

List of pages in this Trip Kit

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Airport Information For WIII

Terminal Charts For WIII

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Jakarta Idn
IATA Code: CGK
Lat/Long: S06° 07.4' E106° 39.7'
Elevation: 34 ft

Airport Use: Public
Magnetic Variation: 0.7°E

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

Sunrise: 2245 Z
Sunset: 1113 Z,

Runway Information

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: 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 126.85
Soekarno-Hatta Tower 2 Tower 118.75 Secondary
Soekarno-Hatta Tower 2 Tower 118.2
Soekarno-Hatta Tower 1 Tower 120.25
Soekarno-Hatta Tower 1 Tower 119.3 Secondary
Soekarno-Hatta Ground 2 Ground Control 128.85 Secondary
Soekarno-Hatta Ground 2 Ground Control 121.6
Soekarno-Hatta Ground 1 Ground Control 128.95 Secondary
Soekarno-Hatta Ground 1 Ground Control 121.75
Soekarno-Hatta Delivery 2 Clearance Delivery 124.25 Secondary
Soekarno-Hatta Delivery 2 Clearance Delivery 121.95
Soekarno-Hatta Delivery 1 Clearance Delivery 125.15
Soekarno-Hatta Delivery 1 Clearance Delivery 123.75 Secondary
Jakarta Approach TMA 123.75
Jakarta Approach TMA 127.95
Jakarta Approach TMA 127.9
Jakarta Approach TMA 124.25 Secondary
Jakarta Approach TMA 119.75
Jakarta Arrival Control 135.9 Secondary
Jakarta Arrival Control 125.45
Pabelokan Information 129.8 Flight Info Service
Jakarta Control Center 130.1
Jakarta Control Center 127.95
Jakarta Control Center 124.35
Jakarta Control Center 123.85 Secondary
Jakarta Center 125.7
Jakarta Center 120.9
Jakarta Center 132.7
Jakarta Center 132.1

GENERAL

1. INTRODUCTION

The traffic demand in Soekarno-Hatta International Airport has grown steadily and tends to increase year by year. This condition leads to a greater number of delays and traffic density at certain hours of the day.

To overcome this situation, Soekarno-Hatta International Airport of Jakarta is initiating measures to increase runway capacity by minimizing Runway Occupancy Time (ROT) while ensuring safe, orderly, efficient and harmonized air traffic flow in Jakarta.

The objective of these 10-1P pages is to lay down procedures aimed at reducing Runway Occupancy Time (ROT), enhancing runway utilization and capacity at Soekarno-Hatta International Airport.

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 the first available Rapid Exit Taxiway in compliance with each aircraft performance/operational requirements or as instructed by ATC. Target the earliest suitable exit and exit the runway expeditiously.

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 occurrence 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.

Pilots 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 vortex 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.

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';

ARRIVAL (continued)

1. INTRODUCTION (continued)

After landing procedures (continued)

- 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.
- 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

Pilots are requested to adjust aircraft speed to 160 Kts IAS from 10 NM until 4 NM from threshold.

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

Pilots 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.

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 20 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 whilst aircraft is still at the parking stand.

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 reach intersection taxiways as follows. They should stand by and will be called by TOWER.

Runway In Use	Position	Call Sign
07L	WC2	SOEKARNO- HATTA TOWER TWO
25R	NC2	
07R	WC2	SOEKARNO- HATTA TOWER ONE
25L	SC3	

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 without stopping the aircraft;
- If already lined-up on the runway, take-off without delay;
- If unable to comply with the instructions, inform ATC immediately.

After departure procedures

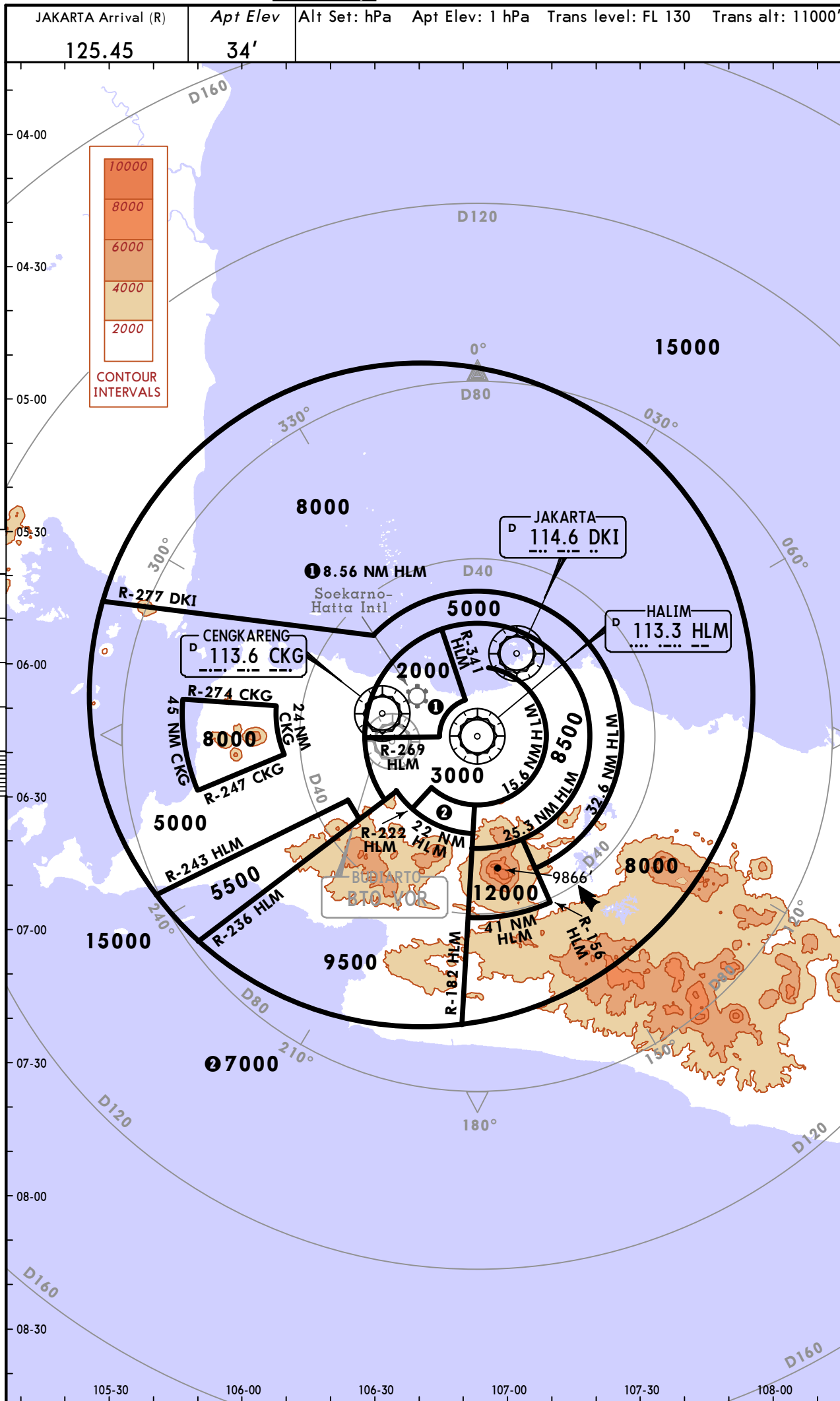
An aircraft may be cleared for take-off when the preceding departing aircraft is airborne and has passed a point at least 7874' (2400m) from the position of the succeeding aircraft subject to the following conditions:

- 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.

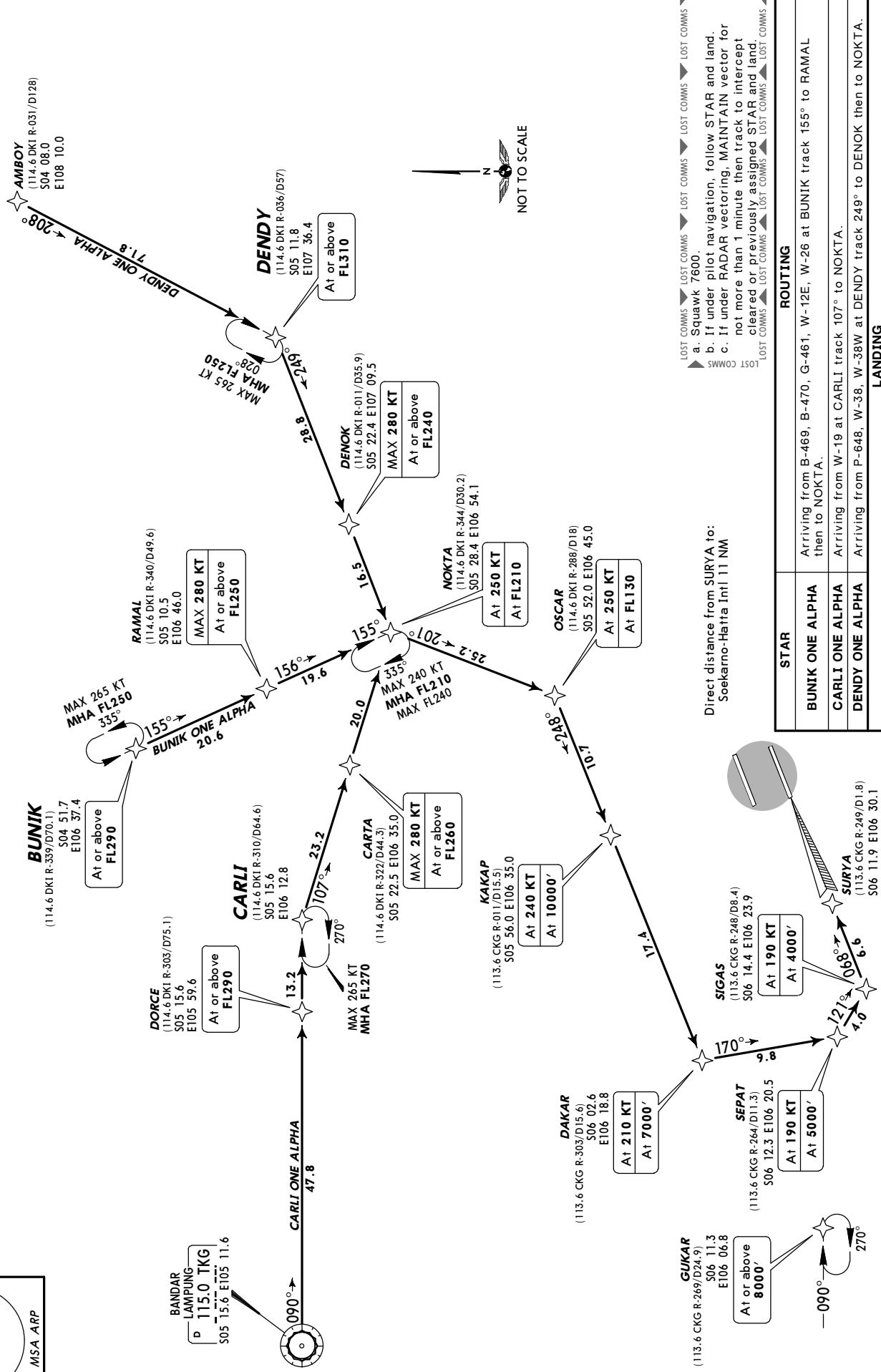
Take off from intersection

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.



RWY 07R ARRIVALS

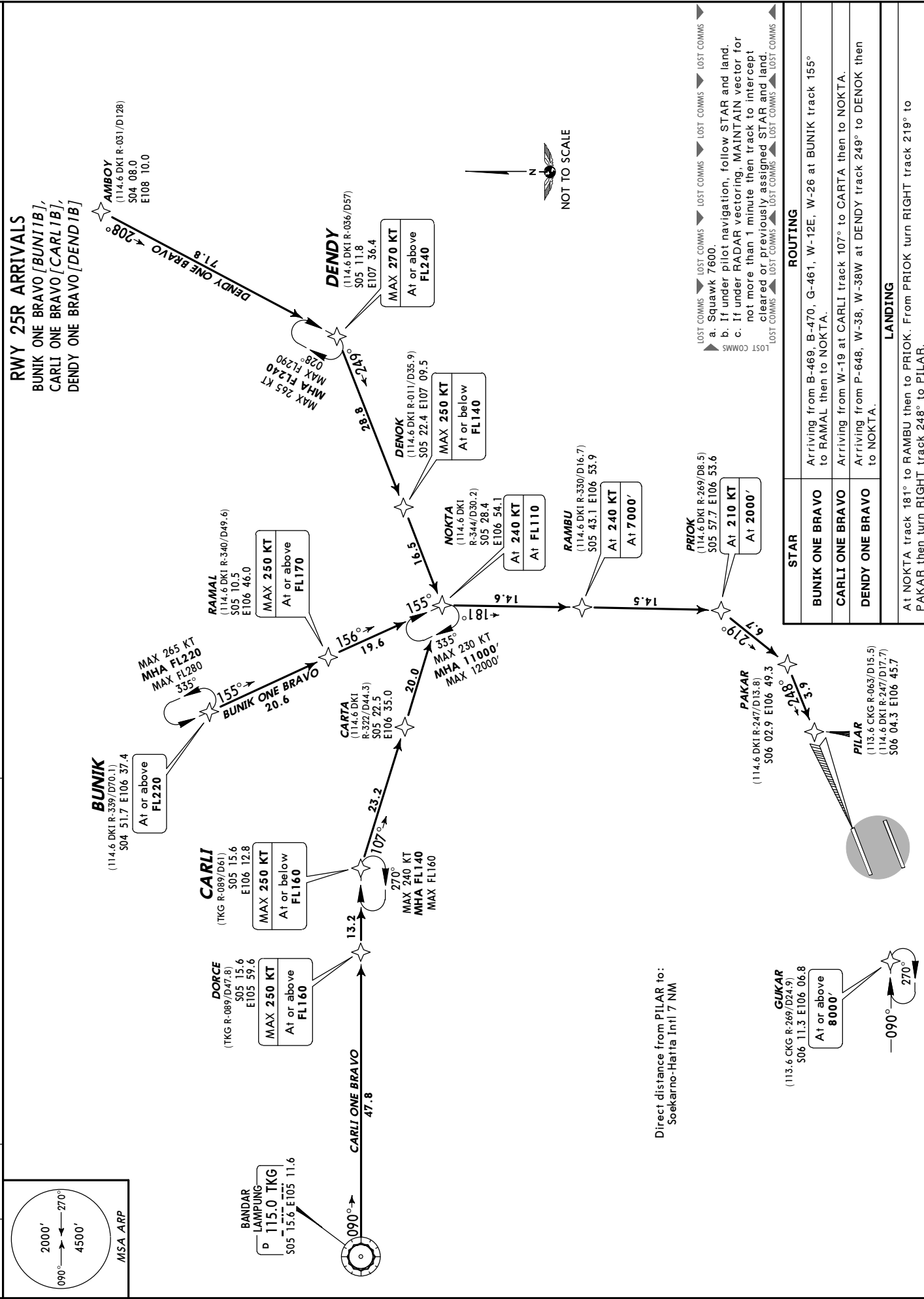
BUNIK ONE ALPHA [BUN11A],
CARLI ONE ALPHA [CAR11A],
DENDY ONE ALPHA [DEND1A]



STAR	ROUTING
BUNIK ONE ALPHA	Arriving from B-469, B-470, G-461, W-12E, W-26 at BUNIK track 155° to RAMAL then to NOKTA.
CARLI ONE ALPHA	Arriving from W-19 at CARLI track 107° to NOKTA.
DENDY ONE ALPHA	Arriving from P-648, W-38, W-38W at DENDY track 249° to DENOK then to NOKTA.
LANDING	

CHANGES: None.

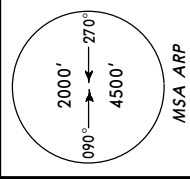
ATIS 126.85	<i>Apt Elev</i> 34'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'	1. RNAV-1. 2. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.
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1. RNAV-1.

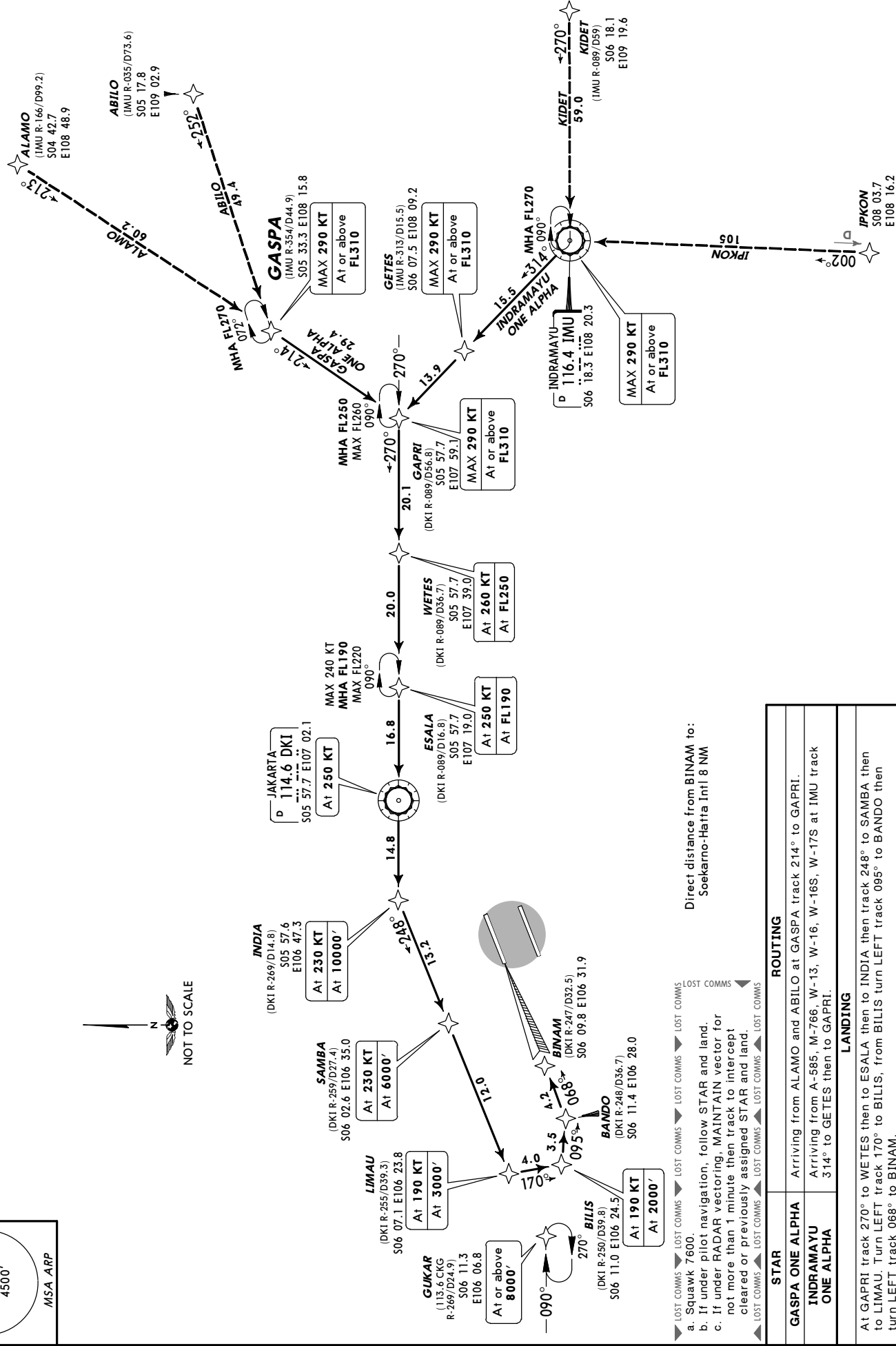
Trans alt: 11000'

ATIS	Apt Elev
106 05	34'



RWY 07L ARRIVALS

GASPA ONE ALPHA [GASP1A],
INDRAMAYU ONE ALPHA [IMU1A]



