

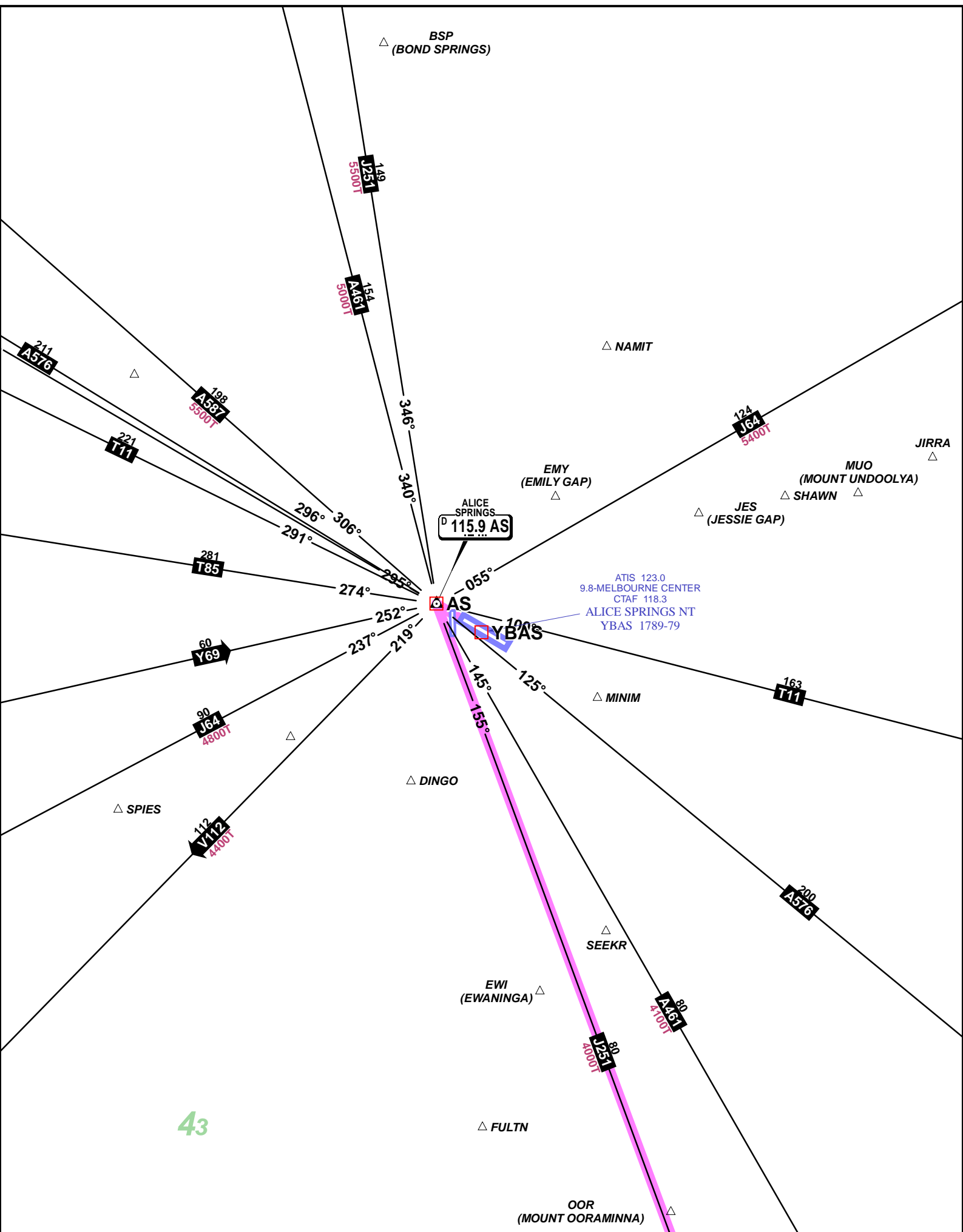
DEPARTURE (YBAS -> YPAD): YBAS (Alice Springs)

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



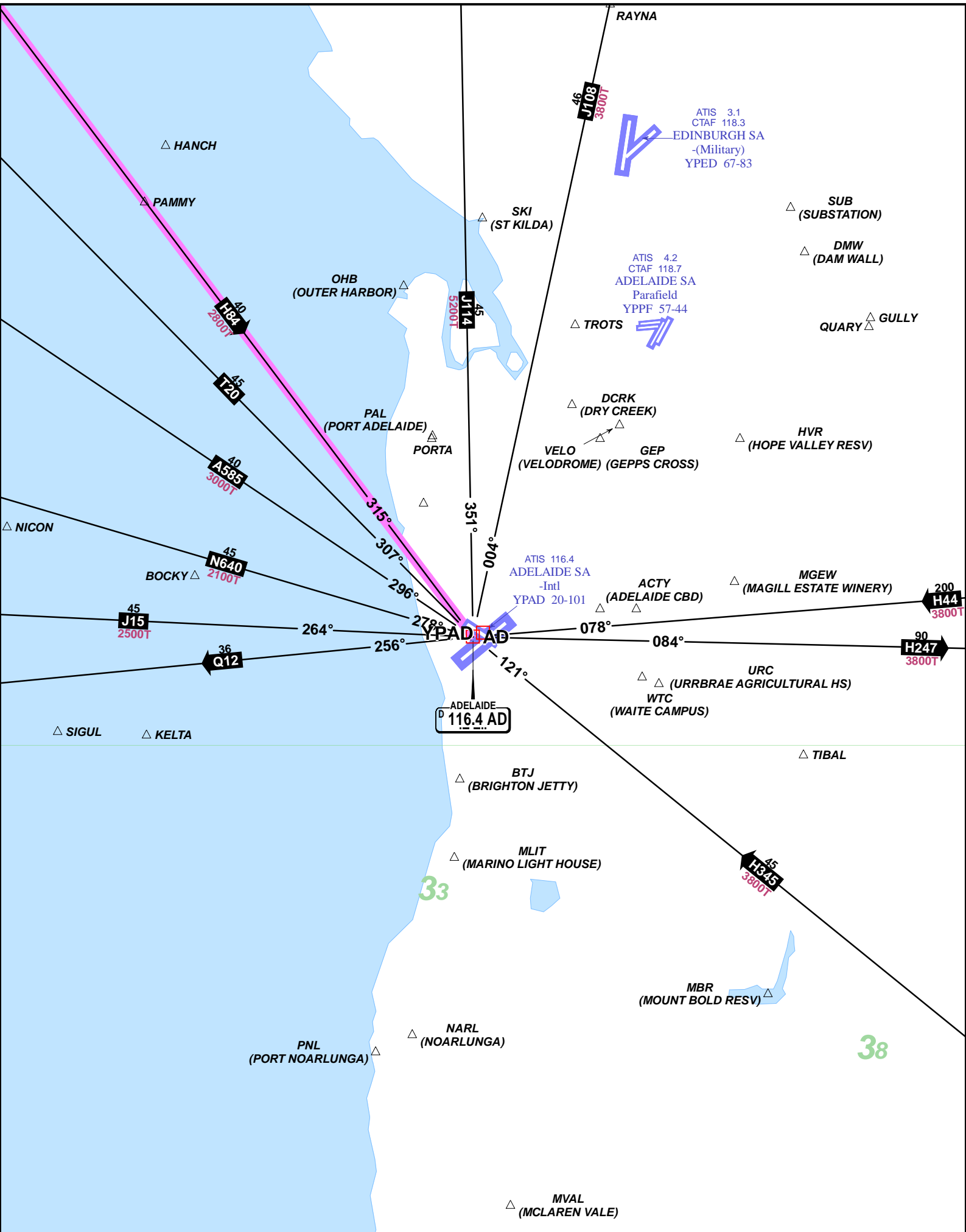
DESTINATION (YBAS -> YPAD): YPAD (Adelaide Intl)

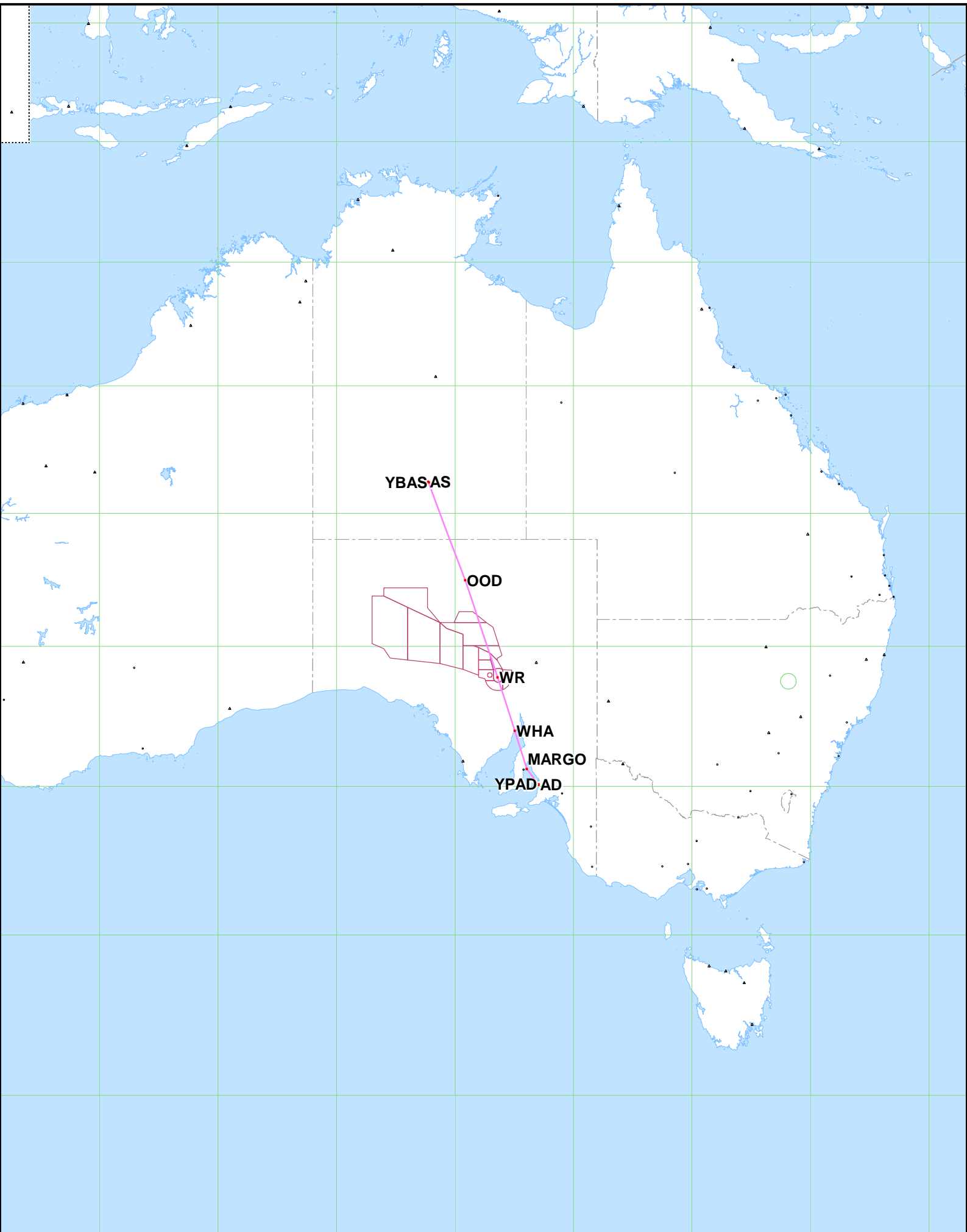
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0





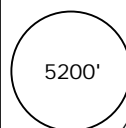
JEPPESEN

16 MAR 12 (10-2)

ALICE SPRINGS, NT, AUST

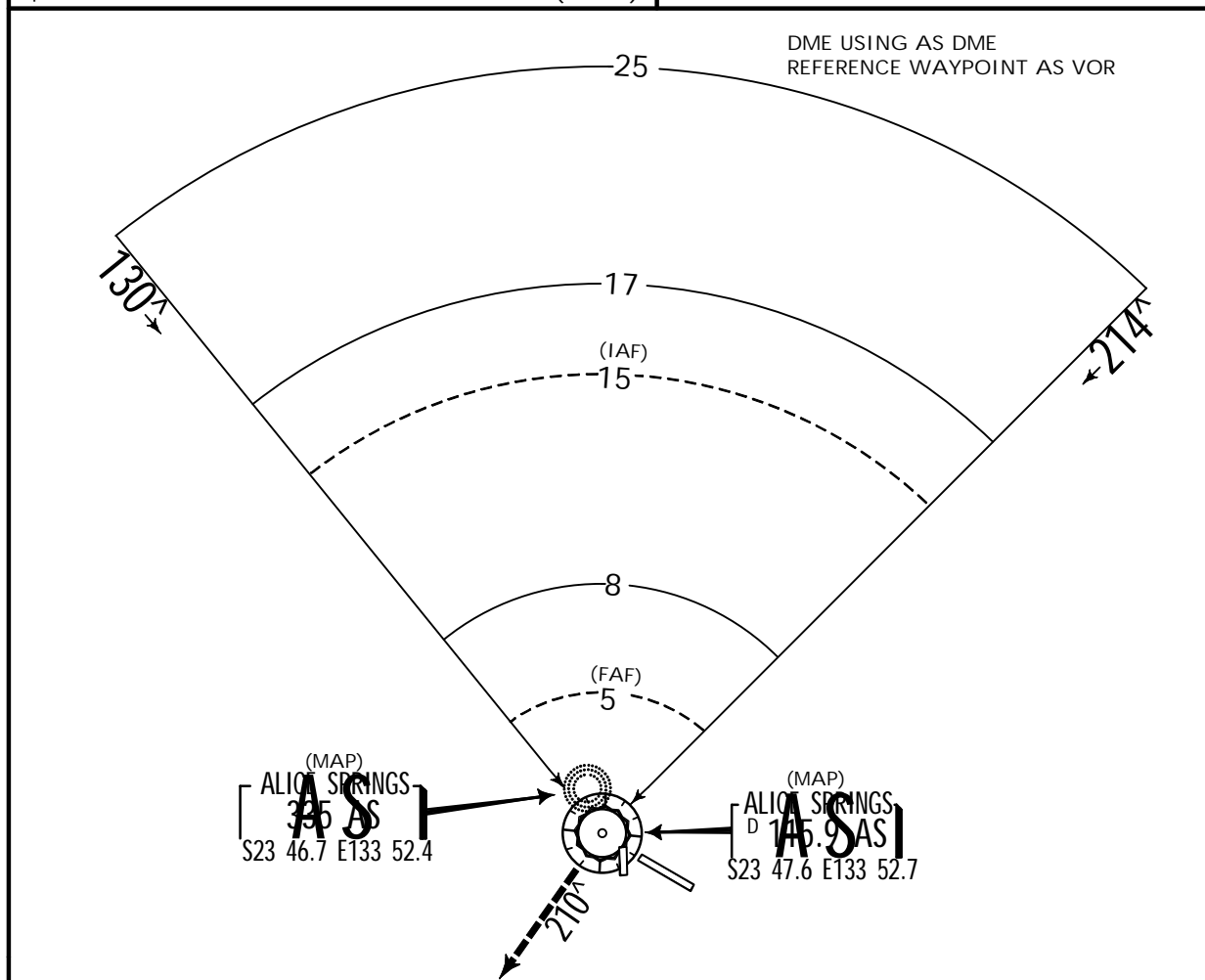
ALICE SPRINGS
SECTOR A
VOR 115.9
NDB 355 AS
Apt. Elev 1789'

*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

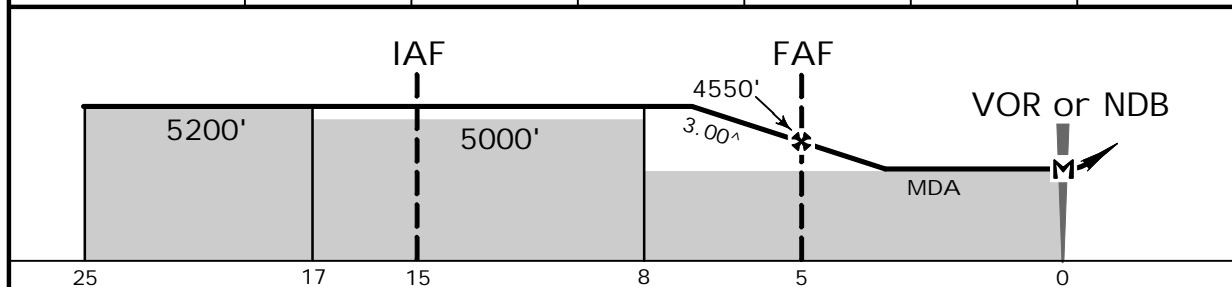


MSA
AS VOR or NDB
Within 25 NM
4200' Within 10 NM

NOT TO SCALE

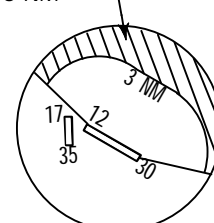


NM to VOR	7.1	6.0	5.0	4.0	3.0	2.7
ALTITUDE	5200'	4860'	4550'	4230'	3910'	3800'



Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 3700' (1911')		MDA(H) 3800' (2011')	
A	2.4 km	2.4 km	
B	4.0 km	4.0 km	
C	5.0 km	5.0 km	
D			

No Circling North of Rwy 12-30 beyond 3 NM



MS OPS 4

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

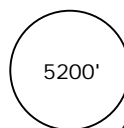
JEPPESEN

16 MAR 12 10-2A

DME or GNSS ARRIVAL
ALICE SPRINGS, NT, AUST

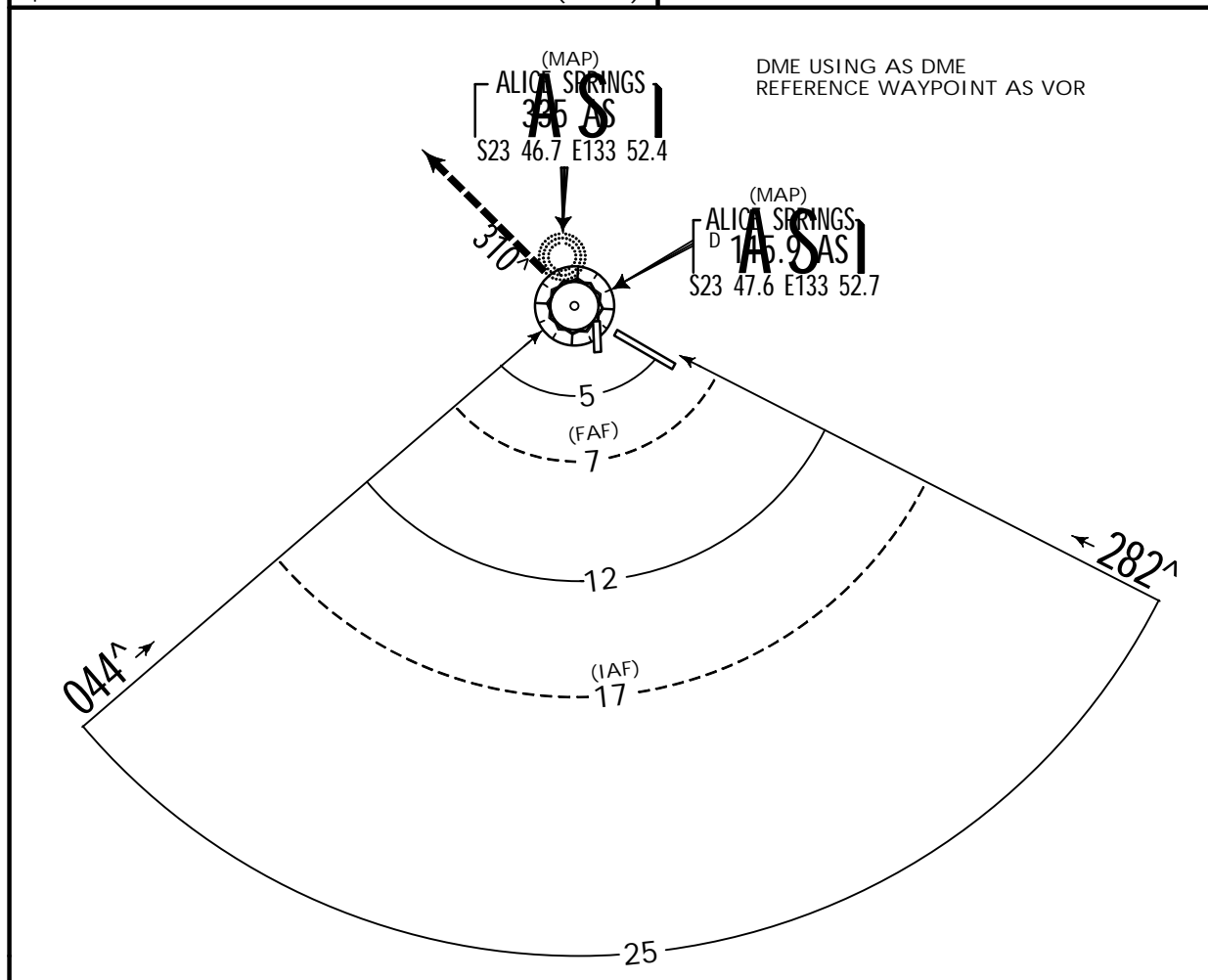
ALICE SPRINGS
SECTOR B
VOR 115.9 AS
NDB 355 AS
Elev 1789'

*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')



MSA
AS VOR or NDB
Within 25 NM
4200' Within 10 NM Apt. Elev 1789'

NOT TO SCALE



JEPPESEN

16 MAR 12 (10-2B)

DME or GNSS ARRIVAL
ALICE SPRINGS, NT, AUST

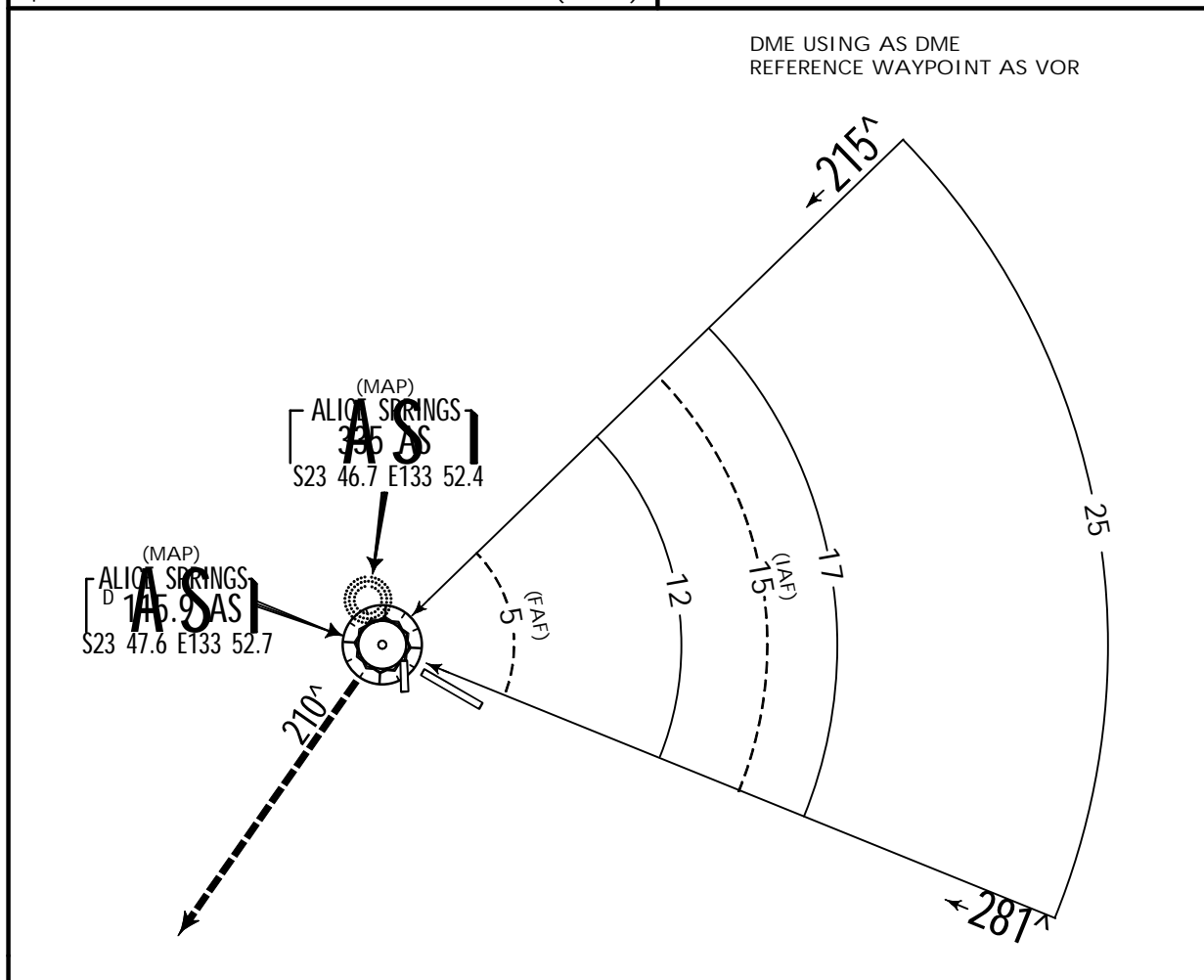
ALICE SPRINGS
SECTOR C
VOR 115.9 AS
NDB 355 AS
Elev 1789'

*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

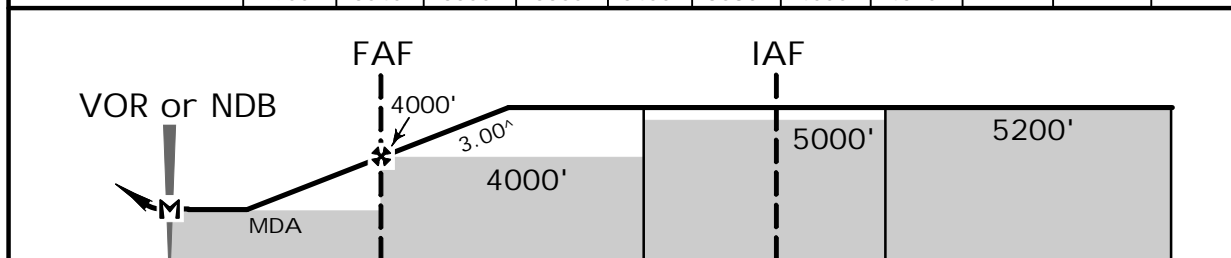


MSA
AS VOR or NDB
Within 25 NM
4200' Within 10 NM Apt. Elev 1789'


NOT TO SCALE



NM to VOR	1.5	2.0	2.8	3.0	3.1	4.0	5.0	6.0	7.0	8.0	8.8
ALTITUDE	2900'	3040'	3300'	3360'	3400'	3680'	4000'	4320'	4640'	4960'	5200'



MISSED APPROACH: Track 210° AS VOR or NDB, climb to 5200'.

		Actual Aero QNH	CIRCLE-TO-LAND	Forecast Terminal QNH	No Circling North of Rwy 12-30 beyond 3 NM 
		A, B: 2800' (1011')		A, B: 2900' (1111')	
MDA(H)		C: 3200' (1411')		C: 3300' (1511')	
		D: 3300' (1511')		D: 3400' (1611')	
A					
B		2.4 km		2.4 km	
C		4.0 km		4.0 km	
D		5.0 km		5.0 km	

MS OPS 4

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



24 MAY 13
Eff. 30 May

10-3

Alice Springs, NT, Australia

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 12/30 WEST

ANGAS ONE [ANGAS1], ARNTU ONE [ARNTU1], LEESA ONE [LEESA1] DEPARTURES

Minimum required climb gradient 3.3%.

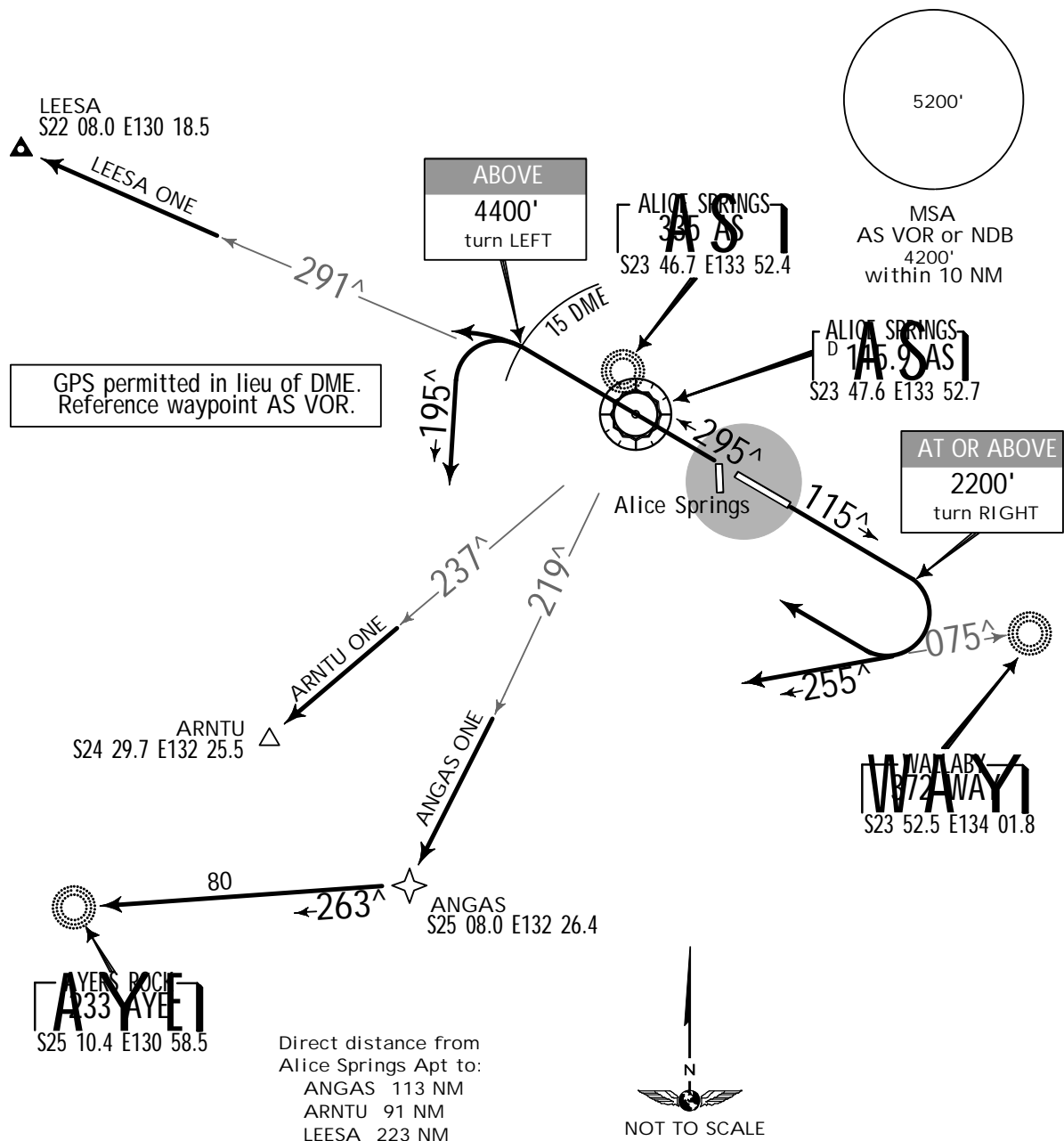
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 12: Track 115°. At or above 2200' turn RIGHT:

For ANGAS and ARNTU:
Intercept and track 255° bearing from WAY Lctr. Intercept flight plan route.
For LEESA:
Intercept flight plan route.

RWY 30: Track 295°. At AS 15 DME and above 4400' turn LEFT:

For ANGAS and ARNTU:
Track 195°. Intercept flight plan route.
For LEESA:
Intercept flight plan route.



24 MAY 13
Eff. 30 May.

24 MAY 13
Eff. 30 May. 10-3A

ALICE SPRINGS, NT, AUSTRALIA

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

DESET ONE [DESET1],
ELLOW ONE [ELLOW1],
IDANU ONE [IDANU1],
KALUG ONE [KALUG1]
DEPARTURES

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 12: Track 115°. At or above 2200':

For DESET, IDANU, KALUG:

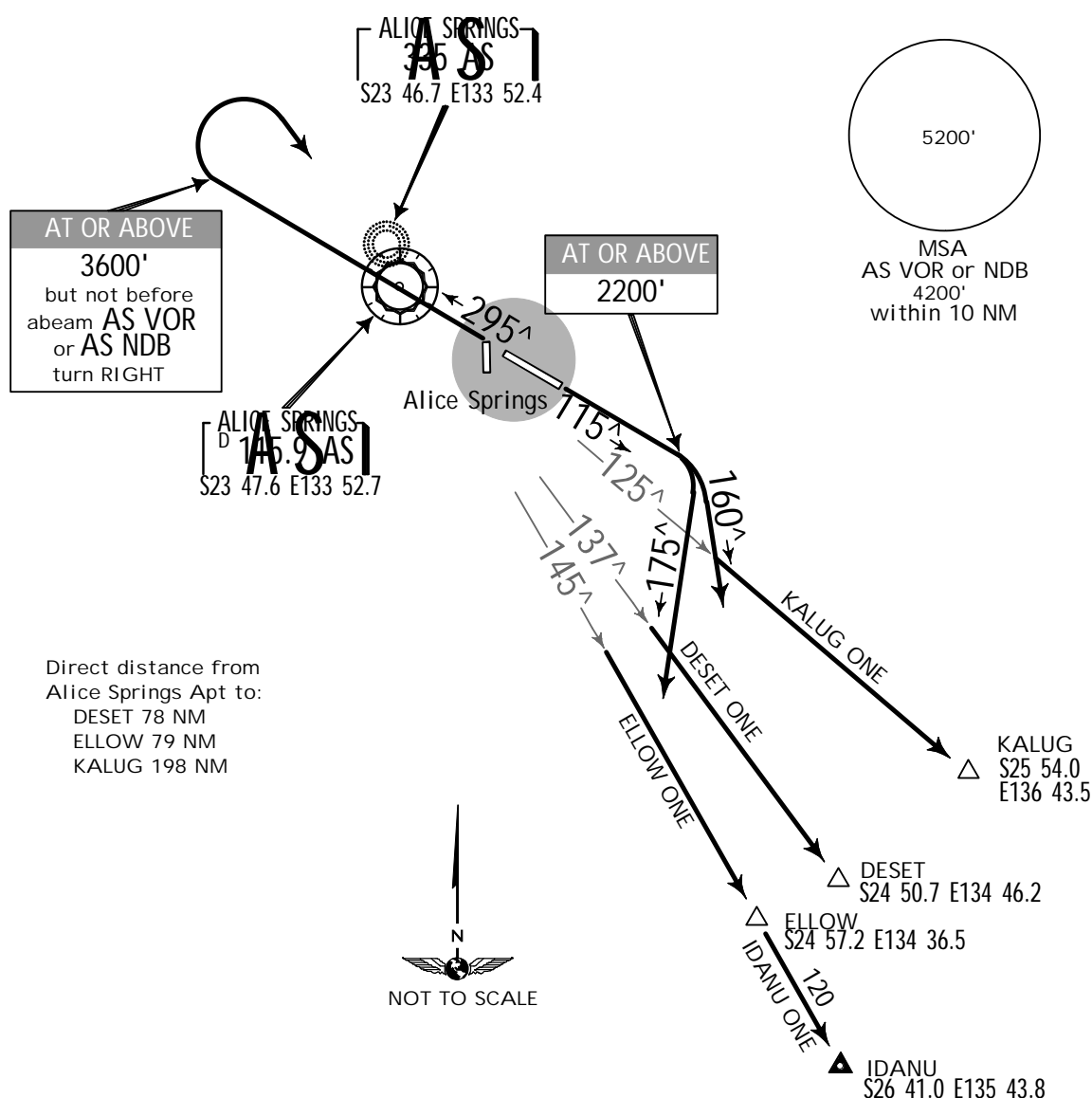
Turn RIGHT, track 160°, intercept cleared route.

For ELLow: Turn RIGHT, track 175°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.

For DESET, ELLOW, IDANU, KALUG:

Track direct to AS VOR or
AS NDB. Overhead AS VOR or
AS NDB, intercept cleared route.





24 MAY 13
Eff. 30 May

10-3B

Alice Springs, NT, Australia

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

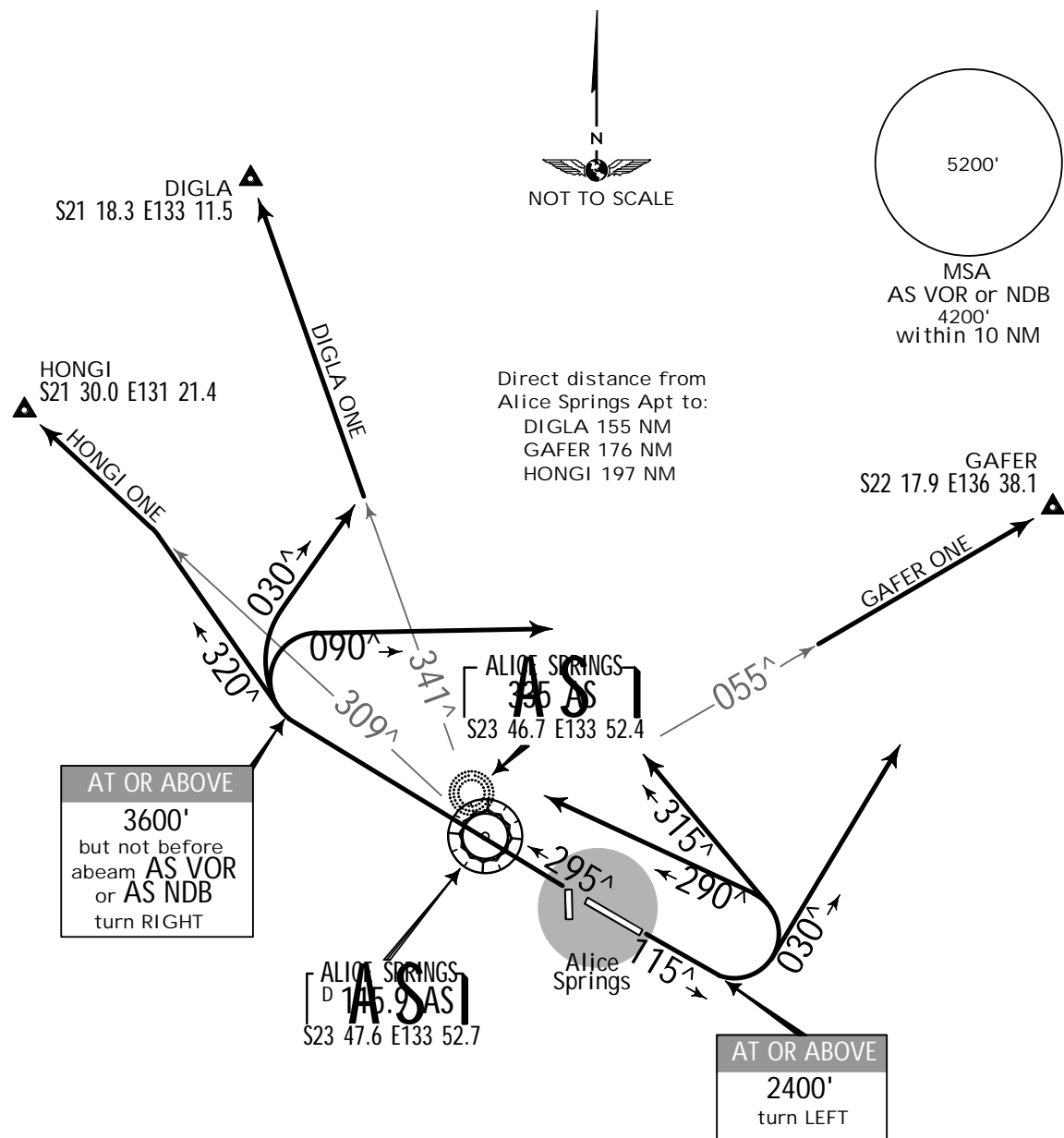
DIGLA ONE [DIGLA1], GAFER ONE [GAFER1], HONGI ONE [HONGI1] DEPARTURES

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 12: Track 115°. At or above 2400' turn LEFT.
For DIGLA: Track 315°, intercept cleared route.
For GAFER: Track 030°, intercept cleared route.
For HONGI: Track 290°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.
For DIGLA: Track 030°, intercept cleared route.
For GAFER: Track 090°, intercept cleared route.
For HONGI: Track 320°, intercept cleared route.





