

**JEPPesen**

20 MAY 16

10-2

Eff 26 May

**DME or GNSS ARRIVAL**

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4

CAIRNS Tower 124.9

Ground 121.7

Alt Set: hPa

Apt Elev: 0 hPa

Trans level: FL 110

Trans alt: 10000' (9990')

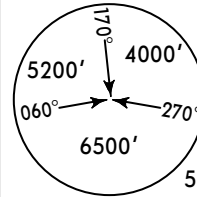
**CAIRNS, QLD, AUSTRALIA**

CAIRNS INTL

VOR 113.0 CS

NDB 364 CS

Apt. Elev 10'

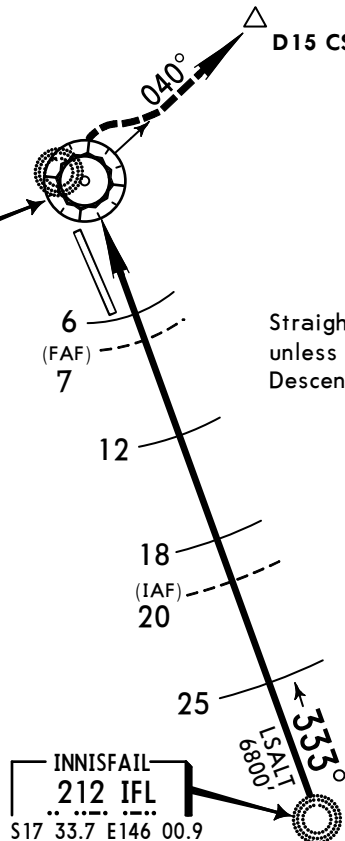


MSA  
CS VOR or NDB  
Within 25 NM  
5600' Within 10 NM

# IFL NDB to CS VOR or NDB

NOT TO SCALE

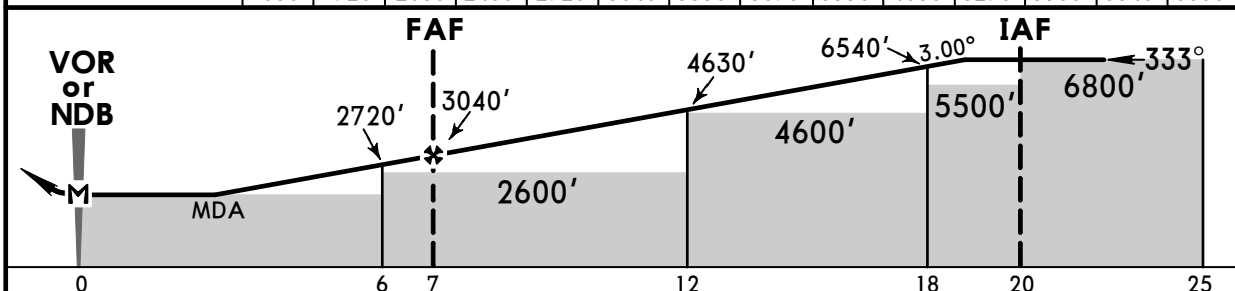
(MAP)  
CAIRNS  
D 113.0 CS  
S16 51.0 E145 44.6  
364 CS  
S16 50.8 E145 44.1



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

DME USING CS DME  
REFERENCE WAYPOINT CS VOR

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

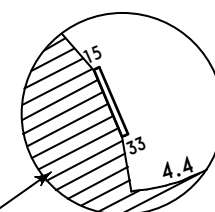


**MISSED APPROACH:** Turn RIGHT to intercept and track 040° from CS VOR or NDB.  
Climb to 5000' and track to D15 CS or as directed by ATC.

## CIRCLE-TO-LAND

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

A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



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

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						

**JEPPesen**

22 MAY 15 **(10-2B)**

**Eff 28 May**

**DME or GNSS ARRIVAL**

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

Alt Set: hPa Trans level: FL 110  
Apt Elev: 0 hPa Trans alt: 10000' (9990')

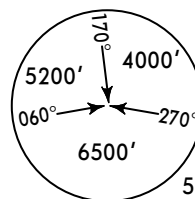
**CAIRNS, QLD, AUSTRALIA**

**CAIRNS INTL**

VOR 113.0 CS

NDB 364 CS

Apt. Elev 10'

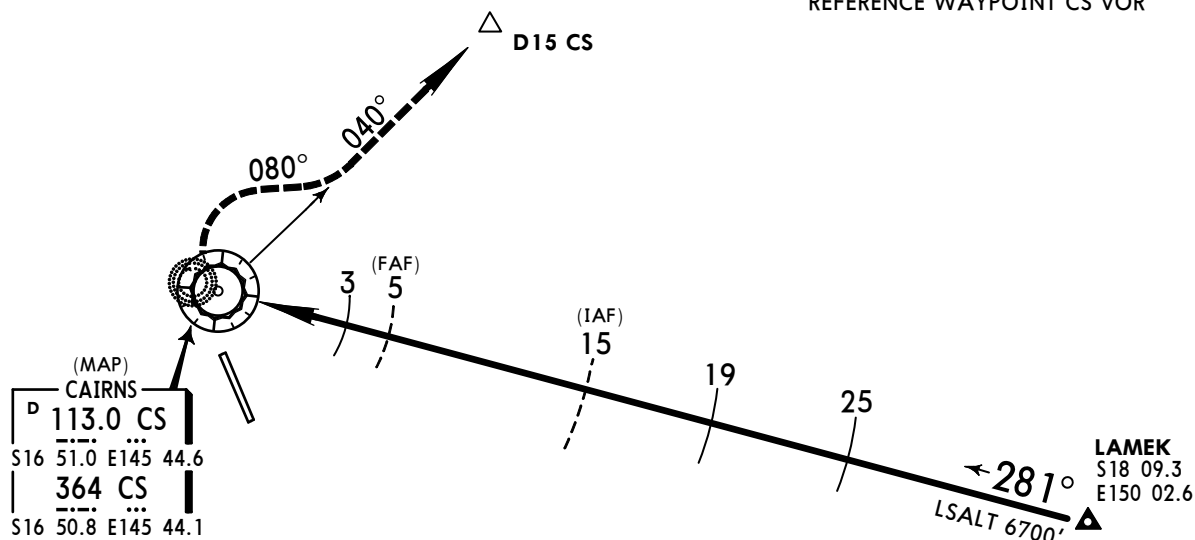


MSA  
CS VOR or NDB  
Within 25 NM  
5600' Within 10 NM

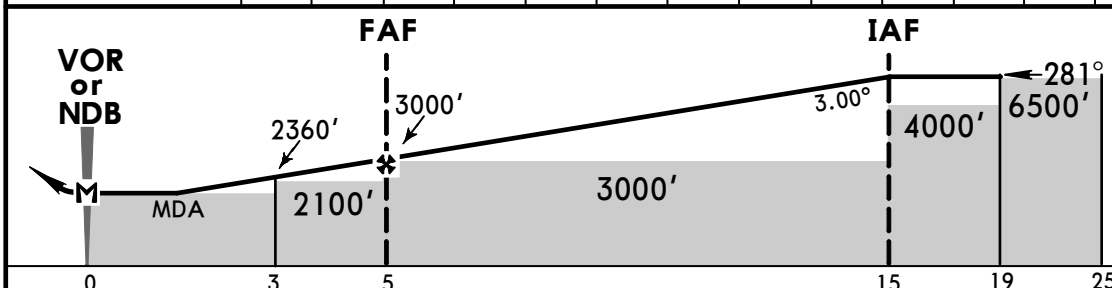
## LAMEK to CS VOR or NDB

DME USING CS DME  
REFERENCE WAYPOINT CS VOR

NOT TO SCALE



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



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

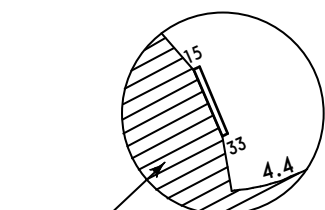
**LIMITATION:** Max 185 KT until established on CS R-040 VOR (040° bearing from CS NDB).

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

### CIRCLE-TO-LAND

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

A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



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

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						

**JEPPESEN**

22 MAY 15 **10-2C**

**Eff 28 May**

**DME or GNSS ARRIVAL**

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4

CAIRNS Tower 124.9

Ground 121.7

Alt Set: hPa  
Apt Elev: 0 hPa

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

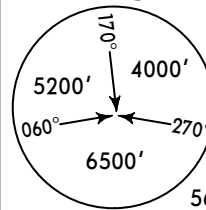
**CAIRNS, QLD, AUSTRALIA**

**CAIRNS INTL**

VOR 113.0 CS

NDB 364 CS

Apt. Elev 10'



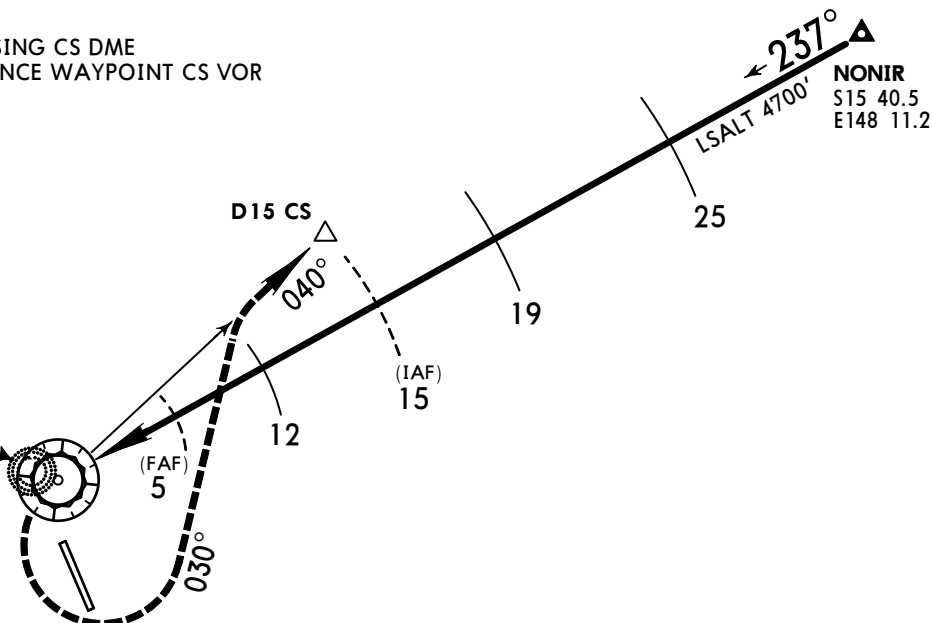
MSA  
CS VOR or NDB  
Within 25 NM  
5600' Within 10 NM

# **NONIR to CS VOR or NDB**

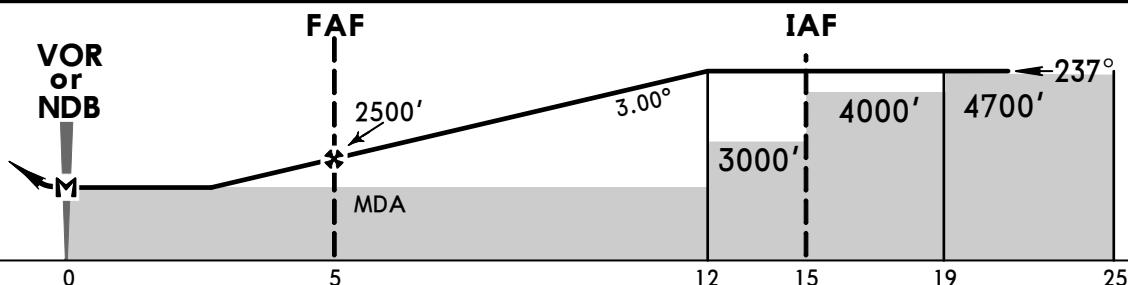
DME USING CS DME  
REFERENCE WAYPOINT CS VOR

NOT TO SCALE

(MAP)  
CAIRNS  
D 113.0 CS  
S16 51.0 E145 44.6  
364 CS  
S16 50.8 E145 44.1



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



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

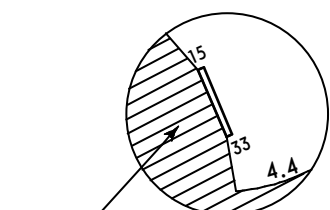
**LIMITATION:** Max 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).

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

## **CIRCLE-TO-LAND**

MDA(H) 1780' (1770')

A	2.4 km
B	
C	4.0 km
D	5.0 km



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

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						



10-2D

4 NOV 16

**Eff 10 Nov**

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
---------------------	-------	-------

YBCS CAIRNS INTL.

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

NONUM ONE ALPHA ARRIVAL[NONU1A],  
NONUM ONE BRAVO ARRIVAL[NONU1B],  
NONUM ONE VICTOR ARRIVAL[NONU1V],  
NONUM ONE ZULU ARRIVAL[NONU1Z]  
**SPEED: MAX IAS 250 KT BELOW 10000'**

# NONUM ONE ALPHA

**RWY 15:** From NONUM track 022° to RAINY. From RAINY, track via CS 15 DME Arc for ILS or LOC RWY 15.

# NONUM ONE BRAVO

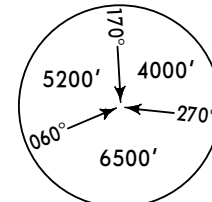
**RWY 15:** From NONUM track 022° to RAINY, thence via CS 15 DME Arc to SUNNY, then intercept CS R-360 for NDB-A or VOR-A.

## NONUM ONE VICTOR

**RWY 15:** From NONUM track 022° to RAINY, thence via CS 15 DME Arc to SUNNY. From SUNNY intercept CS R-360 to BENJI then visual track via "Creek Corridor" (refer to Cairns 10-4B).

## NONUM ONE ZULU

**RWY 15:** From NONUM track 022° to RAINY, turn RIGHT, track 052° to CNSNA for RNAV-Z (GNSS) RWY 15.

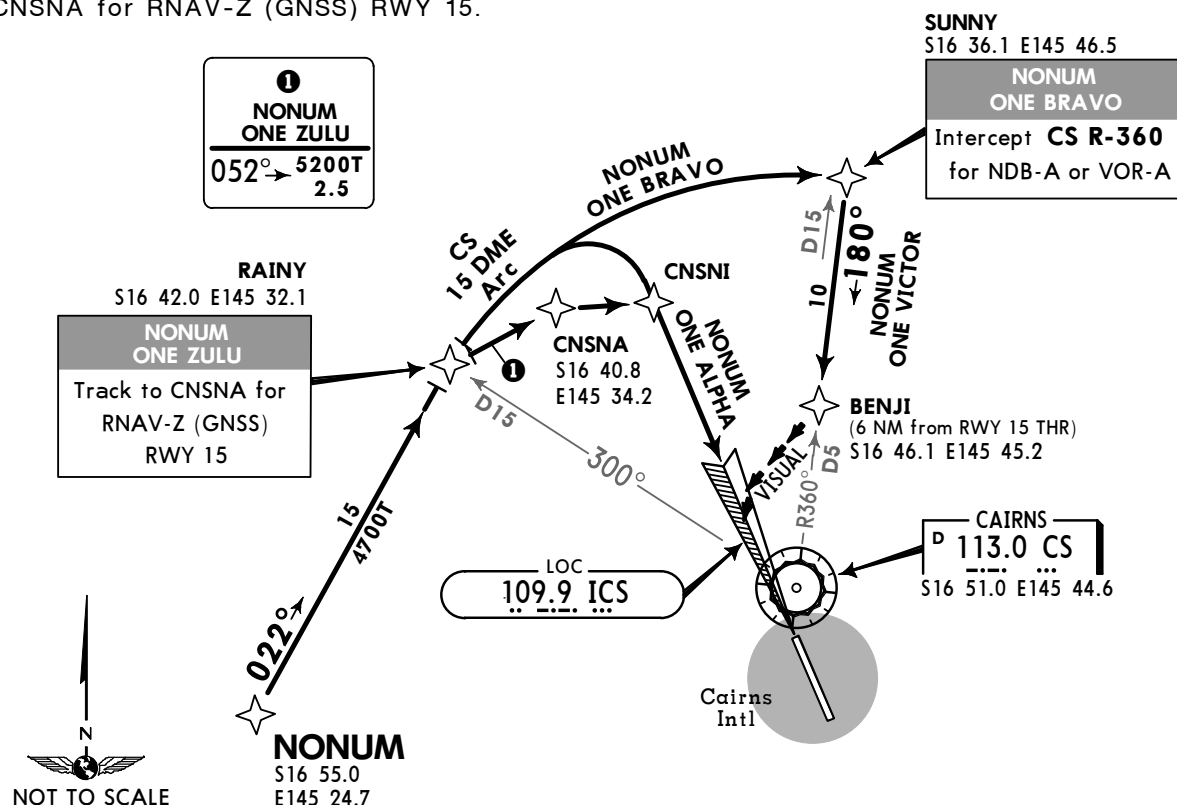


MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME Reference waypoint CS VOR
--

Direct distance to Cairns Intl from:

BENJI 7 NM  
CNSNA 16 NM  
RAINY 17 NM  
SUNNY 17 NM



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

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

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

**JEPPESEN**

10-2E

4 NOV 16  
Eff 10 Nov

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1  
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

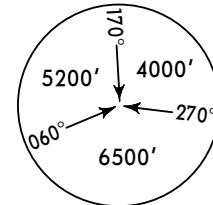
**NONUM ONE PAPA ARRIVAL[NONU1P],  
NONUM ONE UNIFORM ARRIVAL[NONU1U]  
SPEED: MAX IAS 250 KT BELOW 10000'**

**NONUM ONE PAPA**

**RWY 15:** From NONUM track 022° to RAINY. From RAINY, track via RNAV-P (RNP) RWY 15.

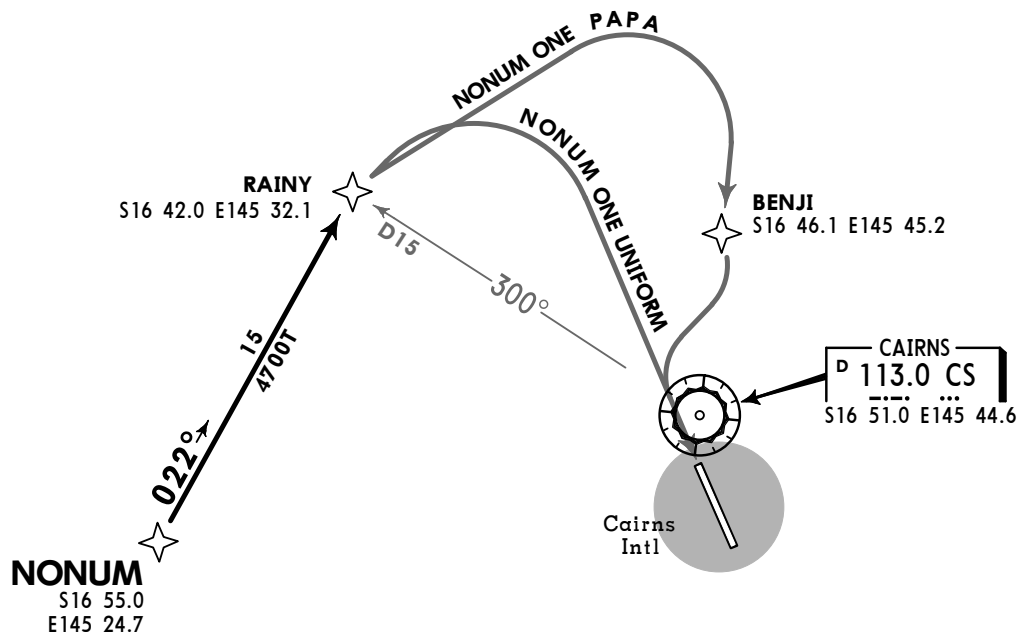
**NONUM ONE UNIFORM**

**RWY 15:** From NONUM track 022° to RAINY. From RAINY, track via RNAV-U (RNP) RWY 15.

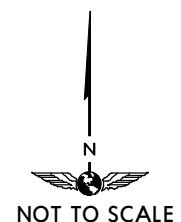


MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



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



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

LOST COMMS ▼

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

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

LOST COMMS ▼

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL110  
TRANS ALT: 10000'

**CODIE SIX ALPHA ARRIVAL [CODI6A],  
CODIE SIX ZULU ARRIVAL [CODI6Z]**

**SPEED: MAX IAS 250 KT BELOW 10000'**

**TRANSITIONS:**

**CARBA:** From CARBA track  
090° to CODIE.

**DREWS:** From DREWS track  
142° to CODIE.

**KONDA:** From KONDA track  
076° to CODIE.

**LAKED:** From LAKED track  
120° to CODIE.

**LOCKA:** From LOCKA track  
174° to CODIE.

**ZANEY:** From ZANEY track  
204° to CODIE.

**FOLLOW ARRIVAL INSTRUCTIONS**

GNSS permitted in lieu of DME  
Reference waypoint CS VOR

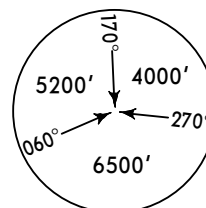
**ARRIVAL:**

**CODIE SIX ALPHA**

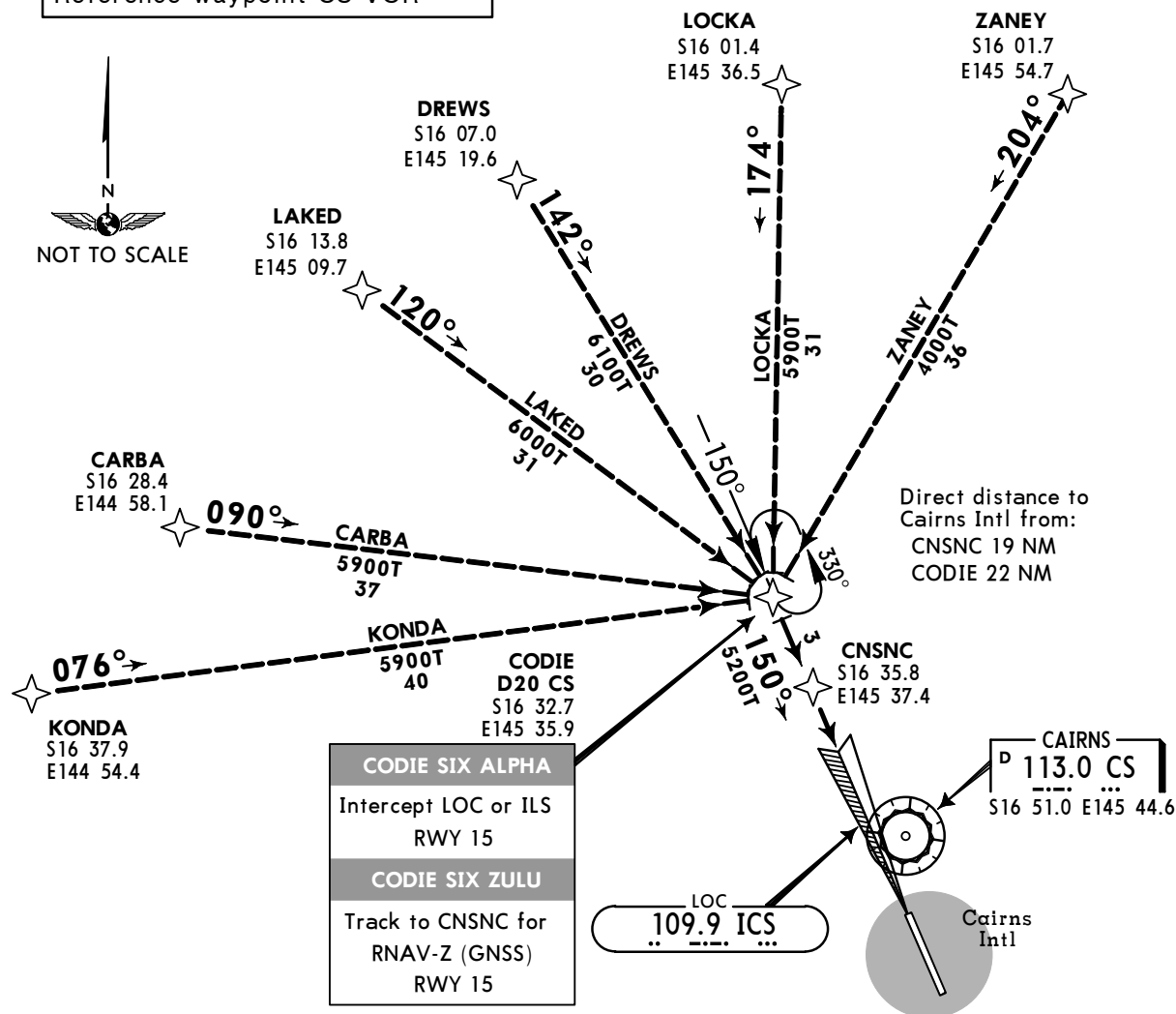
**RWY 15:** From CODIE, intercept LOC for  
ILS or LOC RWY 15.

**CODIE SIX ZULU**

**RWY 15:** From CODIE, track 150° to  
CNSNC for RNAV-Z (GNSS) RWY 15.



MSA CS VOR  
5600' within 10 NM



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

**IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380**

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

**JEPPESEN**

10-2G

26 FEB 16  
Eff 3 Mar

**RNAV STAR**

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1  
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL110  
TRANS ALT: 10000'

**CODIE SIX UNIFORM ARRIVAL [CODI6U]**

**SPEED: MAX IAS 250 KT BELOW 10000'**

**TRANSITIONS:**

**CARBA:** From CARBA track  
090° to CODIE.

**DREWS:** From DREWS track  
142° to CODIE.

**KONDA:** From KONDA track  
076° to CODIE.

**LAKED:** From LAKED track  
120° to CODIE.

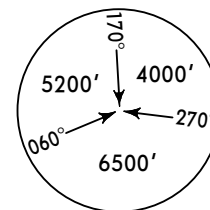
**LOCKA:** From LOCKA track  
174° to CODIE.

