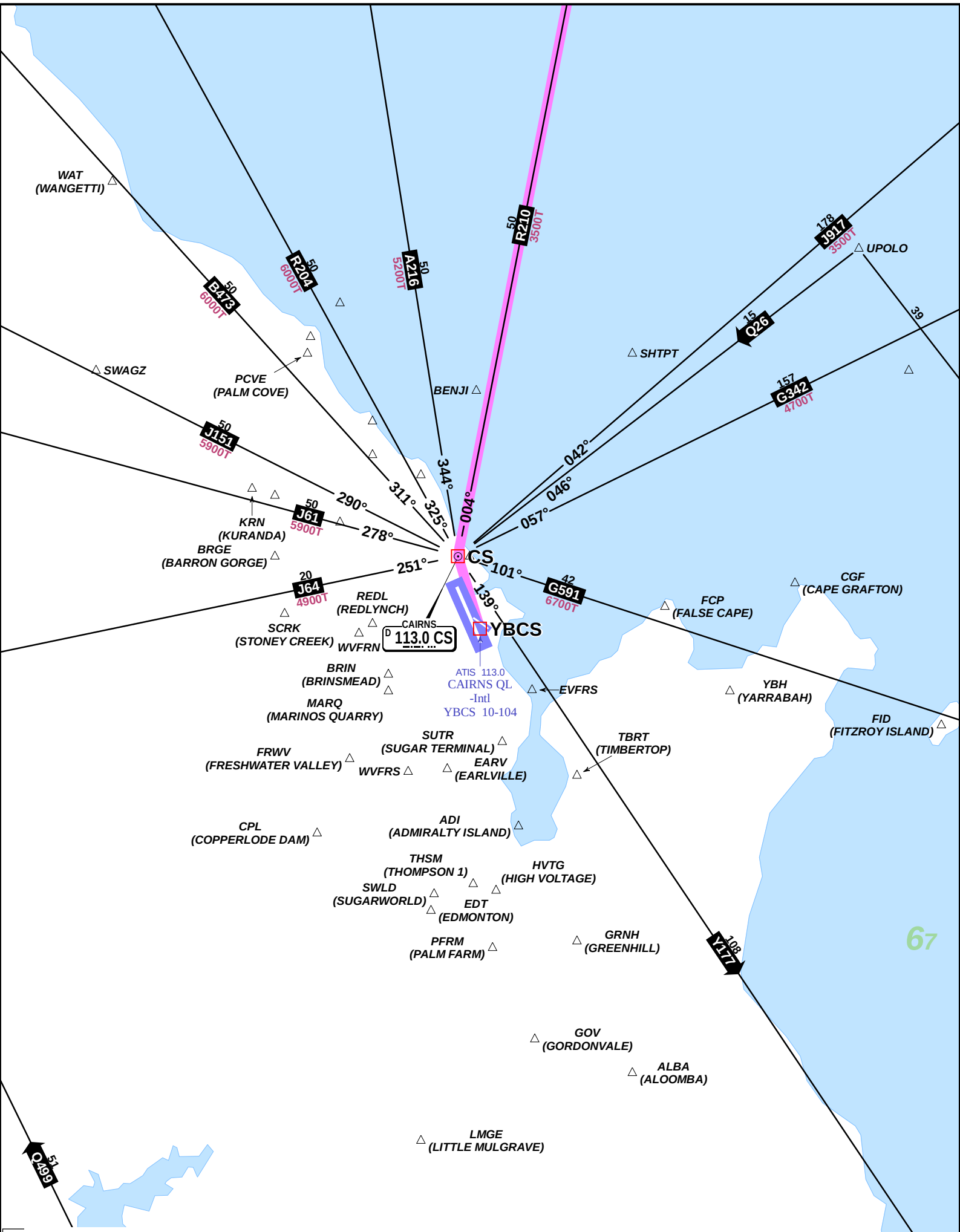
DEPARTURE (YBCS -> PGUM): YBCS (Cairns Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN
JeppView 3.6.2.0



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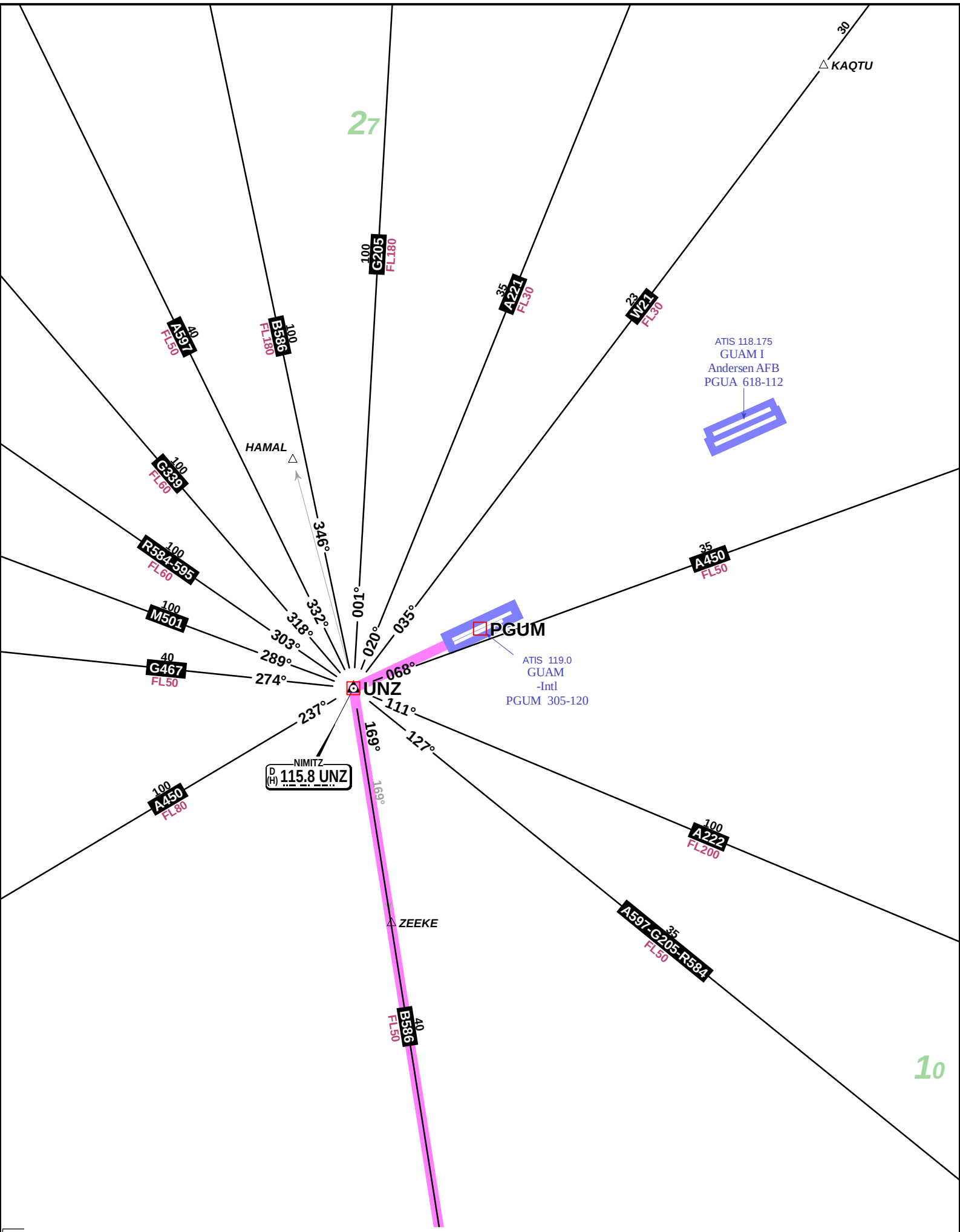
DESTINATION (YBCS -> PGUM): PGUM (Guam Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN
JeppView 3.6.2.0



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YBCS -> PGUM (Page 1 of 1)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

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JEPPESEN 15 AUG 14 (10-2) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

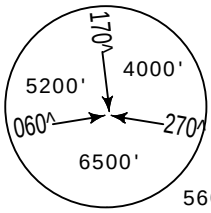
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL
SECTOR A
VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')

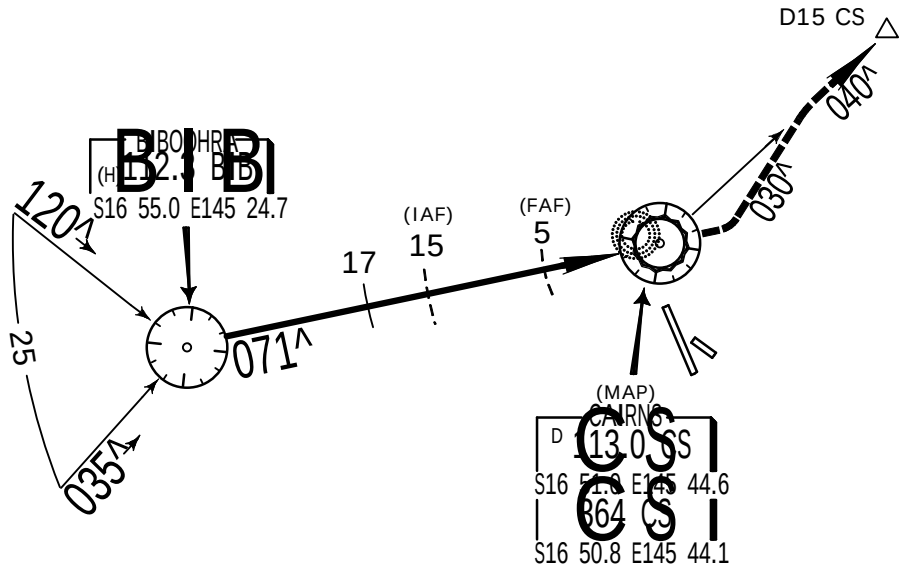


MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

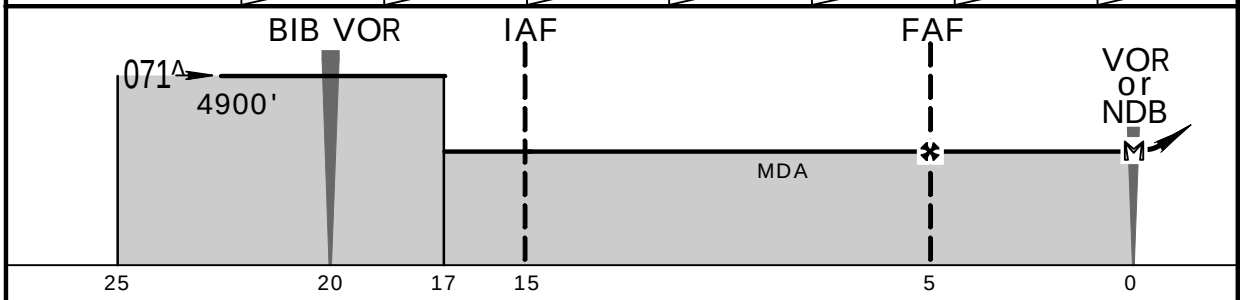
Track to BIB VOR, thence 071^ to CS VOR/NDB

DME USING CS DME
REFERENCE WAYPOINT CS VOR

NOT TO SCALE



NM to VOR							
ALTITUDE							

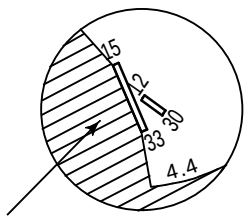


MISSED APPROACH: Turn LEFT track 030^ to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 4500' (4490')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

NS OPS

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JEPPESEN 15 AUG 14 (10-2A) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

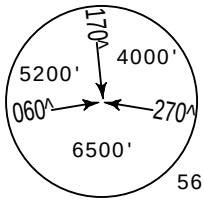
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL
VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

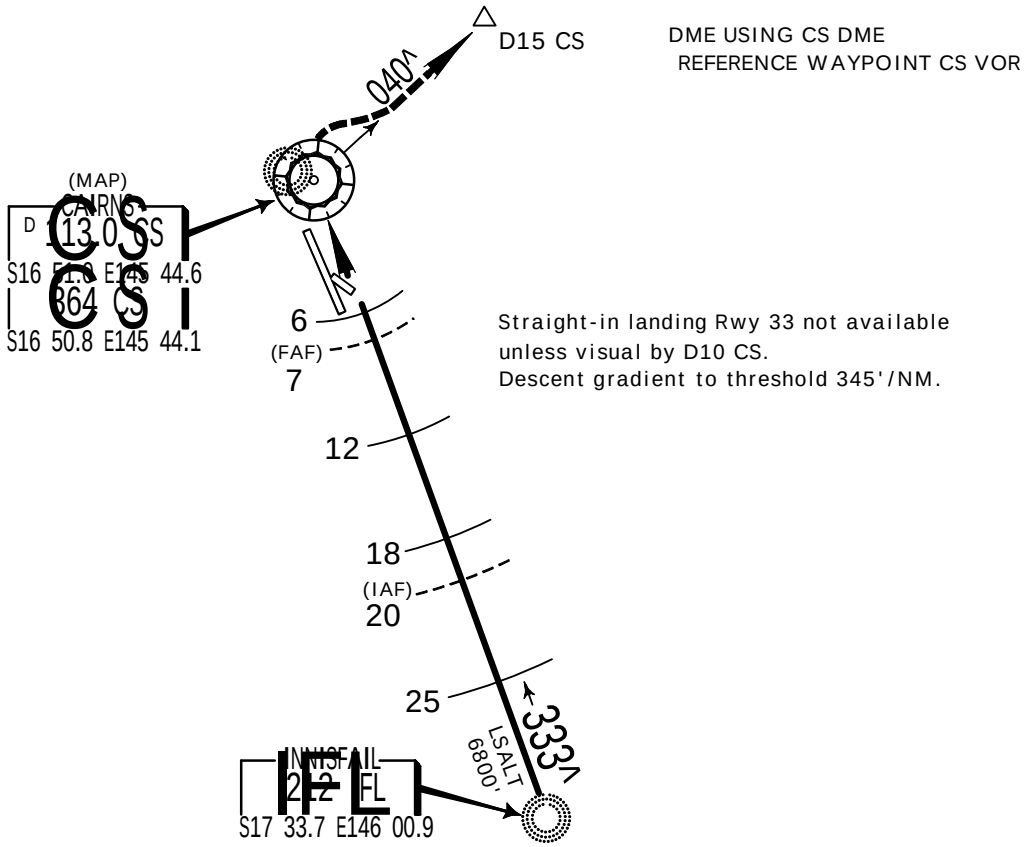
Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')



MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

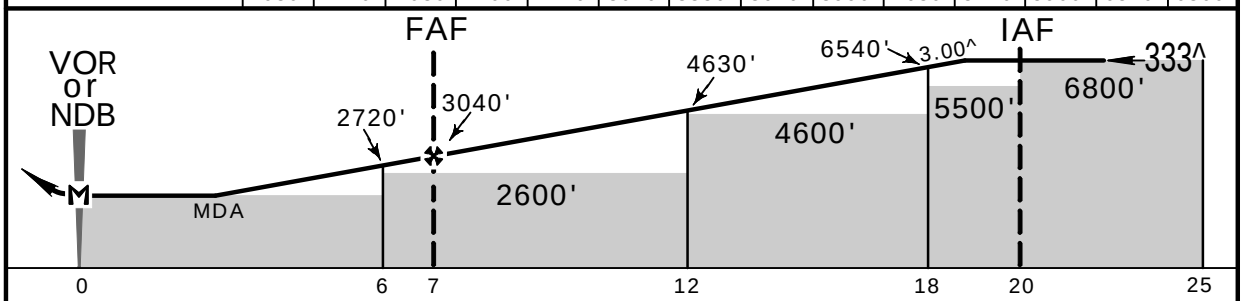
IFL NDB to CS VOR or NDB



Straight-in landing Rwy 33 not available unless visual by D10 CS.
Descent gradient to threshold 345'/NM.

NOT TO SCALE

NM to VOR	2.6	2.9	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	14.0	16.0	18.0	18.8
ALTITUDE	1630'	1720'	2080'	2400'	2720'	3040'	3350'	3670'	3990'	4630'	5270'	5900'	6540'	6800'

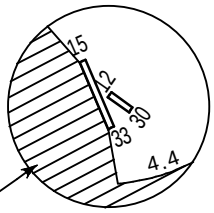


MISSED APPROACH: Turn RIGHT to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B: 1630'(1620')
C, D: 1720'(1710')

A, B	2.4 km
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849

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JEPPESEN 15 AUG 14 (10-2B) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

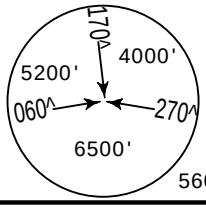
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')

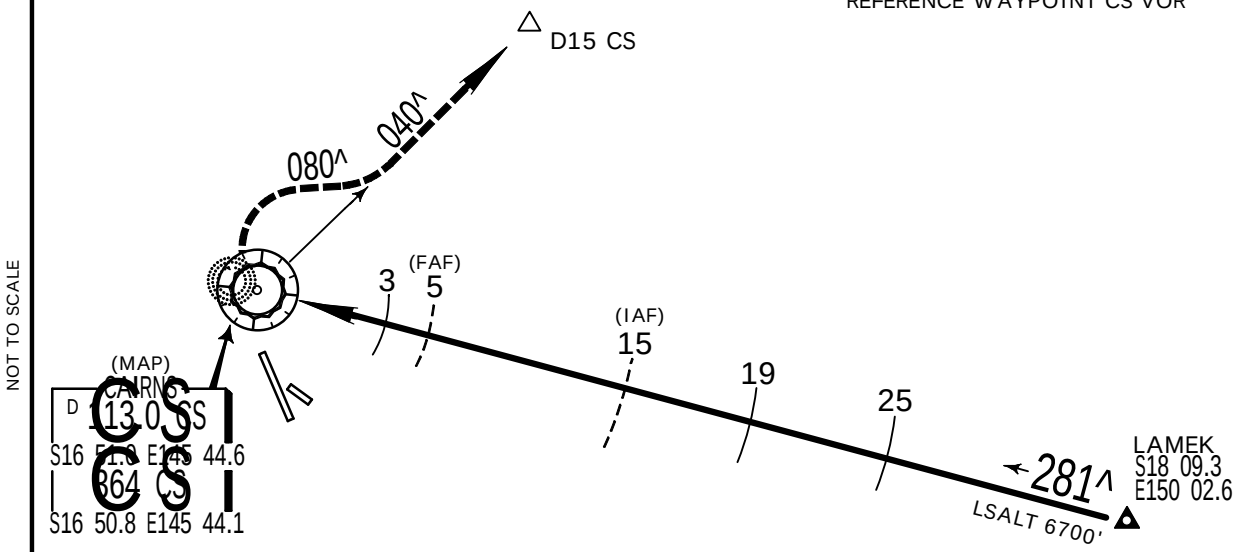


MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

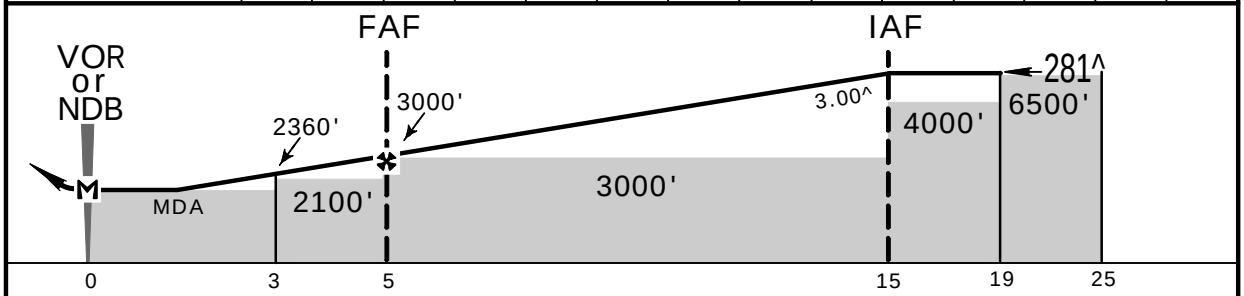
LAMEK to CS VOR or NDB

DME USING CS DME
REFERENCE WAYPOINT CS VOR



NOT TO SCALE

NM to VOR	0.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	16.0
ALTITUDE	1620'	2040'	2360'	2680'	3000'	3320'	3640'	3960'	4270'	4590'	4910'	5230'	5550'	6500'



MISSED APPROACH: Turn RIGHT track 080^ to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

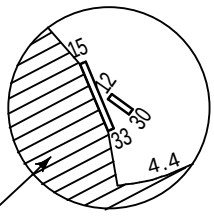
LIMITATION: Max 185 KT until established on CS R-040 VOR (040^ bearing from CS NDB).

CAUTION: Do NOT delay turn onto 080^ due to high terrain West of Missed Approach Area.

CIRCLE-TO-LAND

MDA(H) A, B: 1620' (1610')
C, D: 1720' (1710')

A, B	2.4 km
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849

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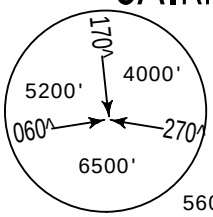
JEPPESEN 15 AUG 14 (10-2C) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

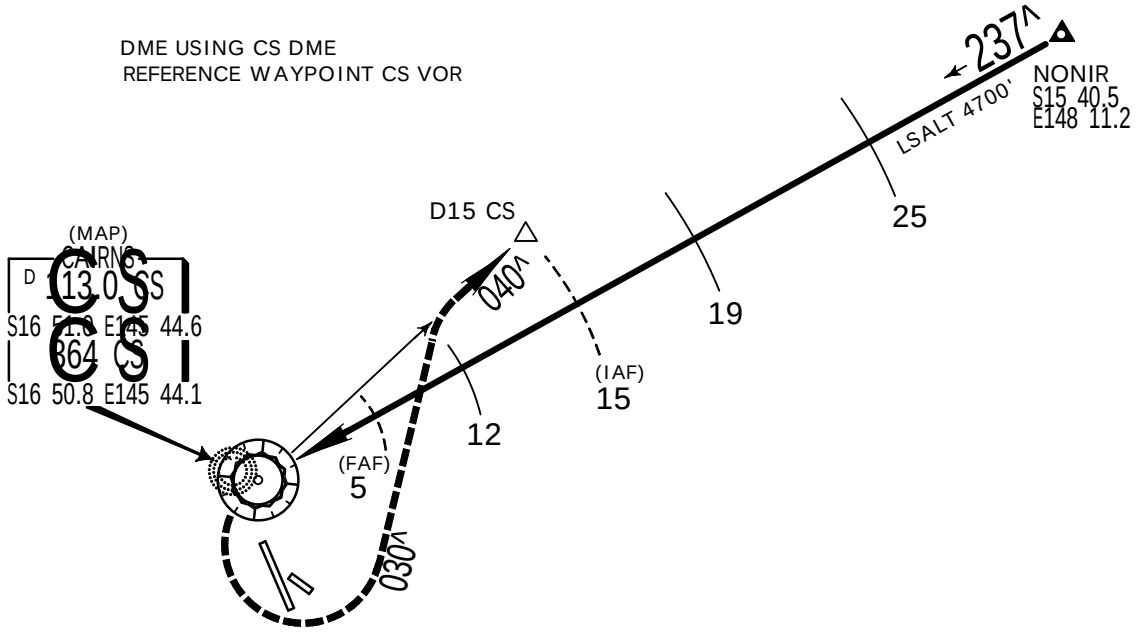
Trans level: FL 110
Trans alt: 10000' (9990')



MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

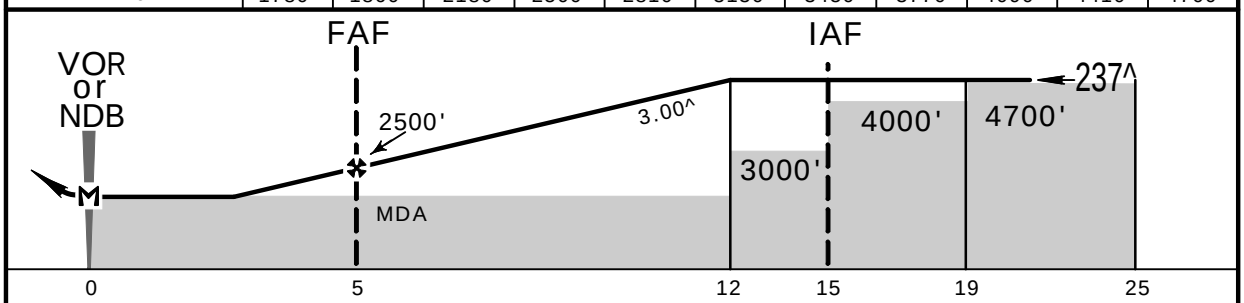
CAIRNS INTL
VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

NONIR to CS VOR or NDB



NOT TO SCALE

NM to VOR	2.8	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	1780'	1860'	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'	4700'



MISSED APPROACH: Turn LEFT track 030^ to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

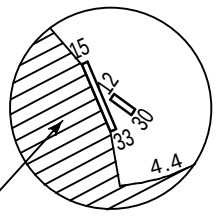
LIMITATION: Max 185 KT until established on CS VOR R-040 (040^ bearing from CS NDB).

CAUTION: Do NOT delay turn onto 030^ due to high terrain West of Missed Approach Area.

CIRCLE-TO-LAND

MDA(H) 1780' (1770')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849

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JEPPESEN (10-2D) 1 MAR 13 .Eff.7.Mar.

.RNAV.STAR.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

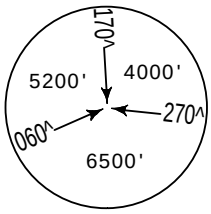
BIBOOHRA (BIB) TWO ALPHA ARRIVAL [BIB2A], BIBOOHRA (BIB) TWO BRAVO ARRIVAL [BIB2B], BIBOOHRA (BIB) TWO VICTOR ARRIVAL [BIB2V]

SPEED: MAX IAS 250 KT BELOW 10000'

BIBOOHRA (BIB) TWO ALPHA RWY 15: From BIB VOR track 022^ to RAINY. From RAINY, track via CS 15 DME Arc for ILS or LOC RWY 15.

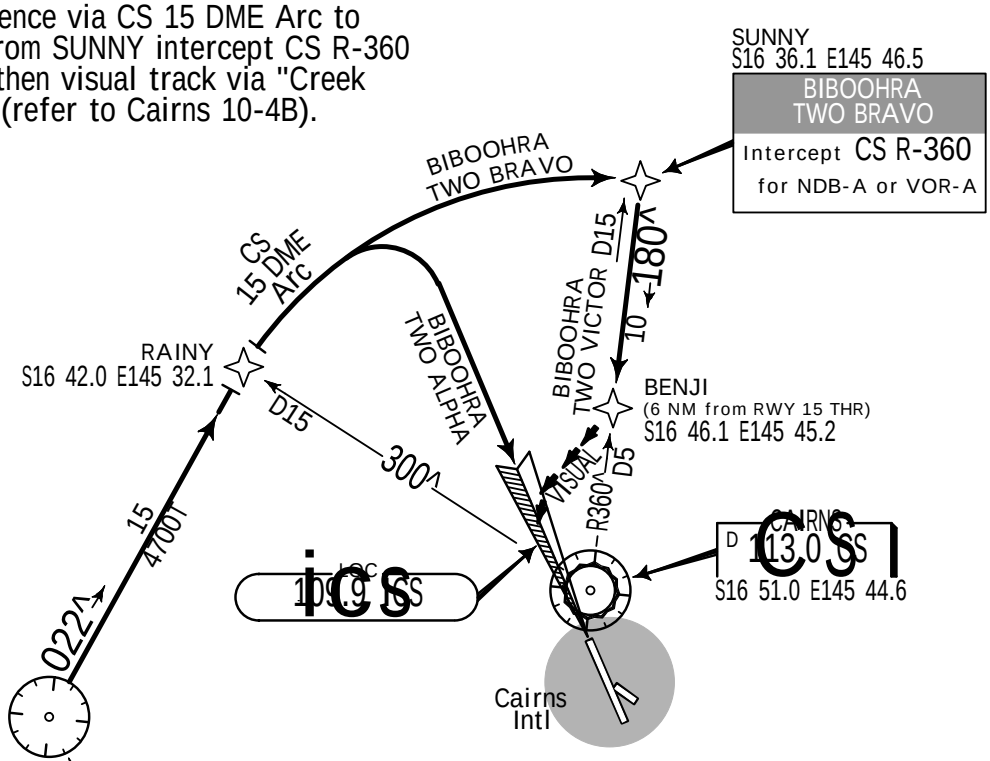
BIBOOHRA (BIB) TWO BRAVO RWY 15: From BIB VOR track 022^ to RAINY, thence via CS 15 DME Arc to SUNNY, then intercept CS R-360 for NDB-A or VOR-A.

BIBOOHRA (BIB) TWO VICTOR RWY 15: From BIB VOR track 022^ to RAINY, thence via CS 15 DME Arc to SUNNY. From SUNNY intercept CS R-360 to BENJI then visual track via "Creek Corridor" (refer to Cairns 10-4B).



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
BENJI 7 NM
RAINY 17 NM
SUNNY 17 NM

N
NOT TO SCALE

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN 10-2E 1 MAR 13 .Eff.7.Mar.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

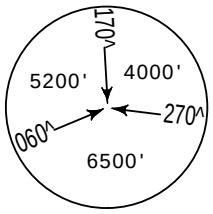
TRANS LEVEL: FL 110
TRANS ALT: 10000'

BIBOOHRA (BIB) TWO PAPA ARRIVAL [BIB2P]
BIBOOHRA (BIB) TWO UNIFORM ARRIVAL [BIB2U]

SPEED: MAX IAS 250 KT BELOW 10000'

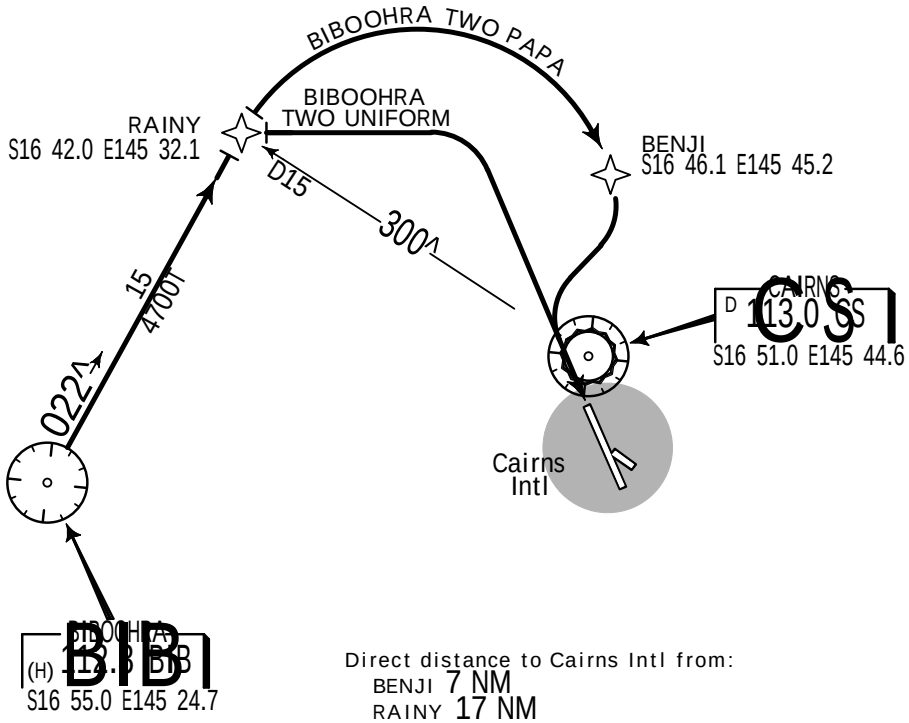
BIBOOHRA (BIB) TWO PAPA
RWY 15: From BIB VOR track 022^ to RAINY. From RAINY, track via RNAV-P (RNP) RWY 15.

BIBOOHRA (BIB) TWO UNIFORM
RWY 15: From BIB VOR track 022^ to RAINY. From RAINY, track via RNAV-U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
BENJI 7 NM
RAINY 17 NM

N
NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: Procedure renumbered; GPS replaced by GNSS.

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JEPPESEN

10-2F

24 MAY 13
.Eff.29.May.1600Z.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CODIE FOUR ALPHA ARRIVAL[CODI4A], CODIE FOUR ZULU ARRIVAL[CODI4Z]

SPEED: MAX IAS 250 KT BELOW 10000'

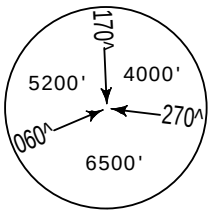
TRANSITIONS:

CARBA: From CARBA track 090^ to CODIE.
DREWS: From DREWS track 142^ to CODIE.
KONDA: From KONDA track 076^ to CODIE.
LAKED: From LAKED track 120^ to CODIE.
LOCKA: From LOCKA track 174^ to CODIE.
ZANEY: From ZANEY track 203^ to CODIE.
FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL:

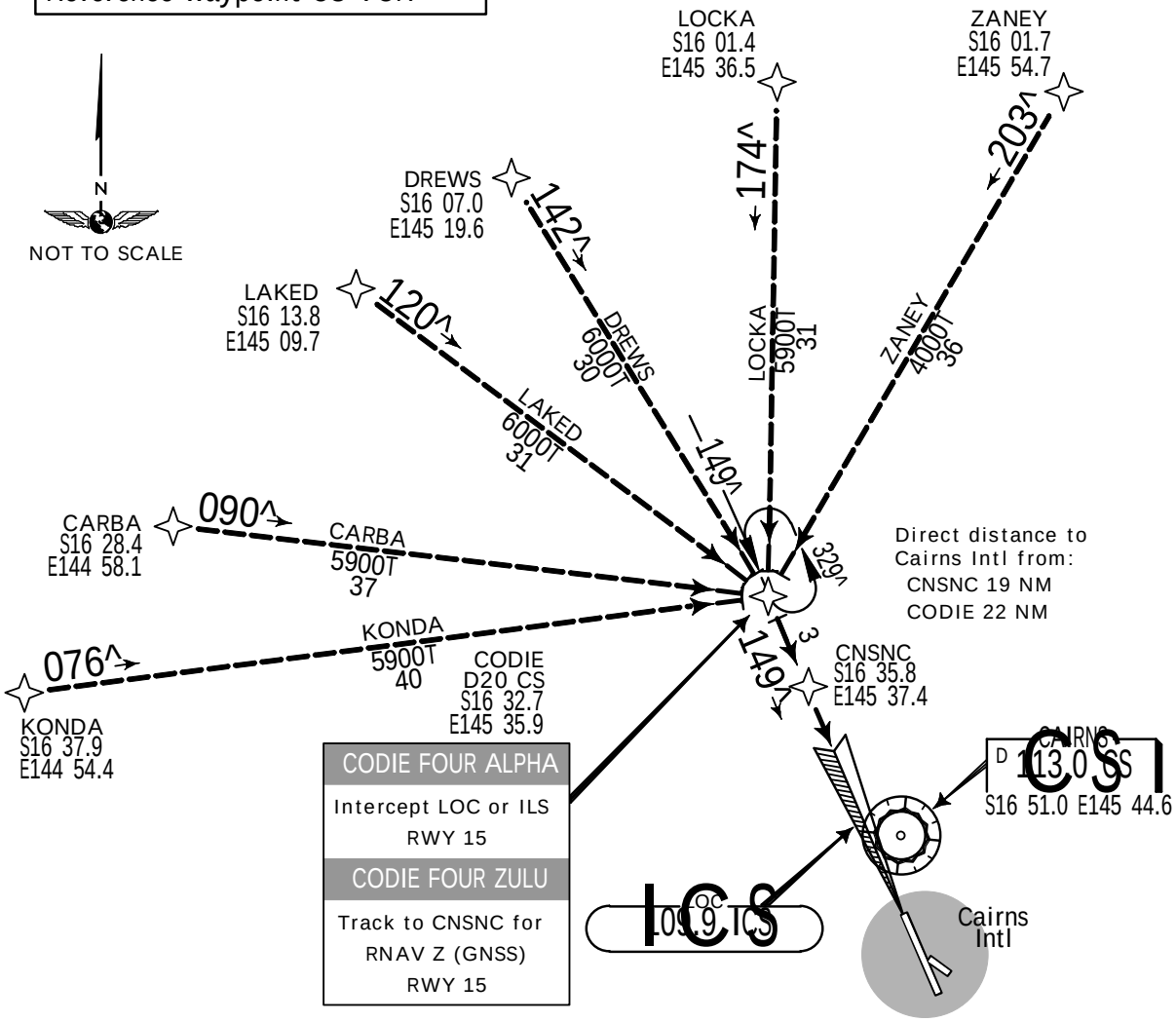
CODIE FOUR ALPHA
RWY 15: From CODIE, intercept LOC for ILS or LOC RWY 15.