24 MAY 13
Eff. 30 May.

10-3C

Alice Springs, NT, AUSTRALIA

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

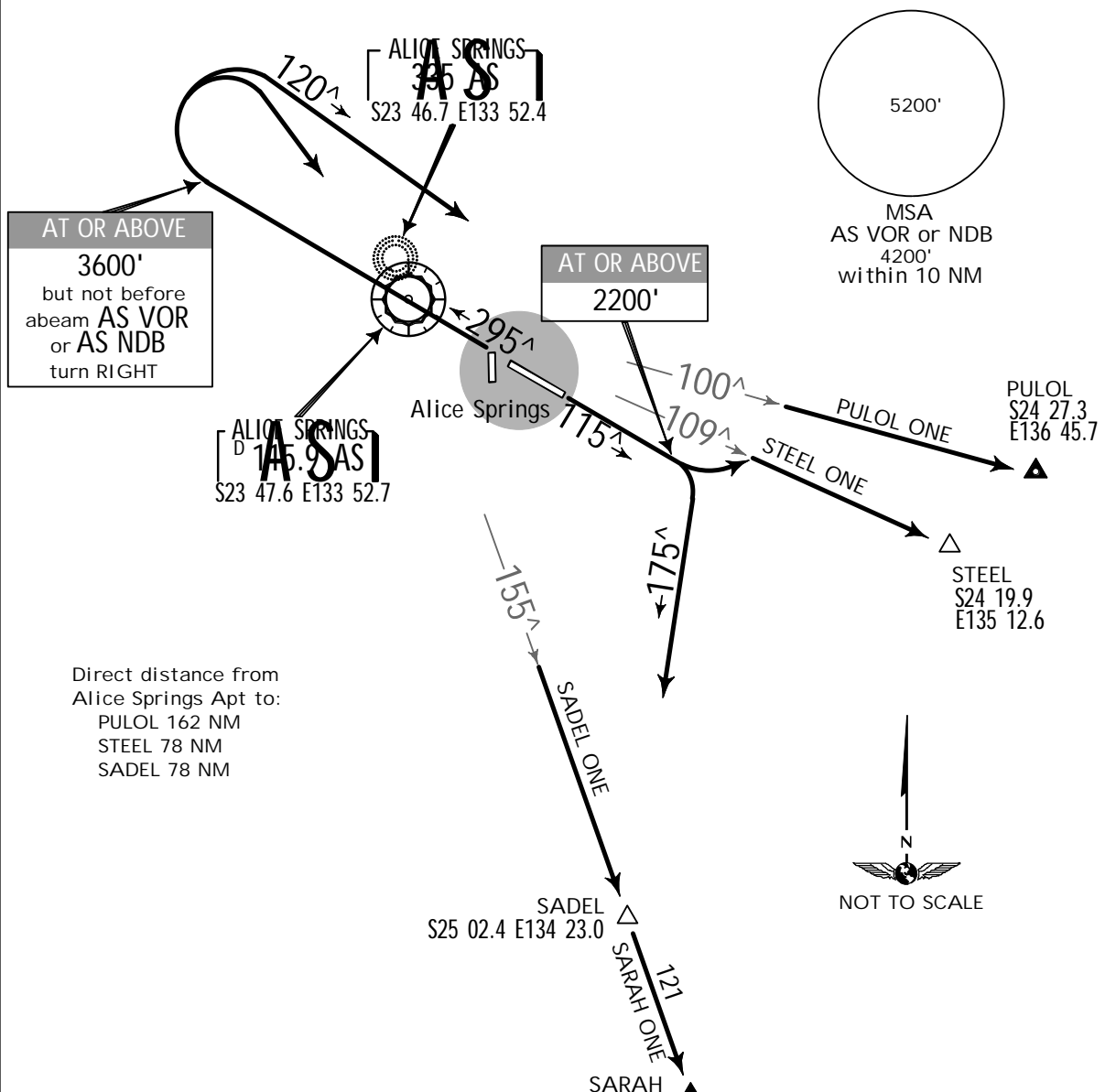
PULOL ONE [PULOL1], SADEL ONE [SADEL1], SARAH ONE [SARAH1], STEEL ONE [STEEL1] DEPARTURES

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 12: Track 115°. At or above 2200':
For PULOL and STEEL:
Turn LEFT, intercept cleared route.
For SADEL and SARAH:
Turn RIGHT, track 175°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.
For PULOL and STEEL:
Track 120°, intercept cleared route.
For SADEL and SARAH:
Track direct to AS VOR or AS NDB. Overhead AS VOR or AS NDB, intercept cleared route.





24 MAY 13
Eff. 30 May

10-3D

ALICE SPRINGS, NT, AUSTRALIA

YBAS

ALICE SPRINGS

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

SCOTI ONE [SCOTI1], TENNANT CREEK (TNK) ONE [TNK1] DEPARTURES

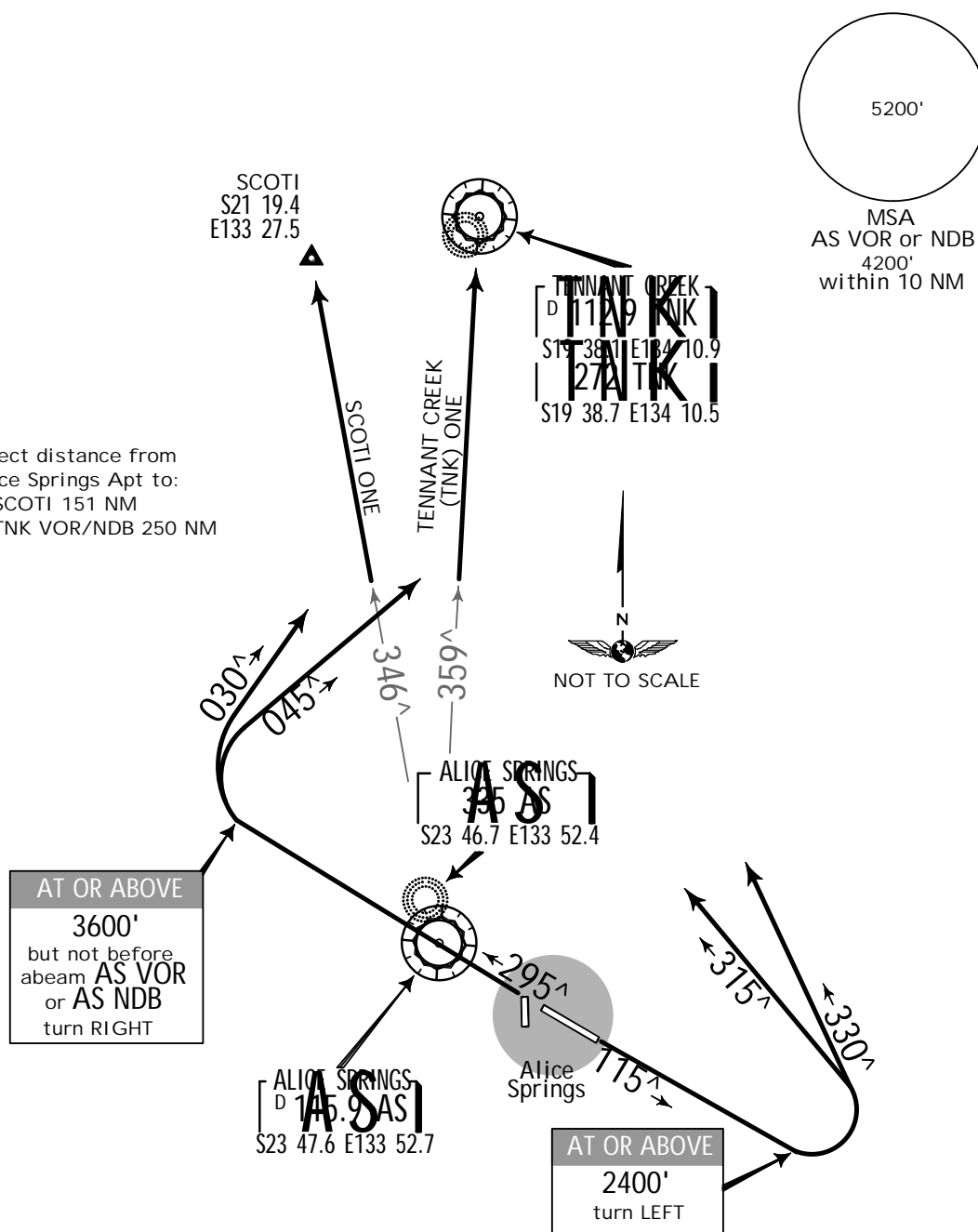
Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 12: Track 115°. At or above
2400' turn LEFT.
For SCOTI: Track 315°, intercept
cleared route.
For TNK: Track 330°, intercept
cleared route.

RWY 30: Track 295°. At or above
3600' but not before abeam AS VOR
or AS NDB turn RIGHT.
For SCOTI: Track 030°, intercept
cleared route.
For TNK: Track 045°, intercept
cleared route.

Direct distance from
Alice Springs Apt to:
SCOTI 151 NM
TNK VOR/NDB 250 NM



YBAS/ASP

Apt Elev 1789'
S23 48.4 E133 54.1

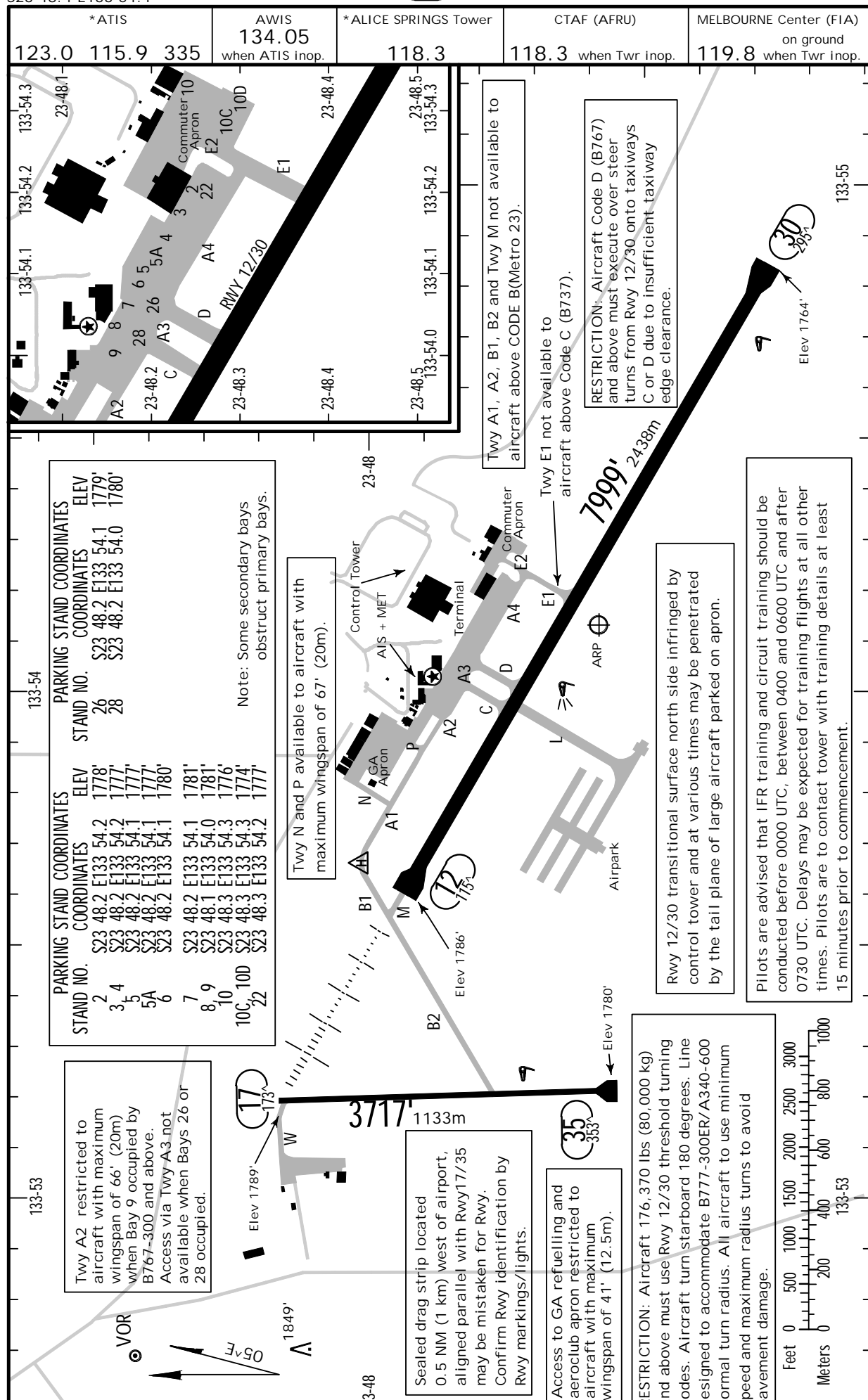
6 JUN 14

(10-9)

JEPPESSEN

ALICE SPRINGS, NT, AUST

ALICE SPRINGS



YBAS/ASP

ALICE SPRINGS, NT, AUST
ALICE SPRINGSGENERAL

Simultaneous use of Twy C and Twy D not available to aircraft above 171' (52m) wingspan.

Manned balloon activity in the vicinity of the circuit area at sunrise and early morning.

Bird hazard exists.

Limited parking for aircraft above 12,566 lbs (5700 kg) maximum take-off weight. Parking restrictions for non-regular public transport aircraft. Prior permission required (obtainable from operations manager, Airport operator, Alice Springs, on at least 48 hours prior notice) for aircraft above 12,566 lbs (5700 kg) maximum take-off weight to remain at or transit Alice Springs except when planned as alternate.

Unscheduled operations diverting into Alice Springs require prior notice to the Airport Rescue & Fire Fighting services (ARFF) and airport management.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
12 30	1 2 HIRL 1 HIALS T-VASI (angle 3.0°, MEHT 47') grooved		7001' 2134m		148' 45m
	2 MIRL T-VASI (angle 3.0°, MEHT 46') grooved				

1 Available on 60 min prior notice outside tower hours.

2 Manual; standby power available; portable in emergency from sunset to sunrise.

3 Runway lighting and T-VASIS operate stage 2 from sunset to sunrise.

17 35	4 RL (Portable, emergency only)				59' 18m
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4 Available from sunset to sunrise.

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TAKE-OFF

	All Rwy's	
	STANDARD	
	With RL & 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	1 550m	800m

1 Day only when Tower inop.

FOR FILING AS ALTERNATE

	Special ILS or LOC Rwy 12 VOR Rwy 12 VOR Rwy 30	Other Actual Aero QNH	Forecast Terminal QNH
A	750' - 4.5 km	1081' - 4.4 km	1181' - 4.4 km
B			
C		1511' - 6.0 km	1611' - 6.0 km
D		1511' - 7.0 km	1611' - 7.0 km

YBAS/ASP

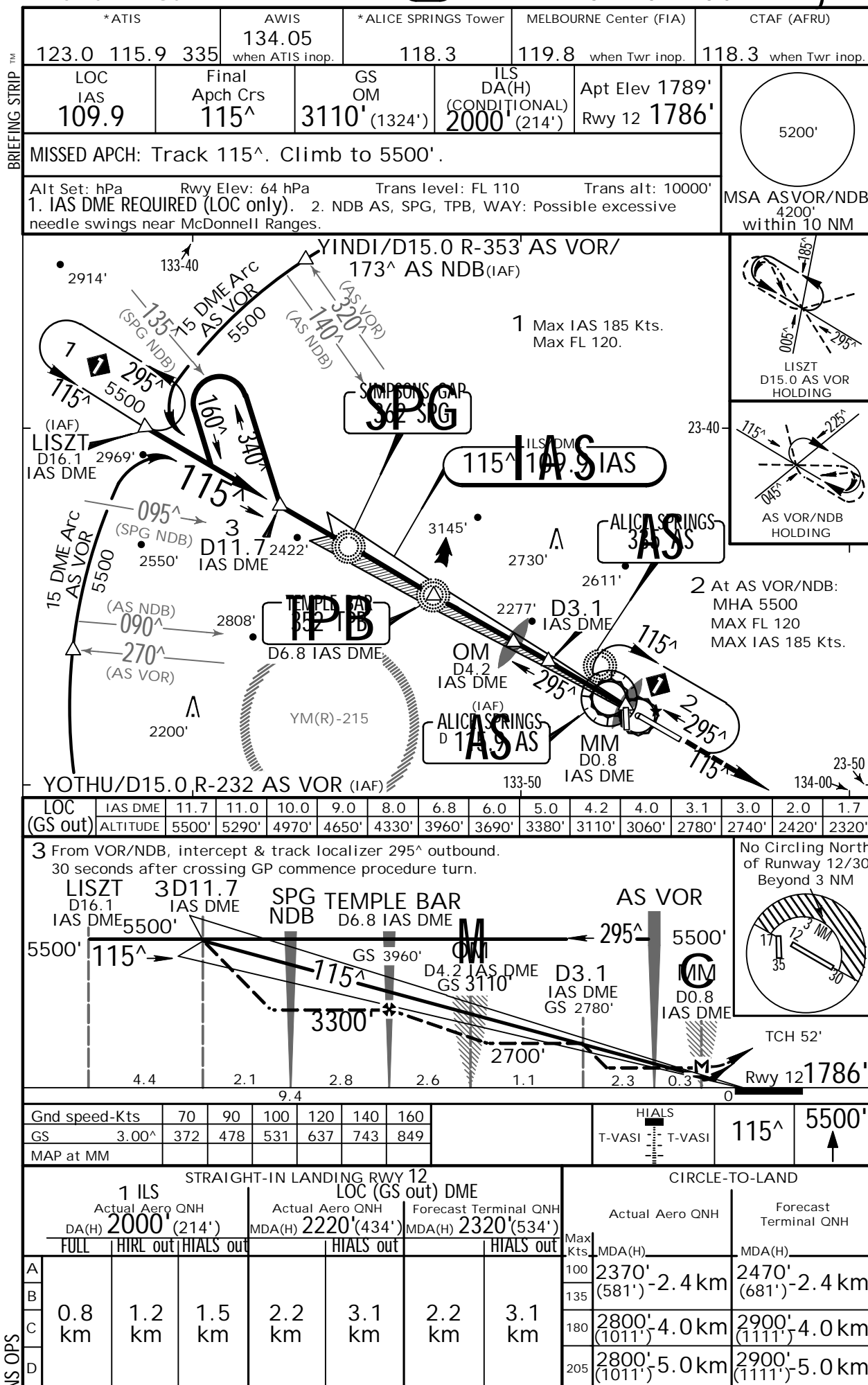
ALICE SPRINGS

28 FEB 14

(11-1)

Eff. 6. Mar.

ALICE SPRINGS, NT, AUST
ILS-Z or LOC-Z Rwy 12



YBAS/ASP

ALICE SPRINGS

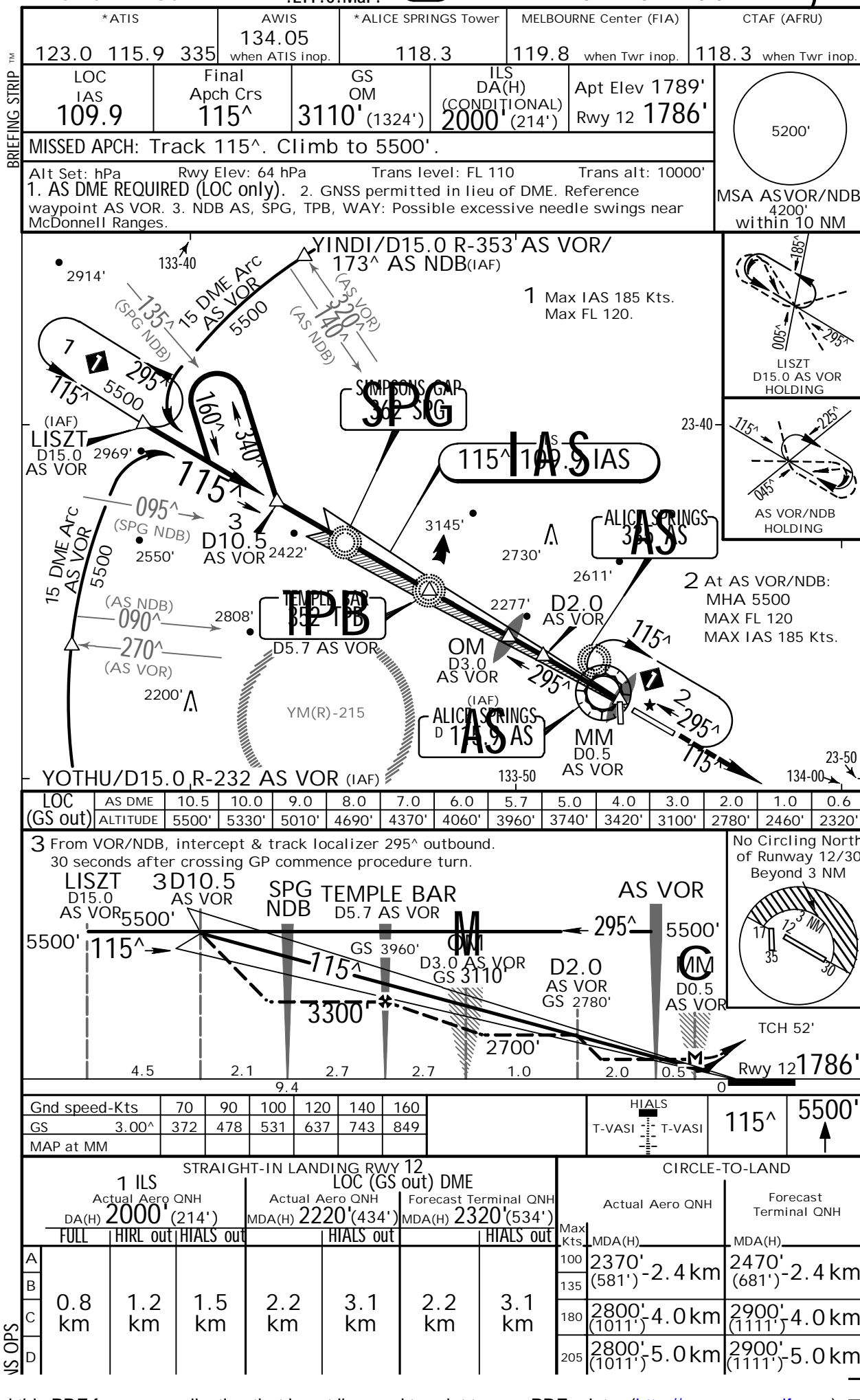
28 FEB 14

Eff. 6. Mar.

(11-2)

JEPPESEN

ALICE SPRINGS, NT, AUST
ILS-Y or LOC-Y Rwy 12



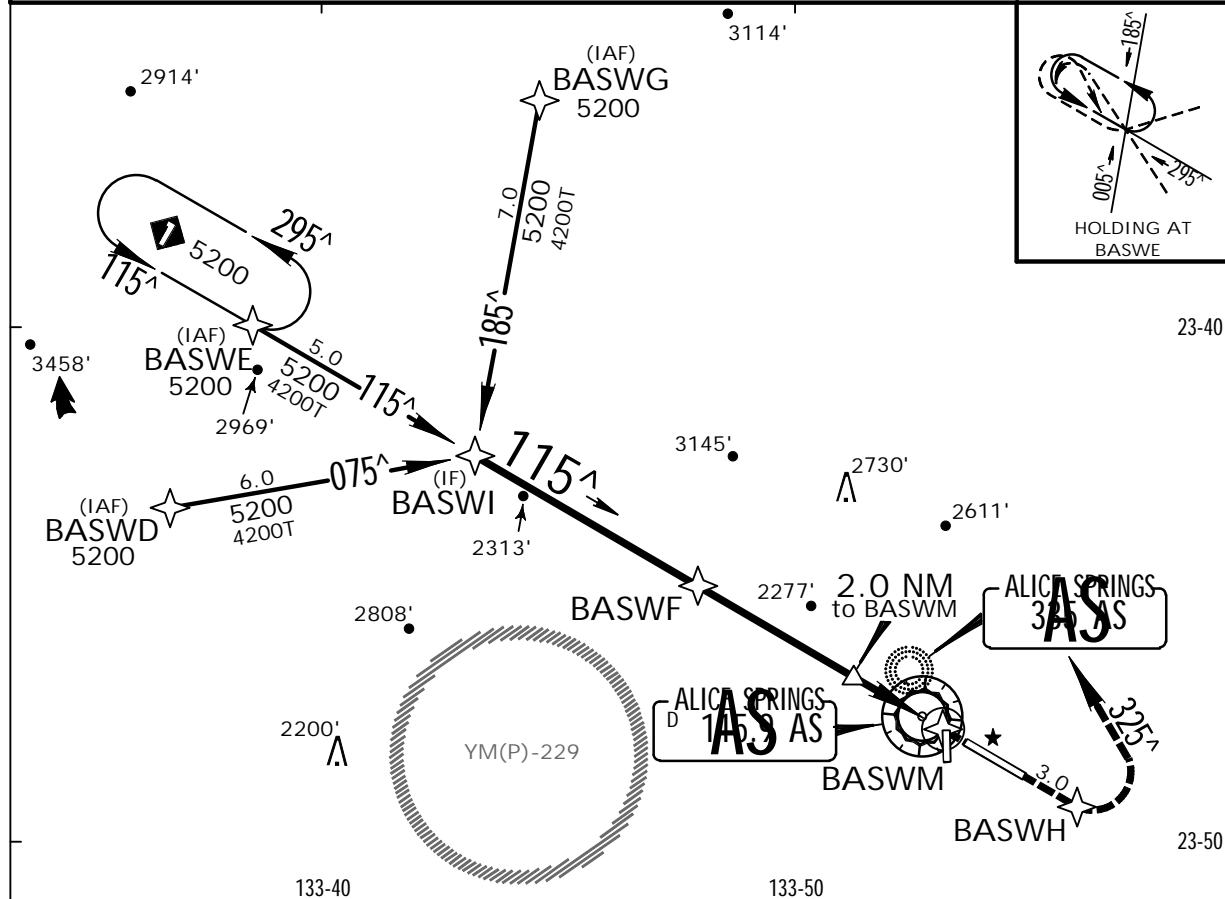
YBAS/ASP
ALICE SPRINGS

JEPPESSEN
16 SEP 11 (12-1)

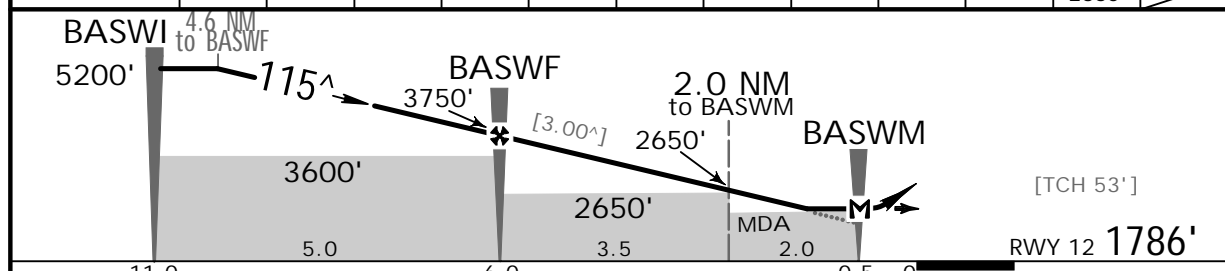
ALICE SPRINGS, NT, AUST
RNAV-Z (GNSS) Rwy 12

BRIEFING STRIP™


* ATIS 123.0 115.9 335	AWIS 134.05 when ATIS inop.	* ALICE SPRINGS Tower 118.3	MELBOURNE Center (FIA) 119.8 when Twr inop.	CTAF (AFRU) 118.3 when Twr inop.
RNAV	Final Apch Crs 115^	Procedure Alt BASWF 3750' (1964')	MDA(H) (CONDITIONAL) 2260' (474')	Apt Elev 1789' Rwy 12 1786'
MISSED APCH: Track direct to BASWH, then turn LEFT, track 325^. Climb to 5200'.				
Alt Set: hPa	Rwy Elev: 64 hPa	Trans level: FL 110	Trans alt: 10000'	MSA AS NDB or VOR 4200' within 10 NM



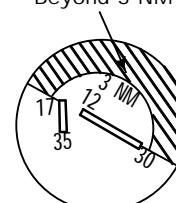
NM to NEXT WPT	4.6	4.0	3.0	2.0	1.0	BASWF	5.0	4.0	3.0	2.0	1.1	BASWM
ALTITUDE	5200'	5020'	4700'	4380'	4070'	3750'	3590'	3270'	2950'	2650'	2360'	



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

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND				<div>No Circling North of Runway 12/30 Beyond 3 NM</div> 
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2260'(474')		MDA(H) 2360'(574')		MDA(H)		MDA(H)		
HIALS out		HIALS out		Max Kts				
A	3.3 km	3.3 km	100	2370'-2.4 km (581')	2470'-2.4 km (681')			
B			135					
C			180	2900'-4.0 km (1111')				
D			205	2900'-5.0 km (1111')				

IS OPS 4



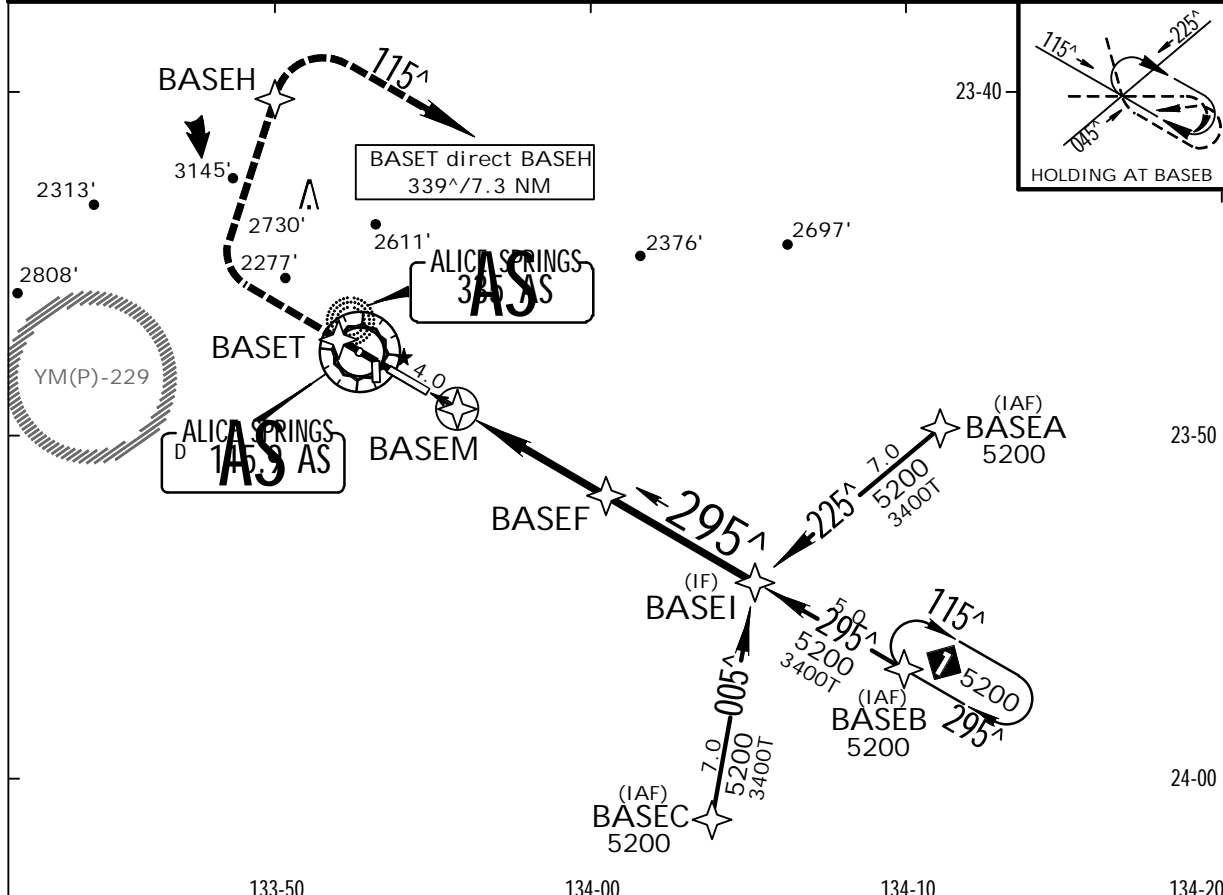
YBAS/ASP
ALICE SPRINGS

JEPPESSEN
16 SEP 11 (12-2)

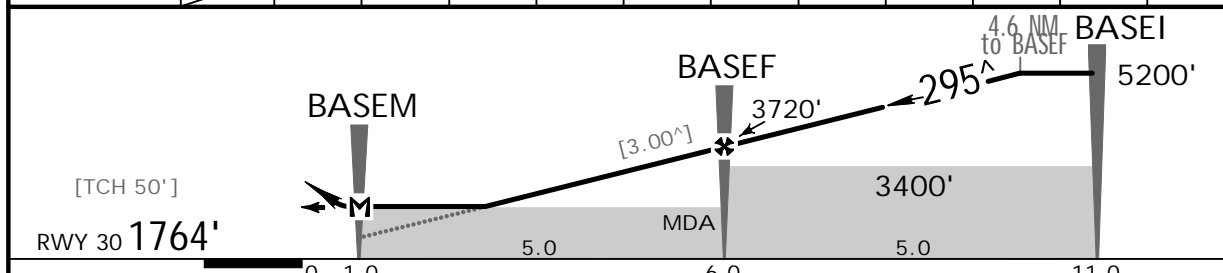
ALICE SPRINGS, NT, AUST
RNAV-Z (GNSS) Rwy 30

BRIEFING STRIP


*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
RNAV	Final Apch Crs 295 [^]	Procedure Alt BASEF 3720' (1956')	MDA(H) (CONDITIONAL) 2080' (316')	Apt Elev 1789' Rwy 30 1764'
MISSED APCH: Track direct to BASET, after passing 3500' turn RIGHT, track direct to BASEH, then 115 [^] . Climb to 5200'.				
Alt Set: hPa	Rwy Elev: 63 hPa	Trans level: FL 110	Trans alt: 10000'	MSA AS NDB or VOR 4200' within 10 NM



NM to NEXT WPT	BASEM	0.2	1.0	2.0	3.0	4.0	BASEF	1.0	2.0	3.0	4.0	4.6
ALTITUDE		2180'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'	5200'



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

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND				No Circling North of Runway 12/30 Beyond 3 NM 
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2080' (316')		MDA(H) 2180' (416')		MDA(H)		MDA(H)		
A	2.3 km	2.3 km	Max Kts	MDA(H)	MDA(H)			
B			100	2370' -2.4 km (581')	2470' -2.4 km (681')			
C			135	2800' -4.0 km (1011')	2900' -4.0 km (1111')			
D			180	2800' -5.0 km (1011')	2900' -5.0 km (1111')			
			205	2800' -5.0 km (1011')	2900' -5.0 km (1111')			

IS OPS 4

YBAS/ASP
ALICE SPRINGS

28 FEB 14

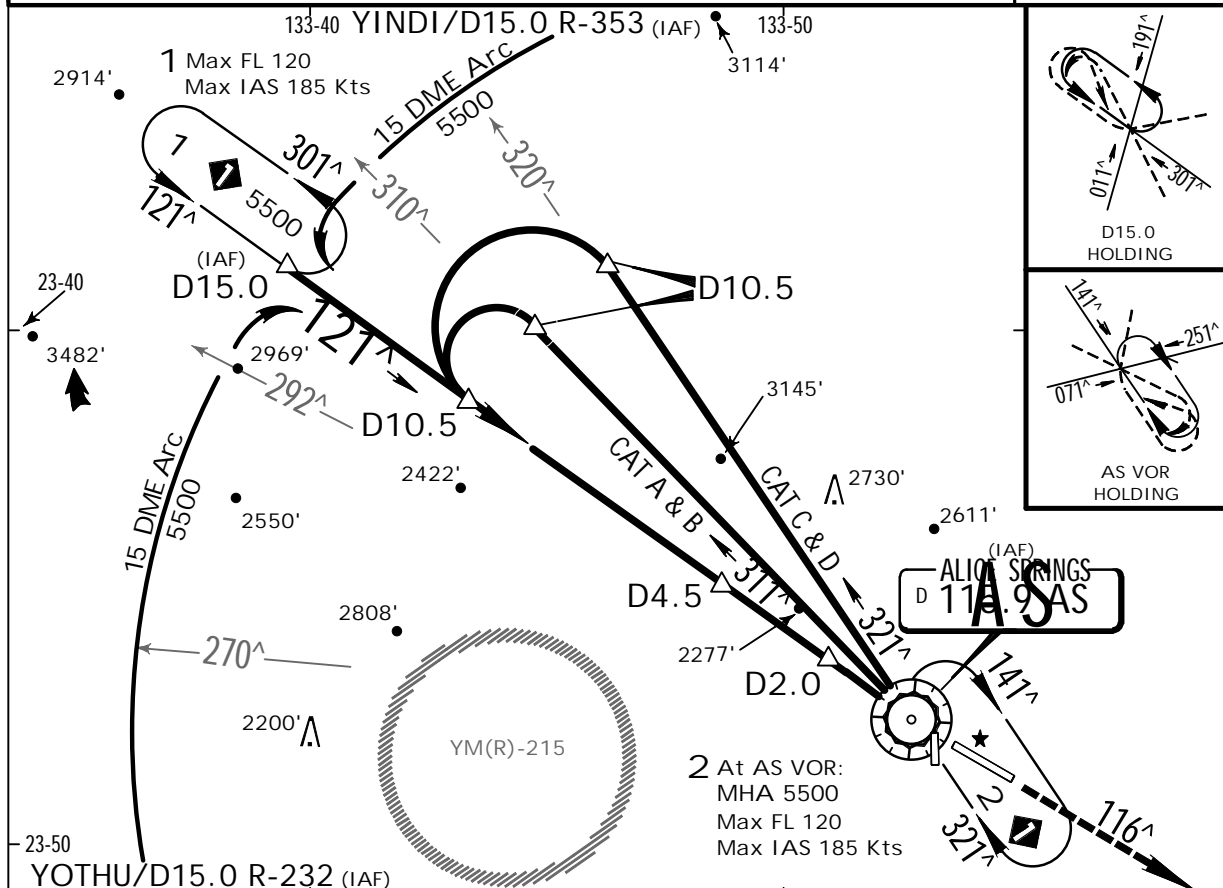
(13-1)

Eff. 6. Mar.

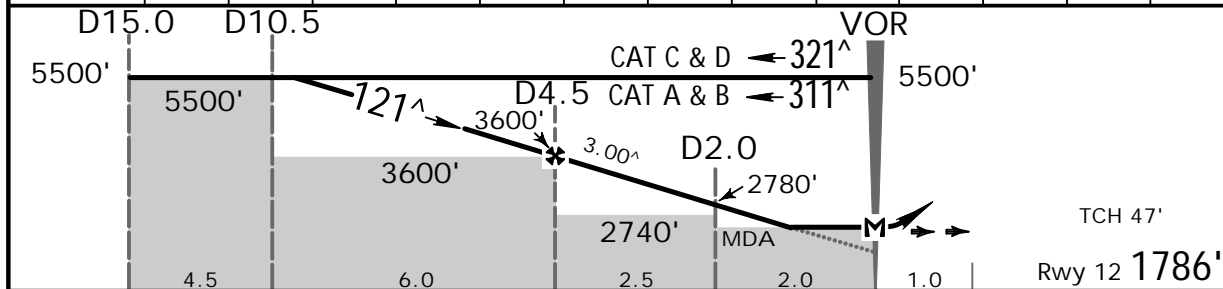
ALICE SPRINGS, NT, AUST
VOR Rwy 12

BRIEFING STRIP

* ATIS	AWIS	* ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
VOR AS 115.9	Final Apch Crs 121 [^]	Procedure Alt D4.5 3600' (1814')	MDA(H) (CONDITIONAL) 2270' (484')	Apt Elev 1789' Rwy 12 1786'
MISSED APCH: Track 116 [^] . Climb to 5500'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME REQUIRED. 2. NDB WAY: Possible excessive needle swings near McDonnell ranges. 3. Max for initial: 210 Kts. 4. GNSS permitted in lieu of DME. Reference waypoint AS VOR.				
				5200'
				MSA AS VOR 4200' within 10 NM



AS DME	10.5	10.0	9.0	8.0	7.0	6.0	5.0	4.5	4.0	3.0	2.0	1.0	0.7
ALTITUDE	5500'	5330'	5010'	4690'	4370'	4050'	3740'	3600'	3420'	3100'	2780'	2460'	2370'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		5500'
Descent Angle 3.00 [^]	372	478	531	637	743	849	T-VASI		116 [^]
MAP at VOR									

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND				<div>No Circling North of Runway 12/30 Beyond 3 NM</div>
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2270'(484')		MDA(H) 2370'(584')		MDA(H)		MDA(H)		
HIALS out		HIALS out		Max Kts		Max Kts		
A				100	2370' (581')	2470' (681')		
B				135	-2.4 km	-2.4 km		
C	3.3 km	3.3 km		180	2800' (1011')	2900' (1111')		
					-4.0 km	-4.0 km		
					2800' (1011')	2900' (1111')		
					-5.0 km	-5.0 km		
					2800' (1011')	2900' (1111')		
					-5.0 km	-5.0 km		

YBAS/ASP
ALICE SPRINGS

28 FEB 14

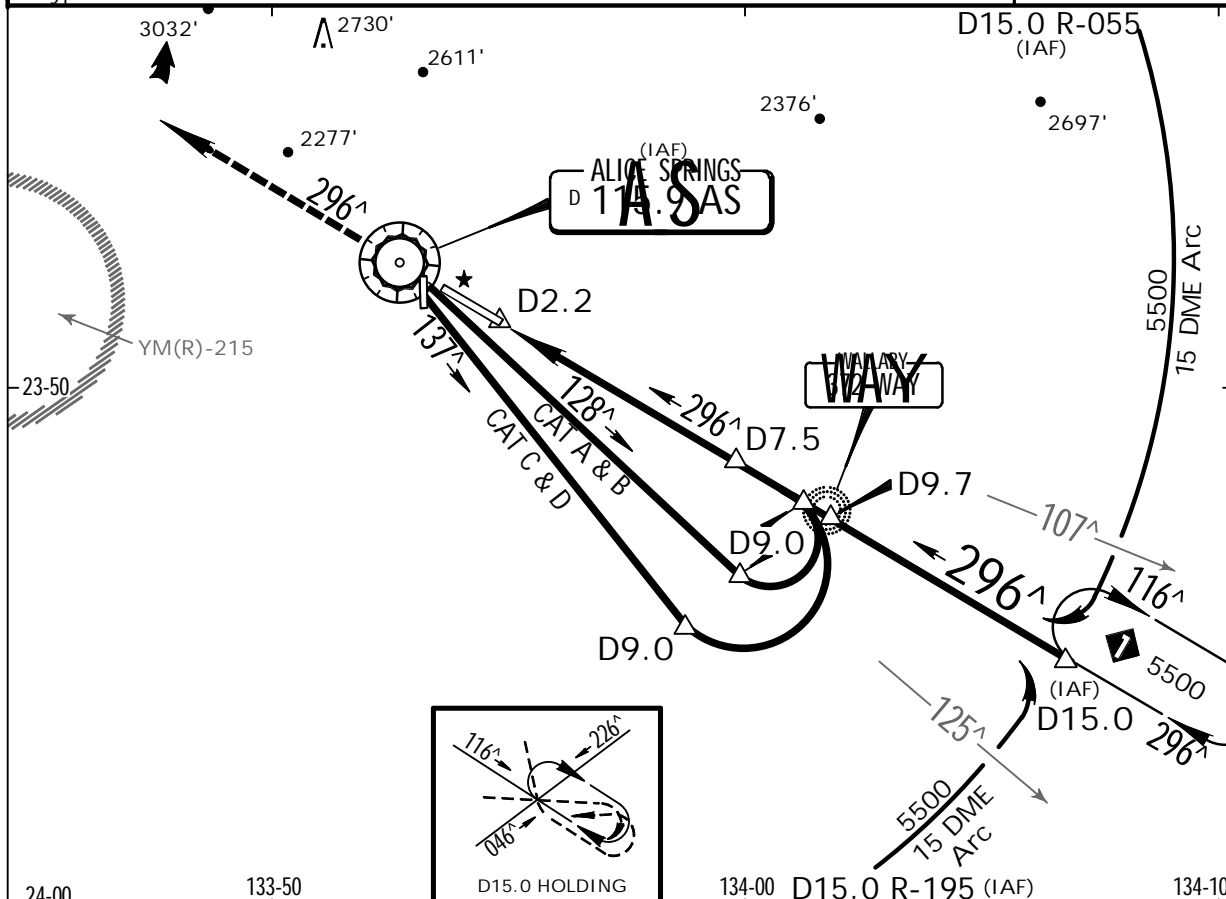
(13-2)

Eff. 6. Mar.