Direct distance from BINAM to:
Soekarno-Hatta Intl 8 NM

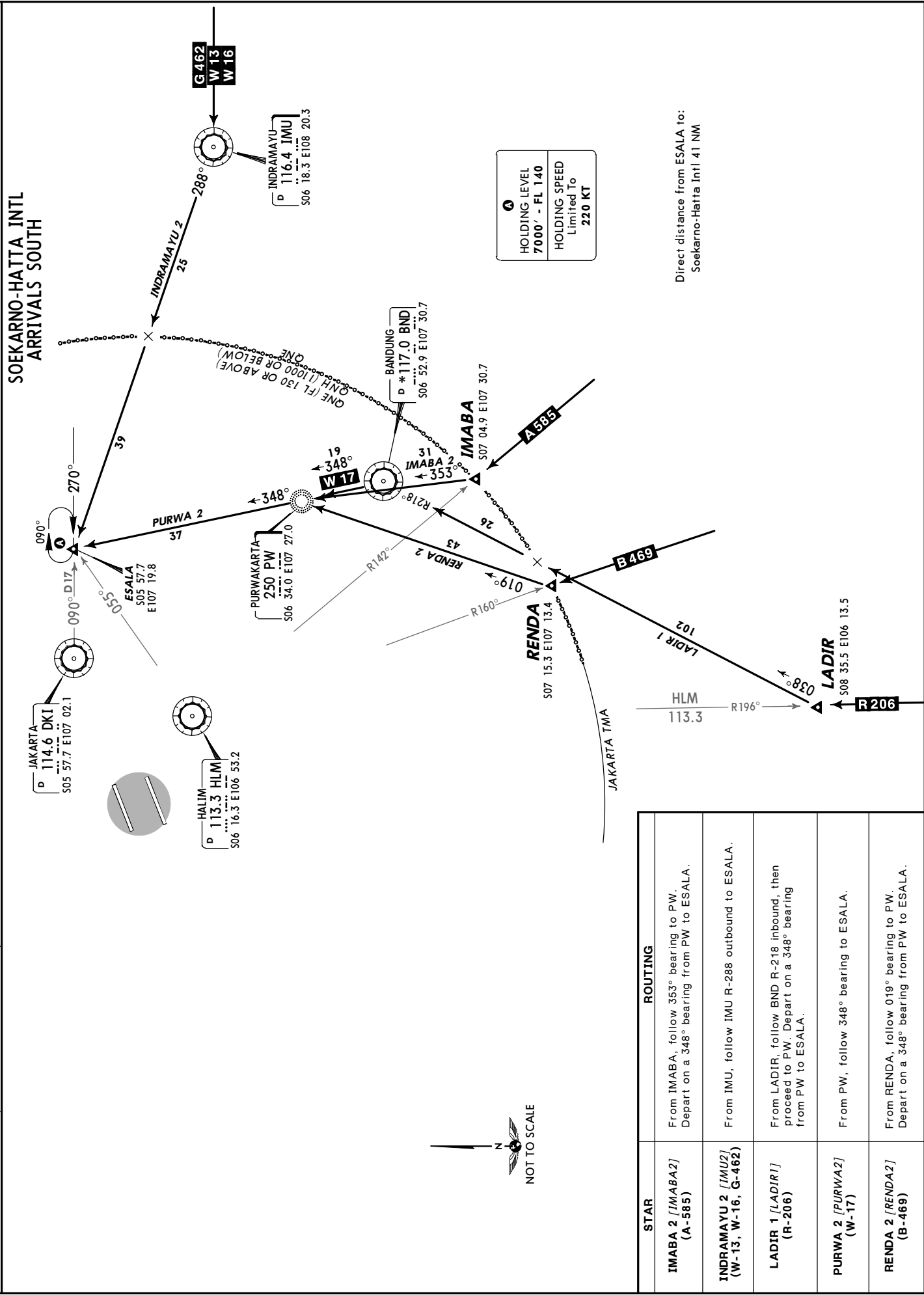
a. Squawm 7600.  LOST COMMS  LOST COMMS  LOST COMMS

b. If under pilot navigation, follow STAR and land.  LOST COMMS  LOST COMMS  LOST COMMS

c. If under RADAR vectoring, **MAINTAIN** vector for not more than 1 minute then track to intercept cleared or previously assigned STAR and land.  LOST COMMS  LOST COMMS  LOST COMMS

STAR	ROUTING
GASPA ONE ALPHA	Arriving from ALAMO and ABL0 at GASPA track 214° to GAPRI..
INDRAMAYU ONE ALPHA	Arriving from A-585, M-766, W-13, W-16, W-16S, W-17S at IMU track 314° to GETES then to GAPRI.
	LANDING
	At GAPRI track 270° to WETES then to ESALA then to INDIA then track 248° to SAMBA then to LIMA0. Turn LEFT track 170° to BILLS, from BILLS turn LEFT track 095° to BANDO then turn LEFT track 068° to BINAM.

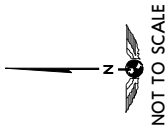
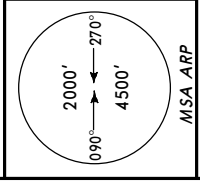
ATIS 126.85	Apt Elev 34'	Alt Set: hPa FOR QNE/QNH INFO SEE GRAPHIC
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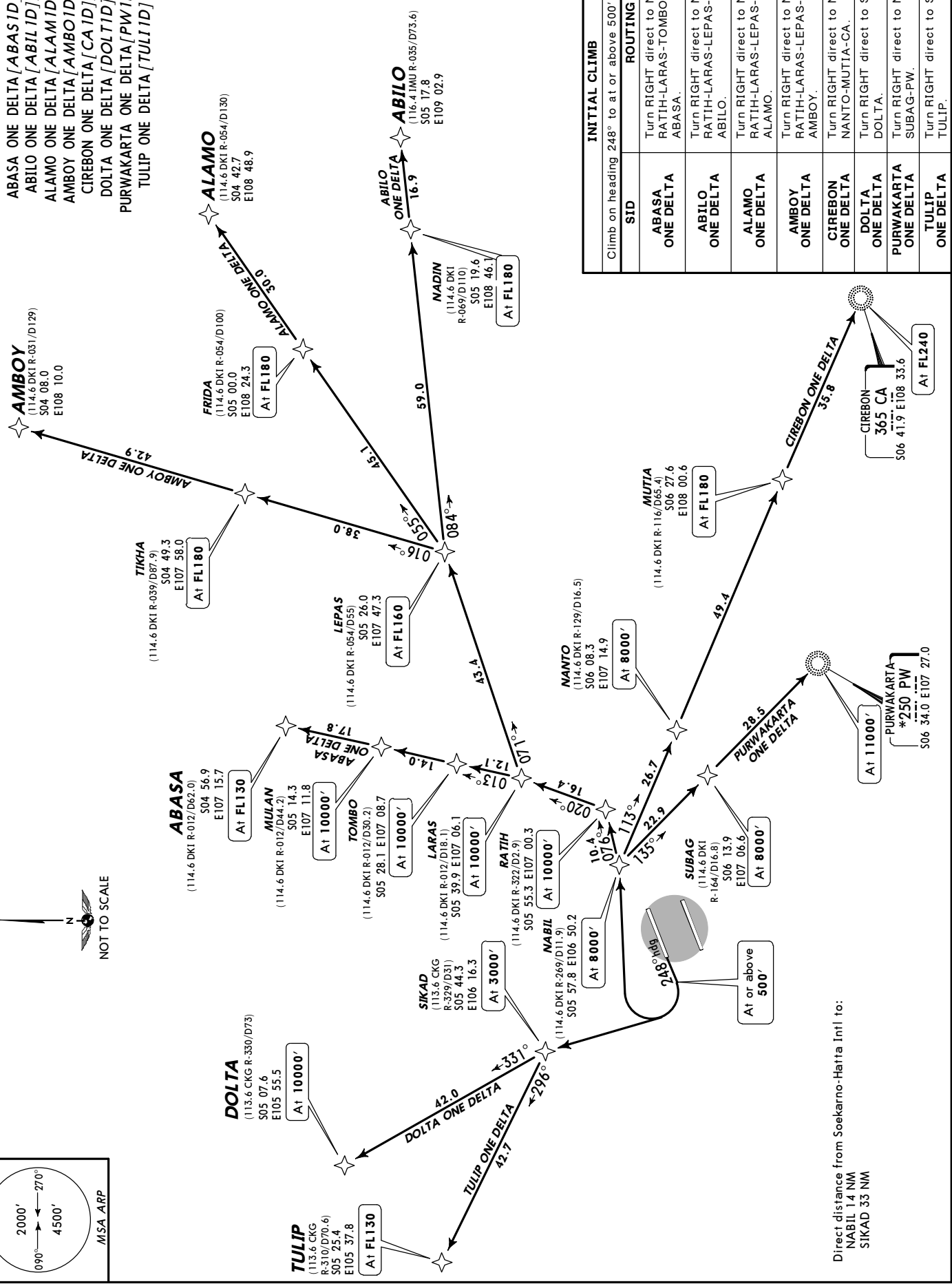
STAR	ROUTING
IMABA 2 [IMABA2] (A-585)	From IMABA, follow 353° bearing to PW. Depart on a 348° bearing from PW to ESALA.
INDRAMAYU 2 [IMU2] (W-13, W-16, G-462)	From IMU, follow IMU R-288 outbound to ESALA.
LADIR 1 [LADIR1] (R-206)	From LADIR, follow BND R-218 inbound, then proceed to PW. Depart on a 348° bearing from PW to ESALA.
PURWA 2 [PURWA2] (W-17)	From PW, follow 348° bearing to ESALA.
RENDA 2 [RENDA2] (B-469)	From RENDA, follow 019° bearing to PW. Depart on a 348° bearing from PW to ESALA.



INITIAL CLIMB	
Climb on heading 069° to at or above 500'.	
STD	ROUTING
ABASA ONE ALPHA	Turn LEFT direct to ESTIA to ANDIS-TOMBO-ABASA.
ABILO ONE ALPHA	Turn LEFT direct to ESTIA to RATNA-LEPAS-NADIN-ABILO.
ALAMO ONE ALPHA	Turn LEFT direct to ESTIA to RATNA-LEPAS-FRIDA-ALAMO.
AMBOY ONE ALPHA	Turn LEFT direct to ESTIA to RATNA-LEPAS-TIKHA-AMBOY.
CIREBON ONE ALPHA	Turn LEFT direct to PUSPA to TATIK-MUTIA-CA.
DOLTA ONE ALPHA	Turn LEFT direct to PUTRI to ADELA-SIKAD-DOLTA.
PURWAKARTA ONE ALPHA	Turn LEFT direct to PUSPA to TATIK-UTARI-PW.
TULIP ONE ALPHA	Turn LEFT direct to PUTRI to ADELA-SIKAD-TULIP.



RWY 25R DEPARTURES
ABASA ONE DELTA [ABAS1D],
ABILO ONE DELTA [ABIL1D],
ALAMO ONE DELTA [ALAM1D],
AMBOY ONE DELTA [AMBO1D],
CIREBON ONE DELTA [CA1D],
DOLTA ONE DELTA [DOLT1D],
PURWAKARTA ONE DELTA [PW1D],
TULIP ONE DELTA [TULI1D]



INITIAL CLIMB	
Climb on heading 248° to at or above 500'.	
SID	ROUTING
ABASA ONE DELTA	Turn RIGHT direct to NABIL to RATH-LARAS-TOMBO-MULAN-ABASA.
ABILO ONE DELTA	Turn RIGHT direct to NABIL to RATH-LARAS-LEPAS-NADIN-ABILO.
ALAMO ONE DELTA	Turn RIGHT direct to NABIL to RATH-LARAS-LEPAS-FRIDA-ALAMO.
AMBOY ONE DELTA	Turn RIGHT direct to NABIL to RATH-LARAS-LEPAS-TIKHA-AMBOY.
CIREBON ONE DELTA	Turn RIGHT direct to NABIL to NANTO-MUTIA-CA.
DOLTA ONE DELTA	Turn RIGHT direct to SIKAD to DOLTA.
PURWAKARTA ONE DELTA	Turn RIGHT direct to NABIL to SUBAG-PW.
TULIP ONE DELTA	Turn RIGHT direct to SIKAD to TULIP.

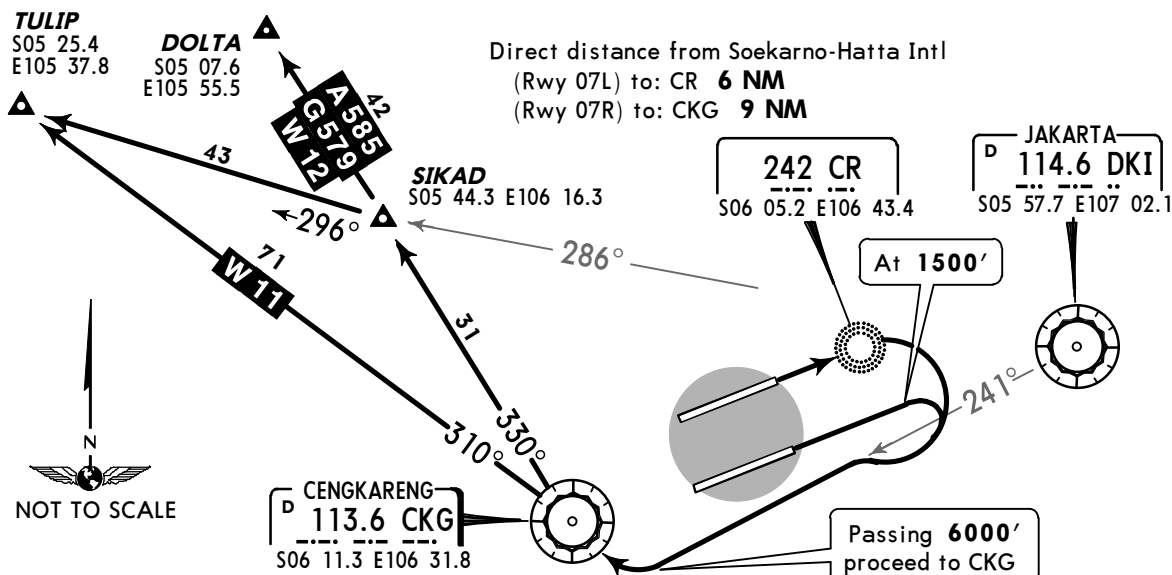
Apt Elev
34'

Trans level: FL130 Trans alt: 11000'

No MSA
published

CENGKARENG ONE GOLF DEPARTURE[CKG1G]

(RWYS 07L/R)
(A-585, G-579, W-11, W-12)



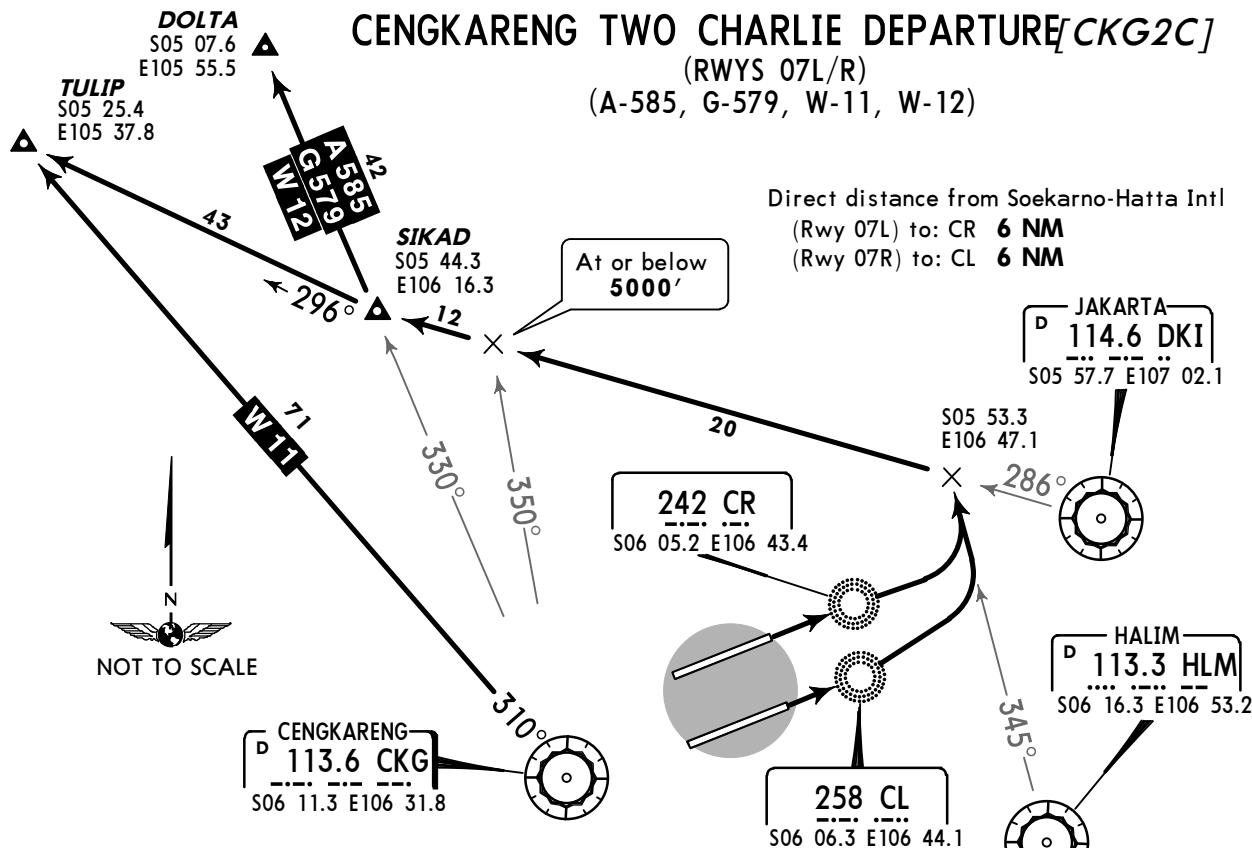
RWY	INITIAL CLIMB
07L	From over CR, turn RIGHT to intercept DKI R-241 outbound until passing 6000'.
07R	At 1500', turn RIGHT to intercept DKI R-241 outbound until passing 6000'.

ROUTING

Proceed to CKG to join assigned route.

CENGKARENG TWO CHARLIE DEPARTURE[CKG2C]

(RWYS 07L/R)
(A-585, G-579, W-11, W-12)



RWY	INITIAL CLIMB
07L	From over CR proceed to DKI until intercepting HLM R-345.
07R	From over CL proceed to DKI until intercepting HLM R-345.

ROUTING

Turn LEFT proceed to SIKAD via DKI R-286 to join assigned ATS routes.

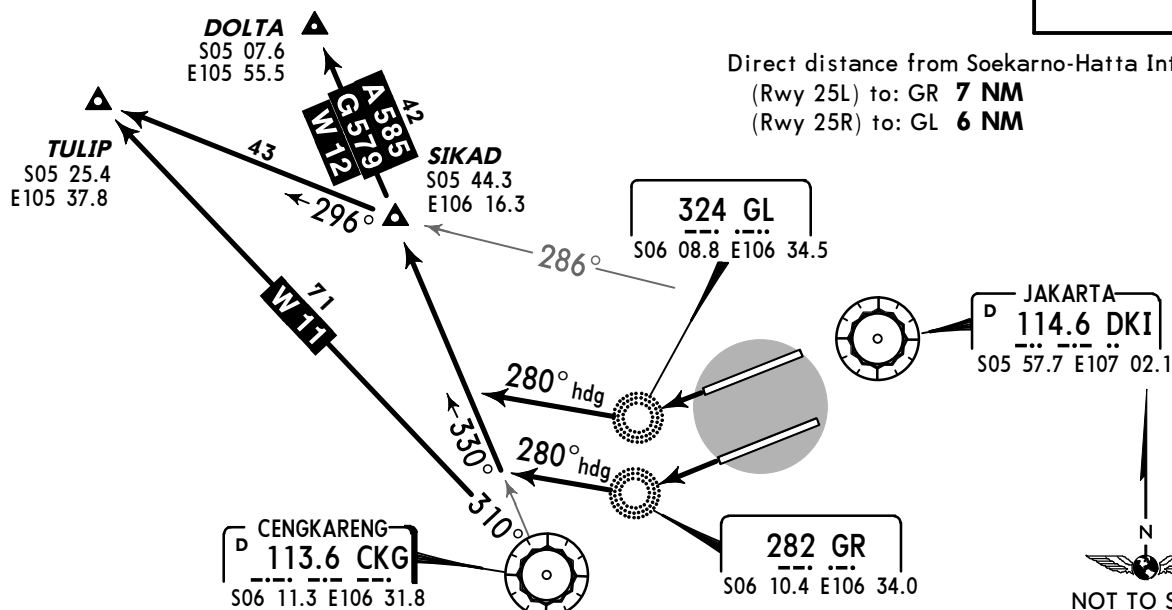
Apt Elev
34'

Trans level: FL130 Trans alt: 11000'

No MSA
published

CENGKARENG TWO GOLF DEPARTURE[CKG2G]

(RWYS 25L/R)
(A-585, G-579, W-11, W-12)



RWY INITIAL CLIMB

25L From over GR turn RIGHT heading 280°.

