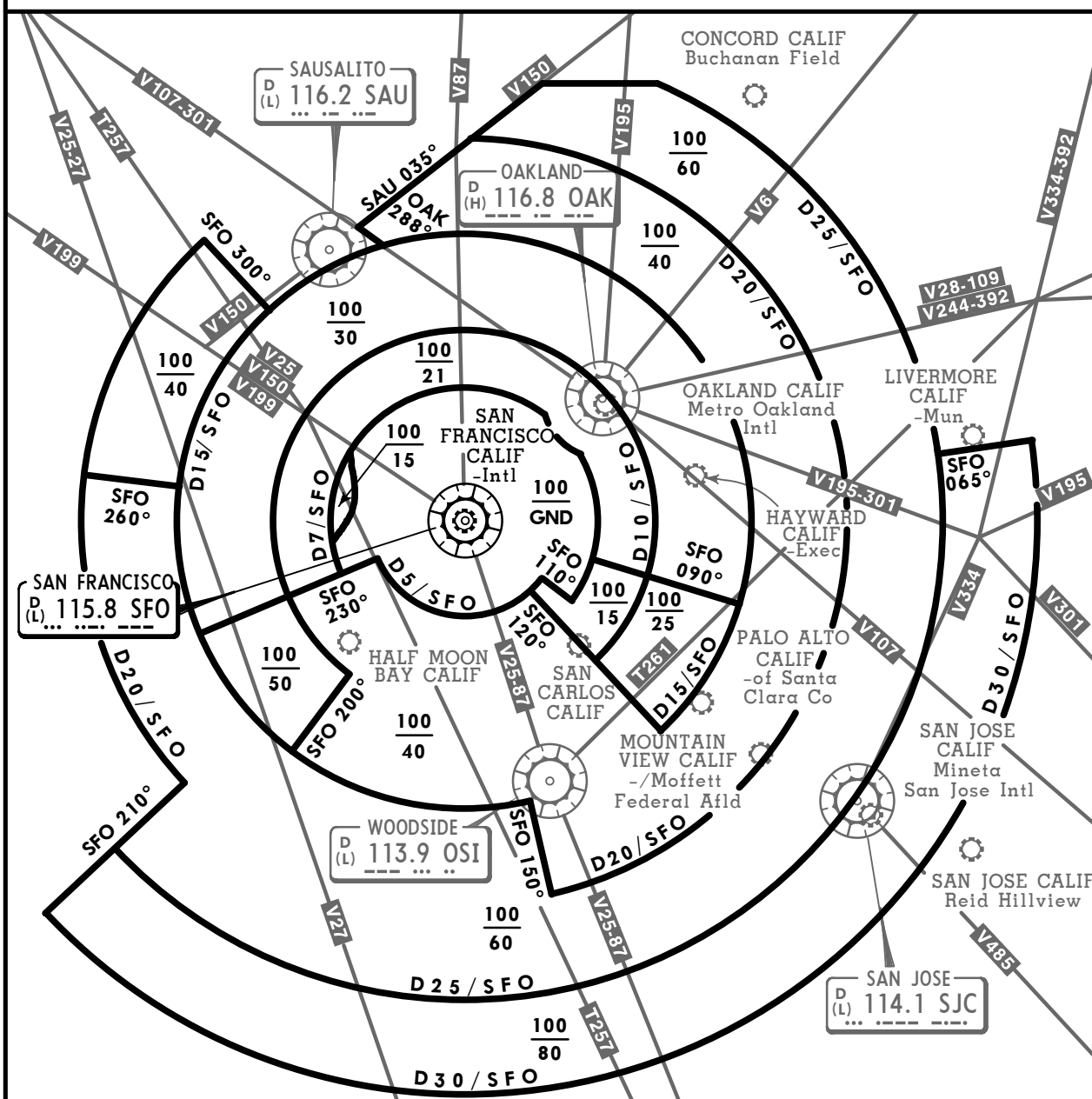


SAN FRANCISCO CLASS B AIRSPACE**CLASS B AIRSPACE VFR COMMUNICATIONS**

NORCAL App 120.9 (NW) 127.0 (N) 125.35 (NE-E) 134.5 (SE) 135.65 (S) 135.1 (W)

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215**FLIGHT PROCEDURES**

IFR Flights - Aircraft operating within the San Francisco Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

KSFO/SFO
SAN FRANCISCO INTL

27 FEB 15
Eff 5 Mar 10-2

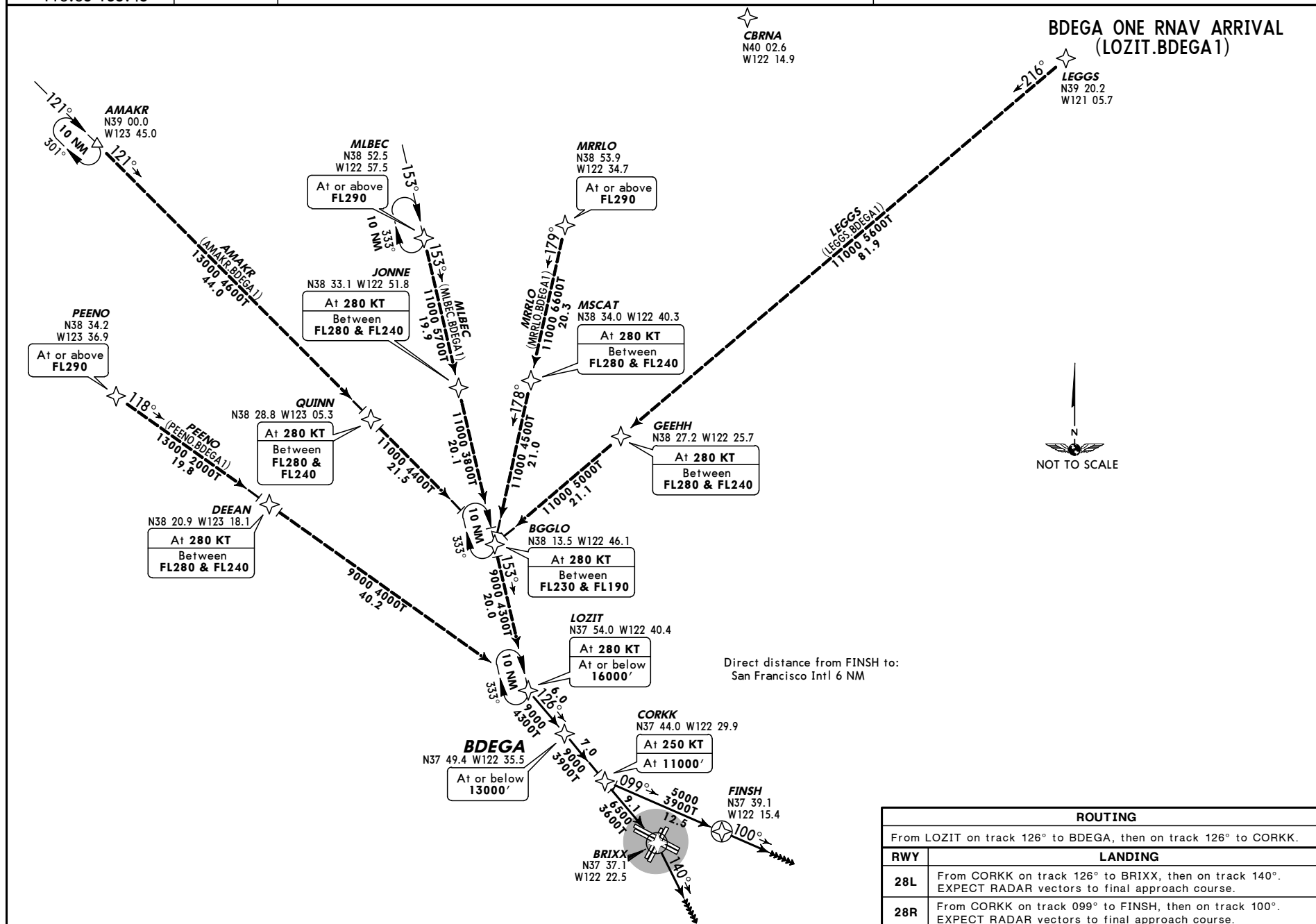
SAN FRANCISCO,
CALIF
RNAV STAR

D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
4. PEENO transition ATC assigned only.



KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

27 FEB 15

(10-2A)

Eff 5 Mar**STAR**

D-ATIS

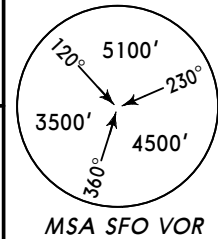
113.7 115.8
118.85 135.45

Apt Elev
13'

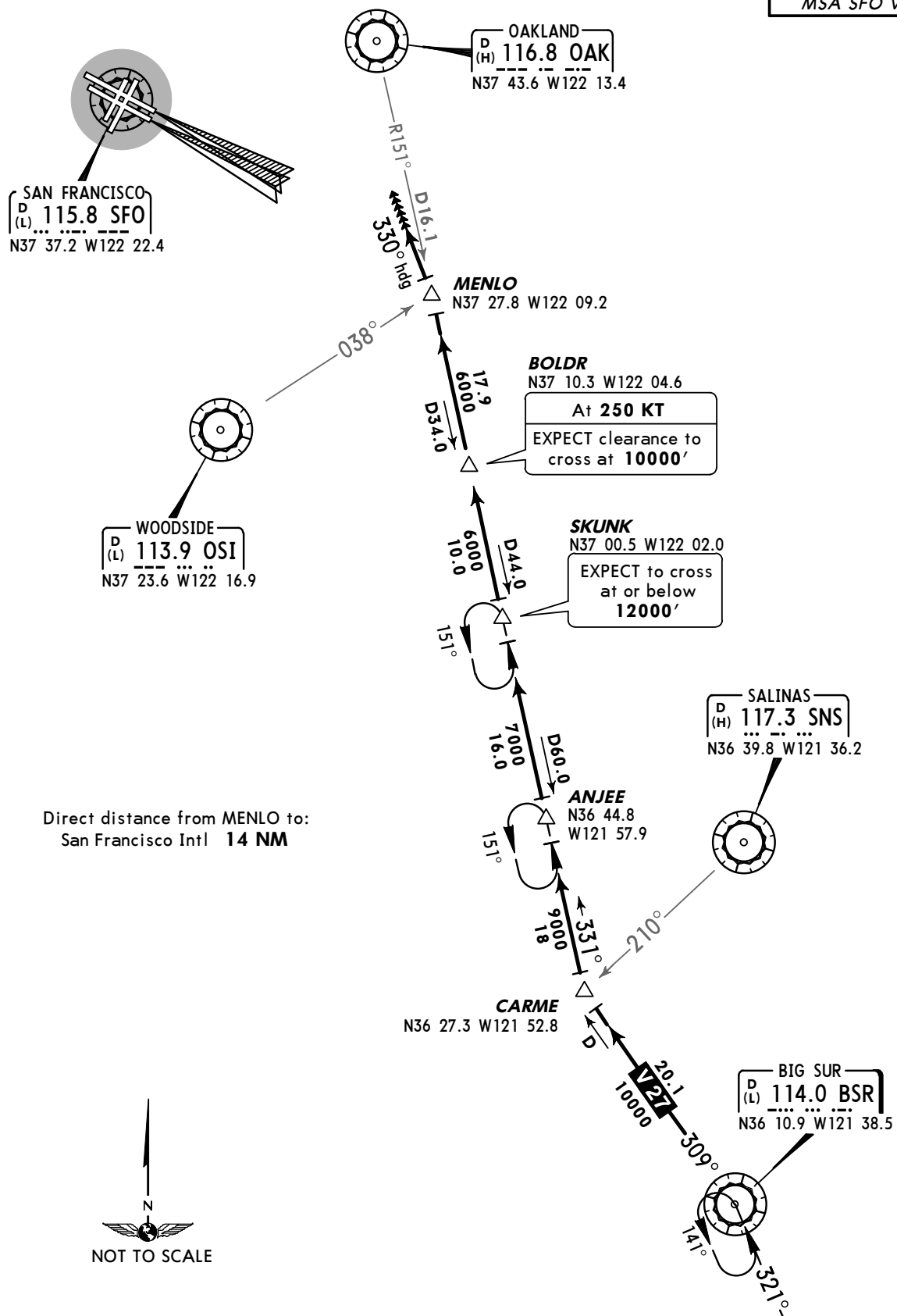
Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

1. For use by turbojet aircraft only.
- 2. RADAR and DME required.**



BIG SUR TWO ARRIVAL (BSR.BSR2)



ROUTING

From over BSR via BSR R-309 to CARME. Then via OAK R-151 to MENLO. Depart MENLO heading 330° for vectors to final approach course.

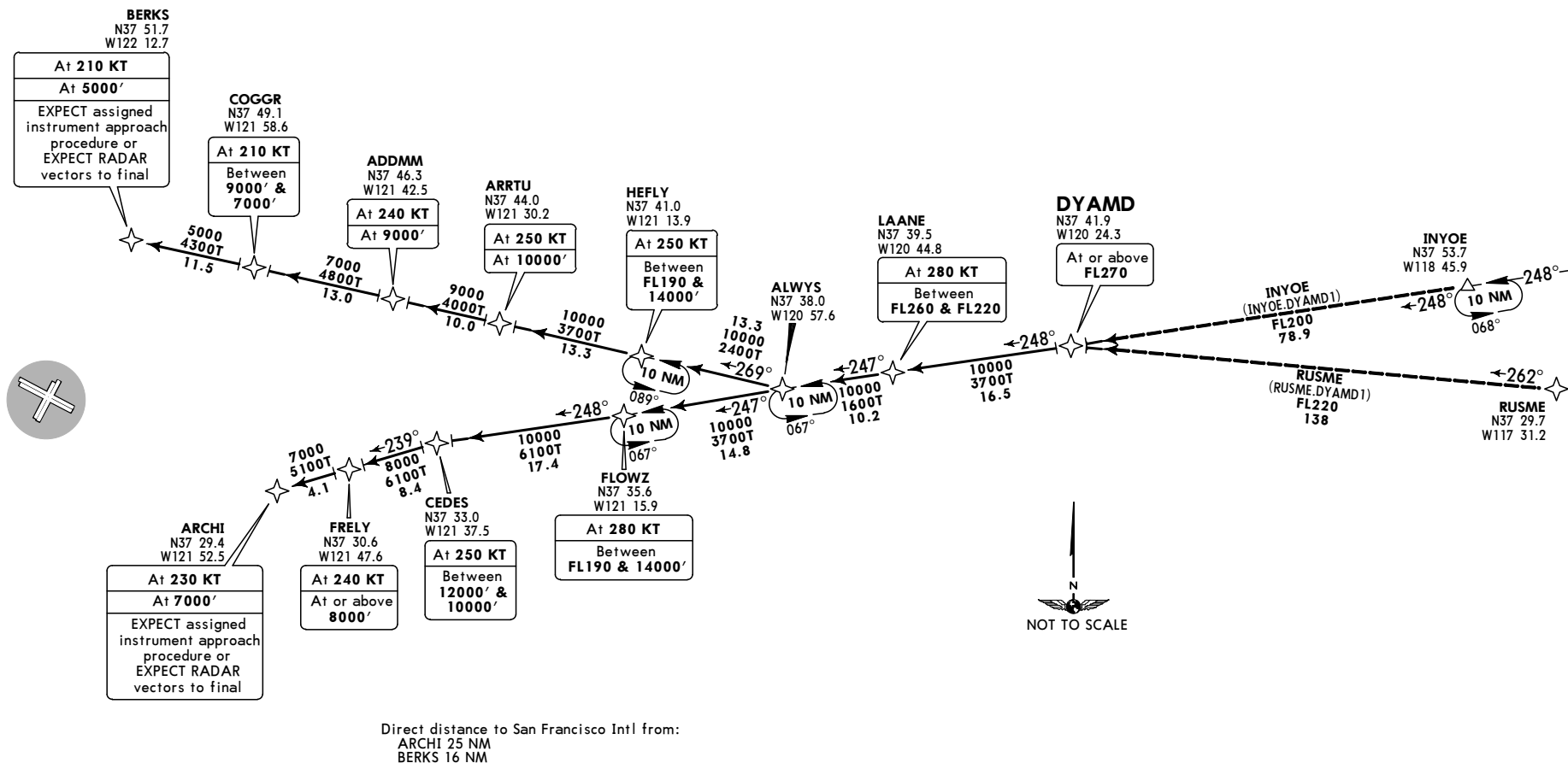
KSFO/SFO
SAN FRANCISCO INTL

24 APR 15
Eff 30 Apr
10-2A-1

SAN FRANCISCO,
CALIF
RNAV STAR

D-ATIS 113.7 115.8 118.85 135.45	Apt Elev 13'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. EXPECT to receive transition (WEST/EAST) and "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway. 5. WEST transition indicates Rwys 1L/R or 28L/R. 6. EAST transition indicates Rwys 10L/R or 19L/R. 7. EXPECT to land WEST unless otherwise advised.
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DYAMD ONE RNAV ARRIVAL
(DYAMD.DYAMD1)



ROUTING	
From DYAMD on track 248° to LAANE, then on track 247° to ALWAYS.	
RWY	RUNWAY TRANSITIONS
WEST 1L/R, 28L/R	From ALWAYS on track 247° to FLOWZ, then on track 248° to CEDES, then on track 239° to FRELY, then on track 239° to ARCHI. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.
EAST 10L/R, 19L/R	From ALWAYS on track 269° to HEFLY, then on track 269° to ARRTU, then on track 269° to ADDMM, then on track 269° to COGGR, then on track 269° to BERKS. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.

KSFO/SFO

SAN FRANCISCO INTL

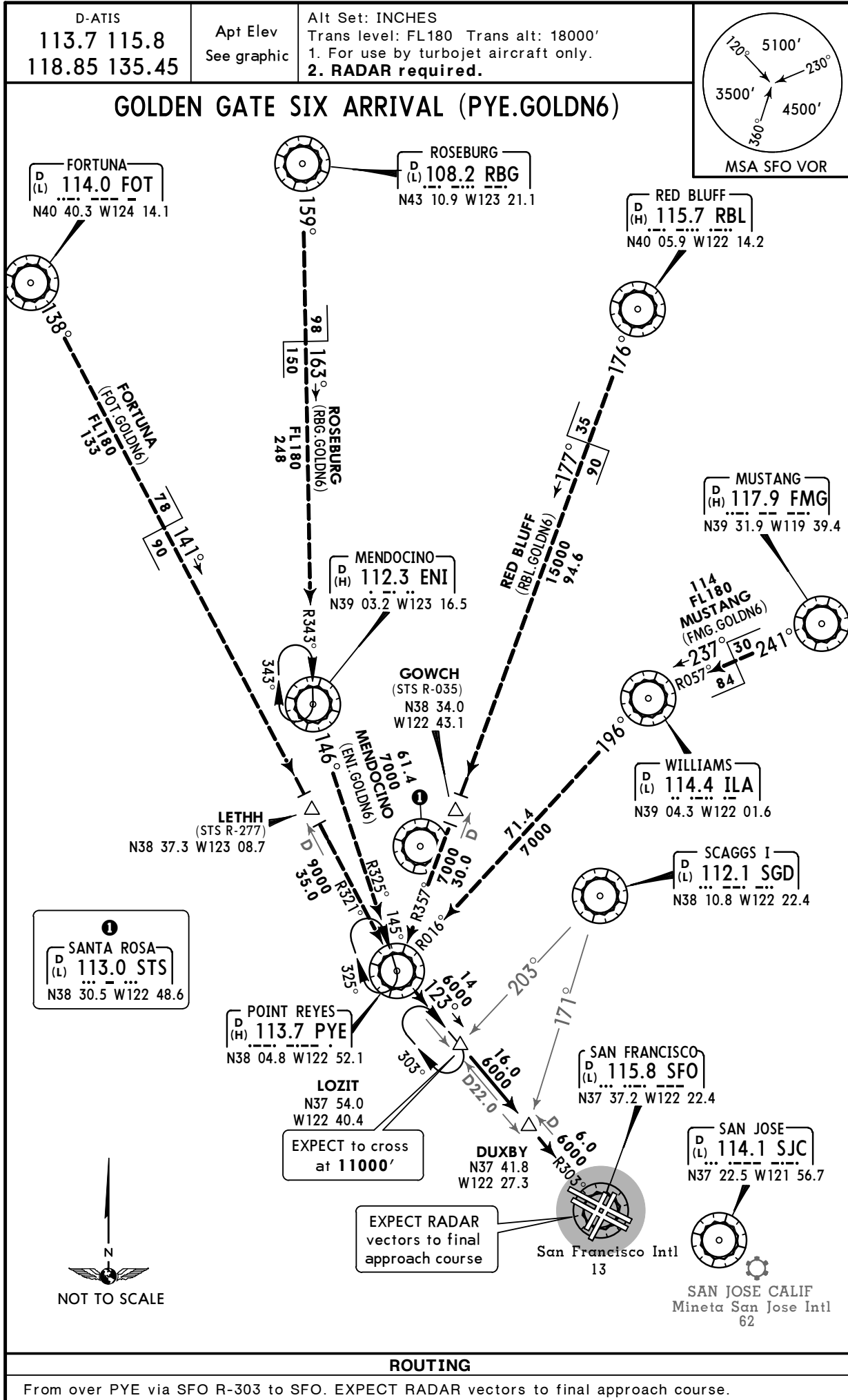
24 APR 15

10-2A-2

Eff 30 Apr

SAN FRANCISCO, CALIF

STAR



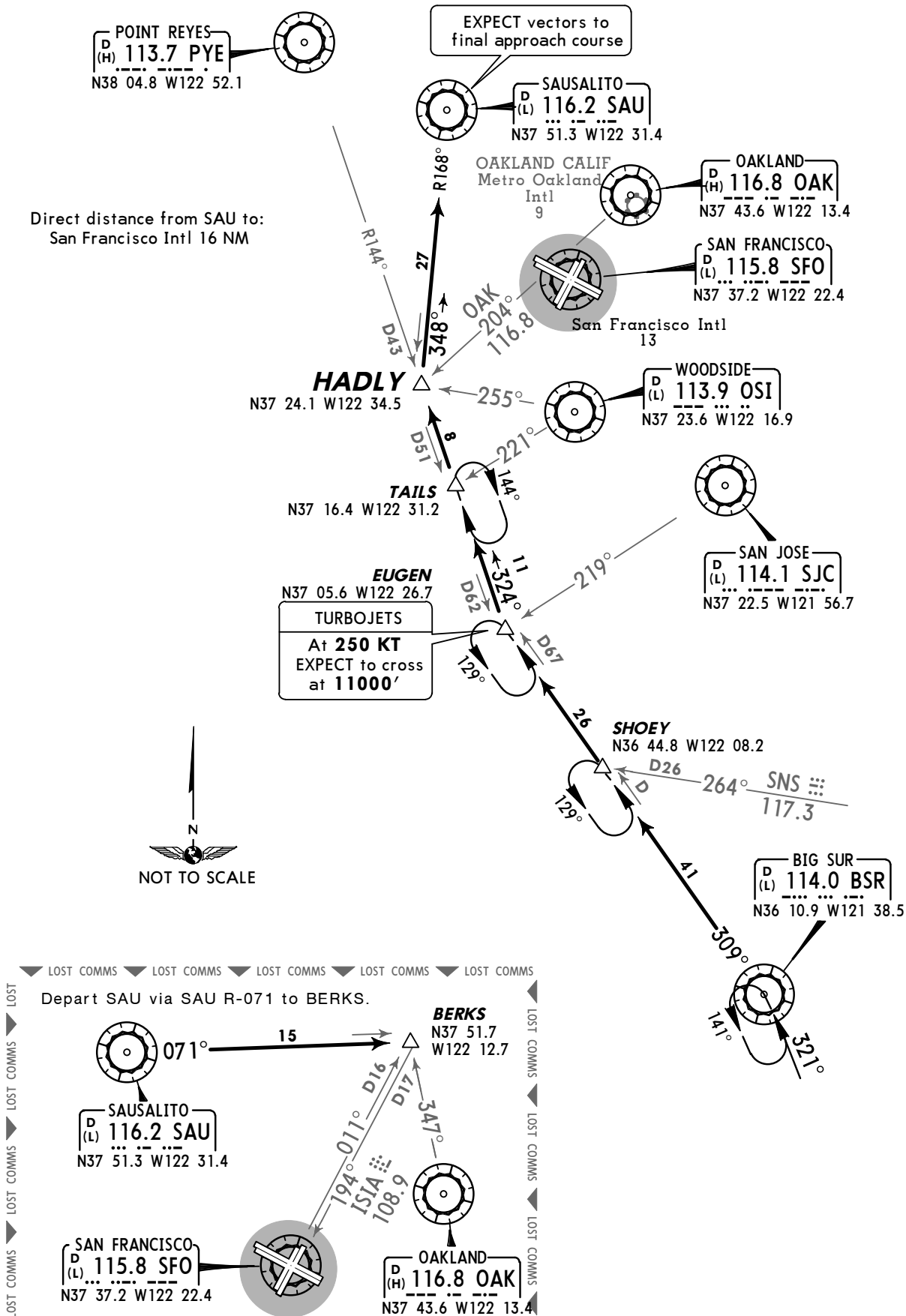
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
28 MAR 14 **10-2B** **Eff 3 Apr**

SAN FRANCISCO, CALIF
STAR

D-ATIS 113.7 115.8 118.85 135.45	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
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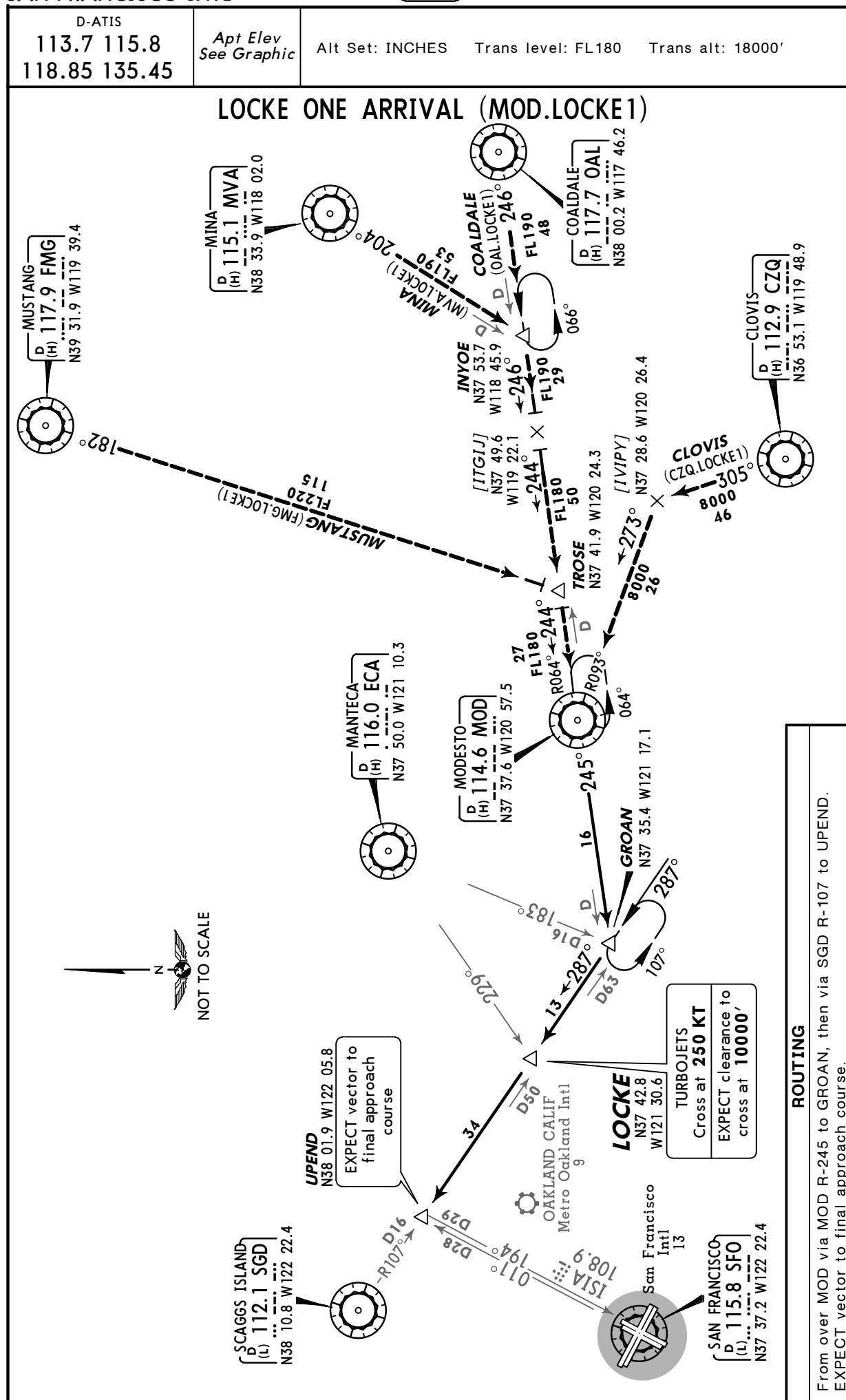
HADLY TWO ARRIVAL (BSR.HADLY2)



KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
28 MAR 14 **10-2C** **Eff 3 Apr**

SAN FRANCISCO, CALIF
STAR

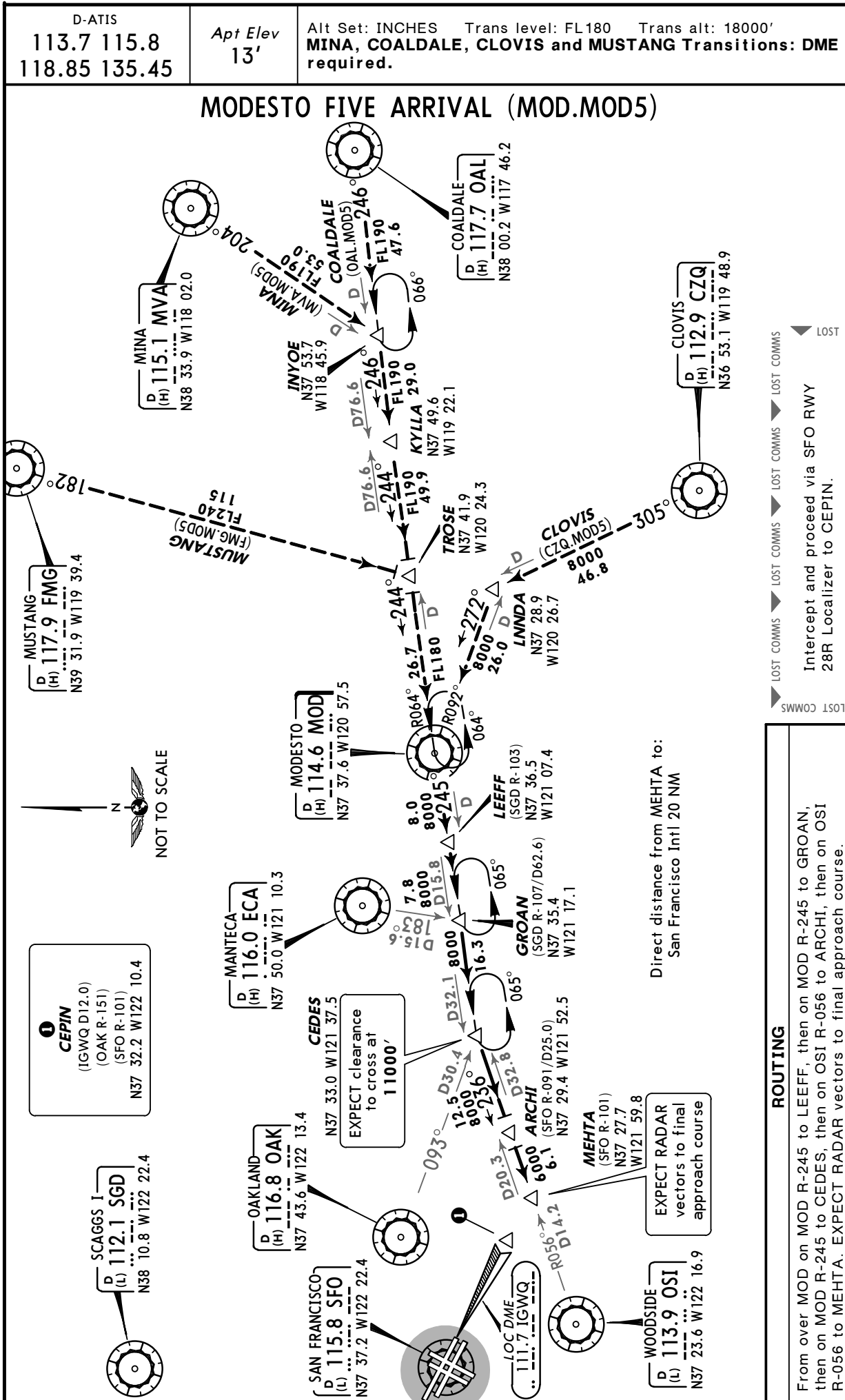


KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
28 MAR 14 **10-2D** Eff 3 Apr

SAN FRANCISCO, CALIF

STAR



KSFO/SFO

SAN FRANCISCO INTL

28 MAR 14

10-2E

Eff 3 Apr

SAN FRANCISCO, CALIF

STAR

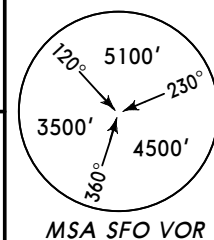
D-ATIS

113.7 115.8
118.85 135.45

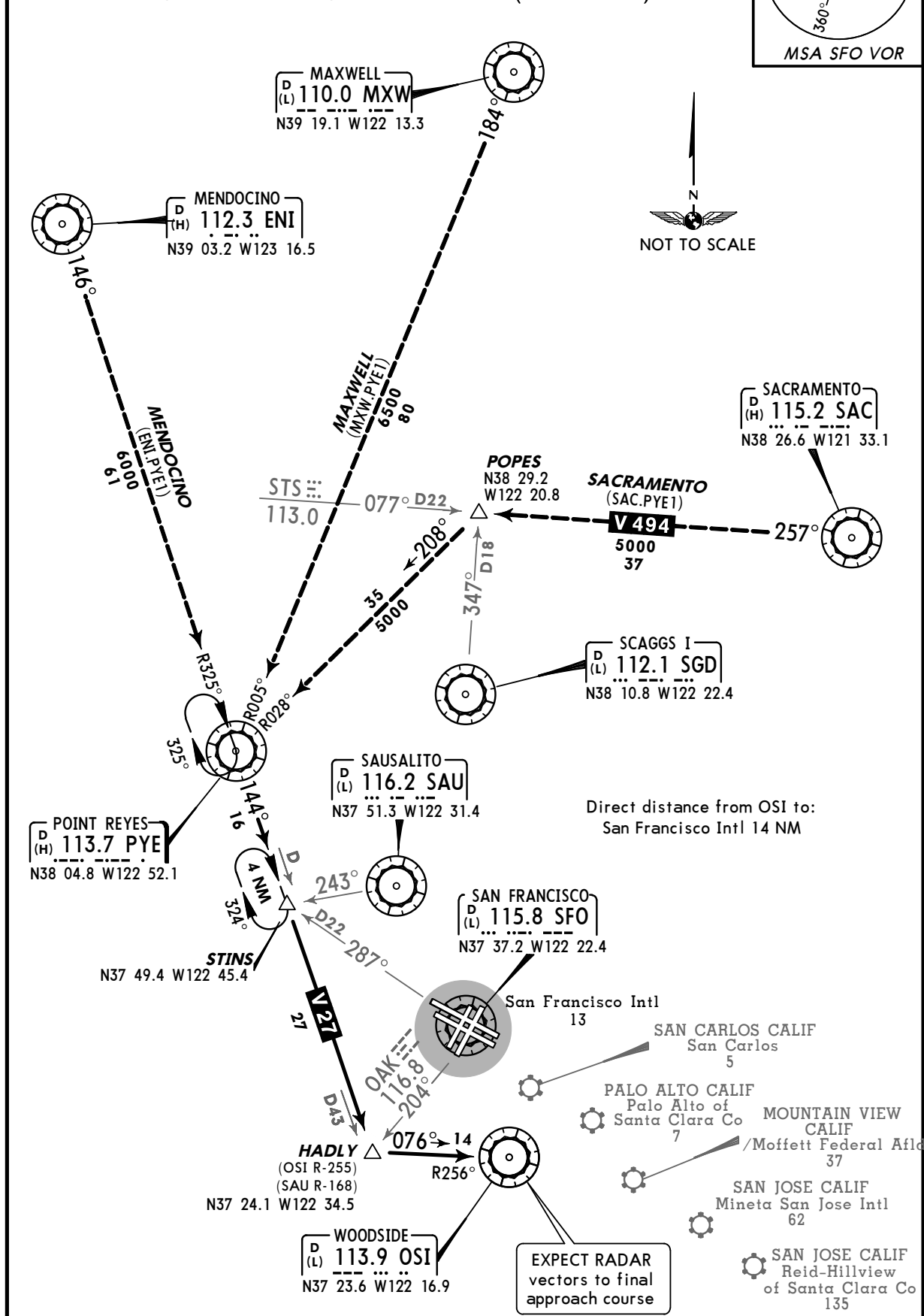
Apt Elev
See graphic

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'
SACRAMENTO transition to be used only
when assigned by ATC.



POINT REYES ONE ARRIVAL (PYE.PYE1)



ROUTING

From over PYE via PYE R-144 to HADLY, then via OSI R-256 to OSI. EXPECT RADAR vectors to final approach course.

KSFO/SFO
SAN FRANCISCO INTL

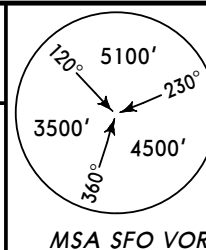
JEPPESSEN **SAN FRANCISCO, CALIF**
 27 FEB 15 **10-2F** Eff 5 Mar

STAR

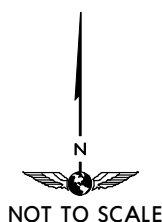
D-ATIS
 113.7 115.8
 118.85 135.45

Apt Elev
 13'

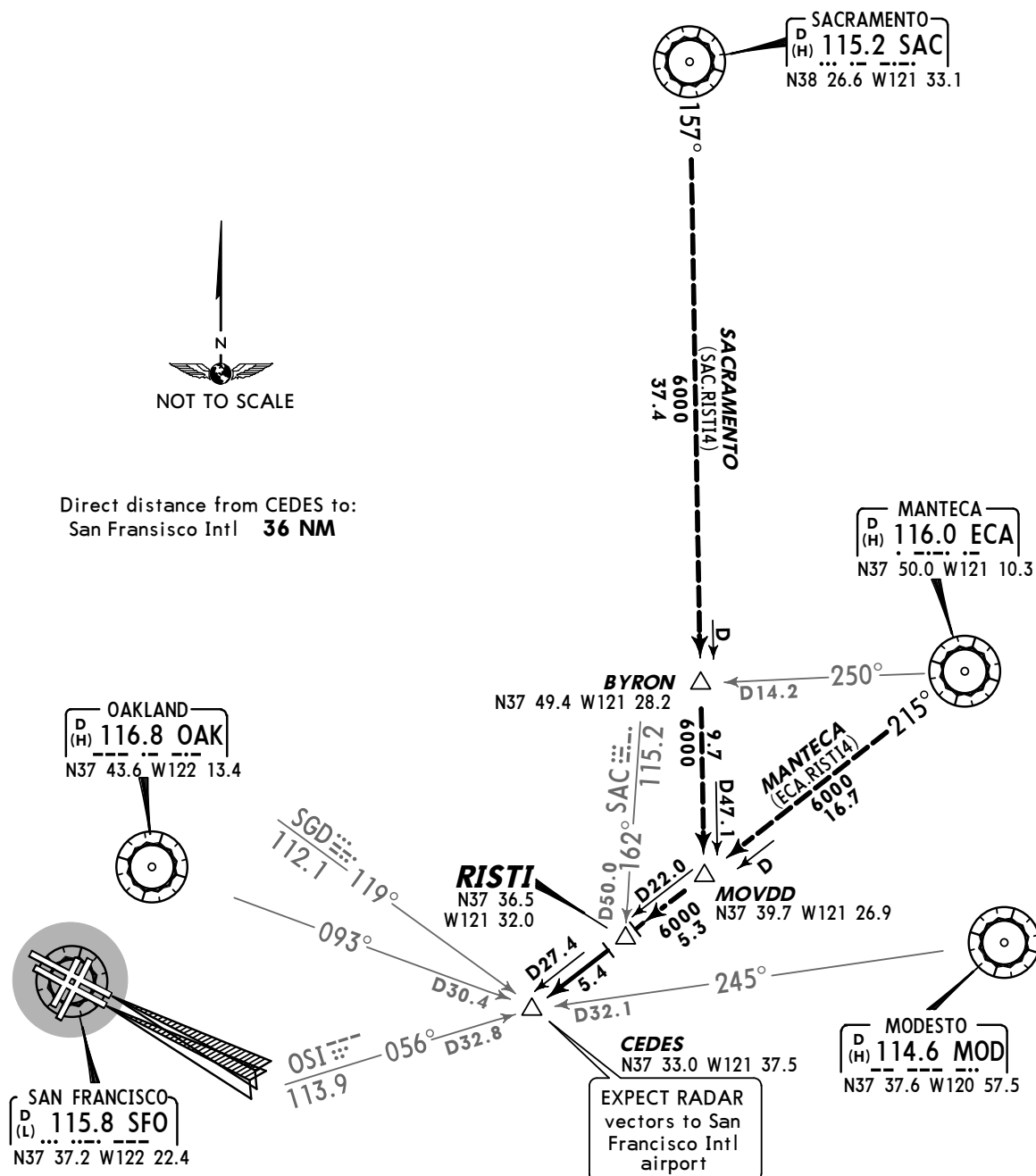
Alt Set: INCHES
 Trans level: FL180 Trans alt: 18000'



RISTI FOUR ARRIVAL (RISTI.RISTI4)
 (RWYS 28L/R)



Direct distance from CEDES to:
 San Francisco Intl **36 NM**



ROUTING

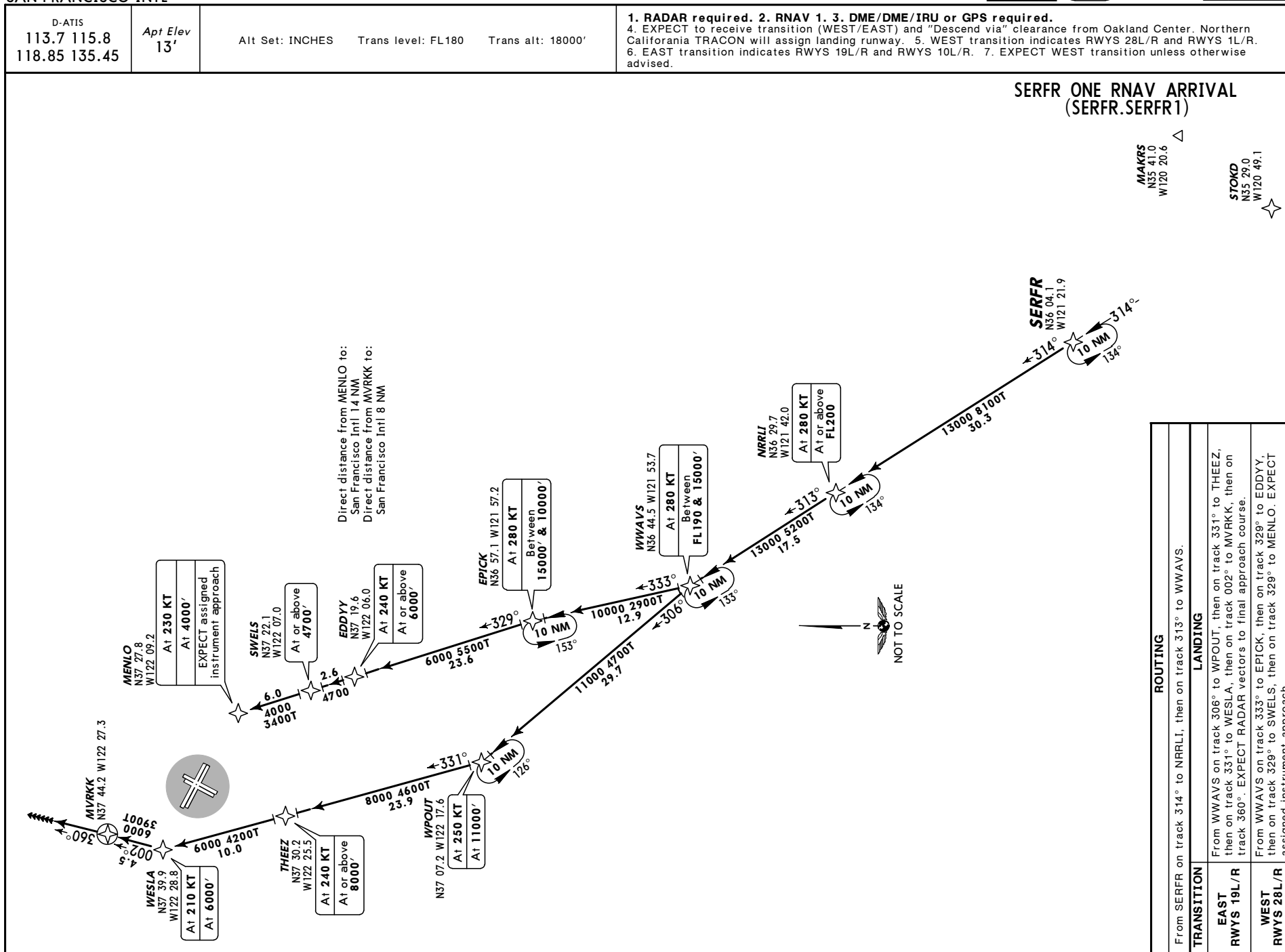
From over RISTI via ECA R-215 to CEDES, then via RADAR vectors to San Francisco Intl airport.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
27 FEB 15
Eff 5 Mar 10-2G

SAN FRANCISCO,
CALIF

RNAV STAR



KSFO/SFO

SAN FRANCISCO INTL

27 FEB 15

10-2H

Eff 5 Mar

SAN FRANCISCO, CALIF

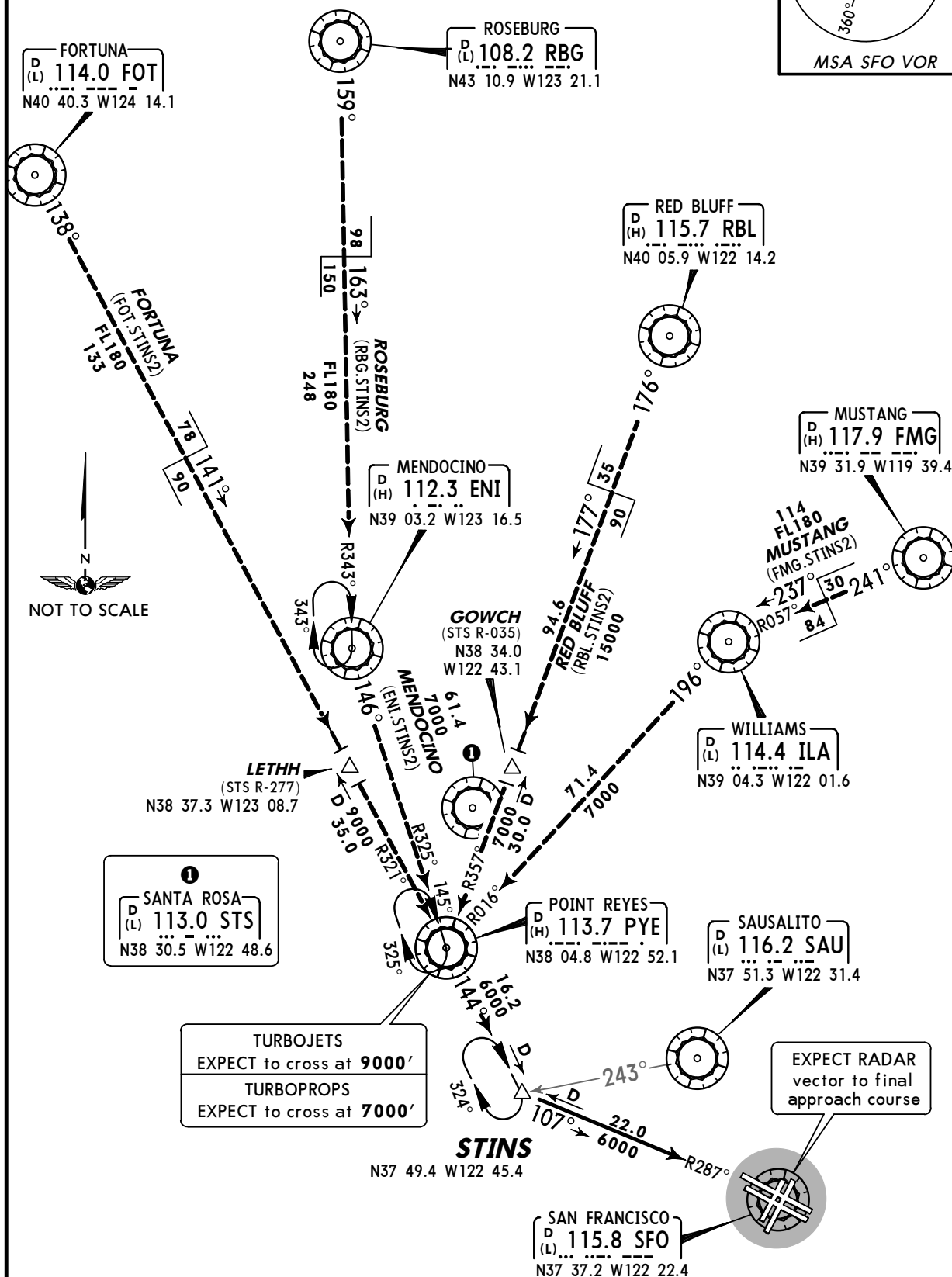
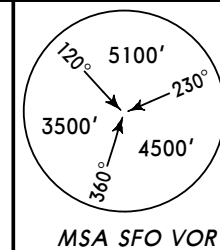
STAR

D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
RADAR required.

STINS TWO ARRIVAL (PYE.STINS2)



ROUTING

From over PYE via PYE R-144 to STINS, then via SFO R-287 to SFO. EXPECT RADAR vectors to final approach course.

KSFO/SFO
SAN FRANCISCO INTL

24 APR 15
Eff 30 Apr 10-2J

SAN FRANCISCO,
CALIF

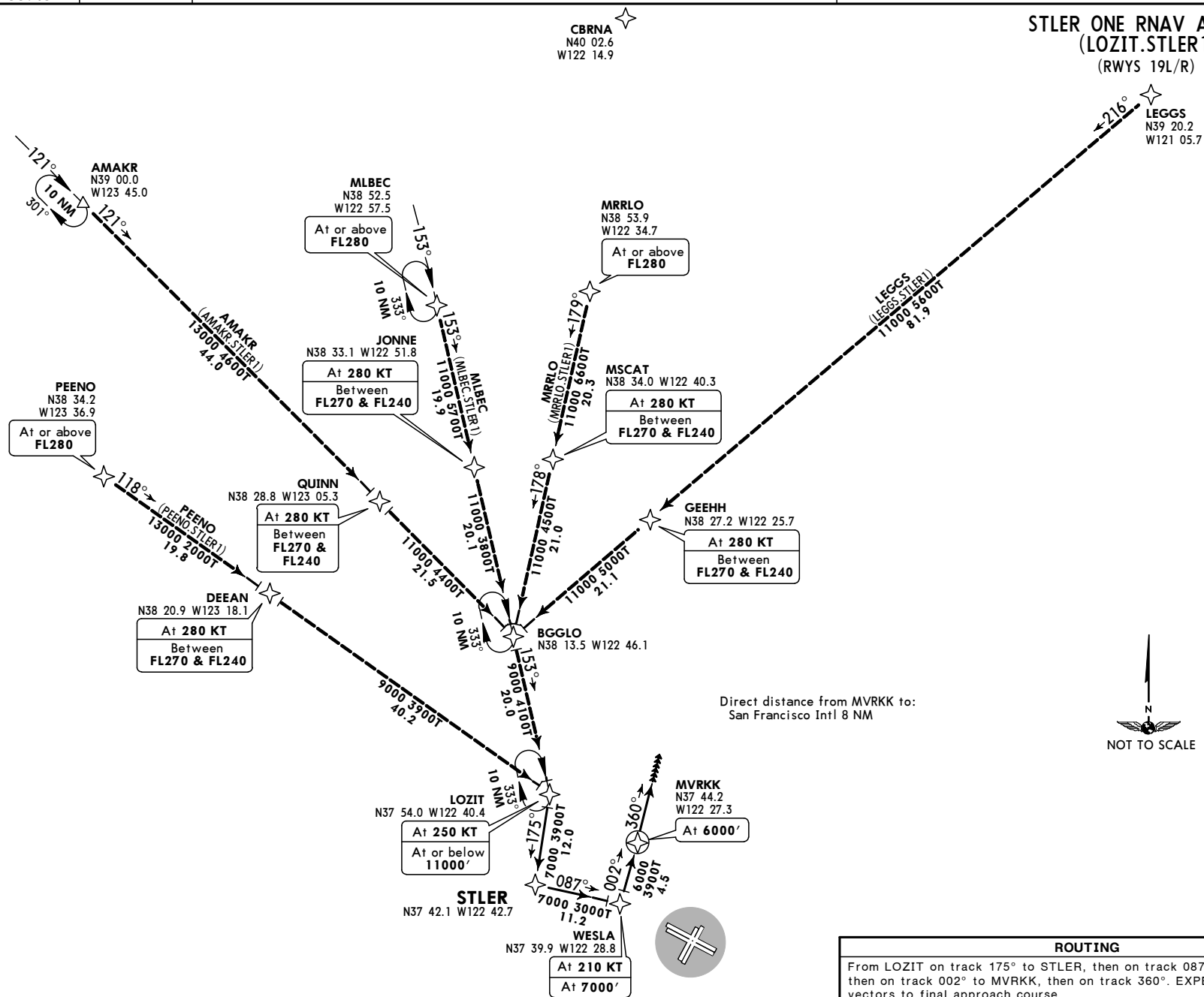
RNAV STAR

D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
4. PEENO transition: ATC assigned only.



KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 APR 15 **10-2K**

SAN FRANCISCO, CALIF

Eff 30 Apr

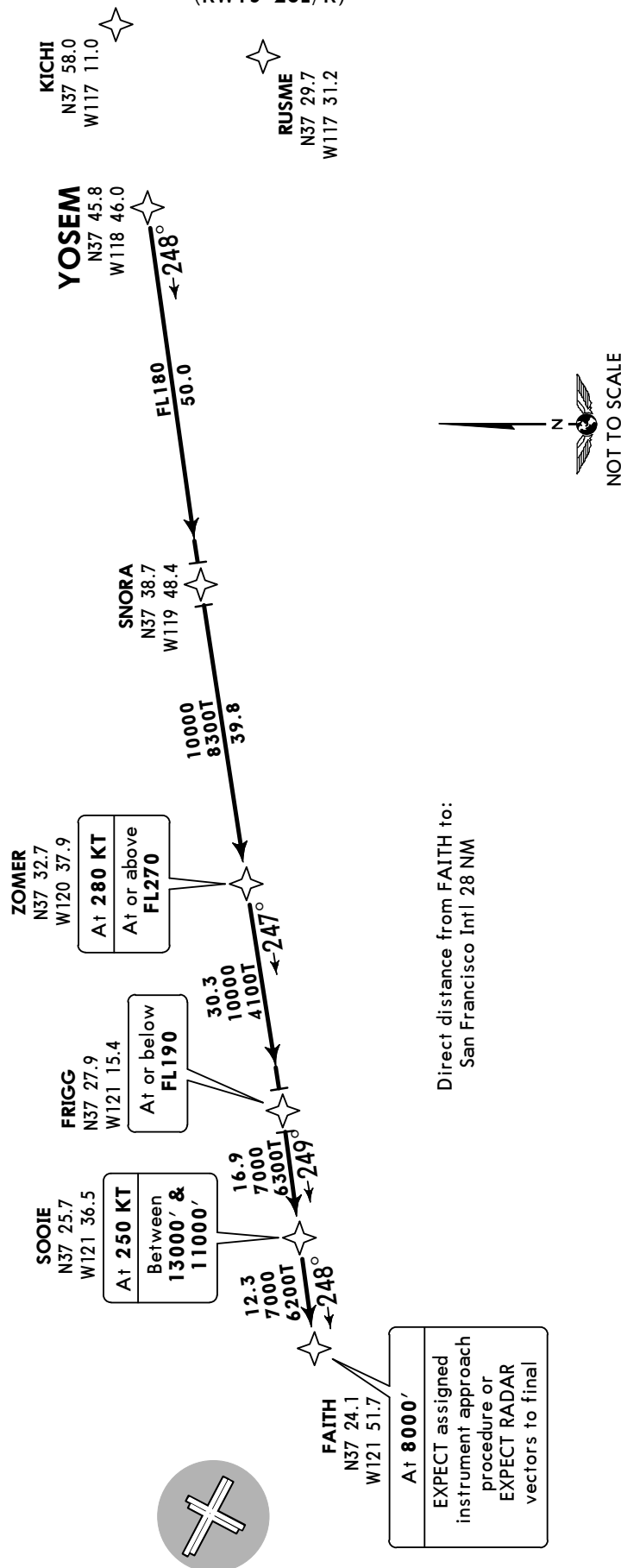
RNAV STAR

D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'.
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. YOSEM THREE ARRIVAL ATC assigned only.

YOSEM THREE RNAV ARRIVAL (YOSEM.YOSEM3)
(RWYS 28L/R)



ROUTING

From YOSEM on track 248° to SNORA, then on track 248° to ZOMER. From ZOMER on track 247° to FRIGG, then on track 249° to SOOIE, then on track 248° to FAITH. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.

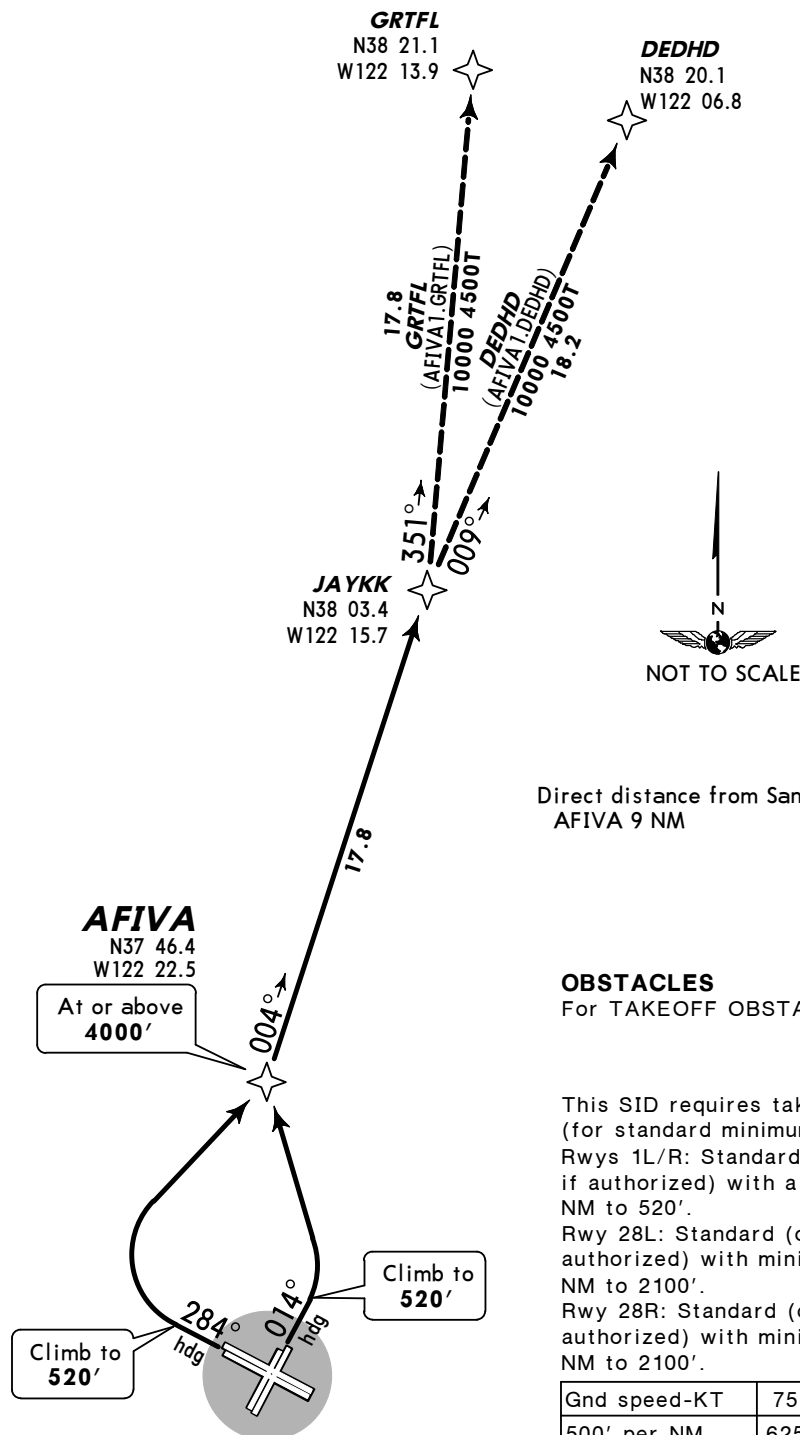
KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
 27 FEB 15 **(10-3)**

SAN FRANCISCO, CALIF
Eff 5 Mar **RNAV SID**

NORCAL Departure (R) 120.9	<i>Apt Elev</i> 13'	Trans level: FL180 Trans alt: 18000' 1. RADAR required for non-GPS equipped aircraft. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turboprops only.
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AFIVA ONE RNAV DEPARTURE (AFIVA1.JAYKK)



OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 10-3OB1.

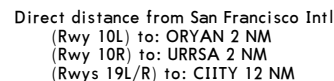
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 1L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 520'.
 Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 535' per NM to 2100'.
 Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 560' per NM to 2100'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
535' per NM	669	892	1338	1783	2229	2675
560' per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb heading 014° to 520', then LEFT turn direct to cross AFIVA at or above 4000'.	10000'
28L/R	Climb heading 284° to 520', then RIGHT turn direct to cross AFIVA at or above 4000'.	
ROUTING		
From AFIVA on track 004° to JAYKK, then on transition. MAINTAIN 10000'. EXPECT filed altitude 10 minutes after departure.		

JEPPESEN **SAN FRANCISCO, CALIF**
19 JUN 15 **(10-3A)** **Eff 25 Jun** **RNAV SID**

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 520'.
Rwys 19L/R: Standard (or lower than standard, if authorized) with a minimum climb of 575' per NM to 2000'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500
575' per NM	719	958	1438	1917	2396	2875

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 19 JUN 15 **(10-3A-1)** **Eff 25 Jun**

SAN FRANCISCO, CALIF

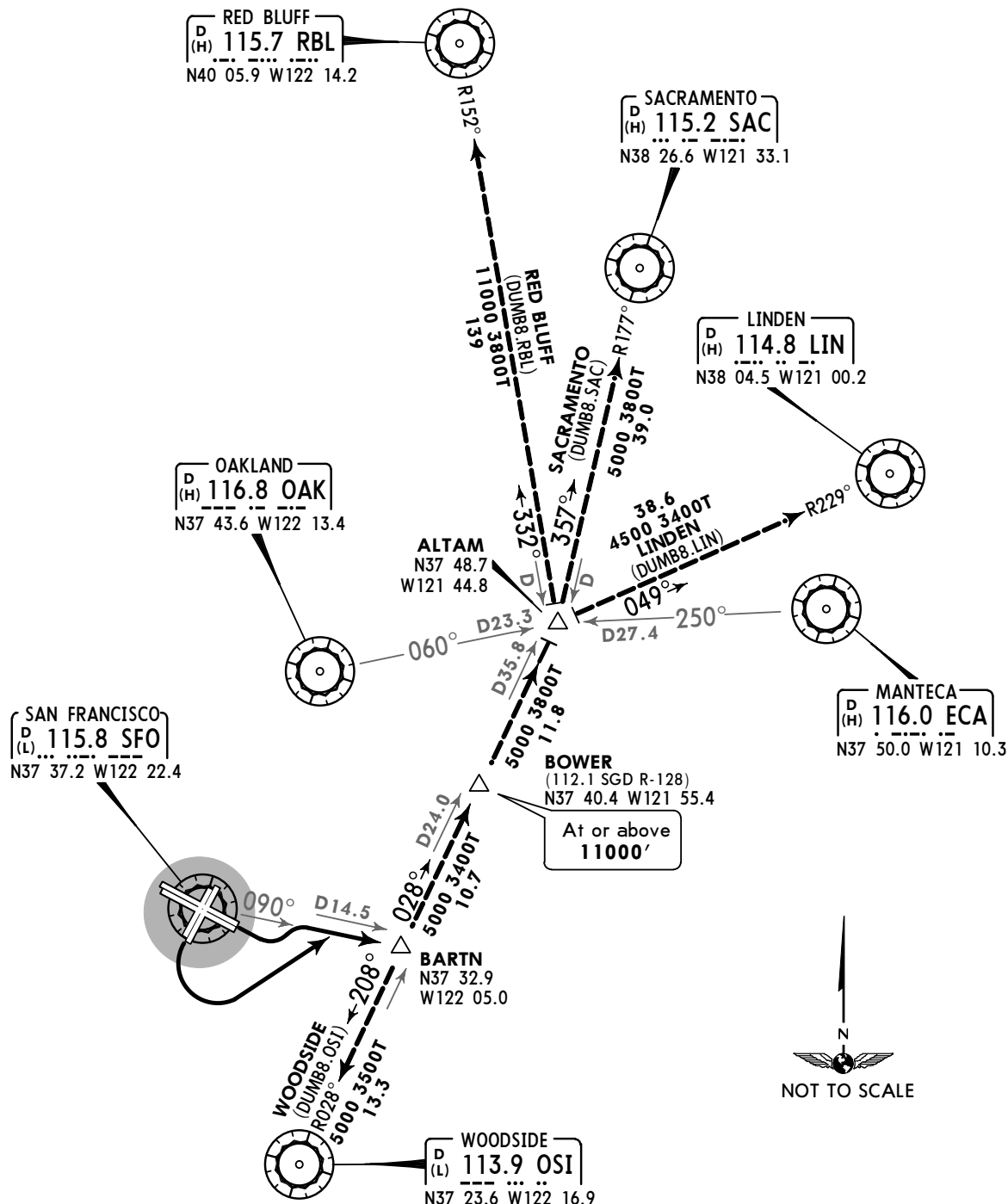
SID

NORCAL
 Departure (R)
120.9

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
 Rwy 19L/R turn LEFT due to steeply rising terrain to 2000'
 immediately SOUTH of airport.

DUMBARTON EIGHT DEPARTURE (DUMB8.BARTN)
 (RWYS 10L/R, 19L/R)



This SID requires take-off minimums
 (for standard minimums, refer to airport chart):
 Rwy 10L/R: Standard (or lower than standard,
 if authorized).
 Rwy 19L/R: Standard (or lower than standard,
 if authorized) with minimum climb of 575' per
 NM to 2000'.

Gnd speed-KT	75	100	150	200	250	300
575' per NM	719	958	1438	1917	2396	2875

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB

Climbing LEFT turn via SFO R-090 to BARTN, then via transition or assigned
 route. EXPECT filed altitude 10 minutes after departure.

TOP ALTITUDE

Assigned by ATC

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
19 JUN 15 **10-3B**

SAN FRANCISCO, CALIF

Eff 25 Jun

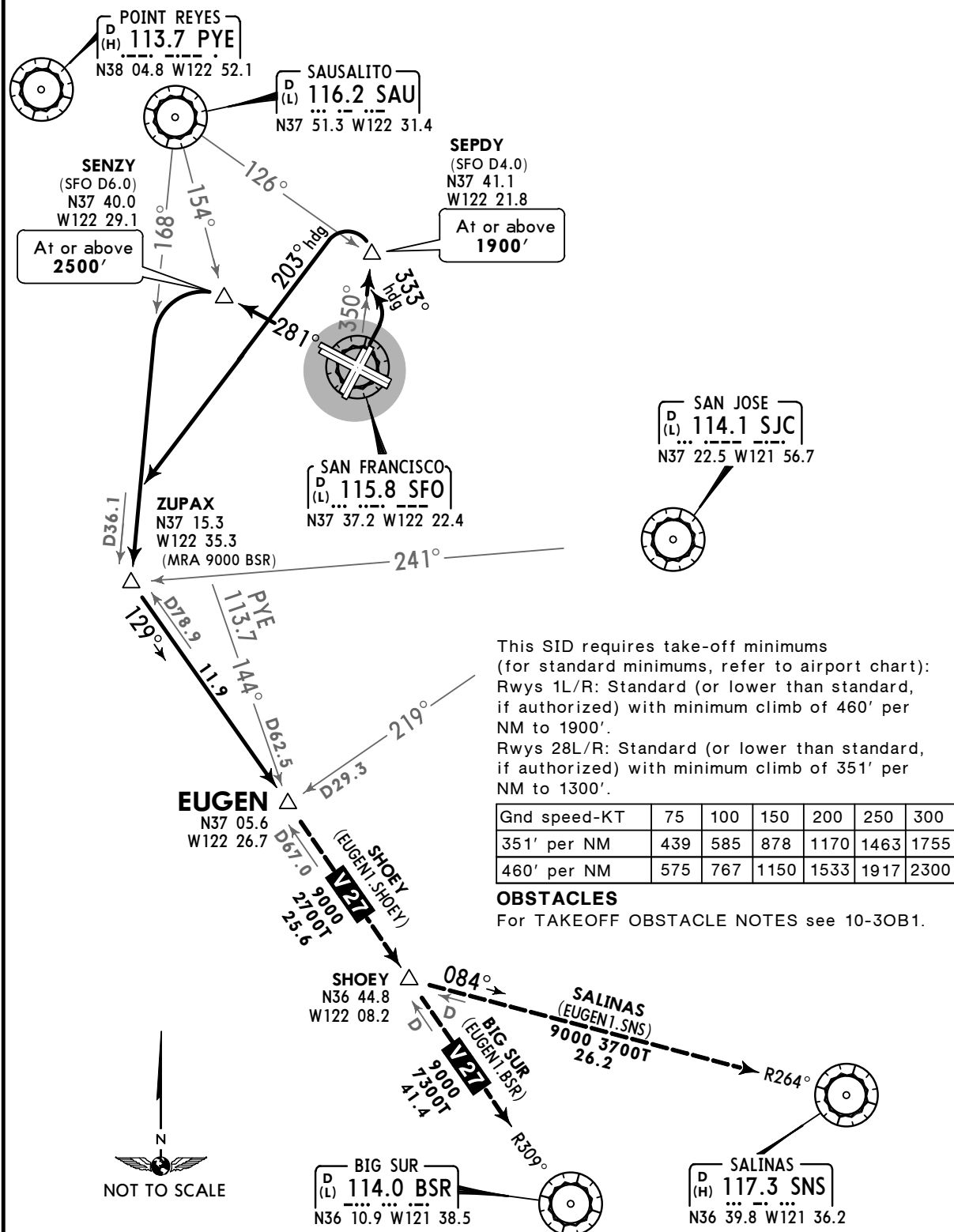
SID

NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
Procedure not authorized for use with TACAN azimuth.

EUGEN ONE DEPARTURE (EUGEN1.EUGEN)

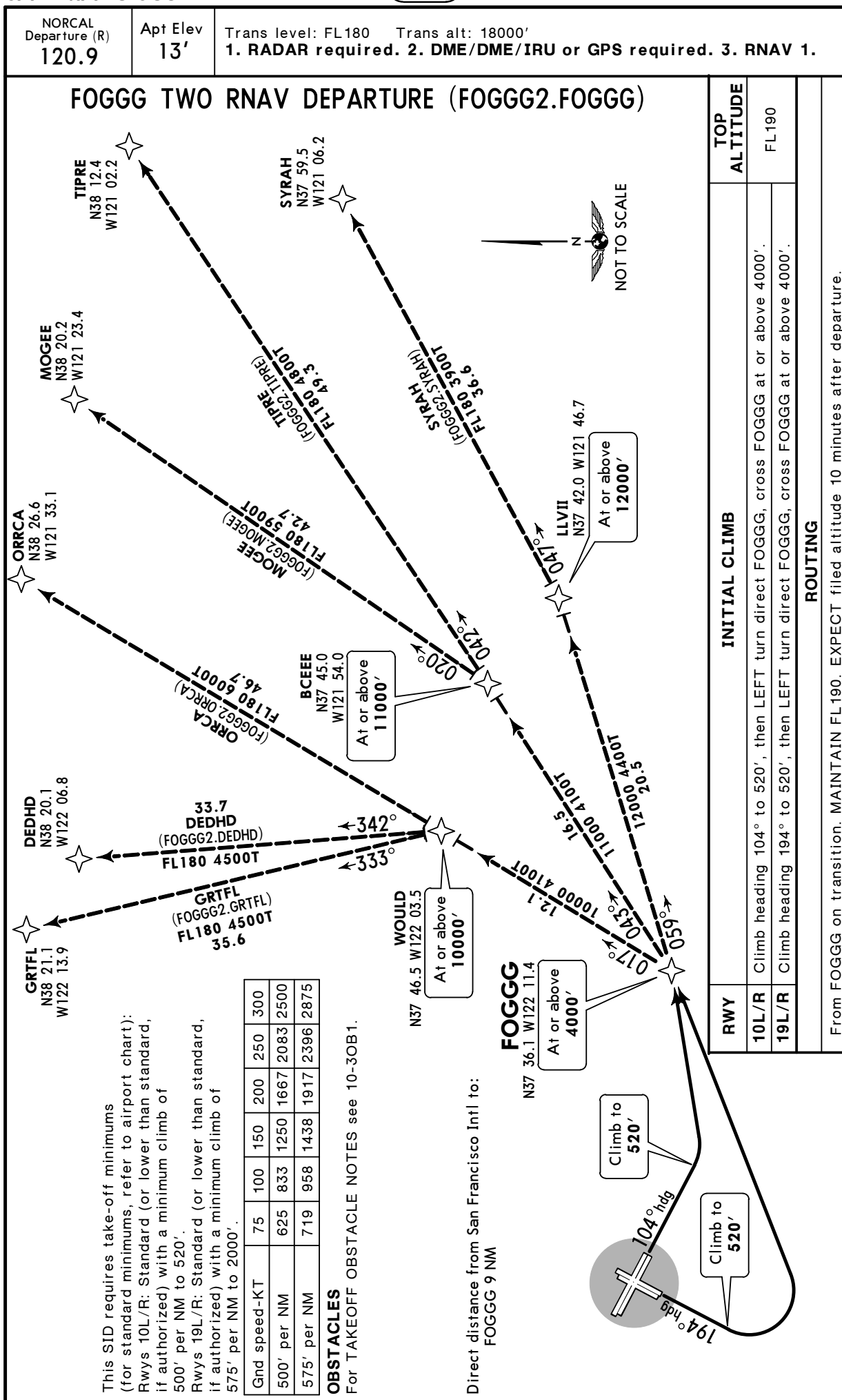


RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross SEPDI at or above 1900', then turn LEFT heading 203° to intercept SAU R-168 to ZUPAX, then on BSR R-309 to EUGEN.	Assigned by ATC
28L/R	Climb on SFO R-281 to cross SENZY at or above 2500', then turn LEFT on SAU R-168 to ZUPAX, then on BSR R-309 to EUGEN.	
ROUTING		
From EUGEN on transition or assigned route. EXPECT filed altitude 10 minutes after departure.		

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
19 JUN 15 **(10-3C)** Eff 25 Jun

SAN FRANCISCO, CALIF
RNAV SID



KSFO/SFO
SAN FRANCISCO INTL

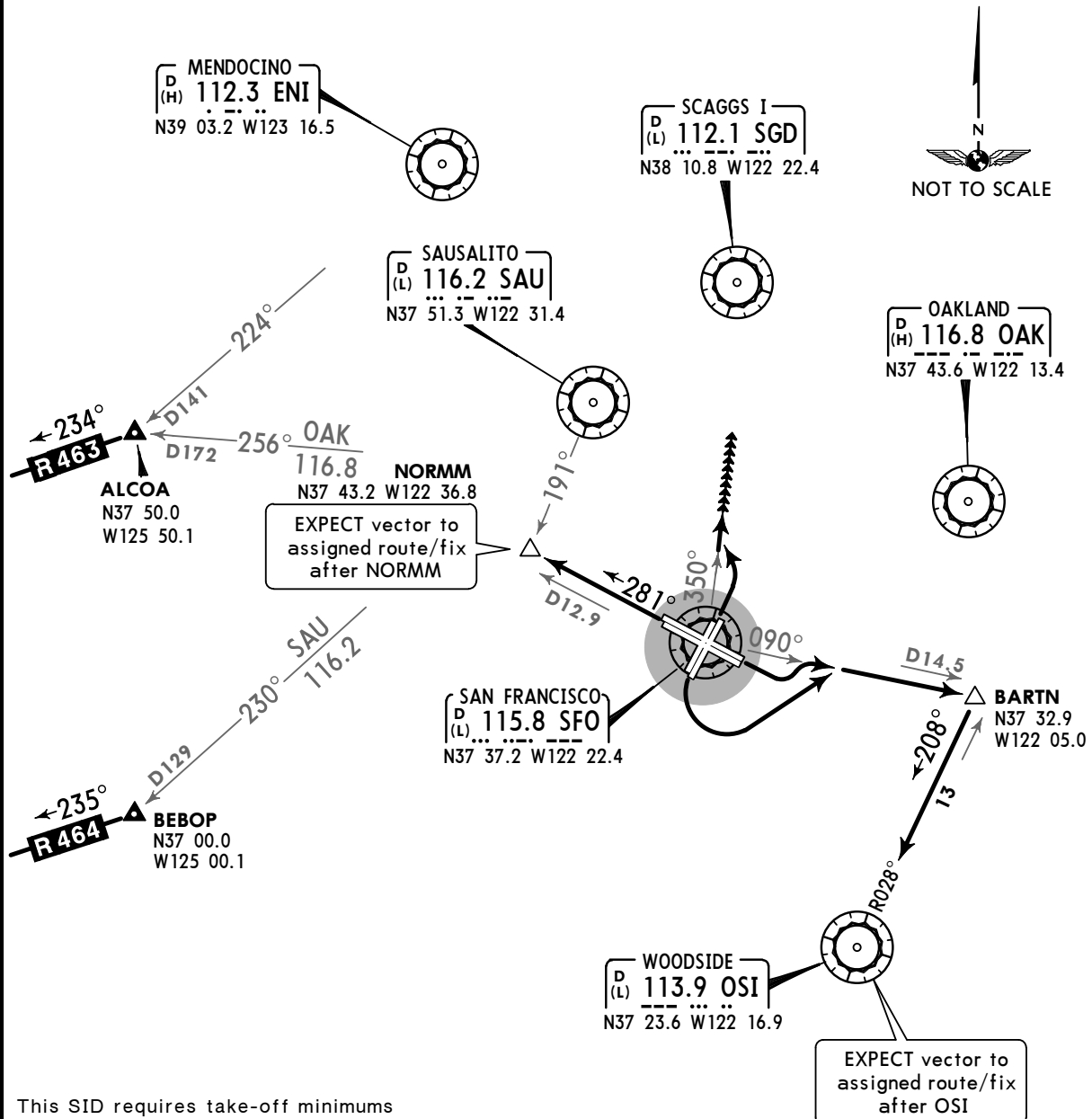
JEPPesen
19 JUN 15 **10-3D** Eff 25 Jun

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R)		Apt Elev 13'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Rwy 19L/R departures turn LEFT due to steeply rising terrain to 2000' immediately SOUTH of airport.
Northwest-East 120.9	Southeast-West 135.1		

GAP SIX DEPARTURE (GAPP6.GAP)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575' per NM to 2000'.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351' per NM to 1300'.

Gnd speed-KT	75	100	150	200	250	300
351' per NM	439	585	878	1170	1463	1755
575' per NM	719	958	1438	1917	2396	2875

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

RWY	INITIAL CLIMB
1L/R	Climb on SFO R-350 (or as assigned) for vector to assigned route/fix.
10L/R, 19L/R	Turn LEFT and climb on the SFO R-090 and OSI R-028 to OSI. EXPECT vector to assigned route/fix after OSI.
28L/R	Climb on the SFO R-281 to NORMMM. EXPECT vector to assigned route/fix after NORMMM.
ROUTING	
EXPECT further clearance to filed altitude 10 minutes after departure.	

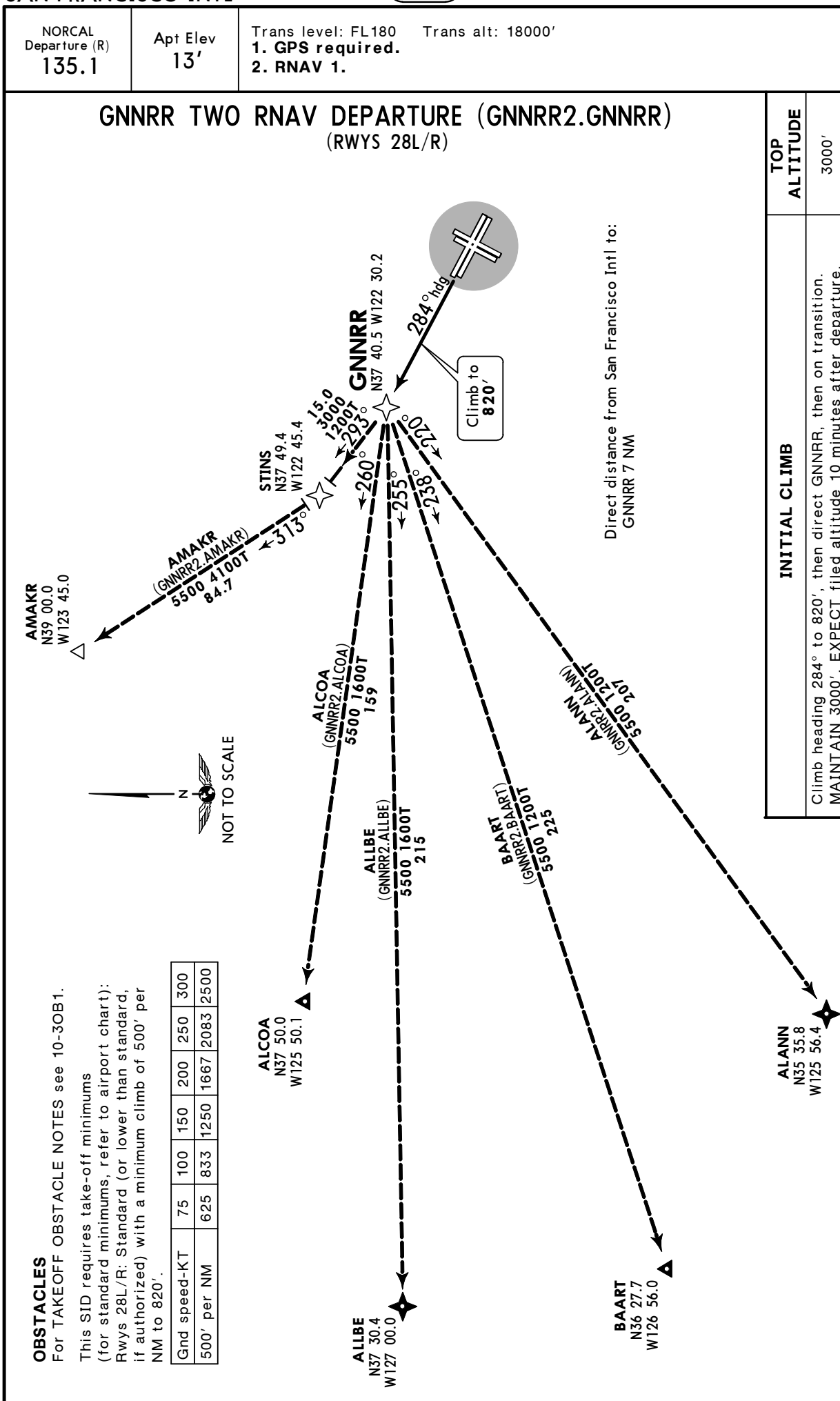
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
 19 JUN 15 **10-3E**

SAN FRANCISCO, CALIF

Eff 25 Jun

RNAV SID



KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN

24 APR 15

10-3F

Eff 30 Apr

SAN FRANCISCO, CALIF

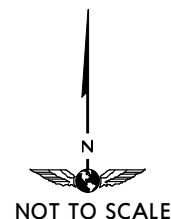
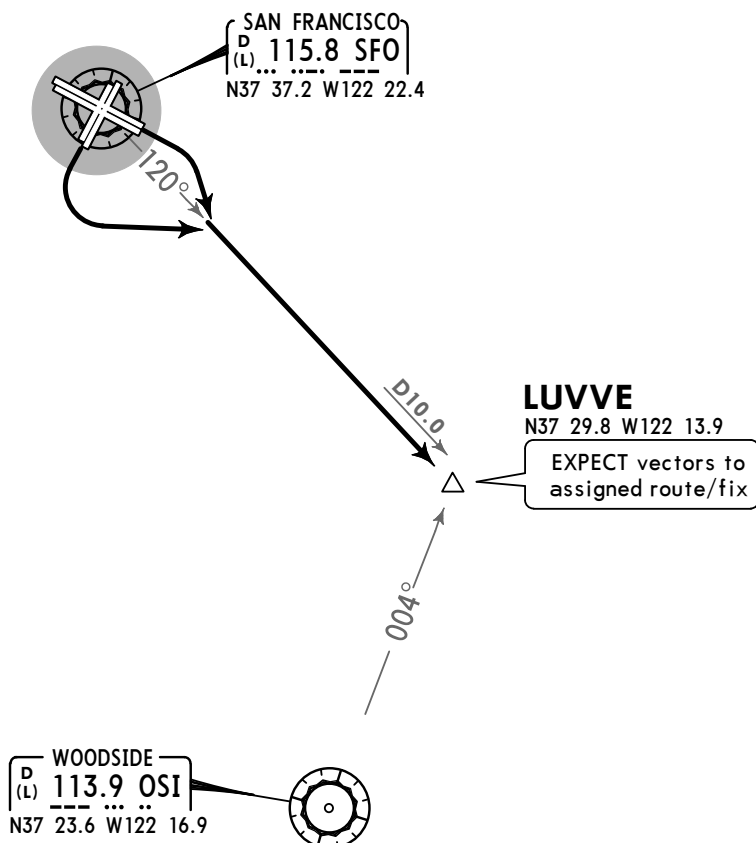
SID

NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Propeller aircraft only.

LUVVE FOUR DEPARTURE (LUVVE4.LUVVE)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard,
if authorized).
Rwys 19L/R: Standard (or lower than standard,
if authorized) with minimum climb of 575' per
NM to 2000'.

Gnd speed-KT	75	100	150	200	250	300
575' per NM	719	958	1438	1917	2396	2875

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If not in contact with Departure Control
after reaching 3000', continue climb to
assigned altitude and proceed direct to
assigned route/fix.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB
10L/R	Turn RIGHT and climb via SFO R-120 to LUVVE.
19L/R	Turn LEFT and climb via SFO R-120 to LUVVE.
ROUTING	
At LUVVE EXPECT vectors to assigned route/fix. EXPECT filed altitude 10 minutes after departure.	

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 APR 15 **(10-3F-1)**

SAN FRANCISCO, CALIF

Eff 30 Apr

SID

NORCAL
Departure (R)
135.1

Apt Elev
13'

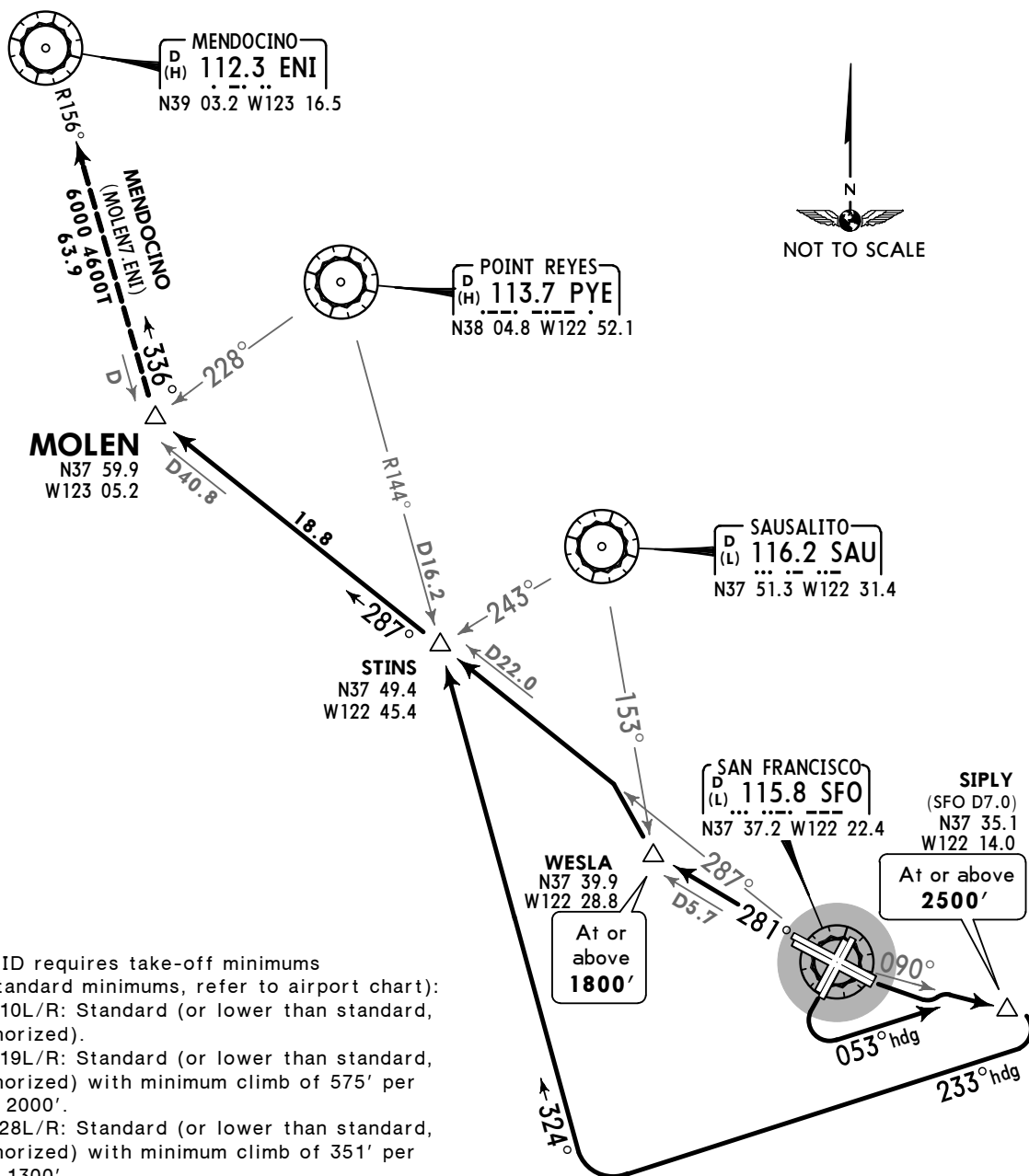
Trans level: FL180 Trans alt: 18000'

1. RADAR required.

2. DME required.

3. Rapidly rising terrain to 2000' immediately SOUTH of airport.

MOLEN SEVEN DEPARTURE (MOLEN7.MOLEN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575' per NM to 2000'.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351' per NM to 1300'.

Gnd speed-KT	75	100	150	200	250	300
351' per NM	439	585	878	1170	1463	1755
575' per NM	719	958	1438	1917	2396	2875

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
10L/R	Climbing LEFT turn to intercept SFO R-090 to cross SIPLY at or above 2500', then climbing RIGHT turn to 5000' on heading 233° to intercept and proceed on PYE R-144 to STINS, then on SFO R-287 to MOLEN.	Assigned by ATC
19L/R	Climbing LEFT turn heading 053° to intercept SFO R-090 to cross SIPLY at or above 2500', then climbing RIGHT turn to 5000' heading 233° to intercept and proceed on PYE R-144 to STINS, then on SFO R-287 to MOLEN.	
28L/R	Climb on SFO R-281 to cross WESLA at or above 1800', then turn RIGHT to intercept SFO R-287 to MOLEN.	
ROUTING		
From MOLEN on transition. EXPECT clearance to filed altitude 10 minutes after departure.		

KSFO/SFO
SAN FRANCISCO INTL



SAN FRANCISCO,
CALIF

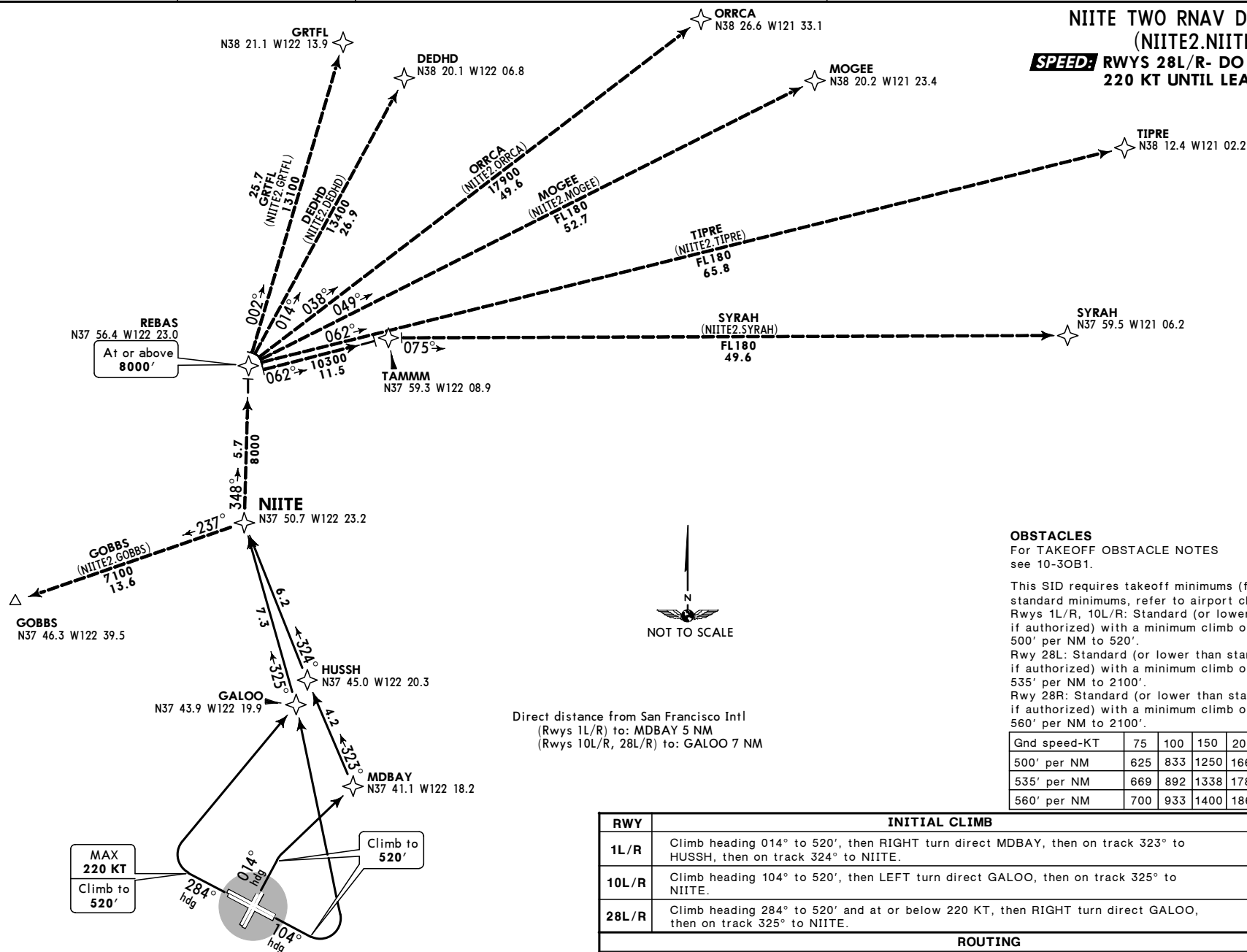
19 JUN 15 10-3G Eff 25 Jun RNAV SID

NORCAL Departure (R)
120.9

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.



KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
19 JUN 15 **(10-3H)**

SAN FRANCISCO, CALIF

Eff 25 Jun

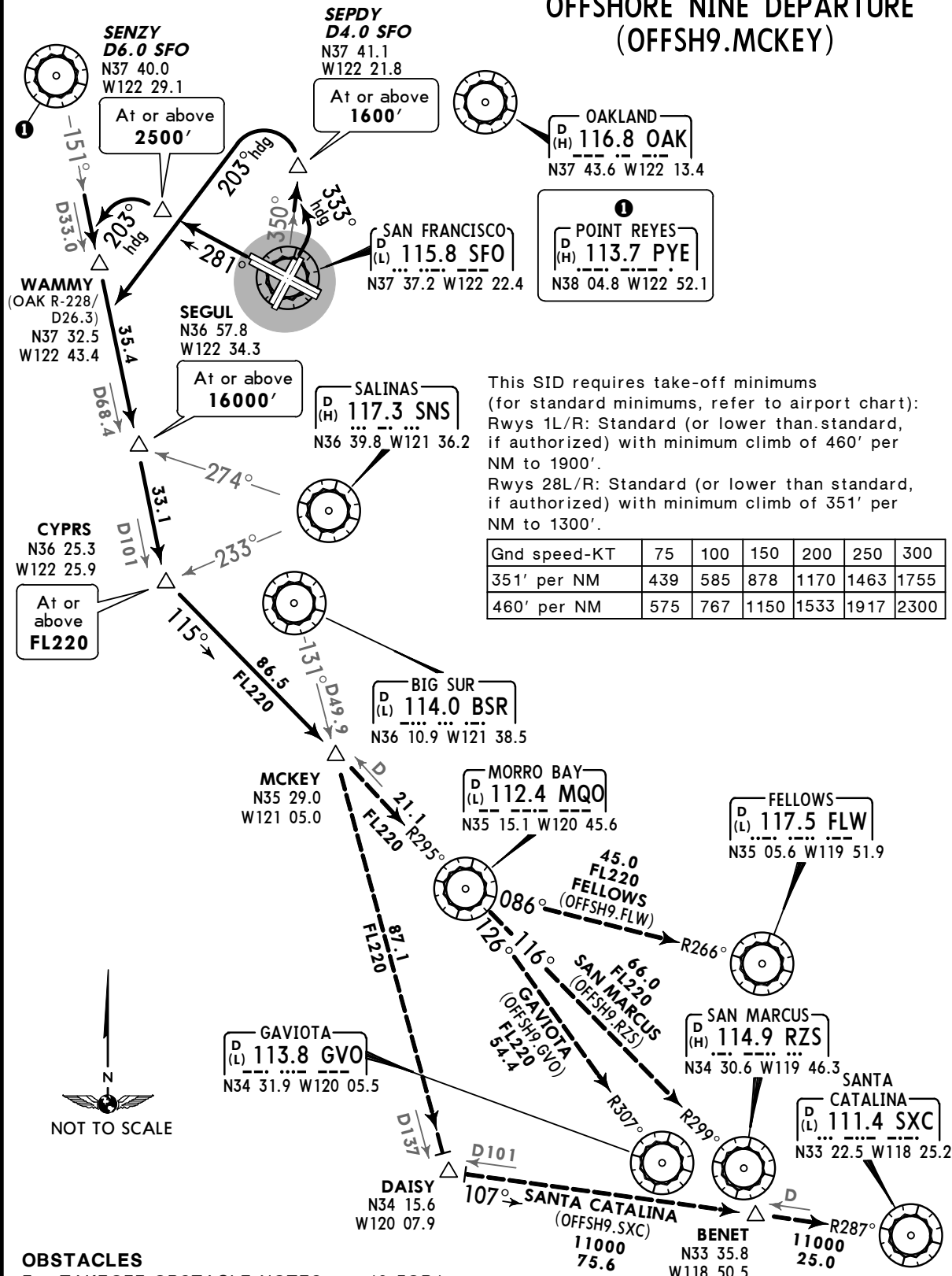
SID

NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.

OFFSHORE NINE DEPARTURE
(OFFSH9.MCKEY)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 460' per NM to 1900'.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351' per NM to 1300'.

Gnd speed-KT	75	100	150	200	250	300
351' per NM	439	585	878	1170	1463	1755
460' per NM	575	767	1150	1533	1917	2300

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross SEPDY at or above 1600'.	Assigned by ATC
28L/R	Climb on SFO R-281 to cross SENZY at or above 2500'.	
ROUTING		
Climbing LEFT turn heading 203° to intercept PYE R-151 to SEGUL, then on PYE R-151 to CYPRS. Then on MQO R-295 to MCKEY, then on assigned transition. MAINTAIN FL220. EXPECT filed altitude 10 minutes after departure.		

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN **SA**
24 APR 15 **(10-3J)** **Eff 30 Apr**

SAN FRANCISCO, CALIF

SID

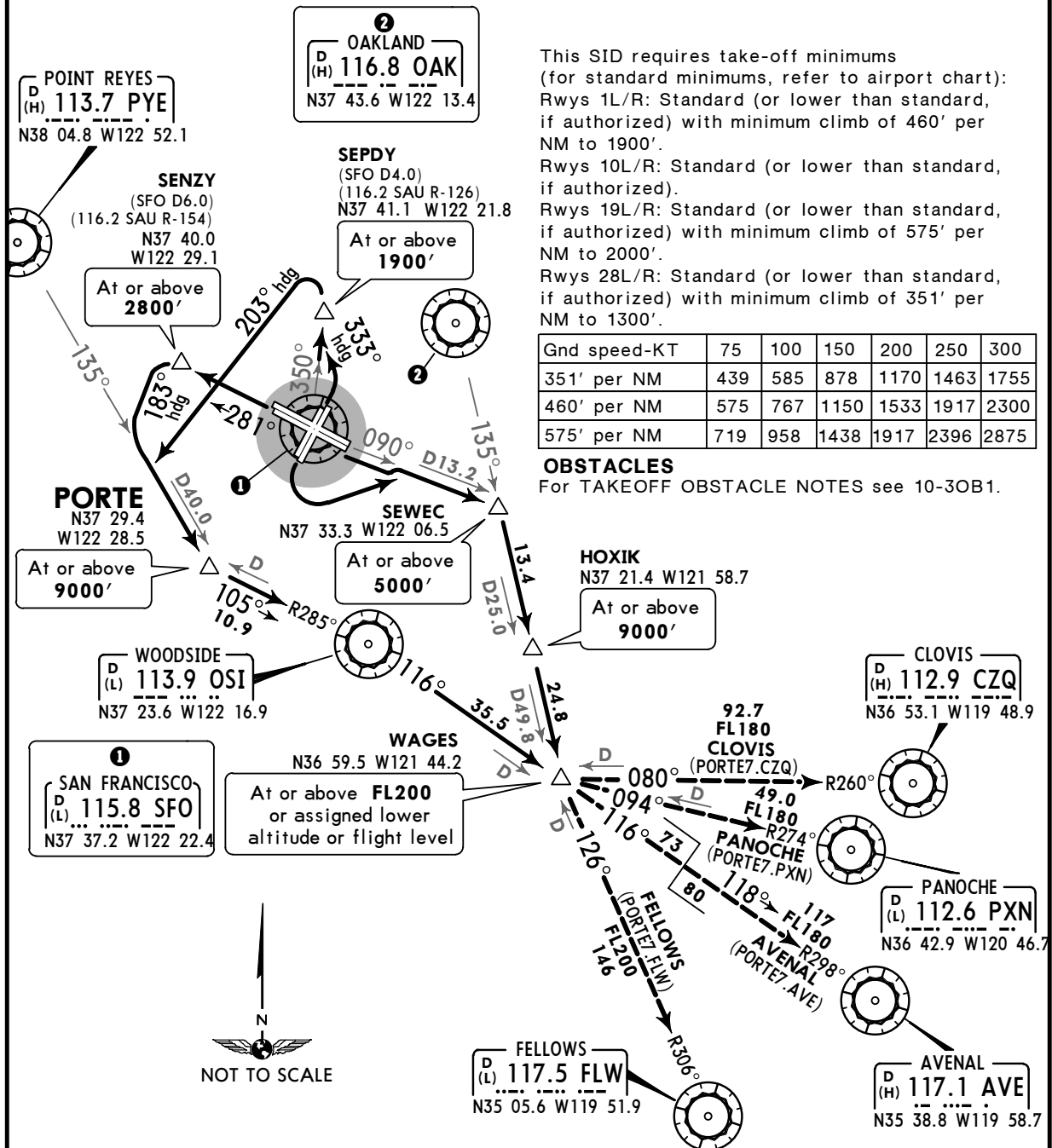
NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required for Rwy 1L/R departures.**
2. **DME required.**

PORTE SEVEN DEPARTURE (PORTE7.PORTE)



RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross SEPDY at or above 1900', then turn LEFT heading 203° to intercept PYE R-135 to cross PORTE at or above 9000', then on OSI R-285 to OSI, then on OSI R-116 to cross WAGES at or above FL200 or assigned lower altitude or flight level.	Assigned by ATC
10L/R, 19L/R	Turn LEFT and climb on the SFO R-090 to cross SEWEC at or above 5000', then on OAK R-135 to cross HOXIK at or above 9000', then on OAK R-135 to cross WAGES at or above FL200 or assigned lower altitude or flight level.	
28L/R	Climb on SFO R-281 to cross SENZY at or above 2800', then turn LEFT heading 183° to intercept PYE R-135 to cross PORTE at or above 9000', then on OSI R-285 to OSI, then on OSI R-116 to cross WAGES at or above FL200 or assigned lower altitude or flight level.	

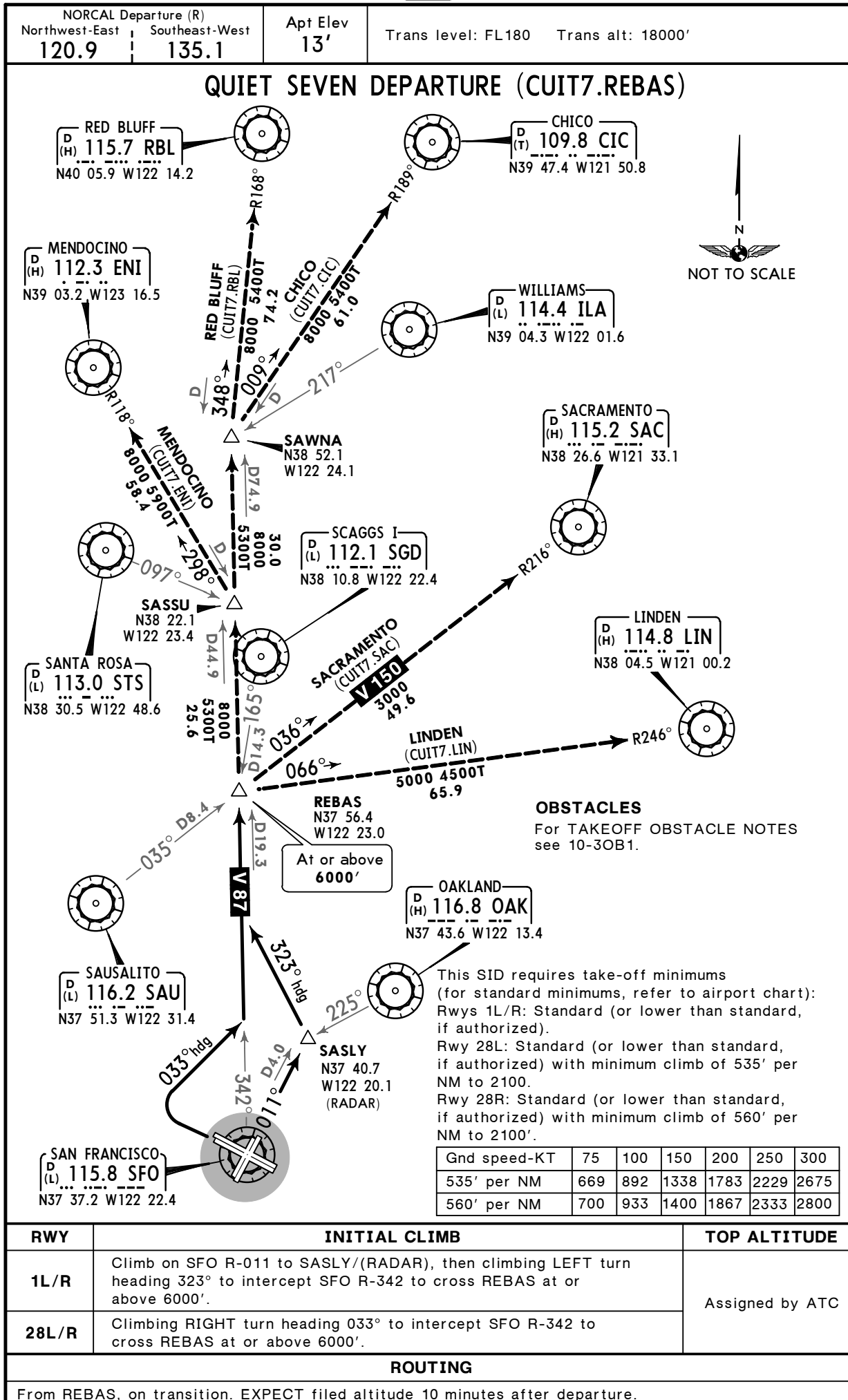
ROUTING

From WAGES on transition or assigned route. EXPECT filed altitude 10 minutes after departure.

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
24 APR 15 **10-3K** **Eff 30 Apr**

SAN FRANCISCO, CALIF
SID



KSFO/SFO
SAN FRANCISCO INTL

JEPPesen

SAN FRANCISCO, CALIF

19 JUN 15 **10-3L**

Eff 25 Jun

SID

NORCAL
Departure (R)
120.9

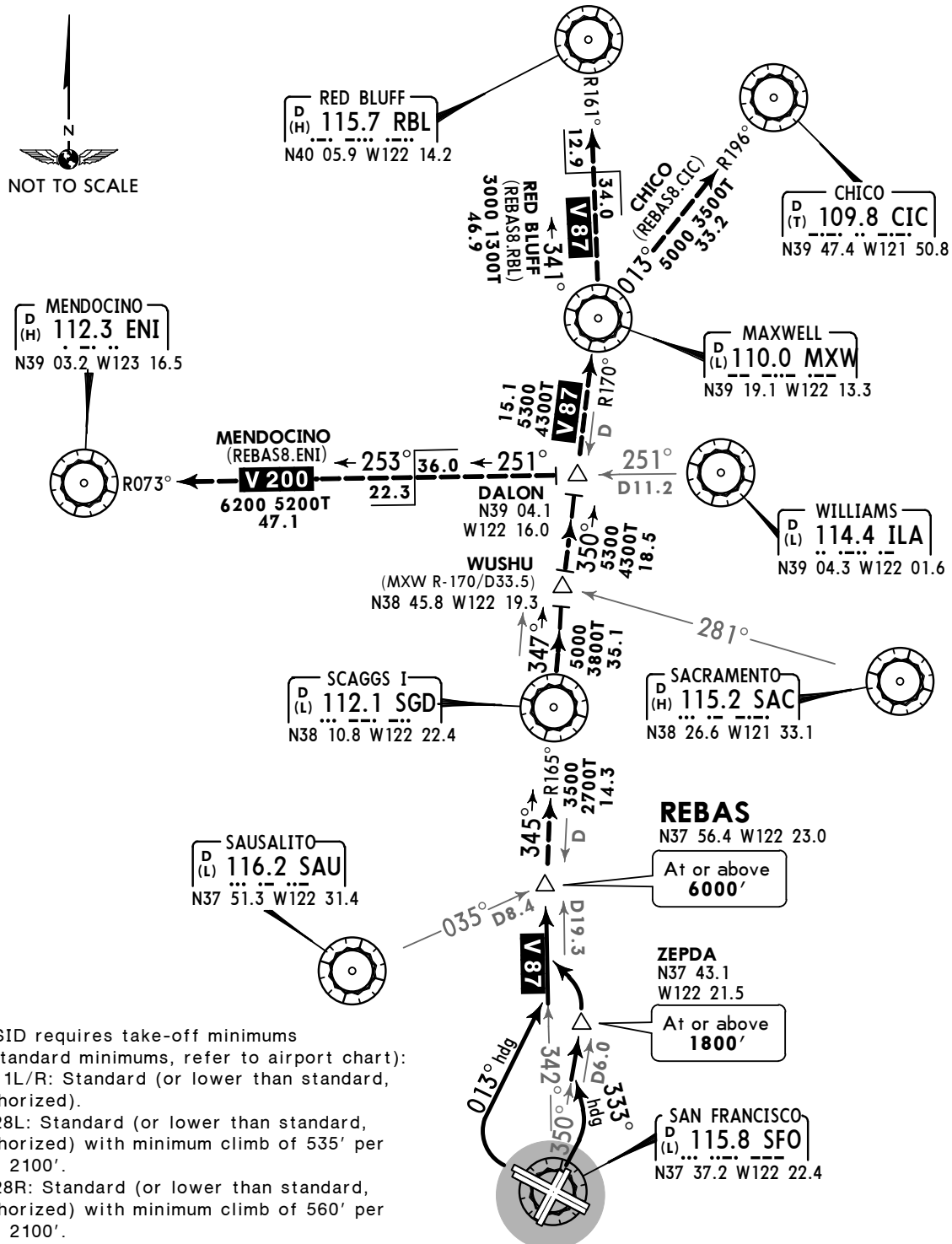
Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

1. Rwy 1L/R: DME required.

2. Approximate distance from takeoff area to REBAS 19 NM.

REBAS EIGHT DEPARTURE (REBAS8.REBAS)



This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwys 1L/R: Standard (or lower than standard, if authorized).
- Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 535' per NM to 2100'.
- Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 560' per NM to 2100'.

Gnd speed-KT	75	100	150	200	250	300
535' per NM	669	892	1338	1783	2229	2675
560' per NM	700	933	1400	1867	2333	2800

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross ZEPDA at or above 1800', then climbing LEFT turn to intercept SFO R-342 to cross REBAS at or above 6000'.	Assigned by ATC
28L/R	Climbing RIGHT turn heading 013° to intercept SFO R-342 to cross REBAS at or above 6000'.	
ROUTING		
From REBAS, on transition. EXPECT filed altitude 10 minutes after departure.		

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
19 JUN 15 **(10-3M)** Eff 25 Jun

SAN FRANCISCO, CALIF

RNAV SID

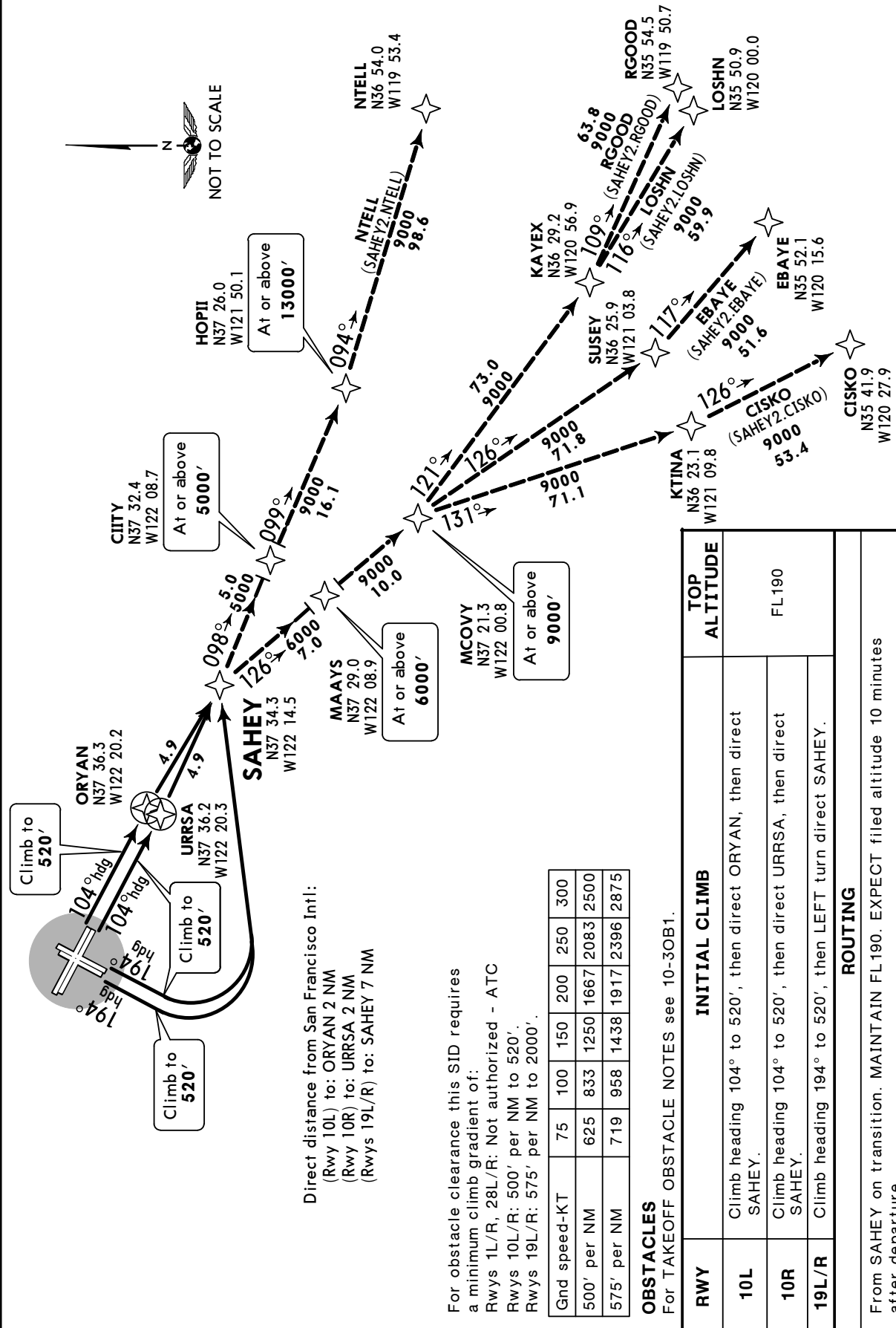
NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1.

SAHEY TWO RNAV DEPARTURE (SAHEY2.SAHEY)

SPEED: RWY 19L/R: DO NOT EXCEED 250 KT
UNTIL ESTABLISHED DIRECT SAHEY



KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 APR 15 **10-3N**

SAN FRANCISCO, CALIF

Eff 30 Apr

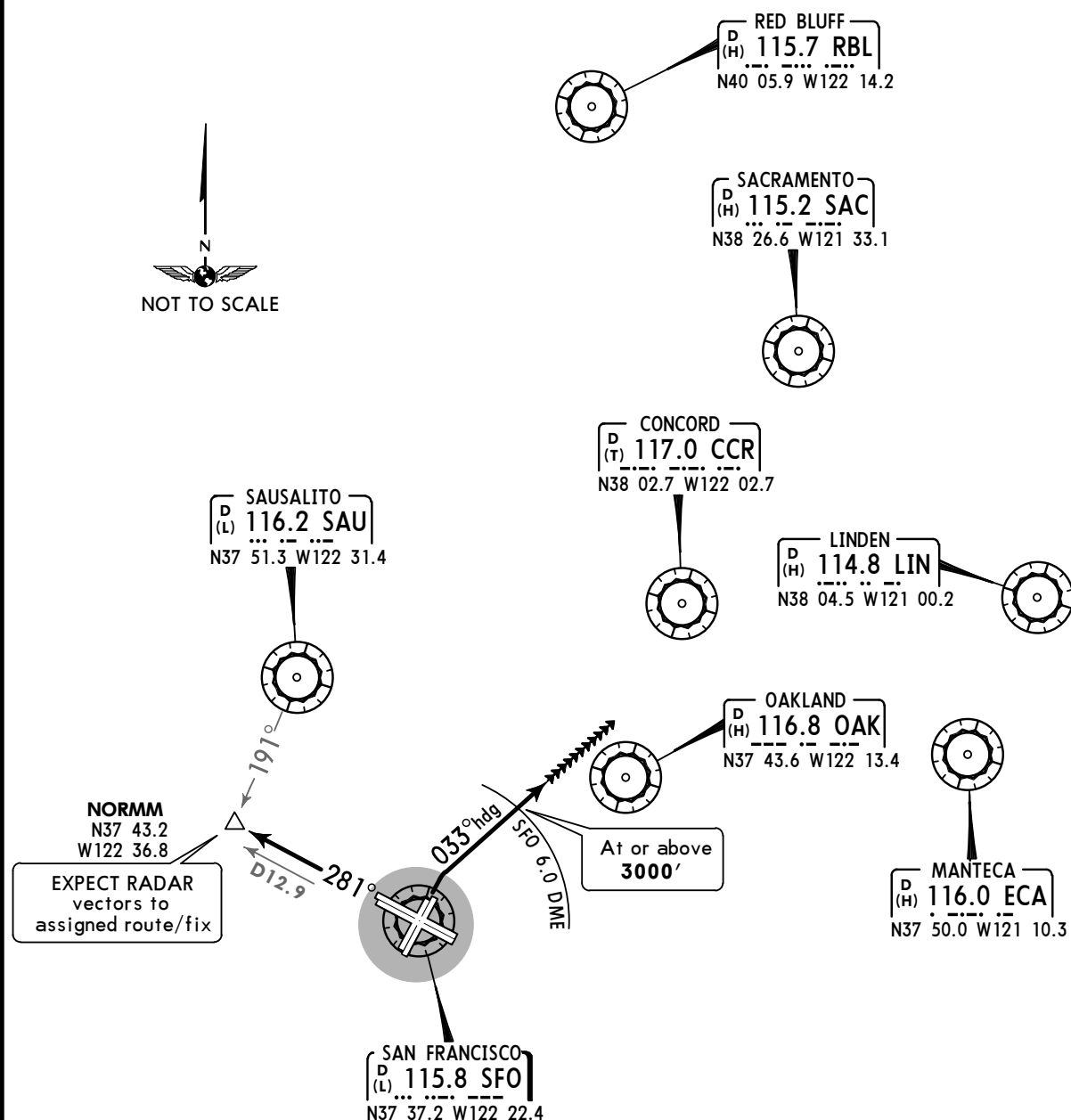
SID

NORCAL
Departure (R)
120.9

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Rwys 1L/R: DME required.

SAN FRANCISCO THREE DEPARTURE (SFO3.SFO)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
If not in contact with Departure Control
after reaching 3000', continue climb to
filed altitude and proceed direct to
assigned route/fix.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard,
if authorized).
Rwys 28L/R: Standard (or lower than standard,
if authorized) with minimum climb of 351' per
NM to 1300'.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
351' per NM	439	585	878	1170	1463	1755

TOP TAKEOFF OBSTRUCTION NOTES SEE 15-6001.		
RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing RIGHT turn heading 033° or ATC assigned heading to cross SFO 6.0 DME at or above 3000' for RADAR vectors to assigned route/fix.	Assigned by ATC
28L/R	Climb on SFO R-281 to NORMM, then EXPECT RADAR vectors to assigned route/fix.	
ROUTING		
EXPECT further clearance to filed altitude 10 minutes after departure.		

KSFO/SFO **JEPPESEN**
18 JUL 14 (10-3OB1)**SAN FRANCISCO, CALIF****Eff 24 Jul** SAN FRANCISCO INTL**TAKEOFF OBSTACLE NOTES**

◦ RWY 1L:

SHIPS BEGINNING 1646' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/
150' MSL.

◦ RWY 1R:

SHIPS BEGINNING 1173' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/
150' MSL.

◦ RWY 10L:

SIGN 62' FROM DER, 300' LEFT OF CENTERLINE, 4' AGL/15' MSL. BUILDING AND
ROD ON BUILDING BEGINNING 257' FROM DER, 560' LEFT OF CENTERLINE, UP TO
14' AGL/24' MSL.

◦ RWY 19L:

MULTIPLE POLES BEGINNING 548' FROM DER, 46' LEFT OF CENTERLINE, UP TO 20' AGL/
48' MSL. MULTIPLE POLES AND SIGNS BEGINNING 652' FROM DER, 337' RIGHT OF
CENTERLINE, UP TO 20' AGL/38' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS,
POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 937' FROM DER, 11' LEFT OF
CENTERLINE, UP TO 100' AGL/127' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS,
POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 887' FROM DER, 61' RIGHT OF
CENTERLINE, UP TO 100' AGL/128' MSL. MULTIPLE BUILDINGS 3831' FROM DER, 1138'
LEFT OF CENTERLINE, UP TO 105' AGL/127' MSL. MULTIPLE BUILDINGS AND TREES
BEGINNING 3831' FROM DER, 74' RIGHT OF CENTERLINE, UP TO 100' AGL/167' MSL.

◦ RWY 19R:

MULTIPLE POLES, TREES, ELECTRICAL SYSTEM BEGINNING 454' FROM DER, 82'
RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. MULTIPLE TRANSMISSION TOWERS,
TREES BEGINNING 918' FROM DER, 7' LEFT OF CENTERLINE, UP TO 80' AGL/
96' MSL. POLES AND ELECTRICAL SYSTEM 1188' FROM DER, 1' RIGHT OF CENTERLINE,
44' AGL/50' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 1617' FROM
DER, 16' RIGHT OF CENTERLINE, UP TO 80' AGL/85' MSL.

◦ RWY 28L:

SIGN 19' FROM DER, 500' RIGHT OF CENTERLINE, 5' AGL/9' MSL. OBSTRUCTION
LIGHTS ON DME BEGINNING 277' FROM DER, 162' LEFT OF CENTERLINE, UP TO
16' AGL/26' MSL. OBSTRUCTION LIGHT ON LOCALIZER BEGINNING 219' FROM DER,
ON CENTERLINE UP TO 10' AGL/17' MSL. MULTIPLE POLES, ELECTRICAL SYSTEM
BEGINNING 824' FROM DER, 300' LEFT OF CENTERLINE, UP TO 40' AGL/56' MSL.
MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TANK AND POLE BEGINNING 1305'
FROM DER, 370' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

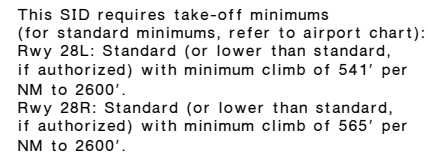
◦ RWY 28R:

MULTIPLE SIGNS BEGINNING 23' FROM DER, 140' RIGHT OF CENTERLINE, UP TO
5' AGL/10' MSL. TERRAIN BEGINNING 58' FROM DER, 146' RIGHT OF CENTERLINE,
UP TO 10' MSL. SIGN 63' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/8' MSL.
TERRAIN BEGINNING 130' FROM DER, 235' LEFT OF CENTERLINE, UP TO 10' MSL.
ANTENNA ON BUILDING, OBSTRUCTION LIGHT ON DME, TREE BEGINNING 556'
FROM DER, 268' RIGHT OF CENTERLINE, UP TO 35' AGL/43' MSL. MULTIPLE POLES
BEGINNING 918' FROM DER, 598' LEFT OF CENTERLINE, UP TO 22' AGL/35' MSL.
MULTIPLE BUILDINGS, TREES BEGINNING 1467' FROM DER, 683' RIGHT OF
CENTERLINE, UP TO 60' AGL/68' MSL. MULTIPLE BUILDINGS, TRANSMISSION
TOWERS, TREES AND ELECTRICAL SYSTEM BEGINNING 1826' FROM DER, 123' LEFT
OF CENTERLINE, UP TO 95' AGL/103' MSL.

SAN FRANCISCO,
CALIF
5 Jun
SID

19 JUN 15 (10-3P) Eff 25 Jun

RADAR required.



Gnd speed-KT	75	100	150	200	250	300
541' per NM	676	902	1353	1803	2254	2705
565' per NM	706	942	1413	1883	2354	2825

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from San Francisco Intl to
OAK 10 NM

INITIAL CLIMB	TOP ALTITUDE
Climbing RIGHT turn heading 043° (or assigned heading between SFO R-220 clockwise R-100), for vector to OAK, then via transition or assigned route. EXPECT filed altitude 10 minutes after departure.	Assigned by ATC

If not in contact with Departure Control
one minute after crossing the SFO R-342,
proceed direct to OAK. Cross OAK at or
above 4000'.

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
19 JUN 15 **10-3Q** **Eff 25 Jun**

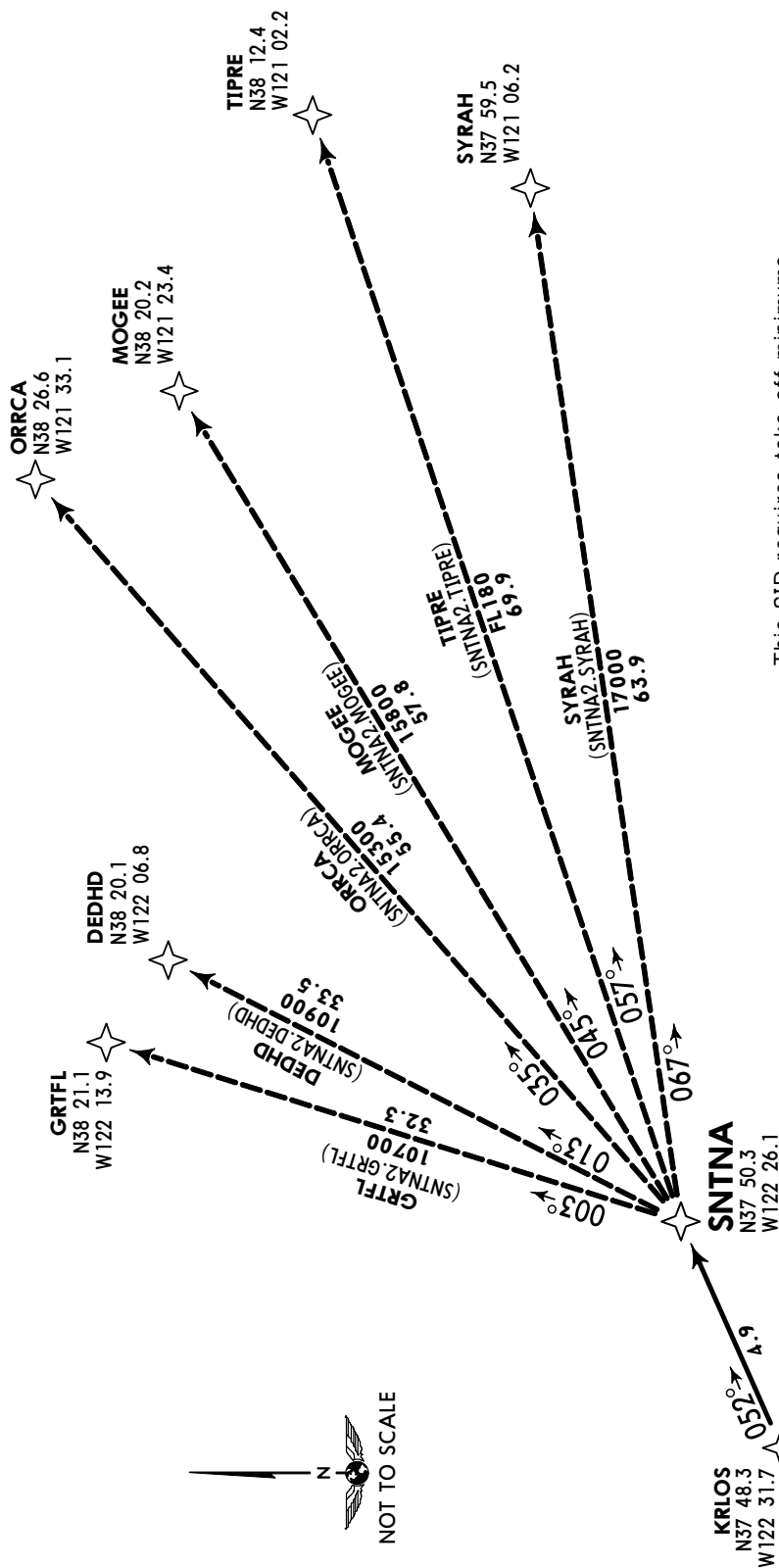
SAN FRANCISCO, CALIF
RNAV SID

NORCAL
Departure (R)
120.9

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

SNTNA TWO RNAV DEPARTURE (SNTNA2.SNTNA)
(RWYS 28L/R)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 28L/R: Standard (or lower than standard,
if authorized) with a minimum climb of 500' per
NM to 1300'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		TOP ALTITUDE
Climb heading 284° to 520', then direct KYNNG, then on depicted route to SNTNA.		3000'
ROUTING		
From SNTNA on transition. MAINTAIN 3000'. EXPECT filed altitude 10 minutes after departure.		

KSFO/SFO
SAN FRANCISCO INTL


JEPPESSEN

SAN FRANCISCO, CALIF

19 JUN 15 (10-3S)

Eff 25 Jun**RNAV SID**

NORCAL
Departure (R)
135.1

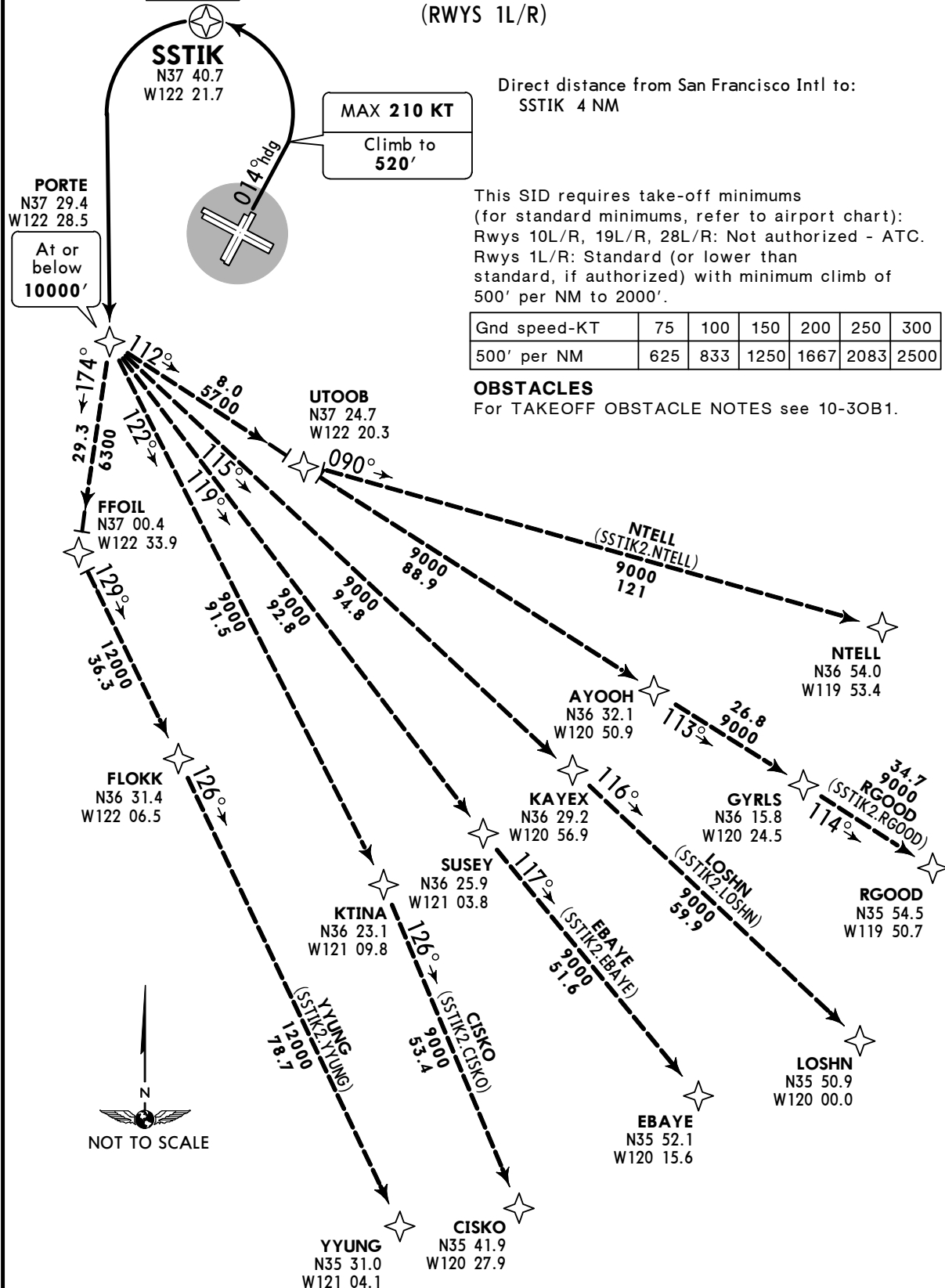
Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

SSTIK TWO RNAV DEPARTURE (SSTIK2.SSTIK)

***SPEED:* DO NOT EXCEED 210 KT UNTIL LEAVING 520'**
(RWYS 1L/R)



Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 014° to 520', then LEFT turn direct to SSTIK, then LEFT turn direct to cross PORTE at or below 10000'.	FL190
ROUTING	
At PORTE on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.	

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
19 JUN 15 **10-3T**

Eff 25 Jun

SAN FRANCISCO, CALIF

RNAV SID

NORCAL
Departure (R)
120.9

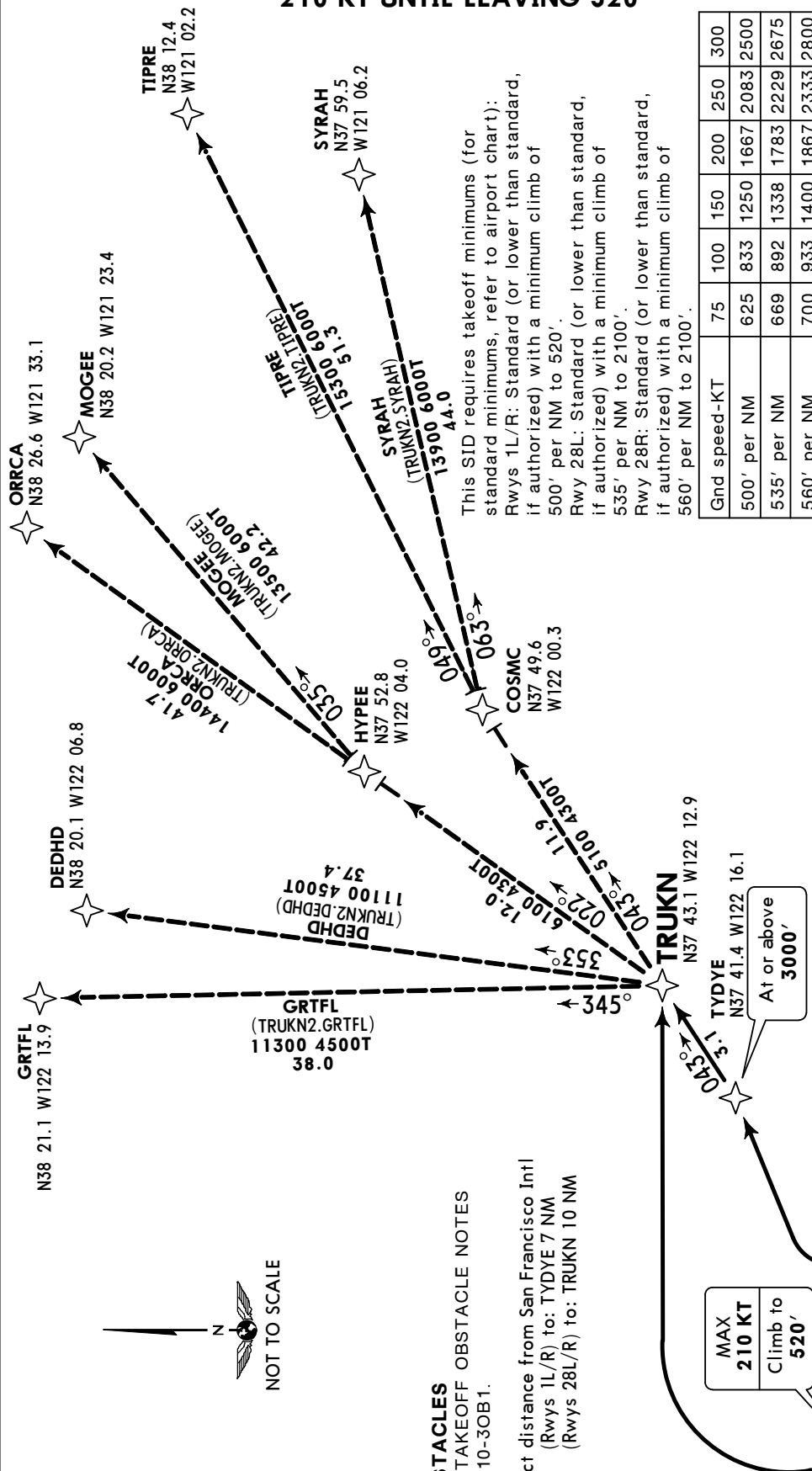
Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

TRUKN TWO RNAV DEPARTURE (TRUKN2.TRUKN)

SPEED: RWYS 28L/R - DO NOT EXCEED
210 KT UNTIL LEAVING 520'



INITIAL CLIMB		TOP ALTITUDE
RWY		
1L/R	Climb heading 014° to 520', then RIGHT turn direct TYDYE, cross TYDYE at or above 3000', then on track 043° to TRUKN.	FL190
28L/R	Climb heading 284° to 520' and at or below 210 KT, then RIGHT turn direct TRUKN.	
ROUTING		
From TRUKN on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.		

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
19 JUN 15 **(10-3U)** **Eff 25 Jun**

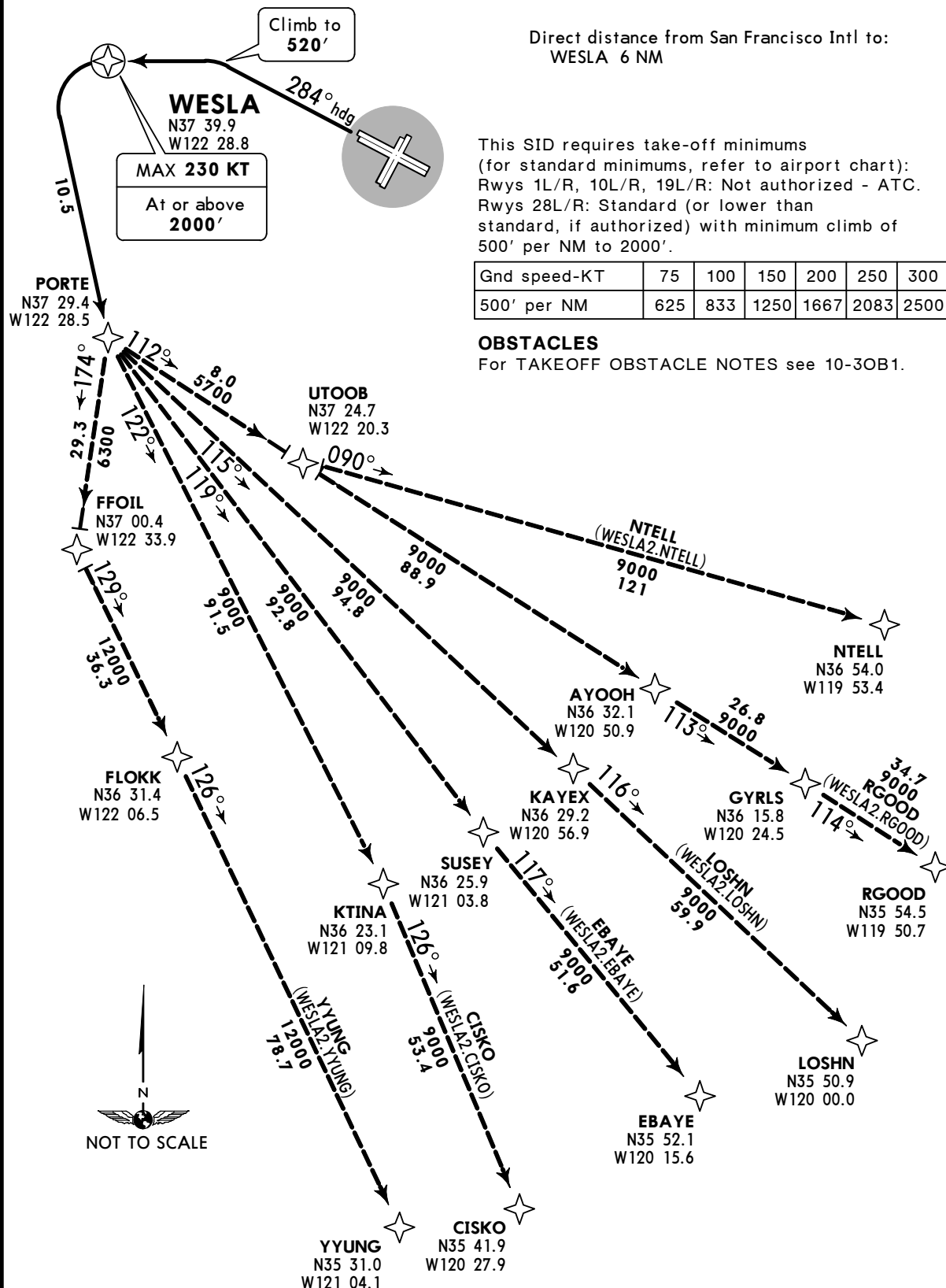
SAN FRANCISCO, CALIF
RNAV SID

NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1.

WESLA TWO RNAV DEPARTURE (WESLA2.WESLA)
(RWYS 28L/R)



INITIAL CLIMB

Climb heading 284° to 520', then direct to cross WESLA at or above
2000', then LEFT turn direct to PORTE.

TOP ALTITUDE

3000'

ROUTING

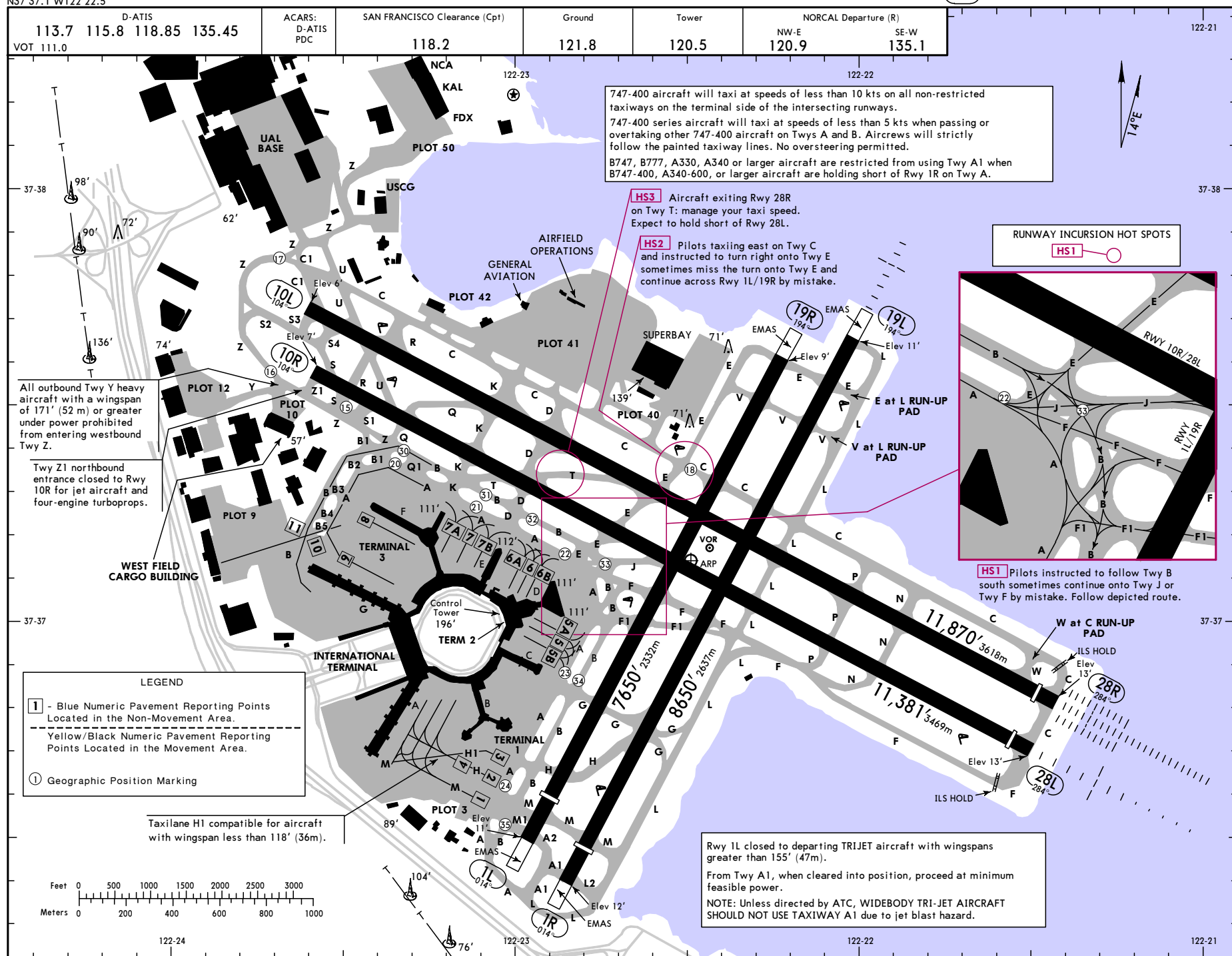
At PORTE on transition. MAINTAIN 3000'. EXPECT filed altitude 10 minutes after departure.

KSFO/SFO

Apt Elev 13'
N37 37.1 W122 22.5

JEPPesen SAN FRANCISCO, CALIF

(10-9) 22 MAY 15 SAN FRANCISCO INTL



KSFO/SFO

JEPPESEN
22 MAY 15 (10-9A)

SAN FRANCISCO, CALIF
SAN FRANCISCO INTL

GENERAL

CAUTION: Be alert to runway crossing clearances. Readback all runway assignments. Readback of all runway hold short instructions is required. Airport Surface Surveillance Capability (ASSC) in use, pilots should operate transponders with Mode C on all taxiways and runways. Birds in vicinity of airport. Simultaneous operations in effect all runways. Low-Level Wind Shear Alert System. No grooving exists at airport runway intersections.

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
1R	HIRL CL REIL grooved RVR	8090'2466m			200'61m
19L	HIRL CL ❶ MALSF TDZ ❷ PAPI-L grooved RVR		7606'2318m		
❶ Non-standard length of 1115'. ❷ Angle 3.0°.					
1L	HIRL CL REIL grooved RVR	7010'2137m			200'61m
19R	HIRL CL PAPI-L (angle 3.00°) grooved RVR				
10R	HIRL CL ❸ PAPI-L grooved RVR	❶ 10,704'3263m			200'61m
28L	HIRL CL MALSR ❹ PAPI-L grooved RVR	❷ 10,681'3256m	9614' 2930m		
❸ Angle 3.0°. ❹ Last 677' (206m) not available for landing distance computations. ❺ Last 400' (122m) not available for landing distance computations.					
10L	HIRL CL REIL ❺ PAPI-L grooved RVR	❷ 11,193'3412m			200'61m
28R	HIRL CL ALSF-II TDZ ❻ PAPI-L grooved RVR	11,570'3527m	10,503'3201m		
❻ Angle 3.0°. ❼ Last 677' (206m) not available for landing distance computations.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 9)				
Rwys 1L/R				
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 10L/R				
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 19L/R				
With Mim climb of 575'/NM to 2000'				
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 28L/R				
With Mim climb of 351'/NM to 1300'				
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
OBSTACLE DP				
Rwys 1L/R: Climb heading 014° to 2000', thence... Rwys 28L/R: Climb heading 284° to 2000', thence... Rwys 10L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2300', thence... Rwys 19L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2600', thence... ...continue climb on course. (For TAKEOFF OBSTACLE NOTES see 10-9A1)				
DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)				
Rwy 1L/1R, 10L/10R: Headings as assigned by ATC.				
FOR FILING AS ALTERNATE				
RNAV (GPS) Rwy 19L RNAV (GPS) Rwy 19R RNAV (RNP) Y Rwy 28R VOR Rwy 19L	ILS Rwy 28R	ILS Rwy 28L	LOC Rwy 28L LOC Rwy 28R RNAV (GPS) Z Rwy 28R	RNAV (RNP) Z Rwy 10R
A	700-2	700-2	800-2	1100-4
B	1000-2	1000-2	1000-2	
C	1600-3	1600-3	1600-3	
D	600-2	800-2	800-2	
RNAV (GPS) Rwy 28L	RNAV (GPS) Rwy 10L RNAV (GPS) Y Rwy 10R	VOR-B	ILS Rwy 19L LOC Rwy 19L	Other
A	1100-2	1200-2	1300-2	NA
B				
C	1600-3	1200-3	1600-3	
D	1100-2 1/2		NA	

KSFO/SFO**SAN FRANCISCO, CALIF**
SAN FRANCISCO INTL

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

SHIPS BEGINNING 1646' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/
150' MSL.

◦ RWY 1R:

SHIPS BEGINNING 1173' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/
150' MSL.

◦ RWY 10L:

SIGN 62' FROM DER, 300' LEFT OF CENTERLINE, 4' AGL/15' MSL. BUILDING AND
ROD ON BUILDING BEGINNING 257' FROM DER, 560' LEFT OF CENTERLINE, UP TO
14' AGL/24' MSL.

◦ RWY 19L:

MULTIPLE POLES BEGINNING 548' FROM DER, 46' LEFT OF CENTERLINE, UP TO 20' AGL/
48' MSL. MULTIPLE POLES AND SIGNS BEGINNING 652' FROM DER, 337' RIGHT OF
CENTERLINE, UP TO 20' AGL/38' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS,
POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 937' FROM DER, 11' LEFT OF
CENTERLINE, UP TO 100' AGL/127' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS,
POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 887' FROM DER, 61' RIGHT OF
CENTERLINE, UP TO 100' AGL/128' MSL. MULTIPLE BUILDINGS 3831' FROM DER, 1138'
LEFT OF CENTERLINE, UP TO 105' AGL/127' MSL. MULTIPLE BUILDINGS AND TREES
BEGINNING 3831' FROM DER, 74' RIGHT OF CENTERLINE, UP TO 100' AGL/167' MSL.

◦ RWY 19R:

MULTIPLE POLES, TREES, ELECTRICAL SYSTEM BEGINNING 454' FROM DER, 82'
RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. MULTIPLE TRANSMISSION TOWERS,
TREES BEGINNING 918' FROM DER, 7' LEFT OF CENTERLINE, UP TO 80' AGL/
96' MSL. POLES AND ELECTRICAL SYSTEM 1188' FROM DER, 1' RIGHT OF CENTERLINE,
44' AGL/50' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 1617' FROM
DER, 16' RIGHT OF CENTERLINE, UP TO 80' AGL/85' MSL.

◦ RWY 28L:

SIGN 19' FROM DER, 500' RIGHT OF CENTERLINE, 5' AGL/9' MSL. OBSTRUCTION
LIGHTS ON DME BEGINNING 277' FROM DER, 162' LEFT OF CENTERLINE, UP TO
16' AGL/26' MSL. OBSTRUCTION LIGHT ON LOCALIZER BEGINNING 219' FROM DER,
ON CENTERLINE UP TO 10' AGL/17' MSL. MULTIPLE POLES, ELECTRICAL SYSTEM
BEGINNING 824' FROM DER, 300' LEFT OF CENTERLINE, UP TO 40' AGL/56' MSL.
MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TANK AND POLE BEGINNING 1305'
FROM DER, 370' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

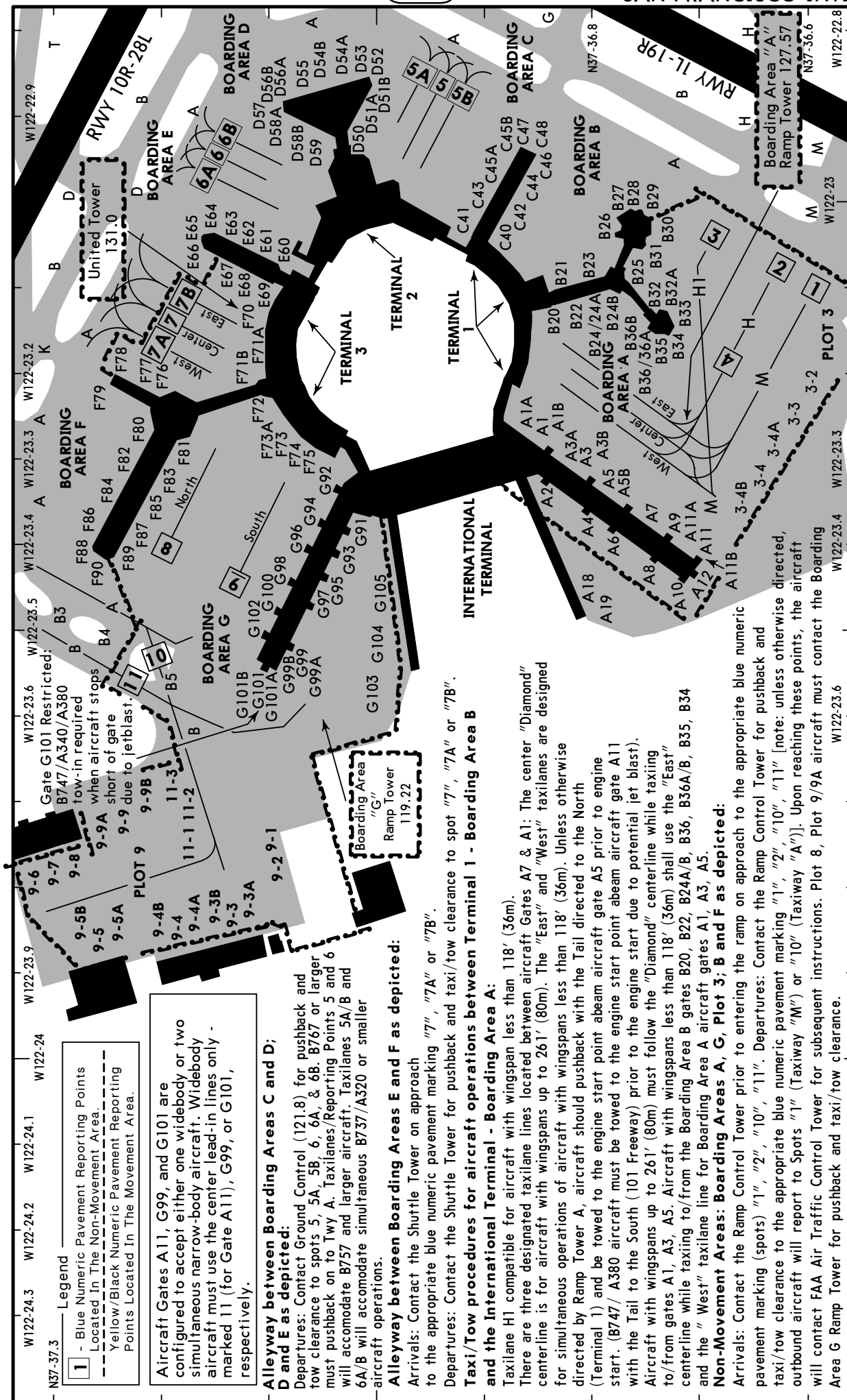
◦ RWY 28R:

MULTIPLE SIGNS BEGINNING 23' FROM DER, 140' RIGHT OF CENTERLINE, UP TO
5' AGL/10' MSL. TERRAIN BEGINNING 58' FROM DER, 146' RIGHT OF CENTERLINE,
UP TO 10' MSL. SIGN 63' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/8' MSL.
TERRAIN BEGINNING 130' FROM DER, 235' LEFT OF CENTERLINE, UP TO 10' MSL.
ANTENNA ON BUILDING, OBSTRUCTION LIGHT ON DME, TREE BEGINNING 556'
FROM DER, 268' RIGHT OF CENTERLINE, UP TO 35' AGL/43' MSL. MULTIPLE POLES
BEGINNING 918' FROM DER, 598' LEFT OF CENTERLINE, UP TO 22' AGL/35' MSL.
MULTIPLE BUILDINGS, TREES BEGINNING 1467' FROM DER, 683' RIGHT OF
CENTERLINE, UP TO 60' AGL/68' MSL. MULTIPLE BUILDINGS, TRANSMISSION
TOWERS, TREES AND ELECTRICAL SYSTEM BEGINNING 1826' FROM DER, 123' LEFT
OF CENTERLINE, UP TO 95' AGL/103' MSL.

KSFO/SFO

13 FEB 15 10-9B

SAN FRANCISCO, CALIF
SAN FRANCISCO INTL

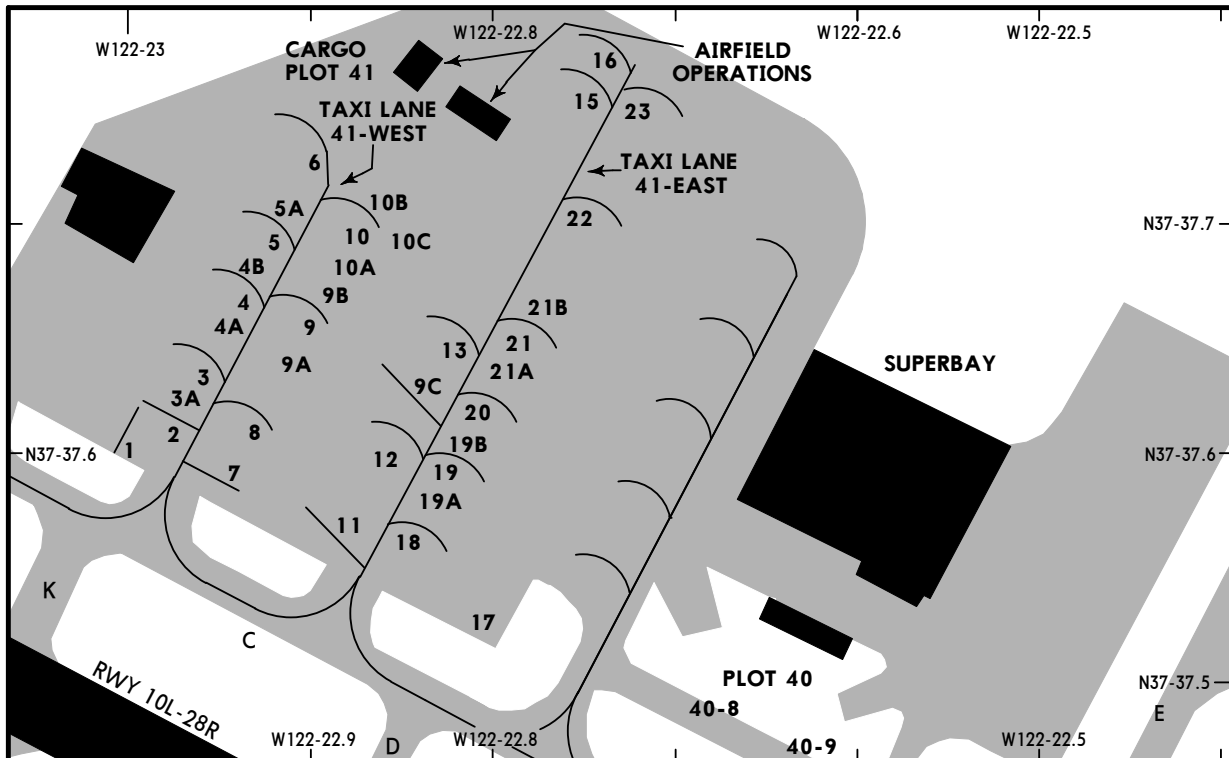


CHANGES: Plot 9 & Plot 3 parking gates.

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KSFO/SFO

13 FEB 15

JEPPESSEN**10-9C****SAN FRANCISCO, CALIF**
SAN FRANCISCO INTL**PARKING GATE COORDINATES**

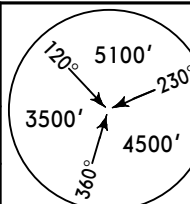
GATE No.		COORDINATES		GATE No.		COORDINATES	
BOARDING AREA A				BOARDING AREA G			
A1, A1A, A1B, A2	N37 36.8	W122 23.3		G92	N37 37.0	W122 23.3	
A3, A3A	N37 36.8	W122 23.3		G93	N37 37.0	W122 23.4	
A3B, A4, A5, A5B	N37 36.8	W122 23.4		G94	N37 37.1	W122 23.4	
A6, A7	N37 36.8	W122 23.4		G95	N37 37.0	W122 23.4	
A8 thru A12	N37 36.7	W122 23.4		G96	N37 37.1	W122 23.4	
A18, 19	N37 36.8	W122 23.5		G97	N37 37.1	W122 23.5	
BOARDING AREA B							
B20 thru B25	N37 36.8	W122 23.1		G98	N37 37.1	W122 23.4	
B26 thru B28	N37 36.8	W122 23.0		G99 thru G102	N37 37.1	W122 23.5	
B29, B30	N37 36.7	W122 23.0		G103	N37 37.0	W122 23.6	
B31, B32, B32A, B33	N37 36.7	W122 23.1		G104, G105	N37 37.0	W122 23.5	
B34, B35	N37 36.7	W122 23.2		PLOT 3			
B36, B36A/B	N37 36.7	W122 23.1		3-2, 3-3	N37 36.6	W122 23.2	
BOARDING AREA C				3-4	N37 36.7	W122 23.3	
C40 thru C44	N37 36.9	W122 23.0		3-4A	N37 36.6	W122 23.3	
C45A, C45B	N37 36.9	W122 22.9		3-4B	N37 36.7	W122 23.4	
C46	N37 36.9	W122 23.0		PLOT 9			
C47, C48	N37 36.9	W122 22.9		9-1, 9-2	N37 37.1	W122 23.8	
BOARDING AREA D				9-3, 9-3A, 9-3B	N37 37.1	W122 23.8	
D50 thru D52	N37 37.0	W122 22.9		9-4, 9-4A, 9-4B	N37 37.2	W122 23.8	
D53, D54A	N37 37.0	W122 22.8		9-5, 9-5A, 9-5B	N37 37.3	W122 23.9	
D54B	N37 37.1	W122 22.8		9-6, 9-7, 9-8	N37 37.3	W122 23.8	
D55 thru D58B	N37 37.1	W122 22.9		9-9, 9-9A, 9-9B	N37 37.2	W122 23.7	
D59	N37 37.1	W122 23.0		11-1	N37 37.2	W122 23.8	
BOARDING AREA E				11-2, 11-3	N37 37.2	W122 23.7	
E60 thru E62	N37 37.1	W122 23.1		PLOT 10			
E63	N37 37.1	W122 23.0		Westfield Cargo	N37 37.5	W122 23.6	
E64, E65	N37 37.2	W122 23.0		PLOT 40			
E66	N37 37.2	W122 23.1		40-8	N37 37.5	W122 22.7	
E67 thru E69	N37 37.1	W122 23.1		40-9	N37 37.5	W122 22.6	
BOARDING AREA F				41-WEST			
F70	N37 37.1	W122 23.1		1, 2, 3, 3A	N37 37.6	W122 23.0	
F71A/B, F72	N37 37.1	W122 23.2		4, 4A, 4B, 5, 5A, 6	N37 37.7	W122 22.9	
F73 thru F75	N37 37.1	W122 23.3		7, 8, 9A	N37 37.6	W122 22.9	
F76 thru F79	N37 37.2	W122 23.2		9, 9B	N37 37.7	W122 22.9	
F80 thru F85	N37 37.2	W122 23.3		10, 10A, 10B, 10C	N37 37.7	W122 22.9	
F86	N37 37.3	W122 23.4		41-EAST			
F87	N37 37.2	W122 23.4		9C	N37 37.6	W122 22.8	
F88	N37 37.3	W122 23.4		11, 12	N37 37.6	W122 22.9	
F89	N37 37.2	W122 23.4		13	N37 37.6	W122 22.8	
F90	N37 37.3	W122 23.4		15, 16	N37 37.8	W122 22.7	
BOARDING AREA G				17	N37 37.5	W122 22.8	
G91	N37 37.0	W122 23.4		18, 19, 19A, 19B	N37 37.6	W122 22.8	
				20, 21, 21A	N37 37.6	W122 22.8	
				21B, 22	N37 37.7	W122 22.8	
				23	N37 37.8	W122 22.7	

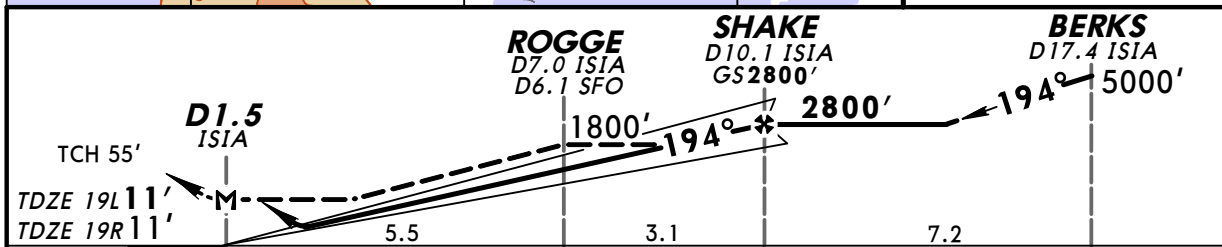
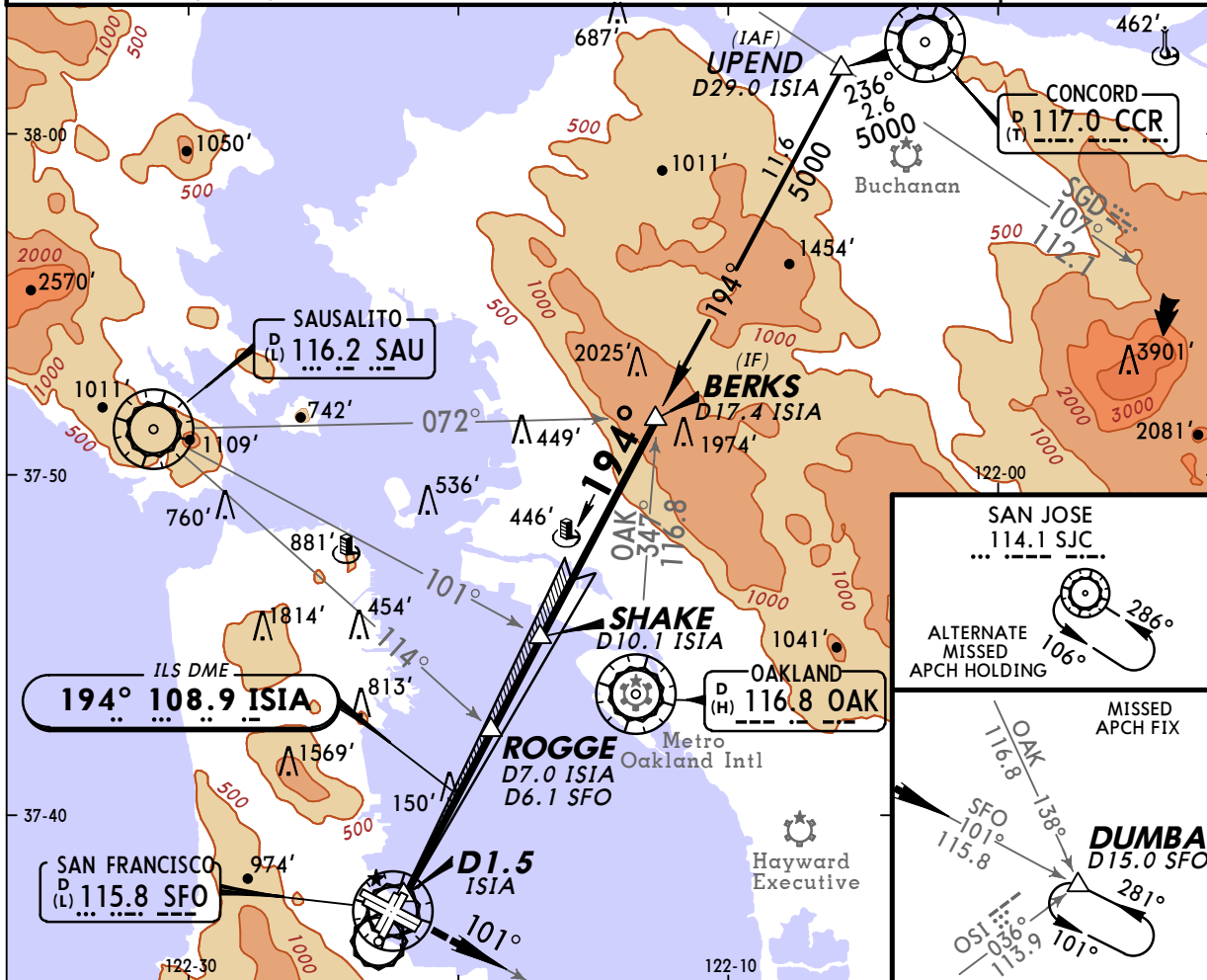
KSFO/SFO SAN FRANCISCO INTL

JEPPesen
27 FEB 15 **11-1** Eff 5 Mar

SAN FRANCISCO, CALIF ILS or LOC Rwy 19L

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7	118.85	134.5		120.5		121.8	
115.8	135.45						
LOC	Final	GS	ILS	Apt Elev 13'			
ISIA	Apch Crs	SHAKE	DA(H)	TDZE 11'			
108.9	194°	2800' (2789')	300' (289')				
MISSED APCH: Climb to 520', then climbing LEFT turn to 3000' outbound on SFO VOR R-101 to DUMBA INT/D15.0 SFO and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. PAPI-L on Rwy 19R. 2. VGSI and ILS glidepath not coincident. 3. Sidestep not authorized until passing ROGGE intersection.							
MSA SFO VOR							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 520' 3000' SFO ↑ LT on 115.8 R-101 DUMBA
GS	3.00°	372	478	531	637	743	
MAP at D1.5 ISIA or SHAKE to MAP	8.6	7:22	5:44	5:10	4:18	3:41	

TERPS		STRAIGHT-IN LANDING RWY 19L				SIDESTEP LANDING RWY 19R	
ILS		LOC (GS out)				With ROGGE	
DA(H) 300' (289')		MDA(H) 400' (389')				MDA(H) 400' (389')	
FULL		ALS out				ALS out	
A	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 55 or 1	RVR 55 or 1	RVR 60 or 1 1/4	RVR 55 or 1
B			RVR 50 or 1	RVR 60 or 1 1/8	RVR 60 or 1 1/8	1 1/2	
C							
D							

1 Dual VOR receivers or DME required.

CHANGES: Obstacles.

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TERPS AMEND 21 18 SEP 2014

KSFO/SFO SAN FRANCISCO INTL

JEPPesen

27 FEB 15

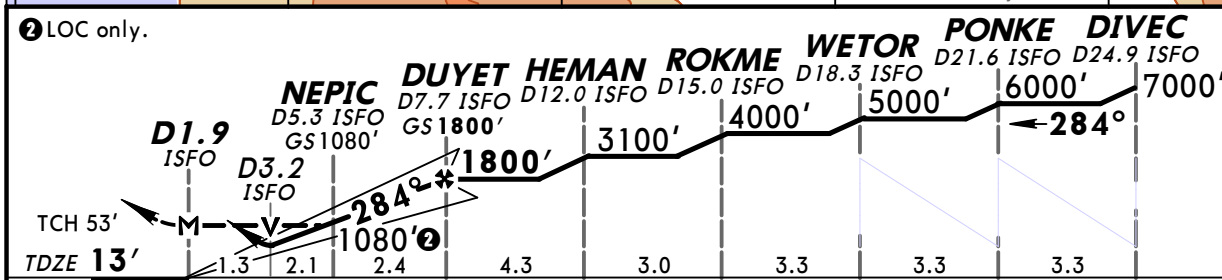
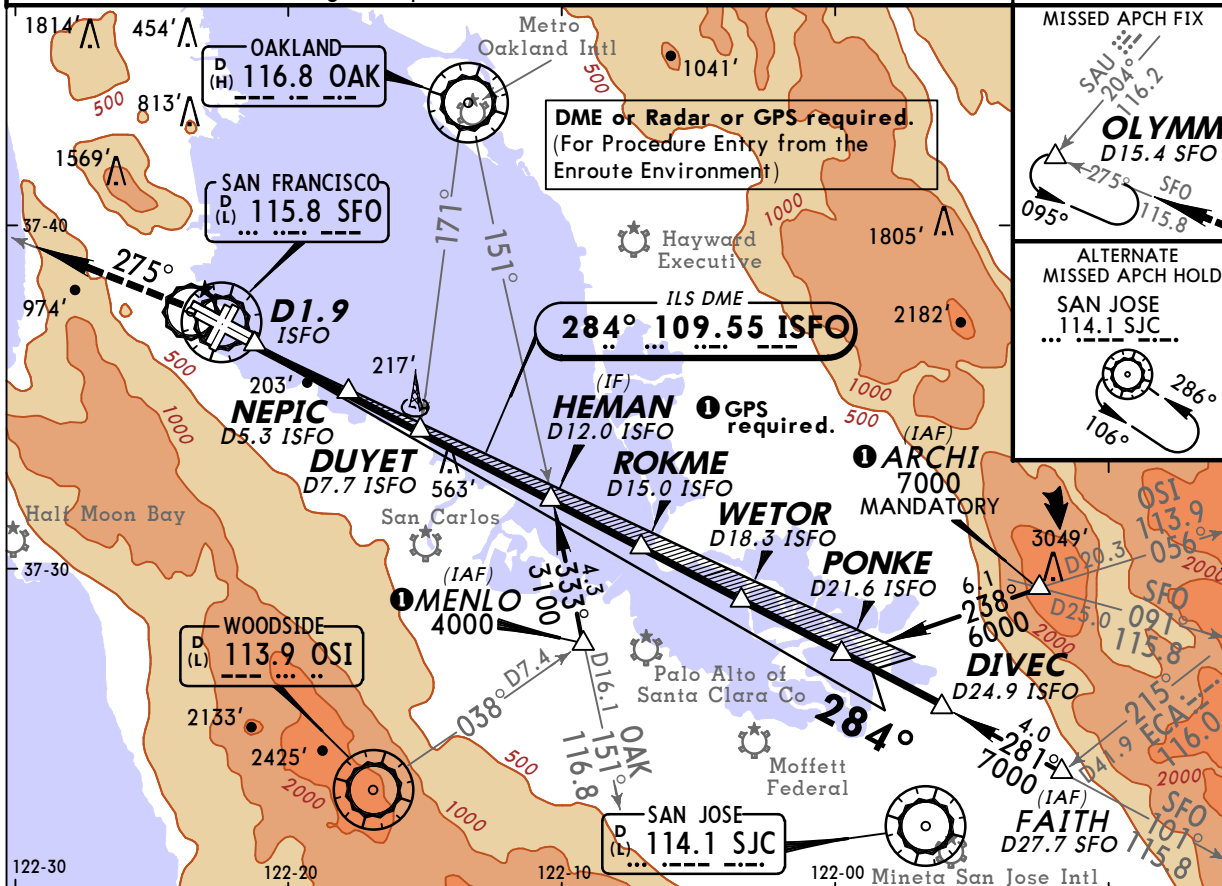
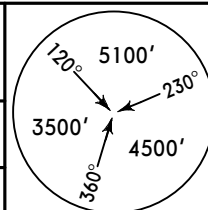
(11-2)

Eff 5 Mar

SAN FRANCISCO, CALIF ILS or LOC Rwy 28L

BRIEFING STRIP

113.7 115.8	D-ATIS 118.85 135.45	NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5	Ground 121.8
LOC ISFO 109.55	Final Aptch Crs 284°	GS DUYET 1800' (1787')	ILS DA(H) (CONDITIONAL) 213' (200')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 4000' on SFO VOR R-275 to OLYMM INT/ D15.4 SFO and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use ISFO DME when on LOC course. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with ILS or LOC Rwy 28R. 5. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.				



Gnd speed-Kts	70	90	100	120	140	160			
GS	2.85°	353	454	504	605	706	807		
MAP at D1.9 ISFO or NEPIC to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16		

TERPS STRAIGHT-IN LANDING RWY 28L										CIRCLE-TO-LAND	
1 DA(H)		ILS DA(H)		1 LOC (GS out)		MDA(H) 460' (447')		MDA(H) 740' (727')		Max Kts	
FULL	RAIL or ALS out	FULL	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	ALS out		
A	2				RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	90	800' (787') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	2 1/2	2 7/8						120	1000' (987') - 1 1/2
C					RVR 45 or 7/8	RVR 55 or 1	1 3/8	1 5/8	1 3/4	140	1560' (1547') - 3
D										D	NA

1 Missed approach requires a minimum climb of 325'/NM to 2100'.
 2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA(H).

CHANGES: Approach transitions, notes, minimums.

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TERPS AMEND 25 5 MAR 2015

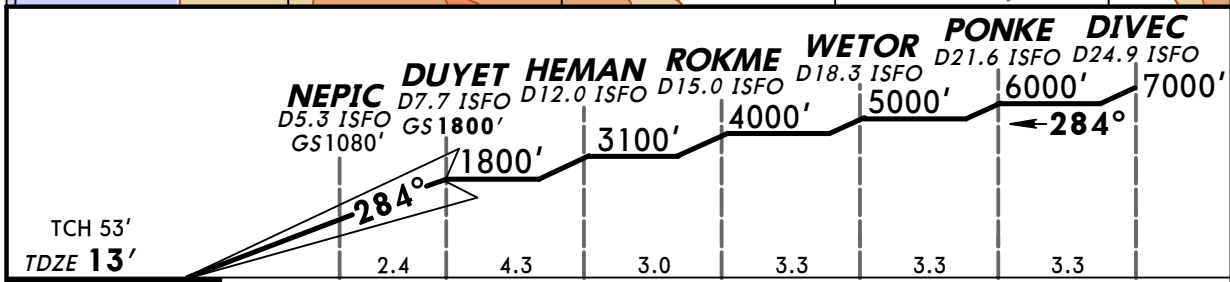
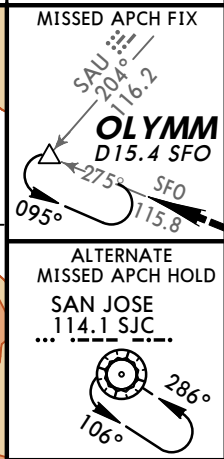
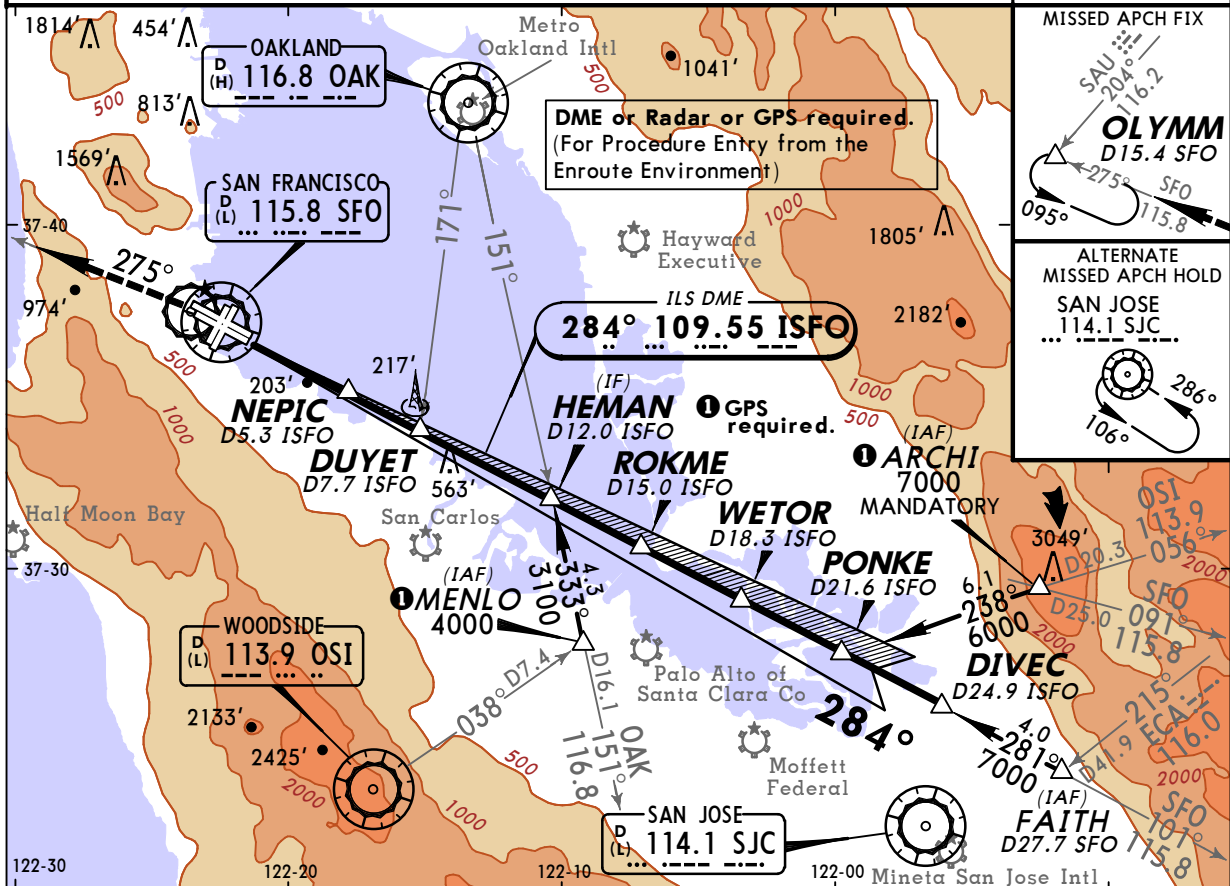
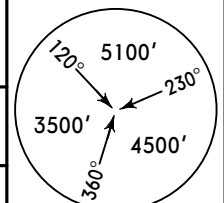
KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
27 FEB 15
Eff 5 Mar **(11-2A)**

SAN FRANCISCO, CALIF
ILS Rwy 28L SA CAT II

BRIEFING STRIP

113.7 115.8	D-ATIS 118.85 135.45	NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5	Ground 121.8
LOC ISFO 109.55	Final Apch Crs 284°	GS DUYET 1800' (1787')	SA CAT II ILS RA 100' DA(H) 113' (100')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 4000' on SFO VOR R-275 to OLYMM INT/ D15.4 SFO and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use ISFO DME when on LOC course. 4. VGSI and ILS glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160			
GS	2.85°	353	454	504	605	706	807		

TERPS STRAIGHT-IN LANDING RWY 28L
1 2 SA CAT II ILS
RA 100'
DA(H) 113' (100')

A	
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.
2 Missed approach requires a minimum climb of 325'/NM to 2100'.

TERPS AMEND 25 5 MAR 2015

KSFO/SFO **JEPPESEN**
4 JUL 14 **(11-3)****SAN FRANCISCO, CALIF**
SAN FRANCISCO INTL**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**
ILS PRM RWY 28L

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points:

- When in range, tune in the PRM monitor frequency (125.15) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 135.65).
- Utilize glidepath; do not step down between fixes after passing ROKME.
- Descending on the glidepath ensures compliance with any charted crossing restriction. Inside NEPIC (D5.3 ISFO), descending on (not above) the glidepath benefits the trailing 28R aircraft to avoid wake turbulence.
- While conducting the PRM approach to Rwy 28L, other aircraft may be conducting the PRM approach to Rwy 28R. These aircraft will approach from the right-rear and will re-align with Rwy 28R after making visual contact with the Rwy 28L traffic.
- Expect to be switched to SFO tower (120.5) at NEPIC.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (135.65).

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
- (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

KSFO/SFO

SAN FRANCISCO INTL

JEPPesen

4 JUL 14 **(11-3A)**

SAN FRANCISCO, CALIF

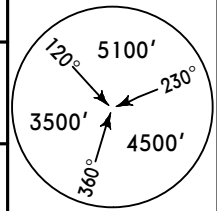
ILS PRM Rwy 28L

(SIMULTANEOUS CLOSE PARALLEL)

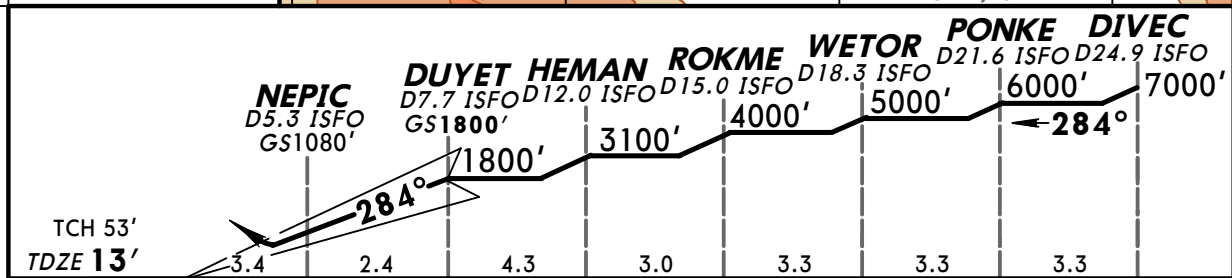
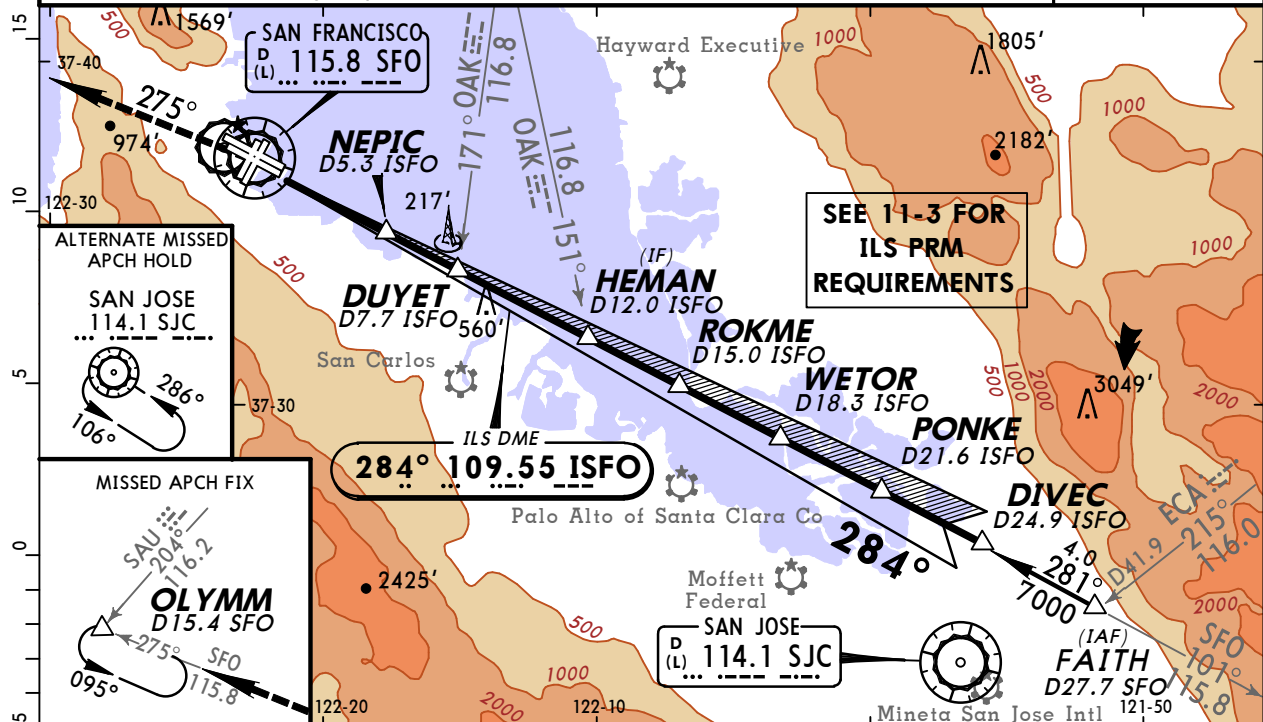
BRIEFING STRIP™

D-ATIS 113.7 115.8		118.85 135.45		NORCAL Approach (R) 134.5 135.65		SAN FRANCISCO Tower 120.5 Monitor Frequency 125.15		Ground 121.8	
LOC ISFO 109.55		Final Apch Crs 284°		GS DUYET 1800' (1787')		ILS DA(H) (CONDITIONAL) 213' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 4000' on SFO VOR R-275 to OLYMM INT/ D15.4 SFO and hold, or as directed by ATC.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Radar and DME required. 2. Dual VHF communication required. 3. Runway 28L and 28R separated by 750' centerline to centerline. 4. Simultaneous close parallel approach authorized with LDA PRM Runway 28R and RNAV (GPS) PRM X Runway 28R. 5. Procedure not authorized when glide slope not available. 6. See 11-3 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. Use ISFO DME when on the LOC course. 8. VGSI and ILS glidepath not coincident.									

MSA SFO VOR



MSA SFO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		4000'	SFO	OLYMM
GS	2.85°	353	454	504	605	706	PAPI		↑	on 115.8 R-275	

TERPS			STRAIGHT-IN LANDING RWY 28L		
			ILS		
			DA(H) 213' (200')		
FULL		RAIL out		ALS out	
A					
B					
C	2 RVR 24 or 1/2				RVR 40 or 3/4
D					

- 1 Missed approach requires a minimum climb of 325'/NM to 2100', if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).
- 2 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA(H).

KSFO/SFO SAN FRANCISCO INTL

27 FEB 15

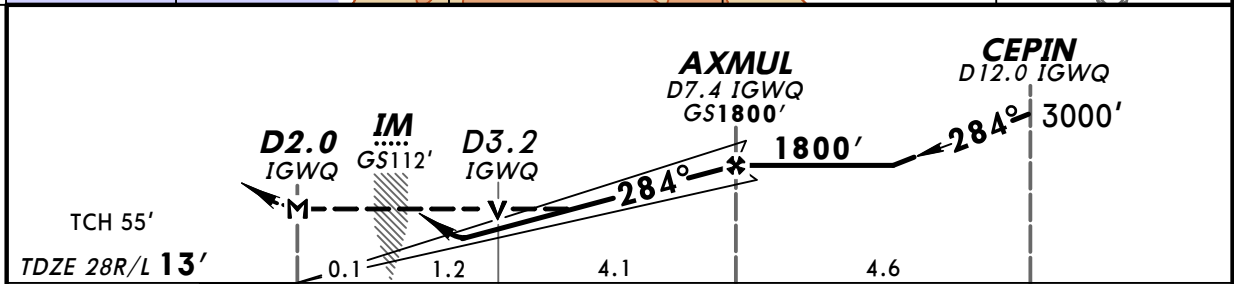
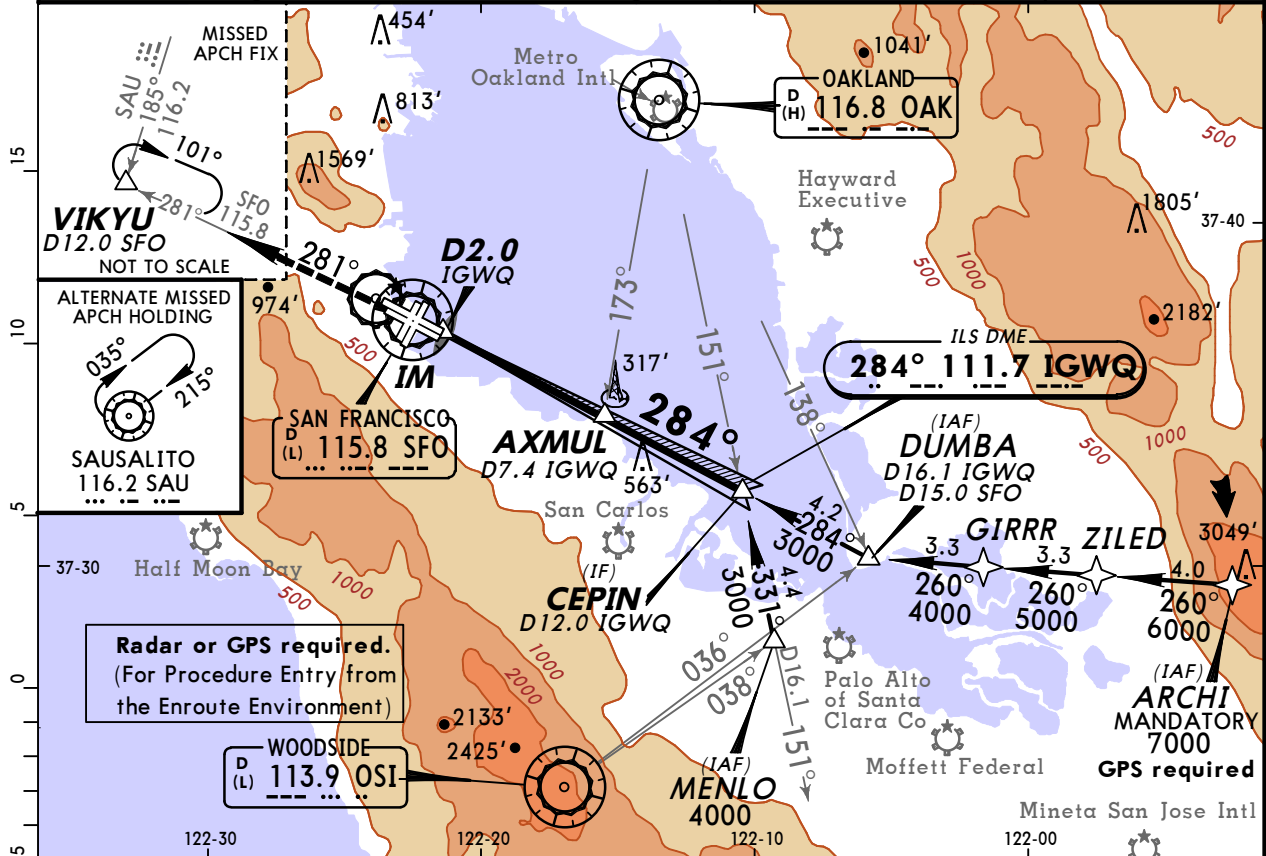
(11-4)

Eff 5 Mar

SAN FRANCISCO, CALIF ILS or LOC Rwy 28R

BRIEFING STRIP™

113.7 ^{D-ATIS} 115.8		118.85 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
LOC IGWQ 111.7		Final Apch Crs 284°		GS AXMUL 1800' (1787')		ILS DA(H) 213' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 3000' on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold, or as directed by ATC. Missed approach requires minimum climb of 350'/NM to 1900'; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).									
Alt Set: INCHES									



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSIF-II </
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TERPS			STRAIGHT-IN LANDING RWY 28R				SIDESTEP LANDING RWY 28L			CIRCLE-TO-LAND		
ILS			LOC (GS out)							Not Authorized to Rwys 10L/R and 19L/R. Not Authorized at Night to Rwys 1L/R.		
DA(H) 213' (200')			MDA(H) 480' (467')				MDA(H) 480' (467')					
FULL		TDZ or CL out	ALS out		ALS out		RAIL or ALS out		Max Kts			
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1		90	640' (627') - 1			
B							120	960' (947') - 1 1/4				
C								140	1560' (1547') - 3			
D								D	NA			

1 RVR 18 with Flight Director or Autopilot or HUD to DA(H).

CHANGES: Procedure.

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TERPS AMEND 13 5 MAR 2015

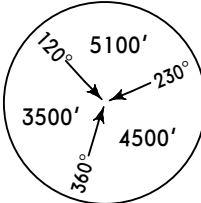
KSFO/SFO SAN FRANCISCO INTL

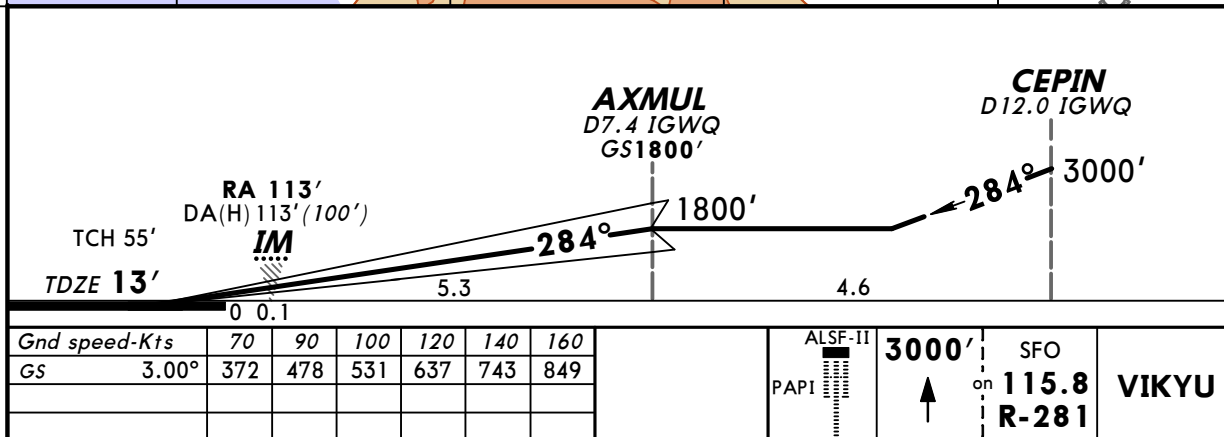
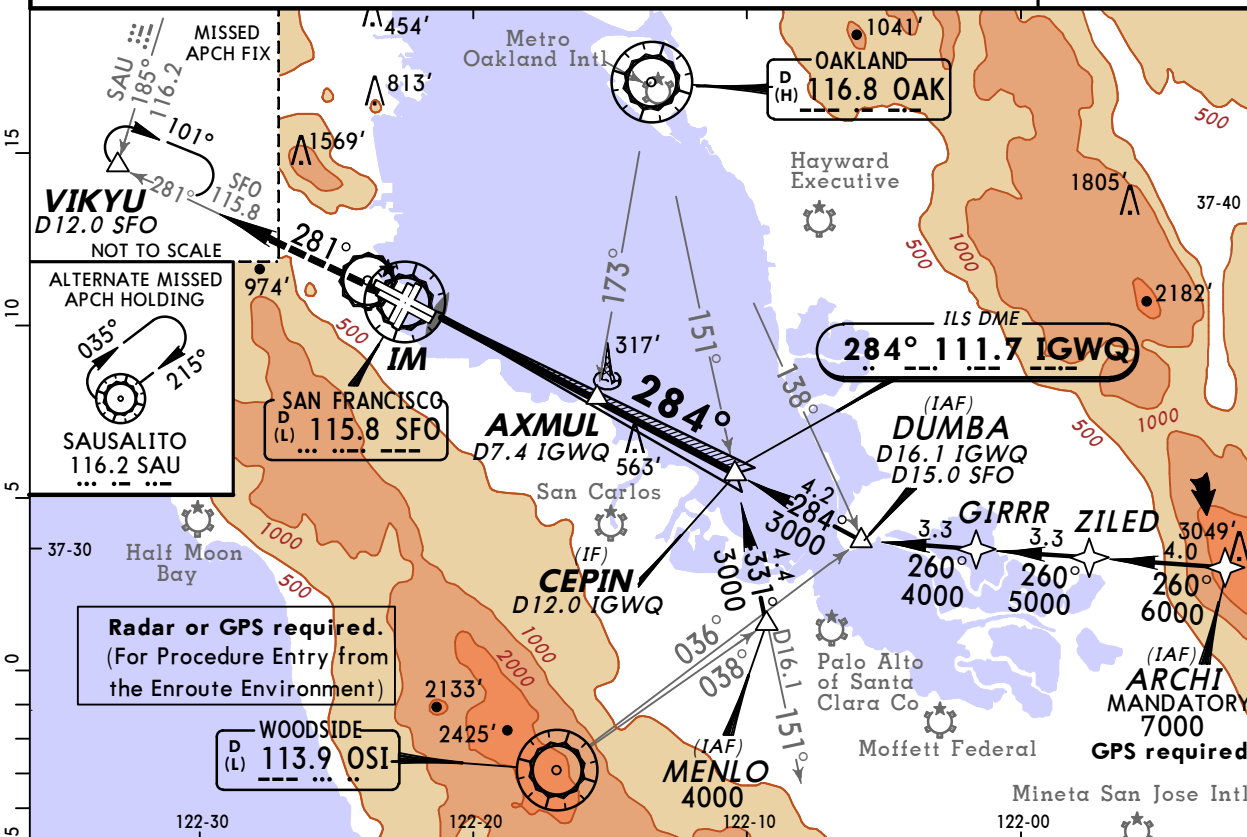
27 FEB 15
Eff 5 Mar

JEPPesen
11-4A

SAN FRANCISCO, CALIF ILS Rwy 28R CAT II & III

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)			SAN FRANCISCO Tower		Ground	
113.7	118.85	134.5			120.5		121.8	
115.8	135.45							
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev	
IGWQ	Apch Crs	AXMUL				RA 113'	13'	
111.7	284°	1800'	NA			DA(H)113' (100')	TDZE 13'	
		(1787')						
MISSED APCH: Climb to 3000' on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold or as directed by ATC. Missed approach requires minimum climb of 350'/NM to 1900'; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident.								
MSA SFO VOR								



TERPS				STRAIGHT-IN LANDING RWY28R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS		CAT II ILS			
				RA 113'			
				DA(H) 113' (100')			
NA	RVR 6	RVR 7		RVR 12			

KSFO/SFO SAN FRANCISCO INTL

27 FEB 15

JEPPesen

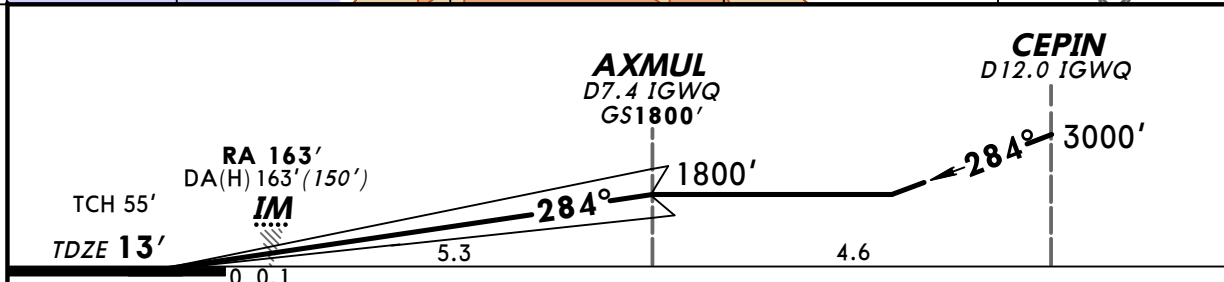
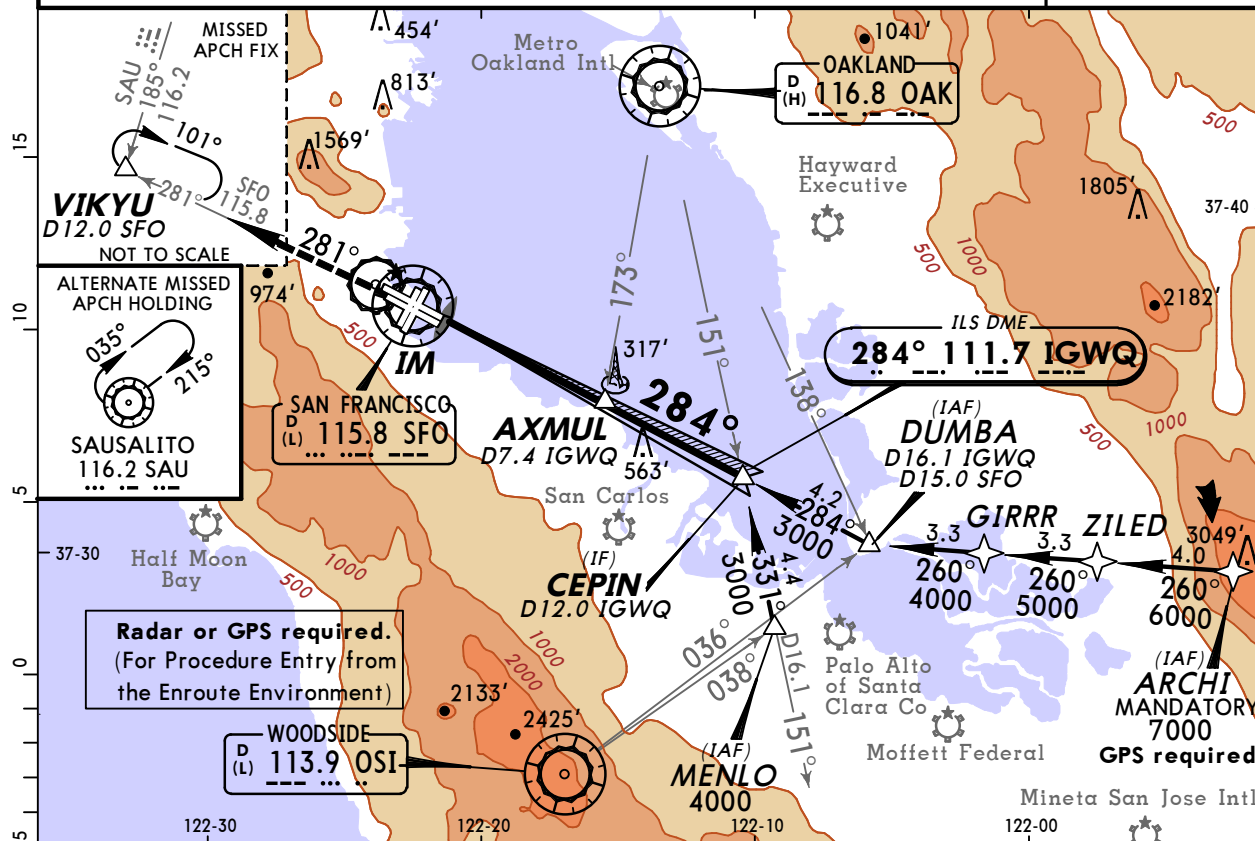
(11-4B)

Eff 5 Mar

SAN FRANCISCO, CALIF ILS Rwy 28R SA CAT I

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 115.8		118.85 135.45		134.5		120.5 121.8	
LOC IGWQ 111.7		Final Apch Crs 284°		GS AXMUL 1800' (1787')		SA CAT I ILS RA 163' DA(H)163' (150') Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 3000' on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold or as directed by ATC. Missed approach requires minimum climb of 350'/NM to 1900'; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'	SFO on 115.8 R-281	VIKYU
GS	3.00°	372	478	531	637	743				

TERPS STRAIGHT-IN LANDING RWY28R
1 SA CAT I ILS
RA 163'
 DA(H)163' (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

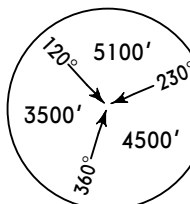
TERPS AMEND 13 5 MAR 2015

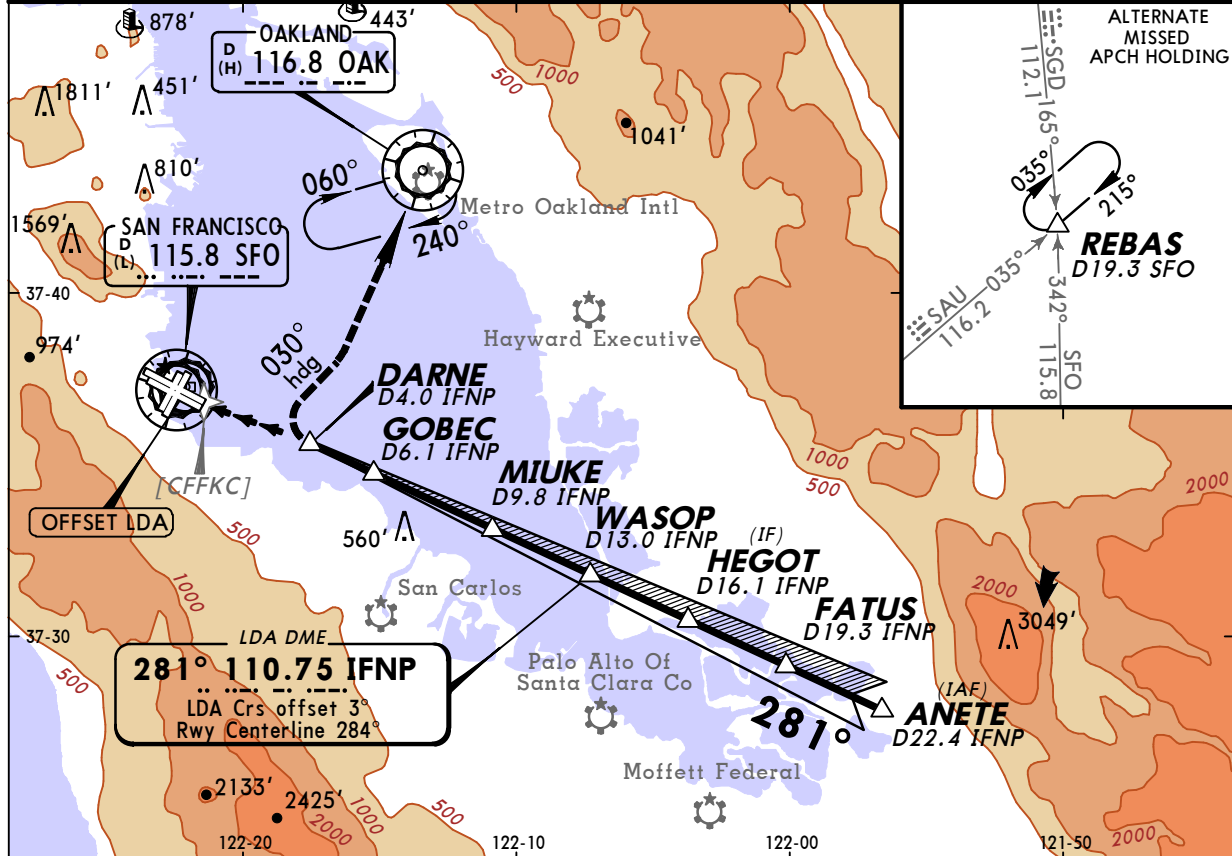
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
4 JUL 14 (11-5)

SAN FRANCISCO, CALIF
LDA DME Rwy 28R

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7	118.85	134.5		120.5		121.8	
115.8	135.45						
LDA IFNP 110.75	Final Apch Crs 281°	GS GOBEC 1800' (1787')	DA(H) (CONDITIONAL) 1140' (1127')	Apt Elev 13' TDZE 13'			
MISSED APCH: Climbing RIGHT turn to 3000' on heading 030° then direct OAK VOR and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA SFO VOR	
1. RADAR and DME required. 2. LDA/GLIDESLOPE. 3. Runway 28L and 28R separated by 750' centerline to centerline. 4. Procedure not authorized when glideslope is not available. 5. Localizer course 1183' right of rwy 28R THR. 6. VGSi and LDA glidepath not coincident.							



	DARNE	GOBEC	MIUKE	WASOP	HEGOT	FATUS	ANETE
	D4.0 IFNP	D6.1 IFNP	D9.8 IFNP	D13.0 IFNP	D16.1 IFNP	D19.3 IFNP	D22.4 IFNP
GS	1800'	1800'	3000'	4000'	5000'	6000'	7000'
DA(H)	1140'	1140'	1140'	1140'	1140'	1140'	1140'
TDZE	13'	13'	13'	13'	13'	13'	13'
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849
MAP at DARNE							

TERPS		STRAIGHT-IN LANDING RWY 28R	
		1 LDA/GS	
		DA(H) 1140' (1127')	
		FULL	ALS out

A	
B	
C	
D	

1 If go around executed after passing DARNE, go around requires minimum climb of 380'/NM to 1800'

TERPS AMEND 2A 26 JUN 2014

KSFO/SFO **JEPPesen**
4 JUL 14 **(11-6)****SAN FRANCISCO, CALIF**
SAN FRANCISCO INTL**ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)
LDA PRM RWY 28R**

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points: (Note: Non-standard Missed Approach coding initially requires use of heading mode. Identify DARNE as I-FNP LOC/DME 4 NM if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE (D4.0 IFNP), pilots will be operating in close proximity to the 28L aircraft and will be responsible for wake turbulence avoidance.
- When in range, tune in the PRM monitor frequency (127.675) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35).
- Utilize glidepath; do not step down between fixes after passing HEGOT.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.
- Report the 28L traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Remain on the LDA until passing DARNE so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- After passing DARNE, MANEUVER VISUALLY.
- In the visual segment after DARNE, pilots are responsible for **collision and wake avoidance**. (See Visual Segment under Expanded Procedures for additional information).
- If executing a go-around between DARNE and runway 28R, initially establish a climbing right turn heading 030° unless otherwise instructed by ATC. Missed approach leg from airport to OAK VORTAC, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (120.35).
3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".
4. **Visual Segment (Rwy 28R):** If ATC advises that there is traffic approaching Rwy 28L, pilots are authorized to continue past DARNE to align with Rwy 28R centerline only when:
 - (a) The Rwy 28L traffic is in sight and is expected to remain in sight,
 - (b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
 - (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching Rwy 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable. If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

KSFO/SFO

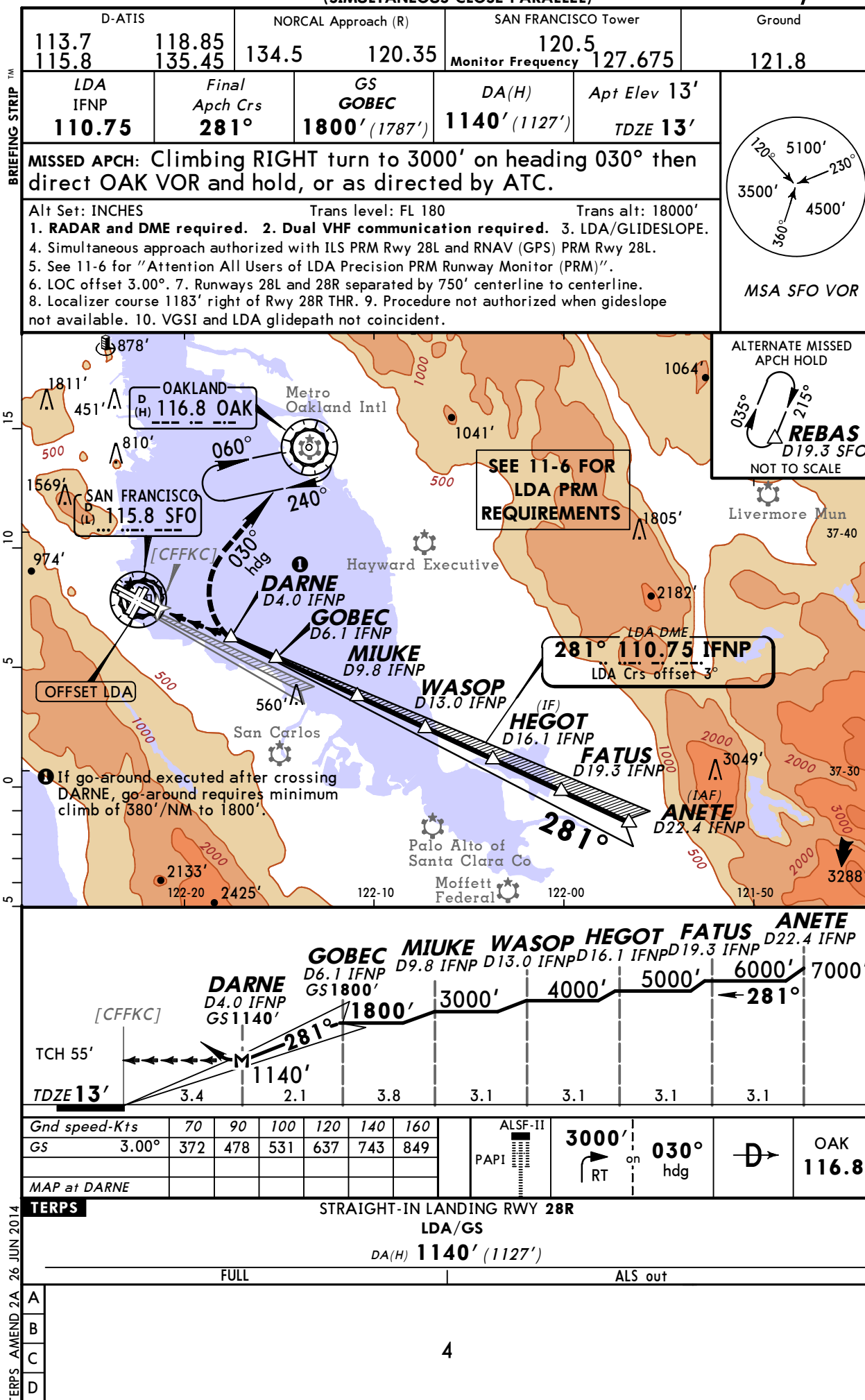
JEPPesen

SAN FRANCISCO, CALIF

SAN FRANCISCO INTL

4 JUL 14 **(11-6A)**
(SIMULTANEOUS CLOSE PARALLEL)

LDA PRM Rwy 28R



TERPS AMEND 2A 26 JUN 2014

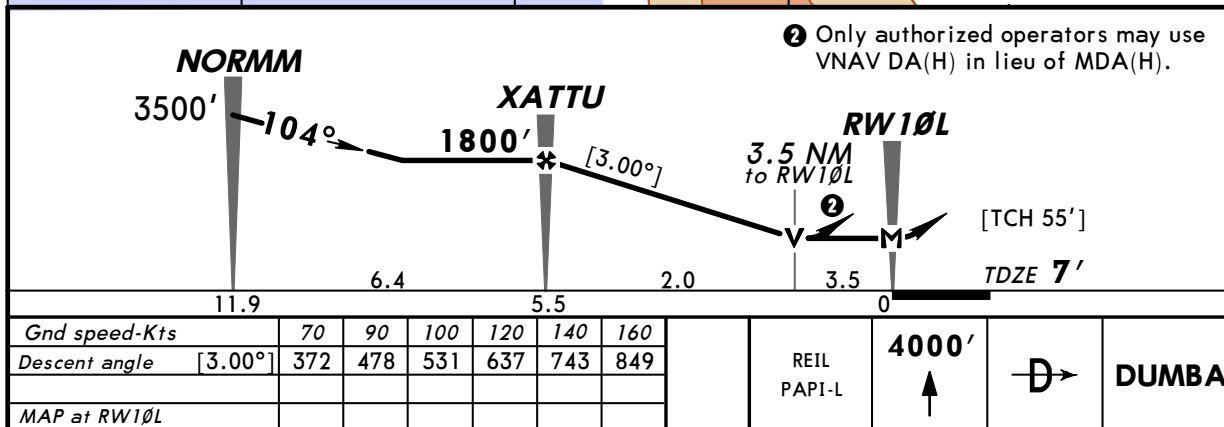
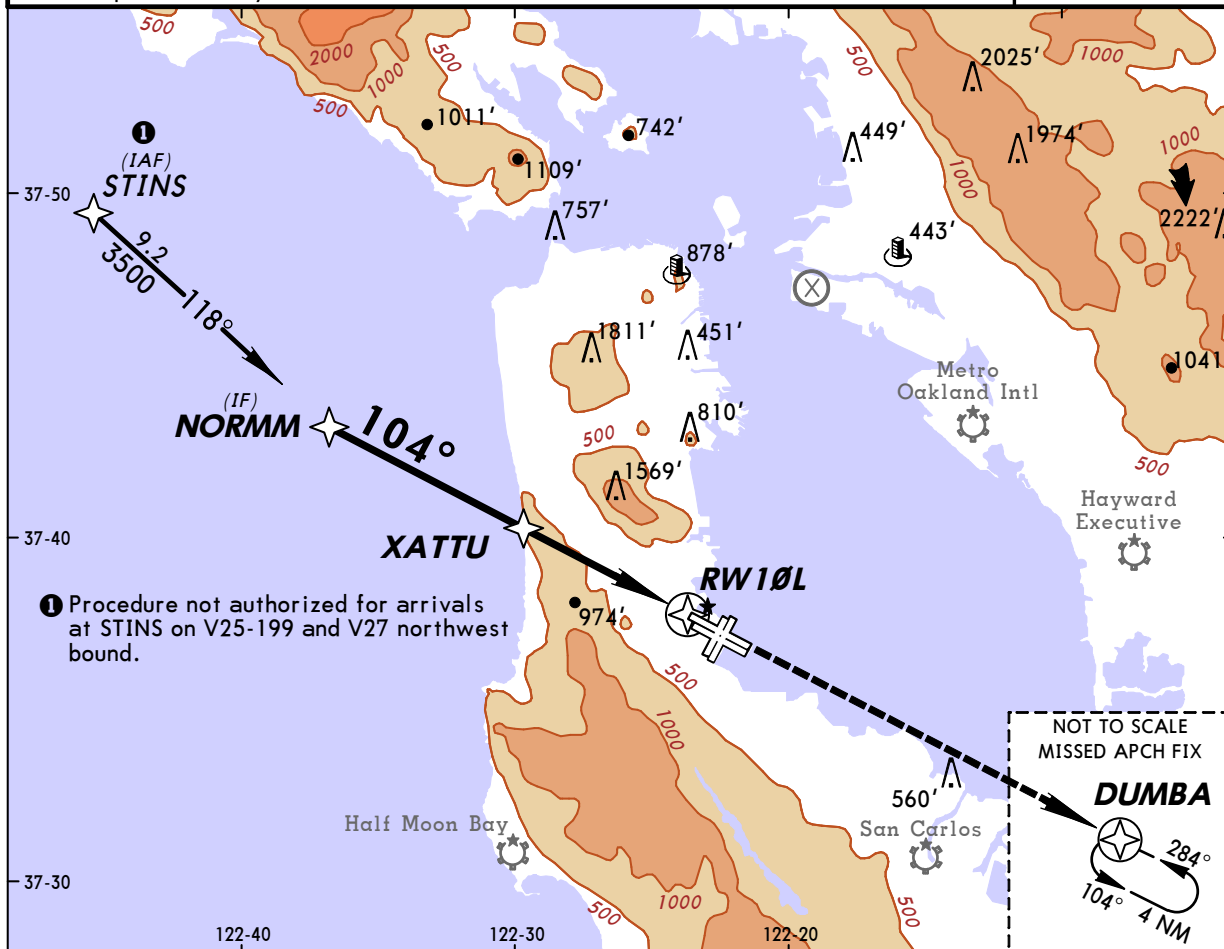
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
4 JUL 14 (12-1)

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 10L

BRIEFING STRIP™

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
RNAV	Final Apch Crs 104°	Minimum Alt XATTU 1800' (1793')	LNAV MDA(H) 1200' (1193')	Apt Elev 13' TDZE 7'	5100' MSA RW10L
MISSED APCH: Climb to 4000' direct DUMBA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Helicopter visibility reduction below RVR 40 not authorized.					



TERPS		STRAIGHT-IN LANDING RWY 10L	
		LNAV MDA(H) 1200' (1193')	
A	RVR 60 or 1 1/4		
B	1 1/2		
C	3		
D			

CHANGES: THRE to TDZE, minimums.

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TERPS AMEND 2A 26 JUN 2014

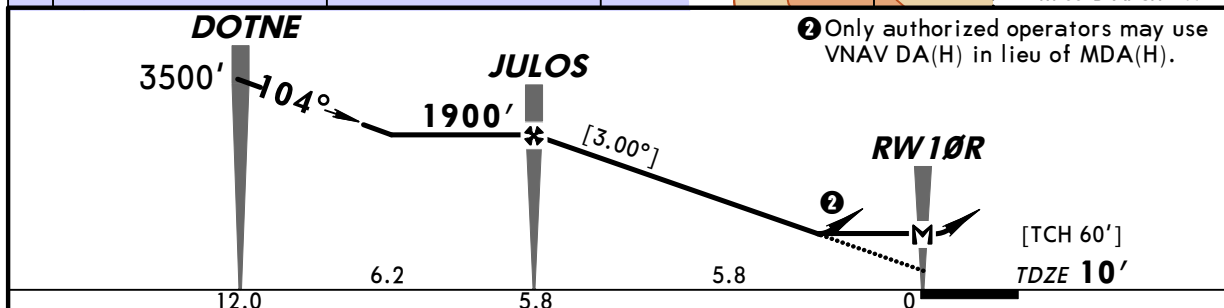
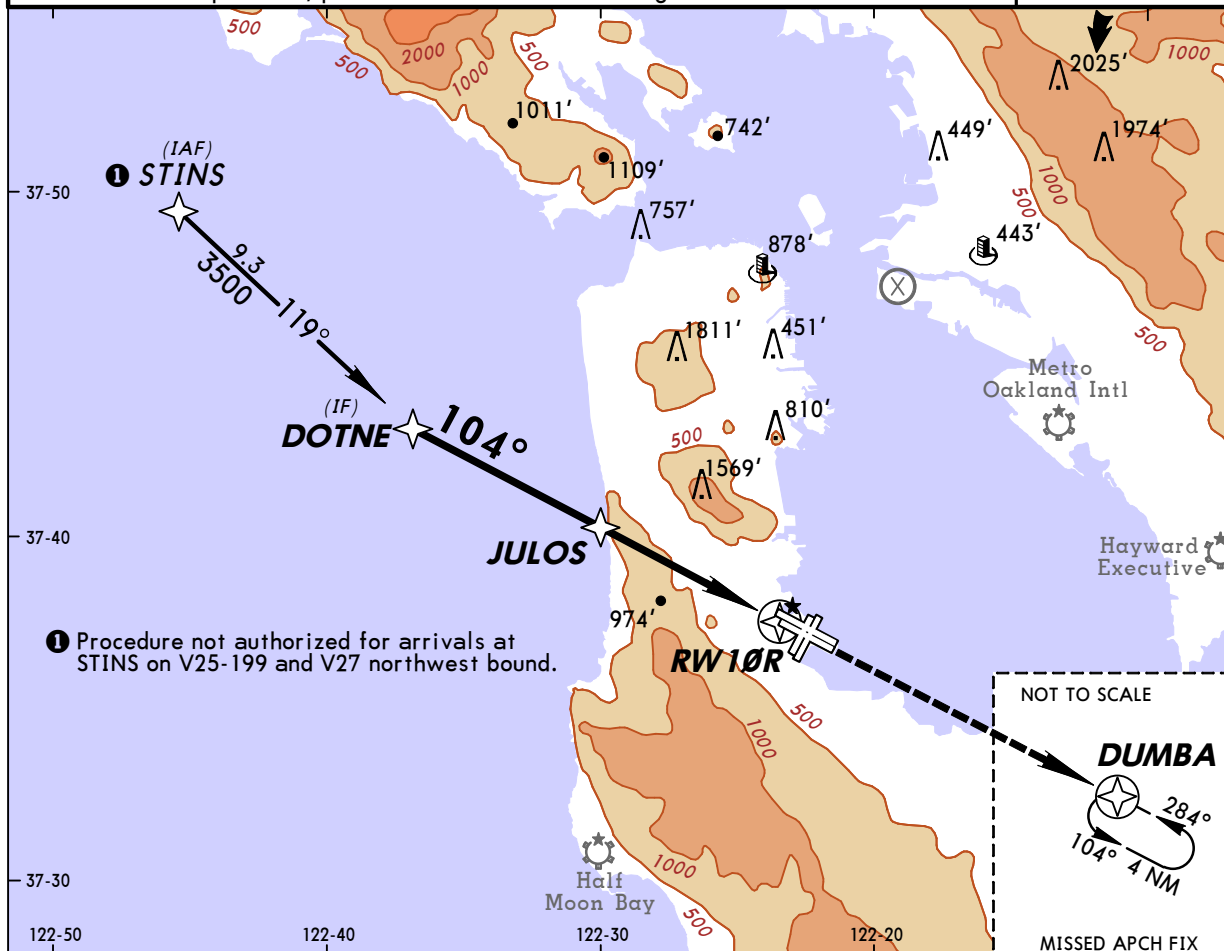
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
4 JUL 14 (12-2)

SAN FRANCISCO, CALIF
RNAV (GPS) Y Rwy 10R

BRIEFING STRIP

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5	Ground 121.8
RNAV	Final Apch Crs 104°	Minimum Alt JULOS 1900' (1890')	LNAV MDA(H) 1200' (1190')	Appt Elev 13' TDZE 10'
MISSED APCH: Climb to 4000' direct DUMBA and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below RVR 50 not authorized. 3. VGSI and descent angles not coincident. 4. When VGSI inoperative, procedure not authorized at night.				
				5100' MSA RW10R



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at RW10R										

TERPS										
STRAIGHT-IN LANDING RWY 10R										
LNAV										
MDA(H) 1200' (1190')										
A	RVR 60 or 1/4									
B	1 1/2									
C	3									
D										

CHANGES: THRE to TDZE, minimums.