**ZANEY:** From ZANEY track  
204° to CODIE.

**FOLLOW ARRIVAL INSTRUCTIONS**

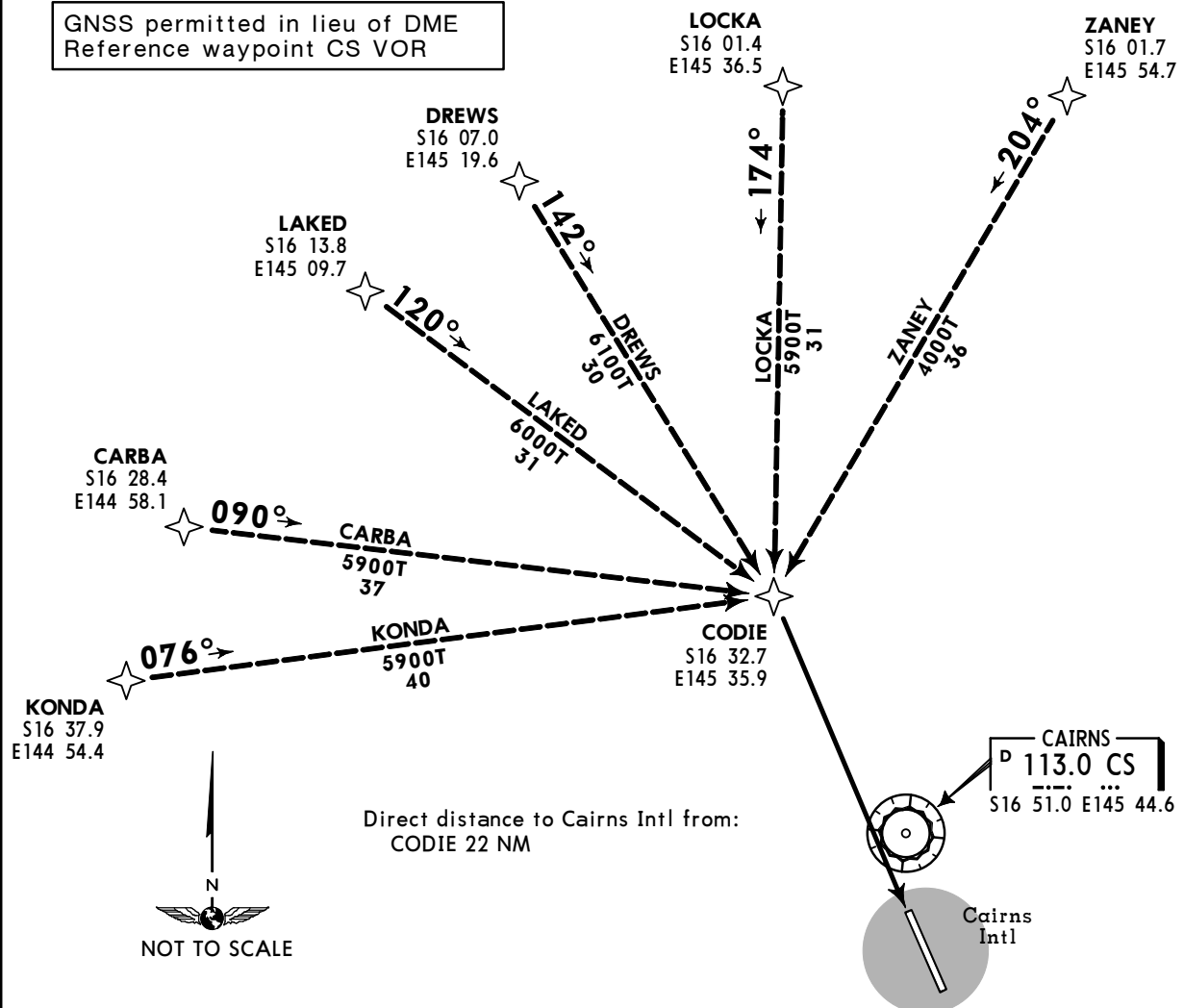
**ARRIVAL:**

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



MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

**IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380**

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

**JEPPesen**

(10-2H)

20 MAY 16  
Eff 26 May

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

## HENDO SEVEN ALPHA ARRIVAL [HEND7A]

**SPEED: MAX IAS 250 KT BELOW 10000'**

### TRANSITIONS:

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

**BULOK:** From BULOK track 069° to HENDO.

**CARBA:** From CARBA track 130° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

**FISHY:** From FISHY track 005° to HENDO.

**KONDA:** From KONDA track 114° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME to HENDO.

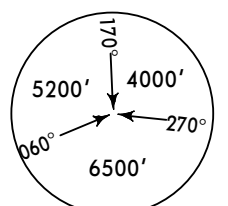
**LAKED:** From LAKED track 154° to NONUM, turn LEFT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

**NORMA:** From NORMA track 032° to HENDO.

### FOLLOW ARRIVAL INSTRUCTIONS

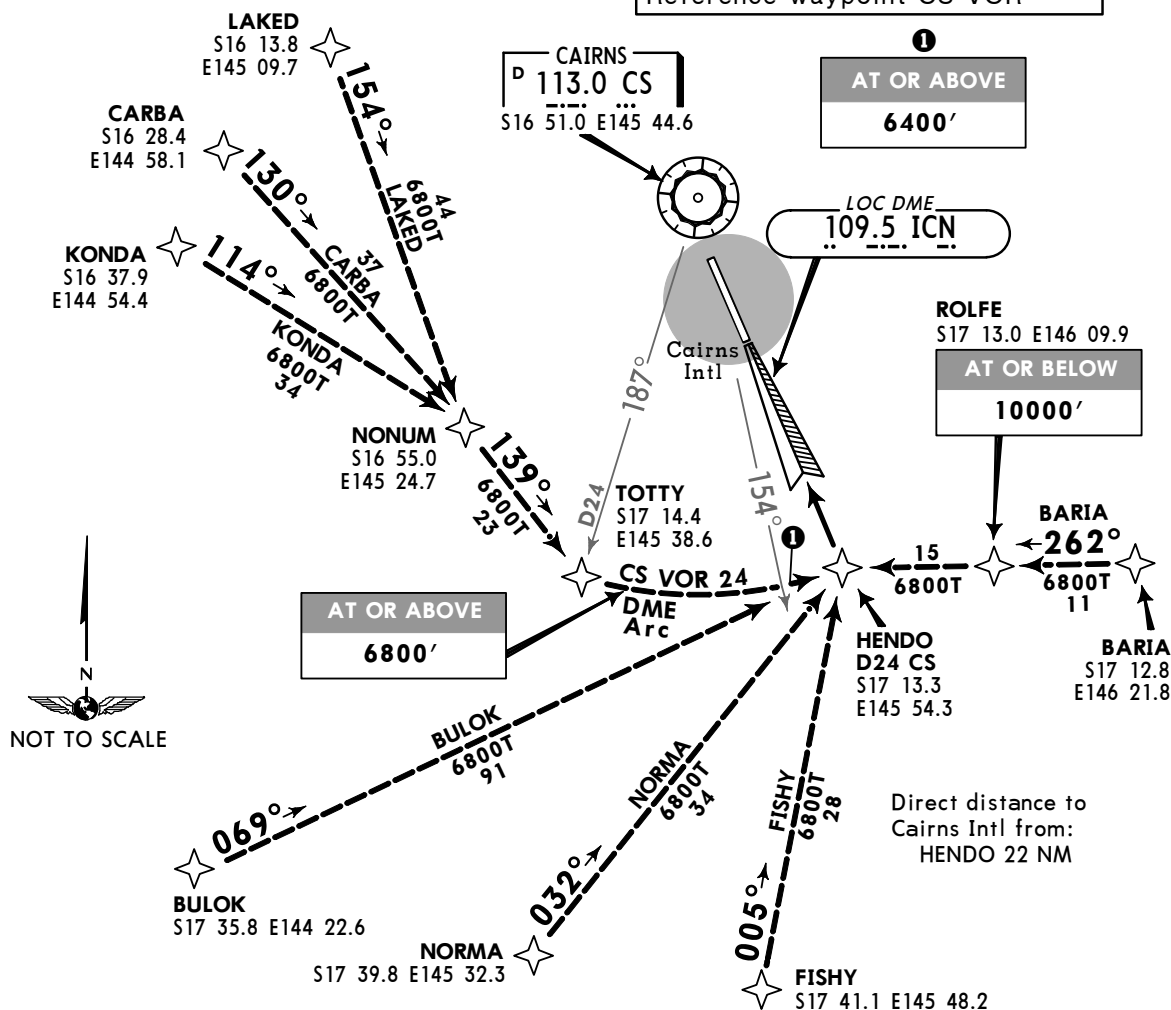
#### ARRIVAL:

**RWY 33:** From HENDO, intercept LOC RWY 33.



MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



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

### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

**IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380**

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.




**JEPPESSEN**

10-2J

20 MAY 16  
Eff 26 May

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
---------------------	-------	-------

YBCS CAIRNS INTL.

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

HENDO SEVEN UNIFORM ARRIVAL[HEND7U]

**SPEED:** MAX IAS 250 KT BELOW 10000'

## TRANSITIONS:

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

**BULOK:** From BULOK track 069° to HENDO.

**CARBA:** From CARBA track 130° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

**FISHY:** From FISHY track 005° to HENDO.

**KONDA:** From KONDA track 114° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

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

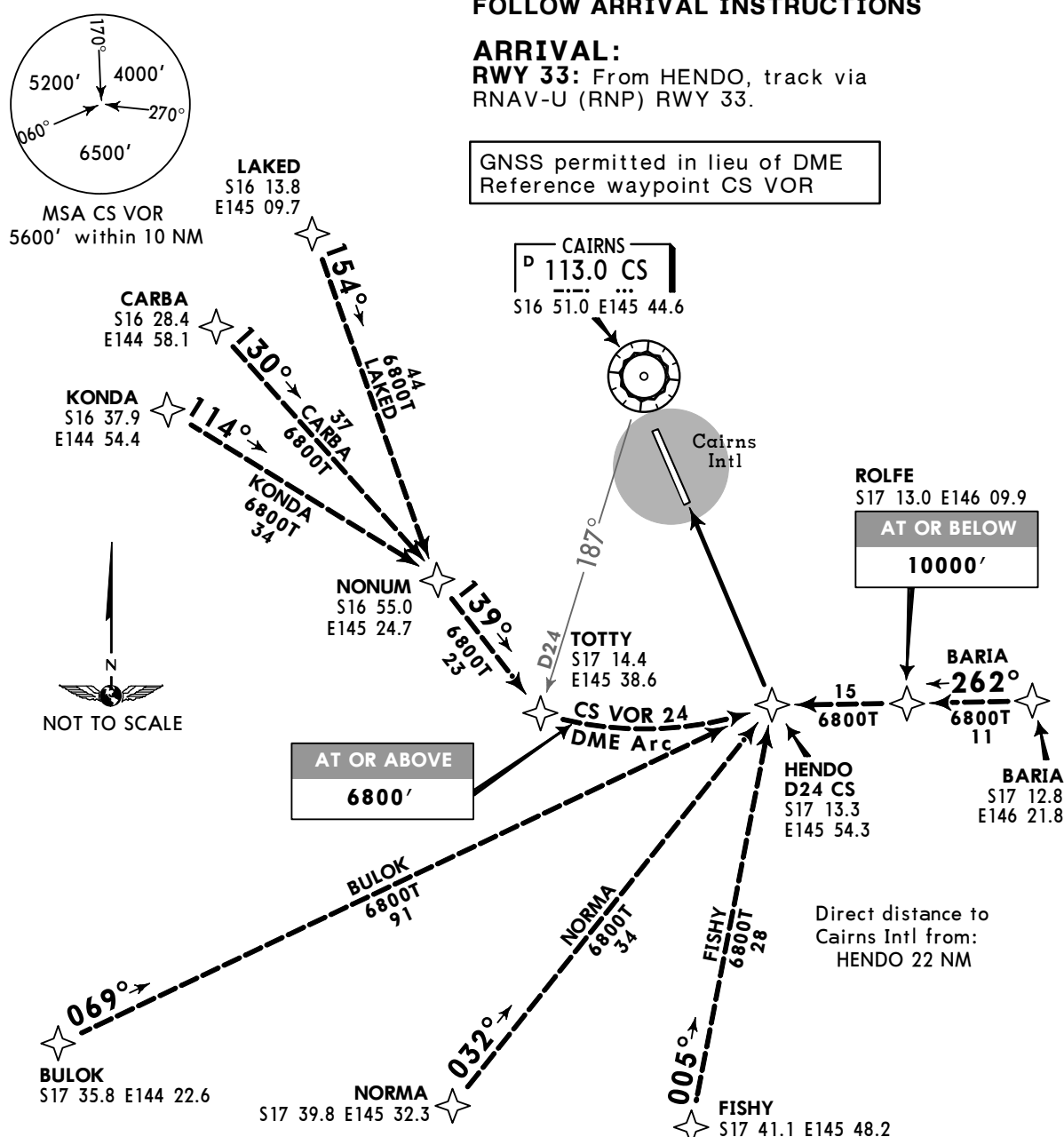
**NORMA:** From NORMA track 032° to HENDO.

## FOLLOW ARRIVAL INSTRUCTIONS

**ARRIVAL:**

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

GNSS permitted in lieu of DME  
Reference waypoint CS VOR

[illegible]

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

**IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380**

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.


**JEPPESSEN**

10-2K

4 NOV 16

**Eff 10 Nov**

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL.

TRANS LEVEL: FL110  
TRANS ALT: 10000'

KEEWI EIGHT ALPHA ARRIVAL [KEWI8A],  
KEEWI EIGHT VICTOR ARRIVAL [KEWI8V]

**SPEED: MAX IAS 250 KT BELOW 10000'**

## TRANSITIONS:

**CARBA:** From CARBA track 093° to SUNNY then track 130° to KEEWI.

**DREWS:** From DREWS track 132° to SUNNY then track 130° to KEEWI.

**KONDA:** From KONDA track 082° to SUNNY then track 130° to KEEWI.

**LAKED:** From LAKED track 116° to SUNNY then track 130° to KEEWI.

**LOCKA:** From LOCKA track 150° to KEEWI.

**ZANEY:** From ZANEY track 172° to KEEWI.

**ARRIVALS:**

**KEEWI EIGHT ALPHA**

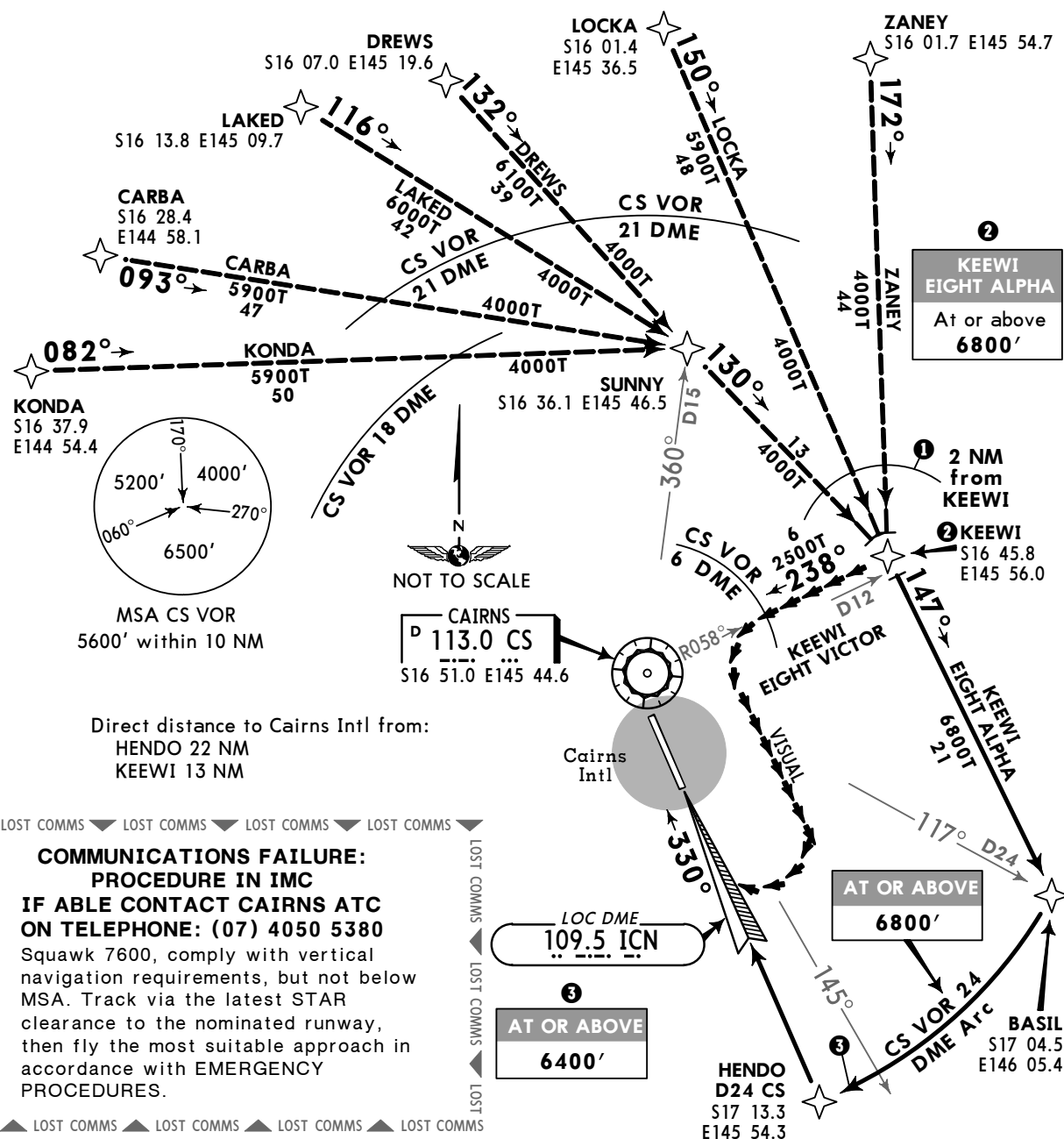
**RWY 33:** Cross KEEWI at or above 6800'. From KEEWI track 147° to BASIL, then via CS VOR 24 DME Arc for LOC RWY 33.

**KEEWI EIGHT VICTOR**

**RWY 33:** At 2 NM KEEWI ( **①** VISUAL PROCEDURE ONLY) visual turn RIGHT, intercept CS R-058 to CS VOR 6 DME. At CS VOR 6 DME visual turn LEFT track direct for RIGHT base RWY 33.

GNSS permitted in lieu of DME  
Reference waypoint CS VOR

## FOLLOW ARRIVAL INSTRUCTIONS





10-2L

4 NOV 16  
Eff 10 Nov

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1  
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL.

TRANS LEVEL: FL110  
TRANS ALT: 10000'

KEEWI EIGHT PAPA ARRIVAL [KEWI8P],  
KEEWI EIGHT UNIFORM ARRIVAL [KEWI8U]

**SPEED: MAX IAS 250 KT BELOW 10000'**

## TRANSITIONS:

**CARBA:** From CARBA track 093° to SUNNY then track 130° to KEEWI.

**DREWS:** From DREWS track 132° to SUNNY then track 130° to KEEWI.

**KONDA:** From KONDA track 082° to SUNNY then track 130° to KEEWI.

**LAKED:** From LAKED track 116° to SUNNY then track 130° to KEEWI.

**LOCKA:** From LOCKA track 150° to KEEWI.

**ZANEY:** From ZANEY track 172° to KEEWI.

## FOLLOW ARRIVAL INSTRUCTIONS

## ARRIVALS:

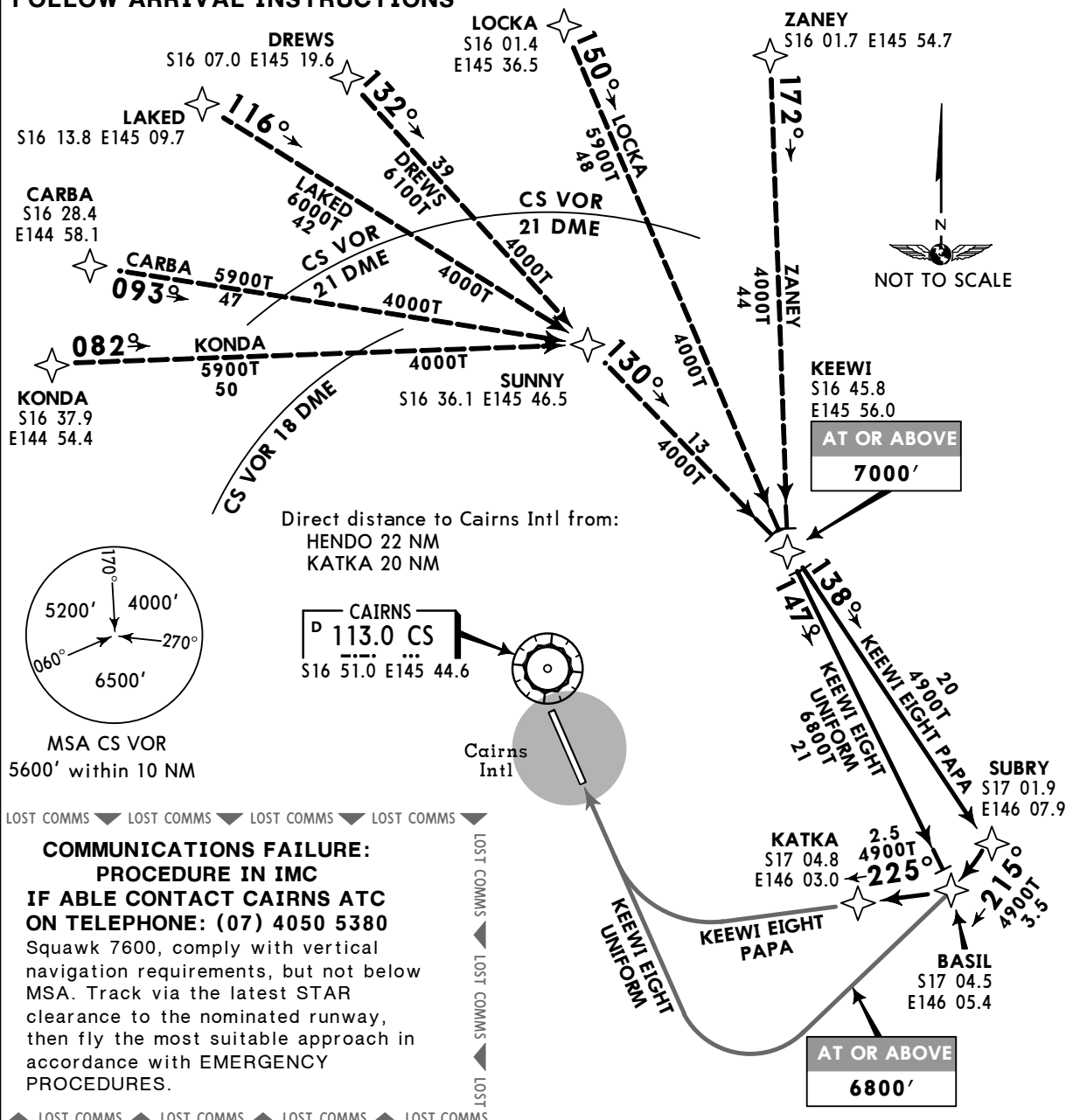
**KEEWI EIGHT PAPA:**

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

**KEEWI EIGHT UNIFORM:**

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

GNSS permitted in lieu of DME  
Reference waypoint CS VOR




**JEPPESSEN**

10-2M

26 FEB 16  
Eff 3 Mar

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
---------------------	-------	-------

YBCS CAIRNS INTL.

TRANS LEVEL: FL110  
TRANS ALT: 10000'

SUNNY FIVE BRAVO ARRIVAL [SUNY5B],  
SUNNY FIVE VICTOR ARRIVAL [SUNY5V]

**SPEED: MAX IAS 250 KT BELOW 10000'**

### TRANSITIONS:

**CARBA:** From CARBA track 093° to SUNNY.

**DREWS:** From DREWS track 132° to SUNNY.

**KONDA:** From KONDA track 082° to SUNNY.

**LAKED:** From LAKED track 116° to SUNNY.

**LOCKA:** From LOCKA track 157° to SUNNY.

**ZANEY:** From ZANEY track 186° to SUNNY.

## FOLLOW ARRIVAL INSTRUCTIONS

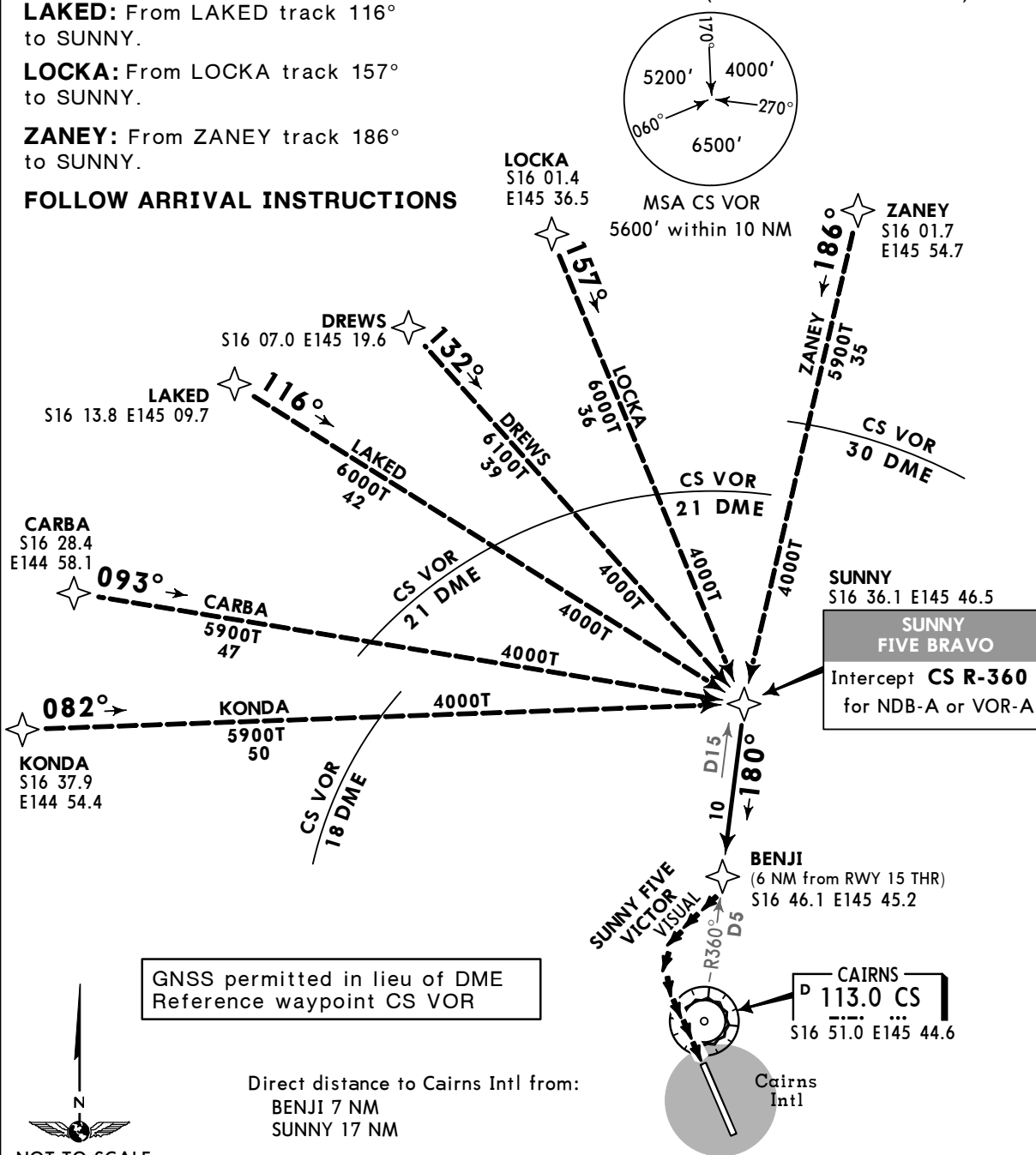
## ARRIVALS:

**SUNNY FIVE BRAVO**

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

**SUNNY FIVE VICTOR**

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



GNSS permitted in lieu of DME  
Reference waypoint CS VOR

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

NOT TO SCALE

[illegible]

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.


**JEPPESEN**

10-2N

26 FEB 16  
Eff 3 Mar

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
---------------------	-------	-------

YBCS CAIRNS INTL.

TRANS LEVEL: FL110  
TRANS ALT: 10000'

SUNNY FIVE PAPA ARRIVAL [SUNY5P]

**SPEED: MAX IAS 250 KT BELOW 10000'**

## TRANSITIONS:

**CARBA:** From CARBA track 093° to SUNNY.

**DREWS:** From DREWS track 132° to SUNNY.

**KONDA:** From KONDA track 082° to SUNNY.

**LAKED:** From LAKED track 116° to SUNNY.

**LOCKA:** From LOCKA track 157° to SUNNY.

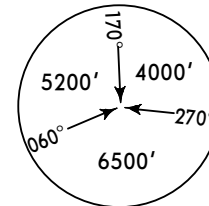
**ZANEY:** From ZANEY track 186° to SUNNY.

## FOLLOW ARRIVAL INSTRUCTIONS

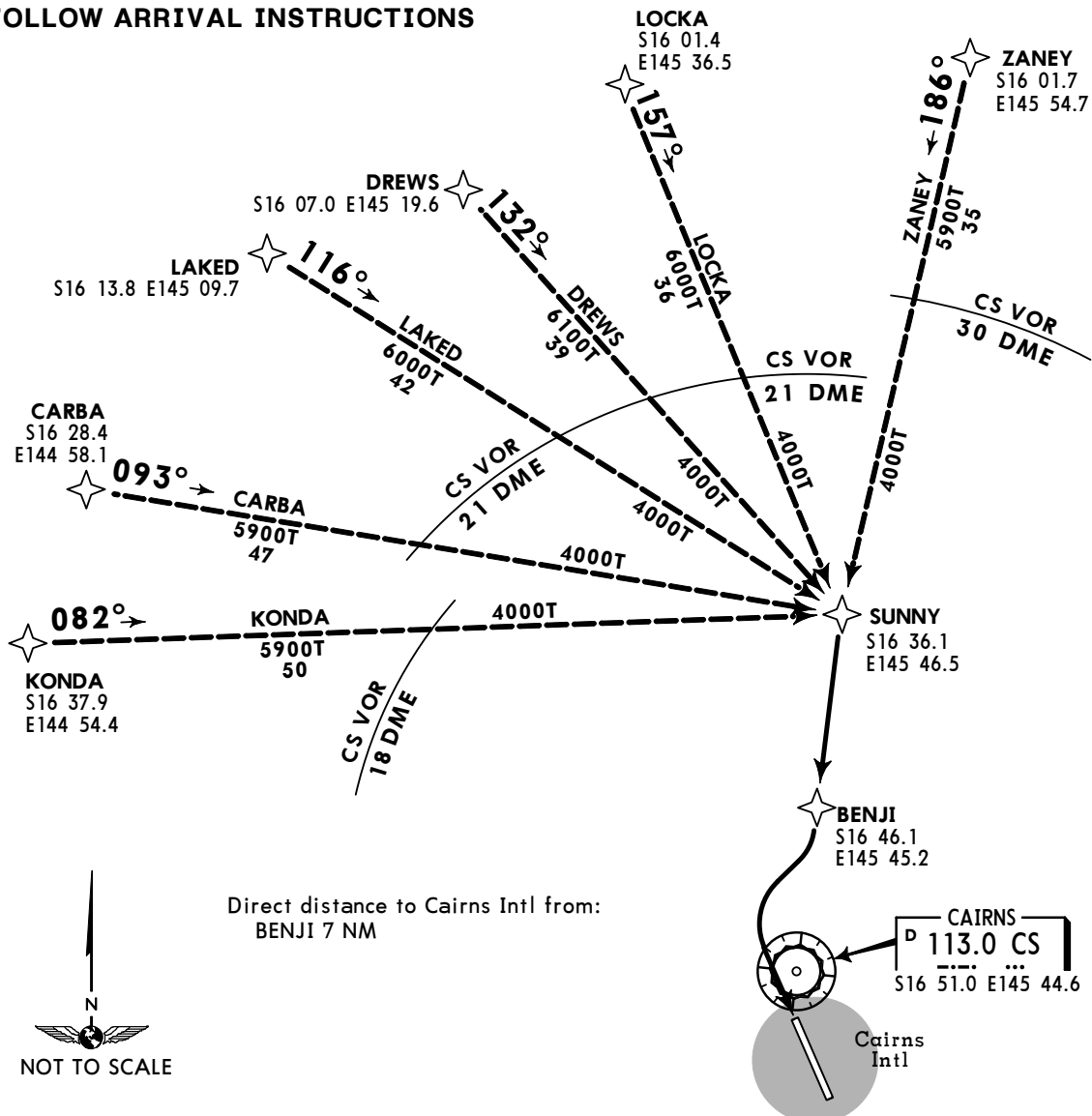
**ARRIVAL:**

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

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



MSA CS VOR  
5600' within 10 NM



Direct distance to Cairns Intl from:  
BENJI 7 NM

NOT TO SCALE

ST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.



