are defined with the following considerations.

- The reference maximum number of seats is considered 100 (DC-9 is an example of this class ).

- The decreasing rate of the maximum number of seats is considered to be 33%, if the number of seats is less than 100.
- The increasing rate of the maximum number of seats is regarded to be 50%, if the number of seats is more than 100.
- Maximum number of seats here means the maximum of standard number of passenger seats .

Such classification of the aircraft could lead the following conclusions.

- The lower number of seats in each class of aircraft is approximately 67% of respective maximum number of seats, except the class of which maximum number of seats is 10.

Provided that the initial number of passenger seats (07) is estimated, the maximum number of seats closest to and not than the initial required number of seats is selected less The to define the standard number of passenger seats. standard number of passenger seats of aircraft belonging the last two classes in paragraph (06) needs to be to multiplied by(7/9) only for the calculation of flight frequency and adjusted passenger load factor, because for these classes of aircraft the ratio of the published standard number of passenger seats to the maximum number of seats for each model is about 7/9 as shown below.

Existing aircraft	Published standard
and its maximum	number of seats
number of seats	for existing aircraft
(A-300) 336	269
(DC-10) 380	270
(B-747) 548	452

The relation between the aircraft classification and maximum range with the maximum payload is given in the following table.

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Maximum standard	Maximum range with
number of passenger Seats	raximum payload (km)
10	400
20	800
35	1,400
50	2,000
70	2,800
100	4,000
150	4,861
225	6,153
340	8,133
510	11,061

(08) Provided that the number of passenger seats is given, the takeoff field length at the maximum takeoff weight of an aircraft to be allocated to a specific air route can be calculated based on the following formulas.

1) 0 < SN < 80, at maximum takeoff weight
 TL = 25 \* SN
 Where,
 TL : Takeoff field length (m)
 SN : Number of passenger seats</pre>

2) 80 < SN < 225, at maximum takeoff weight

- TL = (200 \* SN + 42,000)/29
- 3) 225 < SN , at maximum takeoff weight TL = (298 \* SN + 613,950)/227

(09) Once the standard number of passenger seats is specified, the landing distance at maximum landing weight can be obtained by the following equations.

- 0 < SN < 100, at maximum landing weight LD = 13 \* SN + 200 Where, LD : Landing distance (m)
  - SN : Number of passenger seats
- 2)  $100 \le SN$ , at maximum landing weight LD = (609 \* SN + 467, 100)/352

(10) In this study, the following types of aircraft are taken into account.

- Conventional airplane

- Short takeoff and landing (STOL) airplane
- Helicopter
- Amphibian

The type of aircraft is selected based on the following consideration.

- Conventional Airplane.

Airports are existing or available in both origin and destination. Both airports have a runway long enough for an airplane to takeoff and land.

- Short Takeoff and Landing (STOL) Airplane Airports are existing or available in both origin and destination. At least, one airport has a runway too short for a conventional airplane to takeoff and land. An airplane should have a standard number of passenger seats not more than 70.

#### - Helicopter

100 km.

There exists no airport on an air route. The stage length of the air route is not more than

- Amphibian

There is no land based airport, or there is only one land based airport on an air route under consideration. The stage length of the air route is more than 100 km, and there is ,moreover, a suitable place for operation of amphibian, that is ; sea, large lake or river.

- Supplemental cases for introduction of conventional airplane
  - Airports are available in both origin and distination. One of airports has a runway too short for a conventional airplane to takeoff and land. But, the airplane should have more than 70 passenger seats.
  - \* There exists no airport in an air route under consideration. The stage length of an air route is more than 100 km, but there is no suitable place for takeoff and landing of amphibian.

(11) The following materials are taken into account for selection of types of aircraft.

### - Availability of airports - Available runway length

In Section 5.04, these data are tabulated as of 1987.

(12) The takeoff field length at maximum takeoff weight, calculated as described in para.(08) is refers to the available runway length of an airport. The landing distance at maximum landing weight is estimated as presented in Para.(09) and converted to the landing field length at maximum landing weight as given by the equation below.

LFL = LD /0.6 Where, LFL : Landing field length (m) LD : Landing distance (m)

The takeoff and landing field lengths given by the above equations are those of a conventional airplane. If the runway length of the airports concerned are equal or longer than those required by calculation, a conventional aircraft may be introduced in an air route beyond question. However, if the runway length of the airports is not long enough to operate a conventional aircraft, the following alternatives are considered to satisfy the demand.

- Extension of a runway to accommodate a conventional airplane.
- Introduction of short takeoff and landing (STOL) airplanes

(13) STOL airplanes with more than 70 passenger seats
 are not yet in practical use. Hence a STOL airplane with
 50 seats is picked for the study.

(14) Helicopter with up to 10 passenger seats is taken up for the study. The average maximum range with not more than 10 passenger seats is about 350 km with seats full. Hence, a stage length of 175 km, a half of maximum range of 350 km, is adopted as a boundary for a helicopter.

(15) Under the condition that the stage length of the air route is more than 100 km, however, it seems that the direct operating cost of helicopter is more expensive than that of amphibian. From this point of view, amphibian should be introduced in a route such as a longer stage length than 100 km.

(16) Supplemental cases to introduce a conventional airplane mean that there is no way to satisfy the air traffic demand of an air route other than extension of runway or construction of a new airport for operation of a conventional aircraft.

(17) Once the standard number of passenger seats is defined, maximum cruising speed at maximum takeoff weight of an aircrafty to be allocated to a particular air route is estimated based on the following equations.

1) 0 < SN < 100

MCS = 4.15 \* SN + 100

Where,

MCS : Maximum cruising speed (KTAS) SN : Number of passenger seats

2) 100 <u><</u> SN

MCS = 515 (constant, KTAS)

(18) From the above equations, the maximum cruising speed of an aircraft is given at the maximum takeoff weight. Therefrom, the average cruising speed can be obtained from the following relation.

ACS = 0.9 \* MCSWhere, ACS 1

ACS : Average cruising speed (KTAS) MCS : Maximum cruising speed (KTAS)

speed of a helicopter with up to 10 And, the maximum passeger seats is about 120 KTAS. Thereby, the average 108 KTAS, helicopter is estimated at of cruising speed x 120 KTAS, similarly conventional calculated as 0.9 airplane stated above.

(19) The maximum cruising speed of STOL airplane was assumed to be 464 KTAS. The average cruising speed can be calculated as 0.9 x 464 KTAS = 418 KTAS similaly.

(20) The maximum cruiseing speed and average cruising speed of amphibian are assumed as below.

	50 seats	35 seats	20seats
Maximum			•
cruising speed	287 KTAS	227 KTAS	170 KTAS
Average			
Cruising speed	258 KTAS	206 KTAS	153 KTAS

The passenger load factor is assumed to prepare (21)based on the aircraft specifications computer the TCHART. After flight frequency or number of program calculated on the air traffic demand flights per week of the specific air route, the number of passenger seats to be introduced and the initial value of passenger load the final passenger load factor examined, is factor be presumed on the basis of an equation stated in the paragraph (24). The initial subsequent passenger load factor of 0.67 is employed, which is nearly on the economic break-even point of airlines operation in Indonesia.

(22) Flight frequency or number of flights per week has been calculated as follows.

FPW = NP / (0.98 \* 0.9 \* NPS \* PLF \* 52)Where, FPW Flight frequency per week : Number of passengers per year NP : Standard number of passenger seats NPS PLF : Passenger load factor 0.98 ratio of the actual number of flight : to the number of flights scheduled in timetables 0.9 : Correction factor for actual number of seats in Indonesia

The number of passenger defined herein is the total of "going" and "returning" passengers per year for the air route. Flight frequency has been computed in consideration to the range of coefficient of 0.5 or more. The figure less than 0.5 is neglected.

(23) The adjusted passeger load factor is predicted by the following formula.

PLF = NPY / ( 0.98 \* 0.9 \* NPS \* 52 \* FPW )
Where,
 PLF : Passenger load factor
 NPS : Standard number of passenger seats
 NPY : Number of passengers per year

FPW : Number of flights per week

(24) The flight frequency given by the above equation, is checked from the operational and practical viewpoint as stated below.

- Runway occupancy time, takeoff/landing required for the calculated frequency of flight
- Allowable minimum occupancy time limited by the safety of air traffic control

(25) The runway occupancy time has been estimated by the following formula.

ROT = AOT \* NAR / FPW \* 7 Where,

ROT : Runway occupancy time (hours)

AOT : Airport operation hours, 24 hours per day if the passenger is not less than

440,000 per year and 12 hours if the passenger is less than 440,000

NAR : A factor related to a number of air routes and given by the following equation.

> NAR = annual number of passengers for an air route / total annual number of passengers for all air routes

FPW : Number of flights per week

(26) Number of flights per week, or flight frequency is calculated as shown in para.(22).

Minimum runway occupancy time is 10 minutes in general, taking existing aircraft size, aircraft performance and air traffic control capability into account.

If the estimated runway occupancy time is equal to (27)or longer than the minimum runway occupancy time, the flight frequency may be considered realistic or reasonable. However, in case that the estimated runway occupancy time is shorter than the minimum runway occupancy time, the flight frequency is regarded as too high and not realistic. In such case, the standard number of seats is changed to one corresponding to the next larger class of an aircraft as discrived para.(06). Then, the calculation is repeated in accordance para (07), maximum maximum range with payload is also calculated again.

(28) The annual average utilization hour of an aircraft is roughly determined by the stage length of the route to which the aircraft is allocated.

ATA (Air Transportation Associasion) gives the following rule.

= SL AU + 1500 0 < SL < 700 = ( SL - 700 ) / 4 + 2200 AU 700 < SL < 1900 AU u, 2500 1900 < SL Where, AU ; Annual utilization hour ( in hours ) ; Stage length of air route ( in km ) SL

(29) The number of aircraft allocated to each route is determined by the following equation.

NAC = BT \* FPW \* 52 / AU
Where,
NAC ; Number of aircraft ( in round number )
BT ; Block time ( in hours )
FPW ; Number of flight per week
AU ; Annual utilization ( in hours )

As the above equation gives the aircraft number in a round number, the annual utilization must be re-calculated, which is given by :

AU = 0.98 \* FPW \* BT / NAC

Where,

AU : Annual utilization of aircraftFPW : Flight frequency per weekBT : Block timeNA : Number of aircraft

#### 5.02 MODEL FOR AIRCRAFT OPERATING COST

(30) The estimation of aircraft operating cost is made by using a computer program of TCHART. The program TCHART consists of the following elements.

- In regard to the direct operating cost of an aircraft with turbofan engines, the standard Air Transportation Association model (ATA model) is to be applied after making some modifications to the 1976 cefficients.
- The direct operating cost of an aircraft with turboprop engines is to be estimated by Boeing short Haul Airplane Operating Cost Analysis model with modifications.
- The indirect operating cost is assumed based on Lockheed California company model modified as required.
- The operating cost of STOL is basically to be estimated using a model for a conventional airplane.
- The operating cost of helicopter is presumed base on a special model.
- For the operating cost of amphibian, a model for a conventional airplane is to be applied basically with some modifications.

#### 5.02.1 MODEL FOR DIRECT OPERATING COST

(31) Direct operating costs consist of the following items.

- Crew cost
- Fuel and oil cost

- Airframe labor cost
  - Material cost of airframe
  - Engine labor cost
- material cost of engine
  - Maintenance burden
  - Depreciation
  - Insurance cost

For the aircraft with turbofan, turboprop engines, the methods used in Indonesia to calculate these costs are described below.

(32) - Crew cost

The rate for pilots working for Indonesian airlines in US\$ 20 / flight hour.

Therefore,

```
Crew cost = Rcrew * BT * Ncrew
Where,
   Rcrew : US$ 20 / flight hour
```

Ncrew : Number of crew

( Pilots and Co-pilots )

BT : Block time ( in hours )

(33) - Fuel and oil

Fuel & oil cost = BF \* PRICEf / 6.7

```
+ Neng * OILburn * PRICEo * BT / 8.1
```

Where

BF	:	Fuel consumed on one flight
		(US Gall)
BT	:	Block time ( in hours )
PRICE	:	Fuel price ( = $RP. 250$ / lit.)
PRICEO	:	Oil price ( = $RP.2225$ / lit. )
OILburn	:	Oil consumption
		( = 0.135 lb/hour/eng. )
Neng	:	Number of engines
6.7	:	Density of fuel ( lb/US Gall )
8.1	:	Density of oil ( 1b/US Gall )

(34) - Airframe labor cost

The airframe labor cost is calculated on the basis of a certain number of man-hours per flight hour (MH/FH), plus a certain number of man-hours per flight cycle (MH/FC).

For the aircraft with turbofan engines, this is shown by ;

Airframe labor cost = ( MH/FH \* BT + MH/FC ) \* RATEmh MH/FC = ( Wempe/1000 ) / ( 0.0419 \*

		(	Wempe/1000	)	+	28,159	).
MH/FH	=	(	Wempe/1000	)	7	(0.1035	*
		(	Wempe/1000	}	+	17.919	)

where,

BT	:	Block time ( in hour )
RATEmh	:	Labor rate ( = RP. 5,300/hour)
Wempe	:	Basic empty structural weight
		minus engine weight ( in kg )

For the airplanes with turboprop engines, Boeing short haul model split costs into MH/FH and MH/FC, but MERPATI NUSANTARA AIRLINES has no conducts of data for MH/FC.

Consequently,

MH/FC = 0.0 MH/FH =  $1.25 \times 5.61 \times (\text{Wempe}/10^5) + 0.68$ 

1.25 is the ratio between costs of Boeing short haul models and Indonesian airlines

(35) - Material cost of airframe

Material costs are considered to be equal to the purchase costs, so the market price is taken for the airplane and engine costs. These figures are used unaltered for ATA models and Boeing short haul models when calculating the material cost of the airframe.

Material cost of airframe = MC/FH \* BT + MC/FC For the aircraft with turbofan engines :  $MC/FC = 2.261 * (CSTaf/10^6) + 1.235$ 

 $MC/FH = 1.736 * (CSTaf/10^6) + 2.508$ 

For the aircraft with turboprop engines :  $MC/FC = 2.01 * (CSTaf/10^6) + 4.36$  $MC/FH = 2.85 * (CSTaf/10^6)$ where, CSTaf : Airframe acquisition cost

(36) - Engine labor cost

It is assumed that engine maintenance will take effect in Indonesia, and Boeing short haul models are used, calculated at the Indonesia labor rate.

Engine labor cost = (MH/FH \* BT + MH/FC) \* RATEmh

For the aircraft with turbofan engines : MH/FC = (0.0134 \* (Tmax/10<sup>3</sup>) + 0.142)\* Neng MH/FH = (0.0184 \* (Tmax/10<sup>3</sup>) + 0.178)\* Neng For the aircraft with turboprop engines :  $MH/FC = (1.33 * (Pmax/10^5) + 0.68)$ 

\* Neng

 $MH/FH = (0.41 * (Pmax/10^5) + 0.14)$ 

\* Neng

where,	
Tmax:	Max. takeoff thrust (lbs)
Pmax:	Max. takeoff power (SHP)
Neng:	Number of engines

(37) - Material cost of engine

ATA models and Boeing short haul models are used in the same way as for the material cost of the airframe.

Material cost of engine = MC/FH \* BT + MC/FC

For the aircraft with turbofan engines : MC/FC = ( 5.5 \* ( CSTeng/10<sup>6</sup>) + 2.7 ) \* Neng MC/FH = ( 10.81 \* ( CSTeng/10<sup>6</sup>) + 1.78 ) \* Neng

For the aircraft with turboprop engines : MC/FC = (.24.3 \* ( CSTeng/10<sup>6</sup>) + 14.0 ) \* Neng MC/FH = 28.0 \* CSTeng/10<sup>6</sup> \* Neng Where, CSTeng : Engine acquisition cost Neng : Number of engines

(38) - Maintenance burden

The maintenance burden is considered to be twice the total airframe and engine labor cost.

Maintenance burden = 2.0 \* ( Airframe labor cost + Engine labor cost )

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(39) - Depreciation

Depreciation is calculated with the costs of airframe and engine spares as: SCSTaf = 0.08 \* CSTaf

SCSTeng = 0.41 \* CSTeng

Where,

0.08:Airframe spare rate0.41:Engine spare rate

Depreciation = ( CSTac + SCSTaf + SCSTeng ) \* BT / ( Tutil \* YEARdep )

Where,

CSTac : Aircraft acquisition cost Tutil : Annual utilization (in hour) BT : Block time ( in hour ) YEARdep: Working life (10 years)

(40) - Insurance cost

The insurance cost is calculated as:

Insurance cost = ( RATEins \* CSTac ) \* BT / Tutil

Where,

RATEins: Insurance rate (= 1%)
CSTac : Aircraft acquisition cost
BT : Block time ( in hour )
Tutil : Annual utilization ( in hour )

(41) Direct operating costs are calculated on the basis of these equations as follows.

DOC/FLT = Crew cost + Fuel and oil cost

+ Insurance cost

+ Airframe labor cost

+ Airframe material cost

+ Engine labor cost

+ Engine material cost

+ Maintenance burden

+ Depreciation

DOC/mile = (DOC/FLT) / SL DOC/seat-mile = (DOC/mile) / NS where,

SL ; Stage length ( in mile )

NS ; Number of seats

5.02.2 MODEL FOR INDIRECT OPERATING COST

(42) Indirect operating costs consist of the following items.

- System cost

Labor, property, equipment

Station maintenance cost (from ground facilities)

- Local cost

Landing fees and servicing

- Aircraft control cost

All aircraft handling charges

- Cabin attendant cost

Stewardesses

- Cost of food

All food and refreshments served without charge

- Passenger handling cost

Cost of handling passenger's baggage

- Cargo handling cost

Handling mail, freight and express cargo

- Other passenger service costs

All activities related to passenger comfort, safety and convenience

- Freight commissions and advertising cost

Expenses associated with creating a public preference for an individual air carrier, stimulating air travel, and providing timetables

- General and administrative cost

Costs of overall corporate nature

the second s

The methods used in Indonesia to calculate these costs are described below

(43) - System cost

System cost = RATElabor \* BT

where,

RATElabor : Average labor rate for airframe maintenance, engine maintenance ( = RP. 5,300 / hour ) BT : Block time ( in hour )

. . .

(44) - Local cost

Landing fees at domestic airports are as follows:

Aircraft weight Landing fees ; RP. up to 40,000 kg 920/1,000kg from 40,000 kg ; RP. 36,800 to 100,000 kg + RP. 1,230/1,000kg (over 40,000kg) over 100,000 kg RP.110,600 ; + RP. 1,430/1,000kg (over 100,000kg) ( A further RP 14,800 is added for night flights between 6:00pm and 12:00pm )

The air navigation facility charge is RP. 280 / (route unit). The route unit value is calculated as (stage length) / 1,000.

## (45) - Aircraft control cost For international airports ( Jakerta, Surabya, Ujungpandang, Medan, Biak, Denpasar, Manado, Balikpapan, Padan );

Aircraft handling charge = RP. 160 / 1,000kg Parking = RP. 310 / 1,000kg (No charge within 2 hours) For Category-I airports :

75% of International airports

For Category-II and Category-III airports : 50% of International airport

For Category-IV, Category-V and pioneer airports : No charge

(46) - Cabin attendant cost

Cabin atten	dant cost = RATEatt * Natt * BT
where,	
RATEat t	; Rate of attendants ( US\$ 8 / hour )
Natt	; Number of attendants
BT	; Block time (in hour)

(47) - Cost of food

Cost of food = CSTfd \* LF \* NS where,

CSTfd ; Cost of foods (US\$ 2.01 / pax.) But this is increased by 20% to US\$ 2.41 / pax., to cover non-food costs on board. LF ; Passenger load factor

NS ; Number of seats

(48) - Passenger handling cost
 Passenger handling cost = CSTph \* LF \* NS
 where,
 CSTph ; = RP 205 / pax.

LF ; Passenger load factor NS ; Number of seats

(49) - Cargo handling cost No charge is made for cargo handling in Indonesia.

(50) - Other passenger service costs	
Other passenger service costs = CSTos * LF * NS	
where,	
CSTos differs according to the airport	
category as below. ( only for domestic pax. )	
subsect as below, ( only for domestre pax. )	
International airports : RP.2,000 / pax.	
Category - I airports : RP.1,800 / pax.	
Category - II airports : RP.1,400 / pax.	
Category - III airports : RP.1,200 / pax.	
Category - IV airports : RP. 800 / pax.	
Category - Vairports : RP. 500 / pax.	
(51) - Freight commissions and advertising cost	
Commission cost =	
0.02 * ( Revenue/pax.km ) * NS * LF * SL	
Advertising cost =	
0.015 * ( Revenue/pax.km ) * NS * LF * SL	
where,	
NS ; Number of seats	
LF ; Passenger load factor	
SL ; Stage length ( in km )	
(52) - General and administrative cost	
General and administrative cost =	
0.014 * (Revenue/pax.km) * NS * LF * SL	
(53) Indirect operating costs are calculated on the	
basis of these equations as follows.	
IOC/FLT = System cost + Local cost	
+ Aircraft control cost	
+ Cabin attendant cost + Cost of food	
+ Passenger handling cost	
+ Other passenger service costs	
+ Freight commission and advertising cost	
+ General and administrative cost	

IOC/mile = ( IOC/FLT ) / SL IOC/seat-mile = ( IOC/mile ) / NS where, SL ; Stage length ( in mile )

NS ; Number of seats

#### 5.03 OPERATING COST FOR OTHER AIRCRAFT

1) Helicopter

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(54) Examples of helicopter DOC's are given for BO-105
(4 seats) and Bell 412 (13 seats). The DOC for a 10 seats helicopter has been calculated by interpolating these helicopters and shown by the following equations.

- Crew Co			
Cre	ew Cost = RA	TEC	rew * BT * Ncrew
whe	re,		
	RATEcrew	;	Rate of pilots and co-pilots
			( = US\$ 60 / hour )
	BT	;	Block time ( in hour )
	Ncrew	;	Number of pilots and co-pilots

- Maintenance Cost

Maintenance Cost = MH/FC \* RATEmh \* BT

where,

MH/FC	;	Maintenance hour per flight
		( about 1.08 hours / flight )
RATEmh	;	Man hour rate of maintenance
		( PR. 5,300 / hour )

- Reserve for MDC Overhaul

Reserve for MDC Overhaul = US\$ 42.36 \* BT where, MDC ; Major Dynamic Components

- Reserve for Engine Overhaul Reserve for Engine Overhaul = US\$ 54.59 \* BT - Time Retirement Parts Time Retirement Parts = US\$ 19.50 \* BT - Reserve for Engine/Airframe Spares Reserve for Engine/Airframe Spares = US\$ 24.48 \* BT - Fuel & Oil Fuel & Oil = ( FC \* PRICEf + OC \* PRICEO ) \* BT Where; (= RP. 250 / 1)PRICEf ; Fuel price (= RP. 2225 / 1)PRICEo ; Oil price FC ; Fuel consumption ( = 550 lbs/hour ) **OC** ; Oil consumption (= 0.135 lbs/hour/engine )

The DOC/FLT of a helicopter can be calculated by the following equation.

DOC/FLT = Crew Cost + Maintenance Cost

- + Reserve for MDC Overhaul
- + Reserve for Engine Overhaul
- + Time Retirement Parts
- + Reserve for Engine/Airframe Spares
- + Fuel and Oil

#### 2) STOL

(55) The calculation of operating cost for a STOL is similar to that for a conventional airplane, and the equations for direct and indirect operating costs described in Section 5.02.1 and 5.02.2 can be applied.

3) Amphibian

(56) The maintenance cost constituting the direct operating cost is higher. The maintenance cost per flight cycle does not change, but the maintenance cost per flight hour is about 1.3 times higher.

The maintenance cost can be obtained by modifying the equations in Section 5.02.1 in the following manner.

- Airframe Labor Cost MH/FH = 1.3 \* ( 1.25 \* 5.61 \* ( Wempe/1000 ) + 0.68 )

- Maintenance Cost of Airframe MC/FH =  $1.3 \times 2.85 \times (CSTaf / 10^6)$ 

- Engine Labor Cost MH/FH = 1.3 \* ( 0.41 \* ( Pmax/10<sup>3</sup> ) + 0.14 ) \* Neng

- Material Cost of Engine MC/FH = 1.3 \* 28.0 \* (  $CSTeng/10^6$  ) \* Neng

The equations for indirect operating cost discribed in section 5.02.2 can be applied.

5.04 AIRPORT DATA

(57) The data relating to the airports used for traffic demand forcast are shown on Table-5.1, compose of

- Airport city name
- City code
- Airport location
- Airport category
- Runway length
- Airport code

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Talbe-5.1(1/5) Data of Airport

No.	Airport	City	Airport	Location	Airport	Runway	Airport
	City Name	Code		Latitude	Category	Length(m)	Code
1	Sabang	101001	95.21	-5.52	V	1250	3000
2	Banda Aceh	101002	95,25	-5.31	п	1850	3001
3	Lhok Seumave	101003	95,56	-5.13	v	800	3002
4	Meulaboh	101004	96.13	-4.15	ĩV	900	3003
5	Sinabang	101005	96.14	~2.25	IV	750	3005
6	Tapaktuan	101008	97.18	-3.18	ĪV	750	3004
7	P.Panjang	101009	97.19	-2.03	۲V	1400	3160
8	Medan	102010	98.40	-3.33	1 *	2900	3006
9	Sidikalang	102011	98.21	-2.43	١V	750	3007
10	Prapat	102012	98.56	-2.35	ĩV	750	3008
11	Rantauprapat	102013	99.42	~2.16	0	750	3009
12	Sibolga	102014	98.35	~1.33	IV	1400	3010
13	Padang Sidempuan	102015	99,27	-1.23	IV	750	3011
14	Gn.Sitoli	102016	97.37	~1.16	IV	750	3012
15	P.Tanah Bala	102017	98.27	~0.06	_	-	3161
16	Lubuksikaping	103018	100.02	~0.11	Ш	1300	3013
17	Padang	103021	100.21	0.53	П *	2150	3016
18	Siberut	103022	99,04	1.26	v	650	3017
19	Sipora	103023	99.41	2.05	v	750	3018
20	Dumai	104024	101.26	-1.35	11	1800	3015
21	Pakanbaru	104025	101.27	~0.28	П	2150	3014
22	Rengat	104026	103,19	-0.20	Ш	1300	3019
23	P.Batam	104027	104.06	~1.07	Π	2500	3020
24	Natuna	104029	108,23	-3.57	Ш	1500	3021
25	Jambi	105030	103.39	1.38	П	1670	3022
26	Muara Bungo	105031	101.58	1.22	IV	815	3023
27	Sungai Penuh	105032	101.22	2.06	IV	650	3024
28	Lubuk Linggau	106033	103.09	3.09	IV .	1000	<b>3026</b> -
29	Palembang	106034	104.42	2.54	<sup>1</sup> I	2200	3028
30	Kayu Agung	106035	104.52	3.19	IV	1300	3029
31	Muara Enim	106036	103.50	3.36	IV	900	3027
32	Bangka	106038	106.08	2,10	Ш	1520	3030
33	Tg.Pandan	106039	107.45	2.45	Ш	1650	3031
34	Bengkulu	107040	102.20	3.52	10	1800	3025

## Talbe-5.1(2/5) Data of Airport

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No.	Airport	City	Airport	Location	Airport	Runvay	Airpor
	City Name	Code	Longitude	Latitude	Category	Length(m)	Code
35	Kotabumi	108041	104.56	4.46		-	3162
36	Tanjung Karang	108042	105.11	5,15	Π	1520	3032
37.	Jakarta(CGK)	209043	106.39	6.08	: <b>1</b> 0≉	3660	3033
38	Pandeglang	210044	106.11	6.29	ut 🛛 🖉 🖓 et e	1800	3034
39	Tangerang	210045	106.34	6,18	Π	1600	3035
40	Sukabumi	210049	106.58	6,55	-		. 3036
41	Bandung	210051	107.35	6,54	n -	1959	3037
42	Cirebon	210052	108.23	6.35	0	725	3033
43	Tasikmalaya	210053	108.17	. 7.25	Ш	1200 🐋	3039
44	Tegal	211054	109.08	6,51	-	-	3040
45	Semarang	211055	110.23	6,59	n	1650	3043
46	Cilacap	211056	109.03	7.38	V	660	3041
47	Kebumen	211057	109.32	7.42	-		3042
48	Сери	211058	111.32	7.12	· IV	900	3046
49	Solo	211059	110.45	7.31	H	1850	3044
50	Yogyakarta	212060	110.26	7,47	π	1850	3045
51	Madium	213061	111.30	7.37	0	1800	3047
52	Kediri	213062	112.03	7.47	· _	<b>-</b> ,	3048
53	Surabaya	213063	112.46	7.22	1*	3000	3049
54	Sumenep	213064	113.56	7.04	· IV	850	3051
55	Malang	213065	112.44	7.54	П	2250	3050
56	Banyuwangi	213066	113.41	8.10	Π	2000	3052
57	Denpasar	214067	115.10	8.45	[*	2700	3053
58	Ampenan	315068	116.04	8.32	III	1600	3054
59	Sumbawa Basar	315069	117.25	8.30	IV .	1470	3055
60	Bima	315070	118.42	8.30	UC	1400	3056
61	Ruteng	316071	120.29	8.35	IV	1300	3057
62	Ende	316072	121.39	8,52	· <b>v</b>	900 .	3058
63	Mauwere	316073	122.15	8.38	Ш	1470	3059
64	Lamatukang	316074	123.39	8,22	īv	750	3060
65	Alor	316075	124.34	8.13	• • <b>v</b>	850	3061
66	Tambolaka	316076	119.24	9.24	0	1300	3062
67	Waingapu	316077	120.18	9.40	m	1500	3063
68	Sabu	316078	121.50	10.30	. <b>v</b> .	800	3064

Talbe-5.1(3/5) Data of Airport

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No.	Airport	City	Airport	Location	Airport	Runway	Airport
	City Name	Code		Latitude	Category	Length(m)	
69	Rote	316079	122.50	10.53	V	1100	
70	Naikliu	316080	123.50	9.30	0	1500	3065 3066
71-	Kupang	316081	123.40	10.10	· · II	1050	3067
72	Atambua	316083	124.54	9.20	IV	1850 <u>-</u> 850 -	3068
73	Baucau	317084	126,23	8,37	Ш	3000 E	3070
74	Dili	317085	125.31	8.32	Ш	1750	3069
75	Singkawang II	418088	109.40	-1.05	IN IV	970	3003 3071
76	Pontianak	418089	109.24	0.09	I	1655	3072
71	Sanggau	418090	110.31	-0.09	0	600	3073
78	Putusibau	418091	112.56	-0.50	īV	850	3074
79	Sintang	418092	111.29	-0.04	N	900	3075
80	Ketapang	418093	109.58	1.51	IV	1000	3076
81	Muaratewe	419094	114.53	0.31	0	600	3077
82	Buntok	419095	114.50	1.44	IV	600	3078
83	Palangka Raya	419097	113.56	2.16	П	1650	3079
84	Sampit	419098	112.59	2.33	v	855	3080
85	Pangkalan Bun	419099	111.40	2.45	Ш	1600	3081
86	Rantau	420100	115.13	2.59		~	3082
87	Batu Licin	420101	115.59	3.28	0	1300	3085
88	Kotabaru	420102	118.26	3.17	Ш	900	3086
89	Banjarmasin	420103	114.45	3.27	I	1870	3083
90	Tanjung Selor	421104	117.26	-2,50	0	750	3089
	Long Bawan	421105	115,41	-3.52	v	700	3087
92	Tarakan	421106	117.34	-3,20	Ш	1650	3088
93	Tg.Redep	421107	117.26	2,09	v	760	3090
94	Samarinda	421109	117.09	0.27	Ш	900	3091
95	Balikpapan	421110	116.54	1.16	I *	1800	3092
96	Tanah Grogot	421111	116.13	1.52	IV	640	3093
97	Melangguane	522112	126.42	-4,03	IV	850	3094
98	Tahuna	522113	125.25	-3,43	IV	850	3095
99	Manado	522114	124.55	-1,32	I *	2500	3096
100	Bolaang Mongondow	l	124.22	-0.42	0	710	3097
101	Gorontalo	522116	122.55	-0.39	ш	1650	3098
102	Toli-Toli	523117	120.48	-1.08	IV	850	3099

Talbe-5.1(4/5) Data of Airport

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No.	Airport	City	Airport	location	Airport	Runway	Airport
	City Name	Code	Longitude	Latitude	Category	Longth(m)	Code
103	Palu	523118	119.53	0.55	II	1625	3100
104	Poso	523119	120.43	1.24	ĪV	1117	.3101
105	Salea	-523120		1.56	-	-	3102
106	ไมพบห	523121	122.46	1.01	IV	850	3103
107		523122	123.36	1,40	***	-	3104
108	Malili	524123	121.06	2.38	ĪV	850	3105
109	Mamuju	524124	119.02	2.35	IV	710	3106
110	Makale	524125	119,52	3.05	0	750	3107
111	Watampone	524127	120.05	4,55	-		3108
112	Ujung Pandang	524128	119,33	5.04	I*	2500	3109
113	Benteng	525130	120.33	6.06	-	-	3110
114	Kendari	525131	122.26	4.05	m	1650	3111
115	Kolaka	525132	121.32	4.18	IV	1050	3112
116	Kasiputo	525133	122.08	4.49	-		3113
117	Bau-Bau	525134	122.33	5.31	0	850	3114
118	Raha	525137	122.36	4.48	0	1200	3115
119	Morotai	626138	128.20	-2.04	v	1000	3116
120	Galela	626139	127.50	-1.49	IV	750	3117
121	Ternate	626140	127.26	-0.50	m	1400	3118
122	Buli Serani	626141	128.09	-1.12	-	-	3119
123	Labuha	626142	127.30	0.39	v	850	3120
124	P.Obi	626143	127.35	1.23	·	-	3121
125	P.Gebe	626144	129.48	0.13	_	-	3122
126	Mangole	626145	125.09	1.47	.V *	1200	3123
127	Taliabu	626146	124.33	1.37	0	900	3124
128	P.Burn	626147	127.05	3.15	۲V	1400	3125
129	Seram	626148	128.53	3.21	v	850	3126
130	Ambon	626149	128.05	3.42	П	1850	3127
131	Bula	626150	130.30	3.06	0	985	3128
132	Geser	626151	131.23	4.01	-	-	3129
133	Bandanaera	626152	129.55	4.35	V	700	3130
134	Langgur	626153	132.43	5,40	0	1300	3131
135	Saumlaki	626154	131.18	7.57	0	850	3132
136	P.Babar	626155	129,38	7.50	-	-	3133

Talbe-5.1(5/5)

Data of Airport

No.	Airport	City	Airport	Location	Airport	Runway	Airport
	City Name	Code	Longitude	Latitude	Category	Length(m)	Code
137	P.Wetar	626156	126.05	7,40	-	-	3134
138	P.Waka	626157	134.33	5,53	v	850	3135
139	P.Waigio	727158	130.53	0.22	•		3136
140	P.Salawati	727159	130.44	0.13	_	_	3137
141	P.Misool	727160	130.03	1.46	-	_	3138
142	Sorong	727161	131.07	0,56	ш	1650	3139
143	Manokwari	727162	134.03	0,53	Ш	1400	3140
144	Bintuni	727163	133.31	2.06	v	650	3141
145	Fak-Fak	727164	132.13	2.56	IV	630	3142
146	Kaimana	727165	133.41	3,39	v	1500	3143
147	Timika	727166	136.54	4.32	n	1800	3144
148	Paniai	727167	135.30	3.22	Ш	1150	3145
149	Enarotali	727168	136.25	3.55	ΓV	600	3146
150	Waren	727169	136.23	2.16	0	470	3147
151	Serui	727170	136.14	1.52	IV	650	3148
152	Sarmi	727171	138.45	1.51	IV	900	3149
153	Jayapura	727172	140.31	2.34	П	1850	3150
154	Oksibil	727173	140.36	4.51	v	600	3151
155	Jayawijaya	727174	138,57	4.04	Ш	1500	3152
156	Agast	727175	138,15	5.31	0	1000	3153
157	Kepi	727176	139,27	6,40	V	675	3154
158	Tanah Merah	727177	140.18	6.06	IV	1050	3155
159	Merauke	727178	140,28	8.37	Ш	1850	3156
160	Okaba	727179	139.42	8.06	v	600	3157
161	Kimaan	727180	138.51	7.52	0	600	3158
162	Biak	727181	136.07	1.12	11 +	3570	3159

\* : International Airport

- : No Airport

Source : 1) AERONAUTICAL INFOMATION PUBLICATION INDONESIA (A.I.P)

Aeronautical Information Service, D.G.A.C

- 2) DIRECTORY OF AERODROMES FOR LIGHT AIRCRAFT, VOL. I & H Ninth Edition, 1987 (DOK.PA.500.1.87), Aeronautical Information Service, D.G.A.C
- 3) DATA DAN PRASARANA POKOK BANDAR UDARA
  - POSISI : NOVENDER 1987 (D.G.A.C)

(58) The airport city name entered in the table is the name of the city where an airport is located.

(59) The city code consists of 7 digits. The first two digits stand for island names as defined below.

01 Sumatera
02 Jawa and Bali
03 Nusa Tenggara
04 Kalimantan
05 Sulawesi
06 Irian Jaya

The following two digits show the province an airport belong to.

01 DI. Aceh 02 Sumatera Utara 03 Sumatera Barat 04 Riau 05 J amb i 06 Sumatera Selatan 07 Bengkulu 08 Lampung 09 DKI. Jakarta 10 Jawa Barat Jawa Tengah 11 12 DI. Yogjakarta Jawa Timur 👘 13 . 14 Bali Nusa Tenggara Barat 15 16 Nusa Tenggara Timur 17 Timor Timur Kalimantan Barat 18 Kalimantan Tengah 19 20 Kalimantan Selatan 21 Kalimantan Timur

22 Sulawesi Utara
23 Sulawesi Tengah
24 Sulawesi Selatan
25 Sulawesi Tenggara
26 Maluku
27 Irian Jaya

The last three digits are serial numbers.

(60)The location оf an airport is presented i n longitude and latitude in Table. The longitude i s expressed as longitude east in degrees. A positive latitude correspondes to the latitude south degrees and a negative latitude means the latitude north degrees.

(61) The airport category is the airport classification according to DGAC ( Directorate General of Air Communications ), The airports which were classified from Category-I to Category-V is controled by DGAC. The airports which have " O " in category column are owned by private companies or controled by Indonesian military.

(62) Runway length of an airport is given in meters. Runway length of an airport to be developed in future is not defined in this table.

(63) The airport code for computer calculation is use only for the relationship between estimation traffic demand forcast and basic aircraft specification estimation on data exchange.

# 5.05 EVALUATION OF MODEL PREPARATION OF AIRCRAFT SPECIFICATION

(64) To prepare the basic aircraft specifications, the computer program TCHART has been introduced. The variables to be input in the model are quoted from "Statistik Angkutan Udara, 1984". In addition, the following documents are referred to in the study.

- Directorat Jenderal Perhubungan Udara, Proyek Pengembangan Angkutan Udara
- Pengkajian Jaringan Trayek dan Pengguaan, Jenis Pesawat Untuk Rute Utama Term II
- Konsep Laporan Akhir (Draft Final Report), 1986, by PT. Lenggogeni

The actual block time to be compared with the estimated one has been extracted from the timetables of airlines.

(65) Cross checking has been made between an actual record and estimated one based on the model in respect to the following items.

- Flight frequency or number of flights per week
- Block time

The above two items have been focused on because of the reasons below. For estimate of flight frequency, the following factors have to be taken into account.

- Number of passengers per year
- Standard number of passenger seats of aircraft
- Passenger load factor

the above, number of passengers per year and passenger In load factor have been employed from the actual records. The standard number of passenger seats has been given by the relation stated in para.(6). As such, the number οf passenger seats has been checked and evaluated relative to the actual and the estimated flight frequencies.

(66) For estimation of block time, the following figures are given.

- Air route stage length

- Average cruising speed

The air route stage length has been calculated based on the actual air route. The average cruising speed has been obtained from the equation presented in para.(18). The maximum cruising speed for estimation of the average speed has been inferred from the equation cruising i n relation with the standard number of seats shown in para.(17). Thus, the comparison between the actual and the estimated block times corresponds to cross checking with the standard number of passenger seats.

(67) Cross checking has been made in respect of the following three types of aircraft since the data on other types of aircraft are deficient.

- ~ Aircraft with up to 50 seats
- Aircraft with up to 100 seats
- Aircraft with up to 340 seats

In fact, the maximum number of seats of these three types of aircraft spread over those of types of aircraft. It is thus considered that cross checking on the above three types of aircraft is sufficient to evaluate the automation model. The results of cross checking are summarized in Table-6.4. The deviation between estimation and actuality is less than 10 minutes for block time and is within 7% for flight frequency. As a while, it is considered that the model can be applied for preparation of specifications of aircraft to be allocated in future to specific air routes.

Air Route	Passenger Demand	Aircraft Model	No. of Seats	Passenger	Flight (No.of	Flight Frequency (No.of Flights/Week)	sk)	BIC	Block Time (hr:mim)	(a)
	(rax./rear)	~~	Actual	Estimation	Actual	Estimation (	(EST-ACT) /ACT	Actual	Estimation	Difference
Jakarta-Penpasar	467,350	DC-10 DC-10 A-300	226 · 244	340	10	נע                 	+0.02	1:45	1=38	-0:07
Jakar ta-Uj ungpandang	200, 598	A-300	244	340	28	29	+0.04	2:15	2:10	-0:05
Jakarta-Palesbang	287,725	DC-9	<u> </u>	100	70	75	+0.07	1:00	0:59	-0:01
Jakarta-Yogyakarta	179,845	DC-9	19	100	70	75	+0.07	1:05	1:02	-0:02
Jakarta-Banjarmasin	45,158	DC-9	47	100	001	20	+0.07	1:40	1:36	-0:04
seoarang-Surabaya	62,440	F-20	ы 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100	50	26	-0.07	0:45	0:49	+0:04
Uiungoandang-Paiu	52,726		47 47 47	100	50	26	-0.07	1:10	1:02	-0:08
Ujungpandang-Kendari	47,350		ទទ	100		2 2 2 1	-0.07	0:20	20.0 .0	+0:03
Kedan-Randa Ache	37,320	F-28		100	भ 	21	-0.07	0:55	0:59	+0:04
salikpapan-8anjaraasin	87,452	HS-748	47	20	25	54	+0.04	[:10 ·	1:10	0:00
Balikpapan-Falu	41,148	HS-748	47	100 00	03 64	. 29	+0.04	L: 10	1:09	-0:01
Bandung-Yogyakarta	7,575	H5-748	47	50	ę	-0	0	1:10	1:09	-0:02
Yogvakarta-Surabaya	21,116	f-27	+++++++++++++++++++++++++++++++++++++++	50				1:10	1:06	-0:04

#### 5.06 ESTIMATION OF BASIC AIRCRAFT SPECIFICATIONS

(68) Basic specifications of aircraft to meet the air traffic demand of the domestic airlines anticipated by the year of 1994 and 2004 has been studied on the projection of traffic demand in the previous section.

(69) The air traffic demand employed in the preparation of aircraft specifications is the total annual traffic demand assigned to the respective specific air route based on the traffic demand forcast presented in Section 4 in terms of the origin/destination trips numbers. ( O-D tables of airport - airport air traffic demand are presented in Appendix-5.1 and -5.2.)

The air routes taken into account comprise the existing airways and the future potential air routes as discussed in Section 4.

The conceivable air routes will come up to 219 routes in the year 1994 with the projected passengers of about 12.8 million. In 2004, there will be 235 routes and 16.7 million passengers approximately.

(70) The route characteristics, which give the stage length and the annual passengers, can be classified as shown in Table-5.3. The average stage length and average number of passengers are classified into short (up to 300 km), medium (from 300 to 900 km), and long hauls (more than 900 km), and given in Table-5.4.

