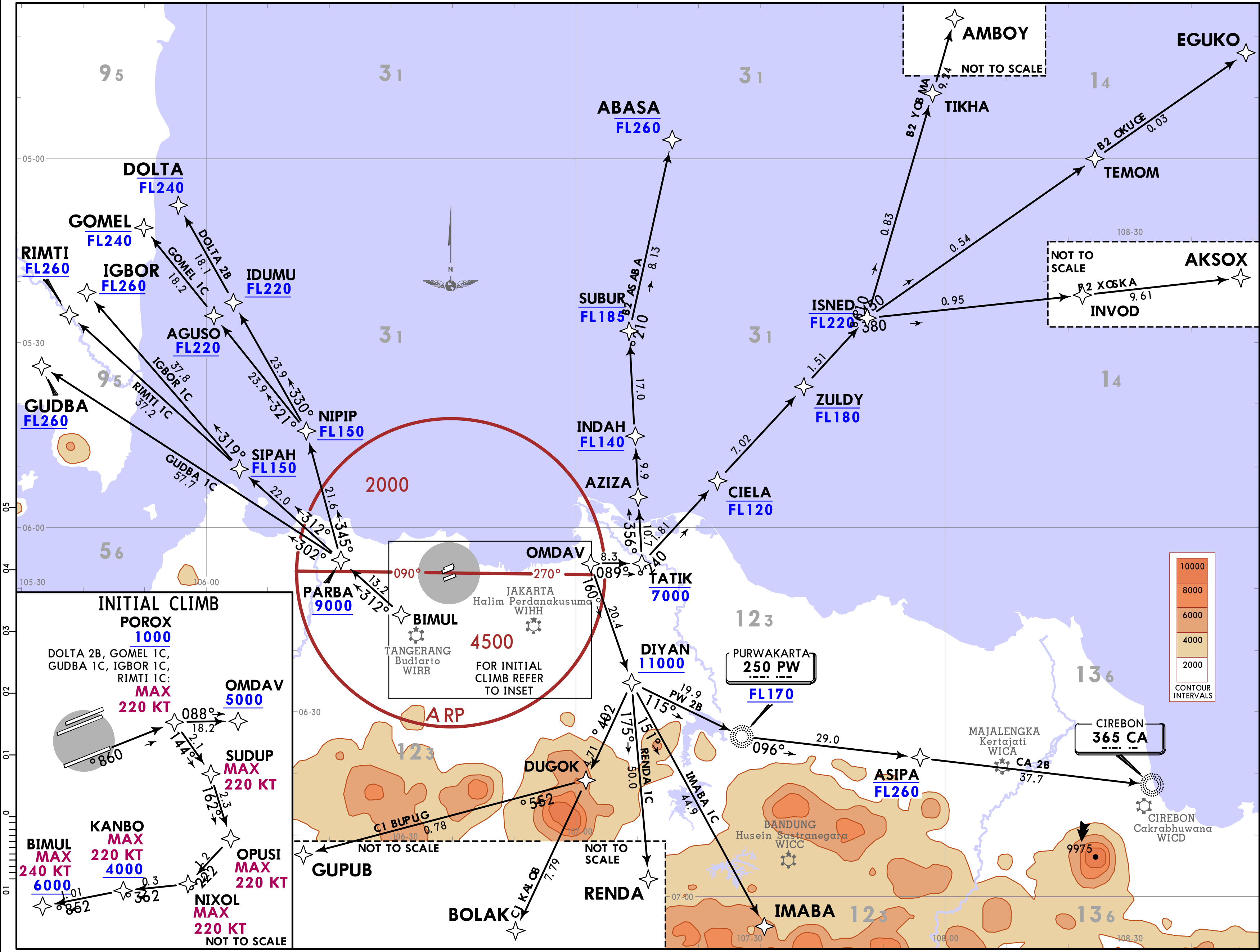
These SIDs require a minimum climb gradient of:
BOLAK 1C, CA 2B, DOLTA 2B, GOMEL 1C, GUDBA 1C, GUPUB 1C, IGBOR 1C, IMABA 1C, PW 2B, RENDA 1C, RIMTI 1C:
7.0% until passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

INITIAL CLIMB

Climb on course 068° to POROX.

SID	ROUTING
ABASA 2B	From POROX to OMDAV to TATIK to AZIZA to INDAH to SUBUR to ABASA.
AKSOX 2B	From POROX to OMDAV to TATIK to CIELA to ZULDY to ISNED to INVOD to AKSOX.
AMBOY 2B	From POROX to OMDAV to TATIK to CIELA to ZULDY to ISNED to TIKHA to AMBOY.
BOLAK 1C	From POROX to OMDAV to DIYAN to DUGOK to BOLAK.
CA 2B	From POROX to OMDAV to DIYAN to PW NDB to ASIPA to CA NDB.
DOLTA 2B	From POROX to SUDUP to OPUSI to NIXOL to KANBO to BIMUL to PARBA to NIPIP to IDUMU to DOLTA.
EGUKO 2B	From POROX to OMDAV to TATIK to CIELA to ZULDY to ISNED to TEMOM to EGUKO.
GOMEL 1C	From POROX to SUDUP to OPUSI to NIXOL to KANBO to BIMUL to PARBA to NIPIP to AGUSO to GOMEL.
GUDBA 1C	From POROX to SUDUP to OPUSI to NIXOL to KANBO to BIMUL to PARBA to GUDBA.
GUPUB 1C	From POROX to OMDAV to DIYAN to DUGOK to GUPUB.
IGBOR 1C	From POROX to SUDUP to OPUSI to NIXOL to KANBO to BIMUL to PARBA to SIPAH to IGBOR.
IMABA 1C	From POROX to OMDAV to DIYAN to IMABA.
PW 2B	From POROX to OMDAV to DIYAN to PW NDB.
RENDA 1C	From POROX to OMDAV to DIYAN to RENDA.
RIMTI 1C	From POROX to SUDUP to OPUSI to NIXOL to KANBO to BIMUL to PARBA to SIPAH to RIMTI.



CHANGES: Airport name revised.

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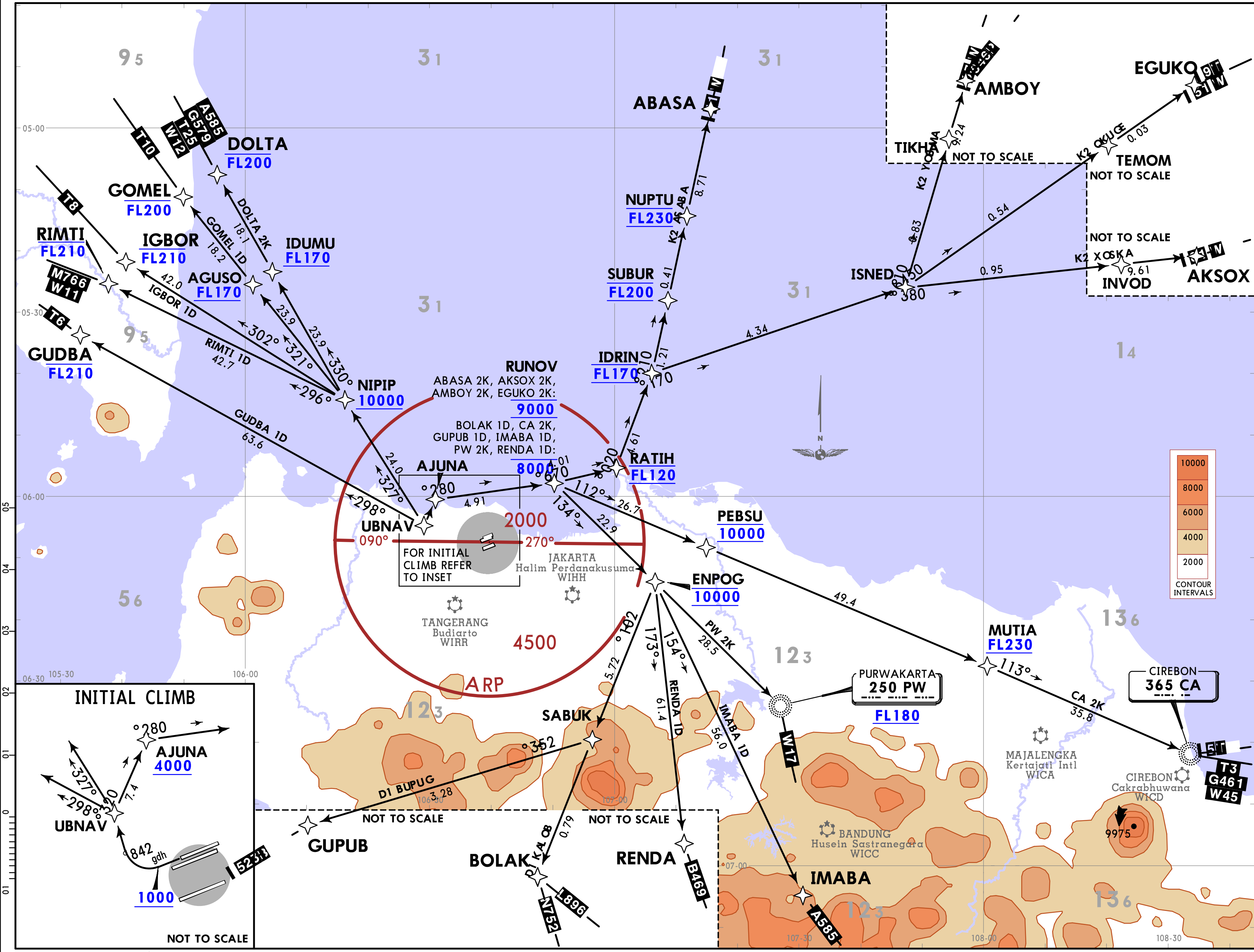
Apt Elev 34	Trans alt: 11000
	RNAV-1 GNSS required
	Non compliance RNAV-1 aircraft shall follow the profile of SID unless RADAR vector by ATC.

ABASA 2K [ABAS2K]
AKSOX 2K [AKSO2K]
AMBOY 2K [AMBO2K]
BOLAK 1D [BOLA1D]
CA 2K [CA2K], DOLTA 2K [DOLT2K]
EGUKO 2K [EGUK2K]
GOMEL 1D [GOME1D]
GUDBA 1D [GUDB1D]
GUPUB 1D [GUPU1D]
IGBOR 1D [IGBO1D]
IMABA 1D [IMAB1D]
PW 2K [PW2K]
RENDA 1D [REND1D]
RIMTI 1D [RIMT1D]
RNAV DEPARTURES
(RWY 24)

INITIAL CLIMB

Climb on heading 248° to at or above 1000 turn RIGHT direct to UBNAV.

SID	ROUTING
ABASA 2K	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to SUBUR to NUPTU to ABASA to join W-14.
AKSOX 2K	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to ISNED to INVOD to AKSOX to join W-18.
AMBOY 2K	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to ISNED to TIKHA to AMBOY to join P-648/W-38.
BOLAK 1D	From UBNAV to AJUNA to RUNOV to ENPOG to SABUK to BOLAK to join L-896/N-752.
CA 2K	From UBNAV to AJUNA to RUNOV to PEBSU to MUTIA to CA NDB to join G-461/T-3/T-5/W-45.
DOLTA 2K	From UBNAV to NIPIP to IDUMU to DOLTA to join A-585/G-579/T-25/W-12.
EGUKO 2K	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to ISNED to TEMOM to EGUKO to join T-9/W-15.
GOMEL 1D	From UBNAV to NIPIP to AGUSO to GOMEL to join T-10.
GUDBA 1D	From UBNAV to GUDPA to join T-6.
GUPUB 1D	From UBNAV to AJUNA to RUNOV to ENPOG to SABUK to GUPUB to join B-325.
IGBOR 1D	From UBNAV to NIPIP to IGBOR to join T-8.
IMABA 1D	From UBNAV to AJUNA to RUNOV to ENPOG to IMABA to join A-585.
PW 2K	From UBNAV to AJUNA to RUNOV to ENPOG to PW NDB to join W-17.
RENDA 1D	From UBNAV to AJUNA to RUNOV to ENPOG to RENDA to join B-469.
RIMTI 1D	From UBNAV to NIPIP to RIMTI to join M-766/W-11.



CHANGES: Airport name revised.

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Apt Elev 34	Trans alt: 11000
	RNAV-1 GNSS required
	Non compliance RNAV-1 aircraft shall follow the profile of SID unless RADAR vector by ATC

ABASA 2C [ABAS2C]
AKSOX 2C [AKSO2C]
AMBOY 2C [AMBO2C]
BOLAK 1E [BOLA1E]
CA 2C [CA2C]
DOLTA 2C [DOLT2C]
EGUKO 2C [EGUK2C]
GOMEL 1E [GOME1E]
GUDBA 1E [GUDB1E]
GUPUB 1E [GUPU1E]
IGBOR 1E [IGBO1E]
IMABA 1E [IMAB1E]
PW 2C [PW2C]
RENDA 1E [REND1E]
RIMTI 1E [RIMT1E]
RNAV DEPARTURES
(RWY 25L)

INITIAL CLIMB

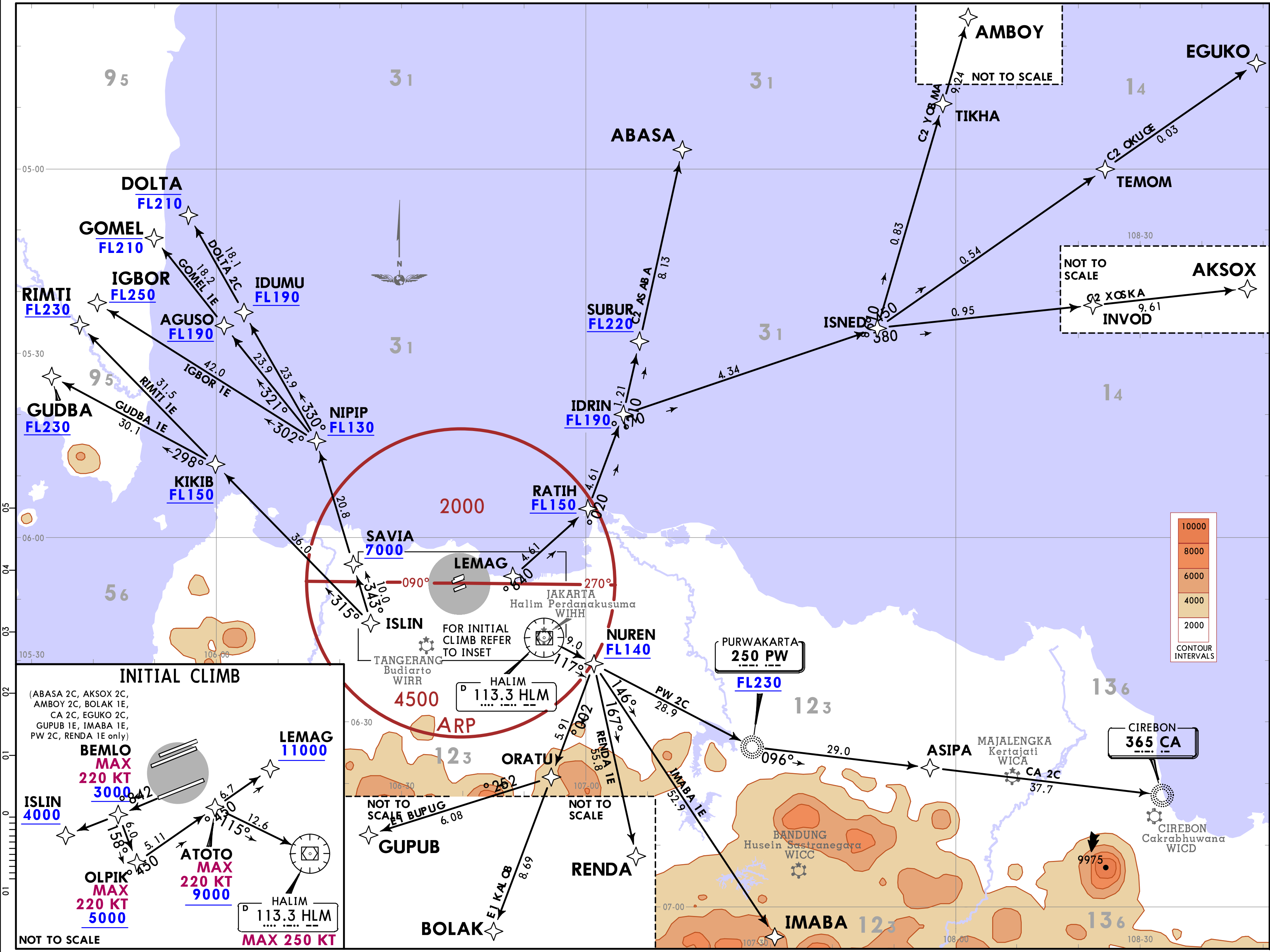
Climb on course 248° to BEMLO to OLPIK to ATOTO.

SID	ROUTING
ABASA 2C	From ATOTO to LEMAG to RATIH to IDRIN to SUBUR to ABASA.
AKSOX 2C	From ATOTO to LEMAG to RATIH to IDRIN to ISNED to INVOD to AKSOX.
AMBOY 2C	From ATOTO to LEMAG to RATIH to IDRIN to ISNED to TIKHA to AMBOY.
BOLAK 1E	From ATOTO to HLM VOR to NUREN to ORATU to BOLAK.
CA 2C	From ATOTO to HLM VOR to NUREN to PW NDB to ASIPA to CA NDB.
EGUKO 2C	From ATOTO to LEMAG to RATIH to IDRIN to ISNED to TEMOM to EGUKO.
GUPUB 1E	From ATOTO to HLM VOR to NUREN to ORATU to GUPUB.
IMABA 1E	From ATOTO to HLM VOR to NUREN to IMABA.
PW 2C	From ATOTO to HLM VOR to NUREN to PW NDB.
RENDA 1E	From ATOTO to HLM VOR to NUREN to RENDA.

INITIAL CLIMB

Climb on course 248° to ISLIN.

SID	ROUTING
DOLTA 2C	From ISLIN to SAVIA to NIPIP to IDUMU to DOLTA.
GOMEL 1E	From ISLIN to SAVIA to NIPIP to AGUSO to GOMEL.
GUDBA 1E	From ISLIN to KIKIB to GUDBA.
IGBOR 1E	From ISLIN to SAVIA to NIPIP to IGBOR.
RIMTI 1E	From ISLIN to KIKIB to RIMTI.



CHANGES: Airport name revised.

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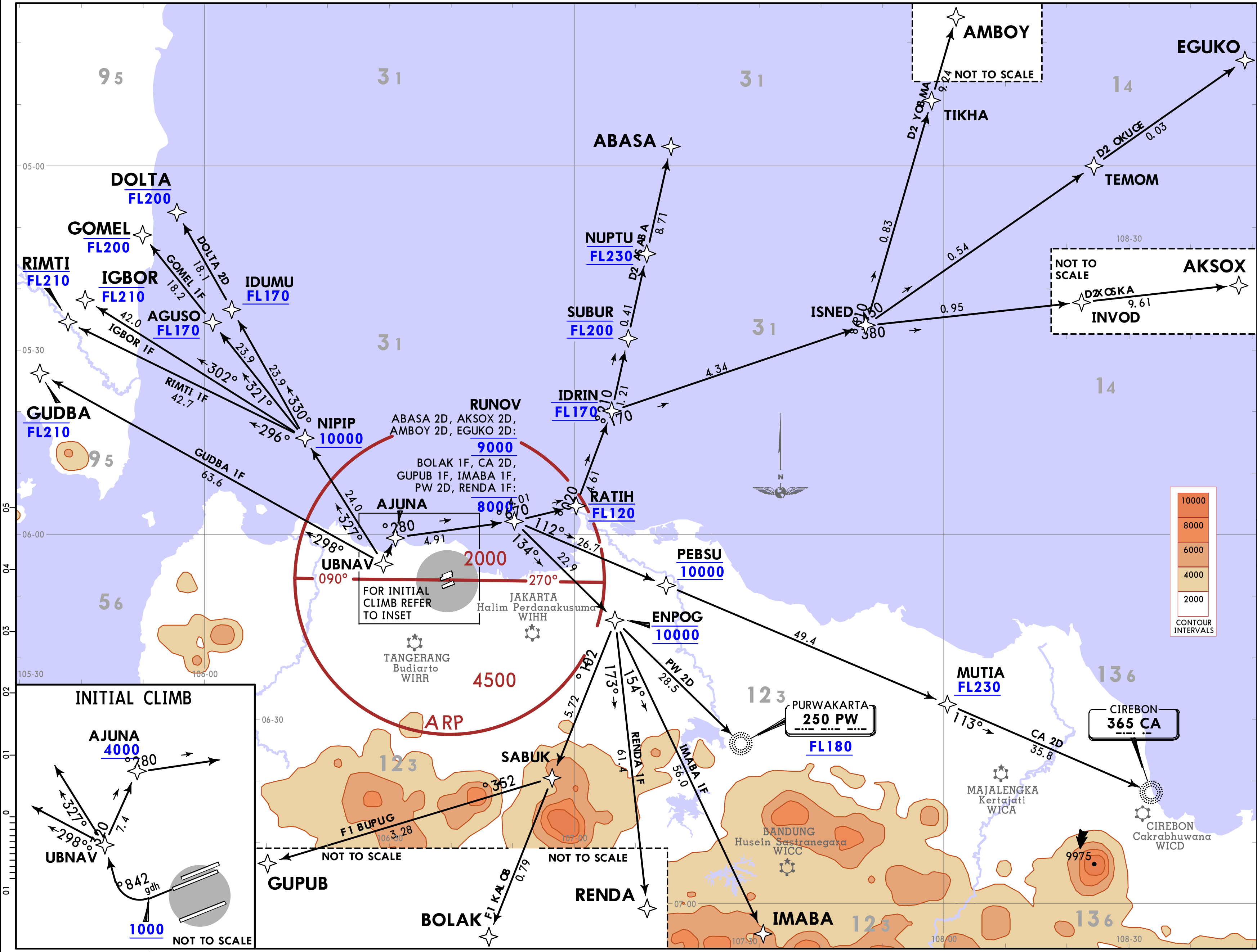
Apt Elev 34	Trans alt: 11000
	RNAV-1 GNSS required
	Non compliance RNAV-1 aircraft shall follow the profile of SID unless RADAR vector by ATC.

ABASA 2D [ABAS2D]
AKSOX 2D [AKSO2D]
AMBOY 2D [AMBO2D]
BOLAK 1F [BOLA1F]
CA 2D [CA2D]
DOLTA 2D [DOLT2D]
EGUKO 2D [EGUK2D]
GOMEL 1F [GOME1F]
GUDBA 1F [GUDB1F]
GUPUB 1F [GUPU1F]
IGBOR 1F [IGBO1F]
IMABA 1F [IMAB1F]
PW 2D [PW2D]
RENDA 1F [REND1F]
RIMTI 1F [RIMT1F]
RNAV DEPARTURES
(RWY 25R)

INITIAL CLIMB

Climb on heading 248° to at or above 1000 turn RIGHT direct to UBNAV.

SID	ROUTING
ABASA 2D	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to SUBUR to NUPTU to ABASA.
AKSOX 2D	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to ISNED to INVOD to AKSOX.
AMBOY 2D	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to ISNED to TIKHA to AMBOY.
BOLAK 1F	From UBNAV to AJUNA to RUNOV to ENPOG to SABUK to BOLAK.
CA 2D	From UBNAV to AJUNA to RUNOV to PEBSU to MUTIA to CA NDB.
DOLTA 2D	From UBNAV to NIPIP to IDUMU to DOLTA.
EGUKO 2D	From UBNAV to AJUNA to RUNOV to RATIH to IDRIN to ISNED to TEMOM to EGUKO.
GOMEL 1F	From UBNAV to NIPIP to AGUSO to GOMEL.
GUDBA 1F	From UBNAV to GUDBA.
GUPUB 1F	From UBNAV to AJUNA to RUNOV to ENPOG to SABUK to GUPUB.
IGBOR 1F	From UBNAV to NIPIP to IGBOR.
IMABA 1F	From UBNAV to AJUNA to RUNOV to ENPOG to IMABA.
PW 2D	From UBNAV to AJUNA to RUNOV to ENPOG to PW NDB.
RENDA 1F	From UBNAV to AJUNA to RUNOV to ENPOG to RENDA.
RIMTI 1F	From UBNAV to NIPIP to RIMTI.



CHANGES: Airport name revised.