10-2P

22 MAY 15  
Eff 28 May

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL.

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

UPOLO SIX ALPHA ARRIVAL [UPOL6A],  
UPOLO SIX BRAVO ARRIVAL [UPOL6B],  
UPOLO SIX VICTOR ARRIVAL [UPOL6V],  
UPOLO SIX ZULU ARRIVAL [UPOL6Z]

**SPEED: MAX IAS 250 KT BELOW 10000'**

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

## UPOLO SIX ALPHA

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

## UPOLO SIX BRAVO

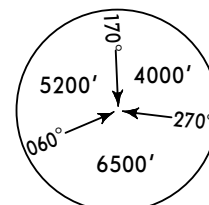
**RWY 15:** From SUNNY, track via CS R-360 for NDB-A or VOR-A.

**UPOLO SIX VICTOR**

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

## UPOLO SIX ZULU

**RWY 15:** From SUNNY, track 248° to CNSND for RNAV-Z (GNSS) RWY 15.



MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR

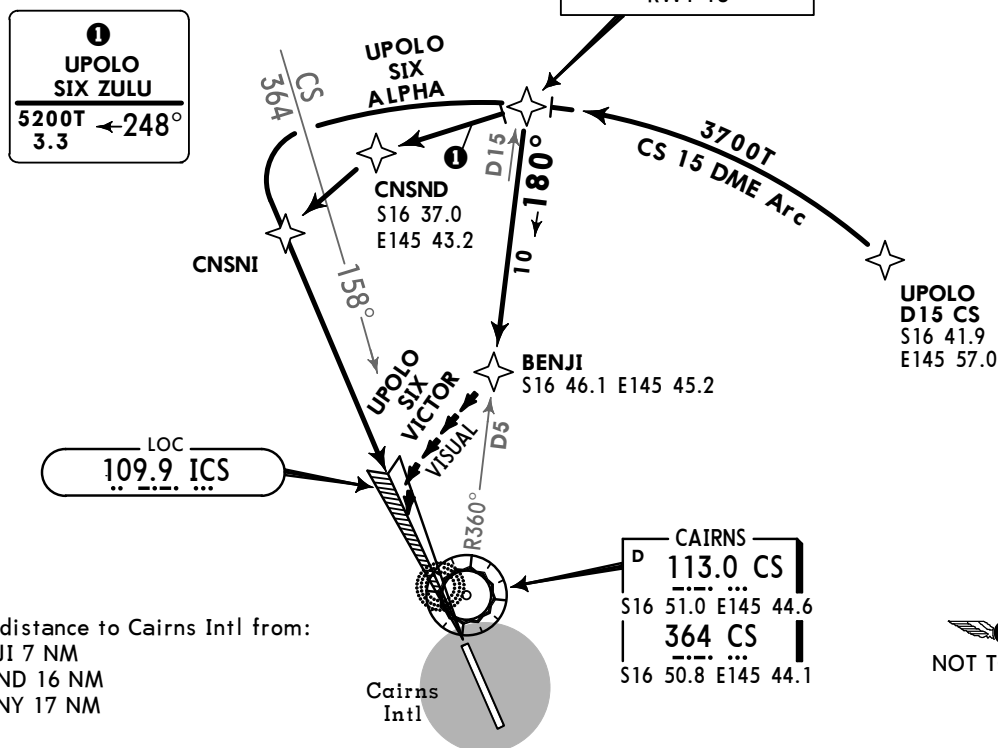
**SUNNY**  
S16 36.1 E145 46.5

**UPOLO SIX BRAVO**

Via **CS R-360**  
for NDB-A or VOR-A

## UPOLO SIX ZULU

Track to CNSND for  
RNAV-Z (GNSS)  
RWY 15



Direct distance to Cairns Intl from:  
 BENJI 7 NM  
 CNSND 16 NM  
 SUNNY 17 NM

NOT TO SCALE

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

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

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

**JEPPESEN**

(10-2Q)

22 MAY 15

Eff 28 May

**CAIRNS, QLD, AUSTRALIA**

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

**UPOLO SIX PAPA ARRIVAL [UPOL6P],  
UPOLO SIX UNIFORM ARRIVAL [UPOL6U]**

**SPEED: MAX IAS 250 KT BELOW 10000'**

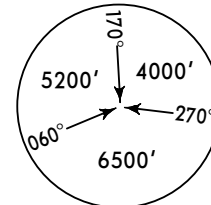
**ARRIVAL:**

**UPOLO SIX PAPA**

**RWY 15:** From UPOLO, track 301° to  
FOGGI, then via RNAV-P (RNP) RWY 15.

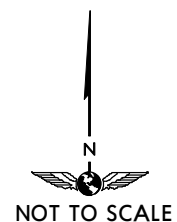
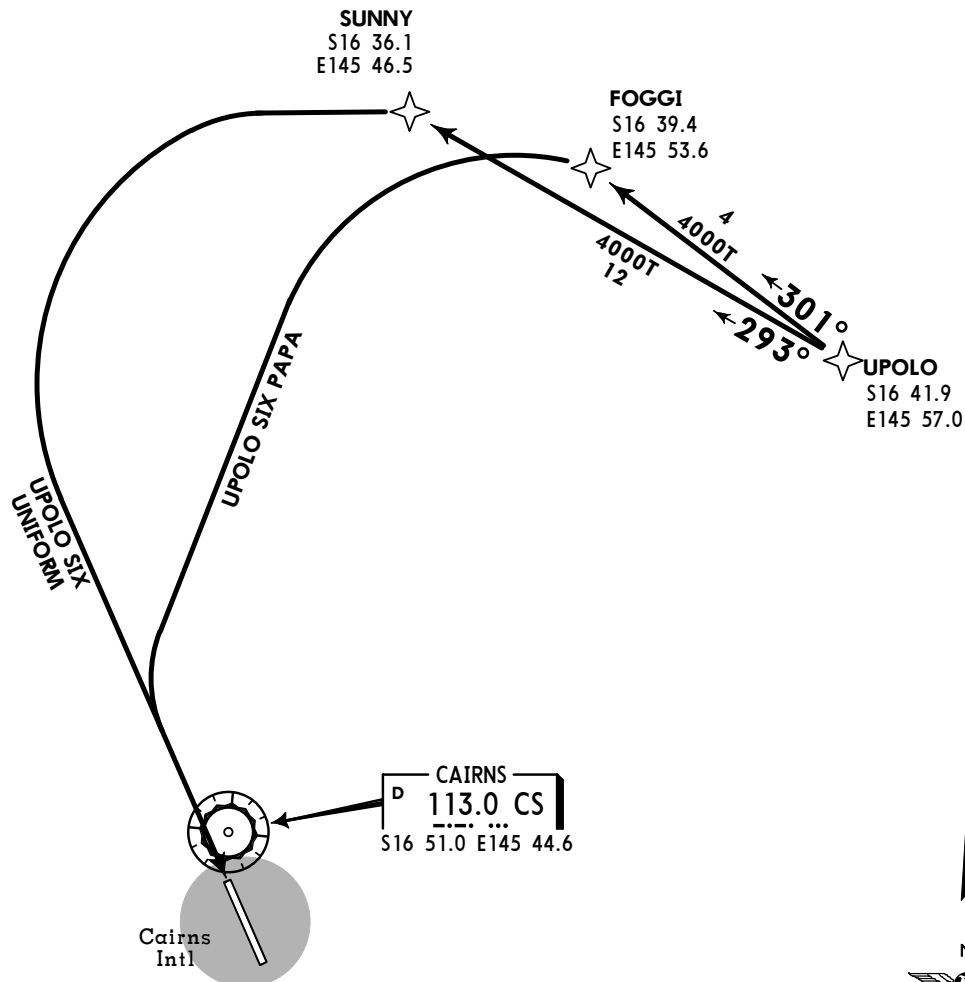
**UPOLO SIX UNIFORM**

**RWY 15:** From UPOLO, track 293° to  
SUNNY, then via RNAV-U (RNP) RWY 15.



MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



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

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

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

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

JEPPESEN

10-2S

20 MAY 16  
Eff 26 May

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1  
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

## TOTTY THREE PAPA ARRIVAL[TOTY3P]

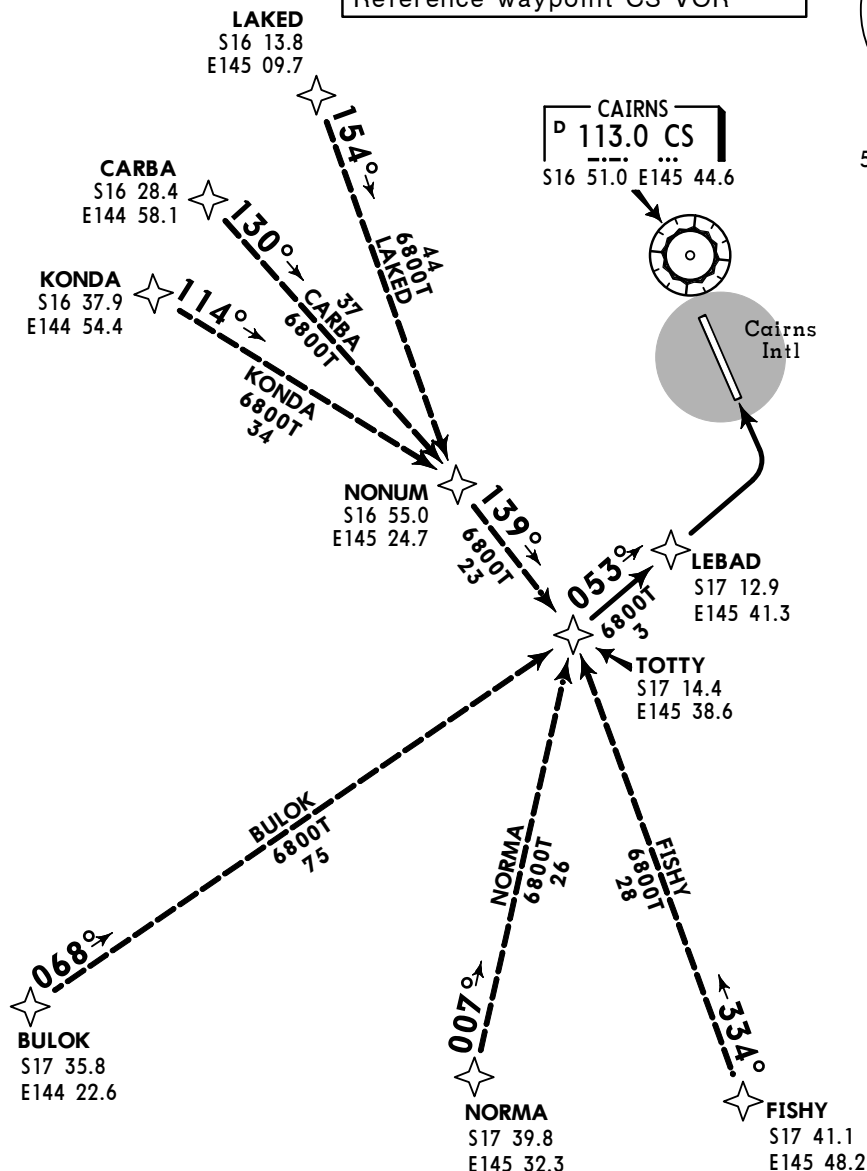
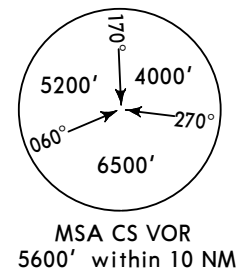
**SPEED: MAX IAS 250 KT BELOW 10000'**

## TRANSITIONS:

**BULOK: From BULOK to TOTTY**  
Track 068° to TOTTY.**CARBA: From CARBA to TOTTY**  
Track 130° to NONUM, Turn RIGHT,  
track 139° to TOTTY.**FISHY: From FISHY to TOTTY**  
Track 334° to TOTTY.**KONDA: From KONDA to TOTTY**  
Track 114° to NONUM, Turn RIGHT,  
track 139° to TOTTY.**LAKED: From LAKED to TOTTY**  
Track 154° to NONUM, Turn LEFT,  
track 139° to TOTTY.**NORMA: From NORMA to TOTTY**  
Track 007° to TOTTY.

## FOLLOW ARRIVAL INSTRUCTIONS

## ARRIVAL:

**RWY 33:** From TOTTY track 053° to  
LEBAD, thence via RNAV-P (RNP)  
RWY 33.GNSS permitted in lieu of DME  
Reference waypoint CS VORDirect distance to  
Cairns Intl from:  
LEBAD 20 NM

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

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable  
approach in accordance with EMERGENCY PROCEDURES.



CAIRNS Clearance	128.75
Departure (R)	118.4
	126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

## CAIRNS TWO DEPARTURE (RADAR) RUNWAYS 15, 33

Minimum required climb gradients:

Rwy 15: 4.0% to 600'.

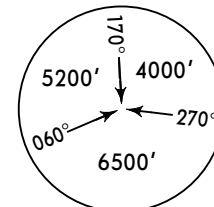
Rwy 33: 4.6% to 2000'.

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

**RWY 15:** Track 150°. ❶ At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT to assigned heading (between 350° to 030°). When directed, contact Departure for RADAR vectors.

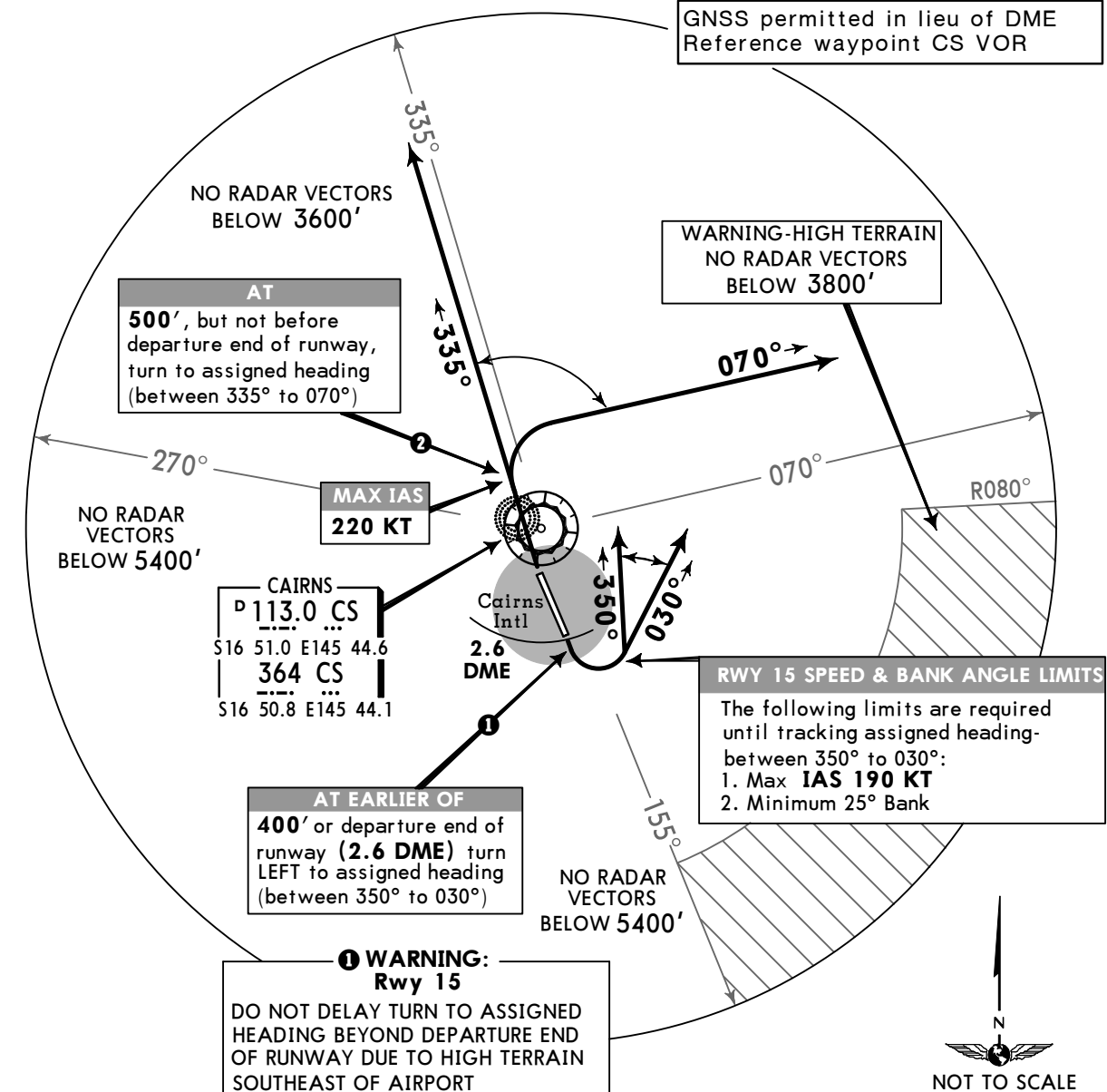
**RWY 33:** MAX IAS 220 KT. Track 330°.

**2** At 500', but not before departure end of runway, turn to assigned heading (between 335° to 070°). When directed, contact Departure for RADAR vectors.



MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



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

JEPPesen

10 MAR 17 **10-3A****SID**

CAIRNS Clearance **128.75**  
 Departure (R) **118.4**  
**126.1** (as advised)

**CAIRNS, QLD, AUSTRALIA**

YBCS CAIRNS INTL

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

**RUNWAY 15****NON-JETS ONLY****NONUM ONE DEPARTURE [NONUM1]**

Minimum required climb gradient 4.0% to 600'.

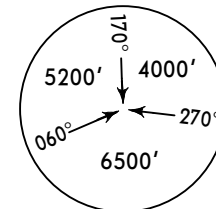
Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

**RWY 15:** Track 150°. **①** At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT track 030°. At or above 3000' turn LEFT. Track to CS VOR/NDB.

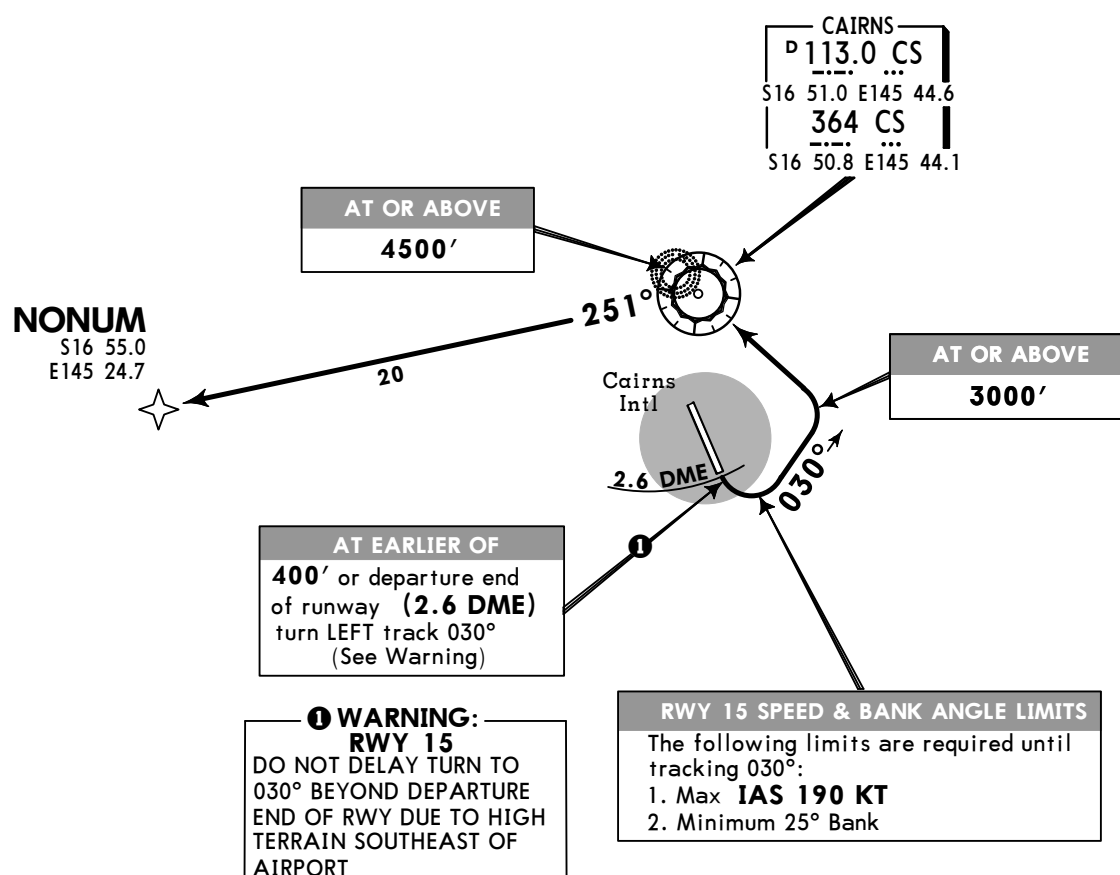
REQUIREMENT: Reach 4500' by CS VOR/NDB.  
 Track 251° to NONUM.

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

GNSS permitted in lieu of DME  
 Reference waypoint CS VOR



MSA CS VOR  
 5600' within 10 NM



RNAV SID

CAIRNS Clearance 128.75  
 Departure (R) 118.4  
 126.1 (as advised)

FOR CASA APPROVED OPERATORS ONLY

JEPPESEN  
 10 MAR 17 10-3A-1 YBCS CAIRNS INTL

CAIRNS, QLD,  
 AUSTRALIA

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

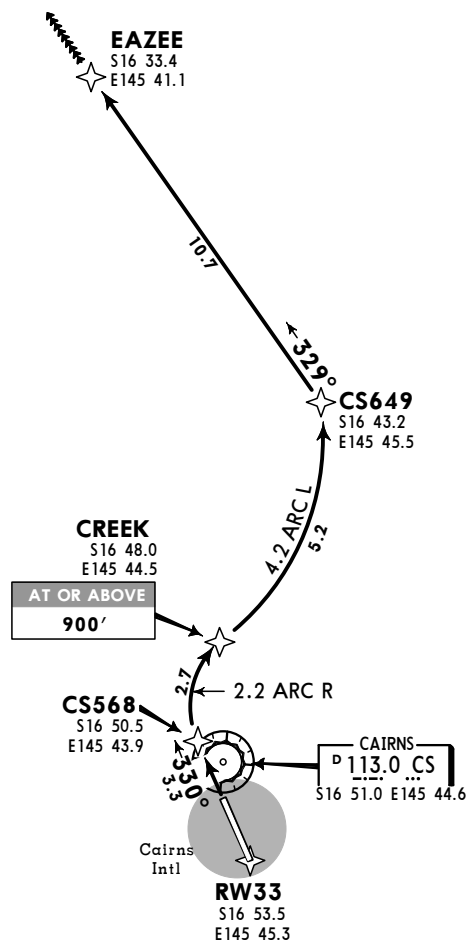
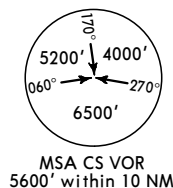
# CREEK FOUR RNAV (RNP 0.3) DEPARTURE (RWY 33)

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

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

## TRANSITION:

RADAR: From EAZEE thence as cleared.



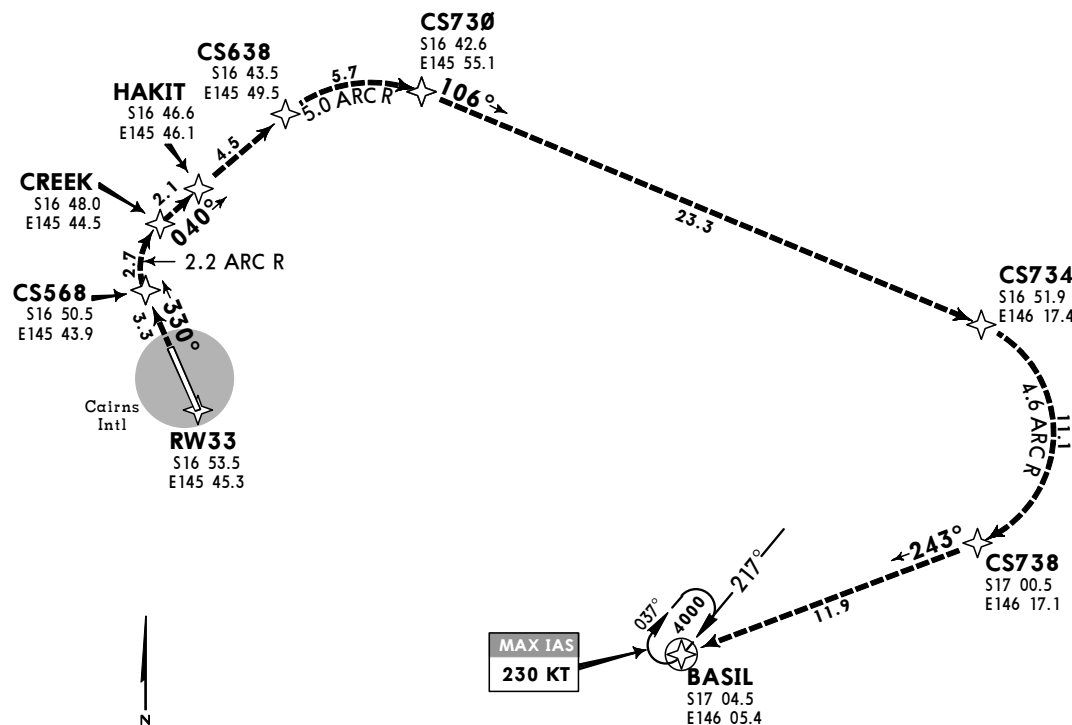
# RNAV (RNP 0.3) ENGINE OUT DEPARTURE (RWY 33)

## ENGINE FAILURE PRIOR TO CREEK

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

## ENGINE FAILURE AFTER CREEK

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



CAIRNS Clearance 128.75  
Departure (R) 118.4  
126.1 (as advised)

# CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL110  
TRANS ALT: 10000'

**RUNWAY 33**

## JETS ONLY

### EAZEE TWO DEPARTURE [EAZEE2]

**SPEED:** MAX IAS 220 KT UNTIL HAKIT

Minimum required climb gradient 4.6% to 2000'.

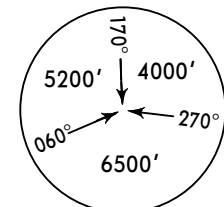
Gnd speed-Kts	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398

**RWY 33:** Track 330° to CANNU. Cross CANNU at or above 500'. Turn RIGHT, track 032° to HAKIT. Turn LEFT, track 333° to EAZEE. When directed, contact Departure.