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TERPS AMEND 2A 26 JUN 2014

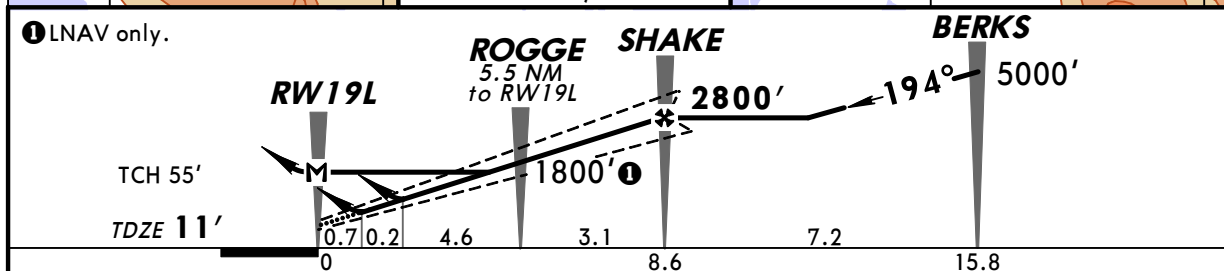
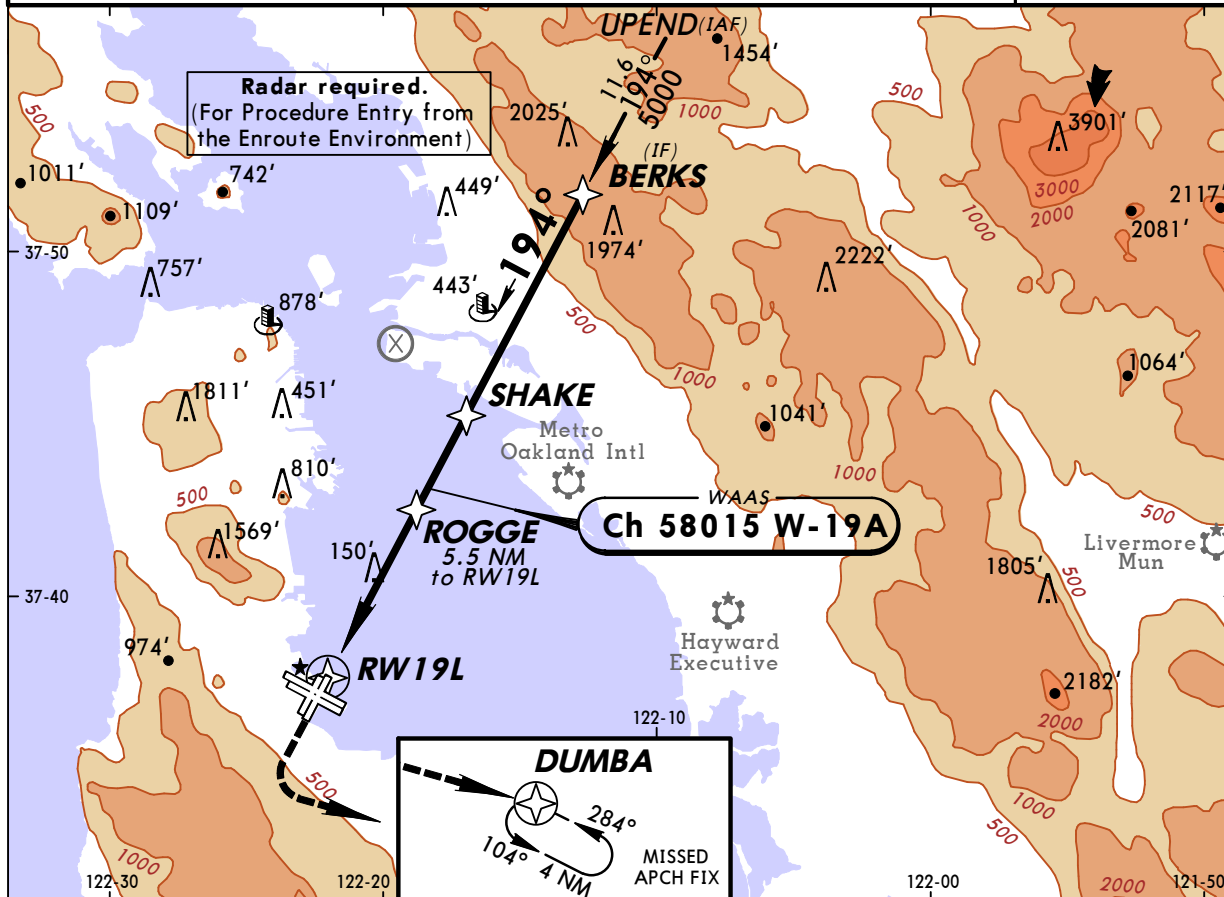
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
12 SEP 14 (12-3) Eff 18 Sep

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 19L

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 118.85 115.8 135.45		134.5		120.5		121.8	
WAAS Ch 58015 W-19A		Final Apch Crs 194°		Minimum Alt SHAKE 2800' (2789')		LPV DA(H) 293' (282')	
				Apt Elev 13' TDZE 11'		5100' MSA RW19L	
MISSED APCH: Climb to 420' then climbing LEFT turn to 3000' direct DUMBA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F).							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	420'	3000'	DUMBA
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	LT	
MAP at RW19L										

TERPS		STRAIGHT-IN LANDING RWY 19L			
		LPV		LNAV/VNAV	
		DA(H) 293' (282')		DA(H) 350' (339')	
		ALS out		ALS out	
		MDA(H) 560' (549')		MDA(H) 560' (549')	
		ALS out		ALS out	
A	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 55 or 1
B					
C					
D					

CHANGES: Procedure.

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TERPS AMEND 3 18 SEP 2014

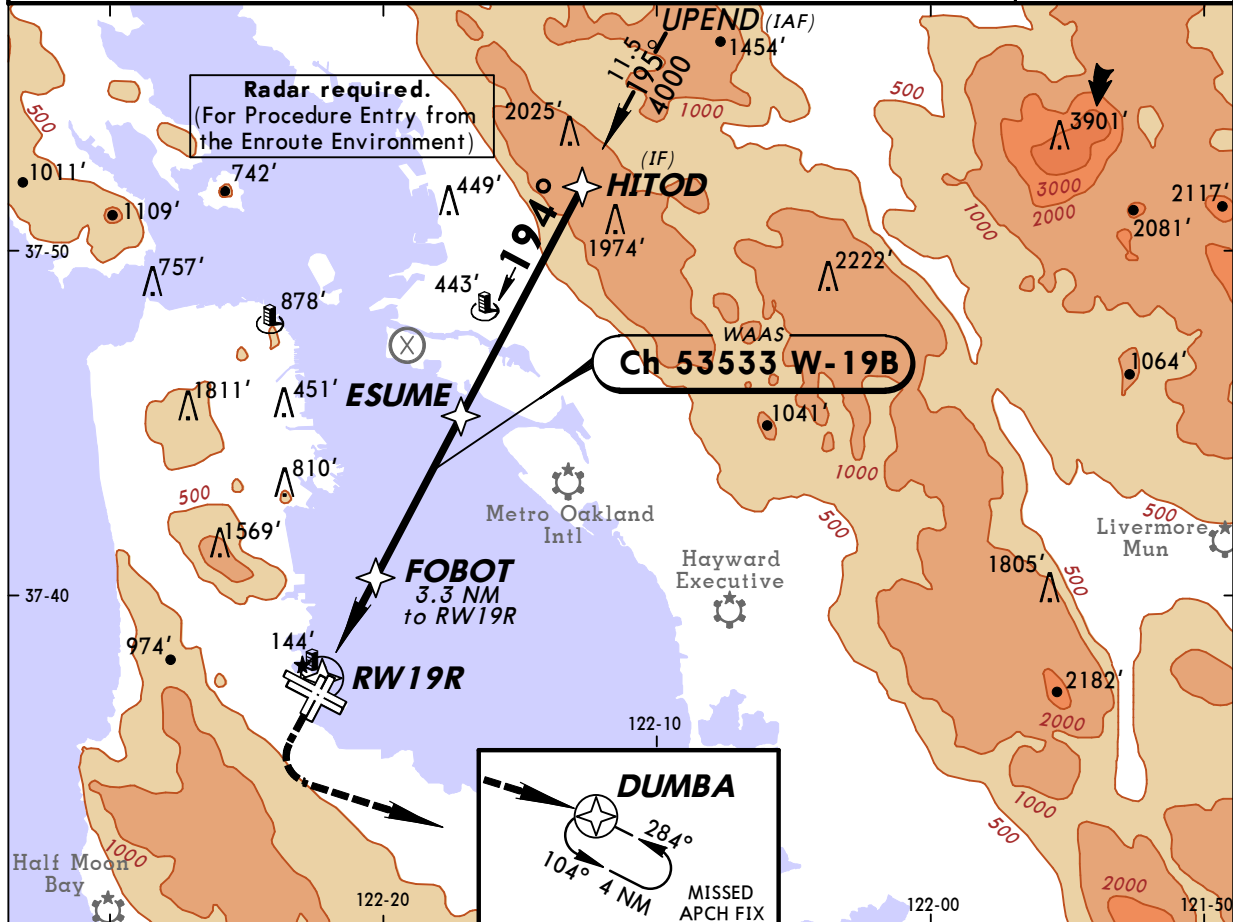
KSFO/SFO
SAN FRANCISCO INTL

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12 SEP 14 **(12-4)** Eff 18 Sep

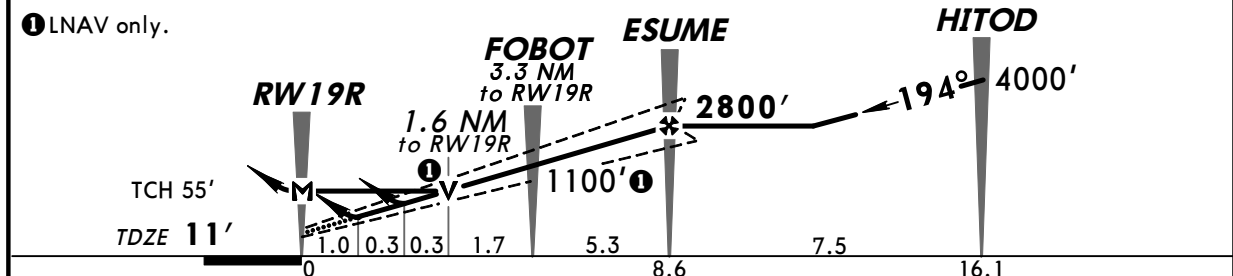
SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 19R

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)	SAN FRANCISCO Tower		Ground
113.7	118.85				
115.8	135.45	134.5	120.5		121.8
WAAS	Final	Minimum Alt	LPV	Apt Elev 13'	5100' MSA RW19R
Ch 53533	Apch Crs	ESUME	DA(H)		
W-19B	194°	2800' (2789')	366' (355')	TDZE 11'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' direct DUMBA and hold. Limit missed approach to 210 KIAS until DUMBA. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F).					



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		600'	3000'	DUMBA
Glide Path Angle 3.00°	372	478	531	637	743	849			↑	LT	
MAP at RW19R											

TERPS

STRAIGHT-IN LANDING RWY 19R

LPV		LNAV/VNAV		LNAV	
DA(H) 366' (355')		DA(H) 477' (466')		MDA(H) 580' (569')	
RVR 59 or 1 1/8		1 5/8		RVR 55 or 1	
				1 5/8	

TERPS AMEND 2 18 SEP 2014

KSFO/SFO
SAN FRANCISCO INTL

27 FEB 15

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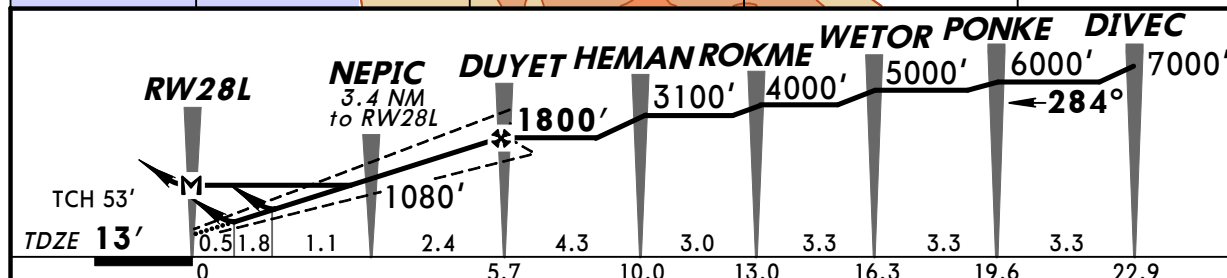
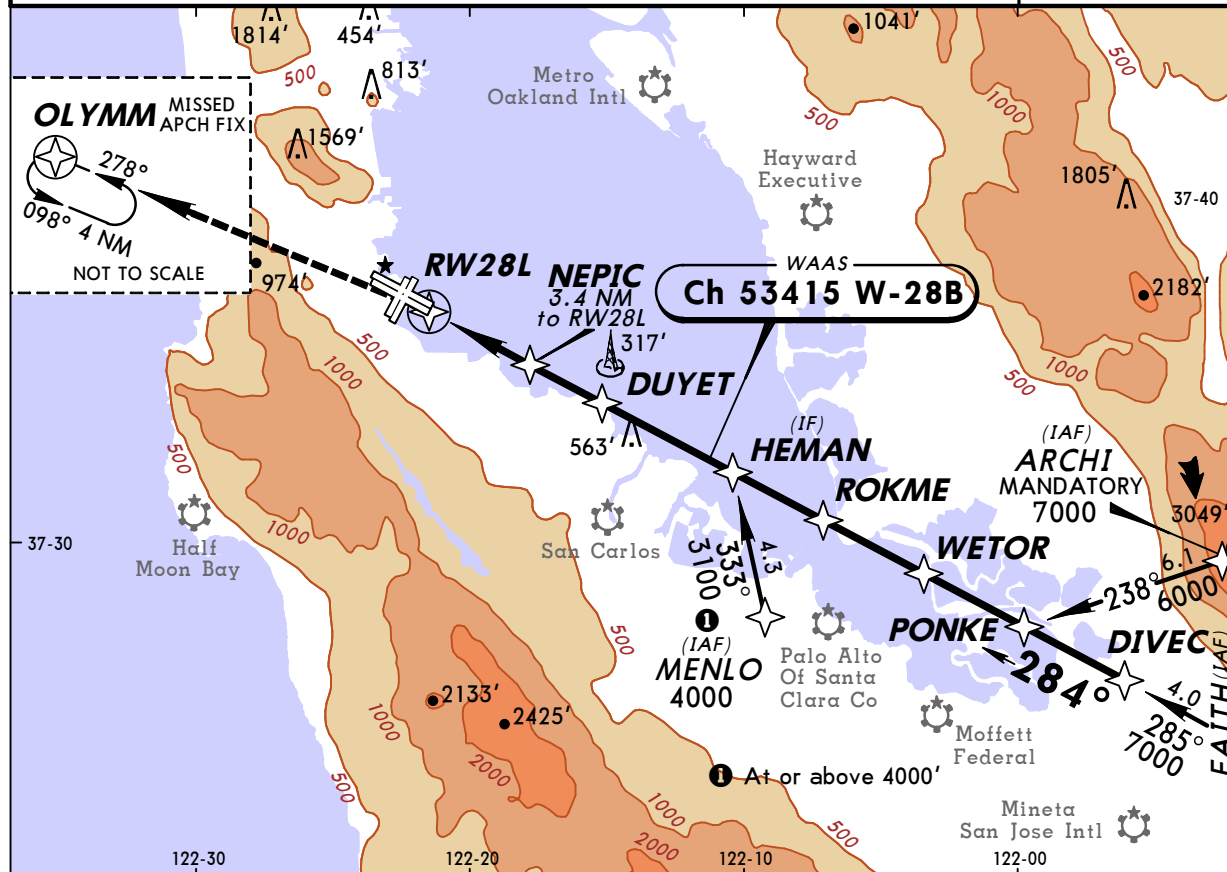
(12-5)

Eff 5 Mar

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 28L

BRIEFING STRIP™

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8
WAAS Ch 53415 W-28B		Final Apch Crs 284°	Minimum Alt DUYET 1800' (1787')	LPV DA(H) (CONDITIONAL) 213' (200')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 4000' direct OLYMM and hold, continue climb-in-hold to 4000'.						5100'
Alt Set: INCHES 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.						MSA RW28L



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000'	↑	→ OLYMM
Glide Path Angle 2.85°	353	454	504	605	706	807				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW28L										

TERPS				STRAIGHT-IN LANDING RWY 28L										2 3		CIRCLE-TO-LAND	
1 LPV				LPV			LNAV/VNAV			LNAV				C	Max Kts	MDA(H)	
DA(H) 213' (200')				DA(H) 769' (756')			DA(H) 754' (741')			MDA(H) 1020' (1007')							
		RAIL or ALS out			RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	2 1/2	3	2 1/2	2 5/8				RVR 40 or 3/4	RVR 55 or 1	RVR 60 or 1 1/4	90	1020' (1007')-1 1/4			
B										RVR 55 or 1	RVR 60 or 1 1/4	1 1/2	120	1020' (1007')-1 1/2			
C										2 1/2		3	140	1560' (1547')-3			
D													D	NA			

1 Missed approach requires minimum climb of 305'/NM to 1600'. **2** Not authorized to Rwy 10L, 10R, 19L, and 19R. **3** Night landing: Rwy 1L and 1R not authorized.

CHANGES: Procedure.

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TERPS AMEND 5 5 MAR 2015

KSFO/SFO

SAN FRANCISCO INTL

27 FEB 15

12-6

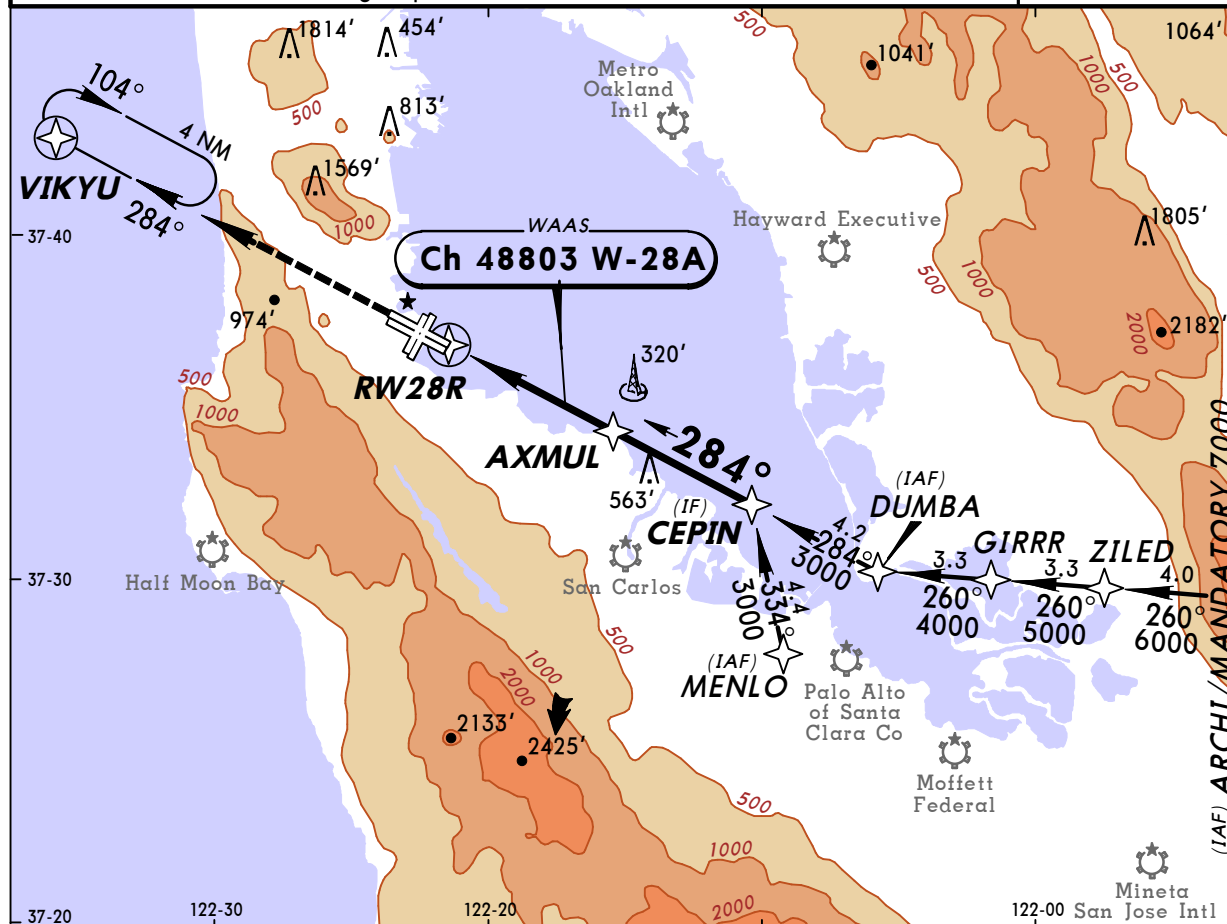
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SAN FRANCISCO, CALIF

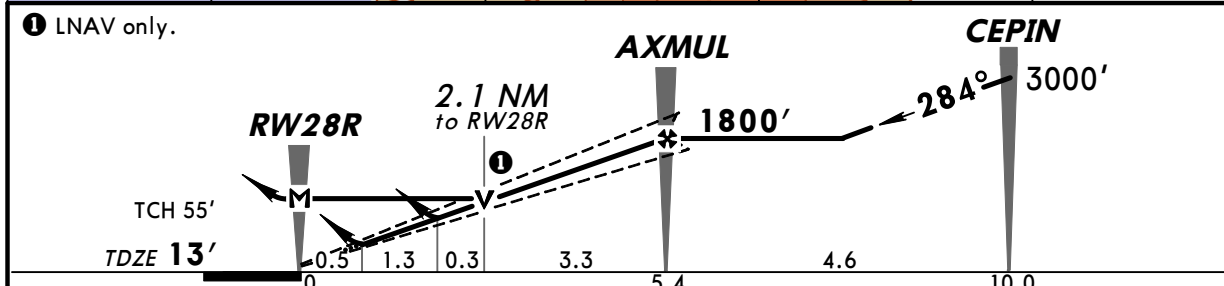
RNAV (GPS) Z Rwy 28R

BRIEFING STRIP

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 118.85		134.5		120.5		121.8	
115.8 135.45							
WAAS CH 48803 W-28A		Final Apch Crs 284°	Minimum Alt AXMUL 1800' (1787')	LPV DA(H) 213' (200')	Apt Elev 13' TDZE 13'		5100' MSA RW28R
MISSED APCH: Climb to 3000' direct VIKYU and hold.							
Alt Set: INCHES							



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' ↑
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW28R							

TERPS			STRAIGHT-IN LANDING RWY 28R						1 2 CIRCLE-TO-LAND		
LPV			LNAV/VNAV			LNAV				Max Kts	MDA(H)
DA(H) 213' (200')			DA(H) 642' (629')			MDA(H) 760' (747')					
ALS out			ALS out			ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	15/8	21/2	RVR 24 or 1/2	RVR 55 or 1	90	760' (747')-1			
B					RVR 40 or 3/4	RVR 60 or 1/4	120	960' (947')-1 1/4			
C					1 3/4	2	140	1560' (1547')-3			
D					NA						

① Not Authorized to Rwy 10L, 10R, 19L, and 19R. ② Night landing: Rwy 1L and 1R not authorized.

CHANGES: Procedure.

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TERPS AMEND 5 5 MAR 2015

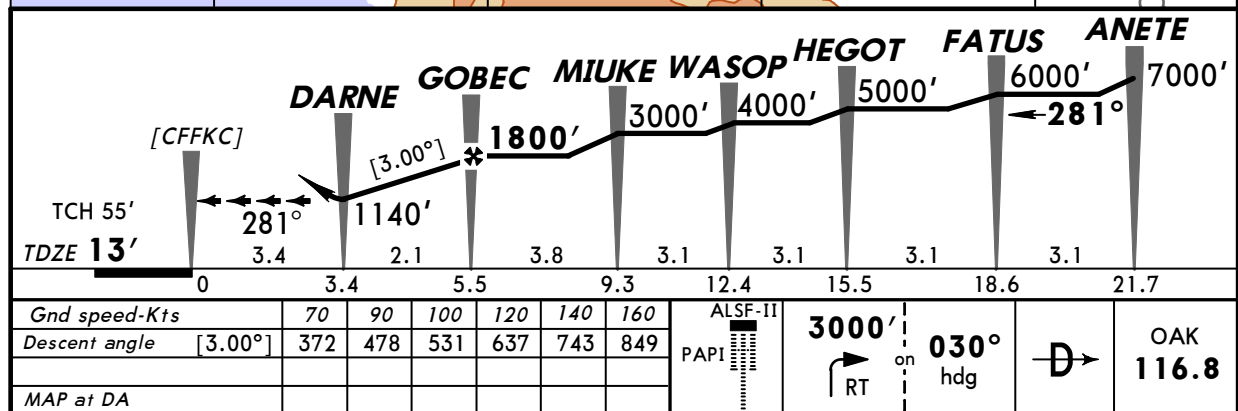
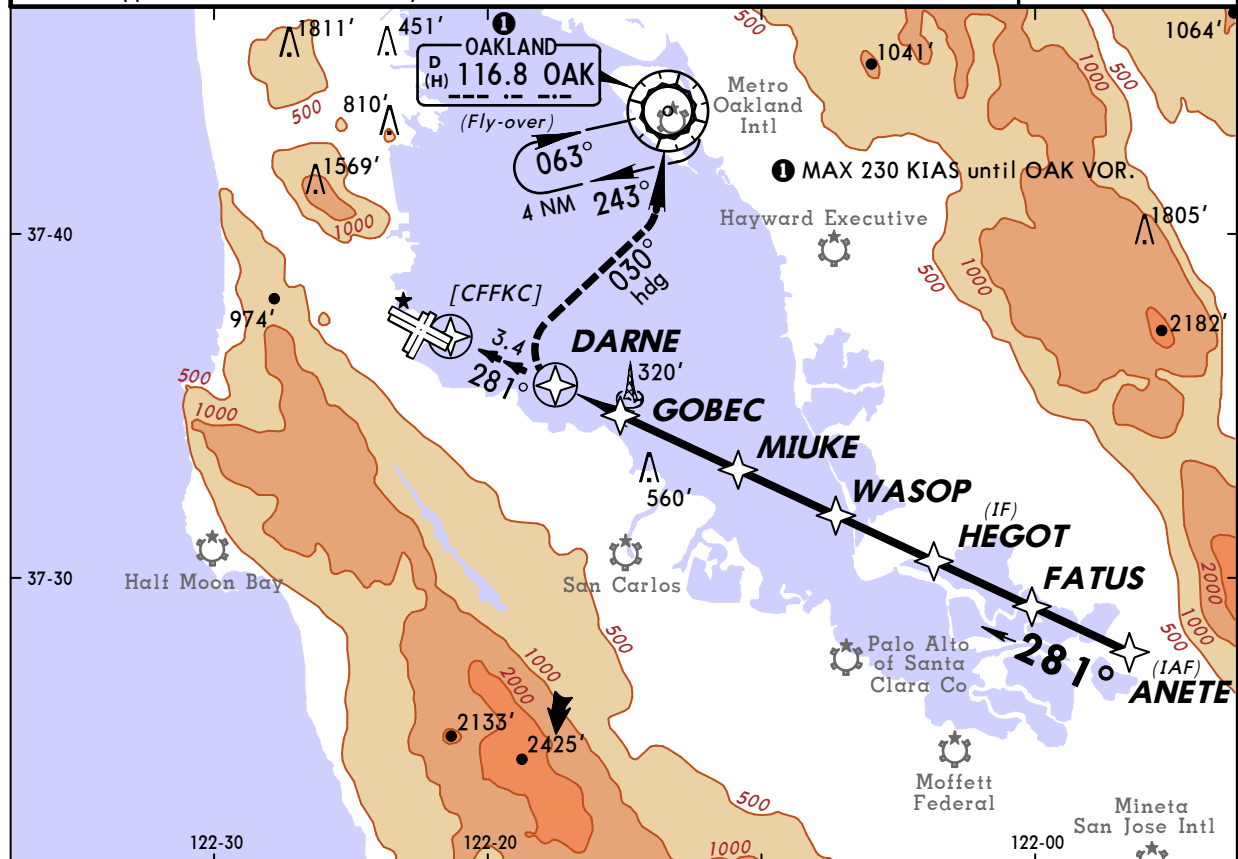
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
4 JUL 14 **12-7**

SAN FRANCISCO, CALIF
RNAV (GPS) X Rwy 28R

BRIEFING STRIP

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
RNAV	Final Apch Crs 281°	Minimum Alt GOBEC 1800' (1787')	LNAV/VNAV DA(H) 1140' (1127')	Apt Elev 13' TDZE 13'	5100' MSA DARNE
MISSED APCH: Climbing RIGHT turn to 3000' on heading 030° then direct OAK VOR and hold. When executing a missed approach or go around, unless otherwise instructed by ATC, initially turn right to 030° utilizing HEADING mode.					
Alt Set: INCHES					



TERPS		1 STRAIGHT-IN LANDING RWY 28R	
LNAV/VNAV		ALS out	
DA(H) 1140' (1127')			

A	
B	
C	
D	

1 If a go around is executed after passing DARNE, go around requires a minimum climb gradient of 380'/NM to 1800'.

CHANGES: THRE to TDZE.

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TERPS AMEND 1A 26 JUN 2014

KSFO/SFO **JEPPESEN**
5 DEC 14 (12-8)**SAN FRANCISCO, CALIF**
SAN FRANCISCO INTL**ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)
RNAV (GPS) PRM RWY 28L
(SIMULTANEOUS CLOSE PARALLEL)**

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points: (Note: Identify NEPIC WP as 3.3 NM from Rwy 28L WP if not in the FMC approach coding.)

- When in range, tune in the PRM monitor frequency (125.15) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 135.65).
- If practical, utilize constant descent angle after passing ROKME WP.
- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 2.85° between all waypoints on the final approach course.
- Inside NEPIC, descending on (not above) the vertical path benefits the trailing 28R aircraft to avoid wake turbulence.
- While conducting the PRM approach to Rwy 28L, other aircraft may be conducting the PRM approach to Rwy 28R. These aircraft will approach from the right-rear and will re-align with Rwy 28R after making visual contact with the Rwy 28L traffic.
- Expect to be switched to SFO tower (120.5) at NEPIC WP.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

Expanded Procedures: (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (135.65).

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

KSFO/SFO

JEPPesen

SAN FRANCISCO, CALIF

5 DEC 14 **(12-8A)**

RNAV (GPS) PRM Rwy 28L

SAN FRANCISCO INTL

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

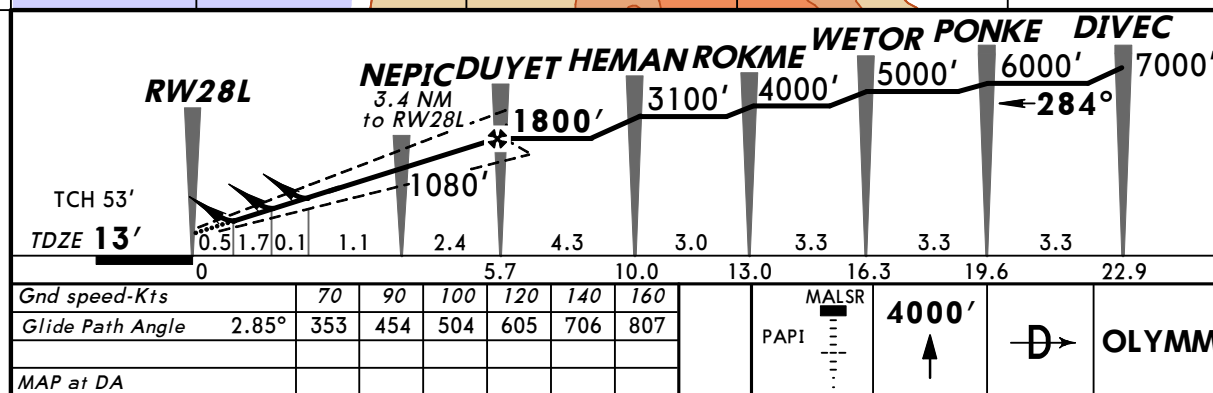
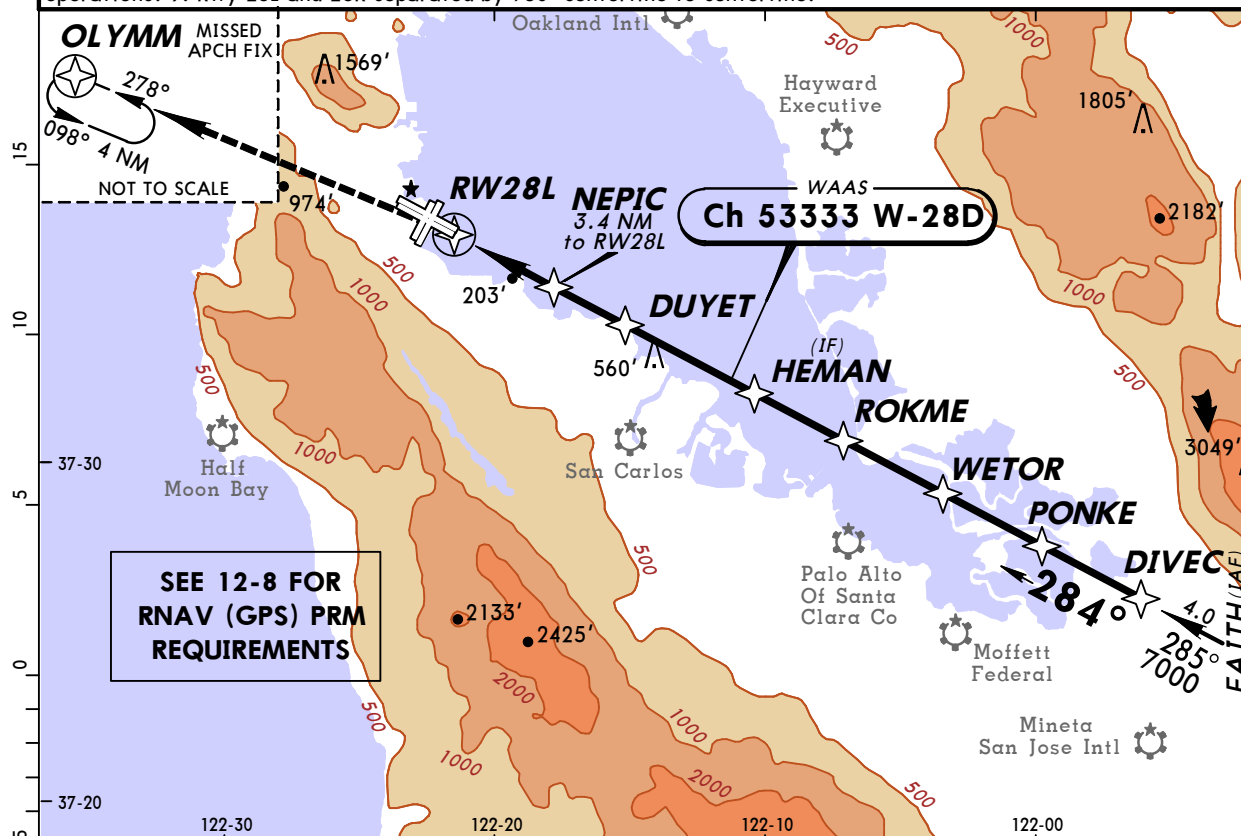
D-ATIS 113.7 115.8		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5 Monitor Frequency 125.15		Ground 121.8
WAAS Ch 53333 W-28D		Final Apch Crs 284°	Minimum Alt DUYET 1800' (1787')	LPV DA(H) (CONDITIONAL) 213' (200')	Apt Elev 13' TDZE 13'	5100'
MISSED APCH: Climb to 4000' direct OLYMM and hold, continue climb-in-hold to 4000'.						MSA RW28L

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. RADAR required. 2. Dual VHF communication required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with LDA PRM Rwy 28R and RNAV (GPS) PRM X Rwy 28R. 7. See 12-8 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 9. Rwy 28L and 28R separated by 750' centerline to centerline.



TERPS							
STRAIGHT-IN LANDING RWY 28L							
LPV				LNAV/VNAV			
1 DA(H) 213' (200')				DA(H) 754' (741')			
RAIL or ALS out		RAIL out		RAIL out		ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	2 1/4	2 3/4	2 1/4	2 5/8	
D							

1 Missed approach requires minimum climb of 305'/NM to 1600'.

CHANGES: Minimums.

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TERPS AMEND 1A 26 JUN 2014

KSFO/SFO **JEPPesen**
4 JUL 14 **12-9****SAN FRANCISCO, CALIF**
SAN FRANCISCO INTL**ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)
RNAV (GPS) PRM X RWY 28R
(SIMULTANEOUS CLOSE PARALLEL)**

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points: (Notes: Non-standard RNAV Missed Approach coding initially requires use of heading mode. Identify DARNE WP as 3.4 NM from CFFKC WP if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE WP, pilots will be operating in close proximity to the 28L aircraft and will be responsible for wake turbulence avoidance.
- When in range, tune in the PRM monitor frequency (127.675) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35).
- If practical, utilize constant descent angle after passing HEGOT WP.
- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 3° between all waypoints on the final approach course.
- Report the 28L traffic in sight as soon as practical and prior to DARNE. **DO NOT PASS.**
- Remain on the RNAV track until passing DARNE WP so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE WP.
- After passing DARNE, **MANEUVER VISUALLY.**
- The VNAV path is valid to the runway threshold.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- In the visual segment after DARNE, pilots are responsible for **collision and wake avoidance.** (See Visual Segment under Expanded Procedures for additional information).
- If executing a missed approach or go-around, initially establish a climbing right turn heading 030°. Caution: Missed approach leg from airport to OAK VORTAC, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

Expanded Procedures: (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (120.35).
3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".
4. **Visual Segment (Rwy 28R):** If ATC advises that there is traffic approaching runway 28L, pilots are authorized to continue past DARNE to align with runway 28R centerline only when:
 - (a) The runway 28L traffic is in sight and is expected to remain in sight,
 - (b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
 - (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching runway 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable.

If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

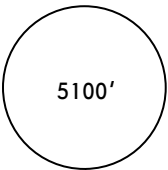
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen

4 JUL 14 **12-9A**

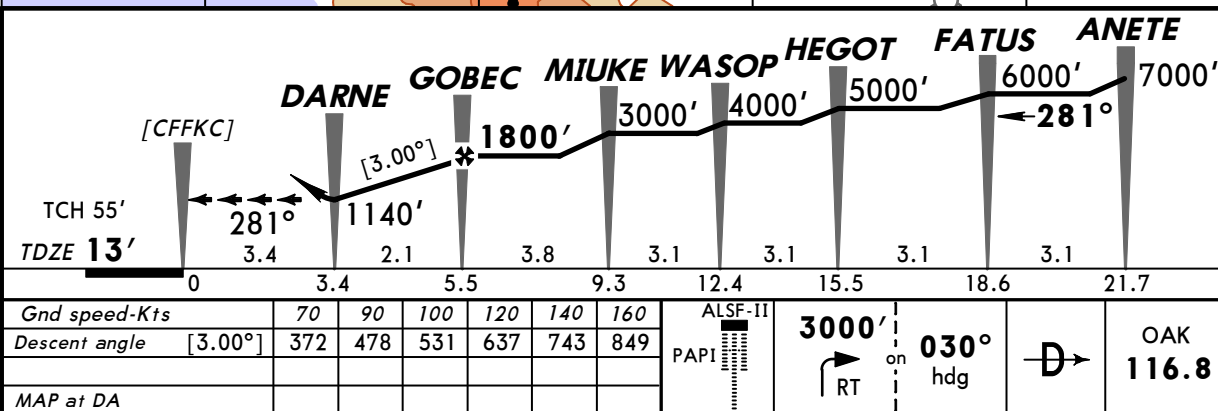
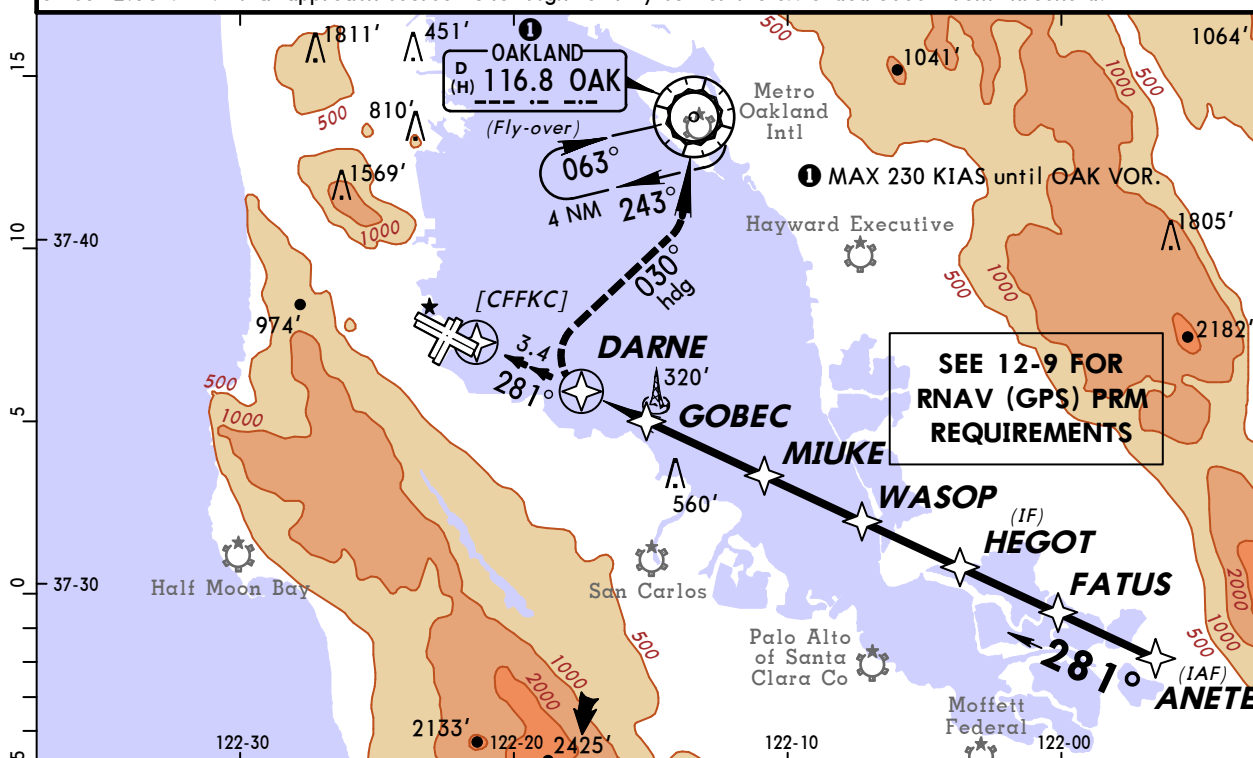
RNAV (GPS) PRM X Rwy 28R
(SIMULTANEOUS CLOSE PARALLEL)

SAN FRANCISCO, CALIF

BRIEFING STRIP™	D-ATIS 113.7 115.8	118.85 135.45	NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5 Monitor Frequency 127.675	Ground 121.8
	RNAV	Final Apch Crs 281°	Minimum Alt GOBEC 1800' (1787')	LNAV/VNAV DA(H) 1140' (1127')	Appt Elev 13' TDZE 13'
MISSED APCH: Climbing RIGHT turn to 3000' on heading 030° then direct OAK VOR and hold. When executing a missed approach or go around, unless otherwise instructed by ATC, initially turn right to 030° utilizing HEADING mode.					 5100' MSA DARNE

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

1. Radar required. 2. Dual VHF communication required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with ILS PRM Rwy 28L and RNAV (GPS) PRM Rwy 28L. 7. See 12-9 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 9. Rwy 28L and 28R separated by 750' centerline to centerline. 10. Final approach course offset 2.95°. 11. Final approach course 1343' right of rwy centerline extended 3000' from threshold.



TERPS		1 STRAIGHT-IN LANDING RWY 28R	
LNAV/VNAV		ALS out	
DA(H) 1140' (1127')			

A			
B			
C			
D			

1 If a go around is executed after passing DARNE, go around requires a minimum climb gradient of 380'/NM to 1800'.

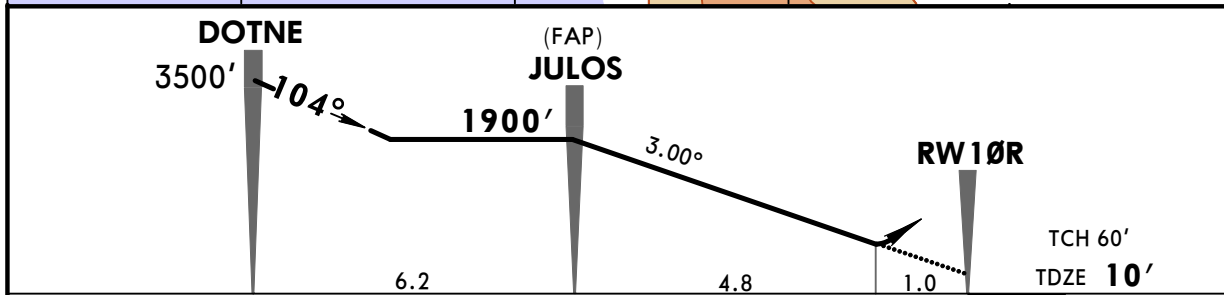
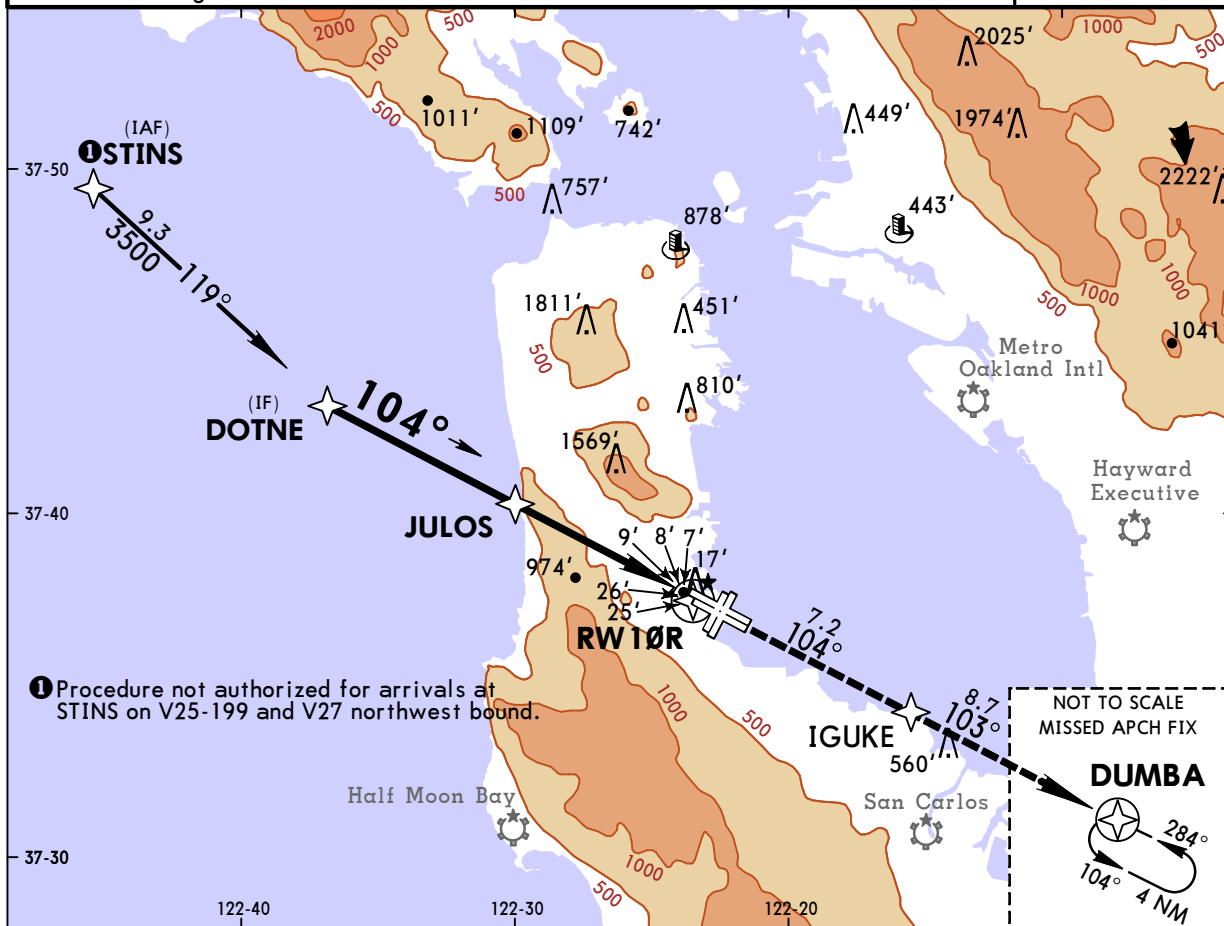
KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
24 APR 15
Eff 30 Apr (12-20)

SAN FRANCISCO, CALIF
RNAV (RNP) Z Rwy 10R

BRIEFING STRIP

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
RNAV	Final Apch Crs 104°	Minimum Alt JULOS 1900' (1890')	RNP 0.20 DA(H) 396' (386')	Apt Elev 13' TDZE 10'	5100' MSA RW10R		
MISSED APCH: Climb to 3600' on track 104° to IGUKE and on track 103° to DUMBA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (36°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3600'	on 104°	IGUKE
Descent Angle	3.00°	372	478	531	637	743				
MAP at DA										

TERPS		STRAIGHT-IN LANDING RWY 10R	
RNP 0.20 DA(H) 396' (386')		RNP 0.30 DA(H) 1108' (1098')	
A			
B			
C	1 1/4		4
D			

TERPS AMEND 2A 26 JUN 2014

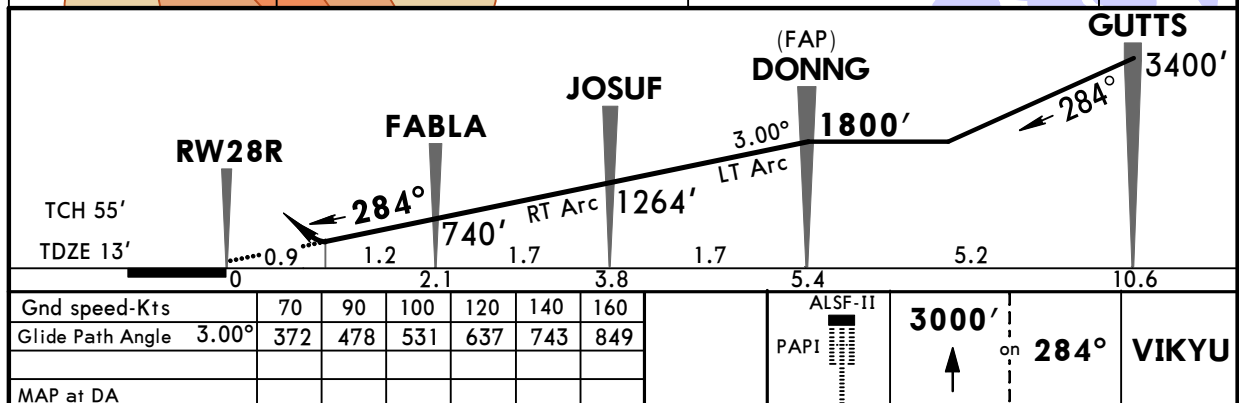
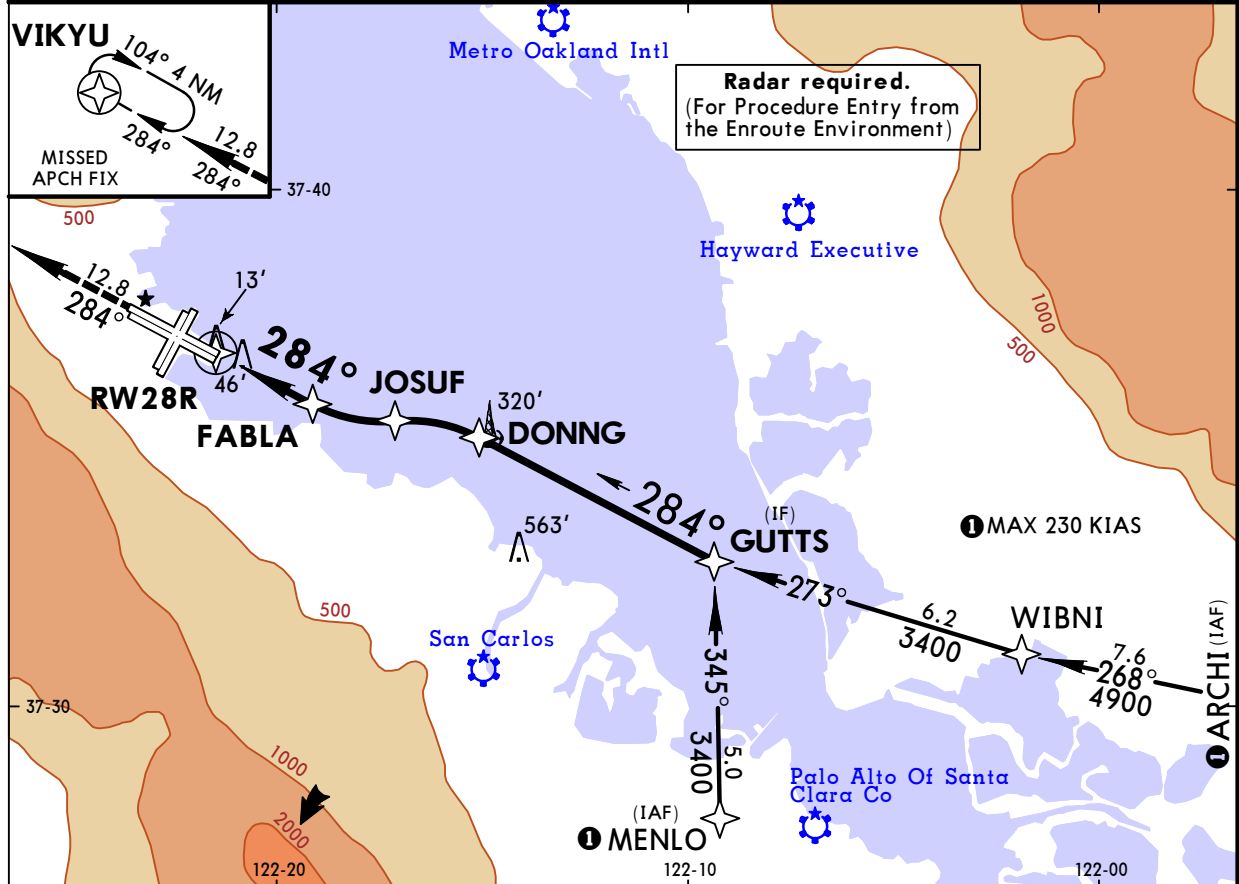
KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
24 APR 15
Eff 30 Apr (12-21)

SAN FRANCISCO, CALIF
RNAV (RNP) Y Rwy 28R

BRIEFING STRIP

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
RNAV		Final Apch Crs 284°	Minimum Alt DONNG 1800' (1787')	RNP 0.10 (CONDITIONAL) DA(H) 361' (348')	Apt Elev 13' TDZE 13'		5100' MSA RW28R
MISSED APCH: Climb to 3000' on track 284° to VIKYU and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C (38°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.							



TERPS				STRAIGHT-IN LANDING RWY 28R			
1 RNP 0.10		2 RNP 0.30					
DA(H) 361' (348')		DA(H) 415' (402')		ALS out		ALS out	
A							
B							
C	RVR 30 or 5/8		RVR 55 or 1		RVR 45 or 7/8		1 1/4
D							
1 Missed approach requires minimum climb of 250'/NM to 2000'.							
2 Missed approach requires minimum climb of 325'/NM to 2500'.							

TERPS AMEND 3 30 APR 2015

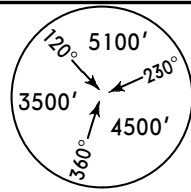
KSFO/SFO SAN FRANCISCO INTL

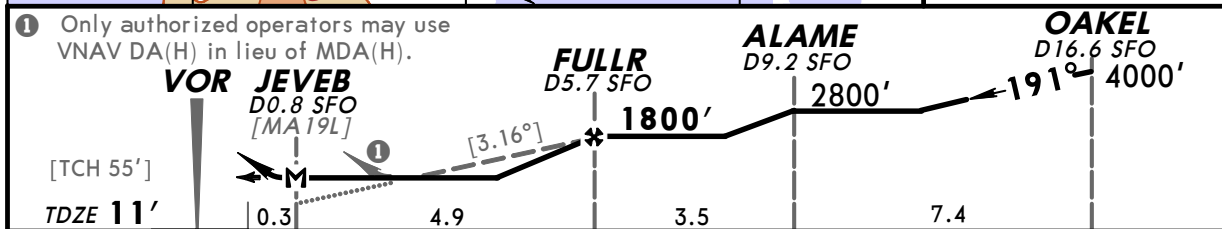
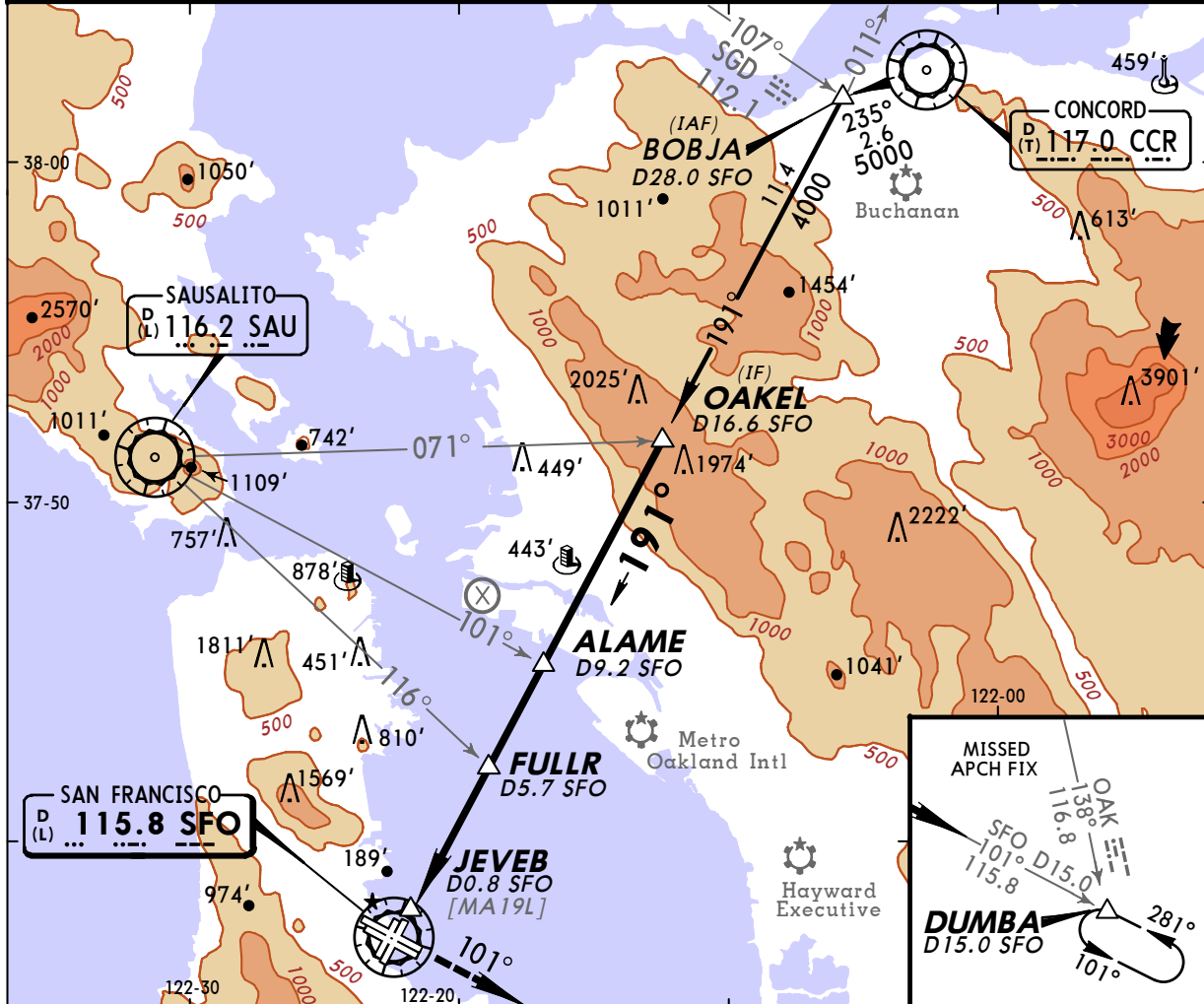
JEPPesen

12 SEP 14 **(13-1)** Eff 18 Sep

SAN FRANCISCO, CALIF VOR Rwy 19L

BRIEFING STRIP

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
VOR SFO 115.8	Final Apch Crs 191°	Minimum Alt FULLR 1800' (1789')	MDA(H) 460' (449')	Apt Elev 13' TDZE 11'		 MSA SFO VOR	
MISSED APCH: Climbing LEFT turn to 3000' on SFO VOR R-101 to DUMBA INT/SFO D15.0 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSi and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000'	SFO	DUMBA
Descent Angle	3.13°	50°	55°	67°	78°	89°		←	on 115.8	
MAP at JEVEB/D0.8 SFO or FULLR to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50		LT	R-101	

TERPS STRAIGHT-IN LANDING RWY 19L

MDA(H) 460' (449')		ALS out	
A	RVR 40 or 3/4	RVR 55 or 1	
B			
C	RVR 55 or 1	1 3/8	
D			

TERPS AMEND 11 18 SEP 2014

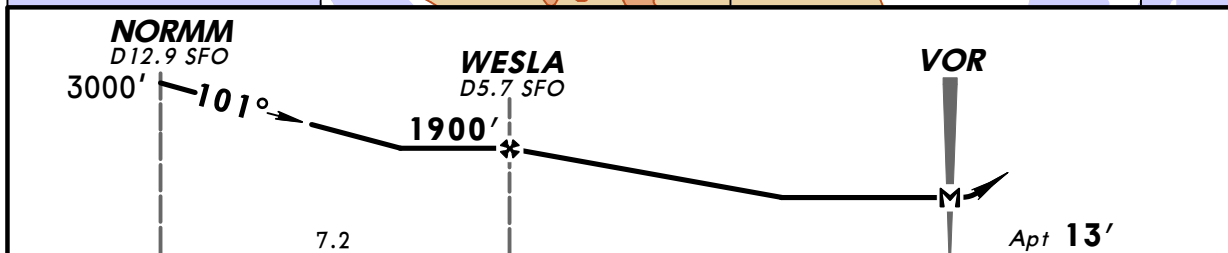
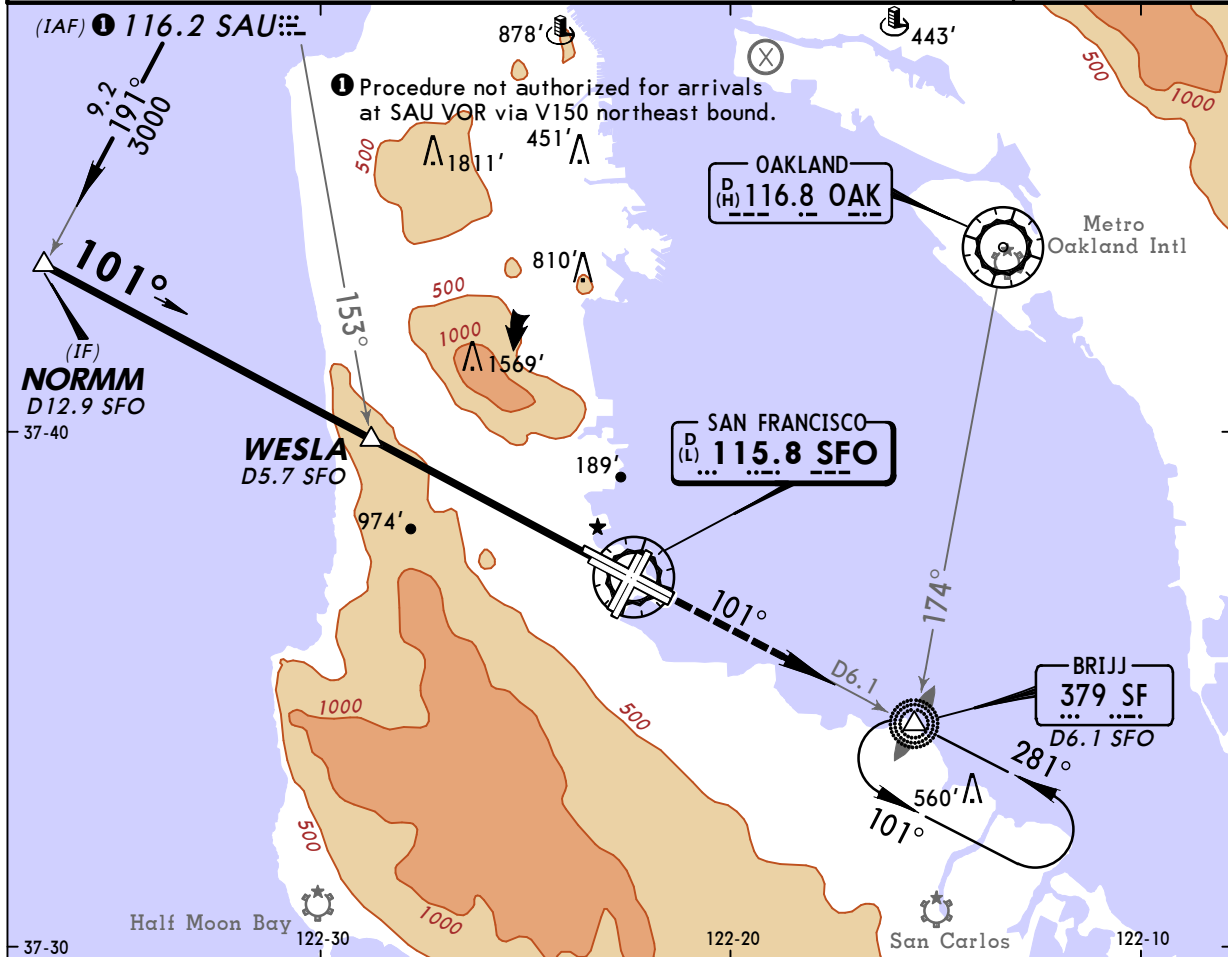
KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
ep VOR-B

12 SEP 14 (13-2) Eff 18 Sep

BRIEFING STRIP™

D-ATIS 113.7 115.8		NORCAL Approach (R) 118.85 135.45		SAN FRANCISCO Tower 134.5 120.5		Ground 121.8	
VOR SFO 115.8		Final Apch Crs 101°		Minimum Alt WESLA 1900' (1887')		MDA(H) Refer to minimums	
				Apt Elev 13'			
MISSED APCH: Climb to 2100' on SFO VOR R-101 to BRIJJ INT/ SFO D6.1 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Helicopter visibility reduction below 1 SM not authorized.							
MSA SFO VOR							

[illegible]

TERPS

CIRCLE-TO-LAND

Not authorized to Rwys 19L, 19R, 28L and 28R.
Circling to Rwys 01L and 01R not authorized at night.

	Max Kts.	$MDA(H)$
A	90	$1240' (1227') - 1\frac{1}{4}$
B	120	$1240' (1227') - 1\frac{1}{2}$
C	140	$1560' (1547') - 3$
D		NA

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
25 OCT 13 (19-1)

SAN FRANCISCO, CALIF
TIPP TOE VISUAL Rwy 28L/R

BRIEFING STRIP

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
NAVAIDS- Refer to Planview	Final Apch Crs Rwy 28L/R 284°	No FAF	Refer to Minimums	Apt Elev 13'	 MSA SFO VOR
No Missed Approach procedure					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. RADAR required. 2. CAUTION: Aircraft operating within 500 ft to parallel runway - possible wake turbulence. 3. Vertical Guidance Navaid and Angle: LOC ISFO (GS 2.85°).					



TIPP TOE VISUAL APPROACH RWY 28L/R

When visual approaches to Runways 28L/R are in progress, arriving aircraft may be vectored into a position for a straight-in visual approach to Runways 28L/R via the ISFO localizer.

Aircraft should cross the OAK VOR R-151/D16.1 (Menlo Int) at or above 5000' and the San Mateo Bridge at or above 1800'.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28R utilizing the SFO VOR R-095.

In the event of a go-around on Runway 28L, turn left heading 265°, or on Runway 28R, turn right heading 310°, climb and maintain 3000', or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling **2100'** - VIS **5**
OR

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°)
and San Mateo AWOS Ceiling 2400' - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS inop, use San Carlos (KSQL) ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 1 22 AUG 2013

KSFO/SFO

SAN FRANCISCO INTL

25 OCT 13

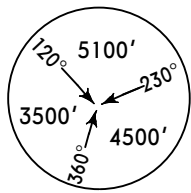
(19-2)

QUIET BRIDGE VISUAL RwyS 28L/R

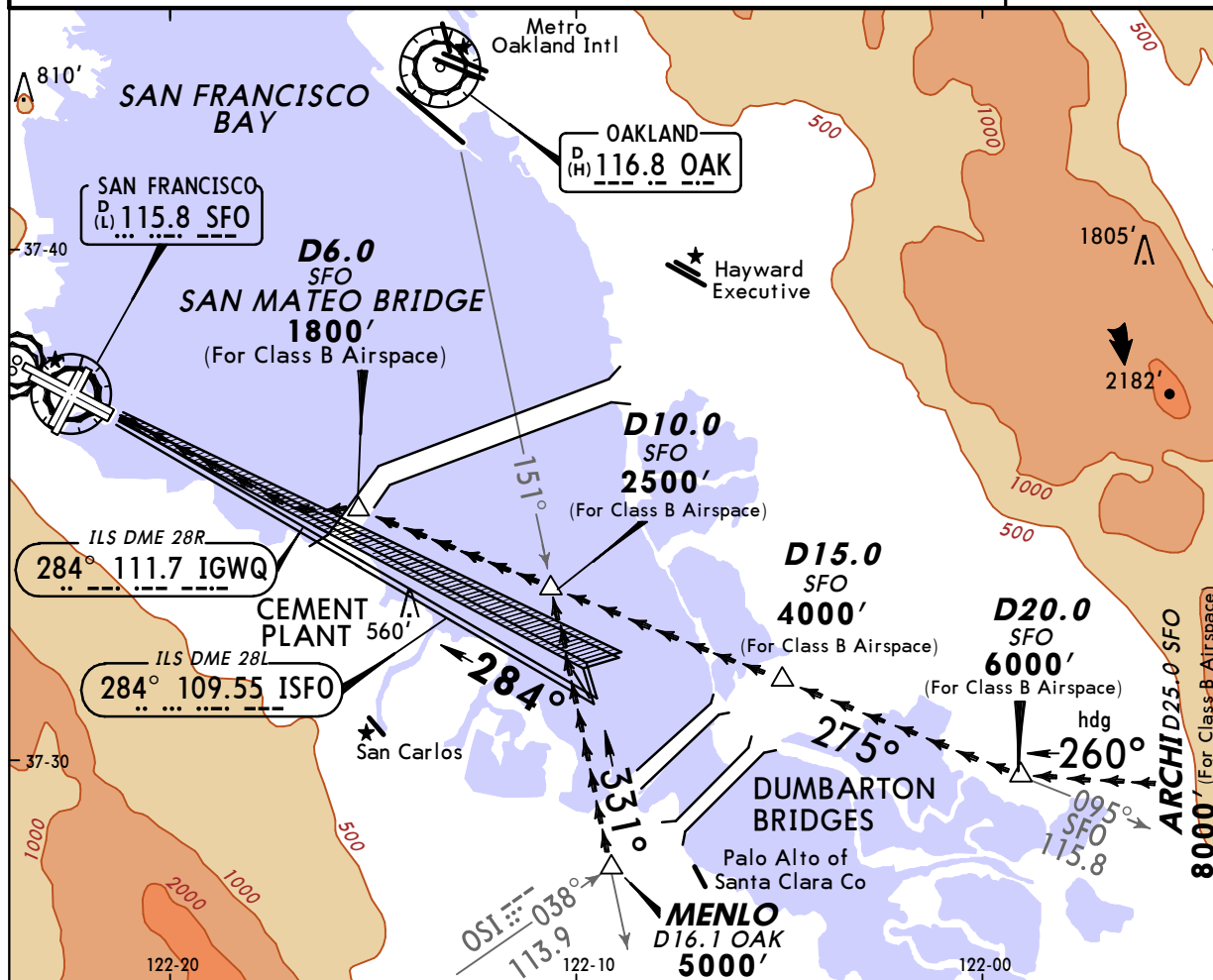
SAN FRANCISCO, CALIF

BRIEFING STRIP

D-ATIS 113.7 115.8		118.85 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
NAVAIDS- Refer to Planview		Final Apch Crs Rwy 28L/R 284°		No FAF		Refer to Minimums		Apt Elev 13'	
No Missed Approach procedure									
Alt Set: INCHES				Trans level: FL 180			Trans alt: 18000'		
1. RADAR required. 2. CAUTION: Aircraft operating within 500 ft to parallel runway - possible wake turbulence. 3. Vertical Guidance Navaid and Angle: LOC IGWQ (GS 3.00°).									



MSA SFO VOR



QUIET BRIDGE VISUAL APPROACH RWYS 28L/R

When visual approaches to Runways 28L/R are in progress, arriving aircraft may be vectored into a position for a straight-in visual approach to Runways 28L/R via the SFO VOR R-095.

Aircraft should remain on the SFO VOR R-095 until passing the San Mateo Bridge.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28L utilizing I-SFO.
In the event of a go-around on Runway 28L, turn left heading 265°, or on Runway 28R, turn right heading 310°, climb and maintain 3000', or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling **2100'** - VIS **5**
OR

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°) and San Mateo AWOS Ceiling 2400' - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS inop, use San Carlos (KSQL) ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 9 22 AUG 2013



6 AUG 10

(10-1B)

HONOLULU, HAWAII

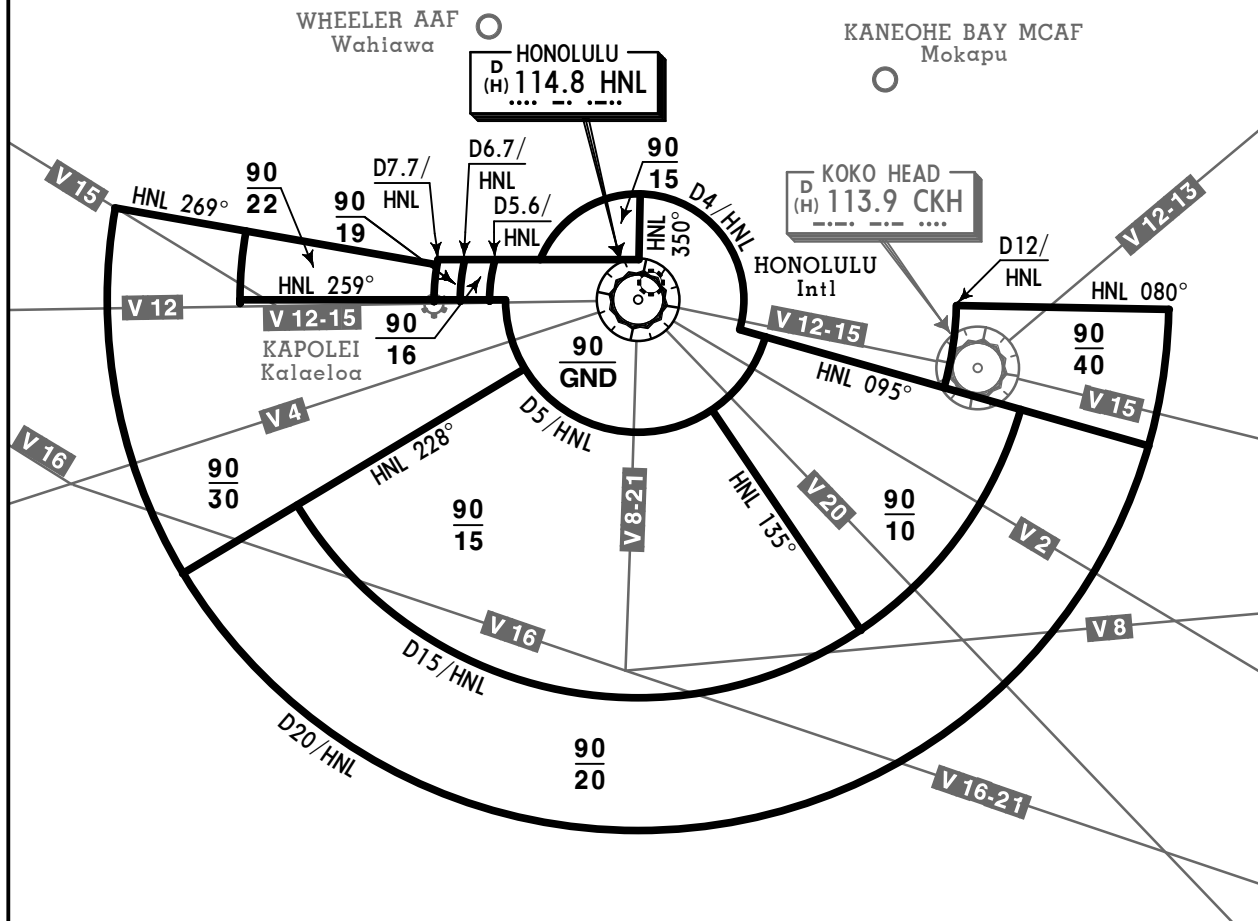
HONOLULU CLASS B AIRSPACE

CLASS B VFR COMMUNICATIONS

Arrival **Honolulu App** 119.1

N and W Departure **Honolulu Dep** 119.1

E Departure **Honolulu Dep** 124.8



FOR OPERATING RULES AND PILOTS AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights- Aircraft operating within the Honolulu Class B airspace shall be operated in accordance with current IFR procedures. A clearance for a visual approach is not authorization for an aircraft to operate below the designated floors of the Class B airspace.

VFR Flights-

- a. Arriving aircraft, or aircraft desiring to transit the Class B airspace should contact Honolulu Approach control on the frequency depicted for the sector of flight with reference to the geographic center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- b. Aircraft departing the primary airport are requested to advise the Honolulu clearance delivery of their position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class B airspace.
- c. Aircraft desiring to transit the Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

PHNL/HNL
HONOLULU INTL

JEPPESSEN

20 JUL 12

10-2

Eff 26 Jul

HONOLULU, HAWAII

STAR

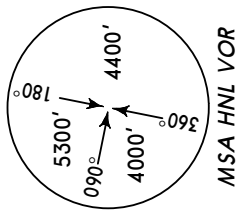
ATIS
127.9

Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'

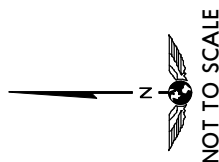
1. DME required.

2. RNAV equipped aircraft only for DANNO and THOMA Transitions.



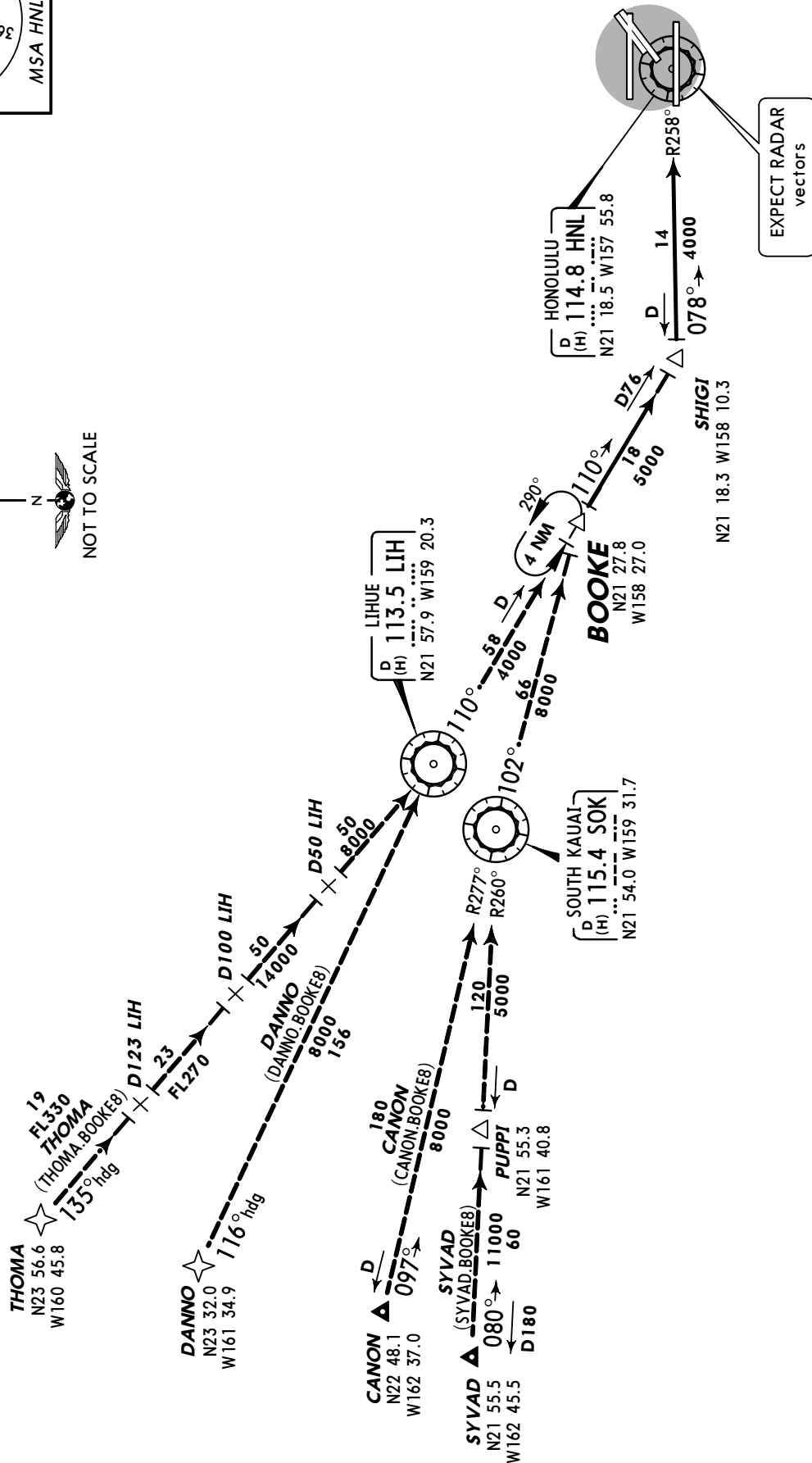
MSA HNL VOR

BOOKE EIGHT ARRIVAL (BOOKE.BOOKE8)



ROUTING

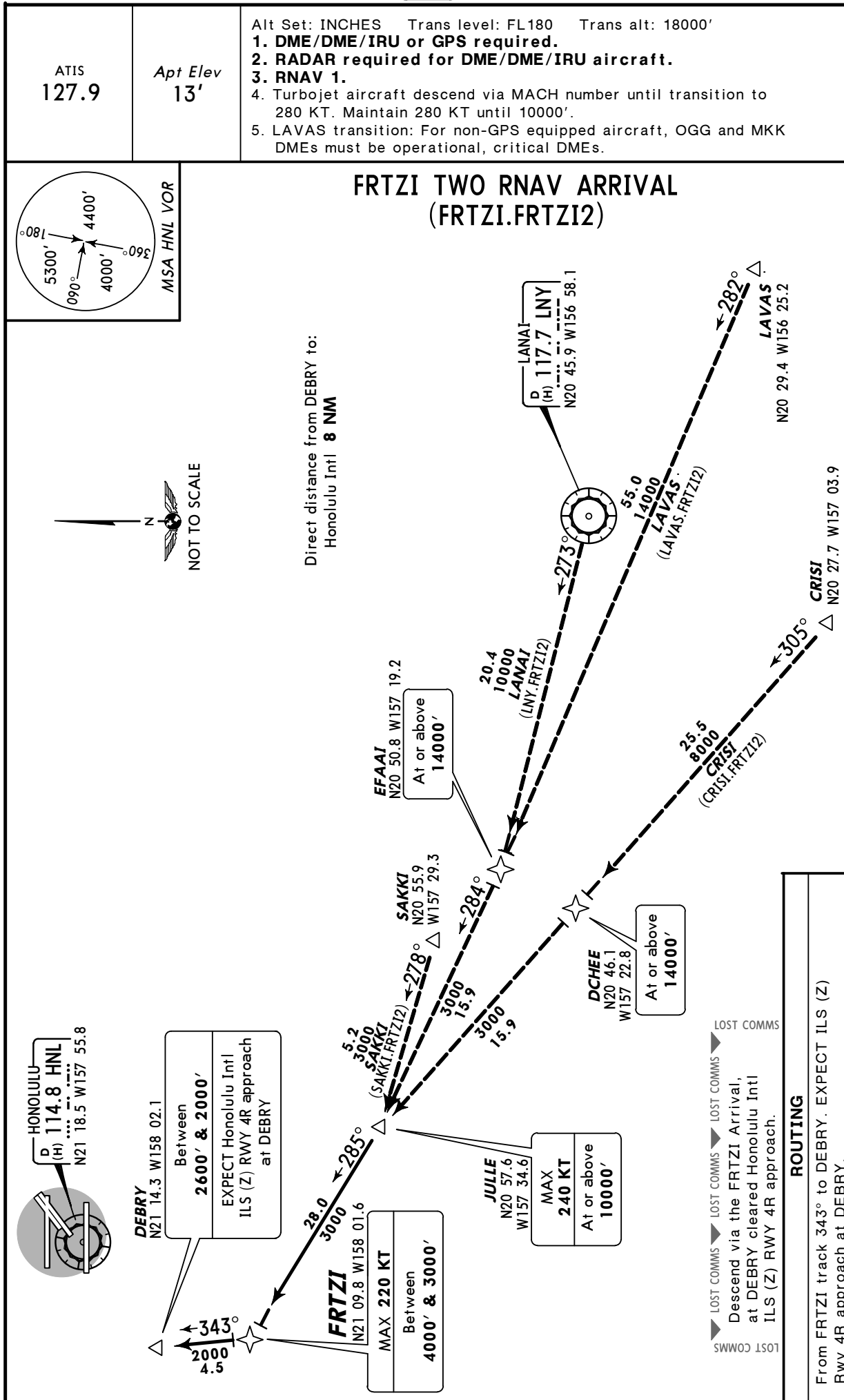
From over BOOKE via LIH R-110 to intercept HNL R-258 to HNL. EXPECT RADAR vectors.



PHNL/HNL
HONOLULU INTL

JEPPesen
20 JUL 12 **10-2A** Eff 26 Jul

HONOLULU, HAWAII
RNAV STAR



ROUTING
From FRTZI track 343° to DEBRY. EXPECT ILS (Z)
Rwy 4R approach at DEBRY.

From FRTZI track 343° to DEBRY. EXPECT ILS (Z)
Rwy 4R approach at DEBRY.

PHNL/HNL
HONOLULU INTL

JEPPESEN

14 OCT 11 10-2B Eff 20 Oct

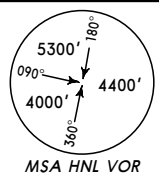
HONOLULU,
HAWAII
RNAV STAR

ATIS
127.9

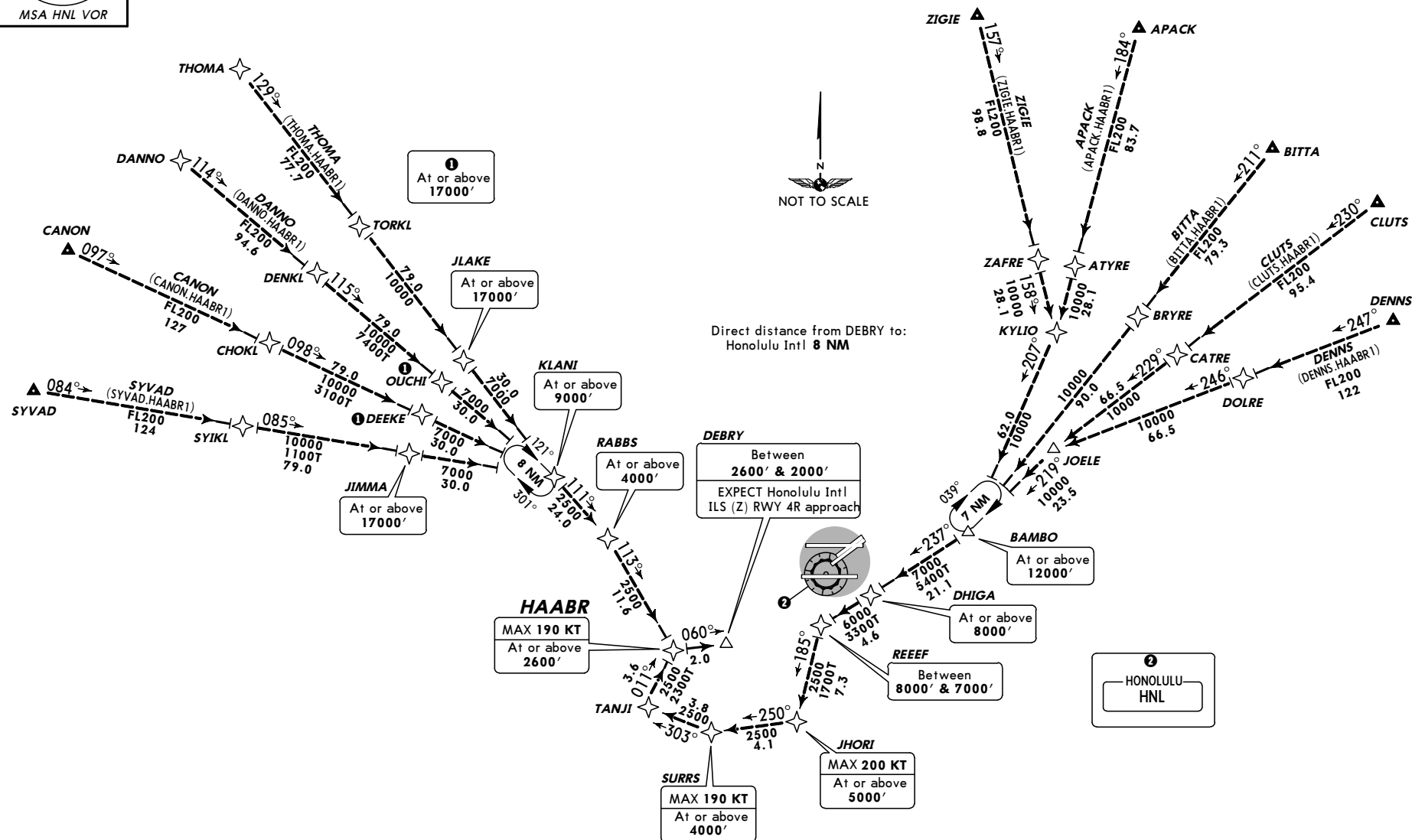
Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Turbojet aircraft descend via mach number until transition to
280 KT. Maintain 280 KT until 10000'.

2. GPS required.
3. RADAR required.
4. RNAV 1.



HAABR ONE RNAV ARRIVAL (HAABR.HAABR1)



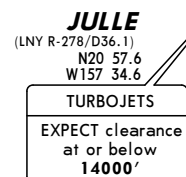
ROUTING

From HAABR as depicted to DEBRY. At DEBRY EXPECT Honolulu Intl
ILS (Z) RWY 4R approach.

LOST COMMS
Descend via the HAABR arrival, at DEBRY cleared
Honolulu Intl ILS (Z) RWY 4R approach.

HONOLULU, HAWAII
Oct 10 1994 STAR

1. RADAR required.
2. DME required for CHAIN transition.



At ALANA proceed with the VOR Rwy 4R approach.

LOST



UPOLU POINT
D
(H) 112.3 UPP
N20 12.0, W155 50.6



KAMUELA
D (H) 113.3 MUE
N19 59.9 W155 40.2

$\overline{\text{D}}_{\text{(H)}}^{\text{KOA}}$ 112.1 KOA
 N19 43.0 W156 02.7

CHANGES: Chart reindexed.

PHNL/HNL
HONOLULU INTL

JEPPesen
14 OCT 11 **(10-2D)** **Eff 20 Oct**

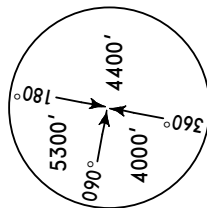
HONOLULU, HAWAII

RNAV STAR

ATIS
127.9

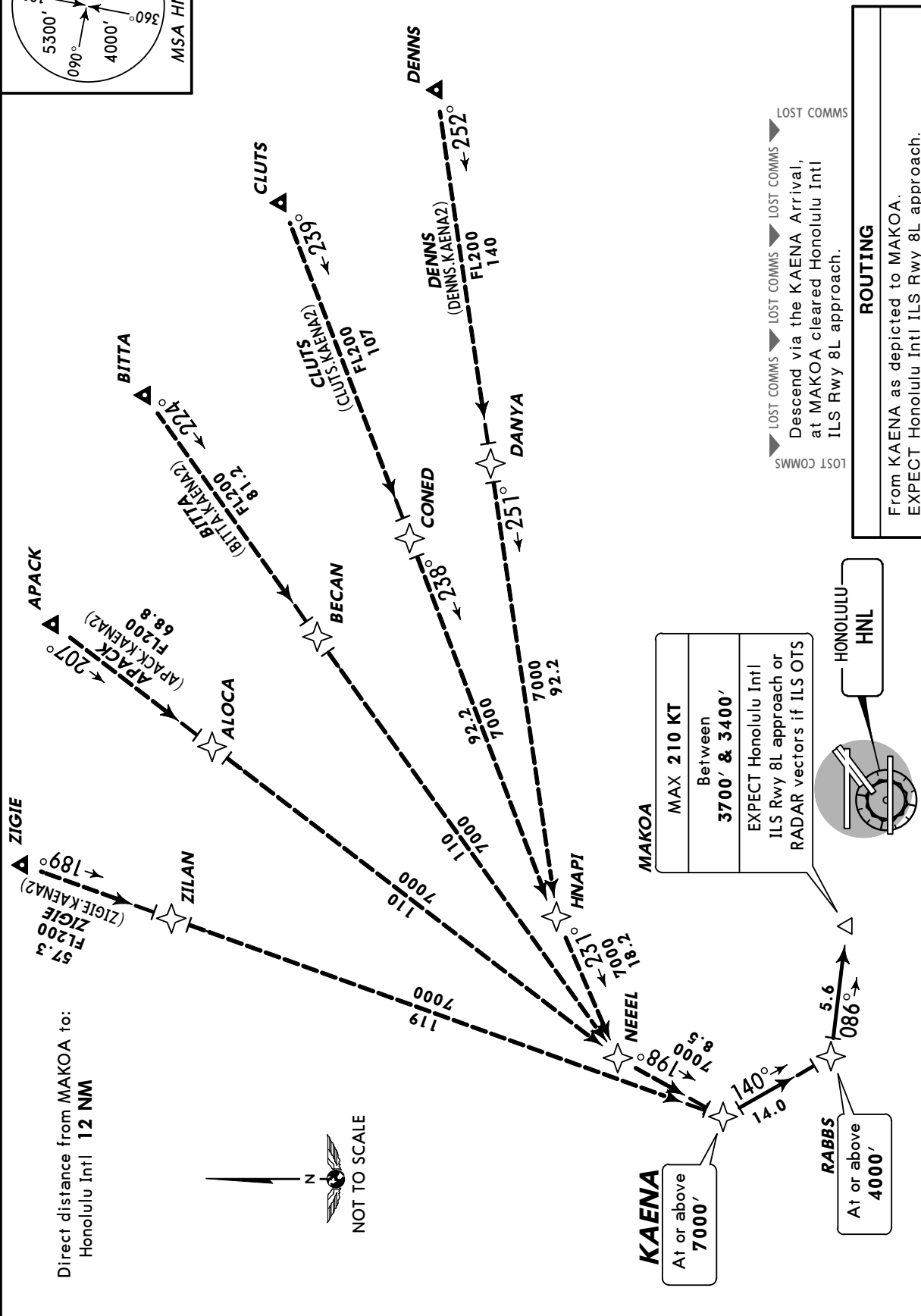
Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. GPS required.
2. RADAR required.
3. RNAV 1.
 4. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000'.



MSA HNL VOR

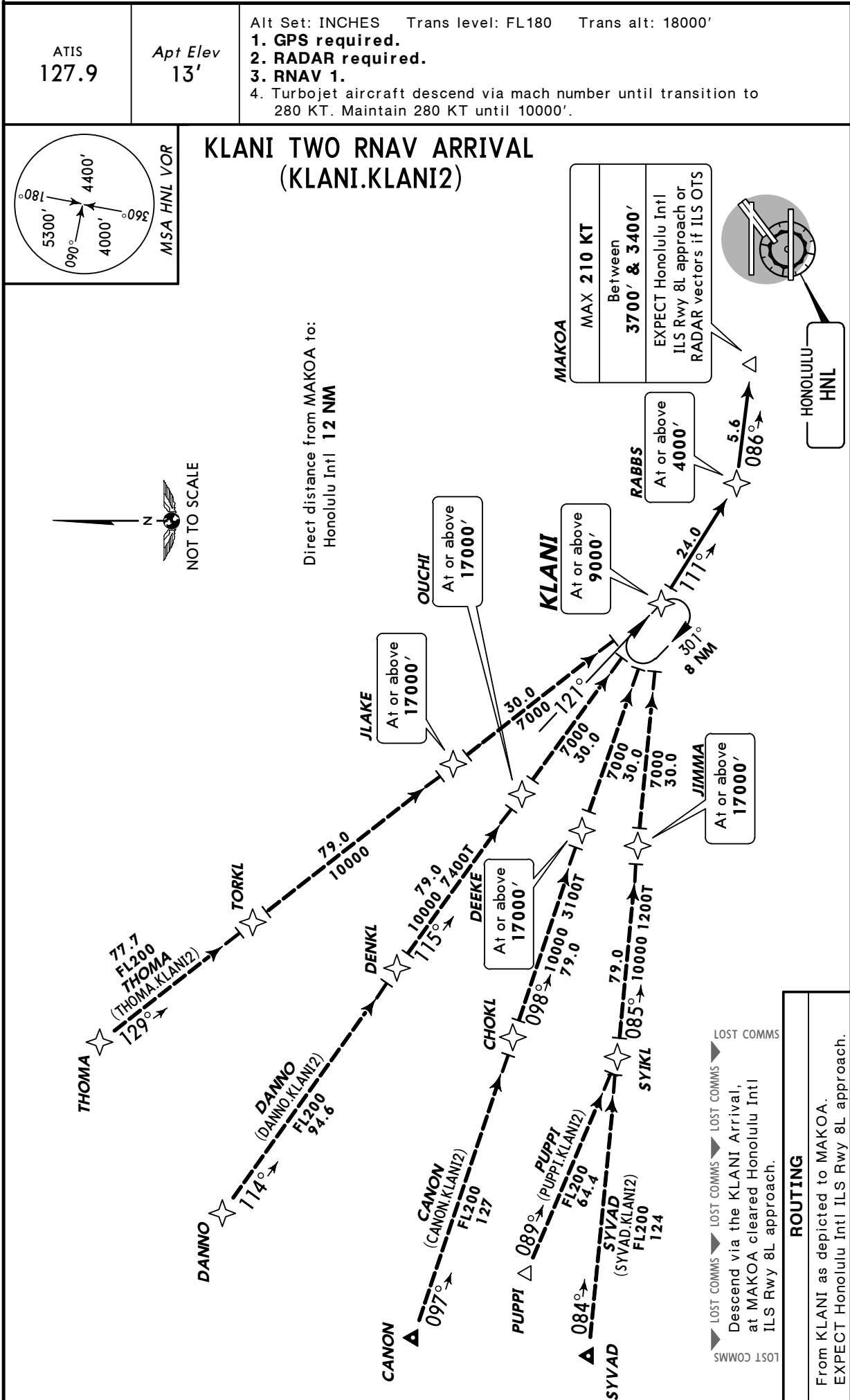
KAENA TWO RNAV ARRIVAL **(KAENA.KAENA2)**



PHNL/HNL
HONOLULU INTL

JEPPesen
14 OCT 11 **10-2E** Eff 20 Oct

HONOLULU, HAWAII
RNAV STAR



PHNL/HNL
HONOLULU INTL

JEPPesen

14 OCT 11

10-2F

Eff 20 Oct

HONOLULU, HAWAII

STAR

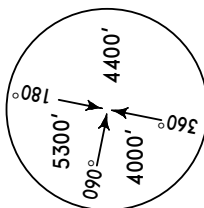
ATIS
127.9

Apt Elev
13'

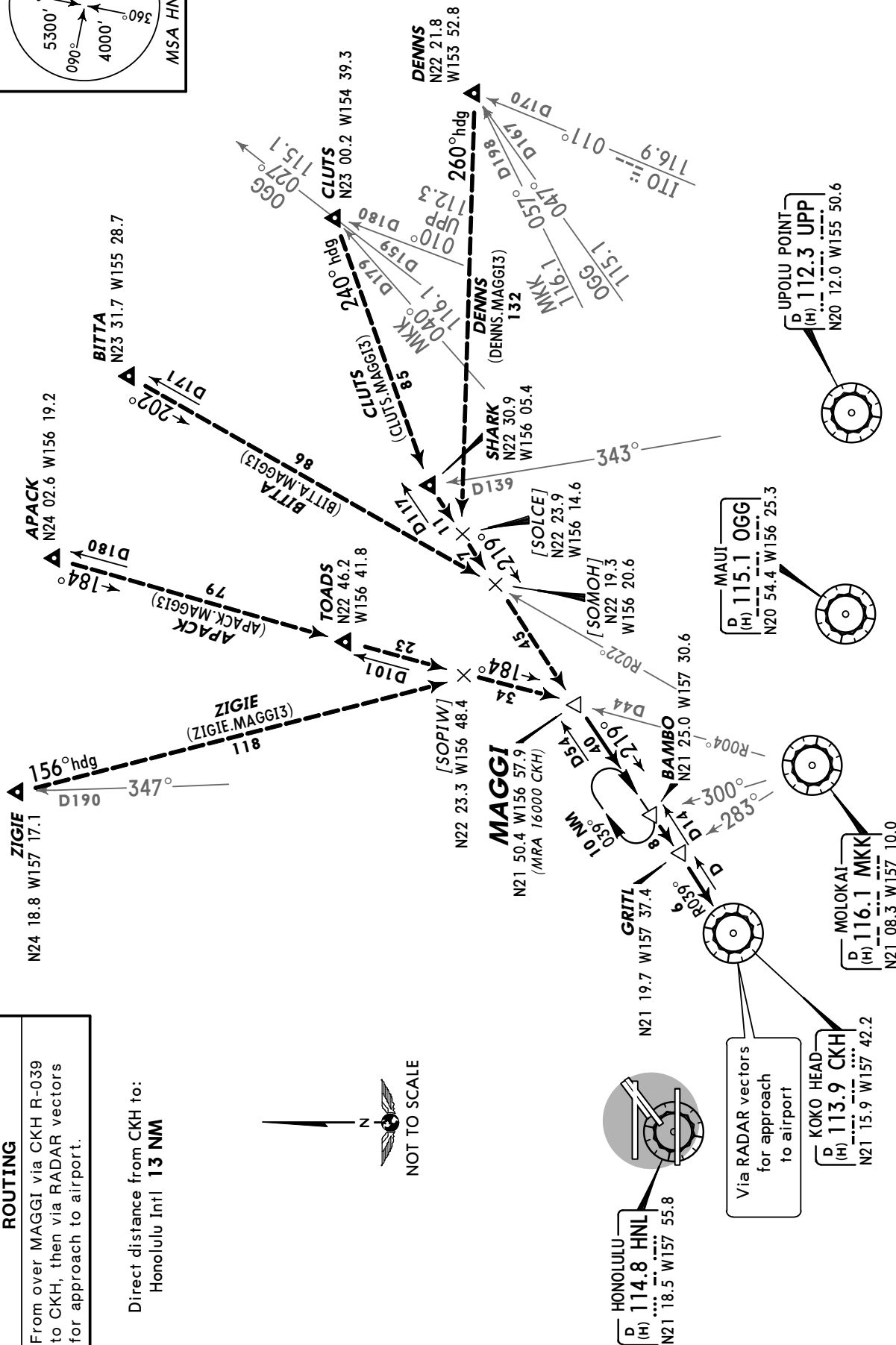
Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'



MAGGI THREE ARRIVAL (MAGGI.MAGGI3)



PHNL/HNL
HONOLULU INTL

JEPPESEN

14 OCT 11

10-2G

Eff 20 Oct

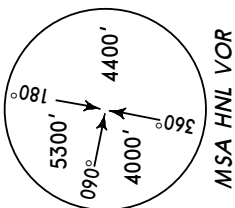
HONOLULU, HAWAII

STAR

ATIS
127.9

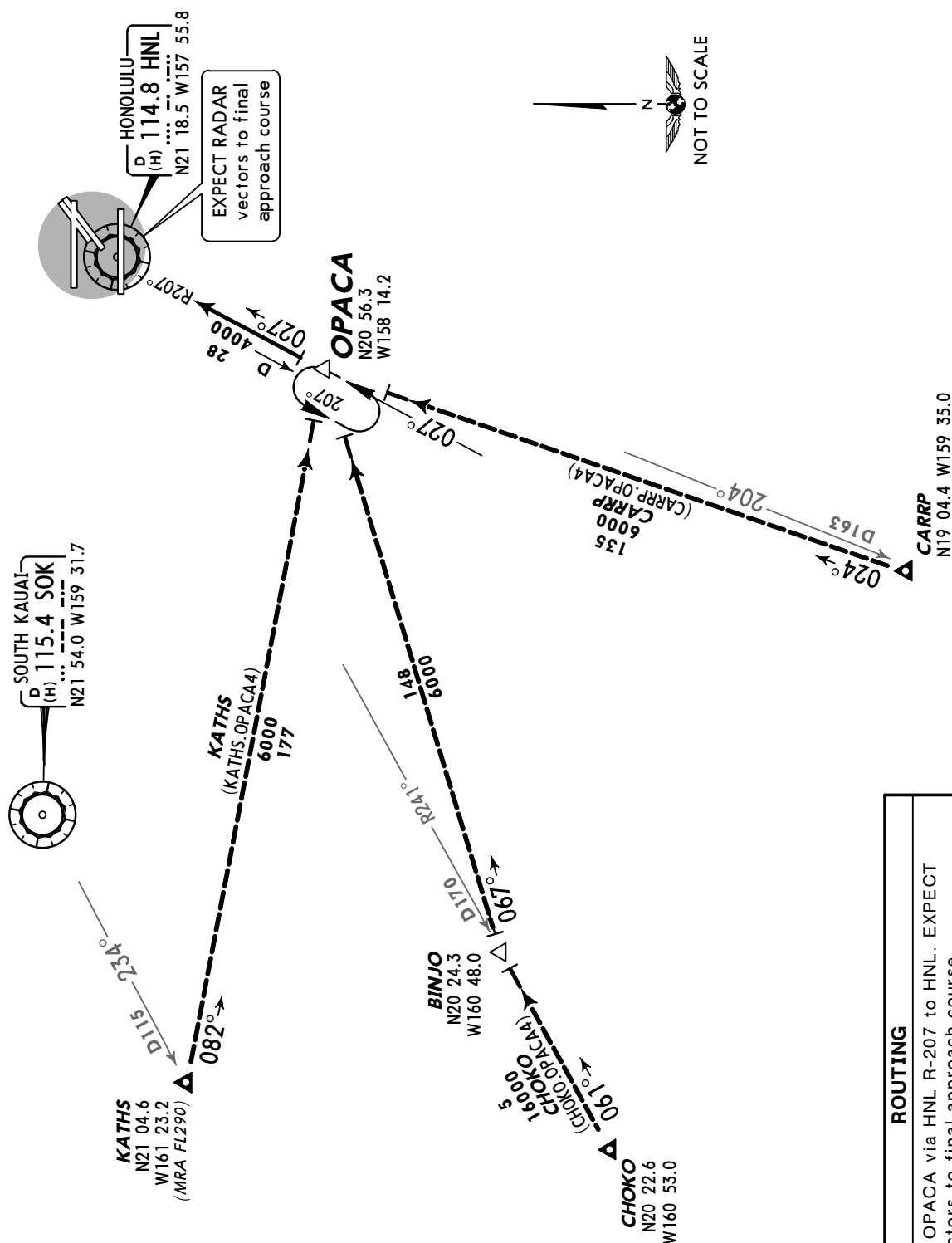
Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
RNAV equipped aircraft only.



MSA HNL VOR

OPACA FOUR ARRIVAL (OPACA.OPACA4)



ROUTING

From over OPACA via HNL R-207 to HNL. EXPECT
RADAR vectors to final approach course.

PHNL/HNL
HONOLULU INTL

JEPPesen

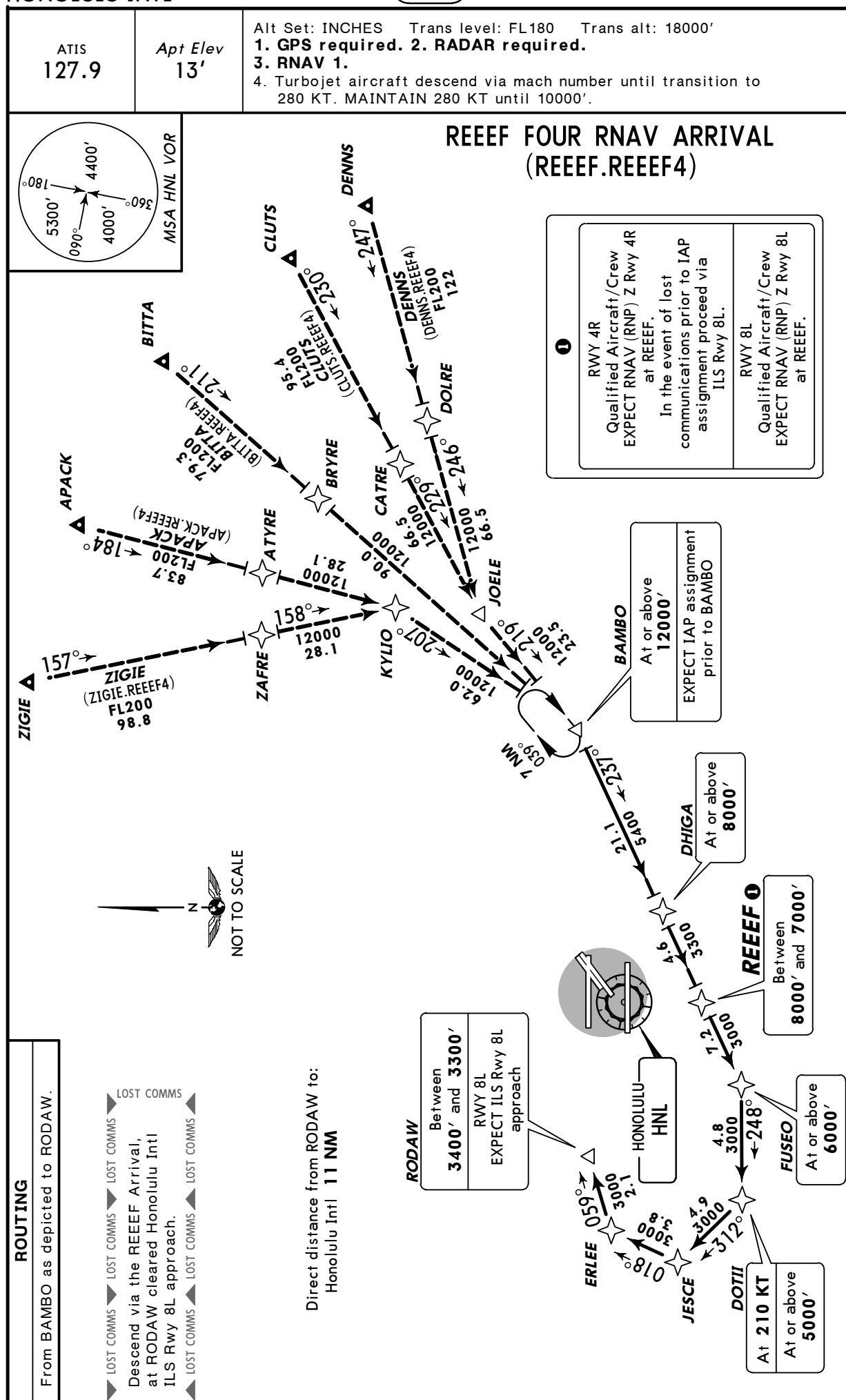
30 MAR 12

10-2H

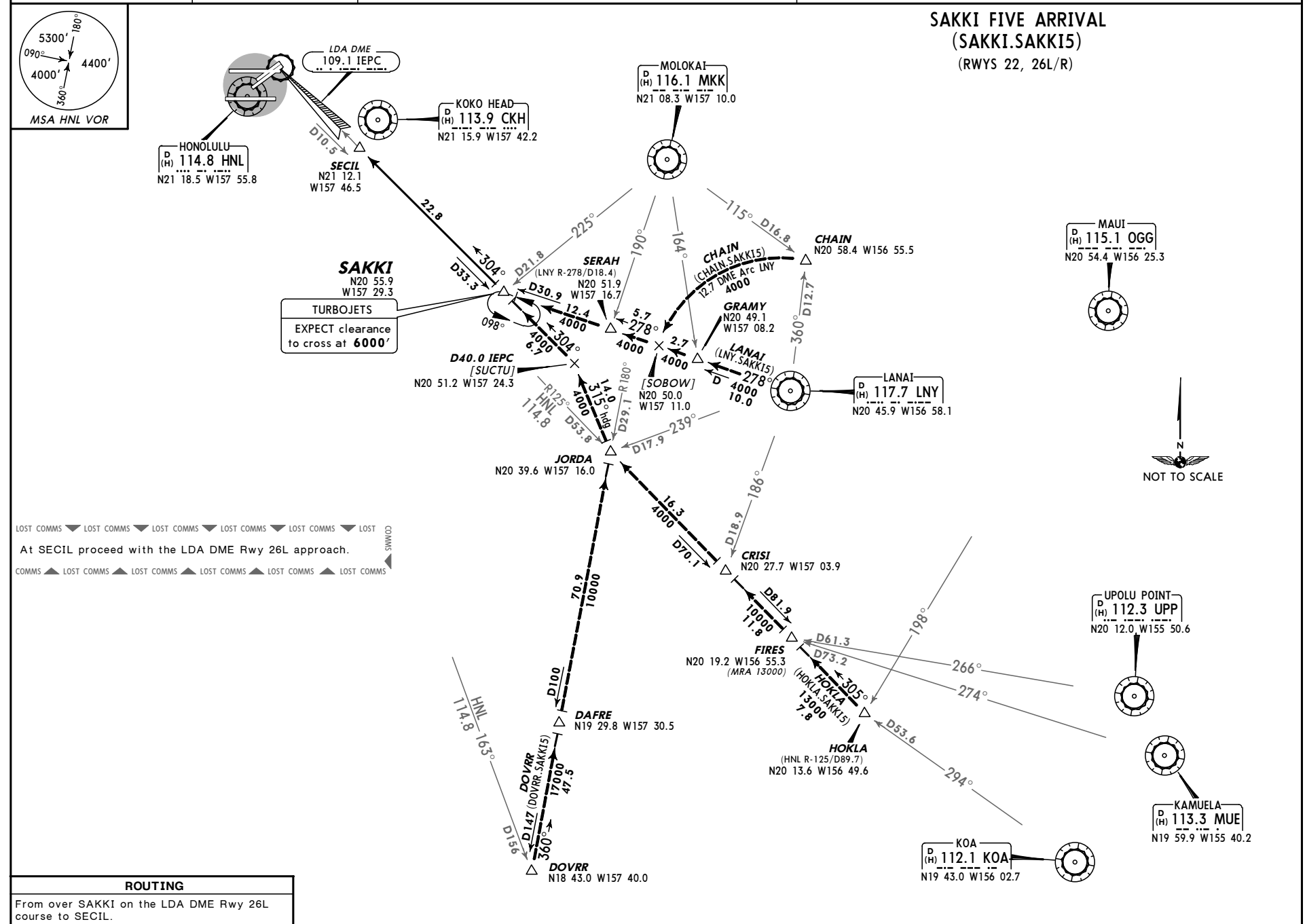
Eff 5 Apr

HONOLULU, HAWAII

RNAV STAR



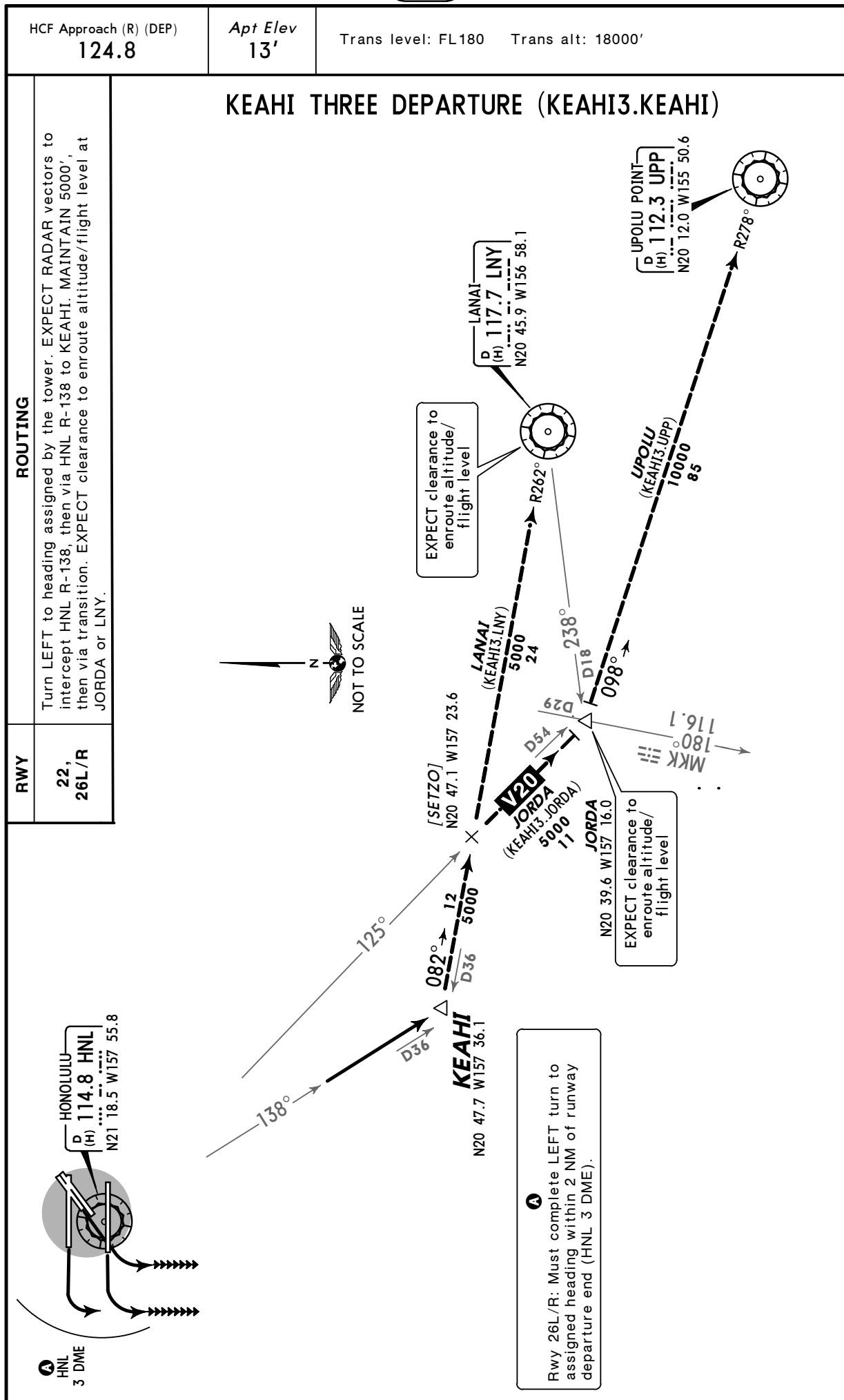
HONOLULU, HAWAII



PHNL/HNL
HONOLULU INTL

JEPPESSEN
20 JUN 14 **10-3**

HONOLULU, HAWAII
SID



PHNL/HNL
HONOLULU INTL

JEPPESEN

31 JAN 14

10-3-0

Eff 6 Feb

HONOLULU, HAWAII

DP

HCF Approach (R) (DEP)

West

118.3

East

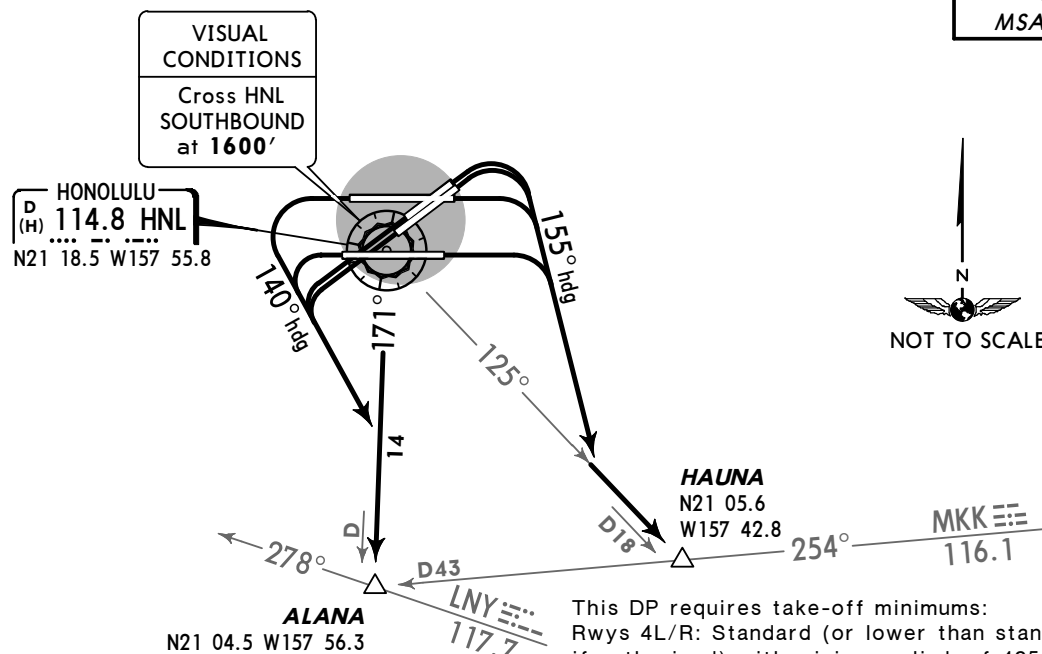
124.8

Apt Elev

13'

Trans level: FL180

Trans alt: 18000'

OBSTACLE**HONOLULU ONE DEPARTURE (HNL1.HNL)****OBSTACLES**

Rwy 4L: Multiple lights beginning 630' from DER, 236' LEFT of centerline, 102' RIGHT of centerline, up to 84' AGL/92' MSL. Light on building 669' from DER, 394' LEFT of centerline, 29' AGL/37' MSL. Stack on building 2488' from DER, 219' RIGHT of centerline 72' AGL/80' MSL. Multiple trees beginning 1253' from DER, 209' LEFT of centerline, 935' RIGHT of centerline, up to 64' AGL/72' MSL. Bush 450' from DER, 234' LEFT of centerline, 14' AGL/22' MSL.

Rwy 4R: Stack on building, 2442' from DER, 283' LEFT of centerline, 72' AGL/80' MSL. Multiple trees beginning 1206' from DER, 711' LEFT of centerline, 433' RIGHT of centerline, up to 64' AGL/72' MSL. Multiple lights beginning 1072' from DER, 399' LEFT of centerline, 504' RIGHT of centerline, up to 36' AGL/44' MSL. Pole 2110' from DER, 951' LEFT of centerline, 59' AGL/67' MSL.

Rwy 22L: Multiple bushes beginning 265' from DER, 396' RIGHT of centerline, up to 17' AGL/31' MSL. Tree 1065' from DER, 499' RIGHT of centerline, 30' AGL/38' MSL.

Rwy 22R: Rod on obstacle light ASR 1451' from DER, 827' RIGHT of centerline, 76' AGL/84' MSL. Tree 853' from DER, 308' RIGHT of centerline, 43' AGL/51' MSL.

Rwy 26L: Ship 6683' from DER, on centerline, 208' AGL/208' MSL.

This DP requires take-off minimums:

Rwys 4L/R: Standard (or lower than standard, if authorized) with minimum climb of 425' per NM to 1900', do not exceed 180 KT until SOUTHEAST bound on 155° heading, or 1700-2 1/2 for climb in visual conditions.

Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 310' per NM to 1000', or 1700-2 1/2 for climb in visual conditions.

Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 270' per NM to 1000', or 1700-2 1/2 for climb in visual conditions.

Rwys 22L/R, 26R: Standard (or lower than standard, if authorized).

Rwy 26L: Standard (or lower than standard, if authorized) with minimum climb of 237' per NM to 300', or 1700-2 1/2 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	593	790	988	1185
270' per NM	338	450	675	900	1125	1350
310' per NM	388	517	775	1033	1292	1550
425' per NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R, 8L/R	Climbing RIGHT turn to 3000' via heading 155° to intercept HNL R-125 to HAUNA before proceeding on course. OR, For climb in visual conditions cross HNL SOUTHBOUND at 1600', continue climb to 3000' via HNL R-171 to ALANA before proceeding on course.
22L/R, 26L/R	Climbing LEFT turn to 3000' via heading 140° to intercept HNL R-171 to ALANA before proceeding on course. OR, For climb in visual conditions cross HNL SOUTHBOUND at 1600', continue climb to 3000' via HNL R-171 to ALANA before proceeding on course.

PHNL/HNL
HONOLULU INTL

JEPPesen
20 JUN 14 **(10-3A)**

HONOLULU, HAWAII

SID

HCF Approach (R) (Dep)
118.3

Apt Elev
13'

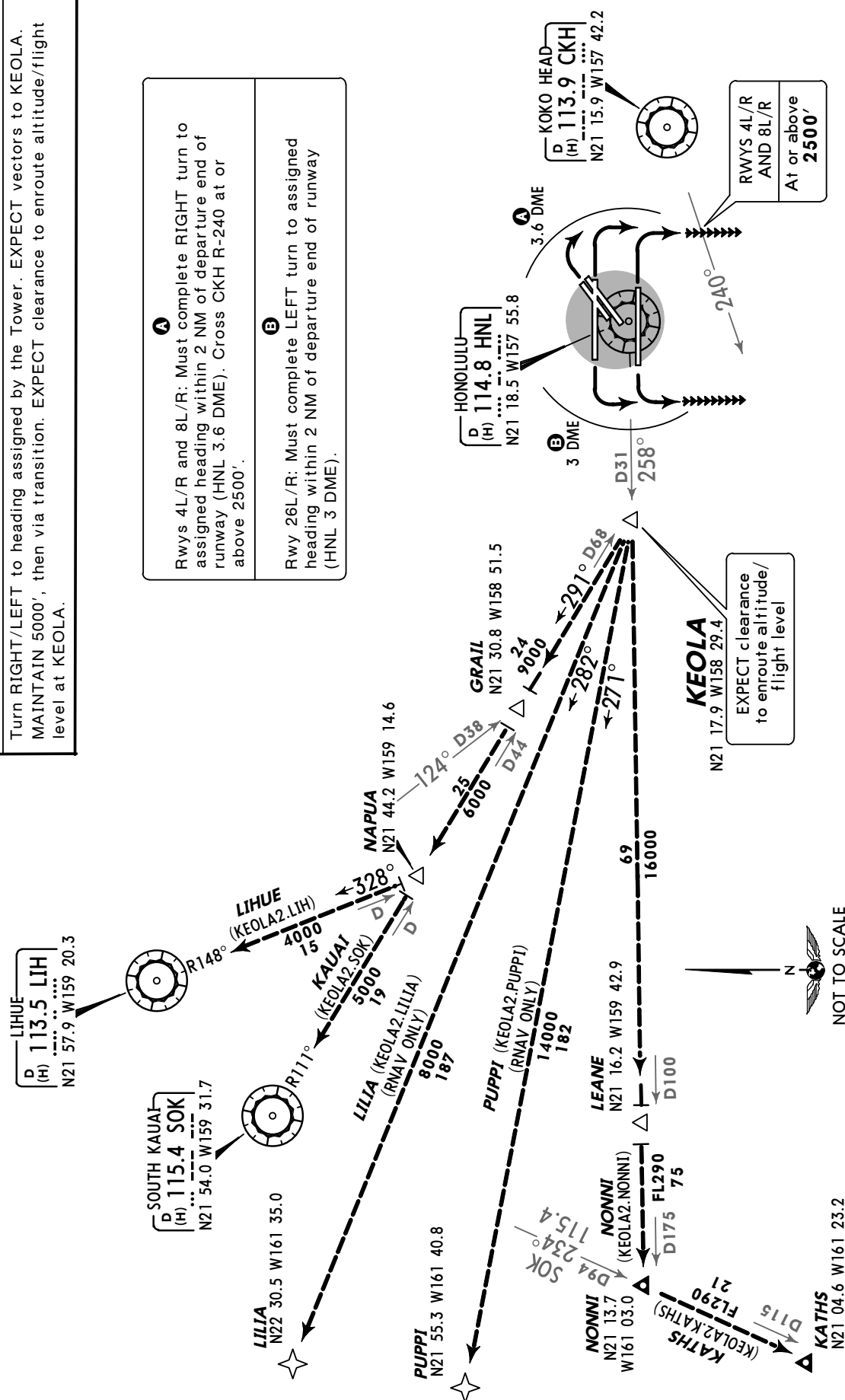
Trans level: FL180 Trans alt: 18000'

ROUTING

Turn RIGHT/LEFT to heading assigned by the Tower. EXPECT vectors to KEOLA. MAINTAIN 5000', then via transition. EXPECT clearance to enroute altitude/flight level at KEOLA.

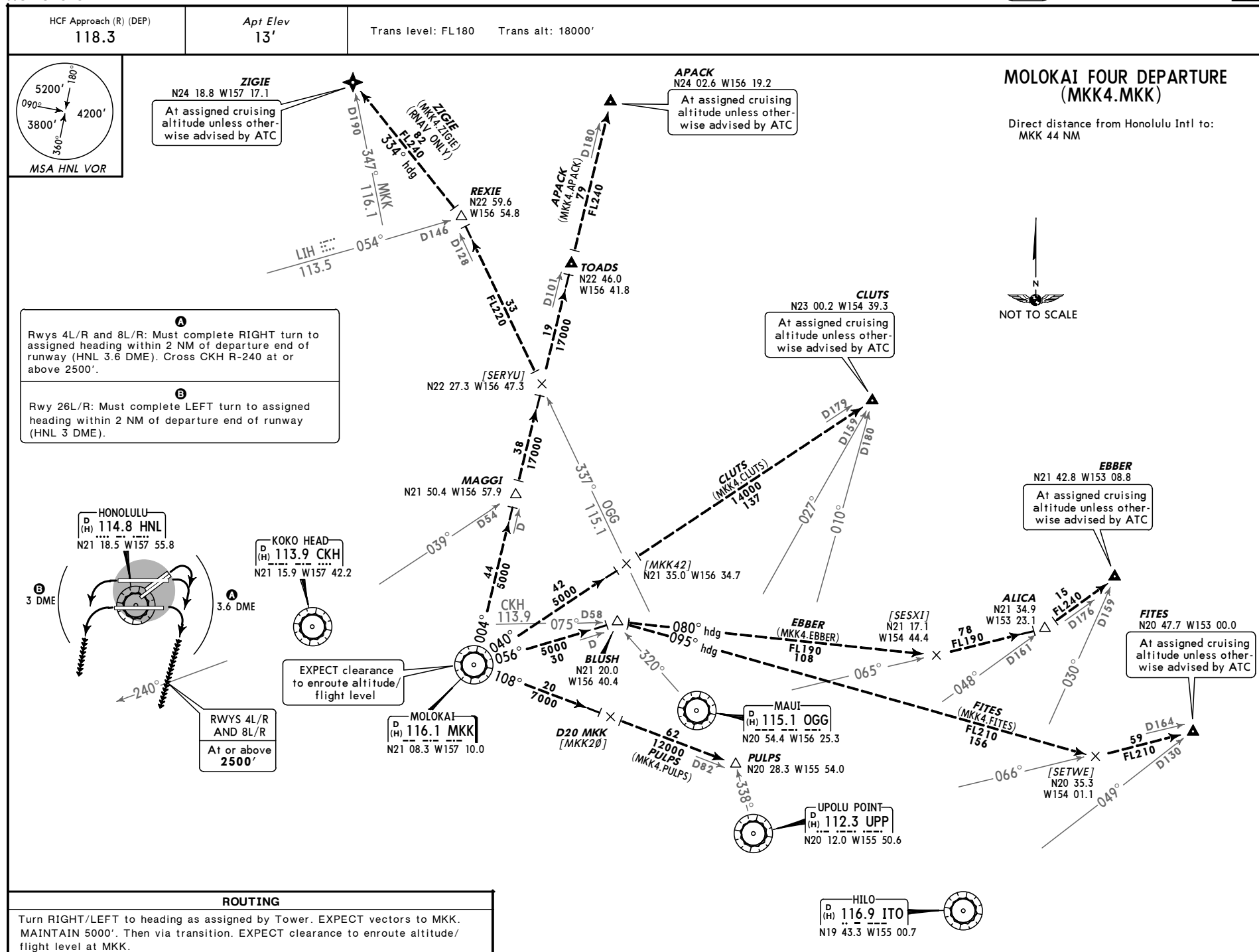
KEOLA TWO DEPARTURE (KEOLA2.KEOLA)

- | | |
|----------|---|
| A | Rwys 4L/R and 8L/R: Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway (HNL 3.6 DME). Cross CKH R-240 at or above 2500'. |
| B | Rwy 26L/R: Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (HNL 3 DME). |



PHNL/HNL
HONOLULU INTL

JEPPesen HONOLULU, HAWAII
10-3B 20 JUN 14
SID



PHNL/HNL
HONOLULU INTL

JEPPesen
20 JUN 14 10-3C

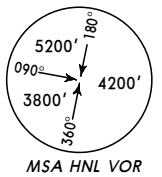
HONOLULU, HAWAII

SID

HCf Approach (R) (DEP)
118.3

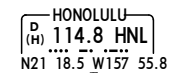
Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

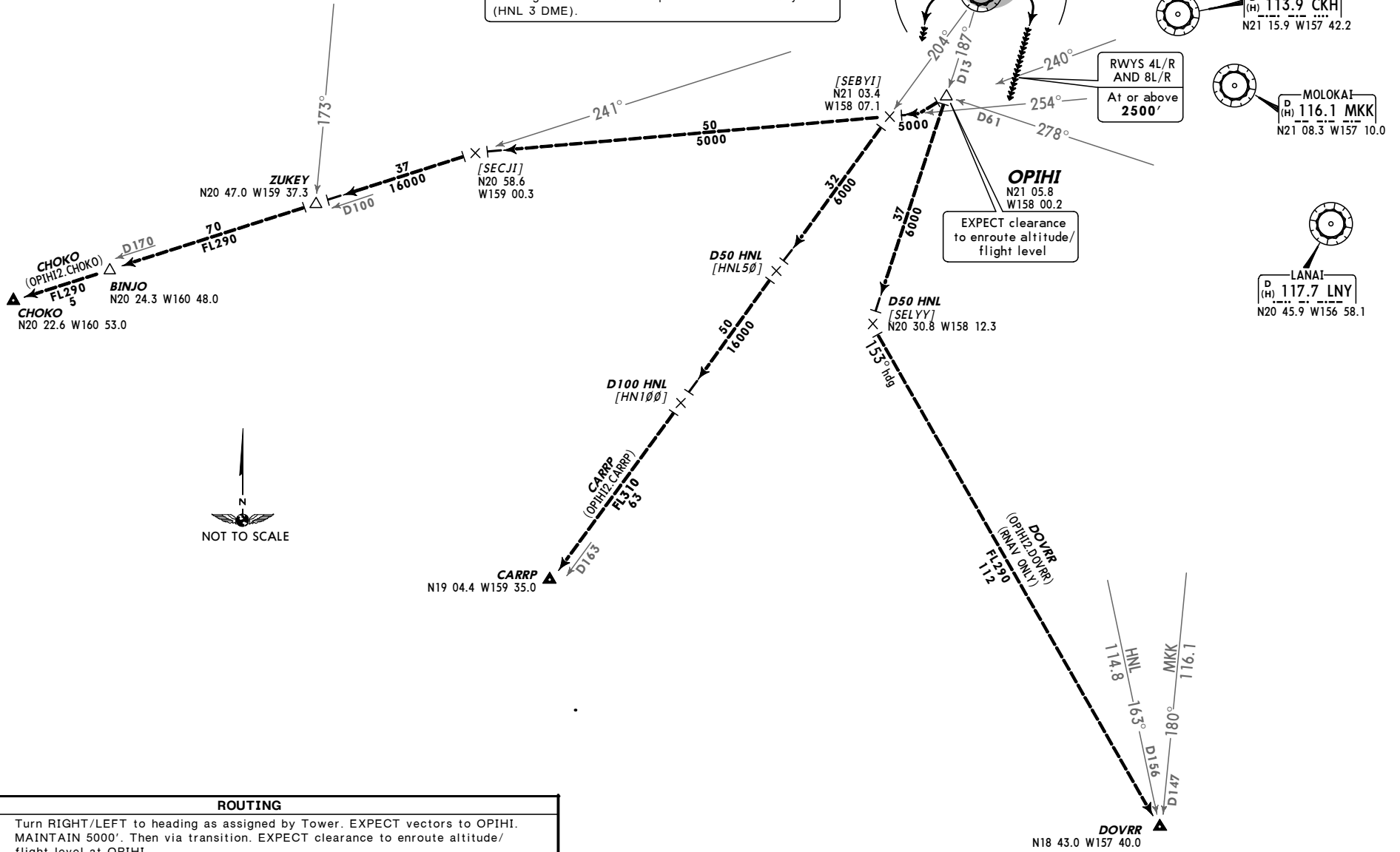
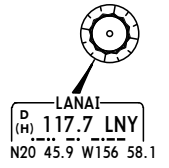
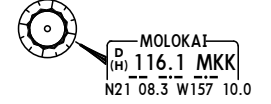
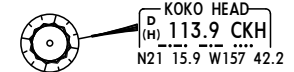


A
Rwys 4L/R and 8L/R: Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway (HNL 3.6 DME). Cross CKH R-240 at or above 2500'.

B
Rwy 26L/R: Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (HNL 3 DME).



OPIHI TWO DEPARTURE
(OPIHI2.OPIHI)



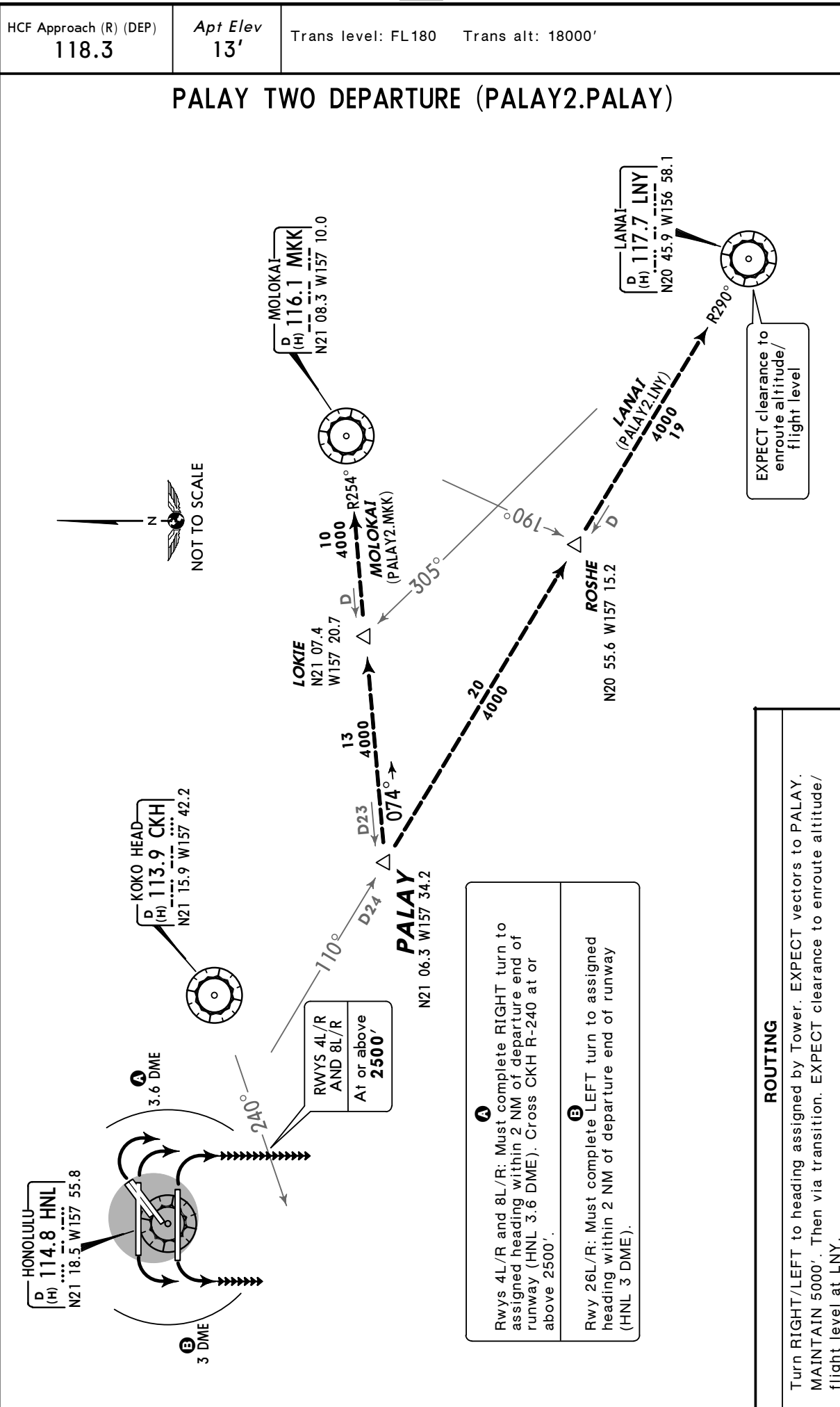
ROUTING

Turn RIGHT/LEFT to heading as assigned by Tower. EXPECT vectors to OPIHI. MAINTAIN 5000'. Then via transition. EXPECT clearance to enroute altitude/flight level at OPIHI.

PHNL/HNL
HONOLULU INTL

JEPPESSEN
 20 JUN 14 **10-3D**

HONOLULU, HAWAII
SID



PHNL/HNL

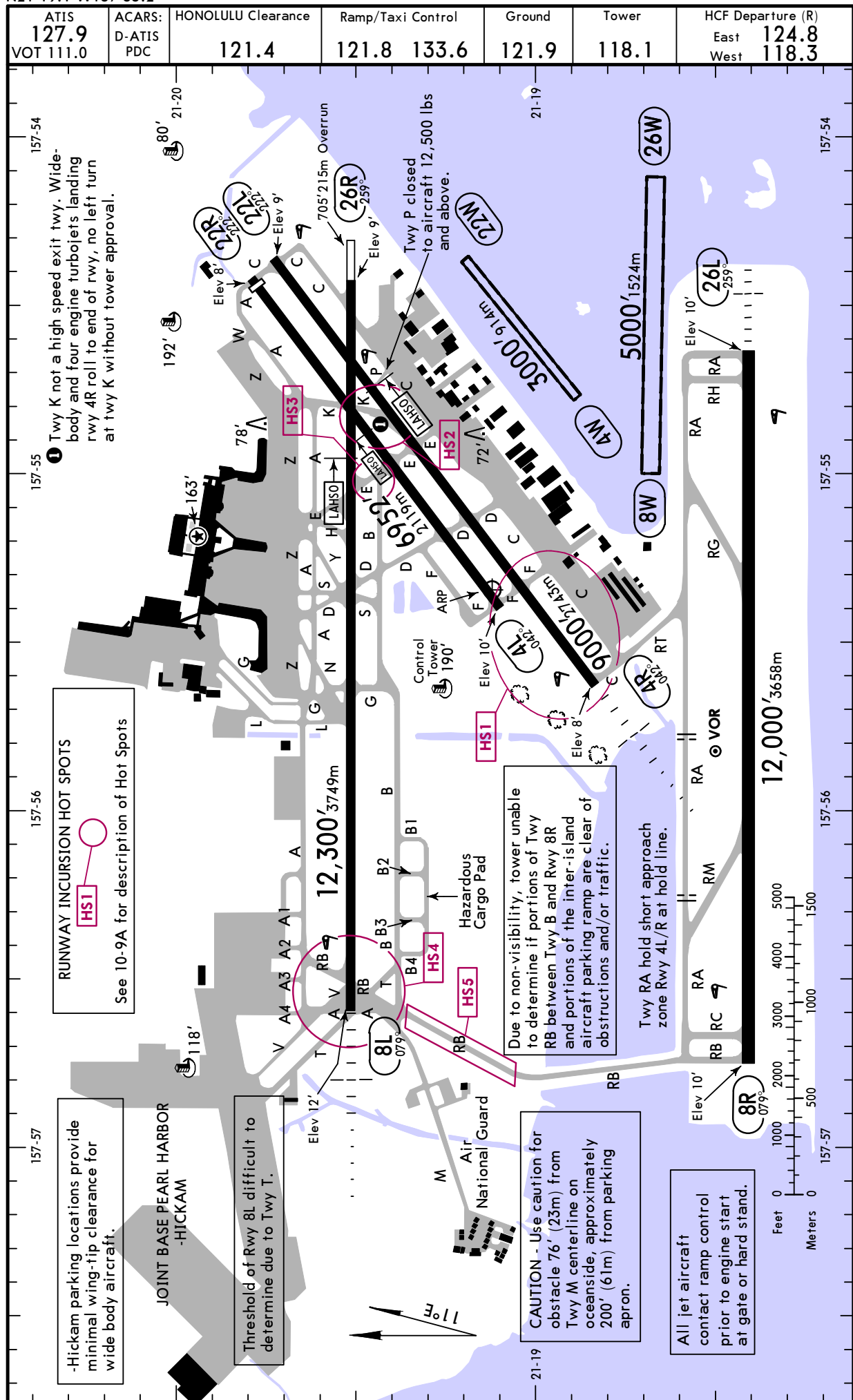
Apt Elev **13'**
N21 19.1 W157 55.2

JEPPesen

10 APR 15 **(10-9)**

HONOLULU, HAWAII

HONOLULU INTL



PHNL/HNL

 **JEPPesen**
10 APR 15 **(10-9A)****HONOLULU, HAWAII**
HONOLULU INTLGENERAL

CAUTION: Birds in vicinity of airport. Bird strike hazard all runways.

CAUTION: Recreational boating activities on and in vicinity of waterways.

CAUTION: During periods of repeated precipitation anticipate wet runway conditions, if current conditions require confirmation contact Honolulu tower on initial contact.

ASDE-X surveillance system in use. Operate transponders with Mode C when on taxiways and runways.

WSP (Weather System Processor).

Due to tower location, controllers unable to determine whether acft are on correct final approach to Rwy 4L/R and 22L/R.

HICKAM Ramp Facility-133.6, 234.8. Remarks: All aircraft in HIK flight line including hazardous cargo pad will contact HIK ramp prior to engine start/taxi.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS					
RWY			LANDING BEYOND		LAHSO Distance	TAKE -OFF	WIDTH
			Threshold	Glide Slope			
4R ①	HIRL	MALSR ③ PAPI-L	grooved	8950' 2728m	7949' 2423m	8L/26R 6250'1905m	150' 46m
② 22L	HIRL	REIL ④ ⑤ PAPI-L	grooved	8937' 2724m			
① Last 50' (15m) of Rwy 4R not available for landing. ③ Angle 3.00°							
② Last 63' (19m) of Rwy 22L not available for landing. ④ Angle 3.44° ⑤ Unusable beyond 2.0 NM.							
4L	MIRL	REIL	PAPI-L (angle 3.0°)			8L/26R 3700'1128m	150' 46m
22R	MIRL	REIL		6802'2073m			
8R ⑥	HIRL	REIL	VASI-L (angle 3.25°)				200' 61m
26L	HIRL	MALSF ⑦	PAPI-L (angle 3.0°)				
⑥ Grooved.							
⑦ PAPI aligned 5° left of rwy centerline. PAPI unusable beyond 5° right of rwy centerline.							
8L	⑧ HIRL	MALSR ⑨ PAPI-L	grooved		11,067'3373m	4L/22R 9300'2835m	150' 46m
26R	⑧ HIRL	REIL ⑩ ⑪ PAPI-L	grooved				
⑧ Runway lights are outside 200' pavement width; pavement striped 150' wide.							
⑨ Angle 3.0° ⑩ Angle 3.25° ⑪ Unusable beyond 1.5 NM from threshold.							
4W							150' 46m
22W							
8W							300' 91m
26W							

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

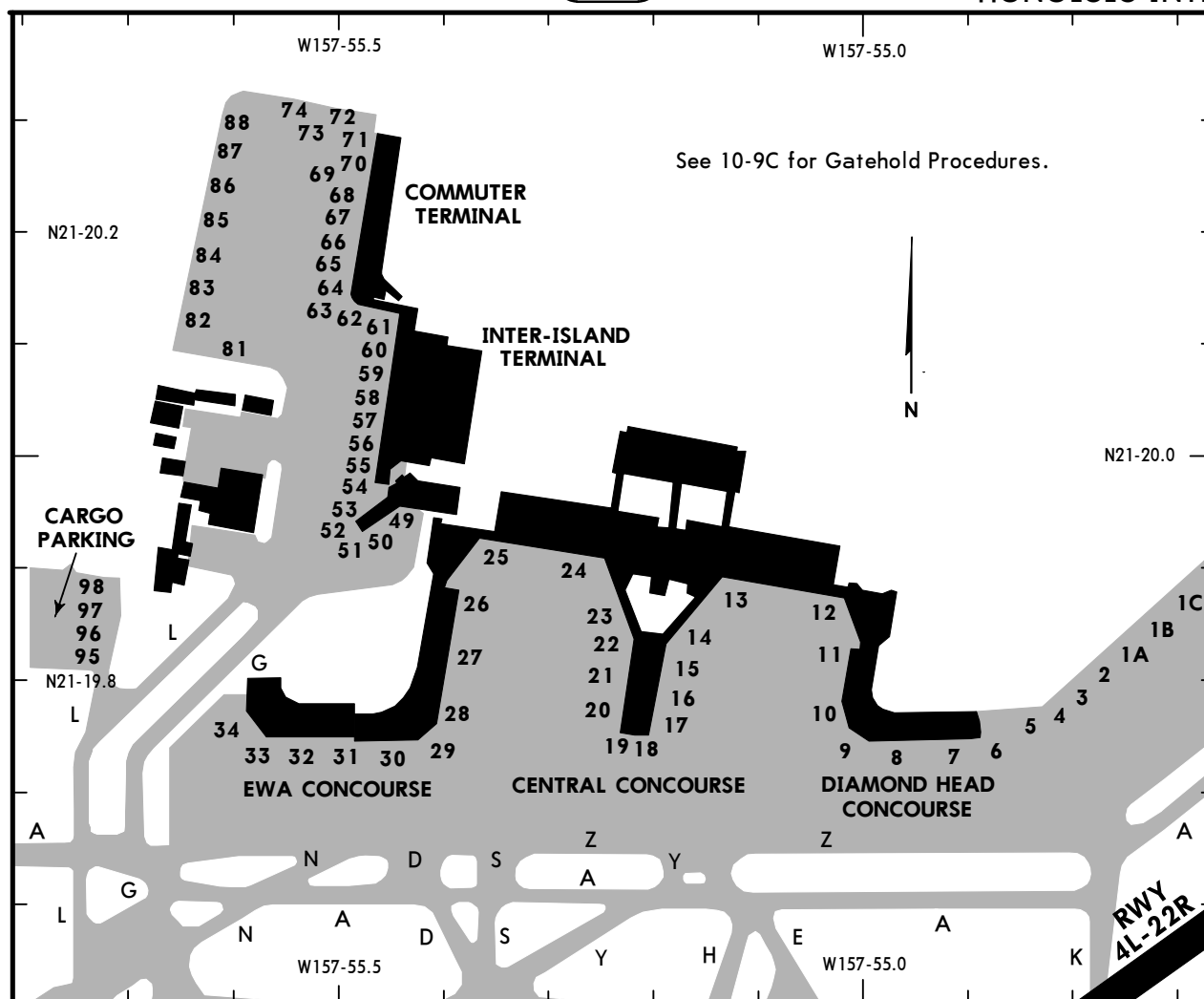
HS1 Rwy 4R/4L thresholds: sometimes confuse pilots, and cause a potential for wrong Rwy landings.**HS2** Aircraft landing Runway 4R and exiting left onto Taxiway K sometimes fail to hold short of Runways 4L/22R and 8L/26R.**HS3** Aircraft proceeding north on Taxiway E and instructed to turn left onto Taxiway B sometimes miss the turn onto Taxiway B and proceed onto Runway 8L/26R without clearance.**HS4** Pilot confusion may be caused by the convergence of Twy A, Twy V, Twy T, Twy RB and Twy M, in close proximity to Rwy 8L.**HS5** Tower Non-visibility area. Area not visible from the control tower due to trees.**TAKE-OFF****All Rwys**

1 & 2 Eng	USE HONOLULU DEPARTURE
3 & 4 Eng	

FOR FILING AS ALTERNATE

FOR FILING AS ALTERNATE					
ILS Y Rwy 4R ILS Z Rwy 4R ILS Rwy 8L		VOR Rwy 4R	LOC DME Rwy 4R LOC Rwy 8L RNAV (GPS) Y Rwy 4R RNAV (GPS) Y Rwy 8L	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 8R RNAV (RNP) Rwy 26L	Other
A	600-2	800-2	800-2	NA	800-2
B					
C					
D		800-2½	900-2½		

PHNL/HNL

16 APR 10 **(10-9B)****HONOLULU, HAWAII**
HONOLULU INTL**PARKING SPOT COORDINATES**

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1A	N21 19.8 W157 54.8	30 thru 32	N21 19.7 W157 55.5
1B, 1C	N21 19.9 W157 54.7	33, 34	N21 19.7 W157 55.6
2 thru 5	N21 19.8 W157 54.8	49	N21 19.9 W157 55.4
6, 7	N21 19.8 W157 54.9	50 thru 53	N21 19.9 W157 55.5
8, 9	N21 19.7 W157 55.0	54 thru 57	N21 20.0 W157 55.5
10, 11	N21 19.8 W157 55.0	58 thru 63	N21 20.1 W157 55.5
12	N21 19.9 W157 55.0	64 thru 68	N21 20.2 W157 55.5
13	N21 19.9 W157 55.1	69 thru 74	N21 20.3 W157 55.5
14 thru 17	N21 19.8 W157 55.2	81, 82	N21 20.1 W157 55.6
18, 19	N21 19.7 W157 55.2	83 thru 86	N21 20.2 W157 55.6
20 thru 23	N21 19.8 W157 55.2	87, 88	N21 20.3 W157 55.6
24, 25	N21 19.9 W157 55.3	95, 96	N21 19.8 W157 55.7
26	N21 19.9 W157 55.4	97, 98	N21 19.9 W157 55.7
27, 28	N21 19.8 W157 55.4		
29	N21 19.7 W157 55.4		

PHNL/HNL

16 APR 10

 **JEPPESEN**

10-9C

HONOLULU, HAWAII
HONOLULU INTL**GATEHOLD PROCEDURES**

The following gatehold procedures are established for all overseas turbojet departures from Honolulu Airport:

- a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.
- b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or push-back within 10 minutes after receiving enroute ATC clearance. Failure to push-back within 10 minutes after receipt of your clearance may result in ATC canceling your clearance when other aircraft are requesting the same altitude/route assignment and is/has pushed from the gate.
- c. When ATC specifies a release (take-off) time for your requested route and altitude, alternates with no or less delay will be offered, if available. If your choice involves a release time, call for push-back at least 10 minutes prior to your release (take-off) time (the intent if this procedure is to have you at the departure runway at your release time). Failure to push-back 10 minutes prior to your release time may result in ATC canceling your clearance when other aircraft are requesting the same altitude/route assignment and is/has pushed from the gate.
- d. ATC will not contact you if time elapses and your clearance is canceled; it is the pilot's responsibility to push-back in a timely manner. In the event the allotted time expires contact clearance delivery to verify the status of your clearance prior to calling for push-back.
- e. If you wish to depart the gate and absorb the delay in a holding area closer to the departure runway, advise ground control of your desire.
- f. When two aircraft are requesting the same altitude/route and call for clearance at approximately the same time, the first aircraft to call will receive the altitude/route. The second aircraft will receive the alternates. The first aircraft may lose their assigned altitude/route if all the following occurs:
 1. The first aircraft has not pushed from the gate in the specified time in paragraphs b or c.
 2. The second aircraft is/has pushed from the gate.
 3. The second aircraft requests that altitude after push-back.
- g. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearances will receive no altitude/route priority.

NOTES:

1. *Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.*
2. *Oceanic departures are sequenced with Hilo and Kahului traffic.*

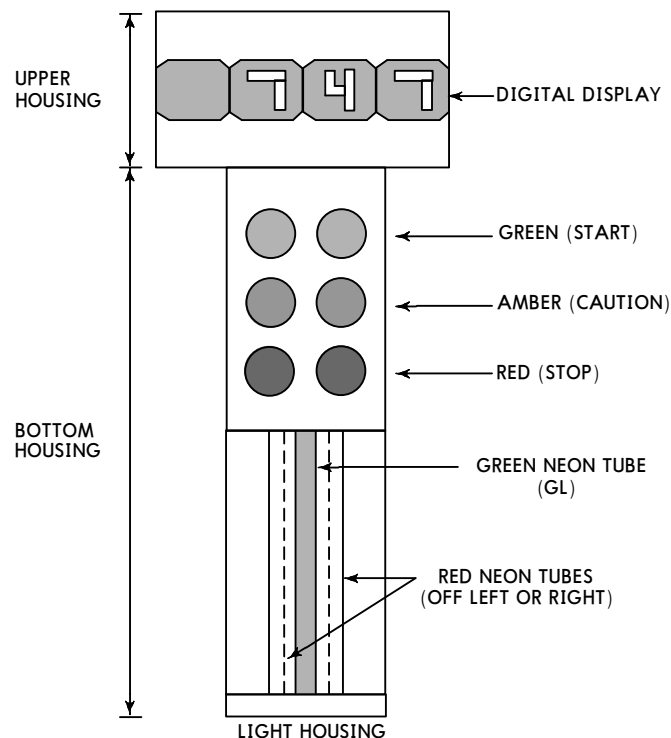
PHNL/HNL

JEPPESEN
13 MAR 15 10-9D**HONOLULU, HAWAII**
HONOLULU INTL**HONOLULU INTERNATIONAL AIRPORT**
VISUAL DOCKING GUIDANCE SYSTEM
(RLG AUTOMATED GUIDE-IN SYSTEM)**a. GENERAL**

The RLG visual docking guidance system is installed at all gates.

b. DESCRIPTION OF SYSTEM

1. The system consists of a metal enclosure housing attached to the terminal building precisely lined up perpendicular to and 21 inches left of the taxi line of the gate area, aligned for interpretation by the pilot in the left hand seat.
2. The bottom half of the enclosure housing contains three vertical neon tubes - a green tube flanked by 2 red tubes. These provide centerline guidance.
3. The upper half of the enclosure housing contains white neon aircraft indicators and three sets of incandescent lamps: top - green, center - amber, and bottom - red. These provide stopping guidance.

**c. DOCKING PROCEDURES****1. Aircraft Type Indication**

- (i) Confirm aircraft type displayed in white neon lights on top of housing prior to entering bay.
- (ii) Discontinue docking when wrong aircraft type is illuminated. (Ground marshaller shall recheck system or marshal aircraft into bay).

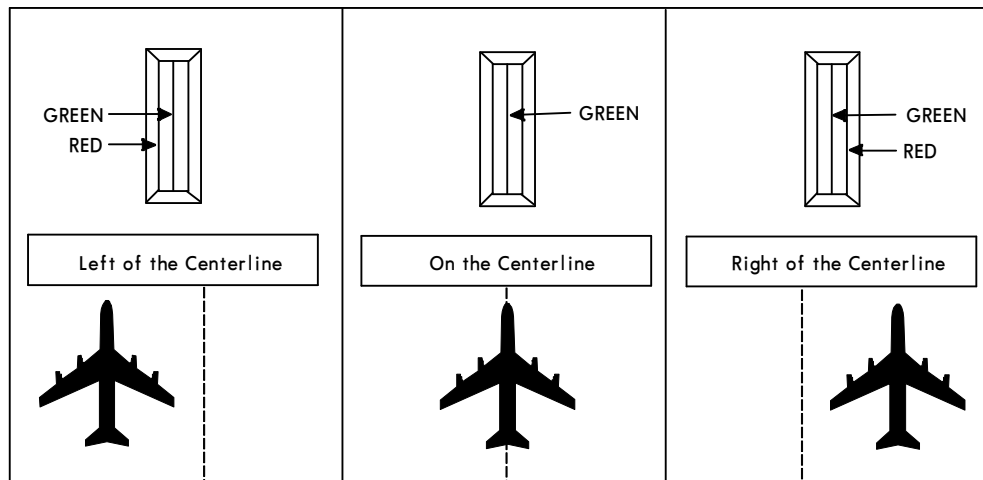
PHNL/HNL


JEPPESEN
 13 MAR 15 (10-9E)

HONOLULU, HAWAII
 HONOLULU INTL

1. Centerline Guidance

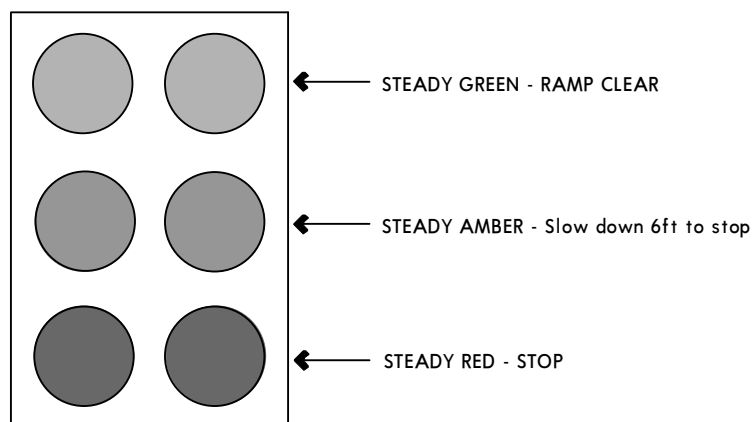
- (i) Look at bottom half of housing and interpret vertical neon lights as shown:



- (ii) Discontinue docking when lights go off. (Ground marshaller shall marshal aircraft into bay).

2. Stopping Guidance

- (i) Look at round incandescent lamps on top half of housing and interpret as shown:



- (ii) Discontinue docking when lights go off. (Ground marshaller shall marshal aircraft into bay).

3. To Avoid Overshooting

- (i) When using the RLG system, pilots are to taxi into bay at minimum speed.
- (ii) On seeing the round incandescent amber lights, prepare to stop.
- (iii) The round incandescent amber and red lights are activated by the aircraft as its nosewheel passes over induction loops in the ramp. These lights may not come on if aircraft is not properly lined up on the centerline of bay. When this occurs pilots should stop aircraft immediately when the red lights come on suddenly or when given the stop sign by the ground marshaller.

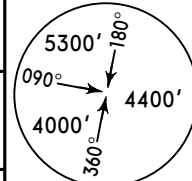
PHNL/HNL
HONOLULU INTL

JEPPESSEN
6 JUN 14 **(11-1)**

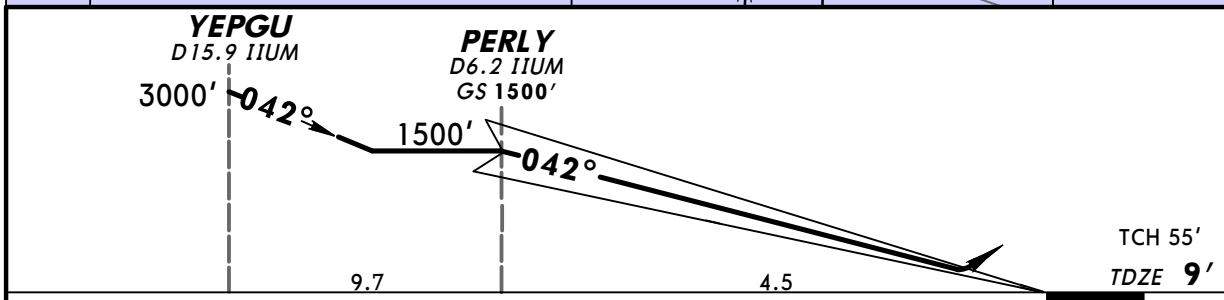
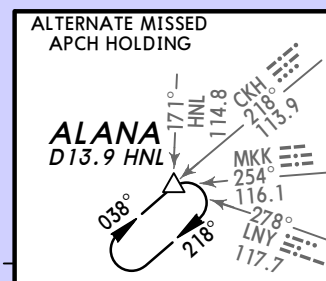
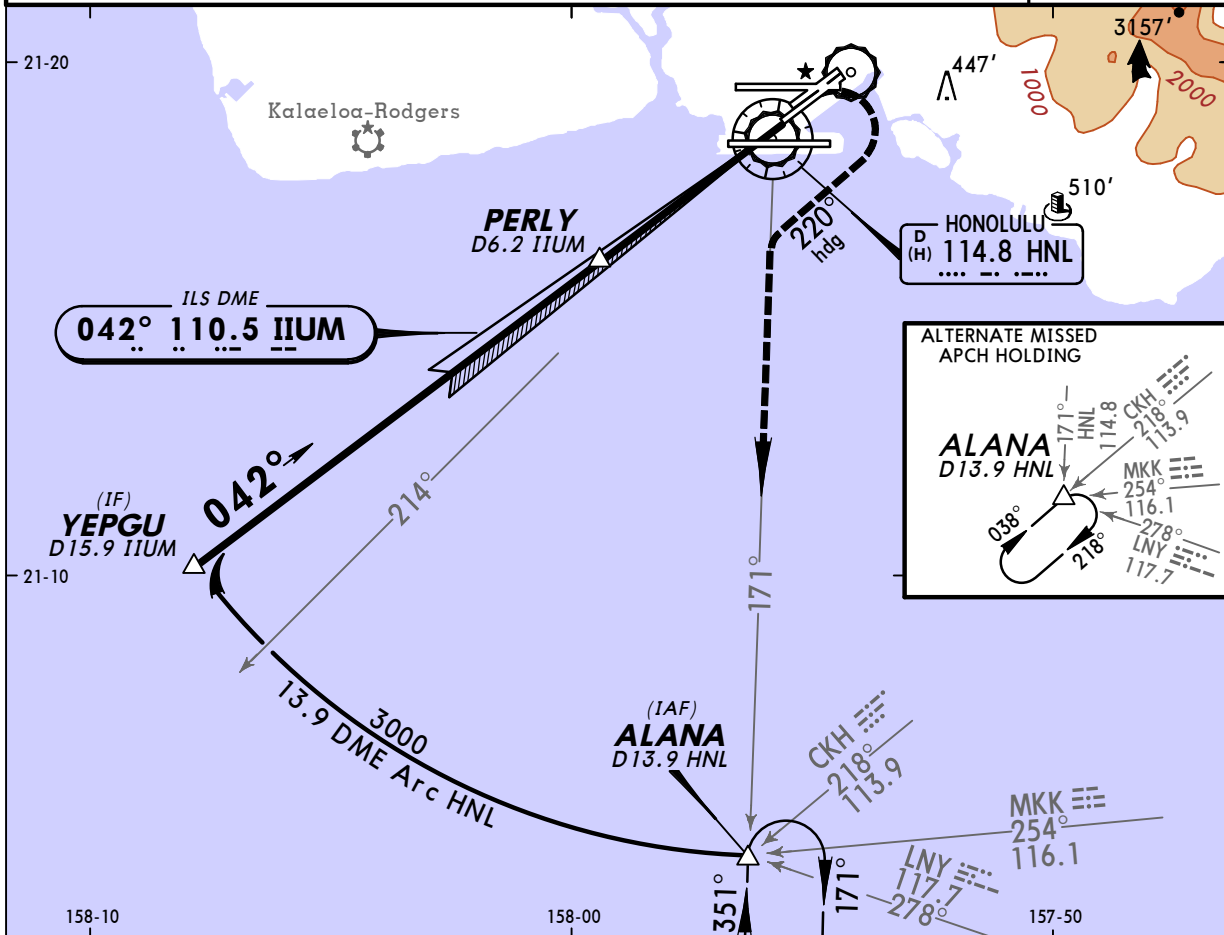
HONOLULU, HAWAII
ILS Y Rwy 4R

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IIUM 110.5	Final Apch Crs 042°	GS PERLY 1500' (1491')	ILS DA(H) (CONDITIONAL) 209' (200')	Apt Elev 13' TDZE 9'
MISSED APCH: Climb to 480' then climbing RIGHT turn to 3000' on heading 220° and HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.				



MSA HNL VOR



Gnd speed-Kts	70	90	100	120	140	160		MALSR	480'	3000'	220°
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	hdg
MAP at DA											

TERPS				STRAIGHT-IN LANDING RWY 4R			
Missed approach requires a minimum climb gradient of 335'/NM to 2000'				ILS			
DA(H) 209' (200')				DA(H) 281' (272')			
FULL		RAIL or ALS out		FULL		RAIL or ALS out	
A							
B							
C							
D							

TERPS AMEND 1A 29 MAY 2014

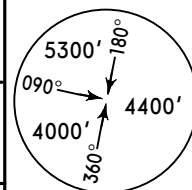
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 **(11-2)**

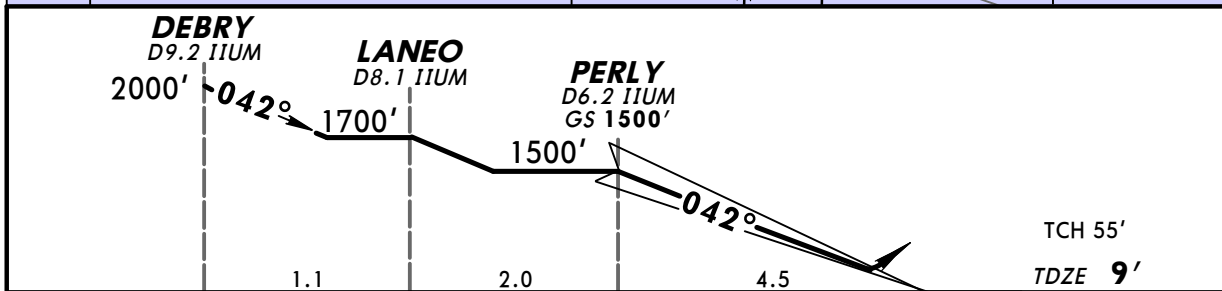
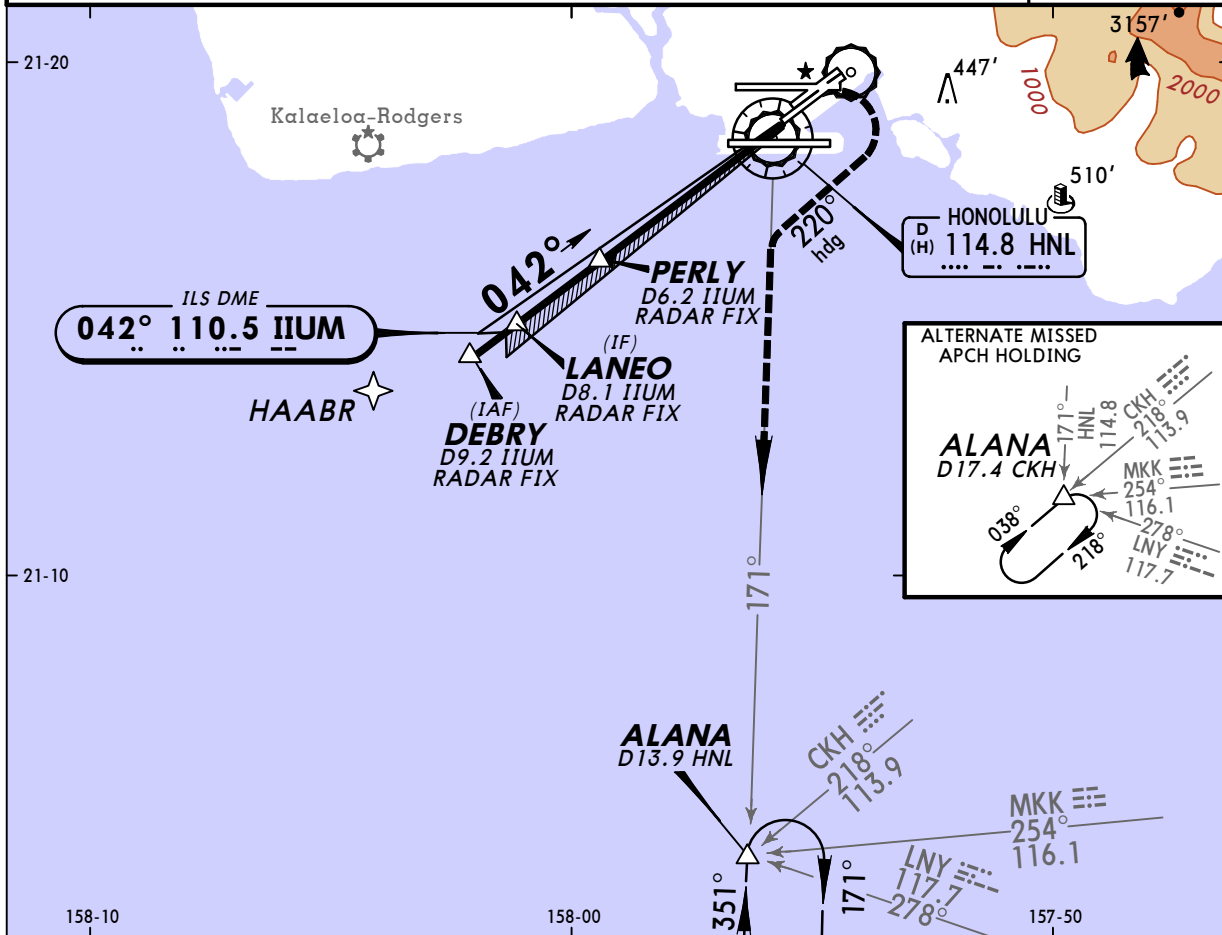
HONOLULU, HAWAII
ILS Z Rwy 4R

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IIUM 110.5	Final Apch Crs 042°	GS PERLY 1500' (1491')	ILS DA(H) (CONDITIONAL) 209' (200')	Apt Elev 13' TDZE 9'
MISSED APCH: Climb to 480' then climbing RIGHT turn to 3000' heading 220° and outbound via HNL VOR R-171 to ALANA INT/ on D13.9 HNL and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.				



MSA HNL VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	480'	3000'	220°
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg
MAP at DA										

TERPS				STRAIGHT-IN LANDING RWY 4R			
				Missed approach requires a minimum climb gradient of 335'/NM to 2000'			
				ILS DA(H) 209' (200')			
				ILS DA(H) 281' (272')			
FULL		RAIL or ALS out		FULL		RAIL or ALS out	
A							
B							
C							
D							

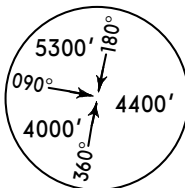
TERPS AMEND 1A 29 MAY 2014

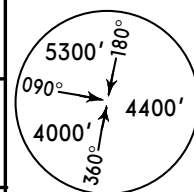
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 **(11-3)**

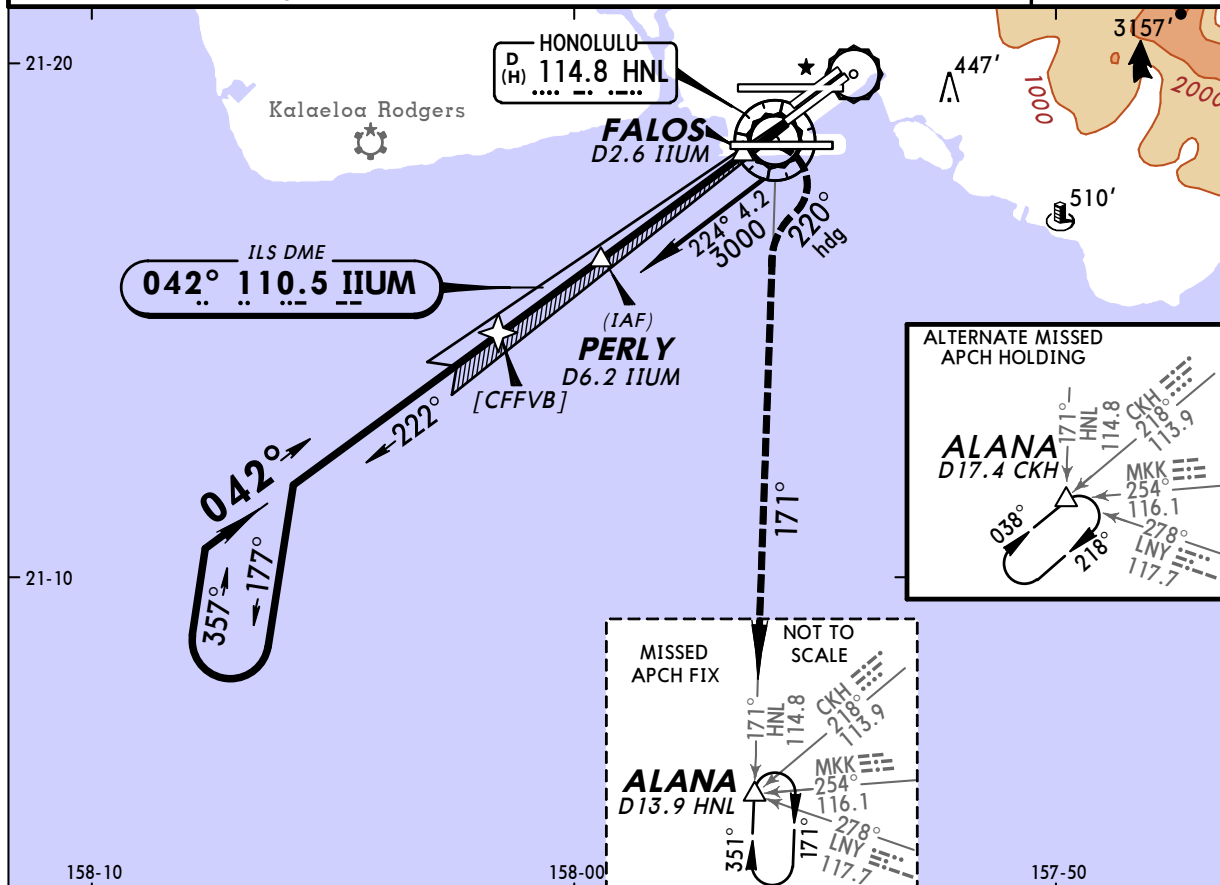
HONOLULU, HAWAII
LOC DME Rwy 4R

BRIEFING STRIP™

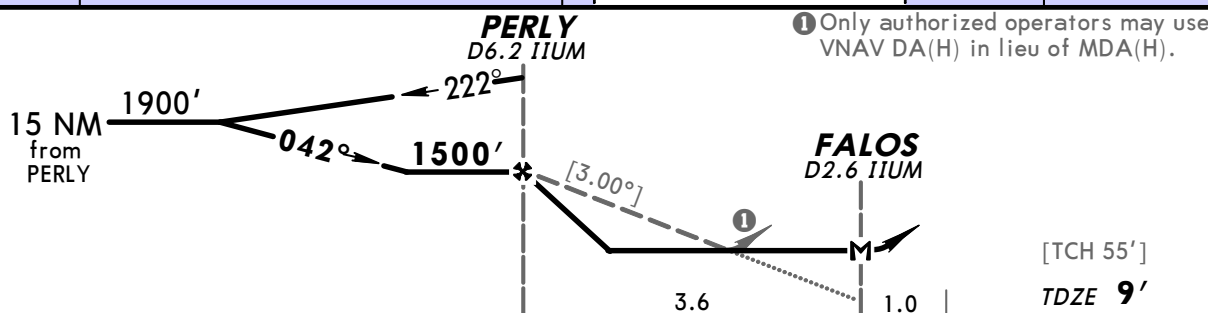
ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
LOC IIUM 110.5		Final Apch Crs 042°		GS PERLY 1500' (1491')		MDA(H) 460' (451')		Apt Elev 13' TDZE 9'	
MISSED APCH: Climbing RIGHT turn to 3000' heading 220° and outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, or as directed by ATC.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. VGSI and descent angles not coincident.									



MSA HNL VOR



ALTERNATE MISSED
APCH HOLDING



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

Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	220° hdg	HNL 114.8	ALANA
Descent angle [3.00°]	372	473	531	637	743	849	PAPI	RT		R-171	
MAP at FALOS/D2.6 IIUM											

TERPS						CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY4R							
MDA(H) 460' (451')							
RAIL out			ALS out			Max Kts	MDA(H)
A	3/4			1		90	① 620' (607') - 1 1/4
B						120	
C	7/8			1 3/8		140	① 620' (607') - 1 3/4
D						165	② 820' (807') - 2 1/2

① Not authorized northwest of airport between Rwy 8L/26R and 4L/22R.

② Not authorized north of Rwy 8L/26R.

CHANGES: TDZE, minimums, amendment number.

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TERPS AMEND 1A 29 MAY 2014

PHNL/HNL
HONOLULU INTL

JEPPESEN
6 JUN 14 11-4

HONOLULU, HAWAII
ILS Rwy 8L

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
LOC IHNL 111.7	Final Apch Crs 079°	GS OM 1994' (1981')	ILS DA(H) 213' (200')		Apt Elev 13' TDZE 13'				

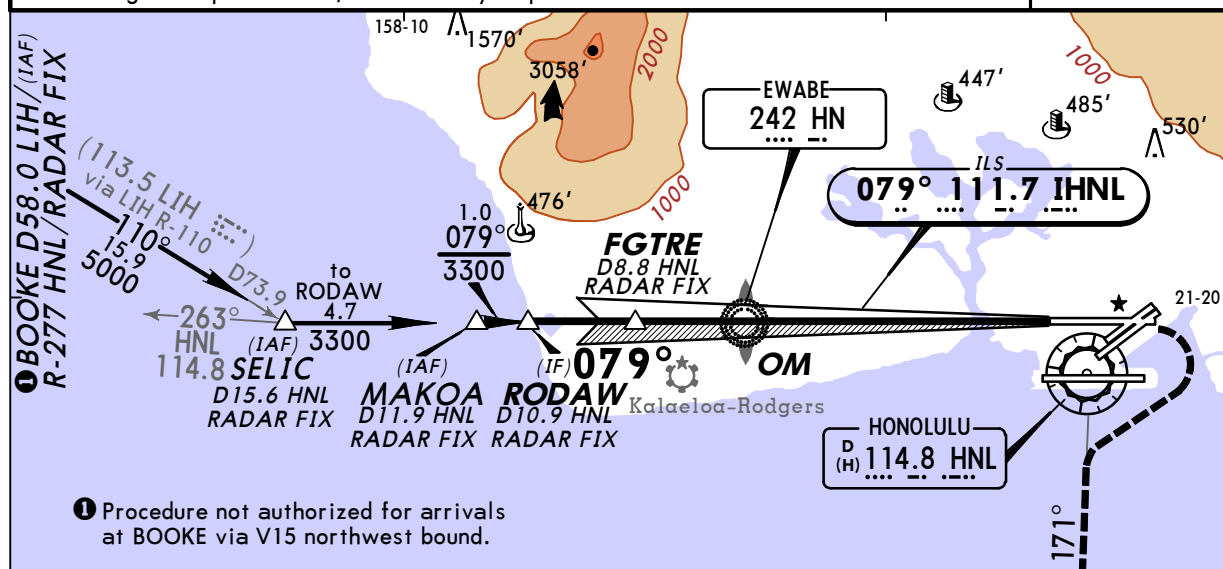
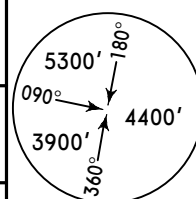
MISSED APCH: Climb to 500' then climbing RIGHT turn to 5000' outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000'.

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

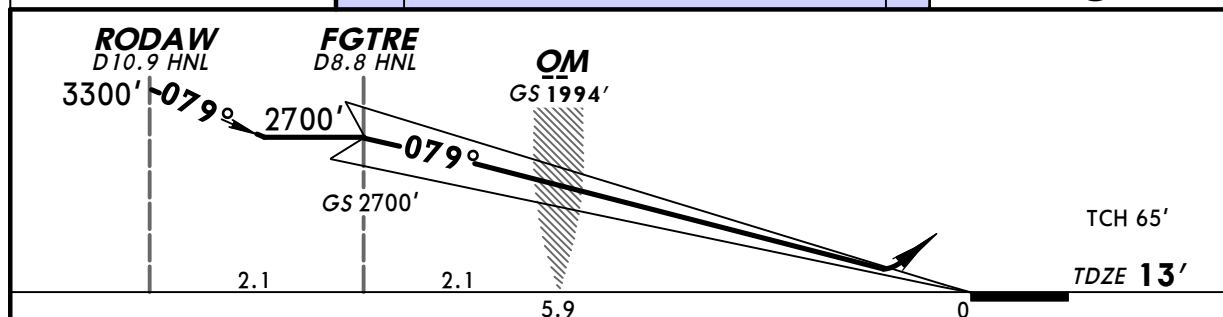
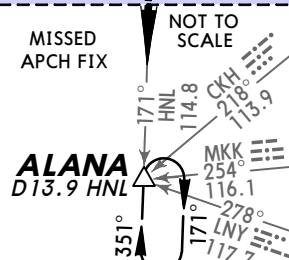
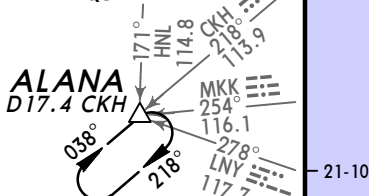
1. DME or Radar required. 2. Simultaneous reception of IHNL and HNL DME required. 3. DME from HNL VOR. 4. VGSI and ILS glidepath not coincident.

5. When glideslope not used, use LOC Rwy 8L procedure.

MSA HN LOM



ALTERNATE MISSED
APCH HOLDING
DME REQUIRED



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 500' 5000' HNL via 114.8 RT R-171 ALANA	
Gs	3.00°	372	478	531	637	743		849

STRAIGHT-IN LANDING RWY 8L

ILS

 $DA(H) \mathbf{213'} (200')$

FULL

RAIL or ALS out

	Full	Half
A		
B		
C	$\frac{1}{2}$	$\frac{3}{4}$
D		

CHANGES: None.

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TERPS AMEND 22 3 JUN 2010

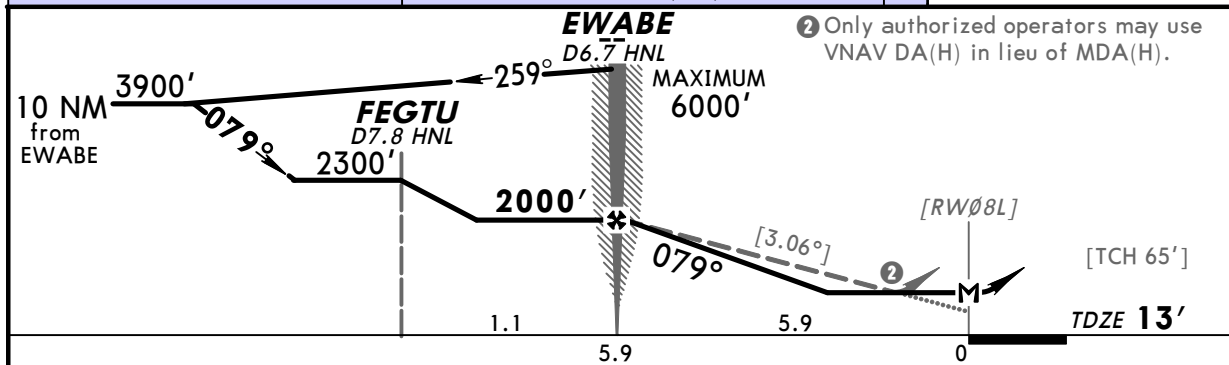
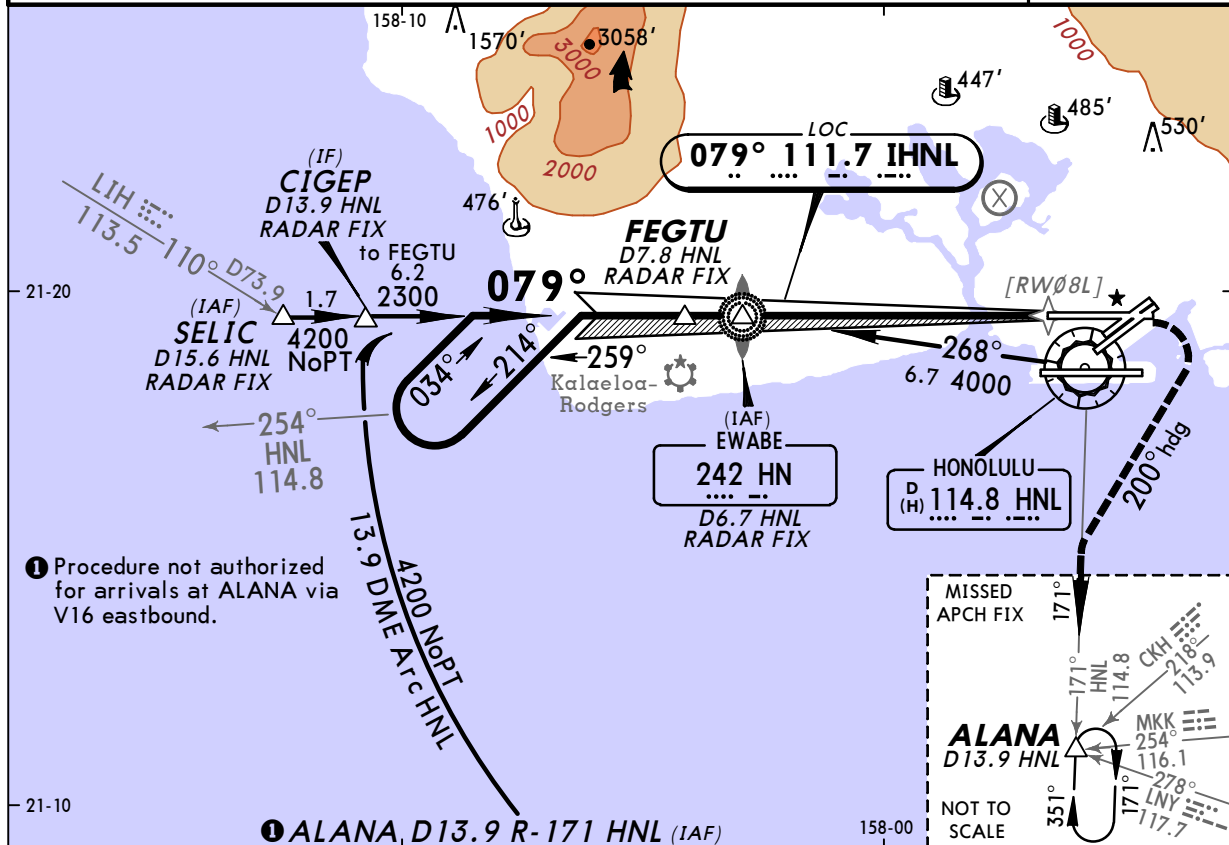
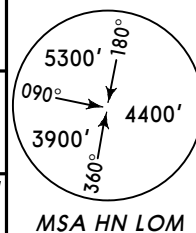
PHNL/HNL
HONOLULU INTL

JEPPESSEN
11 APR 14 **(11-5)**

HONOLULU, HAWAII
LOC Rwy 8L

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IHNH 111.7	Final Apch Crs 079°	Minimum Alt EWABE 2000' (1987')	MDA(H) 460' (447')	Apt Elev 13' TDZE 13'
MISSED APCH: Climbing RIGHT turn to 5000' via heading 200° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous reception of IHNH and HNL DME required. 3. DME from HNL VOR.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	200°	HNL	
Descent Angle [3.06°]	379	487	541	650	758	866	PAPI	via	hdg	114.8	
EWABE to MAP	5.9	5:03	3:56	3:32	2:57	2:32		RT		R-171	ALANA

STRAIGHT-IN LANDING RWY 8L					CIRCLE-TO-LAND	
MDA(H) 460' (447')					Max Kts	MDA(H)
A	1/2	3/4	1		90	1 620' (607') - 1
B					120	
C	3/4		1 1/4		140	1 620' (607') - 1 3/4
D	1		1 1/2		165	2 820' (807') - 2 1/2

- 1** Not authorized northwest of Rwy 8L and 22R.
2 Not authorized north of Rwy 8L/26R.

CHANGES: None.

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TERPS AMEND 0A 29 JUL 2010

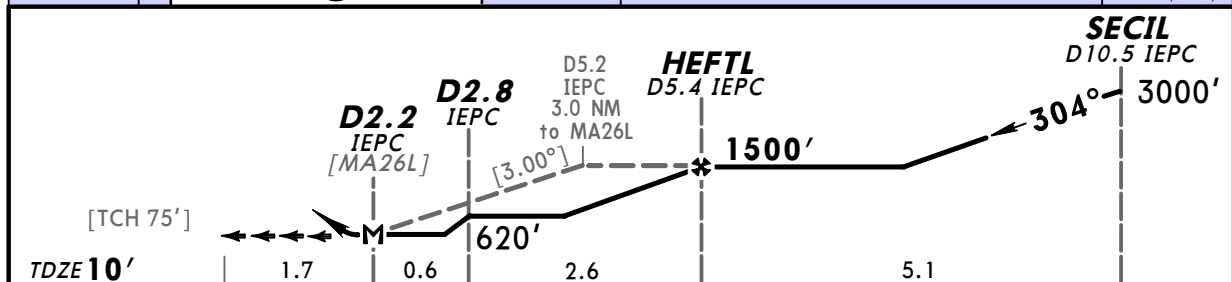
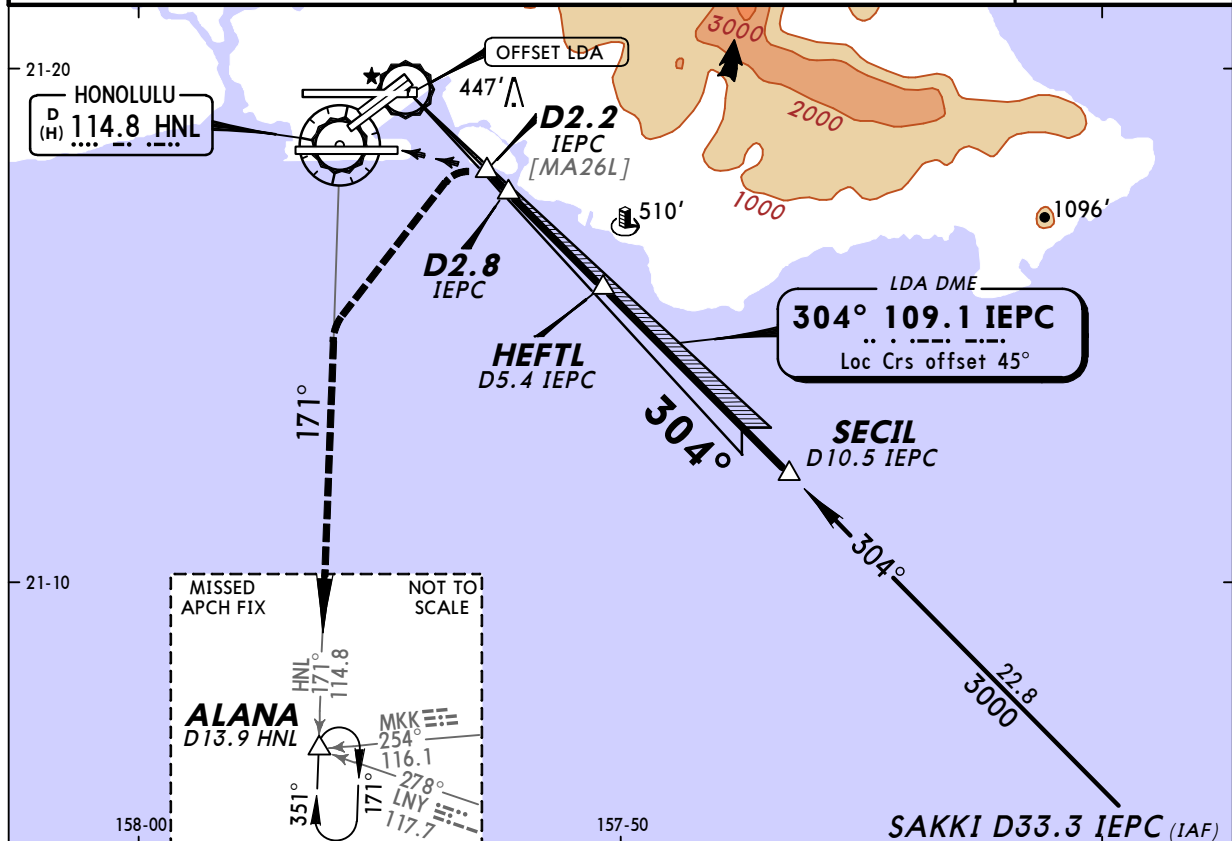
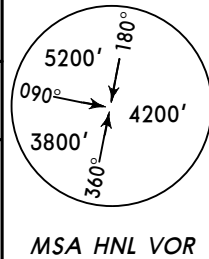
PHNL/HNL
HONOLULU INTL

JEPPesen
11 APR 14 **(11-6)**

HONOLULU, HAWAII
LDA DME Rwy 26L

BRIEFING STRIP

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IEPC 109.1	Final Apch Crs 304°	Minimum Alt HEFTL 1500' (1490')	MDA(H) 560' (550')	Apt Elev 13' TDZE 10'
MISSED APCH: Climbing LEFT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use IEPC DME when on LOC course. 2. Localizer course offset from landing runway by 45°. Final approach course crosses rwy centerline 8100' from threshold. 3. Procedure not authorized at night when MALSF Rwy 26L inoperative. 4. Follow flasher lights to Runway 26L.				



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000' via 114.8 LT R-171	HNL ALANA
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D2.2 IEPC									

STRAIGHT-IN LANDING RWY26L				CIRCLE-TO-LAND			
MDA(H) 560' (550')				MDA(H)			
ALS out				Max Kts			
A				90			
B				120	1 620' (607')-2		
C	2			140			
D				165	2 760' (747')-2½		

TERPS

- 1** Not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
2 Not authorized north of Rwy 8L/26R.

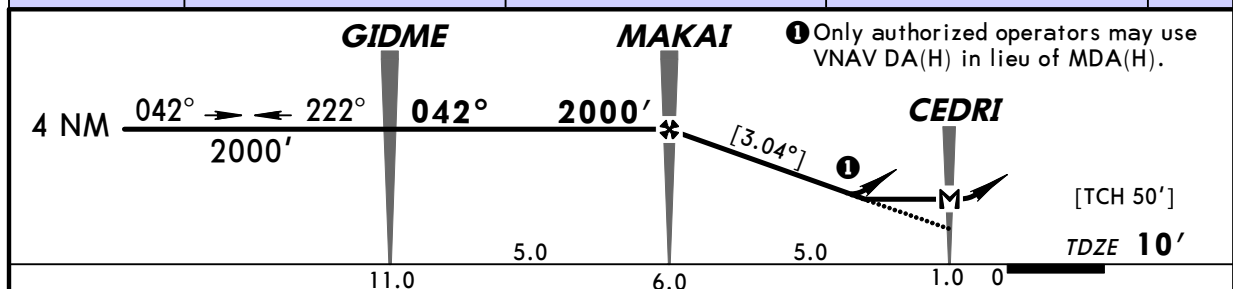
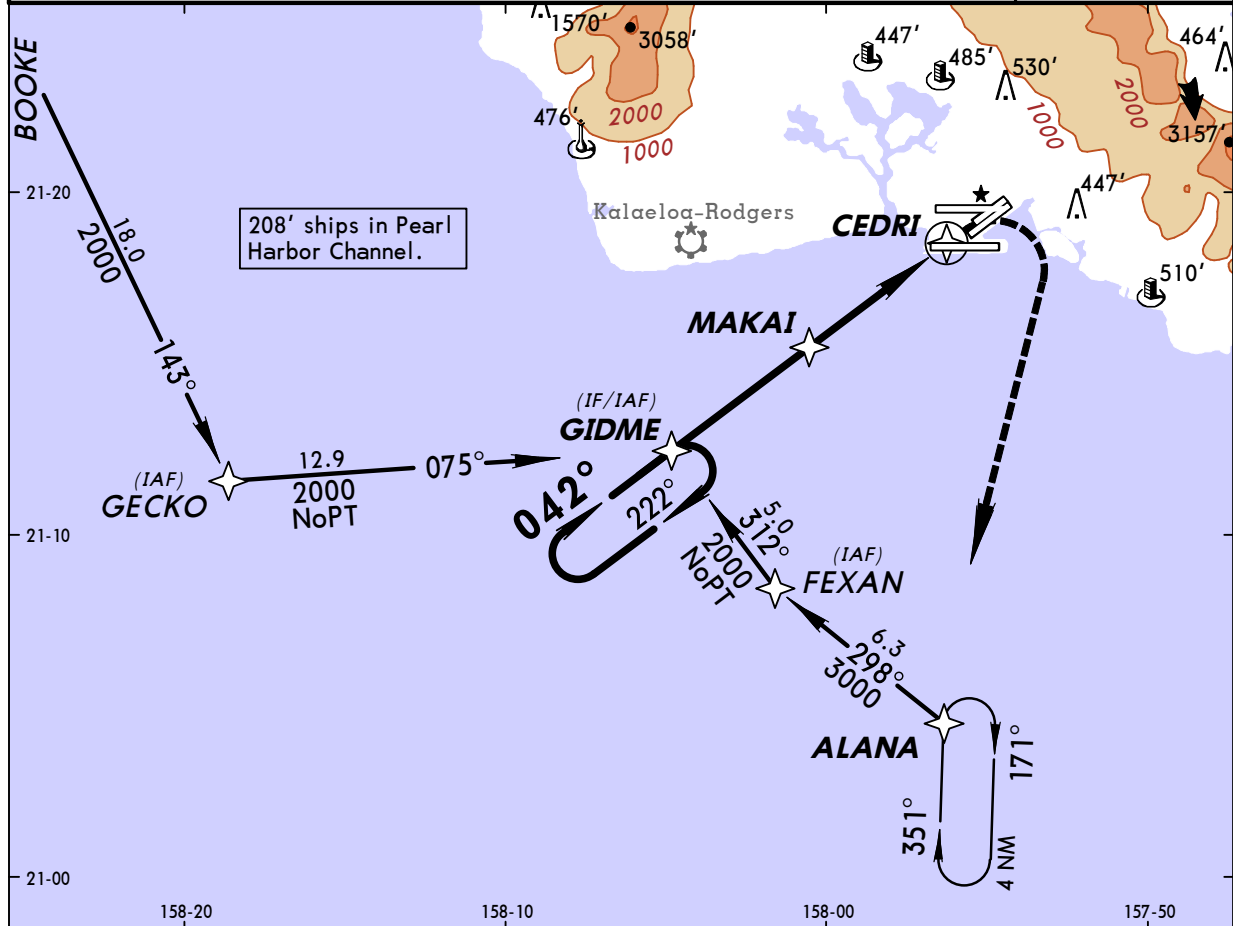
PHNL/HNL
HONOLULU INTL

JEPPESEN
6 JUN 14 **(12-1)**

HONOLULU, HAWAII
RNAV (GPS) Rwy 4L

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs 042°	Minimum Alt MAKAI 2000' (1990')	RNAV MDA(H) 460' (450')	Apt Elev 13' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' direct to ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.				
				5200' MSA CEDRI



Gnd speed-Kts	70	90	100	120	140	160	REIL	500'	3000'	ALANA
Descent Angle [3.04°]	376	484	538	645	753	861	PAPI-L	↑	RT	→
MAP at CEDRI										

STRAIGHT-IN LANDING RWY 4L					CIRCLE-TO-LAND	
RNAV					Max Kts	MDA(H)
MDA(H) 460' (450')					90	1 620' (607') - 1 1/4
A					120	1 620' (607') - 1 1/4
B	1 1/4				140	1 620' (607') - 1 3/4
C					165	2 820' (807') - 2 1/2
D	1 1/2					

- 1** Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
2 Circling not authorized north of Rwy 4L/22R.

CHANGES: None.

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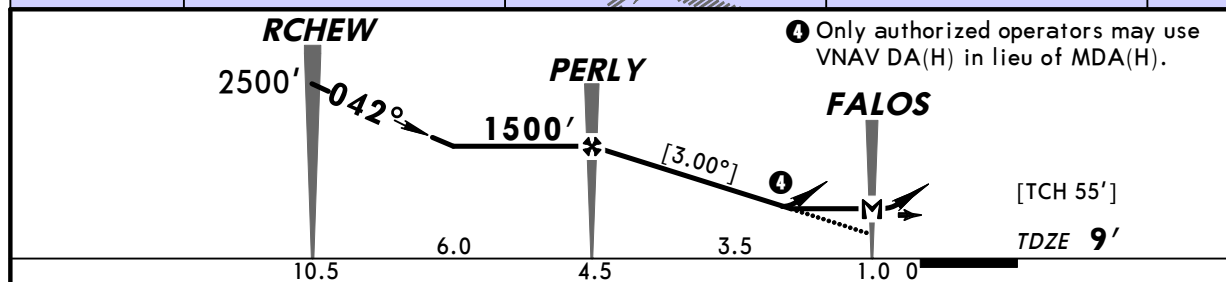
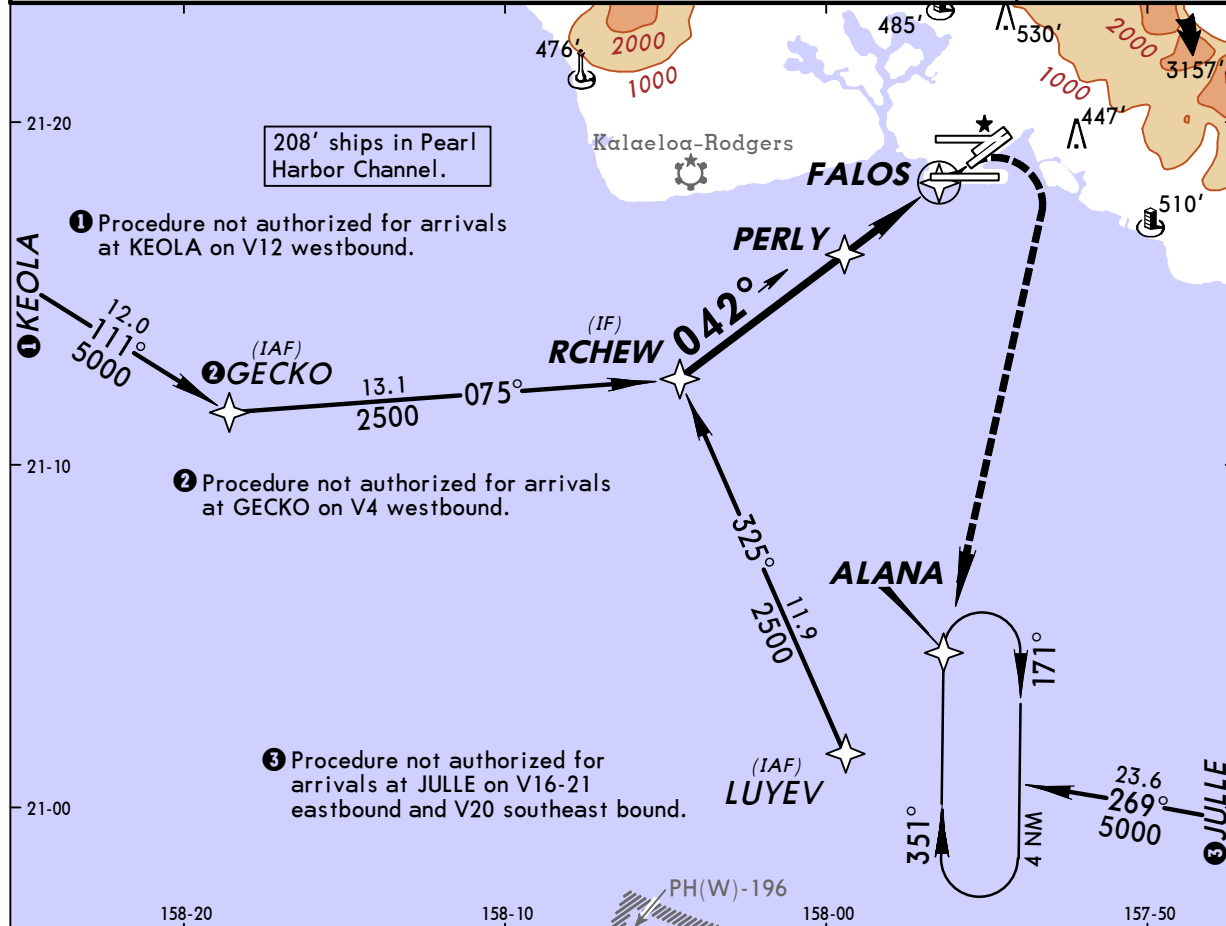
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 (12-2)

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 4R

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs 042°	Minimum Alt PERLY 1500' (1491')	LNAV MDA(H) 460' (451')	Apt Elev 13' TDZE 9'
MISSED APCH: Climbing RIGHT turn to 3000' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.				
				5300' MSA FALOS



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

TERPS				STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND	
				LNAV			
				MDA(H) 460' (451')			
				RAIL out		ALS out	
A	3/4			1		Max Kts	
B						90	1 620' (607') - 1 1/4
C	7/8		1	1 3/8		120	1 620' (607') - 1 3/4
D						140	1 620' (607') - 1 3/4
						165	2 820' (807') - 2 1/2

1 Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.

2 Circling not authorized north of Rwy 8L/26R.

CHANGES: TDZE, minimums, amendment number.

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TERPS AMEND 2A 29 MAY 2014

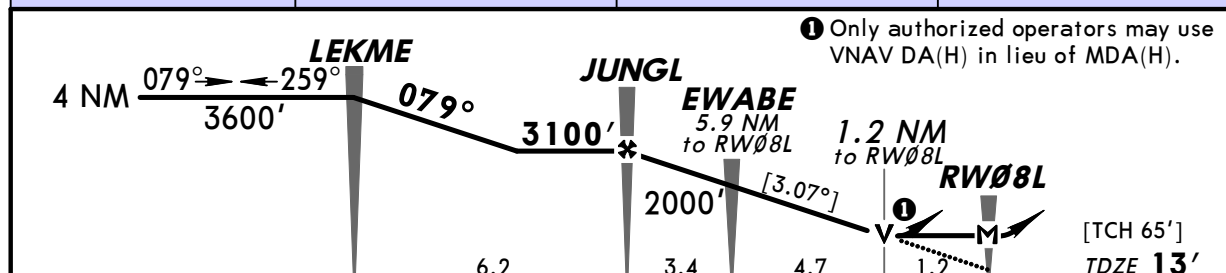
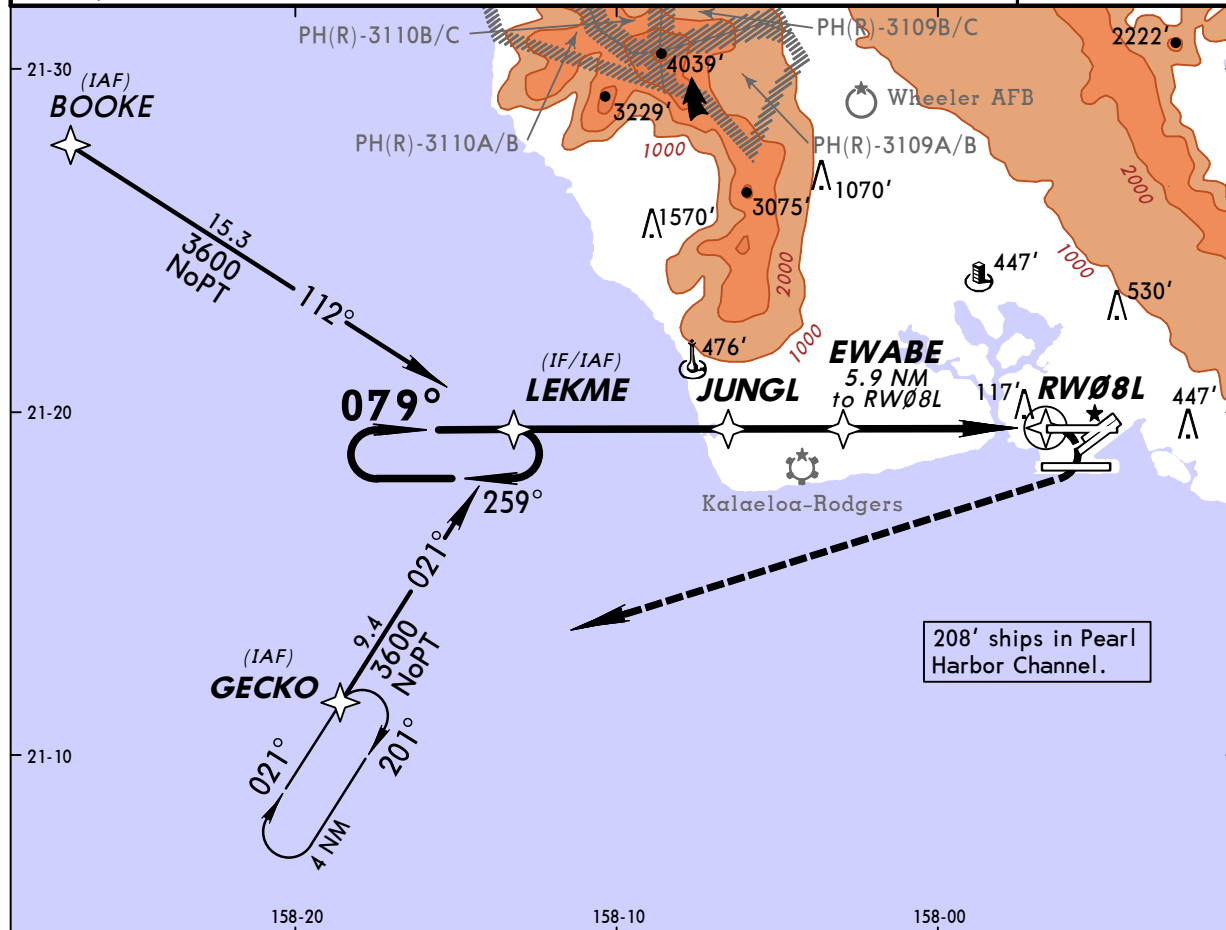
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HONOLULU INTL

JEPPesen
20 DEC 13 **(12-3)**

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 8L

BRIEFING STRIP

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
RNAV	Final Apch Crs 079°	Minimum Alt JUNGL 3100' (3087')	LNAV MDA(H) 460' (447')	Apt Elev 13' TDZE 13'
MISSED APCH: Climbing RIGHT turn to 3600' direct GECKO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized.				
5300' MSA RW08L				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3600'	RT	GECKO
Descent Angle [3.07°]	380	489	543	652	760	869	PAPI			
MAP at RW08L										

STRAIGHT-IN LANDING RWY 8L				CIRCLE-TO-LAND	
LNAV					
MDA(H) 460' (447')					
	RAIL out		ALS out	Max Kts	MDA(H)
A	1/2		1	90	620' (607')-1
B	3/4		1	120	620' (607')-1 3/4
C	3/4		1 1/4	140	820' (807')-2 1/2
D	1		1 1/2	165	

TERPS

1 Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
Cat D: Circling not authorized north of Rwy 8L/26R.

CHANGES: None.

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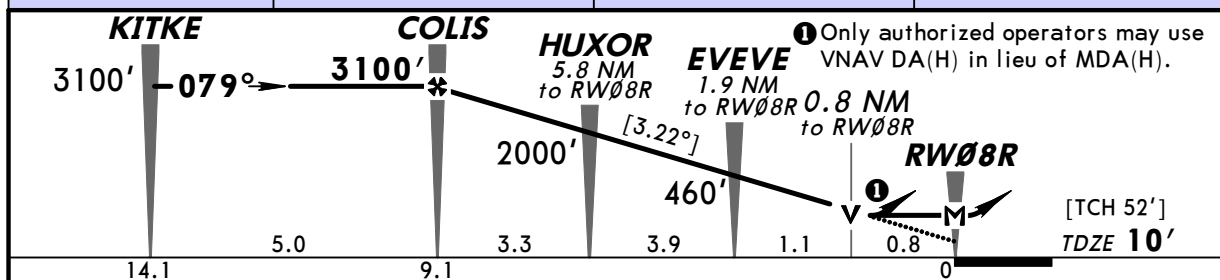
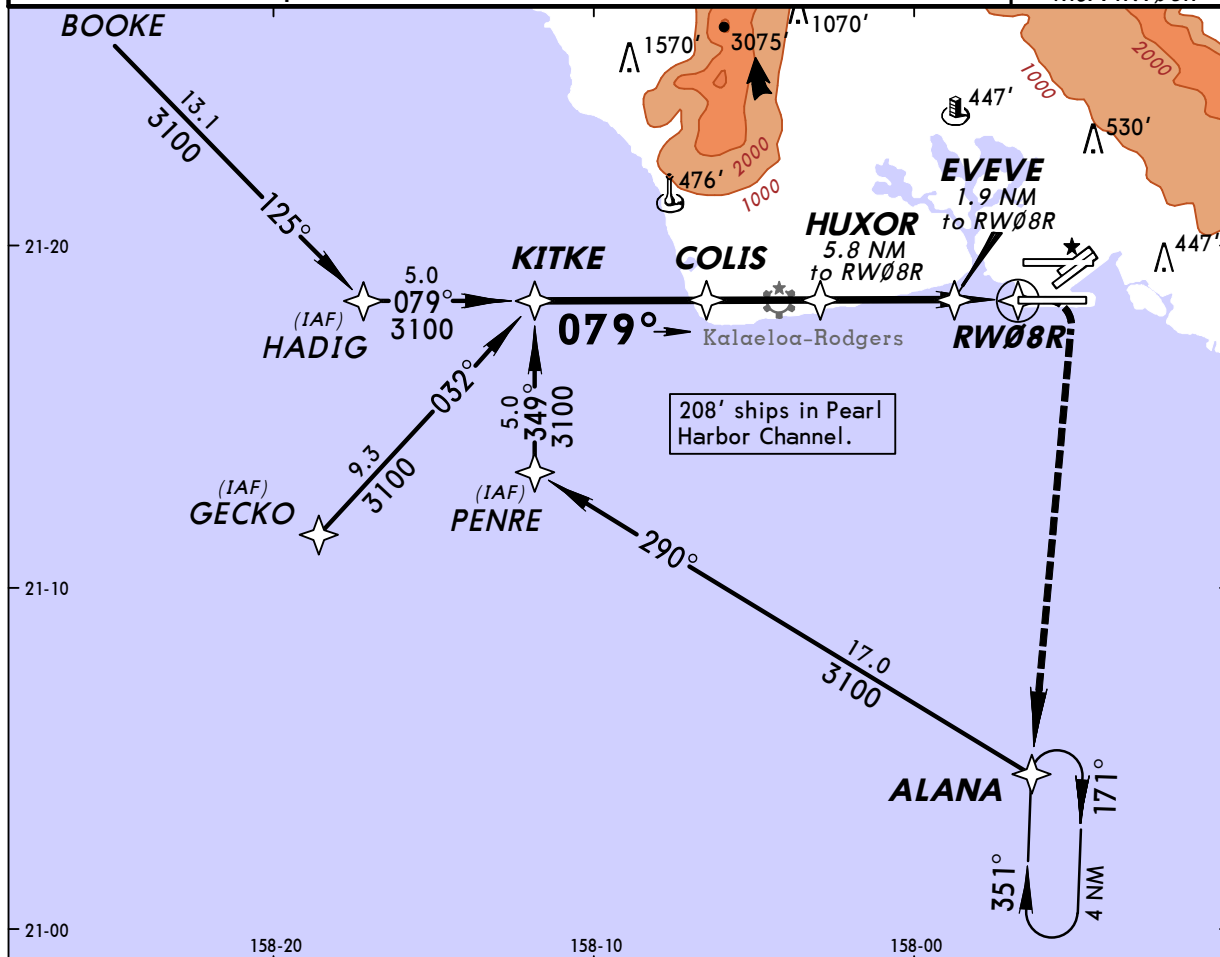
PHNL/HNL
HONOLULU INTL

JEPPESSEN
20 DEC 13 **(12-4)**

HONOLULU, HAWAII
RNAV (GPS) Rwy 8R

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
RNAV	Final Apch Crs 079°	Minimum Alt COLIS 3100' (3090')	LNAV MDA(H) 320' (310')	Apt Elev 13' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3100' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.				
5200' MSA RW08R				



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.22°]	399	513	570	684	798	912
MAP at RW08R						

STRAIGHT-IN LANDING RWY 8R			CIRCLE-TO-LAND		
LNAV					
MDA(H) 320' (310')					
A			Max Kts	MDA(H)	
B			90	620' (607')-1	
C			120	620' (607')-1 3/4	
D			140	820' (807')-2 1/2	

1 Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
 Cat D: Circling not authorized north of Rwy 4L-22R.