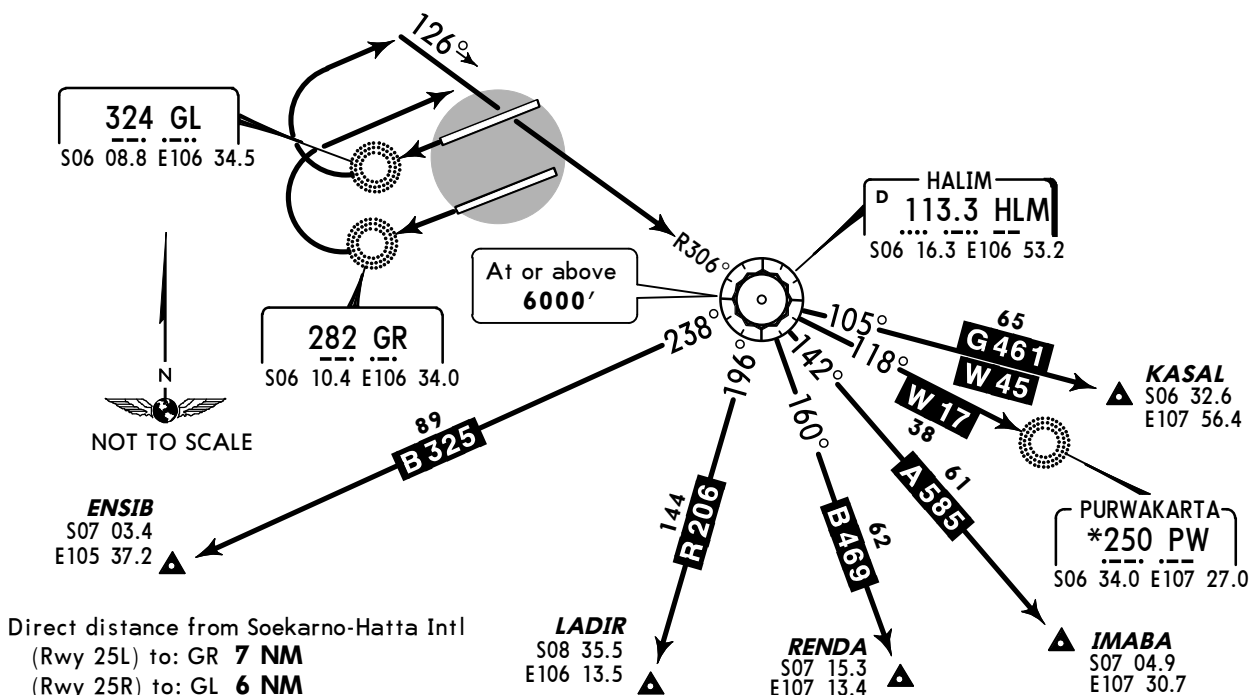
25R From over GL turn RIGHT heading 280°.

ROUTING

Intercept CKG R-330, proceed to SIKAD, then join assigned ATS routes.

HALIM TWO GOLF DEPARTURE[HLM2G]

(RWYS 25L/R)
(A-585, B-325, B-469, G-461, R-206, W-17, W-45)



RWY INITIAL CLIMB

25L From over GR turn RIGHT to intercept HLM R-306 to HLM.

25R From over GL turn RIGHT to intercept HLM R-306 to HLM.

ROUTING

Depart HLM to join assigned ATS routes.

Apt Elev
34'

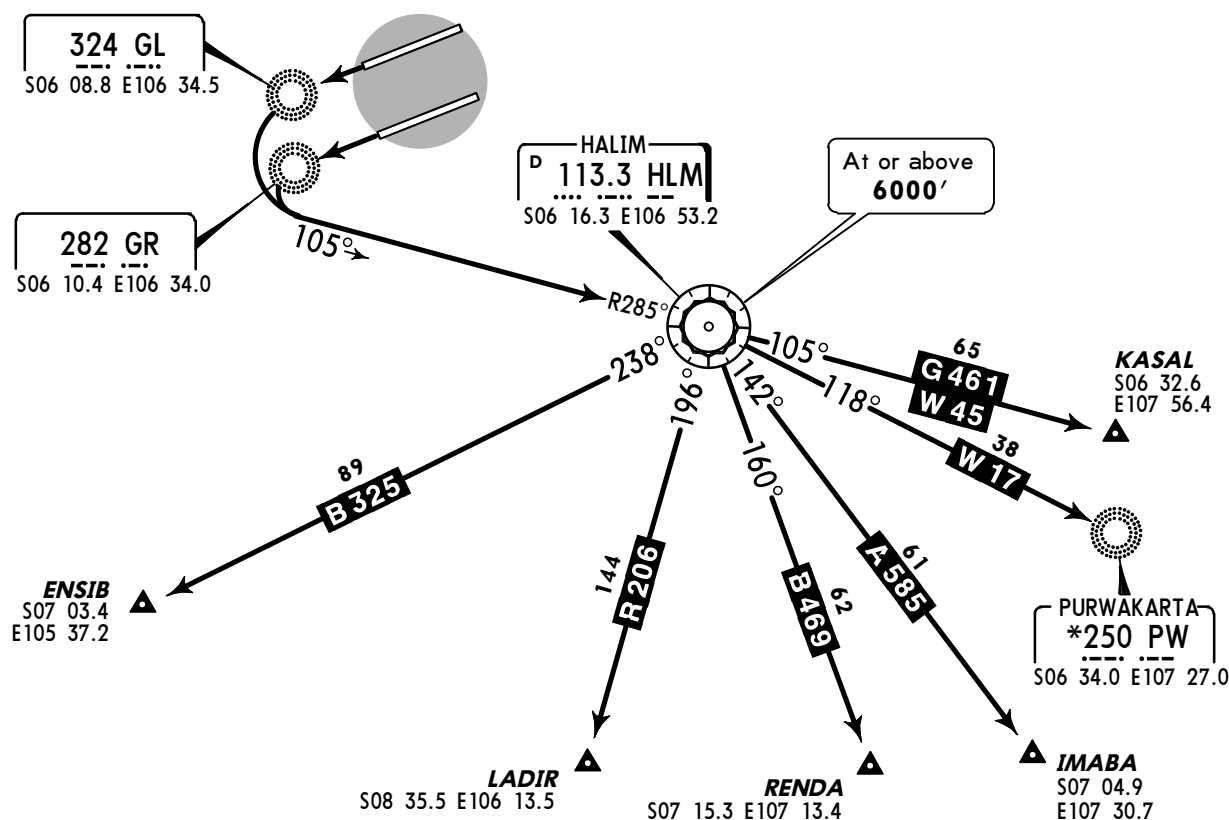
Trans level: FL130 Trans alt: 11000'

No MSA
published

HALIM ONE JULIET DEPARTURE[HLM1J]

(RWYS 25L/R)

(A-585, B-325, B-469, G-461, R-206, W-17, W-45)



Direct distance from Soekarno-Hatta Intl
(Rwy 25L) to: GR 7 NM
(Rwy 25R) to: GL 6 NM

RWY	INITIAL CLIMB
25L	From over GR turn LEFT to intercept HLM R-285 to HLM.
25R	From over GL turn LEFT to intercept HLM R-285 to HLM.
ROUTING	
Depart HLM to join assigned ATS route.	

Apt Elev
34'

Trans level: FL130 Trans alt: 11000'

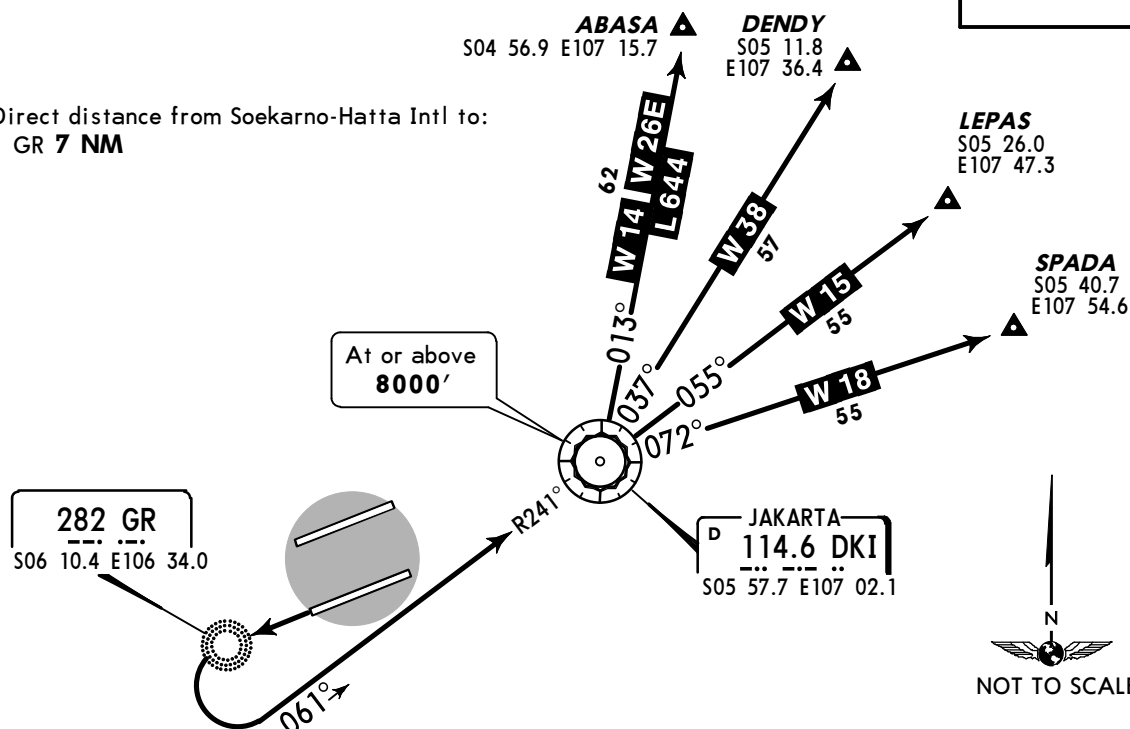
No MSA
published

JAKARTA ONE DELTA DEPARTURE [DKI1D]

(RWY 25L)

(L-644, W-14, W-15, W-18, W-26E, W-38)

Direct distance from Soekarno-Hatta Intl to:
GR 7 NM



INITIAL CLIMB

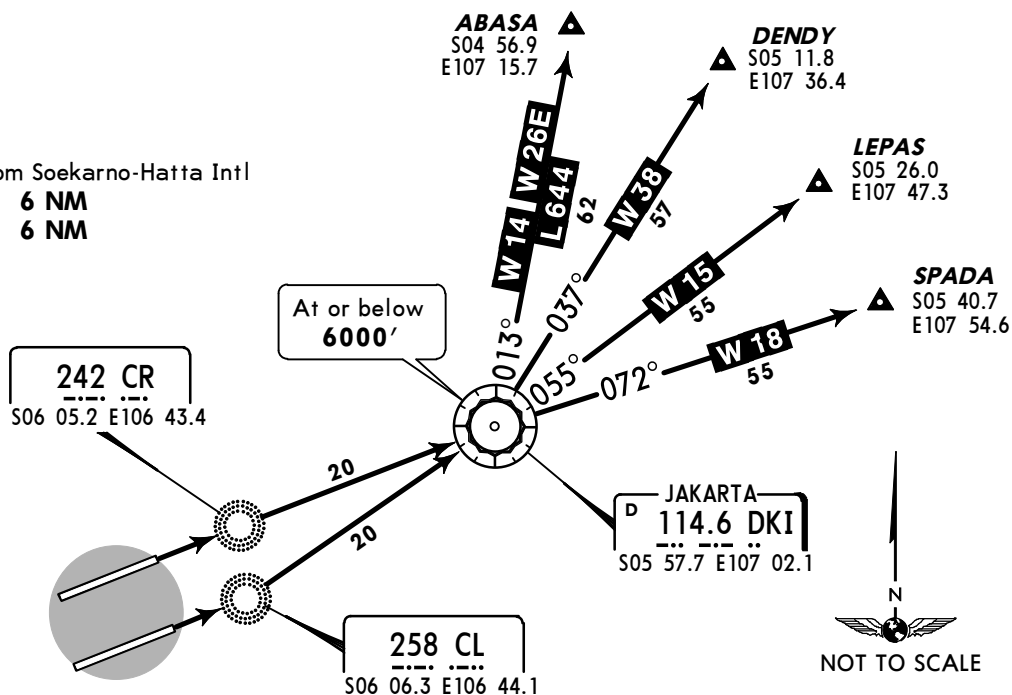
Over GR, turn LEFT to intercept DKI R-241 to DKI, then join assigned ATS route.

JAKARTA TWO CHARLIE DEPARTURE [DKI2C]

(RWYS 07L/R)

(L-644, W-14, W-15, W-18, W-26E, W-38)

Direct distance from Soekarno-Hatta Intl
(Rwy 07L) to: CR 6 NM
(Rwy 07R) to: CL 6 NM



RWY

INITIAL CLIMB

07L From over CR proceed to DKI.

07R From over CL proceed to DKI.

ROUTING

Depart DKI to join assigned ATS route.

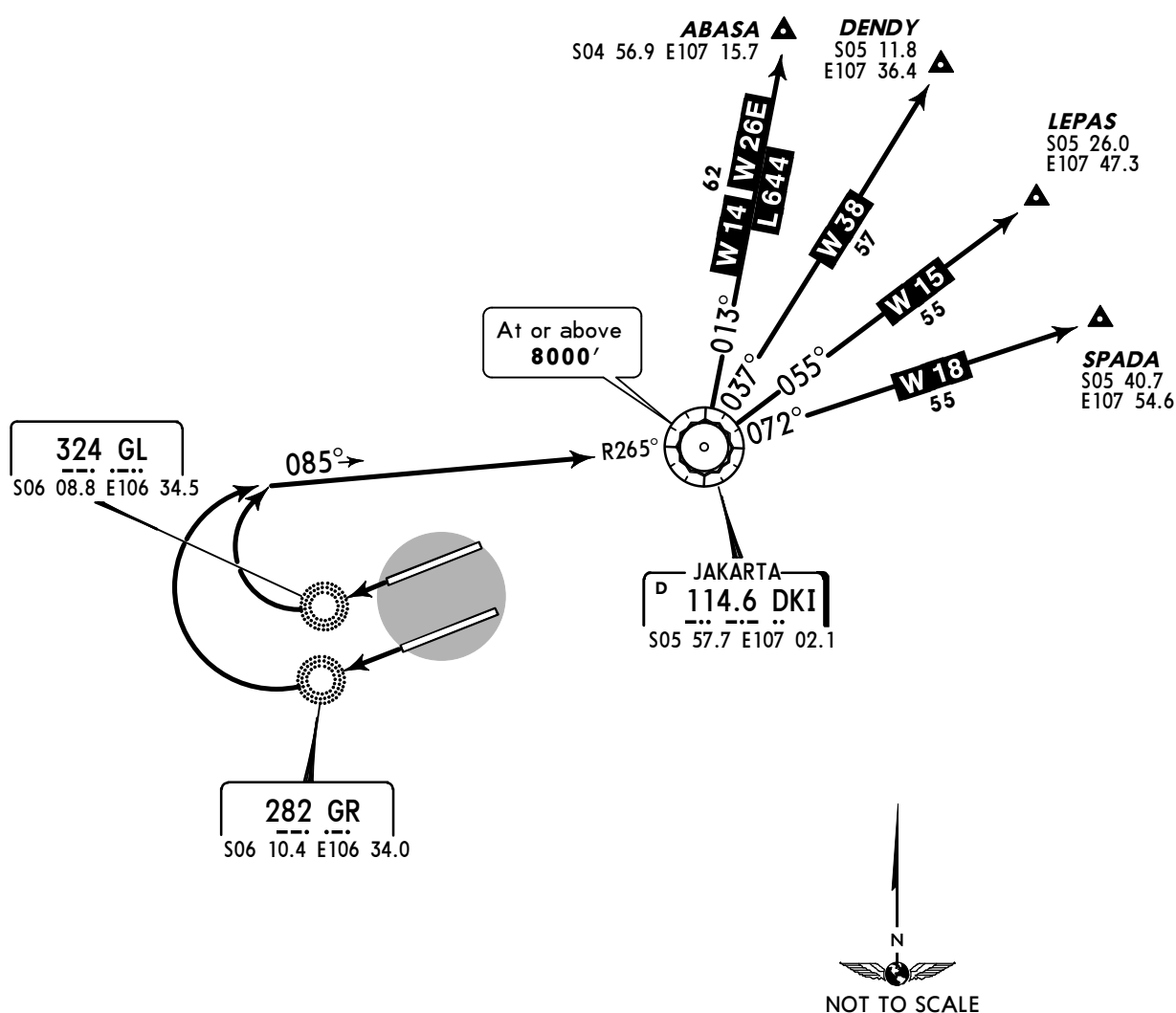
Apt Elev
34'

Trans level: FL130 Trans alt: 11000'

No MSA
published

JAKARTA TWO GOLF DEPARTURE[DKI2G]

(RWYS 25L/R)
(L-644, W-14, W-15, W-18, W-26E, W-38)



Direct distance from Soekarno-Hatta Intl
(Rwy 25L) to: GR 7 NM
(Rwy 25R) to: GL 6 NM

RWY	INITIAL CLIMB
25L	From over GR turn RIGHT to intercept DKI R-265 to DKI.
25R	From over GL turn RIGHT to intercept DKI R-265 to DKI.
ROUTING	
Depart DKI to join assigned ATS routes.	

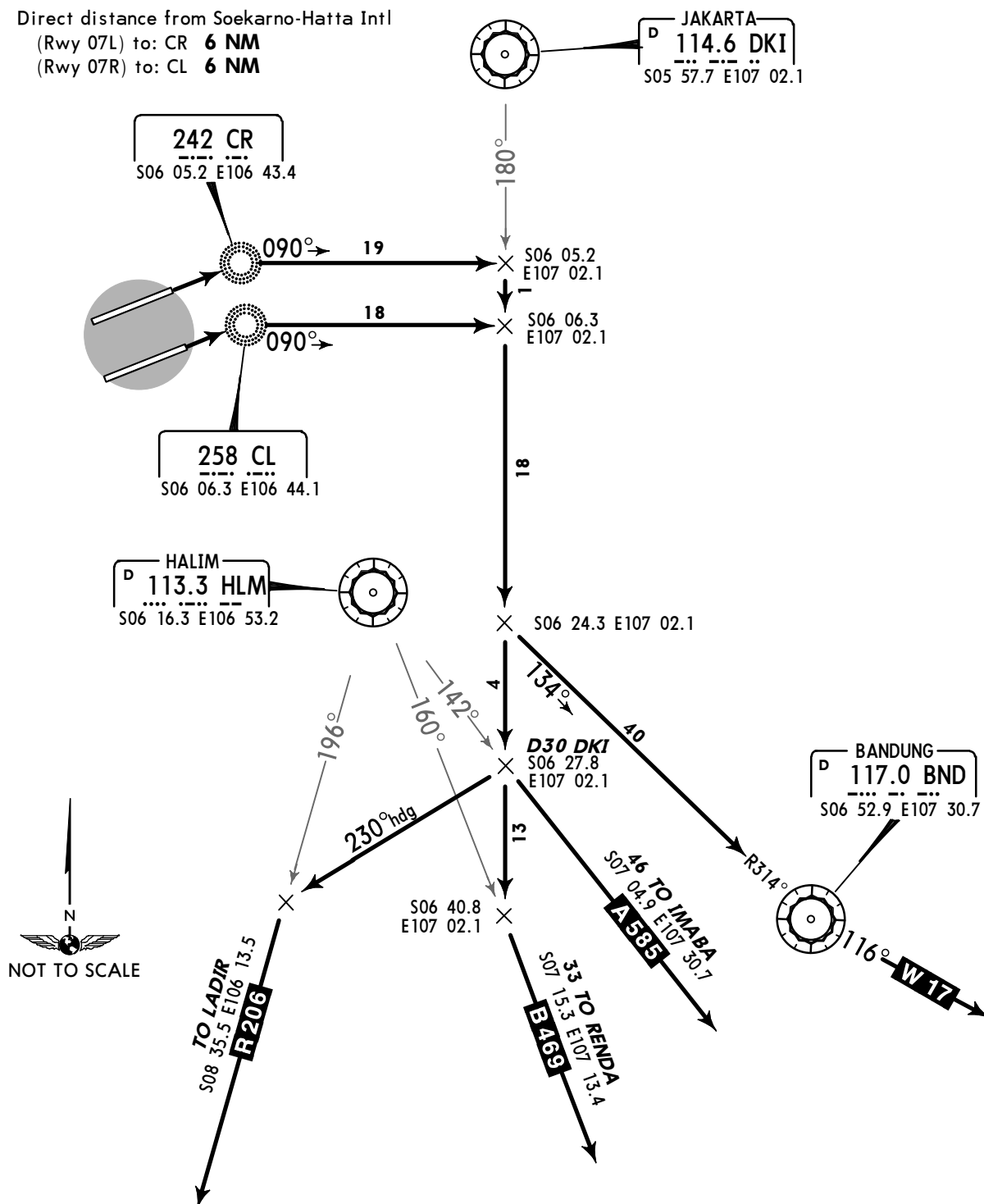
Apt Elev
34'

Trans level: FL130 Trans alt: 11000'

No MSA
published

KARAWANG ONE DELTA DEPARTURE [KARA 1D] (RWYS 07L/R) (A-585, B-469, R-206, W-17)

Direct distance from Soekarno-Hatta Intl
(Rwy 07L) to: CR **6 NM**
(Rwy 07R) to: CL **6 NM**



RWY

INITIAL CLIMB

07L

From over CR turn RIGHT to a 090° bearing from CR.