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Landing Runway 07L

Exit	Route No.	TAXI ROUTING
N4	ALPHA 3	N4 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N3		N3 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N2		N2 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N1		N1 - NP2- WC2 - SP1 - SC4 - APRON A Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N4	BRAVO 10	N4 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N3		N3 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N2		N2 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N1		N1 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N4	BRAVO 11	N4 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N3		N3 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N2		N2 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N1		N1 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N4	CHARLIE 11	N4 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N3		N3 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N2		N2 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N1		N1 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N4	CHARLIE 12	N4 - NP2 - WC2 - SPW - APRON C Exit N4 turn right NP2 turn left WC2 turn left SPW to Apron C
N3		N3 - NP2 - WC2 - SPW - APRON C Exit N3 turn right NP2 turn left WC2 turn left SPW to Apron C
N2		N2 - NP2 - WC2 - SPW - APRON C Exit N2 turn right NP2 turn left WC2 turn left SPW to Apron C
N1		N1 - NP2 - WC2 - SPW - APRON C Exit N1 turn right NP2 turn left WC2 turn left SPW to Apron C
N4	DELTA 5	N4 - NP2 - WC2 - NPW - APRON D Exit N4 turn right NP2 turn left WC2 turn left NPW to Apron D
N3		N3 - NP2 - WC2 - NPW - APRON D Exit N3 turn right NP2 turn left WC2 turn left NPW to Apron D
N2		N2 - NP2 - WC2 - NPW - APRON D Exit N2 turn right NP2 turn left WC2 turn left NPW to Apron D
N1		N1 - NP2 - WC2 - NPW - APRON D Exit N1 turn right NP2 turn left WC2 turn left NPW to Apron D
N4	DELTA 6	N4 - NP2 - NC7 - APRON D Exit N4 turn right NP2 turn left NC7 to Apron D
N3		N3 - NP2 - NC7 - APRON D Exit N3 turn right NP2 turn left NC7 to Apron D
N2		N2 - NP2 - NC7 - APRON D Exit N2 turn right NP2 turn left NC7 to Apron D
N1		N1 - NP2 - NC7 - APRON D Exit N1 turn right NP2 turn left NC7 to Apron D
N4	ECHO 5	N4 - NP2 - NC6 - APRON E/D Exit N4 turn right NP2 turn left NC6 to Apron E/D
N3		N3 - NP2 - NC6 - APRON E/D Exit N3 turn right NP2 turn left NC6 to Apron E/D
N2		N2 - NP2 - NC6 - APRON E/D Exit N2 turn right NP2 turn left NC6 to Apron E/D
N1		N1 - NP2 - NC6 - APRON E/D Exit N1 turn right NP2 turn left NC6 to Apron E/D

CHANGES: None.

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Landing Runway 07L continued

Exit	Route No.	TAXI ROUTING
N4	ECHO 6	N4 - NP2 - NCY - APRON E/F Exit N4 turn right NP2 turn left NCY to Apron E/F
N3		N3 - NP2 - NCY - APRON E/F Exit N3 turn right NP2 turn left NCY to Apron E/F
N2		N2 - NP2 - NCY - APRON E/F Exit N2 turn right NP2 turn left NCY to Apron E/F
N1		N1 - NP2 - NCY - APRON E/F Exit N1 turn right NP2 turn left NCY to Apron E/F
N4	FOXTROT 3	N4 - NP2 - NC5 - APRON F Exit N4 turn right NP2 turn left NC5 to Apron F
N3		N3 - NP2 - NC5 - APRON F Exit N3 turn right NP2 turn left NC5 to Apron F
N2		N2 - NP2 - NC5 - APRON F Exit N2 turn right NP2 turn left NC5 to Apron F
N1		N1 - NP2 - NC5 - APRON F Exit N1 turn right NP2 turn left NC5 to Apron F
N3	GOLF 7	N3 - NP2 - NC4 - APRON G Exit N3 turn right NP2 turn left NC4 to Apron G
N2		N2 - NP2 - NC4 - APRON G Exit N2 turn right NP2 turn left NC4 to Apron G
N1		N1 - NP2 - NC4 - APRON G Exit N1 turn right NP2 turn left NC4 to Apron G
N4	GOLF 7D	N4 - NC4 - APRON G Exit N4 join NC4 to Apron G
N4	GOLF 8	N4 - NC4 - NP1 - NC3 - APRON G Exit N4 join NC4 turn left NP1 turn right NC3 to Apron G
N2		N2 - NP2 - NC3 - APRON G Exit N2 turn right NP2 turn left NC3 to Apron G
N1		N1 - NP2 - NC3 - APRON G Exit N1 turn right NP2, turn left NC3 to Apron G
N3	GOLF 8D	N3 - NC3 - APRON G Exit N3 join NC3 to Apron G
N4	GOLF 9	N4 - NC4 - NP1 - NC2 - APRON G Exit N4 join NC4 turn left NP1 turn right NC2 to Apron G
N3		N3 - NC3 - NP1 - NC2 - APRON G Exit N3 join NC3 turn left NP1 turn right NC2 to Apron G
N1		N1 - NP2 - NC2 - APRON G Exit N1 turn right NP2 turn left NC2 to Apron G
N2	GOLF 9D	N2 - NC2 - APRON G Exit N2 join NC2 to Apron G
N4	HOTEL 5	N4 - NC4 - NP1 - EC1 - NPE - APRON H Exit N4 join NC4 turn left NP1 join EC1 turn right NPE to Apron H
N3		N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
N2		N2 - NC2 - NP1 - EC1 - NPE - APRON H Exit N2 join NC2 turn left NP1 join EC1 turn right NPE to Apron H
N1		N1 - NC1 - EC1 - NPE - APRON H Exit N1 join NC1 turn left EC1 turn right NPE to Apron H
N4	HOTEL 6	N4 - NC4 - NP1 - EC1 - SPE - APRON H Exit N4 join NC4 turn left NP1 join EC1 turn right SPE to Apron H
N3		N3 - NC3 - NP1 - EC1 - SPE - APRON H Exit N3 join NC3 turn left NP1 join EC1 turn right SPE to Apron H
N2		N2 - NC2 - NP1 - EC1 - SPE - APRON H Exit N2 join NC2 turn left NP1 join EC1 turn right SPE to Apron H
N1		N1 - NC1 - EC1 - SPE - APRON H Exit N1 join NC1 turn left EC1 turn right SPE to Apron H
N4	JULIET 3	N4 - NP2 - WC1 - NP1 - APRON J Exit N4 turn right NP2 turn left WC1 turn right NP1 to Apron J
N3		N3 - NP2 - WC1 - NP1 - APRON J Exit N3 turn right NP2 turn left WC1 turn right NP1 to Apron J
N2		N2 - NP2 - WC1 - NP1 - APRON J Exit N2 turn right NP2 turn left WC1 turn right NP1 to Apron J
N1		N1 - NP2 - WC1 - NP1 - APRON J Exit N1 turn right NP2 turn left WC1 turn right NP1 to Apron J

CHANGES: Route HOTEL 6 added.

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Landing Runway 25R

Exit	Route No.	TAXI ROUTING
N5	ALPHA 4	N5 - NC5 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N9		N9 - NP2 - WC1 - SP1 - SC4 - APRON A Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC4 to APRON A
N8	ALPHA 4D	N8 - WC1 - SP1 - SC4 - APRON A Exit N8 join WC1 turn left SP1 turn left SC4 to Apron A
N5	BRAVO 7	N5 - NC5 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N6		N6 - NC6 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N7		N7 - NC7 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N9		N9 - NP2 - WC1 - SP1 - SCX - APRON B/A Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SCX to Apron B/A
N8	BRAVO 7D	N8 - WC1 - SP1 - SCX - APRON B/A Exit N8 join WC1 turn left SP1 turn left SCX to Apron B/A
N5	BRAVO 8	N5 - NC5 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N9		N9 - NP2 - WC1 - SP1 - SC5 - APRON B Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC5 to Apron B
N8	BRAVO 8D	N8 - WC1 - SP1 - SC5 - APRON B Exit N8 join WC1 turn left SP1 turn left SC5 to Apron B
N5	CHARLIE 7	N5 - NC5 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N9		N9 - NP2 - WC1 - SP1 - SC6 - APRON C Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC6 to Apron C
N8	CHARLIE 7D	N8 - WC1 - SP1 - SC6 - APRON C Exit N8 join WC1 turn left SP1 turn left SC6 to Apron C
N5	CHARLIE 8	N5 - NC5 - NP1 - WC1 - SPW - APRON C Exit N5 join NC5 turn right NP1 turn left WC1 turn left SPW to Apron C
N6		N6 - NC6 - NP1 - WC1 - SPW - APRON C Exit N6 join NC6 turn right NP1 turn left WC1 turn left SPW to Apron C
N7		N7 - NC7 - NP1 - WC1 - SPW - APRON C Exit N7 join NC7 turn right NP1 turn left WC1 turn left SPW to Apron C
N9		N9 - NP2 - WC1 - SPW - APRON C Exit N9 turn left NP2 turn right WC1 turn left SPW to Apron C
N8	CHARLIE 8D	N8 - WC1 - SPW - APRON C Exit N8 join WC1 turn left SPW to Apron C

CHANGES: Reissue.

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Landing Runway 25R continued

Exit	Route No.	TAXI ROUTING
N5	DELTA 5	N5 - NC5 - NP1 - WC1 - NPW - APRON D Exit N5 join NC5 turn right NP1 turn left WC1 turn left NPW to Apron D
N6		N6 - NC6 - NP1 - WC1 - NPW - APRON D Exit N6 join NC6 turn right NP1 turn left WC1 turn left NPW to Apron D
N7		N7 - NC7 - NP1 - WC1 - NPW - APRON D Exit N7 join NC7 turn right NP1 turn left WC1 turn left NPW to Apron D
N9		N9 - NP2 - WC1 - NPW - APRON D Exit N9 turn left NP2 turn right WC1 turn left NPW to Apron D
N8	DELTA 5D	N8 - WC1 - NPW - APRON D Exit N8 join WC1 turn left NPW to Apron D
N5	DELTA 6	N5 - NC5 - NP1 - NC7 - APRON D Exit N5 join NC5 turn right NP1 turn left NC7 to Apron D
N6		N6 - NC6 - NP1 -NC7 - APRON D Exit N6 join NC6 turn right NP1 turn left NC7 to Apron D
N8		N8 - NP2 - NC7 - APRON D Exit N8 turn left NP2 turn right NC7 to Apron D
N9		N9 - NP2 - NC7 - APRON D Exit N9 turn left NP2 turn right NC7 to Apron D
N7	DELTA 6D	N7 - NC7 - APRON D Exit N7 join NC7 to Apron D
N5	ECHO 5	N5 - NC5 - NP1 - NC6 - APRON E/D Exit N5 join NC5 turn right NP1 turn left NC6 to Apron E/D
N7		N7 - NP2 - NC6 - APRON E/D Exit N7 turn left NP2 turn right NC6 to Apron E/D
N8		N8 - NP2 - NC6 - APRON E/D Exit N8 turn left NP2 turn right NC6 to Apron E/D
N9		N9 - NP2 - NC6 - APRON E/D Exit N9 turn left NP2 turn right NC6 to Apron E/D
N6	ECHO 5D	N6 - NC6 - APRON E/D Exit N6 join NC6 to Apron E/D
N5	ECHO 6	N5 - NC5 - NP1 - NCY - APRON E/F Exit N5 join NC5 turn right NP1 turn left NCY to Apron E/F
N6		N6 - NP2 - NCY - APRON E/F Exit N6 turn left NP2 turn right NCY to Apron E/F
N7		N7 - NP2 - NCY - APRON E/F Exit N7 turn left NP2 turn right NCY to Apron E/F
N8		N8 - NP2 - NCY - APRON E/F Exit N8 turn left NP2 turn right NCY to Apron E/F
N9		N9 - NP2 - NCY - APRON E/F Exit N9 turn left NP2 turn right NCY to Apron E/F
N6	FOXTROT 3	N6 - NP2 - NC5 - APRON F Exit N6 turn left NP2 turn right NC5 to Apron F
N7		N7 - NP2 - NC5 - APRON F Exit N7 turn left NP2 turn right NC5 to Apron F
N8		N8 - NP2 - NC5 - APRON F Exit N8 turn left NP2 turn right NC5 to Apron F
N9		N9 - NP2 - NC5 - APRON F Exit N9 turn left NP2 turn right NC5 to Apron F
N5	FOXTROT 3D	N5 - NC5 - APRON F Exit N5 join NC5 to Apron F
N5	GOLF 7	N5 - NP2 - NC4 - APRON G Exit N5 turn left NP2 turn right NC4 to Apron G
N6		N6 - NP2 - NC4 - APRON G Exit N6 turn left NP2 turn right NC4 to Apron G
N7		N7 - NP2 - NC4 - APRON G Exit N7 turn left NP2 turn right NC4 to Apron G
N8		N8 - NP2 - NC4 - APRON G Exit N8 turn left NP2 turn right NC4 to Apron G
N9		N9 - NP2 - NC4 - APRON G Exit N9 turn left NP2 turn right NC4 to Apron G

CHANGES: Reissue.

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Landing Runway 25R continued

Exit	Route No.	TAXI ROUTING
N5	GOLF 8	N5 - NP2 - NC3 - APRON G Exit N5 turn left NP2 turn right NC3 to Apron G
N6		N6 - NP2 - NC3 - APRON G Exit N6 turn left NP2 turn right NC3 to Apron G
N7		N7 - NP2 - NC3 - APRON G Exit N7 turn left NP2 turn right NC3 to Apron G
N8		N8 - NP2 - NC3 - APRON G Exit N8 turn left NP2 turn right NC3 to Apron G
N9		N9 - NP2 - NC3 - APRON G Exit N9 turn left NP2 turn right NC3 to Apron G
N5	GOLF 9	N5 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N5 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N6		N6 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N6 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N7		N7 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N7 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N8		N8 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N8 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N9		N9 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N9 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N5	HOTEL 5	N5 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N5 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N6		N6 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N6 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N7		N7 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N7 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N8		N8 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N8 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N9		N9 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N9 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N5	HOTEL 6	N5 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit N5 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
N6		N6 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit N6 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
N7		N7 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit N7 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
N8		N8 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit N8 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
N9		N9 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit N9 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
N5	JULIET 3	N5 - NC5 - NP1 - APRON J Exit N5 join NC5 turn right NP1 to Apron J
N6		N6 - NC6 - NP1 - APRON J Exit N6 join NC6 turn right NP1 to Apron J
N7		N7 - NC7 - NP1 - APRON J Exit N7 join NC7 turn right NP1 to Apron J
N8		N8 - WC1 - NP1 - APRON J Exit N8 join WC1 turn right NP1 to Apron J
N9		N9 - NC9 - NP1 - APRON J Exit N9 join NC9 turn right NP1 to Apron J

Landing Runway 07R

Exit	Route No.	TAXI ROUTING
S4	ALPHA 2	S4 - SC4 - APRON A Exit S4 join SC4 to Apron A
S3	ALPHA 3	S3 - SP2 - SC4 - APRON A Exit S3 turn left SP2 turn right SC4 to Apron A
S2		S2 - SP2 - SC4 - APRON A Exit S2 turn left SP2 turn right SC4 to Apron A
S1		S1 - SP2 - SC4 - APRON A Exit S1 turn left SP2 turn right SC4 to Apron A

CHANGES: Route HOTEL 6 added, route BRAVO 4 moved to 10-6E.

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Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	BRAVO 4	S4 - SP2 - SCX - APRON B/A Exit S4 turn left SP2 turn right SCX to Apron B/A
S3		S3 - SP2 - SCX - APRON B/A Exit S3 turn left SP2 turn right SCX to Apron B/A
S2		S2 - SP2 - SCX - APRON B/A Exit S2 turn left SP2 turn right SCX to Apron B/A
S1		S1 - SP2 - SCX - APRON B/A Exit S1 turn left SP2 turn right SCX to Apron B/A
S4	BRAVO 5	S4 - SP2 - SC5 - APRON B Exit S4 turn left SP2 turn right SC5 to Apron B
S3		S3 - SP2 - SC5 - APRON B Exit S3 turn left SP2 turn right SC5 to Apron B
S2		S2 - SP2 - SC5 - APRON B Exit S2 turn left SP2 turn right SC5 to Apron B
S1		S1 - SP2 - SC5 - APRON B Exit S1 turn left SP2 turn right SC5 to Apron B
S4	CHARLIE 5	S4 - SP2 - SC6 - APRON C Exit S4 turn left SP2 turn right SC6 to Apron C
S3		S3 - SP2 - SC6 - APRON C Exit S3 turn left SP2 turn right SC6 to Apron C
S2		S2 - SP2 - SC6 - APRON C Exit S2 turn left SP2 turn right SC6 to Apron C
S1		S1 - SP2 - SC6 - APRON C Exit S1 turn left SP2 turn right SC6 to Apron C
S4	CHARLIE 6	S4 - SP2 - WC1 - SPW - APRON C Exit S4 turn left SP2 turn right WC1 turn right SPW to Apron C
S3		S3 - SP2 - WC1 - SPW - APRON C Exit S3 turn left SP2 turn right WC1 turn right SPW to Apron C
S2		S2 - SP2 - WC1 - SPW - APRON C Exit S2 turn left SP2 turn right WC1 turn right SPW to Apron C
S1		S1 - SP2 - WC1 - SPW - APRON C Exit S1 turn left SP2 turn right WC1 turn right SPW to Apron C
S4	DELTA 7	S4 - SP2 - WC1 - NPW - APRON D Exit S4 turn left SP2 turn right WC1 turn right NPW to Apron D
S3		S3 - SP2 - WC1 - NPW - APRON D Exit S3 turn left SP2 turn right WC1 turn right NPW to Apron D
S2		S2 - SP2 - WC1 - NPW - APRON D Exit S2 turn left SP2 turn right WC1 turn right NPW to Apron D
S1		S1 - SP2 - WC1 - NPW - APRON D Exit S1 turn left SP2 turn right WC1 turn right NPW to Apron D
S4	DELTA 8	S4 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S3		S3 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S2		S2 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S1		S1 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S4	ECHO 7	S4 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S3		S3 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S2		S2 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S1		S1 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D

CHANGES: Route BRAVO 4 moved from 10-6D.

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Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	ECHO 8	S4 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S3		S3 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S2		S2 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S1		S1 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S4	FOXTROT 4	S4 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S3		S3 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S2		S2 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S1		S1 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S4	FOXTROT 5E	S4 - SC4 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC5 - APRON F Exit S4 join SC4 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC5 to Apron F
S3		S3 - SC3 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC5 - APRON F Exit S3 join SC3 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC5 to Apron F
S2		S2 - SC2 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC5 - APRON F Exit S2 join SC2 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC5 to Apron F
S1	FOXTROT 15E	S1 - EC1 - SPE - EC2 - NP2 - NC5 - APRON F Exit S1 turn right EC1 turn right SPE turn left EC2 join NP2 turn left NC5 to Apron F
S4	GOLF 2E	S4 - SC4 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC2 - APRON G Exit S4 join SC4 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC2 to Apron G
S3		S3 - SC3 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC2 - APRON G Exit S3 join SC3 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC2 to Apron G
S2		S2 - SC2 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC2 - APRON G Exit S2 join SC2 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC2 to Apron G
S4	GOLF 3E	S4 - SC4 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC3 - APRON G Exit S4 join SC4 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC3 to Apron G
S3		S3 - SC3 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC3 - APRON G Exit S3 join SC3 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC3 to Apron G
S2		S2 - SC2 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC3 - APRON G Exit S2 join SC2 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC3 to Apron G
S4	GOLF 4E	S4 - SC4 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC4 - APRON G Exit S4 join SC4 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC4 to Apron G
S3		S3 - SC3 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC4 - APRON G Exit S3 join SC3 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC4 to Apron G
S2		S2 - SC2 - SP1 - SC1 - EC1 - SPE - EC2 - NP2 - NC4 - APRON G Exit S2 join SC2 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 join NP2 turn left NC4 to Apron G
S1	GOLF 12E	S1 - EC1 - SPE - EC2 - NP2 - NC2 - APRON G Exit S1 turn right EC1 turn right SPE turn left EC2 join NP2 turn left NC2 to Apron G
S1	GOLF 13E	S1 - EC1 - SPE - EC2 - NP2 - NC3 - APRON G Exit S1 turn right EC1 turn right SPE turn left EC2 join NP2 turn left NC3 to Apron G
S1	GOLF 14E	S1 - EC1 - SPE - EC2 - NP2 - NC4 - APRON G Exit S1 turn right EC1 turn right SPE turn left EC2 join NP2 turn left NC4 to Apron G
S4	HOTEL 1E	S4 - SC4 - SP1 - SC1 - EC1 - SPE - APRON H Exit S4 join SC4 turn right SP1 turn right SC1 turn left EC1 turn left SPE to Apron H
S3		S3 - SC3 - SP1 - SC1 - EC1 - SPE - APRON H Exit S3 join SC3 turn right SP1 turn right SC1 turn left EC1 turn left SPE to Apron H
S2		S2 - SC2 - SP1 - SC1 - EC1 - SPE - APRON H Exit S2 join SC2 turn right SP1 turn right SC1 turn left EC1 turn left SPE to Apron H

CHANGES: Routes revised.

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Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	HOTEL 2E	S4 - SC4 - SP1 - SC1 - EC1 - SPE - EC2 - NPE - APRON H Exit S4 join SC4 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 turn left NPE to Apron H
S3		S3 - SC3 - SP1 - SC1 - EC1 - SPE - EC2 - NPE - APRON H Exit S3 join SC3 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 turn left NPE to Apron H
S2		S2 - SC2 - SP1 - SC1 - EC1 - SPE - EC2 - NPE - APRON H Exit S2 join SC2 turn right SP1 turn right SC1 turn left EC1 turn right SPE turn left EC2 turn left NPE to Apron H
S1	HOTEL 11E	S1 - EC1 - SPE - APRON H Exit S1 turn right EC1 turn left SPE to Apron H
S1	HOTEL 12E	S1 - EC1 - SPE - EC2 - NPE - APRON H Exit S1 turn right EC1 turn right SPE turn left EC2 turn left NPE to Apron H
S4	JULIET 4	S4 - SP2 - WC1 - NP1 - APRON J Exit S4 turn left SP2 turn right WC1 turn left NP1 to Apron J
S3		S3 - SP2 - WC1 - NP1 - APRON J Exit S3 turn left SP2 turn right WC1 turn left NP1 to Apron J
S2		S2 - SP2 - WC1 - NP1 - APRON J Exit S2 turn left SP2 turn right WC1 turn left NP1 to Apron J
S1		S1 - SP2 - WC1 - NP1 - APRON J Exit S1 turn left SP2 turn right WC1 turn left NP1 to Apron J

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Landing Runway 25L

Exit	Route No.	TAXI ROUTING
S5	ALPHA 3	S5 - SC5 - SP1 - SC4 - APRON A Exit S5 join SC5 turn right SP1 turn left SC4 to Apron A
S6		S6 - SC6 - SP1 - SC4 - APRON A Exit S6 join SC6 turn right SP1 turn left SC4 to Apron A
S7		S7 - WC2 - SP1 - SC4 - APRON A Exit S7 join WC2 turn right SP1 turn left SC4 to Apron A
S8		S8 - SC8 - SP1 - SC4 - APRON A Exit S8 join SC8 turn right SP1 turn left SC4 to Apron A
S9		S9 - SC9 - SP1 - SC4 - APRON A Exit S9 join SC9 turn right SP1 turn left SC4 to Apron A
S5	BRAVO 5	S5 - SC5 - SP1 - SCX - APRON B/A Exit S5 join SC5 turn right SP1 turn left SCX to Apron B/A
S6		S6 - SC6 - SP1 - SCX - APRON B/A Exit S6 join SC6 turn right SP1 turn left SCX to Apron B/A
S7		S7 - WC2 - SP1 - SCX - APRON B/A Exit S7 join WC2 turn right SP1 turn left SCX to Apron B/A
S8		S8 - SC8 - SP1 - SCX - APRON B/A Exit S8 join SC8 turn right SP1 turn left SCX to Apron B/A
S9		S9 - SC9 - SP1 - SCX - APRON B/A Exit S9 join SC9 turn right SP1 turn left SCX to Apron B/A
S6	BRAVO 6	S6 - SC6 - SP1 - SC5 - APRON B Exit S6 join SC6 turn right SP1 turn left SC5 to Apron B
S7		S7 - WC2 - SP1 - SC5 - APRON B Exit S7 join WC2 turn right SP1 turn left SC5 to Apron B
S8		S8 - SC8 - SP1 - SC5 - APRON B Exit S8 join SC8 turn right SP1 turn left SC5 to Apron B
S9		S9 - SC9 - SP1 - SC5 - APRON B Exit S9 join SC9 turn right SP1 turn left SC5 to Apron B
S5	BRAVO 6D	S5 - SC5 - APRON B Exit S5 join SC5 to Apron B
S5	CHARLIE 5	S5 - SP2 - SC6 - APRON C Exit S5 turn left SP2 turn right SC6 to Apron C
S7		S7 - WC2 - SP1 - SC6 - APRON C Exit S7 join WC2 turn right SP1 turn left SC6 to Apron C
S8		S8 - SC8 - SP1 - SC6 - APRON C Exit S8 join SC8 turn right SP1 turn left SC6 to Apron C
S9		S9 - SC9 - SP1 - SC6 - APRON C Exit S9 turn right SP1 turn left SC6 to Apron C
S6	CHARLIE 5D	S6 - SC6 - APRON C Exit S6 join SC6 to Apron C
S5	CHARLIE 6	S5 - SP2 - WC2 - SPW - APRON C Exit S5 turn left SP2 turn right WC2 turn right SPW to Apron C
S6		S6 - SP2 - WC2 - SPW - APRON C Exit S6 turn left SP2 turn right WC2 turn right SPW to Apron C
S8		S8 - SC8- SP1 - WC2 - SPW - APRON C Exit S8 join SC8 turn right SP1 turn left WC2 turn right SPW to Apron C
S9		S9 - SC9 - SP1 - WC2 - SPW - APRON C Exit S9 join SC9 turn right SP1 turn left WC2 turn right SPW to Apron C
S7	CHARLIE 6D	S7 - WC2 - SPW - APRON C Exit S7 join WC2 turn right SPW to Apron C
S5	DELTA 7	S5 - SP2 - WC2 - NPW - APRON D Exit S5 turn left SP2 turn right WC2 turn right NPW to Apron D
S6		S6 - SP2 - WC2 - NPW - APRON D Exit S6 turn left SP2 turn right WC2 turn right NPW to Apron D
S8		S8 - SC8 - SP1 - WC2 - NPW - APRON D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NPW to Apron D
S9		S9 - SC9 - SP1 - WC2 - NPW - APRON D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NPW to Apron D

CHANGES: Reindex.