CODIE FOUR ZULU
RWY 15: From CODIE, track 149^ to CNSNC for RNAV Z (GNSS) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2G) 24 MAY 13 .Eff.29.May.1600Z

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CODIE FOUR UNIFORM ARRIVAL [CODI4U]

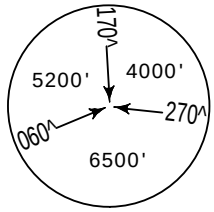
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 090^ to CODIE.
DREWS: From DREWS track 142^ to CODIE.
KONDA: From KONDA track 076^ to CODIE.
LAKED: From LAKED track 120^ to CODIE.
LOCKA: From LOCKA track 174^ to CODIE.
ZANEY: From ZANEY track 203^ to CODIE.
FOLLOW ARRIVAL INSTRUCTIONS

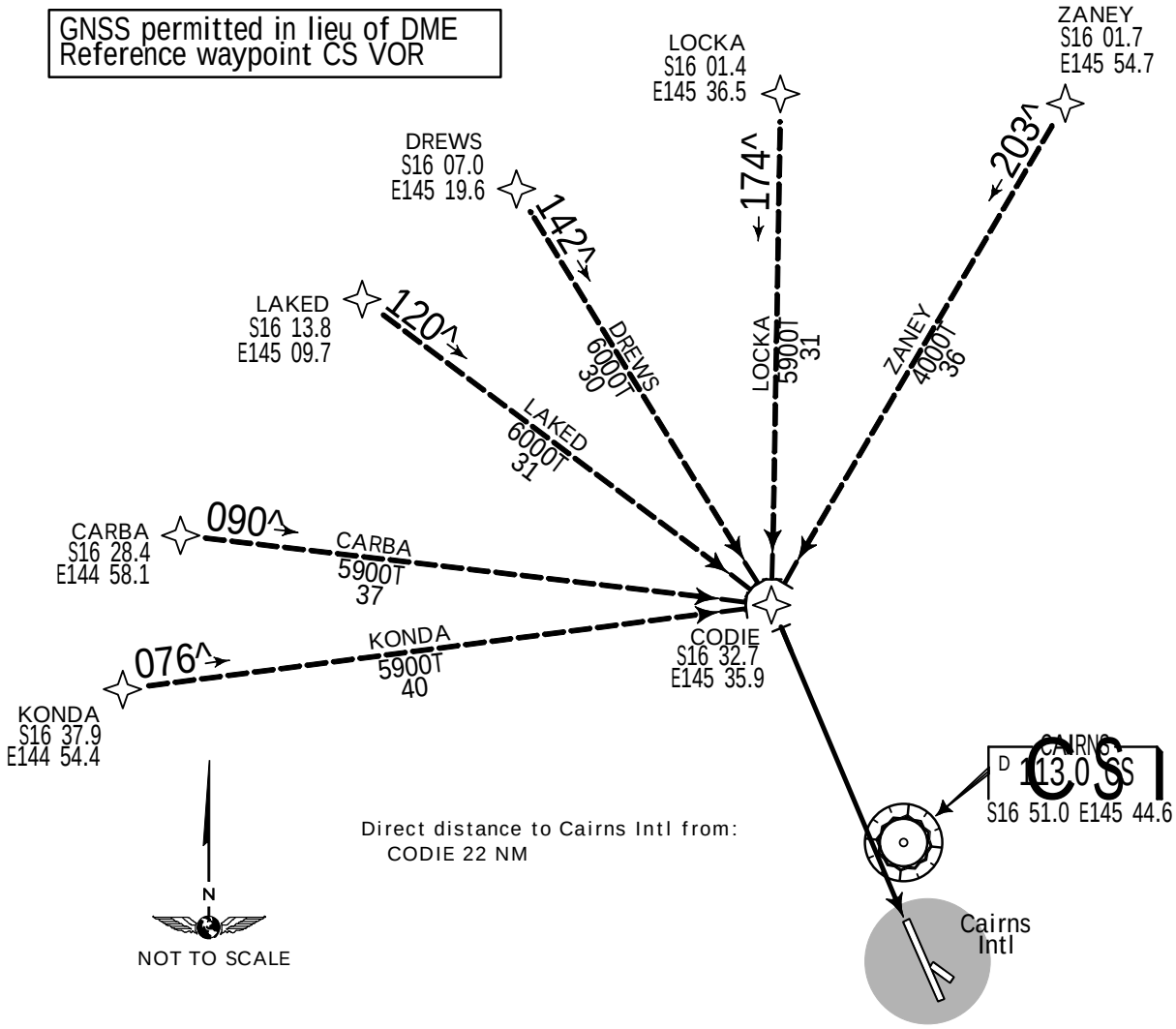
ARRIVAL:

RWY 15: From CODIE, track via RNAV U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: Procedure renumbered, holding pattern removed, GPS to GNSS.

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JEPPESEN (10-2H) 12 NOV 10 .Eff.18.Nov.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO FIVE ALPHA ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262^ to ROLFE. Cross ROLFE at or below 10000'. Track 262^ to HENDO.

BULOK: From BULOK track 069^ to HENDO.

CARBA: From CARBA track 129^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005^ to HENDO.

KONDA: From KONDA track 113^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME to HENDO.

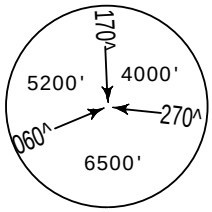
LAKED: From LAKED track 154^ to BIB, turn LEFT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

NORMA: From NORMA track 031^ to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

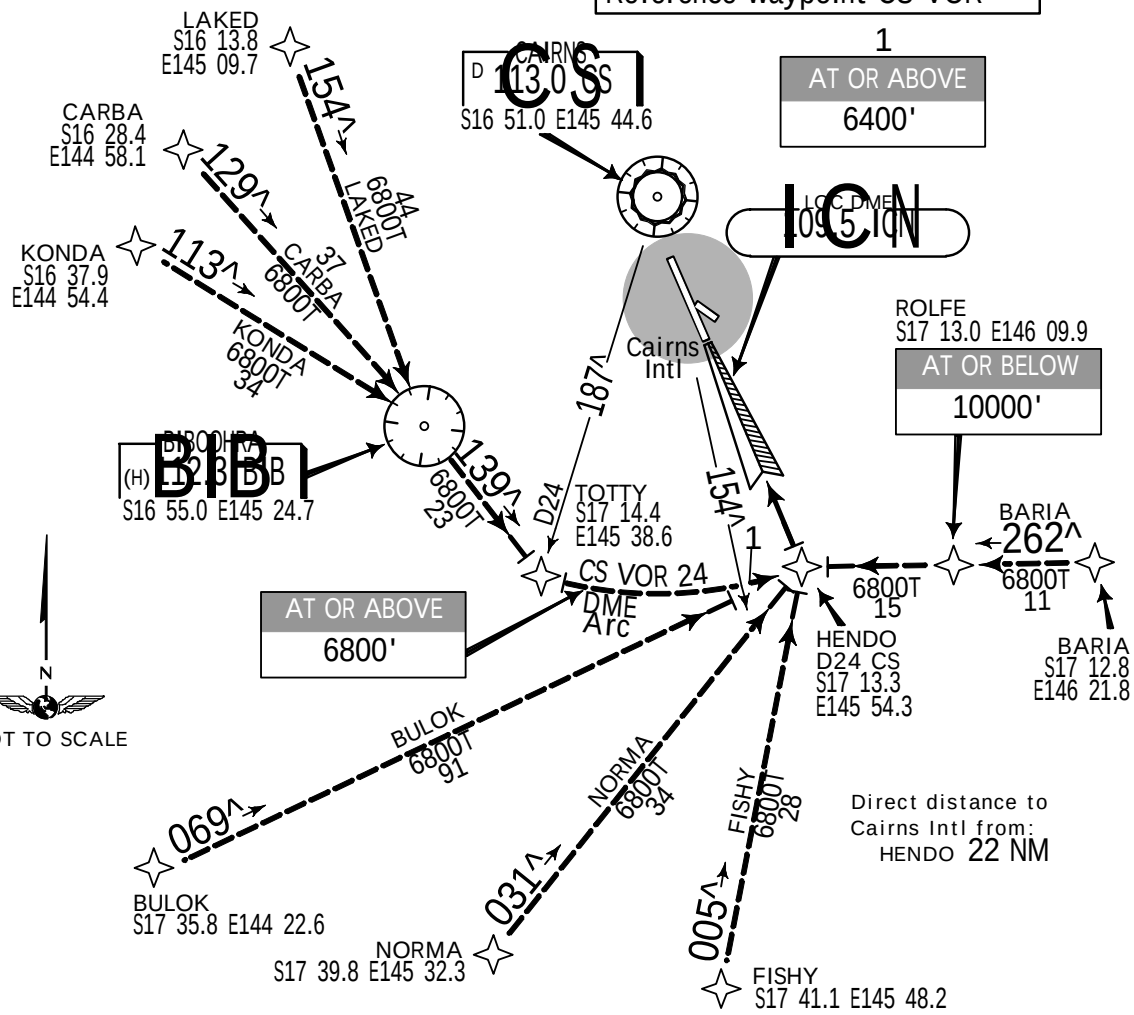
ARRIVAL:

RWY 33: From HENDO, intercept LOC RWY 33.



MSA CS VOR
5600' within 10 NM

GPS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable

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CHANGES: Procedure renumbered, altitude restriction, CS coordinates.

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JEPPESEN (10-2J) 12 NOV 10 .Eff.18.Nov.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO FIVE UNIFORM ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262^ to ROLFE. Cross ROLFE at or below 10000'. Track 262^ to HENDO.

BULOK: From BULOK track 069^ to HENDO.

CARBA: From CARBA track 129^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005^ to HENDO.

KONDA: From KONDA track 113^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

LAKED: From LAKED track 154^ to BIB, turn LEFT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

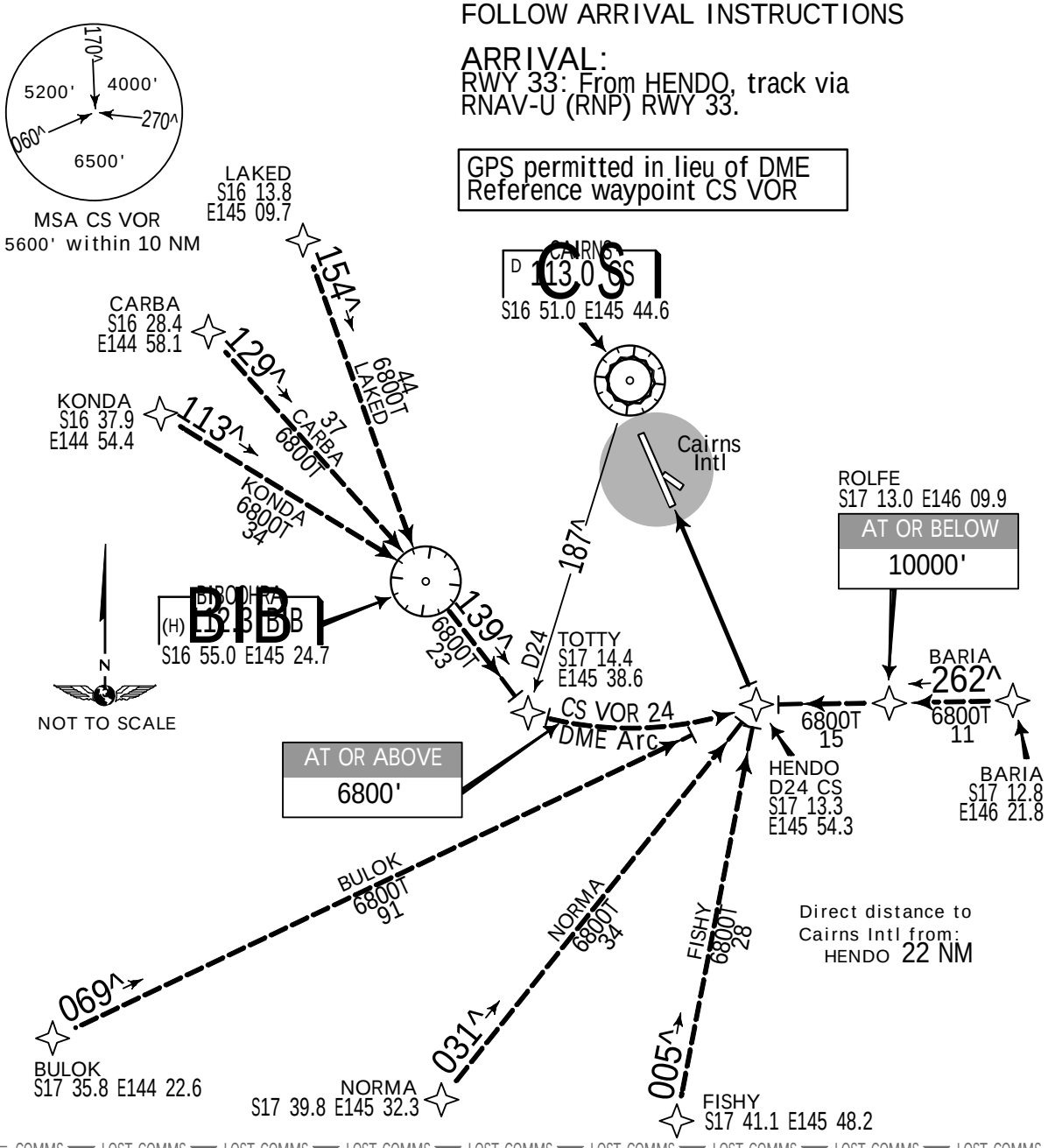
NORMA: From NORMA track 031^ to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL:

RWY 33: From HENDO, track via RNAV-U (RNP) RWY 33.

GPS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: Procedure renumbered; CS coordinates.

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JEPPESEN (10-2K) 24 MAY 13 .Eff.29.May.1600Z. CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEEWI SIX ALPHA ARRIVAL [KEWI6A], KEEWI SIX VICTOR ARRIVAL [KEWI6V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY then track 130^ to KEEWI.

DREWS: From DREWS track 131^ to SUNNY then track 130^ to KEEWI.

KONDA: From KONDA track 081^ to SUNNY then track 130^ to KEEWI.

LAKED: From LAKED track 115^ to SUNNY then track 130^ to KEEWI.

LOCKA: From LOCKA track 150^ to KEEWI.

ZANEY: From ZANEY track 171^ to KEEWI.

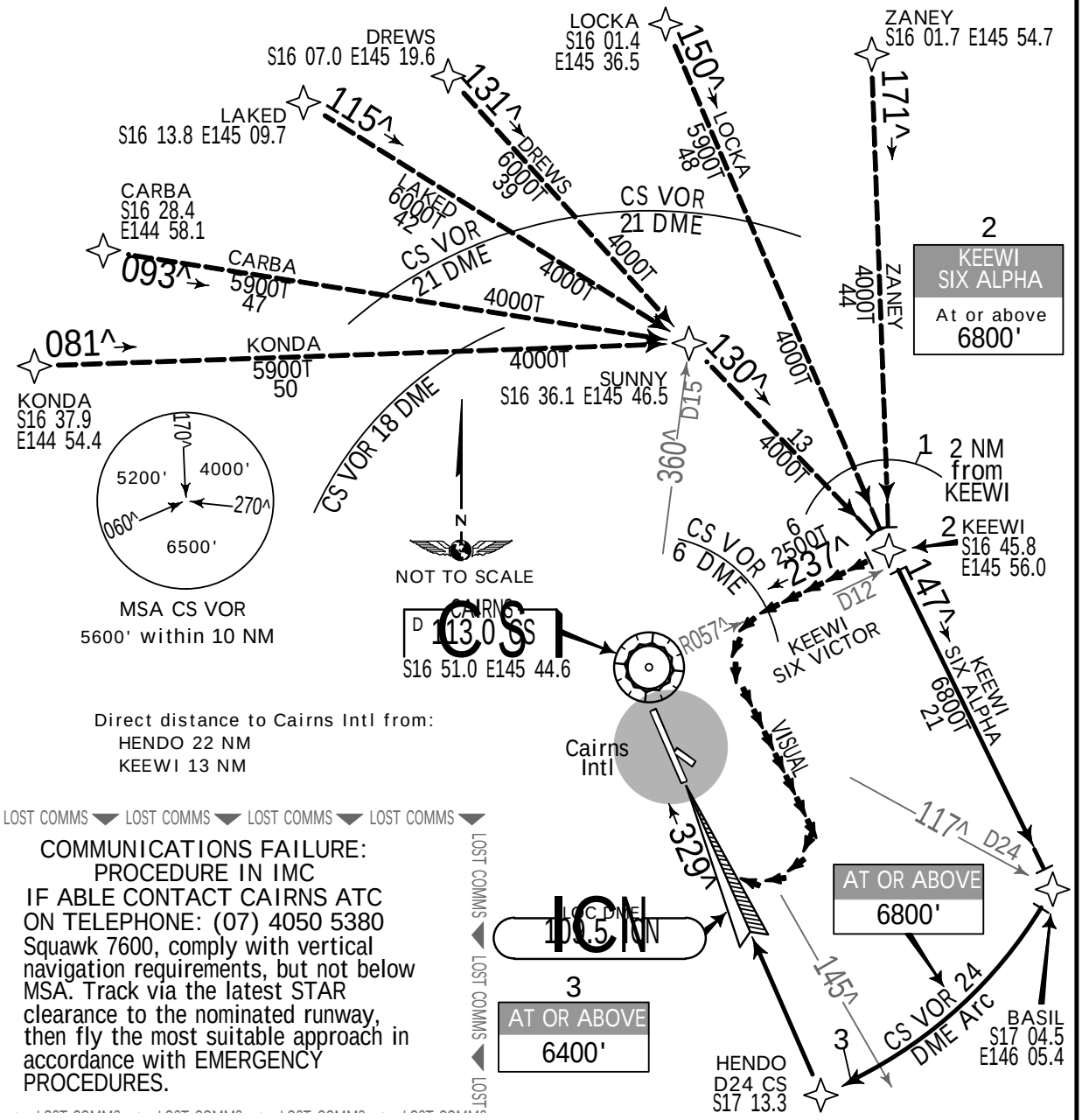
FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

KEEWI SIX ALPHA
RWY 33: Cross KEEWI at or above 6800'. From KEEWI track 147^ to BASIL, then via CS VOR 24 DME Arc for LOC RWY 33.

KEEWI SIX VICTOR
RWY 33: At 2 NM KEEWI (1VISUAL PROCEDURE ONLY) visual turn RIGHT, intercept CS R-057 to CS VOR 6 DME. At CS VOR 6 DME visual turn LEFT track direct for RIGHT base RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2L) 24 MAY 13 .Eff.29.May.1600Z. CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEEWI SIX PAPA ARRIVAL[KEWI6P], KEEWI SIX UNIFORM ARRIVAL[KEWI6U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY then track 130^ to KEEWI.

DREWS: From DREWS track 131^ to SUNNY then track 130^ to KEEWI.

KONDA: From KONDA track 081^ to SUNNY then track 130^ to KEEWI.

LAKED: From LAKED track 115^ to SUNNY then track 130^ to KEEWI.

LOCKA: From LOCKA track 150^ to KEEWI.

ZANEY: From ZANEY track 171^ to KEEWI.

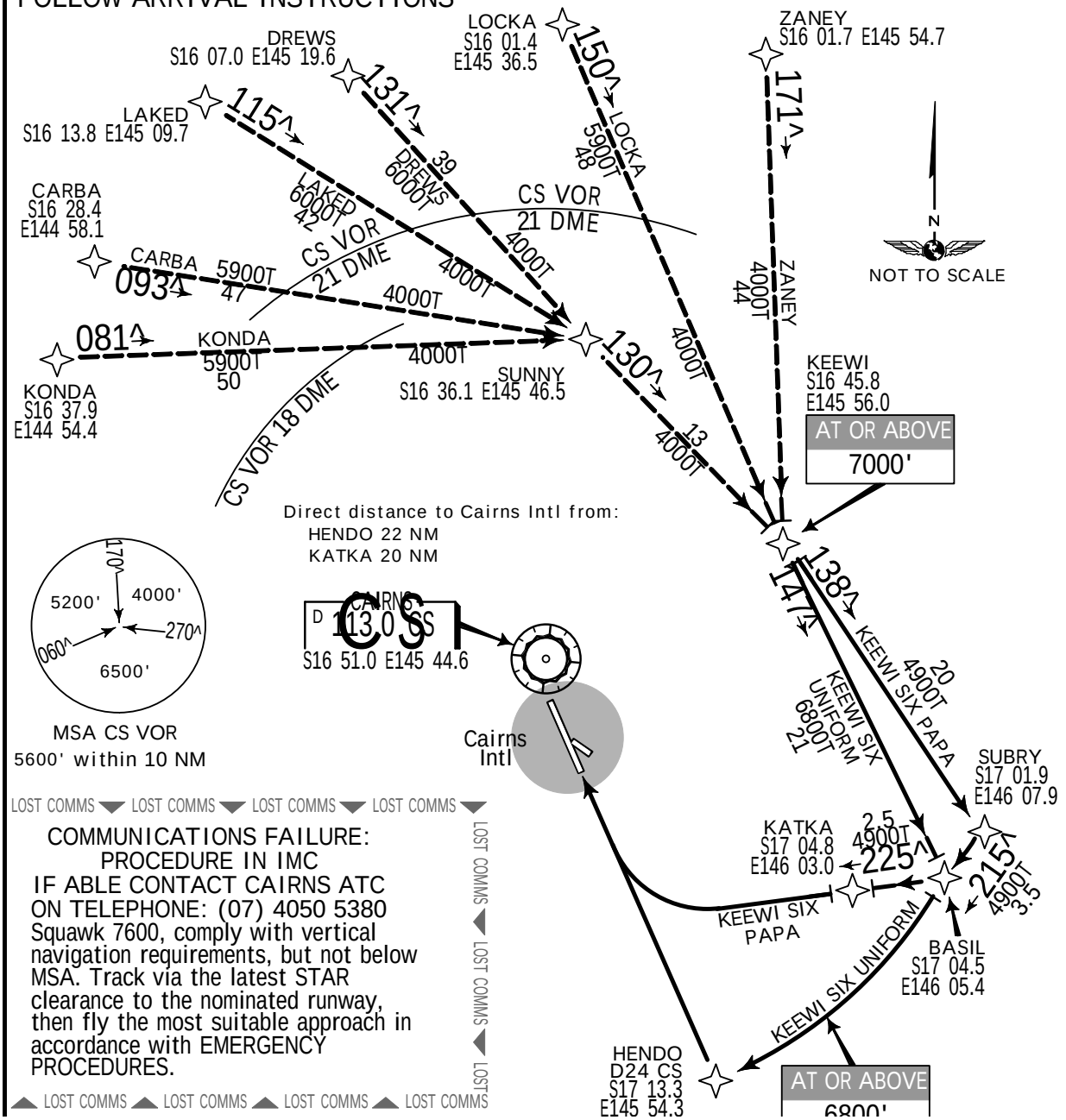
FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

KEEWI SIX PAPA:
RWY 33: Cross KEEWI at or above 7000'. From KEEWI track 138^ to SUBRY, turn RIGHT, track 215^ to BASIL, thence 255^ to KATKA. Track via RNAV-P (RNP) RWY 33.

KEEWI SIX UNIFORM:
RWY 33: Cross KEEWI at or above 7000'. From KEEWI track 147^ to BASIL, thence via RNAV-U (RNP) RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN 10-2M 1 MAR 13 .Eff.7.Mar.

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CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SUNNY THREE BRAVO ARRIVAL[SUNY3B], SUNNY THREE VICTOR ARRIVAL[SUNY3V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY.

DREWS: From DREWS track 131^ to SUNNY.

KONDA: From KONDA track 081^ to SUNNY.

LAKED: From LAKED track 115^ to SUNNY.

LOCKA: From LOCKA track 157^ to SUNNY.

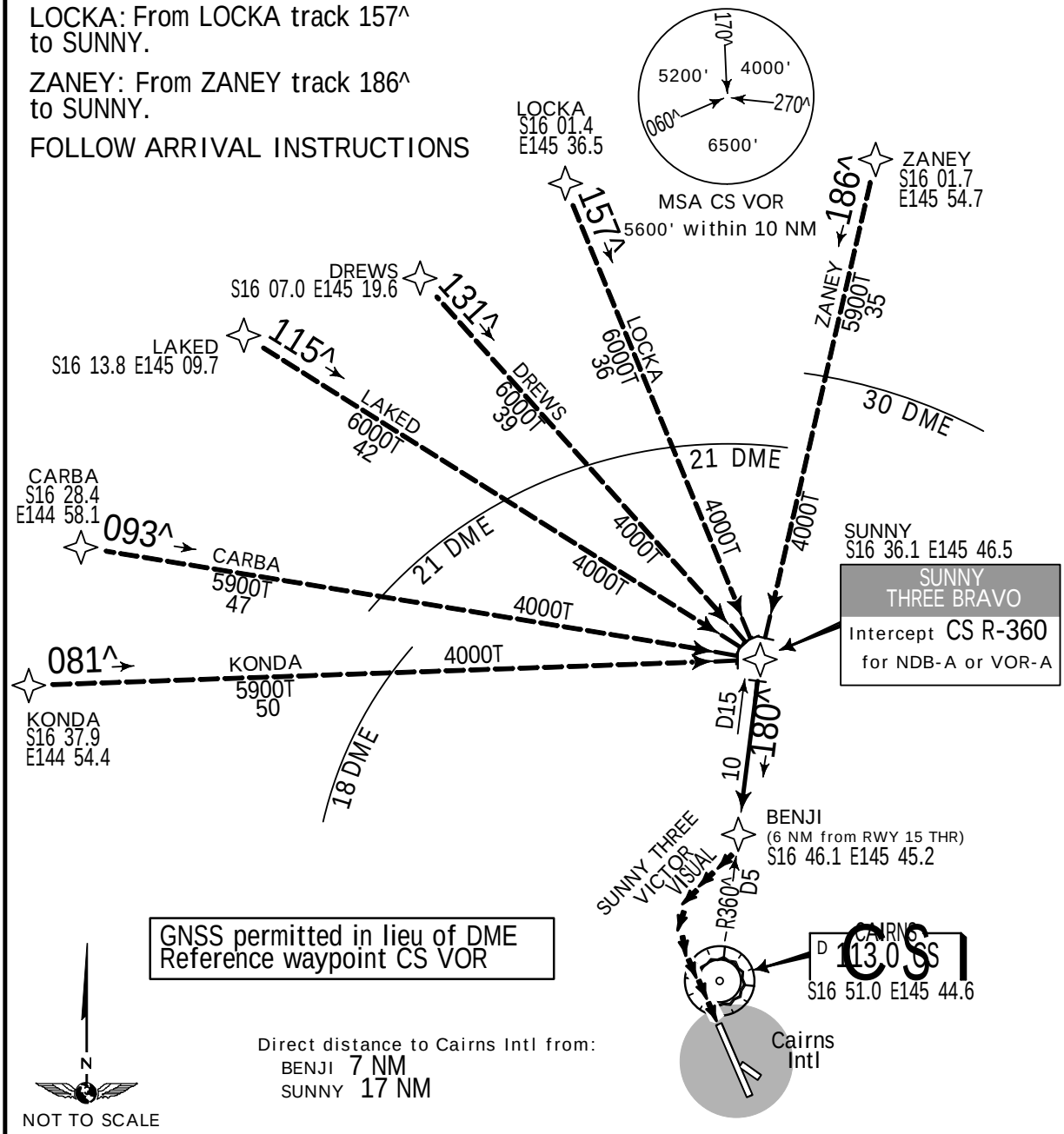
ZANEY: From ZANEY track 186^ to SUNNY.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

SUNNY THREE BRAVO
RWY 15: From SUNNY intercept CS R-360 for NDB-A or VOR-A.

SUNNY THREE VICTOR
RWY 15: From SUNNY intercept CS R-360 visual to BENJI, then track via "Creek Corridor" (refer to Cairns 10-4B).



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2N) 1 MAR 13 .Eff.7.Mar.

.RNAV.STAR.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SUNNY THREE PAPA ARRIVAL [SUNY3P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY.

DREWS: From DREWS track 131^ to SUNNY.

KONDA: From KONDA track 081^ to SUNNY.

LAKED: From LAKED track 115^ to SUNNY.

LOCKA: From LOCKA track 157^ to SUNNY.

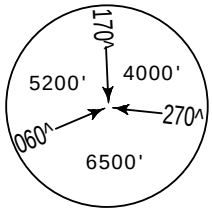
ZANEY: From ZANEY track 186^ to SUNNY.

FOLLOW ARRIVAL INSTRUCTIONS

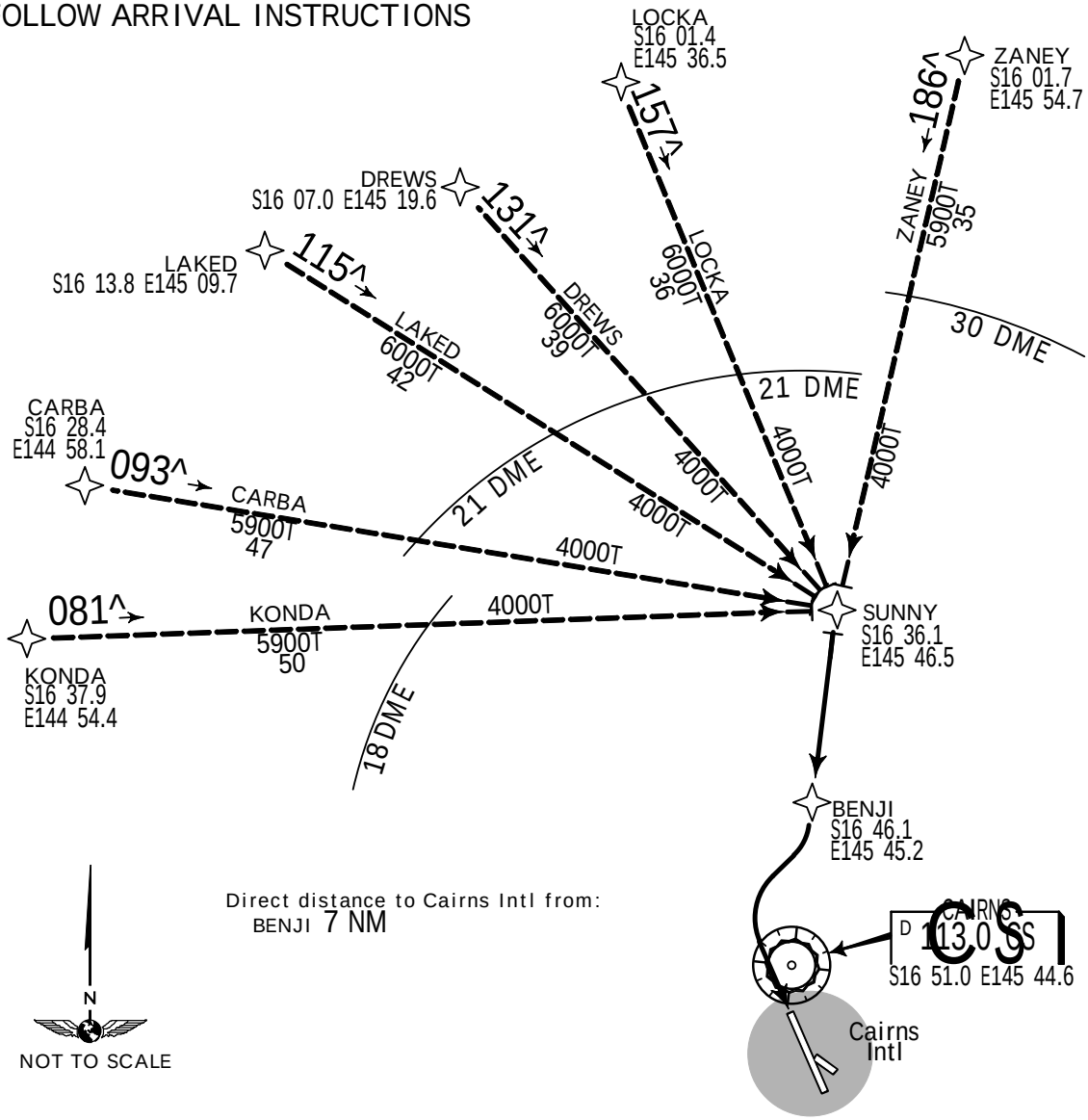
ARRIVAL:

RWY 15: From SUNNY track via RNAV-P (RNP) RWY 15.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2P) 24 MAY 13

CAIRNS, QLD, AUSTRALIA

.Eff.29.May.1600Z.

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

UPOLO FIVE ALPHA ARRIVAL [UPOL5A], UPOLO FIVE BRAVO ARRIVAL [UPOL5B], UPOLO FIVE VICTOR ARRIVAL [UPOL5V]

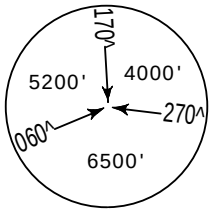
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL: Track via CS 15 DME Arc to SUNNY ; then:

UPOLO FIVE ALPHA
RWY 15: From SUNNY, track via CS 15 DME Arc for ILS or LOC RWY 15.