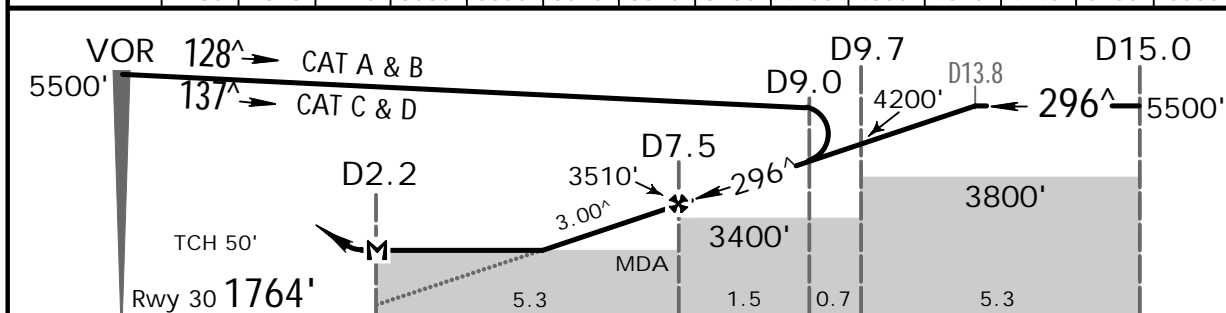
ALICE SPRINGS, NT, AUST
VOR Rwy 30

BRIEFING STRIP™


* ATIS 123.0 115.9 335	AWIS 134.05 when ATIS inop.	* ALICE SPRINGS Tower 118.3	MELBOURNE Center (FIA) 119.8 when Twr inop.	CTAF (AFRU) 118.3 when Twr inop.
VOR AS 115.9	Final Apch Crs 296 [^]	Procedure Alt D7.5 3510' (1746')	MDA(H) (CONDITIONAL) 2130' (366')	Apt Elev 1789' Rwy 30 1764'
MISSED APCH: Track 296 [^] . Climb to 5500'.				
Alt Set: hPa Rwy Elev: 63 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME REQUIRED. 2. NDB SPG, WAY: Possible excessive needle swings near McDonnell ranges. 3. Max IAS for initial: 210 Kts. 4. GNSS permitted in lieu of DME. Reference waypoint AS VOR.				
				5200' MSA AS VOR 4200' within 10 NM



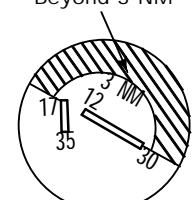
AS DME	3.5	4.0	5.0	6.0	7.0	7.5	8.0	9.0	9.7	10.0	11.0	12.0	13.0	13.8
ALTITUDE	2230'	2390'	2710'	3030'	3350'	3510'	3670'	3980'	4200'	4300'	4620'	4940'	5260'	5500'



Gnd speed-Kts	70	90	100	120	140	160								
Descent Angle	3.00 [^]	372	478	531	637	743	849							
MAP at D2.2														

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND			<div>No Circling North of Runway 12/30 Beyond 3 NM</div> 
Actual Aero QNH		Forecast Terminal QNH	Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 2130'(366')		MDA(H) 2230'(466')	Max Kts	MDA(H)	MDA(H)	
A	2.6 km	2.6 km	100	2370'-2.4 km (581')	2470'-2.4 km (681')	
B			135	2800'-4.0 km (1011')	2900'-4.0 km (1111')	
C			180	2800'-5.0 km	2900'-5.0 km	
				2800'-5.0 km	2900'-5.0 km	

IS OPS



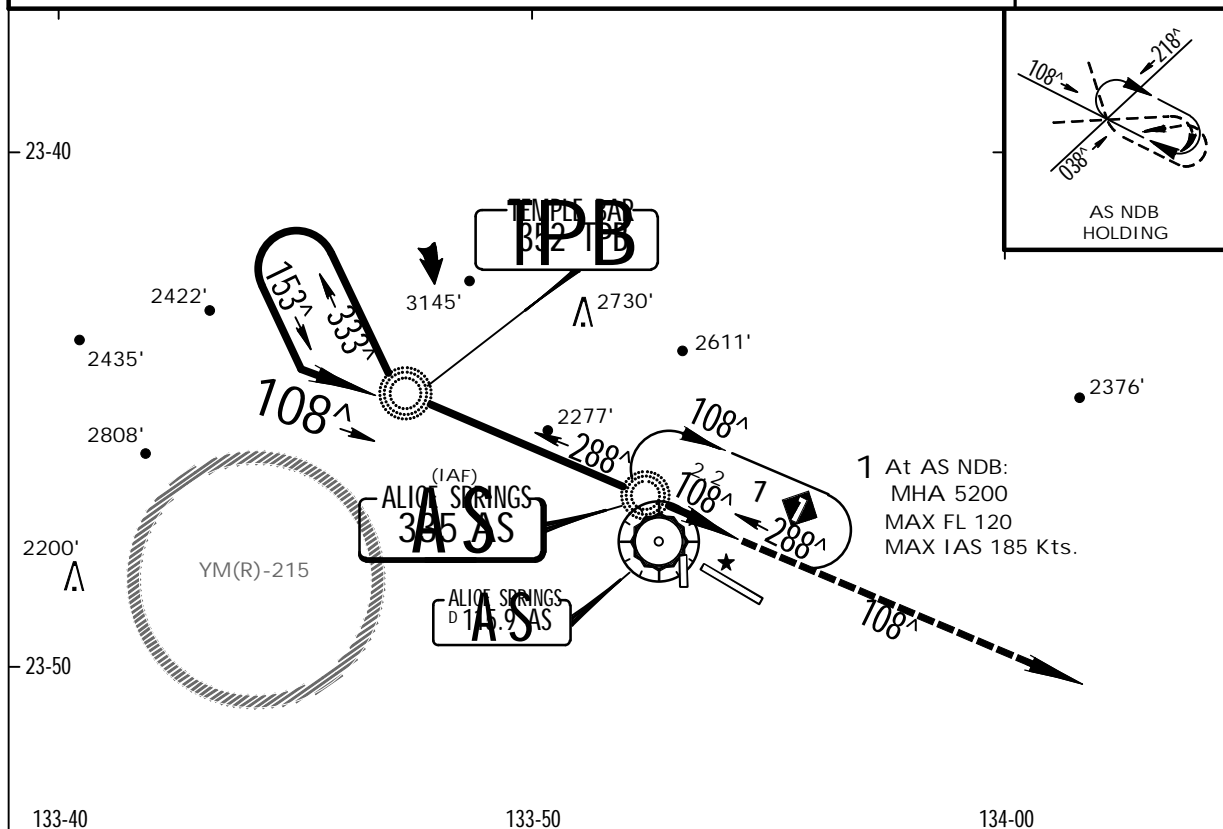
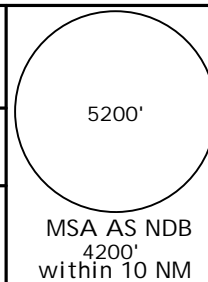
YBAS/ASP
ALICE SPRINGS

JEPPesen
30 AUG 13 16-1

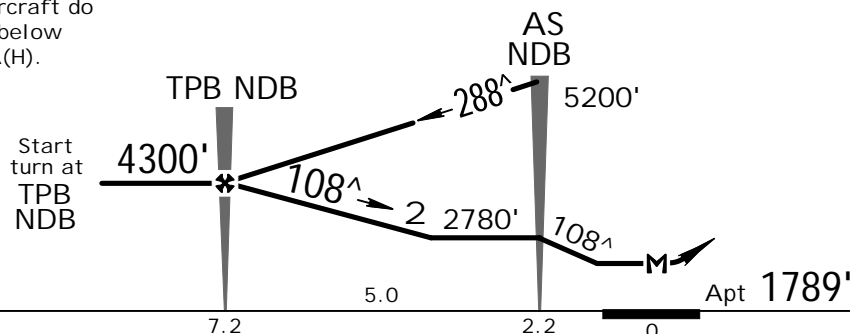
ALICE SPRINGS, NT, AUST
NDB-A

BRIEFING STRIP™

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
NDB AS 335	Final Apch Crs 108 [^]	Minimum Alt TPB NDB 4300' (2511')	MDA(H) Refer to Minimums	Apt Elev 1789'
MISSED APCH: Track 108 [^] . Climb to 5200'.				
Alt Set: hPa Apt Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. NDB AS, TPB, WAY: Possible excessive needle swings near McDonnell ranges. 2. Max IAS for initial: 210 Kts.				



2 Cat C & D aircraft do not descend below circling MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	108 [^]	5200'
AS NDB to MAP 2.2	1:53	1:28	1:19	1:06	0:57	0:50			

US OPS

CIRCLE-TO-LAND				No Circling North of Runway 12/30 Beyond 3 NM	
Actual Aero QNH		Forecast Terminal QNH			
Max Kts	MDA(H)	MDA(H)			
A 100	2370' (581') -2.4 km	2470' (681') -2.4 km			
B 135					
C 180	2800' (1011') -4.0 km	2900' (1111') -4.0 km			
D 205	2800' (1011') -5.0 km	2900' (1111') -5.0 km			

JEPPESEN

9 MAY 14 (10-2)

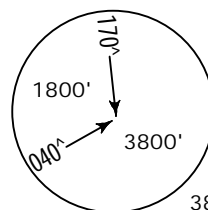
ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2
NW of Rwy 05-23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa Trans level: FL 110
Apt Elev: 1 hPa Trans alt: 10000' (9980')

DME or GNSS ARRIVAL
ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL
SECTOR A

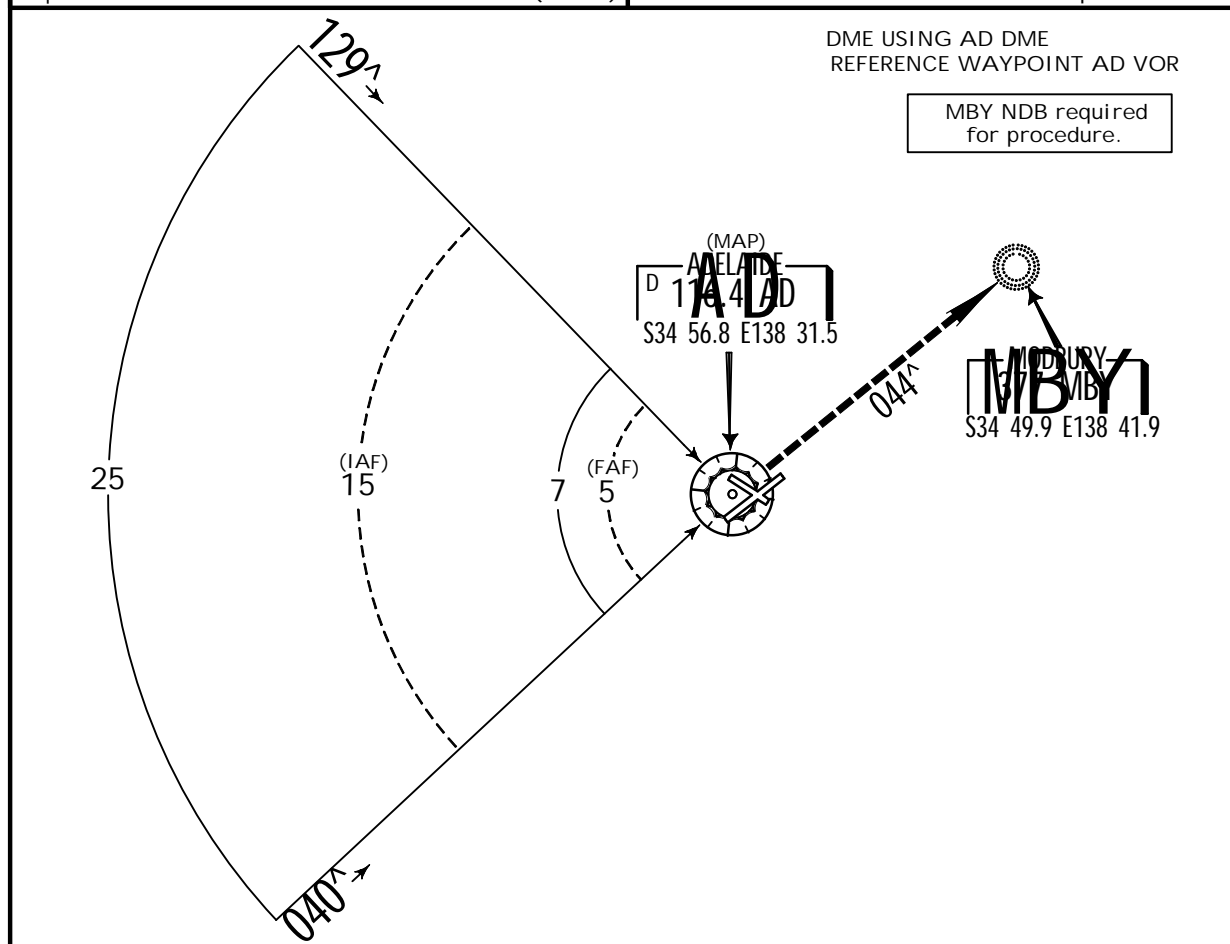
MSA AD VOR
Within 25 NM
3800' Within 10 NM
Apt. Elev 20'



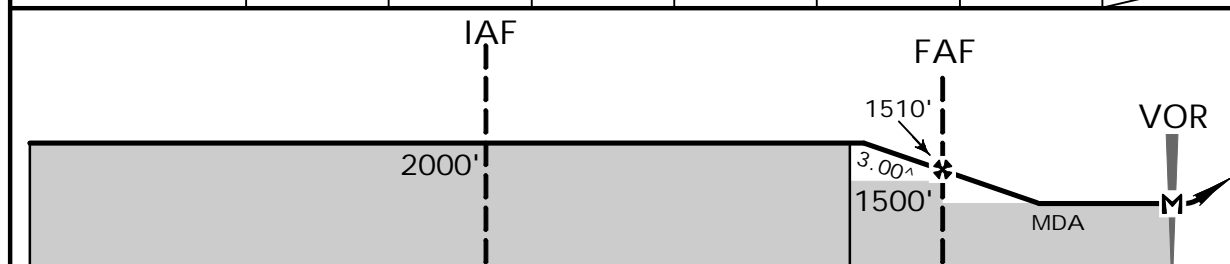
DME USING AD DME
REFERENCE WAYPOINT AD VOR

MBY NDB required
for procedure.

NOT TO SCALE

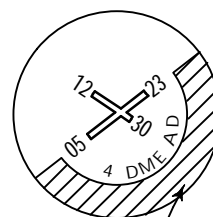


NM to VOR	6.5	6.0	5.0	4.0	3.4	3.3	
ALTITUDE	2000'	1830'	1510'	1190'	1000'	900'	



25
MISSED APPROACH: Track 044° to MBY NDB, climb to 3000' or as directed by ATC.

CIRCLE-TO-LAND									
MDA(H)		A, B: 900' (880') C, D: 1000' (980')							
A	2.4 km								
B	4.0 km								
C	5.0 km								
D									
Gnd speed-Kts		70	90	100	120	140	160		
Descent angle 3.00°		372	478	531	637	743	849		



No Circling SOUTH
of Rwy 05-23 beyond
4 DME or beyond 3NM
of threshold of
Rwy 05-23-30.

JEPPESEN

9 MAY 14 (10-2A)

DME or GNSS ARRIVAL
ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

SECTOR B

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

NW of Rwy 05-23 124.2

ADELAIDE Tower 120.5

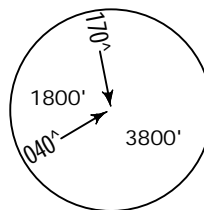
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9980')



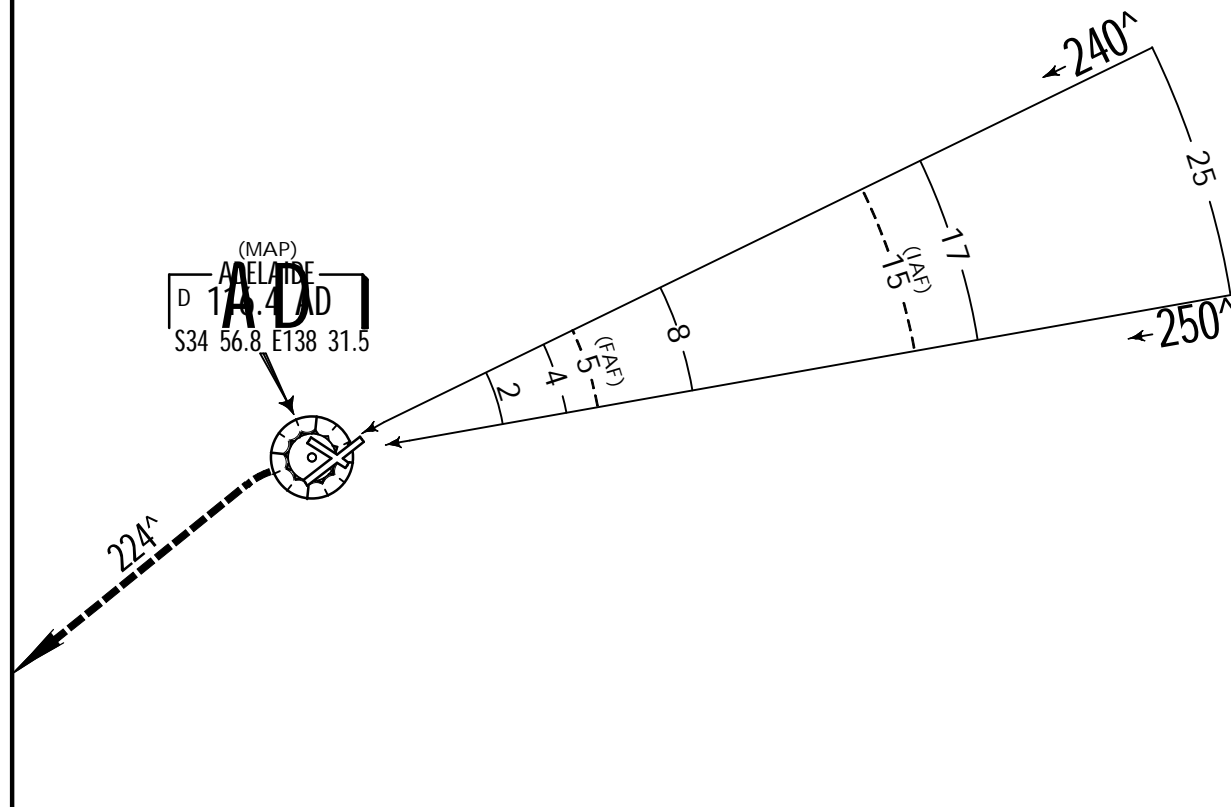
MSA
AD VOR
Within 25 NM
3800' Within 10 NM

VOR 116.1

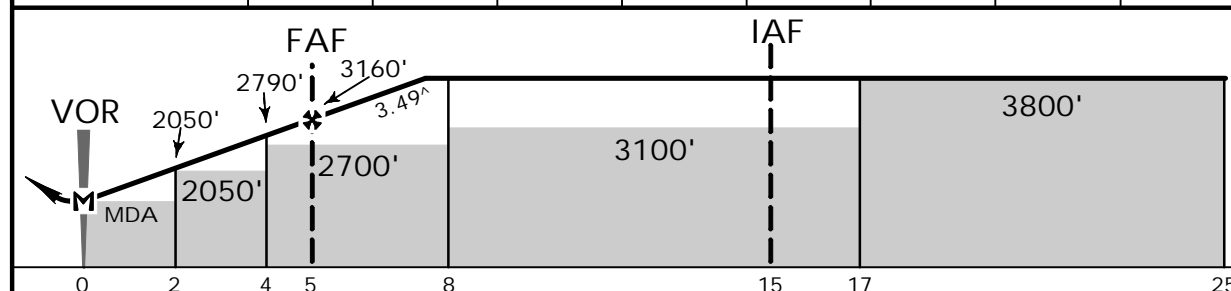
Apt. Elev 20'

DME USING AD DME
REFERENCE WAYPOINT AD VOR

NOT TO SCALE



NM to VOR	0.0	1.0	2.0	3.0	4.0	5.0	6.0	6.7
ALTITUDE	1310'	1680'	2050'	2420'	2790'	3160'	3530'	3800'



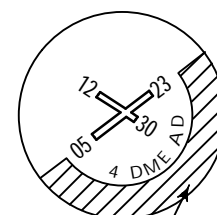
MISSED APPROACH: Turn LEFT, track 224^, climb to 1800' or as directed by ATC..

CIRCLE-TO-LAND

MDA(H) 1310'(1290')

A	2.4 km
B	4.0 km
C	5.0 km
D	

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.49^	432	556	618	741	865	988



No Circling SOUTH
of Rwy 05-23 beyond
4 DME or beyond 3NM
of threshold of
Rwy 05-23-30.

JEPPESEN

9 MAY 14

10-2B

DME or GNSS ARRIVAL
ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

SECTOR C

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

NW of Rwy 05-23 124.2

ADELAIDE Tower 120.5

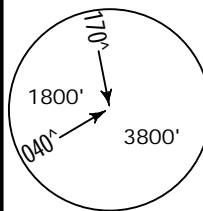
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9980')

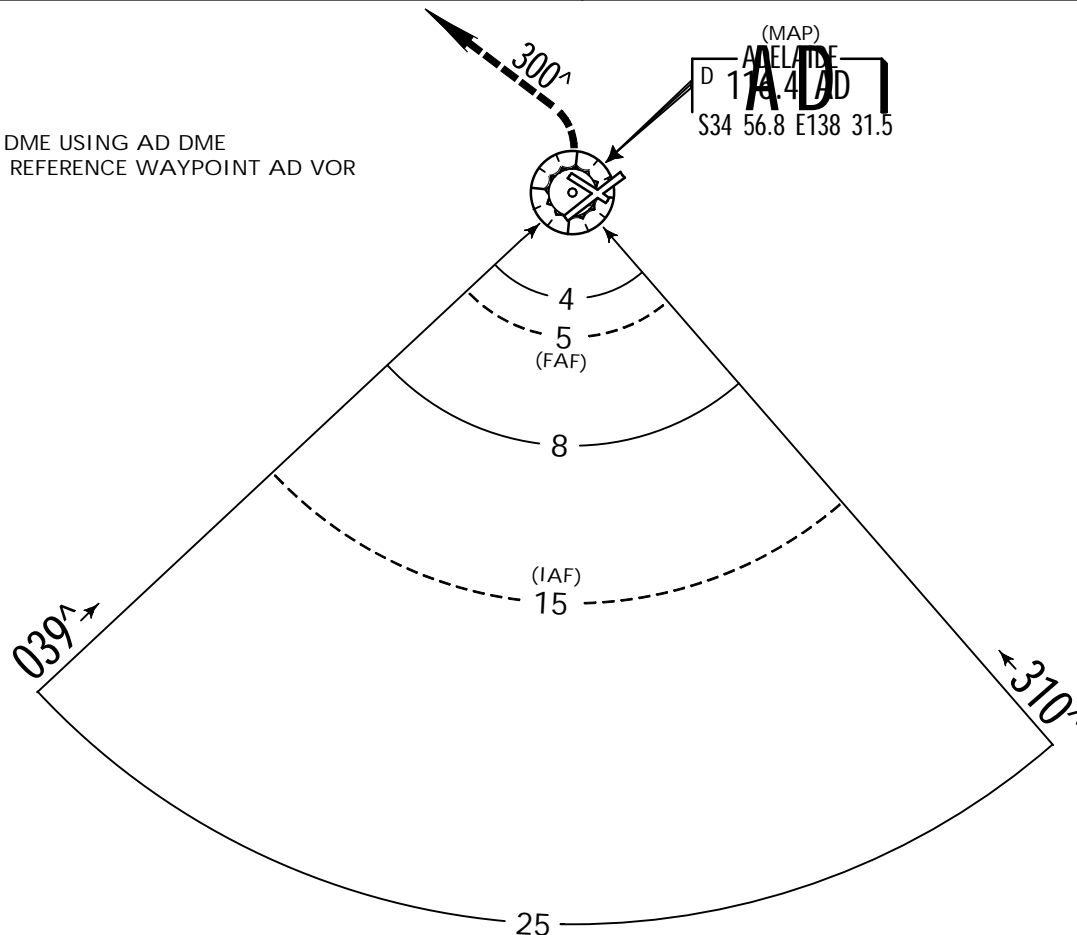


MSA
AD VOR
Within 25 NM
3800' Within 10 NM

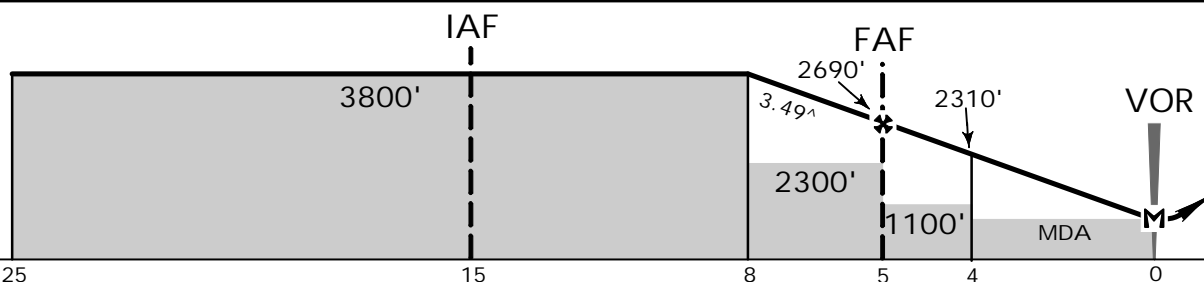
VOR 116.1
Apt. Elev 20'

NOT TO SCALE

DME USING AD DME
REFERENCE WAYPOINT AD VOR



NM to VOR	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.4	0.1
ALTITUDE	3800'	3430'	3060'	2690'	2310'	1940'	1570'	1200'	1000'	900'



MISSED APPROACH: Turn LEFT, track 300°, climb to 1800' or as directed by ATC.

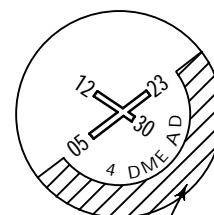
CIRCLE-TO-LAND

MDA(H) A, B: 900' (880')
C, D: 1000' (980')

	A	B	C	D
2.4 km				
4.0 km				
5.0 km				

VS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.49°	432	556	618	741	865	988



No Circling SOUTH
of Rwy 05-23 beyond
4 DME or beyond 3NM
of threshold of
Rwy 05-23-30.

JEPPESEN

9 MAY 14

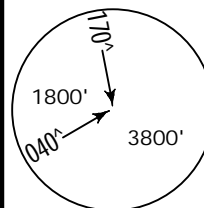
10-2C

DME or GNSS ARRIVAL.
ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2
NW of Rwy 05-23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa Trans level: FL 110
Apt Elev: 1 hPa Trans alt: 10000' (9980')



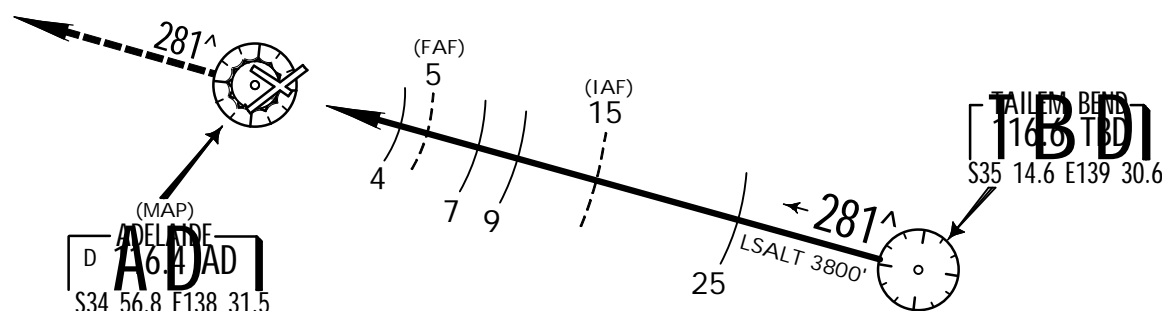
MSA
AD VOR
Within 25 NM
3800' Within 10 NM

VOR 116.4 AD
Apt. Elev 20'

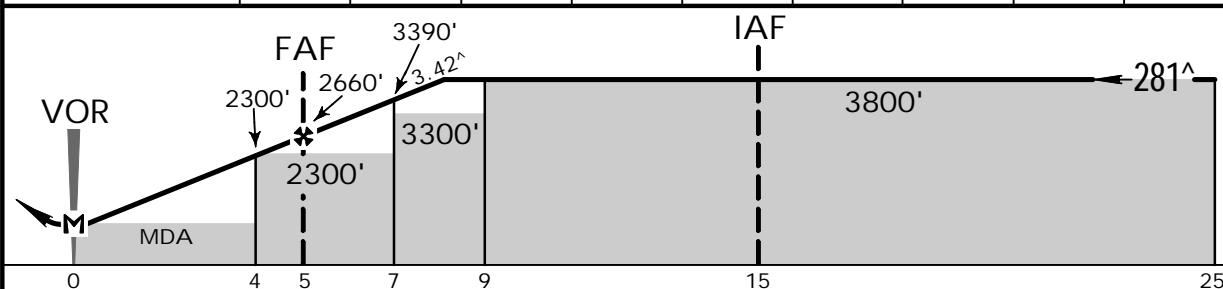
TBD VOR to AD VOR

DME USING AD DME
REFERENCE WAYPOINT AD VOR

NOT TO SCALE



NM to AD VOR	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.1
ALTITUDE	900'	1210'	1570'	1940'	2300'	2660'	3020'	3390'	3800'



MISSED APPROACH: Track 281°, climb to 1800' or as directed by ATC.

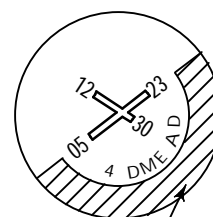
CIRCLE-TO-LAND

MDA(H) A, B: 900' (880')
C, D: 1000' (980')

A	2.4 km
B	
C	4.0 km
D	5.0 km

VS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.42°	424	545	605	726	847	968



No Circling SOUTH
of Rwy 05-23 beyond
4 DME or beyond 3NM
of threshold of
Rwy 05-23-30.

JEPPESEN

10-2E

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS & DH8D ONLY

**ALEXI FIVE BRAVO [ALEX5B],
ALEXI FIVE ZULU [ALEX5Z] ARRIVALS**

SPEED: MAX IAS 250 KT BELOW 10000'

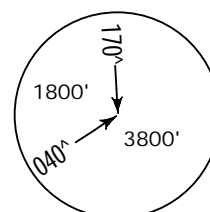
TRANSITION

DUKES: From DUKES track 285° to ALEXI.
Then follow arrival instructions.

ARRIVAL

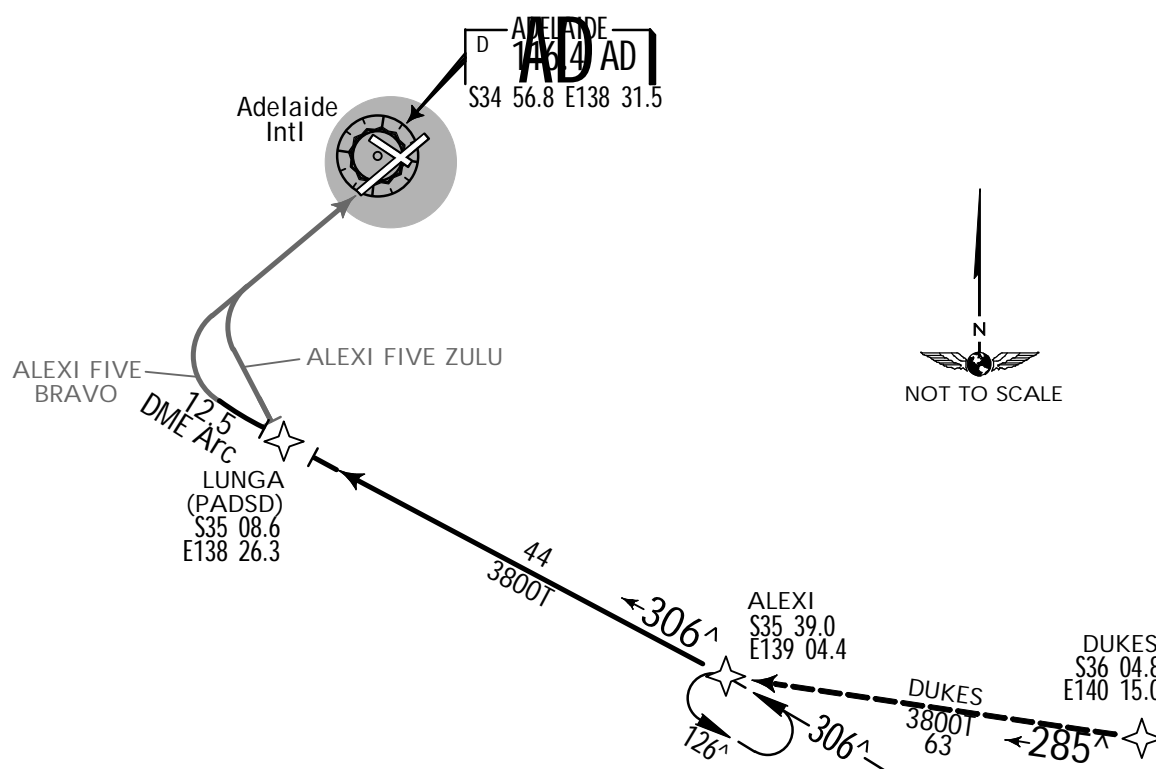
RWY 05 BRAVO: From ALEXI turn
RIGHT, track 306° to LUNGA.
Track via 12.5 DME Arc for VOR
RWY 05.

RWY 05 ZULU: From ALEXI turn
RIGHT, track 306° to PADSD.
Turn RIGHT, track via RNAV-Z
(GNSS) RWY 05.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR



Direct distance to Adelaide Intl from:
LUNGA (PADSD) 13 NM

COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

LOST
COMMS
▼

JEPPESEN

10-2F

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.
ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

ALEXI FIVE MIKE ARRIVAL [ALEX5M]

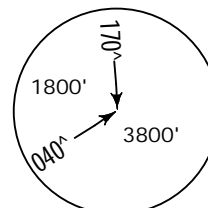
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

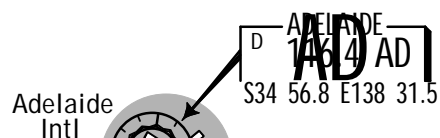
DUKES: From DUKES track 285° to ALEXI.
Then follow arrival instructions.

ARRIVAL

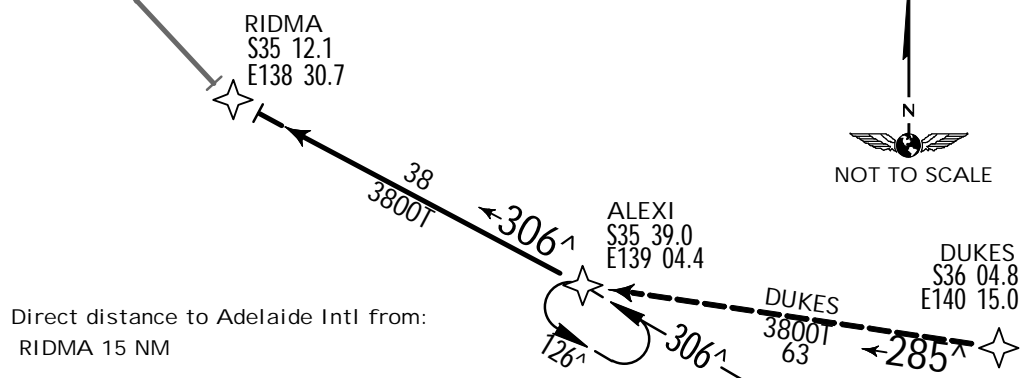
RWY 05: From ALEXI turn RIGHT,
track 306° to RIDMA. Track via
RNAV-M (RNP) RWY 05.



MSA AD VOR
3800'
within 10 NM



GNSS permitted in lieu of DME
Reference waypoint AD VOR



Direct distance to Adelaide Intl from:
RIDMA 15 NM

COMMS ▼ LOST COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

LOST
COMMS
▼

(10-2H)

13 SEP 13
Eff. 19.Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS	116.4	134.5
------	-------	-------

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23	118.2
-----------------	-------

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY
ATPIP ONE ARRIVAL
[ATPIP1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

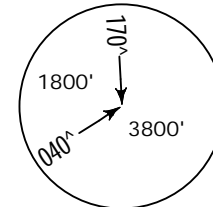
ALL RWYS:

From ATPIP track 319^ to KASBU.

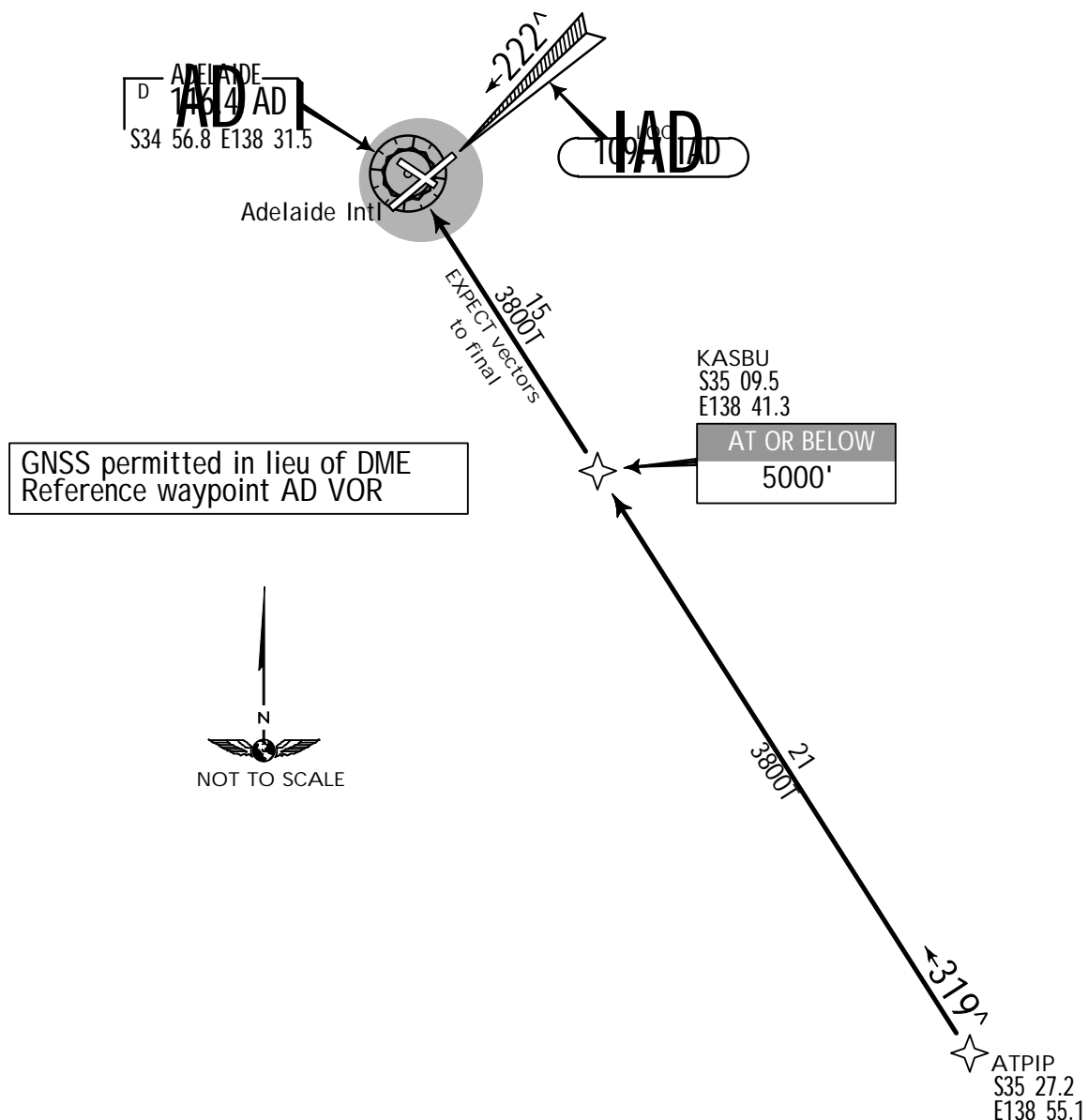
Cross KASBU at or below 5000'.

Track 319^ to AD VOR.

EXPECT RADAR vectors to final approach.