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Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S7	DELTA 7D	S7 - WC2 - NPW - APRON D Exit S7 join WC2 turn right NPW to Apron D
S5	DELTA 8	S5 - SP2 - WC2 - NP2 - NC7 - APRON D Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC7 to Apron D
S6		S6 - SP2 - WC2 - NP2 - NC7 - APRON D Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC7 to Apron D
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC7 - APRON D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC7 to Apron D
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC7 - APRON D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC7 to Apron D
S7	DELTA 8D	S7 - WC2 - NP2 - NC7 - APRON D Exit S7 join WC2 turn right NP2 turn right NC7 to Apron D
S5	ECHO 7	S5 - SP2 - WC2 - NP2 - NC6 - APRON E/D Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC6 to Apron E/D
S6		S6 - SP2 - WC2 - NP2 - NC6 - APRON E/D Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC6 to Apron E/D
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC6 - APRON E/D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC6 to Apron E/D
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC6 - APRON E/D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC6 to Apron E/D
S7	ECHO 7D	S7 - WC2 - NP2 - NC6 - APRON E/D Exit S7 join WC2 turn right NP2 turn right NC6 to Apron E/D
S5	ECHO 8	S5 - SP2 - WC2 - NP2 - NCY - APRON E/F Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NCY to Apron E/F
S6		S6 - SP2 - WC2 - NP2 - NCY - APRON E/F Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NCY to Apron E/F
S8		S8 - SC8 - SP1 - WC2 - NP2 - NCY - APRON E/F Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NCY to Apron E/F
S9		S9 - SC9 - SP1 - WC2 - NP2 - NCY - APRON E/F Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NCY to Apron E/F
S7	ECHO 8D	S7 - WC2 - NP2 - NCY - APRON E/F Exit S7 join WC2 turn right NP2 turn right NCY to Apron E/F
S5	FOXTROT 4	S5 - SP2 - WC2 - NP2 - NC5 - APRON F Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC5 to Apron F
S6		S6 - SP2 - WC2 - NP2 - NC5 - APRON F Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC5 to Apron F
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC5 - APRON F Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC5 to Apron F
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC5 - APRON F Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC5 to Apron F
S7	FOXTROT 4D	S7 - WC2 - NP2 - NC5 - APRON F Exit S7 join WC2 turn right NP2 turn right NC5 to Apron F
S5	GOLF 10	S5 - SP2 - WC2 - NP2 - NC4 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC4 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC4 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC4 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC4 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC4 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC4 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC4 to Apron G

CHANGES: Reindex.

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Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S7	GOLF 10D	S7 - WC2 - NP2 - NC4 - APRON G Exit S7 join WC2 turn right NP2 turn right NC4 to Apron G
S5	GOLF 11	S5 - SP2 - WC2 - NP2 - NC3 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC3 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 to Apron G
S7	GOLF 11D	S7 - WC2 - NP2 - NC3 - APRON G Exit S7 join WC2 turn right NP2 turn right NC3 to Apron G
S5	GOLF 12	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S7	GOLF 12D	S7 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S5	HOTEL 7	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S7	HOTEL 7D	S7 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S5	HOTEL 8	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H
S7	HOTEL 8D	S7 - WC2 - NP2 - NC3 - NP1 - EC1 - SPE - APRON H Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right SPE to Apron H

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Landing Runway 25L continued

Gate	Route No.	TAXI ROUTING
S5	JULIET 4	S5 - SP2 - WC2 - NP1 - APRON J Exit S5 turn left SP2 turn right WC2 turn left NP1 to Apron J
S6		S6 - SP2 - WC2 - NP1 - APRON J Exit S6 turn left SP2 turn right WC2 turn left NP1 to Apron J
S8		S8 - SC8 - SP1 - WC2 - NP1 - APRON J Exit S8 join SC8 turn right SP1 turn left WC2 turn left NP1 to Apron J
S9		S9 - SC9 - SP1 - WC2 - NP1 - APRON J Exit S9 join SC9 turn right SP1 turn left WC2 turn left NP1 to Apron J
S7	JULIET 4D	S7 - WC2 - NP1 - APRON J Exit S7 join WC2 turn left NP1 to Apron J

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Landing Runway 06

Exit	Route No.	TAXI ROUTING
M1	ALPHA 4M	M1 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M2		M2 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M1	ALPHA 6M	M1 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M1	ALPHA 7M	M1 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M1	ALPHA 8M	M1 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SC4 - APRON A Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
M1	BRAVO 4M	M1 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M2		M2 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M1	BRAVO 6M	M1 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M1	BRAVO 7M	M1 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B orA
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M1	BRAVO 8M	M1 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SCX - APRON B or A Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B or A
M1	BRAVO 14M	M1 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M2		M2 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M1	BRAVO 16M	M1 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M1	BRAVO 17M	M1 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B

CHANGES: None.

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Landing Runway 06 continued

Exit	Route No.	TAXI ROUTING
M1	BRAVO 18M	M1 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SC5 - APRON B Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
M1	CHARLIE 4M	M1 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M2		M2 - NP3 - N4M - N5 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M1	CHARLIE 6M	M1 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M1	CHARLIE 7M	M1 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M1	CHARLIE 8M	M1 - NP3 - N8M - N8 - NP2 - WC2 - SP1 - SC6 - APRON C Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - SPW - APRON C Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SPW to Apron C
M1	CHARLIE 14M	M1 - NP3 - N4M - N5 - NP2 - WC2 - SPW - APRON C Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SPW to Apron C
M2		M2 - NP3 - N4M - N5 - NP2 - WC2 - SPW - APRON C Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left SPW to Apron C
M1	CHARLIE 16M	M1 - NP3 - N6M - N6 - NP2 - WC2 - SPW - APRON C Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SPW to Apron C
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - SPW - APRON C Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left SPW to Apron C
M1	CHARLIE 17M	M1 - NP3 - N7M - N7 - NP2 - WC2 - SPW - APRON C Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SPW to Apron C
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - SPW - APRON C Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left SPW to Apron C
M1	CHARLIE 18M	M1 - NP3 - N8M - N8 - NP2 - WC2 - SPW - APRON C Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SPW to Apron C
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - SPW - APRON C Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left SPW to Apron C
M1	DELTA 4M	M1 - NP3 - N4M - N5 - NP2 - NC7 - APRON D Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left NC7 to Apron D
M2		M2 - NP3 - N4M - N5 - NP2 - NC7 - APRON D Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left NC7 to Apron D
M1	DELTA 6M	M1 - NP3 - N6M - N6 - NP2 - NC7 - APRON D Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left NC7 to Apron D
M2		M2 - NP3 - N6M - N6 - NP2 - NC7 - APRON D Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left NC7 to Apron D

CHANGES: Route CHARLIE 8M exit M2.

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Landing Runway 06 continued

Exit	Route No.	TAXI ROUTING
M1	DELTA 7M	M1 - NP3 - N7M - N7 - NC7 - APRON D Exit M1 turn right NP3 turn left N7M turn right N7 join NC7 to Apron D
M2		M2 - NP3 - N7M - N7 - NC7 - APRON D Exit M2 turn right NP3 turn left N7M turn right N7 join NC7 to Apron D
M1	DELTA 14M	M1 - NP3 - N4M - N5 - NP2 - WC2 - NPW - APRON D Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left NPW to Apron D
M2		M2 - NP3 - N4M - N5 - NP2 - WC2 - NPW - APRON D Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left WC2 turn left NPW to Apron D
M1	DELTA 16M	M1 - NP3 - N6M - N6 - NP2 - WC2 - NPW - APRON D Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left NPW to Apron D
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - NPW - APRON D Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn left NPW to Apron D
M1	DELTA 17M	M1 - NP3 - N7M - N7 - NP2 - WC2 - NPW - APRON D Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left NPW to Apron D
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - NPW - APRON D Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn left NPW to Apron D
M1	DELTA 18M	M1 - NP3 - N8M - N8 - NP2 - WC2 - NPW - APRON D Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left NPW to Apron D
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - NPW - APRON D Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn left NPW to Apron D
M1	ECHO 4M	M1 - NP3 - N4M - N5 - NP2 - NC6 - APRON E or D Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left NC6 to Apron E or D
M2		M2 - NP3 - N4M - N5 - NP2 - NC6 - APRON E or D Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left NC6 to Apron E or D
M1	ECHO 6M	M1 - NP3 - N6M - N6 - NC6 - APRON E or D Exit M1 turn right NP3 turn left N6M turn right N6 join NC6 to Apron E or D
M2		M2 - NP3 - N6M - N6 - NC6 - APRON E or D Exit M2 turn right NP3 turn left N6M turn right N6 join NC6 to Apron E or D
M1	ECHO 14M	M1 - NP3 - N4M - N5 - NP2 - NCY - APRON E or F Exit M1 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left NCY to Apron E or F
M2		M2 - NP3 - N4M - N5 - NP2 - NCY - APRON E or F Exit M2 turn right NP3 turn left N4M turn right N5 turn right NP2 turn left NCY to Apron E or F
M1	FOXTROT 4M	M1 - NP3 - N4M - N5 - NC5 - APRON F Exit M1 turn right NP3 turn left N4M turn right N5 join NC5 to Apron F
M2		M2 - NP3 - N4M - N5 - NC5 - APRON F Exit M2 turn right NP3 turn left N4M turn right N5 join NC5 to Apron F
M1	GOLF 3M	M1 - NP3 - N3M - N3 - NC3 - APRON G Exit M1 turn right NP3 turn left N3M turn left N3 join NC3 to Apron G
M2		M2 - NP3 - N3M - N3 - NC3 - APRON G Exit M2 turn right NP3 turn left N3M turn left N3 join NC3 to Apron G
M1	GOLF 4M	M1 - NP3 - N4M - N4 - NC4 - APRON G Exit M1 turn right NP3 turn left N4M turn left N4 join NC4 to Apron G
M2		M2 - NP3 - N4M - N4 - NC4 - APRON G Exit M2 turn right NP3 turn left N4M turn left N4 join NC4 to Apron G
M1	GOLF 23M	M1 - NP3 - N3M - N3 - NC3 - NP1 - NC2 - APRON G Exit M1 turn right NP3 turn left N3M turn left N3 join NC3 turn left NP1 turn right NC2 to Apron G
M2		M2 - NP3 - N3M - N3 - NC3 - NP1 - NC2 - APRON G Exit M2 turn right NP3 turn left N3M turn left N3 join NC3 turn left NP1 turn right NC2 to Apron G

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Landing Runway 06 continued

Exit	Route No.	TAXI ROUTING
M1	GOLF 24M	M1 - NP3 - N4M - N4 - NC4 - NP1 - NC2 - APRON G Exit M1 turn right NP3 turn left N4M turn left N4 join NC4 turn left NP1 turn right NC2 to Apron G
M2		M2 - NP3 - N4M - N4 - NC4 - NP1 - NC2 - APRON G Exit M2 turn right NP3 turn left N4M turn left N4 join NC4 turn left NP1 turn right NC2 to Apron G
M1	GOLF 34M	M1 - NP3 - N4M - N4 - NC4 - NP1 - NC3 - APRON G Exit M1 turn right NP3 turn left N4M turn left N4 join NC4 turn left NP1 turn right NC3 to Apron G
M2		M2 - NP3 - N4M - N4 - NC4 - NP1 - NC3 - APRON G Exit M2 turn right NP3 turn left N4M turn left N4 join NC4 turn left NP1 turn right NC3 to Apron G
M1	GOLF 43M	M1 - NP3 - N3M - N3 - NP2 - NC4 - APRON G Exit M1 turn right NP3 turn left N3M turn left N3 turn right NP2 turn left NC4 to Apron G
M2		M2 - NP3 - N3M - N3 - NP2 - NC4 - APRON G Exit M2 turn right NP3 turn left N3M turn left N3 turn right NP2 turn left NC4 to Apron G
M1	HOTEL 3M	M1 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit M1 turn right NP3 turn left N3M turn left N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
M2		M2 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit M2 turn right NP3 turn left N3M turn left N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
M1	HOTEL 13M	M1 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - SPE - APRON H Exit M1 turn right NP3 turn left N3M turn left N3 join NC3 turn left NP1 join EC1 turn right SPE to Apron H
M2		M2 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - SPE - APRON H Exit M2 turn right NP3 turn left N3M turn left N3 join NC3 turn left NP1 join EC1 turn right SPE to Apron H
M1	JULIET 6M	M1 - NP3 - N6M - N6 - NP2 - WC2 - NP1 - APRON J Exit M1 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn right NP1 to APRON J
M2		M2 - NP3 - N6M - N6 - NP2 - WC2 - NP1 - APRON J Exit M2 turn right NP3 turn left N6M turn right N6 turn right NP2 turn left WC2 turn right NP1 to APRON J
M1	JULIET 7M	M1 - NP3 - N7M - N7 - NP2 - WC2 - NP1 - APRON J Exit M1 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn right NP1 to APRON J
M2		M2 - NP3 - N7M - N7 - NP2 - WC2 - NP1 - APRON J Exit M2 turn right NP3 turn left N7M turn right N7 turn right NP2 turn left WC2 turn right NP1 to APRON J
M1	JULIET 8M	M1 - NP3 - N8M - N8 - NP2 - WC2 - NP1 - APRON J Exit M1 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn right NP1 to APRON J
M2		M2 - NP3 - N8M - N8 - NP2 - WC2 - NP1 - APRON J Exit M2 turn right NP3 turn left N8M turn right N8 turn right NP2 turn left WC2 turn right NP1 to APRON J

CHANGES: New chart.

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Landing Runway 24

Exit	Route No.	TAXI ROUTING
M7	ALPHA 4M	M7 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SC4 - APRON A Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SC4 - APRON A Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
M7	ALPHA 6M	M7 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SC4 - APRON A Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SC4 - APRON A Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
M7	BRAVO 4M	M7 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SCX - APRON B or A Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B or A
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B or A
M7	BRAVO 6M	M7 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SCX - APRON B or A Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B or A
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SCX - APRON B or A Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B or A
M7	BRAVO 14M	M7 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SC5 - APRON B Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SC5 - APRON B Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
M7	BRAVO 16M	M7 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SC5 - APRON B Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SC5 - APRON B Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
M7	CHARLIE 4M	M7 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SC6 - APRON C Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SP1 - SC6 - APRON C Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
M7	CHARLIE 6M	M7 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SC6 - APRON C Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SP1 - SC6 - APRON C Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
M7	CHARLIE 14M	M7 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SPW - APRON C Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SPW to Apron C
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - SPW - APRON C Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left SPW to Apron C

CHANGES: None.

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Landing Runway 24 continued

Exit	Route No.	TAXI ROUTING
M7	CHARLIE 16M	M7 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SPW - APRON C Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SPW to Apron C
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - SPW - APRON C Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left SPW to Apron C
M7	DELTA 4M	M7 - NP3 - N4M - N5 - NC5 - NP1 - NC7 - APRON D Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left NC7 to Apron D
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - NC7 - APRON D Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left NC7 to Apron D
M7	DELTA 6M	M7 - NP3 - N6M - N6 - NC6 - NP1 - NC7 - APRON D Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left NC7 to Apron D
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - NC7 - APRON D Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left NC7 to Apron D
M7	DELTA 14M	M7 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - NPW - APRON D Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left NPW to Apron D
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - WC1 - NPW - APRON D Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left WC1 turn left NPW to Apron D
M7	DELTA 16M	M7 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - NPW - APRON D Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left NPW to Apron D
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - WC1 - NPW - APRON D Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 turn left WC1 turn left NPW to Apron D
M7	ECHO 4M	M7 - NP3 - N4M - N5 - NC5 - NP1 - NC6 - APRON E or D Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left NC6 to Apron E or D
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - NC6 - APRON E or D Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left NC6 to Apron E or D
M7	ECHO 6M	M7 - NP3 - N6M - N6 - NC6 - APRON E or D Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 to Apron E or D
M8		M8 - NP3 - N6M - N6 - NC6 - APRON E or D Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 to Apron E or D
M7	ECHO 14M	M7 - NP3 - N4M - N5 - NC5 - NP1 - NCY - APRON E or F Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left NCY to Apron E or F
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - NCY - APRON E or F Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 turn left NCY to Apron E or F
M7	ECHO 16M	M7 - NP3 - N6M - N6 - NP2 - NCY - APRON E or F Exit M7 turn left NP3 turn right N6M turn right N6 turn left NP2 turn right NCY to Apron E or F
M8		M8 - NP3 - N6M - N6 - NP2 - NCY - APRON E or F Exit M8 turn left NP3 turn right N6M turn right N6 turn left NP2 turn right NCY to Apron E or F

CHANGES: Taxi routing exit M8 route no. ECHO 4M.

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Landing Runway 24 continued

Exit	Route No.	TAXI ROUTING
M7	FOXTROT 4M	M7 - NP3 - N4M - N5 - NC5 - APRON F Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 to Apron F
M8		M8 - NP3 - N4M - N5 - NC5 - APRON F Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 to Apron F
M7	GOLF 3M	M7 - NP3 - N3M - N3 - NC3 - APRON G Exit M7 turn left NP3 turn right N3M turn right N3 join NC3 to Apron G
M8		M8 - NP3 - N3M - N3 - NC3 - APRON G Exit M8 turn left NP3 turn right N3M turn left N3 join NC3 to Apron G
M7	GOLF 4M	M7 - NP3 - N4M - N4 - NC4 - APRON G Exit M7 turn left NP3 turn right N4M turn left N4 join NC4 to Apron G
M8		M8 - NP3 - N4M - N4 - NC4 - APRON G Exit M8 turn left NP3 turn right N4M turn left N4 join NC4 to Apron G
M7	GOLF 23M	M7 - NP3 - N3M - N3 - NC3 - NP1 - NC2 - APRON G Exit M7 turn left NP3 turn right N3M turn left N3 join NC3 turn left NP1 turn right NC2 to Apron G
M8		M8 - NP3 - N3M - N3 - NC3 - NP1 - NC2 - APRON G Exit M8 turn left NP3 turn right N3M turn left N3 join NC3 turn left NP1 turn right NC2 to Apron G
M7	GOLF 24M	M7 - NP3 - N4M - N4 - NP2 - NC3 - NP1 - NC2 - APRON G Exit M7 turn left NP3 turn right N4M turn left N4 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
M8		M8 - NP3 - N4M - N4 - NP2 - NC3 - NP1 - NC2 - APRON G Exit M8 turn left NP3 turn right N4M turn left N4 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
M7	GOLF 34M	M7 - NP3 - N4M - N4 - NP2 - NC3 - APRON G Exit M7 turn left NP3 turn right N4M turn left N4 turn left NP2 turn right NC3 to Apron G
M8		M8 - NP3 - N4M - N4 - NP2 - NC3 - APRON G Exit M8 turn left NP3 turn right N4M turn left N4 turn left NP2 turn right NC3 to Apron G
M7	GOLF 43M	M7 - NP3 - N3M - N3 - NC3 - NP1 - NC4 - APRON G Exit M7 turn left NP3 turn right N3M turn left N3 join NC3 turn right NP1 turn left NC4 to Apron G
M8		M8 - NP3 - N3M - N3 - NC3 - NP1 - NC4 - APRON G Exit M8 turn left NP3 turn right N3M turn left N3 join NC3 turn right NP1 turn left NC4 to Apron G
M7	HOTEL 3M	M7 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit M7 turn left NP3 turn right N3M turn left N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
M8		M8 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit M8 turn left NP3 turn right N3M turn left N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
M7	HOTEL 13M	M7 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - SPE - APRON H Exit M7 turn left NP3 turn right N3M turn left N3 join NC3 turn left NP1 join EC1 turn right SPE to Apron H
M8		M8 - NP3 - N3M - N3 - NC3 - NP1 - EC1 - SPE - APRON H Exit M8 turn left NP3 turn right N3M turn left N3 join NC3 turn left NP1 join EC1 turn right SPE to Apron H

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Landing Runway 24 continued

Exit	Route No.	TAXI ROUTING
M7	JULIET 4M	M7 - NP3 - N4M - N5 - NC5 - NP1 - APRON J Exit M7 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 to Apron J
M8		M8 - NP3 - N4M - N5 - NC5 - NP1 - APRON J Exit M8 turn left NP3 turn right N4M turn right N5 join NC5 turn right NP1 to Apron J
M7	JULIET 6M	M7 - NP3 - N6M - N6 - NC6 - NP1 - APRON J Exit M7 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 to Apron J
M8		M8 - NP3 - N6M - N6 - NC6 - NP1 - APRON J Exit M8 turn left NP3 turn right N6M turn right N6 join NC6 turn right NP1 to Apron J

CHANGES: Taxi routing exit M8 route no. JULIET 6M.

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Take-off Runway 07L

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 4	SC4 - SP2 - WC1 - NP2 - N9 Gate SC4 turn right SP2 turn right WC1 turn left NP2 to join N9
SCX	BRAVO 7	SCX - SP2 - WC1 - NP2 - N9 Gate SCX turn right SP2 turn right WC1 turn left NP2 to join N9
SC5	BRAVO 8	SC5 - SP2 - WC1 - NP2 - N9 Gate SC5 turn right SP2 turn right WC1 turn left NP2 to join N9
SC6	CHARLIE 7	SC6 - SP2 - WC1 - NP2 - N9 Gate SC6 turn right SP2 turn right WC1 turn left NP2 to join N9
SPW	CHARLIE 8	SPW - WC1 - NP2 - N9 Gate SPW turn right WC1 turn left NP2 to join N9
NPW	DELTA 1	NPW - WC1 - NP2 - N9 Gate NPW turn right WC1 turn left NP2 to join N9
NC7	DELTA 2	NC7 - NP2 - N9 Gate NC7 turn left NP2 to join N9
NC6	ECHO 1	NC6 - NP2 - N9 Gate NC6 turn left NP2 to join N9
NCY	ECHO 2	NCY - NP2 - N9 Gate NCY turn left NP2 to join N9
NC5	FOXTROT 1	NC5 - NP2 - N9 Gate NC5 turn left NP2 to join N9
NC4	GOLF 1	NC4 - NP2 - N9 Gate NC4 turn left NP2 to join N9
NC3	GOLF 2	NC3 - NP2 - N9 Gate NC3 turn left NP2 to join N9
NC2	GOLF 3	NC2 - NP2 - N9 Gate NC2 turn left NP2 to join N9
NPE	HOTEL 1	NPE - EC2 - NP2 - N9 Gate NPE turn left EC2 join NP2 to join N9
SPE	HOTEL 2	SPE - EC2 - NP2 - N9 Gate SPE turn left EC2 join NP2 to join N9
NP1	JULIET 1	NP1 - NC9 - N9 Gate NP1 turn left NC9 to join N9

Take-off Runway 25R

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 2	SC4 - SP2 - WC2 - NP2 - N2/N1 Gate SC4 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SCX	BRAVO 3	SCX - SP2 - WC2 - NP2 - N2/N1 Gate SCX turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SC5	BRAVO 4	SC5 - SP2 - WC2 - NP2 - N2/N1 Gate SC5 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SC6	CHARLIE 3	SC6 - SP2 - WC2 - NP2 - N2/N1 Gate SC6 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SPW	CHARLIE 4	SPW - WC2 - NP2 - N2/N1 Gate SPW turn right WC2 turn right NP2 to join N2/N1
NPW	DELTA 1	NPW - WC2 - NP2 - N2/N1 Gate NPW turn right WC2 turn right NP2 to join N2/N1
NC7	DELTA 2	NC7 - NP2 - N2/N1 Gate NC7 turn right NP2 to join N2/N1
NC6	ECHO 1	NC6 - NP2 - N2/N1 Gate NC6 turn right NP2 to join N2/N1
NCY	ECHO 2	NCY - NP2 - N2/N1 Gate NCY turn right NP2 to join N2/N1

CHANGES: Chart reindexed, Rwy 07L route HOTEL 2.