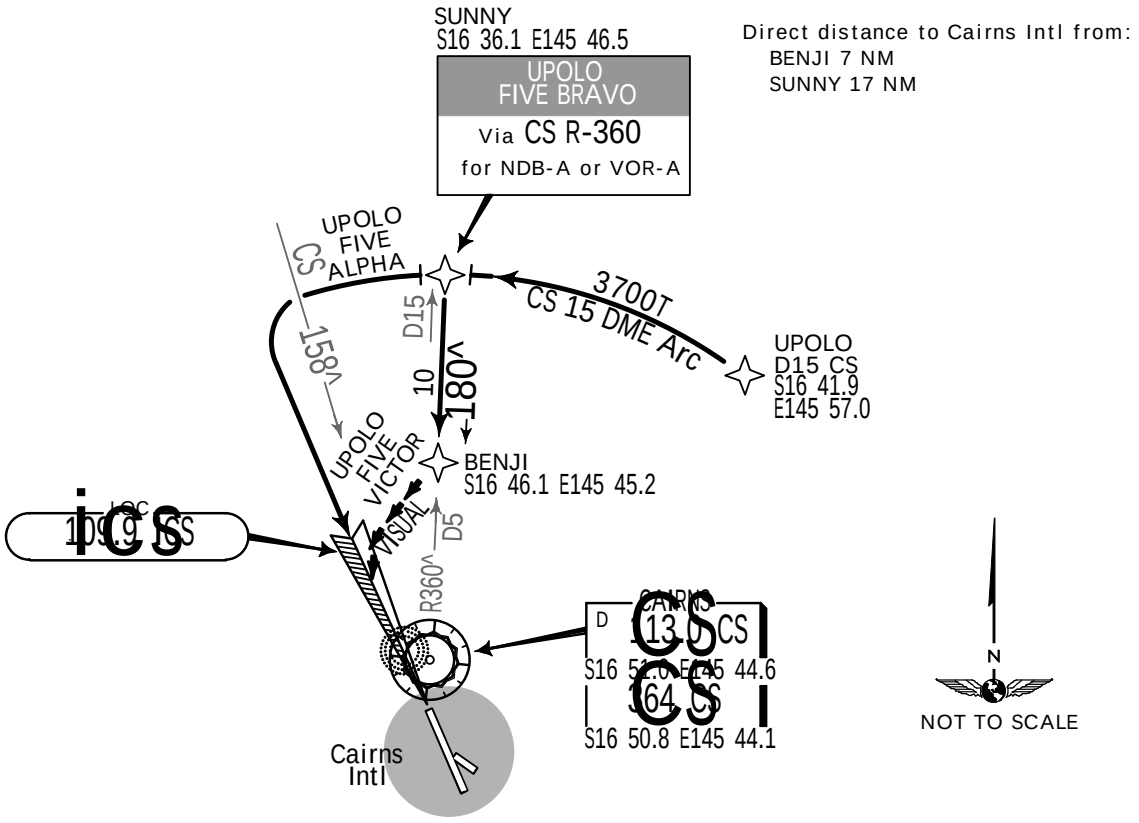
UPOLO FIVE BRAVO
RWY 15: From SUNNY, track via CS R-360 for NDB-A or VOR-A.

UPOLO FIVE VICTOR
RWY 15: From SUNNY, intercept CS R-360 visual to BENJI, then track via "Creek Corridor" (refer to Cairns 10-4B).



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2Q) 24 MAY 13

CAIRNS, QLD, AUSTRALIA

.Eff.29.May.1600Z.

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

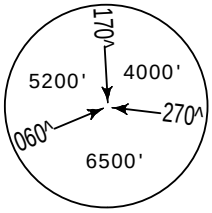
UPOLO FIVE PAPA ARRIVAL [UPOL5P], UPOLO FIVE UNIFORM ARRIVAL [UPOL5U]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL:

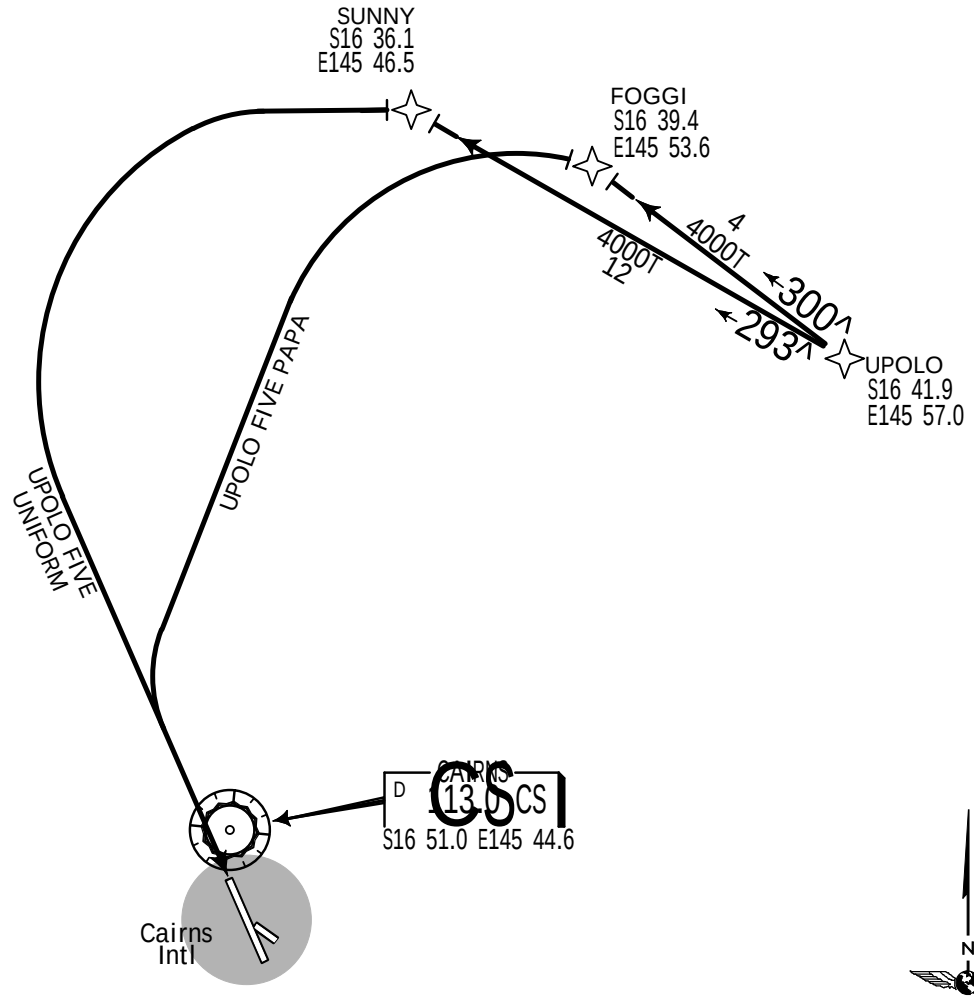
UPOLO FIVE PAPA
RWY 15: From UPOLO, track 300^ to FOGGI, then via RNAV-P (RNP) RWY 15.

UPOLO FIVE UNIFORM
RWY 15: From UPOLO, track 293^ to SUNNY, then via RNAV-U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
FOGGI 16 NM
SUNNY 17 NM

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most

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JEPPESEN (10-2S)

24 MAY 13
.Eff.29.May.1600Z.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

TOTTY ONE PAPA ARRIVAL [TOTY1P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BULOK: From BULOK to TOTTY Track 067^ to TOTTY.

CARBA: From CARBA to TOTTY Track 129^ to BIB. Turn RIGHT, track 139^ to TOTTY.

FISHY: From FISHY to TOTTY Track 334^ to TOTTY.

KONDA: From KONDA to TOTTY Track 113^ to BIB, Turn RIGHT, track 139^ to TOTTY.

LAKED: From LAKED to TOTTY Track 154^ to BIB. Turn LEFT, track 139^ to TOTTY.

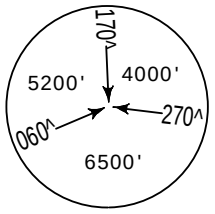
NORMA: From NORMA to TOTTY Track 006^ to TOTTY.

FOLLOW ARRIVAL INSTRUCTIONS

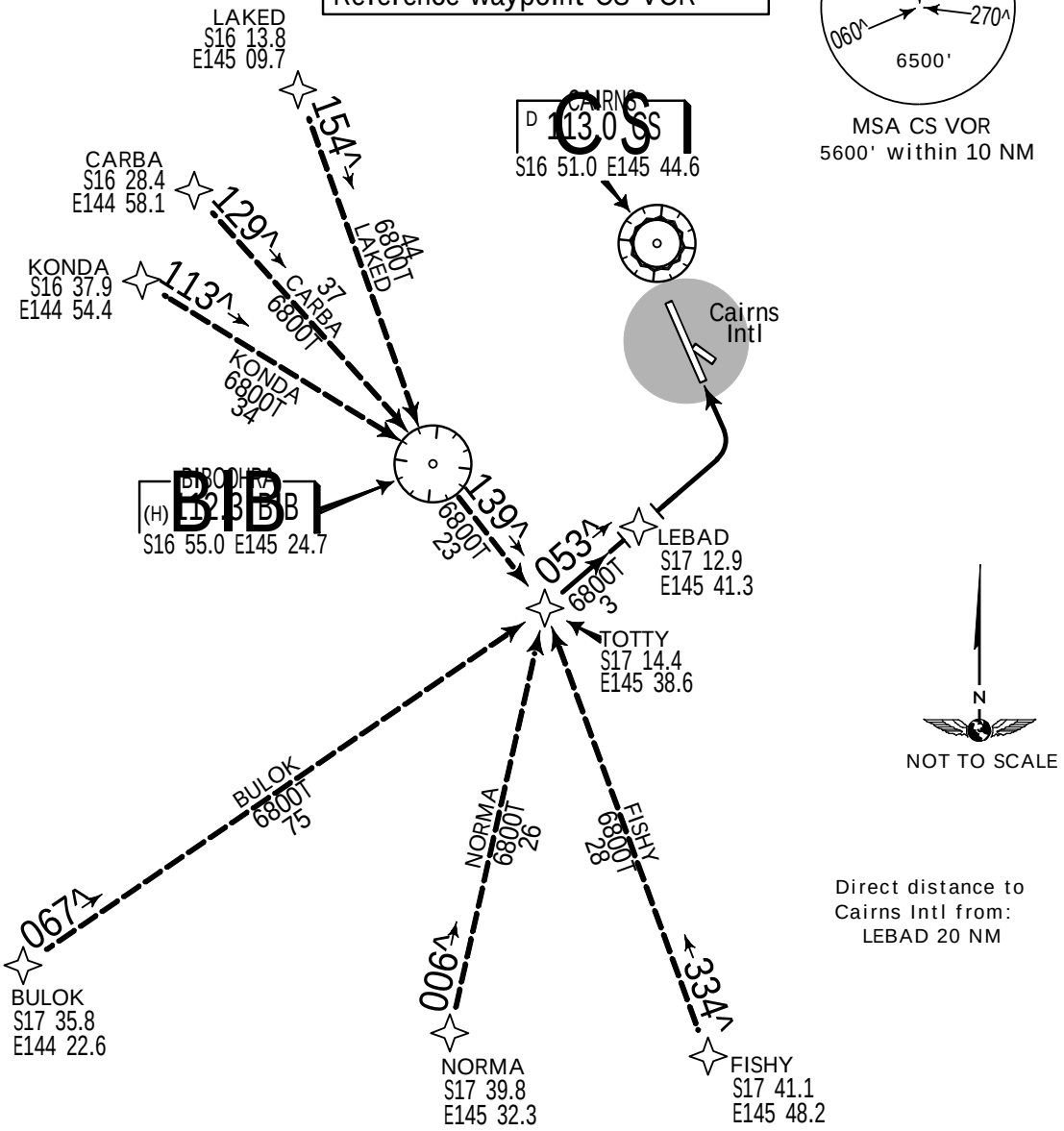
ARRIVAL:

RWY 33: From TOTTY track 053^ to LEBAD, thence via RNAV-P (RNP) RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



Direct distance to
Cairns Intl from:
LEBAD 20 NM

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: New procedure at this airport.

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JEPPESEN 28 FEB 14 (10-3)

STANDARD INSTRUMENT DEPARTURES (RADAR) .SID(R).
.Eff.6.Mar.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CAIRNS ONE DEPARTURE (RADAR)

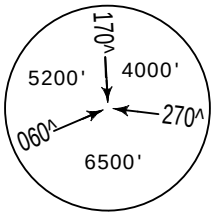
RUNWAYS 15, 33

Minimum required climb gradients:
Rwy 15: 4.0% to 600'.
Rwy 33: 4.6% to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1398

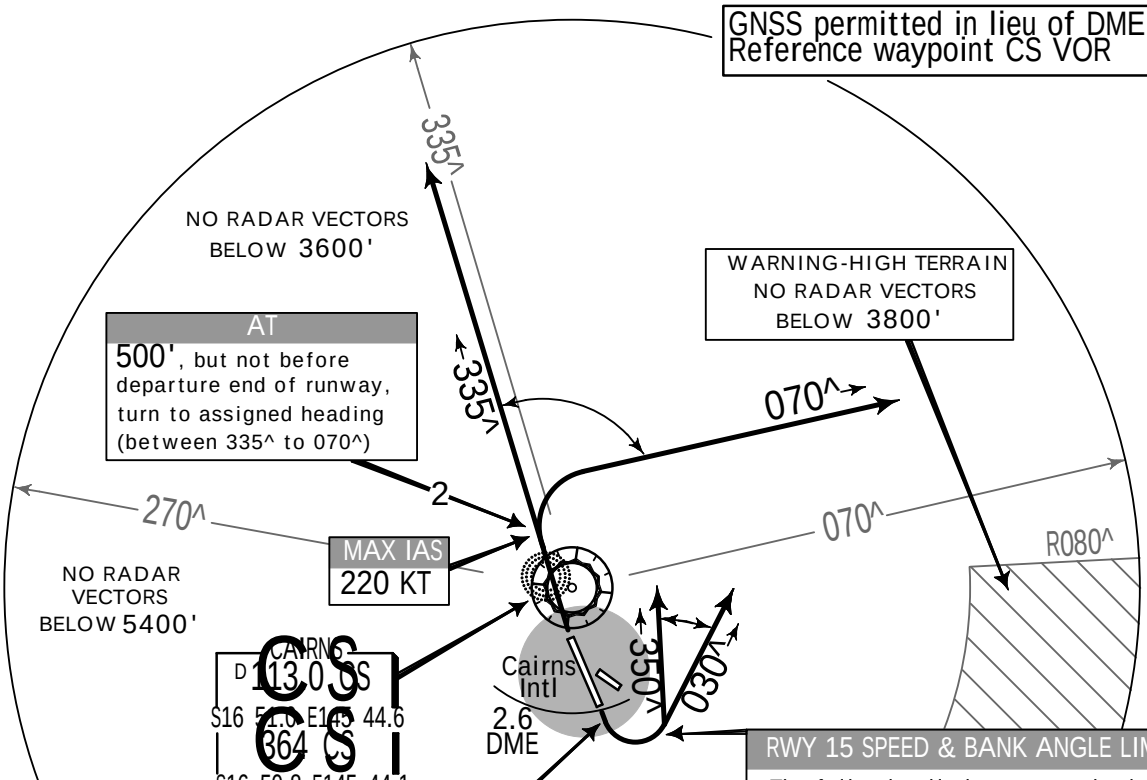
RWY 15: Track 149^. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT to assigned heading (between 350^ to 030^).
When directed, contact Departure for RADAR vectors.

RWY 33: MAX IAS 220 KT. Track 329^. 2 At 500', but not before departure end of runway, turn to assigned heading (between 335^ to 070^). When directed, contact Departure for RADAR vectors.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



RWY 15 SPEED & BANK ANGLE LIMITS
The following limits are required until tracking assigned heading-between 350^ to 030^:
1. Max IAS 190 KT
2. Minimum 25^ Bank

AT EARLIER OF
400' or departure end of runway (2.6 DME) turn LEFT to assigned heading (between 350^ to 030^)

1 WARNING:
Rwy 15
DO NOT DELAY TURN TO ASSIGNED HEADING BEYOND DEPARTURE END OF RUNWAY DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT

N
NOT TO SCALE

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of communications failure Squawk 7600.
MAINTAIN last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to MAINTAIN terrain clearance, then proceed in accordance with the latest ATC route clearance acknowledged.

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CHANGES: Procedure revised, renumbered.

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JEPPESEN 28 FEB 14 (10-3A) .Eff.6.Mar.

.SID.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 15

NON-JETS ONLY

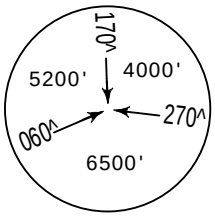
BIBOOHRA ONE DEPARTURE (BIB) [BIB1]

Minimum required climb gradient 4.0% to 600'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 149^. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT track 030^. At or above 3000' turn LEFT. Track to CS VOR/NDB.

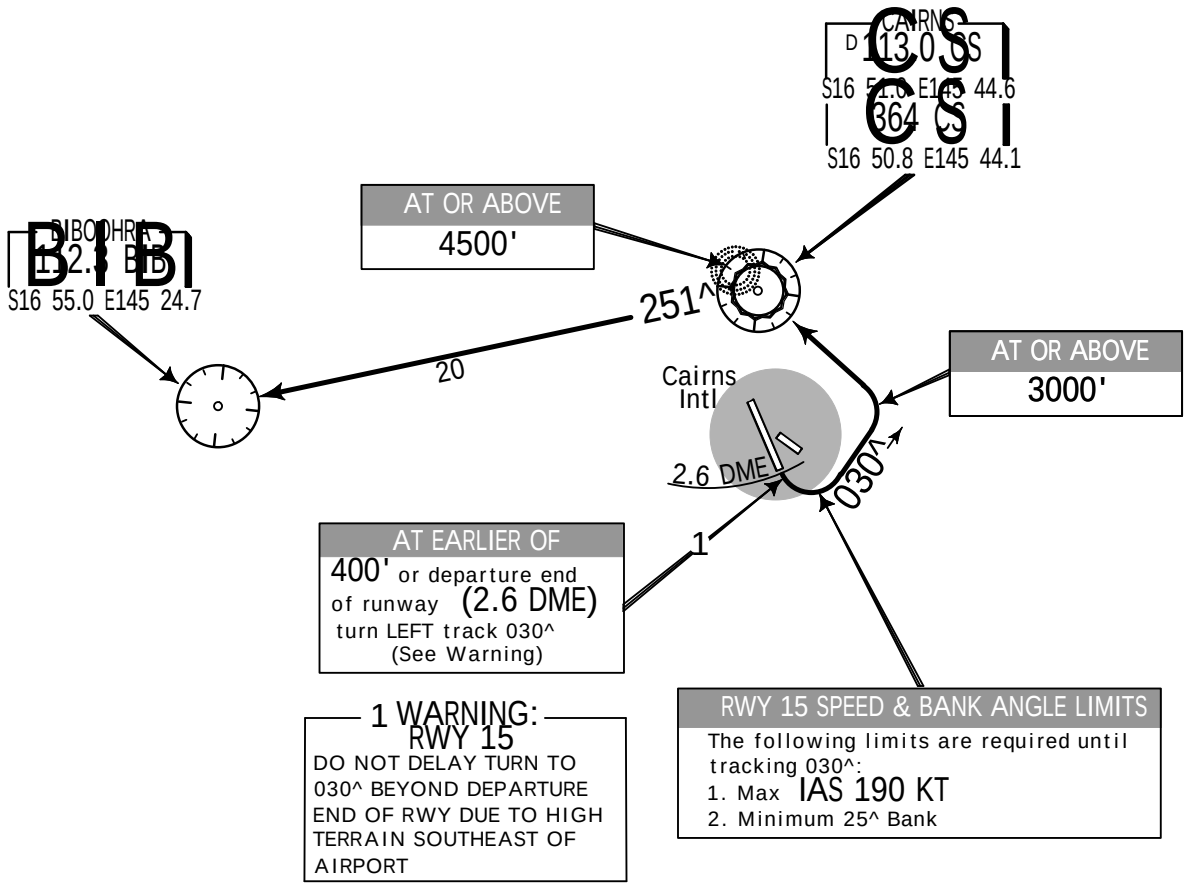
REQUIREMENT: Reach 4500' by CS VOR/NDB. Track 251^ to BIB VOR.

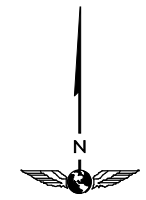


MSA CS VOR
5600' within 10 NM

Direct distance from Cairns Intl to:
CS VOR (NDB) 2 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR





NOT TO SCALE

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CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

FOR CASA APPROVED OPERATORS ONLY

.RNAV.SID.
CAIRNS, QLD, AUSTRALIA

JEPPESEN
24 MAY 13
.Eff.29.May.1600Z. 10-3A-1 YBCS CAIRNS INTL

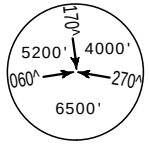
TRANS LEVEL: FL 110
TRANS ALT: 10000'

CREEK FOUR RNAV (RNP 0.3) DEPARTURE (RWY 33)

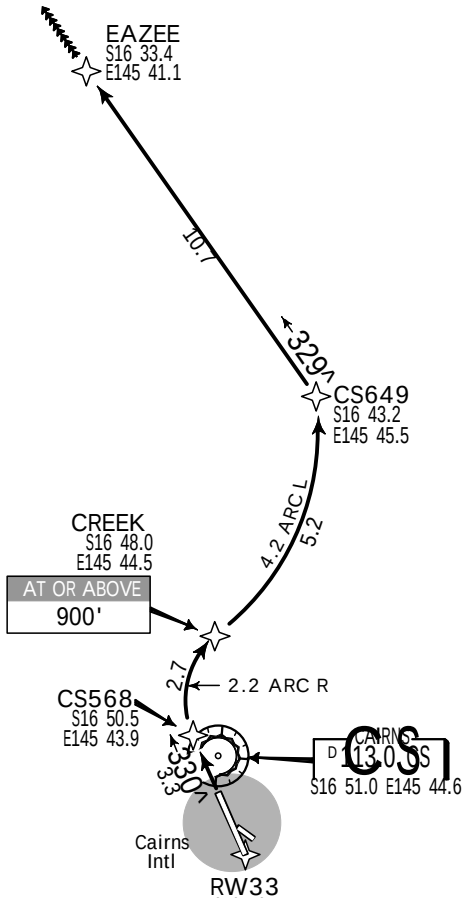
[CREEK4]
MVD-N (NARROW-BODY JET AIRCRAFT).
MVD-2 (2 ENGINES WIDE BODY AIRCRAFT)
(RF REQUIRED)

RWY 33: Track 330^ to CS568. Turn RIGHT via the RNAV (RNP) track to CREEK. Cross CREEK at or above 900'. Turn LEFT via the RNAV (RNP) track to CS649. Track 329^ to EAZEE.

TRANSITION:
RADAR: From EAZEE thence as cleared.



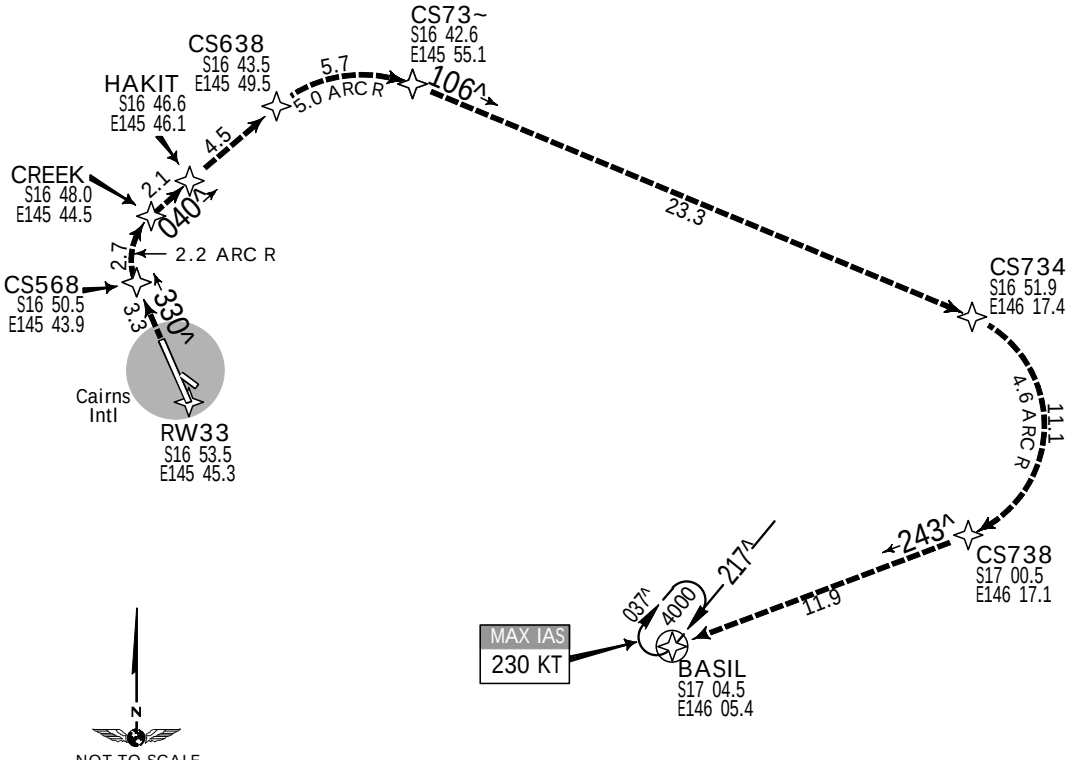
MSA CS VOR
5600' within 10 NM



RNAV (RNP 0.3) ENGINE OUT DEPARTURE (RWY 33)

ENGINE FAILURE PRIOR TO CREEK
- -Climb to 4000'.
- -Fly the RNAV (RNP) ENGINE OUT DEPARTURE track to BASIL.
- -Hold at BASIL. MAX holding speed 230 KT.

ENGINE FAILURE AFTER CREEK
- -Continue via the RNAV (RNP) CREEK FOUR DEPARTURE track to EAZEE.



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CHANGES: New procedure at this airport.

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CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 33

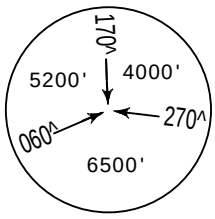
JETS ONLY

EAZEE ONE DEPARTURE [EAZEE1]

SPEED: MAX IAS 220 KT UNTIL HAKIT

Minimum required climb gradient 4.6% to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398



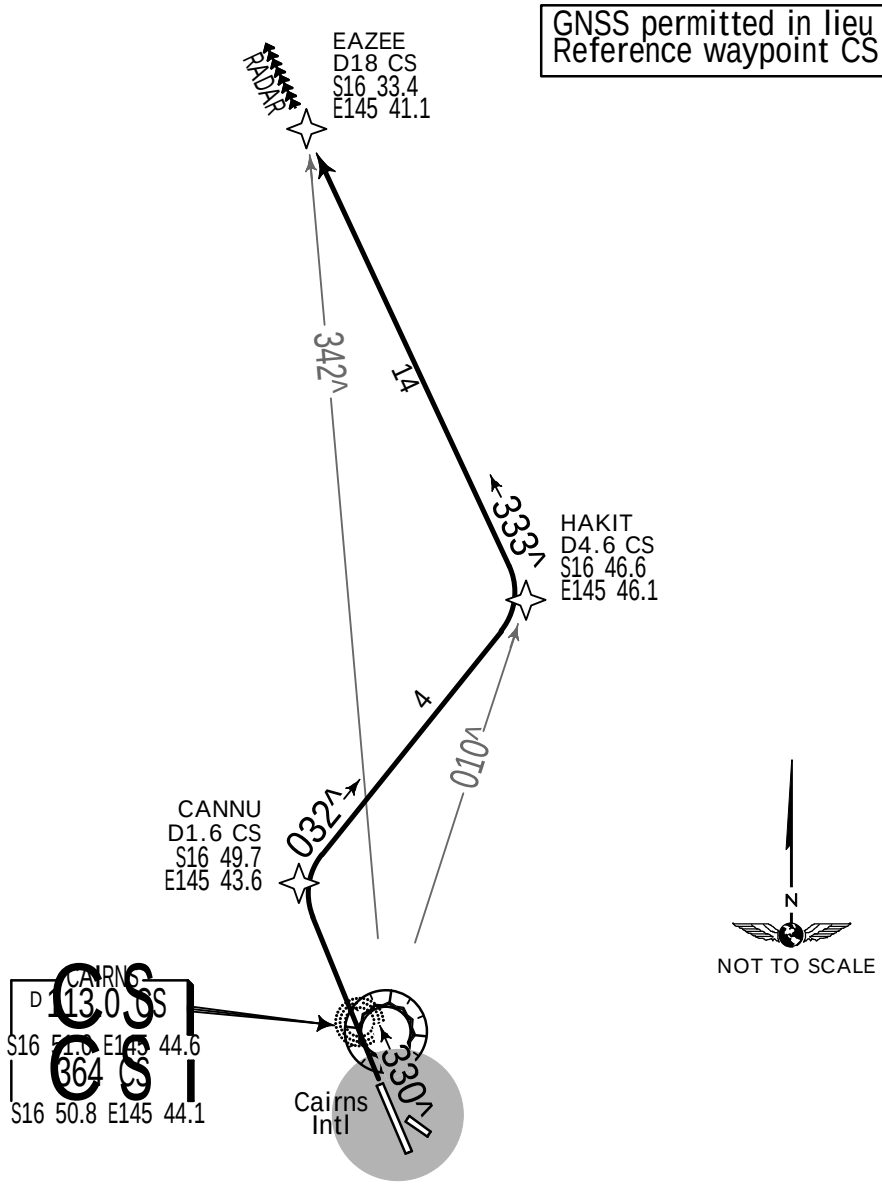
MSA CS VOR
5600' within 10 NM

RWY 33: Track 330^ to CANNU. Turn RIGHT, track 032^ to HAKIT. Turn LEFT, track 333^ to EAZEE. When directed, contact Departure.

TRANSITION:
RADAR: From EAZEE, EXPECT RADAR vectors to cleared route.

Direct distance from Cairns Intl to:
CANNU 4 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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JEPPESEN 28 FEB 14 (10-3C) .Eff.6.Mar.

.SID.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 15

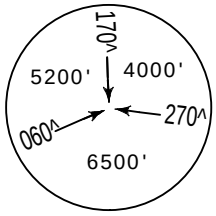
JETS ONLY

SWIFT SEVEN DEPARTURE [SWIFT7]

Minimum required climb gradient 4.0% to 600'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 149^. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT, track 030^, intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT, track direct to SWIFT. Then as cleared.



MSA CS VOR
5600' within 10 NM

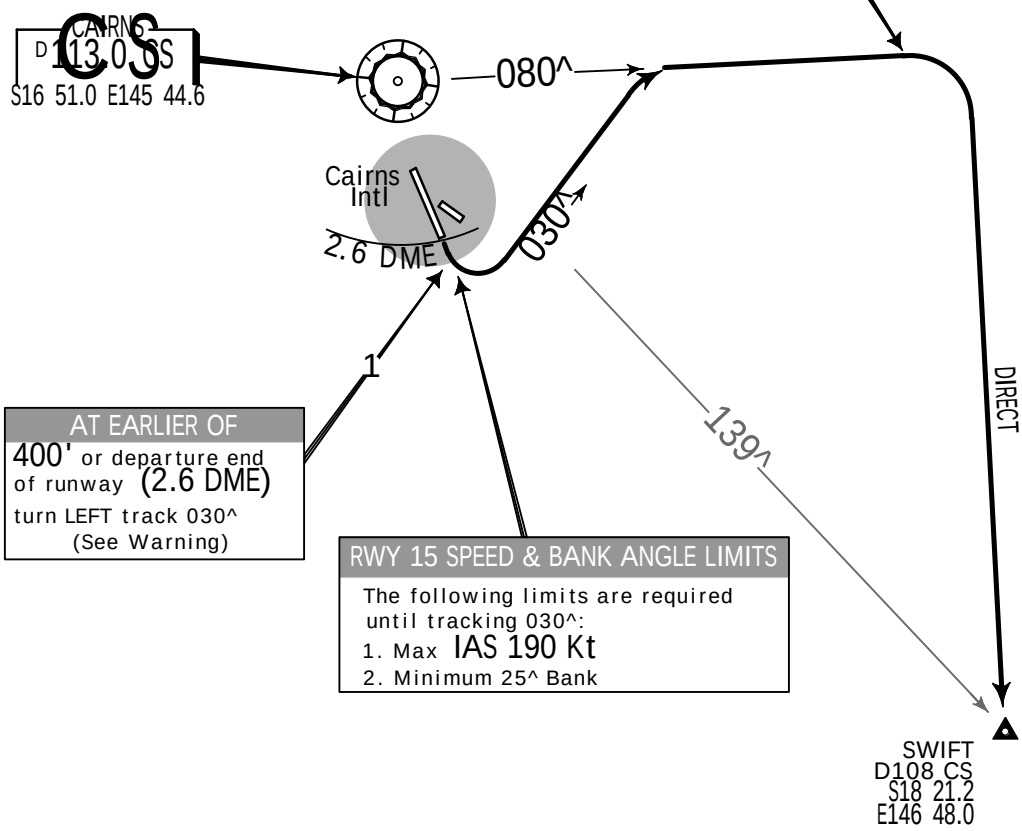
Direct distance from Cairns Intl to:
SWIFT 106 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR

NOT TO SCALE

1 WARNING:
RWY 15
DO NOT DELAY TURN TO 030^ BEYOND DEPARTURE END OF RWY DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT

AFTER PASSING 4000'
Turn RIGHT



AT EARLIER OF
400' or departure end of runway (2.6 DME)
turn LEFT track 030^
(See Warning)

RWY 15 SPEED & BANK ANGLE LIMITS
The following limits are required until tracking 030^:
1. Max IAS 190 Kt
2. Minimum 25^ Bank

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NOISE ABATEMENT PROCEDURES

Local Time minus 10 HOURS = UTC

1. PREFERRED RUNWAYS

Landing	Runway 15
Take-off	Runway 15-Jet Noise Abatement climb procedures apply

NOTE: Intersection departures Runways 15 and 33 are not permitted 2300 - 0600 local time by aircraft exceeding 23,000 kg (50,706 lbs) MTOW.

2. PREFERRED FLIGHT PLANS

2.1 Arriving Aircraft

Aircraft will be routed clear of populous areas until seawards of the coastline or established on their final approach course. To assist with noise reduction on final approach course, pilots are requested to delay flap deployment until as late as is operationally practicable.

(a) Landing Runway 15 - Expect to be tracked via STAR. When VMC exists below 3000' by day, aircraft of 136,000 kg MTOW (299,828 lbs) or below will be cleared to maneuver visually from BENJI to cross the coast at the mouth of Richter's Creek: via the 'Creek Corridor', as depicted in the diagram, or Approved aircraft may be cleared via the RNAV (RNP) P day or night.

(b) Landing Runway 33 - Expect to be tracked via a RWY 33 LLZ approach, or if weather conditions are suitable, join a visual right circuit seawards of the coastline.