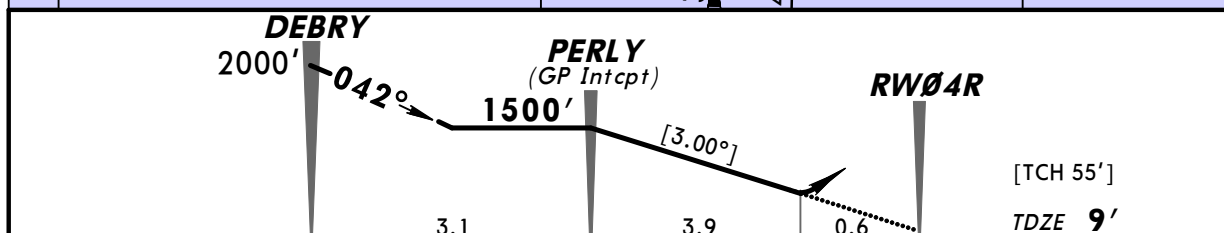
PHNL/HNL
HONOLULU INTL

JEPPESSEN
6 JUN 14 **(12-20)**

HONOLULU, HAWAII
RNAV (RNP) Z Rwy 4R

BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs	Minimum Alt PERLY	RNP 0.30 DA(H) 266' (257')	Apt Elev 13' TDZE 9'
	042°	1500' (1491')		
MISSED APCH: Climb to 580' then climbing RIGHT turn to 3000' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 16°C (61°F) or above 43°C (110°F). 4. VGSI and RNAV glidepath not coincident.				
				5300' MSA RW04R



Gnd speed-Kts	70	90	100	120	140	160	MALSR	580'	3000'	ALANA
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	RT	→
MAP at DA										

TERPS	STRAIGHT-IN LANDING RWY 4R
	RNP 0.30
	DA(H) A: 266' (257')
	B: 287' (278')
	C: 321' (312')
	D: 575' (566')

	RAIL or ALS out
A	3/4
B	1/2
C	7/8
D	1 1/2

TERPS AMEND 1A 29 MAY 2014

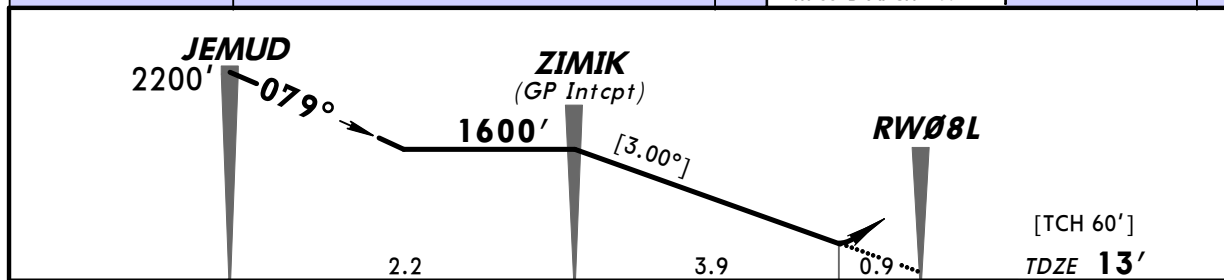
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 **(12-21)**

HONOLULU, HAWAII
RNAV (RNP) Z Rwy 8L

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs 079°	Minimum Alt ZIMIK 1600' (1587')	RNP 0.30 DA(H) 345' (332')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 420', then climbing RIGHT turn to 3000' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 16°C (61°F) or above 43°C (110°F). 4. VGSI and RNAV glidepath not coincident.				
				5300' MSA RW08L



Gnd speed-Kts	70	90	100	120	140	160	MALSR	420'	3000'	ALANA
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	RT	→
MAP at DA										

TERPS		STRAIGHT-IN LANDING RWY 8L	
		RNP 0.30	
		DA(H) 345' (332')	
		RAIL or ALS out	
A	1/2	1	
B			
C			
D			

TERPS AMEND 1A 29 MAY 2014

PHNL/HNL
HONOLULU INTL

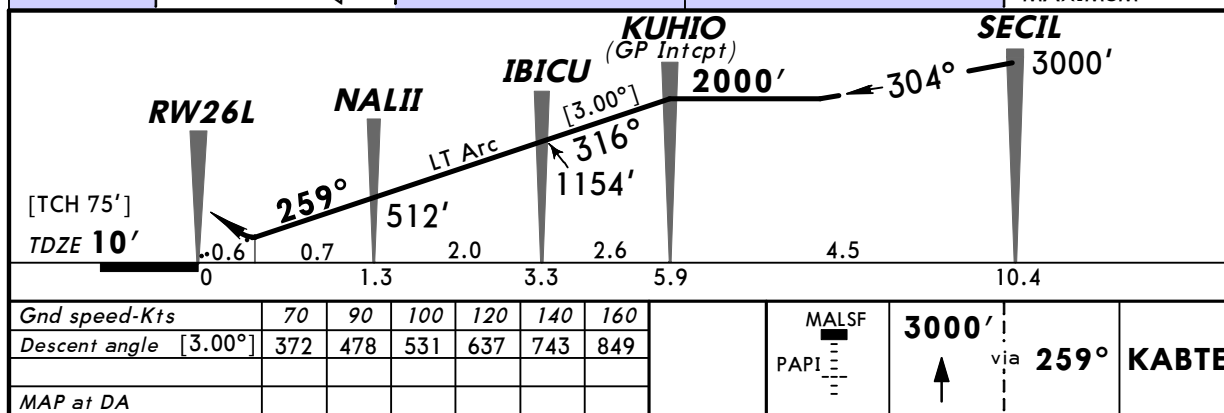
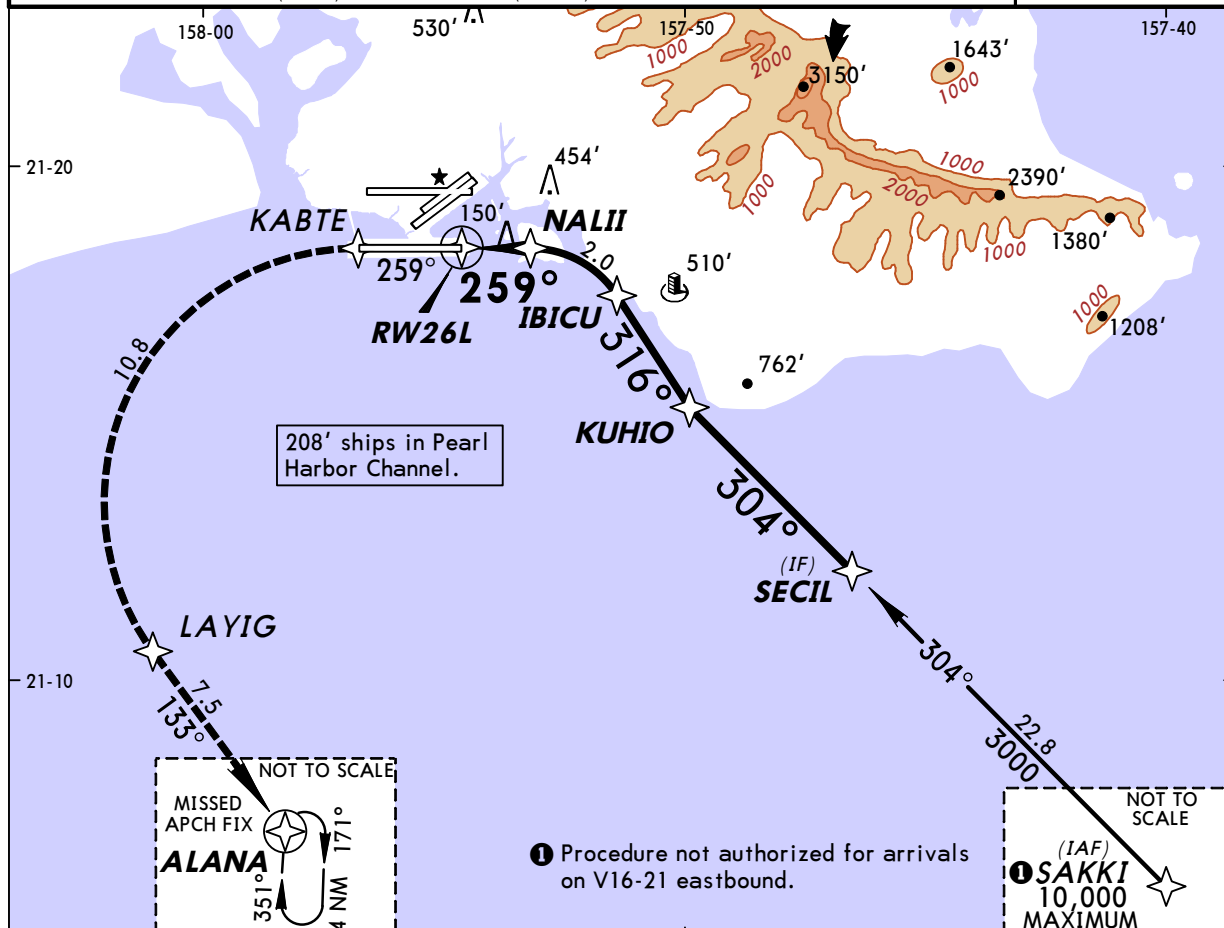
24 JUN 11

JEPPesen
(12-22)

HONOLULU, HAWAII
RNAV (RNP) Rwy 26L

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
RNAV	Final Apch Crs 259°	Minimum Alt KUHIO 2000' (1990')	RNP 0.15 DA(H) 260' (250')	Apt Elev 13' TDZE 10'
MISSED APCH: Climb to 3000' via 259° track to KABTE, LEFT turn to LAYIG, 133° track to ALANA and hold. Missed Approach requires a minimum climb of 234'/NM to 300'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 15°C (58°F) or above 49°C (121°F).				
				5300'
				MSA RW26L



STRAIGHT-IN LANDING RWY 26L	
RNP 0.15	
DA(H) 260' (250')	
ALS out	
A	
B	
C	1/2
D	1

TERPS AMEND OC 30 JUN 2011

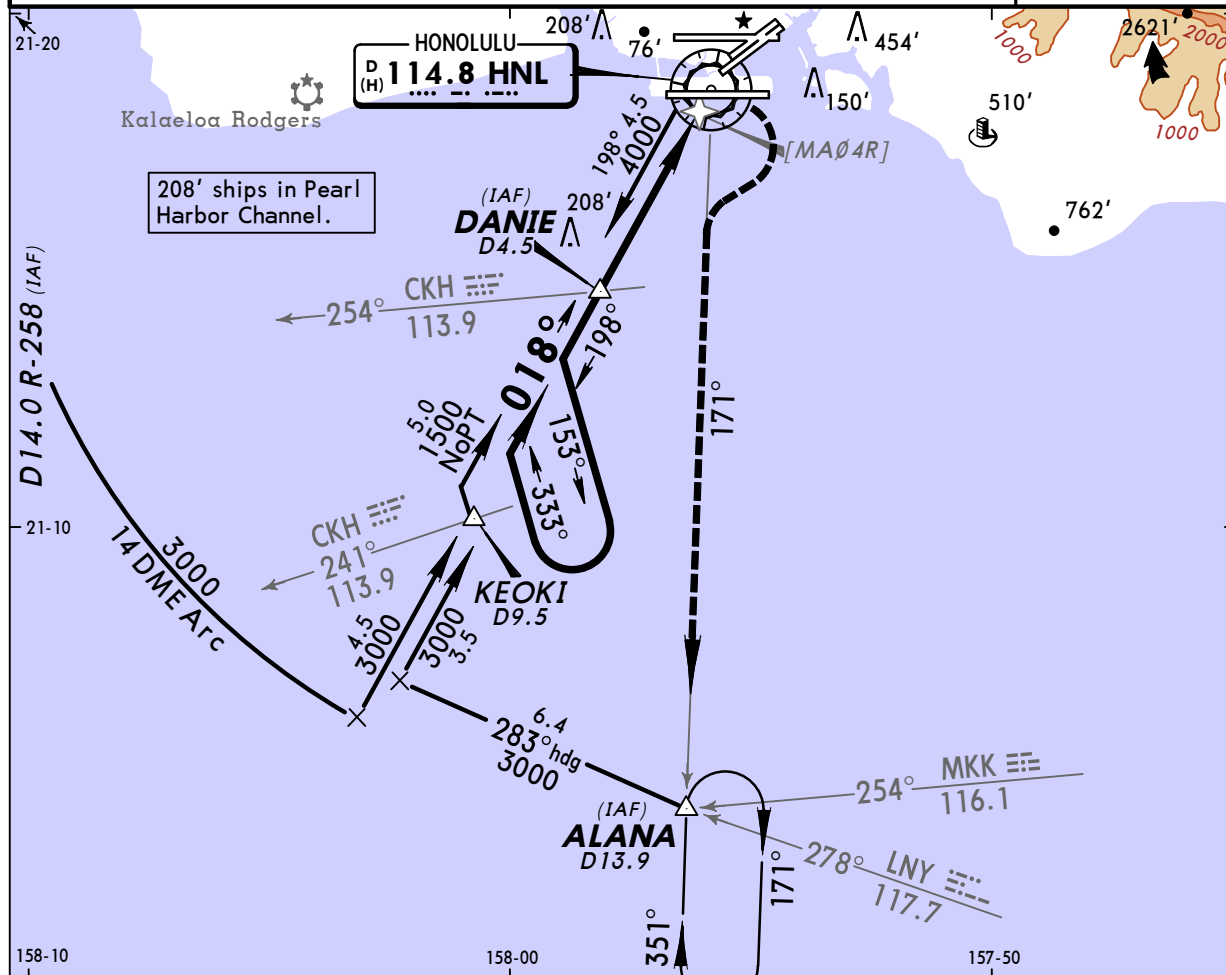
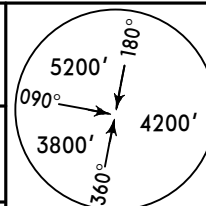
PHNL/HNL
HONOLULU INTL

JEPPesen
2 NOV 07 **(13-1)**

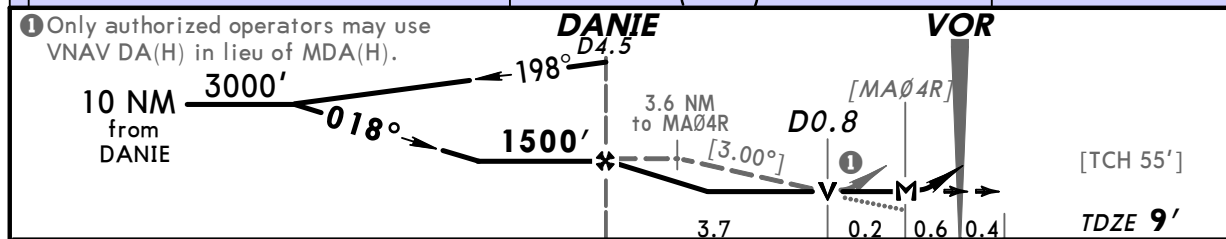
HONOLULU, HAWAII
VOR Rwy 4R

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
VOR HNL 114.8	Final Apch Crs 018°	Minimum Alt DANIE 1500' (1491')	MDA(H) 460' (451')	Apt Elev 13' TDZE 9'
MISSED APCH: Climbing RIGHT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
DANIE to MAP	3.9	3:21	2:36	2:20	1:57	1:40

STRAIGHT-IN LANDING RWY4R			CIRCLE-TO-LAND	
MDA(H) 460' (451')			①	
	RAIL out	ALS out	Max Kts	MDA(H)
A	1		90	620' (607') - 1
B	1 1/4		120	620' (607') - 1 1/4
C	1 1/2		140	620' (607') - 1 1/2
D			165	760' (747') - 2 1/2

① Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L-26R.

CHANGES: Lighting.

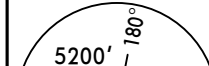
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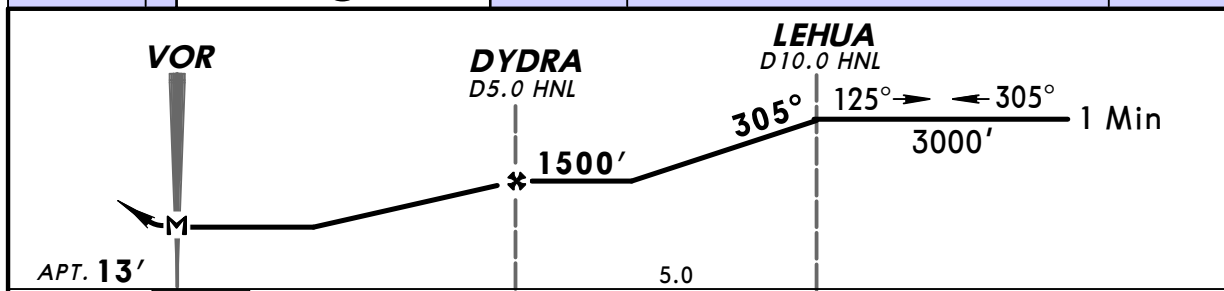
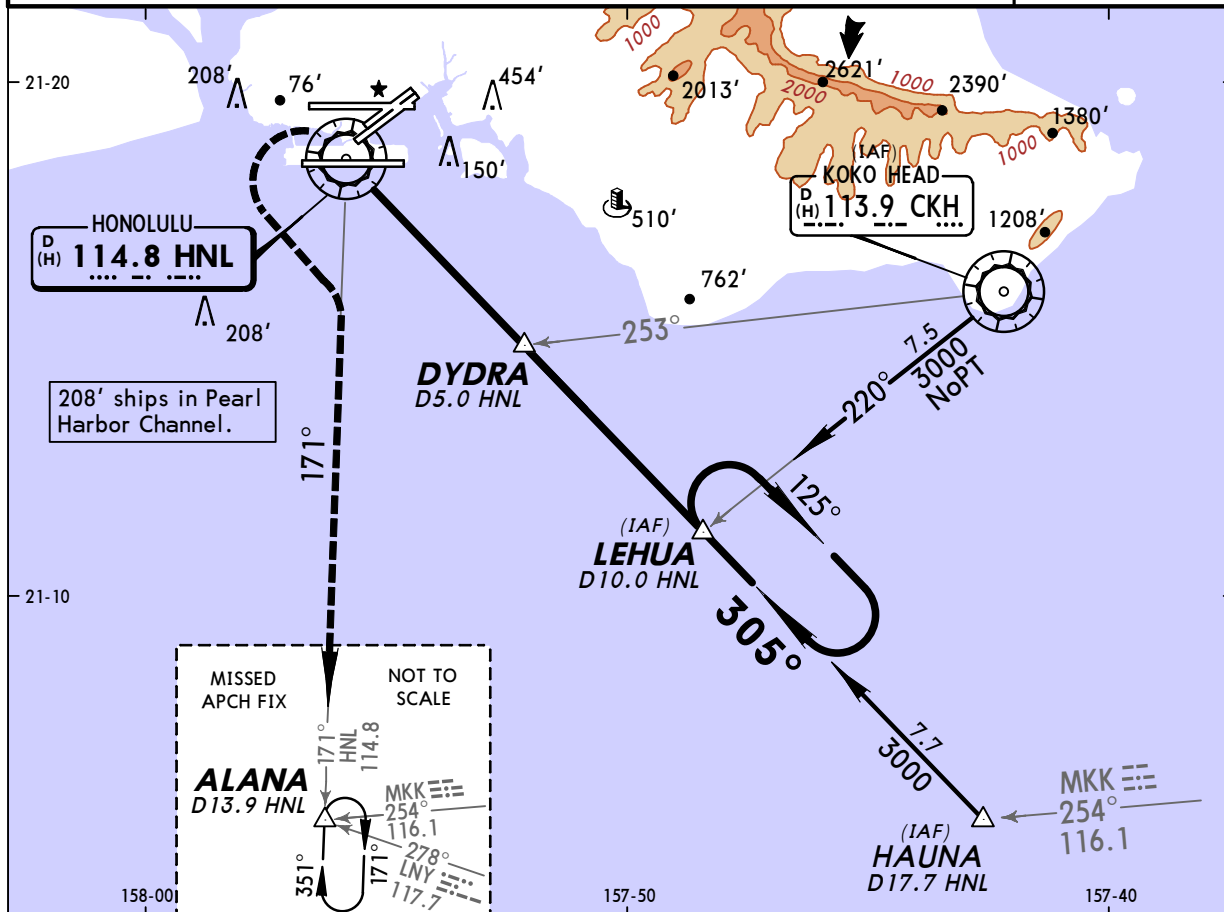
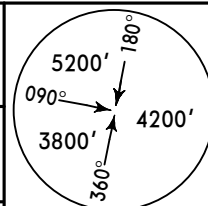
PHNL/HNL
HONOLULU INTL

JEPPesen
2 NOV 07 **(13-2)**

HONOLULU, HAWAII
VOR or GPS-A

BRIEFING STRIP

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
VOR HNL 114.8	Final Apch Crs 305°		Minimum Alt DYDRA 1500' (1487')		MDA(H) Refer to Minimums		Apt Elev 13'		
MISSED APCH: Climbing LEFT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
									MSA HNL VOR



MAP at VOR										Lighting - Refer to Airport Chart	3000' HNL via 114.8 LT R-171	ALANA
------------	--	--	--	--	--	--	--	--	--	--	---	--------------

TERPS

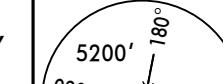
		CIRCLE-TO-LAND	
	Max Kts.	MDA(H)	
A	90	620' (607') - 1	
B	120	620' (607') - 1¾	
C	140	620' (607') - 1¾	
D	165	760' (747') - 2½	

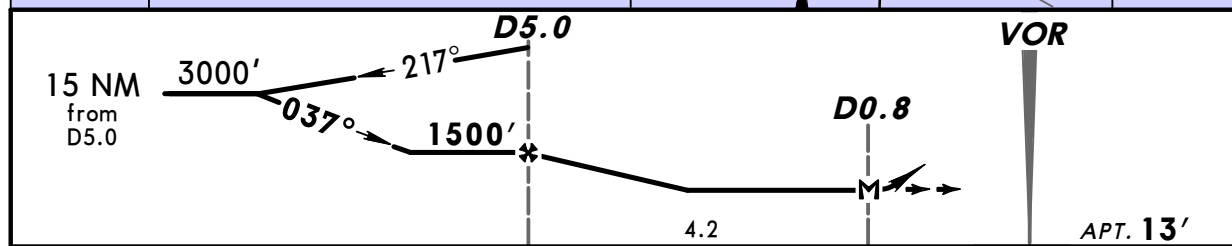
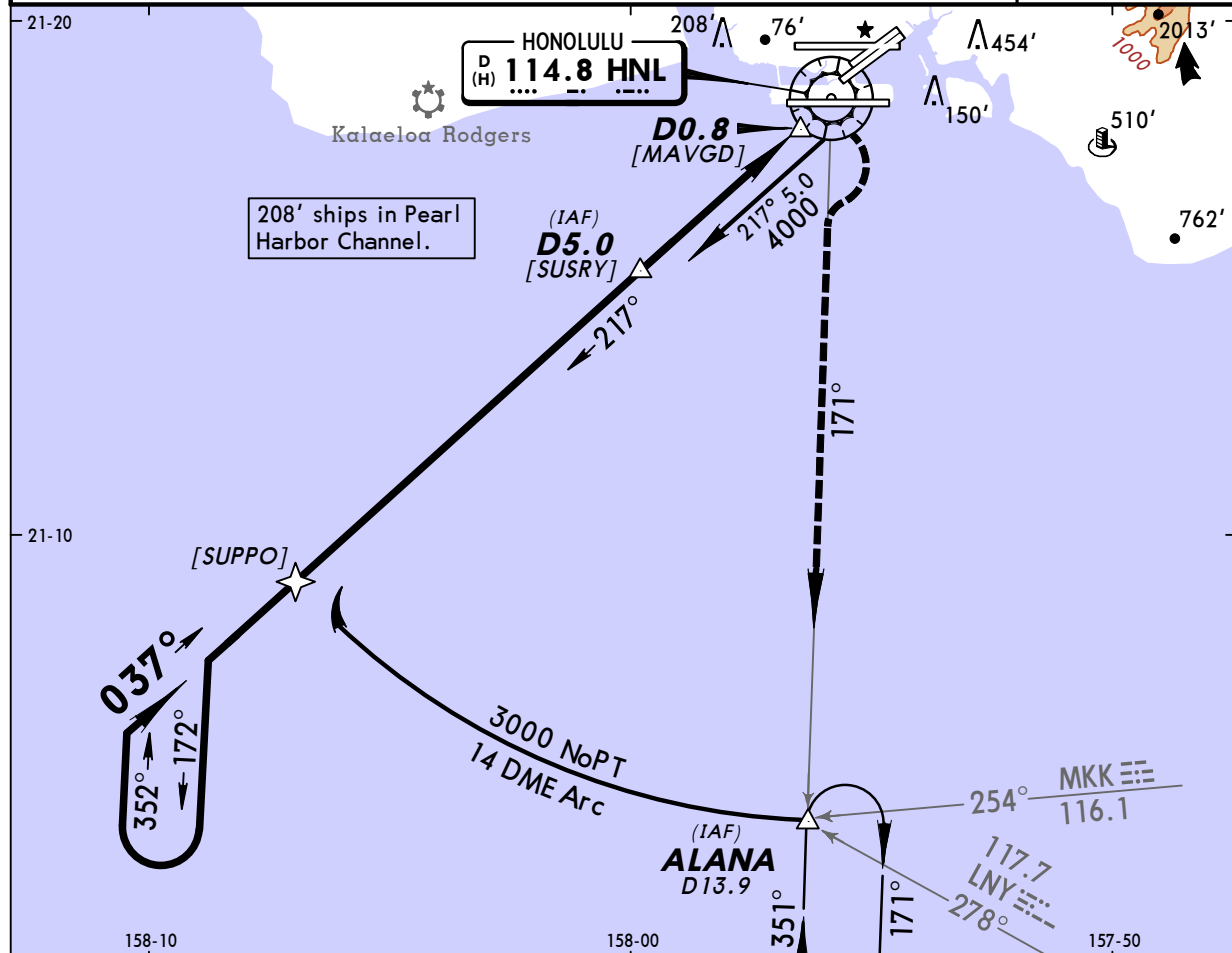
1 Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L/26R.

PHNL/HNL
HONOLULU INTL

JEPPESEN
6 APR 07 (13-3)

HONOLULU, HAWAII
VOR DME or GPS-B

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
VOR HNL 114.8		Final ApcH Crs 037°		Minimum Alt D5.0 1500' (1487')		MDA(H) Refer to Minimums		Apt Elev 13'	
MISSED APCH: Climbing RIGHT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			

[illegible]

1 CIRCLE-TO-LAND

			1 CIRCLE-TO-LAND
		Max Kts.	_____ <i>MDA(H)</i> _____
	A	90	620' (607') - 1
	B	120	
	C	140	620' (607') - 1¾
	D	165	760' (747') - 2½

1 Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L-26R.

CHANGES: HONOLULU Approach renamed HCF Approach.

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PHNL/HNL
HONOLULU INTL

25 APR 14

(19-1)

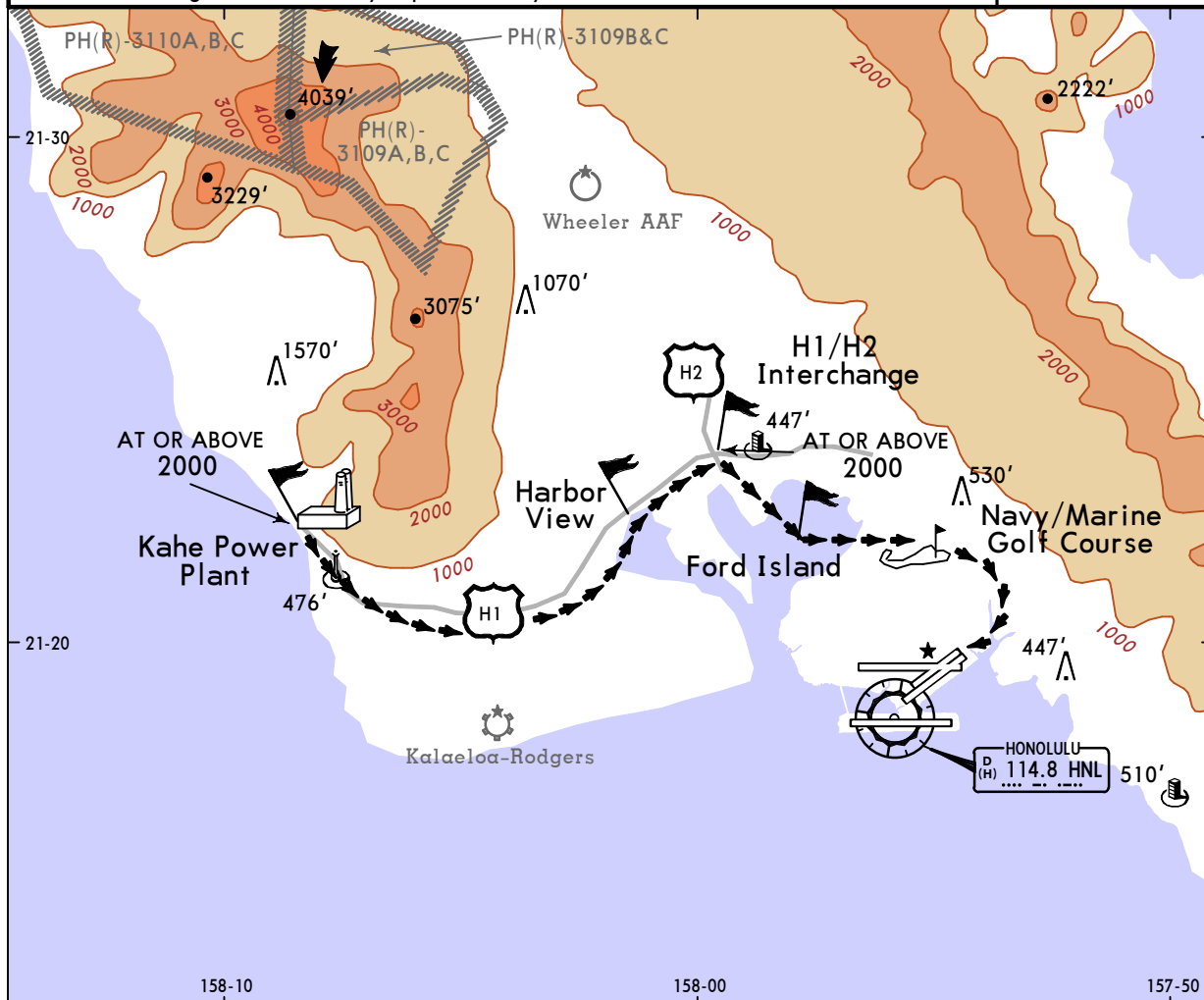
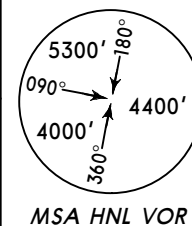
JEPPesen

HONOLULU, HAWAII

KAHE POWER PLANT VISUAL Rwy 22L

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS 3100'-3	Apt Elev 13'
MISSED APCH: No Missed Approach procedure.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night. 4. Pilots may expect Runway 22R.				



KAHE POWER PLANT VISUAL RWY 22L

From west of Oahu, proceed direct to Kahe Power Plant, then follow the H-1 Freeway eastbound to H1/H2 interchange. From H1/H2 interchange, proceed direct to Ford Island, then to the Navy/Marine Golf Course. Enter right downwind to runway 22L.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **3100'** VIS **3**

TERPS AMEND 0 26 JUL 2012

PHNL/HNL
HONOLULU INTL

JEPPesen 25 APR 14
(19-2) WAIALAE GOLF COURSE VISUAL

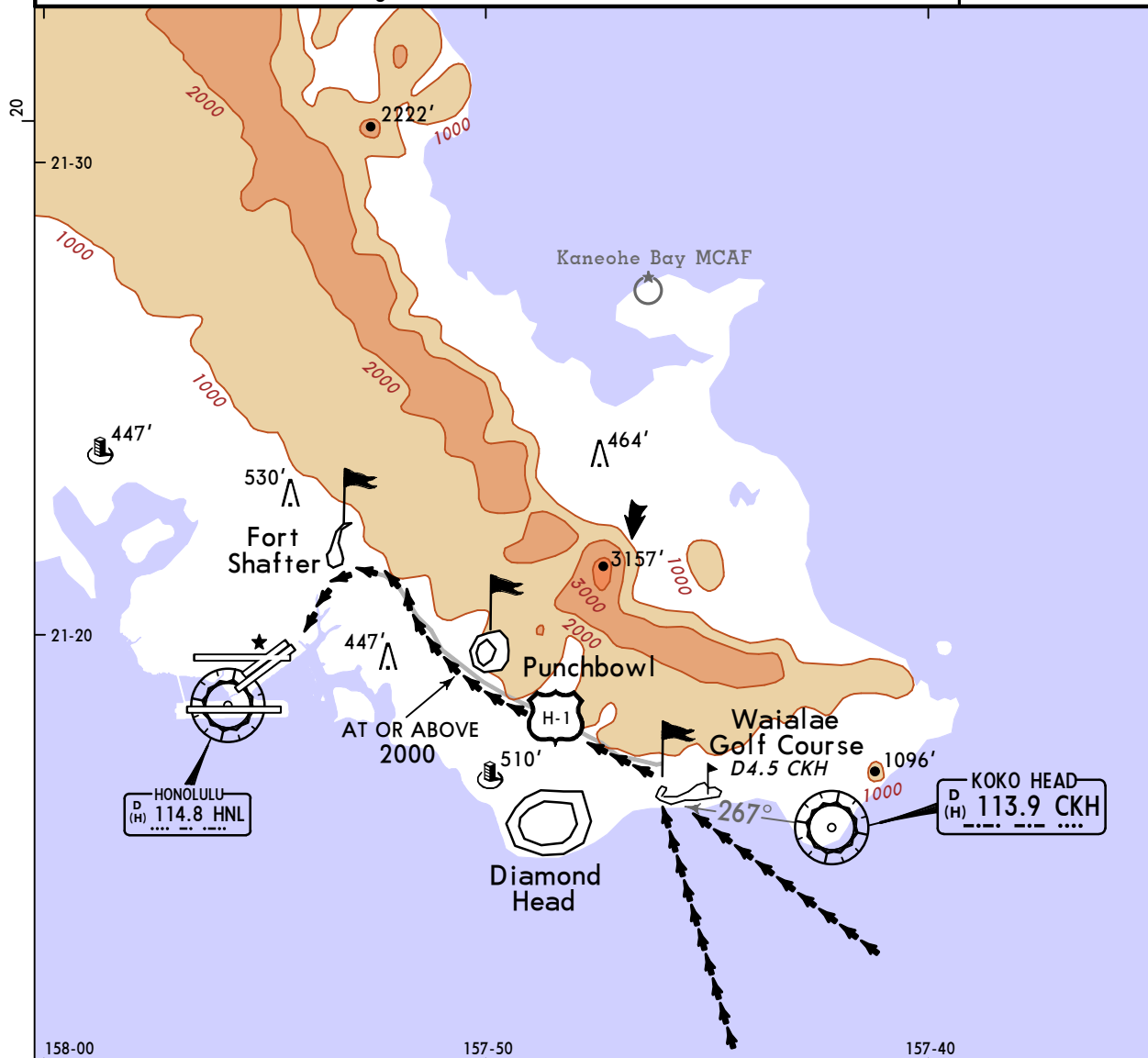
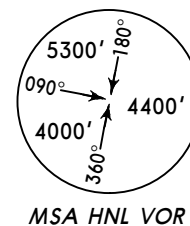
HONOLULU, HAWAII
Rwy 22L

BRIEFING STRIP

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
NAVAIDS- See Planview		Final Apch Crs See Planview		No FAF		CEIL-VIS 3100'-3		Apt Elev 13'	
MISSED APCH: No Missed Approach procedure.									
Alt Set: INCHES					Trans level: FL 180		Trans alt: 18000'		
1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night.									

5300' 180°
090° 4400'
4000' 360°

MSA HNL VOR



WAIALAE GOLF COURSE VISUAL RUNWAY 22L

From east of Oahu, proceed direct to Waialae Golf Course, then follow the H-1 Freeway westbound to Fort Shafter. Turn final to Runway 22L over Fort Shafter.

REIL
PAPI-L

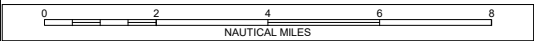
WEATHER MINIMUMS

Ceiling **3100'** VIS **3**

TERPS AMEND 0 26 JUL 2012

CHANGES: Lighting.

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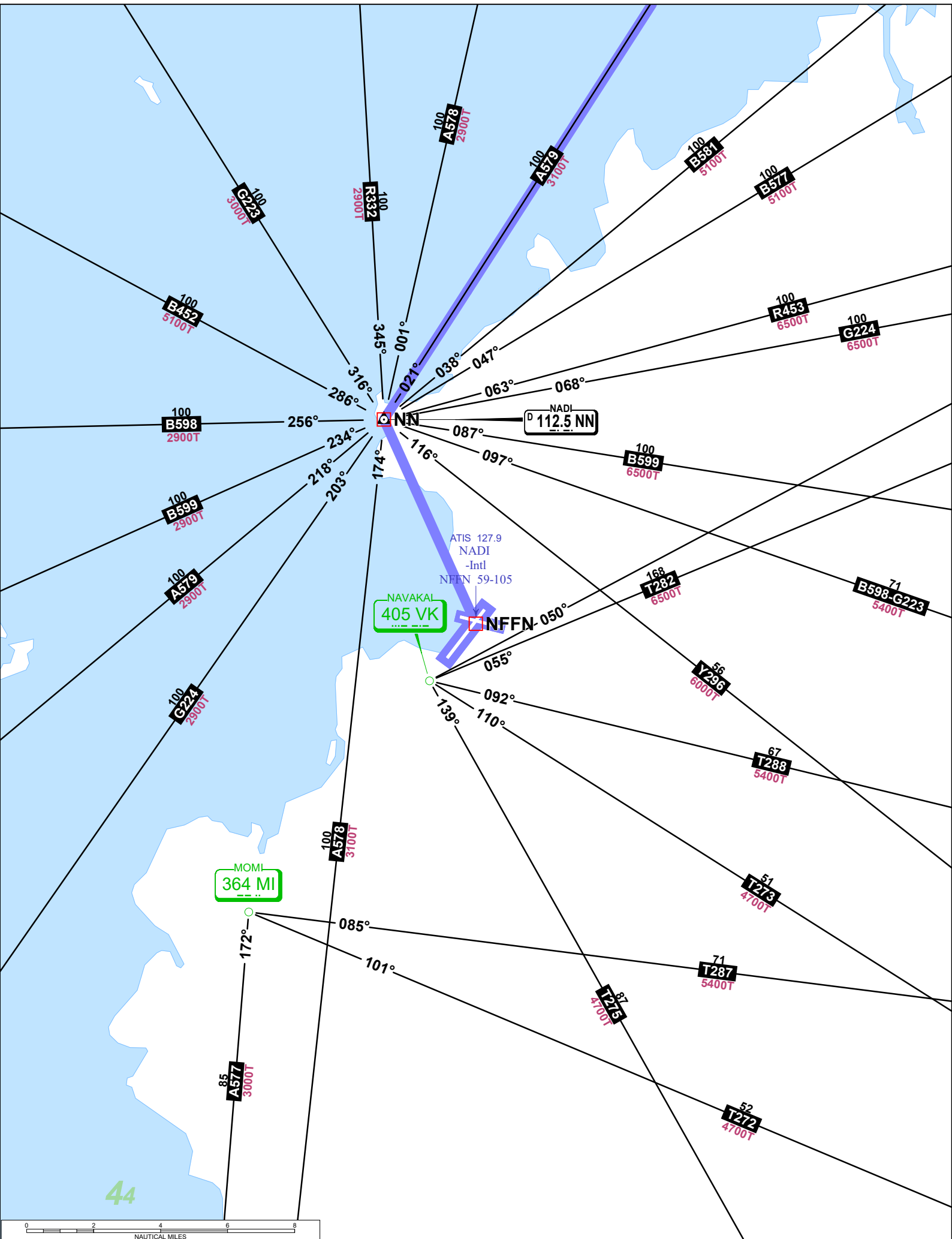
DESTINATION (PHNL -> NFFN): NFFN (Nadi Intl)

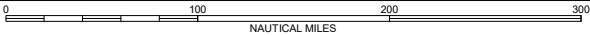
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.

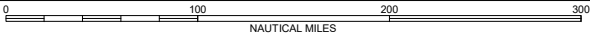
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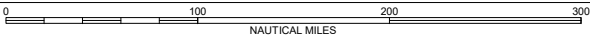
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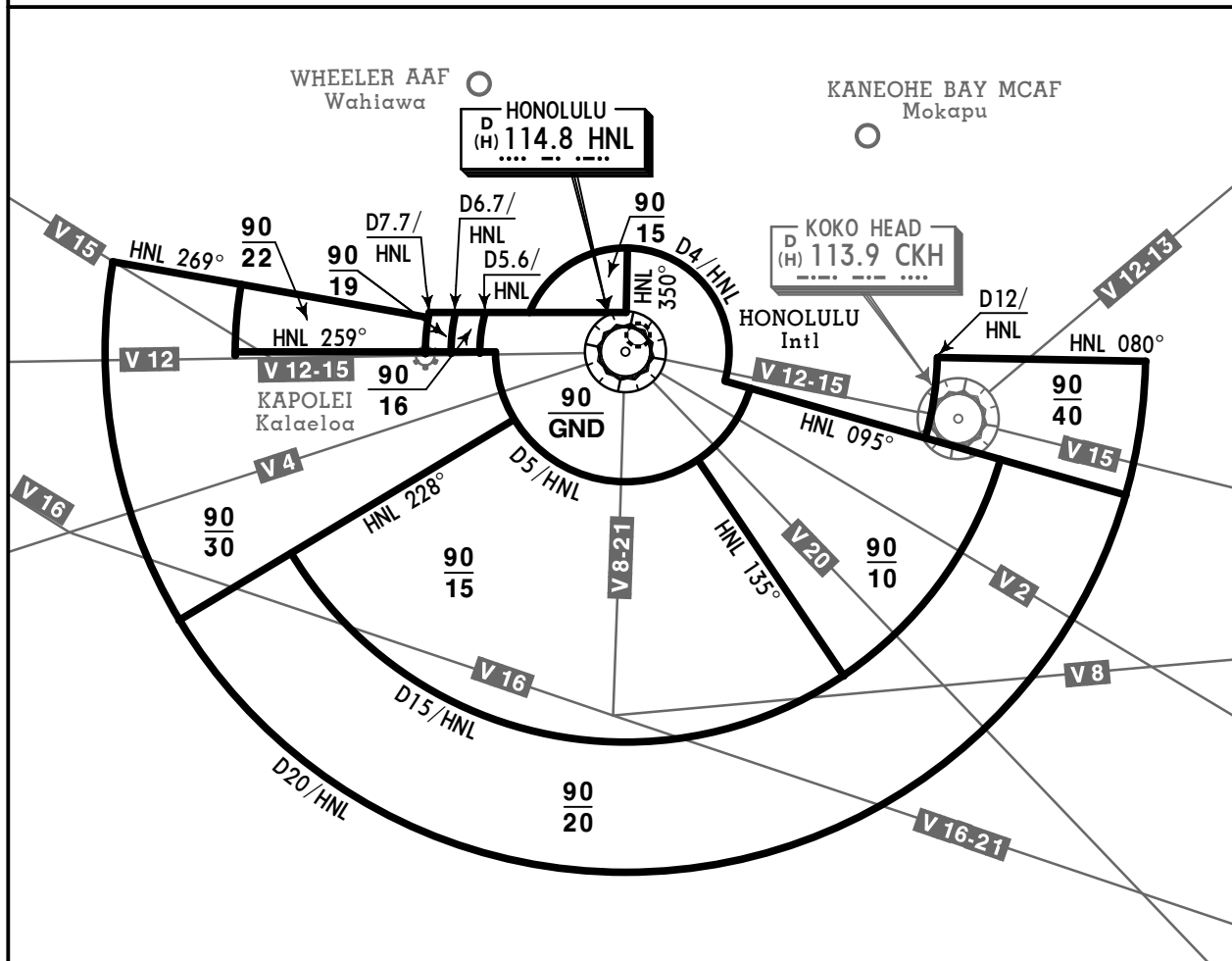
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HONOLULU CLASS B AIRSPACE
CLASS B VFR COMMUNICATIONS
Arrival **Honolulu App** 119.1N and W Departure **Honolulu Dep** 119.1E Departure **Honolulu Dep** 124.8

FOR OPERATING RULES AND PILOTS AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights- Aircraft operating within the Honolulu Class B airspace shall be operated in accordance with current IFR procedures. A clearance for a visual approach is not authorization for an aircraft to operate below the designated floors of the Class B airspace.

VFR Flights-

- Arriving aircraft, or aircraft desiring to transit the Class B airspace should contact Honolulu Approach control on the frequency depicted for the sector of flight with reference to the geographic center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- Aircraft departing the primary airport are requested to advise the Honolulu clearance delivery of their position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class B airspace.
- Aircraft desiring to transit the Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

PHNL/HNL
HONOLULU INTL

JEPPESSEN

20 JUL 12

10-2

Eff 26 Jul

HONOLULU, HAWAII

STAR

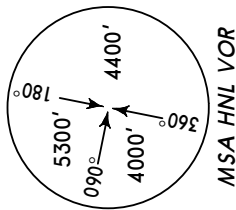
ATIS
127.9

Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'

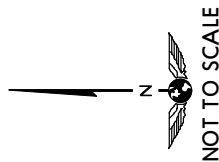
1. DME required.

2. RNAV equipped aircraft only for DANNO and THOMA Transitions.



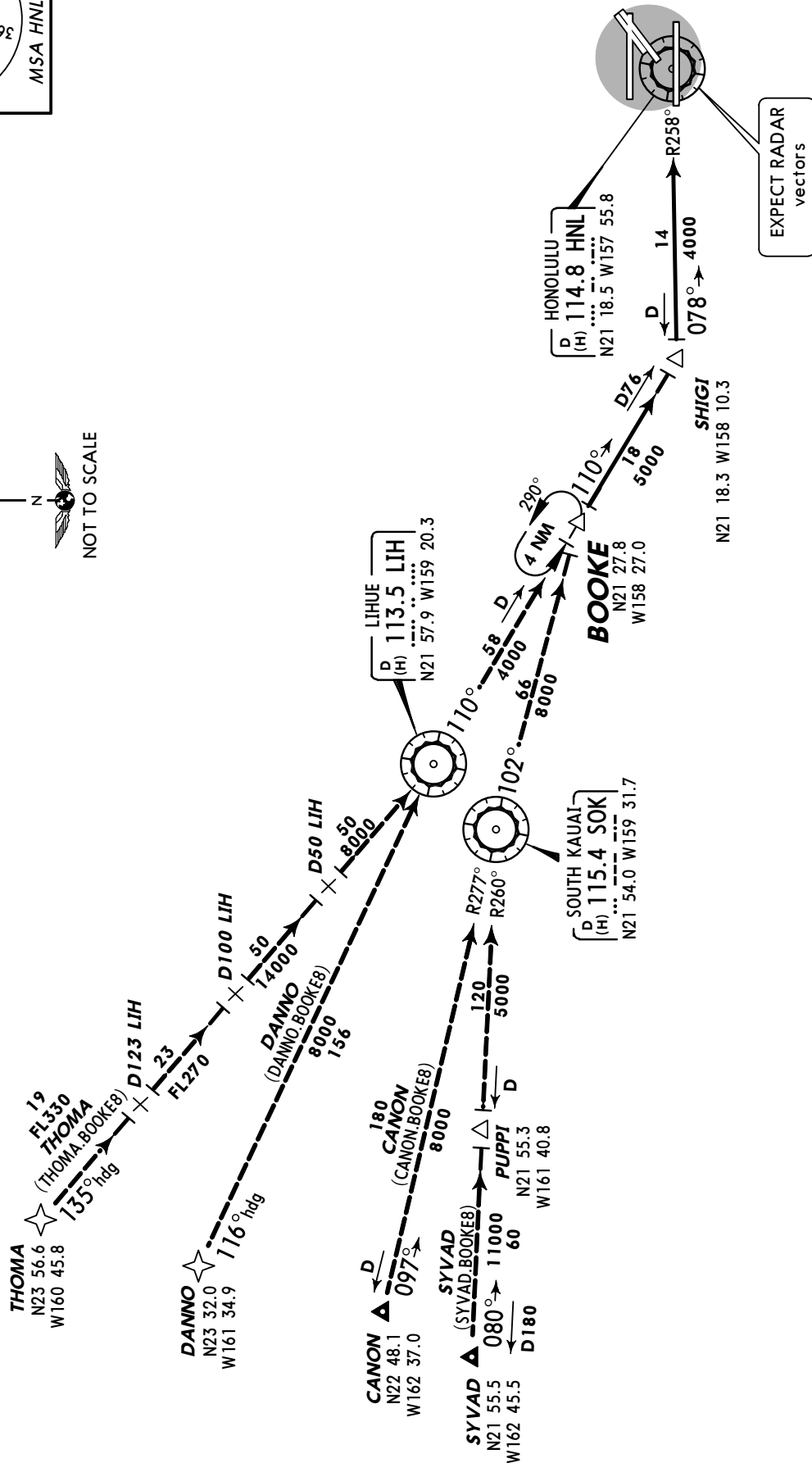
MSA HNL VOR

BOOKE EIGHT ARRIVAL (BOOKE.BOOKE8)



ROUTING

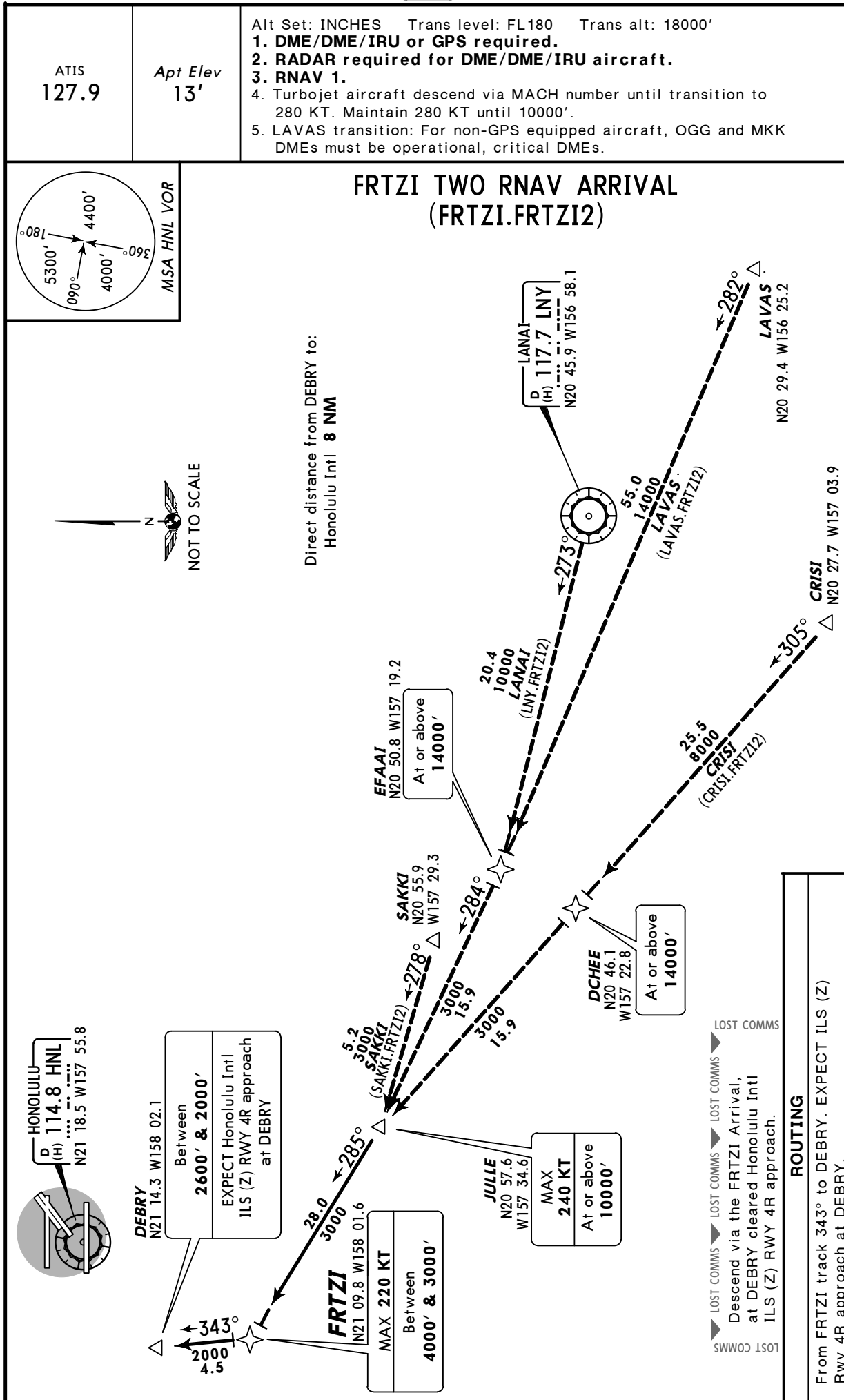
From over BOOKE via LIH R-110 to intercept HNL R-258 to HNL. EXPECT RADAR vectors.



PHNL/HNL
HONOLULU INTL

JEPPesen
20 JUL 12 **10-2A** Eff 26 Jul

HONOLULU, HAWAII
RNAV STAR



PHNL/HNL
HONOLULU INTL

JEPPESEN

14 OCT 11 10-2B Eff 20 Oct

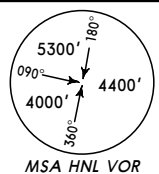
HONOLULU,
HAWAII
RNAV STAR

ATIS
127.9

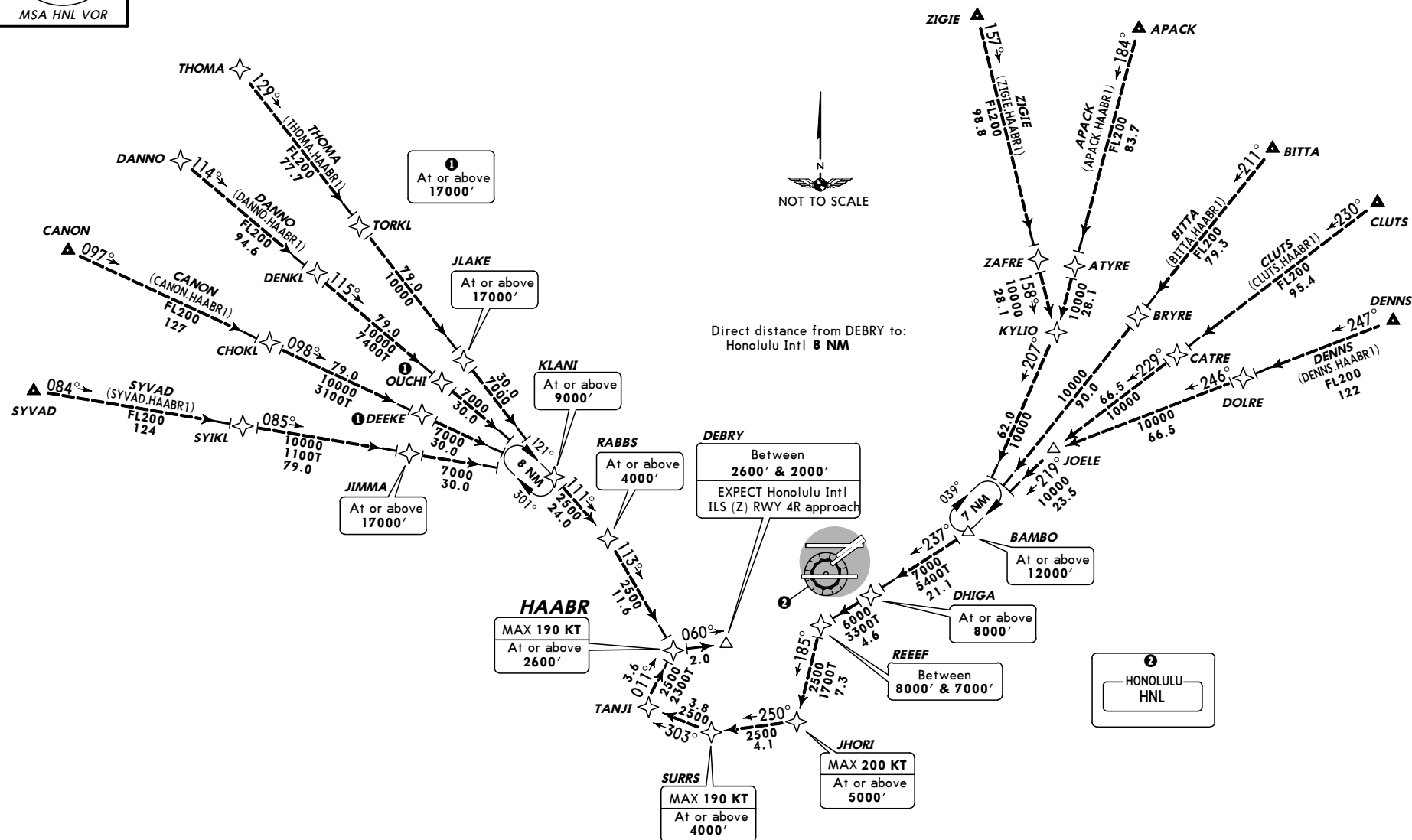
Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. Turbojet aircraft descend via mach number until transition to
280 KT. Maintain 280 KT until 10000'.

2. GPS required.
3. RADAR required.
4. RNAV 1.



HAABR ONE RNAV ARRIVAL (HAABR.HAABR1)



ROUTING

From HAABR as depicted to DEBRY. At DEBRY EXPECT Honolulu Intl ILS (Z) RWY 4R approach.

LOST COMMS
Descend via the HAABR arrival, at DEBRY cleared
Honolulu Intl ILS (Z) RWY 4R approach.

PHNL/HNL
HONOLULU INTL

JEPPESEN
14 OCT 11 10-2C

HONOLULU, HAWAII

JEPPESEN
JeppView 3.6.2.0

STAR

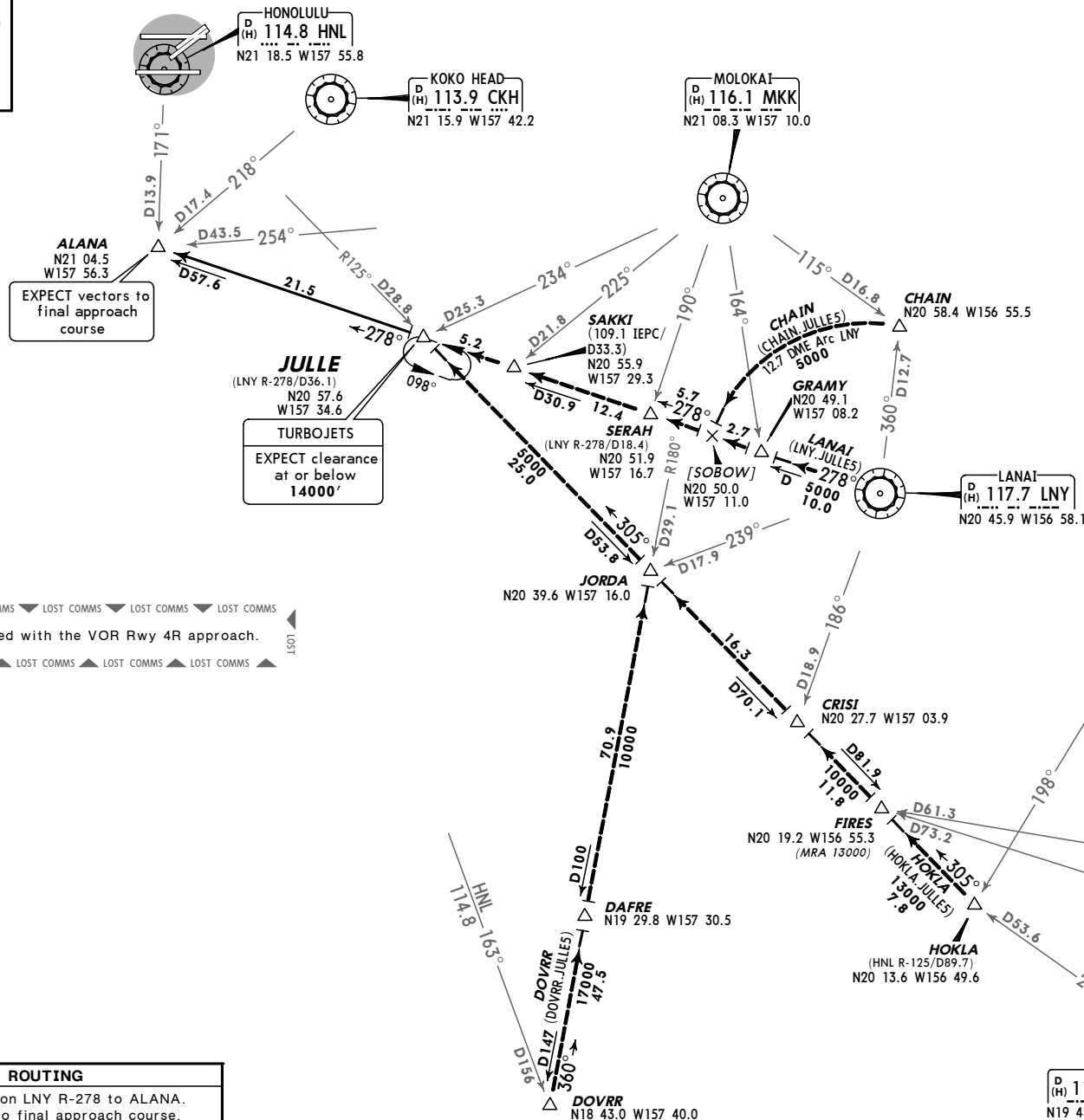
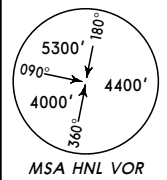
ATIS
127.9

Apt Elev
13'

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

1. RADAR required.
2. DME required for CHAIN transition.

JULLE FIVE ARRIVAL (JULLE.JULLE5)



MAUI
D (H) 115.1 OGG
N20 54.4 W156 25.3



UPOLU POINT
D (H) 112.3 UPP
N20 12.0 W155 50.6

KAMUELA
D (H) 113.3 MUE
N19 59.9 W155 40.2

KOA
D (H) 112.1 KOA
N19 43.0 W156 02.7

ROUTING

From over JULLE on LNY R-278 to ALANA.
EXPECT vectors to final approach course.

PHNL/HNL
HONOLULU INTL

JEPPesen

14 OCT 11

10-2D

Eff 20 Oct

HONOLULU, HAWAII

RNAV STAR

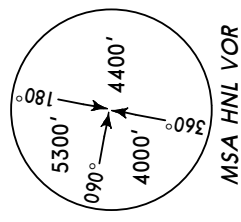
ATIS
127.9

Apt Elev
13'

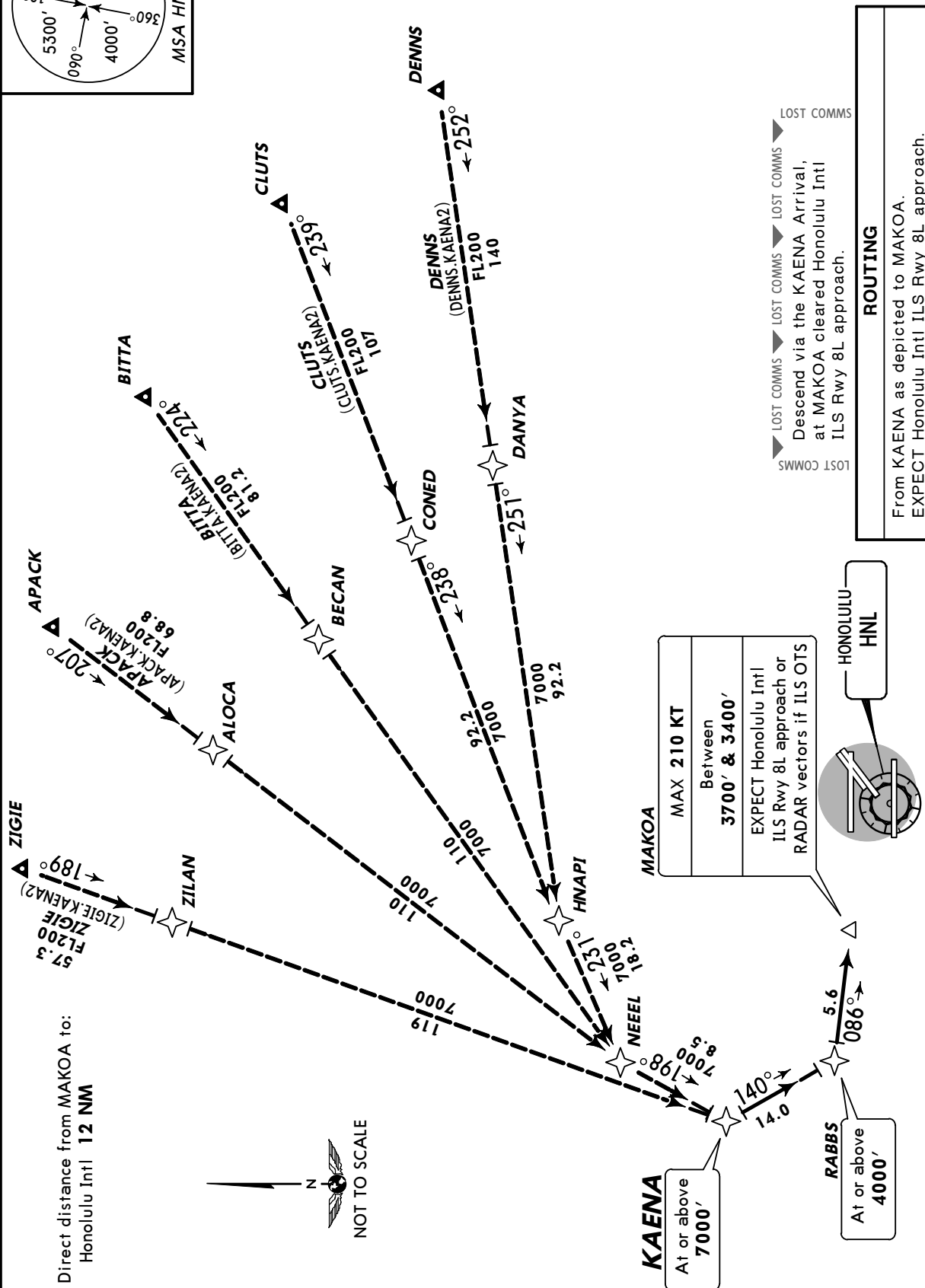
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **GPS required.**
2. **RADAR required.**
3. **RNAV 1.**

4. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000'.



KAENA TWO RNAV ARRIVAL (KAENA.KAENA2)



PHNL/HNL
HONOLULU INTL

JEPPesen

14 OCT 11

10-2E

Eff 20 Oct

HONOLULU, HAWAII

RNAV STAR

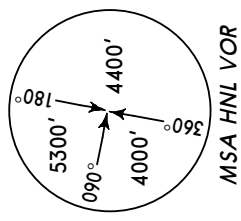
ATIS
127.9

Apt Elev
13'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

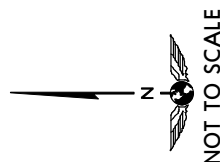
1. **GPS required.**
2. **RADAR required.**
3. **RNAV 1.**

4. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000'.

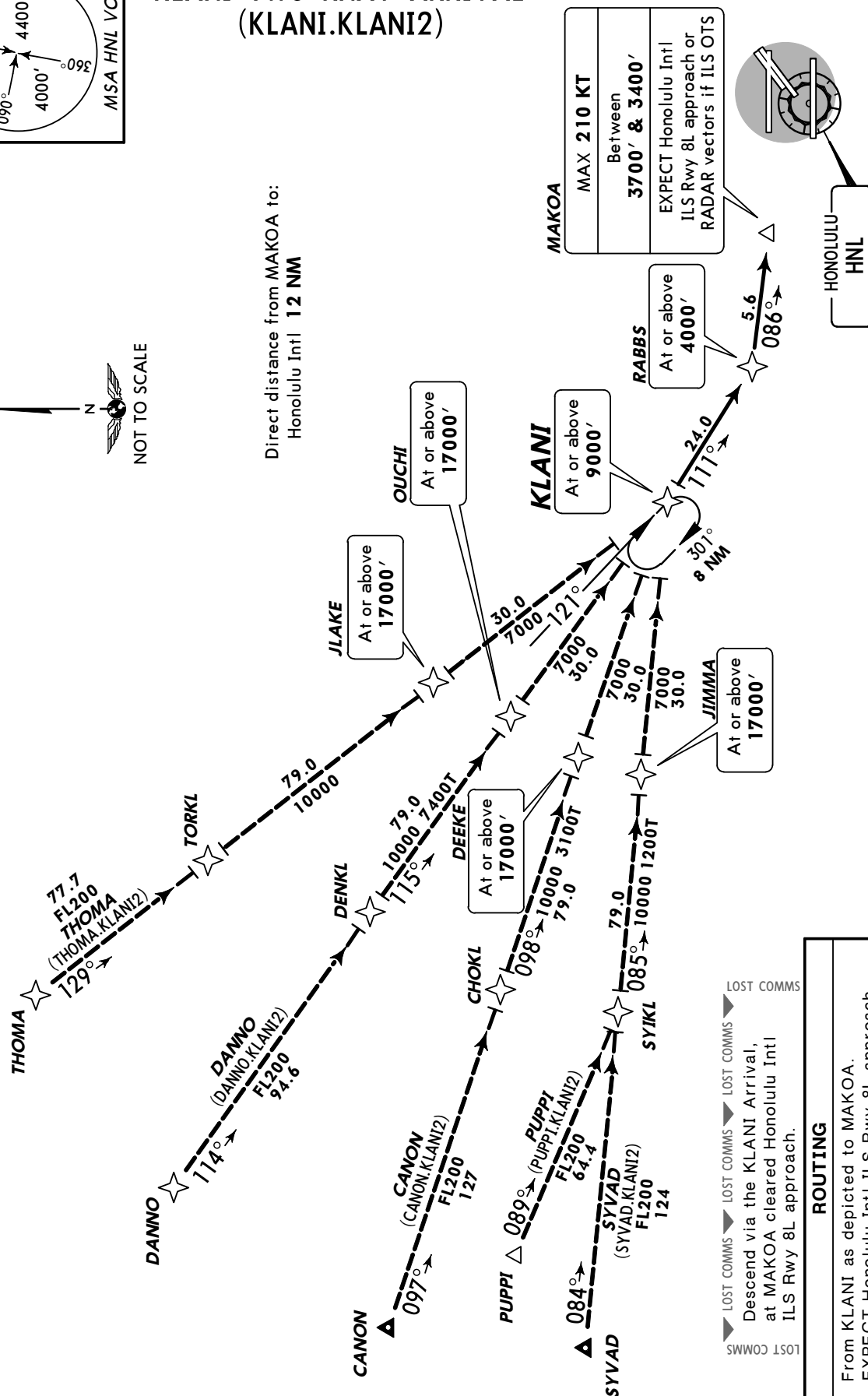


MSA HNL VOR

KLANI TWO RNAV ARRIVAL (KLANI.KLANI2)



Direct distance from MAKOA to:
Honolulu Intl **12 NM**



LOST COMMS
▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Descend via the KLANI Arrival,
at MAKOA cleared Honolulu Intl
ILS Rwy 8L approach.

ROUTING

From KLANI as depicted to MAKOA.
EXPECT Honolulu Intl ILS Rwy 8L approach.

PHNL/HNL
HONOLULU INTL

JEPPESSEN

14 OCT 11

10-2F

Eff 20 Oct

HONOLULU, HAWAII

STAR

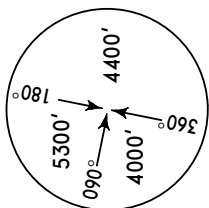
ATIS
127.9

Apt Elev
13'

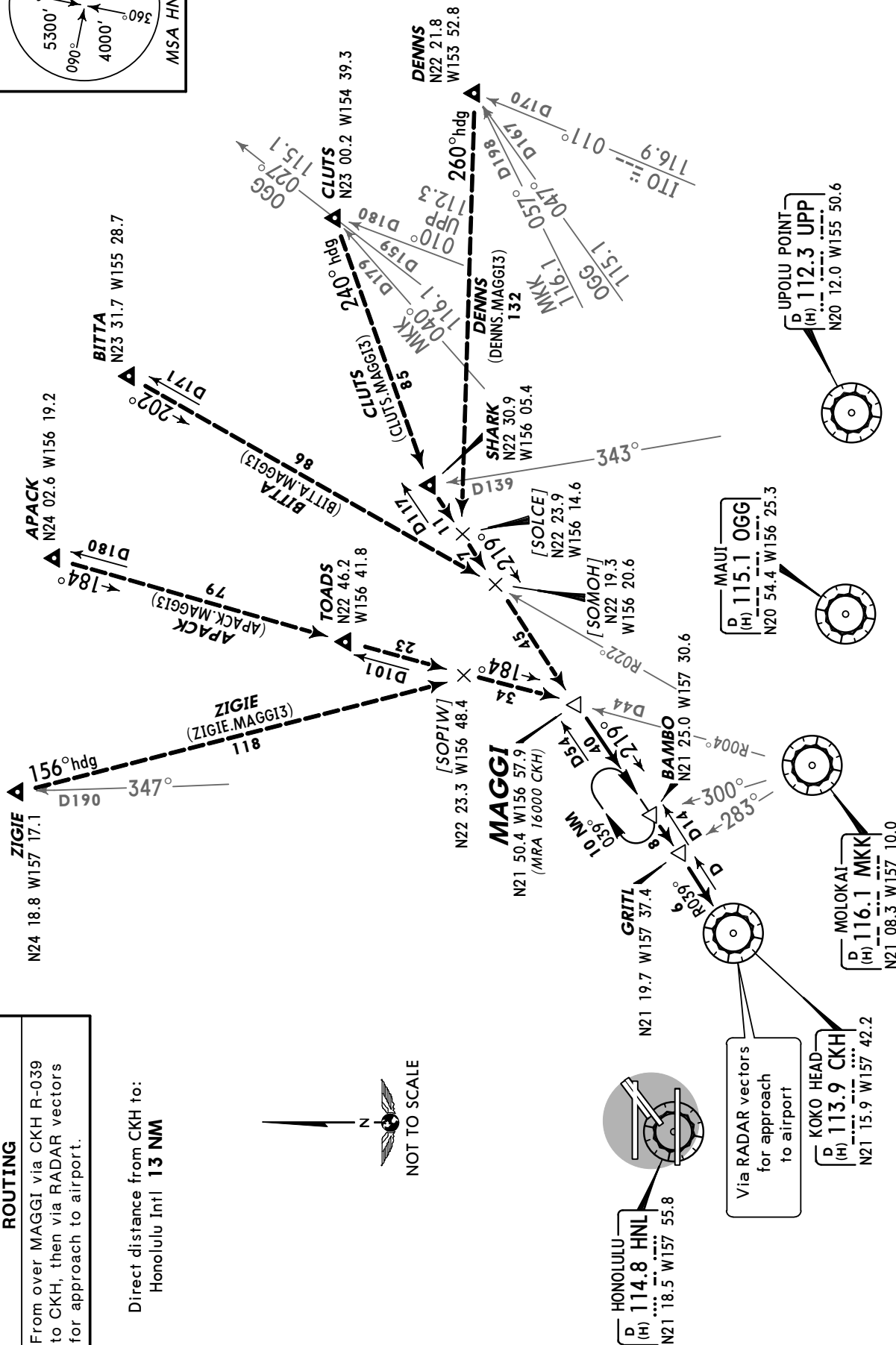
Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'



MAGGI THREE ARRIVAL (MAGGI.MAGGI3)



PHNL/HNL
HONOLULU INTL

JEPPESEN

14 OCT 11

10-2G

Eff 20 Oct

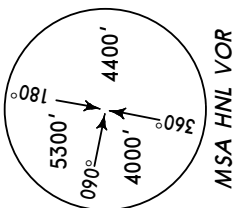
HONOLULU, HAWAII

STAR

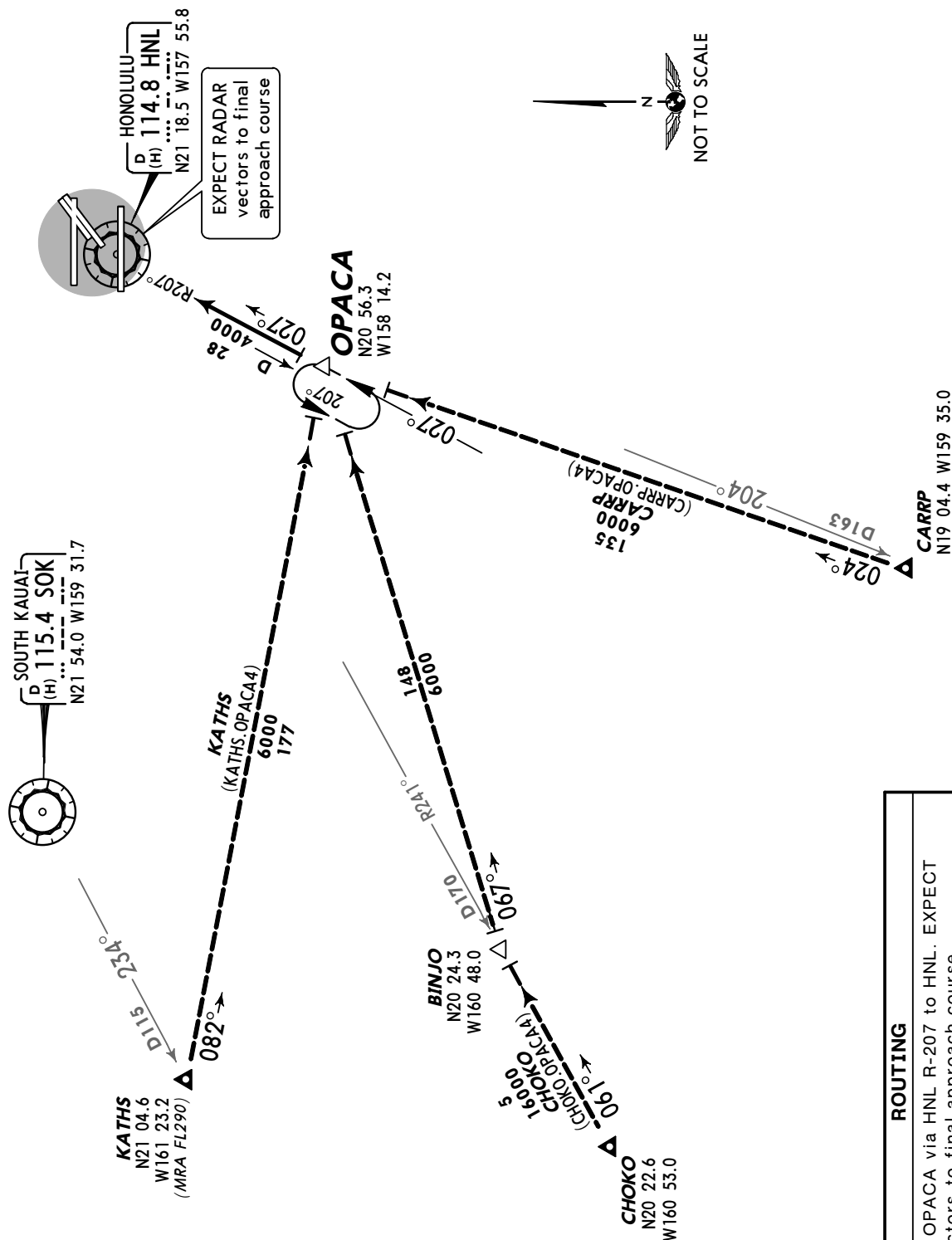
ATIS
127.9

Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
RNAV equipped aircraft only.



OPACA FOUR ARRIVAL (OPACA.OPACA4)



ROUTING

From over OPACA via HNL R-207 to HNL. EXPECT
RADAR vectors to final approach course.

PHNL/HNL
HONOLULU INTL

JEPPesen

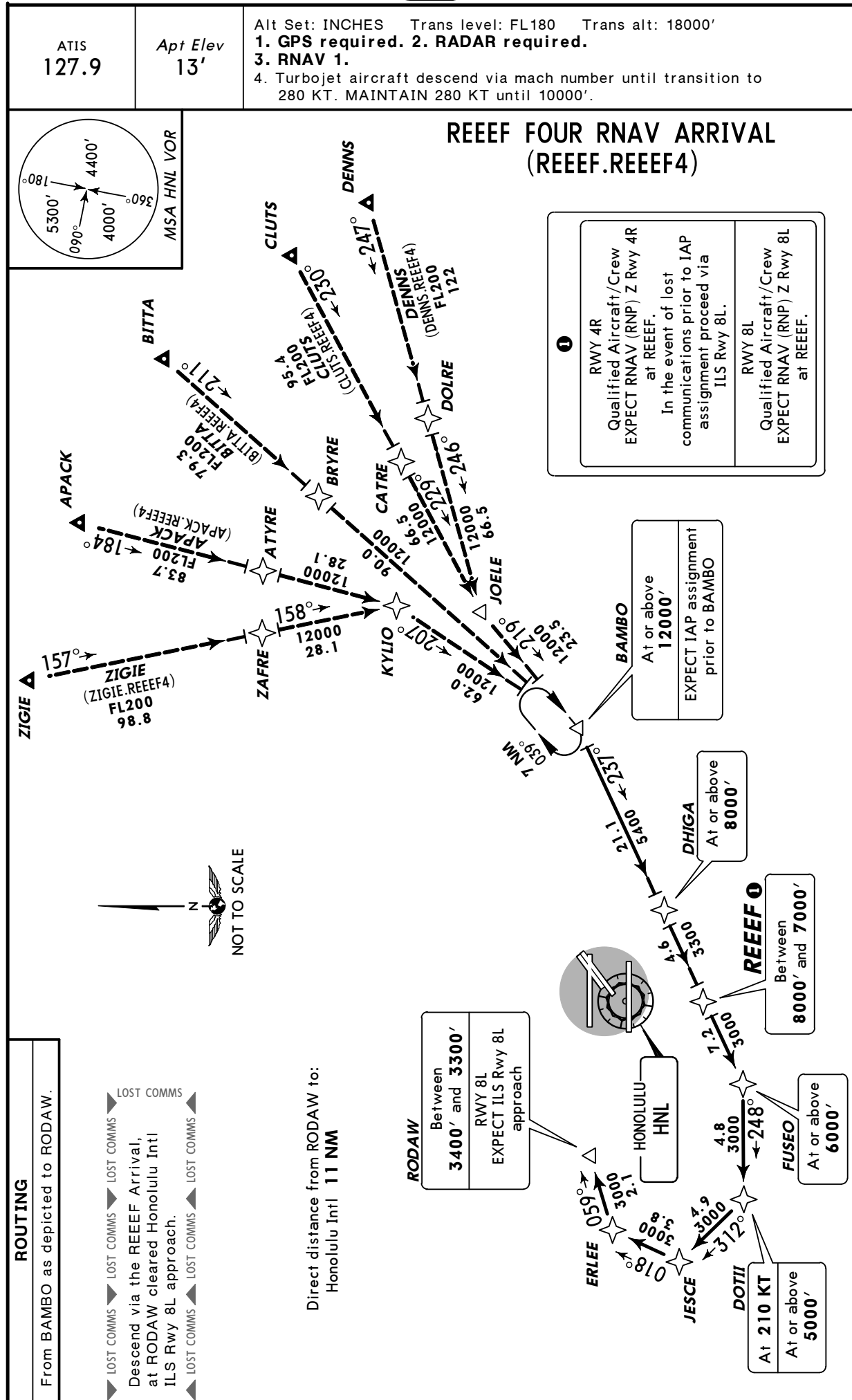
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10-2H

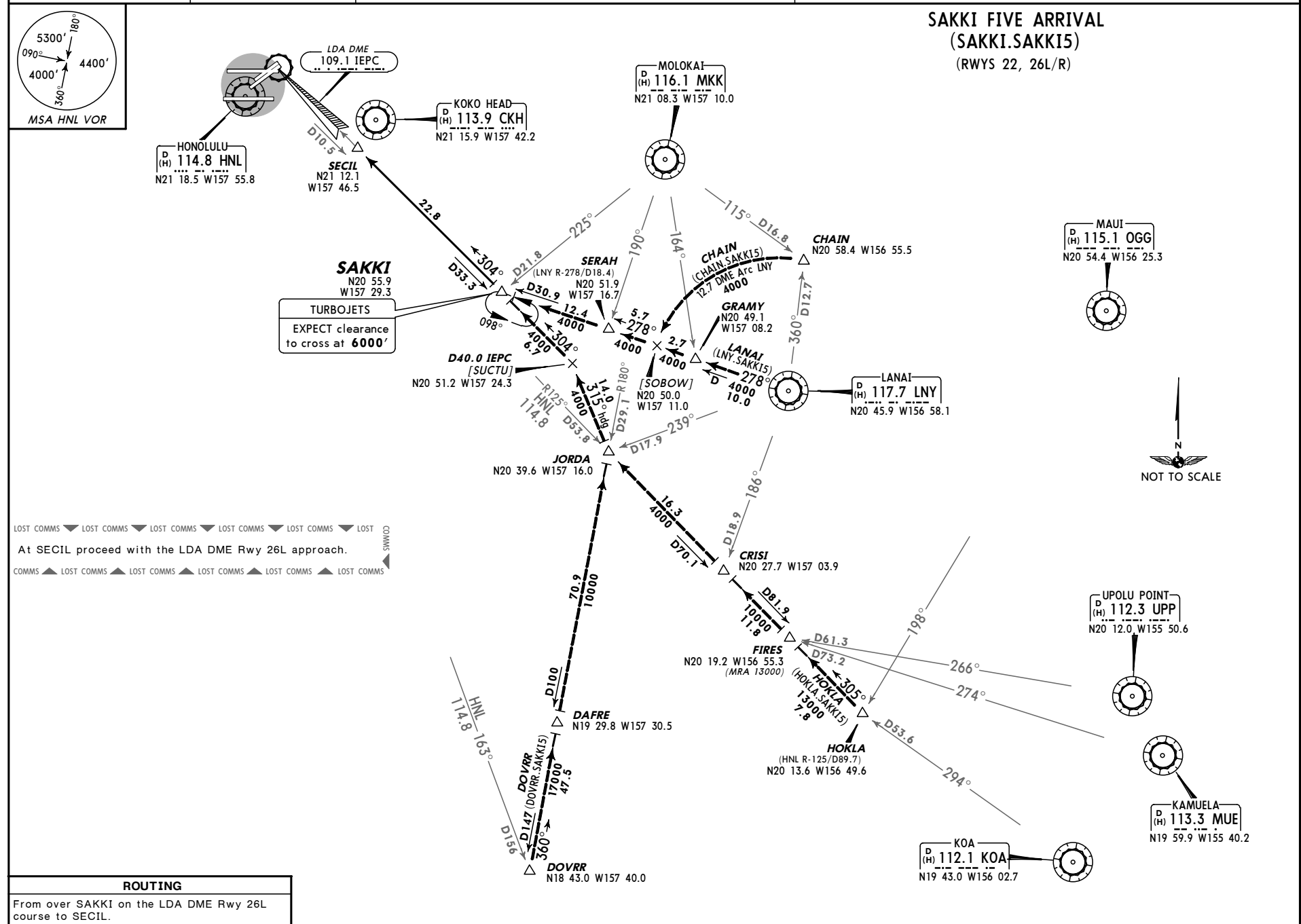
Eff 5 Apr

HONOLULU, HAWAII

RNAV STAR



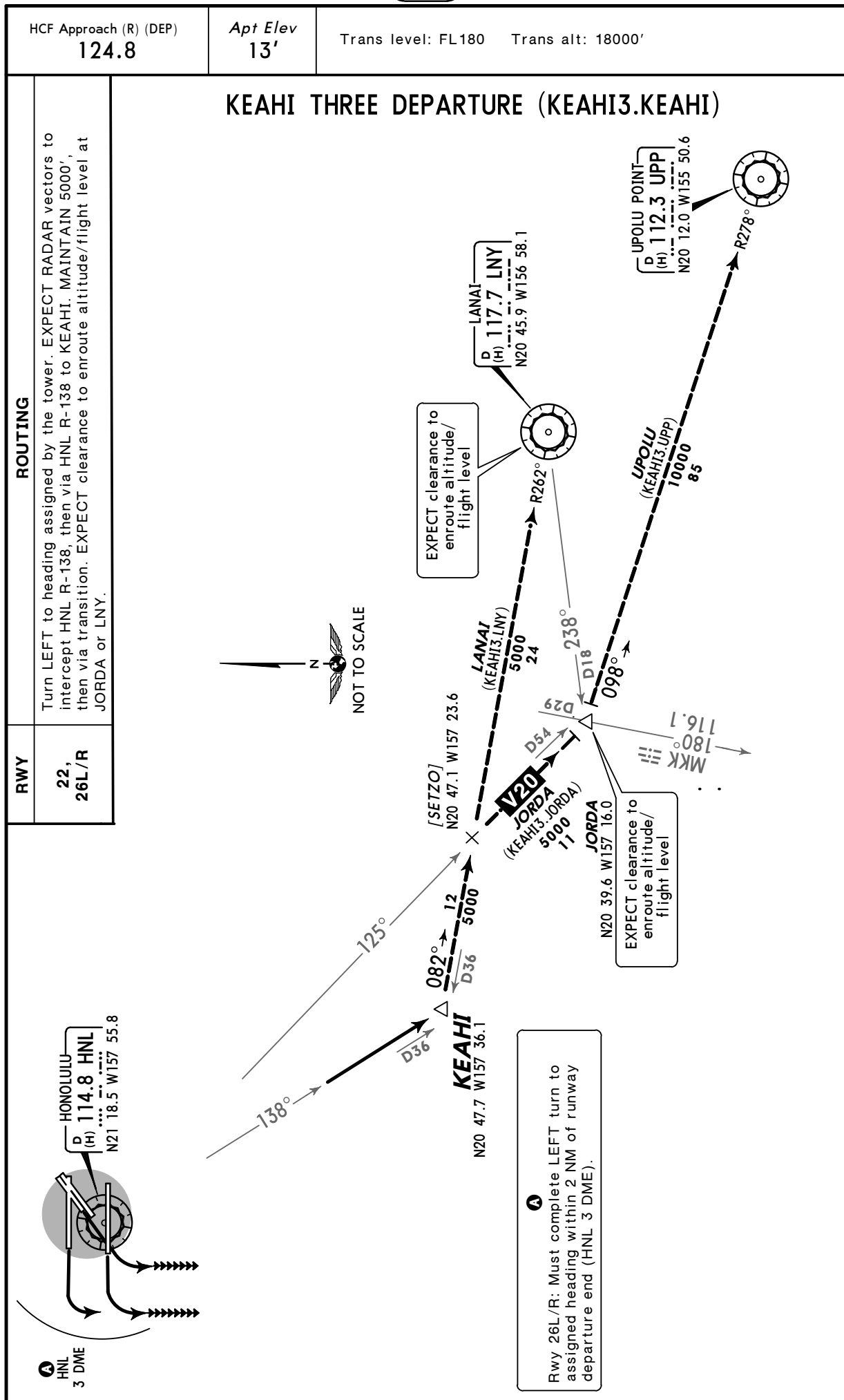
HONOLULU, HAWAII



PHNL/HNL
HONOLULU INTL

JEPPESEN
20 JUN 14 (10-3)

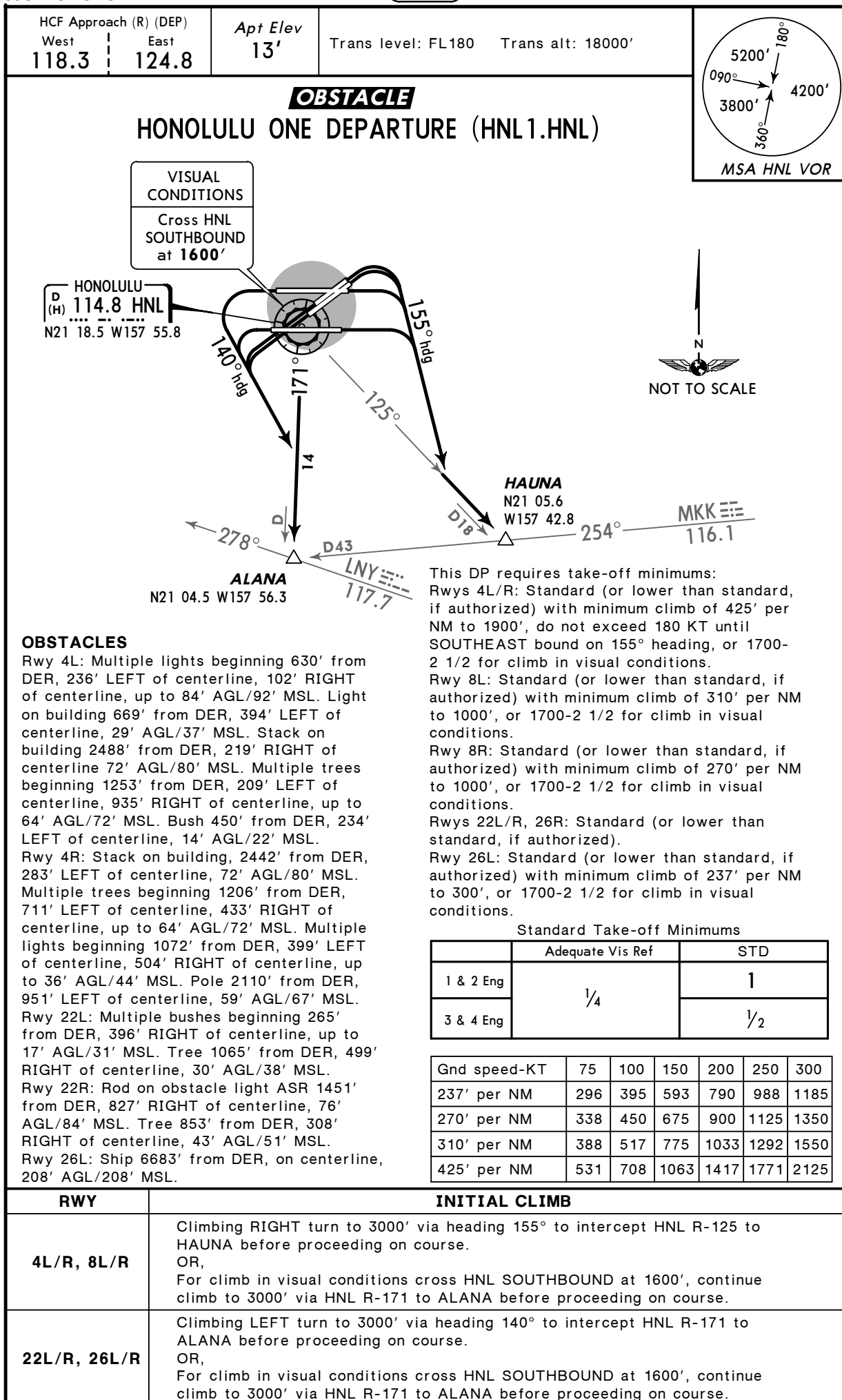
HONOLULU, HAWAII

SID

PHNL/HNL
HONOLULU INTLJEPPESEN
31 JAN 14 10-3-0 Eff 6 Feb

HONOLULU, HAWAII

DP



PHNL/HNL
HONOLULU INTL

JEPPesen
20 JUN 14 **(10-3A)**

HONOLULU, HAWAII

SID

HCF Approach (R) (Dep)
118.3

Apt Elev
13'

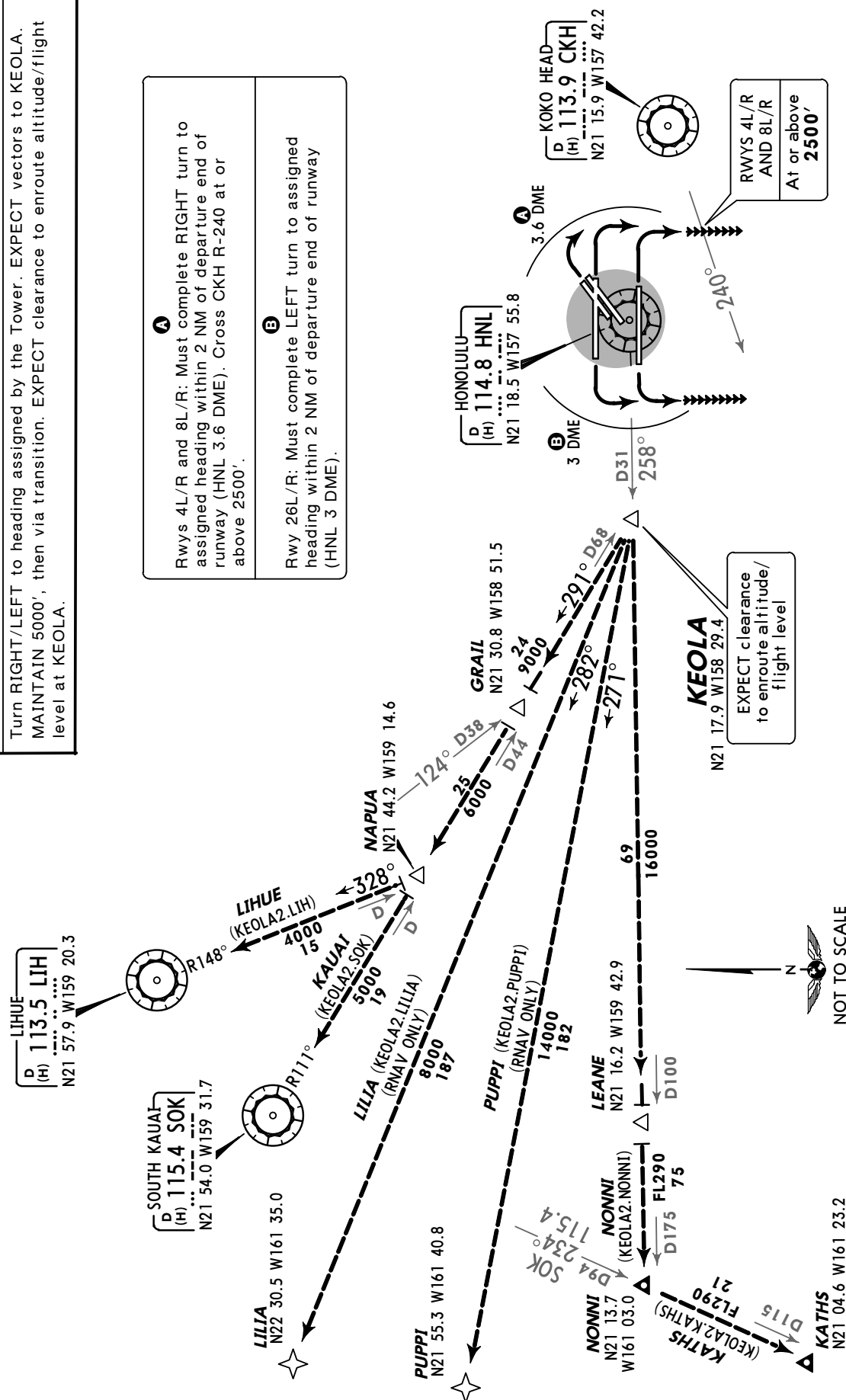
Trans level: FL180 Trans alt: 18000'

ROUTING

Turn RIGHT/LEFT to heading assigned by the Tower. EXPECT vectors to KEOLA. MAINTAIN 5000', then via transition. EXPECT clearance to enroute altitude/flight level at KEOLA.

KEOLA TWO DEPARTURE (KEOLA2.KEOLA)

- | | |
|----------|---|
| A | Rwys 4L/R and 8L/R: Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway (HNL 3.6 DME). Cross CKH R-240 at or above 2500'. |
| B | Rwy 26L/R: Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (HNL 3 DME). |



JEPPESSEN HONOLULU, HAWAII
 (10-3B) 20 JUN 14 **SID**

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JEPPESEN
20 JUN 14 (10-3C)

SID

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PHNL/HNL
HONOLULU INTL

JEPPESSEN
20 JUN 14 **10-3D**

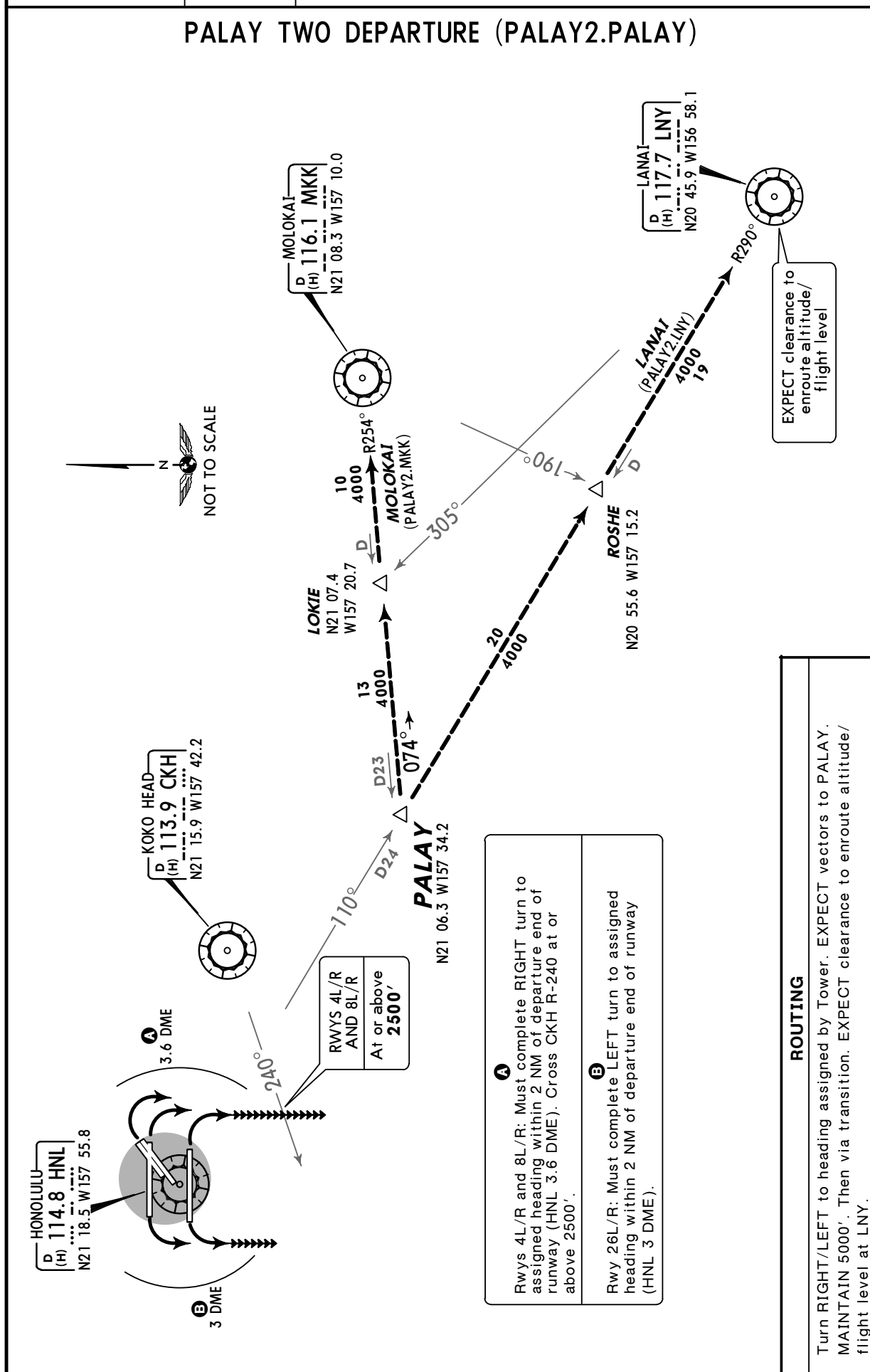
HONOLULU, HAWAII
SID

HCF Approach (R) (DEP)
118.3

Apt Elev
13'

Trans level: FL180 Trans alt: 18000'

PALAY TWO DEPARTURE (PALAY2.PALAY)



PHNL/HNL

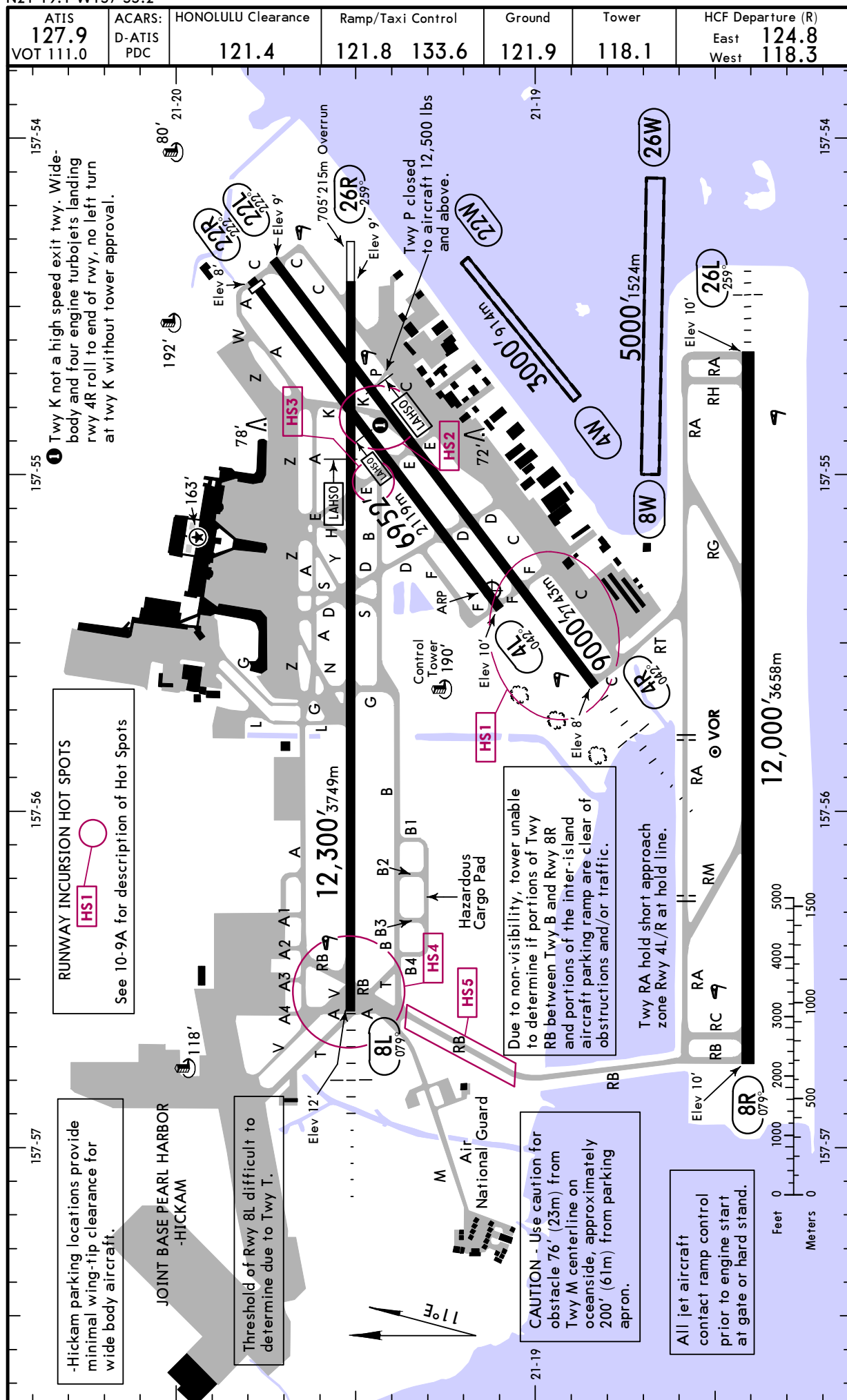
Apt Elev **13'**
N21 19.1 W157 55.2

JEPPesen

10 APR 15 **(10-9)**

HONOLULU, HAWAII

HONOLULU INTL



PHNL/HNL


JEPPesen
 10 APR 15 **(10-9A)**
HONOLULU, HAWAII
HONOLULU INTL
GENERAL

CAUTION: Birds in vicinity of airport. Bird strike hazard all runways.

CAUTION: Recreational boating activities on and in vicinity of waterways.

CAUTION: During periods of repeated precipitation anticipate wet runway conditions, if current conditions require confirmation contact Honolulu tower on initial contact.

ASDE-X surveillance system in use. Operate transponders with Mode C when on taxiways and runways.

WSP (Weather System Processor).

Due to tower location, controllers unable to determine whether acft are on correct final approach to Rwy 4L/R and 22L/R.

HICKAM Ramp Facility-133.6, 234.8. Remarks: All aircraft in HIK flight line including hazardous cargo pad will contact HIK ramp prior to engine start/taxi.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		LAHSO Distance	TAKE -OFF	WIDTH
			Threshold	Glide Slope			
4R ①	HIRL MALSR ③ PAPI-L	grooved	8950' 2728m	7949' 2423m	8L/26R 6250' 1905m		150' 46m
	② 22L	HIRL REIL ④ ⑤ PAPI-L	grooved	8937' 2724m			
① Last 50' (15m) of Rwy 4R not available for landing. ③ Angle 3.00° ② Last 63' (19m) of Rwy 22L not available for landing. ④ Angle 3.44° ⑤ Unusable beyond 2.0 NM.							
4L	MIRL REIL PAPI-L (angle 3.0°)				8L/26R 3700' 1128m		150' 46m
	22R	MIRL REIL	6802' 2073m				
8R ⑥	HIRL REIL VASI-L (angle 3.25°)						200' 61m
	26L	HIRL MALSF ⑦ PAPI-L (angle 3.0°)					
⑥ Grooved. ⑦ PAPI aligned 5° left of rwy centerline. PAPI unusable beyond 5° right of rwy centerline.							
8L	⑧ HIRL MALSR ⑨ PAPI-L	grooved		11,067' 3373m	4L/22R 9300' 2835m		150' 46m
	26R	⑧ HIRL REIL ⑩ ⑪ PAPI-L	grooved				
⑧ Runway lights are outside 200' pavement width; pavement striped 150' wide. ⑨ Angle 3.0° ⑩ Angle 3.25° ⑪ Unusable beyond 1.5 NM from threshold.							
4W							150' 46m
22W							
8W							300' 91m
26W							

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1** Rwy 4R/4L thresholds: sometimes confuse pilots, and cause a potential for wrong Rwy landings.
- HS2** Aircraft landing Runway 4R and exiting left onto Taxiway K sometimes fail to hold short of Runways 4L/22R and 8L/26R.
- HS3** Aircraft proceeding north on Taxiway E and instructed to turn left onto Taxiway B sometimes miss the turn onto Taxiway B and proceed onto Runway 8L/26R without clearance.
- HS4** Pilot confusion may be caused by the convergence of Twy A, Twy V, Twy T, Twy RB and Twy M, in close proximity to Rwy 8L.
- HS5** Tower Non-visibility area. Area not visible from the control tower due to trees.

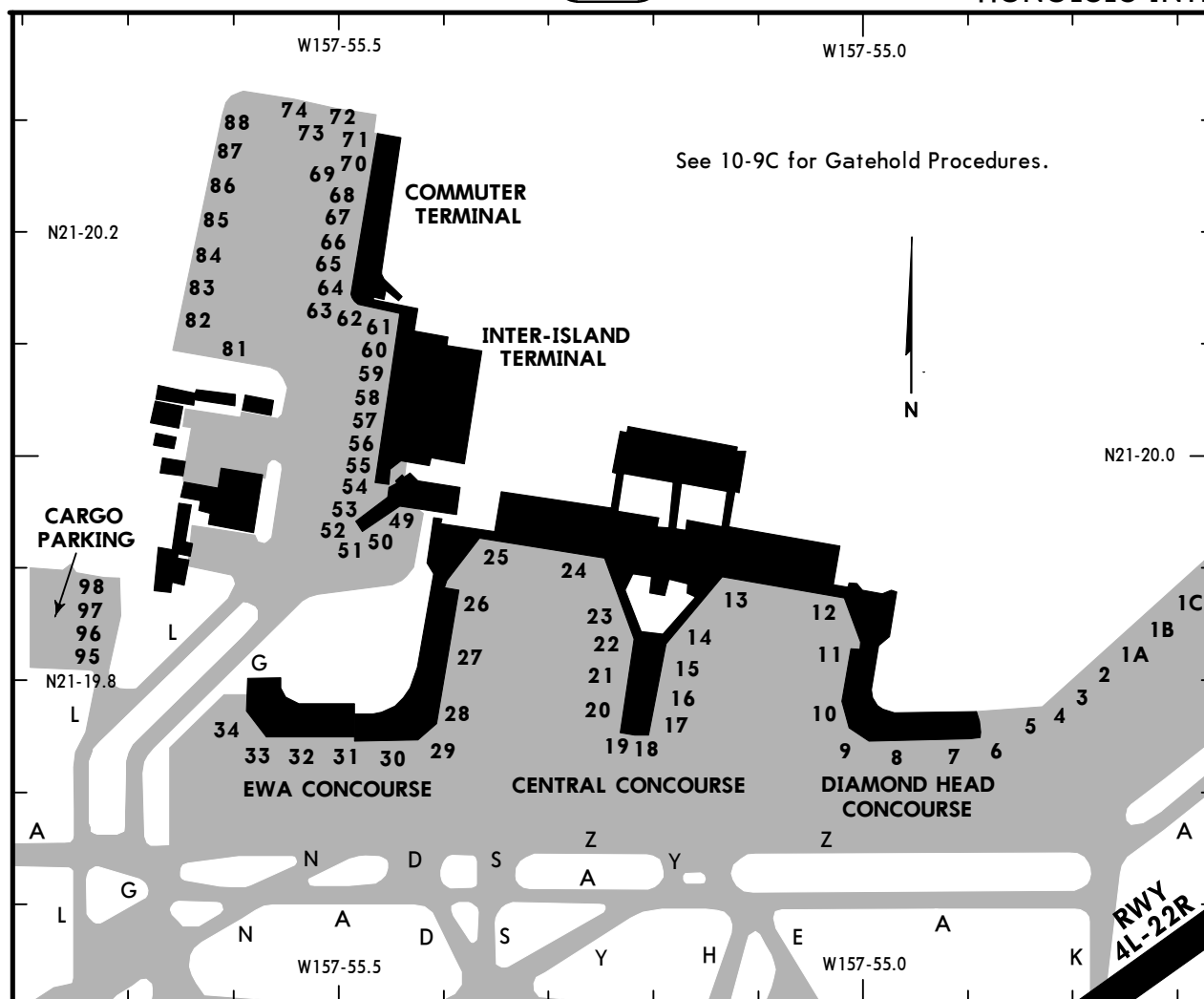
TAKE-OFF**All Rwys**

1 & 2 Eng	USE HONOLULU DEPARTURE
3 & 4 Eng	

FOR FILING AS ALTERNATE

FOR FILING AS ALTERNATE					
ILS Y Rwy 4R ILS Z Rwy 4R ILS Rwy 8L		VOR Rwy 4R	LOC DME Rwy 4R LOC Rwy 8L RNAV (GPS) Y Rwy 4R RNAV (GPS) Y Rwy 8L	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 8R RNAV (RNP) Rwy 26L	Other
A	600-2	800-2	800-2	NA	800-2
B					
C					
D		800-2½	900-2½		

PHNL/HNL

16 APR 10 **(10-9B)****HONOLULU, HAWAII**
HONOLULU INTL**PARKING SPOT COORDINATES**

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1A	N21 19.8 W157 54.8	30 thru 32	N21 19.7 W157 55.5
1B, 1C	N21 19.9 W157 54.7	33, 34	N21 19.7 W157 55.6
2 thru 5	N21 19.8 W157 54.8	49	N21 19.9 W157 55.4
6, 7	N21 19.8 W157 54.9	50 thru 53	N21 19.9 W157 55.5
8, 9	N21 19.7 W157 55.0	54 thru 57	N21 20.0 W157 55.5
10, 11	N21 19.8 W157 55.0	58 thru 63	N21 20.1 W157 55.5
12	N21 19.9 W157 55.0	64 thru 68	N21 20.2 W157 55.5
13	N21 19.9 W157 55.1	69 thru 74	N21 20.3 W157 55.5
14 thru 17	N21 19.8 W157 55.2	81, 82	N21 20.1 W157 55.6
18, 19	N21 19.7 W157 55.2	83 thru 86	N21 20.2 W157 55.6
20 thru 23	N21 19.8 W157 55.2	87, 88	N21 20.3 W157 55.6
24, 25	N21 19.9 W157 55.3	95, 96	N21 19.8 W157 55.7
26	N21 19.9 W157 55.4	97, 98	N21 19.9 W157 55.7
27, 28	N21 19.8 W157 55.4		
29	N21 19.7 W157 55.4		

PHNL/HNL

16 APR 10

 **JEPPESEN**

10-9C

HONOLULU, HAWAII
HONOLULU INTL**GATEHOLD PROCEDURES**

The following gatehold procedures are established for all overseas turbojet departures from Honolulu Airport:

- a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.
- b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or push-back within 10 minutes after receiving enroute ATC clearance. Failure to push-back within 10 minutes after receipt of your clearance may result in ATC canceling your clearance when other aircraft are requesting the same altitude/route assignment and is/has pushed from the gate.
- c. When ATC specifies a release (take-off) time for your requested route and altitude, alternates with no or less delay will be offered, if available. If your choice involves a release time, call for push-back at least 10 minutes prior to your release (take-off) time (the intent if this procedure is to have you at the departure runway at your release time). Failure to push-back 10 minutes prior to your release time may result in ATC canceling your clearance when other aircraft are requesting the same altitude/route assignment and is/has pushed from the gate.
- d. ATC will not contact you if time elapses and your clearance is canceled; it is the pilot's responsibility to push-back in a timely manner. In the event the allotted time expires contact clearance delivery to verify the status of your clearance prior to calling for push-back.
- e. If you wish to depart the gate and absorb the delay in a holding area closer to the departure runway, advise ground control of your desire.
- f. When two aircraft are requesting the same altitude/route and call for clearance at approximately the same time, the first aircraft to call will receive the altitude/route. The second aircraft will receive the alternates. The first aircraft may lose their assigned altitude/route if all the following occurs:
 1. The first aircraft has not pushed from the gate in the specified time in paragraphs b or c.
 2. The second aircraft is/has pushed from the gate.
 3. The second aircraft requests that altitude after push-back.
- g. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearances will receive no altitude/route priority.

NOTES:

1. *Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.*
2. *Oceanic departures are sequenced with Hilo and Kahului traffic.*

PHNL/HNL


JEPPESEN
 13 MAR 15 **10-9D**
HONOLULU, HAWAII
 HONOLULU INTL

HONOLULU INTERNATIONAL AIRPORT

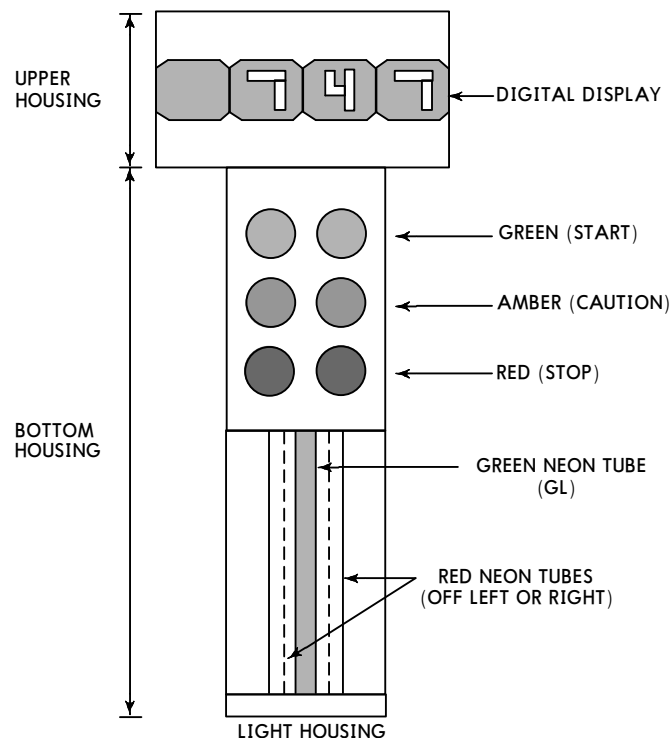
VISUAL DOCKING GUIDANCE SYSTEM (RLG AUTOMATED GUIDE-IN SYSTEM)

a. GENERAL

The RLG visual docking guidance system is installed at all gates.

b. DESCRIPTION OF SYSTEM

1. The system consists of a metal enclosure housing attached to the terminal building precisely lined up perpendicular to and 21 inches left of the taxi line of the gate area, aligned for interpretation by the pilot in the left hand seat.
2. The bottom half of the enclosure housing contains three vertical neon tubes - a green tube flanked by 2 red tubes. These provide centerline guidance.
3. The upper half of the enclosure housing contains white neon aircraft indicators and three sets of incandescent lamps: top - green, center - amber, and bottom - red. These provide stopping guidance.



c. DOCKING PROCEDURES

1. Aircraft Type Indication

- (i) Confirm aircraft type displayed in white neon lights on top of housing prior to entering bay.
- (ii) Discontinue docking when wrong aircraft type is illuminated. (Ground marshaller shall recheck system or marshal aircraft into bay).

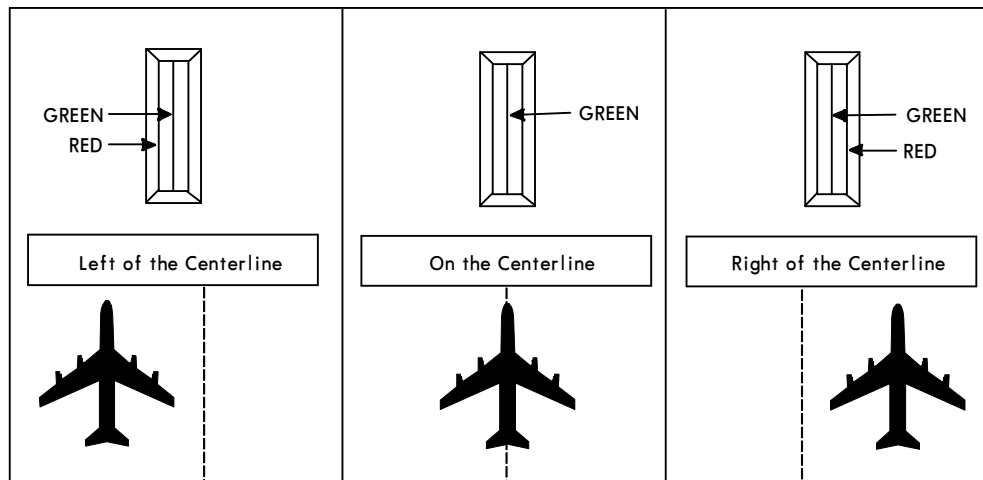
PHNL/HNL


JEPPESEN
 13 MAR 15 (10-9E)

HONOLULU, HAWAII
 HONOLULU INTL

1. Centerline Guidance

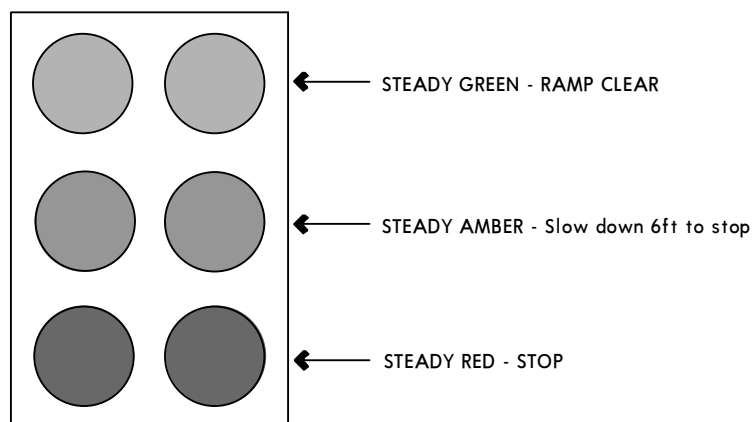
- (i) Look at bottom half of housing and interpret vertical neon lights as shown:



- (ii) Discontinue docking when lights go off. (Ground marshaller shall marshal aircraft into bay).

2. Stopping Guidance

- (i) Look at round incandescent lamps on top half of housing and interpret as shown:



- (ii) Discontinue docking when lights go off. (Ground marshaller shall marshal aircraft into bay).

3. To Avoid Overshooting

- (i) When using the RLG system, pilots are to taxi into bay at minimum speed.
- (ii) On seeing the round incandescent amber lights, prepare to stop.
- (iii) The round incandescent amber and red lights are activated by the aircraft as its nosewheel passes over induction loops in the ramp. These lights may not come on if aircraft is not properly lined up on the centerline of bay. When this occurs pilots should stop aircraft immediately when the red lights come on suddenly or when given the stop sign by the ground marshaller.

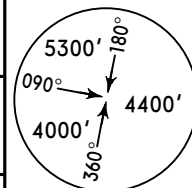
PHNL/HNL
HONOLULU INTL

JEPPESSEN
6 JUN 14 **(11-1)**

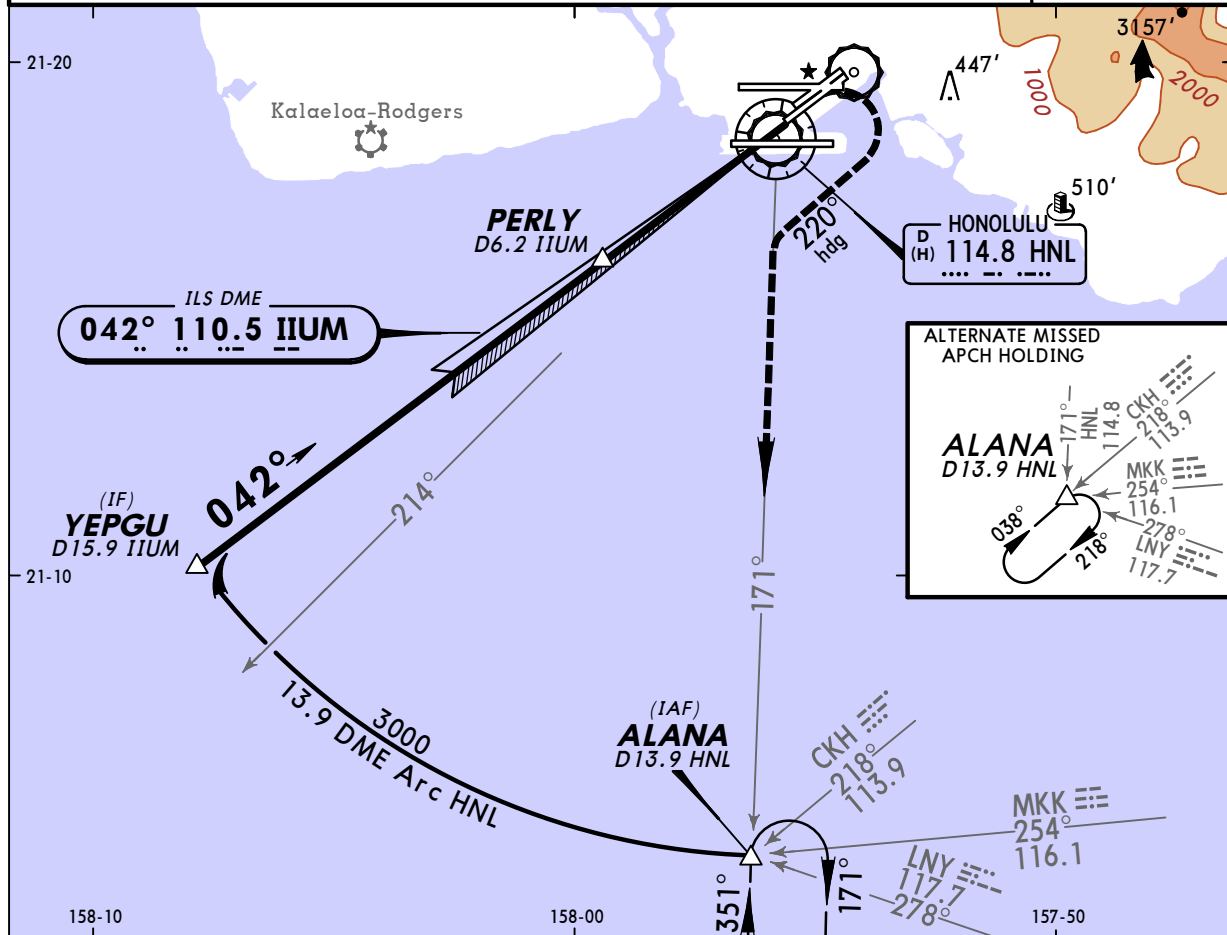
HONOLULU, HAWAII
ILS Y Rwy 4R

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IIUM 110.5	Final Apch Crs 042°	GS PERLY 1500' (1491')	ILS DA(H) (CONDITIONAL) 209' (200')	Apt Elev 13' TDZE 9'
MISSED APCH: Climb to 480' then climbing RIGHT turn to 3000' on heading 220° and HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.				

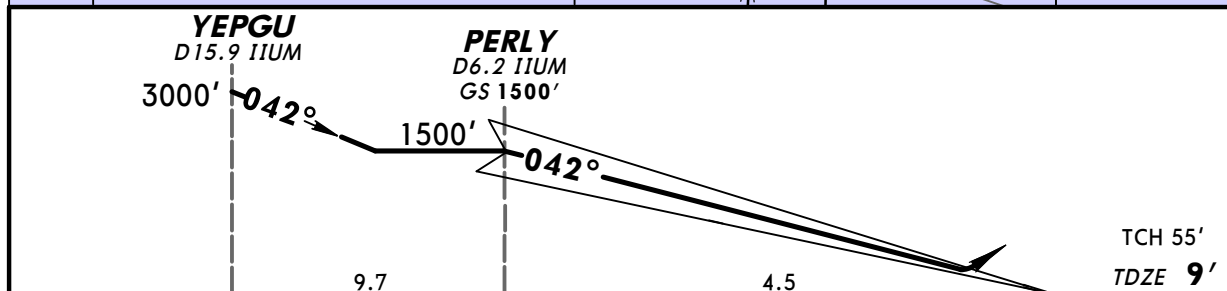


MSA HNL VOR



ALTERNATE MISSED APCH HOLDING

ALANA
D13.9 HNL



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	480'	3000'	220° hdg
GS	3.00°	372	478	531	637	743				
MAP at DA										

TERPS

STRAIGHT-IN LANDING RWY 4R

Missed approach requires
a minimum climb gradient
of 335'/NM to 2000'

ILS

DA(H) **209'** (200')

ILS

DA(H) **281'** (272')

FULL

RAIL or ALS out

FULL

RAIL or ALS out

TERPS AMEND 1A 29 MAY 2014

A				
B				
C				
D	1/2	7/8	1/2	7/8

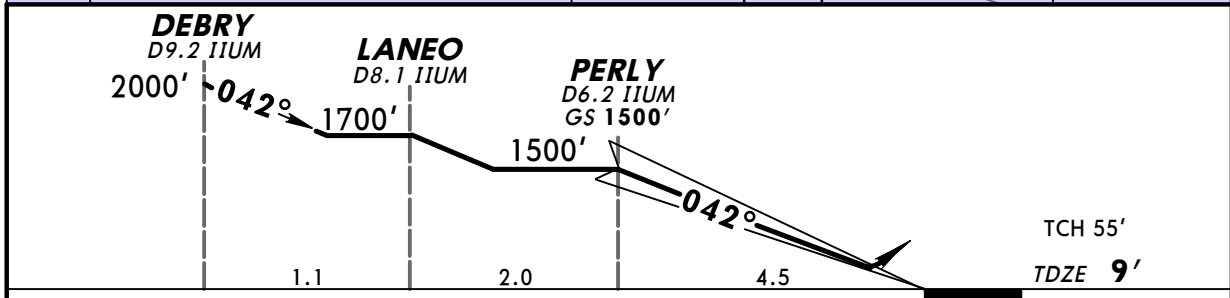
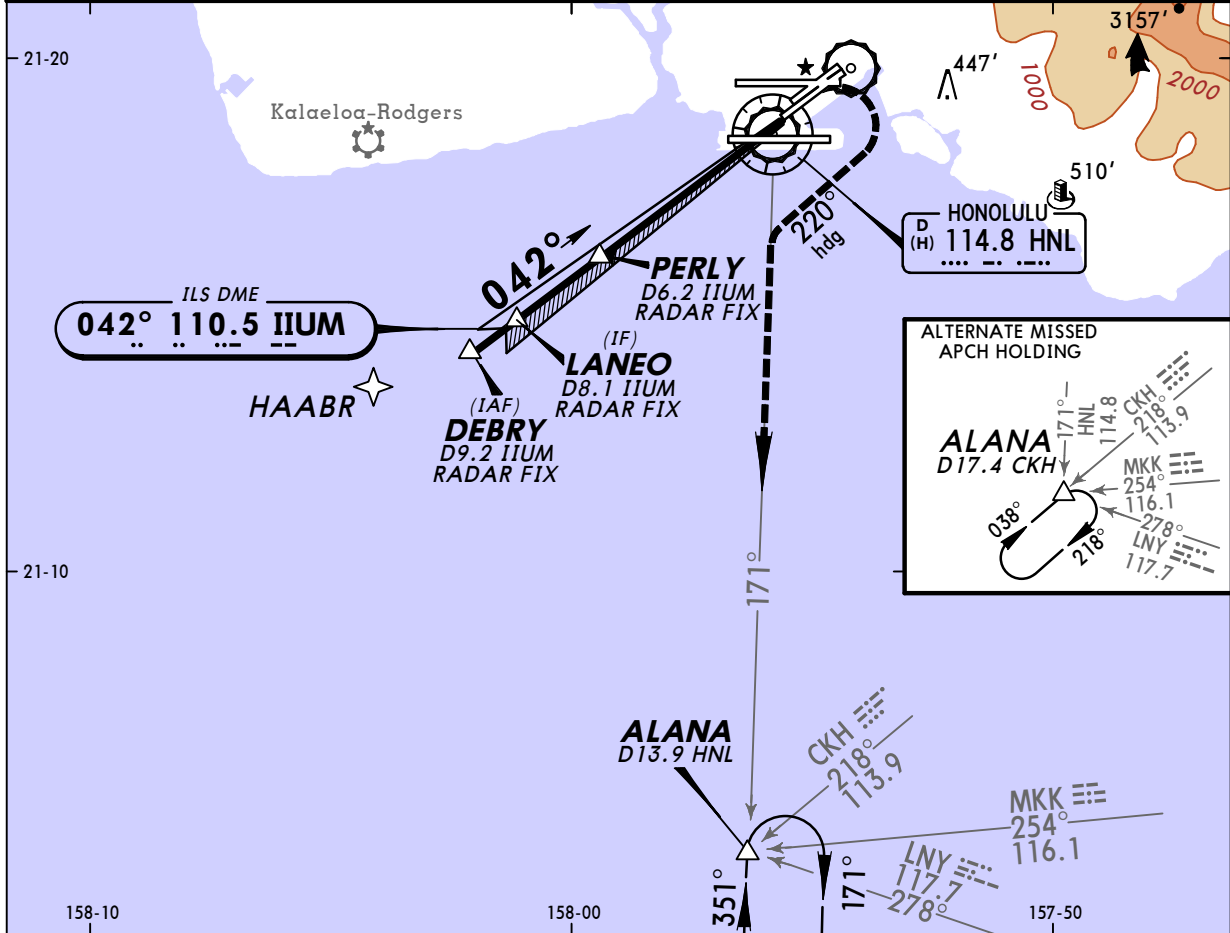
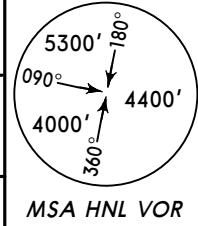
PHNL/HNL
HONOLULU INTL

JEPPESSEN
6 JUN 14 **(11-2)**

HONOLULU, HAWAII
ILS Z Rwy 4R

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IIUM 110.5	Final Apch Crs 042°	GS PERLY 1500' (1491')	ILS DA(H) (CONDITIONAL) 209' (200')	Apt Elev 13' TDZE 9'
MISSED APCH: Climb to 480' then climbing RIGHT turn to 3000' heading 220° and outbound via HNL VOR R-171 to ALANA INT/ on D13.9 HNL and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	480'	3000'	220°
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg
MAP at DA										

TERPS				STRAIGHT-IN LANDING RWY 4R			
				Missed approach requires a minimum climb gradient of 335'/NM to 2000'			
				ILS DA(H) 209' (200')			
				ILS DA(H) 281' (272')			
FULL		RAIL or ALS out		FULL		RAIL or ALS out	
A							
B							
C							
D							

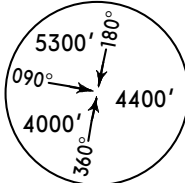
TERPS AMEND 1A 29 MAY 2014

PHNL/HNL
HONOLULU INTL

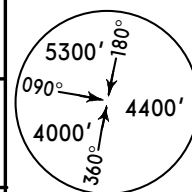
JEPPesen
6 JUN 14 **(11-3)**

HONOLULU, HAWAII
LOC DME Rwy 4R

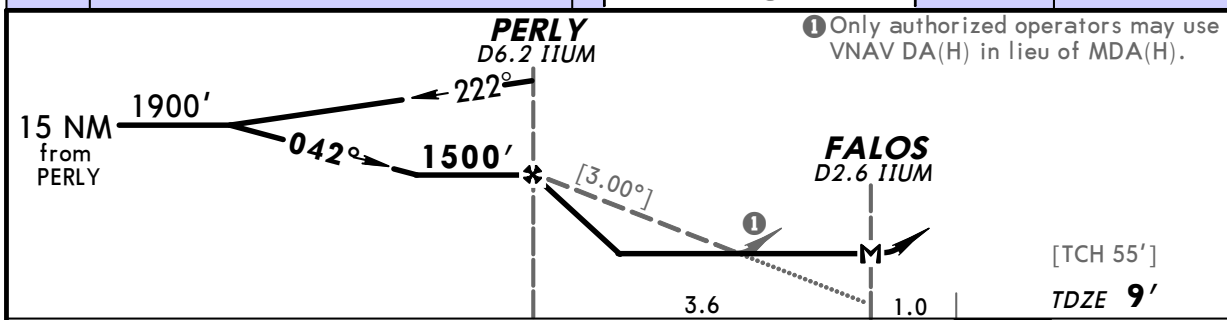
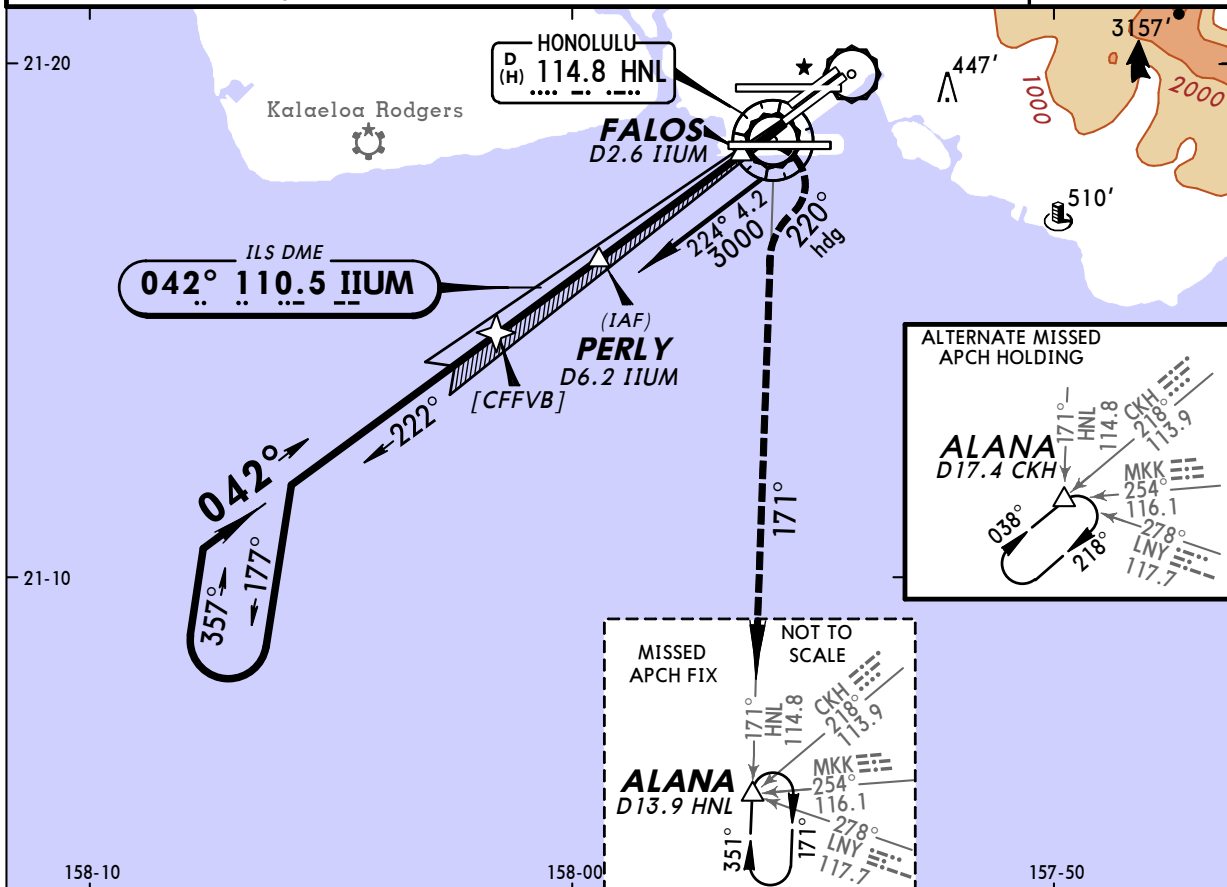
BRIEFING STRIP™

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
LOC IIUM 110.5		Final Apch Crs 042°		GS PERLY 1500' (1491')		MDA(H) 460' (451')		Apt Elev 13' TDZE 9'	
MISSED APCH: Climbing RIGHT turn to 3000' heading 220° and outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, or as directed by ATC.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. VGSI and descent angles not coincident.									

MSA HNL VOR



MSA HNL VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	220°	HNL	
Descent angle	[3.00°]	372	473	531	637	743	PAPI	RT	hdg	and 114.8	ALANA
MAP at FALOS/D2.6 IIUM										R-171	

TERPS						CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY4R							
MDA(H) 460' (451')							
RAIL out			ALS out			Max Kts	MDA(H)
A	3/4			1		90	1 620' (607') - 1 1/4
B						120	
C	7/8			1 3/8		140	1 620' (607') - 1 3/4
D						165	2 820' (807') - 2 1/2

1 Not authorized northwest of airport between Rwy 8L/26R and 4L/22R.

2 Not authorized north of Rwy 8L/26R.

CHANGES: TDZE, minimums, amendment number.

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TERPS AMEND 1A 29 MAY 2014

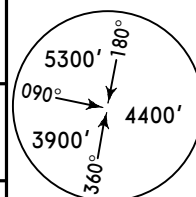
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 **(11-4)**

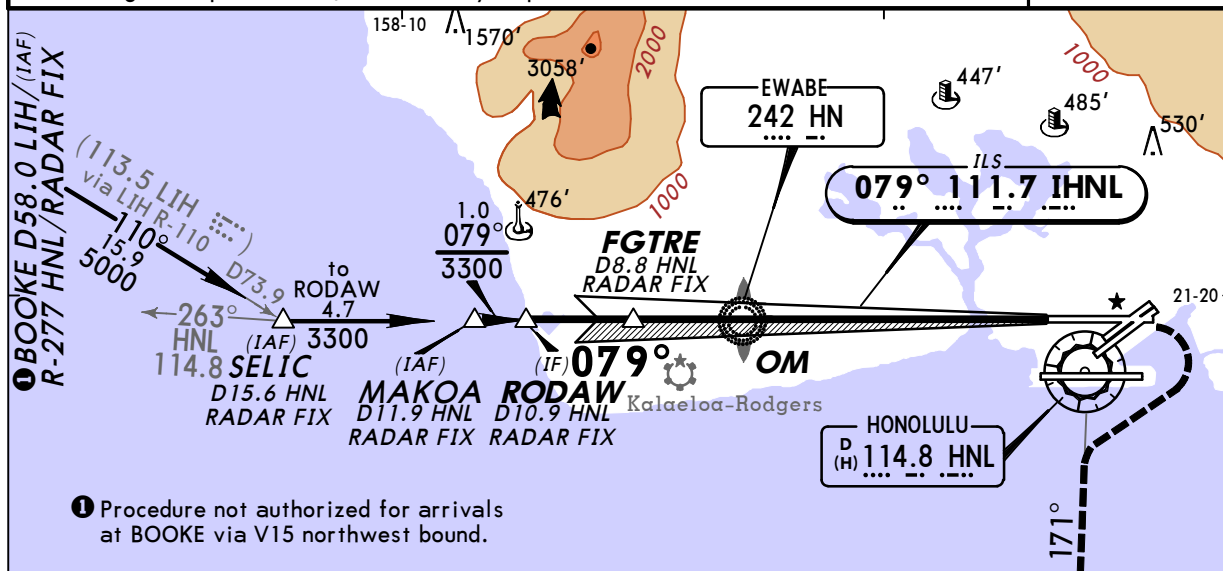
HONOLULU, HAWAII
ILS Rwy 8L

BRIEFING STRIP™

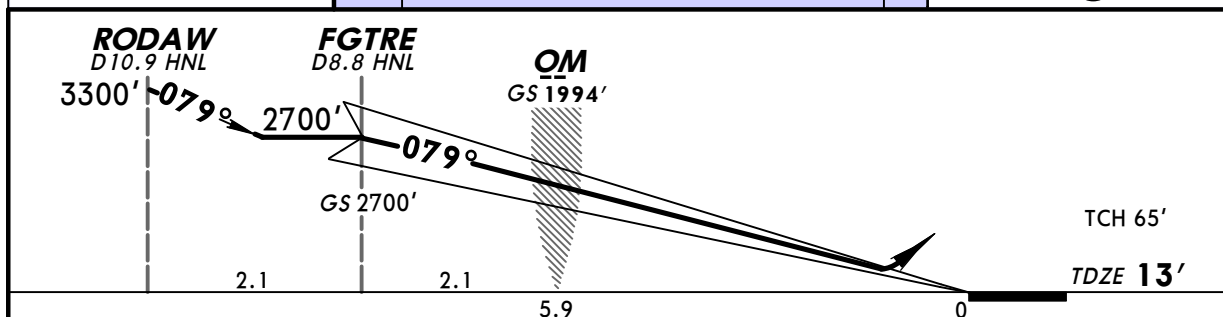
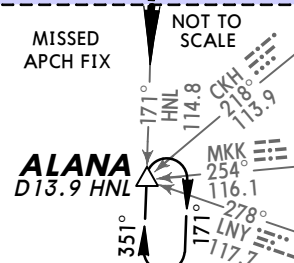
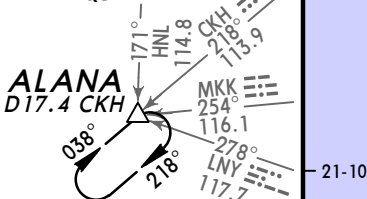
ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IHNH 111.7	Final Apch Crs 079°	GS OM 1994' (1981')	ILS DA(H) 213' (200')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 5000' outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous reception of IHNH and HNL DME required. 3. DME from HNL VOR. 4. VGSI and ILS glidepath not coincident. 5. When glideslope not used, use LOC Rwy 8L procedure.				



MSA HN LOM



ALTERNATE MISSED
APCH HOLDING
DME REQUIRED



Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	5000'	HNL	ALANA
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	via 114.8 R-171	

STRAIGHT-IN LANDING RWY 8L

ILS

DA(H) **213'** (200')

FULL

RAIL or ALS out

A		
B		
C	1/2	3/4
D		

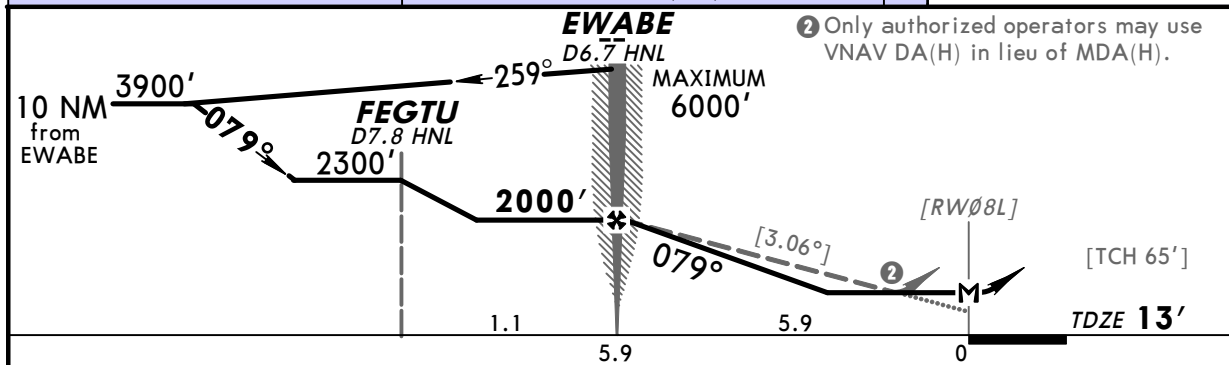
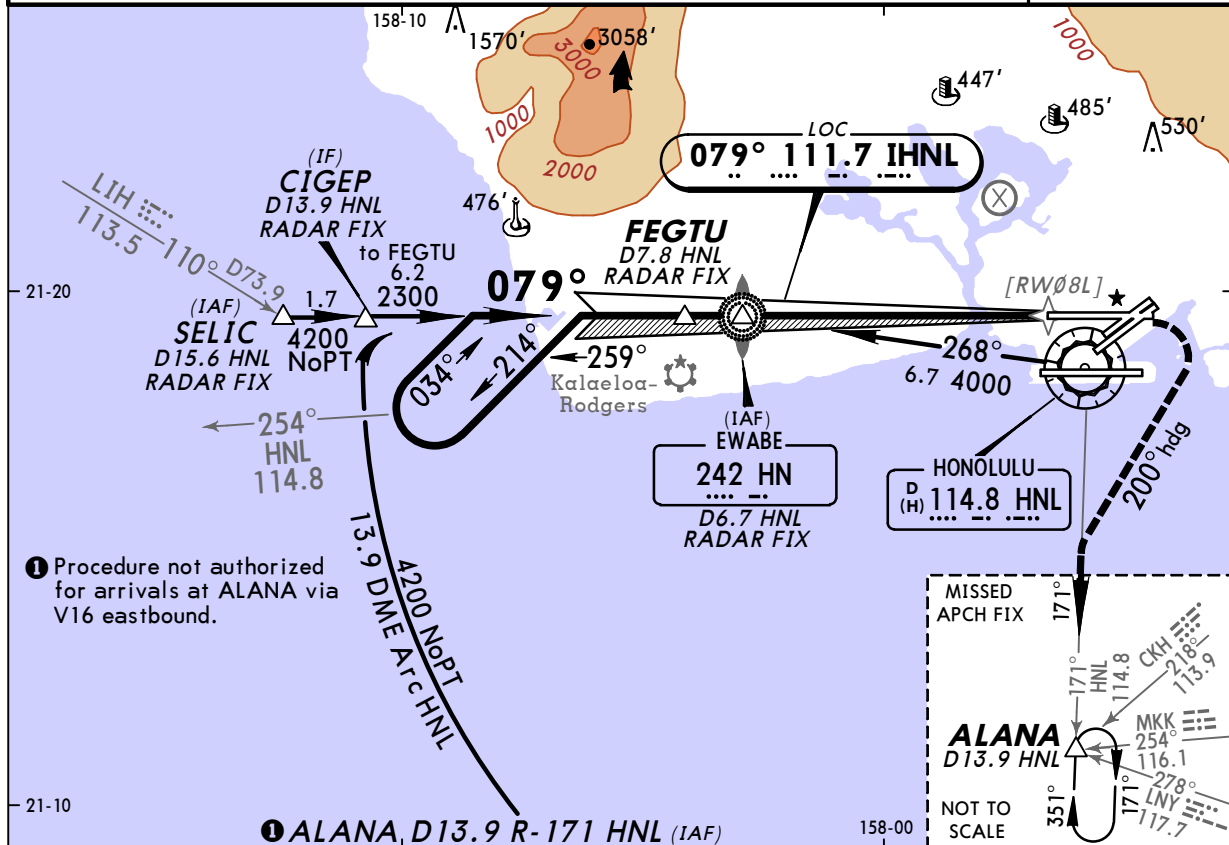
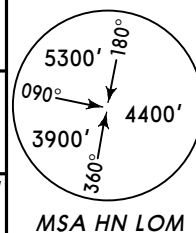
PHNL/HNL
HONOLULU INTL

JEPPesen
11 APR 14 **(11-5)**

HONOLULU, HAWAII
LOC Rwy 8L

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IHNH 111.7	Final Apch Crs 079°	Minimum Alt EWABE 2000' (1987')	MDA(H) 460' (447')	Apt Elev 13' TDZE 13'
MISSED APCH: Climbing RIGHT turn to 5000' via heading 200° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous reception of IHNH and HNL DME required. 3. DME from HNL VOR.				



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.06°]	379	487	541	650	758	866
EWABE to MAP	5.9	5:03	3:56	3:32	2:57	2:32

STRAIGHT-IN LANDING RWY 8L				CIRCLE-TO-LAND	
MDA(H) 460' (447')				Max Kts	MDA(H)
A	1/2	3/4	1	90	1 620' (607') - 1
B	3/4	1 1/4	1 1/2	120	1 620' (607') - 1 3/4
C	1	1 1/2	1 3/4	140	1 620' (607') - 2 1/4
D	1 1/2	2	2 1/2	165	2 820' (807') - 2 1/2

- 1** Not authorized northwest of Rwy 8L and 22R.
2 Not authorized north of Rwy 8L/26R.

CHANGES: None.

TERPS AMEND 0A 29 JUL 2010

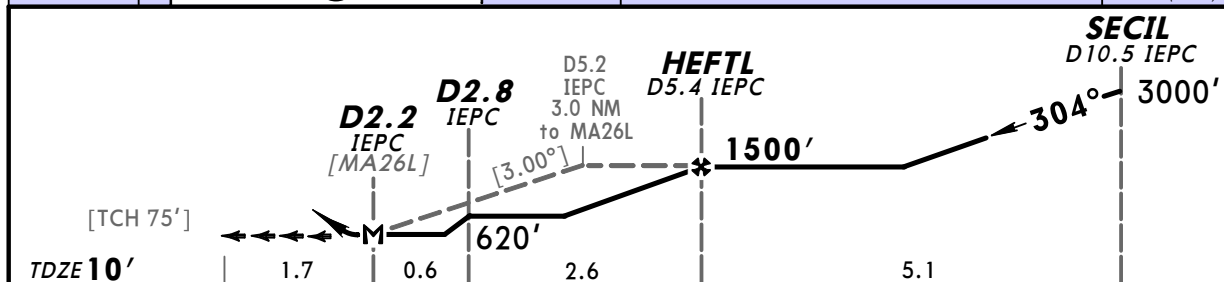
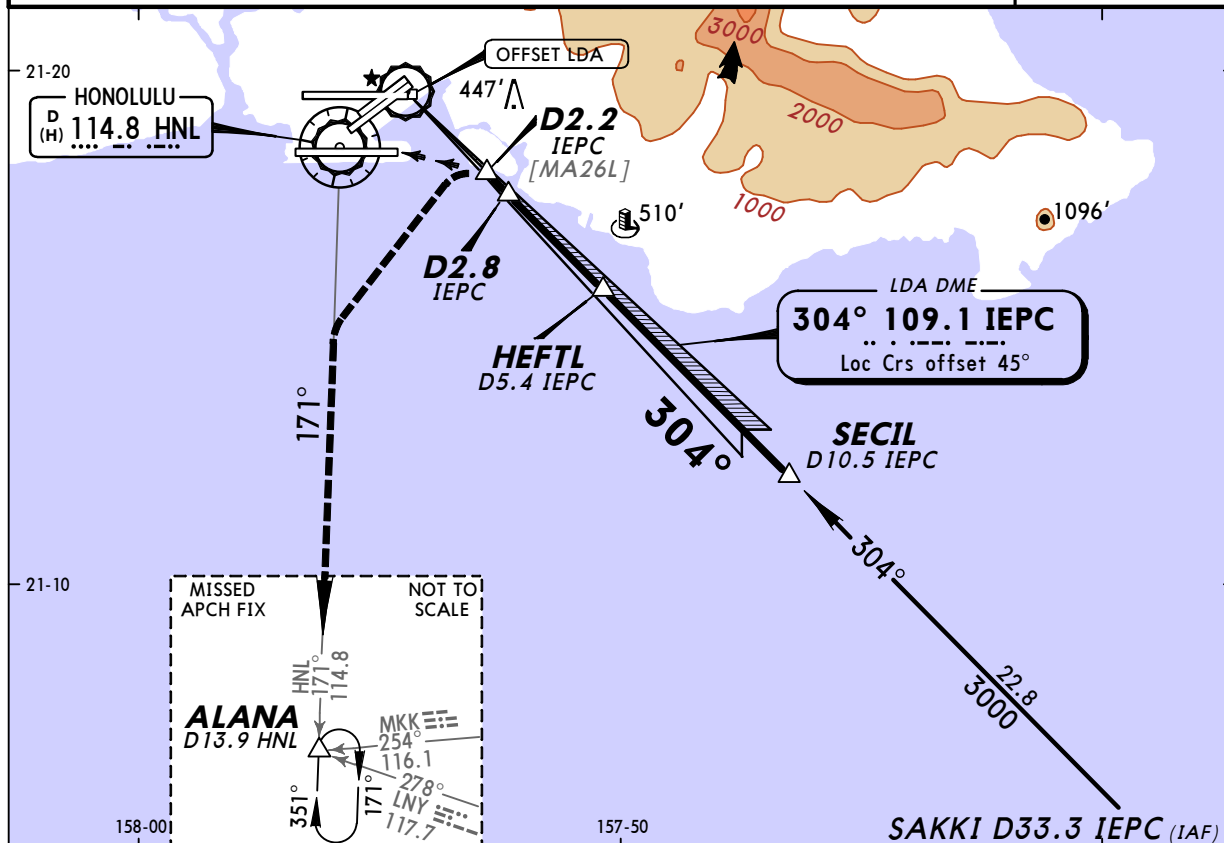
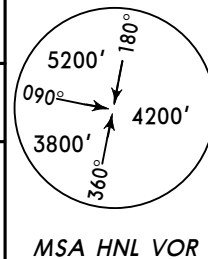
PHNL/HNL
HONOLULU INTL

JEPPESSEN
11 APR 14 **(11-6)**

HONOLULU, HAWAII
LDA DME Rwy 26L

BRIEFING STRIP

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
LOC IEPC 109.1	Final Apch Crs 304°	Minimum Alt HEFTL 1500' (1490')	MDA(H) 560' (550')	Apt Elev 13' TDZE 10'
MISSED APCH: Climbing LEFT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use IEPC DME when on LOC course. 2. Localizer course offset from landing runway by 45°. Final approach course crosses rwy centerline 8100' from threshold. 3. Procedure not authorized at night when MALSF Rwy 26L inoperative. 4. Follow flasher lights to Runway 26L.				



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000' via 114.8 LT R-171	HNL ALANA
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D2.2 IEPC									

STRAIGHT-IN LANDING RWY26L				CIRCLE-TO-LAND			
MDA(H) 560' (550')				MDA(H)			
ALS out				Max Kts			
A				90			
B				120	1 620' (607')-2		
C	2			140			
D				165	2 760' (747')-2½		

TERPS

- 1** Not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
2 Not authorized north of Rwy 8L/26R.

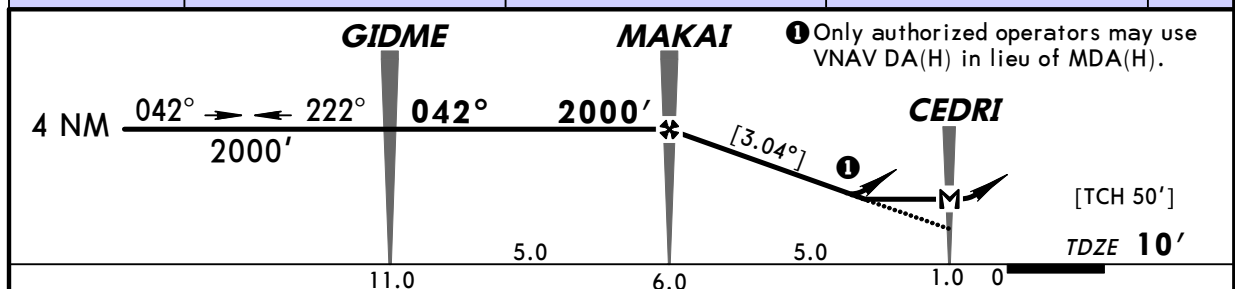
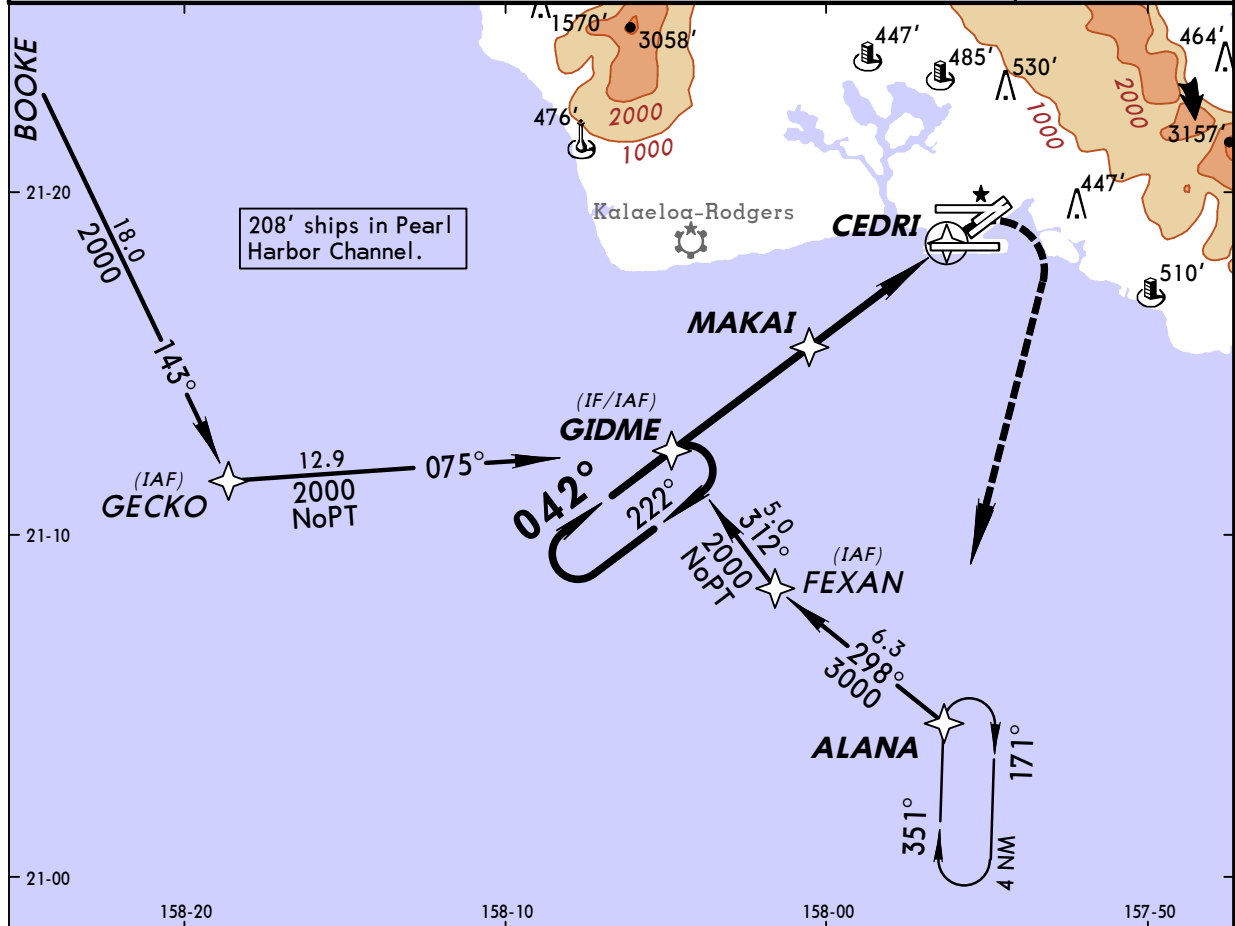
PHNL/HNL
HONOLULU INTL

JEPPESEN
6 JUN 14 **(12-1)**

HONOLULU, HAWAII
RNAV (GPS) Rwy 4L

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs 042°	Minimum Alt MAKAI 2000' (1990')	RNAV MDA(H) 460' (450')	Apt Elev 13' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' direct to ALANA and hold.				5200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.				MSA CEDRI



Gnd speed-Kts	70	90	100	120	140	160	REIL	500'	3000'	ALANA
Descent Angle [3.04°]	376	484	538	645	753	861	PAPI-L	↑	RT	→
MAP at CEDRI										

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND	
RNAV				Max Kts	MDA(H)
MDA(H) 460' (450')				90	1 620' (607') - 1 1/4
1 1/4				120	1 620' (607') - 1 3/4
1 1/2				140	1 620' (607') - 1 3/4
				165	2 820' (807') - 2 1/2

TERPS

- 1** Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
2 Circling not authorized north of Rwy 4L/22R.

CHANGES: None.

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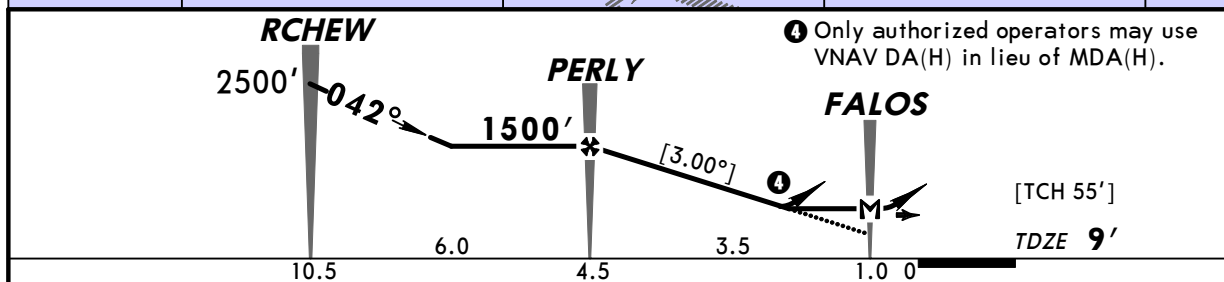
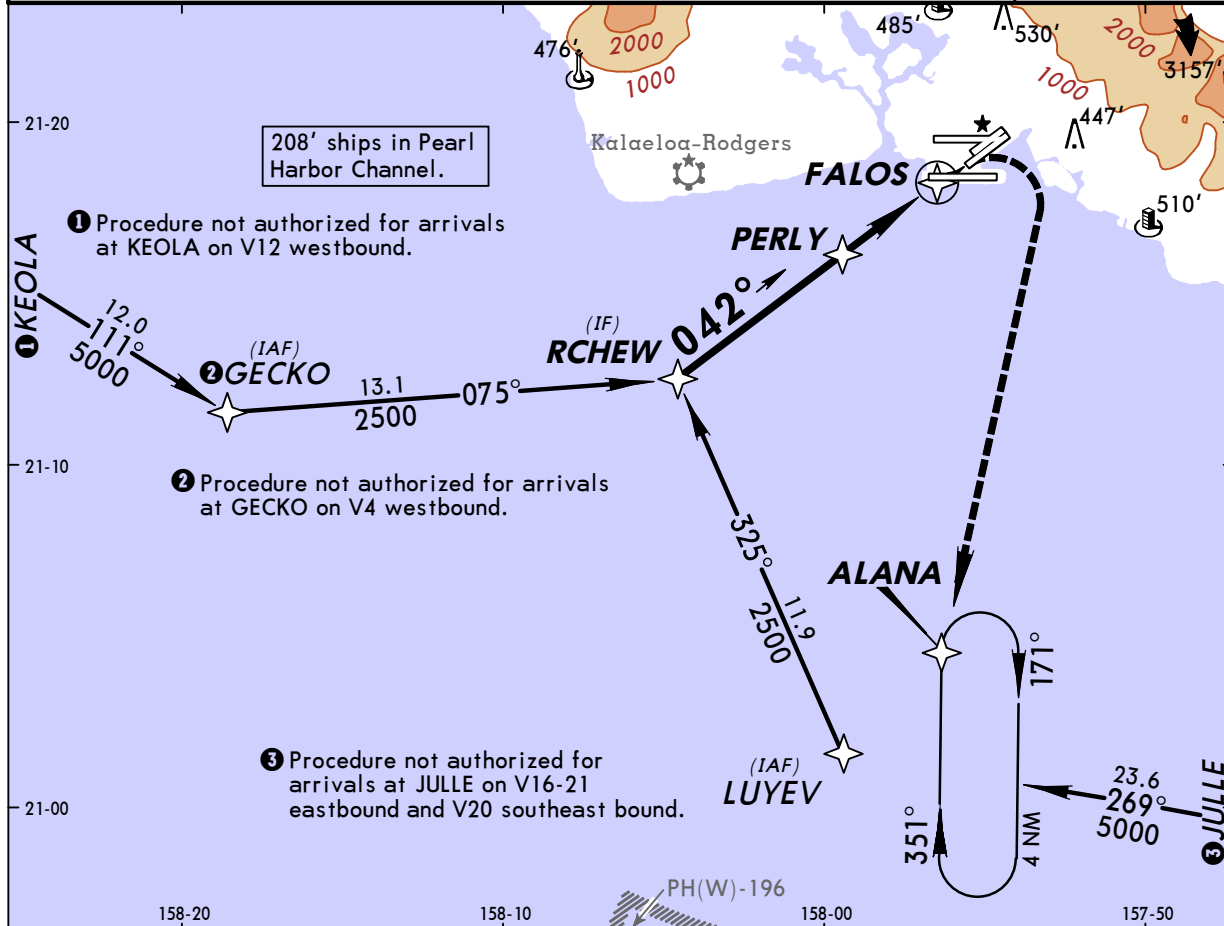
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 (12-2)

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 4R

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs 042°	Minimum Alt PERLY 1500' (1491')	LNAV MDA(H) 460' (451')	Apt Elev 13' TDZE 9'
MISSED APCH: Climbing RIGHT turn to 3000' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.				
				5300' MSA FALOS



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

TERPS				STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND	
				LNAV			
				MDA(H) 460' (451')			
				RAIL out		ALS out	
A	3/4			1		Max Kts	MDA(H)
B						90	1 620' (607') - 1 1/4
C						120	
D	7/8	1		1 3/8		140	1 620' (607') - 1 3/4
						165	2 820' (807') - 2 1/2

1 Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.

2 Circling not authorized north of Rwy 8L/26R.

CHANGES: TDZE, minimums, amendment number.

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TERPS AMEND 2A 29 MAY 2014

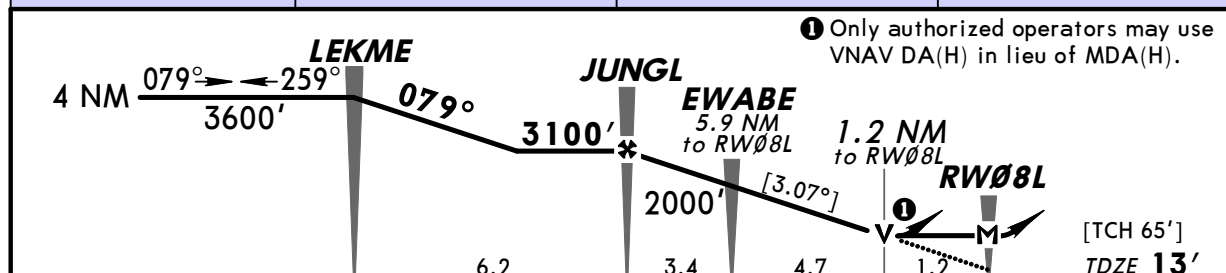
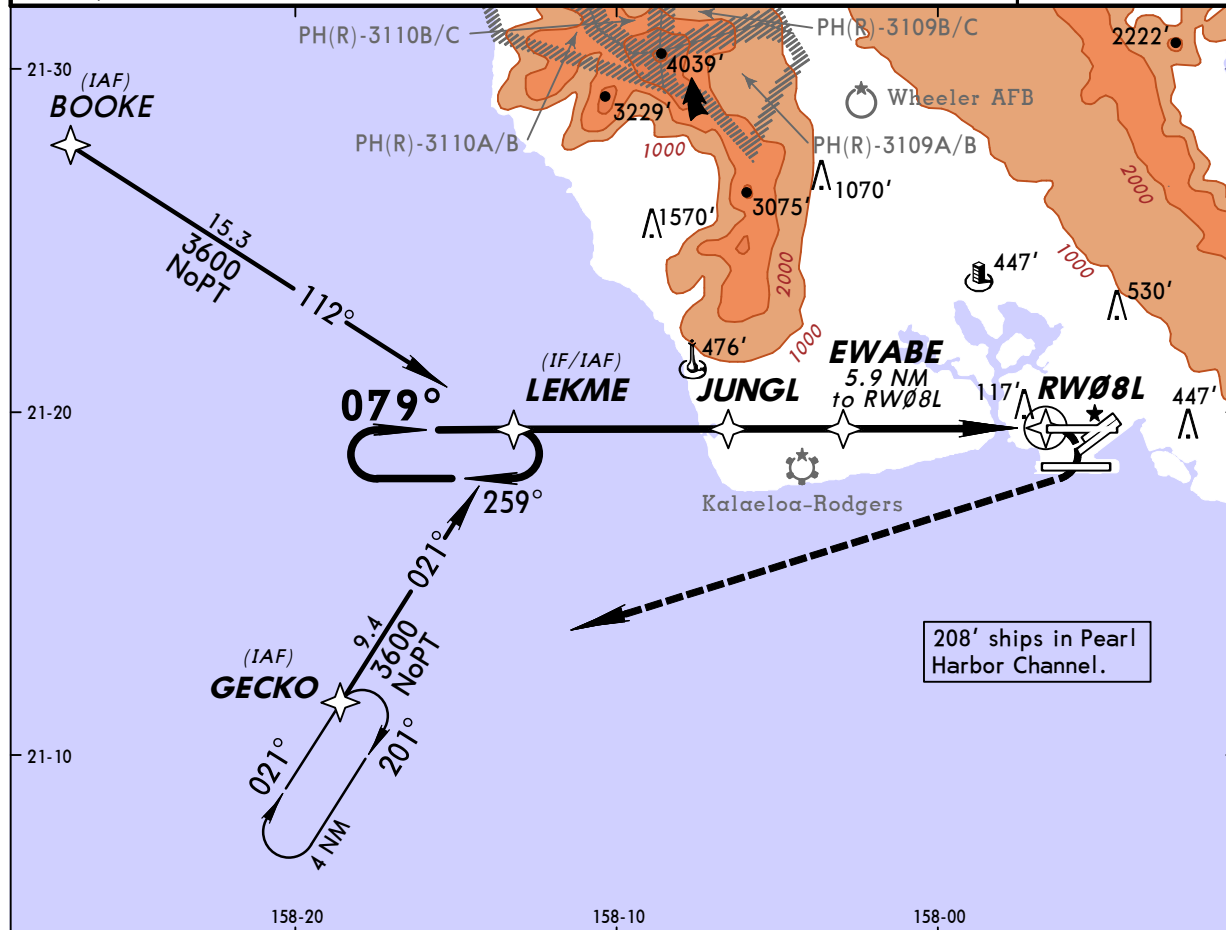
PHNL/HNL
HONOLULU INTL

JEPPESSEN
20 DEC 13 (12-3)

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 8L

BRIEFING STRIP

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
RNAV	Final Apch Crs 079°	Minimum Alt JUNGL 3100' (3087')	LNAV MDA(H) 460' (447')	Apt Elev 13' TDZE 13'
MISSED APCH: Climbing RIGHT turn to 3600' direct GECKO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized.				
5300' MSA RW08L				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3600'	GECKO
Descent Angle [3.07°]	380	489	543	652	760	869	PAPI	RT	
MAP at RW08L									

STRAIGHT-IN LANDING RWY 8L				CIRCLE-TO-LAND	
LNAV					
MDA(H) 460' (447')					
	RAIL out	ALS out	Max Kts	MDA(H)	
A	1/2	3/4	90	620' (607')-1	
B	3/4	1	120	620' (607')-1 3/4	
C	1 1/4		140	820' (807')-2 1/2	
D	1 1/2		165		

TERPS

1 Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
Cat D: Circling not authorized north of Rwy 8L/26R.

CHANGES: None.

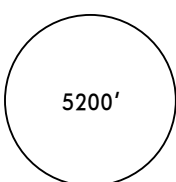
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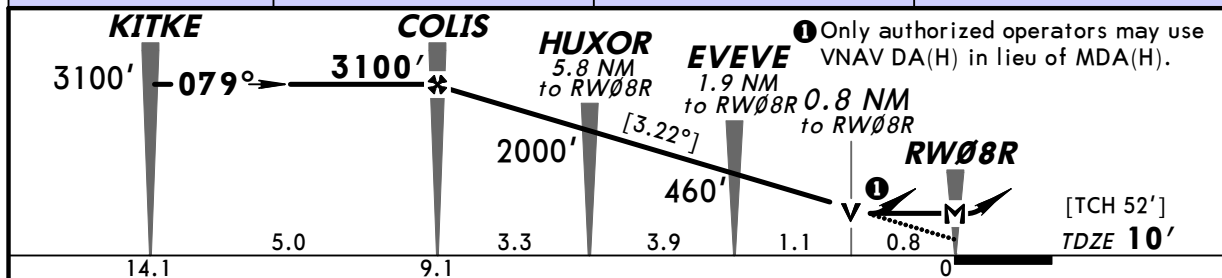
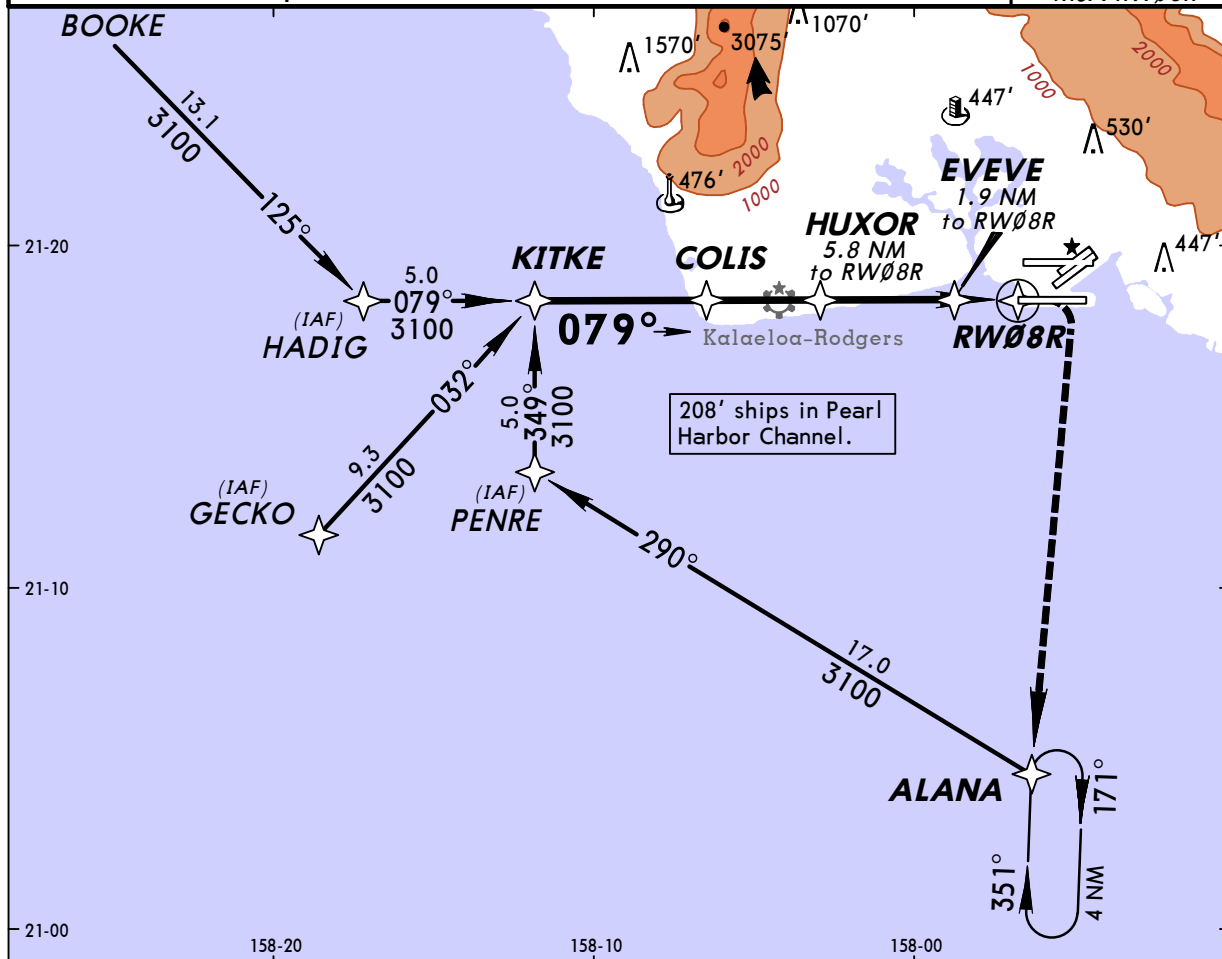
PHNL/HNL
HONOLULU INTL

JEPPESSEN
20 DEC 13 **(12-4)**

HONOLULU, HAWAII
RNAV (GPS) Rwy 8R

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
RNAV	Final Apch Crs 079°	Minimum Alt COLIS 3100' (3090')	LNAV MDA(H) 320' (310')	Apt Elev 13' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3100' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.				
				5200'  MSA RW08R



Gnd speed-Kts	70	90	100	120	140	160	REIL	500'	3100'	ALANA
Descent Angle [3.22°]	399	513	570	684	798	912	VASI-L	↑	then RT	→
MAP at RW08R										

STRAIGHT-IN LANDING RWY 8R				CIRCLE-TO-LAND	
LNAV				Max Kts	MDA(H)
MDA(H) 320' (310')				90	620' (607')-1
1				120	620' (607')-1 3/4
				140	620' (607')-1 3/4
				165	820' (807')-2 1/2

TERPS Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R.
 Cat D: Circling not authorized north of Rwy 4L-22R.

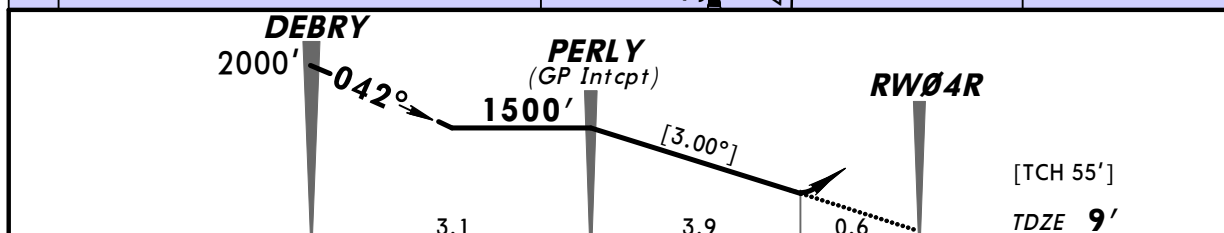
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HONOLULU INTL

JEPPesen
6 JUN 14 **(12-20)**

HONOLULU, HAWAII
RNAV (RNP) Z Rwy 4R

BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs	Minimum Alt PERLY	RNP 0.30 DA(H) 266' (257')	Apt Elev 13' TDZE 9'
	042°	1500' (1491')		
MISSED APCH: Climb to 580' then climbing RIGHT turn to 3000' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 16°C (61°F) or above 43°C (110°F). 4. VGSI and RNAV glidepath not coincident.				
				5300' MSA RW04R



Gnd speed-Kts	70	90	100	120	140	160	MALSR	580'	3000'	ALANA
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	RT	→
MAP at DA										

TERPS	STRAIGHT-IN LANDING RWY 4R
	RNP 0.30
	DA(H) A: 266' (257')
	B: 287' (278')
	C: 321' (312')
	D: 575' (566')

	RAIL or ALS out
A	3/4
B	1/2
C	7/8
D	1 1/2

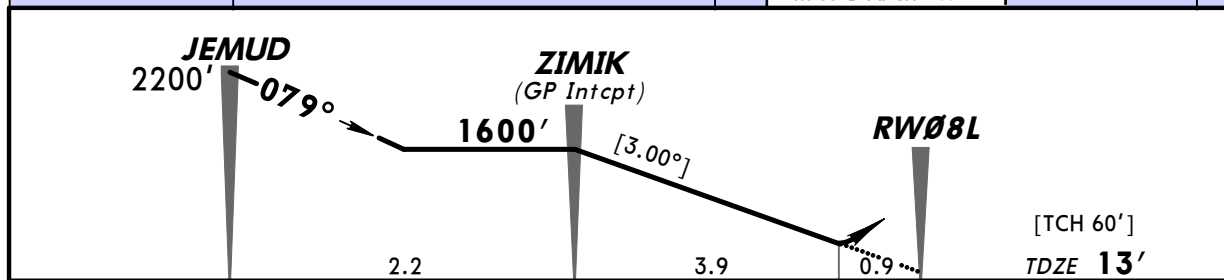
PHNL/HNL
HONOLULU INTL

JEPPesen
6 JUN 14 (12-21)

HONOLULU, HAWAII
RNAV (RNP) Z Rwy 8L

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
RNAV	Final Apch Crs 079°	Minimum Alt ZIMIK 1600' (1587')	RNP 0.30 DA(H) 345' (332')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 420', then climbing RIGHT turn to 3000' direct ALANA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 16°C (61°F) or above 43°C (110°F). 4. VGSI and RNAV glidepath not coincident.				
				5300' MSA RW08L



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

TERPS **STRAIGHT-IN LANDING RWY 8L**
RNP 0.30
 DA(H) **345'** (332')

		RAIL or ALS out
A		
B		
C	1/2	1
D		

TERPS AMEND 1A 29 MAY 2014

PHNL/HNL
HONOLULU INTL

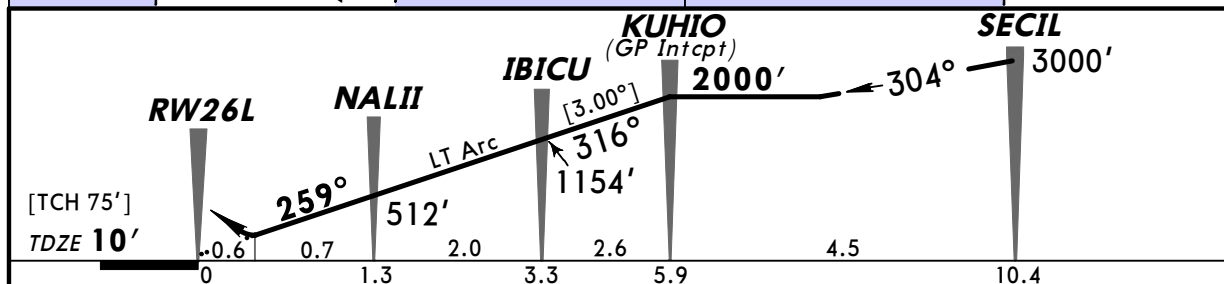
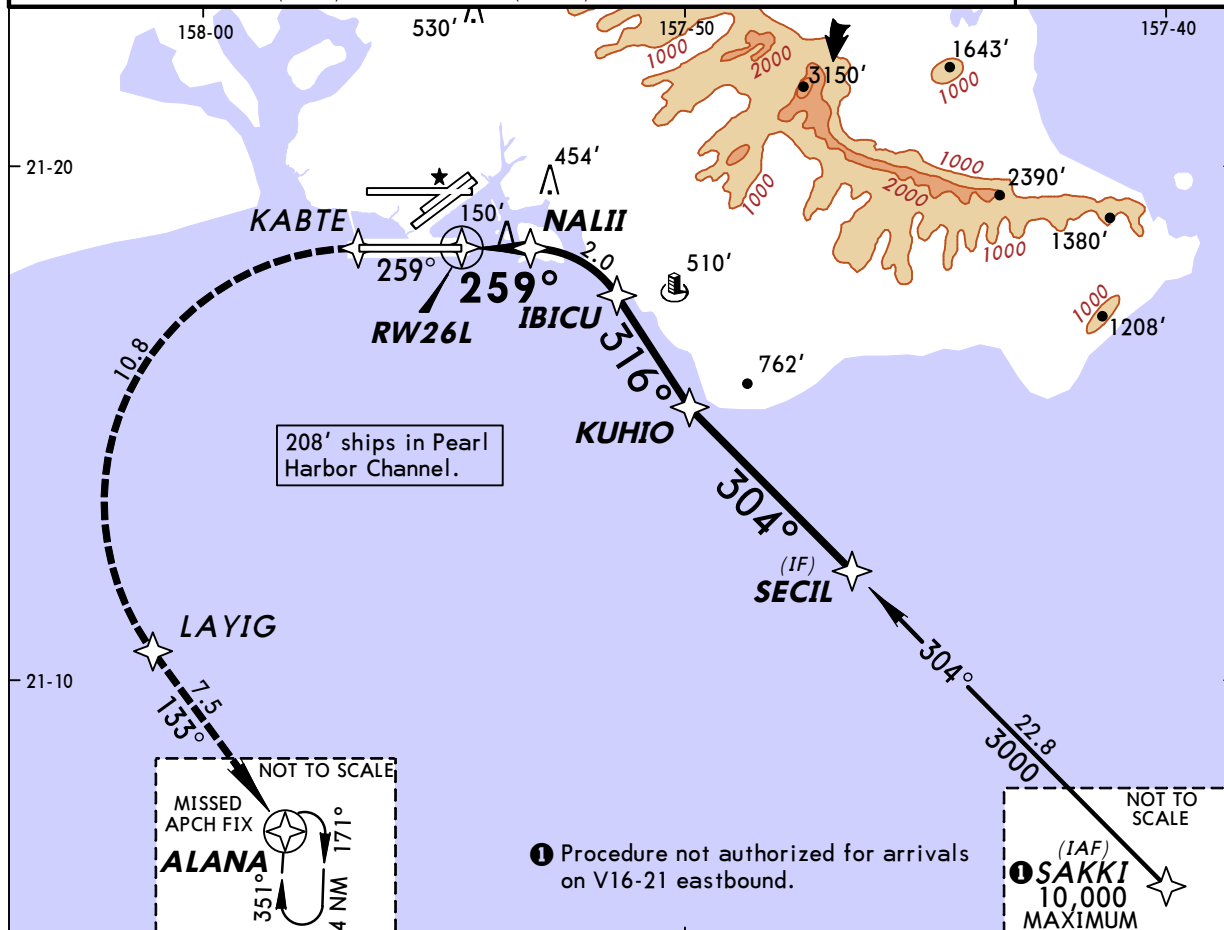
24 JUN 11

JEPPesen
(12-22)

HONOLULU, HAWAII
RNAV (RNP) Rwy 26L

BRIEFING STRIP™

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
RNAV	Final Apch Crs 259°	Minimum Alt KUHIO 2000' (1990')	RNP 0.15 DA(H) 260' (250')	Apt Elev 13' TDZE 10'
MISSED APCH: Climb to 3000' via 259° track to KABTE, LEFT turn to LAYIG, 133° track to ALANA and hold. Missed Approach requires a minimum climb of 234'/NM to 300'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 15°C (58°F) or above 49°C (121°F).				
				5300'
				MSA RW26L



Gnd speed-Kts	70	90	100	120	140	160	MALSF	3000'	via 259°	KABTE
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	↑		
MAP at DA										

STRAIGHT-IN LANDING RWY 26L										
RNP 0.15										
DA(H) 260' (250')										
ALS out										
A	1/2					1				
B										
C										
D										

TERPS AMEND OC 30 JUN 2011

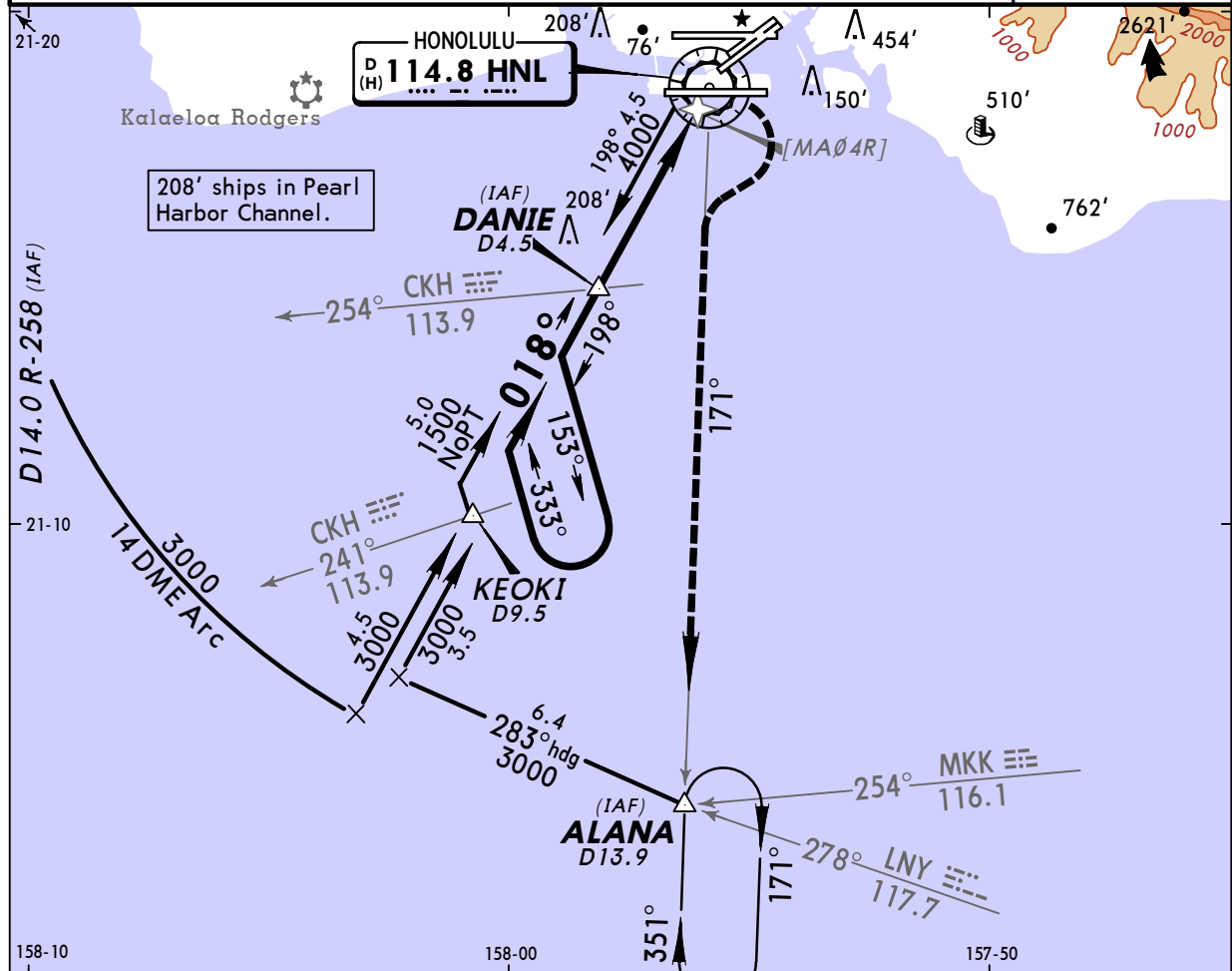
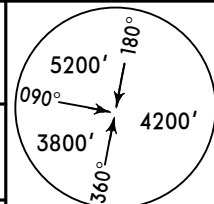
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HONOLULU INTL

JEPPesen
2 NOV 07 **(13-1)**

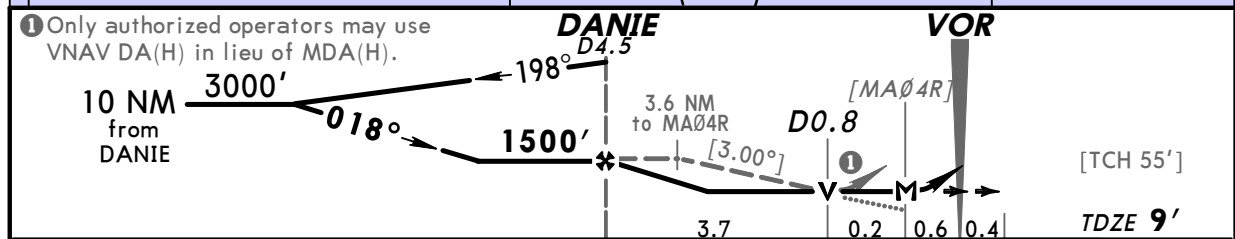
HONOLULU, HAWAII
VOR Rwy 4R

BRIEFING STRIP

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0
VOR HNL 114.8	Final Apch Crs 018°	Minimum Alt DANIE 1500' (1491')	MDA(H) 460' (451')	Apt Elev 13' TDZE 9'
MISSED APCH: Climbing RIGHT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
DANIE to MAP	3.9	3:21	2:36	2:20	1:57	1:40

STRAIGHT-IN LANDING RWY4R			CIRCLE-TO-LAND	
MDA(H) 460' (451')			①	
	RAIL out	ALS out	Max Kts	MDA(H)
A	1		90	620' (607') - 1
B	1 1/4		120	620' (607') - 1 1/4
C	1 1/2		140	620' (607') - 1 1/2
D			165	760' (747') - 2 1/2

① Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L-26R.

CHANGES: Lighting.

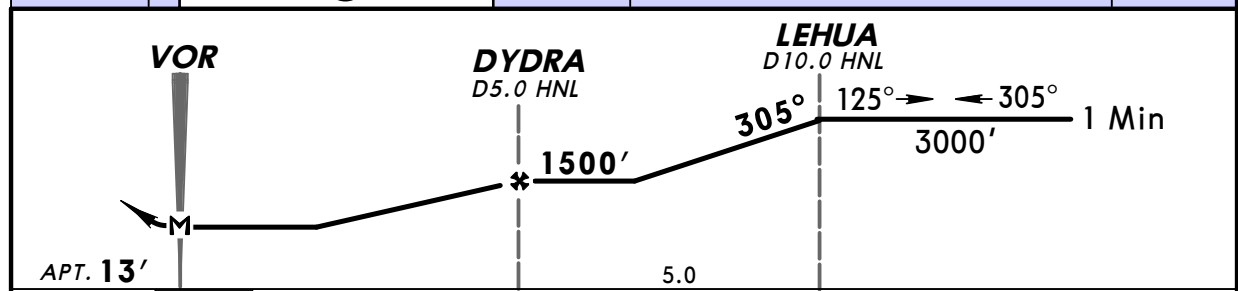
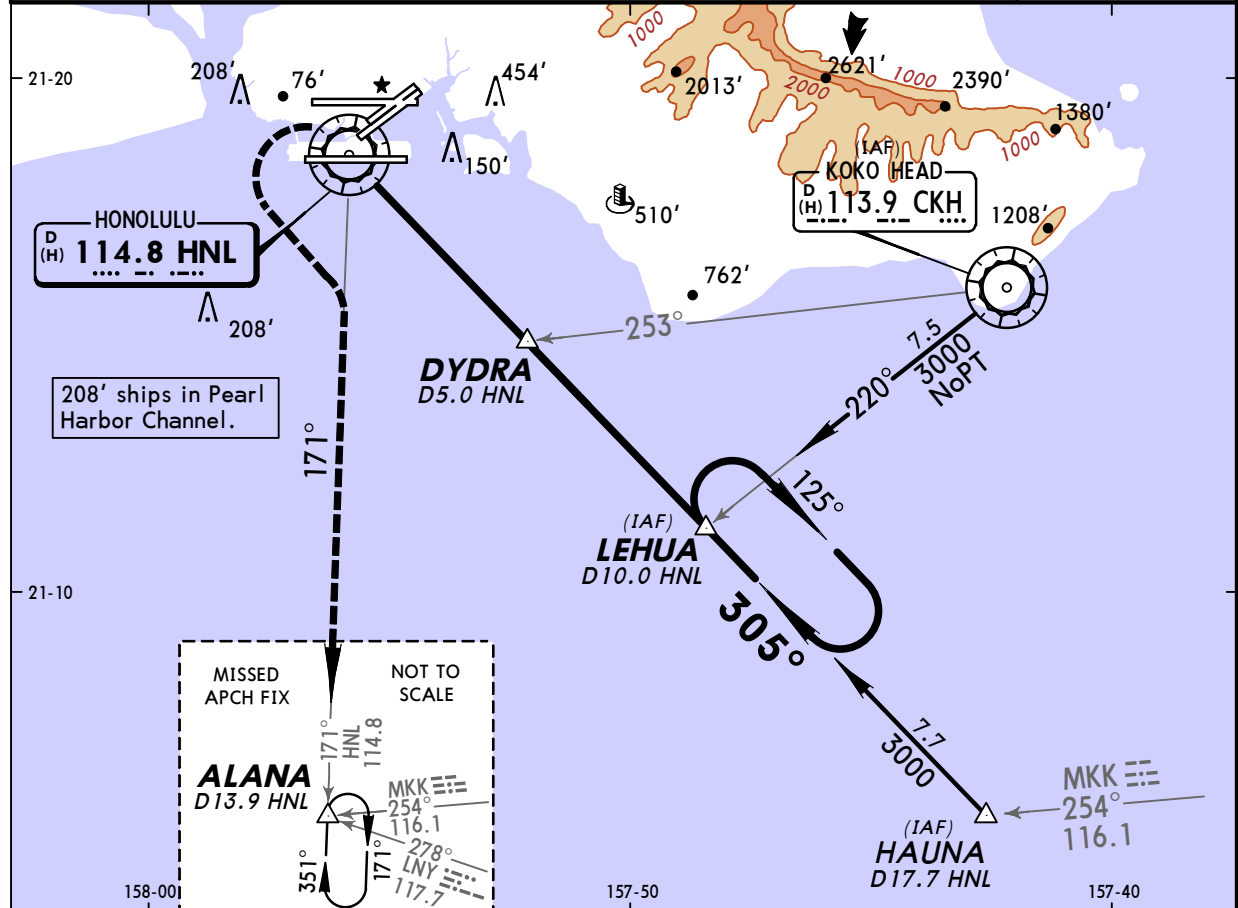
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PHNL/HNL
HONOLULU INTL

JEPPESEN
2 NOV 07 (13-2)

HONOLULU, HAWAII
VOR or GPS-A

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
VOR HNL 114.8		Final Aptch Crs 305°		Minimum Alt DYDRA 1500' (1487')		MDA(H) Refer to Minimums		Apt Elev 13'	
MISSED APCH: Climbing LEFT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			

[illegible]

		1 CIRCLE-TO-LAND
	Max Kts.	_____ MDA(H) _____
	A 90	620' (607') - 1
	B 120	
	C 140	620' (607') - 1 $\frac{3}{4}$
	D 165	760' (747') - 2 $\frac{1}{2}$

1 Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L/26R.

PHNL/HNL
HONOLULU INTL

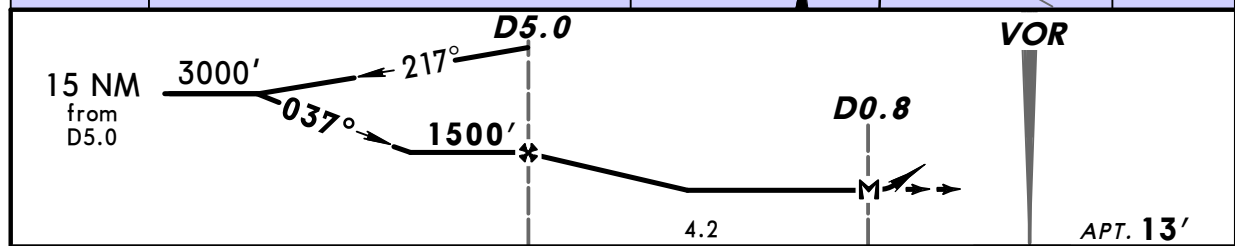
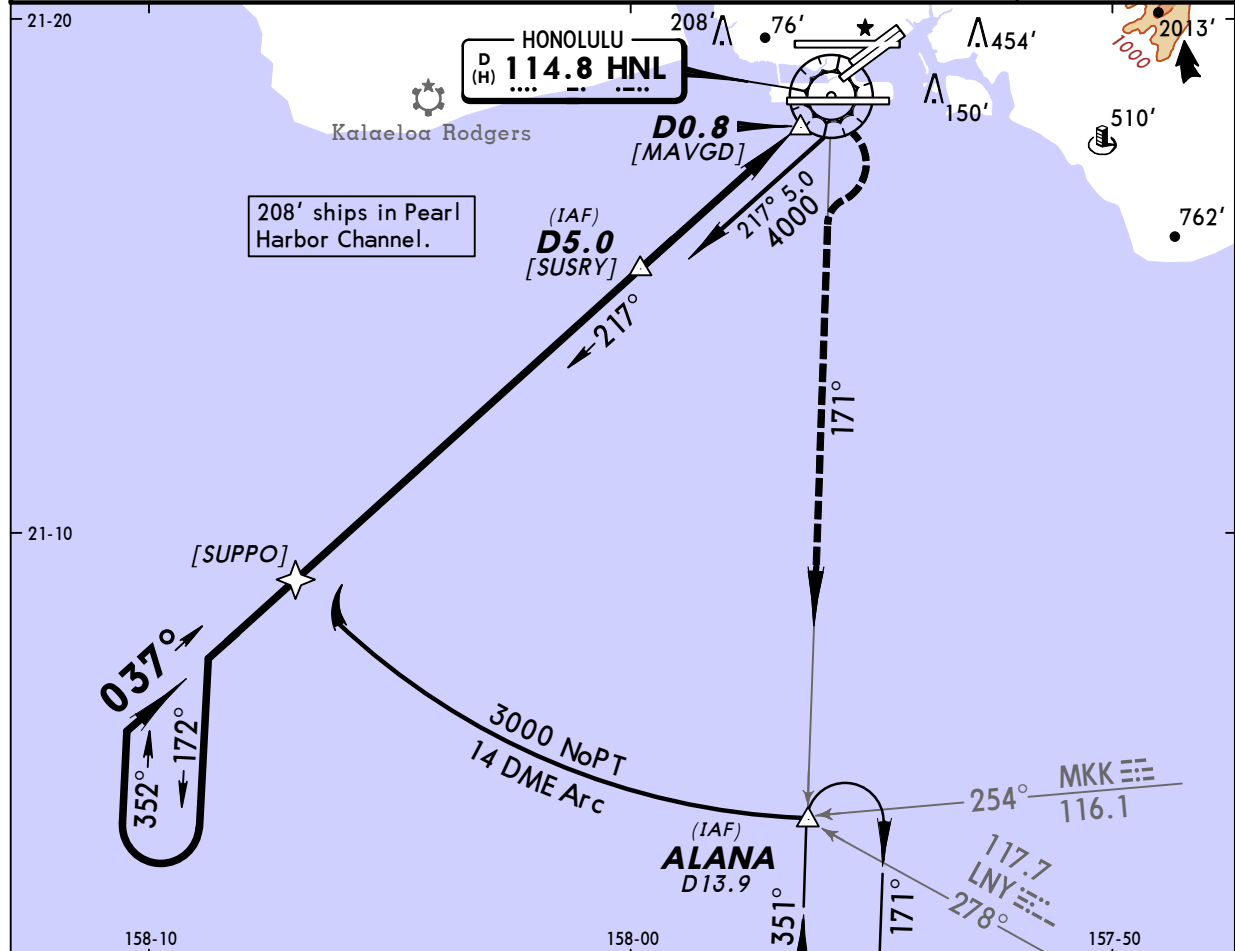


6 APR 07

(13-3)

HONOLULU, HAWAII
VOR DME or GPS-B

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
VOR HNL 114.8		Final Apch Crs 037°		Minimum Alt D5.0 1500' (1487')		MDA(H) Refer to Minimums		Apt Elev 13'	
MISSED APCH: Climbing RIGHT turn to 3000' outbound via HNL VOR R-171 to ALANA INT/D13.9 and hold.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			

[illegible]

1 CIRCLE-TO-LAND

		1 CIRCLE-TO-LAND
	Max Kts.	_____ <i>MDA(H)</i> _____
	A 90	620' (607') - 1
	B 120	
	C 140	620' (607') - 1 $\frac{3}{4}$
	D 165	760' (747') - 2 $\frac{1}{2}$

1 Cat A, B, C: Circling not authorized northwest of airport between Rwy 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L-26R.

CHANGES: HONOLULU Approach renamed HCF Approach.

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PHNL/HNL
HONOLULU INTL

25 APR 14

(19-1)

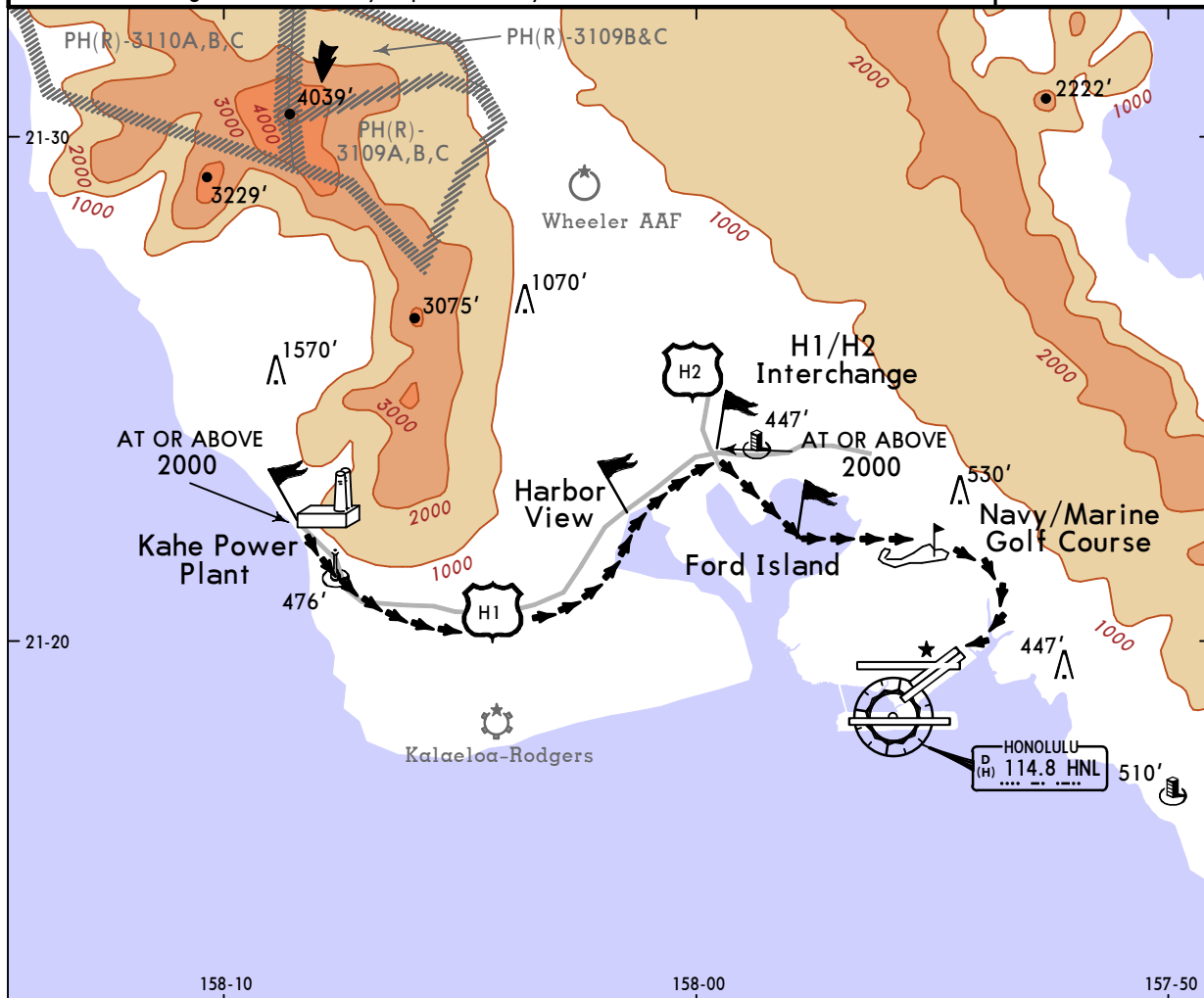
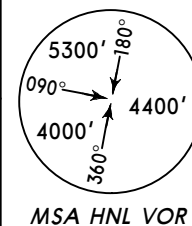
JEPPESEN

HONOLULU, HAWAII

KAHE POWER PLANT VISUAL Rwy 22L

BRIEFING STRIP

ATIS 127.9	HCF Approach (R) 118.3	HONOLULU Tower 118.1	Ground 121.9	HICKAM COMMAND POST 128.0
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS 3100'-3	Apt Elev 13'
MISSED APCH: No Missed Approach procedure.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night. 4. Pilots may expect Runway 22R.				



KAHE POWER PLANT VISUAL RWY 22L

From west of Oahu, proceed direct to Kahe Power Plant, then follow the H-1 Freeway eastbound to H1/H2 interchange. From H1/H2 interchange, proceed direct to Ford Island, then to the Navy/Marine Golf Course. Enter right downwind to runway 22L.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **3100'** VIS **3**

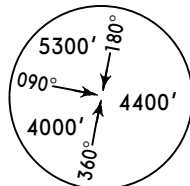
TERPS AMEND 0 26 JUL 2012

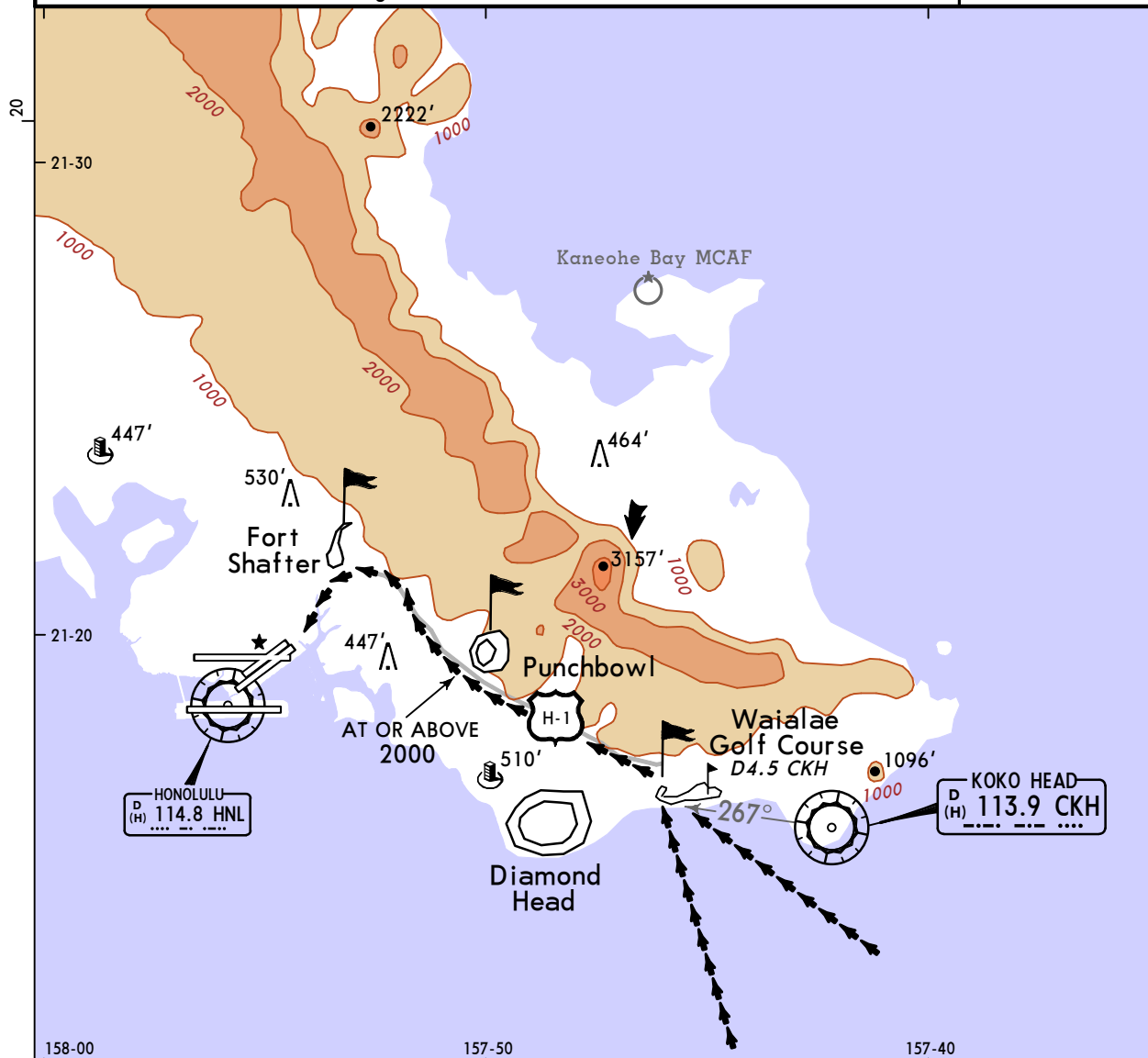
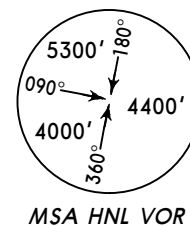
PHNL/HNL
HONOLULU INTL

JEPPesen 25 APR 14
(19-2) WAIALAE GOLF COURSE VISUAL

HONOLULU, HAWAII
Rwy 22L

BRIEFING STRIP

ATIS 127.9		HCF Approach (R) 118.3		HONOLULU Tower 118.1		Ground 121.9		HICKAM COMMAND POST 128.0	
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF		CEIL-VIS 3100'-3		Apt Elev 13'			 MSA HNL VOR
MISSED APCH: No Missed Approach procedure.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night.									



WAIALAE GOLF COURSE VISUAL RUNWAY 22L

From east of Oahu, proceed direct to Waialae Golf Course, then follow the H-1 Freeway westbound to Fort Shafter. Turn final to Runway 22L over Fort Shafter.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **3100'** VIS **3**

TERPS AMEND 0 26 JUL 2012

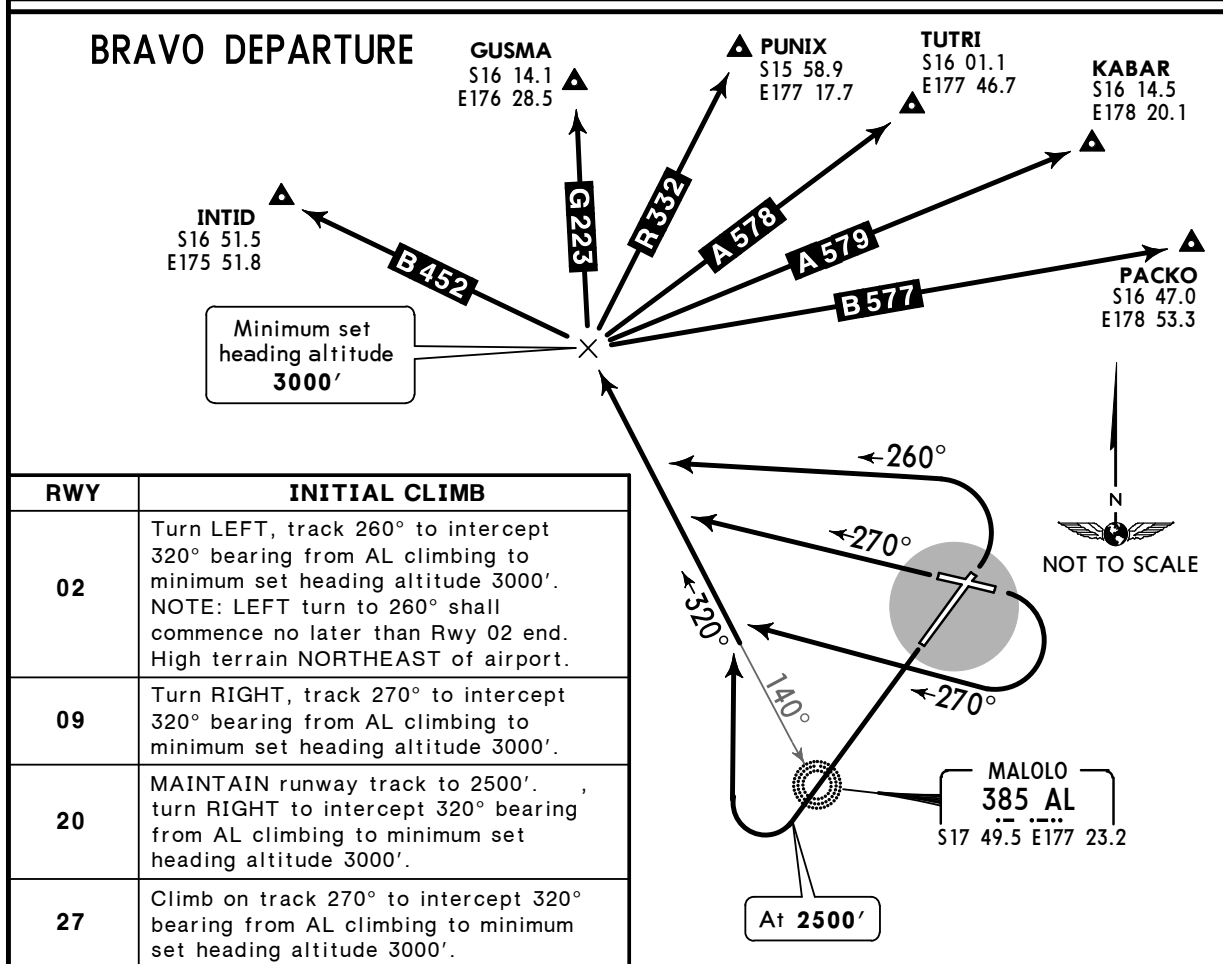
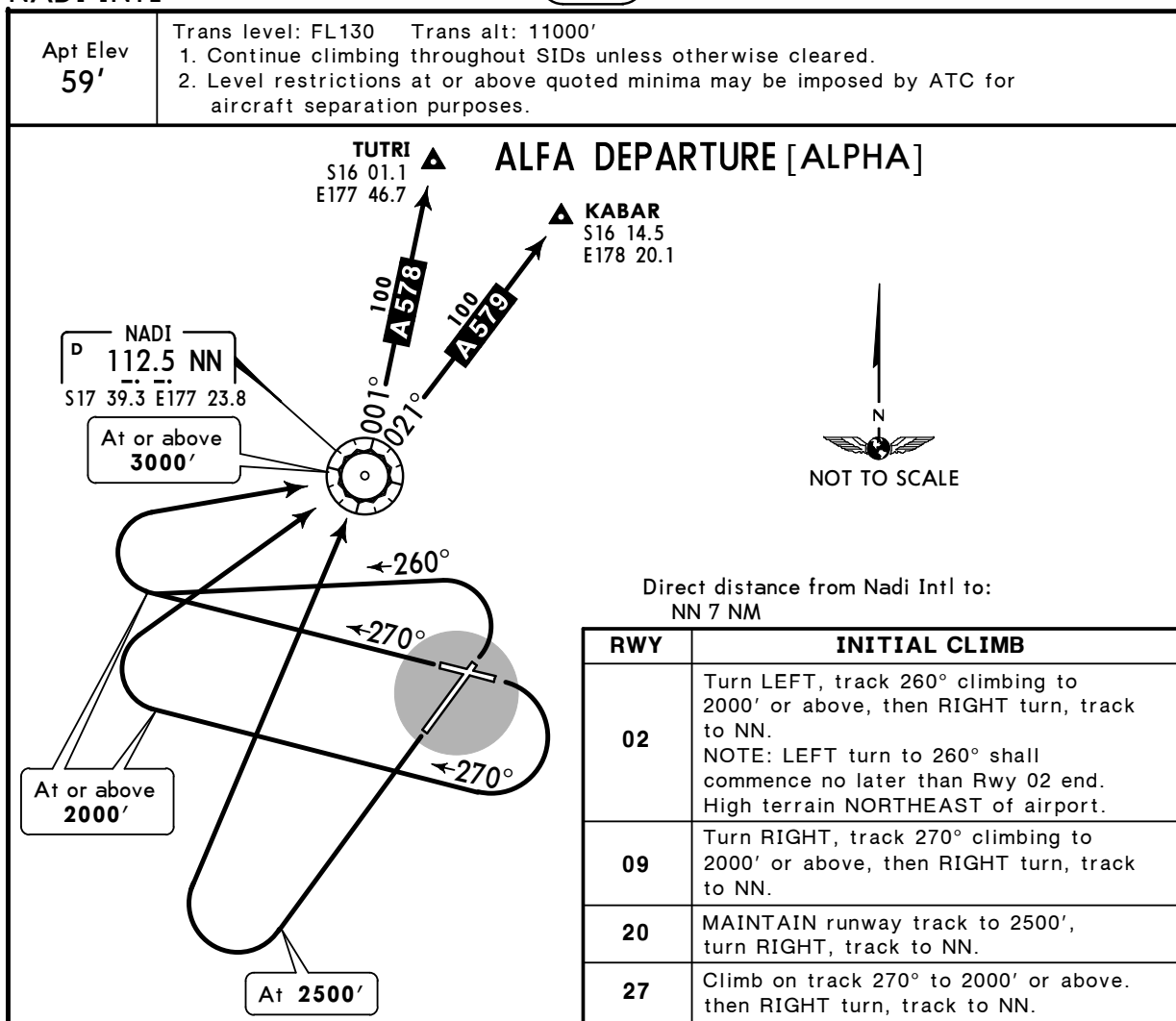
CHANGES: Lighting.

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NFFN/NAN
NADI INTL

JEPPESEN
17 JUL 15 **10-3** **Eff 23 Jul**

NADI, FIJI IS
SID



NFFN/NAN
NADI INTL

JEPPESEN

17 JUL 15

(10-3A)

Eff 23 Jul

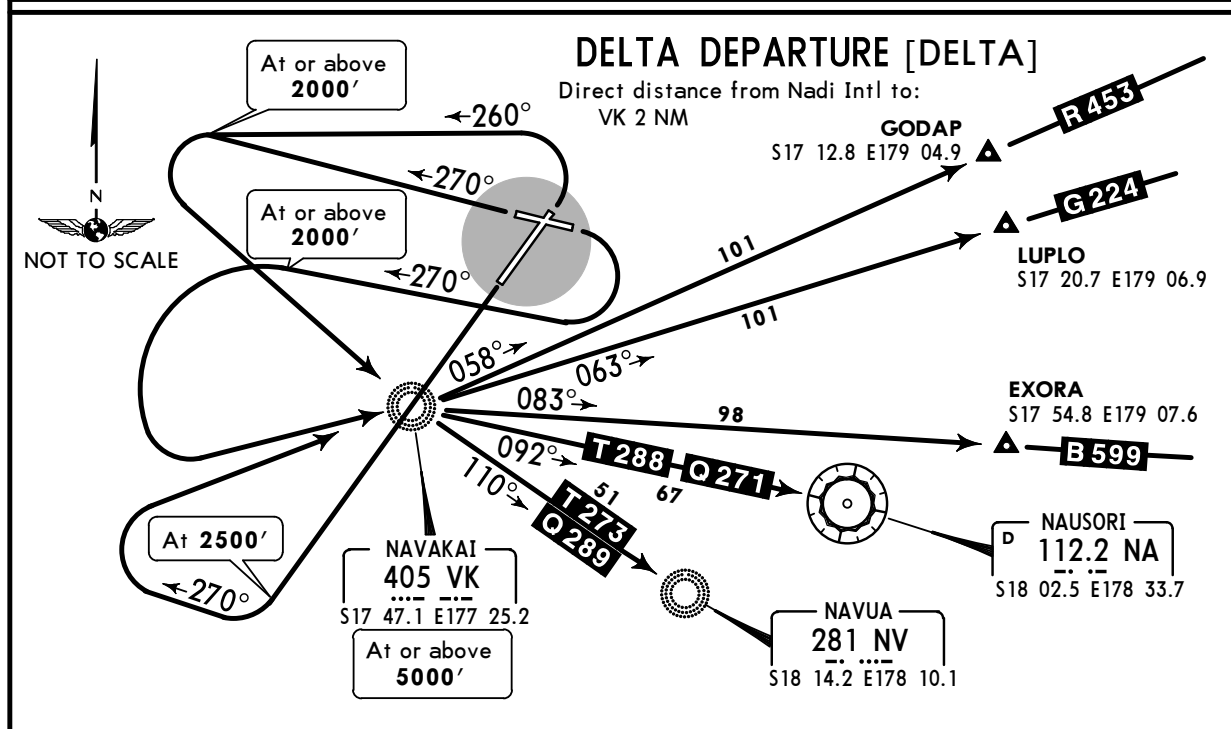
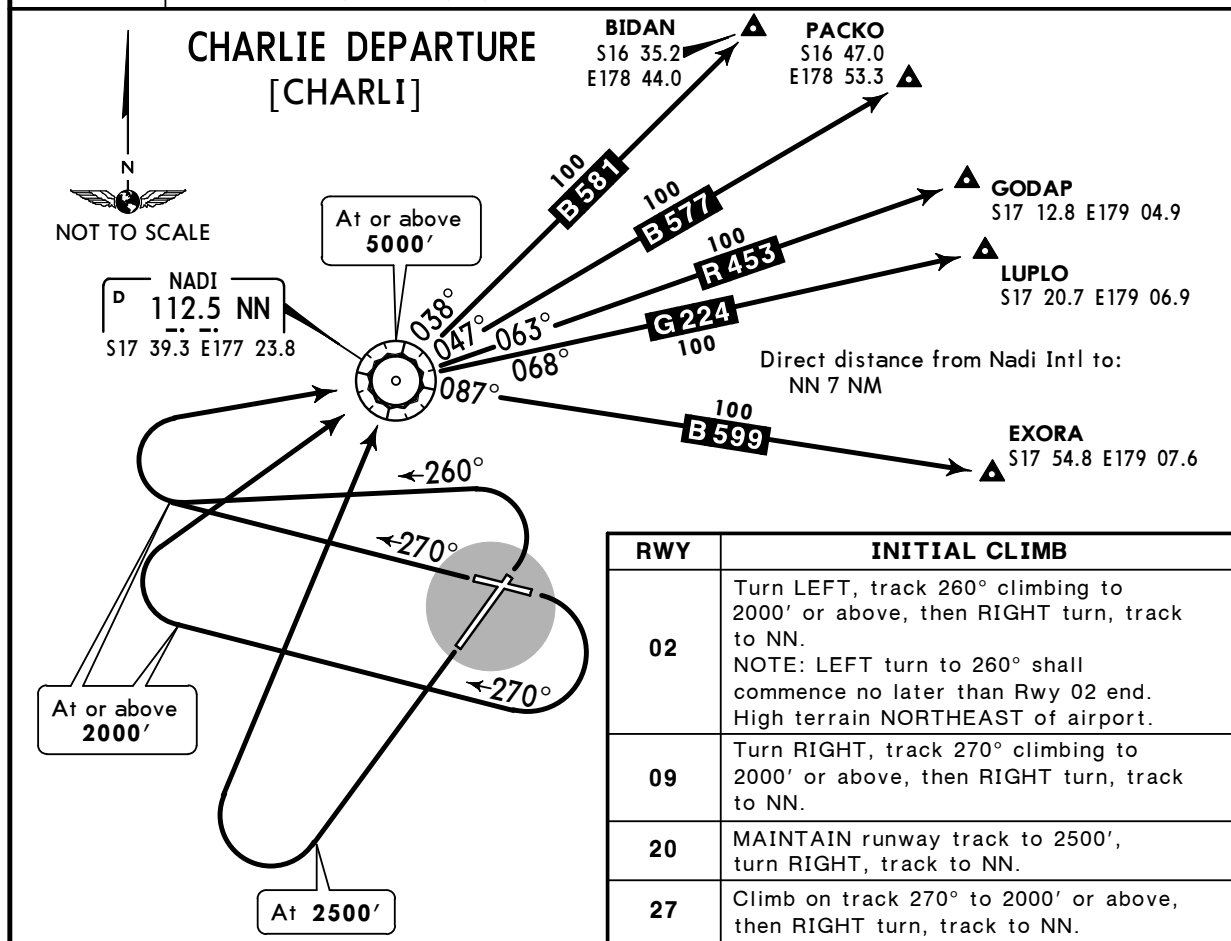
NADI, FIJI IS

SID

Apt Elev
59'

Trans level: FL130 Trans alt: 11000'

1. Continue climbing throughout SIDs unless otherwise cleared.
2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

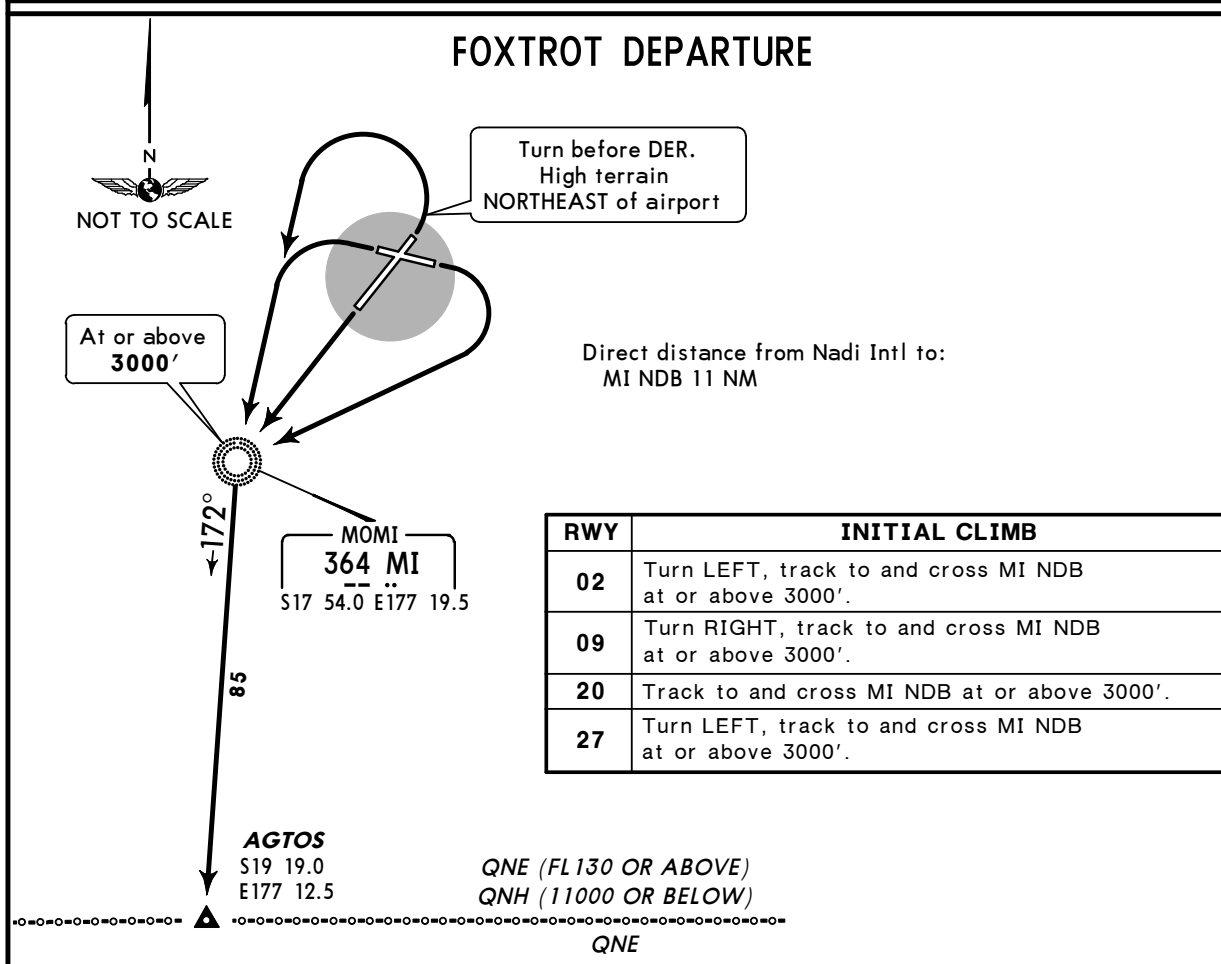
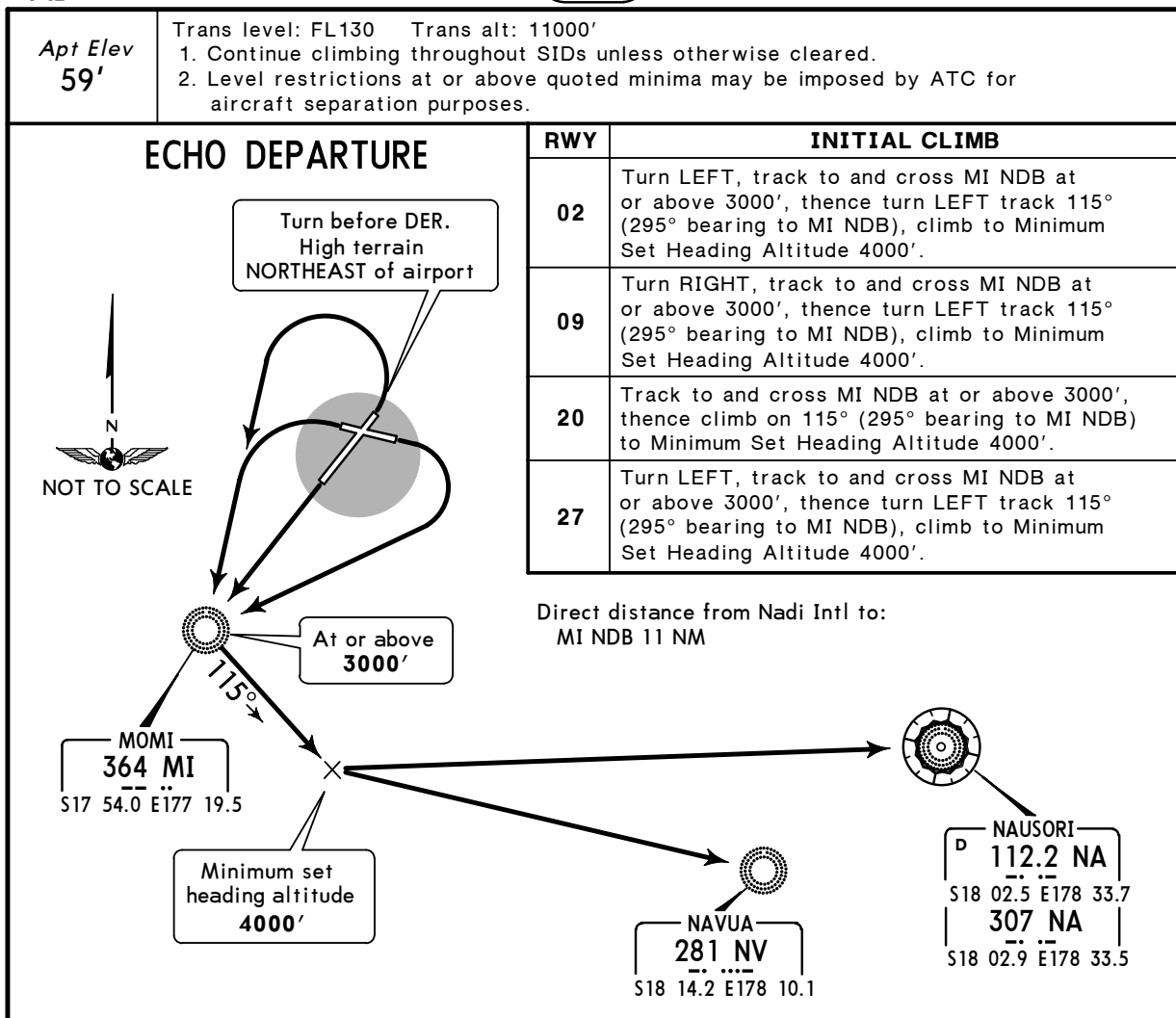


RWY	INITIAL CLIMB
02	Turn LEFT, track 260° climbing to 2000' or above, then LEFT turn, track to VK. NOTE: LEFT turn to 260° shall commence no later than Rwy 02 end. High terrain NORTHEAST of airport.
09	Turn RIGHT, track 270° climbing to 2000' or above, then LEFT turn, track to VK.
20	MAINTAIN runway track to 2500', turn RIGHT, track to VK.
27	Climb on track 270° to 2000' or above, then LEFT turn, track to VK.