07R

From over CL turn RIGHT to a 090° bearing from CL.

ROUTING

Intercept and proceed on DKI R-180 to join assigned ATS route.

For A-585: Intercept HLM R-142.

For B-469: Intercept HLM R-160.

For R-206: At D30 DKI turn RIGHT heading 230° to intercept HLM R-196.

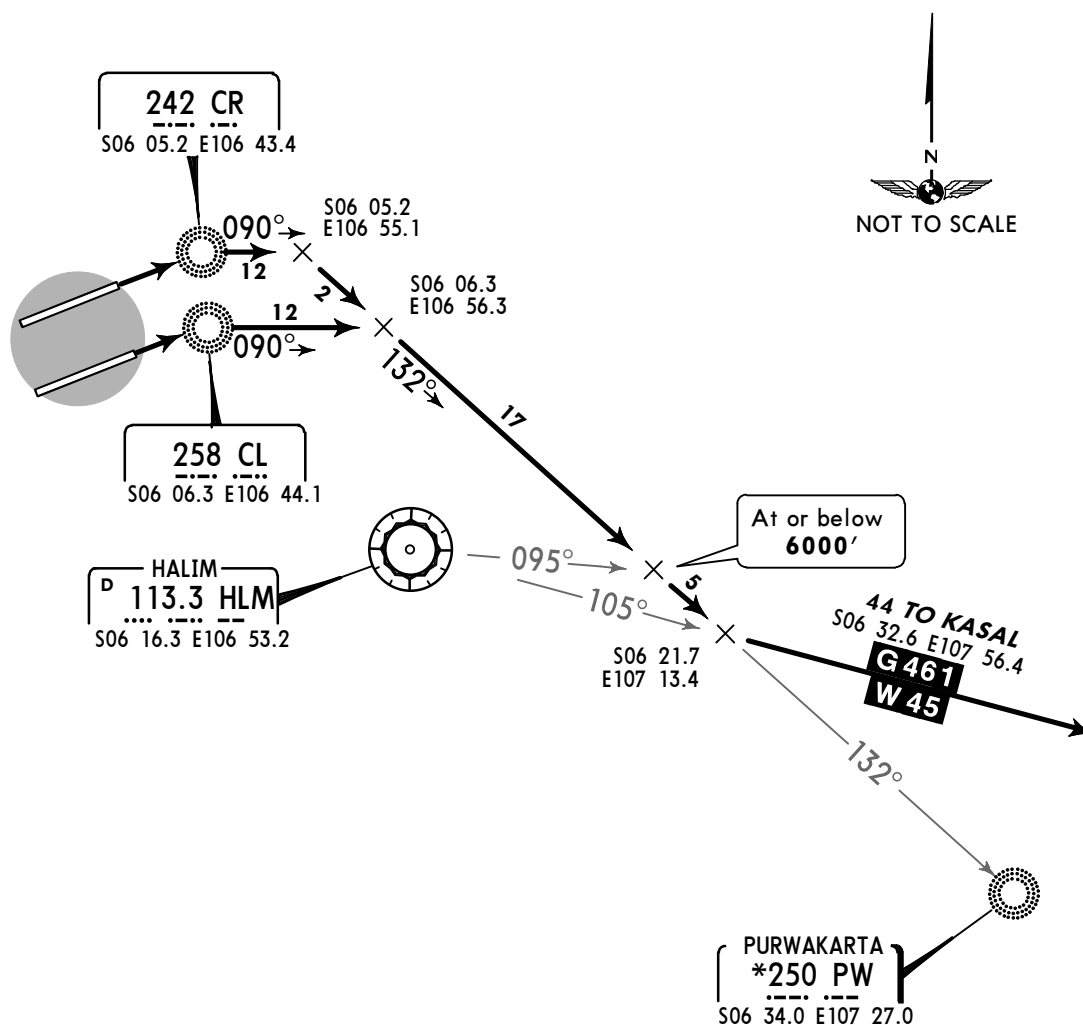
For W-17: Intercept BND R-314.

Apt Elev
34'

Trans level: FL130 Trans alt: 11000'

No MSA
published

PURWAKARTA TWO CHARLIE DEPARTURE[PW2C]
(RWYS 07L/R)
(G-461, W-45)



Direct distance from Soekarno-Hatta Intl
(Rwy 07L) to: CR **6 NM**
(Rwy 07R) to: CL **6 NM**

RWY	INITIAL CLIMB
07L	From over CR turn RIGHT to a 090° bearing from CR.
07R	From over CL turn RIGHT to a 090° bearing from CL.
ROUTING	
Intercept and proceed on the 132° bearing to PW, then join airways W-45 or G-461.	

Landing Runway 07L

Exit	Route No.	TAXI ROUTING
N3	ALPHA 6	N3 - NP2 - WC1 - SP2 - SC3 - APRON A. Exit N3 turn right NP2, turn left WC1, turn left SP2, turn left SC3 to Apron A.
N2		N2 - NP2 - WC1 - SP2 - SC3 - APRON A. Exit N2 turn right NP2, turn left WC1, turn left SP2, turn left SC3 to Apron A.
N1		N1 - NP2 - WC1 - SP2 - SC3 - APRON A. Exit N1 turn right NP2, turn left WC1, turn left SP2, turn left SC3 to Apron A.
N3	BRAVO 10	N3 - NP2 - WC1 - SP2 - SCX - APRON B. Exit N3 turn right NP2, turn left WC1, turn left SP2, turn left SCX to Apron B.
N2		N2 - NP2 - WC1 - SP2 - SCX - APRON B. Exit N2 turn right NP2, turn left WC1, turn left SP2, turn left SCX to Apron B.
N1		N1 - NP2 - WC1 - SP2 - SCX - APRON B. Exit N1 turn right NP2, turn left WC1, turn left SP2, turn left SCX to Apron B.
N3	BRAVO 11	N3 - NP2 - WC1 - SP2 - SC4 - APRON B. Exit N3 turn right NP2, turn left WC1, turn left SP2, turn left SC4 to Apron B.
N2		N2 - NP2 - WC1 - SP2 - SC4 - APRON B. Exit N2 turn right NP2, turn left WC1, turn left SP2, turn left SC4 to Apron B.
N1		N1 - NP2 - WC1 - SP2 - SC4 - APRON B. Exit N1 turn right NP2, turn left WC1, turn left SP2, turn left SC4 to Apron B.
N3	CHARLIE 11	N3 - NP2 - WC1 - SPW - APRON C. Exit N3 turn right NP2, turn left WC1, turn left SPW to Apron C.
N2		N2 - NP2 - WC1 - SPW - APRON C. Exit N2 turn right NP2, turn left WC1, turn left SPW to Apron C.
N1		N1 - NP2 - WC1 - SPW - APRON C. Exit N1 turn right NP2, turn left WC1, turn left SPW to Apron C.
N3	CHARLIE 12	N3 - NP2 - WC1 - SP2 - SC5 - APRON C. Exit N3 turn right NP2, turn left WC1, turn left SP2, turn left SC5 to Apron C.
N2		N2 - NP2 - WC1 - SP2 - SC5 - APRON C. Exit N2 turn right NP2, turn left WC1, turn left SP2, turn left SC5 to Apron C.
N1		N1 - NP2 - WC1 - SP2 - SC5 - APRON C. Exit N1 turn right NP2, turn left WC1, turn left SP2, turn left SC5 to Apron C.
N3	DELTA 4	N3 - NP2 - NCZ - APRON D. Exit N3 turn right NP2, turn left NCZ to Apron D.
N2		N2 - NP2 - NCZ - APRON D. Exit N2 turn right NP2, turn left NCZ to Apron D.
N1		N1 - NP2 - NCZ - APRON D. Exit N1 turn right NP2, turn left NCZ to Apron D.
N3	DELTA 5	N3 - NP2 - WC1 - NPW - APRON D. Exit N3 turn right NP2, turn left WC1, turn left NPW to Apron D.
N2		N2 - NP2 - WC1 - NPW - APRON D. Exit N2 turn right NP2, turn left WC1, turn left NPW to Apron D.
N1		N1 - NP2 - WC1 - NPW - APRON D. Exit N1 turn right NP2, turn left WC1, turn left NPW to Apron D.
N3	ECHO 4	N3 - NP2 - NC5 - APRON E/D. Exit N3 turn right NP2, turn left NC5 to Apron E/D.
N2		N2 - NP2 - NC5 - APRON E/D. Exit N2 turn right NP2, turn left NC5 to Apron E/D.
N1		N1 - NP2 - NC5 - APRON E/D. Exit N1 turn right NP2, turn left NC5 to Apron E/D.

Landing Runway 07L continued

Exit	Route No.	TAXI ROUTING
N3	ECHO 5	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.
N3	FOXTROT 3	N3 - NP2 - NC4 - APRON F/E. Exit N3 turn right NP2, turn left NC4 to Apron F/E.
N2		N2 - NP2 - NC4 - APRON F/E. Exit N2 turn right NP2, turn left NC4 to Apron F/E.
N1		N1 - NP2 - NC4 - APRON F/E. Exit N1 turn right NP2, turn left NC4 to Apron F/E.
N3	GOLF 4	N3 - NP2 - NC4 - NP1 - NCM - APRON G Exit N3 turn right NP2, turn left NC4, turn left NP1, turn right NCM to Apron G.
N2		N2 - NP2 - NC4 - NP1 - NCM - APRON G Exit N2 turn right NP2, turn left NC4, turn left NP1, turn right NCM to Apron G.
N1		N1 - NP2 - NC4 - NP1 - NCM - APRON G Exit N1 turn right NP2, turn left NC4, turn left NP1, turn right NCM to Apron G.
N3	GOLF 4A	N3 - NP2 - NC2 - NP1 - NCM - APRON G Exit N3 turn left NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
N2		N2 - NP1 - NCM - APRON G Exit N2 turn right NP1, turn left NCM to Apron G.
N1		N1 - NP1 - NCM - APRON G Exit N1 turn right NP1, turn left NCM to Apron G.
N3	GOLF 5	N3 - NP2 - NC2 - APRON G Exit N3 turn left NP2, turn right NC2 to Apron G.
N2		N2 - NC2 - APRON G Exit N2 join NC2 to Apron G.
N1		N1 - NP2 - NC2 - APRON G Exit N1 turn right NP2, turn left NC2 to Apron G.
N1	GOLF 5A	N1 - NP1 - NC2 - APRON G Exit N1 turn right NP1, turn left NC2 to Apron G.
N3	GOLF 6	N3 - NP2 - NCX - APRON G Exit N3 turn left NP2, turn right NCX to Apron G.
N2		N2 - NP2 - NCX - APRON G Exit N2 turn left NP2, turn right NCX to Apron G.
N1		N1 - NP2 - NCX - APRON G Exit N1 turn right NP2, turn left NCX to Apron G.
N3	GOLF 6A	N3 - NP2 - NC2 - NP1 - NCX - APRON G Exit N3 turn left NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
N2		N2 - NP1 - NCX - APRON G Exit N2 turn left NP1, turn right NCX to Apron G.
N1		N1 - NP1 - NCX - APRON G Exit N1 turn right NP1, turn left NCX to Apron G.

Landing Runway 25R

Exit	Route No.	TAXI ROUTING
N6	ALPHA 5	N6 - WC1 - SP2 - SC3 - APRON A. Exit N6 enter WC1, turn left SP2, turn left SC3 to Apron A.
N4	ALPHA 6	N4 - NP2 - WC1 - SP2 - SC3 - APRON A. Exit N4 turn right NP2, turn left WC1, turn left SP2, turn left SC3 to Apron A.
N5		N5 - NP2 - WC1 - SP2 - SC3 - APRON A. Exit N5 turn right NP2, turn left WC1, turn left SP2, turn left SC3 to Apron A.
N7		N7 - NP2 - WC1 - SP2 - SC3 - APRON A. Exit N7 turn left NP2, turn right WC1, turn left SP2, turn left SC3 to Apron A.
N4	BRAVO 6	N4 - NP2 - WC1 - SP2 - SC4 - APRON B. Exit N4 turn right NP2, turn left WC1, turn left SP2, turn left SC4 to Apron B.
N5		N5 - NP2 - WC1 - SP2 - SC4 - APRON B. Exit N5 turn right NP2, turn left WC1, turn left SP2, turn left SC4 to Apron B.
N7		N7 - NP2 - WC1 - SP2 - SC4 - APRON B. Exit N7 turn left NP2, turn right WC1, turn left SP2, turn left SC4 to Apron B.
N4	BRAVO 7	N4 - NP2 - WC1 - SP2 - SCX - APRON B/A. Exit N4 turn right NP2, turn left WC1, turn left SP2, turn left SCX to Apron B/A.
N5		N5 - NP2 - WC1 - SP2 - SCX - APRON B/A. Exit N5 turn right NP2, turn left WC1, turn left SP2, turn left SCX to Apron B/A.
N7		N7 - NP2 - WC1 - SP2 - SCX - APRON B/A. Exit N7 turn left NP2, turn right WC1, turn left SP2, turn left SCX to Apron B/A.
N7	BRAVO 8	N7 - WC1 - SP2 - SC4 - APRON B. Exit N7 enter WC1, turn left SP2, turn left SC4 to Apron B.
N6	BRAVO 9	N6 - WC1 - SP2 - SCX - APRON B/A. Exit N6 enter WC1, turn left SP2, turn left SCX to Apron B/A.
N4	CHARLIE 7	N4 - NP2 - WC1 - SPW - APRON C. Exit N4 turn right NP2, turn left WC1, turn left SPW to Apron C.
N5		N5 - NP2 - WC1 - SPW - APRON C. Exit N5 turn right NP2, turn left WC1, turn left SPW to Apron C.
N7		N7 - NP2 - WC1 - SPW - APRON C. Exit N7 turn left NP2, turn right WC1, turn left SPW to Apron C.
N4	CHARLIE 8	N4 - NP2 - WC1 - SP2 - SC5 - APRON C/B. Exit N4 turn right NP2, turn left WC1, turn left SP2, turn left SC5 to Apron C/B.
N5		N5 - NP2 - WC1 - SP2 - SC5 - APRON C/B. Exit N5 turn right NP2, turn left WC1, turn left SP2, turn left SC5 to Apron C/B.
N7		N7 - NP2 - WC1 - SP2 - SC5 - APRON C/B. Exit N7 turn left NP2, turn right WC1, turn left SP2, turn left SC5 to Apron C/B.
N6	CHARLIE 9	N6 - WC1 - SPW - APRON C. Exit N6 enter WC1, turn left SPW to Apron C.
N6	CHARLIE 10	N6 - WC1 - SP2 - SC5 - APRON C/B. Exit N6 enter WC1, turn left SP2, turn left SC5 to Apron C/B.
N4	DELTA 1	N4 - NP2 - NCZ - APRON D. Exit N4 turn right NP2, turn left NCZ to Apron D.
N5		N5 - NP2 - NCZ - APRON D. Exit N5 turn right NP2, turn left NCZ to Apron D.
N6		N6 - NP2 - NCZ - APRON D. Exit N6 turn left NP2, turn right NCZ to Apron D.
N7		N7 - NP2 - NCZ - APRON D. Exit N7 turn left NP2, turn right NCZ to Apron D.

Landing Runway 25R continued

Exit	Route No.	TAXI ROUTING
N4	DELTA 2	N4 - NP2 - WC1 - NPW - APRON D. Exit N4 turn right NP2, turn left WC1, turn left NPW to Apron D.
N5		N5 - NP2 - WC1 - NPW - APRON D. Exit N5 turn right NP2, turn left WC1, turn left NPW to Apron D.
N7		N7 - NP2 - WC1 - NPW - APRON D. Exit N7 turn left NP2, turn right WC1, turn left NPW to Apron D.
N6	DELTA 3	N6 - WC1 - NPW - APRON D. Exit N6 straight on WC1, turn left NPW to Apron D.
N5	ECHO 1	N5 - NC5 - APRON E/D. Exit N5 join NC5 to Apron E/D.
N4	ECHO 2	N4 - NP2 - NCY - APRON E/F. Exit N4 turn right NP2, turn left NCY to Apron E/F.
N5		N5 - NP2 - NCY - APRON E/F. Exit N5 turn left NP2, turn right 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.
N4	ECHO 3	N4 - NP2 - NC5 - APRON E/D. Exit N4 turn right NP2, turn left NC5 to Apron E/D.
N6		N6 - NP2 - NC5 - APRON E/D. Exit N6 turn left NP2, turn right NC5 to Apron E/D.
N7		N7 - NP2 - NC5 - APRON E/D. Exit N7 turn left NP2, turn right NC5 to Apron E/D.
N4	FOXTROT 1	N4 - NC4 - APRON F. Exit N4 join NC4 to Apron F.
N5	FOXTROT 2	N5 - NP2 - NC4 - APRON F. Exit N5 turn left NP2, turn right NC4 to Apron F.
N6		N6 - NP2 - NC4 - APRON F. Exit N6 turn left NP2, turn right NC4 to Apron F.
N7		N7 - NP2 - NC4 - APRON F. Exit N7 turn left NP2, turn right NC4 to Apron F.
N4	GOLF 1	N4 - NP2 - NC4 - NP1 - NCM - APRON G Exit N4 turn left NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
N5		N5 - NP2 - NC4 - NP1 - NCM - APRON G Exit N5 turn left NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
N6		N6 - NP2 - NC4 - NP1 - NCM - APRON G Exit N6 turn left NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
N7		N7 - NP2 - NC4 - NP1 - NCM - APRON G Exit N7 turn left NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
N4	GOLF 1A	N4 - NP2 - NC2 - NP1 - NCM - APRON G Exit N4 turn left NP2, turn right NC2, turn left NP1, turn right NCM to Apron G.
N5		N5 - NP2 - NC2 - NP1 - NCM - APRON G Exit N5 turn left NP2, turn right NC2, turn left NP1, turn right NCM to Apron G.
N6		N6 - NP2 - NC2 - NP1 - NCM - APRON G Exit N6 turn left NP2, turn right NC2, turn left NP1, turn right NCM to Apron G.
N7		N7 - NP2 - NC2 - NP1 - NCM - APRON G Exit N7 turn left NP2, turn right NC2, turn left NP1, turn right NCM to Apron G.

Landing Runway 25R continued

Exit	Route No.	TAXI ROUTING
N4	GOLF 2	N4 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit N4 turn left NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
N5		N5 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit N5 turn left NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
N6		N6 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit N6 turn left NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
N7		N7 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit N7 turn left NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
N4	GOLF 2A	N4 - NP2 - NC2 - APRON G. Exit N4 turn left NP2, turn right NC2 to Apron G.
N5		N5 - NP2 - NC2 - APRON G. Exit N5 turn left NP2, turn right NC2 to Apron G.
N6		N6 - NP2 - NC2 - APRON G. Exit N6 turn left NP2, turn right NC2 to Apron G.
N7		N7 - NP2 - NC2 - APRON G. Exit N7 turn left NP2, turn right NC2 to Apron G.
N4	GOLF 3	N4 - NP2 - NC4 - NP1 - NCX - APRON G. Exit N4 turn left NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
N5		N5 - NP2 - NC4 - NP1 - NCX - APRON G. Exit N5 turn left NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
N6		N6 - NP2 - NC4 - NP1 - NCX - APRON G. Exit N6 turn left NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
N7		N7 - NP2 - NC4 - NP1 - NCX - APRON G. Exit N7 turn left NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
N4	GOLF 3A	N4 - NP2 - NC2 - NP1 - NCX - APRON G. Exit N4 turn left NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
N5		N5 - NP2 - NC2 - NP1 - NCX - APRON G. Exit N5 turn left NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
N6		N6 - NP2 - NC2 - NP1 - NCX - APRON G. Exit N6 turn left NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
N7		N7 - NP2 - NC2 - NP1 - NCX - APRON G. Exit N7 turn left NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
		Landing Runway 07R
Exit	Route No.	TAXI ROUTING
S3	ALPHA 2	S3 -SC3 - APRON A. Exit S3 direct SC3 to Apron A.
S2	ALPHA 3	S2 - SP2 - SC3 - APRON A. Exit S2 turn left SP2, turn right SC3 to Apron A.
S1		S1 - SP2 - SC3 - APRON A. Exit S1 turn left SP2, turn right SC3 to Apron A.
S3	BRAVO 4	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.

Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S3	BRAVO 5	S3 - SP2 - SC4 - APRON B. Exit S3 turn left SP2, turn right SC4 to Apron B.
S2		S2 - SP2 - SC4 - APRON B. Exit S2 turn left SP2, turn right SC4 to Apron B.
S1		S1 - SP2 - SC4 - APRON B. Exit S1 turn left SP2, turn right SC4 to Apron B.
S3	CHARLIE 5	S3 - SP2 - SC5 - APRON C. Exit S3 turn left SP2, turn right SC5 to Apron C.
S2		S2 - SP2 - SC5 - APRON C. Exit S2 turn left SP2, turn right SC5 to Apron C.
S1		S1 - SP2 - SC5 - APRON C. Exit S1 turn left SP2, turn right SC5 to Apron C.
S3	CHARLIE 6	S3 - SP2 - WC2 - SPW - APRON C. Exit S3 turn left SP2, turn right WC2, turn right SPW to Apron C.
S2		S2 - SP2 - WC2 - SPW - APRON C. Exit S2 turn left SP2, turn right WC2, turn right SPW to Apron C.
S1		S1 - SP2 - WC2 - SPW - APRON C. Exit S1 turn left SP2, turn right WC2, turn right SPW to Apron C.
S3	DELTA 10	S3 - SP2 - WC2 - NPW - APRON D. Exit S3 turn left SP2, turn right WC2, turn right NPW to Apron D.
S2		S2 - SP2 - WC2 - NPW - APRON D. Exit S2 turn left SP2, turn right WC2, turn right NPW to Apron D.
S1		S1 - SP2 - WC2 - NPW - APRON D. Exit S1 turn left SP2, turn right WC2, turn right NPW to Apron D.
S3	DELTA 11	S3 - SP2 - WC2 - NP2 - NCZ - APRON D. Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NCZ to Apron D.
S2		S2 - SP2 - WC2 - NP2 - NCZ - APRON D. Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NCZ to Apron D.
S1		S1 - SP2 - WC2 - NP2 - NCZ - APRON D. Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NCZ to Apron D.
S3	ECHO 10	S3 - SP2 - WC2 - NP2 - NC5 - APRON E. Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC5 to Apron E.
S2		S2 - SP2 - WC2 - NP2 - NC5 - APRON E. Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC5 to Apron E.
S1		S1 - SP2 - WC2 - NP2 - NC5 - APRON E. Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC5 to Apron E.
S3	ECHO 11	S3 - SP2 - WC2 - NP2 - NCY - APRON E/F. Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NCY to Apron E/F.
S2		S2 - SP2 - WC2 - NP2 - NCY - APRON E/F. Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NCY to Apron E/F.
S1		S1 - SP2 - WC2 - NP2 - NCY - APRON E/F. Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NCY to Apron E/F.
S3	FOXTROT 6	S3 - SP2 - WC2 - NP2 - NC4 - APRON F. Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC4 to Apron F.
S2		S2 - SP2 - WC2 - NP2 - NC4 - APRON F. Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC4 to Apron F.
S1		S1 - SP2 - WC2 - NP2 - NC4 - APRON F. Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC4 to Apron F.

Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S3	GOLF 10	S3 - SP2 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S2		S2 - SP2 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S1		S1 - SP2 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S3	GOLF 10A	S3 - SP2 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
S2		S2 - SP2 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
S1		S1 - SP2 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
S3	GOLF 11	S3 - SP2 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S2		S2 - SP2 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S1		S1 - SP2 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S3	GOLF 11A	S3 - SP2 - WC2 - NP2 - NC2 - APRON G Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC2 to Apron G.
S2		S2 - SP2 - WC2 - NP2 - NC2 - APRON G Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC2 to Apron G.
S1		S1 - SP2 - WC2 - NP2 - NC2 - APRON G Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC2 to Apron G.
S3	GOLF 12	S3 - SP2 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S2		S2 - SP2 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S1		S1 - SP2 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S3	GOLF 12A	S3 - SP2 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G Exit S3 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
S2		S2 - SP2 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G Exit S2 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
S1		S1 - SP2 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G Exit S1 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.

Landing Runway 25L

Exit	Route No.	TAXI ROUTING
S4	ALPHA 1	S4 - SP2 - SC3 - APRON A. Exit S4 turn right SP2, turn left SC3 to Apron A.
S5		S5 - SP2 - SC3 - APRON A. Exit S5 turn right SP2, turn left SC3 to Apron A.
S6		S6 - SP2 - SC3 - APRON A. Exit S6 turn right SP2, turn left SC3 to Apron A.
S7		S7 - SP2 - SC3 - APRON A. Exit S7 turn right SP2, turn left SC3 to Apron A.

Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S4	BRAVO 1	S4 - SC4 - APRON B. Exit S4 entering SC4 to Apron B.
S4	BRAVO 2	S4 - SP2 - SCX - APRON B/A. Exit S4 turn right SP2, turn left SCX to Apron B/A.
S5		S5 - SP2 - SCX - APRON B/A. Exit S5 turn right SP2, turn left SCX to Apron B/A.
S6		S6 - SP2 - SCX - APRON B/A. Exit S6 turn right SP2, turn left SCX to Apron B/A.
S7		S7 - SP2 - SCX - APRON B/A. Exit S7 turn right SP2, turn left SCX to Apron B/A.
S5	BRAVO 3	S5 - SP2 - SC4 - APRON B. Exit S5 turn right SP2, turn left SC4 to Apron B.
S6		S6 - SP2 - SC4 - APRON B. Exit S6 turn right SP2, turn left SC4 to Apron B.
S7		S7 - SP2 - SC4 - APRON B. Exit S7 turn right SP2, turn left SC4 to Apron B.
S4	CHARLIE 1	S4 - SP2 - SC5 - APRON C/B. Exit S4 turn left SP2, turn right SC5 to Apron C/B.
S6		S6 - SP2 - SC5 - APRON C/B. Exit S6 turn right SP2, turn left SC5 to Apron C/B.
S7		S7 - SP2 - SC5 - APRON C/B. Exit S7 turn right SP2, turn left SC5 to Apron C/B.
S5	CHARLIE 2	S5 - SC5 - APRON C/B. Exit S5 join SC5 to Apron C/B.
S4	CHARLIE 3	S4 - SP2 - WC2 - SPW - APRON C. Exit S4 turn left SP2, turn right WC2, turn right SPW to Apron C.
S5		S5 - SP2 - WC2 - SPW - APRON C. Exit S5 turn left SP2, turn right WC2, turn right SPW to Apron C.
S7		S7 - SP2 - WC2 - SPW - APRON C. Exit S7 turn right SP2, turn left WC2, turn right SPW to Apron C.
S6	CHARLIE 4	S6 - WC2 - SPW - APRON C. Exit S6 enter WC2, turn right SPW to Apron C.
S4	DELTA 6	S4 - SP2 - WC2 - NPW - APRON D. Exit S4 turn left SP2, turn right WC2, turn right NPW to Apron D.
S5		S5 - SP2 - WC2 - NPW - APRON D. Exit S5 turn left SP2, turn right WC2, turn right NPW to Apron D.
S7		S7 - SP2 - WC2 - NPW - APRON D. Exit S7 turn right SP2, turn left WC2, turn right NPW to Apron D.
S4	DELTA 7	S4 - SP2 - WC2 - NP2 - NCZ - APRON D. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NCZ to Apron D.
S5		S5 - SP2 - WC2 - NP2 - NCZ - APRON D. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NCZ to Apron D.
S7		S7 - SP2 - WC2 - NP2 - NCZ - APRON D. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NCZ to Apron D.
S6	DELTA 8	S6 - WC2 - NPW - APRON D. Exit S6 enter WC2, turn right NPW to Apron D.
S6	DELTA 9	S6 - WC2 - NP2 - NCZ - APRON D. Exit S6 enter WC2, turn right NP2, turn right NCZ to Apron D.

Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S4	ECHO 6	S4 - SP2 - WC2 - NP2 - NC5 - APRON E. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC5 to Apron E.
S5		S5 - SP2 - WC2 - NP2 - NC5 - APRON E. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC5 to Apron E.
S7		S7 - SP2 - WC2 - NP2 - NC5 - APRON E. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC5 to Apron E.
S6	ECHO 7	S6 - WC2 - NP2 - NC5 - APRON E. Exit S6 enter WC2, turn right NP2, turn right NC5 to Apron E.
S4	ECHO 8	S4 - SP2 - WC2 - NP2 - NCY - APRON E/F. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NCY to Apron E/F.
S5		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 - WC2 - NP2 - NCY - APRON E. Exit S6 enter WC2, turn right NP2, turn right NCY to Apron E.
S7		S7 - SP2 - WC2 - NP2 - NCY - APRON E/F. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NCY to Apron E/F.
S4	FOXTROT 4	S4 - SP2 - WC2 - NP2 - NC4 - APRON F. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC4 to Apron F.
S5		S5 - SP2 - WC2 - NP2 - NC4 - APRON F. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC4 to Apron F.
S7		S7 - SP2 - WC2 - NP2 - NC4 - APRON F. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC4 to Apron F.
S6	FOXTROT 5	S6 - WC2 - NP2 - NC4 - APRON F. Exit S6 enter WC2, turn right NP2, turn right NC4 to Apron F.
S4	GOLF 7	S4 - SP2 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S5		S5 - SP2 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S6		S6 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G. Exit S6 join WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S7		S7 - SP2 - WC2 - NP2 - NC4 - NP1 - NCM - APRON G. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCM to Apron G.
S4	GOLF 7A	S4 - SP2 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
S5		S5 - SP2 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
S6		S6 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G. Exit S6 join WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.
S7		S7 - SP2 - WC2 - NP2 - NC2 - NP1 - NCM - APRON G. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC2, turn right NP1, turn left NCM to Apron G.

Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S4	GOLF 8	S4 - SP2 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S5		S5 - SP2 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S6		S6 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit S6 join WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S7		S7 - SP2 - WC2 - NP2 - NC4 - NP1 - NC2 - APRON G. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC4, turn left NP1, turn right NC2 to Apron G.
S4	GOLF 8A	S4 - SP2 - WC2 - NP2 - NC2 - APRON G. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC2 to Apron G.
S5		S5 - SP2 - WC2 - NP2 - NC2 - APRON G. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC2 to Apron G.
S6		S6 - WC2 - NP2 - NC2 - APRON G. Exit S6 join WC2, turn right NP2, turn right NC2 to Apron G.
S7		S7 - SP2 - WC2 - NP2 - NC2 - APRON G. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC2 to Apron G.
S4	GOLF 9	S4 - SP2 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S5		S5 - SP2 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S6		S6 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G. Exit S6 join WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S7		S7 - SP2 - WC2 - NP2 - NC4 - NP1 - NCX - APRON G. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC4, turn left NP1, turn right NCX to Apron G.
S4	GOLF 9A	S4 - SP2 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G. Exit S4 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
S5		S5 - SP2 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G. Exit S5 turn left SP2, turn right WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
S6		S6 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G. Exit S6 join WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.
S7		S7 - SP2 - WC2 - NP2 - NC2 - NP1 - NCX - APRON G. Exit S7 turn right SP2, turn left WC2, turn right NP2, turn right NC2, turn left NP1, turn right NCX to Apron G.

Take-off Runway 07L

Gate	Route No.	Taxi Routing
SC3	ALPHA 4	SC3 - SP1 - WC2 - NP2 - N7. Gate SC3 turn right SP1, turn right WC2, turn left NP2 to join N7.
SCX	BRAVO 7	SCX - SP1 - WC2 - NP2 - N7. Gate SCX turn right SP1, turn right WC2, turn left NP2 to join N7.
SC4	BRAVO 8	SC4 - SP1 - WC2 - NP2 - N7. Gate SC4 turn right SP1, turn right WC2, turn left NP2 to join N7.
SC5	CHARLIE 7	SC5 - SP1 - WC2 - NP2 - N7. Gate SC5 turn right SP1, turn right WC2, turn left NP2 to join N7.
SPW	CHARLIE 8	SPW - WC2 - NP2 - N7. Gate SPW turn right WC2, turn left NP2 to join N7.
NPW	DELTA 3	NPW - WC2 - NP2 - N7. Gate NPW turn right WC2, turn left NP2 to join N7.
NCZ	DELTA 4	NCZ - NP2 - N7. Gate NCZ turn left NP2 to join N7.
NC5	ECHO 3	NC5 - NP2 - N7. Gate NC5 turn left NP2 to join N7.
NCY	ECHO 4	NCY - NP2 - N7. Gate NCY turn left NP2 to join N7.
NC4	FOXTROT 2	NC4 - NP2 - N7. Gate NC4 turn left NP2 to join N7.
NCM	GOLF 4	NCM - NP1 - NCZ - NP2 - N7. Gate NCM turn left NP1, turn right NCZ, turn left NP2 to join N7.
NCM	GOLF 4C	NCM - NP1 - NC4 - NP2 - N7. Gate NCM turn left NP1, turn right NC4, turn left NP2 to join N7.
NCM	GOLF 4Z	NCM - NP1 - NC2 - NP2 - N7. Gate NCM turn right NP1, turn left NC2, turn left NP2 to join N7.
NC2	GOLF 5	NC2 - NP1 - NCZ - NP2 - N7. Gate NC2 turn left NP1, turn right NCZ, turn left NP2 to join N7.
NC2	GOLF 5C	NC2 - NP1 - NC4 - NP2 - N7. Gate NC2 turn left NP1, turn right NC4, turn left NP2 to join N7.
NC2	GOLF 5Z	NC2 - NP2 - N7. Gate NC2 turn left NP2 to join N7.
NCX	GOLF 6	NCX - NP1 - NCZ - NP2 - N7. Gate NCX turn left NP1, turn right NCZ, turn left NP2 to join N7.
NCX	GOLF 6C	NCX - NP1 - NC2 - NP2 - N7. Gate NCX turn left NP1, turn right NC2, turn left NP2 to join N7.
NCX	GOLF 6Z	NCX - NP2 - N7. Gate NCX turn left NP2 to join N7.

Take-off Runway 25R

Gate	Route No.	Taxi Routing
SC3	ALPHA 3	SC3 - SP1 - WC2 - NP2 - WC1 - NP1 - NC1 - N1. Gate SC3 turn right SP1, turn right WC2, turn right NP2, turn right WC1, turn left NP1 to join NC1, N1.
SCX	BRAVO 5	SCX - SP1 - WC2 - NP2 - WC1 - NP1 - NC1 - N1. Gate SCX turn right SP1, turn right WC2, turn right NP2, turn right WC1, turn left NP1 to join NC1, N1.
SC4	BRAVO 6	SC4 - SP1 - WC2 - NP2 - WC1 - NP1 - NC1 - N1. Gate SC4 turn right SP1, turn right WC2, turn right NP2, turn right WC1, turn left NP1 to join NC1, N1.
SC4	BRAVO 6H	SC4 - SP1 - WC2 - NP2 - N1. Gate SC4 turn right SP1, turn right WC2, turn right NP2 to join N1.
SCX	BRAVO 5H	SCX - SP1 - WC2 - NP2 - N1. Gate SCX turn right SP1, turn right WC2, turn right NP2, turn left to join N1.
SC5	CHARLIE 5	SC5 - SP1 - WC2 - NP2 - WC1 - NP1 - NC1 - N1. Gate SC5 turn right SP1, turn right WC2, turn right NP2, turn right WC1, turn left NP1 to join NC1, N1.
SC5	CHARLIE 5H	SC5 - SP1 - WC2 - NP2 - N1. Gate SC5 turn right SP1, turn right WC2, turn right NP2 to join N1.
SPW	CHARLIE 6	SPW - WC2 - NP2 - WC1 - NP1 - NC1 - N1. Gate SPW turn right WC2, turn right NP2, turn right WC1, turn left NP1 to join NC1, N1.
SPW	CHARLIE 6H	SPW - WC2 - NP2 - N1. Gate SPW turn right WC2, turn right NP2 to join N1.
NPW	DELTA 1	NPW - WC2 - NP2 - WC1 - NP1 - NC1 - N1. Gate NPW turn right WC2, turn right NP2, turn right WC1, turn left NP1 to join NC1, N1.
NPW	DELTA 1H	NPW - WC2 - NP2 - N1. Gate NPW turn right WC2, turn right NP2 to join N1.
NCZ	DELTA 2	NCZ - NP1 - NC1 - N1. Gate NCZ turn right NP1 to join NC1, N1.
NCZ	DELTA 2H	NCZ - NP2 - N1. Gate NCZ turn right NP2 to join N1.
NC5	ECHO 1	NC5 - NP1 - NC1 - N1. Gate NC5 turn right NP1 to join NC1, N1.
NC5	ECHO 1H	NC5 - NP2 - N1. Gate NC5 turn right NP2 to join N1.
NCY	ECHO 2	NCY - NP1 - NC1 - N1. Gate NCY turn right NP1 to join NC1, N1.
NCY	ECHO 2H	NCY - NP2 - N1. Gate NCY turn right NP2 to join N1.
NC4	FOXTROT 1	NC4 - NP1 - NC1 - N1. Gate NC4 turn right NP1 to join NC1, N1.
NC4	FOXTROT 1H	NC4 - NP2 - N1. Gate NC4 turn right NP2 to join N1.
NCM	GOLF 1	NCM - NP1 - NC1 - N1. Gate NCM turn right NP1 to join NC1, N1.
NCM	GOLF 1Z	NCM - NP1 - NC2 - NP2 - N1. Gate NCM turn right NP1, turn left NC2, turn right NP2 to join N1.
NC2	GOLF 2	NC2 - NP1 - NC1 - N1. Gate NC2 turn right NP1 to join NC1, N1.
NC2	GOLF 2Z	NC2 - NP2 - N1. Gate NC2 turn right NP2 to join N1.
NCX	GOLF 3	NCX - NP1 - NC1 - N1. Gate NCX turn right NP1 to join NC1, N1.

Take-off Runway 07R

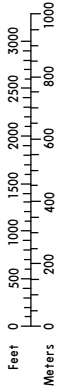
Gate	Route No.	TAXI ROUTING
SC3	ALPHA 2	SC3 - SP1 - WC1 - SP2 - S7. Gate SC3 turn right SP1, turn left WC1, turn right SP2 to join S7.
SCX	BRAVO 3	SCX - SP1 - WC1 - SP2 - S7. Gate SCX turn right SP1, turn left WC1, turn right SP2 to join S7.
SC4	BRAVO 4	SC4 - SP1 - WC1 - SP2 - S7. Gate SC4 turn right SP1, turn left WC1, turn right SP2 to join S7.
SC5	CHARLIE 3	SC5 - SP1 - WC1 - SP2 - S7. Gate SC5 turn right SP1, turn left WC1, turn right SP2 to join S7.
SPW	CHARLIE 4	SPW - WC1 - SP2 - S7. Gate SPW turn left WC1, turn right SP2 to join S7.
NPW	DELTA 7	NPW - WC1 - SP2 - S7. Gate NPW turn left WC1, turn right SP2 to join S7.
NCZ	DELTA 8	NCZ - NP1 - WC1 - SP2 - S7. Gate NCZ turn left NP1, turn left WC1, turn right SP2 to join S7.
NC5	ECHO 7	NC5 - NP1 - WC1 - SP2 - S7. Gate NC5 turn left NP1, turn left WC1, turn right SP2 to join S7.
NCY	ECHO 8	NCY - NP2 - WC1 - SP2 - S7. Gate NCY turn left NP2, turn left WC1, turn right SP2 to join S7.
NC4	FOXTROT 4	NC4 - NP2 - WC1 - SP2 - S7. Gate NC4 turn left NP2, turn left WC1, turn right SP2 to join S7.
NCM	GOLF 10	NCM - NP1 - WC1 - SP2 - S7. Gate NCM turn left NP1, turn left WC1, turn right SP2 to join S7.
NCM	GOLF 10C	NCM - NP1 - NC4 - NP2 - WC1 - SP2 - S7. Gate NCM turn left NP1, turn right NC4, turn left NP2, turn left WC1, turn right SP2 to join S7.
NCM	GOLF 10Z	NCM - NP1 - NC2 - NP2 - WC1 - SP2 - S7. Gate NCM turn right NP1, turn left NC2, turn left NP2, turn left WC1, turn right SP2 to join S7.
NC2	GOLF 11	NC2 - NP1 - WC1 - SP2 - S7. Gate NC2 turn left NP1, turn left WC1, turn right SP2 to join S7.
NC2	GOLF 11C	NC2 - NP1 - NC4 - NP2 - WC1 - SP2 - S7. Gate NC2 turn left NP1, turn right NC4, turn left NP2, turn left WC1, turn right SP2 to join S7.
NC2	GOLF 11Z	NC2 - NP2 - WC1 - SP2 - S7. Gate NC2 turn left NP2, turn left WC1, turn right SP2 to join S7.
NCX	GOLF 12	NCX - NP1 - WC1 - SP2 - S7. Gate NCX turn left NP1, turn left WC1, turn right SP2 to join S7.
NCX	GOLF 12C	NCX - NP1 - NC2 - NP2 - WC1 - SP2 - S7. Gate NCX turn left NP1, turn right NC2, turn left NP2, turn left WC1, turn right SP2 to join S7.
NCX	GOLF 12Z	NCX - NP2 - WC1 - SP2 - S7. Gate NCX turn left NP2, turn left WC1, turn right SP2 to join S7.