(71) The aircraft to be allocated to each air route have been selected based on the minimum direct operating cost ( DOC/seat-mile ), but the type and size of aircraft selected in such manner are greatly affected by the runway length of the airports at both ends of route. Therefore, the following three scenarios have been assumed in selecting

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	1.1	Pax-km	(X10 <sup>5</sup> )	570	2539	2211	3037		8356	516	3231	3357	4056		11161	• •	
Total		Pax.	(X103)	1502	4159	3647	3454	0	12763	1356	5821	4526	5041	0	16742		
		Route		116	74	21	×	0	219	103	98	24	10	0	235	с. 1. г.	
,	~	Pax-km	(X10 <sup>5</sup> )	120	1283	944	1973	0	4320	114	1606	1700	2606	0	6026		
Long haul	~006)	Pax.	(X10°)	02	829	830	1619	0	3348	84	1.266	1019	2234	0	4603	1	
Lc	<b>)</b>	Route		ŝ	11	5	4	0	23	e S	18	9	5	0	32	· · ·	
		Pax-km	(X10 <sup>6</sup> )	313	611	1143	1064	0	3431	299	1.098	1506	1419	0	4322		
Medium hau)	300~900	Pax.	(X10 <sup>3</sup> )	718	1728	2024	1835	0	6305	690	2061	2710	2477	0	7938	. ·	
Me		Route		53	30	12	4	0	66 6	47	35	14	4	0	100		
	<u> </u>	Pax-km	(X10 <sup>6</sup> )	133	344	123	0	0	600	104	527	151	31	0	813		
Short hau	~300	Pax.	(x10 <sup>2</sup> )	713	1600	793	0	0	3106	583	2495	262	331	0	4205		
S	)	Route		60	33	4	0	0	67	53	45	4		0	103		
Distance	(km)	Demand	(X10 <sup>3</sup> )	- 30	30 ~ 120	120 ~ 300	300 ~ 900	~ 006	Total	~ 30	30 ~ 120	120 ~ 300	300 ~ 900	~ ~ 006	Total		
/		Year			L	·	1994	L			<u>ı</u>	<del>ا</del> ــــ	2004	i			

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Average	Route Pax.	(x103)	32	64	146	-	58	41	62	144	17
Average	Stage Length	(km)	193	544	1290	-	655	193	544	1309	667
Pax-km	(X10 <sup>6</sup> )		600	3431	4320		8356	813	4322	6026	11161
Pax.	(x10 <sub>3</sub> )		3106	6305	3348		12763	4205	7938	4603	16742
Route			37	66	23		219	103	100	32	235
ice			( ~300)	(300~900)	( -006)		Route	( ~300)	(300~900)	( ~006)	Soute
Distance	(km)		Short haul	Medium haul (300~900)	Long haul		Total Route	Short haul	Medium haul (300~900)	Long haul	Total Route
Year				1994	L	<b></b> .			2004		

(Summing-up) Characteristics Route Table-5.4

#### (72) SCENARIO - A

It is assumed in this scenario that the construction and extension of airports for each route are implemented in the most favorable way for the particular aircraft chosen for each route.

Therefore, the aircraft operating cost is minimum and the amount of investment on construction and extension of airports is maximum in this case.

(73) SCENARIO - B

Senario-B is a compromize plan between those in Scenario-A and Scenario-C. The investments on extension of existing airports and construction of new airports including hydroport in the period of the year 1994 and 2004 have been assumed as given in Para.(81), and fleets including amphibians, as well as conventional airplanes, have been studied.

It has been assumed that helicopters may be allocated when the stage length is not more than 100 km and there is no airport in either of ends of a route. It has also been assumed the STOL planes may be allocated when at least one of airports of a route has runway 3,000 feet or more in length, and it is constrained to use aircraft having 20 or 30 seats.

#### (74) SCENARIO - C

In this scenario, it is assumed that no new investment is made for construction of new airports and/or extension of existing airports. This is, the optimal aircraft ( a conventional airplane, and with DOC minimum for a route) is selected in case that the runway length of the airports at both ends of a route are sufficient for the takeoff and landing field length of the economically optimal aircraft.

Otherwise, that is, if the takeoff and landing field lengths of optimul aircraft is longer than the available runways, an aircraft having smaller number of seats and capable of takeoff and landing on available runways are selected.

These procedure for aircraft selection are illustrated in Figure 5.1.

1) In the case of SCENARIO - A

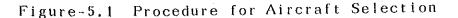
(75) A total of 162 airports have been studied for air net work among 181 zones to which the territory of the Republic of Indonesia is divided, including imaginary airports to be constructed in establishing the air traffic demand forecast as well as existing ones ( presented in Table-5.1).

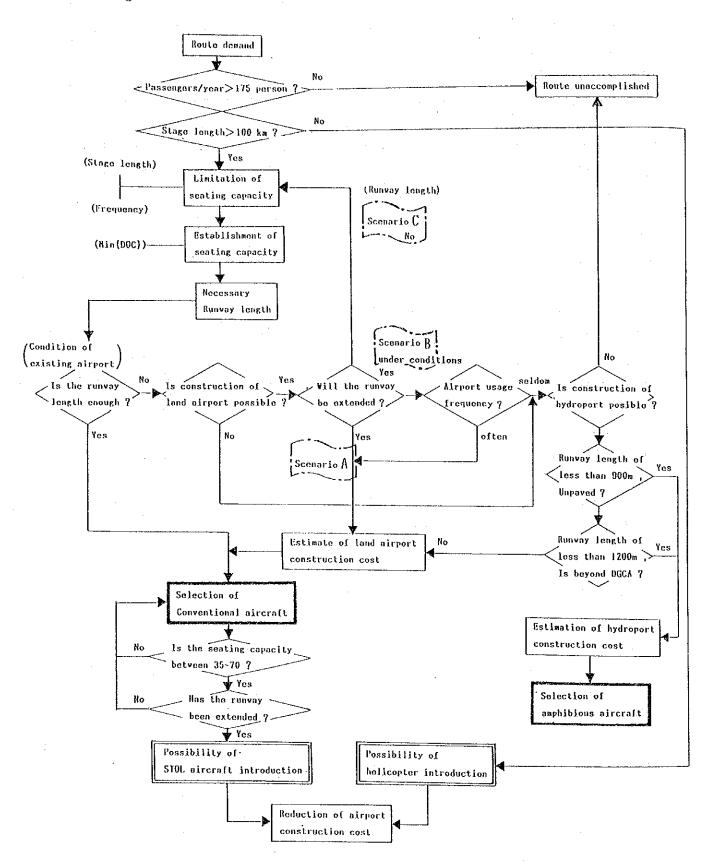
But, Scenario-A produces the data of new airports required and those of airports to be extend, including runway length required, when the optimal aircraft for each route is determined.

The number of aircraft which required in meeting (76)each air route ( airport to airport ) for air of demand in the year 1994 and 2004 have been traffic demand size and number of aircraft were shown i n estimated. the Table-5.5.

In this scenario, it is assumed that the construction and extension of airports for each route are implemented in the most favorable way for the particular aircraft chosen for each route, therefore, there are necessity for construction and extension of airports shown in Table-5.6 (year : 1994) and Table-5.7 (year : 2004).

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Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km (x10 <sup>6</sup> )	Route
10	23	389	120	17.1	23
20	37	625	385	97.2	37
35	56	1206	1277	389.5	54
50	32	823	1266	424.0	32
70	15	394	847	401.8	15
100	19	519	1589	969.8	19
150	. 14	462	2127	1031.5	13
225	16	398	2744	2679.8	11
340	5	110	892	1239.5	4
510	4	124	1512	1105.2	4
Total	221	5050	12760	8355.4	212

Aircraft Type : Conventional

Table-5.5(2/2) Fleet in 2004 (Scenario-A)

			÷.,
Aircraft	Туре	:	Conventional

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km (x10 <sup>6</sup> )	Route
. 10	21	389	120	16.9	21
20	33	602	370	88.4	33
35	46	1013	1072	310.7	45
50	40	1046	1608	552.8	40
70	23	684	1469	596.5	23
100	25	681	2085	1309.2	25
150	17	399	1849	1712.7	15
225	26	710	4881	3641.3	16
340	. 4	113	918	841.4	3
510	7	192	2349	2088.3	6
Total	242	5829	16720	11158.2	227

Aircraft Type :	Helicopter
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	II VI GI G	1970 110.10				
Γ	Seat	No.of A/C	Flt/Week	Pax (x103)	Pax*Km(x10 <sup>6</sup> )	Route
F	10	2	60	18	1.6	1
	Total	2	60	18	1.6	1

## Table-5.6(1/3) Airport Extension and Construction ( Year:1994 , Scenario-A )

Airport Extension

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		Zoon	Current	Runway Length	
No.	City Name	No.	Runway Length	After Extension	Max Seats
			(m)	(m).	
1	Banda Aceh	2	1850	2800	225
2 :	Sinabang	5	750	1400	50
3	Tapaktuan	8	750	800	20
4	Prapat	12	750	800	20
5	Sibolga	14	1400	1800	70
6	Padang Sidempuan	15	750	1100	35
7	Gunung Sitoli	16	750	1400	50
8	Padang	21	2500	2900	510
9 -	Sipora	23	750	1100	35
10	Pakanbaru	25	2150	2900	340
11	Pengat	26	1300	1800	70
12	P.Batam	27	2500	2800	225
13	Jamb i	30	1670	2400	150
14	Muara Bungo	31	815	1100	35
15	Palembang	34	2200	2900	510
16	Muara Enim	36	900	1100	35
17	Bangka	38	1520	2400	150
18	Tanjung Pandan	39	1650	2400	150
19	Bengkulu	40	1800	2000	100
20	Tanjung Karang	42	1520	2800	225
21	Bandung	51	2000	2400	150
22	Cirebon	52	725	1400	50
23	Semarang	55	1650	2400	150
24	Cilacap	56	660	1800	70
25	Solo	59	1850	2000	100
26	Yogyakarta	60	1850	2800	225
27	Ampenan	68	1600	1800	70
28	Kupang	81	1850	2800	225
29	Atambua	83	850	1100	35
30 ·	Singkawang II	86	970	1400	50

#### Table-5.6(2/3)

## Airport Extension and Construction ( Year:1994 , Scenario-A )

		Zoon	Current	Runway Length	
No.	City Name	No.	Runway Length	After Extension	Max Seats
	·····		(m)	(m)	. · ·
31	Pontianak	89	1655	2900	510
32 -	Sanggau	90	600	1100	35
33	Putusibau	91	850	1100	35
34	Sintang	92	900	1400	50
35	Ketapang	93	1000	1100	35
36	Muaratewe	94	600	800	20
37	Buntok	95	600	800	20
38	Palangka Raya	.97	1650	1800	70
39	Sampit	98	855	1400	50
40	Kotabaru	102	900	1800	70
41	Banjarmasin	103	1870	2800	225
42	Tanjung Selor	104	750	1100	35
43	Long Bawan	105	700	1100	35
44	Tarakan	106	1650	2000	100
45	Tanjung Redep	107	760	1100	35
46	Samarinda	109	900	2400	150
47	Balikpapan	110	1800	2900	340
48	Tahuna	113	850	1400	50
49	Manado	114	2500	2800	225
50	Toli-Toli	117	850	1100	35
51	Palu	118	1625	2000	100
52	Luwuk	121	850	1400	50
53	Malili	123	850	1100	35
54	Mamuju	124	710	800	20
55	Makale	125	750	2000	100
56	Ujung Pandang	128	2500	2900	340
57	Kolaka	132	1050	1100	35
58	Bau-Bau	134	850	1100	35
59	Ambon	149	1850	2900	340
60	Bandanaera	152	700	800	20

#### Table-5.6(3/3)

Airport Extension and Construction ( Year:1994 , Scenario-A )

Airport Extension

No.	City Name	Zoon No.	Current Runway Length	Runway Length After Extension	Max Seats
		_	( m )	(m)	
61	Sorong	161	1650	1800	70
62	Fak-Fak	164	630	1100	35
63	Paniai	167	1150	1400	50
64	Enarotali	168	600	800	20
65	Serui	170	650	1100	35
66	Jayapura	172	1850	2400	150
67 -	Oksibil	173	600	800	20
68	Agast	175	1000	1100	35

Airport Construction

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No.	City Name	Zone	Runway Length	Max Seats
		No.	(m <sup>°</sup> )	
1	Kotabumi	·41	1100	35
2	Sukabumi	49	1100	.35
3	Kediri	62	1100	35

#### Table~5.7(1/3)

## Airport Extension and Construction ( Year:2004 , Scenario-A )

.

		Zoon	Current	Runway Length	
No.	City Name	No.	Runway Length	After Extension	Max Seats
			(m)	(m)	
1	Banda Aceh	2	1850	2900	340
.2	Sinabang	5	750	1400	50
3	Tapaktuan	8	750	1100	35
4	Prapat	12	750	800	20
5	Sibolga	-14	1400	2000	100
6	Padang Sidempuan	15	750	1100	35
7	Gunung Sitoli	16	750	1800	70
8	Padang	21	2500	2900	340
9	Sipora	23	750	1400	50
10	Duma i	24	1800	2000	100
11	Pakanbaru	25	2150	2900	510
12	Rengat	26	1300	1800	70
13	Natuna	29	1500	1800	70
14	Jamb i	30	1670	2800	225
15	Muara Bungo	31	815	1400	50
16	Palembang	34	2200	2800	225
17	Muara Enim	36	900	1400	50
18	Bangka	38	1520	2800	225
19	Tanjung Pandan	39	1650	2800	225
20	Bengkulu	40	1800	2000	100
21	Tanjung Karang	42	1520	2800	225
22	Bandung	51	2000	2400	150
23	Cirebon	52	725	1400	50
24	Semarang	55	1650	2900	510
25	Cilacap	56	660	1800	70
26	Solo	59	1850	2400	150
27	Yogyakarta	60	1850	2900	340
28	Malang	65	2250	2400	150
29	Ampenan	68	1600	2000	100
30	Kupang	81	1850	2400	150

#### Table-5.7(2/3)

## Airport Extension and Construction ( Year:2004 , Scenario-A )

		Zoon	Current	Runway Length	
No.	City Name	No.	Runway Length	After Extension	Max Seats
			(m)	(m)	
31	Atambua	83	850	1100	35
32	Singkawang II	86	970	1800	70
33	Pontianak	89	1655	2800	225
34	Sanggau	90	600	1100	·· 35
35	Putusibau	91	850	1100	35
36	Sintang	92	900	1400	50
37 ·	Ketapang	93	1000	1400	- 50
38	Muaratewe	94	600	800	20
39	Buntok	95	600	1100	35
40	Palangka Raya	97	1650	2000	100
41	Sampit	98	855	1800	· 70
42	Kotabaru	102	900	1800	70 -
43	Banjarmasin	103	1870	2800	225
44 .	Tanjung Selor	104	750	1100	35
45	Long Bawan	105	700	1400	50
46	Tarakan	106	1650	2400	150
47	Tanjung Redep	107	760	1400	50
48	Samarinda	109	900	2800	225
49	Balikpapan	110	1800	2900	510
50	Tanah Grogot	111	640	1400	50
51	Tahuna	113	850	1400	50
52	Gorontalo	116	1650	1800	. 70
53	Toli-Toli	117	850	1100	35
54	Palu	118	1625	2400	150
55	Luwuk	121	850	1400	50
56	Malili	123	850	1100	35
57	Mamuju	124	710	1100	35
58	Makale	125	750	2400	150
59	Ujung Pandang	128	2500	2800	225
60	Kendar i	131	1650	2000	100

Table-5.7(3/	3)
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Airport Extension and Construction ( Year:2004 , Scenario-A )

		Zoon	Current	Runway Length	
No.	City Name	No.	Runway Length	After Extension	Max Seats
			( m )	(m)	
61	Bau-Bau	134	850	1100	35
62	Galela	139	750	800	20
63	Ternate	140	1400	1800	70
64	Ambon	149	1850	2900	510
65	Bandanaera	152	700	1100	35
66	Sorong	161	1650	1800	70
67	Bintuni	163	650	800	20
68	Fak-Fak	164	630	800	20
69	Paniai	167	1150	1400	50
70	Enarotali	168	600	800	20
71	Serui	170	650	1100	35
72	Jayapura	172	1850	2800	225
73	Oksibil	173	600	1100	35
74	Agast	175	1000	1400	50

Airport Construction

No.	City Name	Zone	Runway Length	Max Seats
		No.	(m)	
1	Kotabumi	41	1400	50
2	Sukabumi	49	1100	35
3	Kediri	62	1100	35

(77) According to the assumption that the existing airports are usable for airliner completely, the airports to be constructed are only three by the year 1994, and three by 2004, however, the runway length to be extend are calculated at 68 airports by the year 1994 and 74 airports by 2004.

(78) In Scenario-A, the routes which have been allocated no aircraft, because of their few demand or insufficient range on the suitable aircraft, are only seven routes in both year 1994 and 2004, and were shown in Table-5.8. The percentage satisfaction of routes and passengers are shown below.

	Demand	SCENARIO-A	Percentage
( Year : 1994 )			Satisfaction
Routes	219	212	97%
passengers (x10 <sup>6</sup> )	12.76	12.76 a	bout100 %
( Year : 2004 )			
Route	23		8 96 %
Passengers (x10	<sup>6</sup> ) 16.7	4 16.7	4 about100 %

(79) The classification of aircraft in the aircraft deployment study are based on the following.

	Light planes			:	10	seats	and	less	
	Small aircraft	Class	Ι	:	35	seats	and	less	
		Class	ΙΙ	:	50	seats	and	less	
-	Medium aircraft	Class	I	:	100	seats	and	less	
		Class	ΙI	:	150	seats	and	less	
-	Large aircraft	Class	I	:	225	seats	and	less	
		Class	II	:	510	seats	and	less	

(80) The airports were classified according to whether they are land based or water based, paved or not paved, and their runway length as below.

5-50

No.		City	Pair		Dist	Demand	Reason
				Zone No.	(Km)	/Year	
1	Lhok Seumawe	3	Meulaboh	4	112	126	*1
2	Padans	21	Dumai	24	299	508	*2
3	Atambua	83	Dili	85	112	22	*1
4	Tanah Merah	177	Herauke	178	280	756	*2
5	Seran	148	Langgur	153	497	116	*1
6	kaimana	165	Tinika	166	370	720	*2
7	Timika	166	Jayapura	172	457	720	*2
		То	tal	ù#wie#h <b>a</b>	·	2968	

Table-5.8 Unaccomplished Air Routes (Year:1994, Scenario-A)

(Year: 2004, Scenario-A)

No.	· · ·	City	Pair		Dist	Demand	Reason
				Zone No.	(Km)	/Year	
1	Lhok Seumawe	3	Neulaboh	4	112	158	*1
2	Padang	21	Dumai	24	299	678	<b>*2</b>
3	Atambua	83	Dili	85	112	26	*1
4	Tanah Merah	177	Merauke	178	280	944	*2
5	Seram	148	Langgur	153	497	148	*1
6	ka imana	165	Tinika	166	370	896	*2
7	Tinika	166	Jayapura	172	457	896	*2
	······································	То	tal			3746	

\*1 Passengers (Demand) are less than 175 persons/year

\*2 Insufficiency of range for suitable aircraft

( include Heliport ) up to 600 m ( not paved , grass surface ) More than 600 m ( paved surface ) More than 600 m ( not paved , grass surface ) More than 800 m ( paved surface ) More than 800 m ( paved surface ) More than 1100 m ( paved surface ) More than 1500 m ( paved surface ) More than 2100 m ( paved surface ) More than 2500 m More than 3000 m ( paved surface ) Hydroport

(81) The estimation for Scenario-A and aircraft distribution and airport required are presented in Table5.9 (year: 1994) and Table-5.10 (year: 2004)

2) In the case of SCENARIO-B

(82) In Scenario-B, the domestic airports in Indonesia are classified into the following three categories.

- Major National Airport

Airports which are particular importance in constituting a nation-wide, major air network, which are provided with sufficient facilities for allocation of large aircraft

( The aircraft which have up to 510 seats with jet engines can takeoff and land on these airports.)

- National Airport

Airports which are necessary in constituting a nation-wide air network, sufficiently equipped to allocate medium size aircraft.

( The aircraft which have up to 150 seats with

(Year : 1994 , Scenario - A ) Aircraft Distribution and Required Airports for Air Traffic Demand Table-5.9

.

	Airp	ort					AILC	raft				A	Ir Tr	affic	c Den	and
Runway	No.of	1/0 L/D	Extension	Light	Small	Plane	Medium	Plane	Large	а.	Total	No.of	Stage	Flight	Annual	Pax.Km
Condition	Airport	x 10°/Y	(m)	Plane	,	П	1	=				Route			Pax.x10 <sup>3</sup>	x10 <sup>6</sup>
-600m (Inc. Heliport)	0	0	0	0		· · ·			-	·	0	0	0	0	0	0
Grass≧ 600m	ц,	~*	0	ហ						~~~	ц	ស	805	12	28	4
Paved≩ 600m	0	0	0	0			-			· · · · ·	0	0	0	0	• •	0
Grassa 800m	0	10	590	m	Ø						11	11	2305	53	107	22
Paved≩ 800m	11	12	200		13						14	14	3467	58	144	32
Paved≩l100m	45	32	13495	21	54	14					68	88	24301	219	1668	458
Paved≧1500m	24	80	5565	o	53	12	18				68	67	24353	134	2363	821
Paved≩2100m	∞	49	5560	63	16	g	~	00			30	8	14954	119	2414	912
Paved N2500m	15	178	11305	μ	80 CL	24	8	G	13	~~~~	144	137	71145	431	9420	6822
Paved≥3000m	4	82	<b>o</b> .	•	∞ .	60	13	14	19	10	72	83	49642	239	1426	7507
Sub Total	121	520	37015	46	186	64	89	28	8	18	442	424	190972	1266	25515	16708
Ro. of Route Ro. of Route Flight Annual Pax. Km				23 56 120 17	91 262 1662 487	32 32 118 1266 424	34 34 130 2436 1372	13 66 2127 1032	11 57 2744 2680	8 33 2404 2345						
Total	121	520	37015	3	83	32	34	14	16	ອ ອ	221	212	95486	633	12757	8354

Aircraft Distribution and Required Airports for Air Traffic Demand (Year : 2004, Scenario - A)

Table-5.10

jet engines can takeoff and land on these airports. )

- Regional Airport

Airports which are required in establishing intra-regional air routes and pioneer airlines, are suitable to small aircraft or light planes.
( The aircraft which have up to 50 seats with turboprop engines can takeoff and land on these airports. )

(83) In accordance with the aircraft classification criteria based on regulations of DGAC, Existing airports in Indonesia are classified into CATEGORY-I to CATEGORY-V. Then, correspondance between two classicications are presented follows.

	CATEGORY ( by the Regulations		Classifications on this study		
	. I	 <u>1</u> 2	Major National	1 2	B-747,DC-10
	I I I I I	1 2 1 2	National	1 2 1 2	DC-9 F-28
-	I V V	1 2 1 2	Regional	1 2 1 2	F - 27 CN - 212

(84) It is assumed in this scenario that, while the existing land based airports are effectively utilized, the repletion of major national airports, national airports and regional airports are implemented by certain extent before and in the period from the year 1994 to 2004, corresponding to overall air traffic demand and growth of routes.

5--55

Evaluation of Scenario-A indicate that the (85) repletion of national and regional airports is important to the future air traffic demand. Therefore, it was meet to establish the runway extension of national assumed airports which have up to 1.0 million of passengers for departure and arrival, and regional airports which have more for departure or 30 thousand of passengers and than 20 arrival approximately.

(86) When the airports extension were established, it had been paid attention that the extended airports must be distributed impartially in the territory of Indonesia. Moreover, if some air route have no airports at both or either of the ends, or some airport have only one or two air routes and its runway is about 1,000 m and below in length, the hydroport system combined with amphibian airplanes was assumed instead of land airports, which will be able to be constructed for more low investments than land airport construction or extension.

(87) According to the above assumptions, the airports repletion until the year 1994 or 2004 is shown as below.

•

	Class of Airports	Number	of airports
		199	4 2004
Airport	* Magor national Airport	0	· 1 ·
Extension	* National Airport	6	13
	* Regional Airport	5	15
Airport	* Land Airport	1	1
Construction	* Hydroport	6	21

( Number of airports in 2004 include the number of airports which have been already constructed or extended until 1994 ) (88) The airport repletion schedules on the year 1994 and 2004 is illustrated in Table-5.11, -5.12 and Figure-5.1, -5.2.

(89) The number of aircraft which required in meeting demand of each routes in the year 1994 and 2004 have been estimated, the size and number of aircraft are shown in Table-5.13.

In Scenario-B, the routes which have been allocated no aircraft, because of their few demand or insufficient range on the suitable aircraft, are 17 routes in the year 1994 and eight routes in 2004, were shown in Table-5.14. The percentage satisfaction of routes and passengers are shown below.

· ·	Demand	SCENAR IO-0	C Percentage
( Year : 1994 )			Satisfaction
Routes	219	202	92 %
Passengers (x10 <sup>6</sup> )	12.76	12.49	98 %
( Year : 2004 )			
Routes	235	227	96 %
Passengers (x10 <sup>6</sup> )	16.74	16.66	about100 %

(90) The estimation for Scenario-B and aircraft distribution and airports required are presented in Table-5.15 (year : 1994), Table-5.16 (year : 2004). In these tables, It has been assumed that helicopters may be allocated when stage length is not more than 100 km and there is no airport on one end of the route. It has also been assumed the STOL planes may be allocated when at least one of airports of a route has runway 3,000 feet (914 m) or more in length, in addition, the allocated aircraft constraind having 20 to 35 seats. Table-5.11

Airport Repletion Schedule (Year:1994, Scenario-B)

Airport Extension

:	· · ·	Zoon	Current	Runway Length	
No.	City Name	No.	Runway Length	After Extension	Max Seats
			( m )	(m)	
1	Tanjung Karang	42	1520	1800	70
2	Buntok	95	600	1100	35
3	Yogyakarta	60	1850	2400	150
4	Pontianak	89	1655	2000	100
5	Banjarmasin	103	1870	2400	150
6	Long Bawan	105	700	1100	35
7	Tarakan	106	1650	1800	70
8	Samarinda	109	900	1400	50
9	Balikpapan	110	1800	2400	150
10	Bintuni	163	650	800	20
11	Serui	170	650	1100	35

Airport Construction

No.	. City Name Zone Runway Len	Runway Length	Max Seats	
		No.	(m)	
1	Kotabumi	41	1100	35

Hydroport Construction

No.	City Name	Zone	Max Seats
		No.	
1	Sukabumi	49	35
2	Cilacap	56	50
3	Kediri	62	35
4	Singkawang II	88	50
5	Kotabaru	102	50
6	Bandanaera	152	20

Table-5.12(1/2)

# Airport Repletion Schedule ( Year:2004 , Scenario-B )

		Zoon	Current	Runway Length	[
No.	City Name	No.	Runway Length	After Extension	Max Seats
	· · · ·		(m)	(m).	
1	Rengat	26	1300	1400	50
2	Muara Bungo	31	815	1100	35
3	Muara Enim	36	900	1100	35
4	Bangka	38	1520	1800	70
5	Tanjung Karang	42	1520	1800	70
6	Semarang	55	1650	2400	150
7	Yogyakarta	60	1850	2400	150
8	Ampenan	68	1600	2000	100
9	Pontianak	89	1655	2000	100
10	Sanggau	90	600	1100	35
11	Muaratewe	94	600	800	20
12	Buntok	95	600	1100	35
13	Palangka Raya	97	1650	1800	70
14	Banjarmasin	103	1870	2400	150
15	Long Bawan	105	700	1100	35
16	Tarakan	106	1650	1800	70
17	Samarinda	109	900	1400	50
18	Balikpapan	110	1800	2400	150
19	Palu	118	1625	1800	70
20	Ujung Pandang	128	2500	2800	225
21	Kendar i	131	1650	1800	70
22	Galela	139	750	800	20
23	Ambon	149	1850	2000	100
24	Bintuni	163	650	800	20
25	Fak-Fak	164	630	800	20
26	Enarotal i	168	600	800	20
27	Serui	170	650	1100	35
28	Oksibil	173	600	800	20
29	Кері	176	675	800	20

#### Table-5.12(2/2)

# Airport Repletion Schedule (Year:2004 , Scenario-B )

Airport Construction

No.	City Name	Zone	Runway Length	Max Seats
- <b>4</b> 2		No.	( n )	
1	Kotabumi	41	1100	35

Hydroport Construction

llydrop	ort Construction		
No.	City Name	Zone	Max Seats
		No.	
1	Sinabang	5	20
2	Padang Sidempuan	15	35
3	Gunung Sitoli	16	50
4	Sukabumi	49	35
5	Cirebon	52	50
6	Cilacap	56	50
7	Kediri	62	35
8	Sabu	78	20
9	Singkawang II	88	50
10	Sampit	98	20
-11	Kotabaru	102	50
12	Tanjung Selor	104	35
13	Tanjung Redep	107	35
14	Tanah Grogot	111	50
15	Toli-Toli	117	35
16	Luwuk	121	20
17	Malili	123	35
18	Mamuju	124	35
19	Makale	125	50
20	Bau-Bau	134	35
21	Bandanaera	152	35

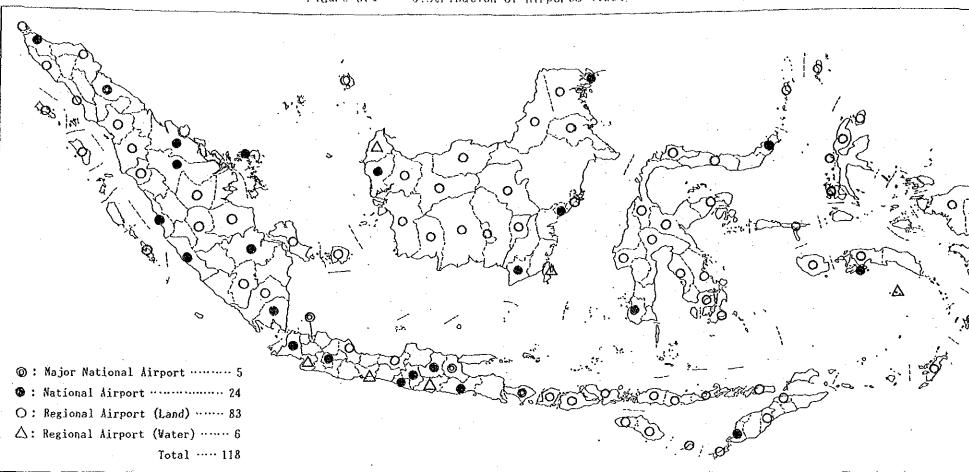
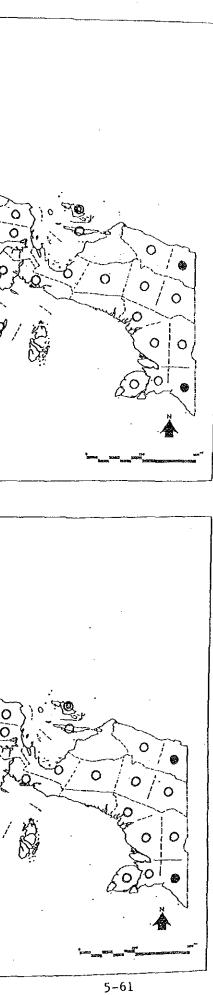


Figure-5.2 Distribution of Airports (2004) ···· Scenario-B



Figure-5.1 Distribution of Airports (1994)  $\cdots$  Scenario-B



# Table-5.13(1/2) Fleet in 1994 (Scenario-B)

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km(x10 <sup>6</sup> )	Route
10	66	1323	407	88.0	34
20	70	1232	757	221.2	47
35	34	772	818	256.6	30
50	69	1643	2525	1002.6	37
70	34	675	1452	1289.7	16
100	26	724	2223	1338.5	15
150	26	545	2509	2441.6	14
225	7	179	1239	1282.8	2
510	1	26	314	308.7	1
Total	333	7119	12244	8229.6	196

Aircraft Type : Conventional

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km(x10 <sup>6</sup> )	Route
20	1	26	16	3.6	1
35	2	: 55	57	13.1	2
50	4	116	178	51.1	3
Total	7	197	252	67.8	6

Table-5.13(2/2) Fleet in 2004 (Scenario-B)

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km(x10 <sup>6</sup> )	Route
10	30	652	200	27.3	21
20	58	1080	665	177.4	42
35	36	779	826	239.7	31
50	53	1370	2105	767.7	33
70	58	1294	2784	1911.3	31
100	42	1153	3536	2458.9	· 22
150	25	584	2691	2352.8	12
225	11	234	1604	2044.9	5
510	3	93	1132	880.9	2
Total	316	7239	. 15544	10860.9	199

Aircraft Type : Conventional

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km(x10 <sup>6</sup> )	Route
10	2	60	18	1.6	1
fotal	2	60	18	1.6	1

Aircraft Type : Amphibian

Seat	No.of A/C	Flt/Week	Pax (x103)	Pax*Km (x10 <sup>6</sup> )	Route
20	5	71	43	10.1	5
35	12	297	314	91.1	11
50	18	484	744	195.4	11
Total	35	852	1102	296.6	27

No.		City	Pair		Dist	Demand	Reason
			Zon	e No.	(Km)	/Year	
1	Lhok Seumawe	3	Meulaboh	4	112	126	*1
2	Padang	21	Dumai	24	299	508	*2
3	Atambua	83	Dili	85	112	.22	*1
4	Tanah Merah	177	Merauke	178	280	756	*2
- 5	Medan	10	Prapat	12	322	3254	*2
6	Seram	148	Langgur	153	497	116	*1
7	kaimana	165	Timika	166	370	720	*2
8	Timika	166	Jayapura	172	457	720	*2
9	Enarotali	168	Jayawijaya	174	281	9128	*2
10	Manokwar i	162	Fak-Fak	164	306	9924	*2
11	Mamuju	124	Ujung Pandang	128	282	13748	*2
12	Sorong	161	Fak-Fak	164	254	22918	*2
13	Muaratewe	94	Banjarmasin	103	326	11272	*2
14	Tanjung Selor	104	Samar inda	109	366	19488	*2
15	Tarakan	106	Tanjung Redep	107	610	10006	*2
16	Sinabang	5	Medan	10	298	34692	*2
. 17	Medan	10	Gunung Sitoli	16	279	51618	*2
ليسوب مرينيي <u>من</u>	<u> </u>	То	tal			189016	

Table-5.14 Unaccomplished Air Routes (Year:1994, Scenario-B)

(Year:2004, Scenario-B)

No.		City	Pair		Dist	Demand	Reason		
				Zone No.	(Kæ)	/Year			
1	Lhok Seumawe	3	Meulaboh	4	112	158	*1		
2	Padang	21	Dumai	24	299	678	*2		
3	Atambua	83	Dili	85	112	26	*1		
4	Tanah Merah	177	Merauke	178	280	944	*2		
5	Medan	10	Prapat	12	322	2326	*2		
6	Seran	148	Langgur	153	497	148	*1		
7	ka imana	165	Timika	166	370	896	*2		
8	Timika	166	Jayapura	172	457	896	*2		
	L	То	tal						

\*1 Passengers (Demand) are less than 175 persons/year

\*2 Insufficiency of range for suitable aircraft

(Year: 1994, Scenario - B) Aircraft Distribution and Required Airports for Air Traffic Demand Table-5.15

		Pax.x10 <sup>3</sup>	Pax.x10 <sup>3</sup> 0	Pax.x10 <sup>3</sup> 0 119	Pax.x10 <sup>3</sup> 0 119 198	Pax.x10 <sup>3</sup> 0 119 198 74	Pax.x10 <sup>3</sup> 0 119 198 74 74 593	Pax.x10 <sup>3</sup> 0 119 198 74 593 830	Pax.x10 <sup>3</sup> 0 119 198 74 593 593 830	Pax.x10 <sup>3</sup> 0 119 198 198 74 74 593 830 830 830	Pax.x10 <sup>3</sup> 0 119 198 593 593 5832 1843 1843	Pax.x10 <sup>3</sup> 0 119 198 198 593 593 5832 1843 1843 1843 5874 4	Pax.x10 <sup>3</sup> 0 119 198 593 593 5832 1843 1843 1843 1843 1843 1843 1843 1843	Pax.x10 <sup>3</sup> 0 119 198 198 593 5832 1843 1843 5874 4 5874 4 5874 1843 250 71 7 7	Pax.x10 <sup>3</sup> 0 1198 198 74 593 532 5832 5832 1843 1843 1843 1843 5874 4 5874 4 5874 1843 250 250 24984 18	Pax.x10 <sup>3</sup> 0 1198 198 593 593 5832 5832 5832 5832 5832 1843 5874 4 5874 1843 5874 1843 5874 1843 250 24984 18
	/Day		·	· .	· · · · ·					ດ 		Ω F Ω	∞ Ω ⊢ Ω	0 53 53 88 88 134 134 136 130 130 130 130 571 571 571 571 571 571 571 571 571 571	0 53 88 88 88 17 17 125 571 571 571 571 571 571 571 571 571 57	0 53 17 134 136 136 136 130 136 1324 25 1324 25 25 25 25 25 24 24 24 24 24 25
/Day			0									о н а н о н а п		7 0 1 0 1 1 1		
Route Length(km)	-	<b>Q</b> .	-	8 132	<u> </u>				F-1	0. H	н ц, н 					
Non Non	0		- - - - - - - - - - - - - - - - - - -		8	õ o										
Ħ													2	N	N N	314 H 200 309 4 H 200 300 4 H 200 300 300 4 H 200 300 4 H 200 300 300 4 H 200 300 300 4 H 200 300 300 4 H 200 300
p-4												. 4	4 6	4 61	4 01 41	10 4 1239 1233 1283
ц ц											· · · · · · · · · · · · · · · · · · ·	24		·		
▶			·····		-					40	40	40 15 20	40 15 20 45	40 15 20 45	40 15 120 120	40 15 20 45 45 45 3675 3675 200 2628
					-		r-			12						
ы w	ω	<u></u>	<u>ن</u>	Q		48	(S11) 31		(S4)	(S4) (S6) 52 (S4)	(S4) (S4) (S6) (S6) (S4) (S4)	(54) 33 (57 14) 38 (57 14) 58 (57 14) 39 (57	(S4) 82 33 (S4) 33 (S4) 14 (S6) 24) (S4) (S4) (S4) (S4) (S4) (S4) (S4) (S	38 (S4) (S5) (S5) (S5) (S5) (S6) (S6) (S6) (S6) (S6) (S6) (S6) (S6	(S4) 62 (S6) (S6) (S5) 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	(S4) 62 (S6) 14 (S5) 3 3 3 8 (S30) 80 (S30) 80 80 80 80 80 80 80 80 80 80 80 80 80
Plane 19 30 30 30	0 81 0 M	30 19	og m	ę	-	<u>ن</u>	 8[			53						
) B O O O O O O O O O O O O O	0 0 0 0	0 0 0	.0 0	0	<b></b>	150	2950			775	775 1680	775 1680 0	775 1680 0	775 1680 0	775 1680 0 5555 5555	775 1680 0 5555 5555
x 10 <sup>3</sup> /Y 0 20	<u> </u>	50		33	1-	52	 S	1 70	20	559	22 51 51	22 226 51 142	51 51 142 162	51 51 142 162 162	226 226 142 162 162 754 754	226 226 142 162 754 754
Airport 8 0	0 00	¢	>	<b>б</b> і	~	50	(S)	22	ଷ ଥି	(23 33 (25 53 (23 33 (25 53 53 53 53 55 55 55 55 55 55 55 55 55	§ ~ § ਜ § ~	∞ § ° § ≊ § × 8	§ ≁ ∞ §§ ∾ §3 ∃ §5 %	ο [S] 4 8 [S] 3 3 [S] 4 8 [S] 3 8 [S] 3 9 [S] 3 9 [S] 3 9 [S] 3 9 [S] 5 9 [S]	22 (S2) 31 (S3) 33 (S2) 6 6 (S2) 8 8 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) 33 (S2) (S2) (S2) (S2) (S2) (S2) (S2) (S2)	22 33 33 52 6 6 7 13 8 5 23 3 3 3 3 2 5 2 3 3 3 3 2 5 2 3 3 3 3
	-600m	(inc. Heliport)	Grass≩ 600m	Paved Z 600m	Grass≧ 800m	Paved≩ 800m		aved≥1100∎	1ved≧1100 <b>¤</b>	aved≧1100m aved≧1500m	aved 21100m aved 21500m aved 22100m	aved≧1100m aved≧1500m aved≧2100m aved≧2500m	aved 21100m aved 21500m aved 22000m aved 22500m	aved 21100m aved 21500m aved 2200m aved 22500m aved 23000m aved 23000m	aved 21100m aved 21500m sved 22100m aved 2500m aved 23000m ived 23000m sved 23000m Sub Total	Paved 21100m Paved 21500m Paved 22500m Paved 2500m Hydro Port Kub Total Sub Total Sub Total No. of Route Flight Annual Pax. Km

() --- It's able to select STOL:(S) or Helicopter:(H) alternatively

(Year: 2004, Scenario - B) Aircraft Distribution and Required Airports for Air Traffic Demand Table-5.16

Runway No.of T. Condition Airport x ~600 1 fine.hellport) (H1) Grass≧600 2 Paved≧ 600 2			The second se								A	3 T T T Z	<b>7</b> 7 7 7	U 0 10	ច
Airport x (H1) 2 2 2		Extension	Light	Small	Plane	Medium	Plane	Large	Plane (	Total	No.of	Stage	Flight	fanua l	Pax.Km
	10°/Y	(H)	Plane				п		n		Route	Length (km)	/Day	Pax. x10 <sup>3</sup>	×10 <sup>6</sup>
	ო	0	64			· ·				6	ہم 	68		18	F-4
	<b></b>		(H2)							(H2)	(TH)				
600m		0	7							13	5	298	m	თ	<b>r</b> ~∙t
	15	0	12							12	n	367	42	33	12
Grass 800a 9	11	0	т	თ						12	11	2103	27	117	21
Paved≧ 800m 17	43	1095	m	39		. <u> </u>				42	53	6069	108	504	128
(22)				(S12)					'	(S12)	(\$4)				
Paved≧1100m 26	67	4035	17	8	5					65 20	22	15537	162	1128	329
D2750020	046	0000	(71)	8	U U	C S			•	(HZ, SØ)	(H1, 24)		012		
	CL3	2007	 # 	(11S)	3	20				د02 (S11)	8 8	#0#00	070	0171	100C
Paved≧2100m 3	61	2430		12	2	24				4	8	12555	154	2571	1261
(IS)				(S2)						(S2)	(IS)				
Paved = 2500 9	171	300	10	24	32	35	55	F	,	137	32	58659	431	8462	6556
Paved≩3000∎ 4	180	0	0	12	20	22	25	11 11	 9	146	69	58258	467	12042	9825
(22)				(LS)						(22)	(ES)				
Hydro port 21	43	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	* * * * *	17	18	L L L L L L L L L L L L L L L L L L L			+	35	27	7621	112	1101	295
Sub Total 126	840	9940	64	222	142	200	20	ន	<u>ہ۔</u>	706	454	220800	2130	33323	22313
(H2,S13)			(H4)	(S40)		-				(H4, S40)	(H2, S16)	-			
t onch class			8	ő	¥V	ц Ц	ç	L.	۰		1	+ f t t t t t t t t	L L L L L L L L L L L L L L L L L L L	· · · · · · · · · · · · · · · · · · ·	       
NO. 01 NO448			15	218	- 19C	200	 2 6 7 6		4 6						
			212	010	07 80	200	20 CO		3 5						
Annual Fax. Pax. Km			53	518	963 963	4370	2353	2045	881						
					L L L L L L L L L L L L L L L L L L L				+                 				1               		4 1 4 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Total 126	840	9940	32	111	12	100	55	11	ლ ლ	353	227	110400	1065	16661	11156

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3) In the case of SCENARIO - C

(91) The same data as in Senario-A are also used in the study of Senario-C, but the airport data used in Scenario-C are those of existing airports (Table-5.1 in Section 5.04), as it is assumed that no investment is made on airports in future.

(92) The number of aircraft which required in meeting demand of each air route (airport to airport) for air traffic demand in the year 1994 and 2004 have been estimated, the size and number of aircraft are shown in Table-5.17.

In the case of Scenario-C, however, it is assumed that no new investment is made for construction of new airports and/or extension of existing airports. This assumption may exclude the possibility of operating the paticular route due to insufficient range of the aircraft thereby chosen, which are too small in size for takeoff, landing on current airport runway length.