NFFN/NAN
NADI INTL

JEPPESEN
 21 NOV 14 **(10-3B)**

NADI, FIJI IS
SID



NFFN/NAN
NADI INTL

JEPPESEN
 21 NOV 14 **(10-3C)**

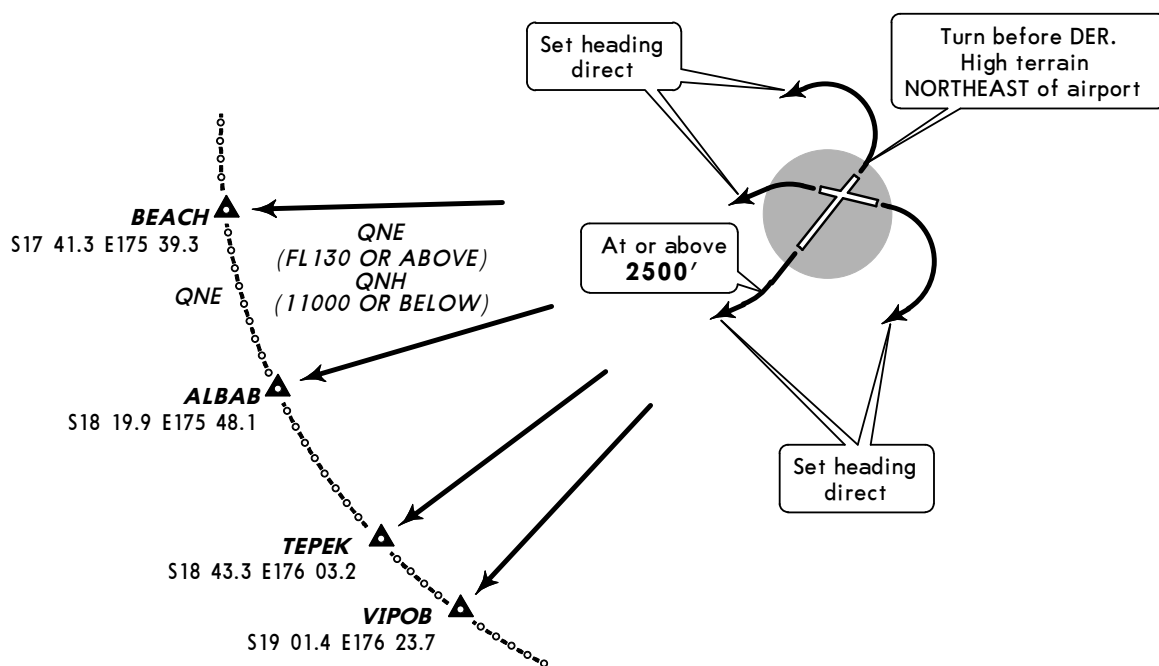
NADI, FIJI IS
SID

Apt Elev
59'

FOR QNE/QNH INFO SEE GRAPHIC

1. Continue climbing throughout SIDs unless otherwise cleared.
2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

GOLF DEPARTURE



RWY	INITIAL CLIMB
02	Turn LEFT, set heading direct.
09	Turn RIGHT, set heading direct.
20	MAINTAIN runway track to 2500', turn RIGHT, set heading direct.
27	Set heading direct.

NFFN/NAN
NADI INTL

JEPPESEN
17 JUL 15 **(10-3D)** **Eff 23 Jul**

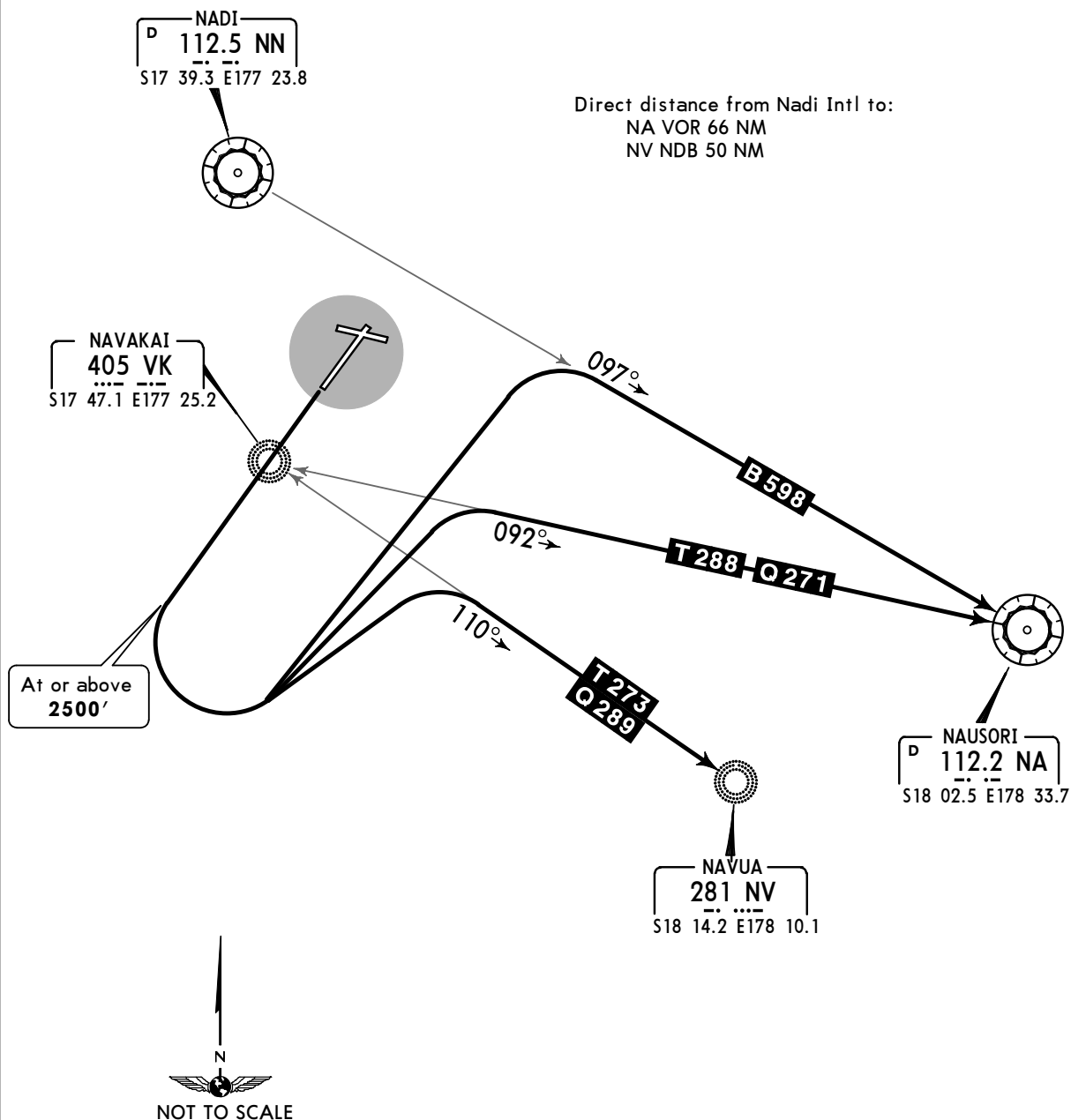
NADI, FIJI IS
SID

Apt Elev
59'

Trans level: FL130 Trans alt: 11000'

1. Continue climbing throughout SID unless otherwise cleared.
2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

HOTEL DEPARTURE (RWY 20)



INITIAL CLIMB

MAINTAIN runway track to at or above 2500'. Turn LEFT, intercept route:

T-273, Q-289 VK NDB to NV NDB.

B-598 NN VOR to NA VOR.

T-288, Q-271 VK NDB to NA VOR.

NFFN/NAN **JEPPESSEN**
22 NOV 13 **10-4****NADI, FIJI IS**
NADI INTL**NOISE ABATEMENT PROCEDURES**Local Time minus **12 HOURS** = UTC

Jet Noise Abatement Climb Procedures Apply to RWY 20

- a. Climb at V2+10 kts to V2+20 kts - or body angle limit speed; and
- b. Maintain takeoff power to height above the aerodrome of 1500 ft; and
- c. Then reduce thrust to not less than climb power/thrust and maintain a speed of V2+10 kts to V2+20 kts to a height above the aerodrome of 3000 ft; and
- d. Accelerate to enroute climb speed with flap retraction on schedule; and
- e. Maintain 2500 ft on runway track unless required to do otherwise in accordance with specific ATC instruction.

As an alternative to the procedures detailed above, operators of aircraft which have engines with a bypass ratio greater than 3.5:1 may use the following procedures:

- a. Climb at V2+10 kts to V2 + 20 kts - or body angle limit speed; and
- b. Maintain takeoff power to height above the aerodrome of 1000 ft; and
- c. Then maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flaps on schedule; and
- d. Then reduce to normal climb power/thrust; and
NOTE: For airplanes with slow flap retraction, reduce power/thrust at an intermediate flap setting.
- e. Continue climb at not greater than VZF+10 kts to a height above the aerodrome of 3000 ft; and
- f. Accelerate smoothly to enroute climb speed; and
- g. Maintain 2500 ft on runway track unless required to do otherwise in accordance with a SID or specific ATC instruction.

Noise Sensitive Area

All departing and arriving aircraft are requested whenever possible to remain clear of Sonaisali Island Resort (Island extends south from S1749 E17721 to S1750 E17721). Center of the island is located 179 Degrees/10.5 DME from the Nadi VOR.

Arriving Aircraft

Arriving aircraft on visual approaches will not be permitted to descend below 3000 ft until aligned with RWY 02 centerline and established on the glide-path, at Momi (MI) NDB.

VFR Operations

All VFR departures, arrivals and operations in the Nadi Airport Traffic Circuit shall:

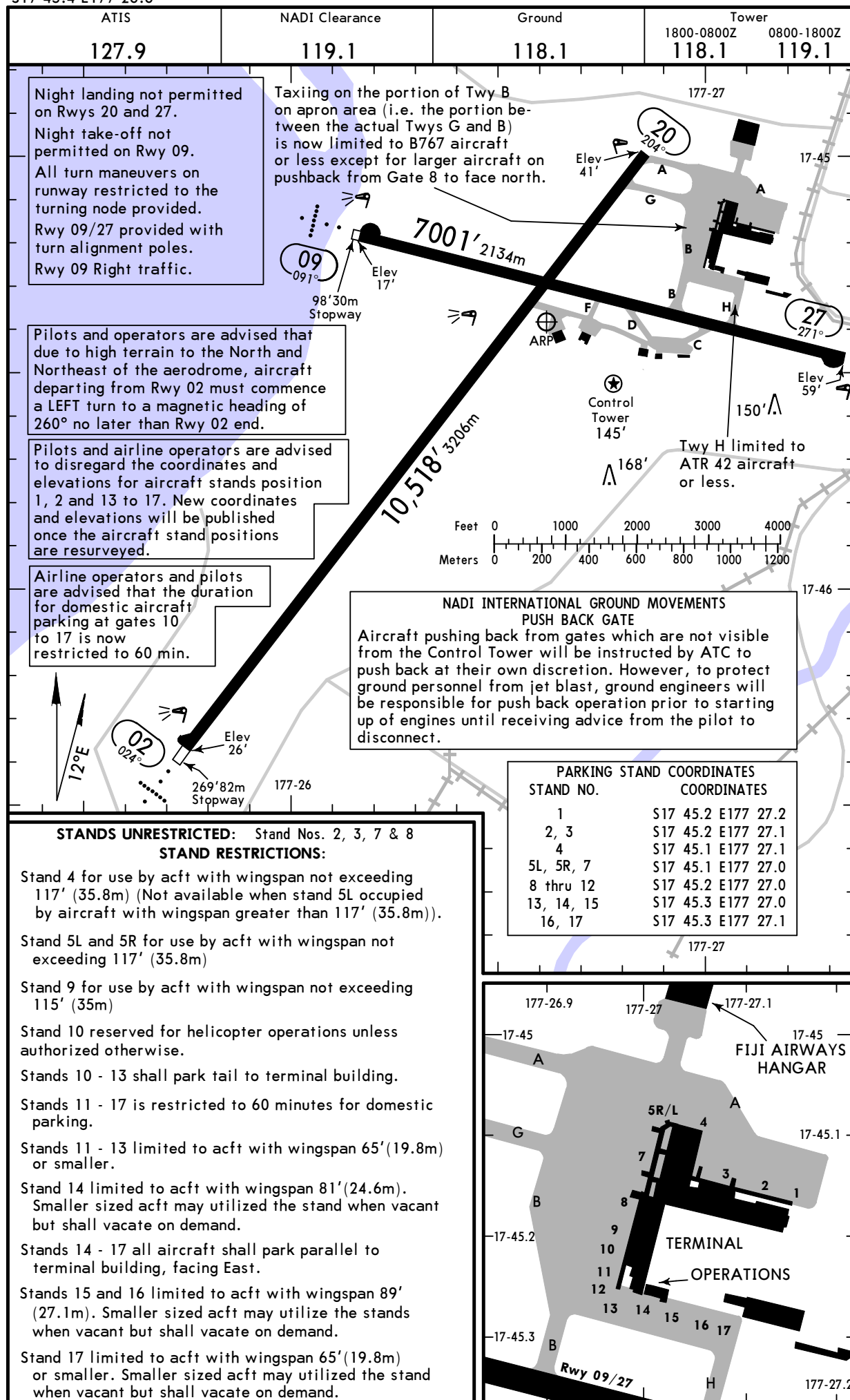
- a. Avoid flying over the resorts at Denarau Island; or
- b. Fly over the Resorts at Denarau Island at an altitude of not less than 2000 ft; or
- c. Special arrival procedures Rwy 27: All circuit traffic and VFR arrival from the South and West shall only descend below 1000 ft when aligned with Rwy 27 centerline.

Alignment with Rwy 27 centerline shall be conducted at or beyond 5 NM. Flying over the NOVOTEL Hotel, bearing 125 degrees Mag, 1170m Southeast of Rwy 27 threshold, and TANOVA Apartments, bearing 160 degrees Mag, 755m Southeast of Rwy 27 threshold, is prohibited below 1500 ft.

NFFN/NAN

 Apt Elev **59'**
 S17 45.4 E177 26.6

JEPPesen

 5 JUN 15 **(10-9)**
NADI, FIJI IS
NADI INTL


NFFN/NAN **JEPPESEN**
5 JUN 15 **(10-9A)****NADI, FIJI IS**
NADI INTL**GENERAL**

CAUTION: Flocks of large birds may be present within the vicinity of the aerodrome and on the RWY.
Dispersal measures are available 24HR. ATC will issue advice on the presence of birds when applicable.
Light aircraft operations by prior permission only.
Operations by non-radio aircraft not permitted.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS				TAKE-OFF DAY NIGHT		WIDTH
		LANDING Threshold DAY NIGHT		BEYOND Glide Slope				
RWY								
02	HIRL ALS ① PAPI-L (angle 3.00°)			9533'	2906m			148'
20	HIRL ① PAPI-L (angle 3.20°)			NA				45m
① PAPI recognition and range may be reduced to 1 NM (1.8 km) or less by smoke from cane field fires.								
09	RL ALS ② PAPI-L (angle 3.00°)						NA	148'
27	RL ② PAPI-L (angle 3.00°)			NA				45m

① PAPI recognition and range may be reduced to 1 NM (1.8 km)
or less by smoke from cane field fires.

09	RL ALS ② PAPI-L (angle 3.00°)					NA		148'
27	RL ② PAPI-L (angle 3.00°)		NA					45m

② PAPI recognition and range may be reduced to 1 NM (1.8 km)
or less by smoke from cane field fires.

TAKE-OFF & DEPARTURE PROCEDURE

	Rwys 20, 27			
	Vis Confirmed by the Pilot-In-Command by Observation of RL from Take-off Position		Other	
	RCLM			
1 Eng	Not Applicable		300'-1500m	
2 Eng	800m (Prop must have operative Auto-Feathering)			
3 & 4 Eng	800m			
	Rwy 02		Rwy 09	
	DAY	NIGHT	DAY	NIGHT
1 & 2 Eng	500'-1500m		500'-1500m	NA
3 & 4 Eng				

DEPARTURE PROCEDURE

Rwy 02: Left turn to a magnetic heading of 260° should
commence no later than Rwy 02 end.

Rwy 09: Make Right turn to a magnetic heading of 270°
after take-off.

FOR FILING AS ALTERNATE

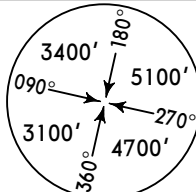
	Precision	Twin NDB	Other
A	600'-3000m	800' - 4000m	NA
B		800'-5 km	
C		1000'-6 km	
D		1100'-7 km	

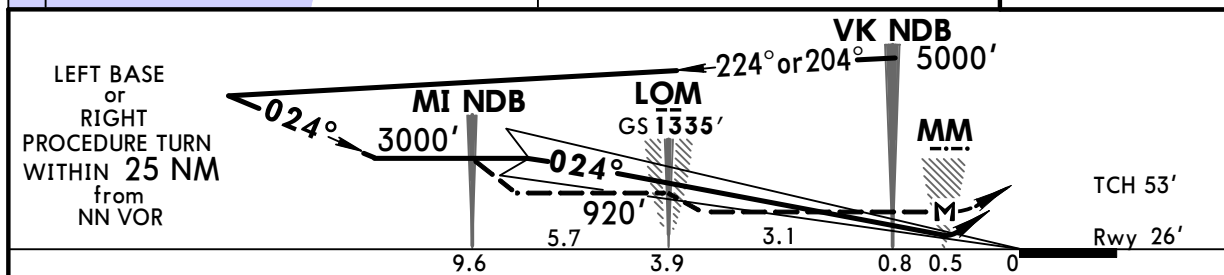
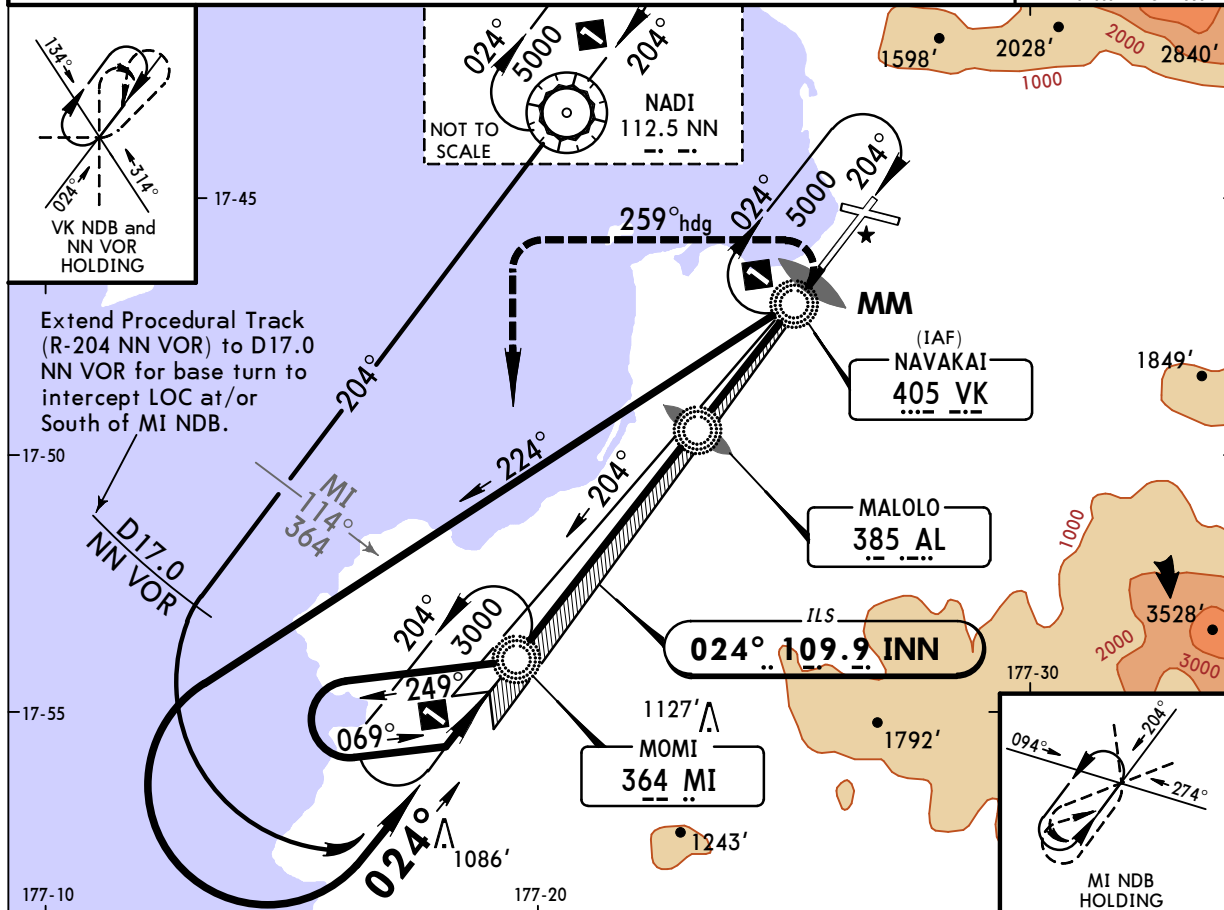
NFFN/NAN
NADI INTL

JEPPESEN
17 JUL 15 **(11-1)** **Eff 23 Jul**

NADI, FIJI IS
ILS Rwy 02

BRIEFING STRIP

ATIS 127.9		NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1	
LOC INN 109.9	Final Apch Crs 024°	GS LOM 1335' (1309')	ILS DA(H) 230' (204')	Apt Elev 59'	Rwy 26'		
MISSED APCH: Turn LEFT, heading 259°. Climb to 3000'. At 3000' turn LEFT, track to MI NDB. Await further instructions from ATC.							MSA VK NDB 5100' within 10 NM
Alt Set: hPa		Rwy Elev: 1 hPa		Trans Level: FL 130		Trans alt: 11000'	
1. Max IAS missed approach turn 185 kt.							



Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	372	478	531	637	743	849			
MAP at MM or										
LOM to MAP	3.5	3:00	2:20	2:06	1:45	1:30	1:19			

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND				Circling Not Authorized North of Rwy 09/27	
ILS		LOC (GS out)				1 Rwy 20 DAY ONLY			
DA(H) 230' (204')		MDA(H) 400' (374')							
FULL		ALS out							
A					Max Kts	MDA(H)	Max Kts		MDA(H)
B					100		A		NA
C	1200m		1900m		135	600' (541') - 2400m	135		1000' - 5 km (941')
D					180	620' (561') - 4000m	180	2100' - 6 km (2041')	
					205	920' (861') - 5000m	185		

PANS OPS

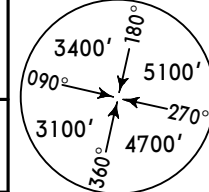
1 Cat C, D: Left hand circuits.

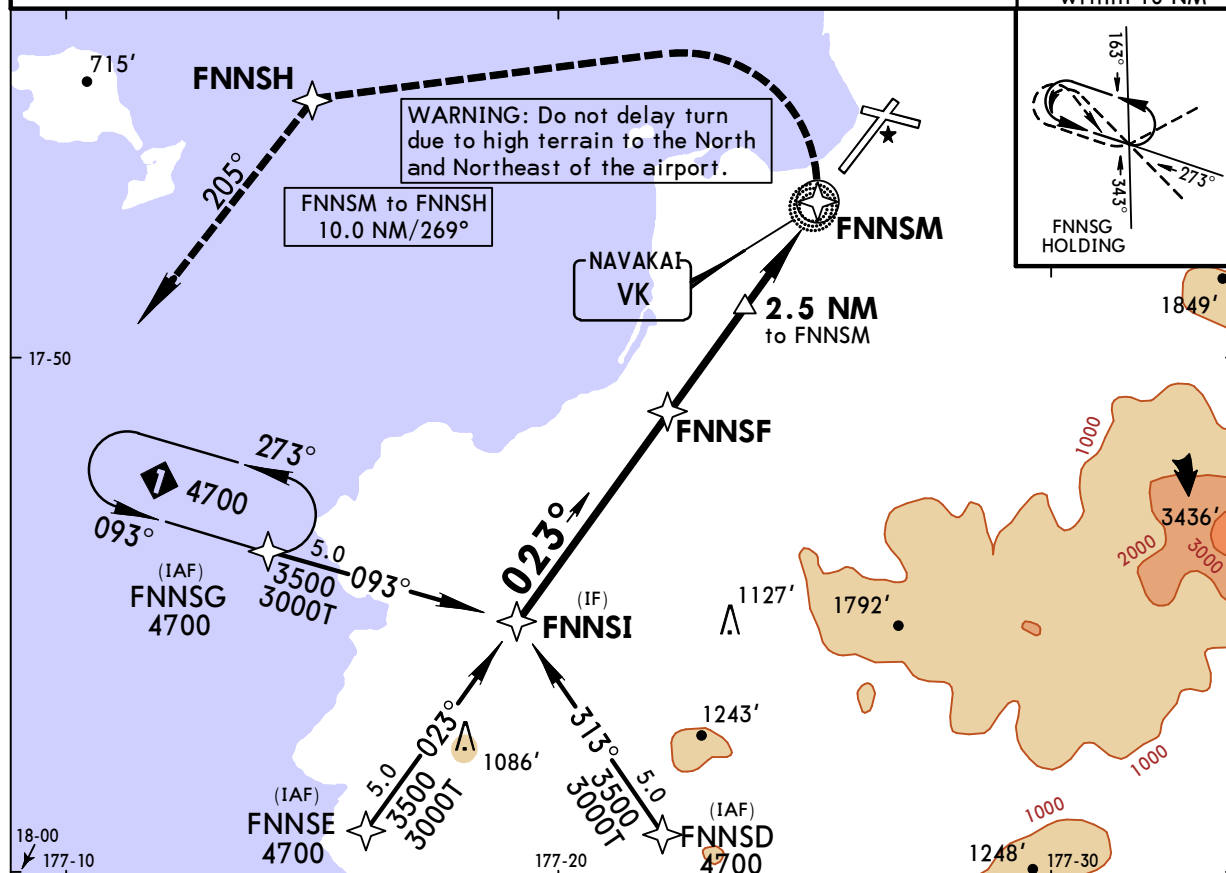
NFFN/NAN
NADI INTL

JEPPESSEN
17 JUL 15 (12-1) Eff 23 Jul

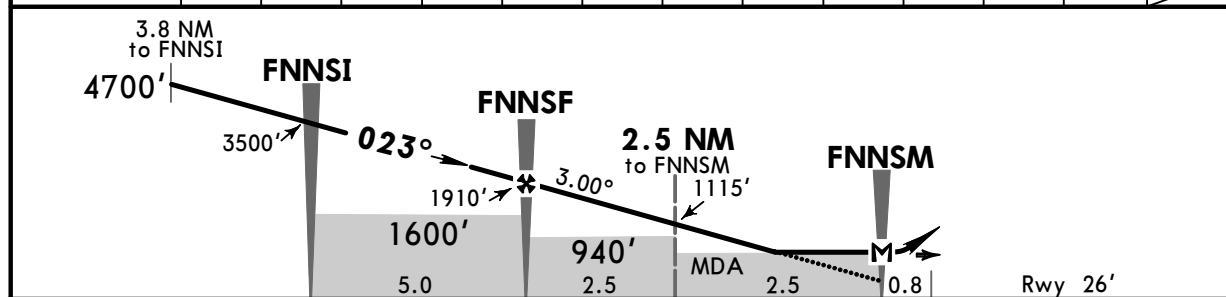
NADI, FIJI IS
RNAV (GNSS) Rwy 02

BRIEFING STRIP

*ATIS		NADI Approach		NADI Tower		Ground	
127.9		119.1		1800-0800Z	0800-1800Z	118.1	
118.1		119.1					
RNAV	Final Apch Crs 023°	Procedure Alt FNNSF 1910' (1884')	MDA(H) 510' (484')	Apt Elev 59'			
MISSED APCH: Turn LEFT, immediately track direct to FNNSH, then track 205°. Climb to 3400'.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'							
1. Max IAS initial 220 kt. Missed approach turn 190 kt.							



NM to NEXT WPT	3.8	FNNSI	4.0	3.0	2.0	1.0	FNNSF	4.0	3.0	2.0	1.0	0.6	FNNSM
ALTITUDE	4700'	3500'	3185'	2865'	2545'	2230'	1910'	1590'	1275'	955'	635'	510'	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI LT			FNNSH
Descent angle	3.00°	372	478	531	637	743				
MAP at FNNSM										

STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND		Circling Not Authorized North of Rwy 09/27 
LNAV				
MDA(H) 510' (484')		Max Kts. MDA(H)		
ALS out				
1600m				
A		100	760' (734') - 2400m	
B		135	1060' (1034') - 4000m	
C		180	1060' (1034') - 4000m	
D		205	1060' (1034') - 5000m	

PANS OPS

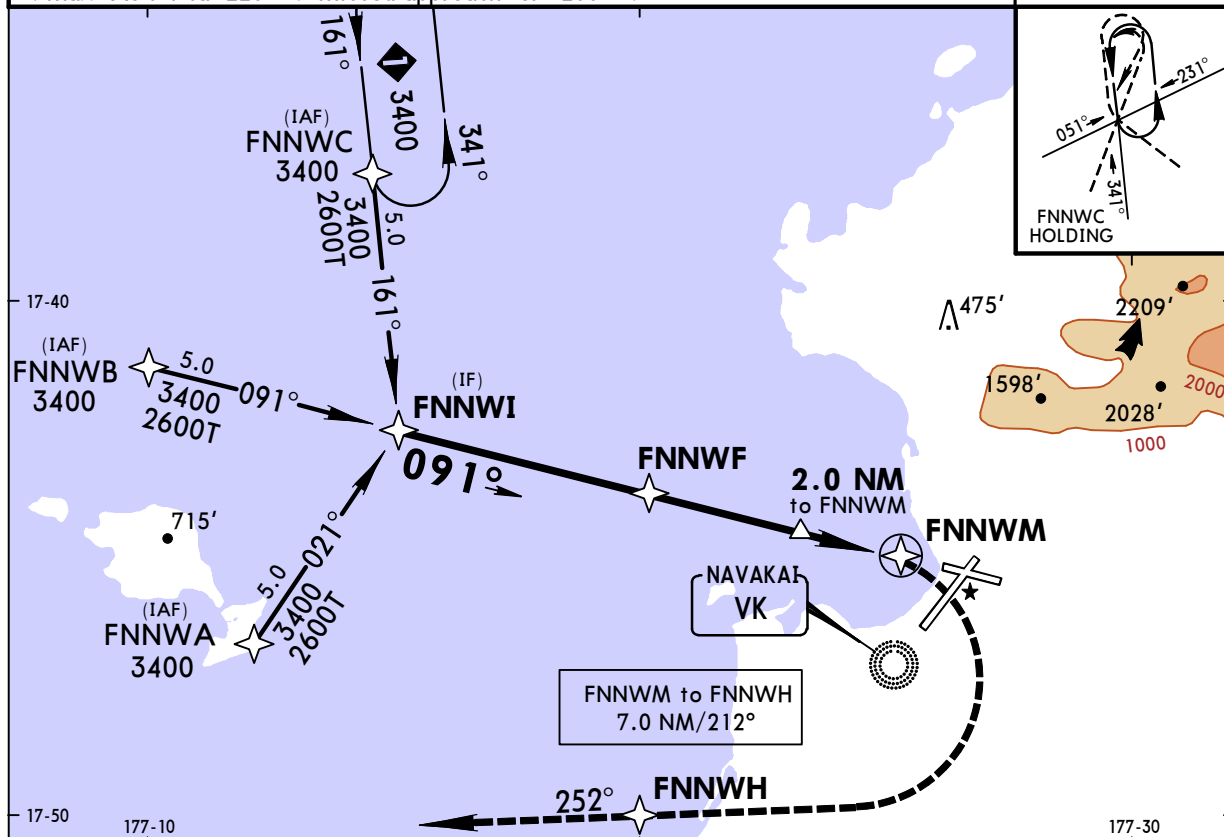
NFFN/NAN
NADI INTL

JEPPESSEN
17 JUL 15
Eff 23 Jul (12-2) CAT A, B & C

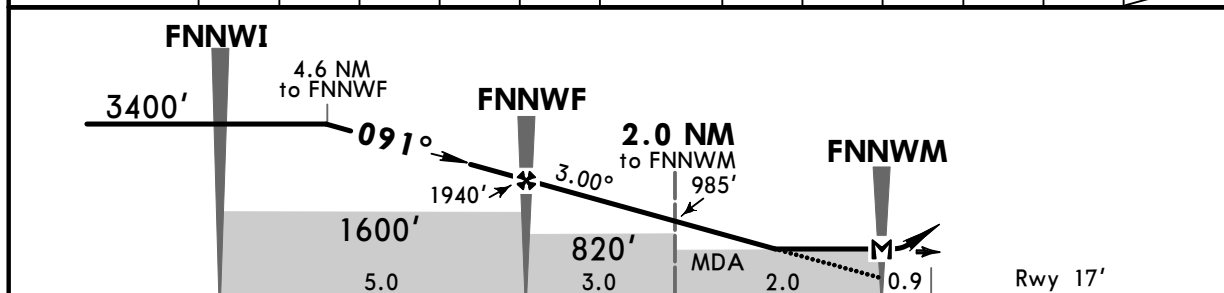
NADI, FIJI IS
RNAV (GNSS) Rwy 09

BRIEFING STRIP

*ATIS		NADI Approach		NADI Tower		Ground
127.9		119.1		1800-0800Z 118.1	0800-1800Z 119.1	118.1
RNAV	Final Apch Crs 091°	Procedure Alt FNNWF 1940' (1923')	MDA(H) 360' (343')	Apt Elev 59' Rwy 17'		MSA VK NDB 5100' within 10 NM
MISSED APCH: Turn RIGHT, track direct to FNNWH, thence 252°. Climb to 3400'.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'						
1. Max IAS initial 220 kt. Missed approach turn 200 kt.						



NM to NEXT WPT	4.6	4.0	3.0	2.0	1.0	FNNWF	4.0	3.0	2.0	1.0	0.0	FNNWM
ALTITUDE	3400'	3215'	2895'	2575'	2255'	1940'	1620'	1300'	985'	665'	360'	



Gnd speed-Kts	70	90	100	120	140	160	ALS		PAPI		RT		FNNWH	
Descent angle	3.00°	372	478	531	637	743								
MAP at FNNWM														

STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND			Circling Not Authorized North of Rwy 09/27			
LNAV									
MDA(H) 360' (343')			MDA(H)						
ALS out			Max Kts						
1600m			100						
			135						
			180						
A				760'(743') - 2400m					
B	1600m								
C				1060'(1043') - 4000m					
D	NOT APPLICABLE			D			NOT APPLICABLE		

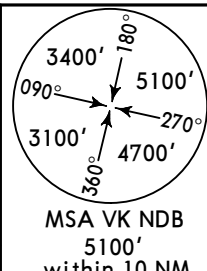
PANS OPS

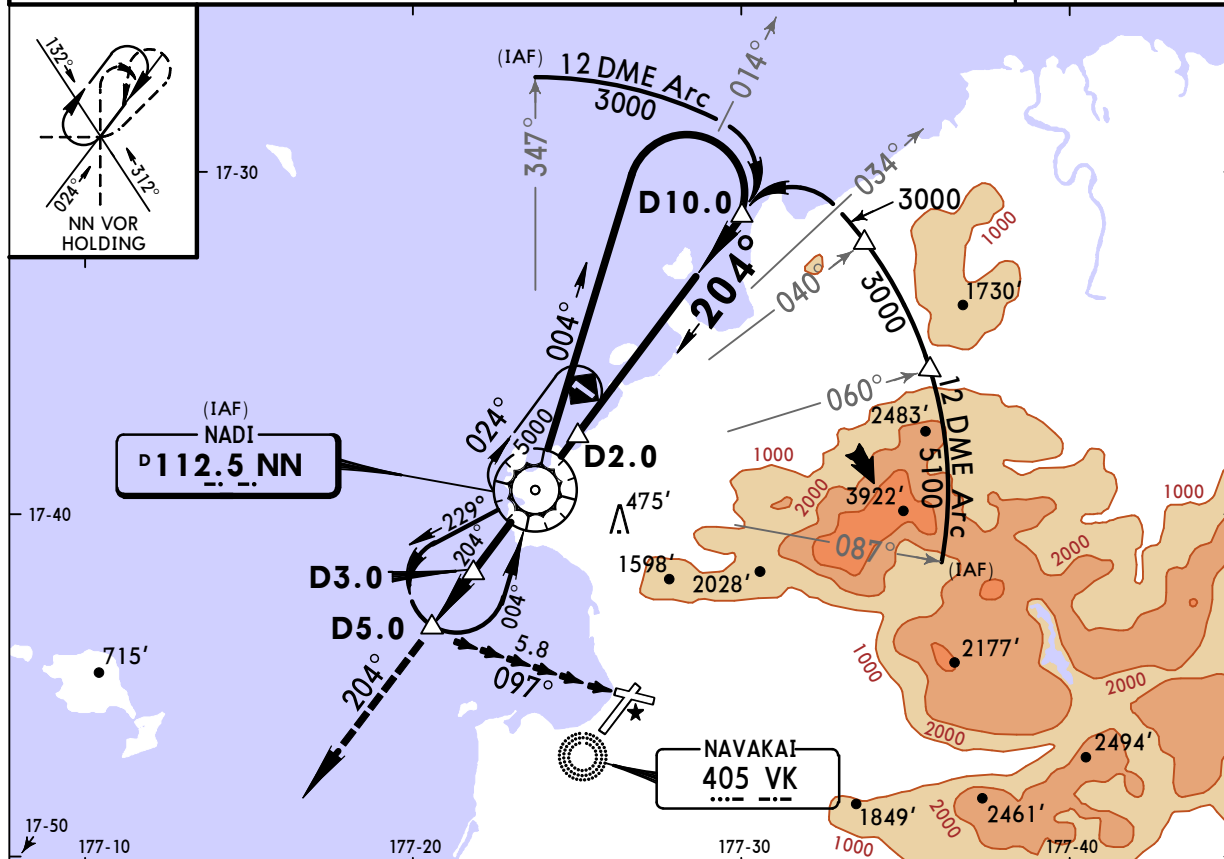
NFFN/NAN
NADI INTL

JEPPESSEN
17 JUL 15
Eff 23 Jul **(13-1)** **CAT A & B**

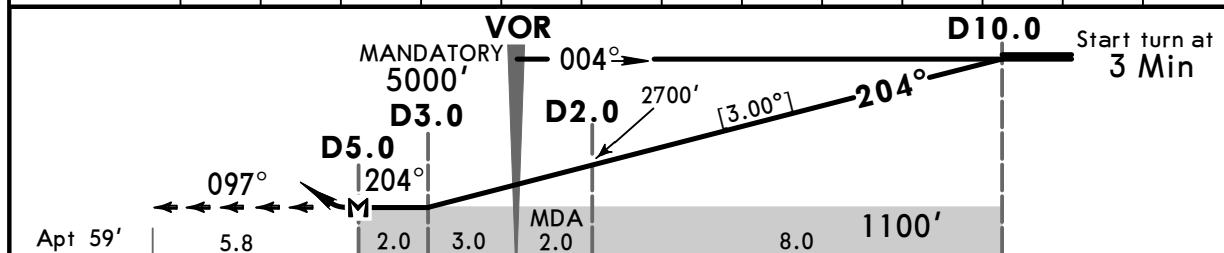
NADI, FIJI IS
TWELVE NORTH VOR

BRIEFING STRIP

ATIS 127.9		NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1
VOR NN 112.5	Final Apch Crs 204°	No FAF	MDA(H) Refer to Minimums	Apt Elev 59'		
MISSED APCH: Track NN VOR R-204, climb to 3000' and await instructions from ATC.						
Alt Set: hPa		Apt Elev: 2 hPa		Trans level: FL 130		



NN DME	3.0	2.0	1.0	VOR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1100'	1420'	1740'	2060'	2380'	2700'	3020'	3340'	3660'	3980'	4300'	4620'	4940'



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	NN 112.5 R-204	3000' ↑
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at D5.0									

PANS OPS

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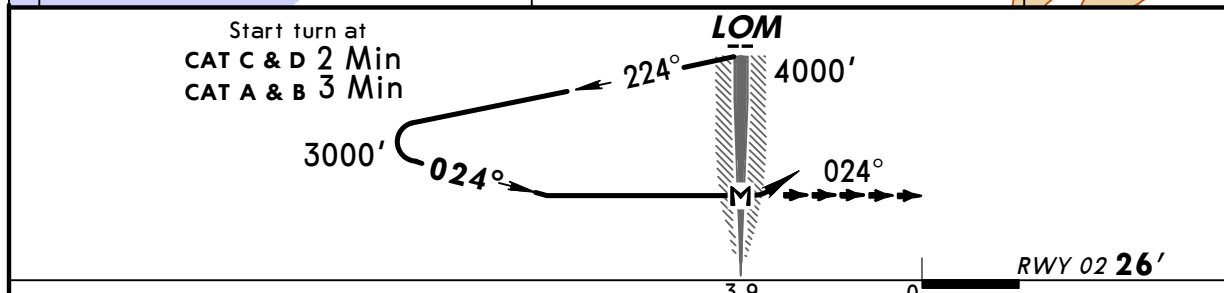
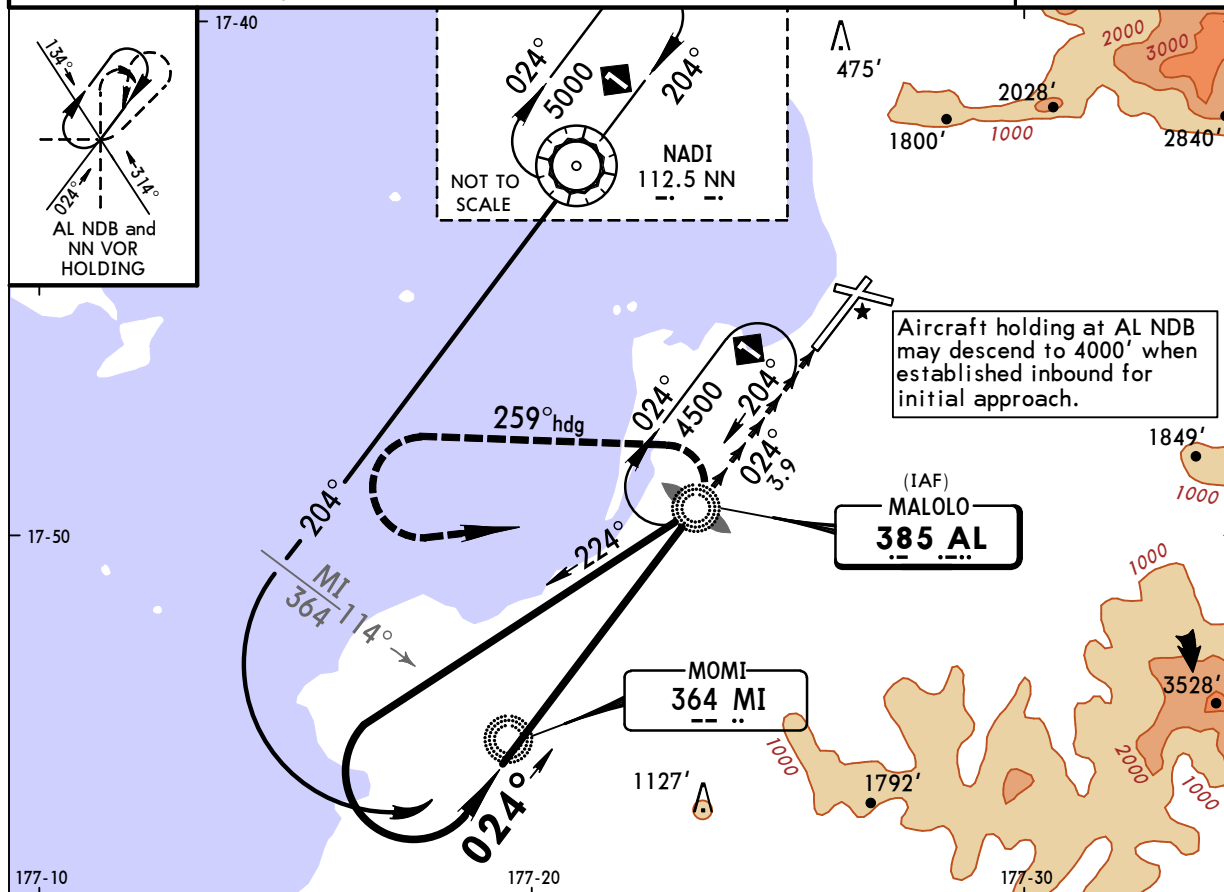
NFFN/NAN
NADI INTL

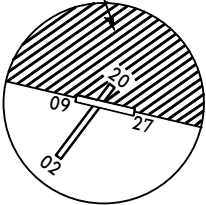
JEPPesen
27 JAN 06 **(16-1)**

NADI, FIJI IS
NDB Rwy 02

BRIEFING STRIP™

*ATIS		NADI Approach		NADI Tower		Ground	
127.9		119.1		1800-0800Z	0800-1800Z	118.1	
118.1		119.1					
LOM AL 385	Final Apch Crs 024°	No FAF	MDA(H) 1300' (1274')	Apt Elev 59' RWY 02 26'		 MSA AL NDB 5100' within 10 NM	
MISSED APCH: Turn LEFT, heading 259°. At 4500' turn LEFT, track to AL NDB. Await further instructions from ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	



										ALS		PAPI		LT		259° hdg			
MAP at LOM																			
STRAIGHT-IN LANDING RWY02										CIRCLE-TO-LAND						Circling Not Authorized North of Rwy 09/27 			
MDA(H)1300'(1274')																			
ALS out										Max Kts		MDA(H)							
3000m										100		1300'(1241') - 2400m							
										135		1300'(1241') - 4000m							
										180		1300'(1241') - 5000m							
										205		1300'(1241') - 5000m							

PANS OPS

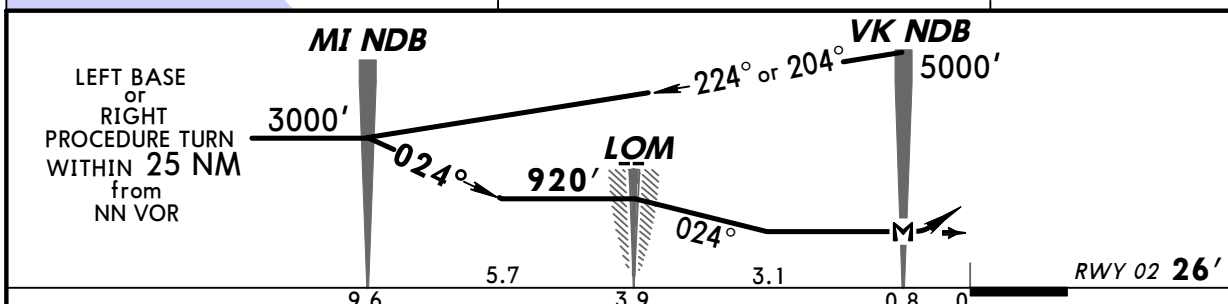
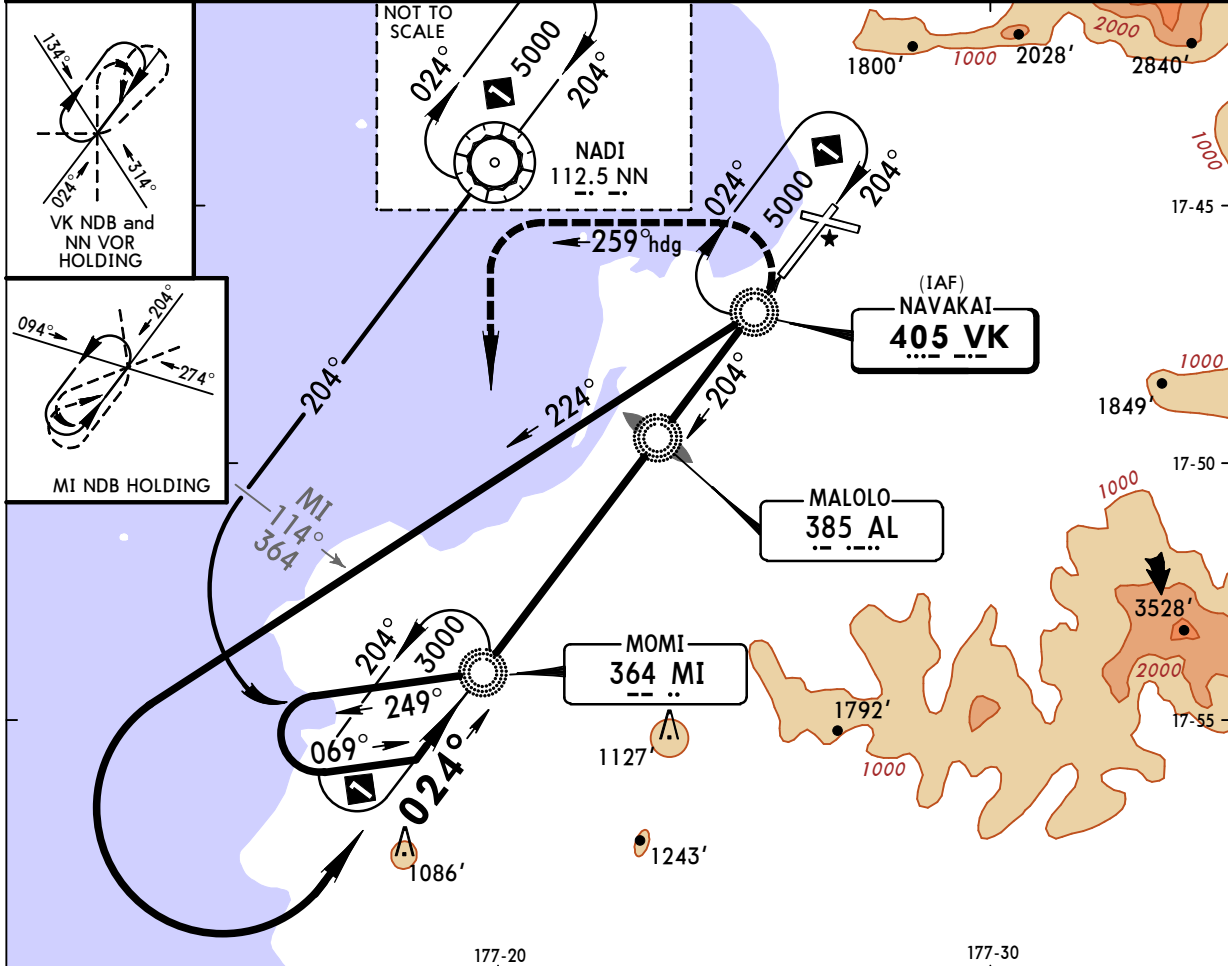
NFFN/NAN
NADI INTL

JEPPESEN
27 JAN 06 (16-2)

NADI, FIJI IS
TWIN NDB Rwy 02

BRIEFING STRIP™ TM

*ATIS 127.9		NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1
NDB VK 405	Final Apch Crs 024°	Minimum Alt LOM 920' (894')	MDA(H) 420' (394')	Apt Elev 59' RWY 02 26'		MSA VK NDB 5100' within 10 NM
MISSED APCH: Turn LEFT, heading 259°. Climb to 3000'. At 3000', turn LEFT track to MI NDB. Await further instructions from ATC.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		
1. Max IAS missed approach turn 230 kt.				Trans alt: 11000'		

[illegible]

STRAIGHT-IN LANDING RWY02

CIRCLE-TO-LAND

1 Rwy 20
DAY ONLY

Rwys 02, 09, 27
Circling Not Authorized
North of Rwy 09/27

MDA(H) **420'** (394')

ALS out

$$\frac{\text{Max}}{\text{Kts}} \quad MDA(H)$$

Max Kts	MDA(H)
10	10
20	20
30	30
40	40
50	50
60	60
70	70
80	80
90	90
100	100

2000m

100	600' (541') - 2000m
-----	---------------------

	A	NA
--	---	----

135	620' (561') - 2400m
-----	---------------------

135	1000'(941')-5 km
-----	------------------

180	840' (781') - 4000m
-----	---------------------

180	2100
-----	------

205	920' (861') 5000m
-----	-------------------

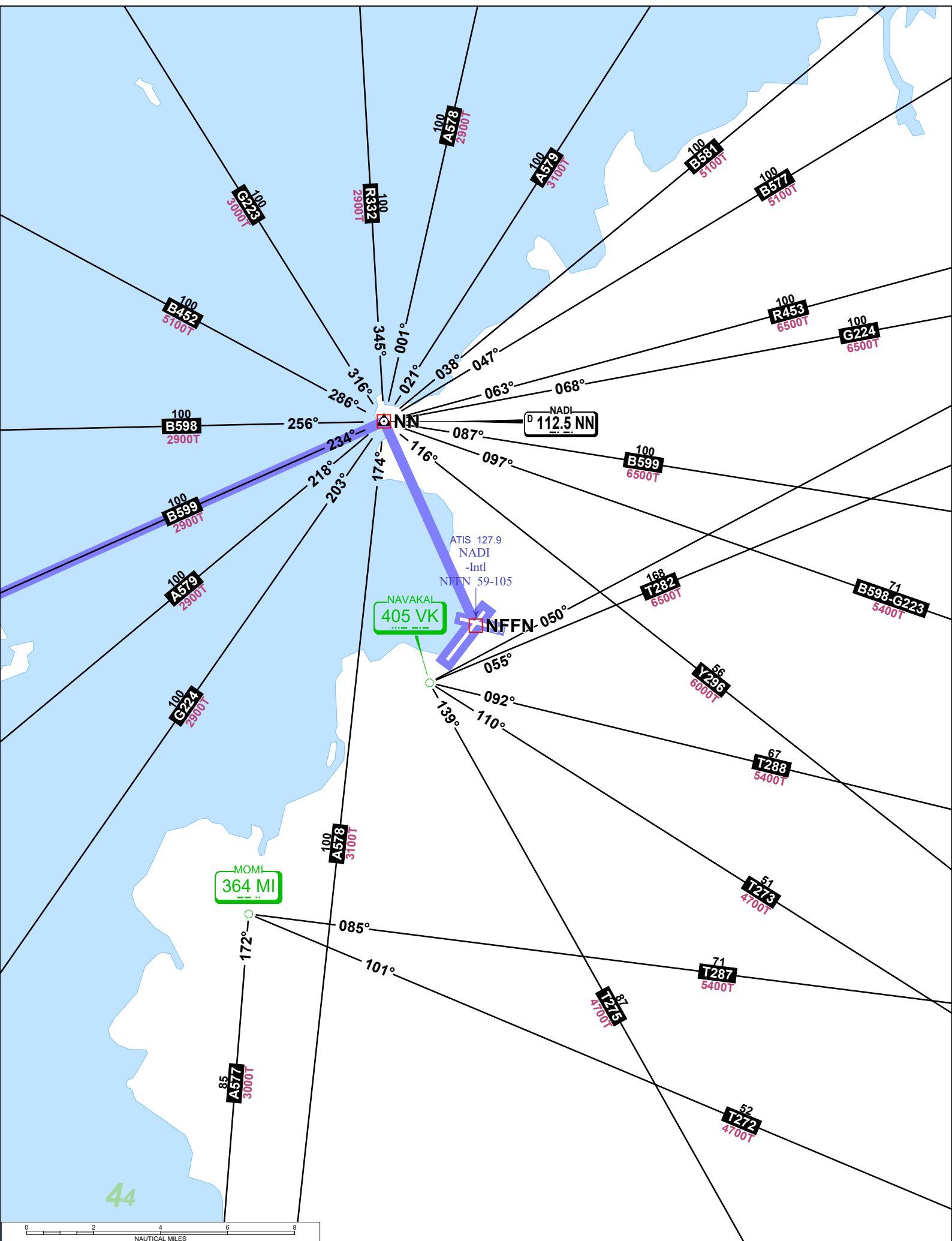
	2100'(2041')-6 km
185	

1 Cat C, D: Left hand circuits.

CHANGES: Ground frequency, altitudes, note removed, lighting.

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PANS OPS



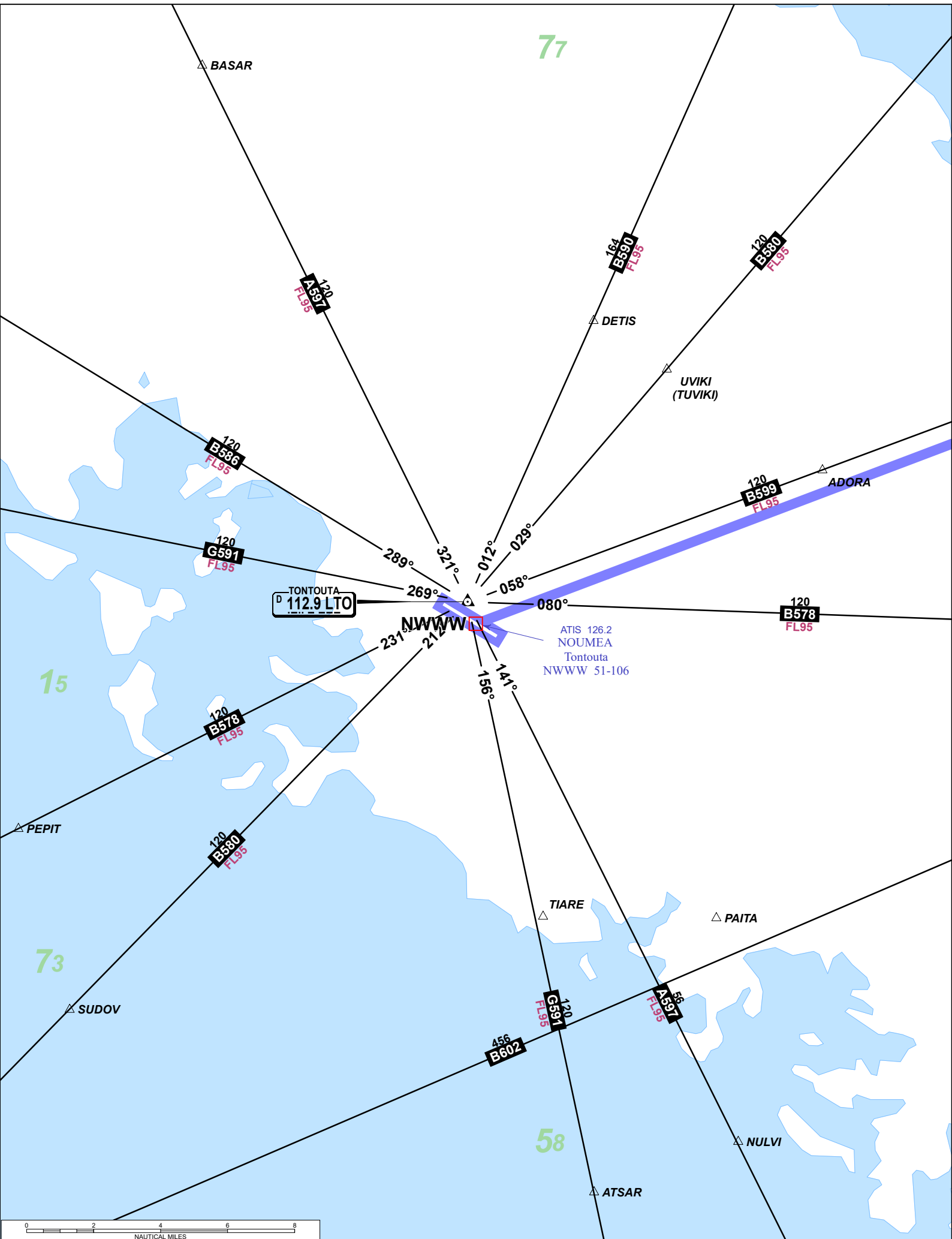
DESTINATION (NFFN -> NWWW): NWWW (Tontouta)

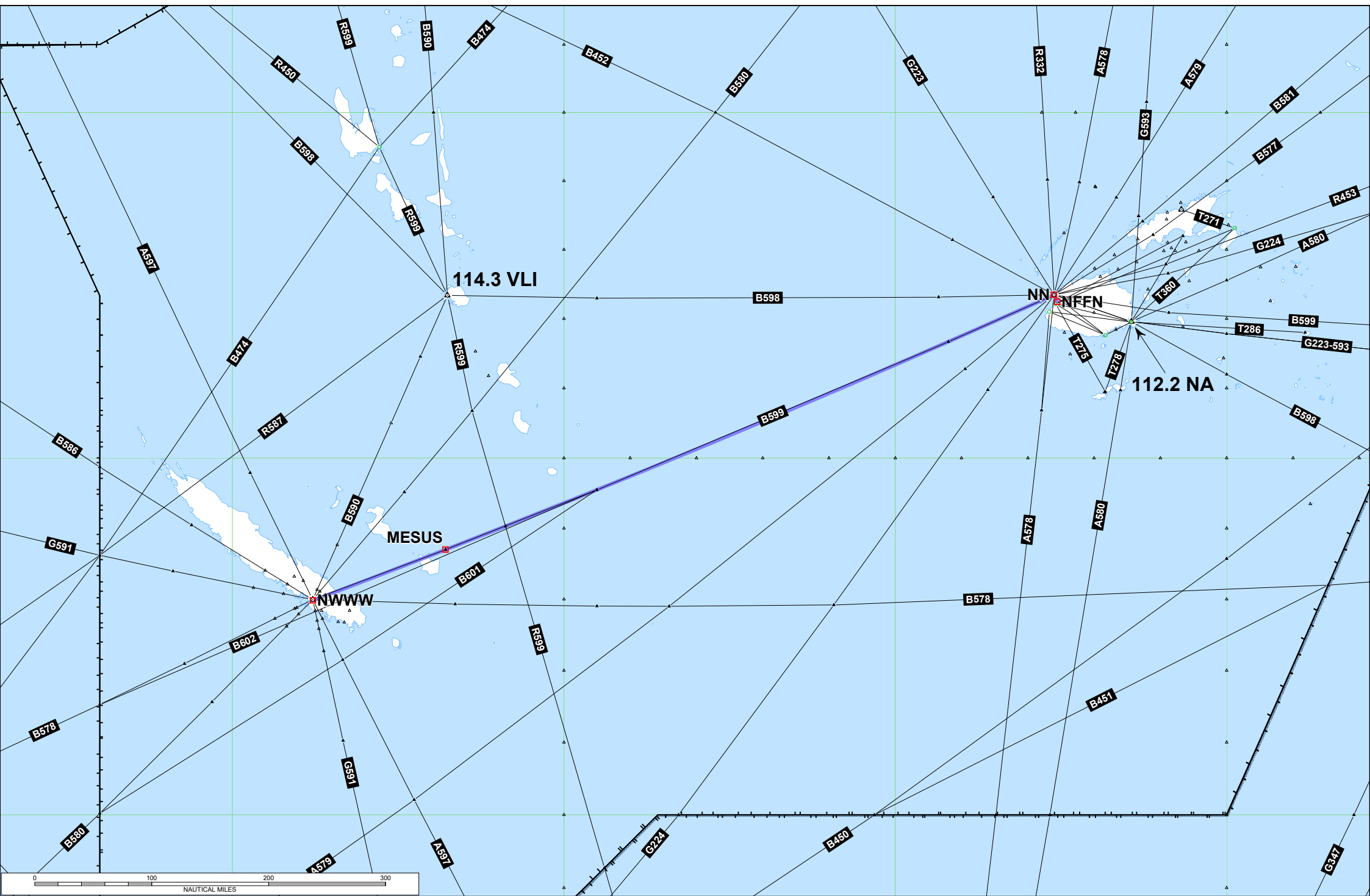
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Sep 2015

JEPPesen

JeppView 3.6.2.0





NFFN/NAN
NADI INTL

JEPPESEN

17 JUL 15

10-3

Eff 23 Jul

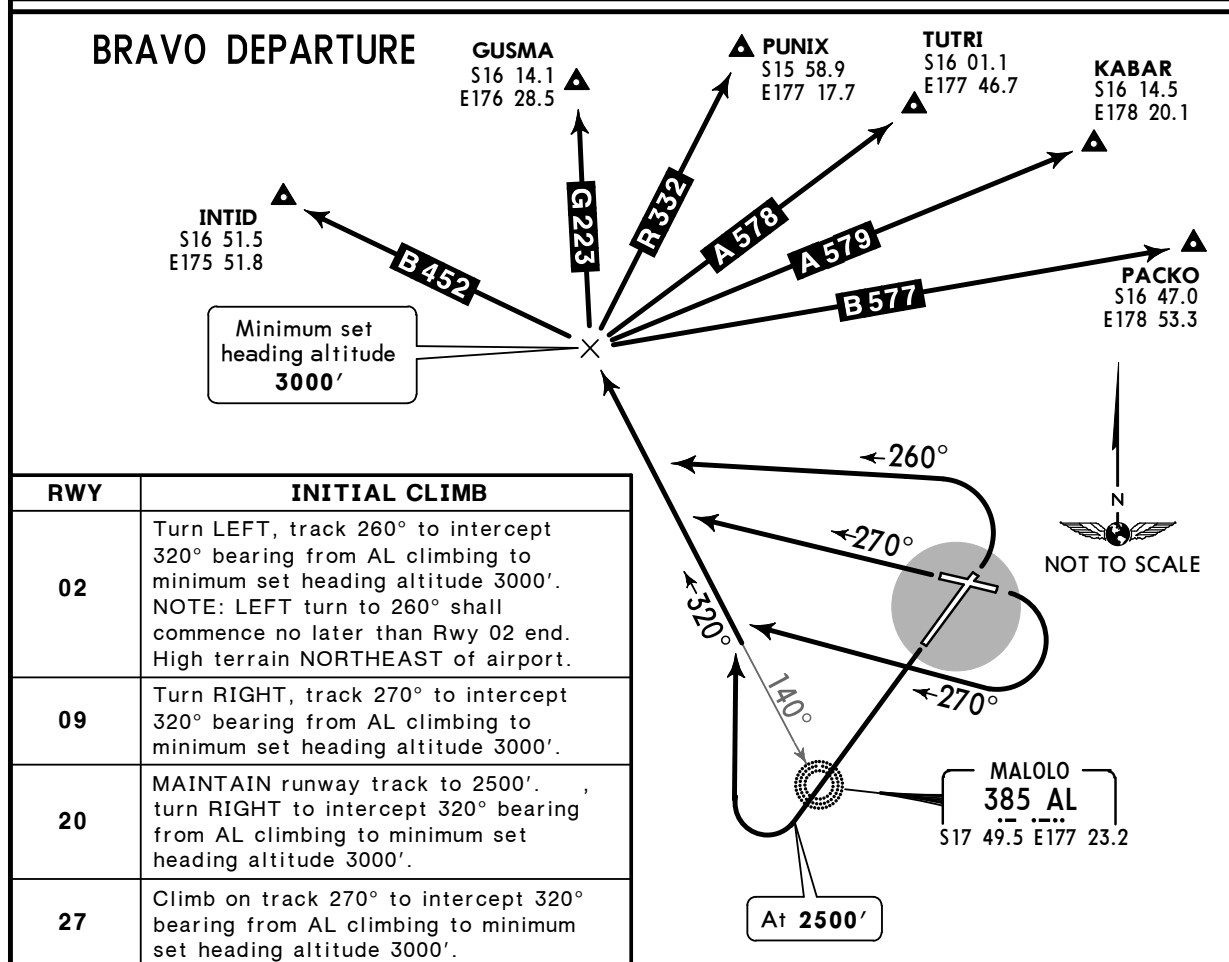
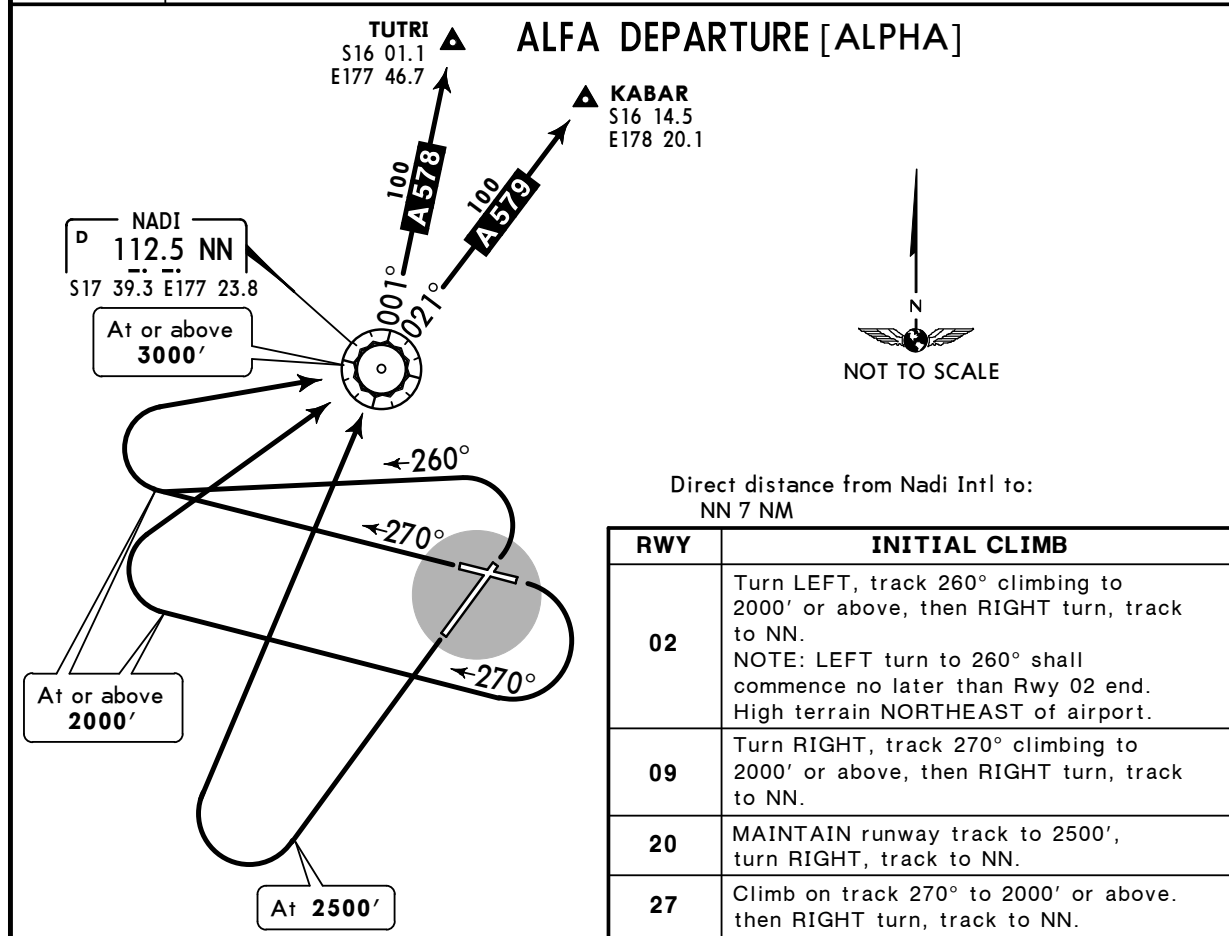
NADI, FIJI IS

SID

Apt Elev
59'

Trans level: FL130 Trans alt: 11000'

1. Continue climbing throughout SIDs unless otherwise cleared.
2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.



NFFN/NAN
NADI INTL

JEPPESEN

17 JUL 15

(10-3A)

Eff 23 Jul

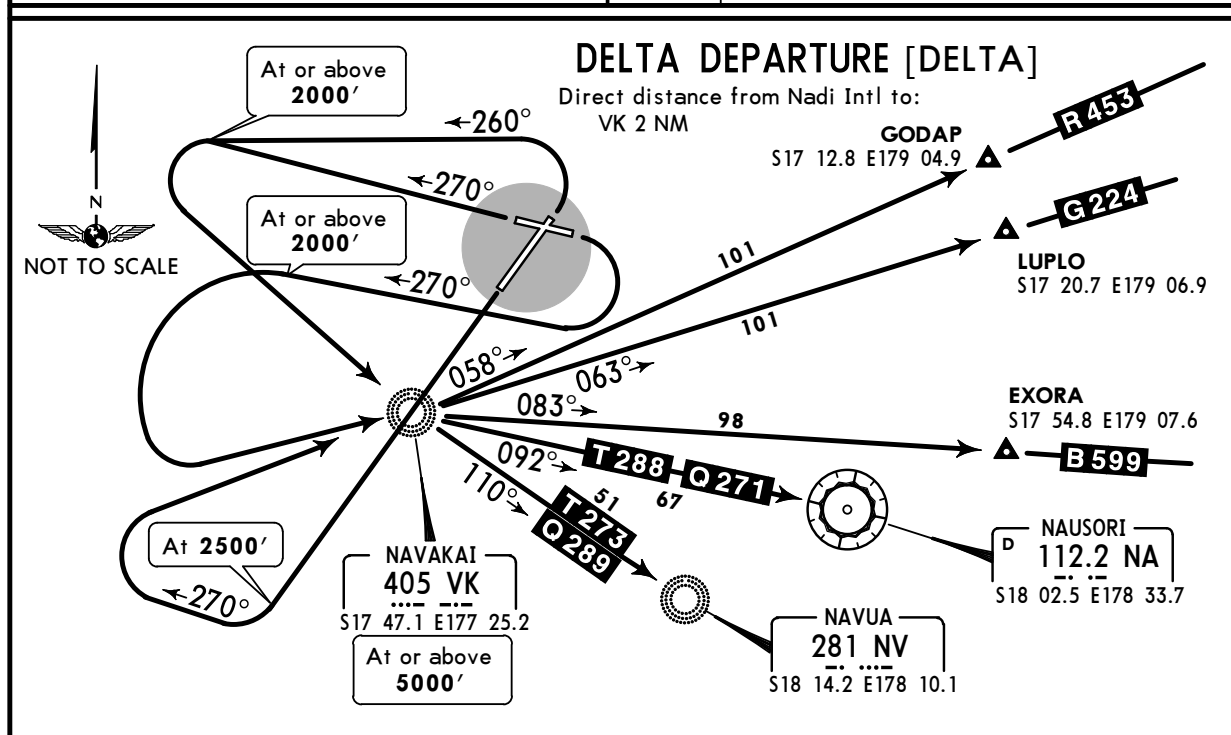
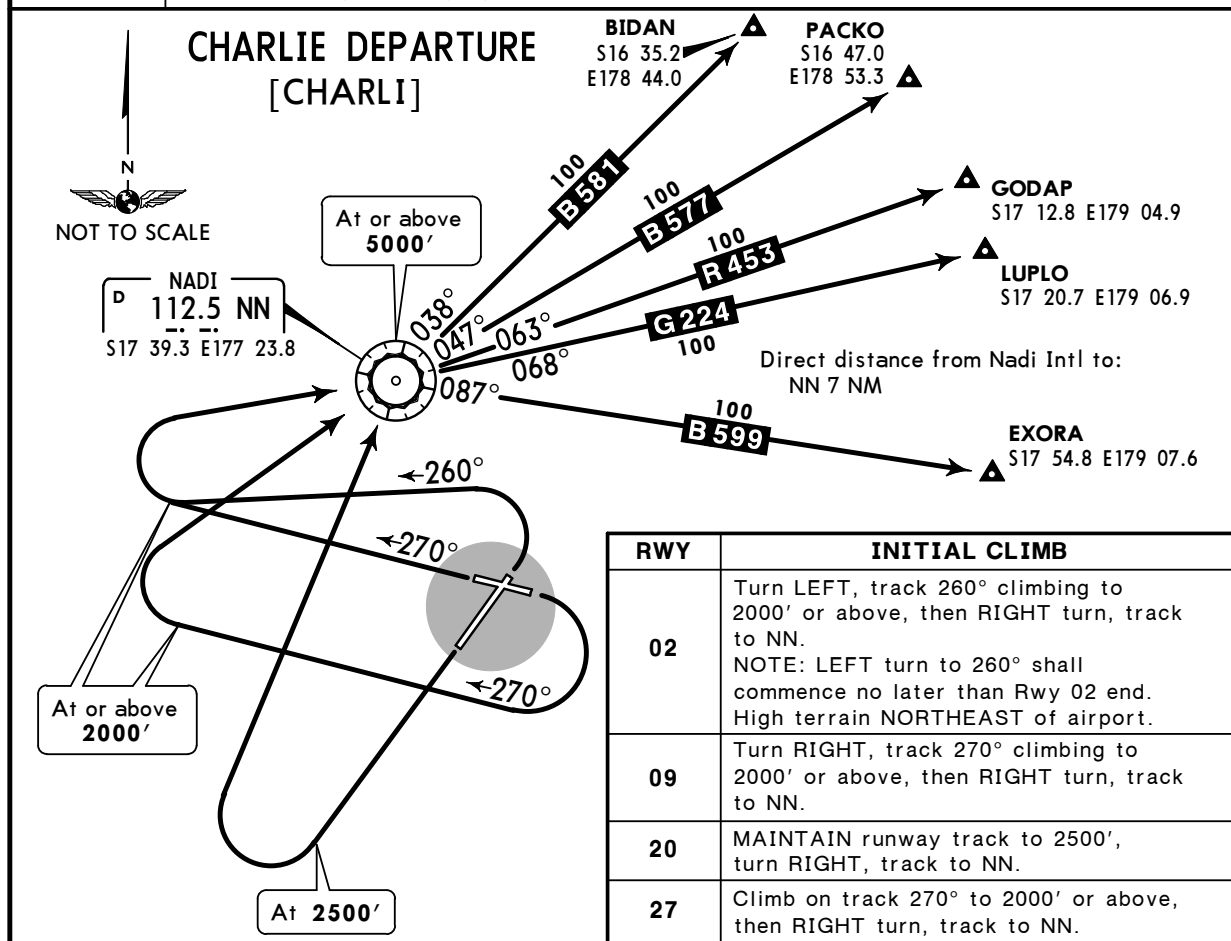
NADI, FIJI IS

SID

Apt Elev
59'

Trans level: FL130 Trans alt: 11000'

1. Continue climbing throughout SIDs unless otherwise cleared.
2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

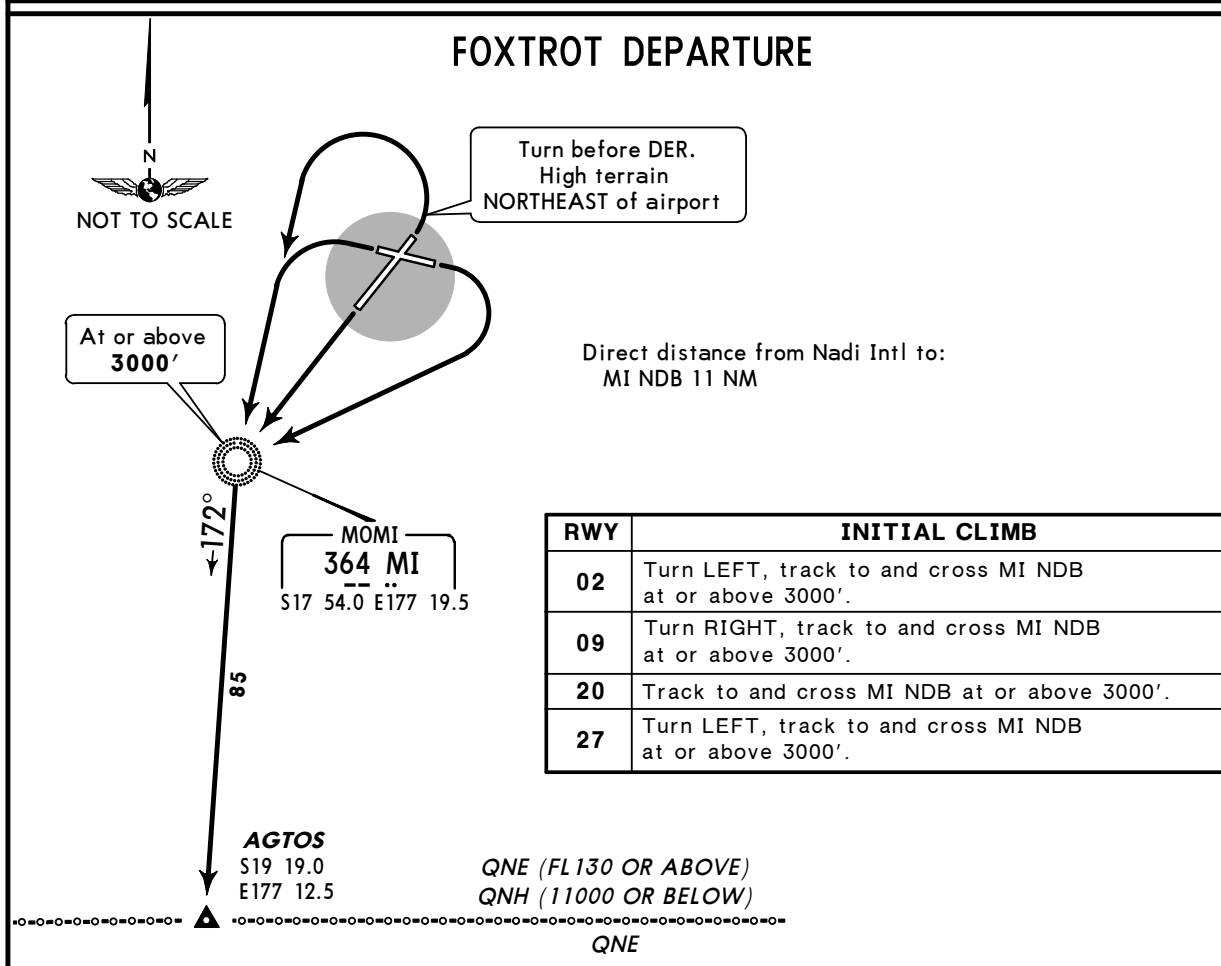
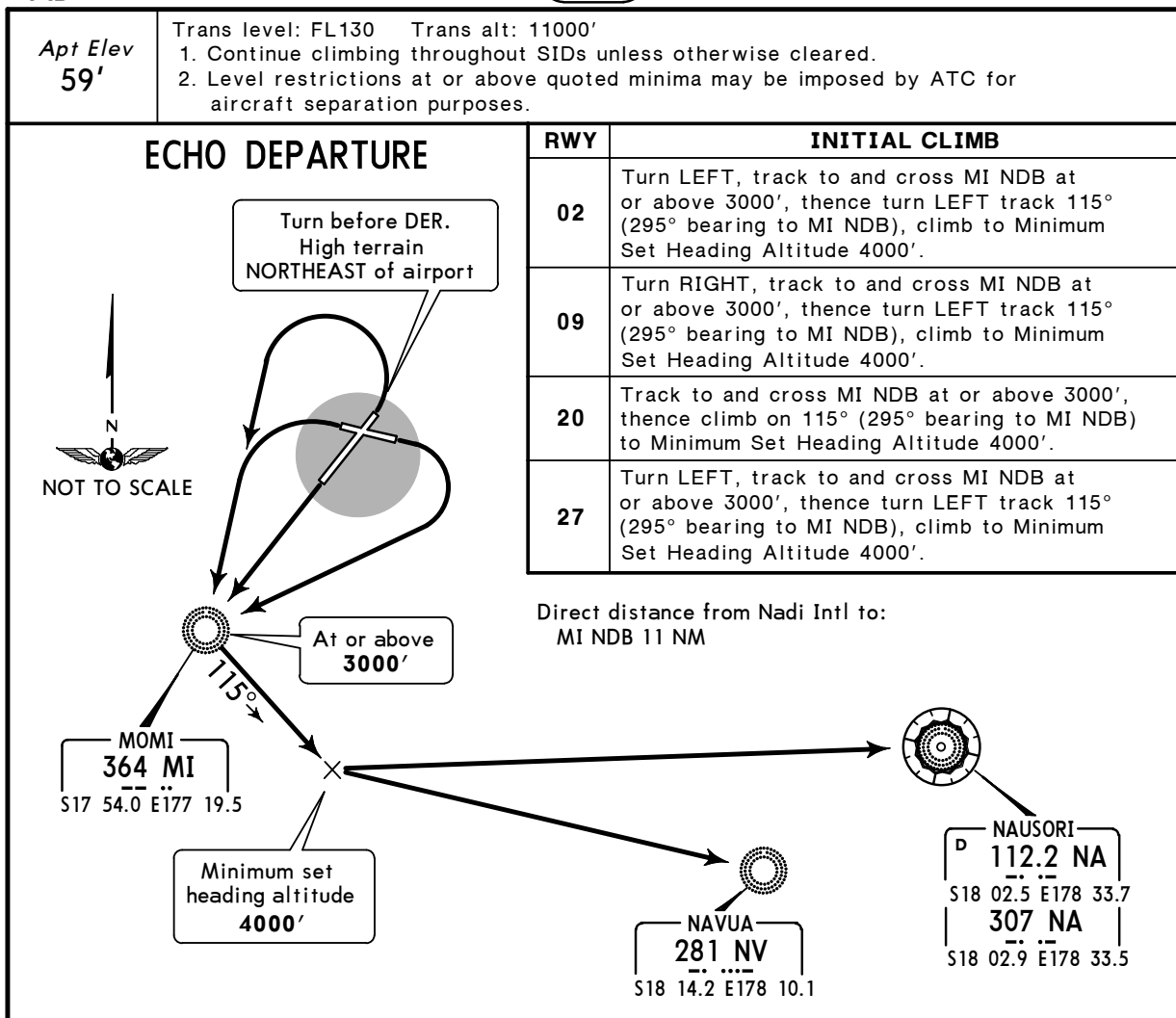


RWY	INITIAL CLIMB
02	Turn LEFT, track 260° climbing to 2000' or above, then LEFT turn, track to VK. NOTE: LEFT turn to 260° shall commence no later than Rwy 02 end. High terrain NORTHEAST of airport.
09	Turn RIGHT, track 270° climbing to 2000' or above, then LEFT turn, track to VK.
20	MAINTAIN runway track to 2500', turn RIGHT, track to VK.
27	Climb on track 270° to 2000' or above, then LEFT turn, track to VK.

NFFN/NAN
NADI INTL

JEPPESEN
 21 NOV 14 **(10-3B)**

NADI, FIJI IS
SID



NFFN/NAN
NADI INTL

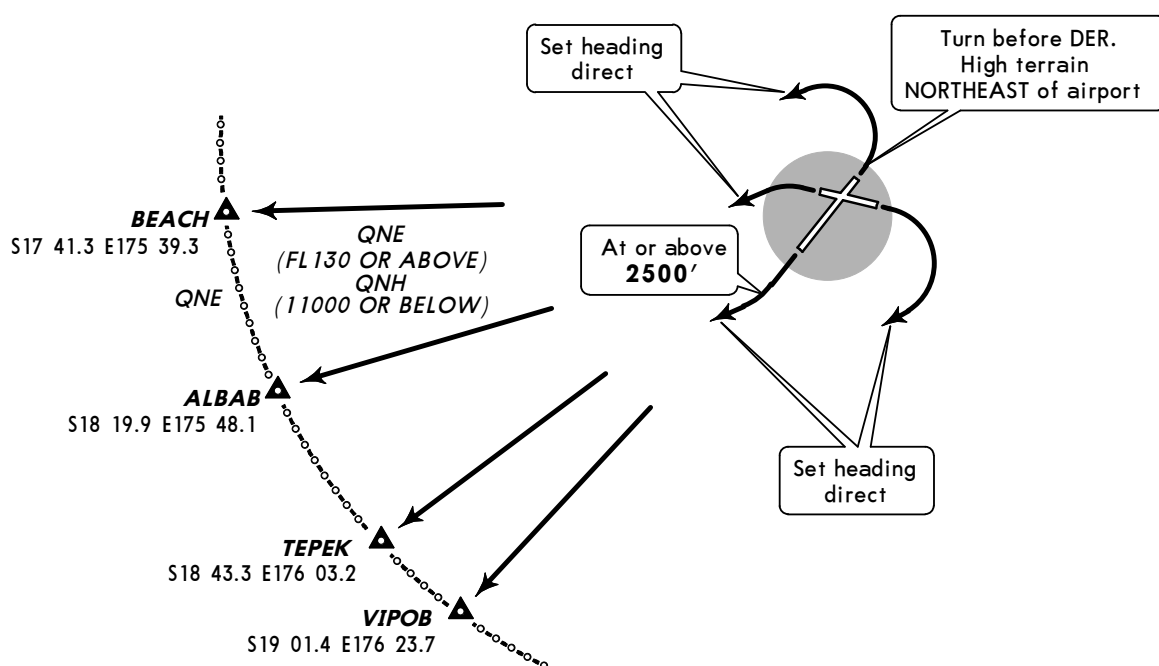
JEPPESEN
 21 NOV 14 **(10-3C)**

NADI, FIJI IS
SID

Apt Elev
59'

FOR QNE/QNH INFO SEE GRAPHIC
 1. Continue climbing throughout SIDs unless otherwise cleared.
 2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

GOLF DEPARTURE



Direct distance from Nadi Intl to:
 ALBAB 100 NM
 BEACH 103 NM
 TEPEK 98 NM
 VIPOB 97 NM



RWY	INITIAL CLIMB
02	Turn LEFT, set heading direct.
09	Turn RIGHT, set heading direct.
20	MAINTAIN runway track to 2500', turn RIGHT, set heading direct.
27	Set heading direct.

NFFN/NAN
NADI INTL

JEPPESEN
17 JUL 15 **(10-3D)** **Eff 23 Jul**

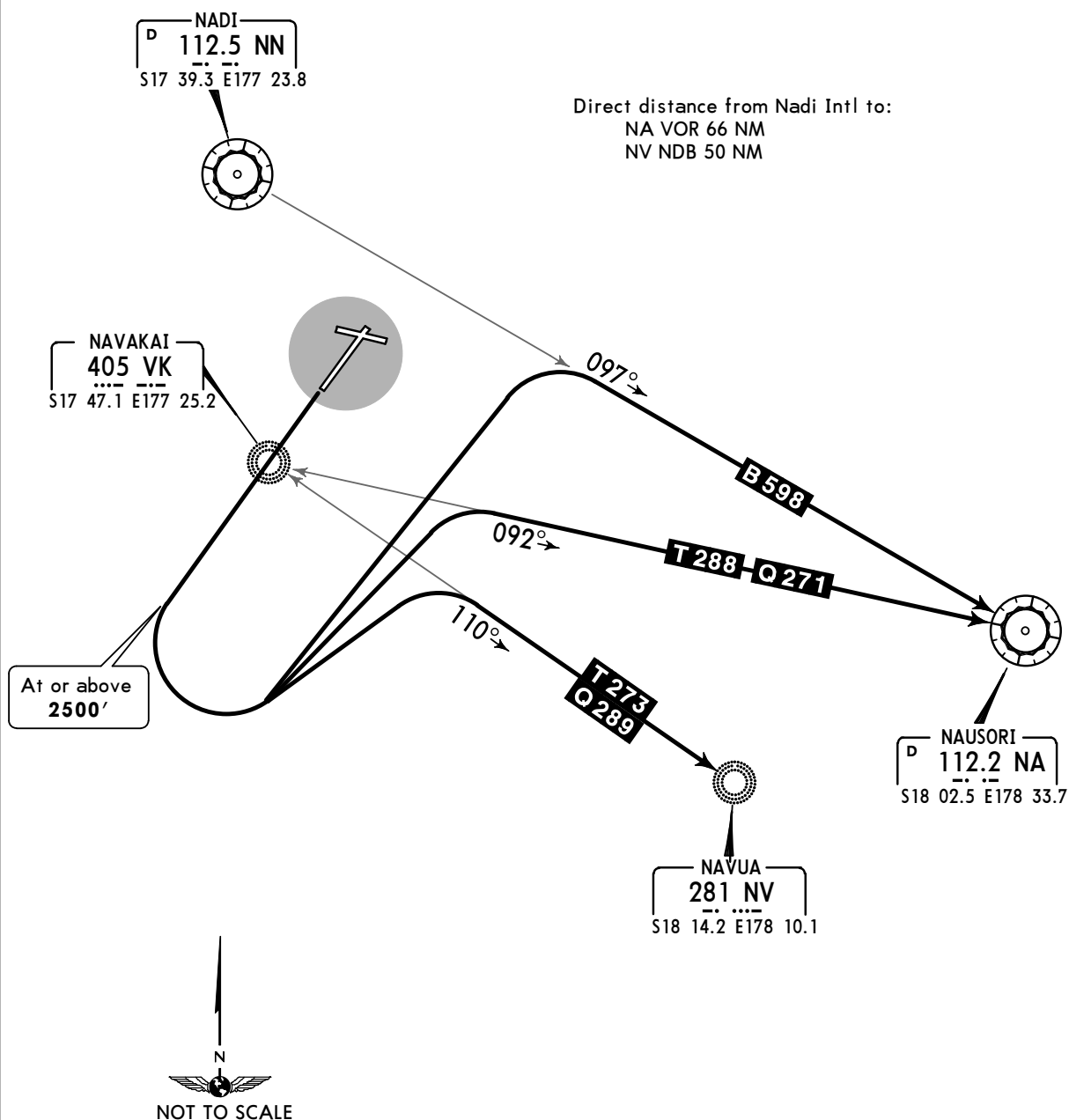
NADI, FIJI IS
SID

Apt Elev
59'

Trans level: FL130 Trans alt: 11000'

1. Continue climbing throughout SID unless otherwise cleared.
2. Level restrictions at or above quoted minima may be imposed by ATC for aircraft separation purposes.

HOTEL DEPARTURE (RWY 20)



INITIAL CLIMB

MAINTAIN runway track to at or above 2500'. Turn LEFT, intercept route:

T-273, Q-289 VK NDB to NV NDB.

B-598 NN VOR to NA VOR.

T-288, Q-271 VK NDB to NA VOR.

NFFN/NAN

 **JEPPESEN**
22 NOV 13 **10-4****NADI, FIJI IS**
NADI INTL**NOISE ABATEMENT PROCEDURES**Local Time minus **12 HOURS** = UTC

Jet Noise Abatement Climb Procedures Apply to RWY 20

- a. Climb at V2+10 kts to V2+20 kts - or body angle limit speed; and
- b. Maintain takeoff power to height above the aerodrome of 1500 ft; and
- c. Then reduce thrust to not less than climb power/thrust and maintain a speed of V2+10 kts to V2+20 kts to a height above the aerodrome of 3000 ft; and
- d. Accelerate to enroute climb speed with flap retraction on schedule; and
- e. Maintain 2500 ft on runway track unless required to do otherwise in accordance with specific ATC instruction.

As an alternative to the procedures detailed above, operators of aircraft which have engines with a bypass ratio greater than 3.5:1 may use the following procedures:

- a. Climb at V2+10 kts to V2 + 20 kts - or body angle limit speed; and
- b. Maintain takeoff power to height above the aerodrome of 1000 ft; and
- c. Then maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flaps on schedule; and
- d. Then reduce to normal climb power/thrust; and
NOTE: For airplanes with slow flap retraction, reduce power/thrust at an intermediate flap setting.
- e. Continue climb at not greater than VZF+10 kts to a height above the aerodrome of 3000 ft; and
- f. Accelerate smoothly to enroute climb speed; and
- g. Maintain 2500 ft on runway track unless required to do otherwise in accordance with a SID or specific ATC instruction.

Noise Sensitive Area

All departing and arriving aircraft are requested whenever possible to remain clear of Sonaisali Island Resort (Island extends south from S1749 E17721 to S1750 E17721). Center of the island is located 179 Degrees/10.5 DME from the Nadi VOR.

Arriving Aircraft

Arriving aircraft on visual approaches will not be permitted to descend below 3000 ft until aligned with RWY 02 centerline and established on the glide-path, at Momi (MI) NDB.

VFR Operations

All VFR departures, arrivals and operations in the Nadi Airport Traffic Circuit shall:

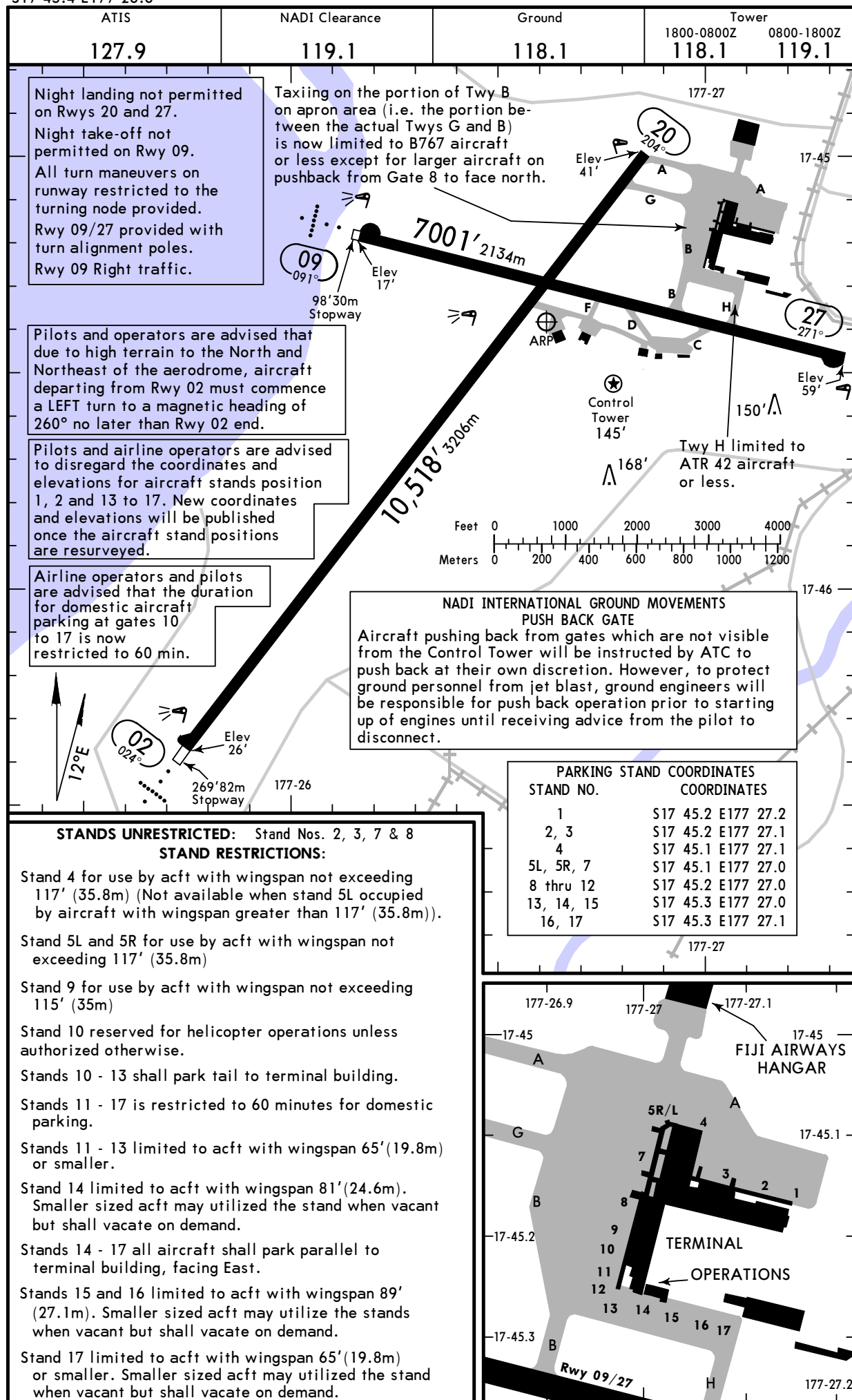
- a. Avoid flying over the resorts at Denarau Island; or
- b. Fly over the Resorts at Denarau Island at an altitude of not less than 2000 ft; or
- c. Special arrival procedures Rwy 27: All circuit traffic and VFR arrival from the South and West shall only descend below 1000 ft when aligned with Rwy 27 centerline.

Alignment with Rwy 27 centerline shall be conducted at or beyond 5 NM. Flying over the NOVOTEL Hotel, bearing 125 degrees Mag, 1170m Southeast of Rwy 27 threshold, and TANOVA Apartments, bearing 160 degrees Mag, 755m Southeast of Rwy 27 threshold, is prohibited below 1500 ft.

NFFN/NAN

 Apt Elev **59'**
 S17 45.4 E177 26.6

JEPPesen

 5 JUN 15 **(10-9)**
NADI, FIJI IS
NADI INTL


NFFN/NAN


JEPPESEN
5 JUN 15 **(10-9A)**
NADI, FIJI IS
NADI INTL**GENERAL**

CAUTION: Flocks of large birds may be present within the vicinity of the aerodrome and on the RWY.
Dispersal measures are available 24HR. ATC will issue advice on the presence of birds when applicable.
Light aircraft operations by prior permission only.
Operations by non-radio aircraft not permitted.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING		USABLE LENGTHS		TAKE-OFF		WIDTH
		Threshold DAY	NIGHT	BEYOND Glide Slope	DAY	NIGHT		
02	HIRL ALS ① PAPI-L (angle 3.00°)			9533'	2906m			148'
20	HIRL ① PAPI-L (angle 3.20°)		NA					45m
① PAPI recognition and range may be reduced to 1 NM (1.8 km) or less by smoke from cane field fires.								
09	RL ALS ② PAPI-L (angle 3.00°)						NA	148'
27	RL ② PAPI-L (angle 3.00°)		NA					45m
② PAPI recognition and range may be reduced to 1 NM (1.8 km) or less by smoke from cane field fires.								

TAKE-OFF & DEPARTURE PROCEDURE

	Rwys 20, 27			
	Vis Confirmed by the Pilot-In-Command by Observation of RL from Take-off Position		Other	
	RCLM			
1 Eng	Not Applicable		300'-1500m	
2 Eng	800m (Prop must have operative Auto-Feathering)			
3 & 4 Eng	800m			
	Rwy 02		Rwy 09	
	DAY	NIGHT	DAY	NIGHT
1 & 2 Eng	500'-1500m		500'-1500m	NA
3 & 4 Eng				

DEPARTURE PROCEDURE

Rwy 02: Left turn to a magnetic heading of 260° should commence no later than Rwy 02 end.
Rwy 09: Make Right turn to a magnetic heading of 270° after take-off.

FOR FILING AS ALTERNATE

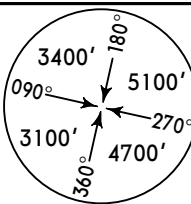
Precision		Twin NDB	Other
A	600'-3000m	800' - 4000m	NA
B		800'-5 km	
C		1000'-6 km	
D		1100'-7 km	

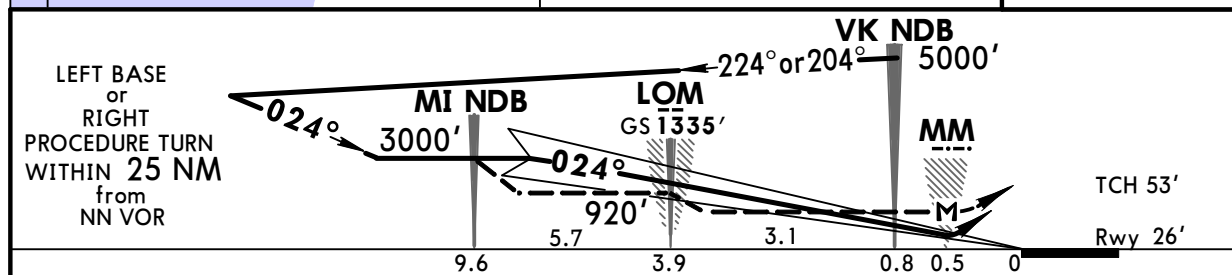
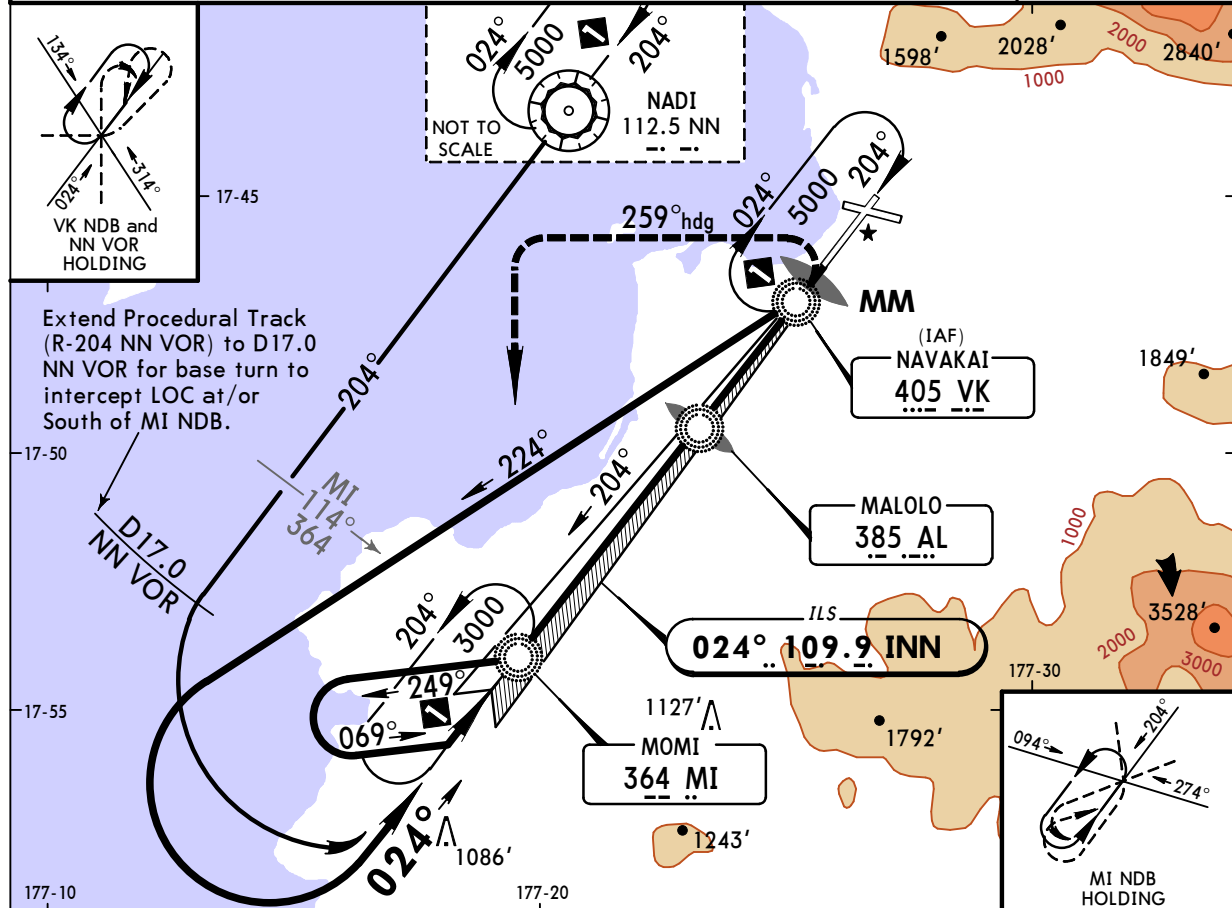
NFFN/NAN
NADI INTL

JEPPESEN
17 JUL 15 **(11-1)** **Eff 23 Jul**

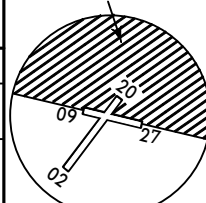
NADI, FIJI IS
ILS Rwy 02

BRIEFING STRIP

ATIS 127.9		NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1
LOC INN 109.9	Final Apch Crs 024°	GS LOM 1335' (1309')	ILS DA(H) 230' (204')	Apt Elev 59' Rwy 26'		 MSA VK NDB 5100' within 10 NM
MISSED APCH: Turn LEFT, heading 259°. Climb to 3000'. At 3000' turn LEFT, track to MI NDB. Await further instructions from ATC.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans Level: FL 130		
1. Max IAS missed approach turn 185 kt.						



Gnd speed-Kts	70	90	100	120	140	160			259° hdg	3000' ↑
GS	3.00°	372	478	531	637	743				
MAP at MM or										
LOM to MAP	3.5	3:00	2:20	2:06	1:45	1:30				

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND				Circling Not Authorized North of Rwy 09/27 			
ILS		LOC (GS out)				1 Rwy 20 DAY ONLY					
DA(H) 230' (204')		MDA(H) 400' (374')									
FULL		ALS out									
A	1200m		1900m		Max Kts. 100	MDA(H) _____			Max Kts. A	NA	
B					135	600' (541') - 2400m			135	1000' - 5 km (941')	
C					180	620' (561') - 4000m			180	2100' - 6 km (2041')	
D					205	920' (861') - 5000m			185		

PANS OPS

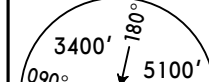
1 Cat C, D: Left hand circuits.

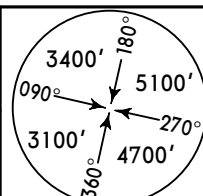
NFFN/NAN
NADI INTL

JEPPESSEN
17 JUL 15 (12-1) Eff 23 Jul

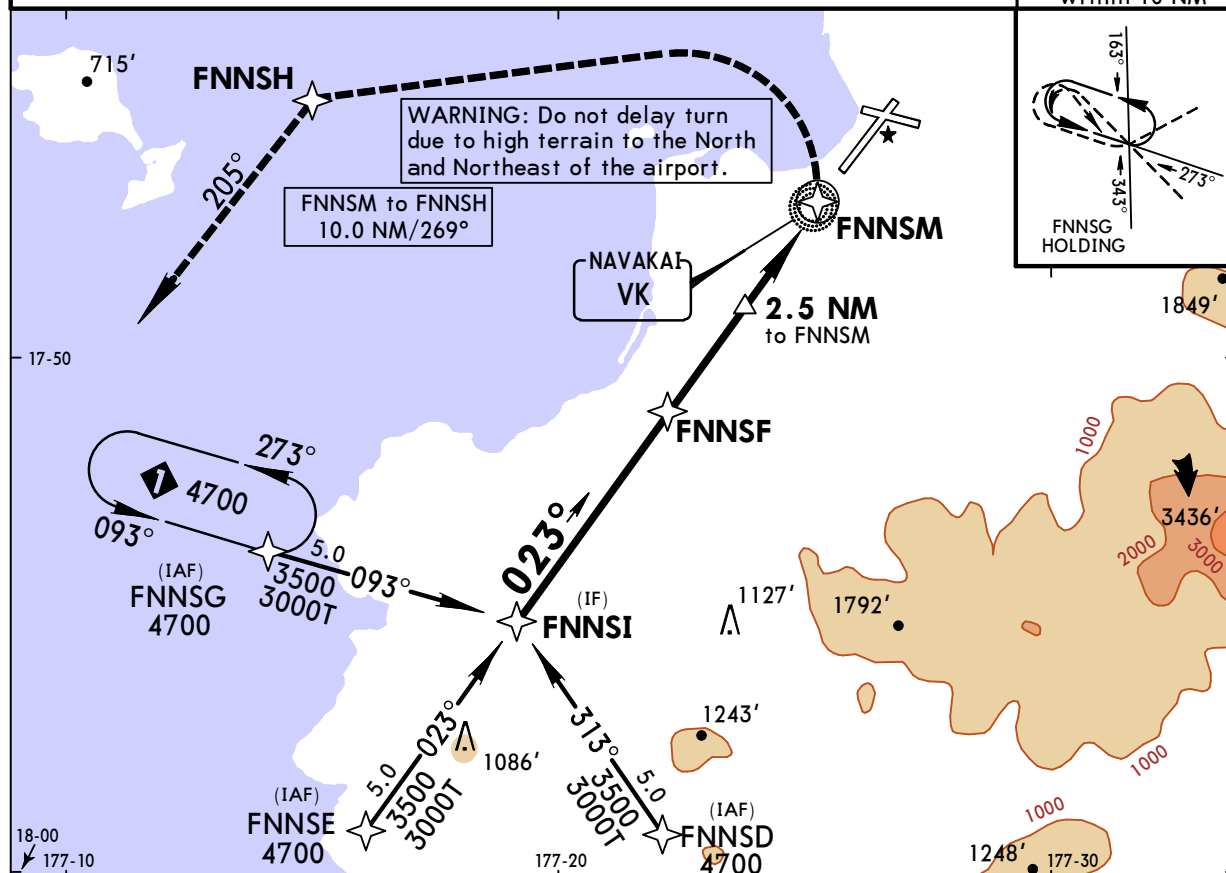
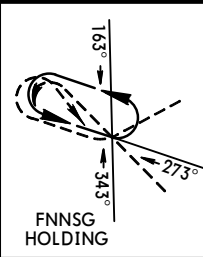
NADI, FIJI IS
RNAV (GNSS) Rwy 02

BRIEFING STRIP

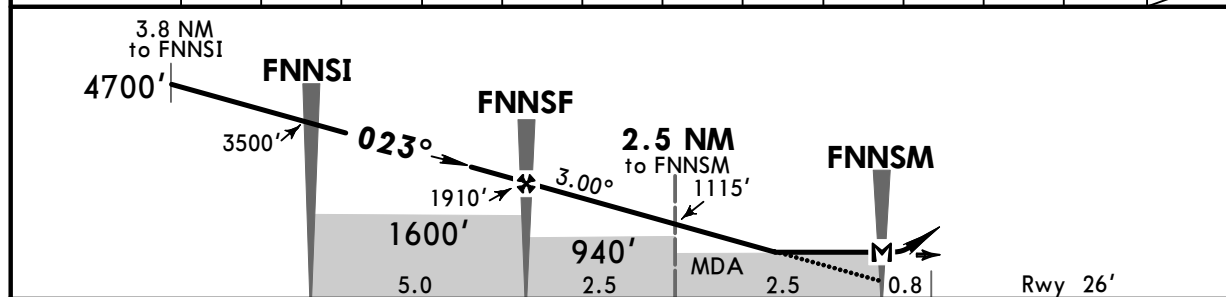
*ATIS 127.9		NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1
RNAV	<i>Final Apch Crs</i> 023°	Procedure Alt FNNSF 1910' (1884')	MDA(H) 510' (484')	Apt Elev 59' Rwy 26'		
MISSED APCH: Turn LEFT, immediately track direct to FNNSH, then track 205°. Climb to 3400'.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 130		Trans alt: 11000'	
1. Max IAS initial 220 kt. Missed approach turn 190 kt.						



MSA VK NDB
5100'
within 10 NM

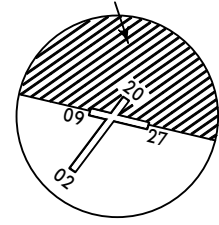


NM to NEXT WPT	3.8	FNNSI	4.0	3.0	2.0	1.0	FNNSF	4.0	3.0	2.0	1.0	0.6	FNNSM
ALTITUDE	4700'	3500'	3185'	2865'	2545'	2230'	1910'	1590'	1275'	955'	635'	510'	



Gnd speed-Kts	70	90	100	120	140	160	ALS		PAPI		LT		FNNSH	
Descent angle	3.00°	372	478	531	637	743								
MAP at FNNSM														

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND				Circling Not Authorized North of Rwy 09/27	
LNAV									
MDA(H) 510' (484')									
ALS out									
A				Max Kts.			MDA(H)		
B				100			760' (734') - 2400m		
C				135			1060' (1034') - 4000m		
D				180			1060' (1034') - 4000m		
				205			1060' (1034') - 5000m		



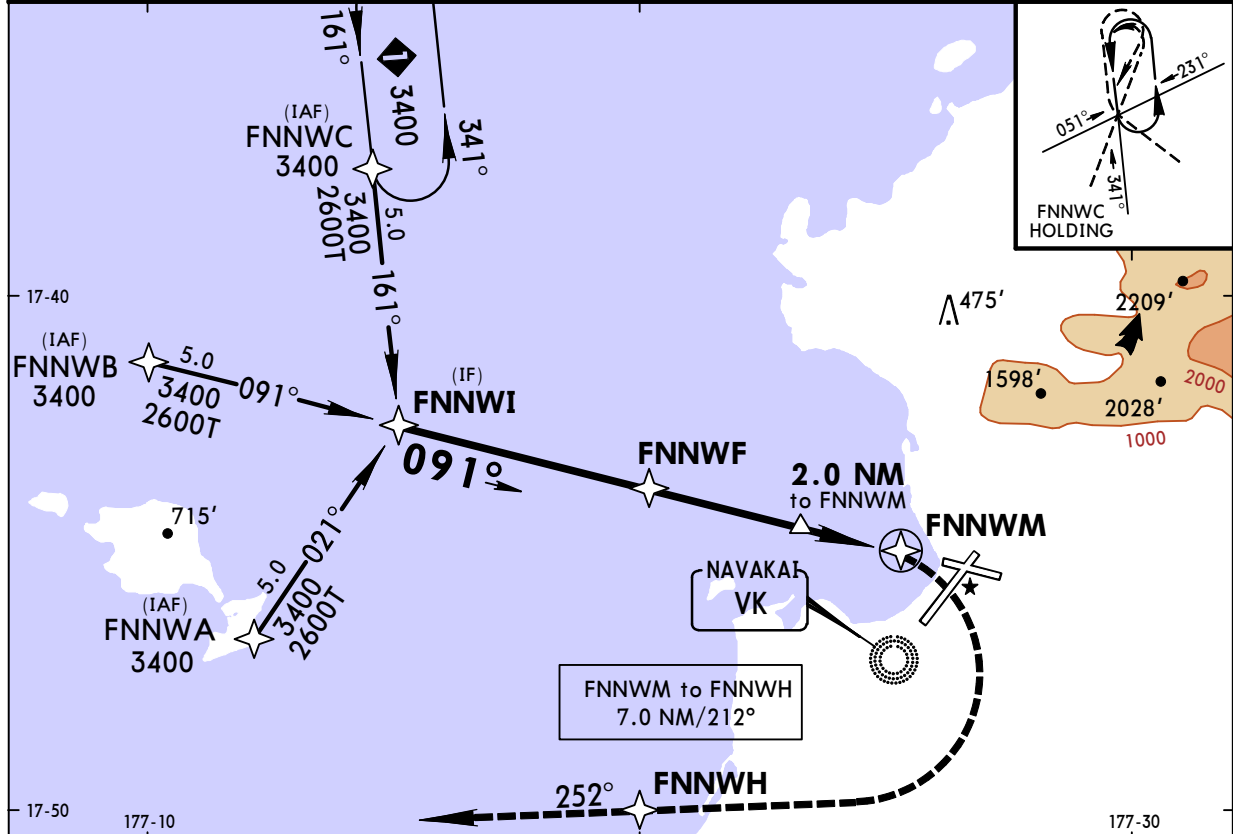
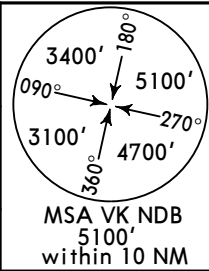
NFFN/NAN
NADI INTL

JEPPESSEN
17 JUL 15
Eff 23 Jul (12-2) CAT A, B & C

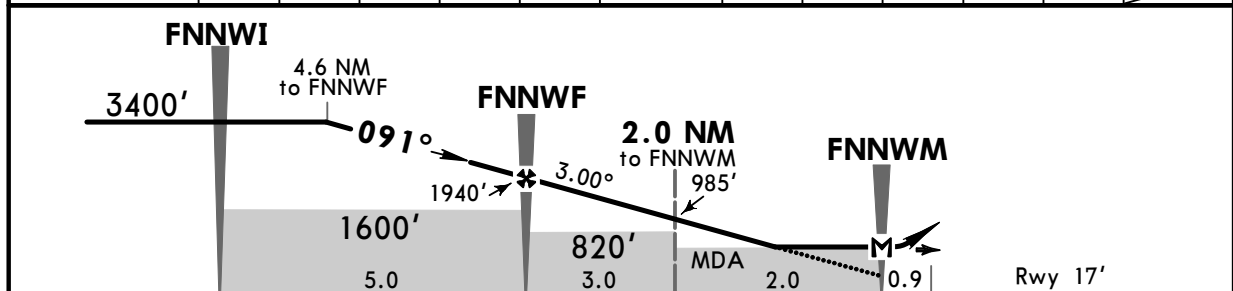
NADI, FIJI IS
RNAV (GNSS) Rwy 09

BRIEFING STRIP

*ATIS 127.9	NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1
RNAV	Final Apch Crs 091°	Procedure Alt FNNWF 1940' (1923')	MDA(H) 360' (343')	Apt Elev 59' Rwy 17'	
MISSED APCH: Turn RIGHT, track direct to FNNWH, thence 252°. Climb to 3400'.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	
1. Max IAS initial 220 kt. Missed approach turn 200 kt.					



NM to NEXT WPT	4.6	4.0	3.0	2.0	1.0	FNNWF	4.0	3.0	2.0	1.0	0.0	FNNWM
ALTITUDE	3400'	3215'	2895'	2575'	2255'	1940'	1620'	1300'	985'	665'	360'	



Gnd speed-Kts	70	90	100	120	140	160	ALS		PAPI		RT		FNNWH	
Descent angle	3.00°	372	478	531	637	743								
MAP at FNNWM														

STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND		Circling Not Authorized North of Rwy 09/27	
LNAV			Max Kts.	MDA(H) _____		
MDA(H) 360' (343')				_____		
ALS out				_____		
A				100		
B	1600m		135			
C			180			
D	NOT APPLICABLE		D	NOT APPLICABLE		

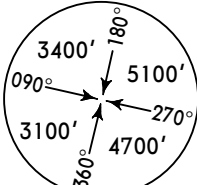
PANS OPS

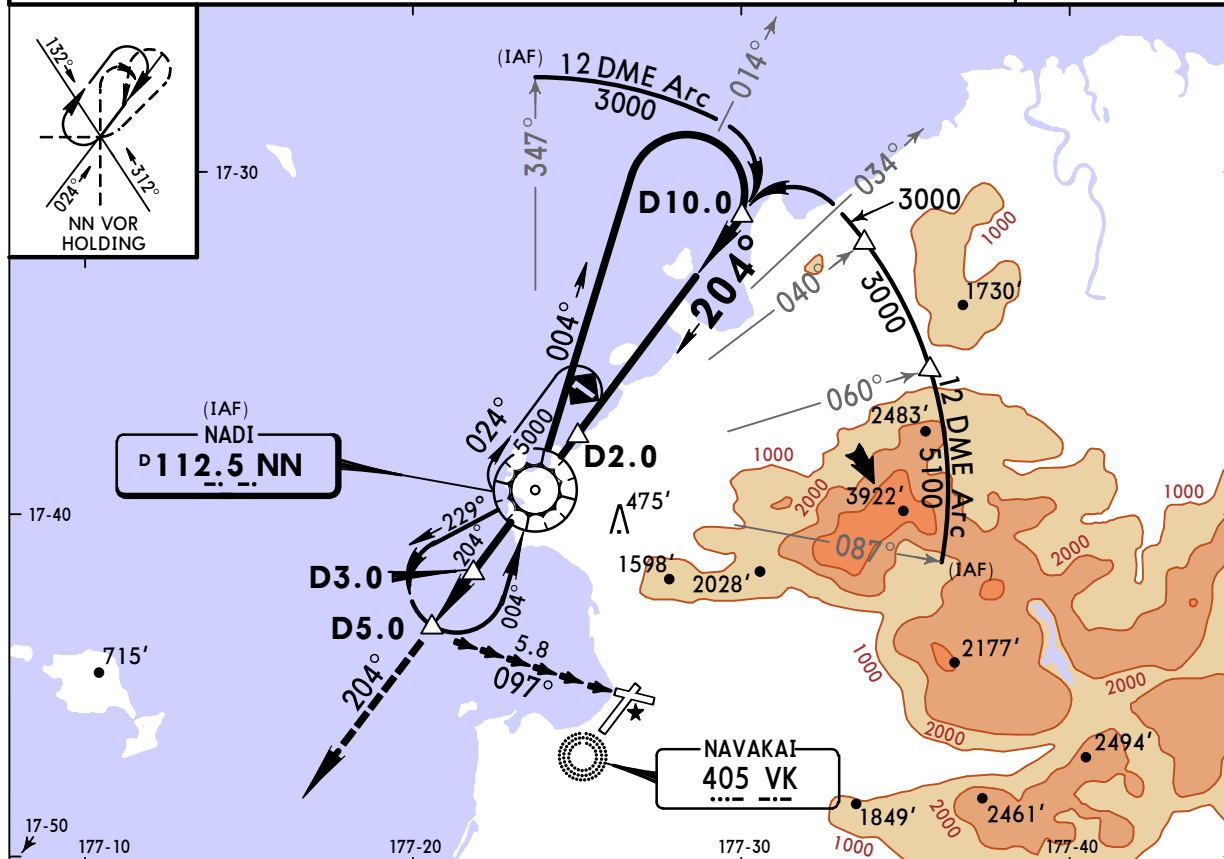
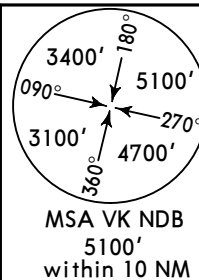
NFFN/NAN
NADI INTL

JEPPESSEN
17 JUL 15
Eff 23 Jul **(13-1)** **CAT A & B**

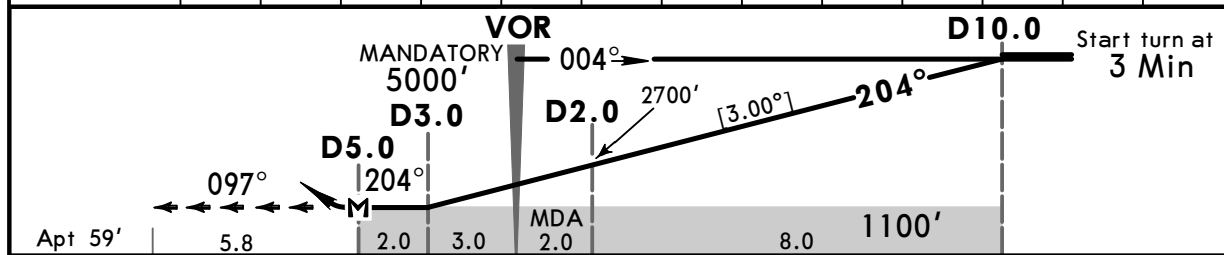
NADI, FIJI IS
TWELVE NORTH VOR

BRIEFING STRIP

ATIS 127.9		NADI Approach 119.1		NADI Tower 1800-0800Z 118.1 0800-1800Z 119.1		Ground 118.1
VOR NN 112.5	Final Apch Crs 204°	No FAF	MDA(H) Refer to Minimums	Apt Elev 59'		 MSA VK NDB 5100' within 10 NM
MISSED APCH: Track NN VOR R-204, climb to 3000' and await instructions from ATC.						
Alt Set: hPa		Apt Elev: 2 hPa		Trans level: FL 130		



NN DME	3.0	2.0	1.0	VOR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1100'	1420'	1740'	2060'	2380'	2700'	3020'	3340'	3660'	3980'	4300'	4620'	4940'



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart		NN 112.5	3000' ↑
Descent Angle [3.00°]	372	478	531	637	743	849			R-204	
MAP at D5.0										

PANS OPS

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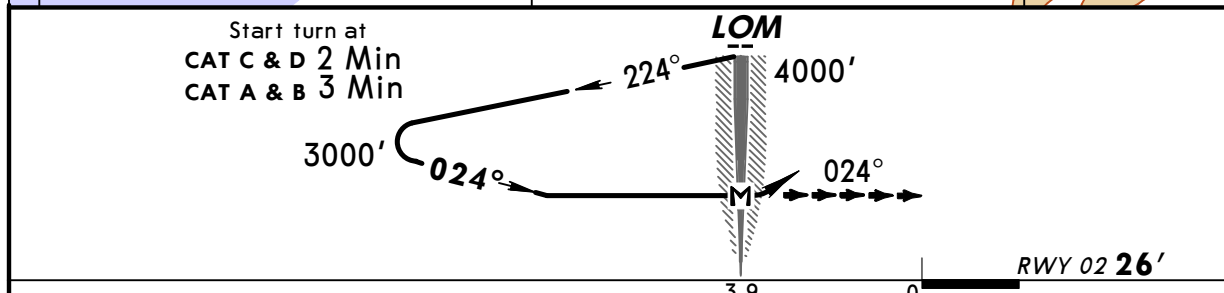
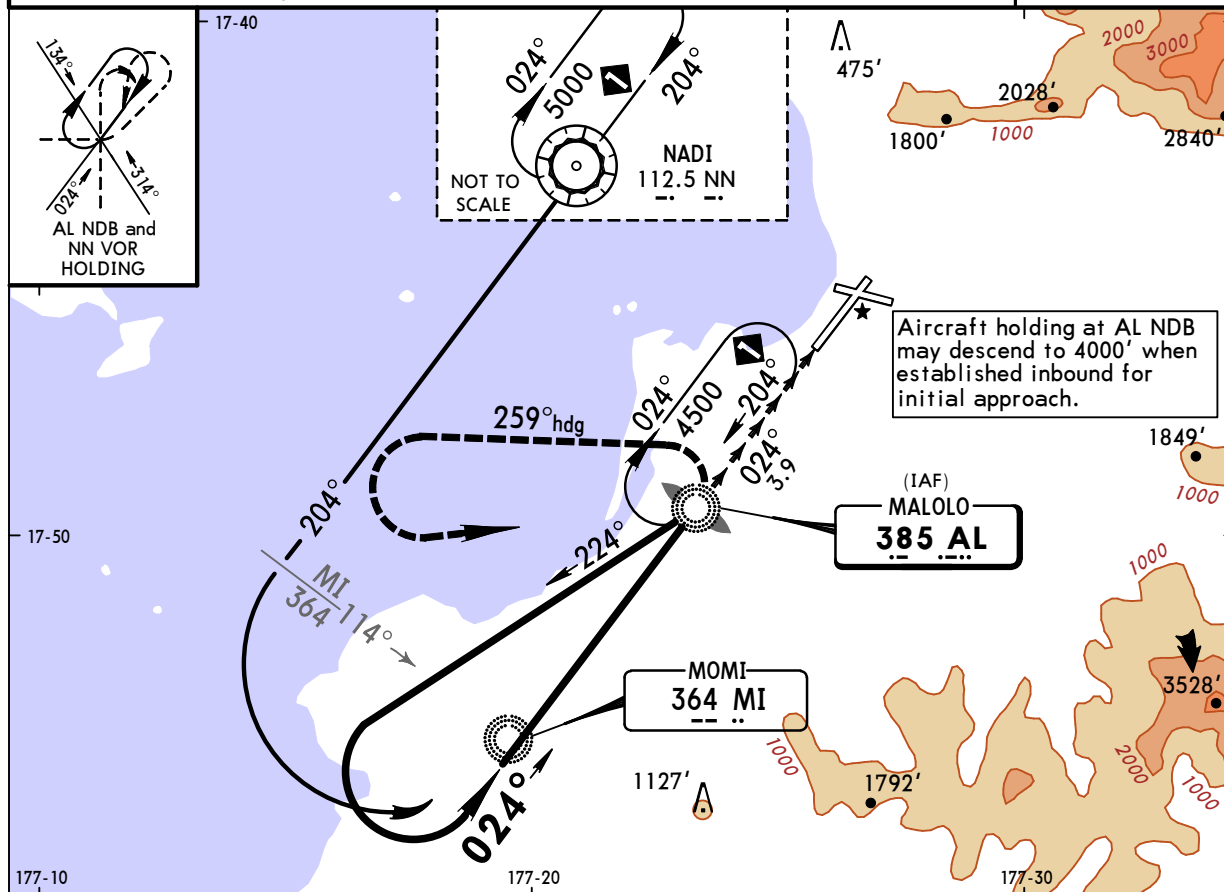
NFFN/NAN
NADI INTL

JEPPesen
27 JAN 06 **(16-1)**

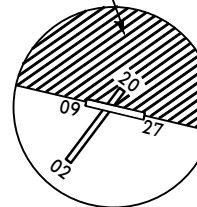
NADI, FIJI IS
NDB Rwy 02

BRIEFING STRIP™

*ATIS		NADI Approach		NADI Tower		Ground	
127.9		119.1		1800-0800Z 118.1	0800-1800Z 119.1	118.1	
LOM AL 385	Final Apch Crs 024°	No FAF		MDA(H) 1300' (1274')	Apt Elev 59' RWY 02 26'		 MSA AL NDB 5100' within 10 NM
MISSED APCH: Turn LEFT, heading 259°. At 4500' turn LEFT, track to AL NDB. Await further instructions from ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	



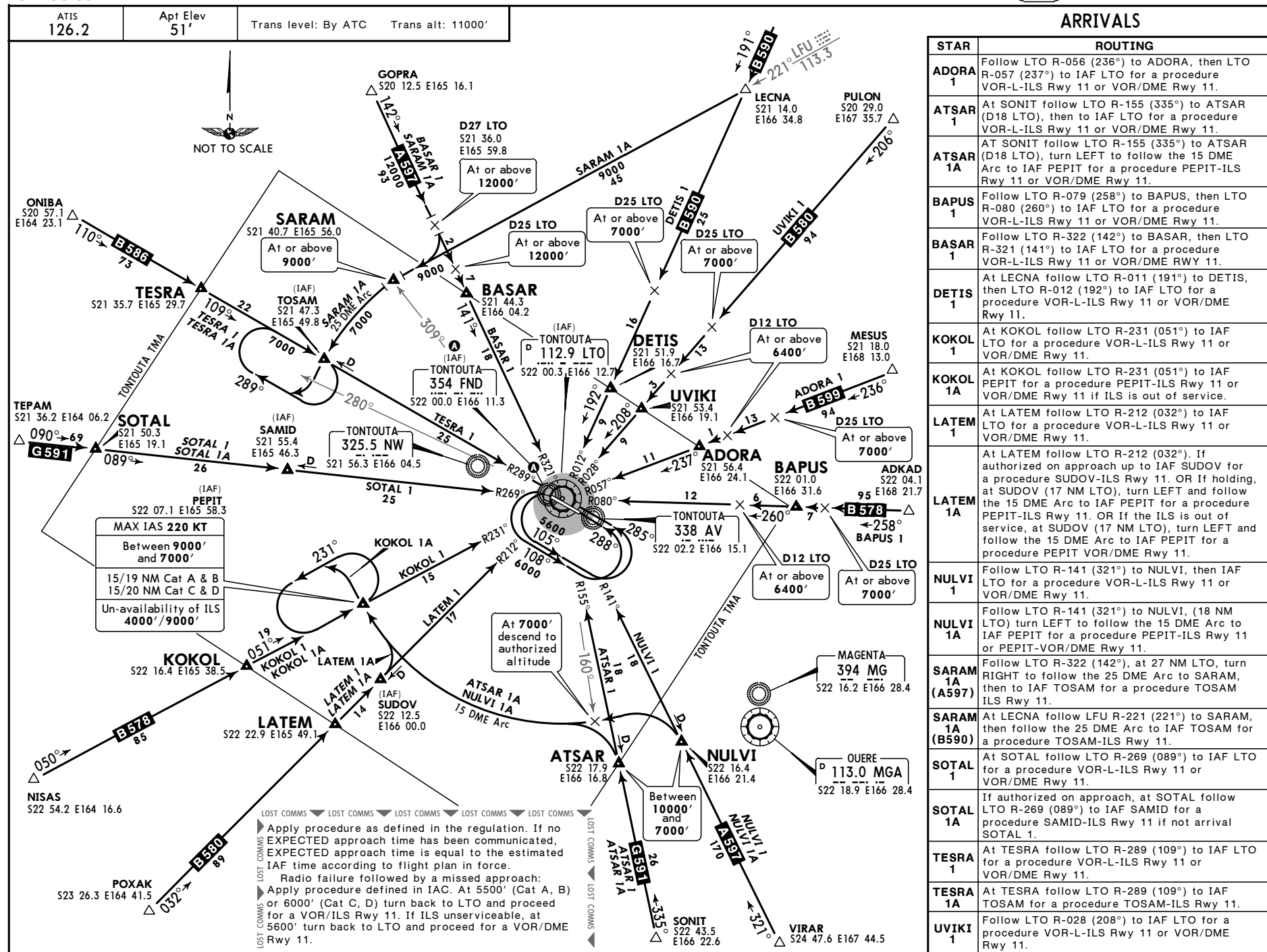
Start turn at CAT C & D 2 Min CAT A & B 3 Min					ALS	PAPI	LT	259° hdg
MAP at LOM								

STRAIGHT-IN LANDING RWY02			CIRCLE-TO-LAND		Circling Not Authorized North of Rwy 09/27 
MDA(H) 1300' (1274')			MDA(H)		
ALS out			Max Kts		
A	3000m		100	1300' (1241') - 2400m	
B			135	1300' (1241') - 4000m	
C			180	1300' (1241') - 4000m	
D			205	1300' (1241') - 5000m	

PANS OPS

NWWW/NOU
TONTOUTA

NOUMEA, NEW CALEDONIA
JEPPesen
27 MAR 15 10-2 Eff 2 Apr ARRIVAL



NWWW/NOU
TONTOUTA

JEPPesen
27 MAR 15 10-3

NOUMEA,
NEW CALEDONIA
Eff 2 Apr SID

Apt Elev
51'

Trans level: By ATC Trans alt: 11000'

1. Aircraft must comply with specifications laid down for each standard departure route.
2. If AV unavailable, use LTO, RIGHT turn at D2.9 LTO.

BASSA TWO ECHO [BASS2E],
BEDON TWO ECHO [BEDO2E],
LTO TWO ECHO [LTO2E],
SAMID TWO ECHO [SAMI2E],
SUDOV TWO ECHO [SUDO2E],
TOSAM TWO ECHO [TOSA2E],
DEPARTURES
(RWY 11)

These SIDs require a minimum climb
gradient of 6.0% to 1200'.

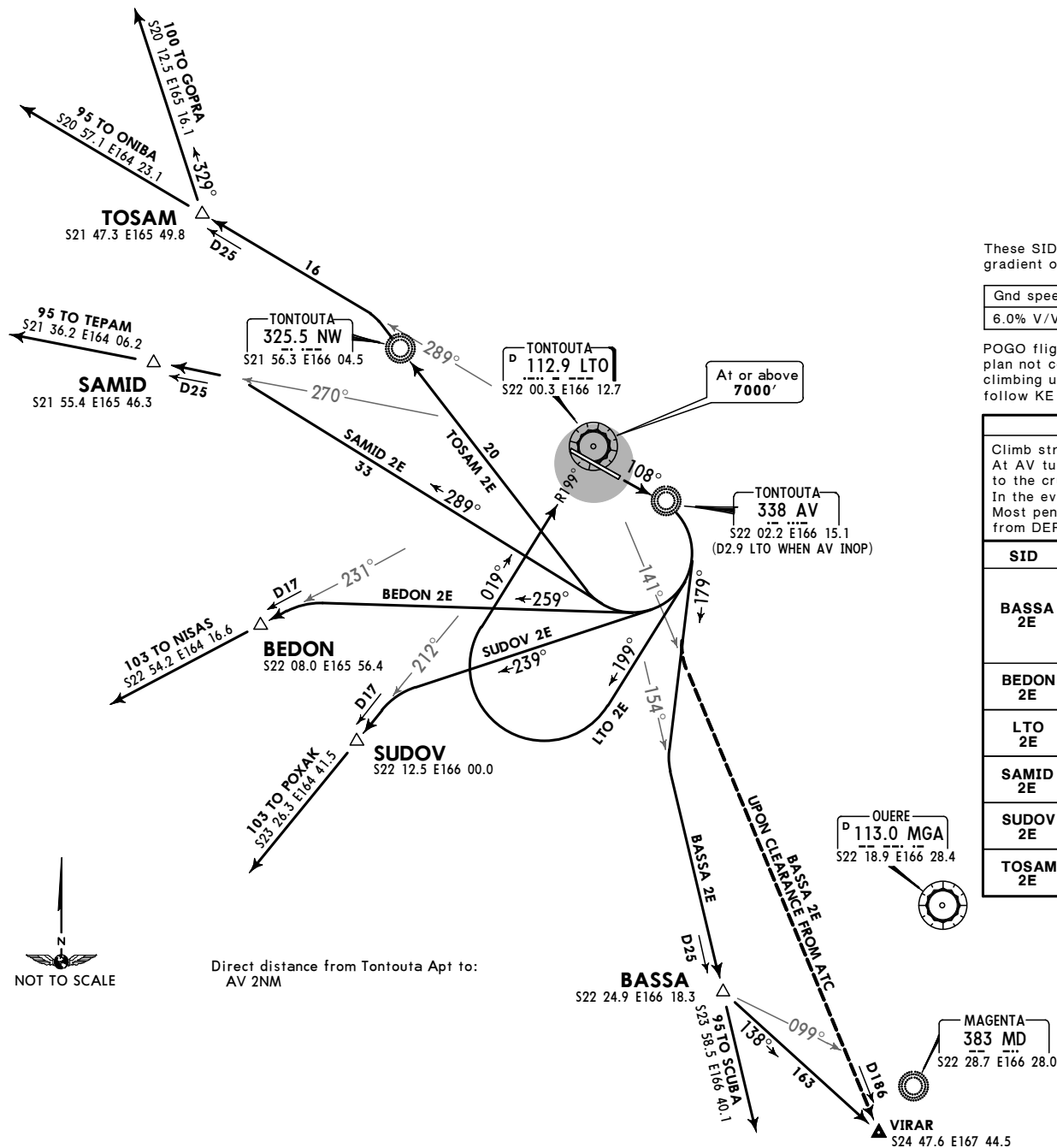
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

POGO flight destination MAGENTA: Filed flight
plan not compulsory. Follow BASSA 2E
climbing up to 2800' minimum. At GIRARD
follow KE 1S Arrival (AD 2 NWWW STAR).

MULTI-DIRECTIONAL DEPARTURES

Climb straight ahead on track 108° at 6.0% to 1200'.
At AV turn RIGHT on track 198°. At 3900' direct route up
to the cruising minimum safety altitude.
In the event of AV failure: Use LT, RIGHT turn at D3.2 LT.
Most penalizing obstacle: BANGOU cave 554' at 11811'
from DER on the LEFT of RWY axis.

SID	ROUTING
BASSA 2E	At AV turn RIGHT on track 179° to intercept and follow LTO R-154 to BASSA. With ATC clearance: At AV, turn RIGHT to intercept LTO R-141 and proceed direct VIRAR.
BEDON 2E	At AV turn RIGHT on track 259° to intercept and follow LTO R-231 to BEDON.
LTO 2E	At AV turn RIGHT on track 199°, then return to LTO on LTO R-199.
SAMID 2E	At AV turn RIGHT on track 289° to intercept and follow LTO R-270 to SAMID.
SUDOV 2E	At AV turn RIGHT on track 239° to intercept and follow LTO R-212 to SUDOV.
TOSAM 2E	At AV turn RIGHT to NW, then intercept and follow LTO R-289 to TOSAM.



NWWW/NOU
TONTOUTA

JEPPesen
27 MAR 15 10-3A

NOUMEA, NEW CALEDONIA

SID

Apt Elev
51'

Trans level: By ATC

Trans alt: 11000'

Aircraft must comply with specifications laid down for each standard departure route.

**BASSA TWO WHISKEY [BASS2W], BEDON TWO WHISKEY [BEDO2W],
LTO TWO WHISKEY [LTO2W], SAMID TWO WHISKEY [SAMI2W],
SUDOV TWO WHISKEY [SUDO2W], TOSAM TWO WHISKEY [TOSA2W],
DEPARTURES
(RWY 29)**

The SAMID 2W and TOSAM 2W SIDs
require a minimum climb gradient of 5.0% to 1000'.
All other SIDs require a minimum climb gradient
of 5.0% to 1300'.

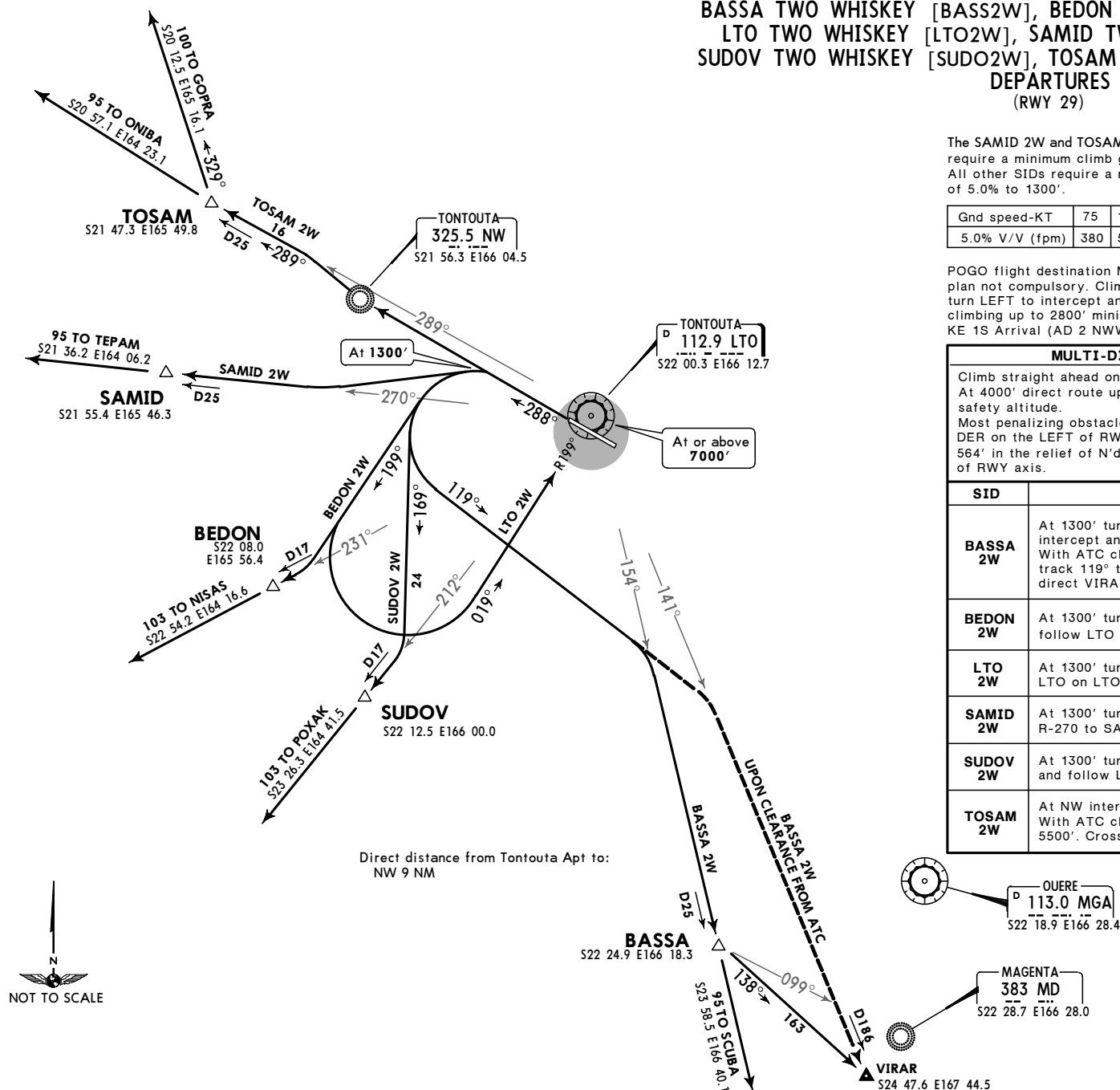
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

POGO flight destination MAGENTA: Filed flight
plan not compulsory. Climb on axis. At 1300',
turn LEFT to intercept and follow MGA R-296
climbing up to 2800' minimum. At GIRAD follow
KE 1S Arrival (AD 2 NWWW STAR).

MULTI-DIRECTIONAL DEPARTURES

Climb straight ahead on track 288° at 5.0% to 1200'.
At 4000' direct route up to the cruising minimum
safety altitude.
Most penalizing obstacles: High ground 85' at 1197' from
DER on the LEFT of RWY axis, and point with dimensions,
564' in the relief of N'dul, at 12566' from DER on the LEFT
of RWY axis.

SID	ROUTING
BASSA 2W	At 1300' turn LEFT on track 119° to intercept and follow LTO R-154 to BASSA. With ATC clearance: At 1300' turn LEFT on track 119° to intercept and follow LTO R-141 direct VIRAR.
BEDON 2W	At 1300' turn LEFT on track 199° to intercept and follow LTO R-231 to BEDON.
LTO 2W	At 1300' turn LEFT on track 199°, then return to LTO on LTO R-199.
SAMID 2W	At 1300' turn LEFT to intercept and follow LTO R-270 to SAMID.
SUDOV 2W	At 1300' turn LEFT on track 169° to intercept and follow LTO R-212 to SUDOV.
TOSAM 2W	At NW intercept and follow LTO R-289 to TOSAM. With ATC clearance: RIGHT turn is possible at 5500'. Cross LTO R-308 at or above 7000'.



NWWW/NOU

17 JUL 15

11-1

JEPPESSEN NOUMEA, NEW CALEDONIA

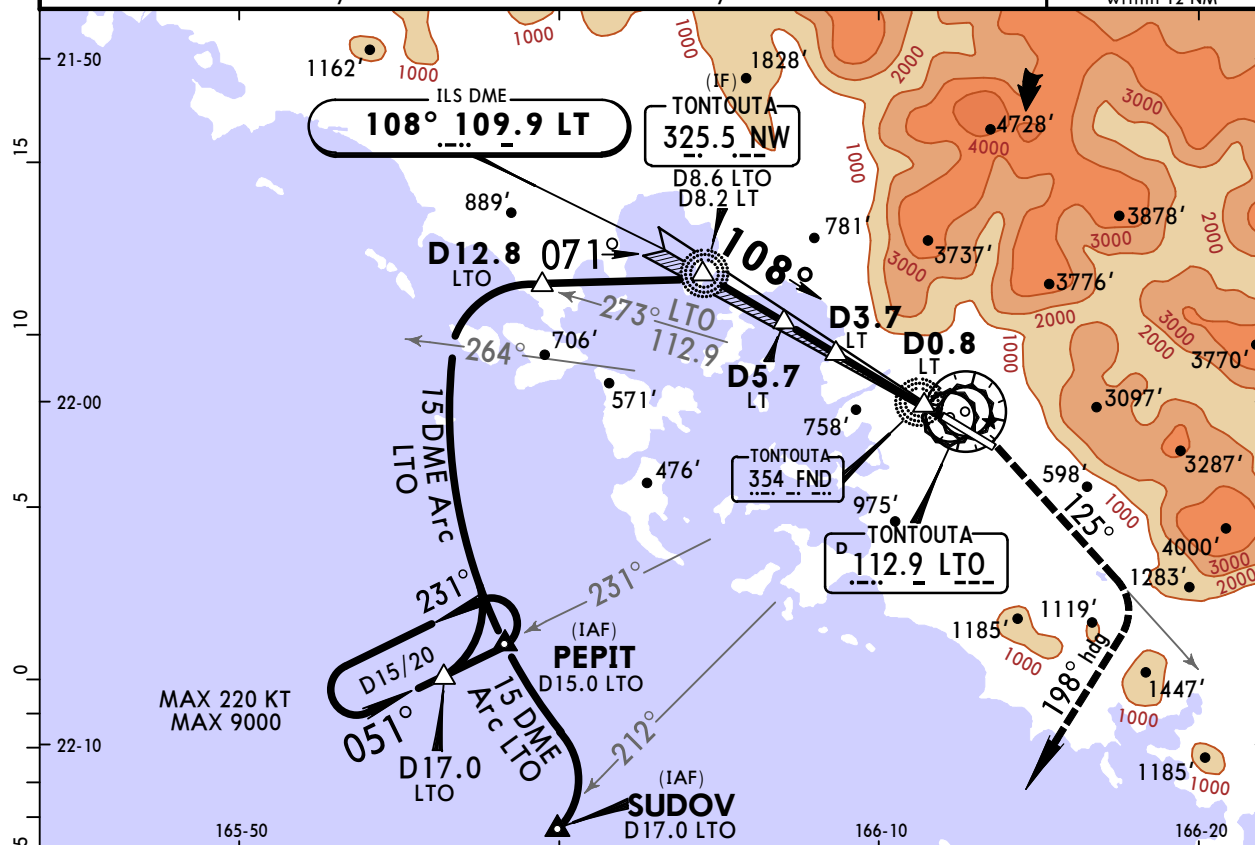
VIA PEPIT & SUDOV ILS or

TONTOUTA

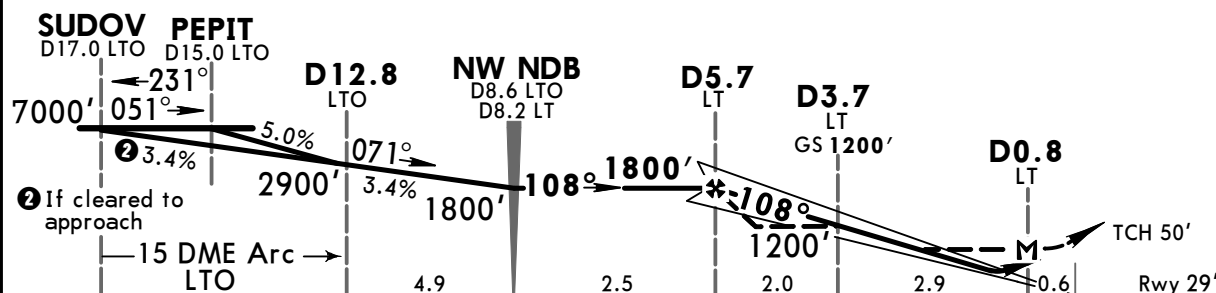
CAT C & D

LOC DME Rwy 11

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200' (1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		MSA LTO VOR ① 5800' with DME within 12 NM
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000', turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'	



LT DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	650'



Gnd speed-Kts	70	90	100	120	140	160		2000' on Rwy hdg and 112.9 R-125	LTO 112.9
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	649			
MAP at D0.8 LT									

JAR-OPS

STRAIGHT-IN LANDING RWY11

CIRCLE-TO-LAND

ILS C: DA(H) 320' (291') D: DA(H) 330' (301')		LOC (GS out) MDA(H) 340' (311')		CIRCLE-TO-LAND
FULL		ALS out		
A/B	NOT APPLICABLE		NOT APPLICABLE	
C	RVR 800m	RVR 1200m	RVR 1400m	RVR 1800m
D			RVR 1600m	RVR 2000m
See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.				

ANS OPS

CHANGES: Trans level.

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NWWW/NOU

Apt Elev **51'**
S22 01.0 E166 13.0

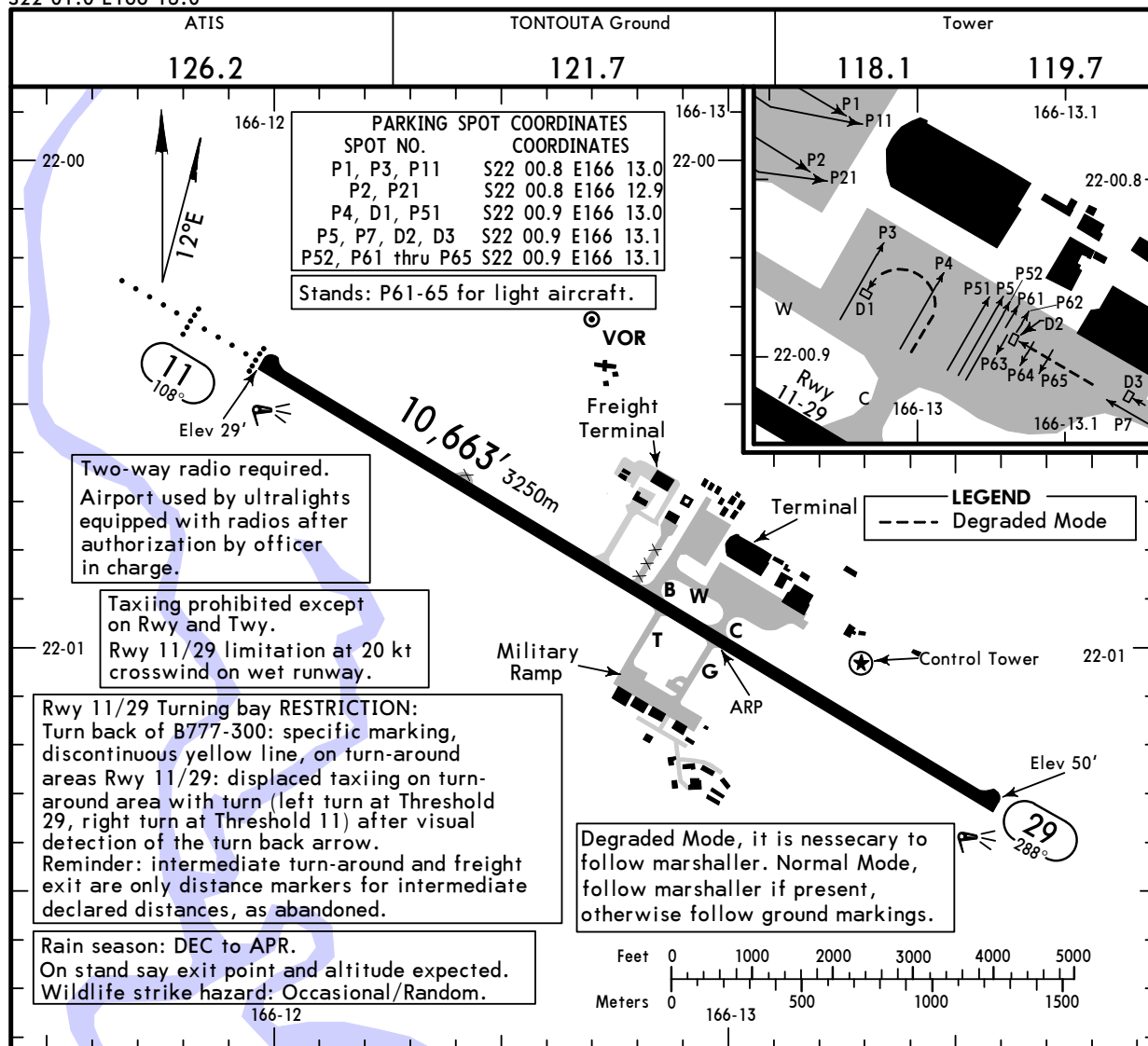
17 JUL 15

(11-1)

JEPPesen

NOUMEA, NEW CALEDONIA

TONTOUTA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11	HIRL HIALS REIL ① PAPI-L (angle 3.0°)		9350' 2850m		148'
29	HIRL REIL ①②③ PAPI-L (angle 3.5°)				45m

- ① Wheel clearance at threshold is lower than 29'(9m) for aircraft with eye-to-wheel height above 36'(10.90m).
- ② Range limited to 4.9 NM (9000m) from Rwy 29 threshold.
- ③ PAPI offset 5° from runway centerline.

JAR-OPS

TAKE-OFF

	All Rwys	
	800m	
A		
B		
C		
D		

NWWW/NOU

17 JUL 15

(11-2)

CAT
C & D

SAMID

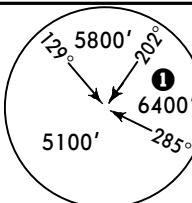
NOUMEA, NEW CALEDONIA

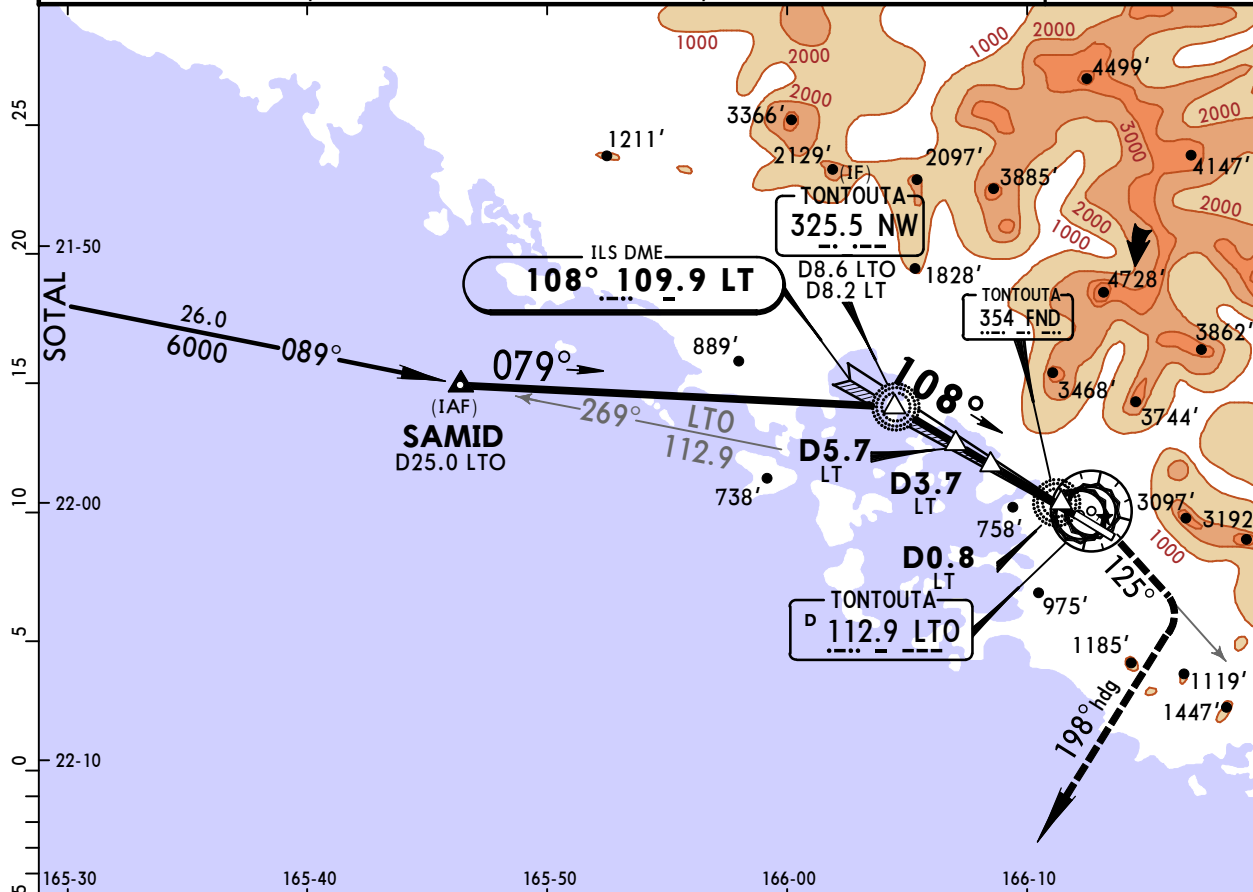
ILS Rwy 11

LOC DME Rwy 11

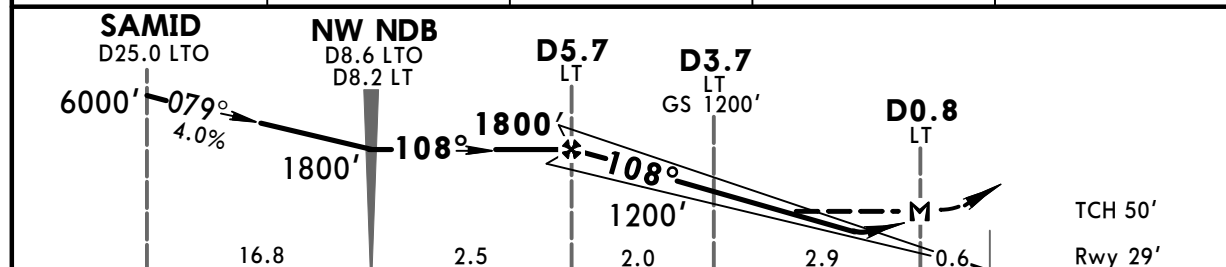
TONTOUTA

BRIEFING STRIP™

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3			TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Apch Crs 108°	GS D5.7 LT 1800' (1771')	ILS DA(H) Refer to Minimums		Apt Elev 51' Rwy 29'	 MSA LTO VOR ① 5800' with DME within 12 NM	
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000' turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	



LT DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	650'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS	2000' ↑	on Rwy hdg	LTO and 112.9 R-125
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861				
MAP at D0.8 LT										

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND	
		ILS		LOC (GS out)			
		C: DA(H) 320' (291')		MDA(H) 340' (311')			
		D: DA(H) 330' (301')					
		FULL		ALS out		ALS out	
A/B	NOT APPLICABLE			NOT APPLICABLE			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
C	RVR 800m		RVR 1200m		RVR 1400m	RVR 1800m	
D					RVR 1600m	RVR 2000m	

PANS OPS

CHANGES: Trans level.

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NWWW / NOU



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NOUMEA, NEW CALEDONIA

ILS Rwy 11

LOC DME Rwy 11

TONTOUTA

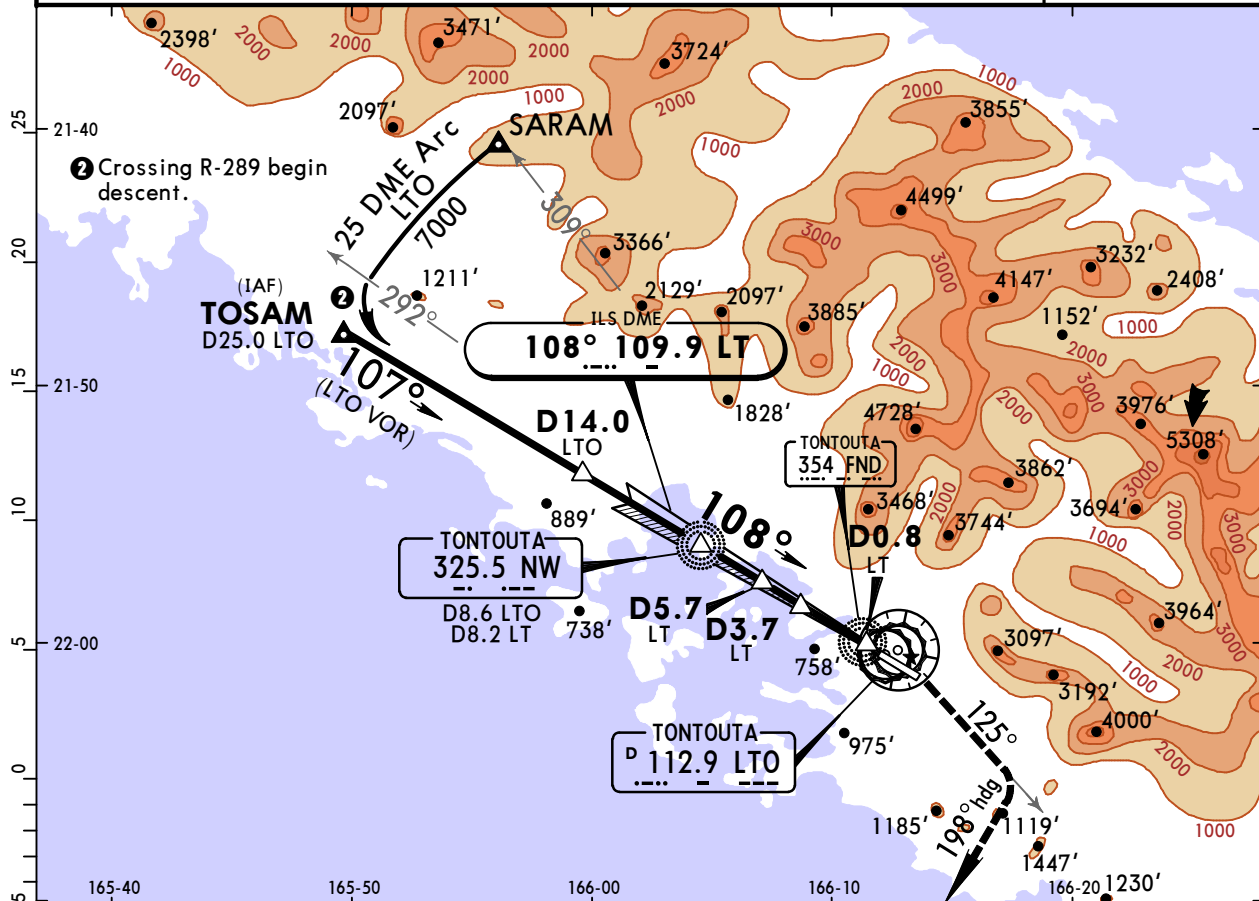
17 JUL 15

11-3

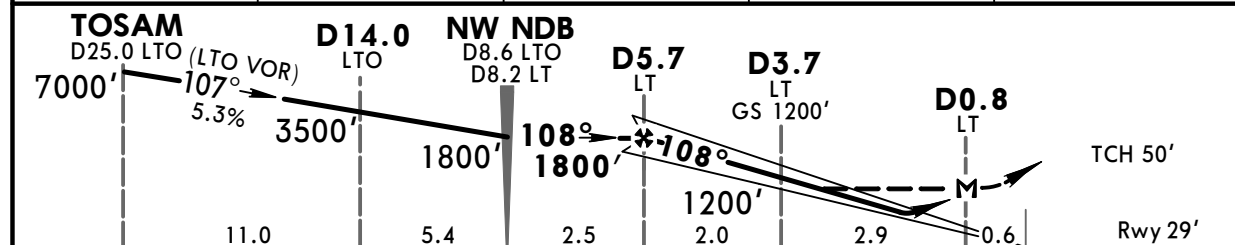
**CAT
C & D**

TOSAM

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
LOC LT 109.9	Final Apch Crs 108°	GS D5.7 LT 1800' (1771')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'			
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000' turn RIGHT heading 198° climbing to 7000' and follow ATC instructions. Climb to 2000' prior to level acceleration.						MSA LTO VOR 1 5800' with DME within 12 NM	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	



LT DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	650'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	
MAP at D0.8 LT							

JAR-OPS

STRAIGHT-IN LANDING RWY11

CIRCLE-TO-LAND

		ILS C: DA(H) 320' (291') D: DA(H) 330' (301')		LOC (GS out) MDA(H) 340' (311')		CIRCLE TO LAND
		FULL	ALS out		ALS out	
A/B	NOT APPLICABLE			NOT APPLICABLE		See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
C	RVR 800m	RVR 1200m	RVR 1400m	RVR 1800m		
D			RVR 1600m	RVR 2000m		

CHANGES: Trans level.

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NOUMEA, NEW CALEDONIA

17 JUL 15 (11-4)

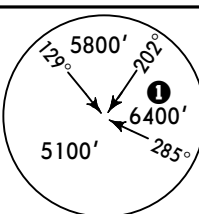
CAT C & D

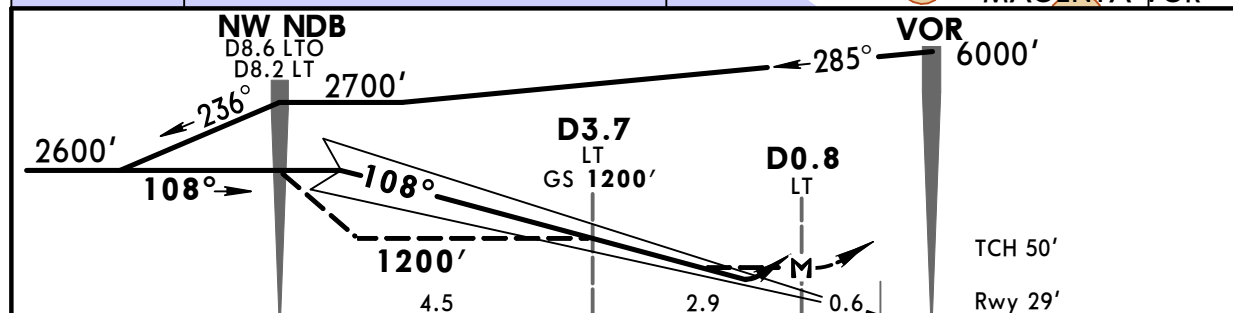
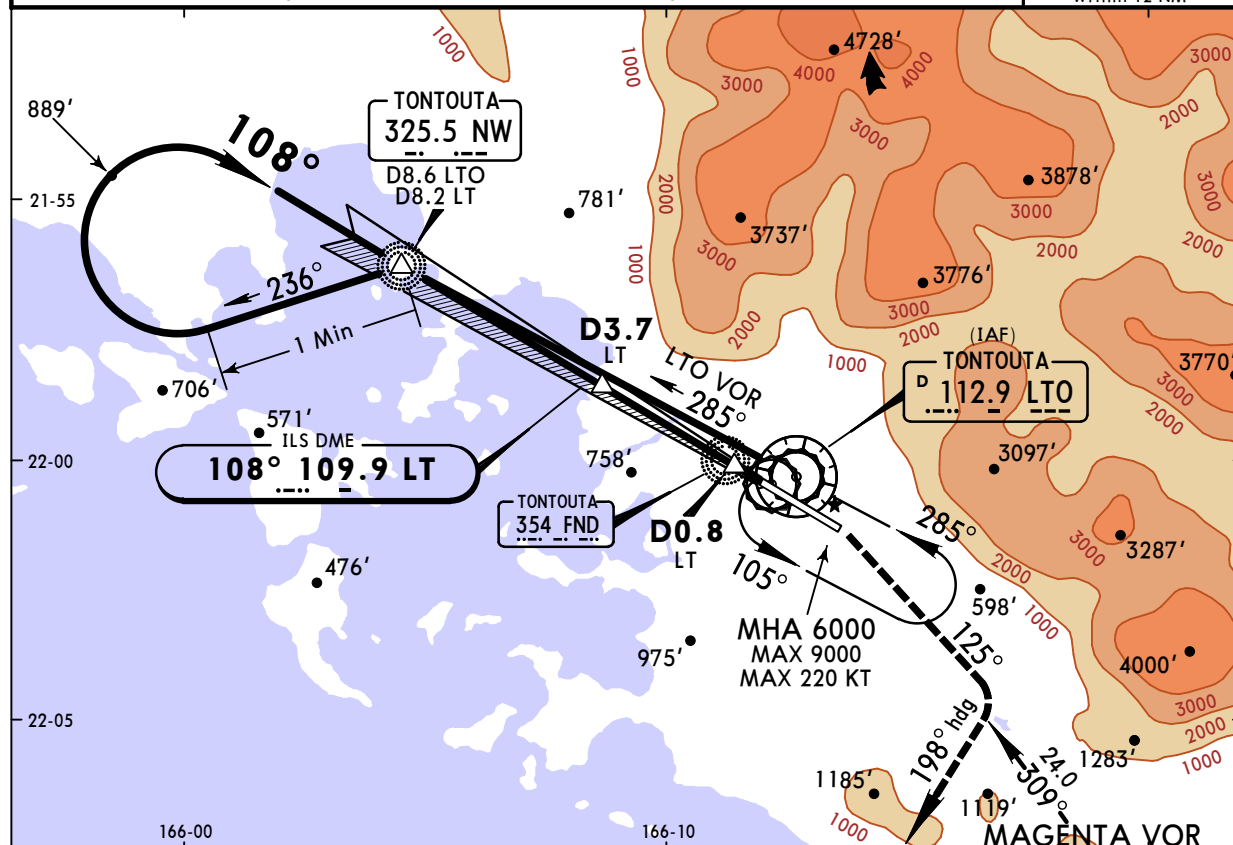
VOR LCTR ILS Rwy 11

TONTOUTA

VOR LCTR LOC DME Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Aptch Crs 108°	GS D3.7 LT 1200'(1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		 MSA LTO VOR 5800' with DME within 12 NM
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000', turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160						
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849						
MAP at D0.8 LT												

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND
C: DA(H) 320' (291')		C: DA(H) 370' (341')		LOC (GS out)		See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
D: DA(H) 330' (301')		D: DA(H) 380' (351')		MDA(H) 340' (311')		
FULL		ALS out		DME out		
ALS out				ALS out		
NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		
C	RVR 800m	RVR 1200m	RVR 900m		RVR 1400m	RVR 1800m
D	RVR 800m	RVR 1200m	RVR 900m		RVR 1600m	RVR 2000m

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17 JUL 15

(11-5)

CAT C & D

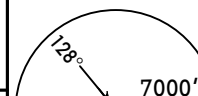
NOUMEA, NEW CALEDONIA

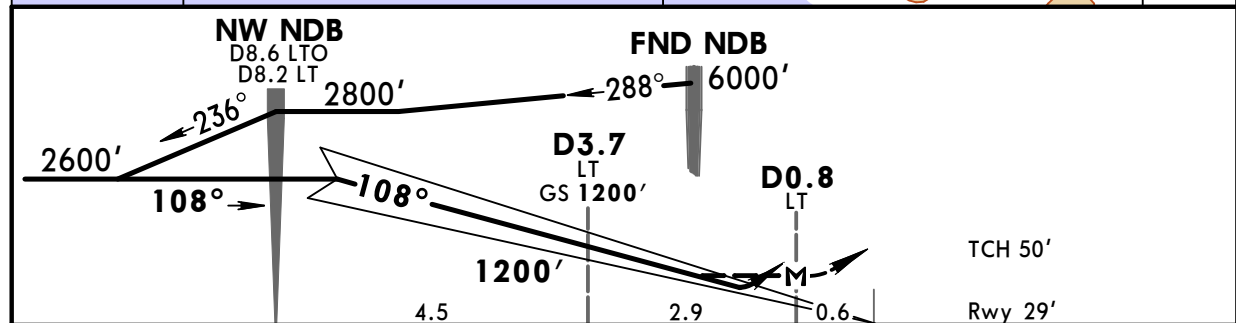
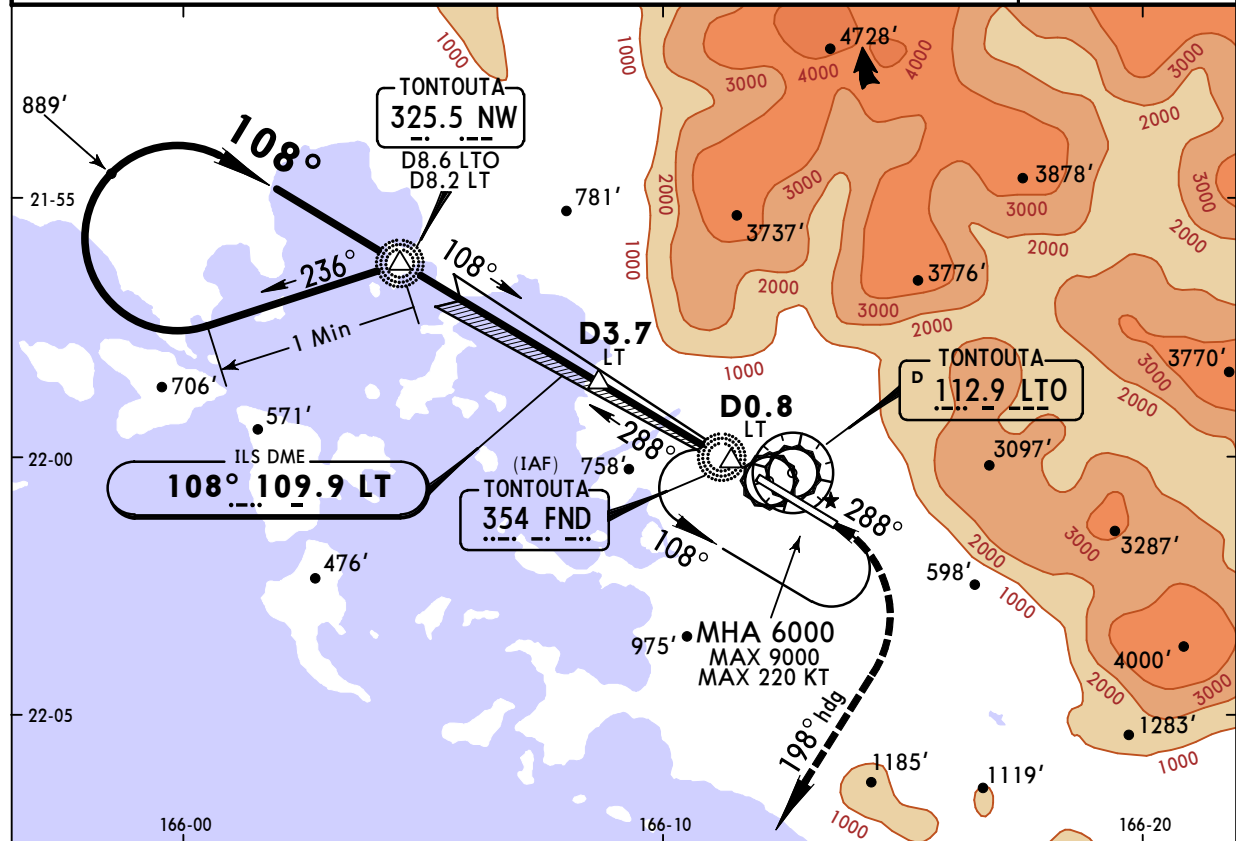
NDB LCTR ILS Rwy 11

NDB LCTR LOC DME Rwy 11

TONTOUTA

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200'(1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		
MISSED APCH: Climb on runway heading. At 880', turn RIGHT heading 198°, climb to 6000' and follow ATC instructions. Do not turn before D0.8 LT. Climb to 2000' prior to level acceleration.						
Alt Set: hPA		Rwy Elev: 1 hPa		Trans level: By ATC		
				Trans alt: 11000'		MSA FND NDB



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS	880' ↑	RT 198° hdg
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849			
MAP at D0.8 LT									

JAR-OPS			STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND
C: DA(H) 510' (481')			C: DA(H) 560' (531')		LOC (GS out) C: MDA(H) 510' (481')		See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
D: DA(H) 530' (501')			D: DA(H) 580' (551')		D: MDA(H) 530' (501')		
FULL		ALS out	DME out			ALS out	
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		
B							
C	RVR 900m	RVR 1200m	RVR 900m		RVR 1600m	RVR 2000m	
D					RVR 1800m		

PANS OPS

NWWW / NOU

17 JUL 15

11-6

CAT A & B

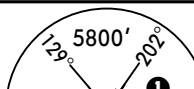
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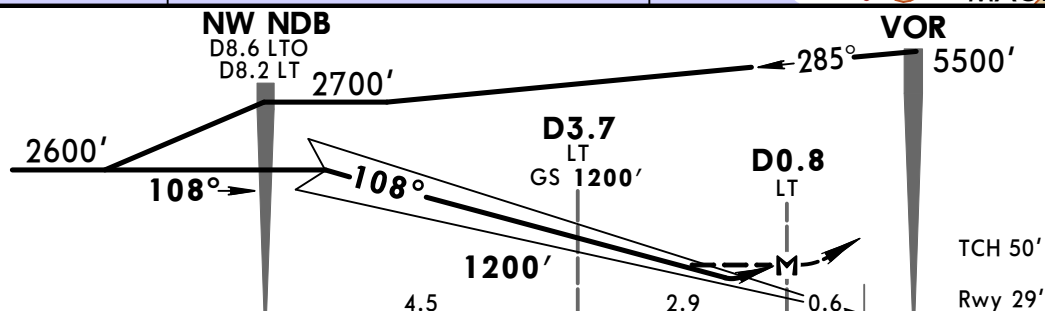
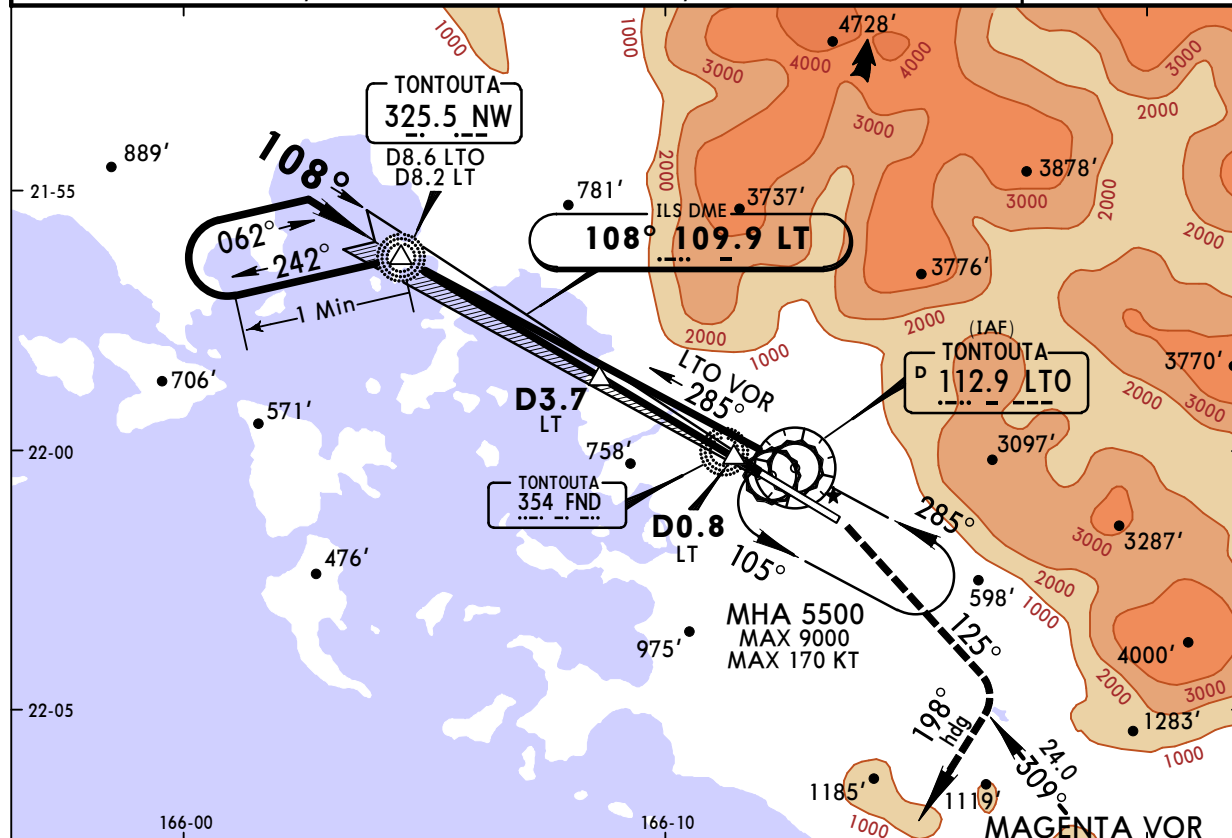
VOR LCTR ILS Rwy 11

VOR LCTR LOC DME Rwy 11

TONTOUTA

BRIEFING STRIP TM

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200' (1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		 MSA LTO VOR 1 5800' with DME within 12 NM	
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000', turn RIGHT heading 198° climbing to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 11000'							



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849	
MAP at D0.8 LT							

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND
		ILS		LOC (GS out)		
A: DA(H) 300' (271')		A: DA(H) 350' (321')		MDA(H) 340' (311')		
B: DA(H) 310' (281')		B: DA(H) 360' (331')				
FULL		ALS out	DME out		ALS out	
A	RVR 800m	RVR 1200m	RVR 900m	RVR 1200m	RVR 1500m	See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
B				RVR 1300m		
C	NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		
D						

CHANGES: Trans level.

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NWWW/NOU

17 JUL 15

(11-7)

CAT A & B

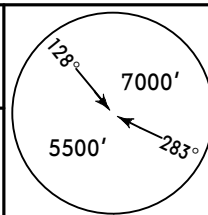
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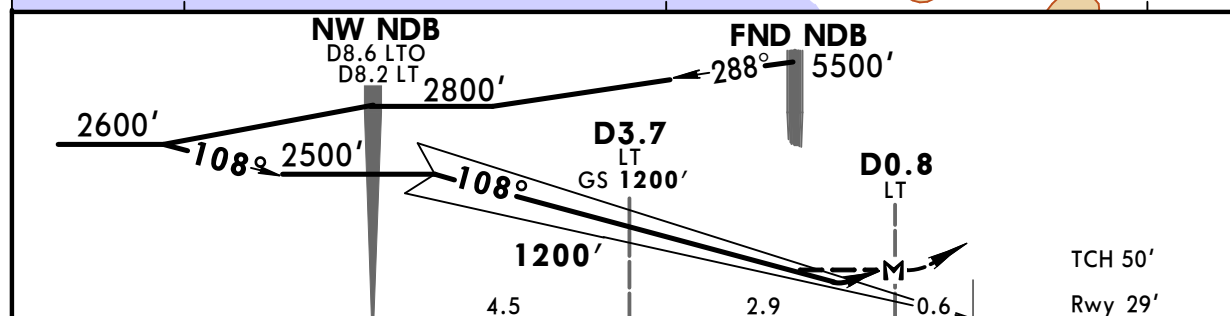
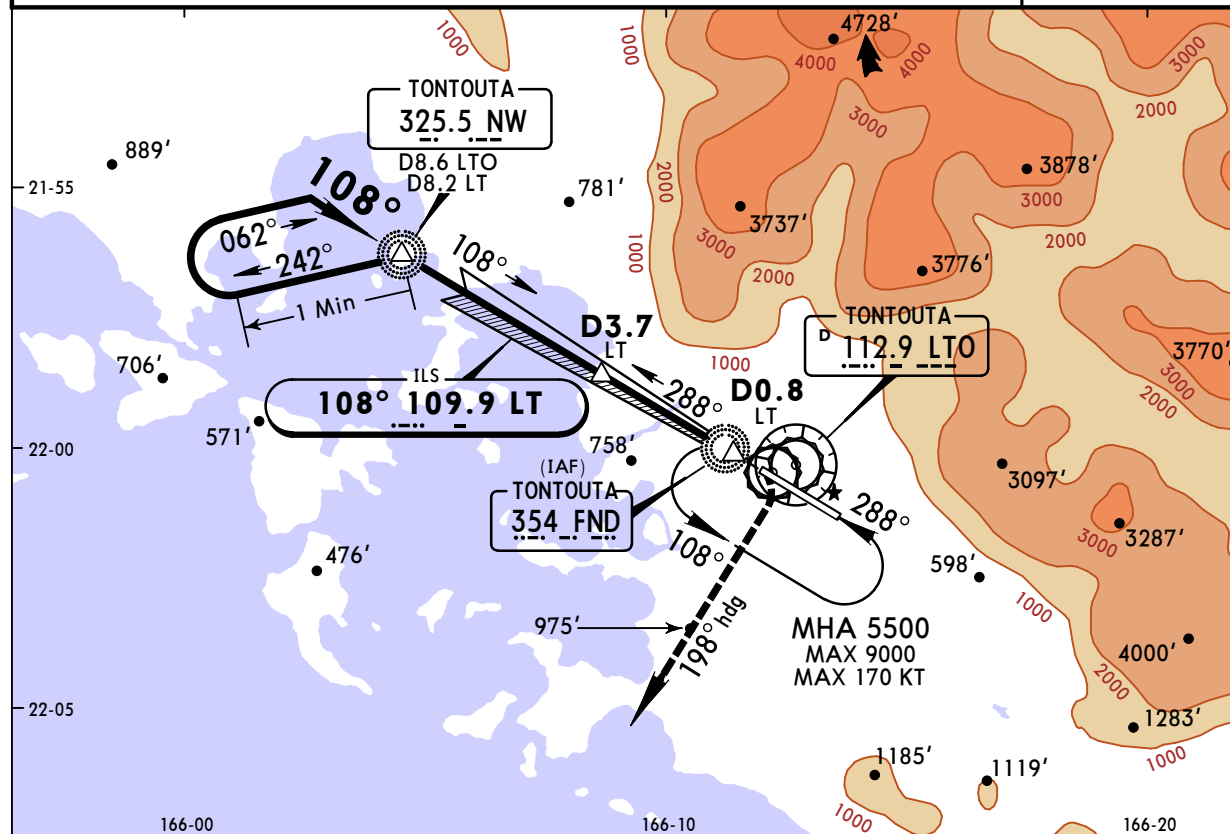
NDB LCTR ILS Rwy 11

NDB LCTR LOC DME Rwy 11

TONTOUTA

BRIEFING STRIP

ATIS		TONTOUTA Approach			TONTOUTA Tower		Ground
126.2		119.7	128.2	128.3	118.1	119.7	121.7
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200' (1171')	ILS DA(H) Refer to Minimums		Apt Elev 51' Rwy 29'		
MISSED APCH: At D0.8 LT, turn RIGHT heading 198° and climb to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'		
							MSA LTO VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL	HIALS	PAPI	RT	198° hdg	5500'
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849						
MAP at D0.8 LT												

JAR-OPS			STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND	
			ILS		LOC (GS out)			
A: DA(H) 470'(441')			A: DA(H) 520'(491')		A: MDA(H) 470'(441')			
B: DA(H) 490'(461')			B: DA(H) 540'(511')		B: MDA(H) 490'(461')			
FULL		ALS out	DME out		ALS out			
A	RVR 900m	RVR 1200m	RVR 900m		RVR 1200m	RVR 1500m		
B					RVR 1500m			
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.	
D								

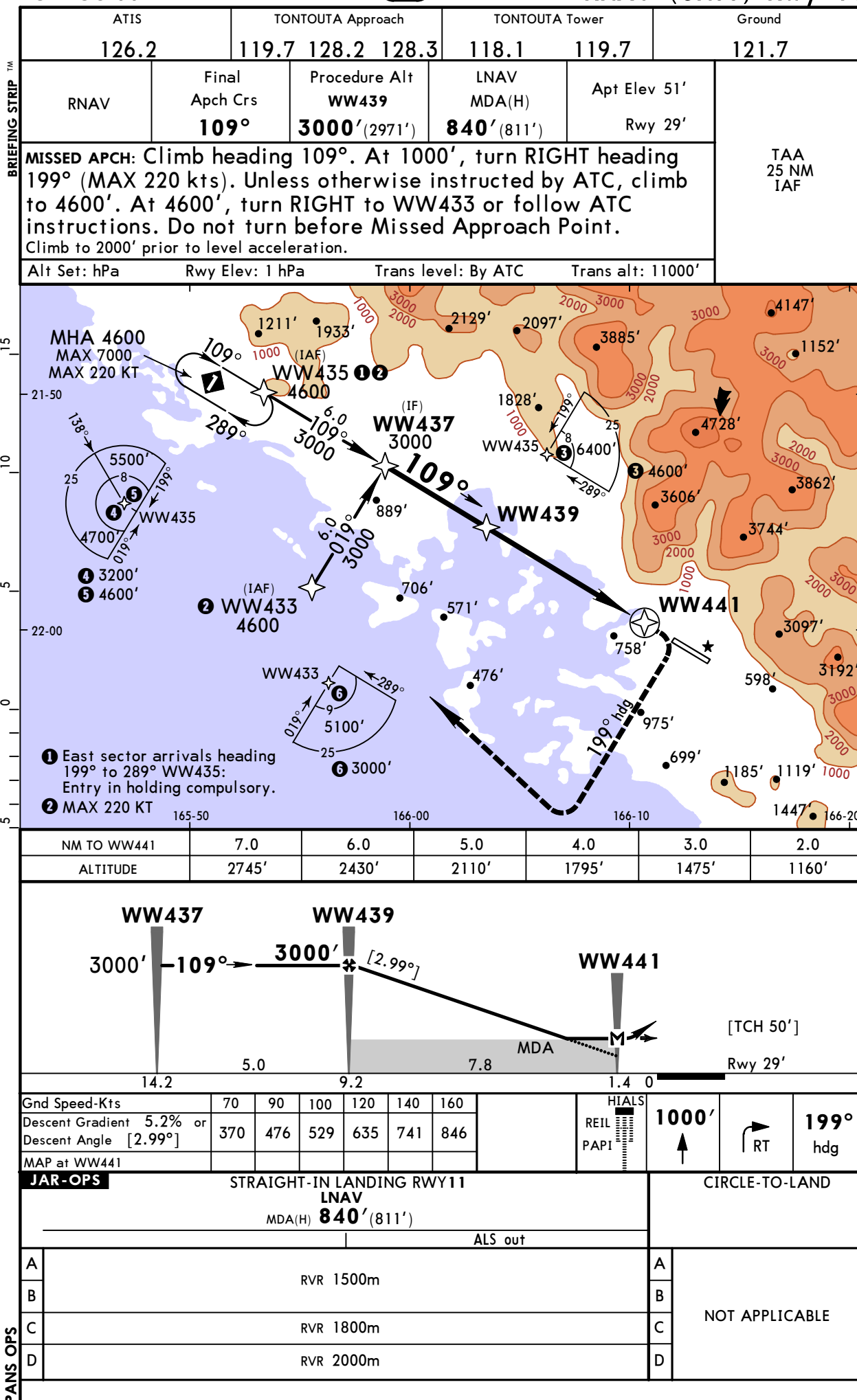
CHANGES: Trans level.

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NWWW/NOU
TONTOUTA

JEPPesen
17 JUL 15 (12-1)

NOUMEA, NEW CALEDONIA
RNAV (GNSS) Rwy 11

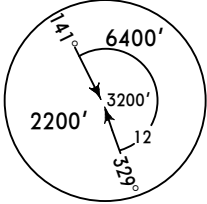


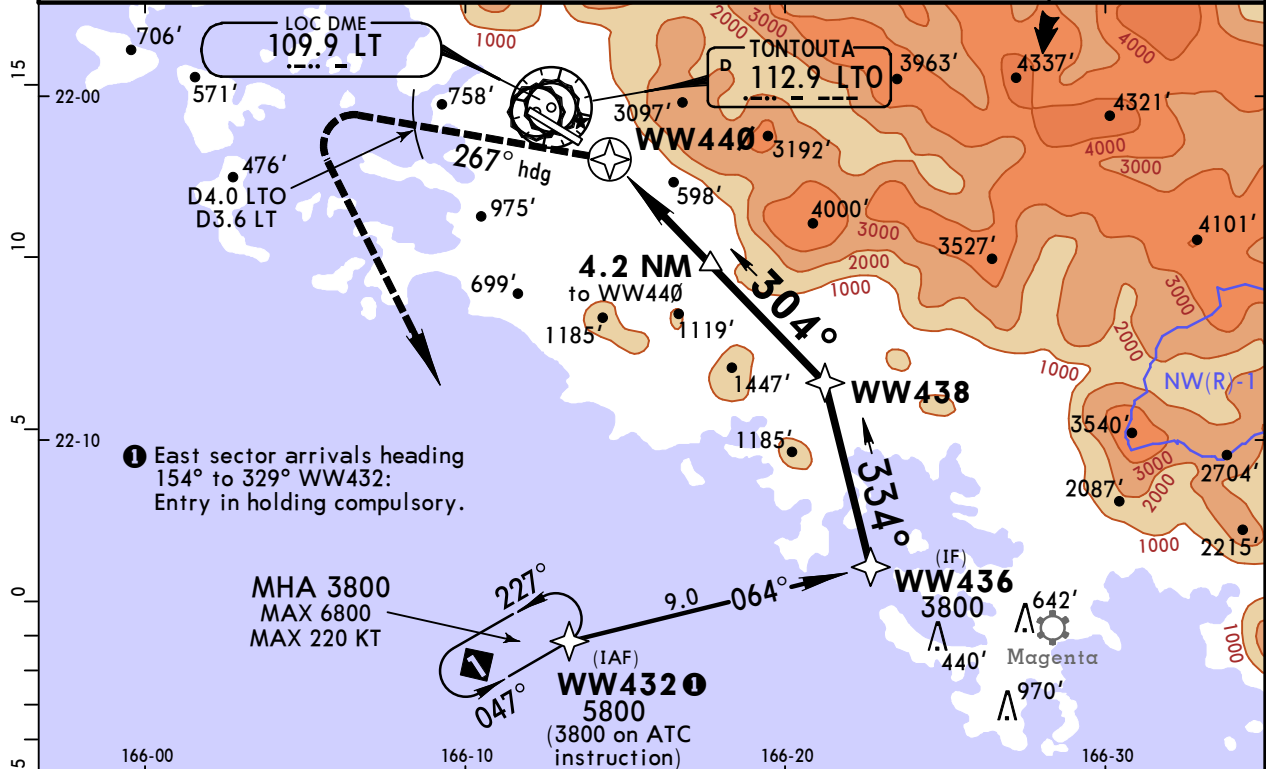
NWWW/NOU
TONTOUTA

JEPPesen
17 JUL 15 (12-2)

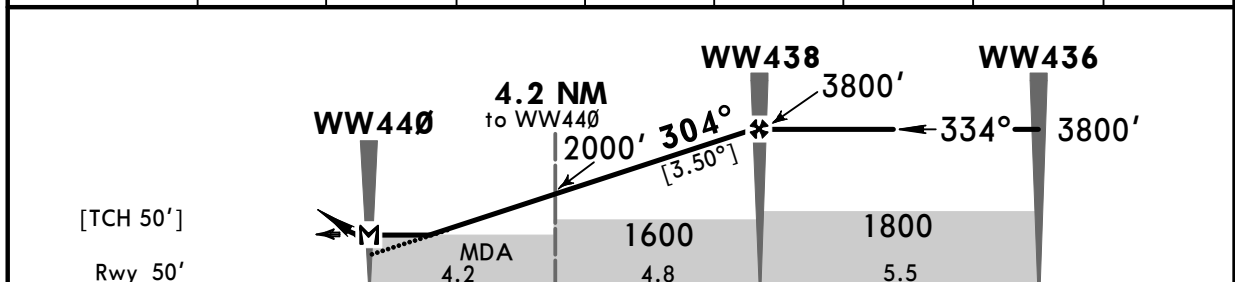
NOUMEA, NEW CALEDONIA
RNAV (GNSS) Rwy 29

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
RNAV	Final Apch Crs 304°	Procedure Alt WW438 3800' (3750')	LNAV MDA(H) 800' (750')	Apt Elev 51' Rwy 50'		 MSA WW432
MISSED APCH: Turn LEFT heading 267°. Unless otherwise instructed by ATC, climb to 3800'. At 3800' and not before D4.0 LTO (D3.6 LT), turn LEFT to WW432 or follow ATC instructions. Do not turn before Missed Approach Point. Climb to 2000' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 11000'						
1. DME required. 2. Approach out of runway axis.						



NM TO WW440	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	840'	1210'	1580'	1950'	2320'	2690'	3060'	3435'



Gnd Speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3800'	267° hdg	LT	WW432
Descent Gradient 6.1% or	434	557	619	743	867	991					
Descent Angle [3.50°]											
MAP at WW440											

JAR-OPS						STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND					
						LNAV											
						MDA(H) 800' (750')											
A							RVR 1500m						A				
B													B				
C							RVR 3500m						C				
D													D				

PANS OPS

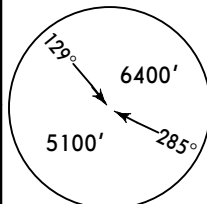
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TONTOUTA

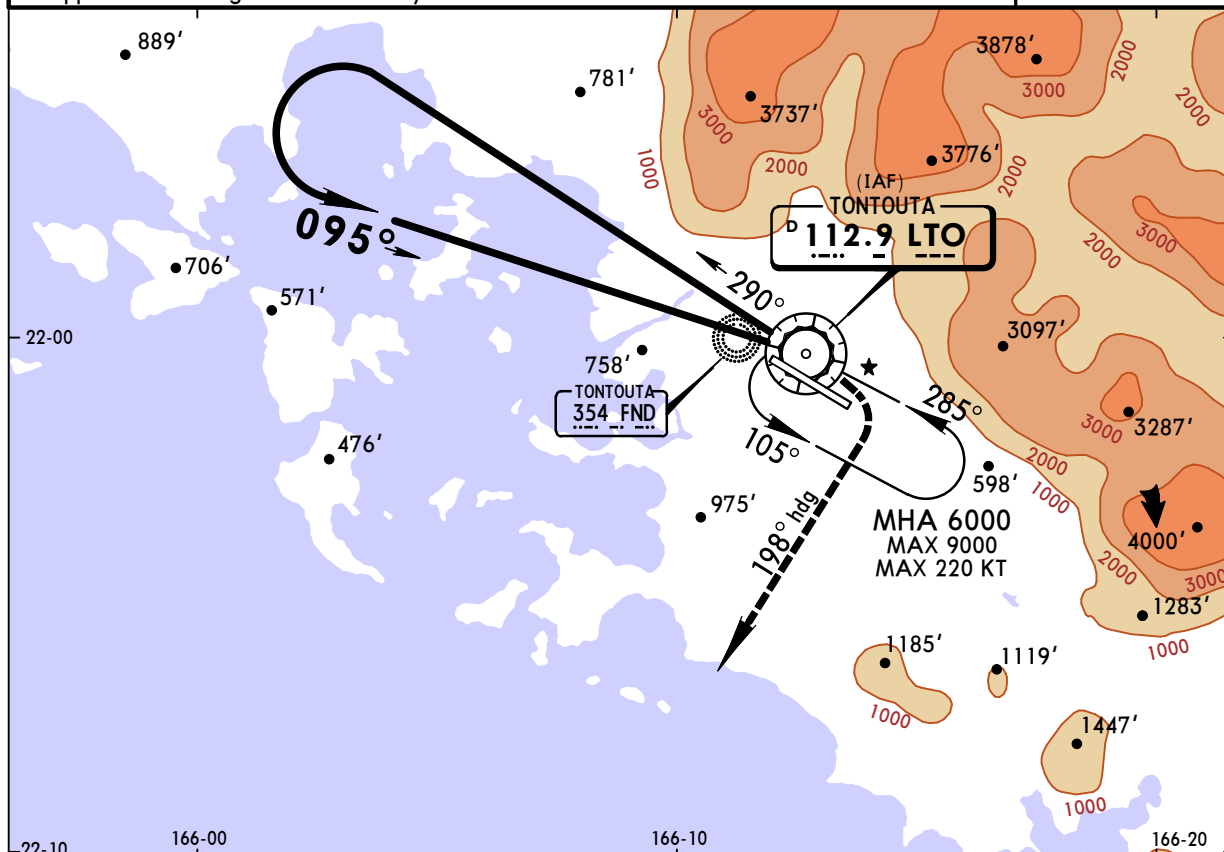
JEPPESSEN
17 JUL 15 (13-1)

NOUMEA, NEW CALEDONIA
VOR Rwy 11

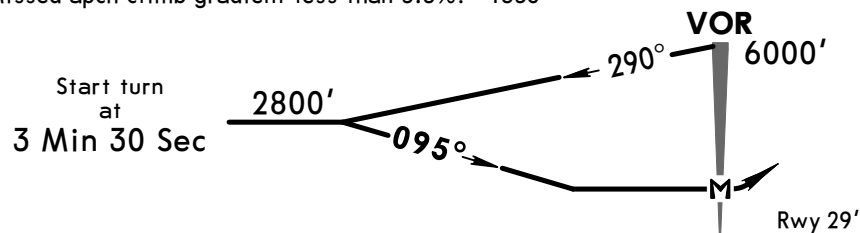
CAT C & D

BRIEFING STRIP™

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
VOR LTO 112.9	Final Apch Crs 095°	No FAF	MDA(H) (CONDITIONAL) 1250' (1221')	Apt Elev 51'	Rwy 29'	
MISSED APCH: At the latest at LTO turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Max IAS 185 kts. Climb to 2000' prior to level acceleration.						 MSA LTO VOR
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 11000'		
1. Approach not aligned with runway centerline.						



OCA
RWY 11
Missed apch climb gradient 5.0% or more: 1247'
Missed apch climb gradient 3.5% or more but less than 5.0%: 1419'
Missed apch climb gradient less than 3.5%: 1536'



						HIALS	REIL	PAPI	RT	198° hdg	6000'
MAP at VOR											

JAR-OPS			STRAIGHT-IN LANDING RWY11						CIRCLE-TO-LAND		
(Missed apch climb gradient 5.0% or more)			(Missed apch climb gradient 3.5% or more but less than 5.0%)			(Missed apch climb gradient less than 3.5%)					
MDA(H) 1250' (1221')			MDA(H) 1420' (1391')			MDA(H) 1540' (1511')					
ALS out			ALS out			ALS out					
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		A	NOT APPLICABLE			
B							B				
C	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	C				
D	RVR 2000m		RVR 2000m		RVR 2000m		D				

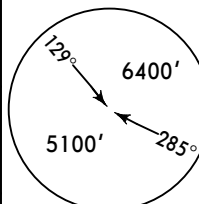
PANS OPS

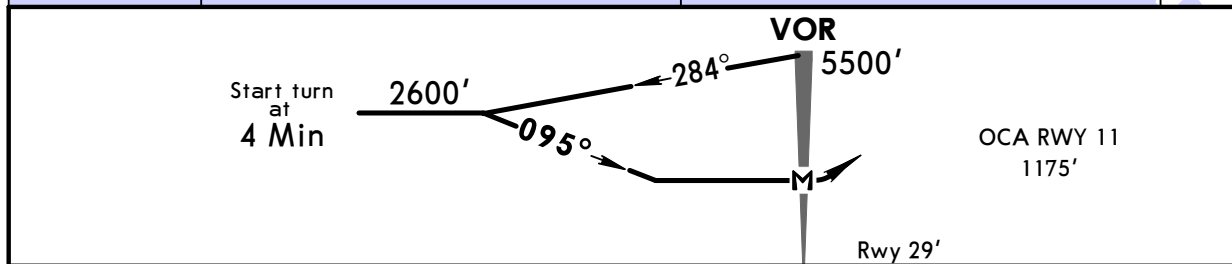
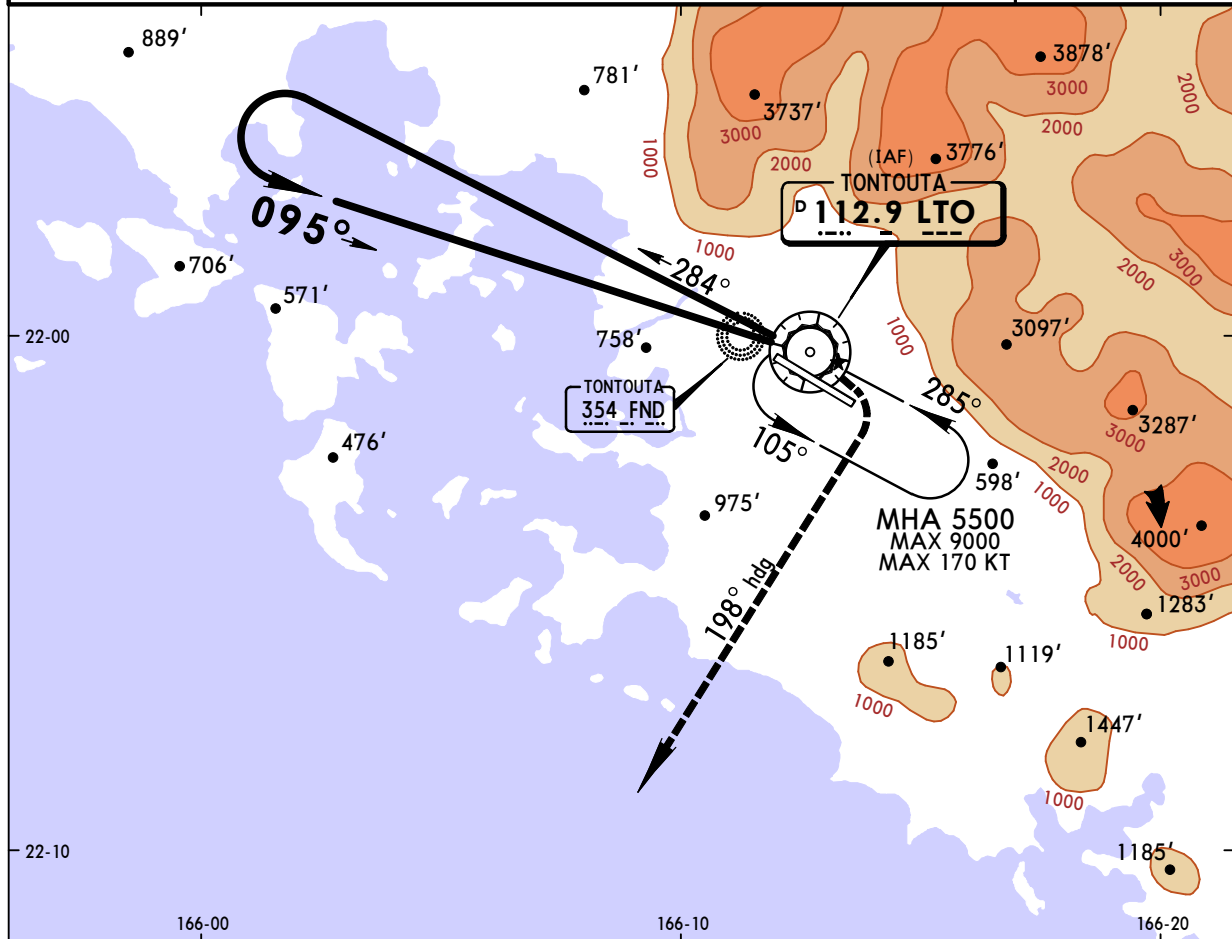
NWWW/NOU
TONTOUTA

JEPPesen
17 JUL 15 **(13-2)**

NOUMEA, NEW CALEDONIA
VOR Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
VOR LTO 112.9	Final Apch Crs 095°	No FAF		MDA(H) 1180' (1151')	Apt Elev 51' Rwy 29'	
MISSED APCH: At the latest at LTO turn RIGHT heading 198° climbing to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		
1. Approach not aligned with runway centerline.						MSA LTO VOR



MAP at VOR						REIL PAPI	HIALS	RT	198° hdg	5500'
------------	--	--	--	--	--	--------------	-------	----	-------------	-------

JAR-OPS		STRAIGHT-IN LANDING RWY11		CIRCLE-TO-LAND	
		MDA(H) 1180' (1151')			
		ALS out			
A	RVR 1500m			A	NOT APPLICABLE
B				B	
C	NOT APPLICABLE			C	
D				D	

PANS OPS

NWWW/NOU
TONTOUTA

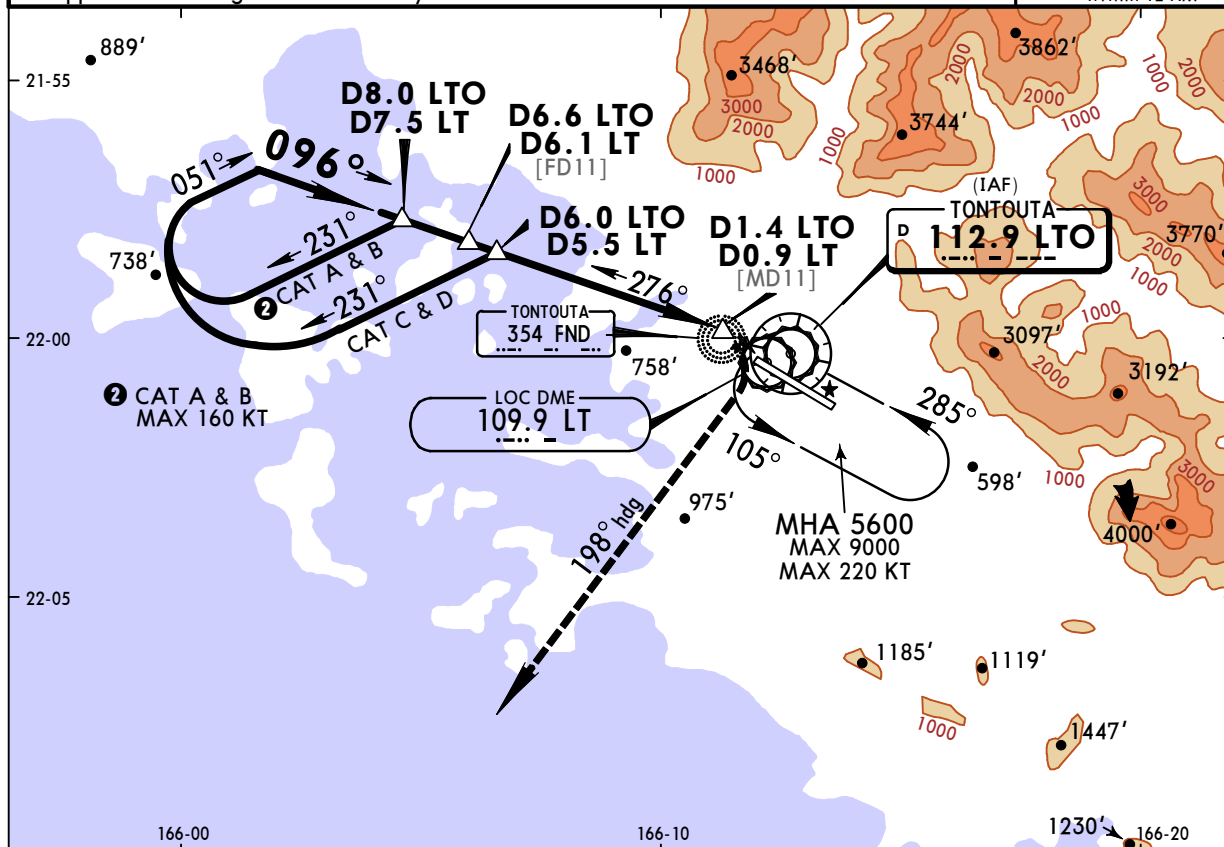
17 JUL 15

(13-3)

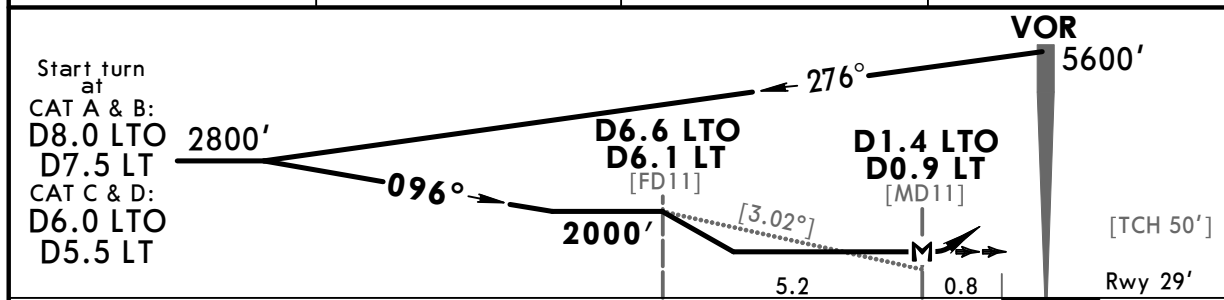
JEPPesen NOUMEA, NEW CALEDONIA
VOR DME Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
VOR LTO 112.9	Final Apch Crs 096°	Minimum Alt D6.6 LTO D6.1 LT 2000' (1971')	MDA(H) 1010' (981')		Apt Elev 51' Rwy 29'	5800' 129° 202° 6400' 1 5100' 285°	
MISSED APCH: As soon as established on climb, turn RIGHT heading 198° and climb to 5600', then follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			Trans alt: 11000'
1. Approach not aligned with runway centerline.							