2.2 Departing Aircraft-Jets

Follow the requirements of the Standard Instrument Departure and then be routed clear of populous areas.

3. TRAINING FLIGHTS

3.1 Circuit training by jet aircraft and other aircraft exceeding 5700kg MTOW (12,566 lbs) is not permitted between 2200-0700 local time.

3.2 Circuit training preferred directions:

(a) RWY 15 & RWY 12 - Left hand circuits.
(b) RWY 33 & RWY 30 - Right hand circuits.

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NOISE ABATEMENT PROCEDURES

4. OTHER RESTRICTIONS

4.1 All aircraft between the hours of 2300-0600 LT, unless associated with the normal preparation for flight, are not permitted to conduct engine runs, including idle power, without prior permission from Cairns L/P, telephone - (07) 4080 6744 (H24)

4.2 All engine runs, other than short duration idle power runs, are to be conducted in designated runup bays only, except that subject to the requirements of Civil Aviation Order 20.9, Section 5 (not published herein), NON-turbine propeller driven aircraft below 5700kg MTOW (12,566 lbs) may undertake short duration low power engine runs within leased areas.

4.3 Operators are requested to use Ground Power Units in lieu of aircraft Auxiliary Power Units where possible, especially on the International Apron between the hours of 2300-0600 LT.

4.4 Operators and pilots of jet aircraft are requested to cooperate in limiting the use of reverse thrust when landing between the hours of 2300-0600 LT.

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.NOISE.

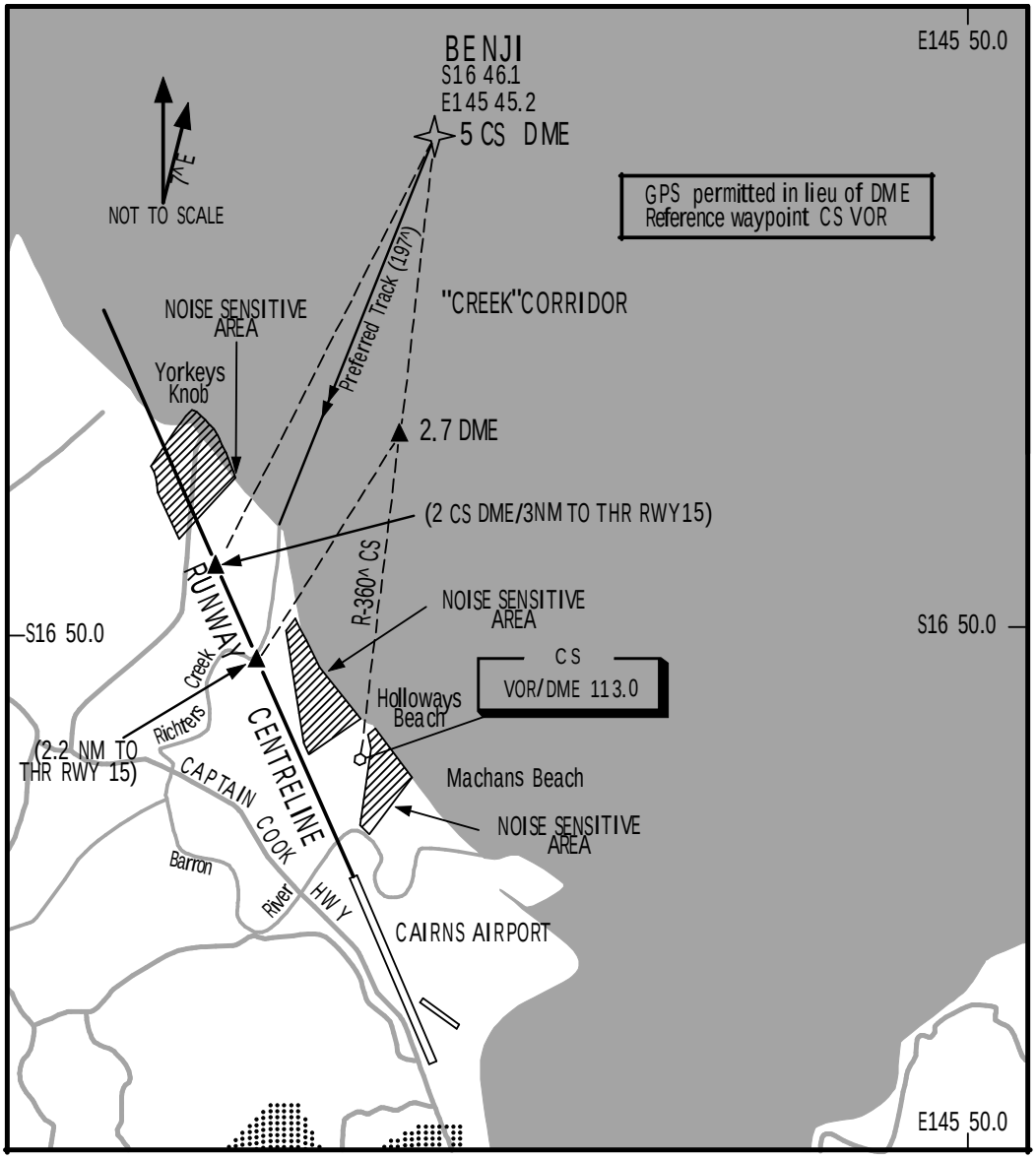
YBCS/CNS

JEPPESEN CAIRNS, QLD, AUSTRALIA

25 AUG 06 10-4B

CAIRNS INTL

NOISE ABATEMENT PROCEDURES



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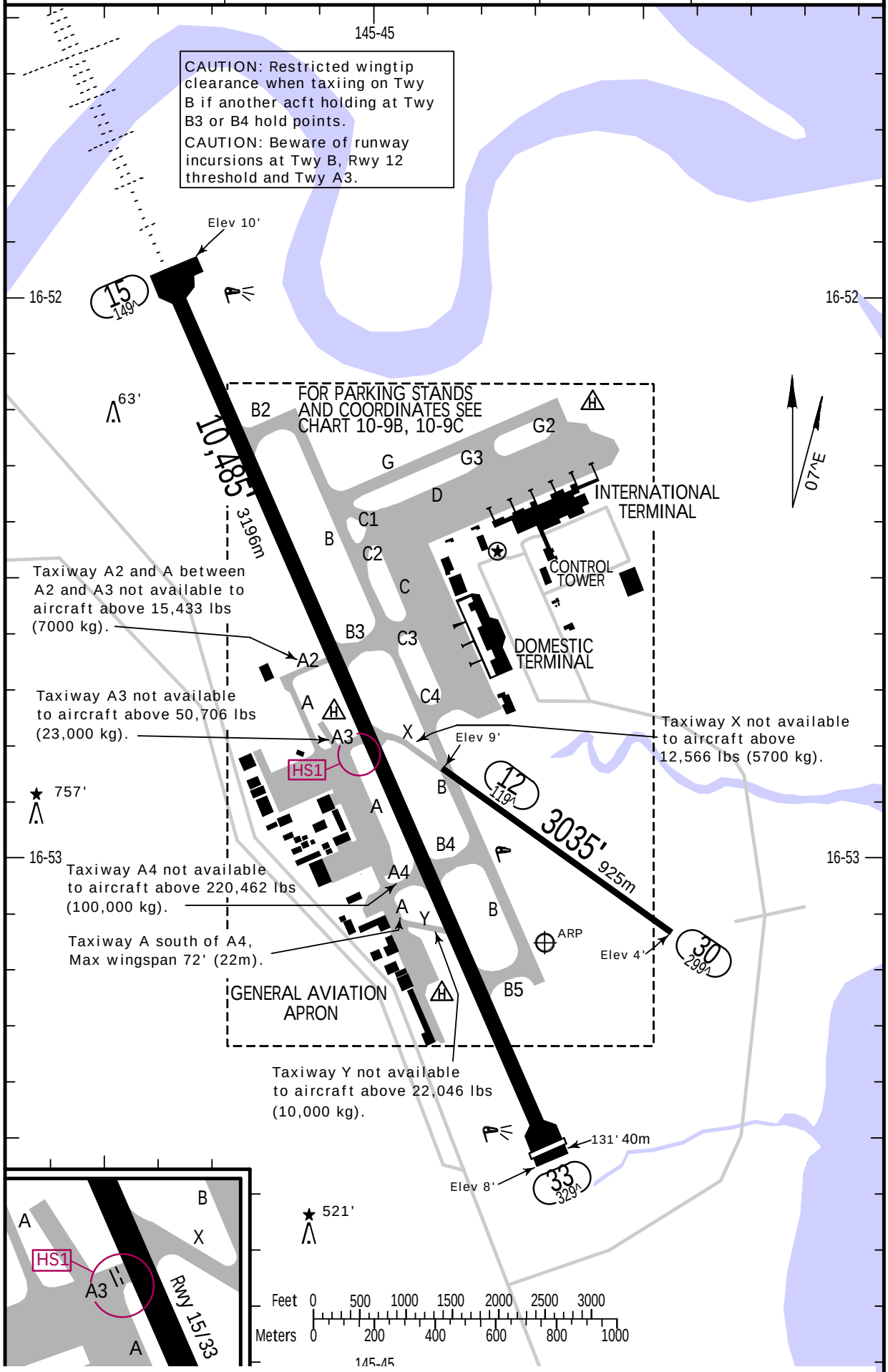
YBCS/CNS CAIRNS, QLD, AUSTRALIA

Apt Elev 10
S16 53.2 E145 45.3

JEPPESEN 15 AUG 14 (10-9) .Eff.21.Aug.

CAIRNS INTL

ATIS		CAIRNS Ground (Clearance Delivery)	Tower	CAIRNS Departure (R)
113.0	131.1	121.7	124.9	118.4



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GENERAL

Birds in vicinity of airport.
Western run-up bay not available to turbine engine aircraft except for normal pre-flight checks associated with departure.
Aircraft departing from YBCS shall obtain an airways clearance from Cairns Ground prior to taxi clearance request.
All aircraft must provide their parked positon/gate number to ATC on acknowledgement of airways clearance.
All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118'(36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node clockwise turn only.
Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.
Rwy 15-False course indication may occur outside 035^ either side of LLZ-Pilot monitored outside ATS hours of operation.
Right-hand circuits Rwy 30 & 33.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 1 30					59' 18m

1 Not available to aircraft above 12,566 lbs (5700 kg) MTOW.

15	HIRL HIALS PAPI (angle 3.0^, MEHT 53') grooved	10,354'3156m	9237' 2815m	10,354'3156m	148' 45m
33	HIRL PAPI (angle 3.0^, MEHT 62') grooved	10,354'3156m			

Standby power available.

1 TAKE-OFF

	All Rwys STANDARD With RL & either CL or RCLM	Other
1 Eng	300'-2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300'-2 km	
2, 3 & 4 Eng	800m	

1 Rwy 12-30 night NA.

FOR FILING AS ALTERNATE

	ILS or LOC Rwy 15 RNAV-P (RNP) Rwy 15 RNAV-U (RNP) Rwy 15 RNAV-P (RNP) Rwy 33 RNAV-U (RNP) Rwy 33	NDB-A or VOR-A	LOC-Y Rwy 33
A B	1220'-4.4 km	1220'-4.4 km	1220'-4.4 km
C	1400'-6.0 km	1500'-6.0 km	NOT APPLICABLE
D	2210'-7.0 km	2210'-7.0 km	

	RNAV-Z (GNSS) Rwy 15	LOC-Z Rwy 33	NDB-B or VOR-B (without ILS, LOC + DME)
A B	2110'-4.4 km	NOT APPLICABLE	2150'-4.4 km
C	2210'-6.0 km	1400'-6.0 km	2210'-6.0 km

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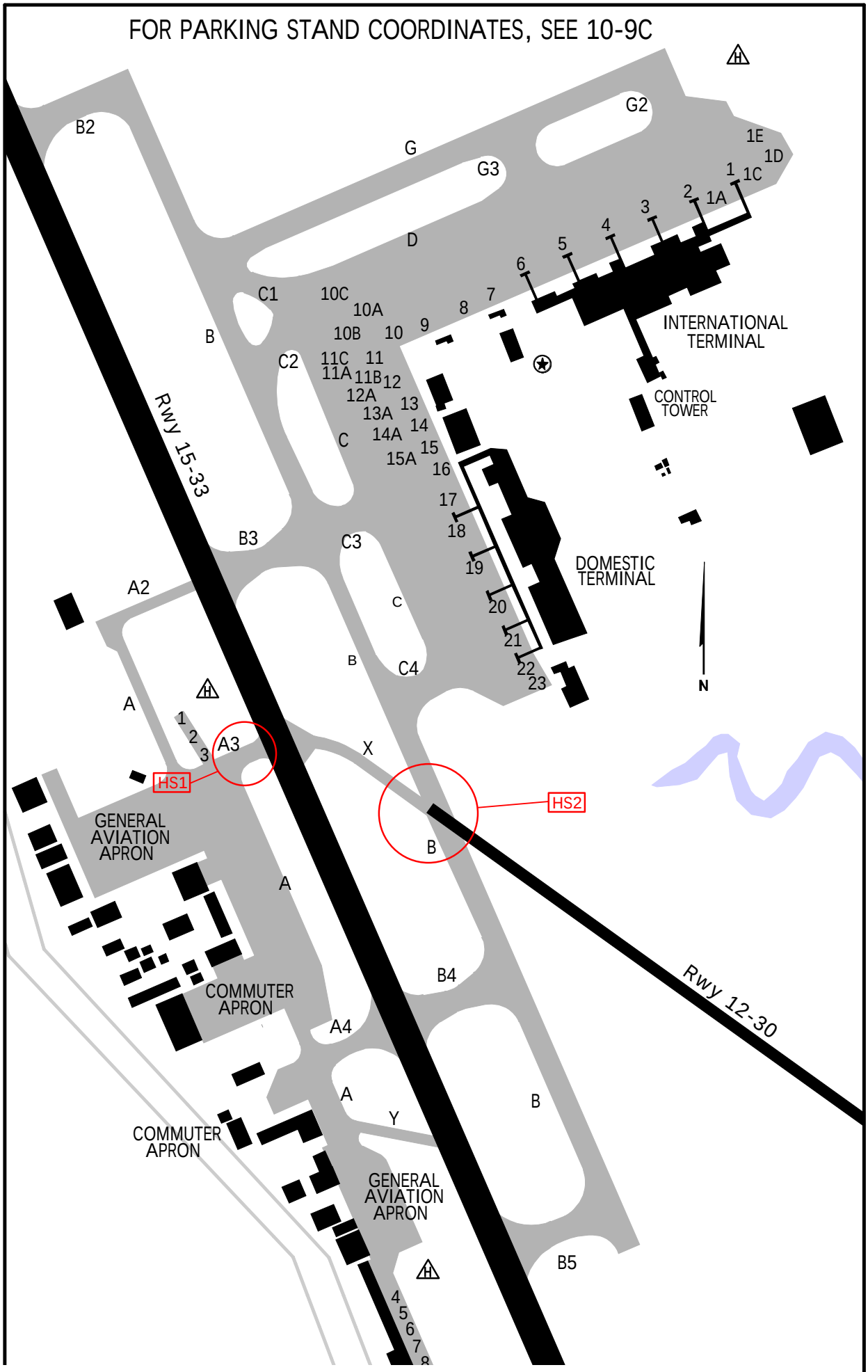

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL		
11	S16 52.4 E145 45.1	11'
11A, 11B, 11C	S16 52.5 E145 45.1	10'
12, 13	S16 52.5 E145 45.1	11'
12A, 13A	S16 52.5 E145 45.1	10'
14, 15	S16 52.5 E145 45.1	11'
14A, 15A	S16 52.5 E145 45.1	10'
16,17	S16 52.6 E145 45.1	11'
1 18, 18A	S16 52.6 E145 45.2	11'
1 19, 19A	S16 52.6 E145 45.2	11'
1 20, 20A	S16 52.7 E145 45.2	11'
1 21, 21A	S16 52.7 E145 45.2	11'
1 22, 22A	S16 52.7 E145 45.2	11'
23	S16 52.7 E145 45.2	11'
GENERAL AVIATION APRON		
1	S16 52.8 E145 44.9	8'
2, 3	S16 52.8 E145 44.9	7'
4 thru 8	S16 53.3 E145 45.1	6'

STAND No.	COORDINATES	ELEV
INTERNATIONAL TERMINAL		
1 1	S16 52.4 E145 45.3	10'
1A	S16 52.3 E145 45.4	10'
1C	S16 52.3 E145 45.4	9
1D	S16 52.3 E145 45.5	9
1E	S16 52.3 E145 45.4	9
1 2	S16 52.3 E145 45.4	11'
2B	S16 52.3 E145 45.4	11'
1 3	S16 52.3 E145 45.3	11'
3B	S16 52.3 E145 45.3	11'
1 4	S16 52.4 E145 45.3	11'
4B	S16 52.3 E145 45.3	11'
1 5	S16 52.4 E145 45.3	11'
5B, 1 6, 6B	S16 52.4 E145 45.2	11'
7, 7B	S16 52.4 E145 45.2	12'
8	S16 52.4 E145 45.1	12'
9	S16 52.4 E145 45.1	11'
10, 10A, 10B	S16 52.4 E145 45.1	10'
10C	S16 52.4 E145 45.1	9

1 Safegate Docking Guidance System

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The fifth NIG system is the Safegate DGS and is used at Cairns Domestic Terminal (Bays 18, 19, 20, 21 and 22) and International Terminal (Bays 1 through 6). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

a. Position Identification Unit (Bay Marker);
b. Aerobridge Retracted Indicator Light; and
c. DGS Nose-In-Guidance (NIG) Unit.

System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

a. The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.

b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

Aircraft Types

The aircraft types which can utilize the system are displayed as follows:

Type	Display
Boeing	707 (Bays 5 & 6), 717 (Bays 21 & 22), 727 (Bays 5 & 6), 737/4, 737/8, 737/9 (Bays 18, 19, 20, 21, 22), 747 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 757 (Bays 1, 2, 3, 4, 5, 6), 767 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 777 (Bays 1, 2, 3, 4, 5, 6), 787 (Bay 20).
Airbus Industries	300 (Bays 2, 3, 4, 5, 6), 319 (Bays 1, 18, 19, 20, 21, 22), 320, 321, 330 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 340 (Bays 1, 2, 3, 4, 5, 6, 20).
McDonnell Douglas	DC-10/1 (Bays 1, 2, 3, 4, 5, 6), DC-10/2 (Bays 2, 3, 4), MD-11 (Bays 1, 5, 6).
Embraer	E170, E190 (Bays 5, 6, 18, 19, 20, 21, 22).
Fokker	F100 (Bays 1, 21, 22)

System Operation

The following is the sequence of system operation from initial approach to STOP:

a. The pilot identifies the correct parking bay position.
b. The pilot ensures that the aerobridge retraction light is green.
c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.

d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.

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VISUAL DOCKING GUIDANCE SYSTEMS

e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.

f. A vertical yellow arrow shows the aircraft position in relation to the centerline.

g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.

h. The display of the yellow digital closing rate countdown will start when the aircraft is 20 meters from the STOP position.

NOTE: If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

i. When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5 meters closing rate.

NOTE: If the detected aircraft is lost after 12 meters to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.

k. When the aircraft has parked, OK will be displayed.

l. If the aircraft has overshot the position, TOO FAR will be displayed.

m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

NOTE: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

Parking Restrictions

Due to a critical shortage of apron space, all non-RPT aircraft above 5700 kg (12,566 lbs) and rotary wing, Government and military aircraft requiring access to the General Aviation, Domestic or International aprons must obtain prior parking approval from the Port Authority. Approval must be obtained at least 48 hrs in advance from: phone 07 4052 3888 or 4052 9744 (H24), fax 4035 9115.

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YBCS/CNS CAIRNS INTL

JEPPESEN

15 AUG 14 (11-1) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA ILS or LOC Rwy 15

BRIEFING STRIP ™

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

LOC ICS	Final Apch Crs	GS D8.0	ILS DA(H)	Apt Elev / Rwy 15
109.9	149^	2900' (2890')	320' (310')	10' / 10'

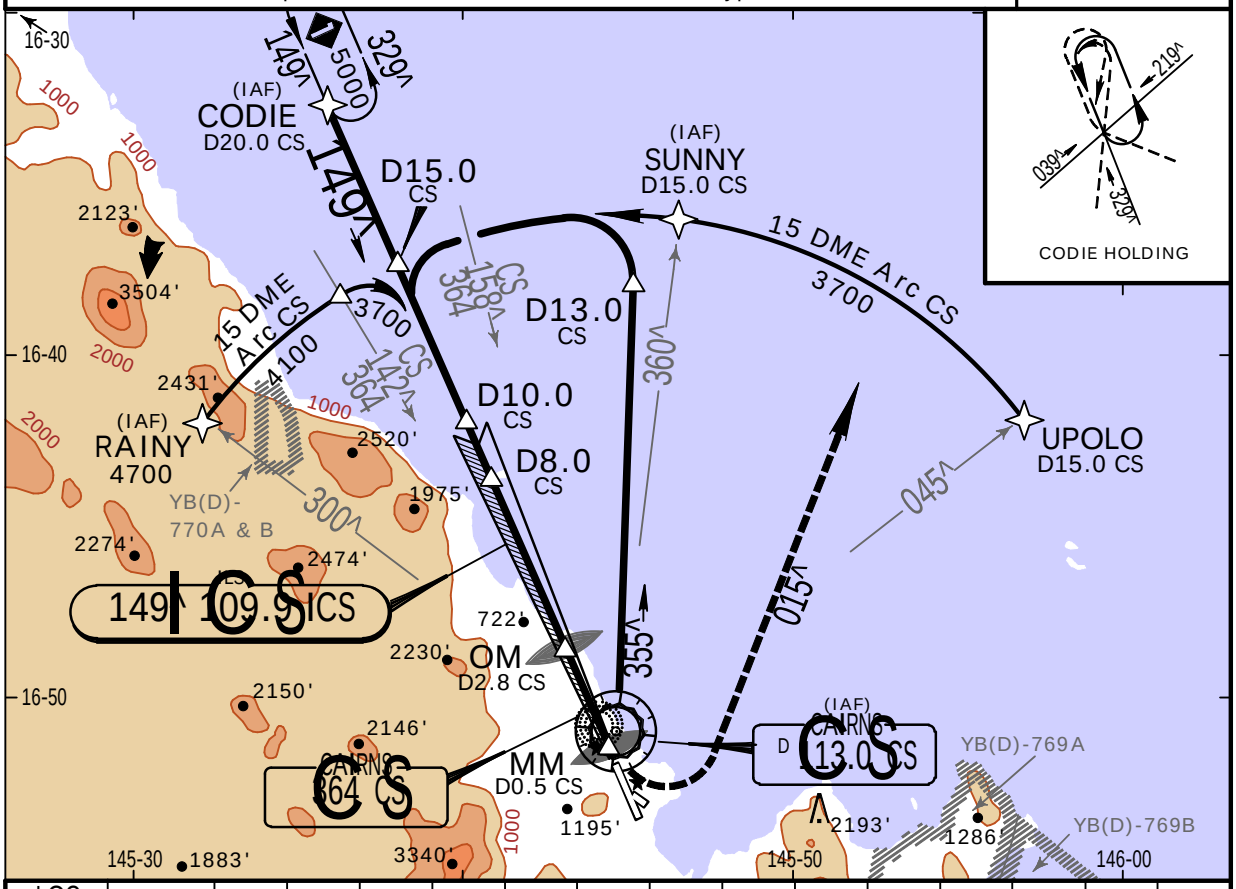
MISSED APCH: Turn LEFT, track 015^. Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

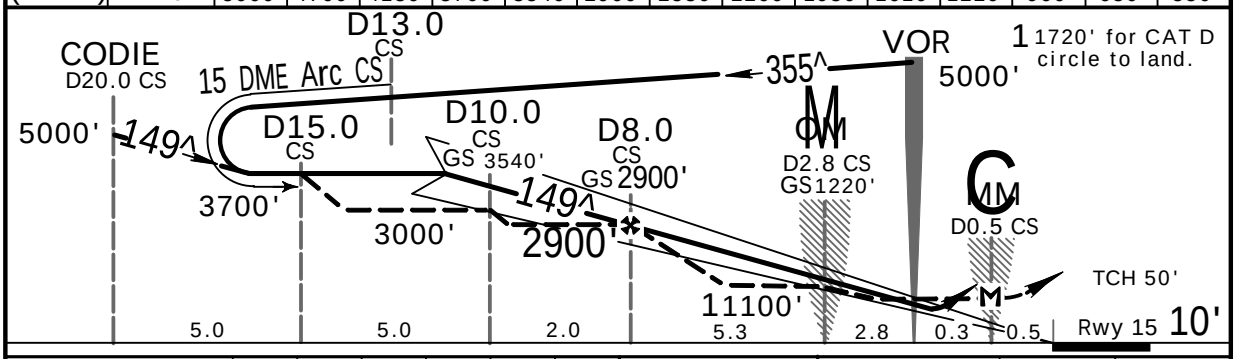
1. CS DME REQUIRED (LOC only). 2. Max IAS 180 Kts from 1000' on final until tracking 015^ in missed approach. 3. Aircraft may be RADAR vectored to D14.0 CS final at 3700'. 4. GNSS permitted in lieu of DME. Reference waypoint CS VOR.

170^ 4000' 270^ 6500' 060^ 5200'

MSA CS VOR/NDB 5600' within 10 NM



LOC (GS out)	CS DME	14.5	13.6	12.0	10.5	10.0	8.0	7.0	6.0	5.0	4.0	2.8	2.0	1.0	0.8
	ALTITUDE	5000'	4700'	4180'	3700'	3540'	2900'	2580'	2260'	1930'	1610'	1220'	960'	630'	550'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at MM							

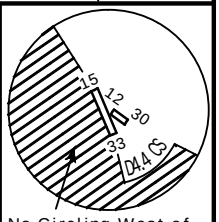
HIALS PAPI PAPI LT 015^

STRAIGHT-IN LANDING RWY15

	ILS DA(H) 320' (310') FULL	HIRL out	HIALS out	LOC (GS out) DME MDA(H) 550' (540')	HIALS out
A	1.2 km	1.7 km	2.1 km	3.0 km	
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	730' (720') -2.4 km
135	910' (900') -4.0 km
180	1720' (1710') -5.0 km
205	



No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

NS OPS

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YBCS/CNS CAIRNS INTL

JEPPESEN 15 AUG 14 (11-2) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA

CAT C & D **LOC-Z Rwy 33**

BRIEFING STRIP ™

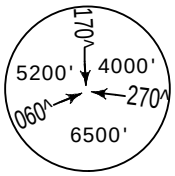
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt D8.0 CS/ICN	MDA(H)	Apt Elev 10' Rwy 33 8'
109.5	329^	1840' (1832')	800' (792')	

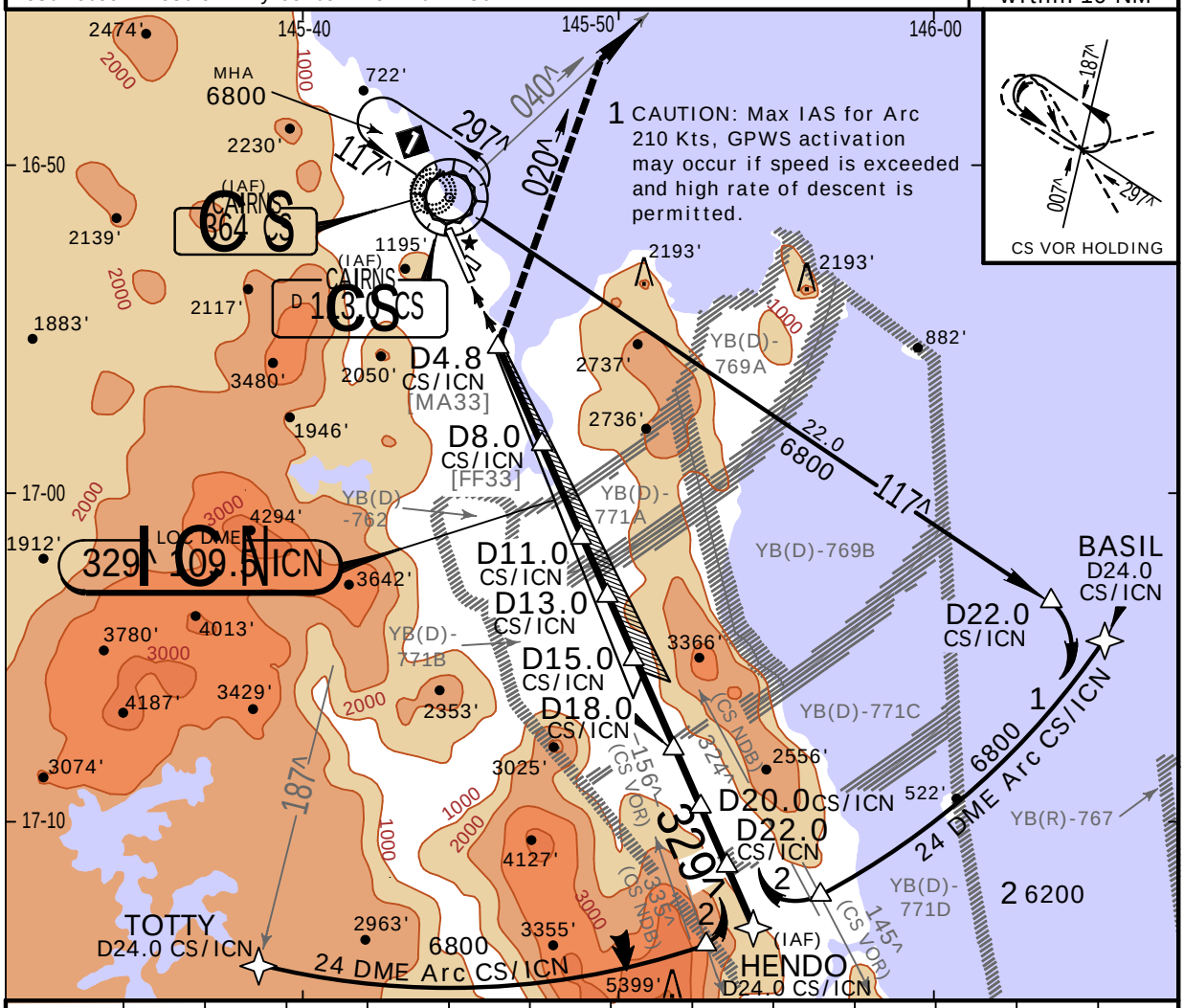
MISSED APCH: Track 020^. Intercept CS VOR R-040 outbound (040^ bearing from CS NDB). Climb to 4000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. CS or ICN DME REQUIRED. 2. Max IAS for missed approach turn 185 Kts. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30^.

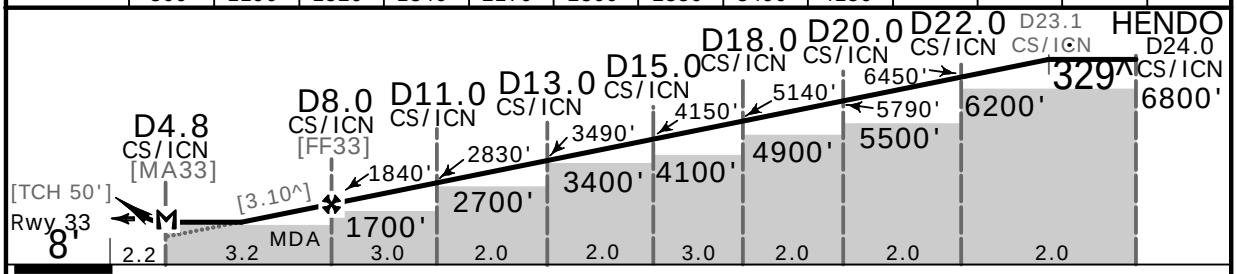


MSA CS VOR/NDB 5600' within 10 NM



CS VOR HOLDING

CS/ICN DME	4.8	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	800'	1190'	1520'	1840'	2170'	2500'	2830'	3490'	4150'	5140'	5790'	6450'	6800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.10^]	384	494	548	658	768	878
MAP at D4.8 CS/ICN						

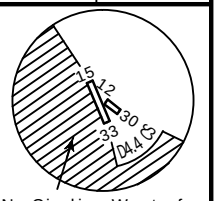
PAPI 020^

STRAIGHT-IN LANDING RWY33
LOC DME
MDA(H) 800' (792')

A/B	NOT APPLICABLE
C	4.5 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
A/B	NOT APPLICABLE
180	910' (900') -4.0 km



No Circling West of

NS OPS

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YBCS/CNS CAIRNS INTL

JEPPESEN 15 AUG 14 (11-3) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA

CAT A & B LOC-Y Rwy 33

BRIEFING STRIP ™

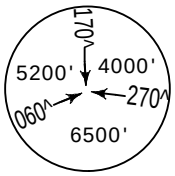
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt D8.0 CS/ICN	MDA(H)	Apt Elev / Rwy 33
109.5	329^	1840' (1832')	730' (722')	10' / 8'

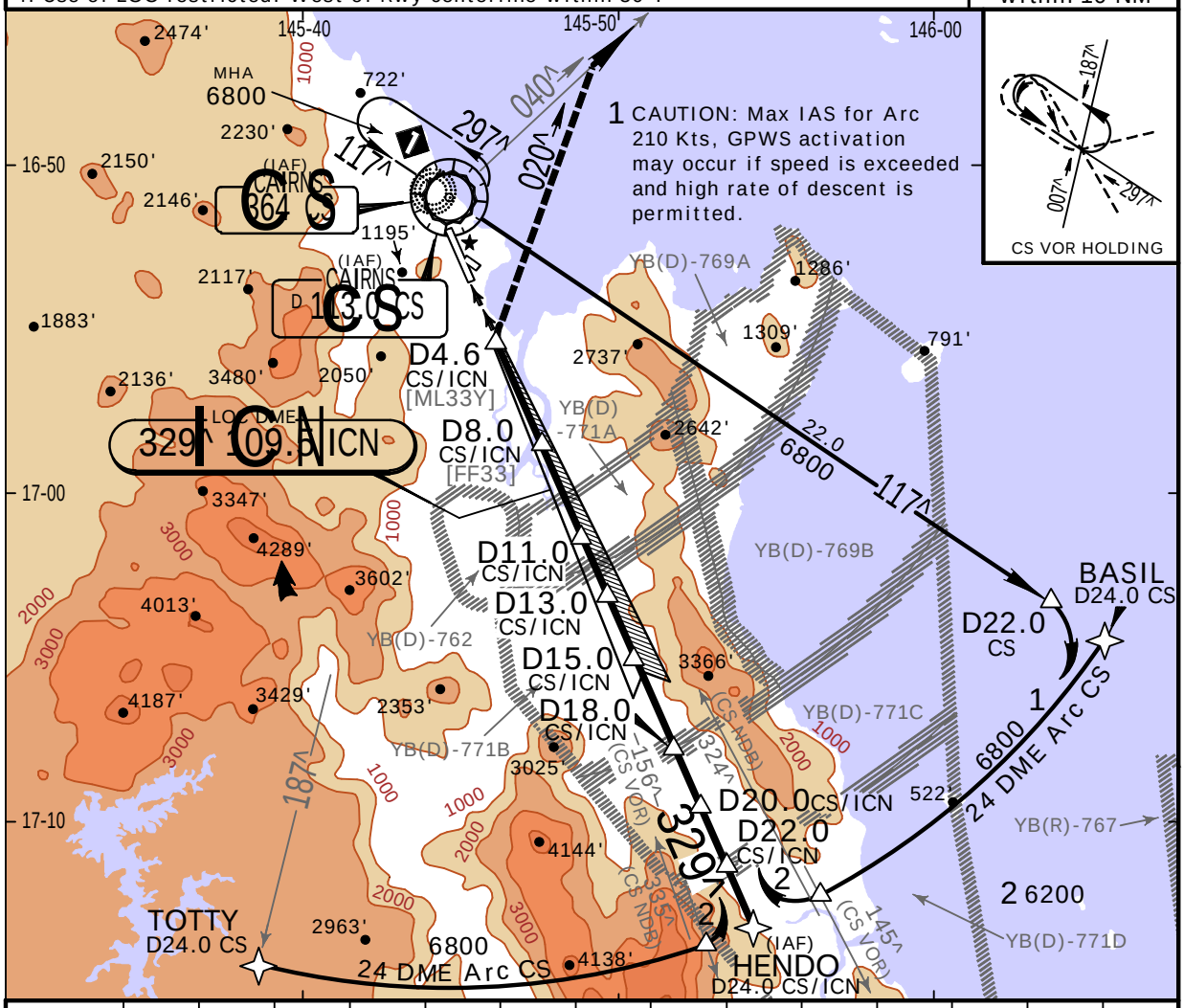
MISSED APCH: Track 020^. Intercept CS VOR R-040 outbound (040^ bearing from CS NDB). Climb to 4000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

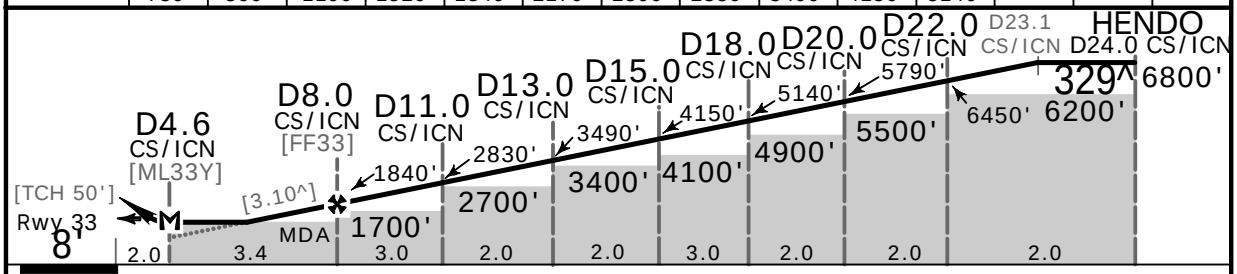
1. CS or ICN DME REQUIRED. 2. Max IAS for missed approach turn 140 Kts.
3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.
4. Use of LOC restricted: West of Rwy centerline within 30^.