Take-off Runway 25L

Gate	Route No.	TAXI ROUTING
SC3	ALPHA 1	SC3 - SP2 - S1. Gate SC3 turn left SP2, join S1.
SCX	BRAVO 1	SCX - SP1 - SC3 - SP2 - S1. Gate SCX turn left SP1, turn right SC3, turn left SP2 to join S1.
SC4	BRAVO 2	SC4 - SP1 - SC3 - SP2 - S1. Gate SC4 turn left SP1, turn right SC3, turn left SP2 to join S1.
SC5	CHARLIE 1	SC5 - SP1 - SC3 - SP2 - S1. Gate SC5 turn left SP1, turn right SC3, turn left SP2 to join S1.
SPW	CHARLIE 2	SPW - WC1 - SP1 - SC3 - SP2 - S1. Gate SPW turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NPW	DELTA 5	NPW - WC1 - SP1 - SC3 - SP2 - S1. Gate NPW turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCZ	DELTA 6	NCZ - NP1 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCZ turn left NP1, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NC5	ECHO 5	NC5 - NP1 - WC1 - SP1 - SC3 - SP2 - S1. Gate NC5 turn left NP1, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCY	ECHO 6	NCY - NP1 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCY turn left NP1, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NC4	FOXTROT 3	NC4 - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NC4 turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCM	GOLF 7	NCM - NP1 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCM turn left NP1, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCM	GOLF 7C	NCM - NP1 - NC4 - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCM turn left NP1, turn right NC4, turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCM	GOLF 7Z	NCM - NP1 - NC2 - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCM turn right NP1, turn left NC2, turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NC2	GOLF 8	NC2 - NP1 - WC1 - SP1 - SC3 - SP2 - S1. Gate NC2 turn left NP1, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NC2	GOLF 8C	NC2 - NP1 - NC4 - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NC2 turn left NP1, turn right NC4, turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NC2	GOLF 8Z	NC2 - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NC2 turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCX	GOLF 9	NCX - NP1 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCX turn left NP1, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCX	GOLF 9C	NCX - NP1 - NC2 - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCX turn left NP1, turn right NC2, turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.
NCX	GOLF 9Z	NCX - NP2 - WC1 - SP1 - SC3 - SP2 - S1. Gate NCX turn left NP2, turn left WC1, turn left SP1, turn right SC3, turn left SP2 to join S1.

FOR TAXI ROUTING SEE 10-6 SERIES CHARTS.

CAUTION: High slope on Taxiways WC1 and WC2.



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.

Rwys 07R, 25R right hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
07R	HIRL CL HIALS SFL PAPI (angle 3.0°)		11109' 3386m		197'
25L	HIRL CL HIALS SFL PAPI (angle 3.0°) RVR		11056' 3370m		60m

07L	HIRL CL HIALS PAPI (angle 3.0°)		10815' 3297m		197'
25R	HIRL CL HIALS SFL PAPI (angle 3.0°) RVR		10820' 3298m		60m

PREFERRED EXIT TAXIWAY - DEPARTURES

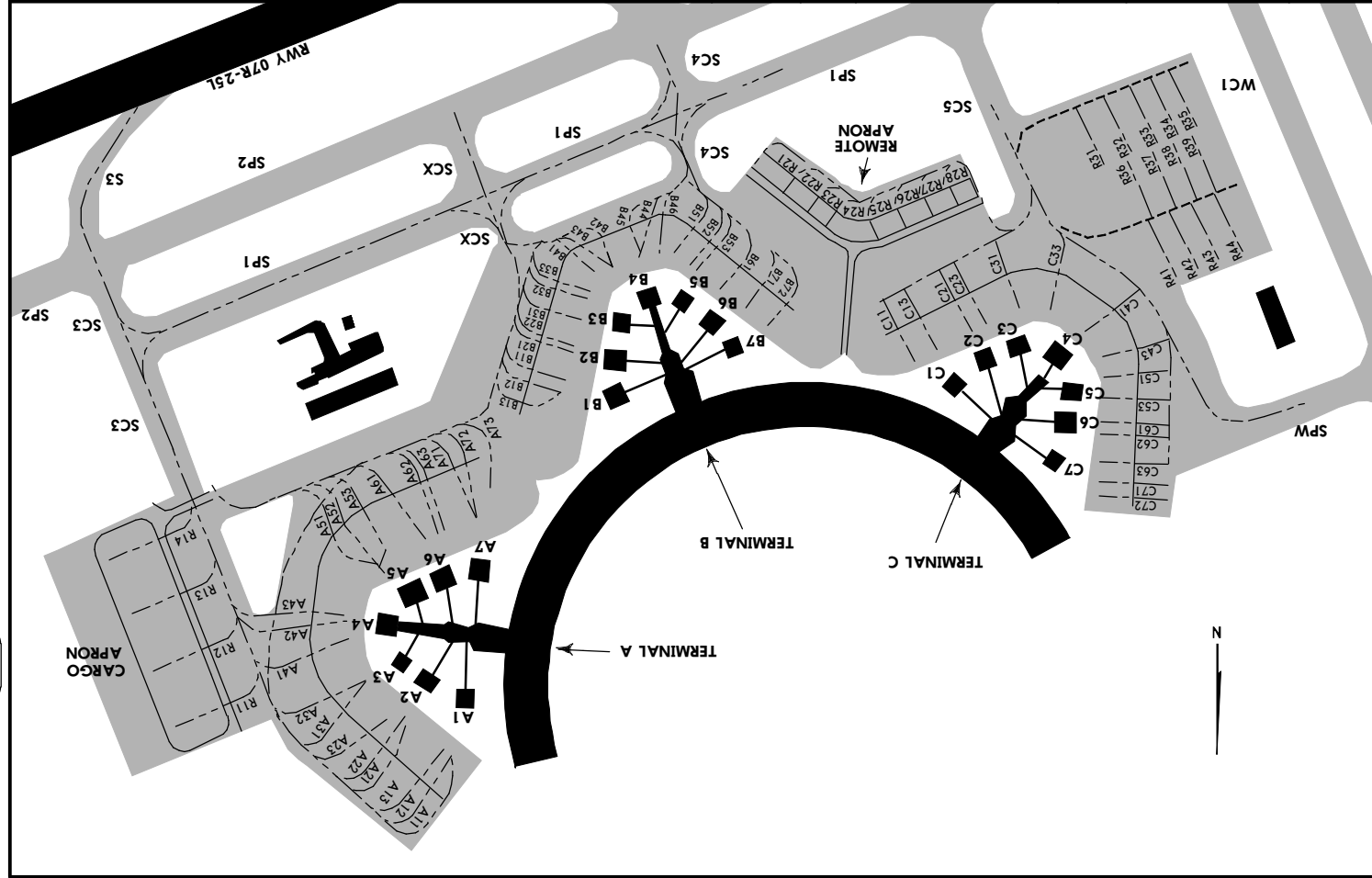
RWY	INTERSECTION TWY	Angle from Rwy Centerline	TORA
07L	N6	36°	10,089' 3075m
07R	S6	30°	8990' 2740m
25L	S2	30°	8825' 2690m
25R	N2	30°	8497' 2590m

PREFERRED EXIT TAXIWAY - ARRIVALS

RWY	AIRCRAFT TYPE	Rapid Exit Twy (RET)	Angle from Rwy Centerline	Length from THR
07L	B737 series, B738, B739, A320	N3	30°	7057' 2151m
	A330, A340, B747, B777	N2	30°	8497' 2590m
07R	B737 series, B738, B739, A320	S3	30°	7073' 2156m
	A330, A340, B747, B777	S2	30°	8825' 2690m
25L	B737 series, B738, B739, A320	S4	30°	5961' 1817m
	A330, A340, B747, B777	S5	30°	7283' 2220m
		S6	30°	8990' 2740m
25R	B737 series	N4	30°	4826' 1471m
	A320, A330, A340, B738, B739, B747, B777	N5	30°	7080' 2158m
		N6	36°	10,089' 3075m

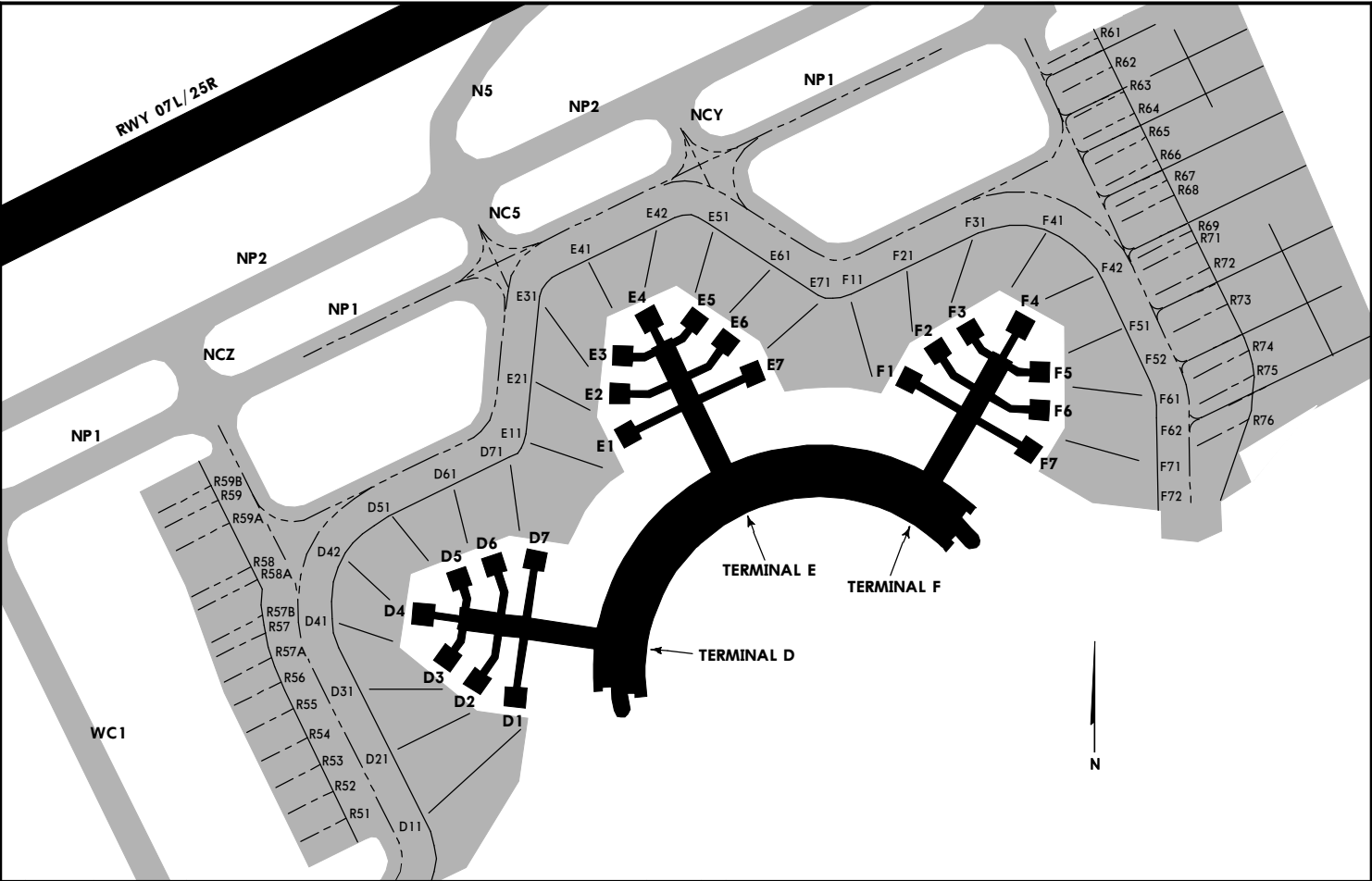
TAKE-OFF

AIR CARRIER All Rwys LVP must be in force.		AIR CARRIER (FAR 121) All Rwys	
RL & CL	RCLM (Day only) or RL	Adequate Vis Ref	
A		2 Eng	RVR 500m VIS 400m
B	200m	3 & 4 Eng	
C			
D	250m		

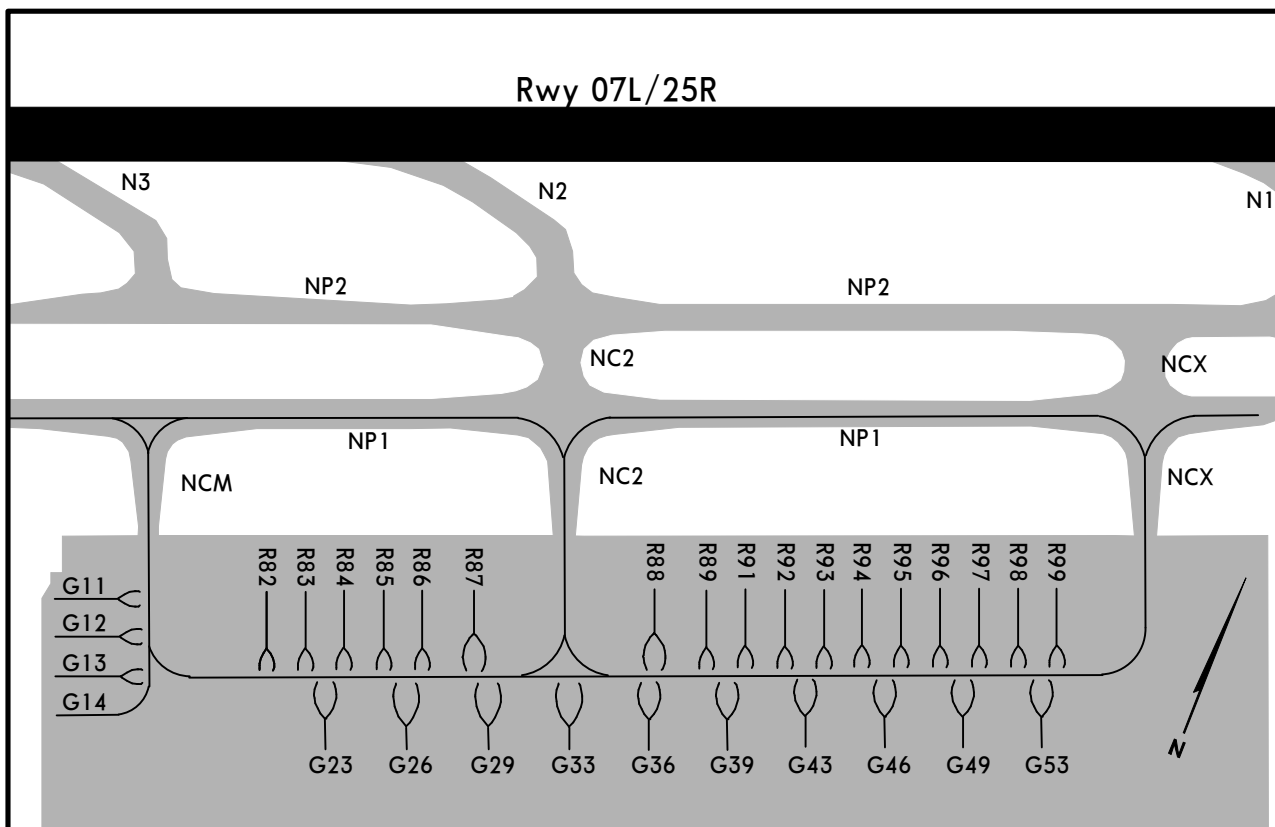


PARKING STAND COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
CARGO APRON		TERMINAL B APRON (continued)	
R11, R12	S06 07.7 E106 39.7	B41 thru B46	S06 08.0 E106 39.4
R13	S06 07.7 E106 39.8	B51, B52	S06 08.0 E106 39.4
R14	S06 07.8 E106 39.8	B53	S06 08.0 E106 39.3
TERMINAL A APRON		B61	S06 07.9 E106 39.3
A11 thru A13	S06 07.7 E106 39.5	B71	S06 07.9 E106 39.4
A21	S06 07.7 E106 39.5	B72	S06 07.9 E106 39.3
A22, A23	S06 07.7 E106 39.6	TERMINAL C APRON	
A31, A32	S06 07.7 E106 39.6	C11, C13, C21	S06 07.9 E106 39.2
A41 thru A43	S06 07.7 E106 39.6	C23	S06 08.0 E106 39.2
A51 thru A53	S06 07.8 E106 39.6	C31, C33	S06 08.0 E106 39.1
A61 thru A63	S06 07.8 E106 39.6	C41, C43, C51,	S06 07.9 E106 39.1
A71 thru A73	S06 07.8 E106 39.5	C53, C61, C62	S06 07.9 E106 39.1
TERMINAL B APRON		C63, C71, C72	S06 07.8 E106 39.1
REMOTE SUB TERMINAL 1C			
B11 thru B13	S06 07.9 E106 39.4	R25 thru R28	S06 08.0 E106 39.2
B21, B22	S06 07.9 E106 39.4	R31	S06 08.0 E106 39.1
B31	S06 07.9 E106 39.4	R32, R33	S06 08.1 E106 39.1
B32	S06 08.0 E106 39.4	R34, R35	S06 08.1 E106 39.0
B33	S06 08.0 E106 39.5		

PUSHBACK PROCEDURES		PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND	
AIRCRAFT STANDS			
Sub Terminal 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 SC3.	Pushback approved to face Sierra Charlie Three	
A13, A21, A22, A23, A31, A32, A33, A41, A42, A43, A51, A52, A53, A61, A62, A63, A71, A72, A73	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND.	Pushback approved to face Sierra Charlie Three or Sierra Charlie Xray	
Remote Apron A R11, R12, R13, R14	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND.	Pushback approved to face Sierra Charlie Three	
Sub Terminal B B11, B12, B13, B21, B22, B23, B31, B32, B33, B41, B42, B43	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND.	Pushback approved to face Sierra Charlie Xray	
B51, B52, B53, B61, B62, B63, B71, B72, B73, R21, R22, R23, R24	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND.	Pushback approved to face Sierra Charlie Four	



PARKING STAND COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
SUB TERMINAL 2D APRON		REMOTE APRON	
D11	S06 07.5 E106 39.2	R51, R52	S06 07.5 E106 38.9
D21	S06 07.5 E106 39.0	R53, R54	S06 07.5 E106 38.8
D31, D41, D42	S06 07.4 E106 38.9	R55 thru R58A	S06 07.4 E106 38.8
D51	S06 07.4 E106 39.0	R58 thru R59B	S06 07.3 E106 38.8
D61, D71	S06 07.3 E106 39.0	R61 thru R64	S06 07.1 E106 39.4
SUB TERMINAL 2E APRON		R65	
E11, E21	S06 07.3 E106 39.1	R66 thru R73	S06 07.1 E106 39.5
E31, E41, E42	S06 07.2 E106 39.1	R74 thru R76	S06 07.2 E106 39.5
E51	S06 07.2 E106 39.1		S06 07.3 E106 39.5
E61, E71	S06 07.2 E106 39.2		
SUB TERMINAL 2F APRON			
F11	S06 07.3 E106 39.3		
F21, F31	S06 07.2 E106 39.3		
F41	S06 07.2 E106 39.4		
F42	S06 07.2 E106 39.3		
F51	S06 07.2 E106 39.4		
F52, F61, F62	S06 07.3 E106 39.4		
F71, F72	S06 07.3 E106 39.4		
AIRCRAFT STANDS		PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND	
Sub Terminal D D11, D21, D31	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND. The aircraft (in idle thrust) shall be pushed back until behind D51.	Pushback approved to face November Charlie Zulu or November Papa Whiskey	
D42	The aircraft (in idle thrust) shall be pushed back until behind D51.	Pushback approved to face November Charlie Zulu	
D61, D71	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND. The aircraft standing at parking stand D61, D71 after push back shall face east till behind D51 then taxi via gate NC5.	Pushback approved to face November Charlie Zulu	
Sub Terminal E E11, E21	The aircraft (in idle thrust) shall be pushed back till behind parking stand D61.	Pushback approved to face November Charlie Five	
E31	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND.	Pushback approved to face November Charlie Five	
E42	The aircraft (in idle thrust) shall be pushed back until behind parking stand E51.	Pushback approved to face November Charlie Yankee	
E61, E71	The aircraft (in idle thrust) shall be pushed back until behind parking stand F21. Then taxi via NCY.	Pushback approved to face November Charlie Yankee	
Sub Terminal F F11, F21	To avoid jet blast on Sub Terminal E, the aircraft shall be pushed back till behind parking stand F31. To avoid jet blast on Sub Terminal E, the aircraft shall be pushed back till behind parking stand F71.	Pushback approved to face November Charlie Yankee	
Sub Terminal F F31	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane as instructed by SOEKARNO-HATTA GROUND.	Pushback approved to face November Charlie Four	