LTO DME	6.0	5.0	4.0
ALTITUDE	1810'	1490'	1170'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS ↓ RT	198° hdg	5600' ↑
Descent Gradient 5.3%	376	483	537	644	751	859			
Descent angle [3.02°]	374	481	534	641	748	855			
MAP at D1.4 LTO/D0.9 LT									

PANS OPS

JAR-OPS			STRAIGHT-IN LANDING RWY11			CIRCLE-TO-LAND		
			MDA(H) 1010' (981')			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.		
			ALS out					
A	RVR 1500m							
B								
C	RVR 1800m	RVR 2000m						
D	RVR 2000m							

NWWW/NOU
TONTOUTA

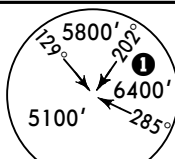
17 JUL 15

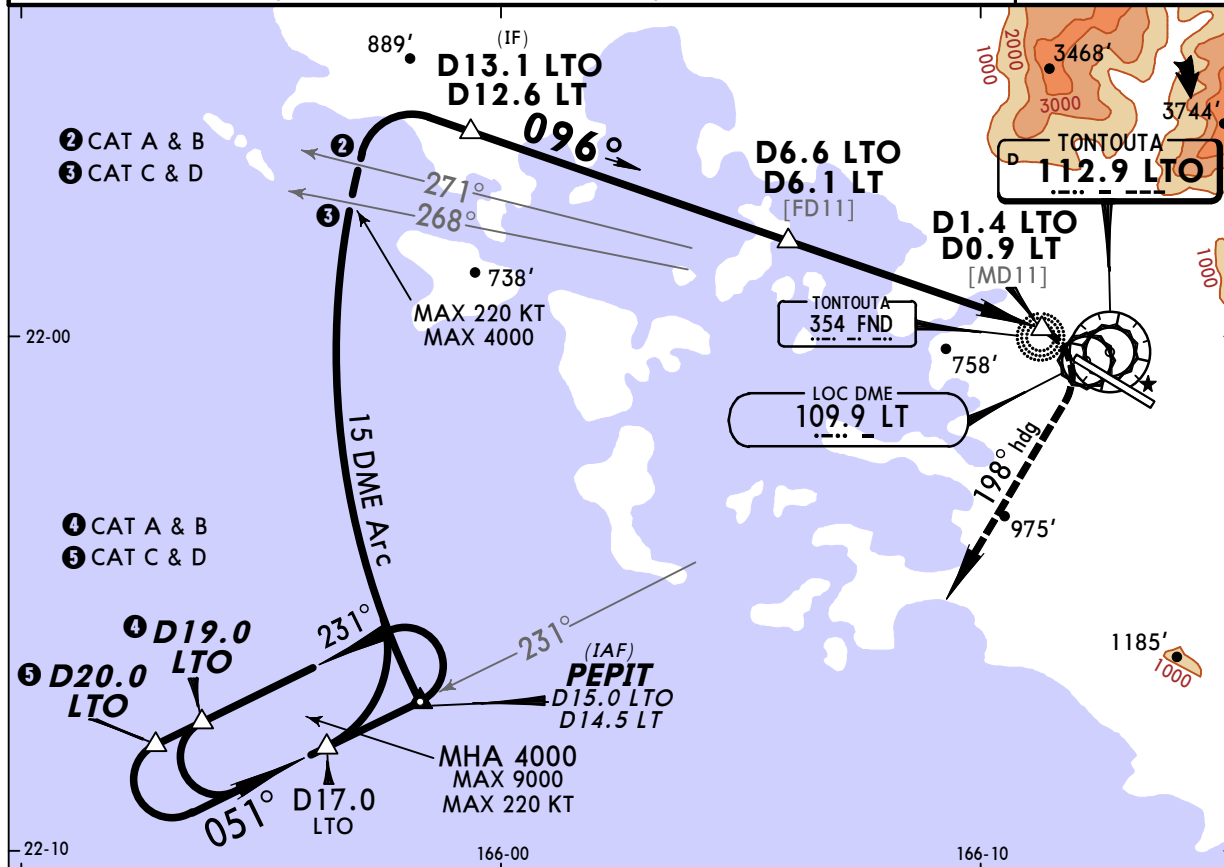
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JEPPESEN NOUMEA, NEW CALEDONIA

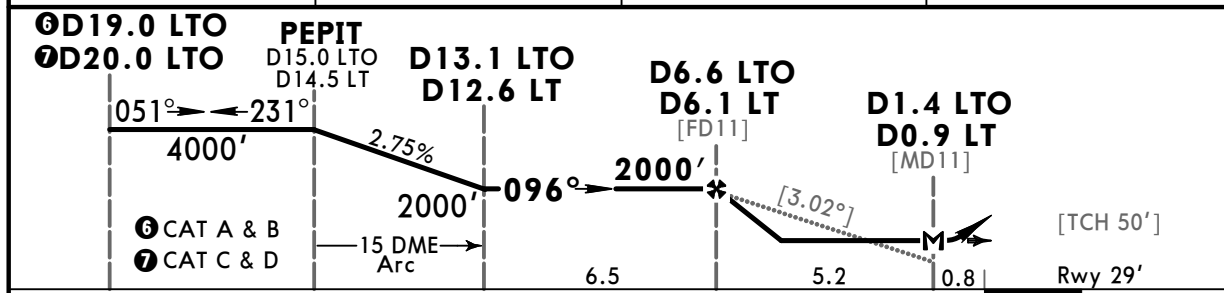
PEPIT VOR DME Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
VOR LTO 112.9	<i>Final Apch Crs</i> 096°	Minimum Alt D6.6 LTO D6.1 LT 2000' (1971')	MDA(H) 1010' (981')	Apt Elev 51' Rwy 29'			
MISSED APCH: As soon as established on climb turn RIGHT heading 198° and climb to 5600' , then follow ATC instructions. Climb to 2000' prior to level acceleration.							MSA LTO VOR 1 5800' with DME within 12 NM
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			Trans alt: 11000'



LTO DME	6.0	5.0	4.0
ALTITUDE	1810'	1490'	1170'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS ↑	RT 198° hdg	5600' ↑
Descent Gradient 5.3%	376	483	537	644	751	859			
Descent angle [3.02°]	374	481	534	641	748	855			
MAP at D1.4 LTO/D0.9 LT									

JAR-OPS		STRAIGHT-IN LANDING RWY11		CIRCLE-TO-LAND	
		MDA(H) 1010' (981')			
		ALS out			
A	RVR 1500m			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.	
B					
C	RVR 1800m	RVR 2000m			
D	RVR 2000m				

PANS OPS

NWWW/NOU
TONTOUTA

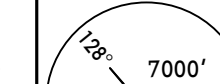
17 JUL 15

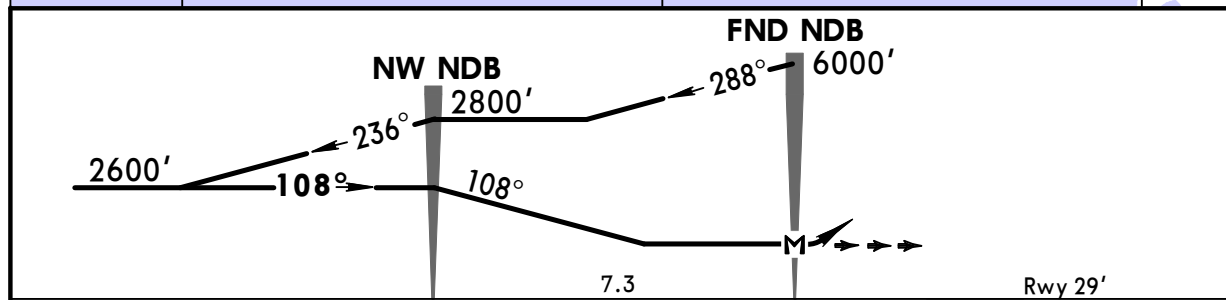
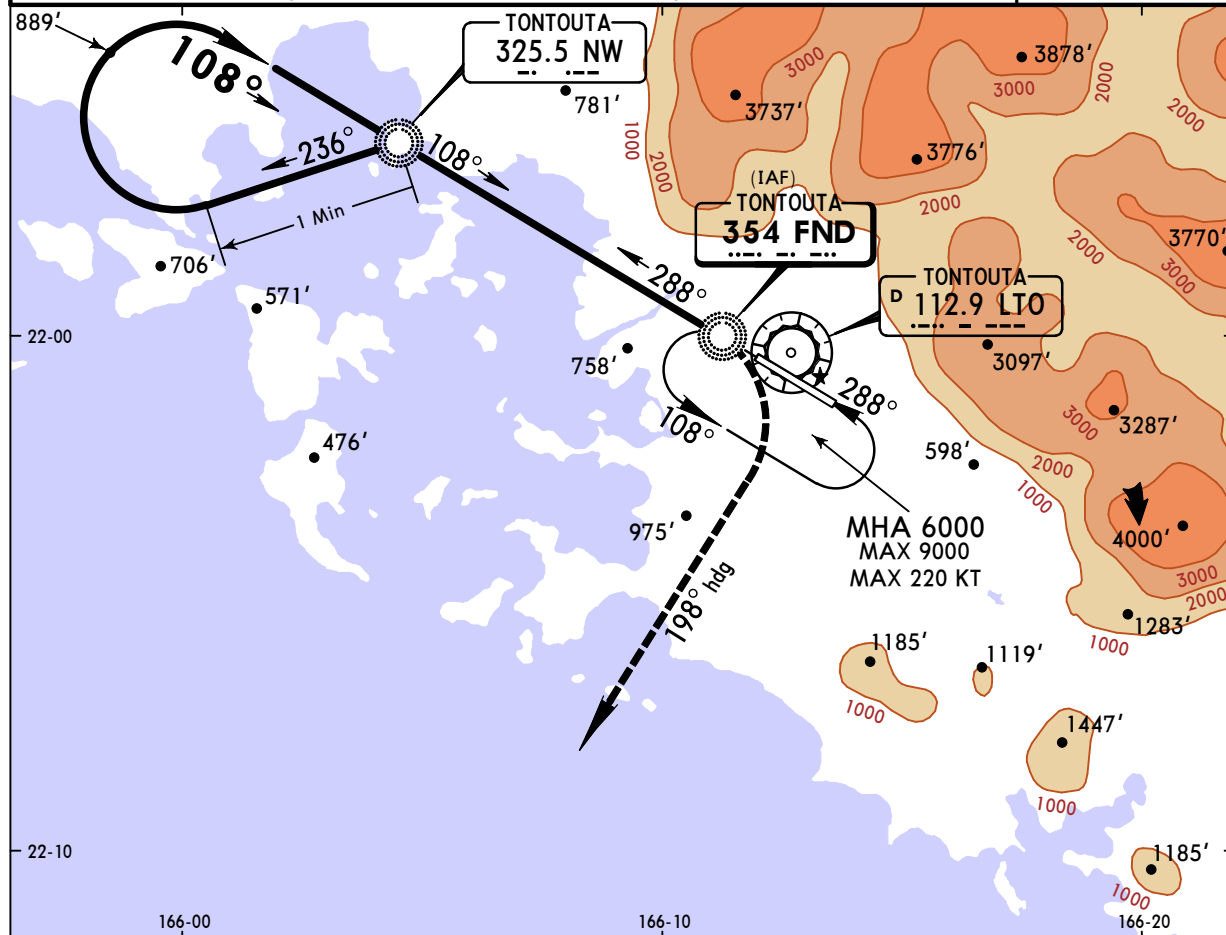
(16-1)

CAT
C & D

NOUMEA, NEW CALEDONIA
NDB FND LCTR NW Rwy 11

BRIEFING STRIP

ATIS		TONTOUTA Approach			TONTOUTA Tower		Ground	
126.2		119.7 128.2 128.3			118.1 119.7		121.7	
NDB FND 354	Final Apch Crs 108°	No FAF		MDA(H) 1050' (1021')	Apt Elev 51' Rwy 29'			
MISSED APCH: At FND NDB, turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'		MSA LTO VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS		REIL		PAPI		RT		198°	6000'
Descent Gradient	5.2%	372	478	531	637	743	849									
MAP at FND NDB																

JAR-OPS						CIRCLE-TO-LAND					
STRAIGHT-IN LANDING RWY11											
MDA(H) 1050' (1021')											
ALS out											
A	NOT APPLICABLE					A	NOT APPLICABLE				
B						B					
C	RVR 1800m	RVR 2000m				C	NOT APPLICABLE				
D	RVR 2000m					D					

PANS OPS

NWWW/NOU
TONTOUTA

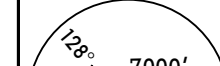
17 JUL 15

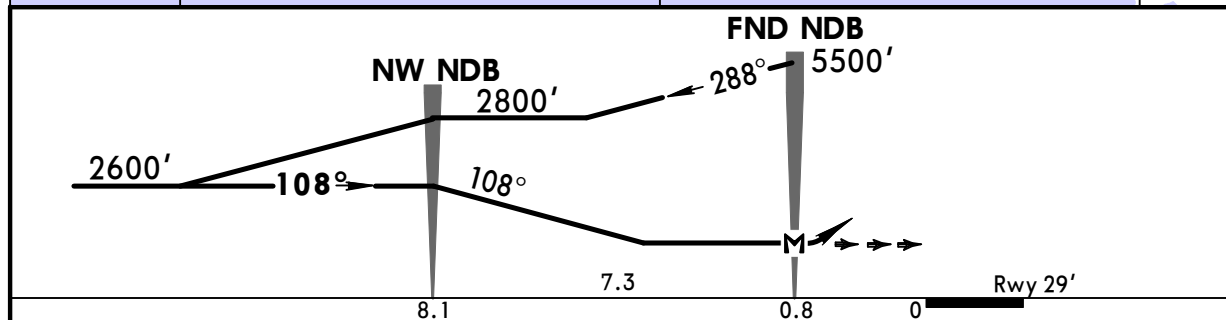
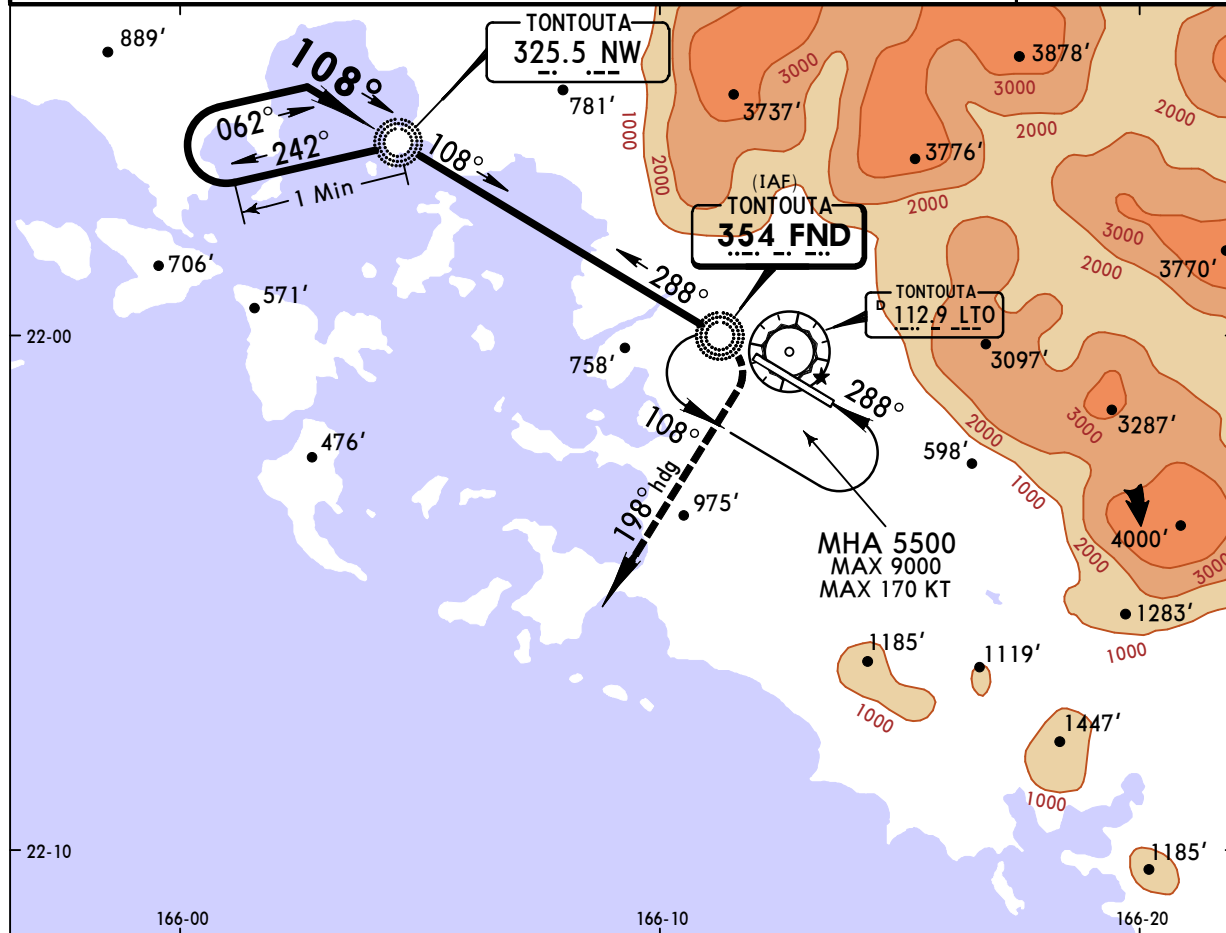
(16-2)

CAT
A & B

NOUMEA, NEW CALEDONIA
NDB FND LCTR NW Rwy 11

BRIEFING STRIP

ATIS		TONTOUTA Approach		TONTOUTA Tower		Ground	
126.2		119.7 128.2 128.3		118.1 119.7		121.7	
NDB FND 354	Final Apch Crs 108°	No FAF		MDA(H) 1050' (1021')	Apt Elev 51' Rwy 29'		
MISSED APCH: At FND NDB, turn RIGHT heading 198° climbing to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	
MSA FND NDB							



Gnd speed-Kts	70	90	100	120	140	160	HIALS		REIL		PAPI		198°	5500'
Descent Gradient	5.2%	372	478	531	637	743	849						RT	↑
MAP at FND NDB														

JAR-OPS				STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND			
				MDA(H) 1050' (1021')							
				ALS out							
A	RVR 1500m			RVR 2000m				A	NOT APPLICABLE		
B								B			
C								C			
D	NOT APPLICABLE							D			

PANS OPS

NWWW/NOU

JEPPESEN

NOUMEA, NEW CALEDONIA

TONTOUTA

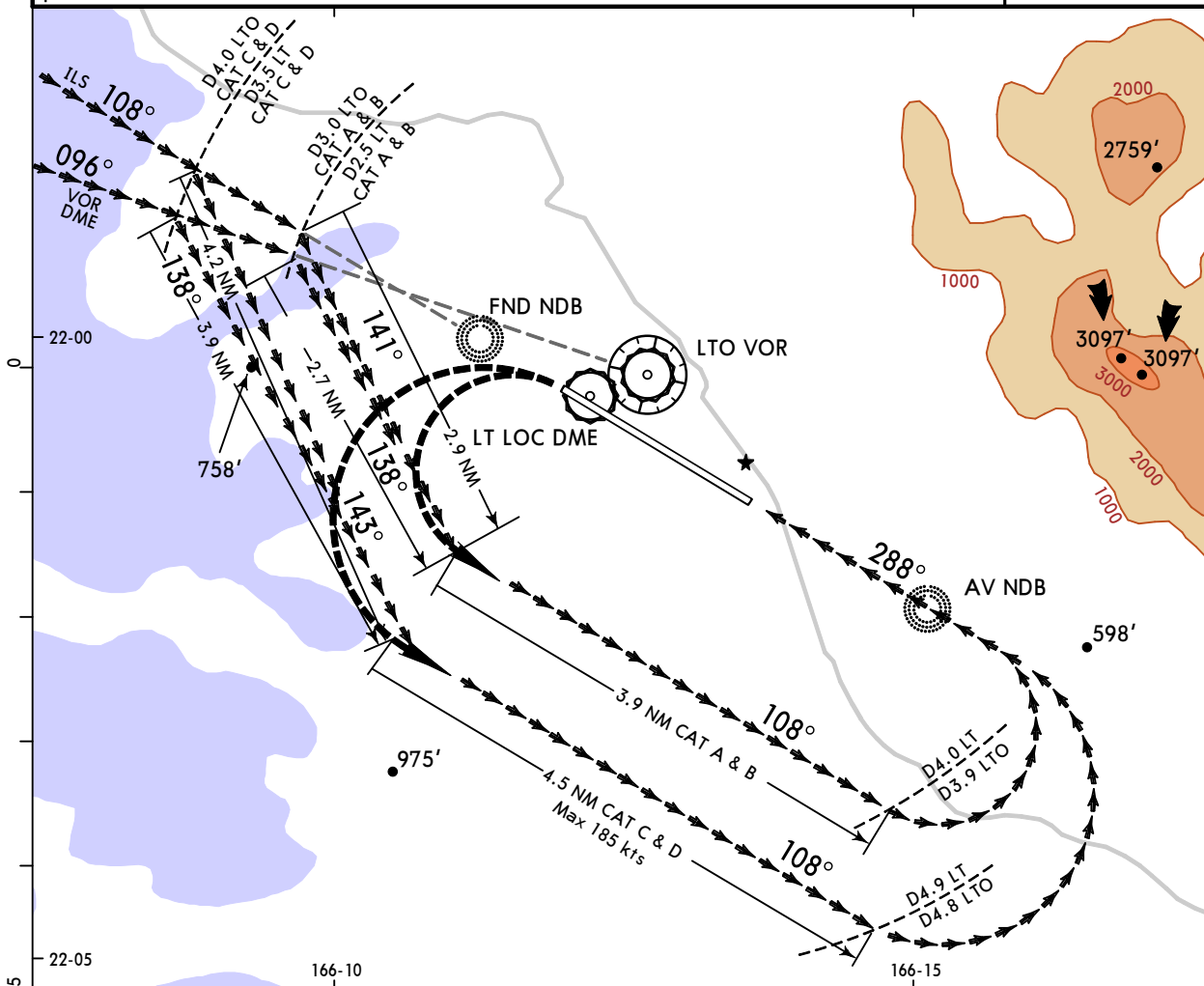
17 JUL 15 (19-1)

CIRCLE-TO-LAND

With Prescribed Flight Tracks

BRIEFING STRIP TM

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
VISUAL	Final Apch Crs Visual	No FAF		MDA(H) Refer to Minimums	Apt Elev 51'	
No Missed Approach procedure						No MSA Published
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 11000' 1. Procedure not available if PAPI Rwy 29 unusable. 2. Crew attention is especially required due to terrain on the right-hand side of final Rwy 29. 3. Use of PAPI on final path recommended.						



RWY 29
TDZE 50'

JAR-OPS

CIRCLE-TO-LAND RWY 29

ILS or VOR/DME

MDA(H)

1060' (1009') - 4000m

1430' (1379') - 6000m

PANS OPS

	Max Kts
A	110
B	135
C	180
D	205

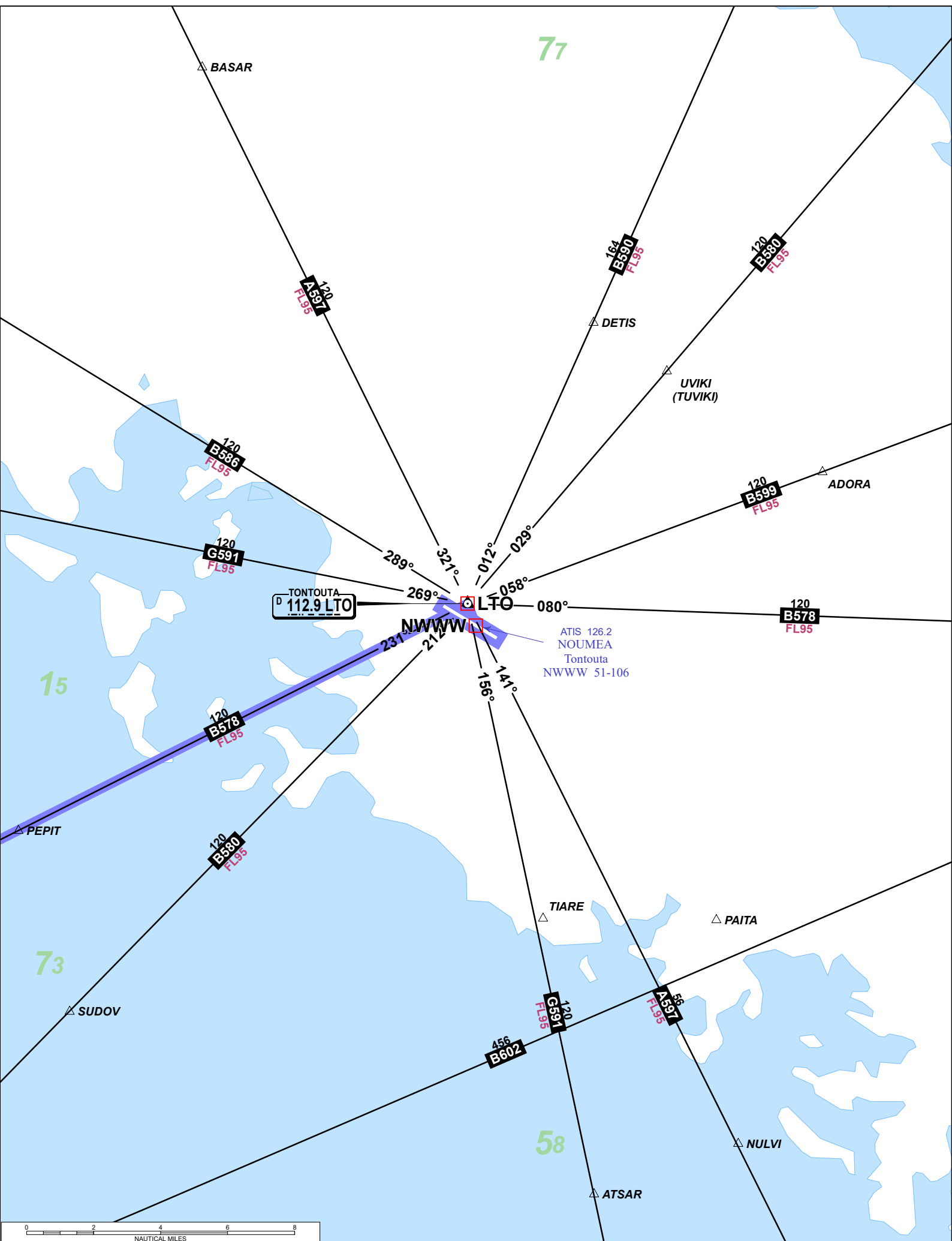
DEPARTURE (NWWW -> YBBN): NWWW (Tontouta)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Sep 2015

JEPPesen

JeppView 3.6.2.0



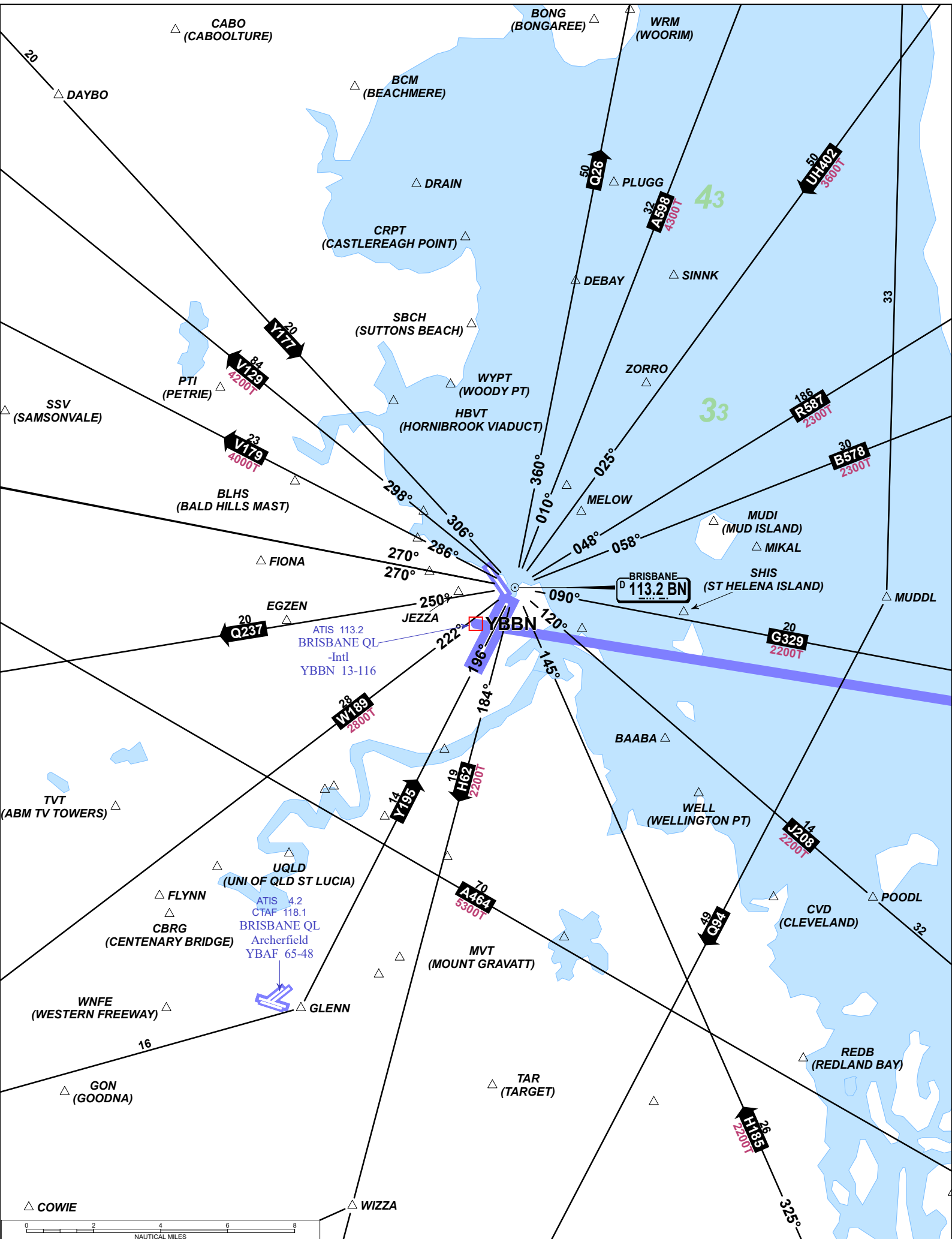
DESTINATION (NWWW -> YBBN): YBBN (Brisbane Intl)

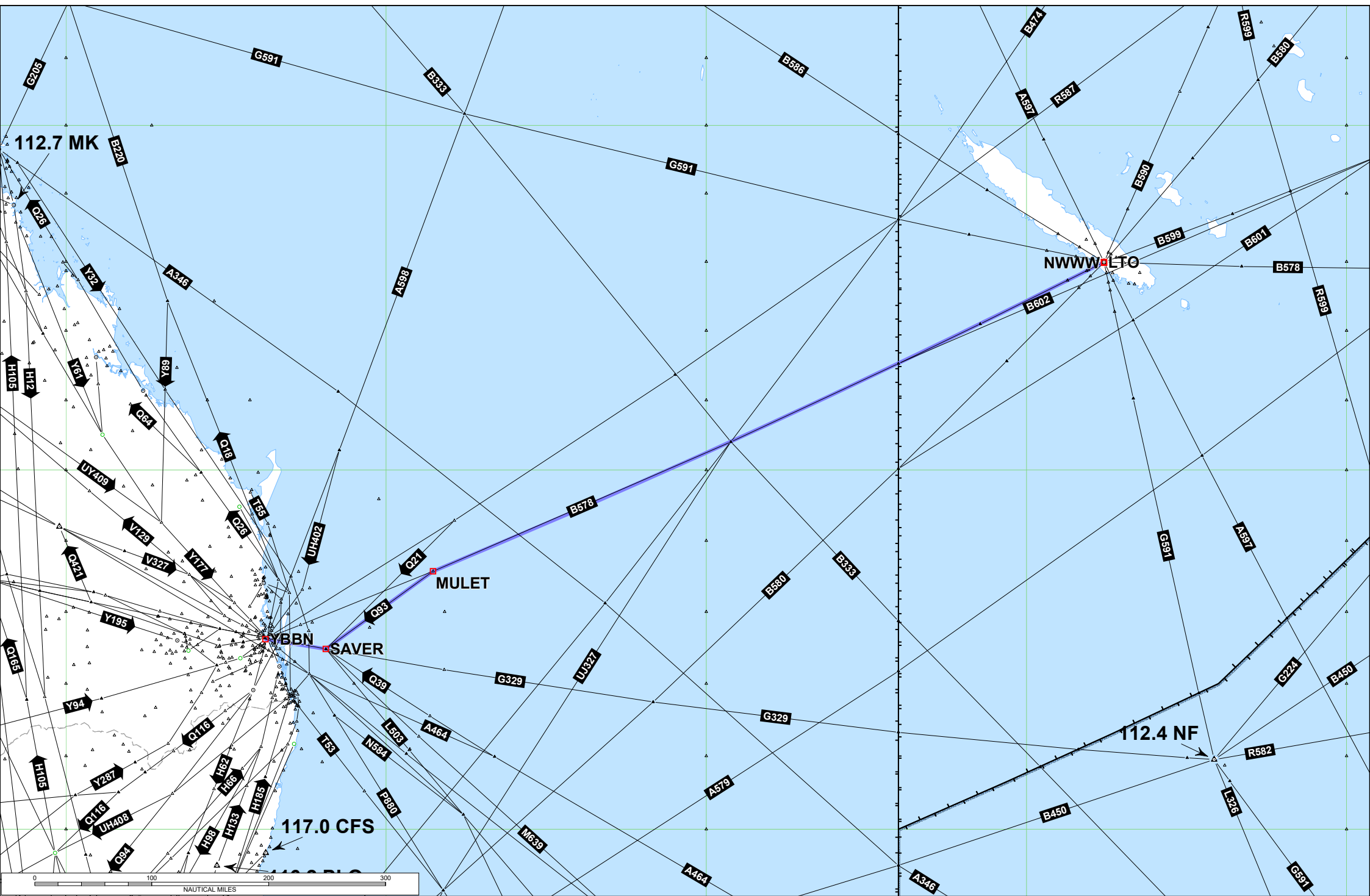
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JEPPESEN

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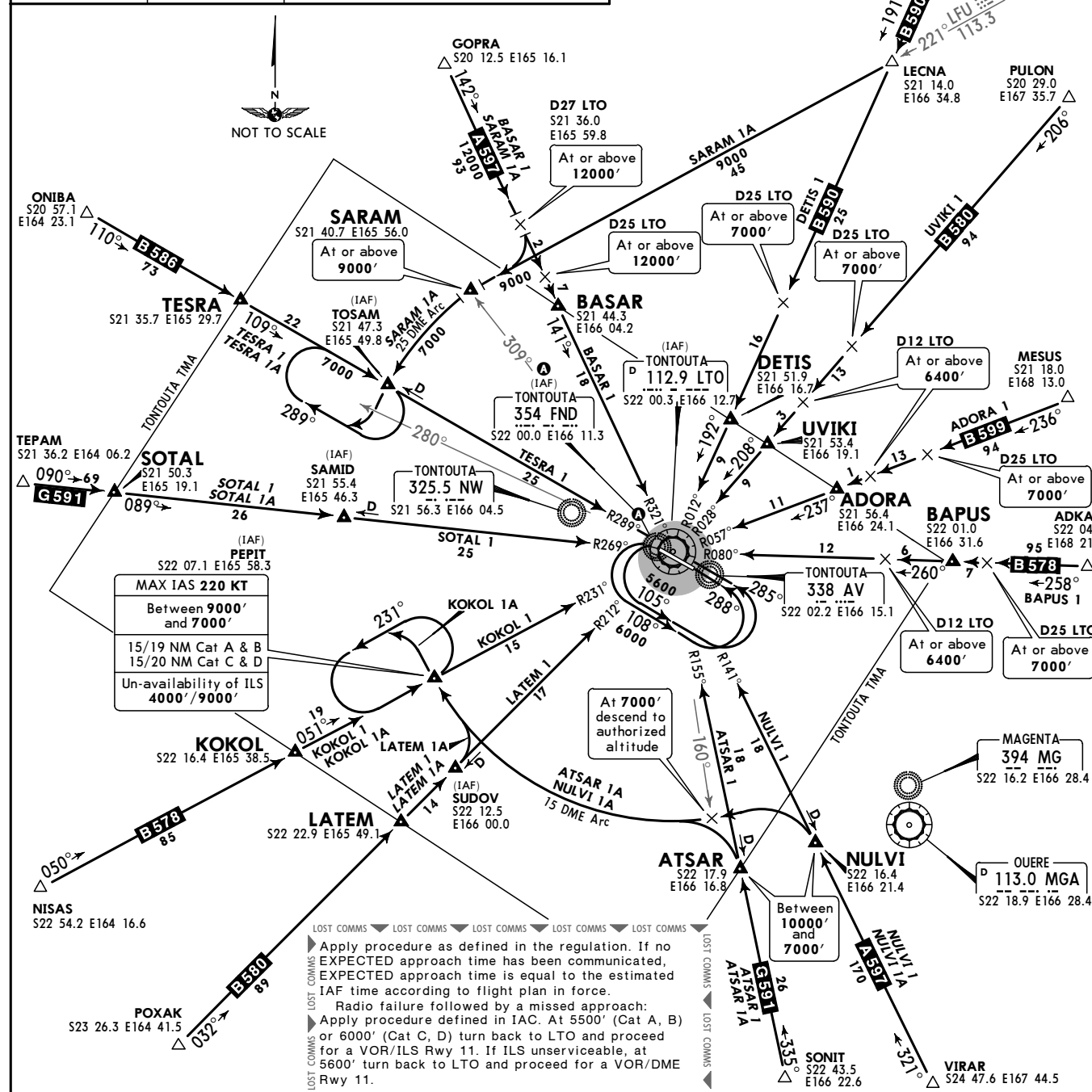




NWWW/NOU
TONTOUTA

NOUMEA, NEW CALEDONIA
JEPPesen
27 MAR 15 10-2 Eff 2 Apr ARRIVAL

ATIS 126.2	Apt Elev 51'	Trans level: By ATC	Trans alt: 11000'
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STAR	ROUTING
ADORA 1	Follow LTO R-056 (236°) to ADORA, then LTO R-057 (237°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
ATSAR 1	At SONIT follow LTO R-155 (335°) to ATSAR (D18 LTO), then to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
ATSAR 1A	At SONIT follow LTO R-155 (335°) to ATSAR (D18 LTO), turn LEFT to follow the 15 DME Arc to IAF PEPIT for a procedure PEPIT-ILS Rwy 11 or VOR/DME Rwy 11.
BAPUS 1	Follow LTO R-079 (258°) to BAPUS, then LTO R-080 (260°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
BASAR 1	Follow LTO R-322 (142°) to BASAR, then LTO R-321 (141°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
DETIS 1	At LECNA follow LTO R-011 (191°) to DETIS, then LTO R-012 (192°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
KOKOL 1	At KOKOL follow LTO R-231 (051°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
KOKOL 1A	At KOKOL follow LTO R-231 (051°) to IAF PEPIT for a procedure PEPIT-ILS Rwy 11 or VOR/DME Rwy 11 if ILS is out of service.
LATEM 1	At LATEM follow LTO R-212 (032°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
LATEM 1A	At LATEM follow LTO R-212 (032°). If authorized on approach up to IAF SUDOV for a procedure SUDOV-ILS Rwy 11. Or if holding, at SUDOV (17 NM LTO), turn LEFT and follow the 15 DME Arc to IAF PEPIT for a procedure PEPIT-ILS Rwy 11. Or if the ILS is out of service, at SUDOV (17 NM LTO), turn LEFT and follow the 15 DME Arc to IAF PEPIT for a procedure PEPIT VOR/DME Rwy 11.
NULVI 1	Follow LTO R-141 (321°) to NULVI, then IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
NULVI 1A	Follow LTO R-141 (321°) to NULVI, (18 NM LTO) turn LEFT to follow the 15 DME Arc to IAF PEPIT for a procedure PEPIT-ILS Rwy 11 or PEPIT-VOR/DME Rwy 11.
SARAM 1A (A597)	Follow LTO R-322 (142°), at 27 NM LTO, turn RIGHT to follow the 25 DME Arc to SARAM, then to IAF TOSAM for a procedure TOSAM-ILS Rwy 11.
SARAM 1A (B590)	At LECNA follow LFU R-221 (221°) to SARAM, then follow the 25 DME Arc to IAF TOSAM for a procedure TOSAM-ILS Rwy 11.
SOTAL 1	At SOTAL follow LTO R-269 (089°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
SOTAL 1A	If authorized on approach, at SOTAL follow LTO R-269 (089°) to IAF SAMID for a procedure SAMID-ILS Rwy 11 if not arrival SOTAL 1.
TESRA 1	At TESRA follow LTO R-289 (109°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.
TESRA 1A	At TESRA follow LTO R-289 (109°) to IAF TOSAM for a procedure TOSAM-ILS Rwy 11.
UVIKI 1	Follow LTO R-028 (208°) to IAF LTO for a procedure VOR-L-ILS Rwy 11 or VOR/DME Rwy 11.

NWWW/NOU
TONTOUTA

JEPPesen
27 MAR 15 10-3

NOUMEA,
NEW CALEDONIA
Eff 2 Apr SID

Apt Elev
51'

Trans level: By ATC Trans alt: 11000'

1. Aircraft must comply with specifications laid down for each standard departure route.
2. If AV unavailable, use LTO, RIGHT turn at D2.9 LTO.

BASSA TWO ECHO [BASS2E],
BEDON TWO ECHO [BEDO2E],
LTO TWO ECHO [LTO2E],
SAMID TWO ECHO [SAMI2E],
SUDOV TWO ECHO [SUDO2E],
TOSAM TWO ECHO [TOSA2E],
DEPARTURES
(RWY 11)

These SIDs require a minimum climb
gradient of 6.0% to 1200'.

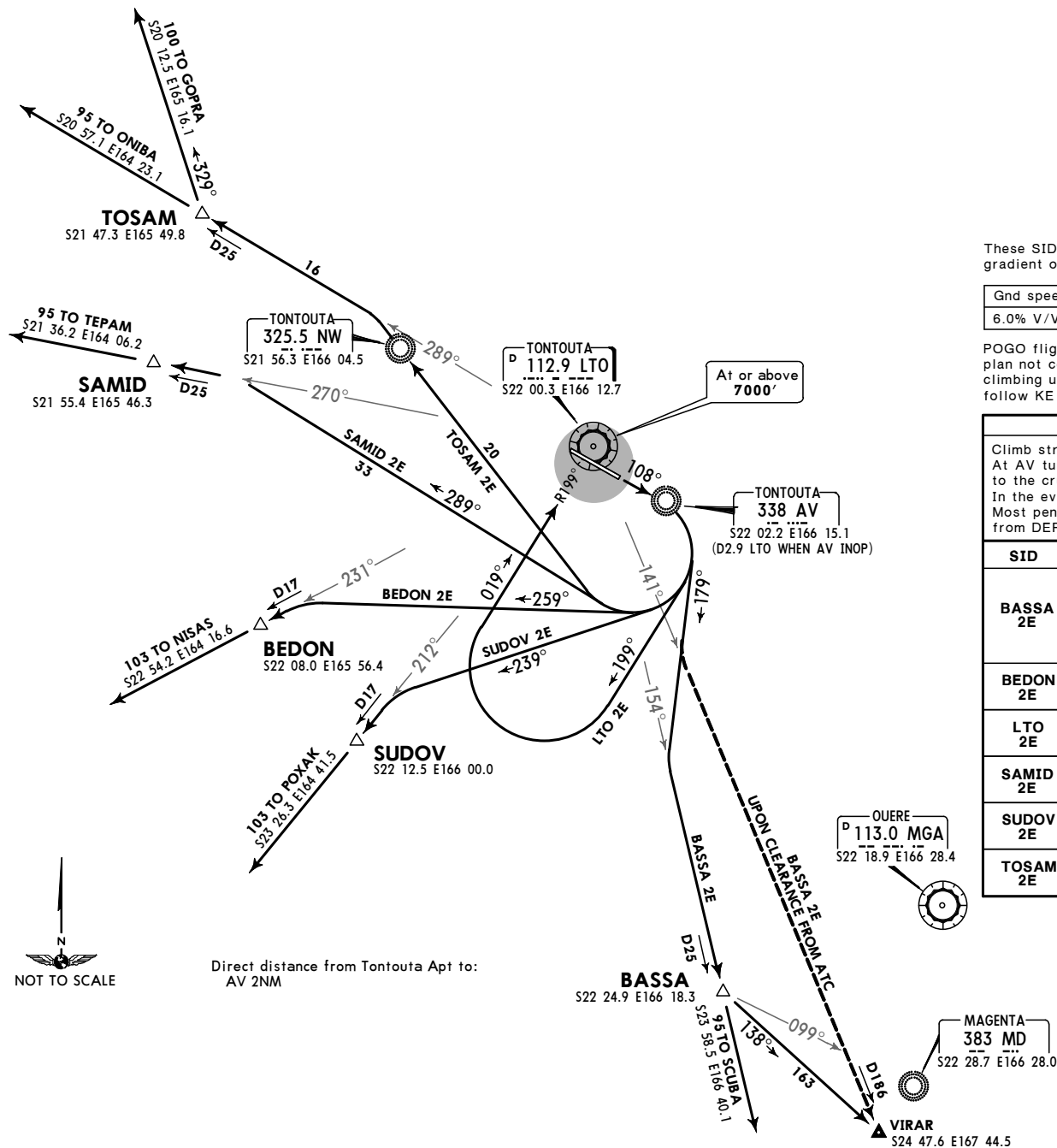
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

POGO flight destination MAGENTA: Filed flight
plan not compulsory. Follow BASSA 2E
climbing up to 2800' minimum. At GIRARD
follow KE 1S Arrival (AD 2 NWWW STAR).

MULTI-DIRECTIONAL DEPARTURES

Climb straight ahead on track 108° at 6.0% to 1200'.
At AV turn RIGHT on track 198°. At 3900' direct route up
to the cruising minimum safety altitude.
In the event of AV failure: Use LT, RIGHT turn at D3.2 LT.
Most penalizing obstacle: BANGOU cave 554' at 11811'
from DER on the LEFT of RWY axis.

SID	ROUTING
BASSA 2E	At AV turn RIGHT on track 179° to intercept and follow LTO R-154 to BASSA. With ATC clearance: At AV, turn RIGHT to intercept LTO R-141 and proceed direct VIRAR.
BEDON 2E	At AV turn RIGHT on track 259° to intercept and follow LTO R-231 to BEDON.
LTO 2E	At AV turn RIGHT on track 199°, then return to LTO on LTO R-199.
SAMID 2E	At AV turn RIGHT on track 289° to intercept and follow LTO R-270 to SAMID.
SUDOV 2E	At AV turn RIGHT on track 239° to intercept and follow LTO R-212 to SUDOV.
TOSAM 2E	At AV turn RIGHT to NW, then intercept and follow LTO R-289 to TOSAM.



NWWW/NOU
TONTOUTA

JEPPesen
27 MAR 15 10-3A

NOUMEA, NEW CALEDONIA

SID

Apt Elev
51'

Trans level: By ATC

Trans alt: 11000'

Aircraft must comply with specifications laid down for each standard departure route.

**BASSA TWO WHISKEY [BASS2W], BEDON TWO WHISKEY [BEDO2W],
LTO TWO WHISKEY [LTO2W], SAMID TWO WHISKEY [SAMI2W],
SUDOV TWO WHISKEY [SUDO2W], TOSAM TWO WHISKEY [TOSA2W],
DEPARTURES
(RWY 29)**

The SAMID 2W and TOSAM 2W SIDs
require a minimum climb gradient of 5.0% to 1000'.
All other SIDs require a minimum climb gradient
of 5.0% to 1300'.

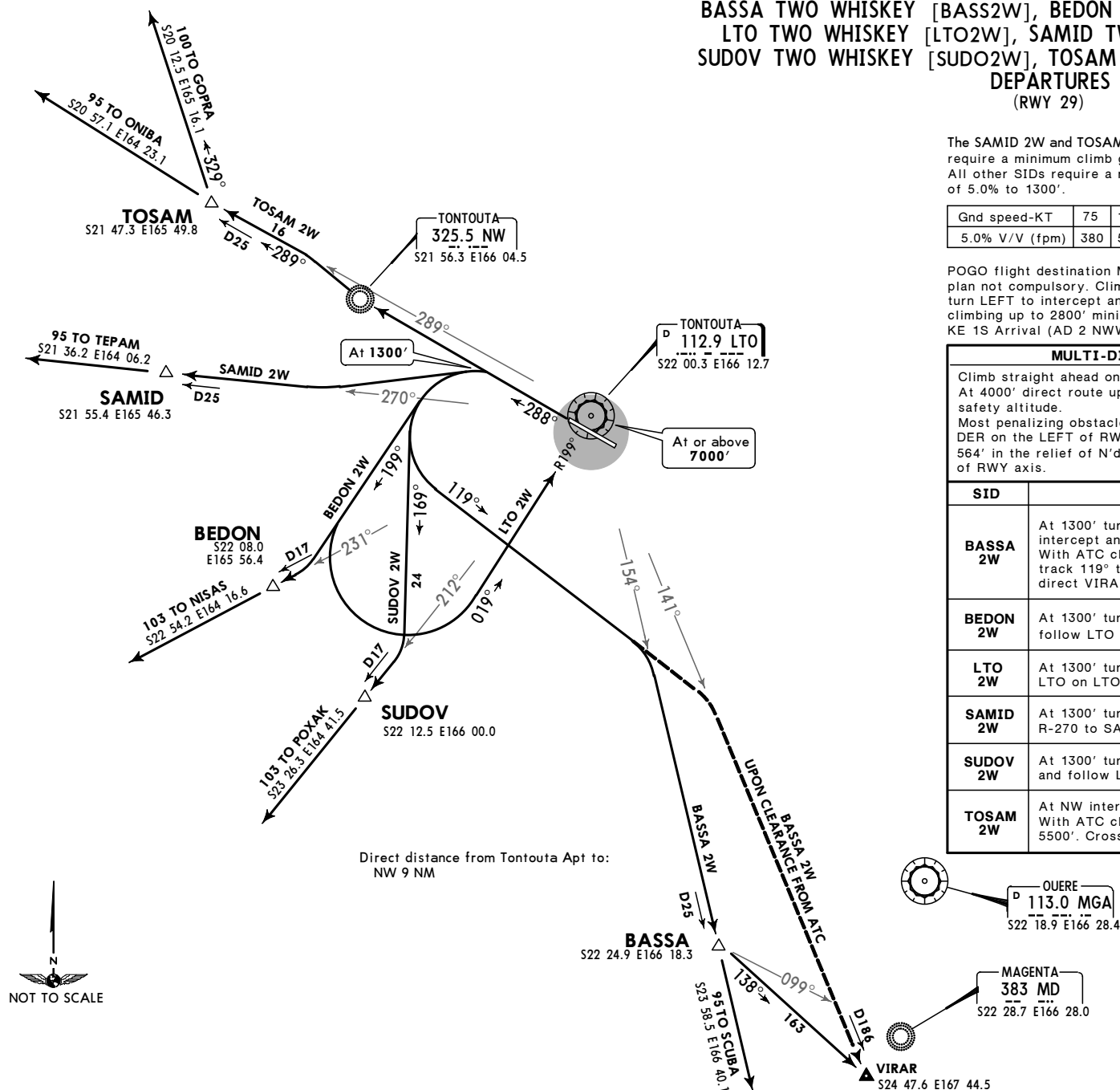
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

POGO flight destination MAGENTA: Filed flight
plan not compulsory. Climb on axis. At 1300',
turn LEFT to intercept and follow MGA R-296
climbing up to 2800' minimum. At GIRAD follow
KE 1S Arrival (AD 2 NWWW STAR).

MULTI-DIRECTIONAL DEPARTURES

Climb straight ahead on track 288° at 5.0% to 1200'.
At 4000' direct route up to the cruising minimum
safety altitude.
Most penalizing obstacles: High ground 85' at 1197' from
DER on the LEFT of RWY axis, and point with dimensions,
564' in the relief of N'dul, at 12566' from DER on the LEFT
of RWY axis.

SID	ROUTING
BASSA 2W	At 1300' turn LEFT on track 119° to intercept and follow LTO R-154 to BASSA. With ATC clearance: At 1300' turn LEFT on track 119° to intercept and follow LTO R-141 direct VIRAR.
BEDON 2W	At 1300' turn LEFT on track 199° to intercept and follow LTO R-231 to BEDON.
LTO 2W	At 1300' turn LEFT on track 199°, then return to LTO on LTO R-199.
SAMID 2W	At 1300' turn LEFT to intercept and follow LTO R-270 to SAMID.
SUDOV 2W	At 1300' turn LEFT on track 169° to intercept and follow LTO R-212 to SUDOV.
TOSAM 2W	At NW intercept and follow LTO R-289 to TOSAM. With ATC clearance: RIGHT turn is possible at 5500'. Cross LTO R-308 at or above 7000'.



NWWW/NOU

17 JUL 15

(11-1)

JEPPesen

NOUMEA, NEW CALEDONIA

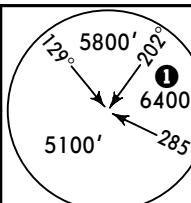
VIA PEPIT & SUDOV ILS or

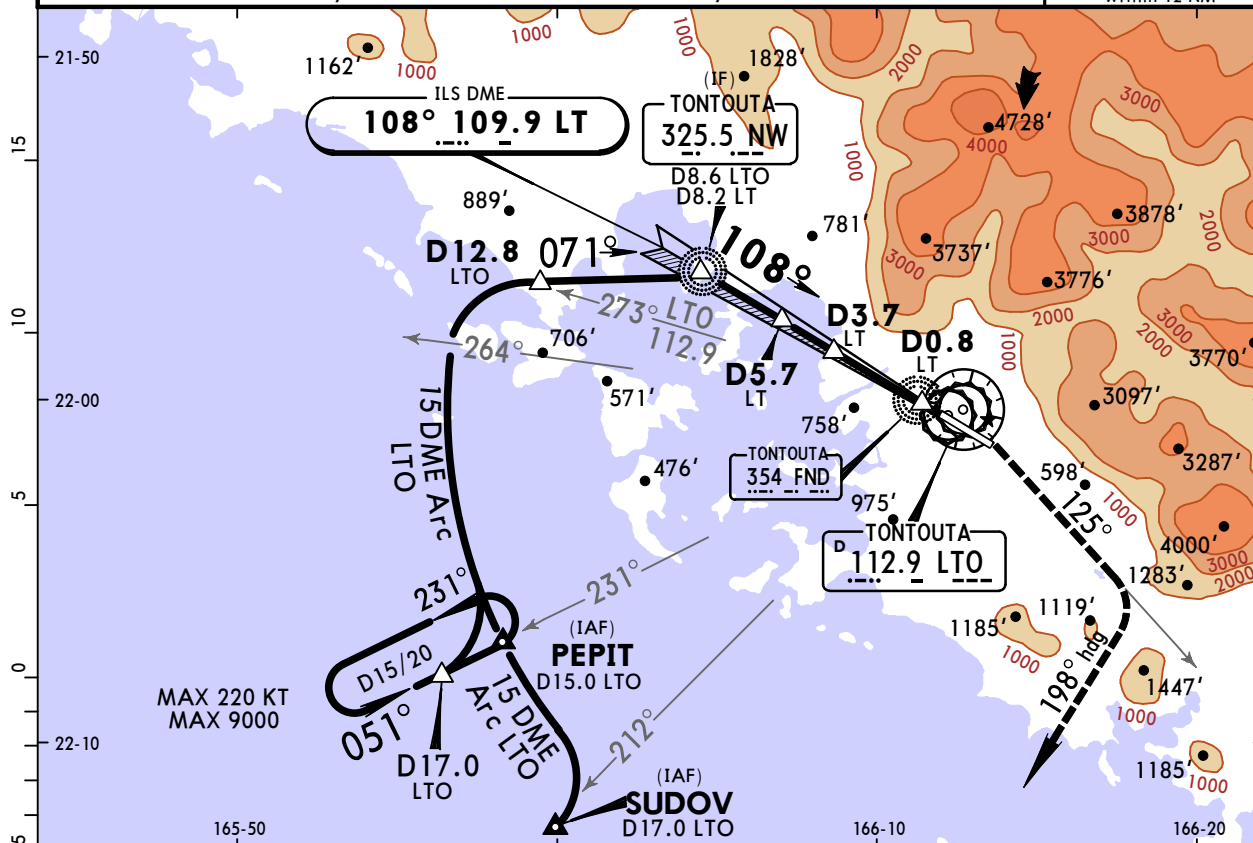
TONTOUTA

CAT C & D

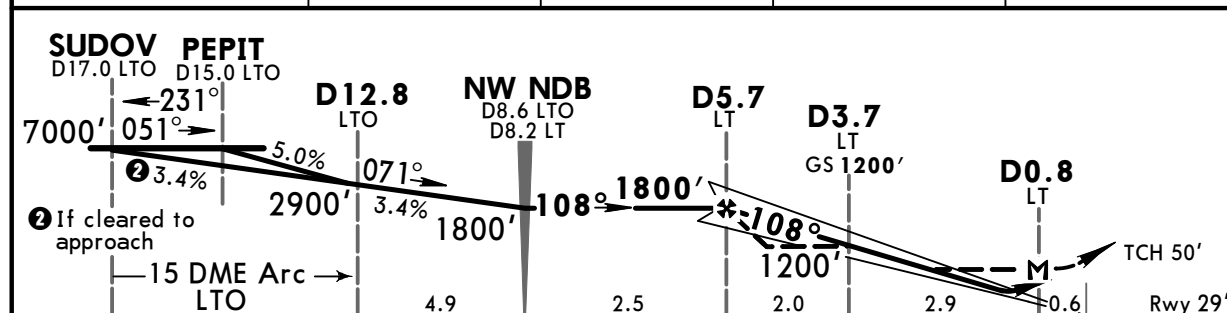
LOC DME Rwy 11

BRIEFING STRIP

ATIS		TONTOUTA Approach			TONTOUTA Tower		Ground
126.2		119.7 128.2 128.3			118.1 119.7		121.7
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200'(1171')	ILS DA(H) Refer to Minimums		Apt Elev 51' Rwy 29'		
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000', turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	



LT DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	650'



Gnd speed-Kts	70	90	100	120	140	160				
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849				
MAP at D0.8 LT										

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND	
		ILS		LOC (GS out)			
		C: DA(H) 320' (291')		MDA(H) 340' (311')			
		D: DA(H) 330' (301')					
		FULL		ALS out		ALS out	
A/B	NOT APPLICABLE			NOT APPLICABLE			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
C	RVR 800m		RVR 1200m		RVR 1400m	RVR 1800m	
D					RVR 1600m	RVR 2000m	

PANS OPS

NWWW/NOU

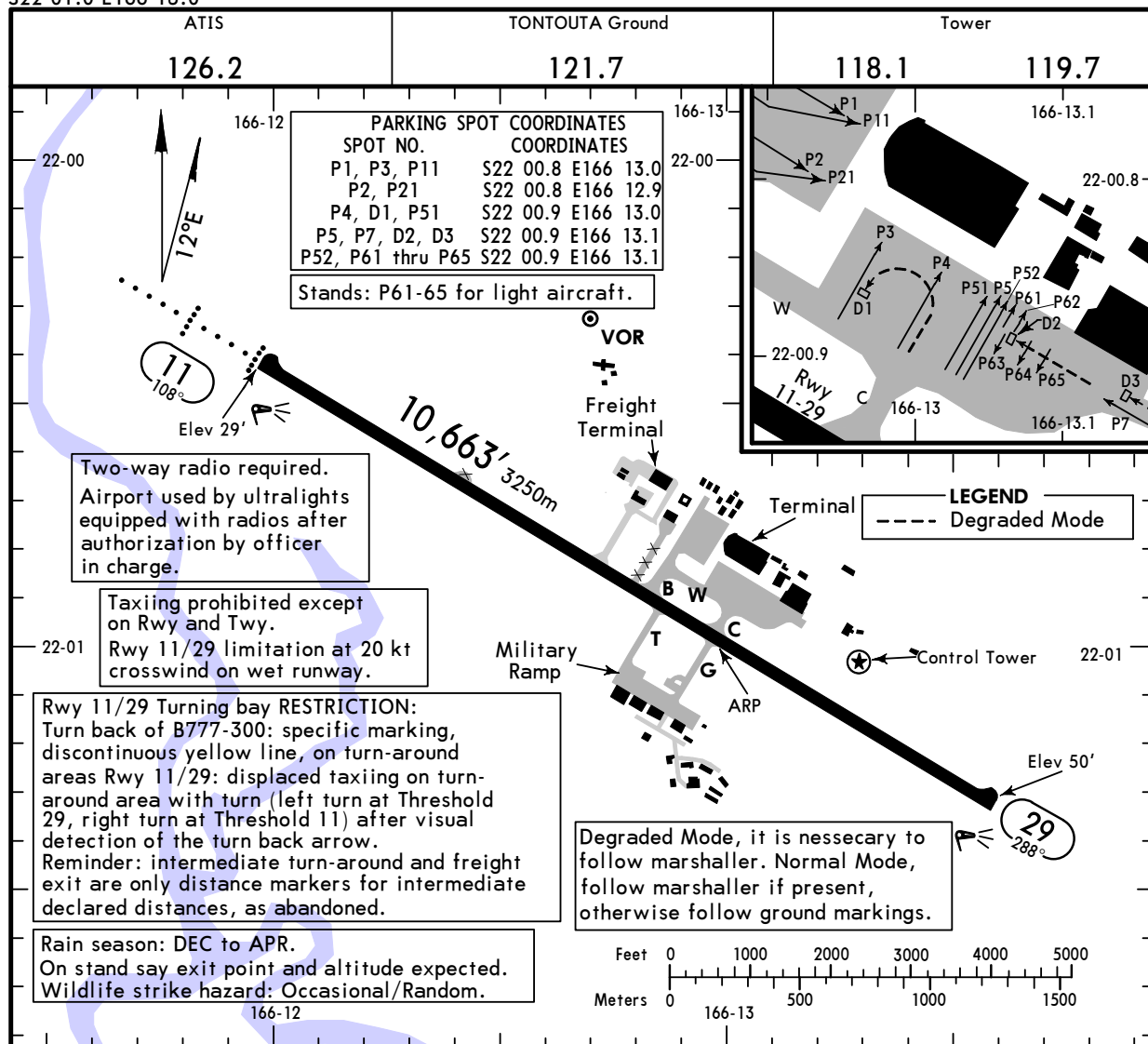
Apt Elev **51'**
S22 01.0 E166 13.0

17 JUL 15

(11-1)

NOUMEA, NEW CALEDONIA

TONTOUTA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11	HIRL HIALS REIL ① PAPI-L (angle 3.0°)		9350' 2850m		148'
29	HIRL REIL ①②③ PAPI-L (angle 3.5°)				45m

- ① Wheel clearance at threshold is lower than 29'(9m) for aircraft with eye-to-wheel height above 36'(10.90m).
- ② Range limited to 4.9 NM (9000m) from Rwy 29 threshold.
- ③ PAPI offset 5° from runway centerline.

JAR-OPS

TAKE-OFF

All Rwys	
A	
B	
C	800m
D	

NWWW/NOU

17 JUL 15

(11-2)

CAT
C & D

SAMID

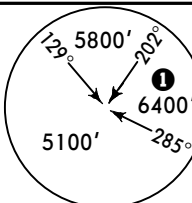
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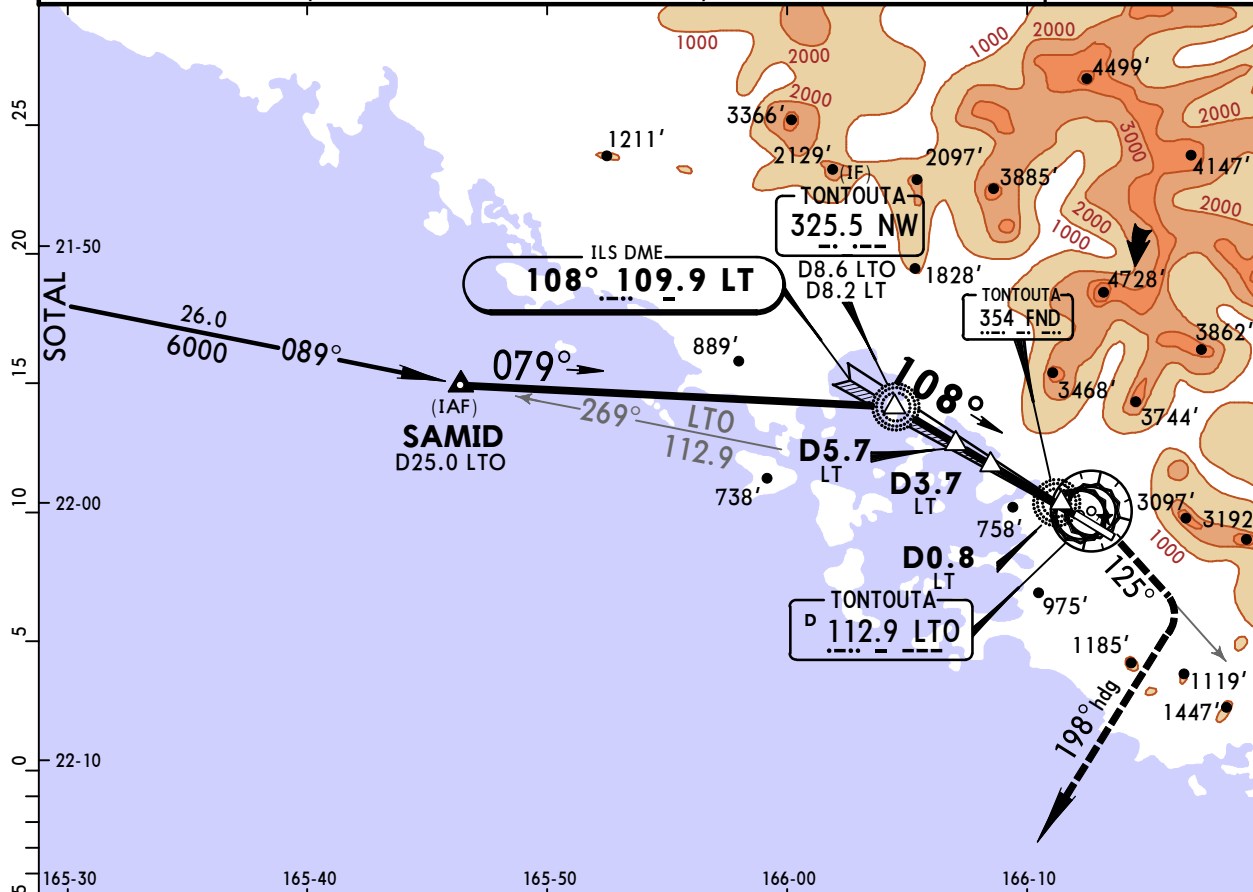
ILS Rwy 11

LOC DME Rwy 11

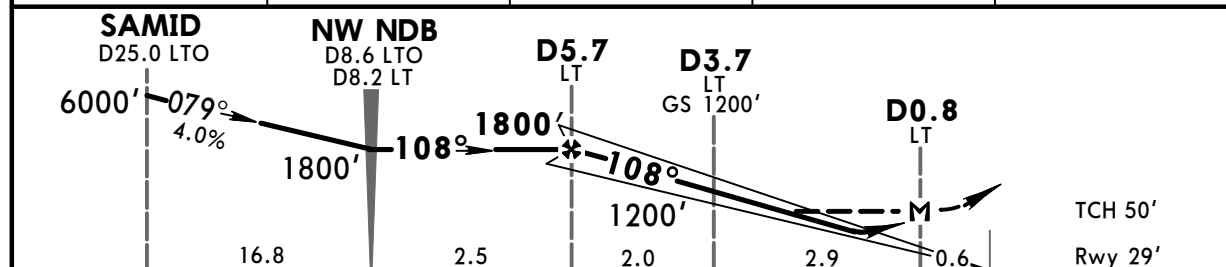
TONTOUTA

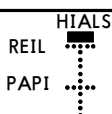
BRIEFING STRIP™

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3			TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Apch Crs 108°	GS D5.7 LT 1800' (1771')	ILS DA(H) Refer to Minimums		Apt Elev 51' Rwy 29'	 MSA LTO VOR ① 5800' with DME within 12 NM	
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000' turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	



LT DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	650'



Gnd speed-Kts	70	90	100	120	140	160		2000'	on	Rwy	and	LTO
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861		↑	hdg			112.9
MAP at D0.8 LT												R-125

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND	
		ILS C: DA(H) 320' (291') D: DA(H) 330' (301')		LOC (GS out) MDA(H) 340' (311')			
		FULL		ALS out		ALS out	
A/B	NOT APPLICABLE			NOT APPLICABLE			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
C	RVR 800m		RVR 1200m		RVR 1400m	RVR 1800m	
D					RVR 1600m	RVR 2000m	

PANS OPS

CHANGES: Trans level.

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NWWW / NOU

**JEPPESEN**

NOUMEA, NEW CALEDONIA

ILS Rwy 11

LOC DME Rwy 11

TONTOUTA

17 JUL 15

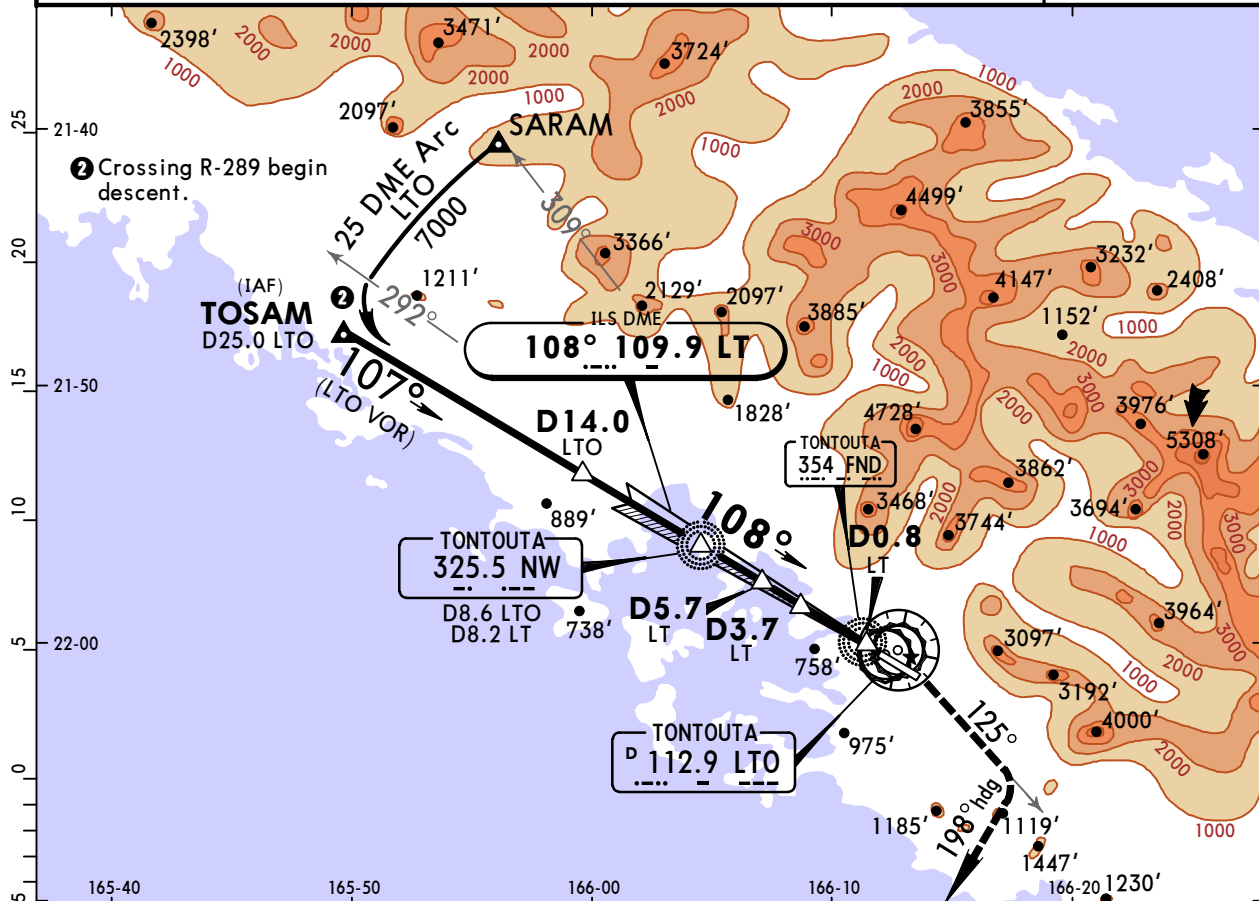
11-3

CAT
C & D

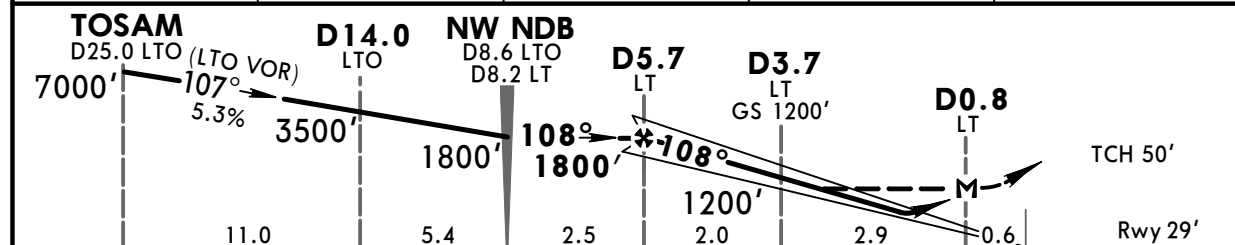
TOSAM

BRIEFING STRIP™

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
LOC LT 109.9	Final Apch Crs 108°	GS D5.7 LT 1800' (1771')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'			
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000' turn RIGHT heading 198° climbing to 7000' and follow ATC instructions. Climb to 2000' prior to level acceleration.						MSA LTO VOR 1 5800' with DME within 12 NM	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	



LT DME	5.0	4.0	3.0	2.0
ALTITUDE	1600'	1280'	960'	650'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	
MAP at D0.8 LT							

JAR-OPS

STRAIGHT-IN LANDING RWY11

CIRCLE-TO-LAND

		ILS C: DA(H) 320' (291') D: DA(H) 330' (301')		LOC (GS out) MDA(H) 340' (311')		CIRCLE-TO-LAND
		FULL	ALS out		ALS out	
A/B	NOT APPLICABLE			NOT APPLICABLE		See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
C	RVR 800m	RVR 1200m	RVR 1400m	RVR 1800m		
D			RVR 1600m	RVR 2000m		

PANS OPS

CHANGES: Trans level.

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NOUMEA, NEW CALEDONIA

17 JUL 15 (11-4)

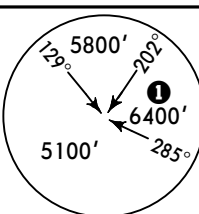
CAT C & D

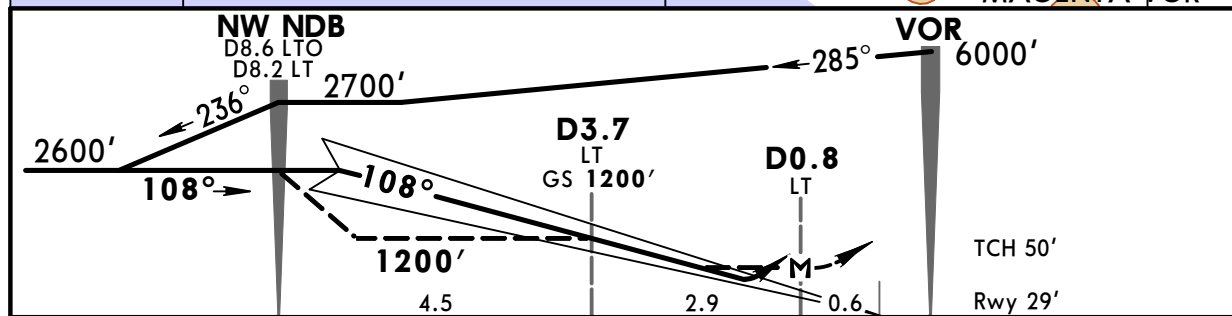
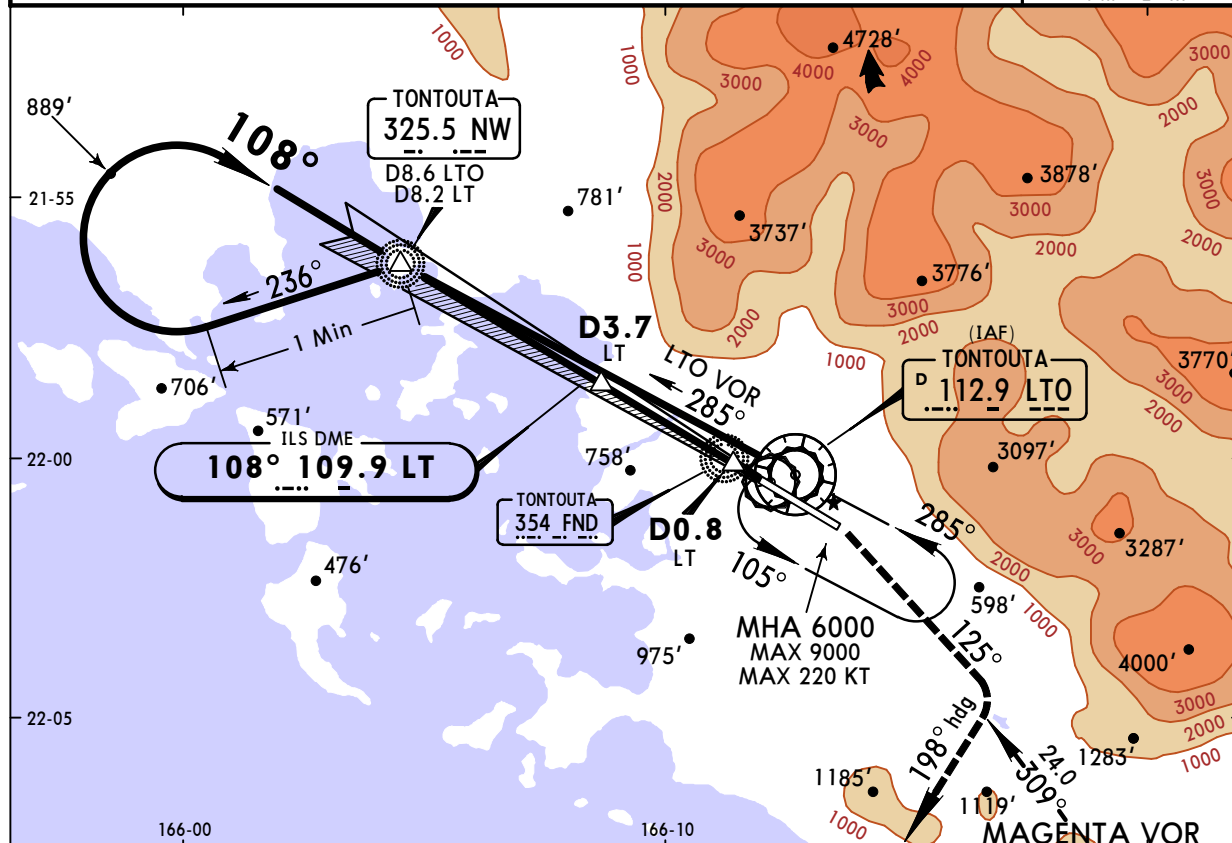
VOR LCTR ILS Rwy 11

TONTOUTA

VOR LCTR LOC DME Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Aptch Crs 108°	GS D3.7 LT 1200'(1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		
MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000', turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160				
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849				
MAP at D0.8 LT										

JAR-OPS			STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND	
C: DA(H) 320' (291')			C: DA(H) 370' (341')		LOC (GS out)			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
D: DA(H) 330' (301')			D: DA(H) 380' (351')		MDA(H) 340' (311')			
FULL		ALS out	DME out			ALS out		
A	NOT APPLICABLE		NOT APPLICABLE			NOT APPLICABLE		
B	NOT APPLICABLE		NOT APPLICABLE			NOT APPLICABLE		
C	RVR 800m	RVR 1200m	RVR 900m			RVR 1400m	RVR 1800m	
D						RVR 1600m	RVR 2000m	

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17 JUL 15

(11-5)

CAT C & D

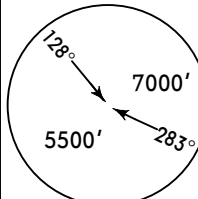
NOUMEA, NEW CALEDONIA

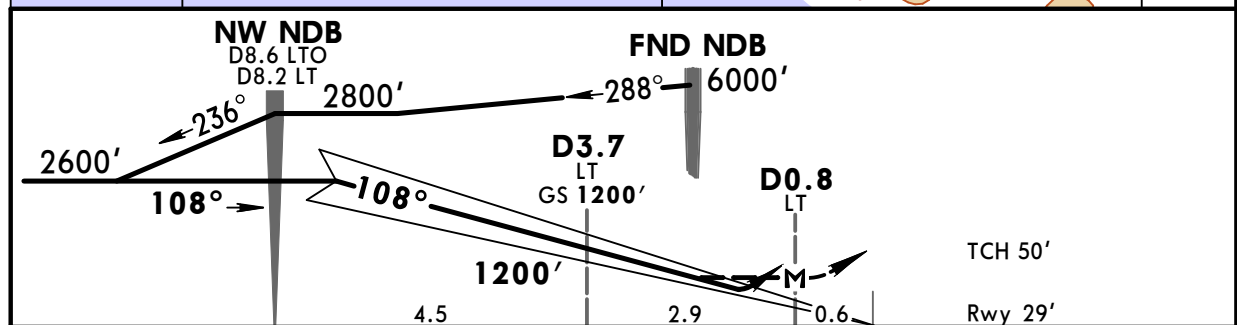
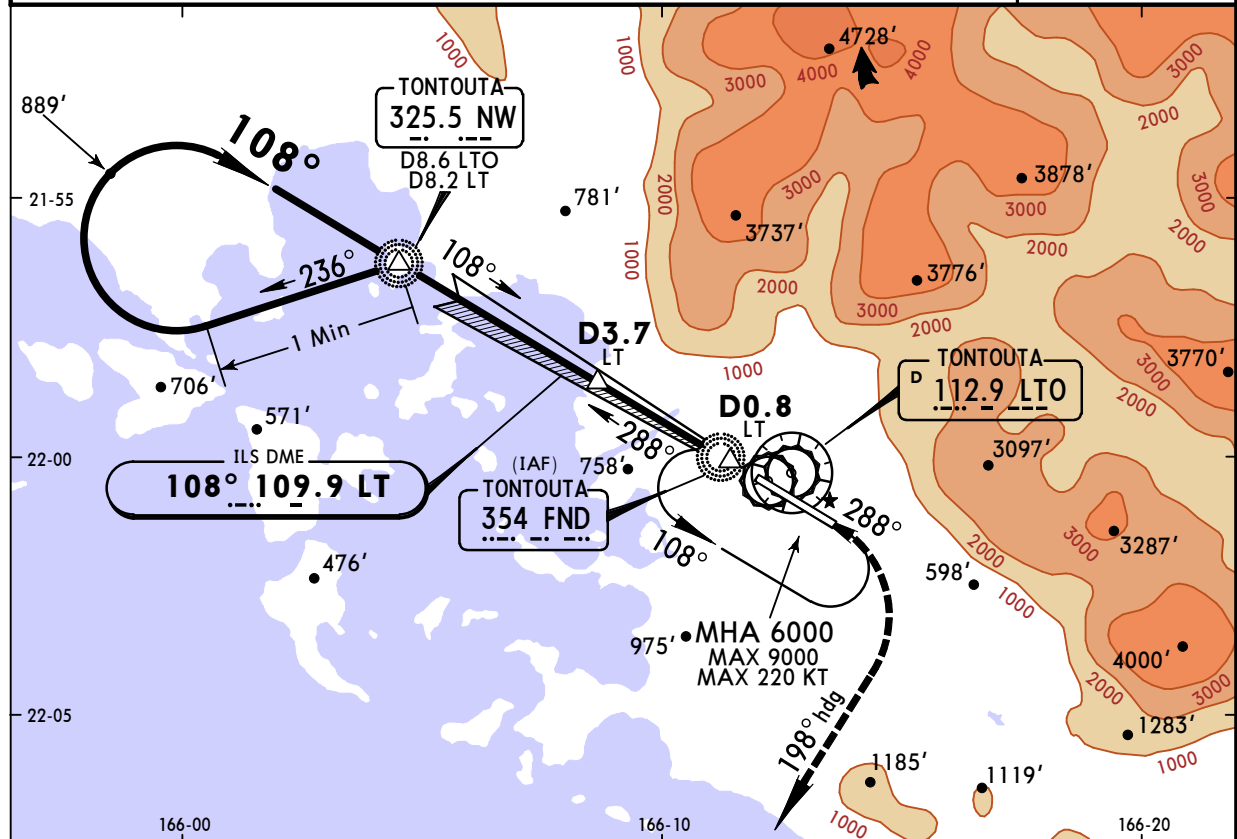
NDB LCTR ILS Rwy 11

NDB LCTR LOC DME Rwy 11

TONTOUTA

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200'(1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		
MISSED APCH: Climb on runway heading. At 880', turn RIGHT heading 198°, climb to 6000' and follow ATC instructions. Do not turn before D0.8 LT. Climb to 2000' prior to level acceleration.						
Alt Set: hPA		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'	
MSA FND NDB						



Gnd speed-Kts	70	90	100	120	140	160		REIL	HIALS	880'		198° hdg
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849		PAPI				
MAP at D0.8 LT												

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND
		ILS			LOC (GS out)	
C: DA(H) 510' (481')		C: DA(H) 560' (531')	C: MDA(H) 510' (481')			
D: DA(H) 530' (501')		D: DA(H) 580' (551')	D: MDA(H) 530' (501')			
FULL		ALS out	DME out		ALS out	
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
B						
C	RVR 900m	RVR 1200m	RVR 900m	RVR 1600m	RVR 2000m	
D				RVR 1800m		

PANS OPS

NWWW / NOU

17 JUL 15

11-6

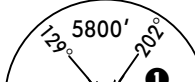
CAT A & B

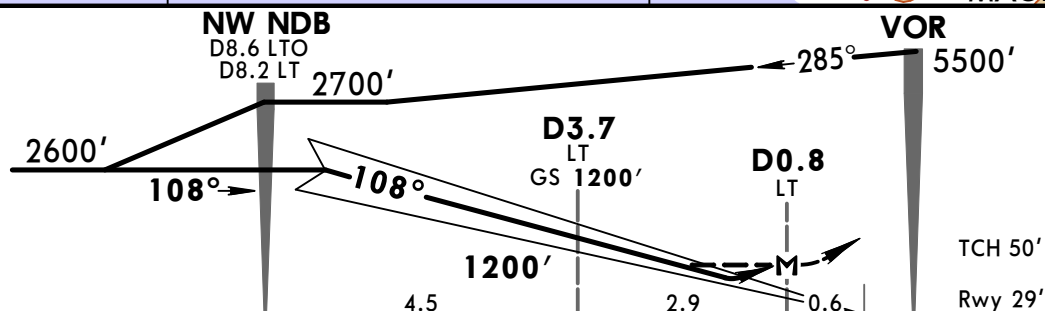
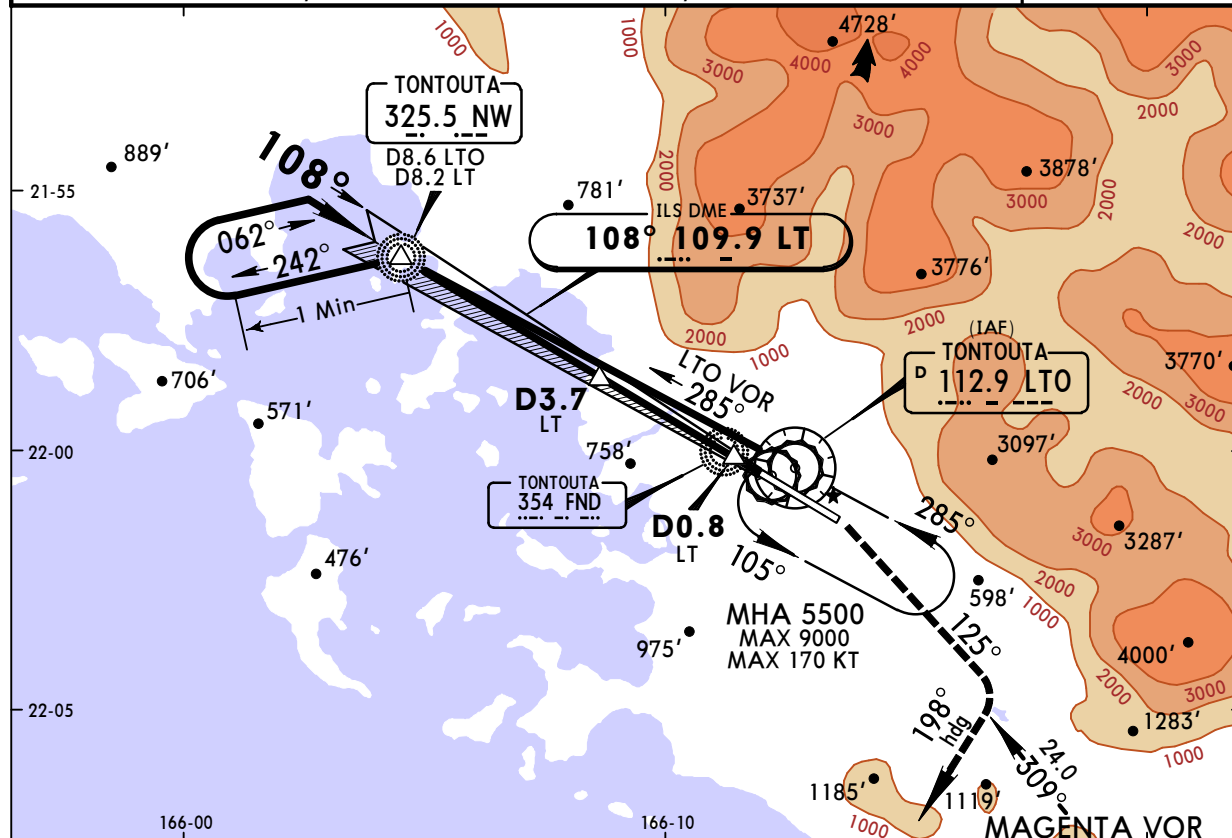
NOUMEA, NEW CALEDONIA

VOR LCTR ILS Rwy 11

VOR LCTR LOC DME Rwy 11

TONTOUTA

BRIEFING STRIP TM	ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
	LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200' (1171')	ILS DA(H) Refer to Minimums	Apt Elev 51' Rwy 29'		 MSA LTO VOR ① 5800' with DME within 12 NM	
	MISSED APCH: Climb on runway heading. Intercept and follow outbound on LTO VOR R-125. At 2000', turn RIGHT heading 198° climbing to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
							Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849	
MAP at D0.8 LT							

JAR-OPS		STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND
		ILS		LOC (GS out)		
A: DA(H) 300' (271')		A: DA(H) 350' (321')		MDA(H) 340' (311')		
B: DA(H) 310' (281')		B: DA(H) 360' (331')				
FULL		ALS out	DME out		ALS out	
A	RVR 800m	RVR 1200m	RVR 900m	RVR 1200m	RVR 1500m	See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.
B				RVR 1300m		
C	NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		
D						

CHANGES: Trans level.

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17 JUL 15

(11-7)

CAT A & B

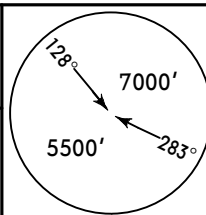
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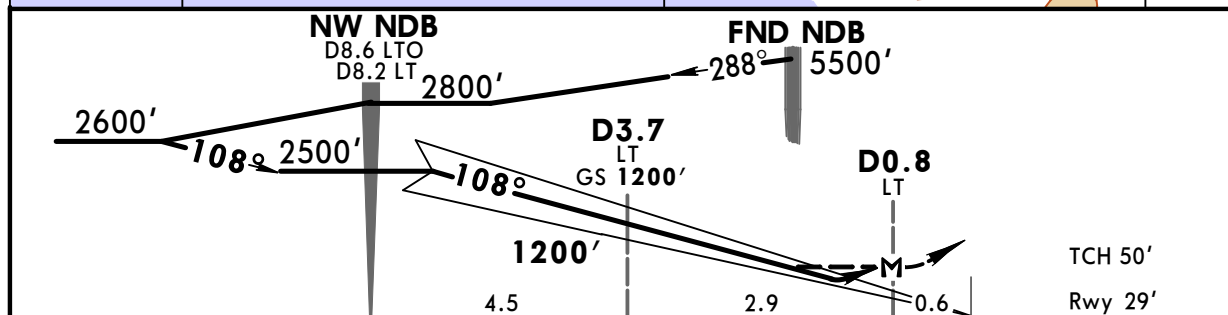
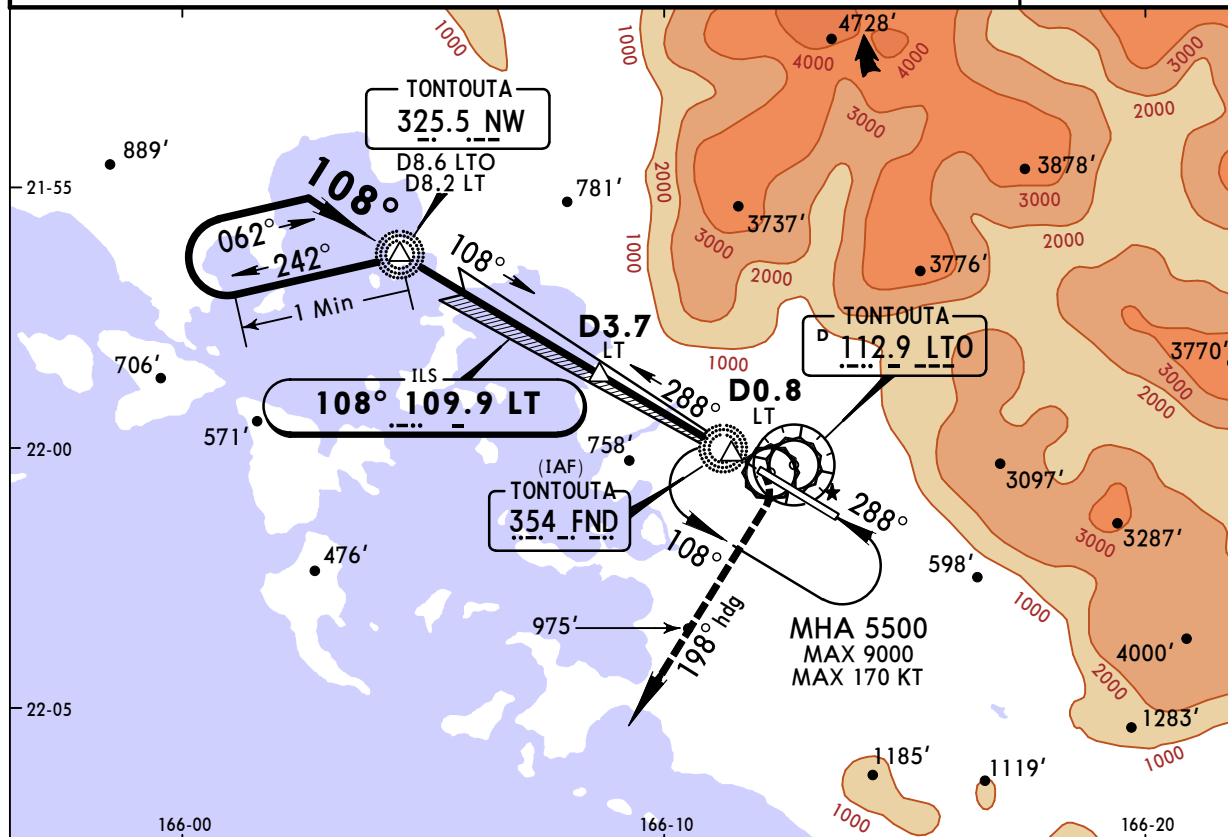
NDB LCTR ILS Rwy 11

NDB LCTR LOC DME Rwy 11

TONTOUTA

BRIEFING STRIP

ATIS		TONTOUTA Approach			TONTOUTA Tower		Ground
126.2		119.7	128.2	128.3	118.1	119.7	121.7
LOC LT 109.9	Final Apch Crs 108°	GS D3.7 LT 1200' (1171')	ILS DA(H) Refer to Minimums		Apt Elev 51' Rwy 29'		
MISSED APCH: At D0.8 LT, turn RIGHT heading 198° and climb to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'		
							MSA LTO VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	HIALS ↑	RT	198° hdg	5500' ↑
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849					
MAP at D0.8 LT											

JAR-OPS			STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND	
			ILS		LOC (GS out)			
A: DA(H) 470' (441')			A: DA(H) 520' (491')		A: MDA(H) 470' (441')			
B: DA(H) 490' (461')			B: DA(H) 540' (511')		B: MDA(H) 490' (461')			
FULL			ALS out		DME out		ALS out	
A	RVR 900m	RVR 1200m	RVR 900m		RVR 1200m		RVR 1500m	
B			RVR 900m		RVR 1500m		RVR 1500m	
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE			
D								
See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.								

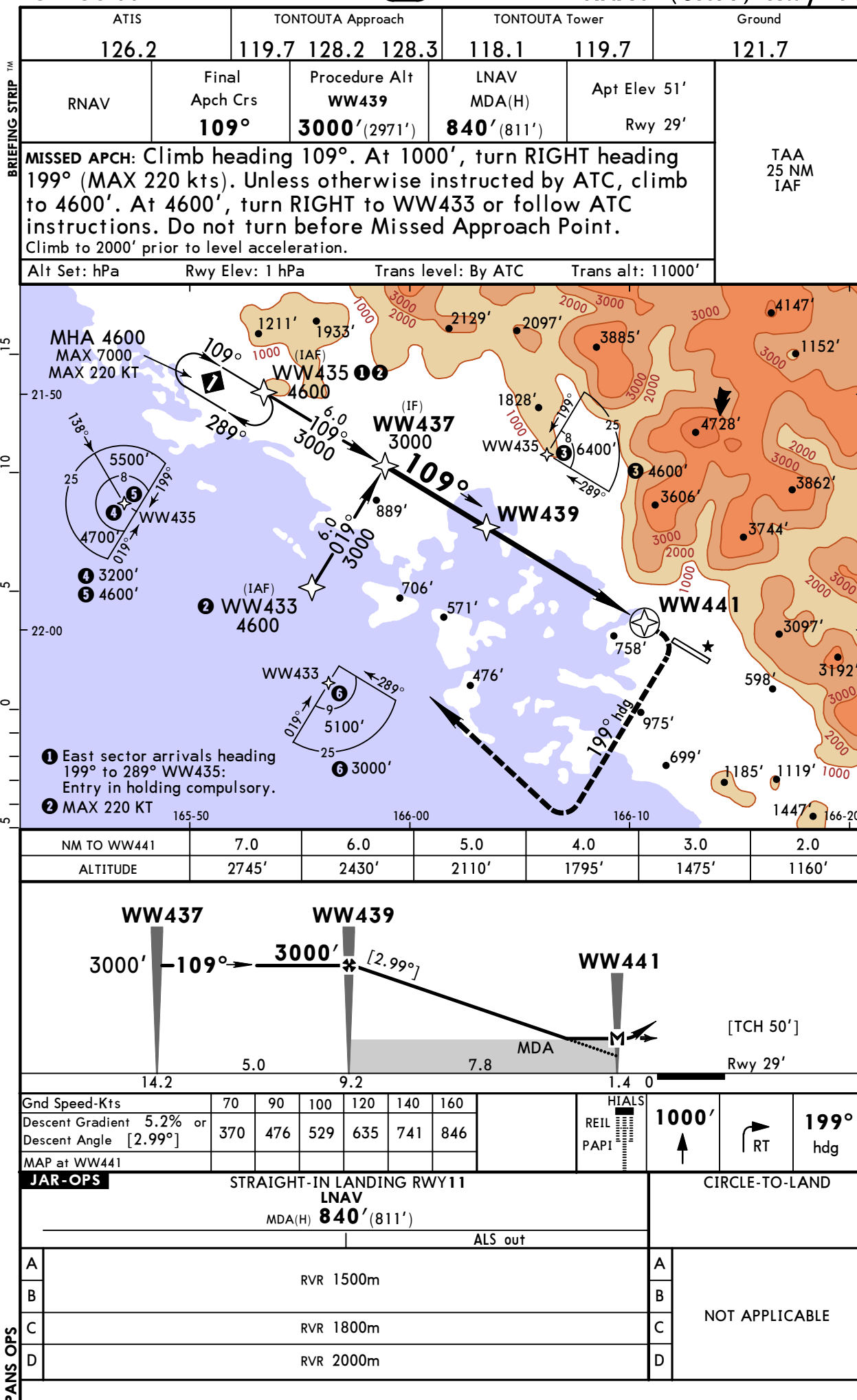
CHANGES: Trans level.

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NWWW/NOU
TONTOUTA

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17 JUL 15 (12-1)

NOUMEA, NEW CALEDONIA
RNAV (GNSS) Rwy 11

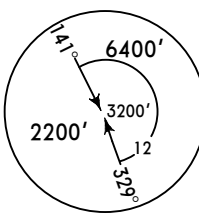


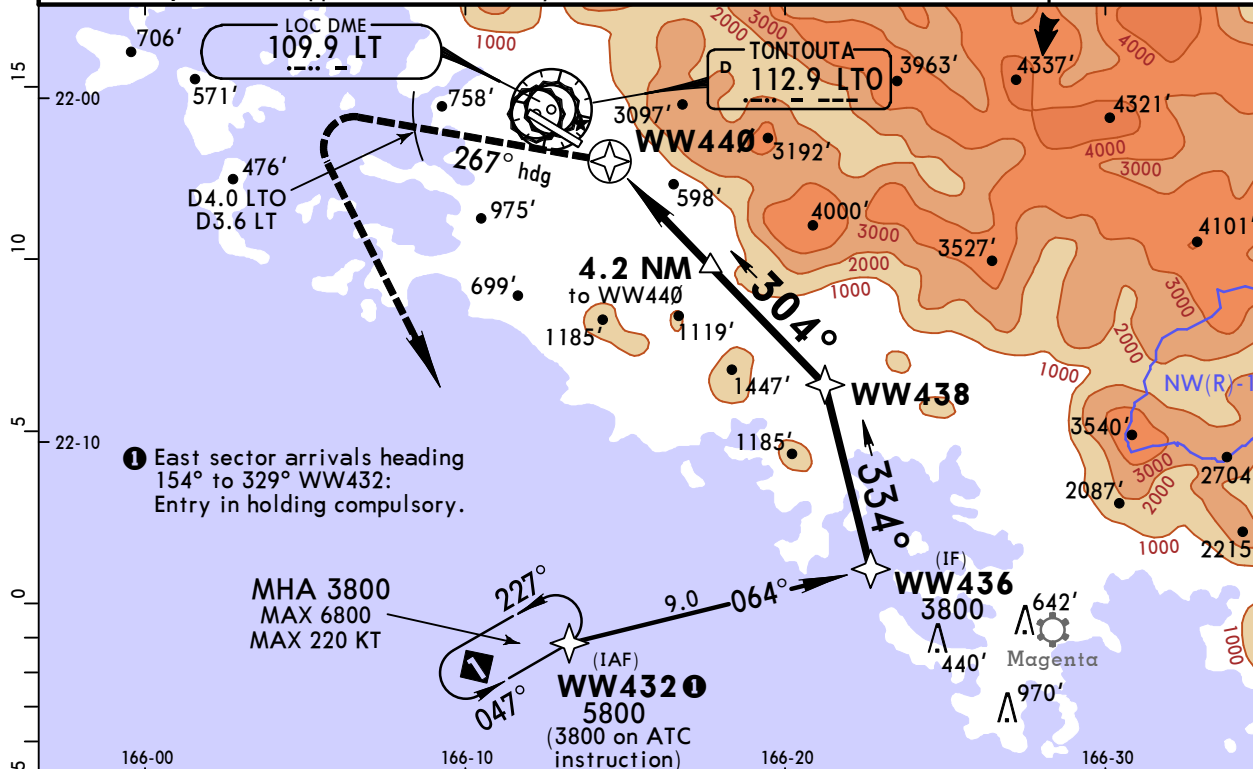
NWWW/NOU
TONTOUTA

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17 JUL 15 (12-2)

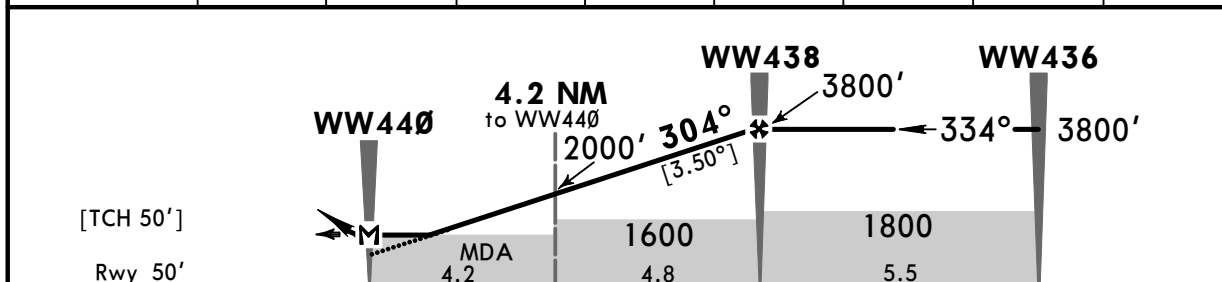
NOUMEA, NEW CALEDONIA
RNAV (GNSS) Rwy 29

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
RNAV	Final Apch Crs 304°	Procedure Alt WW438 3800' (3750')	LNAV MDA(H) 800' (750')	Apt Elev 51' Rwy 50'		 MSA WW432
MISSED APCH: Turn LEFT heading 267°. Unless otherwise instructed by ATC, climb to 3800'. At 3800' and not before D4.0 LTO (D3.6 LT), turn LEFT to WW432 or follow ATC instructions. Do not turn before Missed Approach Point. Climb to 2000' prior to level acceleration.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 11000' 1. DME required. 2. Approach out of runway axis.						



NM TO WW440	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	840'	1210'	1580'	1950'	2320'	2690'	3060'	3435'



Gnd Speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3800'	267° hdg	LT	WW432
Descent Gradient 6.1% or	434	557	619	743	867	991					
Descent Angle [3.50°]											
MAP at WW440											

JAR-OPS						STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND					
						LNAV											
						MDA(H) 800' (750')											
A											A						
B	RVR 1500m										B						
C											C						
D	RVR 3500m										D						

PANS OPS

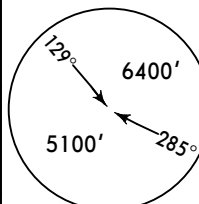
NWWW/NOU
TONTOUTA

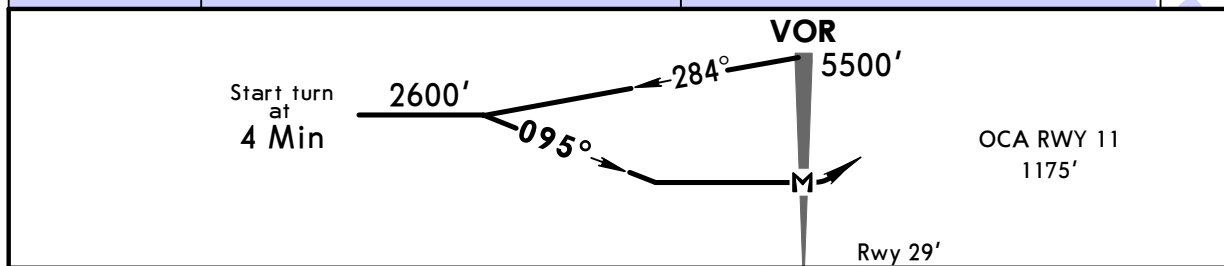
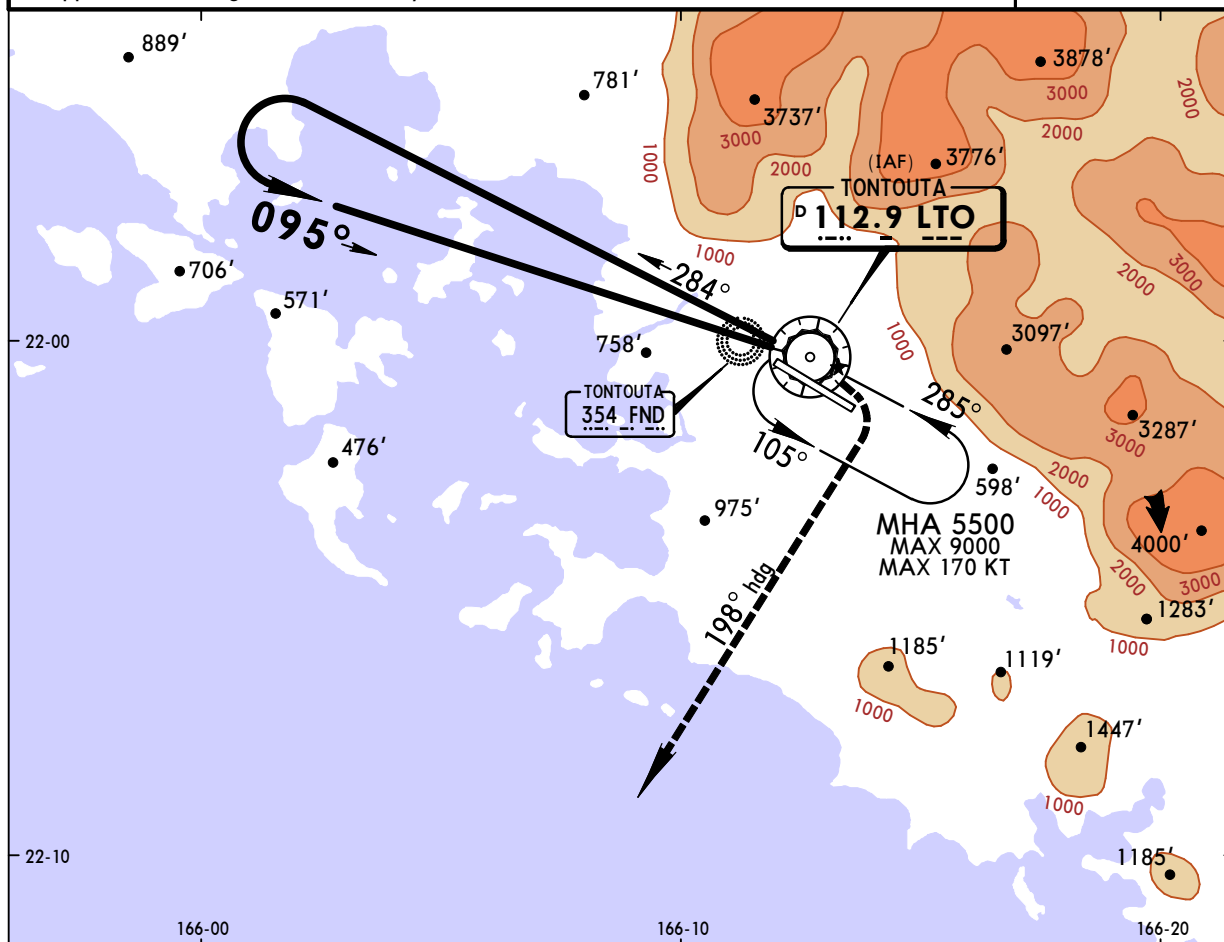
JEPPesen
17 JUL 15 **(13-2)**

NOUMEA, NEW CALEDONIA
VOR Rwy 11

CAT A & B

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
VOR LTO 112.9	Final Apch Crs 095°	No FAF	MDA(H) 1180' (1151')	Apt Elev 51' Rwy 29'		
MISSED APCH: At the latest at LTO turn RIGHT heading 198° climbing to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 11000'	
1. Approach not aligned with runway centerline.						



MAP at VOR						REIL PAPI	HIALS	RT	198° hdg	5500'
------------	--	--	--	--	--	--------------	-------	----	-------------	-------

JAR-OPS						CIRCLE-TO-LAND				
STRAIGHT-IN LANDING RWY11						NOT APPLICABLE				
MDA(H) 1180' (1151')						NOT APPLICABLE				
ALS out						NOT APPLICABLE				
A	RVR 1500m					A	NOT APPLICABLE			
B						B				
C	NOT APPLICABLE					C				
D						D				

PANS OPS

NWWW/NOU
TONTOUTA

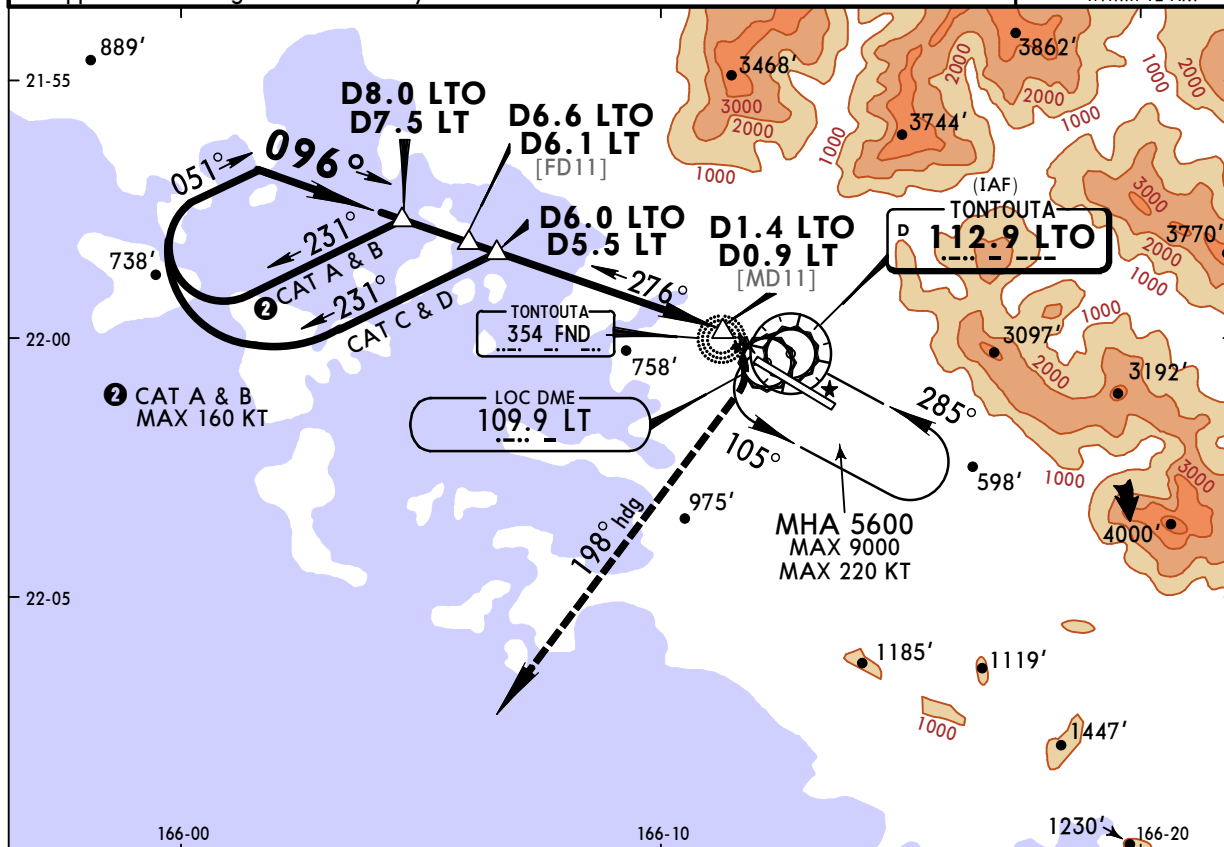
17 JUL 15

(13-3)

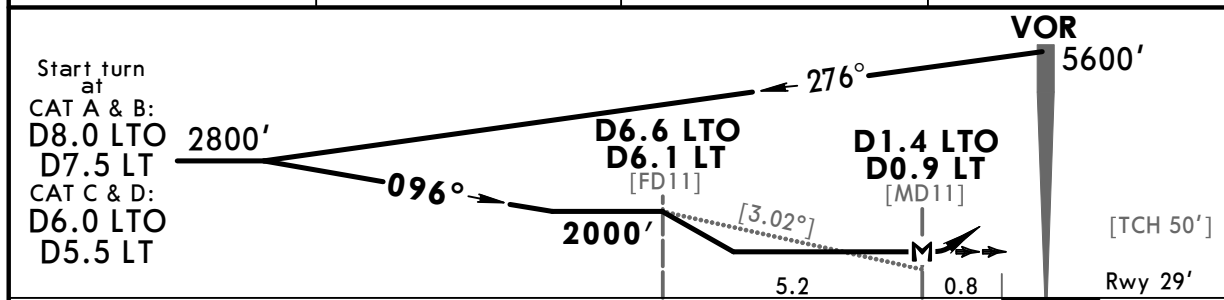
JEPPesen NOUMEA, NEW CALEDONIA
VOR DME Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
VOR LTO 112.9	Final Apch Crs 096°	Minimum Alt D6.6 LTO D6.1 LT 2000' (1971')	MDA(H) 1010' (981')		Apt Elev 51' Rwy 29'	5800' 129° 6400' 202° 5100' 285° ①	
MISSED APCH: As soon as established on climb, turn RIGHT heading 198° and climb to 5600', then follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			Trans alt: 11000'
1. Approach not aligned with runway centerline.							



LTO DME	6.0	5.0	4.0
ALTITUDE	1810'	1490'	1170'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS ↑ RT ↗	198° hdg 5600' ↑
Descent Gradient 5.3%	376	483	537	644	751	859		
Descent angle [3.02°]	374	481	534	641	748	855		
MAP at D1.4 LTO/D0.9 LT								

PANS OPS

JAR-OPS		STRAIGHT-IN LANDING RWY11		CIRCLE-TO-LAND	
		MDA(H) 1010' (981')			
		ALS out			
A	RVR 1500m			See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.	
B					
C	RVR 1800m	RVR 2000m			
D	RVR 2000m				

NWWW/NOU
TONTOUTA

17 JUL 15

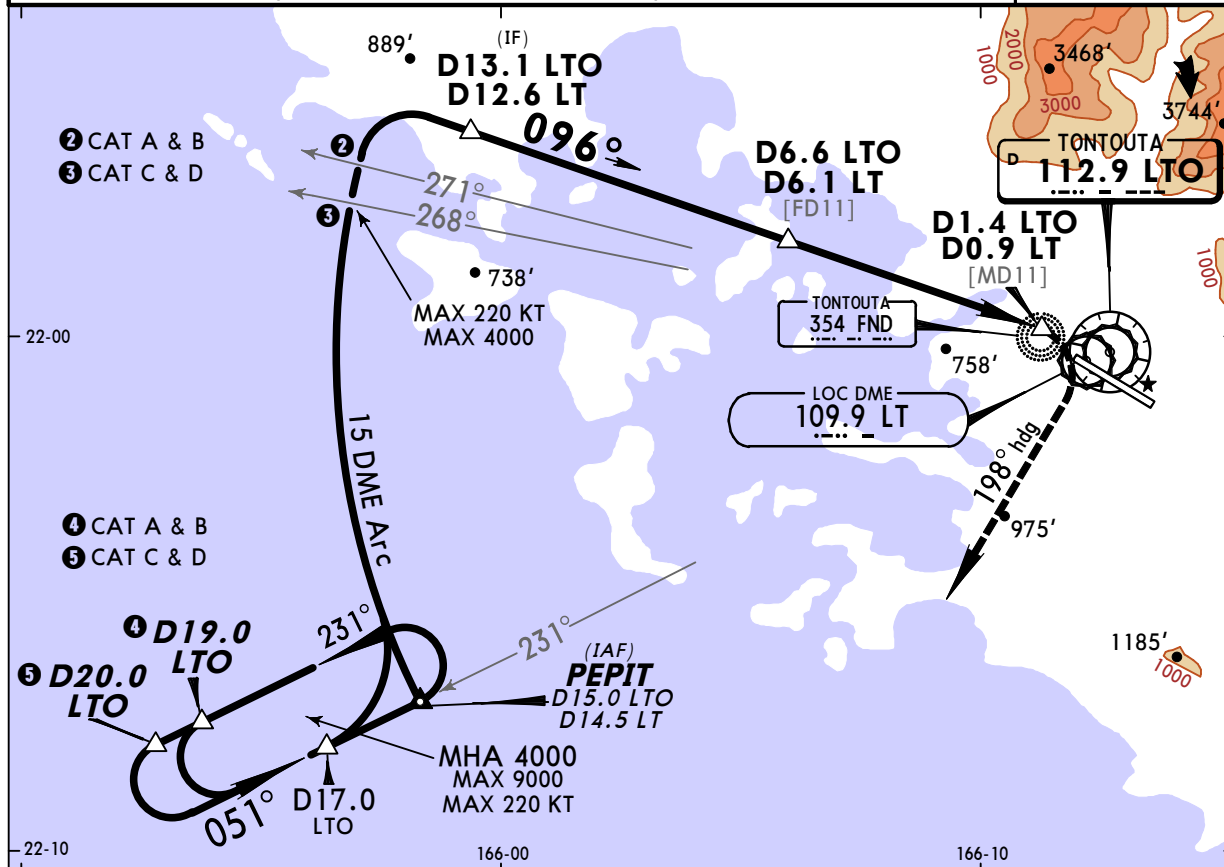
(13-4)

JEPPESEN NOUMEA, NEW CALEDONIA

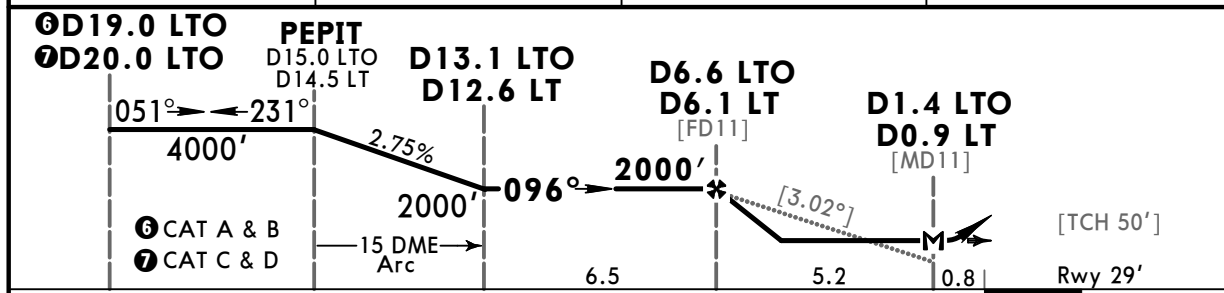
PEPIT VOR DME Rwy 11

BRIEFING STRIP

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7
VOR LTO 112.9	Final Apch Crs 096°	Minimum Alt D6.6 LTO D6.1 LT 2000' (1971')	MDA(H) 1010' (981')		Apt Elev 51' Rwy 29'	5800' 129° 202° 1 6400' 5100' 285° MSA LTO VOR 1 5800' with DME within 12 NM
MISSED APCH: As soon as established on climb turn RIGHT heading 198° and climb to 5600', then follow ATC instructions. Climb to 2000' prior to level acceleration.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		



LTO DME	6.0	5.0	4.0
ALTITUDE	1810'	1490'	1170'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS	RT	198° hdg	5600' ↑
Descent Gradient 5.3%	376	483	537	644	751	859				
Descent angle [3.02°]	374	481	534	641	748	855				
MAP at D1.4 LTO/D0.9 LT										

JAR-OPS		STRAIGHT-IN LANDING RWY11		CIRCLE-TO-LAND	
		MDA(H) 1010' (981')			
		ALS out			
A	RVR 1500m		See CIRCLE-TO-LAND (19-1) for Landing Rwy 29.		
B					
C	RVR 1800m	RVR 2000m			
D	RVR 2000m				

PANS OPS

NWWW/NOU
TONTOUTA

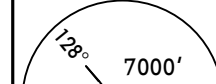
17 JUL 15

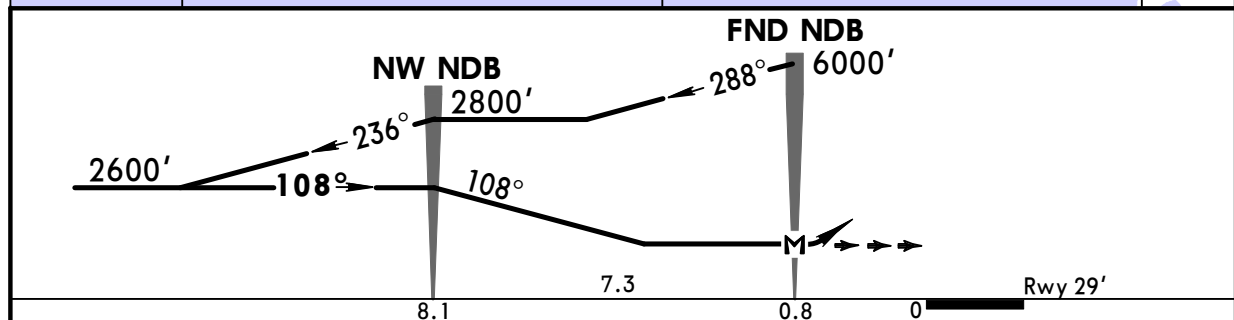
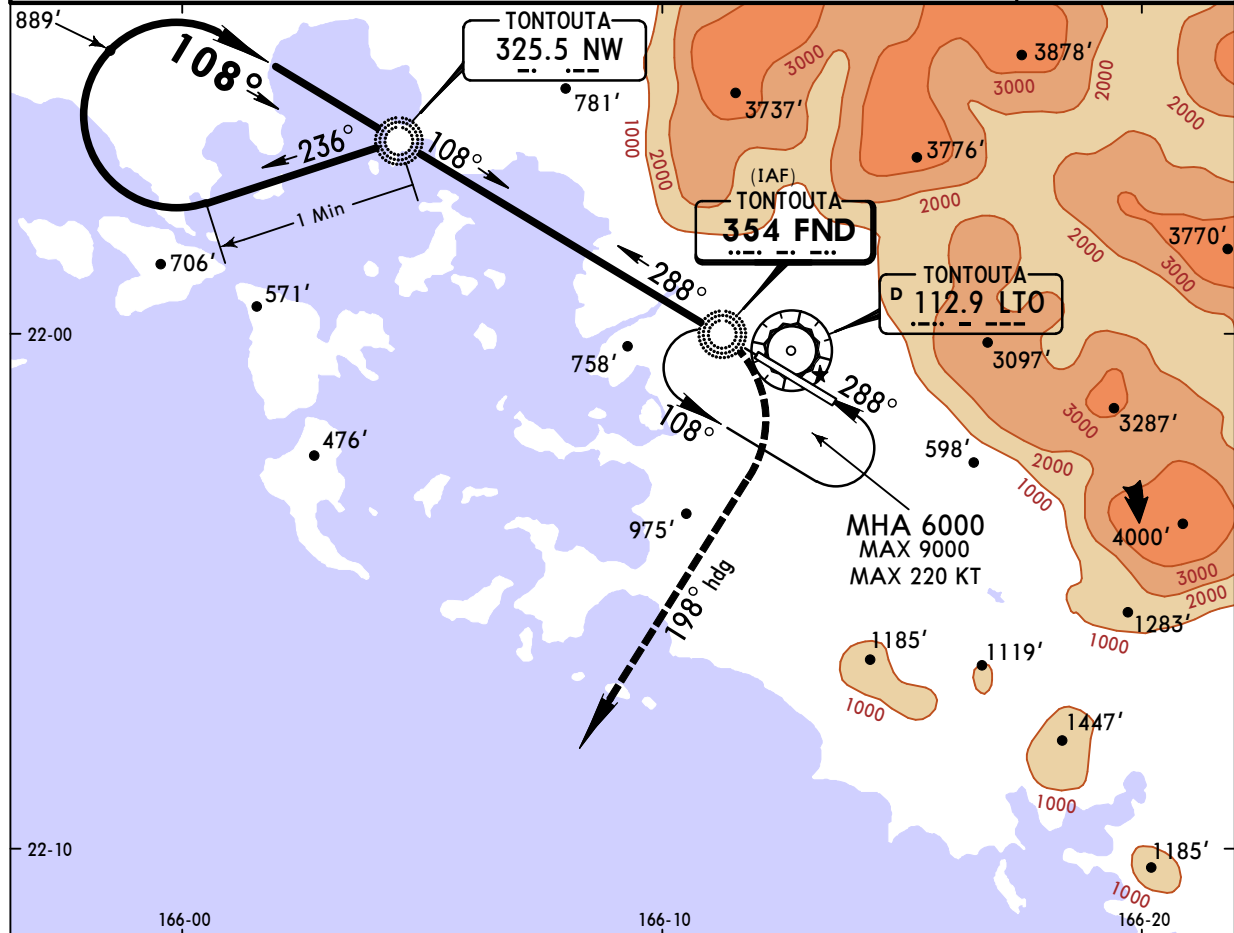
(16-1)

CAT
C & D

NOUMEA, NEW CALEDONIA
NDB FND LCTR NW Rwy 11

BRIEFING STRIP

ATIS		TONTOUTA Approach		TONTOUTA Tower		Ground	
126.2		119.7 128.2 128.3		118.1 119.7		121.7	
NDB FND 354	Final Apch Crs 108°	No FAF		MDA(H) 1050' (1021')	Apt Elev 51' Rwy 29'		
MISSED APCH: At FND NDB, turn RIGHT heading 198° climbing to 6000' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	
							MSA LTO VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	RT	198° hdg	6000'
Descent Gradient 5.2%	372	478	531	637	743	849				
MAP at FND NDB										

JAR-OPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY11							
MDA(H) 1050' (1021')							
ALS out							
A	NOT APPLICABLE			A	NOT APPLICABLE		
B				B			
C	RVR 1800m	RVR 2000m		C			
D	RVR 2000m			D			

PANS OPS

NWWW/NOU
TONTOUTA

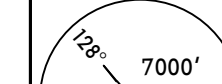
17 JUL 15

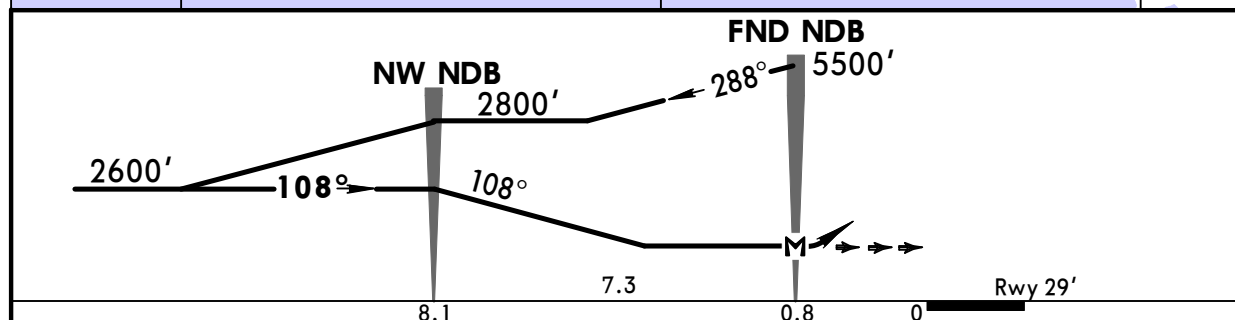
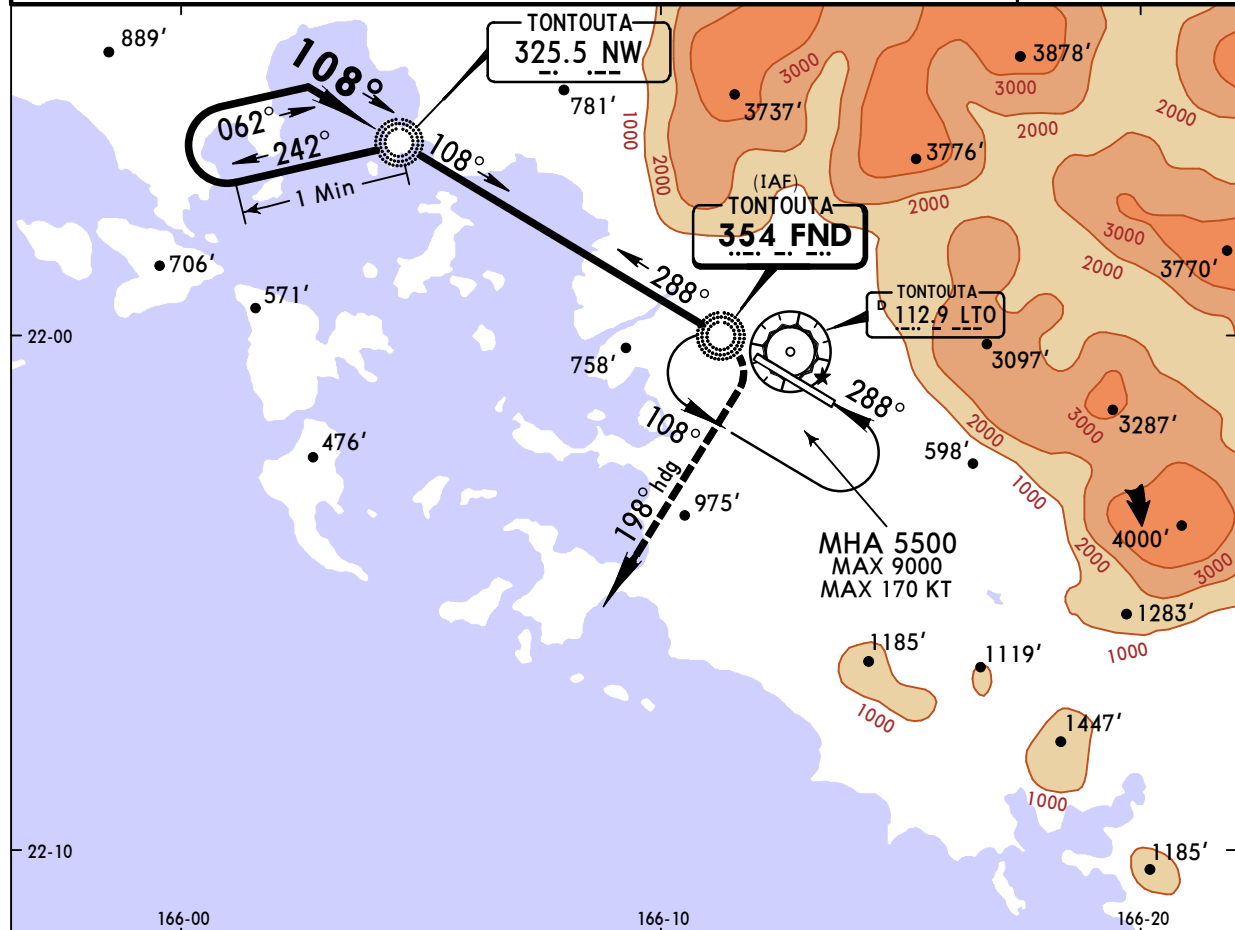
(16-2)

CAT
A & B

NOUMEA, NEW CALEDONIA
NDB FND LCTR NW Rwy 11

BRIEFING STRIP

ATIS		TONTOUTA Approach		TONTOUTA Tower		Ground	
126.2		119.7 128.2 128.3		118.1 119.7		121.7	
NDB FND 354	Final Apch Crs 108°	No FAF		MDA(H) 1050' (1021')	Apt Elev 51' Rwy 29'		
MISSED APCH: At FND NDB, turn RIGHT heading 198° climbing to 5500' and follow ATC instructions. Climb to 2000' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 11000'	
							MSA FND NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS		REIL		PAPI		198°	5500'
Descent Gradient	5.2%	372	478	531	637	743	849						RT	↑
MAP at FND NDB														

JAR-OPS				STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND			
				MDA(H) 1050' (1021')							
				ALS out							
A	RVR 1500m			RVR 2000m				A	NOT APPLICABLE		
B								B			
C								C			
D	NOT APPLICABLE							D			

PANS OPS

NWWW/NOU

JEPPESEN

NOUMEA, NEW CALEDONIA

TONTOUTA

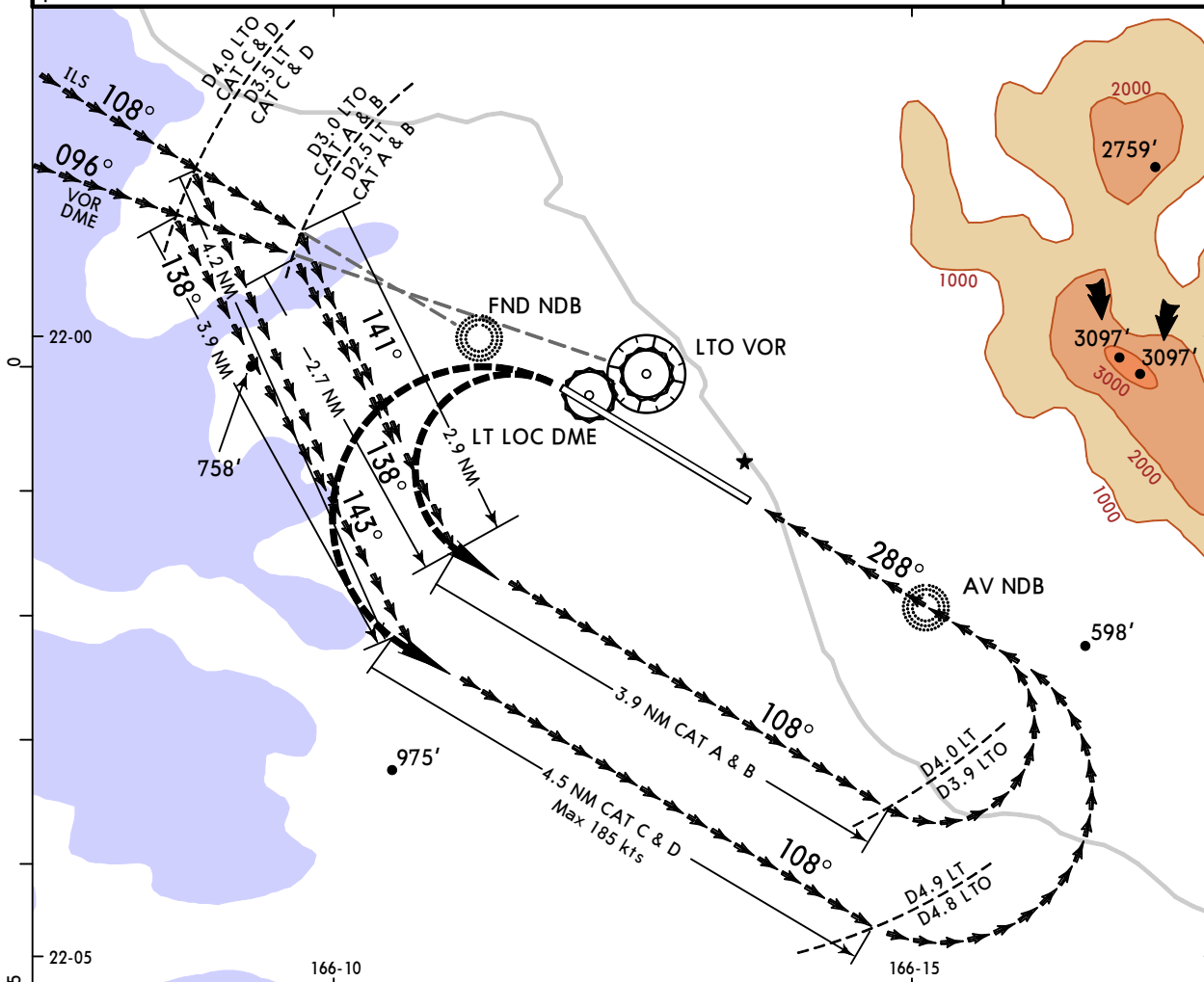
17 JUL 15 (19-1)

CIRCLE-TO-LAND

With Prescribed Flight Tracks

BRIEFING STRIP™

ATIS 126.2		TONTOUTA Approach 119.7 128.2 128.3		TONTOUTA Tower 118.1 119.7		Ground 121.7	
VISUAL	Final Apch Crs Visual	No FAF		MDA(H) Refer to Minimums	Apt Elev 51'		No MSA Published
No Missed Approach procedure							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 11000' 1. Procedure not available if PAPI Rwy 29 unusable. 2. Crew attention is especially required due to terrain on the right-hand side of final Rwy 29. 3. Use of PAPI on final path recommended.							



RWY 29
TDZE 50'

JAR-OPS

CIRCLE-TO-LAND RWY 29

ILS or VOR/DME

MDA(H)

1060' (1009') - 4000m

1430' (1379') - 6000m

PANS OPS

	Max Kts
A	110
B	135
C	180
D	205

YBBN/BNE
BRISBANE INTL **JEPPESEN**
1 AUG 14 **10-1P****BRISBANE, QLD, AUSTRALIA****AIRPORT BRIEFING**

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and aircraft operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

For full information regarding the Brisbane RDMS see BAC website:
<http://www.bne.com.au/corporate/airlines-aviation/runway-demand-management-scheme>.

Ground Delay Program (GDP)

Brisbane GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Brisbane 7 days per week BTN 2000-1259 UTC.

Flights to Brisbane during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

The following additional requirements apply:

- a. Flights departing from Archerfield for a landing at Brisbane must contact the Brisbane Flow Controller on 07 3866 3588 prior to starting engines.
- b. Pilots of inbound flights to Brisbane from airports within a radius of 160 NM must contact the Brisbane Flow Controller on 07 3866 3588 to validate their COBT and confirm a Flow tactical landing slot.
- c. Pilots of all inbound RFDS flights must contact the Brisbane Flow Controller on 07 3866 3588 as soon as possible with an updated ACFT operating time.

For full information regarding the Ground Delay Program see AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

JEPPESEN

26 OCT 12 **10-2**

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR A

ATIS **113.2 125.5**

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19 **124.7**

Southeast of extended C/L Rwy 01/19 **125.6**

BRISBANE Tower **120.5**

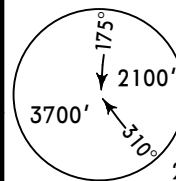
Ground **121.7**

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA
BN VOR

Within 25 NM
2500' within 10 NM

VOR 113.2 BN

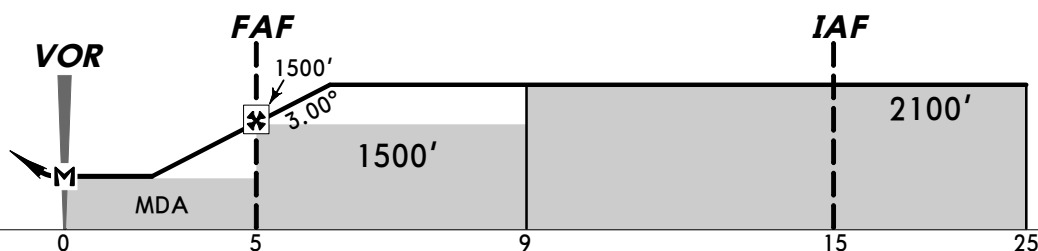
Apt. Elev **13'**

NOT TO SCALE

DME USING BN DME
REFERENCE WAYPOINT BN VOR

(MAP)
BRISBANE
D **113.2 BN**
S27 22.0 E153 08.4

NM to VOR	2.4	2.6	3.0	4.0	5.0	6.0	6.9
ALTITUDE	660'	750'	850'	1180'	1500'	1820'	2100'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

A, B: **660'** (647')

MDA(H) C: **750'** (737')

D: **850'** (837')

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
MAP at VOR						

CHANGES: Procedure altitudes, CAT A & B MDA (H).

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PANS OPS 4

JEPPesen

26 OCT 12 (10-2A)

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR B

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19 124.7

Southeast of extended C/L Rwy 01/19 125.6

BRISBANE Tower 120.5

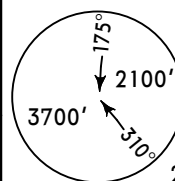
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

Within 25 NM

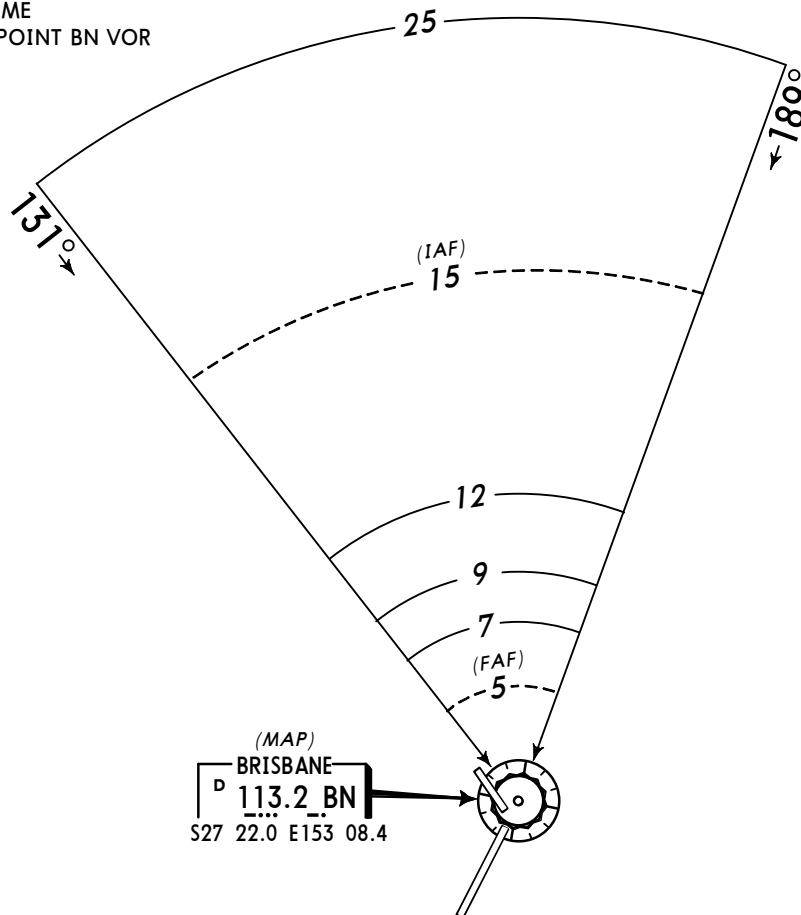
2500' within 10 NM

VOR 113.2 BN

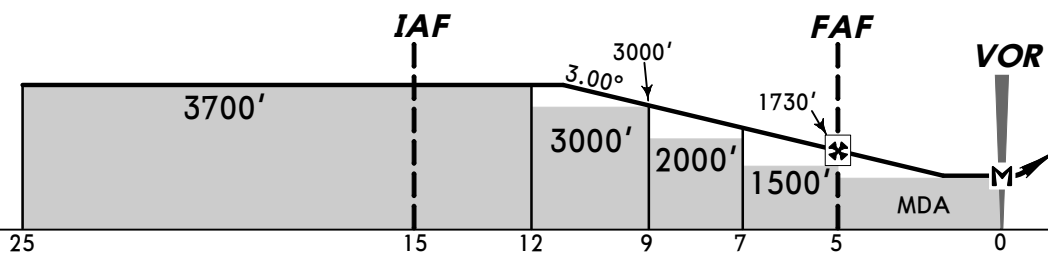
.....

Apt. Elev 13'

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NM to VOR	11.2	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.9	1.6
ALTITUDE	3700'	3640'	3320'	3000'	2690'	2370'	2050'	1730'	1410'	1100'	850'	780'	750'	650'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

A, B: 650' (637')

MDA(H) C: 750' (737')

D: 850' (837')

A	2.4 km					
B						
C						
D						
	4.0 km					
	5.0 km					

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

CHANGES: None.

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NOT TO SCALE

PANS OPS 4

JEPPESEN

2 MAR 12

10-2B

Eff 8 Mar

DME or GNSS ARRIVAL

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR C

MSA

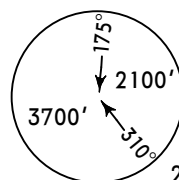
BN VOR

VOR 113.2 BN

Within 25 NM

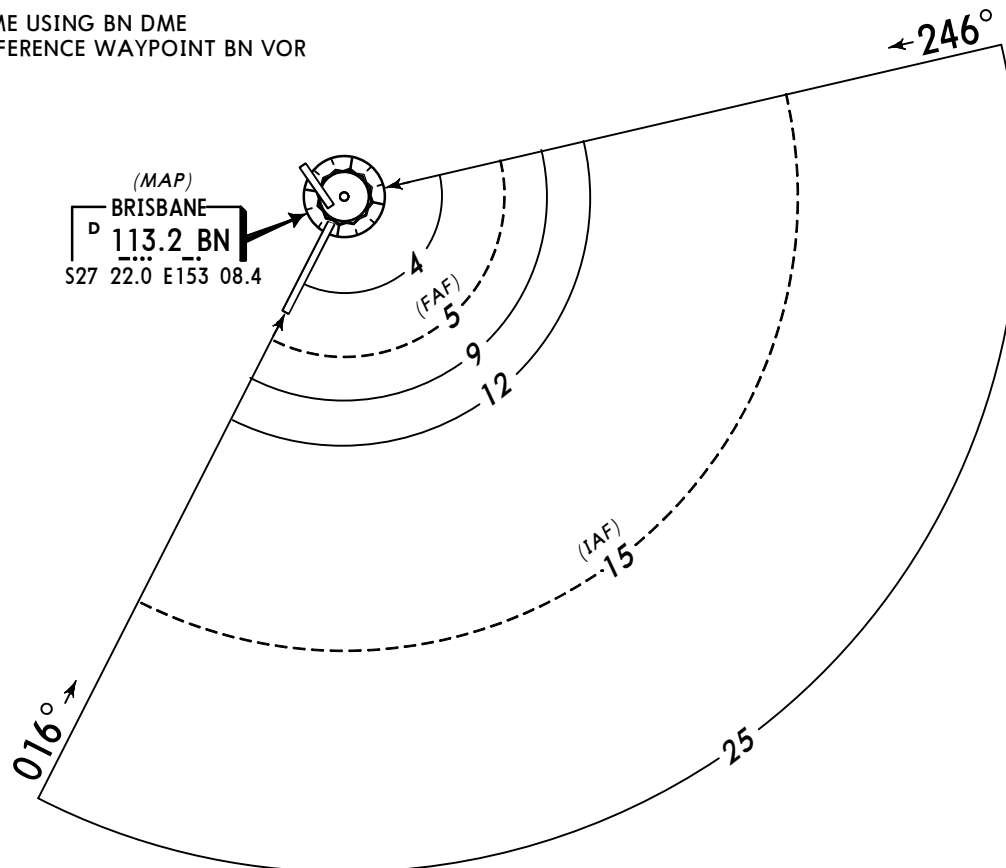
2500' within 10 NM

Apt. Elev 13'

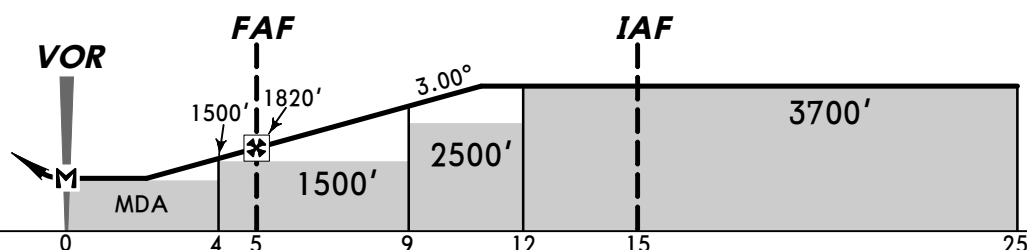


DME USING BN DME
REFERENCE WAYPOINT BN VOR

NOT TO SCALE



NM to VOR	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.9
ALTITUDE	900'	1190'	1500'	1820'	2140'	2460'	2780'	3090'	3410'	3700'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 900' (887')

A	2.4 km					
B						
C	4.0 km					
D	5.0 km					

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

JEPPesen

2 MAR 12 **10-2C**

Eff 8 Mar

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19 124.7

Southeast of extended C/L Rwy 01/19 125.6

BRISBANE Tower 120.5

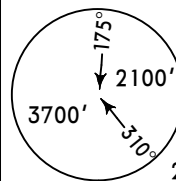
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

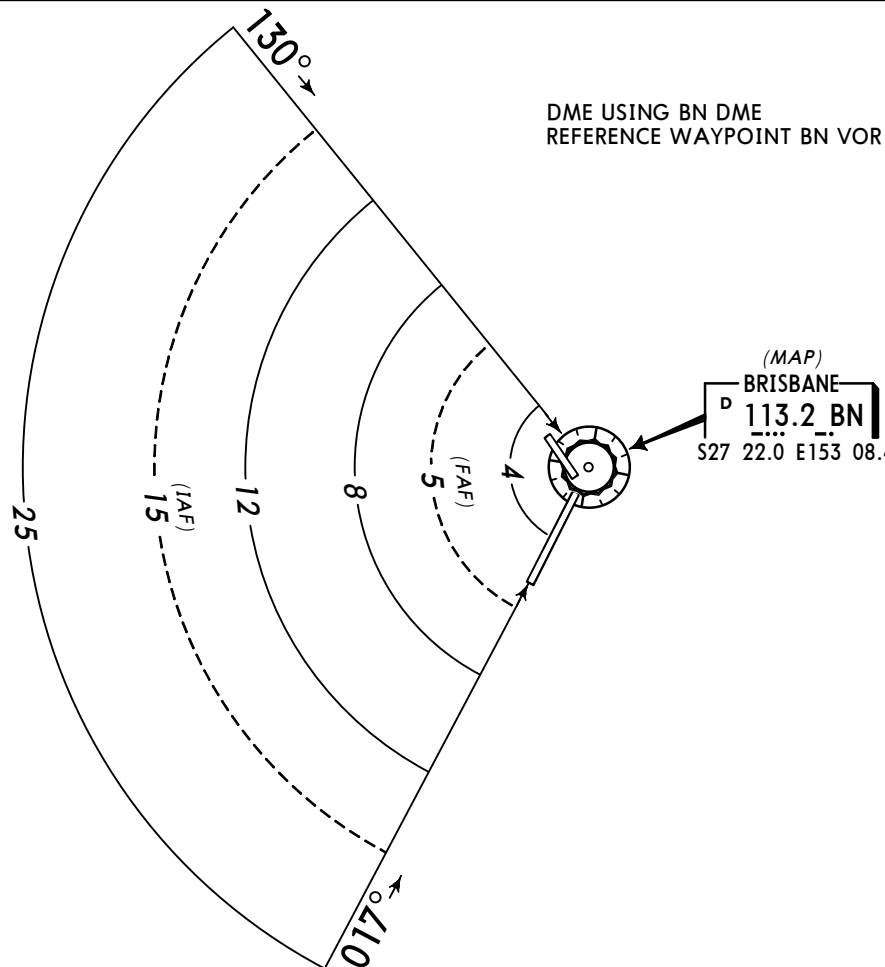
VOR 113.2 BN

Within 25 NM

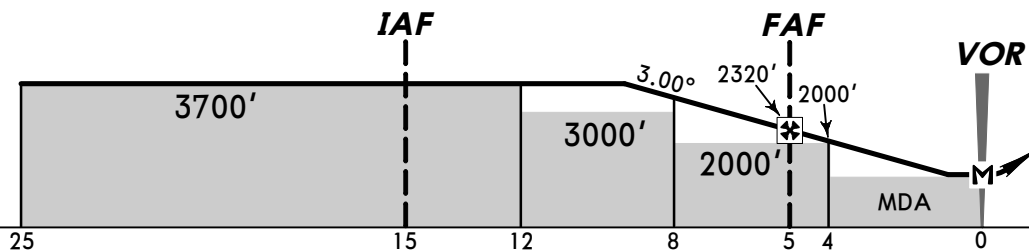
2500' within 10 NM

Apt. Elev 13'

NOT TO SCALE



NM to VOR	9.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3700'	3590'	3280'	2960'	2640'	2320'	2000'	1690'	1370'	1050'	1000'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 1000' (987')

A	2.4 km					
B						
C	4.0 km					
D	5.0 km					

PANS OPS 4

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

ATIS 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN ALPHA ARRIVAL [BLAK7A]

SPEED: MAX IAS 250 KT BELOW 10000'

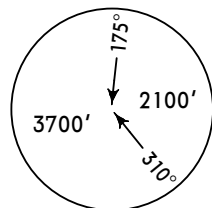
ARRIVAL

From BLAKA track 001° to MOOVI,
cross MOOVI at or below FL120.

RWY 01: From MOOVI, turn LEFT, track 313° to BERTI. Cross BERTI at or below 7000'. Track 313° to GEROO, IAS at 230 KT from GEROO. Cross GEROO at or below 5000'. Track 313° to GLENN, MAX IAS 185 KT from GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach.

RWY 14: From MOOVI, track 002° to JCW VOR. Turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000.' Track 325° to BN VOR for VOR RWY 14 approach.

GNSS permitted in lieu of DME Reference waypoint BN VOB
--



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
GLENN 13 NM
POODL 14 NM
SINNK 12 NM



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

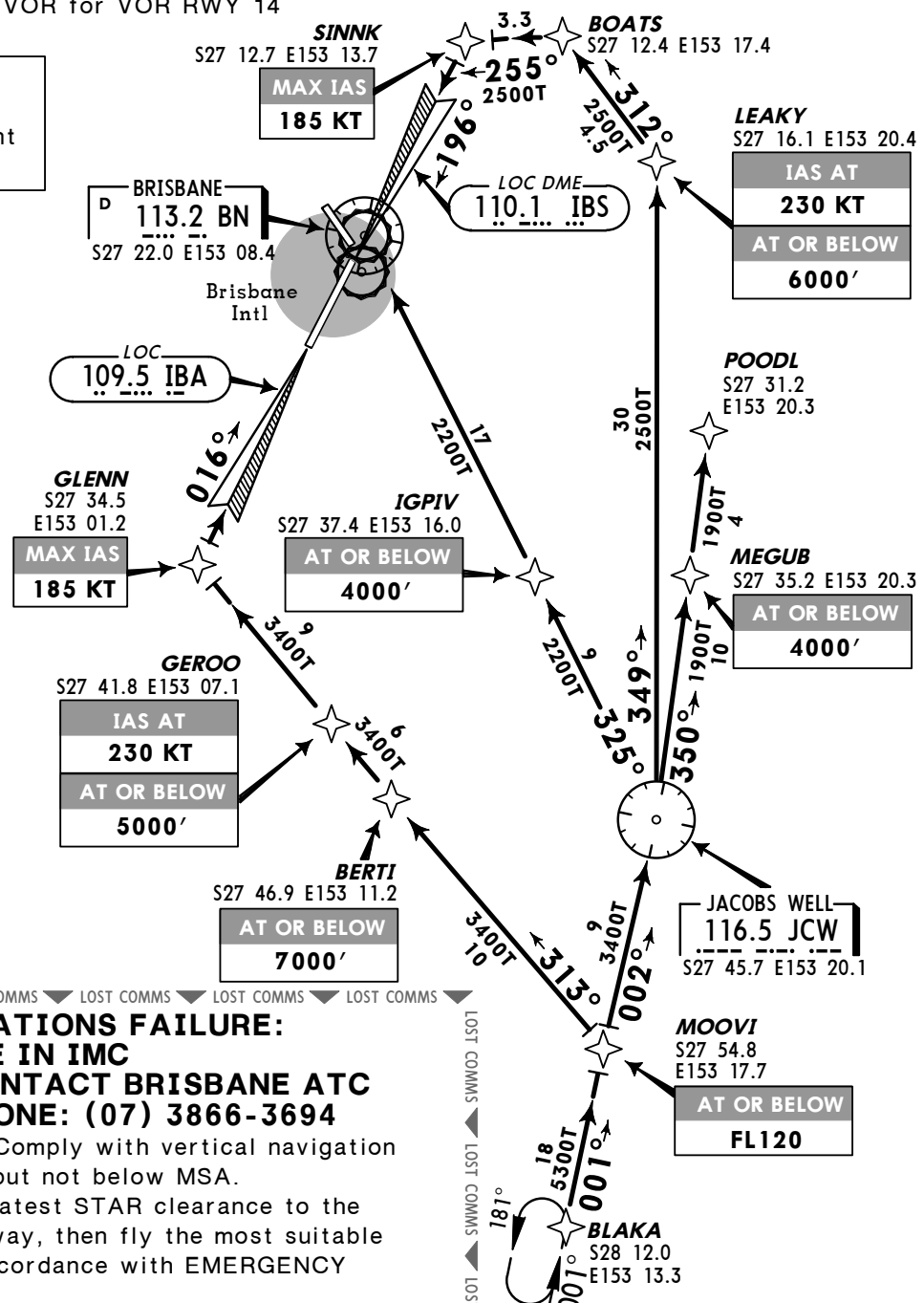
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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.

RWY 19: From MOOVI, track 002° to JCW VOR. Turn LEFT, track 349° to LEAKY. IAS at 230 KT from LEAKY. Cross LEAKY at or below 6000'. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK. MAX IAS 185 KT from SINNK for VOR, LOC, ILS, or RNAV-Z (GNSS) RWY 19 approach.

RWY 32: From MOOVI, track 002° to JCW VOR. Turn LEFT, track 350° to MEGUB. Cross MEGUB at or below 4000'. Track 350° to POODL for RNAV-Z (GNSS) RWY 32 approach.



5 DEC 14

JEPPesen

10-2E

Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5

BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN PAPA ARRIVAL [BLAK7P]

SPEED: MAX IAS 250 KT BELOW 10000'

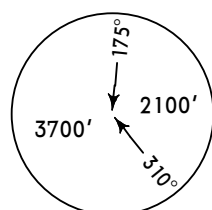
ARRIVAL

From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. From MOOVI track 002° to JCW VOR.

RWY 01: From JCW VOR track 312° to PUNEK. IAS at 230 KT from PUNEK. Cross PUNEK at or below 5000'. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. From LISSA track via RNAV-P (RNP) RWY 01. MAX IAS 185 KT from LISSA.

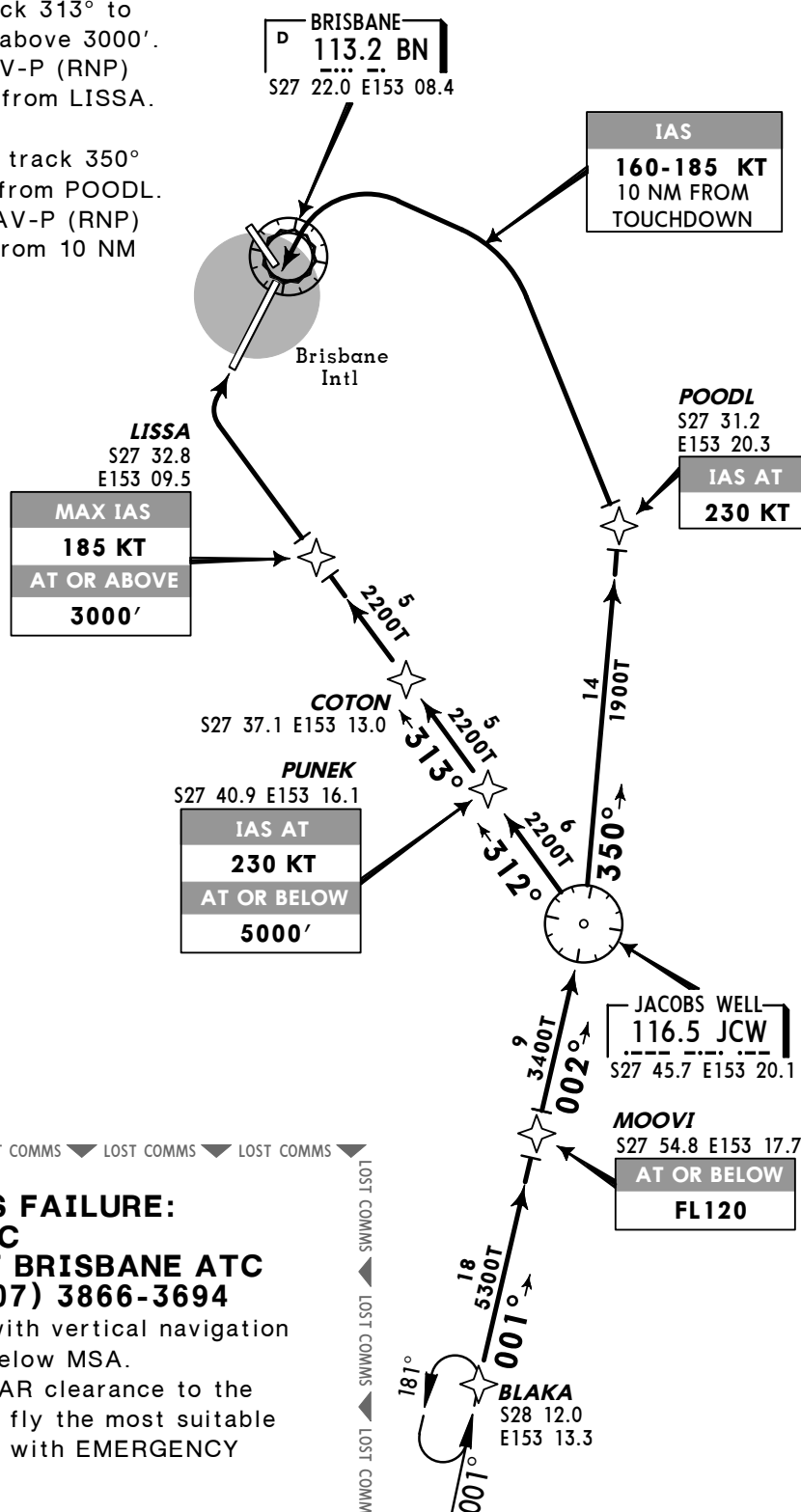
RWY 19: From JCW VOR track 350° to POODL. IAS at 230 KT from POODL. From POODL track via RNAV-P (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
LISSA 10 NM
POODL 14 NM



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

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN VICTOR ARRIVAL [BLAK7V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

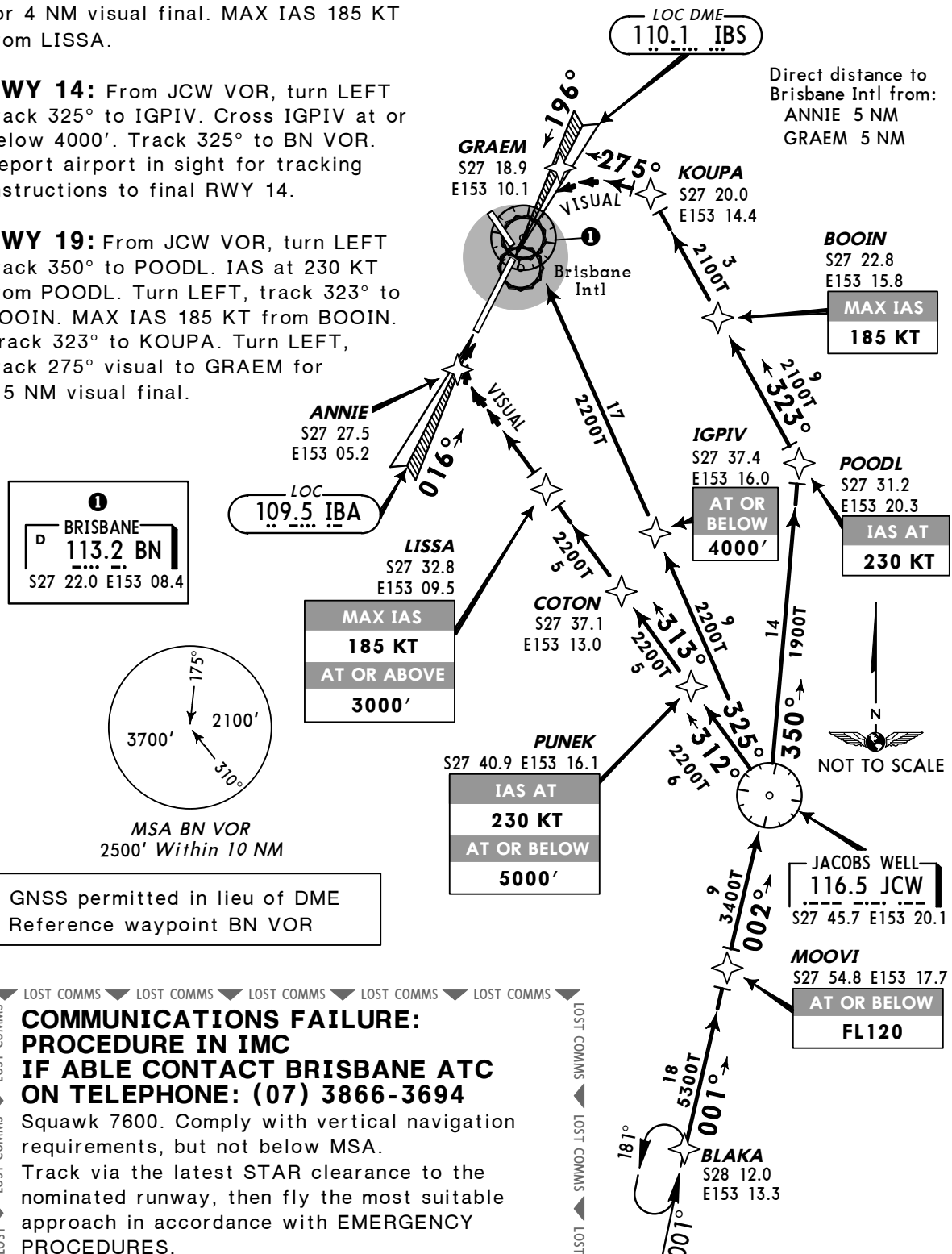
From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. Track 002° to JCW VOR.

RWY 01: From JCW VOR, turn LEFT track 312° to PUNEK. IAS at 230 KT from PUNEK. Cross PUNEK at or below 5000'. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. From LISSA track 313° visual to ANNIE for 4 NM visual final. MAX IAS 185 KT from LISSA.

RWY 14: From JCW VOR, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.

RWY 19: From JCW VOR, turn LEFT track 350° to POODL. IAS at 230 KT from POODL. Turn LEFT, track 323° to BOOIN. MAX IAS 185 KT from BOOIN. Track 323° to KOUA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

RWY 32: From JCW VOR, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.



**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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

10-2G

5 DEC 14
Eff 10 Dec 1600Z

RNAV STAR

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7 (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN ALPHA ARRIVAL[CG7A]

SPEED: MAX IAS 250 KT BELOW 10000'

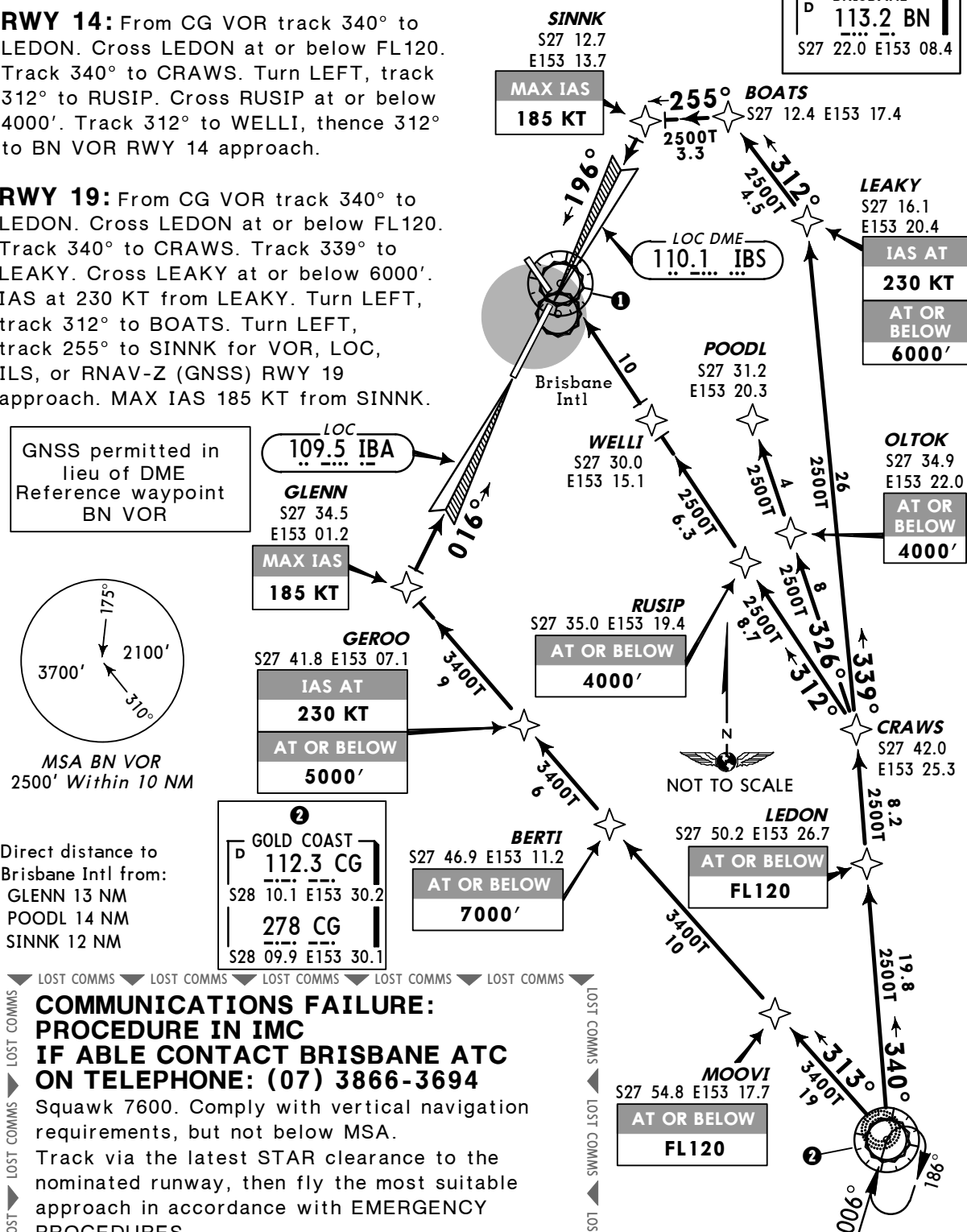
ARRIVAL

RWY 01: From CG VOR track 313° to MOOVI. Cross MOOVI at or below FL120. Track 313° BERTI. Cross BERTI at or below 7000'. Track 313° to GEROO. Cross GEROO at or below 5000'. IAS at 230 KT from GEROO. Track 313° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000'. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Track 339° to LEAKY. Cross LEAKY at or below 6000'. IAS at 230 KT from LEAKY. Turn LEFT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for VOR, LOC, ILS, or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.

RWY 32: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000'. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.



ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN PAPA ARRIVAL[CG7P]

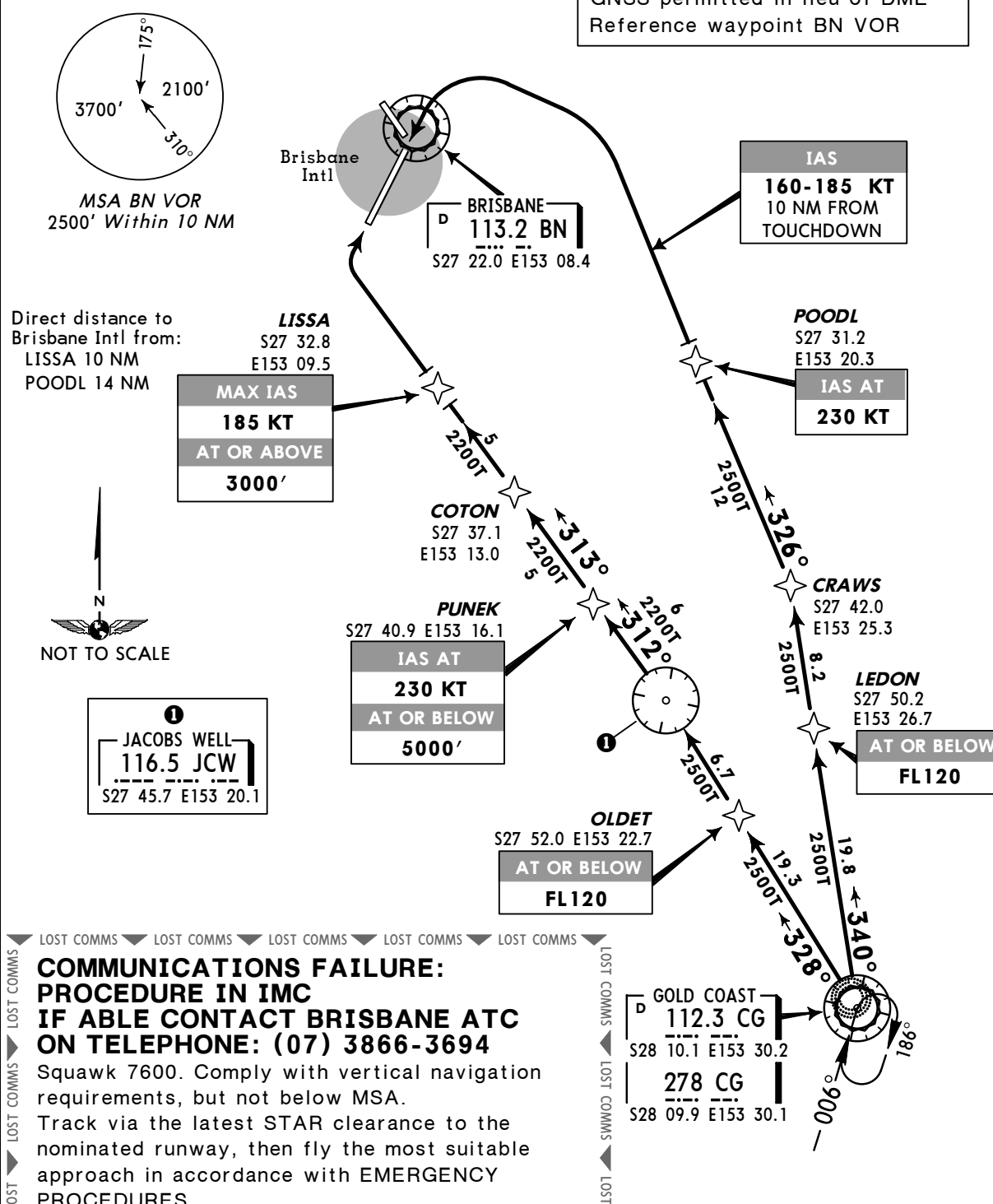
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to JCW VOR. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000'. IAS at 230 KT from PUNEK. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA, track via RNAV-P (RNP) RWY 01.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAW. Turn LEFT, track 326° to POODL. IAS at 230 KT from POODL. From POODL track via RNAV-P (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



5 DEC 14

JEPPesen

(10-2J)

Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN VICTOR ARRIVAL[CG7V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

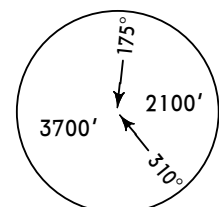
RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to JCW VOR. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000'. IAS at 230 KT from PUNEK. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA, track 313° visual to ANNIE for 4 NM visual final.

RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 326° to POODL. IAS at 230 KT from POODL. Turn LEFT track 323° to BOOIN. MAX IAS 185 KT from BOOIN. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

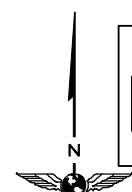
RWY 32: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
ANNIE 5 NM
GRAEM 5 NM



JACOBS WELL
116.5 JCW
S27 45.7 E153 20.1

LEDON
S27 50.2 E153 26.7
AT OR BELOW
FL120

PUNEK
S27 40.9 E153 16.1
IAS AT
230 KT
AT OR BELOW
5000'

OLDET
S27 52.0 E153 22.7
AT OR BELOW
FL120

GOLD COAST
112.3 CG
S28 10.1 E153 30.2
278 CG
S28 09.9 E153 30.1

BRISBANE
113.2 BN
S27 22.0 E153 08.4

BOOIN
S27 22.8 E153 15.8
MAX IAS
185 KT

POODL
S27 31.2 E153 20.3
IAS AT
230 KT

LISSA
S27 32.8 E153 09.5
MAX IAS
185 KT
AT OR ABOVE
3000'

RUSIP
S27 35.0 E153 19.4
AT OR BELOW
4000'

COTON
S27 37.1 E153 13.0

WELLI
S27 30.0 E153 15.1

ANNIE
S27 27.5 E153 05.2

GRAEM
S27 18.9 E153 10.1

KOUPA
S27 20.0 E153 14.4

NOT TO SCALE

LOST COMMS

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEVIE FOUR ALPHA ARRIVAL [KEVI4A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

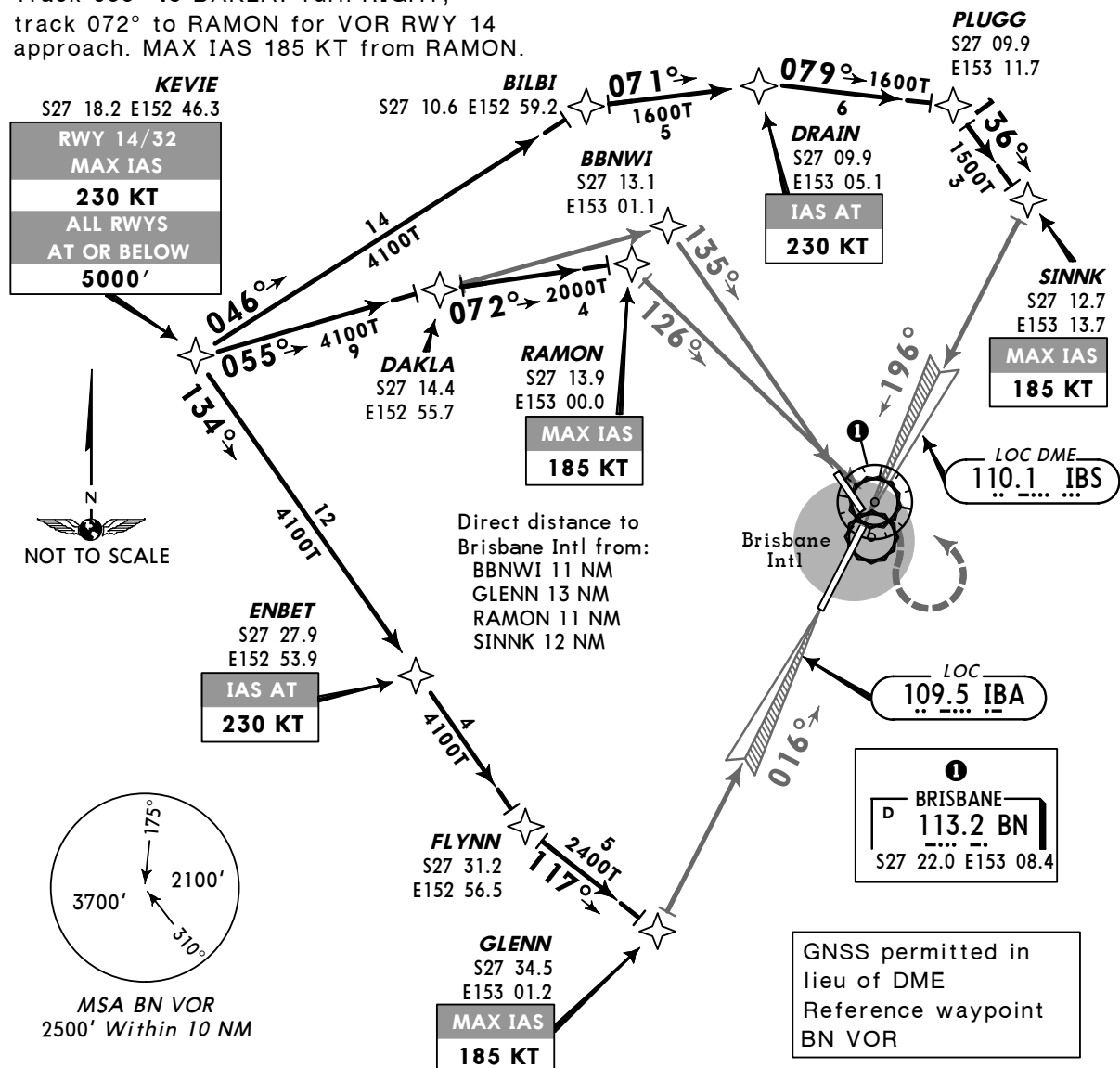
MAX IAS RWY 14/32 230 KT from
KEVIE. Cross KEVIE at or below 5000'.

RWY 01: From KEVIE track 134° to ENBET. IAS at 230 KT from ENBET. Track 134° to FLYNN. Turn LEFT, track 117° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 14: From KEVIE track 055° to DAKLA for RNAV-Z (GNSS) RWY 14 approach or: (On pilot request) Track 055° to DAKLA. Turn RIGHT, track 072° to RAMON for VOR RWY 14 approach. MAX IAS 185 KT from RAMON.

RWY 19: From KEVIE track 046° to BILBI. Turn RIGHT, track 071° to DRAIN. IAS at 230 KT from DRAIN. Turn RIGHT, track 079° to PLUGG. Turn RIGHT, track 136° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.

RWY 32: From KEVIE track 055° to DAKLA. Turn RIGHT, track 072° to RAMON. MAX IAS 185 KT from RAMON. Turn RIGHT, track 126° to BN. From BN track LEFT base RWY 32.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.

10-2L

5 DEC 14
Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MALENY ONE ARRIVAL [MLY1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

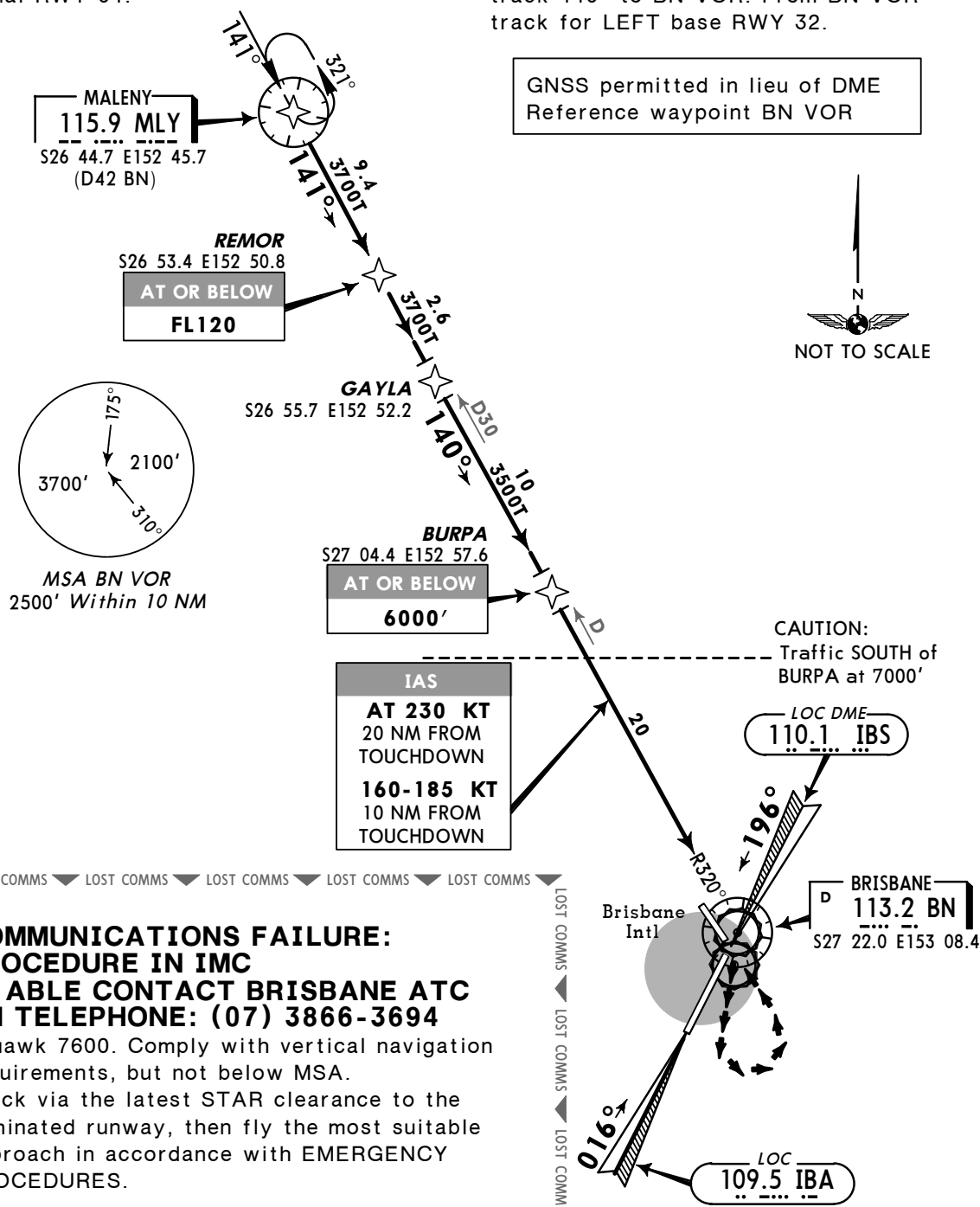
From MLY track 141° to REMOR.
Cross REMOR at or below FL120.
Track 141° to GAYLA. From GAYLA
Track 140° to BURPA. Cross BURPA
at or below 6000'. IAS at 230 KT
from 20 NM to TOUCHDOWN. IAS
160-185 KT from 10 NM to
TOUCHDOWN.

RWY 01: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 01.
In VMC EXPECT tracking instructions
to final RWY 01.

RWY 14: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 14.
In VMC EXPECT tracking instructions
to final RWY 14.

RWY 19: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 19.
In VMC EXPECT tracking instructions
to final RWY 19.

RWY 32 (VISUAL): From BURPA
track 140° to BN VOR. From BN VOR
track for LEFT base RWY 32.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CONTACT BRISBANE ATC ON TELEPHONE: (07) 3866-3694

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.

5 DEC 14

(10-2M)

Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

QUIET FOUR ALPHA ARRIVAL [QUIE4A]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

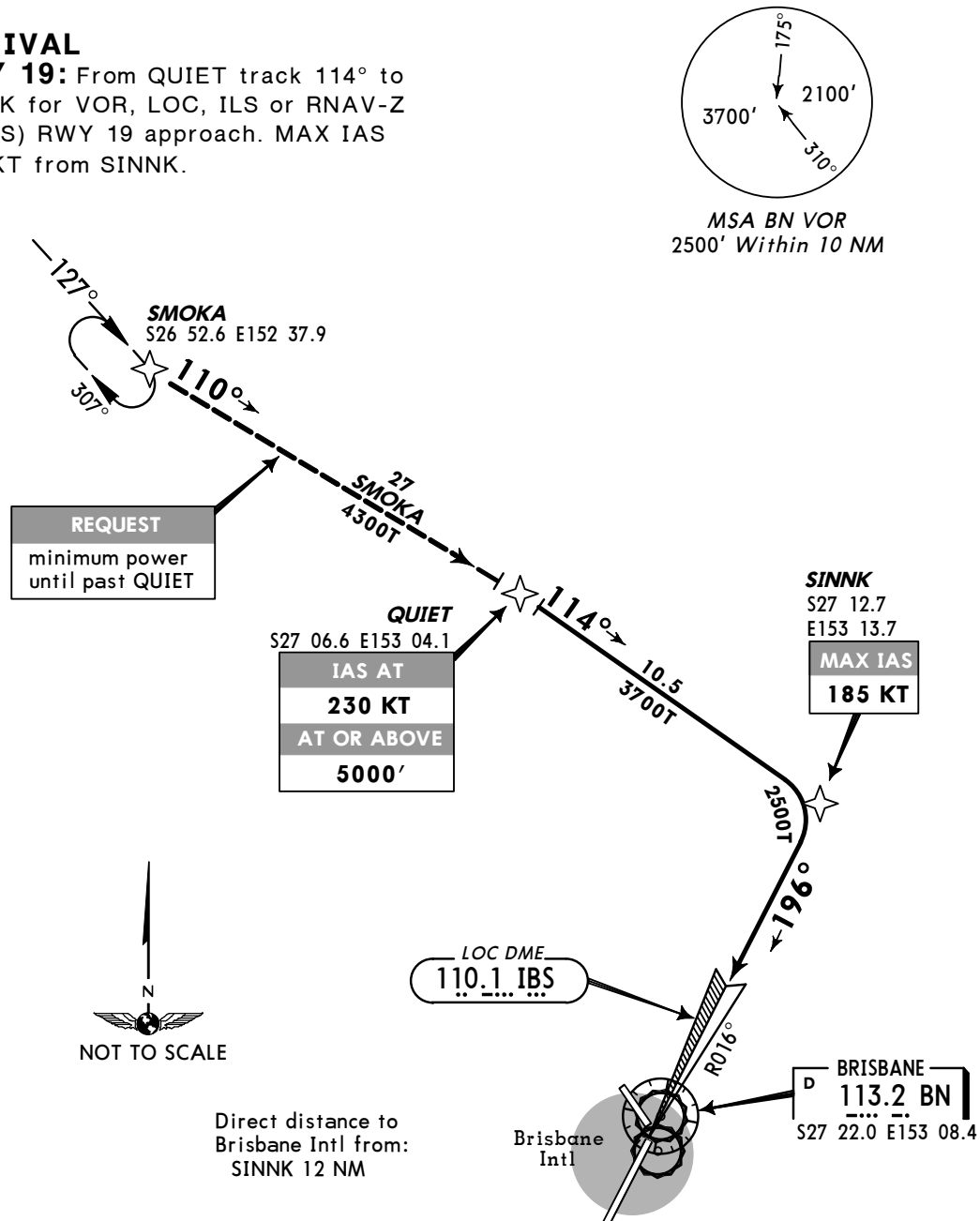
SMOKA: From SMOKA to QUIET:

Track 110° to QUIET. Cross QUIET at or above 5000'. IAS at 230 KT from QUIET, then follow arrival instructions.

GNSS permitted in lieu of DME
Reference waypoint BN VOR

ARRIVAL

RWY 19: From QUIET track 114° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



NOT TO SCALE

Direct distance to
Brisbane Intl from:
SINN 12 NM

Brisbane
Intl

BRISBANE
113.2 BN
\$27 22.0 E153 08.4

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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.



10-2N

5 DEC 14

Eff 10 Dec 1600Z**RNAV STAR**

ATIS 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT ALPHA ARRIVAL [SAVE8A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

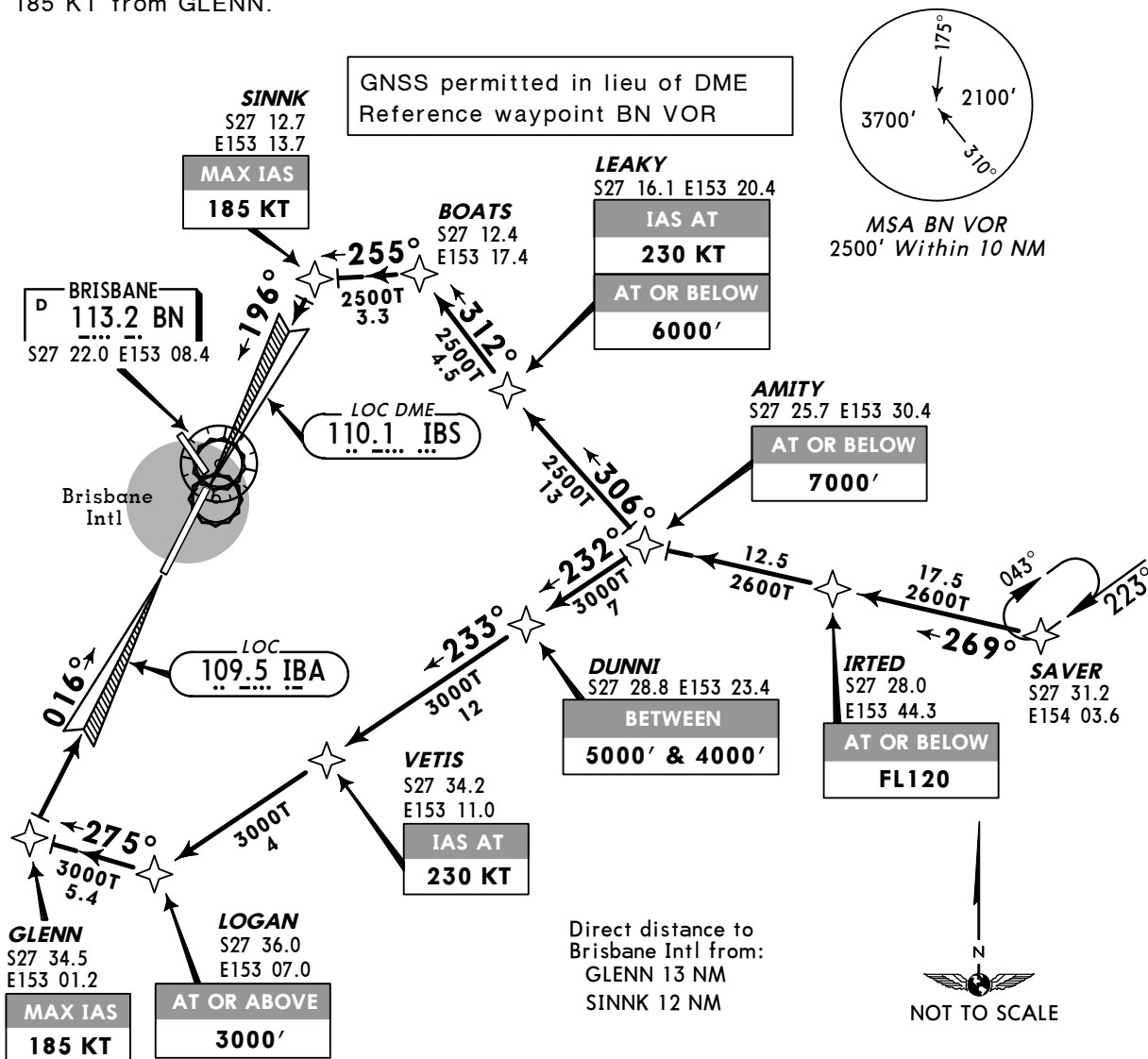
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at
or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to VETIS. IAS at 230 KT from VETIS. Track 233° to LOGAN. Cross LOGAN at or above 3000'. Turn RIGHT, track 275° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 19: From AMITY, turn RIGHT track 306° to LEAKY. IAS at 230 KT from LEAKY. Cross LEAKY at or below 6000'. Turn RIGHT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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

10-2P

5 DEC 14

Eff 10 Dec 1600Z

RNAV STAR

ATIS 113.2 125.5

 BRISBANE Approach (R) 124.7 (NORTH)
 125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

 TRANS LEVEL: FL 110
 TRANS ALT: 10000'

SAVER EIGHT PAPA ARRIVAL [SAVE8P]
SPEED: MAX IAS 250 KT BELOW 10000'
ARRIVAL

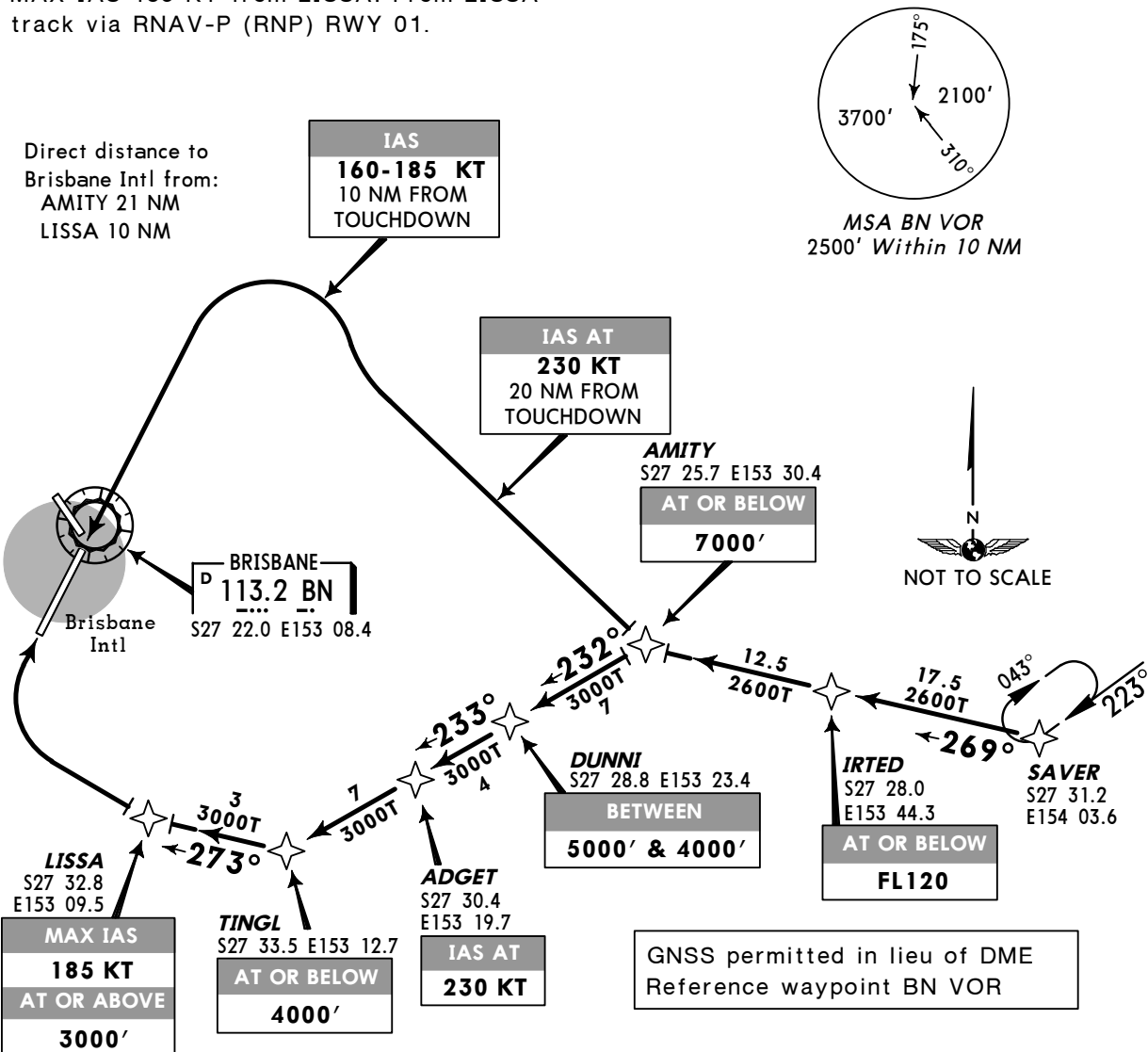
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET. IAS at 230 KT from ADGET.

Track 233° to TINGL. Cross TINGL at or below 4000'. Turn RIGHT, track 273° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA track via RNAV-P (RNP) RWY 01.

RWY 19: From AMITY track via RNAV-P (RNP) RWY 19. IAS at 230 KT from 20 NM to TOUCHDOWN. IAS at 160-185 KT from 10 NM to TOUCHDOWN.


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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT VICTOR ARRIVAL [SAVE8V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

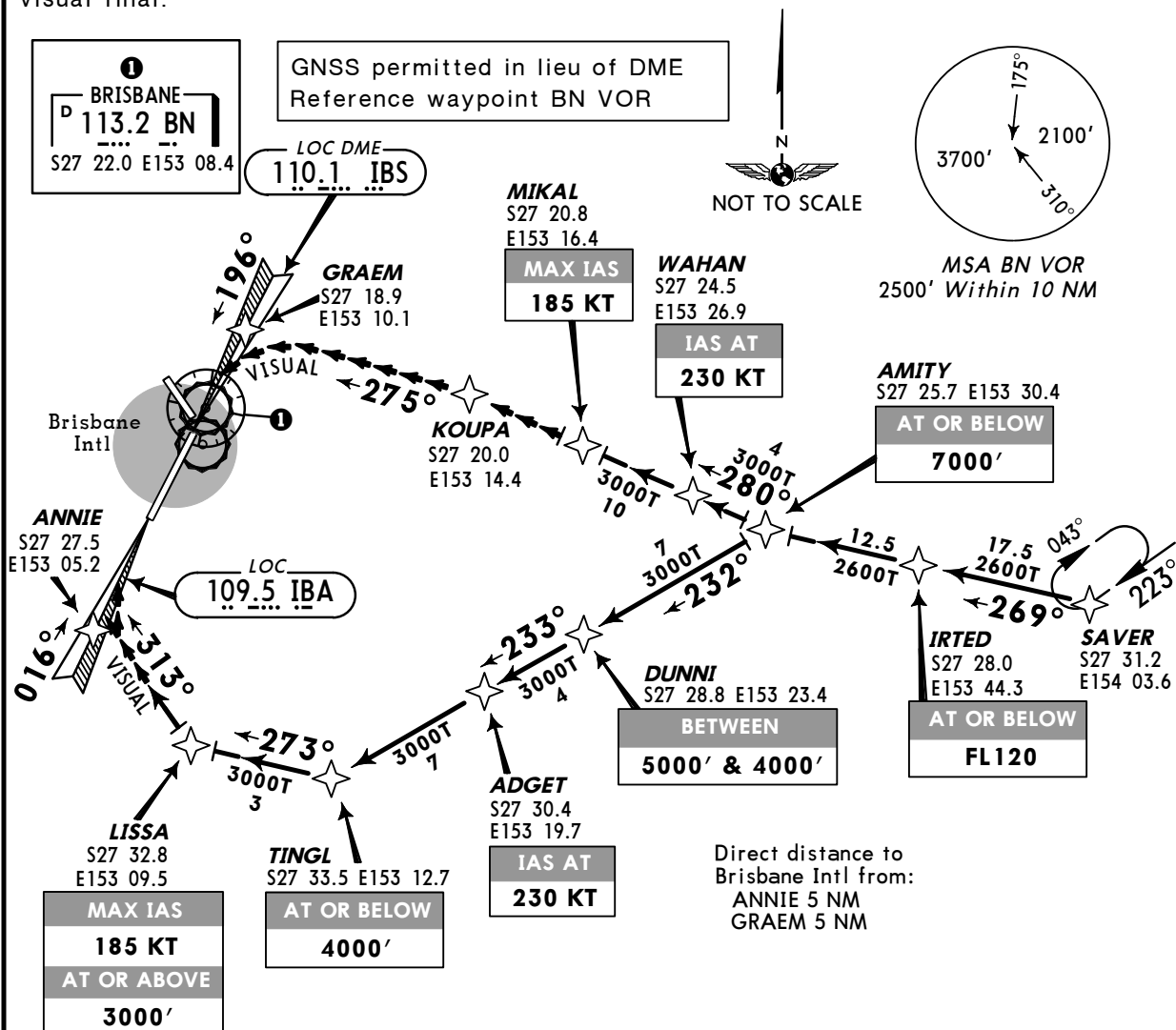
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at
or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET. IAS at 230 KT from ADGET. Track 233° to TINGL. Cross TINGL at or below 4000'. Turn RIGHT, track 273° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. Turn RIGHT, track 313° visual to ANNIE for 4NM visual final.

RWY 19: From AMITY, turn RIGHT track 280° to WAHAN. IAS at 230 KT from WAHAN. Track 280° to MIKAL then visual to KOUPA. IAS at 185 KT from MIKAL. Turn LEFT track 275° visual to GRAEM for 3.5 NM visual final.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.


JEPPESSEN

10-2S

5 DEC 14

Eff 10 Dec 1600Z

RNAV STAR

ATIS 113.2 125.5

BRISBANE Approach (R)	124.7	(NORTH)
	125.6	(SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SINNK EIGHT ARRIVAL [SINNK8]

SPEED: MAX IAS 250 KT BELOW 10000'

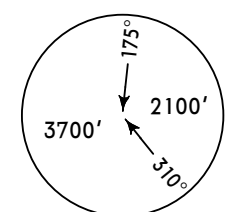
TRANSITION

GLENN: From GLENN track 066° to LISSA. Cross LISSA between FL120 and 8000'. Turn LEFT, track 019° to LEAKY. Cross LEAKY at or below 6000'. IAS at 230 KT from LEAKY. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK, then follow arrival instructions. MAX IAS 185 KT from SINNK.

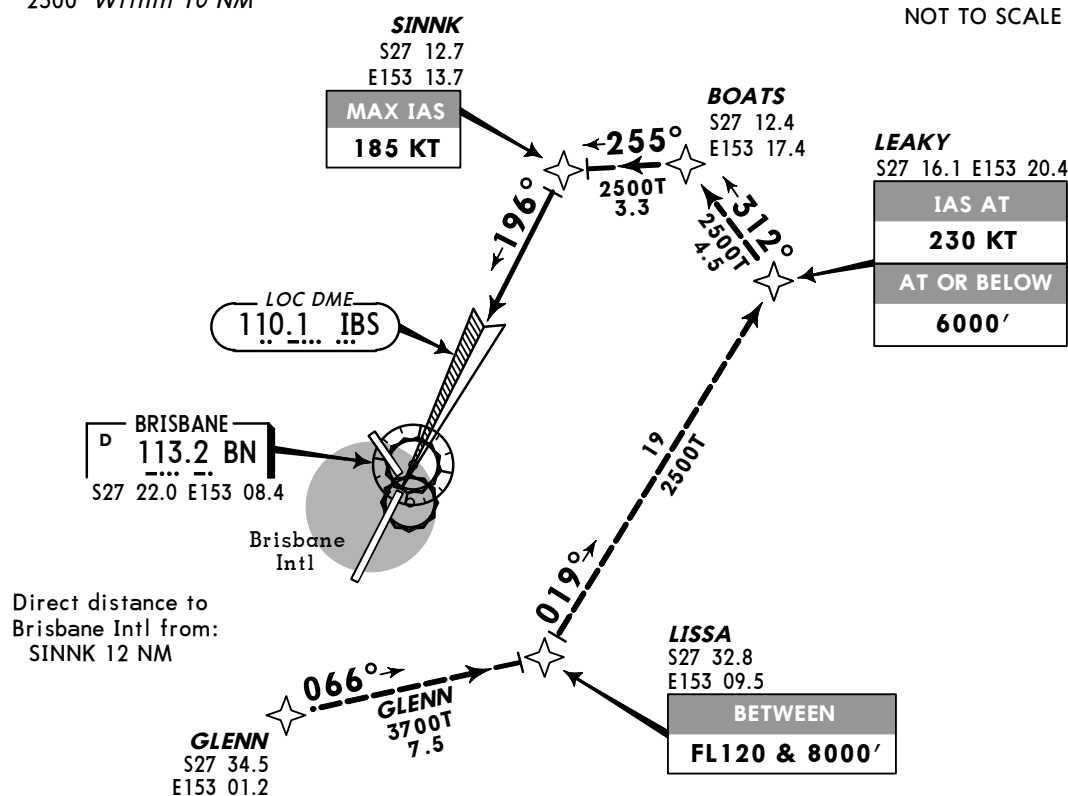
ARRIVAL

RWY 19: From SINNK track via instrument approach as advised or cleared.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.

5 DEC 14

JEPPesen

(10-2T)

Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

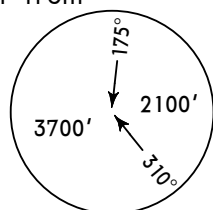
SMOKA TWO ALPHA ARRIVAL [SMOK2A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT, track 162° to GORRI, IAS at 230 KT from GORRI. Track 162° to FLYNN. From FLYNN, track 117° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

GNSS permitted in lieu of DME Reference waypoint BN VOR

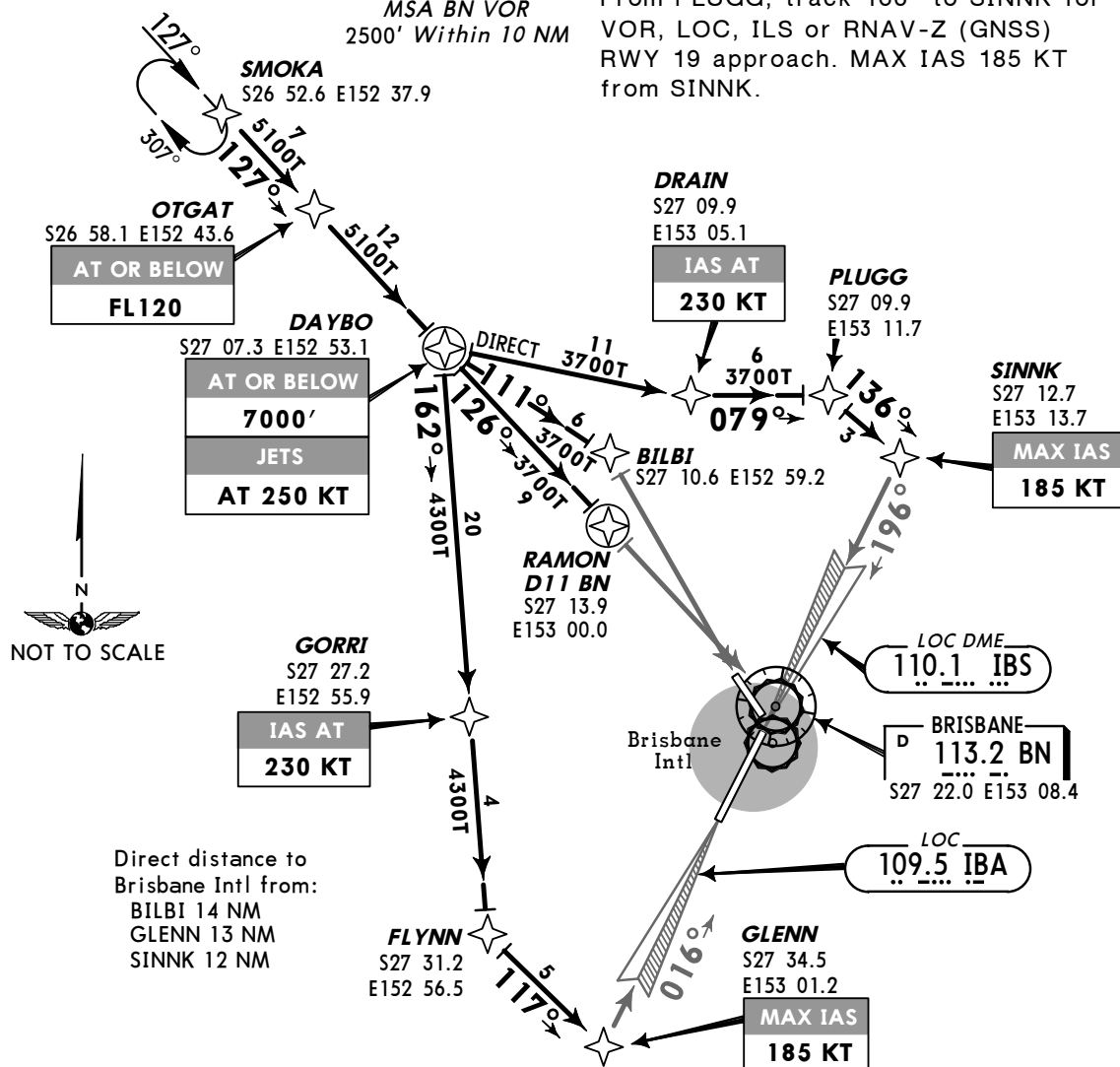


MSA BN VOR
2500' Within 10 NM

RWY 14: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Track 126° to RAMON for VOR RWY 14 approach.

OR ON REQUEST: From DAYBO track 111° to BILBI for RNAV (GNSS) RWY 14 approach.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to DRAIN. IAS at 230 KT from DRAIN. Turn LEFT, track 079° to PLUGG. From PLUGG, track 136° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



NOT TO SCALE

Direct distance to
Brisbane Intl from:
BILBI 14 NM
GLENN 13 NM
SINNK 12 NM

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

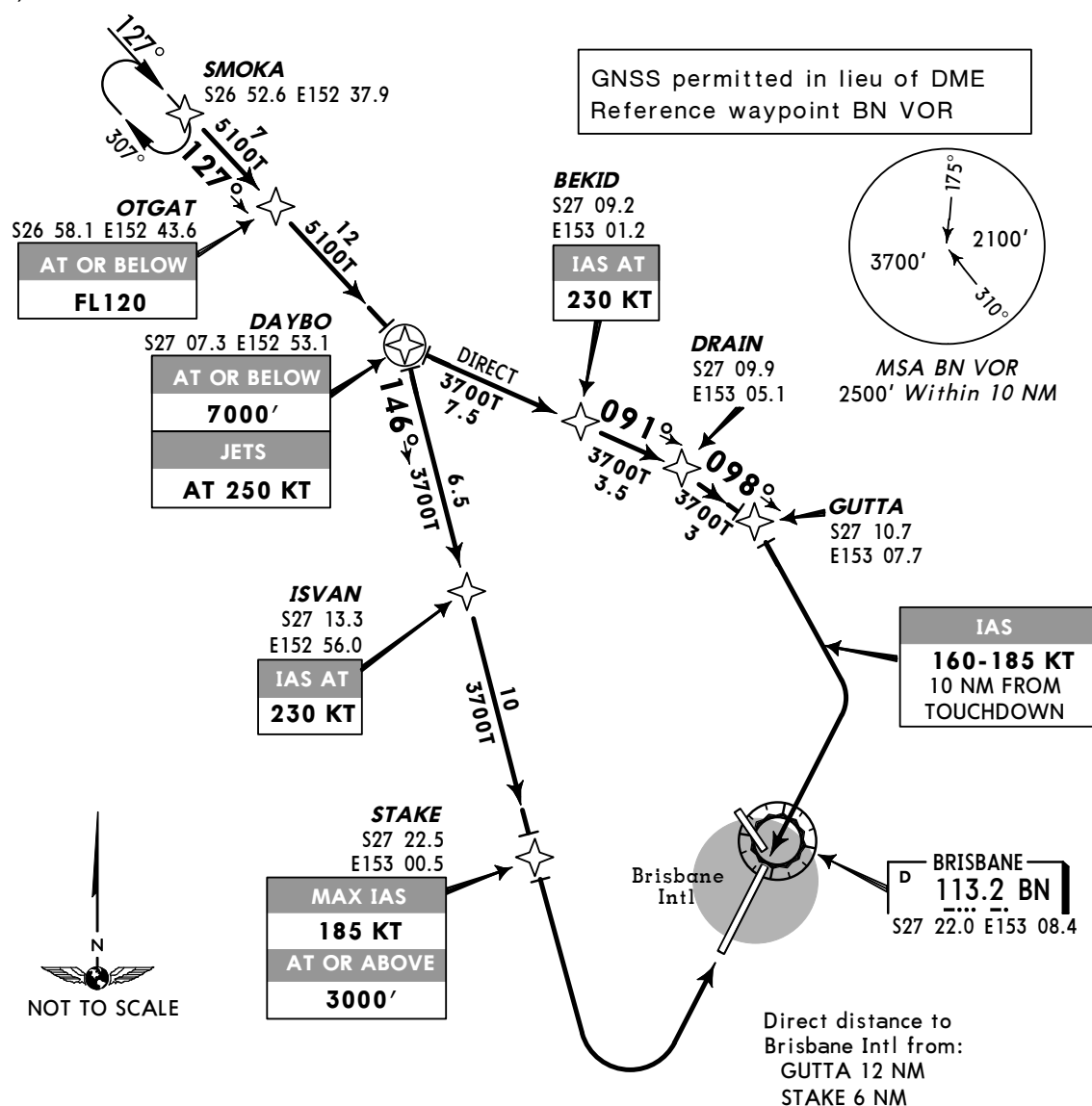
SMOKA TWO MIKE ARRIVAL [SMOK2M]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT, track 146° to ISVAN. IAS at 230 KT from ISVAN. Track 146° to STAKE. Cross STAKE at or above 3000'. MAX IAS 185 KT from STAKE. Track via RNAV-M (RNP) RWY 01.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to BEKID. IAS at 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Track via RNAV-M (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SMOKA TWO VICTOR ARRIVAL [SMOK2V]

SPEED: MAX IAS 250 KT BELOW 10000'

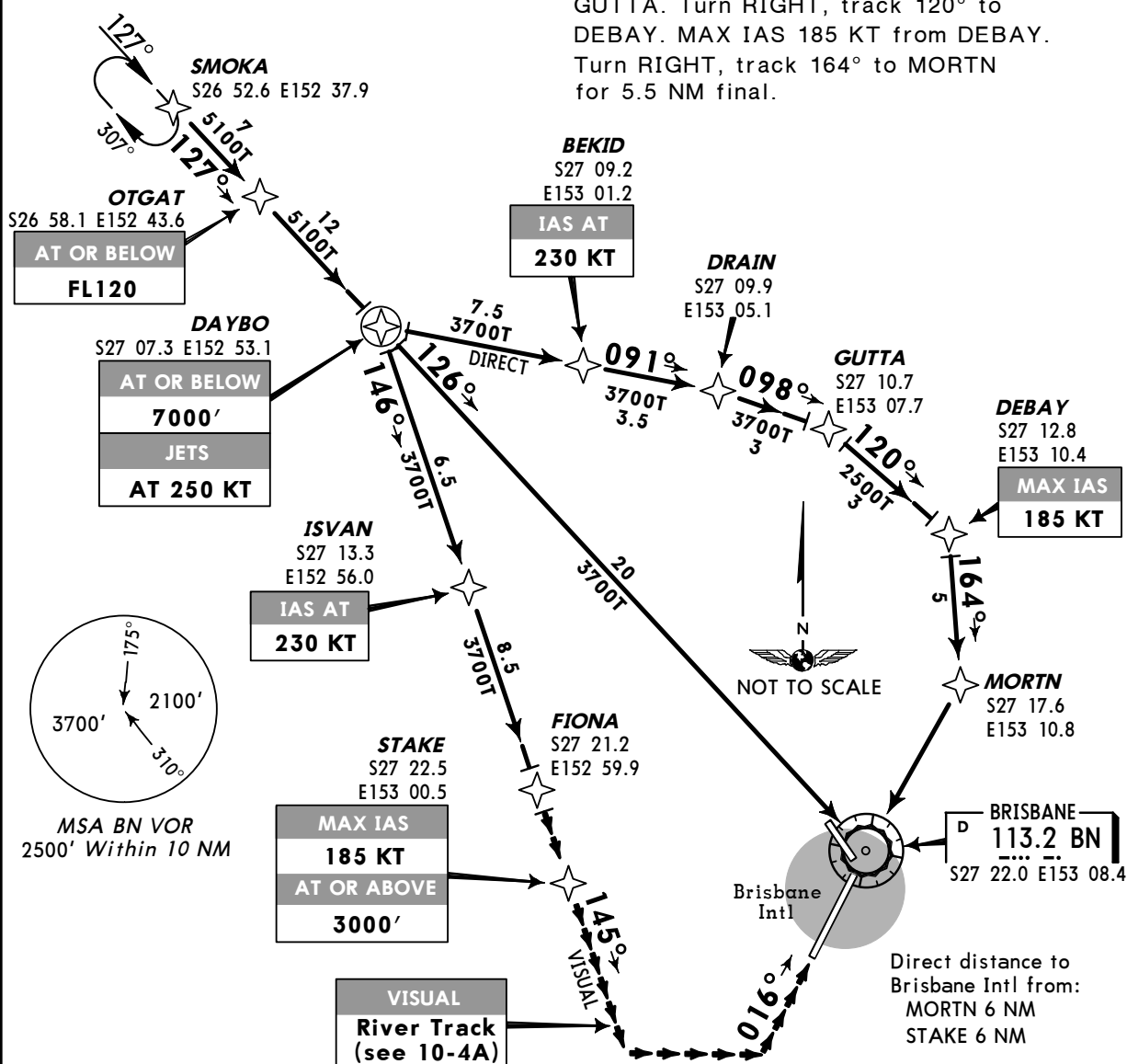
ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT track 146° to ISVAN. IAS at 230 KT from ISVAN. Track 146° to FIONA. Track visual to STAKE. Cross STAKE at or above 3000' visual. MAX IAS 185 KT from STAKE. Track 145° and intercept "River Track" (See 10-4A).

GNSS permitted in lieu of DME
Reference waypoint BN VOR

RWY 14: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Track 126° to BN VOR. Report runway in sight for tracking instructions.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to BEKID. IAS at 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX IAS 185 KT from DEBAY. Turn RIGHT, track 164° to MORTN for 5.5 NM final



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.

BRISBANE Clearance 118.6

Departure (R)	118.45	128.3	124.7	125.6
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BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BRISBANE TWO DEPARTURE/[BN2] (RADAR)

ALL RUNWAYS

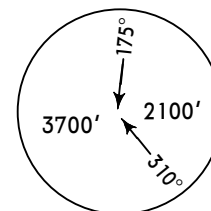
SPEED: MAX IAS 250 KT BELOW 10000'

Rwy 01: Track 016°. At 600' but not before the departure end of runway (BN 0.5 DME), turn to assigned heading. When directed, contact Departure for RADAR vectors.

Rwy 14: Track 135°. At 600' turn to assigned heading. When directed, contact Departure for RADAR vectors.

Rwy 19: Track 196°. At 600' but not before the departure end of runway (BN 2.5 DME), turn to assigned heading. When directed, contact Departure for RADAR vectors.

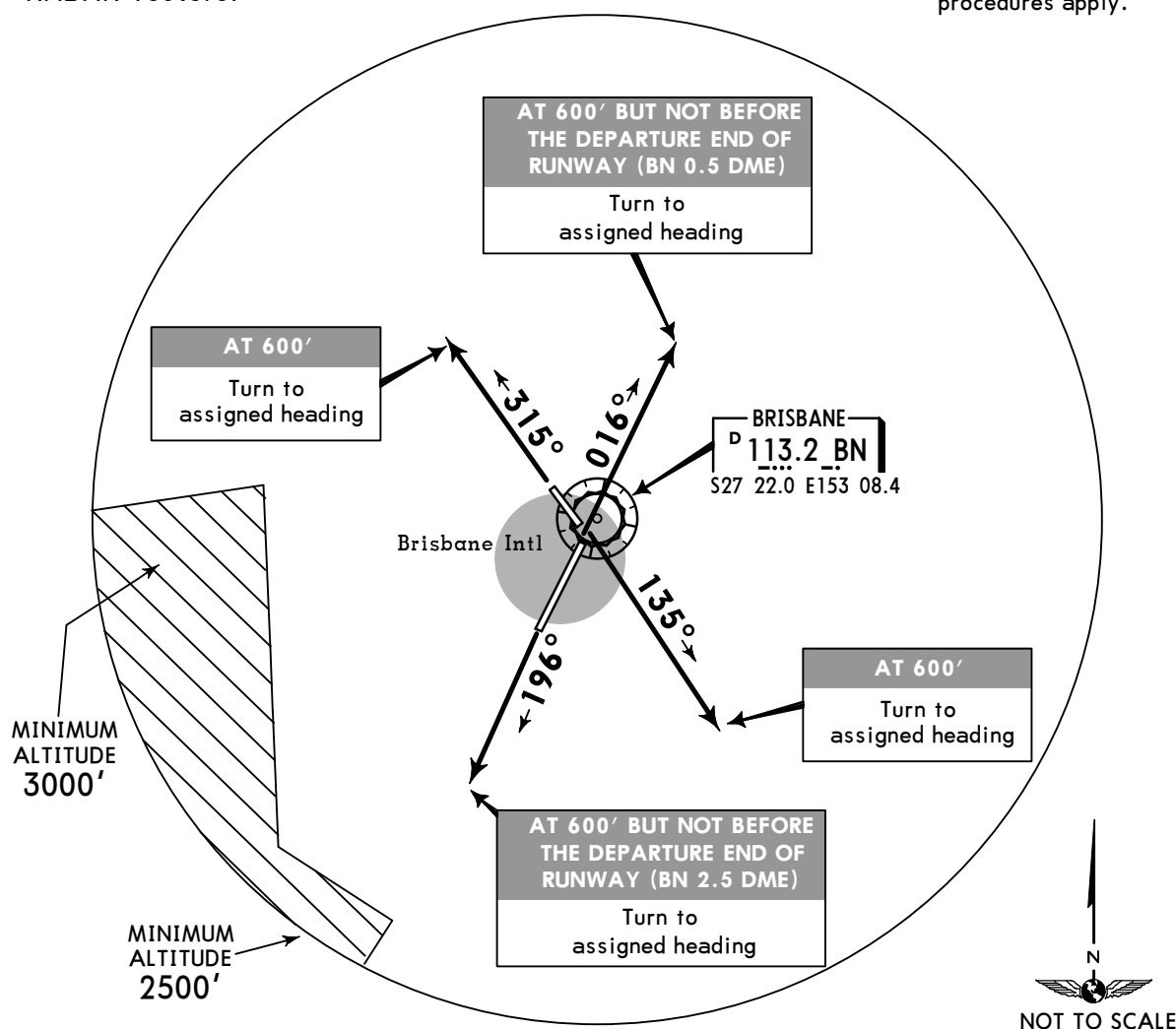
Rwy 32: Track 315°. At 600' turn to assigned heading. When directed, contact Departure for RADAR vectors.



MSA BN VOR
2500'
Within 10 NM

GNSS permitted in lieu of DME
Reference waypoint
BN VOR

Noise abatement procedures apply.



On recognition of communications failure.

- Squawk 7600.
- MAINTAIN last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

JEPPESEN

8 NOV 13

10-3A

Eff 14 Nov

RNAV SID

BRISBANE Clearance 118.6

Departure (R) 128.3

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

**CORAL FOUR DEPARTURE [CORAL4],
 TRIKI FOUR DEPARTURE [TRIKI4]**

**SPEED: MAX IAS 250 KT BELOW 10000'
 MAX IAS 220 KT UNTIL PASSING NOGRA**

**RUNWAY
 01/19 NORTH**

Minimum required climb gradient:
 Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

Rwy 01: Track 016° to VERRY.
 From VERRY turn LEFT.

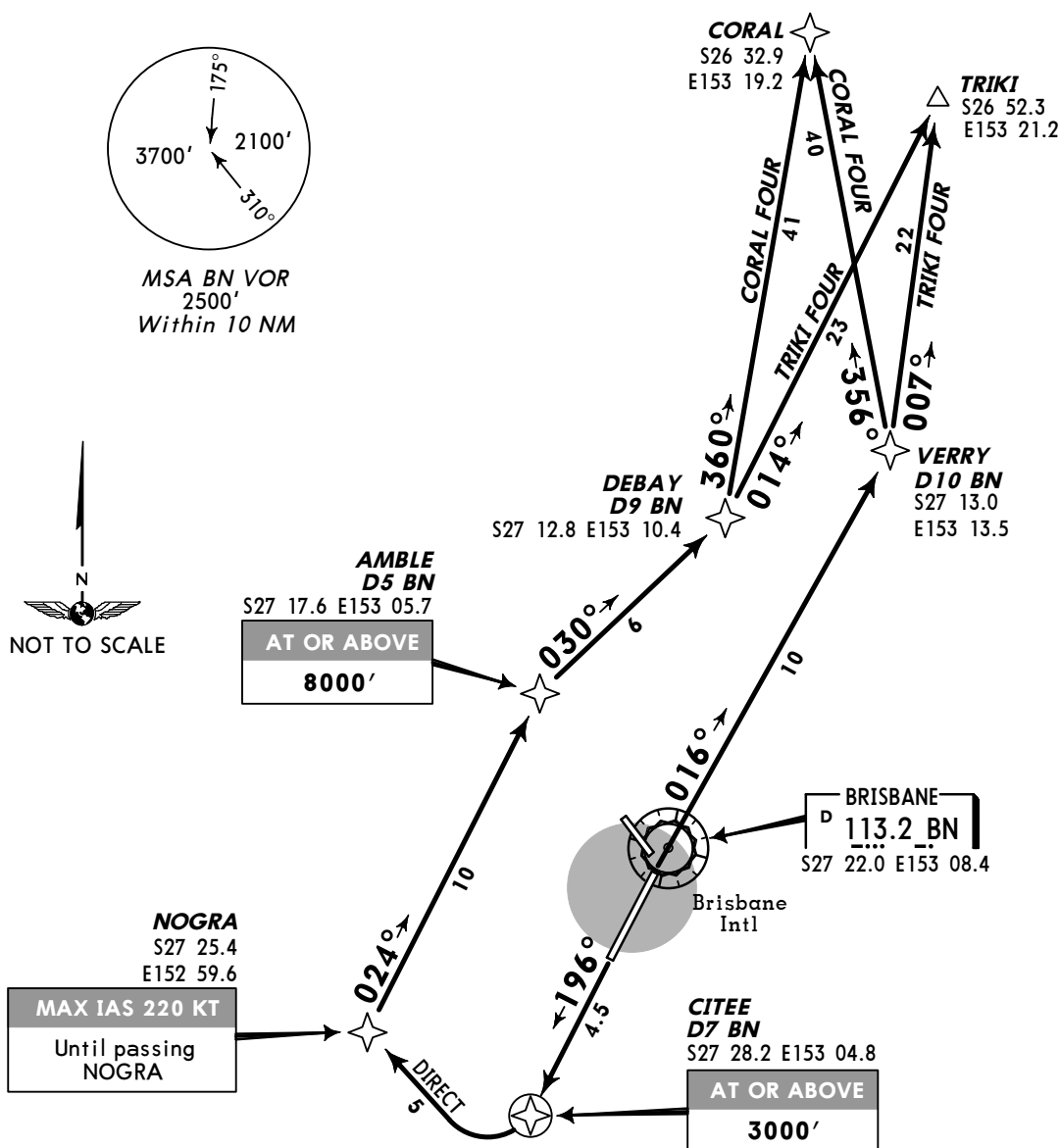
For CORAL: Track 356° to CORAL.

For TRIKI: Track 007° to TRIKI.

GPS permitted in lieu of DME
 Reference waypoint BN VOR

Rwy 19: Track 196° to CITEE. Cross
 CITEE at or above 3000'. At CITEE
 turn RIGHT. Track direct to NOGRA.
 Track 024° to AMBLE. Cross AMBLE
 at or above 8000'. From AMBLE
 turn RIGHT, track 030° to DEBAY.
 From DEBAY turn LEFT.

For CORAL: Track 360° to CORAL.
For TRIKI: Track 014° to TRIKI.



