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Airport Information For WADD

Terminal Charts For WADD

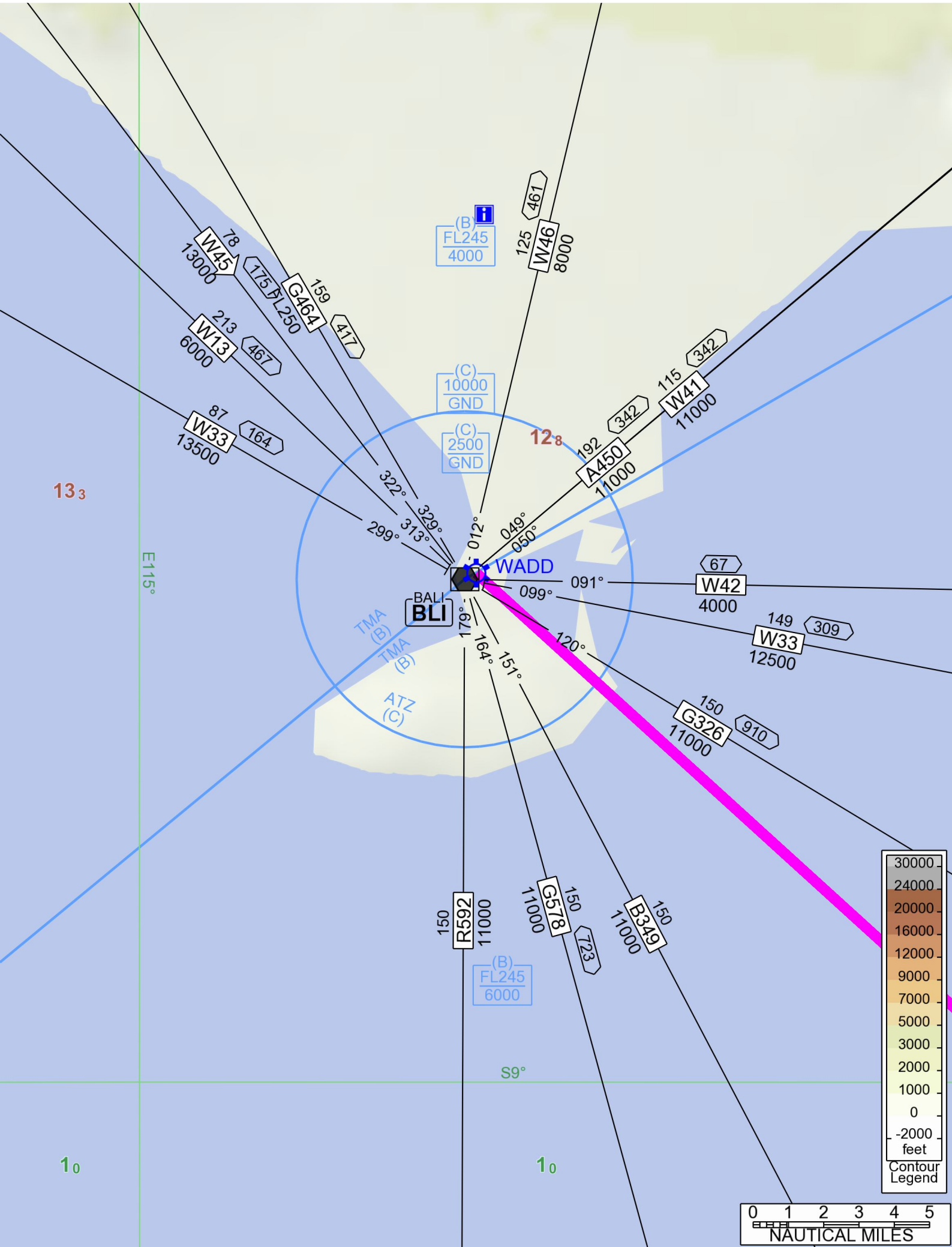
Airport Information For YBAS

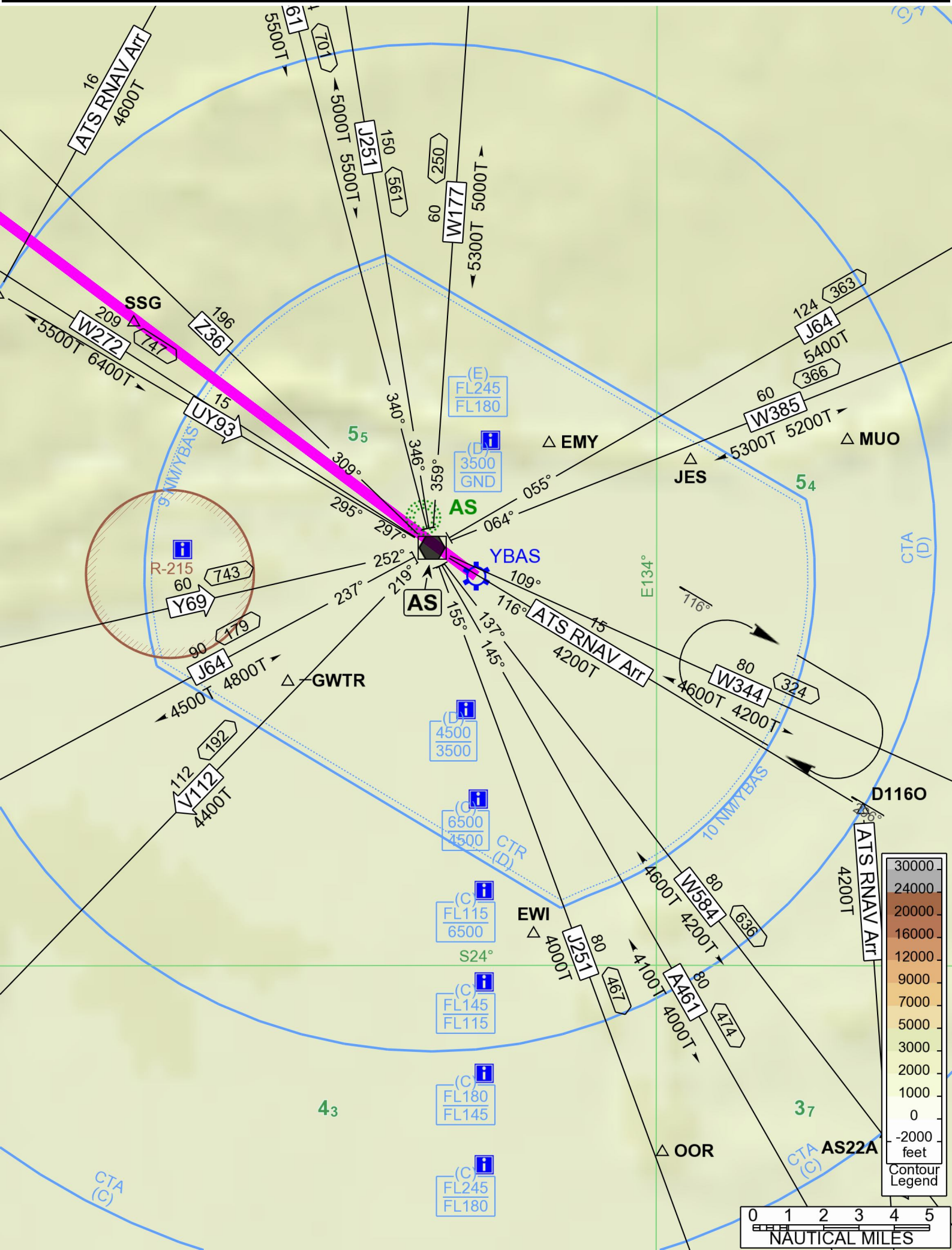
Terminal Charts For YBAS

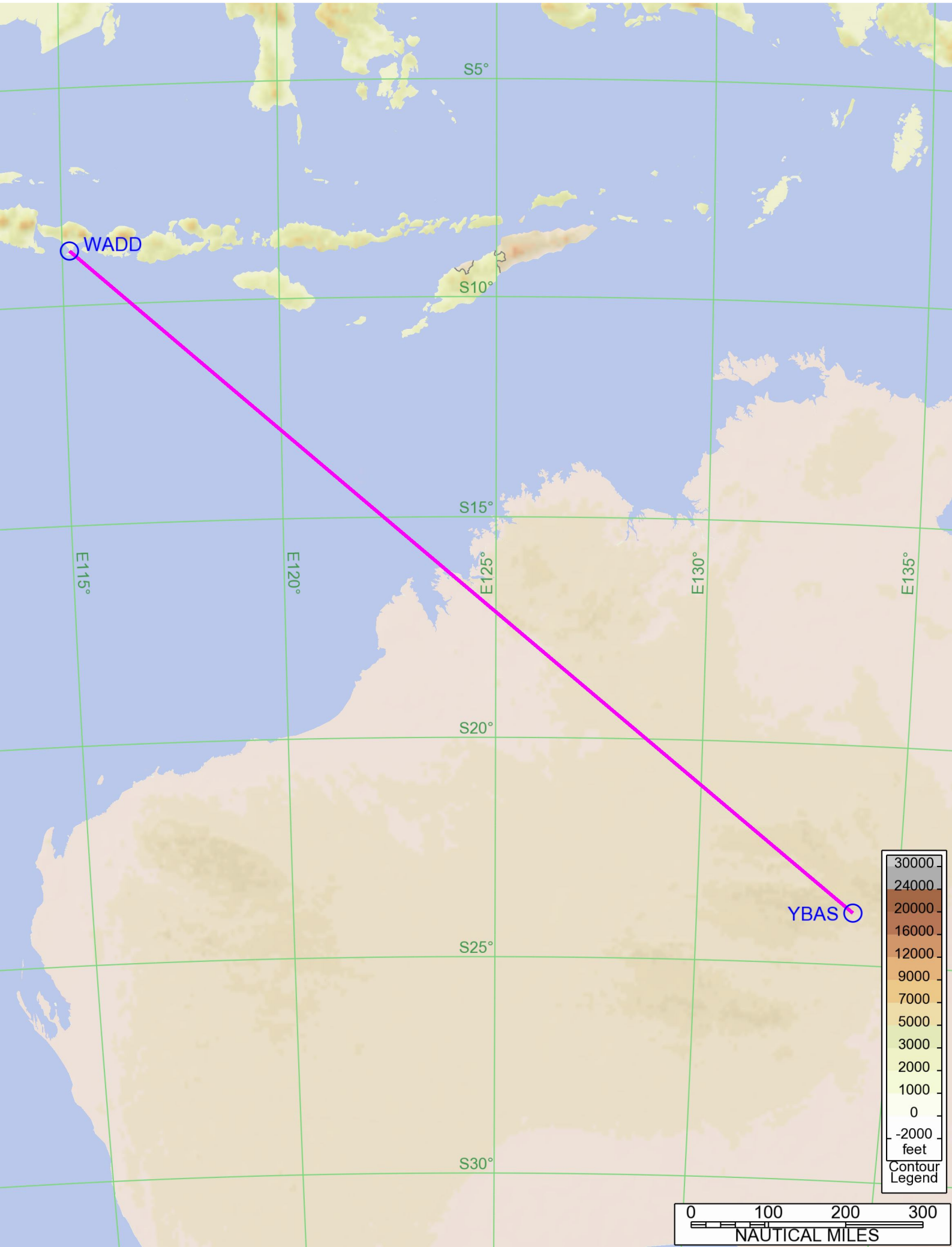
Revision Letter For Cycle 15-2016

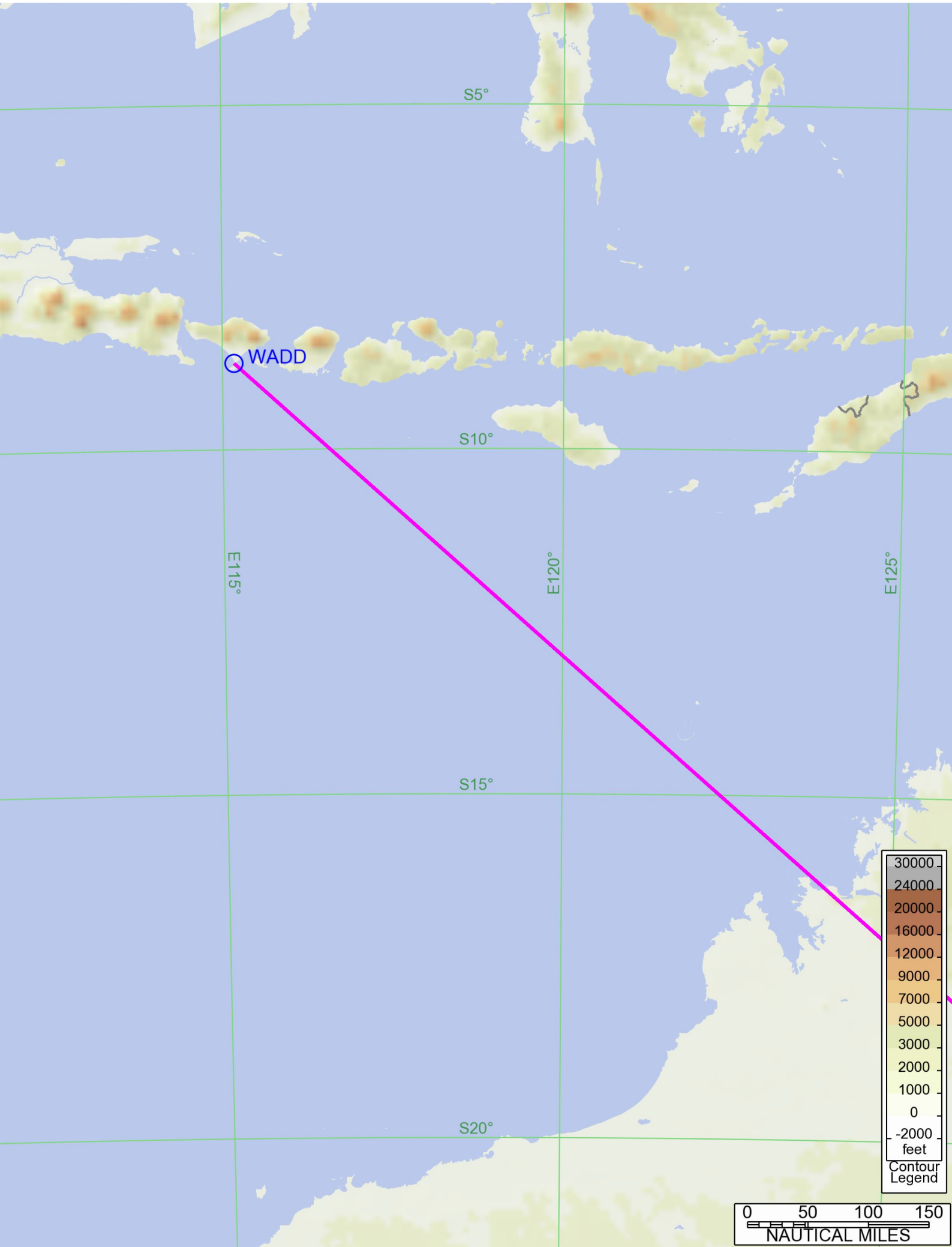
Change Notices

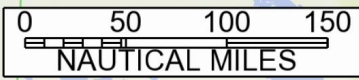
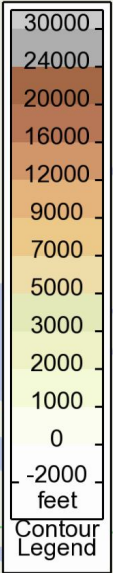
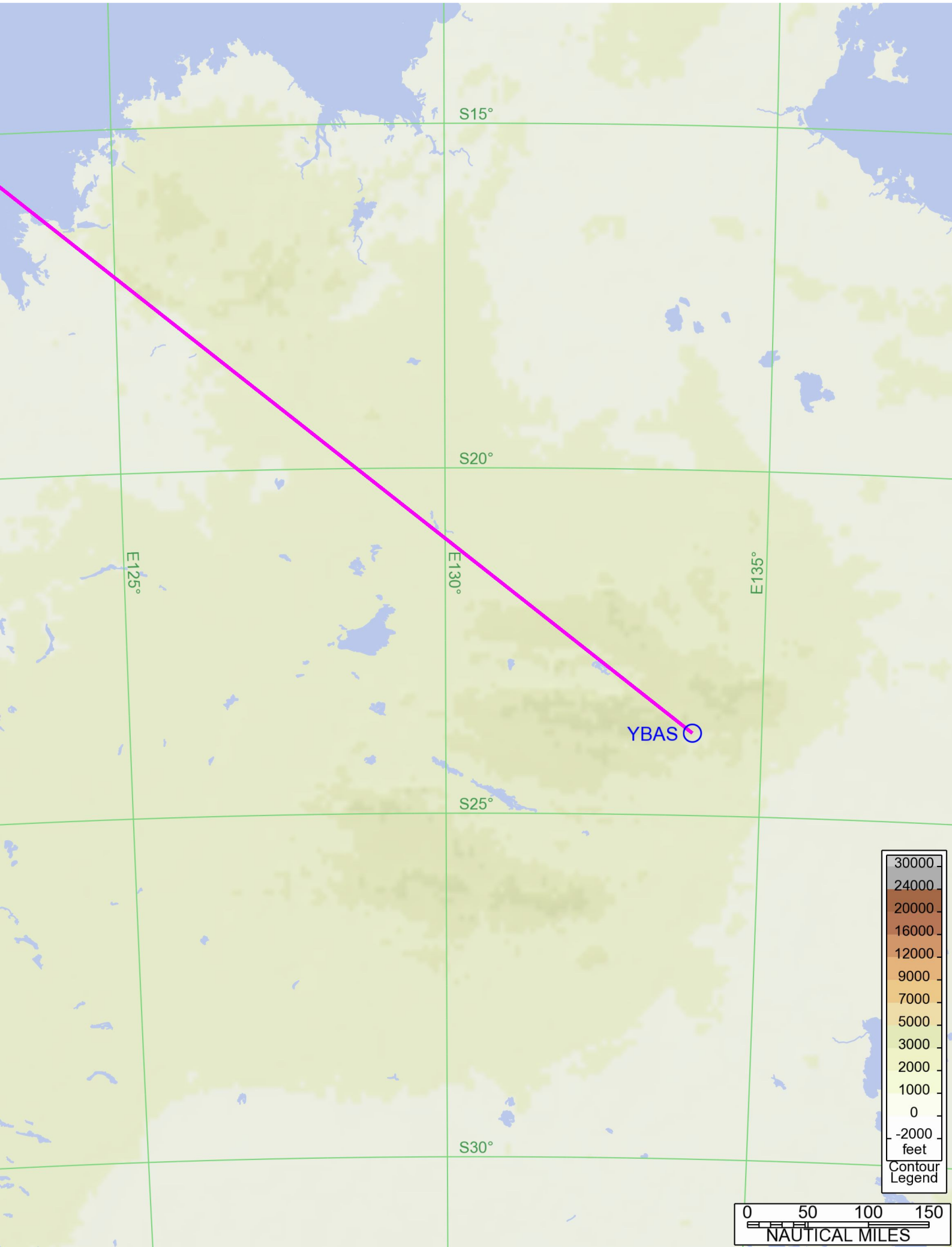
Notebook











General Information

Location: BALI IDN
ICAO/IATA: WADD / DPS
Lat/Long: S08° 44.85', E115° 10.15'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 1.5° E

Fuel Types: 100-130 Octane
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2202 Z
Sunset: 1014 Z

Runway Information

Runway: 09
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge

Runway: 27
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.200
Ngurah Tower: 118.500 Secondary
Ngurah Tower: 118.100
Ngurah Ground: 118.800
Bali Approach: 119.300 Secondary
Bali Approach: 119.700
Bali Approach: 119.900 Secondary

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-2

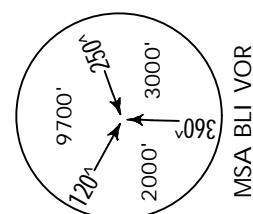
JEPPESSEN

BALI, INDONESIA
.RNAV.STAR.

*ATIS
126.2

Apt Elev
14'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.

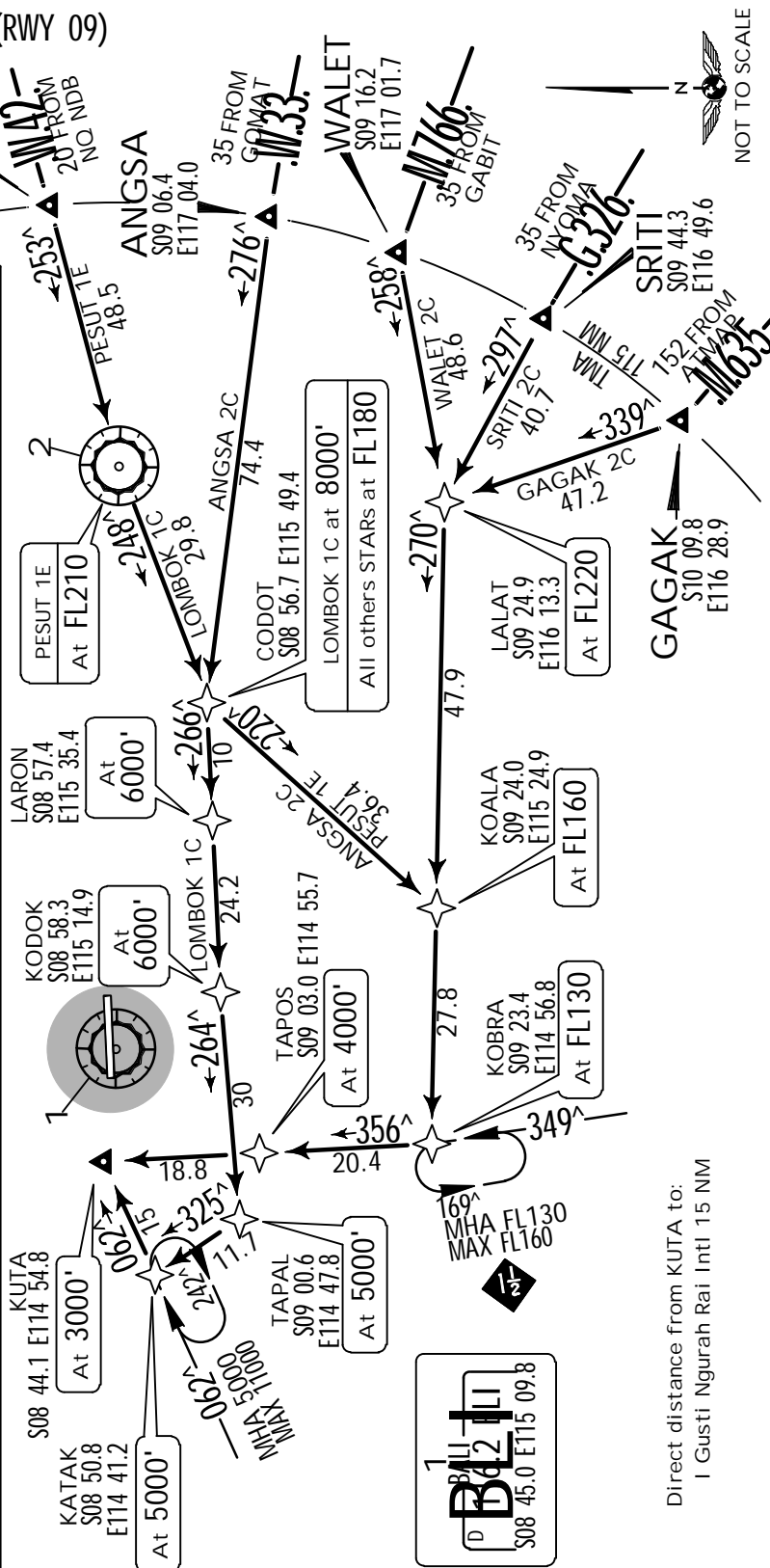


2
D
PMB
S08 46.3 E116 17.6

ANGSA TWO CHARLIE [ANGS2C],
GAGAK TWO CHARLIE [GAGA2C],
LOMBOK ONE CHARLIE [LOMB1C],
PESUT ONE ECHO [PESU1E],
SRITI TWO CHARLIE [SRIT2C],
WALET TWO CHARLIE [WALE2C]
ARRIVALS

(RWY 09)

STAR	ROUTING
ANGSA TWO CHARLIE	From ANGSA then to CODOT at FL180, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.
GAGAK TWO CHARLIE	From M-635 after GAGAK, then to LALAT at FL220, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.
LOMBOK ONE CHARLIE	From LOMBOK then to CODOT at 8000', then to LARON at 6000', then to KODOK at 6000', then to TAPAL at 5000', then to KATAK at 5000', then proceed to KUTA at 3000'.
PESUT ONE ECHO	From PESUT to LMB at FL210, then to CODOT at FL180, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', then proceed to KUTA at 3000'.
SRITI TWO CHARLIE	From G-326 after SRITI then to LALAT at FL220, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', then proceed to KUTA at 3000'.
WALET TWO CHARLIE	From M-766 after WALET, then to LALAT at FL220, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', then proceed to KUTA at 3000'.



WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-2A

JEPPESSEN

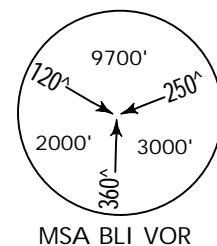
BALI, INDONESIA

.RNAV.STAR.