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON G		R82 thru R85	S06 07.0 E106 39.7
G23	S06 07.1 E106 39.7	R86, R87	S06 07.0 E106 39.8
G26, G29	S06 07.1 E106 39.8	R88, R89, R91	S06 06.9 E106 39.9
G33, G36	S06 07.0 E106 39.9	R92 thru R96	S06 06.9 E106 40.0
G39, G43, G46	S06 07.0 E106 40.0	R97, R98	S06 06.9 E106 40.1
G49, G53	S06 06.9 E106 40.1	R99	S06 06.8 E106 40.1

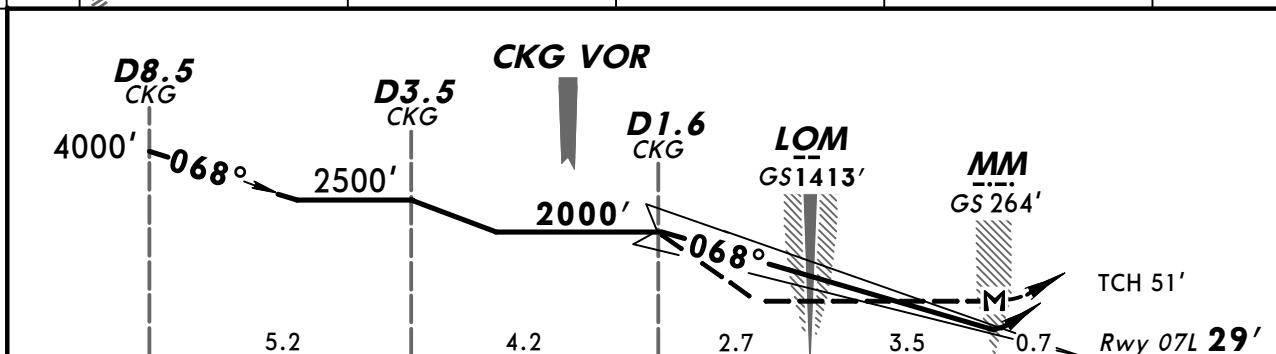
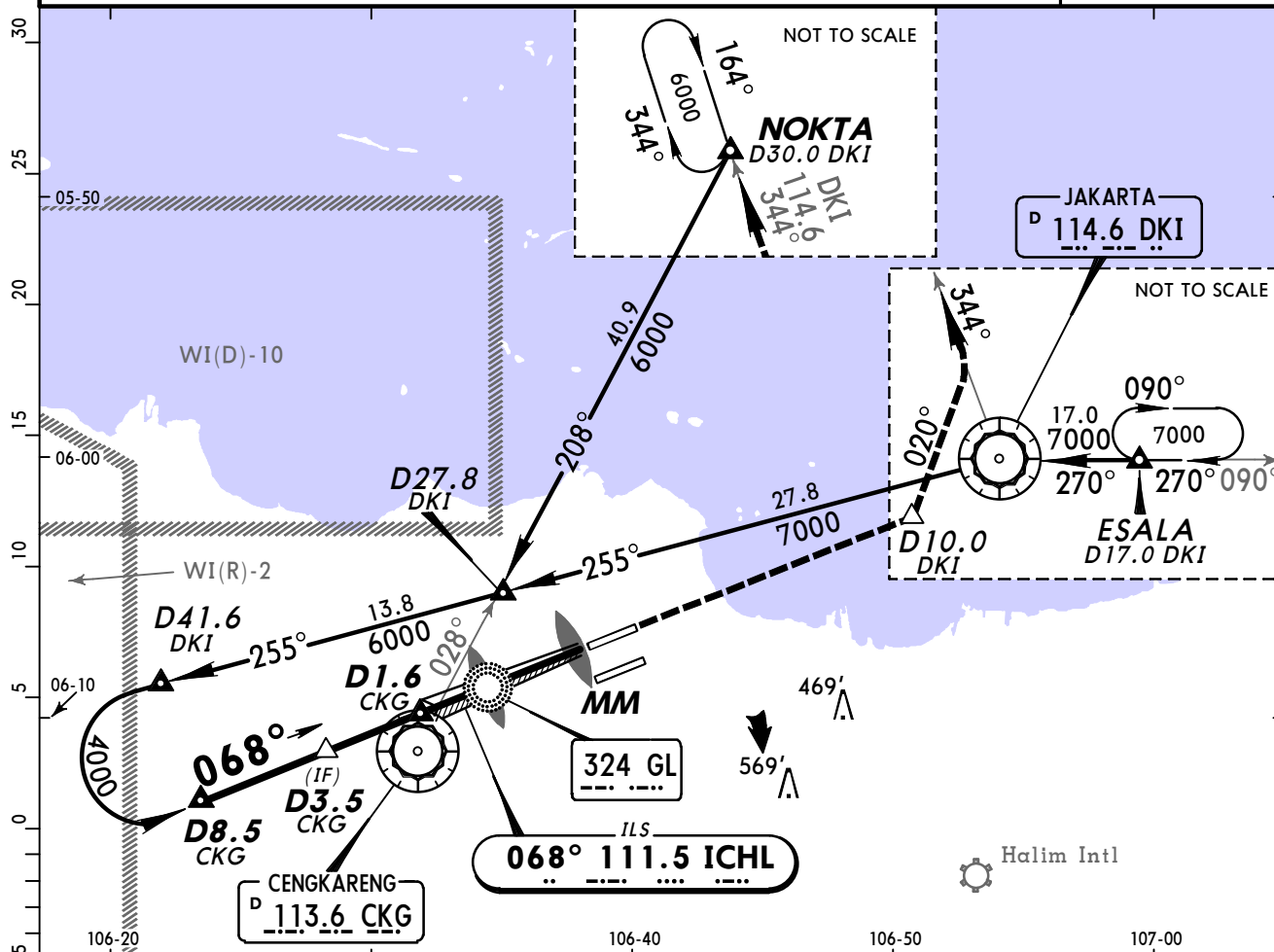
AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Sub Terminal 3 G23, G26, G29, G33 Remote Apron 3 R82, R83, R84, R85, R86, R87	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing west till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face west
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing east till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face east
Sub Terminal 3 G36, G39, G43, G46, G49, G53 Remote Apron 3 R88, R89, R91, R92, R93, R94, R95, R96, R97, R98, R99	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing east till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face east
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face west

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Sub Terminal 1C C11, C13, C21 Remote Apron C R25, R26, R27, R28	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing east till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Four
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Five
Sub Terminal 1C 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 taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Five
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Sub Terminal 1C C71	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing south and must be pulled out until behind parking stand C62; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Five
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Sub Terminal 1C C62, C72	1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Remote Apron C R31, R32, R33 R34, R35	1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Sub Terminal 2D D41	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Zulu
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west till its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Zulu; 2) The aircraft may break away from here;	Pushback approved to face west
Remote Apron D R51, R52, R53, R54, R55, R56	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Zulu
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing south till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Papa Whiskey
Remark: Pushback procedures in accordance with traffic condition instructed by ATC.		

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Remote Apron D R57A, R57B, R57, R59B, R59A, R59	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Zulu
Remote Apron D R58A, R58	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Zulu
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west till its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Zulu; 2) The aircraft may break away from here;	Pushback approved to face west
Sub Terminal 2E E41	1) The aircraft (in idle thrust) shall be pushed back facing north till a beam parking stand E31; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Five
Sub Terminal 2E E51	1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Yankee
Sub Terminal 2F F41 Remote Apron F R63, R64	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Four
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing east till abeam parking stand F31 thence taxi via November Charlie Four; 2) The aircraft may break away from here;	Pushback approved to face east
Sub Terminal 2F F61, F71 Remote Apron F R61, R62, R65, R66, R67, R68, R69, R71, R72, R73, R74, R75, R76	1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Four
Sub Terminal E F11, F21 Remote Apron F	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back till behind parking stand F31. 2) The aircraft may break away from here;	Pushback approved to face November Charlie Yankee.
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back till behind parking stand E71. 2) The aircraft may break away from here;	Pushback approved to face November Charlie Four.
Sub Terminal E F31, F42, F51 Remote Apron F		Pushback approved to face November Charlie Four.
Remark: Pushback procedures in accordance with traffic condition instructed by ATC.		

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
LOC ICHL 111.5	Final Apch Crs 068°	GS LOM 1413'(1384')	ILS DA(H) Refer to Minimums	Apt Elev 34' Rwy 07L 29'	2000' 090° → ← 270° 4500' MSA DKI VOR		
MISSED APCH: Climb STRAIGHT AHEAD to 6000', after passing D10.0 DKI turn LEFT 020° to intercept DKI VOR R-344 outbound to NOKTA or as instructed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans Level: FL 130 Trans Alt: 11000'							



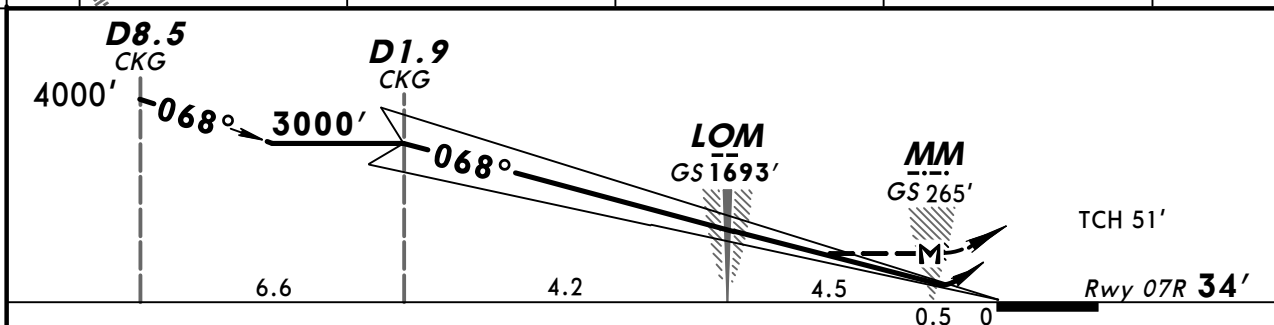
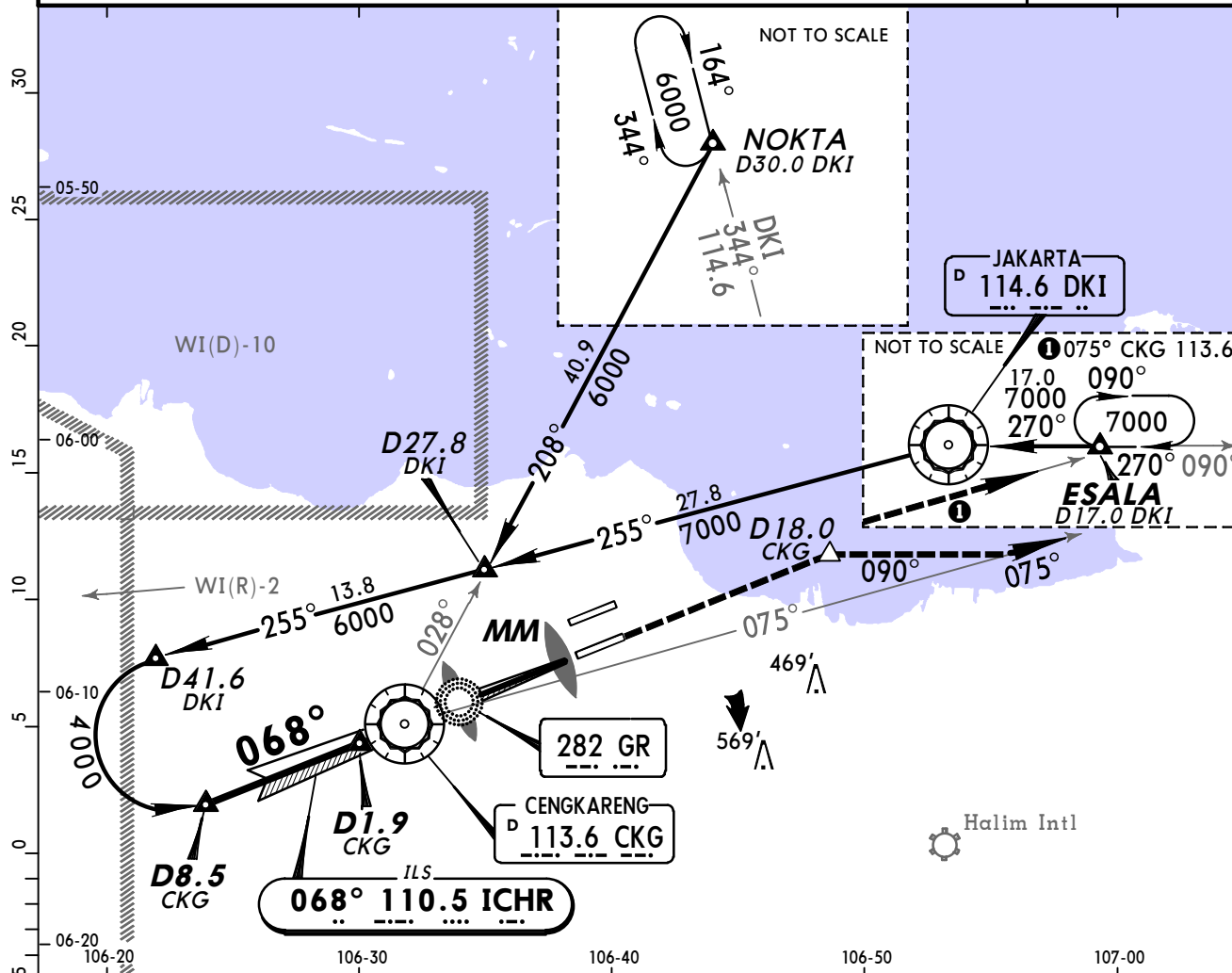
Gnd speed-Kts	70	90	100	120	140	160	HIALS	6000'	D10.0 DKI	LT	020°
GS	3.00°	372	478	531	637	743	849	PAPI			
MAP at MM or D1.6 CKG to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20				

STRAIGHT-IN LANDING RWY 07L					CIRCLE-TO-LAND	
ILS DA(H) A,B: 230' (201')		LOC (GS out) MDA(H) 330' (301')			Max Kts	MDA(H)
FULL	ALS out	ALS out			100	680' (646')-1600m
A					135	
B	800m	1200m	800m	1600m	180	680' (646')-2800m
C					205	1040' (1006')-4800m
D			1200m			

BRIEFING STRIP

TM

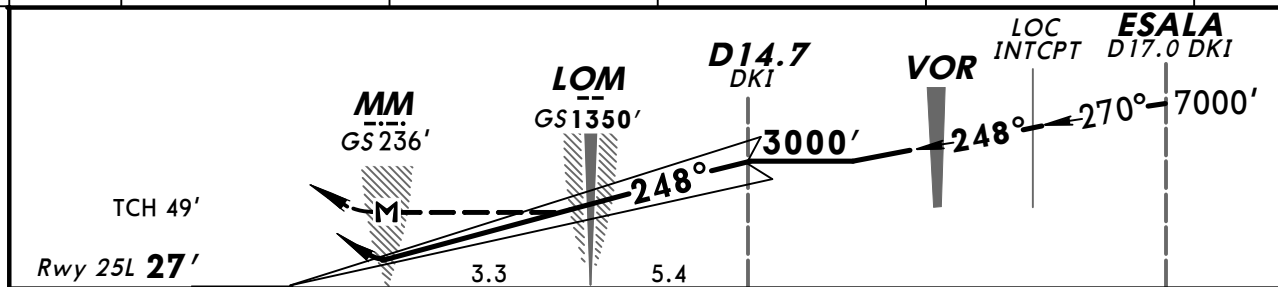
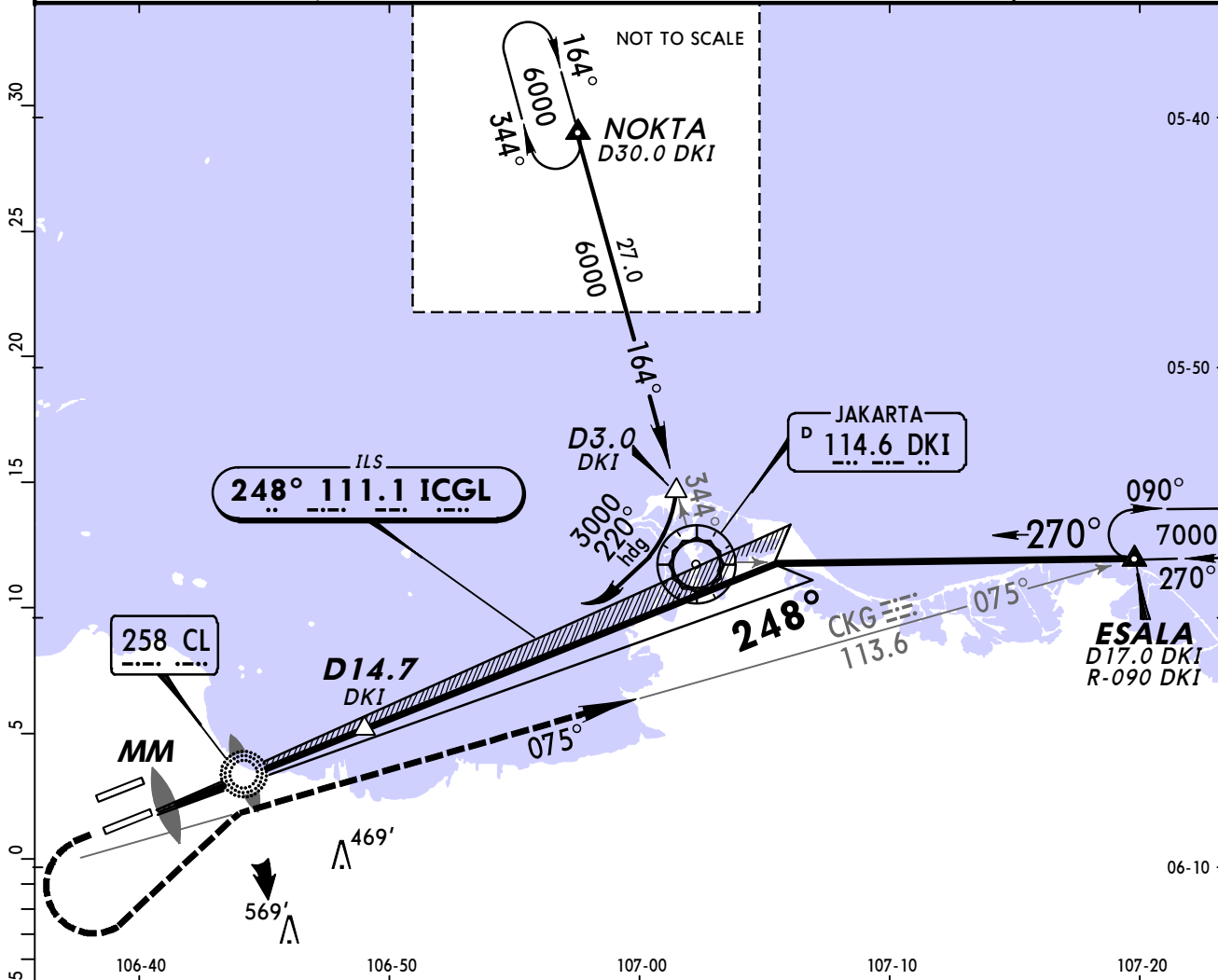
ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
		West	*South	East	South	North	
126.85	125.45	119.75	123.75	127.9	120.25	118.2	121.75
LOC ICHR 110.5	Final Apch Crs 068°	GS LOM 1693' (1659')	ILS DA(H) 234' (200')	Apt Elev 34'	Rwy 07R 34'		
MISSED APCH: Climb STRAIGHT AHEAD to 7000', after passing D18.0 CKG turn RIGHT 090° to intercept CKG VOR R-075 outbound to ESALA INT or as instructed by ATC .							2000' 090° → ← 270° 4500' MSA DKI VOR
Alt Set: hPa		Rwy: 1hPa		Trans level: FL 130		Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160		7000'	D18.0 CKG		090°
GS 3.00°	372	478	531	637	743	849					
MAP at MM or D1.9 CKG to MAP 8.7	7:27	5:48	5:13	4:21	3:44	3:16					

STRAIGHT-IN LANDING RWY07R					CIRCLE-TO-LAND	
ILS DA(H) 234' (200')			LOC (GS out) MDA(H) 360' (326')		Max Kts	MDA(H)
FULL		ALS out	ALS out			
PANS OPS	A	800m	1200m	800m	100	680' (646')-1600m
	B				135	
	C				180	1040' (1006')-4800m
	D			205	1200m	

BRIEFING STRIP	ATIS 126.85	*JAKARTA Arrival (R) 125.45	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
			West 119.75	*South 123.75	East 127.9	South 120.25	North 118.2	121.75
	LOC ICGL 111.1	Final Apch Crs 248°	GS LOM 1350' (1323')	ILS DA(H) 236' (209')	Apt Elev 34'	Rwy 25L 27'		
MISSED APCH: Climb to 7000', after passing 2000', turn LEFT to intercept CKG VOR R-075 outbound, proceed to ESALA or as instructed by ATC.								2000' 090° → ← 270° 4500'
Alt Set: hPa		Rwy: 1 hPa	Trans level: FL 130		Trans alt: 11000'		MSA CL LOM	



Gnd speed-Kts	70	90	100	120	140	160	7000' 2000' after passing LT	CKG 113.6 R-075	ESALA
GS	3.00°	372	478	531	637	849			
MAP at MM or D14.7 to MAP	8.7	7:27	5:48	5:13	4:21	3:44			

PANS OPS	STRAIGHT-IN LANDING RWY25L				CIRCLE-TO-LAND	
	ILS DA(H) 236' (209')		LOC (GS out) MDA(H) 480' (453')		Max Kts	MDA(H)
	FULL	ALS out		ALS out		
			RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	680' (646') - 1600m
A					135	
B					180	680' (646') - 2800m
C	RVR 720m VIS 800m	1200m	1200m	RVR 1800m VIS 2000m	205	1040' (1006') - 4800m
D			RVR 1500m VIS 1600m	2400m		

BRIEFING STRIP

ATIS

126.85

*JAKARTA Arrival (R)

125.45

West

119.75

JAKARTA Approach (R)

*South

123.75

East

127.9

SOEKARNO-HATTA Tower

North

118.2

South

120.25

*NORTH Ground

121.6

LOC

ICGR

110.9

Final

Apch Crs

248°

GS

LOM

1183' (1162')

ILS

DA(H)

230' (209')

Apt Elev

34'

Rwy 25R

21'

MISSED APCH: Climb to 6000', after passing 2000', turn RIGHT to intercept CKG VOR R-028 outbound, proceed to NOKTA or as instructed by ATC.