JEPPESEN

19 JUN 15

10-3B

Eff 24 Jun 1600Z

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01)
128.3 (Rwy 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAYS 01/19 NORTH-EAST

JETS ONLY

COODA THREE DEPARTURE [COODA3]

SPEED: MAX IAS 250 KT BELOW 10000'
MAX IAS 220 KT UNTIL PASSING NOGRA

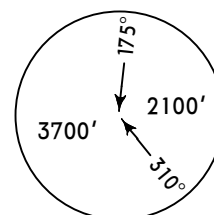
Minimum required climb gradient:

Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

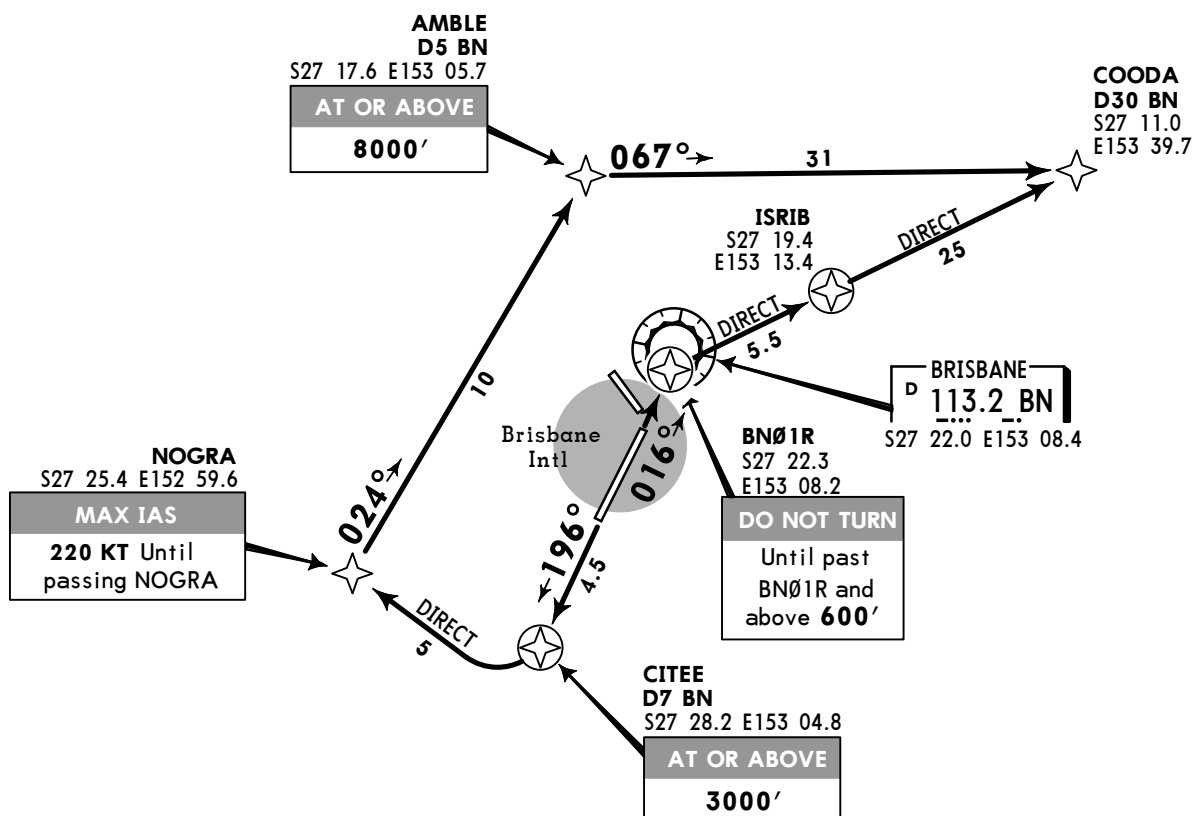
RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to COODA, thence as cleared.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT, track direct to NOGRA. MAX IAS 220 KT until passing NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to COODA, thence as cleared.



MSA BN VOR
2500' Within 10 NM

GNSS permitted in lieu of DME
Reference waypoint BN VOR



JEPPESEN

19 JUN 15

10-3C

Eff 24 Jun 1600Z

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01)
128.3 (Rwy 19)

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 WEST

IBUNA SEVEN DEPARTURE [IBUNA7]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient:
Rwy 19: 10.8% to 3000'.

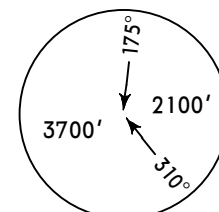
Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000'. Turn RIGHT, track 211° to BAABA. MAX IAS to BAABA 220 KT. Turn RIGHT, track 289° to CARSL. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO. Turn RIGHT, track 287° to IBUNA.

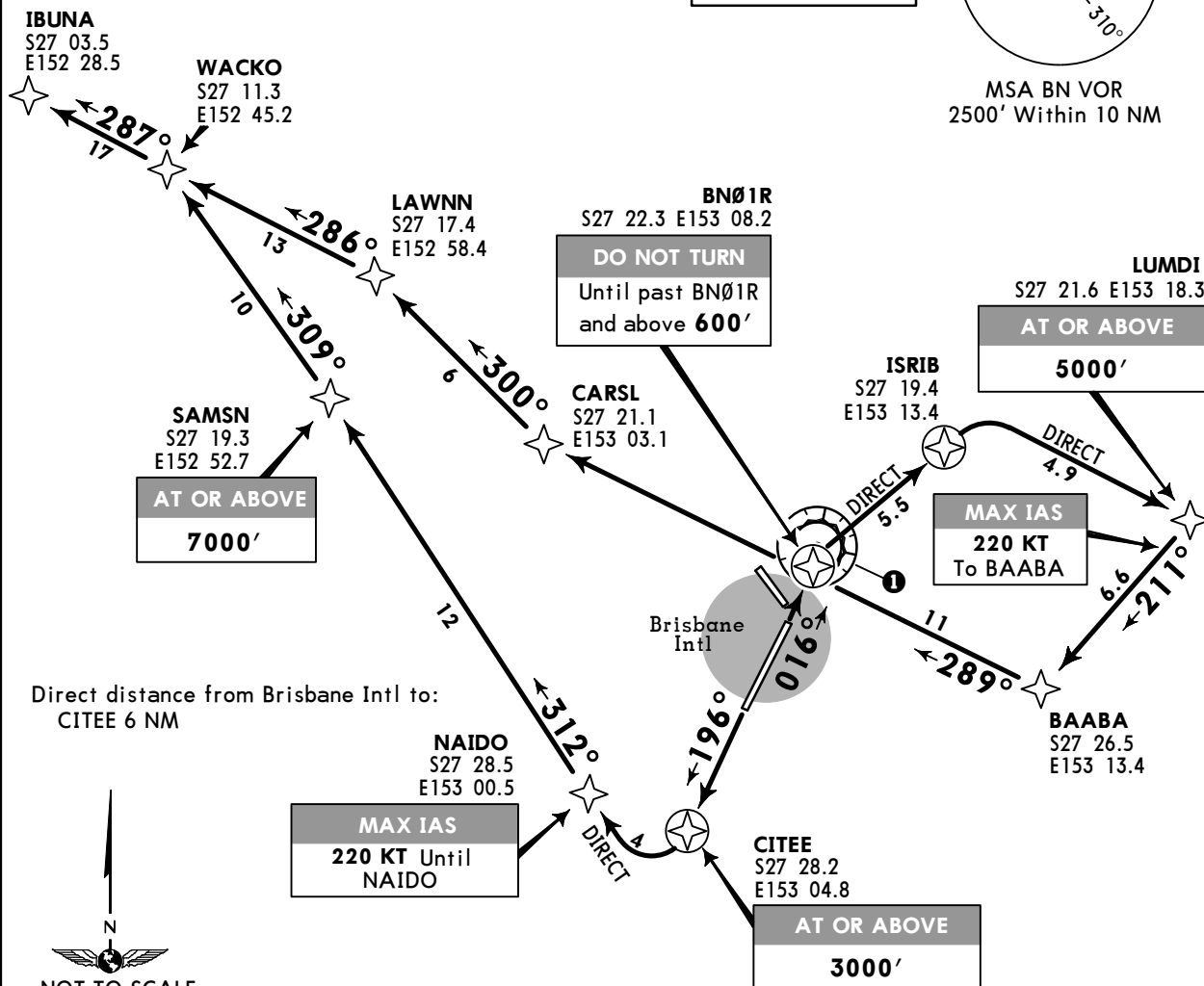
RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE, turn RIGHT, track direct to NAIDO. MAX IAS 220 KT until NAIDO. Track 312° to SAMSN. Cross SAMSN at or above 7000'. Turn LEFT, track 309° to WACKO. Turn LEFT, track 287° to IBUNA.

GNSS permitted in lieu of DME
Reference waypoint BN VOR

BRISBANE
D **113.2 BN**
S27 22.0 E153 08.4



MSA BN VOR
2500' Within 10 NM



JEPPESSEN

31 JUL 15 (10-3D)

RNAV SID

BRISBANE Clearance 118.6
Departure (R) 118.45

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH

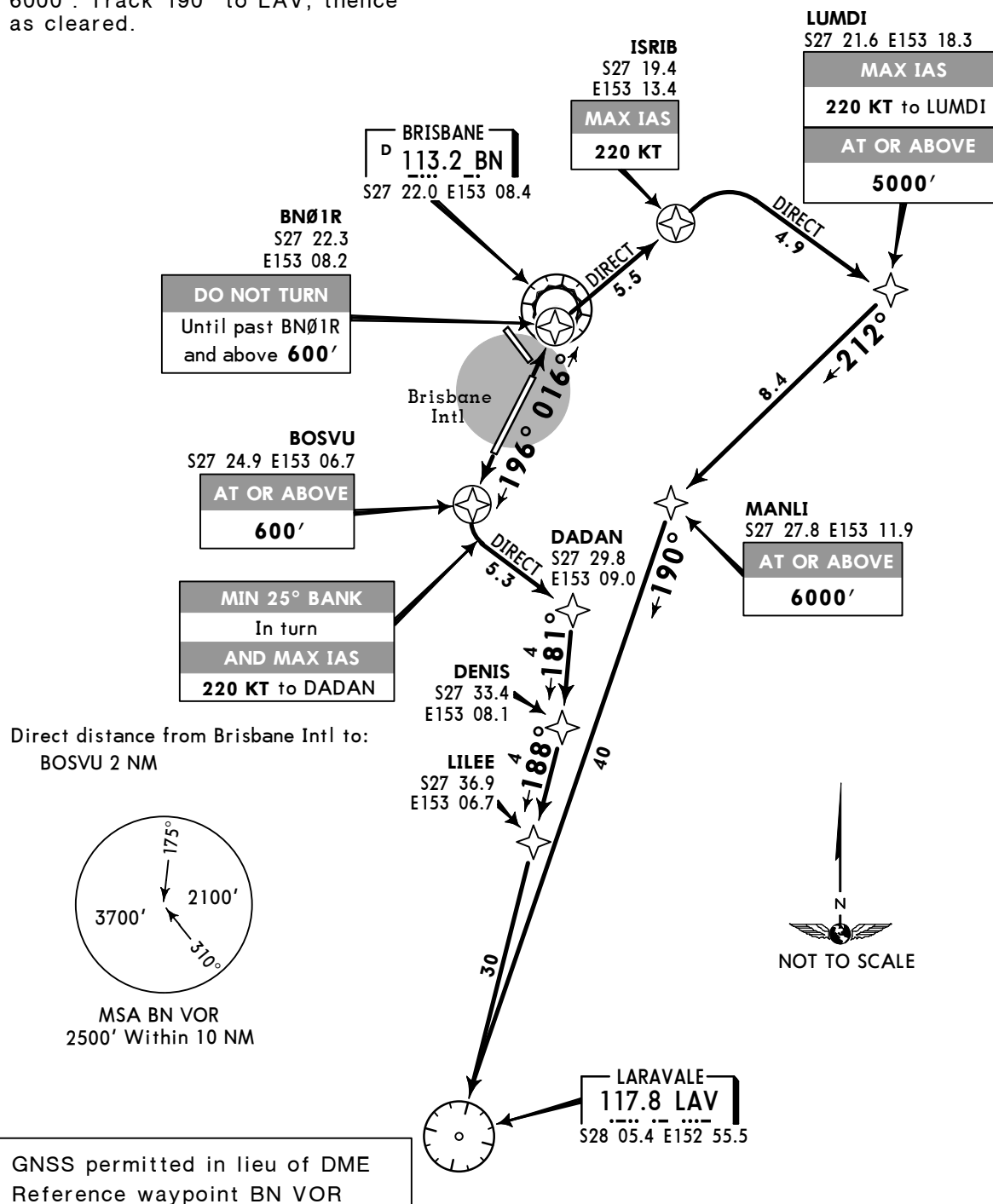
LARVALE (LAV) FOUR DEPARTURE [LAV4]

SPEED: MAX IAS 250 KT BELOW 10000'

(To remain in controlled airspace reach 1500' or above by BN 7 DME)

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. Turn RIGHT, track direct to LUMDI. MAX IAS 220 KT to LUMDI. Cross LUMDI at or above 5000'. Track 212° to MANLI. Cross MANLI at or above 6000'. Track 190° to LAV, thence as cleared.

RWY 19: Track 196° to BOSVU. At BOSVU, and not below 600', turn LEFT track direct to DADAN. Minimum bank 25° in turn and MAX IAS 220 KT to DADAN. Track 181° to DENIS. Track 188° to LILEE. Track 188° to LAV.



JEPPesen

31 JUL 15 **10-3E**

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01) **128.3** (Rwy 19)

BRISBANE, QLD, AUSTRALIA
YBBN **BRISBANE INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH-EAST

SCOTT ONE DEPARTURE [SCOTT1]
SPEED: MAX IAS 250 KT BELOW 10000'
MAX IAS 220 KT UNTIL PASSING NOGRA

Minimum required climb gradient:

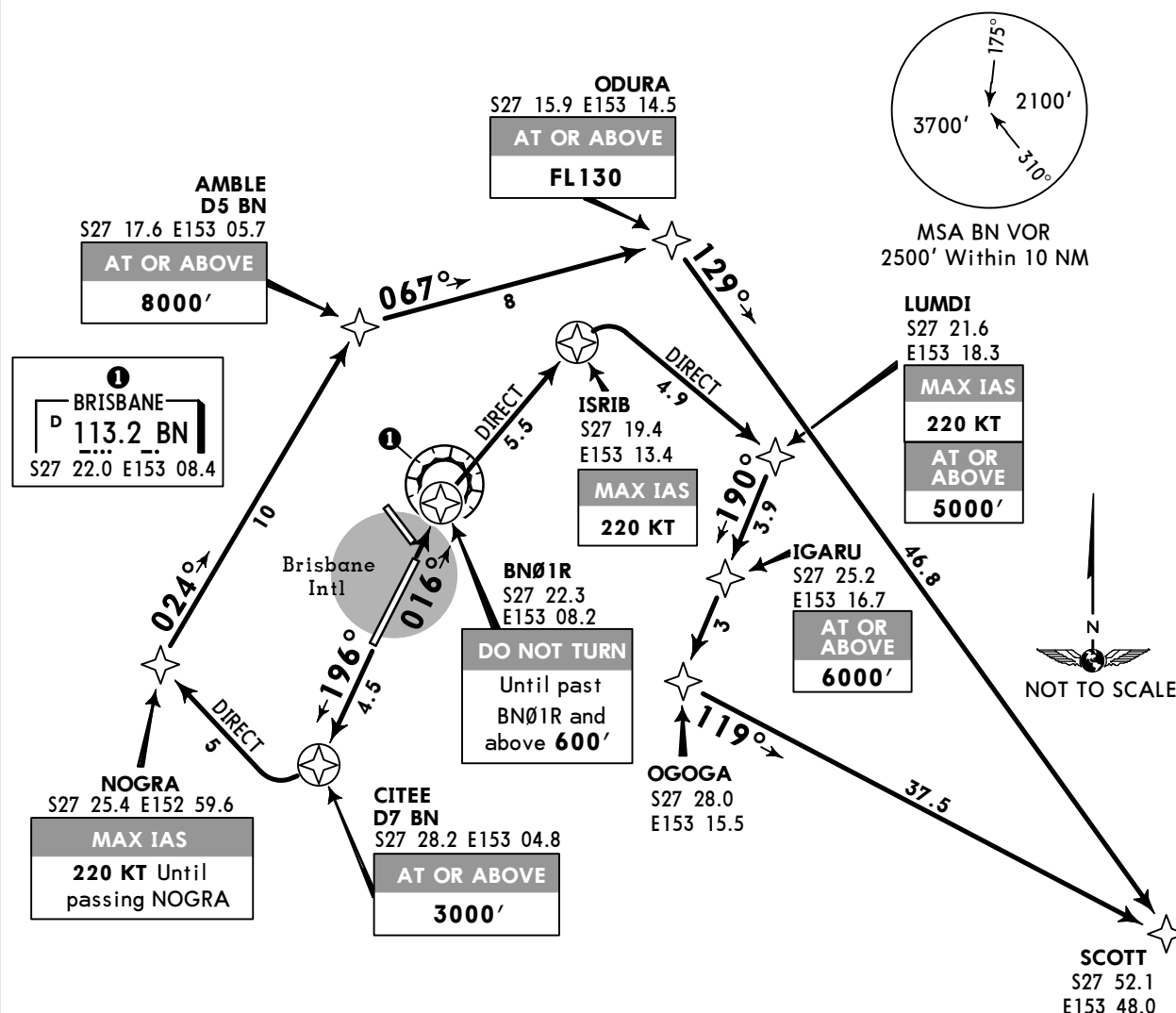
Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. MAX IAS 220 KT to LUMDI. Cross LUMDI at or above 5000'. Track 190° to IGARU. Cross IGARU at or above 6000'. Track 190° to OGOGA. Turn LEFT, intercept and track 119° to SCOTT, thence as cleared.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT, track direct to NOGRA. MAX IAS 220 KT until passing NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to ODURA. Cross ODURA at or above FL130. Turn RIGHT, track 129° to SCOTT, thence as cleared.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



YBBN/BNE **JEPPESEN**
22 NOV 13 (10-4)**BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**NOISE ABATEMENT PROCEDURES**

Airservices Air Traffic Control will facilitate over water operations and maximize the use of preferred flight paths wherever possible.

Day Operations

Day Operation times are 0600-2200 Local Monday to Friday and 0600-2100 Local Saturday and Sunday.

Night Operations

Night Operation times are all other times.

Reciprocal Runway Operations

Reciprocal Runway Operations require:

- Downwind component does not exceed 10 knots (including gusts) and
- Runway surface completely dry.

During Night Operations, Reciprocal Runway Operations are the preferred runway mode. Traffic Management - airborne holding and start clearances - will be employed to enable Reciprocal Runway Operations where safety requirements permit.

Noise abatement will not be a determining factor in runway selection at Brisbane under the following circumstances:

1. During Thunderstorms and Low Visibility Procedures
2. MEDEVAC priority aircraft
3. Where traffic management procedures are required to safely manage ATC workload.

Where noise abatement procedures are prescribed, and ATC traffic management safety requirements permit, the following runway nomination provisions will be applied.

PREFERRED RUNWAYS

Jet Noise Abatement climb procedures apply 24 hours Runway 19.

(a) For Day Operations, when Reciprocal Runway Operations are not possible, the preferred runways are:

Landing	Take-off
Runway 01	Runway 01
Runway 14/32	Runway 14/32
Runway 19	Runway 19

(b) For Night Operations, the preferred runways are:

Landing	Take-off
Runway 19	Runway 01
Runway 32	Runway 14
Runway 14	Runway 32
Runway 01	Runway 19

Intersection departures on Runway 19 are not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW during (a) and by all aircraft during (b) - exception: jet aircraft not exceeding ICAO Code letter C aerodrome reference code are permitted to depart from A1 or intersection A3 during (a).

YBBN/BNE

JEPPesen
22 NOV 13 (10-4A)BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

1. Landing Runway 19:

- All jet aircraft will not normally be descended below 3000' until east of the coast to avoid noise sensitive areas.
- During Night Operations, descent below 5000' is not permitted for all jet aircraft until east of the coast.
- During Night Operations, descent below 3000' is not permitted for all non-jet aircraft until east of the coast.

2. Landing Runway 32:

- During Night Operations, all aircraft will be normally tracked for right base.

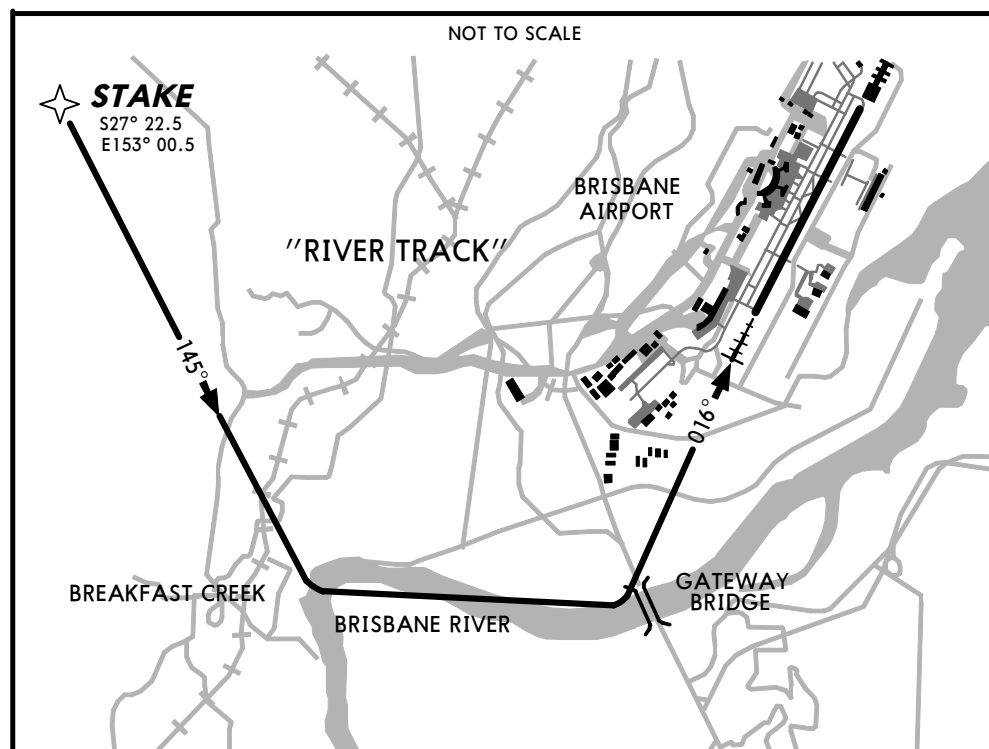
3. Landing Runway 14:

- During Night Operations, all aircraft will be normally tracked for left base.

4. Landing Runway 01:

- Jet aircraft arriving from the north on the SMOKA V ARRIVAL will be routed via "River Track" from waypoint STAKE for a visual approach (see diagram below).

During Night Operations, all aircraft shall not descend below 3000' until aligned with the runway.



NOTE: To satisfy the requirements of 1. and 3. above, for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JCW-POODL-BN.

YBBN/BNE **JEPPesen**
27 SEP 13 **10-4B****BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**NOISE ABATEMENT PROCEDURES****PREFERRED FLIGHT PATHS (CONTD)****b. Departing Aircraft****1. Departing runway 19:**

- Jet aircraft will normally be assigned a procedural SID.
- NON-JET aircraft will normally be assigned a SID RADAR.

2. Departing runway 14/32:

- All aircraft will be assigned a SID RADAR.
- Jet aircraft will normally be contained within a sector 360°-120°, over water until above 5000'.
- During Night Operations, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

3. Departing Runway 01:

- Jet aircraft will normally be assigned a procedural SID.
- Non-jet aircraft will normally be assigned a SID RADAR.
- During Night Operations, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

NOTE 1: *In the above procedures, the term "all aircraft" applies to all jet propelled aircraft and all other aircraft having two or more engines or having MTOW exceeding 12,566 lbs (5700 kg).*

NOTE 2: *Procedural SID's issued to jet aircraft all have preferred noise abatement procedure flight paths.*

NOTE 3: *Jet aircraft may be cleared via a SID RADAR when required for weather or traffic management. When this occurs, they will be processed as closely as possible to comply with the applicable Day or Night Operations (NAP).*

TRAINING FLIGHTS

- Circuit training available 0000-0200 UTC and 0400-0700 UTC. Bookings required.
Phone Brisbane TMA (07) 3866 3694.
- Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on runway 01.
- Jet and turbo-prop training and flight test operations not requiring runway or instrument approach procedures shall be flight planned in either.
 - Low Performance Area (LPA) - within the minor arc between Brisbane VOR R-030 and R-100 from 15 to 30 DME; or
 - High performance Area (HPA) - within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.
- Arriving aircraft may request an instrument approach for training or license renewal. The request should be made as early as possible, preferably at flight planning.
- Instrument approach and landing training not available Monday to Friday. During the period 0100-0900 UTC on Saturday and 2300-0600 UTC on Sunday, training is available due traffic.
- Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. Tower will advise if traffic disposition allows for a missed approach.



YBBN/BNE



BRISBANE, QLD, AUSTRALIA

5 JUN 15

10-9A

BRISBANE INTL

GENERAL

Significant bird hazard exists.
All aircraft must provide their parked position/gate number to ATC on acknowledgment of airways clearance.
Pilots of aircraft landing on Rwy 14-32 shall report "Runway Vacated" on Ground frequency.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
01	② HIRL CL HIALS REIL ⑤ PAPI (angle 3.0°)	11,483' 3500m	10,254' 3125m	①	148' 45m
19	② HIRL CL HIALS TDZ ⑤ PAPI (angle 3.0°)		10,579' 3224m		

① Grooved.
② Manual.
③ MEHT 64'.
Standby power available.

④ TAKE-OFF RUN AVAILABLE

<u>RWY 01:</u>		<u>RWY 19:</u>	
From rwy head		From rwy head	
Twy M	8809' 2685m	Twy H4	7559' 2304m
Twy A7	8822' 2689m	Twy H3	9101' 2774m
Twy A6	6174' 1882m	Twy A4S	6476' 1974m
Twy A5	4632' 1412m	Twy A4	7582' 2311m
Twy A4	4196' 1279m	Twy A3	9124' 2781m
Twy A3	2654' 809m		

14	⑤ MIRL PAPI (angle 3.0°, MEHT 51')	5577' 1700m		5577' 1700m	98' 30m
32					

⑤ Manual.
Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
- 1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
- 1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

- 2.1 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.2 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.3 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	TWY Exits	LED
01	Turboprop, Jet	⑥ ⑦ A5S	4839' 1475m
	Jet, Heavy	⑥ ⑦ A4S A4 A3	6381' 1945m 7536' 2297m 9131' 2783m
19	Turboprop, Jet	⑥ ⑦ A5	4734' 1443m
	Jet, Heavy	⑥ ⑦ A6 A7	6276' 1913m 9016' 2748m

- ⑥ Preferred exits.
⑦ Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50 KT.

TAKE-OFF

	① All Rwys	
	STANDARD	Other
	With RL & either CL or RCLM	
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

- ① For CASA approved operators, RWY 01/19 is capable of supporting take-offs with an RVR/RV of not less than 350 meters.

FOR FILING AS ALTERNATE

	Special	Other
	② ILS Rwy 01 ② ILS-Y Rwy 19 ② ILS-Z Rwy 19	
A	700'-2.5 km	1137' -4.4 km
B		
C		③ 1237' -6.0 km
D		1337' -7.0 km

- ② LOC DME procedure not applicable.
③ RNAV (RNP) procedures 2 engine wide body aircraft only (MVD-2): 1337' - 7 km.

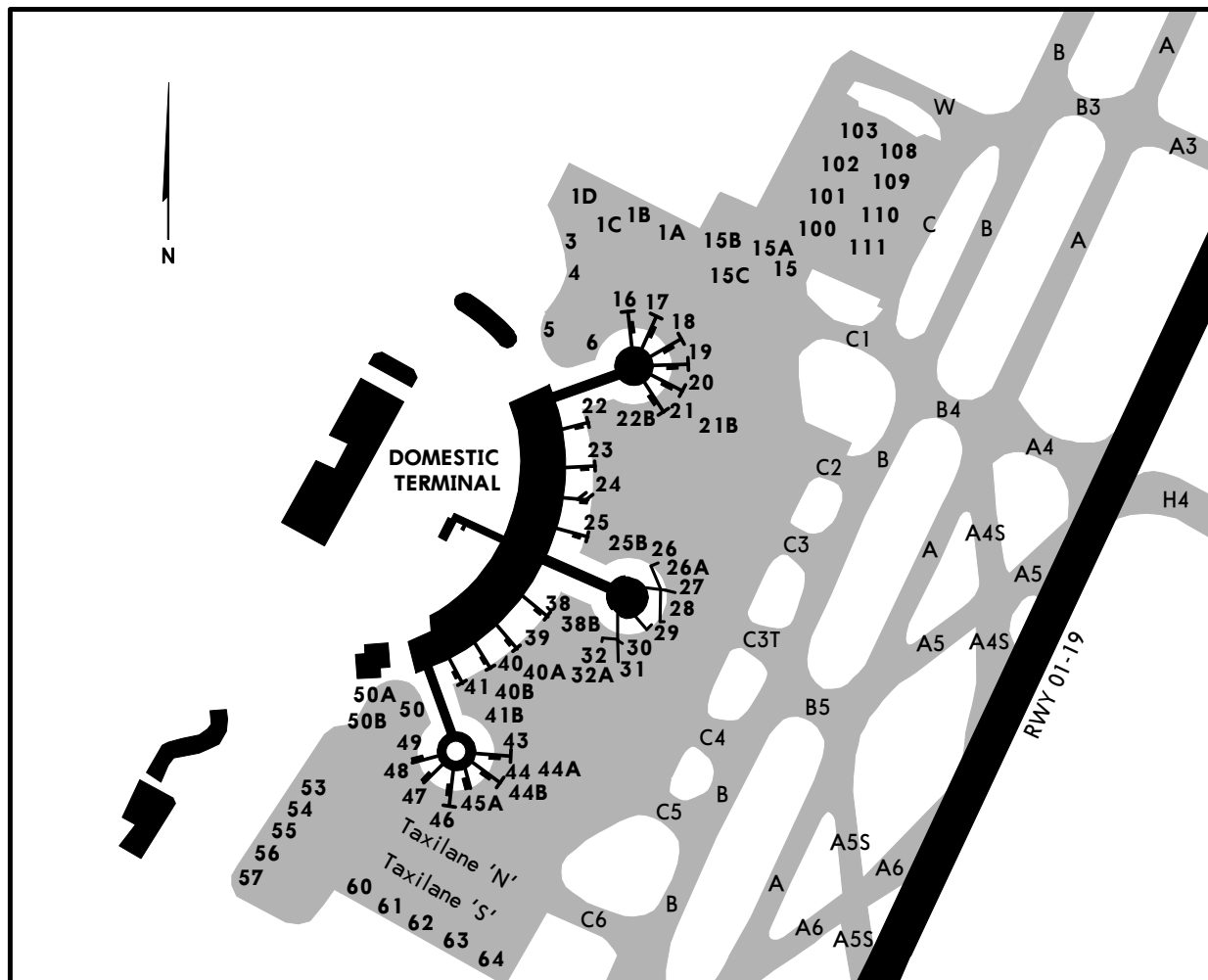
YBBN/BNE

5 JUN 15

(10-9A1)

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

**PARKING STAND COORDINATES**

STAND No.	COORDINATES	ELEV
1A	S27 22.9 E153 07.4	12'
1B, 1C, 1D, 3, 4	S27 22.9 E153 07.3	12'
5, 6, 16, 17, 22, 22B	S27 23.0 E153 07.3	12'
15	S27 22.9 E153 07.4	11'
15A, 15B	S27 22.9 E153 07.4	10'
15C	S27 22.9 E153 07.4	12'
18, 19, 20, 21, 21B	S27 23.0 E153 07.4	12'
23, 24, 25, 25B	S27 23.1 E153 07.3	12'
26, 26A	S27 23.1 E153 07.4	12'
27 thru 29	S27 23.2 E153 07.4	12'
30 thru 32A, 38, 38B	S27 23.2 E153 07.3	12'
39, 40, 40A/B, 41	S27 23.2 E153 07.2	12'
41B, 43, 44 thru 46	S27 23.3 E153 07.2	12'
47, 48	S27 23.3 E153 07.1	12'
49	S27 23.3 E153 07.1	11'
50, 50A	S27 23.2 E153 07.1	11'
50B, 53	S27 23.3 E153 07.1	12'
54, 55	S27 23.3 E153 07.0	12'
56, 57	S27 23.4 E153 07.0	12'
60, 61, 62	S27 23.4 E153 07.1	12'
63, 64	S27 23.4 E153 07.2	12'
100, 101	S27 22.9 E153 07.5	12'
102, 103, 108	S27 22.8 E153 07.5	12'
109 thru 111	S27 22.9 E153 07.5	12'

CHANGES: Parking bays 38B, 50B added.

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YBBN/BNE

2 DEC 05

JEPPESEN
10-9BBRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****RLG NOSE-IN-GUIDANCE SYSTEM**

The RLG System installed at Brisbane Intl Airport operates on Bays 77 to 84. The complete system consists of three separate components:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. RLG (NIG) unit.

System Description

- a. The Position Identification Unit (Bay Marker) gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights) and is situated on the Terminal wall with the NIG system unit.
- b. The Aerobridge Retraction Indicator Light, mounted on the aerobridge, provides an early warning of the state of the aerobridge location. Green indicates a fully retracted aerobridge position, or a safe pre-parked position; red indicates that the aerobridge is out of position, and the pilot should not proceed with parking the aircraft. The NIG system is unable to be used while the aerobridge is out of position, and will flash a red signal.
- c. The RLG NIG system is based on a centerline guidance display unit which is mounted on the wall of the Terminal building. The unit contains three separate components which provide information to the pilot:
 1. the display box (top) which shows the aircraft type designation in white lights;
 2. the green / yellow / red 'traffic lights' display box (center); and
 3. the green / red azimuth centerline display unit (bottom).

Aircraft Types

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

Type	Display
Boeing	777, 7673, 7672, 757, 747, 747SP, 737
McDonnell Douglas	DC10, MD11
Lockheed	1011
Airbus Industries	300, 310, 320, 330

System Operation

The following is the sequence of system 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 check that the correct aircraft type is displayed (white light on black background).
- d. If two (or one) round green lights are illuminated, proceed.
NOTE: Failure of both green lights will render the system inoperable.
- e. Line up so that the green vertical azimuth tube is visible (this is lined up on the left hand seat only).
- f. If a vertical line of red is seen to one side of the green vertical azimuth tube, the aircraft is off line in that direction. Steer towards the green.

YBBN/BNE**JEPPESEN**
2 DEC 05 (10-9C)**BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

g. When the aircraft is 10m (32 ft) from stop, the round green lights extinguish and the two (or one) yellow (caution) lights appear. The aircraft type display lights now change to indicate 'countdown to stop' and will show 10m.

NOTE: Failure of both yellow lights will render the system inoperable.

h. Countdown to STOP will be indicated at 10m, 5m, and 2m.

i. When the stopping position is reached, the yellow lights are extinguished and two (or one) red lights appear, and the countdown indicator changes to STOP.

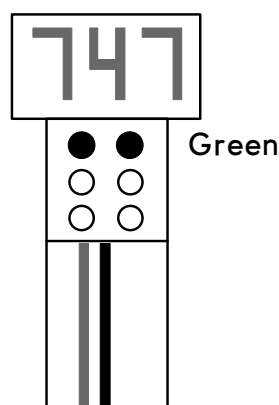
NOTE: Failure of both red lights will render the system inoperable.

The aircraft is now at the correct location to allow the aerobridge to be moved to the aircraft door. If the NIG system is not turned off once the aircraft docks, movement of the aerobridge will cause the two (or one) round red lights to flash. This is not an emergency situation.

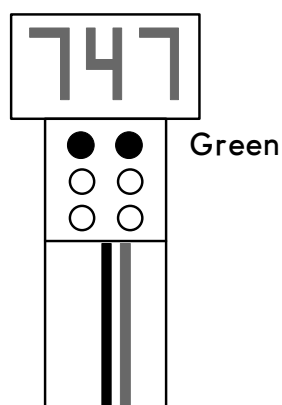
NOTE: Ground engineers have access to emergency push-buttons to deactivate the system should this become necessary. If an emergency situation occurs, operation of any push-button will cause:

1. the aircraft/countdown display to extinguish;
2. two (or one) round red lights to flash; and
3. the aerobridge retraction light to indicate red.

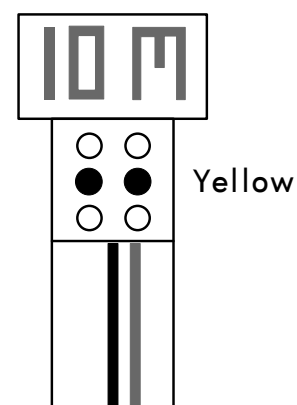
Ground engineers will be required to complete the guide-in manually once the emergency situation is cleared.



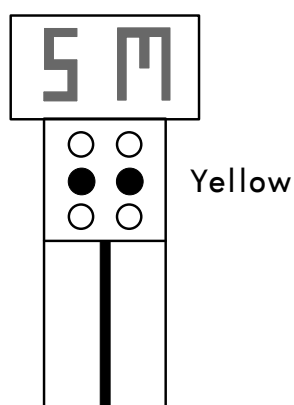
Gate clear - enter
Off centerline left



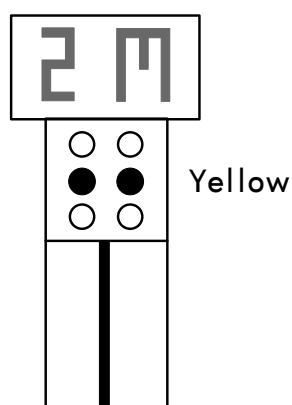
Off centerline right



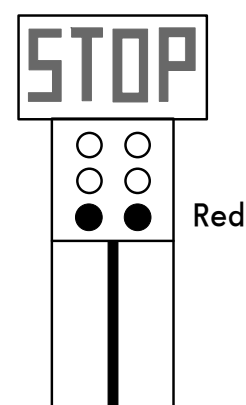
Caution countdown
Off centerline right



Caution countdown
On centerline



Caution countdown
On centerline



Stop

YBBN/BNE

2 DEC 05

JEPPESEN

10-9D

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)**

The Safegate Docking Guidance System is used at Brisbane International Terminal, Bays 85 and 86. Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

System Description

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

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

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

1. The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.
2. The azimuth and centerline guidance displays in red and yellow and the Closing Rate Bar in yellow.

Aircraft Types

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

Type	Display
Boeing	777, 767, 757, 747, 737, 727, 717, 707
McDonnell Douglas	MD11, DC10
Airbus Industries	340, 330, 320, 319, 310, 300
British Aerospace	146
Fokker	F100
Lockheed	L1011

System Operation

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

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

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

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

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

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2 DEC 05

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

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

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

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

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

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

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

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

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

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

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

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

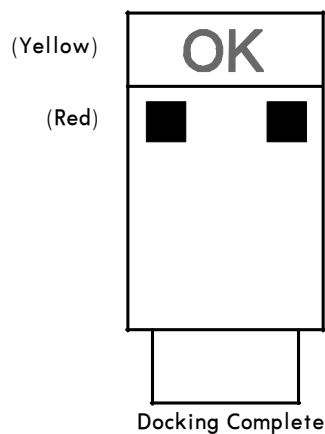
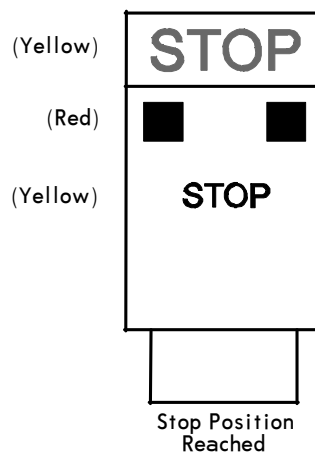
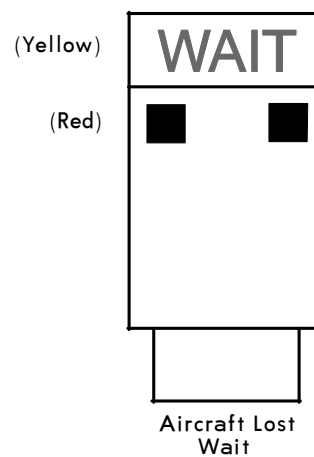
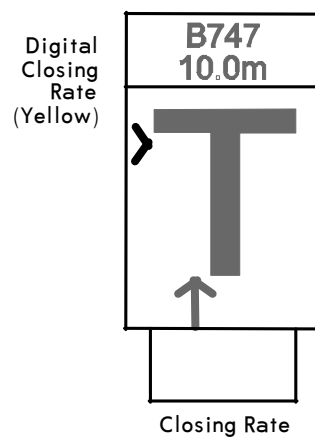
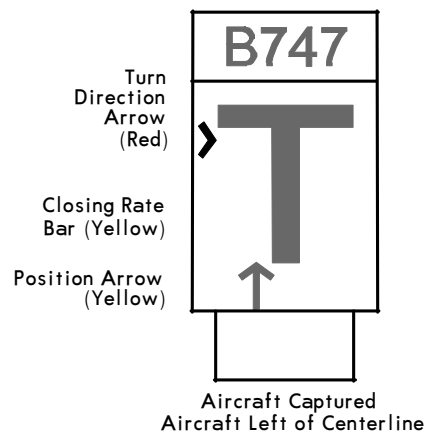
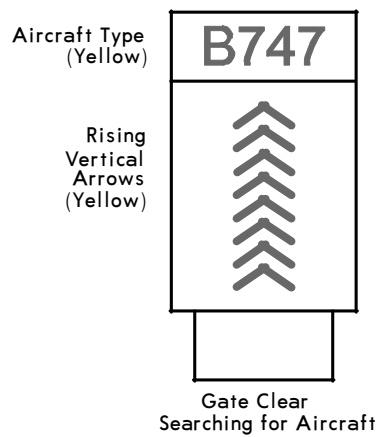
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2 DEC 05 (10-9F)

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

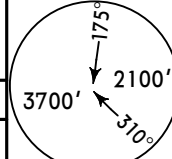


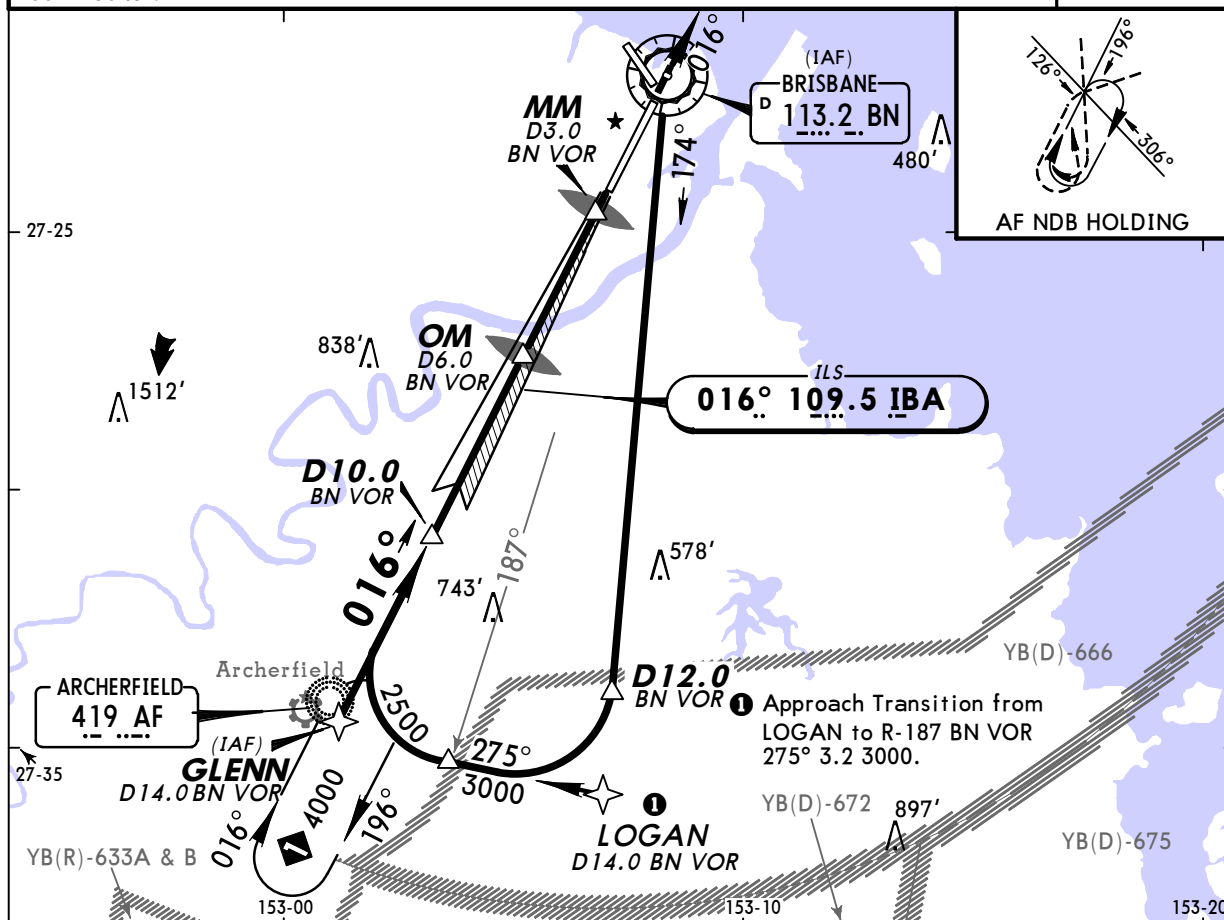
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BRISBANE INTL

JEPPESSEN
11 APR 14 **(11-1)**

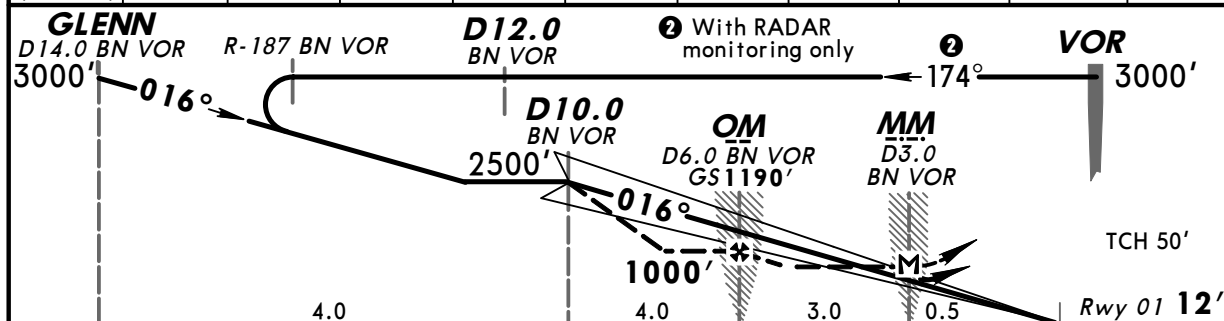
BRISBANE, QLD, AUSTRALIA
ILS or LOC Rwy 01

BRIEFING STRIP™

ATIS		BRISBANE Approach (R)			BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19				
113.2	125.5	124.7	125.6	120.5	121.7	
LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 13'		
109.5	016°	1190' (1178')	220' (208')	Rwy 01 12'		
MISSED APCH: Track 016°, climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. BN DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.						
						MSA BN VOR 2500' within 10 NM



LOC (GS out)	BN DME	11.7	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.1
ALTITUDE		3000'	2780'	2460'	2140'	1830'	1510'	1190'	870'	560'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		3000'	
GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	016°
MAP at MM										

STRAIGHT-IN LANDING RWY 01					CIRCLE-TO-LAND				
ILS DA(H) 220' (208')			LOC (GS out) DME MDA(H) 560' (548')						
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out	Max Kts	MDA(H)		
A						100	650'(637')-2.4 km		
B						135			
C	0.8 km	1.2 km	1.5 km	2.2 km	3.1 km	180	750'(737')-4.0 km		
D						205	850'(837')-5.0 km		

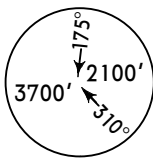
PANS OPS

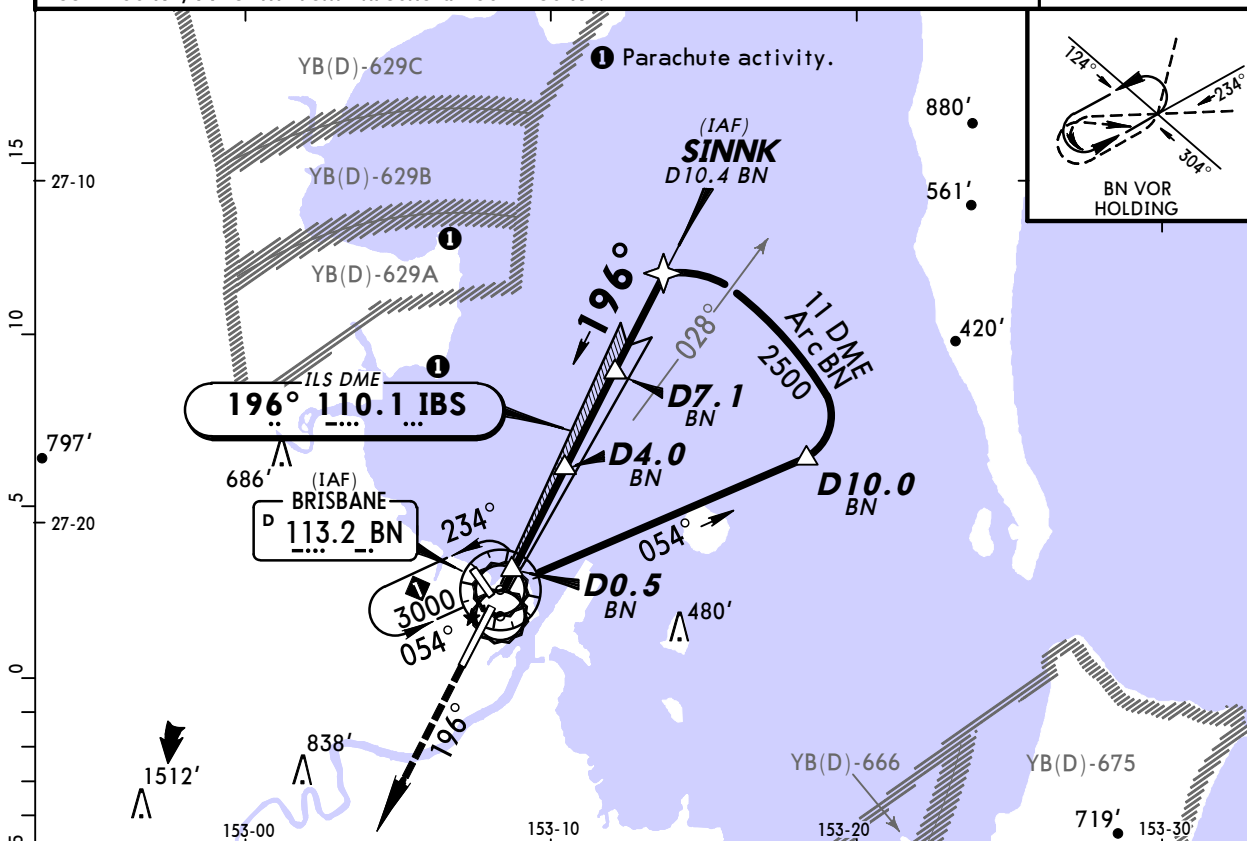
YBBN/BNE
BRISBANE INTL

JEPPESSEN
11 APR 14 **(11-2)**

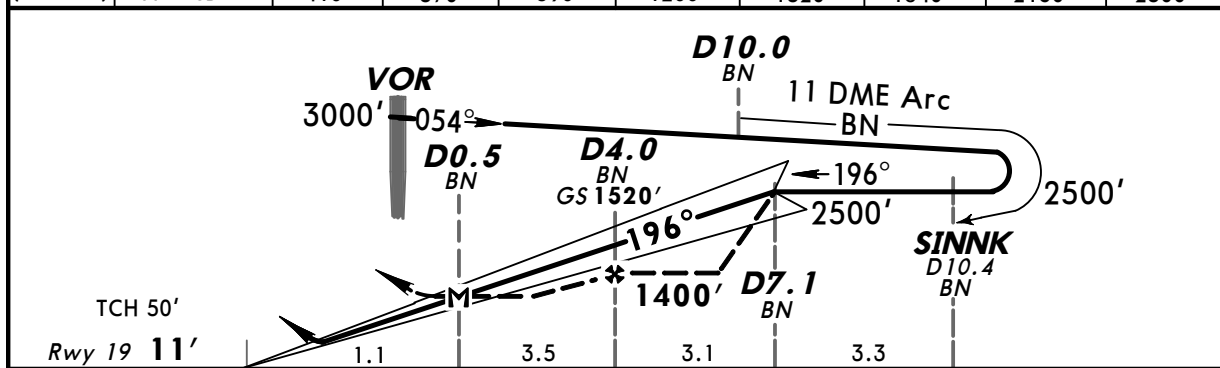
BRISBANE, QLD, AUSTRALIA
ILS-Z or LOC-Z Rwy 19

BRIEFING STRIP

ATIS		BRISBANE Approach (R)			BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19				
113.2	125.5	124.7	125.6		120.5	121.7
LOC IBS 110.1	Final Apch Crs 196°	GS D4.0 1520' (1509')	ILS DA(H) 220' (209')	Apt Elev 13' Rwy 19 11'		
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At SINNK 185 - 160 KT. At 5NM from Threshold 160 - 150 KT.						
					MSA BN VOR 2500' within 10 NM	



LOC (GS out)	BN DME ALTITUDE	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.1
		410'	570'	890'	1200'	1520'	1840'	2160'	2500'



										HIALS				3000'	
Gnd speed-Kts	70	90	100	120	140	160			PAPI		PAPI	196°	↑		
GS	3.00°	372	478	531	637	743	849								
MAP at D0.5 BN															

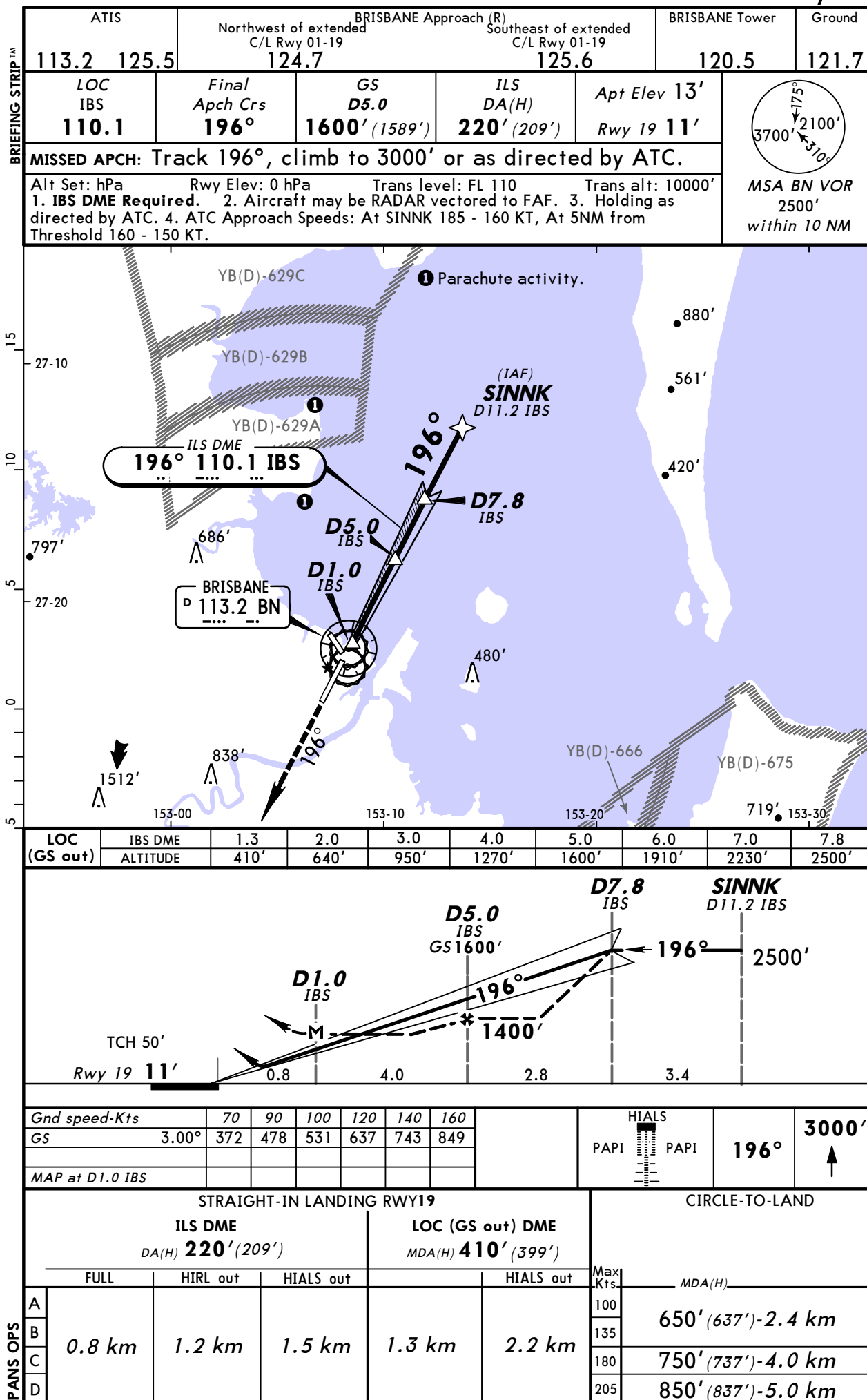
STRAIGHT-IN LANDING RWY19					CIRCLE-TO-LAND	
ILS DME			LOC (GS out) DME			
DA(H) 220' (209')			MDA(H) 410' (399')			
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)
A					100	650' (637')-2.4 km
B	0.8 km	1.2 km	1.3 km	2.2 km	135	
C					180	750' (737')-4.0 km
D					205	850' (837')-5.0 km

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BRISBANE INTL

11 APR 14

(11-3)

BRISBANE, QLD, AUSTRALIA
ILS-Y or LOC-Y Rwy 19



YBBN/BNE BRISBANE INTL

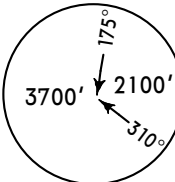
7 NOV 14

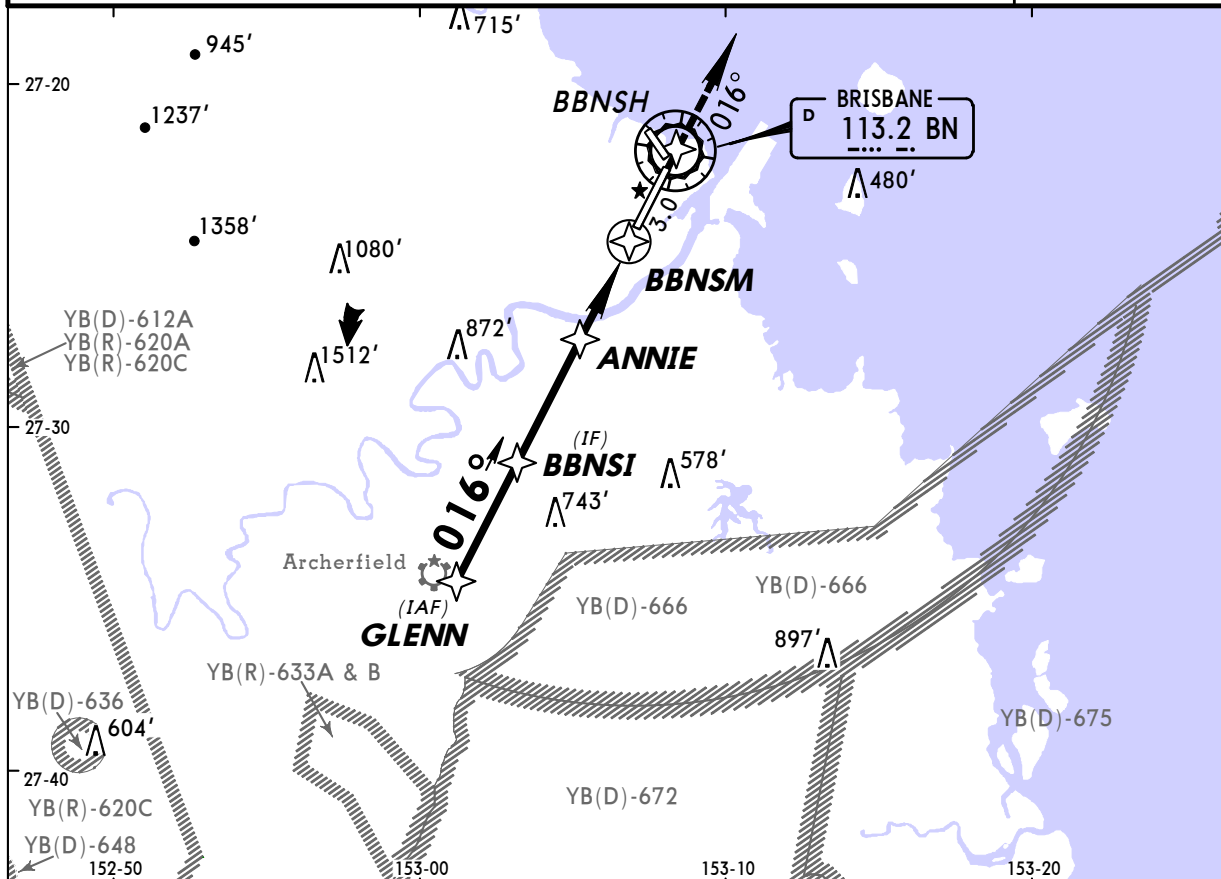
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Eff 13 Nov

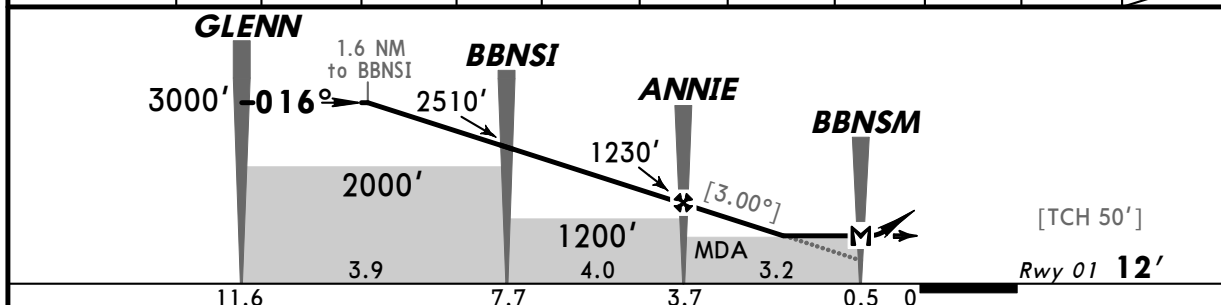
BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 01

BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5		Northwest of extended C/L Rwy 01-19 124.7	Southeast of extended C/L Rwy 01-19 125.6	120.5	121.7
RNAV	Final Apch Crs 016°	Procedure Alt ANNIE 1230' (1218')	MDA(H) 560' (548')	Apt Elev 13' Rwy 01 12'	
MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					



NM to NEXT WPT	1.6	1.0	BBNSI	3.0	2.0	1.0	ANNIE	3.0	2.0	1.1	BBNSM
ALTITUDE	3000'	2830'	2510'	2190'	1870'	1550'	1230'	1170'	850'	560'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS				
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	PAPI	D	BBNSH 016°	3000'
MAP at BBNSM											

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA(H) 560' (548')				MDA(H)			
HIALS out				Max Kts			
A				100			
B				135	650' (637') - 2.4 km		
C	3.1 km			180	750' (737') - 4.0 km		
D				205	850' (837') - 5.0 km		

CHANGES: FAF renamed to ANNIE.

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BRISBANE INTL

7 NOV 14

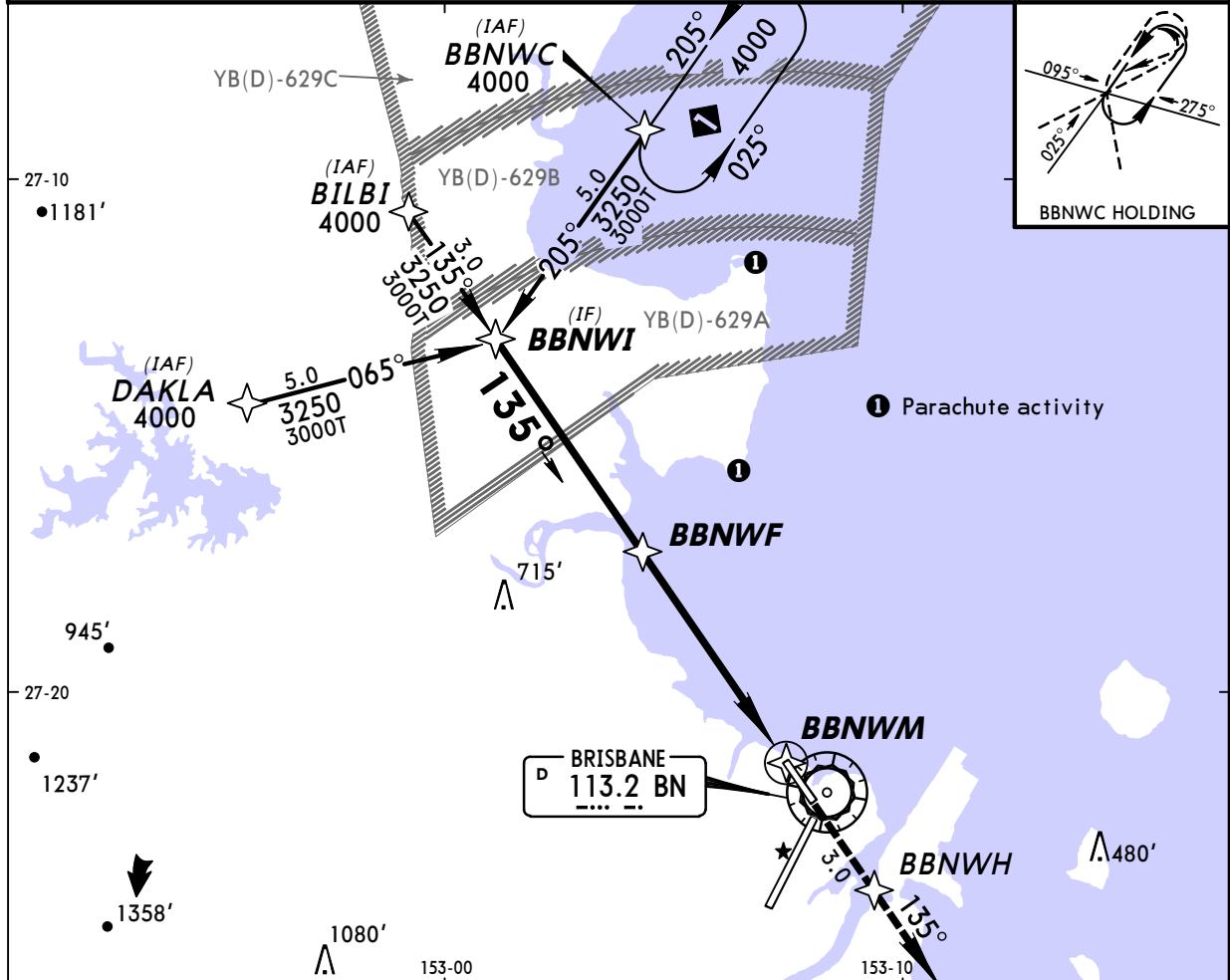
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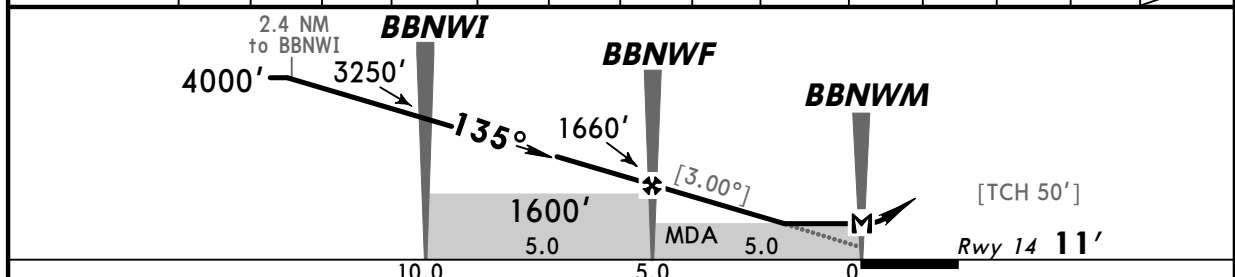
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 14

BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower		Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	124.7	Southeast of extended C/L Rwy 01-19	125.6	120.5
121.7					
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev	
	135°	1660' (1649')	430' (419')	13'	
				Rwy 14	11'
MISSED APCH: Track to BBNWH, thence 135°, climb to 3700'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max initial IAS: 240 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	2.4	2.0	1.0	BBNWI	4.0	3.0	2.0	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000'	3890'	3570'	3250'	2930'	2610'	2290'	1980'	1660'	1340'	1020'	700'	430'	



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

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND					
MDA(H) 430' (419')						MDA(H)					
A	2.3 km					Max Kts.					
B						100	650' (637') - 2.4 km				
C						135	750' (737') - 4.0 km				
D						180	850' (837') - 5.0 km				

CHANGES: BBNWB renamed to BILBI.

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BRISBANE INTL

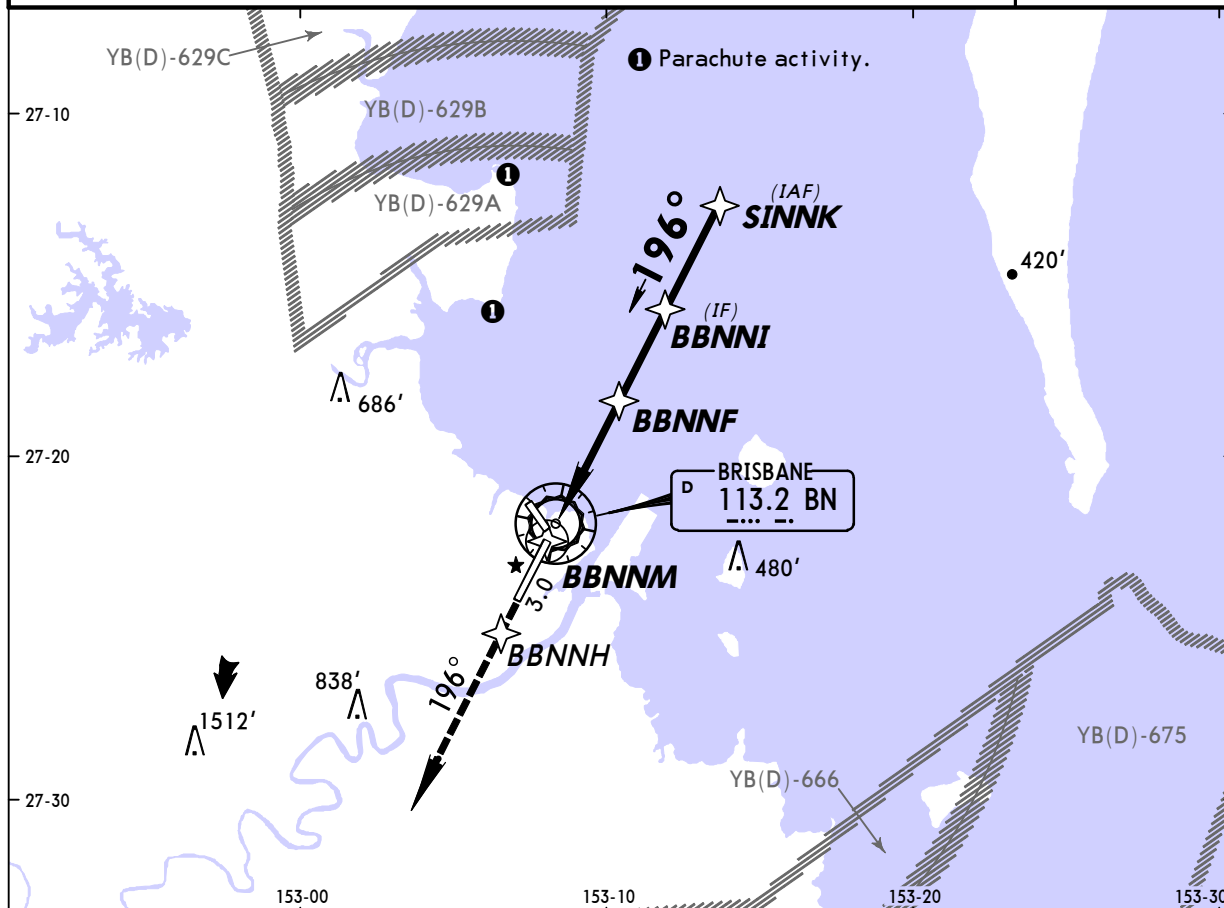
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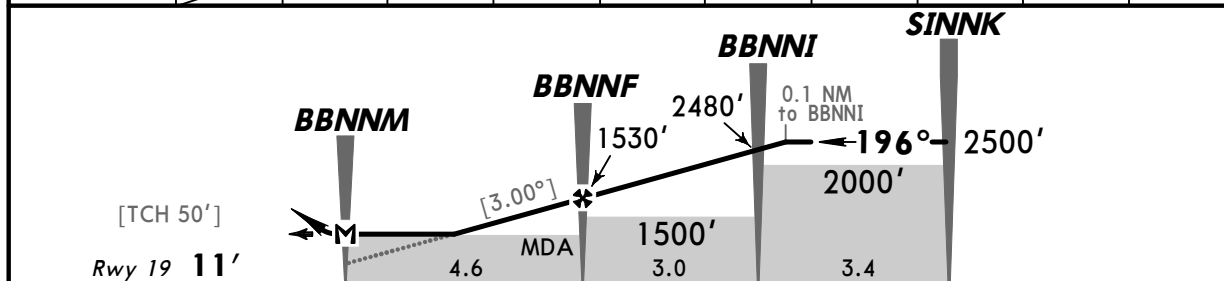
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 19

BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2	125.5	124.7	125.6	120.5	121.7		
RNAV	Final Apch Crs 196°	Procedure Alt BBNNF 1530' (1519')	MDA(H) 430' (419')	Apt Elev 13' Rwy 19 11'			
MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3700'.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							
					MSA BN VOR 2500' within 10 NM		



NM to NEXT WPT	BBNNM	1.2	2.0	3.0	4.0	BBNNF	1.0	2.0	BBNNI	0.1
ALTITUDE		430'	700'	1020'	1340'	1530'	1850'	2160'	2480'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		PAPI		BBNNH 196°		3700'
Descent Angle [3.00°]	372	478	531	637	743	849									
MAP at BBNNM															

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 430' (419')				MDA(H)			
				Max Kts			
				100	650' (637') - 2.4 km		
				135			
				180	750' (737') - 4.0 km		
				205	850' (837') - 5.0 km		

PANS OPS

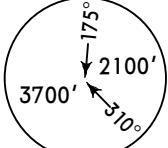
YBBN/BNE
BRISBANE INTL

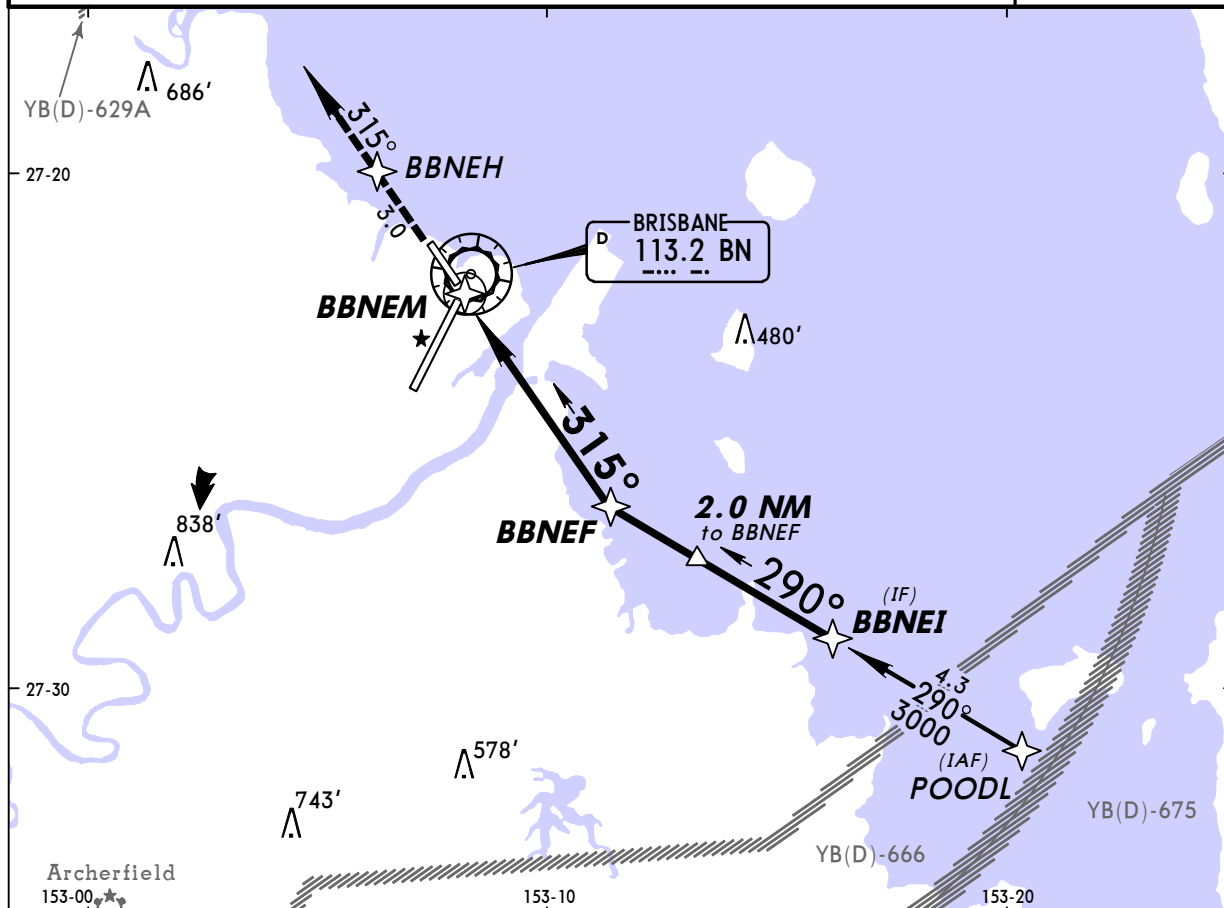
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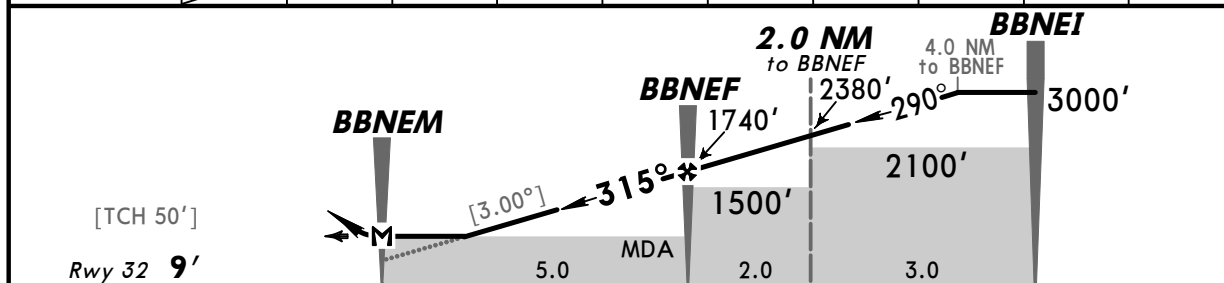
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 32

BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower		Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19	120.5	121.7	
RNAV	Final Apch Crs 315°	Procedure Alt BBNEF 1740' (1731')	MDA(H) 490' (481')	Apt Elev 13' Rwy 32 9'	
MISSED APCH: Track direct to BBNEH, thence 315° or as directed by ATC. Climb to 3700'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	BBNEH	1.1	2.0	3.0	4.0	BBNEF	1.0	2.0	3.0	4.0
ALTITUDE		490'	790'	1100'	1420'	1740'	2060'	2380'	2700'	3000'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at BBNEH										
							PAPI	→	BBNEH	315°

PANS OPS

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) 490' (481')				Max Kts	MDA(H)		
A	2.7 km			100			
B				135	650' (637') - 2.4 km		
C				180	750' (737') - 4.0 km		
D				205	850' (837') - 5.0 km		

YBBN/BNE
BRISBANE INTL

7 JUN 13 12-20

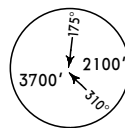
JEPPesen

MISSED APCH CLIMB GRADIENT BRISBANE, QLD, AUSTRALIA
(ALL ENGINES) MIM 5.4%
CAT C & D RNAV-M (RNP) Rwy 01

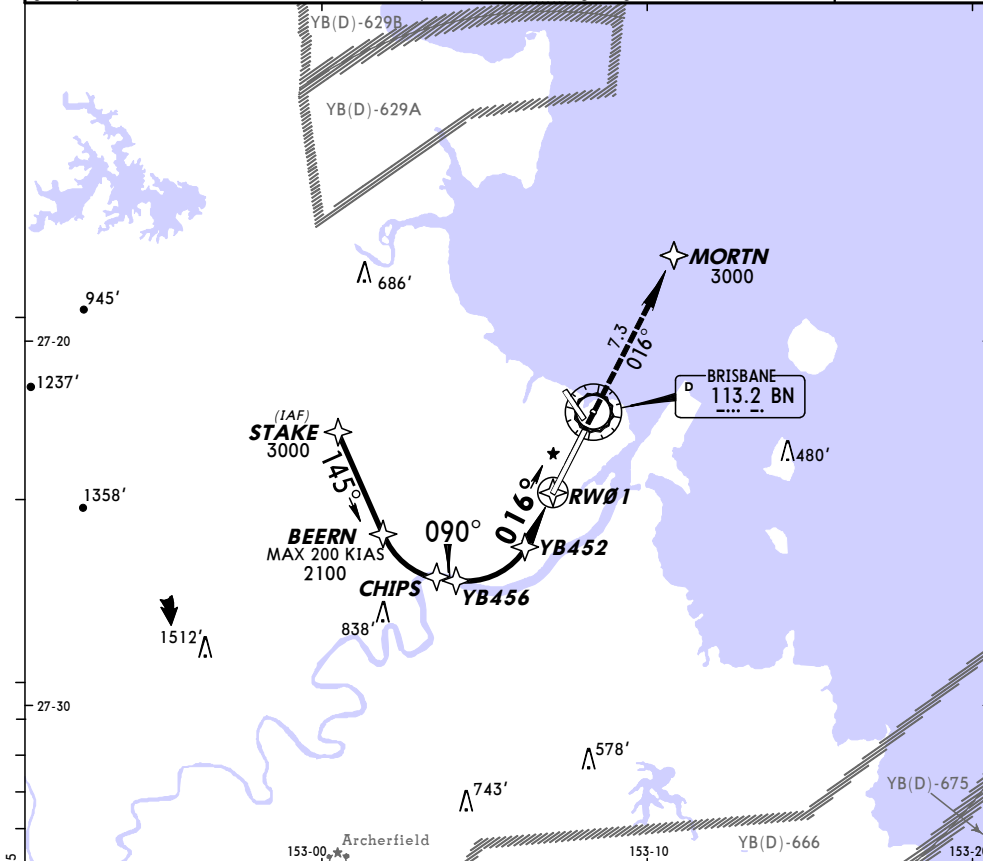
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	124.7 Southeast of extended C/L Rwy 01-19	125.6	120.5 121.7
RNAV RNV M 01	Final Apch Crs 016°	Procedure Alt BEERN 2100' (2088')	RNP DA(H) Refer to Minimums	Apt Elev 13' Rwy 01 12'

MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP)
Missed Approach track to MORTN. Acceleration altitude 1500' QNH.

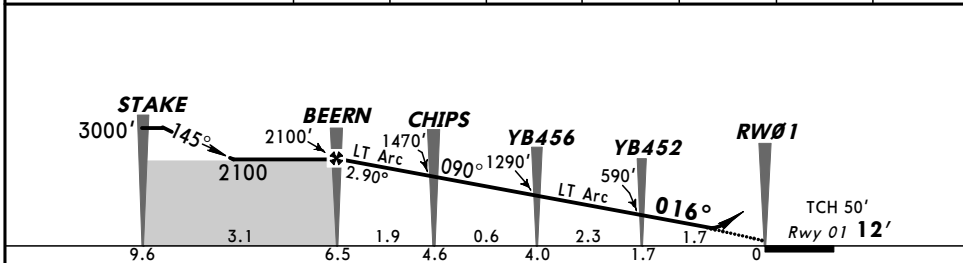
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI
glide path not coincident. 8. Procedure available up to maximum landing weight.



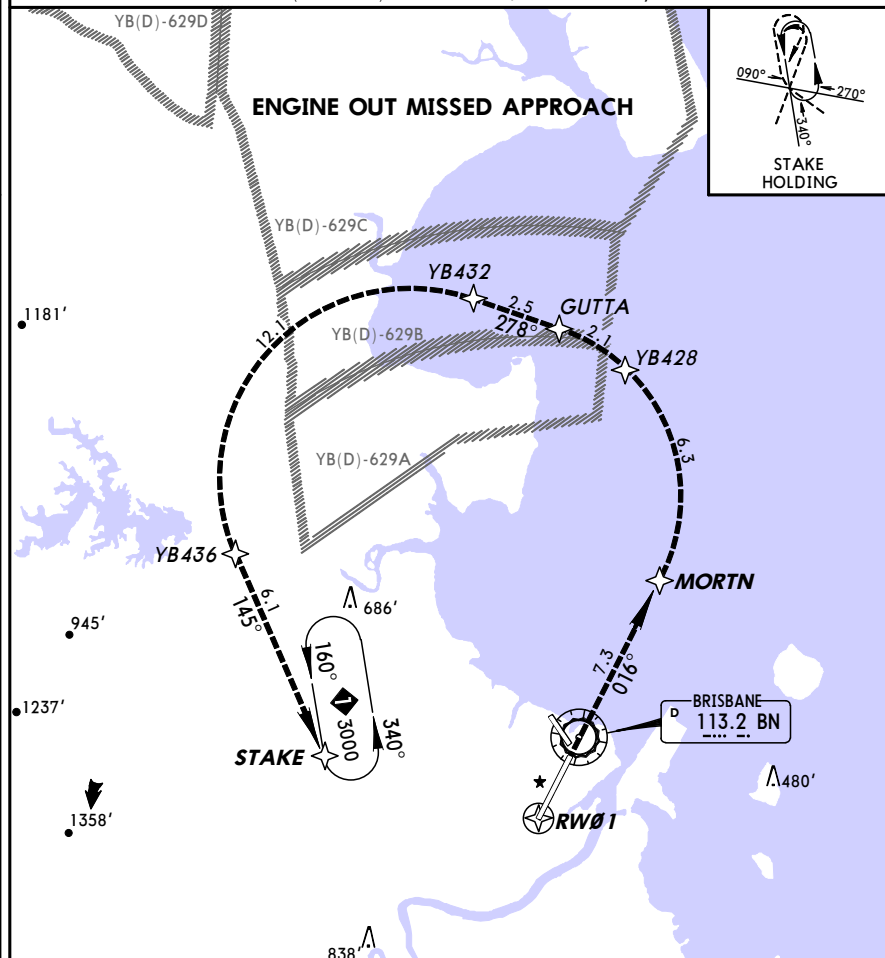
MSA BN VOR
2500'
within 10 NM



Dist to Threshold	STAKE	BEERN	CHIPS	YB456	YB452	1.3	1.0
ALTITUDE	3020'	2100'	1470'	1290'	590'	421'	350'



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

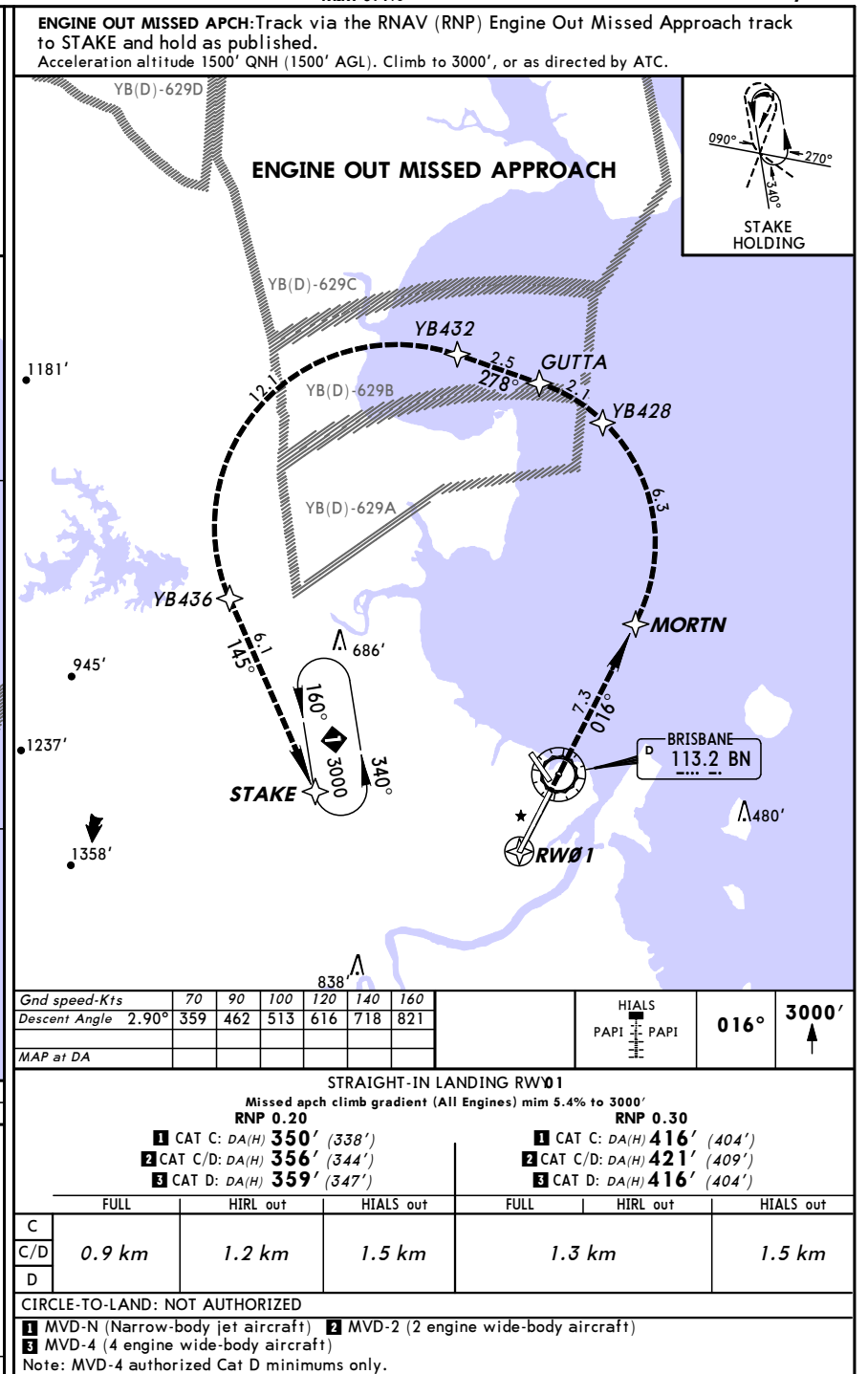
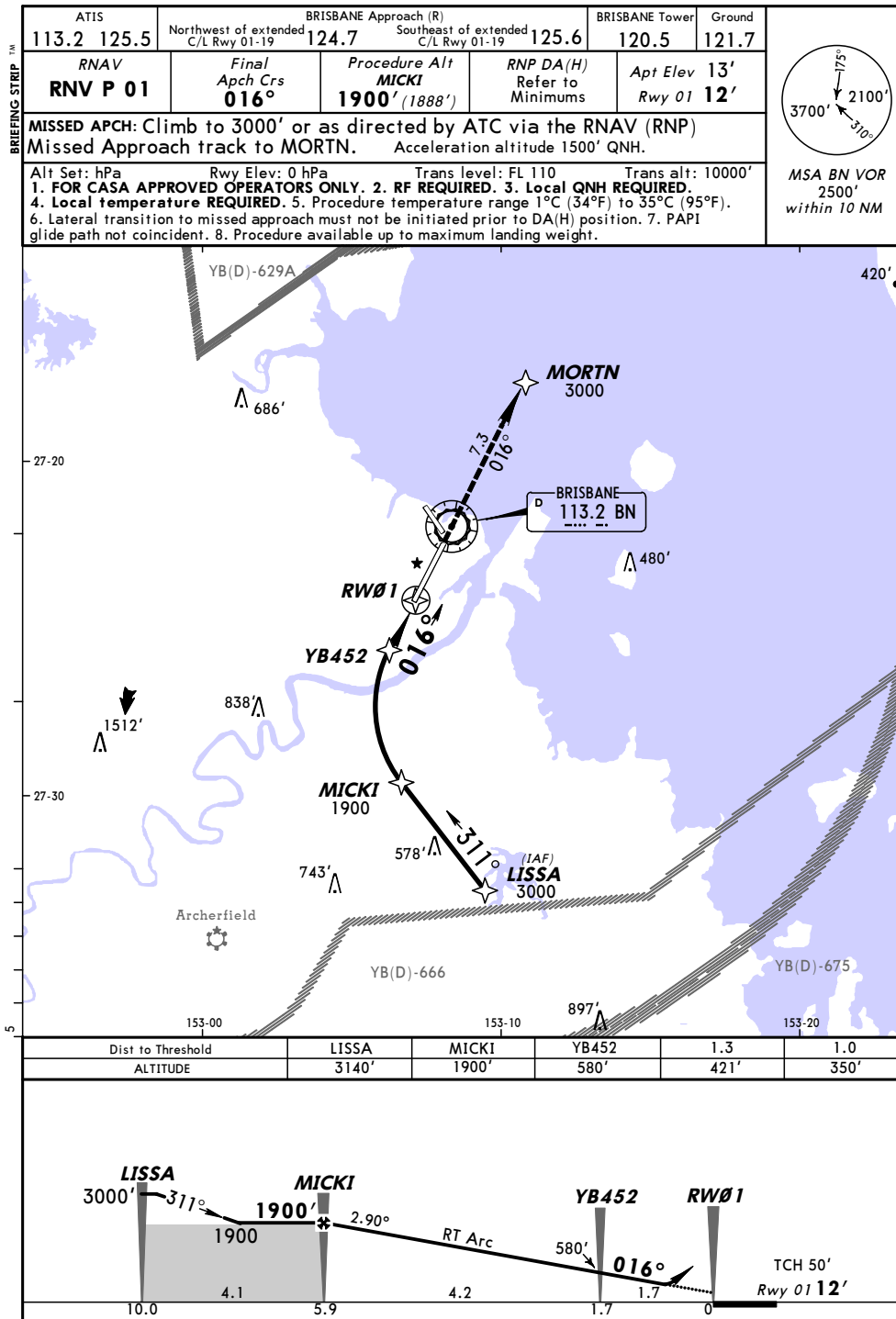


Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	2.90°	359	462	513	616	718	821			
MAP at DA										

STRAIGHT-IN LANDING RWY01				
Missed apch climb gradient (All Engines) mim 5.4% to 3000'				
RNP 0.20		RNP 0.30		
1 CAT C: DA(H) 350' (338')		1 CAT C: DA(H) 416' (404')		
2 CAT C/D: DA(H) 356' (344')		2 CAT C/D: DA(H) 421' (409')		
3 CAT D: DA(H) 359' (347')		3 CAT D: DA(H) 416' (404')		
	FULL	HIRL out	HIALL out	
C				
C/D	0.9 km	1.2 km	1.5 km	1.3 km
D				
CIRCLE-TO-LAND: NOT AUTHORIZED				
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)				
3 MVD-4 (4 engine wide-body aircraft)				
Note: MVD-4 authorized Cat D minimums only.				

YBBN/BNE
 BRISBANE INTL

JEPPESEN
 7 JUN 13 12-21
 MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 5.4%
 BRISBANE, QLD, AUSTRALIA
 CAT C & D RNAV-P (RNP) Rwy 01

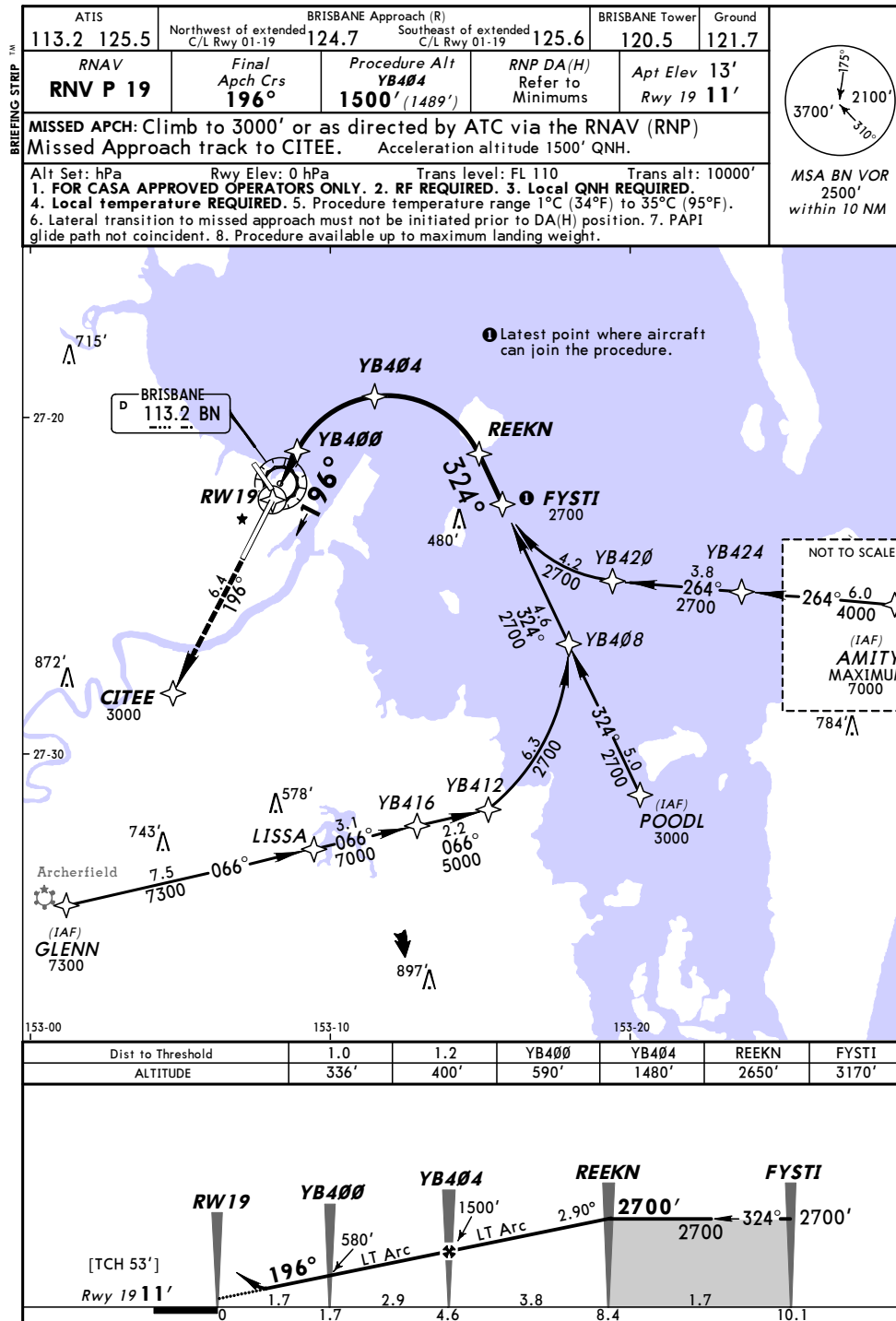


YBBN/BNE
BRISBANE INTL

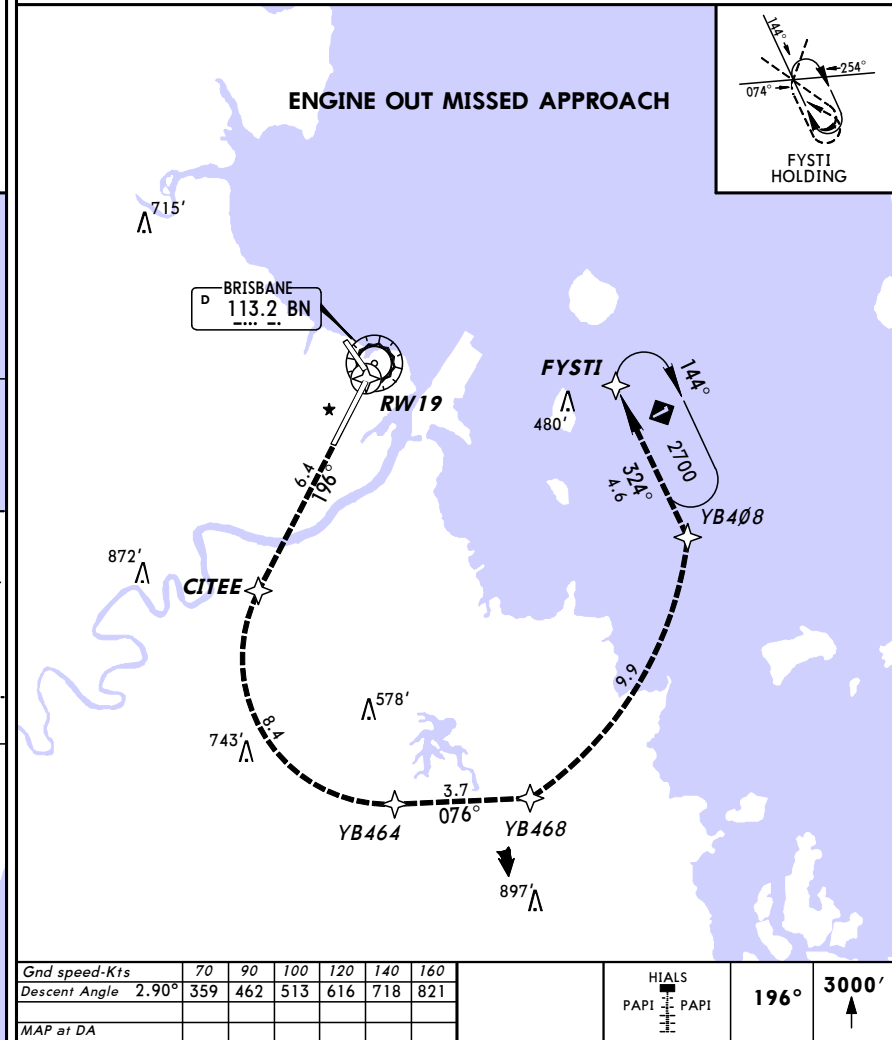
27 FEB 15 12-22

JEPPesen

MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 6.1% **BRISBANE, QLD, AUSTRALIA**
[CAT C & D] RNAV-P (RNP) Rwy 19



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FYSTI and hold as published. Acceleration altitude 1500' QNH (1500' AGL). Climb to 2700', or as directed by ATC.



STRAIGHT-IN LANDING RWY19					
Missed apch climb gradient (All Engines) mim 6.1% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 336' (325')			1 CAT C: DA(H) 389' (378')		
2 CAT C/D: DA(H) 342' (331')			2 CAT C/D: DA(H) 396' (385')		
3 CAT D: DA(H) 346' (335')			3 CAT D: DA(H) 400' (389')		
	FULL	HIRL out	HIALS out	FULL	HIRL out
C	0.9 km				
C/D	1.0 km	1.2 km	1.5 km	1.3 km	1.5 km
D					
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)					
3 MVD-4 (4 engine wide-body aircraft)					
Note: MVD-4 authorized Cat D minimums only.					

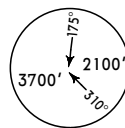
YBBN/BNE
BRISBANE INTL

JEPPesen
27 FEB 15 (12-23)
MISSED APCH CLIMB GRADIENT (ALL ENGINES)
MIM 6.1% CAT C & D
BRISBANE, QLD, AUSTRALIA
RNAV-M (RNP) Rwy 19

ATIS 113.2 125.5	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7 Southeast of extended C/L Rwy 01-19 125.6		BRISBANE Tower 120.5	Ground 121.7
RNAV RNV M 19	Final Apch Crs 196°	Procedure Alt MORTN 1800' (1789')	RNP DA(H) Refer to Minimums	Apt Elev 13' Rwy 19 11'

MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP)
Missed Approach track to CITEE. Acceleration altitude 1500' QNH.

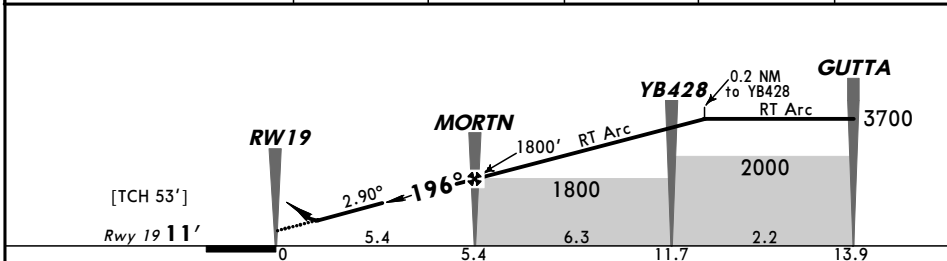
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI
glide path not coincident. 8. Procedure available up to maximum landing weight.



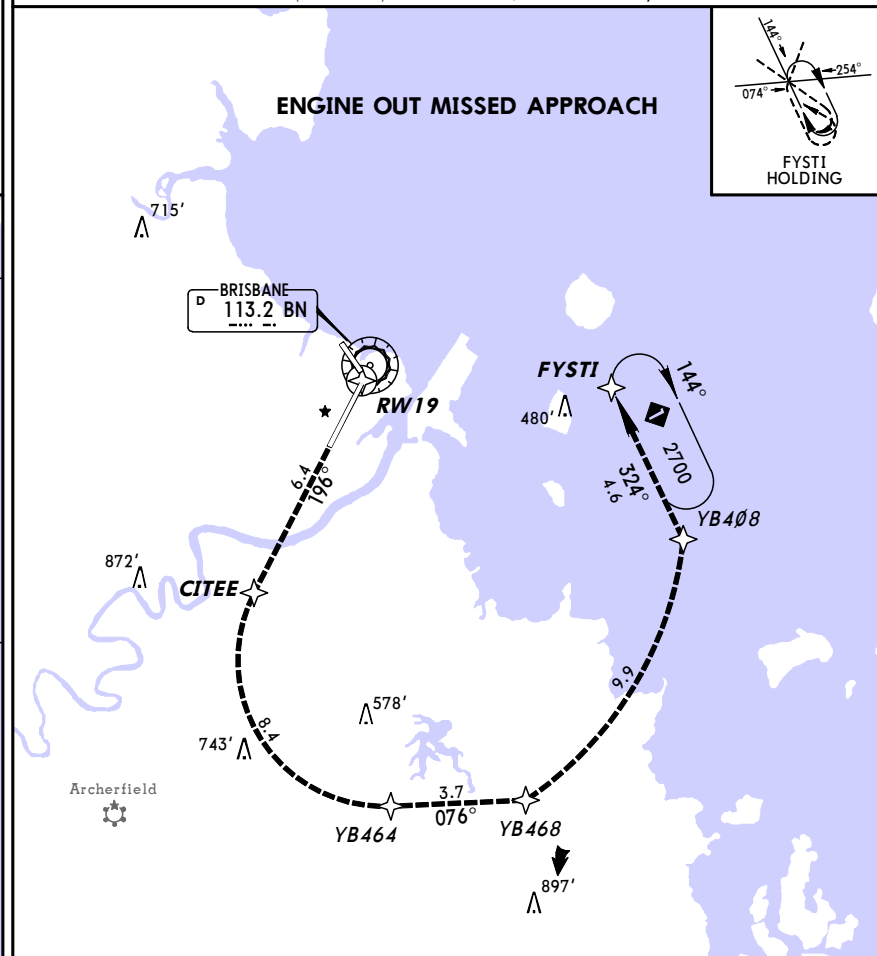
MSA BN VOR
2500'
within 10 NM



Dist to Threshold	1.0	1.2	MORTN	YB428	GUTTA
ALTITUDE	336'	400'	1800'	3670'	4340'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track
to FYSTI and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 2700', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 2.90°	359	462	513	616	718	821				
MAP at DA										

STRAIGHT-IN LANDING RWY19					
Missed apch climb gradient (All Engines) min 6.1% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 336' (325')			1 CAT C: DA(H) 389' (378')		
2 CAT C/D: DA(H) 342' (331')			2 CAT C/D: DA(H) 396' (385')		
3 CAT D: DA(H) 346' (335')			3 CAT D: DA(H) 400' (389')		
	FULL	HIRL out	HIALL out	FULL	HIRL out
C	0.9 km			1.3 km	
C/D	1.0 km	1.2 km	1.5 km		1.5 km
D					
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)					
3 MVD-4 (4 engine wide-body aircraft)					
Note: MVD-4 authorized Cat D minimums only.					

YBBN/BNE
BRISBANE INTL

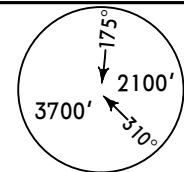
11 APR 14

(13-1)

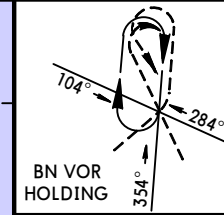
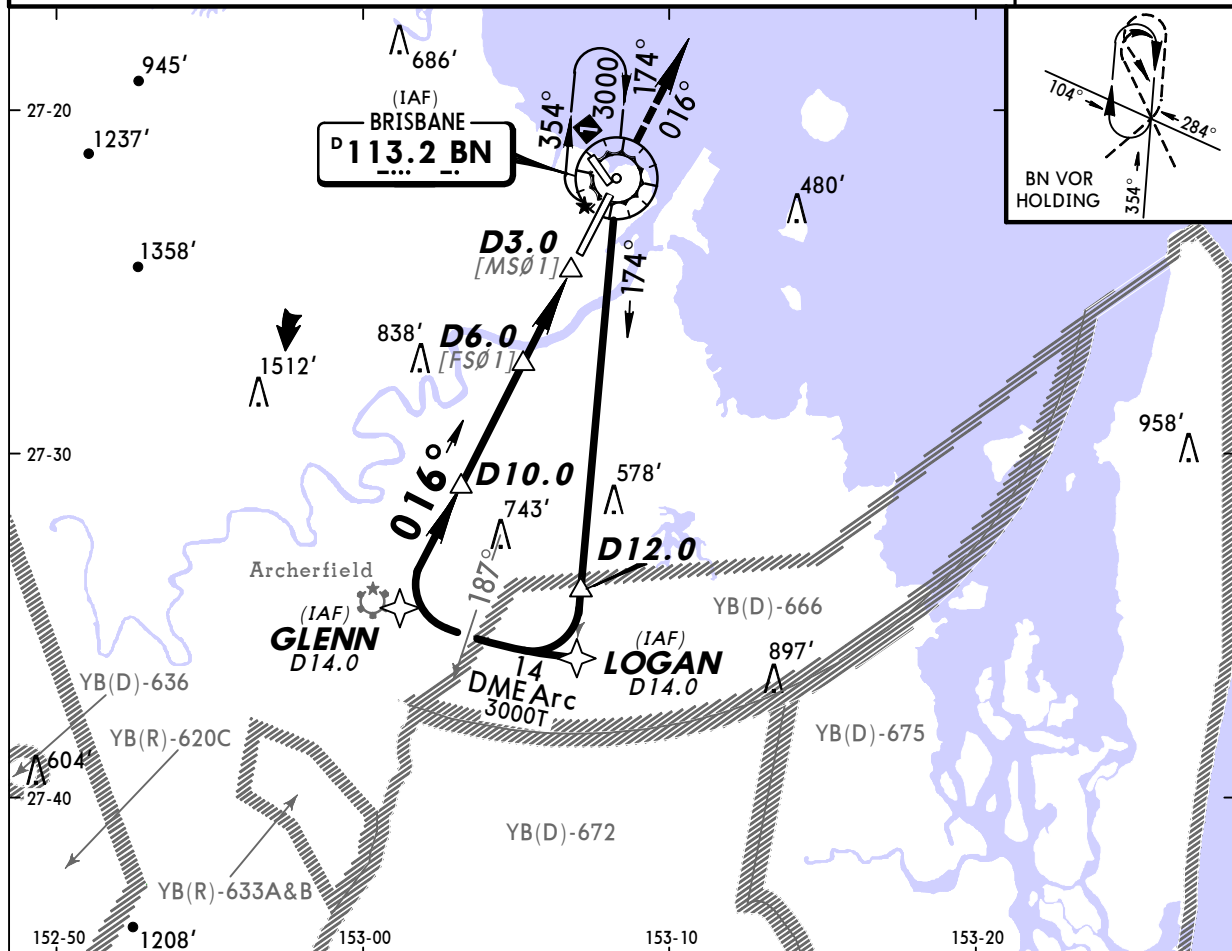
BRISBANE, QLD, AUSTRALIA
VOR Rwy 01

BRIEFING STRIP

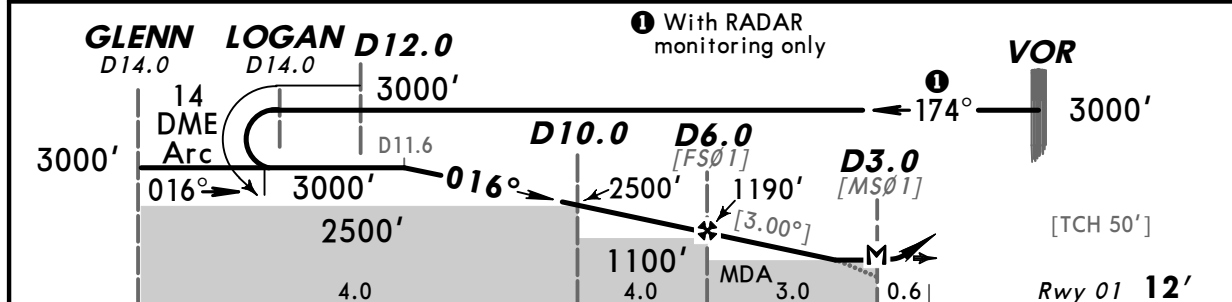
ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 016°	Procedure Alt D6.0 1190' (1178')	MDA(H) 570' (558')	Apt Elev 13' Rwy 01 12'
MISSED APCH: Track 016°. Climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				



MSA BN VOR
2500'
within 10 NM



BN DME	11.6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3000'	2820'	2500'	2160'	1840'	1510'	1190'	870'	570'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at D3.0									

STRAIGHT-IN LANDING RWY01			CIRCLE-TO-LAND		
MDA(H) 570' (558')					
			Max Kts	MDA(H)	
			100	650' (637') - 2.4 km	
			135	750' (737') - 4.0 km	
			180	850' (837') - 5.0 km	
			205		

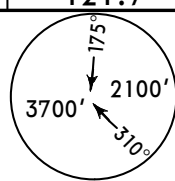
PANS OPS

YBBN/BNE
BRISBANE INTL

JEPPesen
11 APR 14 **(13-2)**

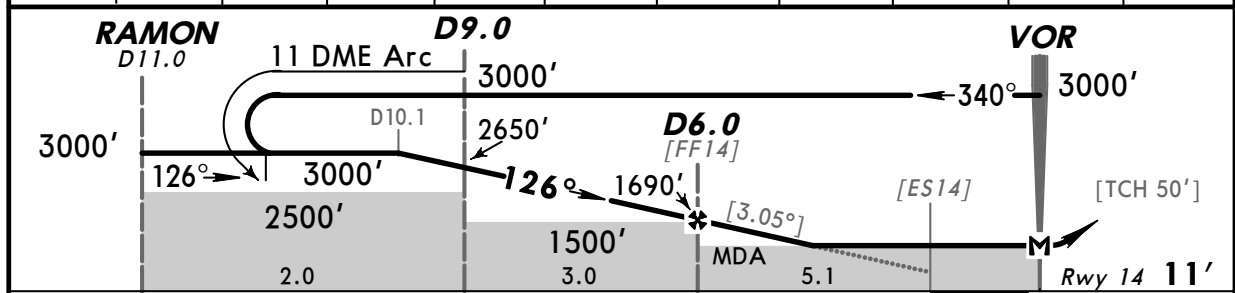
BRISBANE, QLD, AUSTRALIA
VOR Rwy 14

BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		125.6		120.5	
121.7							
VOR BN		Final Apch Crs		Procedure Alt D6.0		MDA(H)	
113.2		126°		1690' (1679')		600' (589')	
Apt Elev 13'		Rwy 14 11'					
MISSED APCH: Track 126°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							
							
MSA BN VOR 2500' within 10 NM							



BN DME	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000'	2960'	2650'	2330'	2010'	1690'	1370'	1060'	740'	600'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	126°	3000'
Descent Angle [3.05°]	378	486	540	648	755	863					↑
MAP at VOR											

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
MDA(H) 600' (589')					
3.2 km			Max Kts	MDA(H)	
			100	650' (637') - 2.4 km	
			135	750' (737') - 4.0 km	
			205	850' (837') - 5.0 km	

PANS OPS

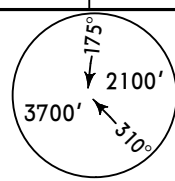
YBBN/BNE
BRISBANE INTL

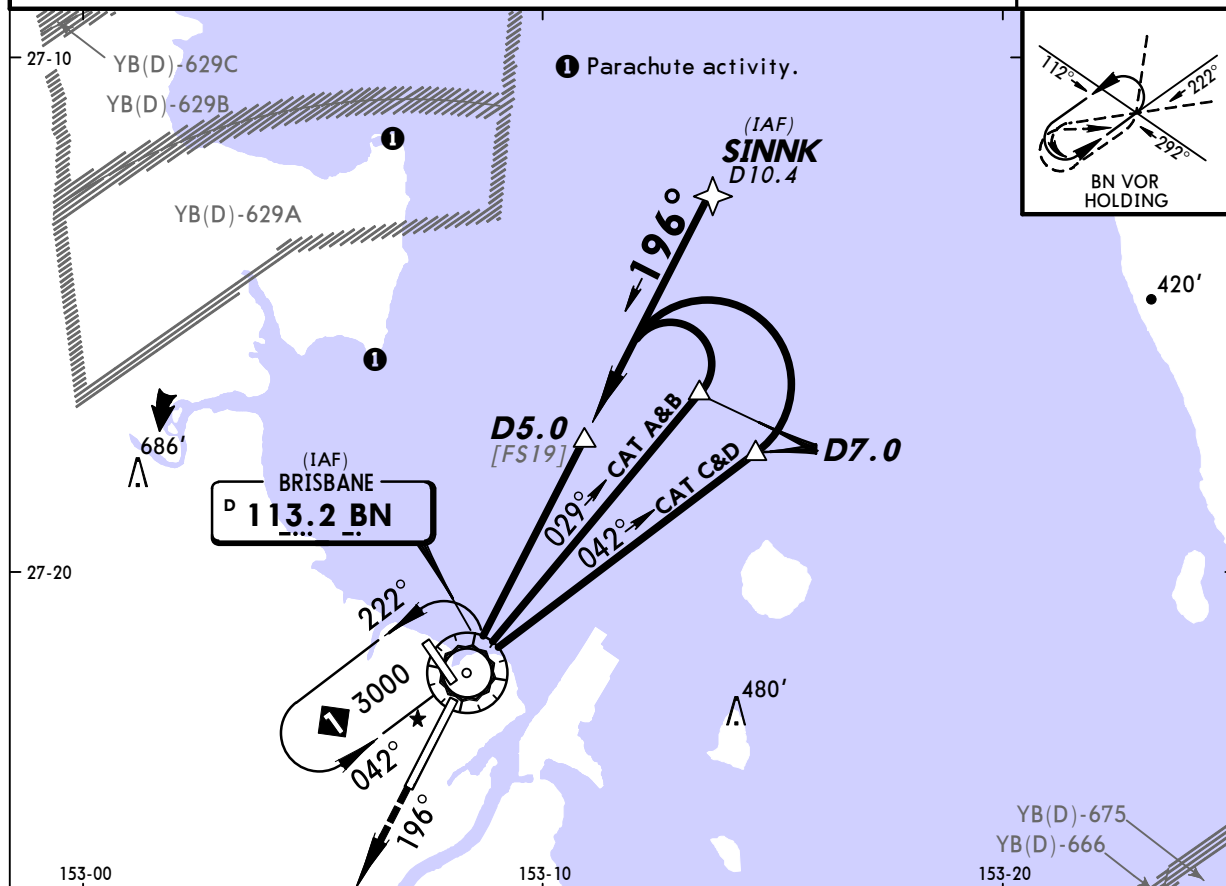
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(13-3)

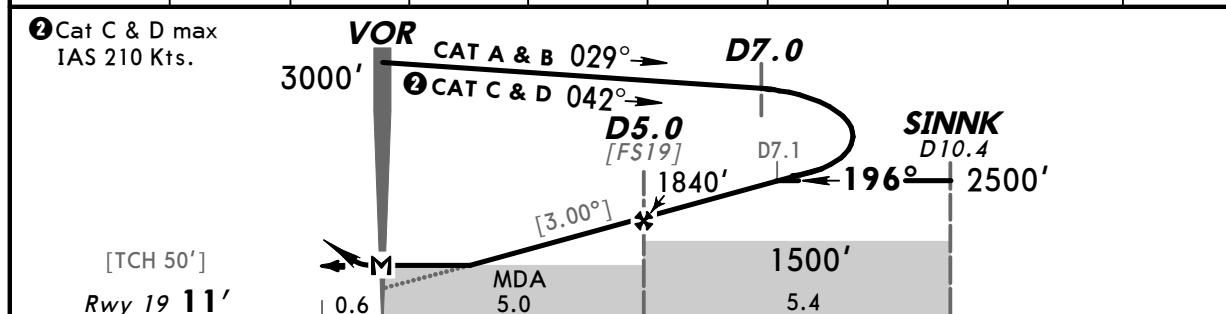
JEPPESSEN BRISBANE, QLD, AUSTRALIA
VOR Rwy 19

BRIEFING STRIP

ATIS		BRISBANE Approach (R)			BRISBANE Tower		Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7	125.6		120.5		121.7
VOR BN 113.2	Final Apch Crs 196°	Procedure Alt D5.0 1840' (1829')	MDA(H) 410' (399')	Apt Elev 13' Rwy 19 11'		 MSA BN VOR 2500' within 10 NM	
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



BN DME	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	410'	570'	890'	1210'	1530'	1840'	2160'	2480'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 196°		3000'
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 410' (399')				Max Kts			
				MDA(H)			
A			HIALS out	100	650' (637') - 2.4 km		
B				135			
C	2.2 km		2.2 km	180	750' (737') - 4.0 km		
D				205	850' (837') - 5.0 km		

PANS OPS

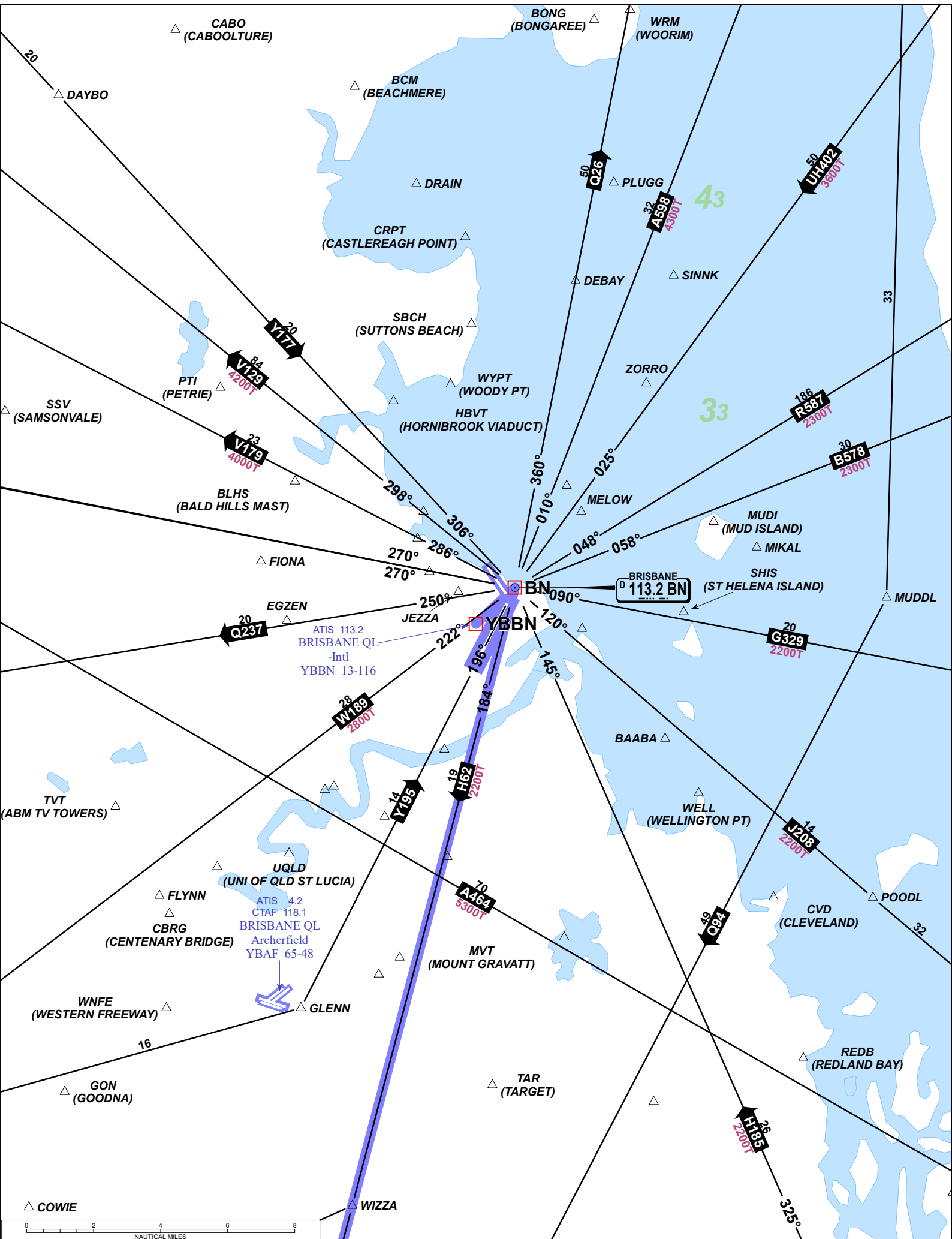
DEPARTURE (YBBN -> YSSY): YBBN (Brisbane Intl)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Sep 2015

JEPPESEN

JeppView 3.6.2.0



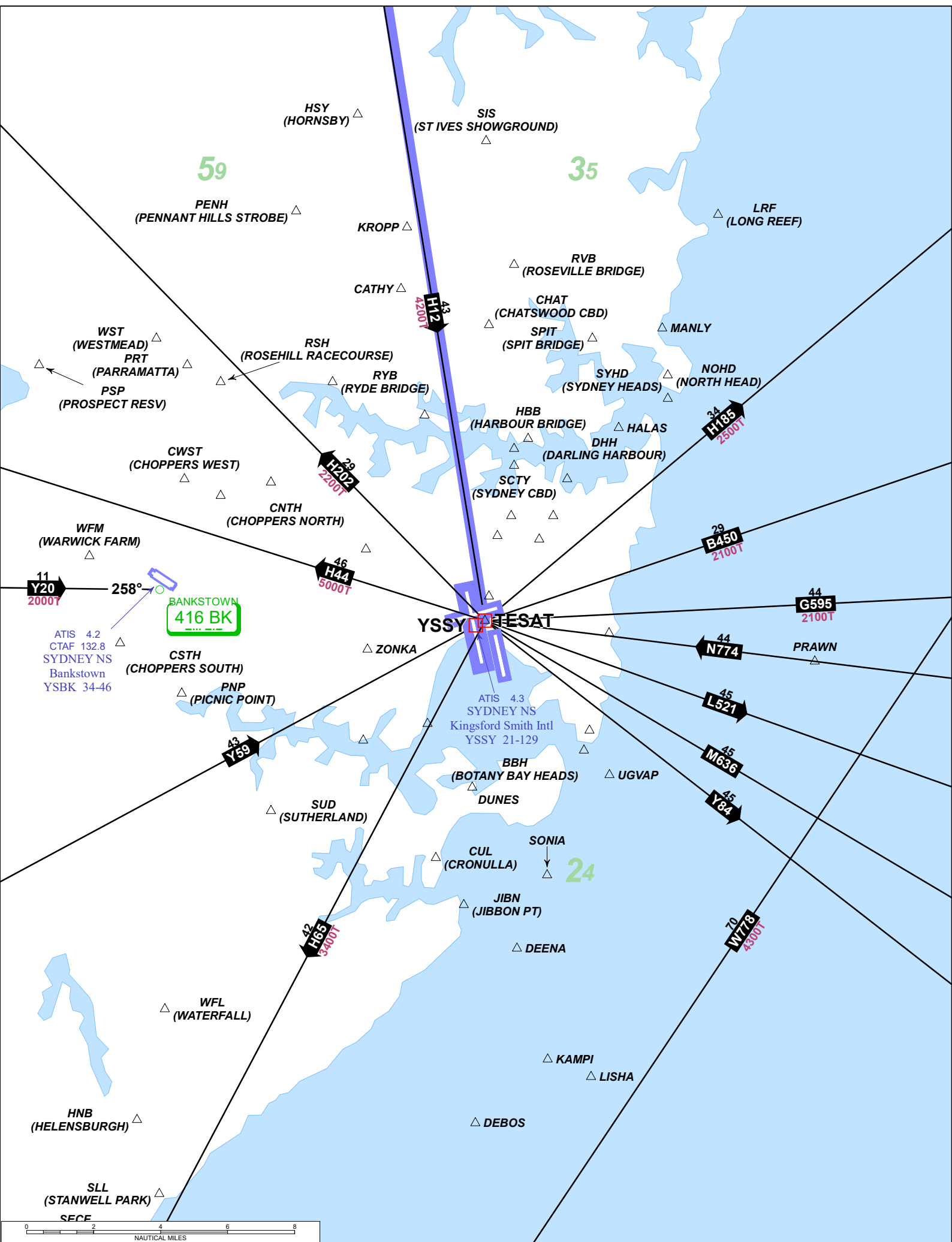
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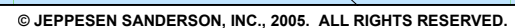
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Sep 2015

JEPPesen

JeppView 3.6.2.0





YBBN/BNE
BRISBANE INTL **JEPPESEN**
1 AUG 14 **10-1P****BRISBANE, QLD, AUSTRALIA****AIRPORT BRIEFING**

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and aircraft operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

For full information regarding the Brisbane RDMS see BAC website:
<http://www.bne.com.au/corporate/airlines-aviation/runway-demand-management-scheme>.

Ground Delay Program (GDP)

Brisbane GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Brisbane 7 days per week BTN 2000-1259 UTC.

Flights to Brisbane during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

The following additional requirements apply:

- a. Flights departing from Archerfield for a landing at Brisbane must contact the Brisbane Flow Controller on 07 3866 3588 prior to starting engines.
- b. Pilots of inbound flights to Brisbane from airports within a radius of 160 NM must contact the Brisbane Flow Controller on 07 3866 3588 to validate their COBT and confirm a Flow tactical landing slot.
- c. Pilots of all inbound RFDS flights must contact the Brisbane Flow Controller on 07 3866 3588 as soon as possible with an updated ACFT operating time.

For full information regarding the Ground Delay Program see AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

JEPPESEN

26 OCT 12 **10-2**

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR A

ATIS **113.2 125.5**

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19 **124.7**

Southeast of extended C/L Rwy 01/19 **125.6**

BRISBANE Tower **120.5**

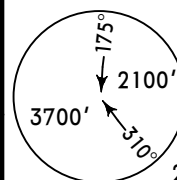
Ground **121.7**

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA
BN VOR

Within 25 NM
2500' within 10 NM

VOR 113.2 BN

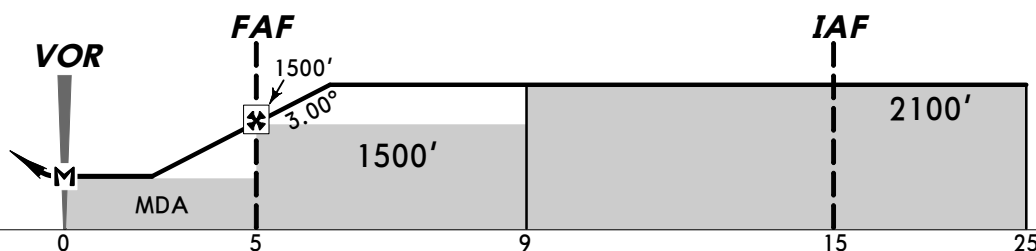
Apt. Elev **13'**

NOT TO SCALE

DME USING BN DME
REFERENCE WAYPOINT BN VOR

(MAP)
BRISBANE
D **113.2 BN**
S27 22.0 E153 08.4

NM to VOR	2.4	2.6	3.0	4.0	5.0	6.0	6.9
ALTITUDE	660'	750'	850'	1180'	1500'	1820'	2100'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

A, B: **660'** (647')

MDA(H) C: **750'** (737')

D: **850'** (837')

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
MAP at VOR						

CHANGES: Procedure altitudes, CAT A & B MDA (H).

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PANS OPS 4

JEPPesen

26 OCT 12 (10-2A)

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR B

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19 124.7

Southeast of extended C/L Rwy 01/19 125.6

BRISBANE Tower 120.5

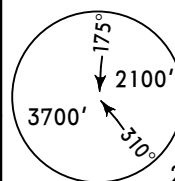
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

Within 25 NM

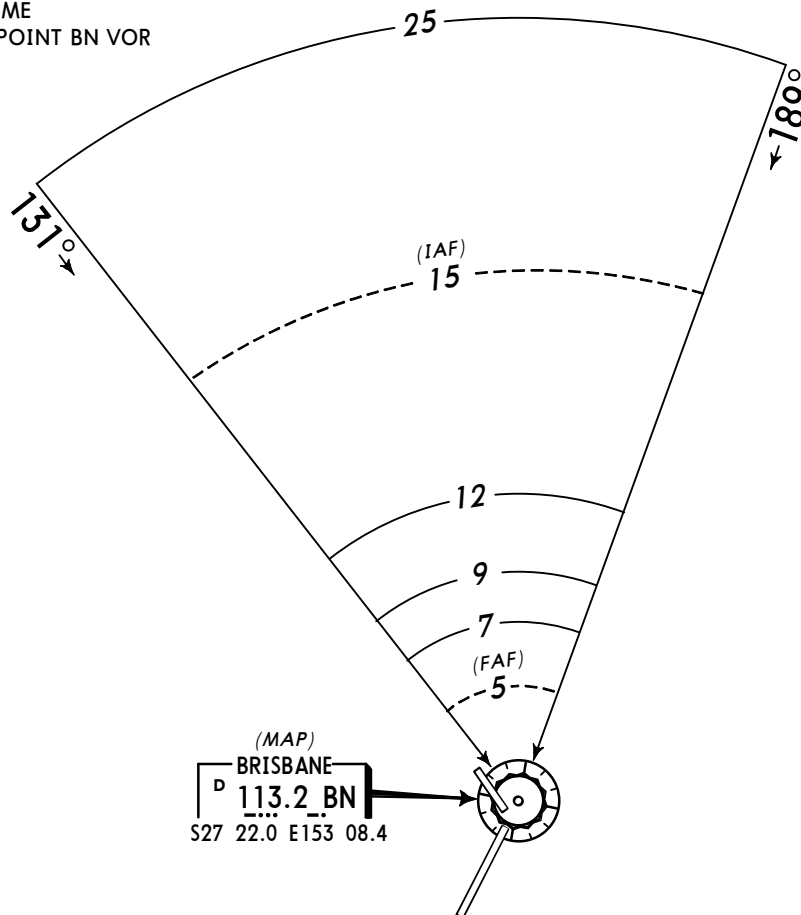
2500' within 10 NM

VOR 113.2 BN

.....

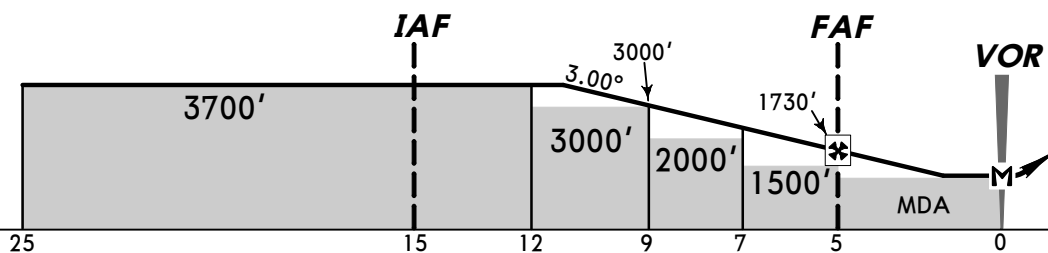
Apt. Elev 13'

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NOT TO SCALE

NM to VOR	11.2	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.9	1.6
ALTITUDE	3700'	3640'	3320'	3000'	2690'	2370'	2050'	1730'	1410'	1100'	850'	780'	750'	650'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

A, B: 650' (637')

MDA(H) C: 750' (737')

D: 850' (837')

A	2.4 km
B	
C	4.0 km
D	5.0 km

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

CHANGES: None.

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PANS OPS 4

JEPPESEN

2 MAR 12

10-2B

Eff 8 Mar

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR C

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

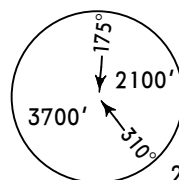
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

Within 25 NM

2500' within 10 NM

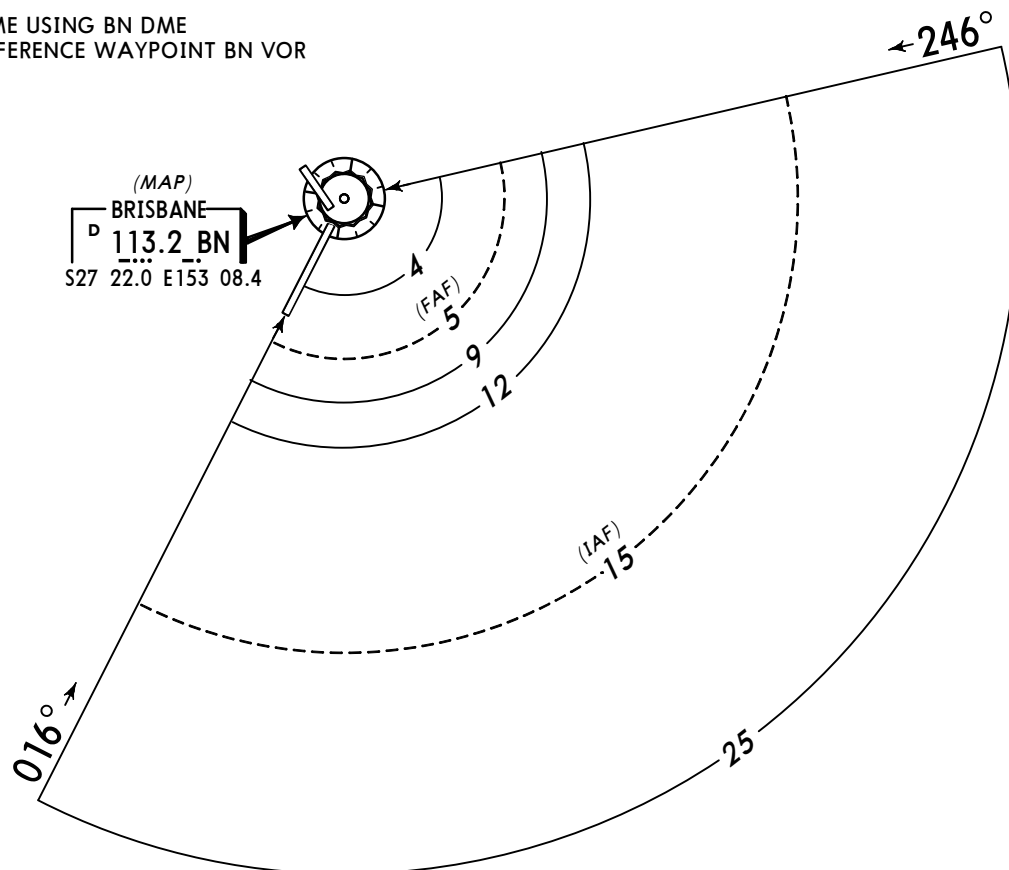
VOR 113.2 BN

--- --

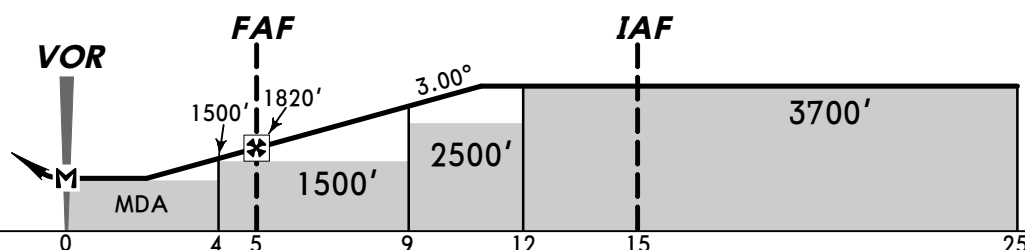
Apt. Elev 13'

DME USING BN DME
REFERENCE WAYPOINT BN VOR

NOT TO SCALE



NM to VOR	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.9
ALTITUDE	900'	1190'	1500'	1820'	2140'	2460'	2780'	3090'	3410'	3700'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 900' (887')

A	2.4 km					
B						
C	4.0 km					
D	5.0 km					

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

JEPPesen

2 MAR 12 **10-2C**

Eff 8 Mar

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19 124.7

Southeast of extended C/L Rwy 01/19 125.6

BRISBANE Tower 120.5

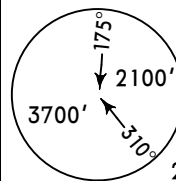
Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

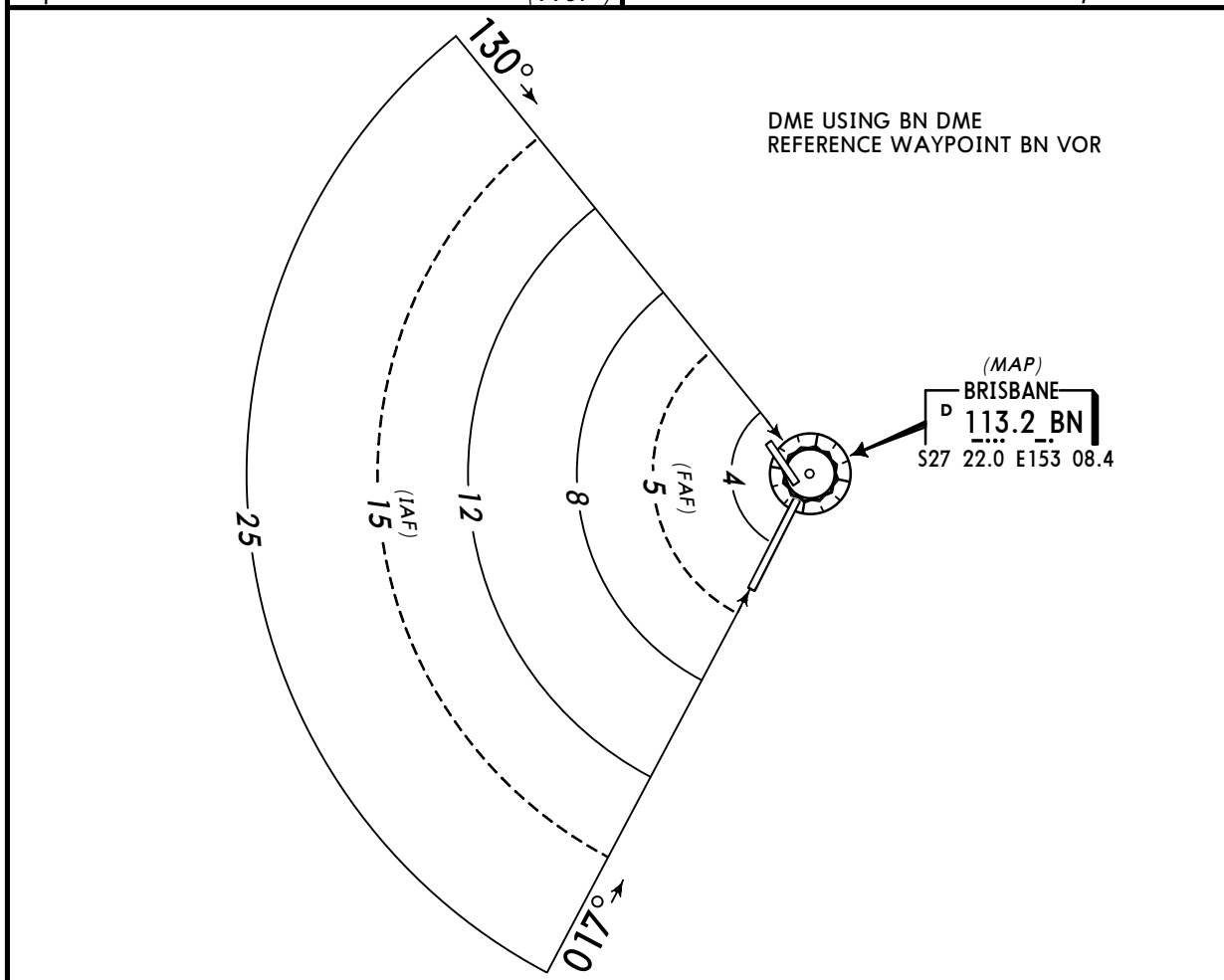
VOR 113.2 BN

Within 25 NM

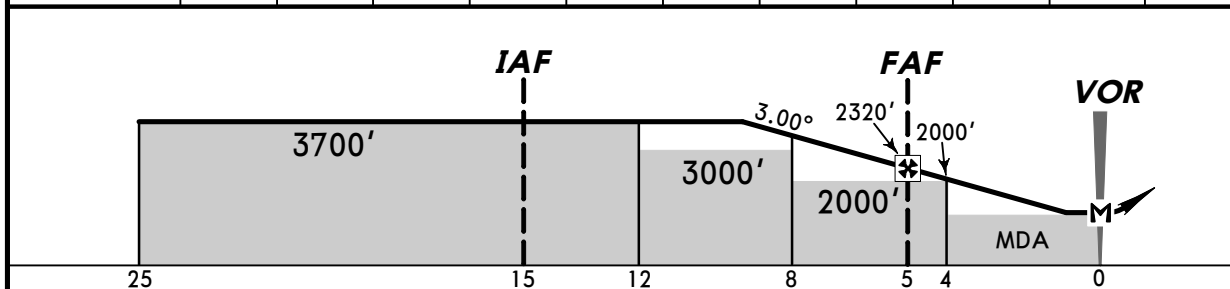
2500' within 10 NM

Apt. Elev 13'

NOT TO SCALE



NM to VOR	9.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3700'	3590'	3280'	2960'	2640'	2320'	2000'	1690'	1370'	1050'	1000'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 1000' (987')

A	2.4 km					
B	4.0 km					
C	5.0 km					
D						

PANS OPS 4

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

ATIS 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN ALPHA ARRIVAL [BLAK7A]

SPEED: MAX IAS 250 KT BELOW 10000'

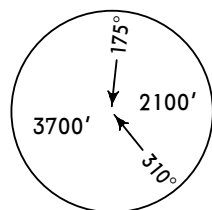
ARRIVAL

From BLAKA track 001° to MOOVI,
cross MOOVI at or below FL120.

RWY 01: From MOOVI, turn LEFT, track 313° to BERTI. Cross BERTI at or below 7000'. Track 313° to GEROO, IAS at 230 KT from GEROO. Cross GEROO at or below 5000'. Track 313° to GLENN, MAX IAS 185 KT from GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach.

RWY 14: From MOOVI, track 002° to JCW VOR. Turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000.' Track 325° to BN VOR for VOR RWY 14 approach.

GNSS permitted in lieu of DME Reference waypoint BN VOB
--



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
GLENN 13 NM
POODL 14 NM
SINNK 12 NM



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

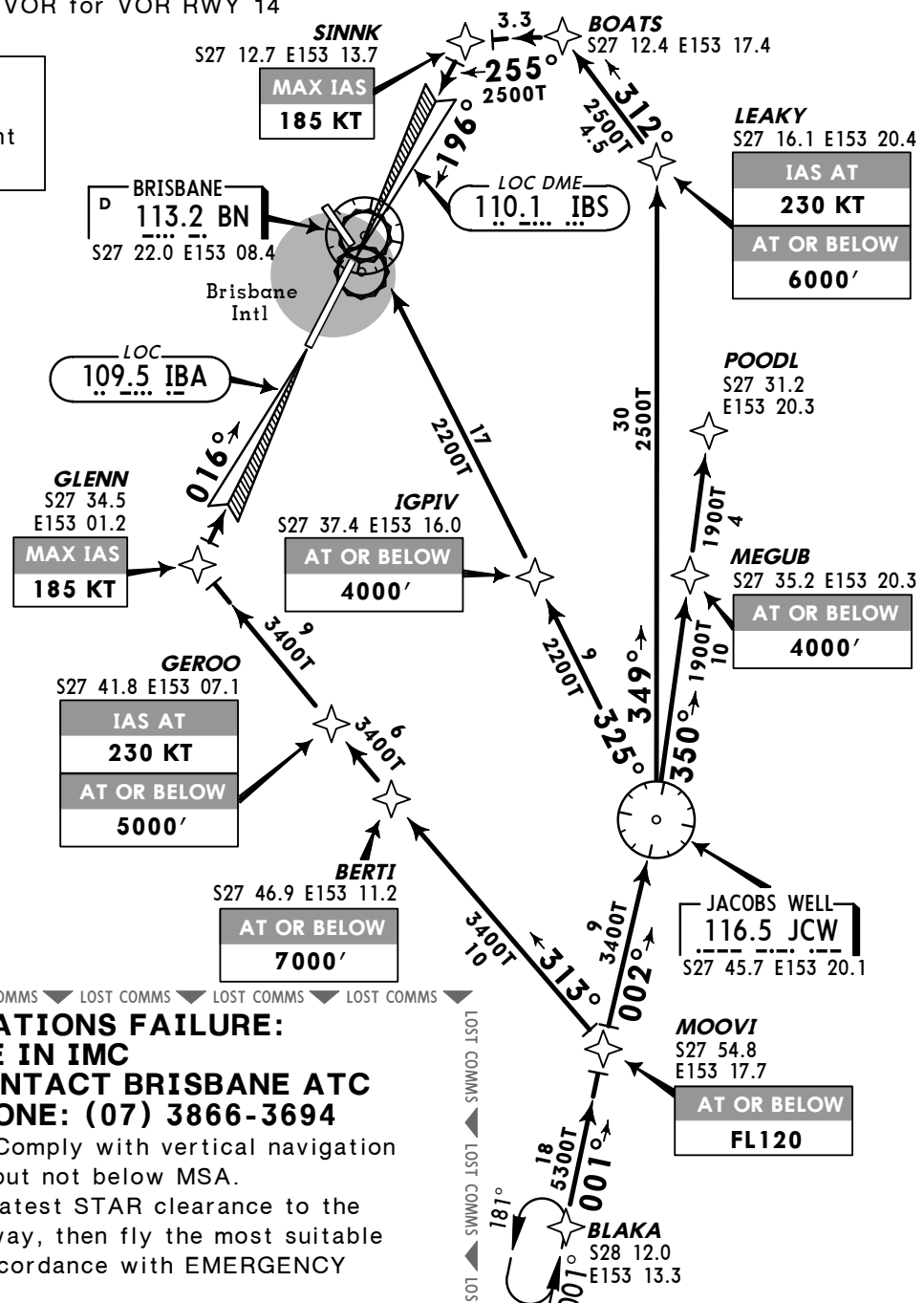
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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.

RWY 19: From MOOVI, track 002° to JCW VOR. Turn LEFT, track 349° to LEAKY. IAS at 230 KT from LEAKY. Cross LEAKY at or below 6000'. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK. MAX IAS 185 KT from SINNK for VOR, LOC, ILS, or RNAV-Z (GNSS) RWY 19 approach.

RWY 32: From MOOVI, track 002° to JCW VOR. Turn LEFT, track 350° to MEGUB. Cross MEGUB at or below 4000'. Track 350° to POODL for RNAV-Z (GNSS) RWY 32 approach.



5 DEC 14

JEPPESSEN

10-2E

Eff 10 Dec 1600Z

■ BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5

BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN PAPA ARRIVAL [BLAK7P]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

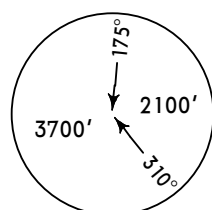
From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. From MOOVI track 002° to JCW VOR.

RWY 01: From JCW VOR track 312° to PUNEK. IAS at 230 KT from PUNEK. Cross PUNEK at or below 5000'.

Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. From LISSA track via RNAV-P (RNP) RWY 01. MAX IAS 185 KT from LISSA.

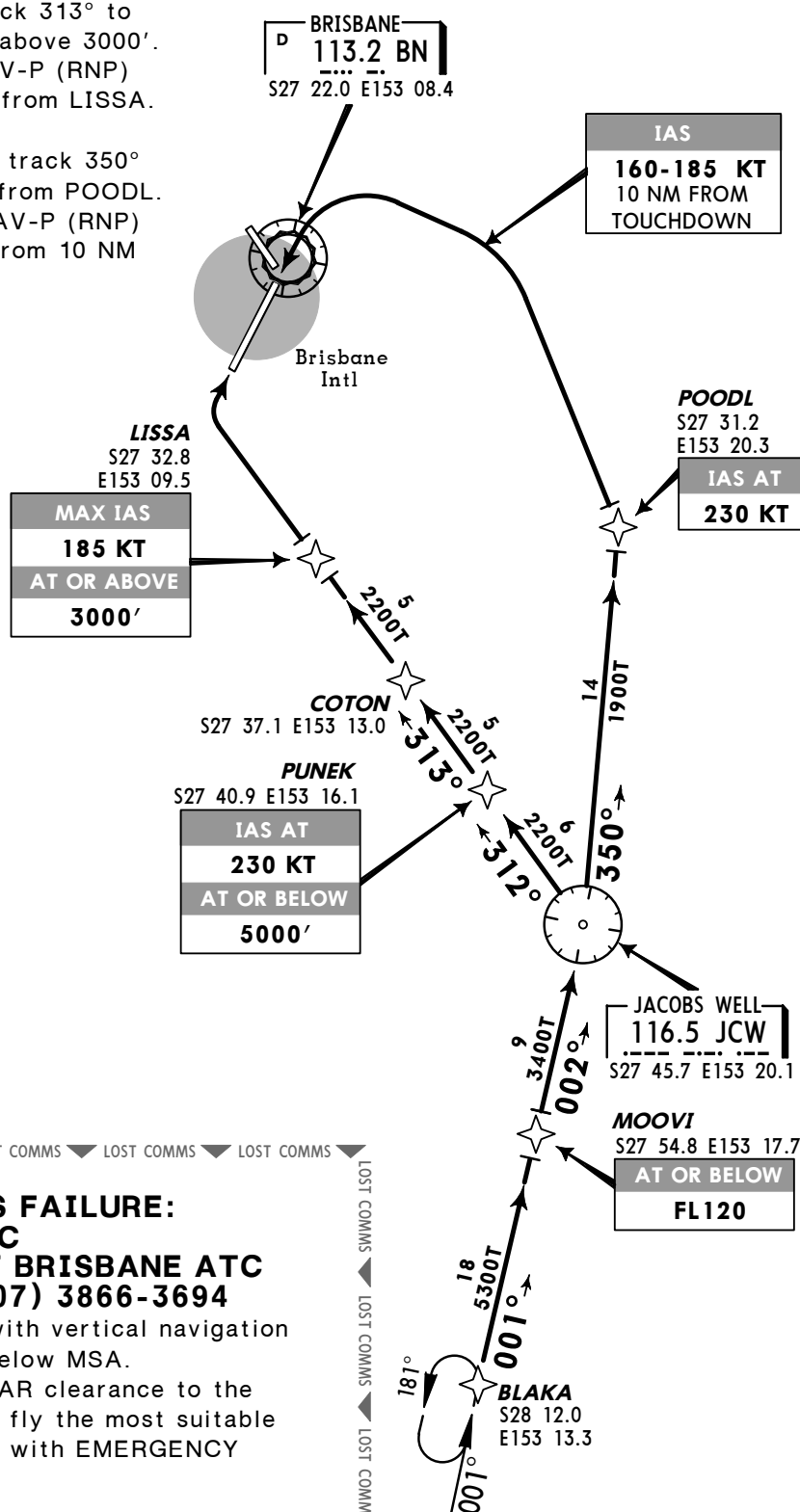
RWY 19: From JCW VOR track 350° to POODL. IAS at 230 KT from POODL. From POODL track via RNAV-P (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
LISSA 10 NM
POODL 14 NM



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

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN VICTOR ARRIVAL [BLAK7V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

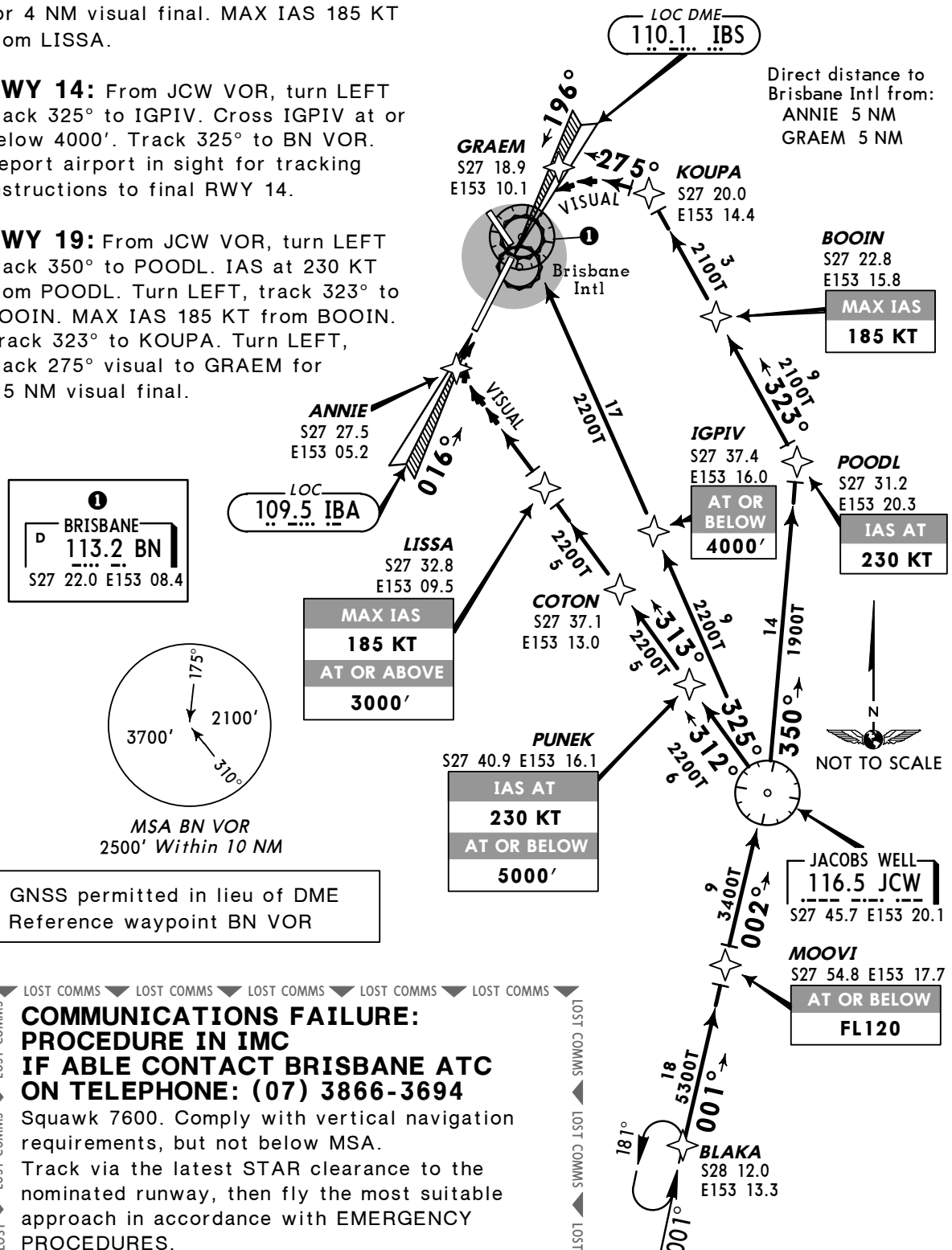
From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. Track 002° to JCW VOR.

RWY 01: From JCW VOR, turn LEFT track 312° to PUNEK. IAS at 230 KT from PUNEK. Cross PUNEK at or below 5000'. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. From LISSA track 313° visual to ANNIE for 4 NM visual final. MAX IAS 185 KT from LISSA.

RWY 14: From JCW VOR, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.

RWY 19: From JCW VOR, turn LEFT track 350° to POODL. IAS at 230 KT from POODL. Turn LEFT, track 323° to BOOIN. MAX IAS 185 KT from BOOIN. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

RWY 32: From JCW VOR, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.



**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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

JEPPESSEN

10-2G

5 DEC 14
Eff 10 Dec 1600Z

RNAV STAR

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7 (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN ALPHA ARRIVAL[CG7A]

SPEED: MAX IAS 250 KT BELOW 10000'

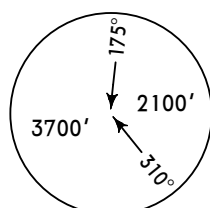
ARRIVAL

RWY 01: From CG VOR track 313° to MOOVI. Cross MOOVI at or below FL120. Track 313° BERTI. Cross BERTI at or below 7000'. Track 313° to GEROO. Cross GEROO at or below 5000'. IAS at 230 KT from GEROO. Track 313° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000'. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Track 339° to LEAKY. Cross LEAKY at or below 6000'. IAS at 230 KT from LEAKY. Turn LEFT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for VOR, LOC, ILS, or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.

GNSS permitted in lieu of DME Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM

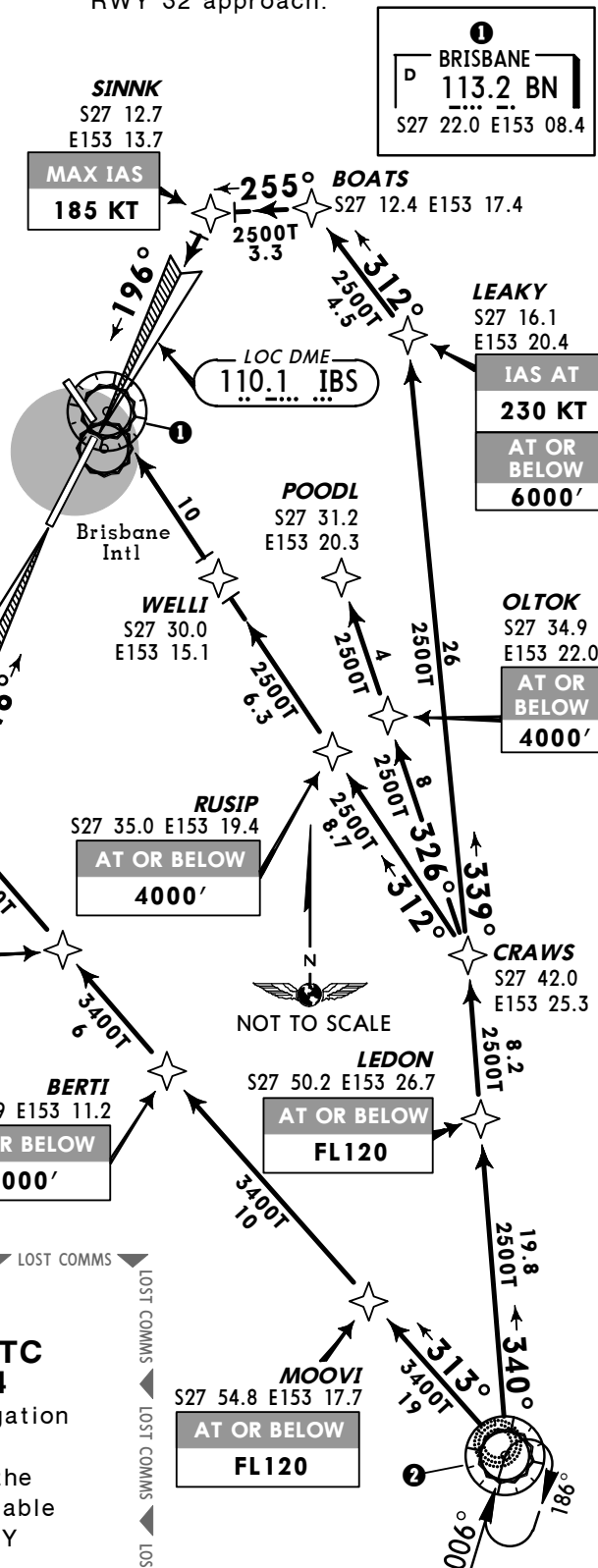
Direct distance to
Brisbane Intl from:
GLENN 13 NM
POODL 14 NM
SINNK 12 NM

GOLD COAST
D 112.3 CG
S28 10.1 E153 30.2
278 CG
S28 09.9 E153 30.1

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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.

RWY 32: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000'. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.



ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN PAPA ARRIVAL[CG7P]

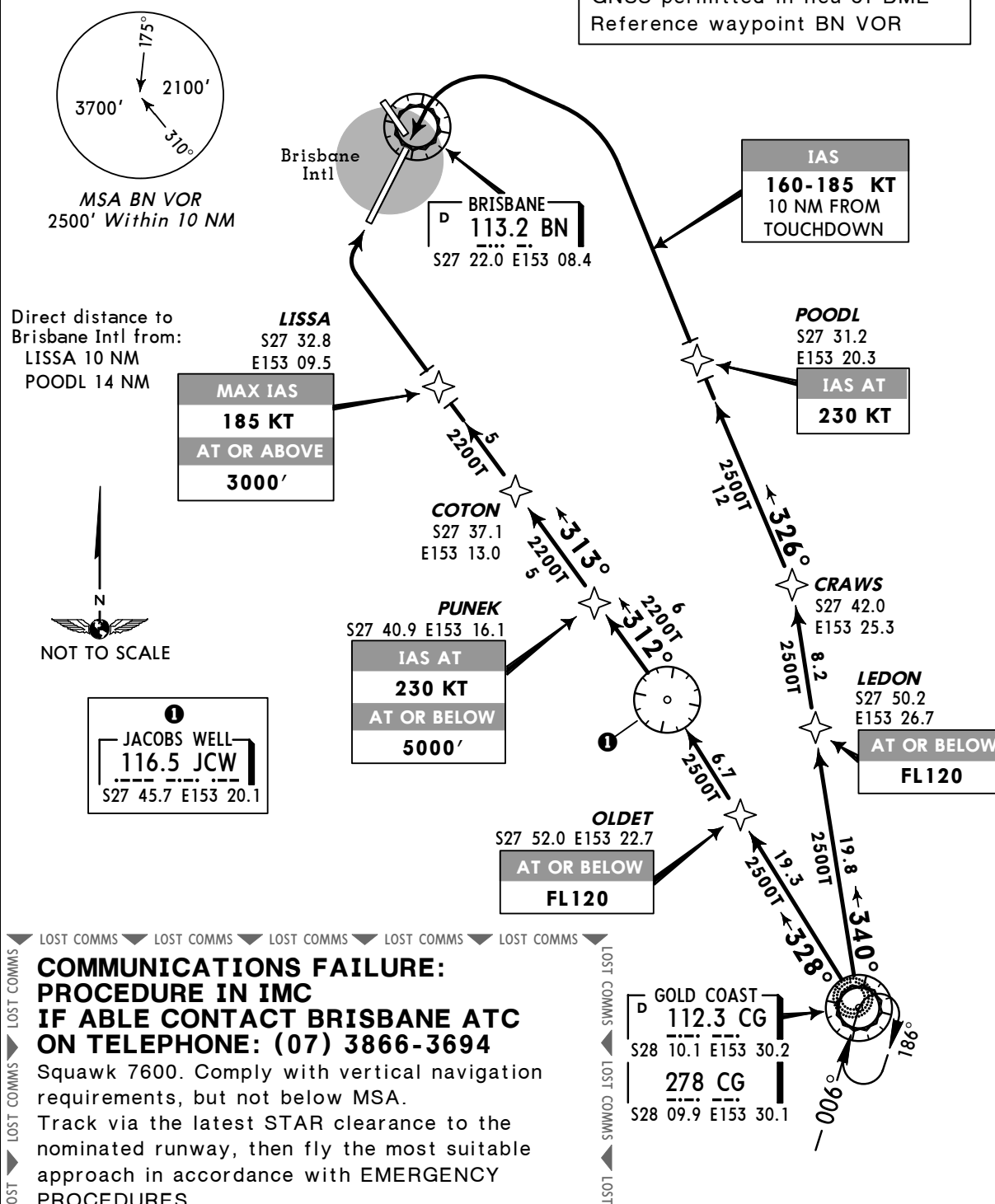
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to JCW VOR. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000'. IAS at 230 KT from PUNEK. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA, track via RNAV-P (RNP) RWY 01.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAW. Turn LEFT, track 326° to POODL. IAS at 230 KT from POODL. From POODL track via RNAV-P (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



5 DEC 14

JEPPesen

(10-2J)

Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN VICTOR ARRIVAL[CG7V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

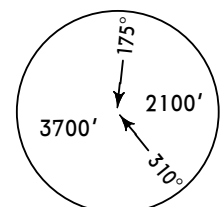
RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to JCW VOR. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000'. IAS at 230 KT from PUNEK. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA, track 313° visual to ANNIE for 4 NM visual final.

RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 326° to POODL. IAS at 230 KT from POODL. Turn LEFT track 323° to BOOIN. MAX IAS 185 KT from BOOIN. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

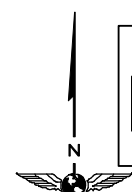
RWY 32: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



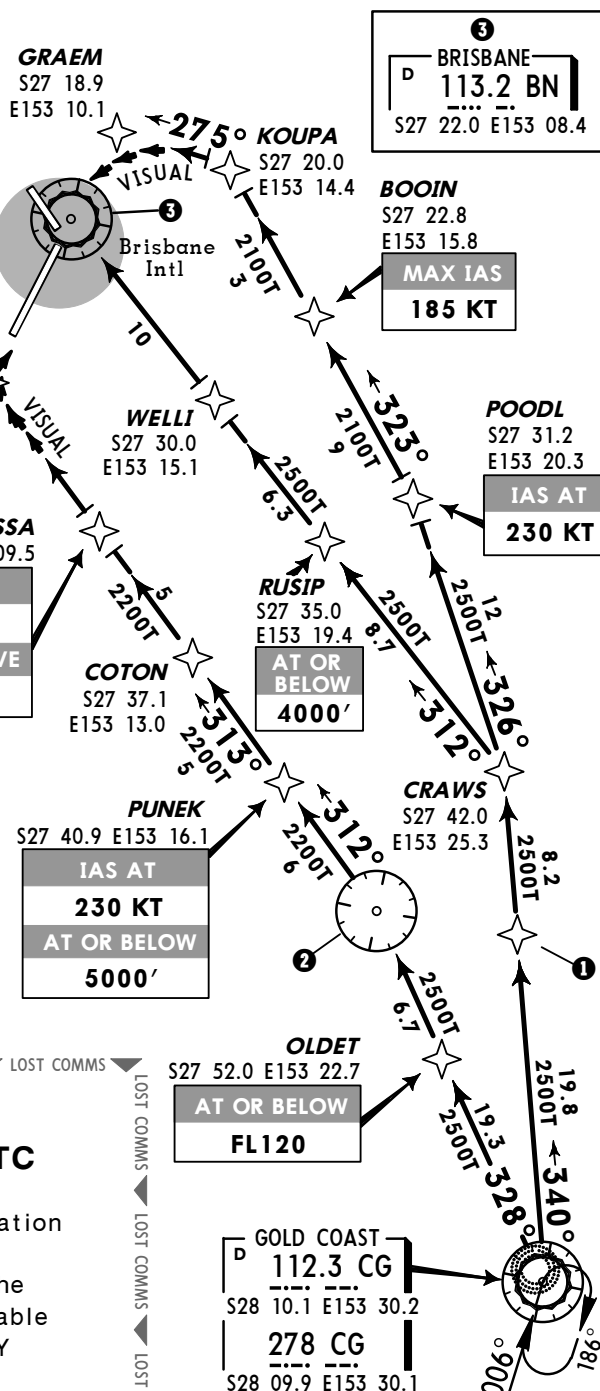
MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
ANNIE 5 NM
GRAEM 5 NM



JACOBS WELL
116.5 JCW
S27 45.7 E153 20.1

LEDON
S27 50.2 E153 26.7
AT OR BELOW
FL120



NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEVIE FOUR ALPHA ARRIVAL [KEVI4A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

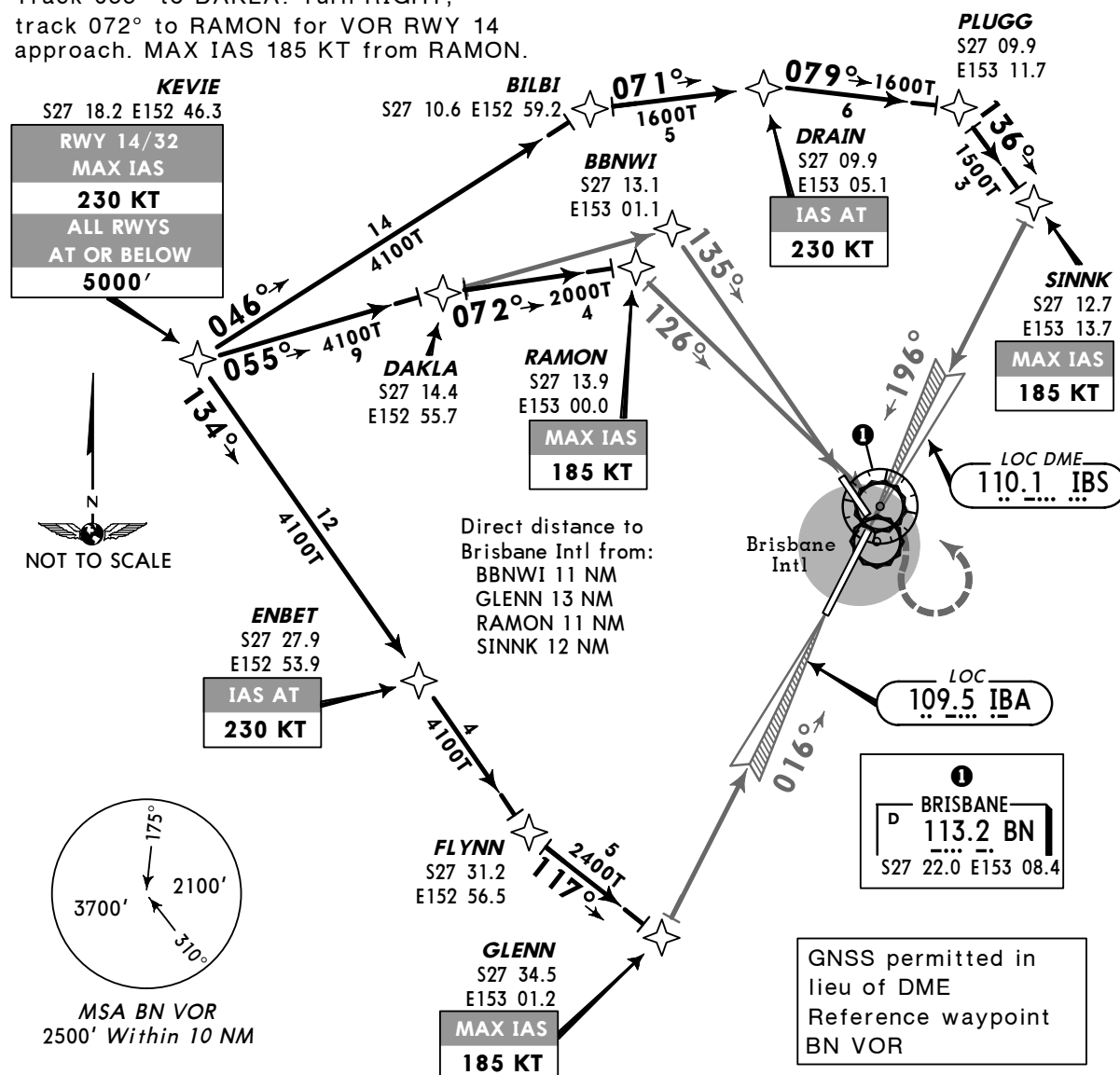
MAX IAS RWY 14/32 230 KT from
KEVIE. Cross KEVIE at or below 5000'.

RWY 01: From KEVIE track 134° to ENBET. IAS at 230 KT from ENBET. Track 134° to FLYNN. Turn LEFT, track 117° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 14: From KEVIE track 055° to DAKLA for RNAV-Z (GNSS) RWY 14 approach or: (On pilot request) Track 055° to DAKLA. Turn RIGHT, track 072° to RAMON for VOR RWY 14 approach. MAX IAS 185 KT from RAMON.

RWY 19: From KEVIE track 046° to BILBI. Turn RIGHT, track 071° to DRAIN. IAS at 230 KT from DRAIN. Turn RIGHT, track 079° to PLUGG. Turn RIGHT, track 136° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.

RWY 32: From KEVIE track 055° to DAKLA. Turn RIGHT, track 072° to RAMON. MAX IAS 185 KT from RAMON. Turn RIGHT, track 126° to BN. From BN track LEFT base RWY 32



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.

10-2L

5 DEC 14
Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MALENY ONE ARRIVAL [MLY1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

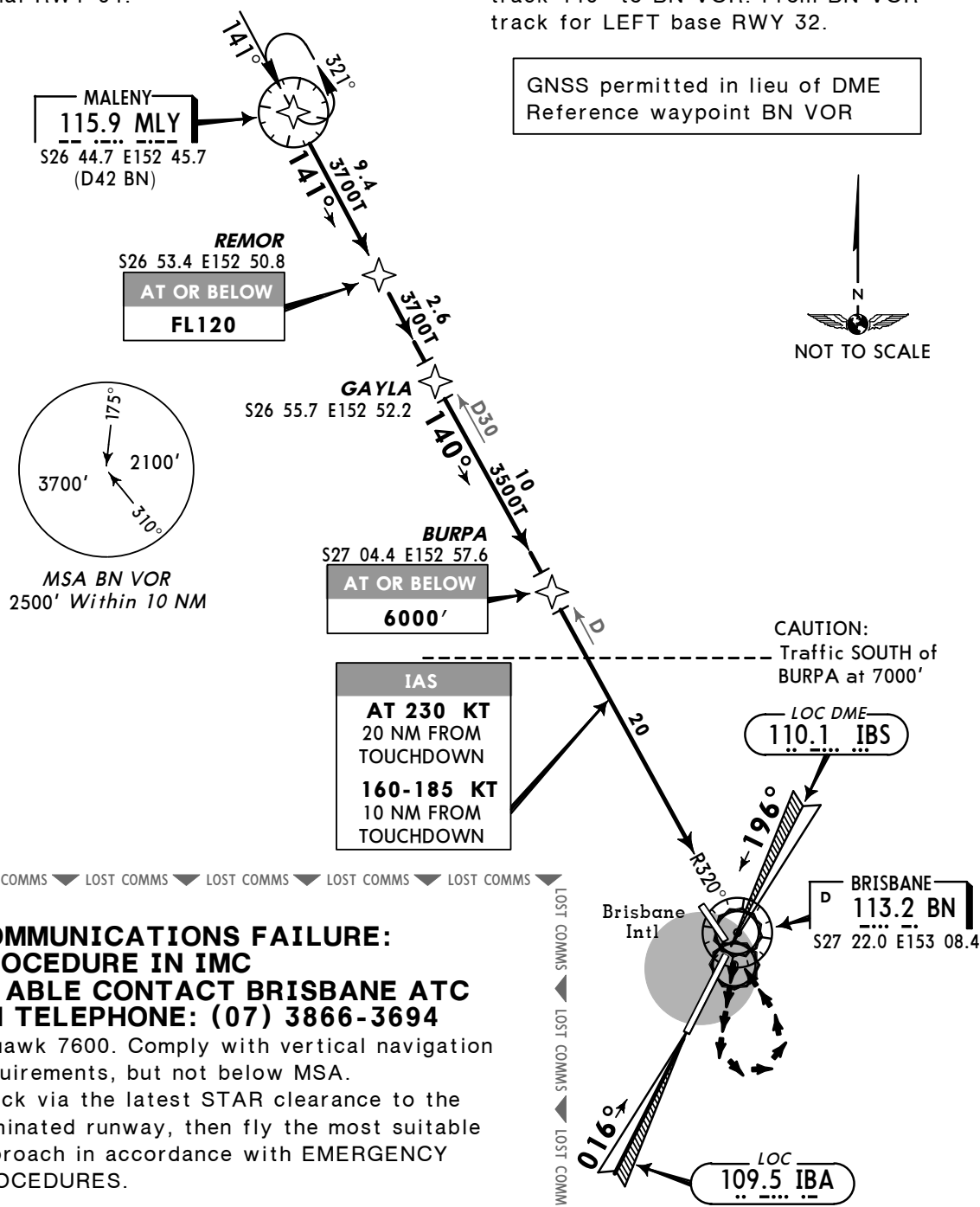
From MLY track 141° to REMOR.
Cross REMOR at or below FL120.
Track 141° to GAYLA. From GAYLA
Track 140° to BURPA. Cross BURPA
at or below 6000'. IAS at 230 KT
from 20 NM to TOUCHDOWN. IAS
160-185 KT from 10 NM to
TOUCHDOWN.

RWY 01: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 01.
In VMC EXPECT tracking instructions
to final RWY 01.

RWY 14: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 14.
In VMC EXPECT tracking instructions
to final RWY 14.

RWY 19: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 19.
In VMC EXPECT tracking instructions
to final RWY 19.

RWY 32 (VISUAL): From BURPA
track 140° to BN VOR. From BN VOR
track for LEFT base RWY 32.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CONTACT BRISBANE ATC ON TELEPHONE: (07) 3866-3694

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 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

QUIET FOUR ALPHA ARRIVAL [QUIE4A]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

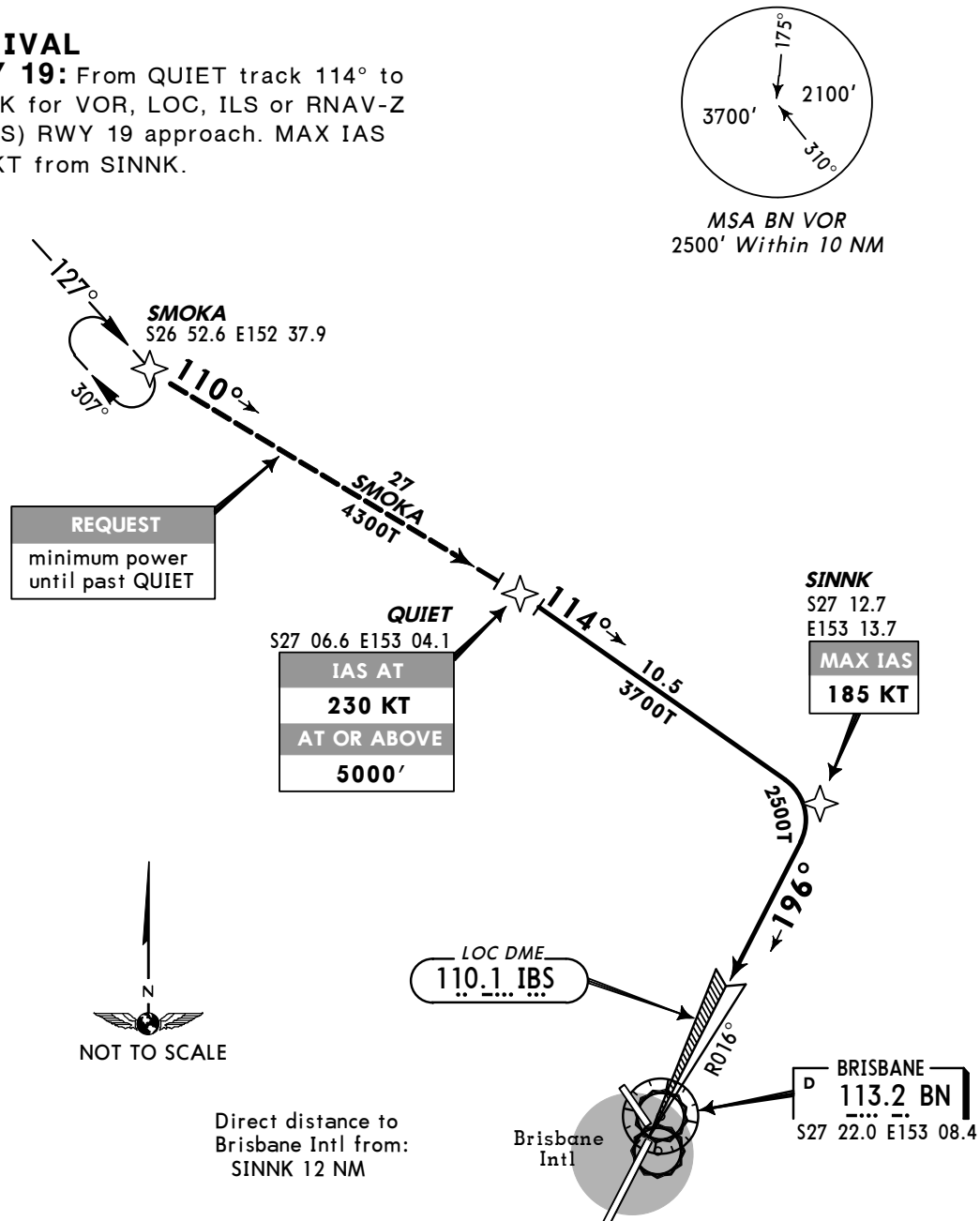
SMOKA: From SMOKA to QUIET:

Track 110° to QUIET. Cross QUIET at or above 5000'. IAS at 230 KT from QUIET, then follow arrival instructions.

GNSS permitted in lieu of DME
Reference waypoint BN VOR

ARRIVAL

RWY 19: From QUIET track 114° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.



10-2N

5 DEC 14

Eff 10 Dec 1600Z**RNAV STAR**

ATIS 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT ALPHA ARRIVAL [SAVE8A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

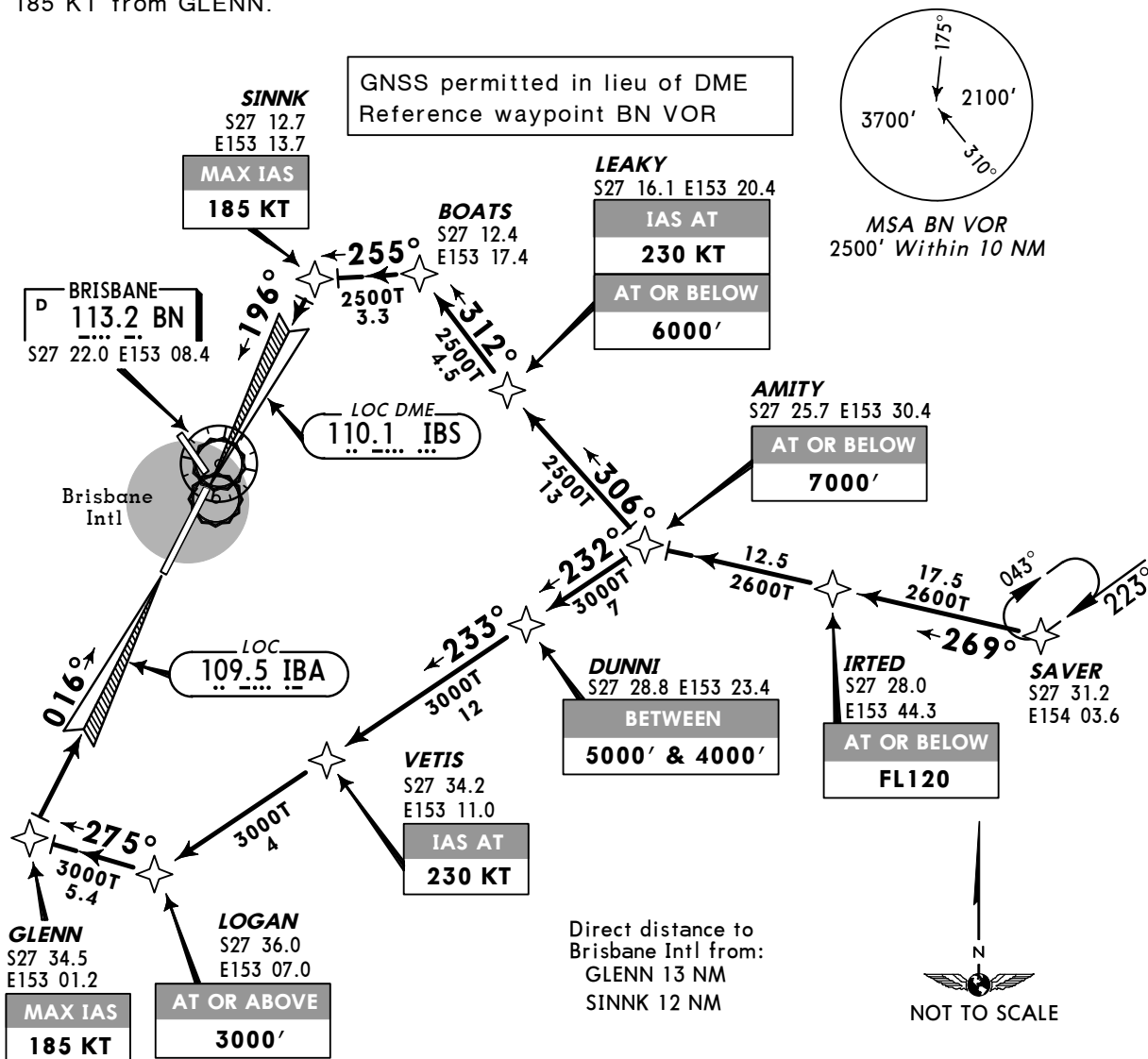
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at
or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to VETIS. IAS at 230 KT from VETIS. Track 233° to LOGAN. Cross LOGAN at or above 3000'. Turn RIGHT, track 275° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 19: From AMITY, turn RIGHT track 306° to LEAKY. IAS at 230 KT from LEAKY. Cross LEAKY at or below 6000'. Turn RIGHT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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

10-2P

5 DEC 14

Eff 10 Dec 1600Z

RNAV STAR

ATIS 113.2 125.5

 BRISBANE Approach (R) 124.7 (NORTH)
 125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

 TRANS LEVEL: FL 110
 TRANS ALT: 10000'

SAVER EIGHT PAPA ARRIVAL [SAVE8P]
SPEED: MAX IAS 250 KT BELOW 10000'
ARRIVAL

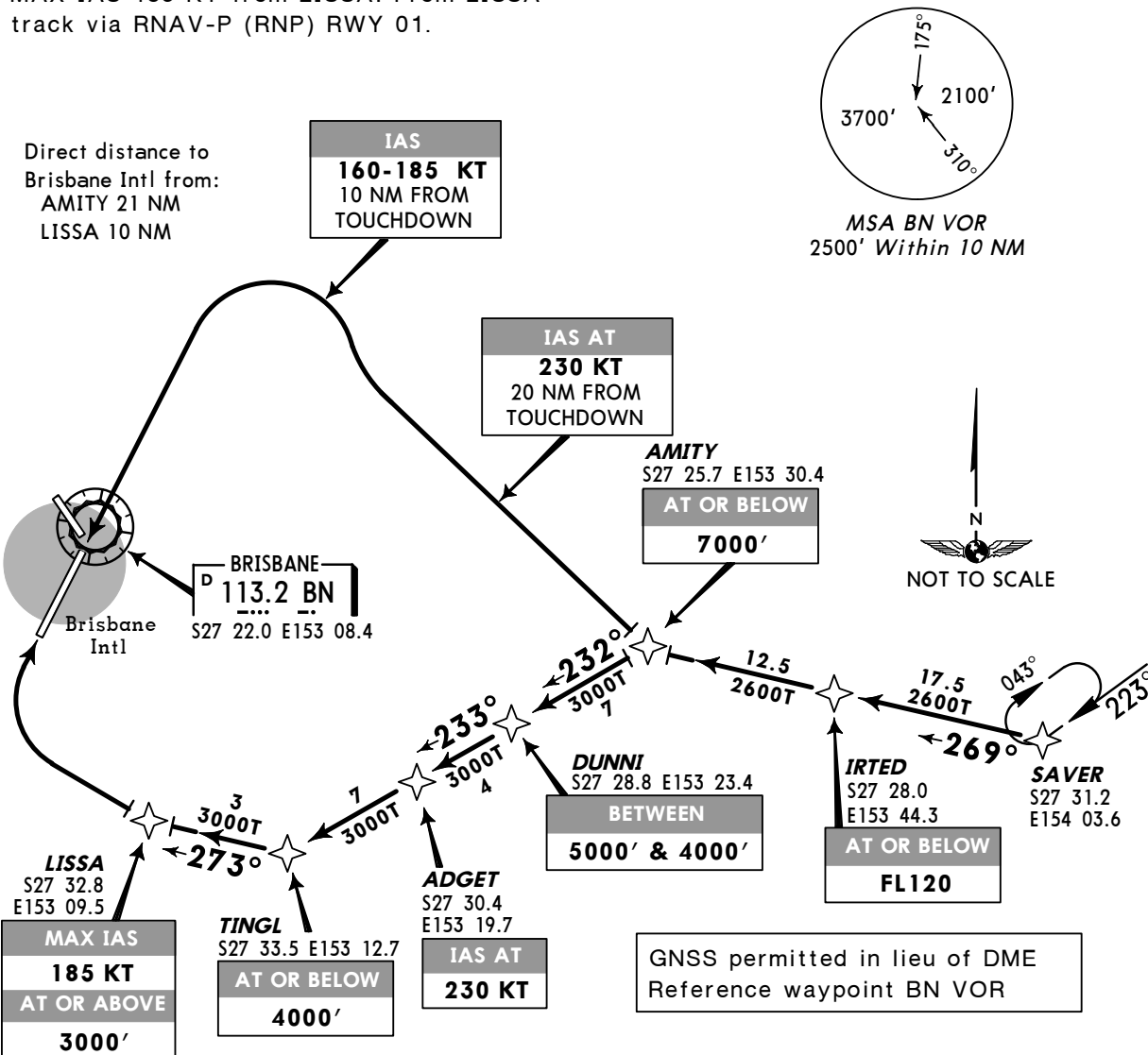
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET. IAS at 230 KT from ADGET.

Track 233° to TINGL. Cross TINGL at or below 4000'. Turn RIGHT, track 273° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA track via RNAV-P (RNP) RWY 01.

RWY 19: From AMITY track via RNAV-P (RNP) RWY 19. IAS at 230 KT from 20 NM to TOUCHDOWN. IAS at 160-185 KT from 10 NM to TOUCHDOWN.


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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT VICTOR ARRIVAL [SAVE8V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

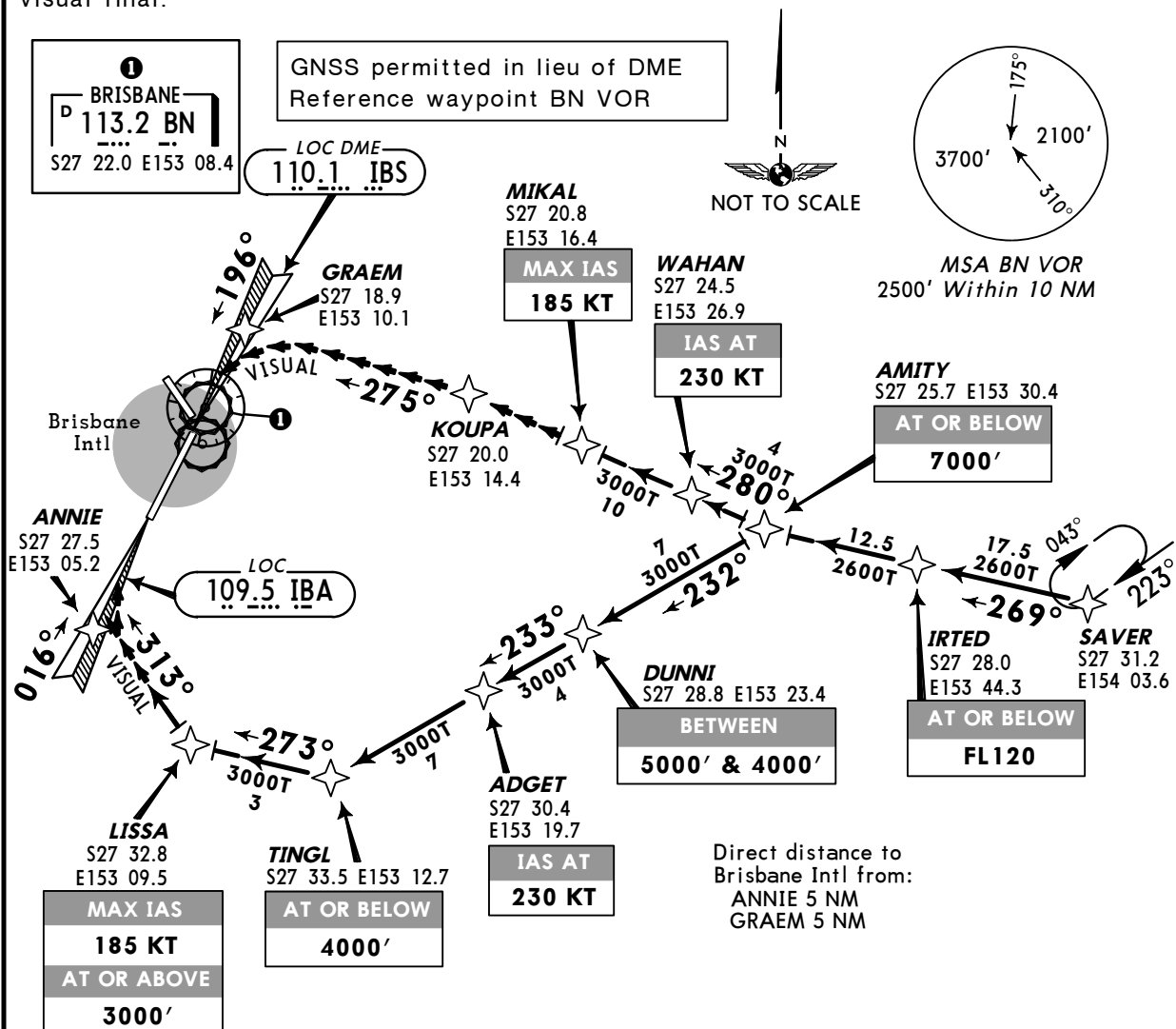
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at
or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET. IAS at 230 KT from ADGET. Track 233° to TINGL. Cross TINGL at or below 4000'. Turn RIGHT, track 273° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. Turn RIGHT, track 313° visual to ANNIE for 4NM visual final.

RWY 19: From AMITY, turn RIGHT track 280° to WAHAN. IAS at 230 KT from WAHAN. Track 280° to MIKAL then visual to KOUPA. IAS at 185 KT from MIKAL. Turn LEFT track 275° visual to GRAEM for 3.5 NM visual final.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 113.2 125.5

BRISBANE Approach (R)	124.7	(NORTH)
	125.6	(SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SINNK EIGHT ARRIVAL [SINNK8]

SPEED: MAX IAS 250 KT BELOW 10000'

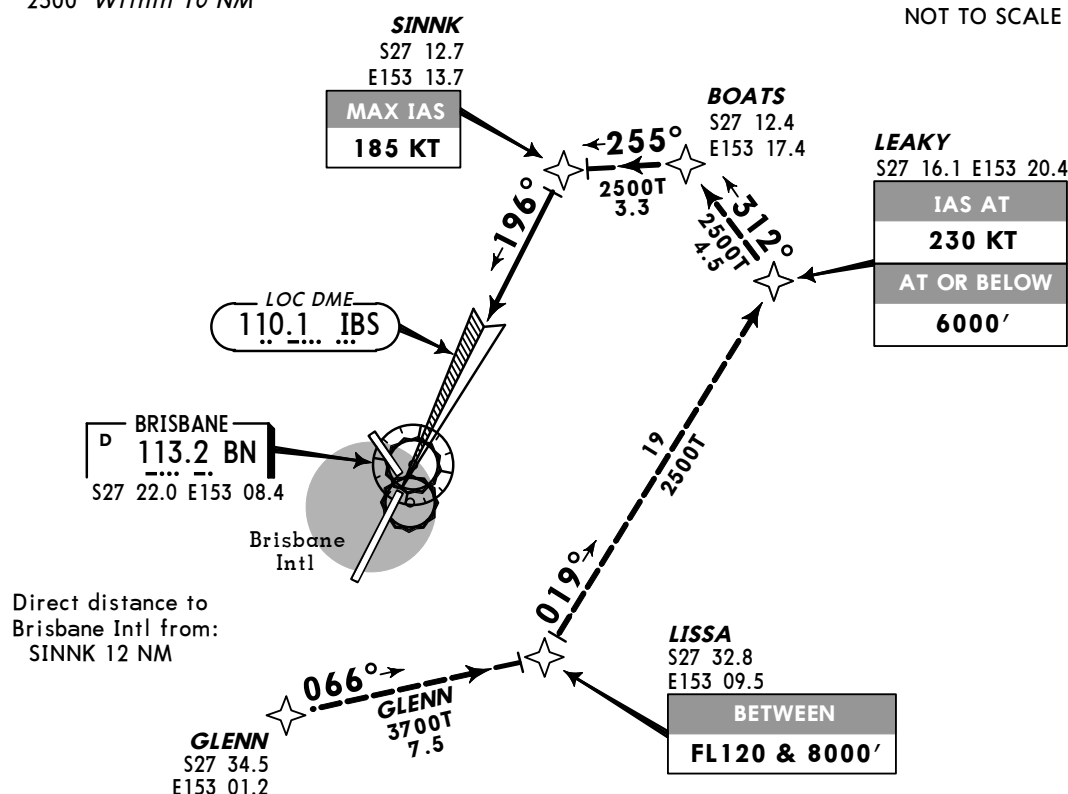
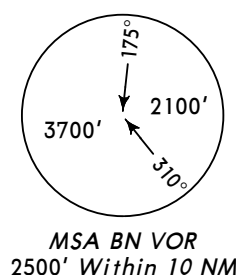
TRANSITION

GLENN: From GLENN track 066° to LISSA. Cross LISSA between FL120 and 8000'. Turn LEFT, track 019° to LEAKY. Cross LEAKY at or below 6000'. IAS at 230 KT from LEAKY. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK, then follow arrival instructions. MAX IAS 185 KT from SINNK.

ARRIVAL

RWY 19: From SINNK track via instrument approach as advised or cleared

GNSS permitted in lieu of DME
Reference waypoint BN VOR



**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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.

CHANGES: Procedure revised, renumbered.

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5 DEC 14

JEPPESSEN

10-2T

Eff 10 Dec 1600Z

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

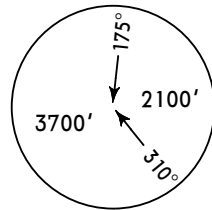
SMOKA TWO ALPHA ARRIVAL [SMOK2A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT, track 162° to GORRI, IAS at 230 KT from GORRI. Track 162° to FLYNN. From FLYNN, track 117° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

GNSS permitted in lieu of DME Reference
waypoint BN VOR

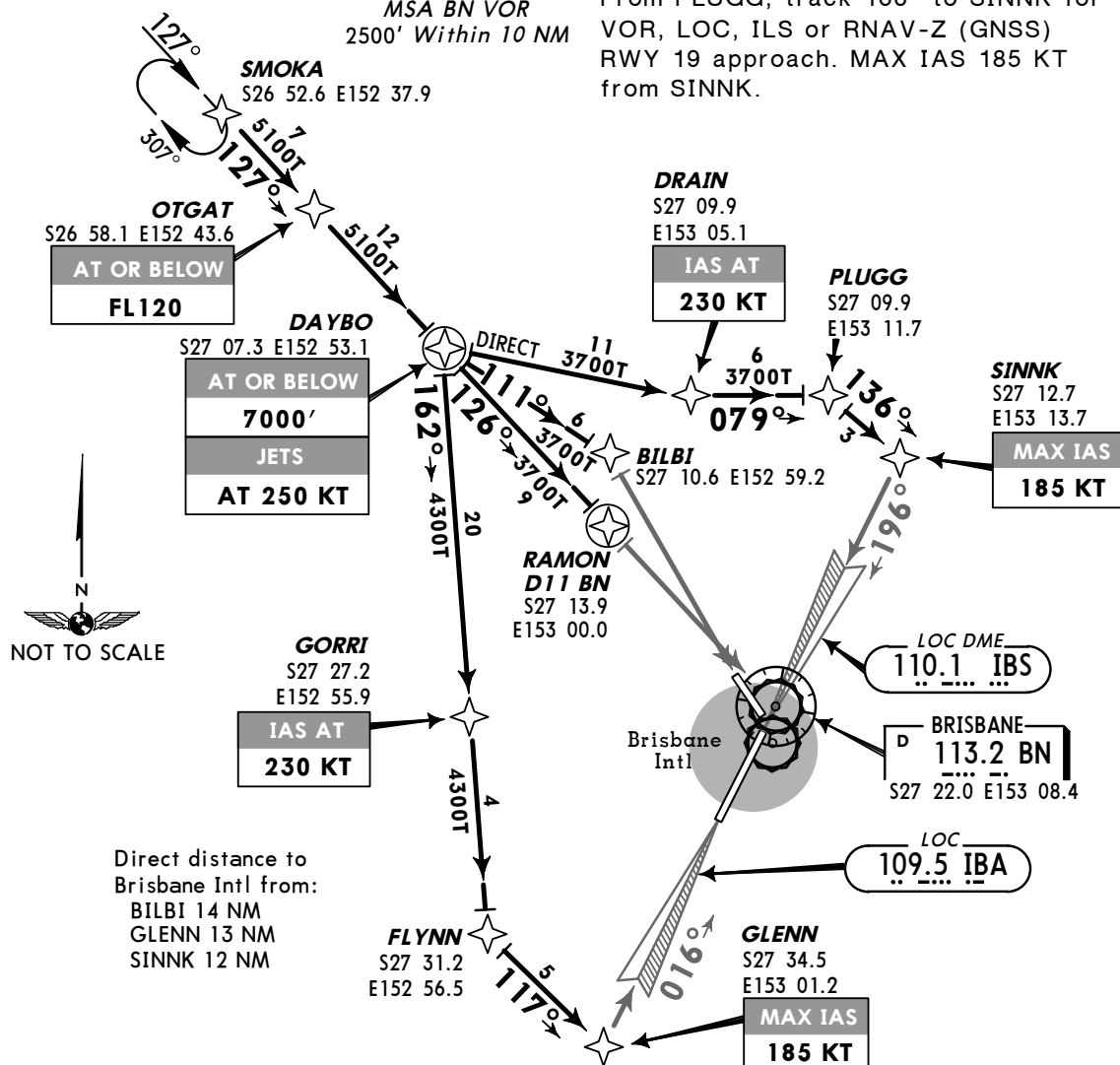


MSA BN VOR
2500' Within 10 NM

RWY 14: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Track 126° to RAMON for VOR RWY 14 approach.

OR ON REQUEST: From DAYBO track
111° to BILBI for RNAV (GNSS) RWY 14
approach.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to DRAIN. IAS at 230 KT from DRAIN. Turn LEFT, track 079° to PLUGG. From PLUGG, track 136° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

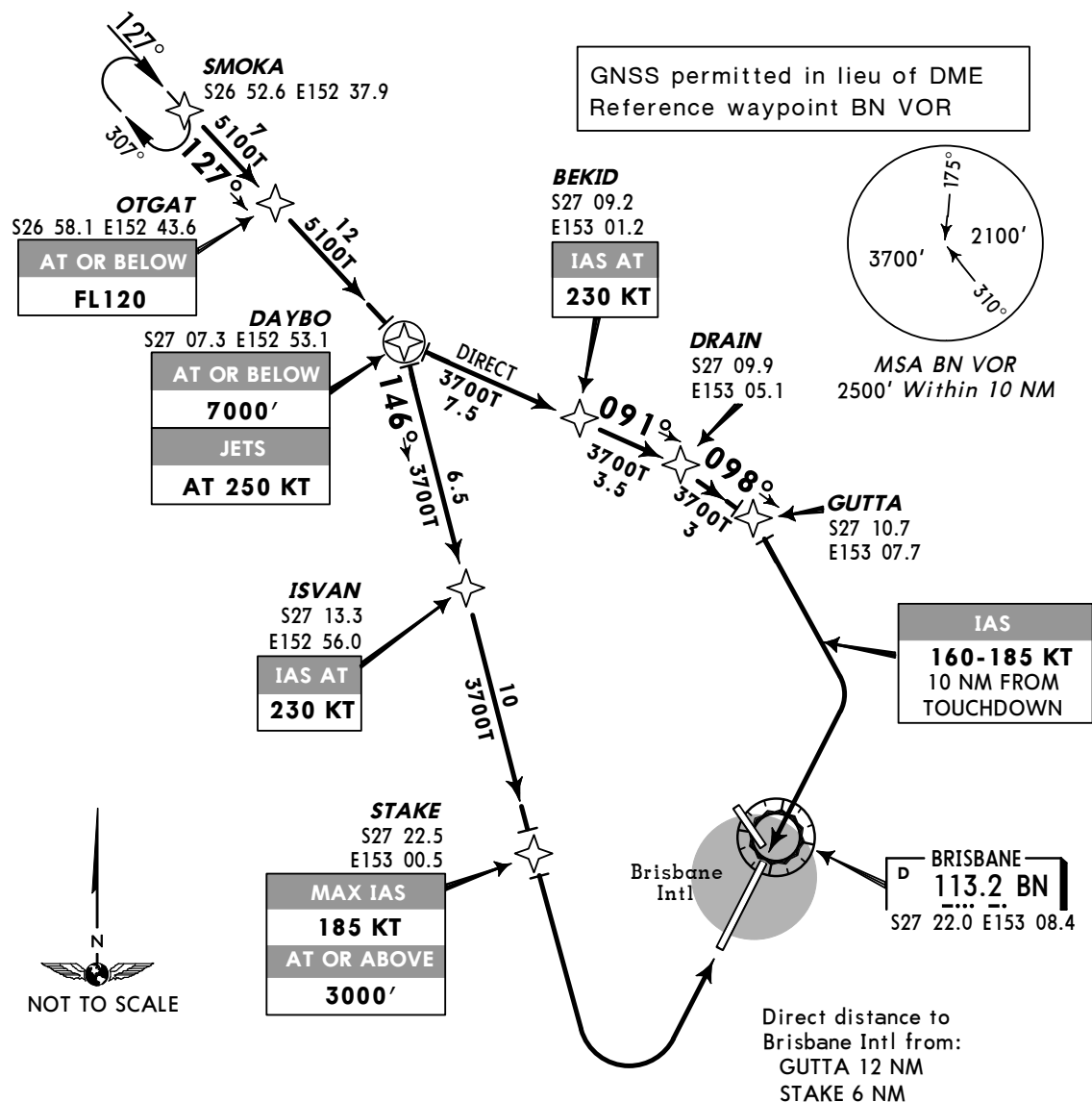
SMOKA TWO MIKE ARRIVAL [SMOK2M]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT, track 146° to ISVAN. IAS at 230 KT from ISVAN. Track 146° to STAKE. Cross STAKE at or above 3000'. MAX IAS 185 KT from STAKE. Track via RNAV-M (RNP) RWY 01.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to BEKID. IAS at 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Track via RNAV-M (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SMOKA TWO VICTOR ARRIVAL [SMOK2V]

SPEED: MAX IAS 250 KT BELOW 10000'

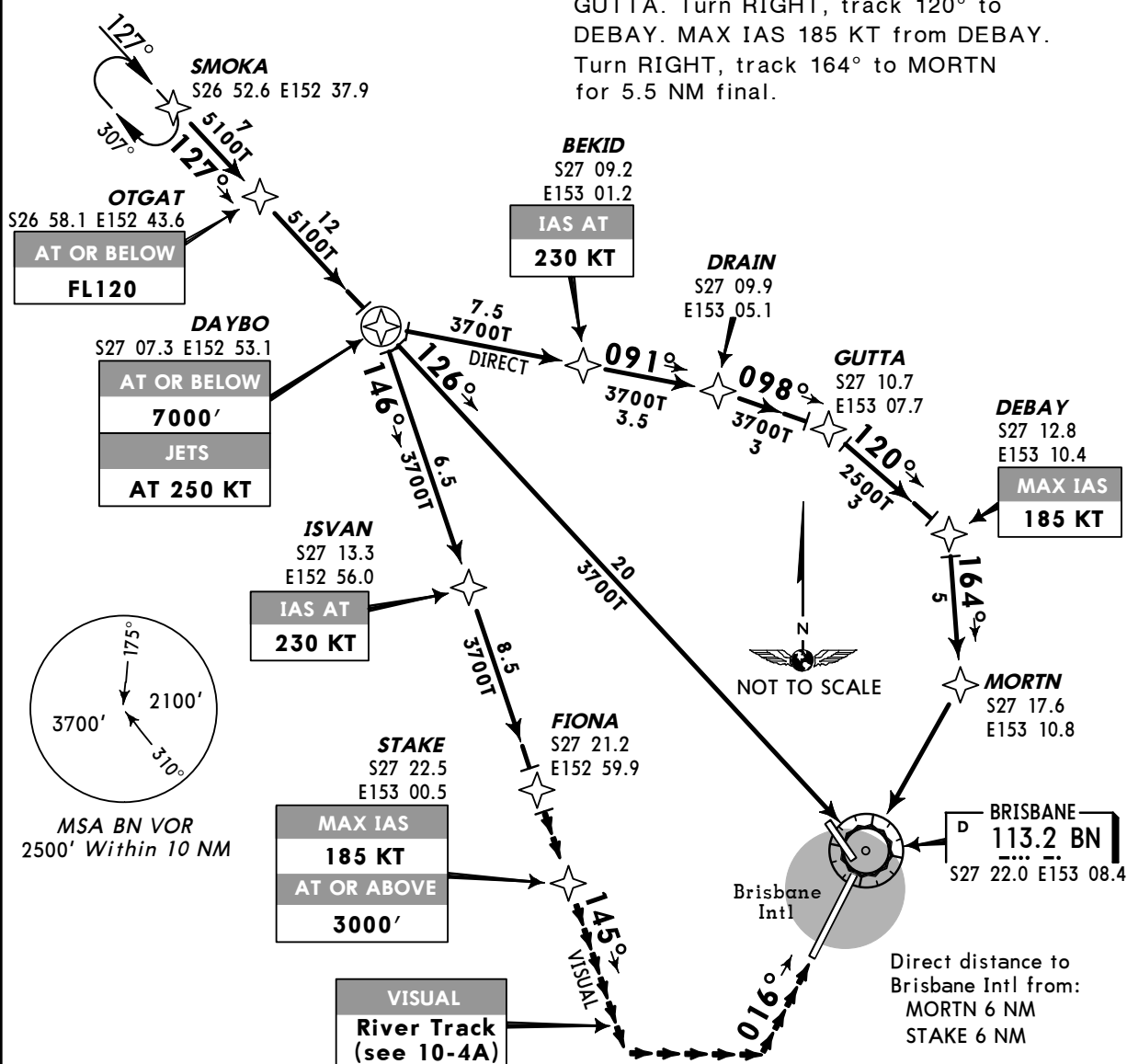
ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT track 146° to ISVAN. IAS at 230 KT from ISVAN. Track 146° to FIONA. Track visual to STAKE. Cross STAKE at or above 3000' visual. MAX IAS 185 KT from STAKE. Track 145° and intercept "River Track" (See 10-4A).

GNSS permitted in lieu of DME
Reference waypoint BN VOR

RWY 14: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Track 126° to BN VOR. Report runway in sight for tracking instructions.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to BEKID. IAS at 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX IAS 185 KT from DEBAY. Turn RIGHT, track 164° to MORTN for 5.5 NM final.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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

8 NOV 13

10-3

Eff 14 Nov

STANDARD INSTRUMENT
DEPARTURE (RADAR)

SID(R)

BRISBANE Clearance 118.6

Departure (R) 118.45 128.3 124.7 125.6

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BRISBANE TWO DEPARTURE[BN2] (RADAR)

**ALL
RUNWAYS**

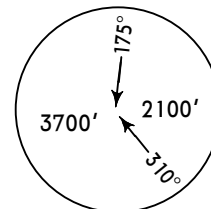
SPEED: MAX IAS 250 KT BELOW 10000'

Rwy 01: Track 016°. At 600' but not before the departure end of runway (BN 0.5 DME), turn to assigned heading. When directed, contact Departure for RADAR vectors.

Rwy 14: Track 135°. At 600' turn to assigned heading. When directed, contact Departure for RADAR vectors.

Rwy 19: Track 196°. At 600' but not before the departure end of runway (BN 2.5 DME), turn to assigned heading. When directed, contact Departure for RADAR vectors.

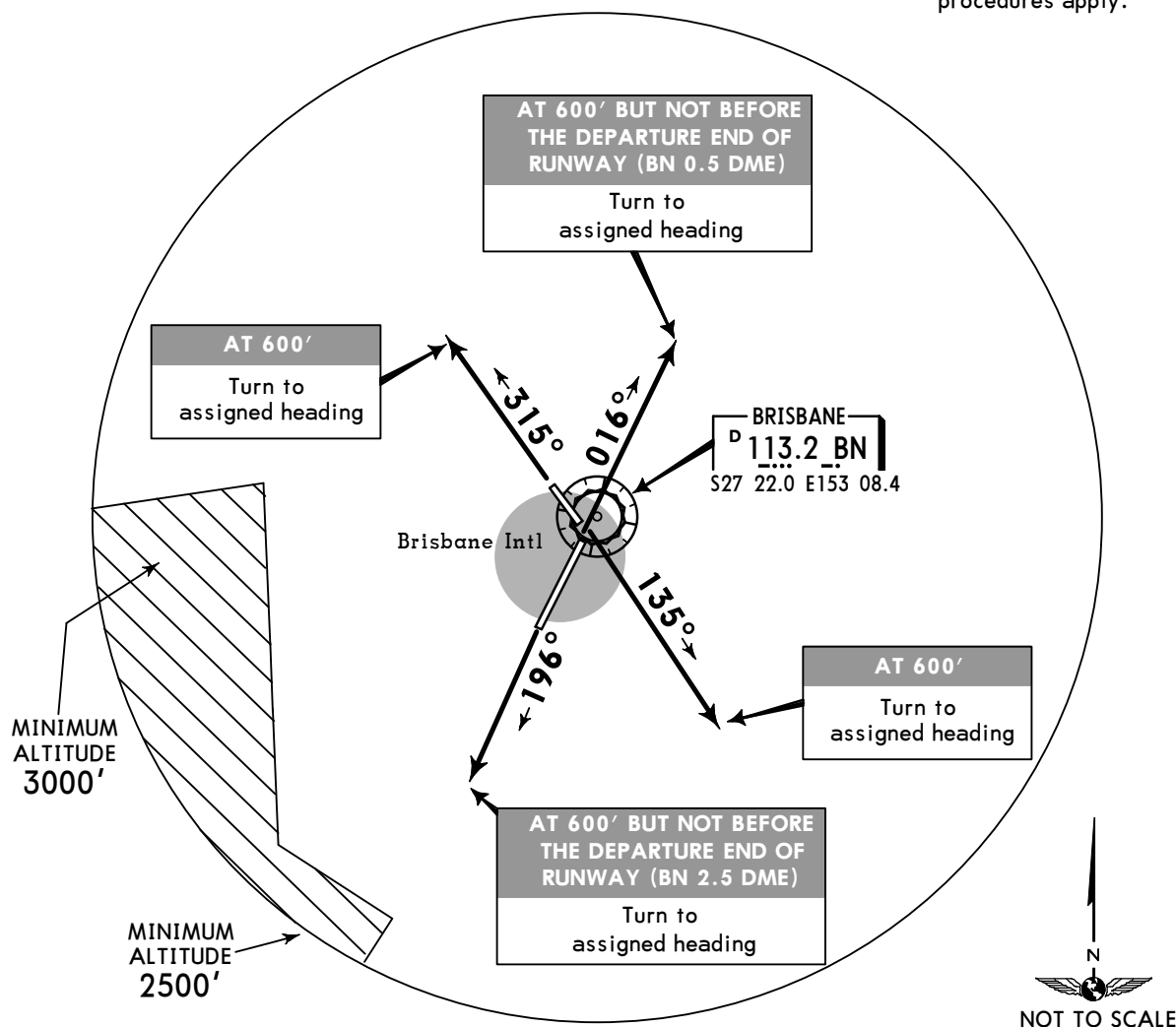
Rwy 32: Track 315°. At 600' turn to assigned heading. When directed, contact Departure for RADAR vectors.



MSA BN VOR
2500'
Within 10 NM

GNSS permitted in lieu of DME
Reference waypoint BN VOR

Noise abatement procedures apply.



On recognition of communications failure.
-Squawk 7600.
-MAINTAIN last assigned vector for two minutes, and
-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then
-proceed in accordance with the latest ATC route clearance acknowledged.

JEPPESEN

8 NOV 13

10-3A

Eff 14 Nov

RNAV SID

BRISBANE Clearance 118.6

Departure (R) 128.3

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

**CORAL FOUR DEPARTURE [CORAL4],
 TRIKI FOUR DEPARTURE [TRIKI4]**

**SPEED: MAX IAS 250 KT BELOW 10000'
 MAX IAS 220 KT UNTIL PASSING NOGRA**

**RUNWAY
 01/19 NORTH**

Minimum required climb gradient:
 Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

Rwy 01: Track 016° to VERRY.
 From VERRY turn LEFT.

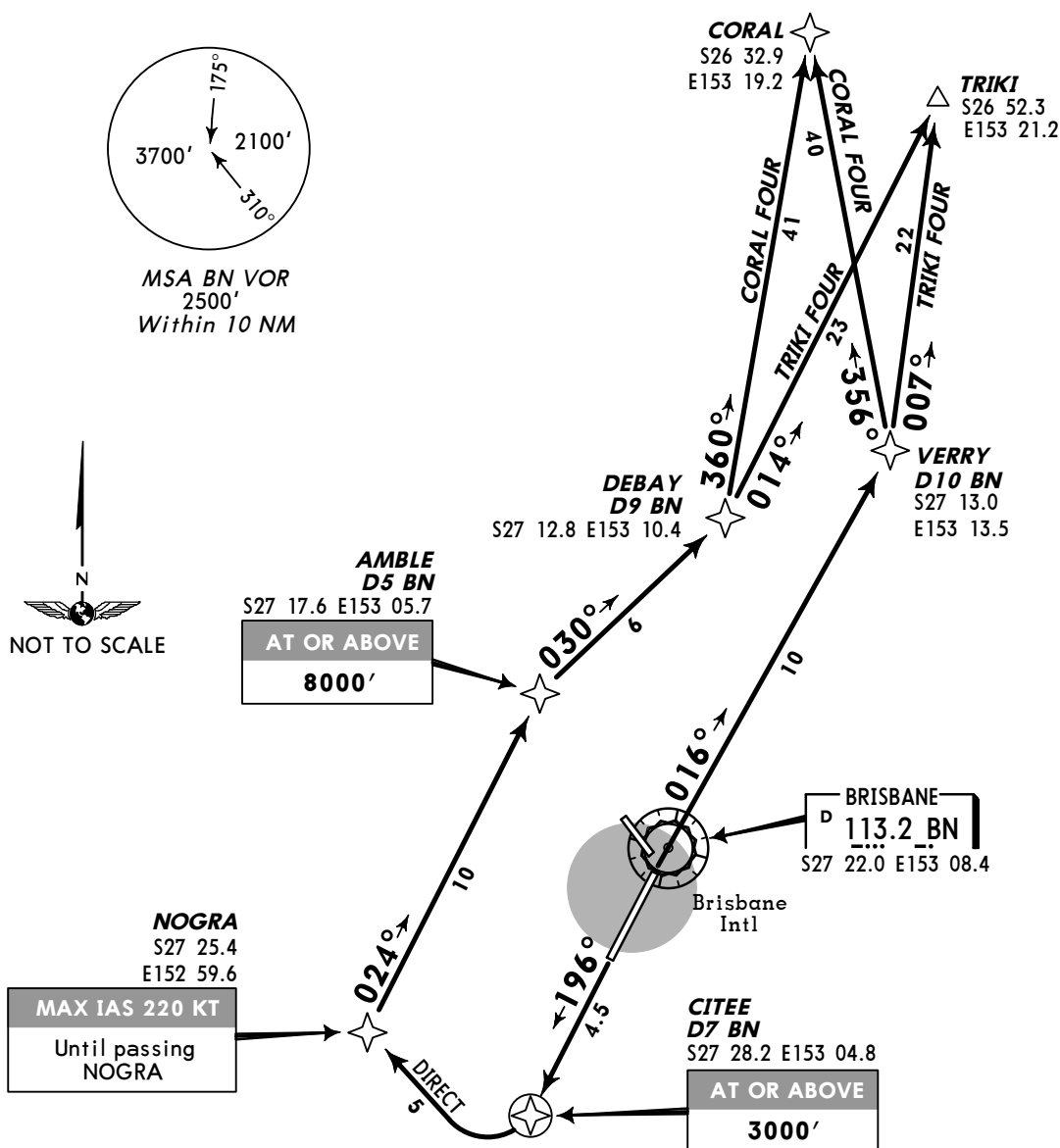
For CORAL: Track 356° to CORAL.

For TRIKI: Track 007° to TRIKI.

GPS permitted in lieu of DME
 Reference waypoint BN VOR

Rwy 19: Track 196° to CITEE. Cross
 CITEE at or above 3000'. At CITEE
 turn RIGHT. Track direct to NOGRA.
 Track 024° to AMBLE. Cross AMBLE
 at or above 8000'. From AMBLE
 turn RIGHT, track 030° to DEBAY.
 From DEBAY turn LEFT.

For CORAL: Track 360° to CORAL.
For TRIKI: Track 014° to TRIKI.



JEPPESEN

19 JUN 15

10-3B

Eff 24 Jun 1600Z

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01)
128.3 (Rwy 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAYS 01/19 NORTH-EAST

JETS ONLY

COODA THREE DEPARTURE [COODA3]

SPEED: MAX IAS 250 KT BELOW 10000'
MAX IAS 220 KT UNTIL PASSING NOGRA

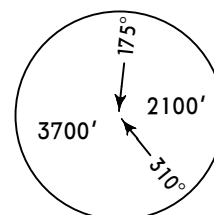
Minimum required climb gradient:

Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

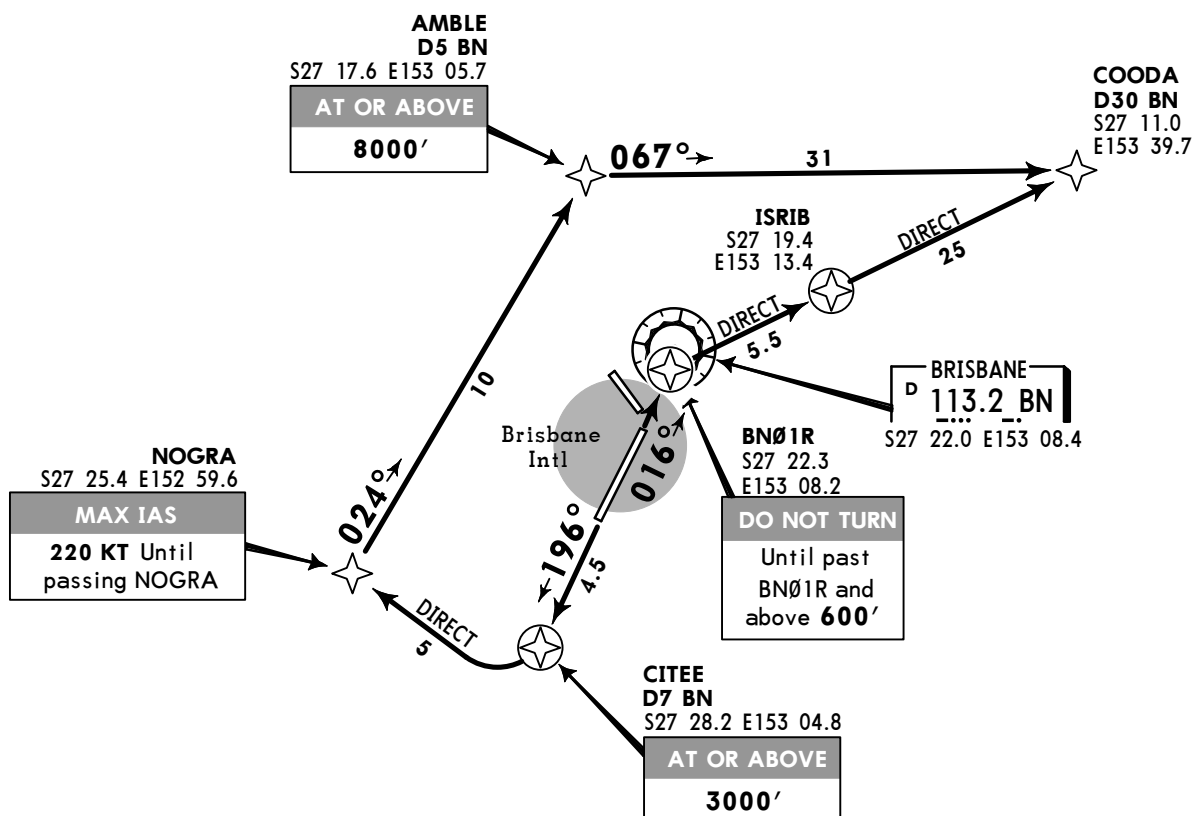
RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to COODA, thence as cleared.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT, track direct to NOGRA. MAX IAS 220 KT until passing NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to COODA, thence as cleared.