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Take-off Runway 25R continued

Gate	Route No.	TAXI ROUTING
NC5	FOXTROT 1	NC5 - NP2 - N2/N1 Gate NC5 turn right NP2 to join N2/N1
NC4	GOLF 1	NC4 - NP2 - N2/N1 Gate NC4 turn right NP2 to join N2/N1
NC3	GOLF 2	NC3 - NP2 - N2/N1 Gate NC3 turn right NP2 to join N2/N1
NC2	GOLF 3D	NC2 - N2 Gate NC2 to join N2
	GOLF 3	NC2 - NP2 - N1 Gate NC2 turn right NP2 to join N1
NPE	HOTEL 1	NPE - EC2 - N1 Gate NPE turn left EC2 to join N1
SPE	HOTEL 2	SPE - EC2 - N1 Gate SPE turn left EC2 to join N1
NP1	JULIET 1A	NP1 - NC9 - NP2 - N1 Gate NP1 turn left NC9 turn right NP2 to join N1
NP1	JULIET 1B	NP1 - NC9 - NP2 - N2 Gate NP1 turn left NC9 turn right NP2 to join N2

Take-off Runway 07R

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 2	SC4 - SP2 - S8/S9 Gate SC4 turn right SP2 to join S8/S9
SCX	BRAVO 3	SCX - SP2 - S8/S9 Gate SCX turn right SP2 to join S8/S9
SC5	BRAVO 4	SC5 - SP2 - S8/S9 Gate SC5 turn right SP2 to join S8/S9
SC6	CHARLIE 3	SC6 - SP2 - S8/S9 Gate SC6 turn right SP2 to join S8/S9
SPW	CHARLIE 4	SPW - WC2 - SP2 - S8/S9 Gate SPW turn left WC2 turn right SP2 to join S8/S9
NPW	DELTA 3	NPW - WC2 - SP2 - S8/S9 Gate NPW turn left WC2 turn right SP2 to join S8/S9
NC7	DELTA 4	NC7 - NP2 - WC2 - SP2 - S8/S9 Gate NC7 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC6	ECHO 3	NC6 - NP2 - WC2 - SP2 - S8/S9 Gate NC6 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NCY	ECHO 4	NCY - NP2 - WC2 - SP2 - S8/S9 Gate NCY turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC5	FOXTROT 2	NC5 - NP2 - WC2 - SP2 - S8/S9 Gate NC5 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC4	GOLF 4	NC4 - NP2 - WC2 - SP2 - S8/S9 Gate NC4 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC3	GOLF 5	NC3 - NP2 - WC2 - SP2 - S8/S9 Gate NC3 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC2	GOLF 6	NC2 - NP2 - WC2 - SP2 - S8/S9 Gate NC2 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NPE	HOTEL 3	NPE - EC2 - NP2 - WC2 - SP2 - S8/S9 Gate NPE turn left EC2 join NP2 turn left WC2 turn right SP2 to join S8/S9
SPE	HOTEL 4	SPE - EC2 - NP2 - WC2 - SP2 - S8/S9 Gate SPE turn left EC2 join NP2 turn left WC2 turn right SP2 to join S8/S9
NP1	JULIET 2	NP1 - WC2 - SP2 - S8/S9 Gate NP1 straight ahead turn right WC2 turn right SP2 to join S8/S9

Take-off Runway 25L

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 1A	SC4 - SP1 - SC1 - S1 Gate SC4 turn left SP1 turn right SC1 to join S1
SC4	ALPHA 1B	SC4 - SP1 - SC2 - S2 Gate SC4 turn left SP1 turn right SC2 to join S2
SCX	BRAVO 1A	SCX - SP1 - SC1 - S1 Gate SCX turn left SP1 turn right SC1 to join S1
SCX	BRAVO 1B	SCX - SP1 - SC2 - S2 Gate SCX turn left SP1 turn right SC2 to join S2

CHANGES: Chart reindexed, Rwy 07R routes NCY and SPE.

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Take-off Runway 25L continued

Gate	Route No.	TAXI ROUTING
SC5	BRAVO 2A	SC5 - SP1 - SC1 - S1 Gate SC5 turn left SP1 turn right SC1 to join S1
SC5	BRAVO 2B	SC5 - SP1 - SC2 - S2 Gate SC5 turn left SP1 turn right SC2 to join S2
SC6	CHARLIE 1A	SC6 - SP1 - SC1 - S1 Gate SC6 turn left SP1 turn right SC1 to join S1
SC6	CHARLIE 1B	SC6 - SP1 - SC2 - S2 Gate SC6 turn left SP1 turn right SC2 to join S2
SPW	CHARLIE 2A	SPW - WC1 - SP1 - SC1 - S1 Gate SPW turn left WC1 turn left SP1 turn right SC1 to join S1
SPW	CHARLIE 2B	SPW - WC1 - SP1 - SC2 - S2 Gate SPW turn left WC1 turn left SP1 turn right SC2 to join S2
NPW	DELTA 3A	NPW - WC1 - SP1 - SC1 - S1 Gate NPW turn left WC1 turn left SP1 turn right SC1 to join S1
NPW	DELTA 3B	NPW - WC1 - SP1 - SC2 - S2 Gate NPW turn left WC1 turn left SP1 turn right SC2 to join S2
NC7	DELTA 4A	NC7 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC7 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC7	DELTA 4B	NC7 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC7 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC6	ECHO 3A	NC6 - NP1 - WC1 - SP1- SC1 - S1 Gate NC6 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC6	ECHO 3B	NC6 - NP1 - WC1 - SP1- SC2 - S2 Gate NC6 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NCY	ECHO 4A	NCY - NP1 - WC1 - SP1 - SC1 - S1 Gate NCY turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NCY	ECHO 4B	NCY - NP1 - WC1 - SP1 - SC2 - S2 Gate NCY turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC5	FOXTROT 2A	NC5 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC5 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC5	FOXTROT 2B	NC5 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC5 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC5	FOXTROT 5E	NC5 - NP2 - NC3 - NP1 - EC1 - S1 Gate NC5 turn right NP2 turn right NC3 turn left NP1 join EC1 to join S1
NC4	GOLF 4E	NC4 - NP2 - NC3 - NP1 - EC1 - S1 Gate NC4 turn right NP2 turn right NC3 turn left NP1 join EC1 to join S1
NC3	GOLF 3E	NC3 - NP1 - EC1 - S1 Gate NC3 turn right NP1 join EC1 to join S1
NC2	GOLF 2E	NC2 - NP1 - EC1 - S1 Gate NC2 turn right NP1 join EC1 to join S1
NPE	HOTEL 1E	NPE - EC1 - S1 Gate NPE turn right EC1 to join S1
SPE	HOTEL 2E	SPE - EC1 - S1 Gate SPE turn right EC1 to join S1
NP1	JULIET 2A	NP1 - NC9 - NP2 - WC1 - SP1 - SC1 - S1 Gate NP1 turn left NC9 turn right NP2 turn right WC1 turn left SP1 turn right SC1 to join S1
NP1	JULIET 2B	NP1 - NC9 - NP2 - WC1 - SP1 - SC2 - S2 Gate NP1 turn left NC9 turn right NP2 turn right WC1 turn left SP1 turn right SC2 to join S2

CHANGES: Chart reindexed, routes from NC5, NC4, NC3, NC2, NPE and SPE.

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Take-off Runway 06

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 5M	SC4 - SP2 - WC1 - NP1- NC5 - N5 - N4M - NP3 - M8 Gate SC4 turn right SP2 turn right WC1 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
SCX	BRAVO 5M	SCX - SP2 - WC1 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate SCX turn right SP2 turn right WC1 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
SC5	BRAVO 15M	SC5 - SP2 - WC1 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate SC5 turn right SP2 turn right WC1 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
SC6	CHARLIE 5M	SC6 - SP2 - WC1 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate SC6 turn right SP2 turn right WC1 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
SPW	CHARLIE 15M	SPW - WC1 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate SPW turn right WC1 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
NC7	DELTA 5M	NC7 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate NC7 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
NPW	DELTA 15M	NPW - WC1 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate NPW turn right WC1 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
NC6	ECHO 5M	NC6 - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate NC6 turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
NCY	ECHO 15M	NCY - NP1 - NC5 - N5 - N4M - NP3 - M8 Gate NCY turn right NP1 turn left NC5 join N5 turn left N4M turn left NP3 to join M8
NC5	FOXTROT 5M	NC5 - N5 - N4M - NP3 - M8 Gate NC5 join N5 turn left N4M turn left NP3 to join M8
NC4	GOLF 4	NC4 - N4 - N4M - NP3 - M8 Gate NC4 join N4 turn right N4M turn left NP3 to join M8
NC2	GOLF 24M	NC2 - NP2 - N4 - N4M - NP3 - M8 Gate NC2 turn left NP2 turn right N4 turn right N4M turn left NP3 to join M8
NC3	GOLF 34M	NC3 - NP2 - N4 - N4M - NP3 - M8 Gate NC3 turn left NP2 turn right N4 turn right N4M turn left NP3 to join M8
NPE	HOTEL 4M	NPE - EC2 - NP2 - N4 - N4M - NP3 - M8 Gate NPE turn left EC2 join NP2 turn right N4 turn right N4M turn left NP3 to join M8
SPE	HOTEL 14M	SPE - EC2 - NP2 - N4 - N4M - NP3 - M8 Gate SPE turn left EC2 join NP2 turn right N4 turn right N4M turn left NP3 to join M8
NP1	JULIET 5M	NP1 - NC5 - N5 - N4M - NP3 - M8 Gate NP1 straight ahead turn left NC5 join N5 turn left N4M turn left NP3 to join M8

CHANGES: New chart.

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Take-off Runway 24

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 5M	SC4 - SP2 - WC2 - NP2- N5 - N4M - NP3 - M1 Gate SC4 turn right SP2 turn right WC2 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
SCX	BRAVO 5M	SCX - SP2 - WC2 - NP2 - N5 - N4M - NP3 - M1 Gate SCX turn right SP2 turn right WC2 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
SC5	BRAVO 15M	SC5 - SP2 - WC2 - NP2 - N5 - N4M - NP3 - M1 Gate SC5 turn right SP2 turn right WC2 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
SC6	CHARLIE 5M	SC6 - SP2 - WC2 - NP2 - N5 - N4M - NP3 - M1 Gate SC6 turn right SP2 turn right WC2 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
SPW	CHARLIE 15M	SPW - WC2 - NP2 - N5 - N4M - NP3 - M1 Gate SPW turn right WC2 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
NC7	DELTA 5M	NC7 - NP2 - N5 - N4M - NP3 - M1 Gate NC7 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
NPW	DELTA 15M	NPW - WC2 - NP2 - N5 - N4M - NP3 - M1 Gate NPW turn right WC2 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
NC6	ECHO 5M	NC6 - NP2 - N5 - N4M - NP3 - M1 Gate NC6 turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
NCY	ECHO 15M	NCY - NP2 - N5 - N4M - NP3 - M1 Gate NCY turn right NP2 turn left N5 turn left N4M turn right NP3 to join M1
NC5	FOXTROT 5M	NC5 - N5 - N4M - NP3 - M1 Gate NC5 join N5 turn left N4M turn right NP3 to join M1
NC4	GOLF 4M	NC4 - N4 - N4M - NP3 - M1 Gate NC4 join N4 turn right N4M turn right NP3 to join M1
NC2	GOLF 24M	NC2 - NP1 - NC4 - N4 - N4M - NP3 - M1 Gate NC2 turn left NP1 turn right NC4 join N4 turn right N4M turn right NP3 to join M1
NC3	GOLF 34M	NC3 - NP1 - NC4 - N4 - N4M - NP3 - M1 Gate NC3 turn left NP1 turn right NC4 join N4 turn right N4M turn right NP3 to join M1
NPE	HOTEL 4M	NPE - EC2 - NC1 -NP1 - NC4 - N4 - N4M - NP3 - M1 Gate NPE turn left EC2 turn left NC1 turn right NP1 turn right NC4 join N4 turn right N4M turn right NP3 to join M1
SPE	HOTEL 14M	SPE - EC2 - NC1 - NP1 - NC4 - N4 - N4M - NP3 - M1 Gate SPE turn left EC2 turn left NC1 turn right NP1 turn right NC4 join N4 turn right N4M turn right NP3 to join M1
NP1	JULIET 5M	NP1 - NC9 - NP2 - N5 - N4M - NP3 - M1 Gate NP1 turn left NC9 turn right NP2 straight ahead turn left N5 turn left N4M turn right NP3 to join M1

CHANGES: Taxi routing ECHO 5M, ECHO 15M.

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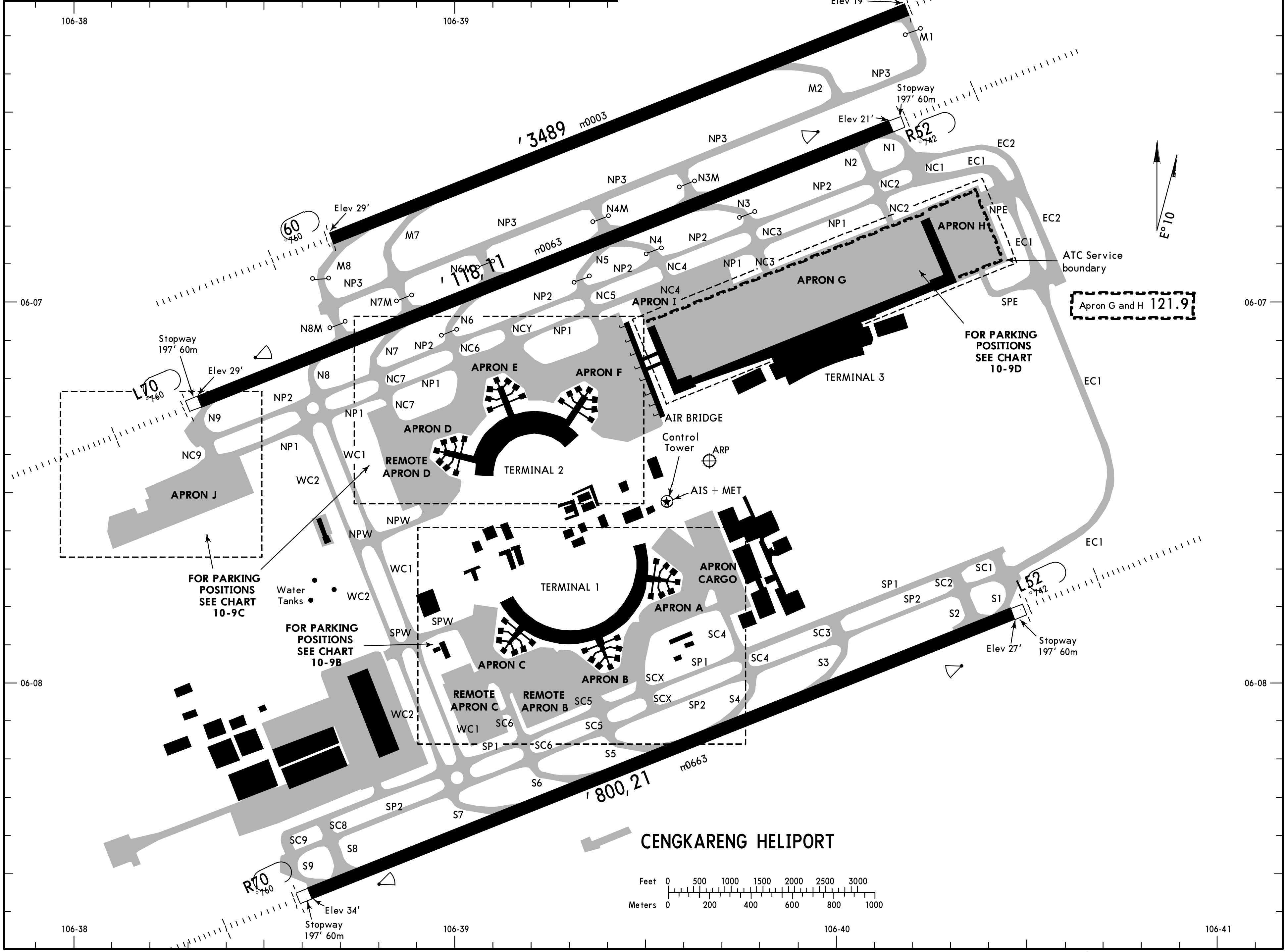
ATIS	SOEKARNO-HATTA Delivery Two (North)	SOEKARNO-HATTA Delivery One (South)	Ground Two (North)	Ground One (South)	Ground Three	SOEKARNO-HATTA Tower Two (North)	SOEKARNO-HATTA Tower One (South)	APRON Tower (Apron G and H)
126.85	121.95	125.15	121.6	121.75	123.15	118.2	120.25	121.9



CHANGES: Airport name, stop bars added.

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GENERAL

CAUTION: Advised while taking off and landing Rwy 25 and Rwy 07 due to kites.
Seasonal bird activity observed in the vicinity of aerodrome. In case of bird strike, pilots are required to file bird strike form to AIS briefing office.
Prior permission required from Airport Authority for non-scheduled aircraft due to limited aircraft parking.
All aircraft required to switch on the transponder when ready to push back for departing aircraft and arriving aircraft required to switch off the transponder when complete on the parking stand.
All aircraft and vehicles that operate in maneuvering area must be equipped with transponder or squitter.
Stop bars available for wide body and narrow body aircraft, installed at Rwy holding position on TWY: M1, M8, N3M, N4M, N6M, N7M, N8M, N3, N4, N5 and N6;

PREFERRED EXIT TAXIWAY - DEPARTURES

RWY	INTERSECTION TWY	Angle from Rwy Centerline	TORA
06	M7	30°	8543' 2604m
	M8	30°	9843' 3000m
07L	N7	30°	8294' 2528m
	N8	36°	9701' 2957m
07R	S7	30°	8780' 2676m
	S8	30°	11,434' 3485m
24	M1	90°	9843' 3000m
	M2	30°	7805' 2379m
25L	S2	30°	11,434' 3485m
	S3	30°	8780' 2676m
25R	N2	90°	11,257' 3431m
	N3	30°	8747' 2666m

PREFERRED EXIT TAXIWAY - ARRIVALS

RWY	AIRCRAFT TYPE/AIRCRAFT CATEGORY	Rapid Exit Twy (RET)	Angle from Rwy Centerline	Length from THR
06	A330, A340, B747, B777	M1	30°	9843' 3000m
	B737, B738, B739, A320	M2	30°	7805' 2379m
07L	C & D	N4	30°	7057' 2151m
07R	C & D	S4	30°	7628' 2325m
24	A330, A340, B747, B777	M8	30°	9843' 3000m
	B737, B738, B739, A320	M7	30°	8543' 2604m
25L	C & D	S6	30°	7251' 2210m
25R	C & D	N6	30°	7080' 2158m

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL CL HIALS PAPI-L (angle 3.0°)				197' 60m
24			8890' 2710m		
07R	HIRL(60m) CL(15m) HIALS PAPI-L (angle 3.0°) RVR		11,037' 3364m		197' 60m
25L			10,988' 3349m		
07L	HIRL(60m) CL(15m) HIALS PAPI-L (angle 3.0°) RVR		10,808' 3294m		197' 60m
25R			10,826' 3300m		

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

1 For helicopters: V800m.

CHANGES: Apt name, Preferred exit twy - dep Rwy 25R TORA, take-off mnms.

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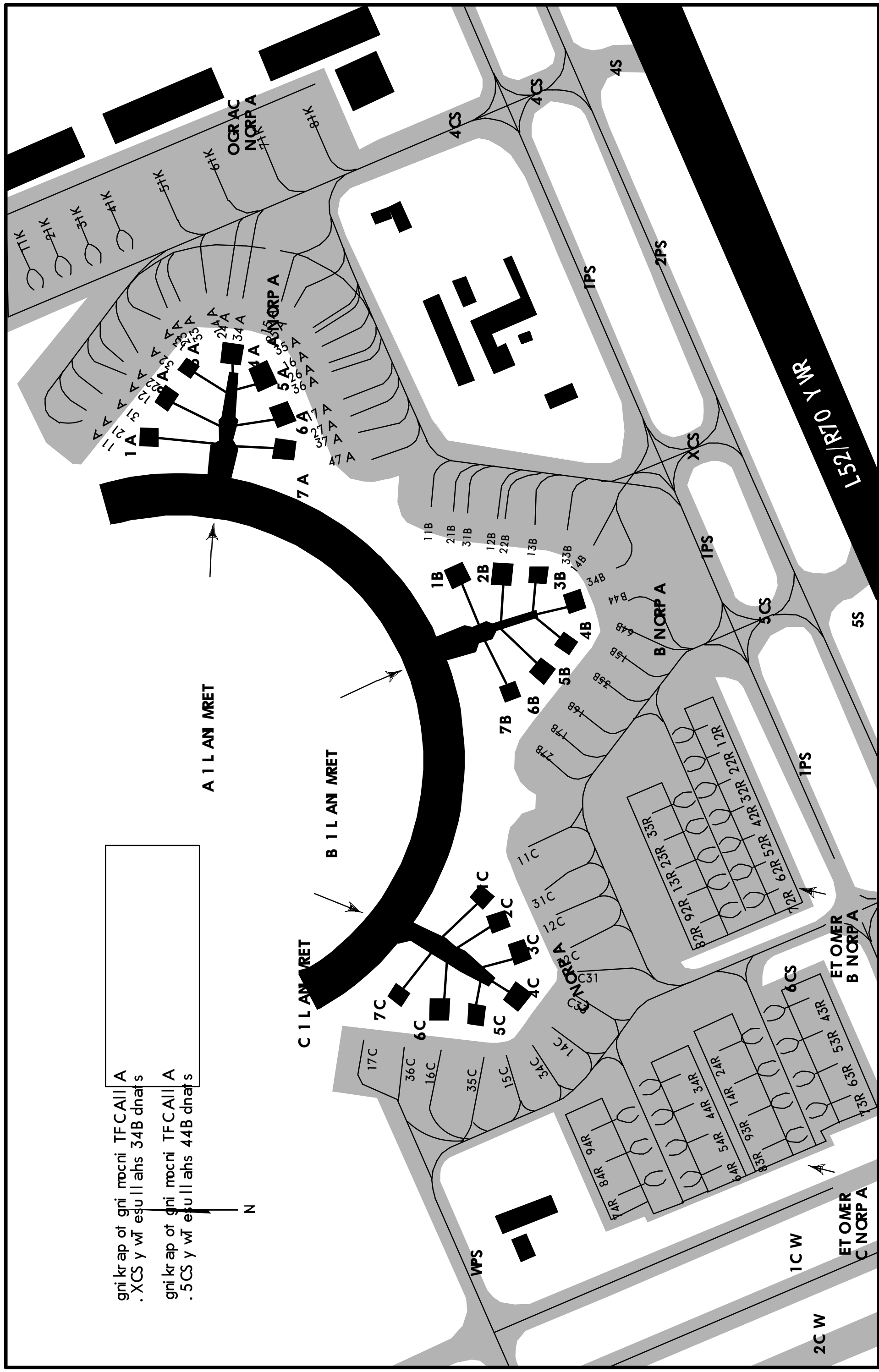

PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
CARGO APRON		**REMOTE APRON B**	
K11 thru K14	S06 07.6 E106 39.7	R21 thru R24	S06 08.1 E106 39.3
K15, K16	S06 07.7 E106 39.7	R25 thru R27	S06 08.1 E106 39.2
K17	S06 07.7 E106 39.8	R28 thru R32	S06 08.0 E106 39.2
K18	S06 07.8 E106 39.8	R33	S06 08.0 E106 39.3
APRON A		**APRON C**	
A11 thru A13	S06 07.7 E106 39.5	C11, C13, C21	S06 07.9 E106 39.2
A21 thru A23	S06 07.7 E106 39.6	C23	S06 08.0 E106 39.2
A31 thru A33	S06 07.7 E106 39.6	C31, C33	S06 08.0 E106 39.1
A41 thru A43	S06 07.7 E106 39.6	C41, C43, C51,	S06 07.9 E106 39.1
A51 thru A53	S06 07.8 E106 39.6	C53, C61	S06 07.9 E106 39.1
A61 thru A63	S06 07.8 E106 39.6		
A71 thru A74	S06 07.8 E106 39.5	C63, C71	S06 07.8 E106 39.1
APRON B		**REMOTE APRON C**	
B11 thru B13	S06 07.9 E106 39.5		
B21, B22	S06 07.9 E106 39.5	R34 thru R37	S06 08.1 E106 39.1
B31	S06 07.9 E106 39.4	R38, R39	S06 08.1 E106 39.0
B33	S06 08.0 E106 39.4	R41, R42	S06 08.1 E106 39.1
B41, B43, B44, B46	S06 08.0 E106 39.4	R43, R44	S06 08.0 E106 39.1
		R45, R46	S06 08.1 E106 39.0
B51, B53	S06 08.0 E106 39.4	R47 thru R49	S06 08.0 E106 39.0
B61	S06 08.0 E106 39.3		
B71, B72	S06 07.9 E106 39.3		

CHANGES: Airport name.