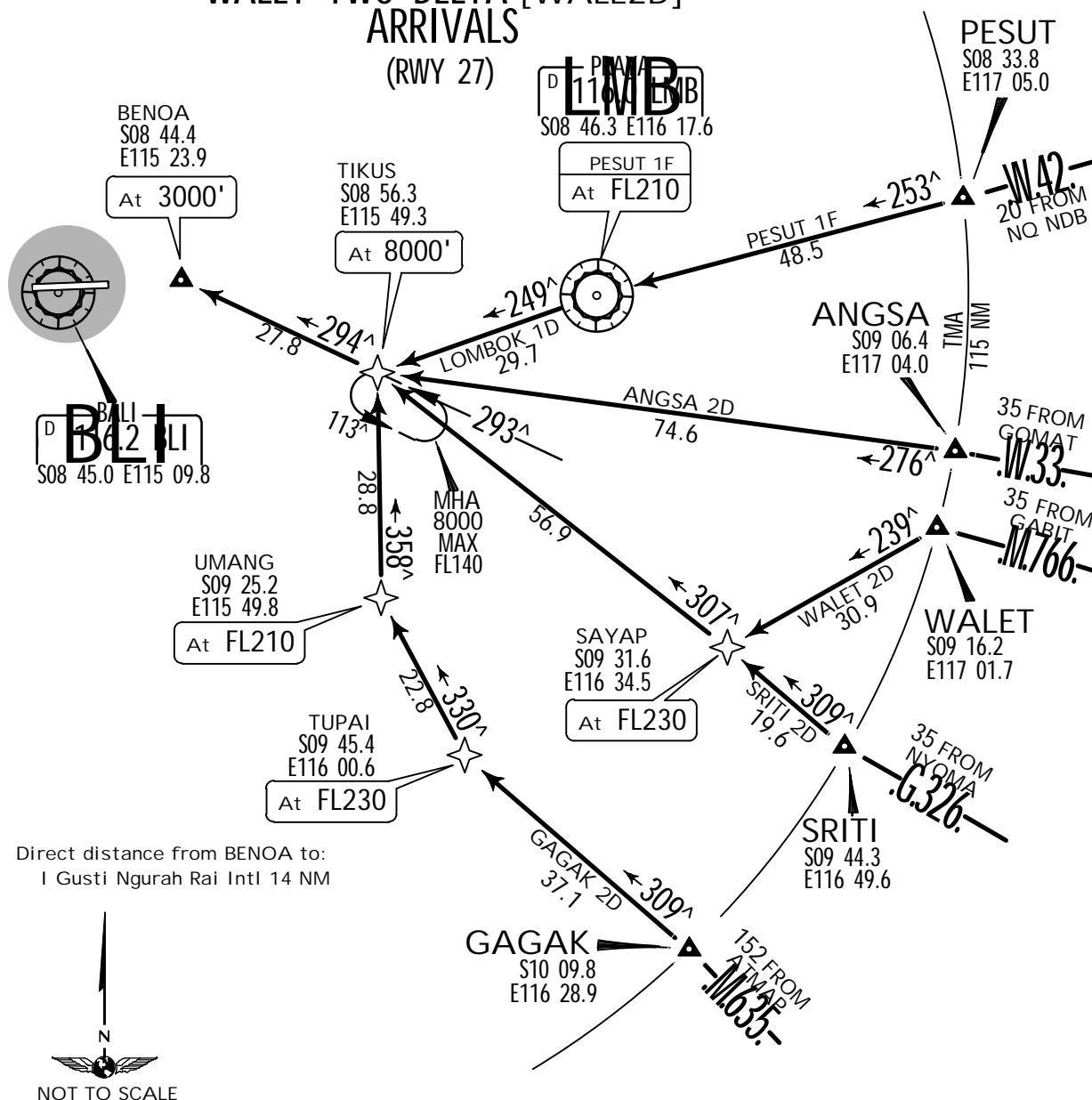
*ATIS
126.2

Apt Elev
14'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



ANGSA TWO DELTA [ANGS2D],
GAGAK TWO DELTA [GAGA2D],
LOMBOK ONE DELTA [LOMB1D],
PESUT ONE FOXTROT [PESU1F],
SRITI TWO DELTA [SRIT2D],
WALET TWO DELTA [WALE2D]
ARRIVALS
(RWY 27)



Direct distance from BENOA to:
I Gusti Ngurah Rai Intl 14 NM



STAR	ROUTING
ANGSA TWO DELTA	From W-33 after ANGSA, then to TIKUS at 8000' then proceed to BENOA at 3000'.
GAGAK TWO DELTA	From M-635 after GAGAK then to TUPAI at FL230, then to UMANG at FL210, then to TIKUS at 8000', then proceed to BENOA at 3000'.
LOMBOK ONE DELTA	From LMB then to TIKUS at 8000', then to BENOA at 3000'.
PESUT ONE FOXTROT	From W-42 after PESUT then to LMB at FL210, then to TIKUS at 8000', then to BENOA at 3000'.
SRITI TWO DELTA	From G-326 after SRITI then to SAYAP at FL230, then to TIKUS at 8000', then proceed to BENOA at 3000'.
WALET TWO DELTA	From M-766 after WALET then to SAYAP at FL230, then to TIKUS at 8000', then proceed to BENOA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-2B

JEPPESSEN

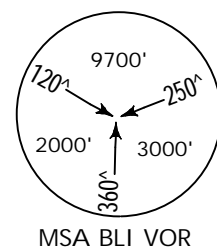
BALI, INDONESIA

.RNAV.STAR.

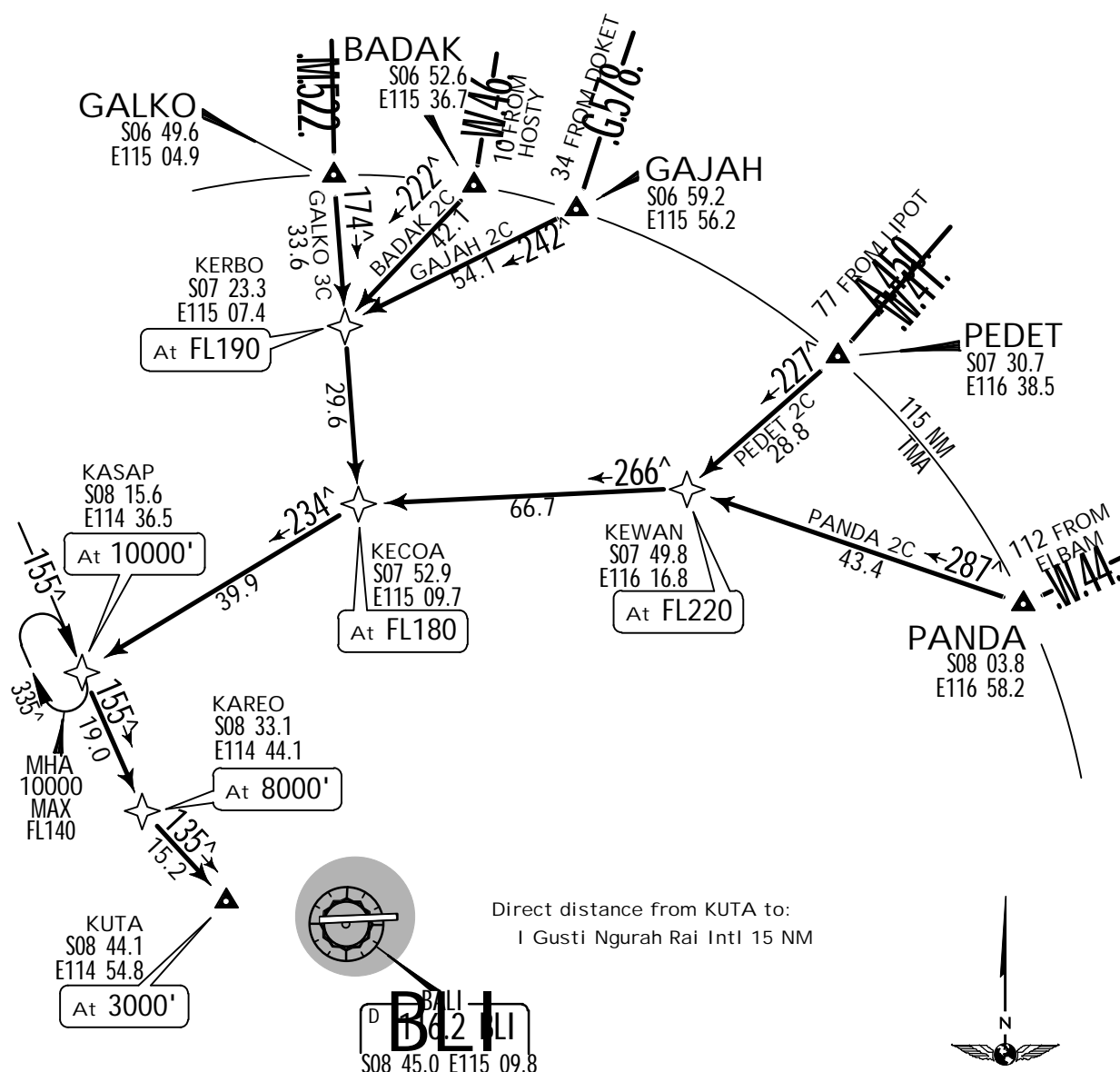
*ATIS
126.2

Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



BADAK TWO CHARLIE [BADA2C],
GAJAH TWO CHARLIE [GAJA2C],
GALKO THREE CHARLIE [GALK3C],
PANDA TWO CHARLIE [PAND2C],
PEDET TWO CHARLIE [PEDE2C]
ARRIVALS
(RWY 09)



STAR	ROUTING
BADAK TWO CHARLIE	From BADAK to KERBO at FL190, then to KECOA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
GAJAH TWO CHARLIE	From GAJAH to KERBO at FL190, then to KECOA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
GALKO THREE CHARLIE	From GALKO to KERBO at FL190, then to KECOA at FL180, then to KASAP at 10000', then to KAREO at 8000', then to KUTA at 3000'.
PANDA TWO CHARLIE	From PANDA to KEWAN at FL220, then to KECOA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
PEDET TWO CHARLIE	From PEDET to KEWAN at FL220, then to KECOA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

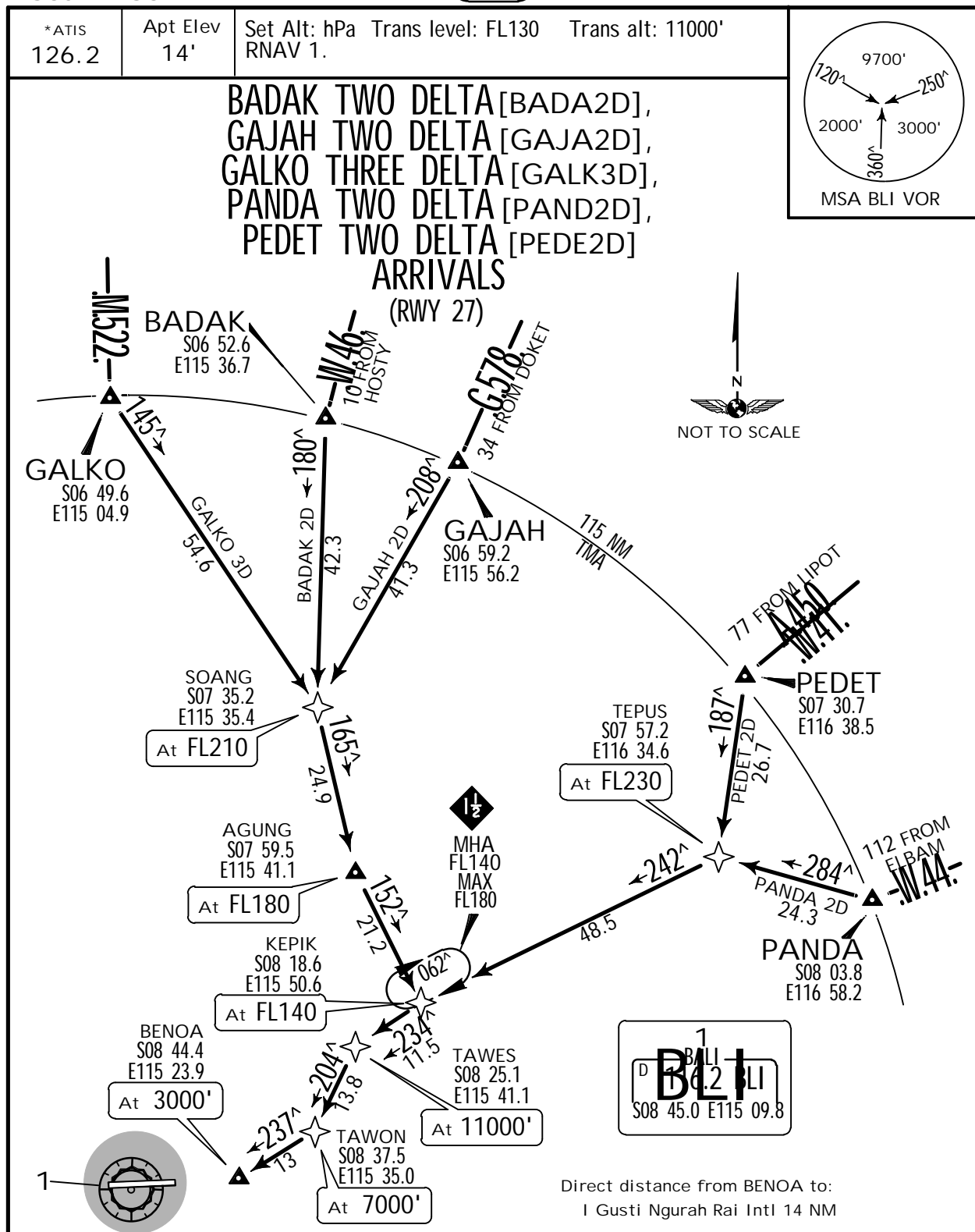
11 APR 14

10-2C

JEPPESSEN

BALI, INDONESIA

.RNAV.STAR.



STAR	ROUTING
BADAK TWO DELTA	From W-46 after BADAK then to SOANG at FL210, then to AGUNG at FL180, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
GAJAH TWO DELTA	From G-578 after GAJAH then to SOANG at FL210, then to AGUNG at FL180, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
GALKO THREE DELTA	From M-522 after GALKO then to SOANG at FL210, then to AGUNG at FL180, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
PANDA TWO DELTA	From W-44 after PANDA then to TEPUS at FL230, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
PEDET TWO DELTA	From W-41 after PEDET then to TEPUS at FL230, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-2D

JEPPESSEN

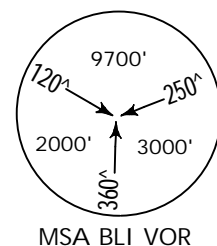
BALI, INDONESIA

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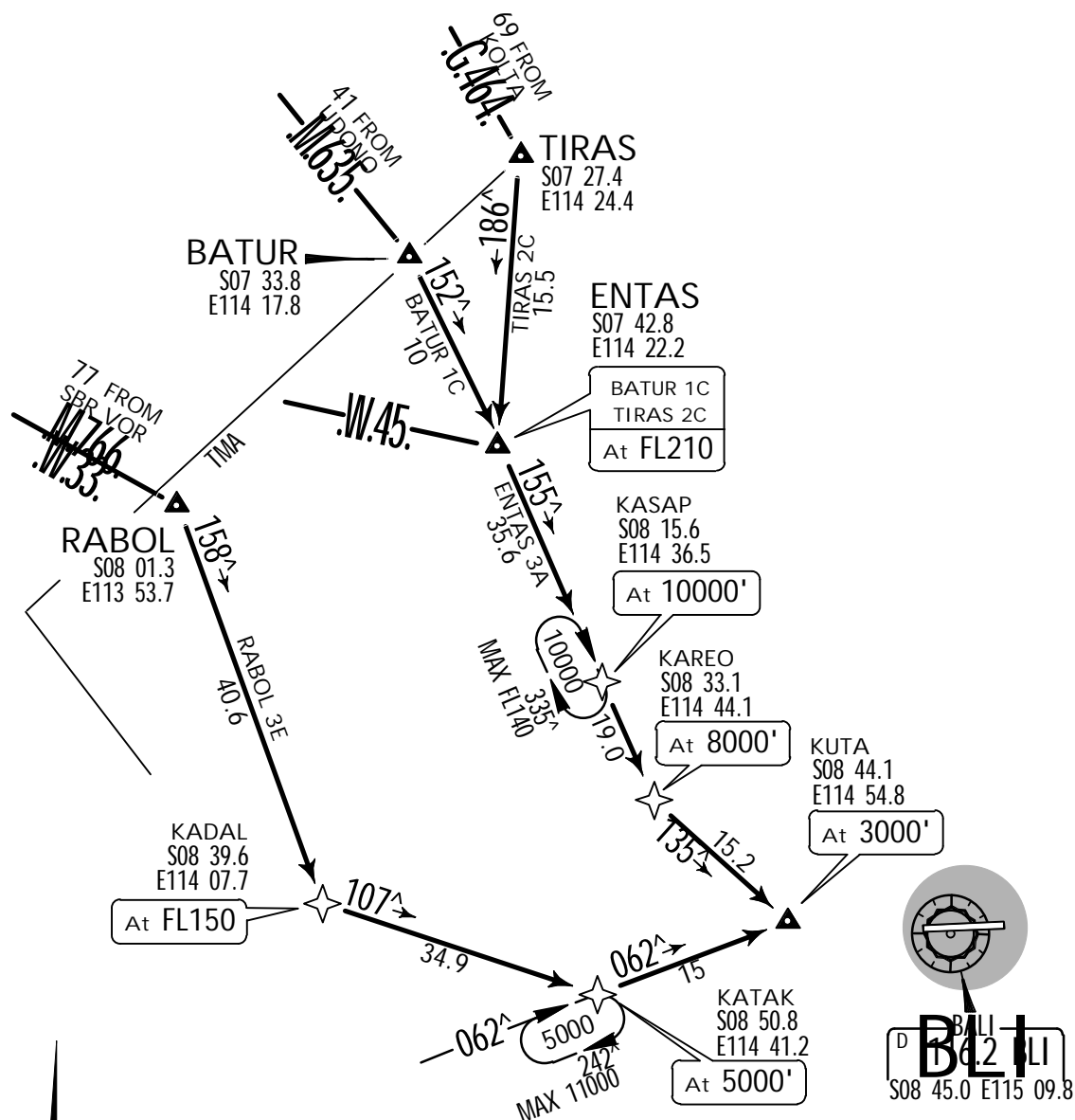
*ATIS
126.2

Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



BATUR ONE CHARLIE [BATU1C],
ENTAS THREE ALPHA [ENTA3A],
RABOL THREE ECHO [RABO3E],
TIRAS TWO CHARLIE [TIRA2C]
ARRIVALS
(RWY 09)



Direct distance from KUTA to:
I Gusti Ngurah Rai Intl 15 NM

STAR	ROUTING
BATUR ONE CHARLIE	From BATUR to ENTAS at FL210, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
ENTAS THREE ALPHA	From ENTAS to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
RABOL THREE ECHO	From W-33, M-766 after RABOL to KADAL at FL150, then to KATAK at 5000', then proceed to KUTA at 3000'.
TIRAS TWO CHARLIE	From TIRAS to ENTAS at FL210, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

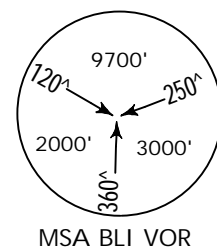
JEPPESSEN
10-2E

BALI, INDONESIA
.RNAV.STAR.

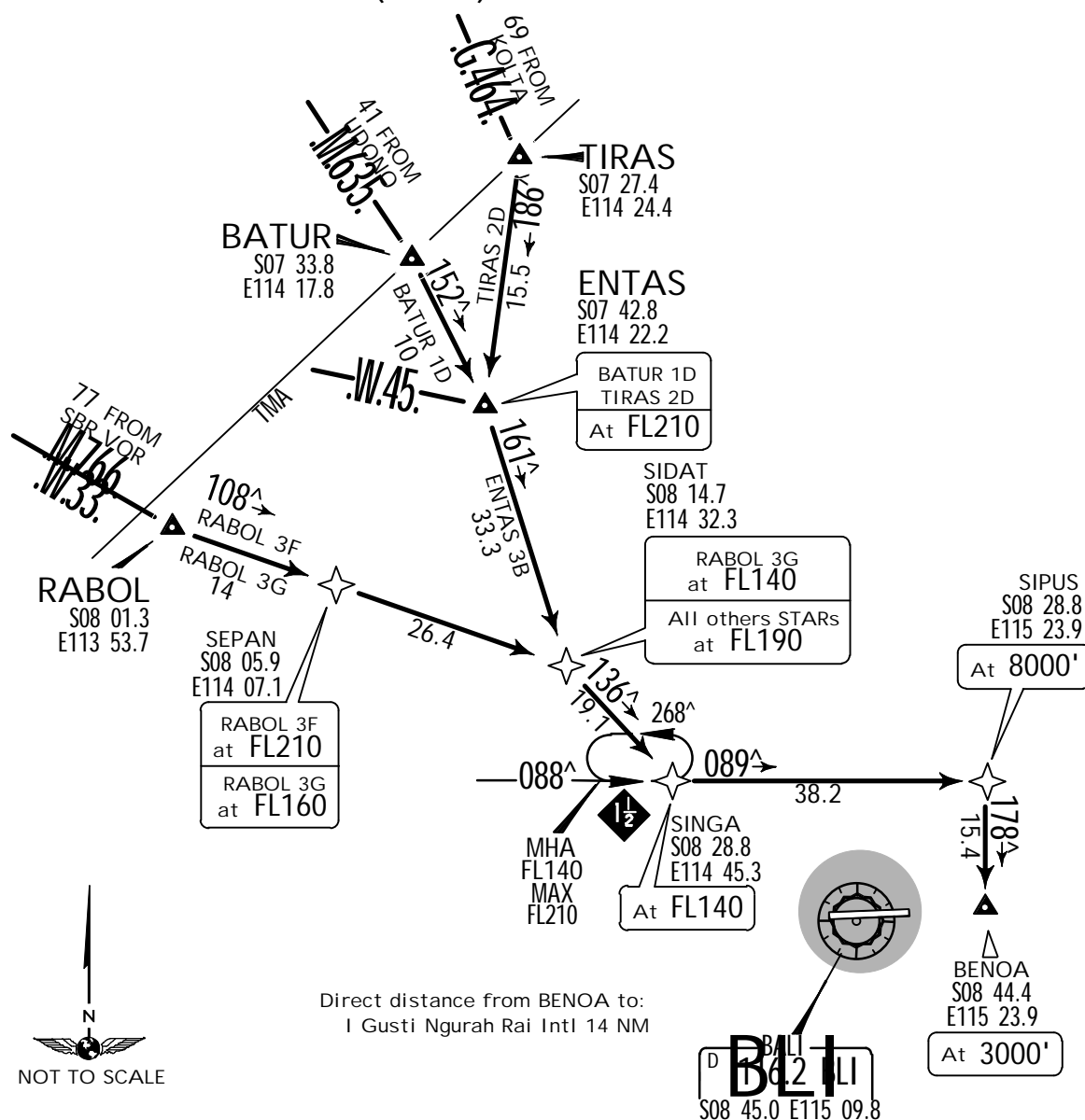
*ATIS
126.2

Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



BATUR ONE DELTA [BATU1D],
ENTAS THREE BRAVO [ENTA3B],
RABOL THREE FOXTROT [RABO3F],
RABOL THREE GOLF [RABO3G],
TIRAS TWO DELTA [TIRA2D]
ARRIVALS
(RWY 27)



STAR	ROUTING
BATUR ONE DELTA	From BATUR to ENTAS at FL210, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
ENTAS THREE BRAVO	From W-45 after ENTAS then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
RABOL THREE FOXTROT	From W-33, M-766 after RABOL then to SEPAN at FL210, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
RABOL THREE GOLF	From W-33, M-766 after RABOL then to SEPAN at FL160, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
TIRAS TWO DELTA	From G-464 after TIRAS then to ENTAS at FL210, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

JEPPESEN

11 APR 14

10-2F

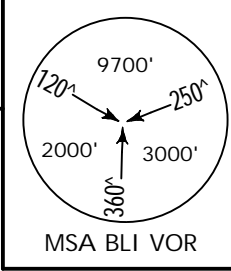
BALI, INDONESIA

.RNAV.STAR.

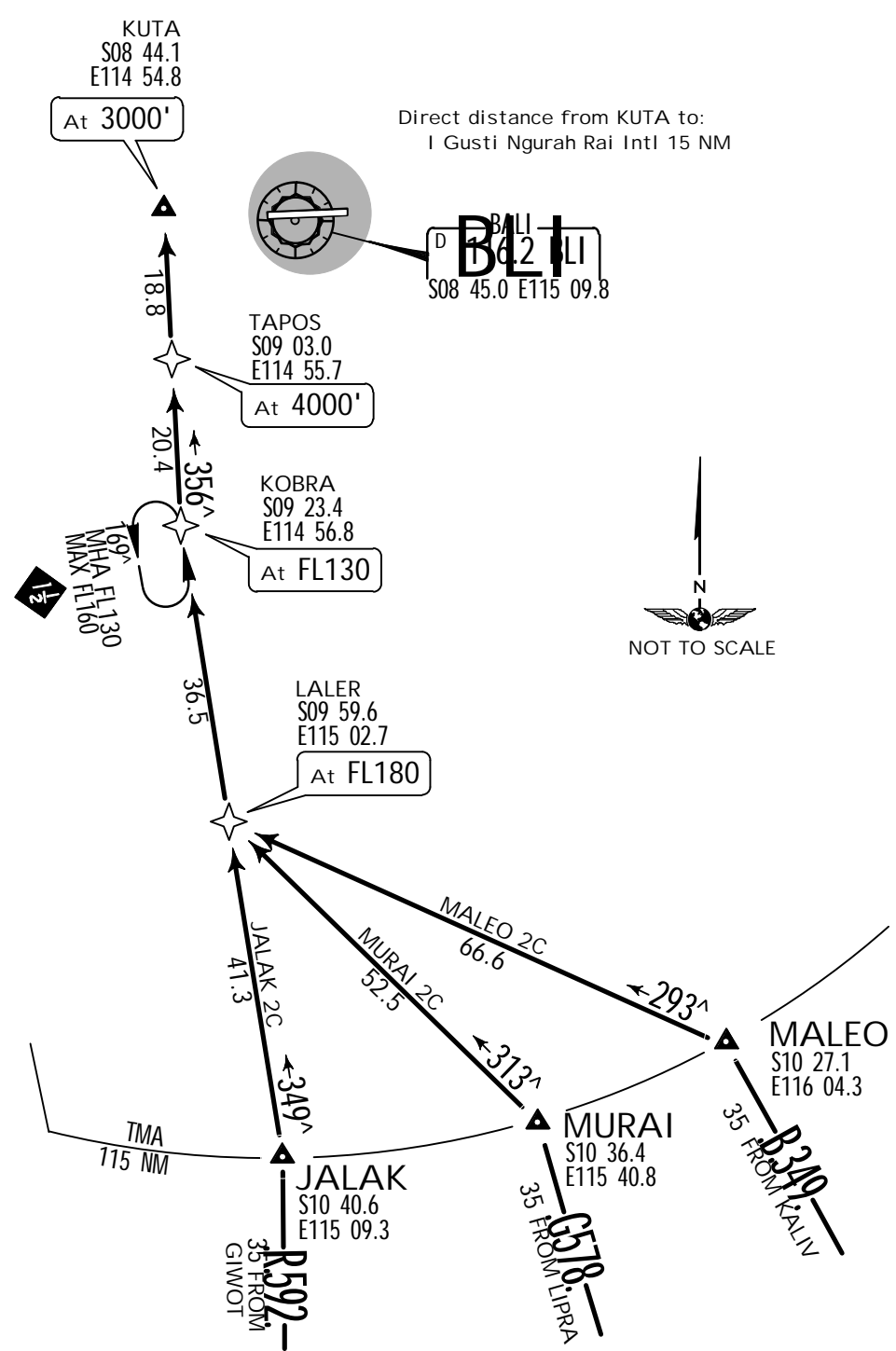
*ATIS
126.2

Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



JALAK TWO CHARLIE [JALA2C],
MALEO TWO CHARLIE [MALE2C],
MURAI TWO CHARLIE [MURA2C]
ARRIVALS
(RWY 09)



STAR	ROUTING
JALAK TWO CHARLIE	From R-592 after JALAK then to LALER at FL180, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.
MALEO TWO CHARLIE	From B-349 after MALEO then to LALER at FL180, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.
MURAI TWO CHARLIE	From G-578 after MURAI, then to LALER at FL180, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

JEPPESSEN

11 APR 14

10-2G

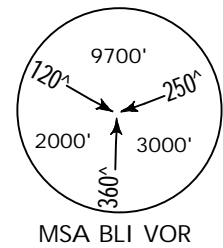
BALI, INDONESIA

.RNAV.STAR.