(93) Table-5.18 shows the routes which have been allocated no aircraft, because of their few demand or insufficient range on the suitable aircraft, and indicates the counts of 31 in 1994 and 35 in 2004.

The percentage satisfaction of routes and passengers are shown below.

	Demand	SCENAR IO-A	Percentage
(Year : 1994)			Satisfaction
Routes	219	188	86 %
Passengers (x10 <sup>6</sup> )	12.76	11,72	92 %
( Year : 2004 )			
Routes	235	200	84 %
Passengers (x10 <sup>6</sup> )	15.74	15.05	90 %

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km(x10 <sup>6</sup> )	Route
10	72	1481	455	94.3	36
20	69	1402	862	224.9	41
35	36	749	793	253.2	32
50	85	1963	3016	1357.1	39
70	45	965	2075	1439.3	19
100	15	431	1321	737.6	- 9
150	18	358	1646	1776.3	9
225	9	225	1553	1591.5	. 3
Total	349	7574	11723	7474.2	188

Aircraft Type : Conventional

Table-5.17(2/2) Fleet in 2004 (Scenario-C)

Aircraft Type : Conventional

Seat	No.of A/C	Flt/Week	Pax (x10 <sup>3</sup> )	Pax*Km (x10 <sup>6</sup> )	Route
10	90	1952	601	128.5	37
20	77	1631	1003	262.3	39
35	32	704	746	220.9	29
50	111	2667	4096	1882.9	46
70	59	1305	2807	1918.0	24
100	22	642	1972	1128.4	12
- 150 -	22	437	2014	2379.5	10
225	11	263	1814	1831.6	3
Total	424	9601	15052	9752.0	200

No.		City	Pair		Dist	Demand	Reason
	·		Zone	e No.	(Km)	/Year	· · · · · · · · · · · · · · · · · · ·
1	Lhok Seumawe	3	Meulaboh	4	112	126	*1
2	Padang	21	Dumai	24	299	508	*2
3	Palembans	34	<u>Kotabumi</u>	41	209	4146	*3
4	Atambua	83	Dili	85	112	22	*1
5	Tanah Merah	177	Merauke	178	280	756	*2
6	Medan	10	Prapat	12	322	3254	*2
7	Seram	148	Langgur	153	497	116	*1
8.	kaimana	165	Tinika	166	370	720	*2
9.	Timika	186	Jayapura	172	457	720	*2
10	Serui	170	Jayapura	172	482	2644	*2
11	Enarotali	168	Jayawijaya	174	281	9128	*2
12	Manokwar i	162	Fak-Fak	164	306	9924	*2
13	Tanjung Karang	42	<u>Sukabun i</u>	49	270	21854	*3
14	Mamuju	124	Ujung Pandang	128	282	13748	*2
15	Sorong	161	Fak-Fak	164	254	22918	*2
16	Muaratewe	94	Banjarmasin	103	326	11272	*2
17	Tanjung Selor	104	Samar inda	109	366	19488	*2
18	Jakarta	43	Ketapang	93	601	23390	*2
19	Long Bawan	105	Samar inda	109	507	21472	*2
20	Tarakan	106	Tanjung Redep	107	610	10006	*2
21	Sinabang	5	Medan	10	298	34692	*2
22	Medan	10	Gunung Sitoli	16	279	51618	*2
23	<u>Kotabumi</u>	41	Jakarta	43	243	30340	*3
24	Semarang	55	<u>Kediri</u>	62	204	35468	*3
25	Jakarta	43	Cilacap	56	313	54930	*2
26	Luvuk	121	Ujung Pandang	128	574	32314	*2
27	Jakarta	43	Ampenan	68	1072	41372	*2
28	Jakarta	43	Tarakan	106	1605	55412	*2
29	Surabaya	63	Tarakan	106	1303	73982	*2
30	Jakarta	43	Ambon	149	2388	119894	*2
31	Banda Aceh	2	Jakarta	43	1797	124584	*2
<b>i</b>		Το	tal			830818	

Table-5.18(1/2) Unaccomplished Air Routes

\*1 Passengers (Demand) are less than 175 persons/year

\*2 Insufficiency of range for suitable aircraft

\*3 No Airport (Ciry name underlined)

No.	<u>╸╺╶┲╸┲╘</u> ┟╪╧╄╺╌╕╄┿┎┸╫┇║┙╝┵╺╄╘ <sup>╼</sup> ╏┟┇╺┺╝╝╝╘┑┉╝╬┿┵	City	(Year:2004, S Pair		Dist	Demand	Reason
			Zone	No.	(Km)	/Year	Neason
1	Lhok Seumawe	3	and the first of the second	4	112	158	*1
2	Padang	21	Dumai	24	299	678	*2
3	Palembang	34	Kotabumi	41	209	4946	*3
4	Atambua	83	Dili	85	112	- 26	*1
5	Tanah Merah	177	Merauke	178	280	944	*2
6	Medan	10	Prapat	12	322	2326	*2
7.	Seram	148	Langgur	153	497	148	*1
8	kaimana	165	Timika	166	370	896	*2
9	Timika	166	Jayapura	172	457	896	*2
10	Serui	170	Jayapura	172	482	3292	*2
11	Enarotali	168	Jayawijaya	174	281	11370	*2
12	Manokwari	162	Fak-Fak	164	306	12368	*2
13	Tanjung Karang	42	Sukabumi	49	270	29212	*3
14	Mamuju	124	Ujung Pandang	128	282	17334	*2
15	Sorong	161	Fak-Fak	164	254	6350	*2
16	Muaratewe	94	Banjarmasin	103	326	14266	*2
17	Tanjung Selor	104	Samar inda	109	366	29542	*2
18	Jakarta	43	Ketapang	93	601	28630	*2
19	Long Bawan	105	Samarinda	109	507	29790	*2
20	Tarakan	106	Tanjung Redep	107	610	14378	*2
21	Sinabang	5	Medan	10	298	47516	*2
22	Medan	10	Gunung Sitoli	16	279	71156	*2
23	Kotabumi	41	Jakarta	43	243	39436	*3
24	Semarang	55	Kediri	62	204	65498	*3
25	Jakarta	43	Cilacap	56	313	63120	*2
26	Luwuk	121	Ujung Pandang	128	574	40194	*2
27	Jakarta	43	Ampenan	68	1072	81910	*2
28	Jakarta	43	Tarakan	106	1605	77992	*2
29	Surabaya	63	Tarakan	106	1303	100616	*2
30	Jakarta	43	Ambon	149	2388	180614	*2
31	Banda Aceh	2	Jakarta	43	1797	156618	*2
32	Ternate	140	Buli <u>Serani</u>	141	89	18346	*3
33	Medan	10	Tanjung Karang	42	1216	32560	*2
34	Jakarta	43	Kendari	131	1762	58950	*2
35	Surabaya	63	Kendari	131	1129	64290	*2

Table-5.18(2/2) Unaccomplished Air Routes

Aircraft Distribution and Required Airports for Air Traffic Demand (Year : 1994 , Scenario -  $\mathbb{C}$  ) Table-5.19

Excreacion         Light         Small Plane         Hercic Plane         Int         I		Airp	ort			- 1		Airc	raft				A	ir Tra	ffic	D e n	and
Airport         k 10 <sup>4</sup> (a)         Plane         I         Rescription         Days         Par.A10 <sup>5</sup> 10         24         23         1 </th <th>Runway</th> <th>No.of</th> <th>T/0 L/D</th> <th></th> <th>Light</th> <th>Small</th> <th>Plane</th> <th>Medium</th> <th>Plane</th> <th>Large F</th> <th>lane</th> <th>Total</th> <th>No.of</th> <th>Stage</th> <th>Flight</th> <th>Annual</th> <th>Pax.Km</th>	Runway	No.of	T/0 L/D		Light	Small	Plane	Medium	Plane	Large F	lane	Total	No.of	Stage	Flight	Annual	Pax.Km
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Condition	Airport			Plane	ы	п		II	1			Route	Length (km)		Pax.x10 <sup>3</sup>	x10 <sup>6</sup>
	-600m Inc. Heliport)		0		0							0	0	0	0	<b>0</b>	0
	rass 1 600	10	24		53		<u> </u>					23	10	1701	8	143	43
6         6         2         6         1         151         14         16         27         11         54         75         755         755         755         755         755         755         755         755         755         755         755         755         755         755         755         755         753         755         753         755         753         755         753         755         753         755         753         75	aved≩ 600m		40		33							35	12	1980	104	236	33
23         72         11         54         7         7         7         6         33         8101         186         755           18         45         16         26         7         49         46         13942         109         733           33         337         52         4         14         6         17         49         46         13942         732         733           3         52         6         14         6         17         6         1303         131         183         732           5         87         16         21         13         11         16         4         141         27         11303         131         1833           4         171         8         7         50         43         20         14         142         56         402.44         466         8847           113         784         141         210         170         32         20         14         142         56         402.44         466         8847           113         784         141         210         170         120         32         326         3240	rass 2 800a		Q		2	v						80	[~~	1518	4	66	14
18         45         16         26         7         4         49         46         12942         108         733           33         287         29         84         49         46         140         54837         732         7131           3         52         4         14         5         11         16         1         4         77         11303         131         1839           5         87         16         21         13         16         4         46         81         46         733         131         1839           4         171         8         7         50         43         20         14         142         56         40334         446         8647         1339           113         784         144         210         170         120         36         16         55         40324         446         8647         1           113         784         144         210         170         120         36         16         55         40324         446         8647         1         1         2         2440         1         2         2         2440 <td>aved 🖌 800m</td> <td>···· .</td> <td>72</td> <td></td> <td>11</td> <td>24</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>65</td> <td>R</td> <td>8101</td> <td>188</td> <td>795</td> <td>193</td>	aved 🖌 800m	···· .	72		11	24						65	R	8101	188	795	193
33         287         29         44         49         49         49         722         7213         722         7213           5         52         4         14         6         17         16         21         13         11303         131         1839           5         87         16         21         13         16         4         6         81         46         23         358           4         171         8         7         50         43         20         14         16         24         446         847           113         784         144         210         170         120         320         43         20         14         256         40324         446         847           113         774         144         210         170         120         320         43         364         2368         364         146         864         145         864         146         864         145         364         146         234         1         21         214         1         214         246         246         246         26         2012         2010         23440	aved弘1100m		45		16	26	2					49	46	12942	109	733	82
3         52         4         14         6         17         16         17         11303         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         131         1833         1313         131         1323         2010         23440         1           113         784         144         210         170         120         326         1656         376         1652         2010         23440         1           113         784         144         210         120         120         326         1656         376<	aved≩1500≞		287		53	82	84	49				254	140	54837	732	7213	3442
5         87         16         21         13         11         16         4         81         46         28506         223         3558           4         171         8         7         50         43         20         14         142         55         40324         446         8847           113         784         144         210         170         120         36         18         698         376         161212         2010         23440         1           213         773         35         73         35         22         9         376         161212         2010         23440         1           213         773         353         73         353         51         325         3245         165         2346         1         23440         1           213         773         237         136         51         325         40324         446         8847           213         784         273         288         186         51         252         2010         23440         1           213         2177         1776         1592         375         161212         2010	aved궃2100m		22		47°	14	ю	17				41	27	11303	131	1839	116
4         171         8         7         50         43         20         14         142         55         40324         446         8847           113         784         144         210         170         120         36         18         698         376         161212         2010         23440         1           113         784         144         210         170         120         36         18         698         376         161212         2010         23440         1           28         73         38         28         199         51         325         153         326         1646         1553         2010         23440         1           212         307         280         199         51         325         51         325         51         325         51         325         51         325         51         325         177         1776         1776         1720         105         11720           113         784         78         188         80606         1005         1005         11720         11720	aved 22500m		87		16	21	13	11	16	4		81	46	28506	ŝ	3568	3351
113     784     144     210     170     120     36     18     698     376     161212     2010     23440       113     784     144     210     170     120     36     18     698     376     161212     2010     23440       113     784     73     38     28     9     3     32     9     3       113     784     72     105     85     60     18     9     349     188     80606     1005     11720	aved≧3000¤		171		Ø0	2	20	43	ଷ	14	4	142	55	40324	446	8847	6729
113     784     144     210     170     120     36     18     698     376     161212     2010     23440       36     73     38     73     38     28     9     3     2     2     2     2       455     1655     307     280     199     51     32     3     2     2     2       94     478     1357     2177     1776     1553     1552     3     1592       113     784     72     105     85     60     18     9     3     1055     11720							1 1 1 1 1	+			· +			-			
36     73     39     28     9     3       212     307     280     199     51     32       212     307     280     199     51     32       455     1655     3016     3396     1646     1553       94     478     1357     2177     1776     1592       113     784     72     105     85     60     18     90606     1005     11720	Sub Total	113	784		144	210	170	120	38	18		698	376	161212	2010	23440	14942
455         1655         3396         1646         1553           94         478         1357         2177         1776         1592           113         784         72         105         85         60         18         349         188         80606         1005         11720	each class b. of Route Flight		5 7 4 5 5 6 7 8 6		36 212	73 307	39 280	28	6	33.3	• • • • •				1 1 1 1 1	1 1 1 1 1 1 1 1 1	
113         784         72         105         85         60         18         9         349         188         80606         1005         11720	Annual Pax. Pax. Km			, , , , , , , , , , , , , , , , , , ,		1655 478	3016 1357	3396 2177	1646 1776	1553 1592							
	Total	113	784		1	105	85	60	100	6	+	349	188	80605	1005	11720	7471

(Year : 2004 , Scenario - C ) Aircraft Distribution and Required Airports for Air Traffic Demand Table-5.20

	Airp	o r t					Airc					A	с.	affic	. Dеша	алd
Runway	No.of	T/0 L/D	Extension	Light	Small	Plane	Medium	Plane	Large	Plane	Total	No.of	Stage	Flight	fannal	Pax.Km
Condition	Airport	x 10 <sup>3</sup> /Y	(H)	Plane	ľ	ш		11	ы	H		Route		/Day	Pax.x103	x10 <sup>6</sup>
-600m	0	0		0							0	0	Ö	•	0	0
Grass≧ 600m	10	28		53							କ୍ଷ	10	1021	74	168	55
Paved≩ 600m	12	58		20					· · · · · · · · · · · · · · · · · · ·		20	13	2219	156	347	62
Grass≧ 800m	ۍ 	Ø		~	G						00	4	1518	19	83	18
Paved≧ 800m	24	88		13	65						78	34	8275	227	963	240
Paved≧1100m	50	57		6	56	10				•• - •• • <u>·</u>	55	48	13434	140	₿,	289
Paved≧1500m	34	363		38	8	125	65		· ····		308	151	63457	637	9374	4633
Paved≧2100m		69		ۍ ۲	15	2	52			·	52	58	12346	175	2566	1260
Paved≧2500m	ۍ ۱	104		18	8	17	14	ส	ഹ		99	49	34292	268	4483	4351
Paved 23000m		219	,	თ	ŵ	63	58	ង	17		175	ß	46050	584	11144	8593
Sub Total	118	994		180	218	223	162	44	52		848	400	183292	2580	30099	19501
at each cleas No. of Route Flight Annual Pax. Km				37 279 601 129	68 334 1749 483	46 381 4096 1883	36 36 278 4779 3046	10 62 2014 2380 2380	3 38 1814 1832		1 1 1 1 1 1 1					
Total	118		, , , , , , , , , , , , , , , , , , ,	06	109	111	81	ន	11	* ** * -*	424	200	91646	1290	15049	9750
			_													

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Table-5.21 Operating Cost

Year : 1994

													-	~ ~ ~ ~ ~ ~ ~	、
Classification of A/C	Light	ſ	Airplane	Small	Small Airplane	lane	Medi	um Airi	Medium Airplane   Large Airplane	Larg	e Airp		T o t a	а 4	e1
Scenario	A		ಬ	A	В	ပ	A	æ	ບ ບ	A	8	ပ	A	8	ပ
Average DOC cent/seat-km	38.5	22.2	22.2 22.7 9.7 8.7 7.6 4.2 3.6 3.9 2.5 2.4 2.4 3.9 4.5	9.7	8:7	7.6	4.2	3.6	3.9	2.5	2.4	2.4	3.9	4.5	4.7
Average IOC cent/seat-km	2.3	1.6	1.6         1.6         1.3         1.2         1.0         0.9         0.6         0.6         0.6         0.6         0.8         0.7         0.7         0.7	1.3	1.2	1.0	0.9	0.6	0.6	0.6	0.6	0.6	0.8	0.7	0.7
Available Seat-km (Bil)	0.0	0.1	0.1 0.1	1.4 2.2 2.7 3.6	2.2	2.7	3.6	7.6	7.6         5.9         7.5         2.4         2.4         12.5         12.3	7.5	2.4	2.4	12.5	12.3	11.1
Total Operating Cost (MS) 10.4	10.4	31.2	31.2 34.2 149	149	219	236	183	318	265	233	70.1	71.1	233 70.1 71.1 576	638	506

Year : 2004

flaceification of 1/6	1 104	t Airo	one	a V V	Small dirolana	anal	Madi	um Airr	Madium Airolane Jarge Airolane	laroe	a Airo	ene ene		(/Year)	$\sim$
Scenario	NOT N		ງ ມ	A	8		A			N N				3 69	. ပ
Average DOC cent/seat-km 56.2	56.2	45.2	21.1	9.2	11.4	7.1	00 70	3.7	3.7	2.7	2.4	2.5	45.2         21.1         9.2         11.4         7.1         3.8         3.7         3.7         2.7         2.4         2.5         3.7         4.5	4.3	
Avarado 100 Aont/cost-km	ر م	6		- -		-		0 2		- C	6	2 0		- C	Ċ
Available Seat-km (Bil)	0 0		0.1	4	) «	2	5.4	10.01		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	4.4	2.7		16.2	14.
Total Operating Cost (MS) 14.8	14.8	19.5	43.6	149	228	284	245	439	352	333	129	84.3	19.5         43.6         149         228         284         245         439         352         333         129         84.3         742         816         764	816	192

It seems to be unrealistic to accomplish the air net works for the future air traffic demands, because of the lower satisfaction rates than that of Scenario-A or -B as shown table above.

(94) The estimation for Scenario-C and aircraft distribution and airport required are presented in Table-5.19 (year: 1994), Table-5.20 (year: 2004) as similar classification of Scenario-A or -B.

(95) Direct operating cost (DOC) and indirect operating cost ( IOC ) of aircraft are calculated and presented in Table-5.21 for Scenarios A, B and C. It is obvious that total annual operating cost is the lowest in Scenario-A, in which aircraft having the minimum direct operating cost ( DOC/seat-mile ) are selected. In Scenario-C, it is assumed that the selection of aircraft is constrained by the conditions of existing airports, therefore, if the percentage satisfaction of passenger or routes is increased compulsority from 90 % to 100 %, operating cost of Scenario-C grows the highest among these scenarios.

personnel expenses such as crew cost (96)The and maintenance cost prevailing in Indonesia in 1987 are used in oprating cost is also calculated based on figures stipulated regulations which are applied to domestic airlines of in The indirect operating cost is fairly large. Indonesia. it would be necessary to formulate a future plan Therefore. such a manner that the burden of capital cost is not in excessive.

(97) The cost for acquisition of aircraft, based on the assumption that all aircraft used in every route are to be purchased, plus the cost for extension ( which are only summation of earth works cost for runway extension and overlay )

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and construction of airports, are calculated and summarized in Table-5.22 and -5.23.

The cost for purchase of aircraft is lower in Scenario-C than Scenario-B, because the air traffic demands in future are not satisfied in Scenario-C, as showed in Figure-5.4.

(98) Evaluation of Scenarios-A, B and C indicate that extension of airport facilities is essential in meeting the future air traffic demand. Construction and extension of local national airports and regional airports ( including hydoport ) would be particulary important. The basic specifications of aircraft required in Scenario-A, and -B in which the most realistic way of airport extension is assumed, are presented in Table-5.24. Especially, aircraft distribution and required airports in Scenario-B have been shown in Figure-5.5.

(99) The types of aircraft to be allocated to new air routes, which are determined in Section-4, as well as operations (flight/week) are presented in Table-5.25 and Table-5.26. It can be seen by the tables that deployment of conventional, land based aircraft is effective in constituting major air network of future which is planned in this study.

Regional air network will be implemented amphibians to complement land plane.

Acquisition Cost Construction/Extension Cost

Aircraft Airport C

Table-5.22

and

(Up to Year ; 1994)

Aircraft

Aircraft Type	Light		Airplane	Smal	Small Airplane	lane		am Air	Medium Airplane		Large Airplane	lane		Total (B\$)	\$
Scenario	Å	â	ບ	A	8	υ	A	C 8	J	A	8	U	A	8	υ
Av.Unit Cost(M\$)		1.4		G	6.7 - 7.0	0	50	20.8 ~ 22.5	2.5	38	38.1 ~ 45.2	5.2			$\left  \right $
No.of Aircraft	53	66	72	72 125	180 190	190	48	98 98	78	25	80		9 221	340	349
Acquisition Cost(B\$) 0.03 0	0.03	•	0.10	0.84	1.24	1.32	09 0.10 0.84 1.24 1.32 1.08 1.91 1.62 1.13 0.33 0.34 3.08 3.57 3.38	1.91	1.62	1.13	0.33	0.34	3.08	3.57	3.38

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Airport	 							Major	Major National	nal			
C	Classification	Rea	Regional Airport	ب	Nation	National Airport	"port	· ·	Åî	Airport	-	Total	
~	Scenario	Å	æ	U	A	â	ပ	A	8	ບ	A	æ	U.
Airport	Airport Unit Cost(B.RP)	15.0	6.9	1	1	I	1	1	1	1			
Construc	Construc No.of Airport	ŝ	2	T	1	-	1	1	1	•	3	2	1
tion	Cost (B.RP)	45	48	1	1	1	1	ł	1	1	45	48	1
Airport	Airport Unit Cost(B.RP)	2.5	3.0	1	8.4	7.8	1	12.4	l	1			$\left  \right $
Exten-	No.of Airport	35	£	1	19	9		14	l	1	68	11	1
sion	Cost(B.RP)	88	15	1	160	47	1	174	1	1	422	62	ľ
Airport	Airport Cost (B.RP)	133	63	I	160	47	I	174	1.	1	467	110	ł

Airport extention costs are only summation of earth works cost for runway extension and overlay, therefore, they don't include the expences for expansion of airport building, navaids, service equipments, and etc. Aircraft Acquisition Cost and Airport Cocstruction/Extension (

uction/Extension Cost (Up to Year : 2004)

Aircraft

Table-5.23

Aircraft Type L	Light Air	Airplane	Sma ]	Small Airplane	lane	Medi	Medium Airplane	plane	Larg	Large Airplane	lane		Total(B\$)	
	A B	U	A	8	ပ	A	Ą	Ċ	Æ	د 8	υ υ	A	ŝ	ບ
	1.4 ~	1.5	<b>9</b>	6.9 ~ 7.2	-2	20	20.7 - 22.1	2.1	38	38.1 ~ 44.8	4.8			
	23 32		90 119 182 220	182	220	65	65 125 103	103	1	37 14 11 244 353	H	244	353	424
0	0.03 0.05	05 0.13 0.83 1.31 1.56 1.44 2.64 2.14 1.66 0.62 0.42 3.96 4.62 4.25	0.83	1.31	1.56	1.44	2.64	2.14	1.66	0.62	0.42	3.96	4.62	4.25

Airport

Airport								Major	Major National	lal			
C1	Classification	· Re	Regional Airport		Nation	National Airport	port		Air	Airport		Total	
Ś	Scenario	A	8	U	A	ŝ	U	A	82	ပ	<5	8	ပ
Airport	Airport Unit Cost(B.RP)	19.4	5.6		1	1	 	1	1	1			
Construc	Construc No.of Airport	3	23	l	1	1	   I	1	1	1	ŝ	8 8	I
tion	Cost (B.RP)	58	123	1	1	1	1	1	1	,	28	123	
Airport	Airport Unit Cost(B.RP)	3.0	2.1	1	8.2	7.3	1	13.3	10.0	1			
Exten-	No.of Airport	34	15	I	23	13	1	17	<b>₽</b> 1	1	74	29	1
sion	Cost(B.RP)	101	31	i	189	94	ì	226	10	]	516	136	- <b>1</b> 
Airport	Airport Cost (B.RP)	159	154	ł	189	94	1	226	10	1	574	258	

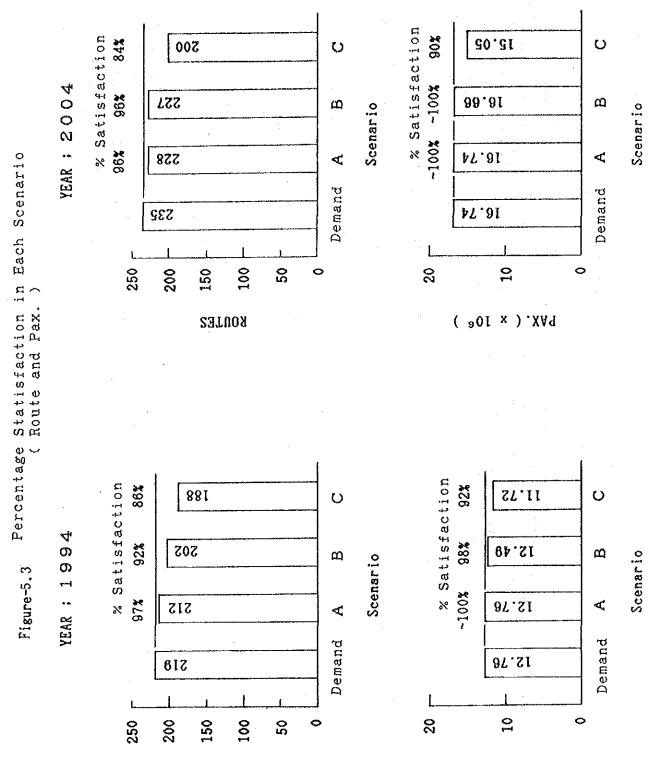
cost for runway extension and overlay, therefore, they don't include the expences for expansion of airport building, navaids, service equipments, and etc. Required Basic Spesifications of Aircraft

Table-5.24

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	Ba	Basic Requirm	irments			Number of	Number of Aircraft		Current Aircraft	lircraft
			Cruise	Runway	Scena	Scenar io-A	Scent	Scenar io-B		
Classification	Seat	Range	Speed	Length					Aircraft	Number of
		(Kæ)	(Kt)	() () ()	1994	2004	1994	2004	Name	Aircraft
LIGHT PLANE	~ 10	200	~130	500	20	8	65	30	BN2	37
SMALL PLANE Class-I	ດ ເຊິ່ ເຊິ່	1400	165~220	1100	8	8	105	110~120*	CN212, CN235	28
SWALL PLANE Class-II	~	2000	250~280	1400	8	07	02	70~ 90 <b></b> ≉	F27, HS748	42
MEDIUM PLANE Class-I	~100	3200	350~460	2000	35	20	60	100~130*	F28, DC9	24
MEDIUM PLANE Class-II	~150	4000	about 460	2400	15	50	52	25~ 40*	1	1
LARGE PLANE Class-I	~5 ~5 ~	5500	about 460	2800	15	55	7	10~ 15*	A300, DC10	£1
LARGE PLANE Class-II	~510	5500	about 460	3500	10	10	₩ <b>₩</b>	3~ 4#	B747	(8 Int'l)
					- 4				D	

\* Based on the sensitivity check of modal spilit model (Air traffic demand has increased by 34% in 2004)



ROUTES

PAX.( x 10<sup>6</sup>)

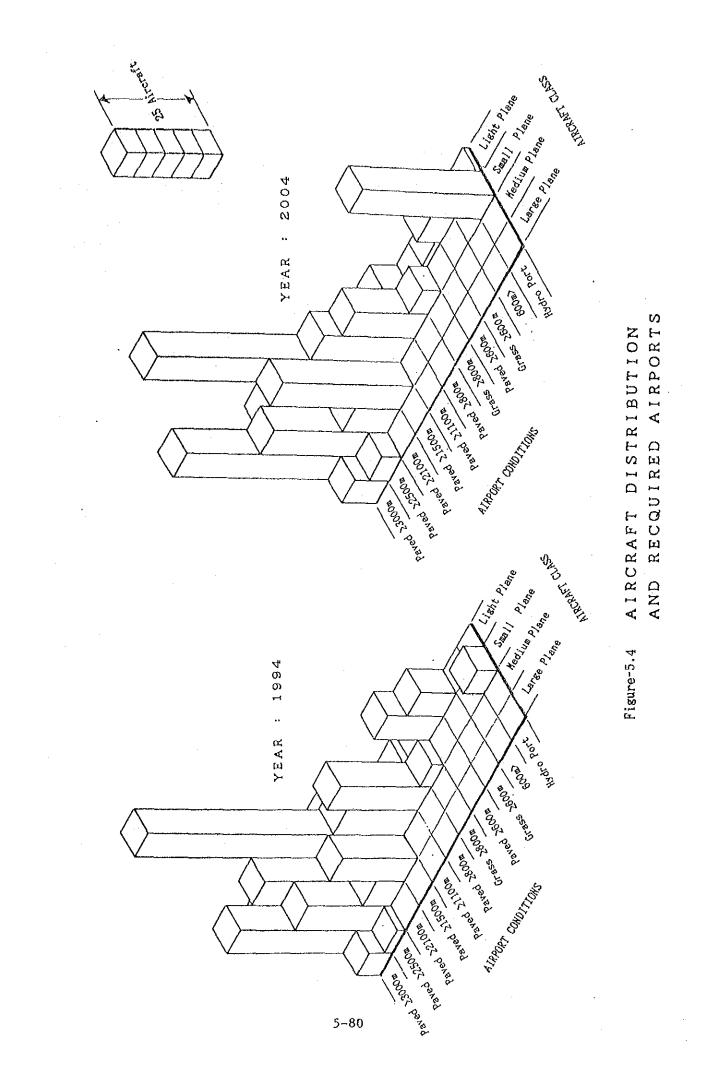


Table-5.25 New Air Routes (1994)

( Trunk Lines )

(Feeder Lines)

.

x No. ts A/C	70 4	70 5	150 2	100 1	100	70 2	100	70 2	50.	1 02			
Demand Max /Year Seats	124584	119894	106160 1	90938	90402 1	73982	73106 1	55412	41372	33488			
Dist Dev (Km) /Y	1797   12	2388 11	2199 100	284 94	1353 9	1303 7	542 7	1605 51	1072 4	860 3			
Di X	11	2	21	••••	<u></u>	<u>1</u>		16	10				
air	Jakarta	Ambon	Manado	Denpasar	Yogyakarta	Tarakan	Banjarmasin	Tarakan	Mataram	Denpasar			
City Pair	Banda Aceh	Jakarta	Jakarta	Malang	Pakanbaru	Surabaya	Malang	Jakarta	Jakarta	Bandung			
No.	1 1 1	1 2	5	∀* ⊷	വ പ്ര	. T ©	T 7	₩ 8	в Г	T10			
ر ت	1.2	~	~~~				~~~				~		
Flight /Week	45	4	R	58	34	53	83	46	45	99 98	ន	76	
No. A/C	2	1 40	1	1 26	1 34		r-1	2 46	2 45	4 86	~1	3 76	
No. A/C	2	50 1 40	50 1 33	50 1 26	35 1 34	35 1 29	35 1 28	20 2 46	20 2 45	10 4 86	35 1 22	10 3 76	_
No. A/C	2						r-1	5	20 2	4	~1	10 3	-
Max No. Seats A/C	50 2	50 1	50 1	50 1	35468 35 1	35 1	35 1	20 2	20 2	10 4	35 1	10 3	-
Dist Demand Max No. (Km) /Year Seats A/C	69068 50 2	61990 50 1	50856 50 1	40234 50 1	35468 35 1	30340 35 1	29640 35 1	28072 20 2	o 348 27686 20 2	26458 10 4	23514 35 1	23320 10 3	_
Demand Max No. /Year Seats A/C	341 69068 50 2	* 140 61990 50 1	139 50856 50 1	469 40234 50 1	* 204 35468 35 1	243 30340 35 1	161 29640 35 1	237 28072 20 2	o 348 27686 20 2	244 26458 10 4	161 23514 35 1	128 23320 10 3	_

# : Hydroport

Table-5.26 New Air Routes (2004)

( Trunk Lines )

(Feeder Lines)

	City Pair	ŗ	Dist	Demand	Мах	No.	Flight	No.	City Pair	air	Dist	Demand	Мах	No.	Flight
			(Km)	/Year	Seats	A/C	/Week				(Ka)	/Year	Seats	A/C	/Week
0	Pakanbaru	Sibolga	341	94766	20	2	62		Banda Aceh	Jakarta	1797	156618	02	<u>ى</u>	73
୍ଚ	Pontianak	Singkawang 🚓	140	83498	ß	0	54	7 2	Jakarta	Ambon	2388	160614	100	4	52
-19	Malang	Madiun	139	87408	20	ы	41	T 3	Jakarta	Manado	2199	142794	150	3	31
~	Pontianak	Natuna	469	54574	20	2	36	74	Malang	Denpasar	284	107122	100	e-4	35
	Semarang	Kediri *	204	65498	35	2	62	ດ ⊦⊣	Pakanbaru	Yogyakarta	1353	103510	100	2	34
	Jakarta	Kotabumi	243	39436	35	\$	37	7 6	Surabaya	Tarakan	1303	100616	20	ŝ	47
	Bandung	Pandeglang	161	40268	35	1	38	Τ 7	Malang	Banjarmasin	542	76160	100	r-4	ধ্য
	Bandar Lampung	Muara Enim	237	40266	33	2	38	∞ ⊦⊣	Jakarta	Tarakan	1605	77992	22	3	36
	Palembang	Muara Bungo	348	33556	35	2	32	Ч 9	Jakarta	Mataram	1072	81910	100	 ۲4	27
	Pakanbaru	Padang Sidempuan	244	33786	35	ы	32	TIO	Bandung	Denpasar	860	40102	20	7~1	19
	Pakanbaru	Lubuksikaping	161	30892	35	ы	29	T11	Surabaya	Kupang	1237	74078	20	2	34
	Pontianak	Batang Tarang	128	30866	35	<b>F-1</b>	53	T12	Medan	Surabaya	1979	66356	150	<b>F</b> ~1	14
	Bandar Lampung	Sukabumi *	270	29212	35	*-4	28	T13	Surabaya	Kendari	1129	64290	70	3	30
	Banjarmasin	Tanah Grogot	240	42292	50	<del>ب</del> م	28	T14	Jakarta	Kendari	1762	58950	70	3	53
	Jakarta	Tasikmalaya	230	32042	35	<b>r-1</b>	80	T15	Yogyakarta	Balikpapan	1018	50528	22	<b>F</b> -1	ន
	Mataram	Banyuwangi	265	32014	35	ы	30	T16	Malang	Balikpapan	870	46200	70	-1	21
	Palangkaraya	Rabuh Hampang	264	25538	ß	r1	24	T17	Medan	Denpasar	2283	44724	100		15
	Ternate	Buliserani 🗰	80	18346	10	2	60	T18	Semarang	Balikpapan	962	43340	70	<b>r</b> −1	30
	Palembang	Lubuk Linggau	174	17910	20	щ	29	T19	Medan	Bandar Lampung	1216	32560	02		15
			łŧ	# : Hydroport	ţ; ţ;	F	; Heliport	T20	Medan	Bandung	1525	29646	20	r-4	14

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### SECTION 6

## STUDY ON AIRPORT FACILITIES

#### SECTION 6

## STUDY ON CIVIL AVIATION FACILITIES

6.01 GENERAL

(01)The "Civil Aviation Facilities (CAF)" herein include the defined airport facilities, the Navaids installed in an airport and en-route, and telecommunication and aeronautical meteorology. systems The present situations of these facilities are delineated in Section-2 of Part II of Main Report.

(02) The objectives of this study, Study on the Civil Aviation Facilities, are to foresee the probable physical deficiencies in air transport operation likely to occur in connection with the civil aviation facilities defined-above, due to introduction of a large-sized aircraft, increment of flight frequency and realization of the potential new air routes as listed in Tables-4.1 and 4.2, and as illustrated in Figures-4.2 and 4.3 of Section-4.

(03) To achieve the above objectives, the following works have been carried out.

- Data collection including field survey

- Evaluation of present airport facilities

- Future airport facility requirements

- Approximate cost estimate

The details of the above subjects are described hereunder.

6.02 AIRPORTS

6.02.1 Field Survey

(04) The field survey on the existing airports has been

conducted to supplement the data and information collected in Jakarta. The questionnaires concerning the current conditions of airport facilities were delivered to 64 major airports (1985/DGAC) as listed in Table-6.1 from DGAC Head Quarter and such 4 selected airports as Ujung Pandang, Kendari, Denpasar and Surabaya, where a branch office of DGAC exists. The regional distribution of the said 64 airports are as follows and the approximate location of these airports are shown in Figure-6.1

	Region-I	10	airports
-	Region-II	10	airports
	Region-III	12	airports
-	Region-IV	10	airports
-	Region-V	10	airports
-	Region-VI	12	airports
	Total	64	airports

(05)

The major survey items are summarized below.

- Overall conditions of airports and air traffic

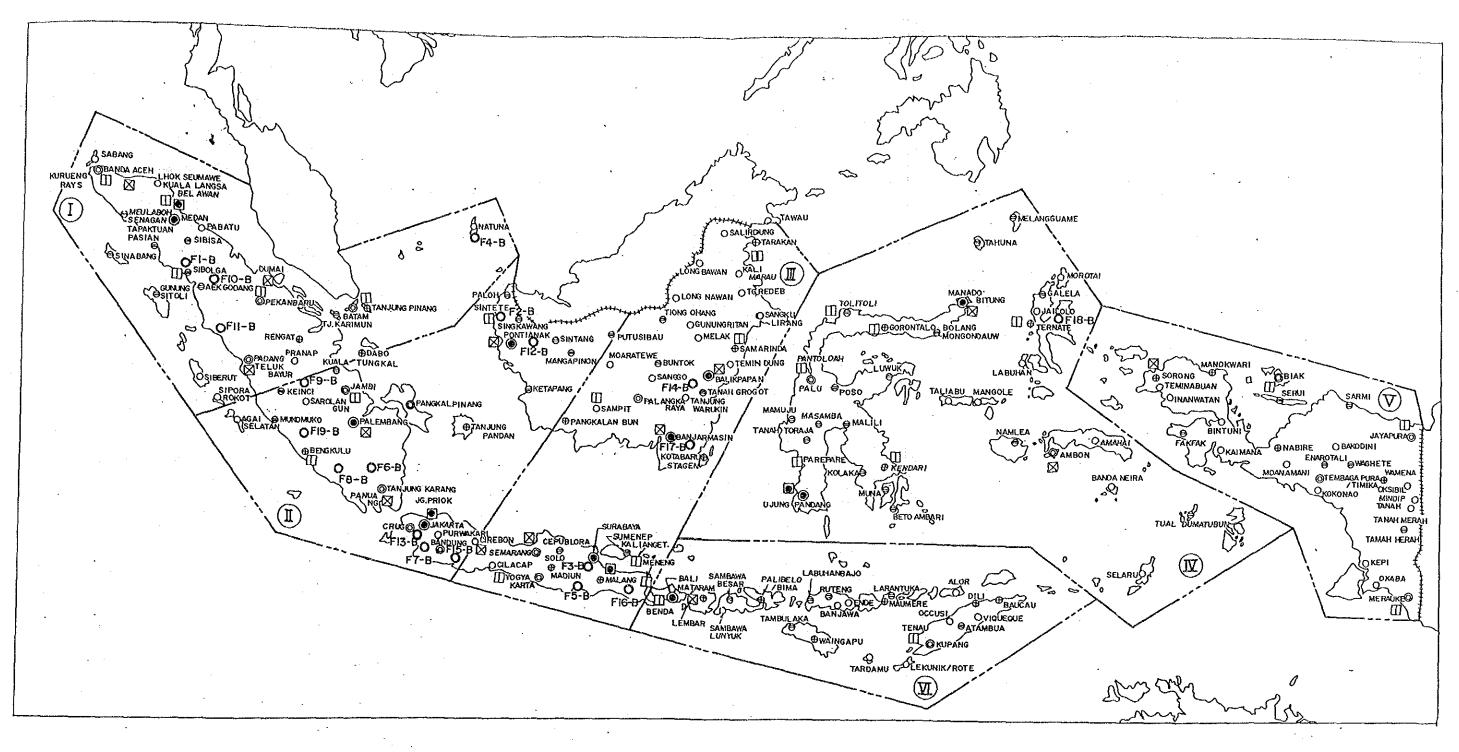
- Maximum operation aircraft and airport facility

- Air flight services

- Natural conditions

The questionnaires used are shown in Table-A6.1 of Appendix.

		Aviation Region-I : 10 airports Banda Aceh
	2.	Batam
	3.	Singkep
	5.	Rengat Tanjung Pinang
	δ.	Sibolga
	7.	Pekanbaru
	8.	Medan
	3.	Padang
	. v.	Neulaboh
(11)	Civil .	Aviation Region-II : 10 airports
		ian jung Karang
	2.	Curug
	4.	Tan jung Pandang Bandung
	5.	Pontianak
	6.	Palembang
	7.	Bangka (Pankal Pinang)
		Jamb <u>i</u> Bengkulu
,	10.	Cenkareng (Soekarno Hatta/Jakarta)
(III)	Civil .	Aviation Region-III : 12 airporte
	÷.	Yogyakarta Solo
		Semarang
	4.	Surabaya (Juanda)
	Ş.	Palangka Raya
	o. 7	Pangkalanbun Surabaya (Perak)
	8.	Balikpapan
	9.	Banjarmasin
	10.	Tarakan
	11.	Samarinda Kotabaru
		NOLADARU
{VI}	Civil .	Aviation Region-IV : 10 airports
	1.	Seram (Amahai)
		Ternate Ujung Pandang
	, <b>4</b> .	Gorontalo
	5.	Pitu (Morotai)
		Palu
		Ambon Manado
		Kendari
		Poso
(v)		
( • )		Aviation Region-V : 10 airports Sorong
		Kaimana
	3.	Manokwari
		Nerauke
		Biak Jayapura
		Tembaga Pura (Timika)
		Jayawijaya (Wamena)
		Nabire
		Fak-fak
(VI)		Aviation Region-VI : 12 airports
-	1.	Ngurah Rai (Denpasar/Bali)
		Ampenan
		Kupang Komoro (Dili)
		Waingapu
	6.	Maumere (Waioti)
		Bima
		Sumbawa Besar
		Waikabubak Baucau
		Dili (Dili)
	12.	Ruteng



# LOCATION PLAN OF EXISTING AIRPORT (1986/1987), Not to Scale

## LEGEND :

International/Regional, Major Airport (Category-I) 💿 Regional, Border/Major Airport (Category-II) 😕	Gateway Sea Port Collector Sea Port
Provincial, Feeder Airport (Category - III) 🛛	Trunk Sea Port
Municipal, Pioneer Airport (Category - IV) 0	
Municipal, Pioneer Airport (Category - V) o	•
Existing Domestic Air Route See Air Route Network of Scheduled Airlines, 1985-1986"	
New Airport, Category-IV and $\nabla$ (Pioneer), OFI-B proposed by the Future Demand of the Inter-Island Traffic Project' 1987	Figure-6.1 Location of 1
Boundary Line and Number of Civil Aviation Region (1)	



0  $\boxtimes$ 

#### Existing Airports

(06) The filled questionnaires were returned from 64 airport offices through DGAC Head Quarter and its five(5) regional offices. The results are arranged in Table-6.2 and noteworthy findings are summarized below.

- The airports servicing over 20 years occupy about 90%.
- About 40% of the airports operate for 10 hours per day.
- A wide body jet can be accommodated by 7 airports.
- About a half number of airports have a runway length between 1,800 m and 800 m.
- About 84% of a passenger terminal building have a floor area less than  $5,000 \text{ m}^2$ .
- The airports which have been handling more than 300,000 pax. are about 17%.
- Aircraft movements of more than 100,000 movements correspond to 2% approximately.
- Most of airports are located in flat soft ground of silty clay with high ground water level.
- Load Classification Number(LNC) of runway of most airports falls within 12 to 22 for medium size aircraft.