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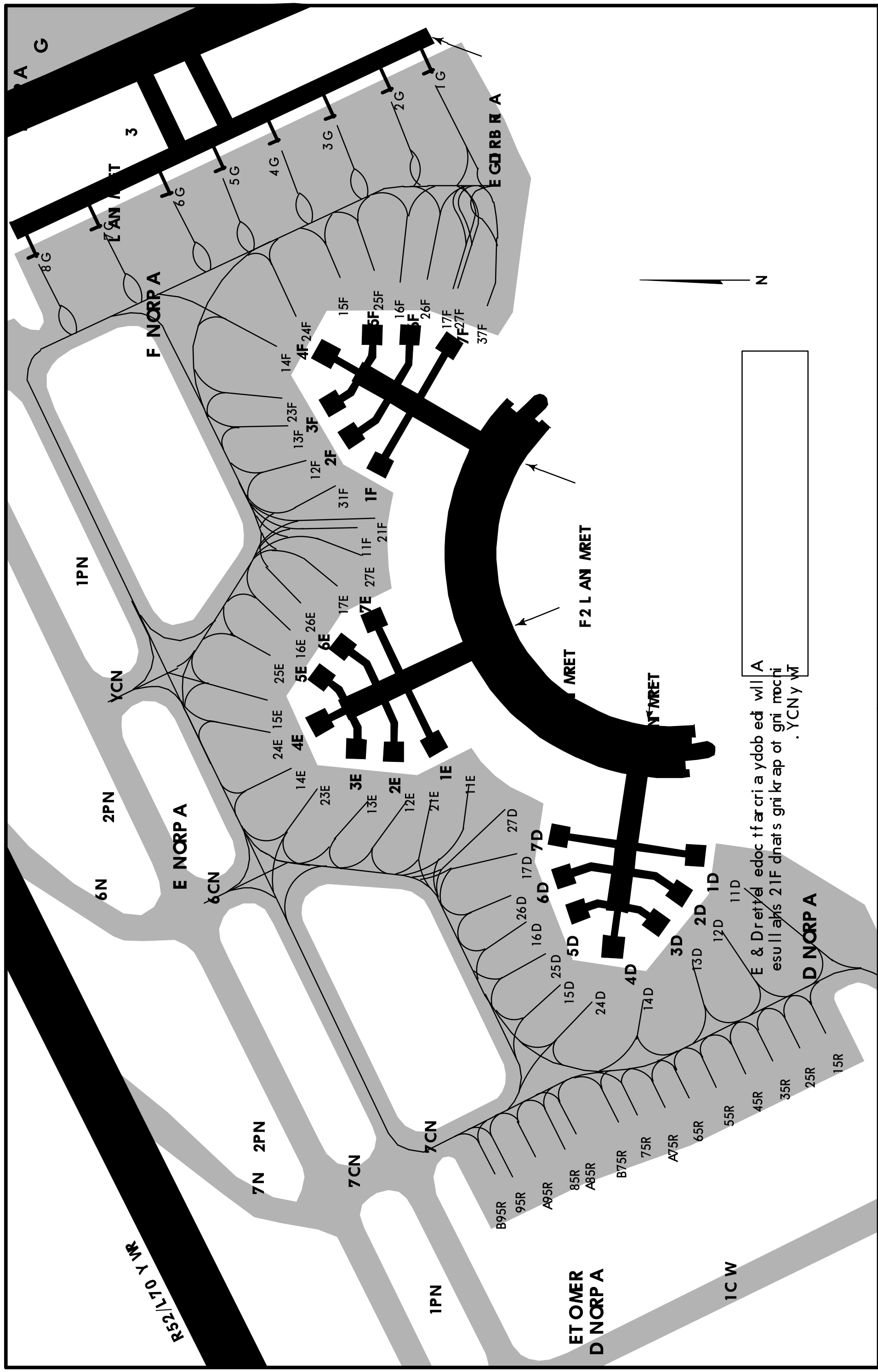
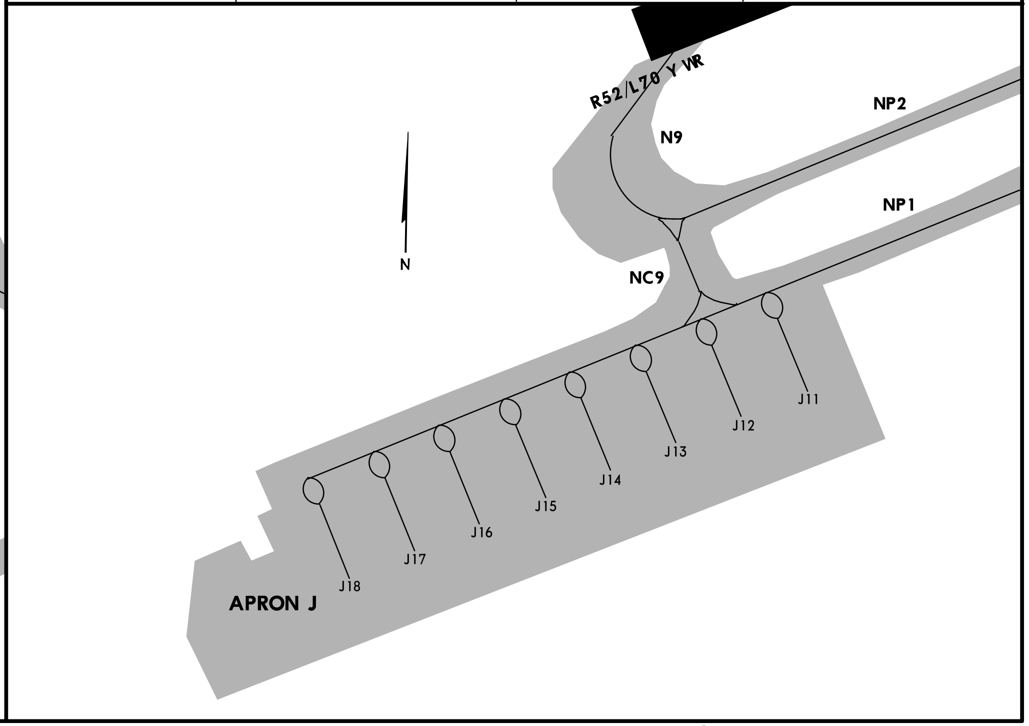


PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON D		**APRON F (CONTD)**	
D11, D21	S06 07.5 E106 39.0	F71 thru F73	S06 07.3 E106 39.4
D31 thru D51	S06 07.4 E106 38.9	G1, G2	S06 07.3 E106 39.5
D52	S06 07.3 E106 38.9	G3 thru G5	S06 07.2 E106 39.5
D61 thru D72	S06 07.3 E106 39.0	G6	S06 07.1 E106 39.5
		G7, G8	S06 07.1 E106 39.4
REMOTE APRON D		**APRON J**	
R51, R52	S06 07.5 E106 38.9	J11 thru J13	S06 07.5 E106 38.4
R53, R54	S06 07.5 E106 38.8	J14, J15	S06 07.5 E106 38.3
R55 thru R58A	S06 07.4 E106 38.8	J16	S06 07.5 E106 38.2
R58 thru R59B	S06 07.3 E106 38.8	J17, J18	S06 07.6 E106 38.2
APRON E			
E11, E12, E21	S06 07.3 E106 39.1		
E31, E32, E41	S06 07.2 E106 39.1		
E42, E51, E52	S06 07.2 E106 39.1		
E61, E62, E71	S06 07.2 E106 39.2		
E72	S06 07.2 E106 39.2		
APRON F			
F11, F12	S06 07.3 E106 39.2		
F13, F21, F31	S06 07.2 E106 39.3		
F32	S06 07.2 E106 39.3		
F41, F42, F51	S06 07.2 E106 39.4		
F52, F61, F62	S06 07.3 E106 39.4		



CHANGES: Airport name, note, stand F11, F12, stand F13 added.

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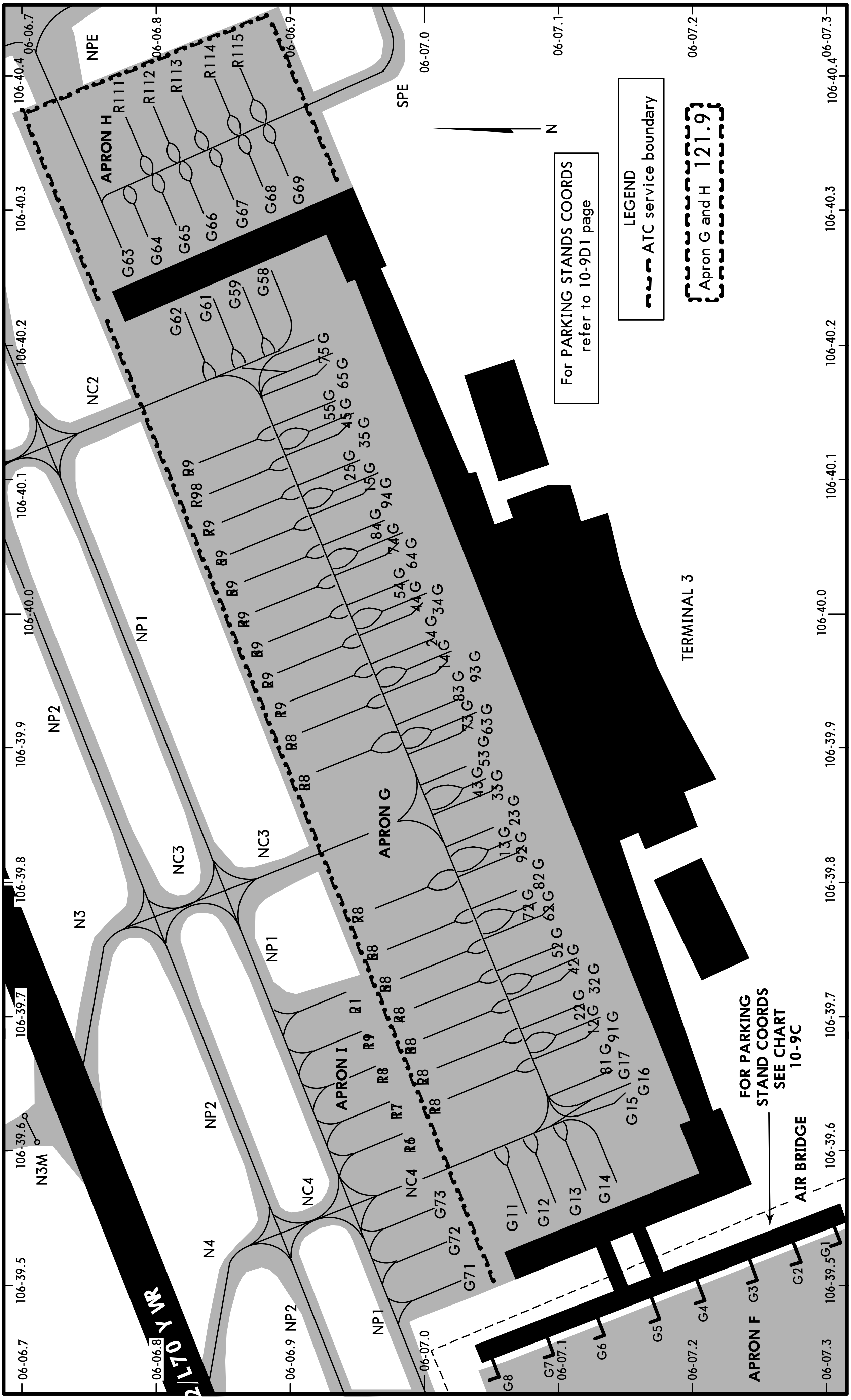

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PARKING STAND COORDINATES

STAND No.	COORDINATES
APRON G	
G11 thru G14	S06 07.1 E106 39.6
G15	S06 07.2 E106 39.6
G16	S06 07.2 E106 39.7
G17 thru G24	S06 07.1 E106 39.7
G25 thru G31	S06 07.1 E106 39.8
G32 thru G36	S06 07.1 E106 39.9
G37	S06 07.0 E106 39.9
G38 thru G44	S06 07.0 E106 40.0
G45 thru G53	S06 07.0 E106 40.1
G54	S06 06.9 E106 40.1
G55 thru G59	S06 06.9 E106 40.2
G61, G62	S06 06.8 E106 40.2
R81	S06 07.0 E106 39.6
R82 thru R86	S06 07.0 E106 39.7
R87	S06 07.0 E106 39.8
R88 thru R92	S06 06.9 E106 39.9
R93 thru R95	S06 06.9 E106 40.0
R96	S06 06.8 E106 40.0
R97 thru R99	S06 06.8 E106 40.1
APRON I	
G71 thru G73	S06 07.0 E106 39.5
R116, R117	S06 07.0 E106 39.6
R118 thru R121	S06 07.0 E106 39.7
APRON H	
G63 thru G66	S06 06.8 E106 40.3
G67 thru G69	S06 06.9 E106 40.3
R111 thru R113	S06 06.8 E106 40.4
R114, R115	S06 06.9 E106 40.4

CHANGES: None.

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AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Cargo Apron K11	1) The aircraft (in idle thrust) shall push back facing South, then pull until abeam Stand K12 and its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K12	1) The aircraft (in idle thrust) shall push back facing South and its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K13, K14	1) The aircraft (in idle thrust) shall push back facing South until abeam Stand K12 and its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K15, K16, K17, K18	The aircraft (in idle thrust) shall push back facing South until its nose wheel is at the aircraft stand taxilane.	Pushback approved face to Sierra Charlie Four
Apron A A11, A12	Aircraft standing at bay A11, A12 after push back facing South must be pulled out until behind parking A21 thence taxi to exit SC4.	Pushback approved face to Sierra Charlie Four
A13, A21, A22, A23, A31, A32, A33, A41, A42, A43, A51, A52, A53, A61, A62, A63, A71, A72, A73, A74	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxilane The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four or Sierra Charlie Xray
Apron B B11, B12, B13, B21, B22, B31, B33, B41, B43	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxilane The aircraft may break away from here.	Pushback approved face to Sierra Charlie Xray
B44, B46, B51, B53, B61, B71, B72	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxilane. The aircraft may break from here.	Pushback approved face to Sierra Charlie Five
Remote Apron B R21, R22, R23, R24, R25, R26, R29, R31, R32 and R33	1) The aircraft (in idle thrust) shall be pushed back facing East until its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Five
Remote Apron B R27, R28	1) The aircraft (in idle thrust) shall push back facing East, then pull until abeam Stand R26 and R29 till its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Five
Apron C C11, C13, C21	The aircraft (in idle thrust) shall be pushed back facing East until its nose wheel is at the aircraft stands taxilane. The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Apron C C23, C31, C33, C41, C43, C51, C53, C61, C63	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxilane; 2) The aircraft may break away from here;	Pushback approved face to Sierra Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxilane; 2) The aircraft may break away from here;	Pushback approved face to Sierra Papa Whiskey
Apron C C71	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing South then pull until abeam parking behind C63 and its nose wheel is at the aircraft stands taxilane; 2) The aircraft may break away from here;	Pushback approved face to Sierra Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing North till its nose wheel is at the aircraft stands taxilane; 2) The aircraft may break away from here;	Pushback approved face to Sierra Papa Whiskey

CHANGES: Apron B stand B46 added.

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AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Remote Apron C R34, R35, R36, R39, R41 and R42	1) The aircraft (in idle thrust) shall be pushed back facing East until its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R37, R38	1) The aircraft (in idle thrust) shall push back facing East, then pull until abeam Stand R39 and its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R43, R44, R45, R48 and R49	1) The aircraft (in idle thrust) shall be pushed back facing East until its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R46, R47	1) The aircraft (in idle thrust) shall push back facing East, then pull until abeam Stand R48 and its nose wheel is at the aircraft stand taxilane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Apron D D11, D21, D31	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxilane. The aircraft may break away from here.	Pushback approved face to November Charlie Seven or November Papa Whiskey
Apron D D41	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing North until its nose wheel is at the aircraft stands taxilane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing West until its nose wheel is at the aircraft stands taxilane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West
1 Apron D D42, D51	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing North until a beam D41, thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing West until its nose wheel is at the aircraft stand taxilane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West
1 Apron D D52, D61, D62	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing East until its nose wheel is at the aircraft stand taxilane. 2) The aircraft may break away from here;	Pushback approved face to November Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing West until its nose wheel is at the aircraft stand taxilane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West
1 Apron D D71, D72	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing East until behind D62 thence taxi via November Charlie Six 2) The aircraft may break away from here;	Pushback approved face to November Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing West until its nose wheel is at the aircraft stand taxilane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West

1 For aircraft stand number D42, D51, D52, D61, D62, D71, D72 if the process of on block and/or off block at the same time at the adjoining aircraft stand, then the service is carried out alternatively.

CHANGES: None.

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AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Remote Apron D R51, R52, R53, R54, R55, R56	Alternative 1 The aircraft (in idle thrust) shall be pushed back facing North until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Seven
	Alternative 2 The aircraft (in idle thrust) shall be pushed back facing South until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Papa Whiskey
Remote Apron D R57A, R57B, R57, R59, R59A, R59B	1) The aircraft (in idle thrust) shall be pushed back facing North until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
Remote Apron D R58A, R58	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing North until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing West until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West
❶ Apron E E11, E12, E21	1) The aircraft (in idle thrust) shall be push back until behind parking stand D61. 2)The aircraft may break away from here.	Pushback approved face to November Charlie Six
❶ Apron E E31	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Six
❶ Apron E E32	1) The aircraft (in idle thrust) shall be push back until behind parking stand E21. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Six
❶ Apron E E41	1) The aircraft (in idle thrust) shall be pushed back facing North until its a beam parking stand E31. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Six
❶ Apron E E42, E51	1) The aircraft (in idle thrust) shall be push back until behind parking stand E52. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
❶ Apron E E52, E61	1) The aircraft (in idle thrust) shall be push back facing North until its nose wheel is at the aircraft stands taxi lane. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
❶ Apron E E62	1) The aircraft (in idle thrust) shall be push back until behind parking stand E72 thence taxi via November Charlie Yankee. 2) The aircraft may break away from here;	Pushback approved face to November Charlie Yankee
❶ Apron E E71, E72	1) The aircraft (in idle thrust) shall be push back until behind parking stand F13 thence taxi via November Charlie Yankee. 2) The aircraft may break away from here;	Pushback approved face to November Charlie Yankee
❶ Apron F F11	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back until behind parking stand F31. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
	Alternative 2 1) The aircraft shall be pushed back until behind parking stand E71. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Five
❶ Apron F F12	1) The aircraft (in idle thrust) shall pushed back facing West until it's nosewheel behind parking stand F13. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
❶ Apron F F13	Alternative 1 1) The aircraft shall be pushed back until behind parking stand F31. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Yankee

❶ When the aircraft gets an adjacent aircraft stand allocation on Apron E and Apron F:
- On-block or off-block process must not be carried out simultaneously;
- Pushback process will be given a time interval.

CHANGES: Apt name, stand F13 added to Apron F, stand E71, E72, F11, F12.

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AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
❶ Apron F F13 contd	Alternative 2 1) The aircraft shall be pushed back until behind parking stand E71. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Five
❶ Apron F F21	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back until behind parking stand F32. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back until behind parking stand F11. 2) The aircraft may break away from here;	Pushback approved face to November Charlie Five
❶ Apron F F31, F32	1) The aircraft (in idle thrust) shall be push back facing East until its nose wheel is at the aircraft stands taxi lane. 2) The aircraft may break away from here.	Pushback approved face to November Charlie Five
❶ Apron F F41	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing North until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Five
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing East until beam parking stand F31 thence taxi via November Charlie Five; 2) The aircraft may break away from here;	Pushback approved to face East
❶ Apron F F42, F51, F52, F61, F62, F71, F72, F73	The aircraft (in idle thrust) shall be pushed back facing North until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Five
❶ Apron F G1, G2, G3, G4, G5	1) The aircraft (in idle thrust) shall be push back facing North until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Five
❶ Apron F G6, G7, G8	Alternative 1 1) The aircraft (in idle thrust) shall push back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Five
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the aircraft stand taxi line; 2) The aircraft may break away from here;	Pushback approved face to East
Apron G G11, G12	1) The aircraft (in idle thrust) shall push back facing North until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
Apron G G13, G14, G15, G17, G18, R81	1) The aircraft (in idle thrust) shall push back facing West until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
Apron G G16, G19	1) The aircraft (in idle thrust) shall push back facing South until abeam G11, its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G R82, R83, R84, R85, R86, G21, G22, G23, G24, G25, G26, G27, G28, G29	Alternative 1 1) The aircraft (in idle thrust) shall push back facing West until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G G31, G32, G33, G34, G35, G36, R87, R88	Alternative 1 1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three

❶ When the aircraft gets an adjacent aircraft stand allocation on Apron E and Apron F:
- On-block or off-block process must not be carried out simultaneously;
- Pushback process will be given a time interval.

CHANGES: Airport name, stand F13 added to Apron F, stand F21.

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AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Apron G G31, G32, G33, G34, G35, G36, R87, R88 contd	Alternative 2 1) The aircraft (in idle thrust) shall push back facing West until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G G37, G38, G39, G41, G42, G44, G43, G45, G46, G47, G48, G49, G51, G52, G53, G54, R89, R91, R92, R93, R94, R95, R96, R97, R98	Alternative 1 1) The aircraft (in idle thrust) shall push back facing West until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
Apron G G61, G62, R99	1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
Apron G G55, G56, G57, G58, G59	Alternative 1 1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing South until abeam G62, its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron H G63, G64	Alternative 1: 1) The aircraft (in idle thrust) shall be push back facing North until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Papa Echo
	Alternative 2: 1) The aircraft (in idle thrust) shall be push back facing West until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Papa Echo
Apron H G65, G66, G67, G68, G69, R113, R114, R115	Alternative 1: 1) The aircraft (in idle thrust) shall be push back facing North, until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Papa Echo
	Alternative 2: 1) The aircraft (in idle thrust) shall be push back facing South until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Papa Echo
Apron H R111, R112	1) The aircraft (in idle thrust) shall be push back facing North, until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Papa Echo
Apron J J11, J12	1) The aircraft (in idle thrust) shall push back facing East until abeam J14, its nose wheel is at the taxiway center line. 2) The aircraft may break away from here.	Push back approved face to East
Apron J J13, J14, J15, J16, J17	1) The aircraft (in idle thrust) shall push back facing East until its nose wheel is at the taxiway center line. 2) The aircraft may break away from here.	Push back approved face to East
Apron J J18	1) The aircraft (in idle thrust) shall push back facing East then pull out until abeam J17, its nose wheel is at the taxiway center line. 2) The aircraft may break away from here.	Push back approved face to East

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SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB SAFEGATE

1. INTRODUCTION

1.1 Safedock Aircraft Docking Guidance System

The Advanced Visual Docking Guidance System - AVDGS is fully automatic aircraft docking guidance system installed at the fixed gates in Parking stands number G15 until G57 of Soekarno Hatta Airport. There are one types of AVDGS in Soekarno Hatta Airport, Safedock Type 3 AVDGS.

2. DESCRIPTION OF SYSTEM

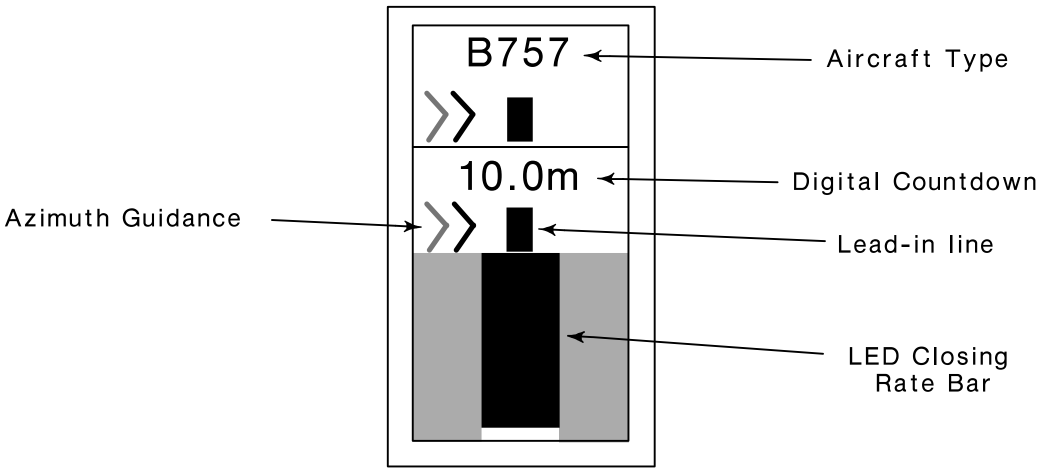
2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to identify the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

2.2 The system is operated only in Automatic Mode. When the system fails, aircraft is to be marshalled into the stand manually.

2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A shows the Display and Laser Scanning Unit mounted on the terminal or pole in front of the aircraft stand.

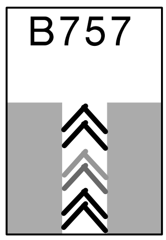
LED DISPLAY AND LASER SCANNING UNIT

Figure A



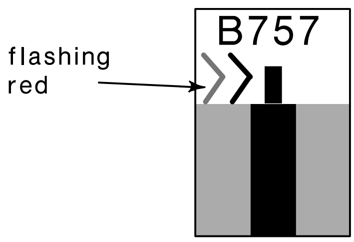
3. DOCKING PROCEDURES

- Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is active.
- Follow the lead-in line.



System tracking for aircraft

- When the aircraft has been caught by the scanning unit, the scanning unit checks that the aircraft is the correct type and the display provides azimuth guidance information. When the solid yellow closing rate bar appears, the aircraft is being tracked by the system.



Aircraft tracked by the system

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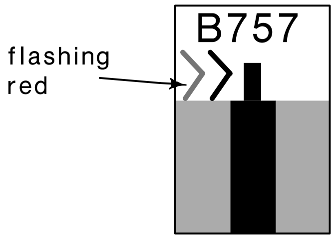
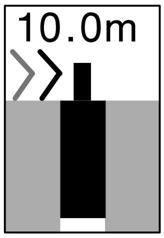
SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB SAFEGATE (contd.)

- Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.