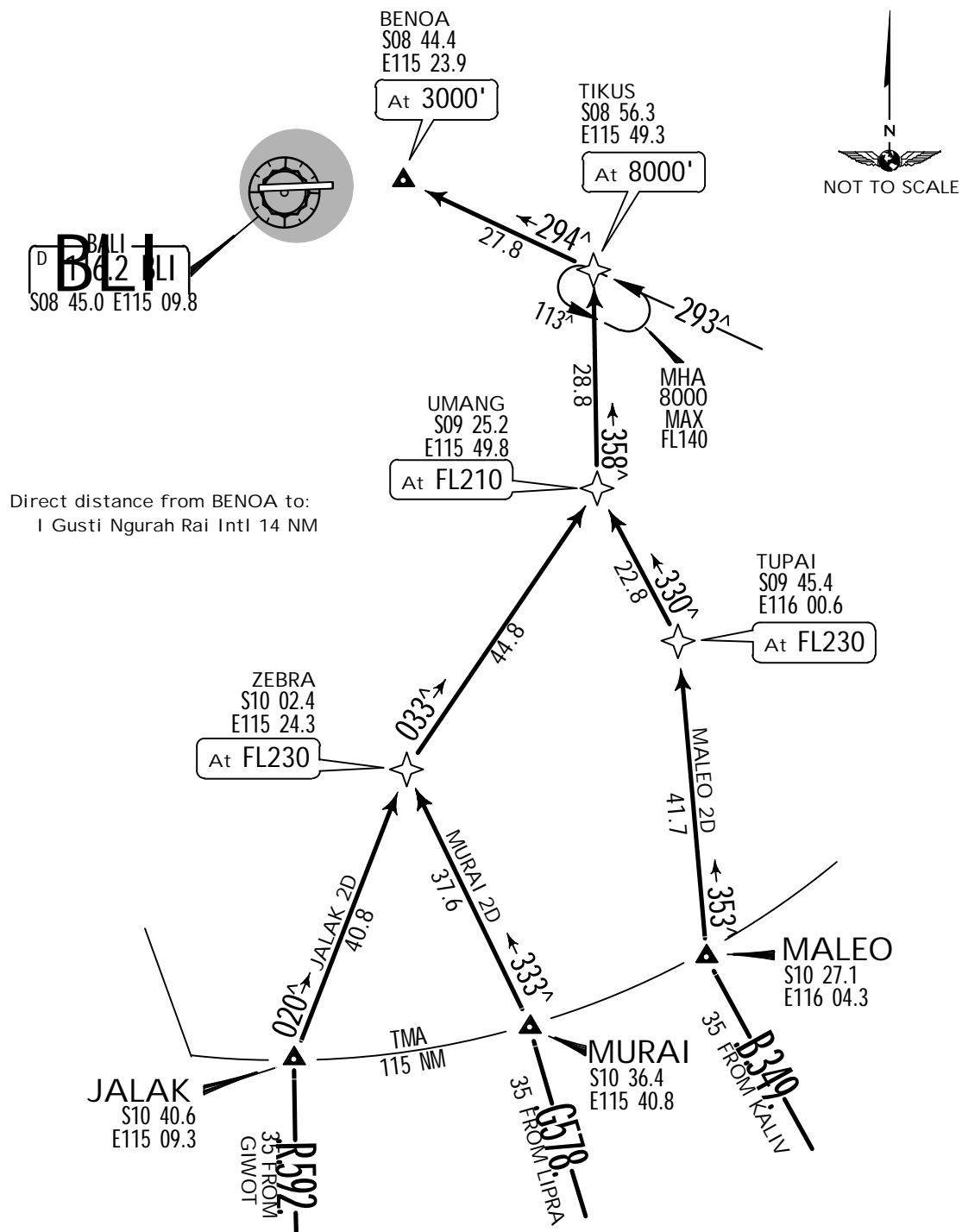
*ATIS
126.2

Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



JALAK TWO DELTA [JALA2D],
MALEO TWO DELTA [MALE2D],
MURAI TWO DELTA [MURA2D]
ARRIVALS
(RWY 27)



STAR	ROUTING
JALAK TWO DELTA	From R-592 after JALAK then to ZEBRA at FL230, then to UMANG at FL210 then to TIKUS at 8000', proceed to BENOA at 3000'.
MALEO TWO DELTA	From B-349 after MALEO then to TUPAI at FL230, then to UMANG at FL210, then to TIKUS at 8000', proceed to BENOA at 3000'.
MURAI TWO DELTA	From G-578 after MURAI, then to ZEBRA at FL230, then to UMANG at FL210, then to TIKUS at 8000', proceed to BENOA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14



JEPPESSEN

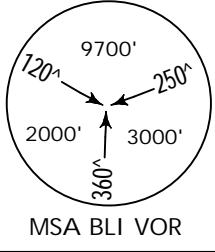
10-3

BALI, INDONESIA

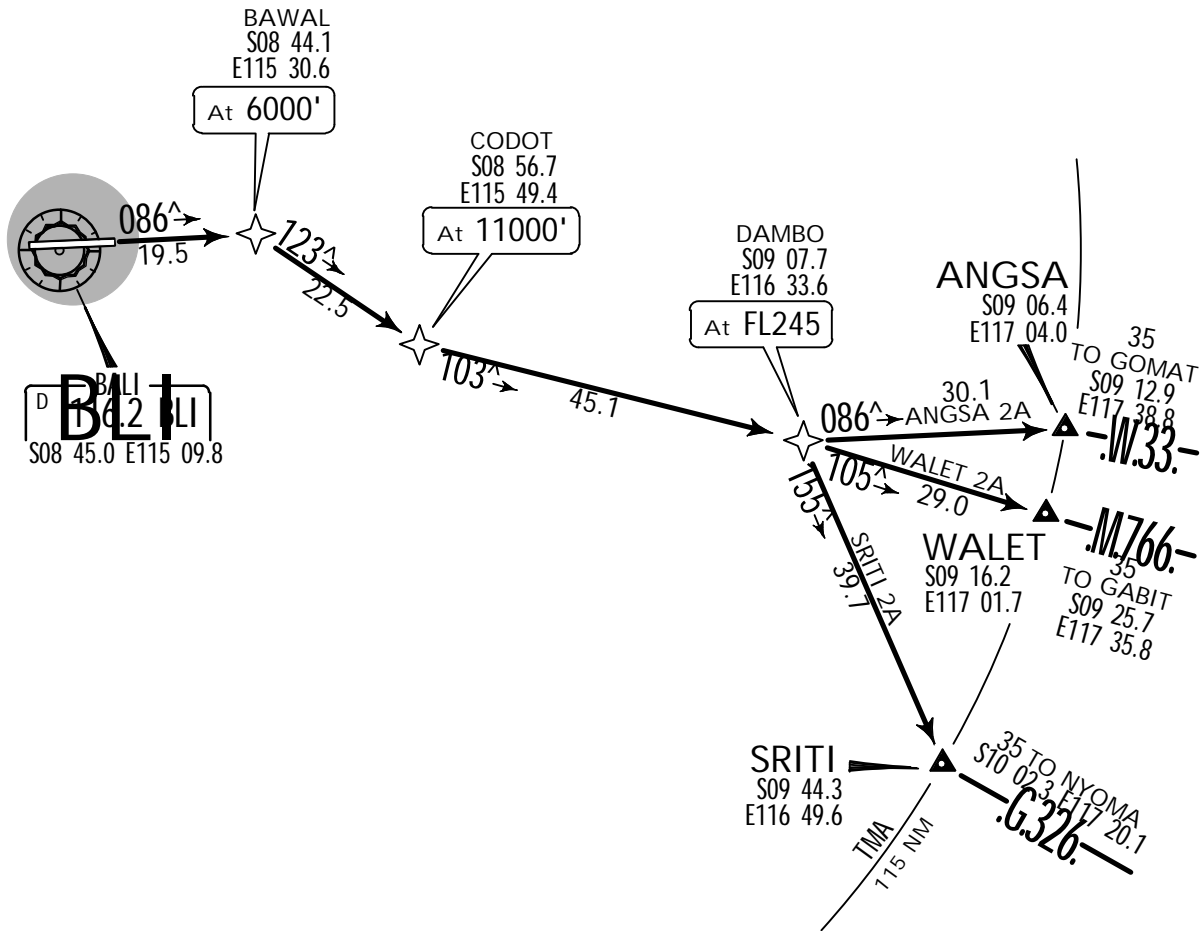
.RNAV.SID.

Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



ANGSA TWO ALPHA [ANGS2A],
SRITI TWO ALPHA [SRIT2A],
WALET TWO ALPHA [WALE2A]
DEPARTURES
(RWY 09)



INITIAL CLIMB

Take off to BAWAL at 6000', then to CODOT at 11000', then to DAMBO at FL245.

SID	ROUTING
ANGSA TWO ALPHA	From DAMBO proceed to ANGSA.
SRITI TWO ALPHA	From DAMBO proceed to SRITI.
WALET TWO ALPHA	From DAMBO proceed to WALET.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

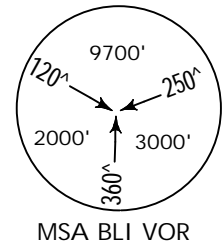
10-3A

BALI, INDONESIA

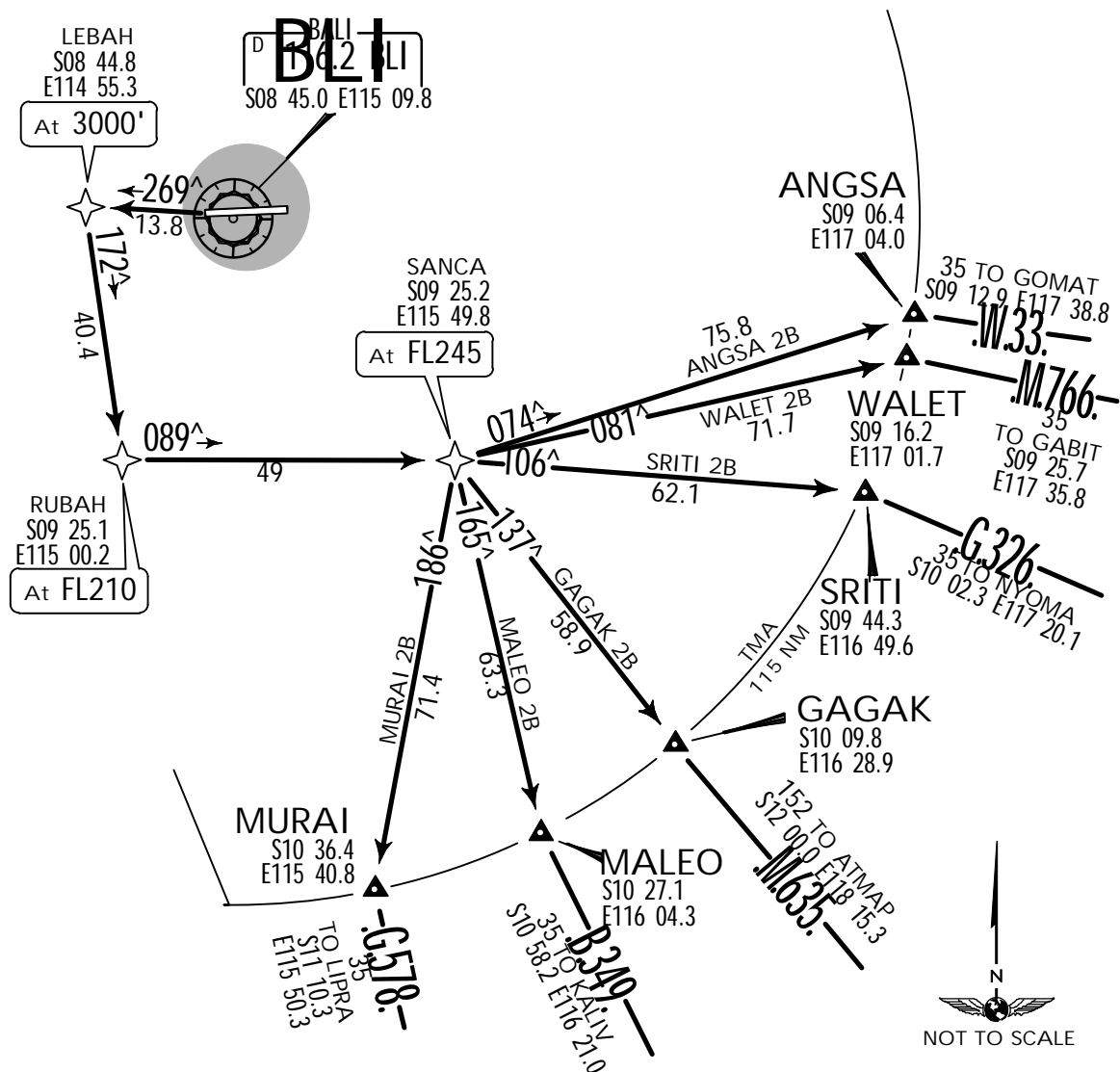
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Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



ANGSA TWO BRAVO [ANGS2B],
GAGAK TWO BRAVO [GAGA2B],
MALEO TWO BRAVO [MALE2B],
MURAI TWO BRAVO [MURA2B],
SRITI TWO BRAVO [SRIT2B]
WALET TWO BRAVO [WALE2B]
DEPARTURES
(RWY 27)



INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000', then turn LEFT to RUBAH at FL210, then to SANCA at FL245.

SID	ROUTING
ANGSA TWO BRAVO	From SANCA proceed to ANGSA.
GAGAK TWO BRAVO	From SANCA proceed to GAGAK.
MALEO TWO BRAVO	From SANCA proceed to MALEO.
MURAI TWO BRAVO	From SANCA proceed to MURAI.
SRITI TWO BRAVO	From SANCA proceed to SRITI.
WALET TWO BRAVO	From SANCA proceed to WALET.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-3C

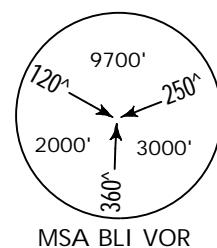
JEPPESSEN

BALI, INDONESIA

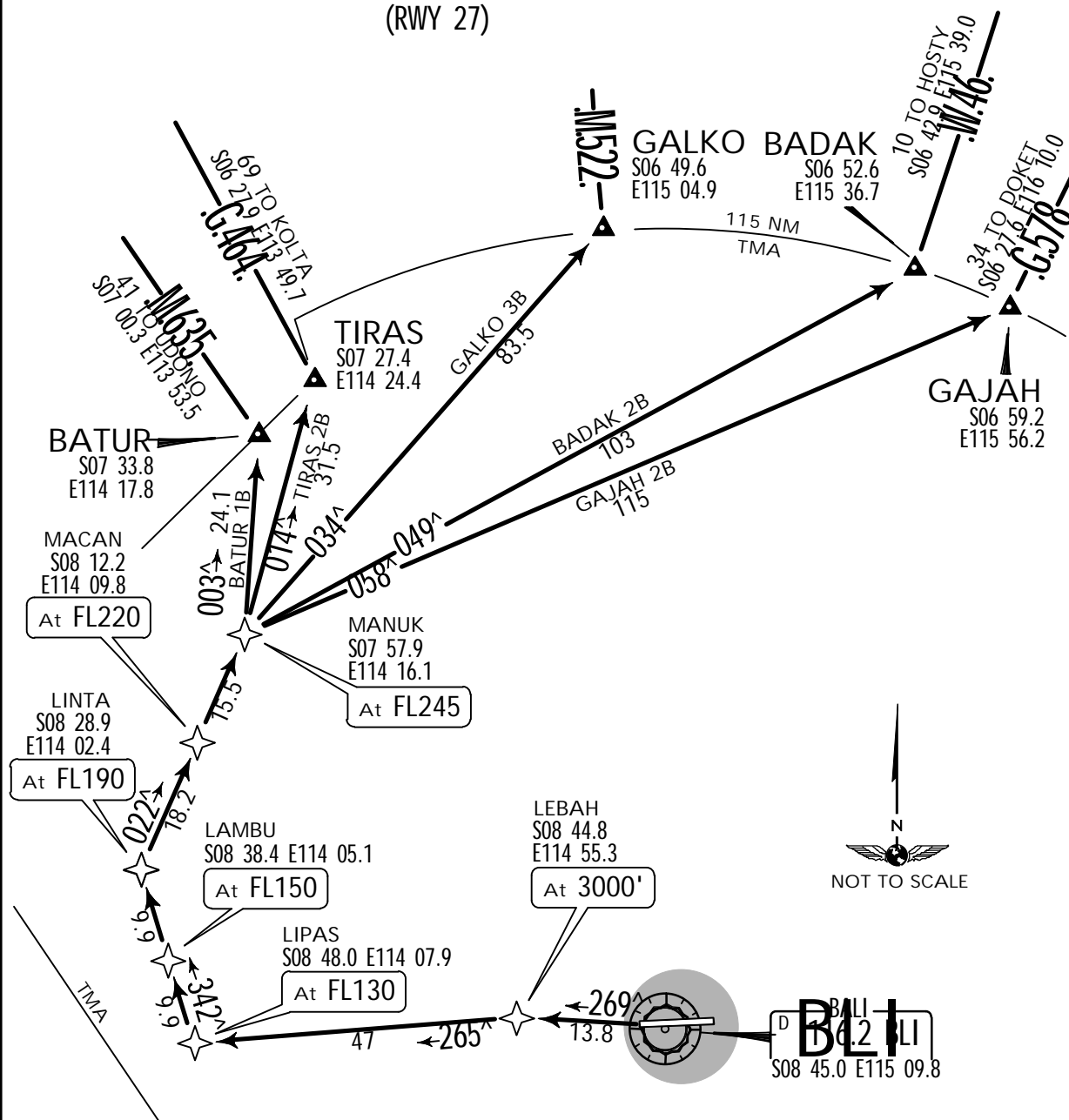
.RNAV.SID.

Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



BADAK TWO BRAVO [BADA2B],
BATUR ONE BRAVO [BATU1B],
GAJAH TWO BRAVO [GAJA2B],
GALKO THREE BRAVO [GALK3B],
TIRAS TWO BRAVO [TIRA2B]
DEPARTURES
(RWY 27)



INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000', then to LIPAS at FL130, then to LAMBU at FL150, then to LINTA at FL190, then to MACAN at FL220, then to MANUK at FL245.

SID	ROUTING
BADAK TWO BRAVO	From MANUK proceed to BADAK.
BATUR ONE BRAVO	From MANUK proceed to BATUR.
GAJAH TWO BRAVO	From MANUK proceed to GAJAH.
GALKO THREE BRAVO	From MANUK proceed to GALKO.
TIRAS TWO BRAVO	From MANUK proceed to TIRAS.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-3D

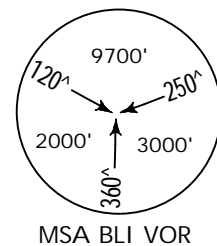
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BALI, INDONESIA

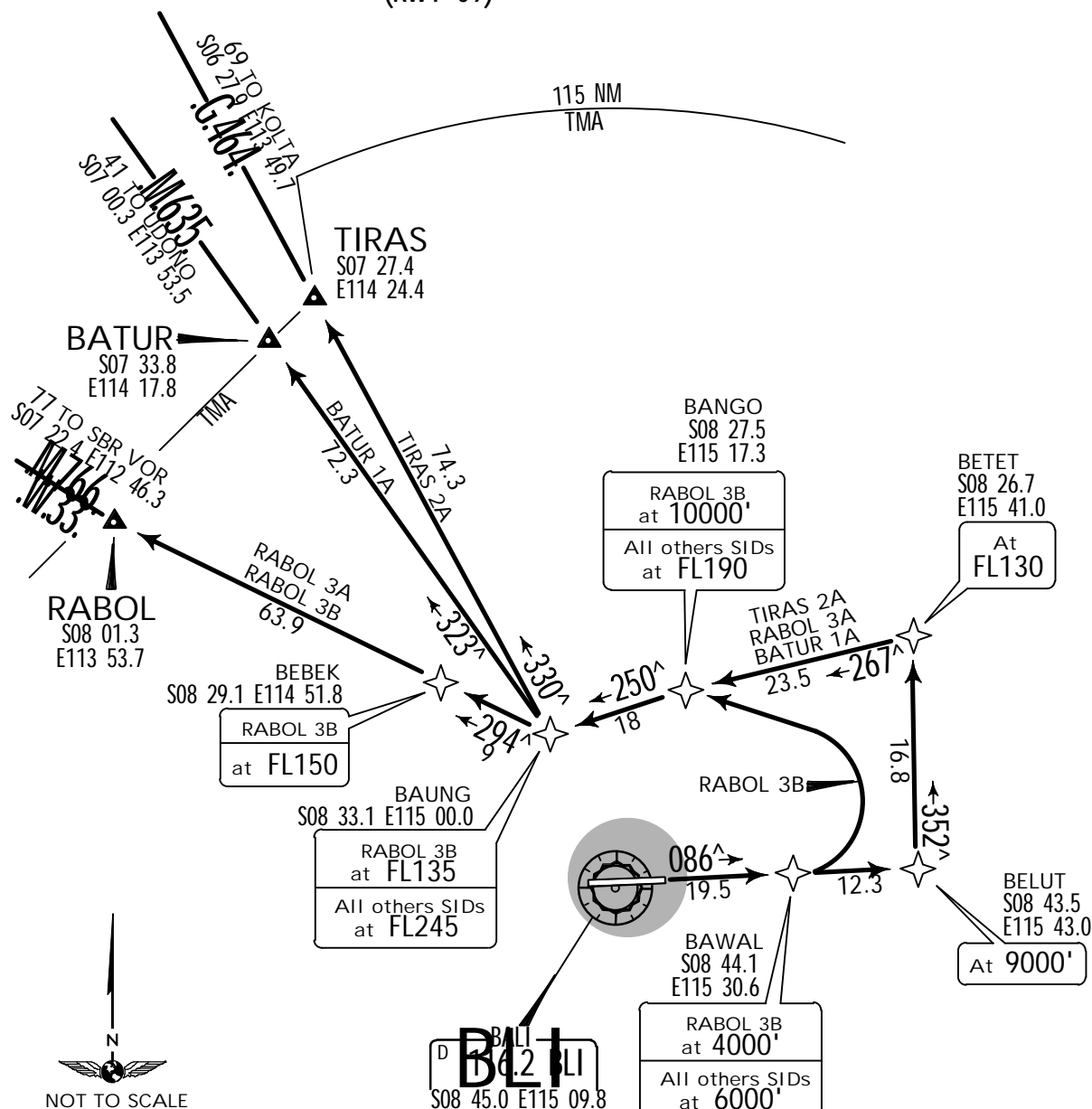
.RNAV.SID.

Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



BATUR ONE ALPHA [BATU1A],
RABOL THREE ALPHA [RABO3A],
RABOL THREE BRAVO [RABO3B],
TIRAS TWO ALPHA [TIRA2A]
DEPARTURES
(RWY 09)



SID	INITIAL CLIMB
BATUR ONE ALPHA	Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BANGO at FL190, then to BAUNG at FL245, then proceed to BATUR.
RABOL THREE ALPHA	Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BANGO at FL190, then to BAUNG at FL245, then proceed to RABOL.
RABOL THREE BRAVO	Take off, MAINTAIN runway heading until 4000', then turn LEFT direct to BANGO at 10000', then to BAUNG at FL135, then to BEBEK at FL150, then proceed to RABOL.
TIRAS TWO ALPHA	Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BANGO at FL190, then to BAUNG at FL245, then proceed to TIRAS.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-3E

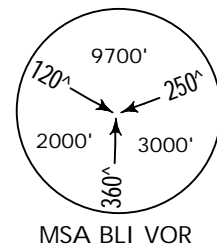
JEPPESSEN

BALI, INDONESIA

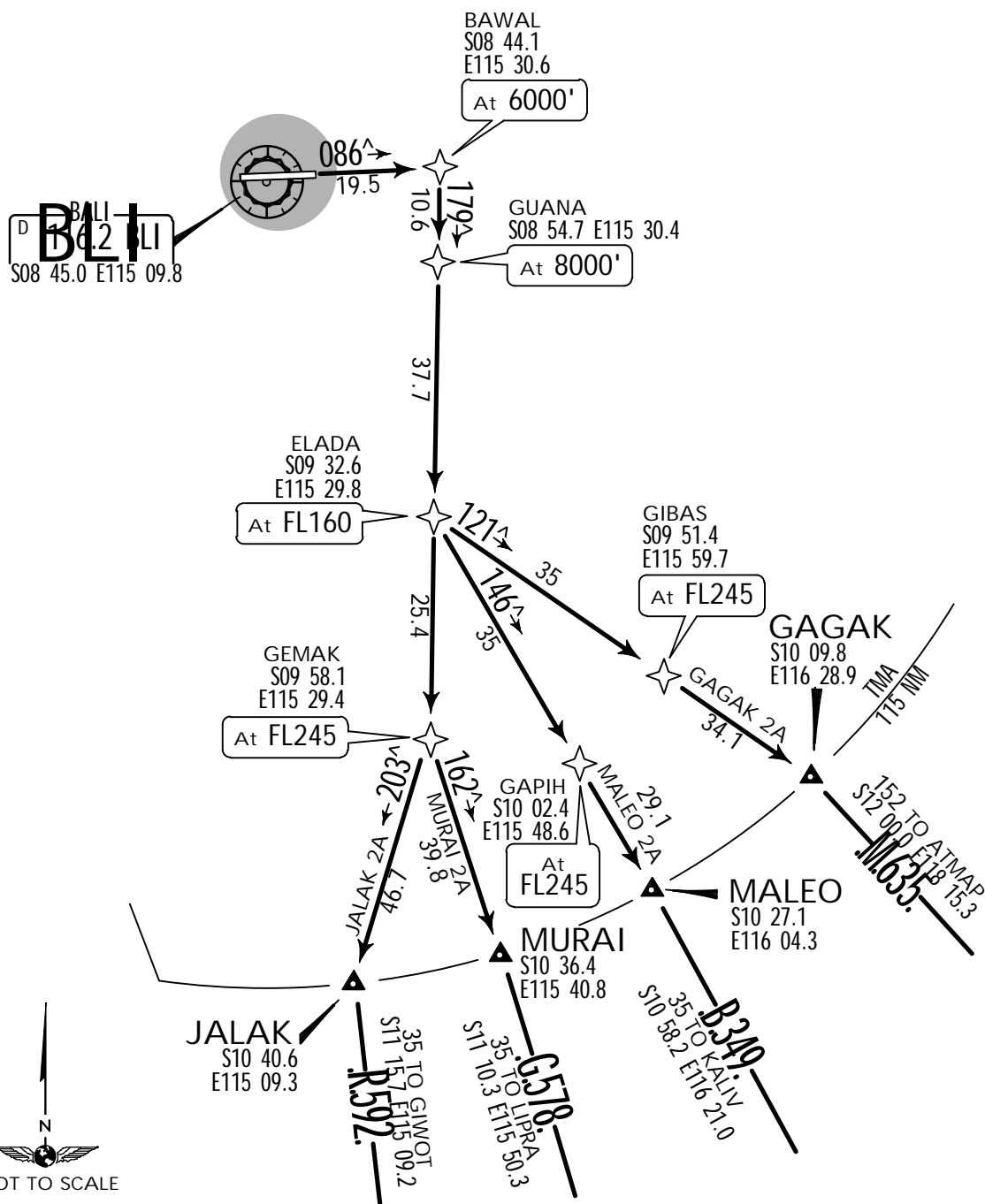
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Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



GAGAK TWO ALPHA [GAGA2A],
JALAK TWO ALPHA [JALA2A],
MALEO TWO ALPHA [MALE2A],
MURAI TWO ALPHA [MURA2A]
DEPARTURES
(RWY 09)



INITIAL CLIMB

Take off to BAWAL at 6000', then to GUANA at 8000', then to ELADA at FL160.

SID	ROUTING
GAGAK TWO ALPHA	From ELADA to GIBAS at FL245, then proceed to GAGAK.
JALAK TWO ALPHA	From ELADA to GEMAK at FL245, then proceed to JALAK.
MALEO TWO ALPHA	From ELADA to GAPIH at FL245, then proceed to MALEO.
MURAI TWO ALPHA	From ELADA to GEMAK at FL245, then proceed to MURAI.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-3F

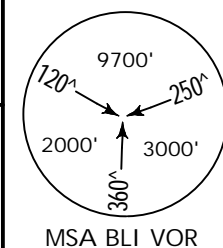
JEPPESSEN

BALI, INDONESIA

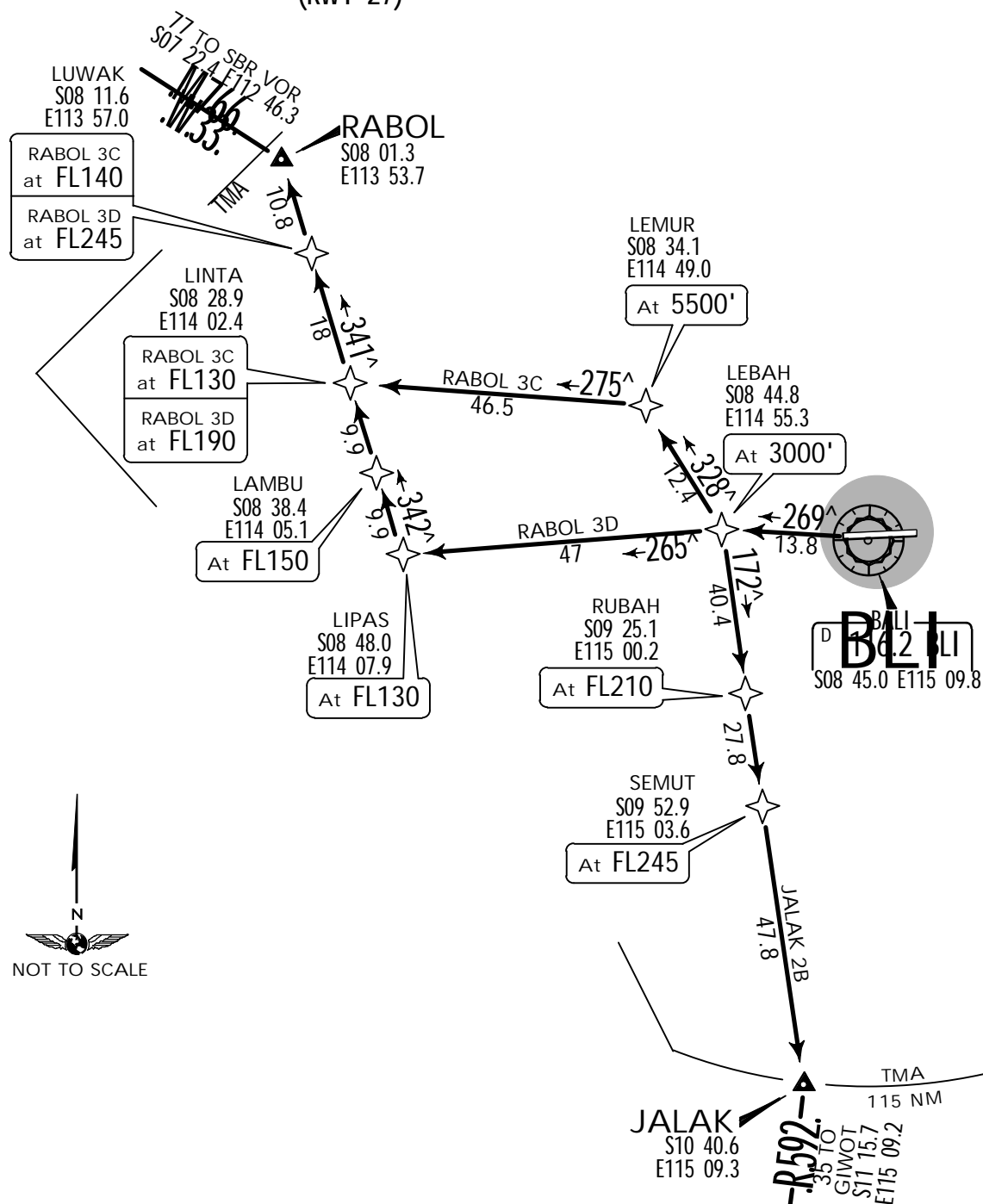
.RNAV.SID.

Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



**JALAK TWO BRAVO [JALA2B],
RABOL THREE CHARLIE [RABO3C],
RABOL THREE DELTA [RABO3D]
DEPARTURES
(RWY 27)**



INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000'.

SID	ROUTING
JALAK TWO BRAVO	From LEBAH turn LEFT to RUBAH at FL210, then to SEMUT at FL245, then proceed to JALAK.
RABOL THREE CHARLIE	From LEBAH turn RIGHT to LEMUR at 5500', then to LINTA at FL130, then to LUWAK at FL140, then proceed to RABOL.
RABOL THREE DELTA	From LEBAH to LIPAS at FL130, then to LAMBU at FL150, then to LINTA at FL190, then to LUWAK at FL245, then proceed to RABOL.

WADD/DPS

I GUSTI NGURAH RAI INTL



JEPPESSEN

11 APR 14

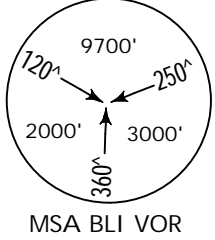
10-3G

BALI, INDONESIA

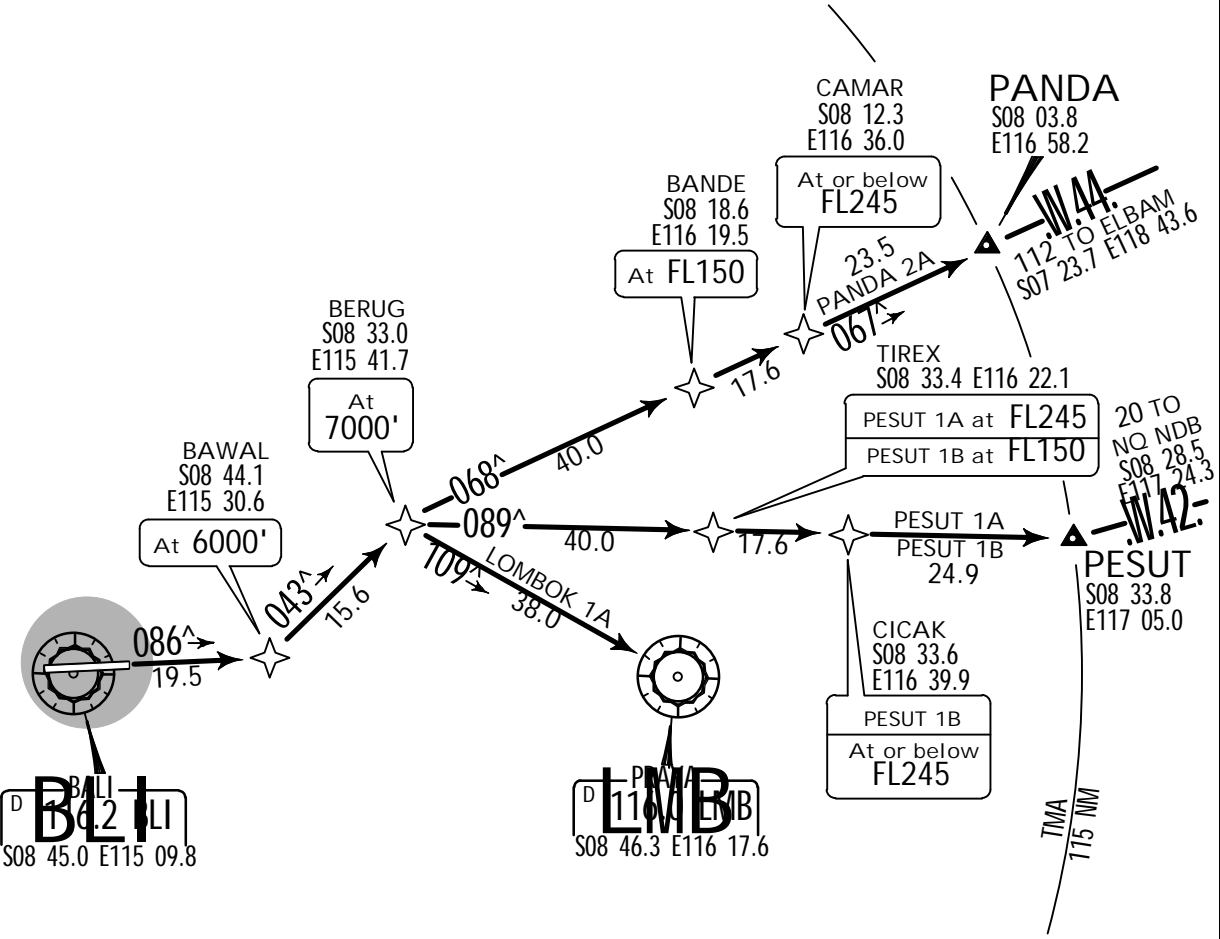
.RNAV.SID.

Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



LOMBOK ONE ALPHA [LOMB1A],
PANDA TWO ALPHA [PAND2A],
PESUT ONE ALPHA [PESU1A],
PESUT ONE BRAVO [PESU1B]
DEPARTURES
(RWY 09)



INITIAL CLIMB	
Take off to BAWAL at 6000', then to BERUG at 7000'.	
SID	ROUTING
LOMBOK ONE ALPHA	From BERUG proceed to LMB.
PANDA TWO ALPHA	From BERUG to BANDE at FL150, then to CAMAR at FL245 or below, then to PANDA.
PESUT ONE ALPHA	From BERUG to TIREX at FL245, then to PESUT.
PESUT ONE BRAVO	From BERUG to TIREX at FL150, then to CICA at FL245 or below, then to PESUT.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-3H

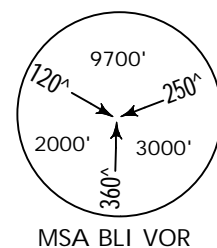
JEPPESSEN

BALI, INDONESIA

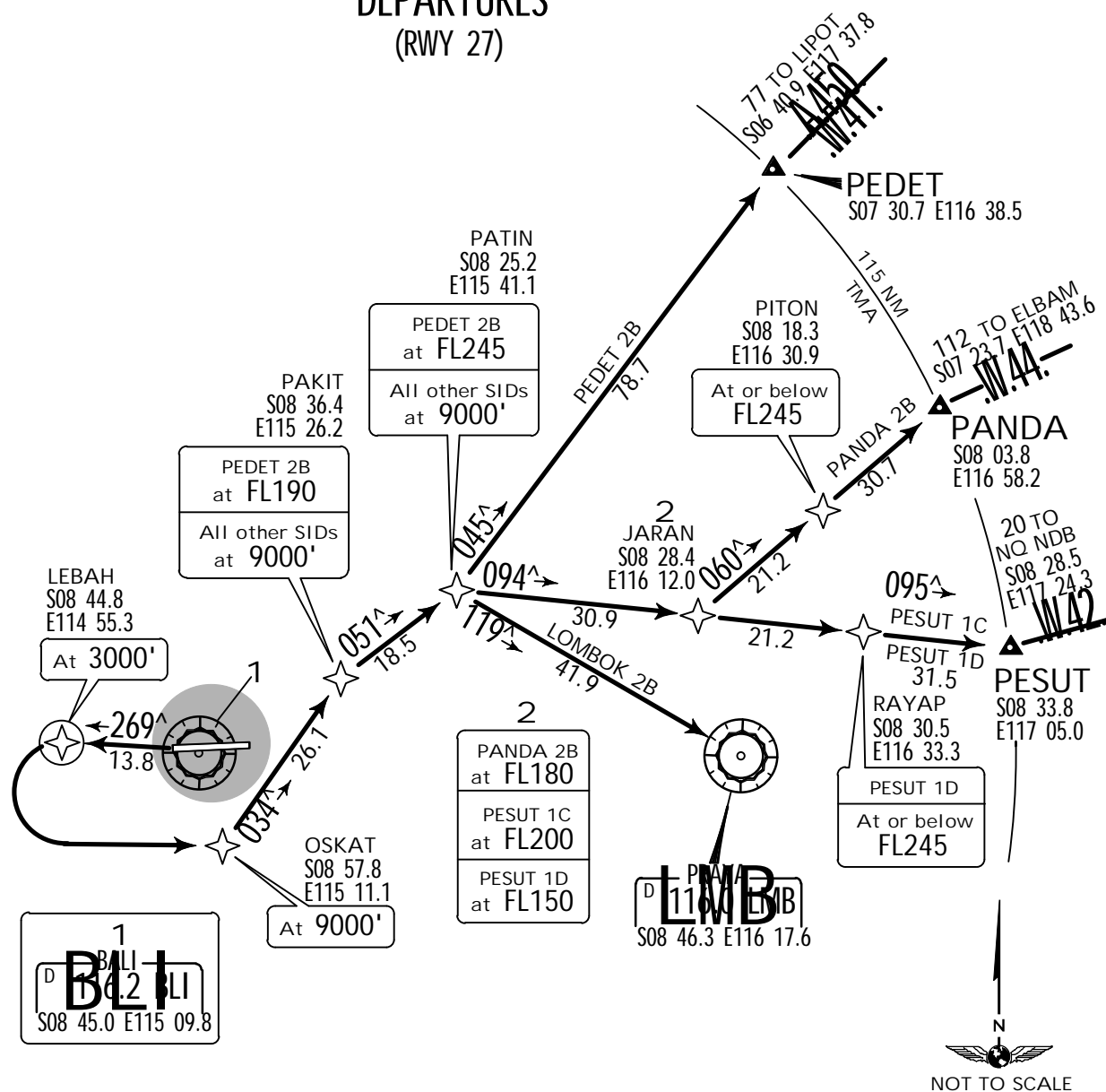
.RNAV.SID.

Apt Elev
14'

Trans level: FL130 Trans alt: 11000'
RNAV 1.



LOMBOK TWO BRAVO [LOMB2B]
PANDA TWO BRAVO [PAND2B],
PEDET TWO BRAVO [PEDE2B],
PESUT ONE CHARLIE [PESU1C],
PESUT ONE DELTA [PESU1D]
DEPARTURES
(RWY 27)



INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000', then turn LEFT to OSKAT at 9000', then to PAKIT.

SID	ROUTING
LOMBOK TWO BRAVO	From PAKIT at 9000' to PATIN at 9000', then proceed to LMB.
PANDA TWO BRAVO	From PAKIT at 9000' to PATIN at 9000', then to JARAN at FL180, then to PITON at FL245 or below, then proceed to PANDA.
PEDET TWO BRAVO	From PAKIT at FL190 to PATIN at FL245, then proceed to PEDET.
PESUT ONE CHARLIE	From PAKIT at 9000' to PATIN at 9000', then to JARAN at FL200, then proceed to PESUT.
PESUT ONE DELTA	From PAKIT at 9000' to PATIN at 9000', then to JARAN at FL150, then to RAYAP at FL245 or below, then proceed to PESUT.



MEASUREMENT OF RUNWAY OCCUPANCY TIME AT
I GUSTI NGURAH RAI AIRPORT

1. GENERAL

Introduction

Pilots are required to follow procedures below for measurement of runway occupancy time. This guidance material does not supersede published ATC and pilot procedures.

2. MEASUREMENT PERIOD

03 MAR 16 until 04 APR 16 at time 23.00 - 11.00 daily.

3. TAKE-OFF PROCEDURES

Pilots shall complete all mandatory pre-departure checks before entering the active runways for departure so the aircraft is at position to take-off immediately upon receipt of take-off clearance;

When cleared for "TAKE-OFF", if on the taxiway, enter the runway following yellow line guidance and take-off without stopping (rolling take-off);

On receipt of line-up instruction pilots shall ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run;

When the aircraft is issued with a take-off clearance after lining up on the runway it shall commence take-off roll immediately;

Pilots not able to comply with this requirement must notify TWR before reaching the holding point;

Wake turbulence separation minima shall be applied.

4. LANDING PROCEDURES

Pilots shall ensure before starting the approach to define:

- pre-select suitable runway exit point that will achieve minimum practical runway occupancy;
- after touchdown, adjust braking to exit the runway at the pre-selected runway exit point without delay.

Aircraft are expected and will be informed by ATC to vacate the runway via first available exit taxiway depending on aircraft performance in order to reduce delays and maximise utilisation. Pilots not able to comply with this requirement/request should notify TWR as early as feasible;

Aircraft vacating the runway-in-use should not stop on the exit taxiway until the entire aircraft has passed the runway holding point.

Pilots are requested to adjust aircraft speed at 10 NM until 4 NM as follows:

Aircraft Type	Speed (IAS)
Type A	90 KT
Type B	120 KT
Type C	140 KT
Type D	160 KT
Type E	180 KT

Pilots not able to comply with this requirement should notify TWR as soon as possible.

WADD/DPS



BALI, INDONESIA

26 FEB 16 (10-8A) .Eff.3.Mar. I GUSTI NGURAH RAI INTL

PREFERRED EXIT TAXIWAY I GUSTI NGURAH RAI INTERNATIONAL AIRPORT BALI			
RWY	Intersection Taxiway	Angle from RWY Centerline	TORA
09	N3	90^	7024' (2141m)
09	N4	30^	4728' (1441m)
27	N6	90^	7467' (2276m)
27	N5	30^	5879' (1792m)

WADD/DPS

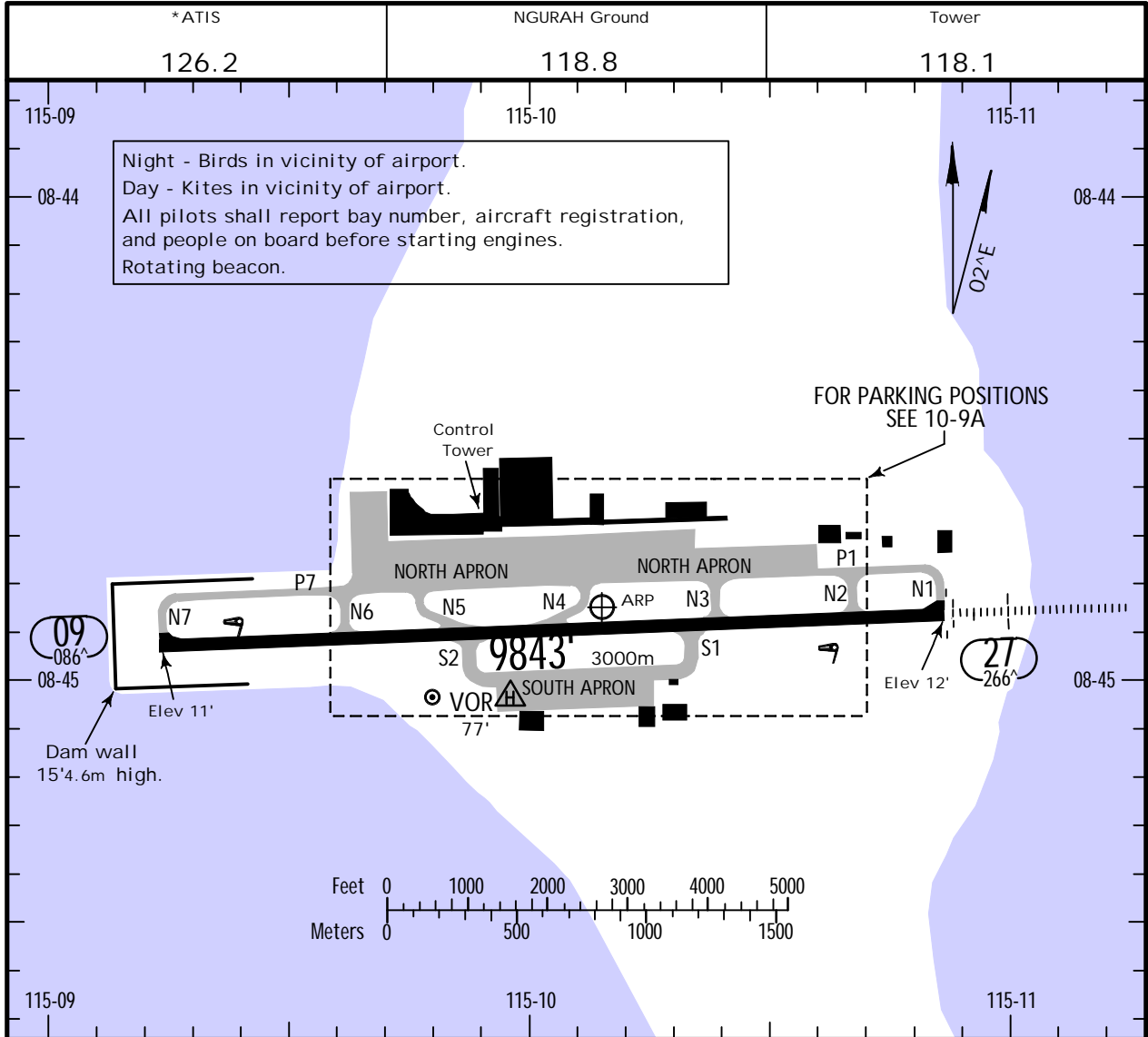
Apt Elev 14
S08 44.8 E115 10.1

JEPPesen

12 FEB 16 (10-9)

BALI, INDONESIA

I GUSTI NGURAH RAI INTL



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
	HIRL	PAPI-L (angle 3.0°)	Threshold	Glide Slope	TAKE-OFF
09	HIRL	PAPI-L (angle 3.0°)			
27	HIRL	HIALS PAPI-L (angle 3.0°)		8888' 2709m	

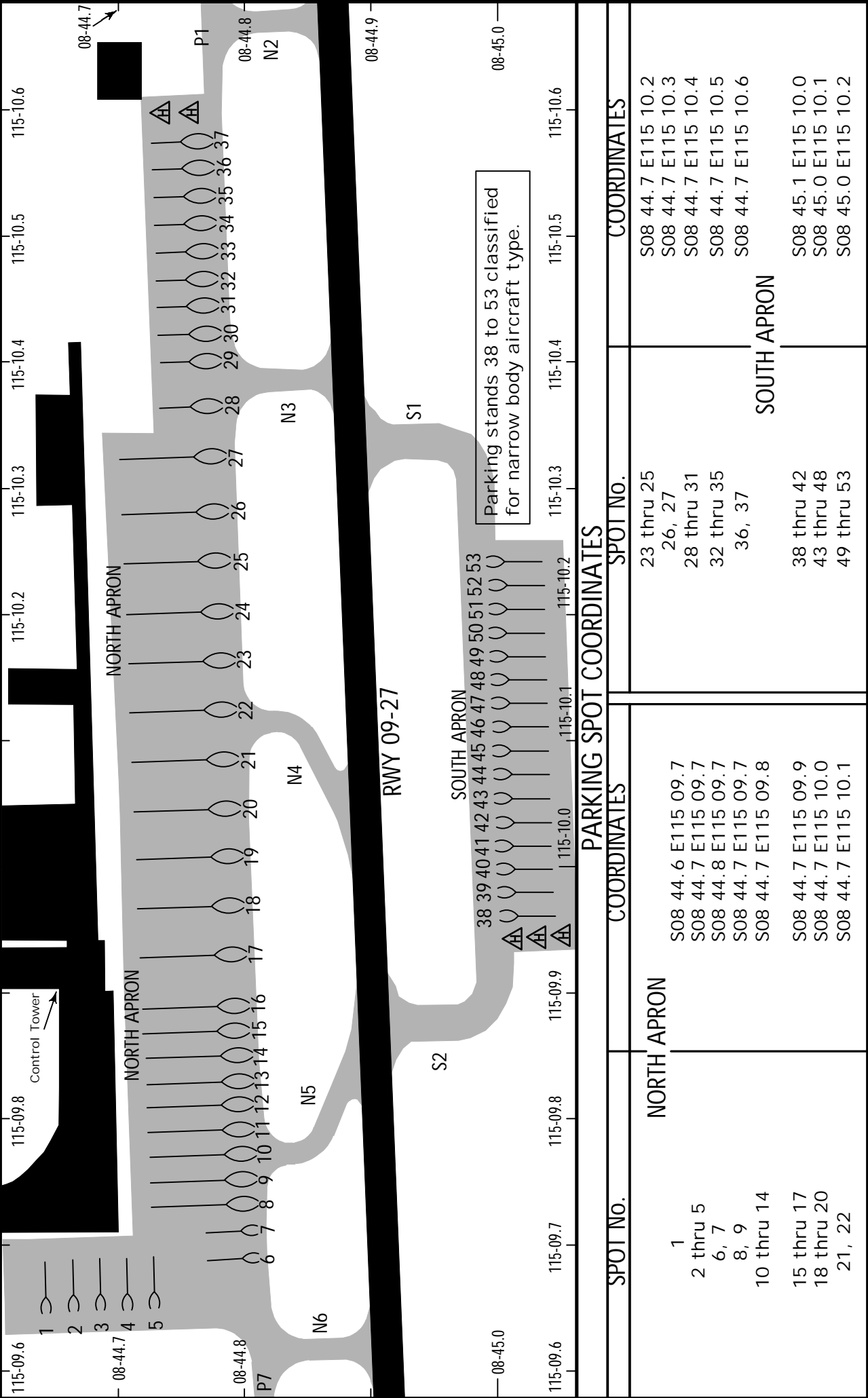
GENERAL

Runway closed at 2100-2130 daily and every Tuesday at 1800-2300.