(07) Through the field trips to more than 20 airports, the necessity of urgent rehabilitation has been seriously impressed. Most of facilities are old enough and look like decreasing its original capacity. By rehabilitating these existing facilities, the handling capacity of an existing airports could be improved and extended substantially with a minimum fund investment. Simultaneously, the safety of the air transport could be secured further.

6.02.2 Facility Requirements

(08) As listed in Tables-4.1 and 4.2, and illustrated in Figures-4.2 and 4.3 respectively in Section 4, the potential new air routes have been identified both in the

Table-6.2 Present Status of Airport	Table-6.2	Present	Status	of	Airport
-------------------------------------	-----------	---------	--------	----	---------

Air Flight Service

ست منه الله الله الله الله الله الله الله ال	
<ol> <li>Number of operation air route         <ul> <li>More than 12 routes</li> <li>Between 12 and 6 routes</li> <li>Between 6 and 3 routes</li> <li>Less than 3 routes</li> </ul> </li> </ol>	: approx, 5% : approx, 22% : approx, 38% : approx, 30%
2. International & Domestic Passe - More than 300,000 pax.	nger Demand : approx. 17%
<ul> <li>Between 300,000 and 100,000 pax.</li> <li>Between 100,000 and 20,000</li> </ul>	: approx, 20%
pax. - Less than 20,000 pax.	: approx. 36% : approx. 20%
3. International & Domestic Cargo	Demand
- More than 50,000 t - Between 50,000 and 10,000 t - Between 10,000 and 1,000 t - Less than 1,000 t	: approx. 2% : approx. 5% : approx. 34% : approx. 53%
<ul> <li>4. Number of aircraft movement <ul> <li>More than 100,000 movements</li> <li>Between 100,000 and 30,000</li> </ul> </li> </ul>	: approx. 2%
movements - Between 30,000 and 3,000	: approx. 3%
movements - Less than 3,000 movements	: approx, 52% : approx, 38%

#### Natural Characteristics

1. Topography		•	
- Flat area	:	approx.	52%
- Hilly area	:	approx.	9%
- River bed	:	n.a.	
- Swamp, mountain, coast	:	n.a.	
2. Soil		••••••	
- Loamy or rocky	:	approx.	2%
- Gravely, sandy		n.a.	
- Sandy, clayey		approx.	6%
- Silty, clayey		approx.	
3. Foundation Condition (natural	.)		
- Very hard	:	approx.	2%
- Hard		approx.	
- Soft		approx.	
- Very soft	:	n.a.	
4. Ground water level			
- More than 10 m	•	approx.	3%
- Between 10 m and 5 m		approx.	
- Between 5 m and 1 m		approx.	
- Less than 1 m	•	approx.	-
Note : n.a. means records are	not	availab	le,

1. Over 20 years of airport operation		
	: approx.	
2. Access to Airport 20 - 60 km	: approx.	69
3. Land Size	: n.a.	-
<ol> <li>Less than 6 m of elevation of airport reference point</li> </ol>	; approx.	
	· approx.	
5. Air service formation - Major air service		
- Feeder air service	: approx. : approx.	
- Pioneer air service	: approx.	
6. Air service regularity		÷• •
	; approx.	91
- Feeder air service	i n.a.	0.
- Pioneer air service	: approx.	2
7. Flight operation hour		•••
- More than 10 hours	: approx.	39
- Between 10 and 6 hours	: approx.	42
- Less than 6 hours	: approx.	1
8. Number of airport staff		
- More than 100 staffs	: approx.	43
- Between 100 and 50 staffs		
🖓 - Less than 50 staffs	; approx.	13

Table-6.2	Present	Status	oſ	Airport
				•

## Maximum Operation Aircraft and Airport Facility

1. Maximum operation aircraft - Widebody jet	:	approx.	112
- Ordinary jet		approx.	
- Ordinary plane		approx.	
		appron	
2. Runway length			
- More than 3,000m		approx.	3%
- Between 3,000m and 1,800m	:	approx.	
- Between 1.800m and 800m	:	approx.	
- Less than 800m	;	approx.	3%
3. Passenger terminal building		••	
- More than 20,000m2	:	approx.	2%
- Between 20,000m2 and 5,000m2	:	approx.	8%
- Less than 5,000m2	:	approx.	84%
4. Cargo & other - More than 6,000m2 - Between 6,000m2 and 3,000m2		approx.	 2% 8%
- Less than 3,000m2	:	approx.	86%
- Less blan of coome			
5. Elect. & Mech. service utilitie	5		_
- Good & fair conditions	:	approx.	
- Bad condition	:	approx.	27%
- Worst condition	:	n.a.	
6. Airport navigation aids		approx.	11%
- IFR/High quality	1	approx.	
- IFR/Ordinary quality	:	approx.	
- VFR/High quality	-		
- VFR/Ordinary guality		approx.	14%

Note : n.a. means records are not available

trunk lines and in the feeder lines by the year of 1994 and 2004. To realize such new air routes, the appropriate airports facilities should be provided in advance of commencement of services by any of the following measures;

- Construction of a new airport

- Expansion and overlay of the existing runway if the existing airports could not afford to accommodate the aircraft and the air traffic load in the future.

Out of these two alternatives, the work items (09)and quantities for expansion and overlay of the existing runway depend largely on the prevailing present certainly conditions οf these airports. To figure out these conditions, it inevitably requires the extensive evaluation survey on each specific airport. Some airport, for example, would need the overlay or the reconstruction of a part or all of a runway or addition of a terminal building. It could hardly be possible to investigate the present status of all study airports and assess the extent of works involved for upgrading the existing facilities good for the expected future aircraft load and passenger demand.

(10) As such, to estimate the approximate cost to be required for accommodating the expected future aircraft as specified in Table-5.24 of Section 5, it is assumed that;

- The existing runway shall be overlaid and expanded, in case that the expected future load is heavier than that at present. The cost accruing from the probable expansion of an existing terminal building has been disregarded since its present capacity and status are quite uncertain.

 The new airports be constructed in the zones where the airport is presently nonexistent and opening of the new air route is expected within 20 years as discussed in Section 5 and listed in Tables-5.6(3/3), 5.7(3/3), 5.11 and 5.12(2/2) of Section-5.

(11) The work quantities and cost incurred for expansion and overlay naturally vary depending on the size/type of an aircraft to be assigned. To simplify and generalize, the runway has been classified to 6 groups by available numbers of seats of an aircraft as presented in Table-A6.2 and Table-A6.3 and listed in Tables-5.6(3/3), 5.7(3/3), 5.11 and 5.12(2/2).

	· · · · · · · · · · · · · · · · · · ·	·	
NO	Nos.of Seats	Runway (L*W)	Equiv.Aircraft
1	340 <u>&lt;</u> S < 510	2,900*45 <sup>*1</sup>	B-747-300
2	150 <u>&lt;</u> S < 340	2,900*45 <sup>*1</sup>	
		2,800*45	
3	50 <u>&lt;</u> S < 150	2,400*45	DC-9
•		2,000*45	
	· ·	1,800*45	
4	20 <u>&lt;</u> S < 50	1,400*30	F - 27
		1,100*30	CN-235
5	10 <u>&lt;</u> S < 20	800*23	DHC~6
6	S < 10	500*18	BN-2A

Table-6.3 Numbers of Seats versus Runway Length

\*1: Thickness of pavement is different.S: Number of seats

Each runway belonging to the same group specified in the above table has a similar pavement structure. Thus, the cost required for extension and overlay of a runway in the specific group is mutually identical.

(12) As broken down in Tables-5.6, 5.7, 5.11 and 5.12 of Section-5, the accumulated extension and overlay length of a runway has been assessed in consideration to the existing runway length and the future aircraft to be put on services, and is summarized by Scenario which is defined in Section 5, in the following Table-6.4.

			· ·		
		SCENAR	10~A	SCENAI	RIO-B
NO	Nos.of Seats	Exten.	O.L	Exten.	O.L
		(m)	(m)	(m)	(m)
	1994				
1	340 <u>&lt;</u> S < 510	2,345	6,355	÷ _	- ·
2	150 <u>&lt; S</u> < 340	8,960	22,240		-
3	50 <u>&lt;</u> S < 150	11,325	28,075	2,455	10,345
4	20 <u>&lt;</u> S < 50	9,995	22,405	1,950	2,850
5	10 <u>&lt; S</u> < 20	1,090	5,310	150	650
6	S < 10	-	-		
	Total	33,715	84,385	4,555	13,845
i.	2004			· · ·	н. 1
1	$340 \le S < 510$	4,150	7,450		-
2	$150 \le S < 340$	13,165	23,535	300	2,500
3	50 <u>&lt; S</u> < 150	13,290	33,510	4,510	21,890
4	20 <u>&lt;</u> S < 50	12,850	22,150	2,935	6,465
5	10 <u>&lt;</u> S < 20	820	3,980	1,095	4,505
6	S < 10	-		<b></b>	-
	Total	44,275	90,625	8,840	35,360

Table-6.4 Runway Extension and Overlay Length

Note: Exten.; Extension O.L ; Overlay S ; Number of seats

In the above table, the length denoted in the column of 2004 means the length required, unless expansion and overlay will have been made at all by 2004. For example, in case of Scenario-A, the group of a runway which shall serve in 2004 for an aircraft having number of seats from 150 to 340, or 2,800m\*45m and 2,900m\*45m at the longest in the group, shall be extended by 13,165m and overlaid by 23,535m in the very group total, if no extension and overlay on the runway in the group would have been made at all by that year.

(13) While, the facility requirements of the probable new airports to serve the potential new air routes is figured in accordance with the airport classification criteria to select the suitable development scale. The criteria currently effective in Indonesia are the credit points given to the components concerning;

- Air traffic volume

- Status of the airport

- Type of aircraft

- Availability of air safety operation

- Availability of telecommunications, air naviga tions, electricities and visual aids facilities

- Other additional components

The credit points given to the respective component is tabulated in Table-6.5.

	Components	Point
1.	Air traffic demand:	:
	a. Annual aircraft movement for every 1,000 movements (take off and landing)	100
	b. Number of passenger For every 10,000 pax (depart & arrive)	100
	c. Number of cargo For every 100,000 kg (loading & unloading)	100
2.	Status of airport:	
	a. Internatinal airport	100
	b. Border airport	50
	c. Domestic airport	30
	d. Pioneer airport	10
3.	Type of aircraft:	
	a. B-767, B-747, DC-10, Air Bus A-300, A-310, etc	100
	b. DC-9, F-28, B-757, A-320, etc.	75
	c. F-27, DC-3, CN-235, etc	50
	d. Aircraft type smaller than DC-3, CN-235	25
4.	Service facilities of air safety operation:	
	a. Unattended	10
	b. AFIS (Aerodrome Flight Information Service)	75
	c. ADC (Aerodrome Control Tower)	100
	d. APP (Approach Control Office)	100
	e. ACC (Area Control Centre)	100
	f. FSS (Flight Service Station)	75
	g. FIC (Flight Information Centre)	
	- Flight Information Region (FIR)	100
	- Upper Information Region (UIR)	100
	h. AIS (Aeronautical Information Services)	50
	i. Fire fighting facilities	100
	j. Refuelling Facilities	100

Table-6.5 Credit Points Assign for the each Component

			Components	Poin
				***
5.	<u>Tel</u> Vis	ecomm ual /	nunications, Air Navigations, Electricities, and Aids Facilities:	
	a.	Tele	ecommunication Facilities;	
		1)	AMS (Aeronautical Mobile Service);	
			a) VHF (Very High Frequency)	100
			b) UHF (Ultra High Frequency)	75
			c) HF (High Frequency)	50
		2)	AFS (Aeronautical Fixed Service);	
	·		a) AFTN/RTT (Aeronautical Fixed Tele- communication Network/Radio Teletype & Radio Telephony)	100
			b) DSC (Direct Speech Circuit)	100
	ъ.	Air	Navigation Facilities;	
		1)	NDB (Non Directional Radio Beacon)	25
		2)	VOR (Very High Frequency Omni Range)	50
		3)	DME (Distance Measuring Equipment)	50
		4)	RADAR (Radio Detecting And Ranging)	100
		5)	ILS (Instrument Landing System)	100
	c.	Elec	ctricity Facilities;	
		1)	Power: (kVA = Kilovolt Ampere)	
			a) More than 850 kVA	100
			b) More than 500 kVA and less than 849 kVA	75
			c) 250 kVA - 499 kVA	50
			d) 100 kVA - 249 kVA	25
			e) Less than 99 kVA	10
	d.	Visu	al Aids Facilities;	
			a) VASI (Visual Approach Slope Indicator)	50
			b) Runway Light	100
			c) Approach Light	100
			d) REIL (Runway End Indication Light)	7.

Table-6.5 Credit Points Assign for the each Component

•

		Componenets	Point
6.	<u>Oth</u>	er Additional Components:	
	a.	Servicing Government Activity (Catchment Area/Hinter land);	
		1) Province	1,000
		2) Municipality	250
	b.	Airport Operation Hour;	
		1) 19 - 24 hours	100
		2) 13 - 18 hours	75
		3) 9 - 12 hours	50
		4) Less than 9 hours	2.5
	c.	Educational Centre	1,000
	d. <u>The</u>	Industrial Development Centre	1,750
	The		1,750
	The	airport categorization and credit point:	1,750
-	<u>The</u> The	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II	1,750
-	<u>The</u> The 1. 2. 3.	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class II	1,750
-	<u>The</u> The 1. 2. 3. 4.	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class III Airport Catagory/Class IV	1,750
-	<u>The</u> The 1. 2. 3.	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class II	1,750
- T1	<u>The</u> The 1. 2. 3. 4. 5.	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class III Airport Catagory/Class IV	
- Ti	<u>The</u> The 1. 2. 3. 4. 5.	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class IV Airport Catagory/Class V	
	<u>The</u> The 1. 2. 3. 4. 5. he ai	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class IV Airport Catagory/Class V Airport classification is based on credit point which ca	n rea(
t	<u>The</u> The 1. 2. 3. 4. 5. he ai o ev . Ai	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class IV Airport Catagory/Class V categort classification is based on credit point which category airport.	n rea( 000
t ( 1	<u>The</u> The 1. 2. 3. 4. 5. he ai o ev . Ai	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class IV Airport Catagory/Class V irport classification is based on credit point which catagory airport.	n rea( 000
t ( 1 2	The           The           1.           2.           3.           4.           5.           he         ai           o         ev           .         Ai           .         Ai           .         Ai	airport categorization and credit point: airport classification is devided into 5 catagories. Airport Catagory/Class I Airport Catagory/Class II Airport Catagory/Class III Airport Catagory/Class IV Airport Catagory/Class V front classification is based on credit point which ca yery airport. Inport Category/Class I ; total point: more than 10, inport Category/Class II ; total point: 4,000 - 9,999	n rea( 000

Table-6.5 Credit Points Assign for the each Component

Source: Letter of Minister of Transportations and Communications No. 117/AU104/PH6-82, Jakarta, 3 April 1982. (14) To assess the minimum credit point of the respective Category of an airport, the model airport representing each Category has been selected preliminarily based on the total capacity of the present operation among the existing airports as follows.

- Category-I	Manado Airport
- Category-II	Jayapura Airport
- Category-111	Dili Airport
- Category-IV	Sarmi Airport
- Category-V	Moanamani Airport

Then, the credit points of each model airport is calculated based on the given point as presented in the aforesaid Table-6.5. The results are shown in Table-6.6, which is revised to meet the concept design for the recent airport facility requirements.

(15) As per Table-6.6, the total minimum credit point of each Category of airports in 2004 will be defined as follows.

~ Category-I	more than 15,000 points
- Category-II	7,500 to 14,999 points
- Category-III	5,000 to 7,499 points
- Category-IV	2,500 to 4,499 points
- Category-V	1,500 to 2,499 points

Whereas, the points of probable new land airports, which are named in Tables 5.6(3/3) and 5.7(3/3), given by the

Notes:	<ul> <li>Appl Application</li> <li>1) Following credit point will be formed as for minimized airport, 2004.</li> <li>2) Minimum credit point of Cat-I, II, III, IV and V will be modified due to present requirement of civil aviation to Airport Classification Criteria.</li> </ul>
<u>References</u> :	a) Airport Classification Criteria b) STATISTIK ANGKUTAN UPARA 1984/1985 c) Air Transportation Demand, 1986
Notice:	Above reference will be used for the study of min. aircraft movement and number of cargo. Necessary model airport will designate; Manado/Cat-I, Jayapura/Cat-II, Dili/Cat-III, Sarmi/Cat-IV and Moanamani/Cat-V.

		Airport Category / Class	Category-I		Category-II		Category-III		Cacegory-IV		Category-V	
	Bas	ic Corponents	Appl.	Credit Point	Appl.	Credit Point	Appl.	Credit Point	Appl.	Credit Point	Appl.	Credi Point
								- 	. ·			
1.		Air Traffic Demand:								200		100
	a.	Aircraft Movement (Annual)	0 、	1,150	0	800	0	400	ò	200	O	100
	ь.	Number of Passenger (Annual)	0	3,900	0	1,750	0	1,225	0	125	0	50
	c.	Number of Cargo (Annual)	ø	4,000	0	1,950	<b>o</b> '	1,370	0	790	0	530
2.		Status of Airport:										
	а.	International airport/major airport (International and regional air services)	o	100	-	-	-	-	-	<del></del>	-	-
	Ъ.	Border airport/major airport (Regional air services)		-	o	50	-	-	-	-	-	~
	c.	Domestic airport/feeder airport (Provincial air services)	-	-	-	-	0	30	_	-	-	• •
	d.	Pioneer airport/pioneer airport (finicipal air services)	-	-	-	-	-	-	o	10	•	10
3.		Type of Aircraft:				•						
	a.	B-767, B-747, DC-10, A-300, etc.	B⊷747	100	DC- 10-30	100	-	-	-	-	-	-
	Ъ.	DC-9, F-28, B-757, A-320, etc.	-	-	-	-	F-28	75	-	-	-	
	c.	F-27, DC-3, CX-235, etc.	-	÷	-	-	-	-	F-27	50	-	-
	ď.	Aircraft type smaller than DC-3, QN-235	-	-	-	-	-	-		-	DHC-6	25
<b>4.</b>		Service Facilities of Air Safety Operation:		÷					н 			
	a.	Unattended	-	-	-	-	-	-	-	-	o	10
	b.	AFIS	o	75	٥	75	0	75	-	-	-	-
	c.	ADC	o	100	0	100	o	100	o	100	0	່າແ
	d.	APP	o	100	o	100	-	~	-	-	_	
	e.	ACC	o	100				_	_	-	-	
	£.	FSS	-		~	-		-	0	75	-	
	8.	FIR	0	100	o	100	o	100	0	100	0	10
	•	VIR	-	_	_		-	-	-	_	-	
	h.	AIS	o	50	0	50	-	_	_	-	-	
	п. i.	Fire fighting facilities								100	-	10
			o	100	0	100	o	100	0		Ó	
	j.	Refuelling facilities	0	100	0	100	٥	100	¢	100	0	10

Table-6.6 Minimum Credit Point of Airport

## Table-6.6 Minimum Credit Point of Airport

	Airport Category / Class	Cate	gory-1	Categ	ory-11	Categ	ory-III	Cater	ory-IV	 Car-	gory~V
Bašio	components	Appl.	Credit Point	Appl,	Credit Point	Appl.	Credit Point	Appl.	Credit Point	Appl.	Credit Point
	Tele-Comm., Air Navigations, Electricit and Visual Aids Facilities:	ies									
а.	Tele-Communication Facilities;										
	1) ANS										
	a) VHF										
	b) UHF	0 0	100 75	0	100	Q	100	-	*	~	-
	c) HF	0	75 50	0 0	75 50	0	75		-	-	-
	2) AFS			Ū		0	50	0	50	0	5
	a) AFIN/RIT b) DSC	0	100	0	100	0	100	<del>~</del>	-	-	-
			100	0	100	0	100	-	-	-	-
b.	Air Navigation Facilities;										
	1) NDB	0	25	0	25	o	25	0	25	о	2
	2) VOR	o	50	o	50	o	50	٥	50	•	
	3) DE	0	50	o	50	o	50	o	50	_	· .
	4) RADAR	D	100	ó	100	o	100		-		•
	5) ILS	0	100					-			•
		U	100	0	100	o	100	-	-		
C.	Electricity Facilities;									:	
	1) Power (kVA - Kilovolt Ampere)										-
	a) More than dSO kVA	o	100	-	-	-	-	-	-	-	
	b) 500 kVA - 849 kVA	-	•	0	75	-	. –	+	-	-	
	c) 250 kVA - 499 kVA	-	-	-	-	0	50	0	50	-	•
	d) 100 kVA - 249 kVA e) Less than 99 kVA	_		-	-	-	-	-	-	0	2
,				-							
d.	Visual Aids Facilities;										
	a) VASI	o	50	0	50	ø	50	0	50 100	-	
	b) Ranway Light	0	100 100	0	100 100	o D	100 100	0 0	100 100	-	
	c) Approach Light d) REIL	0 0	75	0 0	75	0	75	0	75	-	
	-,	-				-					
	Other Additional Components:										
а.	Servicing Covernment Activity (Catchment Area/Hinter Land);	×									
	1) Province	o	1,000	o	1,000	-		-	-		
	2) Municipality	••	·	-	-	o	250	o	250	o	25
<b>b.</b>	Airport Operation Bour;										
	1) 19 - 24 hours -	o	100	-	-	-	-		•	-	
	2) 13 - 18 hours	-	-	0	75	-	-	-	-	-	
	· · · · · · · · · · · · · · · · · · ·										
	3) 9 - 12 hours		-	-	-	o	50	o	50	-	

## Table-6.6 Minimum Credit Point of Airport

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# (TARGET YEAR OF 2,004)

Airport Category / Class	Cate	gory-I	Categ	ory-II	Categ	ory–III	Category-IV		Category-V	
Basic Corponents	Appl.	Credit Point	App1.	Credit Point	Αррі.	Credit Point	Appl.	Credit Point	Appl.	Credi Point
c. Educational Centre	• •	1,000	• .		-	-	÷ 🛖	-		
d. Industrial Development Centre (IPZ)	0	1,750	. 🛥	••-	· _	-	-		-	
				<u> </u>				· .		
Total min. credit point for airport category/class		,000 vised)		500 vised)		000 ised)		500 rised)		,500 vised)

passenger demand forecast as per Tables-6.7 and 6.8 are:

	F5-B,	Kediı	ri	1773.4	(1994)	3274.9	(2004)
-	F6-B,	Kota	Bumi	1517.0	(1994)	1971.8	(2004)
	F13-B	, Suka	Bumi	1092.7	(1994)	1460.6	(2004)

As is clear in the above, the probable 3 new land airports all correspond to Categories-IV and V in the aspect of passenger demand. In addition, all of the probable new hydro ports fall within Category-V.

(16) While, as defined in the line 3.c and 3.d of Table-6.6, the maximum operation aircraft type corresponds to F-27 class aircraft for Category-IV and DHC-6 class aircraft for Category-V. Thereby, the airport index of a probable new land airport are to be defined as follows.

\* Airport Category: Category-IV

- Number of Passenger: 12,500 - 122,500

- Maximum Operation Aircraft: F-27

- Runway, L x W: 1,600m x 45m

(covers HS-748-2B & C-160/non-scheduled as specified in Repelita-IV)

\* Airport Category: Category-V

- Number of Passenger: 5,000 - 12,500

- Maximum Operation Aircraft: DHC-6

- Runway, L x W: 800m x 23m

(covers CN-235 & C-212/non scheduled as specified in Repelita-IV)

(17) In addition, since the number of passenger varies from 122,500 to 5.000 in wide range within Category-IV and V, the standard scale of the new airports is subdivided to three types as defined below.

- Type-A/CAT-IV, 25,000 to 50,000 passengers

Table-6.7 Air Passenger Demand Forecast of New Feeder Air Route

Fassenger Demand Forecast, 2004 15,446 21,146 16,007 12,769 9,173 " 8,955 15,433 14,606 16,021 ÷ z ŧ ÷ z Ŧ Passenger Demand Forecast, 1994 11,660 10,927 11,757 z r ī ι. ı ı ı ì (TGK) (YNA) (LUU) (13C) (IMV) (IXI) (MIH) (BTE) (DXA) Name of Assigned Airport and/or Location LUBUK SIKAPING SOEKARNO HATTA BATANG TARANG SAMSUDIN NOOR RABUH HAMPANG LUBUK LINGGAU SIMPANG TIGA TALANGBETUTU TANAH GROGOT TASIK MALAYA BANYUWANGI SELAPARANG BULISERANT SUKA BUMI PANARUNG BABULLAH SUPADIO BRANTI No. of Airport, PLI-A FI1-B F14-A P15-B F17-A F18-B FI9-A F12-B F14-B F15-A P16-B F17-B F18-A F19-B F12-A F13-A F13-B F16-A 240 176 252 220 232 233 256 88 168 Dist. (km) No. of Air Route ä F-14 F-19 8-15 F-18 F-11 F-12 **P-16** 71-3 F-13 Passenger Demand Forecast, 2004 19,718 20,133 16,778 16,893 47,383 43,704 32,749 20,134 41,749 27,287 ". = = ¥ Ξ = ŧ = = 2 Passenger Demand Forecast, 1994 13,229 34,534 30,995 25,428 20,117 17,734 15,170 14,820 14,036 13,843 ÷ = = F = ź = Ŧ (DXA) (MIC) (rgk) ( PKU) (MNK) ( FNK) (SRG) (лкт) (BDO) (FLM) Name of Assigned Airport and/or Location H. SASTRA NEGARA PADANG SIDEMPUAN SOEKARNO HATTA TALANG BETUTU SIMPANG TIGA SIMPANG TIGA MUARA BUNGO PANDEGLANG MUARA ENIM SINGKAWANG KOTA BUMI STBOLGA SUPADIO SUPADIO A. YANI BRANTI MALANG MADIUN NATUNA KEDIRI No. of Airport FIO-A FIO-B F1-B F5-B P6-B ₽7--A F7-B P8-A F8-B F9-A <u> 19-В</u> FI-A F2-B F5-A F6-A F2-A F3-A F)-B F4--A F4-B ---244 269 458 212 155 236 271 Dist. (km) 295 151 123 No. of Air P-10 Route 9-9 ት F-5 F-1 F-2 9-4 4 F-7 ₽**-**8 Ť

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Air Passenger Demand Forecast of New Trunk Air Route

Table-6.8

Present:         Dennoi         No. of butto         Dennoi         No. of butto         Dennoi         Dennoi <thdennoi< th="">         Dennoi         Dennoi</thdennoi<>													(Sheet No.2 of 2)
62,292         75,309         7-11         1,297         11,1-8         2 YANT         (502)         -           99,947         80,307         7-12         1,994         712-8         70.0NLA         (503)         -           99,947         80,307         7-12         1,994         712-8         70.0NLA         (503)         -           99,947         80,307         7-12         1,994         712-4         70.0NLA         (513)         -           71,997         7-13         1,165         712-4         70.0NLA         (513)         -           71,997         7-13         1,165         713-4         70.0NLNSIDI         (513)         -           65,940         51,755         7-14         1,792         714-4         SCEXARNO EATTA         (513)         -           65,991         7-16         1,022         715-4         AUI SUCIFYO         (700)         -         -         2           56,991         70,028         7-16         1,022         715-4         715-4         20.0NLA         (706)         -         2         2         2         2         2         2         2         2         2         2         2         2	No. of Name of Assigned Airport Airport	Name of Assigne Airport			pq	Passenger Demand Forecast, 2004	No. of Air Route	Dist. (km)	No. of Airport	Name of Assig Airport	peq	Passenger Demand Forecast, 1994	Fassenger Forecast,
99,947       80,307       7-12       1,954       712-8       70.0NLA       (KGS)       -         71,397       7-13       1,165       713-8       70.0NLA       (SUB)       -         73,060       71,397       7-13       1,165       713-8       70.0NLA       (SUB)       -         65,469       53,561       7-14       1,792       714-8       SOEXARNO EATTA       (NCT)       -         65,469       53,561       7-14       1,792       714-8       SOEXARNO EATTA       (NCT)       -         65,201       51,755       7-15       1,023       715-8       SETINGGAM       (BDM)       -       -       2         36,991       50,308       7-16       890       715-8       SETINGGAM       (BDM)       -       -       2         36,991       50,308       7-16       890       715-8       SETINGGAM       (BDM)       -       -       2       -       -       2       -       2       -       2       -       -       2       -       2       -       2       -       2       -       2       -       2       -       2       -       2       2       2       2	TI-A BLANG BINTANG TI-B SOEKARNO HATTA	BLANG BINTANG Soekarno hatta		(BTJ) (JKT)	62,292 "	78,309	1-11	1,297	T11-A T11-B	JUANDA EL. TARI	(SUB) (KOE)	1 1	37,039
53,080       71,337       7-13       1,185       T13-a       7-UANDA       (SUB)       -         "       "       T13-a       V. MONCINSIDI       (SUB)       -         "       "       11,792       T14-a       SOEKARNO EATTA       (ACC)       -       2         "       "       "       NONCINSIDI       (SUB)       -       -       2         "       "       "       NONCINSIDI       (ACC)       -       2       2         "       "       "       NONCINSIDI       (ACC)       -       2       2         "       "       "       NONCINSIDI       (ACC)       -       2       2         "       "       T14-B       V. MONCINSIDI       (ACC)       -       2       2         "       "       "       T14-B       V. MONCINSIDI       (ACC)       -       2	T2-A SOEKARNO HATTA T2-B PATIMURA			(JKT) (AMQ)	59,947	80,307	T-12	1,954	T12-A T12-B	POLONIA JUANDA	(EUS)	۱ ، ۰	33,178
45,469       53,561       T-14       1,792       T14       SDEKARNO EATTA       (JTT)       -         -       -       -       T14       X. MONGINSIDI       (ZUI)       -         -       -       51,755       T-16       1,023       T15       X. MONGINSIDI       (ZUI)       -         -       -       -       T15       T15       SEPTNGGAN       (REN)       -       -       2         36,951       50,308       T-16       890       T16       NLLANG       (MLG)       -       -       2         -       -       -       115       SEPTNGGAN       (BEN)       -       -       2       2       -       -       2       -       2       -       2       2       -       -       2       2       -       2       2       -       2       2       -       2       2       -       2       2       1       1       1       1       1       1       -       2       2       2       2       1       2       2       2       2       2       2       2       2       2       1       1	T3-A SOEKARNO EATTA ( T3-B SAM RATULANGI (		$\sim \sim$	(JKT) (MDC)	53,080	71,397	T-13	1,185	T13-A T13-B	JUANDA W. MONGINSIDI	(SUB) (KDI)	• •	32,145
45,201       51,755       T-15       1,023       T15-B       SEFINGGAN       (JOG)       -         36,991       50,308       T-16       890       T15-B       SEFINGGAN       (EPN)       -         36,991       50,308       T-16       890       T15-B       SEFINGGAN       (BN)       -         36,553       38,080       T-17       2,284       T17-B       POLONIA       (MG)       -         36,553       38,996       T-17       2,284       T17-B       POLONIA       (MES)       -       -       -         36,553       38,996       T-17       2,284       T17-B       POLONIA       (MES)       -	T4-A MALANG T4-B NGURAH RAI (	RAI	$\sim$ $\sim$	(S40)	45,469	53,561	T-14	1,792	T14-A T14-B	SOEKARNO HATTA W. MONGINSIDI			29,475
36,991       50,308       T-16       890       T16-B       NALANG       (MLG)       -         36,553       38,080       T-17       2,284       T17-A       POLONIA       (MES)       -         36,553       38,996       T-17       2,284       T17-B       NGURAH RAI       (MES)       -         36,553       38,996       T-17       2,284       T17-B       NGURAH RAI       (MES)       -       -         "       "       T17-B       NGURAH RAI       (MES)       -	T5-A SIMPANG TIGA (J T5-B ADI SUCIFTO (J		50	70G)	45,201	51,755	T-15	1,023	T15-A T15-B	adi sucipto Sepinggan	(JOG) (BFN)	. 1	25 ,264
36,553       38,080       T-IT       2,284       T17-A       FOLONIA       (MES)       -         "       "       T17-B       NGURAH RAI       (DFS)       -         27,706       38,996       T-18       1,229       T18-A       FOLONIA       (DFS)       -         "       "       T18-B       FOLONIA       (DFS)       -       -         "       "       T18-B       FOLONIA       (DFS)       -         "       "       T18-B       FOLONIA       (DFS)       -         20,686       40,955       T-19       1,511       T19-A       FOLONIA       (DES)       -         "       "       "       T19-B       B. SASTARA NEGARA       (BDO)       -       -         16,744       20,051       T-20       952       T20-A       A. TANI       (SBC)       -       -         "       "       T20-B       SEFINGGAN       (BPN)       -	T6-B JUANDA (S T6-B TARAKAN (T		<u> </u>	SUB) RK)	36,991	50,308	1-16	068	T16-A T16-B	MALANG SEPINGGAN	(NIE) (SIM)	/ 1 1	23,100
27,706       38,996       T-18       1,229       T18-A       POLONIA       (MES)       -         "       "       T18-B       BFANTI       (TGK)       -         20,686       40,955       T-19       1,511       T19-A       POLONIA       (MES)       -         "       "       T19-B       B. SASTARA NEGARA (BDO)       -       -         16,744       20,051       T-20       952       T20-B       A. TANI       (SBC)       -         "       "       "       T20-B       SEPINGGAN       (BPN)       -       -	TT-A MALANG (M TT-B SAMSUDIN NOOR (E	IN NOOR	<u>5</u> <u>B</u>	ରୁ ନୁ	36, 553	38,080	T-17	2,284	T17-A T17-B	POLONIA NGURAH RAI	(MES) (DPS)	1.1	22,362
20,686       40,955       T-19       1,511       T19-A       FOLONIA       (MES)       -         "       "       T19-B       B. SASTARA NEGARA       (BDO)       -         16,744       20,051       T-20       952       T20-A       A. TANI       (SEG)       -         "       "       T20-B       SEPTINGGAN       (BPN)       -	T8-A SOEKARNO HATTA (J T8-B TARAKAN (J	O RATTA	25	TKT) FRK)	27,706 "	38,996	7-18 7-18	1,229	T18-A T18-B	POLONIA Branti	(MES) (TGK)		16,280
16,744 20,051 T-20 952 T20-A A. TANI (SRG) - " T20-B SEPINGGAN (BPN) -	T9-A SOEKARNO HATTA (. T9-B SELAPARANG (.		ت ت	(JKT) (AMI)	20,686	40,955	Т-19	1,511	T19-A T19-B	POLONIA H. SASTARA NEGARA	(MES) (BD0)	1 1	14,823
-	TIO-A H. SASTARA NEGARA () TIO-B NGURAH RAI ()	NEGARA	$\circ \circ$	(BDO) (DPS)	16,744 "	20,051	1-20	952	T20-A T20-B	a. Tani Sepinggan	(SRG) (BPN)	<b>1 1</b>	11,670

- Type-B/CAT-IV, 12,500 to 25,000 passengers - Type-C/CAT-V, 5,000 to 12,500 passengers With this classification, the development scale of the

probable new airports is summarized in Tables-6.9.

## Standard Scale of New Airport Facility, 2004 (AIRPORT CATECORY/CLASS: IV and V, PIONEER AIRPORT) Table-6.9

Note: For air navaids equipments in the airport facility requirements, will be referred to the final report on the navaids and tele-comm, covers radio & radar equipments and visual aids at air route and airport.

De	Type of Facility	Cat/Class-IV, Type-A	Cat/Class-IV,	Cat/Class-V,	]
	Air Service Regularity	Dom/Scheduled	Туре-В	Туре-С	Remarks
	Air Service Formation	Tertiary &	Dom/Scheduled	Dom/Scheduled	. chartered flight available
4		Access	Tertiary & Access	Access	. Radial and loop air routes.
Nev Airport	Air Operation Area	Provincial & Municipal	Provincial & Municipal	Muicipal	. by the civil aviation services.
of Nev	Operation Aircraft	F-27/STOL VIOL	F-27/STOL VIOL	DHC-6/STOL VIOL	. F-27, CN-235; 52 and 38 seats. . DHC-6; 18 seats. . STOL, VIOL: less than 18 seats.
	Land Size of Airport (ha)	100	100	50	includes future expansion.
Condition	Elevation of Airport Reference Point (m)	X > 6	X > 6	X > 6	
	Topography	Flatly	Flatly	Flatly	.elev. difference < 3 m
General	Foundation of Natural Ground	Hardy/Soft	llardy/Soft	Hardy/Soft	. field CBR > 6.0 (Ave.), silty clay.
ð	Ground Water Level (m)	X≺-3	x≪3	X ≪-3	
	Distance between Airport to City/town (km)	20 ~ 60	20 - 60	- 20 - 60	
	Air Passenger (Annual) (man)	50,000	25,000	12,500	. assumed by the air passenger demand forecast of new air route. (max.)
Forecast	Air Cargo (Annual) (t)	1,080	935	660	. assumed by the minimum credit point of airport.
то д	Air Craft Movement (Annual) (ho.)	2,500	1,700	1,400	. assumed by the minimum credit point of airport (take-off & landing)
Demand	Peak Hour Air Passenger (man)	76	38	19	airport (take-off & landing) . passenger time fluctuation * . aircraft time fluctuation
	Peak Hour Aircraft Movement (no.)	1.9	1.3	1.1	. number of aircraft in peak hour
Airport	Airport Operation Hour (hr.)	δ.	б	6	. min. operation hour
٩	Nax. Operation Aircraft	F - 27	F - 27	DHC ~ 6	. (HS-748-2B, C-160/Non-Scheduled)/ CaC-1V . (CR-235, C-212/Non-Scheduled)/Cat-V
	Land Acquisition (ha)	100	100	50	, includes future expansion.
	Rumway, Length x Width (m)	1,600 x 45	1,600 x 45	800 x 23	covers take-off & landing of HS-748-28 & C-160/Cat-IV and CR-235 & C-212/Cat-V
	Runway Strip, Length x Width (m)	1,720 x 300	l,720 x 300	920 x 300	. includes future instrument runway
	Taxiway, Length x Width (m)	150 x 23	150 x 23	150 x 23	11
	Aircraft Parking Apron including reserve spot	1: C-160 1: F-27 1: CN-235	1: C-160 1: F~27 1: QN-235	1: Q1+235 2: DHC-6	. occupation time of apron: 1. first flight 1.5 hr 2. scheduled flight 1.0 hr . covers HS-748-28 and C-160/Cat-IV and CH-235 & C-212/Cat-V.
Requirements	(㎡) Passenger Camplex Builidng (㎡)	1: 000-6 (165x90) 1,400	(135x90) 700	(110x75) 350 .	. covers (D-40-25 and C-107/Lat-17 and CH-235 & C-212/Cat-7. departure & arrival units, and boading and handling equipments
Requir	Cargo Terminal Building (㎡)	250	200	150	. cargo, luggage, air mail units, and loading and lifting equipments.
	Supporting Ancillary Building (m²)	280	160	140	. control tower, utility station and etc.
Facil	Car Parking Area (lot/m²)	40/1,400	20/700	10/350	. for passenger, airport staff, employee and visitor.
Airport Facility	Land-Side Service Road (m/lane)	1,000/1	1,000/1	500/1	. terminal area for passenger δ cargo traffic.
CA.	Rescue & Fire Station (Car/of)	1/80	1/80	1/80	. air navigation aids required for aircraft operation.
	Aviation Fuel Supply (kl/or)	-	-		<ul> <li>will be provided by fuel enterprise and airlines.</li> </ul>
	Elect. Power Supply (kVA)	500	500	250	. for building, navaids and telephony (includes generator)
	Water Supply (ton/month)	1.08	0.54	0.27	. water supply line and treatment plant.

(18) The probable new airports, listed in Tables-5.6(3/3), 5.7(3/3), 5.11 and 5.12(2/2) could be classified based on a magnitude of passenger demand as follows.

Table-6.10 Numbers of New Airports Required by Scenario

Type of Airport	Nu	mbers of Ai	rport	
	SCENAR I	0-A	SCENAR I	0-В
	1994	2004	1994	2004
1.Land Airport				
Type-A/Cat-IV		1		- :
Type-B/Cat-V	2	2	.1	1
Type-C/Cat-V	1	-	-	-
2.Hyro Airport				
Туре-С	-	-	6	21

(19) In respect to the conceptual engineering design of the airport facilities, the following materials are referred to.

- Standard of Airfield Facility Recommended by ICAO, shown in Table-6.10.
- Standard of Sea-Air Station Facility by SJAC shown in Table-6.11.
- Site Requirement of Air Operation-Obstacle Limitation Surface (Land Air Station) shown in Figure-6.2.
- Site Requirement of Air Operation (Sea Air Station) shown in Figure-6.3.

#### 6.02.3 Approximate Cost

(20) The approximate cost required for extension and overlay of the existing airports, and construction of a new airport in order to accommodate the future traffic demand is estimated for each Scenario as presented in Tables A6.4 to A6.5 and summarized below.

# Table-6.11(1) Summary of Approximate Cost

Description	SCENAI	RIO-A	SCENA	RIO-B
	1994	2004	1994	2004
Runway Extension	217	289	28	53
Runway Overlay	205	227	34	83
Const. of New Land Airport	45	58	. 19	19
Const. of New Hydroport	~	~	30	104
Grand Total	467	574	111	259

Unit: Millions Rp. = 588.2 US.\$

Whereas, if the land acquisition cost which is likely to be covered by the budget of a local government concerned is disregarded, the cost will be reduced as follows.

Table-6.11(2) Summary of Approximate Cost

Description	SCENA	RIO-A	SCENAR	RIO-B
	1994	2004	1994	2004
Runway Extension	204	272	26	49
Runway Overlay	205	227	34	83
Const. of New Land Airport	43	55	18	18
Const. of New Hydroport	-	-	26	91
Grand Total	452	554	104	241

Unit: Millions Rp.= 588.2 US.\$

(21) The unit cost applied to the above cost estimate has been assessed based on the following procedures.

A. Unit Cost of Extension and Overlay

1) Pavement structure has been assumed in relation with the subject load represented in numbers of seats of aircraft(see Table-A6.2).

2) Based on the dimension of the pavement thus assumed,

the unit work quantity per meter of extension and overlay of a runway has been estimated for each class of the runway. In this process, the width of landing area has been considered 300 meters for instrument landing and 150 meters for non-instrument landing.

3) The unit price of respective work, such as earth work, drainage work, pavement, etc., has been quoted by referring the price of similar work under construction. The unit cost has been given by quantity times unit price of the respective work as tabulated in Table-A6.3 and summarized below.

NO	Nos.of Seats	Extension	Overlay
1	340 <u>&lt;</u> S < 510	7,497	3,332
2	150 <u>&lt;</u> S < 340	7,290	3,135
3	50 <u>&lt;</u> S < 150	6,980	2,876
4	20 <u>&lt;</u> S < 50	5,161	1,263
5	10 <u>&lt;</u> S < 20	3,475	893
6	S < 10	3,084	728

Table-6.12 Unit Cost of Extension & Overlay

Unit; Tousands Rp./meter

B. Unit Construction Cost of New Airport

1) Based on the facility requirements as discussed in 6.02.2, the work quantities of each type of airport have been calculated and, by applying the same unit price as that adopted in Item A above, the unit construction cost has been assessed as shown in Table-A6.8 for a land airport and Table-A6.9 for a hydro airport. (22) Since the actual field investigation has not been made in this particular, several assumptions have been employed in cost estimate as follows.

- The natural conditions are assumed to be normal in general sense.
- Data and maps collected are used as much as possible for evaluation of site conditions.
  - Recent data of airport and other engineering construction between 1981 and 1987 in the South-East Asia, are applied for the unit price estimate.
  - Composition of construction work items for airport, are referred to FAA construction specification.
- Extension cost of terminal buildings related to upgrading of the existing runway is not included.
  - Exchange rates on December 1987 are fixed at U.S.\$ 1.00 equivalent to Rp. 1,700 and Yen 132.00

Hence, the grand total cost to be required (23)for and overlay of the existing expansion runways, and construction of the new probable airports to satisfy the each SCENARIO as presented in Table-6.11 demand of i n Para.(20) will amount to 467.0 billions Rp. in 1994 and 573.7 billions Rp. in 2004 for SCENARIO-A and, 110.0 billions Rp. in 1994 and 258.4 billions for SCENARIO-B.