### TRANSITION:

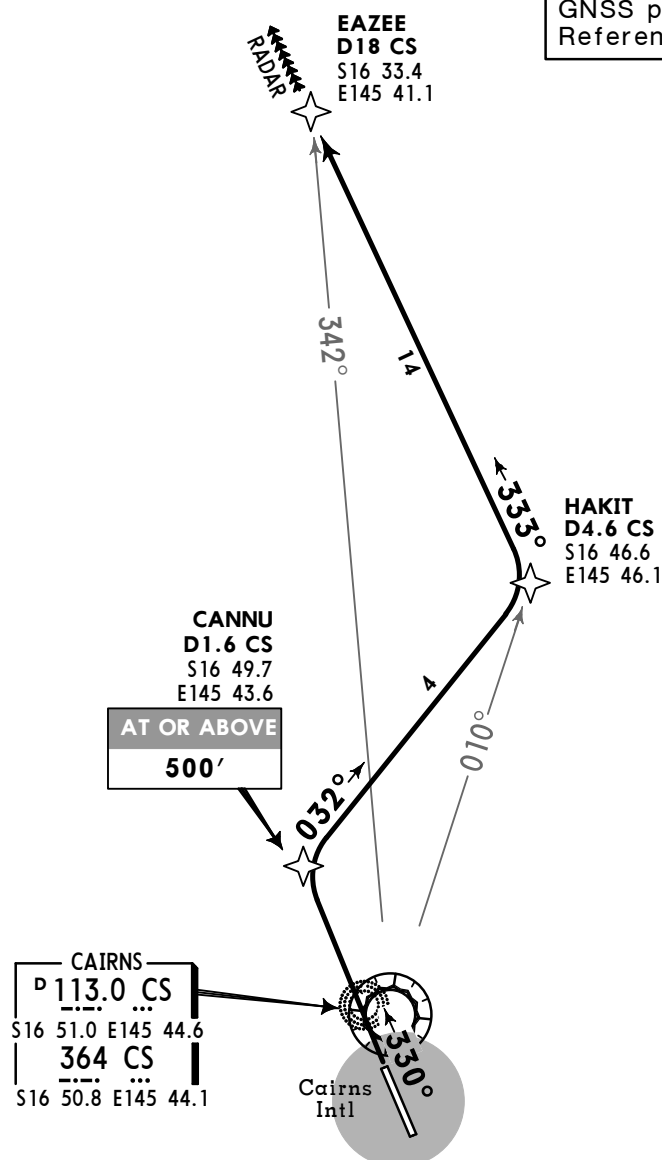
**RADAR:** From EAZEE, EXPECT RADAR vectors to cleared route.

Direct distance from Cairns Intl to:  
CANNU 4 NM



MSA CS VOR  
5600' within 10 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



**JEPPesen**

10 MAR 17 **(10-3C)**

**SID**

CAIRNS Clearance **128.75**  
Departure (R) **118.4**  
**126.1** (as advised)

**CAIRNS, QLD, AUSTRALIA**

YBCS CAIRNS INTL

TRANS LEVEL: FL110  
TRANS ALT: 10000'

**JETS ONLY**

**RUNWAY 15**

**SWIFT EIGHT DEPARTURE [SWIFT8]**

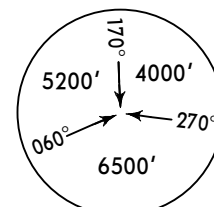
Minimum required climb gradient 4.0% to 600'.

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

**RWY 15:** Track 150°. **①** At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT, track 030°, intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT, track direct to SWIFT. Then as cleared.

Direct distance from Cairns Intl to:  
SWIFT 106 NM

GNSS permitted in lieu of DME  
Reference waypoint CS VOR



MSA CS VOR  
5600' within 10 NM

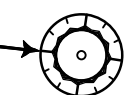


**① WARNING:**  
**RWY 15**

DO NOT DELAY TURN TO  
030° BEYOND DEPARTURE  
END OF RWY DUE TO HIGH  
TERRAIN SOUTHEAST OF  
AIRPORT

**AFTER PASSING  
4000'**  
Turn RIGHT

CAIRNS  
D 113.0 CS  
S16 51.0 E145 44.6



080°

Cairns Intl  
2.6 DME

030°

139°

DIRECT

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

**RWY 15 SPEED & BANK ANGLE LIMITS**

The following limits are required  
until tracking 030°:

1. Max **IAS 190 Kt**
2. Minimum 25° Bank

**SWIFT**  
**D108 CS**  
S18 21.2  
E146 48.0

YBCS/CNS

**JEPPESEN** CAIRNS, QLD, AUSTRALIA  
22 MAY 15 **10-4** Eff 28 May

CAIRNS INTL

**NOISE ABATEMENT PROCEDURES****Local Time minus 10 HOURS = UTC****1. PREFERRED RUNWAYS****Landing** Runway 15**Take-off** Runway 15-Jet Noise Abatement climb procedures apply

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

**2. PREFERRED FLIGHT PLANS****2.1 Arriving Aircraft**

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

**(a) Landing Runway 15** - Expect to be tracked via STAR. When VMC exists below 3000' by day, aircraft of 136,000 kg MTOW (299,828 lbs) or below will be cleared to maneuver visually from BENJI to cross the coast at the mouth of Richter's Creek: via the 'Creek Corridor', as depicted in the diagram, or Approved aircraft may be cleared via the RNAV (RNP) P day or night.**(b) Landing Runway 33** - Expect to be tracked via a RWY 33 LOC approach, or if weather conditions are suitable, join a visual right circuit seawards of the coastline.**2.2 Departing Aircraft-Jets**

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

**3. TRAINING FLIGHTS**

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

3.2 Circuit training preferred directions:

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

YBCS/CNS

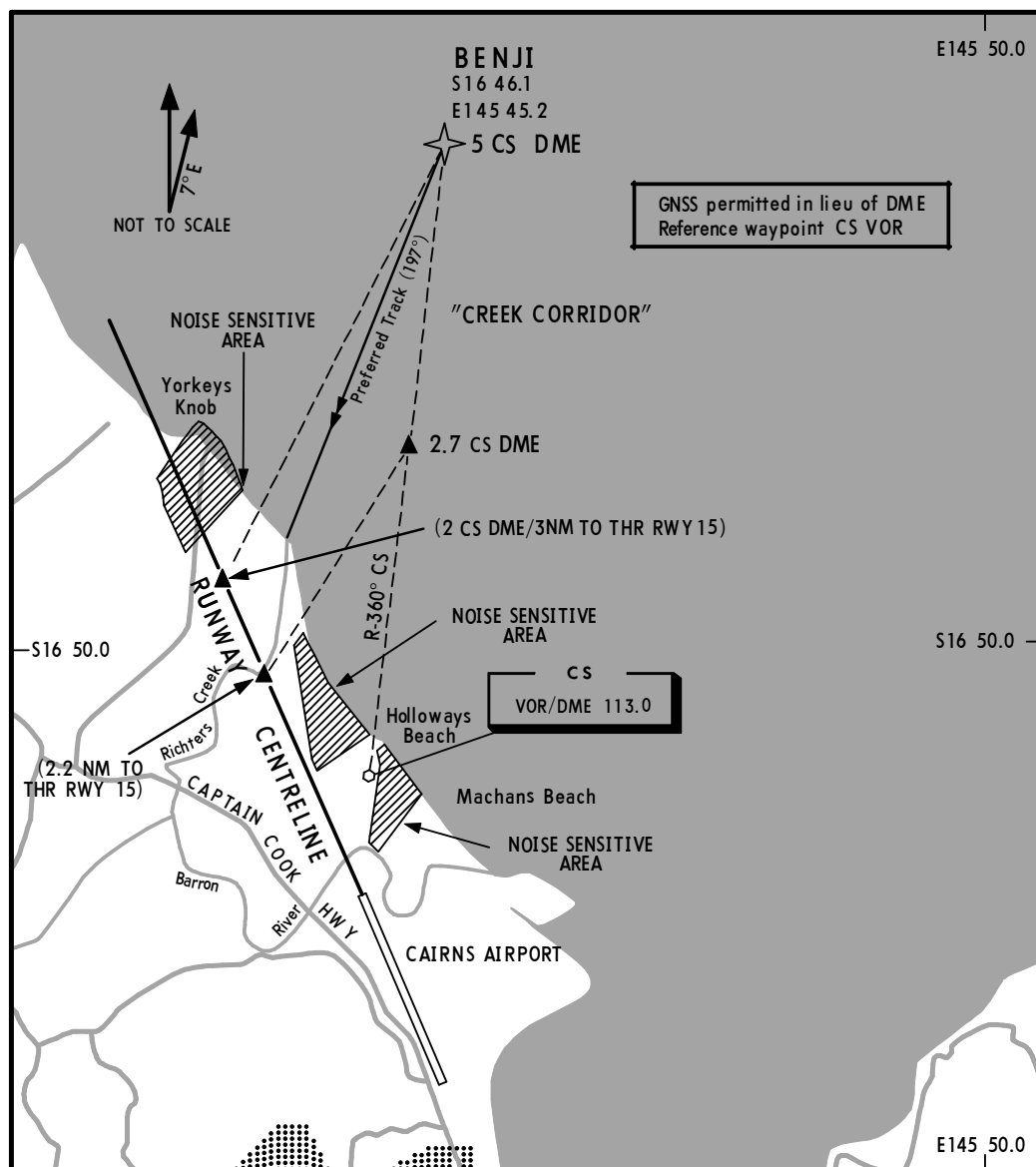
 **JEPPESEN** **CAIRNS, QLD, AUSTRALIA**  
22 MAY 15 **(10-4A)** **Eff 28 May** **CAIRNS INTL****NOISE ABATEMENT PROCEDURES****4. OTHER RESTRICTIONS**

- 4.1 All aircraft between the hours of 2300-0600 LT, unless associated with the normal preparation for flight, are not permitted to conduct engine runs, including idle power, without prior permission from Cairns L/P, telephone - (07) 4080 6744 (H24)
- 4.2 All engine runs, other than short duration idle power runs, are to be conducted in designated runup bays only, except that subject to the requirements of Civil Aviation Order 20.9, Section 5 (not published herein), NON-turbine propeller driven aircraft below 5700kg MTOW (12,566 lbs) may undertake short duration low power engine runs within leased areas.
- 4.3 Operators are requested to use Ground Power Units in lieu of aircraft Auxiliary Power Units where possible, especially on the International Apron between the hours of 2300-0600 LT.
- 4.4 Operators and pilots of jet aircraft are requested to cooperate in limiting the use of reverse thrust when landing between the hours of 2300-0600 LT.

YBCS/CNS

**JEPPESEN CAIRNS, QLD, AUSTRALIA**  
22 MAY 15 **(10-4B)** **Eff 28 May** **CAIRNS INTL**

**NOISE ABATEMENT PROCEDURES**





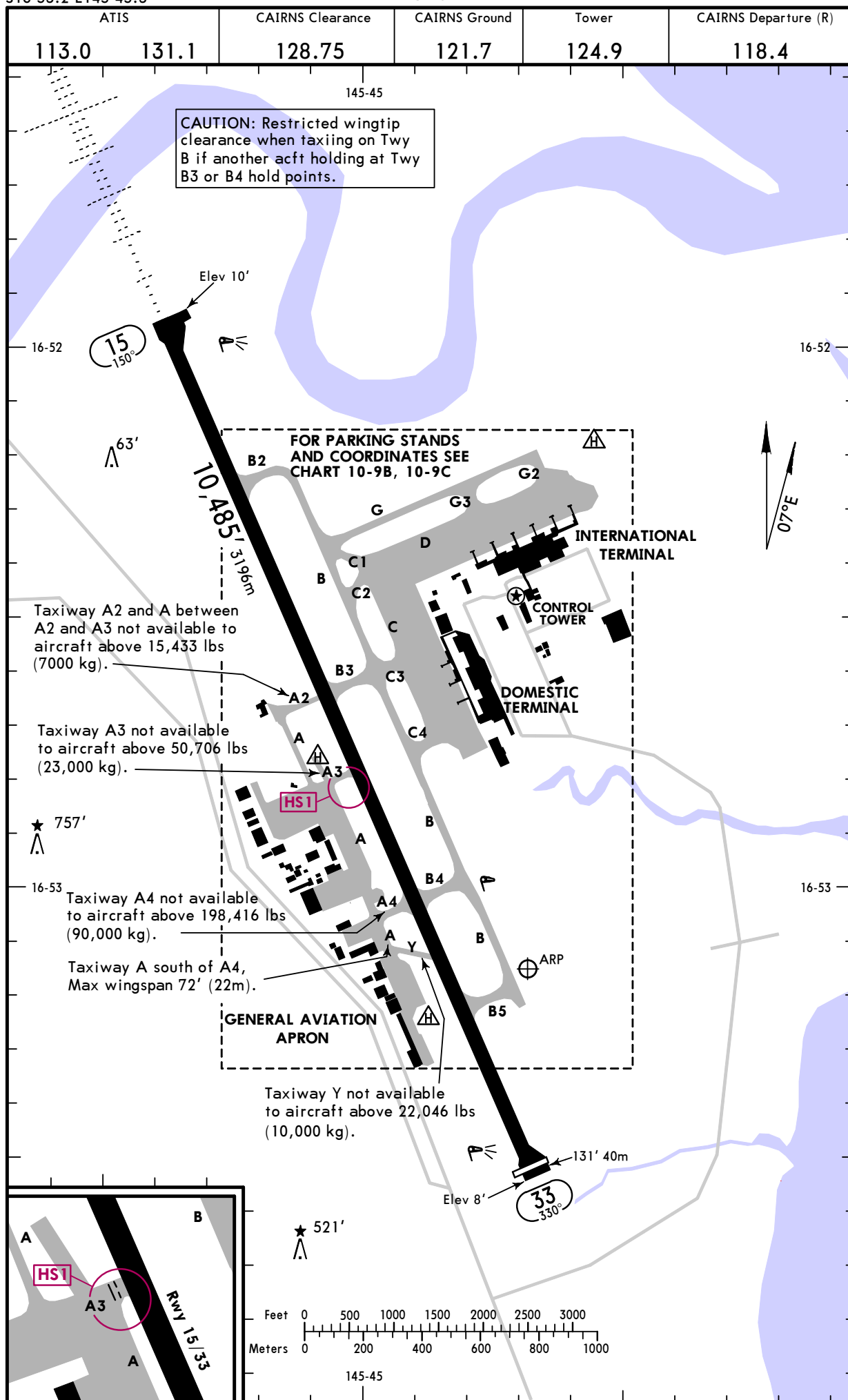
**YBCS/CNS**

Apt Elev **10'**  
S16 53.2 E145 45.3

**JEPPESEN CAIRNS, QLD, AUSTRALIA**

7 APR 17 **(10-9)**

**CAIRNS INTL**



YBCS/CNS



7 APR 17

(10-9A)

CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

**GENERAL**

Birds in vicinity of airport.

Western run-up bay not available to turbine engine aircraft except for normal pre-flight checks associated with departure.

All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.

All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118' (36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node direction clockwise turn only.

Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.

Rwy 15-False course indication may occur outside 035° either side of LLZ-Pilot monitored outside ATS hours of operation.

Right-hand circuit Rwy 33.

**ADDITIONAL RUNWAY INFORMATION**

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
15	HIRL HIALS PAPI (angle 3.0°, MEHT 53')	grooved	10,354' 3156m	9237' 2815m	10,354' 3156m	148'
33	HIRL PAPI (angle 3.0°, MEHT 62')	grooved	10,354' 3156m			45m

Standby power available.

**TAKE-OFF**

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

**FOR FILING AS ALTERNATE**

NDB-A or VOR-A		RNAV-P (RNP) Rwy 15 RNAV-U (RNP) Rwy 15 RNAV-P (RNP) Rwy 33 RNAV-U (RNP) Rwy 33	ILS-Y or LOC-Y Rwy 15 ILS-W or LOC-W Rwy 15	LOC-W Rwy 33 LOC-Y Rwy 33
A	1010' - 4.4 km	1220' - 4.4 km	1280' - 4.4 km	1220' - 4.4 km
B				
C	1500' - 6.0 km	1400' - 6.0 km	NOT APPLICABLE	NOT APPLICABLE
D	1720' - 7.0 km	2210' - 7.0 km		
ILS-Z or LOC-Z Rwy 15 ILS-X or LOC-X Rwy 15		LOC-Z Rwy 33 LOC-X Rwy 33	RNAV-Z (GNSS) Rwy 15 (without ILS, LOC + DME)	NDB-B or VOR-B (without ILS, LOC + DME)
A	NOT APPLICABLE	NOT APPLICABLE	1520' - 4.4 km	2110' - 4.4 km
B				
C	1280' - 6.0 km	1290' - 6.0 km	1520' - 6.0 km	2110' - 6.0 km
D	1720' - 7.0 km	1720' - 7.0 km	1720' - 7.0 km	2110' - 7.0 km

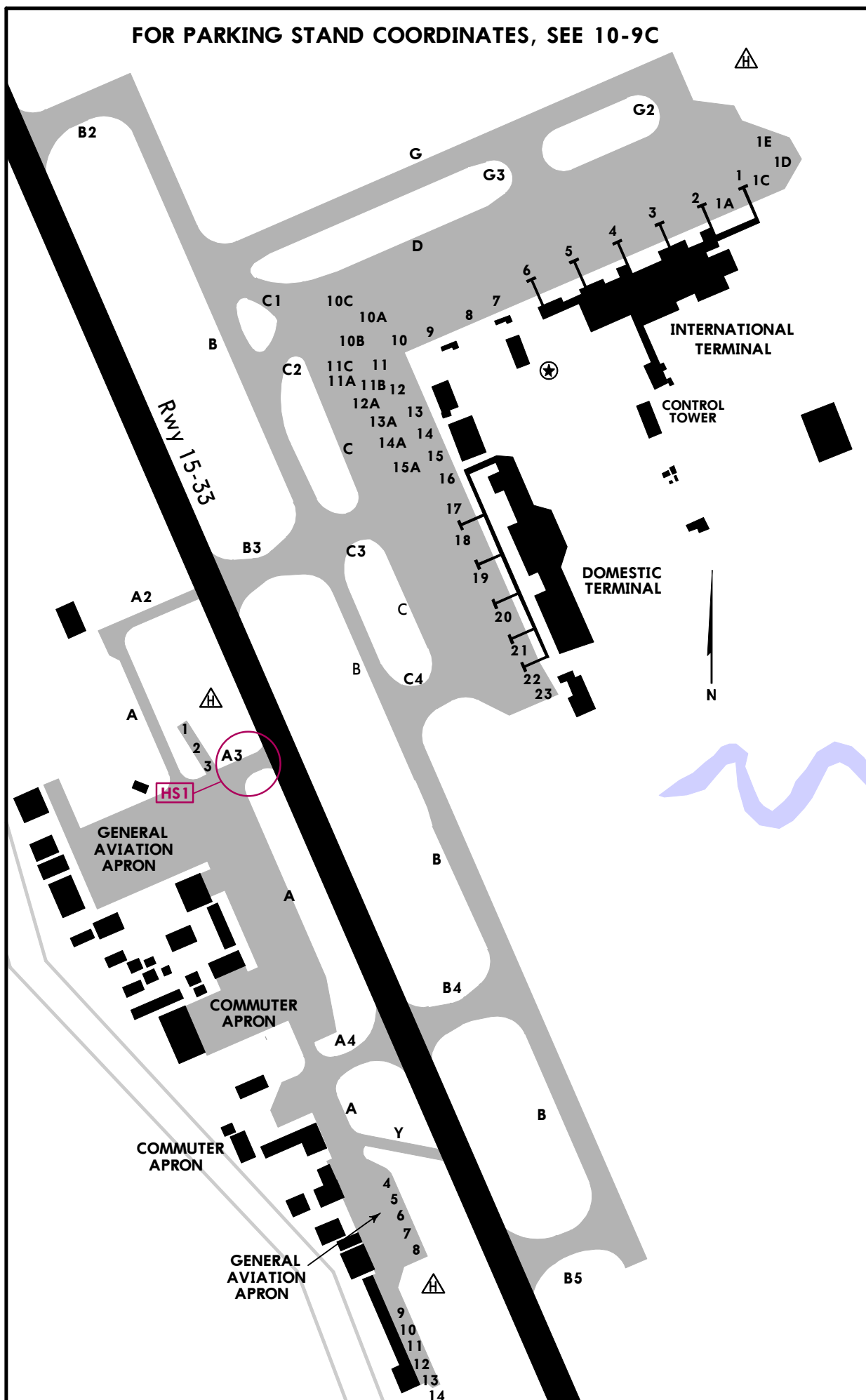
YBCS/CNS

**JEPPESEN**

CAIRNS, QLD, AUSTRALIA

11 MAR 16 (10-9B)

CAIRNS INTL



YBCS/CNS



CAIRNS, QLD, AUSTRALIA

11 MAR 16

(10-9C)

CAIRNS INTL

**PARKING STAND COORDINATES**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
<b>DOMESTIC TERMINAL</b>			<b>INTERNATIONAL TERMINAL</b>		
11	S16 52.4 E145 45.1	11'	❶1	S16 52.4 E145 45.3	10'
11A, 11B, 11C	S16 52.5 E145 45.1	10'	1A	S16 52.3 E145 45.4	10'
12, 13	S16 52.5 E145 45.1	11'	1C	S16 52.3 E145 45.4	9'
12A, 13A	S16 52.5 E145 45.1	10'	1D	S16 52.3 E145 45.5	9'
14, 15	S16 52.5 E145 45.1	11'	1E	S16 52.3 E145 45.4	9'
14A, 15A	S16 52.5 E145 45.1	10'	❶2	S16 52.3 E145 45.4	11'
16, 17	S16 52.6 E145 45.1	11'	2B	S16 52.3 E145 45.4	11'
❶18, 18A	S16 52.6 E145 45.2	11'	❶3	S16 52.3 E145 45.3	11'
❶19, 19A	S16 52.6 E145 45.2	11'	3B	S16 52.3 E145 45.3	11'
❶20, 20A	S16 52.7 E145 45.2	11'	❶4	S16 52.4 E145 45.3	11'
❶21, 21A	S16 52.7 E145 45.2	11'	4B	S16 52.3 E145 45.3	11'
❶22, 22A	S16 52.7 E145 45.2	11'	❶5	S16 52.4 E145 45.3	11'
23	S16 52.7 E145 45.2	11'	5B, ❶6, 6B	S16 52.4 E145 45.2	11'
<b>GENERAL AVIATION APRON</b>			7, 7B	S16 52.4 E145 45.2	12'
1	S16 52.8 E145 44.9	8'	8	S16 52.4 E145 45.1	12'
2, 3	S16 52.8 E145 44.9	7'	9	S16 52.4 E145 45.1	11'
4 thru 8	S16 53.2 E145 45.1	6'	10, 10A, 10B	S16 52.4 E145 45.1	10'
9 thru 13	S16 53.3 E145 45.1	6'	10C	S16 52.4 E145 45.1	9'
14	S16 53.3 E145 45.1	3'			

❶ Safegate Docking Guidance System

YBCS/CNS

 **JEPPESEN** CAIRNS, QLD, AUSTRALIA  
17 AUG 12 **10-9D** **Eff 23 Aug** CAIRNS INTL
**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)**

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

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

**System Description**

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

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

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

- The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.
- The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

**Aircraft Types**

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

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

**System Operation**

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

- The pilot identifies the correct parking bay position.
- The pilot ensures that the aerobridge retraction light is green.
- 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.**

- 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.**

YBCS/CNS

 **JEPPESEN** CAIRNS, QLD, AUSTRALIA  
17 AUG 12 **10-9E** **Eff 23 Aug** CAIRNS 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.*

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

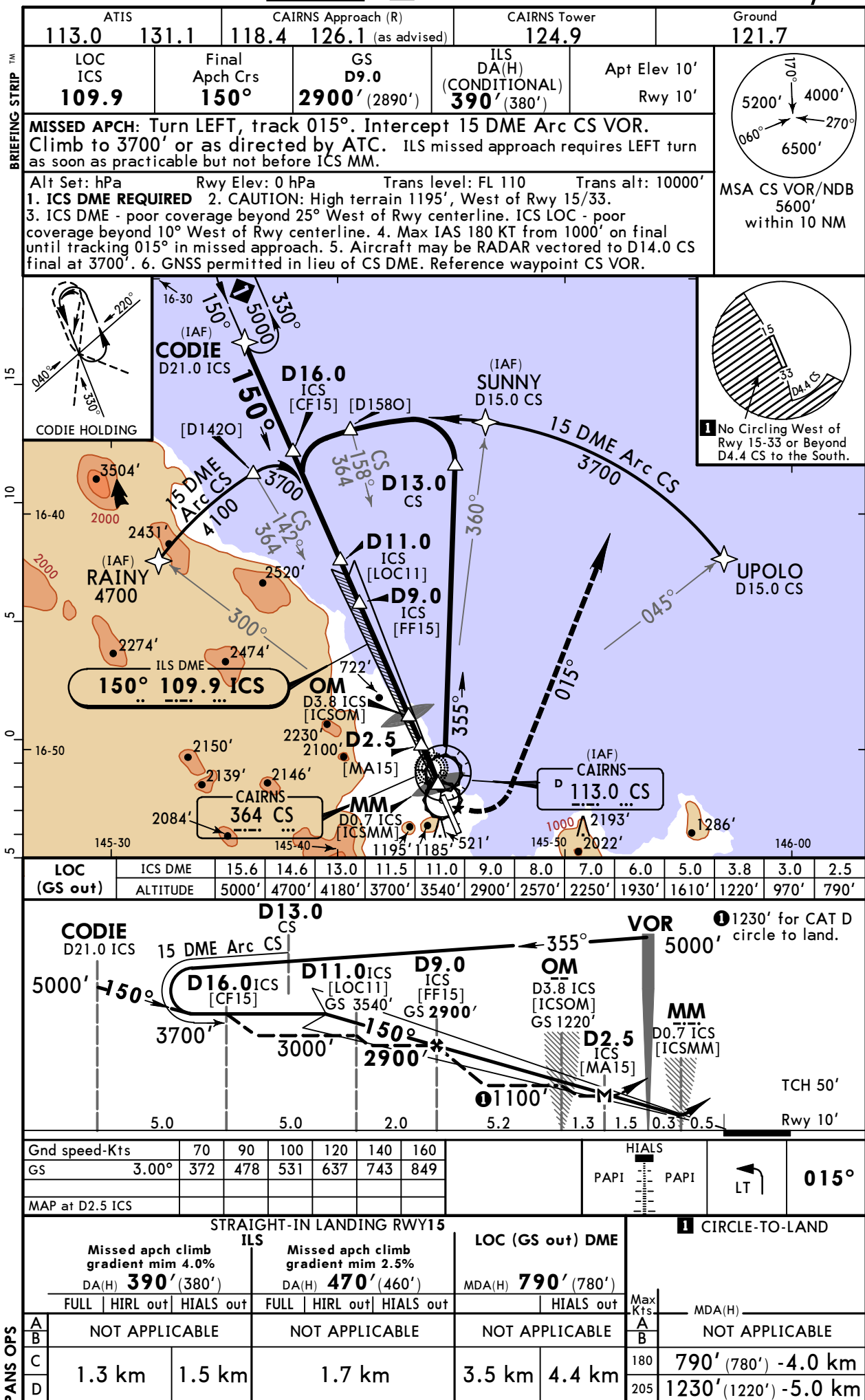
**Parking Restrictions**

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

YBCS/CNS  
CAIRNS INTL

24 FEB 17  
Eff 2 Mar

JEPPesen CAIRNS, QLD, AUSTRALIA  
(11-1) CAT C & D ILS-Z or LOC-Z Rwy 15



# YBCS/CNS CAIRNS INTL

**JEPPesen**

24 FEB 17  
Eff 2 Mar

(11-2)

CAT A & B

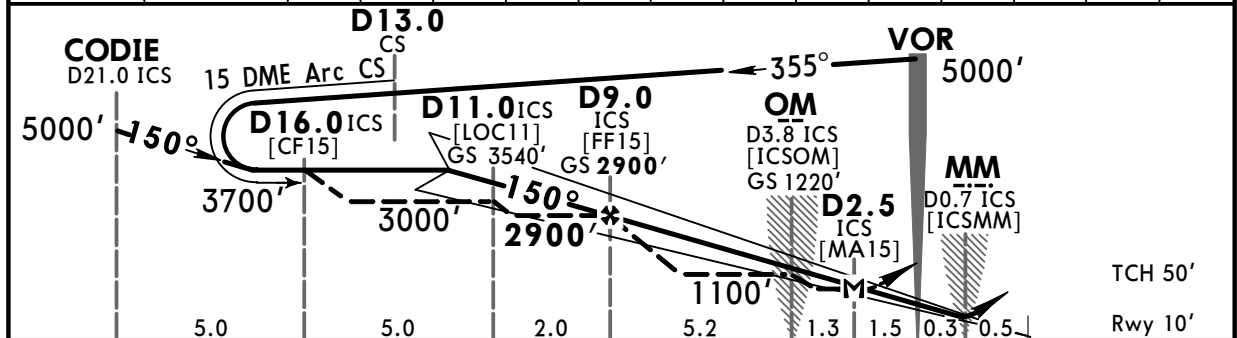
# CAIRNS, QLD, AUSTRALIA ILS-Y or LOC-Y Rwy 15

BRIEFING STRIP

ATIS 113.0	131.1	CAIRNS Approach (R) 118.4	126.1 (as advised)	CAIRNS Tower 124.9	Ground 121.7
LOC ICS 109.9	Final Apch Crs 150°	GS D9.0 2900' (2890')	ILS DA(H) (CONDITIONAL) 390' (380')	Apt Elev 10' Rwy 10'	
<b>MISSED APCH:</b> Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. ICS DME REQUIRED. 2. CAUTION: High terrain 1195', West of Rwy 15/33. 3. ICS DME - poor coverage beyond 25° West of Rwy centerline. ICS LOC - poor coverage beyond 10° West of Rwy centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700'. 5. GNSS permitted in lieu of CS DME. Reference waypoint CS VOR.					MSA CS VOR/NDB 5600' within 10 NM



