BALI (DPS/WADD)
Elevation 14ft

CATEGORY B

AV brief not required.

GENERAL

- The airfield lies across a narrow isthmus joining a peninsula to the south with the main part of the island to the

Threats
CFIT - High ground on the peninsula within 3 NM and reaches ~750ft amsl within 5 NM south - Terrain N is flat to 9 NM then rises steadily reaching ~7,500ft amsl 25 NM N and ~10,300ft amsl 31 NM NE - 21 NM E on the extended runway centreline is an island with a peak ~1,750ft amsl **Loss of Control** - Soaring birds are a hazard during the day - Birds tend to congregate on the runway at night

ARRIVAL

Diversion Airports			
SURABAYA	SUB/WARR	163 nm/300°T	CAT A
JAKARTA	CGK/WIII	530 nm/287°T	CAT A
KUCHING	KCH/WBGG	676 nm/334°T	CAT B

GROUND

- Sea wall marked with red lights 5ft above threshold elevation, 130m short of Rwy 09 threshold

- B747 turning – follow nosewheel guidance when using west turning area on the north side of Rwy 09

DEPARTURE

- Northbound SIDs require the aircraft to be climbed steeply to clear the high ground

WEATHER

- Monsoon climate with rainy and dry seasons, between which are comparatively short inter-monsoonal seasons

- Apr-Oct dry season. Weather normally good, but hazy at times particularly when SE trade winds are strong. Little cloud except for Cu over the land during the afternoon.

- Large Cu/Cb at beginning and end of the dry season

- Nov-Mar wet season. Frequent heavy showers and thunderstorms, most frequent over the land during day and evening. Over the sea, maximum development takes place at night and early morning, resulting in a secondary maximum of rainfall during the second half of the night.

- Visibility may fall to almost zero in heavy rain.

OPERATIONAL INFORMATION

Handling Agent	JAS/Kapura Handling Agent and Garuda
Handling Agent VHF	131.9
Potable Water	Uplift not permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times