The cost above just shows an approximate cost level and shall not be applied to any specific project without modifications necessary.

### 6.03 NAVAIDS AND COMMUNICATIONS

6.03.1 Evaluation of Present Status

(24) The following is the evaluation of present status and some improvement measures conceivable, which have been worked based on the present situations treated in Part II. In general, most of VOR seems functioning well. The following problems, however, have been reported from the officials concerned.

- Difficult access to a navigational station for maintenance.

- Shortage of spare parts, technicians and fuel supply.

- Limited electricity supply.

- Limited airport operation hour.
- Uncertain schedule of flight test

- Station be on air on request.

The existing NDBs be desirably replaced by precise (25)VOR, DVOR (Doppler VOR) instead of conventional VOR. In the area where there are many military aircraft flying, TACAN (Tactical Air Navigation System) should be collocated with VOR, instead of DME(VOR/DME). TACAN can be also usable for civil aircraft. because its nature is the same as that of DME. However, NDB need to remain located at some locations, because there will be a small number of military aircraft like a reconnaissance flight with the narrow cockpit which has no enough space to provide VOR airborne equipment besides tactical instruments.

The question that, which NDB can be replaced by VOR and which NDB should be left as it is, should be discussed among the authorities concerned.

(26) For small pioneer aircraft, it is desirable to provide VOR airborne equipment, since the VOR system accuracy is superior to that of NDB. Thus, it will make

their operationability higher when homing to destination airport.

Conventional NDB of low range be better replaced by (27)the new type of medium or higher range. It is, however, not necessary to replace all of them, because the provision of power NDB makes radio fixes in conjunction with higher the existing NDB of lower power so that a pilot can use the reference point to adjust his navigational fixes as a. deviation. Some of the example cases are delineated in Appendix to Section 6.

It is desirable to install DVOR for the (28)airways traversing wide bodies of water. They are better located on landfalls than on islands in between navigation aids constitute the airway. It is impractical to which install them on islands from viewpoint of accessibility for availability of technicians and maintenance, security The effect of provision of DVOR is discussed in problems. relation with Radio Line-of-Sight in Appendix to Section 6.

(29) ICAO, Annex 10 specifies that there is a need to indicate a system accuracy figure for the guidance of state planning VOR systems. VOR system use error is given by the following formula.

VOR System Use Error (Es) =  $\sqrt{Eg^2 + Ea^2 + Ep^2}$ 

where,

- VOR radial signal error (Eg):

This element consists of the radial displacement error and the radial variability error. It is determined by considering such factors as fixed radial displacement, monitoring, polarization effects, terrain effects and environment changes. - VOR airborne equipment error (Ea):

This element embraces all factors in airborne VOR system which induces errors(errors resulting from the use of compass information in some VOR displays are not included).

VOR pilotage element (Ep):
 The value taken for this element is that used in PANS-OPS(Doc 8168) for pilot tolerance.

is to specify the protected airspace of an airway to This protect an aircraft flying on the airway. Extensive flight should be conducted to derive uniform accuracy check to apply basically on whole Indonesia, There could, however, be some exception depending on the airspace circumstances. Ϊt is said that VOR System Use Error (Es) is 10 degree and NDB System Use Error is 15 degree in Indonesia. Some examples are shown in Appendix to Section 6.

Such terminal navaids as LLZ, G/S. VOR, OM and MM (30)have to have precise functionability, since an airport tends to be exposed to meteorologically low atmospheric condition and geographic condition. A pilot on final landing leg OM under IFR condition has to rely upon these facilities. and MM have to be in conformity with requirements specified ICAO, Annex 10. VOR should be collocated with DME t n in give a pilot precise distance guidance during his critical the area where there final. Ιn are maneuvering on movements in mixture of civil and military aircraft, TACAN should be introduced instead of DME, because a military aircraft can not use DME.

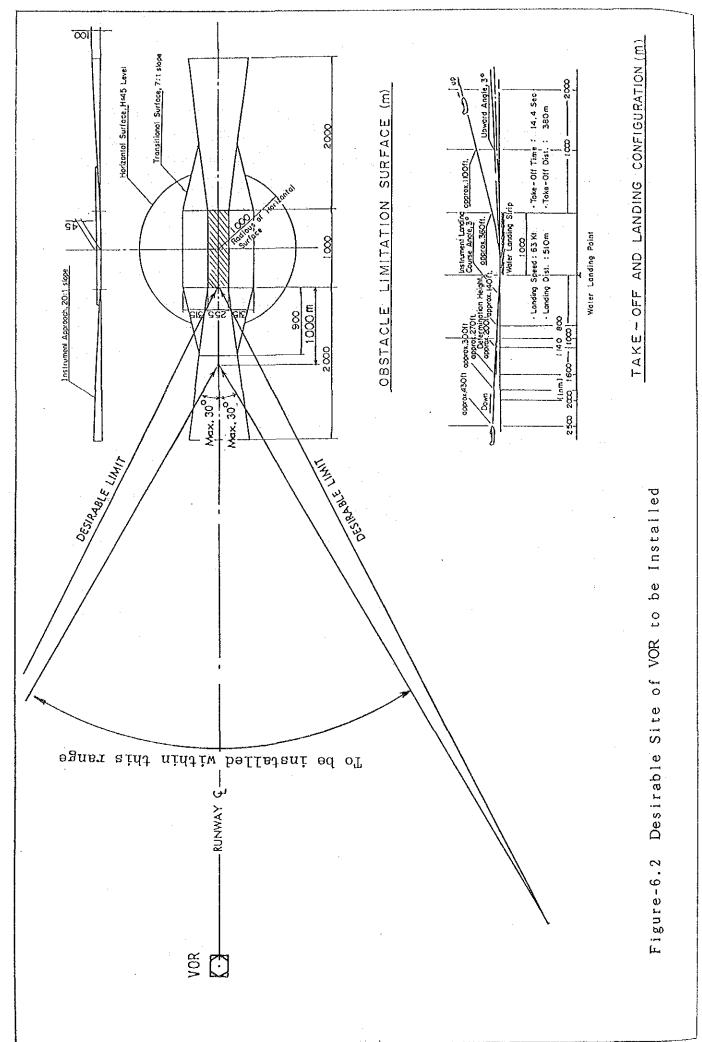
(31) VASIS better be replaced by PAPI(Precision Approach Path Indicator) when the existing VASIS come to need replacement. PAPI gives more precise guidance to a pilot than conventional VASIS. This system is specified by ICAO,

Annex 14 that the beam of light produced by the light units shall show through an angle of at least 1 degree 30 minutes above and below the mean of the transition sector both by day and by night and in azimuth through at least 10 degree by day and at least 15 degree by night. The effective visual range in clear weather shall be at least 7.4 KM within these angles.

In case of the water based airport, (32)the runway elevation is affected by a high-tide and low-tide limits as well as a wave-height. Even an airport on a lake, being more free from the conditions of the sea airport, will have a different runway elevation according to seasons rainy and dry. Minimum Obstacle Surface Limits will be established based on the Mean Sea Level (MSL), which i s subject to change according to the above mentioned water conditions when a pilot tries to land. Installations of LLZ, G/S and MM are not available, but VOR may be providable i f a suitable land terrain is found at a appropriate distance on the extension line of runway centerline. DME is better to be collocated with VOR, because Decision Height (DH) will be often subject to change according to the VFR mentioned water phenomena. flight above i s recommendable for type of airport beginning of this at Figure-6.2 depicts a desirable site that a VOR operation. is to be installed.

Aeronautical Fixed Service (AFS) of FTN, RTT and (33)ATS Direct Speech Circuits are leased from and operated through PERUMTEL satellite and micro-wave channels. Some of RRT and ATS Direct Speech Circuits are still operated on HF, but it is said that DGAC has a plan to operate them via Performance channel in future. PERUMTEL leased reliability should be clarified to upgrade the system in due consideration to;

- The HF circuits performance is low because of



atmospheric static and other problems, which is common by nature of HF operation.

- The link cables between the airport and the Perumtel exchange in town sometimes causes trouble, as being seldom maintained, which lowers down AFS circuits performance.

(34)HF en-route communications to provide flight information service for international and domestic flight, Terminal VHF communications for Approach and Aerodrome and Control services have been conducted. Most of airports provided with AMS, however, have communication problems as follows.

- Existence of high terrain and, old and inadequate power of transmitter cause the VHF coverage blind area. Low flying aircraft can not establish communication with the VHF stations.
- breakage the underground - The of or overhead communication cables because of rain, wind and road construction. The terminal side panels are not negligible because they are old, rusty and loose and break circuit connections.

direct (35)ATC somet imes can not establish communications with en-route aircraft, then ATC instructions to be given via HF air-ground channels. To cope with have problem, DGAC is planning to promote construction of this locations to VHF Extended Range (ER) stations at several Ιt i s desirable fully whole FIRs by VHF. to cover materialize this plan as quickly as possible to make ATC VHF communication with en-route aircraft flying in any FIR Most of airports provided with AMS, they have available. communication problems as following :

- VHF coverage blind area existing many. The reason why low flying aircraft can not establish the communication with the VHF stations is due to the

existence of high terrain and inadequate power of the transmitter.

- The breakage of the underground or overhead communication cables because of rain, wind and road construction.
- The terminal side panels are not neligible because they are old, rusty and loose and break circuit connections.

(36) It is desirable to install ER VHF stations at a higher terrain to ensure better coverage of LOS (line of sight). There is usually no access to such a higher area from the airports and the cities. The budget hampers construction of ER VHF stations at a higher terrain because of the higher cost burden.

(37) A plan should be made to solve the above mentioned problems station by station and year by year in order of importance of stations. In addition, at least two generator sets per a station desirably be provided with adequate power output and fuel supply all the year round.

(38) The domestic satellite system PALAPA, the most reliable transmission network, has existed. By using the satellite to interconnect the ground sites, the range of the existing air-ground communications system could be extended. The air-ground communications can be initiated from and ACC through a satellite to a remote ground station, where retransmit to an aircraft using conventional VHF repeater equipment.

(39) The through-satellite transmission would be one of the best solution to cope with the currently prevailing problems from viewpoints of;

- Low error rates
- An easy installation in the premises of the existing ground stations or near the communication centers, being relatively from land acquisition problem.
  - Low cost of transmission for long distance and of direct connection with all nodes of network, being from wires and microwave stations.
  - A great number of benefits on air traffic control system, such as;
    - \* provision of a continuous and reliable coverage for a safer and more efficient means of control.
    - \* provision of a quick means to accommodate the air traffic demand increase.
    - \* extension of coverage all over the air space and elimination of blind areas.
    - \* realization of a harmonized air traffic control on all major air routes from a single ACC.

(40) Though satellite transmission might be the best, it may be still earlier to introduce it for air-ground communications. Another solution so far is to use micro circuits which enable most of data transmit by linking with RCAG remote Center air-ground system at a reasonable price.

mentioned beforehand, preventive routine (41)As maintenance seems to have seldom been conducted. Importance maintenance could not be overemphasized. Maintenance of personnel be increased and trained so as to have the up-todate technologies being use for aviation field. Storage of spare-parts should be provided at appropriate sites to be to feed spare-parts with maintenance personnel. Good able inventory system should be built so that a preventive supply demand can be made in well advance. Also, preventive security guard system is to be provided around the spareparts storage building.

(42) Several problems have been reported of the meteorological field as the followings.

- Equipment provided at meteorological stations are of minimum need with low accuracy hampering smooth operations.
- Meteorological information transmitted through AFTN is slow and sometimes does not reach the receiver.
- Meteorological stations are generally located far from the flight operation service section at airports, which makes communication unstable between flight service stations.

(43) Meteorological accuracy level is reportedly to be still low. With provision of some more new equipment, such as weather radar, radiosonde, rawin, computer, teletypewriter, etc., accuracy level will be upgraded.

### 6.03.2 Facility Requirements

(44) The potential new routes selected in SECTION- 5 and tabulated in Table-4.1 and Table-4.2, are composed of 20 trunk routes and 19 feeder routes by the year of 2004. To open these routes, the Navaids and the communication systems are necessarily required to ensure the safe and economic flight operation on the new routes.

(45)The direct routes connecting straight the origin/destination airports could not be a real airway. a lot of Navaids (VOR and/or NDB). Otherwise, AMS (Aeronautical Mobile System) and AFS(Aeronautical Fixed System) and aeronautical personnel who take care those οf are additionally needed for each new airway system, and,

thus, the tremendous budget shall be consumed for provision of such additional facilities. And, airliners that are going to operate the flights on promising air routes might not be compensated for non-payable services.

(46) It might be wise and practical to fly by making full use of the existing Navaids and telecommunication systems as far as the additional cost accruing from the obliged detouring flight be offset by saving of cost which otherwise be spent for construction and maintenance of the new facilities. Taking into account above conditions, the structure of the future air routes and the flight operation are tentatively assumed from the practical viewpoint as follows.

- The existing Navaids be utilized to constitute an air route as much as possible for a cost saving.
- For an air route needed to traverse over a wide body of water, power of NDB be increased, since the LOS(line of sight) of VOR is limited by the earth curvature.
- A direct fight, which flies on the shortest route between O-D airports, may be made if such flight navigationally possible and makes up for i s operational cost. Whereas, if the direct flight is navigationally impossible, the detouring flight may be made by utilizing the existing without landing any airports, with at s ome airports. Landings changing their boarding aircraft, passengers not shall be considered as a kind of the direct flight. Thus, an airline can pick up more passengers at the to make the operational cost landed airports compensationable.
- ATC(Air Traffic Controller) shall issue a direct route clearance to a pilot, if the traffic permits and aircraft is capable to conform under its own

navigation (Inertia Navigation System-INS equipped) to such ATC clearance.

(47) To identify the most likely air route based on the current Airway Chart, the cross reference has been made between each O/D pair airports in 1994 and 2004 respectively, which are summarized in Table-6.13 for trunk route and Table-6.14 for feeder route. Tables show;

- Name of O/D pair airport with city name

- Straight distance between pair airport

- Pax. demand (forecast by 1994 & 2004)

- Existing runway, length & width (m)

- Availability of Navaids including ILS, Radar, VOR, DME & NDB with operation hour
- Availability of AMS(Aeronautical Movable Service)
- Availability of AFS(Aeronautical Fixed Service)

- Availability of meteo-information service

- Availability of lighting aids

- Fire Project Category

With these informations, the necessity of the additional Navaids and communication facility and/or of replacement or reinforcement of existing facilities for the respective potential new route has been examined.

(48) Tables-6.15 and 6.16, prepared based on Tables-6.13 and 6.14, show the proposed realistic air route by using the existing Navaids along the airways derived from the current Airway Charts, as shown in Figure-6.3.

Tables comprise;

- Name of O/D city pair

- Necessity of new route

- Route distance, direct & realistic flight

- Necessity of Navaids

(49)

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  | к6 Ш¥хЭ  | 2  | x   | X   | X   | x  |  |   |                               |  | X                | XX  | <b>X</b>   | x   |   |  |  |
| SUKARNO HATTA (Intn'1)<br>JAKARTA (JKT) (24H) I 43<br>861  
   
  | 3660x<br>3050x<br>55,412   
   | 50 15V<br>50 15V   | 15V 2V 2V<br>15V 2V 2V<br>(24B)  
   
  | V PSR/3.5MV<br>V SSR/2.5KV<br>(24H)  
   
   | CKG/100V 8<br>DKJ/100V 72   
   
  | 3/1KV GR/<br>2/1KV <u>GL</u>   
   
  | CL/ALL   
  | VHPx6  
  | HFx2 VH   | Fx3 VIIFx5 (248)  | VRFx1 HFx1   
   | 2  | VHFx1<br>(24H)  | dx HFx6<br>dx HF   
  | x53 HFx2   | 'n   | x x   | x   | x   | x  |  | _   |                               |  |                  |   |  |   |   |  | <u>х</u>   |
| 18<br>TARAKAN (Inta'l Entry)<br>TARAKAN (TRX) (10H) III 106 (1594  
   
  | 77,992<br>1520x  
   |  |  
   
  |  
   
   | TRK/100Y 102  
   
  | 2/181 07   
   
  | 7500¥ X  
  |  
  | · ·   | (23   | VHFx1  <br>00-09.00)   
   |  | 11.17.1   |  
  | HFx 3  | 1  | x   | <u> </u>  | +-  | x  |  |   |                               |  |                  |   | ╉╌┤  |   |   |  |  |
| SUXARNO HATTA (Intn'1)<br>JALARTA (JKT) (249) I 43<br>581  
   
  | 41,372 3660x<br>3050x  
   | - E -  | 15V 2V 21<br>15V 2V 21<br>(24H)  
   
  | V PSR/3.58W<br>V SSR/2.5KV   
   
   | CKG/1COW 8<br>DXT/100V 7<br>(248)   
   
  | 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A  
   
  | R/CL/ALL<br>L/CR/25V<br>(24R)  
  |  
  |   | (24H)   | VRPx1 HPx1   
   | ² <br>   | VHPx1<br>(24H)  | dx HPx6<br>dx H  
  | x53 HPx2   | 1  |   | X   | x   | x<br>  | ×                                      | x   | x                             | 241  |                  |   |  |   |   |  |  |
| MATARAM (AML)  
   
  | 81,910 1600x   
   | 30   |  
   
  |  
   
   |   
   
  | (23.0  
   
  | (/500W X<br>.00-11.00)<br>[/500W X<br>[/100W X   
  |  
  |   | (Fx1 VHFx1<br>(23.00-11.0   | xo)  
   |  |   |  
  | UIEx2  |  |   | -   |   | x  |  |   |                               |  | x                | x x   | x  | х   | x   | x x  | $\frac{1}{n}$  |
| H. SASTARANS GARA (1AP) 51<br>BUNDUNG (800) 11 475<br>(880   
   
  | 33, 188  
   | <b>1</b> 1   |  
   
  | n Den/(50¥   
   
   | RND/100V 11<br>(OR & OR   
   
  | t) (OH   
   
  | H & OR)  
  |  
  | 00-11.00  | 23.00-11.0  | (0)<br>x TH  
   |  | VEP.2   |  
  |  |  | +   |   |   |  | x                                      | x   | x                             | 24用  | HIALS            | <u> </u>  |  | 3 BAR<br>3 <sup>0</sup>   | x   | x x  | XI   |
| NGURAH RAI (Intn'l)<br>DENPASAS (DPS) (24B) 1 67   
   
  | 40,102<br>2700x  
   | 45 10¥<br>(24B)  | 10¥ 1¥ 180<br>181<br>(23.00-17.00  
   
  |  
   
   | DPS/100Y 10<br>(24H)  
   
  | 02/1KY OR  
   
  | R/2.5XV  
  | VHPx3<br>(24H)   
  | {2  | (23.00  | -17.00) (21  
   |  | 0-11.00)  | dx HFx8  
  | EFx3   |  |   |   |   |  |  |   |                               |  | CAT I            |   |  |   | <u> </u>  |  |  |
| Table-6.13 (2) Prospective A   
   
  | 5 <b>D</b> <sup>1</sup>  
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  |   | NO. MED   | | | | | | | | | | | | | | | |
   |  | I. FIIS   |  
  |  |  |   |   |   |  |  |   |                               |  |                  |   |  |   |   |  |  |
| Airports and   
   
  | Aeronautic   
   | with R<br>al Ope   | elated<br>ration   
   
  |  
   
   |   
   
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  |  
  |  
  | 2EMARKS:  | IAP: INDO<br>ID: NAVA   | CHANGE<br>NESIAN AIR I<br>IDS IDENTIFI<br>R (WATTS)  
   |  | X: EXIS<br>?; UNXX<br>dx: DifPl                                   | NWN  
  | ·  |  |   |   |   |  |  |   |                               |  |                  |   |  |   |   |  | <b></b>  |
| Airports and<br>Status (Trunk<br>NEW ROUTE DISTAN  
   
  | Aeronautic<br>Route)<br>TE DEMAND  
   | al Ope   | ration<br>RAVIGAT  
   
  | TION AIDS (OF  
   
   | PERATION HOUR -   
   
  |  
   
  | VID  
  | <u>.</u>   
  |   | IAP: INDO<br>ID: NAVA<br>V: POVE  | NESIAN AIR I<br>IES IDENTIFI<br>R (WATTS)<br>NICATIONS   
   | CATION   | ?; UNXX<br>dx: DifPl  | NWN  
  |  |  | OBSERVAT  | TONS  | REPORTS   | 18   | OGICAL SEI<br>DINO<br>ECAST            | EQUI P  | EST                           | OPERATION<br>HOUR                              | APP              | THE RVI   |  | NG AIDS<br>VASIS  | OBST FL   | OOD AEN  | PIRE<br>PROTECT<br>CATEGORT  |
| Airports and<br>Status (Trunk  
   
  | Aeronautic<br>Route)<br>SE DENAND<br>At PAX.<br>2004 RUNY  
   | al Ope   | ration<br>RAVIGAT<br>ILS<br>GP HM D4   
   
  | RAILAR   
   
   | VOR D<br>ID/V C   
   
  | DHE<br>CHI/V   
   
  |  
  | ACC  
  | C01<br>FMA A1   | IAP: INDO<br>ID: NAVA<br>V: POVE<br>TROLS/COMPL   | NESIAN AIR I<br>IDS IDENTIFI<br>R (VATTS)  
   | CATION   | ?: UNX  | WN<br>AERONATICA<br>CHAN<br>LTT RT   
  | TEL<br>BTP   | APTN   | OBSERVAT<br>H b   | 5 M   | REPORTS   | 16<br>201 TI   |  | EQUI P  | EST                           |  | APP              | TER RVI   |  |   | OBST FL   | OOD ABN  | FROTECT  |
| Airports and<br>Status (Trunk<br>2004 NEW ROUTE DISTAN<br>2004 REPORT COPERT<br>NAME OF AIRPORT (OP.ER) CLASS 2018<br>NM<br>(KH)<br>JUANDA (Into'l Entry) I 63<br>507  
   
  | Aeronautic<br>Route)<br>CE DEMAND<br>PAX.<br>2004<br>RLRW<br>00<br>1650x   
   | al Ope   | ration<br><u>RAVIGAT</u><br><u>ILS</u><br><u>GP HM OR</u><br>15V <u>IV</u> IV  
   
  | RADAR<br>N<br>Y  
   
   | VOR         D           1D/V         C           SBT/100V         78  
   
  | DHE<br>CH/V<br>8/1KV GR/<br>GL/  
   
  | 1D/V N.C   
  | ACC  
  | CON<br>THA AF<br>HP x 1<br>9=17,001   | IAP:         INDO           ID:         NAYA           Y:         FOVE           TTROLS/COMPR           PP         TVR           VEPA1           (23.00-12.0)   | NESIAN AIR I<br>IDS IDENTIFI<br>R (VATTS)<br>NICATIONS<br>APIS PIS   
   | PSS  | ?; UNEA<br>dx: DIFFI<br>ATIS                                      | XX<br><u>AERONATICA</u><br>CHAN<br>LTF RT<br>dx HP<br>dx HP  
  | EL<br>RTP<br>(6<br>(14   |  | OBSERVAT<br>A b<br>X  | 5 ম   | REPORTS   | 161  | BLNG T                                 | EQUI P  | EST                           |  |                  | TER RVI   | REIL   | VASIS   |   |  | FROTECT<br>CATEGORT  |
| Airports and<br>Status (Trunk<br>NEW ROUTE DISTAN<br>2004 NEW ROUTE DISTAN<br>2005 NUMBER OF AIRPORT<br>NAME OF AIRPORT (OP.ER) CLASS NO.<br>111 DISTAN<br>111 DISTANCE OF CLASS NO.<br>111 DISTANCE OF CLASS NO.<br>112 DISTANCE OF CLASS NO.<br>113 DISTANCE OF CLASS NO.<br>113 DISTANCE OF CLASS NO.<br>114 DISTANCE OF CLASS NO.<br>114 DISTANCE OF CLASS NO.<br>115 DISTANCE OF  
   
   | Aeronautic<br>Route)<br>CE DEMAND<br>PAX.<br>2004<br>RLRW<br>00<br>1650x  
  | al Ope   | ration<br><u>RAVIGAT</u><br><u>ILS</u><br><u>GP HM OR</u><br>15V <u>IV</u> IV   
   
   | RADAR<br>N<br>Y   
   
  | VOR         D           1D/V         C           SBT/100V         78   
   
   | DHE<br>CH/V<br>8/1KV GR/<br>GL/   
   | 1D/V N.C  
   
   | ACC<br>2<br>(23.00<br>  | CON<br>THA AT<br>HP×1<br>0=17.001<br>YHF<br>00~10.001   
   | IAP: INDO<br>ID: NAYA<br>V: FOVE<br>TTROLS/CONSAL<br>PP TVR<br>VHPx1  | NESIAN AIR I<br>IIS IDENTIFI<br>R (VATTS)<br>NICATIONS<br>APIS PIS<br>0)  
  | PSS<br>HFx5<br>12,00-11  | ?; UNEA<br>dx: DUPT<br>ATIS                                       | WN<br>X<br>AERONATICA<br>CHAN<br>LTT RT<br>dx HF  | EL<br>RTP<br>(6<br>(14<br>HPx2<br>HPx3   |  | OBSERVAT<br>H b<br>X<br>X<br>X  | 5 M<br>X<br>X   
   | REPORTS<br>ETAR SE<br>X   | ECI TI<br>X<br>X   | END VX                                 | EQUI P  | EST                           |  |                  |   | REIL<br>X  | VASIS   | x ,   |  | FROTECT<br>CATEGORT<br>VIII  |
| Airports and<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         OF AIRPORT         CLASS         ZONE           MAGE OF AIRPORT         CLASS         ZONE         NM           MALE OF AIRPORT         CLASS         ZONE         NM           JUANDA (Into'l Entry)         I         63         700           T11         FENFUU (Intn'l Entry)         II         81         (1297           RUPANG (KOE)         (12H)         II         81         (1297           RUDANG (MES)         (17H)         I         10         1055  
   
  | Aeronautic<br>Route)<br>E DEMAND<br>At PAX.<br>74.078<br>1650x<br>1350x<br>1850x<br>2900x  
   | al Ope<br>Ar<br>n) LL2<br>30 15¥<br>60<br>30<br>45 15¥   | RAVIGAT<br>I.L.S<br>GP MM 04<br>151 IV 11<br>151 IV 11<br>151 IV 11  
   
  | RADAR<br>N<br>V<br>PSR/2MV<br>SSR/2.5EV  
   
   | YOR         D           1B/Y         C           \$BT/100Y         7E           \$KF6/100Y         7E           \$C22,00-10.C         MDN/100Y           \$VPE/100Y         7E           YPE/100Y         7E  
   
  | DHE           CH/V           8/1KV         GR/<br>GL/           9/1KV         OK           001         (22.0)           6/1KV         ON           7/1KV         ON  
   
  | ID/W N.C<br>/CL/ALL<br>/CB/25V<br>(248)<br>K/300Y<br>00-10.00<br>N/300Y<br>(248)   
  | ACC<br>2 (23.0<br>(23.0<br>(23.0<br>(23.0)<br>(23.0)   
  | CO2<br>TMA AT<br>HPx1<br>0=17.00)<br>VHT<br>00~10.00)<br>HPx1<br>0-16.00)   | IAP:         INDO           1D:         NAVA           Y:         POVE           TTROLS/CONST         TTROLS/CONST           PP         TVR           VHPA1         (21,00-17, C)           (22,00-10, C)         VHPA1           (22,00-10, C)         VHPA1           (23,00-16, C)         VHPA1   | NSSIAN AIR I<br>IS IDENTIF:<br>R (VATTS)<br>NICATIONS<br>APIS PIS<br>60)<br>0)<br>(1)  
   | PSS<br>HPX5<br>22.00-11<br>HFx2  | ?; UNEA<br>dx: DUPT<br>ATIS<br>.000                               | WN<br>SX<br>CHAN<br>CHAN<br>LTT RT<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>x<br>dx HF<br>x<br>dx HF<br>x<br>dx HF  
  | EL<br>RTP<br>14<br>RPx2<br>RPx3<br>16<br>16<br>16<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17  | AFIN<br>3<br>3   | OBSERVAI<br>H b<br>X<br>X<br>X<br>X<br>X  | SH<br>X<br>X<br>X   | REPORTS<br>ETAR SE<br>X<br>X<br>X   | ki<br>ECI TI<br>X<br>X   | END VX                                 | EQUI P<br>RADAR 5   | EST                           | HOUR   |                  | x x   | REIL<br>X  | VASIS<br>X<br>) BAR   | x ,   | x x  | PROTECT<br>CATEGORY<br>VIJI<br>VI  |
| Airports and A           Status (Trunk           NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         Straig           NAME OF AIRPORT         (OP.ER)         CLASS           111         STRAMATA (SUB) (188)         I           111         STRAMATA (SUB) (128)         I           700         FENFUI (Intn'1 Entry)         I           RUPANG (ROE) (128)         I         81           712         FENFUI (Intn'1 Entry)         I         10           712         JUANDA (Into'1 Entry)         I         63           7000         (128)         I         63           702         JUANDA (Into'1 Entry)         I         0           1055         SURABAYA (SUB)         (188)         I         63   
   
  | At a r on autic           Route           Route           Roman           PAX           PAX </td <td>al Ope<br/>Ar<br/>m) LL2<br/>30 15¥<br/>60<br/>30<br/>45 15¥<br/>30 15¥<br/>15¥</td> <td>RATION<br/>RAVIGAT<br/>I.L.S<br/>GP MM 04<br/>15V 1V 14<br/>15V 1V 14<br/>15V 1V 14<br/>15V 1V 14</td> <td>RADAR<br/>Y<br/>PSR/2KV<br/>SSR/2.5EV<br/>Y</td> <td>YOR         D           1D/V         C           SBT/100N         76           (24H)         C           KIG/100V         55           (22.00-10.0)         HDN/100V           HDN/100V         76           SET/100V         44H)           SET/100V         76</td> <td>DHE<br/>CH/V<br/>8/1KV<br/>9/1KV<br/>001<br/>(22.0<br/>6/1KV<br/>7/1KV<br/>8/1KV<br/>VF</td> <td>ID/W         N.C           /CL/ALL         /CR/25V           (248)        </td> <td>ACC<br/>2 (23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0))<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(</td> <td>C02<br/>TMA
AI<br/>HPx1<br/>02-17.000<br/>VHF<br/>002-10.000<br/>HPx1<br/>HPx1</td> <td>IAP:         INFO           ID:         NAVA           ID:         NAVA           ID:         NAVA           ITROLS/COMMUTROLS/COMMUTROLS/COMMUTANT         P           YEPx1         121,00-17.0           (21,00-17.0         YHPx1           (122,00-10.0         YHPx1           (23,00-16.0         YHPx1           YHFx1         YHFx1</td> <td>NSSIAN ARE I<br/>IBS IDENTIFI<br/>R (VATTS)<br/>NICATIONS<br/>APIS PIS<br/>0)<br/>0)<br/>(1)</td> <td>PSS<br/>HPX5<br/>22.00-11<br/>HFx2</td> <td>?: UNEX<br/>dx: DUPI<br/>ATIS<br/>.00)<br/>VHPx1</td> <td>WN<br/>SX<br/>CHAN<br/>LTT RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF</td> <td>EL<br/>FIP<br/>K6<br/>L14<br/>HPx2<br/>HPx2<br/>HPx2<br/>K6<br/>L16<br/>K6<br/>L16<br/>K7<br/>HPx2<br/>K7<br/>HPx2<br/>K7<br/>HPx2<br/>K7<br/>HPx2<br/>K7<br/>HPx2<br/>HPx2<br/>HPx2<br/>HPx2<br/>HPx2<br/>HF<br/>HPx2<br/>HF<br/>HF<br/>HF<br/>HF<br/>HF<br/>HF<br/>HF<br/>HF<br/>HF<br/>HF</td> <td>AFTN<br/>3<br/>3<br/>5</td> <td>H b<br/>X<br/>X<br/>X</td> <td>SM<br/>X<br/>X<br/>X<br/>X</td> <td>REPORTS<br/>ETAR SE<br/>X<br/>X<br/>X<br/>X</td> <td></td> <td>X</td> <td>EQUI P<br/>RADAR 5</td> <td>EST</td> <td>HOUR</td> <td>Χ</td> <td>x x</td> <td>REIL<br/>X</td> <td>VASIS<br/>X<br/>) BAR</td> <td>x ,</td> <td>x x</td> <td>PROTECT<br/>CATEGORI<br/>VIJI<br/>VI<br/>VI<br/>VI</td> | al Ope<br>Ar<br>m) LL2<br>30 15¥<br>60<br>30<br>45 15¥<br>30 15¥<br>15¥  | RATION<br>RAVIGAT<br>I.L.S<br>GP MM 04<br>15V 1V 14<br>15V 1V 14<br>15V 1V 14<br>15V 1V 14  
   
   | RADAR<br>Y<br>PSR/2KV<br>SSR/2.5EV<br>Y   
   
  | YOR         D           1D/V         C           SBT/100N         76           (24H)         C           KIG/100V         55           (22.00-10.0)         HDN/100V           HDN/100V         76           SET/100V         44H)           SET/100V         76   
   
   | DHE<br>CH/V<br>8/1KV<br>9/1KV<br>001<br>(22.0<br>6/1KV<br>7/1KV<br>8/1KV<br>VF  
   
   | ID/W         N.C           /CL/ALL         /CR/25V           (248)  
   | ACC<br>2
(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0))<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>( | C02<br>TMA AI<br>HPx1<br>02-17.000<br>VHF<br>002-10.000<br>HPx1<br>HPx1   | IAP:         INFO           ID:         NAVA           ID:         NAVA           ID:         NAVA           ITROLS/COMMUTROLS/COMMUTROLS/COMMUTANT         P           YEPx1         121,00-17.0           (21,00-17.0         YHPx1           (122,00-10.0         YHPx1           (23,00-16.0         YHPx1           YHFx1         YHFx1  | NSSIAN ARE I<br>IBS IDENTIFI<br>R (VATTS)<br>NICATIONS<br>APIS PIS<br>0)<br>0)<br>(1)   
  | PSS<br>HPX5<br>22.00-11<br>HFx2  | ?: UNEX<br>dx: DUPI<br>ATIS<br>.00)<br>VHPx1                      | WN<br>SX<br>CHAN<br>LTT RT<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF  
   | EL<br>FIP<br>K6<br>L14<br>HPx2<br>HPx2<br>HPx2<br>K6<br>L16<br>K6<br>L16<br>K7<br>HPx2<br>K7<br>HPx2<br>K7<br>HPx2<br>K7<br>HPx2<br>K7<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HF<br>HPx2<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF   | AFTN<br>3<br>3<br>5  | H b<br>X<br>X<br>X  | SM<br>X<br>X<br>X<br>X  | REPORTS<br>ETAR SE<br>X<br>X<br>X<br>X  |  | X                                      | EQUI P<br>RADAR 5   | EST                           | HOUR   | Χ                | x x   | REIL<br>X  | VASIS<br>X<br>) BAR   | x ,   | x x  | PROTECT<br>CATEGORI<br>VIJI<br>VI<br>VI<br>VI  |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         RENK NAME OF AIRPORT         CLASS         ZONE           MAGE OF CITT (OP.ER)         CLASS         ZONE         NM           111         SURABAYA (SUB) (18H)         I         63         7000           711         FENTUI (Intn'1 Entry)         II         81         (1297           RUPANG (KOE)         (12H)         II         81         (1297           712         FENTUI (Intn'1 Entry)         I         00         1055           712         JUANDA (Into'1 Entry)         I         63         (1954)           712         SURABAYA (SUB) (18H)         I         63         (1954)           3UARDA (Into'1 Entry)         I         63         640  
   
  | Aeronautic<br>Route)<br>E DEAAND<br>At 2004<br>74.078<br>66,356<br>664,290<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>10000<br>100000<br>10000<br>10000<br>10000<br>10000<br>10000   
   | al Ope<br>AT<br>n) LL2<br>30 15¥<br>45 15¥<br>45 25¥   | RAVIGAT<br>I.L.S<br>GP MM OP<br>15W IV IV<br>15W IV IV<br>15W IV IV<br>15W IV IV<br>15W IV IV  
   
  | RADAR           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y           Y  
   
   | YOR         D           1B/Y         C           SBT/100W         78           (24B)         KFG/100W           KFG/100W         75           (22.00-10.0         HDN/100W           MDN/100W         76           SET/100W         78           SET/100W         78           SET/100W         76           SET/100W         76           SET/100W         76  
   
  | DRE         CH/V           CH/V         GR/           8/1KV         GR/           001         (22.0)           6/1KV         ON           7/1KV         ON           8/1KV         SP           8/1KV         SP           8/1KV         SP           6/1KV         SP   
   
  | ID/V         N.C.           /CL/ALL         /CL/ALL  
  | ACC<br>2
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  | PSS<br>HPX5<br>22.00-11<br>HFx2  | ?: UNEX<br>dx: DUPI<br>ATIS<br>.00)<br>VHPx1                      | WN<br>SX<br>AERONATICA<br>CHAN<br>LTT RT<br>dx HP<br>dx HP<br>dx HP<br>dx HP<br>dx HP<br>dx HP<br>dx HP<br>dx HP  
   | EL<br>FIP<br>K6<br>L14<br>HPx2<br>HPx2<br>HPx2<br>K6<br>L16<br>K6<br>L16<br>K7<br>HPx2<br>K7<br>HPx2<br>K7<br>HPx2<br>K7<br>HPx2<br>K7<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HF<br>HPx2<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF<br>HF   | AFTN<br>3<br>3<br>5  | H b<br>X<br>X<br>X  | S M<br>X<br>X<br>X<br>X<br>X  | REPORTS<br>ETAR SF<br>X<br>X<br>X<br>X<br>X<br>X  |  | DING<br>SCAST<br>END VX                | EQUI P7<br>RADAR S  | EST                           | HOUR<br>24H                                    | Χ                | х х<br>х - х  | X  | VASIS<br>X<br>3 BAR<br>3.190,30   | x ,   | x x<br>x x   | PROTECT<br>CATEGORT<br>VII<br>VI<br>VII<br>VII<br>VIII<br>VIII   |
| Airports and<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           7RENK NAME OF AIRPORT         CLASS         ZONE           NM         MAE OF AIRPORT         CLASS         ZONE           NM         MAE OF CITI (OP.ER)         CLASS         ZONE           T11         SURABAIA (SUB) (18H)         I         63           T01         FENTUI (Intn'1 Entry)         II         81         (1297           RUPANG (KOE) (12H)         II         81         (1297           T12         JUANDA (Into'1 Entry)         I         63         (1954)           T12         JUANDA (Into'1 Entry)         I         63         (1954)           JUANDA (Into'1 Entry)         I         63         640           T13         JUANDA (Into'1 Entry)         I         63         640           Y.HONGINSIDI         (IAP)         I11         10         (1165)           SUEARNA (SUB)         III         III         43         43  
   
  | Aeronautic<br>Route)<br>E DEAND<br>At 2004<br>74.078<br>66,356<br>66,356<br>66,356<br>66,356<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x  
   | al Ope<br>AT<br>n) LL2<br>30 15¥<br>45 15¥<br>45 25¥   | Fation           RAVIGAT           GP         MM           GP         MM           15%         IV  
   
   | RADAR           N           Y   
   
  | YOR         D           1B/Y         C           SBT/100V         78           (24B)         C           KFG/100V         78           (24B)         C           WPM/100V         76           WPM/100V         76           SBT/100V         77           SBT/100V         78           C24B1         KD1/100V           KD1/100V         78           C250-08.C         C           C56/100V         78  
   
   | DRE<br>CR/V<br>8/1KV GR/<br>8/1KV GR/<br>9/1KV OK<br>CO1 (22.0<br>6/1KV ON<br>7/1KV ON<br>8/1KV SE<br>8/1KV SE<br>8/1KV SE<br>7/1KV MI<br>7/1KV MI<br>7/1KV GL/<br>001 (23.0<br>001 (23.0<br>001 (23.0)   
   
   | 10/W N.C<br>/(CL/AIL<br>/CR/29V<br>1248)<br>X/300V<br>1248)<br>N/300V<br>1248)<br>N/300V<br>1248)<br>N/300V<br>1248)<br>X/200V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/500V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V<br>X<br>R/50V  
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| C0)<br>THA AT<br>PPx1<br>Q=17,001<br>VHF<br>VHF<br>Q=16,001<br>HFx1<br>Q=16,001<br>HFx1<br>Q=17,001.<br>HFx1<br>Q=17,001.<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,  | IAF:         INDO           ID:         NAVA           PTROLS/CONST         ID:           VHPX1         ID:           (22,00-10.0)         VHPX1           (23,000-16.0)         VHPX1           VHFX1         VHFX1           (23,000-17.0)         ID:           (23,000-17.0)         ID:  | NSSIAN ARE I<br>IBS IDENTIFI<br>R (VATTS)<br>NICATIONS<br>APIS PIS<br>0)<br>0)<br>(1)   
  | P55<br>P55<br>P55<br>P55<br>P55<br>P55<br>P55<br>P55<br>P55<br>P55   | ?: UNEA<br>dx: DUP1<br>ATIS<br>.00]<br>VHPx1<br>0-16.00)<br>VHP_1 | WN<br>SX<br>CHAN<br>LTT RT<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF  
   | EL<br>RTP<br>K6<br>KFx2<br>RFx3<br>K6<br>K7<br>K7<br>K7<br>K7<br>K7<br>K7<br>K7<br>K7<br>K7<br>K7  | APTN 3 3 5 3 3 3 3   | H b<br>X<br>X<br>X  | S M<br>X<br>X<br>X<br>X<br>X<br>X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X   | x x x x x x x x x x x x x x x x x x x  | RUSST VX                               | EQUI P7<br>RADAR S  | EST                           | HOUR<br>24H                                    | Χ                | x x<br>x x<br>x x<br>x x  | X  | VASIS<br>X<br>3 BAR<br>3.190,30   | x ,   | x x<br>x x   | PROTECT<br>CATEGORT<br>VII<br>VI<br>VII<br>VII<br>VIII<br>VIII   |
| Airports and A           Status         (Trunk)           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         RENK NAME OF AIRPORT         CLASS           2004         OP CITI (OP.ER)         CLASS           2004         JUANDA (Into'1 Entry)         I           111         SURAMAA (SUB) (122)         II         81           700         FENFUI (Intn'1 Entry)         I         10           122         FENFUI (Into'1 Entry)         I         10           123         SURAMAA (SUB) (122)         II         81         (1297           124         FENFUI (Into'1 Entry)         I         10         1055           123         SURAMAA (SUB) (18H)         I         63         640           113         SURAMAA (SUB) (18H)         I         63         640           113         WEANON BATTA (SUB) (18H)         I         63         640           113         WEANON BATTA (IND') (11H)         143         968           114         JAKARTA (JET) (24H)         I         43   
   
  | A e r o nautic<br>Route)<br>E DEMAND<br>At 2004<br>74,078<br>66,356<br>66,356<br>66,356<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650   
   | AX<br>m) LL2<br>30 15¥<br>60<br>30<br>45 15¥<br>30 15¥<br>45 15¥<br>30<br>50<br>55<br>15¥<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55<br>55  | Fation           RAVIGAT           GP         MM           GP         MM           15%         IV  
   
   | RADAR           N           Y   
   
  | YOR         D           1B/Y         C           SBT/100W         T           (24B)         C           KFG/100W         75           (22.00-10.0)         3C           WDN/100Y         3C           WES/100W         77           (24H)         SET/100W           SET/100W         78           SBT/100W         78           (24H)         SET/100W           KD1/100W         78           (23.00-08.0)         C           (23.00-08.0)         C           (26/100W)         72           (24H)         SET/100W           KD1/100W         72           (23.00-08.0)         C           KD1/100W         72           SET/100W         73   
   
   | DRC           CR/Y           S/1xv           GR/X           S/1xv           S/1xv           S/1xv           S/1xv           S/1xv           GR/X  
   