LOC (GS out)	ICS DME	15.6	14.6	13.0	11.5	11.0	9.0	8.0	7.0	6.0	5.0	3.8	3.0	2.5
ALTITUDE		5000'	4700'	4180'	3700'	3540'	2900'	2570'	2250'	1930'	1610'	1220'	970'	790'



Gnd speed-Kts	70	90	100	120	140	160								
GS	3.00°	372	478	531	637	743	849							
MAP at D2.5 ICS														

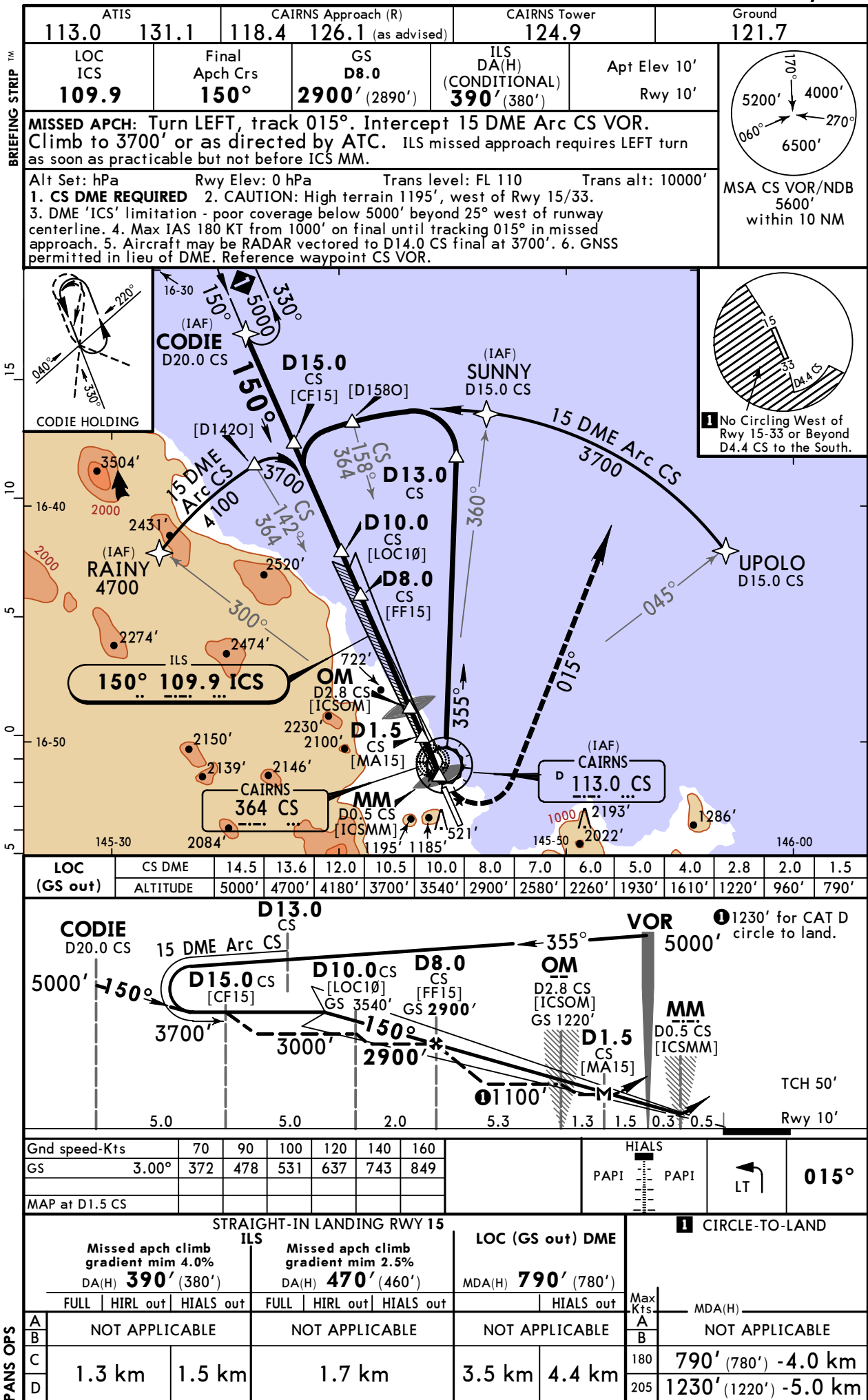
STRAIGHT-IN LANDING RWY15						LOC (GS out) DME		CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			MDA(H) 790' (780')		790' (780') -2.4 km	
DA(H) 390' (380')			DA(H) 470' (460')						
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)
A	1.3 km	1.5 km	1.7 km			3.5 km	4.4 km	100	
B								135	
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		C	NOT APPLICABLE
D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		D	NOT APPLICABLE

PANS OPS



YBCS/CNS  
CAIRNS INTL

21 OCT 16 (11-3) CAT C &amp; D ILS-X or LOC-X Rwy 15

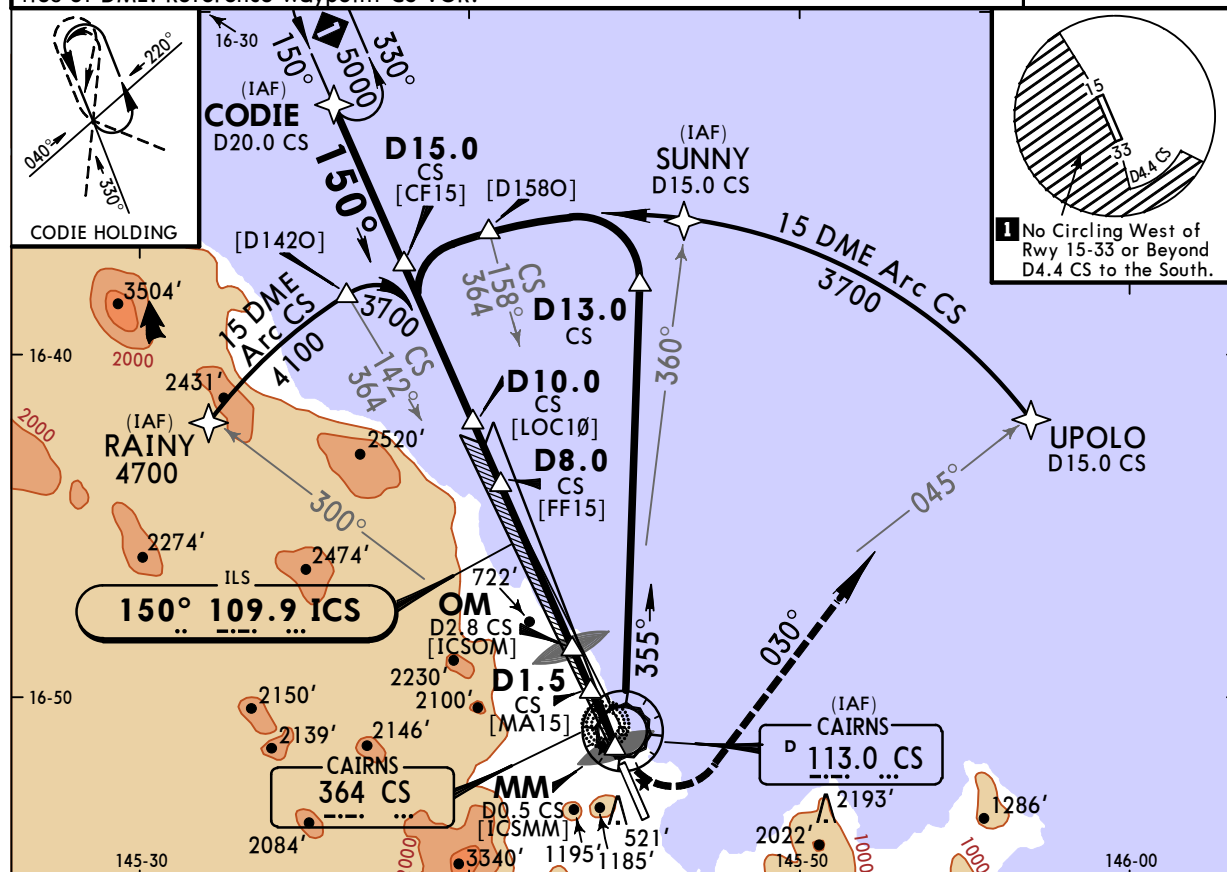


YBCS/CNS  
CAIRNS INTL
**JEPPESSEN**

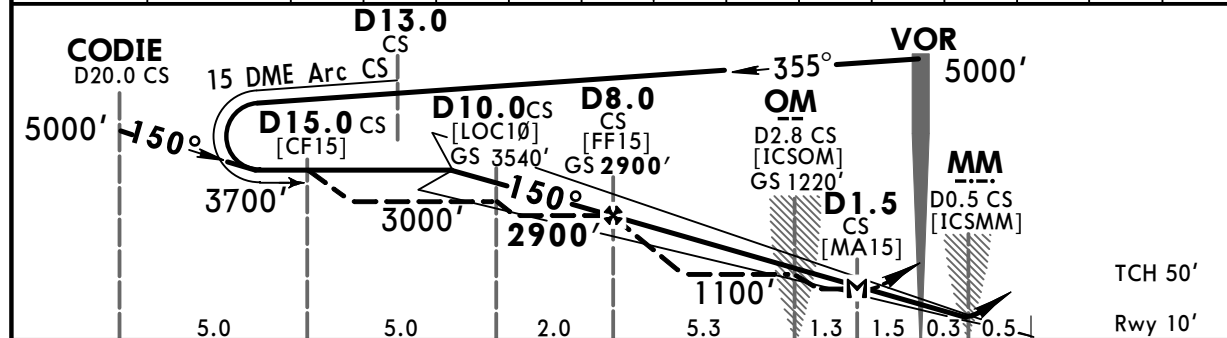
**CAIRNS, QLD, AUSTRALIA**  
**3 ILS-W or LOC-W Rwy 15**

21 OCT 16 (11-4) CAT A & B

ATIS <b>113.0 131.1</b>		CAIRNS Approach (R) <b>118.4 126.1</b> (as advised)		CAIRNS Tower <b>124.9</b>		Ground <b>121.7</b>	
LOC ICS <b>109.9</b>		Final Apch Crs <b>150°</b>		GS D8.0 <b>2900'</b> (2890')		ILS DA(H) (CONDITIONAL) <b>390'</b> (380')	
				Apt Elev 10' Rwy 10'			
<b>MISSED APCH:</b> Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.							
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 110      Trans alt: 10000' <b>1. CS DME REQUIRED.</b> 2. CAUTION: High terrain 1195', west of Rwy 15/33. 3. DME 'ICS' limitation - poor coverage below 5000' beyond 25° west of runway centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700'. 5. GNSS permitted in lieu of DME. Reference waypoint CS VOR.							



LOC (GS out)	CS DME	14.5	13.6	12.0	10.5	10.0	8.0	7.0	6.0	5.0	4.0	2.8	2.0	1.5
	ALTITUDE	5000'	4700'	4180'	3700'	3540'	2900'	2580'	2260'	1930'	1610'	1220'	960'	790'



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00°	372	478	531	637	743	849	
MAP at D1.5 CS							

STRAIGHT-IN LANDING RWY15										1 CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			LOC (GS out) DME						
DA(H) <b>390'</b> (380')			DA(H) <b>470'</b> (460')			MDA(H) <b>790'</b> (780')						
FULL		HIRL out	HIRL out		HALS out	FULL		HIRL out	HALS out	Max Kts	MDA(H) _____	
A	1.3 km		1.5 km		1.7 km			3.5 km	4.4 km	100	790' (780') -2.4 km	
B										135		
C	NOT APPLICABLE					NOT APPLICABLE					C	NOT APPLICABLE
D											D	

CHANGES: VNAV data.

© JEPPESEN, 2015, 2016. ALL RIGHTS RESERVED.

# YBCS/CNS CAIRNS INTL

24 FEB 17

(11-5) Eff 2 Mar

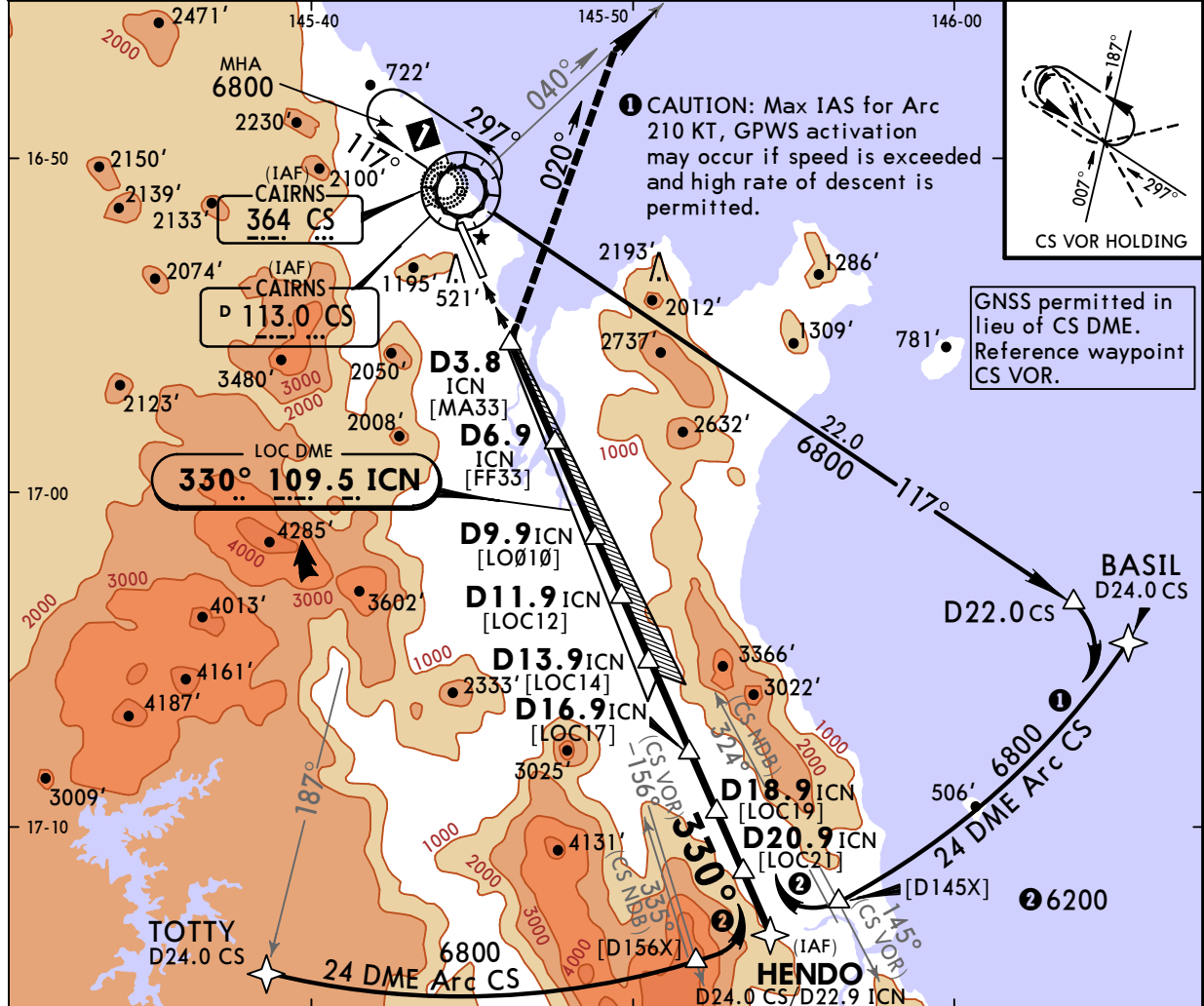
CAT C & D

## CAIRNS, QLD, AUSTRALIA

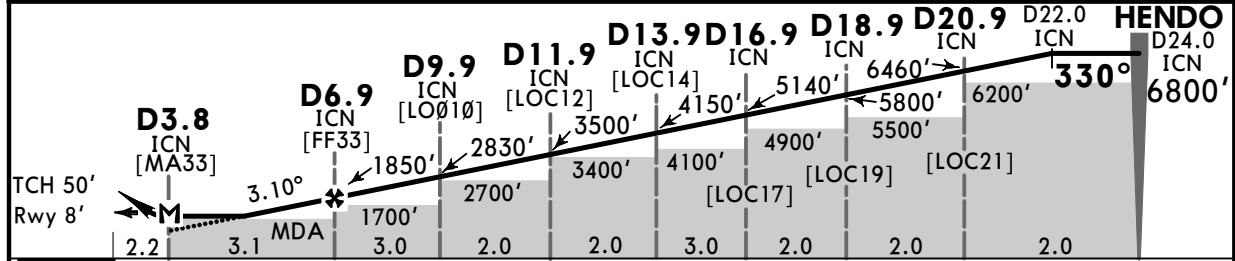
  
LOC-Z Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D6.9 ICN 1850' (1842')	MDA(H) 800' (792')	Apt Elev 10' Rwy 8'		 MSA CS VOR/NDB 5600' within 10 NM	
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.							
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 110      Trans alt: 10000' 1. ICN DME REQUIRED.    2. Max IAS for missed approach turn 185 KT. 3. Use of LOC restricted: West of Rwy centerline within 30°. 4. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.							

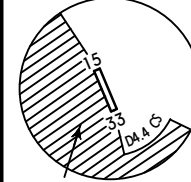


ICN DME	3.8	4.1	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	800'	910'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	<b>020°</b>
Descent Angle	3.10°	384	494	548	658	768				
MAP at D3.8 ICN										

PANS OPS

STRAIGHT-IN LANDING RWY33			CIRCLE-TO-LAND		 No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.
LOC DME					
MDA(H) <b>800'</b> (792')			Max Kts	MDA(H) _____	
A/B	NOT APPLICABLE		A/B	NOT APPLICABLE	
C	4.5 km		180	<b>800'</b> (790') -4.0 km	
D			205	<b>1230'</b> (1220') -5.0 km	

# YBCS/CNS CAIRNS INTL

24 FEB 17

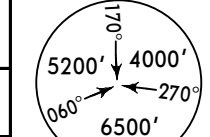
(11-6) Eff 2 Mar

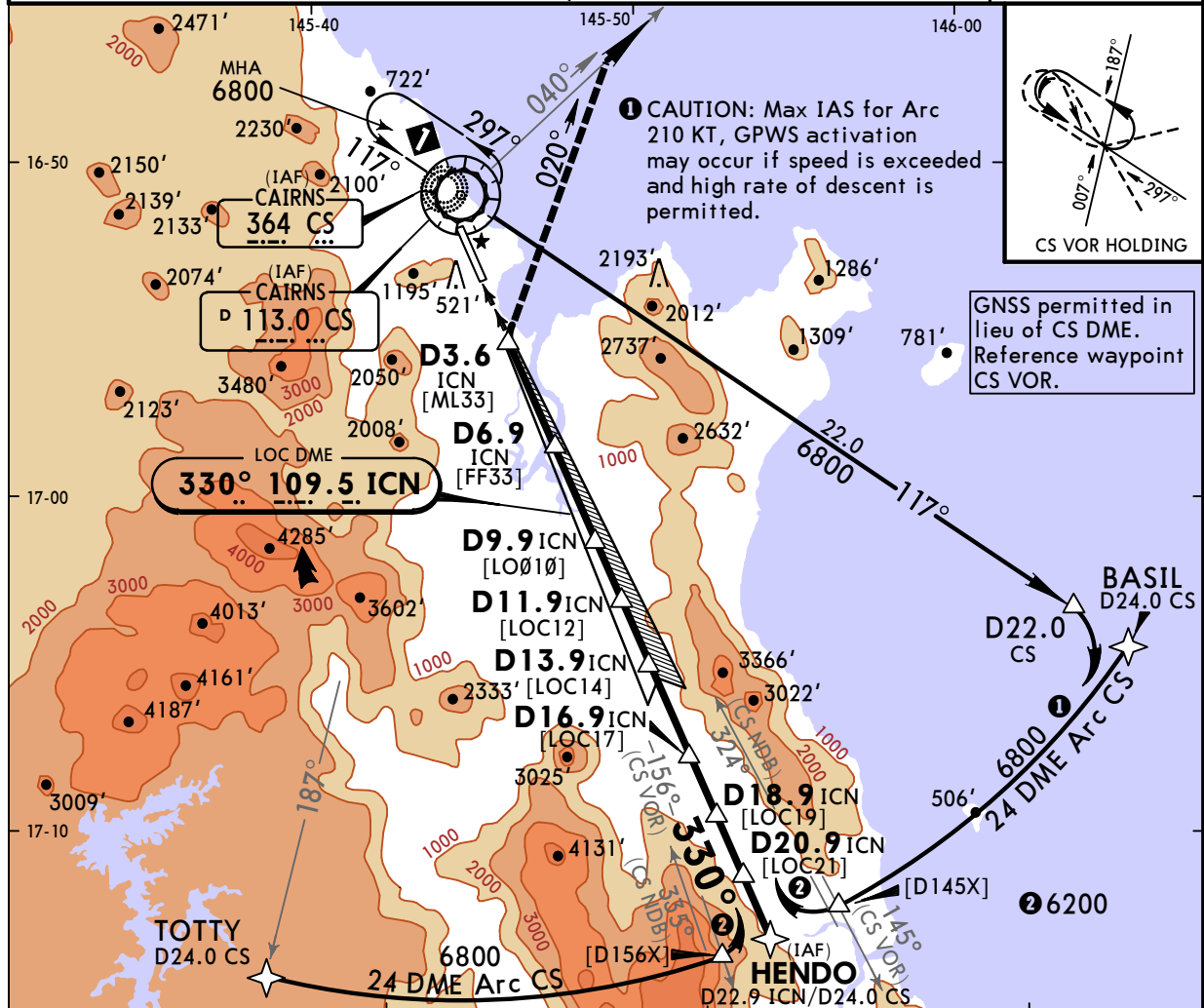
CAT A & B

## CAIRNS, QLD, AUSTRALIA

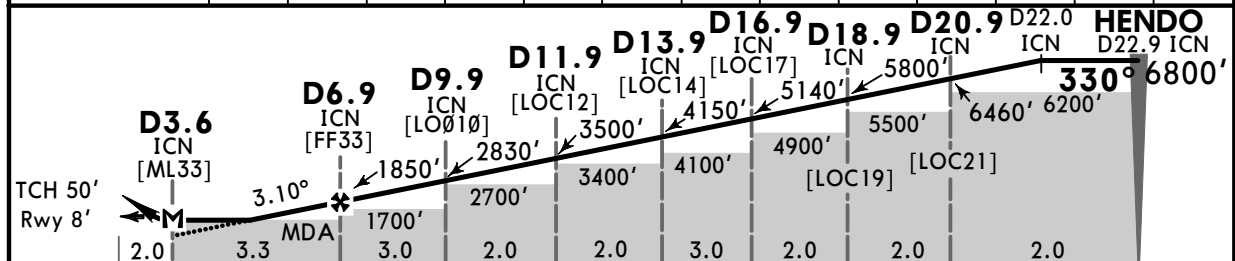
LOC-Y Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D6.9 ICN 1850' (1842')	MDA(H) 730' (722')	Apt Elev 10' Rwy 8'		
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB ). Climb to 4000' or as directed by ATC.						
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 110      Trans alt: 10000'						
1. ICN DME REQUIRED.    2. Max IAS for missed approach turn 140 KT. 3. Use of LOC restricted: West of Rwy centerline within 30°. 4. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.						



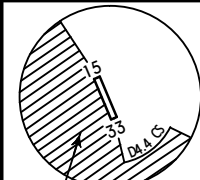
ICN DME	3.6	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	730'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	<b>020°</b>
Descent angle	3.10°	384	494	548	658	768				
MAP at D3.6 ICN										

PANS OPS

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





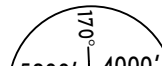
# YBCS/CNS CAIRNS INTL

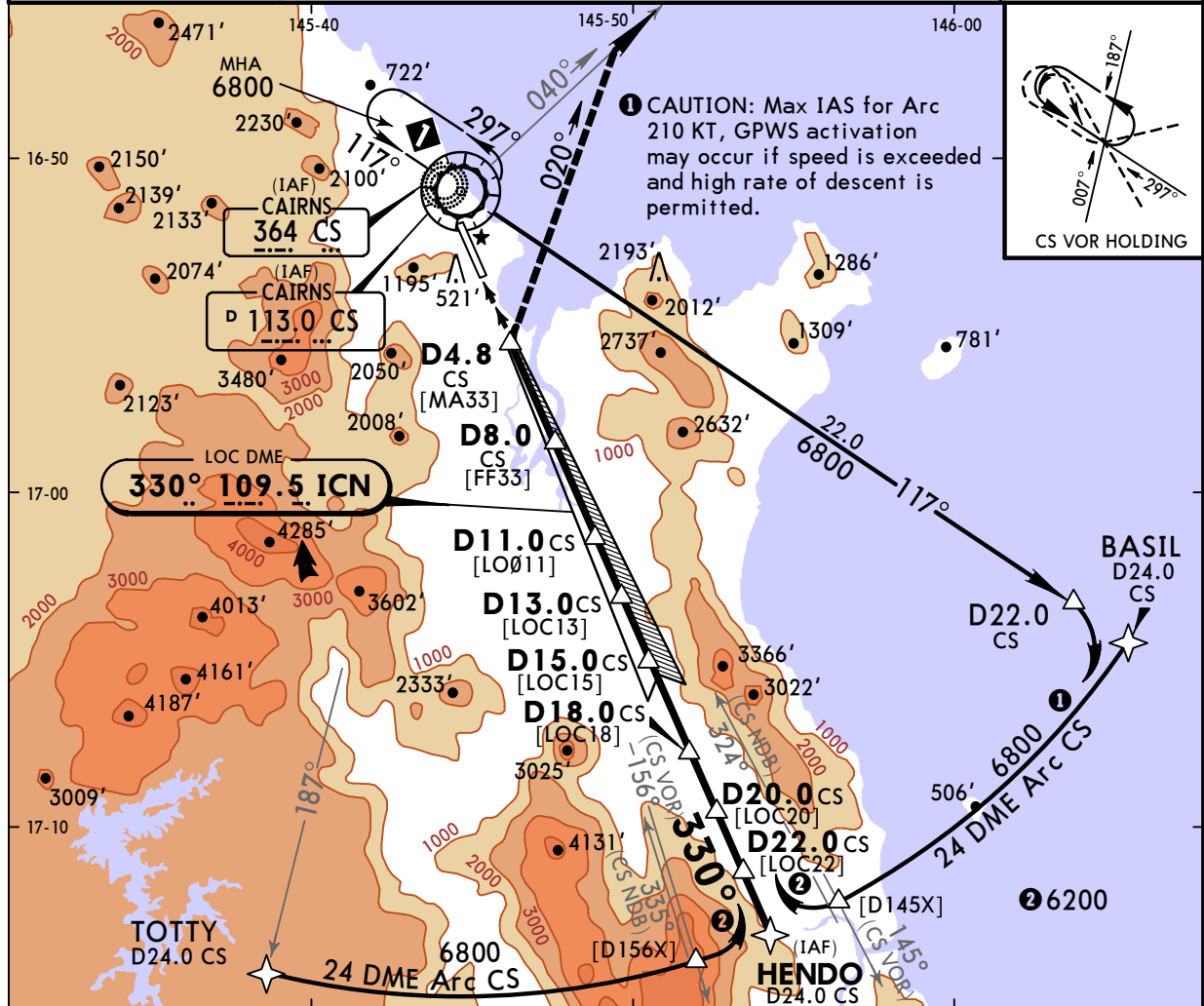
16 DEC 16

(11-7)

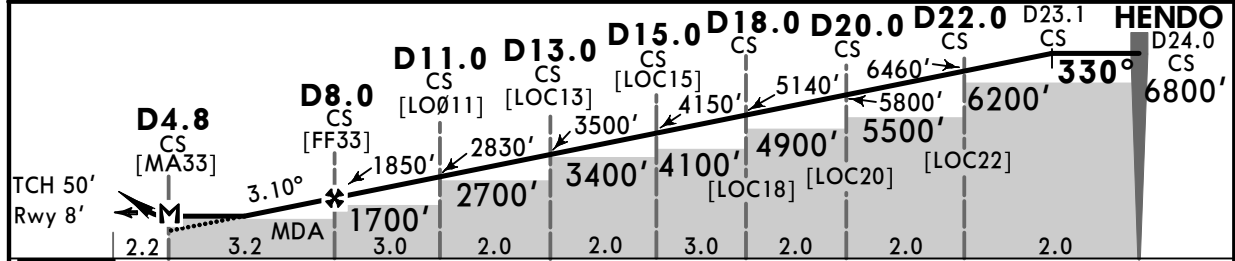
CAT C & D LOC-X Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D8.0 CS 1850' (1842')	MDA(H) 800' (792')	Apt Elev 10' Rwy 8'		
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB ). Climb to 4000' or as directed by ATC.						
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 110      Trans alt: 10000'						
1. CS DME REQUIRED.    2. Max IAS for missed approach turn 185 KT.    3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.    4. Use of LOC restricted: West of Rwy centerline within 30°.    5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.						