MSA AD VOR
3800'
within 10 NM



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Track via the latest STAR clearance to the nominated runway, then fly the most suitable

JEPPESEN

10-2J

13 SEP 13
Eff. 19 Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JET & DH8D ONLY

**BLACK THREE ALPHA [BLAC3A],
BLACK THREE BRAVO [BLAC3B],
BLACK THREE ZULU [BLAC3Z]
ARRIVALS**

SPEED: MAX IAS 250 KT BELOW 10000'

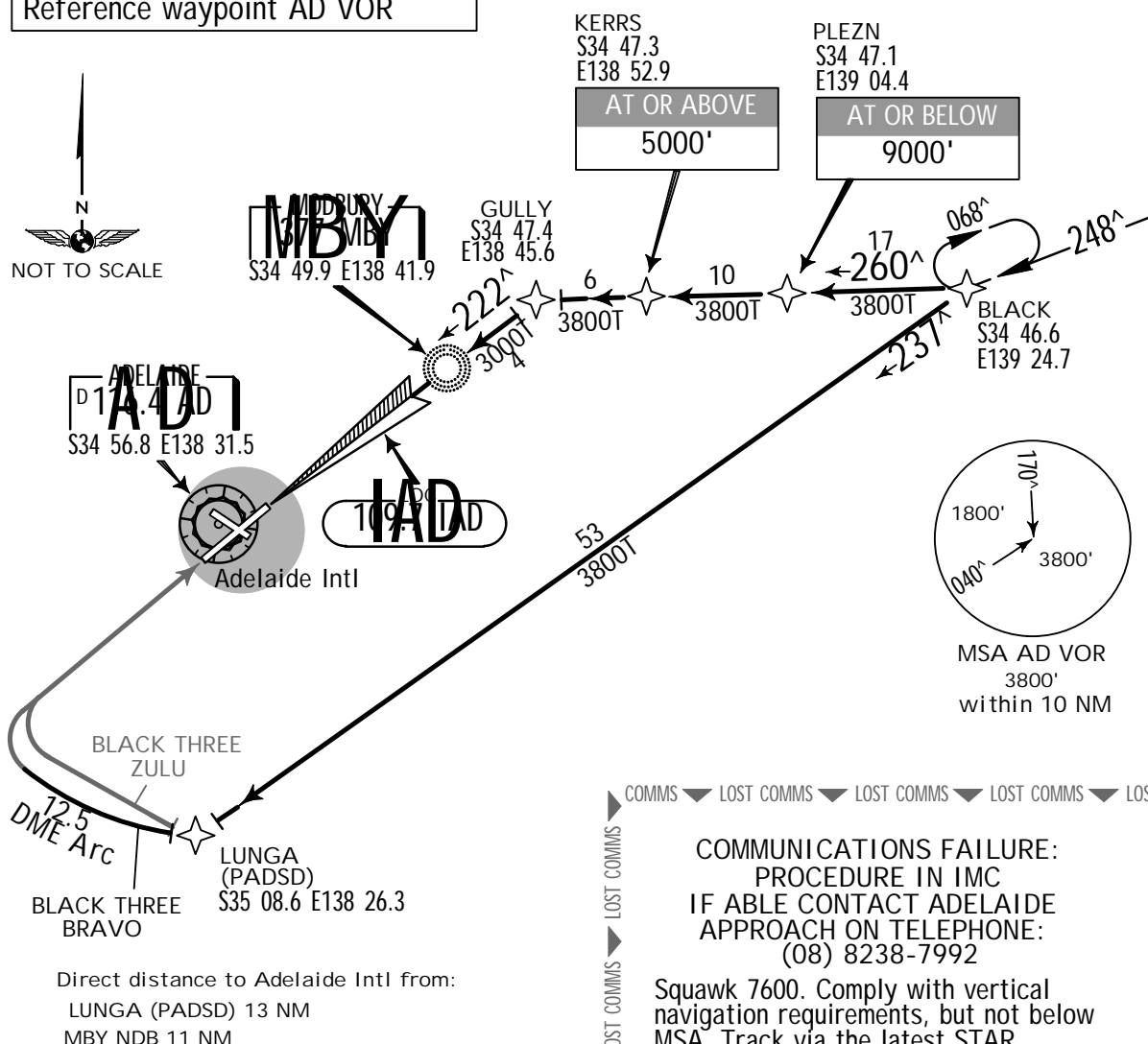
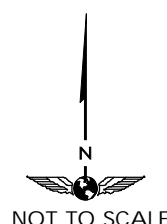
ARRIVALS

RWY 05 BRAVO: From BLACK track 237° to LUNGA. Turn RIGHT, track via 12.5 DME Arc for VOR RWY 05.

RWY 05 ZULU: From BLACK track 237° to PADSD. Turn RIGHT, track via RNAV-Z (GNSS) RWY 05.

RWY 23 ALPHA: From BLACK track 260° to PLEZN. Cross PLEZN at or below 9000'. Track 260° to KERRS. Cross KERRS at or above 5000'. Track 260° to GULLY. Turn LEFT, track 222° to MBY. Intercept LOC RWY 23.

GNSS permitted in lieu of DME
Reference waypoint AD VOR



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

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE
APPROACH ON TELEPHONE:
(08) 8238-7992**

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

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

JEPPESEN

10-2K

13 SEP 13
.Eff. 19.Sep.

.RNAV.STAR.

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

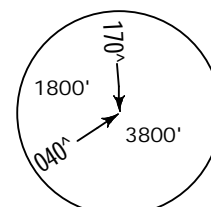
BLACK THREE MIKE [BLAC3M], BLACK THREE UNIFORM [BLAC3U] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVALS

RWY 05 MIKE: From BLACK track
237° to TAXES. Track via RNAV-M
(RNP) RWY 05.

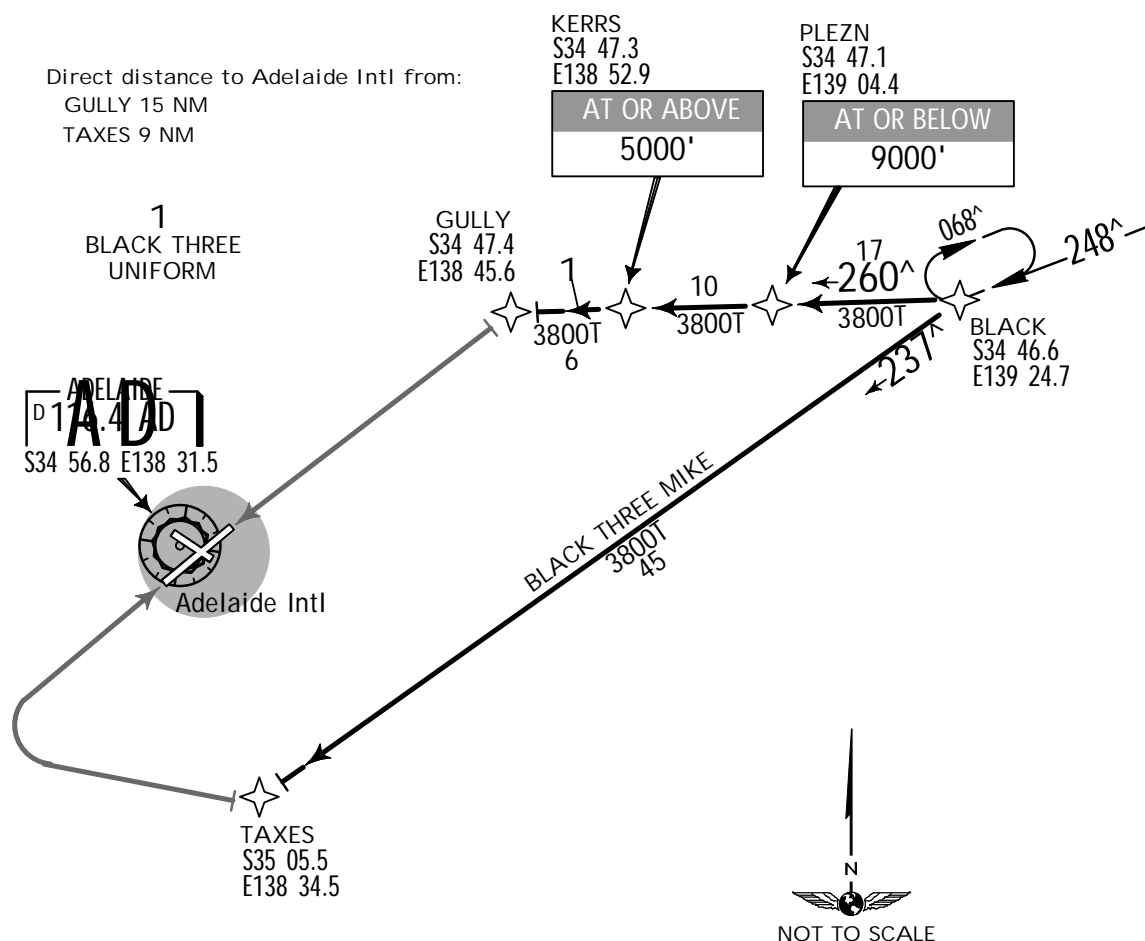
RWY 23 UNIFORM: From BLACK track
260° to PLEZN. Cross PLEZN at or
below 9000'. Track 260° to KERRS.
Cross KERRS at or above 5000'.
Track 260° to GULLY. Track via
RNAV-U (RNP) RWY 23.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR

Direct distance to Adelaide Intl from:
GULLY 15 NM
TAXES 9 NM



COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

LOST
COMMS
▼

JEPPESEN

10-2L

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

ADELAIDE, SA, AUSTRALIA

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JET & DH8D ONLY

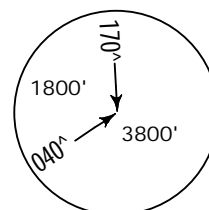
BLACK THREE VICTOR ARRIVAL

[BLAC3V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

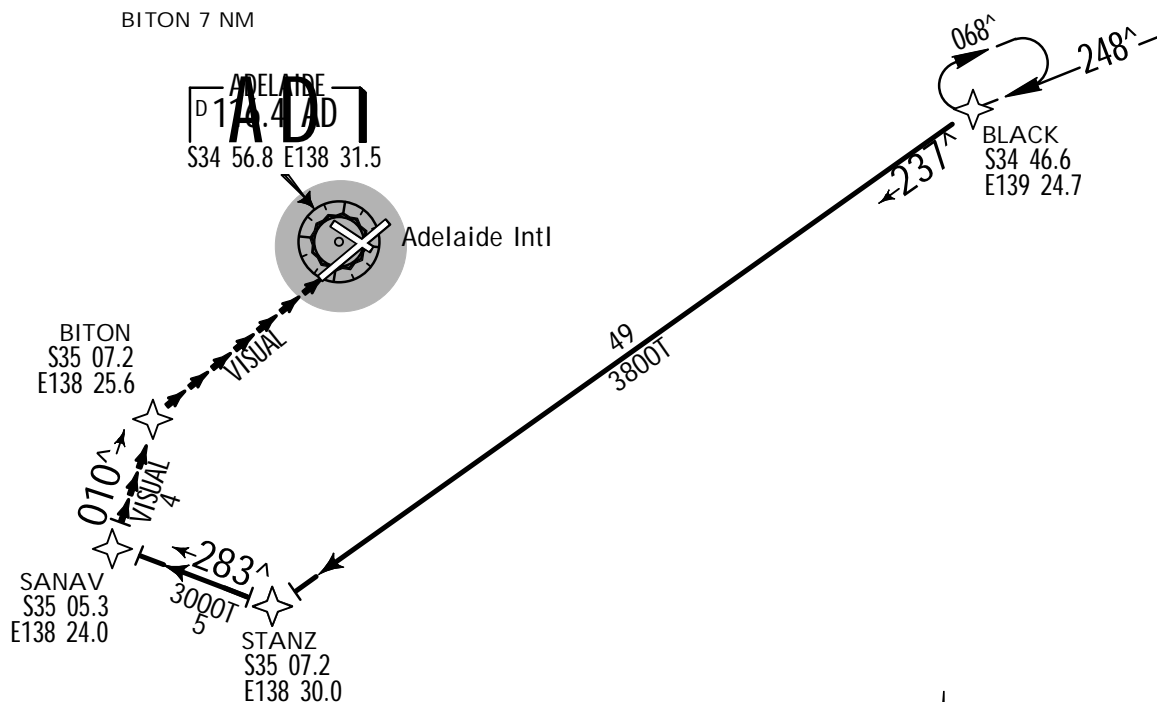
RWY 05: From BLACK track 237° to STANZ. Turn RIGHT, track 283° to SANAV. Turn RIGHT, track 010° VISUAL to BITON. Turn RIGHT, intercept VISUAL final to RWY 05.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR

Direct distance to Adelaide Intl from:
BITON 7 NM



COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

LOST
COMMS
▼

JEPPESEN

10-2M

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

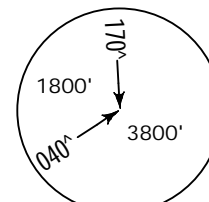
JETS & DH8D ONLY
DRINA FOUR ALPHA ARRIVAL
[DRIN4A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

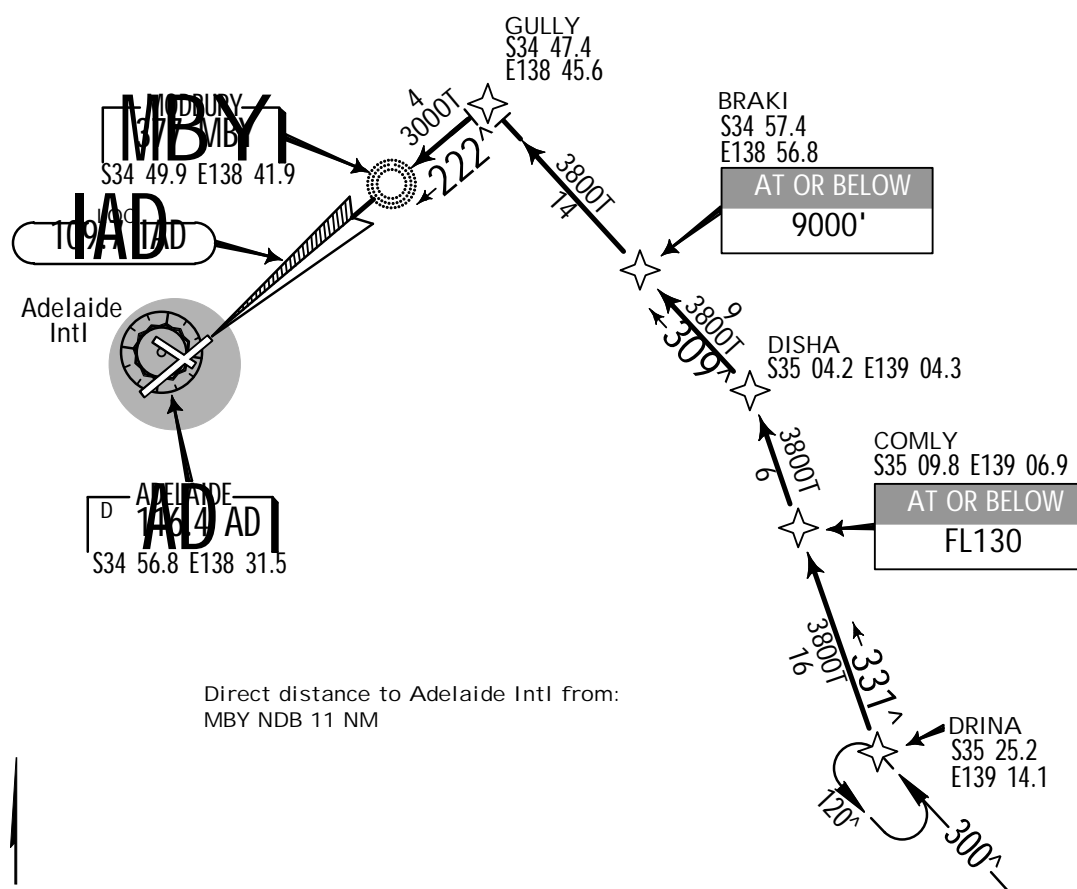
From DRINA track 331° to COMLY.
Cross COMLY at or below FL130.
Track 331° to DISHA. Turn LEFT,
track 309° to BRAKI. Cross BRAKI
at or below 9000'. Track 309° to
GULLY. Turn LEFT, track 222° to MBY.
Then:

RWY 23: Intercept LOC RWY 23.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR



Direct distance to Adelaide Intl from:
MBY NDB 11 NM



COMMS ► 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

JEPPESEN

10-2N

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.
ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

DRINA FOUR MIKE [DRIN4M], DRINA FOUR UNIFORM [DRIN4U] ARRIVALS

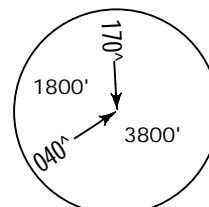
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From DRINA track 331° to COMLY.
Cross COMLY at or below FL130.
Track 331° to DISHA. Turn LEFT,
track 309° to BRAKI. Cross BRAKI
at or below 9000'.

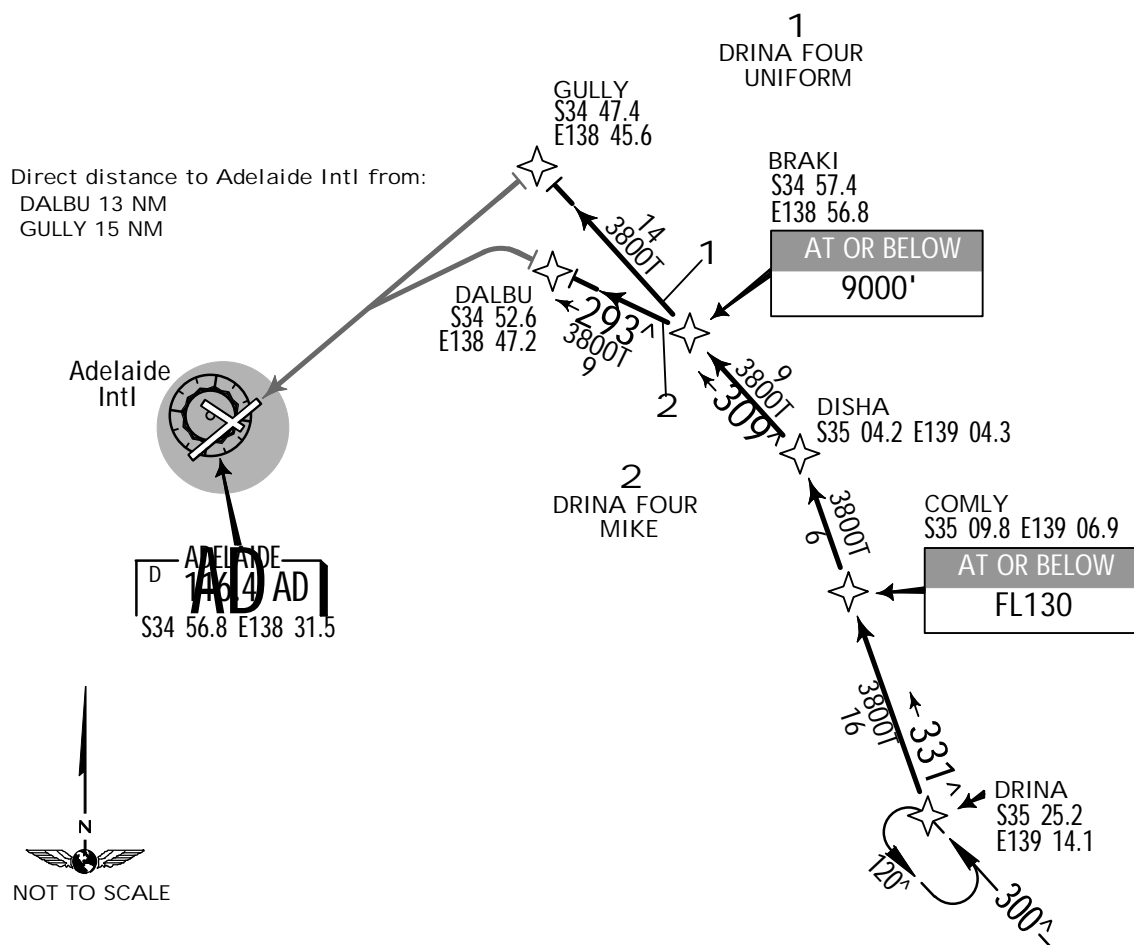
RWY 23 MIKE: Turn LEFT, track 293°
to DALBU. Track RNAV-M (RNP) RWY 23.

RWY 23 UNIFORM: Track 309° to GULLY.
Track via RNAV-U (RNP) RWY 23.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR



NOT TO SCALE

COMMS ► 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

JEPPESEN

10-2P

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.
ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

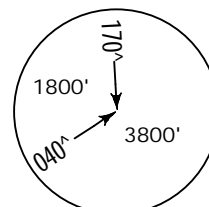
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS & DH8D ONLY
DRINA FOUR VICTOR ARRIVAL
[DRIN4V]

SPEED: MAX IAS 250 KT BELOW 10000'

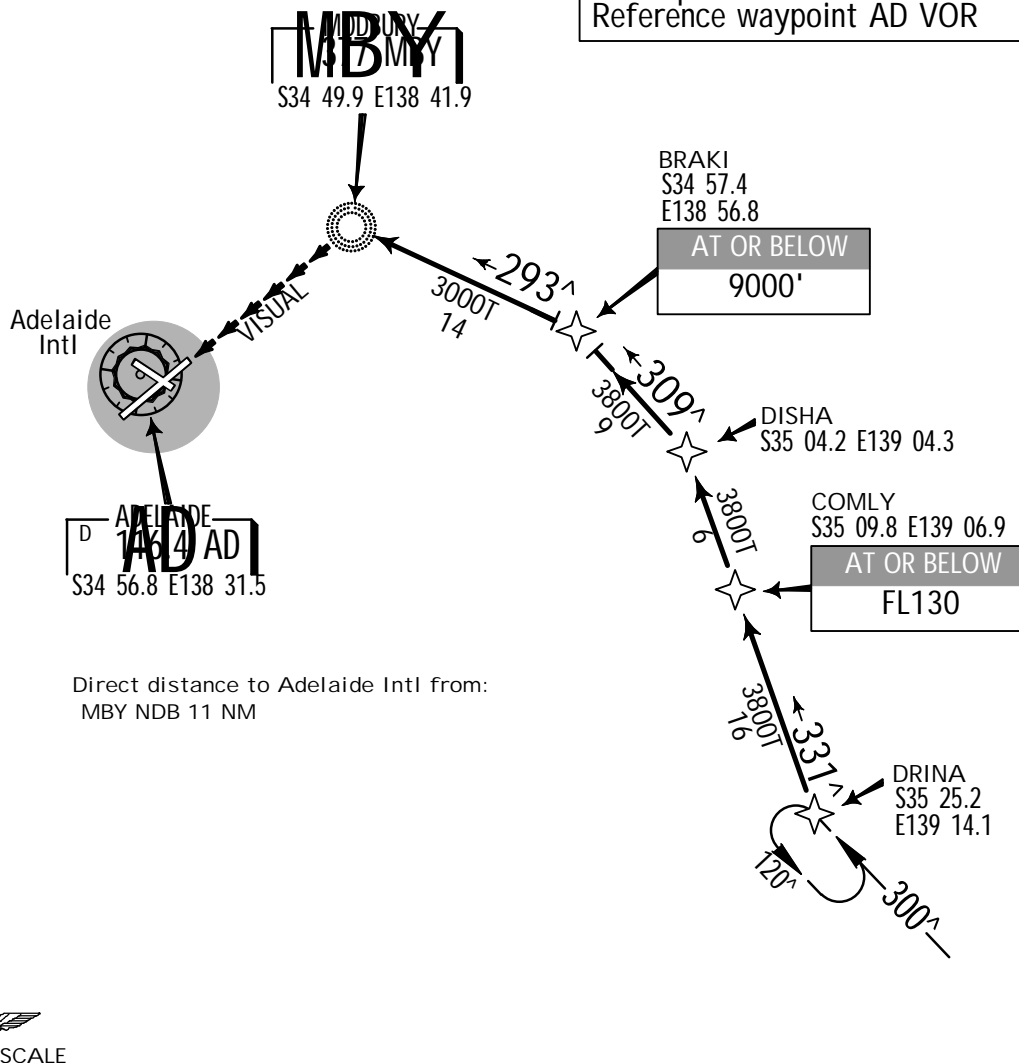
ARRIVAL

RWY 23: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000'. Turn LEFT, track 293° to MBY NDB. Turn LEFT, intercept VISUAL final RWY 23.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR



NOT TO SCALE

COMMS ► 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

JEPPESEN

10-20

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.
ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05-23 124.2

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY
ELROX ONE ARRIVAL
[ELROX1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From ELROX track 042° to TROUB.
Cross TROUB at or above 5000'.
Track 042° to RUDIE.
Cross RUDIE at or below 4000'.

RWY 05 VICTOR:

From RUDIE turn RIGHT, track 085°
to COLPY. Turn LEFT, track 042°
VISUAL for final RWY 05.

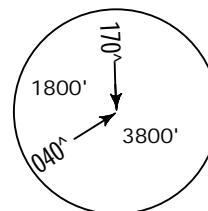
RWY 12 VICTOR:

From RUDIE track 038° to MULDR.
Turn RIGHT, track 115° VISUAL for
final RWY 12.

RWY 23 VICTOR:

From RUDIE track 042° to PORTA.
Turn RIGHT, track 132° VISUAL
to intercept final RWY 23.

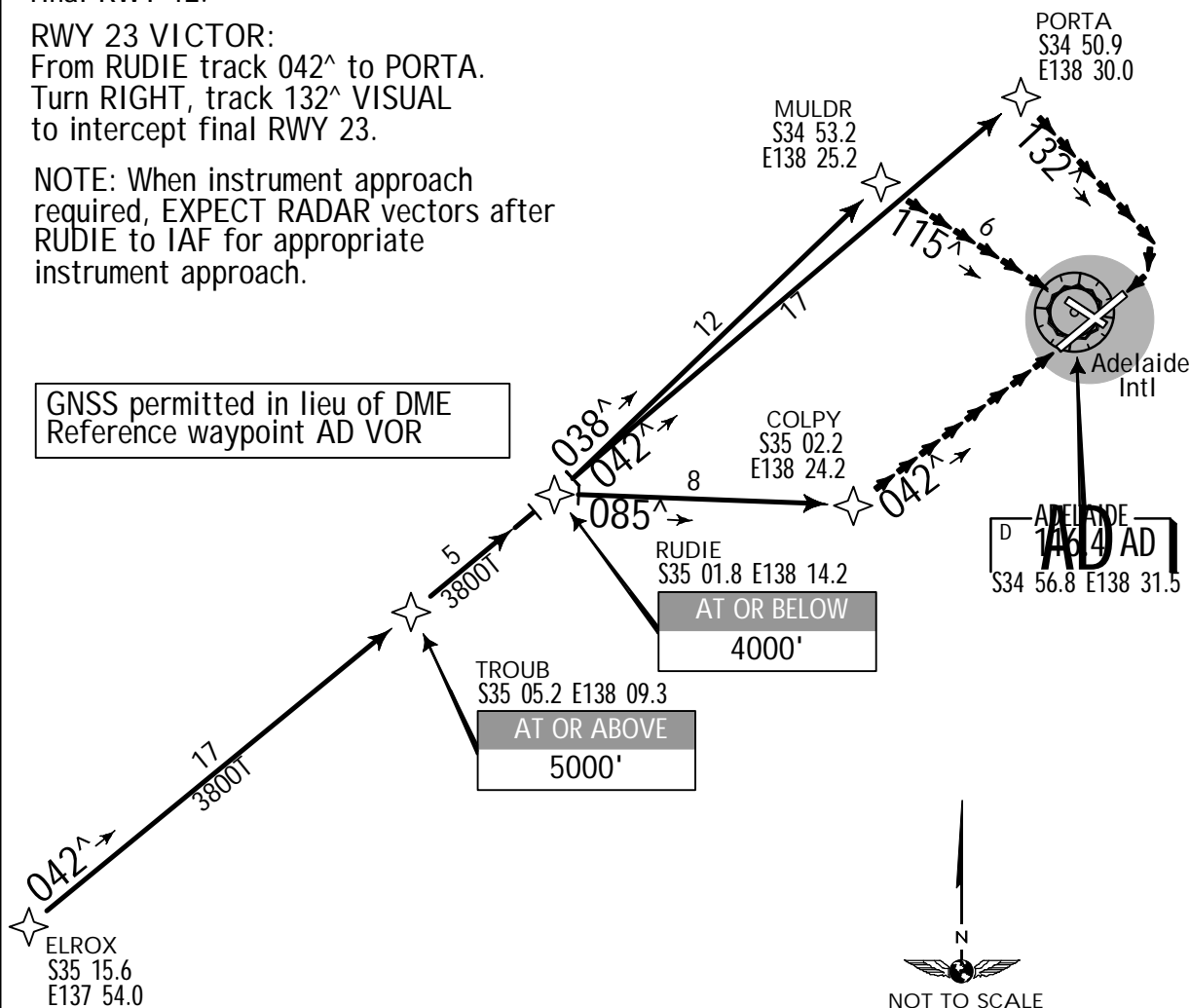
NOTE: When instrument approach
required, EXPECT RADAR vectors after
RUDIE to IAF for appropriate
instrument approach.



MSA AD VOR
3800'
within 10 NM

Direct distance to Adelaide Intl from:
COLPY 8 NM
PORTA 6 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

JEPPESEN

10-2S

13 SEP 13
Eff. 19 Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

NW of Rwy 05-23 124.2

YPAD ADELAIDE INTL

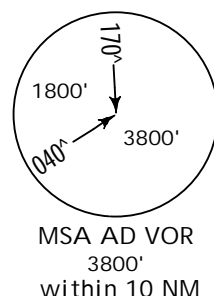
TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY **GULFS FOUR ARRIVAL** [GULFS4]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

RIKAB: From RIKAB to GULFS:
Track 099° to GULFS.
Then follow arrival instructions.



ARRIVAL

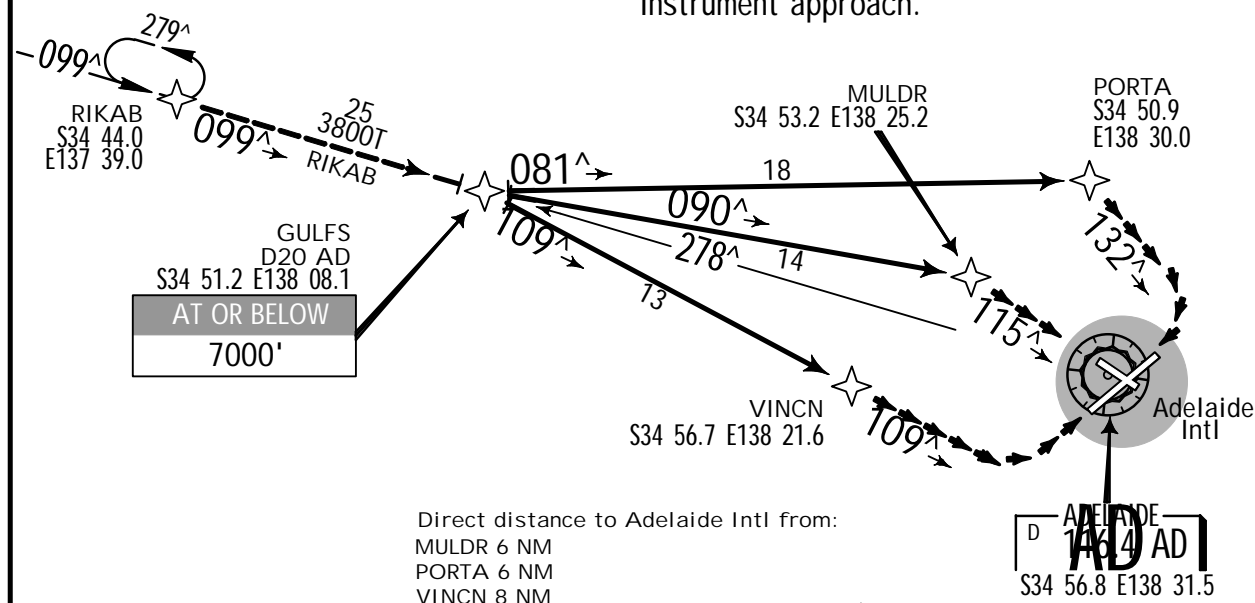
Cross GULFS at or below 7000'.

RWY 05 VICTOR:
From GULFS track 109° to VINCN.
Track 109° VISUAL to intercept final
RWY 05.

RWY 12 VICTOR:
From GULFS track 090° to MULDR.
Turn RIGHT, track 115° VISUAL for final
RWY 12.

RWY 23 VICTOR:
From GULFS track 081° to PORTA.
Turn RIGHT, track 132° VISUAL to
intercept final RWY 23.

NOTE: When instrument approach
required, EXPECT RADAR vectors after
GULFS to IAF for appropriate
instrument approach.



GNSS permitted in lieu of DME
Reference waypoint AD VOR



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

JEPPESSEN

10-2T

13 SEP 13
Eff. 19 Sep.

.RNAV.STAR.

ATIS	116.4	134.5
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ADELAIDE Approach (R) Within 36 NM:

NW of Rwy 05-23 124.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

NON-JETS ONLY

PAMMY THREE ARRIVAL

[PAMMY3]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

ARDROSSAN (ARS): From ARS VOR to
PAMMY: Via ARS R-130 to ROGUE.
From ROGUE track 117^ to PAMMY.
Then follow arrival instructions.

MARGO: From MARGO to PAMMY:
Track 135^ to PAMMY. Then follow
arrival instructions.

ARRIVAL

Cross PAMMY at or below 7000'.

RWY 05 VICTOR:

From PAMMY track 165^ to VINCN.
Turn LEFT, track 109^ VISUAL to
intercept final RWY 05.

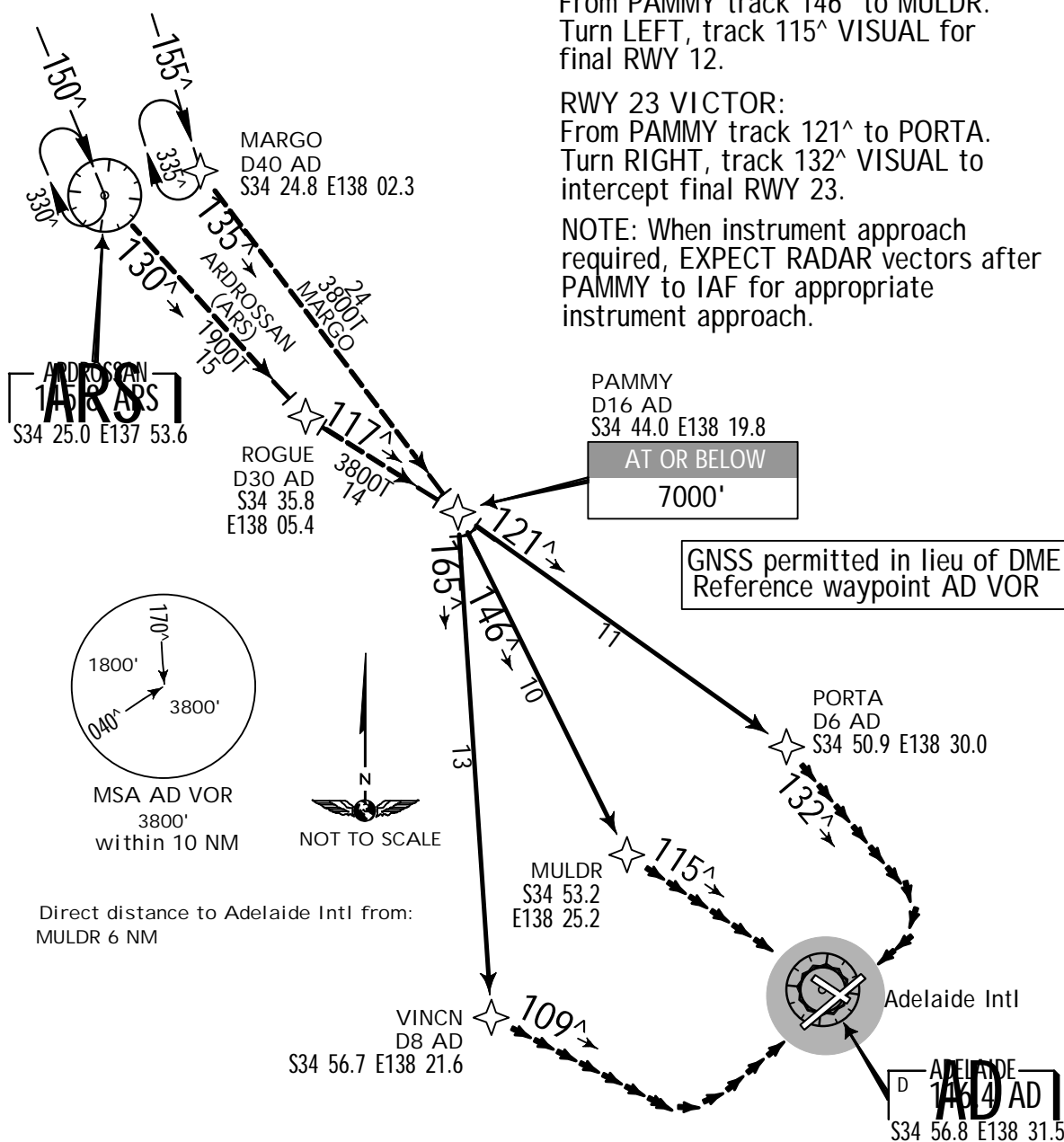
RWY 12 VICTOR:

From PAMMY track 146^ to MULDR.
Turn LEFT, track 115^ VISUAL for
final RWY 12.

RWY 23 VICTOR:

From PAMMY track 121^ to PORTA.
Turn RIGHT, track 132^ VISUAL to
intercept final RWY 23.

NOTE: When instrument approach required, EXPECT RADAR vectors after PAMMY to IAF for appropriate instrument approach.

[illegible]

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

JEPPESEN

10-2U

13 SEP 13
.Eff.19.Sep.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) 128.6

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RAYNA FOUR ALPHA [RAYN4A], RAYNA FOUR VICTOR [RAYN4V] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

KLAVA: From KLAVA to RAYNA:
Track 161° to RAYNA. Then follow
arrival instructions.

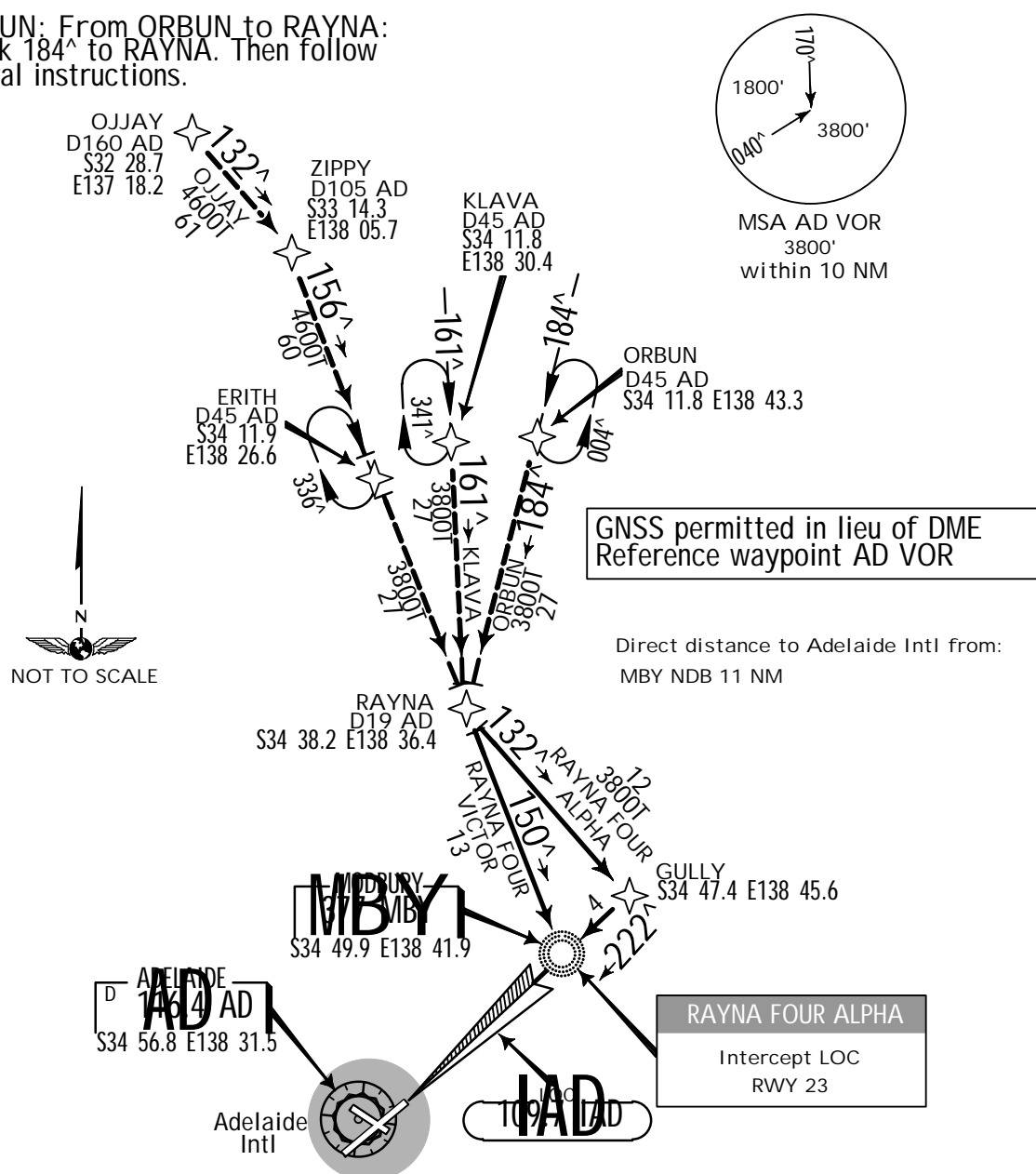
OJJAY: From OJJAY to RAYNA:
Track 132° to ZIPPY. Turn RIGHT,
track 156° to ERITH. Track 156° to
RAYNA. Then follow arrival
instructions.

ORBUN: From ORBUN to RAYNA:
Track 184° to RAYNA. Then follow
arrival instructions.

ARRIVALS

RWY 23 ALPHA: From RAYNA track
132° to GULLY. Turn RIGHT, track
222° to MBY. Intercept LOC RWY 23.

RWY 23 VICTOR: From RAYNA track
150° to MBY. Turn RIGHT, track
visual for final RWY 23.



LOST COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

JEPPESEN

10-2V

13 SEP 13
.Eff.19.Sep.

RNAV STAR
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ATIS 116.4 134.5

ADELAIDE Approach (R) 128.6

TRANS LEVEL: FL 110

TRANS ALT: 10000'

JETS ONLY

RAYNA FOUR MIKE [RAYN4M], RAYNA FOUR UNIFORM [RAYN4U] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

KLAVA: From KLAVA to RAYNA:
Track 161° to RAYNA. Then follow
arrival instructions.

OJJAY: From OJJAY to RAYNA:
Track 132° to ZIPPY. Turn RIGHT,
track 156° to ERITH. Track 156° to
RAYNA. Then follow arrival
instructions.