   | 10/V N.C.<br>/CL/AIL<br>/CL/AIL<br>/CE/25V<br>12481<br>K/300V<br>00-10.00<br>W/300V<br>(2481)<br>B/500V X<br>R/500V X<br>R/500V X<br>(2481)<br>1/500V X<br>(2481)<br>1/500V X   
   | - ACC<br>2
(23,0<br>(23,0<br>(23,0<br>(22,0<br>(22,0<br>(23,0<br>(23,0<br>(23,0<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0)<br>(23,0))<br>(23,0)<br>(23,0)<br>( | C0)<br>THA AT<br>PPx1<br>Q=17,001<br>VHF<br>VHF<br>Q=16,001<br>HFx1<br>Q=16,001<br>HFx1<br>Q=17,001.<br>HFx1<br>Q=17,001.<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,  | IAP:         INTO           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           IP:         IPVE           ITROLS/COMPR         IPVE           VEP.1         IPVE           III:         VEP.1           III:         IPVE           VEP.1         III:           III:         VEP.1           III:         VEP.1           III:         VEP.1           VEP.1         IIII:           VEP.1         IIII:           VEP.1         IIII:           VEP.1         IIII:           VEP.2         IIII:           VEP.2         IIII:           III:         IIII:  | NSSIAN ARE I           Ibs IDENTIFY           Ibs (varis)           NICATIONS           APIS           APIS           PIS           0)           0)           0)           0)           0)           0)           00   
   | CATION<br>F55<br>HEx5.<br>22 00-11<br>HFx2<br>(23.0  | ?; UNEA<br>dx: DUP1<br>ATIS<br>.001<br>VEPx1<br>0-16.001          | XX<br>AERONATICA<br>CHAN<br>LIT BR<br>dx HP<br>dx HP   
  | FIP           6           HPx2           RPx3           66           11           RPx3           66           116           116           117           116           116           116           117           1111           1111  | AFTN 3 3 5 3 3 3 1 1 1 1   | н b<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х   | S M<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X   | REPORTS<br>ETAR SF<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X   |  | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | EQUIP<br>RADAR 3  | RATELITE                      | HOUR<br>24H<br>24H                             | x<br>x           | x x<br>x x<br>x x<br>x x  | REIL<br>X<br>X   | VASIS<br>X<br>3 BAR<br>3.190,30   | x ,   | x x<br>x x   | FROTECT<br>CATEGORT<br>VIJI<br>VII<br>VIII<br>VIII<br>VIII<br>VIII   |
| Airports and<br>Status (Trunk           New Roure<br>TREME NAME OF AIRPORT<br>NAME OF AIRPORT<br>NAME OF CITI (OP.ER)         Distans<br>Straig<br>NM<br>(RH)           JUANDA (Into'l Entry)<br>III         I         63           JUANDA (Into'l Entry)<br>RUPANG (ROE) (1221)         II         81           TIII<br>SENTUI (Into'l Entry)<br>RUPANG (ROE) (1221)         II         81           JUANDA (Into'l Entry)<br>RUPANG (ROE) (1221)         II         81           TIII<br>SURABATA (SUB) (1881)         I         63           JUANDA (Into'l Entry)<br>RUPANG (ROE) (1281)         I         63           JUANDA (Into'l Entry)<br>SURABATA (SUB) (1881)         I         63           JUANDA (Into'l Entry)<br>N-HONGINSIDI<br>KENDARI (SUB) (1881)         I         63           JUANDA (Into'l Entry)<br>SURABATA (SUB) (1881)         I         63           JUANDA (Into'l Entry)<br>N-HONGINSIDI<br>KENDARI (SUB) (1881)         I         63           JUANDA (Into'l Entry)<br>N-HONGINSIDI<br>KENDARI (NDI)         III         1185           SUEARNO BATTA (SUB) (1881)         I         63         6400           Y-HONGINSIDI<br>KENDARI (NDI)         IIII         131         968           VMONGINSIDI<br>KENDARI (NDI)         IIII         131         1792           JUANDA (INT) (248)         I         60         555           JUSCIFFO  
   
  | A er on au ti o<br>Route)<br>25 DEMAND<br>At PAX.<br>2004<br>74.078<br>66,356<br>66,356<br>66,356<br>1650x<br>1350x<br>1350x<br>1650x<br>1350x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>1650x<br>165   
   | AT<br>m) L12<br>30 15¥<br>60 30<br>45 15¥<br>30 15¥<br>30 55¥<br>30 55¥<br>30 55¥<br>30 55¥<br>30 55¥<br>30 55¥<br>30 55¥<br>30 55¥<br>30 55¥  | Fation           RAVIGAT           GP         MM           GP         MM           15%         IV  
   
   | RADAR           N           Y   
   
  | YOR         D           1B/Y         C           SBT/100W         75           (24B)         KFG/100W           KFG/100W         75           (22.00-10.C)         KFG/100W           MDN/100Y         77           (24H)         SET/100W           SET/100W         77           (24H)         SET/100W           KD1/100V         78           L01/100V         78           SET/100V         77           (23.00-08.C)         CKG/100V           SUD/100V         77           (23.00-08.C)         JG21.00-08.C)           J06/100V         77           (23.00-08.C)         JG21.00-08.C)           SUD/100V         77           (23.00-08.C)         JG21.00-08.C)           J06/100V         77   
   
   | DRE<br>CR/V<br>8/1xv GR/<br>9/1xv GR/   
  | ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CZ/AIL           /CZ/AIL         /CZ/AIL           /CZ4B1         /CZ/AIL           N/300Y         X/300Y           124B1         //CZ/AIL           JS00Y         X           R/500Y         X           R/500Y         X           R/500Y         X           R/500Y         X           (24B)         //C/AIL           /CD/AIL         //CR/21Y           (24B)         //C/AIL           /CS00Y         X           #/500Y         X   
   
  | - ACC<br>- ACC<br>- (23, 0<br>- (22, 0<br>- (22, 0<br>- (22, 0<br>- (22, 0<br>- (23, 0))    | C0)<br>TMA AT<br>HPx1<br>2-17,001<br>HPx1<br>0-16,001<br>HPx1<br>HPx1<br>0-17,001<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2<br>HPx2  
  | IAP:         INOD           ID:         NAVA           ID:         NAVA           ID:         NAVA           ID:         NAVA           ID:         NAVA           ID:         NAVA           IP:         FOVE           IP:         TVR           VHEPA1         (22,00-10.0           (22,00-10.0         VHEPA1           (23,00-10.0         VHEPA1           (23,00-10.0         (23,00-10.0           PA3         VHEPA5           (244)         VHEPA5           VHEPA2         (23,00-11.0)   | NSSIAW ARE INSTANTED           IDS IDSTIFUT           R (WATTS)           NUICATIONS           APIS           PIS           00           01           VHPx1           00-08-00)           VHPx1           VHPx1           VHPx1  
   | CATION<br>F55<br>HEx5.<br>22 00-11<br>HFx2<br>(23.0  | ?: UNEA<br>dx: DUP1<br>ATIS<br>.00]<br>VHPx1<br>0-16.00)<br>VHP_1 | XXN<br>AERONATICA<br>CHAN<br>LTT BET<br>dx HF<br>dx HF  | FIP           6           HPx2           RPx3           66           11           RPx2           63           HPx2           63           HPx2           63           HPx2   | - AFTN 3 3 5 3 3 1 1 1 1 1   | н ь<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л   | S         M           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X   | REPORTS<br>ETAR SF<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X   | Holi           ECI         Ti           X  | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | EQUIP<br>RADAR 3  | RATELITE                      | HOUR<br>24H<br>24H                             | χ                | x x<br>x x<br>x x<br>x x<br>x x<br>x x  | REIL<br>X<br>X   | VASIS<br>X<br>3 BAR<br>3.190,30   | x ,   | x x<br>x x<br>x<br>x<br>x<br>x   | FROTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       VIII       VIII       V       IX       V   |
| Airports and A           Status         (Trunk)           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NO.           2004         NAME OF AIRPORT         NO.           2005         NAME OF AIRPORT         NO.           2006         SURANA (SUB) (188)         I         63           2007         FEXEDI (Intn'1 Entry)         II         81         (1297           2008         (NES)         (128)         II         81         (1297           2008         NESS         (178)         I         63         7000           2017         FEXEDI (Intn'1 Entry)         I         10         1055         1055           2018         SURANIX (SUB)         (188)         I         63         640           213         SURARNO BATTA (IDTO'1)         IIII         133         (1185           2018         SURANO BATTA (IDTO'1)         IIII         13         (11792           2013         SURARNO BATTA (IDTO'1)         IIII         1   
   
  | $\begin{array}{c} \text{Neronautic} \\ \text{Route} \\ \hline \text{Route} \\ \hline \text{Row} \\ \hline \ \ \text{Row} \\ \hline \ \ \text{Row} \\ \hline \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$   
  | AT<br>m) LL2<br>30 15V<br>60 10<br>45 15V<br>30 15V<br>30 15V<br>30 15V<br>30 15V<br>30 15V<br>30 30<br>40 30<br>30 40   | Fation           RAVIGAT           GP         MM           GP         MM           15%         IV   
   
  | RADAR           N           Y  
   
   | YOR         D           1B/Y         C           SBT/100W         78           (24B)         C           MDN/100V         55           (22.00-10.0         86           WES/100W         77           (24B)         86           SET/100W         78           SET/100W         78           SET/100W         78           C23.00-08.0         C           CK0/100W         87           (23.00-08.0         C           SUD/100W         77           (23.00-08.0         10           J06/100W         77           (24B)         77           BFN/100W         13           BFN/100W         115   
   
  | DRC           CR/Y           &/LXX           GR/A           &/LXX           GR/A   
  | ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CZ/AIL           /CZ/AIL         /CZ/AIL           /CZ4B1         //CZ/AIL           /SOOV         X           M/300V         X           B/500V         X           R/500V         X           R/500V         X           C24B1         //CL/AIL           /CR/21V         Z           (24B1)         //CL/AIL           /CR/21V         Z           (24B1)         //CL/AIL           //SOOV         X           //CL/SOV         X           //CL/SOV         X           //CL/SOV         X           //CL/SOV         X           //CC/SOV         X           //CSOV         X           //CSOV         X       
   //SOOV         X <t< td=""><td>- ACC<br/>- ACC<br/>- (23, 0<br/>- (22, 0<br/>- (22, 0<br/>- (22, 0<br/>- (22, 0<br/>- (23, 0)) - (23, 0))</td><td>C0)<br/>THA AT<br/>PPx1<br/>Q=17,001<br/>VHF<br/>VHF<br/>Q=16,001<br/>HFx1<br/>Q=16,001<br/>HFx1<br/>Q=17,001.<br/>HFx1<br/>Q=17,001.<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,000<br/>C0,</td><td>IAF:         INDO           1D:         NAVA           V:         POVE           TIROLS/CONSTU         POVE           TIROLS/CONSTU         POVE           TROLS/CONSTU         POVE           TROLS/CONSTU         POVE           P         TWR           121,00-12.0         POVE           122,00-10.0         POVE           (122,00-10.0         POVE           VHFx1         POVE           (23,00-16.0         PVHFx1           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (24,00-17.0)         (23,00-17.0)           (24,00-17.0)         (23,00-17.0)           (24,00-17.0)         (23,00-17.0)           (24,00-17.0)         (24,00-17.0)           (25,00-17.0)         (25,00-17.0)           (24,00-17.0)         (25,00-17.0)           (25,00-17.0)         (25,00-17.0)           (25,00-17.0)         (25,00-17</td><td>NSSIAW ARE INSTANTED           IDS IDSTIFUT           R (WATTS)           NUICATIONS           APIS           PIS           00           01           VHPx1           00-08-00)           VHPx1           VHPx1           VHPx1</td><td>CATION<br/>F55<br/>HEx5.<br/>22 00-11<br/>HFx2<br/>(23.0</td><td>?: UNEA<br/>dx: DUP1<br/>ATIS<br/>.00]<br/>VHPx1<br/>0-16.00)<br/>VHP_1</td><td>AFRONATICA<br/>CHAN<br/>LIT CHAN<br/>LIT CHAN<br/>dx HF<br/>dx HF<br/>dx</td><td>FIP           6           HPx2           RPx3           6           14           RPx3           6           14           RPx3           6           14           RPx3           6           16           16           17           18           14           17           117           &lt;</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1</td><td>н ь<br/>х л<br/>х л<br/>х л<br/>х л<br/>х л<br/>х л<br/>х л<br/>х л<br/>х л<br/>х л</td><td>S         N           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>Isolation     Isolation     Isolation   <tr< td=""><td>XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX</td><td>EQUIP<br/>RADAR 3</td><td>RATELITE</td><td>HOUR<br/>24H<br/>24H</td><td>x<br/>x<br/>x<br/>x</td><td>x x<br/>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X</td><td>VASIS<br/>X<br/>3 BAR<br/>3.199,30<br/>3 BAR</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VI       VII       VII       VII</td></tr<></td></t<>  
   | - ACC<br>- ACC<br>- (23, 0<br>- (22, 0<br>- (22, 0<br>- (22, 0<br>- (22, 0<br>- (23, 0))    | C0)<br>THA AT<br>PPx1<br>Q=17,001<br>VHF<br>VHF<br>Q=16,001<br>HFx1<br>Q=16,001<br>HFx1<br>Q=17,001.<br>HFx1<br>Q=17,001.<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,000<br>C0,  | IAF:         INDO           1D:         NAVA           V:         POVE           TIROLS/CONSTU         POVE           TIROLS/CONSTU         POVE           TROLS/CONSTU         POVE           TROLS/CONSTU         POVE           P         TWR           121,00-12.0         POVE           122,00-10.0         POVE           (122,00-10.0         POVE           VHFx1         POVE           (23,00-16.0         PVHFx1           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (23,00-17.0)         (23,00-17.0)           (24,00-17.0)         (23,00-17.0)           (24,00-17.0)         (23,00-17.0)           (24,00-17.0)         (23,00-17.0)           (24,00-17.0)         (24,00-17.0)           (25,00-17.0)         (25,00-17.0)           (24,00-17.0)         (25,00-17.0)           (25,00-17.0)         (25,00-17.0)           (25,00-17.0)         (25,00-17 | NSSIAW ARE INSTANTED           IDS IDSTIFUT           R (WATTS)           NUICATIONS           APIS           PIS           00           01           VHPx1           00-08-00)           VHPx1           VHPx1           VHPx1   
  | CATION<br>F55<br>HEx5.<br>22 00-11<br>HFx2<br>(23.0  | ?: UNEA<br>dx: DUP1<br>ATIS<br>.00]<br>VHPx1<br>0-16.00)<br>VHP_1 | AFRONATICA<br>CHAN<br>LIT CHAN<br>LIT CHAN<br>dx HF<br>dx | FIP           6           HPx2           RPx3           6           14           RPx3           6           14           RPx3           6           14           RPx3           6           16           16           17           18           14           17           117           <  | - AFTN 3 3 5 3 3 1 1 1 1 1   | н ь<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л   | S         N           X         X           X         X           X         X           X         X           X         X       
   X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X                                    | Isolation     Isolation <tr< td=""><td>XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX</td><td>EQUIP<br/>RADAR 3</td><td>RATELITE</td><td>HOUR<br/>24H<br/>24H</td><td>x<br/>x<br/>x<br/>x</td><td>x x<br/>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X</td><td>VASIS<br/>X<br/>3 BAR<br/>3.199,30<br/>3 BAR</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VI       VII       VII       VII</td></tr<> | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | EQUIP<br>RADAR 3  | RATELITE                      | HOUR<br>24H<br>24H                             | x<br>x<br>x<br>x | x x<br>x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X   | VASIS<br>X<br>3 BAR<br>3.199,30<br>3 BAR  | x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2  | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x                     | FROTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VI       VII       VII       VII  |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         RENAK NAME OF AIRPORT         CLASS         ZONE           MARDAG (Into'l Entry)         CLASS         ZONE         Straig           711         SURABAIA (SUB) (188)         I         63         7000           RENAK (SUE)         (128)         II         81         (1297           RUPANG (KOE)         (128)         II         81         (1297           RUPANG (KOE)         (128)         II         81         (1297           RUPANG (KOES)         (178)         I         00         1055           JUANDA (Into'l Entry)         I         63         640           713         JUANDA (Into'l Entry)         I         63         640           713         SUEARNA (SUB)         (188)         I         63         640           714         V.MONGINSIDI         (1427)         131         (1792         131         (1792           RALANG (MEG)         III         111   
   
  | Action         Action<   
  | AX<br>m) LL2<br>10 15X<br>60<br>10 15X<br>60<br>10 15X<br>45 15Y<br>45 15Y<br>45 15Y<br>30 15Y<br>45 15Y<br>30 15Y<br>45 15Y<br>30 15Y<br>45 15Y<br>30 15Y<br>45 15Y<br>30 15Y<br>45 15Y<br>30 15Y<br>46 15Y<br>30 15Y<br>30 15Y<br>46 15Y<br>30 15Y<br>30 15Y<br>30 15Y<br>47 15Y<br>30 15Y<br>30 15Y<br>48 15Y<br>30 15Y<br>49 15Y<br>30 15Y<br>49 15Y<br>40 | Fation           RAVIGAT           GP         MM           GP         MM           15%         IV   
   
  | RADAR<br>N<br>Y<br>PSR/24V<br>SSR/2.5KV<br>Y<br>Y<br>Y<br>Y<br>PSR/3.5MV<br>U<br>SSR/2.5KV<br>(24H)  
   
   | YOR         D           1B/X         C           SBT/100W         76           (24H)         KG/100W           KG/100W         75           (22.00-10.C)         KG/100W           MDR/100W         86           MDR/100W         77           (24H)         KG/100W           SET/100W         78           SET/100W         78           (24H)         KD/100W           KD1/100W         72           (23.00-08.C)         CK0/100W           KD1/100W         77           (23.00-08.C)         CK0/100W           SD0/100W         77           (24H)         BFM/100W           BFM/100W         115           BFM/100W         115   
   
                                      | DRC         CR/Y           CR/Y         GR/A           &/1xv         GR/A           %/1xv         GR/A           9/1xv         CR           9/1xv         CR           %/1xv         SR  
  | 10/v N.C.<br>/CL/AIL<br>/CL/AIL<br>/CR/25V<br>[24B]<br>[24B]<br>[24B]<br>[24B]<br>[24B]<br>[24B]<br>[2500<br>[24H]<br>[2500<br>[24H]<br>[2500<br>[24H]<br>[2500<br>[24H]<br>[2500<br>[24H]<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500<br>[2500  
   
  | ACC<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>VEFx1 V<br>(23.0<br>VHFx6 V<br>VHFx6 V<br>VHFx6 V<br>VHFx6 V<br>VHFx6 V<br>VHFx6 V  | CON<br>TMA AF<br>HP x1<br>2-17, QO1<br>VHF<br>202-10, QO1<br>HP x1<br>9-16, 901<br>HP x1<br>HP x1<br>HP x1<br>HP x1<br>HP x1<br>HP x1   | IAP:         INOD           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           IP:         FOVE           IP:         TWR           IP:         IP:           I  | NSSTAN ARE I           IDS IDSTIFY           IDS IDSTIFY           R (WATS)           NICATIONS           AFIS           PIS         
 0)           0)           0)           0)           0)           0)           0)           0)           VHPA1           00-08.00)           VHPA2           VHPA3           0)  | CATION<br>PSS<br>HPx5<br>22, GO-11<br>HFx2<br>(23.0<br>2<br>1   
  | ?: UNEA<br>dx: DUP1<br>ATIS<br>.00]<br>VHPx1<br>0-16.00)<br>VHP_1 | XXN<br>XERONATICA<br>CHAN<br>LIT BET<br>dx HF<br>dx HF  | FIL           FTP           64           HPx2           RPx3           65           16           16           172           64           HPx2           114           HPx2           115           HPx2           116           HPx2           117           HPx2           HPx2           HPx2           HPx2           HPx2           HPx2           HPx2  | - AFTN 3 3 5 3 3 1 1 1 1 1   | н ь<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л<br>х л   | S         N           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X                                    |  | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | EQUIP<br>RADAR 3  | RATELITE                      | HOUR<br>248<br>248<br>248                      |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X   | VASIS<br>X<br>3 BAR<br>3 IJ99,30<br>3 EAR<br>X<br>X<br>3 EAR  | x 2<br>x 3<br>  | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x                     | FROTRCT       CATECORT       VIII       VI       VIII       VIII       V       V       VIII       V       VIII       V       VII       VII       VII       VII       VII   |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         OF AIRPORT         CLASS         2008           MARE OF AIRPORT         CLASS         2008         Straig           MARE OF CITI (OP.ER)         CLASS         2008         (EH)           T11         SURABAIA (SUB) (180)         I         63         700           FENTUL (Intn'1 Entry)         II         81         (1297           RUPANG (KOE)         (120)         II         81         (1297           NUARDA (Into'1 Entry)         I         63         (1954)           JUANDA (Into'1 Entry)         I         63         640           JUANDA (Into'1 Entry)         I         63         640           T13         SUEARNA (SUB)         (188)         I         63           KUBARATA (SUB)         (188)         I         640         111           T14         SUEARNA (ATA (SUB)         III         113         (1792           KUBARATA (SUB)         III         III         43         966           KUBARATA (SUDI)  
   
  | $\begin{array}{c} \operatorname{Ne} r \text{ on autic} \\ \operatorname{Route} \\ \operatorname{Route} \\ \operatorname{Route} \\ \operatorname{PAC} \\ P$   | AX<br>m) LL2<br>J0 15V<br>60 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>46 15V<br>15V<br>40 15V<br>40 15V<br>44 15V<br>45 15V  | Fation           RAVIGAT           I. L. S         GP           GP         HM         De           15V         HV         H           15V         HV         H           15V         H         H 
         15V         24         H           15V         14         H           15V         14         H  
   | RADAR           N           Y         
 Y           Y <td>YOR         D           1B/X         C           SBT/100V         76           (24B)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         76         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           KD1/100V         78         (24B)           KD1/100V         77         (24B)           KD1/100V         15         (24B)           BFN/100V         15         (24B)           BFN/100V         135         (23.00-08.1)           BFN/100V         135         (23.00-01.1)           BFN/100V         145         (24B)           C23.00-01.10         (24B)         (24B)</td> <td>DRC           CR/Y           6/1xv           6/1xv           6/1xv           6/1xv           6/1xv           6/1xv           7/1xv           8/1xv           58/1xv           8/1xv           8/1xv           8/1xv           9/1xv           7/1xv           60)           7/1xv           7/1xv           7/1xv           9/1xv           6/1xv           6/1xv           6/1xv           6/1xv           6/1xv</td> <td>ID/W         N.C.           ID/W         N.C.           \(CL/AIL)         \(CR/25V)           I24B)         I24B)           I24B)         W/300Y           I/500Y         X           I/22Y         ?           R/?         I           L/22Y         ?           00-11.00Y         X           I/22Y         ?           00-13.00Y         X           I/22Y         ?           00-13.00Y         X</td> <td>ACC<br/>ACC<br/>YE<br/>VIE<br/>VIE<br/>VIE<br/>VIE<br/>VIE<br/>VIE<br/>VIE<br/>VI</td> <td>C0)<br/>IMA AI<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-10,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>0-17,001<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx1<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2<br/>HFx2</td> <td>IAP:         INDO           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           IP         TVR           VHPx1         (2:00-10.0           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-11.0         (2:0           VHPx2         (2:0.00-11.0           VHPx1         VHPx1           (2:0.0-11.0         VHPx1</td> <td>NSSIAN ARE I           Ibs IDENTIFY           Ibs IDENTIFY           Ibs IDENTIFY           NICATIONS           APIS           PIS           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           VHPx1           VHPx1           VHPx2           VHPx1           VHPx1           0)</td> <td>CATION<br/>P5S<br/>HPx5<br/>22.00-11<br/>HPx2<br/>(23.0<br/>1<br/>1<br/>(23.0<br/>RPx2</td> <td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td> <td>XXN<br/>AERONATICA<br/>CHAN<br/>LTT ERT<br/>dx HF<br/>dx HF</td> <td>FIL           FTP           64           HFx2           RFx3           65           16           16           16           16           16           16           16           114           HFx2           115           HFx2           117           HFx2           117           HFx2           117           HFx2           117</td> <td>- AFTN 3 3 3 5 3 1 1 1 1 1 2</td> <td>n         b           X        </td> <td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td> <td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>ki       EC1     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td> <td>X X</td> <td>EQUIP<br/>RADAR 3</td> <td>RATELITE</td> <td>HOUR<br/>24H<br/>24H</td> <td></td> <td>x x<br/>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X</td> <td>VASIS<br/>X<br/>3 BAR<br/>3.199,30<br/>3 BAR</td> <td>x 2<br/>x 3<br/></td> <td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>FEOTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VII       VII       VII       VII       VII       VII       VII       VII</td>  
  | YOR         D           1B/X         C           SBT/100V         76           (24B)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         76         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           KD1/100V         78         (24B)           KD1/100V         77         (24B)           KD1/100V         15         (24B)           BFN/100V         15         (24B)           BFN/100V         135         (23.00-08.1)           BFN/100V         135         (23.00-01.1)           BFN/100V         145         (24B)           C23.00-01.10         (24B)         (24B)  
   
   | DRC           CR/Y           6/1xv           6/1xv           6/1xv           6/1xv           6/1xv           6/1xv           7/1xv           8/1xv           58/1xv           8/1xv           8/1xv           8/1xv           9/1xv           7/1xv           60)           7/1xv           7/1xv           7/1xv           9/1xv           6/1xv           6/1xv           6/1xv           6/1xv           6/1xv   
   
   | ID/W         N.C.           ID/W         N.C.           \(CL/AIL)         \(CR/25V)           I24B)         I24B)           I24B)         W/300Y           I/500Y         X           I/22Y         ?           R/?         I           L/22Y         ?           00-11.00Y         X           I/22Y         ?           00-13.00Y         X           I/22Y         ?           00-13.00Y         X   
   | ACC<br>ACC<br>YE<br>VIE<br>VIE<br>VIE<br>VIE<br>VIE<br>VIE<br>VIE<br>VI   
   | C0)<br>IMA AI<br>HFx1<br>2-17,001<br>VIR<br>00-10,001<br>HFx1<br>0-16,001<br>HFx1<br>HFx1<br>0-17,001<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx2<br>HFx2<br>HFx2<br>HFx1<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2<br>HFx2   | IAP:         INDO           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           ID:         NATA           IP         TVR           VHPx1         (2:00-10.0           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-10.0         VHPx1           (2:00-11.0         (2:0           VHPx2         (2:0.00-11.0           VHPx1         VHPx1           (2:0.0-11.0         VHPx1   | NSSIAN ARE I           Ibs IDENTIFY           Ibs IDENTIFY           Ibs IDENTIFY           NICATIONS           APIS           PIS           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           0)           VHPx1           VHPx1           VHPx2           VHPx1           VHPx1           0)  
  | CATION<br>P5S<br>HPx5<br>22.00-11<br>HPx2<br>(23.0<br>1<br>1<br>(23.0<br>RPx2  | ?: UNEX<br>dx: DUP1<br>ATIS<br>                                   | XXN<br>AERONATICA<br>CHAN<br>LTT ERT<br>dx HF<br>dx HF  | FIL           FTP           64           HFx2           RFx3           65           16           16           16           16           16           16           16           114           HFx2           115           HFx2           117           HFx2           117           HFx2           117           HFx2           117  | - AFTN 3 3 3 5 3 1 1 1 1 1 2   | n         b           X   | S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X                | ki       EC1     TI       X     X       X     X       X   
 X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X  | X X                                    | EQUIP<br>RADAR 3  | RATELITE                      | HOUR<br>24H<br>24H                             |                  | x x<br>x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X   | VASIS<br>X<br>3 BAR<br>3.199,30<br>3 BAR  | x 2<br>x 3<br>  | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x                     | FEOTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VII       VII       VII       VII       VII       VII       VII       VII   |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NM.           2004         NAME OF AIRPORT         NM.           2005         NAME OF AIRPORT         NM.           2006         STATA         SUBARAYA (SUB) (18H)         I           2007         RUBANG (SUE)         (12H)         I           2008         NO.         (RH)         I           2009         SUBARAYA (SUB) (12H)         I         63           2009         NOLONG (KOE)         (12H)         I         81           2017         FENEDIT (Intn'1 Entry)         I         10         1055           2018         (SUEA RAYA (SUB) (18H)         I         63         640           2013         SUBARAYA (SUB) (18H)         I         63         640           213         SUBARAYA (SUB) (18H)         I         103         (1185)           214         NONGINSIDI         (1AP)         13         (11792)           215   
   
  | Action         For a construction           Robust         Rick           Rick         Rick           PAX.         Solo           1650x         30000x           1650x         3660x           30050x         3050x           1650x         1800x           160x         1800x           1800x         1800x           1800x         1800x           1800x         1800x           1800x         1800x           1800x         1800x   
   | AX<br>m) LL2<br>J0 15V<br>60 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>46 15V<br>15V<br>40 15V<br>40 15V<br>44 15V<br>45 15V  | Fation           RAVIGAT           I. L. S         GP           GP         HM         De           15V         HV         H           15V         HV         H           15V         H         H           15V         24         H           15V         14         H           15V         14         H  
   
   | RADAR           N           Y <td>YOR         D           1B/X         C           SBT/100V         76           (24B)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         76         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           KD1/100V         78         (24B)           KD1/100V         77         (24B)           KD1/100V         15         (24B)           BFN/100V         15         (24B)           BFN/100V         135         (23.00-08.1)           BFN/100V         135         (23.00-01.1)           BFN/100V         145         (24B)           C23.00-01.10         (24B)         (24B)</td> <td>DPEC         CR/V         <td< td=""><td>ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CZ4AIL         /Z4BJ           K/300Y         I24BJ           M/300Y         I24HJ           M/300Y         X           M/300Y         X           M/300Y         X           M/200Y         X           M/200Y         X           M/200Y         X           M/200Y         X           M/200Y         X           (24H)         ////////////////////////////////////</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VEPx1 V<br/>(23.0<br/>VHPx6 V<br/>VHPx6 V<br/>VHPx6 V<br/>VHPx1 (23.0<br/>VHPx1 (23.0)<br/>VHPx1 (23.0<br/>VHPx1 (23.0)<br/>VHPx1 (23</td><td>CON<br/>TMA AE<br/>HP 21<br/>Q-17, QO<br/>VHF<br/>20-10, QO<br/>HP 21<br/>HP 21<br/>HP 21<br/>HP 22<br/>HP 22<br/>HP 21<br/>HP 21</td><td>IAP:         INDO           ID:         NATA           ITROLS/COMPL         ITROLS/COMPL           ITROLS/COMPL         VHER1           (22,00-10, C)         VHER1           (23,00-10, C)         VHER1           (23,00-11, C)         (23,00-11, C)           VHER5         [23,00-11, C)           VHER1         VHER1           VHER1         VHER2</td><td>NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           Q)           Q)</td><td>CATION<br/>FSS<br/>HFx5<br/>(200-11<br/>HFx2<br/>(21.0<br/>RFx2<br/>(21.0<br/>RFx2<br/>(21.0<br/>RFx2<br/>(21.0</td><td>?: UNDA<br/>dx: DUP1<br/>ATIS</td><td>XX<br/>AERONATICA<br/>CHAN<br/>LIT BET<br/>dx HP<br/>dx HP</td><td>FIL           FTP           64           HFx2           RFx3           65           16           16           16           16           16           16           16           114           HFx2           115           HFx2           117           HFx2           117           HFx2           117           HFx2           117</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 2 2 5 5</td><td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td><td>S         M           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td></td><td>X X</td><td>EQUIP</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X</td><td>VASIS<br/>X<br/>3 BAR<br/>3.199,30<br/>3 EAR<br/>X<br/>X<br/>3 BAR<br/>3.199,39</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII       VII       VII       VII       VII       VII       VII       VII       VII</td></td<></td>   
   | YOR         D           1B/X         C           SBT/100V         76           (24B)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         76         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           SBT/100V         78         (24B)           KD1/100V         78         (24B)           KD1/100V         77         (24B)           KD1/100V         15         (24B)           BFN/100V         15         (24B)           BFN/100V         135         (23.00-08.1)           BFN/100V         135         (23.00-01.1)           BFN/100V         145         (24B)           C23.00-01.10         (24B)         (24B)   
   
  | DPEC         CR/V         CR/V <td< td=""><td>ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CZ4AIL         /Z4BJ           K/300Y         I24BJ           M/300Y         I24HJ           M/300Y         X           M/300Y         X           M/300Y         X           M/200Y         X           M/200Y         X           M/200Y         X           M/200Y         X           M/200Y         X           (24H)         ////////////////////////////////////</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VEPx1 V<br/>(23.0<br/>VHPx6 V<br/>VHPx6 V<br/>VHPx6 V<br/>VHPx1 (23.0<br/>VHPx1 (23.0)<br/>VHPx1 (23.0<br/>VHPx1 (23.0)<br/>VHPx1 (23</td><td>CON<br/>TMA AE<br/>HP 21<br/>Q-17, QO<br/>VHF<br/>20-10, QO<br/>HP 21<br/>HP 21<br/>HP 21<br/>HP 22<br/>HP 22<br/>HP 21<br/>HP 21</td><td>IAP:         INDO           ID:         NATA           ITROLS/COMPL         ITROLS/COMPL           ITROLS/COMPL         VHER1           (22,00-10, C)         VHER1           (23,00-10, C)         VHER1           (23,00-11, C)         (23,00-11, C)           VHER5         [23,00-11, C)           VHER1         VHER1           VHER1         VHER2</td><td>NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           Q)           Q)</td><td>CATION<br/>FSS<br/>HFx5<br/>(200-11<br/>HFx2<br/>(21.0<br/>RFx2<br/>(21.0<br/>RFx2<br/>(21.0<br/>RFx2<br/>(21.0</td><td>?: UNDA<br/>dx: DUP1<br/>ATIS</td><td>XX<br/>AERONATICA<br/>CHAN<br/>LIT BET<br/>dx HP<br/>dx HP</td><td>FIL           FTP           64           HFx2           RFx3           65           16           16           16           16           16           16           16           114           HFx2           115           HFx2           117           HFx2           117           HFx2           117           HFx2           117</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 2 2 5 5</td><td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td><td>S         M           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td></td><td>X X</td><td>EQUIP</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X</td><td>VASIS<br/>X<br/>3 BAR<br/>3.199,30<br/>3 EAR<br/>X<br/>X<br/>3 BAR<br/>3.199,39</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII       VII       VII       VII       VII       VII       VII       VII       VII</td></td<>   
  | ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CZ4AIL         /Z4BJ           K/300Y         I24BJ           M/300Y         I24HJ           M/300Y         X           M/300Y         X           M/300Y         X           M/200Y         X           M/200Y         X           M/200Y         X           M/200Y         X           M/200Y         X           (24H)         ////////////////////////////////////   
  | ACC<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>VEPx1 V<br>(23.0<br>VHPx6 V<br>VHPx6 V<br>VHPx6 V<br>VHPx1 (23.0<br>VHPx1 (23.0)<br>VHPx1 (23.0<br>VHPx1 (23.0)<br>VHPx1 (23  | CON<br>TMA AE<br>HP 21<br>Q-17, QO<br>VHF<br>20-10, QO<br>HP 21<br>HP 21<br>HP 21<br>HP 22<br>HP 22<br>HP 21<br>HP 21  | IAP:         INDO           ID:         NATA           ITROLS/COMPL         ITROLS/COMPL           ITROLS/COMPL         VHER1           (22,00-10, C)         VHER1           (23,00-10, C)         VHER1           (23,00-11, C)         (23,00-11, C)           VHER5         [23,00-11, C)           VHER1         VHER1           VHER1         VHER2   | NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           Q)   
   | CATION<br>FSS<br>HFx5<br>(200-11<br>HFx2<br>(21.0<br>RFx2<br>(21.0<br>RFx2<br>(21.0<br>RFx2<br>(21.0  
  | ?: UNDA<br>dx: DUP1<br>ATIS                                       | XX<br>AERONATICA<br>CHAN<br>LIT BET<br>dx HP<br>dx HP   | FIL           FTP           64           HFx2           RFx3           65           16           16           16           16           16           16           16           114           HFx2           115           HFx2           117           HFx2           117           HFx2           117           HFx2           117  | - AFTN 3 3 5 3 3 1 1 1 1 1 2 2 5 5   | H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -                       | S         M           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         .           X         . | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X |  | X X                                    | EQUIP   | RATELITE                      | HOUR<br>248<br>248<br>248                      |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL     X     X     X     X     X     X     X     X     X     X     X     X     X     X     X   | VASIS<br>X<br>3 BAR<br>3.199,30<br>3 EAR<br>X<br>X<br>3 BAR<br>3.199,39   | x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2  | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII       VII       VII       VII       VII       VII       VII       VII       VII  |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         OF AIRPORT         NO.           MAGE OF CITI (OP.ER)         NO.         (KH)           111         SURABAYA (SUB) (18H)         I         63           7000         REDAN (MCE) (12H)         II         81         (1297           RUPANG (KOE) (12H)         II         81         (1297           712         DIANDA (Into'1 Entry)         I         00         (1394)           712         JUANDA (Into'1 Entry)         I         63         640           713         SURABAYA (SUB) (18H)         I         63         640           713         SURABAYA (SUB) (18H)         I         63         640           713         W.MONGINSIDI         (IAP)         131         (1792           714         W.MONGINSIDI         (IAP)         131         (1792           713         KEIANO BATTA (INT)         143         968 <t< td=""><td>Aeronautic         Route         Route         State         PAX.         PAX.     </td></t<> <td>AX<br/>m) LL2<br/>JO 15V<br/>60<br/>30<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>15V<br/>15V<br/>15V<br/>15V<br/>15V<br/>15V<br/>15</td> <td>RAVIGAT           I. L. 5           GP         MM           J5%         JW           J5%         2W           J15%         2W           J15%</td> <td>RADAR           N           Y<td>YOR         D           1B/X         C           1B/X         C           SBT/100W         76           122.00-10.0         77           122.00-10.0         78           MDN/100Y         38           MDN/100Y         78           SET/100W         77           C24B1         SET/100W           SET/100W         78           SET/100W         77           C23.00-08.0         2481           SD1/100W         73           SD1/100W         77           C23.00-08.0         2481           JOC/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         105           SD1/100W         105           SD1/100W         105</td><td>DRC         CR/Y           67/1X         CR/Y           6/1XY         GR/Y           6/1XY         GR/Y           9/1XY         GR/Y           6/1XY         SL           7/1XY         SL           8/1XY         SL           8/1XY         SL           8/1XY         SL           8/1XY         SL           7/1XY         MI           7/1XY         MI           7/1XY         GR           6/1XY         GL           6/1XY         GR           6/1XY         GR           6/1XY         GR</td><td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CZ/AIL         /CZ/AIL           /CZ4BJ         /CL/AIL           /SOOV         X           B/SOOV         X           R/SOOV         X           R/SOOV         X           R/SOOV         X           R/SOOV         X           (24B)         //CL/AIL           /GO-08.00         X           /CL/AIL         /CR/2TY           (24B)         X           /DO-08.00         X           /CL/AIL         //CL/AIL           /CR/2TY         -           (24H)         X           U/SOOV         X           L/22Y         ?           R/?         X           U/SOOV         X           J/22Y         ?           NX/300W         124H           NR/2.5V         124H           NX/300V         X</td><td>ACC<br/>ACC<br/>Y<br/>Y<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIFx1 Y<br/>(23.0<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V</td><td>C0)<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td><td>IAF:         INDO           ID:         NAVA           V:         FOVE           TIROLS/CONSE         TVR           'TROLS/CONSE         'TVR           'TYR         'TVR           'TYR         'TVR           'TVR         'TVR           'TYR         'TVR           'TYR         'TYR           'TYR         'TYR'''''''''''''''''''''''''''''''''''</td><td>NSSIAW AFR I           IDS IDENTIFY           IDS IDENTIFY           R (WATS)           NITCATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           04           05           06           07           08           09           00           01           02           03           03           03           03           04           05           07           08           09           1247</td><td>CATION<br/>FSS<br/>HFx5<br/>2
00-11<br/>HFx2<br/>(23.0<br/>C<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>CHAN<br/>LTT GRA<br/>dx HF<br/>dx HF</td><td>EL           E</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 2 2 5 5</td><td>n         b           x        </td><td>S         M           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>ki     sc1     x</td><td>X</td><td>EQUIP</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FEOTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VII       VII       VII       VII       VII       VII       VII       VII</td></td>   
  | Aeronautic         Route         Route         State         PAX.   | AX<br>m) LL2<br>JO 15V<br>60<br>30<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>15V<br>15V<br>15V<br>15V<br>15V<br>15V<br>15   | RAVIGAT           I. L. 5           GP         MM           J5%         JW           J5%         2W           J15%  
   
  | RADAR           N           Y <td>YOR         D           1B/X         C           1B/X         C           SBT/100W         76           122.00-10.0         77           122.00-10.0         78           MDN/100Y         38           MDN/100Y         78           SET/100W         77           C24B1         SET/100W           SET/100W         78           SET/100W         77           C23.00-08.0   
     2481           SD1/100W         73           SD1/100W         77           C23.00-08.0         2481           JOC/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         105           SD1/100W         105           SD1/100W         105</td> <td>DRC         CR/Y           67/1X         CR/Y           6/1XY         GR/Y           6/1XY         GR/Y           9/1XY         GR/Y           6/1XY         SL           7/1XY         SL           8/1XY         SL           8/1XY         SL           8/1XY         SL           8/1XY         SL           7/1XY         MI           7/1XY         MI           7/1XY         GR           6/1XY         GL           6/1XY         GR           6/1XY         GR           6/1XY         GR</td> <td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CZ/AIL         /CZ/AIL           /CZ4BJ         /CL/AIL           /SOOV         X           B/SOOV         X           R/SOOV         X           R/SOOV         X           R/SOOV         X           R/SOOV         X           (24B)         //CL/AIL           /GO-08.00         X           /CL/AIL         /CR/2TY           (24B)         X           /DO-08.00         X           /CL/AIL         //CL/AIL           /CR/2TY         -           (24H)         X           U/SOOV         X           L/22Y         ?           R/?         X           U/SOOV         X           J/22Y         ?           NX/300W         124H           NR/2.5V         124H           NX/300V         X</td> <td>ACC<br/>ACC<br/>Y<br/>Y<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIFx1 Y<br/>(23.0<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>V<br/>(23.0<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V<br/>V</td> <td>C0)<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>VH1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td> <td>IAF:         INDO           ID:         NAVA           V:         FOVE           TIROLS/CONSE         TVR           'TROLS/CONSE         'TVR           'TYR         'TVR           'TYR         'TVR           'TVR         'TVR           'TYR         'TVR           'TYR         'TYR           'TYR         'TYR'''''''''''''''''''''''''''''''''''</td> <td>NSSIAW AFR I           IDS IDENTIFY           IDS IDENTIFY           R (WATS)           NITCATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           04           05           06           07           08           09           00           01           02           03           03           03           03           04           05           07           08           09           1247</td> <td>CATION<br/>FSS<br/>HFx5<br/>2 00-11<br/>HFx2<br/>(23.0<br/>C<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.</td> <td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td> <td>XX<br/>AFRONATICA<br/>CHAN<br/>CHAN<br/>LTT GRA<br/>dx HF<br/>dx HF</td> <td>EL           E</td> <td>- AFTN 3 3 5 3 3 1 1 1 1 1 2 2 5 5</td> <td>n         b           x       
</td> <td>S         M           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X</td> <td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>ki     sc1     x</td> <td>X</td> <td>EQUIP</td> <td>RATELITE</td> <td>HOUR<br/>248<br/>248<br/>248</td> <td></td> <td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td> <td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td> <td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td> <td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>FEOTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VII       VII       VII       VII       VII       VII       VII       VII</td>   | YOR         D           1B/X         C           1B/X         C           SBT/100W         76           122.00-10.0         77           122.00-10.0         78           MDN/100Y         38           MDN/100Y         78           SET/100W         77           C24B1         SET/100W           SET/100W         78           SET/100W         77           C23.00-08.0         2481           SD1/100W         73           SD1/100W         77           C23.00-08.0         2481           JOC/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         77           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         115           SD1/100W         105           SD1/100W         105           SD1/100W         105  
   