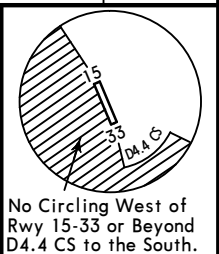
CS DME	4.8	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	800'	1190'	1520'	1850'	2180'	2510'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160							
Descent Angle	3.10°	384	494	548	658	768							
MAP at D4.8 CS													

PANS OPS

STRAIGHT-IN LANDING RWY33				CIRCLE-TO-LAND			
LOC DME							
MDA(H) <b>800'</b> (792')							
A/B	NOT APPLICABLE			Max Kts	MDA(H)		
C				A/B	NOT APPLICABLE		
D	4.5 km			180	800' (790') -4.0 km		
				205	1230' (1220') -5.0 km		



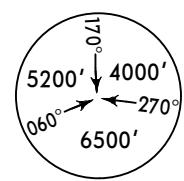
# YBCS/CNS CAIRNS INTL

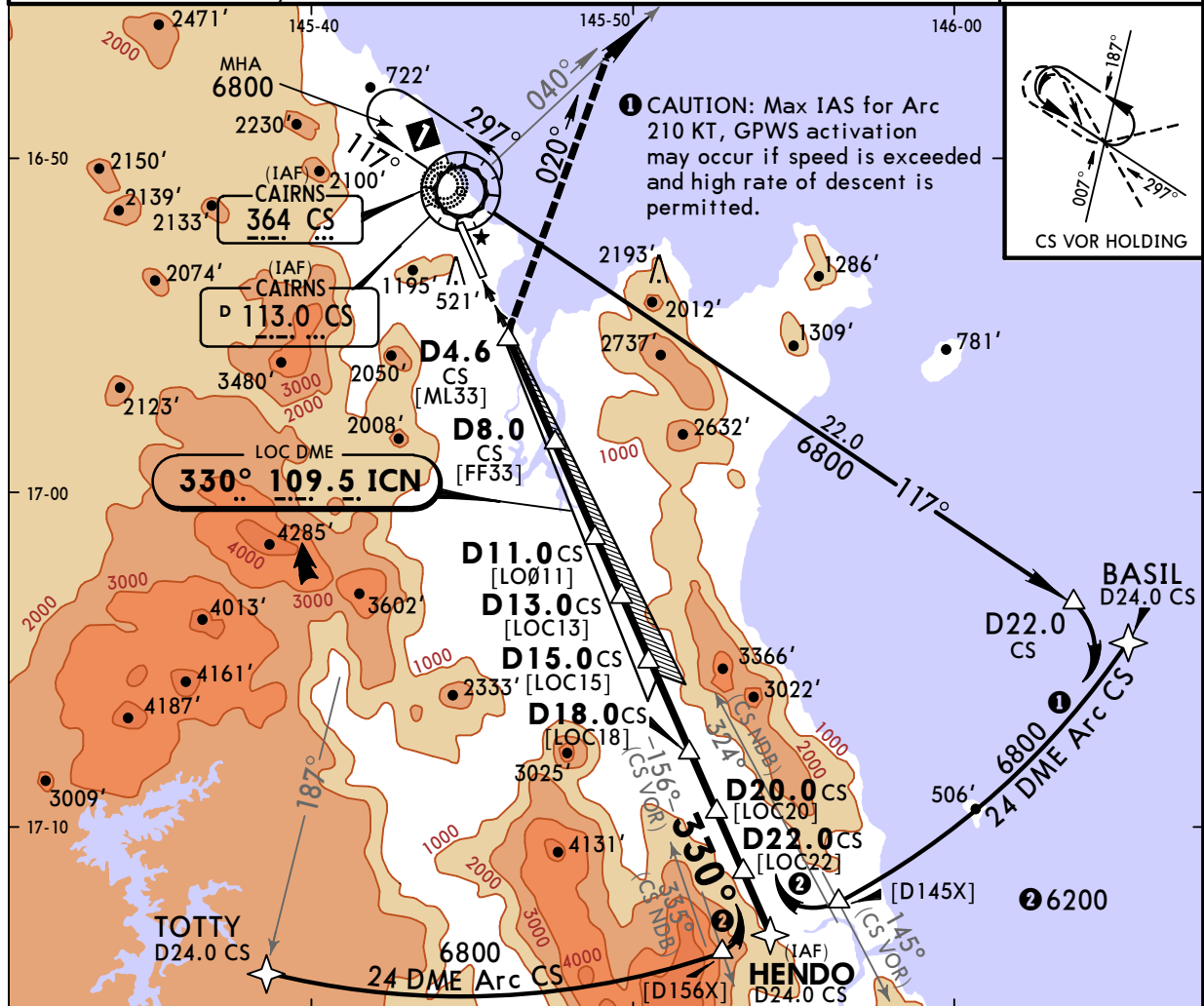
16 DEC 16

(11-8)

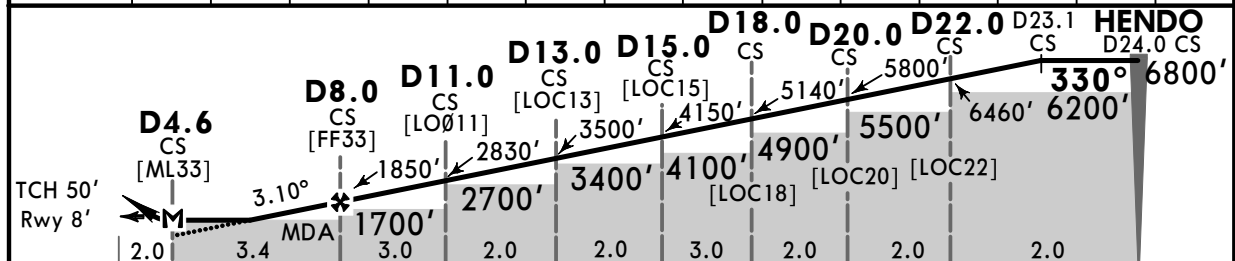
**CAIRNS, QLD, AUSTRALIA**  
**CAT A & B LOC-W Rwy 33**

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
LOC ICN 109.5	Final Apc Crs 330°	Procedure Alt D8.0 CS 1850' (1842')	MDA(H) 730' (722')		Apt Elev 10' Rwy 8'		
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB ). Climb to 4000' or as directed by ATC.							
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: FL 110      Trans alt: 10000' 1. CS DME REQUIRED.    2. Max IAS for missed approach turn 140 KT. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30°. 5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.							
							MSA CS VOR/NDB 5600' within 10 NM



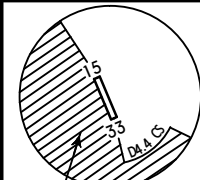
CS DME	4.6	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	730'	860'	1190'	1520'	1850'	2180'	2510'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	<b>020°</b>
Descent angle	3.10°	384	494	548	658	768				
MAP at D4.6 CS										

PANS OPS

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



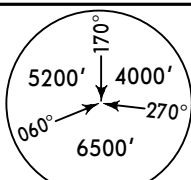
No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

**YBCS/CNS**  
**CAIRNS INTL**

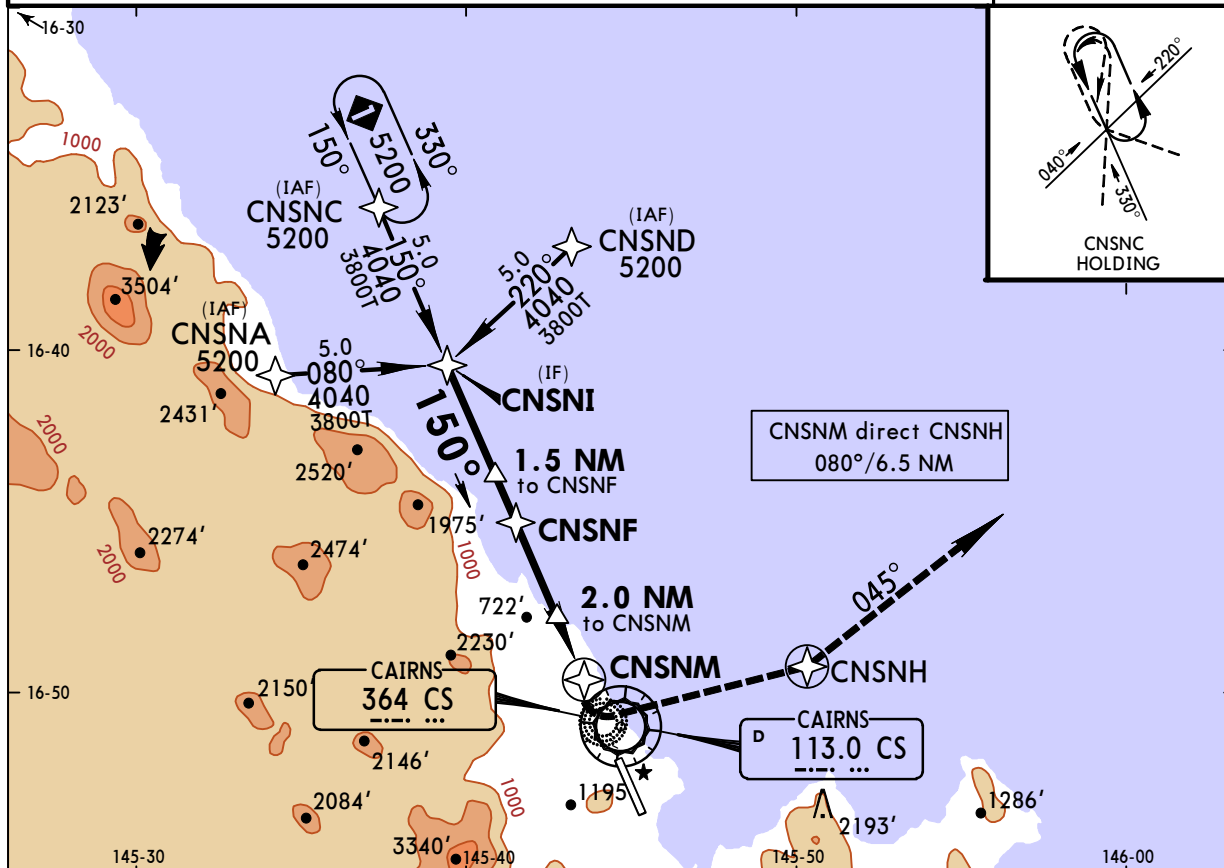
**JEPPesen**  
22 MAY 15  
Eff 28 May (12-1)

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

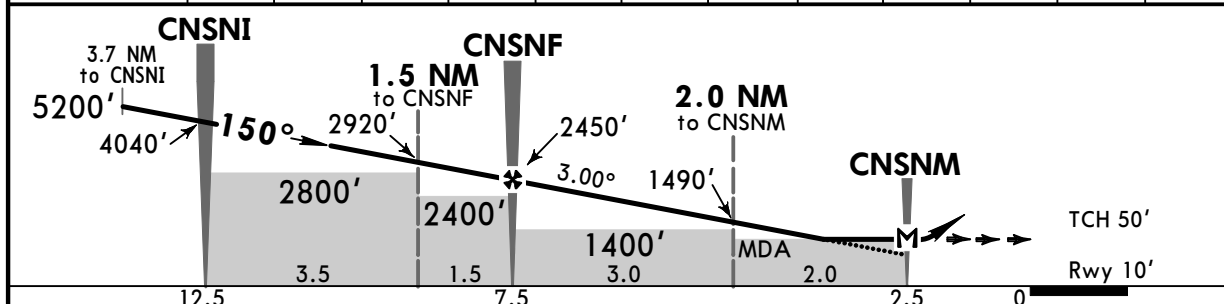
BRIEFING STRIP


ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
RNAV	Final Aptch Crs 150°	Procedure Alt CNSNF 2450' (2440')	MDA(H) (CONDITIONAL) 860' (850')	Apt Elev 10' Rwy 10'		
MISSED APCH: Turn LEFT, track direct to CNSNH, thence track 045°. Climb to 5200' or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 110		Trans alt: 10000'	
1. Max IAS for initial 210 Kts, for MAP turn 190 Kts, for holding 230 kts.						


MSA CS VOR/NDB  
5600'  
within 10 NM

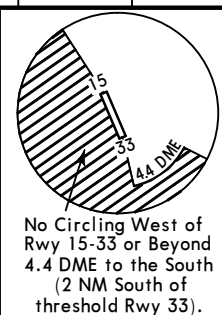


NM to NEXT WPT	3.7	CNSNI	4.0	3.0	2.0	1.0	CNSNF	4.0	3.0	2.0	0.5	CNSNM
ALTITUDE	5200'	4040'	3720'	3400'	3080'	2770'	2450'	2130'	1810'	1490'	1030'	860'



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

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%					
MDA(H) <b>860'</b> (850')		MDA(H) <b>1030'</b> (1020')					
HIALS out		HIALS out		Max Kts MDA(H)			
A	4.9 km		5.0 km		100		1030' (1020') - 2.4 km
B					135		
C					180	1030' (1020') - 4.0 km	
D					205	1230' (1220') - 5.0 km	
No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).							



PANS OPS

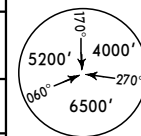
YBCS/CNS  
CAIRNS INTL 12-20 24 MAY 13  
Eff 29 May 1600Z

MISSSED APCH CLIMB GRADIENT MIM 4.6% CAIRNS, QLD, AUSTRALIA  
CAT C & D RNAV-P (RNP) Rwy 15

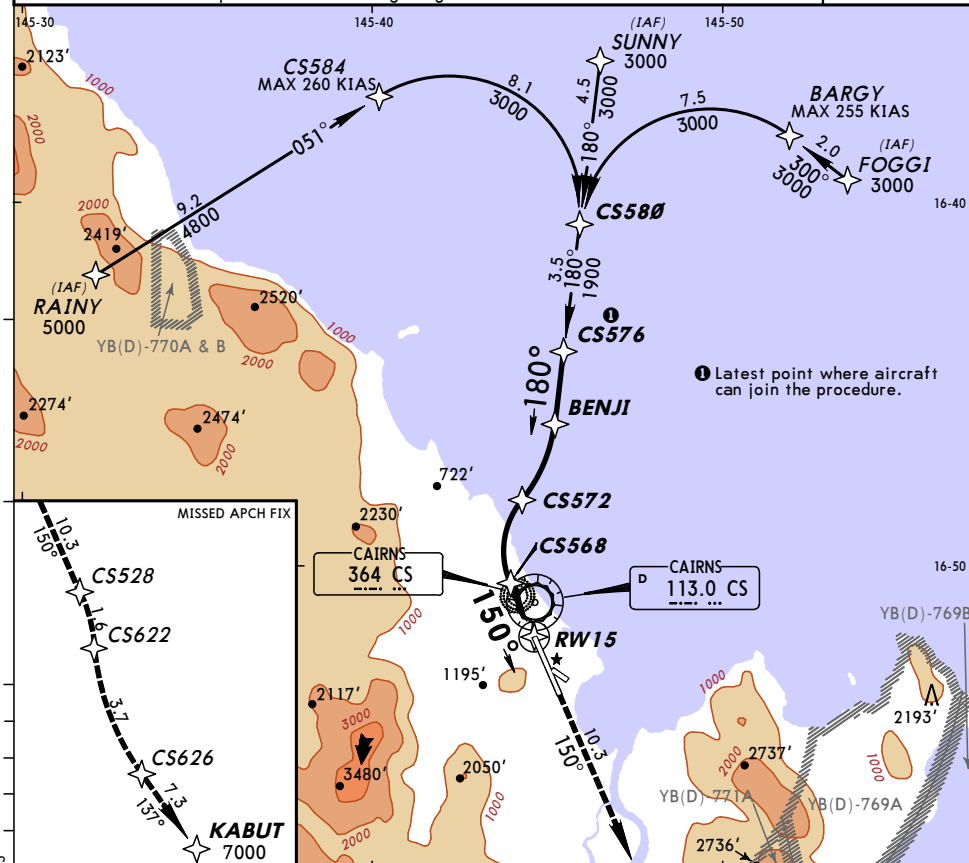
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7
RNAV RNP P 15	Final Apch Crs 150°	Procedure Alt CS572 1300' (1290')	RNP DA(H) Refer to Minimums Apt Elev 10' Rwy 15 10'

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

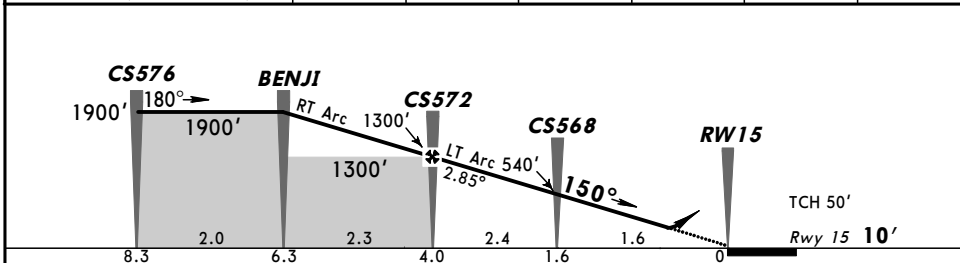
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'  
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.  
4. Local temperature REQUIRED. 5. Procedure temperature range 12°C (54°F) to 36°C (97°F).  
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.  
7. Procedure available up to maximum landing weight.



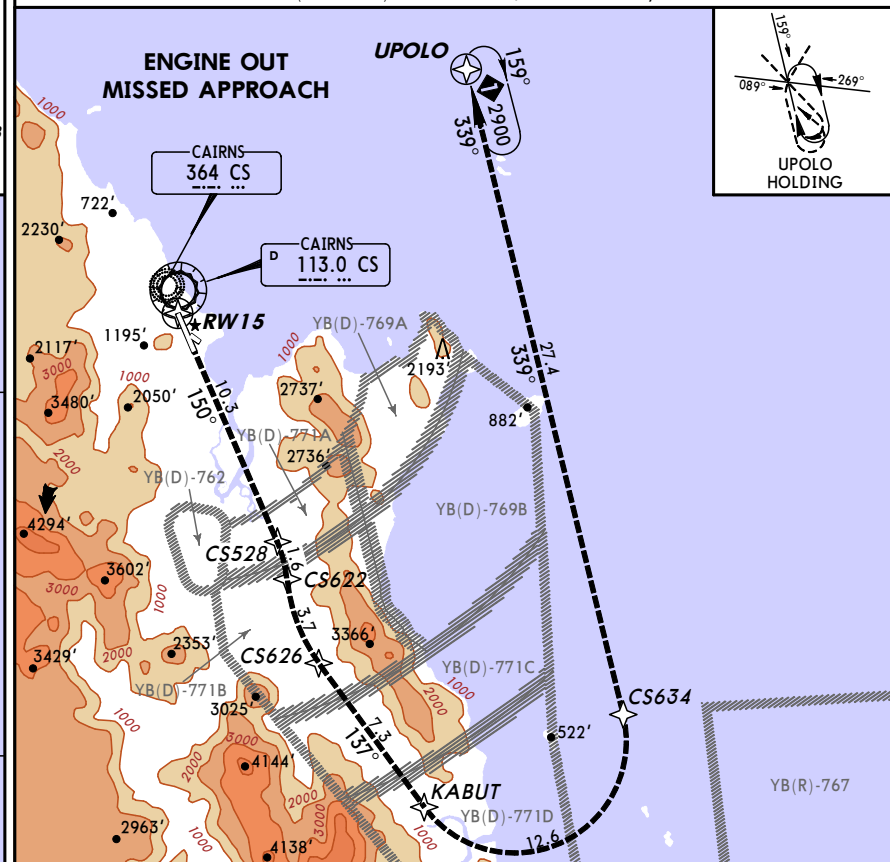
MSA CS VOR/NDB  
5600'  
within 10 NM



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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	RNP	KABUT
Descent Angle 2.85°	353	454	504	605	706	807	PAPI	↑	RNAV	TRACK
MAP at DA										

STRAIGHT-IN LANDING RWY15					
Missed apch climb gradient (All Engines) mim 4.6% to 7000'					
RNP 0.10			RNP 0.15		
1 CAT C: DA(H) <b>358'</b> (348')			1 CAT C: DA(H) <b>438'</b> (428')		
2 CAT C/D: DA(H) <b>375'</b> (365')			2 CAT C/D: DA(H) <b>451'</b> (441')		
	HIRL out	HIALS out		HIRL out	HIALS out
C	1.9 km		2.4 km		
C/D	2.0 km				
RNP 0.20			RNP 0.30		
1 CAT C: DA(H) <b>622'</b> (612')			1 CAT C: DA(H) <b>993'</b> (983')		
2 CAT C/D: DA(H) <b>636'</b> (626')			2 CAT C/D: DA(H) <b>1007'</b> (997')		
	HIRL out	HIALS out		HIRL out	HIALS out
C	3.5 km		5.8 km		
C/D	3.6 km		5.9 km		
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)					



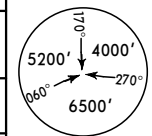
YBCS/CNS  
CAIRNS INTL

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

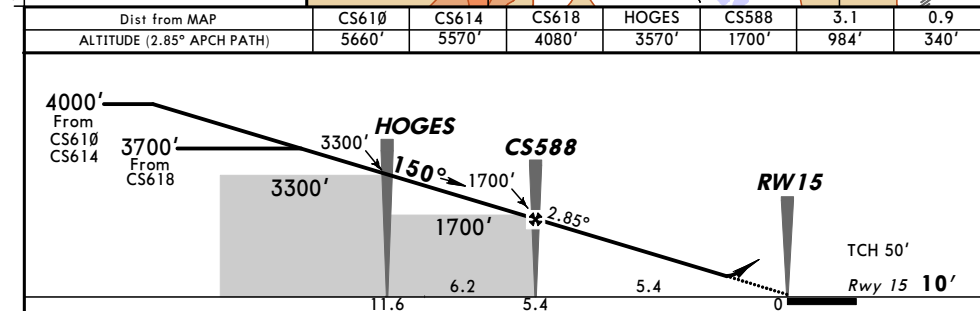
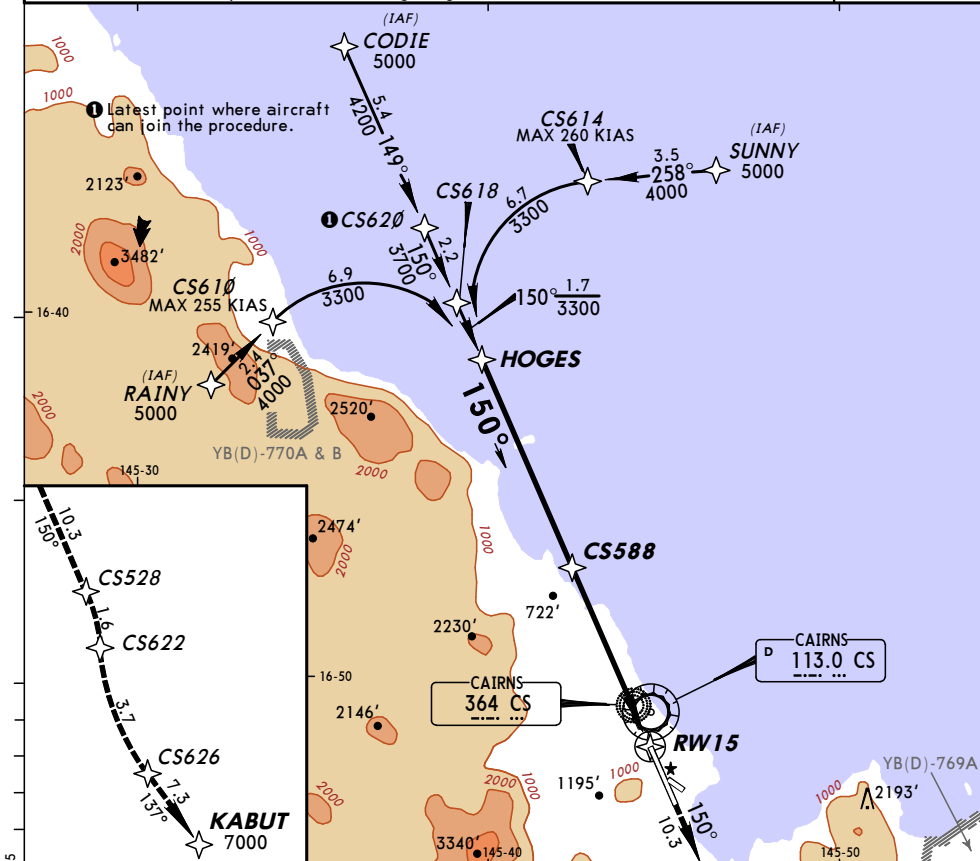
MISSD APCH CLIMB  
GRADIENT MIN 4.6%

CAIRNS, QLD, AUSTRALIA  
CAT C & D RNAV-U (RNP) Rwy 15

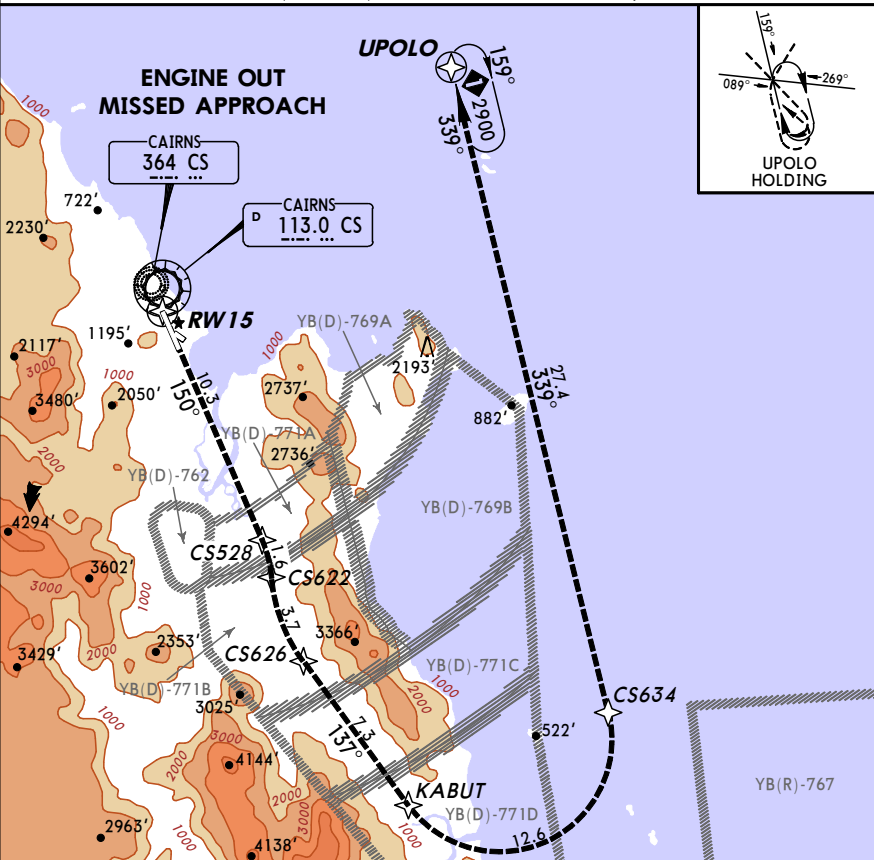
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7
RNAV RNV U 15	Final Apch Crs 150°	Procedure Alt CS588 1700' (1690')	RNP DA(H) Refer to Minimums Apt Elev 10' Rwy 15 10'
MISSD APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to KABUT. Acceleration altitude 2000' QNH.			
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 12°C (54°F) to 36°C (97°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.			