MSA CS VOR/NDB 5600' within 10 NM



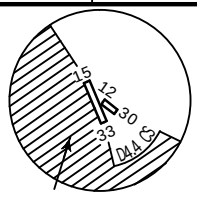
CS/ICN DME	4.6	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	730'	860'	1190'	1520'	1840'	2170'	2500'	2830'	3490'	4150'	5140'	5790'	6450'	6800'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10^]	384	494	548	658	768	878
MAP at D4.6 CS/ICN						

PAPI 020^

STRAIGHT-IN LANDING RWY33 LOC DME MDA(H) 730' (722')	CIRCLE-TO-LAND Max Kts.	MDA(H)
A	100	730' (720') -2.4 km
B 4.1 km	135	
C NOT APPLICABLE	C	NOT APPLICABLE



No Circling West of

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 MAY 14 .Eff.29.May. (12-1)

CAIRNS, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 15

BRIEFING STRIP ™

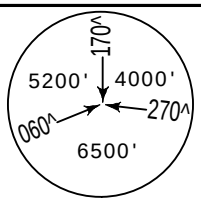
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CNSNF	MDA(H) (CONDITIONAL)	Apt Elev 10' Rwy 15 10'
	149^	2450' (2440')	860' (850')	

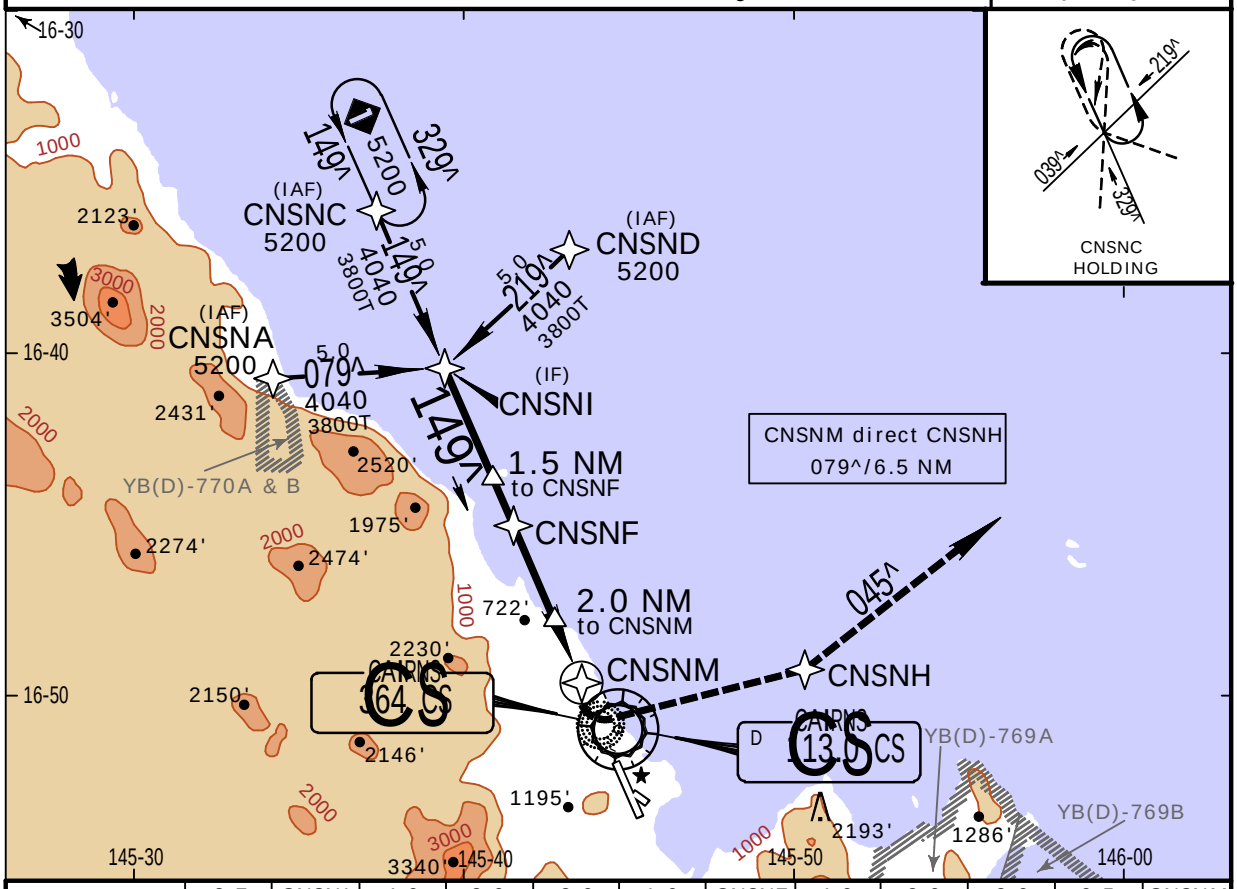
MISSED APCH: Turn LEFT, track direct to CNSNH, thence track 045^. Climb to 5200' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

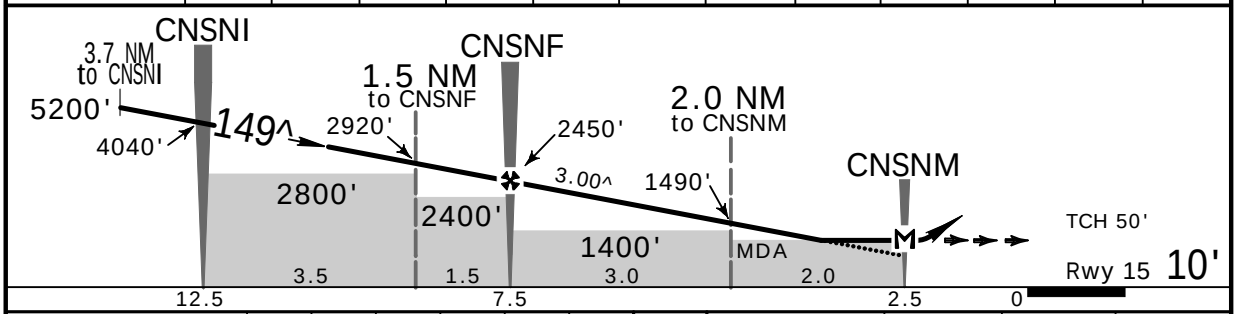
1. Max IAS for initial 210 Kts, for MAP turn 190 Kts, for holding 230 kts.



MSA CS VOR/NDB 5600' within 10 NM



NM to NEXT WPT	3.7	CNSNI	4.0	3.0	2.0	1.0	CNSNF	4.0	3.0	2.0	0.5	CNSNM
ALTITUDE	5200'	4040'	3720'	3400'	3080'	2770'	2450'	2130'	1810'	1490'	1030'	860'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at CNSNM						

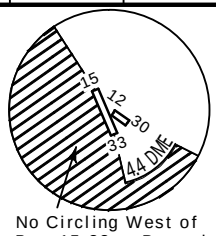
HIALS PAPI PAPI LT CNSNH

STRAIGHT-IN LANDING RWY15

	Missed apch climb gradient mim 4.0% MDA(H) 860' (850') HIALS out	Missed apch climb gradient mim 2.5% MDA(H) 1030' (1020') HIALS out
A	4.9 km	5.0 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1620' (1610') - 2.4 km
135	
180	1720' (1710') - 4.0 km
205	1720' (1710') - 5.0 km



No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).

NS OPS

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YBCS/CNS JEPPESEN 24 MAY 13
CAIRNS INTL (12-20) Eff.29.May.1600Z.

MISSED APCH CLIMB GRADIENT MIM 4.6%
CAT C & D

CAIRNS, QLD, AUSTRALIA
RNAV-P (RNP) Rwy 15

BRIEFING STRIP ™

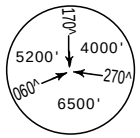
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS572	RNP DA(H)	Apt Elev 10'
RNV P 15	150^	1300' (1290')	Refer to Minimums	Rwy 15 10'

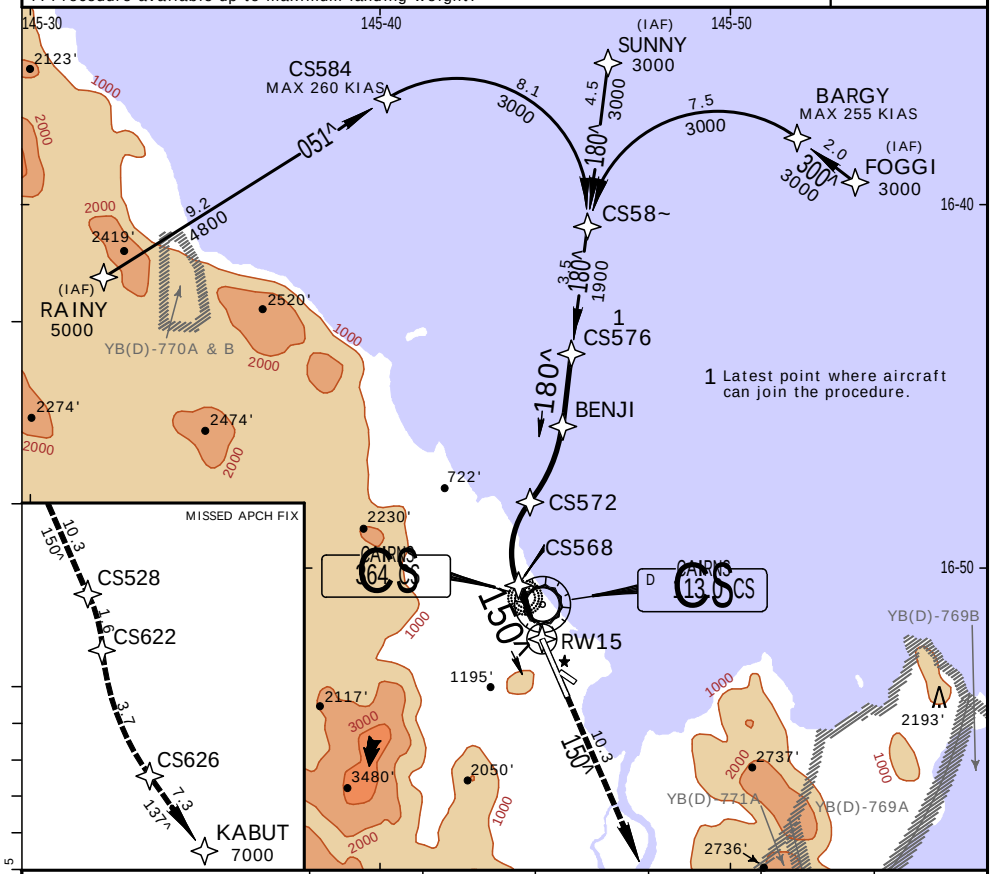
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to KABUT. Acceleration altitude 2000' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

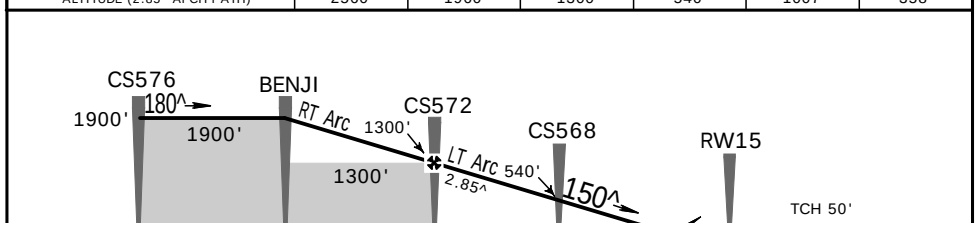
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



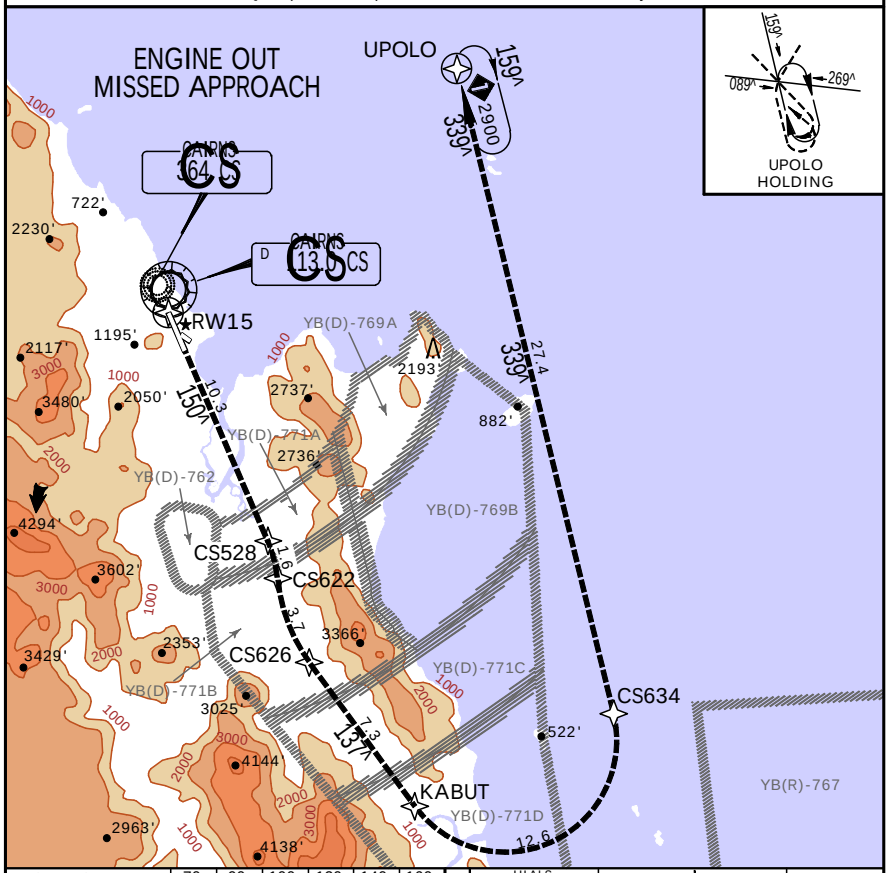
MSA CS VOR/NDB 5600' within 10 NM



Dist from MAP	CS576	BENJI	CS572	CS568	3.1	1.0
ALTITUDE (2.85^ APCH PATH)	2560'	1960'	1300'	540'	1007'	358'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to UPOLO and hold as published.
Acceleration altitude 2000' QNH (2000' AGL). Climb to 2900', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.85^	353	454	504	605	706	807
MAP at DA						

HIALS PAPI PAPI 7000' via RNP RNAV TRACK KABUT

STRAIGHT-IN LANDING RW15
Missed apch climb gradient (All Engines) mim 4.6% to 7000'

	RNP 0.10		RNP 0.15	
1 CAT C: DA(H)	358' (348')		438' (428')	
2 CAT C/D: DA(H)	375' (365')		451' (441')	
	HIRL out	HIALS out	HIRL out	HIALS out
C	1.9 km		2.4 km	
C/D	2.0 km			

	RNP 0.20		RNP 0.30	
1 CAT C: DA(H)	622' (612')		993' (983')	
2 CAT C/D: DA(H)	636' (626')		1007' (997')	
	HIRL out	HIALS out	HIRL out	HIALS out
C	3.5 km		5.8 km	
C/D	3.6 km		5.9 km	

D
ft) 2 MVD-2 (2 engine wide-body aircraft)

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CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
24 MAY 13
.Eff.29.May.1600Z. (12-21)

MISSED APCH CLIMB GRADIENT MIM 4.6%
CAT C & D

CAIRNS, QLD, AUSTRALIA
RNAV-U (RNP) Rwy 15

BRIEFING STRIP ™

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS588	RNP DA(H)	Apt Elev / Rwy 15
RNV U 15	150^	1700' (1690')	Refer to Minimums	10' / 10'

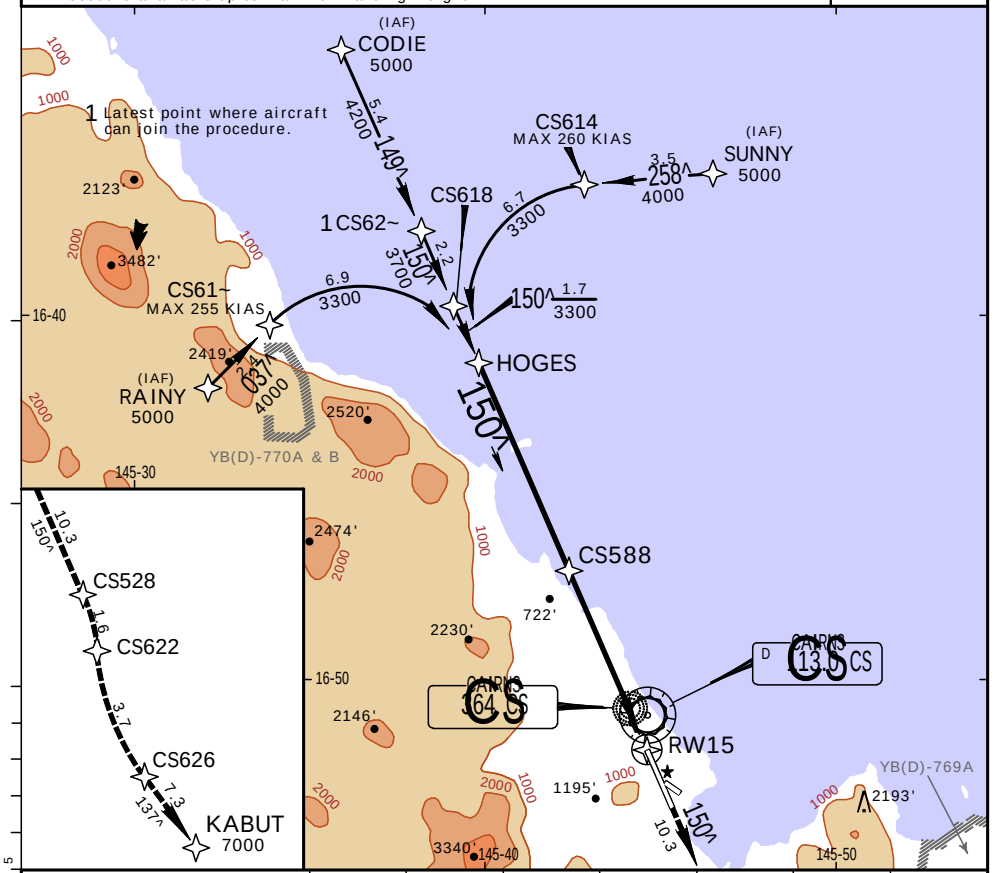
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to KABUT. Acceleration altitude 2000' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

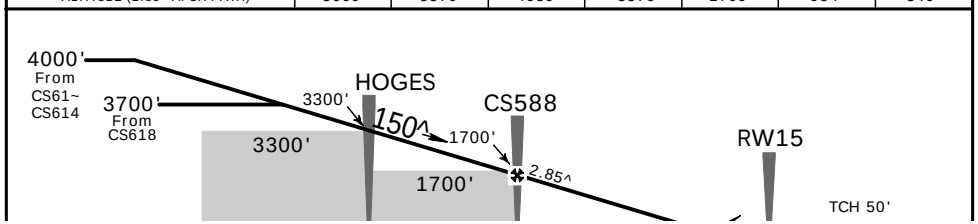
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.

170^ 5200' 4000' 270^ 060^ 6500'

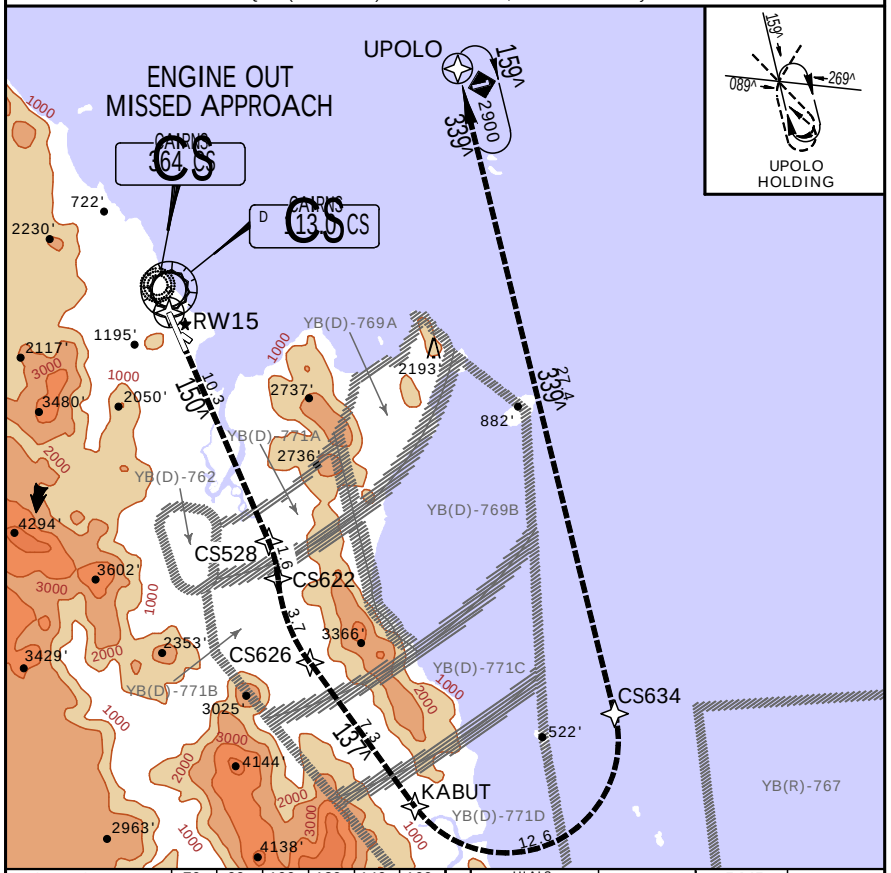
MSA CS VOR/NDB
5600'
within 10 NM



Dist from MAP	CS61~	CS614	CS618	HOGES	CS588	3.1	0.9
ALTITUDE (2.85^ APCH PATH)	5660'	5570'	4080'	3570'	1700'	984'	340'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to UPOLO and hold as published.
Acceleration altitude 2000' QNH (2000' AGL). Climb to 2900', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.85^	353	454	504	605	706	807
MAP at DA						

HIALS PAPI PAPI | 7000' via | RNP RNAV TRACK | KABUT

STRAIGHT-IN LANDING RW15
Missed apch climb gradient (All Engines) mim 4.6% to 7000'

	RNP 0.10	RNP 0.15
1 CAT C: DA(H)	340' (330')	424' (414')
2 CAT C/D: DA(H)	346' (336')	463' (453')
	HIRL out / HIALS out	HIRL out / HIALS out
C	1.8 km	2.3 km
C/D		2.5 km

	RNP 0.20	RNP 0.30
1 CAT C: DA(H)	609' (599')	980' (970')
2 CAT C/D: DA(H)	613' (603')	984' (974')
	HIRL out / HIALS out	HIRL out / HIALS out
C	3.4 km	5.7 km
C/D		

D
ft) 2 MVD-2 (2 engine wide-body aircraft)

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CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
(12-22) 24 MAY 13
Eff.29.May.1600Z.

CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-P (RNP) Rwy 33

BRIEFING STRIP ™

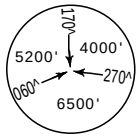
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS524	RNP DA(H)	Apt Elev / Rwy 33
RNV P 33	330^	2300' (2292')	Refer to Minimums	10' / 8'

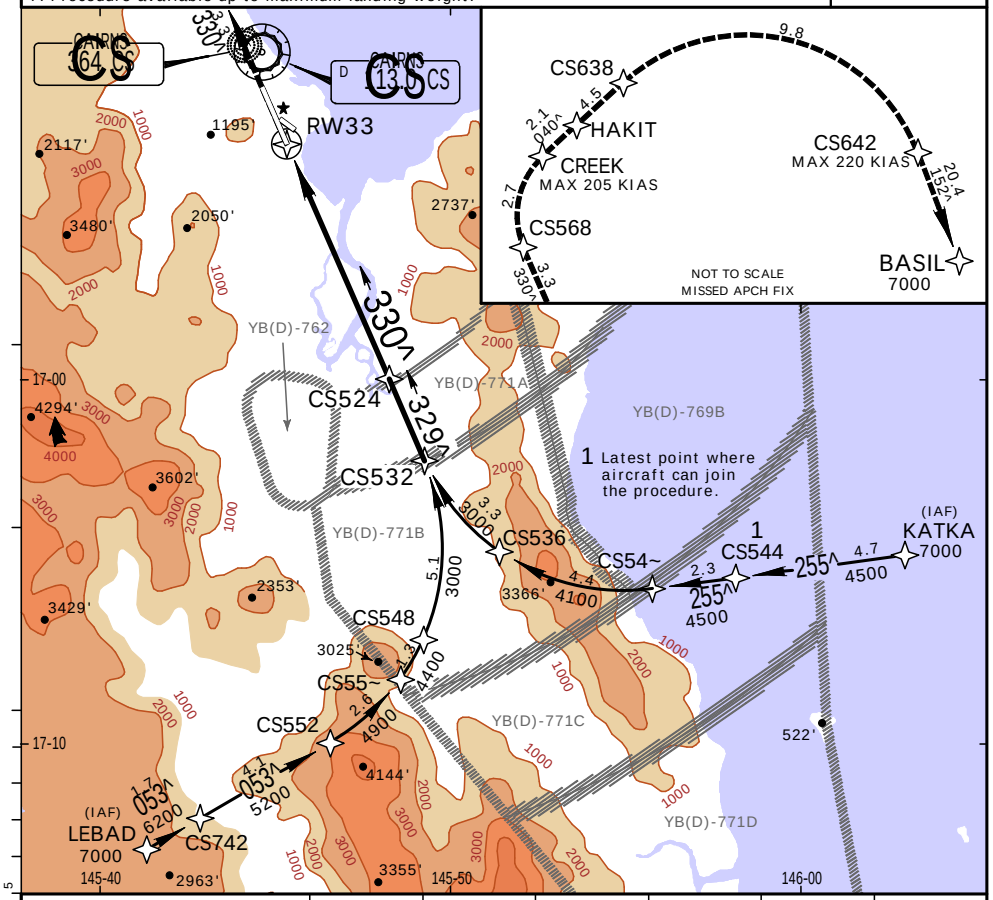
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to BASIL. Acceleration altitude 1500' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

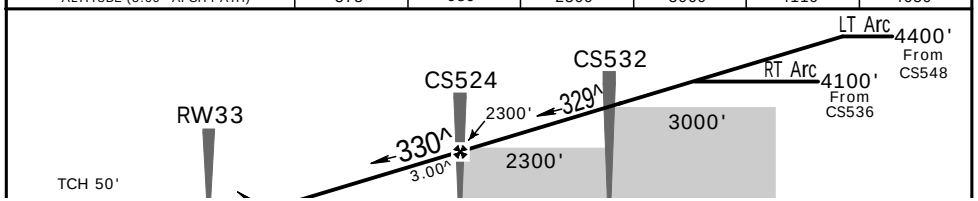
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



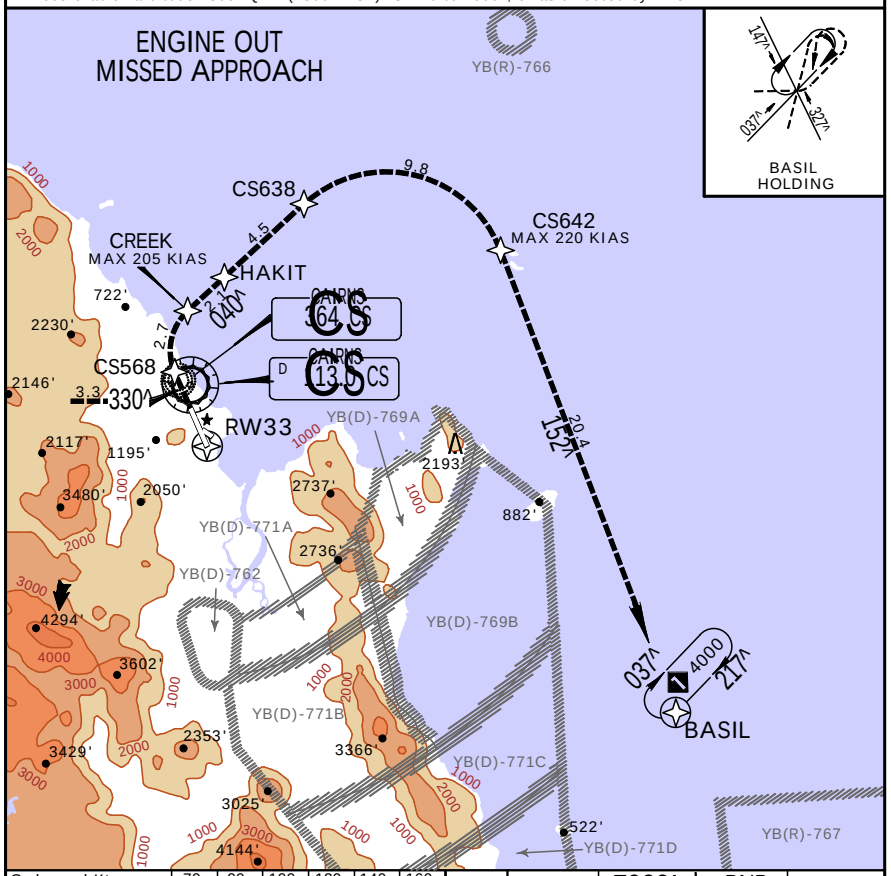
MSA CS VOR/NDB
5600'
within 10 NM



Dist from Threshold	1.0	2.9	CS524	CS532	CS536	CS548
ALTITUDE (3.00^ APCH PATH)	375'	989'	2300'	3060'	4110'	4650'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BASIL and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 4000', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at DA						

PAPI | 7000' via RNP RNAV TRACK | BASIL

STRAIGHT-IN LANDING RW33

	RNP 0.10	RNP 0.15
	1 CAT C: DA(H) 375' (367') 2 CAT C/D: DA(H) 379' (371')	1 CAT C: DA(H) 539' (531') 2 CAT C/D: DA(H) 544' (536')
C / C/D	1.9 km	2.9 km
	RNP 0.20	RNP 0.30
	1 CAT C: DA(H) 652' (644') 2 CAT C/D: DA(H) 656' (648')	1 CAT C: DA(H) 984' (976') 2 CAT C/D: DA(H) 989' (981')
C	3.5 km	5.4 km
C/D		5.5 km
D		

ft) 2 MVD-2 (2 engine wide-body aircraft)

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CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
24 MAY 13
Eff.29.May.1600Z. (12-23)

CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-U (RNP) Rwy 33

BRIEFING STRIP ™

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS524	RNP DA(H)	Apt Elev / Rwy 33
RNV U 33	329^	2300' (2992')	Refer to Minimums	10' / 8'

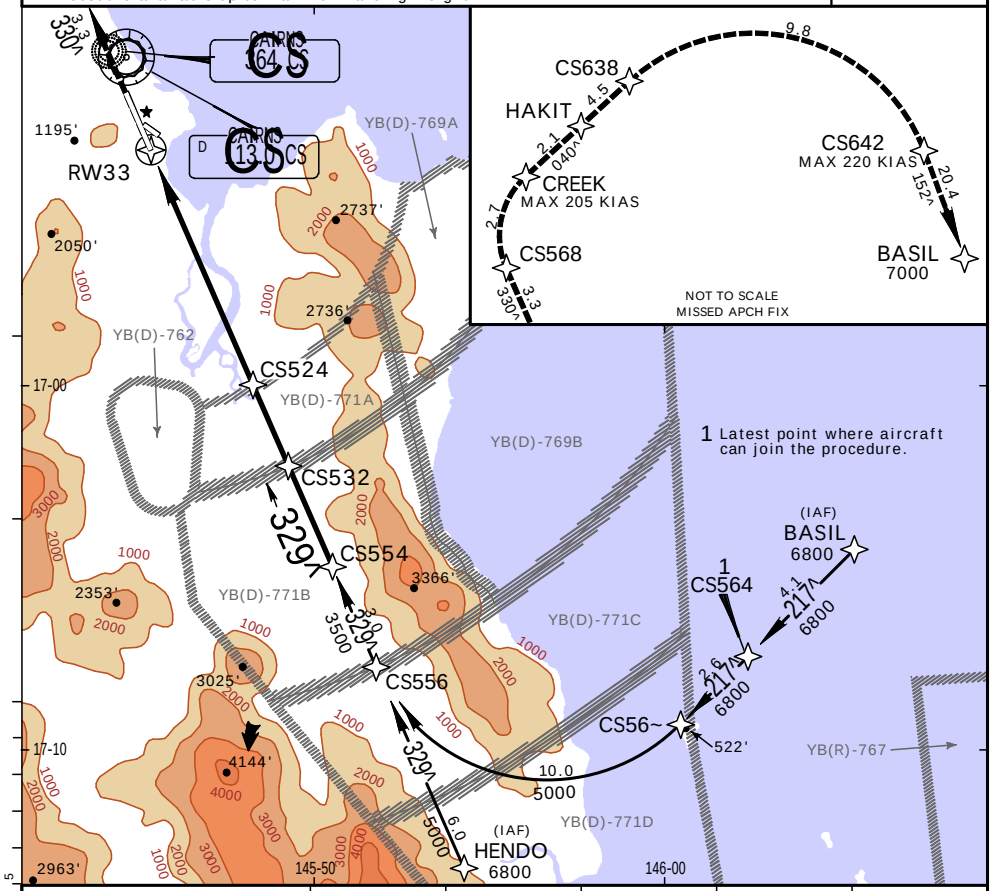
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to BASIL. Acceleration altitude 1500' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

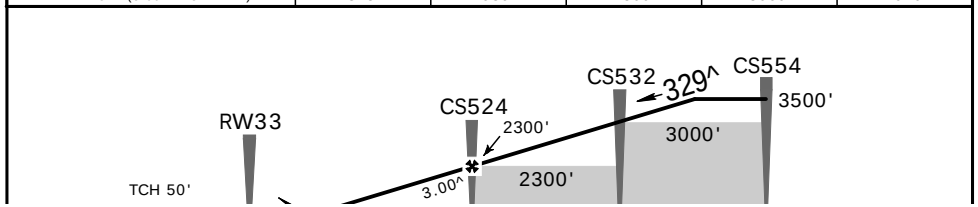
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.