TAKE-OFF					
AIR CARRIER (JAA)			AIR CARRIER (FAR 121)		
LVP must be in Force All Rwys RCLM (Day only) or RL		All Rwys RCLM (Day only) or RL	All Rwys Adequate Vis Ref		
A			2 Eng		
B	250m	400m		400m	
C			3 & 4 Eng		
D	300m				

WADD/DPS

BALI, INDONESIA
I GUSTI NGURAH RAI INTL



CHANGES: Parking spot coordinates.

WADD/DPS

JEPPESEN
4 DEC 15
Eff. 10. Dec. (10-9B)

PARKING.
BALI, INDONESIA
I GUSTI NGURAH RAI INTL

VISUAL DOCKING GUIDANCE SYSTEM

VISUAL DOCKING PARKING GUIDANCE SYSTEM AT AIRCRAFT STANDS

- The RLG visual docking guidance system is installed at parking stand Nr. 17-27 at I Gusti Ngurah Rai Airport.
- The system is aligned for interpretation by the pilot in the left hand seat.

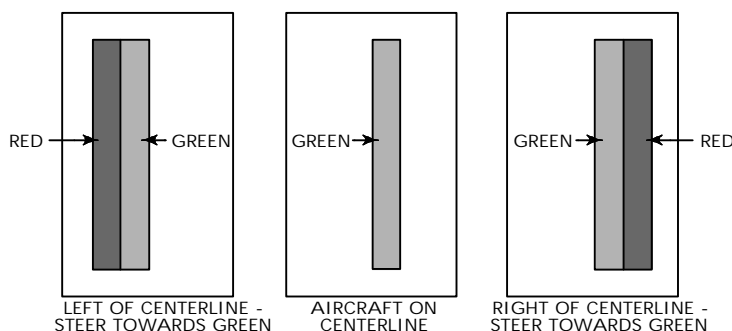
DOCKING PROCEDURES

- Pilot while taxiing Aircraft into a parking stand Nr. 17-27 shall stop the aircraft immediately, if he sees that the docking system is not switched on or is unserviceable or when it shows a different Aircraft type.
- Aircraft type indication
 - Confirm Aircraft type displayed prior to turning into stand.
 - Discontinue docking when wrong Aircraft type is illuminated.

(Aircraft Marshaller shall recheck system or Marshal Aircraft into stand)

c. Centerline Guidance

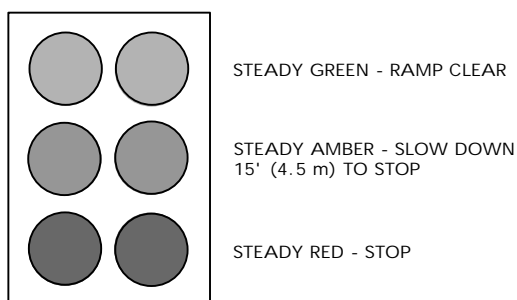
- Look at bottom half of housing and interpret vertical neon light as shown:



- Discontinue docking when lights go off.

d. Stopping Guidance

- Look at round incandescent lamp on top half of housing and interpret as shown:



- Discontinue docking immediately should lights go off.
(Aircraft Marshaller shall Marshal Aircraft into stand)

WADD/DPS



.PARKING.
BALI, INDONESIA
I GUSTI NGURAH RAI INTL

VISUAL DOCKING GUIDANCE SYSTEM

TO AVOID OVER SHOOTING

- a. When Using the RLG system, pilots taxi into stand at minimum speed.
- b. On seeing the round incandescent amber lights, slowdown and prepare to stop.
- c. The round incandescent amber and red lights are activated by the Aircraft as its nose-wheel passes over the indication loops at the parking stand centerline. The lights may not come on if Aircraft is not properly lined up on the centerline. Pilot should stop aircraft immediately when the red lights come on suddenly or when given the stop sign by the Aircraft Marshaller.

WADD/DPS

I GUSTI NGURAH RAI INTL

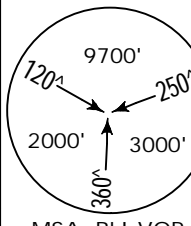
JEPPesen

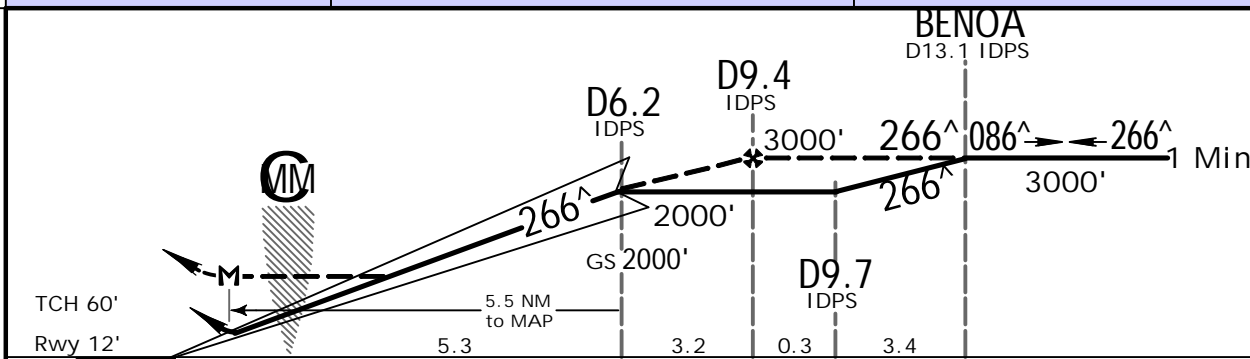
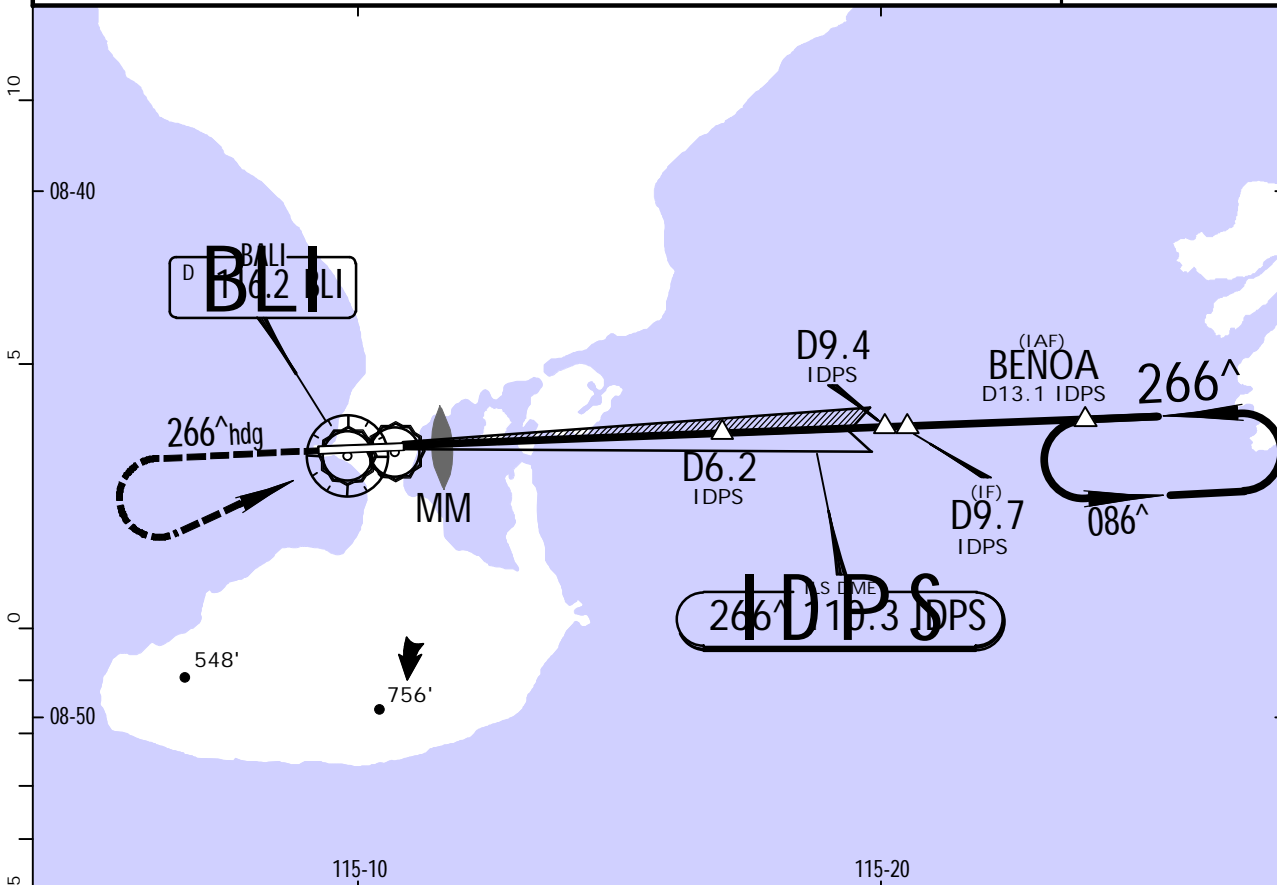
11-1


1 JAN 16

BALI, INDONESIA
ILS Rwy 27

BRIEFING STRIP™

* ATIS 126.2		BALI Director (R) 119.7		NGURAH Tower 118.1		Ground 118.8	
LOC IDPS 110.3	Final Apch Crs 266^	GS D6.2 IDPS 2000' (1988')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 12'			
MISSED APCH: Maintain 266^ heading until 1500', then turn LEFT, climb to 6000'. Proceed to BENOA holding point via overhead BLI VOR, cross BLI VOR at or above 5000' or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'	
MSA BLI VOR							



Gnd speed-Kts	70	90	100	120	140	160		266^ hdg	1500'
GS	3.00^	372	478	531	637	743			
Rate of descent on final (feet/min)		362	465	517	621	724			
D6.2 IDPS to MAP	5.5	4:43	3:40	3:18	2:45	2:21			

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
ILS CAT A & B 245' (233')		LOC (GS out) 360' (348')			
CAT C & D 265' (253')		MDA(H)			
FULL		ALS out		Max Kts	MDA(H)
A				100	720' (706') -1600m
B				135	
C	RVR 550m VIS 800m	1200m	800m	180	1250' (1236') -4000m
D			1600m	205	1250' (1236') -4400m

WADD/DPS

I GUSTI NGURAH RAI INTL

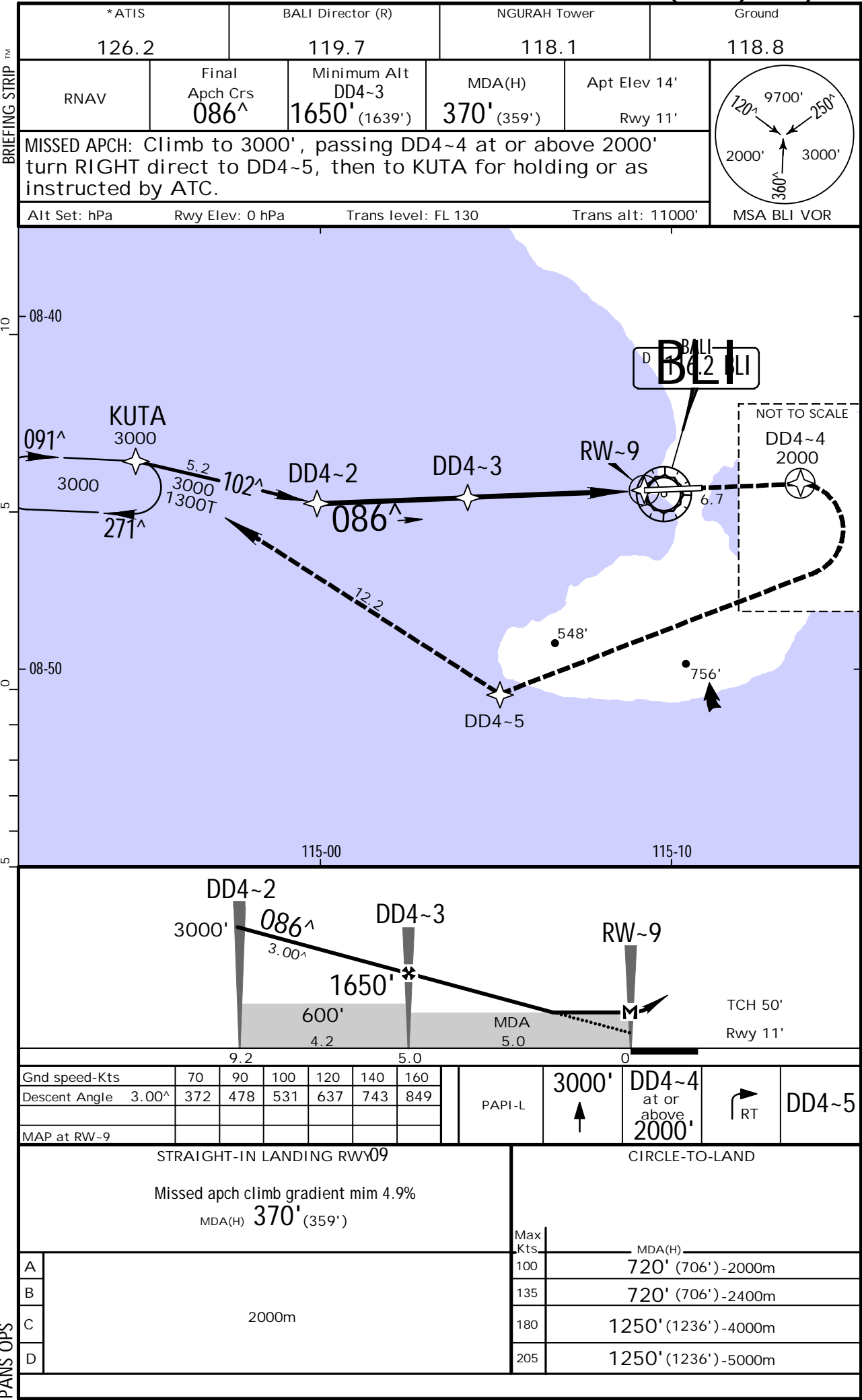
1 JAN 16

12-1

JEPPESSEN

MISSED APCH CLIMB
GRADIENT MIM 4.9%

BALI, INDONESIA
RNAV (GNSS) Rwy 09



WADD/DPS

I GUSTI NGURAH RAI INTL

1 JAN 16

12-2

JEPPESSEN

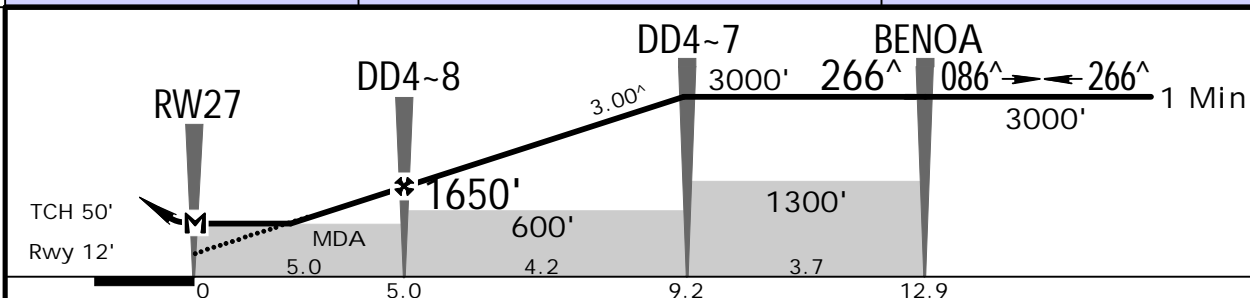
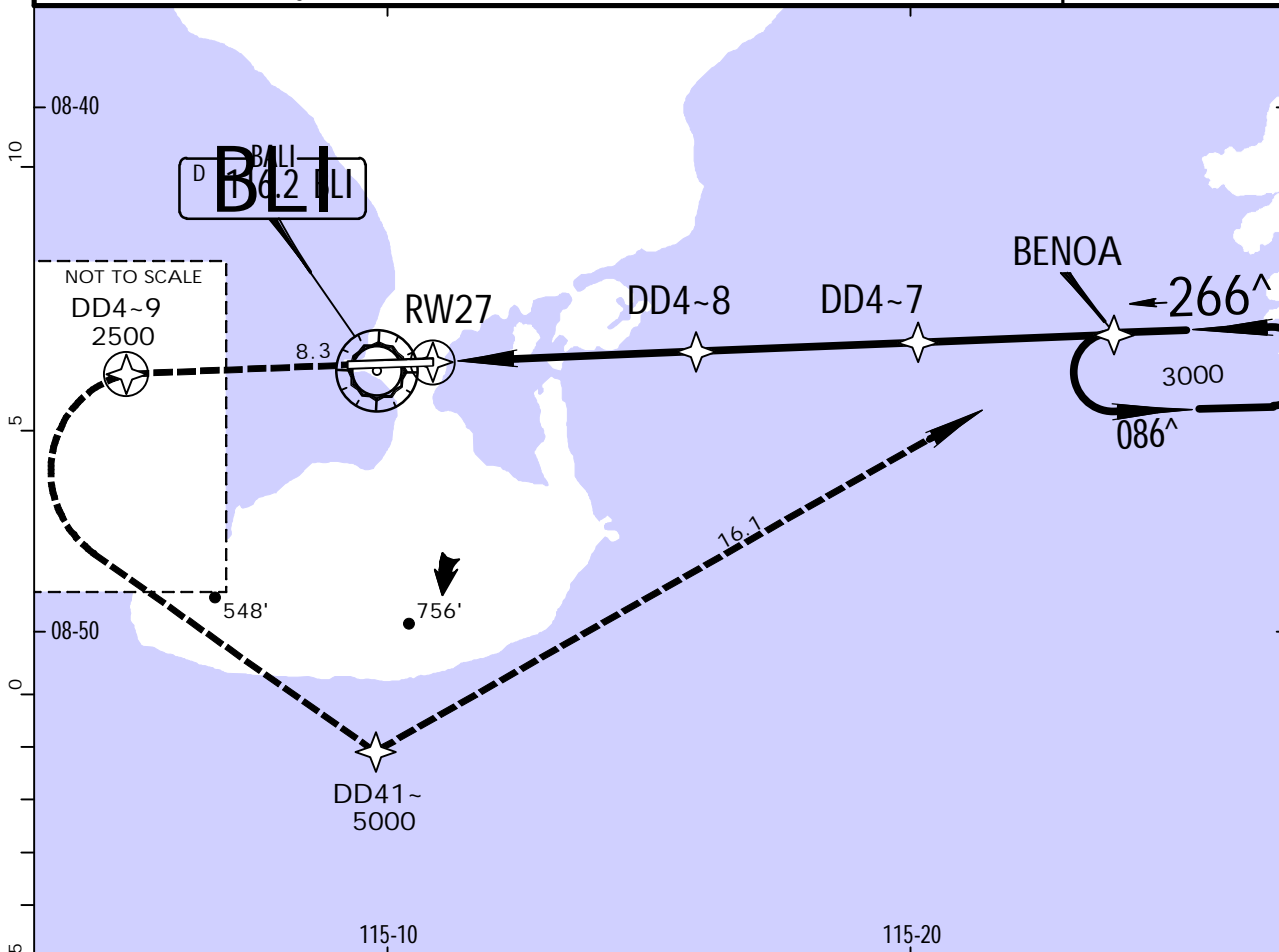
MISSED APCH CLIMB
GRADIENT MIN 4.9%

BALI, INDONESIA
RNAV (GNSS) Rwy 27

BRIEFING STRIP™

* ATIS		BALI Director (R)		NGURAH Tower		Ground	
126.2		119.7		118.1		118.8	
RNAV	Final Apch Crs 266 [^]	Minimum Alt DD4~8 1650' _(1638')	MDA(H) 390' _(378')	Apt Elev 14' Rwy 12'			
MISSED APCH: Climb to 6000', passing DD4~9 at or above 2500' turn LEFT direct to DD41~ at or above 5000', then to BENOA for holding or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			

MSA BLI VOR



Gnd speed-Kts	70	90	100	120	140	160		6000'	DD4~9 at or above 2500'	LT	DD41~
Descent Angle	3.00 [^]	372	478	531	637	743		↑			
MAP at RW27											

STRAIGHT-IN LANDING RWY 27

Missed apch climb gradient mim 4.9%
MDA(H) 390' (378')

CIRCLE-TO-LAND

PANS OPS	A	2100m	Max Kts	MDA(H)
	B		100	720' (706') -2000m
	C		135	720' (706') -2400m
	D		180	1250' (1236') -4000m
			205	1250' (1236') -5000m