MSA CS VOR/NDB  
5600'  
within 10 NM



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



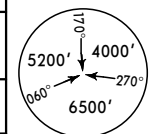
Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	RNP	KABUT
Descent Angle	2.85°	353	454	504	605	706	807	PAPI	PAPI	via
MAP at DA										

STRAIGHT-IN LANDING RW15					
Missed apch climb gradient (All Engines) min 4.6% to 7000'					
RNP 0.10			RNP 0.15		
1 CAT C: DA(H) 340' (330')			1 CAT C: DA(H) 424' (414')		
2 CAT C/D: DA(H) 346' (336')			2 CAT C/D: DA(H) 463' (453')		
HIRL out			HIRL out		
HIALS out			HIALS out		
C	1.8 km		C	2.3 km	
C/D			C/D	2.5 km	
RNP 0.20			RNP 0.30		
1 CAT C: DA(H) 609' (599')			1 CAT C: DA(H) 980' (970')		
2 CAT C/D: DA(H) 613' (603')			2 CAT C/D: DA(H) 984' (974')		
HIRL out			HIRL out		
HIALS out			HIALS out		
C	3.4 km		C	5.7 km	
C/D			C/D		
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft)			2 MVD-2 (2 engine wide-body aircraft)		

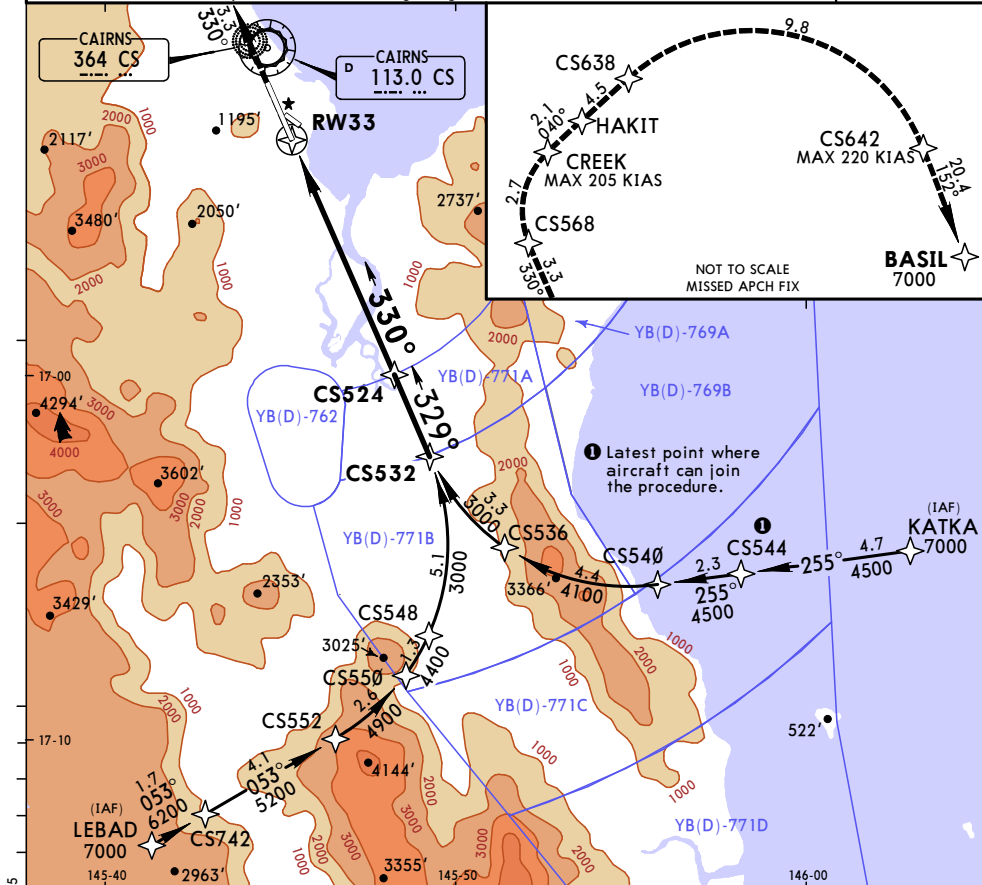
YBCS/CNS  
CAIRNS INTL 12-22 3 JUN 16

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

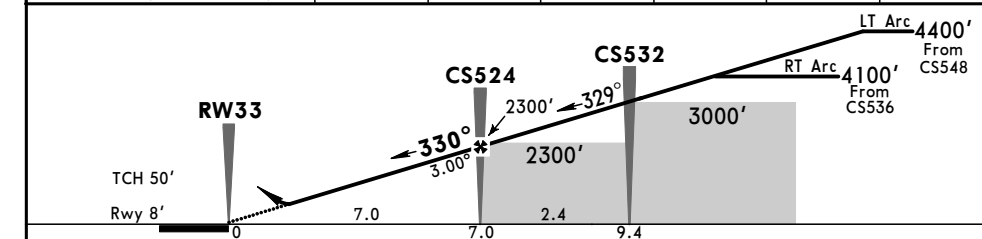
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7
RNAV <b>RNV P 33</b>	Final Apch Crs <b>330°</b>	Procedure Alt <b>CS524</b> 2300' (2292')	RNP DA(H) Refer to Minimums Apt Elev 10' Rwy 8'
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to BASIL. Acceleration altitude 1500' QNH.			
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 12°C (54°F) to 36°C (97°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.			



MSA CS VOR/NDB  
5600'  
within 10 NM

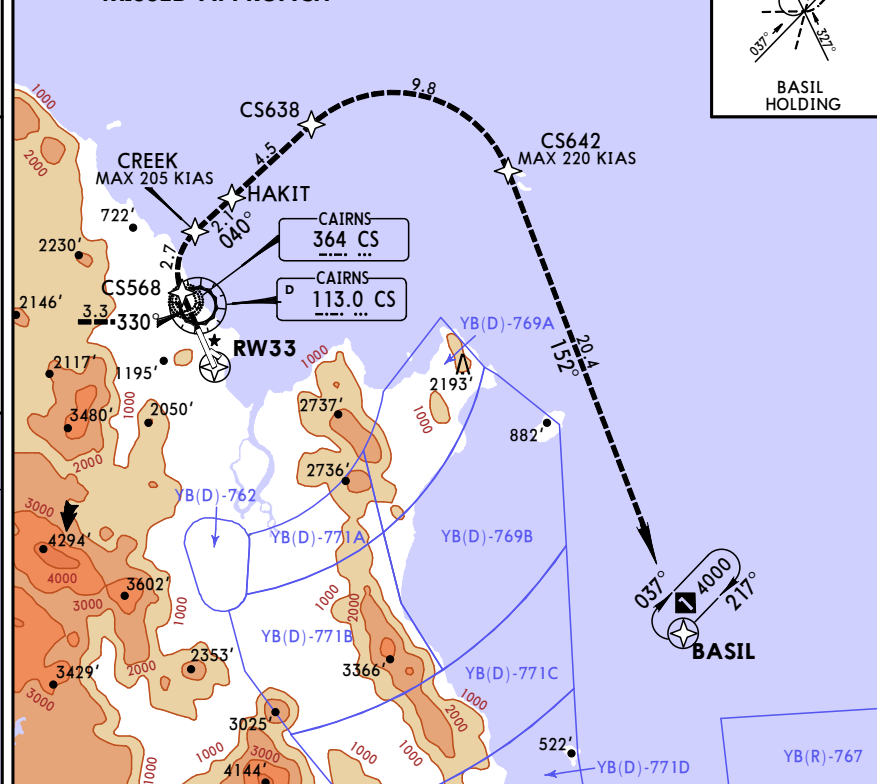


Dist from Threshold	1.0	2.9	CS524	CS532	CS536	CS548
ALTITUDE (3.00° APCH PATH)	375'	989'	2300'	3060'	4110'	4650'



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

### ENGINE OUT MISSED APPROACH



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

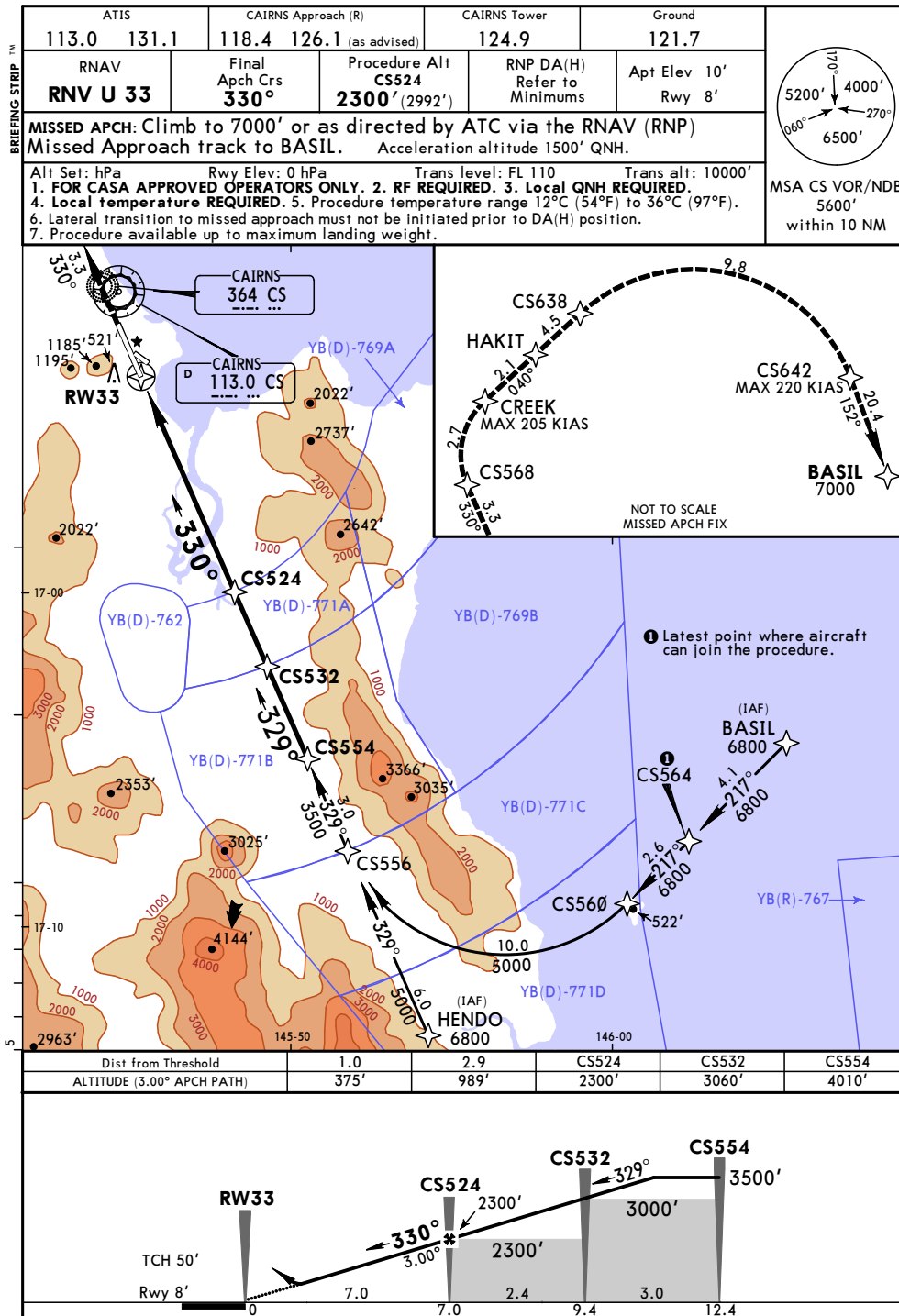
PAPI	7000'	RNP	BASIL
	↑	via RNAV TRACK	

STRAIGHT-IN LANDING RW33	
RNP 0.10	
1 CAT C: DA(H) 375' (367')	
2 CAT C/D: DA(H) 379' (371')	
C	1.9 km
C/D	2.9 km
RNP 0.20	
1 CAT C: DA(H) 652' (644')	
2 CAT C/D: DA(H) 656' (648')	
C	3.5 km
C/D	5.4 km
RNP 0.30	
1 CAT C: DA(H) 984' (976')	
2 CAT C/D: DA(H) 989' (981')	
C	5.4 km
C/D	5.5 km
CIRCLE-TO-LAND: NOT AUTHORIZED	
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)	

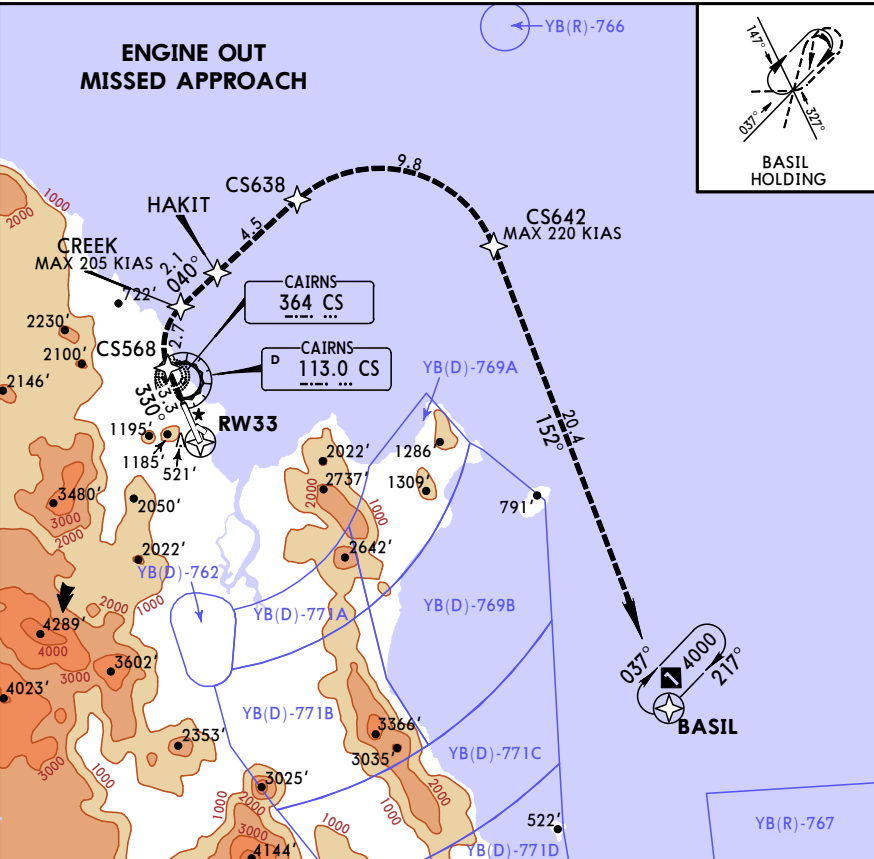
YBCS/CNS  
CAIRNS INTL



JEPPESSEN  
3 JUN 16 12-23

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



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



Gnd speed-Kts		70	90	100	120	140	160		PAPI	7000'  via 	RNP RNAV TRACK	BASIL
Descent Angle 3.00°		372	478	531	637	743	849					
MAP at DA												
STRAIGHT-IN LANDING RW33												
RNP 0.10								RNP 0.15				
1 CAT C: DA(H) 375' (367')								1 CAT C: DA(H) 539' (531')				
2 CAT C/D: DA(H) 379' (371')								2 CAT C/D: DA(H) 544' (536')				
C	1.9 km							2.9 km				
C/D												
RNP 0.20								RNP 0.30				
1 CAT C: DA(H) 652' (644')								1 CAT C: DA(H) 984' (976')				
2 CAT C/D: DA(H) 656' (648')								2 CAT C/D: DA(H) 989' (981')				
C	3.5 km							5.4 km				
C/D												
CIRCLE-TO-LAND: NOT AUTHORIZED								5.5 km				
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)												

**YBCS/CNS  
CAIRNS INTL**



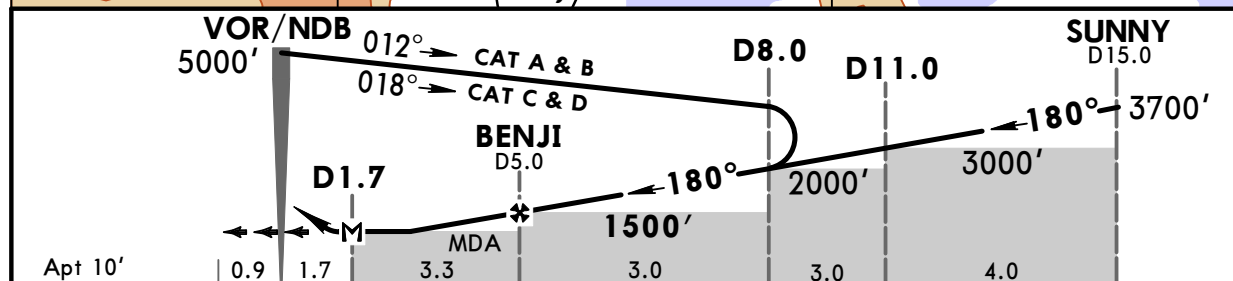
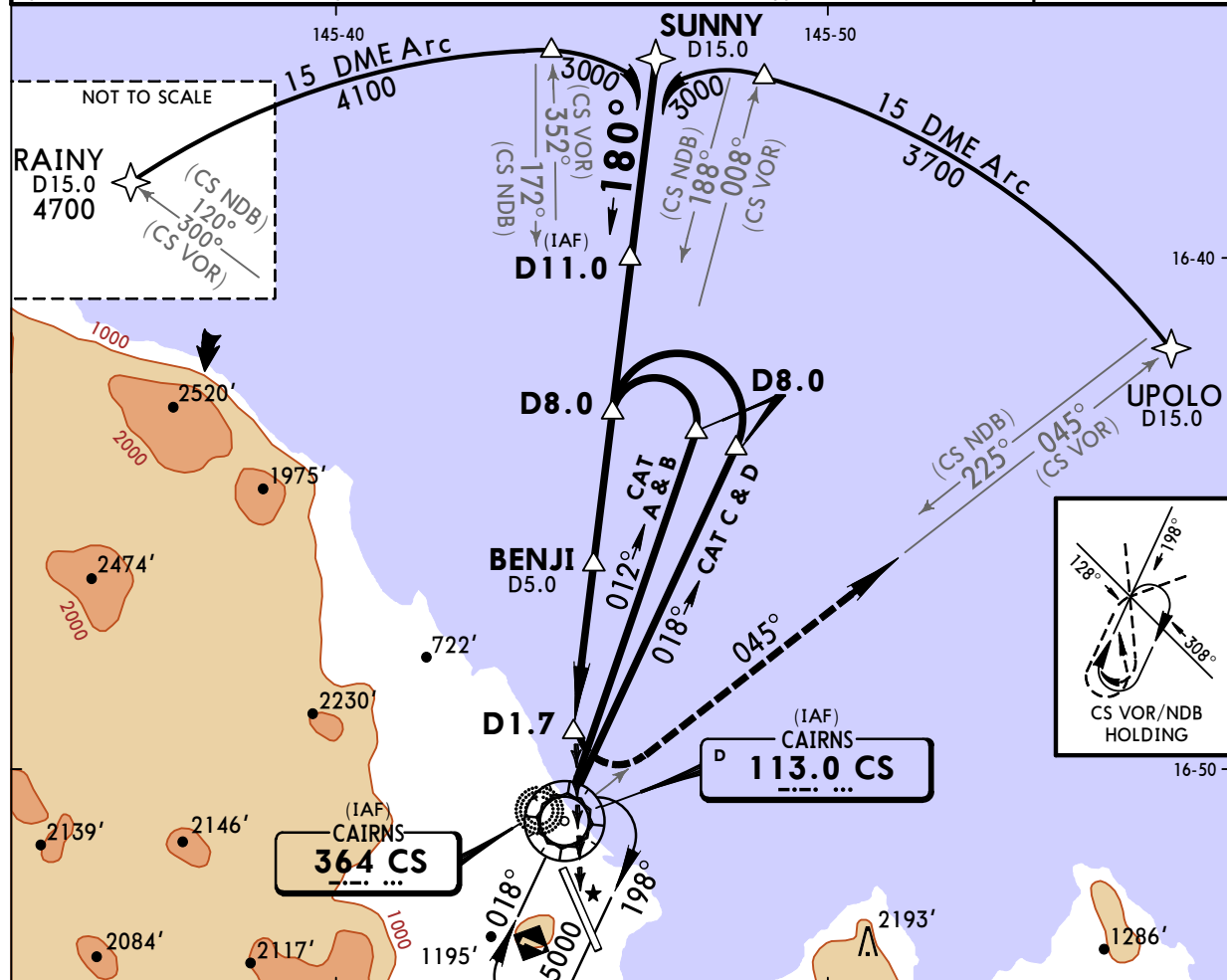
22 MAY 15 (13-1)

**Eff 28 May**

**CAIRNS, QLD, AUSTRALIA**

**NDB-A or VOR-A**

ATIS <b>113.0 131.1</b>		CAIRNS Approach (R) <b>118.4 126.1</b> (as advised)		CAIRNS Tower <b>124.9</b>		Ground <b>121.7</b>	
VOR CS <b>113.0</b>	Final ApcH Crs <b>180°</b>	Minimum Alt (CONDITIONAL) <b>BENJI</b> <b>1500'</b> (1490')	MDA(H) Refer to Minimums	Apt Elev 10'			
NDB CS <b>364</b>							
<b>MISSED APCH:</b> Turn LEFT, intercept and track CS VOR R-045 (045° bearing from CS NDB), climb to 4000' or as directed by ATC.							
Alt Set: hPa    Apt Elev: 0 hPa    Trans level: FL 110    Trans alt: 10000' <b>1. CS DME REQUIRED.</b> 2. Max IAS holding 185 Kts, missed apch Cat C 165 Kts, missed apch Cat D 185 Kts.    3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.							
					MSA CS VOR/ NDB 5600' within 10 NM		

[illegible]

		CIRCLE-TO-LAND		
	Max Kts	MDA(H)		
A	100	<b>520' (510') - 2.4 km</b>		
B	135			
C	180	<b>1010' (1000') - 4.0 km</b>		
D	205	<b>1230' (1220') - 5.0 km</b>		

CHANGES: Circling minimums.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

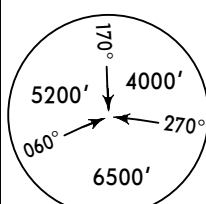


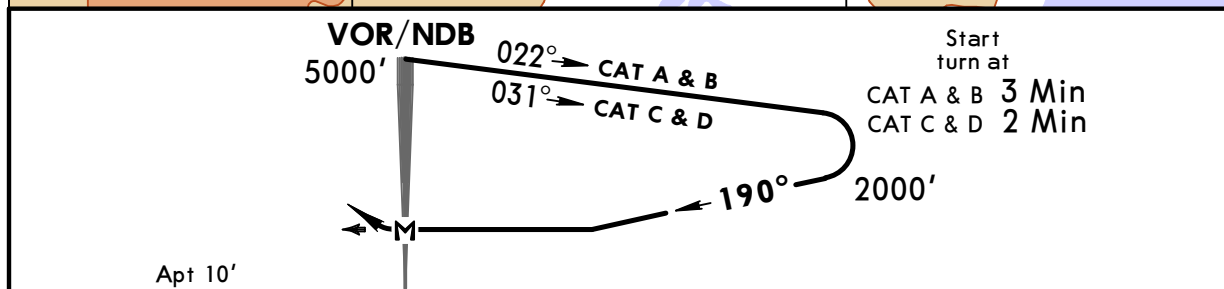
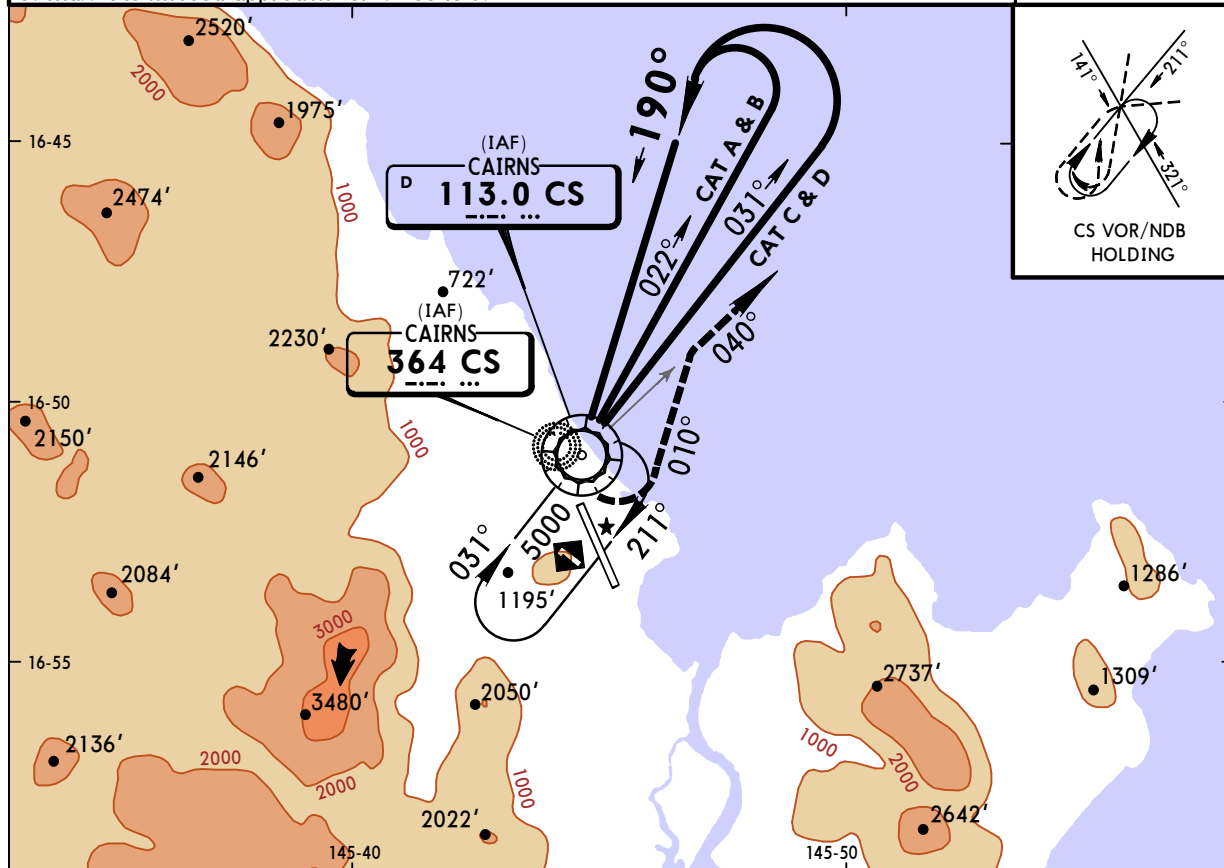
**YBCS/CNS**  
**CAIRNS INTL**


**JEPPesen**  
22 MAY 15 **(13-2)** **Eff 28 May**

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

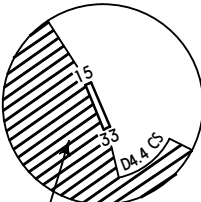
BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
VOR CS 113.0		Final Apch Crs 190°	No FAF	MDA(H) Refer to Minimums	Apt Elev 10'		
NDB CS 364							
MISSED APCH: Turn LEFT track 010°, intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.							
Alt Set: hPa      Apt Elev: 0 hPa      Trans level: FL 110      Trans alt: 10000'							
1. Max IAS initial Cat A & B: 140 Kts. 2. Max IAS holding: 185 Kts. 3. Max IAS missed approach turn: 185 Kts.							
						MSA CS VOR/NDB 5600' within 10 NM	



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

PANS OPS

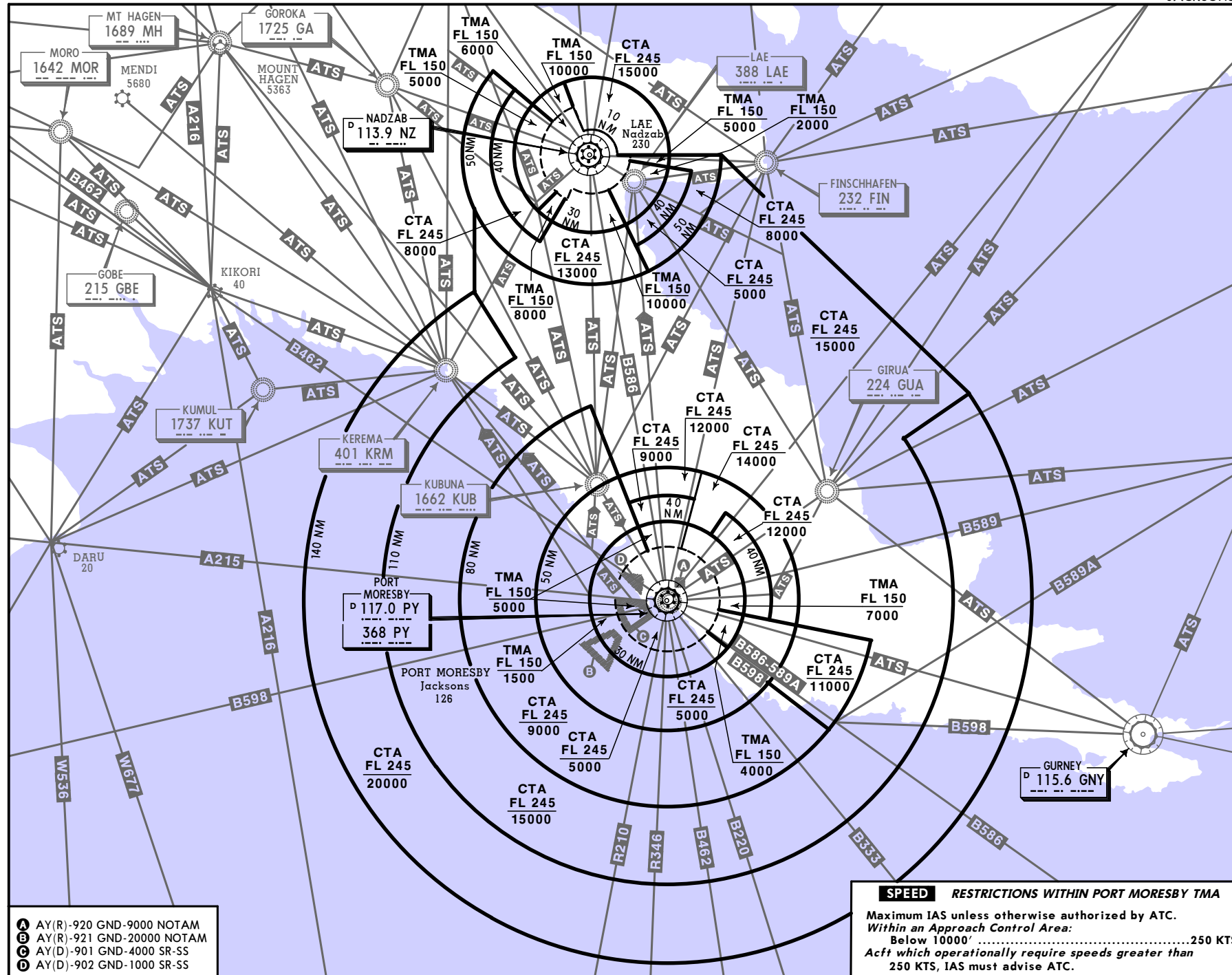
			CIRCLE-TO-LAND		
	Max Kts	MDA(H)			
A	100			1620' (1610') -2.4 km	
B	135				
C	180			1620' (1610') -4.0 km	
D	205				