170^ 4000' 5200' 270^ 060^ 6500'

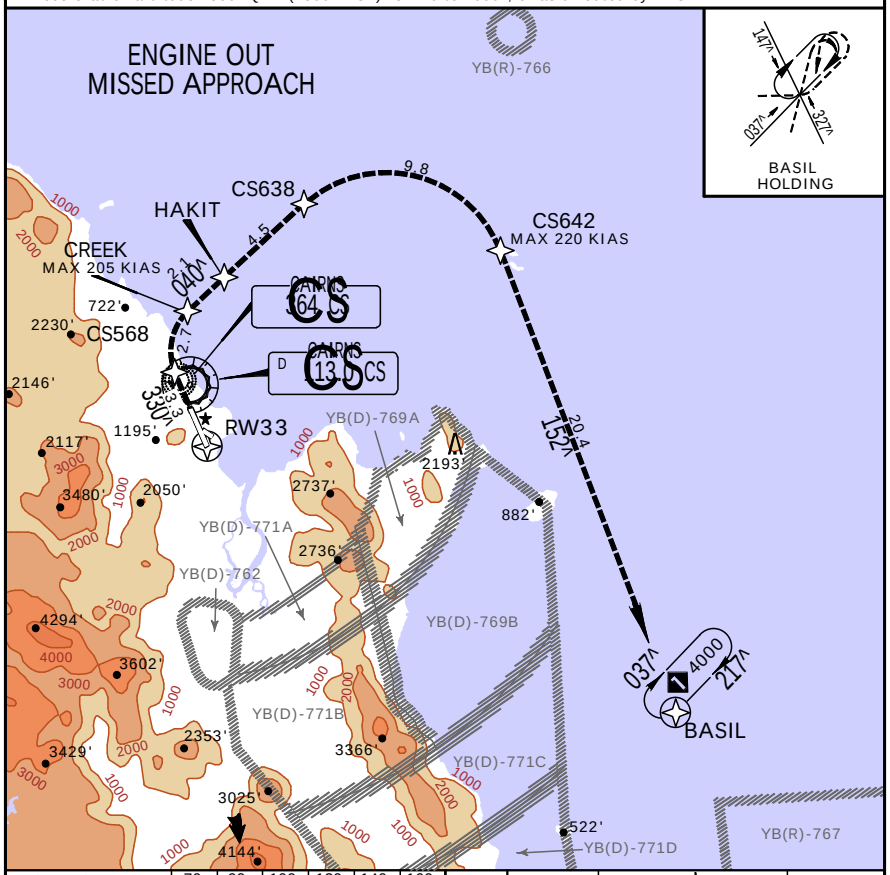
MSA CS VOR/NDB 5600' within 10 NM



Dist from Threshold	1.0	2.9	CS524	CS532	CS554
ALTITUDE (3.00^ APCH PATH)	375'	989'	2300'	3060'	4010'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BASIL and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 4000', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at DA						

PAPI | 7000' via RNP RNAV TRACK | BASIL

STRAIGHT-IN LANDING RW33

	RNP 0.10	RNP 0.15
1 CAT C: DA(H)	375' (367')	539' (531')
2 CAT C/D: DA(H)	379' (371')	544' (536')
C / C/D	1.9 km	2.9 km

	RNP 0.20	RNP 0.30
1 CAT C: DA(H)	652' (644')	984' (976')
2 CAT C/D: DA(H)	656' (648')	989' (981')
C	3.5 km	5.4 km
C/D		5.5 km
D		

ft) 2 MVD-2 (2 engine wide-body aircraft)

CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN 15 AUG 14 (13-1) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA
NDB-A or VOR-A

BRIEFING STRIP ™

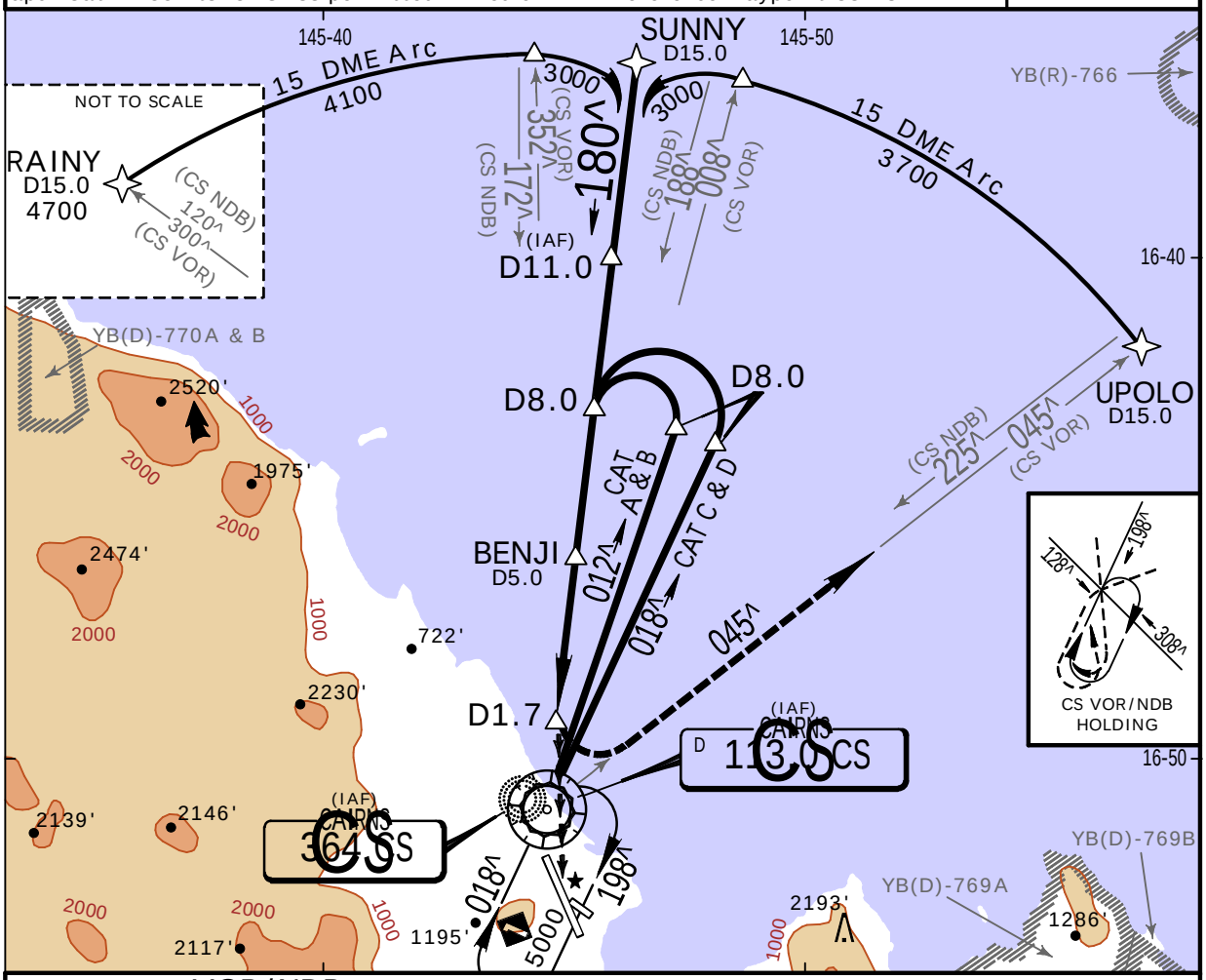
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

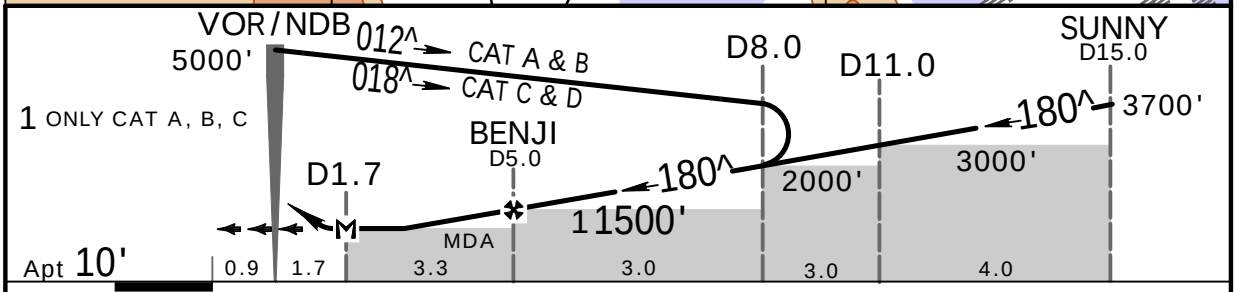
VOR CS	NDB CS	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H)	Apt Elev
113.0	364	180^	BENJI 1500' (1490')	Refer to Minimums	10'

MISSED APCH: Turn LEFT, intercept and track CS VOR R-045 (045^ bearing from CS NDB), climb to 4000' or as directed by ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. CS DME REQUIRED. 2. Max IAS holding 185 Kts, missed apch Cat C 165 Kts, missed apch Cat D 185 Kts. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.

MSA CS VOR/NDB 5600' within 10 NM
170^ 4000' 270^ 6500' 090^ 5200'

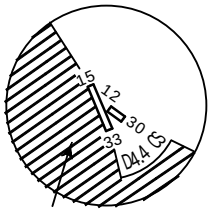




							Lighting - Refer to Airport Chart	LT	CS 113.0 R-045 or	CS 364 045^
MAP at D1.7										

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	100	730'(720')-2.4 km
B	135	
C	180	1010'(1000')-4.0 km



CHANGES: Notes, minimums.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
15 AUG 14 (13-2) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA
NDB-B or VOR-B

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

BRIEFING STRIP ™

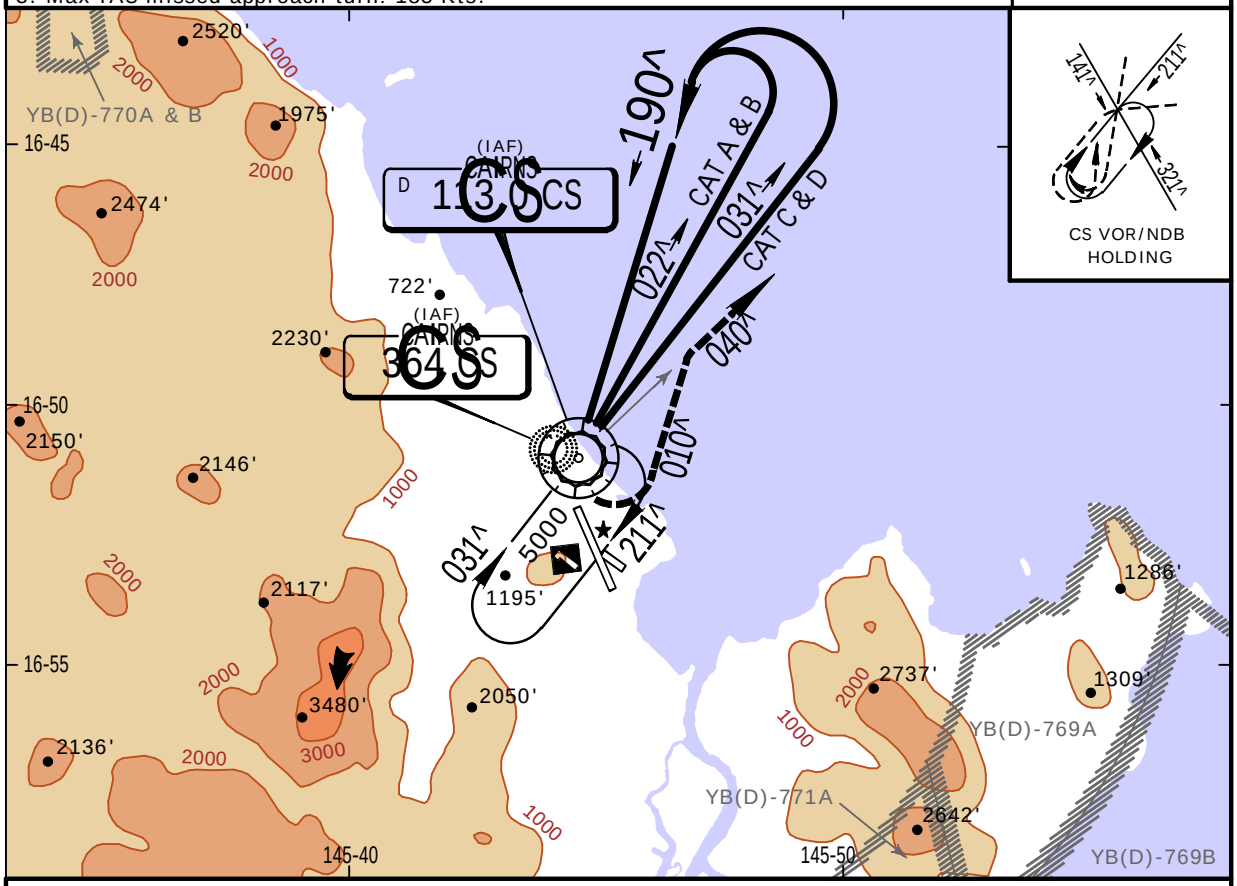
VOR CS	Final Apch Crs	No FAF	MDA(H)	Apt Elev
113.0	190^		Refer to Minimums	10'
NDB CS 364				

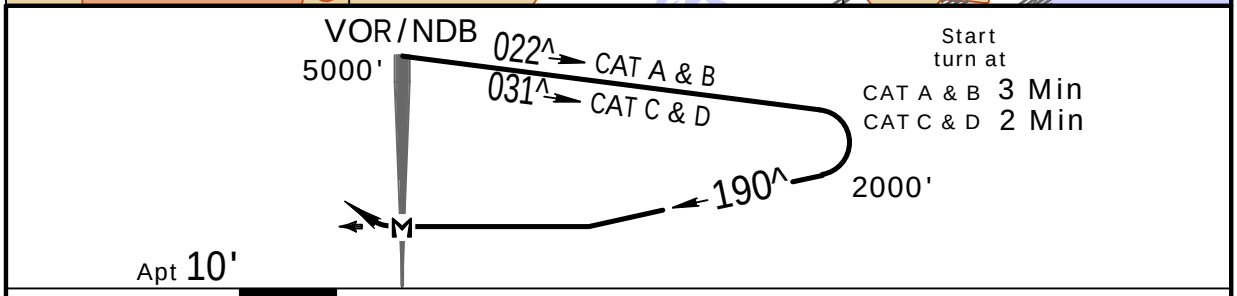
MISSED APCH: Turn LEFT track 010^, intercept CS VOR R-040 outbound (040^ bearing from CS NDB). Climb to 4000' or as directed by ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS initial Cat A & B: 140 Kts. 2. Max IAS holding: 185 Kts.
3. Max IAS missed approach turn: 185 Kts.

170^ 4000' 270^ 6500' 090^ 5200'

MSA CS VOR/NDB 5600' within 10 NM

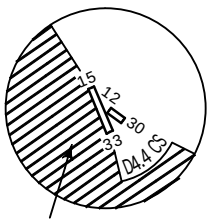




MAP at VOR/NDB							Lighting - Refer to Airport Chart	LT	010^	CS 113.0 R-040	or	CS 364 040^

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	100	1660'(1650') -2.4 km
B	135	
C	180	1720'(1710') -4.0 km
D	205	1720'(1710') -5.0 km



No Circling West of Rwy 15-33 or Beyond D4.4 CS or 2 NM south of threshold Rwy 33.

NS OPS

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PGUM/GUM

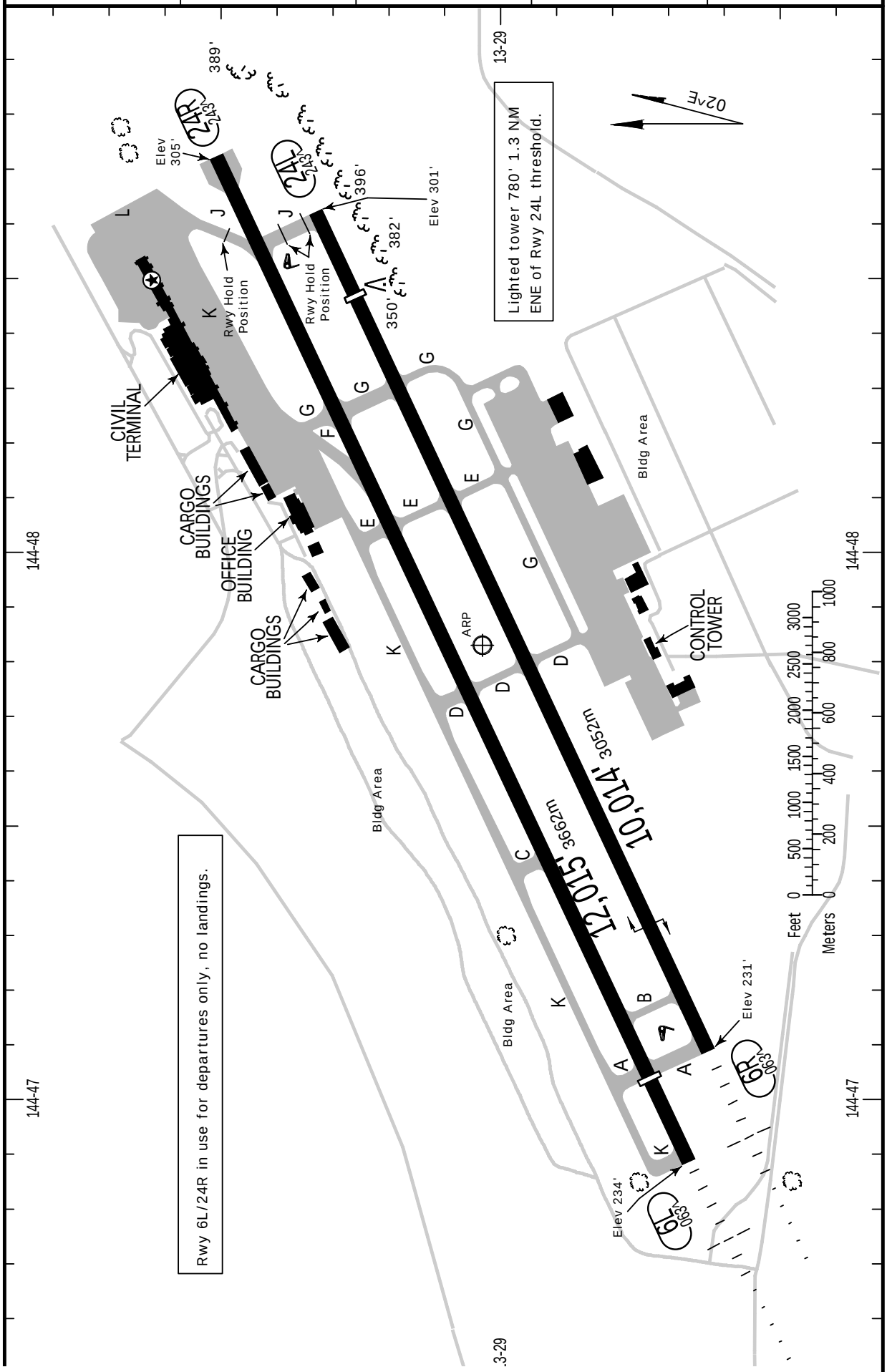
Apt Elev 305'
N13 29.0 E144 47.8

JEPPESEN
11 OCT 13 (10-9)

GUAM, GQ

GUAM INTL

ATIS	AGANA Ramp	Ground	Tower	GUAM Departure (R)
119.0	121.6	121.9	118.1	119.8



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ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6R	MIRL	MALSR PAPI-L (angle 3.00^)	grooved		9086' 2769m		150' 46m
24L	MIRL	PLASI-L	grooved	9010' 2746m			
6L	HIRL	MALSR PAPI-L (angle 3.0^)	grooved	10,015'3053m	9170' 2795m	10,015'3053m	150' 46m
24R	HIRL	PAPI-L (angle 3.0^)	grooved	11,015'3357m		11,015'3357m	

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	1 Rwys 6L, 6R			Rwys 24L, 24R		
	With Mim climb of 360'/NM to 800'		Other	With Mim climb of 300'/NM to 1400'		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	500-1	1/4	1	500-1
3 & 4 Eng		1/2			1/2	

1 Note: Rwy 6L, 404' tree 913' from departure end, 774' right of centerline.

OBSTACLE DP

Rwys 6L/R, climb runway heading to 800' before turning.
Rwys 24L/R, climb runway heading to 1400' before turning.

FOR FILING AS ALTERNATE

	RNAV (RNP) Z Rwy 6L RNAV (RNP) Z Rwy 6R VOR DME Rwy 6L VOR-A	RNAV (GPS) Y Rwy 6R	RNAV (GPS) Y Rwy 24R	RNAV (GPS) Y Rwy 24L	RNAV (RNP) Z Rwy 24L RNAV (RNP) Z Rwy 24R	ILS Rwy 6L ILS Rwy 6R LOC DME Rwy 6L LOC Rwy 6R	Other
A	800-2	800-2	800-2	900-2	900-3	1200-2	NA
B							
C			800-2¼	900-2¾		1200-3	

AMEND 0A

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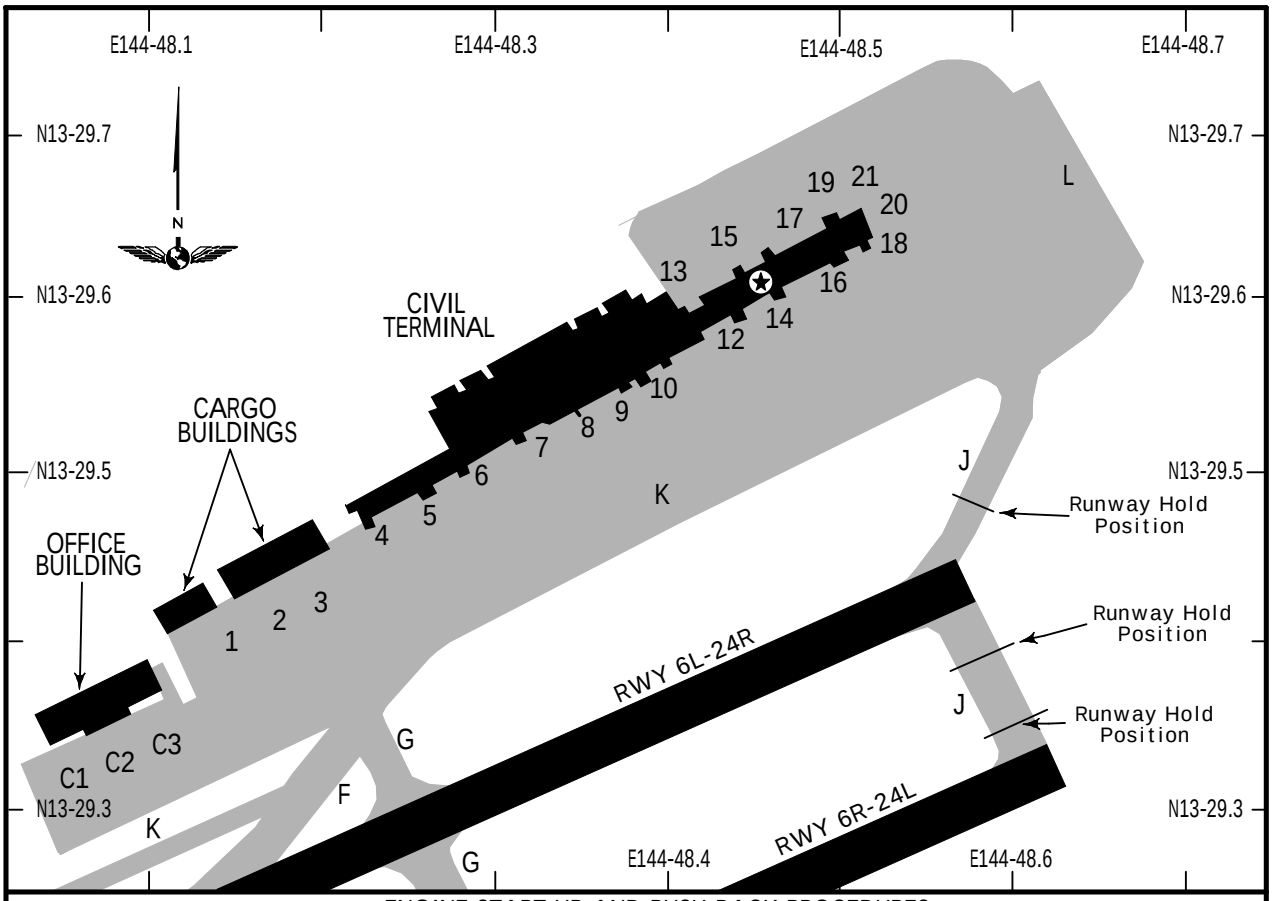

ENGINE START UP AND PUSH BACK PROCEDURES

1. All aircraft departing from Guam Intl shall comply with the following procedures:
   A. Aircraft shall not commence start up, pushback or any other movement unless they are approved by Ramp Control.
   B. Request for start up, pushback shall be made only when the aircraft doors are closed, the loading bridge is disconnected and the aircraft is ready for departure.
2. START UP AND PUSHBACK
   A. All aircraft are to contact Ramp Control on 121.6 and request clearance for all engine starts at the gate and or commencement of pushback followed by engine start out of the gate.
   B. Ramp Control will ensure that personnel and equipment are clear behind the aircraft prior to issuing pushback and or engine start clearances.
   C. Ramp control will advise pilots when ready to taxi to "proceed" on the taxilanes and switch to Agana Tower prior to entering the main taxiways.
   D. Aircraft must maintain communications with Ramp Control during movement on the ramp.
   E. Do not proceed on to the main taxiways without clearance from Agana Tower.
   F. Unless otherwise approved by Ramp Control, aircraft must have all engines started and ready to taxi at the end of pushback, thus reducing the overall delay of traffic.

NOTE: Lima Taxilane is a one-way in and a one-way out.

PARKING STAND POSITIONS

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N13 29.4 E144 48.1	C1, C2, C3	N13 29.3 E144 48.1
2, 3	N13 29.4 E144 48.2		
4, 5	N13 29.5 E144 48.2		
6, 7, 8	N13 29.5 E144 48.3		
9	N13 29.5 E144 48.4		
10, 12, 13,	N13 29.6 E144 48.4		
14	N13 29.6 E144 48.5		
15	N13 29.6 E144 48.4		
16, 17, 18	N13 29.6 E144 48.5		

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PGUM/GUM
GUAM INTL

JEPPESEN
25 OCT 13 (11-1)

GUAM, GQ
ILS or LOC DME Rwy 6L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

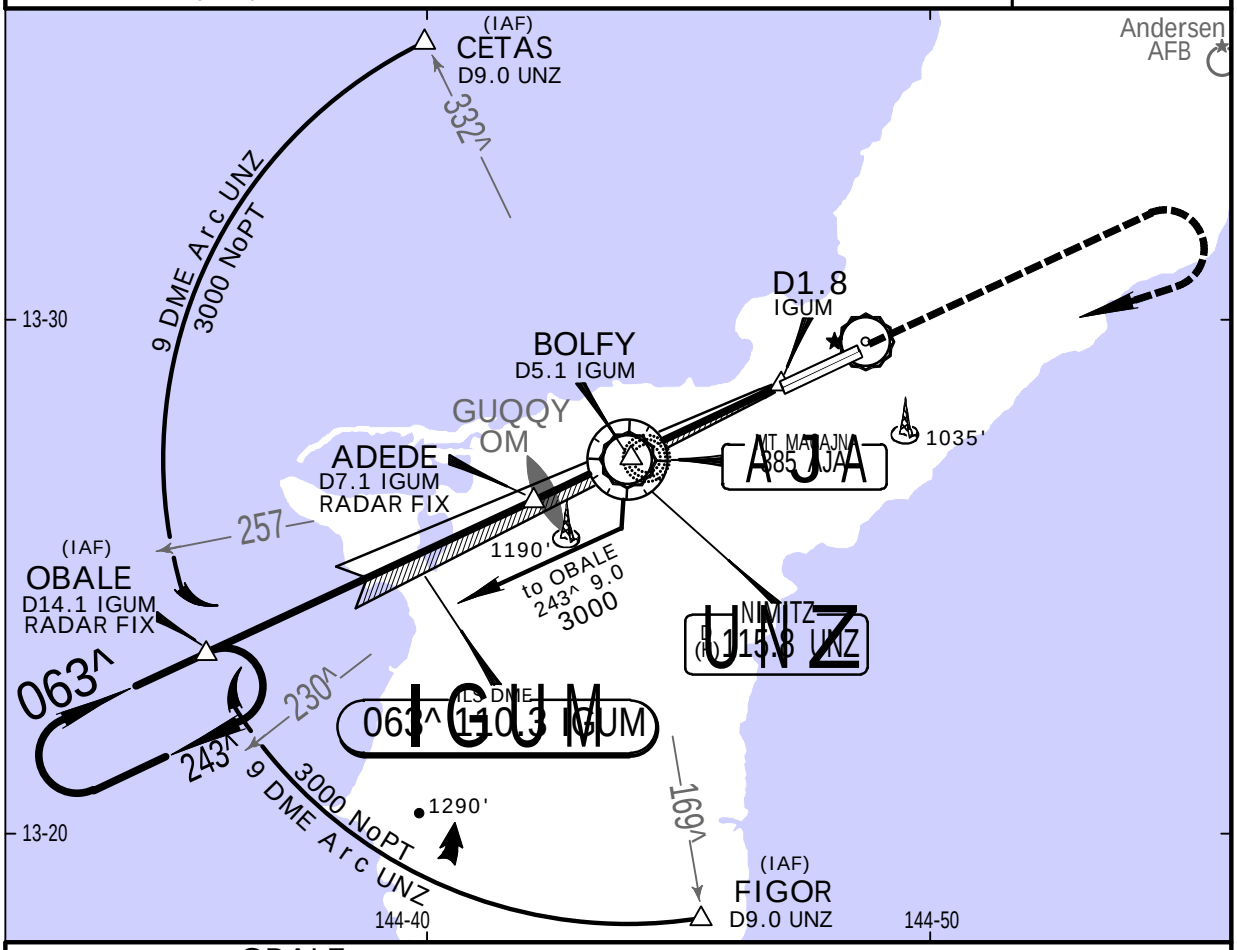
LOC IGUM	Final Apch Crs	GS ADEDE	ILS DA(H)	Apt Elev 305'
110.3	063^	2000' (1744')	531' (275')	TDZE 256'

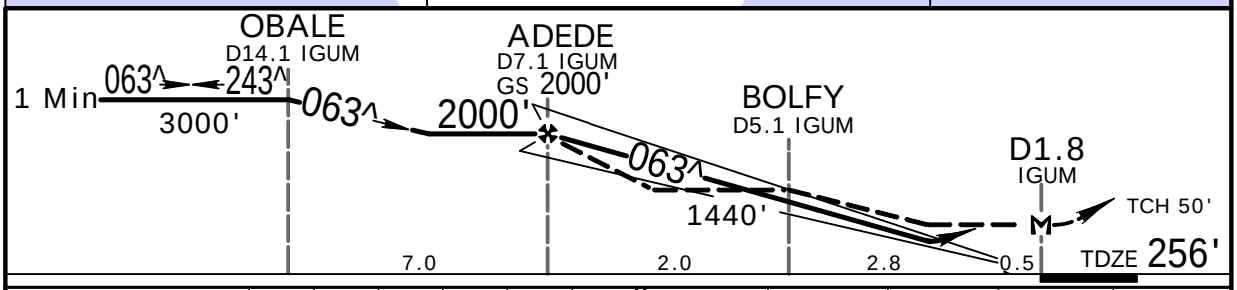
MISSED APCH: Climb to 2600' then climbing RIGHT turn to 3000' direct UNZ VOR, then via the IGUM localizer SOUTHWEST course to OBALE/D14.1 IGUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required.
2. Use IGUM DME when on the localizer course.
3. VGSI and ILS glidepath not coincident.