   | DRC         CR/Y           67/1X         CR/Y           6/1XY         GR/Y           6/1XY         GR/Y           9/1XY         GR/Y           6/1XY         SL           7/1XY         SL           8/1XY         SL           8/1XY         SL           8/1XY         SL           8/1XY         SL           7/1XY         MI           7/1XY         MI           7/1XY         GR           6/1XY         GL           6/1XY         GR           6/1XY         GR           6/1XY         GR   
   
   | ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CZ/AIL         /CZ/AIL           /CZ4BJ         /CL/AIL           /SOOV         X           B/SOOV         X           R/SOOV         X           R/SOOV         X           R/SOOV         X           R/SOOV         X           (24B)         //CL/AIL           /GO-08.00         X           /CL/AIL         /CR/2TY           (24B)         X           /DO-08.00         X           /CL/AIL         //CL/AIL           /CR/2TY         -           (24H)         X           U/SOOV         X           L/22Y         ?           R/?         X           U/SOOV         X           J/22Y         ?           NX/300W         124H           NR/2.5V         124H           NX/300V         X   
   | ACC<br>ACC<br>Y<br>Y<br>(23.0<br>(23.0<br>(23.0<br>VIFx1 Y<br>(23.0<br>V<br>V<br>(23.0<br>V<br>V<br>(23.0<br>V<br>V<br>V<br>(23.0<br>V<br>V<br>V<br>(23.0<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V<br>V  
   | C0)<br>TMA AT<br>HFx1<br>2-17,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>VH1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>HFx1<br>0-16,001<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1 | IAF:         INDO           ID:         NAVA           V:         FOVE           TIROLS/CONSE         TVR           'TROLS/CONSE         'TVR           'TYR         'TVR           'TYR         'TVR           'TVR         'TVR           'TYR         'TVR           'TYR         'TYR           'TYR         'TYR'''''''''''''''''''''''''''''''''''  | NSSIAW AFR I           IDS IDENTIFY           IDS IDENTIFY           R (WATS)           NITCATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           04           05           06           07           08           09           00           01           02           03           03           03           03           04           05           07           08           09           1247  
  | CATION<br>FSS<br>HFx5<br>2 00-11<br>HFx2<br>(23.0<br>C<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23. | ?; UNEX<br>dx: DUP1<br>ATIS<br>                                   | XX<br>AFRONATICA<br>CHAN<br>CHAN<br>LTT GRA<br>dx HF<br>dx HF  | EL           E   | - AFTN 3 3 5 3 3 1 1 1 1 1 2 2 5 5   | n         b           x   | S         M           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X           X         X                       | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X | ki     sc1     x   
   | X                                      | EQUIP   | RATELITE                      | HOUR<br>248<br>248<br>248                      |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL<br>X<br>X<br>X<br>X<br>X<br>X<br>X  | VASIS<br>X<br>3 BAR<br>3,19°,3°<br>3 EAR<br>3 EAR<br>X<br>3 BAR<br>3,19°,3°   | x 2<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3                                     | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x                     | FEOTRCT       CATECORT       VIII       VI       VIII       VIII       VIII       V       IX       VII       VII       VII       VII       VII       VII       VII       VII   |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NM.           2004         NAME OF AIRPORT         NM.           2005         STAL         (OP.ER)         CLASS           2006         STAL         (SUB)         I         63           7000         TENTY)         II         81         (1297           111         SURARATA (SUB)         (121)         II         81         (1297           112         FENTUI (Intn'1 Entry)         I         10         1055           112         SURARATA (SUB)         (18H)         I         63           JUANDA (Into'1 Entry)         I         10         1055           113         SURARATA (SUB)         (18H)         I         63           SURARATA (SUB)         (18H)         I         63         640           113         WANDAY (IST)         (1147)         113         (1179           114         V.MONGINSIDI         (IAP)         11 <td>Action         F on autic         C           Route         2         2           PAX.         RUNY         1650x           PAX.         1850x         1850x           0         66,356         1650x           0         64,290         3000x           1650x         1650x         1650x           0         50,528         1850x           1800x         1800x         1800x           1800x</td> <td>AX<br/>TD) LL2<br/>JO 15V<br/>60<br/>JO 15V<br/>45 15V<br/>45 15V<br/>45 15V<br/>45 15V<br/>40<br/>JO -<br/>40<br/>JO -<br/>40<br/>JO -<br/>40<br/>JO -<br/>40<br/>JO -<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>45<br/>15V<br/>15V<br/>15V<br/>15V<br/>15V<br/>15V<br/>15V<br/>15</td> <td>RAVIGAT           I. L. 5           GP         MM           J5%         JW           J5%         2W           J15%         2W           J15%</td> <td>RADAR           N           Y<td>YOR         D           1B/X         C           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           MDM/100V         76           SBT/100V         77           C24H1         (24H1)           SBT/100V         77           C23.00-08.0         77           C23.00-08.0         77           C24H1         SD1/100V         77           SD1/100V         77           C23.00-08.0         77           C24H1         SD1/100V         78           SD1/100V         12         72           SD2/100V         135         72           BFN/100V         145         72           C2-08.0         145         72           SD2/100V         145         72           BFN/100V         145         72           DIS5/100V         105         72           MDN/100V         84         72           MDN/100V         74         72           C24H1         105         72           MDN/100V</td><td>DRC         CR/Y           S/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         GR/A           g/1KV         GL/A           g/1KV         GL/A     <td>ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CL/AIL         /CL/AIL           /E24B1         K/300Y           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I2/S00Y         X           I24B1         K/21Y           I24B1         N/300Y           I24B1         N/300Y</td><td>ACC<br/>(23 C<br/>(23 C)<br/>(23 C<br/>(23 C)<br/>(23 C)</td><td>CON<br/>TMA AF<br/>HFx1<br/>2-17,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>H</td><td>IAF:         INDO           ID:         NAVA           VI:         POVE           TIROLS/CONSE         TVR           2P         TVR           (21,00-17, C)         (21,00-17, C)           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (23,00-11, C)         (23,00-11, C)           (24,00)         VHF9x1           (23,00-11, C)         VHF9x1</td><td>NSSTAN AFA           NSSTAN AFA           IDS IDSTITUS           R (WATTS)           NITCATIONS           APIS           PIS           00           01           02           03           VHPx1           V01           02           03           04          
05</td><td>CATION<br/>FSS<br/>115x5<br/>12.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XXX<br/>AFERONATICA<br/>CHAN<br/>LTTKT<br/>dx HP<br/>dx HP</td><td>BIL           E</td><td>- AFTN 3 3 3 3 3 3 11 1 1 1 2 2 5 4 5 4 5 1</td><td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>YASIS           X           3 BAR           3, 19°, 30°           3 EAR           3 EAR           X</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII       VII       VII       VII       VII       VII       VII       VII       VII       VII</td></td></td>   | Action         F on autic         C           Route         2         2           PAX.         RUNY         1650x           PAX.         1850x         1850x           0         66,356         1650x           0         64,290         3000x           1650x         1650x         1650x           0         50,528         1850x           1800x         1800x         1800x           1800x   
  | AX<br>TD) LL2<br>JO 15V<br>60<br>JO 15V<br>45 15V<br>45 15V<br>45 15V<br>45 15V<br>40<br>JO -<br>40<br>JO -<br>40<br>JO -<br>40<br>JO -<br>40<br>JO -<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>45<br>15V<br>15V<br>15V<br>15V<br>15V<br>15V<br>15V<br>15   | RAVIGAT           I. L. 5           GP         MM           J5%         JW           J5%         2W           J15%  
   
  | RADAR           N           Y <td>YOR         D           1B/X         C           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           MDM/100V         76           SBT/100V         77           C24H1         (24H1)           SBT/100V         77           C23.00-08.0         77           C23.00-08.0         77           C24H1         SD1/100V         77           SD1/100V         77           C23.00-08.0         77           C24H1         SD1/100V         78           SD1/100V         12         72           SD2/100V         135         72           BFN/100V         145         72           C2-08.0         145         72           SD2/100V         145         72           BFN/100V         145         72           DIS5/100V         105         72           MDN/100V         84         72           MDN/100V         74         72           C24H1         105         72           MDN/100V</td> <td>DRC         CR/Y           S/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         GR/A           g/1KV         GL/A           g/1KV         GL/A     <td>ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CL/AIL         /CL/AIL           /E24B1         K/300Y           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I2/S00Y         X           I24B1         K/21Y           I24B1         N/300Y           I24B1         N/300Y</td><td>ACC<br/>(23 C<br/>(23 C)<br/>(23 C<br/>(23 C)<br/>(23 C)</td><td>CON<br/>TMA
AF<br/>HFx1<br/>2-17,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>H</td><td>IAF:         INDO           ID:         NAVA           VI:         POVE           TIROLS/CONSE         TVR           2P         TVR           (21,00-17, C)         (21,00-17, C)           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (23,00-11, C)         (23,00-11, C)           (24,00)         VHF9x1           (23,00-11, C)         VHF9x1</td><td>NSSTAN AFA           NSSTAN AFA           IDS IDSTITUS           R (WATTS)           NITCATIONS           APIS           PIS           00           01           02           03           VHPx1           V01           02           03           04           05</td><td>CATION<br/>FSS<br/>115x5<br/>12.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XXX<br/>AFERONATICA<br/>CHAN<br/>LTTKT<br/>dx HP<br/>dx HP</td><td>BIL           E</td><td>- AFTN 3 3 3 3 3 3 11 1 1 1 2 2 5 4 5 4 5 1</td><td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>YASIS           X           3 BAR           3, 19°, 30°           3 EAR           3 EAR           X</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII       VII       VII       VII       VII       VII       VII       VII       VII       VII</td></td>   
  | YOR         D           1B/X         C           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           MDM/100V         76           SBT/100V         77           C24H1         (24H1)           SBT/100V         77           C23.00-08.0         77           C23.00-08.0         77           C24H1         SD1/100V         77           SD1/100V         77           C23.00-08.0         77           C24H1         SD1/100V         78           SD1/100V         12         72           SD2/100V         135         72           BFN/100V         145         72           C2-08.0         145         72           SD2/100V         145         72           BFN/100V         145         72           DIS5/100V         105         72           MDN/100V         84         72           MDN/100V         74         72           C24H1         105         72           MDN/100V  
   | DRC         CR/Y           S/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         GR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         SR/A           g/1KV         GR/A           g/1KV         GL/A           g/1KV         GL/A <td>ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CL/AIL         /CL/AIL           /E24B1         K/300Y           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I2/S00Y         X           I24B1   
     K/21Y           I24B1         N/300Y           I24B1         N/300Y</td> <td>ACC<br/>(23 C<br/>(23 C)<br/>(23 C<br/>(23 C)<br/>(23 C)</td> <td>CON<br/>TMA AF<br/>HFx1<br/>2-17,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>0-16,001<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>H</td> <td>IAF:         INDO           ID:         NAVA           VI:         POVE           TIROLS/CONSE         TVR           2P         TVR           (21,00-17, C)         (21,00-17, C)           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (23,00-11, C)         (23,00-11, C)           (24,00)         VHF9x1           (23,00-11, C)         VHF9x1</td> <td>NSSTAN AFA           NSSTAN AFA           IDS IDSTITUS           R (WATTS)           NITCATIONS           APIS           PIS           00           01           02           03           VHPx1           V01           02           03           04           05</td> <td>CATION<br/>FSS<br/>115x5<br/>12.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).0<br/>RFx2<br/>(2).</td> <td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td> <td>XXX<br/>AFERONATICA<br/>CHAN<br/>LTTKT<br/>dx HP<br/>dx HP</td> <td>BIL           E</td> <td>- AFTN 3 3 3 3 3 3 11 1 1 1 2 2 5 4 5 4 5 1</td> <td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td> <td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td> <td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td> <td>X</td> <td>EQUI 19 1</td> <td>RATELITE</td> <td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td> <td></td> <td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td> <td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>YASIS           X           3 BAR           3, 19°, 30°           3 EAR           3 EAR           X</td> <td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td> <td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII       VII       VII      
VII       VII       VII       VII       VII       VII       VII</td> | ID/V         N.C.           ID/V         N.C.           /CL/AIL         /CL/AIL           /CL/AIL         /CL/AIL           /E24B1         K/300Y           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I/S00Y         X           I24B1         K/200Y           I2/S00Y         X           I24B1         K/21Y           I24B1         N/300Y           I24B1         N/300Y  
  | ACC<br>(23 C<br>(23 C)<br>(23 C<br>(23 C)<br>(23 C)  | CON<br>TMA AF<br>HFx1<br>2-17,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>HFx1<br>0-16,001<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>H  | IAF:         INDO           ID:         NAVA           VI:         POVE           TIROLS/CONSE         TVR           2P         TVR           (21,00-17, C)         (21,00-17, C)           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (22,00-10, C)         VHF9x1           (23,00-11, C)        
(23,00-11, C)           (24,00)         VHF9x1           (23,00-11, C)         VHF9x1   | NSSTAN AFA           NSSTAN AFA           IDS IDSTITUS           R (WATTS)           NITCATIONS           APIS           PIS           00           01           02           03           VHPx1           V01           02           03           04           05   |
CATION<br>FSS<br>115x5<br>12.00-11<br>HFx2<br>(23.0<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).0<br>RFx2<br>(2).                                      | ?; UNEX<br>dx: DUP1<br>ATIS<br>                                   | XXX<br>AFERONATICA<br>CHAN<br>LTTKT<br>dx HP<br>dx HP  | BIL           E  | - AFTN 3 3 3 3 3 3 11 1 1 1 2 2 5 4 5 4 5 1  | H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         - | S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X | Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X   | X                                      | EQUI 19 1   | RATELITE                      | HOUR<br>248<br>248<br>248<br>248<br>248<br>248 |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL<br>X<br>X<br>X<br>X<br>X<br>X<br>X  | YASIS           X           3 BAR           3, 19°, 30°           3 EAR           3 EAR           X | x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2  | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | PEOTRCF       VIII       VI       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VIII       VII  |
| Airports and A         Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NO.           2004         JUANDA (Into'I Entry)         I           111         STRAMATA (SUB) (18B)         I         63           700         FENPUI (Into'I Entry)         II         81         (1297           RUPANG (KOE)         (121)         II         81         (1297           RUPANG (KOE)         (121)         I         63         7000           712         SURABATA (SUB)         (1381)         I         63         (1297           3UANDA (Into'I Entry)         I         63         (1954         (1954           3UANDA (Into'I Entry)         I         63         (1954           3UANDA (Into'I Entry)         I         63         (1954           3UANDA (Into'I Entry)         I         63         (1055           3UANDA (Into'I Entry)         I         640         (1052           3UANDA (Into'I Entry)         I         10         (1052           3UANDA (Into'I Entry)         I </td <td><math display="block">\begin{array}{c} \operatorname{Ne} r \text{ on autic} \\ \operatorname{Route} \\ R</math></td> <td>ai         Ope           AX        </td> <td>F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div<td>RADAR           N           Y<td>YOR         D           1D/Y         C           3B7/100V         78           SB7/100V         78           C24H)         XEG/100V           KIG/100V         78           WBY/100V         78           SBY/100V         78           SBY/100V         78           C24H)         XET/100V           KD1/100V         78           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           J00/100V         77           C23-00-11.0         HDM/100V           BFN/100V         115           C23-00-11.0         C           HDM/100V         145           C23-00-11.0         C           HDM/100V         84           V96/100V         7           C24H)         D           DFS/100V         105           C24H)         C           DFS/100V         135           C24H)         C           DFS/100V         145           V96/100V</td><td>DPEC         CFR/V           CFR/V         GR/K           8/1xv         GR/K           9/1xv         CFR/V           9/1xv         CFR/V           9/1xv         CFR/V           8/1xv         SFR           7/1xv         MI           000)         (21.0.0)           5/1xv         OE           9/1xv         OE           00)         (21.0.0)           2/1xv         OE           00)         (21.0.0)           2/1xv         OE           0/1xv         OF           0/1xv         OF           1/1xv         OF</td><td>10/w         N.C.           10/w         N.C.           \(CL/AIL)         \(CE/25V)           \(C24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L30V)         \(C24B)           \(L30V)         \(C020)           \(L24B)         \(L30V)           \(L30V)         \(X)           \(L30V)         \(X)           \(L30V)         \(X)           \(L24H)         \(L22Y)           \(L24H)         \(L22Y)           \(L22Y)         \(X)           \(L24H)         \(X)           \(L24H)         \(X)           \(X)         \(X)           \(X)         \(X)           \(X)         <td< td=""><td>ACC<br/>ACC<br/>YUFX1 Y<br/>(23.0<br/>(23.0<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1</td><td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,</td><td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSE         TROLS/CONSE           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0)           VHFx1</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           NICATIONS           AFIS           OD           OD           OO           OO    
<td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx EF<br/>dx EF<br/>dx EF<br/>dx F<br/>RT<br/>dx F<br/>HFX6<br/>dx HF<br/>dx HF<br/>HFX6<br/>dx HF<br/>dx HF</td><td>BIL           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           64         HFx2           65         HFx2           66         HFx2           44         HFx2           45         HFx2           46         HFx2           47         HFx2           48         HFx2           416         HFx2           416         HFx3           45         HFx3           46         HFx3</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUIP           RADAR         3           X         1           X         1           X         1           X         1           X         1           X         1           X         1           X         1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII</td></td></td<></td></td></td> | $\begin{array}{c} \operatorname{Ne} r \text{ on autic} \\ \operatorname{Route} \\ R$   | ai         Ope           AX  | F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div       
 Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div <td>RADAR           N           Y<td>YOR         D           1D/Y         C           3B7/100V         78           SB7/100V         78           C24H)         XEG/100V           KIG/100V         78           WBY/100V         78           SBY/100V         78           SBY/100V         78           C24H)         XET/100V           KD1/100V         78           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           J00/100V         77           C23-00-11.0         HDM/100V           BFN/100V         115           C23-00-11.0         C           HDM/100V         145           C23-00-11.0         C           HDM/100V         84           V96/100V         7           C24H)         D           DFS/100V         105           C24H)         C           DFS/100V         135           C24H)         C           DFS/100V         145           V96/100V</td><td>DPEC         CFR/V           CFR/V         GR/K           8/1xv         GR/K           9/1xv         CFR/V           9/1xv         CFR/V           9/1xv         CFR/V           8/1xv         SFR           7/1xv         MI           000)         (21.0.0)           5/1xv         OE           9/1xv         OE           00)         (21.0.0)           2/1xv         OE           00)         (21.0.0)           2/1xv         OE           0/1xv         OF           0/1xv         OF           1/1xv         OF</td><td>10/w         N.C.           10/w         N.C.           \(CL/AIL)         \(CE/25V)           \(C24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L30V)         \(C24B)           \(L30V)         \(C020)           \(L24B)         \(L30V)           \(L30V)         \(X)           \(L30V)         \(X)           \(L30V)         \(X)           \(L24H)         \(L22Y)           \(L24H)         \(L22Y)           \(L22Y)         \(X)           \(L24H)         \(X)           \(L24H)         \(X)           \(X)         \(X)           \(X)         \(X)           \(X)         <td< td=""><td>ACC<br/>ACC<br/>YUFX1 Y<br/>(23.0<br/>(23.0<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1</td><td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,</td><td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSE         TROLS/CONSE           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0)           VHFx1</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           NICATIONS           AFIS           OD           OD           OO           OO     <td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx EF<br/>dx EF<br/>dx EF<br/>dx F<br/>RT<br/>dx F<br/>HFX6<br/>dx HF<br/>dx HF<br/>HFX6<br/>dx HF<br/>dx HF</td><td>BIL           64
        HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           64         HFx2           65         HFx2           66         HFx2           44         HFx2           45         HFx2           46         HFx2           47         HFx2           48         HFx2           416         HFx2           416         HFx3           45         HFx3           46         HFx3</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUIP           RADAR         3           X         1           X         1           X         1           X         1           X         1           X         1           X         1           X         1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII</td></td></td<></td></td>   | RADAR           N           Y <td>YOR         D           1D/Y         C           3B7/100V         78           SB7/100V         78           C24H)         XEG/100V           KIG/100V         78           WBY/100V         78           SBY/100V         78           SBY/100V         78           C24H)         XET/100V           KD1/100V         78           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           J00/100V         77           C23-00-11.0         HDM/100V           BFN/100V         115           C23-00-11.0         C           HDM/100V         145           C23-00-11.0         C           HDM/100V         84           V96/100V         7           C24H)         D           DFS/100V         105           C24H)         C           DFS/100V         135           C24H)         C           DFS/100V         145           V96/100V</td> <td>DPEC         CFR/V           CFR/V         GR/K           8/1xv         GR/K           9/1xv         CFR/V           9/1xv         CFR/V           9/1xv         CFR/V           8/1xv         SFR           7/1xv         MI           000)         (21.0.0)           5/1xv         OE           9/1xv         OE           00)         (21.0.0)           2/1xv         OE           00)         (21.0.0)           2/1xv         OE           0/1xv         OF           0/1xv         OF           1/1xv         OF</td> <td>10/w         N.C.           10/w         N.C.           \(CL/AIL)         \(CE/25V)           \(C24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L30V)         \(C24B)           \(L30V)         \(C020)           \(L24B)         \(L30V)           \(L30V)         \(X)           \(L30V)         \(X)           \(L30V)         \(X)           \(L24H)         \(L22Y)           \(L24H)         \(L22Y)           \(L22Y)         \(X)           \(L24H)         \(X)           \(L24H)         \(X)           \(X)         \(X)           \(X)         \(X)           \(X)         <td< td=""><td>ACC<br/>ACC<br/>YUFX1 Y<br/>(23.0<br/>(23.0<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1</td><td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,</td><td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSE         TROLS/CONSE           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0)           VHFx1</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           NICATIONS           AFIS           OD           OD           OO           OO    
<td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx EF<br/>dx EF<br/>dx EF<br/>dx F<br/>RT<br/>dx F<br/>HFX6<br/>dx HF<br/>dx HF<br/>HFX6<br/>dx HF<br/>dx HF</td><td>BIL           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           64         HFx2           65         HFx2           66         HFx2           44         HFx2           45         HFx2           46         HFx2           47         HFx2           48         HFx2           416         HFx2           416         HFx3           45         HFx3           46         HFx3</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUIP           RADAR         3           X         1           X         1           X         1           X         1           X         1           X         1           X         1           X         1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII</td></td></td<></td>   | YOR         D           1D/Y         C           3B7/100V         78           SB7/100V         78           C24H)         XEG/100V           KIG/100V         78           WBY/100V         78           SBY/100V         78           SBY/100V         78           C24H)         XET/100V           KD1/100V         78           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           C20-00.08         C           J00/100V         77           C23-00-11.0         HDM/100V           BFN/100V         115           C23-00-11.0         C           HDM/100V         145           C23-00-11.0         C           HDM/100V         84           V96/100V         7           C24H)         D           DFS/100V         105           C24H)         C           DFS/100V         135           C24H)         C           DFS/100V         145           V96/100V   
   
   | DPEC         CFR/V           CFR/V         GR/K           8/1xv         GR/K           9/1xv         CFR/V           9/1xv         CFR/V           9/1xv         CFR/V           8/1xv         SFR           7/1xv         MI           000)         (21.0.0)           5/1xv         OE           9/1xv         OE           00)         (21.0.0)           2/1xv         OE           00)         (21.0.0)           2/1xv         OE           0/1xv         OF           0/1xv         OF           1/1xv         OF  
   
   | 10/w         N.C.           10/w         N.C.           \(CL/AIL)         \(CE/25V)           \(C24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L24B)         \(C24B)           \(L30V)         \(C24B)           \(L30V)         \(C020)           \(L24B)         \(L30V)           \(L30V)         \(X)           \(L30V)         \(X)           \(L30V)         \(X)           \(L24H)         \(L22Y)           \(L24H)         \(L22Y)           \(L22Y)         \(X)           \(L24H)         \(X)           \(L24H)         \(X)           \(X)         \(X)           \(X)         \(X)           \(X) <td< td=""><td>ACC<br/>ACC<br/>YUFX1 Y<br/>(23.0<br/>(23.0<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1 Y<br/>(23.0<br/>VUFX1</td><td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-11,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,000<br/>VIR<br/>00-10,</td><td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSE         TROLS/CONSE           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0)           VHFx1</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           NICATIONS           AFIS           OD           OD           OO           OO     <td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx EF<br/>dx EF<br/>dx EF<br/>dx F<br/>RT<br/>dx
F<br/>HFX6<br/>dx HF<br/>dx HF<br/>HFX6<br/>dx HF<br/>dx HF</td><td>BIL           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           64         HFx2           65         HFx2           66         HFx2           44         HFx2           45         HFx2           46         HFx2           47         HFx2           48         HFx2           416         HFx2           416         HFx3           45         HFx3           46         HFx3</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUIP           RADAR         3           X         1           X         1           X         1           X         1           X         1           X         1           X         1           X         1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII</td></td></td<> | ACC<br>ACC<br>YUFX1 Y<br>(23.0<br>(23.0<br>(23.0<br>VUFX1 Y<br>(23.0<br>VUFX1   | C0<br>TMA AT<br>HFx1<br>2-17,001<br>VIR<br>00-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>VIR<br>0-16,001<br>VIR<br>0-16,001<br>VIR<br>00-11,000<br>VIR<br>00-11,000<br>VIR<br>00-11,000<br>VIR<br>00-11,000<br>VIR<br>00-11,000<br>VIR<br>VIR<br>00-11,000<br>VIR<br>VIR<br>00-11,000<br>VIR<br>VIR<br>00-10,000<br>VIR<br>VIR<br>00-10,000<br>VIR<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,000<br>VIR<br>00-10,  | IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSE         TROLS/CONSE           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0           VHFx1           (123,00-11,0)           VHFx1   | NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           NICATIONS           AFIS           OD           OD           OO           OO <td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td> <td>?; UNEX<br/>dx: DUP1<br/>ATIS<br/></td> <td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx EF<br/>dx EF<br/>dx EF<br/>dx F<br/>RT<br/>dx F<br/>HFX6<br/>dx HF<br/>dx HF<br/>HFX6<br/>dx HF<br/>dx HF</td> <td>BIL           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           64         HFx2           65         HFx2           66         HFx2           44         HFx2           45        
HFx2           46         HFx2           47         HFx2           48         HFx2           416         HFx2           416         HFx3           45         HFx3           46         HFx3</td> <td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td> <td>H         B           X        </td> <td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td> <td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>It Si       ECI     TI       X     X</td> <td>X</td> <td>EQUIP           RADAR         3           X         1           X         1           X         1           X         1           X         1           X         1           X         1           X         1</td> <td>RATELITE</td> <td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248</td> <td></td> <td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td> <td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td> <td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td> <td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>FROTRCT           CATECORT           VIII           VI           VIII           VIII</td>   | CATION<br>P55<br>P55<br>22.00-11<br>HFx2<br>(23.0<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RF                                 | ?; UNEX<br>dx: DUP1<br>ATIS<br>                                   | XX<br>AFRONATICA<br>CHAN<br>LTT RT<br>dx HF<br>dx HF<br>dx HF<br>dx EF<br>dx EF<br>dx EF<br>dx F<br>RT<br>dx F<br>HFX6<br>dx HF<br>dx HF<br>HFX6<br>dx HF<br>dx HF  | BIL           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           64         HFx2           65         HFx2           66         HFx2           44         HFx2           45         HFx2           46         HFx2           47         HFx2           48         HFx2           416         HFx2           416         HFx3           45         HFx3           46         HFx3  | - AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1 | H         B           X   | S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X | It Si       ECI     TI       X     X   | X                                      | EQUIP           RADAR         3           X         1           X         1           X         1           X         1           X         1           X         1           X         1           X         1 | RATELITE                      | HOUR<br>248<br>248<br>248<br>248<br>248        |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL<br>X<br>X<br>X<br>X<br>X<br>X<br>X  | VASIS<br>X<br>3 BAR<br>3,19°,3°<br>3 EAR<br>3 EAR<br>X<br>3 BAR<br>3,19°,3°   
   | x 2<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3                                     | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | FROTRCT           CATECORT           VIII           VI           VIII  |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NM           300         CLASS         20NB           2004         SURABAYA (SUB) (18H)         I           2005         SURABAYA (SUB) (18H)         I           2006         REDAN (ACE)         (12H)         II           2007         REDAN (MCE)         (12H)         II           2008         REDAN (MCE)         (12H)         I         10           2008         REDAN (MCE)         (12H)         I         10         1055           2008         MATA (SUB)         (18H)         I         63         640           2008         MALATA (SUB)         (18H)         I         63         640           213         W.HONGINSIDI         IAPPING (ATA (JUC))         III         11         115           3014001         GELAN         (JEP)         65         480           714         W.MONGINSIDI         IAPPINE         110  
   
  | $\begin{array}{c} \operatorname{Ne} r \text{ on autic} \\ \operatorname{Route} \\ R$   | ai         Ope           AX   
  | F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div <td>RADAR           N           Y<td>YOR         D           1B/X         C           SBT/100V         76           (24H)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         86         (24H)           SET/100V         77         (24H)           SET/100V         77         (24H)           SET/100V         78         (24H)           SET/100V         77         (24H)           KD1/100V         97         (24H)           SD1/100V         115         (24H)           BFN/100V         115         (24H)           BFN/100V         102         (24H)           DF5/100V         102         (24H)           DF5/100V         102         (24H)           MDM/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         102         (24H)     <td>DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR           g/1xv         SR</td><td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td><td>C00<br/>TMA AF<br/>HPx1<br/>2-17,001<br/>YER<br/>20-10,000<br/>HFx1<br/>20-16,001<br/>HFx1<br/>20-16,001<br/>HFx1<br/>20-16,001<br/>VE2<br/>HFx1<br/>2-16,001<br/>VE2<br/>(241<br/>HFx1<br/>0-16,001<br/>VE2<br/>HFx1<br/>0-16,001<br/>VE2<br/>HFx1<br/>0-16,000<br/>VE2<br/>VE2<br/>VE2<br/>VE2</td><td>IAF:         INDO           ID:         NAVA           V:         FOVE           TTROLS/COMMUNICATION         NAVA           2P         TWR           (21,00-17, C)         NAVA           (22,00-17, C)         NHPA1           (22,00-10, C)         VHPA1           (22,00-10, C)         VHPA1           (23,00-10, C)         VHPA1           (23,00-10, C)         (21,00-10, C)           PA3         VHPA1           (23,00-11, C)         (22,00-11, C)           VHPA2         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1</td><td>NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           0)          
0)</td><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td><td>BIL           E</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td><td>S     M       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td></td></td>   | RADAR           N           Y <td>YOR         D           1B/X         C           SBT/100V         76           (24H)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         86         (24H)           SET/100V         77         (24H)           SET/100V         77         (24H)           SET/100V         78         (24H)           SET/100V         77         (24H)           KD1/100V         97         (24H)           SD1/100V         115         (24H)           BFN/100V         115         (24H)           BFN/100V         102         (24H)           DF5/100V         102         (24H)           DF5/100V         102         (24H)           MDM/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         102         (24H)     <td>DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR           g/1xv  
      SR</td><td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td><td>C00<br/>TMA AF<br/>HPx1<br/>2-17,001<br/>YER<br/>20-10,000<br/>HFx1<br/>20-16,001<br/>HFx1<br/>20-16,001<br/>HFx1<br/>20-16,001<br/>VE2<br/>HFx1<br/>2-16,001<br/>VE2<br/>(241<br/>HFx1<br/>0-16,001<br/>VE2<br/>HFx1<br/>0-16,001<br/>VE2<br/>HFx1<br/>0-16,000<br/>VE2<br/>VE2<br/>VE2<br/>VE2</td><td>IAF:         INDO           ID:         NAVA           V:         FOVE           TTROLS/COMMUNICATION         NAVA           2P         TWR           (21,00-17, C)         NAVA           (22,00-17, C)         NHPA1           (22,00-10, C)         VHPA1           (22,00-10, C)         VHPA1           (23,00-10, C)         VHPA1           (23,00-10, C)         (21,00-10, C)           PA3         VHPA1           (23,00-11, C)         (22,00-11, C)           VHPA2         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1</td><td>NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           0)</td><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td><td>BIL           E</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td><td>S     M       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>X</td><td>EQUI 19
1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td></td>   | YOR         D           1B/X         C           SBT/100V         76           (24H)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         86         (24H)           SET/100V         77         (24H)           SET/100V         77         (24H)           SET/100V         78         (24H)           SET/100V         77         (24H)           KD1/100V         97         (24H)           SD1/100V         115         (24H)           BFN/100V         115         (24H)           BFN/100V         102         (24H)           DF5/100V         102         (24H)           DF5/100V         102         (24H)           MDM/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         102         (24H) <td>DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR           g/1xv         SR</td> <td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2</td> <td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td> <td>C00<br/>TMA AF<br/>HPx1<br/>2-17,001<br/>YER<br/>20-10,000<br/>HFx1<br/>20-16,001<br/>HFx1<br/>20-16,001<br/>HFx1<br/>20-16,001<br/>VE2<br/>HFx1<br/>2-16,001<br/>VE2<br/>(241<br/>HFx1<br/>0-16,001<br/>VE2<br/>HFx1<br/>0-16,001<br/>VE2<br/>HFx1<br/>0-16,000<br/>VE2<br/>VE2<br/>VE2<br/>VE2</td> <td>IAF:         INDO           ID:         NAVA           V:         FOVE           TTROLS/COMMUNICATION         NAVA           2P         TWR           (21,00-17, C)         NAVA           (22,00-17, C)         NHPA1           (22,00-10, C)         VHPA1           (22,00-10, C)         VHPA1           (23,00-10, C)         VHPA1           (23,00-10, C)         (21,00-10, C)           PA3         VHPA1           (23,00-11, C)         (22,00-11, C)           VHPA2         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1           (23,00-11, C)         VHPA1</td> <td>NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           0)</td>
<td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td> <td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td> <td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td> <td>BIL           E</td> <td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td> <td>H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -</td> <td>S     M       X     X</td> <td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td> <td>X</td> <td>EQUI 19 1</td> <td>RATELITE</td> <td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td> <td></td> <td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td> <td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td> <td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td> <td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td> <td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td>   | DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR  
   
  | ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2   
   
   | ACC<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>VIEx.1 V<br>VIEx.1 V<br>(23.0<br>VHFx.6 V<br>VHFx.6 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0  | C00<br>TMA AF<br>HPx1<br>2-17,001<br>YER<br>20-10,000<br>HFx1<br>20-16,001<br>HFx1<br>20-16,001<br>HFx1<br>20-16,001<br>VE2<br>HFx1<br>2-16,001<br>VE2<br>(241<br>HFx1<br>0-16,001<br>VE2<br>HFx1<br>0-16,001<br>VE2<br>HFx1<br>0-16,000<br>VE2<br>VE2<br>VE2<br>VE2  | IAF:         INDO           ID:         NAVA           V:         FOVE           TTROLS/COMMUNICATION         NAVA           2P         TWR           (21,00-17, C)         NAVA           (22,00-17, C)         NHPA1           (22,00-10, C)         VHPA1           (22,00-10, C)         VHPA1           (23,00-10, C)         VHPA1           (23,00-10, C)         (21,00-10, C)           PA3         VHPA1           (23,00-11, C)         (22,00-11, C)           VHPA2         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           VHPA1         (23,00-11, C)           (23,00-11, C)         VHPA1  | NSSIAN ARE I           IBS IDENTIFY           IBS (WATS)           NICATIONS           AFIS           PIS           0)   
   |
CATION<br>P55<br>P55<br>22.00-11<br>HFx2<br>(23.0<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RF                                 | ?: UNEX<br>dx: DUP1<br>ATIS<br>                                   | XX<br>AFRONATICA<br>CHAN<br>LTT CH RT<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx FF<br>dx FF<br>dx HF<br>dx H  | BIL           E  | - AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1 | H         B           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         -           X         - | S     M       X     X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X | Ising       ECI     TI       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X   | X                                      | EQUI 19 1   | RATELITE                      | HOUR<br>248<br>248<br>248<br>248<br>248<br>248 |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL<br>X<br>X<br>X<br>X<br>X<br>X<br>X  | VASIS<br>X<br>3 BAR<br>3,19°,3°<br>3 EAR<br>3 EAR<br>X<br>3 BAR<br>3,19°,3°   | x 2<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3                                     | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII   |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NM.           2004         NAME OF AIRPORT         NM.           2005         STARA         (SUB) (181)         I           2006         STARA         (SUB) (181)         I         63           2007         RUPANG (KOE)         (122)         II         81         (1297)           2008         RUPANG (KOE)         (122)         II         81         (1297)           2009         SURAAATA (SUB)         (128)         I         63         7000           2010         REDAN (KES)         (121)         I         81         (1297)           2010         REDAN (KES)         (121)         I         63         640           2013         SURAAATA (SUB)         (184)         I         63         640           213         WARAATA (SUB)         (184)         I         63         640           214         V.MONGINSIDI         (1AP)         13         (1792)           215 <t< td=""><td>A e r o nautic<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route<br/>Route</td><td>ai         Ope           AX        </td><td>F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div</td></t<> <td>RADAR           N           Y<td>YOR         D           1B/X         C           SBT/100V         76           (24H)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         86         (24H)           SET/100V         77         (24H)           SET/100V         77         (24H)           SET/100V         78         (24H)           SET/100V         77         (24H)           KD1/100V         97         (24H)           SD1/100V         115         (24H)           BFN/100V         115         (24H)           BFN/100V         102         (24H)           DF5/100V         102         (24H)           DF5/100V         102         (24H)           MDM/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         102         (24H)     <td>DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR           g/1xv         SR</td><td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td><td>C0<br/>TMA
AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td><td>IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111           <td< td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td></td<></td></td></td>   
   | A e r o nautic<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route<br>Route   | ai         Ope           AX  | F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div  
   
   | RADAR           N           Y <td>YOR         D           1B/X         C           SBT/100V         76           (24H)         KG/100V         75           KG/100V         75        
(22.00-10.0)           MDM/100V         86         (24H)           SET/100V         77         (24H)           SET/100V         77         (24H)           SET/100V         78         (24H)           SET/100V         77         (24H)           KD1/100V         97         (24H)           SD1/100V         115         (24H)           BFN/100V         115         (24H)           BFN/100V         102         (24H)           DF5/100V         102         (24H)           DF5/100V         102         (24H)           MDM/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         102         (24H)     <td>DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR           g/1xv         SR</td><td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td><td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td><td>IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111           <td<
td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td></td<></td></td> | YOR         D           1B/X         C           SBT/100V         76           (24H)         KG/100V         75           KG/100V         75         (22.00-10.0)           MDM/100V         86         (24H)           SET/100V         77         (24H)           SET/100V         77         (24H)           SET/100V         78         (24H)           SET/100V         77         (24H)           KD1/100V         97         (24H)           SD1/100V         115         (24H)           BFN/100V         115         (24H)           BFN/100V         102         (24H)           DF5/100V         102         (24H)           DF5/100V         102         (24H)           MDM/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         102         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         17         (24H)           MDS/100V         102         (24H) <td>DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR           g/1xv         SR</td> <td>ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2</td> <td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td> <td>C0<br/>TMA
AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td> <td>IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1</td> <td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111           <td< td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td></td<></td> | DRC         CR/Y           GR/X         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         GR/X           g/1xv         SR   
   
   | ID/W         N.C.           ID/W         N.C.           /CL/AIL         /CL/AIL           /CE/25V         [24B]           I24B]         Solver           I/S00V         X           I/221Y         Solver           I/S00V         X           I/S00V         X           I/221Y         I/220V           I/221Y         I/220V           I/221Y         I/24H]           N/300V         I/2  
   
  | ACC<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>VIEx.1 V<br>VIEx.1 V<br>(23.0<br>VHFx.6 V<br>VHFx.6 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0  | C0<br>TMA AT<br>HFx1<br>2-17,001<br>VIR<br>00-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>VIR<br>0-16,001<br>VIR<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1  | IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1  | NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111 <td<
td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFRONATICA<br/>CHAN<br/>LTT CH RT<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx HF<br/>dx FF<br/>dx FF<br/>dx HF<br/>dx H</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 2<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3<br/>x 3</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII           VIII</td></td<> | CATION<br>P55<br>P55<br>22.00-11<br>HFx2<br>(23.0<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RF                                 | ?: UNEX<br>dx: DUP1<br>ATIS<br>                                   | XX<br>AFRONATICA<br>CHAN<br>LTT CH RT<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx HF<br>dx FF<br>dx FF<br>dx HF<br>dx H  | BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2 | - AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1 | H         B           X   | S     M       X
    X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X       X     X   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X | It Si       ECI     TI       X     X   | X                                      | EQUI 19 1   | RATELITE                      | HOUR<br>248<br>248<br>248<br>248<br>248<br>248 |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL<br>X<br>X<br>X<br>X<br>X<br>X<br>X  | VASIS<br>X<br>3 BAR<br>3,19°,3°<br>3 EAR<br>3 EAR<br>X<br>3 BAR<br>3,19°,3°   | x 2<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3<br>x 3                                     | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | FROTRCT           CATECORT           VIII           VI           VIII           VIII           V           VIII   |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NM           300         CLASS         20NB           2004         SURABAYA (SUB) (18H)         I           2005         SURABAYA (SUB) (18H)         I           2006         REDAN (ACE)         (12H)         II           2007         REDAN (MCE)         (12H)         II           2008         REDAN (MCE)         (12H)         I         10           2008         REDAN (MCE)         (12H)         I         10         1055           2008         MATA (SUB)         (18H)         I         63         640           2008         MALATA (SUB)         (18H)         I         63         640           213         W.HONGINSIDI         IAPPING (ATA (JUC))         III         11         115           3014001         GELAN         (JEP)         65         480           714         W.MONGINSIDI         IAPPINE         110  
   