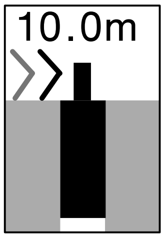


Aircraft tracked by the system

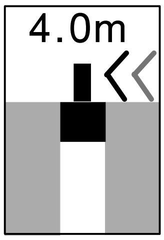


LED closing rate bar starts diminishing when the aircraft is 15m from stopbar at one row for every 0.5m that the aircraft moves forward

- When the aircraft is 15m from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LEDs (Laser Electronic Displays) for every half meter that the aircraft advances towards the stop position. From 15m to the stop position for every 1m. At 3m from the stop position, the display will indicate the distance from the stop position for every 0.1m.

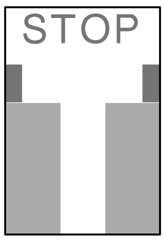


LED closing rate bar starts diminishing when the aircraft is 15m from stopbar at one row for every 0.5m that the aircraft moves forward



LED closing rate bar getting shorter as aircraft moves nearer to stopbar

- When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word "STOP" will appear in the display. For Safedock Type 3 AVDGS, the word "STOP" will be displayed in red with red border.



Pilot to stop aircraft when "STOP" is displayed

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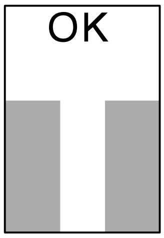
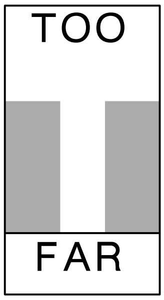
SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB SAFEGATE (contd.)

- If aircraft stops in the correct position, "OK" will be displayed after a few seconds.



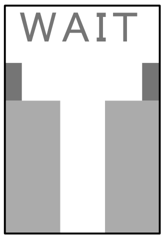
Informs the pilot that everything is in order and engine can be shutdown

- If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



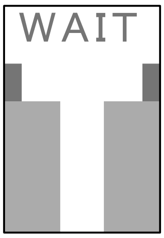
Indicates that the aircraft has gone beyond the stopbar. Pilot to check with ground engineer on the next move

- If some object is blocking the view towards the approaching aircraft or the detected aircraft is lost before 12m to the correct stop position, the system will show "WAIT".

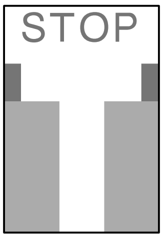


Pilot to hold aircraft and wait for other instructions from the display

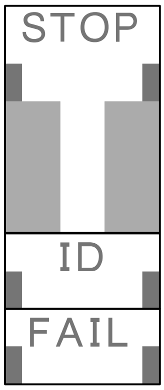
- The aircraft must be identified at least 12m before the correct stop position. Otherwise, the display will show "WAIT", "STOP" and "ID FAIL".



Pilot to hold aircraft and wait for other instructions from the display



"STOP" may appear suddenly in the process of docking. Pilot to stop immediately and wait for further instructions



Indicates the system fails to identify the aircraft

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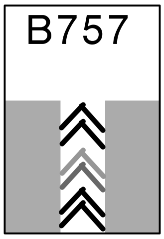
SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB SAFEGATE (contd.)

4. SAFETY MEASURE

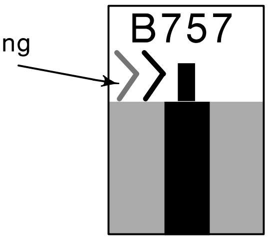
- Pilot should not turn an aircraft into the aircraft stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

- Pilot should not proceed beyond the passenger loading bridges unless the scrolling arrows have been superseded by the solid yellow closing rate bar.



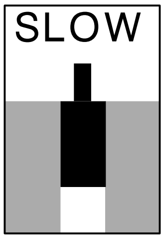
System tracking for aircraft

flashing red



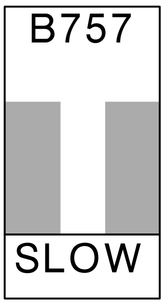
Aircraft tracked by the system

- When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW" to inform the pilot if the aircraft taxing speed exceeded 2 m/s.



Informs the pilot that the aircraft travelling speed is too fast. Pilot to slow down the speed

- In bad weather conditions, the docking system may go into downgrade mode. The display will show the aircraft type and "SLOW" and the scrolling arrows are disabled. When the system has detected the aircraft, the solid yellow closing rate bar appears. Docking process is allowed to continue but pilots should exercise caution.



The system goes into "downgrade" mode due to bad weather conditions, pilot will be promoted to slow down. Docking process will continue when the aircraft is detected but pilot should exercise caution

- To avoid overshooting, pilot are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" or "WAIT" display, when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.

- Pilot should stop the aircraft immediately if the display goes black during the docking process. The aircraft is to be marshalled into the stand manually.

CHANGES: New chart.

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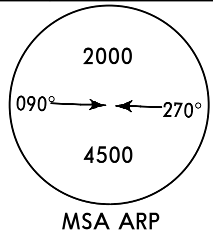
BRIEFING STRIP ™

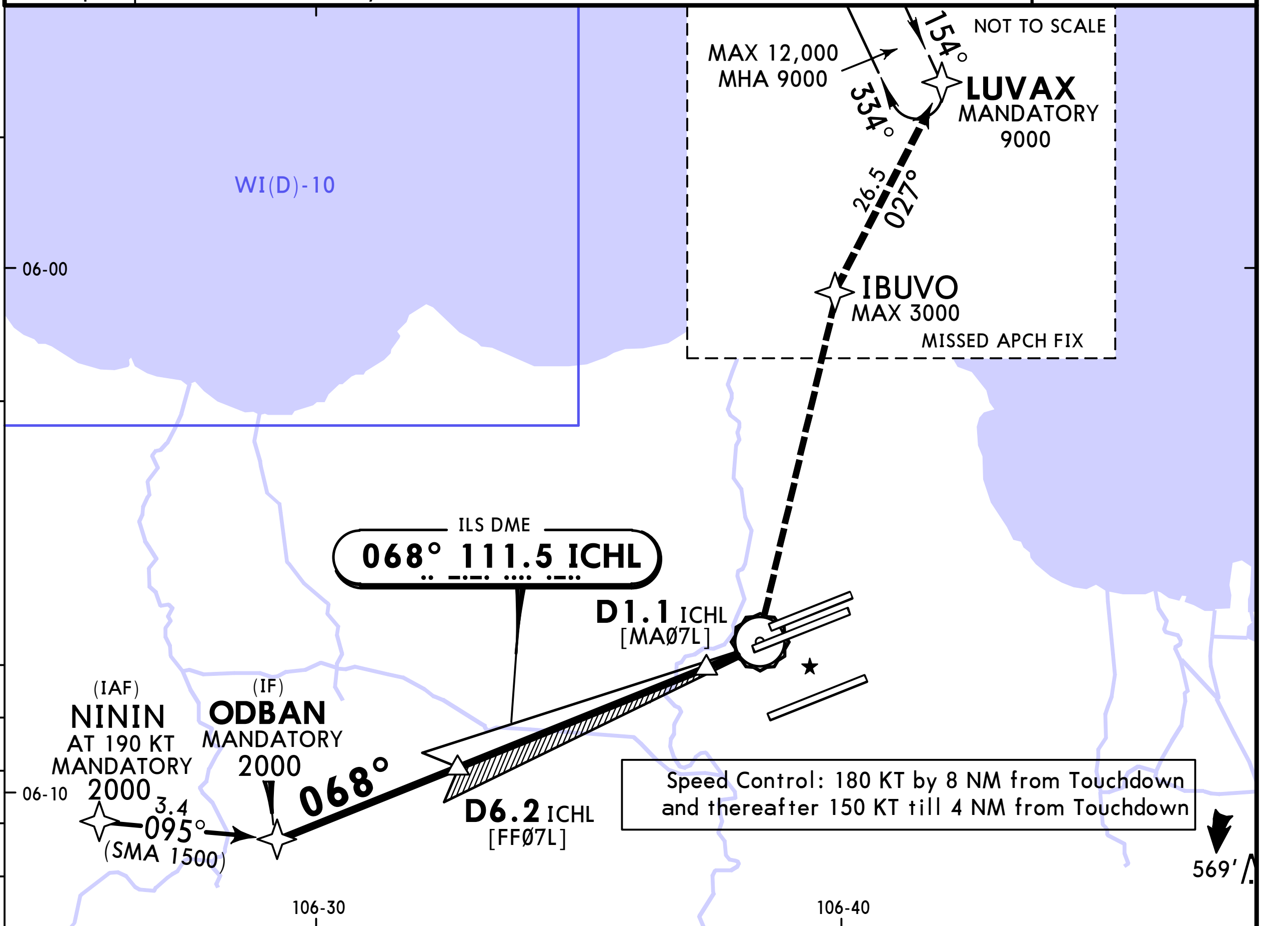
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

LOC ICHL	Final Apch Crs	D6.2 ICHL MANDATORY	ILS DA(H)	Apt Elev 34' Rwy 29'
111.5	068°	2000' (1971')	380' (351')	

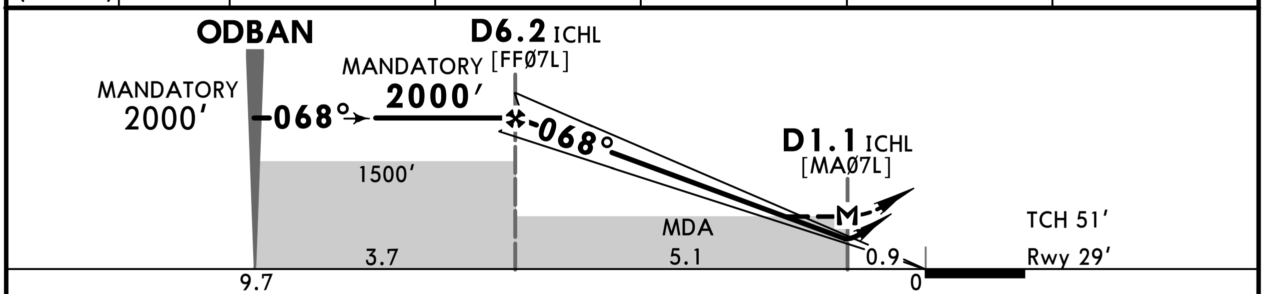


MISSED APCH: Climb on course 068° at 500' then turn LEFT direct to IBUVO at or below 3000' to LUVAX at 9000' for holding or as instructed by ATC.

RNP Apch | Alt Set: hPa | Rwy Elev: 1 hPa | Trans Level: FL130 | Trans Alt: 11000'



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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 ICHL							
D6.2 ICHL to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS PAPI | 500' on 068° | LT | IBUVO

State

	STRAIGHT-IN LANDING ILS DA(H) 380' (351')	ALS out	LOC (GS out) MDA(H) 470' (436')	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	V1100m	V2000m	V1600m	V2500m	100	680' (646')	V3000m
B					135		
C					180	1310' (1276')	V5000m
D					205		

PANS OPS

CHANGES: Comms, missed apch, NININ speed restriction, dist, minimums, note.

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WIII/CGK SOEKARNO-HATTA INTL

JEPPESEN

27 SEP 24 | 11-2 | Eff 3 Oct

JAKARTA, INDONESIA
ILS or LOC Rwy 07R

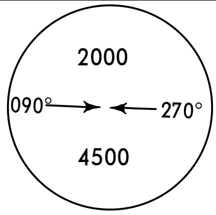
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground One (South)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.75

BRIEFING STRIP ™

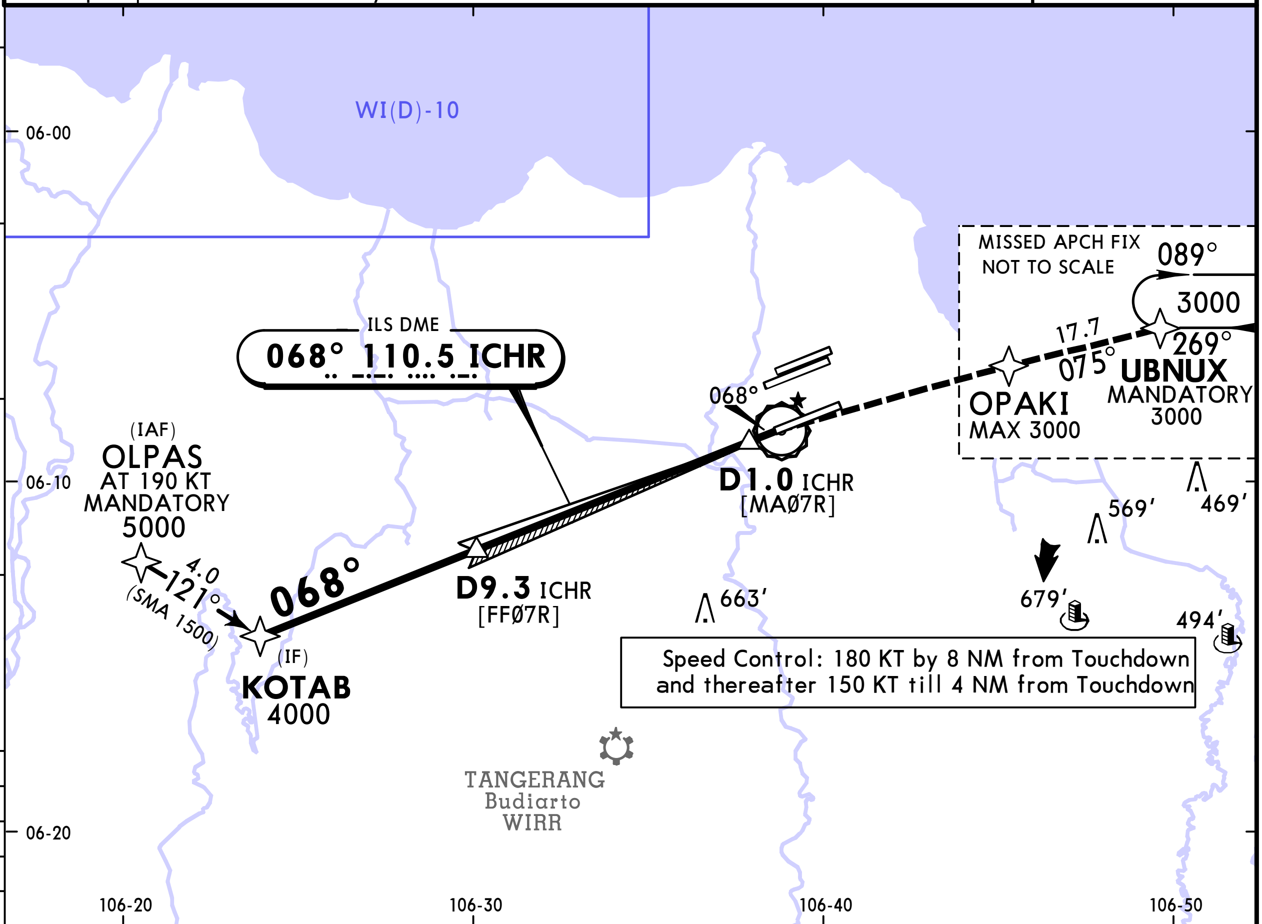
LOC ICHR	Final Apch Crs	D9.3 ICHR	ILS DA(H)	Apt Elev 34′
110.5	068°	3000′ (2966′)	330′ (296′)	Rwy 34′

MISSED APCH: Climb on course 068° at 500′ turn RIGHT direct to OPAKI at or below 3000′ to UBNUX at 3000′ for holding or as instructed by ATC.

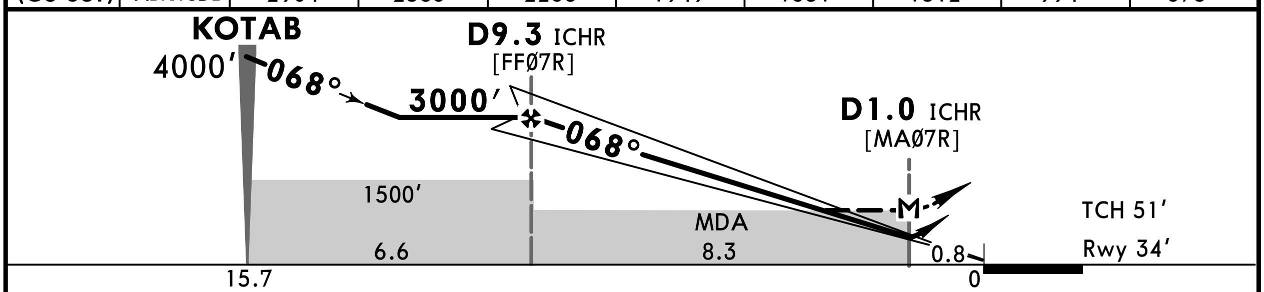
RNP Apch	Alt Set: hPa	Rwy elev: 1 hPa	Trans level: FL130	Trans alt: 11000′



MSA ARP



LOC (GS out)	ICHR DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2904′	2586′	2268′	1949′	1631′	1312′	994′	675′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 ICHR							
D9.3 ICHR to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

HIALS PAPI | 500′ on 068° | RT | OPAKI

State

	STRAIGHT-IN LANDING ILS DA(H) 330′ (296′)	ALS out	LOC (GS out) MDA(H) 480′ (446′)	ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	V800m	V1600m	V1600m	V2500m	100	680′ (646′) V3000m
B					135	
C					180	1310′ (1276′) V5000m
D					205	

PANS OPS

CHANGES: Comms, missed apch, OLPAS speed restriction, minimums, dist, note.

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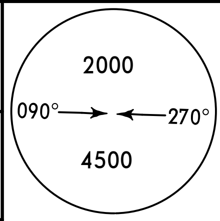
BRIEFING STRIP ™

ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

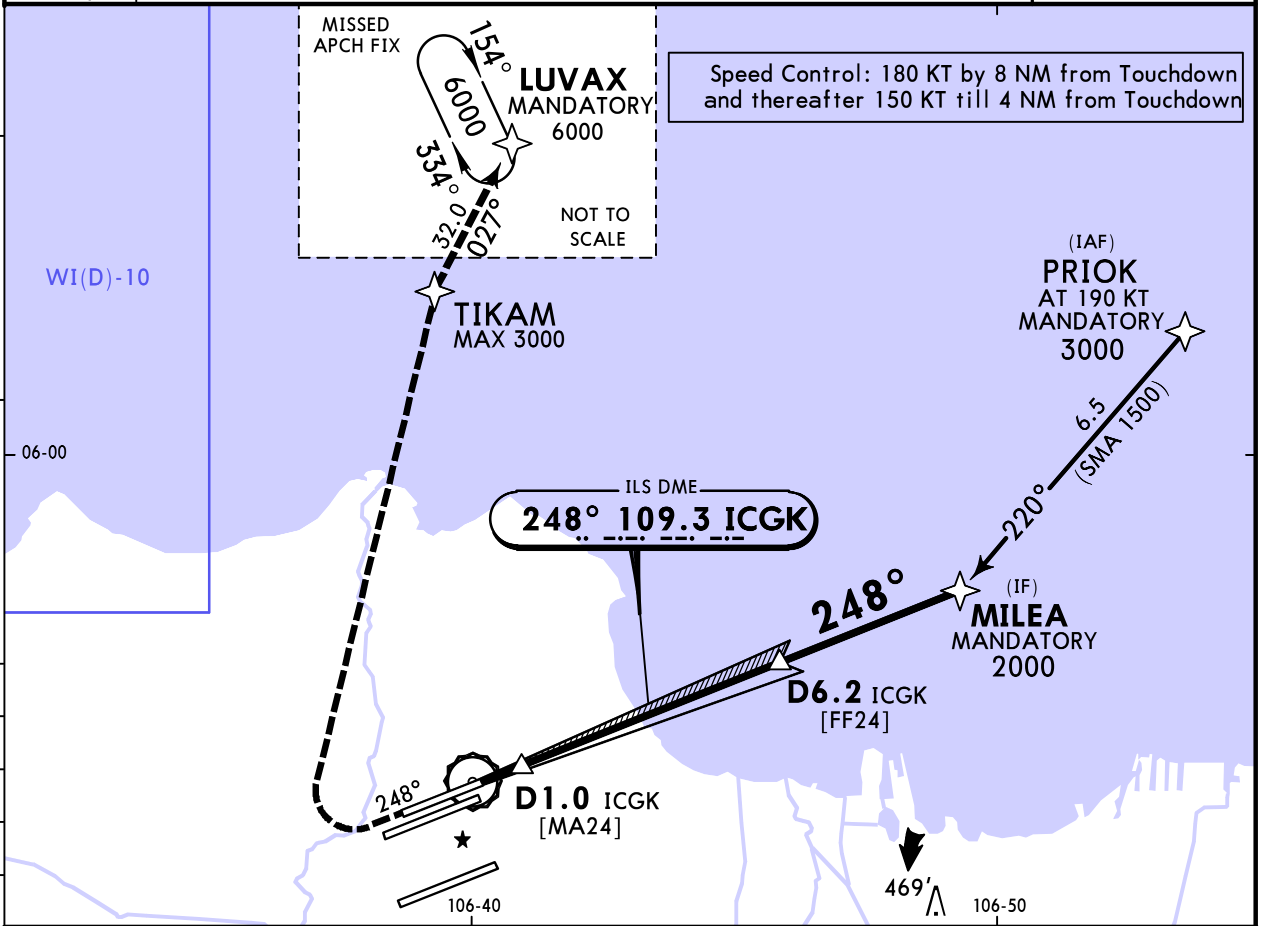
LOC ICGK	Final Apch Crs	D6.2 ICGK	ILS DA(H)	Apt Elev 34′ Rwy 19′
109.3	248°	2000′(1981′)	330′(311′)	

MISSED APCH: Climb on course 248°, at 500′ turn RIGHT direct to TIKAM at or below 3000′ to LUVAX at 6000′ for holding or as instructed by ATC.

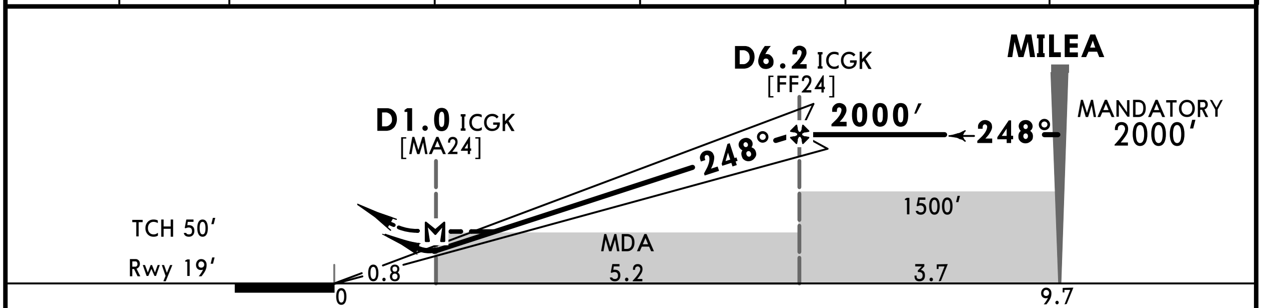
RNP Apch | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000′



MSA ARP



LOC (GS out)	ICGK DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	653′	971′	1290′	1608′	1927′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 ICGK							
D6.2 ICGK to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

HIALS PAPI | 500′ on 248° | RT | TIKAM

State

	STRAIGHT-IN LANDING ILS DA(H) 330′(311′)	ALS out	LOC (GS out) MDA(H) 390′(371′)	ALS out
A	V900m	V1800m	V1200m	V2100m
B	V900m	V1800m	V1200m	V2100m
C	V900m	V1800m	V1200m	V2100m
D	V900m	V1800m	V1200m	V2100m

CIRCLE-TO-LAND Max Kts	MDA(H)	
100	680′(646′)	V3000m
135	680′(646′)	V3000m
180	1310′(1276′)	V5000m
205	1310′(1276′)	V5000m

PANS OPS

CHANGES: Comms, missed apch, speed restriction, minimums, distances, note.