MSA BN VOR
2500' Within 10 NM

GNSS permitted in lieu of DME
Reference waypoint BN VOR



JEPPESEN

19 JUN 15

10-3C

Eff 24 Jun 1600Z

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01)
128.3 (Rwy 19)

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 WEST

IBUNA SEVEN DEPARTURE [IBUNA7]

SPEED: MAX IAS 250 KT BELOW 10000'

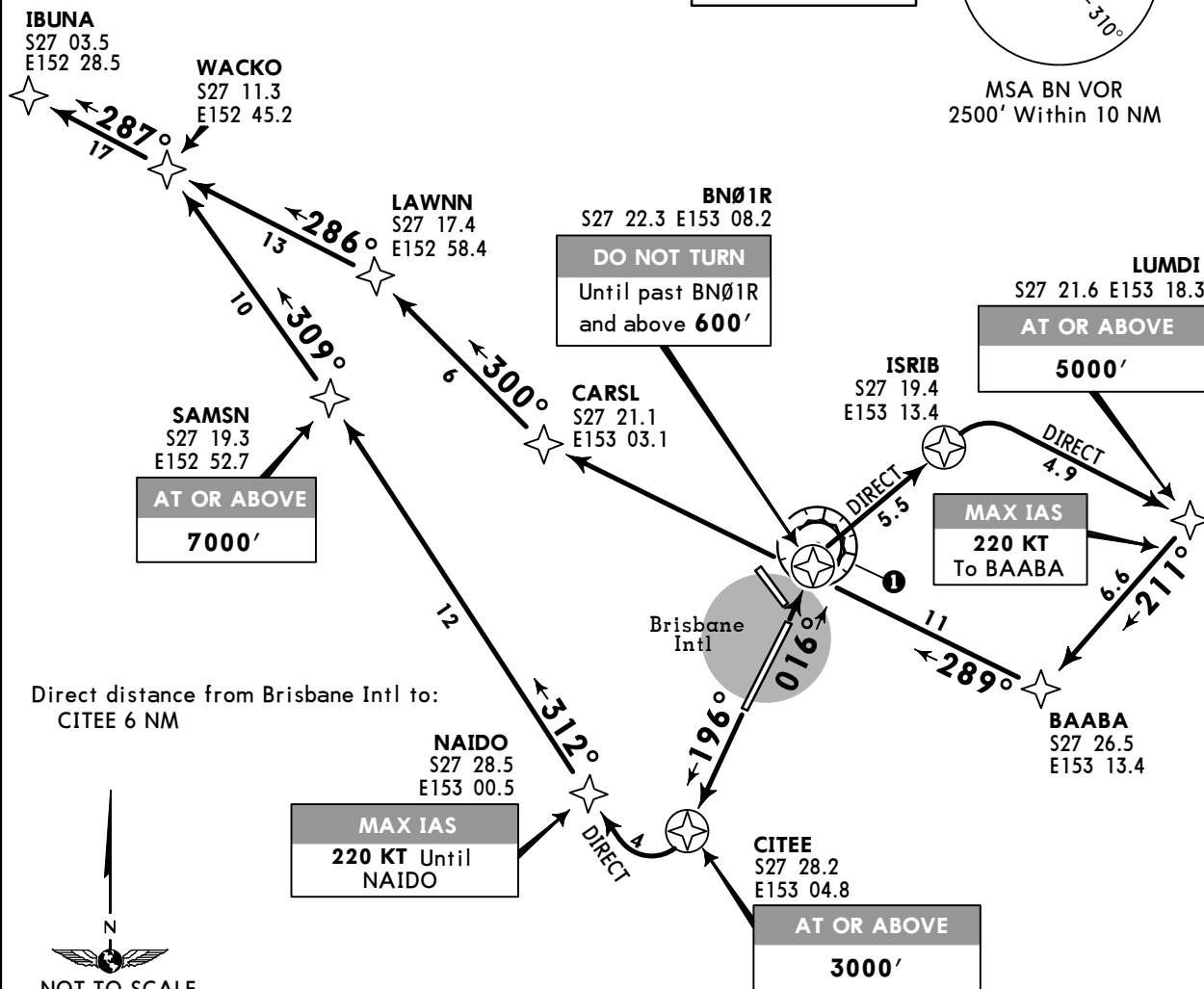
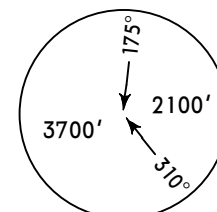
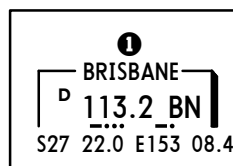
Minimum required climb gradient:
Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000'. Turn RIGHT, track 211° to BAABA. MAX IAS to BAABA 220 KT. Turn RIGHT, track 289° to CARSL. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO. Turn RIGHT, track 287° to IBUNA.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE, turn RIGHT, track direct to NAIDO. MAX IAS 220 KT until NAIDO. Track 312° to SAMSN. Cross SAMSN at or above 7000'. Turn LEFT, track 309° to WACKO. Turn LEFT, track 287° to IBUNA.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



JEPPESSEN

31 JUL 15 (10-3D)

RNAV SID

BRISBANE Clearance 118.6
Departure (R) 118.45

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH

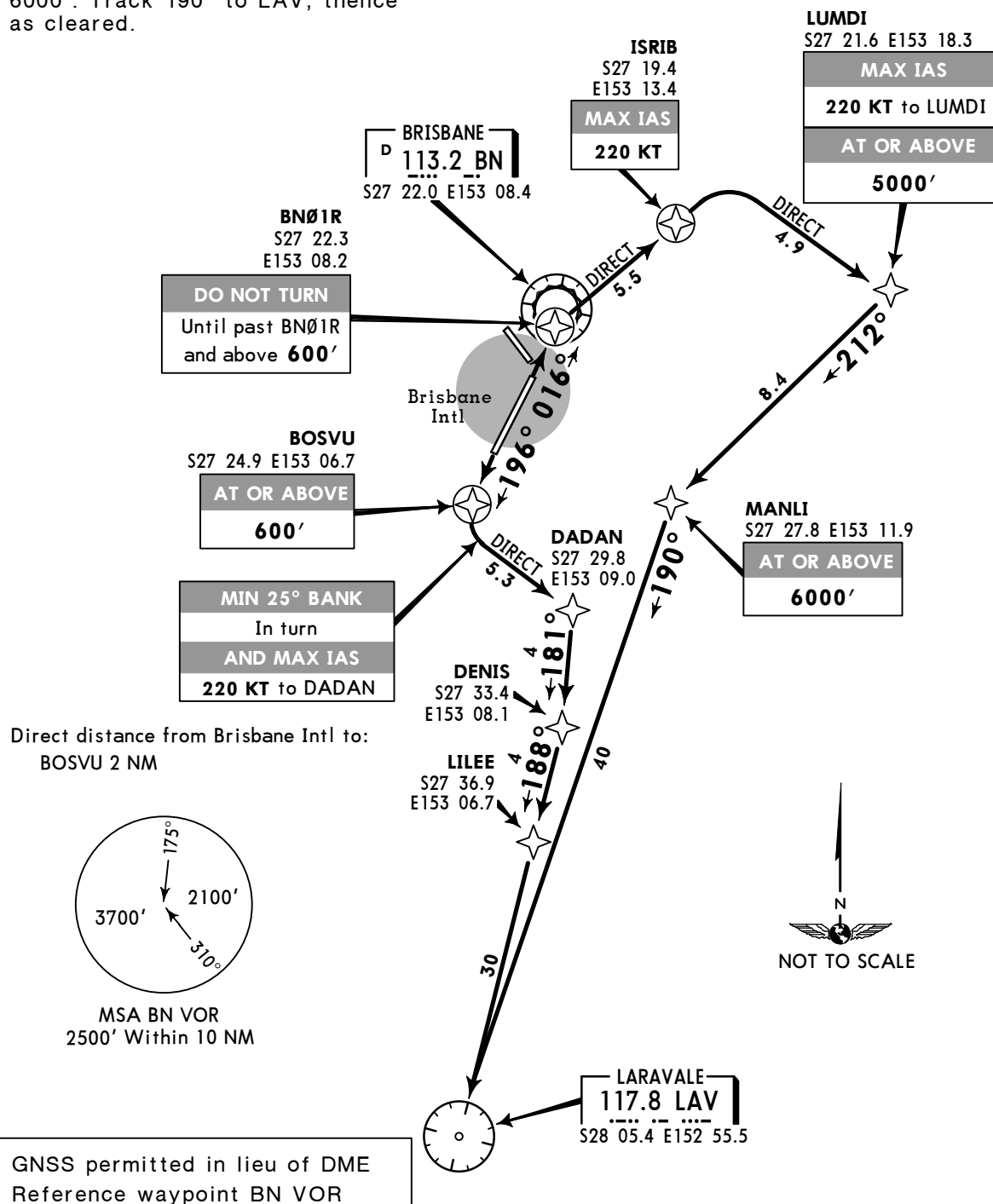
LARVALE (LAV) FOUR DEPARTURE [LAV4]

SPEED: MAX IAS 250 KT BELOW 10000'

(To remain in controlled airspace reach 1500' or above by BN 7 DME)

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. Turn RIGHT, track direct to LUMDI. MAX IAS 220 KT to LUMDI. Cross LUMDI at or above 5000'. Track 212° to MANLI. Cross MANLI at or above 6000'. Track 190° to LAV, thence as cleared.

RWY 19: Track 196° to BOSVU. At BOSVU, and not below 600', turn LEFT track direct to DADAN. Minimum bank 25° in turn and MAX IAS 220 KT to DADAN. Track 181° to DENIS. Track 188° to LILEE. Track 188° to LAV.



JEPPesen

31 JUL 15 **10-3E**

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01) **128.3** (Rwy 19)

BRISBANE, QLD, AUSTRALIA
YBBN **BRISBANE INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH-EAST

SCOTT ONE DEPARTURE [SCOTT1]
SPEED: MAX IAS 250 KT BELOW 10000'
MAX IAS 220 KT UNTIL PASSING NOGRA

Minimum required climb gradient:

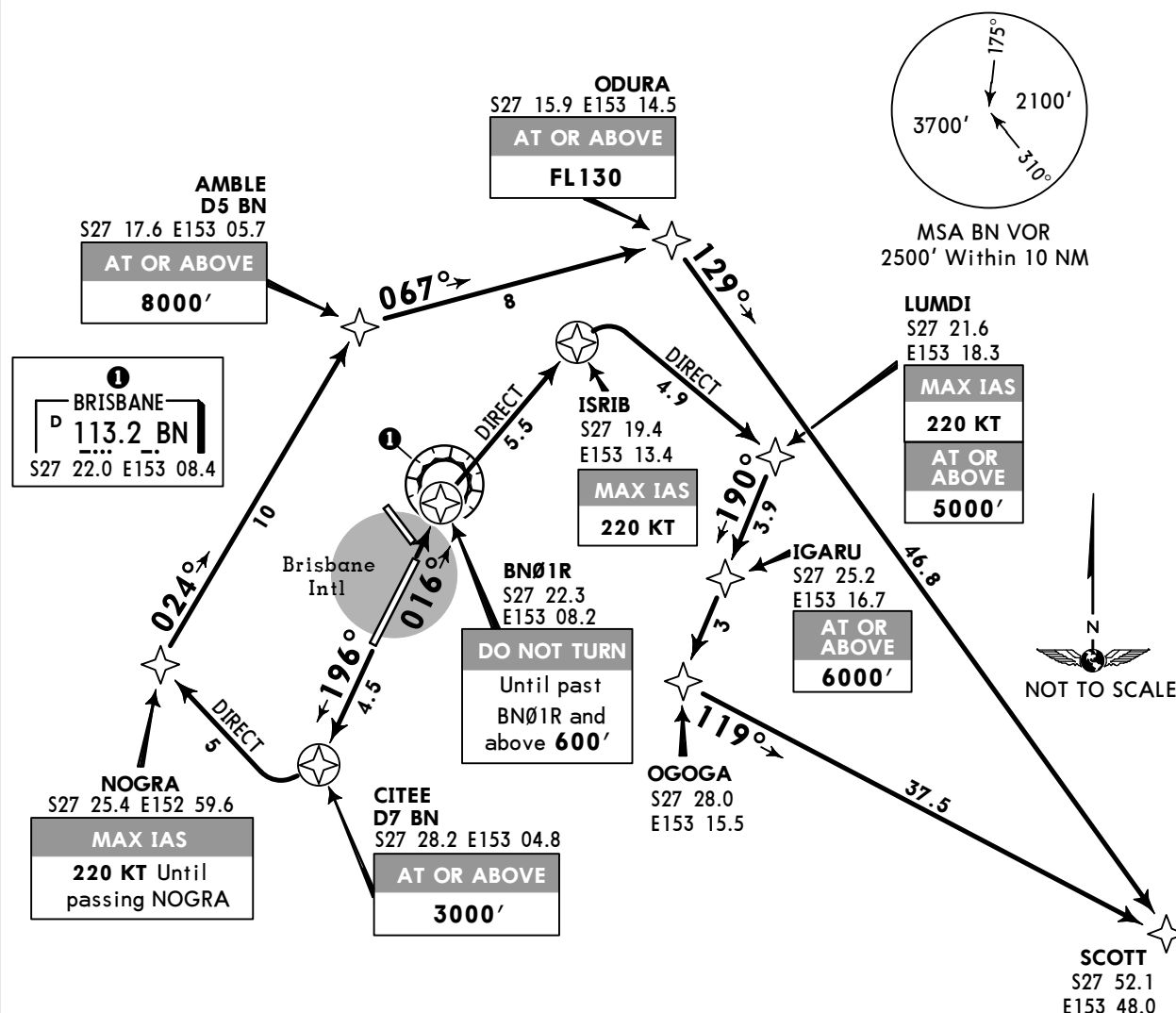
Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. MAX IAS 220 KT to LUMDI. Cross LUMDI at or above 5000'. Track 190° to IGARU. Cross IGARU at or above 6000'. Track 190° to OGOGA. Turn LEFT, intercept and track 119° to SCOTT, thence as cleared.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT, track direct to NOGRA. MAX IAS 220 KT until passing NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to ODURA. Cross ODURA at or above FL130. Turn RIGHT, track 129° to SCOTT, thence as cleared.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



YBBN/BNE **JEPPESEN**
22 NOV 13 (10-4)**BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**NOISE ABATEMENT PROCEDURES**

Airservices Air Traffic Control will facilitate over water operations and maximize the use of preferred flight paths wherever possible.

Day Operations

Day Operation times are 0600-2200 Local Monday to Friday and 0600-2100 Local Saturday and Sunday.

Night Operations

Night Operation times are all other times.

Reciprocal Runway Operations

Reciprocal Runway Operations require:

- Downwind component does not exceed 10 knots (including gusts) and
- Runway surface completely dry.

During Night Operations, Reciprocal Runway Operations are the preferred runway mode. Traffic Management - airborne holding and start clearances - will be employed to enable Reciprocal Runway Operations where safety requirements permit.

Noise abatement will not be a determining factor in runway selection at Brisbane under the following circumstances:

1. During Thunderstorms and Low Visibility Procedures
2. MEDEVAC priority aircraft
3. Where traffic management procedures are required to safely manage ATC workload.

Where noise abatement procedures are prescribed, and ATC traffic management safety requirements permit, the following runway nomination provisions will be applied.

PREFERRED RUNWAYS

Jet Noise Abatement climb procedures apply 24 hours Runway 19.

(a) For Day Operations, when Reciprocal Runway Operations are not possible, the preferred runways are:

Landing	Take-off
Runway 01	Runway 01
Runway 14/32	Runway 14/32
Runway 19	Runway 19

(b) For Night Operations, the preferred runways are:

Landing	Take-off
Runway 19	Runway 01
Runway 32	Runway 14
Runway 14	Runway 32
Runway 01	Runway 19

Intersection departures on Runway 19 are not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW during (a) and by all aircraft during (b) - exception: jet aircraft not exceeding ICAO Code letter C aerodrome reference code are permitted to depart from A1 or intersection A3 during (a).

YBBN/BNE

JEPPesen
 22 NOV 13 (10-4A)

 BRISBANE, QLD, AUSTRALIA
 BRISBANE INTL

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

1. Landing Runway 19:

- All jet aircraft will not normally be descended below 3000' until east of the coast to avoid noise sensitive areas.
- During Night Operations, descent below 5000' is not permitted for all jet aircraft until east of the coast.
- During Night Operations, descent below 3000' is not permitted for all non-jet aircraft until east of the coast.

2. Landing Runway 32:

- During Night Operations, all aircraft will be normally tracked for right base.

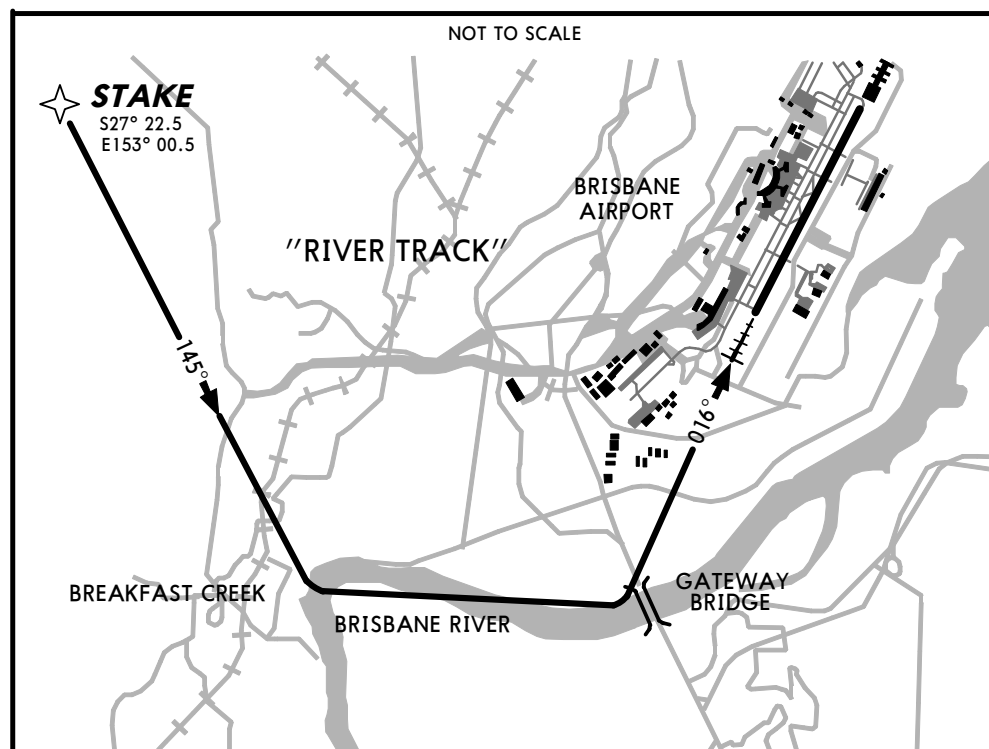
3. Landing Runway 14:

- During Night Operations, all aircraft will be normally tracked for left base.

4. Landing Runway 01:

- Jet aircraft arriving from the north on the SMOKA V ARRIVAL will be routed via "River Track" from waypoint STAKE for a visual approach (see diagram below).

During Night Operations, all aircraft shall not descend below 3000' until aligned with the runway.



NOTE: To satisfy the requirements of 1. and 3. above, for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JCW-POODL-BN.

YBBN/BNE **JEPPesen**
27 SEP 13 **(10-4B)****BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**NOISE ABATEMENT PROCEDURES****PREFERRED FLIGHT PATHS (CONTD)****b. Departing Aircraft****1. Departing runway 19:**

- Jet aircraft will normally be assigned a procedural SID.
- NON-JET aircraft will normally be assigned a SID RADAR.

2. Departing runway 14/32:

- All aircraft will be assigned a SID RADAR.
- Jet aircraft will normally be contained within a sector 360°-120°, over water until above 5000'.
- During Night Operations, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

3. Departing Runway 01:

- Jet aircraft will normally be assigned a procedural SID.
- Non-jet aircraft will normally be assigned a SID RADAR.
- During Night Operations, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

NOTE 1: *In the above procedures, the term "all aircraft" applies to all jet propelled aircraft and all other aircraft having two or more engines or having MTOW exceeding 12,566 lbs (5700 kg).*

NOTE 2: *Procedural SID's issued to jet aircraft all have preferred noise abatement procedure flight paths.*

NOTE 3: *Jet aircraft may be cleared via a SID RADAR when required for weather or traffic management. When this occurs, they will be processed as closely as possible to comply with the applicable Day or Night Operations (NAP).*

TRAINING FLIGHTS

- Circuit training available 0000-0200 UTC and 0400-0700 UTC. Bookings required.
Phone Brisbane TMA (07) 3866 3694.
- Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on runway 01.
- Jet and turbo-prop training and flight test operations not requiring runway or instrument approach procedures shall be flight planned in either.
 - Low Performance Area (LPA) - within the minor arc between Brisbane VOR R-030 and R-100 from 15 to 30 DME; or
 - High performance Area (HPA) - within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.
- Arriving aircraft may request an instrument approach for training or license renewal. The request should be made as early as possible, preferably at flight planning.
- Instrument approach and landing training not available Monday to Friday. During the period 0100-0900 UTC on Saturday and 2300-0600 UTC on Sunday, training is available due traffic.
- Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. Tower will advise if traffic disposition allows for a missed approach.

YBBN/BNE

JEPPesen

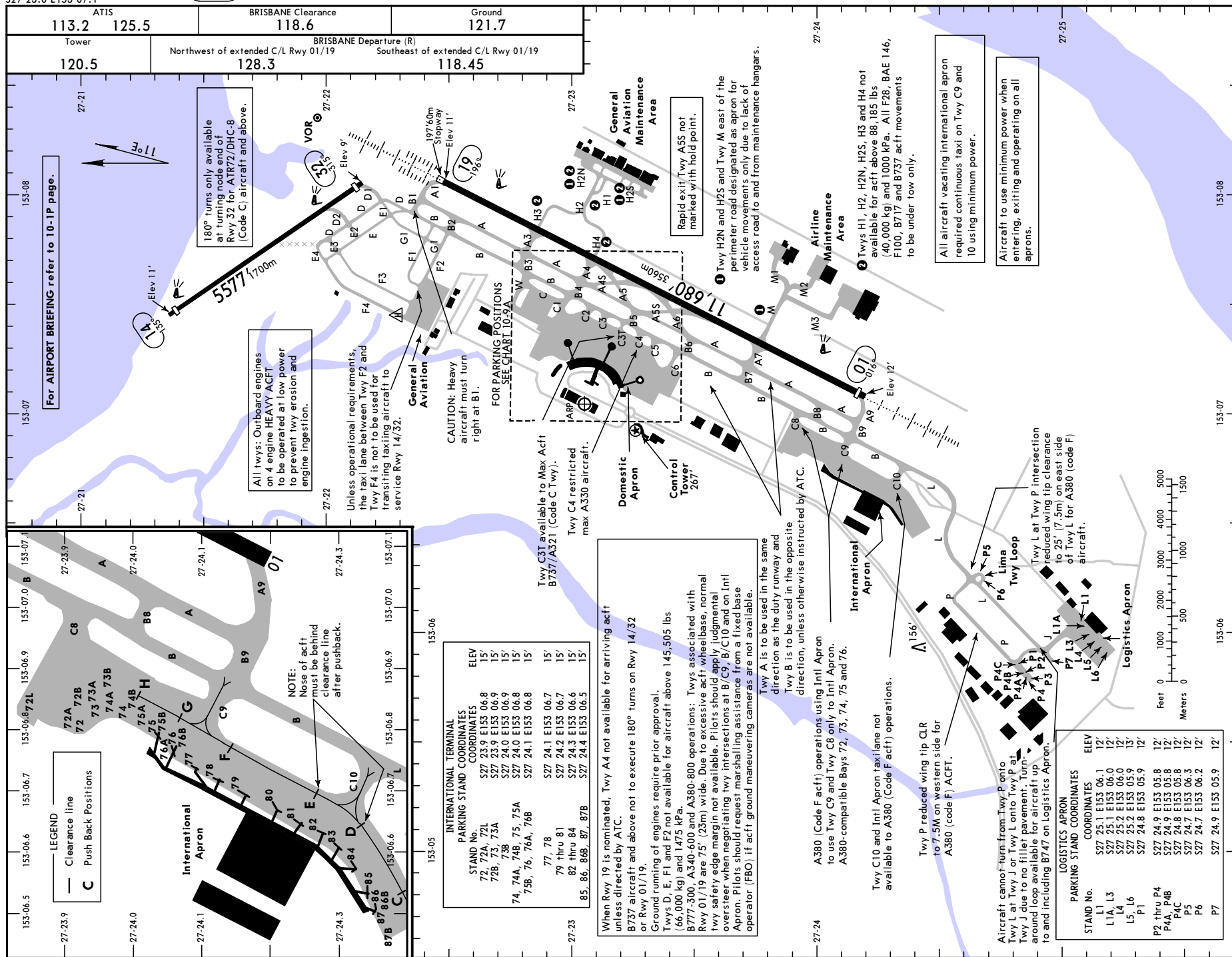
Apt Elev 13'
S27 23.0 E153 07.1

5 JUN 15

10-9

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL



YBBN/BNE



BRISBANE, QLD, AUSTRALIA

5 JUN 15

10-9A

BRISBANE INTL

GENERAL

Significant bird hazard exists.
All aircraft must provide their parked position/gate number to ATC on acknowledgment of airways clearance.
Pilots of aircraft landing on Rwy 14-32 shall report "Runway Vacated" on Ground frequency.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
01	② HIRL CL HIALS REIL ③ PAPI (angle 3.0°)	11,483' 3500m	10,254' 3125m	①	148' 45m
19	② HIRL CL HIALS TDZ ③ PAPI (angle 3.0°)		10,579' 3224m		

① Grooved.
② Manual.
③ MEHT 64'.
Standby power available.

④ TAKE-OFF RUN AVAILABLE

<u>RWY 01:</u>		<u>RWY 19:</u>	
From rwy head 11,483' 3500m		From rwy head 11,680' 3560m	
Twy M	8809' 2685m	Twy H4	7559' 2304m
Twy A7	8822' 2689m	Twy H3	9101' 2774m
Twy A6	6174' 1882m	Twy A4S	6476' 1974m
Twy A5	4632' 1412m	Twy A4	7582' 2311m
Twy A4	4196' 1279m	Twy A3	9124' 2781m
Twy A3	2654' 809m		

14	⑤ MIRL PAPI (angle 3.0°, MEHT 51')	5577' 1700m		5577' 1700m	98' 30m
32					

⑤ Manual.
Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
- 1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
- 1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

- 2.1 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.2 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.3 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	TWY Exits	LED
01	Turboprop, Jet	⑥ ⑦ A5S	4839' 1475m
	Jet, Heavy	⑥ ⑦ A4S A4 A3	6381' 1945m 7536' 2297m 9131' 2783m
19	Turboprop, Jet	⑥ ⑦ A5	4734' 1443m
	Jet, Heavy	⑥ ⑦ A6 A7	6276' 1913m 9016' 2748m

- ⑥ Preferred exits.
⑦ Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50 KT.

TAKE-OFF	
	① All Rwys
	STANDARD
	With RL & either CL or RCLM
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

- ① For CASA approved operators, RWY 01/19 is capable of supporting take-offs with an RVR/RV of not less than 350 meters.

		FOR FILING AS ALTERNATE	
		Special	
		2 ILS Rwy 01	Other
		2 ILS-Y Rwy 19	
		2 ILS-Z Rwy 19	
A	700'-2.5 km	1137' -4.4 km	
B			
C		3 1237' -6.0 km	
D		1337' -7.0 km	

- ② LOC DME procedure not applicable.
③ RNAV (RNP) procedures 2 engine wide body aircraft only (MVD-2): 1337' - 7 km.

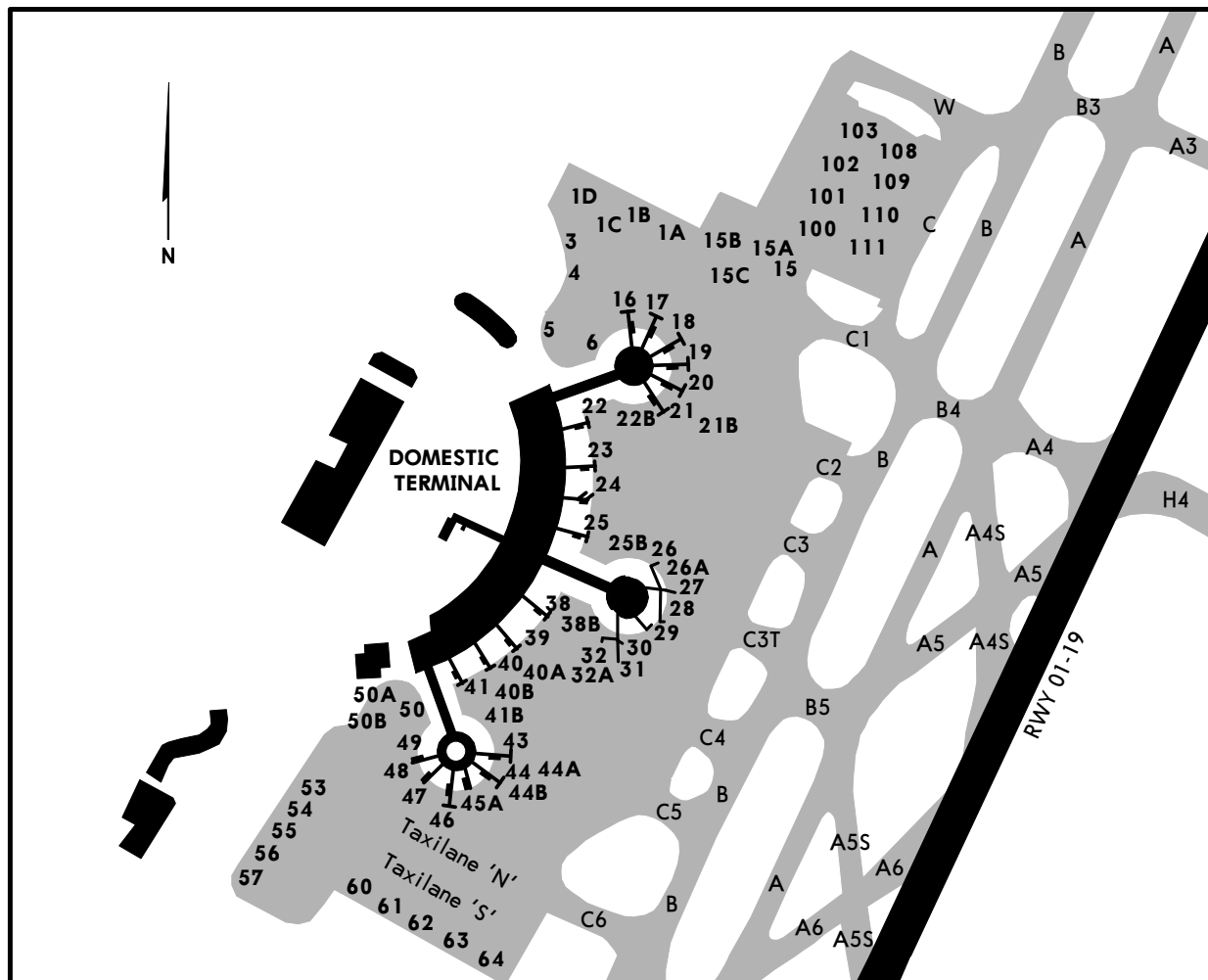
YBBN/BNE

5 JUN 15

(10-9A1)

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

**PARKING STAND COORDINATES**

STAND No.	COORDINATES	ELEV
1A	S27 22.9 E153 07.4	12'
1B, 1C, 1D, 3, 4	S27 22.9 E153 07.3	12'
5, 6, 16, 17, 22, 22B	S27 23.0 E153 07.3	12'
15	S27 22.9 E153 07.4	11'
15A, 15B	S27 22.9 E153 07.4	10'
15C	S27 22.9 E153 07.4	12'
18, 19, 20, 21, 21B	S27 23.0 E153 07.4	12'
23, 24, 25, 25B	S27 23.1 E153 07.3	12'
26, 26A	S27 23.1 E153 07.4	12'
27 thru 29	S27 23.2 E153 07.4	12'
30 thru 32A, 38, 38B	S27 23.2 E153 07.3	12'
39, 40, 40A/B, 41	S27 23.2 E153 07.2	12'
41B, 43, 44 thru 46	S27 23.3 E153 07.2	12'
47, 48	S27 23.3 E153 07.1	12'
49	S27 23.3 E153 07.1	11'
50, 50A	S27 23.2 E153 07.1	11'
50B, 53	S27 23.3 E153 07.1	12'
54, 55	S27 23.3 E153 07.0	12'
56, 57	S27 23.4 E153 07.0	12'
60, 61, 62	S27 23.4 E153 07.1	12'
63, 64	S27 23.4 E153 07.2	12'
100, 101	S27 22.9 E153 07.5	12'
102, 103, 108	S27 22.8 E153 07.5	12'
109 thru 111	S27 22.9 E153 07.5	12'

YBBN/BNE

2 DEC 05

JEPPESEN
10-9BBRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****RLG NOSE-IN-GUIDANCE SYSTEM**

The RLG System installed at Brisbane Intl Airport operates on Bays 77 to 84. The complete system consists of three separate components:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. RLG (NIG) unit.

System Description

- a. The Position Identification Unit (Bay Marker) gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights) and is situated on the Terminal wall with the NIG system unit.
- b. The Aerobridge Retraction Indicator Light, mounted on the aerobridge, provides an early warning of the state of the aerobridge location. Green indicates a fully retracted aerobridge position, or a safe pre-parked position; red indicates that the aerobridge is out of position, and the pilot should not proceed with parking the aircraft. The NIG system is unable to be used while the aerobridge is out of position, and will flash a red signal.
- c. The RLG NIG system is based on a centerline guidance display unit which is mounted on the wall of the Terminal building. The unit contains three separate components which provide information to the pilot:
 1. the display box (top) which shows the aircraft type designation in white lights;
 2. the green / yellow / red 'traffic lights' display box (center); and
 3. the green / red azimuth centerline display unit (bottom).

Aircraft Types

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

Type	Display
Boeing	777, 7673, 7672, 757, 747, 747SP, 737
McDonnell Douglas	DC10, MD11
Lockheed	1011
Airbus Industries	300, 310, 320, 330

System Operation

The following is the sequence of system 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 check that the correct aircraft type is displayed (white light on black background).
- d. If two (or one) round green lights are illuminated, proceed.
NOTE: Failure of both green lights will render the system inoperable.
- e. Line up so that the green vertical azimuth tube is visible (this is lined up on the left hand seat only).
- f. If a vertical line of red is seen to one side of the green vertical azimuth tube, the aircraft is off line in that direction. Steer towards the green.

YBBN/BNE**JEPPESEN**
2 DEC 05 (10-9C)**BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

g. When the aircraft is 10m (32 ft) from stop, the round green lights extinguish and the two (or one) yellow (caution) lights appear. The aircraft type display lights now change to indicate 'countdown to stop' and will show 10m.

NOTE: Failure of both yellow lights will render the system inoperable.

h. Countdown to STOP will be indicated at 10m, 5m, and 2m.

i. When the stopping position is reached, the yellow lights are extinguished and two (or one) red lights appear, and the countdown indicator changes to STOP.

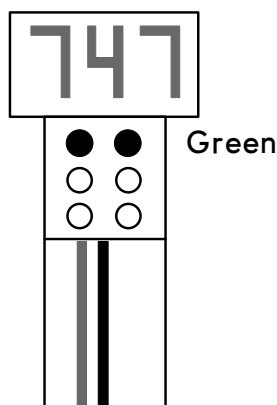
NOTE: Failure of both red lights will render the system inoperable.

The aircraft is now at the correct location to allow the aerobridge to be moved to the aircraft door. If the NIG system is not turned off once the aircraft docks, movement of the aerobridge will cause the two (or one) round red lights to flash. This is not an emergency situation.

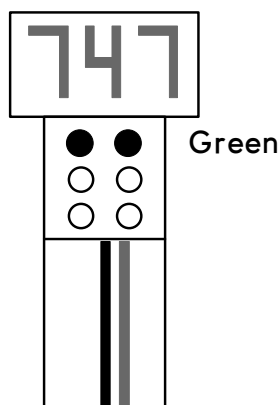
NOTE: Ground engineers have access to emergency push-buttons to deactivate the system should this become necessary. If an emergency situation occurs, operation of any push-button will cause:

1. the aircraft/countdown display to extinguish;
2. two (or one) round red lights to flash; and
3. the aerobridge retraction light to indicate red.

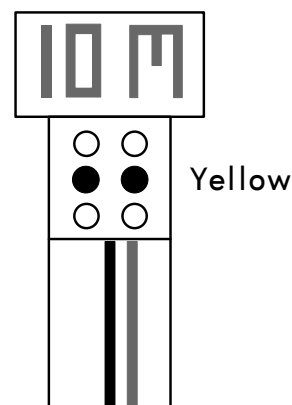
Ground engineers will be required to complete the guide-in manually once the emergency situation is cleared.



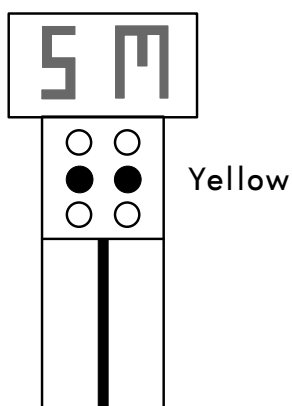
Gate clear - enter
Off centerline left



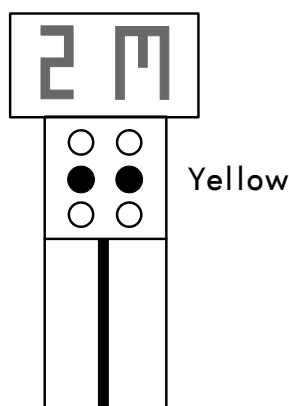
Off centerline right



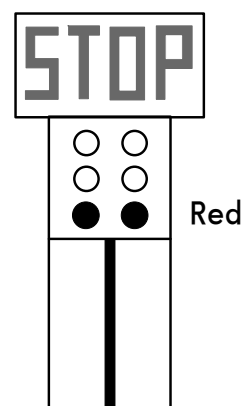
Caution countdown
Off centerline right



Caution countdown
On centerline



Caution countdown
On centerline



Stop

YBBN/BNE

2 DEC 05

JEPPESEN

10-9D

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)**

The Safegate Docking Guidance System is used at Brisbane International Terminal, Bays 85 and 86. Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

System Description

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

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

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

1. The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.
2. The azimuth and centerline guidance displays in red and yellow and the Closing Rate Bar in yellow.

Aircraft Types

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

Type	Display
Boeing	777, 767, 757, 747, 737, 727, 717, 707
McDonnell Douglas	MD11, DC10
Airbus Industries	340, 330, 320, 319, 310, 300
British Aerospace	146
Fokker	F100
Lockheed	L1011

System Operation

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

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

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

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

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

YBBN/BNE

2 DEC 05

JEPPESEN

10-9E

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

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

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

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

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

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

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

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

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

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

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

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

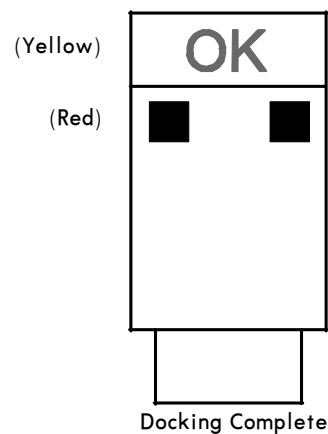
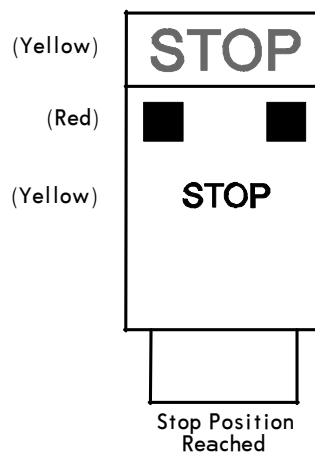
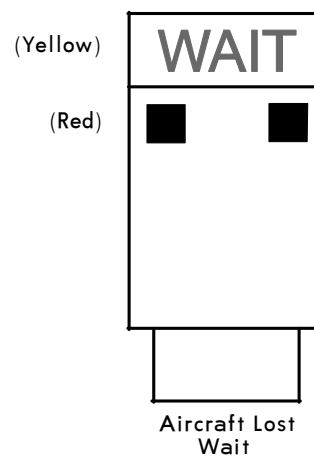
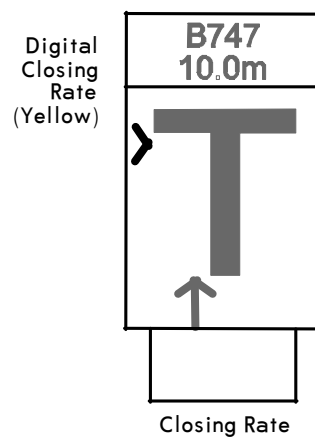
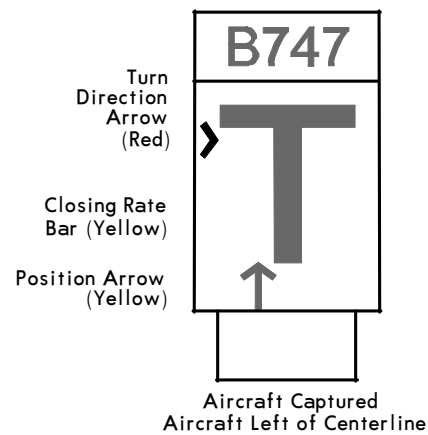
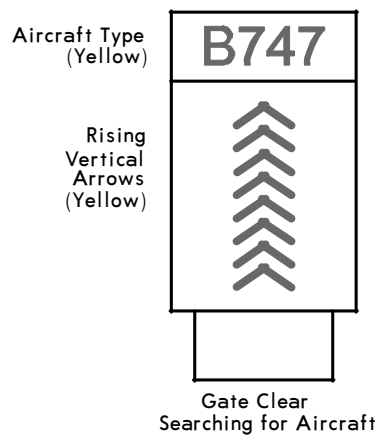
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JEPPESEN
2 DEC 05 (10-9F)

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

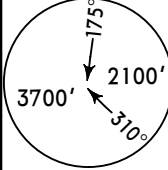


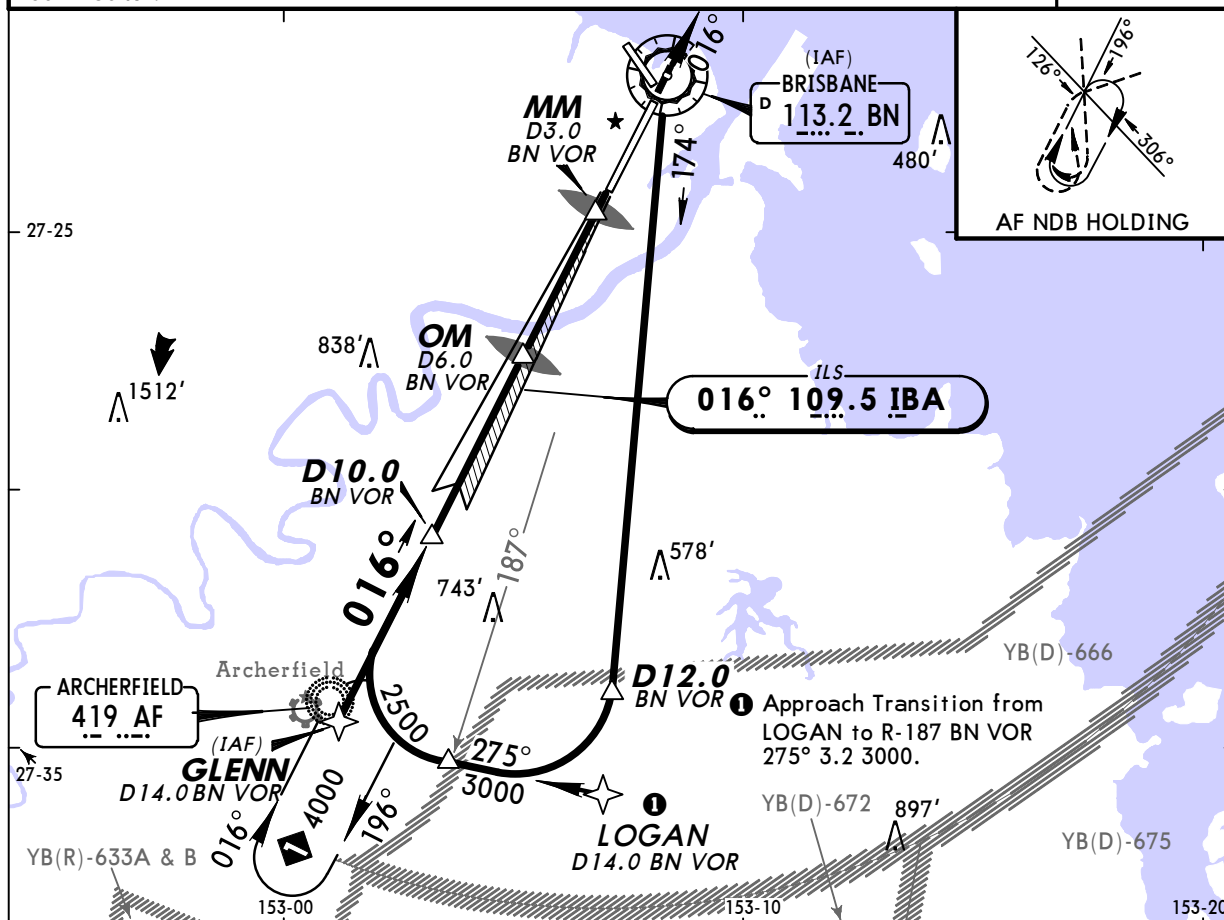
YBBN/BNE
BRISBANE INTL

JEPPESEN
11 APR 14 **(11-1)**

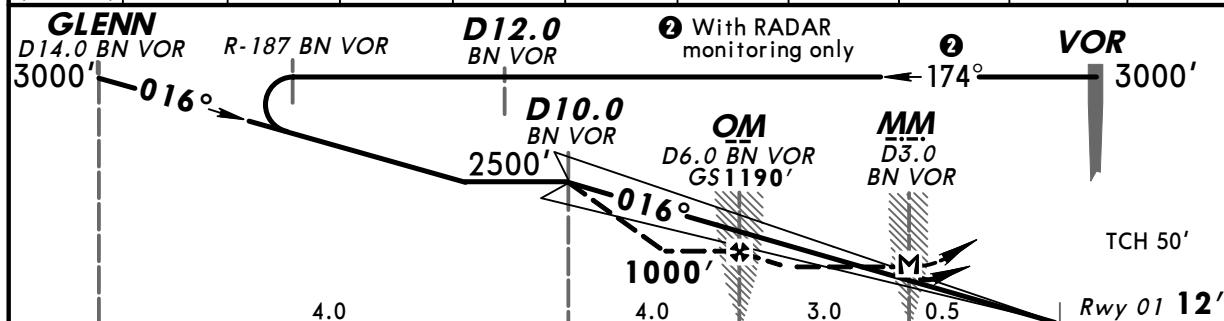
BRISBANE, QLD, AUSTRALIA
ILS or LOC Rwy 01

BRIEFING STRIP™

ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7		BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6		BRISBANE Tower 120.5	Ground 121.7
LOC IBA 109.5	Final Apch Crs 016°	GS OM 1190' (1178')	ILS DA(H) 220' (208')	Apt Elev 13' Rwy 01 12'		
MISSED APCH: Track 016°, climb to 3000' or as directed by ATC.						 MSA BN VOR 2500' within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.						



LOC (GS out)	BN DME	11.7	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.1
ALTITUDE		3000'	2780'	2460'	2140'	1830'	1510'	1190'	870'	560'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		3000'	
GS	3.00°	372	478	531	637	743	PAPI		016°	
MAP at MM							PAPI		↑	

PANS OPS

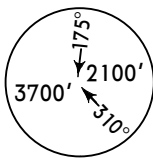
STRAIGHT-IN LANDING RWY 01					CIRCLE-TO-LAND	
ILS DA(H) 220' (208')		LOC (GS out) DME MDA(H) 560' (548')			Max Kts	MDA(H)
FULL	HIRL out	HIALS out	HIALS out	HIALS out	100	650' (637') - 2.4 km
A					135	
B	0.8 km	1.2 km	1.5 km	2.2 km	180	750' (737') - 4.0 km
C					205	
D						850' (837') - 5.0 km

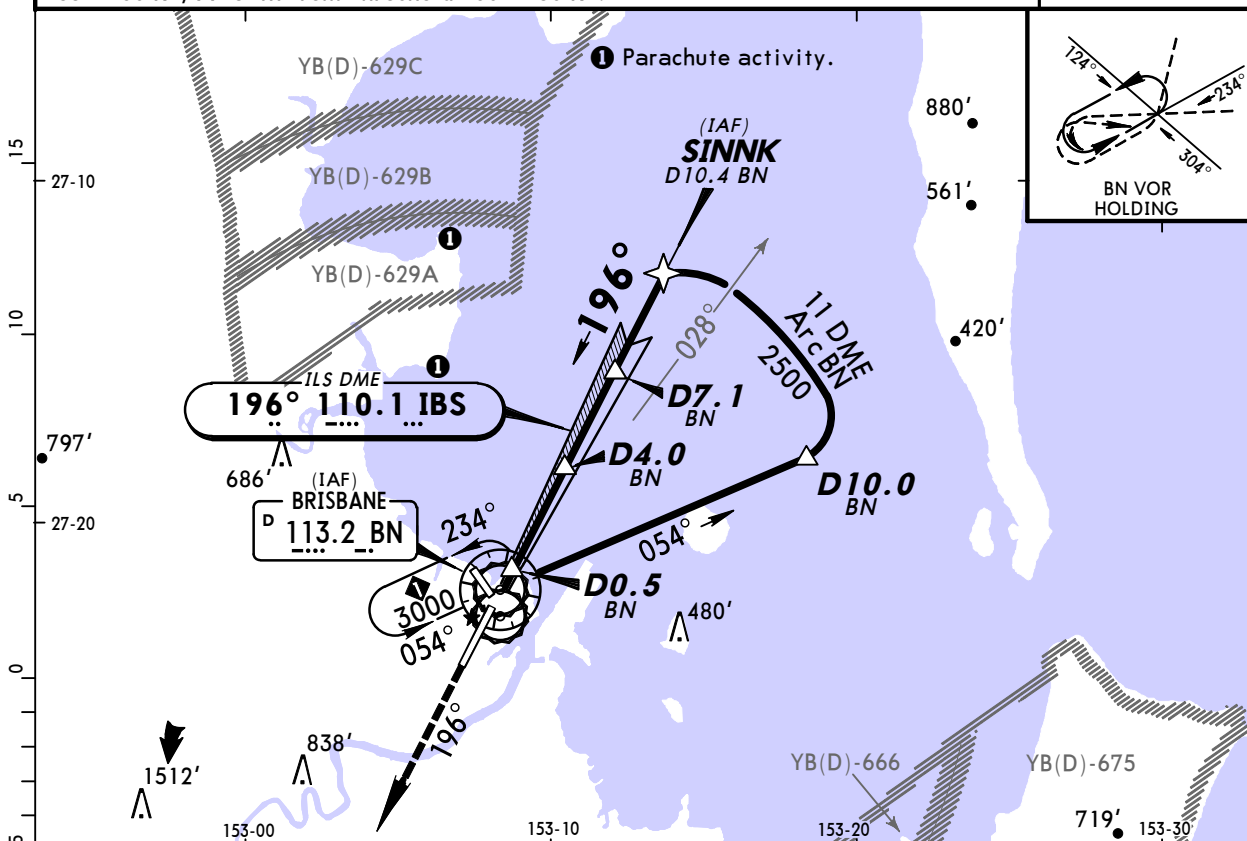
YBBN/BNE
BRISBANE INTL

JEPPESSEN
11 APR 14 **(11-2)**

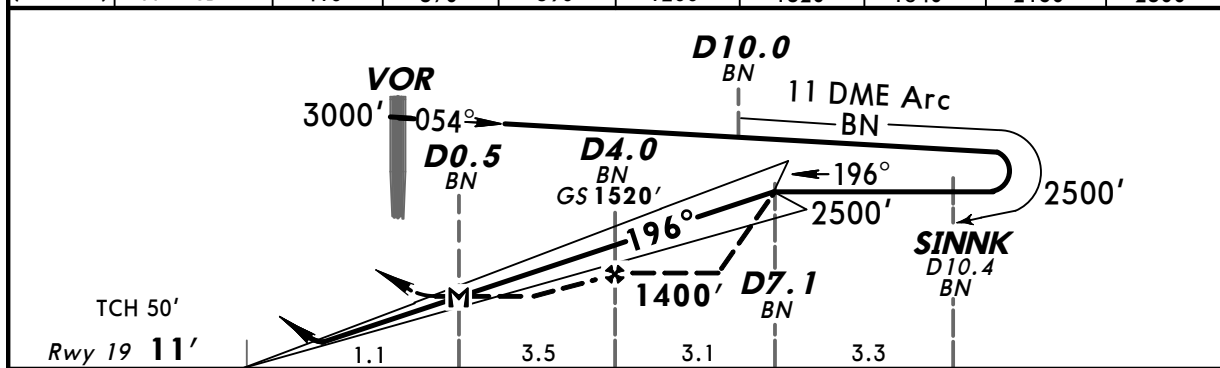
BRISBANE, QLD, AUSTRALIA
ILS-Z or LOC-Z Rwy 19

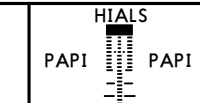
BRIEFING STRIP

ATIS		BRISBANE Approach (R)			BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19				
113.2	125.5	124.7	125.6		120.5	121.7
LOC IBS 110.1	Final Apch Crs 196°	GS D4.0 1520' (1509')	ILS DA(H) 220' (209')	Apt Elev 13' Rwy 19 11'		
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At SINNK 185 - 160 KT. At 5NM from Threshold 160 - 150 KT.						MSA BN VOR 2500' within 10 NM



LOC (GS out)	BN DME ALTITUDE	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.1
		410'	570'	890'	1200'	1520'	1840'	2160'	2500'



										196°	3000' ↑
<i>Gnd speed-Kts</i>	70	90	100	120	140	160					
<i>GS</i> 3.00°	372	478	531	637	743	849					
<i>MAP at D0.5 BN</i>											

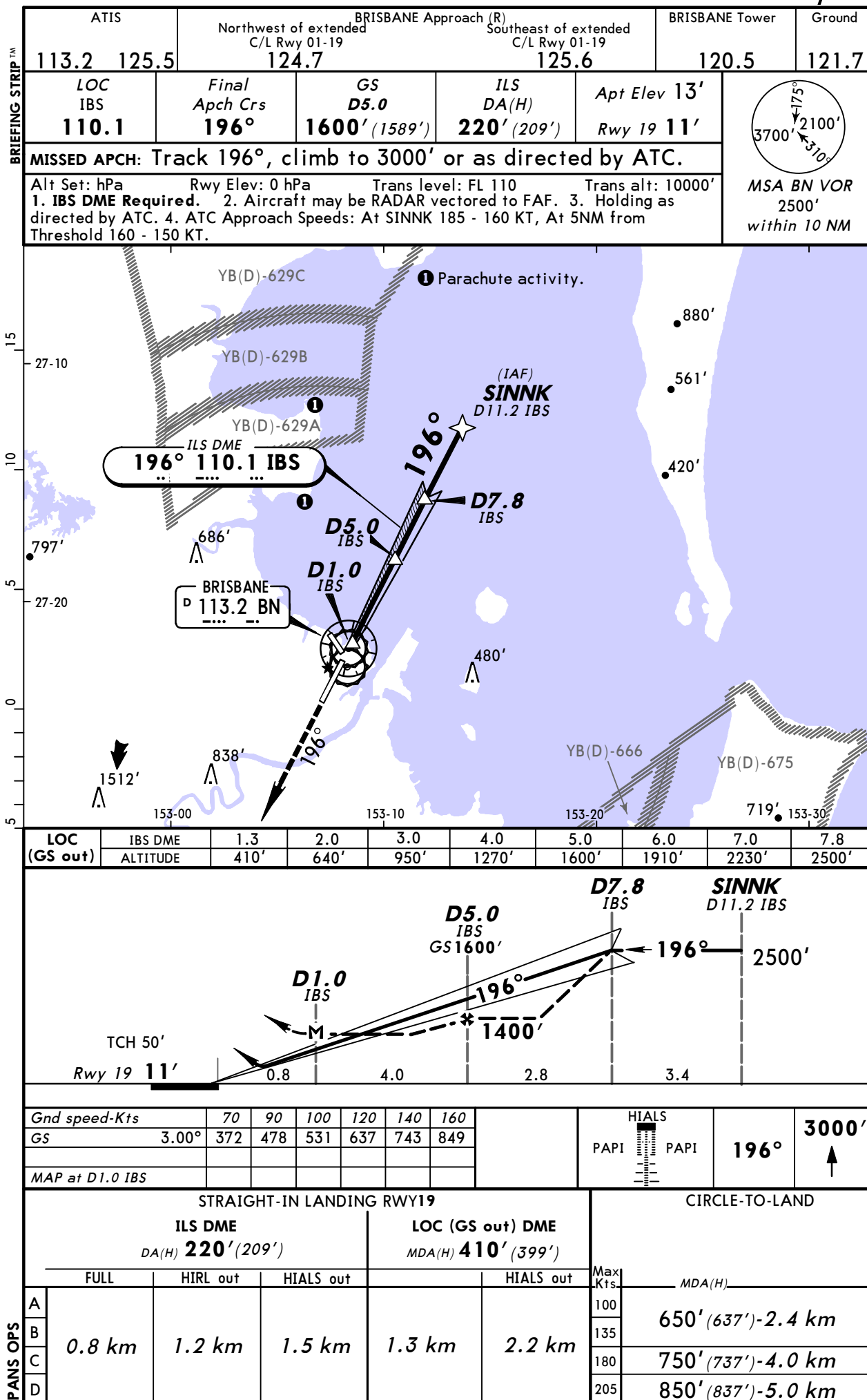
STRAIGHT-IN LANDING RWY19					CIRCLE-TO-LAND	
ILS DME			LOC (GS out) DME			
DA(H) 220' (209')			MDA(H) 410' (399')			
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)
A					100	650' (637')-2.4 km
B					135	
C	0.8 km	1.2 km	1.5 km	1.3 km	180	750' (737')-4.0 km
D				2.2 km	205	850' (837')-5.0 km

YBBN/BNE
BRISBANE INTL

11 APR 14

(11-3)

BRISBANE, QLD, AUSTRALIA
ILS-Y or LOC-Y Rwy 19



YBBN/BNE BRISBANE INTL

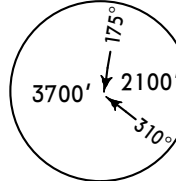
7 NOV 14

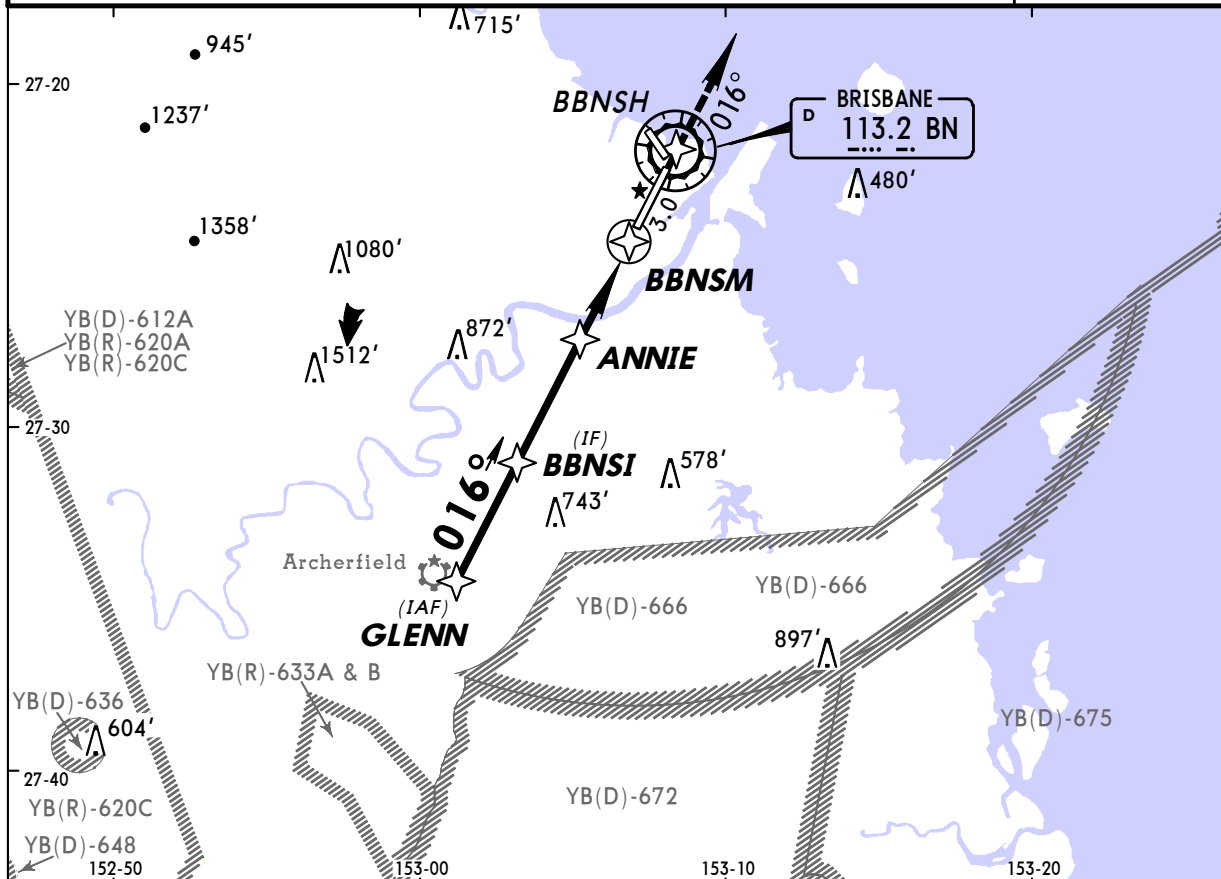
(12-1)

Eff 13 Nov

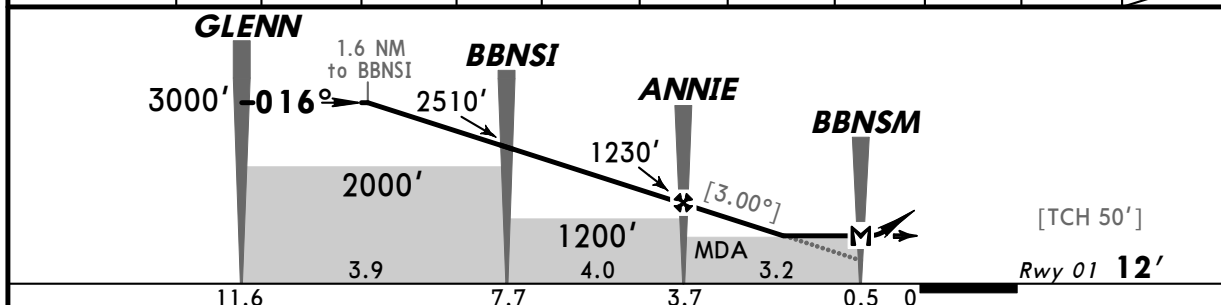
BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 01

BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower		Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19	120.5		121.7
RNAV	Final Apch Crs 016°	Procedure Alt ANNIE 1230' (1218')	MDA(H) 560' (548')	Apt Elev 13' Rwy 01 12'	
MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	1.6	1.0	BBNSI	3.0	2.0	1.0	ANNIE	3.0	2.0	1.1	BBNSM
ALTITUDE	3000'	2830'	2510'	2190'	1870'	1550'	1230'	1170'	850'	560'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		BBNSH 016°		3000'
Descent Angle 3.00°	372	478	531	637	743	849							
MAP at BBNSM													

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA(H) 560' (548')							
		HIALS out		Max Kts	MDA(H)		
A				100			
B				135	650' (637') - 2.4 km		
C	3.1 km		3.1 km	180	750' (737') - 4.0 km		
D				205	850' (837') - 5.0 km		

CHANGES: FAF renamed to ANNIE.

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YBBN/BNE
BRISBANE INTL

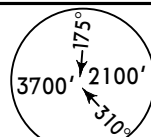
7 NOV 14

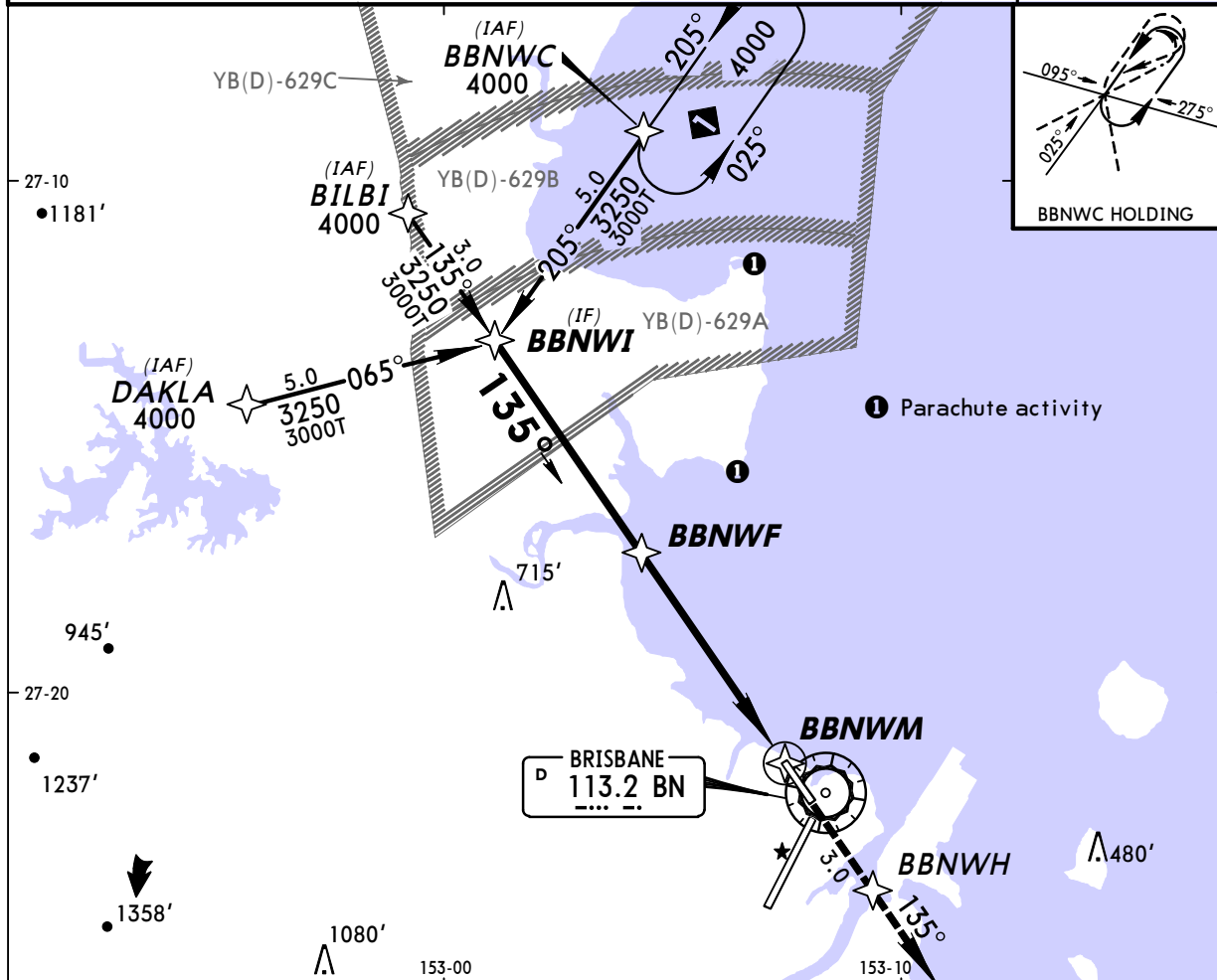
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Eff 13 Nov

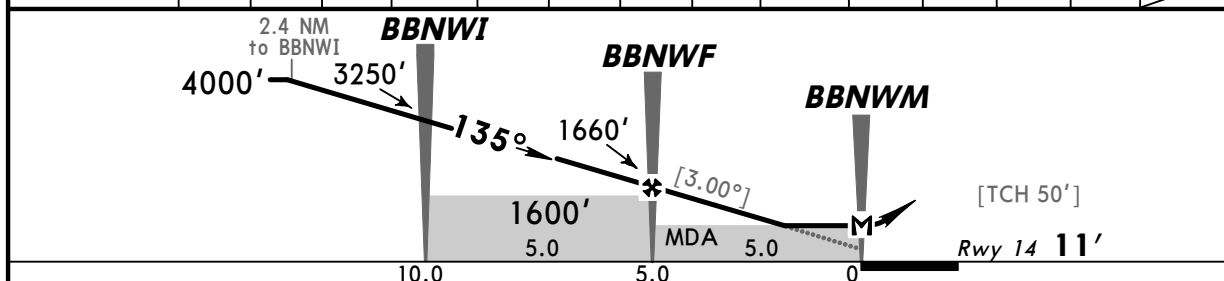
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 14

BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		125.6		120.5	
121.7							
RNAV	Final Apch Crs 135°	Procedure Alt BBNWF 1660' (1649')	MDA(H) 430' (419')	Apt Elev 13' Rwy 14 11'			
MISSED APCH: Track to BBNWH, thence 135°, climb to 3700'.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max initial IAS: 240 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							
MSA BN VOR 2500' within 10 NM							



NM to NEXT WPT	2.4	2.0	1.0	BBNWI	4.0	3.0	2.0	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000'	3890'	3570'	3250'	2930'	2610'	2290'	1980'	1660'	1340'	1020'	700'	430'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI		BBNWH	135°	3700'
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at BBNWM											

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 430' (419')				Max Kts.	MDA(H)		
2.3 km				100	650' (637') - 2.4 km		
				135	750' (737') - 4.0 km		
				180	750' (737') - 4.0 km		
				205	850' (837') - 5.0 km		

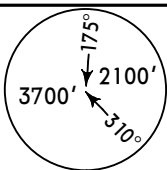
YBBN/BNE
BRISBANE INTL

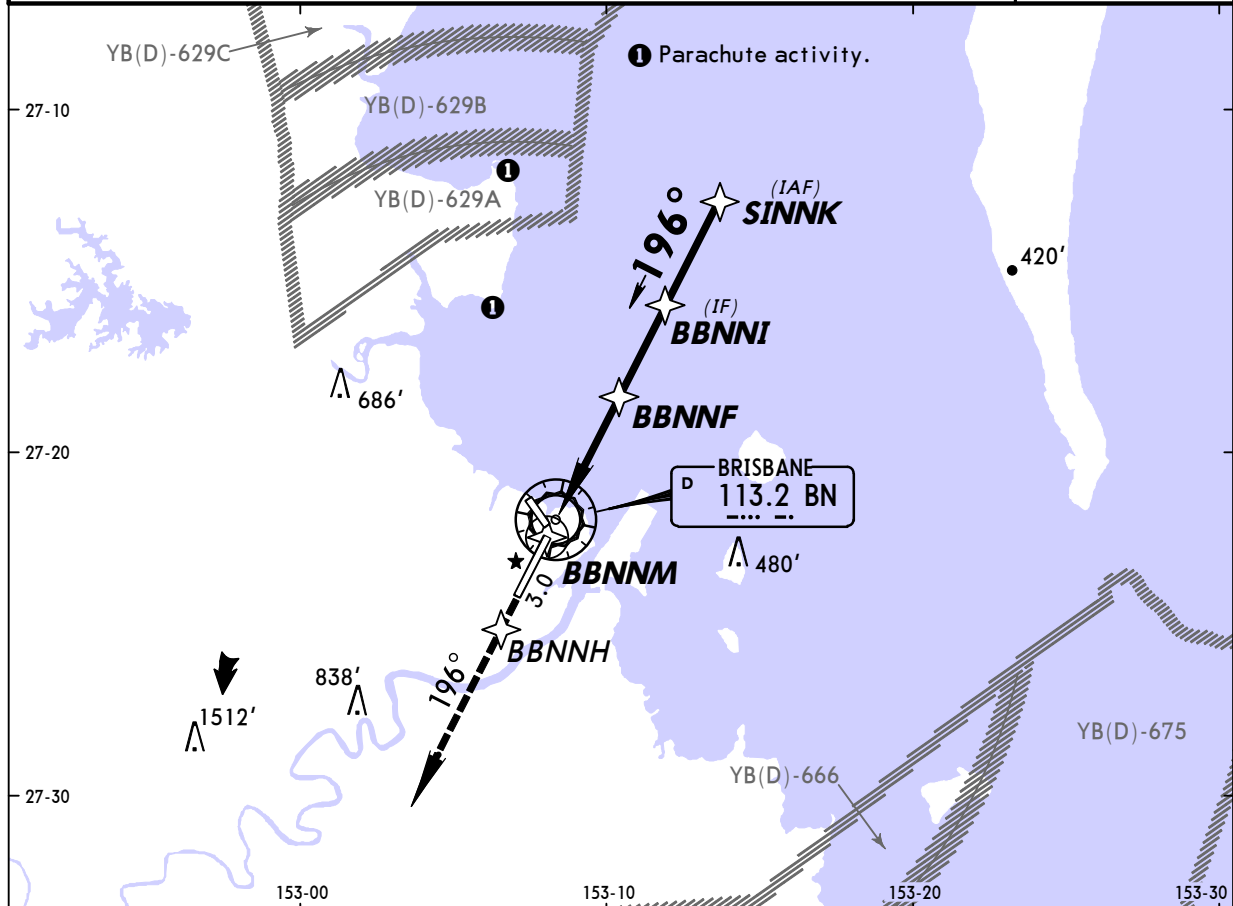
11 APR 14

(12-3)

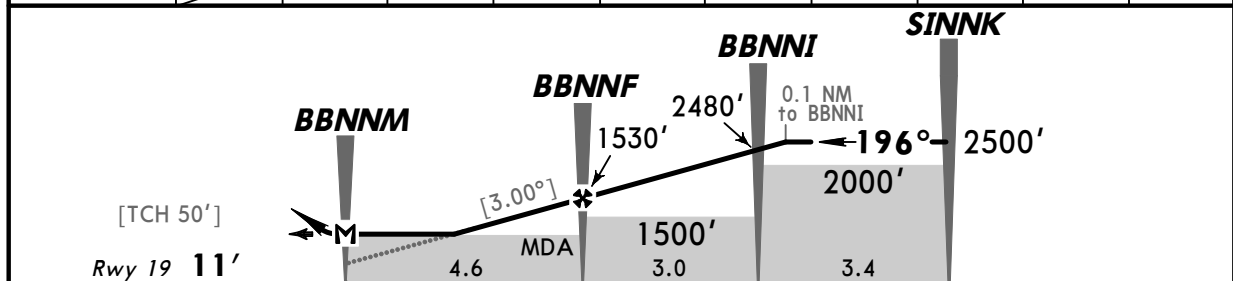
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 19

BRIEFING STRIP

ATIS		BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19		BRISBANE Tower	Ground
113.2 125.5		124.7		125.6		120.5	121.7
RNAV	Final Apch Crs 196°	Procedure Alt BBNNF 1530' (1519')	MDA(H) 430' (419')		Apt Elev 13' Rwy 19 11'		
MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3700'.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	BBNNM	1.2	2.0	3.0	4.0	BBNMF	1.0	2.0	BBNNI	0.1
ALTITUDE		430'	700'	1020'	1340'	1530'	1850'	2160'	2480'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		PAPI		BBNNH 196°		3700'
Descent Angle [3.00°]	372	478	531	637	743	849									
MAP at BBNNM															

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 430' (419')				MDA(H)			
HIALS out				Max Kts			
				100	650' (637') - 2.4 km		
				135			
				180	750' (737') - 4.0 km		
				205	850' (837') - 5.0 km		

PANS OPS

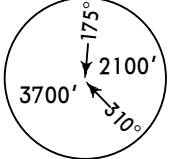
YBBN/BNE
BRISBANE INTL

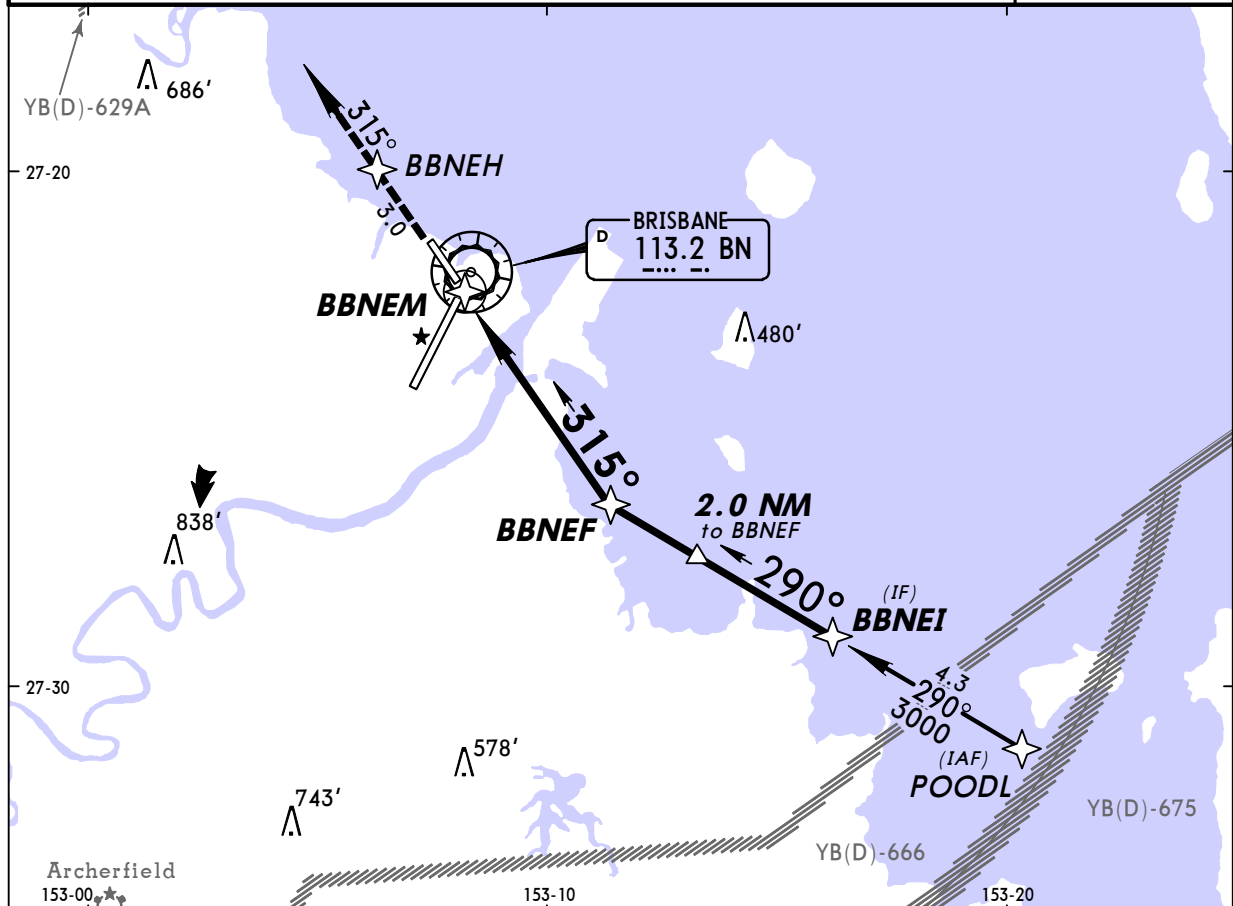
11 APR 14

(12-4)

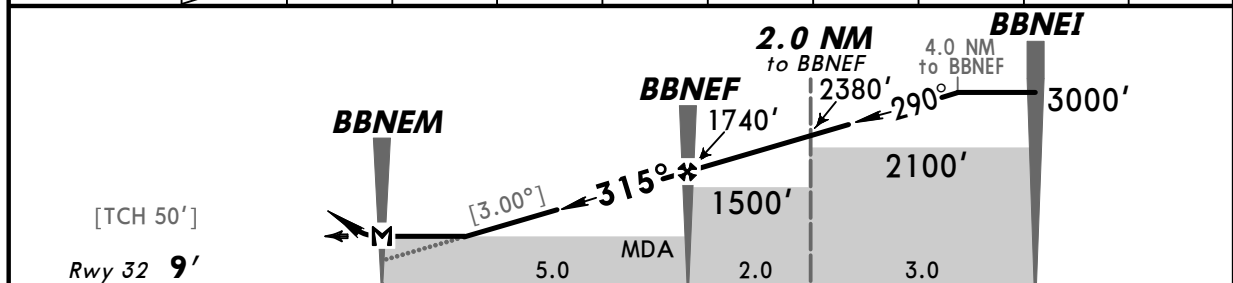
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 32

BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower		Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19	120.5	121.7	
RNAV	Final Apch Crs 315°	Procedure Alt BBNEF 1740' (1731')	MDA(H) 490' (481')	Apt Elev 13' Rwy 32 9'	
MISSED APCH: Track direct to BBNEH, thence 315° or as directed by ATC. Climb to 3700'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	BBNEM	1.1	2.0	3.0	4.0	BBNEF	1.0	2.0	3.0	4.0
ALTITUDE		490'	790'	1100'	1420'	1740'	2060'	2380'	2700'	3000'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at BBNEM										
							PAPI	→	BBNEH	315°

PANS OPS

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) 490' (481')				Max Kts	MDA(H)		
A	2.7 km			100			
B				135	650' (637') - 2.4 km		
C				180	750' (737') - 4.0 km		
D				205	850' (837') - 5.0 km		

YBBN/BNE
BRISBANE INTL

7 JUN 13 12-20

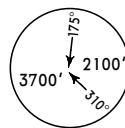
JEPPesen

MISSED APCH CLIMB GRADIENT BRISBANE, QLD, AUSTRALIA
(ALL ENGINES) MIM 5.4%
CAT C & D RNAV-M (RNP) Rwy 01

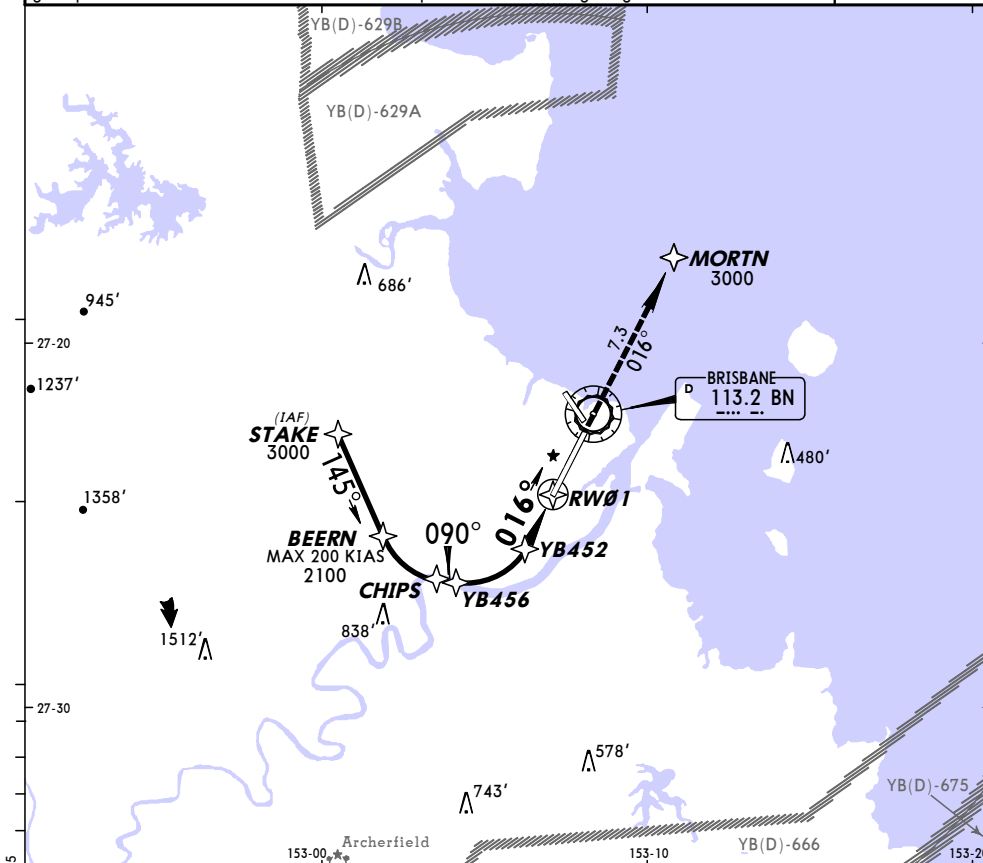
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	124.7 Southeast of extended C/L Rwy 01-19	125.6	120.5 121.7
RNAV RNV M 01	Final Apch Crs 016°	Procedure Alt BEERN 2100' (2088')	RNP DA(H) Refer to Minimums	Apt Elev 13' Rwy 01 12'

MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP)
Missed Approach track to MORTN. Acceleration altitude 1500' QNH.

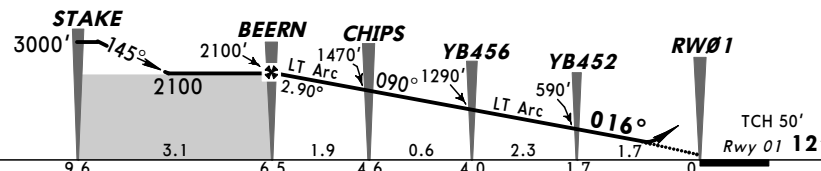
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI
glide path not coincident. 8. Procedure available up to maximum landing weight.



MSA BN VOR
2500'
within 10 NM

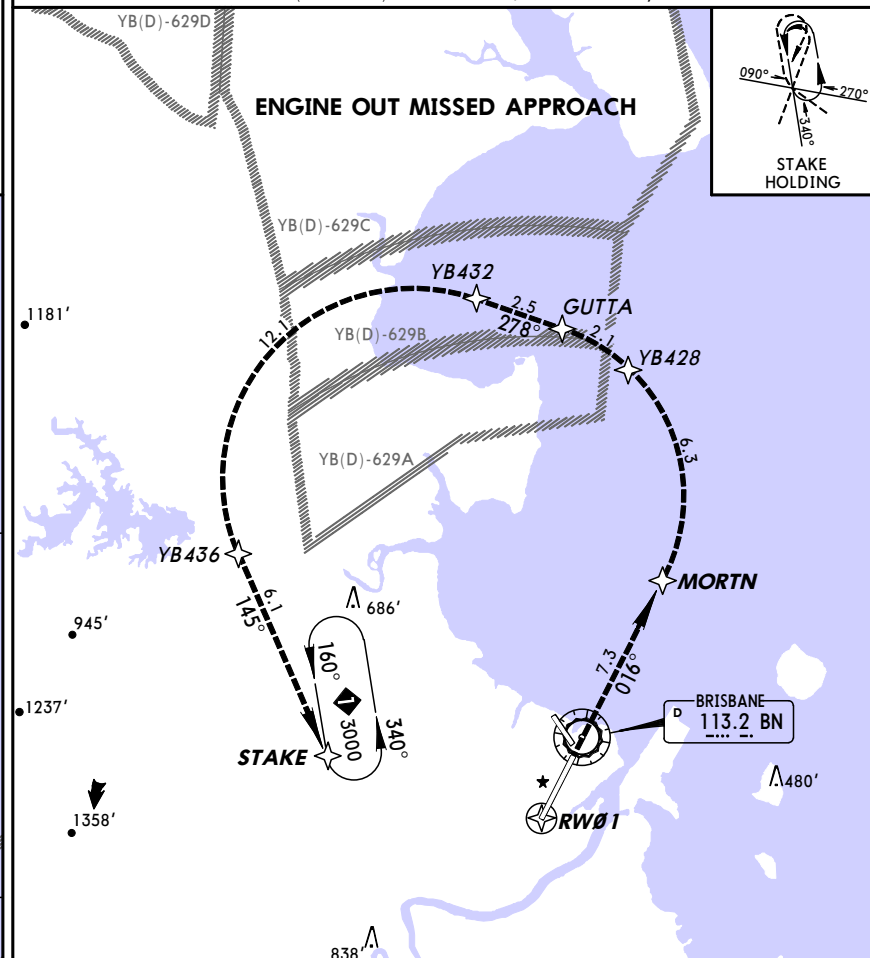


Dist to Threshold	STAKE	BEERN	CHIPS	YB456	YB452	1.3	1.0
ALTITUDE	3020'	2100'	1470'	1290'	590'	421'	350'



CHANGES: Climb gradient note revised.

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



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	2.90°	359	462	513	616	718	821		
MAP at DA									

STRAIGHT-IN LANDING RWY 01				
Missed apch climb gradient (All Engines) mim 5.4% to 3000'				
RNP 0.20		RNP 0.30		
1 CAT C: DA(H) 350' (338')		1 CAT C: DA(H) 416' (404')		
2 CAT C/D: DA(H) 356' (344')		2 CAT C/D: DA(H) 421' (409')		
3 CAT D: DA(H) 359' (347')		3 CAT D: DA(H) 416' (404')		
FULL	HIRL out	HIALL out	FULL	HIALL out
C				
C/D	0.9 km	1.2 km	1.3 km	1.5 km
D				

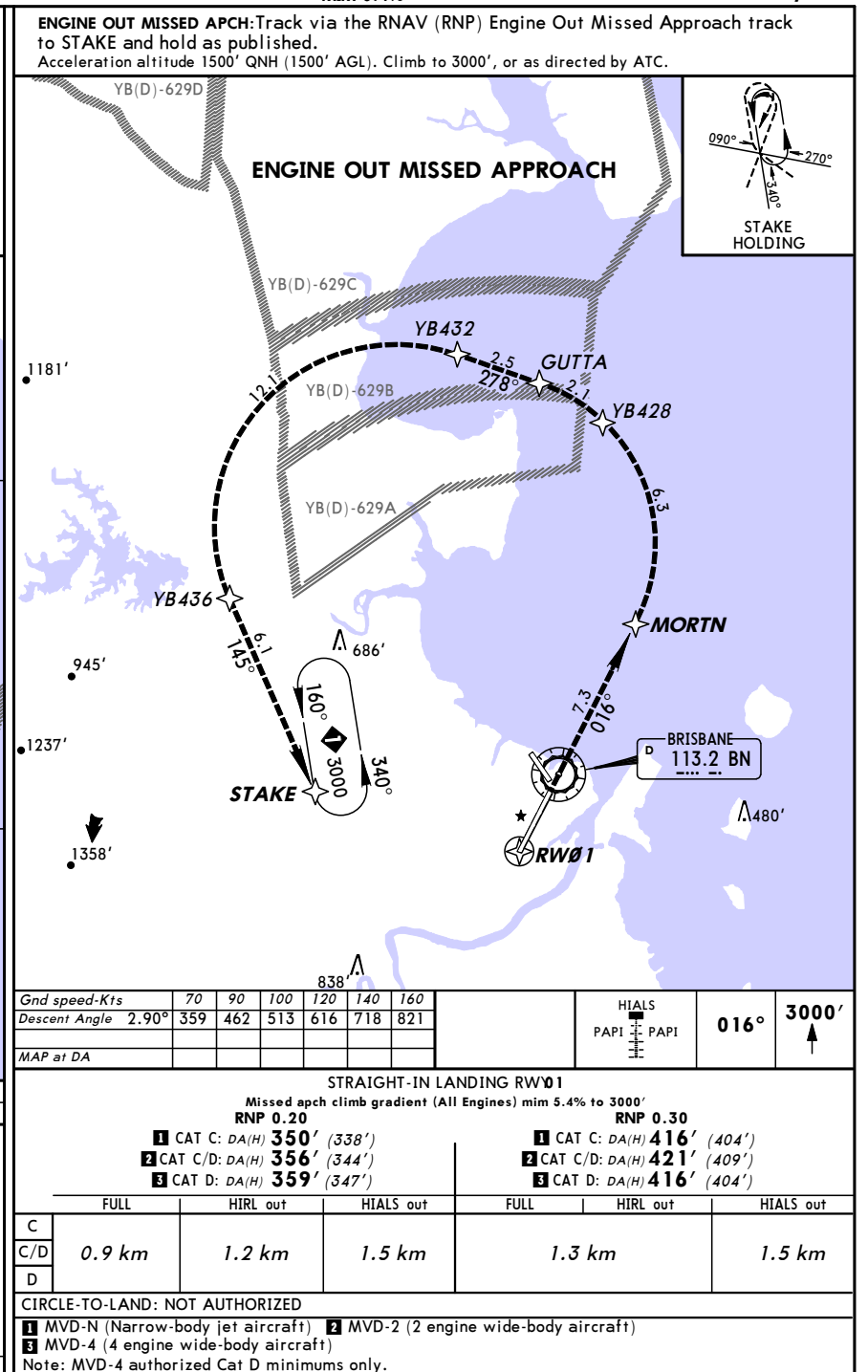
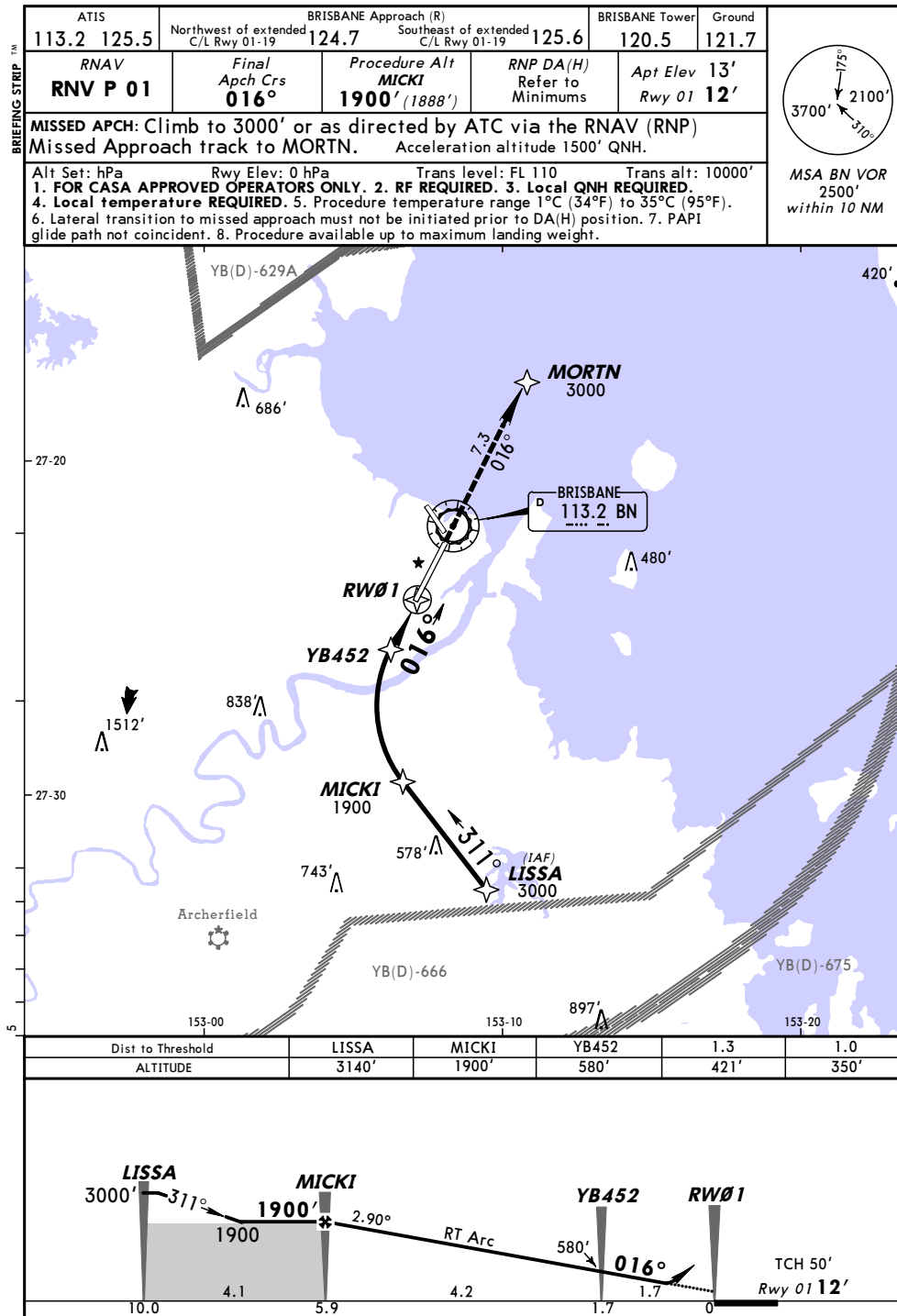
CIRCLE-TO-LAND: NOT AUTHORIZED

- 1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)
3 MVD-4 (4 engine wide-body aircraft)

Note: MVD-4 authorized Cat D minimums only.

YBBN/BNE
 BRISBANE INTL

7 JUN 13 12-21 MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 5.4% CAT C & D RNAV-P (RNP) Rwy 01
 BRISBANE, QLD, AUSTRALIA

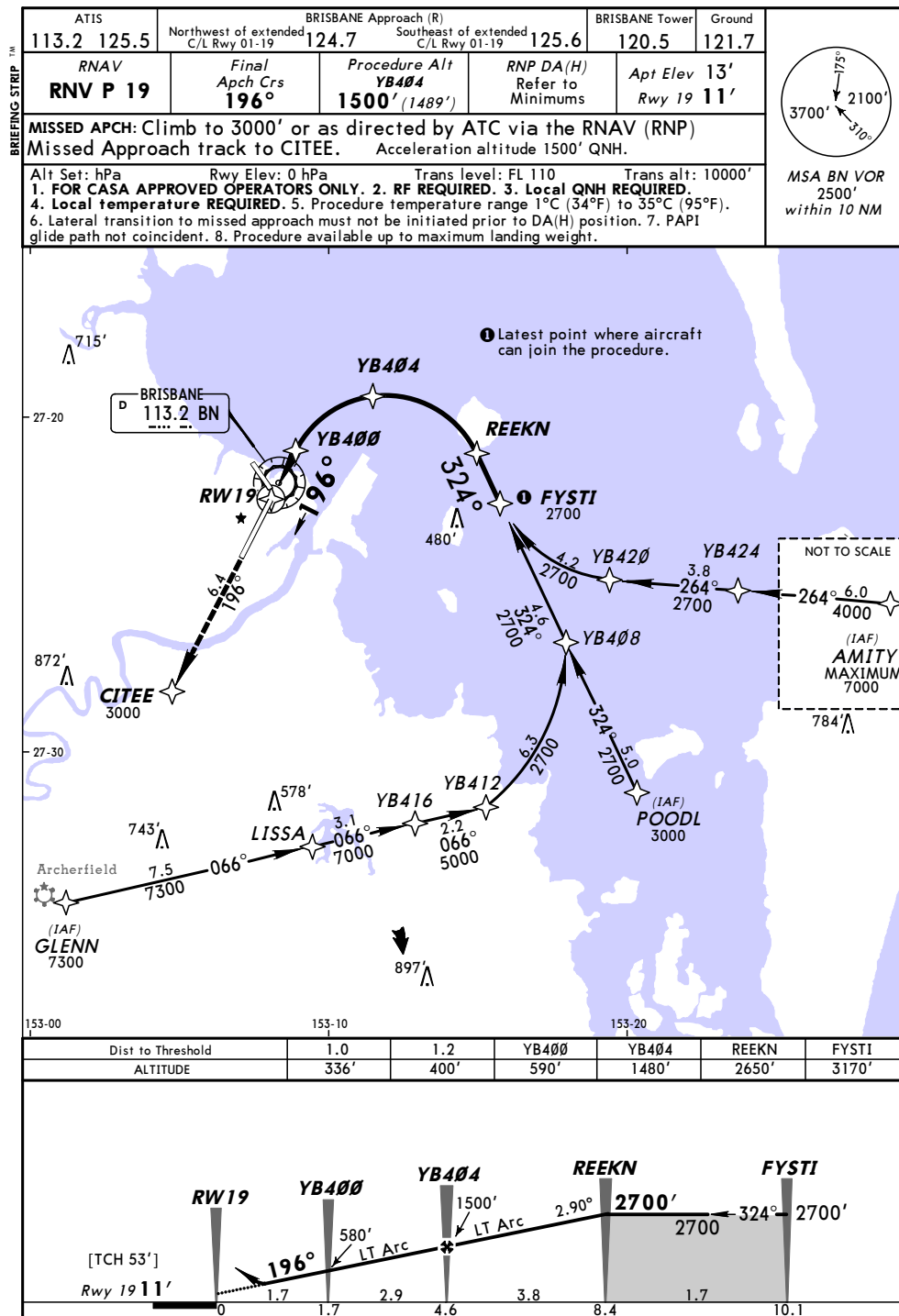


YBBN/BNE
BRISBANE INTL

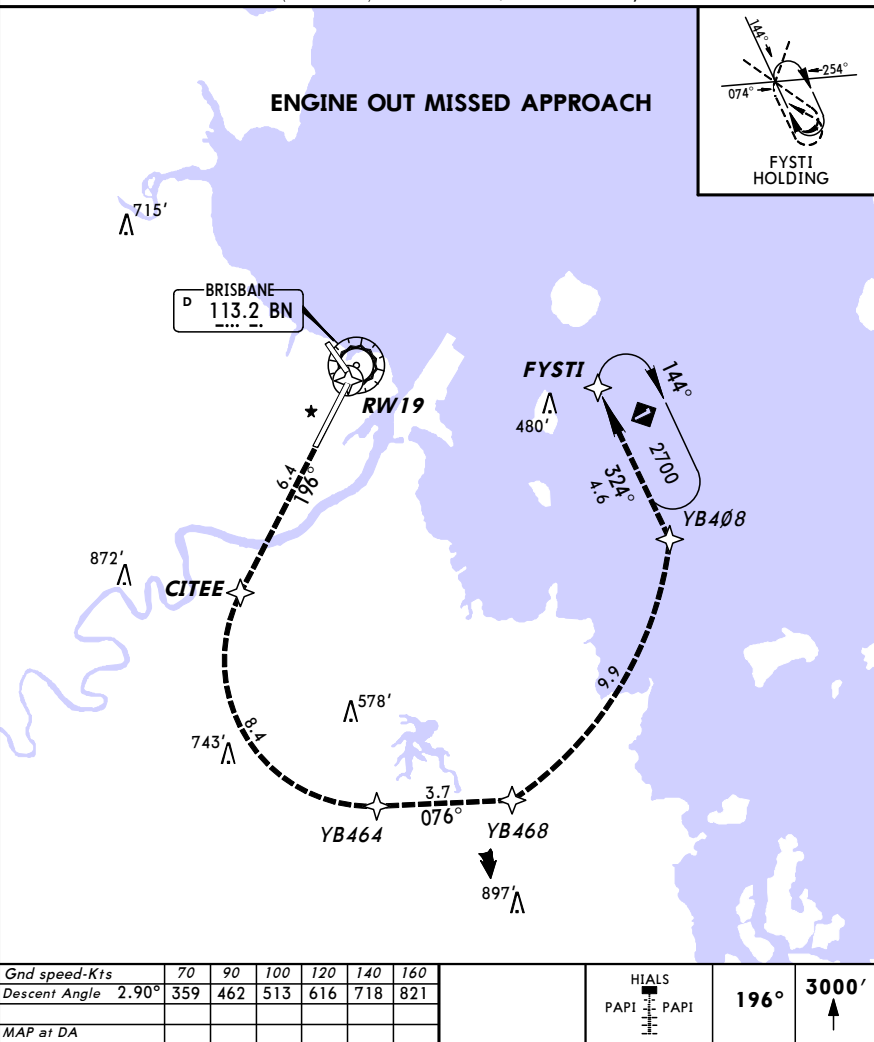
27 FEB 15 12-22

JEPPesen

MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 6.1% **BRISBANE, QLD, AUSTRALIA**
[CAT C & D] RNAV-P (RNP) Rwy 19



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FYSTI and hold as published. Acceleration altitude 1500' QNH (1500' AGL). Climb to 2700', or as directed by ATC.



STRAIGHT-IN LANDING RWY19					
Missed apch climb gradient (All Engines) mim 6.1% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 336' (325')			1 CAT C: DA(H) 389' (378')		
2 CAT C/D: DA(H) 342' (331')			2 CAT C/D: DA(H) 396' (385')		
3 CAT D: DA(H) 346' (335')			3 CAT D: DA(H) 400' (389')		
	FULL	HIRL out	HIALS out	FULL	HIRL out
C	0.9 km				
C/D	1.0 km	1.2 km	1.5 km	1.3 km	1.5 km
D					
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)					
3 MVD-4 (4 engine wide-body aircraft)					
Note: MVD-4 authorized Cat D minimums only.					

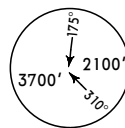
YBBN/BNE
BRISBANE INTL

JEPPesen
27 FEB 15 12-23
MISSED APCH CLIMB GRADIENT (ALL ENGINES)
MIM 6.1% CAT C & D
BRISBANE, QLD, AUSTRALIA
RNAV-M (RNP) Rwy 19

ATIS 113.2 125.5	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7 Southeast of extended C/L Rwy 01-19 125.6		BRISBANE Tower 120.5	Ground 121.7
RNAV RNV M 19	Final Apch Crs 196°	Procedure Alt MORTN 1800' (1789')	RNP DA(H) Refer to Minimums	Apt Elev 13' Rwy 19 11'

MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP)
Missed Approach track to CITEE. Acceleration altitude 1500' QNH.

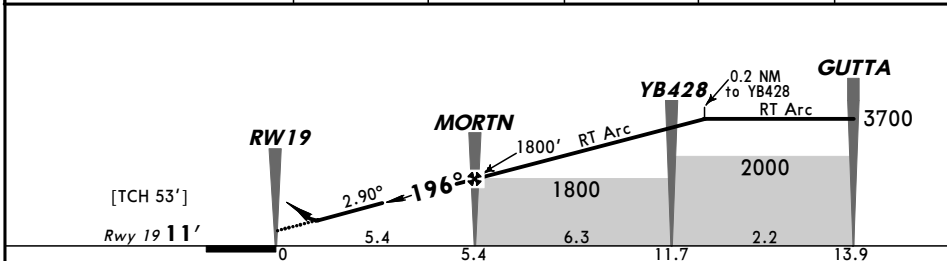
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI
glide path not coincident. 8. Procedure available up to maximum landing weight.



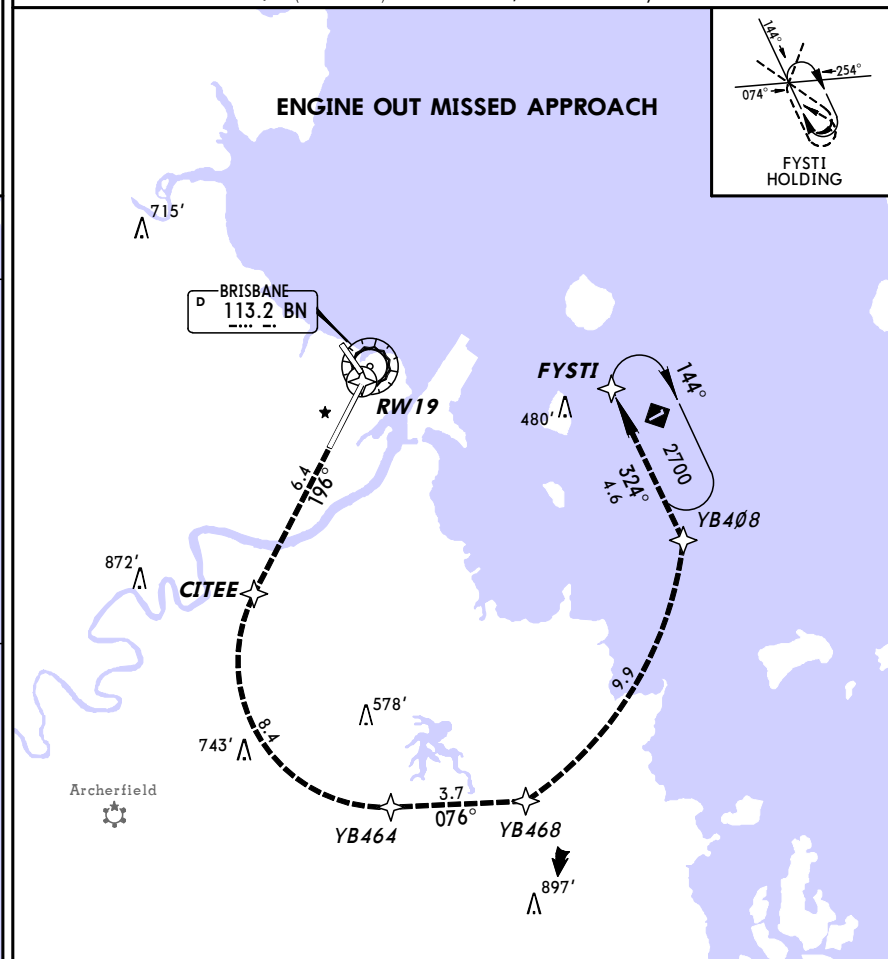
MSA BN VOR
2500'
within 10 NM



Dist to Threshold	1.0	1.2	MORTN	YB428	GUTTA
ALTITUDE	336'	400'	1800'	3670'	4340'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track
to FYSTI and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 2700', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	2.90°	359	462	513	616	718	821			
MAP at DA										

STRAIGHT-IN LANDING RWY19					
Missed apch climb gradient (All Engines) min 6.1% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 336' (325')			1 CAT C: DA(H) 389' (378')		
2 CAT C/D: DA(H) 342' (331')			2 CAT C/D: DA(H) 396' (385')		
3 CAT D: DA(H) 346' (335')			3 CAT D: DA(H) 400' (389')		
	FULL	HIRL out	HIALS out	FULL	HIRL out
C	0.9 km			1.3 km	
C/D	1.0 km	1.2 km	1.5 km		1.5 km
D					
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)					
3 MVD-4 (4 engine wide-body aircraft)					
Note: MVD-4 authorized Cat D minimums only.					

YBBN/BNE
BRISBANE INTL

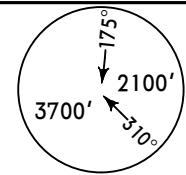
11 APR 14

(13-1)

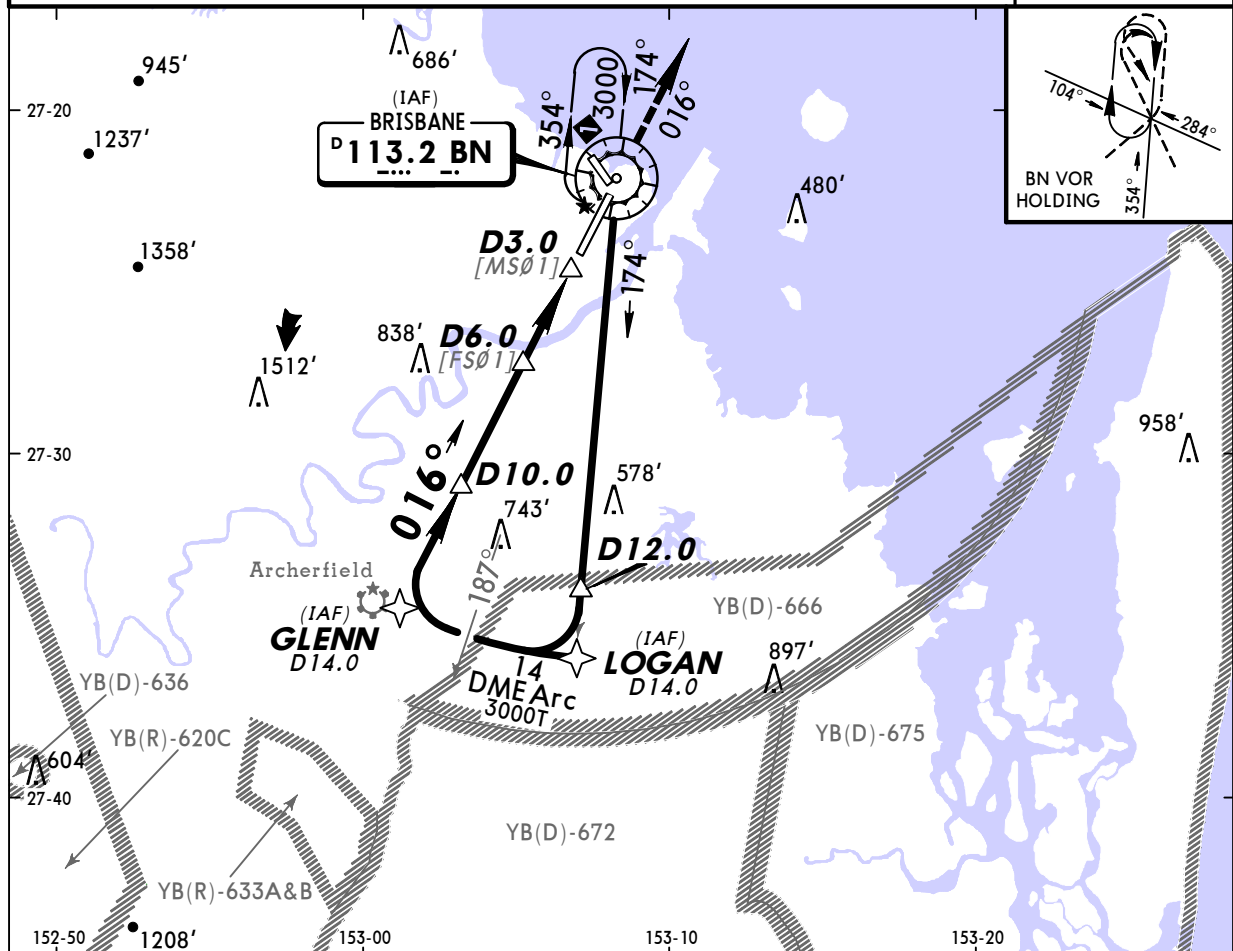
BRISBANE, QLD, AUSTRALIA
VOR Rwy 01

BRIEFING STRIP

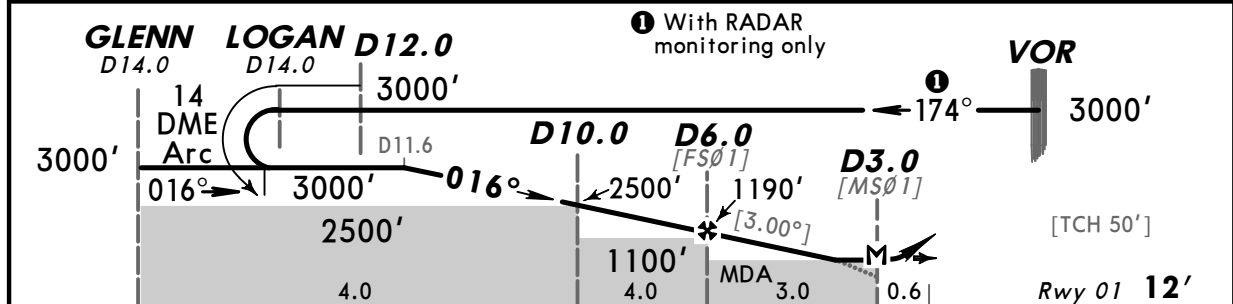
ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 016°	Procedure Alt D6.0 1190' (1178')	MDA(H) 570' (558')	Apt Elev 13' Rwy 01 12'
MISSED APCH: Track 016°. Climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				



MSA BN VOR
2500'
within 10 NM



BN DME	11.6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3000'	2820'	2500'	2160'	1840'	1510'	1190'	870'	570'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at D3.0									

STRAIGHT-IN LANDING RWY01			CIRCLE-TO-LAND		
MDA(H) 570' (558')					
			Max Kts		
			100	650' (637') - 2.4 km	
			135	750' (737') - 4.0 km	
			180	850' (837') - 5.0 km	
			205		

PANS OPS

YBBN/BNE
BRISBANE INTL

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11 APR 14 **(13-2)**

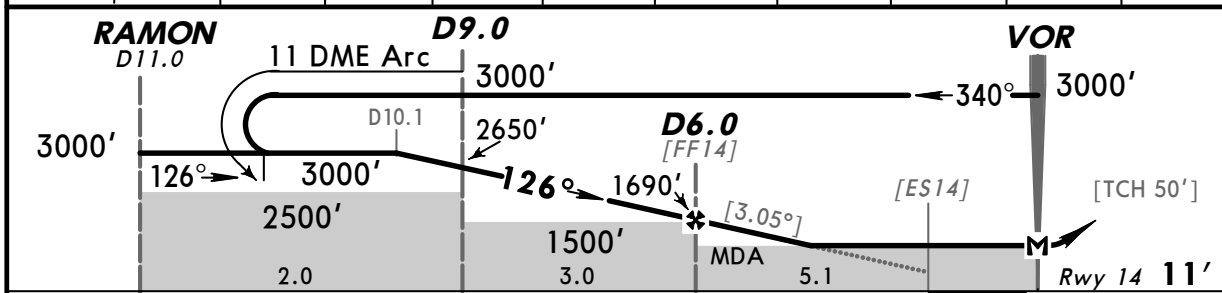
BRISBANE, QLD, AUSTRALIA
VOR Rwy 14

BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		125.6		120.5	
121.7							
VOR BN		Final Apch Crs		Procedure Alt D6.0		MDA(H)	
113.2		126°		1690' (1679')		600' (589')	
Apt Elev 13'		Rwy 14 11'					
MISSED APCH: Track 126°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							
175° 2100' 3700' 310° MSA BN VOR 2500' within 10 NM							



BN DME	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000'	2960'	2650'	2330'	2010'	1690'	1370'	1060'	740'	600'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	126°	3000'
Descent Angle [3.05°]	378	486	540	648	755	863					↑
MAP at VOR											

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
MDA(H) 600' (589')					
3.2 km			Max Kts	MDA(H)	
			100	650' (637') - 2.4 km	
			135	750' (737') - 4.0 km	
			205	850' (837') - 5.0 km	

PANS OPS

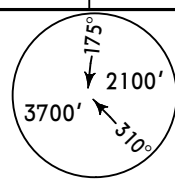
YBBN/BNE
BRISBANE INTL

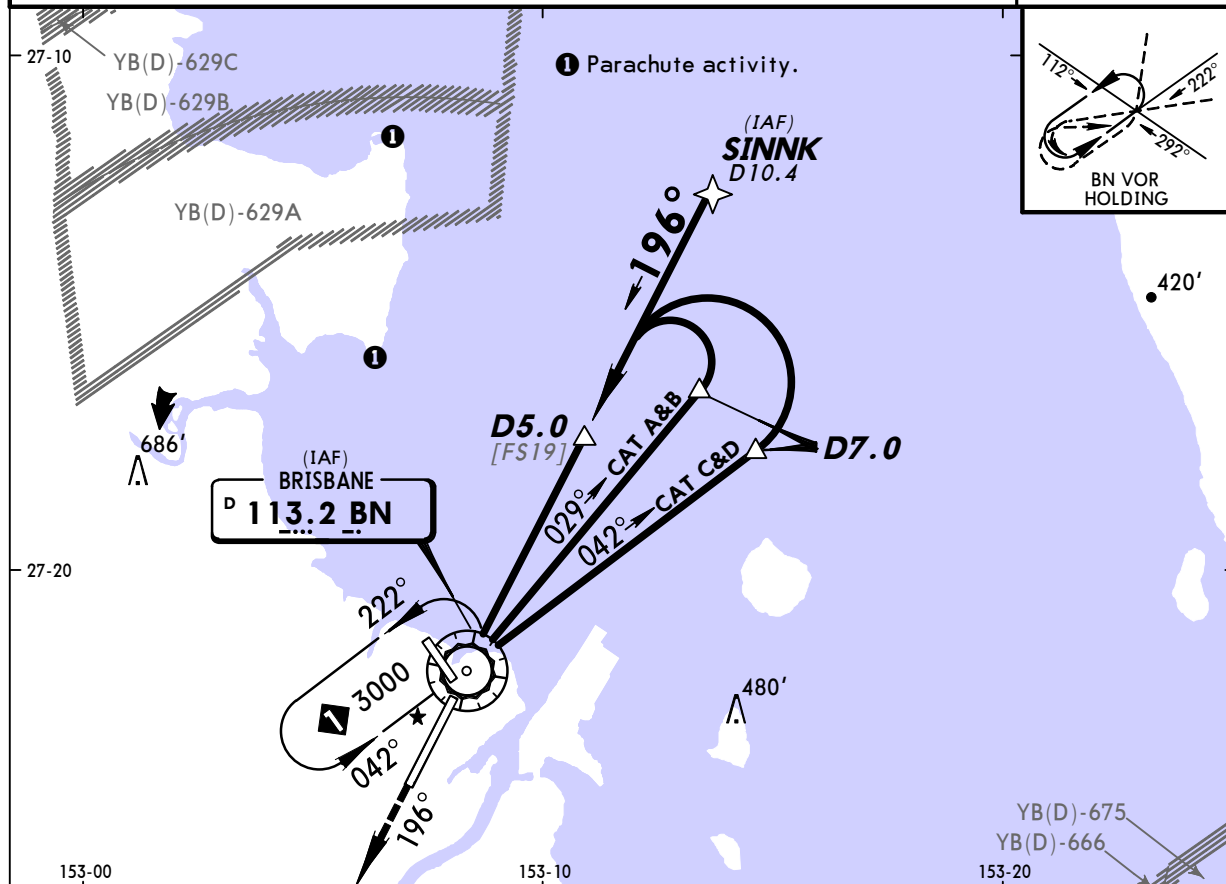
11 APR 14

(13-3)

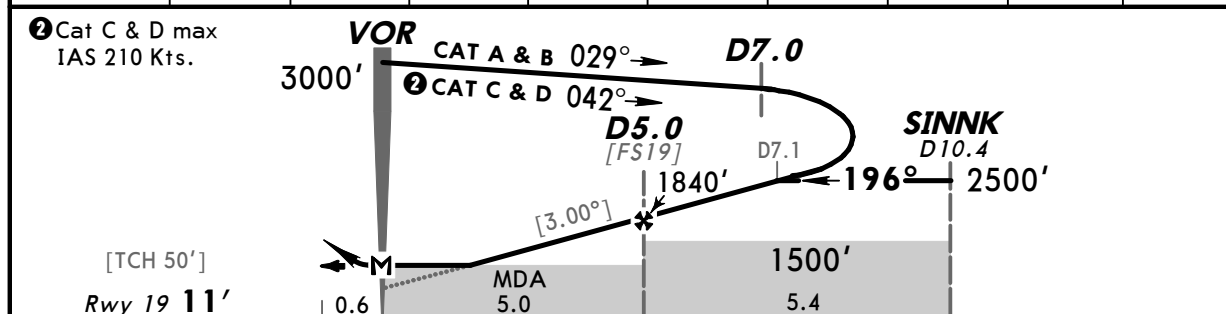
JEPPESSEN BRISBANE, QLD, AUSTRALIA
VOR Rwy 19

BRIEFING STRIP

ATIS		BRISBANE Approach (R)			BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19				
113.2	125.5	124.7	125.6		120.5	121.7
VOR BN 113.2	Final Apch Crs 196°	Procedure Alt D5.0 1840' (1829')	MDA(H) 410' (399')	Apt Elev 13' Rwy 19 11'	 MSA BN VOR 2500' within 10 NM	
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.						



BN DME	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	410'	570'	890'	1210'	1530'	1840'	2160'	2480'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		3000'	
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI		196°	
MAP at VOR										

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 410' (399')							
				Max Kts			
				100	650' (637') - 2.4 km		
				135	750' (737') - 4.0 km		
				180	750' (737') - 4.0 km		
				205	850' (837') - 5.0 km		

PANS OPS

YSSY/SYD**-(KINGSFORD SMITH) INTL** **JEPPESEN****(10-1P)** 5 JUN 15**SYDNEY, NSW, AUSTRALIA****AIRPORT BRIEFING**

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Slot Management Scheme

Sydney Slot Management Scheme is applicable to all airline and aircraft operators using Sydney airport. All flights operating into and out of Sydney must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Ground Delay Program (GDP) Inbound

Sydney GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Sydney between the hours of 2000 and 1300 UTC, as adjusted by daylight saving time variations.

Flights to Sydney during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

In addition, flights departing from Bankstown or Camden for a landing in Sydney must contact ATC on 02 9556 6515 prior to starting engines.

Ground Delay Program (GDP) Outbound

After receiving Airways Clearance, aircraft participating in a Ground Delay Program (GDP) are required to report when ready for pushback/taxi on Sydney Coordinator on 127.6 MHz.

Sydney Coordinator will check compliance with COBT and apply relevant AIR TRAFFIC FLOW MANAGEMENT procedures in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Do not contact Ground, monitor only.

SMC will initiate contact with the aircraft when able to process.

NOTE: Aircraft not participating in a GDP are not required to contact Sydney Coordinator prior to requesting pushback, and should contact the relevant Ground Frequency on 121.7 MHz or 126.5 MHz as applicable.

LOW VISIBILITY PROCEDURES (LVP)**General**

1. For CASA approved operators, all runways are capable of supporting take-offs with an RVR/RV of not less than 350m.
2. Taxiway light spacing intended for use in visibility conditions of not less than a value of 350m.

Procedures

1. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
2. When visibility reduces to 2000m or below and/or observed cloud base in broken or overcast at or below 600', Air Traffic Control will protect the ILS by using the CAT I RHP at taxiway A1 and taxiway T.
3. Intersection departures are restricted. All aircraft will normally be directed to the full length of a runway for departure.
4. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a Follow Me vehicle.

YSSY/SYD**-(KINGSFORD SMITH) INTL** **JEPPESEN****(10-1P1)**

5 JUN 15

SYDNEY, NSW, AUSTRALIA**AIRPORT BRIEFING**

6. Instrument RVR is provided for each runway. If instrument RVR is not available, RV available.
7. Air Traffic Control uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft and vehicles on the Maneuvering Area.
8. If A-SMGCS is unserviceable during LVP:
 - a. Air Traffic Control will further restrict aircraft and vehicles access to movements on the Maneuvering Area.
 - b. Position reporting procedures will be implemented as required by Air Traffic Control.
9. A380 aircraft during Low Visibility
Additional restrictions apply to A380 aircraft during LVP as the ILS critical and sensitive areas are obstructed by A380 aircraft tail when holding at runway hold points. For information on the restriction contact airport operator for aircraft operator restriction documents.

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BOREE SIX ARRIVAL [BOREE6]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From BOREE track 159° to BEROW.
Cross BEROW at or below 9000'. Track 158° to OVILS.

RWYS 07, 16L/R, 25:

Track 158° to TESAT. EXPECT
RADAR vectors to final.

RWY 34L:

Track 158° to JENTL.
Turn RIGHT, track 181° to ZONKA.
Cross ZONKA at or above 6000'.
Track 181° to DUDOK. Turn LEFT,
track 155° to NASHO. Track 155°,
EXPECT RADAR vectors to final.

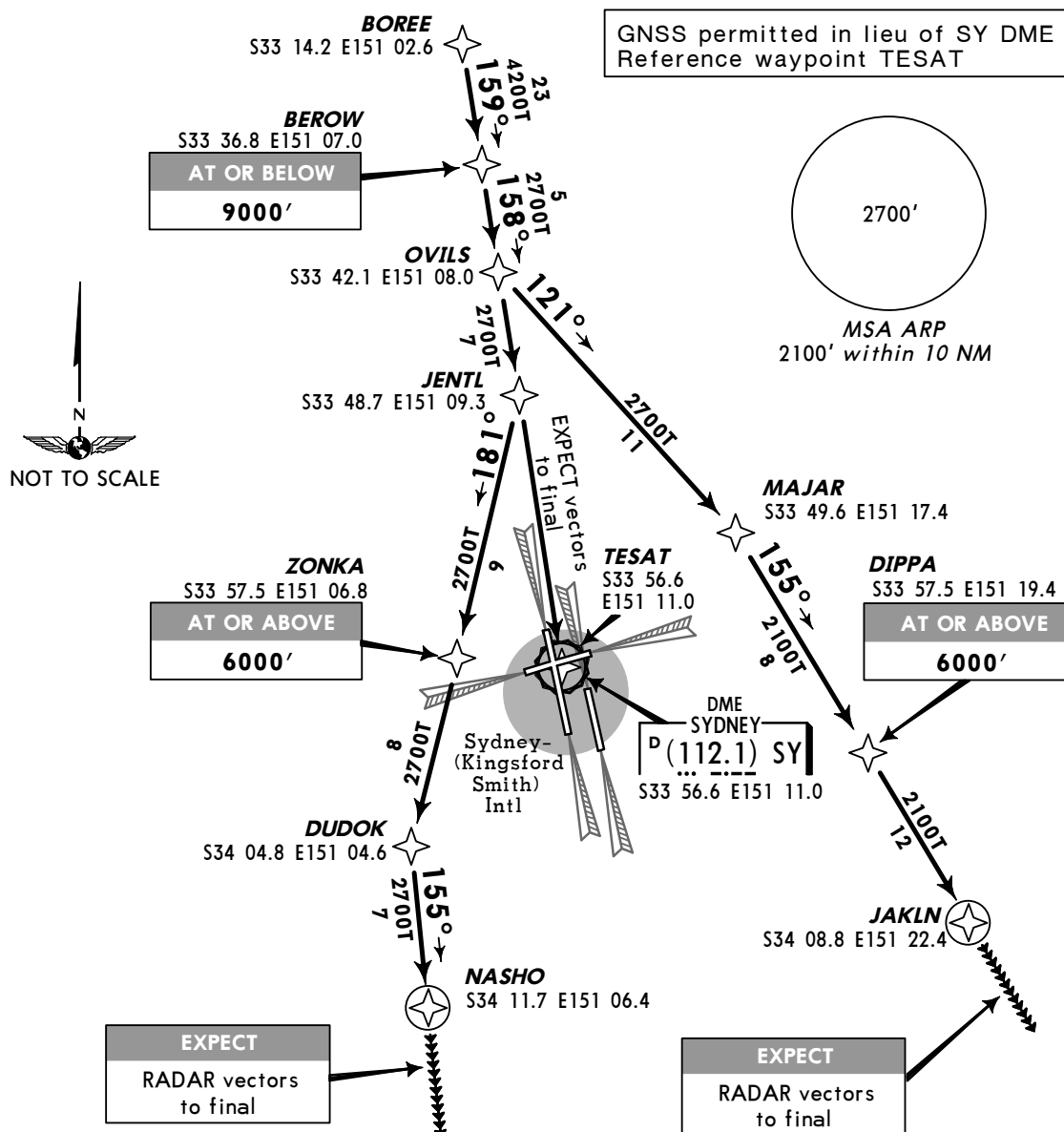
RWY 34R: Turn LEFT, track 121°
to MAJAR. Turn RIGHT, track 155°
to DIPPA. Cross DIPPA at or above
6000'. Track 155° to JAKLN. Track
155°, EXPECT RADAR vectors to final.

NOTE: For ILS Rwy 34R PRM, EXPECT
to track downwind until reaching 2000'.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**
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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT

GNSS permitted in lieu of SY DME
Reference waypoint TESAT



JEPPesen

5 DEC 14 (10-2A)

RNAV STAR

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CALGA ONE ARRIVAL [CALGA1]
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

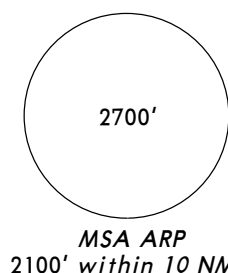
MOUNT SANDON (MSO):

From MSO NDB TO CAA NDB:

Track 175° to SGT NDB. Turn LEFT track 170° to YAKKA. Track 170° to CAA NDB. Then follow arrival instructions.

ARRIVAL

From CAA NDB track 170° to LANOL. Cross LANOL at or below 7000'. Track 170° to TESAT. EXPECT RADAR vectors to final approach course when inside 10 LANOL.

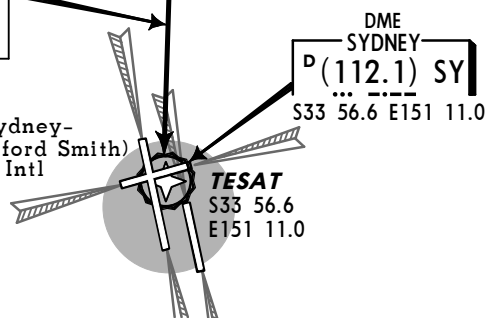


GNSS permitted in lieu of SY DME
Reference waypoint TESAT

ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT

EXPECT
RADAR vectors
to final

Sydney-
(Kingsford Smith)
Intl



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

22 MAY 15 (10-2B)

Eff 28 May

RNAV STAR

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MARLN ONE ARRIVAL [MARLN1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From MARLN track 264° to WHALE.
Cross WHALE at or below 9000'.

RWY 25: Track 264° to PRAWN.
Track 265° to TESAT. EXPECT
RADAR vectors to final.

RWYS 07, 16L/R, 34L:
Track 264° to PRAWN. Cross PRAWN
at or above 6000'. Track 265° to
TESAT. EXPECT RADAR vectors to
final.

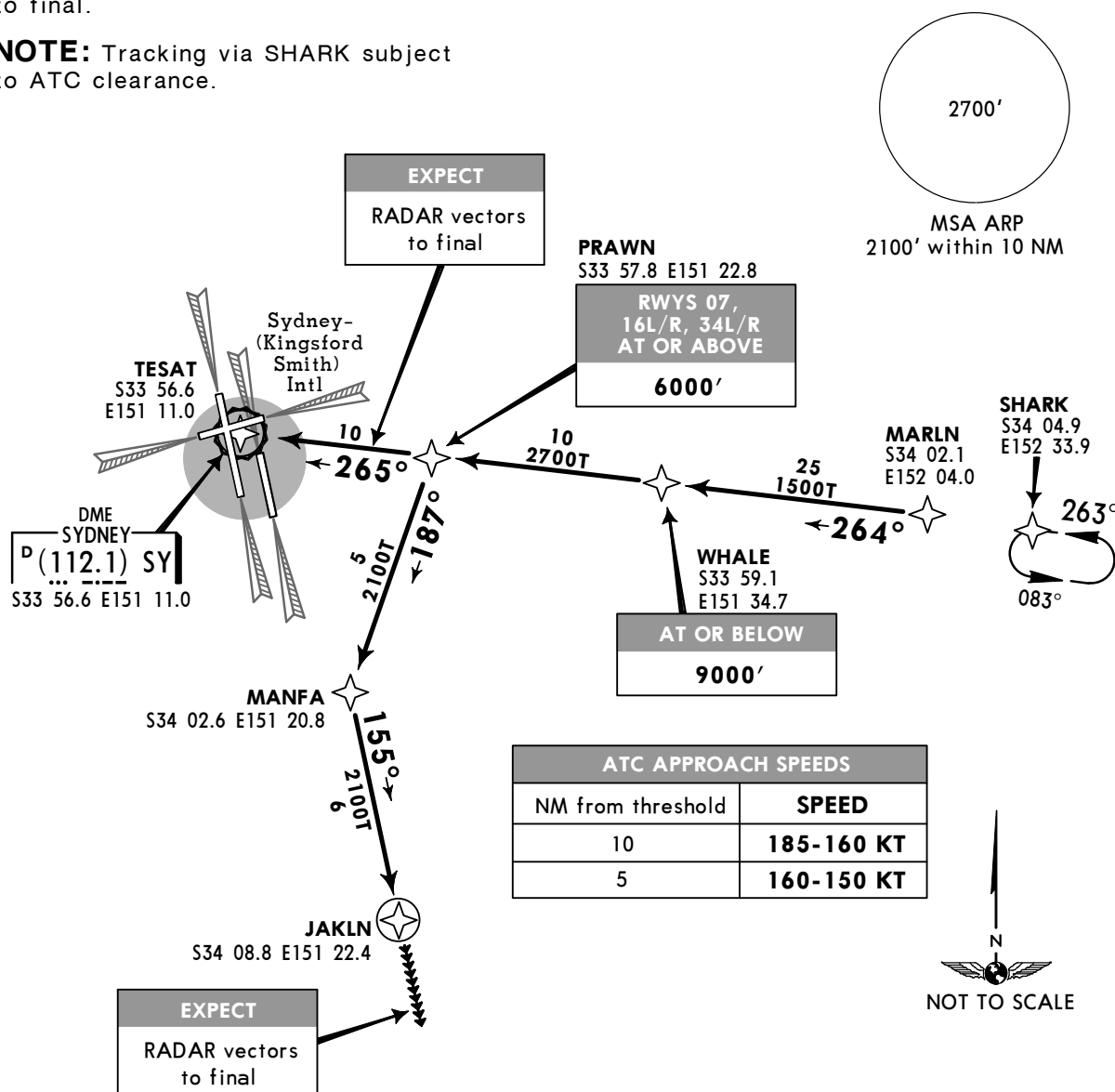
RWY 34R: Track 264° to PRAWN.
Cross PRAWN at or above 6000'.
Turn LEFT, track 187° to MANFA.
Turn LEFT, track 155° to JAKLN.
Track 155°, EXPECT RADAR vectors
to final.

NOTE: Tracking via SHARK subject
to ATC clearance.

Note: For ILS Rwy 34R PRM, EXPECT
to track downwind until reaching 2000'.

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**
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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



JEPPESEN

22 MAY 15 **10-2C**

Eff 28 May

RNAV STAR

ATIS 118.55 126.25 428

SYDNEY Approach (R) South 128.3

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

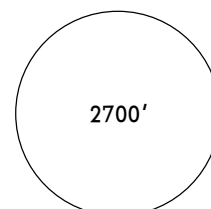
TRANS LEVEL: FL 110
 TRANS ALT: 10000'

ODALE FIVE ARRIVAL [ODALE5]

***SPEED:* MAX IAS 250 KT BELOW 10000'**

ARRIVAL

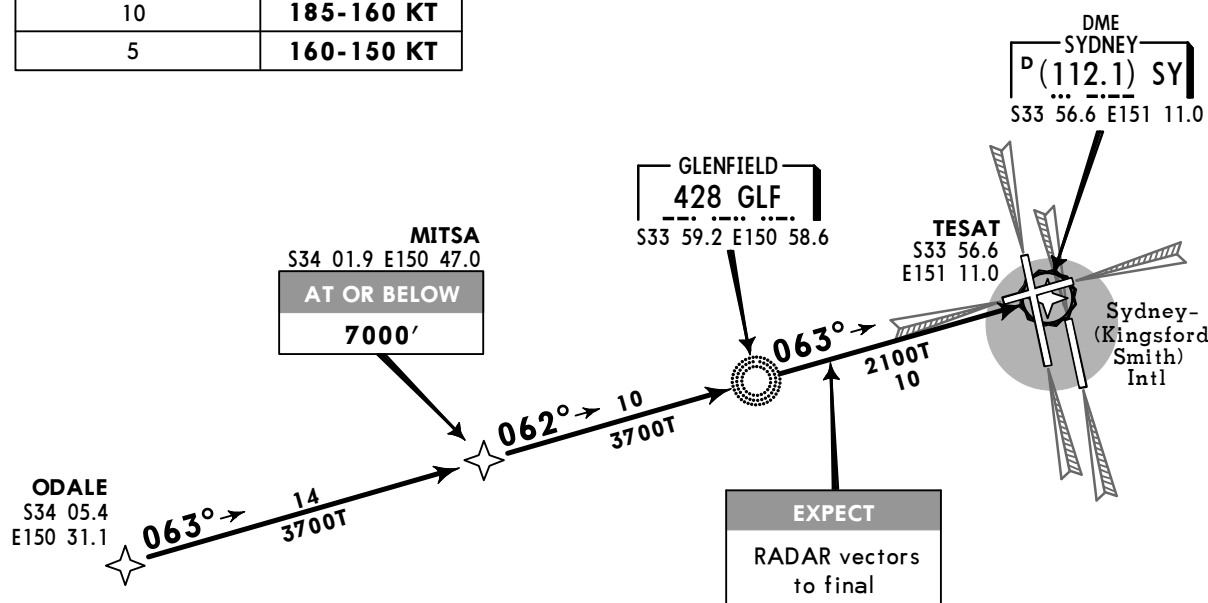
From ODALE track 063° to MITSA.
 Cross MITSA at or below 7000'. Track
 062° to GLF NDB. Track 063° to TESAT.
 EXPECT RADAR vectors to final
 approach course after MITSA.



MSA ARP
 2100' within 10 NM

GNSS permitted in lieu of SY DME
 Reference waypoint TESAT

ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT



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

**COMMUNICATIONS FAILURE:
 PROCEDURE IN IMC**

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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

JEPPESEN

22 MAY 15 (10-2D)

Eff 28 May

RNAV STAR

ATIS 118.55 126.25 428

SYDNEY Approach (R) South 128.3

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

RIVET TWO ARRIVAL [RIVET2]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From RIVET track 049° to TAMMI.
 Cross TAMMI at or below 9000'.

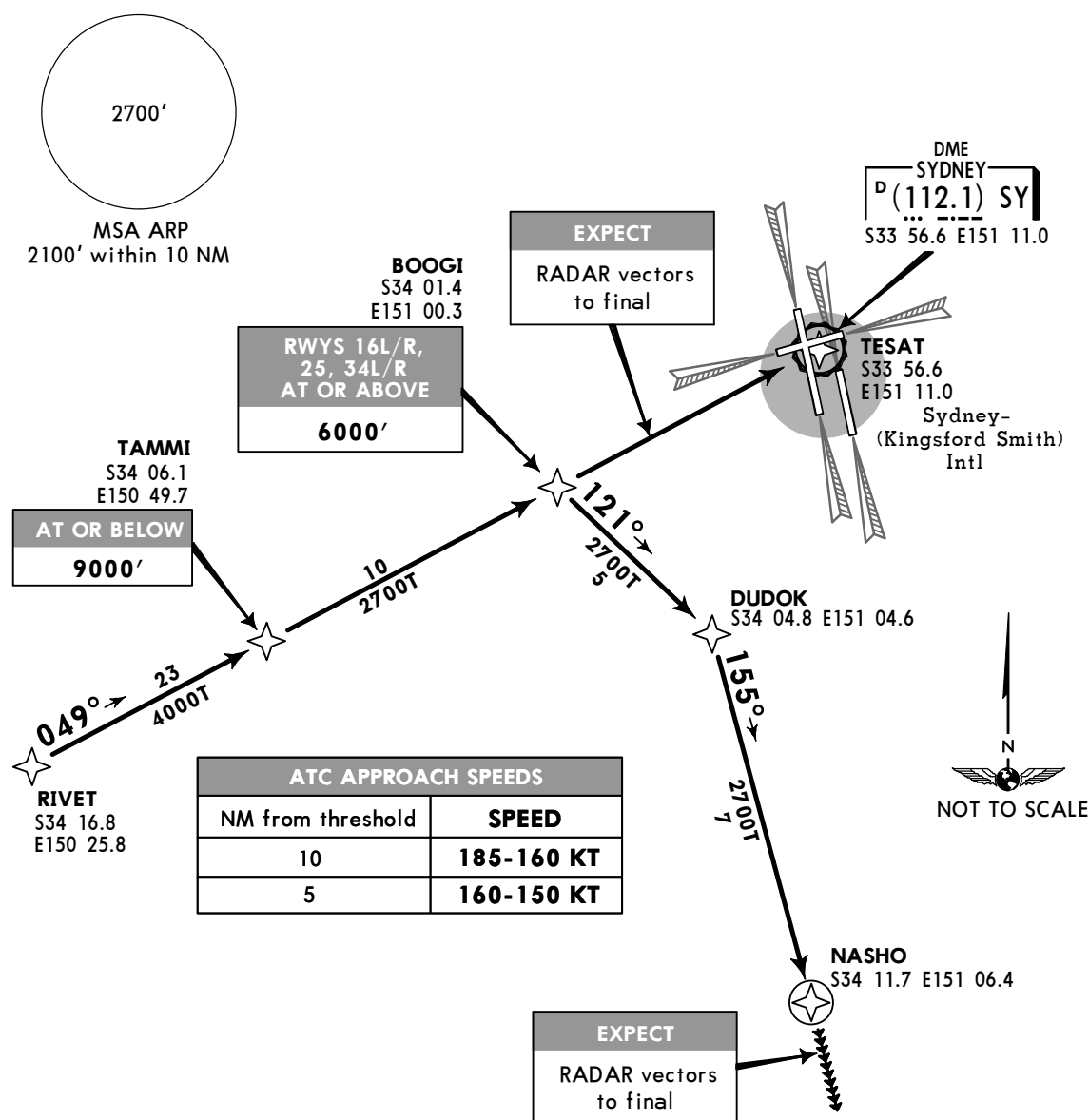
RWY 07: Track 049° to BOOGI.
 Track 049° to TESAT. EXPECT
 RADAR vectors to final.

RWYS 16L/R, 25: Track 049° to
 BOOGI. Cross BOOGI at or above
 6000'. Track 049° to TESAT.
 EXPECT RADAR vectors to final.

RWYS 34L/R: Track 049° to
 BOOGI. Cross BOOGI at or above
 6000'. Turn RIGHT, track 121° to
 DUDOK. Turn RIGHT, track 155° to
 NASHO. Track 155°. EXPECT RADAR
 vectors to final.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
**COMMUNICATIONS FAILURE:
 PROCEDURE IN IMC**
 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 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GNSS permitted in lieu of SY DME
 Reference waypoint TESAT



SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North & East **123.0**
South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SYDNEY SIX DEPARTURE (RADAR) [SY6] ALL RUNWAYS

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:

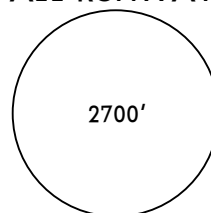
Rwy 07: 4.7% to 1500'.

Rwys 16L/R: 4.7% to 1000'.

Rwy 25: 5.6% to 2500'.

Rwy 34R: 4.8% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.6% V/V (fpm)	425	567	851	1134	1418	1701



MSA ARP
2100' within 10 NM

RWY 07: Track 062°. At 600' (800' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors.

ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 16L: Track 155°. At 500' turn to assigned heading.

EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 16R: Track 155°. At 600' (800' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

RWY 25: Track 242°. At 800' (NOT BEFORE 1500' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors.

ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

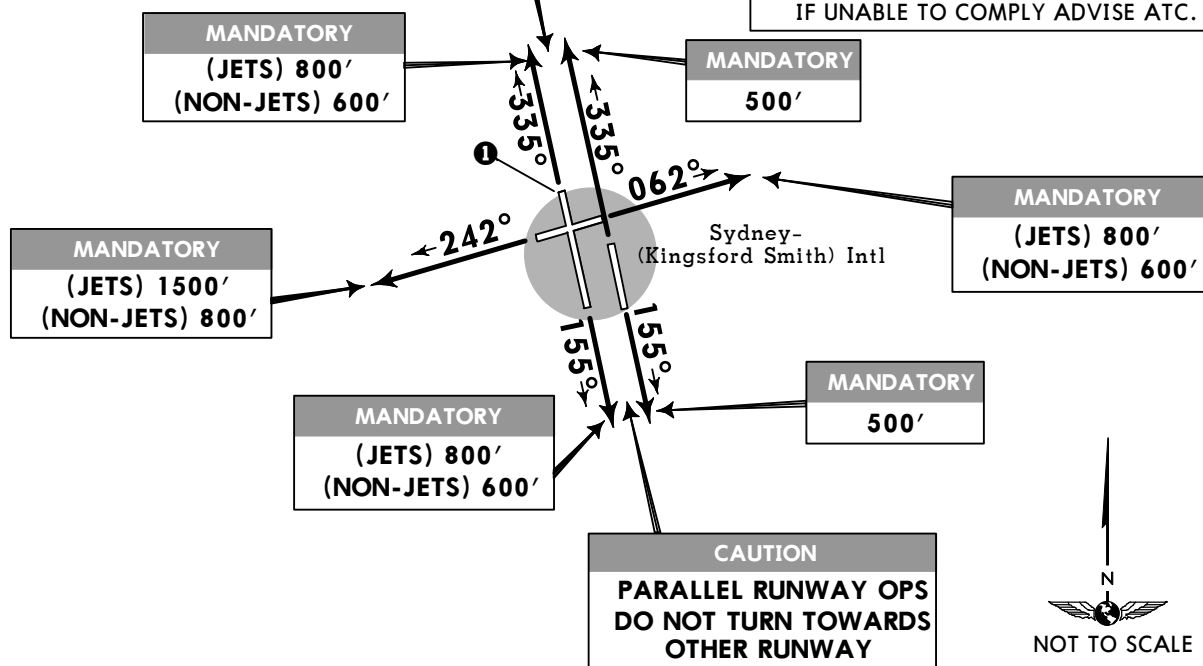
RWY 34L: Track 335°. At 600' (800' for Jet ACFT) turn to assigned heading (NO RIGHT TURN BELOW 1500'). EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

RWY 34R: Track 335°. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

1 CAUTION
Container facility to 79' in 34L departure area

CAUTION
PARALLEL RUNWAY OPS DO NOT TURN TOWARDS OTHER RUNWAY

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL 180 by 153 NM BANDA
REACH FL 220 by 144 NM BANDA
REACH FL 270 by 113 NM BANDA
FOR ACFT CLEARED VIA KAMBA-WLM:
At or above FL 130:
REACH FL 130 by 31 NM WLM NDB
IF UNABLE TO COMPLY ADVISE ATC.



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

On recognition of communication failure Squawk 7600.

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

JEPPESEN 7 NOV 14 (10-3A) Eff 13 Nov

RNAV SID

SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) North & East **123.0**
 South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

RUNWAY 16L

ABBEY THREE DEPARTURE

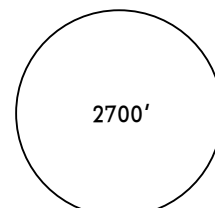
[ABBEY3]

SPEED: MAX IAS 250 KT BELOW 10000'

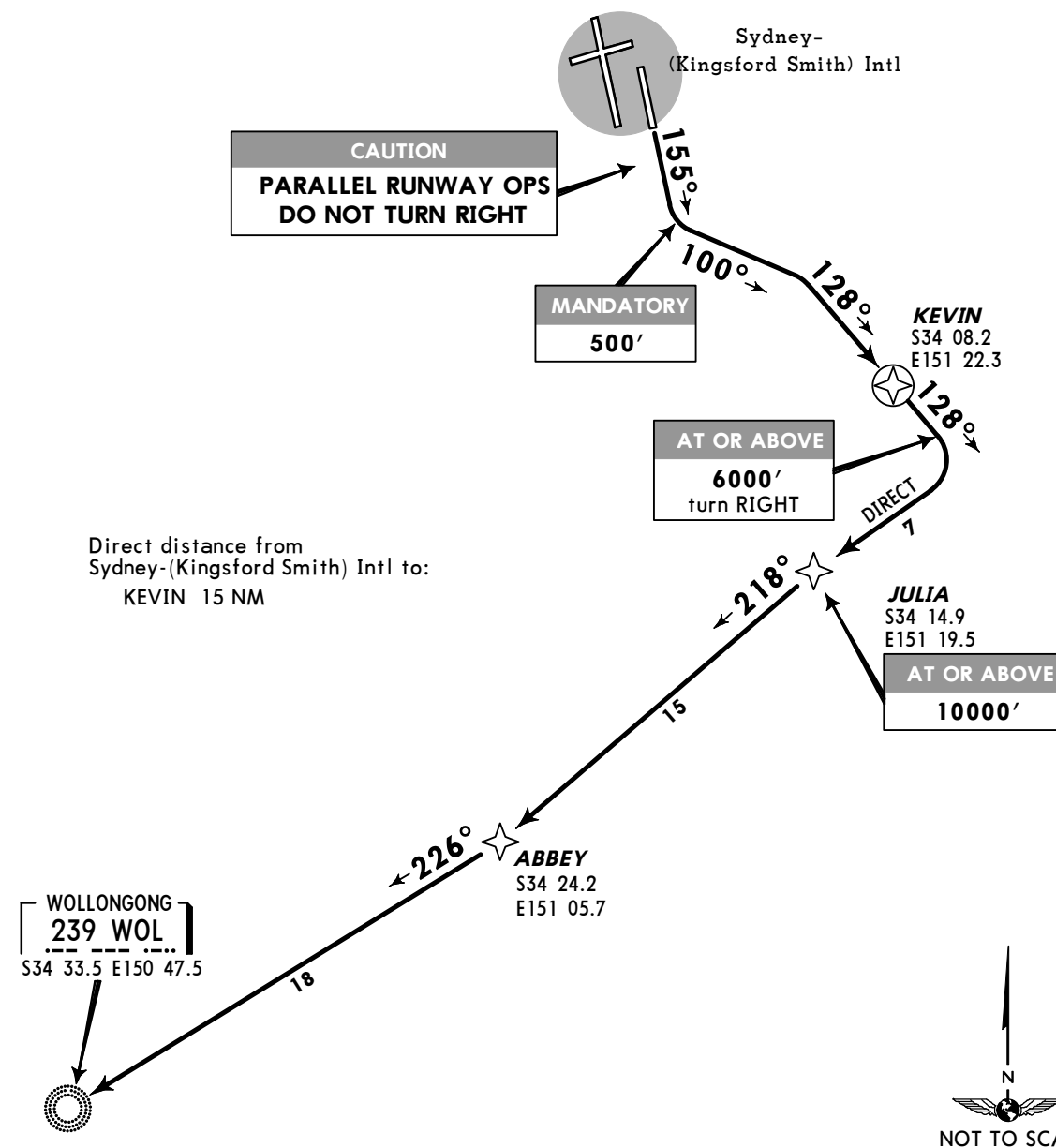
Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 16L: Track 155°. At 500' turn LEFT track 100° to intercept and track 128° to KEVIN. After passing KEVIN and 6000' turn RIGHT track direct to JULIA. Cross JULIA at or above 10000'. Track 218° to ABBEY. Turn RIGHT, track 226° to WOL NDB, then as cleared.



MSA ARP
 2100' within 10 NM



JEPPESEN 7 NOV 14 **(10-3B)** Eff 13 Nov

RNAV SID

SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North & East **123.0**
South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 16L

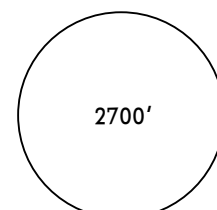
BOTANY BAY SEVEN DEPARTURE (VISUAL)

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 5.4% to 700'.

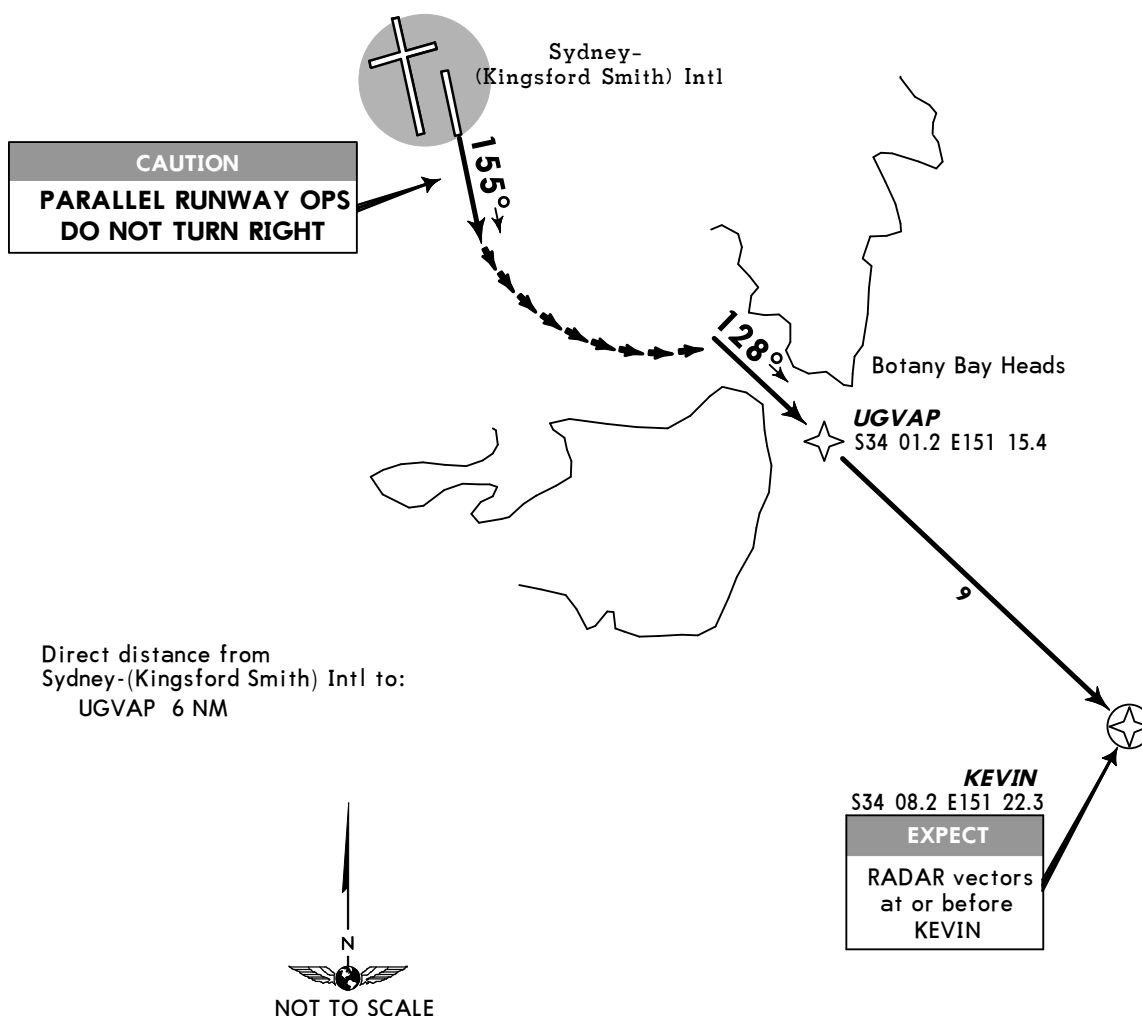
Gnd speed-Kts	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

RWY 16L: Track 155°. As soon as practicable turn LEFT. Track visually through Botany Bay Heads. Intercept and track 128° by UGVAP. Track 128° to KEVIN. EXPECT RADAR vectors at or before KEVIN. For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT **A**



MSA ARP
2100' within 10 NM

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH **FL 180** by **153 NM BANDA**
REACH **FL 220** by **144 NM BANDA**
REACH **FL 270** by **113 NM BANDA**
IF UNABLE TO COMPLY ADVISE ATC.



SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) South 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY RUNWAYS 16R, 34L SOUTH

**CLIFF FOUR [CLIFF4],
GLENFIELD (GLF) SEVEN [GLF7] DEPARTURES**

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient:
Rwy 16R: 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

1 CAUTION

Container facility
to 79' in 34L
departure area

MANDATORY

600'
turn LEFT

CAUTION

PARALLEL
RUNWAY OPS
DO NOT
TURN RIGHT

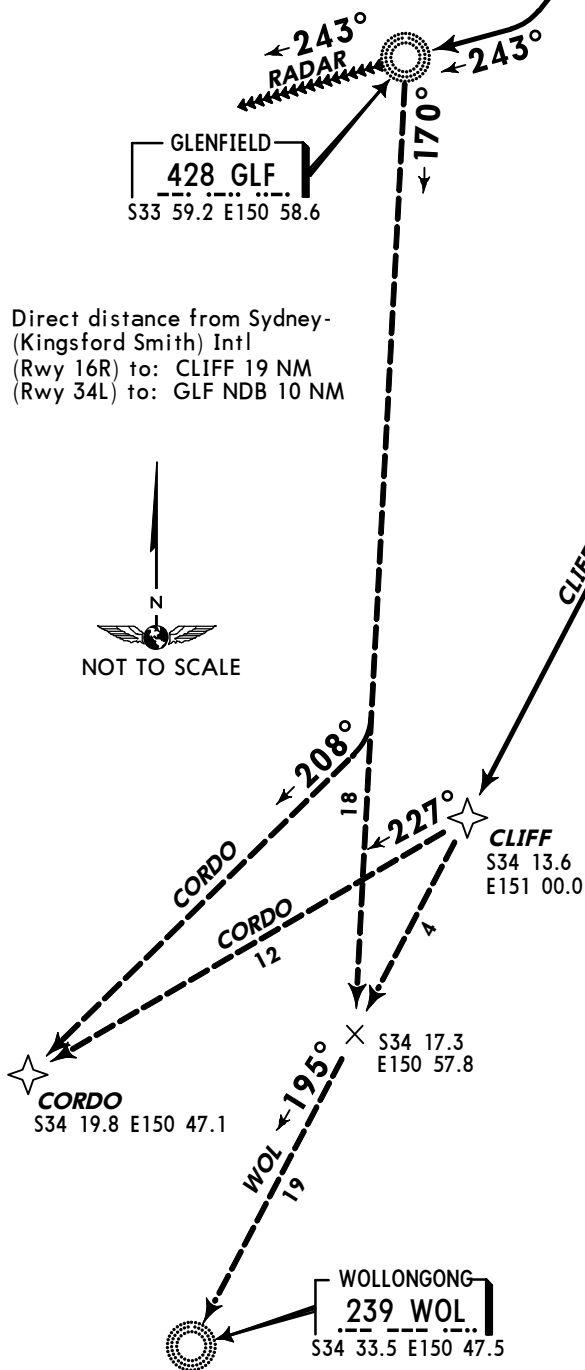
MANDATORY

600'
turn RIGHT

CAUTION

PARALLEL
RUNWAY OPS
DO NOT
TURN LEFT

Direct distance from Sydney-
(Kingsford Smith) Intl
(Rwy 16R) to: CLIFF 19 NM
(Rwy 34L) to: GLF NDB 10 NM



**DEPARTURE: CLIFF FOUR
RWY 16R (NON-JETS):**

CAUTION: Parallel runway operations
- DO NOT TURN LEFT. Track 155°.
At 600' turn RIGHT. Intercept and
track 195° to CLIFF then follow
transition instructions.

TRANSITIONS:

CORDO: From CLIFF turn RIGHT
track 227° to CORDO, then as cleared.

WOL: From CLIFF track 195° to WOL
NDB, then as cleared.

**DEPARTURE: GLENFIELD (GLF)
SEVEN RWY 34L (NON-JETS):**

CAUTION: Parallel runway operations
- DO NOT TURN RIGHT. Track 335°. At
600' turn LEFT track 210°. Intercept
and track 243° to GLF NDB then follow
transition instructions.

TRANSITIONS:

CORDO: At GLF NDB turn LEFT, track
170° from GLF NDB. Intercept and track
208° to CORDO, then as cleared.

RADAR: At GLF NDB continue tracking
243° EXPECT vectors to cleared route.

WOL: At GLF NDB turn LEFT, track 170°
from GLF NDB. Intercept and track 195°.
Track to WOL NDB, then as cleared.

JEPPESEN 7 NOV 14 (10-3D) Eff 13 Nov **SYDNEY, NSW, AUSTRALIA**

RNAV SID

SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance
 Departure (R) **128.3** inop.

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

CURFEW FIVE DEPARTURE [CURFE5]
SPEED: MAX IAS 250 KT BELOW 10000'

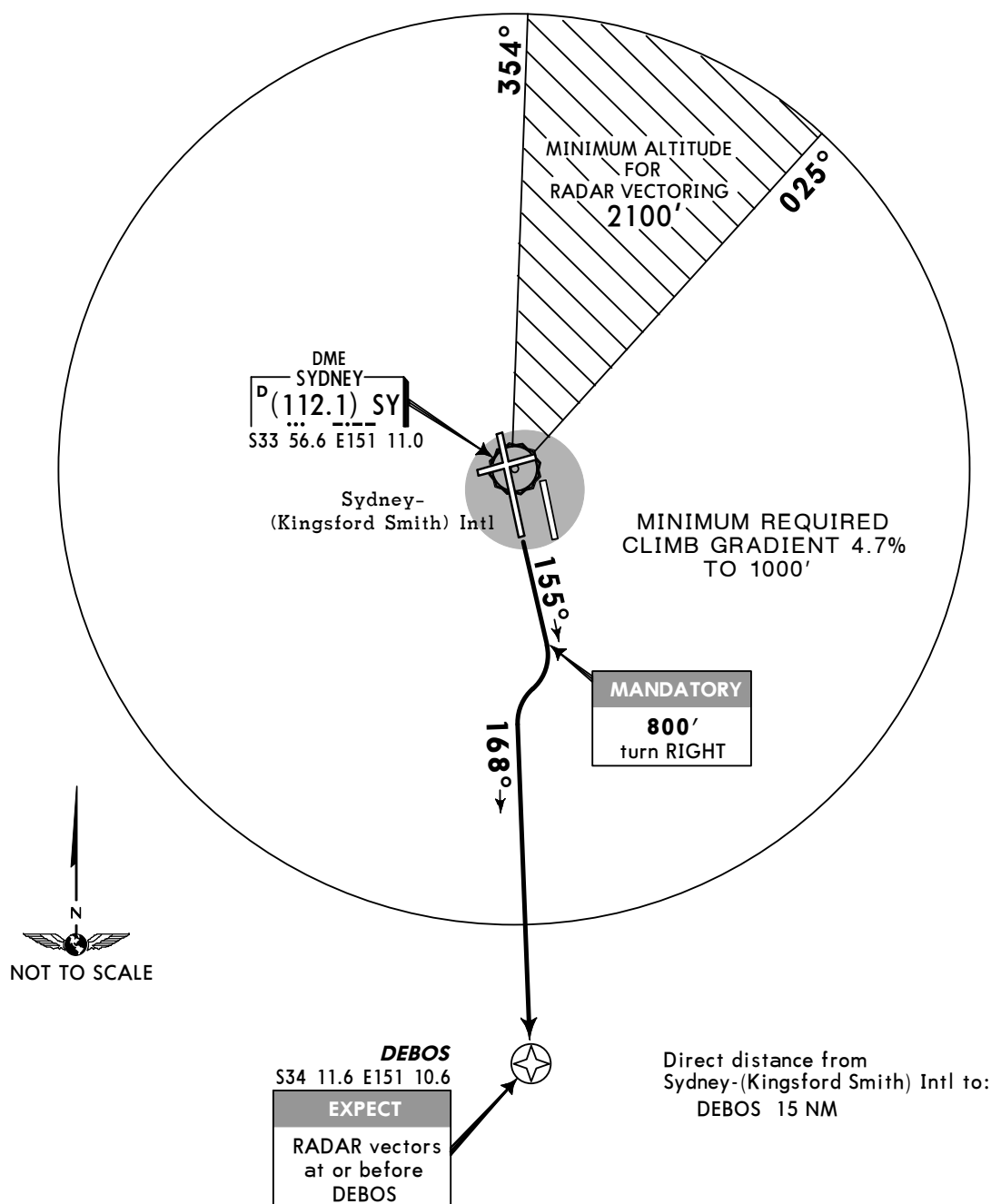
RUNWAY 16R

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 16R: Track 155°. At 800' turn RIGHT to intercept 168° to DEBOS. EXPECT RADAR vectors at or before DEBOS.

2700'
 MSA ARP
 2100' within 10 NM



SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North & East **123.0**
South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

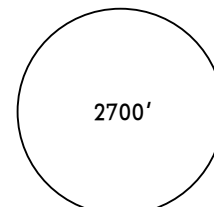
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

DEENA FIVE DEPARTURE
[DEENA5]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
2100' within 10 NM

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE

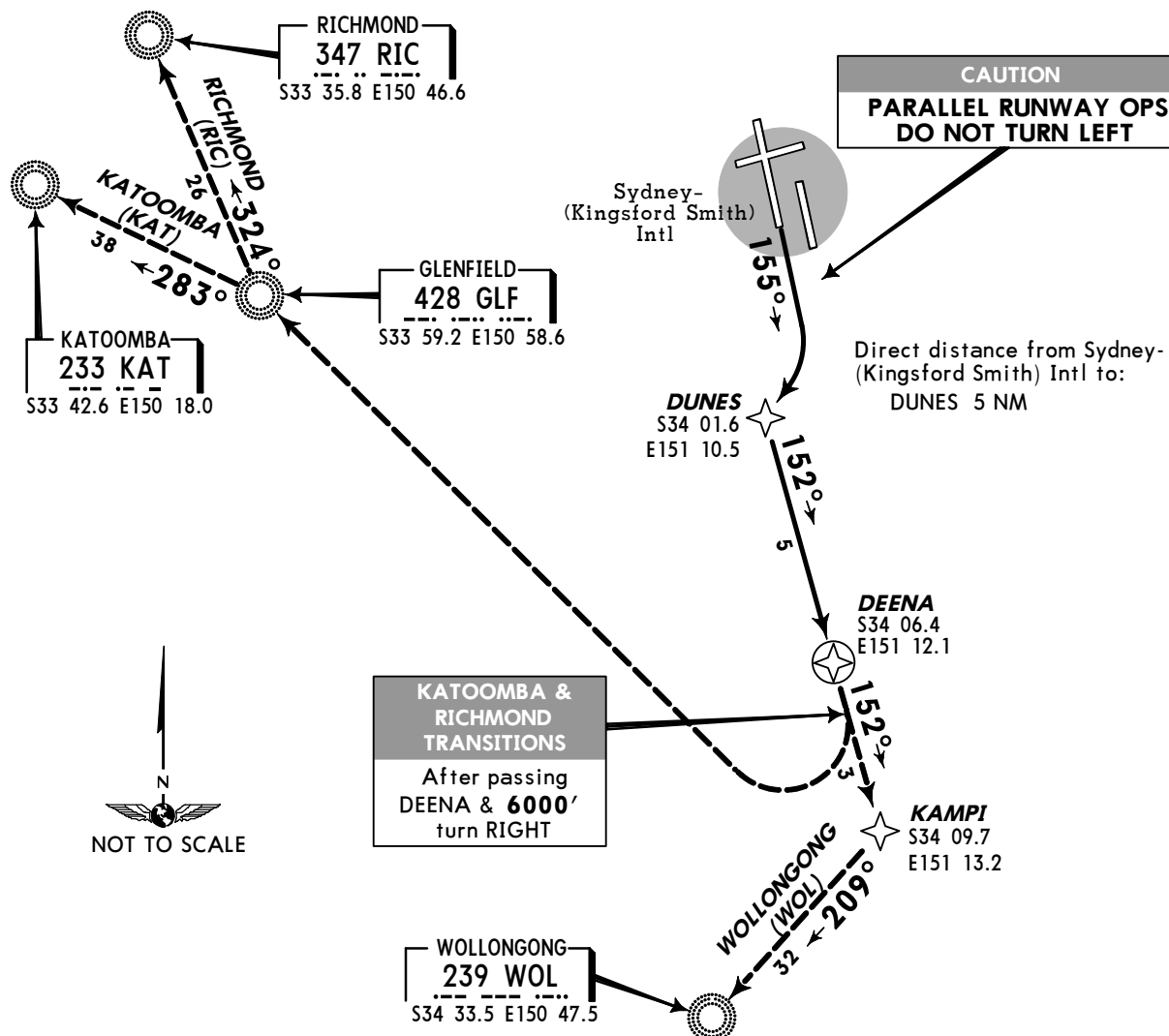
CAUTION: Parallel runway operations - DO NOT TURN LEFT.
Track 155°. As soon as practicable turn RIGHT, track direct to DUNES.
From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

TRANSITIONS

KATOOMBA (KAT): At DEENA, turn RIGHT if through 6000', OR track 152° until past 6000' then turn RIGHT, track direct to GLF NDB. From GLF NDB track 283° to KAT NDB, then as cleared.

RICHMOND (RIC): At DEENA, turn RIGHT if through 6000', OR track 152° until past 6000' then turn RIGHT, track to GLF NDB. From GLF NDB track 324° to RIC NDB, then as cleared.

WOLLONGONG (WOL): At DEENA track 152° to KAMPI. From KAMPI turn RIGHT track 209° to WOL NDB, then as cleared.



SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North **123.0**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 34R

JETS ONLY

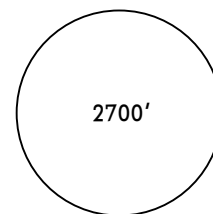
ENTRA FOUR DEPARTURE

[ENTRA4]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.8% TO 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458



MSA ARP
2100' within 10 NM

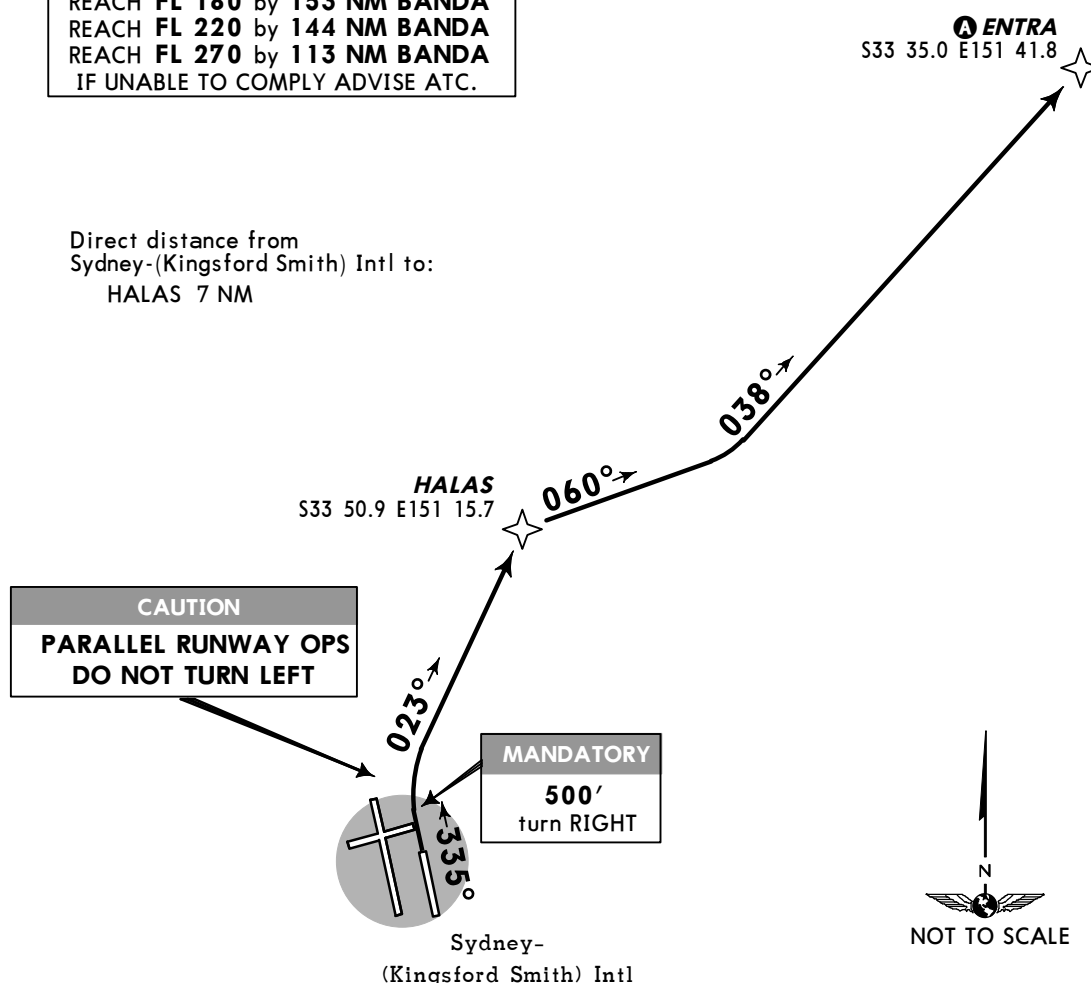
DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
Track 335°. At 500' turn RIGHT intercept and track 023° to HALAS.
At HALAS turn RIGHT, track 060° to intercept and track 038° to ENTRA.
Then as cleared. See SPECIAL REQUIREMENT . **A**

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH **FL 180** by **153 NM BANDA**
REACH **FL 220** by **144 NM BANDA**
REACH **FL 270** by **113 NM BANDA**
IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from
Sydney-(Kingsford Smith) Intl to:
HALAS 7 NM



SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North & East **123.0**
South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

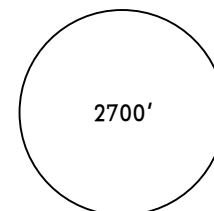
RUNWAY 07

FISHA SIX DEPARTURE
[FISHA6]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428



MSA ARP
2100' within 10 NM

DEPARTURE

Track 062°. At 800' turn RIGHT intercept and track 066° to FISHA then follow transition instructions.

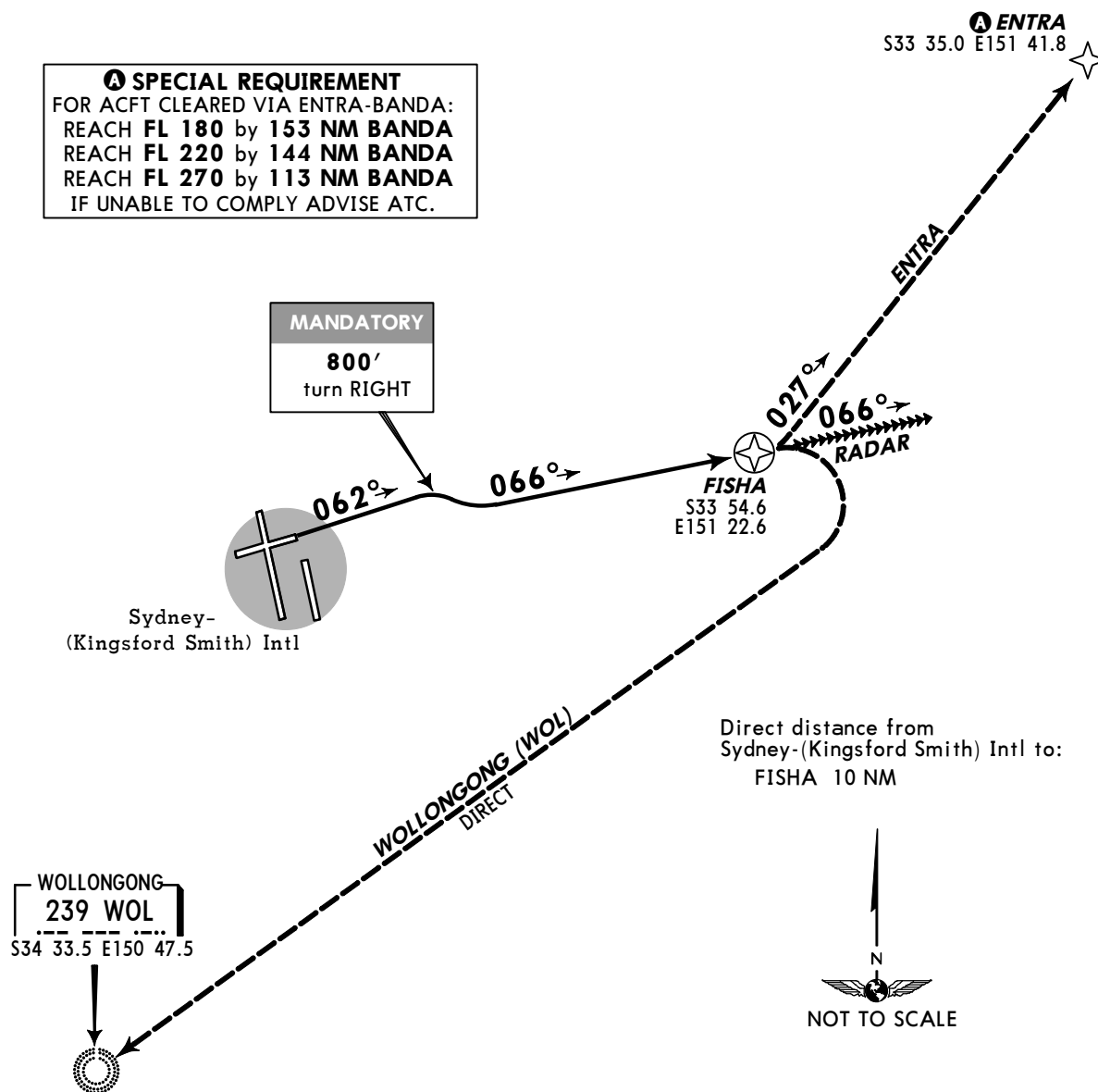
TRANSITIONS

ENTRA: At FISHA turn LEFT. Track direct to ENTRA (approx 027°), then as cleared. See SPECIAL REQUIREMENT **A**

RADAR: At FISHA CONTINUE tracking 066°. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At FISHA turn RIGHT. Track direct to WOL NDB, then as cleared.

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH **FL 180** by **153 NM BANDA**
REACH **FL 220** by **144 NM BANDA**
REACH **FL 270** by **113 NM BANDA**
IF UNABLE TO COMPLY ADVISE ATC.



JEPPESEN 7 NOV 14 (10-3H) Eff 13 Nov

RNAV SID

SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North **123.0**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

RUNWAYS 07 & 16L

KAMBA SIX DEPARTURE [KAMBA6]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:
Rwy 07: 4.7% to 1500'.
Rwy 16L: 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE:

CAUTION: Parallel runway operations
SEE SPECIAL REQUIREMENT **A**

RWY 07: Track 062°. At 600' turn LEFT intercept and track 040° to ENKAS. After passing ENKAS AND after passing 2000' turn LEFT. Track 360° intercept and track 013° to SHORE. Track 013° to KAMBA then follow transition instruction.

RWY 16L: Track 155°. At 500' turn LEFT track 080°. At D7 SY turn LEFT track 360° intercept and track 013° to KAMBA. Intercept track by KAMBA then follow transition instruction.

TRANSITIONS

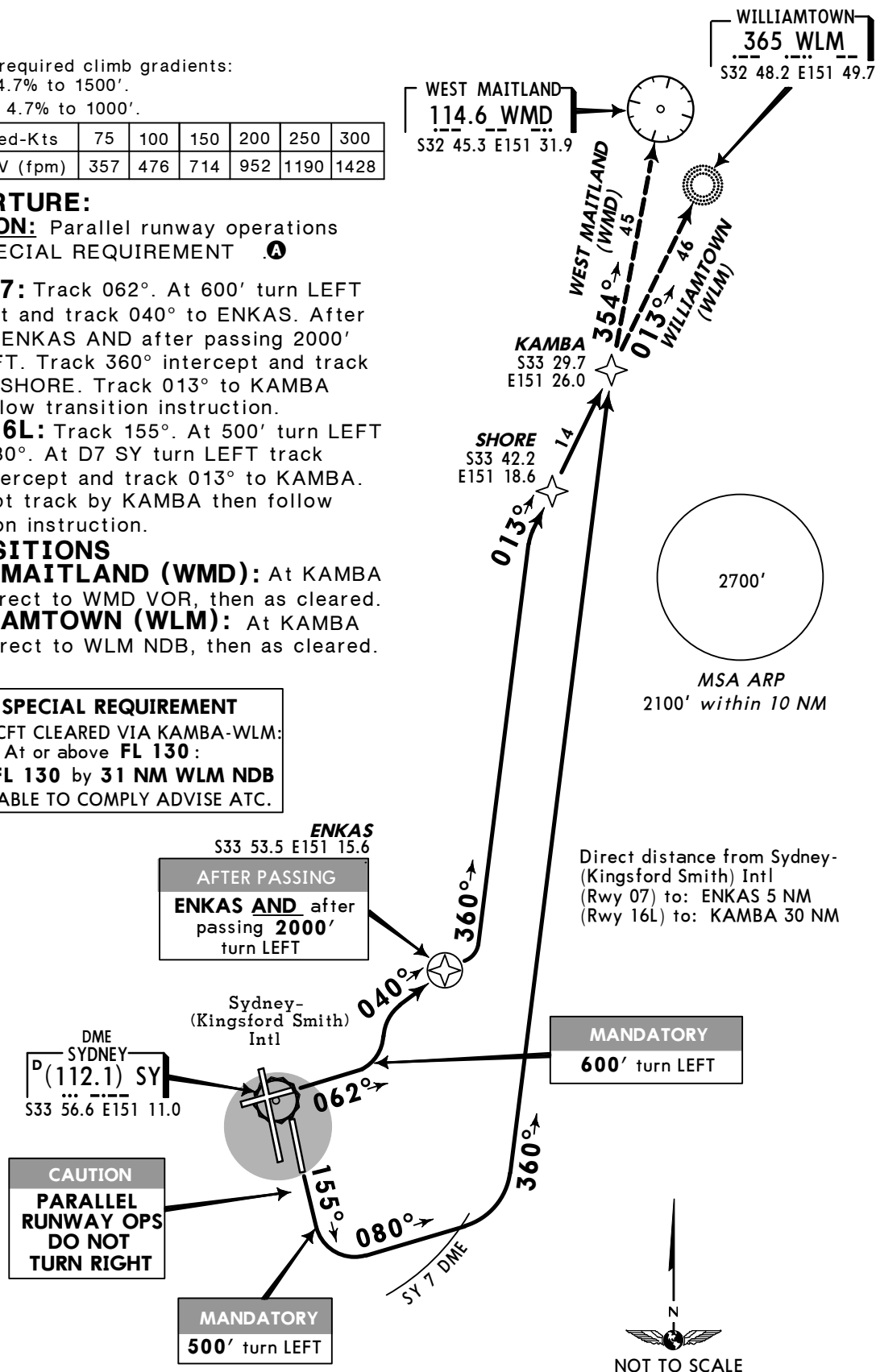
WEST MAITLAND (WMD): At KAMBA track direct to WMD VOR, then as cleared.

WILLIAMTOWN (WLM): At KAMBA track direct to WLM NDB, then as cleared.

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA KAMBA-WLM:
At or above **FL 130**:

REACH **FL 130** by **31 NM WLM NDB**
IF UNABLE TO COMPLY ADVISE ATC.



SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) North & East **123.0**
 South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

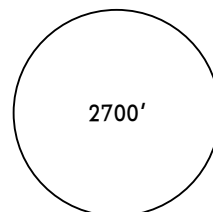
TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

KAMPI TWO DEPARTURE [KAMPI2]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
 2100' within 10 NM

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.

Track 155°. As soon as practicable turn RIGHT track direct to DUNES.

At DUNES turn LEFT track 152° to KAMPI. At KAMPI continue tracking 152°

EXPECT RADAR vectors to cleared route.

For ACFT cleared via ENTRA see SPECIAL REQUIREMENT. **A**

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH **FL 180** by **153 NM BANDA**
 REACH **FL 220** by **144 NM BANDA**
 REACH **FL 270** by **113 NM BANDA**
 IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from Sydney-
 (Kingsford Smith) Intl to:
 DUNES 5 NM

Sydney-
 (Kingsford Smith) Intl

CAUTION

**PARALLEL RUNWAY OPS
 DO NOT TURN LEFT**

DUNES
 S34 01.6
 E151 10.5

KAMPI
 S34 09.7
 E151 13.2



RADAR

JEPPESEN

19 DEC 14

10-3K

SID

SYDNEY Clearance 133.8
 Ground East of RWY 16R/34L 121.7
 West of RWY 16R/34L 126.5 when Clearance inop.
 Departure (R) South 129.7

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

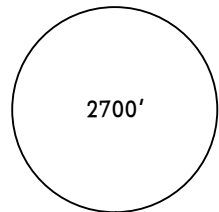
RWY 34L SOUTHWEST

**KATOOMBA (KAT) TWO [KAT2],
 WOLLONGONG (WOL) ONE [WOL1] DEPARTURES**

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 5.9% to 2500'.

Gnd speed-Kts	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792



MSA ARP
 2100' within 10 NM

RWY 34L (JET):

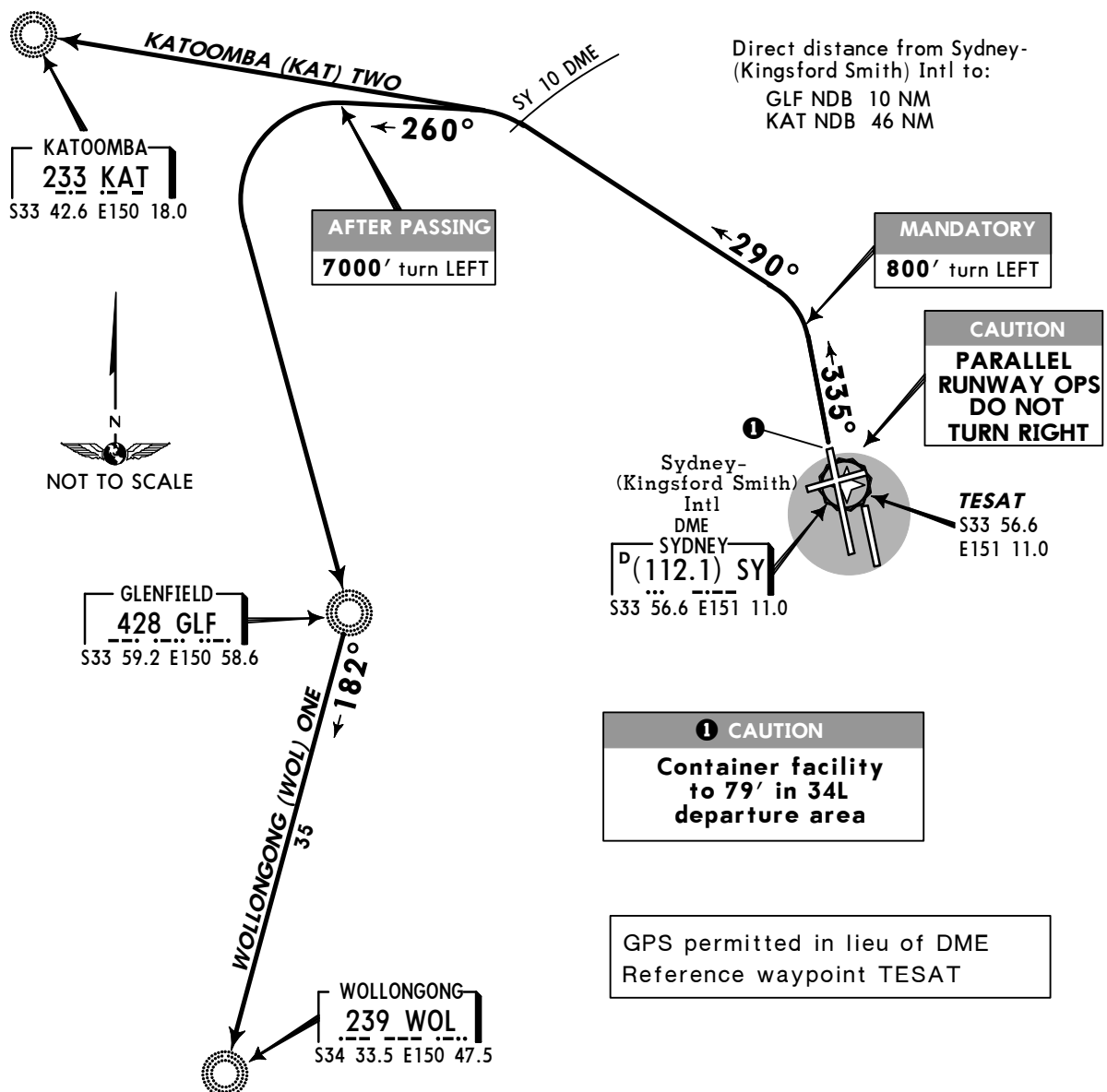
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
 Track 335°. At 800' turn LEFT. Track 290° to SY 10 DME.
 At SY 10 DME turn LEFT.

FOR: KAT

Track direct to KAT NDB, then via cleared route.

FOR: WOL

Track 260°. After passing 7000', turn LEFT. Track direct to GLF NDB.
 From GLF NDB track 182° to WOL NDB, then via cleared route.



JEPPESEN 19 DEC 14 **10-3L**

RNAV SID

SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance
inop.
Departure (R) North & East **123.0**
South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

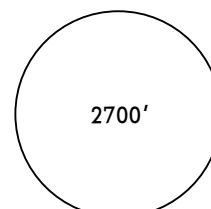
RUNWAY 16L

KEVIN FOUR DEPARTURE
[KEVIN4]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428



MSA ARP
2100' within 10 NM

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
Track 155°. At 500' turn LEFT track 100° intercept and track
128° to KEVIN then follow transition instructions.

TRANSITIONS

ENTRA: At KEVIN turn LEFT track 080°. On passing 10000' turn
LEFT track direct to ENTRA, then as cleared.

See SPECIAL REQUIREMENTS **A**

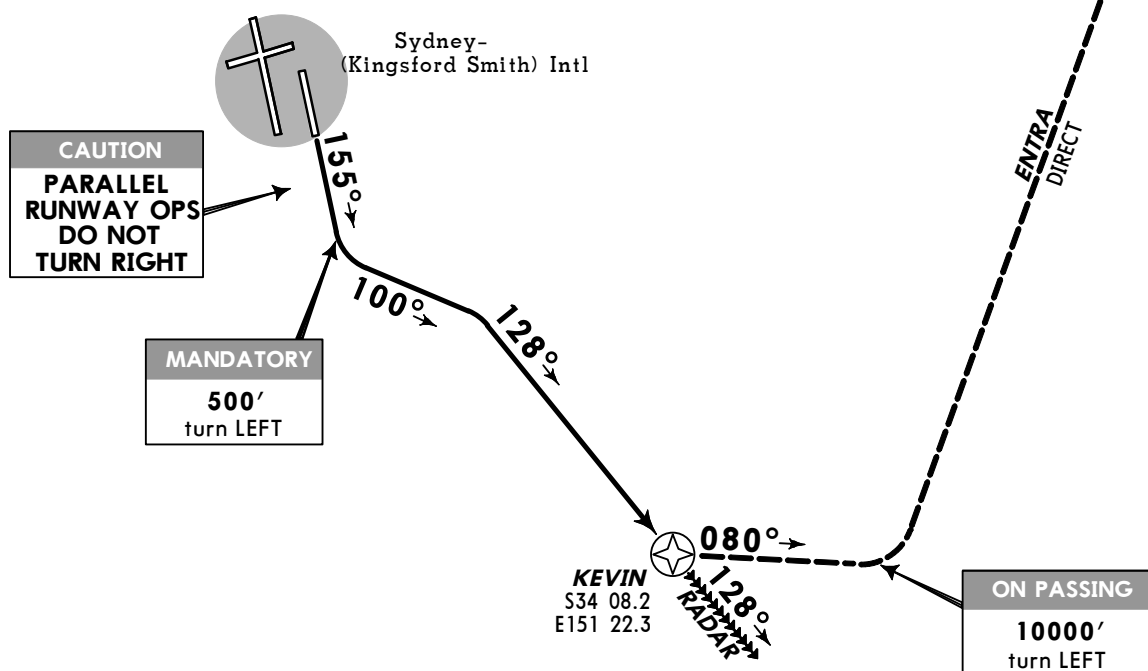
RADAR: At KEVIN CONTINUE tracking 128°. EXPECT RADAR
vectors to cleared route.

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH **FL 180** by **153 NM BANDA**
REACH **FL 220** by **144 NM BANDA**
REACH **FL 270** by **113 NM BANDA**
IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from
Sydney-(Kingsford Smith) Intl to:
KEVIN 15 NM



A ENTRA
S33 35.0 E151 41.8



JEPPESEN 7 NOV 14

(10-3M)

Eff 13 Nov

RNAV SID

SYDNEY Clearance **133.8**
Ground East of RWY 16R/34L **121.7**
West of RWY 16R/34L **126.5** when Clearance inop.
Departure (R) North & East **123.0**
South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

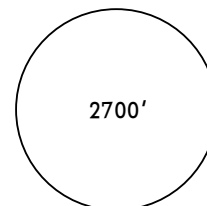
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34R

MARUB FIVE DEPARTURE
[MARUB5]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
2100' within 10 NM

Minimum required climb gradient 4.8% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

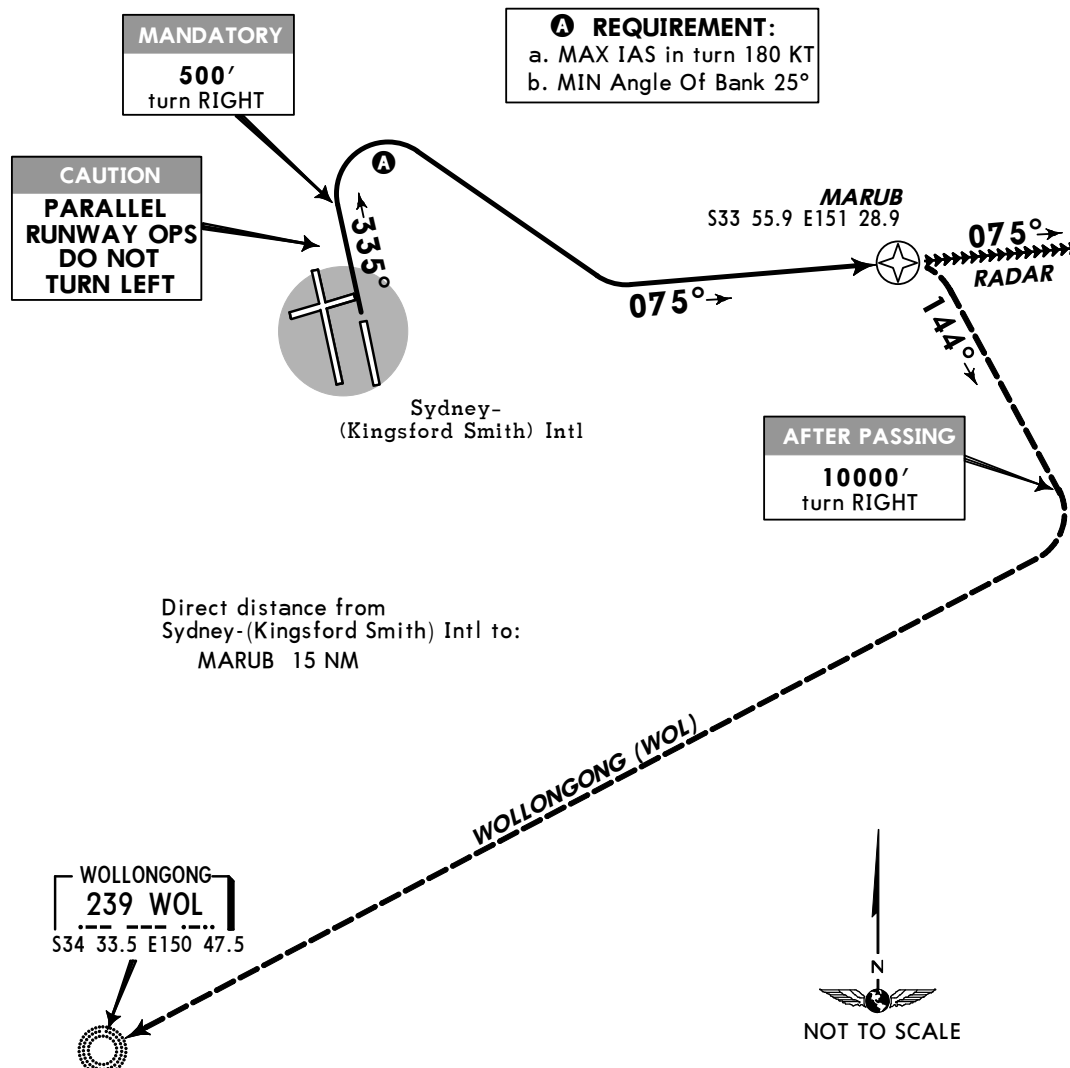
DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
Track 335°. At 500' turn RIGHT **A** intercept and track 075° to MARUB.
Then follow transition instructions.

TRANSITIONS

RADAR: At MARUB continue tracking 075°. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At MARUB turn RIGHT track 144°. After passing 10000' turn RIGHT track to WOL NDB, then as cleared.



JEPPESEN

7 NOV 14

10-3N

Eff 13 Nov

SID

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

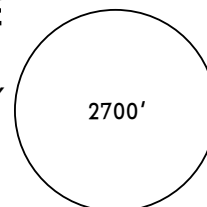
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34L

RICHMOND (RIC) THREE DEPARTURE [RIC3]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
2100' within 10 NM

Minimum required climb gradient 5.6% to 2500'.

Gnd speed-Kts	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

DEPARTURE

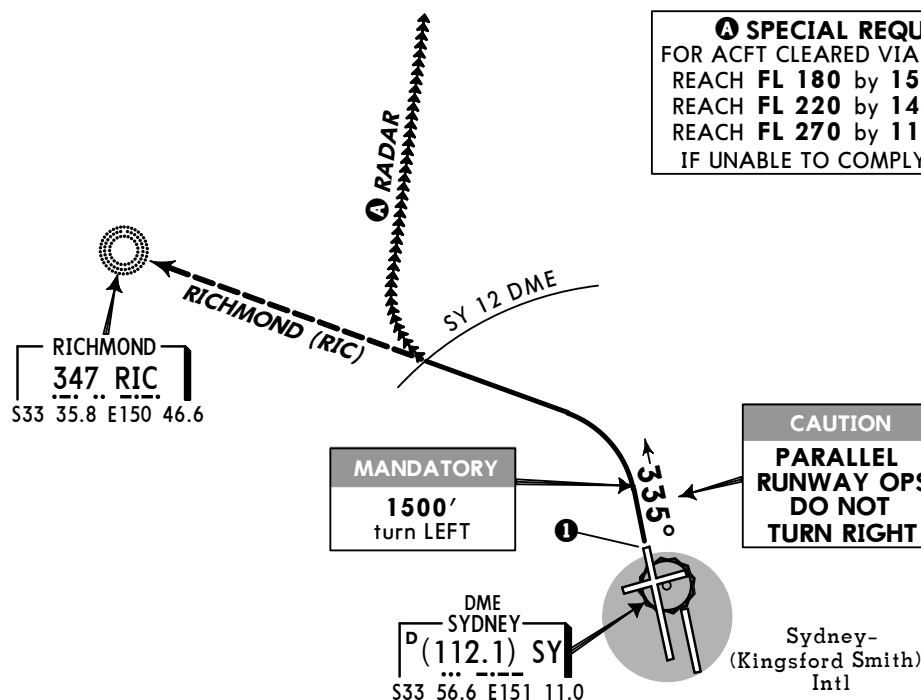
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
Track 335°. At 1500' turn LEFT, track direct RIC NDB, then follow transition instruction.

TRANSITION

RADAR: After passing SY 12 DME, EXPECT RADAR vectors to cleared route.
For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT **A**

RICHMOND (RIC): Track to RIC NDB, then as cleared.

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL 180 by 153 NM BANDA
REACH FL 220 by 144 NM BANDA
REACH FL 270 by 113 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.



Direct distance from
Sydney-(Kingsford Smith) Intl to:
RIC NDB 29 NM

CAUTION
Container facility
to 79' in 34L
departure area



NOISE

YSSY/SYD

10 FEB 06

JEPPESEN

10-4

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

SUMMER (Oct-Mar): Local Time minus 11 HOURS = UTC
WINTER: Local Time minus 10 HOURS = UTC

PREFERRED RUNWAYS**a. 2300-0600 LT (applicable to all aircraft)**

	Landing	Take-off
I 1.	Runway 34L	Runway 16R

b. 0600-0700 LT Mon-Sat and 0600-0800 LT Sun

	Landing	Take-off
1.	Runway 34L	Runway 16L
2.	Runway 34L	Runways 16L and 16R
3.	Runways 34L and 34R	Runway 25
	Runway 25	Runways 16L and 16R
	Runway 07	Runways 16L and 16R
4.	Runways 16L and 16R	Runways 16L and 16R
I	Runways 34L and 34R	Runways 34L and 34R
5.	Runway 07 or 25	Runway 07 or 25

c. 0700-2245 LT Mon-Fri, 0700-2200 LT Sat and 0800-2200 LT Sun

	Landing	Take-off
1.	Runway 34L	Runway 16L
2.	Runway 07	Runways 16L and 16R
	Runways 34L and 34R	Runway 25
	Runway 25	Runways 16L and 16R
3.	Runways 16L and 16R	Runways 16L and 16R
	Runways 34L and 34R	Runways 34L and 34R
4.	Runway 07 or 25	Runway 07 or 25

d. 2200-2245 LT Sat and Sun

	Landing	Take-off
1.	Runway 34L	Runway 16L
2.	Runway 34L	Runways 16L and 16R
3.	Runway 25	Runways 16L and 16R
4.	Runway 07	Runways 16L and 16R
5.	Runways 34L and 34R	Runway 25
6.	Runways 16L and 16R	Runways 16L and 16R
I	Runways 34L and 34R	Runways 34L and 34R
7.	Runway 07 or 25	Runway 07 or 25

e. 2245-2300 LT

	Landing	Take-off
1.	Runway 34L	Runway 16L
2.	Runway 34L	Runways 16L and 16R
3.	Runway 25	Runways 16L and 16R
	Runway 07	Runways 16L and 16R
4.	Runways 16L and 16R	Runways 16L and 16R

Jet noise abatement climb procedures apply for the following runways:

Runway 16R 2300-0600 HR local time

Runways 34L and 34R at other times.

YSSY/SYD

10 FEB 06

JEPPESEN

10-4A

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

The departure procedure to be used on a specific departure should satisfy the noise abatement objectives of the aerodrome operator in alleviating noise either close to the aerodrome or distant from the aerodrome. Examples of such procedures are given in PANS-OPS Vol. I, Part V, Chapter 3 (NADP 1 and NADP2).

Operators of aircraft which have engines with a by-pass ratio greater than 3.5:1 may use the procedure detailed below as an alternative:

- a. climb at V2+10KT to V2+20KT - or body angle limit speed; and
 - b. maintain take-off power to a height above the aerodrome of 1000ft:
 - c. then maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flap on schedule;
 - d. then reduce to normal climb power/thrust; and
- Note: For aeroplanes with slow flap retraction, reduce power/ thrust at an intermediate flap setting.*
- e. continue climb at not greater than VZF+10KT to a height above the aerodrome of 3000ft:
 - f. accelerate smoothly to en route climb speed; and
 - g. maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

Notwithstanding the wind requirement cited in Jeppesen NOISE ABATEMENT PROCEDURES, the following maximum crosswind / downwind components apply to ATC nominated runways:

- | | | |
|----------|---|---|
| DRY RWYS | - | Max crosswind 20 kts / Max downwind 5 kts |
| WET RWYS | - | Max crosswind 20 kts / No downwind |
| | - | Max crosswind 15 kts / Max downwind 5 kts |

For jet arrivals, ATC will not nominate runways other than 16R or 34L when the runways are wet with a downwind component.

PREFERRED FLIGHT PATHS**a. Arriving Aircraft**

These procedures will apply to all aircraft between 1900 and 0700 local time.

NOTE: For arriving jet aircraft landing Runways 34L/R, preferred flight path procedures apply at all times.

1. Arriving jet aircraft landing Runway 07 will not be permitted to descend below 3000' over built-up areas until aligned with the runway centerline prior to GLF. For arriving jet aircraft landing Runway 25, preferred flight path procedures apply. Further, to assist with noise reduction in the Sydney Terminal Area, it is recommended that, as far as is practicable and to the extent that ATC speed control requirements permit, pilots delay the deployment of flaps until operationally required.
2. Other arriving aircraft will not be permitted to descend below 2000' over built-up areas until aligned with the runway centerline.
3. ATC will route aircraft over less noise-sensitive areas to the various runways whenever possible. Frequent use will be made of seaward tracking during the night hours.

b. Departing Aircraft

ATC will route departing jet aircraft via Standard Instrument Departures which, where applicable, are contained within designated flight corridors, and other aircraft over less noise sensitive areas.

YSSY/SYD

12 NOV 10

Eff 18 Nov**JEPPESEN****10-4B****SYDNEY, NSW, AUSTRALIA****-(KINGSFORD SMITH) INTL****NOISE ABATEMENT PROCEDURES****TRAINING FLIGHTS**

NOTE: Pilots intending to conduct airwork, other than ILS training, in the Sydney Terminal Area must obtain preflight briefing and approval from Sydney ATC, Phone 02 9556 6875 or 9556 6564.

- a. Training is not permitted at Sydney except as set out in the following paragraphs.
- b. At any time, arriving scheduled aircraft may be permitted to carry out a practice ILS or LOC approach at the conclusion of each leg of flights to Sydney, provided that:
 - 1. the pilot-in-command has stated that the approach is required for license renewal purposes; or
 - 2. the aircraft lands straight ahead and does not use a runway other than the runway currently in use, merely for the purpose of carrying out the practice.
- c. All training is at the discretion of ATC as traffic and workload permit.
- d. ILS training is also available at Richmond, NSW. See Richmond, NSW 10-4 for conditions.
- e. Flying Operations Inspector test and check flights are permitted on any of the aids in the Sydney Terminal Area, subject to appropriate warning and ATC traffic handling capacity.
- f. No helicopter training is permitted to or from the heliport.
- g. Airline companies may carry out aircraft checking and testing flights, other than under asymmetric conditions, but these will be limited to two circuits by any one company in one day.
- h. Military aircraft on practice ILS or LOC approach must intercept the LOC at or above 3000 feet.

CURFEW**a. Introduction**

The Sydney Airport Curfew Act 1995, the Sydney Airport Curfew Regulations and the Air Navigation (Aerodrome Curfew) Regulations regulate movements at Sydney (Kingsford-Smith) Aerodrome between 2300-0600 hours local time. Additional restrictions apply daily between 2245-2300 hours local time, and on Saturdays and Sundays between 0600-0700 and 2200-2300 hours local time.

The Act contains provisions for severe penalties for any unauthorized operations between the above times and for failure to provide information or the provision of false information.

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

The restrictions listed in this paragraph are applicable to all aircraft, including propeller driven aircraft, over 34,000kg MTOW. There are some concessions for specified classes of aircraft which are listed in the section titled 'Concessions for International Aircraft'.

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SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES**c. Group of Aircraft that can Operate**

Only the following aircraft may take off or land at Sydney Aerodrome between 2300 and 0600 hours local time:

1. Propeller-driven aircraft with a MTOW of 34,000kg (74,957 lbs) or less that meet the noise level requirements of ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10 (as appropriate to the aircraft classification).
2. The following types of aircraft:

BAe 125-800B;	*Gulfstream V
Beech 400A/Beechjet 400A/ Hawker 400XP	Hawker 800XP/850XP/Horizon
Canadair Challenger 300/601/ 604	HS 125-700B
Cessna 680	Learjet 31A/35/36/40/45XR/60
Cessna Citation 500/525/550/ 560/650/750	Legacy EMB-135
Falcon 10/50/50EX/200/900/ 900C/900EX/2000/2000EX	Mitsubishi MU-300
*Global Express	Premier 1/1A
*Global 5000	Westwind 1124
*Gulfstream IV/SP/G300/ G350/G400/G450/G500/G550	

*Must have a maximum take-off weight of 34,000kg (74,957 lbs) or less

d. Available Runways

All aircraft permitted to operate during the curfew period, and during the restricted times around the curfew period, must use the following runways, unless the provisions of paragraphs e. or f. apply:

1. for landing:
 - (a) 0600-0700 local time & 2200-2300 local time (Sat & Sun) only Rwy 34L, unless another runway is nominated by Air Traffic Control;
 - (b) 2300-0600 local time (Daily) only Rwy 34L;
2. for take-off:
 - (a) 0600-0700 local time & 2200-2245 local time (Sat & Sun) only Rwy 16R or 16L, unless another runway is nominated by Air Traffic Control;
 - (b) 2245-2300 local time (Daily) only Rwy 16R or 16L;
 - (c) 2300-0600 local time (Daily) only Rwy 16R, south of the intersection of taxiway G.

NOTE: Aircraft that receive a taxi clearance prior to the commencement of the curfew period (2300 local time) but subsequently depart after the commencement of the curfew MAY use the full length of the runway and are not required to reposition south of the intersection of Rwy 16R and taxiway G.

- (d) If an aircraft receives taxi clearance prior to 2300, it may take off from Rwy 16R even though the departure time may be within the curfew period.

e. Exemptions

These restrictions to operations do not apply to a flight under the following circumstances:

1. The aircraft is being used for or in connection with:
 - (a) a search and rescue operation;
 - (b) a medical emergency;
 - (c) a natural disaster;
2. the pilot of the aircraft has declared an in-flight emergency;

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NOISE ABATEMENT PROCEDURES

3. the aircraft has insufficient fuel to be diverted to another airport;
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.

f. Dispensations

Dispensation from these conditions requires the approval of the Minister for Transport. The Minister, or a delegate of the Minister, may approve operations in exceptional circumstances having regard to the guidelines for approval of dispensations.

Requests for dispensations and copies of the guidelines should be made via telephone 1300 307 288 or email to: transport.security@infrastructure.gov.au.

g. Reverse Thrust During the Curfew Period

Pilots of aircraft must use the minimum reverse thrust necessary for the safe operation of the aircraft. Pilots of aircraft shall not plan to land at Sydney if any unserviceability in the aircraft would mean that reverse thrust greater than reverse idle must be used.

If the pilot of an aircraft uses reverse thrust that is greater than idle reverse thrust, the operator must, no later than 7 days after landing, give a reverse thrust return including the following details:

1. the date and time,
2. the aircraft registration, operator and type,
3. the engine type, and
4. the reason why reverse thrust greater than at idle power was used.

The return is to be lodged with Airservices Australia at the following address:

Manager, Environment Monitoring
Airservices Australia
GPO Box 367, Canberra ACT 2601

or a facsimile sent to: (02) 6268 4201.

Notification of the use of reverse thrust greater than at idle power will not be issued to operators by Airservices.

h. Missed Approaches During the Curfew Period

If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, no later than 7 days after the attempted landing, give a missed approach return including the following details:

1. date and time;
2. the aircraft registration, operator and type;
3. the reasons for the missed approach, including the wind conditions prevailing at the time; and
4. the downwind limits for landing as specified in the aircraft's flight manual.

The return is to be lodged with Airservices Australia at the following address:

Manager, Environment Operations
Airservices Australia
GPO Box 367, Canberra ACT 2601

or a facsimile sent to: (02) 6268 4201.

Notification of missed approach incidents will not be issued to operators by Airservices.

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SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE**NOISE ABATEMENT PROCEDURES****i. Classification of Aircraft**

The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Manager, Environment Monitoring, at the address shown in paragraph g.

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided that the total number of flights for all operators does not exceed the following quota;

- no more than twenty four landings between 0500 and 0600 local time in any one week.

Slot allocation to operate within the quota can be obtained from:

Airport Coordination Australia Pty. Ltd.
3/1227 Sydney International Terminal
P.O. Box 332
Mascot NSW 1460

Telephone: (02) 9313 5469

Facsimile: (02) 9313 4210

SITA: HDQACXH

E-mail: coordaus@magna.com.au

DESIGNATED FLIGHT CORRIDORS**a. Introduction**

The Air Navigation (Aerodrome Flight Corridors) Regulations regulate flight corridors used by jet aircraft at Sydney (Kingsford-Smith) Aerodrome. The Regulations contain provisions for penalties for contravention or failure to comply with the relevant designated flight corridor.

b. Use of Flight Corridors

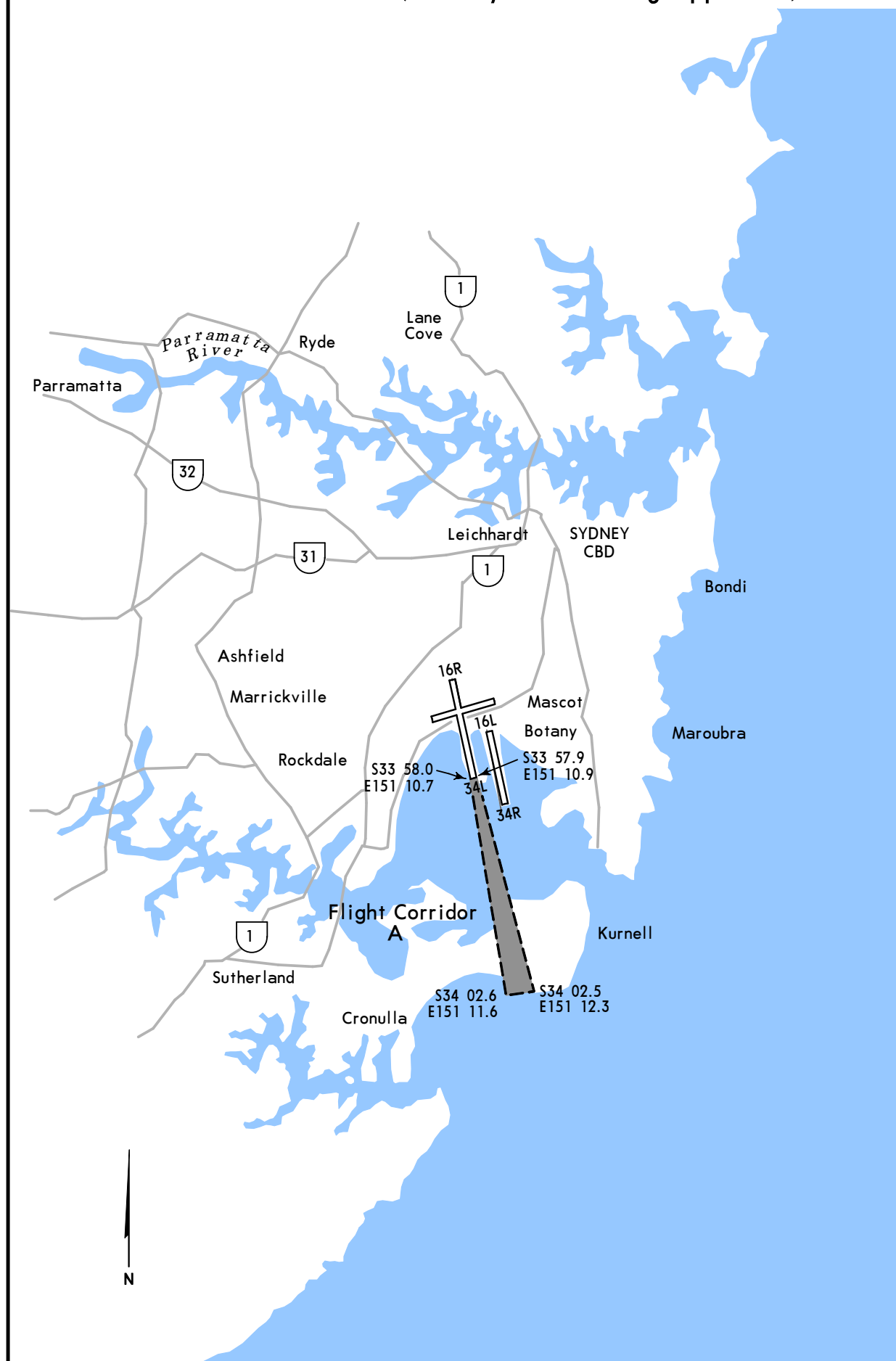
Arriving and departing jet aircraft must fly within, and not deviate from, the appropriate designated flight corridor for the runway, except when instructed or approved otherwise by ATC for safety reasons. During curfew hours, this requirement applies to ALL aircraft.

c. Designated Flight Corridors

The Sydney Airport Jet Instrument Arrival and Departure flight corridors designated for the runways are depicted on the following pages.

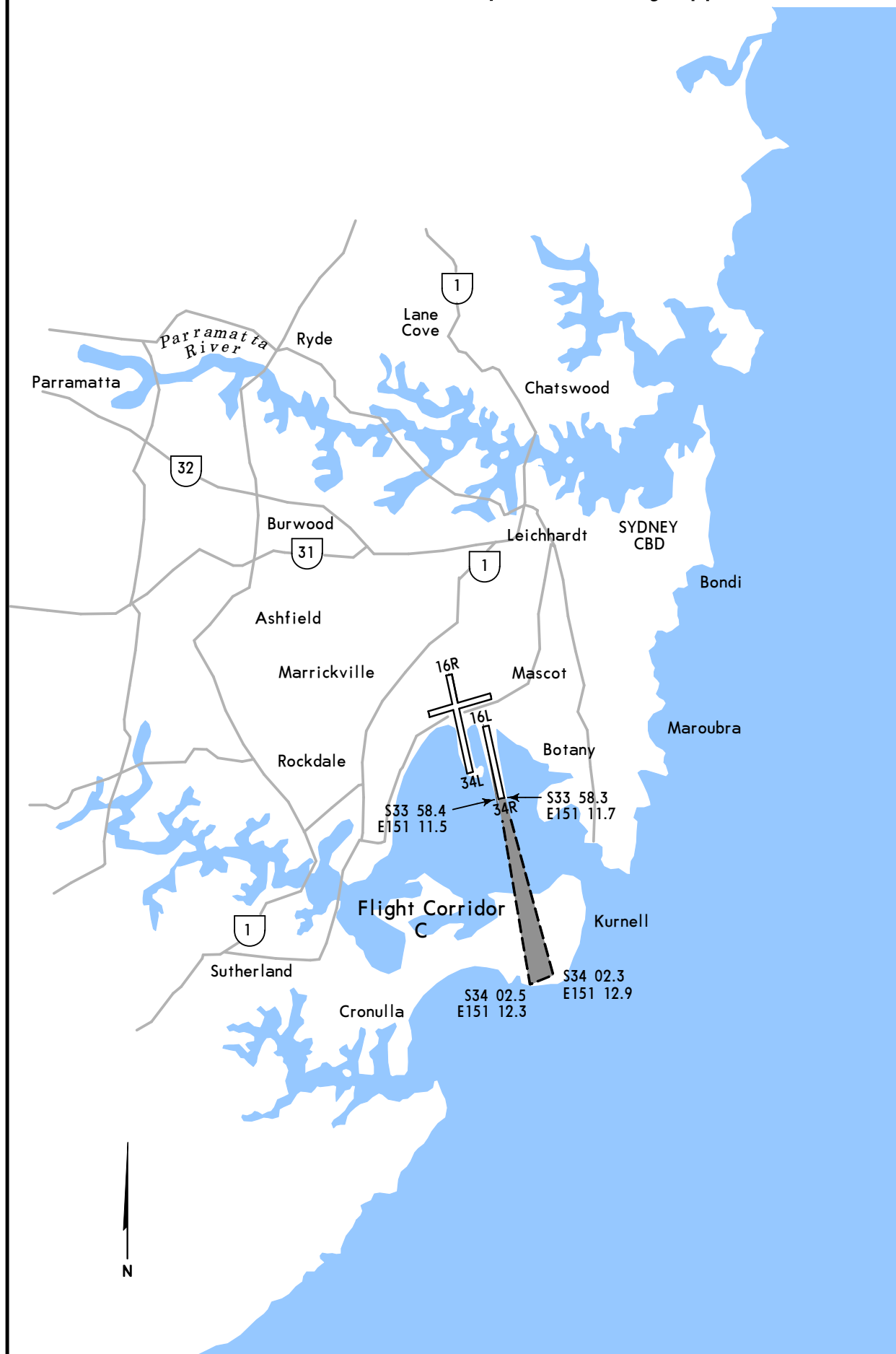
NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



NOISE ABATEMENT PROCEDURES

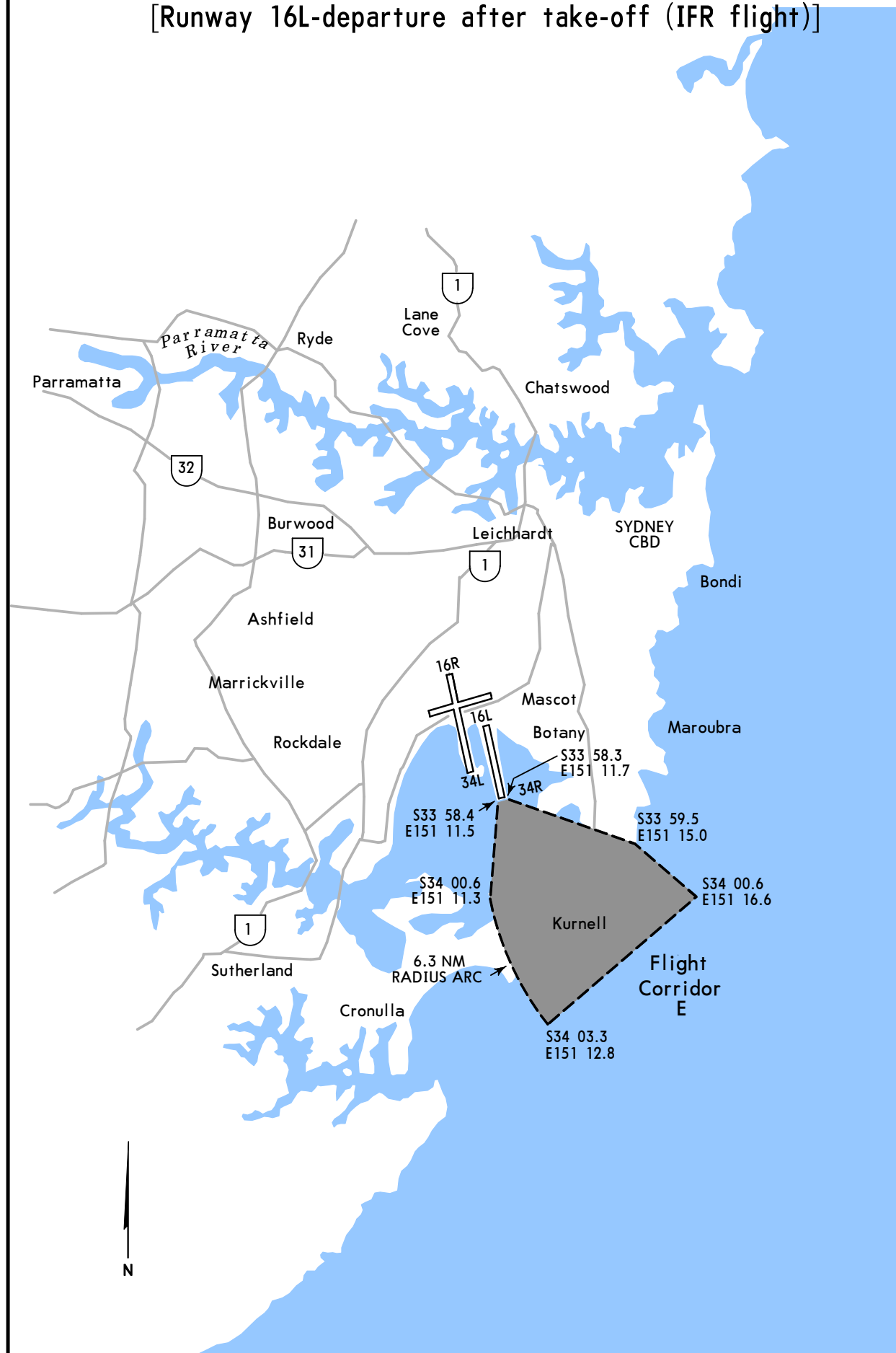
FLIGHT CORRIDOR C (Runway 34R-landing approach)



NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR E

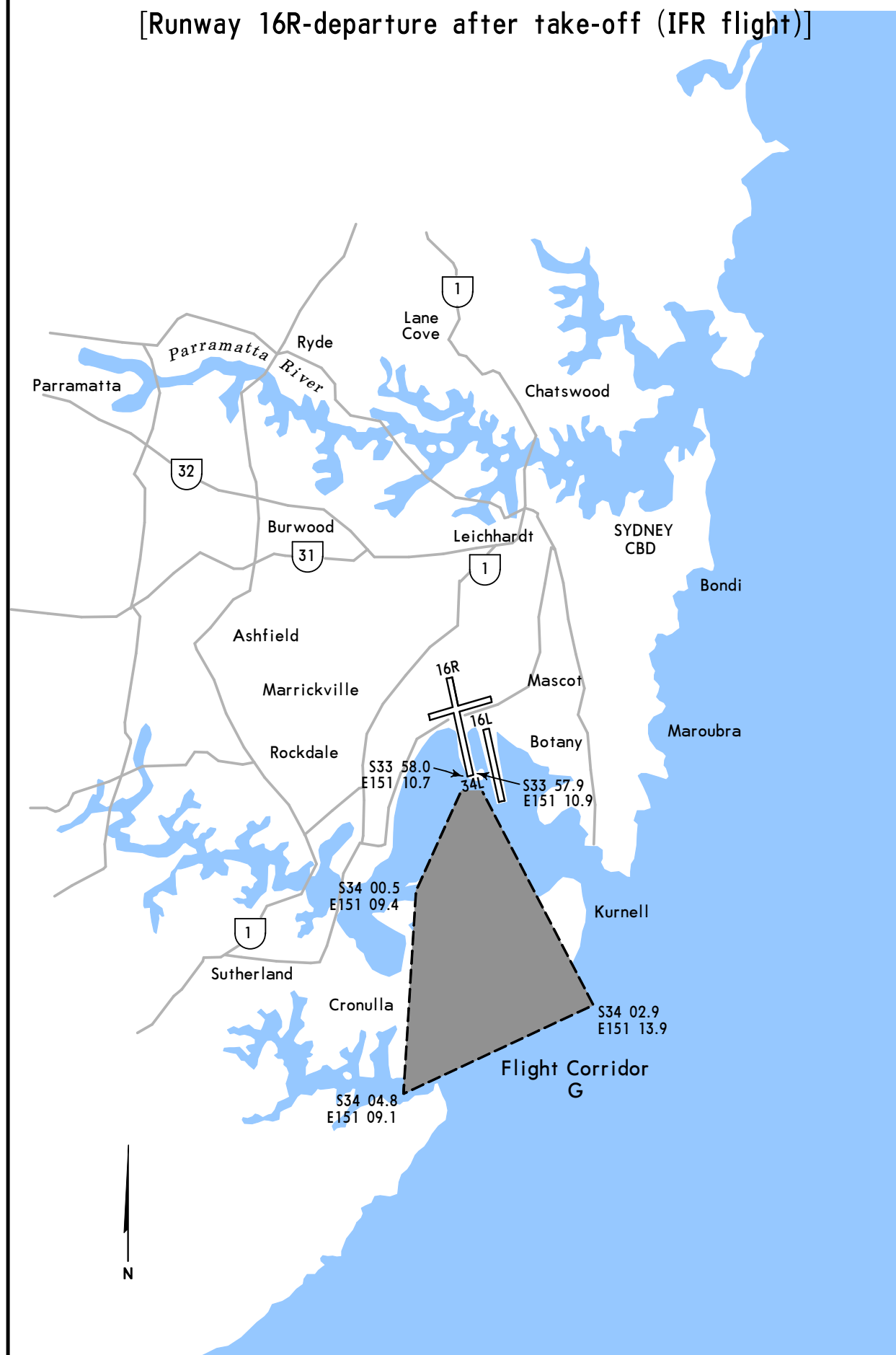
[Runway 16L-departure after take-off (IFR flight)]



NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR G

[Runway 16R-departure after take-off (IFR flight)]



TAXI

YSSY/SYD

**JEPPESEN SYDNEY, NSW, AUSTRALIA**

6 JUN 14

(10-6)

-(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES**ARRIVALS******ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

Arrival Runway	Route
16R/34L, 16L/34R**	Via B

**DOM1 (Bays 1-10)
DOM1A (Bays 64-70)**

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B2

Taxiway C (Bays 11-14)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, C1

Taxiway C (Bays 16-19)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, F

Taxiway C (Bays 49, 53, 55)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B3

Taxiway C (Bays 57, 59)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4

DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4, C2

DOM2 (Bays 43, 45A)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4

For A330-200: DOM2 (Bay 39, 45)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G, DOM2

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)**DOM3A (Bays F7-F12)****DOM3B (Bays F13-F16)****DOM4 (Bays 90-94)****DOM5 (All Bays)****DOM6 (Bays 98, 99)**

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G

**** Supplementary Information for aircraft landing 16L/34R****

Arrival Runway	Route
16L	Via T, L
34R (Exit T2)	Via U, U1, L
34R (Exit U1, L)	Via L

Remain on TWR frequency until west of TWY S then contact Ground.

Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.

TAXI

YSSY/SYD

**JEPPESEN SYDNEY, NSW, AUSTRALIA**

6 JUN 14

(10-6A)

-(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES**DEPARTURES**

(Note: Applicable only to aircraft with wingspans of 200' (61m) or less)

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

DEP RWY	Route	DEP RWY	Route
16R	Via B1	34L - Prop	Via B1, C, B10
16L	Via B1, C, B10	34L - Jet	Via B1, C, L, A, A6
		34R	Via B1, C, B10, S, T, T6

DOM1 (Bays 1-10)**DOM1A (Bays 64-70)****Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)**

DEP RWY	Route	DEP RWY	Route
16R	As instructed by ATC	34L - Prop	Via C, B10
16L	Via C, B10	34L - Jet	Via C, L, A, A6
		34R	Via C, B10, S, T, T6

DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)

DEP RWY	Route	DEP RWY	Route
16R	Via C2, B4, then as instructed by ATC	34L - Prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - Jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

DOM2 (Bays 43, 45A)

DEP RWY	Route	DEP RWY	Route
16R	Via B4 then as instructed by ATC	34L - Prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - Jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

For A330-200: DOM2 (Bays 39, 45)

DEP RWY	Route	DEP RWY	Route
16R	Via DOM2, G, B then as instructed by ATC	34L	Via DOM2, C, L, A, A6
16L	Via DOM2, C, B10	34R	Via DOM2, C, B10, S, T, T6

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)**DOM3A (Bays F7-F12)****DOM3B (Bays F13-F16)**

DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - Prop	Via G, C, B10
16L	Via G, C, B10	34L - Jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

DOM4 (Bays 90, 94)**DOM5 (All Bays)****DOM6 (Bays 98, 99)**

DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - Prop	Via G, C, B10
16L	Via G, C, B10	34L - Jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

YSSY/SYD

 **JEPPESEN** SYDNEY, NSW, AUSTRALIA
 23 MAY 14 **10-6B** **Eff 29 May** - (KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

Independent visual approaches (IVA) may be used at Sydney during parallel operations in the Rwy 16 or Rwy 34 direction. Depending on the meteorological conditions they may be initiated from a circuit or from an ILS approach once the pilot is visual.

Important instructions and advisory information for pilots:

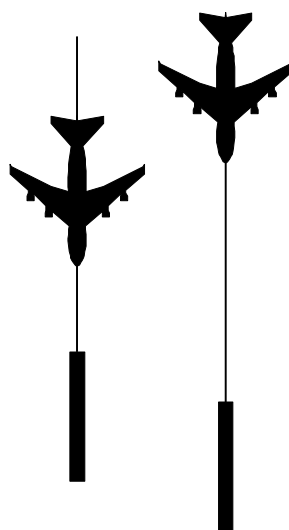
- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline.
Standard terminal area speeds apply, 160-185 Kt 10 NM from Threshold and 150-160 Kt 5 NM from Threshold.
- Fly accurate headings when being vectored to final.
- The vector for final will not be greater than 30 degrees.
- Remain on the DIR frequency until you are established on final.
- ATC will provide surveillance or vertical separation until cleared for an independent visual approach.
- Do not pass through your assigned runway centerline.
- Other aircraft will be operating on the adjacent approach.
- Traffic information will be provided if another aircraft is within 1 NM on final.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the aircraft's flight manual.
- The phraseology will include "cleared independent visual approach."
- Accurately track the extended runway centerline.
- Once you are cleared for the "independent visual approach" then the requirements of the procedure must be followed.
- If for any reason, including radio failure or radio congestion, contact cannot be established or maintained with DIR such that it prevents an instruction being issued by ATC or a vectoring request being made by the flight crew to enable intercept of the final approach course for the runway assigned, then an aircraft should initiate a turn in order to track the extended centerline of the runway assigned.
- The layout of Sydney aerodrome has shown that wake turbulence encounters are possible even though the required standard is in place.
- The ILS critical area is not protected.

YSSY/SYD

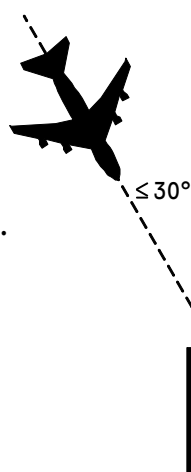
JEPPESEN SYDNEY, NSW, AUSTRALIA
23 MAY 14 **10-6C** **Eff 29 May** -(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

Both these aircraft only
have to report visual if
on localizer



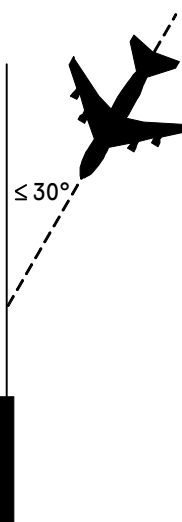
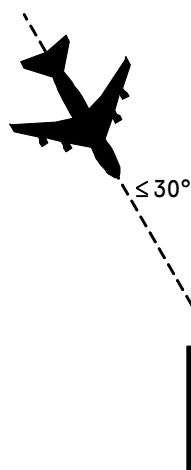
This aircraft must have
reported runway in sight.



This aircraft only has
to report visual if on
localizer



Both aircraft have to
report runway in sight.



YSSY/SYD

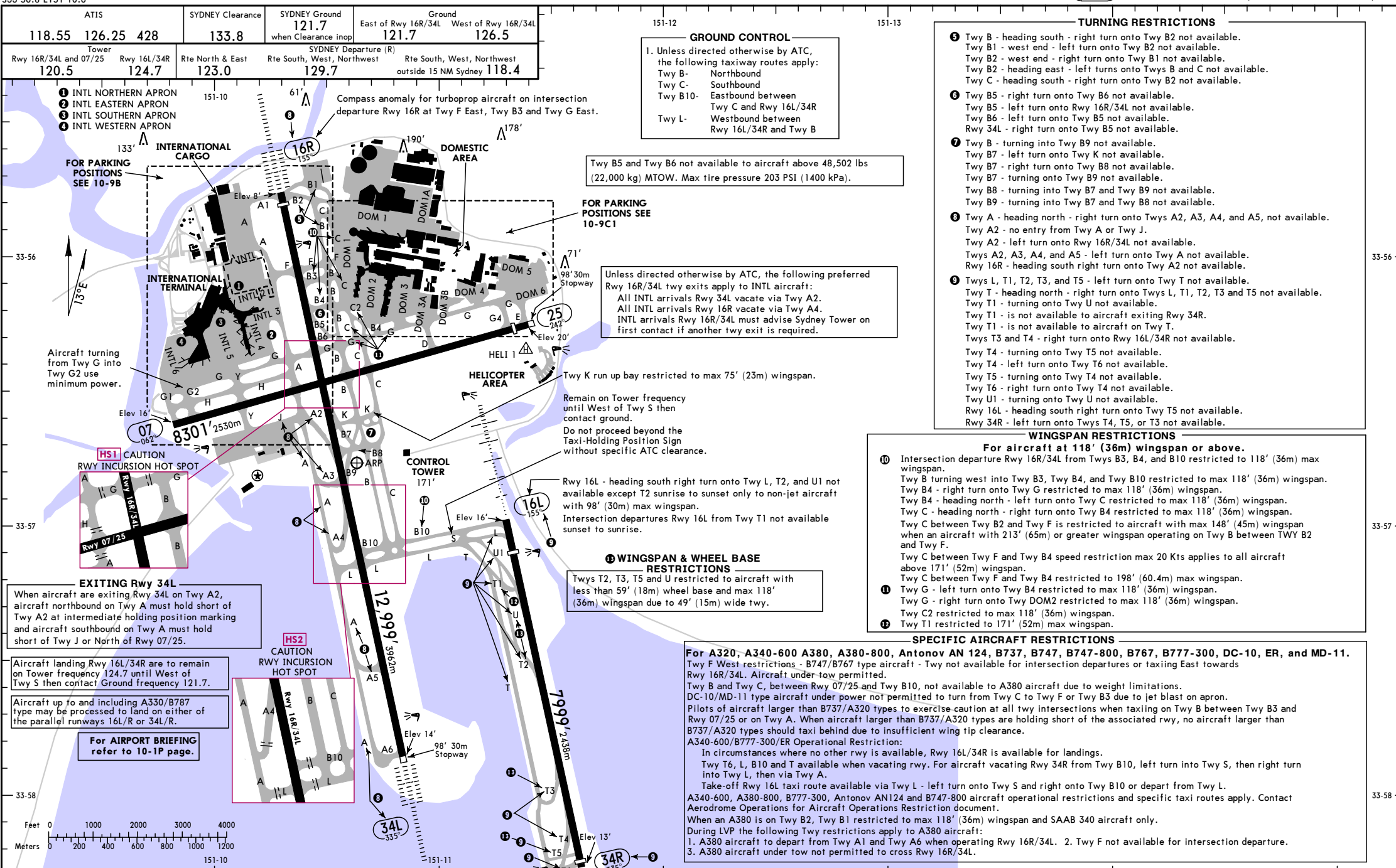
Apt Elev 21'
533 56.8 E151 10.6

JEPPESEN

SYDNEY, NSW, AUSTRALIA

8 MAY 15 10-9

-(KINGSFORD SMITH) INT



YSSY/SYD



SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

GENERAL

CAUTION: Birds in vicinity of airport.

CAUTION required during turns as normal clearance to pavement edge may not be available.

Circling approach to Rwy 16L/34R at night is not permitted.

Taxiway intersection markings are not provided at all taxiway intersections. Where provided, taxiway intersection markings are not lit.

Aircraft under tow, when crossing a runway in use, have equal priority to other aircraft.

All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.

Jet aircraft under power not permitted to make 180° turns on taxiways and aprons.

One engine only permitted to start prior to push back. Aircraft with rear mounted engines 171' (52m) and above not permitted to start on taxiway where a building is located behind the aircraft. Aircraft permitted to start second engine at commencement of tow forward or when located at tow bar disconnect point.

Aircraft to use minimum power while entering and exiting aprons.

Pilots of four engine aircraft are to exercise caution when applying power on outboard engines while taxiing.

Access to corporate aviation apron restricted to 48,502 lbs (22,000 kg) MTOW/98' (30m) maximum wingspan and below. Aircraft in excess of this are to contact Aerodrome operations prior to arrival for parking arrangements. Maximum 112' (34m) wingspan available to Bay 96 only.

Ground Based Augmentation System (GBAS) available for CAT I precision approaches to all runways. restricted to CASA authorized operators.

Ground Based Augmentation System (GBAS) available for use by operators and pilots authorized to conduct GBAS Landing System by the National Aviation Authority of the State of registration of the aircraft.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07	① HIRL ① REIL ① PAPI (angle 3.0°, MEHT 64') RVR grooved		7240' 2207m		148' 45m
25	① HIRL ① PAPI (angle 3.0°, MEHT 64') RVR	7969' 2429m	7097' 2163m		

① Standby power available.

16R ② 34L	HIRL REIL CL ALSF-II TDZ ③ PAPI grooved RVR	12,720' 3877m	11,765' 3586m		148' 45m
			12,034' 3668m		

② Standby power available.

③ (angle 3.0°, MEHT 64')

16L 34R	① HIRL ① HIALS ① PAPI (angle 3.0°, MEHT 53') RVR grooved	7241' 2207m	6217' 1895m		148' 45m
	① HIRL ① REIL ① PAPI (angle 3.0°, MEHT 53') RVR	7874' 2400m	6851' 2088m		

① Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.

1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.

1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.

1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

2.1 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.

2.2 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.

2.3 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	Preferred TWY Exits	LED
07	Non jet	B	4111' 1253m
	Jet except A388, B748, A346, B773	D	6119' 1865m
	A388, B748, A346, B773	G4	7897' 2407m
16L	Non jet	T3	5272' 1607m
	Jet	T4	6444' 1964m
16R	Domestic Terminal - All aircraft types	B7	5079' 1548m
	International Terminal - All aircraft types	A4	7310' 2228m
25	Non jet	B	3934' 1199m
	Jet	Y	6404' 1952m
34L	Domestic Terminal - All aircraft types	B9	6522' 1988m
	International Terminal - All aircraft types	A2	7169' 2185m
34R	Non jet	T2	4498' 1371m
	Jet	U1	6430' 1960m

NOTE: Preferred exit taxiway procedures do not apply during Sydney Airport Curfew hours.

① TAKE-OFF

	All Rwys	
	STANDARD	Other
1 Eng	300' - 2.0 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' - 2.0 km	
2, 3 & 4 Eng	550m	800m

① For CASA Approved Operators, all rwys are capable of supporting take-offs with not less than RVR/RV350m.

FOR FILING AS ALTERNATE

	② Special	GLS Rwy 07 GLS Rwy 16L GLS Rwy 16R	GLS Rwy 25 GLS Rwy 34L GLS Rwy 34R	Other
		1479' - 7.0 km		1189' - 4.4 km
A	700' - 2.5 km	1479' - 7.0 km		1479' - 6.0 km
B				1479' - 7.0 km
C				1479' - 7.0 km
D				

② Not applicable to all LOC/DME procedures except LOC/DME Rwy 16L, LOC/DME 16R, LOC/DME Rwy 34L and VOR Rwy 34L.

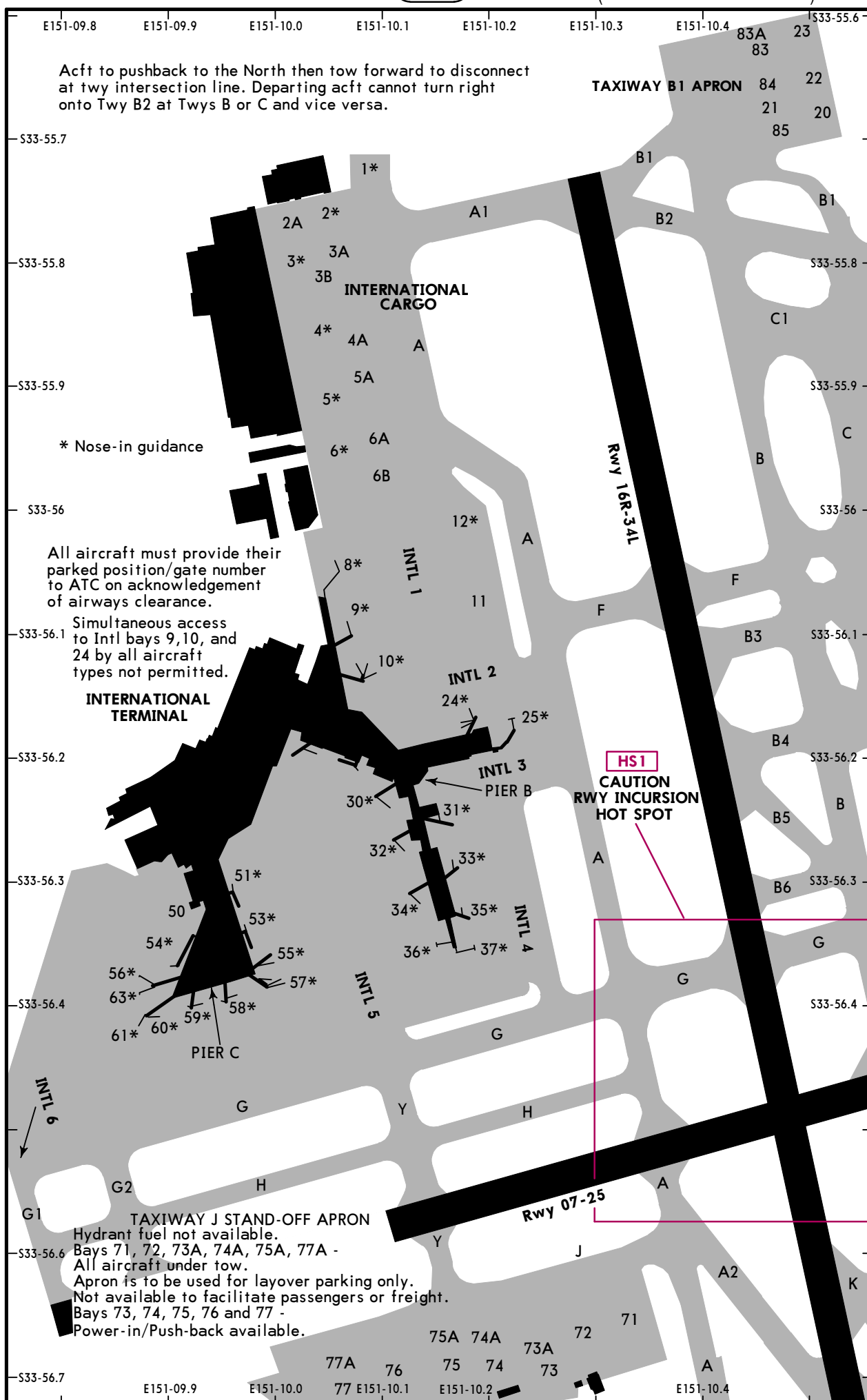
YSSY/SYD

19 JUN 15

(10-9B)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL



YSSY/SYD

**JEPPesen**

19 JUN 15

(10-9C)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	NOSE-IN GUIDANCE
1	S33 55.7 E151 10.1	9	SAFEGATE DGS
2	S33 55.8 E151 10.0	10	APIS
2A	S33 55.8 E151 10.1	10	MARSHALLED
3	S33 55.8 E151 10.1	11	APIS
3A	S33 55.8 E151 10.1	11	MARSHALLED
3B	S33 55.8 E151 10.1	9	MARSHALLED
4	S33 55.9 E151 10.1	11	APIS
4A	S33 56.4 E151 10.1	9	MARSHALLED
5	S33 55.9 E151 10.1	11	SAFEGATE DGS
5A	S33 55.9 E151 10.1	11	MARSHALLED
6	S33 56.0 E151 10.1	11	SAFEGATE DGS
6A	S33 56.0 E151 10.1	11	MARSHALLED
6B	S33 56.0 E151 10.1	11	MARSHALLED
8, 9, 10	S33 56.1 E151 10.1	11	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	MARSHALLED
12	S33 56.0 E151 10.2	11	APIS
20, 21	S33 55.7 E151 10.5	7	MARSHALLED
22	S33 55.7 E151 10.5	7	MARSHALLED
23	S33 55.7 E151 10.5	7	MARSHALLED
24	S33 56.2 E151 10.2	11	SAFEGATE DGS
25	S33 56.2 E151 10.2	11	SAFEGATE DGS
30	S33 56.2 E151 10.1	11	SAFEGATE DGS
31	S33 56.3 E151 10.1	10	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	SAFEGATE DGS
33	S33 56.3 E151 10.2	10	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	SAFEGATE DGS
35	S33 56.3 E151 10.2	11	SAFEGATE DGS
36	S33 56.4 E151 10.1	11	SAFEGATE DGS
37	S33 56.4 E151 10.2	11	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	SAFEGATE DGS
51	S33 56.3 E151 09.9	11	SAFEGATE DGS
53	S33 56.3 E151 10.0	11	SAFEGATE DGS
54	S33 56.4 E151 09.9	10	SAFEGATE DGS
55	S33 56.4 E151 10.0	11	SAFEGATE DGS
56	S33 56.4 E151 09.9	10	SAFEGATE DGS
57	S33 56.4 E151 10.0	11	SAFEGATE DGS
58	S33 56.4 E151 10.0	11	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	11	SAFEGATE DGS
61	S33 56.4 E151 09.9	10	SAFEGATE DGS
63	S33 56.4 E151 09.8	9	SAFEGATE DGS
71	S33 56.7 E151 10.3	16	MARSHALLED
72	S33 56.7 E151 10.3	15	MARSHALLED
73	S33 56.7 E151 10.3	15	SAFEGATE DGS
73A	S33 56.7 E151 10.2	15	MARSHALLED
74	S33 56.7 E151 10.2	15	SAFEGATE DGS
74A	S33 56.7 E151 10.2	15	MARSHALLED
75	S33 56.8 E151 10.2	15	SAFEGATE DGS
75A	S33 56.7 E151 10.1	15	MARSHALLED
76, 77	S33 56.8 E151 10.1	15	SAFEGATE DGS
77A	S33 56.7 E151 10.0	15	MARSHALLED
83	S33 55.6 E151 10.5	7	MARSHALLED
83A	S33 55.6 E151 10.5	7	MARSHALLED
84, 85	S33 55.7 E151 10.5	7	MARSHALLED

NOTE: Magnetic anomalies evident near apron structure.

YSSY/SYD

16 JAN 15 **10-9C-1**

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL



CHANGES: None.

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YSSY/SYD

16 JAN 15 **JEPPesen**
(10-9C-2)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM1				
1	S33 55.9 E151 10.9	8	B738	SAFEGATE DGS
2 thru 4	S33 55.9 E151 10.8	7	B763	SAFEGATE DGS
5, 6	S33 55.9 E151 10.7	7	B763	SAFEGATE DGS
7	S33 55.9 E151 10.7	7	B738	SAFEGATE DGS
7A	S33 55.9 E151 10.7	9	B744	SAFEGATE DGS
8	S33 55.9 E151 10.6	7	B738	SAFEGATE DGS
9	S33 55.9 E151 10.6	6	B738	SAFEGATE DGS
10	S33 55.9 E151 10.6	6	B744	SAFEGATE DGS
11	S33 55.9 E151 10.6	8	A333	SAFEGATE DGS
ACCESS FROM TAXILANE DOM1A				
64	S33 55.8 E151 11.0	9	DH8D	MARSHALLED
65, 66	S33 55.8 E151 11.0	10	DH8D	MARSHALLED
67	S33 55.8 E151 10.9	10	DH8D	MARSHALLED
68, 69	S33 55.9 E151 10.9	10	DH8D	MARSHALLED
70	S33 55.9 E151 11.0	10	DH8D	MARSHALLED
ACCESS FROM TWY C				
12	S33 55.9 E151 10.6	8	B738	SAFEGATE DGS
13	S33 55.9 E151 10.6	8	A333	SAFEGATE DGS
14	S33 55.9 E151 10.6	8	B738	SAFEGATE DGS
16	S33 56.0 E151 10.6	6	Q400	MARSHALLED
17	S33 56.0 E151 10.6	6	B763	SAFEGATE DGS
17A	S33 56.0 E151 10.6	6	Q400	MARSHALLED
17B	S33 56.0 E151 10.6	5	Q400	MARSHALLED
18	S33 56.0 E151 10.7	7	Q400	MARSHALLED
18A	S33 56.0 E151 10.7	7	DHC8-300	MARSHALLED
19	S33 56.0 E151 10.7	7	Q400	MARSHALLED
19A, 19B	S33 56.0 E151 10.6	6	Q400	MARSHALLED
49	S33 56.0 E151 10.6	8	B763	CENTERLINE + SIDEMARKER
49A	S33 56.0 E151 10.6	8	B743	CENTERLINE + SIDEMARKER
49B	S33 56.0 E151 10.6	8	DHC8-300	MARSHALLED
53	S33 56.1 E151 10.6	7	B763	APIS
53B	S33 56.1 E151 10.6	8	DHC8-300	MARSHALLED
55	S33 56.1 E151 10.6	8	B763	APIS
55B	S33 56.1 E151 10.6	8	DHC8-300	MARSHALLED
57	S33 56.1 E151 10.6	8	A320	SAFEGATE DGS
57A, 57B	S33 56.1 E151 10.6	8	DHC8-300	MARSHALLED
59	S33 56.2 E151 10.6	7	A320	MARSHALLED
ACCESS FROM TAXILANE DOM2				
31	S33 56.1 E151 10.8	6	B738	SAFEGATE DGS
31A	S33 56.1 E151 10.8	5	ATR72	MARSHALLED
31B	S33 56.1 E151 10.7	5	DHC8-300	MARSHALLED
33	S33 56.1 E151 10.8	6	B738	APIS
33A	S33 56.1 E151 10.7	5	ATR72	MARSHALLED
33B	S33 56.1 E151 10.7	4	DHC8-300	MARSHALLED
35	S33 56.1 E151 10.8	6	B738	SAFEGATE DGS
35A	S33 56.1 E151 10.7	5	DHC8-300	MARSHALLED
39	S33 56.2 E151 10.8	6	A332	SAFEGATE DGS
39A	S33 56.2 E151 10.7	6	ATR72	MARSHALLED
39B	S33 56.2 E151 10.7	6	DHC8-300	MARSHALLED
41	S33 56.2 E151 10.7	7	B738	SAFEGATE DGS
43	S33 56.2 E151 10.7	7	B738	SAFEGATE DGS
45	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
52	S33 56.1 E151 10.7	7	B738	APIS
52A, 54A	S33 56.1 E151 10.7	6	DHC8-300	MARSHALLED
54, 56	S33 56.1 E151 10.7	7	B738	SAFEGATE DGS
58	S33 56.2 E151 10.7	7	B738	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD

 **JEPPESEN**
29 AUG 14 (10-9C-3)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**DOMESTIC APRON PARKING BAY INFORMATION**

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
45A	ACCESS FROM TAXIWAY B4 S33 56.2 E151 10.8	7	B738	SAFEGATE DGS
44	ACCESS FROM TAXIWAY G S33 56.2 E151 10.8	8	A332	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
32	ACCESS FROM TAXILANE DOM3 S33 56.1 E151 10.8	8	B738	SAFEGATE DGS
32A	S33 56.1 E151 10.8	8	SAAB 340B+	MARSHALLED
34	S33 56.1 E151 10.8	8	A320	SAFEGATE DGS
34A	S33 56.1 E151 10.8	8	SAAB 340B+	MARSHALLED
36	S33 56.1 E151 10.8	7	A320	SAFEGATE DGS
38	S33 56.2 E151 10.8	7	A320	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
42	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
F1, F2	S33 56.1 E151 10.9	11	BAE J41	MARSHALLED
F3	S33 56.1 E151 10.9	11	SAAB 340+	MARSHALLED
F3A	S33 56.1 E151 10.9	11	DHC8-300	MARSHALLED
F4	S33 56.2 E151 10.9	12	B738	MARSHALLED
F4A	S33 56.2 E151 10.9	12	SAAB 340+	MARSHALLED
F4B, F5A/B	S33 56.2 E151 10.9	11	SAAB 340+	MARSHALLED
F5	S33 56.2 E151 10.9	11	B738	MARSHALLED
F6	S33 56.2 E151 10.9	10	B738	MARSHALLED
F6A/B	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
F7	ACCESS FROM TAXILANE DOM3A S33 56.2 E151 10.9	10	DHC8-300	MARSHALLED
F7A	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
F8	S33 56.2 E151 10.9	12	DHC8-300	MARSHALLED
F9	S33 56.2 E151 10.9	14	SAAB 340+	MARSHALLED
F10	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F11	S33 56.2 E151 11.0	13	SAAB 340+	MARSHALLED
F12	S33 56.2 E151 11.0	11	SAAB 340+	MARSHALLED
F13, F13A	ACCESS FROM TAXILANE DOM3B S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F13B	S33 56.2 E151 11.0	14	ATR72	MARSHALLED
F14	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F15, F15A	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F15B	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F15C	S33 56.2 E151 11.1	14	ATR72	MARSHALLED
F16, F16A	S33 56.2 E151 11.1	14	DHC8-300	MARSHALLED
90, 90B, 91	ACCESS FROM TAXILANE DOM4 S33 56.1 E151 11.1	17	DHC8-300	MARSHALLED
90C	S33 56.1 E151 11.1	17	B747-400	MARSHALLED
91B, 92	S33 56.1 E151 11.1	17	DHC8-300	MARSHALLED
90A, 91A	S33 56.1 E151 11.1	18	B737	MARSHALLED
92A	S33 56.1 E151 11.1	17	B737	MARSHALLED
92B	S33 56.1 E151 11.1	16	DHC8-300	MARSHALLED
93	S33 56.1 E151 11.2	17	B737	MARSHALLED
93A	S33 56.1 E151 11.2	17	B747-400	MARSHALLED
93B, 93C	S33 56.1 E151 11.2	17	SAAB 340+	MARSHALLED
94, 94B	S33 56.1 E151 11.2	16	DHC8-300	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD


JEPPesen
29 AUG 14 (10-9C-4)

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL
DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM5				
96	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96A	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96B	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96C	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
102 thru 104	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
105 thru 107	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
112, 112A	S33 56.0 E151 11.4		20m wingspan	MARSHALLED
ACCESS FROM TAXILANE DOM6				
97	S33 56.1 E151 11.4	16	B744	TOWED
97A	S33 56.1 E151 11.4	16	B737	MARSHALLED
97B	S33 56.1 E151 11.4	16	B737	MARSHALLED
97C	S33 56.1 E151 11.4	16	B763	MARSHALLED
98	S33 56.1 E151 11.4	17	B744	TOWED
98A	S33 56.1 E151 11.4	16	B737	MARSHALLED
98B	S33 56.1 E151 11.4	16	B737	TOWED
99	S33 56.1 E151 11.5	16	B744	TOWED
99A	S33 56.1 E151 11.5	17	B737	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD**SYDNEY, NSW, AUSTRALIA**
- (KINGSFORD SMITH) INTL**PARALLEL RUNWAY USAGE****INDEPENDENT VISUAL APPROACHES**

Aircraft may be processed via an ILS approach until visual, then cleared for an independent visual approach. Notification will be by the ATIS using the phrase 'EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.' When visual, the pilot will be cleared for a visual approach and will be required to comply with the pilot responsibilities for independent visual approaches as described in the ATC section.

RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

In the event of a radio failure (or blocked frequency) on the Director frequency, pilots must comply with the following actions:

- a. On Pilot Navigation (IF VISUAL)
 - SQUAWK 7600 immediately.
 - Track to intercept final at a maximum 30° prior to the IAF for the nominated runway.
 - DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.
- b. On a Radar Assigned Heading
 - SQUAWK 7600;
 - Maintain the assigned vector for no longer than 2 minutes;
 - Track as required to join final for the nominated runway at a maximum 30° intercept to commence final.
 - DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.

Pilots should attempt to call on the alternate Director frequency (126.1/125.3). Attempts should also be made on the Tower frequency.

ARRIVALS

- a. If unable to participate in an ILS PRM approach, pilots must notify ATC prior to 120 DME Sydney (or, if departing within 120 DME Sydney, on first contact with ATC).
- b. Aircraft up to and including A330/B787 size may be processed to land on either of the parallel runways 16L/34R or 16R/34L.
- c. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- d. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until west of Twy S.
- e. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- f. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- g. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

Departures shall normally be cleared in the order in which they are ready for takeoff, except that deviations may be made from this order to facilitate the maximum number of departures with the least average delay.

- a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED due to noise abatement requirements.
- b. Rwy 16R for departures to the South, West and Northwest, and departures from the Intl Terminal.
- c. Rwy 16L for departures to the North and East.
- d. Rwy 34L for departures to the West, Northwest and non-jets to the South, and departures from the Intl Terminal.
- e. Rwy 34R for departures to the North and domestic jets to the South.

NOTE:

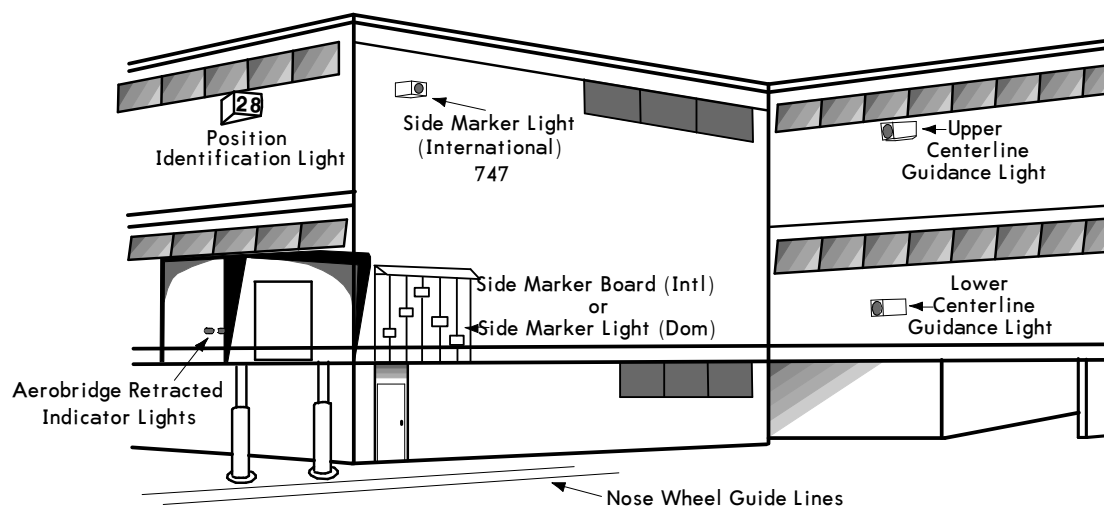
1. Aircraft which operationally require use of either Rwy 16L/34R or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. International departures including A330/B787 aircraft and below may request or be offered a departure from Rwy 16L/34R at the Clearance Delivery stage.
3. Domestic Jet departures to the South may be assigned Rwy 16L for traffic management purposes.

YSSY/SYD**JEPPESEN**
27 FEB 15
Eff 5 Mar (10-9E)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

The Visual Docking Guidance Systems used at Sydney are Nose-In-Guidance (NIG) systems which provide both azimuth and stopping information for specific aircraft types. There are four systems in use.

The first NIG system contains five elements whose locations are shown in the figure below.

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light
- Side Marker Board
- Side Marker Light



Visual Docking Guidance System

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
Domestic All types	Centerline Guidance Light	Side Marker Light
International All types except wide body	Lower Centerline Guidance Light	Side Marker Board
International DC-10, B-767, L-1011, A300B	Intermediate Centerline Guidance Light	Side Marker Board
International B-747	Upper Centerline Guidance Light	Side Marker Light

NOTE:

- Some International docking positions are not equipped for wide body aircraft and hence only the Lower Centerline Guidance light is provided.
- Heights of the Centerline Guidance Lights are:
 - Lower: up to 5M
 - Intermediate: 5M to 7.5M
 - Upper: above 7.5M

YSSY/SYD

JEPPESEN
6 JUN 14 (10-9F)SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

The following is a brief description of the system:

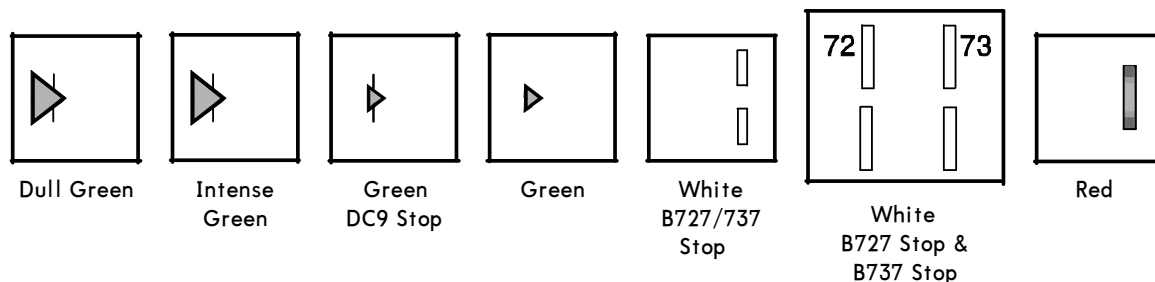
- The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.
- The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

Red/Green	Green/Green	Green/Red
Aircraft is to the left of the centerline	Aircraft is on the centerline	Aircraft is to the right of the centerline

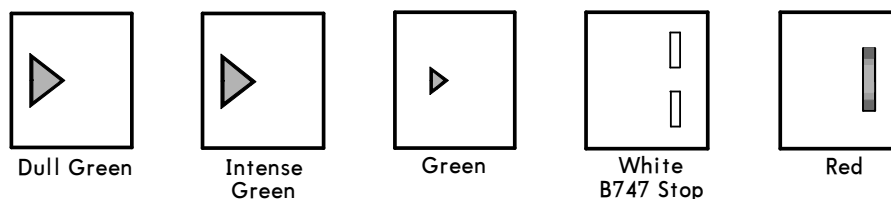
- The slats on the Side Marker Board indicate the stopping position for each type of aircraft. Approaching the position, the slat will show GREEN; at the stopping position, the slat will show BLACK; and beyond that position RED.
- There are two Side Marker Light systems that indicate the stopping position.

Domestic (All Types)

- Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head T shape which is the DC9 stopping point.
- As the aircraft continues, the bar of the stop signal disappears and the arrow-head starts to reduce in size.
- When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations, two sets of bars are provided: one for the B727, the other for the B737.
- If the stopping position is passed, then a single RED bar appears.

**Side Marker Lights (Domestic) (DC-9, B-727 and 737)****International (For B747 Aircraft only)**

This is the same as the domestic system described above except that there is only one set of white bars and no bar around the arrow-head.

**Side Marker Lights (International) (B747)**

The above system is installed at Sydney (Kingsford Smith) Airport at the following locations:

- International Terminal - Bays 20, 22, 23, 24, 25, 35, 36, 37, 51, 53, 54, 58 and 59.
- Domestic Terminal - Bays 49, 53, 55, 33, 35, 39, 52, 36, 38 and 40.

YSSY/SYD

JEPPESEN
6 JUN 14 (10-9G)

SYDNEY, NSW, AUSTRALIA
- (KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

The second NIG system in use at Sydney Intl contains the following three elements whose locations are shown in Figures 1 and 2:

- Position Identification Light,
- Centerline Guidance Light, and
- Stopping Position Indicator.

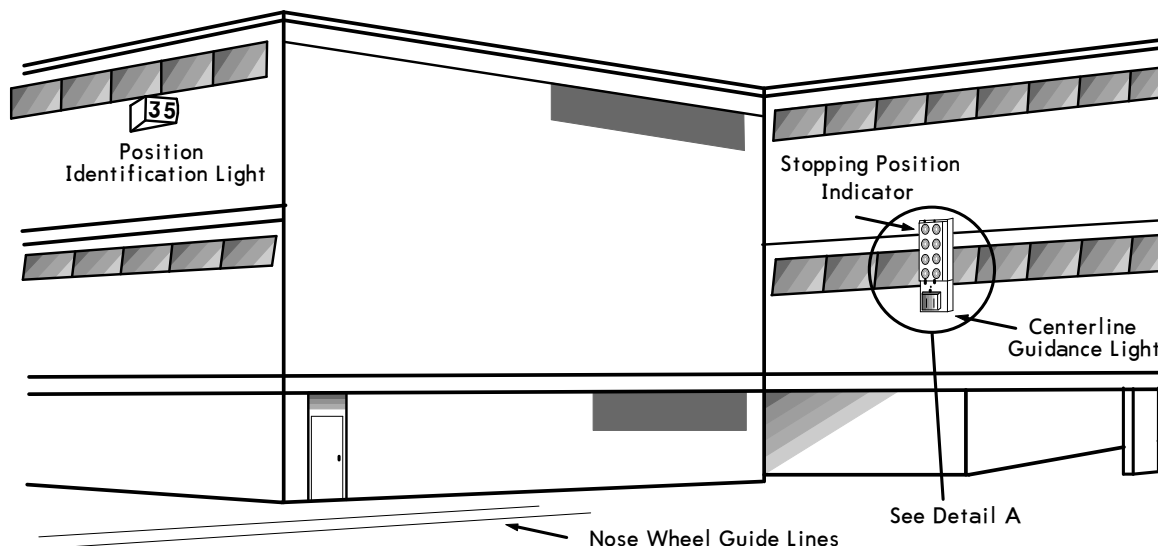
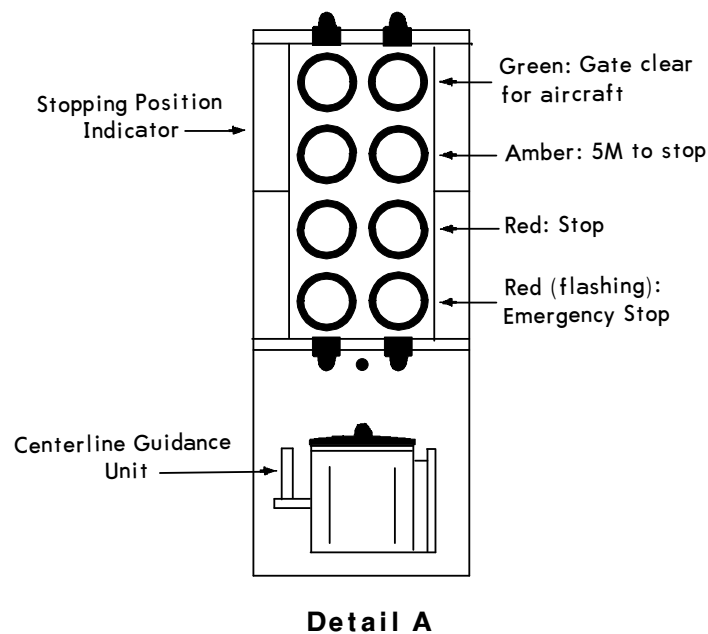


Figure 1 - Visual Docking Guidance System



YSSY/SYD

JEPPESEN
6 JUN 14 (10-9H)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

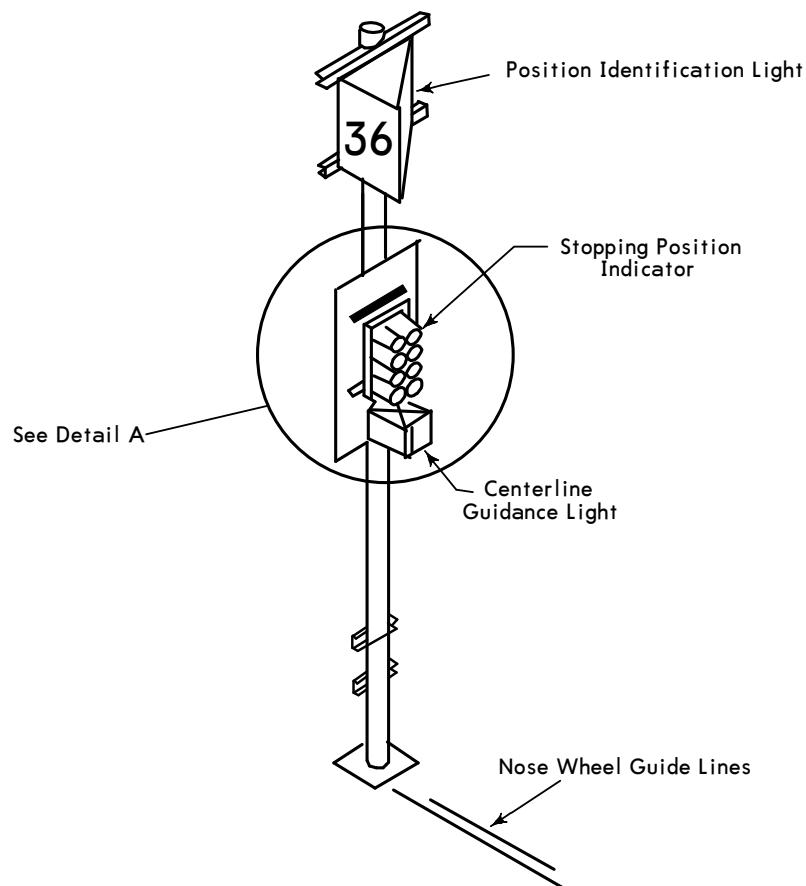
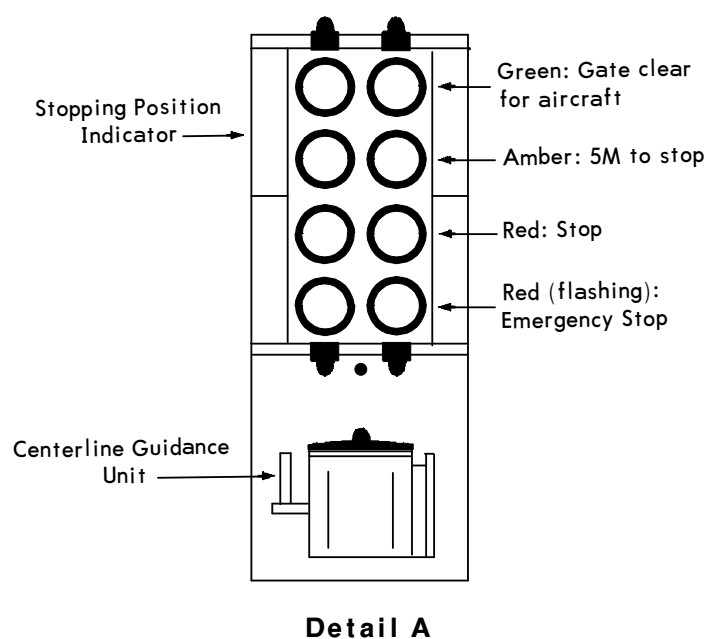


Figure 2 - Visual Docking Guidance System



YSSY/SYD

 **JEPPESEN**
6 JUN 14 (10-9J)**SYDNEY, NSW, AUSTRALIA**
- (KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
All types	Centerline Guidance Light	Stopping Position Indicator

The following is a brief description of the system:

- a. The Position Identification Light indicates the number of the docking position and has white numerals on a dark background outlined in green neon tubing at night.
- b. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

Red/Green	Green/Green	Green/Red
Aircraft is to the left of centerline	Aircraft is on centerline	Aircraft is to the right of centerline

- c. The Stopping Position Indicator is controlled by an airline ground marshaller and provides stopping information. The signals are interpreted as follows:

GREEN	GO	Gate is clear for aircraft.
AMBER	SLOW	Approximately 16' (5m) to STOP
RED	STOP	Stop immediately.
RED (FLASHING)	EMERGENCY STOP	

YSSY/SYD

JEPPESSEN
6 JUN 14 (10-9K)SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS****AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)**

The third NIG system in use at Sydney Intl is installed on International Terminal bays 2, 3, 4, 12 and Domestic bays 33, 52, 53 and 55.

System Description:

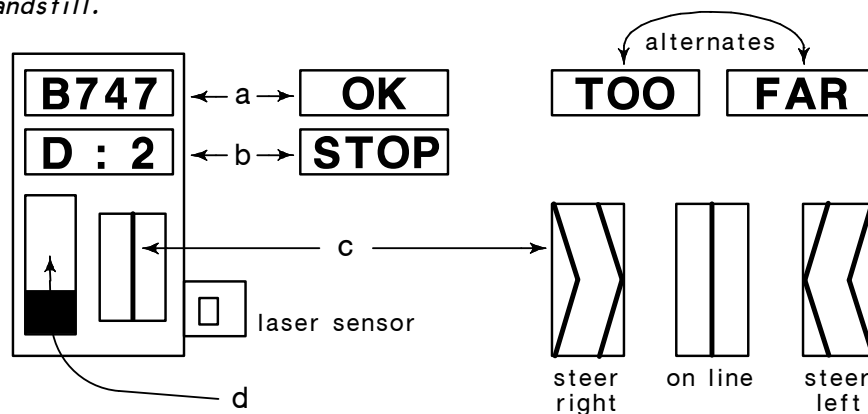
The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

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 lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric characters on the top row should be flashing. (See Figure 3)

The following is the sequence of APIS operation from initial approach to STOP.

- Identify the correct parking bay position.
- Ensure that the aerobridge retraction light indicates green.
- Follow the taxi-in line and watch the centerline beacon.
- Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- About 20M before STOP, the aircraft type display goes steady and the door number disappears.
- Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- The full closing rate 'thermometer' indicates at least 13M to STOP.
- When the aircraft reaches 13M to STOP, the "thermometer" bar lights begin to move from bottom to top.
- The deletion of each 'thermometer' bar indicates about one half meter progression.
- 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.
- If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- 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.

**LEGEND**

- Display: ACFT type, OK or TOO/FAR
- Display: Door Number or STOP
- Centerline Beacon: steering guidance
- '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.

Figure 3 - APIS Visual Docking Guidance System

YSSY/SYD **JEPPESEN**
6 JUN 14 (10-9L)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)**

The fourth NIG system is the Safegate Docking Guidance System and is used at Sydney International Terminal (Bays 1, 5, 6, 6A, 8, 9, 10, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 73, 74, 75, 76 and 77), Sydney Domestic Terminal (Bays 31, 32, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 44A, 45, 45A, 54, 56 and 57) and Sydney Qantas Terminal (Bays 1, 2, 3, 4, 5, 6, 7, 7A, 8, 9, 10, 11, 12, 13, 14 and 16). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

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

System Description

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

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

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

- a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.
- b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

Aircraft Types

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

Type	Display
Boeing	777, 767, 747, 737
McDonnell Douglas	MD-11, DC-10
Airbus Industries	340, 330, 310, 300
British Aerospace	146
Lockheed	L1011

YSSY/SYD **JEPPESEN**
6 JUN 14 (10-9M)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS****System Operation**

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

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

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

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

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

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

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

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

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

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

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshoot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.
- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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

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

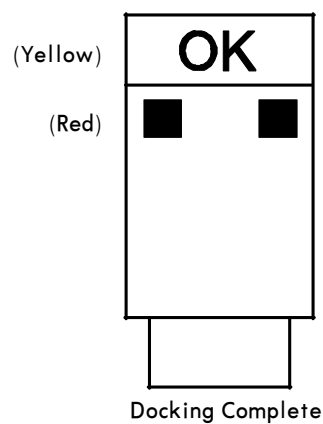
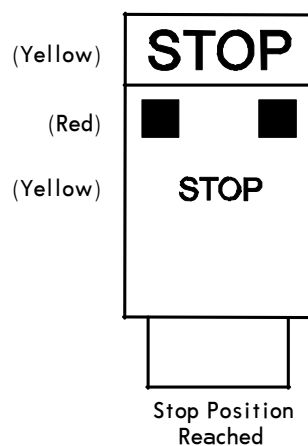
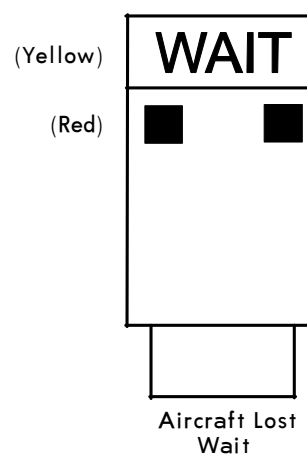
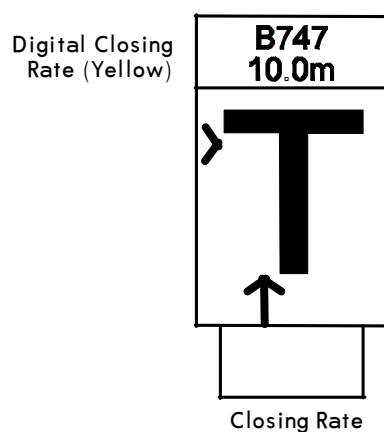
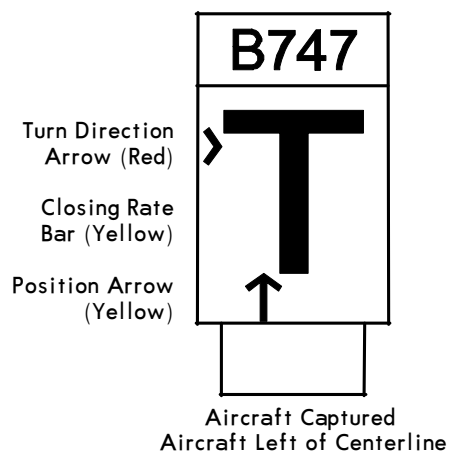
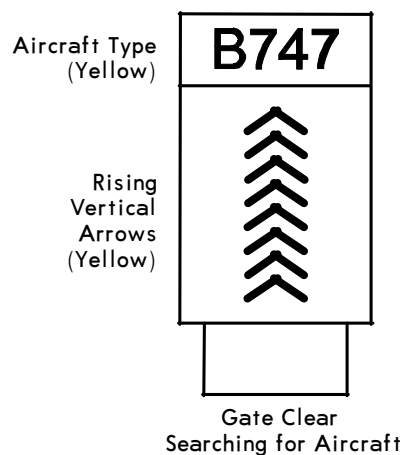
YSSY/SYD

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6 JUN 14 (10-9N)

SYDNEY, NSW, AUSTRALIA
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VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System



YSSY/SYD

15 AUG 14

 **JEPPESEN**

(11-0)

Eff 21 Aug

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

ILS PRM USER INSTRUCTIONS**ATTENTION ALL USERS of ILS PRM (PRECISION RUNWAY MONITOR)**

PILOT REQUIREMENTS: Before conducting a simultaneous close parallel ILS PRM approach, pilots must have completed training approved by CASA, including:

1. viewing the PRM video "ILS PRM Approaches - A Pilot's Approach";
2. familiarization with the ILS PRM approach procedures in AIP DAP or equivalent operational documents;
3. familiarization with the breakout procedure and phraseology; and
4. completion of an examination conducted by the operator's training and checking organization or chief pilot holding instrument renewal approval or flying training school holding instrument training approval.

Pilots who complete the training through other than a company training and checking organization or chief pilot must obtain log book endorsement by the training organization.

Simulator training in breakout procedures is not mandatory but is strongly recommended, particularly in aircraft fitted with automated flight guidance systems.

When ILS/PRM approaches are nominated on the ATIS, pilots MUST advise ATC prior to 120 DME 'SY' (or on first contact with ATC if departing within 120 DME 'SY') if unable to participate.

ATIS: The ATIS will advise when ILS PRM approaches are in progress.

APPROACH CHARTS: There are now multiple ILS approach charts for each parallel runway.

ENSURE THAT YOU USE THE ILS PRM CHART APPLICABLE TO CAT I OR CAT II ILS.

DUAL VHF REQUIREMENTS: To avoid blocked transmission, each runway will have both a TWR and a PRM frequency. The TWR and PRM controllers will transmit on both frequencies. PILOTS MUST transmit on the TWR frequency ONLY, but LISTEN TO BOTH. It is important that the volume of both frequencies is set to the same level so that transmissions are heard on at least one frequency if the other is blocked.

NOTE: Pilots must have the relevant PRM frequency selected prior to transfer to aerodrome control. It is important the PRM frequency volume is preset prior to this transfer.

AUTOPILOT COUPLED APPROACHES

It is recommended that ILS PRM approaches are flown with the aircraft autopilot coupled whenever practicable.

TCAS SELECTION: Pilots may select TCAS in the TA mode or maintain RA mode on receipt of instructions to contact the Tower.

New PRM video reflecting these changes is available online at <http://www.airservicesaustralia.com/precision-runway-monitor/changes-to-tcas-with-ils-prm>

HAND FLY A BREAKOUT: When issued with Breakout instructions from an ILS PRM approach, time is critical. ALL BREAKOUT procedures MUST BE HAND FLOWN. In exceptional circumstances a descending breakout may be given the assigned altitude will not be below the applicable minimum vectoring altitude (MVA).

DEVIATIONS: The ILS PRM radar display indicates when an aircraft's track will take it into the NO TRANSGRESSION ZONE (NTZ) within the next ten (10) seconds if no course alteration is made. In this situation an ADVISORY will be issued by the PRM controller to the aircraft. The phraseology will be:

**"RADAR INDICATES YOU ARE DEVIATING
LEFT (OR RIGHT) OF THE LOCALIZER COURSE"**

Pilots are not expected to acknowledge a deviation advisory but should compare LOC tracking indications and use the indicator most consistent with the controllers advice. The PRM controller is not expected to provide an indication of displacement from the applicable LOC course. On receipt of a deviation advisory, pilots should promptly adjust aircraft heading to avoid penetrating the NTZ and regain the LOC course.

BREAKOUT: If an aircraft enters the NTZ, it is mandatory for the PRM controller to issue a breakout instruction to that aircraft plus any affected aircraft on the adjacent LOC course. Breakout phraseology will be:

**"BREAKOUT ALERT, (callsign) TURN LEFT
(or RIGHT) IMMEDIATELY HEADING (3 digits),
CLIMB (or DESCEND) TO (altitude)"**

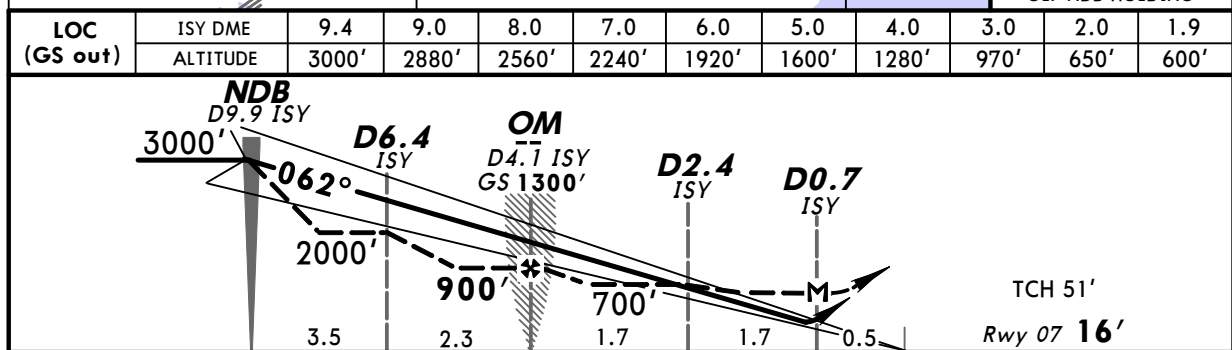
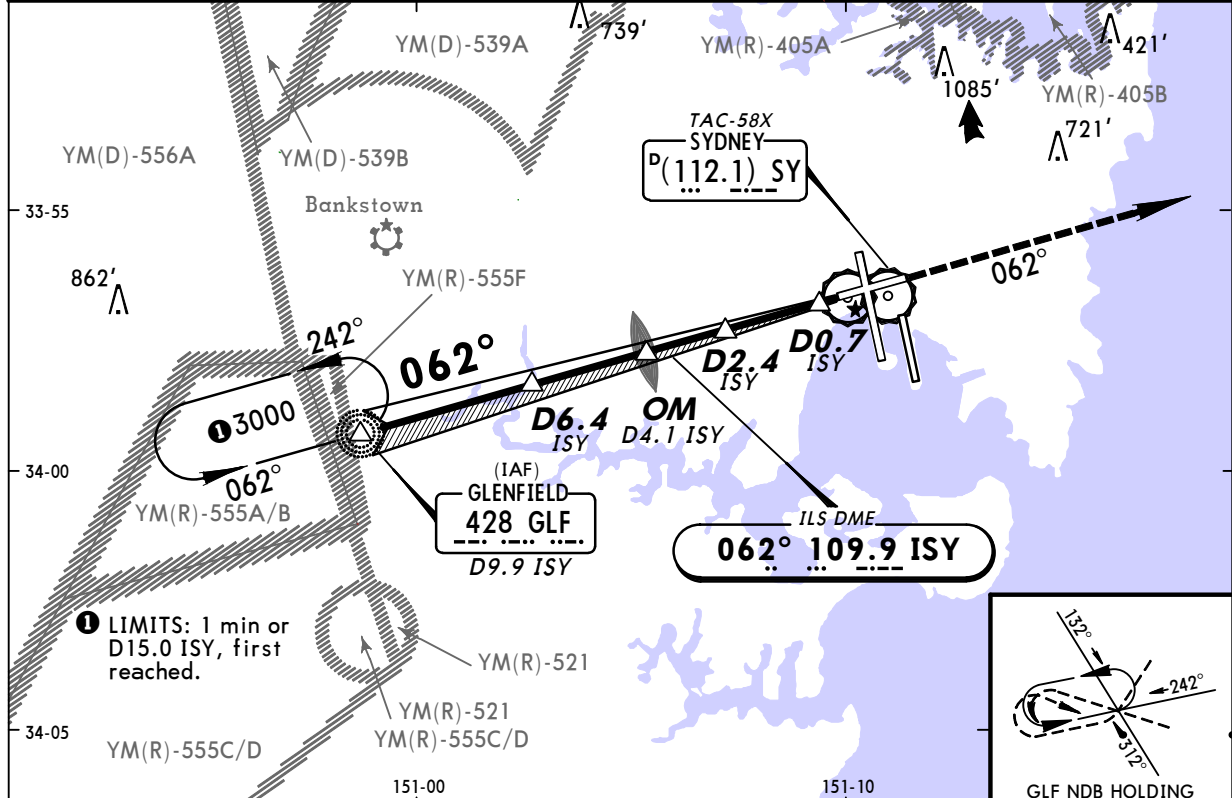
YSSY/SYD
-(KINGSFORD SMITH) INTL

JEPPesen
5 DEC 14 (11-1)

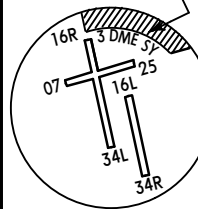
SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 07

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3	
SYDNEY Tower				Ground			
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
LOC ISY 109.9	Final Apch Crs 062°	GS OM 1300' (1284')	ILS DA(H) 270' (254')	Apt Elev 21' Rwy 07 16'		2700'	
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. ISY DME REQUIRED (LOC Only). 2. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.							
						MSA YSSY ARP 2100' within 10 NM	



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI	062°	2000' ↑
GS 3.00°	372	478	531	637	743	849				
MAP at D0.7 ISY										

STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS <i>DA(H)</i> 270' (254')		LOC (GS out) DME <i>MDA(H)</i> 600' (584')		Max Kts. _____ <i>MDA(H)</i> _____		
A	1.5 km	3.3 km	100	710' (689')-2.4 km		
B			135			
C			180	1000' (979')-4.0 km		
D			205	1000' (979')-5.0 km		

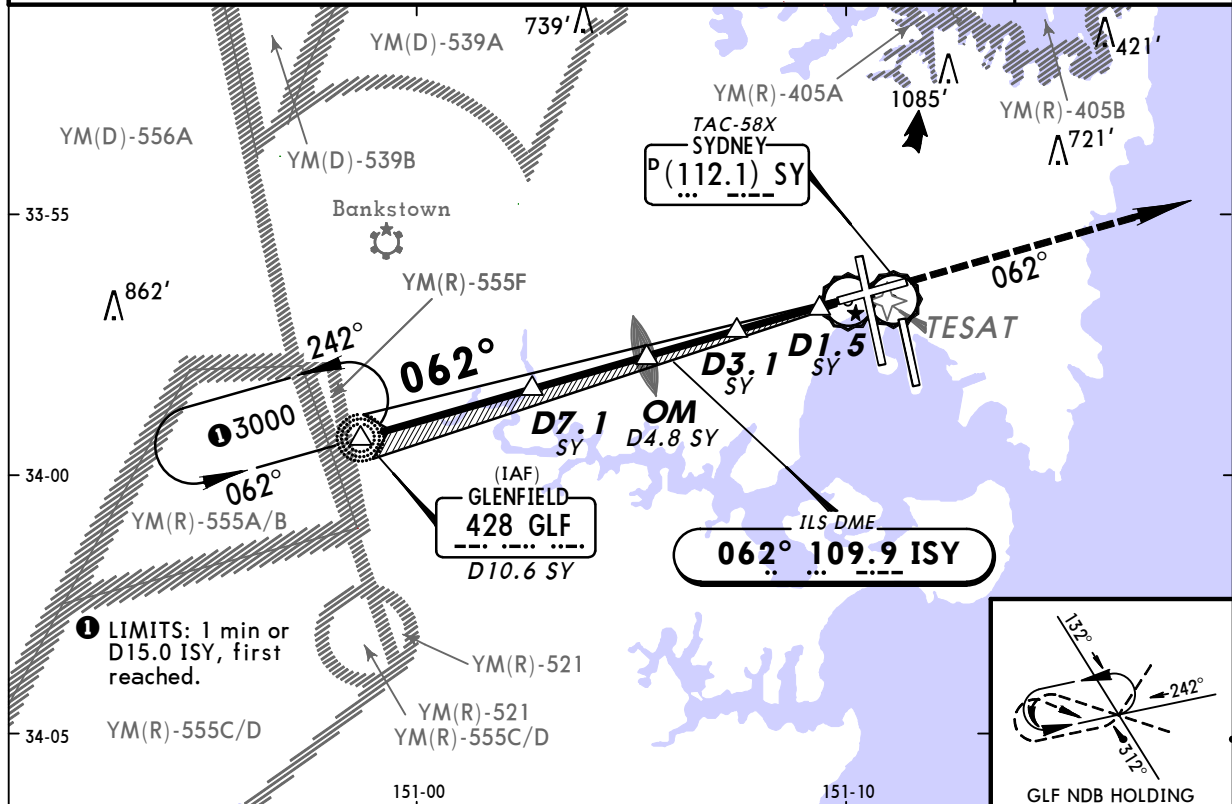
PANS OPS

YSSY/SYD
-(KINGSFORD SMITH) INTL

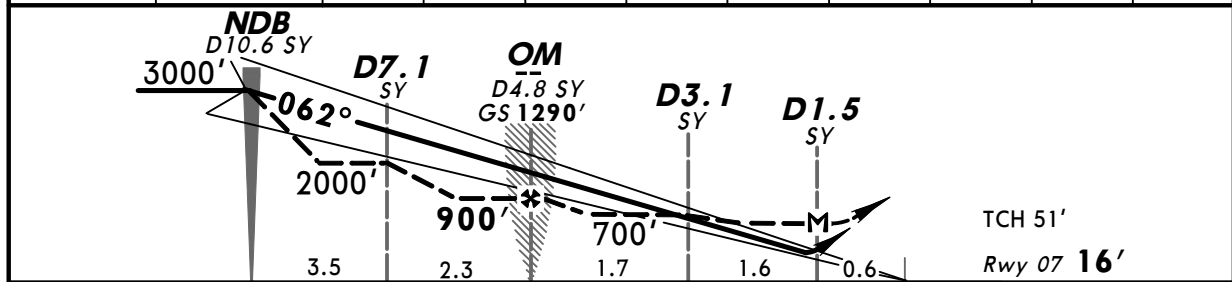
JEPPesen SYDNEY, NSW, AUSTRALIA
5 DEC 14 **(11-2)** ILS-Y or LOC-Y Rwy 07

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director	
118.55	126.25	428	North	124.4	South	128.3	West 126.1 East 125.3
SYDNEY Tower				Ground			
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC ISY	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'		2700'	
109.9	062°	1290' (1274')	270' (254')	Rwy 07 16'			
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'							
1. SY DME REQUIRED (LOC Only). 2. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.							
3. GNSS permitted in lieu of DME. Reference waypoint TESAT.							
MSA YSSY ARP 2100' within 10 NM							



LOC (GS out)	SY DME	10.2	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
	ALTITUDE	3000'	2630'	2310'	1990'	1670'	1360'	1040'	720'	600'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI		062° 2000'	
GS	3.00°	372	478	531	637	743				
MAP at D1.5 SY										

PANS OPS

STRAIGHT-IN LANDING RWY07		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS	LOC (GS out) DME	Max Kts	MDA(H)	
DA(H) 270' (254')	MDA(H) 600' (584')	100	710' (689')-2.4 km	
A	1.5 km	135	1000' (979')-4.0 km	
		180	1000' (979')-4.0 km	
205		1000' (979')-5.0 km		
B		3.3 km		
C				
D				

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14 (11-3)

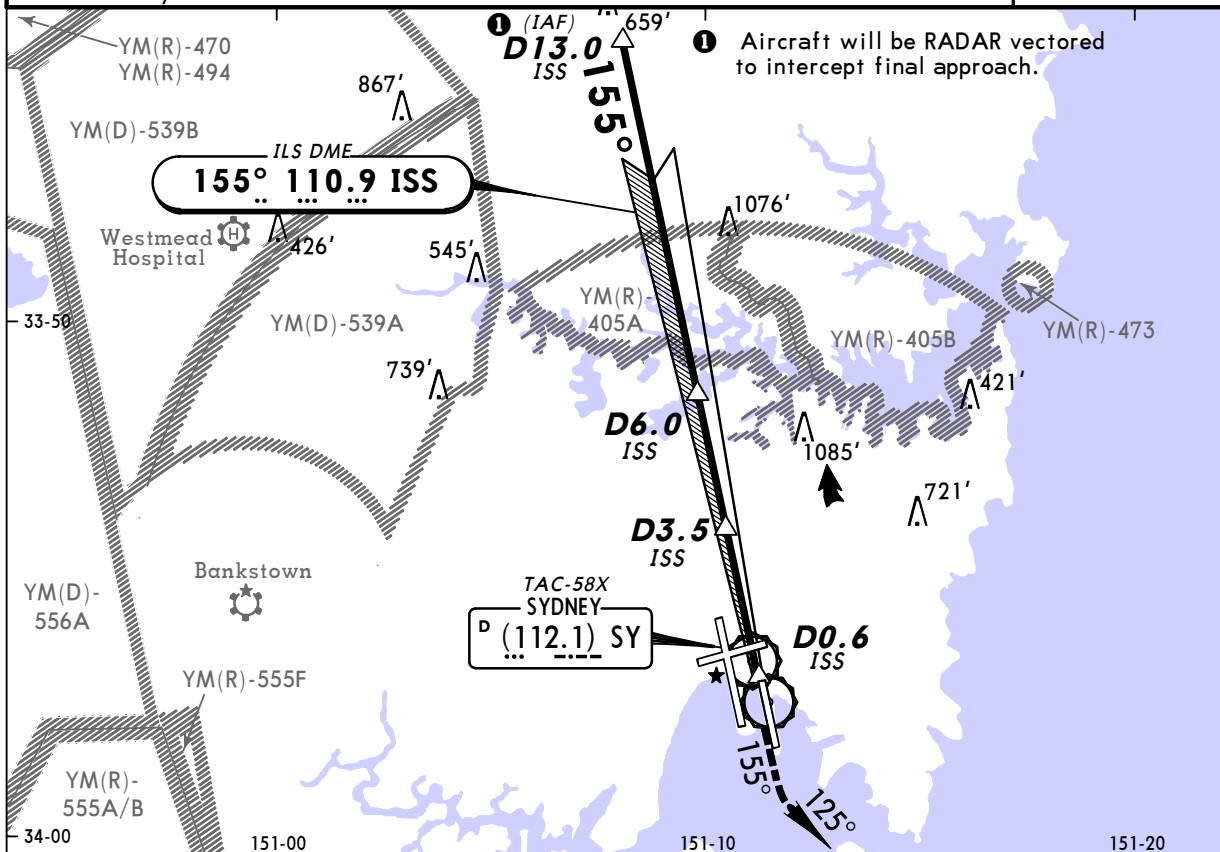


JEPPesen SYDNEY, NSW, AUSTRALIA

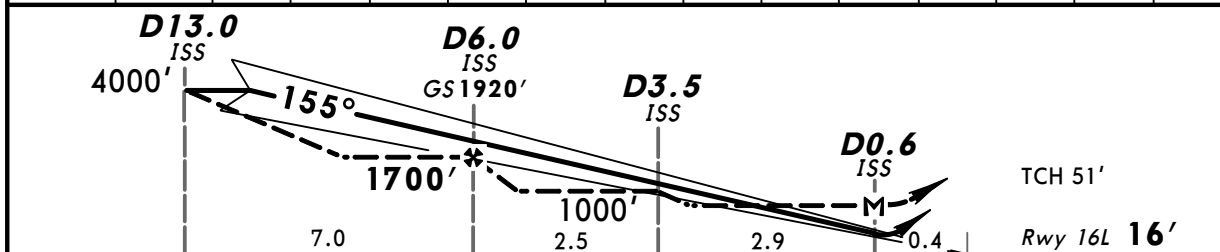
ILS-Z or LOC-Z Rwy 16L

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director																	
118.55		126.25		428		North 124.4		South 128.3		West 126.1		East 125.3											
SYDNEY Tower						Ground																	
Rwy 16L/34R 124.7						Rwy 16R/34L & 07/25 120.5						West of Rwy 16R/34L 126.5						East of Rwy 16R/34L 121.7					
LOC ISS 110.9		Final Apch Crs 155°		GS D6.0 ISS 1920' (1904')		ILS DA(H) 220' (204')		Apt Elev 21'		Rwy 16L 16'		2700'											
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.																							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'																							
1. ISS DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.														MSA YSSY ARP 2100' within 10 NM									



LOC (GS out)	ISS DME	12.5	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.5
	ALTITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	743	PAPI 155°	600'	LT	
MAP at D0.6 ISS										

STRAIGHT-IN LANDING RWY16L						CIRCLE-TO-LAND		No Circling 
ILS DME			LOC (GS out) DME					
DA(H) 220' (204')			MDA(H) 480' (464')					
FULL		HIRL out	HIALS out	HIALS out				
A						A	NA	
B	RVR 550m		1.2 km	1.5 km	1.5 km	B		
C	VIS 0.8 km					C		
D						D		

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

(11-4)

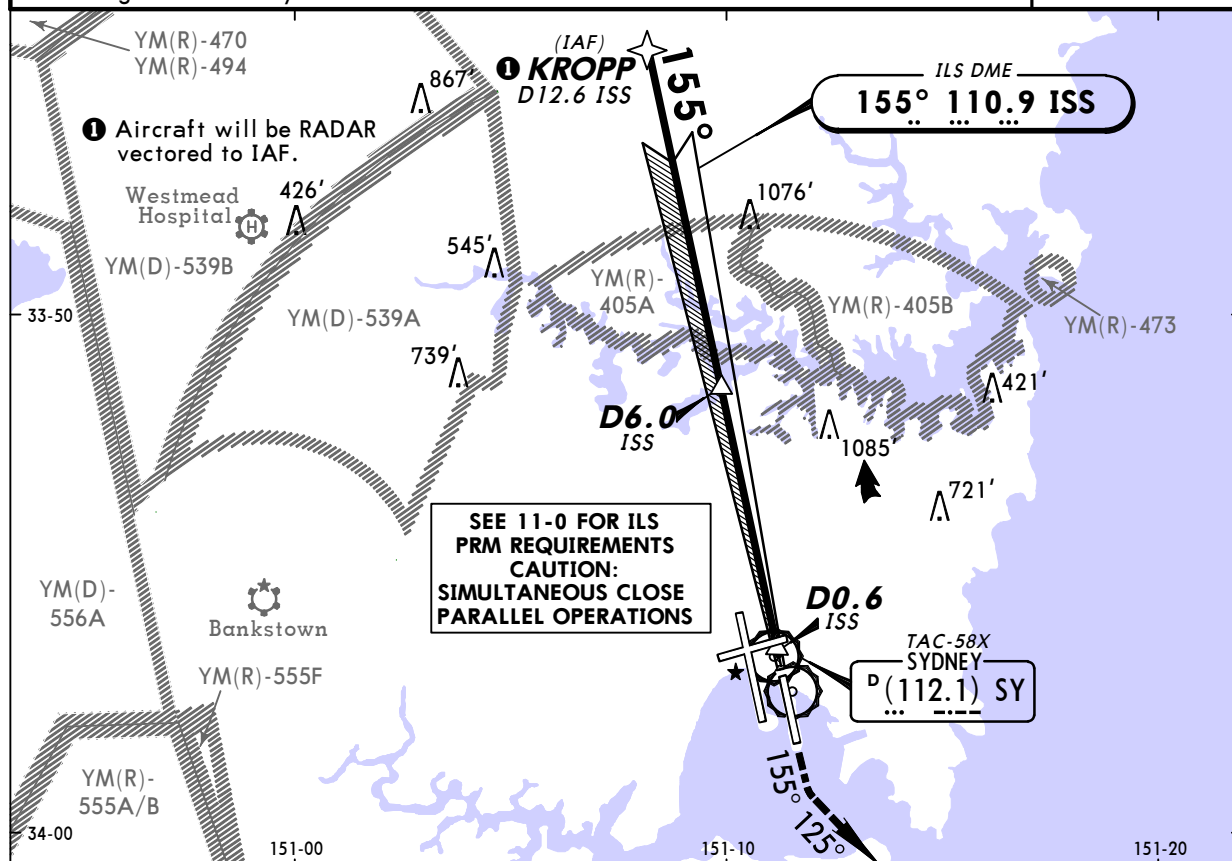
SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 16L

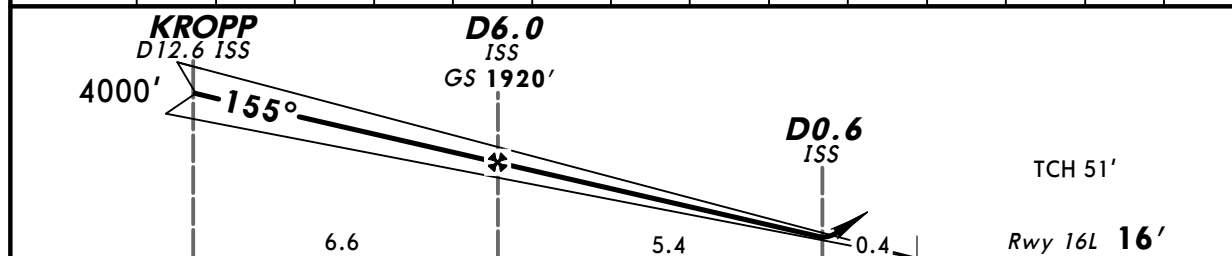
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

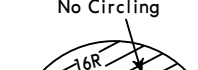
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1 East 125.3
SYDNEY Tower			MONITOR		West of Rwy 16R/34L Ground East of Rwy 16R/34L
Rwy 16L/34R	Rwy 16R/34L & 07/25	120.5	PRM 133.95	126.5	121.7
LOC ISS 110.9	Final Apch Crs 155°	GS D6.0 ISS 1920' (1904')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 16L 16'	2700' MSA YSSY ARP 2100' within 10 NM
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Continue climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.					



ISS DME	12.5	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.7
ALTITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'	330'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	743	PAPI	600'	LT	

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		No Circling 
ILS						
DA(H) 220' (204')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m	1.2 km	1.5 km	B	NA	
C	VIS 0.8 km			C		
D				D		

PANS OPS

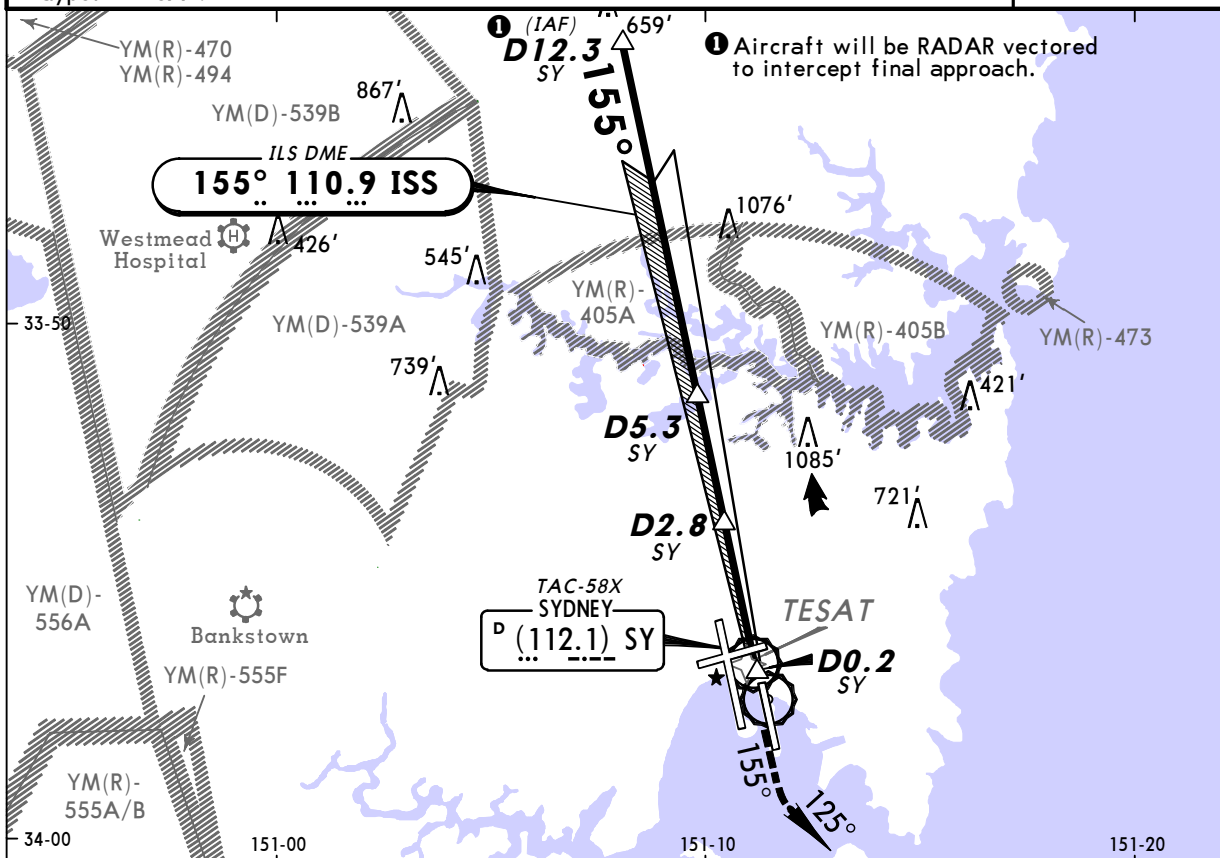
YSSY/SYD
-(KINGSFORD SMITH) INTL

JEPPESEN
5 DEC 14 (11-5)

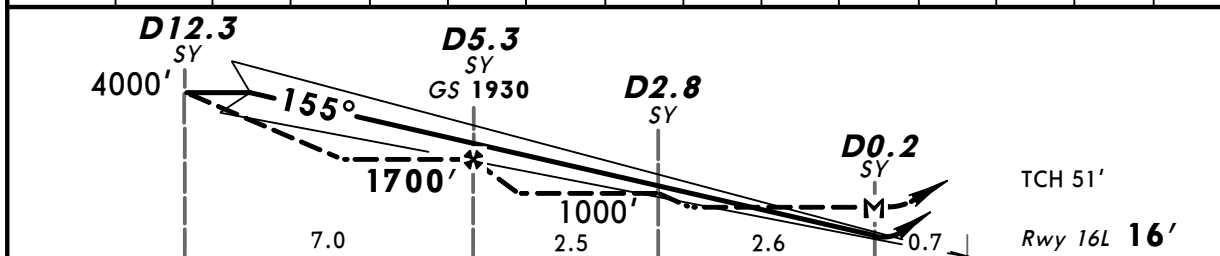
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 16L

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director		
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3		
SYDNEY Tower Rwy 16R/34L & Rwy 16L/34R 124.7 07/25 120.5				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7				
LOC ISS 110.9	Final Apch Crs 155°	GS D5.3 SY 1930' (1914')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 16L 16'		2700' MSA YSSY ARP 2100' within 10 NM		
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'								
1. SY DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.								



LOC (GS out)	SY DME	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0	0.7
	ALTITUDE	4000'	3750'	3430'	3110'	2790'	2480'	2160'	1930'	1520'	1200'	880'	560'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 155°	MANDATORY 600'	125° LT	3000'
GS	3.00°	372	478	531	637	743				
MAP at D0.2 SY										

STRAIGHT-IN LANDING RWY16L						CIRCLE-TO-LAND		No Circling 
ILS DME DA(H) 220' (204')			LOC (GS out) DME MDA(H) 480' (464')					
FULL		HIRL out	HIALS out					
A						A	NA	
B	RVR 550m	1.2 km	1.5 km	1.5 km	2.4 km	B		
C	VIS 0.8 km					C		
D						D		

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

(11-6)

JEPPESSEN

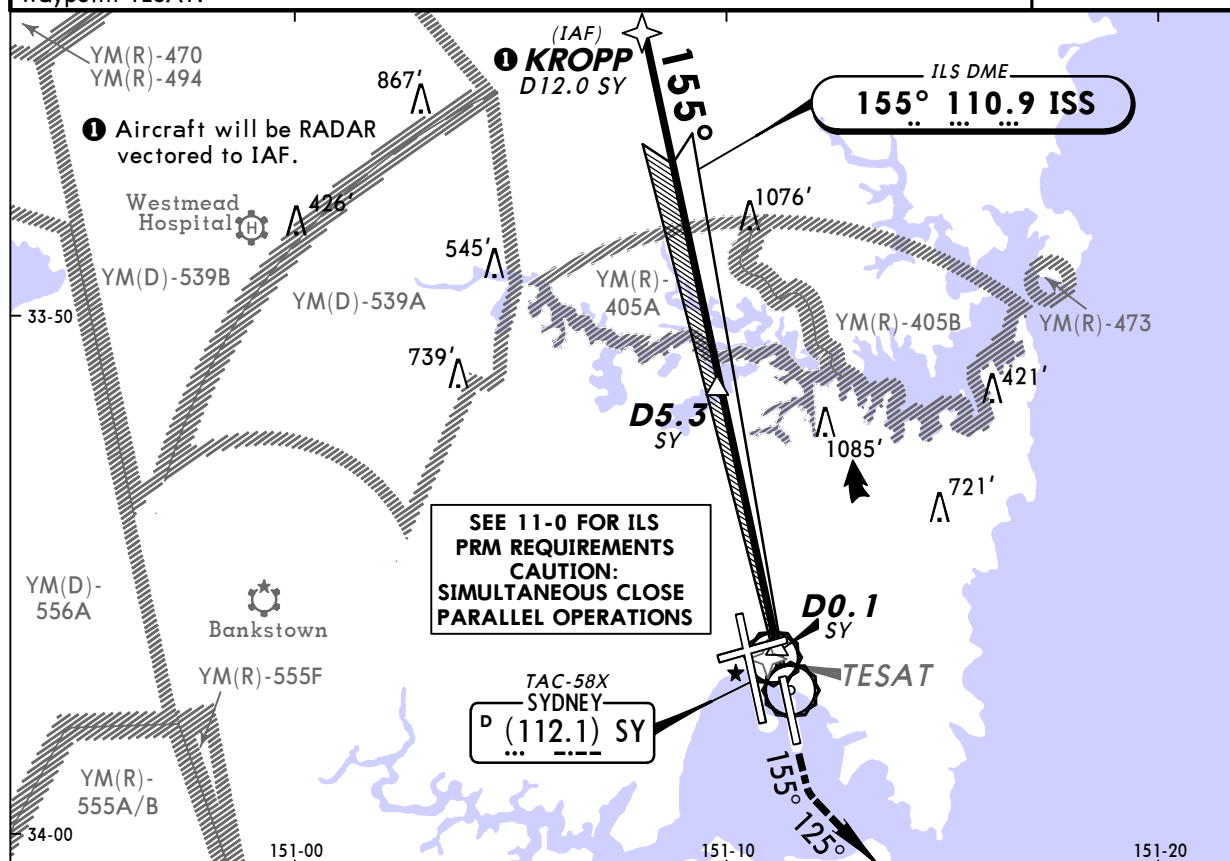
SYDNEY, NSW, AUSTRALIA

ILS-Y PRM Rwy 16L

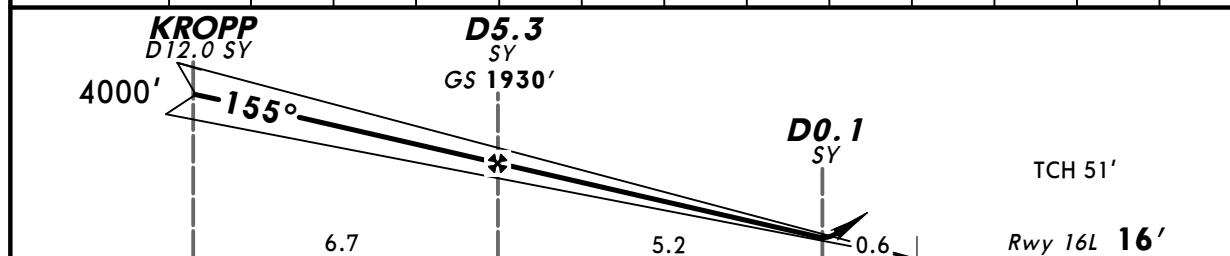
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

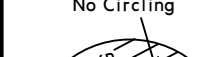
118.55		ATIS 126.25		428	SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3		
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5					MONITOR PRM 133.95		West of Rwy 16R/34L Ground 126.5 East of Rwy 16R/34L 121.7		
LOC ISS 110.9		Final Apch Crs 155°		GS D5.3 SY 1930' (1914')		ILS DA(H) 220' (204')		Apt Elev 21' Rwy 16L 16'	
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Continue climb to 3000' or as directed by ATC.								2700' MSA YSSY ARP 2100' within 10 NM	
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'									
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.									



SY DME	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0	0.1
ALTITUDE	4000'	3750'	3430'	3110'	2790'	2480'	2160'	1930'	1520'	1200'	880'	560'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	743	PAPI	600'	LT	

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		No Circling 
ILS DA(H) 220' (204')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m	1.2 km	1.5 km	B	NA	
C	VIS 0.8 km			C		
D				D		

PANS OPS

YSSY/SYD

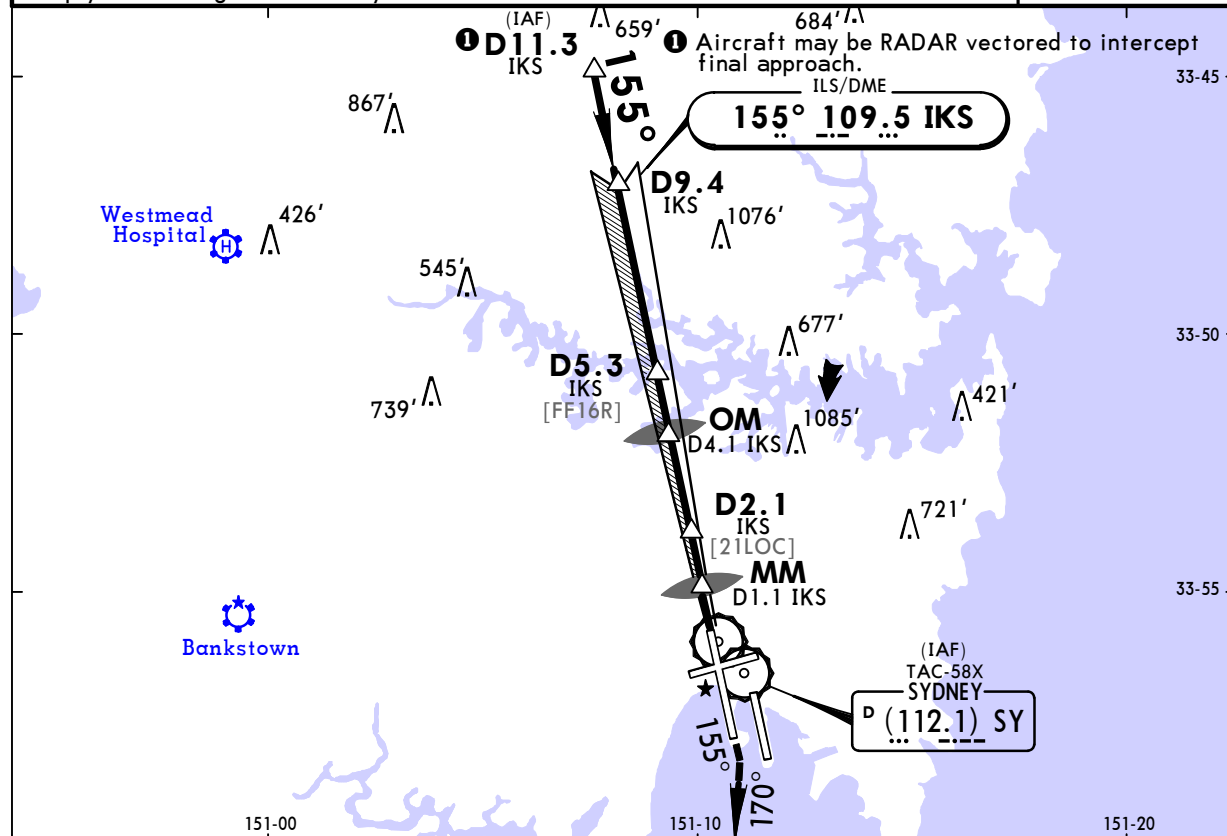
-(KINGSFORD SMITH) INTL

JEPPESEN
22 MAY 15
Eff 28 May (11-7)

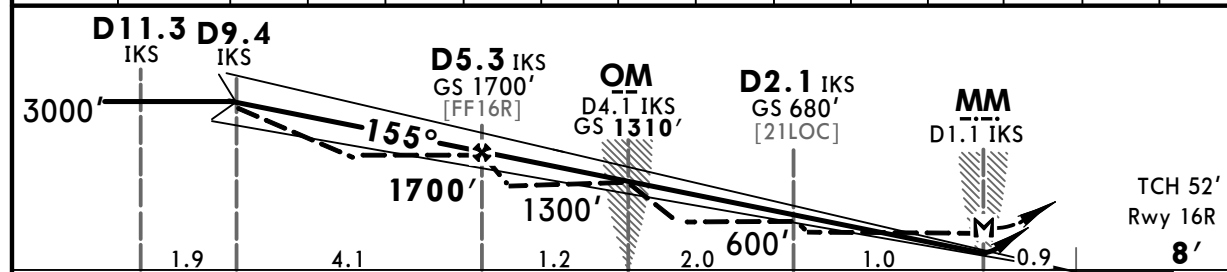
SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 16R

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3	
SYDNEY Tower			Ground				
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC IKS	Final Apch Crs	GS	ILS DA(H)	Apt Elev	2700'		
109.5	155°	D5.3 IKS 1700' (1692')	210' (202')	Rwy 16R 8'			
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. IKS DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.							MSA YSSY ARP 2100' within 10 NM



LOC (GS out)	IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.1	2.0	1.4
	ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	680'	640'	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	849	PAPI	155°	600'	RT
MAP at MM/D1.1 IKS										

STRAIGHT-IN LANDING RWY 16R					CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H) 210' (202')		LOC (GS out) DME MDA(H) 460' (452')			Max Kts	MDA(H)	
FULL	HIRL out	HIALS out			100	710' (689')-2.4 km	
					135	1000' (979')-4.0 km	
A	RVR 550m				180	1000' (979')-5.0 km	
B	VIS 0.8 km	1.2 km	1.5 km	1.7 km	205		
C							
D							

PANS OPS

YSSY/SYD

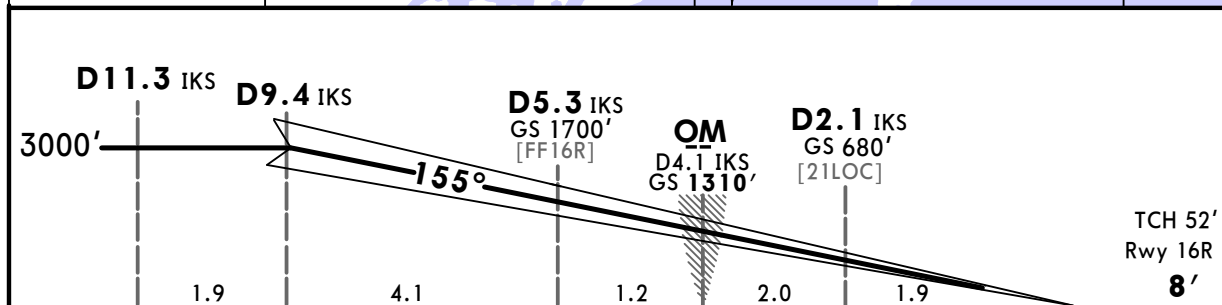
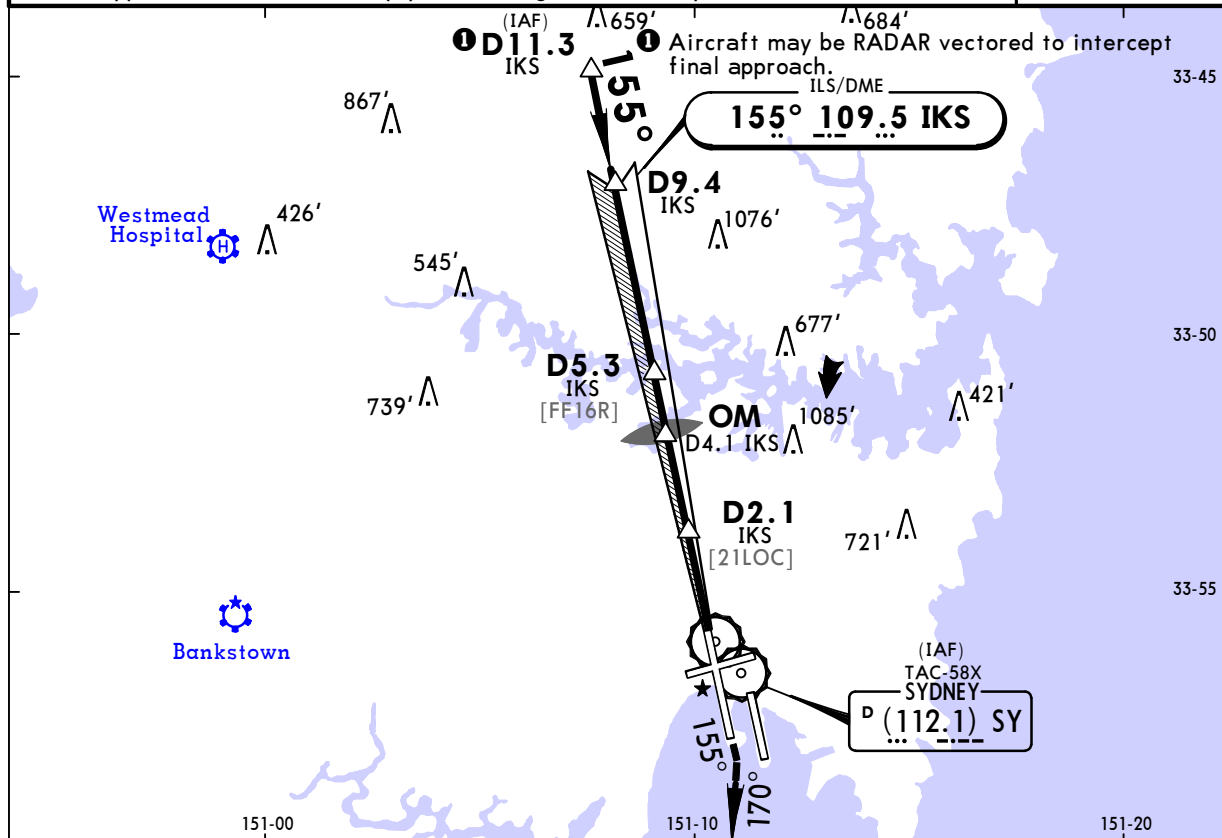
-(KINGSFORD SMITH) INTL

JEPPESEN
22 MAY 15
Eff 28 May (11-7A)

SYDNEY, NSW, AUSTRALIA
ILS-Z Rwy 16R CAT II

BRIEFING STRIP

ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3			Director West 126.1 East 125.3				
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7						
LOC IKS 109.5		Final Apch Crs 155°		GS D5.3 IKS 1700' (1692')		CAT II ILS RA 101' DA(H) 108' (100')		Apt Elev 21' Rwy 16R 8'		2700'
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.										
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'										
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.										
										MSA YSSY ARP 2100' within 10 NM



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	743	PAPI	600'	RT	↑

STRAIGHT-IN LANDING RWY 16R
CAT II ILS
RA 101'
DA(H) 108' (100')

PANS OPS

RVR 350m

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14 (11-8)

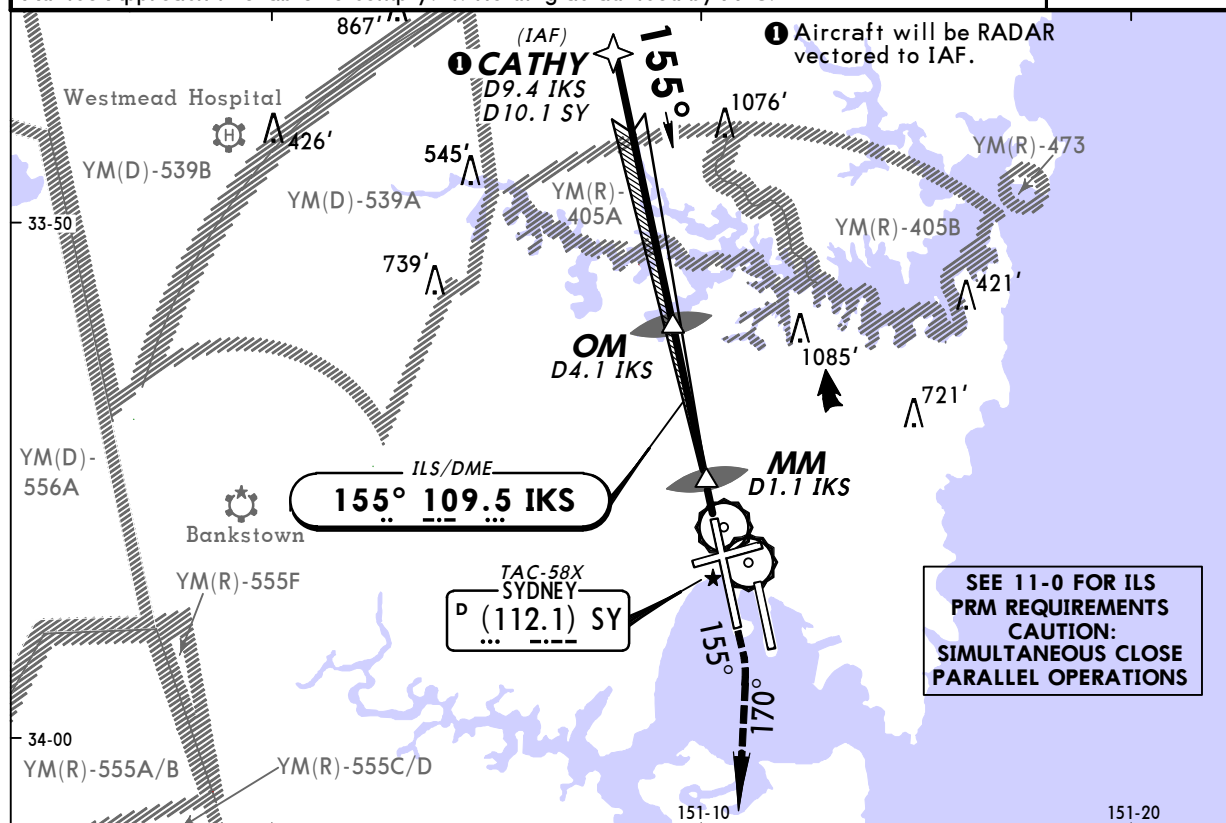
JEPPesen SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 16R

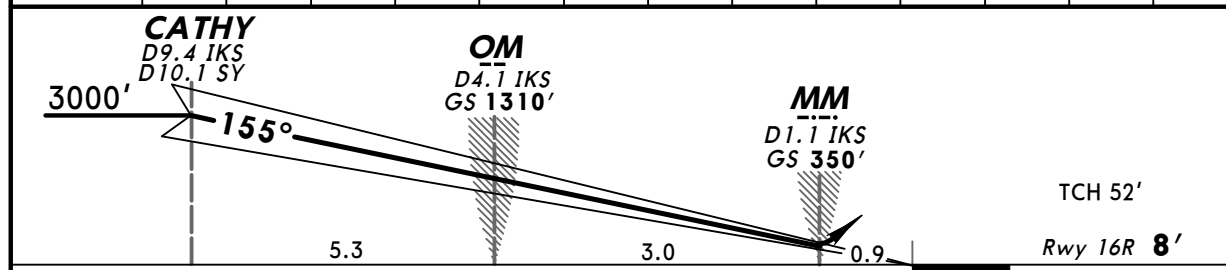
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

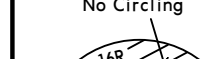
ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7 MONITOR PRM 119.45				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1302')	ILS DA(H) 210' (202')	Apt Elev 21' Rwy 16R 8'	2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track 170°. Continue climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Dual VHF communications required. 2. See 11-0 for "ILS PRM USER INSTRUCTIONS". 3. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.						



IKS DME	9.4	9.0	8.0	7.0	6.0	5.0	4.1	4.0	3.0	2.0	1.1	1.0	0.7
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1600'	1310'	1280'	960'	640'	350'	330'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	MANDATORY 600'	170° RT	3000'
GS	3.00°	372	478	531	637	849				

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling 
ILS DME						
DA(H) 210' (202')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m			B	NOT AUTHORIZED	
C	VIS 0.8 km	1.2 km	1.5 km	C		
D				D		

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

(11-8A)

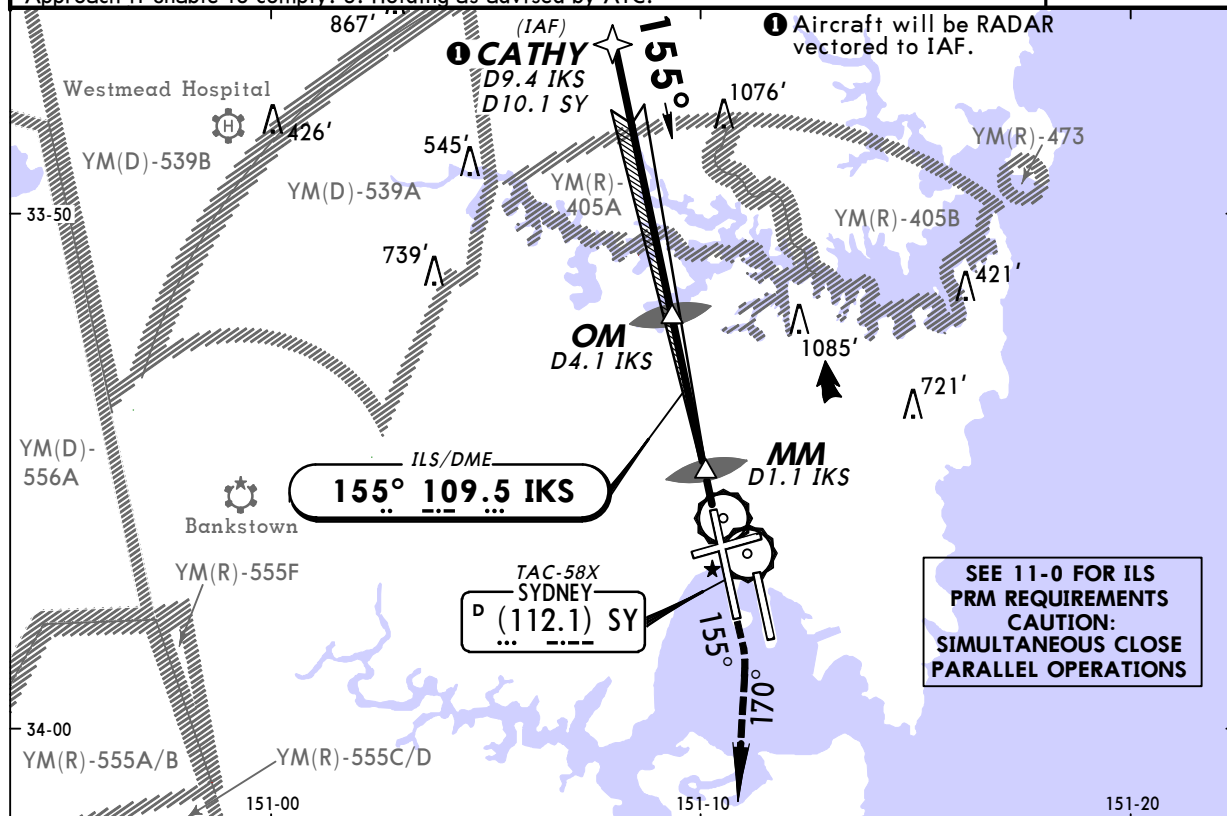
SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 16R CAT II

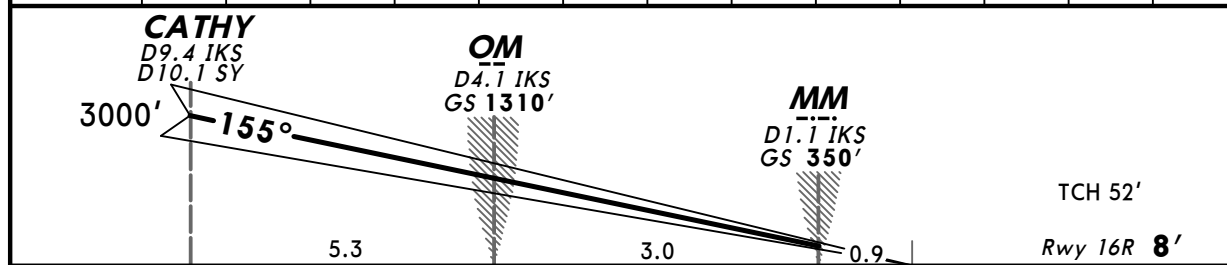
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3
SYDNEY Tower					Ground					
Rwy 16R/34L & 07/25			MONITOR PRM 119.45			West of Rwy 16R/34L		East of Rwy 16R/34L		
120.5			Rwy 16L/34R 124.7			126.5		121.7		
LOC IKS	Final Apch Crs	GS OM	CAT II ILS RA 101' DA(H) 108' (100')			Apt Elev 21' Rwy 16R 8'		2700'		
109.5	155°	1310' (1302')								
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track 170°. Continue climb to 3000' or as directed by ATC.										
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'										
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as advised by ATC.										
MSA YSSY ARP 2100' within 10 NM										



IKS DME	9.4	9.0	8.0	7.0	6.0	5.0	4.1	4.0	3.0	2.0	1.1	1.0	0.7
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1600'	1310'	1280'	960'	640'	350'	330'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	155°	MANDATORY 600'	170°	3000'
GS	3.00°	372	478	531	637	743					

STRAIGHT-IN LANDING RWY 16R
CAT II ILS
RA 101'
DA(H) 108' (100')

RVR 350m

PANS OPS

YSSY/SYD

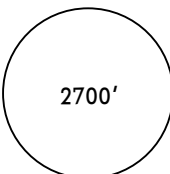
- (KINGSFORD SMITH) INTL

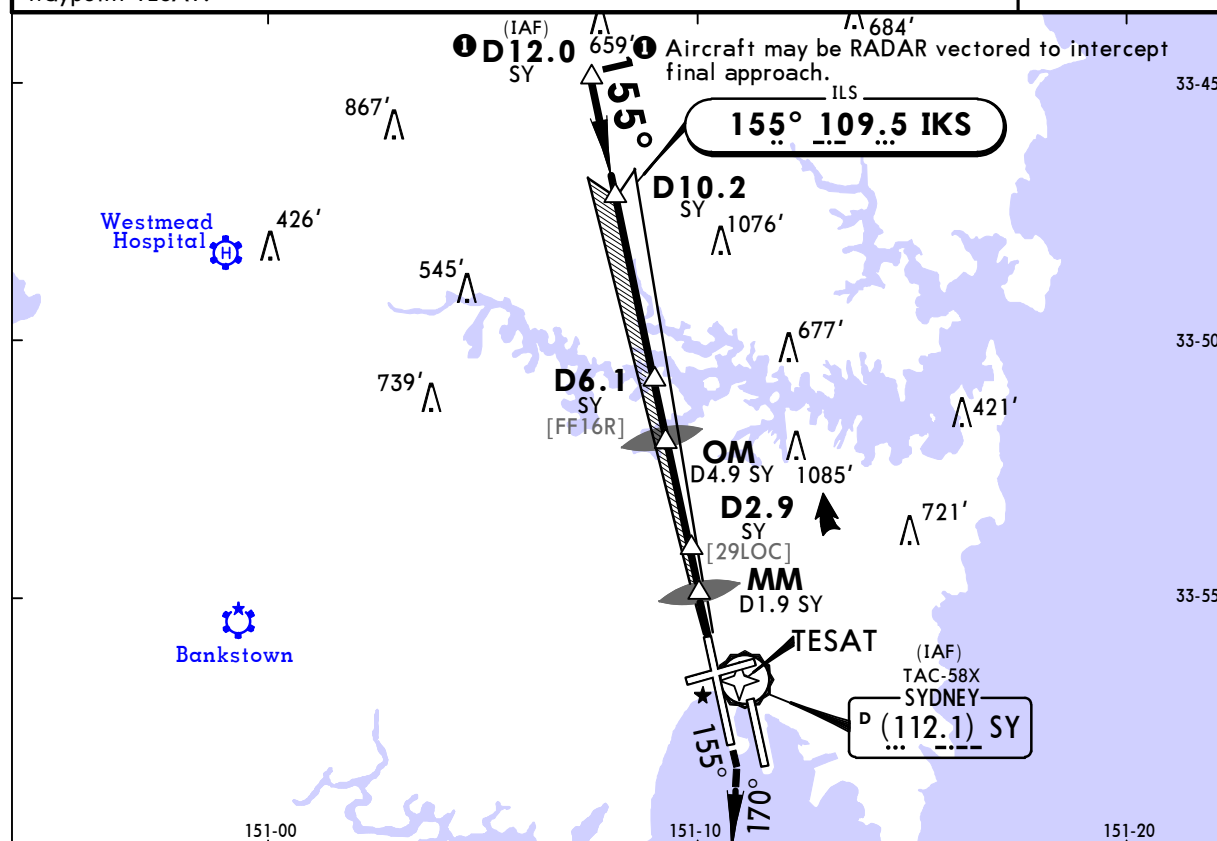
22 MAY 15
Eff 28 May

22 MAY 15
Eff 28 May

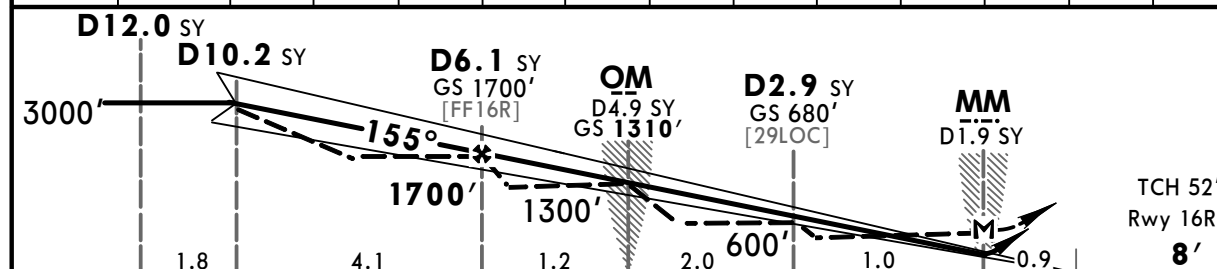
JEPPESSEN SYDNEY, NSW, AUSTRALIA
22 MAY 15 (11-9) Eff 28 May
ILS-Y or LOC-Y Rwy 16R

ILS-Y or LOC-Y Rwy 16R

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1 East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5 East of Rwy 16R/34L 121.7
LOC IKS 109.5	Final Apch Crs 155°	GS D6.1 SY 1700' (1692')	ILS DA(H) 210' (202')	Apt Elev 21'	
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. SY DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from THR 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise APP if unable to comply. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.					
					MSA YSSY ARP 2100' within 10 NM



LOC (GS out)	SY DME	10.2	10.0	9.0	8.0	7.0	6.1	5.0	4.9	4.0	3.0	2.9	2.2
	ALTITUDE	3000'	2930'	2610'	2290'	1980'	1700'	1340'	1310'	1020'	700'	680'	460'



Gnd speed-Kts	70	90	100	120	140	160		MANDATORY 600' 	170° RT	3000
GS 3.00°	372	478	531	637	743	849				
MAP at MM/D1.9 SY										

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
ILS			LOC (GS out) DME			Max Kts	MDA(H)		
DA(H) 210' (202')			MDA(H) 460' (452')						
FULL		HIRL out	HIALS out						HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km				100
B						135			
C						180	1000' (979')-4.0 km		
D						205	1000' (979')-5.0 km		

CHANGES: Recommended altitude.

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YSSY/SYD

-(KINGSFORD SMITH) INTL

22 MAY 15

(11-10)

Eff 28 May

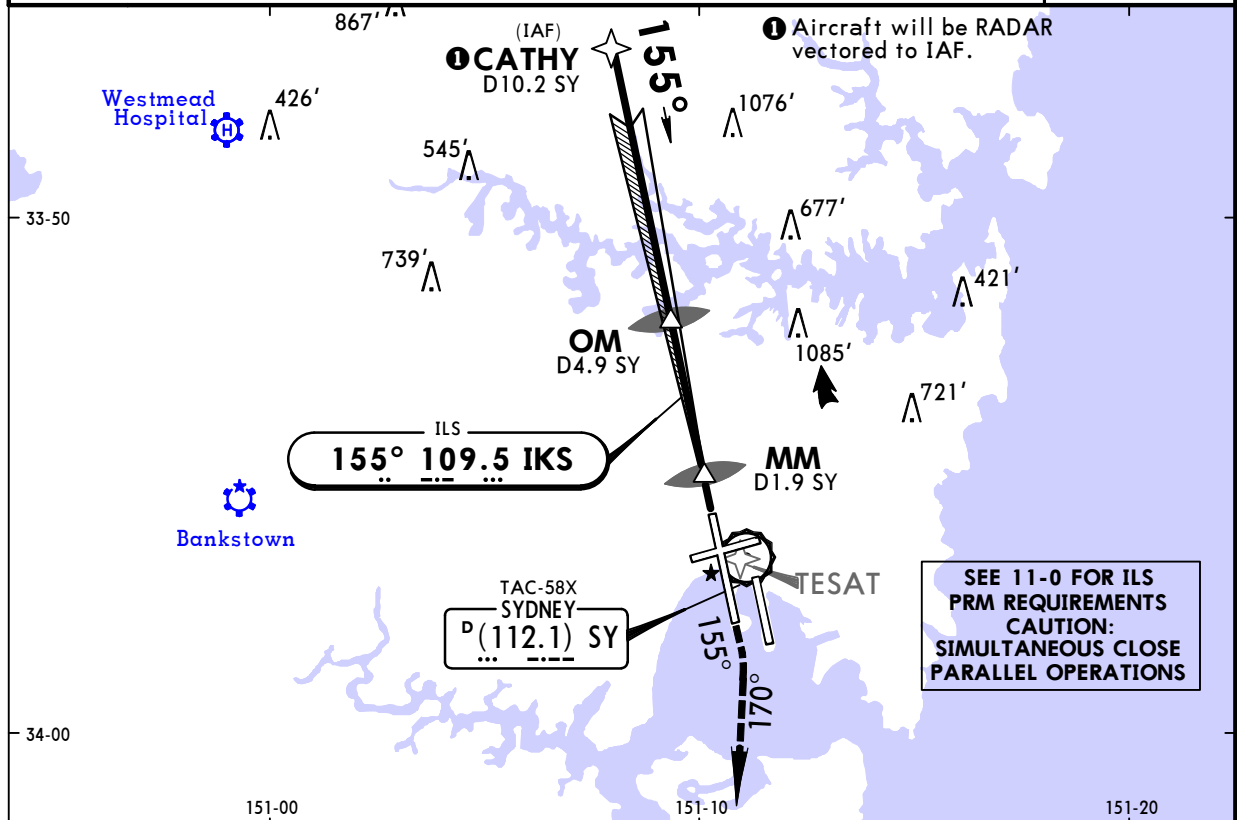
SYDNEY, NSW, AUSTRALIA

ILS-Y PRM Rwy 16R

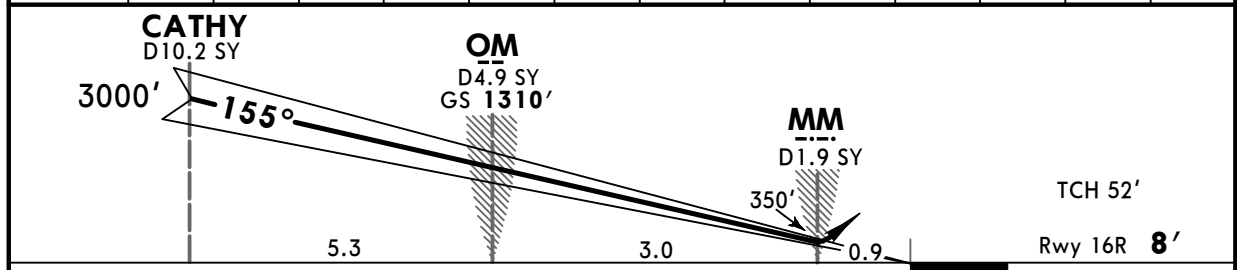
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director							
118.55		126.25		428		North 124.4		South 128.3		West 126.1		East 125.3	
SYDNEY Tower						Ground							
Rwy 16R/34L & 07/25		120.5		Rwy 16L/34R 124.7		MONITOR PRM 119.45		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7			
LOC IKS 109.5		Final Apch Crs 155°		GS OM 1310' (1302')		ILS DA(H) 210' (202')		Apt Elev 21' Rwy 16R 8'		2700' MSA YSSY ARP 2100' within 10 NM			
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track 170°. Continue climb to 3000' or as directed by ATC.													
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'													
1. SY DME required. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as advised by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.													



SY DME	10.2	10.0	9.0	8.0	7.0	6.0	5.0	4.9	4.0	3.0	2.0	1.9	1.5
ALTITUDE	3000'	2930'	2610'	2290'	1980'	1660'	1340'	1310'	1020'	700'	380'	350'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	MANDATORY 600'	155°	RT	170°	3000'
GS	3.00°	372	478	531	637	743						

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling
ILS DA(H) 210' (202')						
FULL		HIRL out	HIALS out			
A				A		
B				B		
C	RVR 550m VIS 0.8 km	1.2 km	1.5 km	C	NA	
D				D		

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

(11-11)

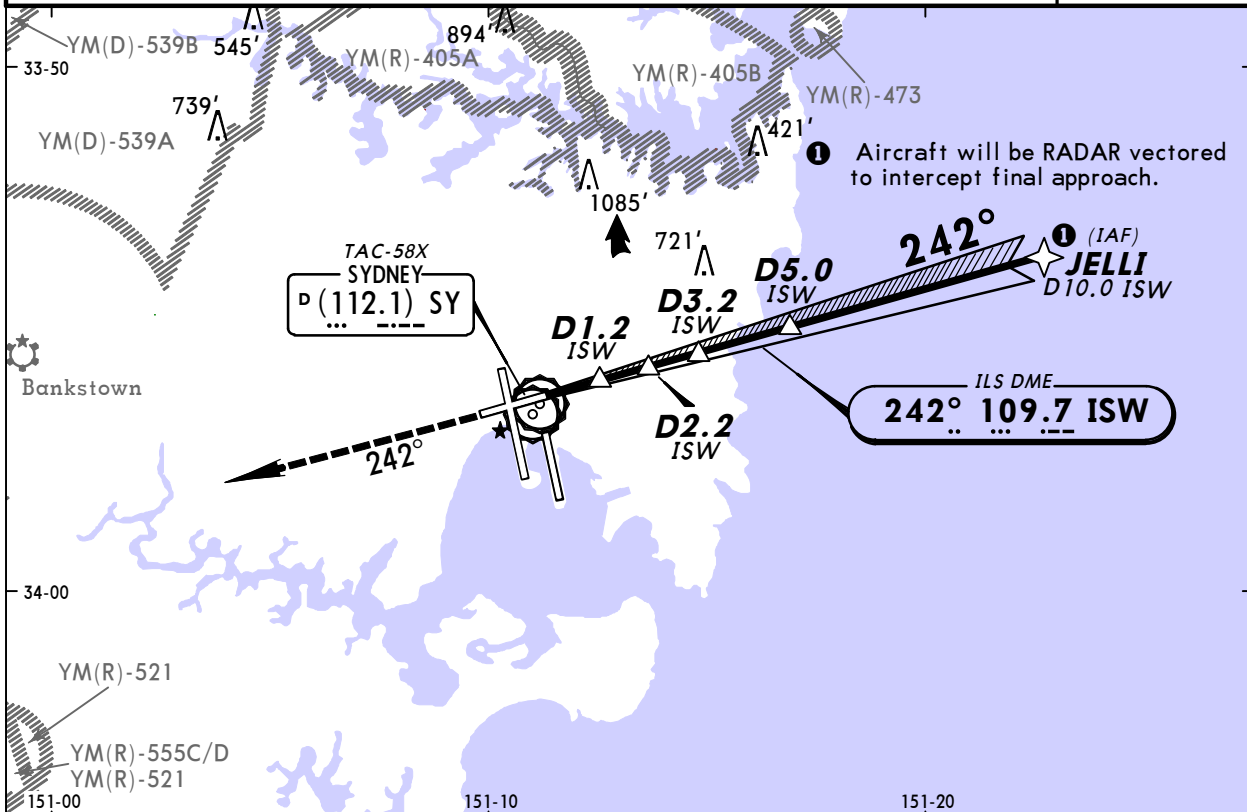
JEPPesen

SYDNEY, NSW, AUSTRALIA

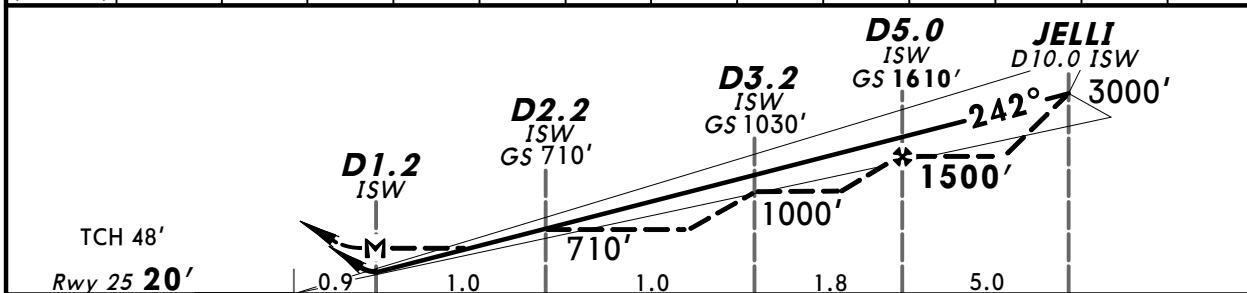
ILS or LOC Rwy 25

BRIEFING STRIP

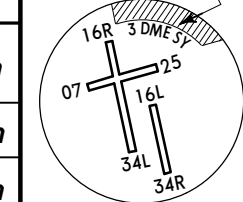
ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground			
Rwy 16R/34L & 07/25		120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5 East of Rwy 16R/34L 121.7
LOC ISW 109.7	Final Apch Crs 242°	GS D5.0 ISW 1610' (1590')	ILS DA(H) 270' (250')	Apt Elev 21' Rwy 25 20'	2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. ISW DME REQUIRED. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.						



LOC (GS out)	ISW DME	1.8	2.0	2.2	3.0	3.2	4.0	5.0	6.0	7.0	8.0	9.0	9.4
	ALTITUDE	580'	650'	710'	970'	1030'	1290'	1610'	1920'	2240'	2560'	2880'	3000'



Gnd Speed-Kts	70	90	100	120	140	160	PAPI		242°		3000'	
GS	3.00°	372	478	531	637	743						
MAP at D1.2 ISW												

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS DME		LOC (GS out) DME		Max Kts	
DA(H) 270' (250')		MDA(H) 580' (560')			
A	1.5 km	3.2 km	MDA(H)		
B			100	710' (689')-2.4 km	
C			135	1000' (979')-4.0 km	
D			180	1000' (979')-5.0 km	
			205	1000' (979')-5.0 km	

PANS OPS

YSSY/SYD

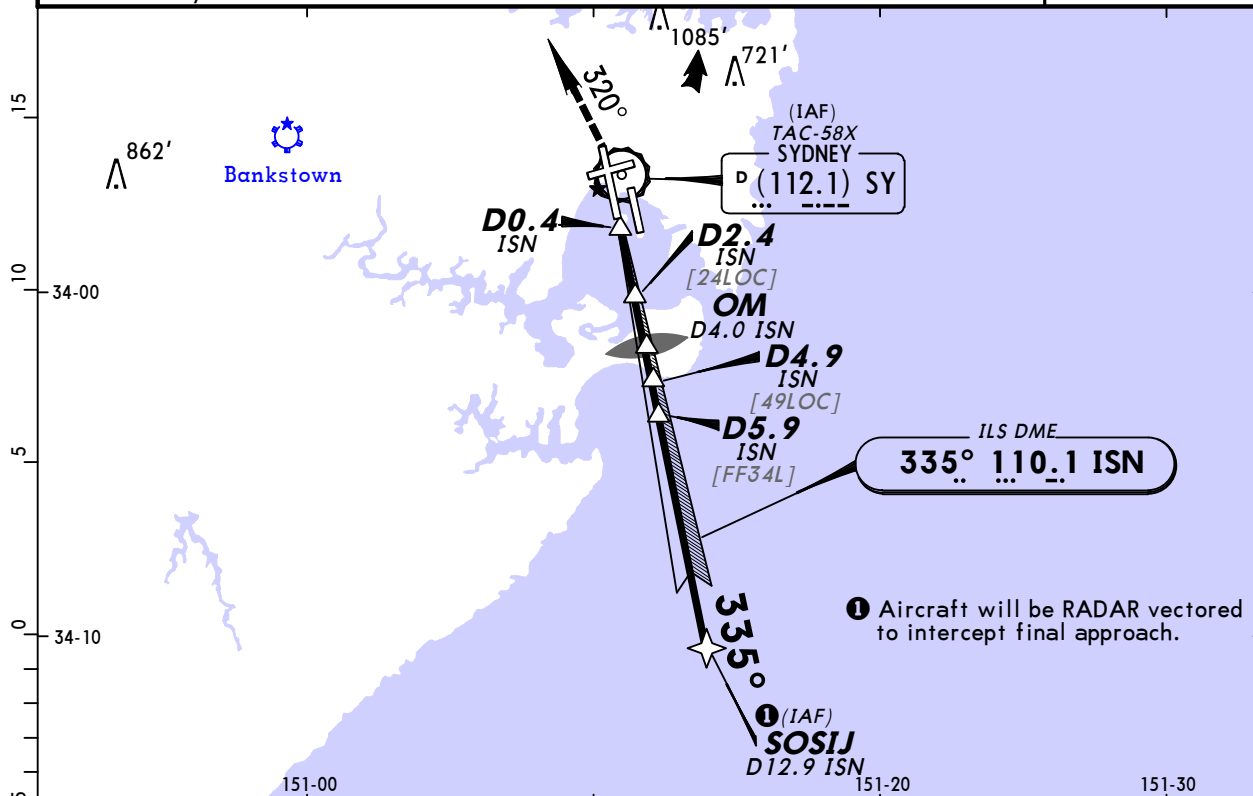
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JEPPesen
27 FEB 15
Eff 5 Mar **11-12**

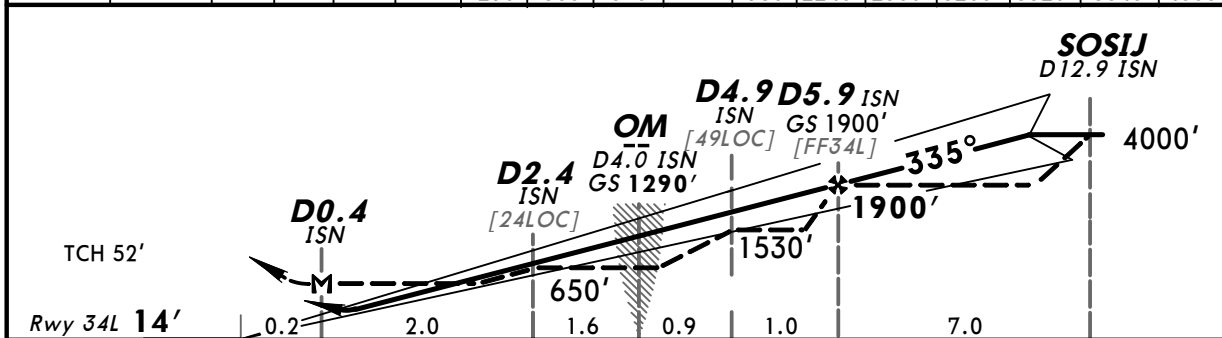
SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 34L

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3
SYDNEY Tower					Ground					
Rwy 16R/34L & Rwy 07/25		120.5	Rwy 16L/34R		124.7	West of Rwy 16R/34L		126.5	East of Rwy 16R/34L 121.7	
LOC ISN	Final Apch Crs	GS OM		ILS DA(H)		Apt Elev 21'		2700'		
110.1	335°	1290' (1276')		220' (206')		Rwy 34L 14'				
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.										
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110		Trans alt: 10000'		MSA YSSY ARP 2100' within 10 NM		
1. ISN DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.										



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	10.0	11.0	12.0	12.5
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	500'	LT	
MAP at D0.4 ISN										

STRAIGHT-IN LANDING RWY 34L					CIRCLE-TO-LAND				
ILS DME					LOC (GS out) DME				
DA(H) 220' (206')					MDA(H) 400' (386')				
FULL	HIRL out	HIALS out			HIALS out				
A									
B	RVR 800m	1.2	1.5	1.7	2.6				
C	VIS 0.8 km	1.2	1.5	1.7	2.6				
D									

CHANGES: Procedure revised.

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YSSY/SYD

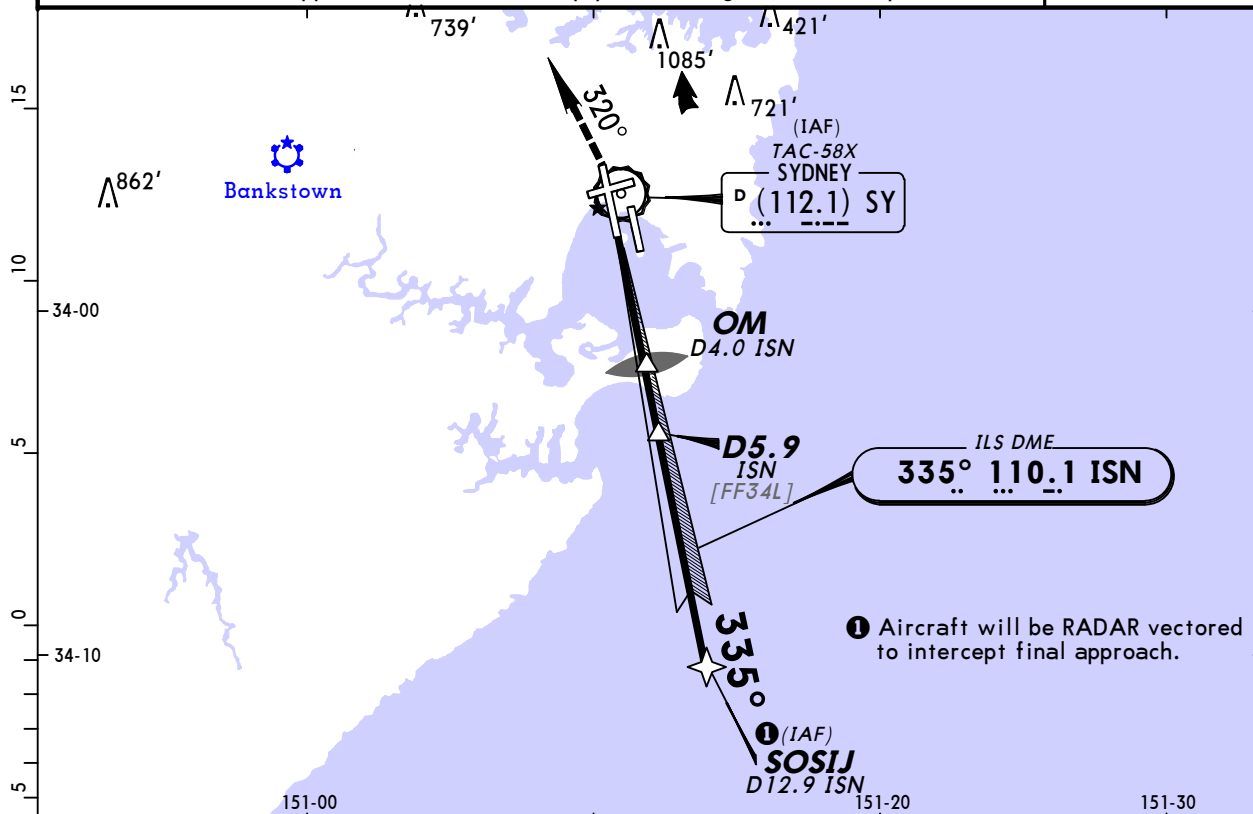
-(KINGSFORD SMITH) INTL

JEPPESSEN 27 FEB 15
Eff 5 Mar **11-12A**

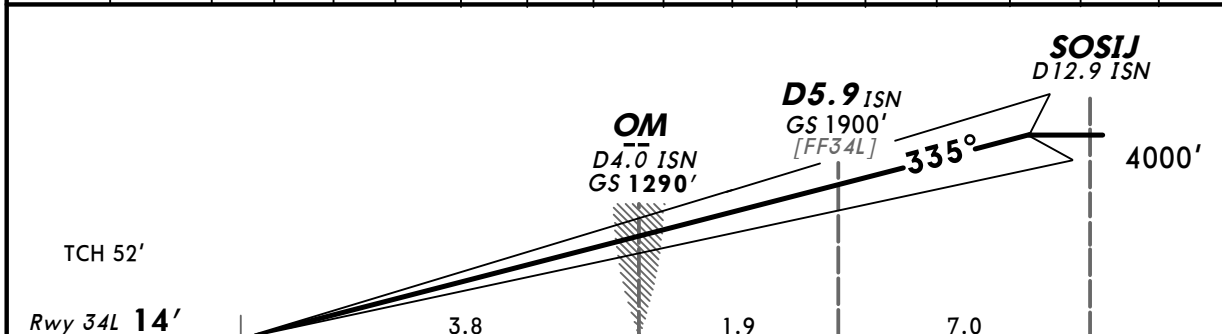
SYDNEY, NSW, AUSTRALIA
ILS-Z Rwy 34L CAT II

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3
SYDNEY Tower			Ground							
Rwy 16R/34L & Rwy 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L			126.5	East of Rwy 16R/34L		121.7
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1290' (1276')	CAT II ILS RA 101' DA(H) 114' (100')		Apt Elev 21'		2700' MSA YSSY ARP 2100' within 10 NM			
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.										
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'										
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ISN DME REQUIRED.										
3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.										



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	10.0	11.0	12.0	12.5
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI PAPI	500'	LT	

STRAIGHT-IN LANDING RWY 34L
CAT II ILS
RA 101'
DA(H) 114' (100')

PANS OPS

RVR 350m

YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPesen SYDNEY, NSW, AUSTRALIA

5 DEC 14

(11-13)

ILS-Z PRM Rwy 34L

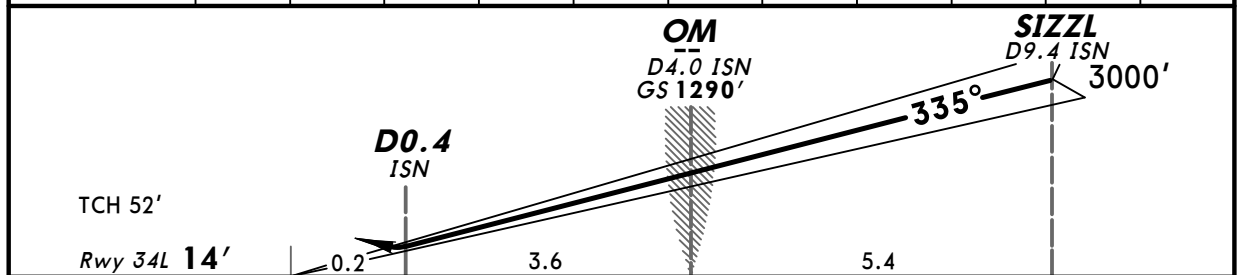
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director		
118.55 126.25 428			North 124.4 South 128.3			West 126.1 East 125.3		
Rwy 16R/34L & Rwy 07/25		SYDNEY Tower		MONITOR		Ground		
120.5		Rwy 16L/34R 124.7		PRM 119.45		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1290' (1276')		ILS DA(H) 220' (206')		Apt Elev 21'		2700' MSA YSSY ARP 2100' within 10 NM
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'								
1. ISN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.								



ISN DME	0.7	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	220'	330'	650'	970'	1290'	1610'	1930'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	500'	LT	

STRAIGHT-IN LANDING RWY 34L ILS DME DA(H) 220' (206')				CIRCLE-TO-LAND		No Circling 
FULL		HIRL out	HIALS out			
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km	A	NOT AUTHORIZED	
B						
C						
D						

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL 5 DEC 14 (11-13A) ILS-Z PRM Rwy 34L CAT II

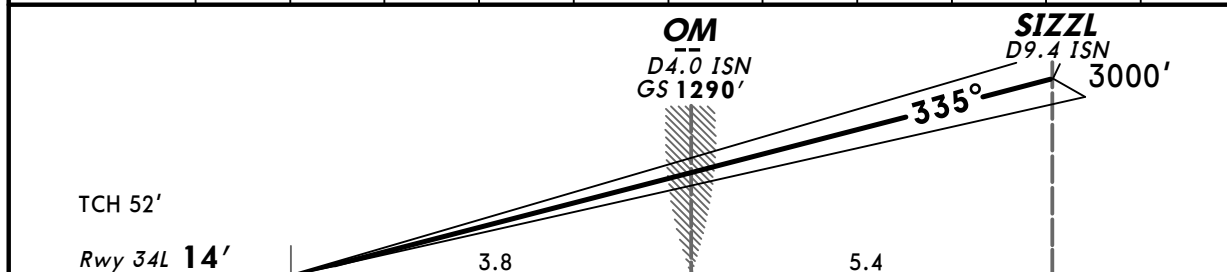
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director		
118.55 126.25 428			North 124.4 South 128.3			West 126.1 East 125.3		
SYDNEY Tower			MONITOR			Ground		
Rwy 16R/34L & Rwy 07/25 120.5			Rwy 16L/34R 124.7			PRM 119.45		
West of Rwy 16R/34L 126.5			East of Rwy 16R/34L 121.7					
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1290' (1276')	CAT II RA 101' DA(H) 114' (100')		Apt Elev 21' Rwy 34L 14'		2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ISN DME REQUIRED. 3. DUAL VHF COMMUNICATIONS REQUIRED. 4. See 11-0 for "ILS PRM USER INSTRUCTIONS". 5. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 6. Holding as directed by ATC.								



ISN DME	0.7	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	220'	330'	650'	970'	1290'	1610'	1930'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		</				

STRAIGHT-IN LANDING RWY 34L
CAT II ILS
RA 101'
DA(H) **114' (100')**

PANS OPS

RVR **350m**

YSSY/SYD

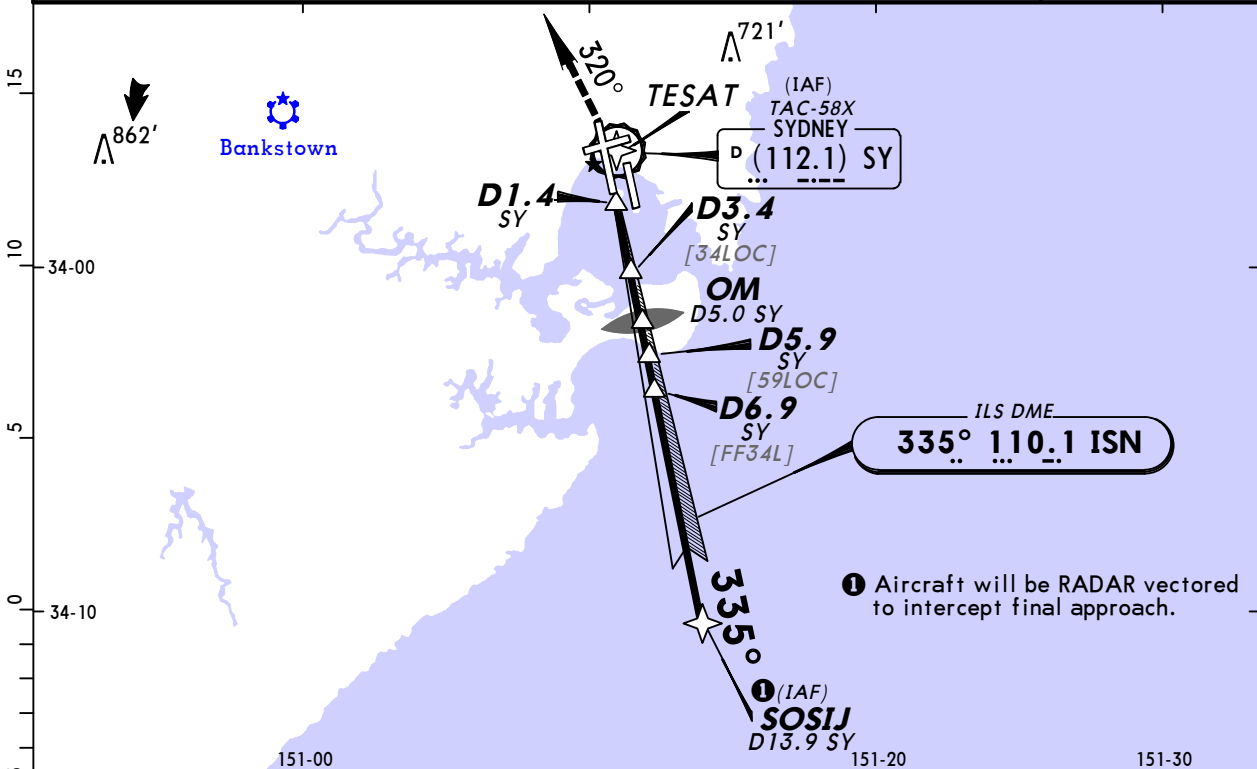
-(KINGSFORD SMITH) INTL

JEPPESSEN
27 FEB 15
Eff 5 Mar (11-14)

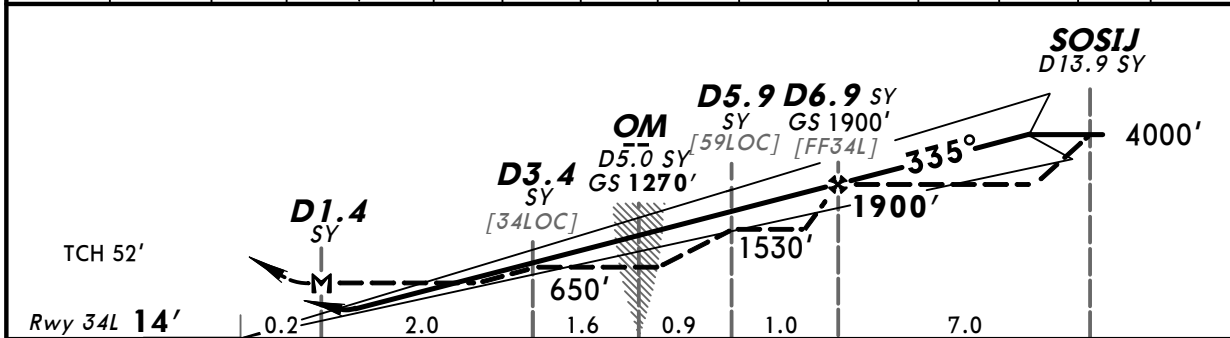
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 34L

BRIEFING STRIP™

ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1270' (1256')	ILS DA(H) 220' (206')	Apt Elev 21' Rwy 34L 14'		2700'
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. SY DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.						
MSA YSSY ARP 2100' within 10 NM						



LOC (GS out)	SY DME	2.3	3.0	3.4	4.0	5.0	5.9	6.9	8.0	10.0	11.0	12.0	13.0	13.6
	ALTITUDE	400'	630'	760'	950'	1270'	1550'	1900'	2220'	2860'	3180'	3500'	3810'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	849	PAPI PAPI	500'	LT	
MAP at D1.4 SY										

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS DME DA(H) 220' (206')			LOC (GS out) DME MDA(H) 400' (386')					
FULL		HIRL out	HIALS out			Max Kts	MDA(H)	
A	RVR					100	710' (689') - 2.4 km	
B	800m					135		
C	VIS	1.2 km	1.5 km	1.7 km	2.6 km	180	1000' (979') - 4.0 km	
D	0.8 km					205	1000' (979') - 5.0 km	

CHANGES: Procedure revised.

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YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPesen SYDNEY, NSW, AUSTRALIA

27 FEB 15
Eff 5 Mar

11-15

ILS-Y PRM Rwy 34L

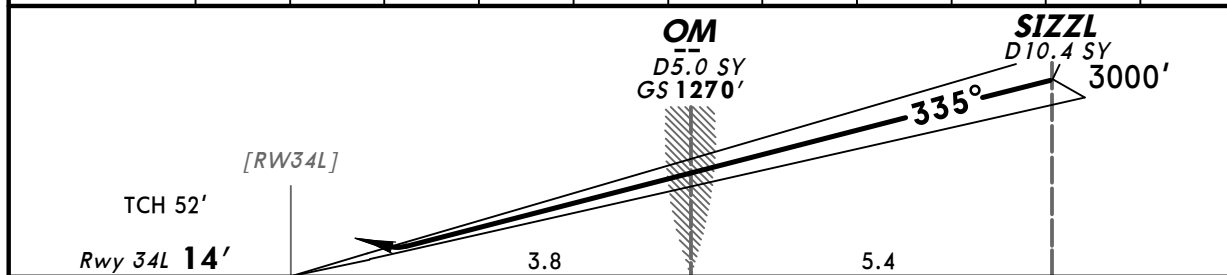
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director		
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3		
SYDNEY Tower			MONITOR			Ground		
Rwy 16R/34L & Rwy 07/25	120.5	Rwy 16L/34R 124.7	PRM 119.45		West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7		
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1270' (1256')	ILS DA(H) 220' (206')		Apt Elev 21' Rwy 34L 14'		2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'								
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.								



SY DME	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.4
ALTITUDE	220'	310'	630'	950'	1270'	1580'	1900'	2220'	2540'	2860'	3000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	500'	LT	

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		No Circling 
ILS DME						
DA(H) 220' (206')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 800m	1.2 km	1.5 km	B	NOT AUTHORIZED	
C	VIS 0.8 km			C		
D				D		

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

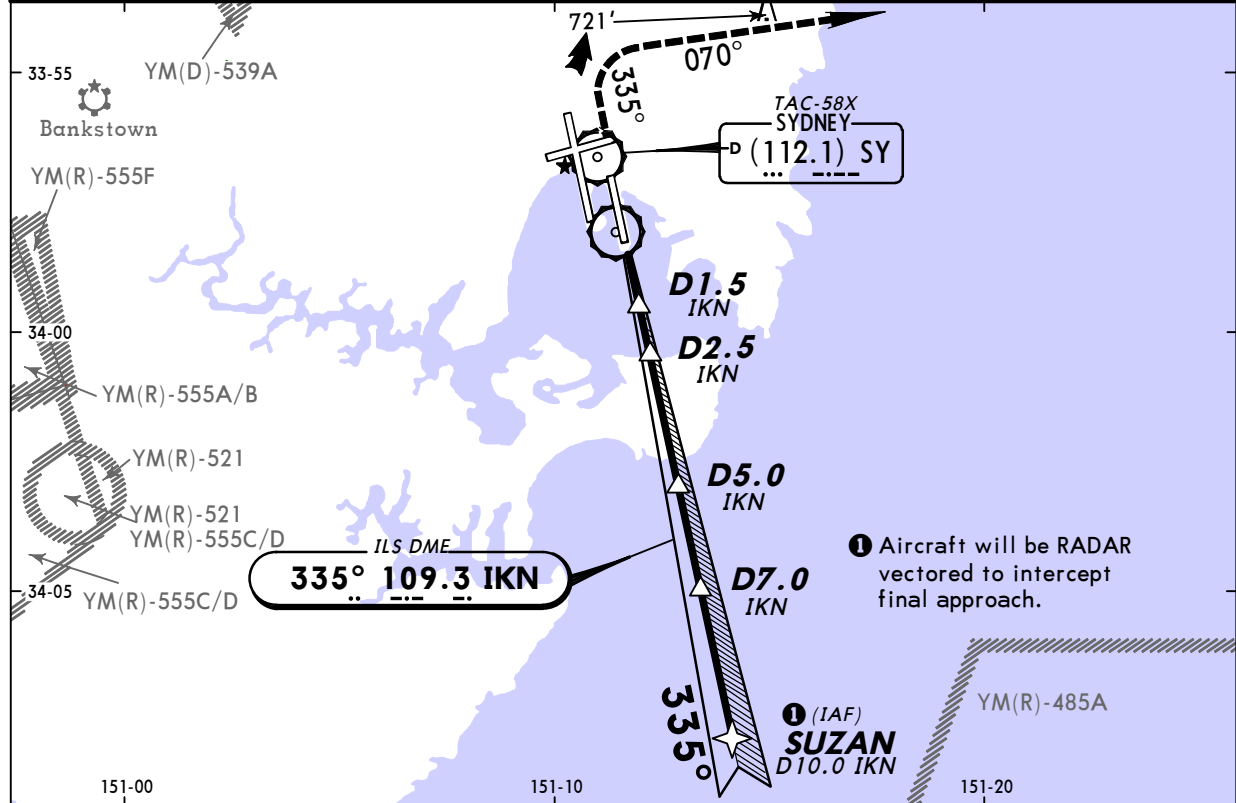
(11-16)

SYDNEY, NSW, AUSTRALIA

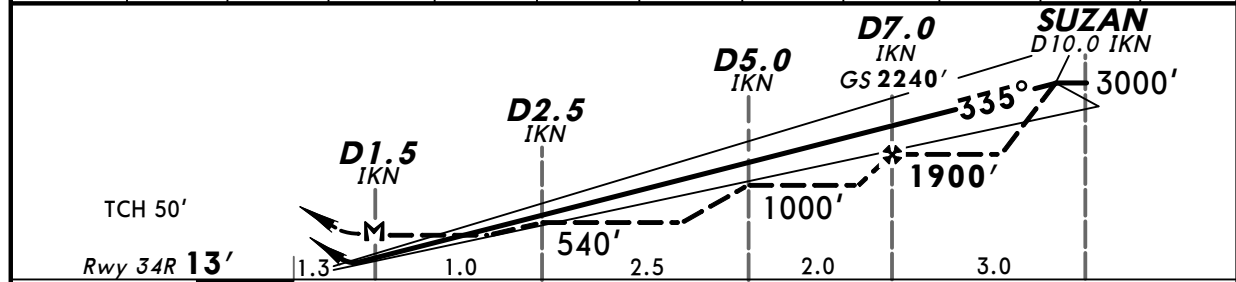
ILS-Z or LOC-Z Rwy 34R

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335°	GS D7.0 IKN 2240' (2227')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21'	2700'	
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. IKN DME REQUIRED. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, At 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.						
						MSA YSSY ARP 2100' within 10 NM

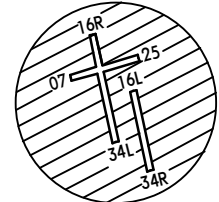


LOC (GS out)	IKN DME	1.5	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
	ALTITUDE	500'	640'	960'	1280'	1600'	1920'	2240'	2560'	2870'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI 335°	MANDATORY 600'	070° RT	2000'
GS	3.00°	372	478	531	637	743				
MAP at D1.5 IKN										

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND	
ILS DME Missed approach requires a minimum climb gradient of 3.3% DA(H) 270' (257')		Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447')		LOC (GS out) DME MDA(H) 500' (487')	
A	1.5 km	2.5 km	2.7 km	A	NOT AUTHORIZED
B				B	
C				C	
D				D	



PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

11-17

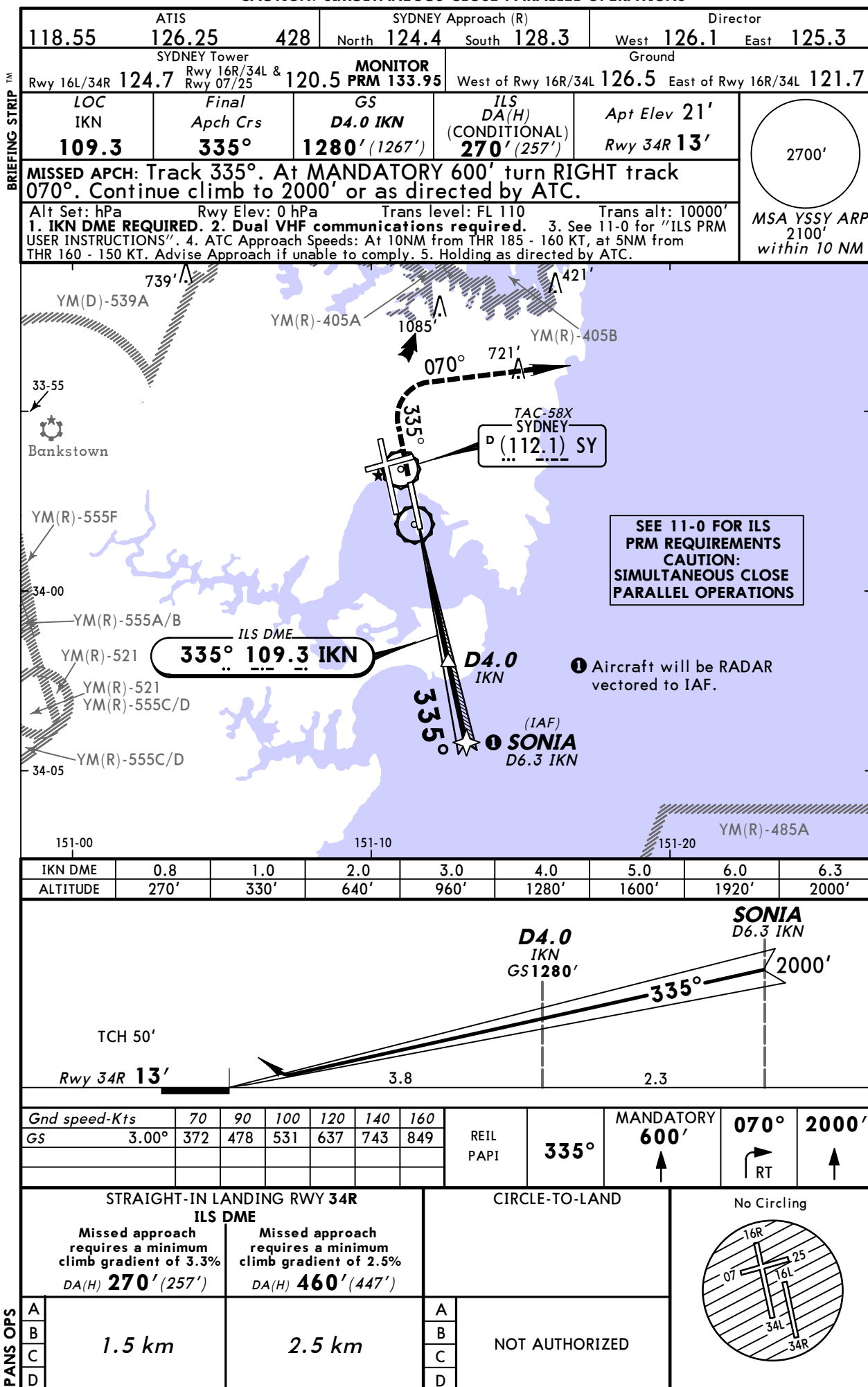


JEPPesen

SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD

-(KINGSFORD SMITH) INTL

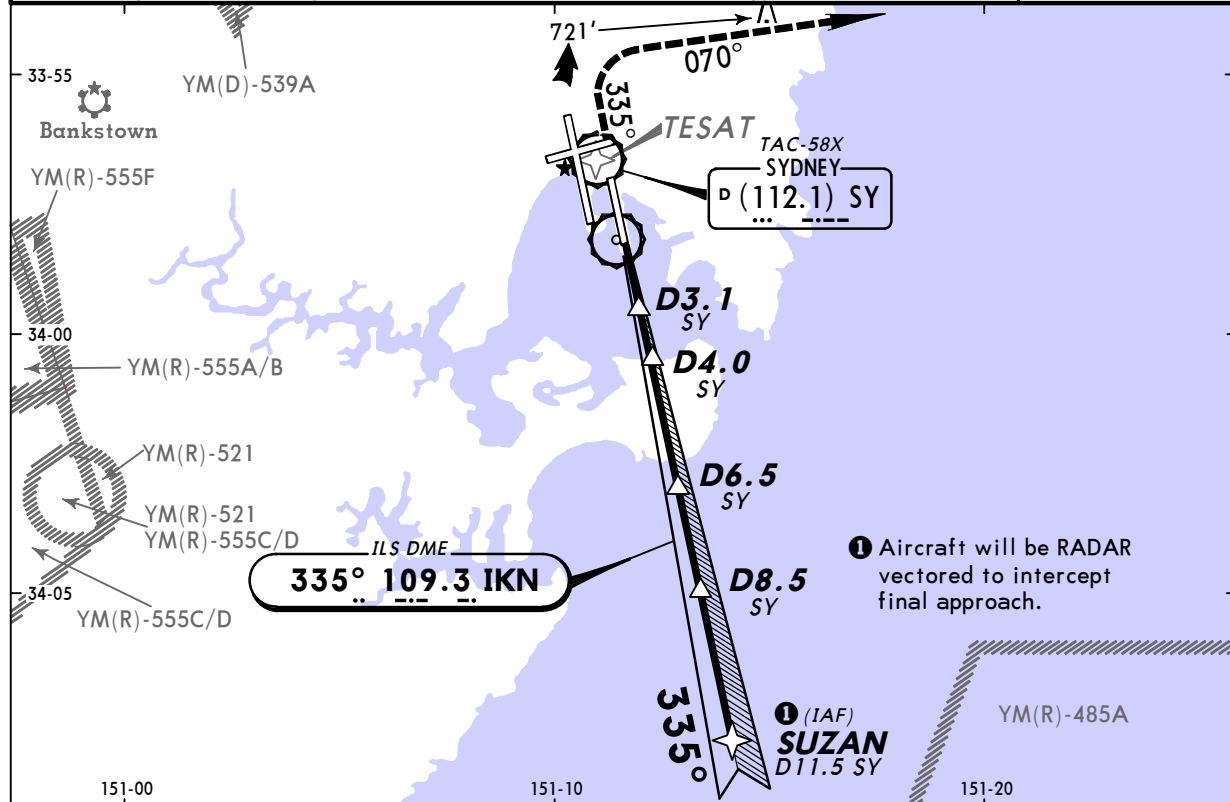
5 DEC 14

(11-18)

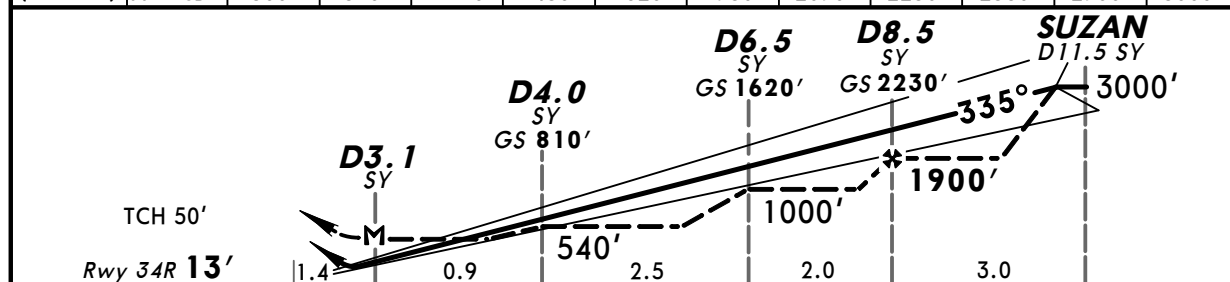
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 34R

BRIEFING STRIP

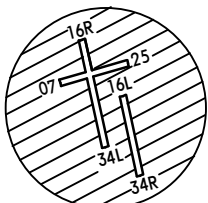
ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335°	GS D8.5 SY 2230' (2217')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21'		2700'
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. SY DME REQUIRED. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.						MSA YSSY ARP 2100' within 10 NM



LOC (GS out)	SY DME	3.1	4	5.0	6.0	6.5	7.0	8.0	8.5	9.0	10.0	10.9
	ALTITUDE	500'	810'	1110'	1430'	1620'	1750'	2070'	2230'	2380'	2700'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335°	MANDATORY 600'	070° RT	2000'
GS	3.00°	372	478	531	637	743					
MAP at D3.1 SY											

STRAIGHT-IN LANDING RWY 34R			CIRCLE-TO-LAND	
ILS DME		LOC (GS out) DME	No Circling	
Missed approach requires a minimum climb gradient of 3.3%		Missed approach requires a minimum climb gradient of 2.5%		
DA(H) 270' (257')		DA(H) 460' (447')		
1.5 km		2.5 km	NOT AUTHORIZED	
2.7 km				

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

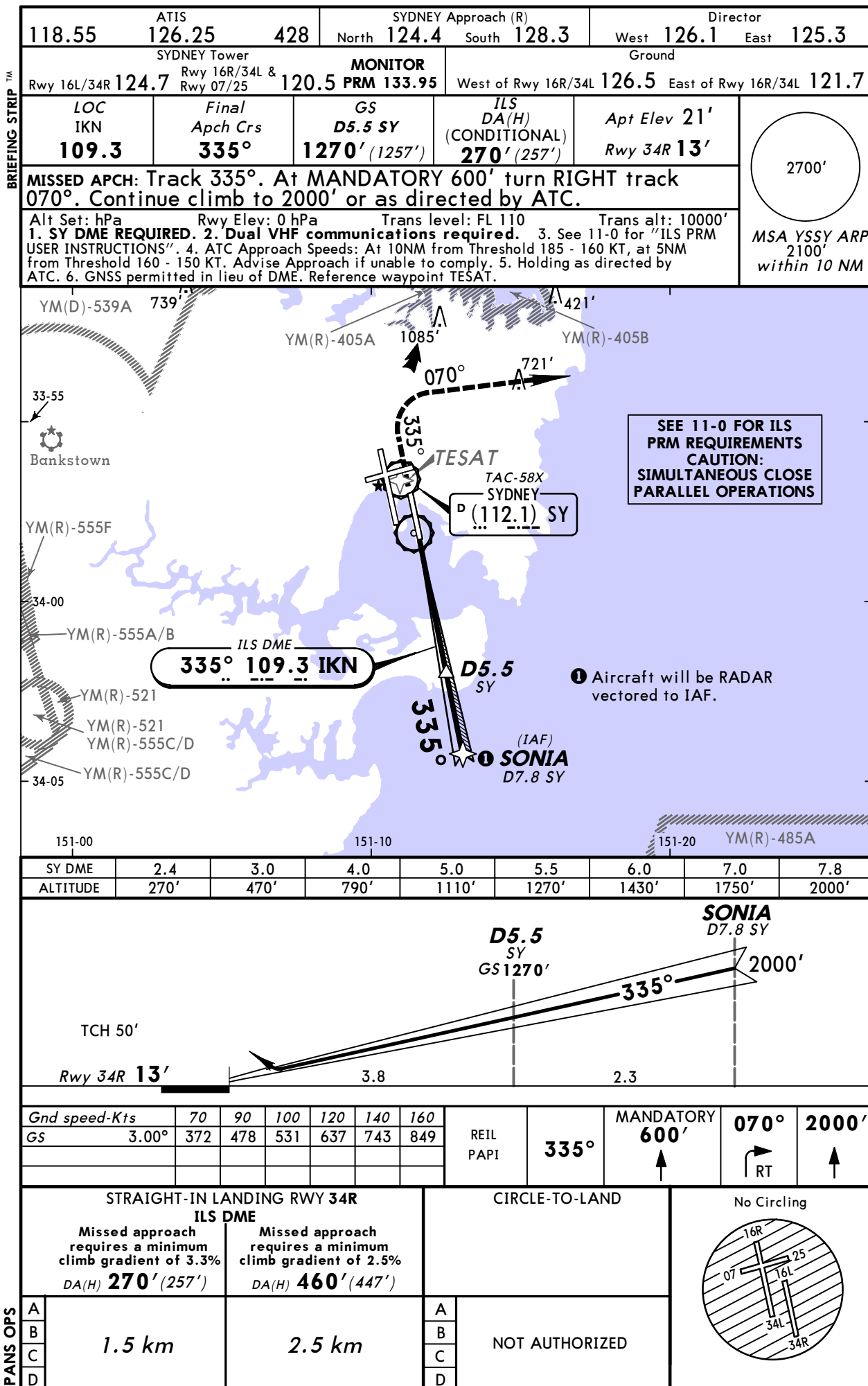
5 DEC 14

(11-19)

SYDNEY, NSW, AUSTRALIA

ILS-Y PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

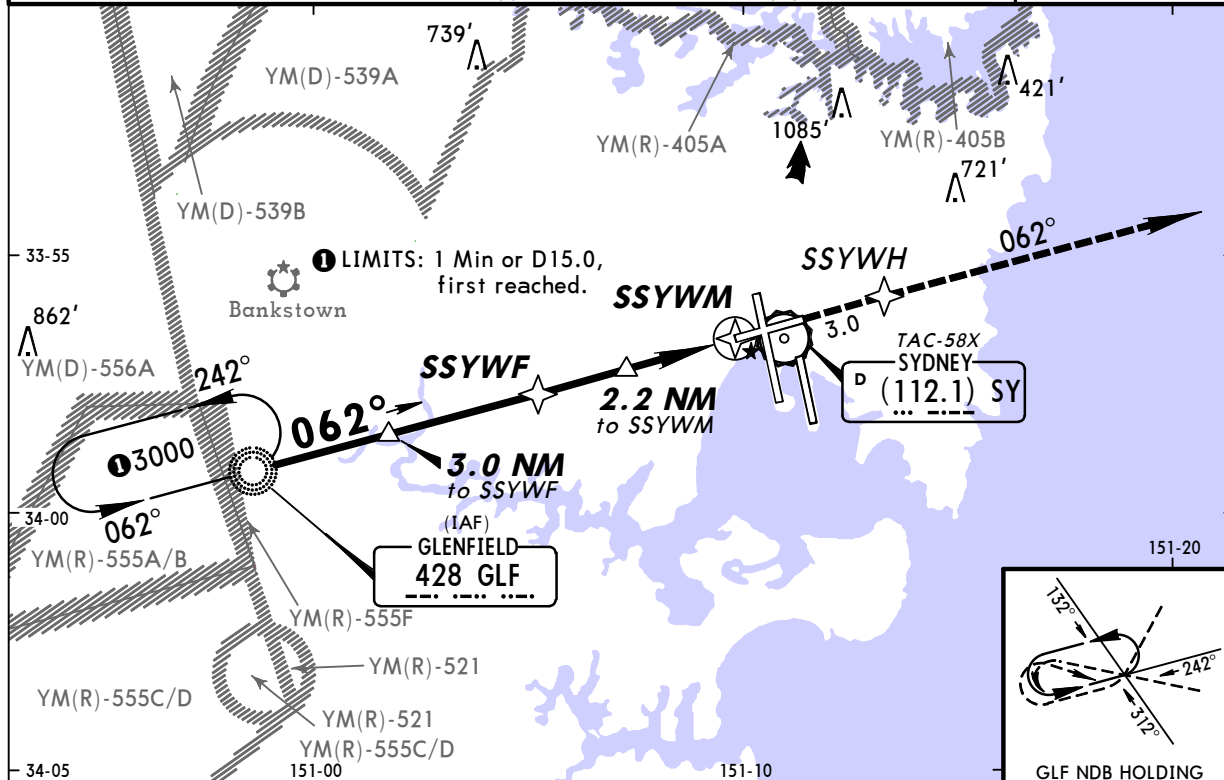


YSSY/SYD
-(KINGSFORD SMITH) INTL

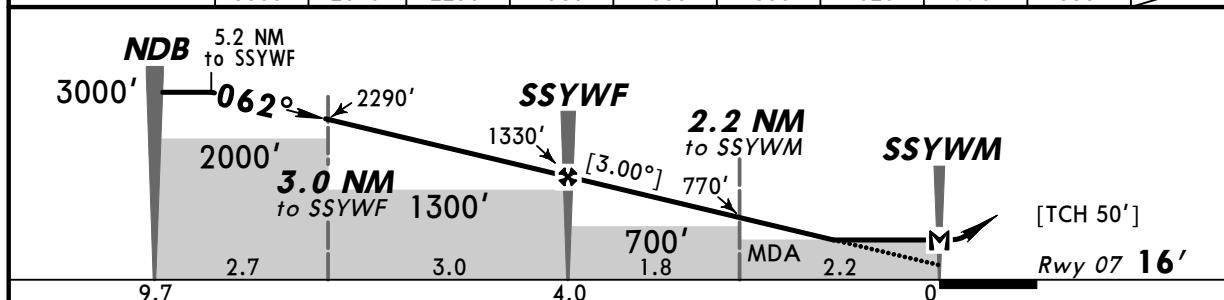
JEPPESSEN SYDNEY, NSW, AUSTRALIA
19 DEC 14 (12-1) RNAV-Z (GNSS) Rwy 07

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
118.55 126.25 428			North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Rwy 16L/34R	Ground		East of Rwy 16R/34L
Rwy 16R/34L & 07/25 120.5			124.7	West of Rwy 16R/34L 126.5		121.7
RNAV	Final Apch Crs 062°	Procedure Alt SSYWF 1330' (1314')	MDA(H) 580' (564')	Apt Elev 21' Rwy 07 16'		2700' MSA YSSY ARP 2100' within 10 NM
MISSED APCH: Track direct to SSYWH, then track 062°. Climb to 2000' 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. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.						



NM to NEXT WPT	5.2	4.0	3.0	2.0	1.0	SSYWF	3.0	2.2	1.6	SSYWH
ALTITUDE	3000'	2610'	2290'	1980'	1660'	1330'	1020'	770'	580'	



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

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
MDA(H) 580' (564')				Max Kts	MDA(H)	
A	3.2 km			100	710' (689') - 2.4 km	
B				135		
C				180	1000' (979') - 4.0 km	
D				205	1000' (979') - 5.0 km	

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

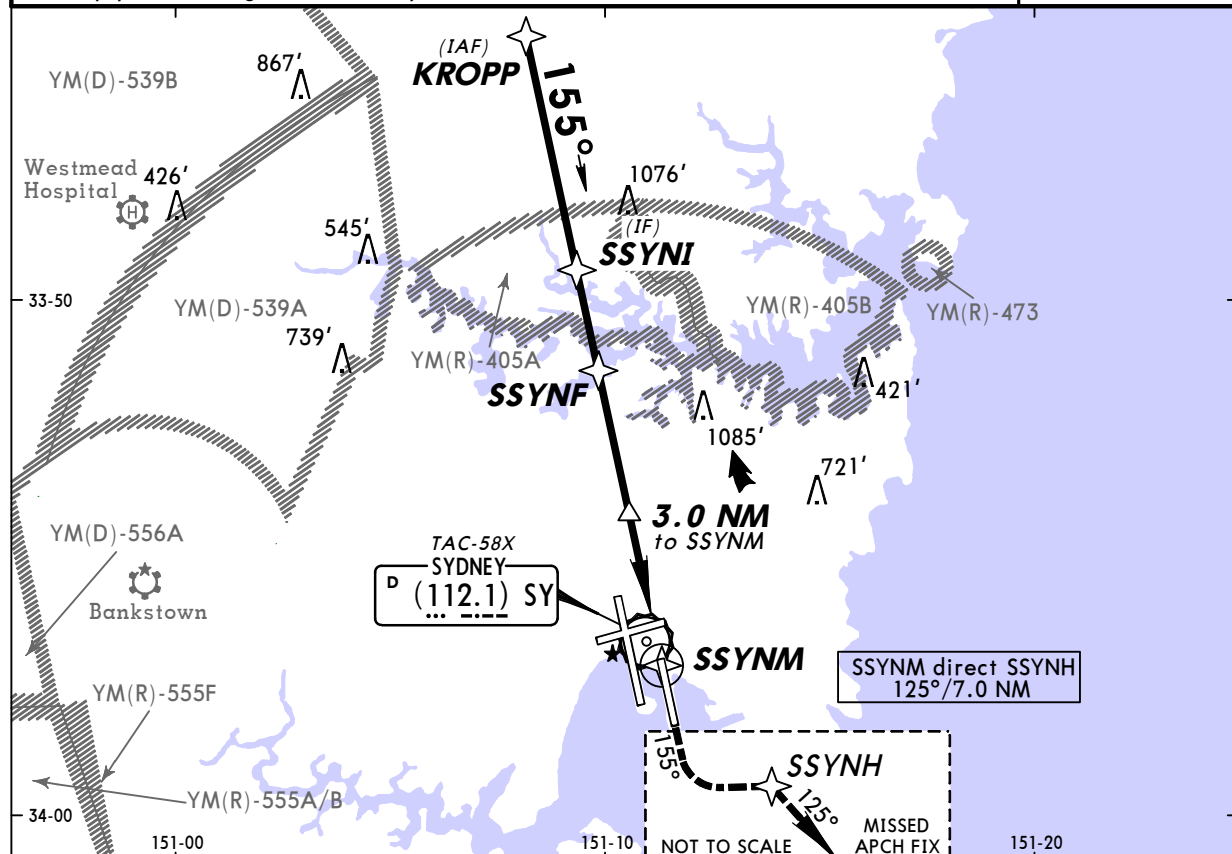
19 DEC 14

(12-2)

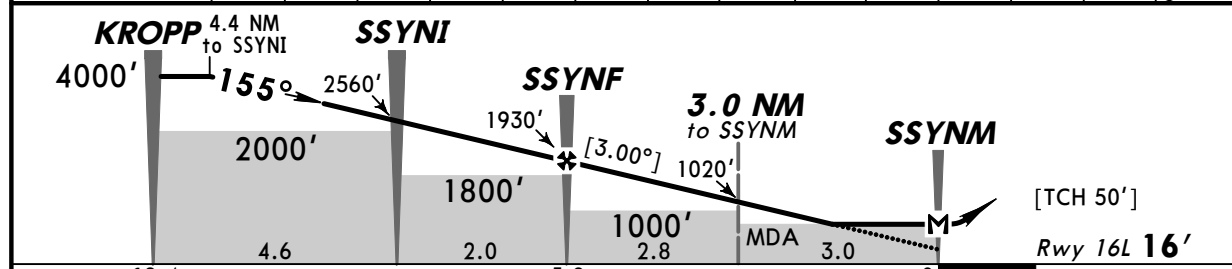
RNAV-Z (GNSS) Rwy 16L

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
			North	South	West	East
118.55	126.25	428	124.4	128.3	126.1	125.3
SYDNEY Tower				Ground		
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L		East of Rwy 16R/34L
124.7		120.5		126.5		121.7
RNAV	Final Apch Crs 155°	Procedure Alt SSYNF 1930' (1914')	MDA(H) 480' (464')	Apt Elev 21'	2700'	
Rwy 16L 16'						
MISSED APCH: Track 155°, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000' 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. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.						
MSA YSSY ARP 2100' within 10 NM						



NM to NEXT WPT	4.4	4.0	3.0	2.0	1.0	SSYNI	1.0	SSYNF	5.0	4.0	3.0	2.0	1.3	SSYNM
ALTITUDE	4000'	3840'	3520'	3200'	2880'	2560'	2240'	1930'	1660'	1340'	1020'	700'	480'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	155°	MANDATORY	600'	LT	D	SSYNH
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	PAPI					
MAP at SSYNM													

STRAIGHT-IN LANDING RWY 16L						CIRCLE-TO-LAND	
MDA(H) 480' (464')							
HIALS out							

PANS OPS

A	2.6 km						A	NOT AUTHORIZED	
B							B		
C							C		
D							D		

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

(12-3)



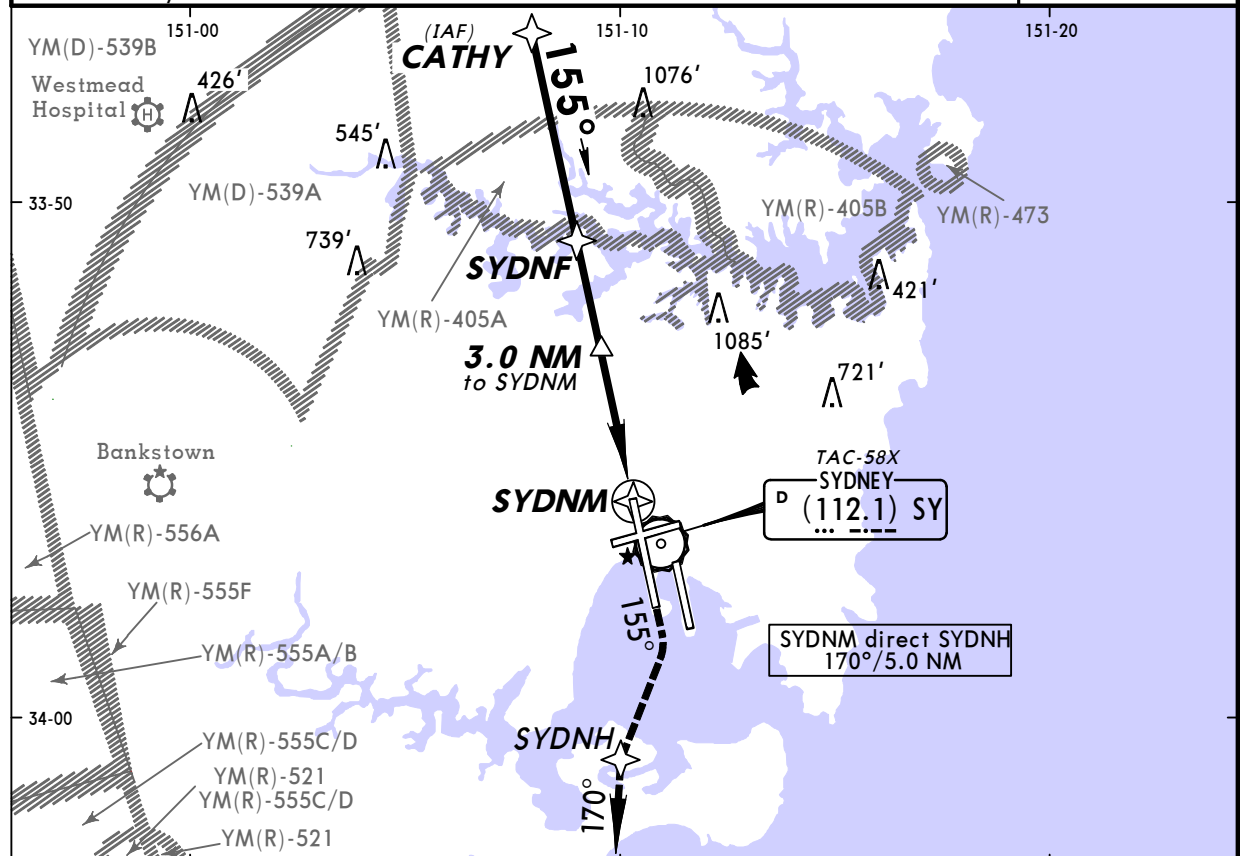
JEPPESEN

SYDNEY, NSW, AUSTRALIA

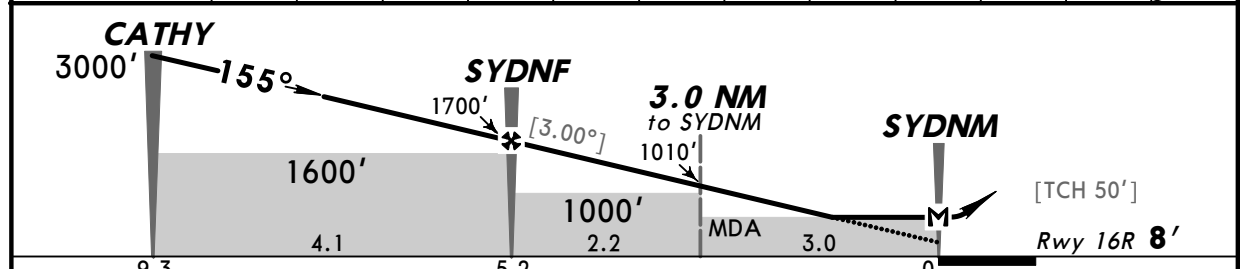
RNAV-Z (GNSS) Rwy 16R

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
			North	South	West	East
118.55	126.25	428	124.4	128.3	126.1	125.3
SYDNEY Tower				Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7		126.5		121.7
RNAV	Final Apch Crs 155°	Procedure Alt SYDNF 1700' (1692')	MDA(H) 520' (512')	Apt Elev 21' Rwy 16R 8'	2700'	
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					MSA YSSY ARP 2100' within 10 NM	



NM to NEXT WPT	4.1	4.0	3.0	2.0	1.0	SYDNF	5.0	4.0	3.0	2.0	1.4	SYDNM
ALTITUDE	3000'	2980'	2660'	2340'	2020'	1700'	1650'	1330'	1010'	700'	520'	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	RT	D	SYDNH
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	155°	600'		
MAP at SYDNM											

STRAIGHT-IN LANDING RWY 16R			CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
MDA(H) 520' (512')			MDA(H)		
HIALS out			Max Kts		
A	2.9 km		100	710' (689') - 2.4 km	
B			135	1000' (979') - 4.0 km	
C			180	1000' (979') - 4.0 km	
D			205	1000' (979') - 5.0 km	

PANS OPS

YSSY/SYD
-(KINGSFORD SMITH) INTL

JEPPesen
5 DEC 14 (12-4)

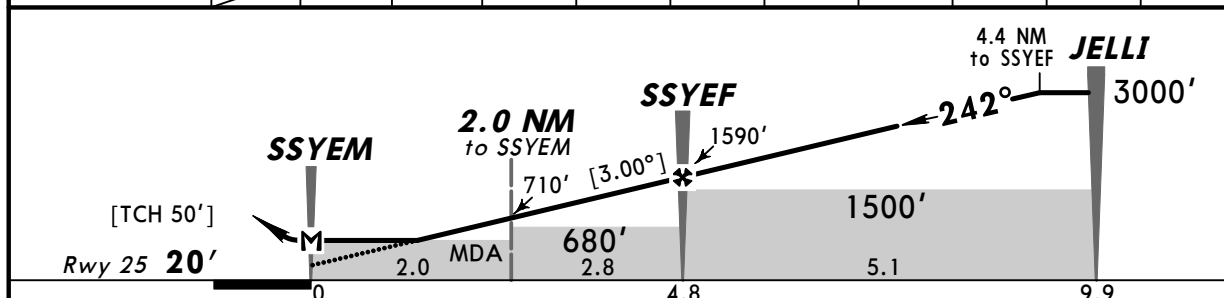
SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 25

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5				Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5	
					East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 242°	Procedure Alt SSYEF 1590' (1570')	MDA(H) 520' (500')	Apt Elev 21' Rwy 25 20'		2700'
MISSED APCH: Track direct to SSYEH, thence track 242°. Climb to 3000' 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. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from Threshold, 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.						
						MSA YSSY ARP 2100' within 10 NM



NM to NEXT WPT	SSYEM	1.4	2.0	3.0	4.0	SSYEF	1.0	2.0	3.0	4.0	4.4
ALTITUDE		520'	710'	1030'	1340'	1590'	1920'	2240'	2550'	2870'	3000'



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

PANS OPS

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
MDA(H) 520' (500')			Max Kts	MDA(H)	
2.8 km			100	710' (689') - 2.4 km	
			135	1000' (979') - 4.0 km	
			180	1000' (979') - 5.0 km	
			205		

YSSY/SYD

-(KINGSFORD SMITH) INTL

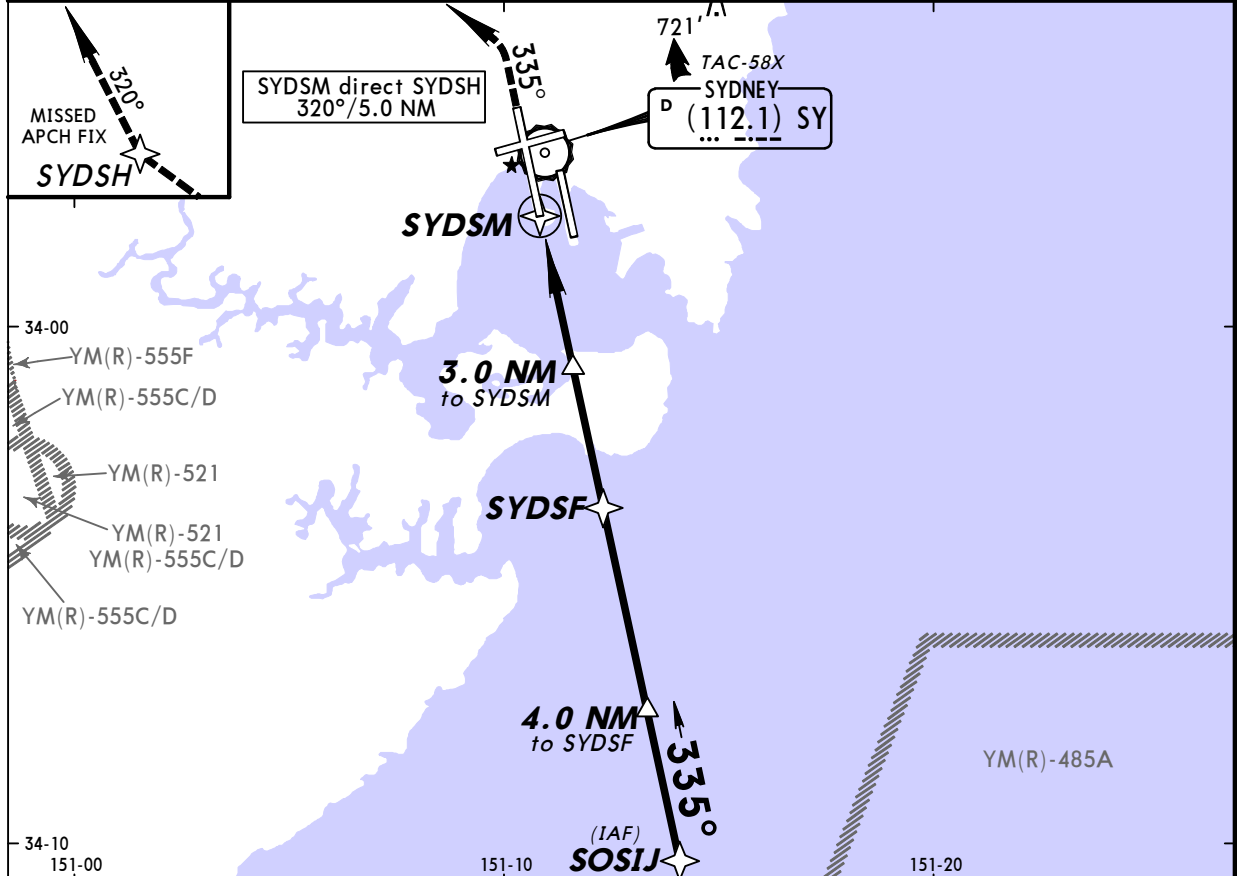
5 DEC 14

(12-5)

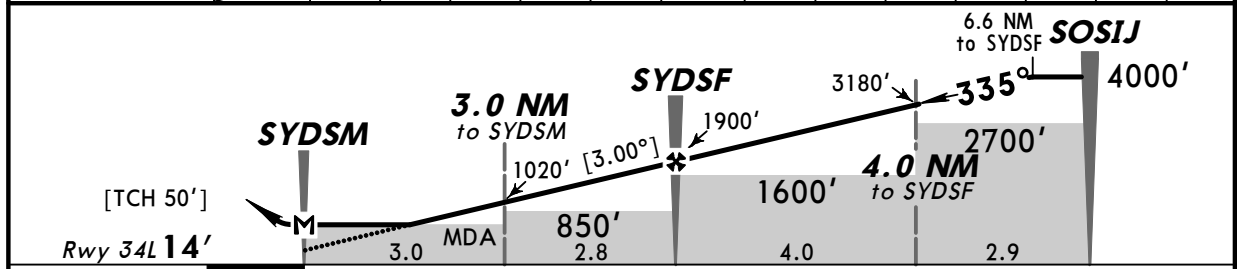
JEPPESSEN SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 34L

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground			
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L		East of Rwy 16R/34L	
120.5		124.7	126.5		121.7	
RNAV	Final Apch Crs 335°	Procedure Alt SYDSF 1900' (1886')	MDA(H) 450' (436')	Apt Elev 21' Rwy 34L 14'	2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 335°, at MANDATORY 500' turn LEFT, track direct to SYDSH, then track 320°. Climb to 3000' 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. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.						



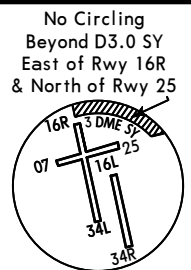
NM to NEXT WPT	SYDSM	1.2	2.0	3.0	4.0	5.0	SYDSF	1.0	2.0	3.0	4.0	5.0	6.0	6.6
ALTITUDE		450'	700'	1020'	1340'	1660'	1900'	2220'	2540'	2860'	3180'	3500'	3820'	4000'



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

STRAIGHT-IN LANDING RWY 34L			CIRCLE-TO-LAND		
MDA(H) 450' (436')			MDA(H)		
HIALS out			HIALS out		
A	2.4 km		Max Kts		
B			100	710'(689')-2.4 km	
C			135	1000'(979')-4.0 km	
D			205	1000'(979')-5.0 km	

PANS OPS



YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

(12-6)

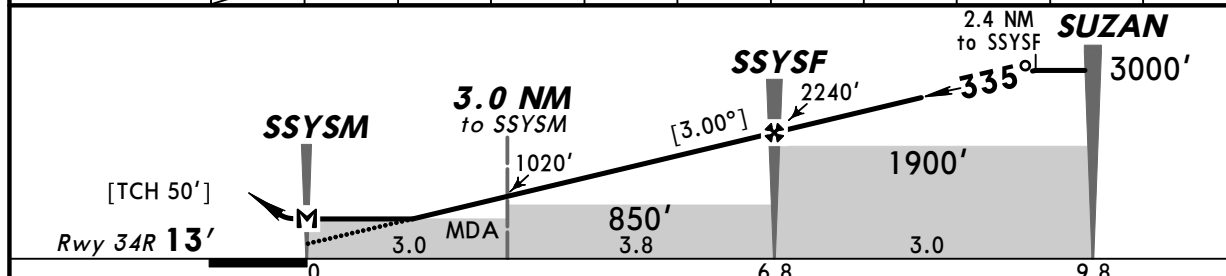
SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 34R

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L		East of Rwy 16R/34L
124.7		120.5		126.5		121.7
RNAV	Final Apch Crs	Procedure Alt SSYSF	MDA(H)	Apt Elev 21'		2700' MSA YSSY ARP 2100' within 10 NM
	335°	2240' (2227')	550' (537')	Rwy 34R 13'		
MISSED APCH: Track 335°, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. Max IAS for initial 210 Kts, for missed approach: 190 Kts. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC						



NM to NEXT WPT	SSYSM	1.5	2.0	3.0	4.0	5.0	6.0	SSYSF	1.0	2.0	2.4
ALTITUDE		550'	700'	1020'	1340'	1660'	1970'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI 335°	MANDATORY 600' ↑	RT →	SSYSH
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at SSYSM										

STRAIGHT-IN LANDING RWY 34R MDA(H) 550' (537')						CIRCLE-TO-LAND					
--	--	--	--	--	--	----------------	--	--	--	--	--

PANS OPS

A	3.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPESEN SYDNEY, NSW, AUSTRALIA

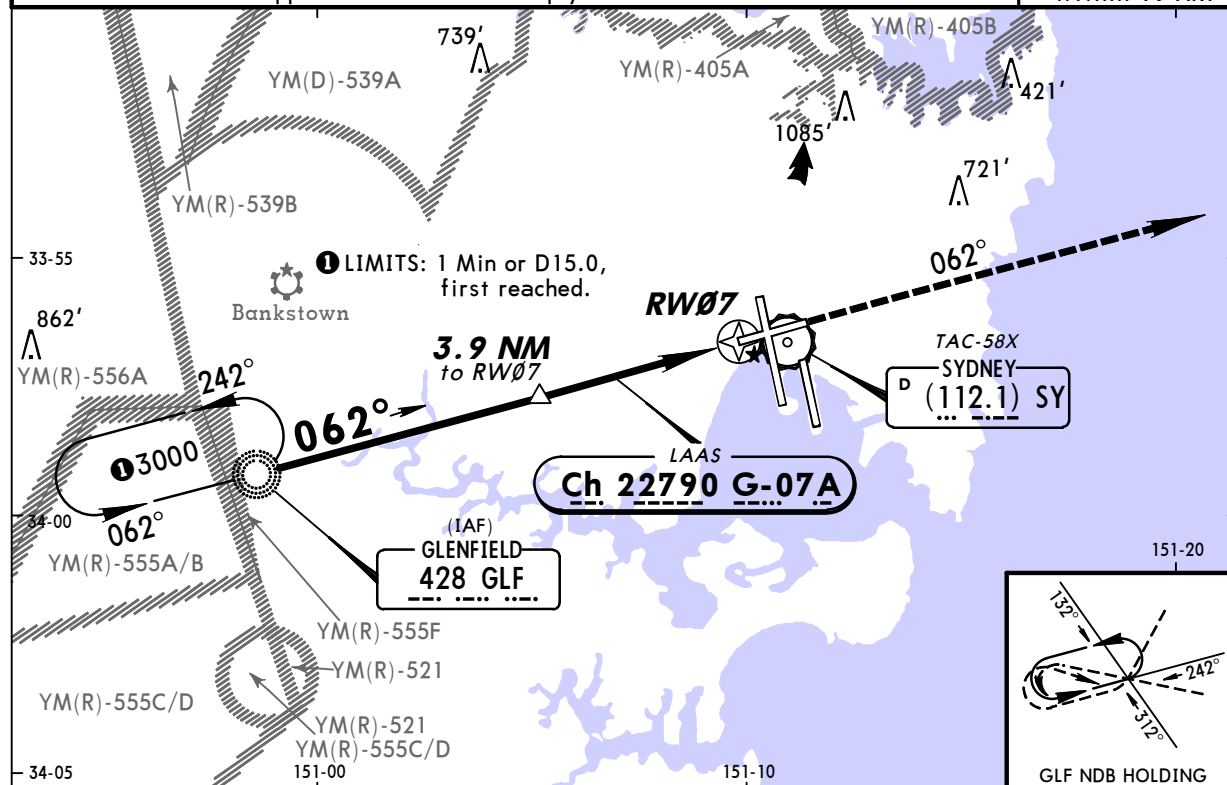
GLS Rwy 07

5 DEC 14

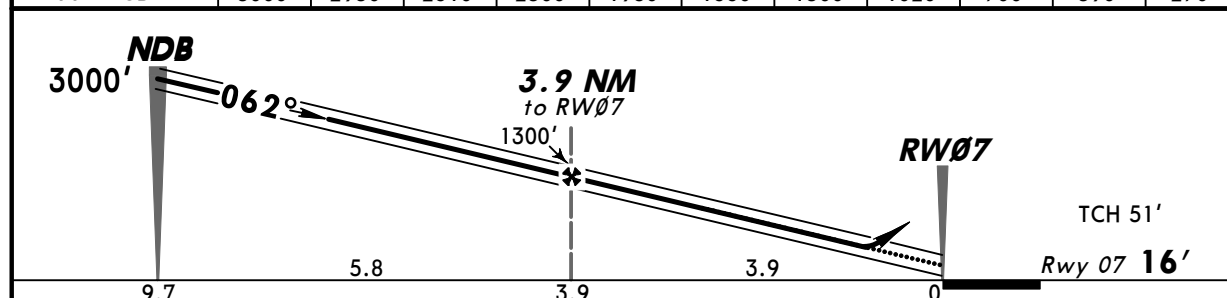
(12-40)

BRIEFING STRIP

ATIS			SYDNEY Approach (R)		Director	
			North	South	West	East
118.55	126.25	428	124.4	128.3	126.1	125.3
SYDNEY Tower				Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7		126.5		121.7
LAAS Ch 22790 G-07A	Final Apch Crs 062°	Minimum Alt NDB 3000' (2984')	GLS DA(H) 270' (254')	Apt Elev 21' Rwy 07 16'		2700'
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.						
						MSA YSSY ARP 2100' within 10 NM



NM to RW07	9.2	9.0	8.0	7.0	6.0	5.0	3.9	3.0	2.0	1.0	0.6
ALTITUDE	3000'	2930'	2610'	2300'	1980'	1660'	1300'	1020'	700'	390'	270'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI		062° 2000'	
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS						
DA(H) 270' (254')			Max Kts	MDA(H)		
A	1.5 km		100	710'(689')-2.4 km		
B			135	1000'(979')-4.0 km		
C			180	1000'(979')-4.0 km		
D			205	1000'(979')-5.0 km		

PANS OPS

CHANGES: ATIS frequency removed.

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YSSY/SYD

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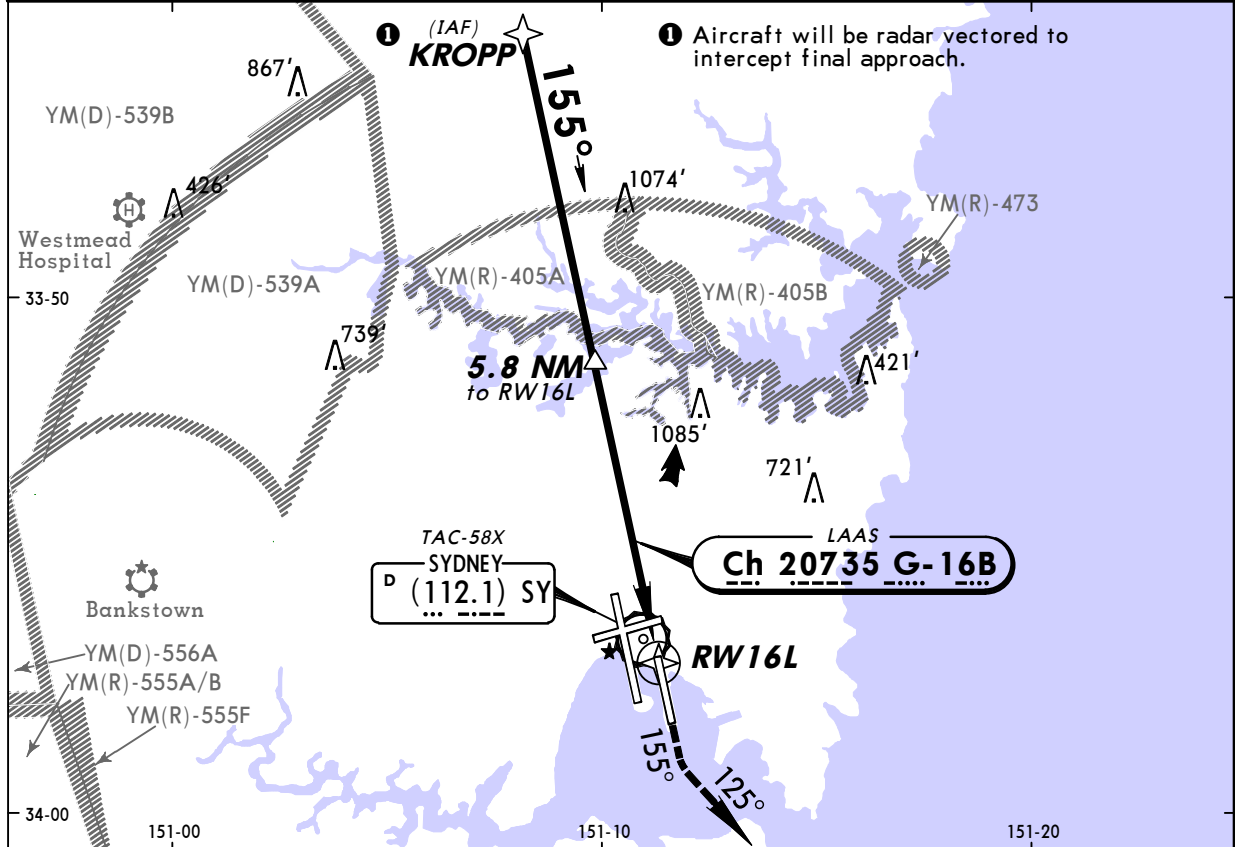
JEPPesen SYDNEY, NSW, AUSTRALIA

GLS Rwy 16L

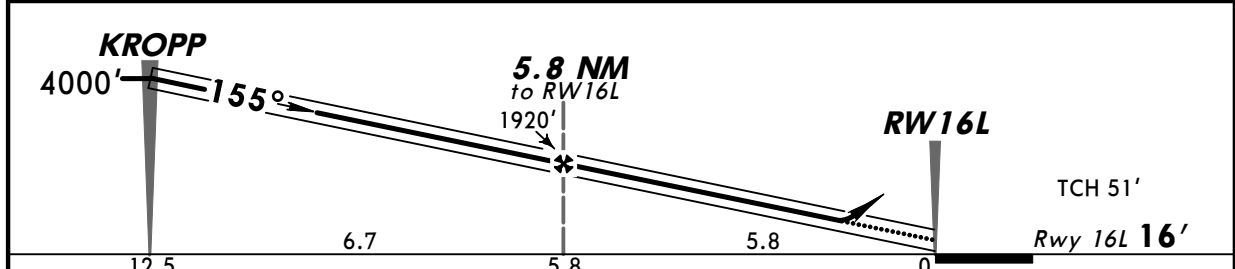
5 DEC 14 (12-41)

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director		
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3		
SYDNEY Tower			Ground					
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L		East of Rwy 16R/34L		
124.7		120.5		126.5		121.7		
LAAS	Final	Minimum Alt		GLS	Apt Elev 21'		2700'	
Ch 20735	Apch Crs	KROPP		DA(H)	Rwy 16L 16'			
G-16B	155°	4000' (3984')		220' (204')				
MISSED APCH: Track 155°. At MANDATORY 600' turn LEFT, track 125°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'								
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.								
MSA YSSY ARP 2100' within 10 NM								



NM to RW16L	12.4	11.0	10.0	9.0	8.0	7.0	5.8	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	4000'	3570'	3250'	2930'	2610'	2300'	1920'	1660'	1340'	1020'	700'	390'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 155° PAPI 125°		MANDATORY 600' LT	
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
GLS							
DA(H) 220' (204')							
FULL	HIRL out	HIALS out		A	NOT AUTHORIZED		
A				A			
B				B			
C				C			
D				D			

PANS OPS

YSSY/SYD

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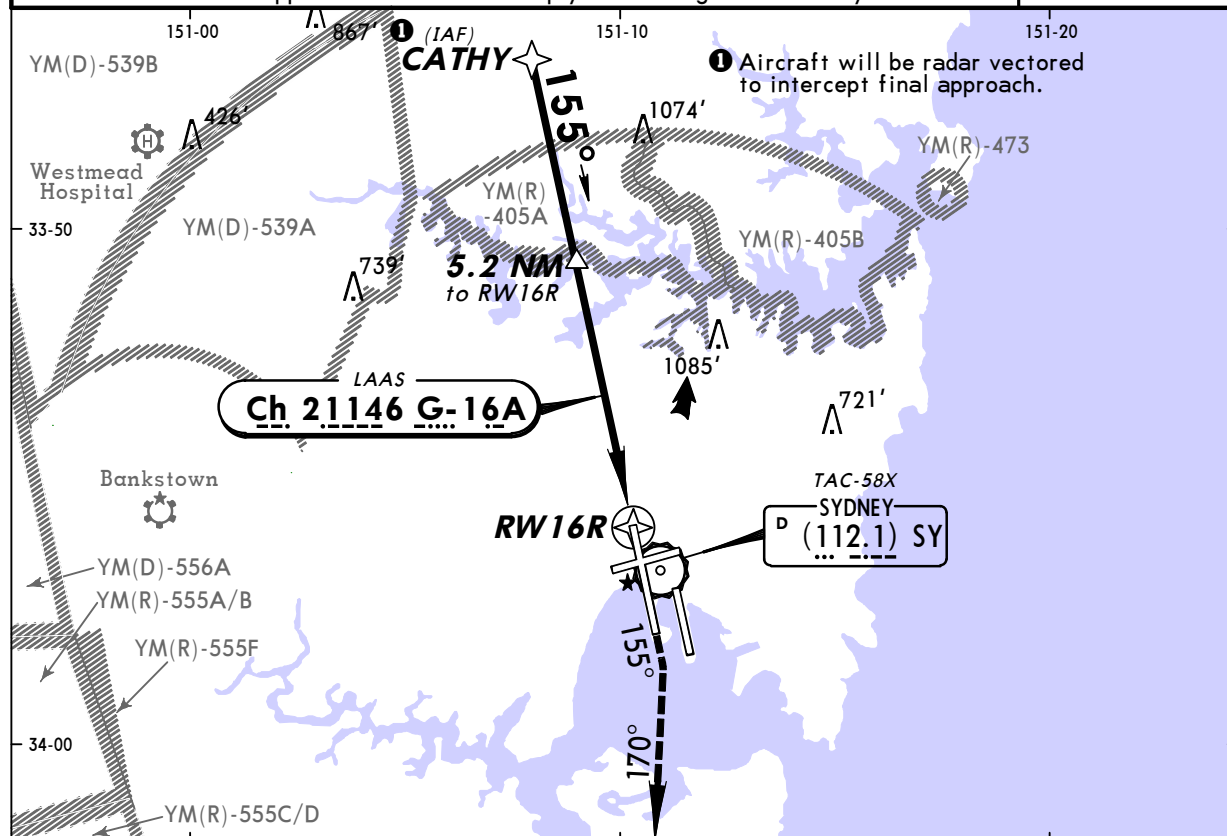
JEPPesen SYDNEY, NSW, AUSTRALIA

5 DEC 14 (12-42)

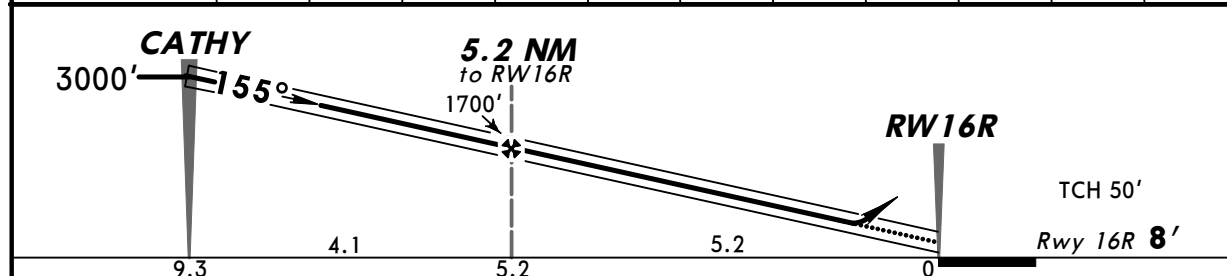
GLS Rwy 16R

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director			
118.55 126.25 428			North 124.4		South 128.3		West 126.1 East 125.3		
SYDNEY Tower					Ground				
Rwy 16R/34L & 07/25			Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L		
120.5			124.7		126.5		121.7		
LAAS Ch 21146 G-16A		Final Apch Crs 155°		Minimum Alt CATHY 3000' (2992')		GLS DA(H) 210' (202')		Apt Elev 21' Rwy 16R 8'	
MISSED APCH: Track 155°. At MANDATORY 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.								2700'	
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'									
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.									
								MSA YSSY ARP 2100' within 10 NM	



NM to RW16R	9.2	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2920'	2610'	2290'	1970'	1700'	1330'	1010'	690'	380'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 155°	MANDATORY 600' RT	170°
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
GLS						
DA(H) 210' (202')				MDA(H)		
	FULL	HIRL out	HALS out	Max Kts		
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100	710'(689')-2.4 km	
B				135		
C				180	1000'(979')-4.0 km	
D				205	1000'(979')-5.0 km	

PANS OPS

YSSY/SYD

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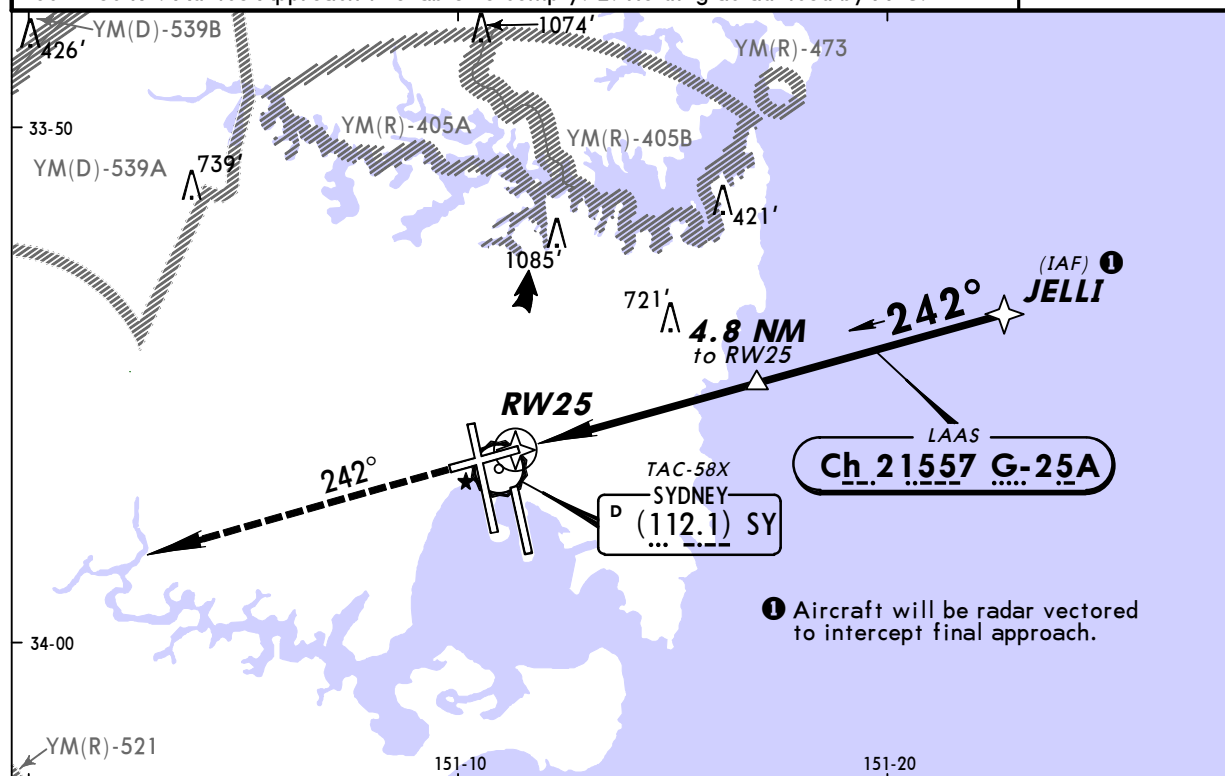
JEPPESEN SYDNEY, NSW, AUSTRALIA

5 DEC 14 (12-43)

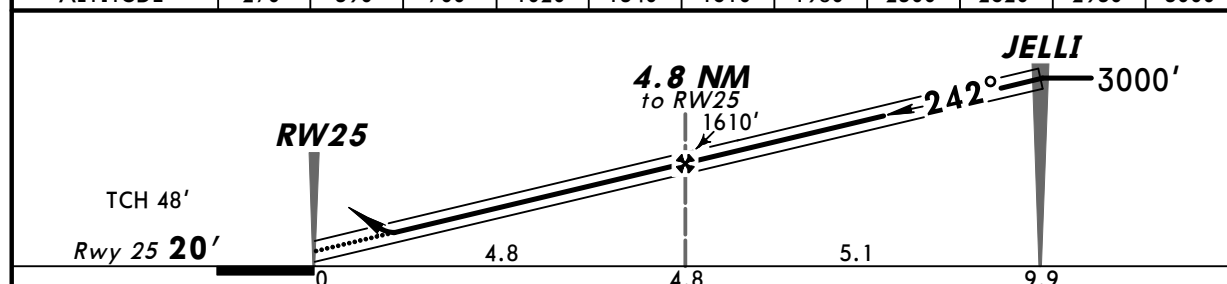
GLS Rwy 25

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7		126.5		121.7
LAAS Ch 21557 G-25A	Final Apch Crs 242°	Minimum Alt JELLI 3000' (2980')	GLS DA(H) 270' (250')		Apt Elev 21' Rwy 25 20'	2700'
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.						
MSA YSSY ARP 2100' within 10 NM						



NM to RW25	0.6	1.0	2.0	3.0	4.0	4.8	6.0	7.0	8.0	9.0	9.2
ALTITUDE	270'	390'	700'	1020'	1340'	1610'	1980'	2300'	2620'	2930'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		242° 3000'	
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS						
DA(H) 270' (250')			Max Kts	MDA(H)		
A	1.5 km		100	710'(689')-2.4 km		
B			135			
C			180	1000'(979')-4.0 km		
D			205	1000'(979')-5.0 km		

PANS OPS

CHANGES: ATIS frequency removed.

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YSSY/SYD

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JEPPesen SYDNEY, NSW, AUSTRALIA

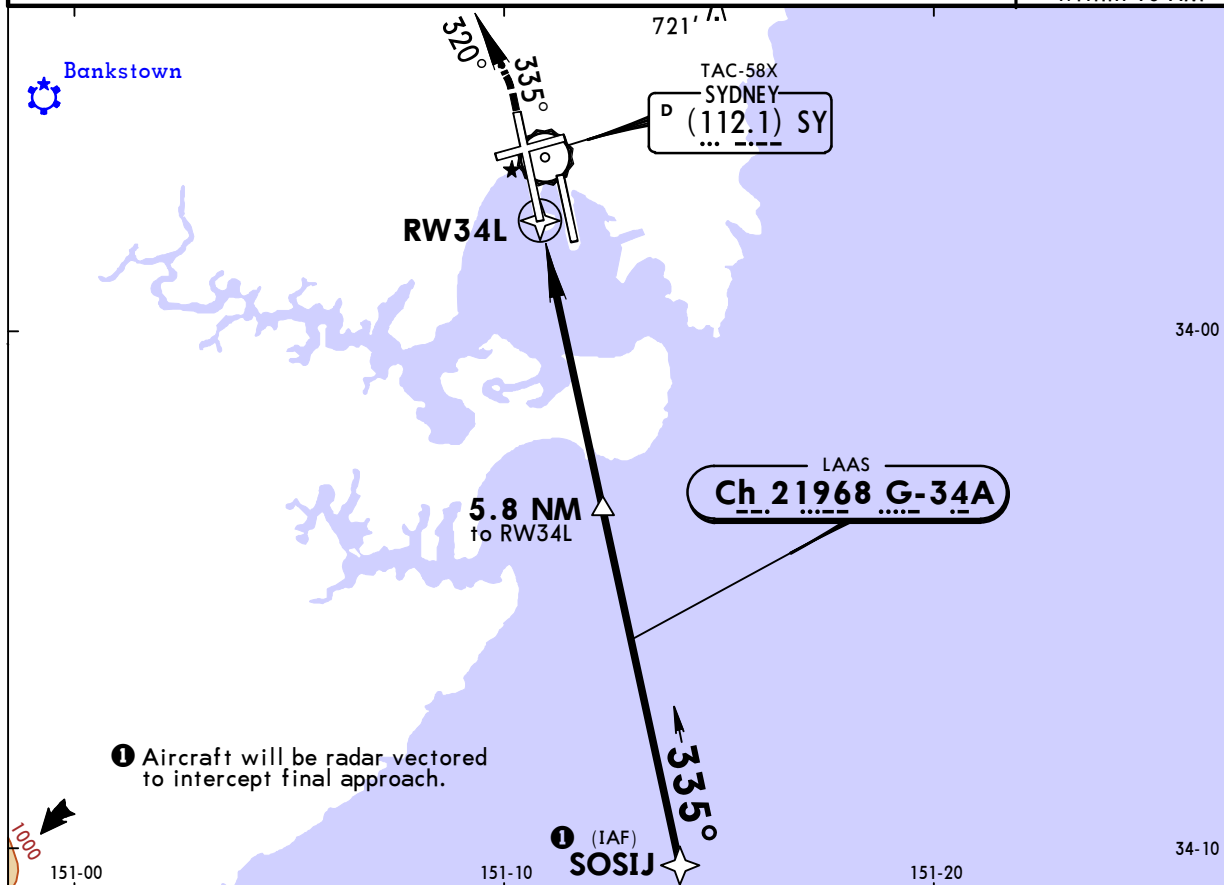
22 MAY 15 (12-44)

Eff 28 May

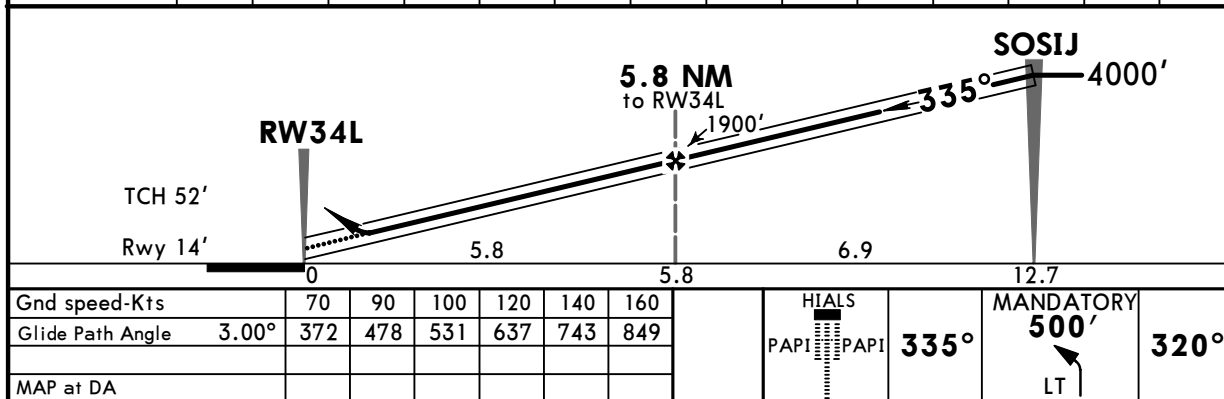
GLS Rwy 34L

BRIEFING STRIP

ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LAAS Ch 21968 G-34A	Final Apch Crs 335°	Minimum Alt SOSIJ 4000' (3986')	GLS DA(H) 220' (206')	Apt Elev 21' Rwy 14'		2700'
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT, track 320°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.						
MSA YSSY ARP 2100' within 10 NM						



NM to RW34L	0.5	1.0	2.0	3.0	4.0	5.0	5.8	7.0	8.0	9.0	10.0	11.0	12.0	12.4
ALTITUDE	220'	380'	700'	1020'	1340'	1660'	1900'	2300'	2610'	2930'	3250'	3570'	3890'	4000'



STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS						
DA(H) 220' (206')				MDA(H)		
FULL		HIRL out	HIALS out	Max Kts		
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100	710'(689') -2.4 km	
B				135		
C				180	1000'(979') -4.0 km	
D				205	1000'(979') -5.0 km	

PANS OPS

YSSY/SYD

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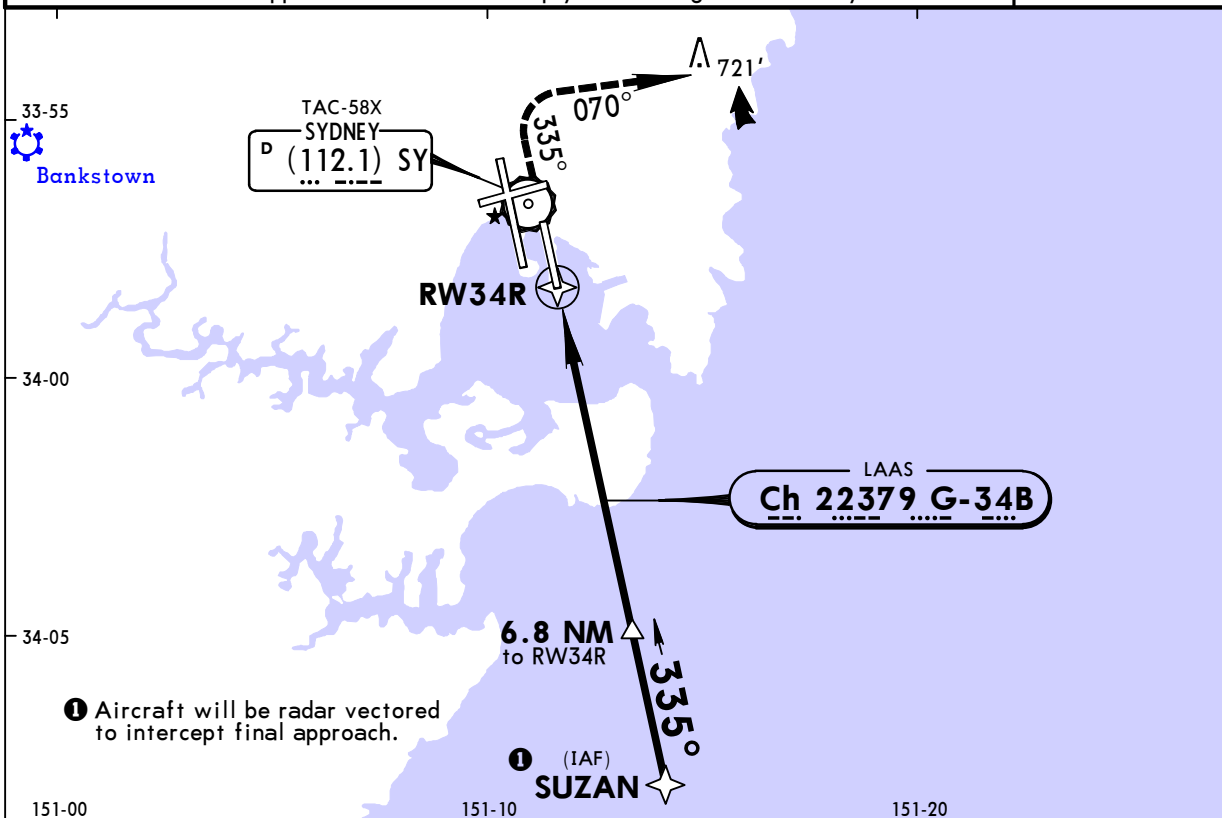
22 MAY 15 (12-45)

Eff 28 May

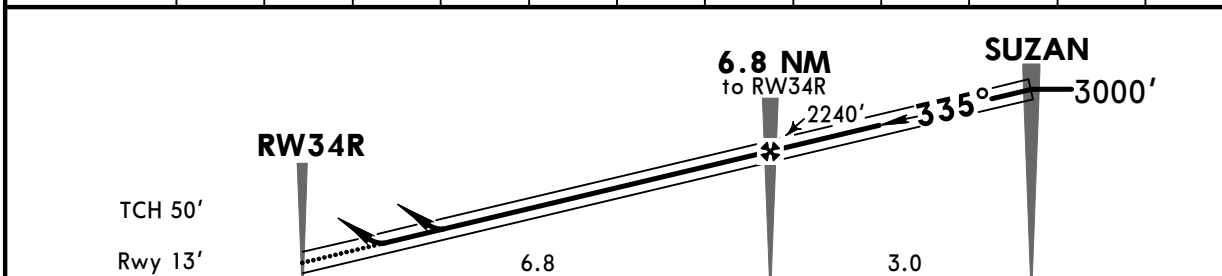
GLS Rwy 34R

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director			
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3			
SYDNEY Tower			Ground						
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L		East of Rwy 16R/34L			
124.7		120.5		126.5		121.7			
LAAS	Final	Minimum Alt	GLS	Apt Elev 21'		2700'			
Ch 22379	Apch Crs	SUZAN	DA(H)	Rwy 13'					
G-34B	335°	3000' (2987')	(CONDITIONAL)	270' (257')					
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT, track 070°. Climb to 2000' or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'		MSA YSSY ARP 2100' within 10 NM	
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.									



NM to RW34R	0.7	1.0	1.2	2.0	3.0	4.0	5.0	6.0	6.8	8.0	9.0	9.2
ALTITUDE	270'	380'	460'	700'	1020'	1340'	1660'	1970'	2240'	2610'	2930'	3000'



0							6.8		9.8		
Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI	335°	MANDATORY 600'	070°
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

STRAIGHT-IN LANDING RWY 34R						CIRCLE-TO-LAND					
Missed approach climb gradient 3.3%			GLS Missed approach climb gradient 2.5%								
DA(H) 270' (257')			DA(H) 460' (447')								

PANS OPS

A	1.5 km	2.5 km	A	NOT AUTHORIZED
B			B	
C			C	
D			D	