Alt Set: hPa

Rwy Elev: 1hPa

Trans level: FL 130

Trans alt: 11000'

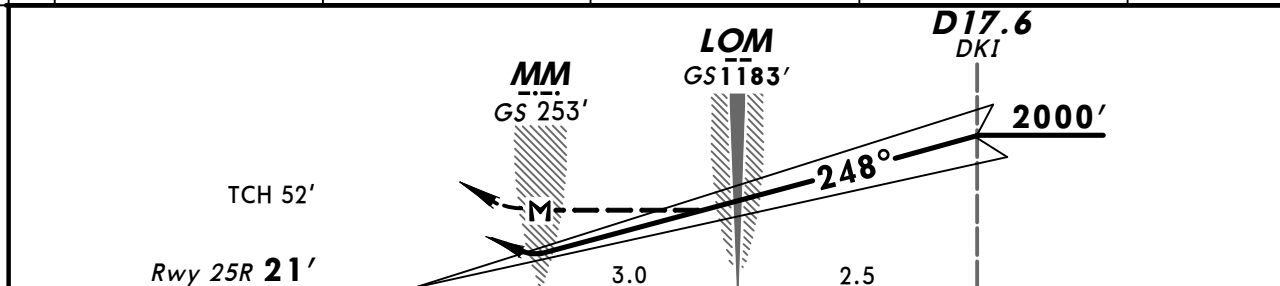
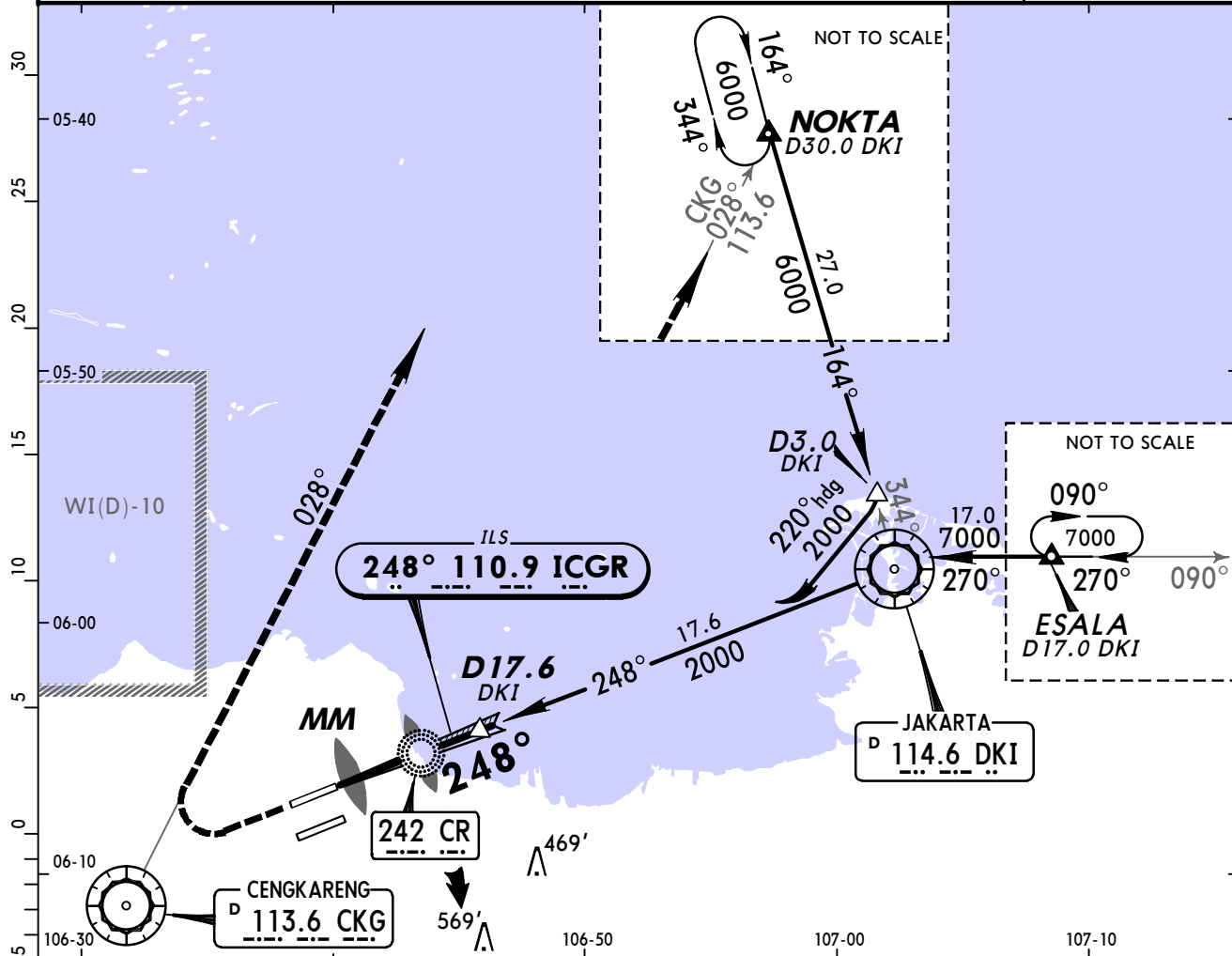
MSA CR LOM

2000'

090°

270°

4500'

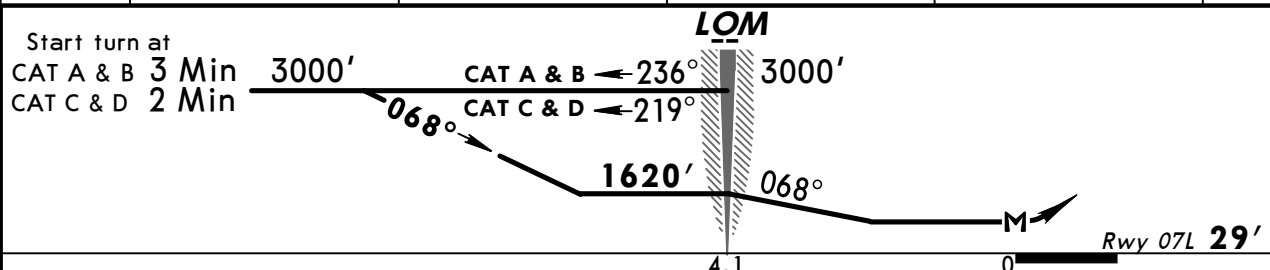
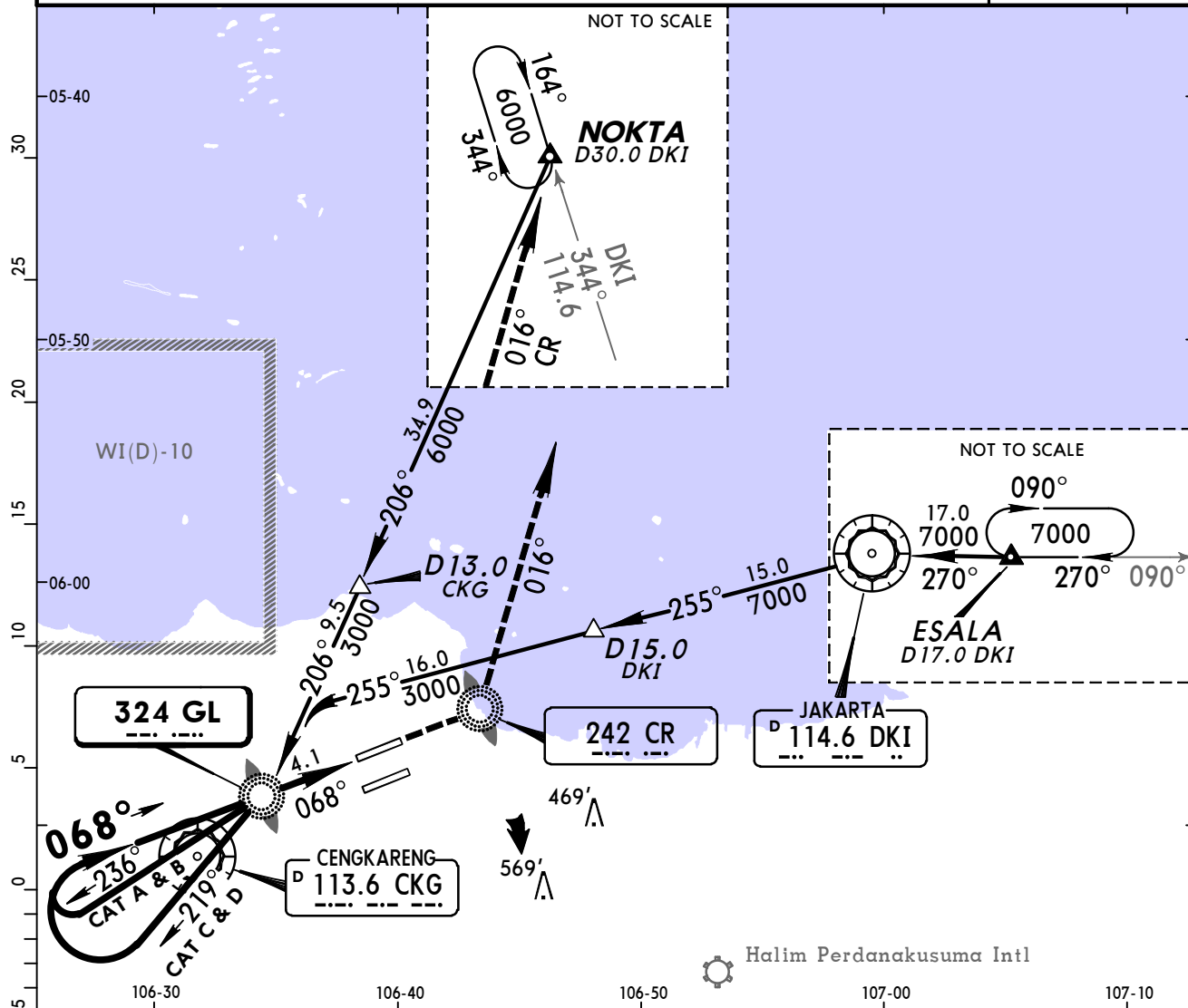


Gnd speed-Kts	70	90	100	120	140	160	HIALS		6000'	2000'	CKG	NOKTA
GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	after passing	113.6	R-028
MAP at MM or D17.6 DKI to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04					

STRAIGHT-IN LANDING RWY25R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H) 230' (209')		MDA(H) 370' (349')			
FULL	ALS out		ALS out		
A				100	680' (646')-1600m
B				135	680' (646')-2800m
C				180	680' (646')-2800m
D				205	1040' (1006')-4800m

BRIEFING STRIP™

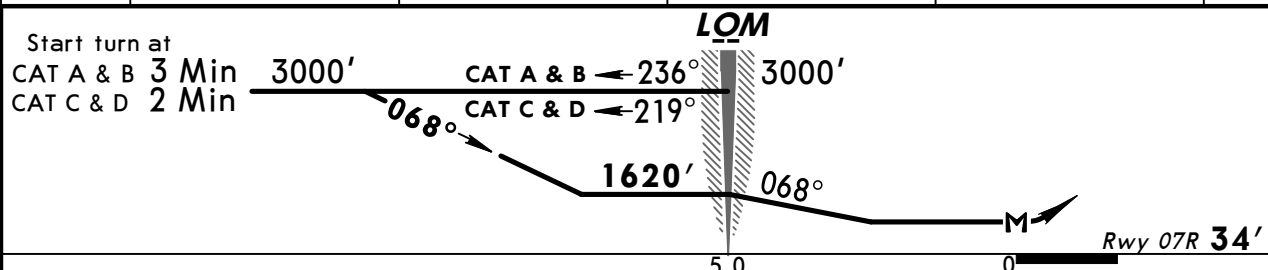
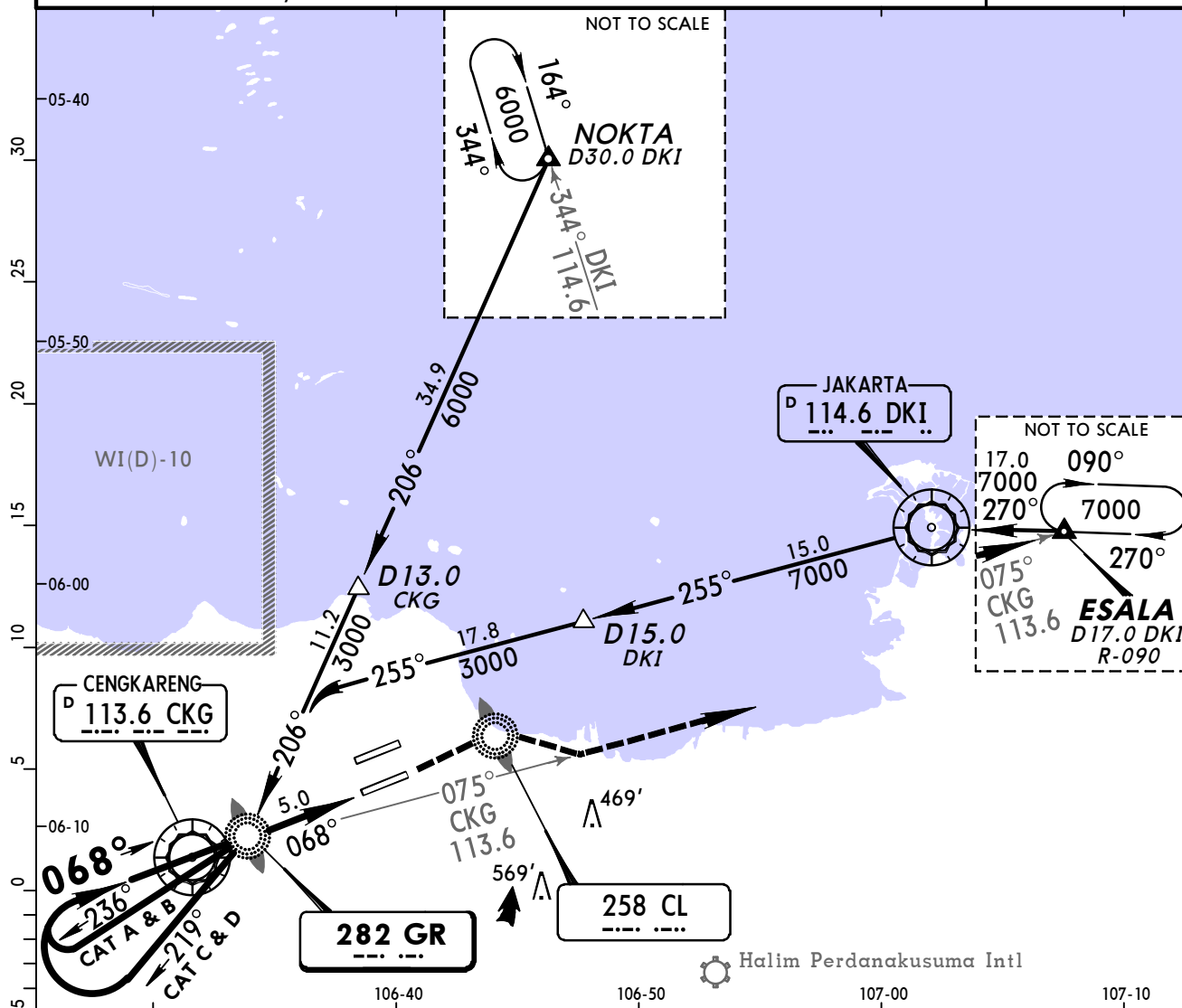
ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
LOM GL 324	Final Apch Crs 068°	Minimum Alt LOM 1620' (1591')	MDA(H) 510' (481')		Apt Elev 34' Rwy 07L 29'		2000' 090° → ← 270° 4500' MSA GL LOM
MISSED APCH: Climb to 6000' at CR LOM, turn LEFT via 016° bearing from CR LOM, proceed to NOKTA INT or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	



Gnd speed-Kts							70	90	100	120	140	160	HIALS PAPI PAPI	6000'	CR 242	LT	via 016°	
LOM to MAP							4.1	3:31	2:44	2:28	2:03	1:45	1:32					

STRAIGHT-IN LANDING RWY07L				CIRCLE-TO-LAND			
MDA(H) 510' (481')				MDA(H)			
PANS OPS	A			ALS out	Max Kts		
	B	1200m		1600m	100	680' (646') - 1600m	
	C			2000m	135		
	D	2000m		2400m	180	1040' (1006') - 4800m	

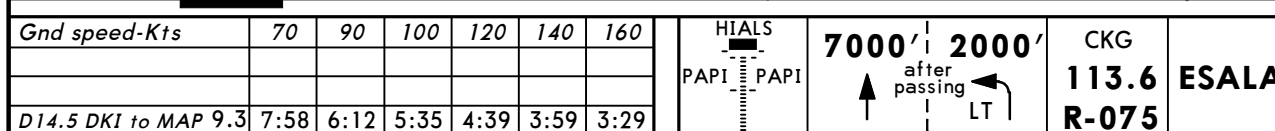
BRIEFING STRIP™	ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
	126.85	125.45	West 119.75	*South 123.75	East 127.9	South 120.25	North 118.2	121.75
	LOM GR 282	Final Apch Crs 068°	Minimum Alt LOM 1620' (1586')	MDA(H) 510' (476')		Apt Elev 34' Rwy 07R 34'		2000' 090° → ← 270° 4500'
	MISSED APCH: Climb to 7000', at CL LOM, turn RIGHT to intercept CKG VOR R-075 outbound, proceed to ESALA or as instructed by ATC .							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	
								MSA GR LOM



Gnd speed-Kts	70	90	100	120	140	160	HI/ALS PAPI PAPI	7000' ↑	CL 258	RT	CKG 113.6 R-075
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09					

STRAIGHT-IN LANDING RWY07R				CIRCLE-TO-LAND	
MDA(H) 510' (476')				Max Kts	MDA(H)
		ALS out			
A	1200m		1600m	100	680' (646') - 1600m
B				135	
C			2000m	180	1040' (1006') - 4800m
D	2000m	2400m	205		

BRIEFING STRIP™



PANS OPS

BRIEFING STRIP™



PANS OPS

PANS OPS

JAKARTA, (SOEKARNO-HATTA INTL - WIII)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport WIII

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'.