MSA UNZ VOR: 2300' (090^ → ← 270^) 2600'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
MAP at D1.8 IGUM or ADEDE to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR / PAPI | 2600' | 3000' RT | D | UNZ 115.8

STRAIGHT-IN LANDING RWY 6L

	ILS DA(H) 531' (275') FULL	ILS RAIL or ALS out	LOC (GS out) With BOLFY MDA(H) 980' (724')	RAIL out	ALS out	LOC (GS out) Without BOLFY MDA(H) 1440' (1184')	RAIL out	ALS out
A	3/4		1/2	3/4	1	3/4	1 1/4	
B						1	1 1/2	
C			1 1/2	2		2 1/2	3	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	With BOLFY MDA(H)	Without BOLFY MDA(H)
90	980' (675')-1	1440' (1135')-1 1/4
120		1440' (1135')-1 1/2
140	980' (675')-2	1440' (1135')-3

AMEND 3D PS

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PGUM/GUM
GUAM INTL

JEPPESEN
25 OCT 13 (11-2)

GUAM, GO
ILS or LOC Rwy 6R

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

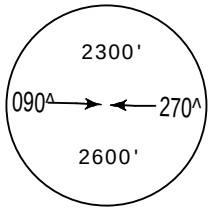
BRIEFING STRIP ™

LOC IAWD	Final Apch Crs	GS CEGMU	ILS DA(H)	Apt Elev 305'
110.9	063^	2000' (1742')	577' (319')	TDZE 258'

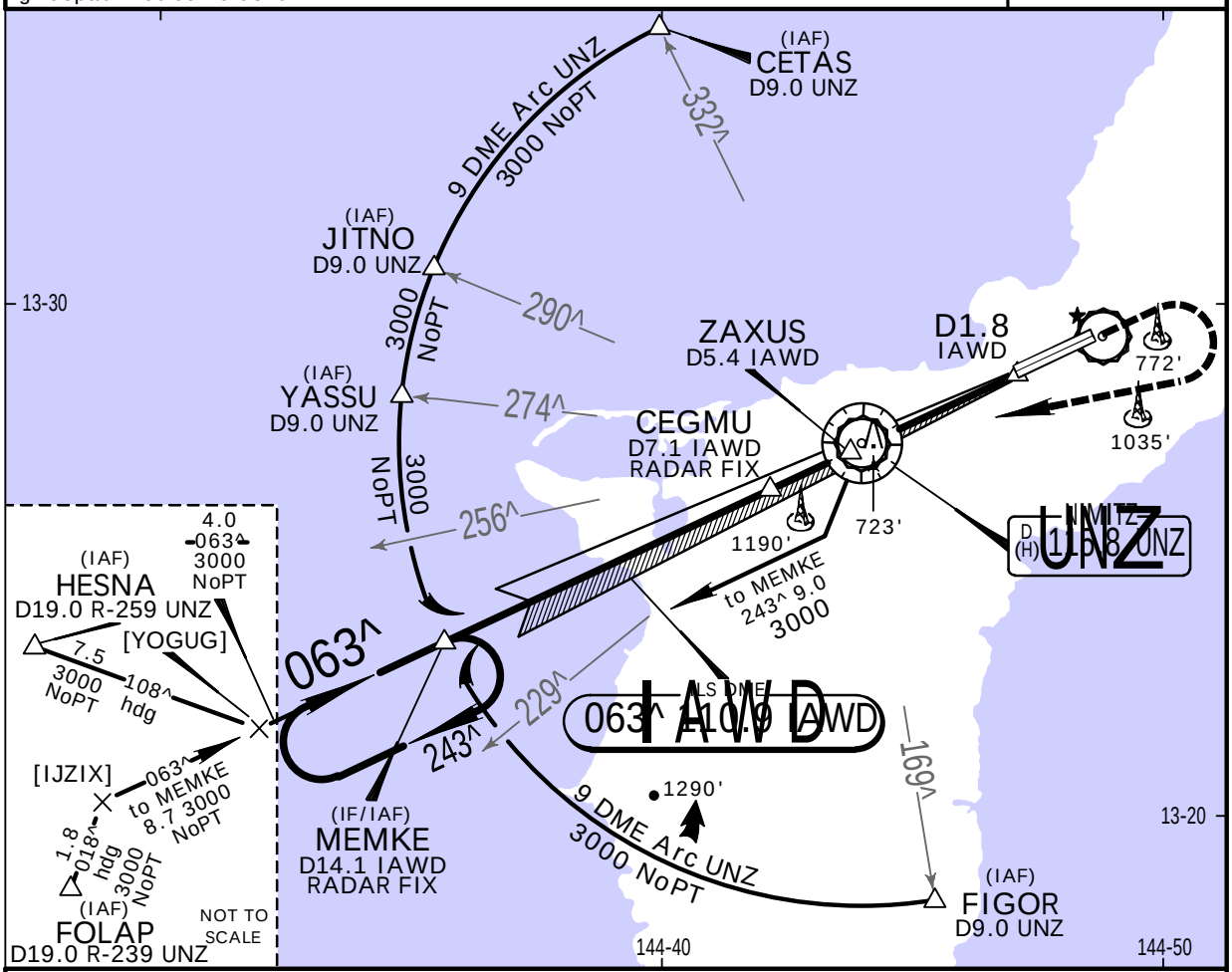
MISSED APCH: Climb to 2100' then climbing RIGHT turn to 3000' direct UNZ VOR and via IAWD to MEMKE/D14.1 IAWD/RADAR FIX and hold.

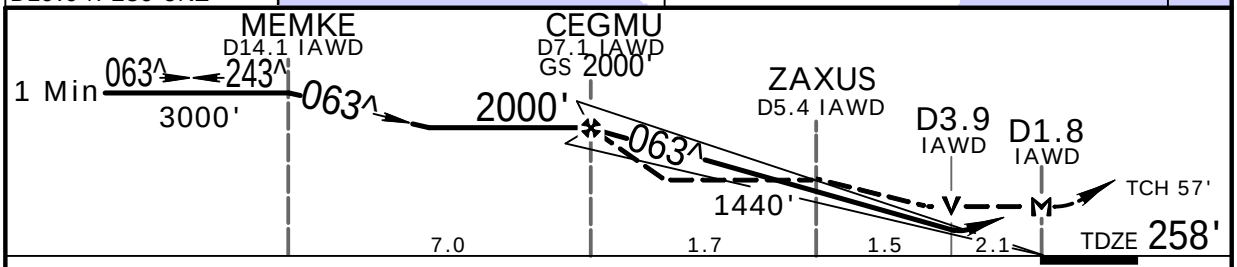
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Use local altimeter setting; if not received, procedure not authorized. 3. Use IAWD DME when on localizer course. 4. VGSI and ILS glidepath not coincident.



MSA UNZ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
MAP at D1.8 IAWD or CEGMU to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR
PAPI
2100'
3000'
RT
UNZ
115.8

STRAIGHT-IN LANDING RWY 6R

	ILS DA(H) 577' (319') FULL	ILS DA(H) 577' (319') RAIL or ALS out	LOC (GS out) With ZAXUS MDA(H) 980' (722')	LOC (GS out) With ZAXUS MDA(H) 980' (722') RAIL out	LOC (GS out) With ZAXUS MDA(H) 980' (722') ALS out	LOC (GS out) Without ZAXUS MDA(H) 1440' (1182')	LOC (GS out) Without ZAXUS MDA(H) 1440' (1182') RAIL out	LOC (GS out) Without ZAXUS MDA(H) 1440' (1182') ALS out
A	3/4		1/2	3/4	1	3/4	1 1/4	
B						1	1 1/2	
C			1 1/2	2		2 1/2	3	

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 6R-24L

Max Kts	With ZAXUS MDA(H)	Without ZAXUS MDA(H)
90	980' (675')-1	1440' (1135')-1 1/4
120		1440' (1135')-1 1/2
140	980' (675')-2	1440' (1135')-3

AMDT 3B

CHANGES: Airport elevation; PAPI moved to right side.

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PGUM/GUM
GUAM INTL

JEPPESEN
18 SEP 09 (12-1)

GUAM, GQ
RNAV (GPS) Y Rwy 6L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

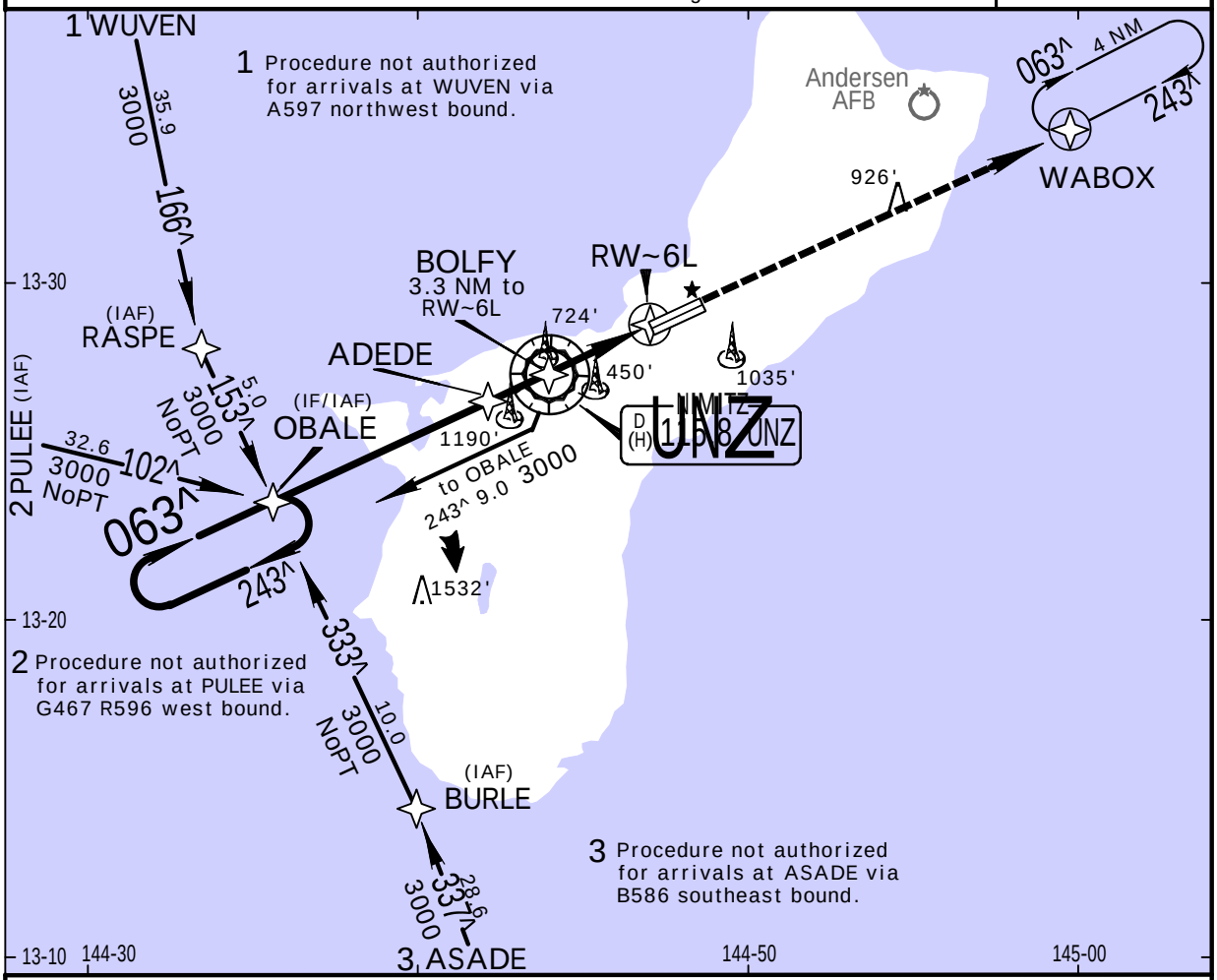
RNAV	Final Apch Crs	Minimum Alt ADEDE	LNAV MDA(H)	Apt Elev 298'
	063^	2000' (1744')	720' (464')	TDZE 256'

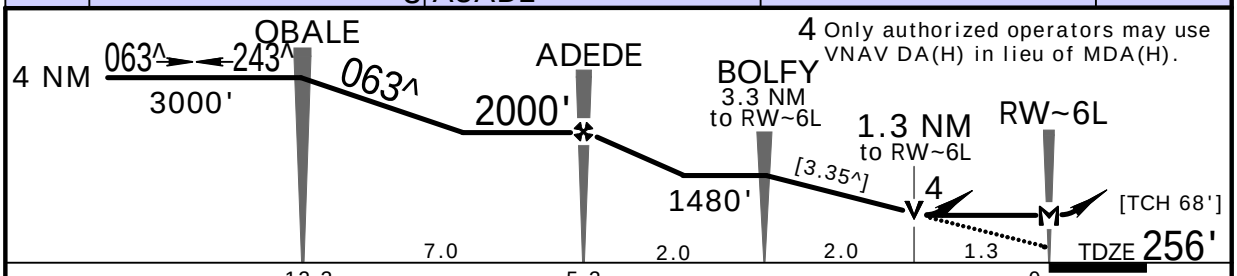
MISSED APCH: Climb to 3000' direct WABOX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized 2. VGSI and descent angles not coincident.

2600'
MSA RW~6L





4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.35^]	415	534	593	711	830	948
MAP at RW~6L						

MALSR
PAPI
3000'
WABOX

STRAIGHT-IN LANDING RWY 6L
LNAV
MDA(H) 720' (464')

AMDT 1A		RAIL out	ALS out
A	½	¾	1
B			
C	¾	1¼	
D	1	1½	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	MDA(H)
90	760' (462')-1
120	
140	760' (462')-1½
165	860' (562')-2

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PGUM/GUM GUAM INTL

JEPPESEN 18 SEP 09 (12-2)

GUAM, GO RNAV (GPS) Y Rwy 6R

BRIEFING STRIP ™

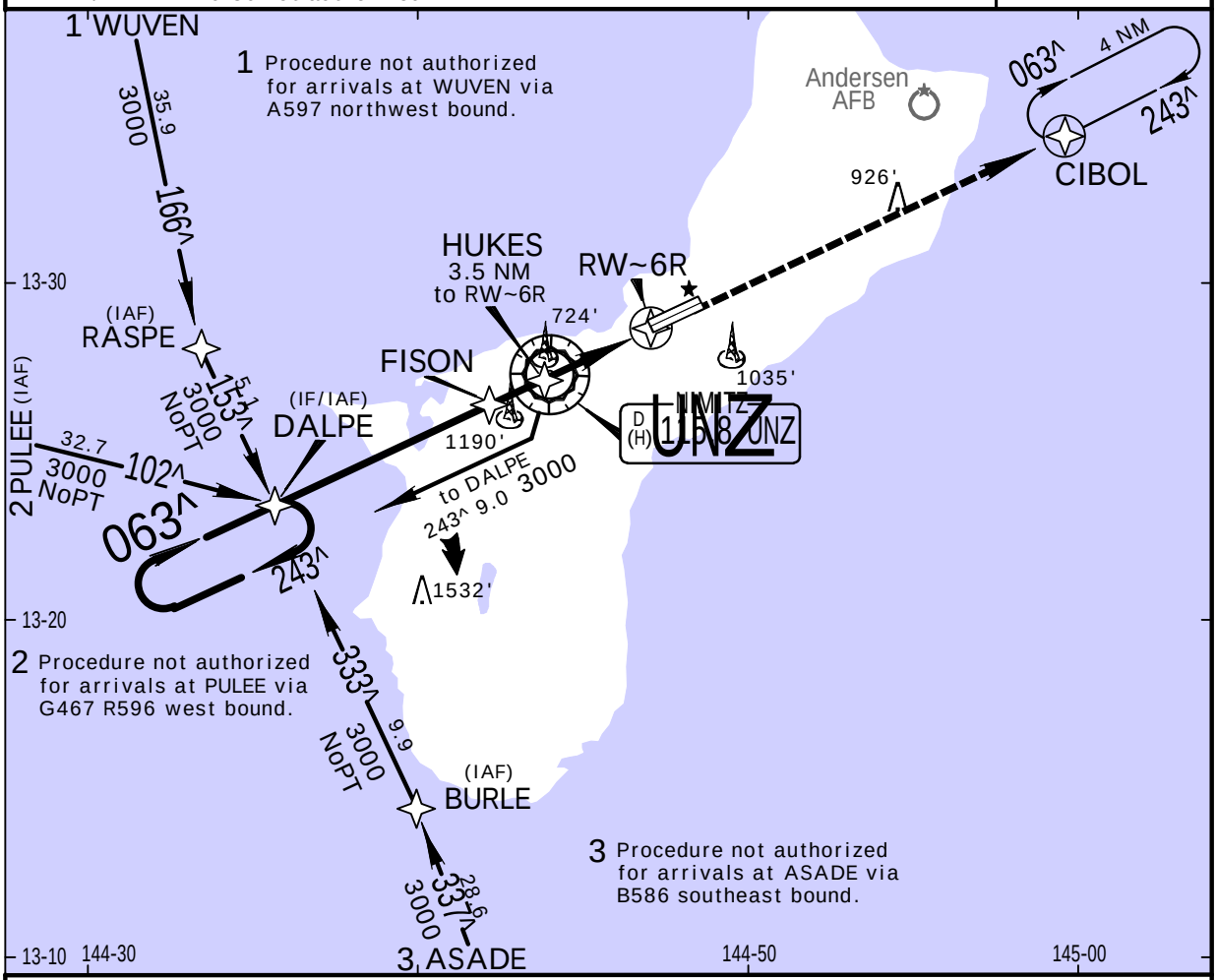
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

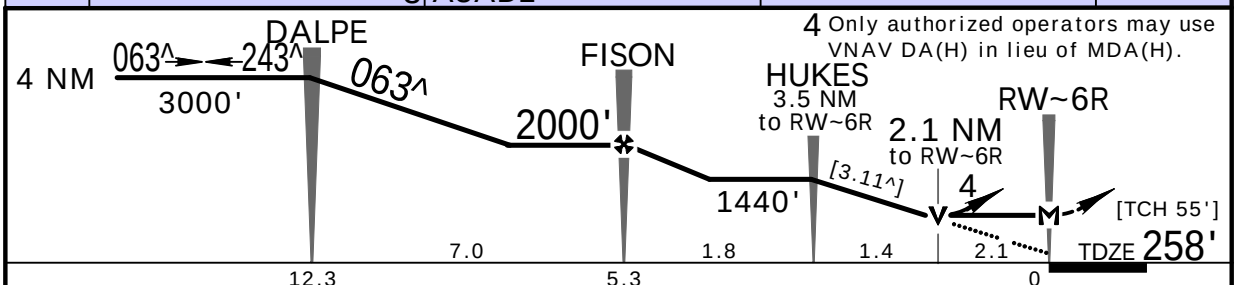
RNAV	Final Apch Crs	Minimum Alt FISON	LNAV MDA(H)	Apt Elev 298'
	063^	2000' (1742')	980' (722')	TDZE 258'

MISSED APCH: Climb to 3000' direct CIBOL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized.

2600'
MSA RW~6R





4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11^]	385	495	550	660	770	880
MAP at RW~6R						

MALSR PAPI 3000' D CIBOL

STRAIGHT-IN LANDING RWY 6R
LNAV
MDA(H) 980' (722')

	RAIL out	ALS out
A	1	
B		
C	2	
D	2¼	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	MDA(H)
90	980' (682') -1
120	
140	980' (682') -2
165	980' (682') -2¼

AMEND 1A PS

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PGUM/GUM GUAM INTL

JEPPESEN 18 SEP 09 (12-3)

GUAM, GQ RNAV (GPS) Y Rwy 24L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

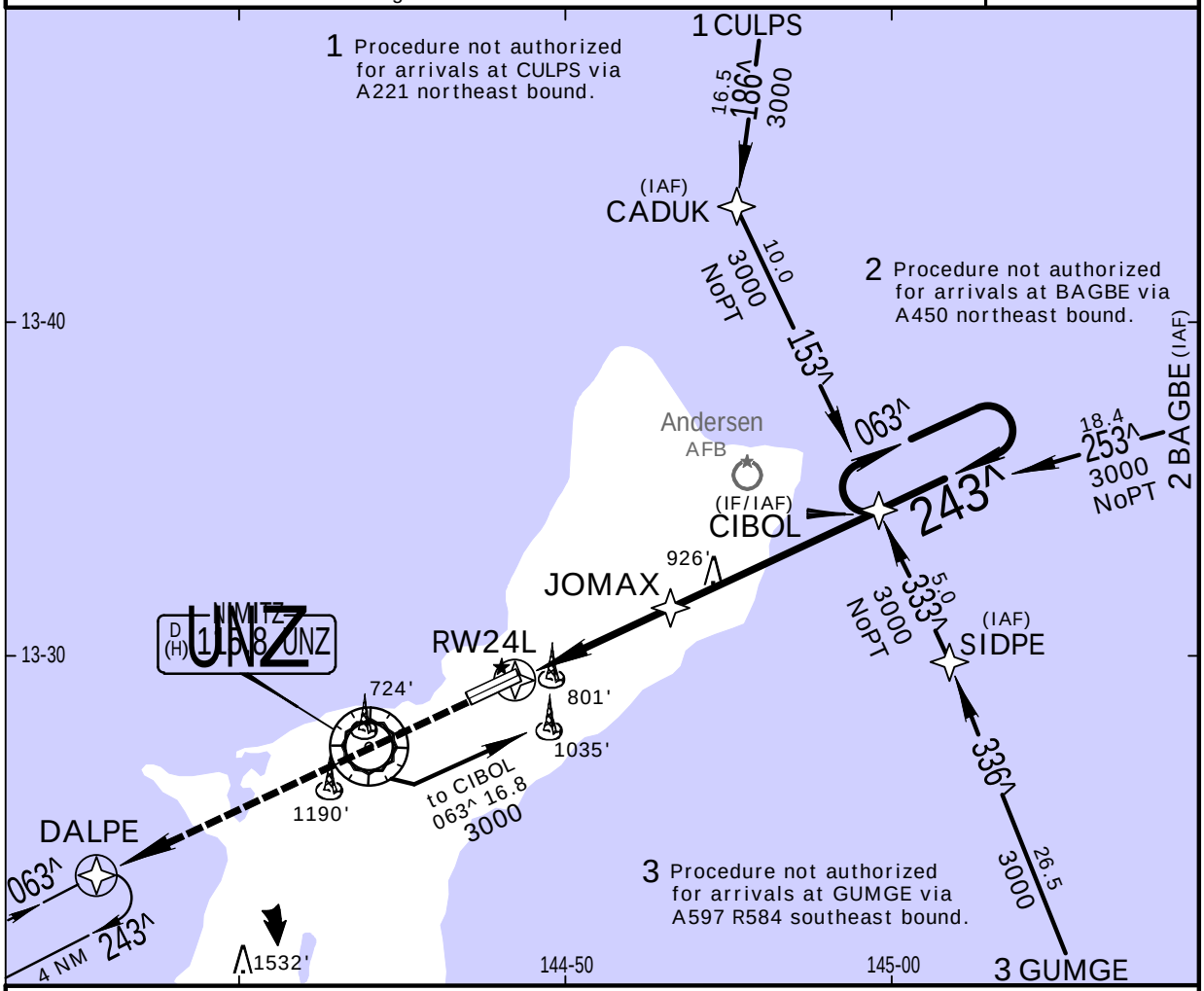
RNAV	Final Apch Crs	Minimum Alt JOMAX	LNAV MDA(H)	Apt Elev 298'
	243^	2000' (1707')	1180' (887')	TDZE 293'

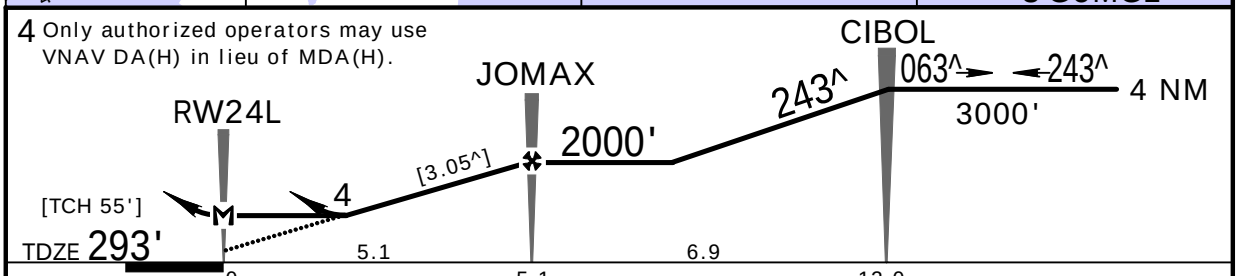
MISSED APCH: Climb to 3000' direct DALPE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident.

2600'
MSA RW24L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05^]	378	486	540	648	755	863
MAP at RW24L						

PLASI-L 3000' D DALPE

STRAIGHT-IN LANDING RWY 24L LNAV MDA(H) 1180' (887')		CIRCLE-TO-LAND Not Authorized Southeast of Rwy 6R-24L Max Kts	MDA(H)
A	1¼	90	1180' (882') -1¼
B		120	
C	2¾	140	1180' (882') -2¾
D	3	165	1180' (882') -3

AMEND 1 B PS

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PGUM/GUM
GUAM INTL

JEPPESEN
18 SEP 09 (12-4)

GUAM, GO
RNAV (GPS) Y Rwy 24R

BRIEFING STRIP ™

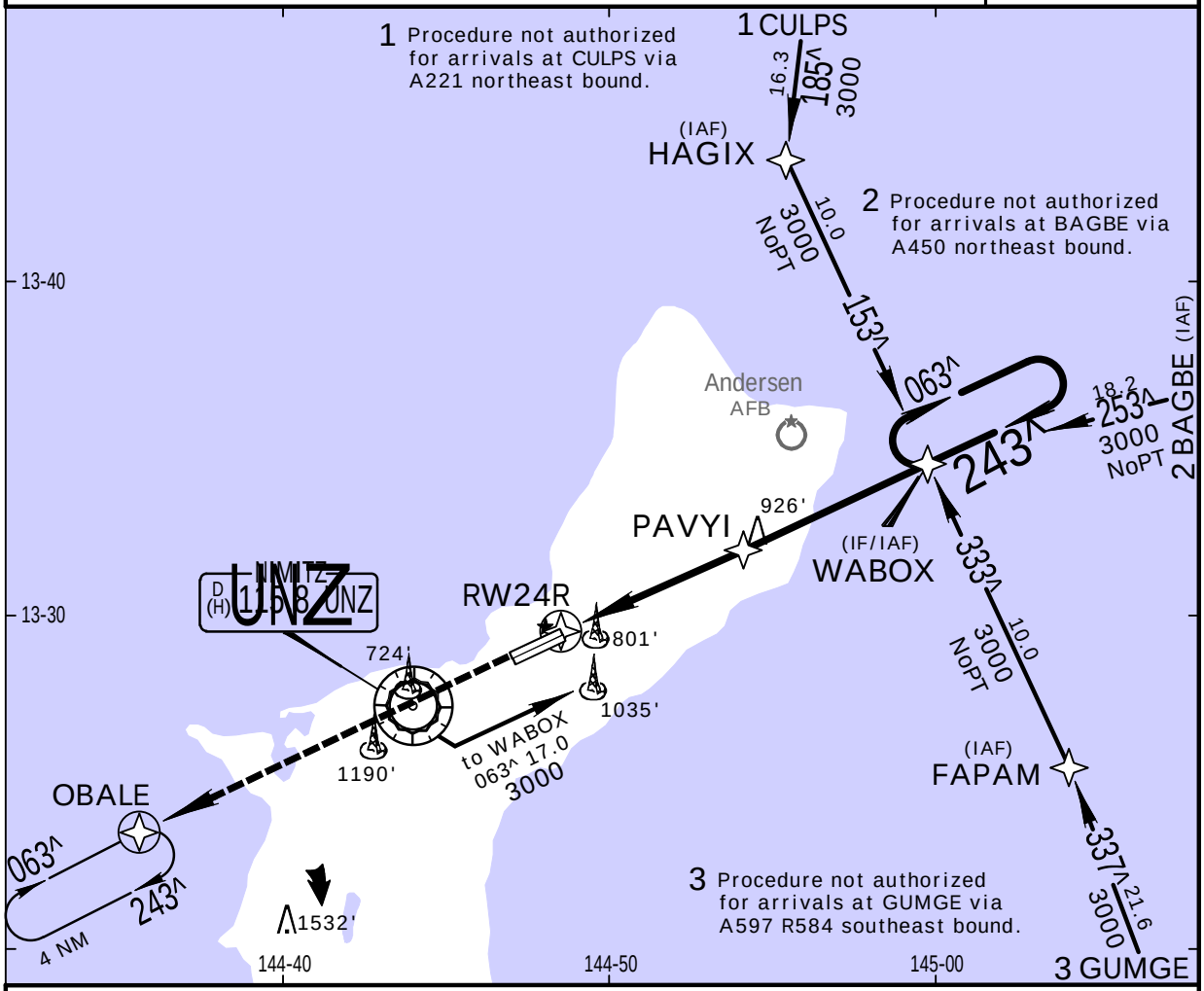
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

RNAV	Final Apch Crs	Minimum Alt PAVYI	LNAV MDA(H)	Apt Elev 298'
	243^	2300' (2003')	1060' (763')	TDZE 297'

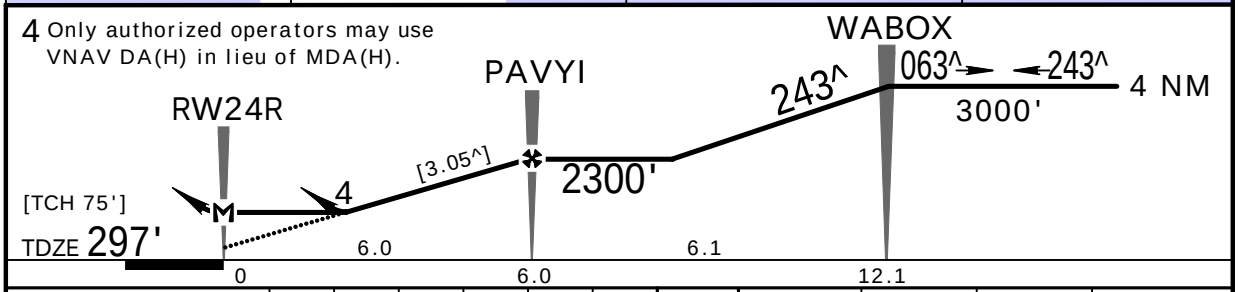
MISSED APCH: Climb to 3000' direct OBALE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

2600'
MSA RW24R



4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05^]	378	486	540	648	755	863
MAP at RW24R						

PAPI-L 3000' D OBALE

	STRAIGHT-IN LANDING RWY 24R LNAV MDA(H) 1060' (763')	CIRCLE-TO-LAND Not Authorized Southeast of Rwy 6R-24L Max Kts	MDA(H)
A	1	90	1060' (762') -1
B	1¼	120	1060' (762') -1¼
C	2¼	140	1060' (762') -2¼
D	2½		

AMEND 1A PS

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (12-20)

GUAM, GQ
RNAV (RNP) Z Rwy 6L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

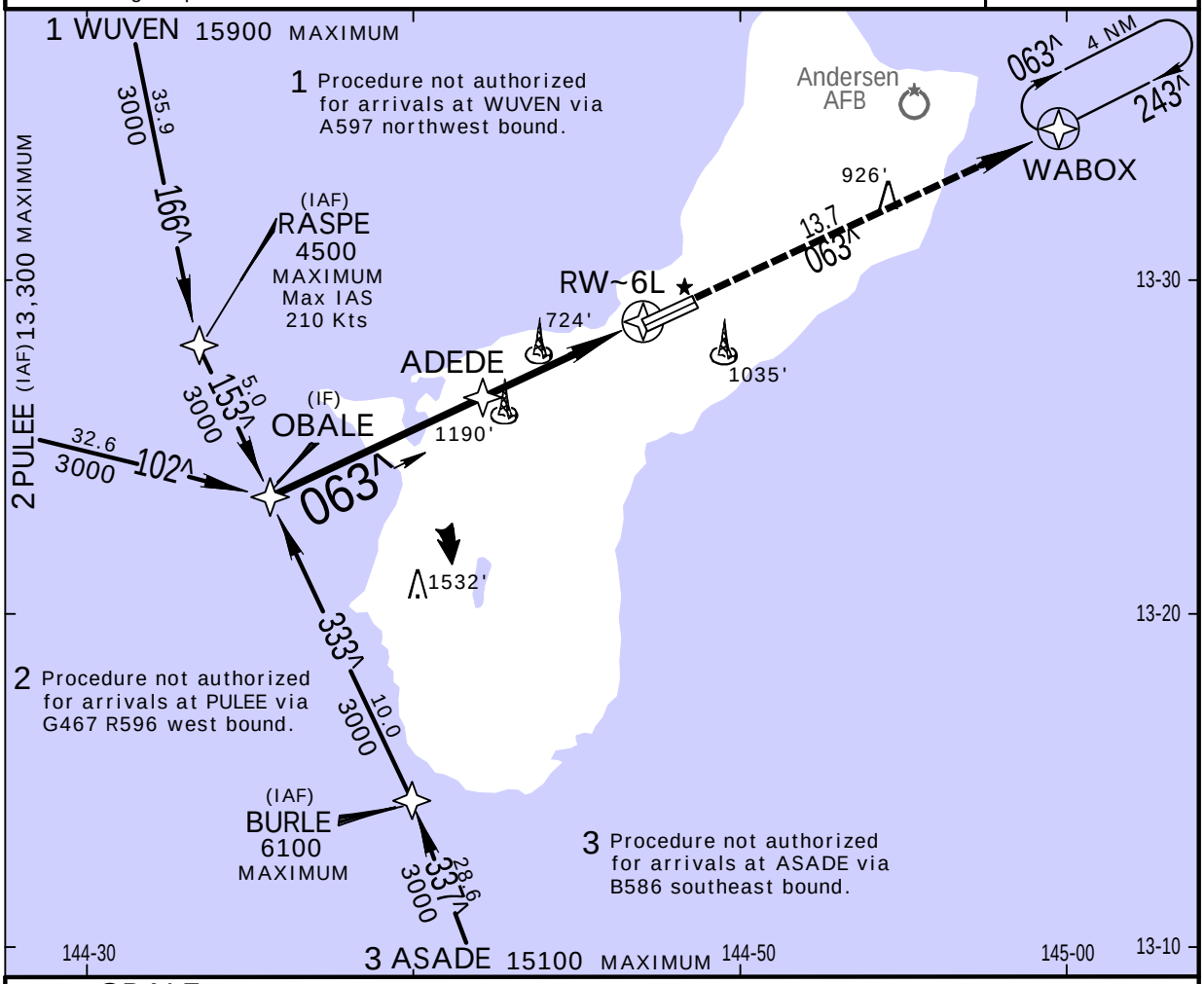
RNAV	Final Apch Crs	Minimum Alt ADEDE	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 298'
	063^	2000' (1744')	511' (255')	TDZE 256'

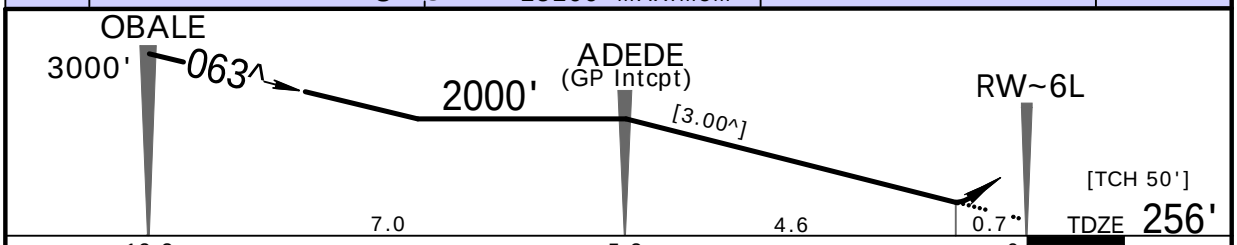
MISSED APCH: Climb to 3000' via 063^ track to WABOX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F). 4. VGSI and RNAV glidepath not coincident.