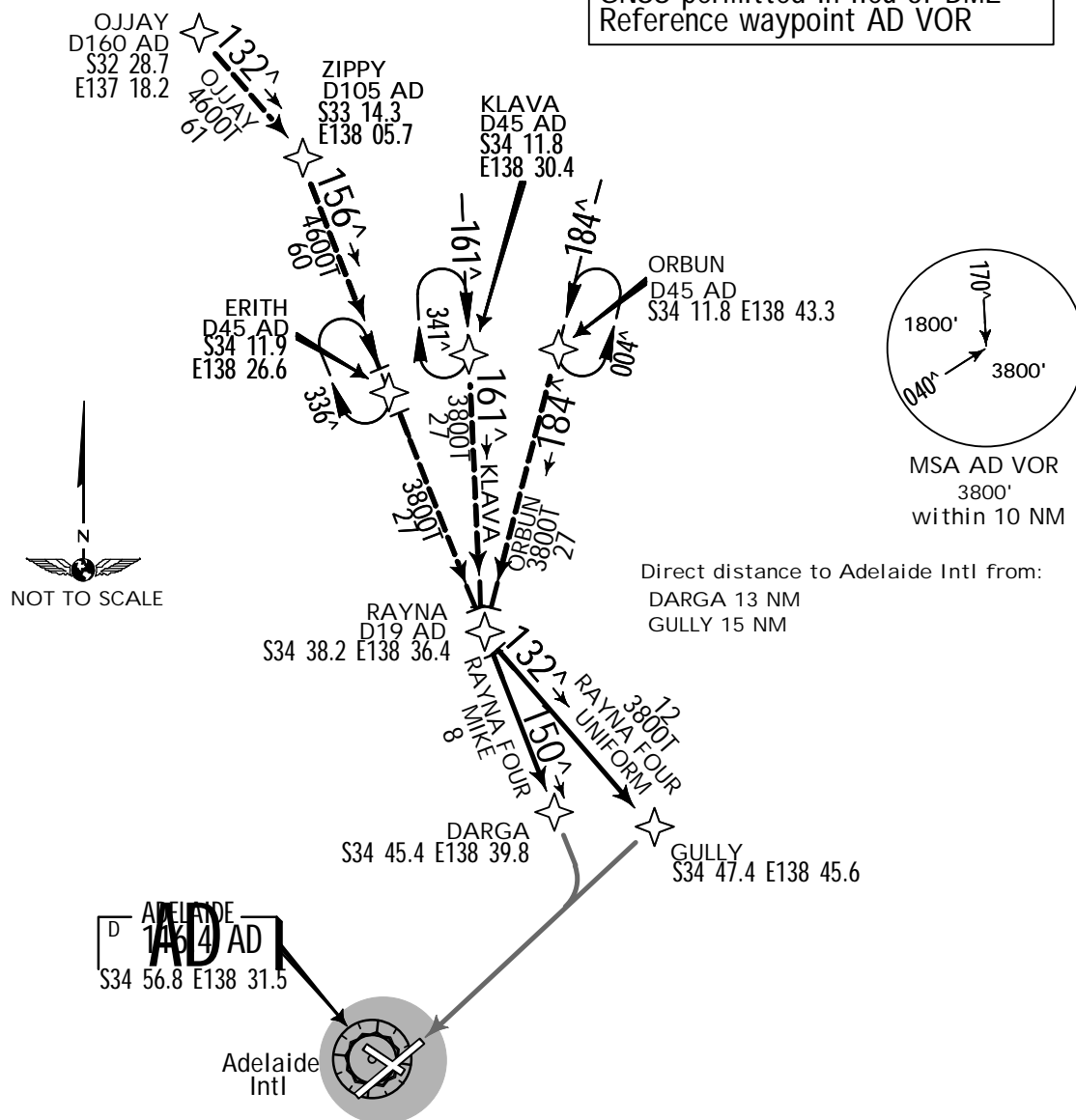
ORBUN: From ORBUN to RAYNA:
Track 184° to RAYNA. Then follow
arrival instructions.

ARRIVALS

RWY 23 MIKE: From RAYNA track
150° to DARGA. Track via RNAV-M
(RNP) RWY 23.

RWY 23 UNIFORM: From RAYNA track
132° to GULLY. Track via RNAV-U
(RNP) RWY 23.

GNSS permitted in lieu of DME
Reference waypoint AD VOR



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

NW of Rwy 05-23 124.2

This procedure becomes effective 18 SEP 1600Z

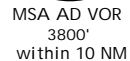
13 SEP 13
Eff. 19 Sep.

(10-2W)YPAD ADELAIDE INTL

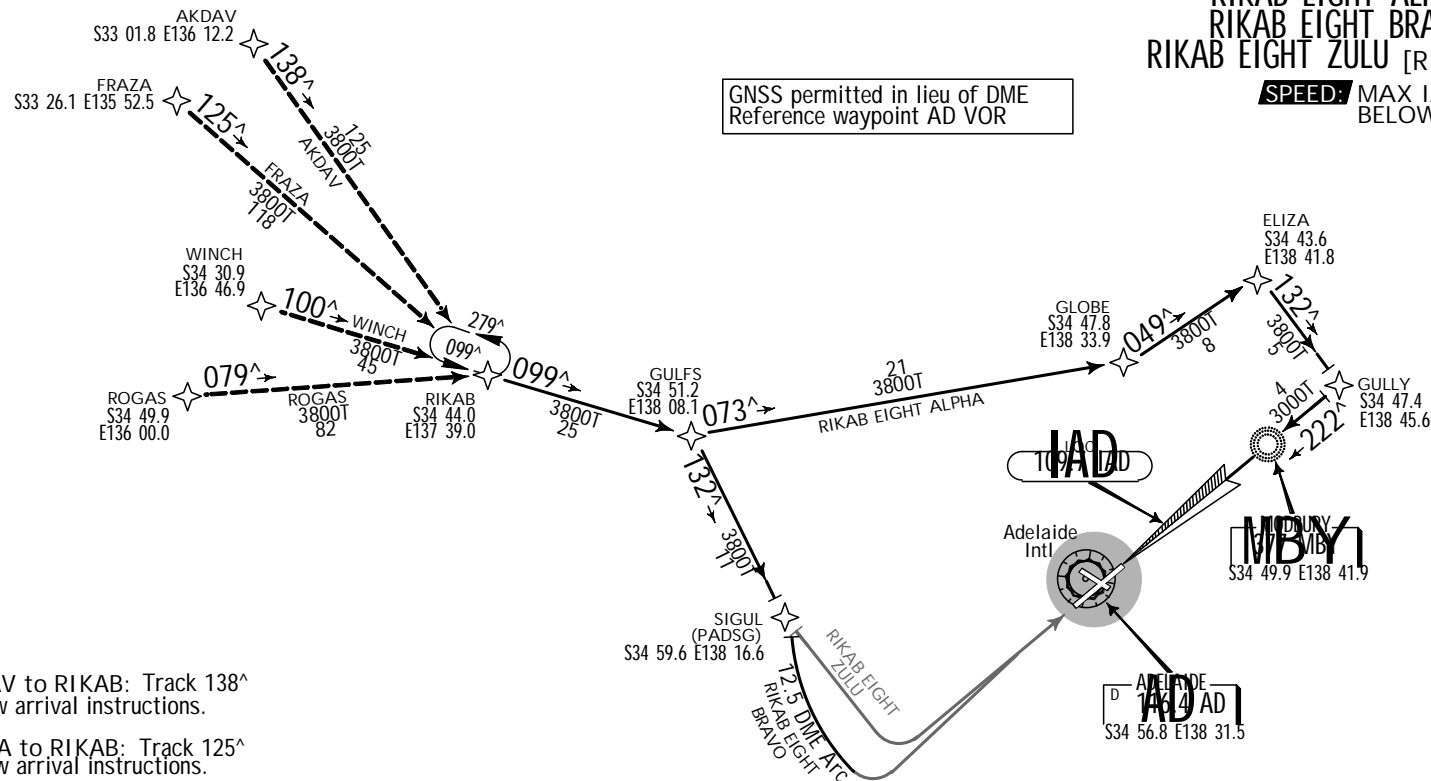
JETS ONLY

RIKAB EIGHT ALPHA [RIKA8A],
RIKAB EIGHT BRAVO [RIKA8B],
RIKAB EIGHT ZULU [RIKA8Z] ARRIVALS

SPEED: MAX IAS 250 KT
BELOW 10000'



GNSS permitted in lieu of DME
Reference waypoint AD VOR



Direct distance to Adelaide Intl from:
MBY NDB 11 NM
SIGUL (PADSG) 13 NM

AKDAV: From AKDAV to RIKAB: Track 138^
to RIKAB. Then follow arrival instructions.

FRAZA: From FRAZA to RIKAB: Track 125^
to RIKAB. Then follow arrival instructions.

ROGAS: From ROGAS to RIKAB: Track 079^
to RIKAB. Then follow arrival instructions.

WINCH: From WINCH to RIKAB: Track 100^
to RIKAB. Then follow arrival instructions.

Track 099^ to GULFS. Then:

RWY 05 BRAVO: From GULFS turn RIGHT, track 132° to SIGUL. Track via 12.5 DME Arc for VOR RWY 05.

RWY 05 ZULU: From GULFS turn RIGHT. Track 132[^] to PADSG. Track via RNAV-Z (GNSS) RWY 05.

RWY 23 ALPHA: From GULFS turn LEFT, track 073^ to GLOBE. Turn LEFT, track 049^ to ELIZA. Turn RIGHT, track 132^ to GULLY. Turn RIGHT, track 222^ to MBY. Intercept LOC RWY 23.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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.

ADELAIDE, SA, ^{.RNAV.STAR.} AUSTRALIA

YPAD ADELAIDE INTL

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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.

10-2Y YPAD ADELAIDE INTL

RNAV.STAR.
ADELAIDE, SA,
AUSTRALIA

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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.

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

NW of Rwy 05-23 124.2

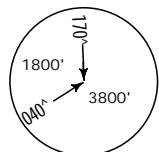
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.RNAV.STAR.
ADELAIDE, SA, AUSTRALIA

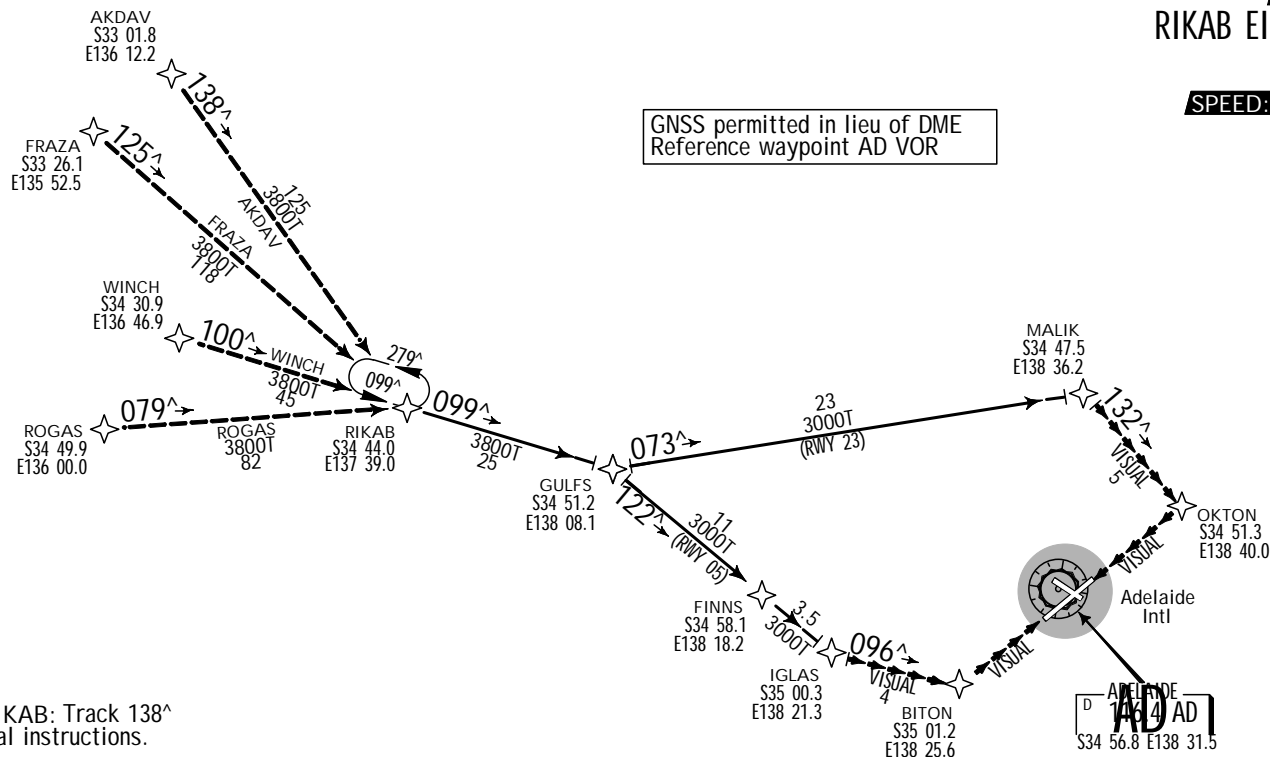
13 SEP 13
.Eff. 19.Sep. 10-2Z This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'



MSA AD VOR
3800'
within 10 NM



TRANSITIONS

AKDAV: From AKDAV to RIKAB: Track 138° to RIKAB. Then follow arrival instructions.

FRAZA: From FRAZA to RIKAB: Track 125° to RIKAB. Then follow arrival instructions.

ROGAS: From ROGAS to RIKAB: Track 079° to RIKAB. Then follow arrival instructions.

WINCH: From WINCH to RIKAB: Track 100° to RIKAB. Then follow arrival instructions.

ARRIVAL

Track 099° to GULFS. Then:

RWY 05: From GULFS turn RIGHT, track 122° to FINNS. Track 122° to IGLAS. Turn LEFT, track 096° VISUAL to BITON. Turn LEFT, intercept final RWY 05.

RWY 23: From GULFS turn LEFT, track 073° to MALIK. Turn RIGHT, track 132° VISUAL to OKTON. Turn RIGHT, intercept VISUAL final RWY 23.



Direct distance to Adelaide Intl from:
BITON 7 NM
OKTON 9 NM

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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.

JEPPESEN

10-2Z1

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY
RUSL ONE ARRIVAL
[RUSL1]

SPEED: MAX IAS 250 KT BELOW 10000'

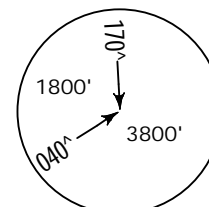
ARRIVAL

ALL RWYS:

From RUSL track 212° to LUFFY.

Track 212° to AD VOR. EXPECT

RADAR vectors to final approach.



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR

RUSL
D50 AD
S34 18.8
E139 11.0

ADELAIDE
AD
S34 56.8 E138 31.5

Adelaide Intl

LUFFY
D20 AD
S34 41.7
E138 47.3

20
3800T
EXPECT vectors
to final



COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

RNAV STAR.
ADELAIDE, SA,
AUSTRALIA

JEPPESEN

This procedure becomes
effective 18 SEP 1600Z

13 SEP 13
Eff. 19 Sep.

10-2Z2

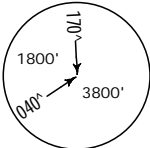
YPAD ADELAIDE INTL

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

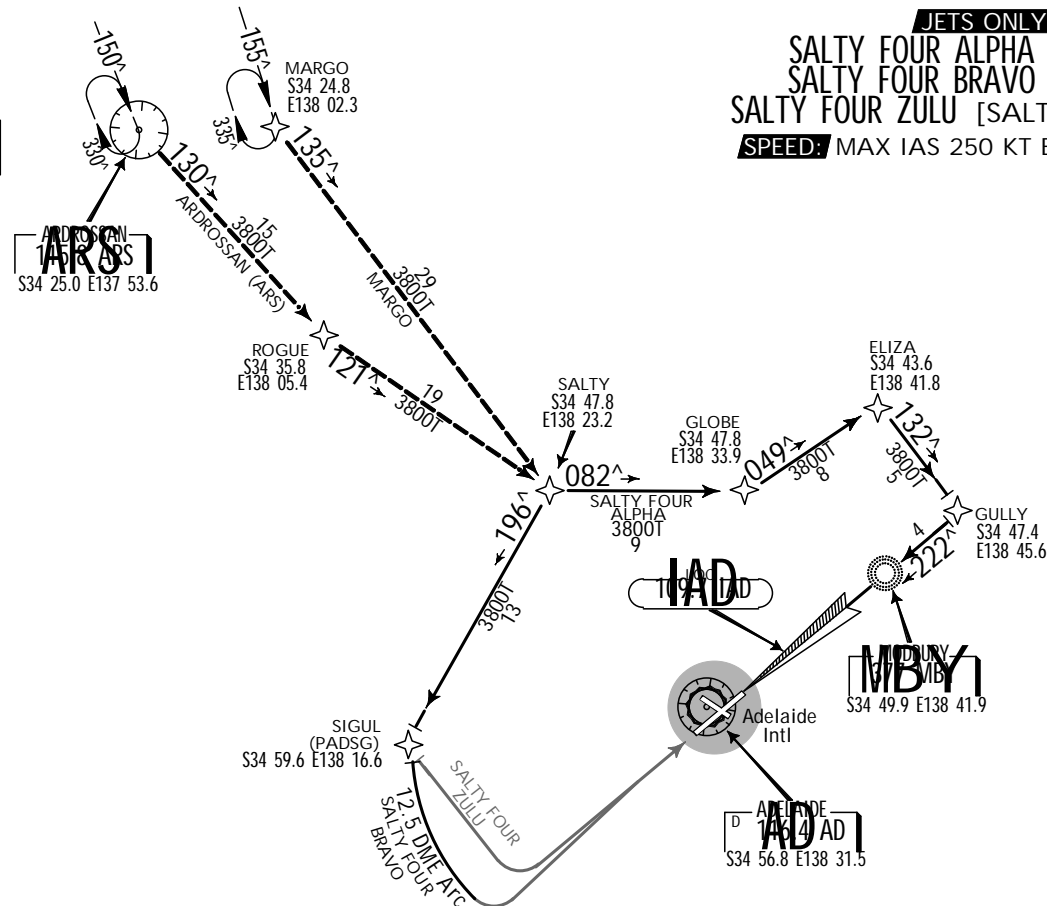
NW of Rwy 05-23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000'



MSA AD VOR
3800'
within 10 NM

GNSS permitted in lieu of DME
Reference waypoint AD VOR



JETS ONLY
SALTY FOUR ALPHA [SALT4A],
SALTY FOUR BRAVO [SALT4B],
SALTY FOUR ZULU [SALT4Z] ARRIVALS
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

MARGO: From MARGO to SALTY:
Track 135° to SALTY.
Then follow arrival instructions.

ARDROSSAN (ARS): From ARS VOR to SALTY:
Track 130° to ROGUE.
Turn LEFT, track 121° to SALTY. Then
follow arrival instructions.

ARRIVALS

RWY 05 BRAVO: From SALTY turn RIGHT,
track 196° to SIGUL. Track via 12.5 DME Arc
to VOR RWY 05.

RWY 05 ZULU: From SALTY turn RIGHT,
Track 196° to PADSG. Track via RNAV-Z
(GNSS) RWY 05.

RWY 23 ALPHA: From SALTY turn LEFT,
track 082° to GLOBE. Turn LEFT, track 049°
to ELIZA. Turn RIGHT, track 132° to GULLY.
Turn RIGHT track 222° to MBY. Intercept
LOC RWY 23.



Direct distance to Adelaide Intl from:
MBY NDB 11 NM
SIGUL (PADSG) 13 NM

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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
EMERGENCY PROCEDURES.

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

NW of Rwy 05-23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JEPPESEN

RNAV STAR.
ADELAIDE, SA, AUSTRALIA

13 SEP 13
Eff. 19 Sep.

10-2Z3

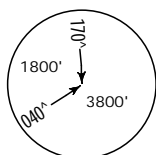
This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

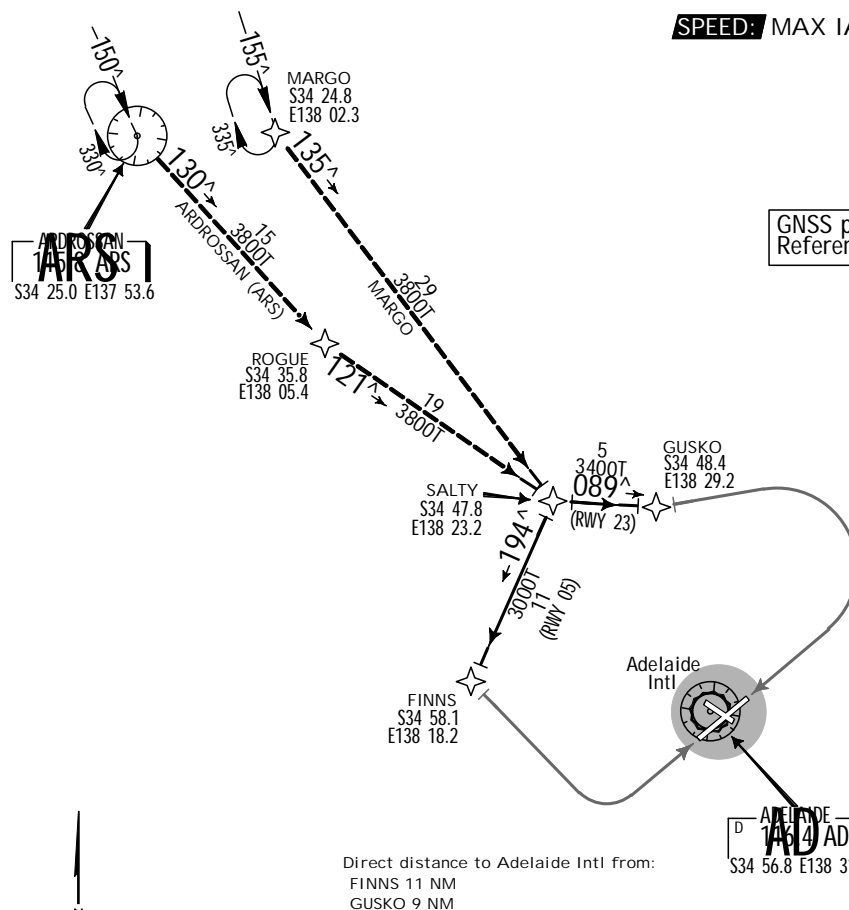
JETS ONLY

SALTY FOUR PAPA ARRIVAL
[SALT4P]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA AD VOR
3800'
within 10 NM



GNSS permitted in lieu of DME
Reference waypoint AD VOR

TRANSITIONS

MARGO: From MARGO to SALTY:
Track 135° to SALTY. Then follow arrival
instructions.

ARDROSSAN (ARS): From ARS VOR to SALTY:
Track 130° to ROGUE. Turn LEFT, track
121° to SALTY. Then follow arrival
instructions.

ARRIVALS

RWY 05: From SALTY turn RIGHT, track
194° to FINNS. Track via RNAV-P (RNP)
RWY 05.

RWY 23: From SALTY turn LEFT, track
089° to GUSKO. Track via RNAV-P (RNP)
RWY 23.

Direct distance to Adelaide Intl from:
FINNS 11 NM
GUSKO 9 NM

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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
EMERGENCY PROCEDURES.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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 EMERGENCY PROCEDURES.

JEPPESEN

10-275

13 SEP 13
Eff. 19 Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

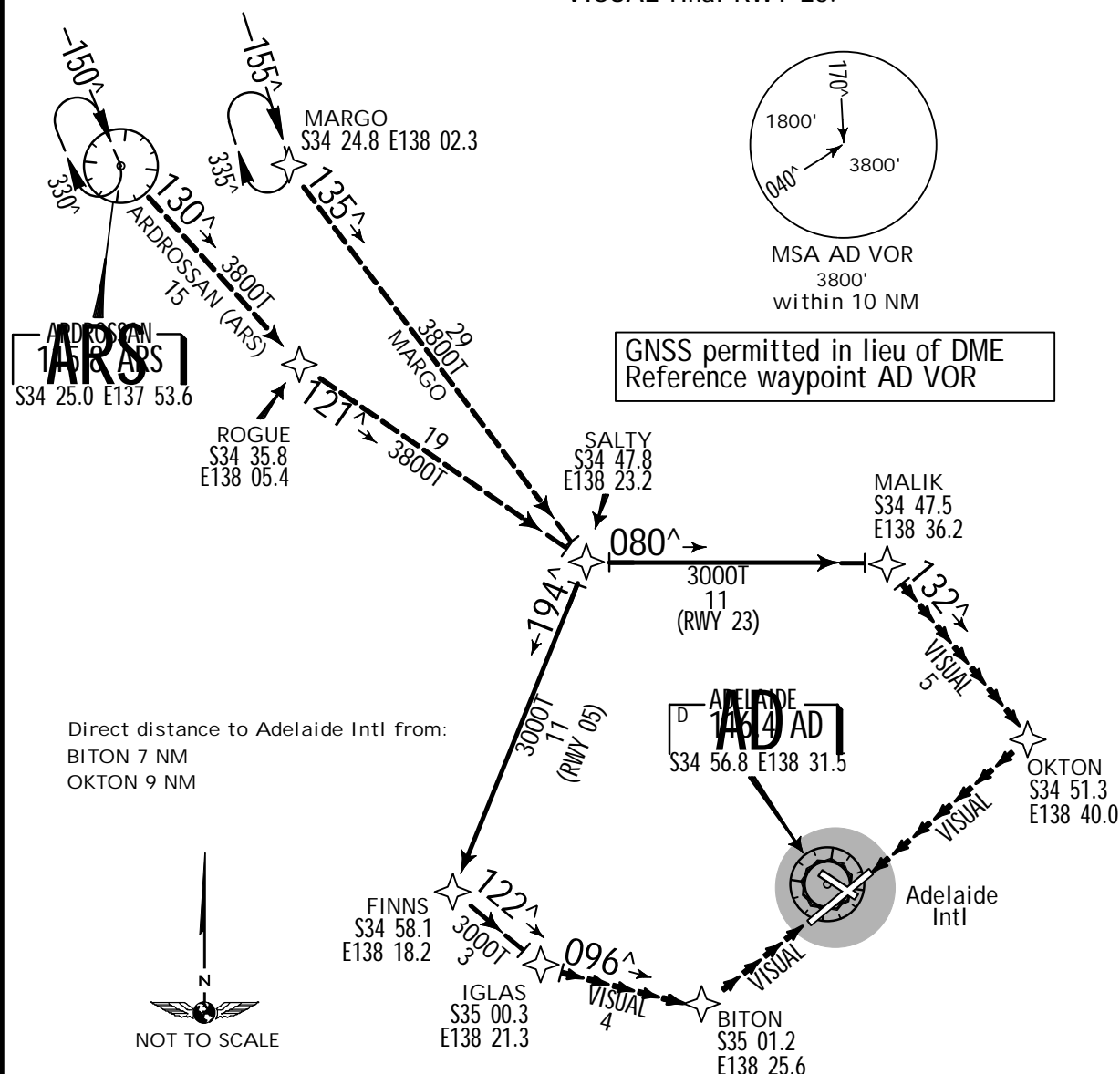
NW of Rwy 05-23 124.2

This procedure becomes
effective 18 SEP 1600Z

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

JETS ONLY**SALTY FOUR VICTOR ARRIVAL**
[SALT4V]**SPEED:** MAX IAS 250 KT BELOW 10000'**TRANSITIONS****MARGO:** From MARGO to SALTY:
Track 135° to SALTY. Then follow
arrival instructions.**ARDROSSAN (ARS):** From ARS VOR
to SALTY:
Track 130° to ROGUE. Turn LEFT,
track 121° to SALTY. Then follow
arrival instructions.**ARRIVAL****RWY 05:** From SALTY turn RIGHT, track
194° to FINNS. Turn LEFT, track 122° to
IGLAS. Turn LEFT, track 096° VISUAL to
BITON. Turn LEFT, intercept VISUAL
final RWY 05.**RWY 23:** From SALTY turn LEFT, track
080° to MALIK. Turn RIGHT, track 132°
VISUAL to OKTON. Turn RIGHT, intercept
VISUAL final RWY 23.

COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

JEPPESEN

10-276

13 SEP 13
.Eff.19.Sep.

.RNAV.STAR.

ADELAIDE, SA, AUSTRALIA

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

SE of Rwy 05-23 118.2

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

NON-JETS ONLY
SURGN ONE ARRIVAL
[SURGN1]

SPEED: MAX IAS 250 KT BELOW 10000'

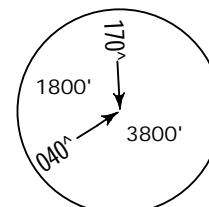
TRANSITION

BLACK: From BLACK track 248^ to SURGN. Cross SURGN at or below FL110. Then follow arrival instructions.

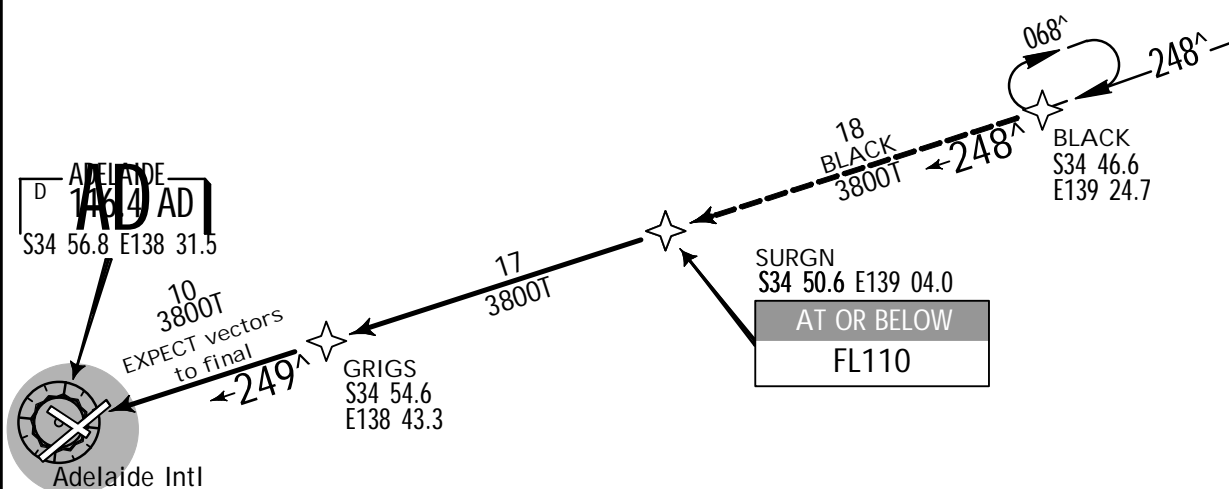
ARRIVAL

ALL RWYS:
From SURGN track 248^ to GRIGS.
Track 249^ to AD VOR. EXPECT
RADAR vectors to final approach.

GNSS permitted in lieu of DME
Reference waypoint AD VOR



MSA AD VOR
3800'
within 10 NM



COMMS ▼ 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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

LOST
COMMS
▲

JEPPESEN 15 AUG 14 (10-3)

.Eff.21.Aug.

ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05-23 124.2
SE of Rwy 05-23 118.2

STANDARD INSTRUMENT DEPARTURE (RADAR) **SID(R).**
ADELAIDE, SA, AUSTRALIA
YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ADELAIDE THREE DEPARTURE (RADAR) ALL RUNWAYS [AD3]

Minimum required climb gradients:

Rwy 05: (EAST of Rwy centerline) 5.7% to 3300'.
Rwy 05: (On and WEST of Rwy centerline) 4.4% to 900'.
Rwy 12: 4.7% to 1500'.
Rwys 23/30: 4.7% to 3300'.

Gnd speed-Kts	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.7% V/V (fpm)	433	577	866	1155	1443	1732

NOTES:

- For Rwy 05 departures, aircraft with flight plan tracks in the sector 042° through WEST to 219° can EXPECT a LEFT turn.
- Jets departing from Rwys 23/30 for tracks to the EAST of Adelaide can EXPECT to be at or above 5000' by crossing AD R-185, or the coast EASTBOUND.
- When AD DME not available, upon pilot request approach will advise passing DME distances based on RADAR observation.

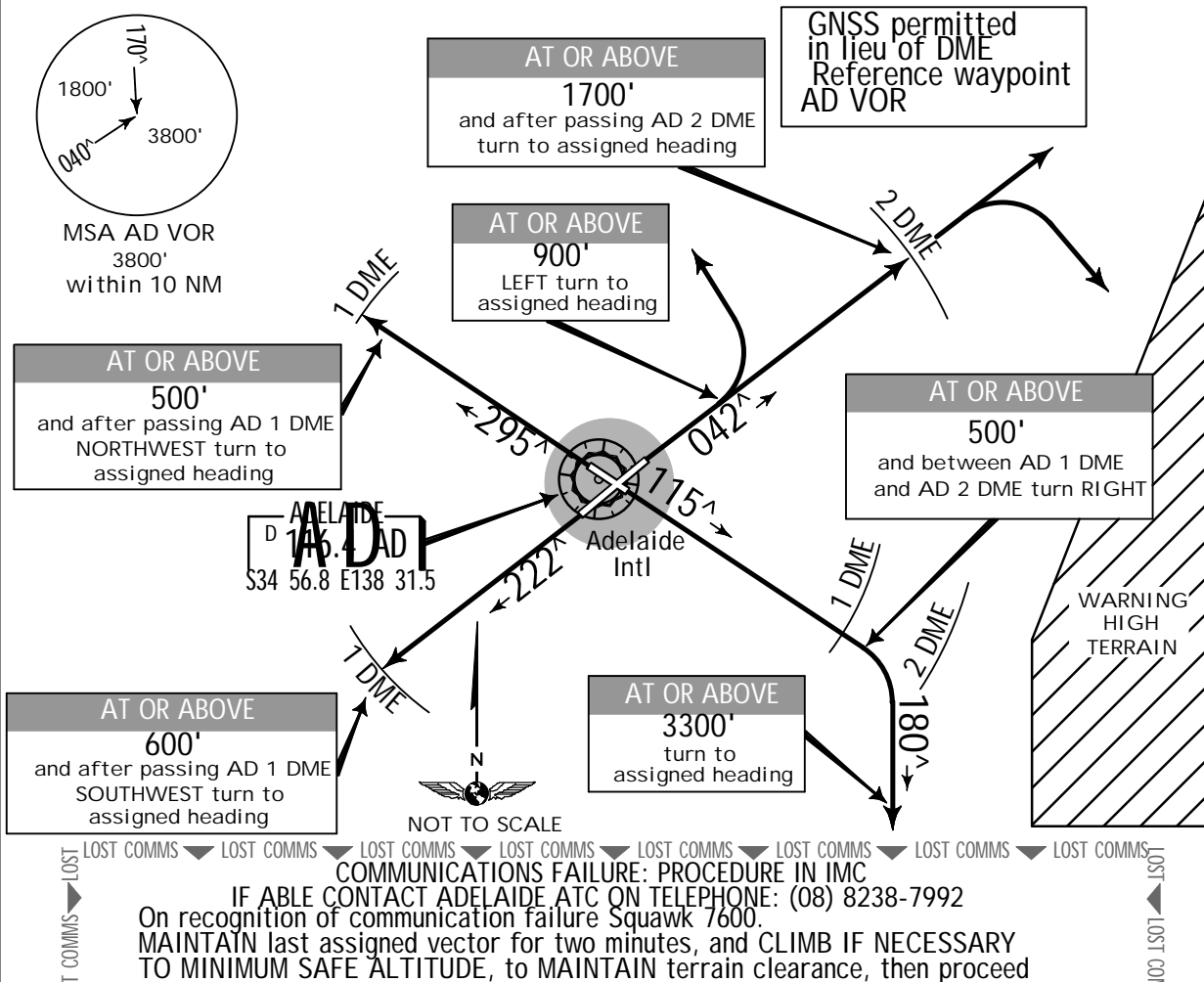
RWY 05 (Departures EAST of RWY centerline)
Track 042°. At or above 1700' and after passing AD 2 DME, turn to assigned heading. RIGHT turns below 1700' not available.

RWY 05 (Departures on and WEST of RWY centerline)
Track 042°. At or above 900', turn LEFT to assigned heading (Heading 042° also available).

RWY 12 (MAX IAS 175 KT until tracking 180°). Track 115°. At or above 500' and between AD 1 DME and AD 2 DME turn RIGHT track 180°. At or above 3300' turn to assigned heading.

RWY 23
Track 222°. At or above 600' and after passing AD 1 DME SOUTHWEST, turn to assigned heading.

RWY 30
Track 295°. At or above 500' and after passing AD 1 DME NORTHWEST, turn to assigned heading.



JEPPESSEN 15 AUG 14 (10-3A) .Eff.21.Aug.

.RNAV.SID.
ADELAIDE, SA, AUSTRALIA

ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05-23 124.2

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

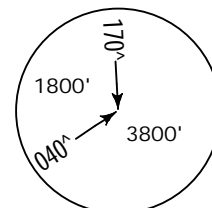
RUNWAYS WEST

GILES TWO DEPARTURE [GILES2], HAWKY THREE DEPARTURE [HAWKY3]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient:
Rwy 05: 4.1% to 800'.

Gnd speed-Kts	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246



MSA AD VOR
3800'
within 10 NM

RWY 05
Track 042° to MBY NDB. Cross
MBY NDB at or above 5000'. Turn
LEFT track 312° to SALIS. Cross
SALIS at or above 7000'. Turn
LEFT, track 234° to PARKA.
Cross PARKA at or above 10000'.

For GILES:
Track 234° to DERWY. Turn
RIGHT track 256° to GILES,
thence as cleared.

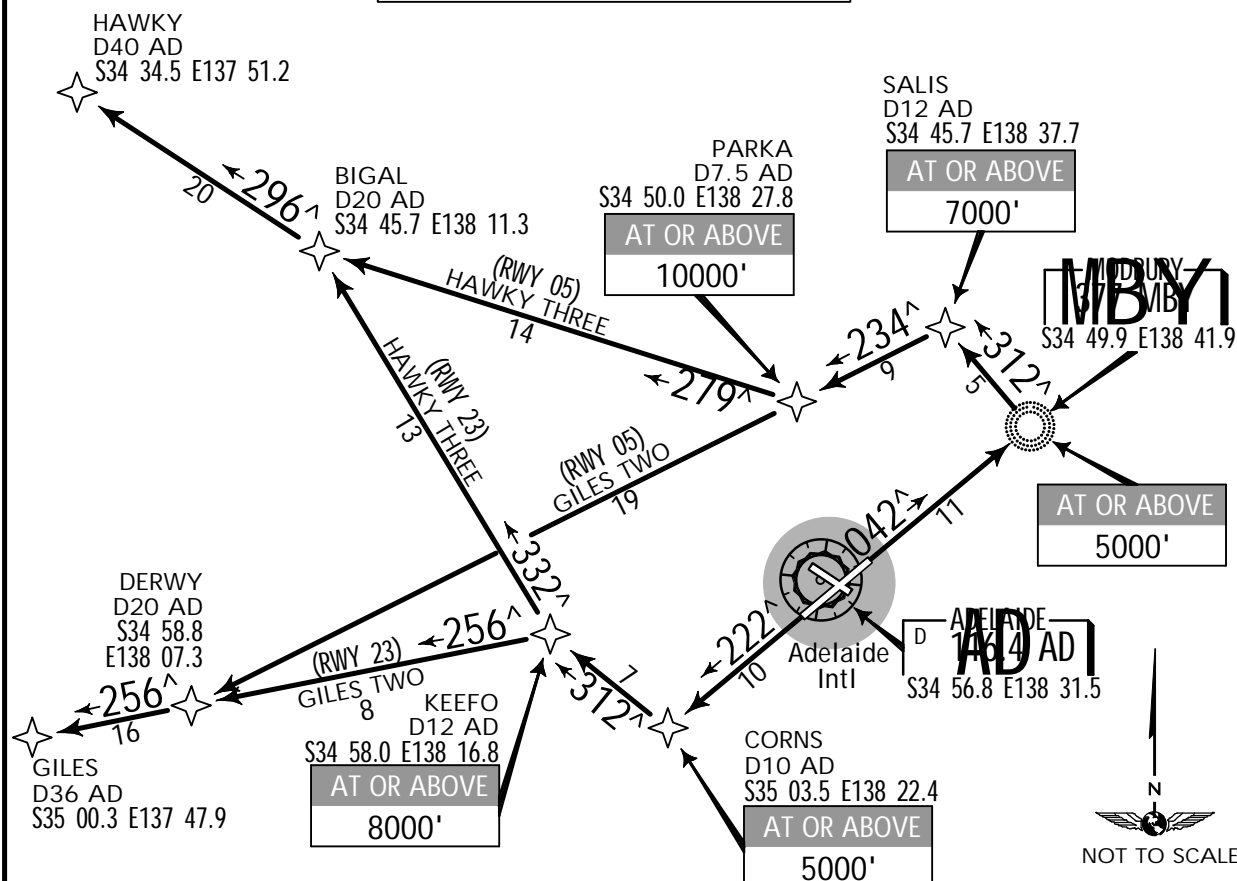
For HAWKY:
Turn RIGHT, track 279° to BIGAL.
Turn RIGHT track 296° to HAWKY,
thence as cleared.

RWY 23
Track 222° to CORNS. Cross CORNS
at or above 5000'. Turn RIGHT
track 312° to KEEFO. Cross KEEFO
at or above 8000'.

For GILES:
Turn LEFT track 256° to DERWY.
Track 256° to GILES,
thence as cleared.

For HAWKY:
Turn RIGHT track 332° to BIGAL.
Turn LEFT track 296° to HAWKY,
thence as cleared.

GNSS permitted in lieu of DME
Reference waypoint AD VOR



JEPPESEN

10-3B

24 MAY 13
.Eff.30.May.

.RNAV.SID.
ADELAIDE, SA, AUSTRALIA

ADELAIDE Clearance 126.1

Approach (R) (DEP) Within 36 NM:

NW of Rwy 05-23 124.2

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

ORBUN THREE DEPARTURE [ORBUN3]

SPEED: MAX IAS 250 KT BELOW 10000'

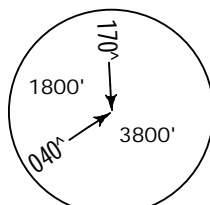
Minimum required climb gradient:
4.1% to 800'.

Gnd speed-Kts	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

RWY 05

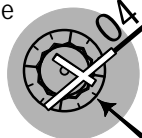
Track 042° to MBY NDB. Cross MBY NDB
at or above 5000'. Turn LEFT track 354°
to ORBUN, then as cleared.