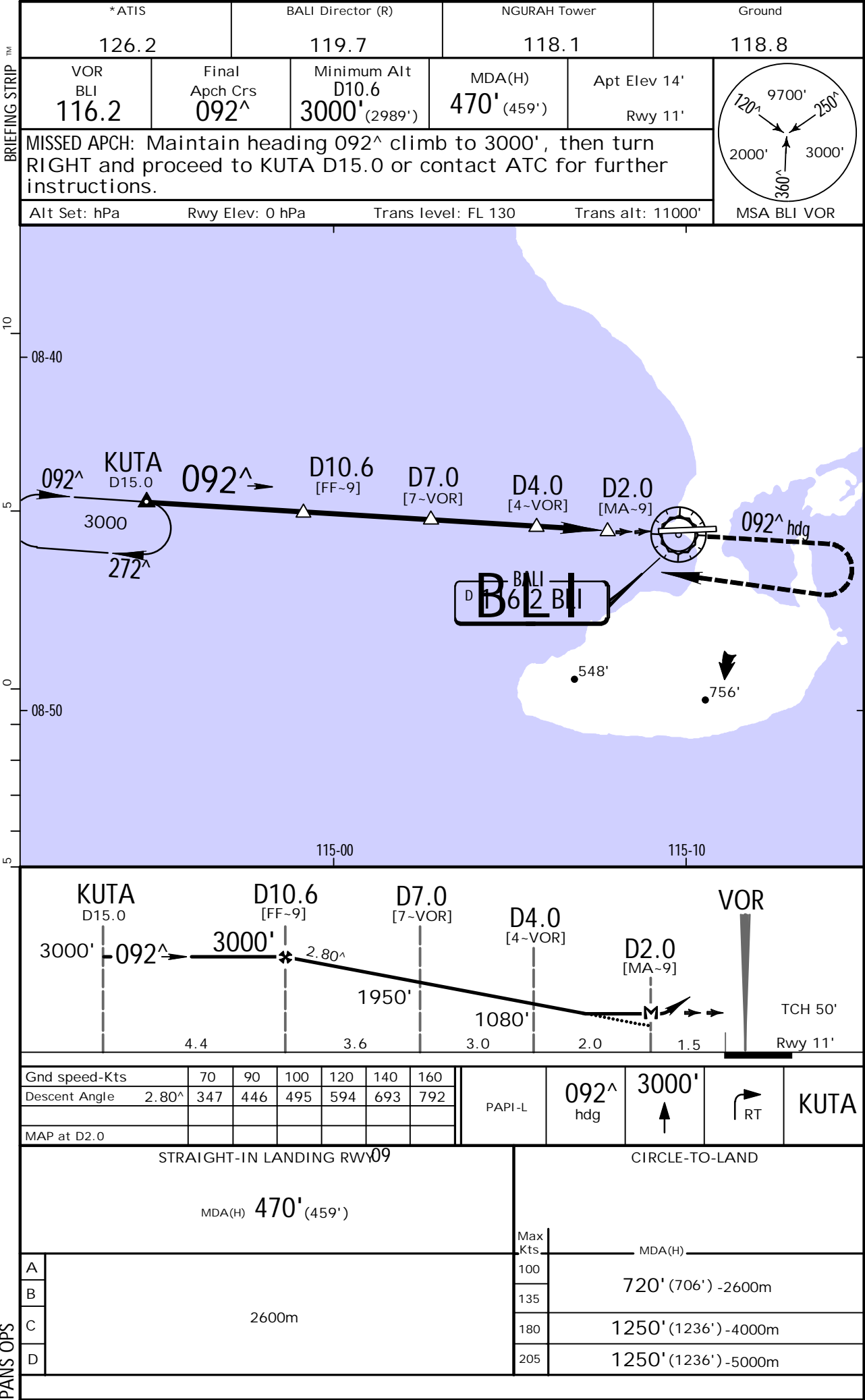
WADD/DPS

I GUSTI NGURAH RAI INTL



15 JUL 16 (13-1)

BALI, INDONESIA
VOR DME Rwy 09



WADD/DPS

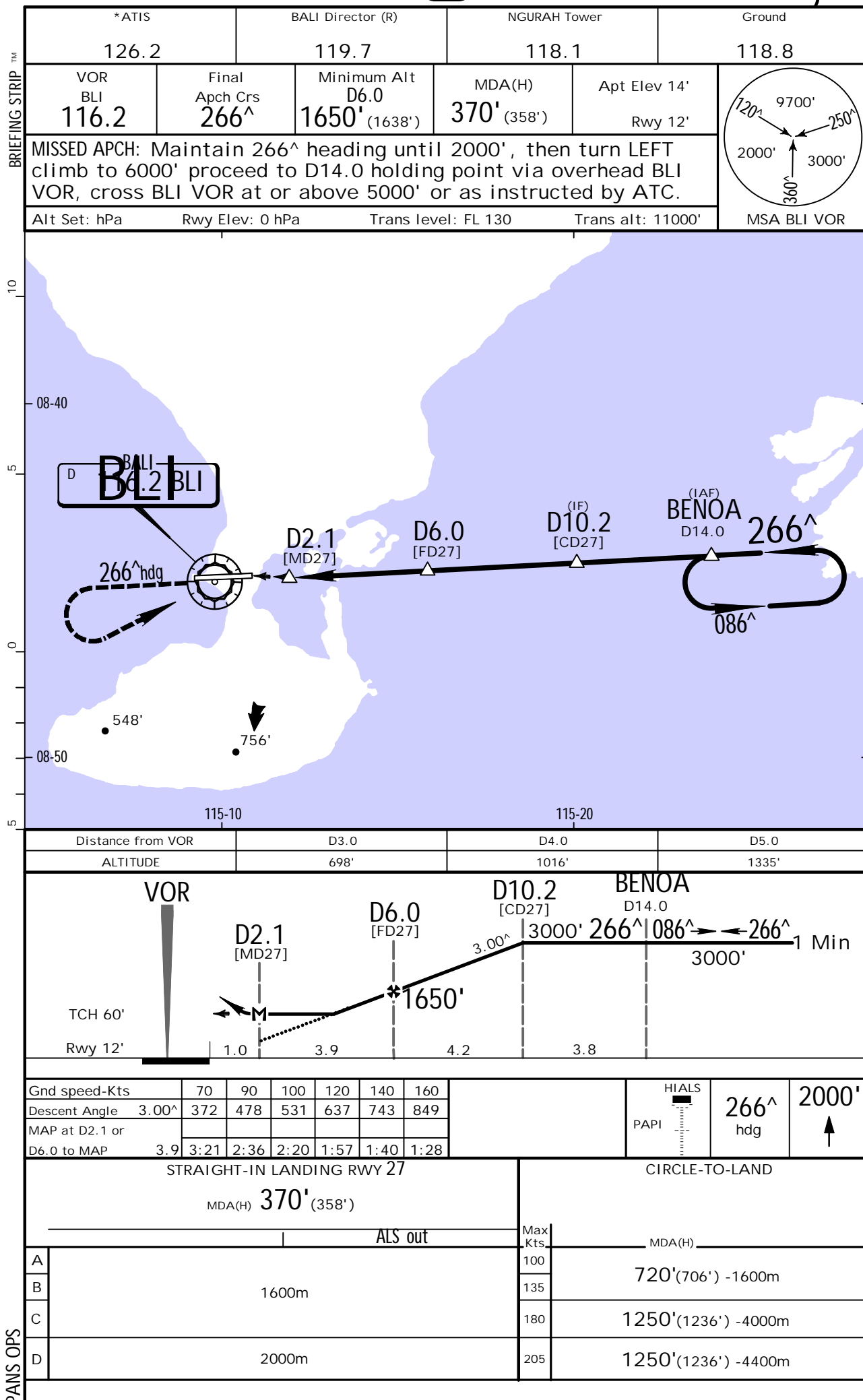
I GUSTI NGURAH RAI INTL

JEPPESSEN

15 JUL 16

13-2

BALI, INDONESIA
VOR DME Rwy 27



General Information

Location: ALICE SPRINGS NT AUS
 ICAO/IATA: YBAS / ASP
 Lat/Long: S23° 48.42', E133° 54.13'
 Elevation: 1789 ft

Airport Use: Public
 Daylight Savings: Not Observed
 UTC Conversion: -9:30 = UTC
 Magnetic Variation: 5.0° E

Fuel Types: 100-130 Octane, Jet A-1
 Repair Types: Minor Airframe, Minor Engine
 Customs: Yes
 Airport Type: IFR
 Landing Fee: No
 Control Tower: Yes
 Jet Start Unit: No
 LLWS Alert: No
 Beacon: Yes

Sunrise: 2042 Z
 Sunset: 0905 Z

Runway Information

Runway: 12
 Length x Width: 7999 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1786 ft
 Lighting: Edge, ALS

Runway: 17
 Length x Width: 3717 ft x 59 ft
 Surface Type: asphalt
 TDZ-Elev: 1789 ft
 Lighting: Edge

Runway: 30
 Length x Width: 7999 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1764 ft
 Lighting: Edge

Runway: 35
 Length x Width: 3717 ft x 59 ft
 Surface Type: asphalt
 TDZ-Elev: 1780 ft
 Lighting: Edge

Communication Information

ATIS: 33.500
ATIS: 115.900
ATIS: 123.000
Alice Springs Tower: 118.300 At or below 33574432 ft Out to 70 mi. CTAF
AWIS: 134.050
Melbourne Center Information: 119.800 RCO

JEPPesen

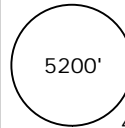
26 FEB 16
Eff. 3. Mar. (10-2)

DME or GNSS ARRIVAL
ALICE SPRINGS, NT, AUST

ALICE SPRINGS
SECTOR A

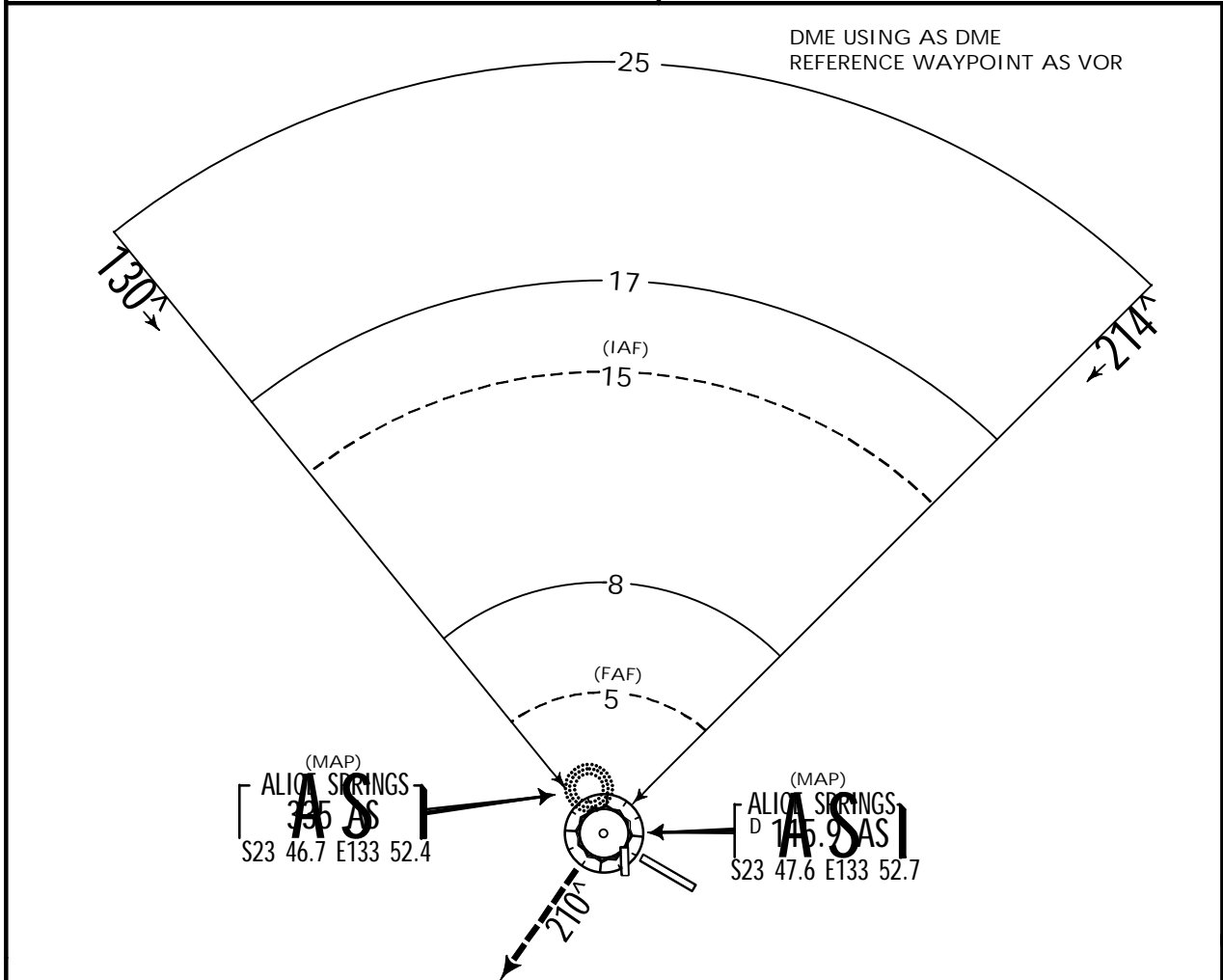
VOR 115.9 AS
NDB 350 AS
Apt. Elev 1789'

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

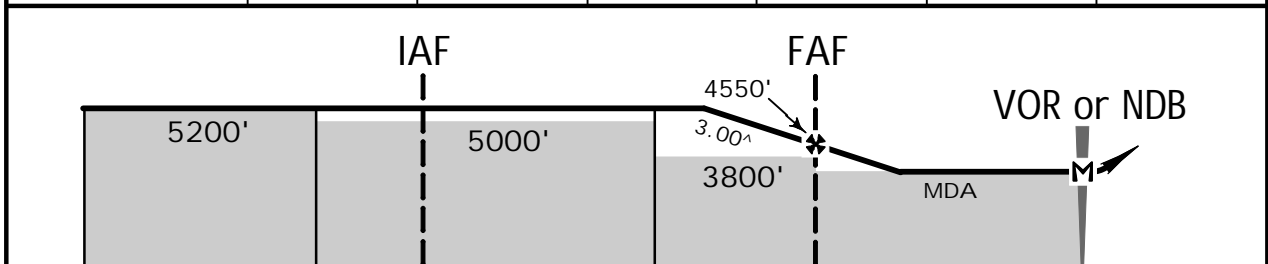


MSA
AS VOR or NDB
4300' Within 10 NM

NOT TO SCALE



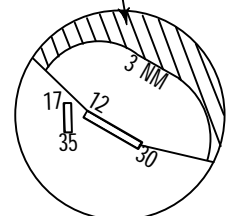
NM to VOR	7.1	6.0	5.0	4.0	3.0	2.7
ALTITUDE	5200'	4860'	4550'	4230'	3910'	3800'



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

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

No Circling North of
Rwy 12-30 beyond
3 NM



PANS OPS

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

CHANGES: MSA, segment minimum altitude.

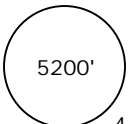
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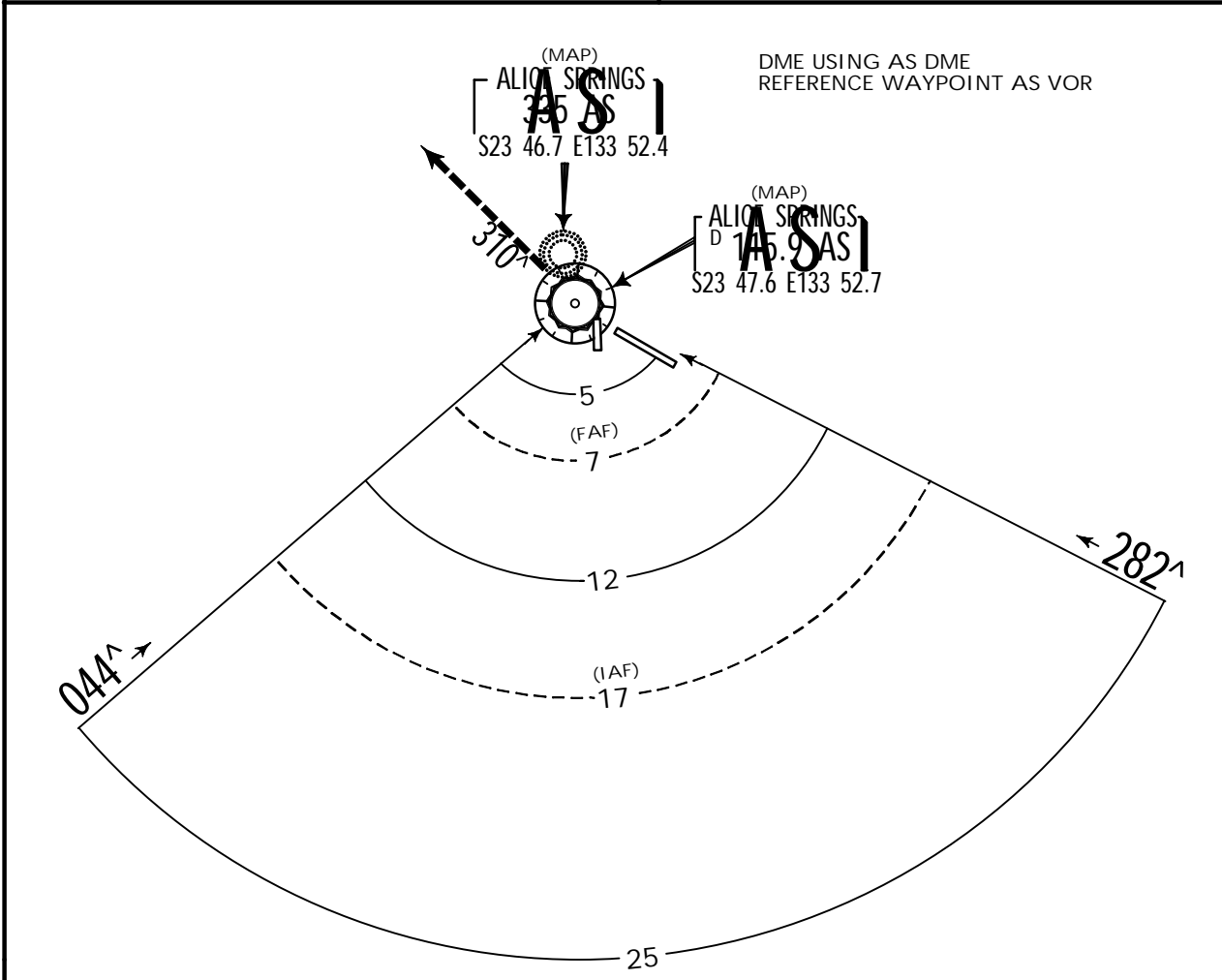
26 FEB 16
Eff. 3. Mar. 10-2A

DME or GNSS ARRIVAL
ALICE SPRINGS, NT, AUST
ALICE SPRINGS
SECTOR B
VOR 115.9 AS
NDB 350 AS
Apt. Elev 1789'

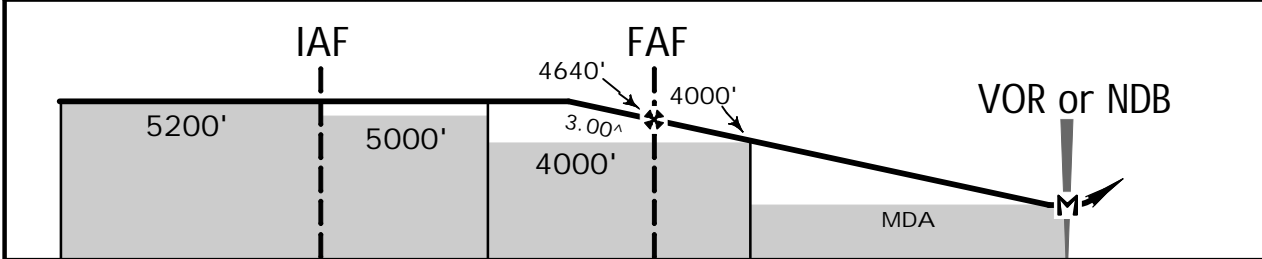
*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')



MSA
AS VOR or NDB
4300' Within 10 NM

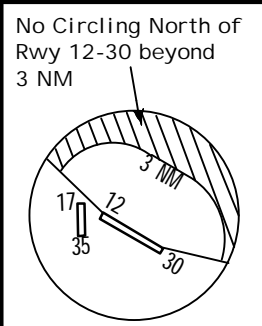


NM to VOR	8.8	8.0	7.0	6.0	5.0	4.0	3.1	2.8	2.0	1.2
ALTITUDE	5200'	4960'	4640'	4320'	4000'	3680'	3400'	3300'	3040'	2800'



MISSED APPROACH: Track 310° AS VOR or NDB, climb to 5200'.

Actual Aero QNH		CIRCLE-TO-LAND		Forecast Terminal QNH	
A, B: 2700' (911')				A, B: 2800' (1011')	
C: 3200' (1411')				C: 3300' (1511')	
D: 3300' (1511')				D: 3400' (1611')	
A	2.4 km			2.4 km	
B	2.4 km			2.4 km	
C	4.0 km			4.0 km	
D	5.0 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 or NDB						

JEPPesen

26 FEB 16
Eff. 3. Mar. 10-2B

DME or GNSS ARRIVAL
ALICE SPRINGS, NT, AUST

ALICE SPRINGS
SECTOR C
VOR 115.9 AS
NDB 350 AS
Apt. Elev 1789'

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

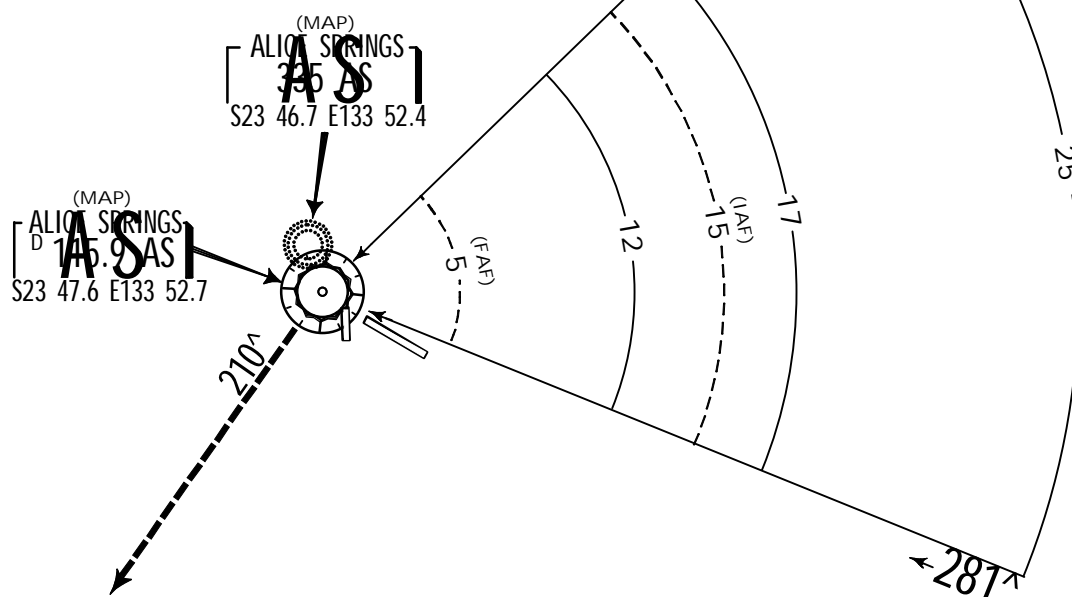


MSA
AS VOR or NDB
4300' Within 10 NM

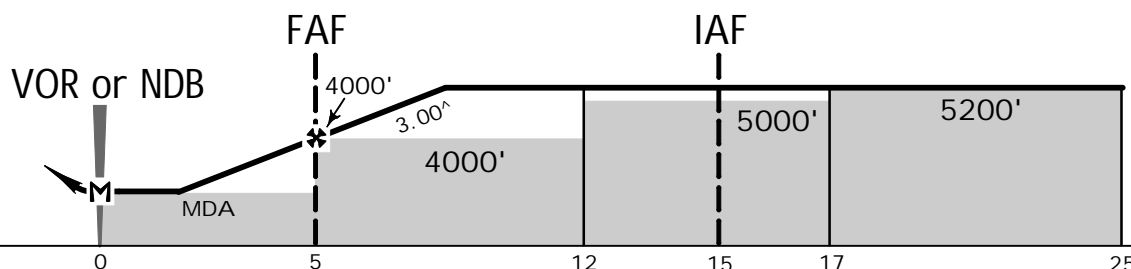
Apt. Elev

DME USING AS DME
REFERENCE WAYPOINT AS VOR

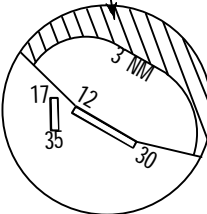
NOT TO SCALE



NM to VOR	2.2	2.8	3.0	3.1	4.0	5.0	6.0	7.0	8.0	8.8
ALTITUDE	3100'	3300'	3360'	3400'	3680'	4000'	4320'	4640'	4960'	5200'



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

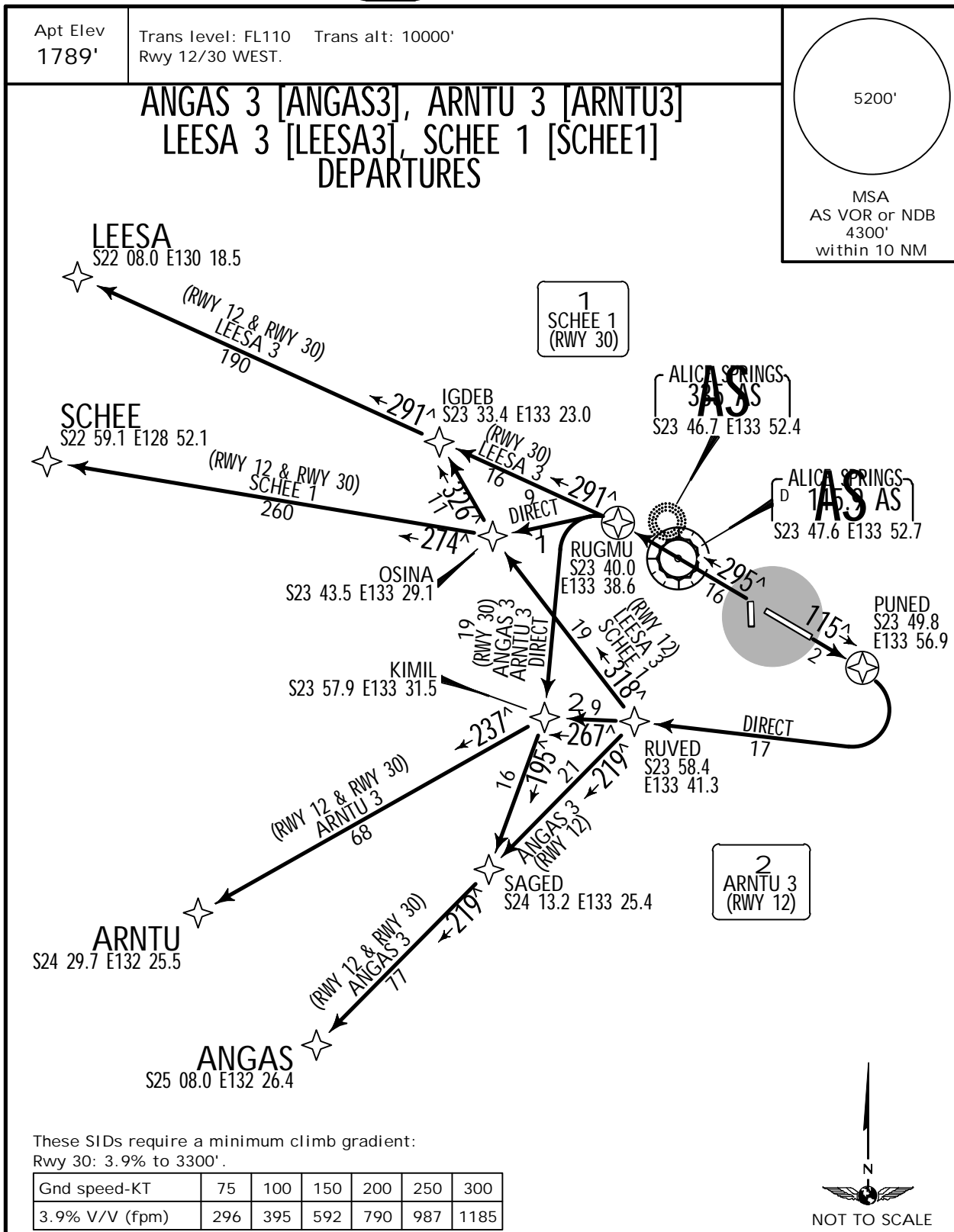
Actual Aero QNH				CIRCLE-TO-LAND				Forecast Terminal QNH				<div>No Circling North of Rwy 12-30 beyond 3 NM</div> 		
A, B: 3000' (1211')								A, B: 3100' (1311')						
MDA(H) C: 3200' (1411')								MDA(H) C: 3300' (1511')						
D: 3300' (1511')								D: 3400' (1611')						
A	2.4 km							2.4 km						
B														
C	4.0 km							4.0 km						
D	5.0 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 or NDB														

PANS OPS

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17 JUN 16 10-3

ALICE SPRINGS, NT, AUSTRALIA
.SID.