2600'
MSA RW~6L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000' via 063^ WABOX

STRAIGHT-IN LANDING RWY 6L
RNP 0.30

Missed approach requires a minimum climb of 276'/NM to 1400'

	DA(H) 511' (255')		DA(H) 656' (400')	
		RAIL or ALS out		RAIL or ALS out
A	½	1	1	1½
B				
C				

S AMEND 0D 15 DEC 2011

CHANGES: Procedure authorization note.

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PGUM/GUM GUAM INTL

JEPPESEN 9 DEC 11 (12-21)

GUAM, GQ RNAV (RNP) Z Rwy 6R

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

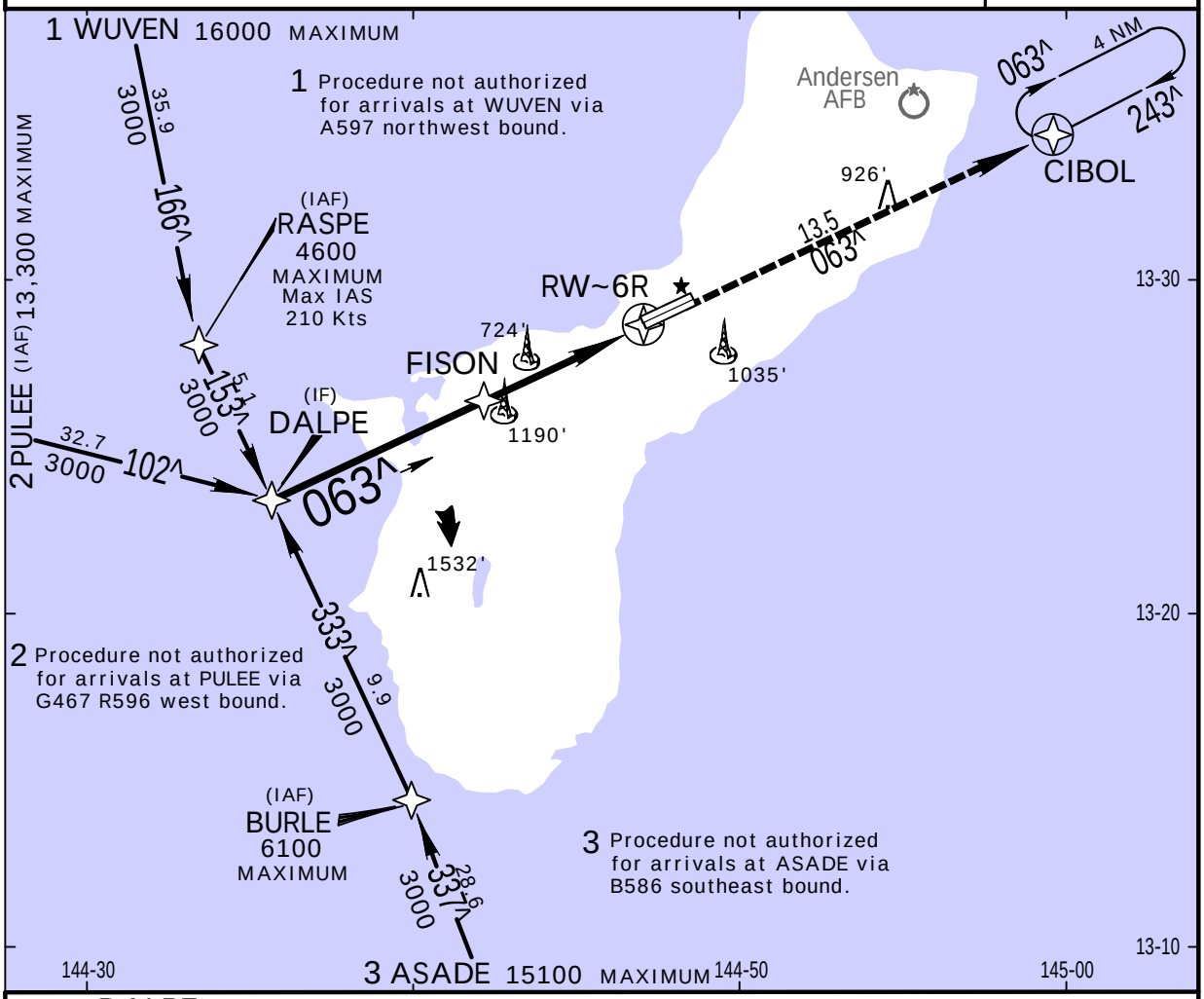
RNAV	Final Apch Crs	Minimum Alt FISON	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 298' TDZE 258'
	063^	2000' (1742')	508' (250')	

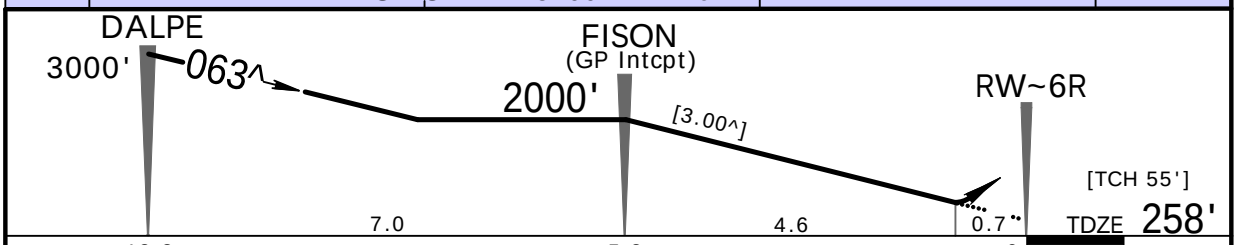
MISSED APCH: Climb to 3000' via 063^ track to CIBOL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F).

2600'
MSA RW~6R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 3000' via 063^ CIBOL

STRAIGHT-IN LANDING RWY 6R
RNP 0.30

Missed approach requires a minimum climb of 285'/NM to 1400'

	DA(H) 508' (250')		DA(H) 656' (398')	
		RAIL or ALS out		RAIL or ALS out
A	½	⅞	1	1½
B				
C				

S AMEND 0C 15 DEC 2011

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (12-22)

GUAM, GQ
RNAV (RNP) Z Rwy 24L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

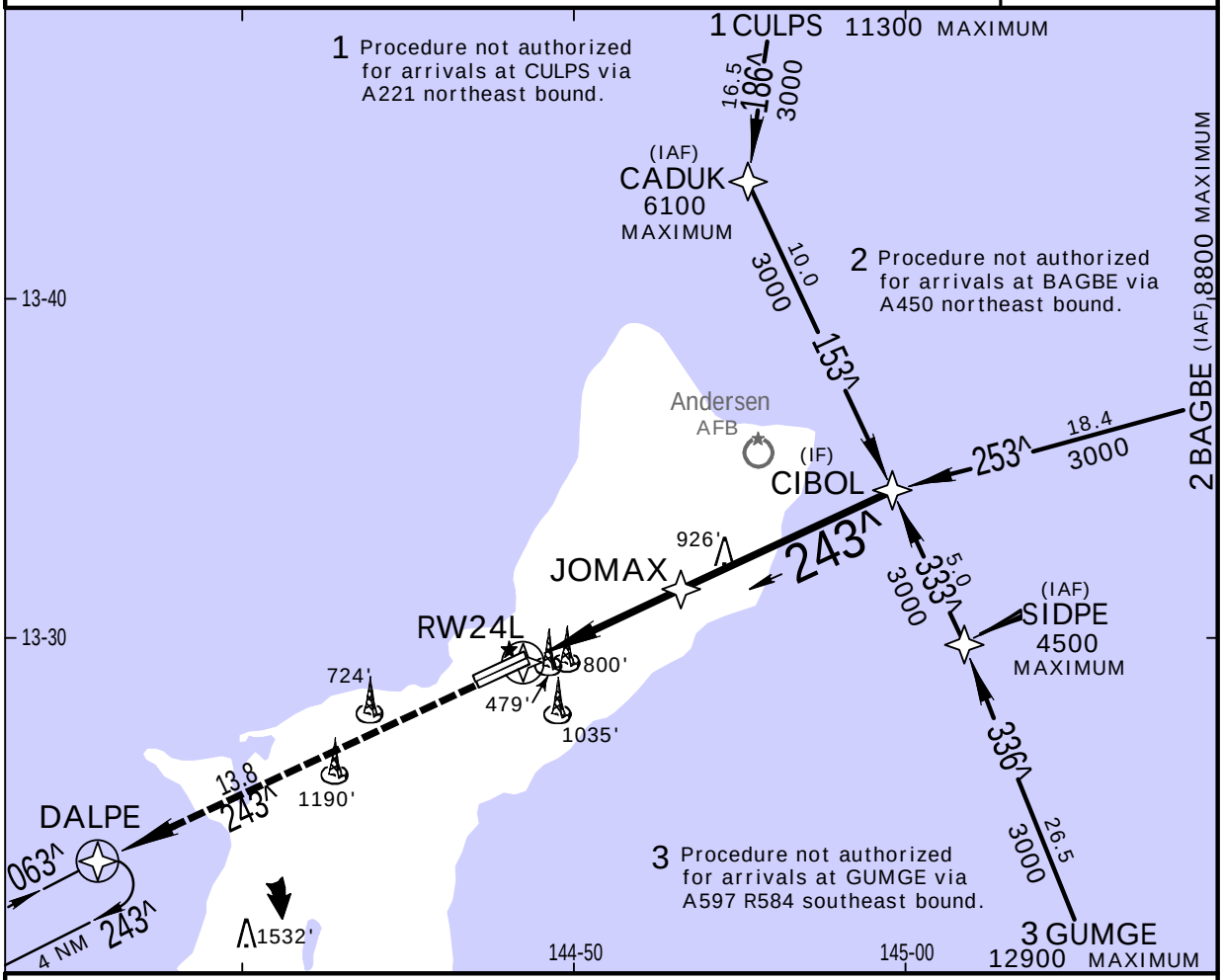
RNAV	Final Apch Crs	Minimum Alt JOMAX	RNP 0.20 DA(H) (CONDITIONAL)	Apt Elev 298' TDZE 293'
	243^	2000' (1707')	1103' (810')	

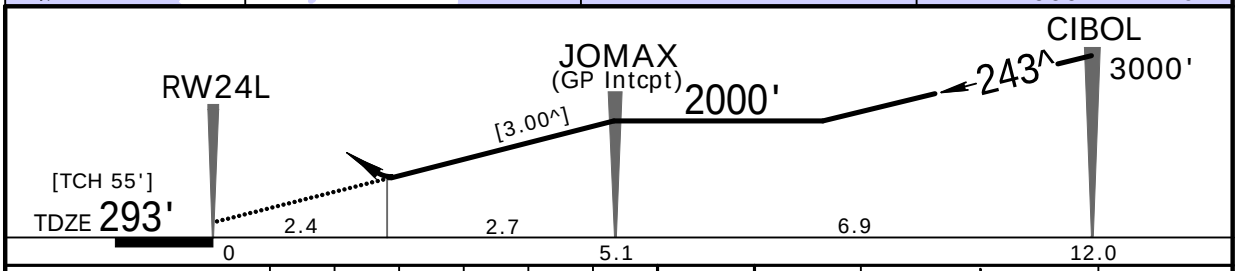
MISSED APCH: Climb to 3000' via 243^ track to DALPE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F).
4. VGSI and RNAV glidepath not coincident. 5. Procedure not authorized at night.

2600'
MSA RW24L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

PLASI-L 3000' via 243^ DALPE

STRAIGHT-IN LANDING RWY 24L

	DAY		NIGHT
	RNP 0.20 DA(H) 1103' (810')	RNP 0.30 DA(H) 1140' (847')	
A			
B			
C	2¾	3	NA

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (12-23)

GUAM, GO
RNAV (RNP) Z Rwy 24R

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

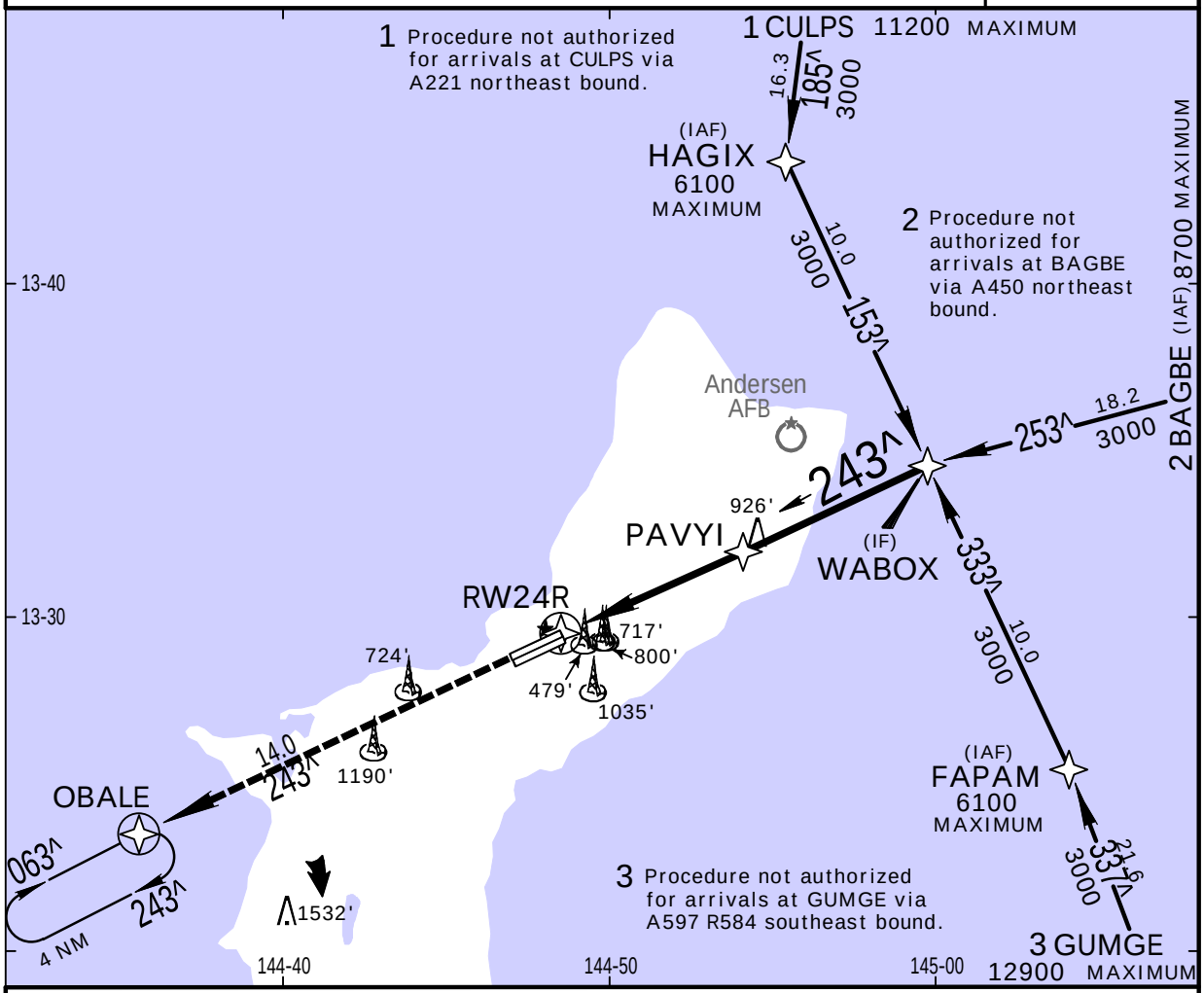
RNAV	Final Apch Crs	Minimum Alt PAVYI	RNP 0.24 DA(H)	Apt Elev 298'
	243^	2300' (2003')	1117' (820')	TDZE 297'

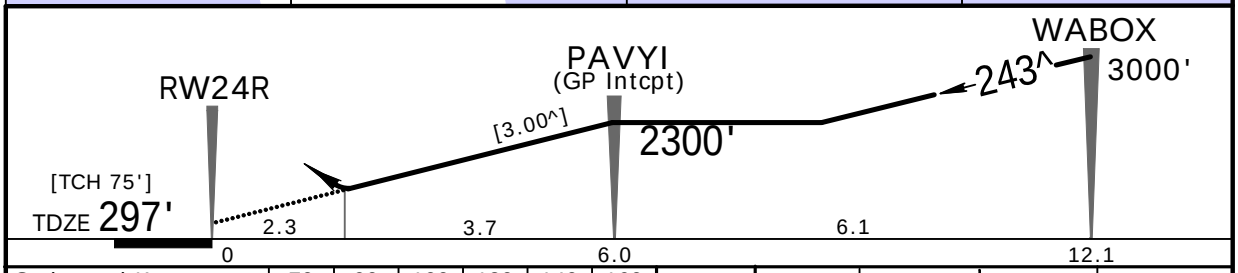
MISSED APCH: Climb to 3000' via 243^ track to OBALE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F).
4. Procedure not authorized at night when VGSI inoperative.

2600'
MSA RW24R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at DA						

PAPI-L 3000' via 243^ OBALE

STRAIGHT-IN LANDING RWY 24R

RNP 0.24	RNP 0.30
DA(H) 1117' (820')	DA(H) 1140' (843')
2¾	3

S AMEND 0C 15 DEC 2011

A
B
C

CHANGES: Procedure authorization note.

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PGUM/GUM
GUAM INTL

JEPPESEN
23 DEC 11 (13-1)

GUAM, GQ
VOR DME Rwy 6L

BRIEFING STRIP ™

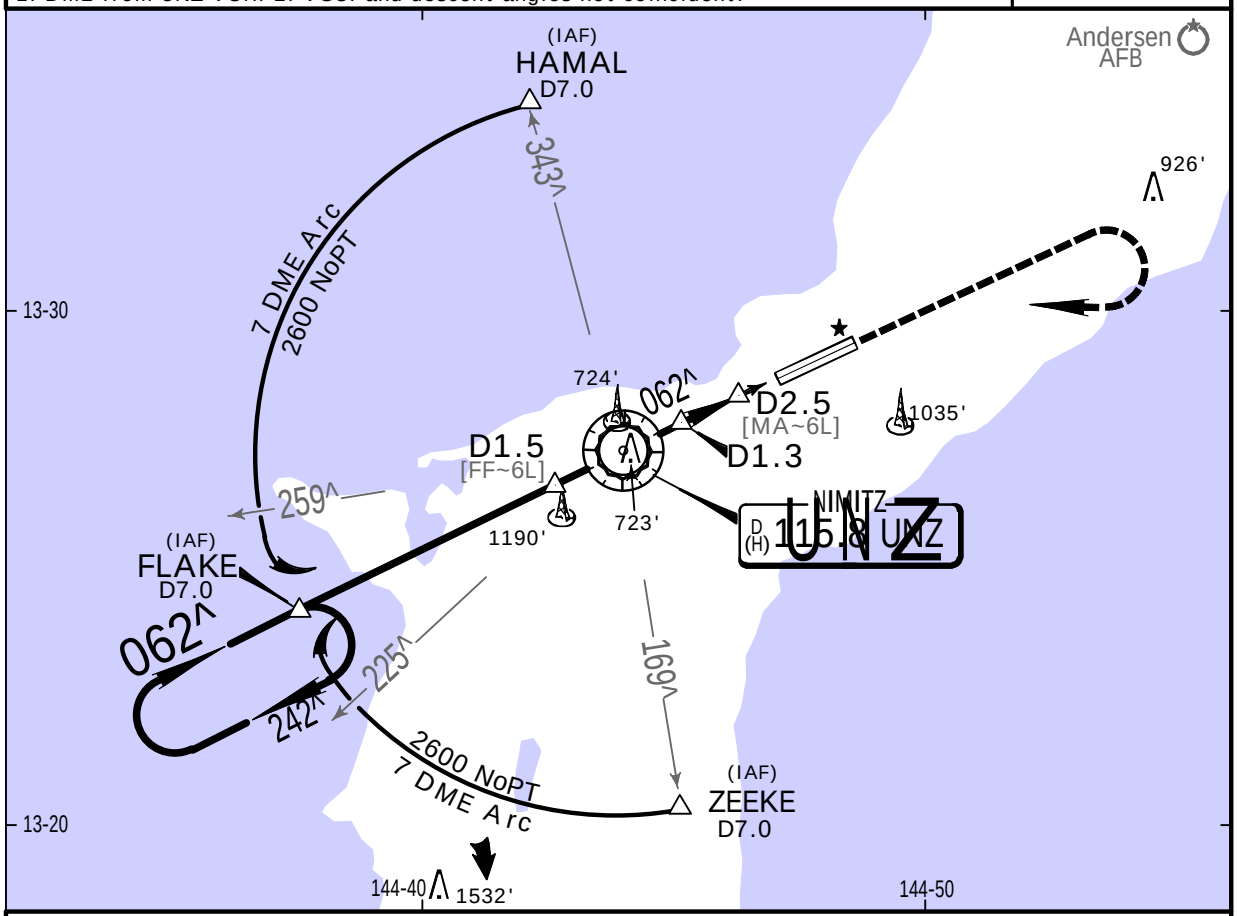
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

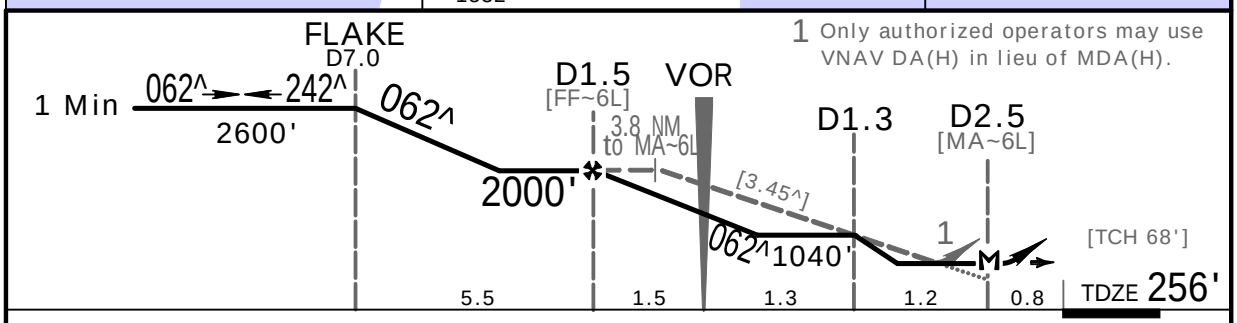
VOR UNZ	Final Apch Crs	Minimum Alt D1.5	MDA(H)	Apt Elev 298'
115.8	062^	2000' (1744')	760' (504')	TDZE 256'

MISSED APCH: Climb to 2600, then RIGHT turn via UNZ VOR R-242 to FLAKE INT/D7.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME from UNZ VOR. 2. VGSI and descent angles not coincident.

MSA UNZ VOR
2300'
090^ 270^
2600'





1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.45^]	427	549	611	733	855	977
MAP at D2.5						

PAPI MALSR 2600' RT UNZ via 115.8 R-242 FLAKE

STRAIGHT-IN LANDING RWY 6L
MDA(H) 760' (504')

		RAIL out	ALS out
A, B	1/2	3/4	1
C, D	1	1 1/2	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	MDA(H)
90, 120	760'(462')-1
140	760'(462')-1½
165	860'(562')-2

AMEND 0E 15 DEC 2011

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CHANGES: Minimums. | JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (13-2)

GUAM, GO
VOR-A

BRIEFING STRIP ™

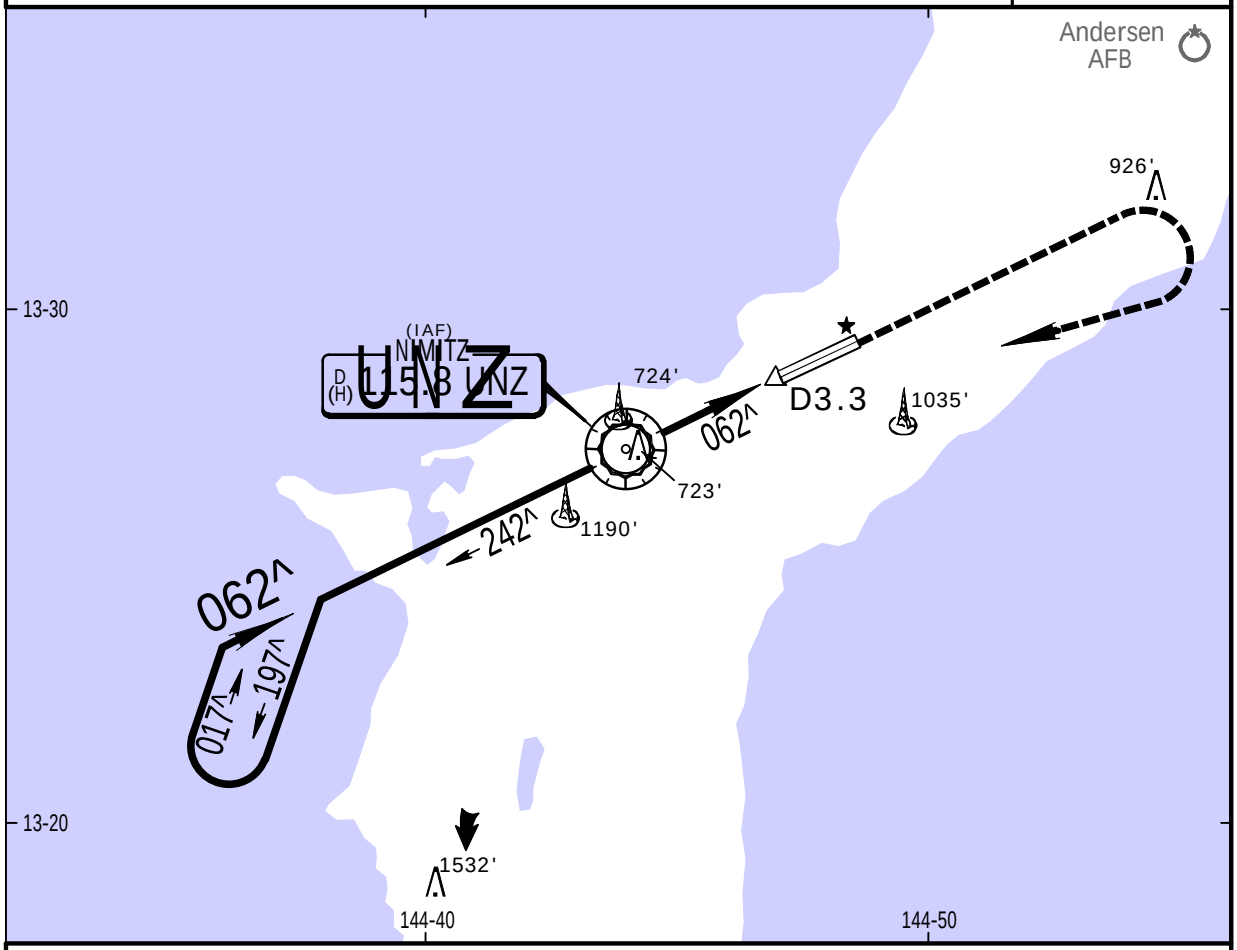
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

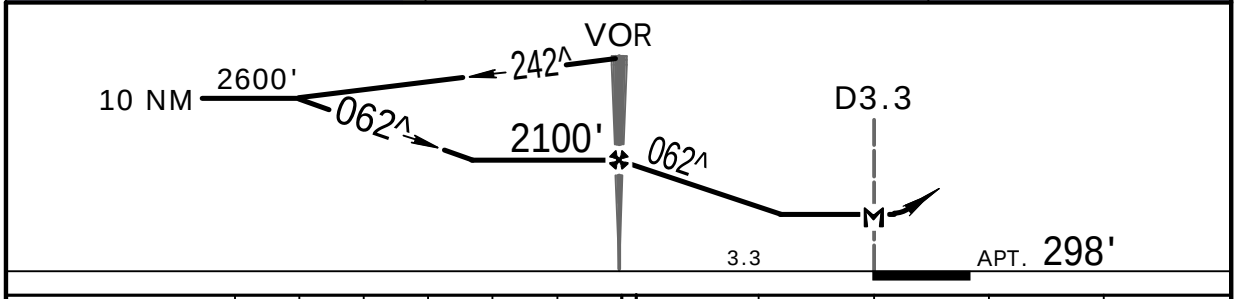
VOR UNZ 115.8	Final Apch Crs 062^	Minimum Alt VOR 2100' (1802')	MDA(H) Refer to Minimums	Apt Elev 298'

MISSED APCH: Climb to 2600' then turn RIGHT direct UNZ VOR.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME from UNZ VOR.

MSA UNZ VOR: 2300' (090^ – 270^), 2600'





Gnd speed-Kts	70	90	100	120	140	160
MAP at D3.3 or VOR to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14

Lighting - Refer to Airport Chart | 2600' | RT | D | UNZ 115.8

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

	Max Kts	MDA(H)
A	90	880' (582')-1
B	120	
C	140	880' (582')-1½
D	165	880' (582')-2

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PGUM/GUM GUAM INTL

JEPPESEN 9 DEC 11 (16-1)

GUAM, GO NDB DME Rwy 24R

BRIEFING STRIP ™

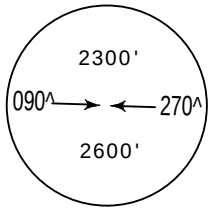
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 298'
AJA 385	241^	D9.0 1800' (1503')	1220' (923')	TDZE 297'

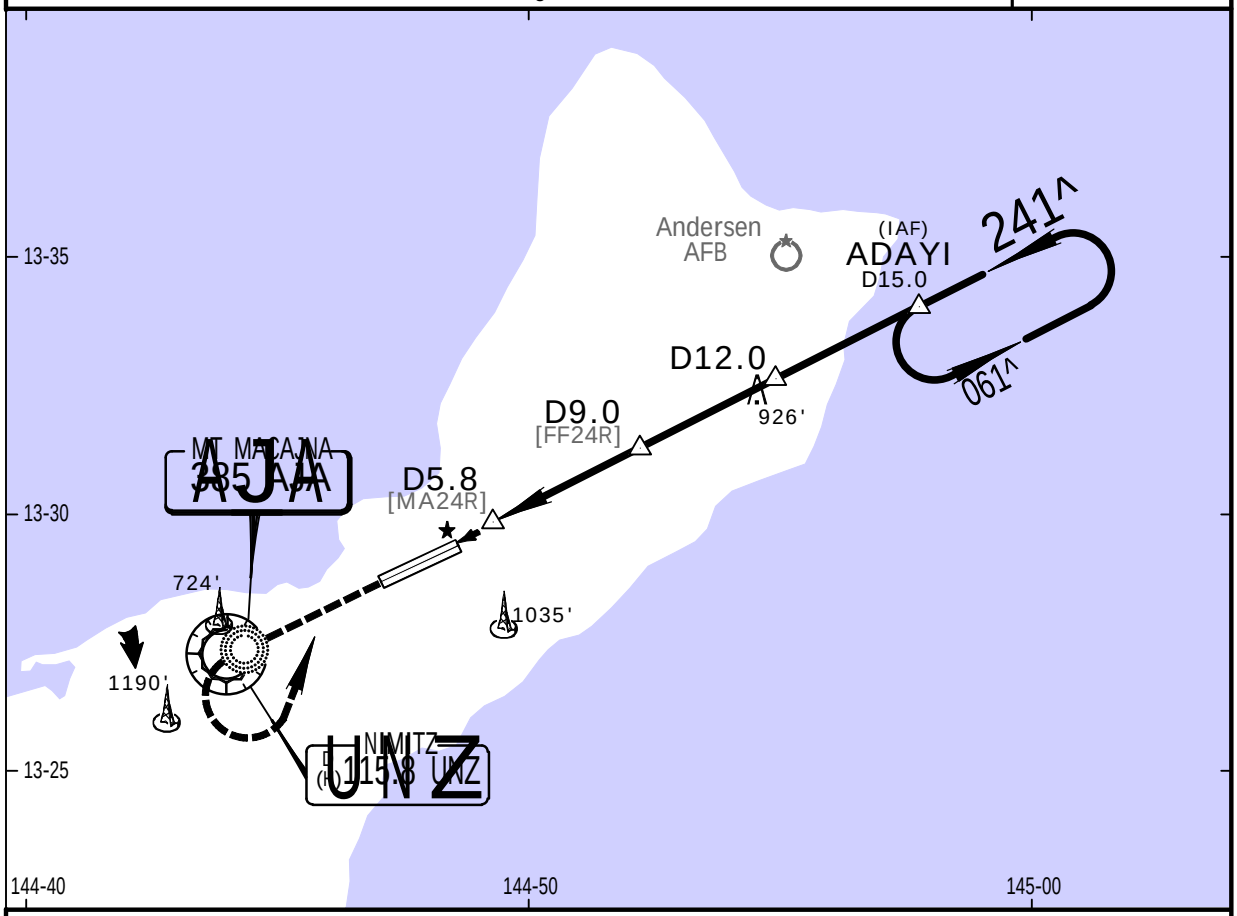
MISSED APCH: Climb to 2300' direct AJA NDB, then LEFT turn via 061^ bearing from AJA NDB to ADAYI D15.0 and hold.

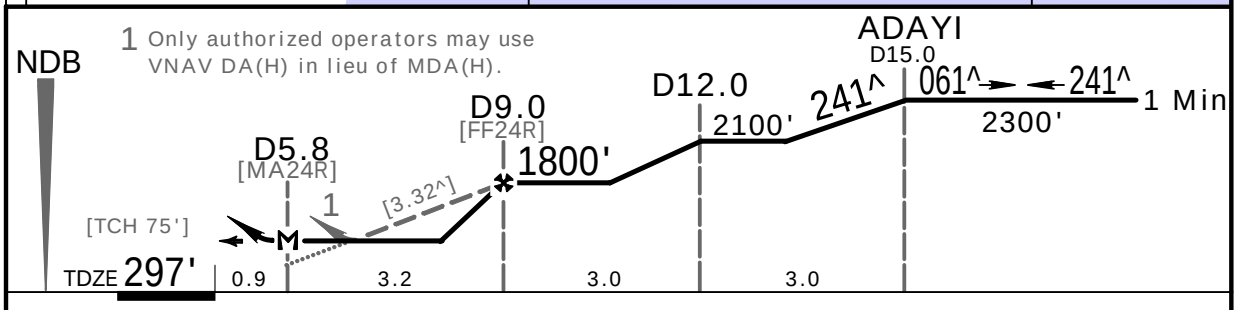
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous reception of AJA NDB and UNZ DME required.
2. DME from UNZ VOR. 3. VGSI and descent angles not coincident.



MSA AJA NDB





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.32^]	411	529	587	705	822	940
MAP at D5.8						

PAPI-L 2300' D AJA 385

STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND Not Authorized Southeast of Rwy 6R-24L	
MDA(H) 1220' (923')		Max Kts	MDA(H)
A	1¼	90	1220' (922') - 1¼
B		120	
C	2¾	140	1220' (922') - 2¾

AMEND OBPS

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