  | $\begin{array}{c} \operatorname{Ne} r \text{ on aut i or } \\ \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array}$   
   | ai         Ope           AX  | F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div <td>RADAR           N           Y<td>YOR         D           1B/Y         C           SBT/100V         76           SBT/100V         76           SBT/100V         76           MON/100V         86           YBS/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         77           (24H)         97           SBT/100V         72           (23.00-08.0         306/100V           SD7/100V         77           (24H)         506/100V           BFN/100V         115           SBT/100V         115           SD7/100V         115           SD8/100V         115           SD8/100V         72           (24H)         115           BFN/100V         115           (24H)         105/100V           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)&lt;</td><td>DRC            CR/Y         GR/X           S/1xV         GR/X           S/1xV         GR/X           GR/X         GR/X           S/1xV         SR           S/1xV         SR           R/1xV         SR           R/1xV         SR           S/1xV         SR           S/1xV         SR           T/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         OI           S/1xV         OI     <!--</td--><td>10/w         N.C.           10/w         N.C.           /CL/ALL         /CL/ALL           /CL/ALL         /CL/ALL           /E24B)         K/300Y           124B)         K/250Y           124B)         K/260Y           12782         C           12800V         X           1290V         X           1290V         X           1291V         C           1291V         C           1291V         C           1291V         C           1291V         C           1291V         C           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         K/</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1
V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td><td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td><td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSTU         TROLS/CONSTU           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111           <td< td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66    
    HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     .</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3 IJ99,30<br/>3 EAR<br/>X<br/>X<br/>X<br/>X<br/>3 BAR<br/>3.199,30<br/>X<br/>3 BAR<br/>3.199,30<br/>X</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>х х<br/>х х<br/>х х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х</td><td>FROTRCT       CATECORT       VIII       VI       VIII       VII       VII       VI       VI       VI       VI       VI</td></td<></td></td></td> | RADAR           N           Y <td>YOR         D           1B/Y         C           SBT/100V         76           SBT/100V         76           SBT/100V         76           MON/100V         86           YBS/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         77           (24H)         97           SBT/100V         72           (23.00-08.0         306/100V           SD7/100V         77           (24H)         506/100V           BFN/100V         115           SBT/100V         115           SD7/100V         115           SD8/100V         115           SD8/100V         72           (24H)         115           BFN/100V         115           (24H)         105/100V           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)&lt;</td> <td>DRC            CR/Y         GR/X           S/1xV         GR/X           S/1xV         GR/X           GR/X         GR/X           S/1xV         SR           S/1xV         SR           R/1xV         SR           R/1xV         SR           S/1xV         SR           S/1xV         SR           T/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         OI           S/1xV         OI     <!--</td--><td>10/w         N.C.           10/w         N.C.           /CL/ALL         /CL/ALL           /CL/ALL         /CL/ALL           /E24B)         K/300Y           124B)         K/250Y           124B)         K/260Y           12782         C           12800V         X           1290V         X           1290V         X           1291V         C           1291V         C           1291V         C           1291V         C           1291V         C           1291V         C           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         K/</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td><td>C0<br/>TMA
AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td><td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSTU         TROLS/CONSTU           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0</td><td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111           <td< td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     .</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3 IJ99,30<br/>3 EAR<br/>X<br/>X<br/>X<br/>X<br/>3 BAR<br/>3.199,30<br/>X<br/>3 BAR<br/>3.199,30<br/>X</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>х х<br/>х х<br/>х х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х</td><td>FROTRCT       CATECORT       VIII       VI       VIII       VII       VII       VI       VI       VI       VI       VI</td></td<></td></td>  
   | YOR         D           1B/Y         C           SBT/100V         76           SBT/100V         76           SBT/100V         76           MON/100V         86           YBS/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         76           SBT/100V         77           (24H)         97           SBT/100V         72           (23.00-08.0         306/100V           SD7/100V         77           (24H)         506/100V           BFN/100V         115           SBT/100V         115           SD7/100V         115           SD8/100V         115           SD8/100V         72           (24H)         115           BFN/100V         115           (24H)         105/100V           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)         102           DFS/100V         102           (24H)<  
  | DRC            CR/Y         GR/X           S/1xV         GR/X           S/1xV         GR/X           GR/X         GR/X           S/1xV         SR           S/1xV         SR           R/1xV         SR           R/1xV         SR           S/1xV         SR           S/1xV         SR           T/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         SR           S/1xV         OI           S/1xV         OI </td <td>10/w         N.C.           10/w         N.C.           /CL/ALL         /CL/ALL           /CL/ALL         /CL/ALL           /E24B)         K/300Y           124B)         K/250Y           124B)         K/260Y           12782         C           12800V         X           1290V         X           1290V         X           1291V         C           1291V         C
          1291V         C           1291V         C           1291V         C           1291V         C           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         K/</td> <td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>VIEx.1 V<br/>VIEx.1 V<br/>(23.0<br/>VHFx.6 V<br/>VHFx.6 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>VHFx.1 V<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0</td> <td>C0<br/>TMA AT<br/>HFx1<br/>2-17,001<br/>VIR<br/>00-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1<br/>HFx1</td> <td>IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSTU         TROLS/CONSTU           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0</td> <td>NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111           <td<
td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     .</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3 IJ99,30<br/>3 EAR<br/>X<br/>X<br/>X<br/>X<br/>3 BAR<br/>3.199,30<br/>X<br/>3 BAR<br/>3.199,30<br/>X</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>х х<br/>х х<br/>х х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х</td><td>FROTRCT       CATECORT       VIII       VI       VIII       VII       VII       VI       VI       VI       VI       VI</td></td<></td> | 10/w         N.C.           10/w         N.C.           /CL/ALL         /CL/ALL           /CL/ALL         /CL/ALL           /E24B)         K/300Y           124B)         K/250Y           124B)         K/260Y           12782         C           12800V         X           1290V         X           1290V         X           1291V         C           1291V         C           1291V         C           1291V         C           1291V         C           1291V         C           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         N/300V           124B)         K/   
   
   | ACC<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>VIEx.1 V<br>VIEx.1 V<br>(23.0<br>VHFx.6 V<br>VHFx.6 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>(23.0<br>VHFx.1 V<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0  | C0<br>TMA AT<br>HFx1<br>2-17,001<br>VIR<br>00-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>VIR<br>0-16,001<br>VIR<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1<br>HFx1  | IAF:         INDO           ID:         NAVA           V:         POVE           TROLS/CONSTU         TROLS/CONSTU           2P         TVR           (21,00-12,0           (21,00-12,0           (22,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-10,0           (122,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           VHFx1           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0           (123,00-11,0  | NSSIAW AFR I           IBS IDENTIFY           IBS IDENTIFY           IBS IDENTIFY           NICATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           100           110           111 <td<
td=""><td>CATION<br/>P55<br/>P55<br/>22.00-11<br/>HFx2<br/>(23.0<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RFx2<br/>(23.0<br/>RF</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     .</td><td>REPORTS<br/>ETAR ST<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X<br/>X</td><td>VASIS<br/>X<br/>3 BAR<br/>3 IJ99,30<br/>3 EAR<br/>X<br/>X<br/>X<br/>X<br/>3 BAR<br/>3.199,30<br/>X<br/>3 BAR<br/>3.199,30<br/>X</td><td>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2<br/>x 2</td><td>х х<br/>х х<br/>х х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х<br/>х</td><td>FROTRCT       CATECORT       VIII       VI       VIII       VII       VII       VI       VI       VI       VI       VI</td></td<>                                 | CATION<br>P55<br>P55<br>22.00-11<br>HFx2<br>(23.0<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RFx2<br>(23.0<br>RF                                 | ?: UNEX<br>dx: DUP1<br>ATIS<br>                                   | XX<br>AFFROMATICA<br>CHAN<br>CHAN<br>LTT GRAN<br>dx HF<br>dx HF  | BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2 | - AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1 | H         B           X   | S     M       X     .       X     .
      X     .                                   | REPORTS<br>ETAR ST<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X<br>X | It Si       ECI     TI       X     X   | X                                      | EQUI 19 1   | RATELITE                      | HOUR<br>248<br>248<br>248<br>248<br>248<br>248 |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL<br>X<br>X<br>X<br>X<br>X<br>X<br>X  | VASIS<br>X<br>3 BAR<br>3 IJ99,30<br>3 EAR<br>X<br>X<br>X<br>X<br>3 BAR<br>3.199,30<br>X<br>3 BAR<br>3.199,30<br>X   | x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2<br>x 2  | х х<br>х х<br>х х<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х<br>х                   | FROTRCT       CATECORT       VIII       VI       VIII       VII       VII       VI       VI       VI       VI       VI   |
| Airports and A<br>Status (Trunk           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NEW ROUTE         DISTAN           2004         NAME OF AIRPORT         NO.           2004         JUANDA (Into'1 Entry)         I           2005         Straig         NO.           2006         Straig         NO.           2007         JUANDA (Into'1 Entry)         I           2008         (122)         II         81           2009         FENPUI (Into'1 Entry)         I         10           2009         NURBA (Ato'1 Entry)         I         63           2009         SURABATA (SUB)         I (189)         I         63           30000         MATA (SUB)         I (189)         I         63           30000         MATA (SUB)         I (189)         I         63           30000         MATA (SUB)         I (149)         131         (1183)           113         WARAA (SUB)         III)         13         (1179)           114         JAKARA (JUC)         III)         13         (10000           115         SEPINGGAN         I  
   
  | $\begin{array}{c} \operatorname{Ne} r \text{ on aut i or } \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\ \operatorname{Rou te} \\ \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \end{array} \\ \begin{array}{c} \operatorname{Rou te} \\ \operatorname{Rou te} \\$   | a1         Ope           AX   
  | F at i On           RAVIGAT           I L S         GP         MH         De           GP         MH         De         Disv         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div         Div           15V         IV         IV         Div         Div <td>RADAR           N           Y<td>YOR         D           1B/Y         C           SBT/100V         76           SBT/100V         75           (22,00-10, C)         C           MON/100V         86           YBY/100V         75           SBY/100V         75           SBY/100V         75           C24H1         SBY/100V           SBY/100V         75           C20,00-82         C           C20,00-81         SBY/100V           SD7/100V         77           (23-00-08, C         C           J00/100V         77           (24H1)         SD7/100V           BPH/100V         115           (23-00-1, C         HDM/100V           BPS/100V         115           (24H2)         C24H1           DF5/100V         107           (24H3)         TEG/100V           DF5/100V         103           MDM/100V         84           YPH/100V         117           (0H &amp; 0R)         R           YPH/100V         117           (0H &amp; 0R)         R           YPH/100V         117           (0H &amp; 0R)         R     <td>DREC         CRI/V           CRI/V         GR/N           B/1XV         CRI/V           S/1XV         CRI/V           G/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         SRI/X           S/1XV         CRI/V           S/1XV         OD           S/1XV         OD</td><td>10/w         N.C.           10/w         N.C.           /CL/AIL,         /CL/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /SOOV         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/200V         X           M/221V         -           L/22V         Q           Q0-12,00200X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/21V         Q           L/21V         Q</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(24.0<br/>(23.0<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)</td><td>C0<br/>TMA AI<br/>HFx1<br/>2-17,001<br/>VIR<br/>20:10,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-11,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-12,000<br/>HFx1<br/>0-12,000<br/>HFx1</td><td>IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1</td><td>NSSIAW ARE I           THS IDENTIFY           IS IDENTIFY           RECATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           09           09           09           09           00           01           02           03           04           05           06           07           08           09           01           02          
03</td><td>CATION<br/>P55<br/>1<br/>HPx5<br/>(23.00<br/>(23.00<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X</td><td>REPORTS ETAR ST X X X X X X X X X X X X X X X X X X X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL         X</td><td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FEOTRCF           VIII           VI           VIII           VII           VII           VI           VI</td></td></td>   | RADAR           N           Y <td>YOR         D           1B/Y         C           SBT/100V         76           SBT/100V         75           (22,00-10, C)         C           MON/100V         86           YBY/100V         75           SBY/100V         75           SBY/100V         75           C24H1         SBY/100V           SBY/100V         75           C20,00-82         C           C20,00-81         SBY/100V           SD7/100V         77           (23-00-08, C         C           J00/100V         77           (24H1)         SD7/100V           BPH/100V         115           (23-00-1, C         HDM/100V           BPS/100V         115           (24H2)         C24H1           DF5/100V         107           (24H3)         TEG/100V           DF5/100V         103           MDM/100V         84           YPH/100V         117           (0H &amp; 0R)         R           YPH/100V         117           (0H &amp; 0R)         R           YPH/100V         117           (0H &amp; 0R)         R     <td>DREC         CRI/V           CRI/V         GR/N           B/1XV         CRI/V           S/1XV         CRI/V           G/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         SRI/X           S/1XV         CRI/V           S/1XV         OD           S/1XV         OD</td><td>10/w         N.C.           10/w         N.C.           /CL/AIL,         /CL/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /SOOV         X          
M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/200V         X           M/221V         -           L/22V         Q           Q0-12,00200X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/21V         Q           L/21V         Q</td><td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(24.0<br/>(23.0<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)</td><td>C0<br/>TMA AI<br/>HFx1<br/>2-17,001<br/>VIR<br/>20:10,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-11,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-12,000<br/>HFx1<br/>0-12,000<br/>HFx1</td><td>IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1</td><td>NSSIAW ARE I           THS IDENTIFY           IS IDENTIFY           RECATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           09           09           09           09           00           01           02           03           04           05           06           07           08           09           01           02           03</td><td>CATION<br/>P55<br/>1<br/>HPx5<br/>(23.00<br/>(23.00<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00</td><td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td><td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td><td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td><td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td><td>H         B           X        </td><td>S     M       X     X</td><td>REPORTS ETAR ST X X X X X X X X X X X X X X X X X X X</td><td>It Si       ECI     TI       X     X</td><td>X</td><td>EQUI 19 1</td><td>RATELITE</td><td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td><td></td><td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td><td>REIL         X</td><td>VASIS<br/>X<br/>3
BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td><td>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22</td><td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td><td>FEOTRCF           VIII           VI           VIII           VII           VII           VI           VI</td></td>   | YOR         D           1B/Y         C           SBT/100V         76           SBT/100V         75           (22,00-10, C)         C           MON/100V         86           YBY/100V         75           SBY/100V         75           SBY/100V         75           C24H1         SBY/100V           SBY/100V         75           C20,00-82         C           C20,00-81         SBY/100V           SD7/100V         77           (23-00-08, C         C           J00/100V         77           (24H1)         SD7/100V           BPH/100V         115           (23-00-1, C         HDM/100V           BPS/100V         115           (24H2)         C24H1           DF5/100V         107           (24H3)         TEG/100V           DF5/100V         103           MDM/100V         84           YPH/100V         117           (0H & 0R)         R           YPH/100V         117           (0H & 0R)         R           YPH/100V         117           (0H & 0R)         R <td>DREC         CRI/V           CRI/V         GR/N           B/1XV         CRI/V           S/1XV         CRI/V           G/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         SRI/X           S/1XV         CRI/V           S/1XV         OD           S/1XV         OD</td> <td>10/w         N.C.           10/w         N.C.           /CL/AIL,         /CL/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /SOOV         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/200V         X           M/221V         -           L/22V         Q           Q0-12,00200X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/21V         Q           L/21V         Q</td> <td>ACC<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(24.0<br/>(23.0<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(24.0)<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)<br/>(23.0)</td> <td>C0<br/>TMA AI<br/>HFx1<br/>2-17,001<br/>VIR<br/>20:10,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-11,001<br/>HFx1<br/>0-16,001<br/>VIR<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-11,000<br/>HFx1<br/>0-12,000<br/>HFx1<br/>0-12,000<br/>HFx1</td> <td>IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1</td> <td>NSSIAW ARE I           THS IDENTIFY           IS IDENTIFY           RECATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           09           09           09           09           00           01           02           03           04           05           06           07           08           09           01           02           03</td>
<td>CATION<br/>P55<br/>1<br/>HPx5<br/>(23.00<br/>(23.00<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>RPx2<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00<br/>(23.00</td> <td>?: UNEX<br/>dx: DUP1<br/>ATIS<br/></td> <td>XX<br/>AFFROMATICA<br/>CHAN<br/>CHAN<br/>LTT GRAN<br/>dx HF<br/>dx HF</td> <td>BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2</td> <td>- AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1</td> <td>H         B           X        </td> <td>S     M       X     X</td> <td>REPORTS ETAR ST X X X X X X X X X X X X X X X X X X X</td> <td>It Si       ECI     TI       X     X</td> <td>X</td> <td>EQUI 19 1</td> <td>RATELITE</td> <td>HOUR<br/>248<br/>248<br/>248<br/>248<br/>248<br/>248</td> <td></td> <td>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x<br/>x x</td> <td>REIL         X</td> <td>VASIS<br/>X<br/>3 BAR<br/>3,19°,3°<br/>3 EAR<br/>3 EAR<br/>X<br/>3 BAR<br/>3,19°,3°</td> <td>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22<br/>x 22</td> <td>x x<br/>x x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x<br/>x</td> <td>FEOTRCF           VIII           VI           VIII           VII           VII           VI           VI</td>   | DREC         CRI/V           CRI/V         GR/N           B/1XV         CRI/V           S/1XV         CRI/V           G/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         CRI/V           S/1XV         SRI/X           S/1XV         CRI/V           S/1XV         OD  
   
  | 10/w         N.C.           10/w         N.C.           /CL/AIL,         /CL/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /CZ/AIL,         /CZ/AIL,           /SOOV         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/300V         X           M/200V         X           M/221V         -           L/22V         Q           Q0-12,00200X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/22V         Q           Q0-12,0020X         X           L/21V         Q           L/21V         Q  
   
  | ACC<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(24.0<br>(23.0<br>(24.0)<br>(24.0)<br>(24.0)<br>(24.0)<br>(24.0)<br>(24.0)<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)<br>(23.0)  | C0<br>TMA AI<br>HFx1<br>2-17,001<br>VIR<br>20:10,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>HFx1<br>0-16,001<br>VIR<br>0-11,001<br>HFx1<br>0-16,001<br>VIR<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-11,000<br>HFx1<br>0-12,000<br>HFx1<br>0-12,000<br>HFx1  | IAF:         INDO           1D:         NAVA           1D:         NAVA           Y:         FOVE           77R0L5/COMMUNICATION         TWR           (21,00-17, C)         YHF#A1           (22,00-10, C)         YHF#A1           (22,00-10, C)         YHF#A1           (23,00-10, C)         YHF#A1           (23,00-10, C)         (21,00-10, C)           YHF#A1         (22,00-10, C)           (23,00-11, C)         (21,00-11, C)           YHF#A1         (23,00-11, C)           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1           (23,00-11, C)         YHF#A1  | NSSIAW ARE I           THS IDENTIFY           IS IDENTIFY           RECATIONS           AFIS           PIS           00           01           02           03           04           05           06           07           08           09           01           02           03           04           05           06           07           08           09           09           09           09           09           00           01           02           03           04           05           06           07           08           09           01           02           03   
   |
CATION<br>P55<br>1<br>HPx5<br>(23.00<br>(23.00<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>RPx2<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00<br>(23.00   | ?: UNEX<br>dx: DUP1<br>ATIS<br>                                   | XX<br>AFFROMATICA<br>CHAN<br>CHAN<br>LTT GRAN<br>dx HF<br>dx HF  | BL           64         HFx2           64         HFx2           65         HFx2           66         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           61         HFx2           62         HFx2           63         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           64         HFx2           65         HFx2           66         HFx2           67         HFx2           68         HFx2           69         HFx2           60         HFx2           61         HFx2           62         HFx2 | - AFTN 3 3 5 3 3 1 1 1 1 1 1 2 2 5 4 5 1 5 1 5 1 5 1 5 1 5 1 1 5 1 1 5 1 | H         B           X   | S     M       X     X   | REPORTS ETAR ST X X X X X X X X X X X X X X X X X X X   | It Si       ECI     TI       X     X   | X                                      | EQUI 19 1   | RATELITE                      | HOUR<br>248<br>248<br>248<br>248<br>248<br>248 |                  | x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x<br>x x                      | REIL         X | VASIS<br>X<br>3 BAR<br>3,19°,3°<br>3 EAR<br>3 EAR<br>X<br>3 BAR<br>3,19°,3°   | x 22<br>x 22<br>x 22<br>x 22<br>x 22<br>x 22<br>x 22<br>x 22  | x x<br>x x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x<br>x | FEOTRCF           VIII           VI           VIII           VII           VII           VI           VI |

#### Table-6.14 (1) Prospective Air-Routes with Related Airports and Aeronautical Operation Status (Feeder Route)

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#### REMARKS: NC: NEED CHANGE IAP: INDONESIAN AIR FORCE ID: NAVAIDS IDENTIFICATION V: FOVER (VATES)

X: EXISTS ?: UNKNOWN dx: DUPLEX

		Statu	ş (	Feeder	Rou	te)			1 UII								X٤	POVER	(VATTS)			axi	OFFER				•				· ·			÷ 1	
1994	NEW	ROUTE		DISTANCE	DEMAND				NAVIGAT	ION AIDS (O	TERATION HO	UR - CMT	<u> </u>		1		COMPR	1 5 /000	UNICATI	088			1580	NATICAL PI	XED SERV	ICES (APS	5)		in and the second second		METE(	ROLOGICAL	SCRVICES		
PEEDEF	NAME OF AIRPORT	CLAS	ZONE	Straight NM	PAX. 1994	RUNWAT		ILS			voa	DHE	мая		<u> </u>	1	1	L						CILANNEL		APIN		SERVATI	10NS	REFO		PORECAST	1	IFMENT	OPE
	NAME OF CITY (0)	P. HR)	<sup>о</sup> ко.	(104)	2004	(m)	LLZ	GP	HEM CH	PADAR	ID/V	CII/V	ID/V	k.c	YCC	THA	APP	TWR	APIS	FIS	PSS	ATIS	LTT	RTT	RTP	APIN	н	r			SPEC1	TREND		SATELITE	+
	SIBOLGA	IŸ		- 159	69,06	8 1400x30	l'					1	SK/500V	x			1					1		HPx1		1	x		x	x	x		]	1	
P1	SIMPANG TIGA(Inte PEKANBARU (PKU) (	1 Entry) 11E) II	.25	(295)	94,760		- <b> </b>	++		SSR/2.5KV	PKU/100Y	58/1KW	(00.00-07.00 NY/500V	<u>))</u> X		VHPx1		VHPx1	<u> </u>		+		x			2.	x	·	x	x	x				
	SINGKAVANG	۲ĩ		66		970x30				+	(00.00-	11.007	(00.00-11.00	<u></u>	1 (00	<u>, 00-11</u>	.00) (00	0.00-11	.00)	· ·		1	∱			i								1	<u> </u>
P2	SUPADIO(Intn'1 Ent FONTLANAK (PNK) (	Ty) I	89	(123)	61,996 83,491	0 <sup>8</sup> 2150x30	1				PNK/100V			_ x		VHPx1		VHF x1			HFx6	VHFx1	x		HFx4	2	x		x	x	x				
	-	(IAF)					· [· · · ·				(23.00-	10.00)	(23.00-10.00	"	(2)	3.00-10	.00) (2)	3.00~10	.00)		10.00)	04.00)						┽╍╍┦		<b> </b>	<b></b>	<u> </u>	ļ		
P3	MADIUN	· · -	1.01	82 (151)	50,856	6 1800x 30		1			1	<u> </u>	<u> </u>				[	Í		ĺ	1	Í	ļ				<u> </u>	$\vdash$		ļ!	L	L	Ĺ	[]	İ
	MALANG (HLG)	(IAF) II (IAF) III	65		87,400	<sup>8</sup> 2250x40							AR/?										· ·							l <sup> </sup>	1		· ·		i
	RANAI NATUNA		29	1 241	40,23	1 500x30							RN/?	-										HFx1			x		X	x	x				
P4	SUPADIO (Inta') Ent		89	(458)	53.57						PNK/100Y			-		VHPx1		VHFx1	- 1		HFx6	VHPx1 (00.00-	x	· · ·	HFx4	2	T		x	x	x				
<b> </b>	PONTIANAK (PNK) (	101					<u> </u>			<u> </u>	(23.00-	10.00)	{23.00-10.00	<u></u>	{2	3.00-10	.00) (2	3.00-10	.00)	L	10.00)	04.00)	ļ					$\square$		<u> </u>	<u> </u>	ļ			<u> </u>
1	ACIPIAD YANI	(ARMY	)			1.450 15	1 ·				·		8A/500¥ 0C/500¥	X																,	i -				l
F5	SEMARANG (SRG)	п	55		35,468	B 1650x45 1150x45				SSR/2.5KV	SHG/1009	<u>  84/1KV</u> 48)	1 8400,00-14.	12	(23	V8Fx1	.00) (2:	VHFx1	.00)					dx HPx1		ł	x		X	х	x				ļ
				115	65,498	8			· •	:			0C23.00-12. FC00.00-12	.00			1	· ·											- [		i				į
	KEDIR7	-	62	(212)						· ·	1.	T		Ĩ		· · ·	1 .	<u> </u>			1						1		-+		·				
P6	SUKARNO BATTA (Int JAKARTA (JET) (	an'1) 248) I	43	145	30,340	3660x60 3050x60	15¥ 15¥	15¥ 15¥ (24)	2W 2W 2W 2W	PSR/3.5HW SSR/2.5KW	CKG/100W DKT/100W	83/1KV 72/1KV (24H)	GR/CL/ALI GL/CR/251	1	VHPx6	VHPx2	VHPx3		V8Px1	EFx12		VHPx1 (248)	dx	HFx14 dx FHx53	ØPx4	11	x	x	x	x	x	x	х	X	
1.	KOTA BUMI		41		39,43	6			·	+		(248)	<u> </u>	+	<u>†</u>		1 (24					(240)	†	:			+		-			· · · · · · ·			
	PANDEGLANG	11	44	84	1	1800x30	t	┼──┦		+	+	+	+	+	<del> </del>		1		<b> </b>			<u> </u>	1				1	$\left  - \right $	+						
17	H. SASTRA NEGARA	(14P)		(155)	29,64	0 8 1987×30		╏──┤	-		BND/100V	117/18	01/500H 11/100V	1 <u>x</u>	<u> </u>		+	VHFx1		<u>-</u>	<u> </u>		┼──┤					┟╍╍┼	+				<b> </b>	·	
	BANDUNG (BDO)	11	51	<u> </u>	1	1987×30					(08 4		(OH & OR)	-  <sup>x</sup>	1		(2	00-11	] .00}	ł					UPHx2	1	X		X	x	X				i
	MUARA ENIN	IV	36	127	28,07	2 900x30								ŀ													Ĩ								
F8	BRANTI BANDAR LAMPUNG (TO	κ) <sup>11</sup>	42	1 (00()	40,26	6 1520x30	-			1	TKG/100V	97/189 (4H)	TP/500W	- X	1		1 VHPx1	VHPx1	01)			<u> </u>	1	dx HFx2		1	x		x	x	x				
	MUARA BUNGO	· IV	31			850x30	<u> </u>					-141f	1690)	1	+4	<u></u>	1 200112				1	†	†i		RFx1			[[-	1		· · · · ·				
<b>P</b> 9			_	146 (271)	27,68	6	110.5	329.6	<u> </u>	PSR/650KW	PLB/100V	120.010	0w/500W	+-	<u>-</u>		VHFx2	VHFx1	}		HPx6	VHPx1	<u>+</u>				-	┢──╁	+						
1	TALANG BETUTU(Inte PALEMBANG (PLM) (	(158) [ I	34		1	2200x45	159	158	18 13	SSR/2.5KW	12	120/1KW	23.00-14.00	<u></u>	1	(23.00	-14.00)	14.00	1 - 1		23.00-	{23.00- 14.00)	x	dx HFx16	HFx5	. 1	x		x	x	1	х	х	х	
<b> </b>	PADANG SIDENPUAN	IV	15	132	26,45	9 750x30	1	11		1		1	1	1	1		<u> </u>				1	1							$\top$						
P10	SINPANG TIGA Int H	Satry 11	25	(244)	33,78	6 2150x30				SSR/2.5KW	PKU/100V	58/18	NV/500V (00.00-11.00	<u> </u>	1~	VHFx1	.00) (00	VEPx1				<u> </u>	x			2	x		x	x	x				
L	PEKANBARU (PKU)			<u> </u>	<u> </u>		1	1 <u></u>		1	L 100.00-	11.001	100.00-11.00	<u></u>		0.00-11.		NEED (				X: EX	1878		<u>_</u>			. <u></u>			ليعجب			]	
Tabi	e-6.14 (2) 1	Prospe	ctiv	ve Air	-Rou	tes wi	ith R	lelat	ed						ſ		IAP:	INDOM	SIAN AT			?: UN	KNOWN												
	1	Airpor	ts a	and Ae	ronai	utical	Ope	rati	on								ID: V:	FOVER	(VATTS)	IFICAT	108	dx: R	PLEX							•					
		Status			- Contraction of the local division of the l	e)																							-	in ini andra Thi Mire				· · · · · · · · · · · · · · · · · · ·	
1994	NEV R			DISTANCE   Straight	DEMAND PAX.				AVIGATI	ON AIDS (OF	TRATION HOL	<u>jr – Gmt)</u> Ime	NDB		1		1	1	NICATIO	· 1			AERON	ATICAL FIX	ED SERVI	CES (APS)	0.000				METEOR	ROLOGICAL	SERVICES EQUIP	AC2177	OPE
	NAME OF AIRPORT NAME OF CITY (OP.	HR) CLASS	ZONE NO.	۱۳۸ (۲۲۸)	1994 2004	RUNVAT	LLZ	ILS GP	N ON	RADAR	TD/V	CH/V	10/V	N.C	YCC	THA	APP	TVR	APIS	PIS	PSS	ATIS	LTT	CHANNEL BTT	RTF	APTN		TATIO		REPOR		TREND		SATELITE	0121
	LUBUX SIKAPING		18			1300x30	506	<u> <u> </u></u>	<u>.   97</u>					f i		-									111			╧┿╋	Ť	-21AR					
711	SINPANG TIGA(Intn') PEKANBARU (PKU) (1	Entry)	25	91 (168)	23,514 30,892	2150x30				SSR/2.5KW	PKU/100V (00.00-1	58/1KV 1.00)	NW/500W (00.00-11.00	x		VEPx1 00-11.0	x0) (00.	VHPx1 00-11.0	(0)				X			2	x	_	x	X	x				
	SUPADIO FONTLANAK (PNK)	1	89	130	23,320	1655x45					PNX/100V (23.00-1	79/1KY	AT/500¥ (23.00-10.00	x	L	VHFx1	0) (23.	VHPx1	<sub>x0)</sub>	Ī	HPx6 23.00- 10.00}	YHFx1 (00.00- 04.00)	x		HPz4	2	х		x	x	x				
112	BATANG TARANG (SANGG	am	90		30,866	900x30										ľ	1							<b> </b>					+				·· · · · · · · · · · · · · · · · · · ·		
1	BRANTI					1620-20					TEC/100W	97/1KV	TP/500¥	x		í	/HFx1	VHPxi						dy HE+1			Ţ	+-	.	<b>.</b>	<b>T</b>				

		Sti	etu:	s (F	eeder	Rou	te)	-																		_				-	-	_									-					
1994		NEV ROUT			DISTANC	E DEMAND			· .		NAVIGA	TION /	ups (op	RATION H	OUR - GMI	r)				CONTR	OLS/COM	HUNICAT	IONS	· · · · · · · · · · · · · · · · · · ·	· · · · · ·	AERON	ATICAL P	IXED SER	VICES (AI	rs)			MET	EOROLOGICA	SERVICE		···				LIGET	TING ALDS			!	PIRE
FEEDE	R NAM	E OF AIRPORT E OF CITI (OP.HR)	inus	ZONE	Straigh NH	t PAX. 1994 2004	RUNVA	<b>T</b>		LS		,	UNDER	VOR	DME		рв	1	THA	APP	TVB	AFIS	FIS	rss	ATIS		CHANNEL		APTN	OBS	ERVATIO	NS R	EPORTS	LANDING FORECAST	ΞQ	UTPHENT		ATION	APP	THE	VI REI	VASIS	OBST	71.00D		CATEGORI
	ж.	LE OF CITI (OP.HR)		NO.	( <u>M</u> )	2004		U	LZ '	GP	MA 0	м		TD/V	CH/V	1	0/V N.	. <u>c</u>	_							LTT	RTT	RTF		Б	Ъ	s   MET	AR SPEC	I TREND	VX PAD	AR SATEI	ITE B	OUR		<u> </u>		<u> </u>				
		UK SIKAPING	111		91	23,514	1300x3	0														1	<u> </u>																			ļ				
1 121	SIN	PANG TIGA(Intn') En ANBARU (PKU) (118)	iry)	25	(168)	30,892	2 2150x3	0				SSF	R/2.5KY	PKU/100V	58/1K	<u>/ N¥/</u>	500V 1	×	VEP.	1 1.00) ((	VHFx1			1		x			2	x	2	X X	x													VI
1		ANBARD (PKG) (TTH)		1 1				-				+-			79/16			ς Γ	VHPX		YHP <sub>X</sub> 1			HPx6	YHPx1 (00.00-				-													x				
P12	0000	TIANAK (PNK)	1	89	130	23,320	1655x4	5							-10.00)		-10.00}			0.00) (2				10.00	04.00	x	· .	HPx4	2	х	,	X   X							x	X	<u> </u>	×			$\square$	VI
1 112		ANG TARANG (SANGGAU)	1	90	(240)	23,320	5 900x3	0		-1										T		Γ		1				-	1						1	_									i l	1
	BRA		<del> </del>				1520x3			-+		-+			97/15					VHFx1	VHPx1	<u> </u>	1				dx HFx1		+			$\frac{1}{x}$	x		+					+						V1
P13	BAN	BAR LAMPUNG (TGE)	11	42	136	21,854	÷1	<u> </u>			_				24H)		24H)	-	23.00-	$\frac{11.00}{1}$	3.00-11	.00)	<u> </u>		-	·			-			<u>_</u> ^	·   ^-		<u> </u>				+			<u> </u>			┍	
	SUK	a buni	-	49	(2)2)	29,21	1	_		_						-							<u> </u>	<u> </u>				·							L	<u> </u>					<u> </u>	L	┹╼╍╋		╞━━╾┝	
2004		NEV ROUT	E		DISTANC	E DEMAND					NAVIGA	T10N J	IDS (OPE		0078 - GH1	1		_		CONTR	OLS/CONC	INTEAT	IONS	·	·			THED SER	ICES (AF			1		EOROLOGICA LANDING FORECAST	SERVICE						LIGHT	TING AIDS	<b></b>			PIRE PROTECT
FEEDE	r NAC	E OF AIRPORT	(T.AS	ZONE NO	Straigh NM	L PAX. 2004	RUNWA			<u> </u>		I B	IADAR	YOR	BHE	N		ACO	TMA	APP	TWR	APIS	<b>n</b> s	PSS	ATIS		CRANNEL		- APTN	OBS	RVATION		EPORTS			UI PHENT		ATION	АРР	THR 9	VI REH	VASIS	OBST	PLOOD	ABN	ATEGORY
		E OP CITI		NO.	(KM)						<u>кн о</u>			ID/V BD4/100V	CR/V		0/Y N. 500Y	<u>.c</u>	VHPx	, <b>L</b>	VEPx1	<u> </u>	┼───	BFx5		_177	877			B	<u>b</u> [ §		AR SPEC	1 TREND	VX PAE	AR SATEL	ITE -	-+	$\rightarrow$				++		r-+	118
	SAM. BAN	SUDIN NOOR JARMASIN (BDJ)	I	103	119	42,292	1870x4	5 1	5¥ 1	5¥ []	14 11	¥ [		(23.00	-12.00)			<u> </u>	23.00-1	ī. <u>00) (2</u>	3.00-11	.00)	(2	3.00-11	.00)	Х	dx KFx6	(HPx)	2	X		x   X	X		· [			{		-+-	[		++	{	<u> </u>	
P14		AH GROGOT	IV	111	(220)	142,232	640x3	0						· ·														_											+			Ĺ			<u> </u>	
	-	IDWD BISSt(Intall)					3600x6	0 1	5¥ 1	5¥	27 21	V FSS	1/3.5MV	CKG/100V	38/1K		CL/ALL	VEPA	6 VHFX	VHFx3	VHPx5	VEFx1	HFx12		VHPx1		1	HFx2				.   .						[						1		v .
1 215	JAK	ARTA (JKT) (24H)		43	125	32,042	3050x6	0	SW I I	(24H	)	- 336	(72. <b>)</b>	(	248)		(24H)			[2	4H)	 	·····	[								<u> </u>										<u> </u>				
1		TK MALATA	1	53	(232)		1200x3			_ [			·		ľ						1				· ·		1																			
		TU VANGI		66		1	2000x3	à		-								-	T														1									L				
P16		ENAN		$\vdash$	126 (233)	32,014	t									GA/				1 (2	YHPx1	j	1	·			1			x	7	x x	x						x	x		X				v
ļ	MAT	ARAH (AHI)	m	68			1600x3	<u> </u>	_ <u> </u>		-+-				+	(23.00- PR/				- Lª	1	VHPx1 3.00-09					<u> </u>	BFx2	2	T		·	T T		+								1		_	v
		IARUNG ANG KARATA (PKT)	11	97	138	25 53	1540x3	0								(23.00	-11.00)			<b> </b>	(2	3.00-09	1 1							<u>^</u>		<u> </u>	<u> </u>					+	+			<u> </u>	++		-+-	
P17		EUH HAMPANG	<u> </u>	101	(256)	23,330	1300x3	0											_			ļ	L	Į	ļ		<u> </u>	ļ				-							. <u> </u>	<u> </u>		ļ	+			
	BAB	ULLAH	777	140			1423x3	0	$\neg$				_			TR/	80¥ J					YHPx1		Ľ				Ef x4	1	x	X	x X	X				2	49			'	L				v
P18		NATE (TTE)	<u> </u>		55 (88)	18,346			-+-						1	(22.00	-08.00)				(2	2.00-08	.00)											1	1		1		1							ļ
	ยน.	I SERANI		141					_ -											<u> </u>		1					1		1						1		_			-						
		UK LINGGAN	IV	33	110	1	1000x3	0								. OX/				VHPx2	1 Y292×1	-	···	HFx6	VHPx1										╀───					+	+'	1	++			
P19	TAT.	ANG RETUTU(Intn'I E	atry)		(176)	17,910	1200-4	5 11	0.532	9.6 5¥	1. 1	y SSF	2/650RV	PLB/100¥	120/1K	Y VY/	258		(23.0	-14.00	(23.00	-		23.00-	(23.00-	X	dx HFx1	6 HPx5	1	x	x	x x		x	х		2	49	BIALS		x   x	3 BAR 2.96°,2.99	,d X		X	VII :
1	PAL	EMBANG (FLM) (15R)	1 I	34			2200x4	2 1	"   '		~   <sup>1</sup>	-   -		(	24H)	(23.00	-14.00)	<u> </u>			114.00	ļ	<u> </u>	14.00}	14.001		<u>i</u>	- <u>l</u>			<u> </u>			_	J	<u></u>		ملمسي		ويتم المحمول			<del>ماجر برساد</del> ه			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

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LEGEND:

## Table-6.15 Requirements for Proposed Air Routes (Trunk Route)

X(INS): Aircraft INS (Ine

ΥŪ	UNK	ORIGIN - DESTINATION	NEW ROUTE NI	EDED OR NOT	THE STATE STATES AND	ROUTE DIS	FANCE (NM)	NAVAIDS NEEDE
	OWK	ORIGIN DESTIMATION	NEED	NO NEED	PROPOSED ROUTE (NAVAIDS & AIRWAYS)	DIRECT	FLIGHT	
	T1	BANDA ACEH - JAKARTA		X	BAC W19 PDG W11 JKG W11 CKG	976	980	NZ/500W, 0Q/500W,
				<u> </u>	(or, BAC W12 MDN W12 PLB W12 CKG)		(992)	NZ/500W, NW/500W
	T2	JAKARTA – AMBON		. X	CKG W45 OC W52 MKS W53 AMN	1304	1326	OC/500W, OH/2KW or
	Т3	JAKARTA – MANADO		X	CKG W15 FK W15 BPN W15 MNO	1192	1206	0L/500W->2KW or mo
	Τ4	MALANG- DENPASAR	X		LW D-(thru WR(R)-1) BLI	159	153	: 
				X	(or, LW (ML) & SBY W33 BLI)		(283)	BA/500W, SB/500W
94 8	T5	PEKANBARU - YOGJAKARTA		X	PKU W12 PLB W12 CKG W45 OC PURMO SO JOG	741	826	0C/500W, S0/500W
199			Х		(or, " " CKG ⊕ JOG thru WI(R)-8)		(767)	OF/500W.
Ву	Т6	SURABAYA - TARAKAN		X	SBY W31 BDM W18 BPN W18 TRK	700	792	OL/500W→2KW or mo
			X		SBY W31 BDM (or, <del>D</del> TRK) 445NM		(706)	OT/500W
	Т7	MALANG - BANJARMASIN		X	LW D-SBY W31 BDM	308	295	-
	<b>T</b> 8	JAKARTA - TARAKAN	X		CKG W15 FK D-TRK 510NM 410NM	861	915	ot/500W
			f	X	(or, CKG W15 FK W18 BPN W18 TRK)		(980)	0L/500W->2KW or mo
	T9	JAKARTA – MATARAM		X	CKG W45 CA SMG SBY W33 BLI W42 GA	581	608	CA/500W, 0C/500W,
	19 T10	BANDUNG – DENPASAR		X	BND D CA W45 SMG SBY W33 BLI	475	483	CA/500W, OC/500W,
	T11	SURABAYA – KUPANG		X	SBY W43 AGUNG W43 NQ NR W33 KPG	700	659	SB/500W, NR/500W
			· ·	х	MDN W11 PDG W11 TKG PW W45 SBY			NQ/500W→2KW or m
	<b>ጥ</b> 12	MEDAN - SURABAYA		X	MDN W12 PLB W12 CKG HLM W45 SBY	1055	1143	NW/500W, CA/500W,
	116		X (INS)		(or, MDN W12 PLB <del>D</del> SBY) 560NM		(1088)	NW/500W, SB/500W
	T13	SURABAYA – KENDARI		x	SBY W32 MKS W41 NI	640	609	NI/500W2KW or mo
	 T14	JAKARTA – KENDARI		X	CKG W45 OC W52 MKS W41 NI	968	1094	CA/500W, 0C/500W,
- 1995			X (INS)		(or, CKG → MKS W41 NI) 780NM		(961)	NI/500W>2KW or mo
2004	T15	YOGYAKARTA - BALIKPAPAN	X		JOG SO SMG -D- BDM W18 BPN 1314NM	552	585	OF/500W, S0/500W,
20	716	MALANG – BALIKPAPAN		X	D·SBY W31 BDM W18 BPN	481	479	SB/500W, OL/500W-
	T16			X	MDN W12 PLB W12 CKG HLM W45 SBY W33 BLI	1233	1309	NW/500W, CA/500W,
	T17	MEDAN - DENPASAR		X	MDN W11 PDG W11 TKG	644	673	NQ/500W, TF/500W
	T18			X	MDN W12 PLB W12 CKG D BND	816	830	NW/500W, OY/60W (
	T19	MEDAN - BANDUNG		_	(or, MDN W11 PDG W11 TKG CKG - BND)		(828)	
	T20	SEMARANG - BALIKPAPAN	X		SMG D BDM W18 BPN 312NN	514	519	OC/500W, OU/2KW o

raft recommended to equip with (Inertial Navigation System)
DED TO BE REPLACED BY NEW ONE
TF/500W
or more
nore, MD/2KW or more
nore, OU/2KW or more, OT/500W
more, OU/2KW or more, OT/500W
, BA/500W, SB/500W, GA/500W
, BA/500W, SB/500W
more, NR/500W-2KW or more
, OC/500W, BA/500W, SB/500W
nore
N, NI/500W→2KW or more
more
/, OL/500W→2KW or more
-→2KW or more, OU/2KW or more
1, OC/500W, BA/500W, SB/500W
(LOC)
or more, OL/500W-2KW or more
6-41

			NEW ROUTE	NEEDED OR NOT		ROUTE DIS	L'ANCE (NM)	NAVAIDS NEEDED	NAVAIDS NEEDED FOR
FEEI	)ER	ORIGIN - DESTINATION	NEED	NO NEED	PROPOSED ROUTE (NAVAIDS & AIRWAYS)	DIRECT	FLIGHT	TO BE REPLACED	LIKELY NEW AIRPORT
	F1	PEKANBARU - SIBOLGA	X	······································	PKU ⊕^SK	159	159	SK/500W	SIBOLGA has already
	F2	PONTIANAK - SINGKAWANG	X		PNK D-A/P	66	66	AT/500W	No need at beginning
	F3	MALANG - MADIUN	· X	<u></u>	ML (or LW) DA/P	82	82		n
	F4	PONTIANAK - NATUNA	X		PNK -D* RN	247	247	AT/500W	NATUNA has already at RANAI
	F5	SEMARANG - KEDIRI *	X		SMG D A/P	115	115	0C/500W	No need at beginning
	F6	JAKARTA – KOTA BUMI <sup>*</sup>	x		CKG D A/P	145	145		11
1994	F7	BANDUNG - PANDEGLANG	x		BND - D- A/P	. 84	84	0Y/500W YY/100W (LOC)	11
By 19	F8	BANDAR LAMPUNG - NUARA ENIM	x		TKG - D- A/P	127	127	TF/500W	11
	F9	PALEMBANG - MUARA BUNGO	x		PLB W25 A/P	146	146		11
	F10	PEKANBARU - PANDANG SIDENPUAN	x		PKU - <del>D</del> ~A/P	132	132	NW/500W	11
	F11	PEKANBARU - LUBUK SIKAPANG	x		PKU D A/P	91	91	NW/500W	11
	F12	PONTIANAK - BATANG TARANG	x		PNK DA/P	130	130	AT/500W	11
	F13	BANDAR LAMPUNG - SUKA BUMI*	x		TKG D A/P	136	136	TF/500W	11
	F14	BANJARMASIN - TANAH GROGOT	X		BDM W18 A/P	119	119	OU/2.5KW	11
	<b>F</b> 15	JAKARTA – TASIK MALAYA	X		CKG D A/P	125	125		17
1995	F16	MATARAM – BANYU WANGI	X		GA W42 BL1 W33 D A/P (or, GA W42 BL1 D)	126	146	GA/500W	n
5 1	F17	PARANGKARAYA - RAMBUH HAMPANG	x		FK ⊕ А/Р	138	138	·	n
2004		TERNATE - BULI SERANI *	X		TR D A/P	55	55	TR/80W	n
2C	F19		X		PLM D'A/P	110	110		

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# Table-6.16 Requirements for Proposed Air Routes (Feeder Route)

Note: Airports with mark \* have not existed, totaling 4 airports

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