RWY	INITIAL CLIMB
12	Track 115° to PUNED. Turn RIGHT, track direct to RUVED. For ANGAS: From RUVED turn LEFT, track 219° to SAGED. Track 219° to ANGAS, then as cleared. For ARNTU: From RUVED track 267° to KIMIL. Turn LEFT, track 237° to ARNTU, then as cleared. For LEESA: From RUVED turn RIGHT, track 318° to OSINA. Track 326° to IGDEB, turn LEFT, track 291° to LEESA, then as cleared. For SCHEE: From RUVED turn RIGHT, track 318° to OSINA. Turn LEFT, track 274° to SCHEE, then as cleared.
30	Track 295° to RUGMU. For ANGAS: From RUGMU turn LEFT, track direct to KIMIL. Track 195° to SAGED, turn RIGHT, track 219° to ANGAS, then as cleared. For ARNTU: From RUGMU turn LEFT, track direct to KIMIL. Turn RIGHT, track 237° to ARNTU, then as cleared. For LEESA: From RUGMU track 291° to IGDEB. Track 291° to LEESA, then as cleared. For SCHEE: From RUGMU turn LEFT, track direct to OSINA. Turn RIGHT, track 274° to SCHEE, then as cleared.

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

DESET TWO [DESET2],
ELLOW TWO [ELLOW2],
IDANU TWO [IDANU2],
KALUG TWO [KALUG2]
DEPARTURES

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

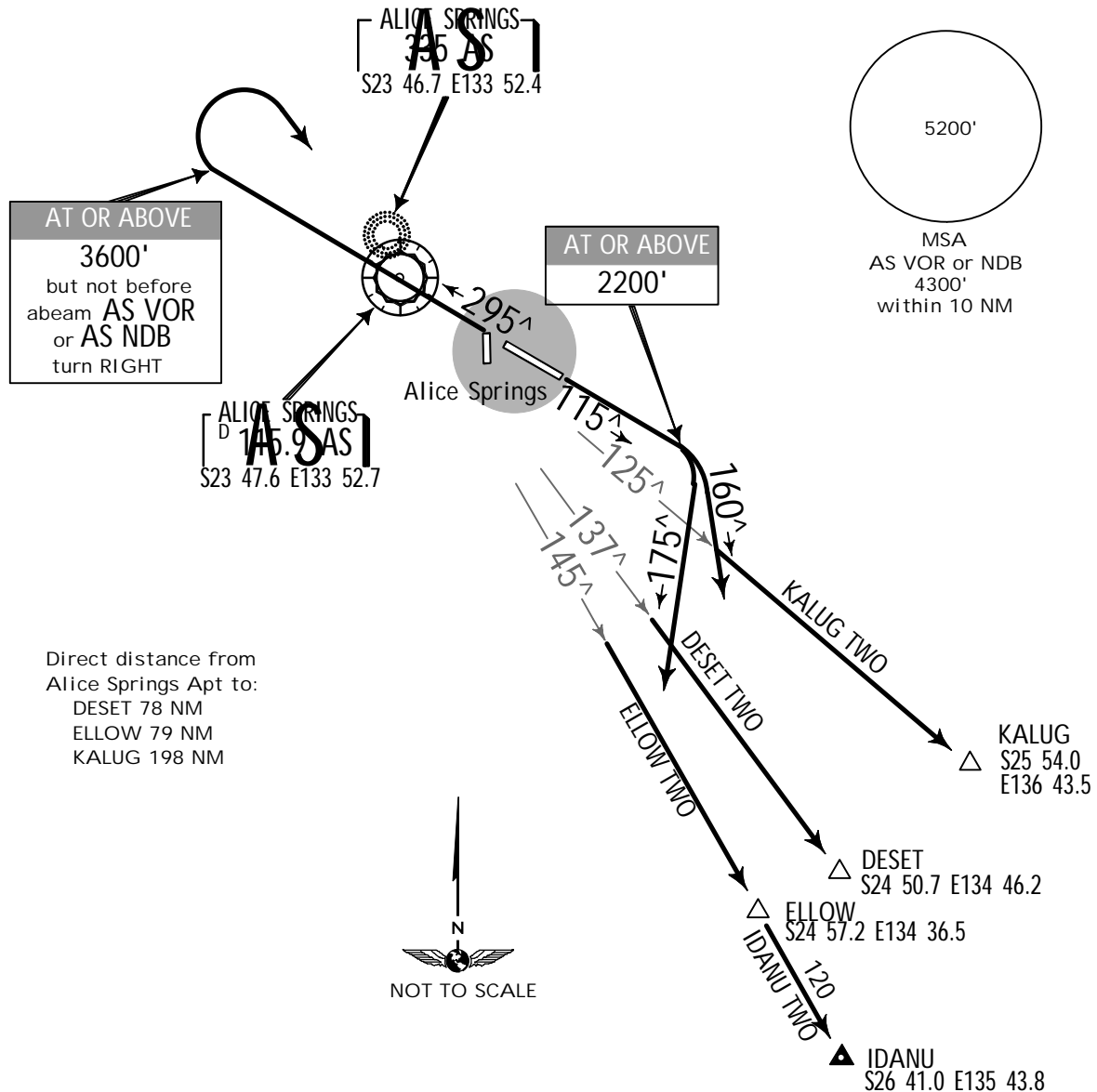
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

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

For DESET, IDANU, KALUG:
Turn RIGHT, track 160°, intercept cleared route.
For ELLOW: Turn RIGHT, track 175°, intercept cleared route.

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

For DESET, ELLOW, IDANU, KALUG:
Track direct to AS VOR or AS NDB. Overhead AS VOR or AS NDB, intercept cleared route.



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26 FEB 16
Eff. 3. Mar.

10-3B

ALICE SPRINGS, NT, AUSTRALIA

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TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

**DIGLA TWO [DIGLA2],
GAFER TWO [GAFER2],
HONGI TWO [HONGI2]
DEPARTURES**

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

RWY 12: Track 115°. At or above 2400' turn LEFT.

For DIGLA: Track 315°, intercept cleared route.

For GAFER: Track 030°, intercept cleared route.

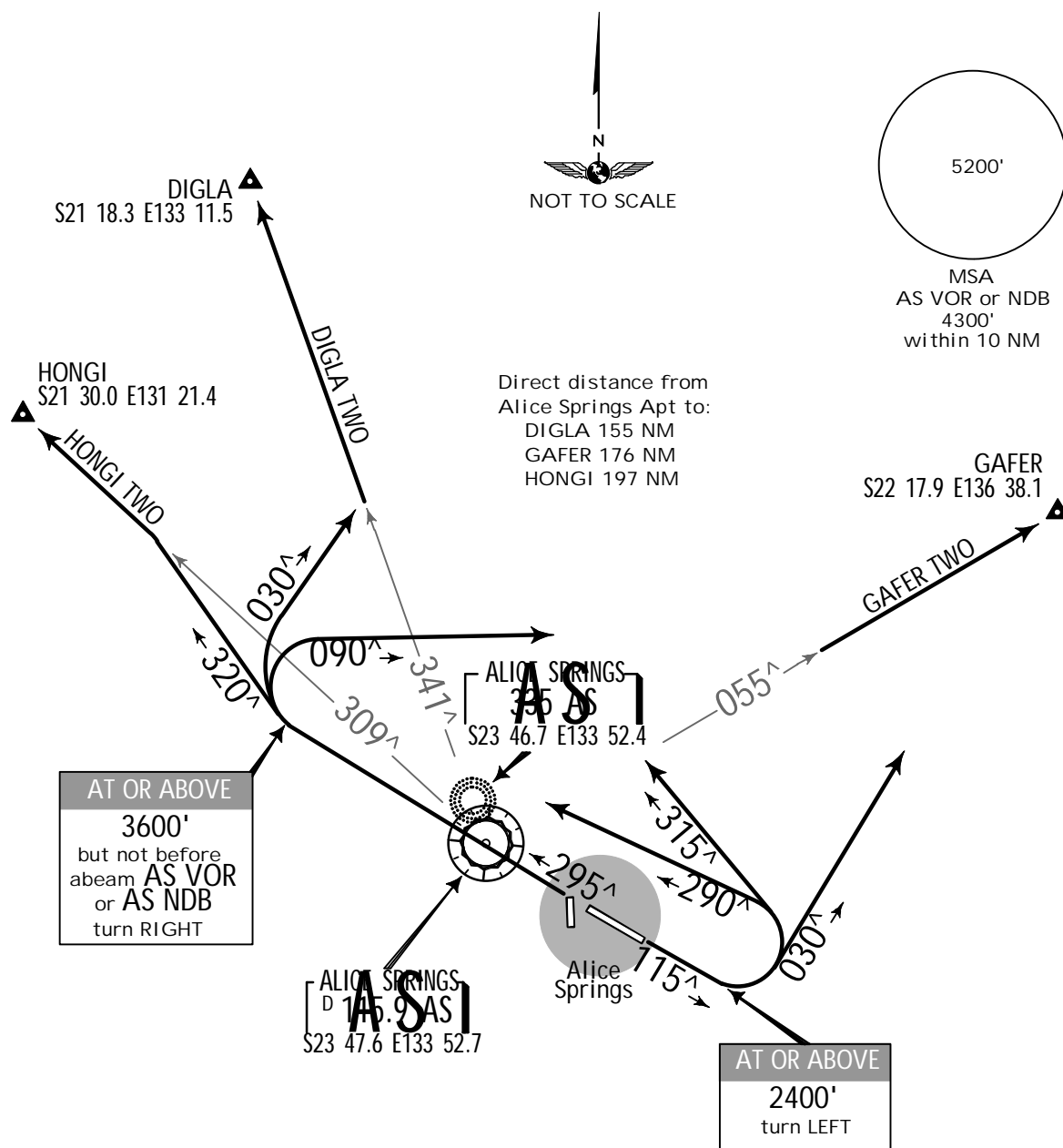
For HONGI: Track 290°, intercept cleared route.

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

For DIGLA: Track 030°, intercept cleared route.

For GAFER: Track 090°, intercept cleared route.

For HONGI: Track 320°, intercept cleared route.





26 FEB 16
Eff. 3. Mar.

10-3C

Alice Springs, NT, Australia

YBAS

ALICE SPRINGS

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

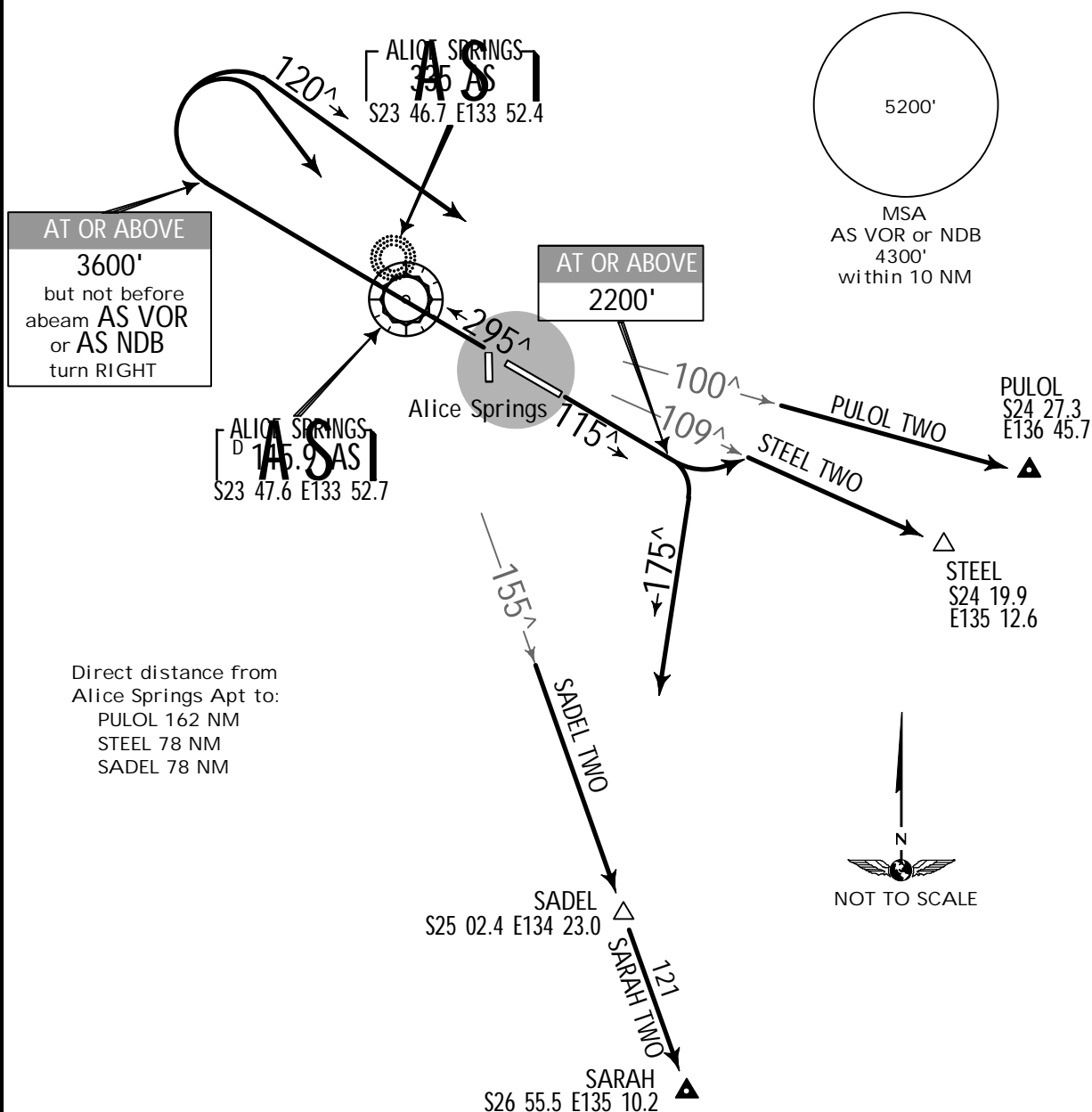
~~PULOL TWO~~ [PULOL2],
~~SADEL TWO~~ [SADEL2],
~~SARAH TWO~~ [SARAH2],
~~STEEL TWO~~ [STEEL2]
DEPARTURES

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

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

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





26 FEB 16
Eff. 3. Mar.

10-3D

.SID.
ALICE SPRINGS, NT, AUSTRALIA

YBAS

ALICE SPRINGS

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

SCOTI TWO [SCOTI2], TENNANT CREEK (TNK) TWO [TNK2] DEPARTURES

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

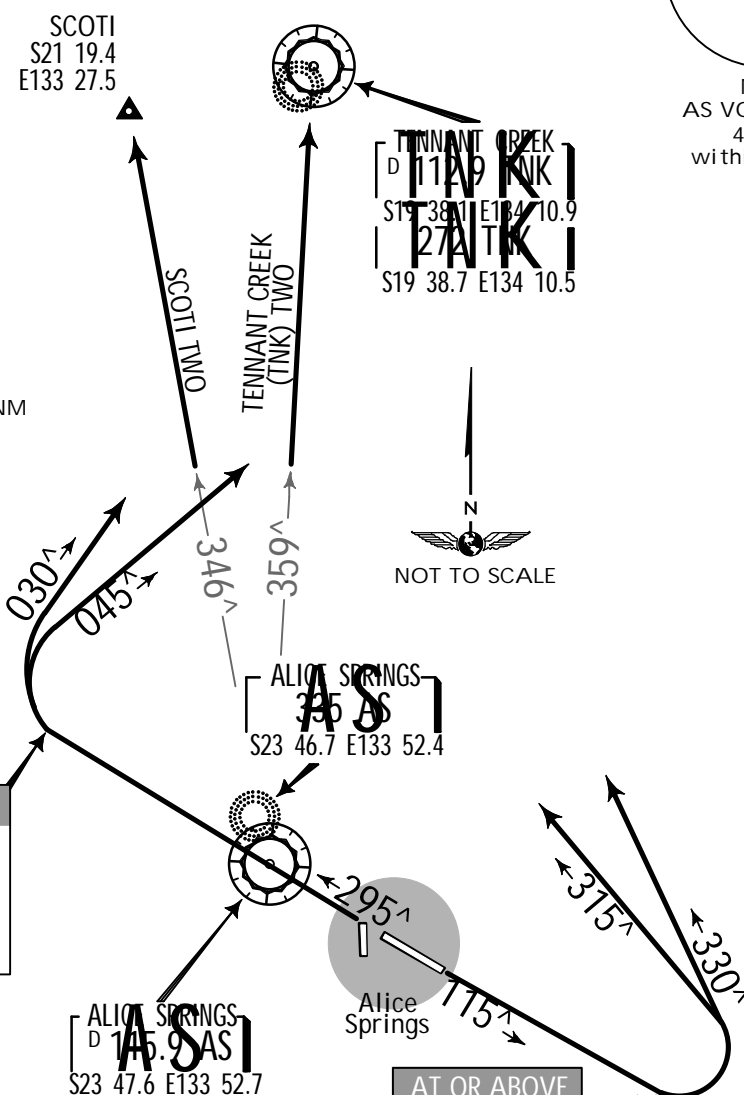
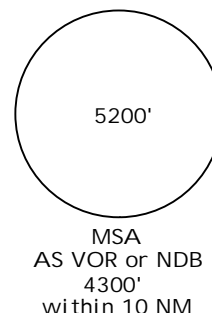
RWY 12: Track 115°. At or above
2400' turn LEFT.
For SCOTI: Track 315°, intercept
cleared route.
For TNK: Track 330°, intercept
cleared route.

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

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

AT OR ABOVE
3600'
but not before
abeam AS VOR
or AS NDB
turn RIGHT

AT OR ABOVE
2400'
turn LEFT



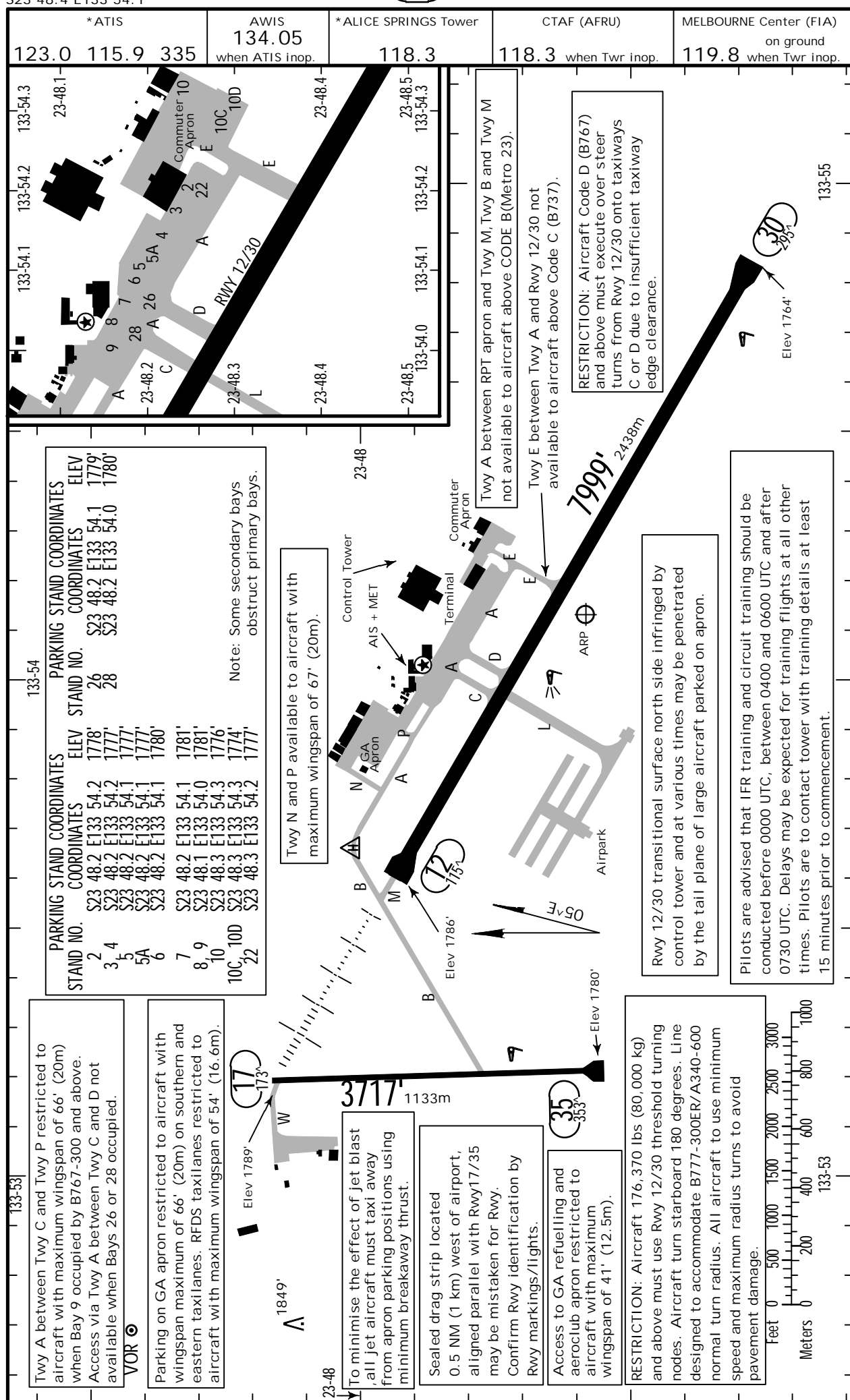
YBAS/ASP
1700

Apt Elev **1789'**
S23 48.4 E133 54.1

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

3 JUN 16 (10-9)



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ALICE SPRINGS, NT, AUST
ALICE SPRINGS

GENERAL

Simultaneous use of Twy C and Twy D not available to aircraft above 171' (52m) wingspan.
Manned balloon activity in the vicinity of the circuit area at sunrise and early morning.
Bird hazard exists.
Limited parking for aircraft above 12,566 lbs (5700 kg) maximum take-off weight. Parking restrictions for non-regular public transport aircraft. Prior permission required (obtainable from operations manager, Airport operator, Alice Springs, on at least 48 hours prior notice) for aircraft above 12,566 lbs (5700 kg) maximum take-off weight to remain at or transit Alice Springs except when planned as alternate.
Unscheduled operations diverting into Alice Springs require prior notice to the Airport Rescue & Fire Fighting services (ARFF) and airport management.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
12	1	HIRL HIALS T-VASI (angle 3.0°, MEHT 47')	grooved		6973' 2125m	2	148'
30	1	MIRL T-VASI (angle 3.0°, MEHT 46')	grooved				45m

1 Manual; standby power available.

2 TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	7999'	2438m
Twy C	5702'	1738m
Twy D	5449'	1661m
Twy E	4288'	1307m

RWY 30:

From rwy head	7999'	2438m
Twy E	3760'	1146m
Twy D	2625'	800m
Twy C	2372'	723m

17	3	RL (Portable)				59'
35						18m

3 Sunset to sunrise.

TAKE-OFF

	All Rwys			
	STANDARD			
	Twr Operating	With RL & RCLM Day	Twr Inop Night	Other
1 Eng	300' - 2 km			
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km			
2, 3 & 4 Eng	550m	550m	800m	800m

FOR FILING AS ALTERNATE

	Special ILS-Z or LOC-Z Rwy 12 ILS-Y or LOC-Y Rwy 12 VOR Rwy 12 VOR Rwy 30	Other	
		Actual Aero QNH	Forecast Terminal QNH
A	800' - 4.5 km	1181' - 4.4 km	1281' - 4.4 km
B			
C		1601' - 6.0 km	1701' - 6.0 km
D		1601' - 7.0 km	1701' - 7.0 km

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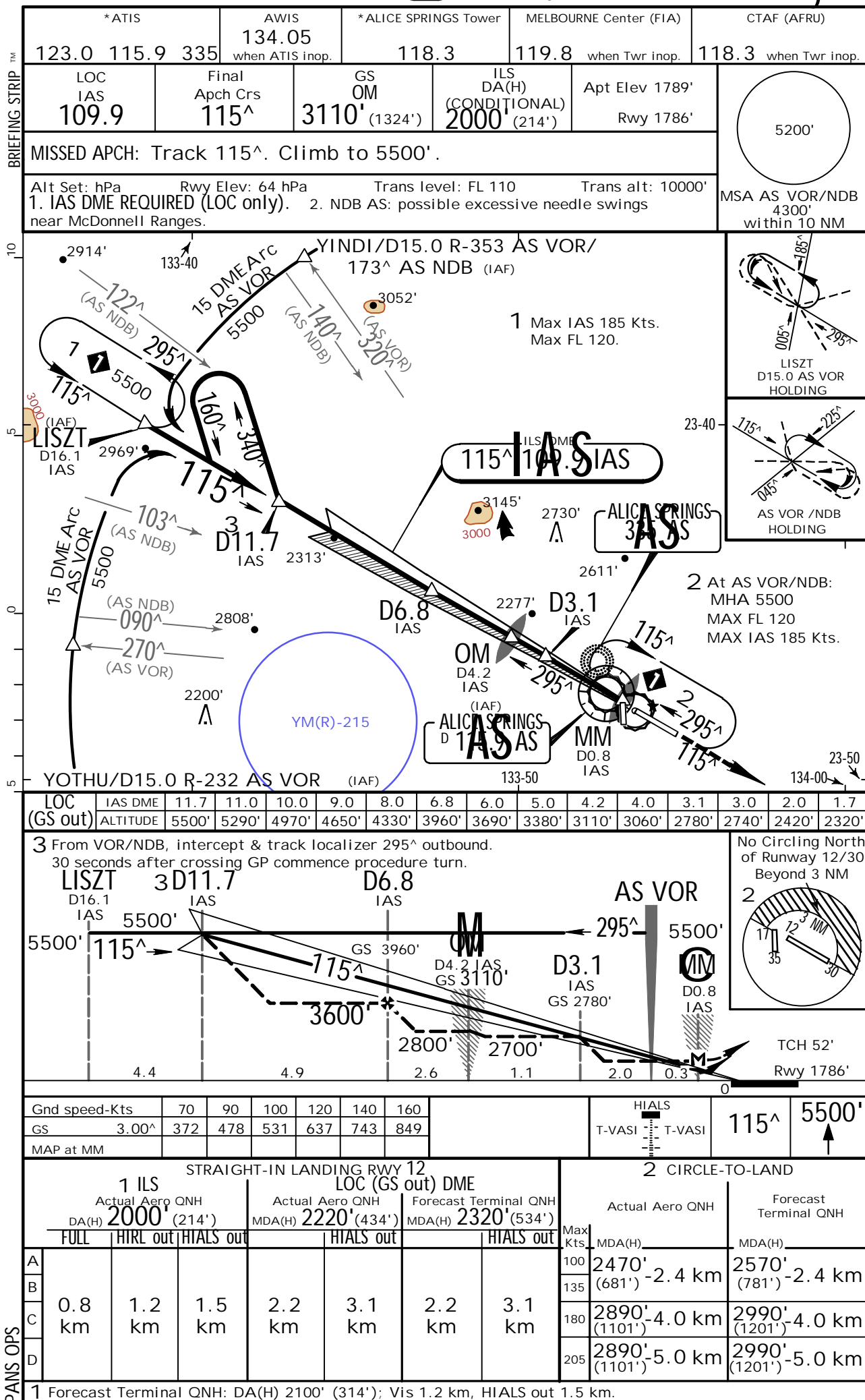
ALICE SPRINGS, NT, AUST

ALICE SPRINGS

20 MAY 16

(11-1)

.Eff.26.May.ILS-Z or LOC-Z Rwy 12



YBAS/ASP


20 MAY 16
Eff. 26. May.

11-2

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

ALICE SPRINGS

*ATIS	AWIS 134.05 when ATIS inop.	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335		118.3	119.8 when Twr inop.	118.3 when Twr inop.