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WIII/CGK SOEKARNO-HATTA INTL

JEPPESEN

27 SEP 24 (11-4) Eff 3 Oct

JAKARTA, INDONESIA ILS or LOC Rwy 25L

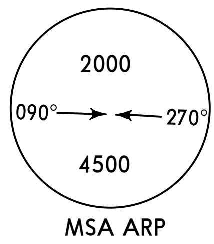
BRIEFING STRIP ™

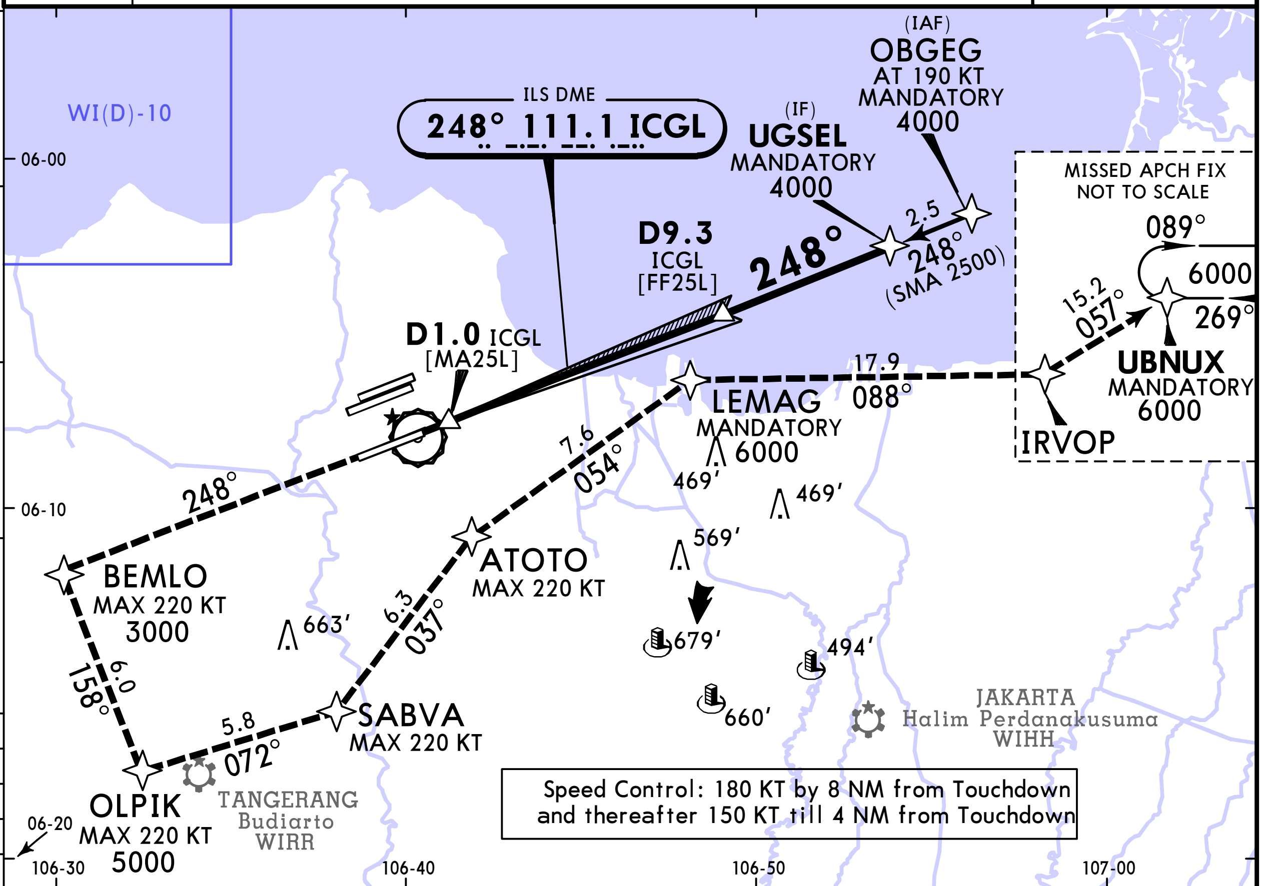
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground One (South)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.75

LOC ICGL	Final Apch Crs	D9.3 ICGL	ILS DA(H)	Apt Elev 34′ Rwy 27′
111.1	248°	3000′ (2973′)	330′ (303′)	

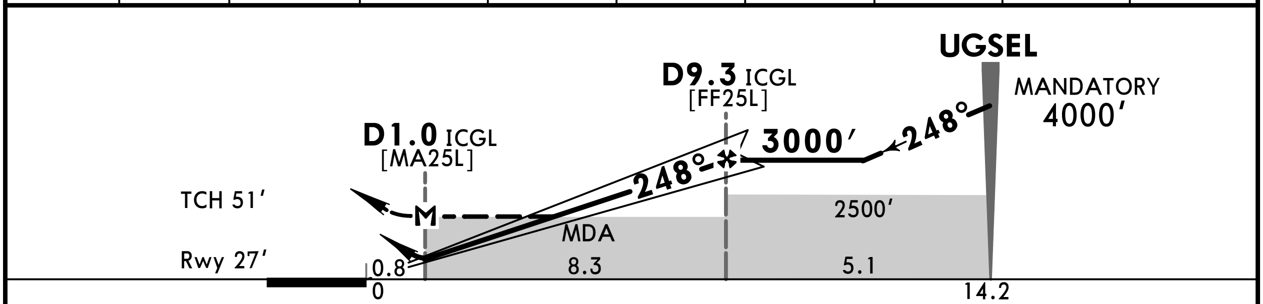
MISSED APCH: Climb on course 248° to BEMLO at or above 3000′ to OLPIK at or above 5000′ to SABVA to ATOTO to LEMAG at 6000′ to IRVOP to UBNUX at 6000′ for holding, or as instructed by ATC.

RNP Apch	Alt Set: hPa	Rwy elev: 1 hPa	Trans level: FL130	Trans alt: 11000′





LOC (GS out)	ICGL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	675′	994′	1312′	1531′	1949′	2268′	2586′	2904′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 ICGL							
D9.3 ICGL to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

HIALS PAPI

At or above 3000′ on 248° BEMLO

State

STRAIGHT-IN LANDING

	ILS DA(H) 330′ (303′)	ALS out	LOC (GS out) MDA(H) 440′ (406′)	ALS out
A B C D	V800m	V1700m	V1400m	V2300m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100 / 135	680′ (646′)	V3000m
180 / 205	1310′ (1276′)	V5000m

PANS OPS

CHANGES: Comms, OBGEG speed restriction, minimums, dist, note.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN
27 SEP 24 11-5 Eff 3 Oct

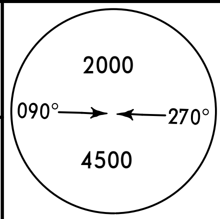
JAKARTA, INDONESIA
ILS or LOC Rwy 25R

ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

LOC ICGR	Final Apch Crs	D6.2 ICGR MANDATORY	ILS DA(H)	Apt Elev 34' Rwy 21'
110.9	248°	2000'(1979')	320'(299')	

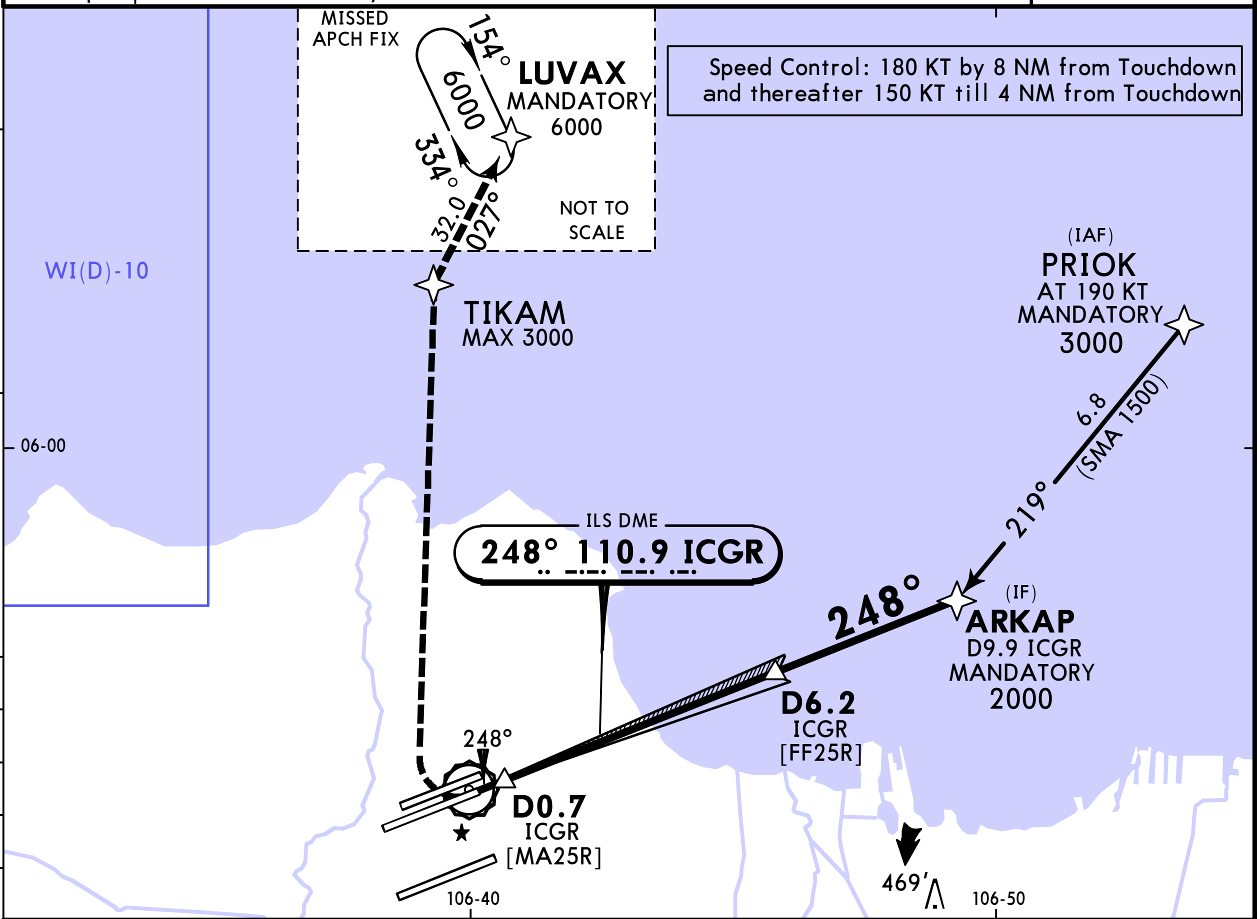
MISSED APCH: Climb on course 248° at 500' then turn RIGHT direct to TIKAM at or below 3000' to LUVAX at 6000' or as instructed by ATC.

RNP Apch | Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000'

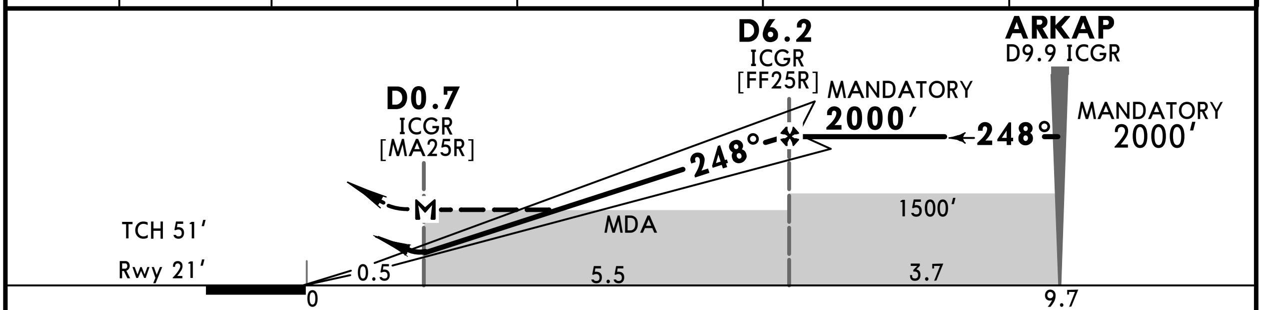


MSA ARP

BRIEFING STRIP ™



LOC (GS out)	NM to RWY25R	2.0	3.0	4.0	5.0
	ALTITUDE	663'	981'	1299'	1618'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 ICGR							
D6.2 ICGR to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

HIALS | PAPI | 500' | on 248° | RT | TIKAM

State

	STRAIGHT-IN LANDING ILS DA(H) 320'(299')	ALS out	LOC (GS out) MDA(H) 390'(369')	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	V800m	V1700m	V1100m	V2000m	100	680'(646') V3000m
B	V800m	V1700m	V1100m	V2000m	135	680'(646') V3000m
C	V800m	V1700m	V1100m	V2000m	180	1310'(1276') V5000m
D	V800m	V1700m	V1100m	V2000m	205	1310'(1276') V5000m

PANS OPS

CHANGES: Comms, missed apch, bearing, speed restriction, minimums, note.

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WIII/CGK SOEKARNO-HATTA INTL

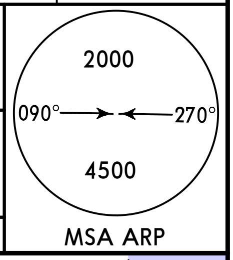
JEPPESEN 27 SEP 24 (12-1) Eff 3 Oct

JAKARTA, INDONESIA RNP Rwy 06

ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

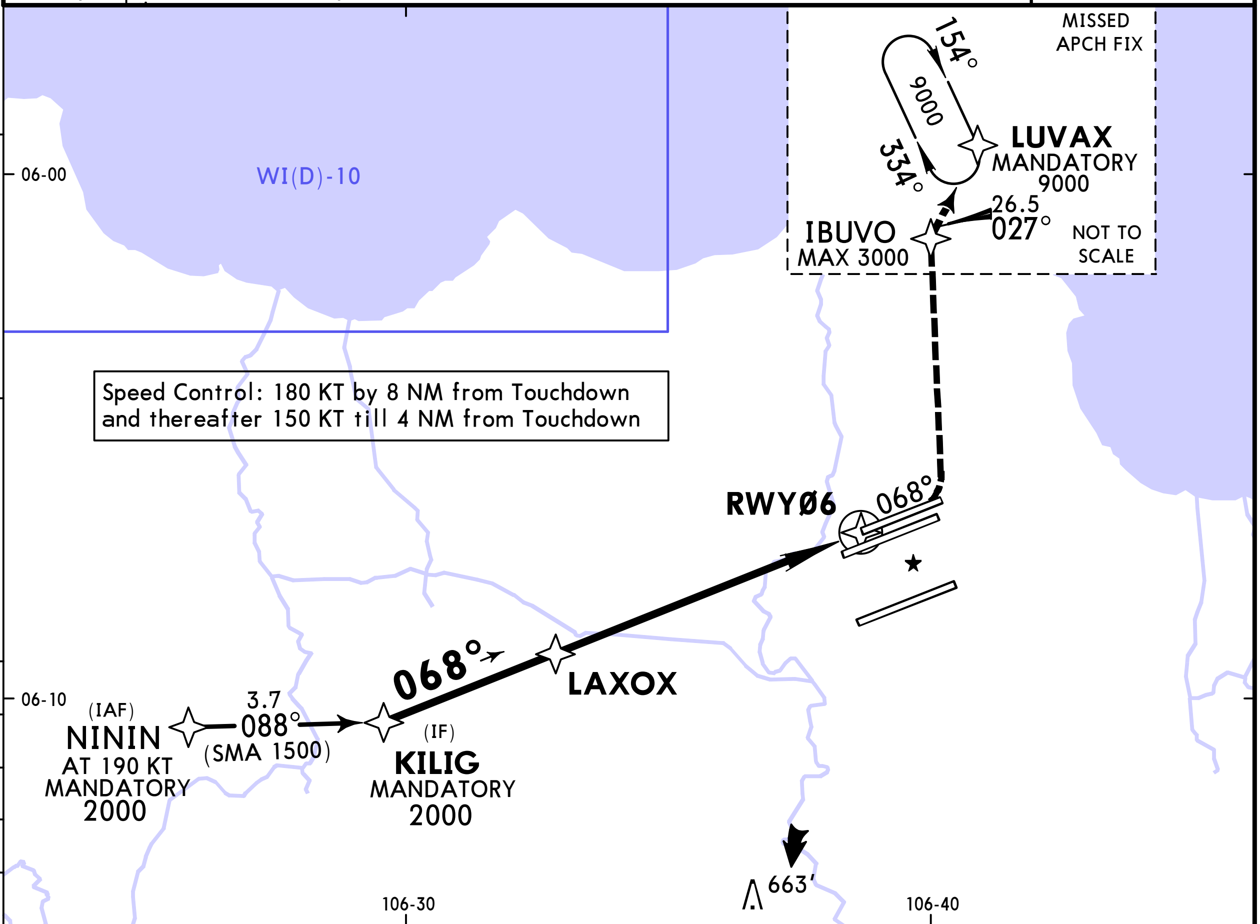
BRIEFING STRIP ™

RNAV	Final Apch Crs 068°	LAXOX MANDATORY 2000′(1966′)	LNAV/VNAV DA(H) 430′(396′)	Apt Elev 34′

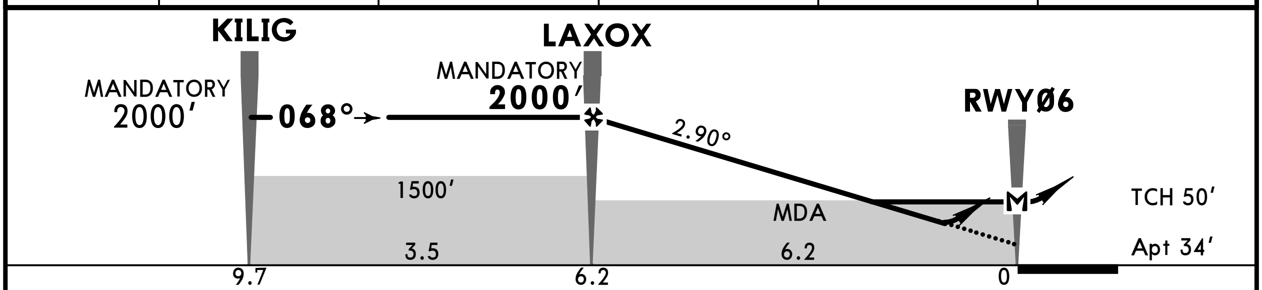


MISSED APCH: Climb on course 068° at 500′ then turn LEFT direct to IBUVO at or below 3000′ to LUVAX at 9000′ for holding or as instructed by ATC.

RNP Apch | Alt Set: hPa | Apt Elev: 1 hPa | Trans Level: FL130 | Trans Alt: 11000′



NM to RWYØ6	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1926′	1618′	1310′	1002′	695′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWYØ6							
LAXOX to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS
PAPI

500′ on 068° LT IBUVO

State

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV DA(H) 430′(396′)		LNAV MDA(H) 470′(436′)				
		ALS out		ALS out	Max Kts	MDA(H)	
A	V1400m	V2300m	V1600m	V2500m	100	680′(646′)	V3000m
B	V1400m	V2300m	V1600m	V2500m	135	680′(646′)	V3000m
C	V1400m	V2300m	V1600m	V2500m	180	1310′(1276′)	V5000m
D	V1400m	V2300m	V1600m	V2500m	205	1310′(1276′)	V5000m

PANS OPS

CHANGES: Comms, missed apch, NININ speed restriction, minimums, note.

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WIII/CGK SOEKARNO-HATTA INTL

JEPPESEN

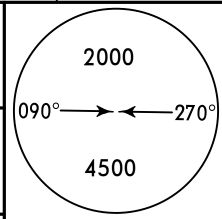
27 SEP 24 (12-2) Eff 3 Oct

JAKARTA, INDONESIA RNP Rwy 07L

ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

BRIEFING STRIP ™

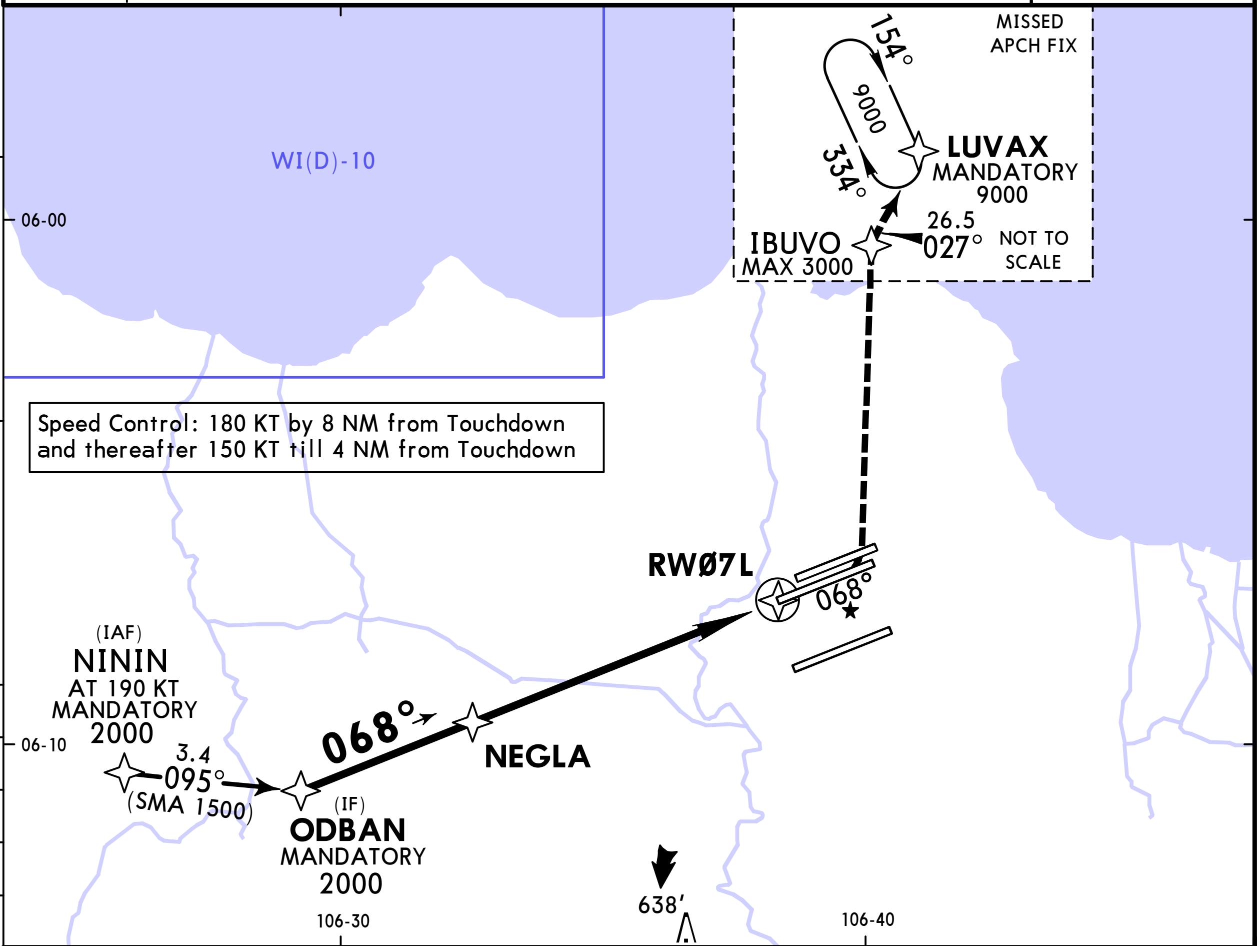
RNAV	Final Apch Crs	NEGLA MANDATORY	LNAV/VNAV DA(H)	Apt Elev 34′
	068°	2000′(1966′)	430′(396′)	



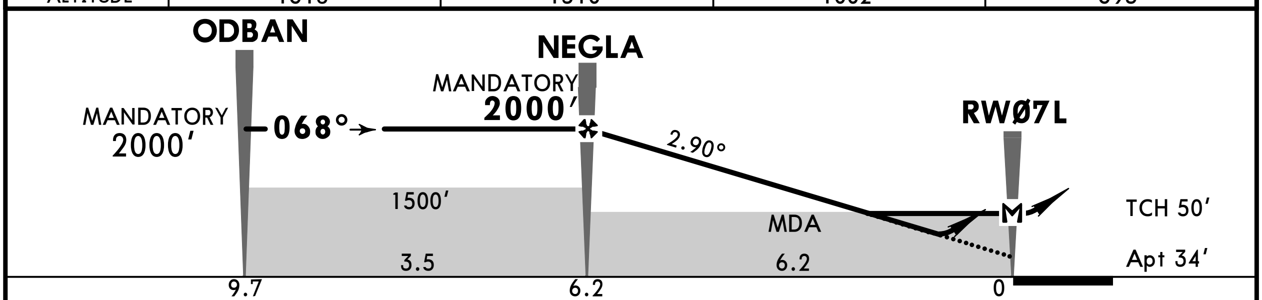
MSA ARP

MISSED APCH: Climb on course 068° at 500′ then turn LEFT direct to IBUVO at or below 3000′ to LUVAX at 9000′ for holding or as instructed by ATC.