GNSS permitted in lieu of DME
Reference waypoint AD VOR



MSA AD VOR
3800'
within 10 NM

Adelaide Intl



ADELAIDE
D 146.4 AD
S34 56.8 E138 31.5

ORBUN
D46 AD
S34 11.8 E138 43.3

38

354°

MBY
S34 49.9 E138 41.9

AT OR ABOVE
5000'



NOT TO SCALE

JEPPESSEN

10-3C

24 MAY 13
Eff. 30 May.

RNAV.SID.
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
SE of Rwy 05-23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAYS EAST

JETS ONLY

PANKI TWO [PANKI2], TAILEM BEND (TBD) SEVEN [TBD7] DEPARTURES

SPEED: MAX IAS 250 KT BELOW 10000'

JETS ONLY

PANKI TWO [PANKI2],
TAILEM BEND (TBD) SEVEN [TBD7] DEPARTURES
SPEED: MAX IAS 250 KT BELOW 10000'

RWY 23
Track 222° to COLPY. Cross COLPY at or above 2500'. Turn LEFT, track 134° to SULLY. Cross SULLY at at or above 5000'. Turn LEFT, track 077° to MORPH. Cross MORPH at or above 6000'. Track 077° to CLARY. Track 077° to BARKA. Cross BARKA at or above FL 140. Track 077° to MURRY.

Minimum required climb gradient:
Rwy 05: 5.7% to 3300'.

Gnd speed-Kts	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732

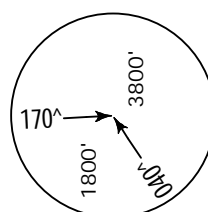
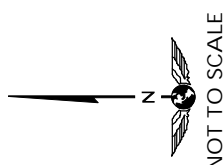
RWY 05
Track 042°. After passing KNOBL and 1700', turn RIGHT. Track direct to ROGGS.

For PANKI:
From ROGGS turn LEFT track 078° to PANKI, then as cleared.

For PANKI:
From MURRY track 077° to PANKI, then as cleared.

For TBD:
From ROGGS turn as required, track 102° to TBD, then as cleared.

For TBD:
From MURRY turn RIGHT track 119° to TBD, then as cleared.



MSA AD VOR
3800'
within 10 NM

KNOBL
S34 55.8 E138 33.6
TURN RIGHT
After passing KNOBL and 1700'

COLPY
D7 AD
S34 56.8 E138 31.5
AT OR ABOVE 2500'

SULLY
S35 06.5 E138 28.3
AT OR ABOVE 5000'

MORPH
S35 06.2 E138 32.8
AT OR ABOVE 6000'

CLARY
S35 06.0 E138 36.4

BARKA
S35 04.7 E138 55.9
AT OR ABOVE FL 140

ROGGS
S35 03.7 E138 54.4

PANKI TWO
(RWY 05)

MURRY
S35 03.6 E139 12.8

PANKI TWO
S34 58.6 E140 21.0

TAILEM BEND (TBD) SEVEN
(RWY 23)
S35 15.2 E139 28.0

GNSS permitted in lieu of DME
Reference waypoint AD VOR

JEPPESEN

(10-3D)

16 AUG 13
Eff. 22 Aug.

ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
SE of Rwy 05-23 118.2

.RNAV.SID.
ADELAIDE, SA, AUSTRALIA
YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

SEDAN NINE DEPARTURE [SEDAN9]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient:
Rwy 05: 4.1% to 800'.

Gnd speed-Kts	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

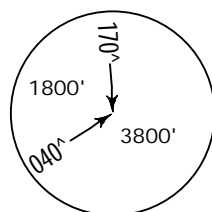
RWY 05

Track 042° to MBY NDB. Cross MBY NDB at or above 5000'. Track 043° to GULLY. Turn RIGHT track 056° to SEDAN, then as cleared.

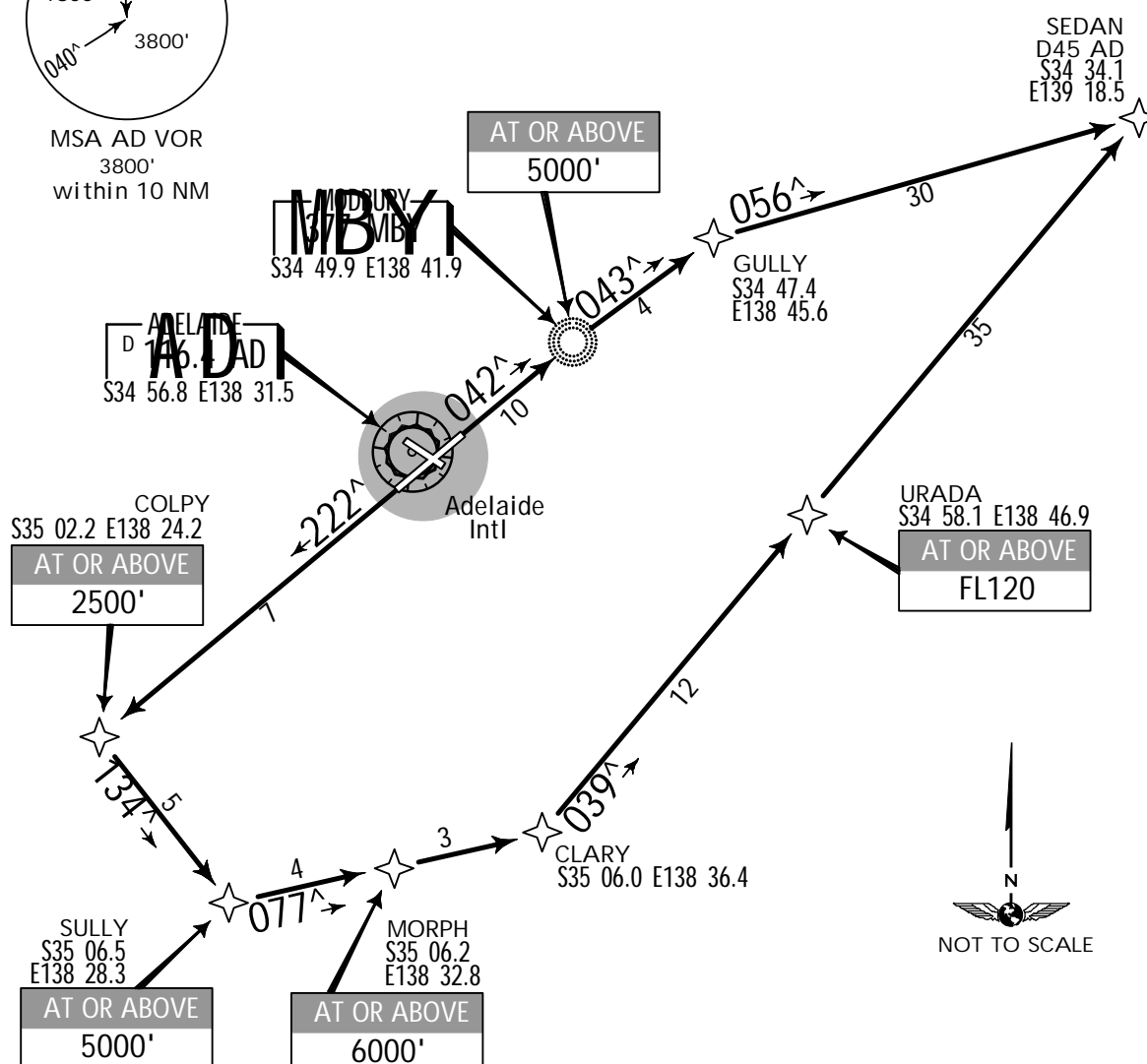
RWY 23

Track 222° to COLPY. Cross COLPY at or above 2500'. Turn LEFT track 134° to SULLY. Cross SULLY at or above 5000'. Turn LEFT track 077° to MORPH. Cross MORPH at or above 6000'. Track 077° to CLARY. Turn LEFT, track 039° to URADA. Cross URADA at or above FL120. Track 039° to SEDAN, then as cleared.

GNSS permitted in lieu of DME
Reference waypoint AD VOR



MSA AD VOR
3800'
within 10 NM



YPAD/ADL


JEPPESEN
 22 NOV 13 (10-4)

NOISE.
ADELAIDE, SA, AUSTRALIA
 ADELAIDE INTL

NOISE ABATEMENT PROCEDURES

SUMMER (Oct-Mar):	Local Time minus	10 1/2 HOURS	= UTC
WINTER:	Local Time minus	9 1/2 HOURS	= UTC

Noise Abatement Procedures shall apply to all aircraft except where specifically exempted in the following paragraphs.

PREFERRED RUNWAYS

a. Between the hours of 0600 - 2300 LT, the preferred runways are:

1. Runway 23
2. Runway 05

When Runway 23 is the duty runway, aircraft may land Runway 05. When Runway 05 is the duty Runway, aircraft may take-off Runway 23.

In the event of the non-availability of Runway 05/23, the preferred runways are:

1. Runway 30
2. Runway 12

When Runway 30 is the duty runway, aircraft may land Runway 12. When Runway 12 is the duty Runway, aircraft may take-off Runway 30.

Jet noise abatement climb procedures apply on Runways 05, 12 and 30.

b. During the hours of 0600 - 0700 LT and 2100 - 2300 LT, shoulder periods exist.

1. When Runway 23 is the duty runway, non-jet aircraft below 25,000kg (55,116 lbs) MTOW may land on runways other than Runway 23.
2. When Runway 05 is the duty runway, non-jet aircraft below 25,000kg (55,116 lbs) MTOW may take-off on runways other than Runway 05.

c. Between 0700 - 2100 LT, preferred runways may be waived for non-jet aircraft below 25,000kg (55,116 lbs) MTOW.

YPAD/ADL


JEPPESEN
 22 NOV 13 **10-4A**
NOISE.
ADELAIDE, SA, AUSTRALIA
 ADELAIDE INTL

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS

Preferred flight paths do not apply to single engine aircraft less than 1750kg (3858 lbs) MTOW. Preferred flight paths may be waived for non-jet aircraft less than 25,000kg (55,116 lbs) MTOW, between 0700 - 2100 LT.

a. Arriving Aircraft

Via a STAR where available otherwise in compliance with the following provisions:

Landing Runway 23

From the east - Intercept the Runway 23 localizer at or beyond the Modbury (MBY) NDB, or the R047 (Rwy 23 VOR) at or beyond 10 NM. Aircraft shall not be cleared below 3000 ft until passing MBY or 10 NM.

From the west - Right circuit/base.

Landing Runway 05

From the east - Track via LUNGA to intercept runway centerline at or beyond 5 NM for jet aircraft and 3 NM for non-jets (AD R215 for VOR Rwy 05 approach). Descent below 3000 ft is not available until west of the coast.

From the west - Intercept runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R215 for VOR Rwy 05 approach).

Landing Runway 12

From the east - Intercept the AD 10 DME arc, thence intercept the runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R304 for instrument approach). Descent below 3000 ft is not available until west of the coast.

From the west - Intercept runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R304 for instrument approach).

Landing Runway 30

From the east - Intercept the runway centerline at, or beyond, 10 NM (AD R110 for instrument approach).

From the west - As determined by traffic management requirements.

b. Departing Aircraft

Runway 23 - East: Jets maintain runway heading/track until at least 6 NM then via SULLY. Non-jets maintain runway heading/track until at least 3 NM, then seawards of the coast and then via SULLY. West: Maintain runway heading/track until at least 3 NM.

Runway 30 - Maintain runway heading/track until at least 3 NM.

Runway 05 and 12 - No requirements.

Aircraft departing Runway 23 or 30 for tracks to the east of the coastline will be required to be at or above 3000 ft for non-jets or 5000 ft for jets before crossing the coastline eastbound.

YPAD/ADL


JEPPESEN
15 FEB 13 10-4B

ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL

NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

a. AWK TRNG involving instrument approach procedures is only permitted during designated periods between 0700 and 2300 local. Preferred RWY and preferred flight paths may be waived. A single practice instrument approach by ARR ACFT, other than AWK TRNG flights, may be approved at any time during this period. Requests should be made as early as possible, preferably at the flight planning stage.

b. AWK TRNG flights conducting approaches to a RWY, including touch and go, bailed, circling and missed approach maneuvers in Adelaide CTR and VFR AWK training traffic within the lateral limits of the Adelaide CTR below A060, shall be scheduled as follows:

1. MON-FRI 0830-0930 and 1700-1900 local: NOT TO BE PLANNED;
2. MON-FRI 0700-0830, 0930-1100, 1600-1700 and 1900-2100 local normally limited to 1 ACFT at any one time.
3. Remaining AVBL AWK TRNG times: normally no more than 2 ACFT may conduct approaches at any one time.

Note: MON-FRI 1000-1700 local, up to 2 ACFT at any one time may conduct AWK TRNG at Edinburgh in addition to the number of ACFT specified in para (2) and (3) ABV, SUBJ MIL TFC.

- c. Training flights involving an approach to the reciprocal end of the runway nominated for departures are not permitted.
- d. NAVID tacking TRNG and IFR AWK TRNG involving other than published YPAD/IAL procedures is not permitted within the lateral limits of Adelaide CTR.
- e. Circuit training is permitted at Adelaide only BTN 0700-0830, 0930-1700 and 1900-2100 local (extended to 2200 local Daylight Saving). Preferred RWY and preferred flight paths may be waived.

CURFEW 2300-0600 LT

a. Application

1. The Adelaide Airport Curfew Act and Regulations commenced on 27 August 2000. From that time, the curfew provides that between 2300 and 0600 local time no landing or takeoffs are permitted at Adelaide Intl except for the following under paragraphs a., 2., 3., 4., 5., e., f., and g.
2. A maximum of 8 international aircraft (refer to definitions in paragraph h.) landings during curfew shoulder periods (2300-2400 and 0500-0600) may be permitted. Prior approval through the Department of Infrastructure and Transport (DIT) is required for operations in this category; and
3. A maximum of 25 landings and 15 takeoffs each week by low noise heavy freight aircraft (refer paragraph h.) may be permitted. Prior approval through DIT is required; and
4. Propeller driven aircraft with a maximum takeoff weight (MTOW) of 34,000 kg (74,957 lbs) or less, that meet specified ICAO noise standards; and
5. The following types of jet aircraft with a maximum takeoff weight (MTOW) of 34,000 kg (74,957 lbs) or less:

BAe 125-800B	Gulfstream IV
BAe 125-1000	HS125-700B
Beech 400A	Learjet 31A/35/36/45/60
Canadair Challenger 601/604	Mitsubishi MU-300
Cessna Citation 500/525/550/560/650/750	Westwind 1124
Falcon 10/50EX/200/900/200	

These aircraft meet ICAO Chapter 3 noise certification requirements, and comply with the 90-95 noise level rule.

YPAD/ADL


JEPPESEN
15 FEB 13 **10-4C**
NOISE.
ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL

NOISE ABATEMENT PROCEDURES

b. Runway Selection

1. Landings by approved international aircraft (refer to para. h.) during the curfew shoulder periods should be on Runway 05, unless meteorological conditions require the aircraft to land on another runway, and aircraft should not use reverse thrust greater than idle reverse thrust.
2. Movements to approved low noise heavy freight aircraft (refer to para. h.) during curfew periods, in relation to
 - (a) takeoffs - must be from Runway 23, and
 - (b) landings - should be on Runway 05 unless the meteorological conditions require the aircraft to land on another runway. Aircraft should not use reverse thrust greater than idle reverse thrust.
3. Where an approved international aircraft (refer to para. h.) or an approved low noise heavy freight aircraft (refer to para. h.) lands on a runway other than Runway 05, the operator of the aircraft must, within 7 days after the landing, give to Airservices Australia a return that states:
 - (a) the date and time of the landing; and
 - (b) the runway on which the landing occurred; and
 - (c) the aircraft's registration mark, its operator, and its type; and
 - (d) the reason for landing on a runway other than Runway 05, including wind conditions at the time; and
 - (e) the down wind limits for landing specified in the aircraft's flight manual.
4. For aircraft other than approved international aircraft and approved low noise heavy freight aircraft, the preferred runways are:
 - Runway 23 for takeoffs; and
 - Runway 05 for landings.
5. When Runway 23 is the duty runway for landing, non-jet aircraft less than 25,000 kg (55,116 lbs) MTOW may land on Runway 12.
6. When Runway 05 is the duty runway for takeoff, non-jet aircraft less than 25,000 kg (55,116 lbs) MTOW may takeoff on Runway 30.
7. In the event of the unavailability of Runway 05/23, the preferred runways are:
 - Runway 30 for takeoffs; and
 - Runway 12 for landings.

c. Preferred Flight Paths

During the curfew, the preferred flight paths described earlier in this document will apply to all arriving and departing aircraft, except single engine aircraft of less than 1750 kg (3858 lbs) MTOW.


d. Takeoff When Taxi Clearance Received Before Start of Curfew Period

An aircraft may takeoff during a curfew period if it received taxi clearance before the start of the curfew period.

e. Use of Adelaide Intl as an Alternate

1. Adelaide Intl may be nominated and used as a planned or unplanned alternate airport during the curfew. In the case of international operations, landings and subsequent takeoffs are permitted during the curfew. For domestic operations, only landings during the curfew are permitted.
2. The use of Adelaide Intl as an alternate during the curfew relates to situations where there is an urgent need for an aircraft to land. If an aircraft uses Adelaide Intl as an alternate, wherever possible, the Noise Abatement Procedures for Adelaide Intl set out in this document should be followed.

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 15 FEB 13 (10-4D)

NOISE.
ADELAIDE, SA, AUSTRALIA
 ADELAIDE INTL

NOISE ABATEMENT PROCEDURES

f. Exemptions

Curfew restrictions do not apply to an aircraft under the following circumstances, and prior approval from DIT is not required:

1. the aircraft is being used for, or in connection with:
 - (a) a search and rescue operation; or
 - (b) a medical emergency; or
 - (c) a natural disaster; or
2. the pilot of the aircraft has declared an in-flight emergency; or
3. the aircraft has insufficient fuel to be diverted to another airport; or
4. there is an urgent need for the aircraft to land or take off:
 - (a) to ensure the safety or security of the aircraft or any person; or
 - (b) to avoid damage to property.

An aircraft, having landed subject to the above conditions (i.e. dispensation not required), may resume its flight once the emergency has been resolved.

g. Dispensations

1. A dispensation may be granted authorizing an aircraft to land at, or takeoff from, Adelaide Intl in exceptional circumstances. Prior approval from DIT is required.
2. An operator may apply to the Department of Infrastructure and Transport for a dispensation to land at, or takeoff from, Adelaide Airport during the curfew. All dispensation requests should be made through telephone number 1300 307288 (24 hours), or by email to: transport.security@infrastructure.gov.au

h. Definitions

1. An aircraft is an international aircraft if:
 - (a) the aircraft is being used for an international air service to carry passengers or freight (or both) for hire or reward, to or from the airport, and
 - (b) one of the following applies:
 - (i) the operator of the aircraft has an international airline license granted under section 12 of the Air Navigation Act 1920; or
 - (ii) the operator of the aircraft has a permission under section 15D of that Act; or
 - (iii) the operator of the flight in question is covered by a permission under section 17 of that Act; or
 - (iv) the flight in question is covered by a determination under subsection 17 (1B) of that Act; and
 - (c) the aircraft complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the maximum takeoff weight of the aircraft (whether or not the Chapter is expressed to apply to the aircraft); and
 - (d) if the aircraft is being used solely for the purpose of carrying freight - the aircraft is not a low noise heavy freight aircraft; and
 - (e) for a takeoff from Adelaide Airport - the first or second port of call of the aircraft taking off from Adelaide Airport is outside Australia; or
 - (f) for a landing at Adelaide Airport - the last or second last port of call of the aircraft before landing at Adelaide Airport was outside Australia.
2. An aircraft is a low noise heavy freight aircraft if it is a jet aircraft that:
 - (a) has a maximum takeoff weight that is 34,000kg (74,957 lbs) or more; and
 - (b) is being used solely for the purpose of carrying freight; and
 - (c) complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the aircraft (whether or not the Chapter is expressed to the aircraft); and
 - (d) complies with the 90-95 noise level rule.

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 **JEPPESEN**
15 FEB 13 (10-4E)

NOISE.
ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL

NOISE ABATEMENT PROCEDURES

i. Further Information

Any inquiries relating to Adelaide Airport curfew arrangements should be directed to the Department of Infrastructure and Transport on telephone number 1300 307 288 during normal office hours.

YPAD/ADL

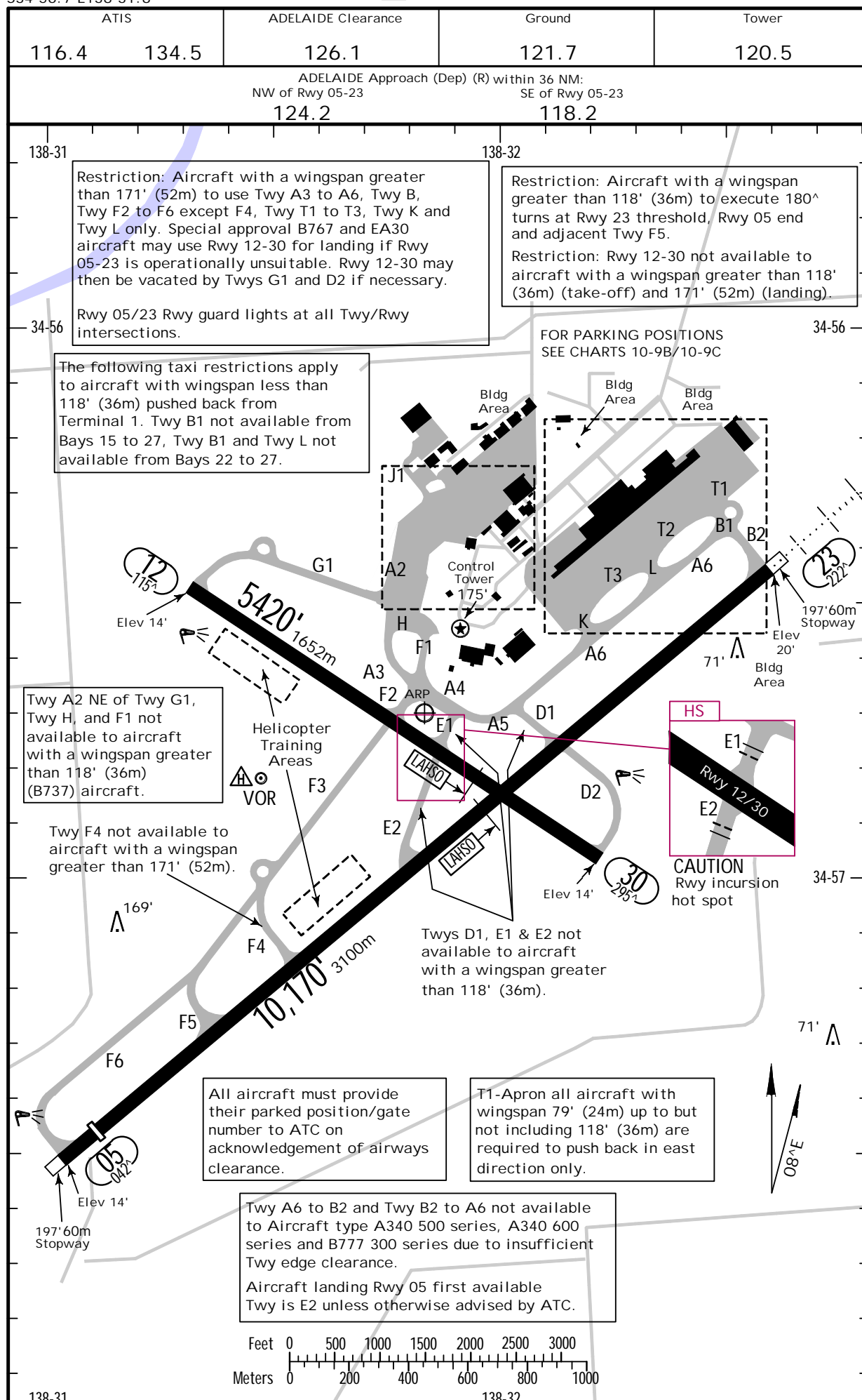
Apt Elev 20'
S34 56.7 E138 31.8

29 AUG 14 (10-9)

JEPPESEN

ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL



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ADELAIDE, SA, AUSTRALIA

29 AUG 14

10-9A

ADELAIDE INTL

GENERAL

Birds in vicinity of airport.

Jet aircraft curfew 2300-0600LT.

Engine start involving use of more than idle power requires ATC clearance.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND	LAHSO		
			Threshold	Glide Slope	Distance	
05 1	3 HIRL 3 PAPI (angle 3.0°, MEHT 61')		9678' 2950m		12/30 5492' 1674m	148' 45m
2 23	3 HIRL HIALS (non-std) 3 4 PAPI			9122' 2780m		

1 Hold short lights Rwy 05.

2 Grooved.

3 Standby power available.

4 Angle 3.0°, MEHT 59'

12 5	6 MIRL 6 7 PAPI	grooved			05/23 3727' 1136m	148' 45m
30						

5 Hold short lights Rwy 12.

6 Standby power available.

7 Angle 3.0°, MEHT 51'

TAKE-OFF

All Rwy's

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	550m	800m

FOR FILING AS ALTERNATE

		ILS or LOC Rwy 23 RNAV-M (RNP) Rwy 05 RNAV-P (RNP) Rwy 05 RNAV-M (RNP) Rwy 23 RNAV-P (RNP) Rwy 23 RNAV-U (RNP) Rwy 23 RNAV-U (RNP) Rwy 30	RNAV-Z (GNSS) Rwy 05 RNAV-Z (GNSS) Rwy 12 RNAV-Z (GNSS) Rwy 23 RNAV-Z (GNSS) Rwy 30 VOR Rwy 05 VOR Rwy 12 VOR Rwy 23 VOR Rwy 30
A	850' - 4.0 km	1380' - 4.4 km	
B			
C		1480' - 6.0 km	
D		1480' - 7.0 km	

1 Aircraft capable of 3.6% missed approach procedure only.

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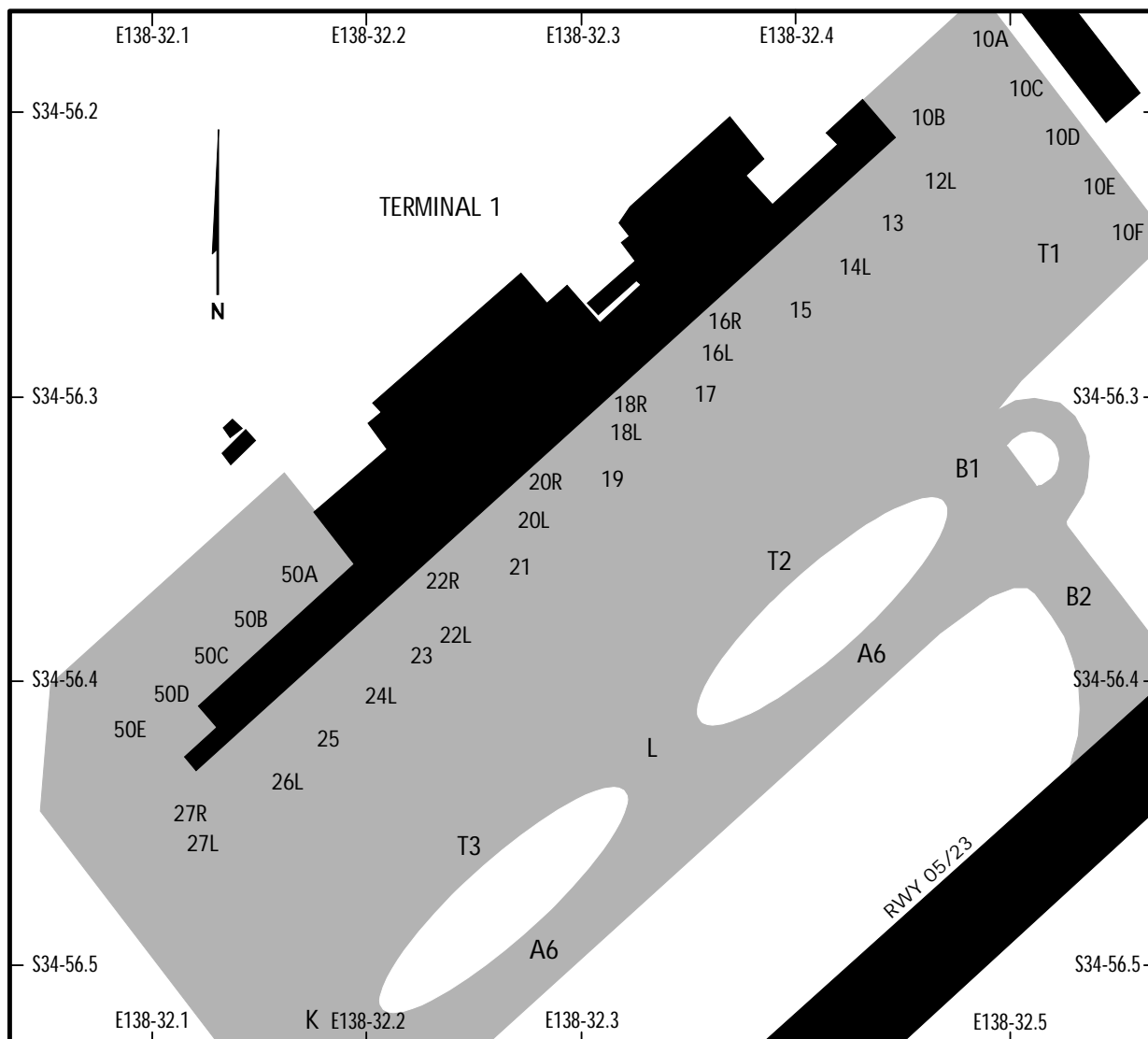


JEPPESEN

ADELAIDE, SA, AUSTRALIA

17 AUG 12 (10-9B) .Eff.23.Aug.

ADELAIDE INTL



PARKING POSITION INFORMATION

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
10A thru 10C	S34 56.2 E138 32.5	20	18L	S34 56.3 E138 32.3	19
10D, 10E	S34 56.2 E138 32.5	19	19	S34 56.4 E138 32.3	19
10F	S34 56.3 E138 32.5	19	20R	S34 56.4 E138 32.3	20
12L	S34 56.2 E138 32.5	19	20L	S34 56.4 E138 32.3	19
13 thru 15	S34 56.3 E138 32.4	19	21	S34 56.4 E138 32.3	19
16R	S34 56.3 E138 32.4	20	22R	S34 56.4 E138 32.2	20
16L	S34 56.3 E138 32.4	19	22L	S34 56.4 E138 32.2	19
17	S34 56.3 E138 32.3	19	23 thru 25	S34 56.4 E138 32.2	19
18R	S34 56.3 E138 32.3	20	26L	S34 56.5 E138 32.1	19
			27R	S34 56.5 E138 32.1	20
			27L	S34 56.5 E138 32.1	19
			50A	S34 56.4 E138 32.2	18
			50B thru 50E	S34 56.4 E138 32.1	18

YPAD/ADL

**JEPPESEN**

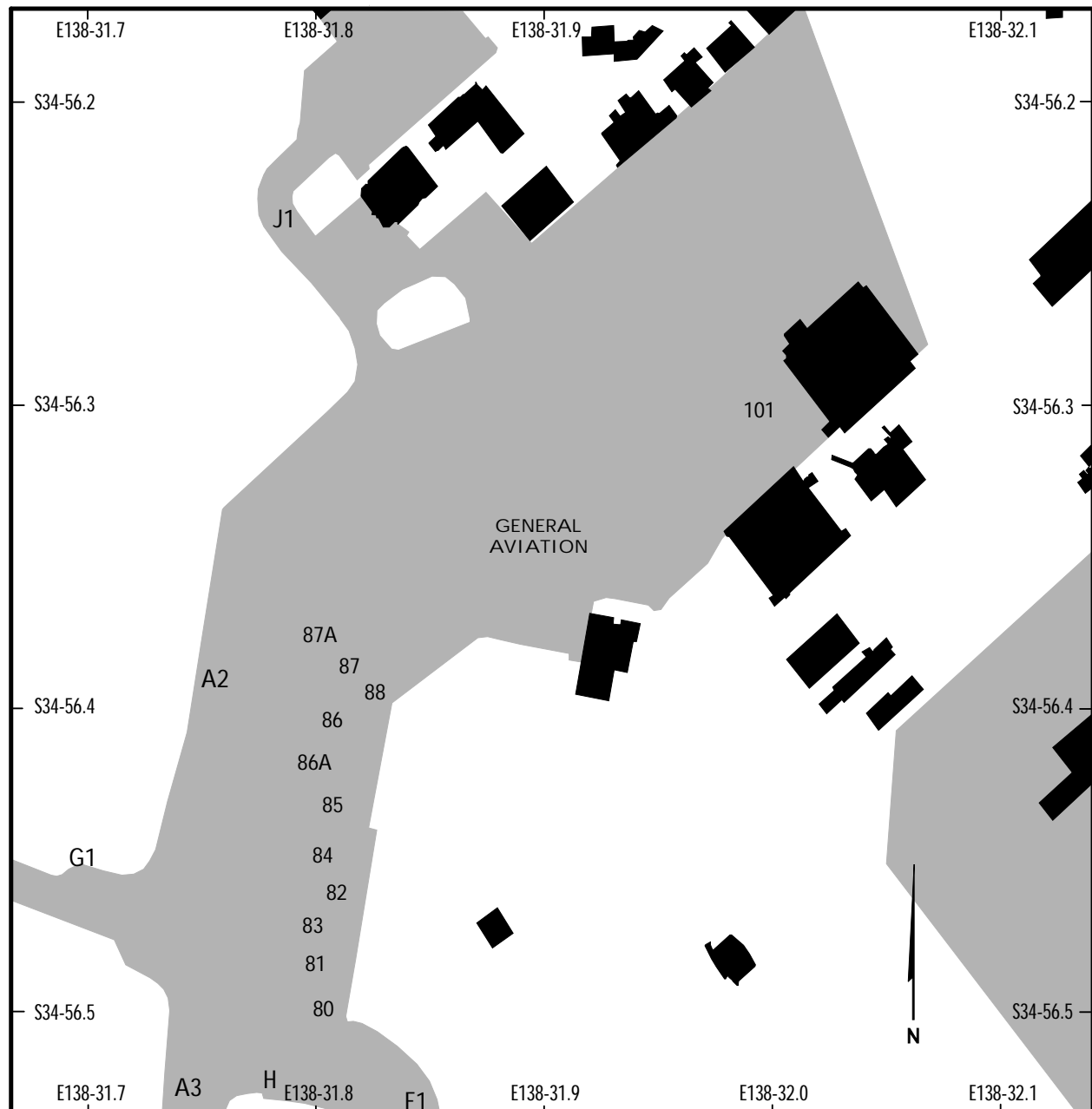
ADELAIDE, SA, AUSTRALIA

17 AUG 12

(10-9C)

.Eff.23.Aug.

ADELAIDE INTL



PARKING POSITION INFORMATION

STAND No.	COORDINATES	ELEV			
80, 81, 82	S34 56.5 E138 31.8	15			
83, 84	S34 56.5 E138 31.8	15			
85	S34 56.4 E138 31.8	15			
101	S34 56.3 E138 32.0	16			

YPAD/ADL



26 JUN 09

(10-9D)

ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

VISUAL DOCKING GUIDANCE SYSTEM

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

1. APIS is a Nose-In Guidance (NIG) system installed at Adelaide Airport Terminal 1 - Bays 12L, 13, 14L, 15, 16R, 16L, 18R, 18L, 19, 20R, 20L, 21, 22R, 22L, 23, 24L, 25 and 26L (it is NOT installed at Bay 17). The APIS is based on a centerline guidance sub-display. The steering and stop indications are provided from a display unit mounted on a pole in front of the cockpit in line with the left-hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.
2. On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric characters on the top row should be flashing (see diagram on 10-9E).
3. The following is the sequence of APIS operation from initial approach to STOP:
 - a. Identify the correct parking bay position.
 - b. Ensure that the aerobridge retraction light indicates green.
 - c. Follow the taxi-in line and watch the centerline beacon.
 - d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
 - e. About 66' (20m) before STOP, the 'aircraft type' display goes steady and the door number disappears.
 - f. Follow the azimuth guidance display. The black arrowheads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
 - g. The full closing rate 'thermometer' indicates at least 43' (13m) to STOP.
 - h. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
 - i. The deletion of each 'thermometer' bar indicates about one-and-a-half feet (one-half meter) progression.
 - j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
 - k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
 - l. The entire display automatically shuts down after some seconds.

NOTE: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

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JEPPESEN

26 JUN 09

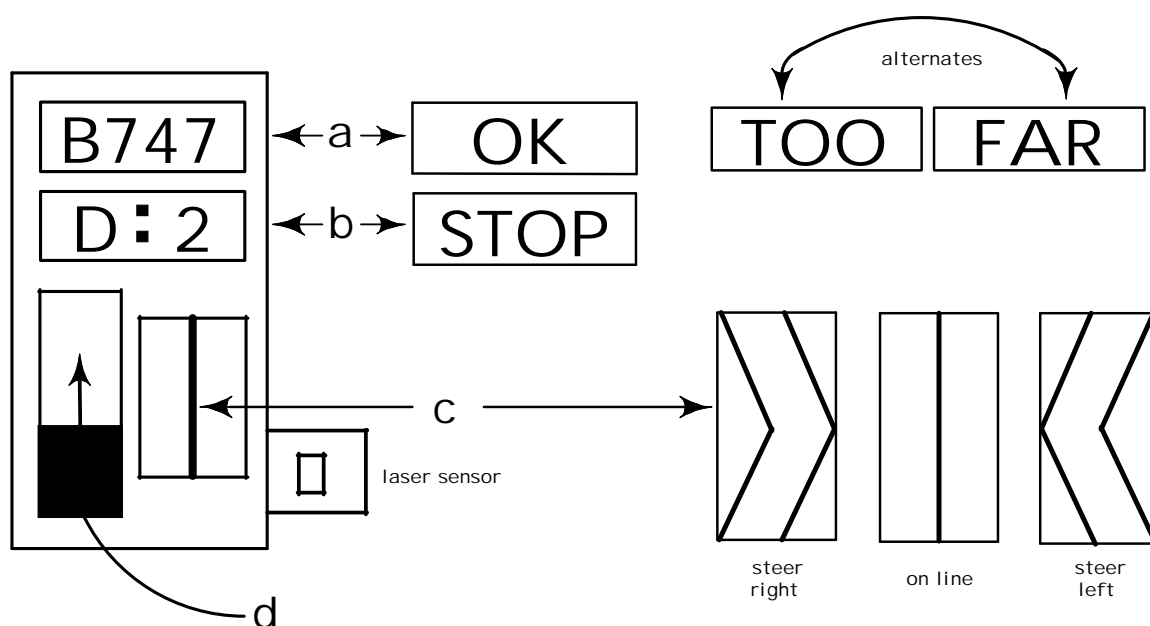
10-9E

ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

VISUAL DOCKING GUIDANCE SYSTEM

APIS Diagram



- a. Display: ACFT type, OK or TOO/FAR.
- b. Display: Door Number or STOP.
- c. Centerline Beacon: Steering guidance.
- d. 'Thermometer': Closing rate indication - stopping guidance.

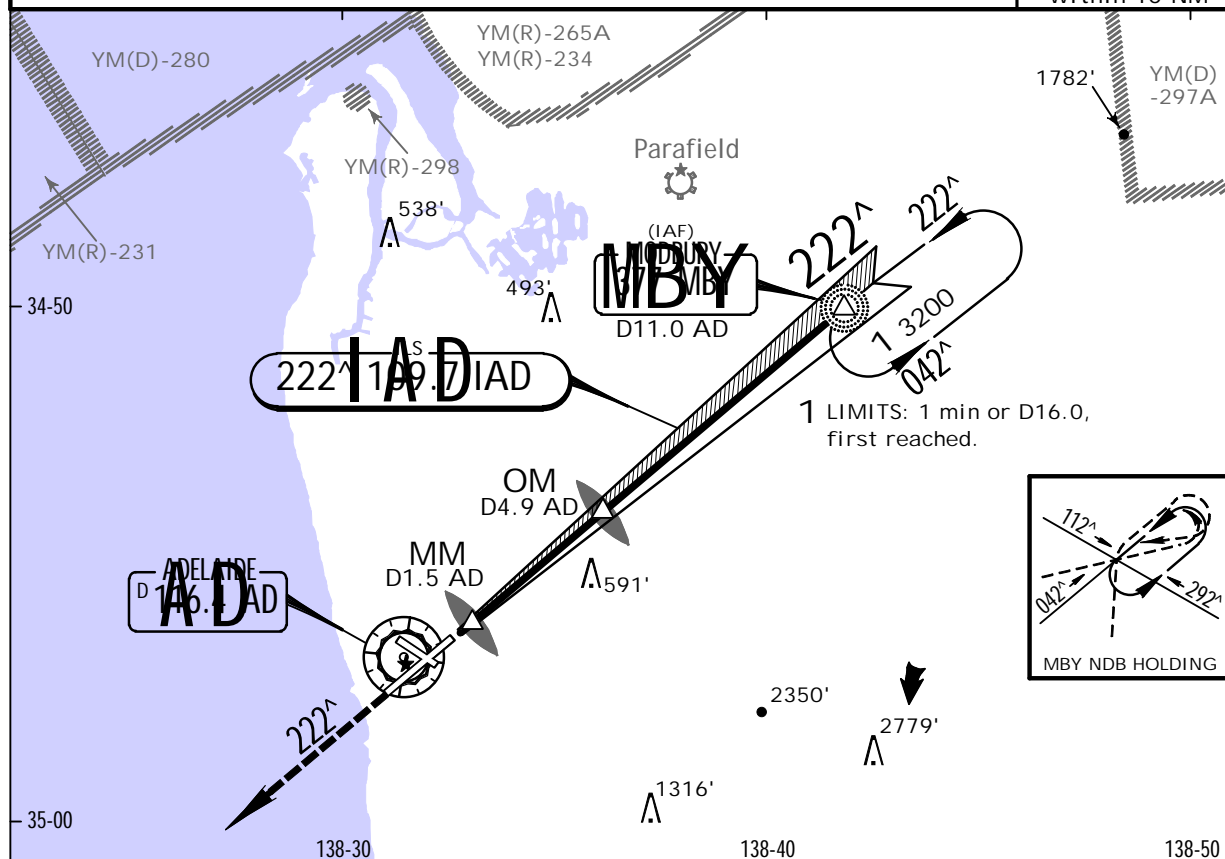
NOTE: The lettering is yellow on a black background. The 'thermometer' is yellow and goes black from bottom to top. The centerline beacon is a central black band surrounded by yellow.