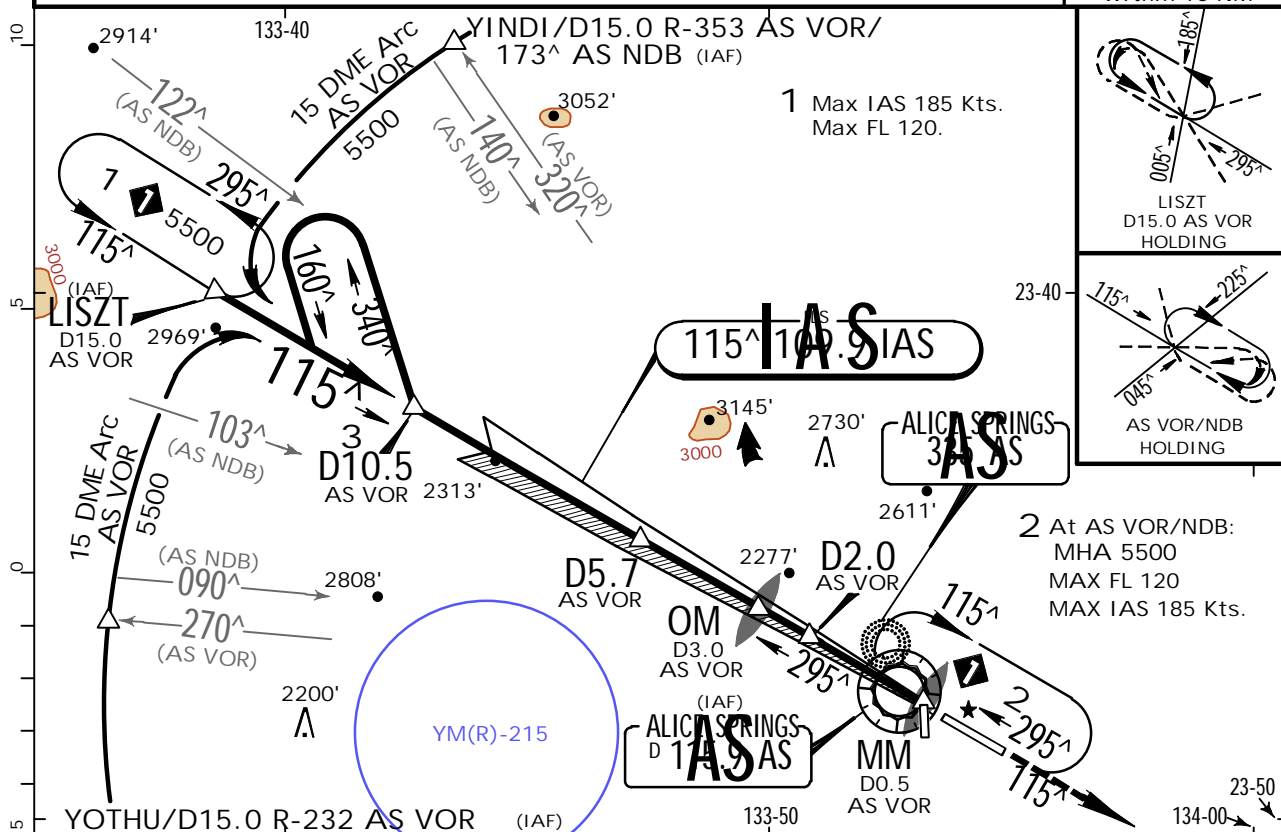
LOC IAS 109.9	Final Appch Crs 115^	GS OM 3110' (1324')	ILS DA(H) (CONDITIONAL) 2000' (214')	Apt Elev 1789' Rwy 1786'	
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MISSED APCH: Track 115^. Climb to 5500'.

Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'

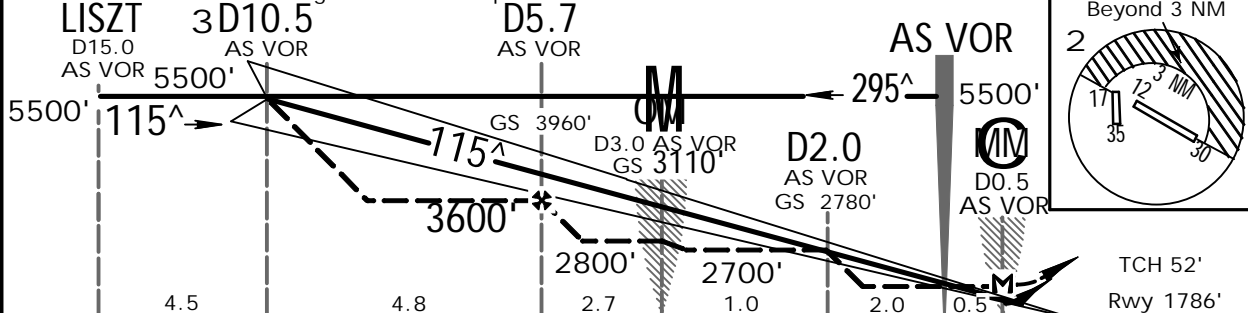
1. AS DME REQUIRED (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint AS VOR. 3. NDB AS: possible excessive needle swings near McDonnell Ranges.

MSA AS VOR/NDB
4300'
within 10 NM



LOC (GS out)	AS DME	10.5	10.0	9.0	8.0	7.0	6.0	5.7	5.0	4.0	3.0	2.0	1.0	0.6
	ALTITUDE	5500'	5330'	5010'	4690'	4370'	4060'	3960'	3740'	3420'	3100'	2780'	2460'	2320'

3 From VOR/NDB, intercept & track localizer 295^ outbound.
30 seconds after crossing GP commence procedure turn.



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

	115^\wedge	$5500'$
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STRAIGHT-IN LANDING RWY 12							2 CIRCLE-TO-LAND		
1 ILS			LOC (GS out) DME				Actual Aero QNH		Forecast Terminal QNH
Actual Aero QNH DA(H) 2000' (214')			Actual Aero QNH MDA(H) 2220' (434')		Forecast Terminal QNH MDA(H) 2320' (534')		Actual Aero QNH		Forecast Terminal QNH
FULL	HIRL out	HIALS out		HIALS out		HIALS out	Max Kts	MDA(H)	MDA(H)
A							100	2470' (681')	2570' (781')
B							135	-2.4 km	-2.4 km
C	0.8 km	1.2 km	1.5 km	2.2 km	3.1 km	2.2 km	180	2890' (1101')	2990' (1201')
D							205	-4.0 km	-4.0 km
								2890' (1101')	2990' (1201')
								-5.0 km	-5.0 km

1 Forecast Terminal QNH: DA(H) 2100' (314'); Vis 1.2 km, HIALS out 1.5 km.

CHANGES: NDB decommissioned.

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ALICE SPRINGS

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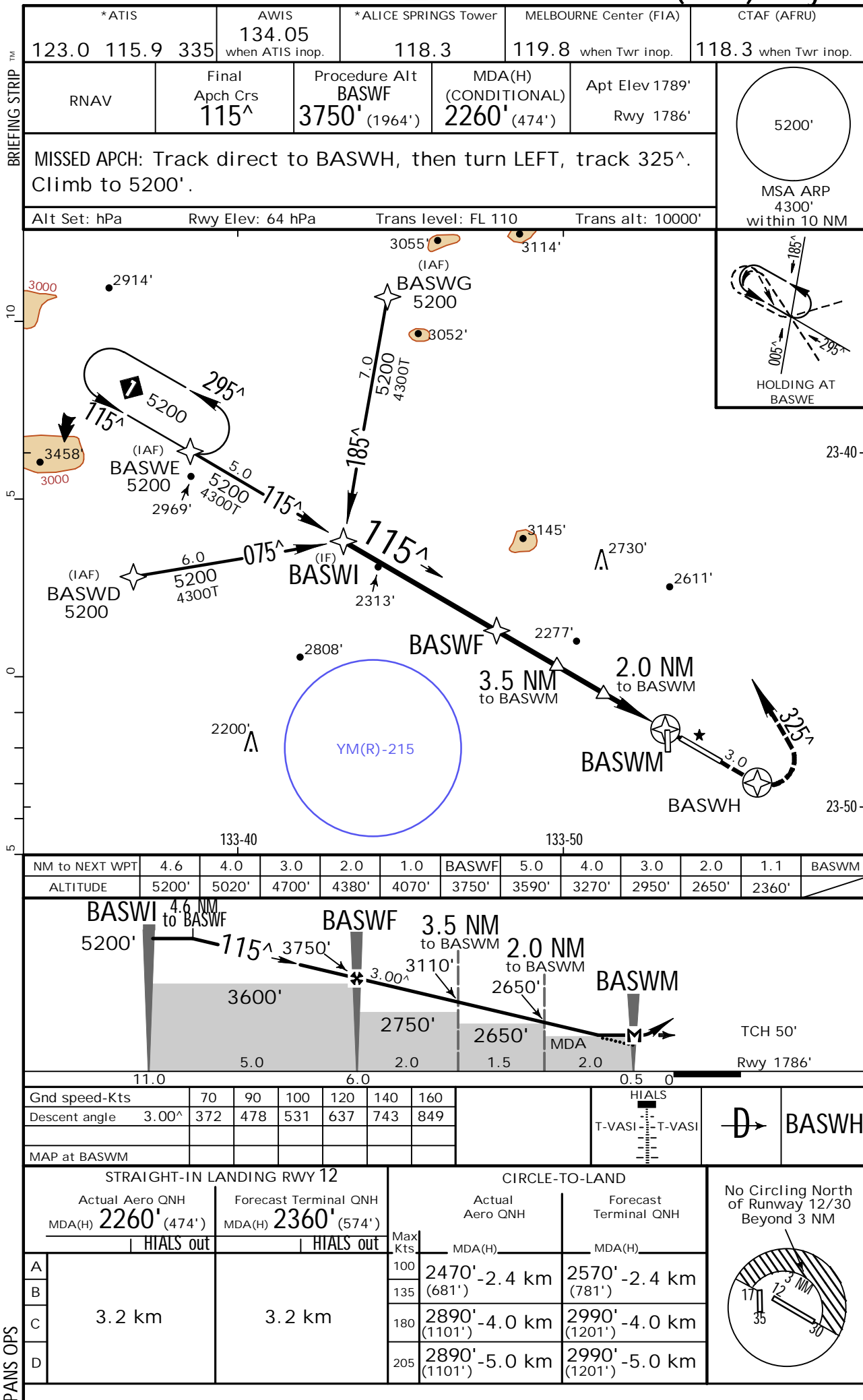
26 FEB 16

12-1

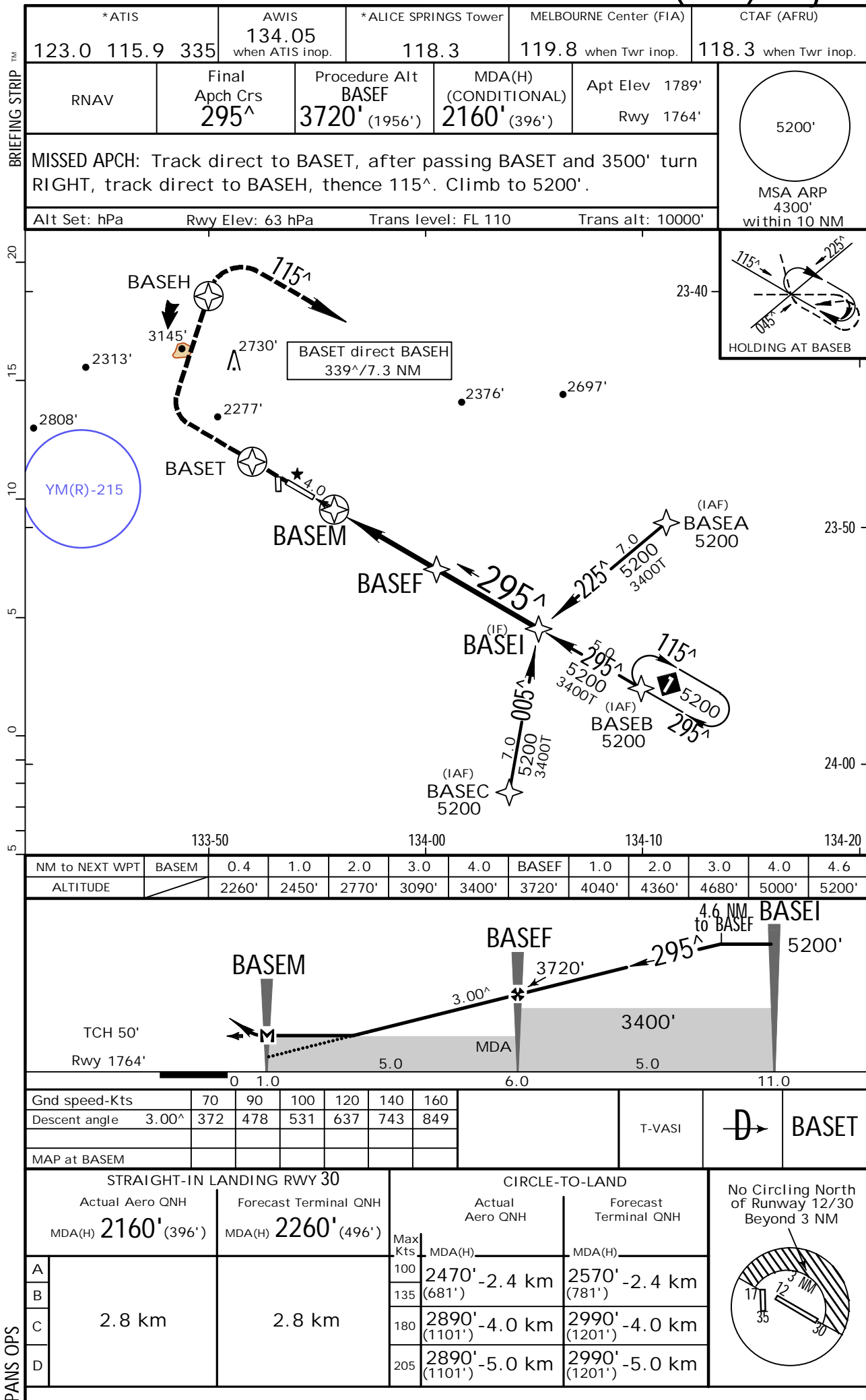
Eff. 3. Mar.

ALICE SPRINGS, NT, AUST

RNAV-Z (GNSS) Rwy 12



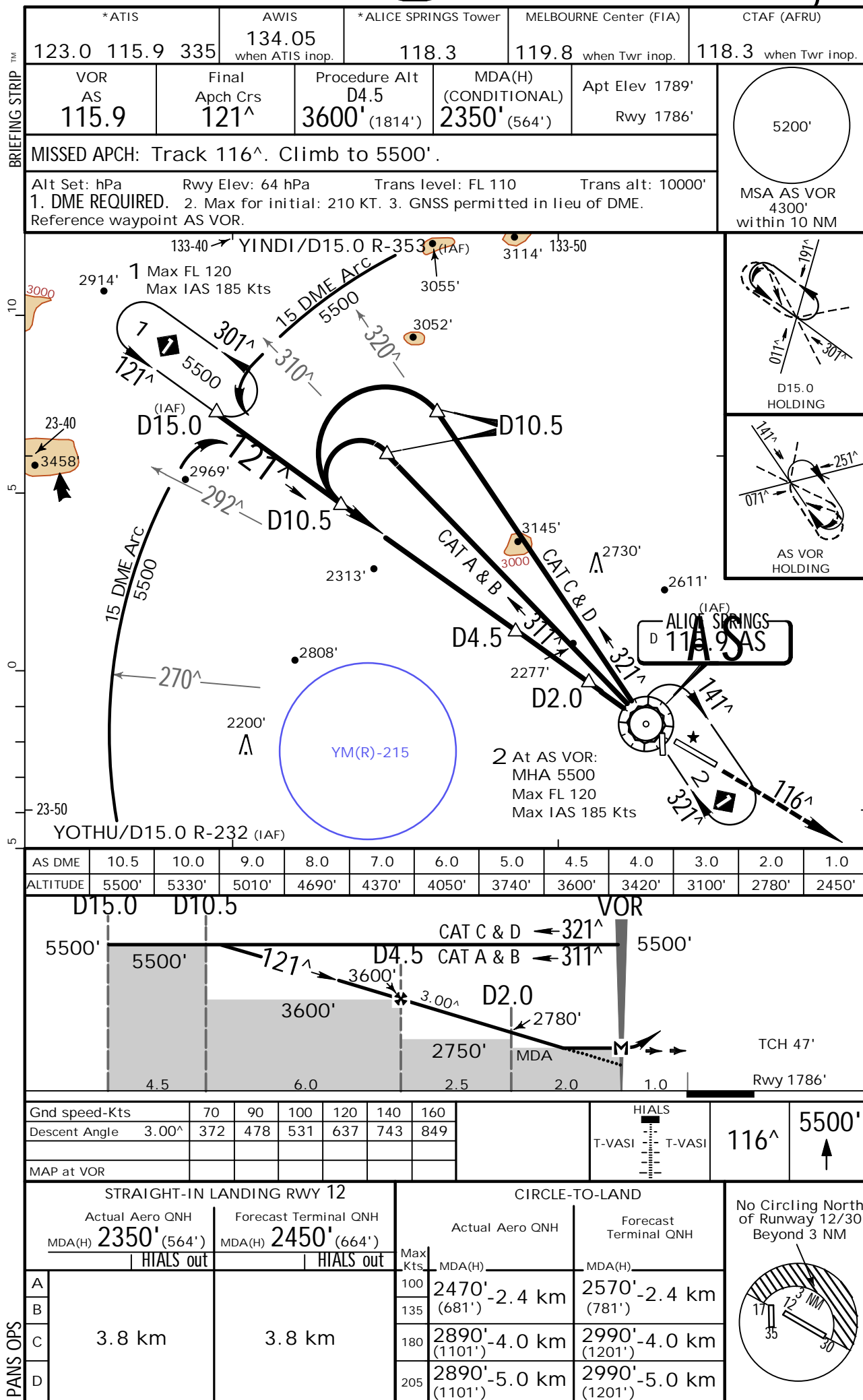
ALICE SPRINGS, NT, AUST
ar. RNAV-Z (GNSS) Rwy 30



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ALICE SPRINGS

JEPPesen 26 FEB 16 **(13-1)** .Eff.3.Mar.

ALICE SPRINGS, NT, AUST
VOR Rwy 12



YBAS/ASP
ALICE SPRINGS

JEPPesen
26 FEB 16 (13-2) .Eff.3.Mar.

ALICE SPRINGS, NT, AUST
VOR Rwy 30

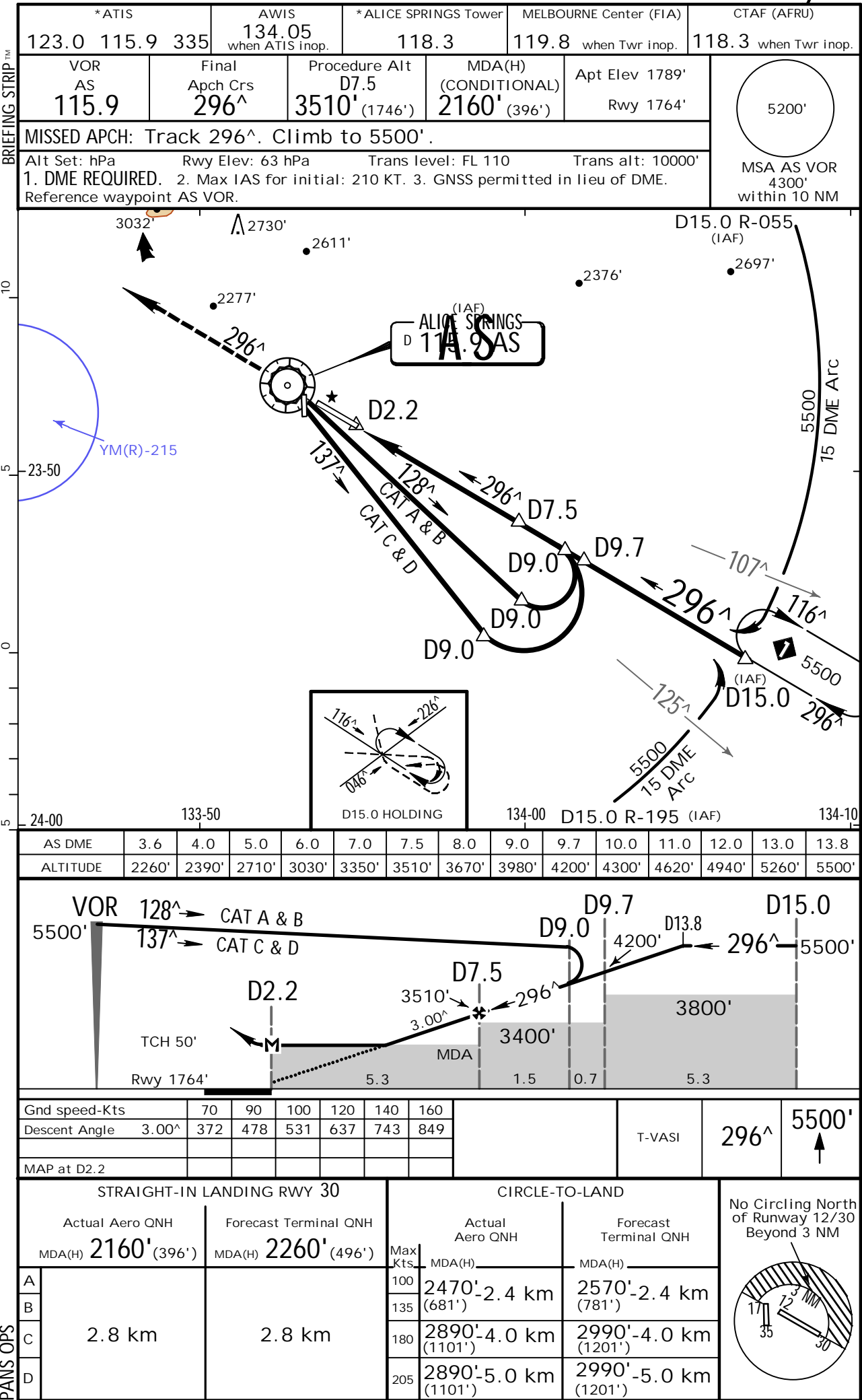


Chart changes since cycle 14-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BALI, (I GUSTI NGURAH RAI INTL - WADD)				
REV	VOR DME RWY 09	13-1	15 Jul 2016	
REV	VOR DME RWY 27	13-2	15 Jul 2016	
ALICE SPRINGS, NT (ALICE SPRINGS - YBAS)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WADD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20160715

(13-1) VOR DME Rwy 09. Approach course should read 092°.

No Chart Change Notices for Airport YBAS

Chart Change Notices for Country IDN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: 20150305

End Date: No end date

Indonesia ICAO identifiers are changed as follows: Bandar Lampung (Radin Inten II) WICT changed to WILL. Bengkulu (Fatmawati Soekarno) WIPL changed to WIGG. Jambi (Sultan Thaha) WIPA changed to WIJJ. Padang Pariaman (Minangkabau Intl) WIPT changed to WIEE. Palangka Raya (Tjilik Riwut) WAOP changed to WAGG. Palu (Mutiara) WAML changed to WAFF. Pangkal Pinang (Depati Amir) WIPK changed to WIKK. Pangkalan Bun (Iskandar) WAOI changed to WAGI. Sampit (H. Asan) WAOS changed to WAGS. Semarang (Ahmad Yani) WARS changed to WAHS. Solo (Adi Soemarmo) WARQ changed to WAHQ. Tangerang (Budiarto) WICB changed to WIRR. Tanjung Pandan (H.A.S. Hanandjoeddin) WIOD changed to WIKT. Tanjung Redeb (Kalimarau) WALK changed to WAQT. Tarakan (Juwata) WALR changed to WAQQ. Ternate (Sultan Babullah) WAMT changed to WAEE. Timika (Moses Kilangin) WABP changed to WAYY. Yogyakarta (Adi Sucipto) WARJ changed to WAHH.

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Within JAKARTA and UJUNG PANDANG FIRs, WEST of Longitude 135°E: Trans level: FL 130, Trans alt: 11000'. Within UJUNG PANDANG FIR, EAST of Longitude 135°E Trans level: FL 180, Trans alt: 18000'.