RNP Apch | Alt Set: hPa | Apt Elev: 1 hPa | Trans Level: FL130 | Trans Alt: 11000′



NM to RWØ7L	5.0	4.0	3.0	2.0
ALTITUDE	1618′	1310′	1002′	695′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.90°	359	462	513	616	718	821
MAP at RWØ7L						
NEGLA to MAP 6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS PAPI | 500′ | on 068° | LT | IBUVO

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 430′(396′)	ALS out	LNAV MDA(H) 470′(436′)	ALS out
A B C D	V1400m	V2300m	V1600m	V2500m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100 / 135	680′(646′)	V3000m
180 / 205	1310′(1276′)	V5000m

PANS OPS

CHANGES: Comms, missed apch, NININ speed restriction, minimums, note.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN

27 SEP 24 (12-3) **Eff 3 Oct**

JAKARTA, INDONESIA
RNP Rwy 07R

BRIEFING STRIP ™

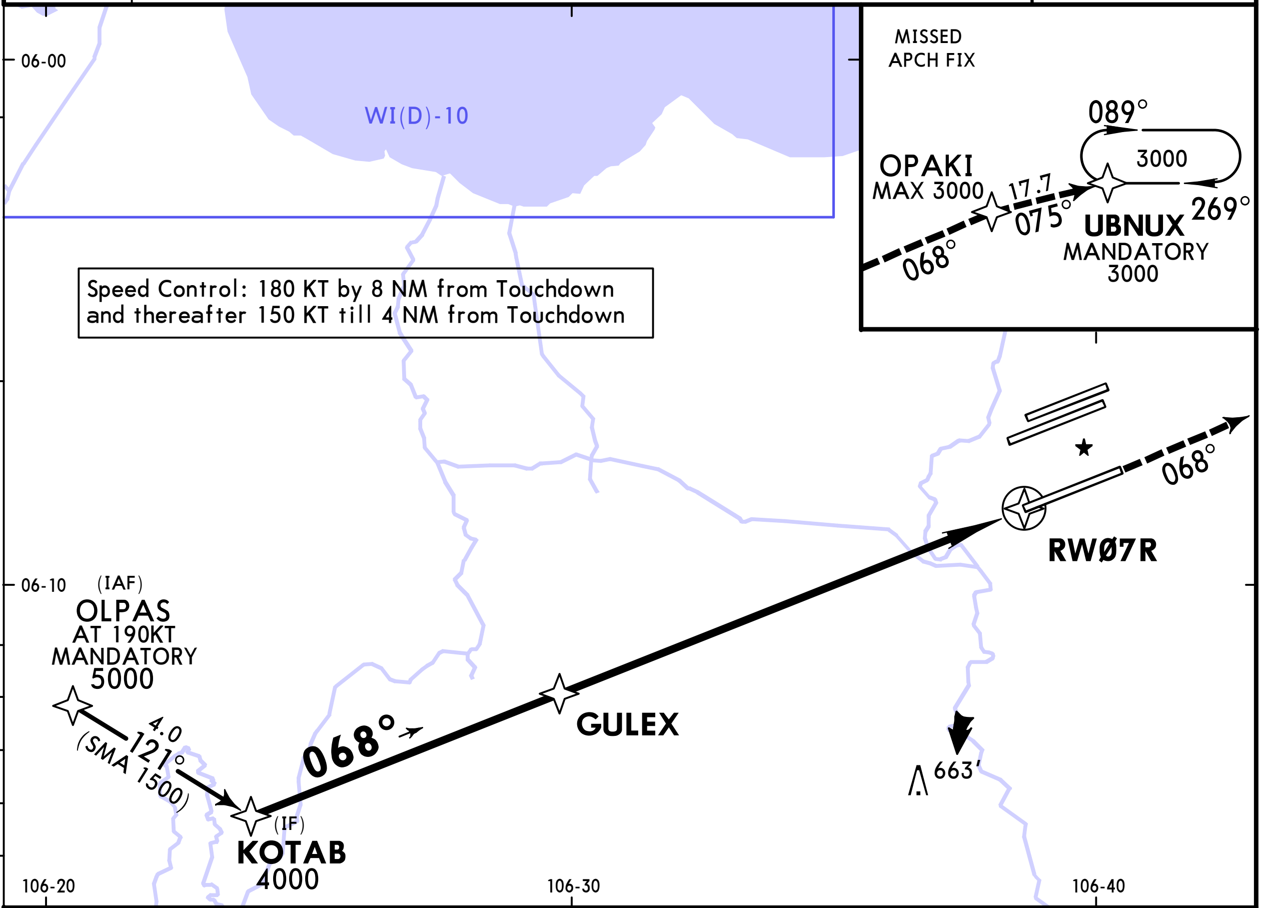
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground One (South)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.75

RNAV	Final Apch Crs	GULEX	LNAV/VNAV DA(H)	Apt Elev 34'
	068°	**3000'** (2966')	**370'** (336')	

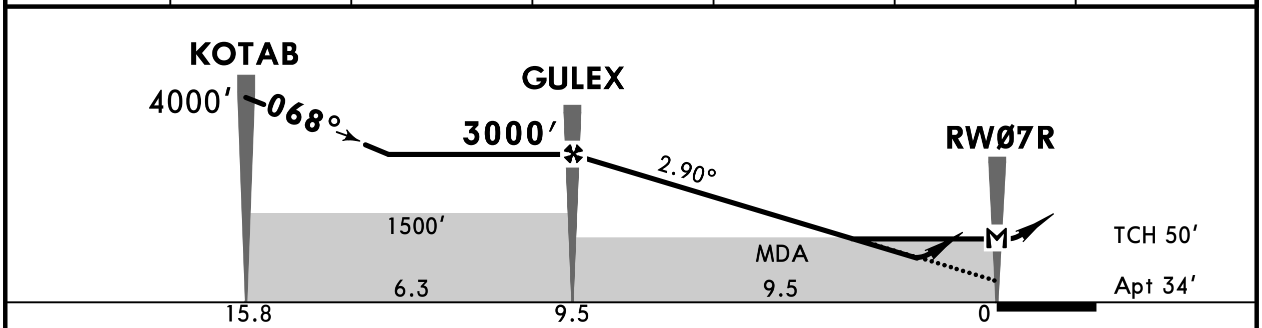
MISSED APCH: Climb on course 068° at 500' then turn RIGHT direct to OPAKI at or below 3000' to UBNUX at 3000' for holding or as instructed by ATC.

RNP Apch | Alt Set: hPa | Apt Elev: 1 hPa | Trans Level: FL130 | Trans Alt: 11000'

MSA ARP: 2000 (090°–270° north), 4500 (south)



NM to RWØ7R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2239'	1931'	1623'	1315'	1007'	700'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWØ7R							
GULEX to MAP	9.5	8:09	6:20	5:42	4:45	4:04	3:34

HIALS PAPI | 500' on 068° | RT | OPAKI

State

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) **370'** (336')	ALS out	LNAV MDA(H) **480'** (446')	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	V1000m	V1900m	V1800m	V2600m	100	680' (646')	V3000m
B					135		
C					180	1310' (1276')	V5000m
D					205		

PANS OPS

CHANGES: Comms, missed apch, waypoints, bearing, minimums, note.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN

27 SEP 24 (12-4) **Eff 3 Oct**

JAKARTA, INDONESIA
RNP Rwy 24

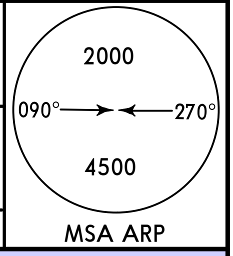
BRIEFING STRIP ™

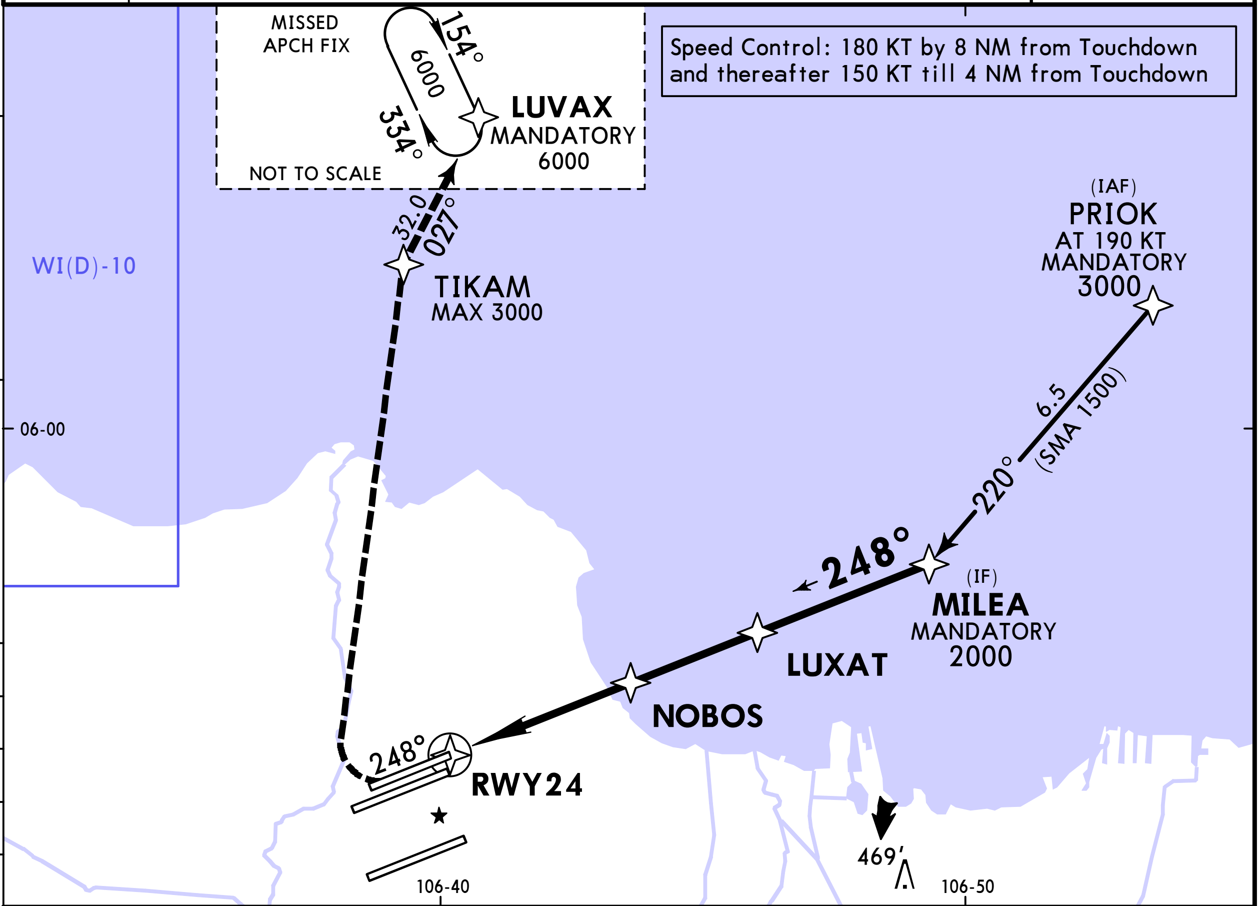
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

RNAV	Final Apch Crs	LUXAT MANDATORY	LNAV/VNAV DA(H)	
	248°	**2000'**(1981')	**320'**(301')	Apt Elev 34' Rwy 19'

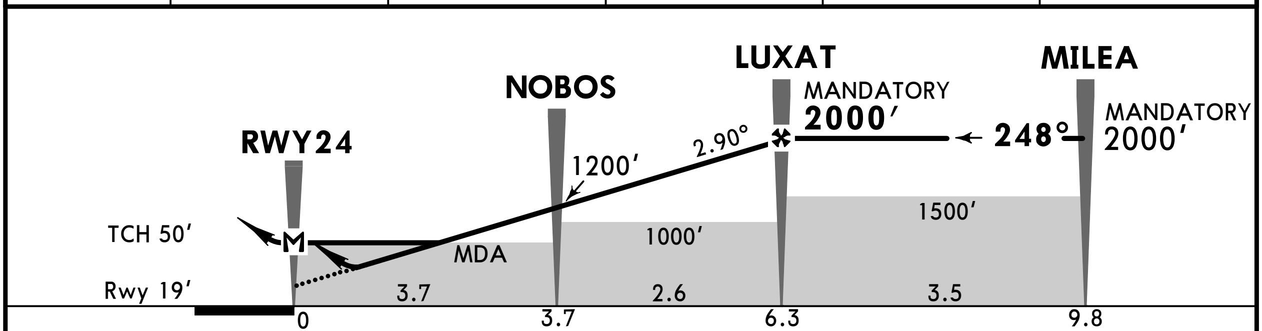
MISSED APCH: Climb on course 248° at 500' then turn RIGHT direct to TIKAM at or below 3000' to LUVAX at 6000' for holding or as instructed by ATC.

RNP Apch | Alt Set: hPa | Rwy Elev: 1 hPa | Trans Level: FL130 | Trans Alt: 11000'





NM to RWY24	2.0	3.0	4.0	5.0	6.0
ALTITUDE	685'	992'	1300'	1608'	1916'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RWY24							
LUXAT to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22

HIALS PAPI | 500' on 248° | RT | TIKAM

State

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) **320'**(301')	ALS out	LNAV MDA(H) **390'**(371')	ALS out
A B C D	V800m	V1700m	V1200m	V2100m

CIRCLE-TO-LAND Max Kts	MDA(H)	
100 / 135	680' (646')	V3000m
180 / 205	1310' (1276')	V5000m

PANS OPS

CHANGES: Communications, missed apch, distance, minimums, note.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN

11 OCT 24 (12-5)

JAKARTA, INDONESIA
RNP Rwy 25L

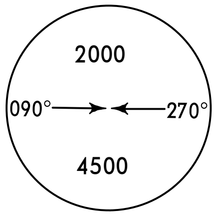
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground One (South)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.75

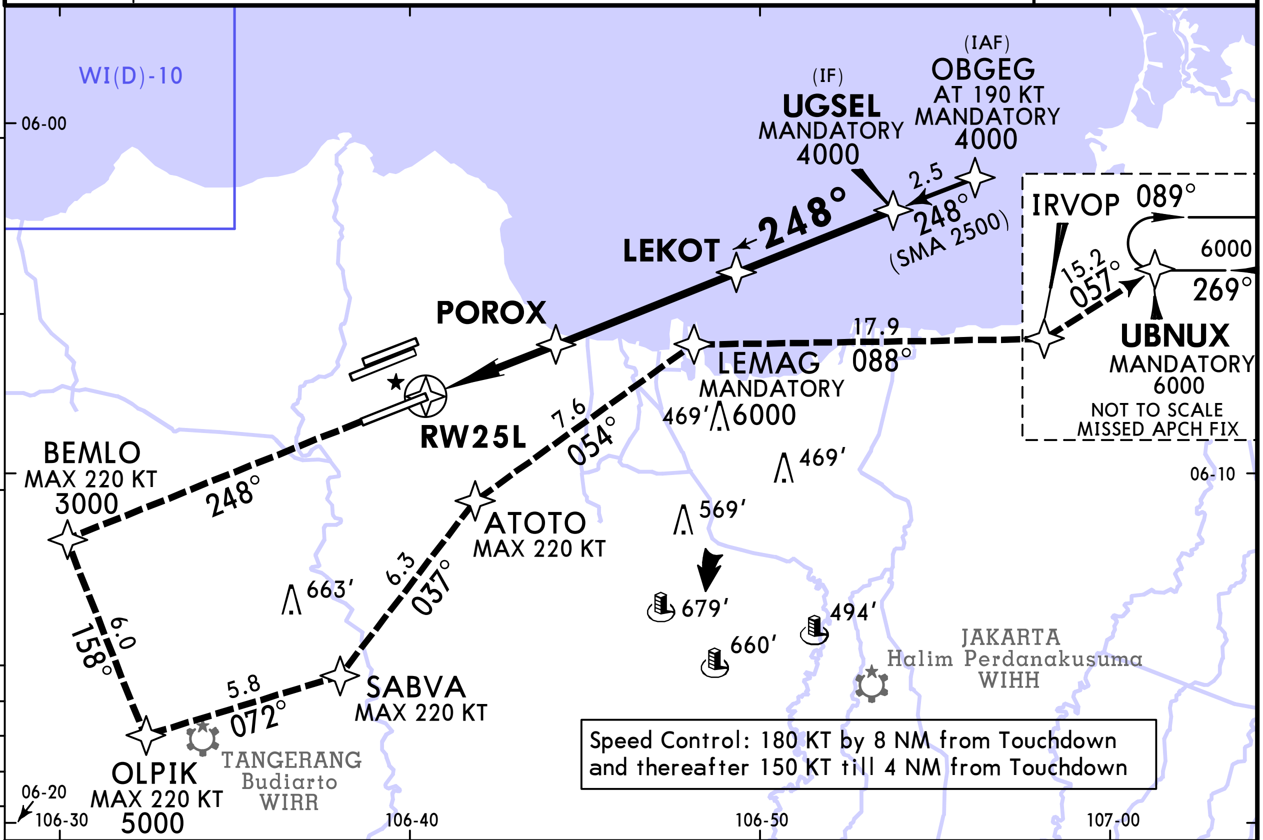
BRIEFING STRIP ™

RNAV	Final Apch Crs	LEKOT	LNAV/VNAV DA(H)	Apt Elev 34'
	248°	3000'(2966')	340'(306')	

MISSED APCH: Climb on course 248° to BEMLO at or above 3000' to OLPIK at or above 5000' to SABVA to ATOTO to LEMAG at 6000' to IRVOP to UBNUX at 6000' for holding, or as instructed by ATC.

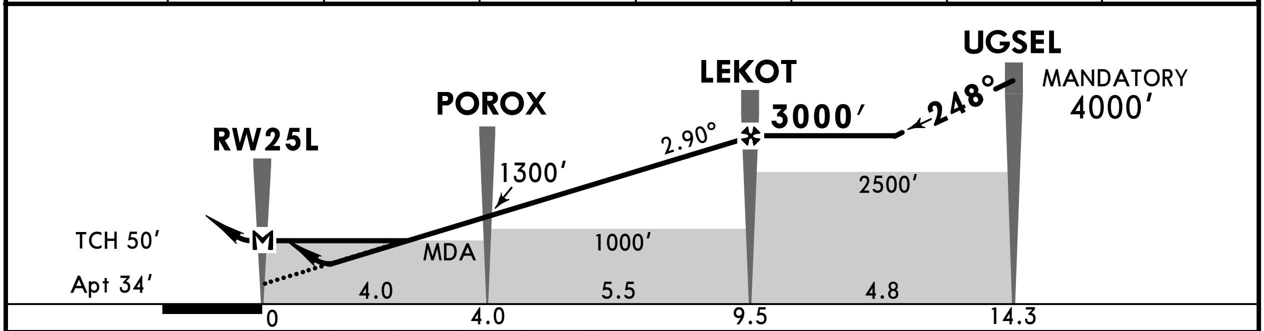
RNP Apch	Alt Set: hPa	Apt Elev: 1 hPa	Trans Level: FL130	Trans Alt: 11000'





Speed Control: 180 KT by 8 NM from Touchdown and thereafter 150 KT till 4 NM from Touchdown

NM to RW25L	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	693'	1000'	1308'	1616'	1924'	2232'	2539'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RW25L							
LEKOT to MAP	9.5	8:09	6:20	5:42	4:45	4:04	3:34

HIALS
PAPI

At or above 3000' on 248° BEMLO

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 340'(306')		LNAV MDA(H) 440'(406')	
		ALS out		ALS out
A, B, C, D	V800m	V1700m	V1400m	V2300m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	680'(646')	V3000m
135	680'(646')	V3000m
180	1310'(1276')	V5000m
205	1310'(1276')	V5000m

PANS OPS

CHANGES: LNAV minimums.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN
11 OCT 24 (12-6)

JAKARTA, INDONESIA
RNP Rwy 25R

BRIEFING STRIP™

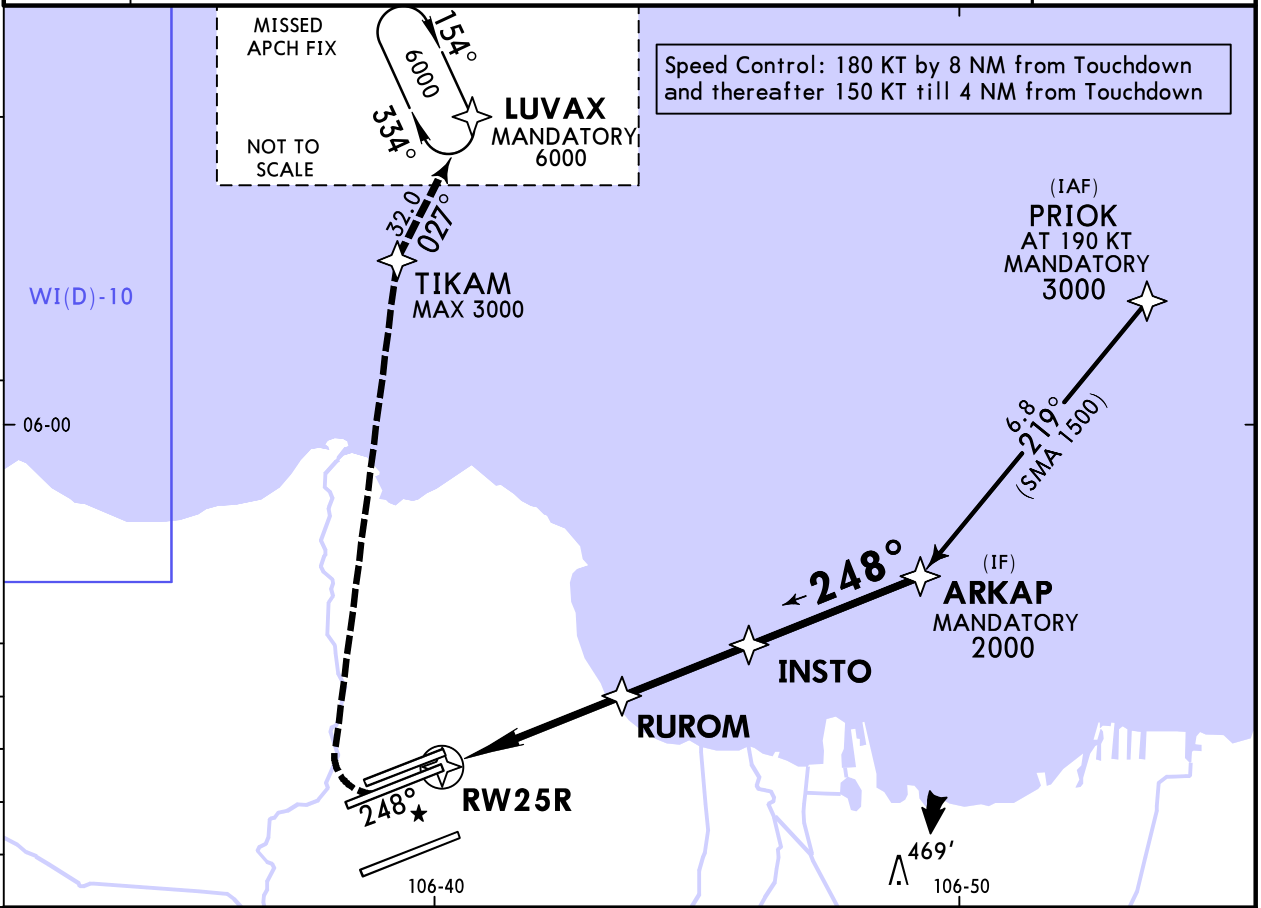
ATIS	JAKARTA Radar (APP) Control Zone North & East	West	South	East	SOEKARNO-HATTA Tower Two (North)	One (South)	Ground Two (North)
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6

RNAV	Final Apch Crs	INSTO MANDATORY	LNAV/VNAV DA(H)	Apt Elev 34′ Rwy 21′
	248°	**2000′** (1979′)	**320′** (299′)	

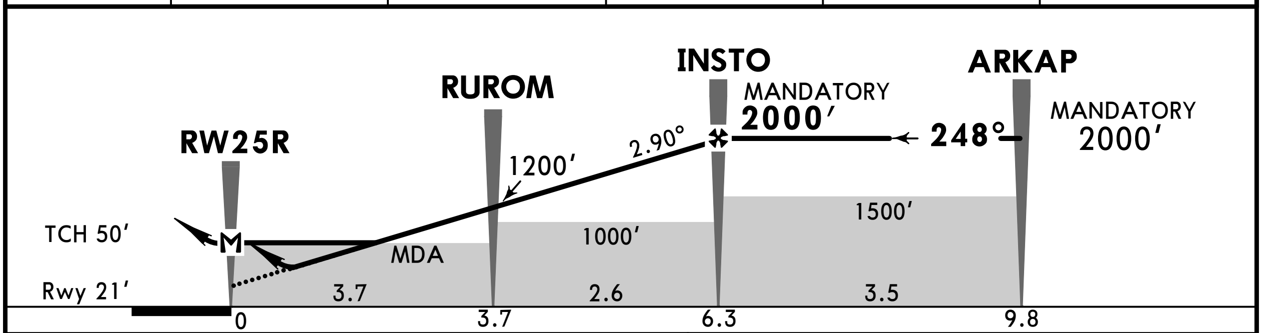
MISSED APCH: Climb on course 248° at 500′ then turn RIGHT direct to TIKAM at or below 3000′ to LUVAX at 6000′ for holding or as instructed by ATC.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL130	Trans Alt: 11000′

MSA ARP: 2000 (090°–270° north), 4500 (south)



NM to RW25R	2.0	3.0	4.0	5.0	6.0
ALTITUDE	687′	994′	1302′	1610′	1918′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.90°	359	462	513	616	718	821
MAP at RW25R							
INSTO to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22

HIALS
PAPI

500′ on 248° — RT — TIKAM

State

PANS OPS

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) **320′** (299′)	ALS out	LNAV MDA(H) **390′** (369′)	ALS out
A, B, C, D	V800m	V1700m	V1200m	V2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100 / 135	680′ (646′)	V3000m
180 / 205	1310′ (1276′)	V5000m

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

JAKARTA, (SOEKARNO-HATTA - WIII)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WIII

Type: Terminal
Effectivity: Temporary
Begin Date: 20240905
End Date: 20250905

(11-3) ILS OR LOC RWY 24: ILS and GP RWY 24 are unserviceable due to technical reasons

Type: Terminal
Effectivity: Permanent
Begin Date: 20250123
End Date: No end date

Airport name should read SOEKARNO-HATTA.

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'.