YPAD/ADL
ADELAIDE INTL

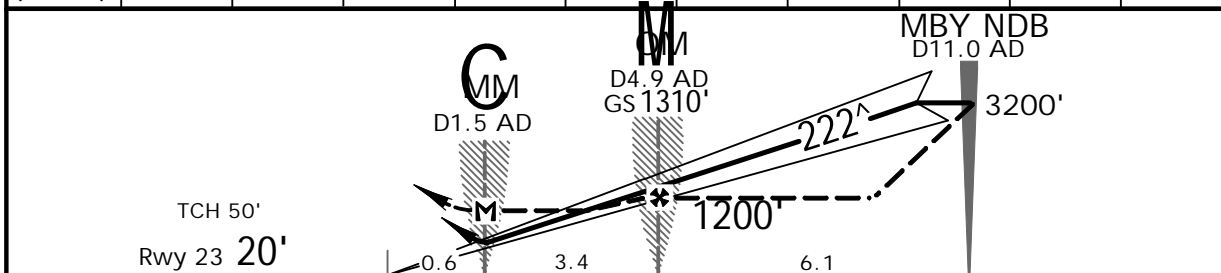
JEPPESSEN
9 MAY 14 11-1


ADELAIDE, SA, AUSTRALIA
ILS or LOC Rwy 23

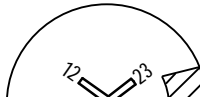
ATIS 116.4 134.5		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5	Ground 121.7
LOC IAD 109.7	Final Apch Crs 222^	GS OM 1310' (1290')	ILS DA(H) 270' (250')	Apt Elev 20' Rwy 23 20'	
MISSED APCH: Track 222^, climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. GNSS permitted in lieu of DME. Reference waypoint AD VOR.					



LOC (GS out)	AD DME	3.2	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.8
	ALTITUDE	770'	1030'	1350'	1670'	1990'	2310'	2630'	2950'	3200'



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

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND		 <p>No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of</p>
ILS DA(H) 270' (250')			LOC (GS out) MDA(H) 770' (750')			Max Kts	MDA(H)	
FULL	HIRL out	HIALS out			HIALS out			
A						100	900' (880')-2.4 km	
B						135		
C	0.8 km	1.2 km	1.5 km	3.4 km	4.3 km	180	1000' (980')-4.0 km	

YPAD/ADL

ADELAIDE INTL

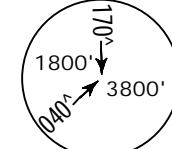
15 AUG 14
Eff. 21 Aug.

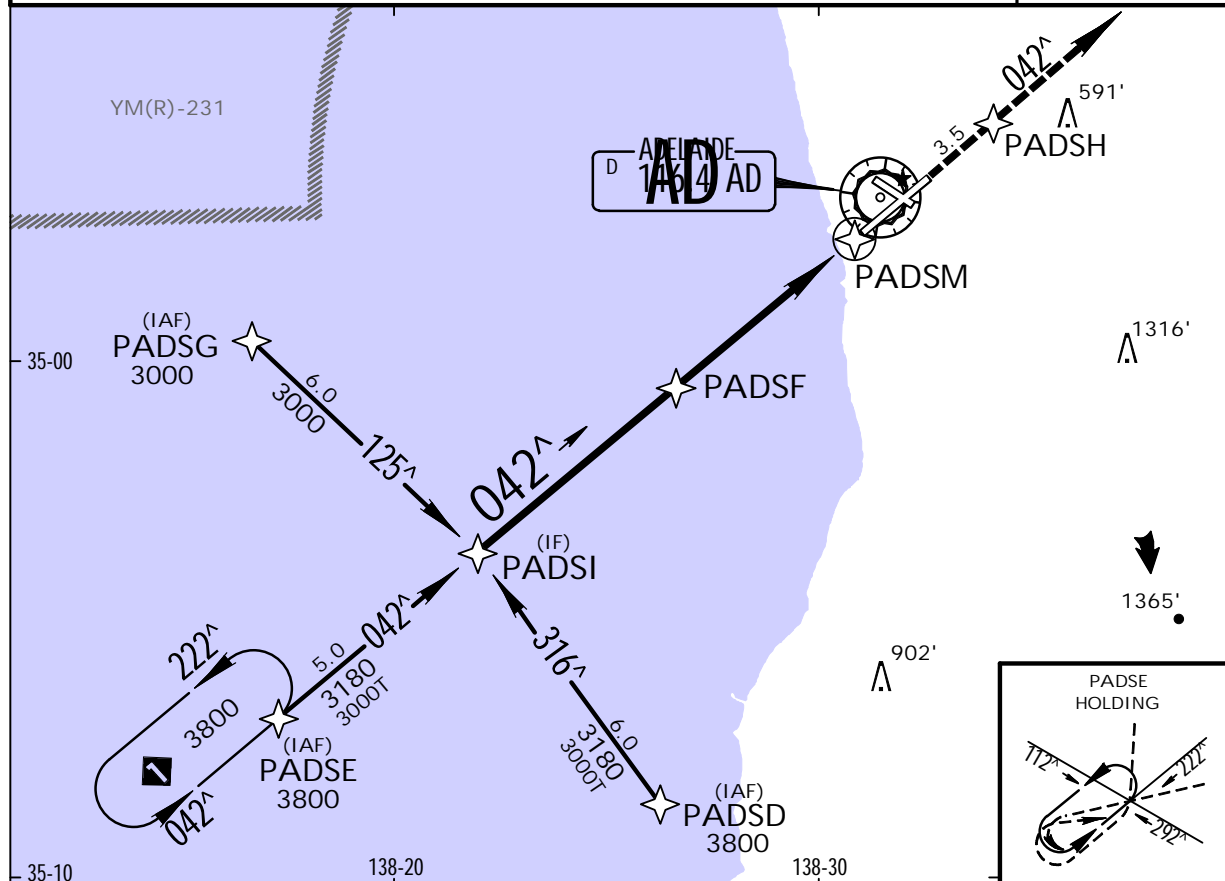
JEPPESSEN

(12-1)

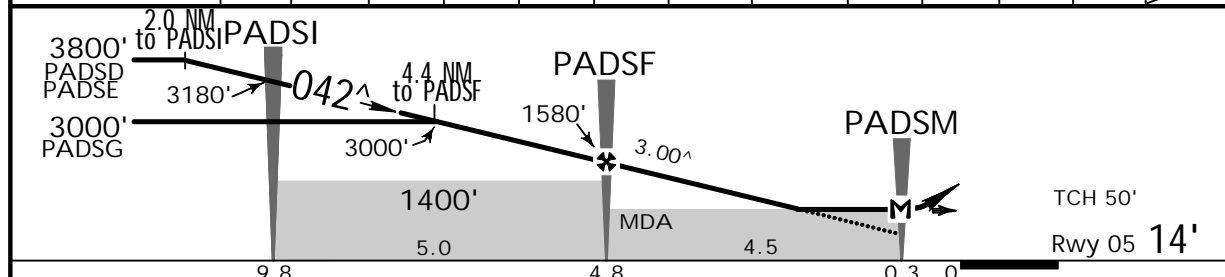
ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 05

BRIEFING STRIP™


ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower		Ground	
116.4 134.5		118.2 124.2		120.5		121.7	
RNAV	Final Apch Crs 042^	Procedure Alt PADSF 1580' (1566')	MDA(H) 520' (506')	Apt Elev 20' Rwy 05 14'			
MISSED APCH: Track direct to PADSH, thence track 042^, climb to 3800', or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110			
1. Max IAS for initial: 230 Kts.				Trans alt: 10000'		MSA AD VOR 3800' within 10 NM	



NM to NEXT WPT	2.0	PADSI	4.4	4.0	3.0	2.0	1.0	PADSF	4.0	3.0	2.0	1.2	PADSM
ALTITUDE	3800'	3180'	3000'	2860'	2540'	2220'	1900'	1580'	1420'	1110'	790'	520'	



Gnd Speed-Kts	70	90	100	120	140	160			PAPI	→	PADSH
Descent Angle	3.00°	372	478	531	637	743	849				
MAP at PADSM											

STRAIGHT-IN LANDING RWY05			CIRCLE-TO-LAND			 <p>No Circling beyond 4 DME AD South of Runway 05-23 or Runway 05-23 or</p>
MDA(H) 520' (506')						
A			Max Kts.	MDA(H)		
B			100	900'(880') -2.4 km		
C	2.8 km		135	1000'(980') -4.0 km		

YPAD/ADL

ADELAIDE INTL

15 AUG 14
Eff. 21 Aug.

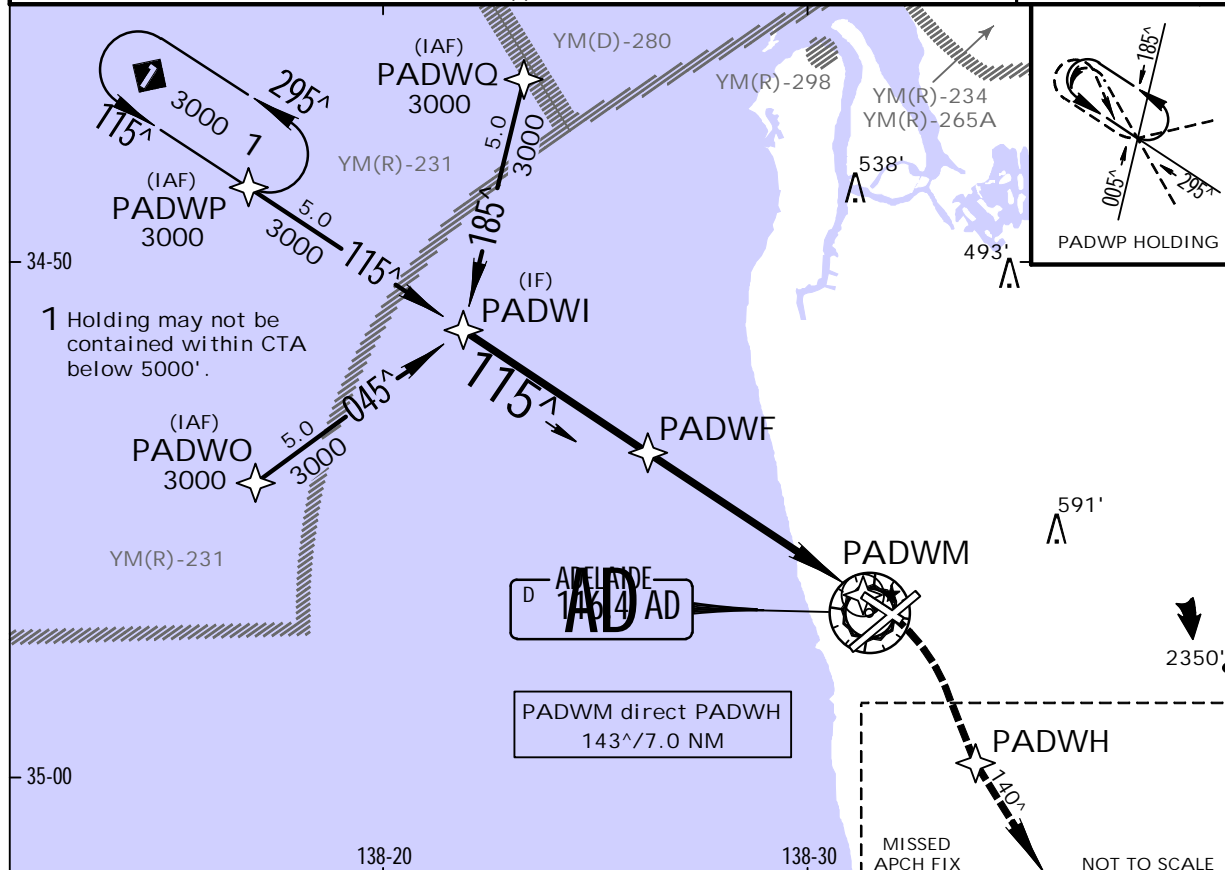
JEPPESSEN

(12-2)

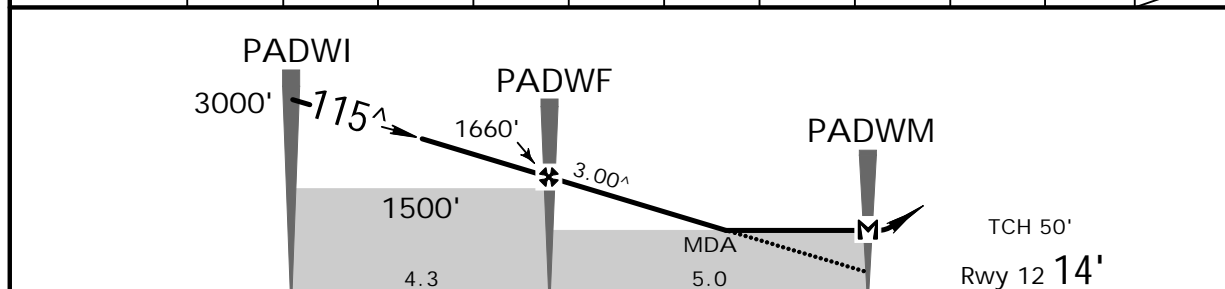
ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 12

BRIEFING STRIP

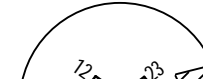
ATIS	116.4	134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23	118.2	124.2	ADELAIDE Tower	120.5	Ground	121.7
RNAV		Final Apch Crs 115^	Procedure Alt PADWF 1660' (1646')		MDA(H) 550' (536')	Apt Elev 20' Rwy 12 14'			
MISSED APCH: Turn RIGHT, track direct to PADWH, thence track 140^.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'									
1. Max IAS for initial 210 Kts, for missed approach turn: 190 Kts.									MSA YPAD ARP 3800' within 10 NM



NM to NEXT WPT	PADWI	4.0	3.0	2.0	1.0	PADWF	4.0	3.0	2.0	1.5	PADWM
ALTITUDE	3000'	2930'	2610'	2290'	1970'	1660'	1340'	1020'	700'	550'	



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

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND		 <p>No Circling beyond 4 DME AD South of Rwy 05-23 or beyond</p>
MDA(H) 550' (536')		Max Kts	MDA(H)	
A	3.0 km	100	900'(880')-2.4 km	
B		135		
C		180	1000'(980')-4.0 km	

YPAD/ADL

ADELAIDE INTL

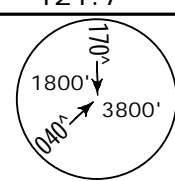
15 AUG 14
Eff. 21 Aug.

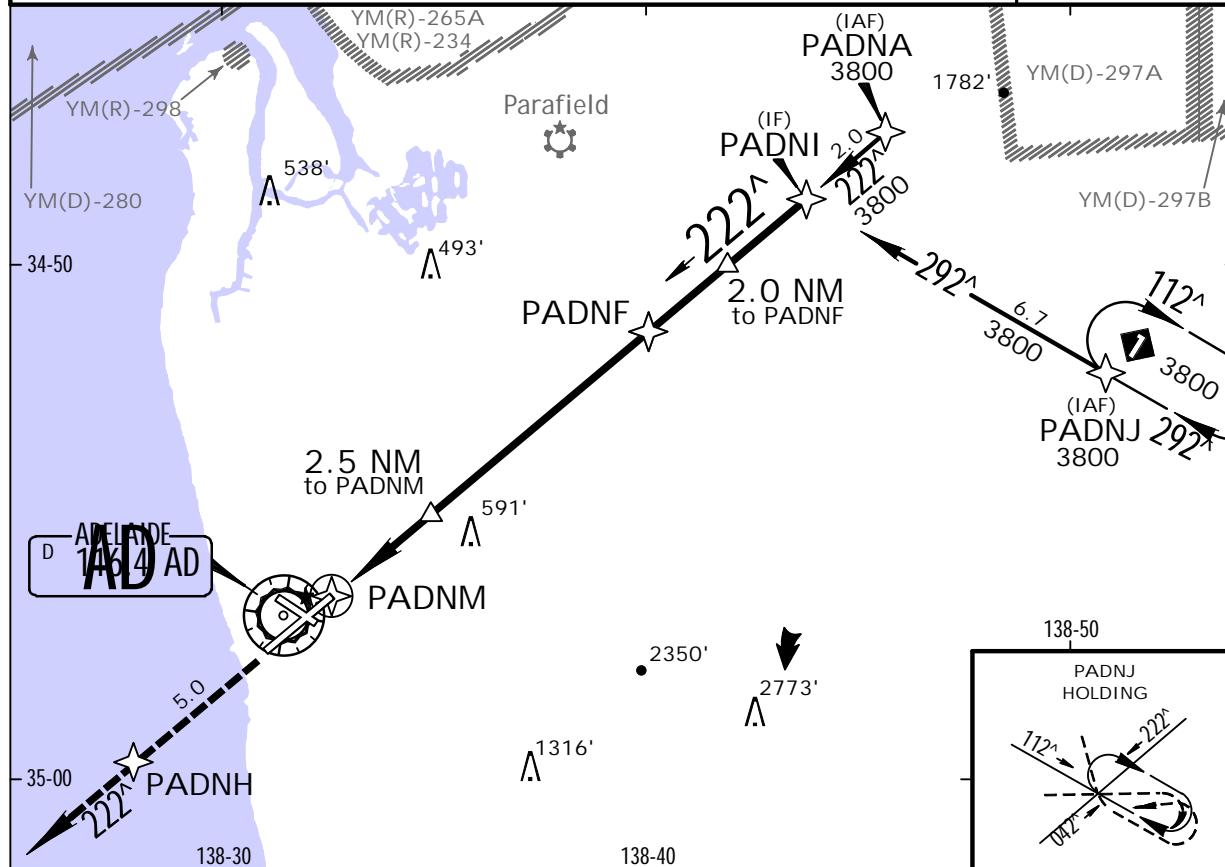
JEPPESSEN

(12-3)

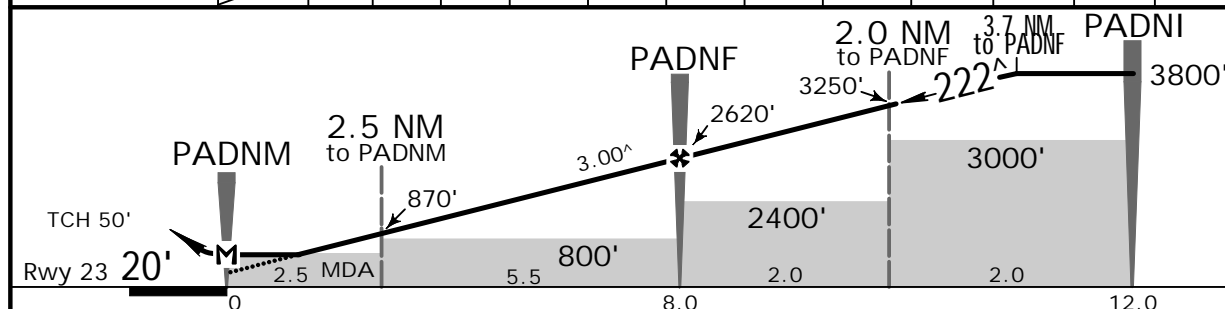
ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 23

BRIEFING STRIP

ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower		Ground	
116.4 134.5		118.2 124.2		120.5		121.7	
RNAV	Final Apch Crs 222^	Procedure Alt PADNF 2620' (2600')	MDA(H) 580' (560')	Apt Elev 20' Rwy 23 20'			
MISSED APCH: Track direct to PADNH, thence track 222^, climb to 3800', or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110		Trans alt: 10000'	
1. Max IAS for initial: 210 Kts.							
						MSA AD VOR 3800' within 10 NM	



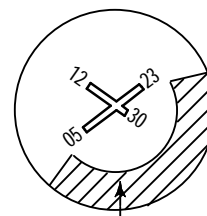
NM to NEXT WPT	PADNM	1.6	2.0	2.5	3.0	4.0	5.0	6.0	7.0	PADNF	1.0	2.0	3.7
Altitude		580'	710'	870'	1030'	1340'	1660'	1980'	2300'	2620'	2930'	3250'	3800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PADNH	
Descent Angle	3.00 [^]	372	478	531	637	743	849			
MAP at PADNM										

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
MDA(H) 580' (560')							
HIALS out							
				Max Kts	MDA(H)		
				100	900' (880') - 2.4 km		
				135			
				180	1000' (980') - 4.0 km		

IS OPS



No Circling beyond 4 DME AD South of Rwy 05-23 or beyond

YPAD/ADL

ADELAIDE INTL

15 AUG 14
Eff. 21 Aug.

JEPPESEN

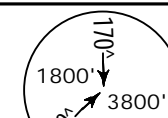
(12-4)

ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 30

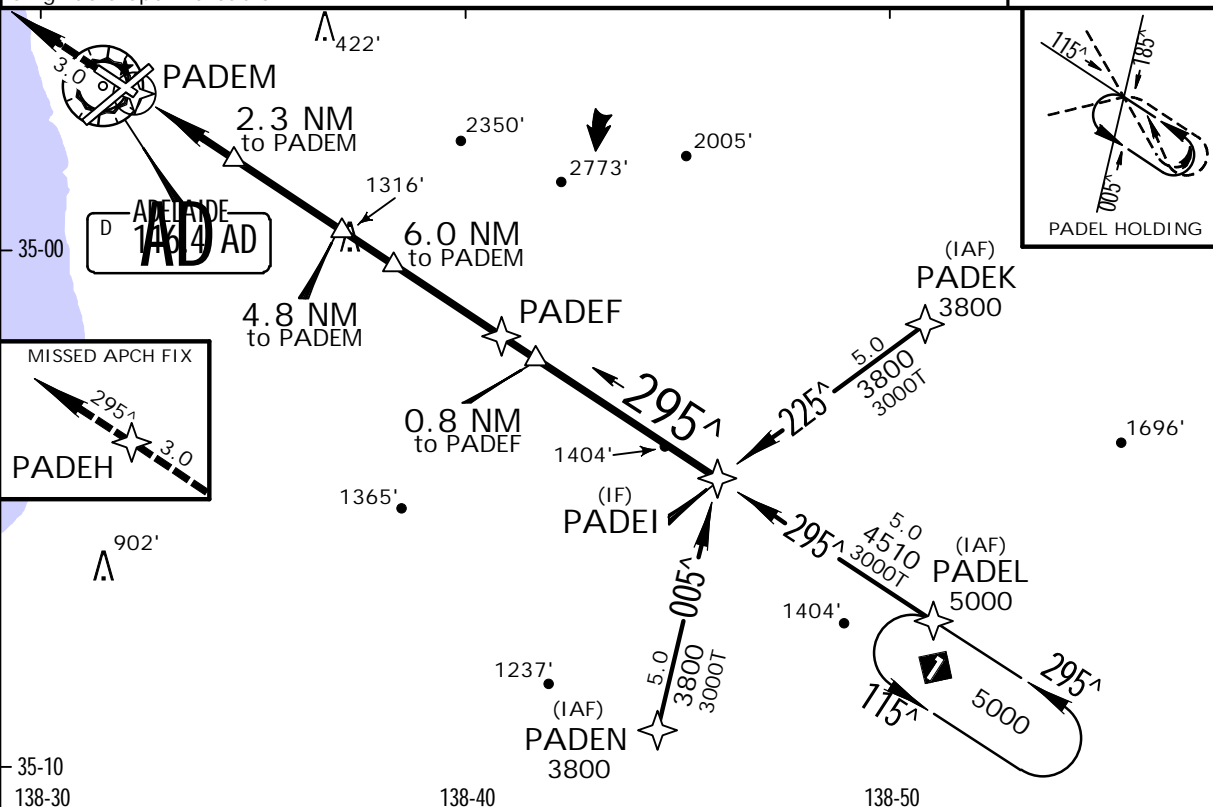
ATIS	116.4	134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23	118.2	124.2	ADELAIDE Tower	120.5	Ground	121.7
RNAV		Final Apch Crs 295 [^]	Procedure Alt PADEF 2860' (2846')		MDA(H) 620' (606')	Apt Elev 20' Rwy 30 14'			

MISSED APCH: Track direct to PADEF, thence track 295[^]. Climb to 3800', or as directed by ATC.

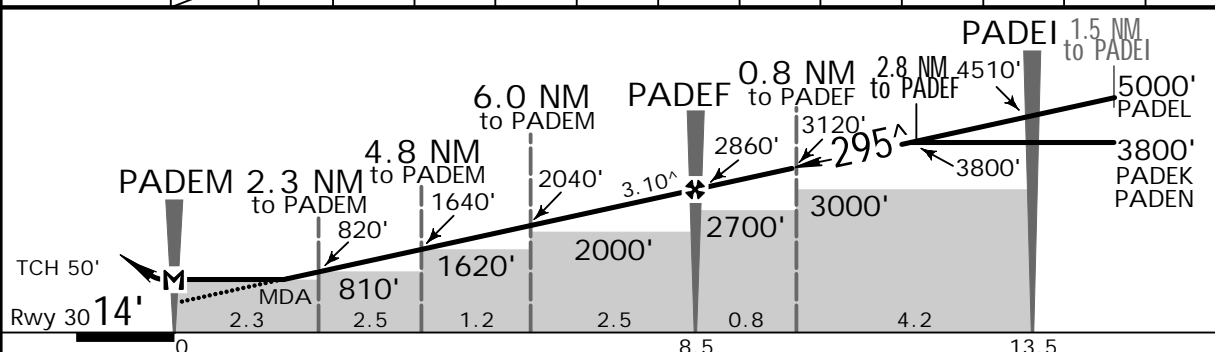
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts. 2. Approach path angle does not coincide with PAPI on glide slope indication.



MSA YPAD ARP
3800'
within 10 NM

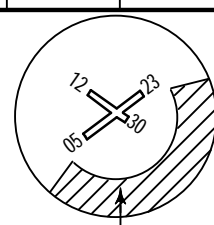


NM to NEXT WPT	PADEM	1.7	2.3	3.0	4.0	4.8	6.0	7.0	PADEF	0.8	2.8	PADEI	1.5
ALTITUDE		620'	820'	1050'	1380'	1640'	2040'	2370'	2860'	3120'	3800'	4510'	5000'



Gnd Speed-Kts	70	90	100	120	140	160							
Descent Angle	3.10 [^]	384	494	548	658	768	878						
MAP at PADEM													

STRAIGHT-IN LANDING RWY30				CIRCLE-TO-LAND			
MDA(H) 620' (606')				MDA(H)			
3.3 km				900'(880') -2.4 km			
				1000'(980') -4.0 km			



No Circling beyond
4 DME AD South of
Runway 05-23 or
beyond 2 NM of

YPAD/ADL

ADELAIDE INTL

12-20

JEPPESEN

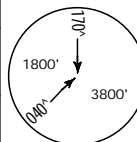
24 MAY 13
Eff. 29 May 1600Z

MISSED APCH CLIMB
GRADIENT MIN 7.3%

ADELAIDE, SA, AUSTRALIA
RNAV-M (RNP) Rwy 05

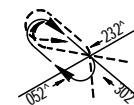
CAT C & D

ATIS	ADELAIDE Approach (R) Within 36 NM:			ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23	118.2	NW of Rwy 05-23	120.5	121.7
RNAV RNV M 05	Final Apch Crs 042°	Procedure Alt BATIP 1500' (1486')	RNP DA(H) Refer to Minimums	Apt Elev Rwy 05 20' 14'	
MISSED APCH: Track via the RNAV (RNP) missed approach track to NUMKI, then track 042°. Climb to 3800' or as directed by ATC. Acceleration altitude 1500' QNH.					
Alt Set: hPa Rwy Elev: 1 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 0°C (32°F) to 43°C (109°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.					

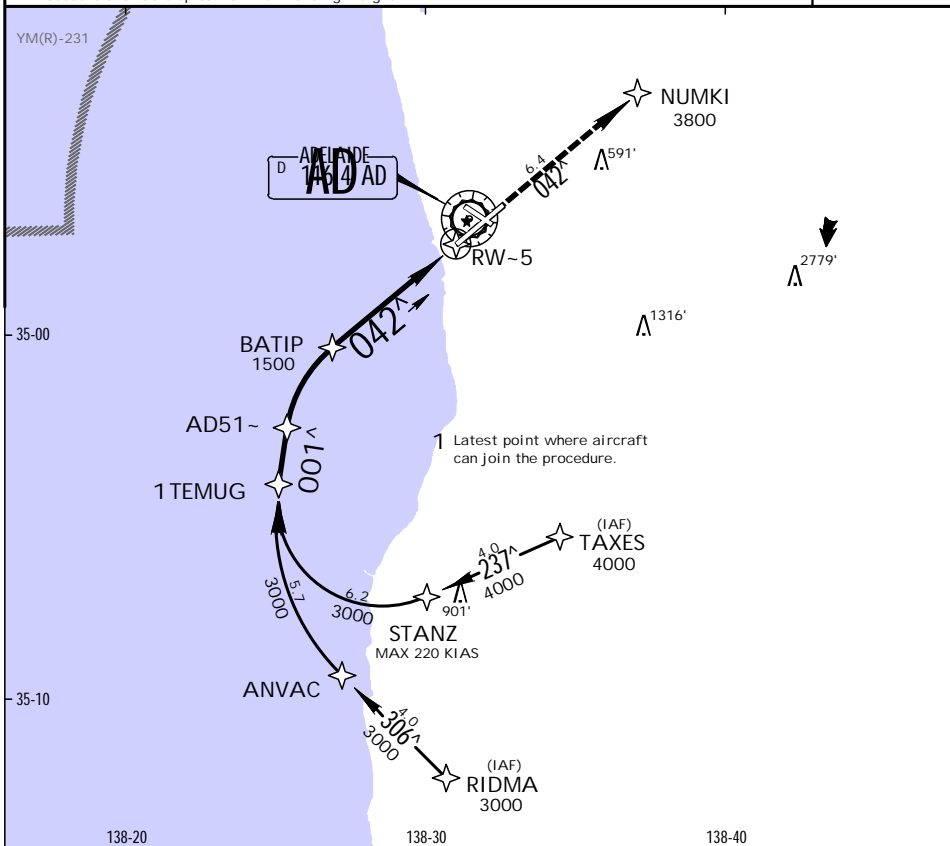


MSA AD VOR
3800'
within 10 NM

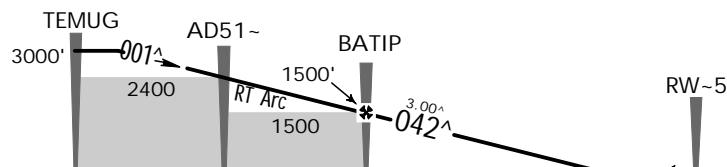
ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FINNS and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 3000', or as directed by ATC.



FINNS
HOLDING



Dist to Threshold	TEMUG	AD51~	BATIP	1.4	1.2
ALTITUDE (3.0° APCH PATH)	3000'	2400'	1500'	502'	436'



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

STRAIGHT-IN LANDING RWY 05 Missed apch climb gradient (All Engines) min 7.3% to 3800'									
RNP 0.10					RNP 0.30				
1 CAT C: DA(H) 436' (422')					1 CAT C: DA(H) 497' (483')				
2 CAT C/D: DA(H) 441' (427')					2 CAT C/D: DA(H) 502' (488')				
C	2.2 km					2.6 km			
C/D									

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

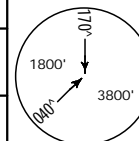
YPAD/ADL

ADELAIDE INTL

ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7
RNAV RNP P 05	Final Apch Crs 042°	Procedure Alt BATIP 1500' (1486')	RNP DA(H) Refer to Minimums	Apt Elev 20' Rwy 05 14'

MISSED APCH: Track via the RNAV (RNP) missed approach track to NUMKI, then track 042°. Climb to 3800' or as directed by ATC.
Acceleration altitude 1500' ONH.

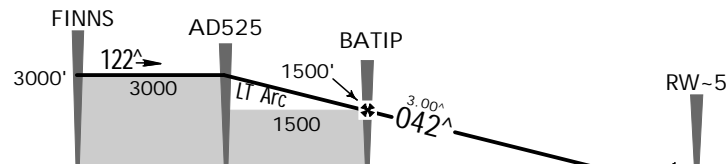
- Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local ONH REQUIRED.
 4. Local temperature REQUIRED.
 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
 6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
 7. Procedure available up to maximum landing weight.



MSA AD VOR
3800'
within 10 NM



Dist to Threshold	FINNS	AD525	BATIP	1.4	1.2
ALTITUDE (3.0° APCH PATH)	4140'	3060'	1500'	502'	436'

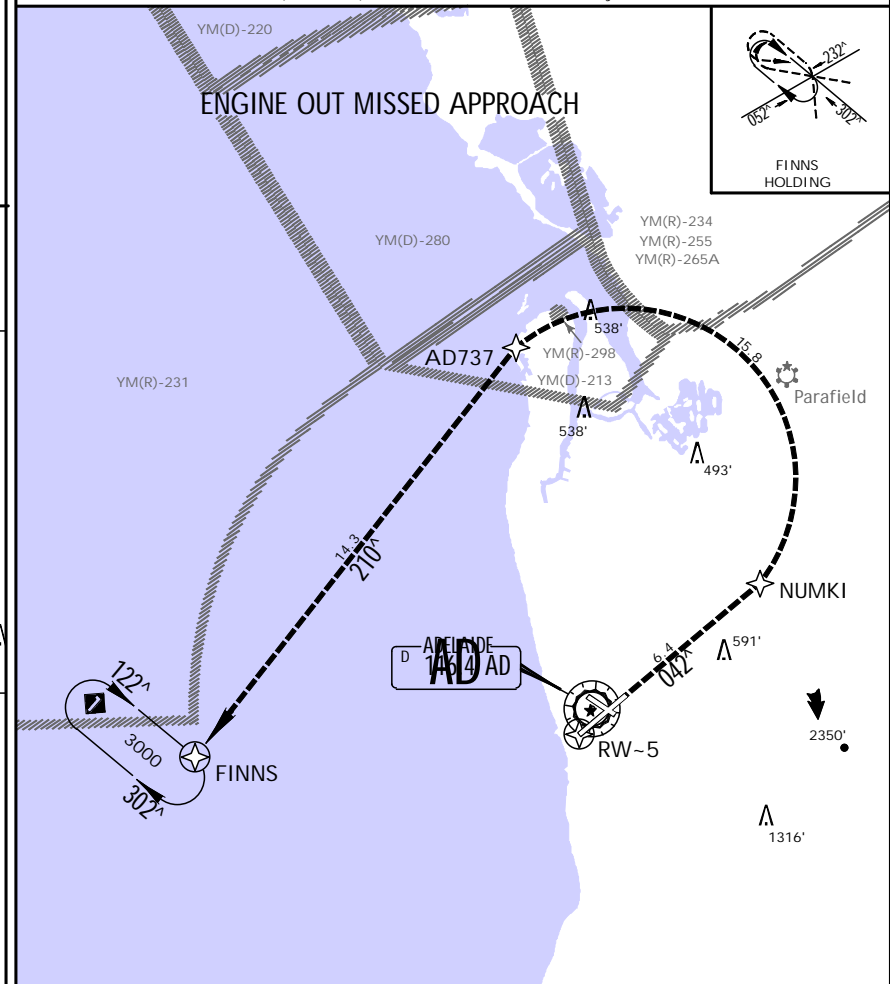


24 MAY 13
Eff. 29 May 1600Z (12-21)

MISSED APCH CLIMB
GRADIENT MIM 7.3%

ADELAIDE, SA, AUSTRALIA
RNAV-P (RNP) Rwy 05

ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FINNS and hold as published.
Acceleration altitude 1500' ONH (1500' AGL). Climb to 3000', 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									

STRAIGHT-IN LANDING RWY 05 Missed apch climb gradient (All Engines) mim 7.3% to 3800'		
RNP 0.10		RNP 0.30
1 CAT C: DA(H) 436' (422°) 2 CAT C/D: DA(H) 441' (427°)		1 CAT C: DA(H) 497' (483°) 2 CAT C/D: DA(H) 502' (488°)
C	2.2 km	2.6 km
C/D		

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

YPAD/ADL

ADELAIDE INTL

12-22

JEPPesen

24 MAY 13

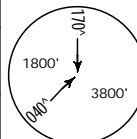
Eff. 29 May 1600Z

MISSED APCH CLIMB
GRADIENT MIN 5.6%

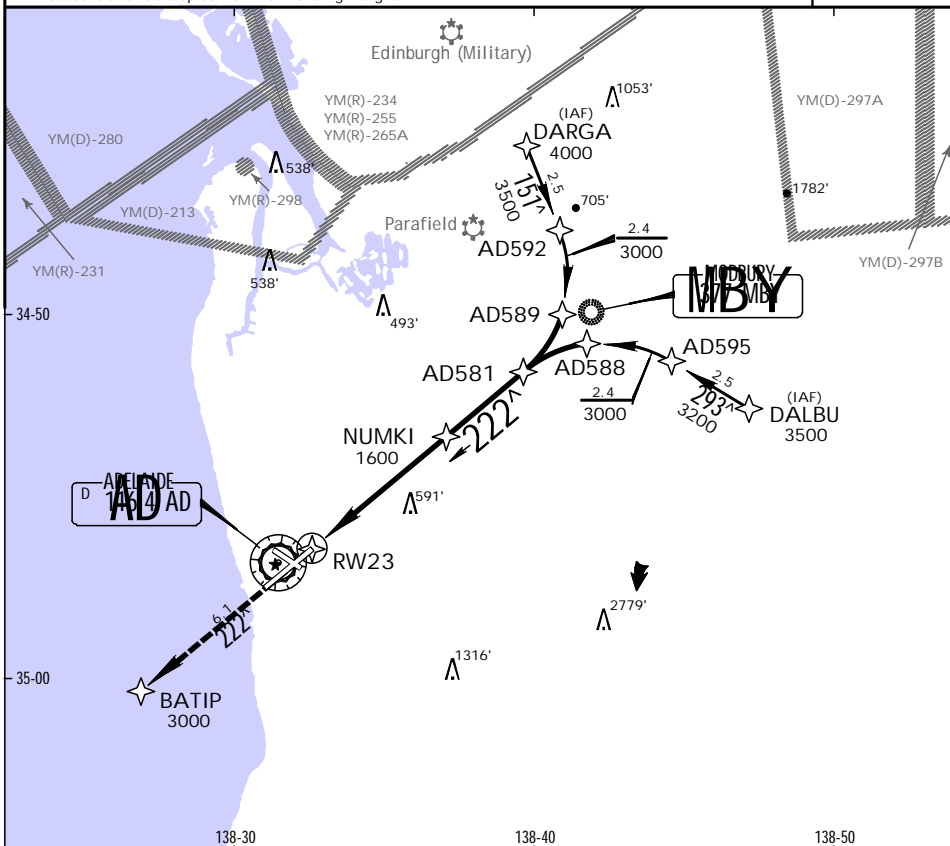
ADELAIDE, SA, AUSTRALIA
RNAV-M (RNP) Rwy 23

CAT C & D

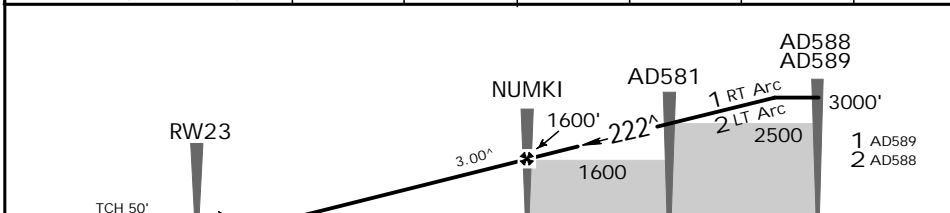
ATIS	ADELAIDE Approach (R) Within 36 NM:			ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23	118.2	NW of Rwy 05-23	120.5	121.7
RNAV RNV M 23	Final Apch Crs 222°	Procedure Alt NUMKI 1600' (1580')	RNP DA(H) Refer to Minimums	Apt Elev Rwy 23 20'	20'
MISSED APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000' or as directed by ATC. Acceleration altitude 1500' QNH.					
Alt Set: hPa Rwy Elev: 1 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 0°C (32°F) to 43°C (109°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.					



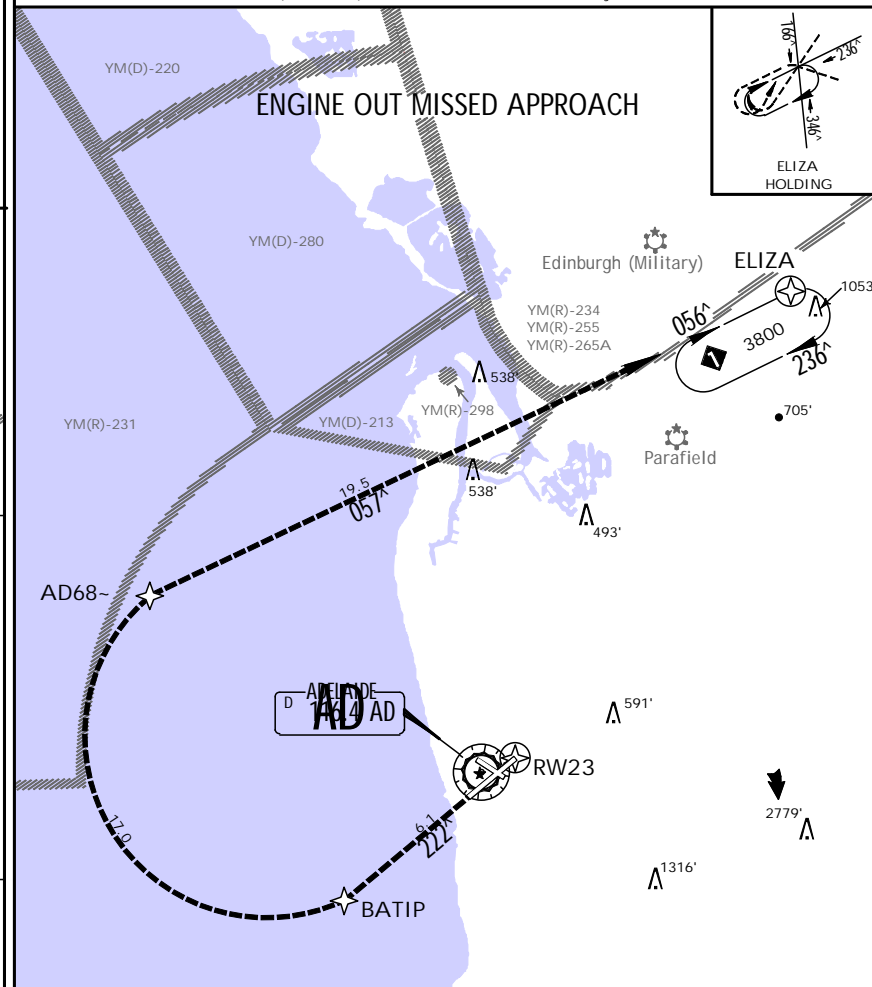
MSA AD VOR
3800'
within 10 NM



Dist to Threshold	1.5	1.7	NUMKI	AD581	AD588	AD589
ALTITUDE (3.0° APCH PATH)	496'	569'	1600'	2500'	3100'	3100'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to ELIZA and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 3800', 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						

STRAIGHT-IN LANDING RWY 23 Missed apch climb gradient (All Engines) min 5.6% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 496' (476')			1 CAT C: DA(H) 563' (543')		
2 CAT C/D: DA(H) 500' (480')			2 CAT C/D: DA(H) 569' (549')		
HIRL out			HIRL out		
1.7 km			2.1 km		

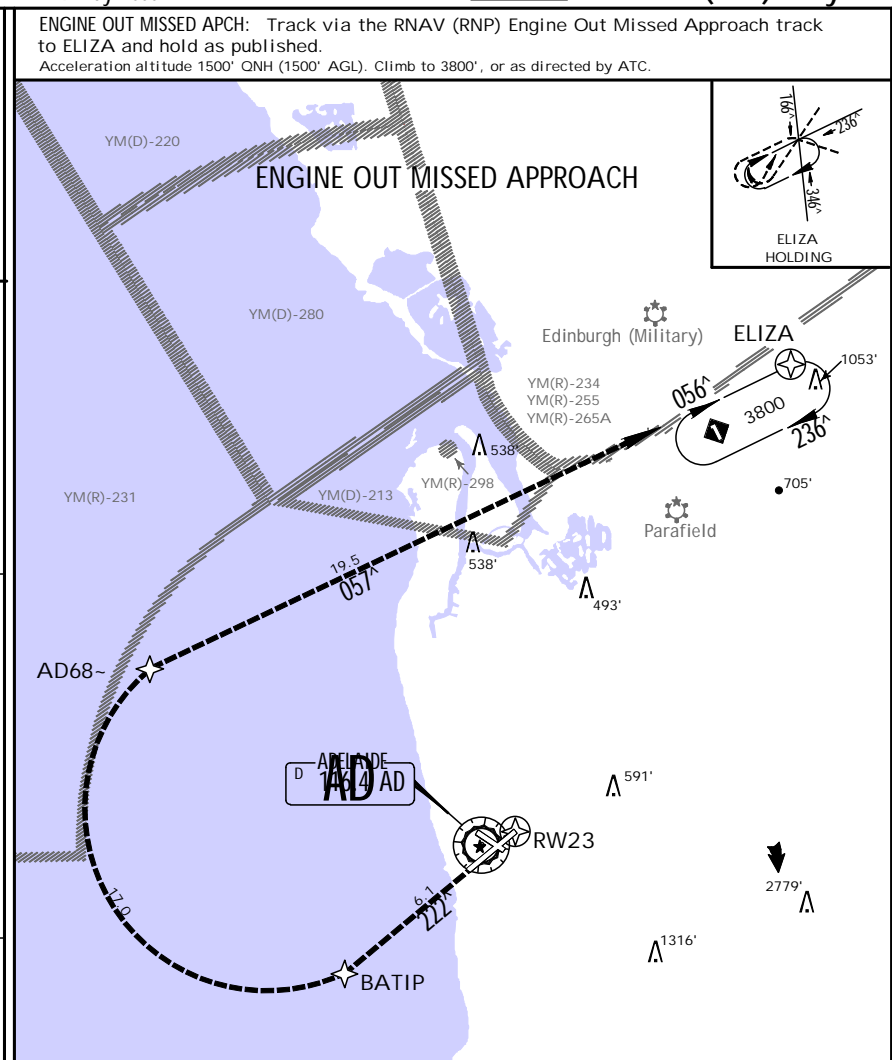
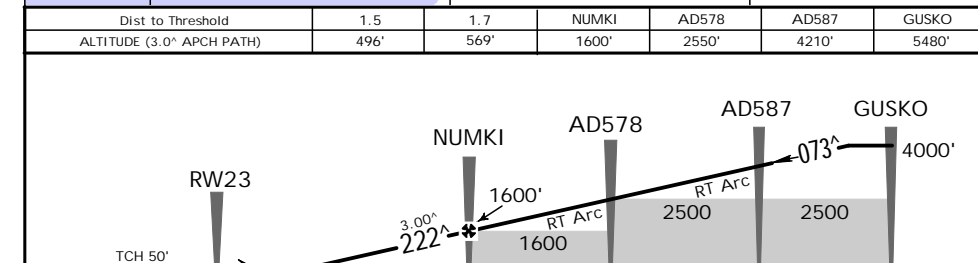
2 MVD-2 (2 engine wide-body aircraft)

YPAD/ADL

ADELAIDE INTL

24 MAY 13
Eff. 29 May 1600Z (12-23)
MISSED APCH CLIMB GRADIENT MIN 5.6%
ADELAIDE, SA, AUSTRALIA
RNAV-P (RNP) Rwy 23
[CAT C & D]

ATIS	ADELAIDE Approach (R) Within 36 NM:			ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2		120.5	121.7
RNAV RNV P 23	Final Apch Crs 222°	Procedure Alt NUMKI 1600' (1580')	RNP DA(H) Refer to Minimums	Apt Elev Rwy 23 20'	
MISSED APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000' or as directed by ATC. Acceleration altitude 1500' QNH.					
Alt Set: hPa Rwy Elev: 1 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 0°C (32°F) to 43°C (109°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 AD VOR 3800' within 10 NM	



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div><div>PAPI</div><div>PAPI</div></div></div>	222^	BATIP	
Descent angle [3.00^]	372	478	531	637	743	849				
MAP at DA										
STRAIGHT-IN LANDING RWY 23										
Missed apch climb gradient (All Engines) mim 5.6% to 3000'										
RNP 0.15										
RNP 0.30										
1 CAT C: DA(H) 496' (476')					1 CAT C: DA(H) 563' (543')					
2 CAT C/D: DA(H) 500' (480')					2 CAT C/D: DA(H) 569' (549')					
HIRL out					HIRL out					
HIRL out					HIRL out					
C	1.7 km					2.1 km				
C/D										

YPAD/ADL

ADELAIDE INTL

12-24

JEPPESEN

24 MAY 13

Eff. 29 May 1600Z

MISSED APCH CLIMB
GRADIENT MIN 5.6%

ADELAIDE, SA, AUSTRALIA
RNAV-U (RNP) Rwy 23

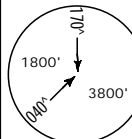
CAT C & D

ATIS	ADELAIDE Approach (R) Within 36 NM:			ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23	118.2	NW of Rwy 05-23	120.5	121.7
RNAV RNV U 23	Final Apch Crs 222°	Procedure Alt NUMKI 1600' (1580')	RNP DA(H) Refer to Minimums	Apt Elev Rwy 23 20'	20'

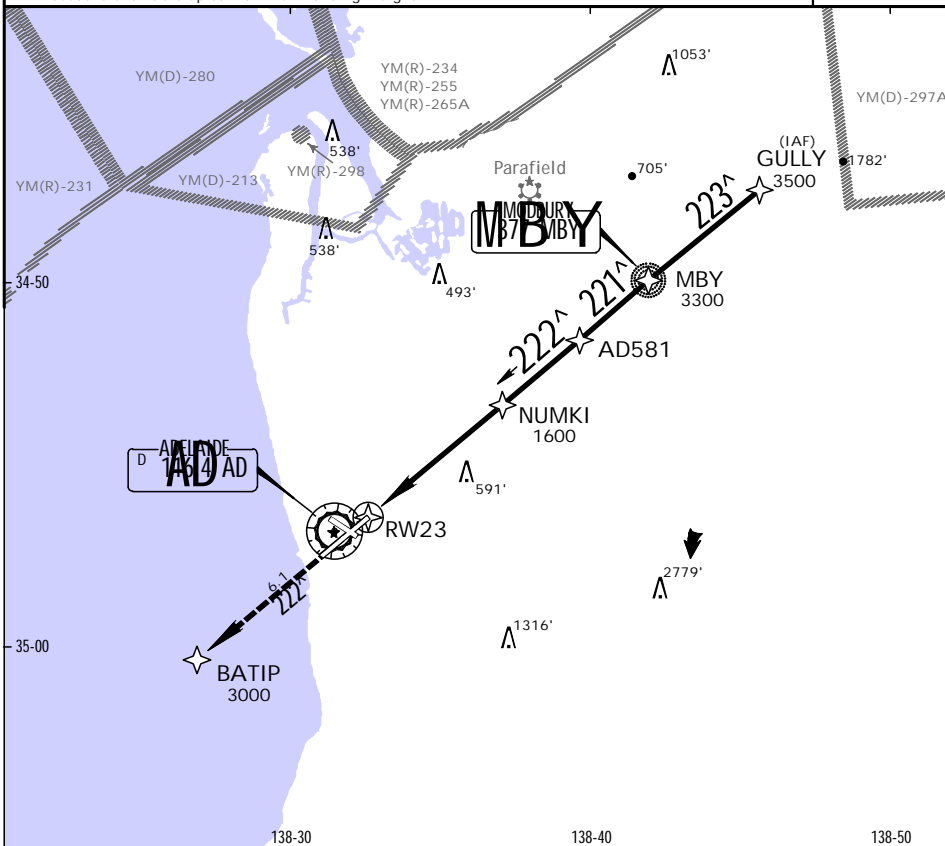
MISSED APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000' or as directed by ATC.

Acceleration altitude 1500' QNH.

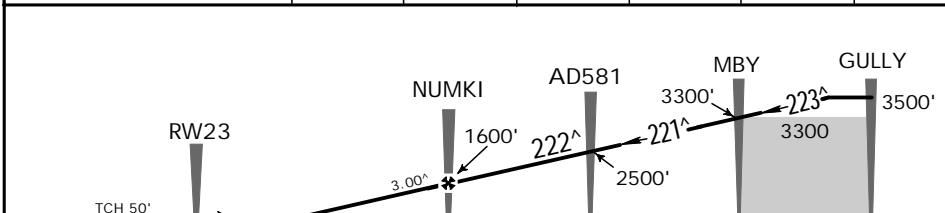
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



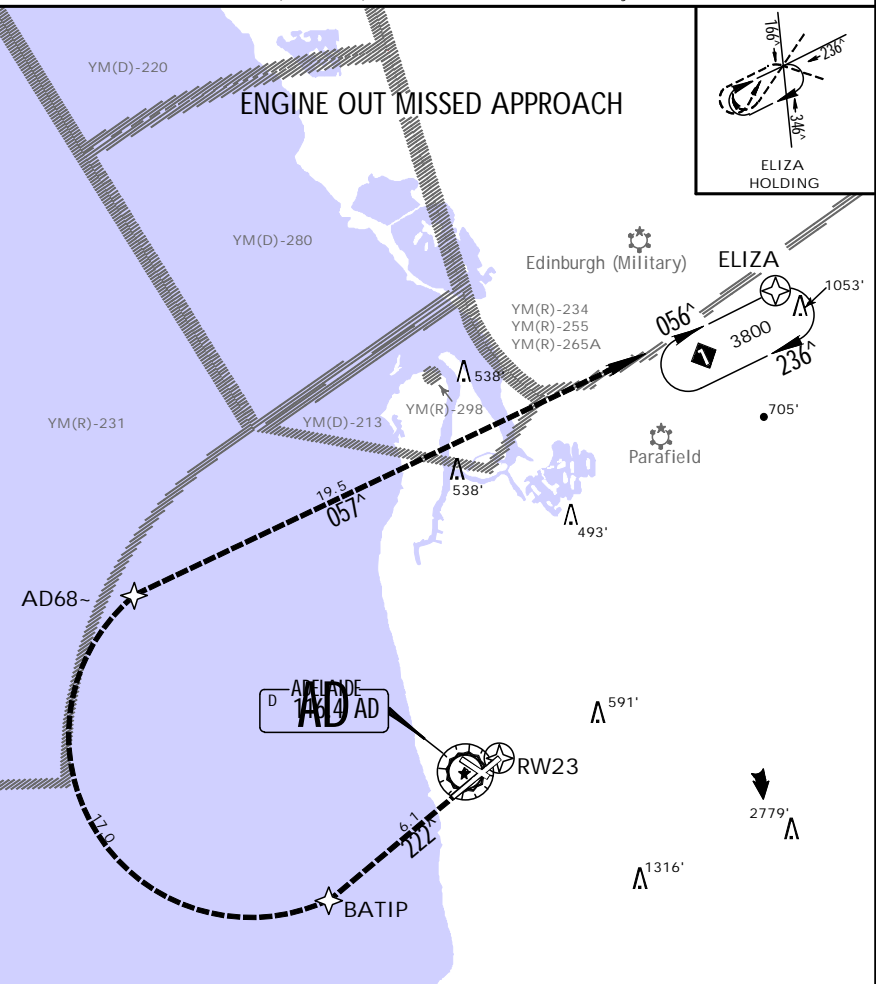
MSA AD VOR
3800'
within 10 NM



Dist to Threshold	1.5	1.7	NUMKI	AD581	MBY	GULLY
ALTITUDE (3.0° APCH PATH)	496'	569'	1600'	2500'	3300'	4530'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to ELIZA and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 3800' or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS		222°	BATIP
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	PAPI		
MAP at DA										

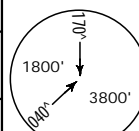
STRAIGHT-IN LANDING RWY 23			
Missed apch climb gradient (All Engines) min 5.6% to 3000'			
RNP 0.15		RNP 0.30	
1 CAT C: DA(H)	496' (476')	1 CAT C: DA(H)	563' (543')
2 CAT C/D: DA(H)	500' (480')	2 CAT C/D: DA(H)	569' (549')
HIRL out		HIRL out	
HIALS out		HIALS out	
C	1.7 km		2.1 km
C/D			

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

YPAD/ADL ADELAIDE INTL

24 MAY 13
Eff. 29 May 1600Z (12-25)
JEPPESEN
MISSED APCH CLIMB GRADIENT MIM 7.7%
ADELAIDE, SA, AUSTRALIA
RNAV-U (RNP) Rwy 30
CAT C

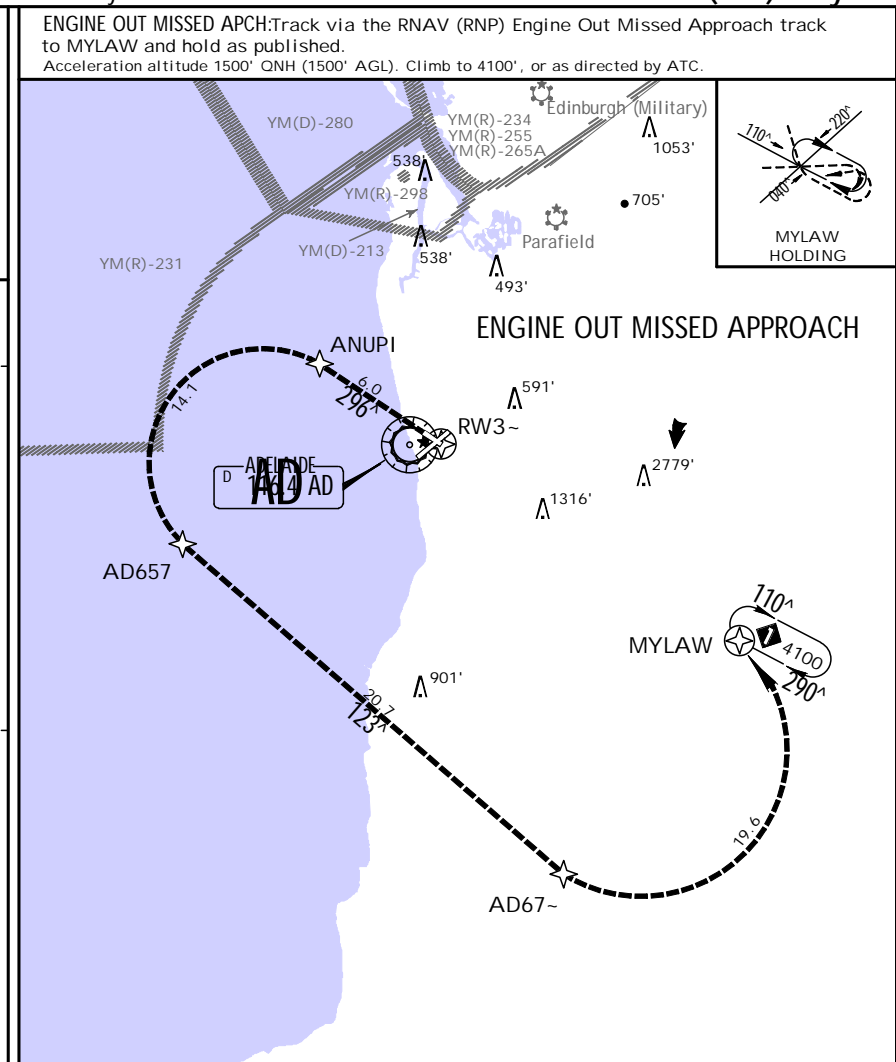
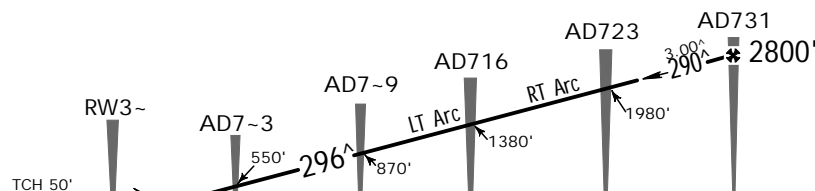
ATIS 116.4 134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 118.2 NW of Rwy 05-23 124.2		ADELAIDE Tower 120.5	Ground 121.7
RNAV RNV U 30	Final Apch Crs 296 [^]	Procedure Alt AD731 2800' (2786')	RNP DA(H) Refer to Minimums	Apt Elev 20' Rwy 30 14'
MISSED APCH: Track via the RNAV (RNP) missed approach track to ANUPI, then track 296 [^] . Climb to 3000' or as directed by ATC. Acceleration altitude 1500' QNH.				
Alt Set: hPa Rwy Elev: 1 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 0°C (32°F) to 43°C (109°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 AD VOR
3800'
within 10 NM



Dist to Threshold	1.7	1.9	AD7-3	AD7-9	AD716	AD723	AD731
ALTITUDE (3.0° APCH PATH)	544'	604'	550'	870'	1380'	1980'	2800'



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

STRAIGHT-IN LANDING RW30 Missed apch climb gradient (All Engines) mim 7.7% to 3000' RNP 0.15		RNP 0.30	
1 CAT C: DA(H) 544' (530')		1 CAT C: DA(H) 604' (590')	
2.8 km		3.2 km	

C	D	
	ft)	

YPAD/ADL

ADELAIDE INTL

9 MAY 14

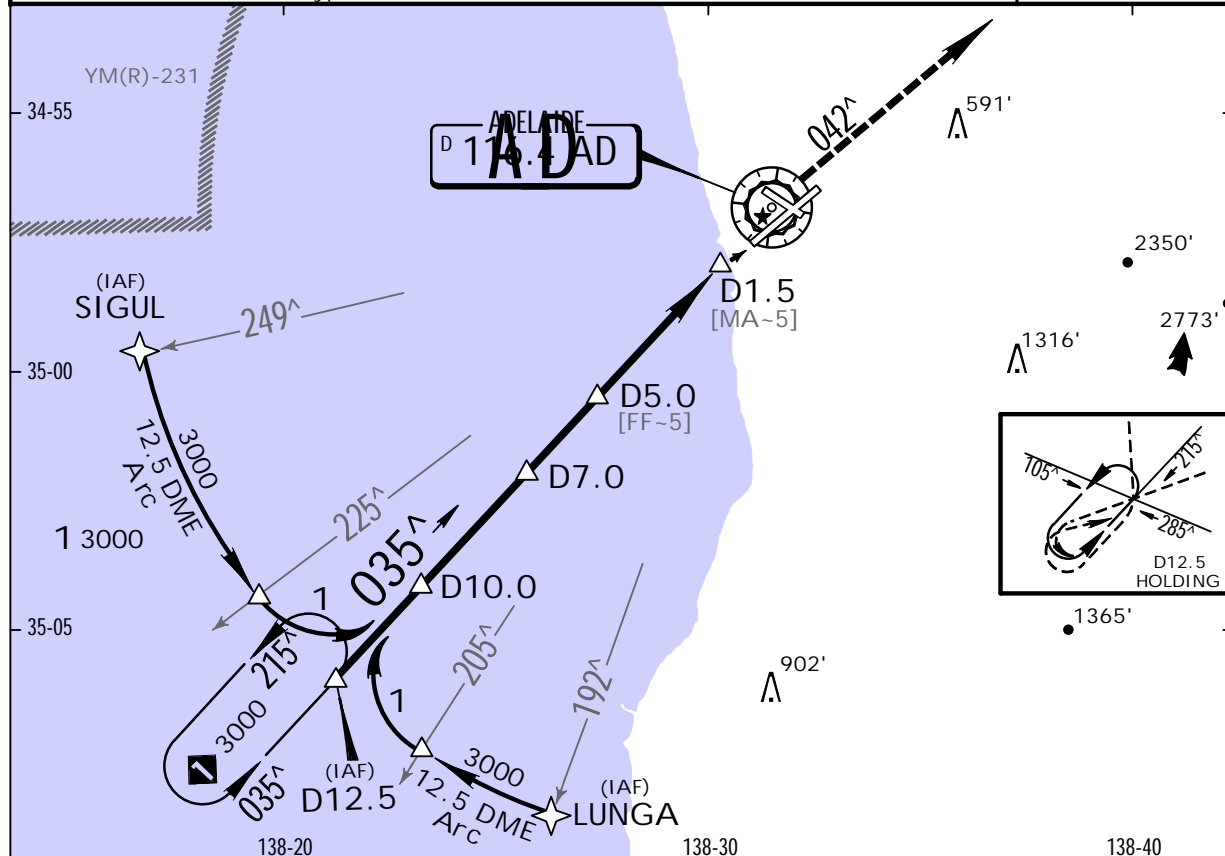
(13-1)

JEPPESSEN

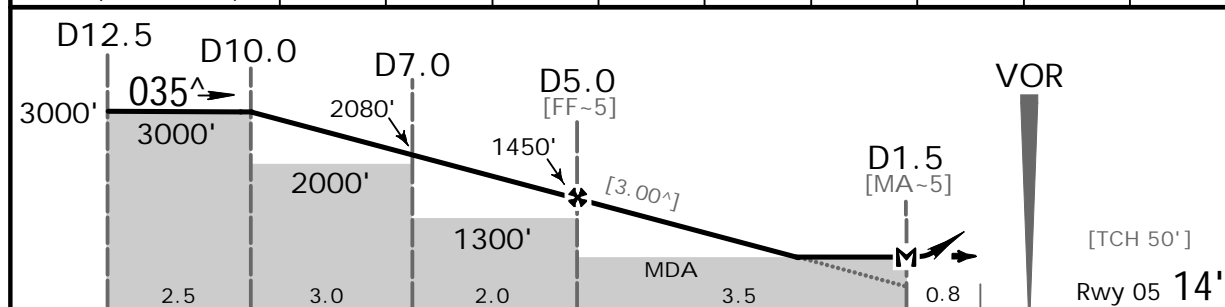
ADELAIDE, SA, AUSTRALIA
VOR Rwy 05

BRIEFING STRIP

ATIS 116.4 134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5	Ground 121.7
VOR AD 116.4	Final Apch Crs 035 [^]	Procedure Alt D5.0 1450' (1436')	MDA(H) 490' (476')	Apt Elev 20' Rwy 05 14'
MISSED APCH: Track to AD VOR then turn RIGHT, track outbound on AD VOR R-042, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to Final. 3. GPS permitted in lieu of DME. Reference waypoint AD VOR.				
				MSA AD VOR 3800' within 10 NM



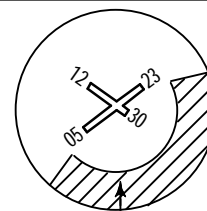
AD DME	9.9	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALT (3 [^] APCH PATH)	3000'	2720'	2400'	2080'	1770'	1450'	1130'	810'	490'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00 [^]]	372	478	531	637	743	849				
MAP at D1.5										

STRAIGHT-IN LANDING RWY05		CIRCLE-TO-LAND	
MDA(H) 490' (476')			
		Max Kts	
		MDA(H)	
		900' (880') -2.4 km	
		135	
		1000' (980') -4.0 km	
		180	

IS OPS



No Circling beyond
4 DME AD South of
Rwy 05-23 or beyond

YPAD/ADL

ADELAIDE INTL

9 MAY 14

(13-2)

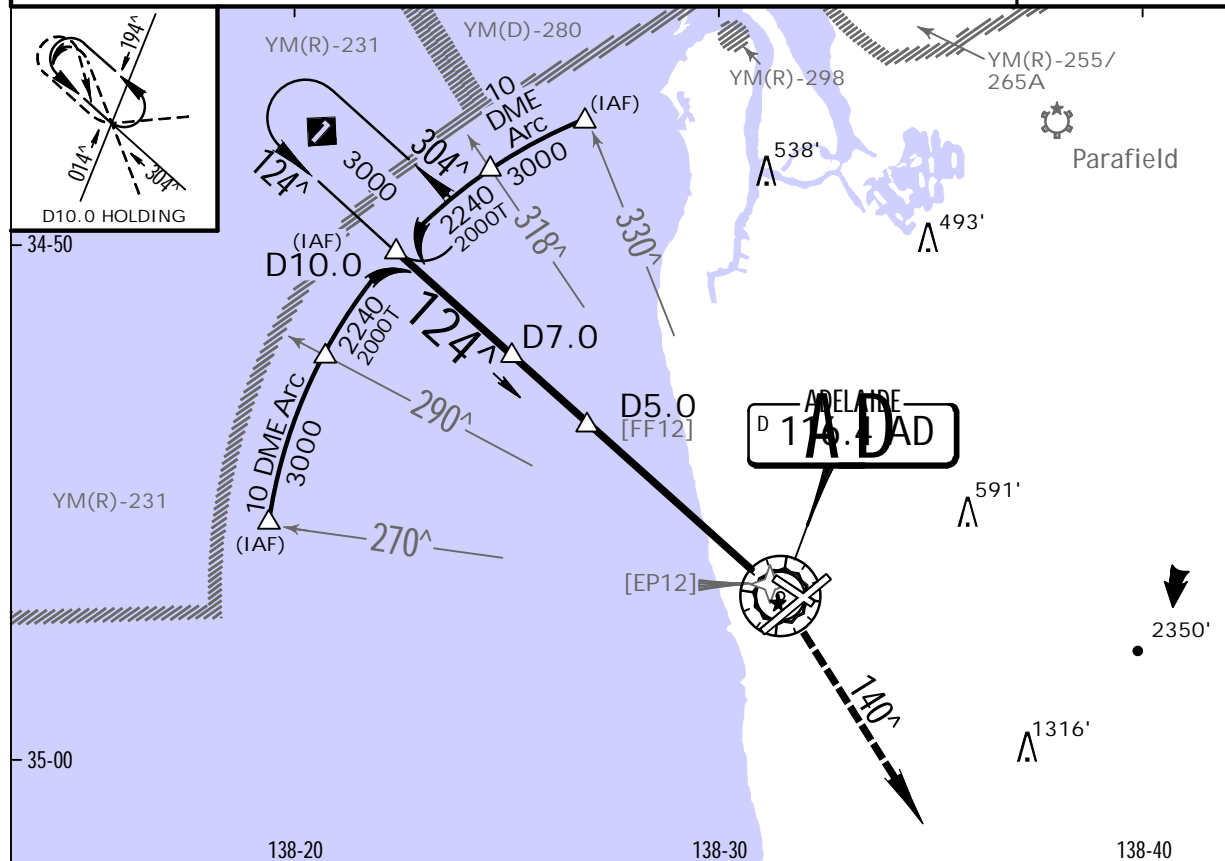
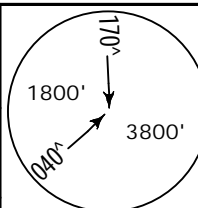
JEPPESSEN

ADELAIDE, SA, AUSTRALIA

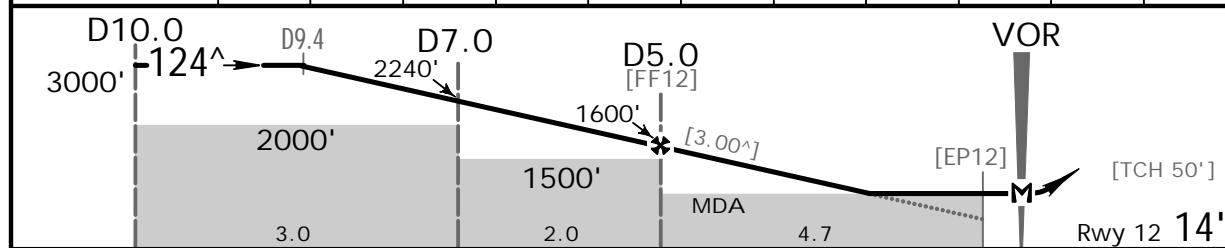
VOR Rwy 12

BRIEFING STRIP™

ATIS 116.4 134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5	Ground 121.7
VOR AD 116.4	Final Apch Crs 124 [^]	Procedure Alt D5.0 1600' (1586')	MDA(H) (CONDITIONAL) 470' (456')	Apt Elev 20' Rwy 12 14'
MISSED APCH: Turn RIGHT to track 140 [^] , climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to Final. 3. GPS permitted in lieu of DME. Reference waypoint AD VOR.				



AD DME	9.4	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.4	2.0	1.4
ALT (3 [^] APCH PATH)	3000'	2880'	2560'	2240'	1920'	1600'	1290'	970'	780'	660'	470'



Gnd Speed-Kts	70	90	100	120	140	160					
Descent Angle [3.00 [^]]	372	478	531	637	743	849					
MAP at VOR											

STRAIGHT-IN LANDING RWY12		CIRCLE-TO-LAND		<p>No Circling beyond 4 DME AD South of Rwy 05-23 or beyond 3.0 DME AD South of Rwy 12</p>
Missed apch climb gradient mim 3.6%	Missed apch climb gradient mim 2.5%			
MDA(H) 470' (456')	MDA(H) 780' (766')			
		Max Kts	MDA(H)	
A		100	900'(880')-2.4 km	
B		135		
C	2.4 km	180	1000'(980')-4.0 km	

NS OPS

YPAD/ADL
ADELAIDE INTL

9 MAY 14

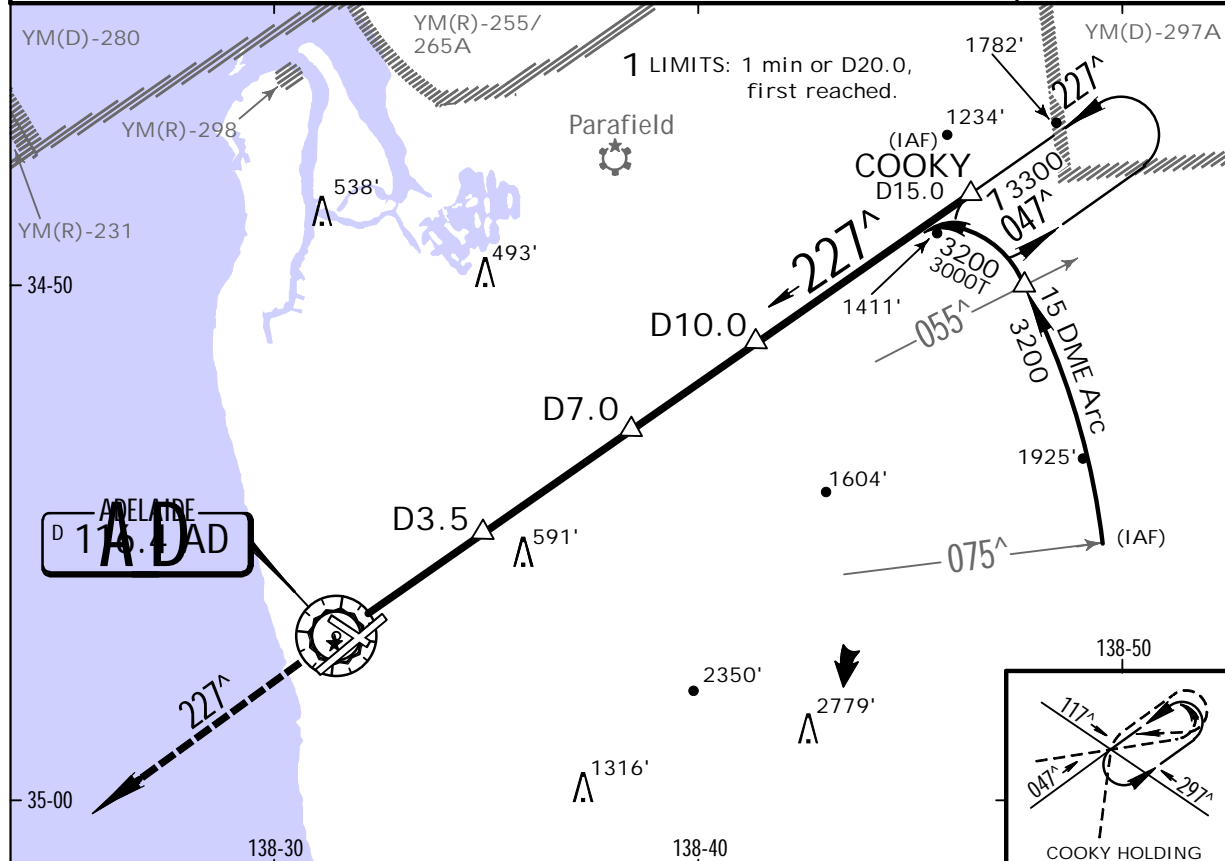
(13-3)

JEPPESSEN

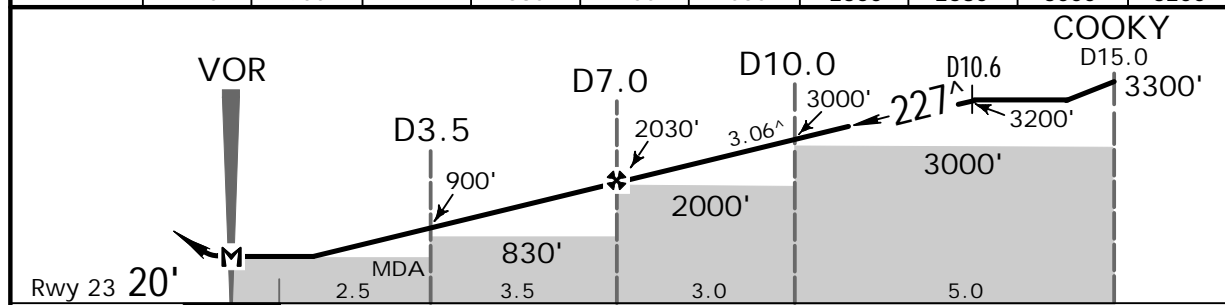
ADELAIDE, SA, AUSTRALIA
VOR Rwy 23

BRIEFING STRIP


ATIS	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower	Ground
116.4 134.5	118.2 124.2		120.5	121.7
VOR AD 116.4	Final Apch Crs 227 [^]	Procedure Alt D7.0 2030' (2010')	MDA(H) 770' (750')	Apt Elev 20' Rwy 23 20'
MISSED APCH: Track 227 [^] , climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME required. 2. Aircraft may be RADAR vectored to D10.0 final. 3. GPS permitted in lieu of DME. Reference waypoint AD VOR. 4. Approach path angle does not coincide with PAPI on glide slope indication.				
				MSA AD VOR 3800' within 10 NM



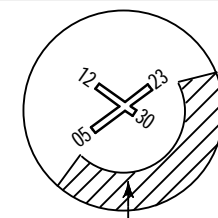
AD DME	3.1	3.5	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.6
ALTITUDE	770'	900'	1040'	1380'	1700'	2030'	2350'	2680'	3000'	3200'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		227 [^]	3000'
Descent Angle	3.06 [^]	379	487	541	650	866	PAPI			
MAP at VOR										

STRAIGHT-IN LANDING RWY23		CIRCLE-TO-LAND		 <p>No Circling beyond 4 DME AD South of Rwy 05-23 or beyond</p>
MDA(H) 770' (750')		MDA(H)		
HIALS out		Max Kts		
A		100	900' (880') -2.4 km	
B		135		
C	4.2 km	180	1000' (980') -4.0 km	
D				

VS OPS



No Circling beyond
4 DME AD South of
Rwy 05-23 or beyond

YPAD/ADL

ADELAIDE INTL

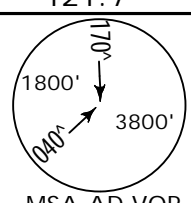
9 MAY 14

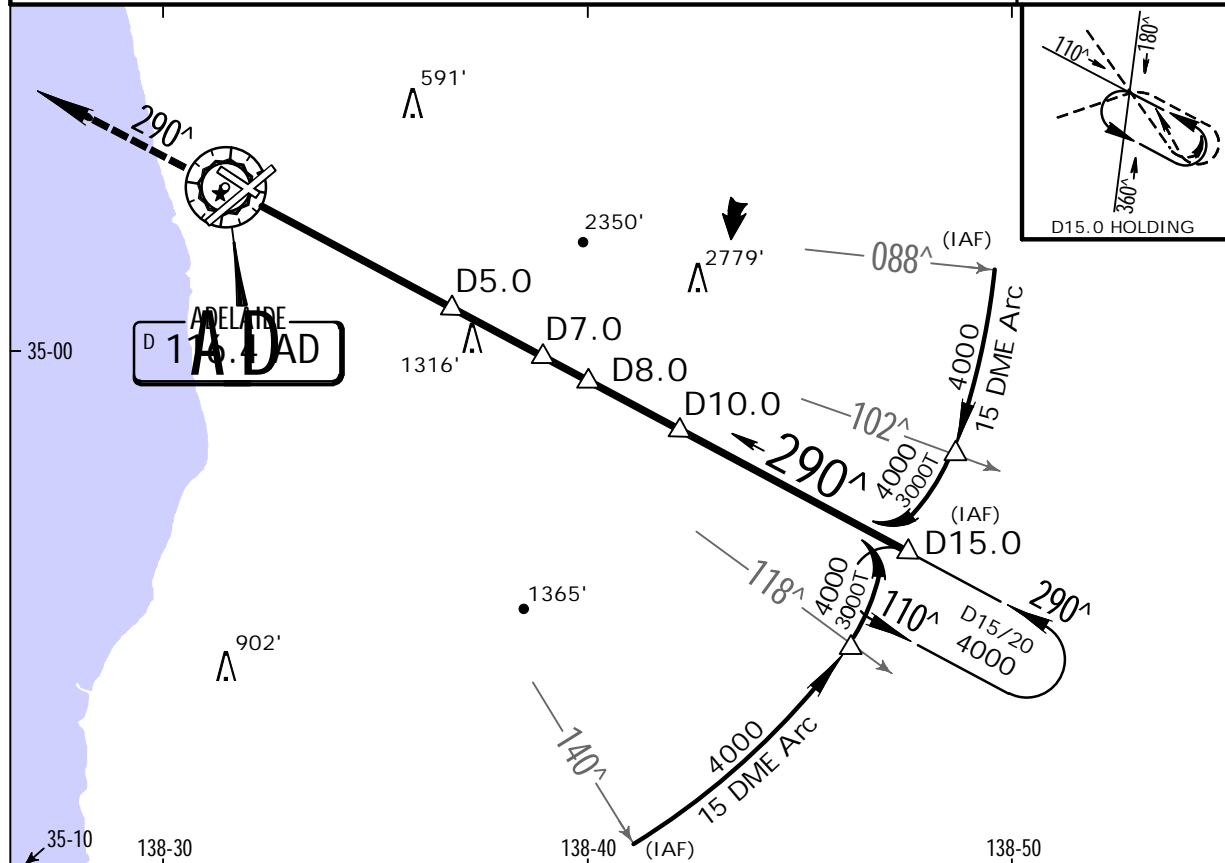
(13-4)

JEPPESSEN

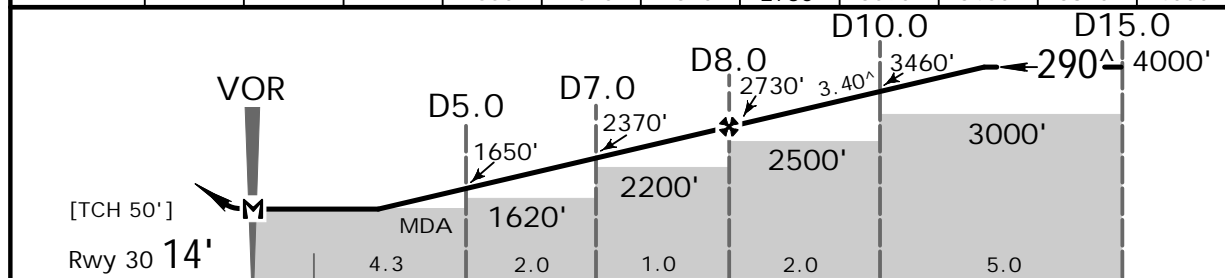
ADELAIDE, SA, AUSTRALIA
VOR Rwy 30

BRIEFING STRIP

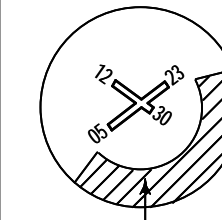
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7
VOR AD 116.4	Final Apch Crs 290^	Procedure Alt D8.0 2730' (2716')	MDA(H) 600' (586')	Apt Elev 20' Rwy 30 14'	
MISSED APCH: Track 290^, climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME required. 2. GPS permitted in lieu of DME. Reference waypoint AD VOR. 3. Approach path angle does not coincide with PAPIs on glide slope indication.					MSA AD VOR 3800' within 10 NM



AD DME	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.6
ALTITUDE	600'	930'	1290'	1650'	2010'	2370'	2730'	3090'	3460'	3820'	4000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		290 [^] 3000'	
Descent Angle 3.40 [^]	421	541	602	722	842	963				
MAP at VOR										

STRAIGHT-IN LANDING RWY30		CIRCLE-TO-LAND		
MDA(H) 600' (586')		MDA(H)		
A	3.2 km	Max Kts	100	
B		135	900' (880') -2.4 km	
C		180	1000' (980') -4.0 km	
				No Circling beyond 4 DME AD South of Rwy 05-23 or beyond