29 APR 11

10-1B

**PORT MORESBY, P.N.G.**  
**JACKSONS**



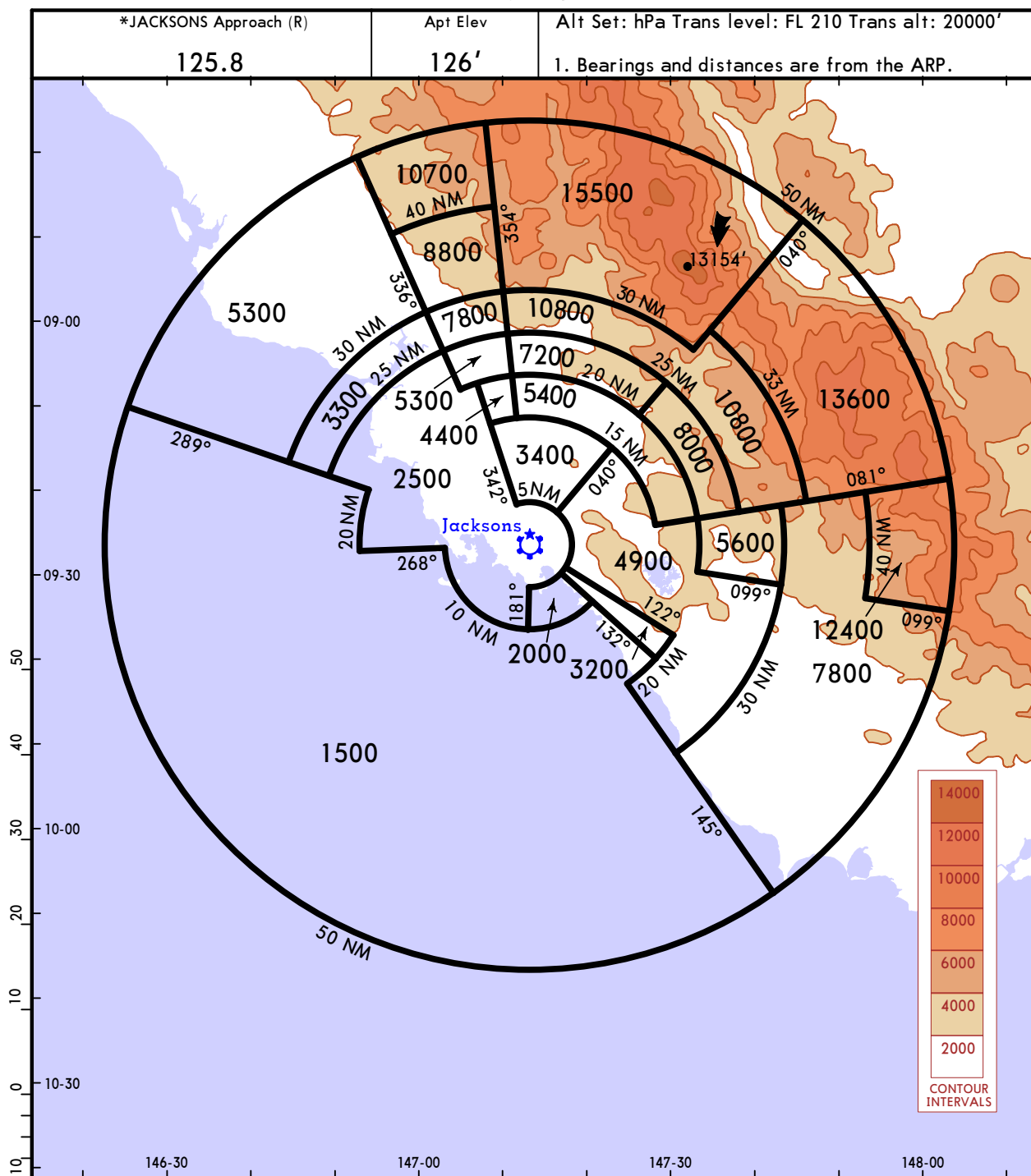
**CHANGES:** Speed restriction.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

**AYPY/POM**  
**JACKSONS**

**JEPPesen**  
4 DEC 15 **(10-1R)**

**PORT MORESBY, PNG**  
**RADAR MINIMUM ALTITUDES**



This chart provides terrain clearance within boundaries defined by bearings and distances from the ARP. Altitudes shown are based on the highest terrain within each portion of the RTCC, including a minimum of 1000' for terrain clearance, the final value being rounded up to the next whole 100'.

The minimum altitudes shown do not guarantee that an aircraft will remain within VHF, navaid or radar coverage or within controlled airspace.

The RTCC serves as the basis for design and production of vectoring charts and procedures by or on behalf of ATC. The boundaries exist for the benefits of position fixing by radar so that ATC can authorize climb or descent as necessary during vectoring. Note that radar control will assign altitude in accordance with the altitude depicted on the RTCC, or 1000' above the relevant step in controlled airspace, whichever is higher.

**JEPPESEN**

20 NOV 15

10-2

**DME or GPS ARRIVAL**

ATIS **128.0**  
JACKSONS Approach (R) **125.8**  
MORESBY Control **123.4**  
JACKSONS Tower **118.1**  
Ground **121.7**

Alt Set: hPa Trans level: FL 210  
Apt Elev: 5 hPa Trans alt: 20000' (19874')

**PORT MORESBY, PNG**  
**JACKSONS**  
**SECTOR A**  
VOR **117.0 PY**  
NDB **368 PY**  
Apt. Elev **126'**

2400'  
LSALT  
PY VOR/NDB  
Within 50 NM  
Within SECTOR A

**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

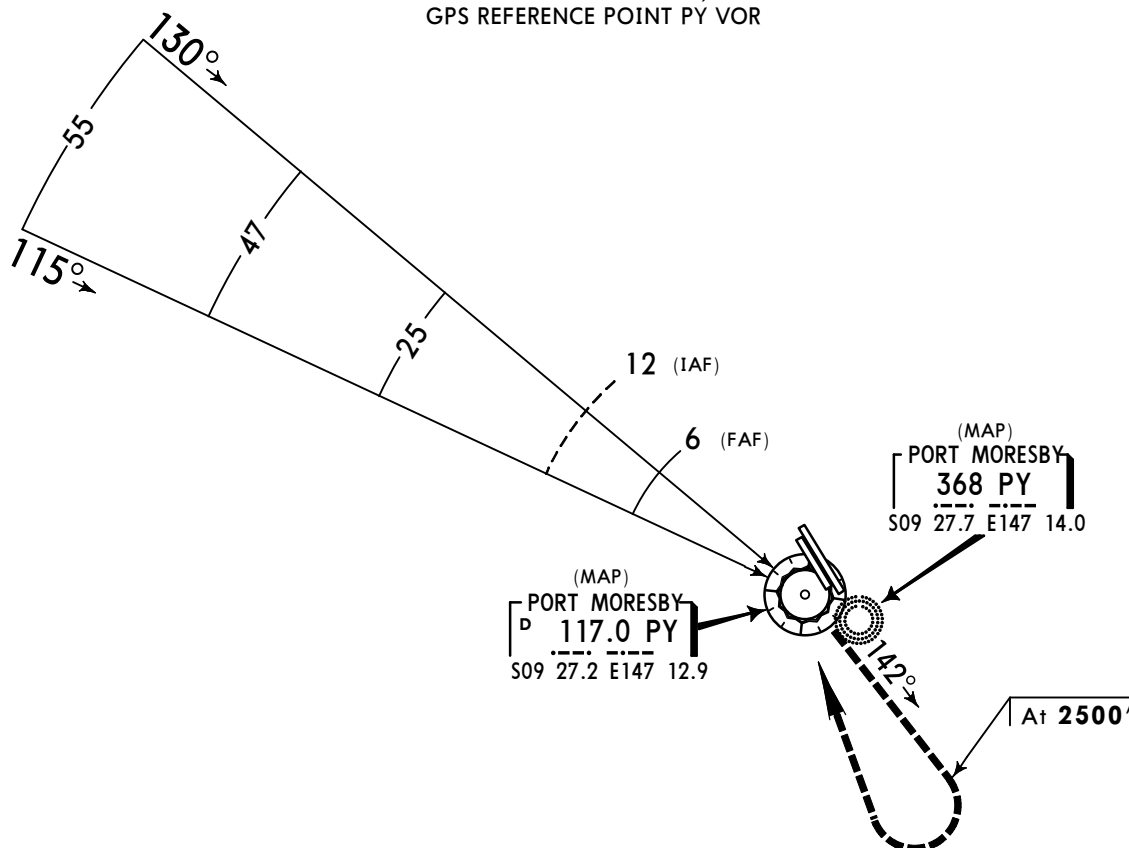
Use PY DME or IFR GPS and PY VOR or PY NDB

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND

HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



AFTER PASSING:	55	47	25	6
DESCEND TO:	10000'	6000'	2500'	MDA

**MISSED APPROACH:** Climb on 142° from PY VOR/NDB to 2500' before RIGHT turn, direct to PY VOR/NDB, on climb to 4000'.

LANDING  
A, B: **1500'** (1374')  
C: **1600'** (1474')  
D: **1850'** (1724')

PANS OPS

A	2400m
B	
C	<b>1</b> 4000m
D	<b>1</b> 5000m
	<b>1</b> Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR or NDB	



**JEPPESEN**

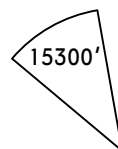
20 NOV 15

(10-2A)

**DME or GPS ARRIVAL**

ATIS **128.0**  
JACKSONS Approach (R) **125.8**  
MORESBY Control **123.4**  
JACKSONS Tower **118.1**  
Ground **121.7**

Alt Set: hPa Trans level: FL 210  
Apt Elev: 5 hPa Trans alt: 20000' (19874')



**PORT MORESBY, PNG**  
**JACKSONS**  
**SECTOR B**  
LSALT  
PY VOR/NDB  
Within 50 NM  
Within SECTOR B  
VOR 117.0 PY  
NDB 368 PY  
Apt. Elev **126'**

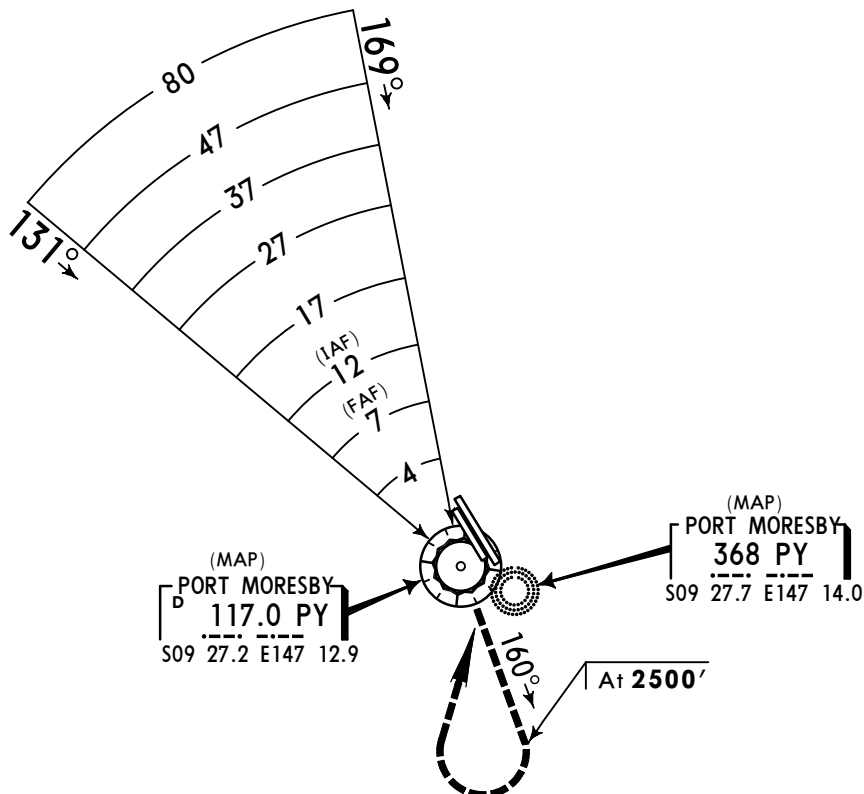
**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

Use PY DME or IFR GPS and PY VOR or PY NDB

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND  
HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



**AFTER  
PASSING:**

80 47 37 27 17 12 7 4

**DESCEND  
TO:**

16000' 13000' 10000' 8000' 4400' 3400' 2500' MDA

**MISSED APPROACH:** Climb on 160° from PY VOR/NDB to 2500' before RIGHT turn, direct to PY VOR/NDB, on climb to 4000'.

**LANDING**

A, B: **1500'** (1374')  
C: **1600'** (1474')  
D: **1850'** (1724')

A

B

C

D

2400m

**1** 4000m

**1** 5000m

MAP at VOR or NDB

**1** Max IAS 180 KT inbound to PY from any designated IAF.

CHANGES: Communications.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

**JEPPESEN**

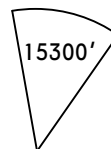
20 NOV 15

10-2B

**DME or GPS ARRIVAL**

ATIS **128.0**  
JACKSONS Approach (R) **125.8**  
MORESBY Control **123.4**  
JACKSONS Tower **118.1**  
Ground **121.7**

Alt Set: hPa Trans level: FL 210  
Apt Elev: 5 hPa Trans alt: 20000' (19874')



**PORT MORESBY, PNG**  
**JACKSONS**  
**SECTOR C**  
LSALT  
PY VOR/NDB  
Within 50 NM  
Within SECTOR C  
VOR **117.0 PY**  
NDB **368 PY**  
Apt. Elev **126'**

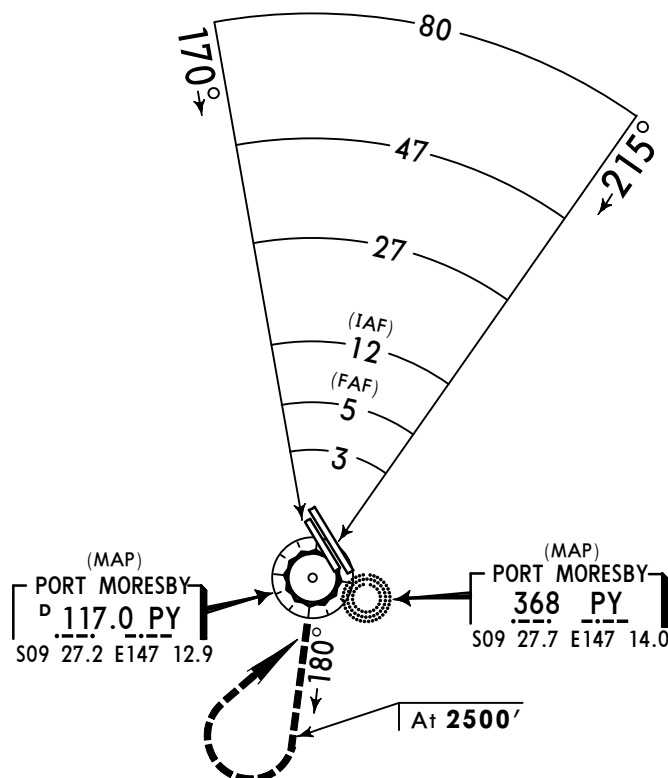
**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

Use PY DME or IFR GPS and PY VOR or PY NDB

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND  
HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



3	5	12	27	47	80	AFTER PASSING:
MDA	2500'	4100'	8000'	15300'	16000'	DESCEND TO:

**MISSED APPROACH:** Climb on 180° from PY VOR/NDB to 2500' before RIGHT turn, direct to PY VOR/NDB, on climb to 4000'.

**LANDING**

A, B: **1500'** (1374')  
C: **1600'** (1474')  
D: **1850'** (1724')

PANS OPS

A	2400m
B	
C	<b>1</b> 4000m
D	<b>1</b> 5000m
	<b>1</b> Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR or NDB	



20 NOV 15

10-2C

## DME or GPS ARRIVAL

ATIS	<b>128.0</b>	
JACKSONS Approach (R)		<b>125.8</b>
MORESBY Control	<b>123.4</b>	
JACKSONS Tower	<b>118.1</b>	
Ground	<b>121.7</b>	

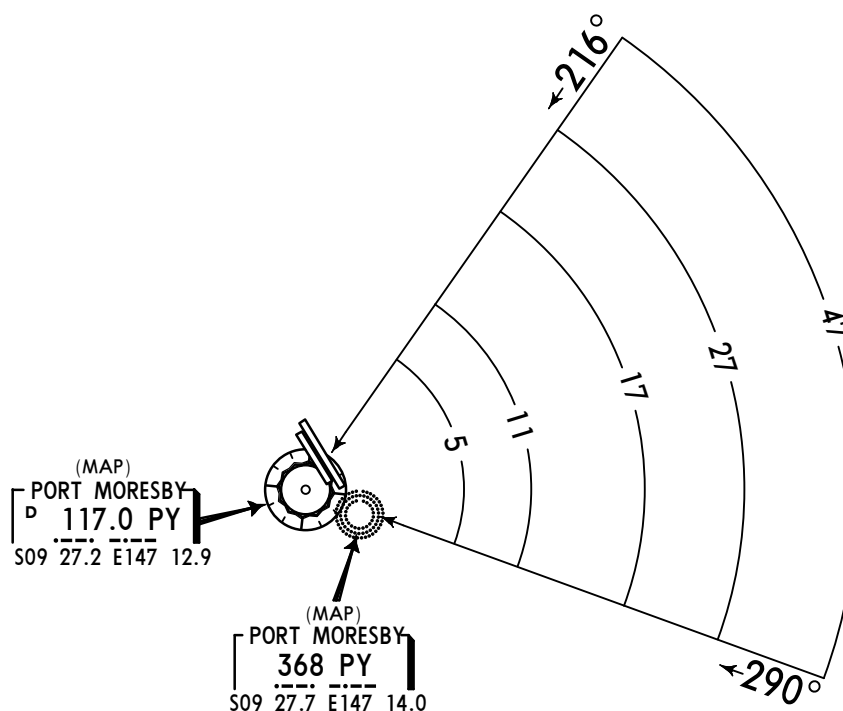
Alt Set: hPa	Trans level: FL 210
Apt Elev: 5 hPa	Trans alt: 20000' (19874')

**PORT MORESBY, PNG**  
**JACKSONS**  
**SECTOR D**  
 SALT  
 OR/NDB  
 in 50 NM  
 SECTOR D  
 VOR 117.0 PY  
 NDB 368 PY  
 Apt. Elev **126'**

**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

Use PY DME or IFR GPS and PY VOR or PY NDB

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT). (DESCENT BELOW DME STEPS IS AVAILABLE UNDER RADAR VECTORING, WITHIN AYPY TMA, IN ACCORDANCE WITH AYPY RTCC AND AIR TRAFFIC SEPARATION CRITERIA.)  
GPS REFERENCE POINT PY VOR



5	11	17	27	47	AFTER PASSING: <hr/> DESCEND TO:
MDA 4100'	4900'	5400'	8000'	15300'	

**MISSED APPROACH:** Missed approach is not required. EXPECT to conduct an instrument approach.

## LANDING

MDA(H)      **4100'** (3974')

A	4000m
B	
C	1 5000m
D	

**1** Max IAS 180 KT inbound to PY from any designated IAF.

MAP at VOR or NDB

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

NOT TO SCALE

## PANS OPS



20 NOV 15

10-2D

## DME or GPS ARRIVAL

ATIS	<b>128.0</b>	
JACKSONS Approach (R)		<b>125.8</b>
MORESBY Control	<b>123.4</b>	
JACKSONS Tower	<b>118.1</b>	
Ground	<b>121.7</b>	

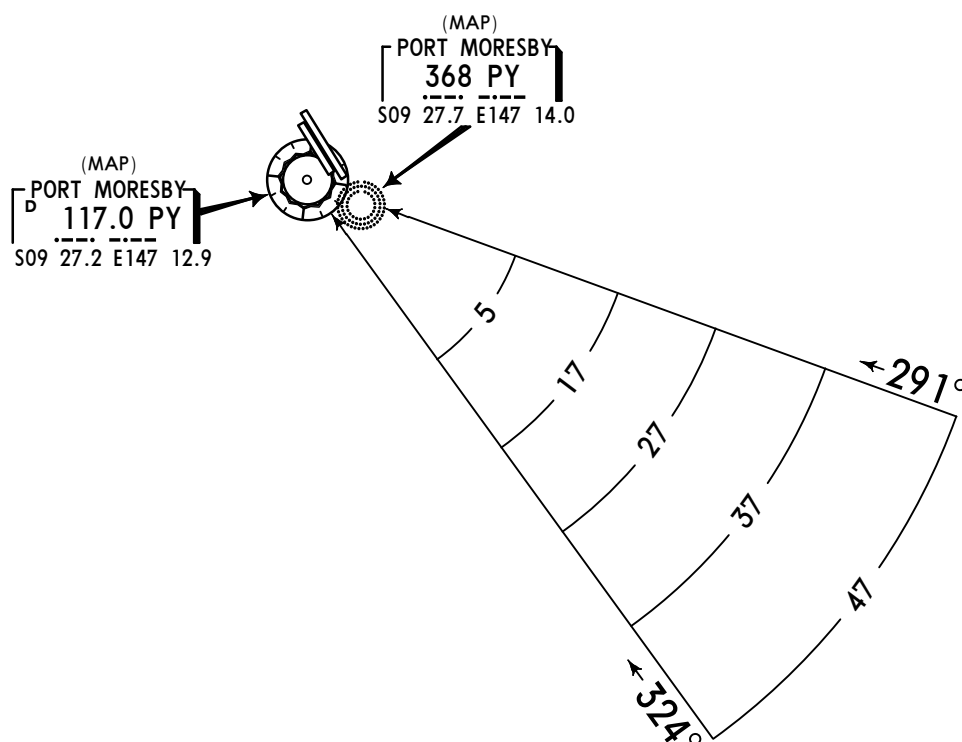
Alt Set: hPa	Trans level: FL 210
Apt Elev: 5 hPa	Trans alt: 20000' (19874')

**PORT MORESBY, PNG**  
**JACKSONS**  
**SECTOR E**  
SALT  
VOR/NDB **VOR 117.0 PY**  
in 50 NM **NDB 368 PY**  
n SECTOR E **Apt. Elev 126'**

**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

Use PY DME or IFR GPS and PY VOR or PY NDB

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT). (DESCENT BELOW DME STEPS IS AVAILABLE UNDER RADAR VECTORING, WITHIN AYPY TMA, IN ACCORDANCE WITH AYPY RTCC AND AIR TRAFFIC SEPARATION CRITERIA.)  
GPS REFERENCE POINT PY VOR



NOT TO SCALE

5	17	27	37	47	AFTER PASSING:  DESCEND TO:
MDA 4100'	4900'	8000'	13000'	15000'	

**MISSED APPROACH:** Missed approach is not required. EXPECT to conduct an instrument approach.

## LANDING

MDA(H)      **4100'** (3974')

A	
B	4000m
C	
D	<b>1</b> 5000m

**1** Max IAS 180 KT inbound to PY from any designated IAF.

MAP at VOR or NDB

CHANGES: Communications.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

**PANS OPS**

**JEPPESEN**

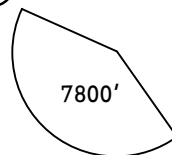
20 NOV 15

10-2E

**DME or GPS ARRIVAL**

ATIS **128.0**  
JACKSONS Approach (R) **125.8**  
MORESBY Control **123.4**  
JACKSONS Tower **118.1**  
Ground **121.7**

Alt Set: hPa Trans level: FL 210  
Apt Elev: 5 hPa Trans alt: 20000' (19874')



LSALT  
PY VOR/NDB  
Within 50 NM  
Within SECTOR F

**PORT MORESBY, PNG**  
**JACKSONS**  
**SECTOR F**  
VOR **117.0 PY**  
NDB **368 PY**  
Apt. Elev **126'**

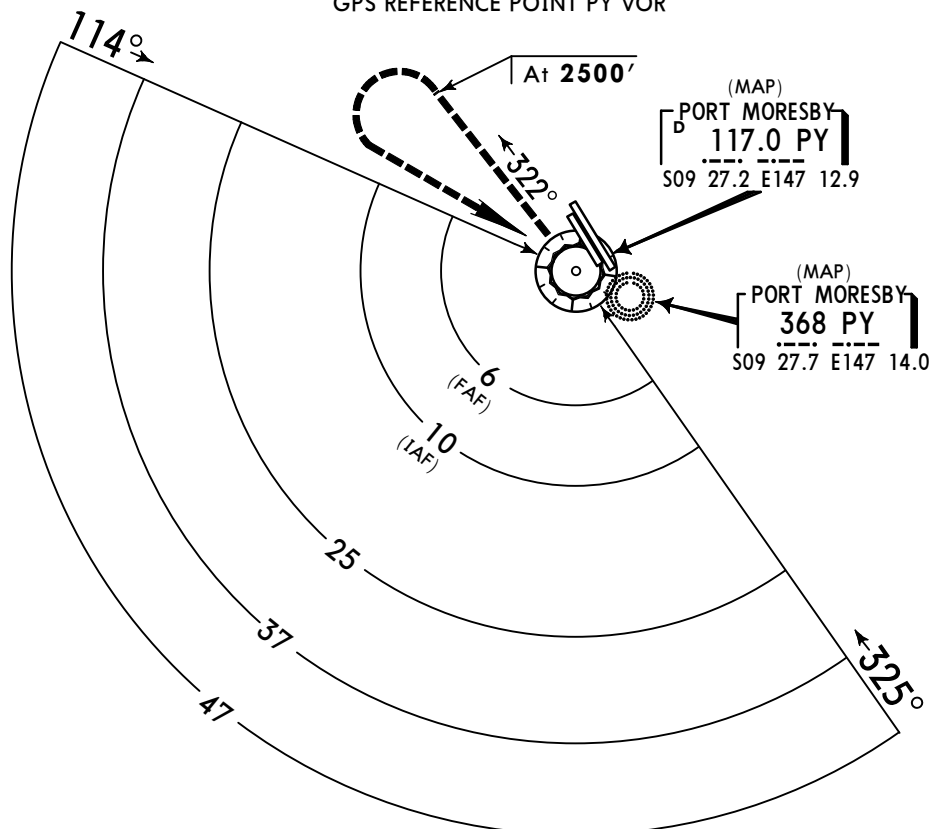
**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

Use PY DME or IFR GPS and PY VOR or PY NDB

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND  
HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



**AFTER PASSING:**

47

37

25

10

6

**DESCEND TO:**

8000'

6000'

2400'

2200'

MDA

**MISSED APPROACH:** Climb on 322° from PY VOR/NDB to 2500' before LEFT turn, direct to PY VOR/NDB, on climb to 4000'.

**LANDING**

A, B: **1500'** (1374')  
C: **1600'** (1474')  
D: **1850'** (1724')

A

B

C

D

2400m

**1** 4000m

**1** 5000m

PANS OPS

**1** Max IAS 180 KT inbound to PY from any designated IAF.

MAP at VOR or NDB

**JEPPESEN**

9 SEP 16

**10-2F**

Eff 15 Sep

**DME or GPS ARRIVAL**

ATIS **128.0**  
JACKSONS Approach (R) **125.8**  
MORESBY Control **123.4**  
JACKSONS Tower **118.1**  
Ground **121.7**

Alt Set: hPa Trans level: FL210  
Apt Elev: 5 hPa Trans alt: 20000' (19874')

**PORT MORESBY, PNG**  
**JACKSONS**  
**ASTROLABE ARRIVAL**  
VOR **117.0 PY**  
NDB **368 PY**  
Apt. Elev **126'**

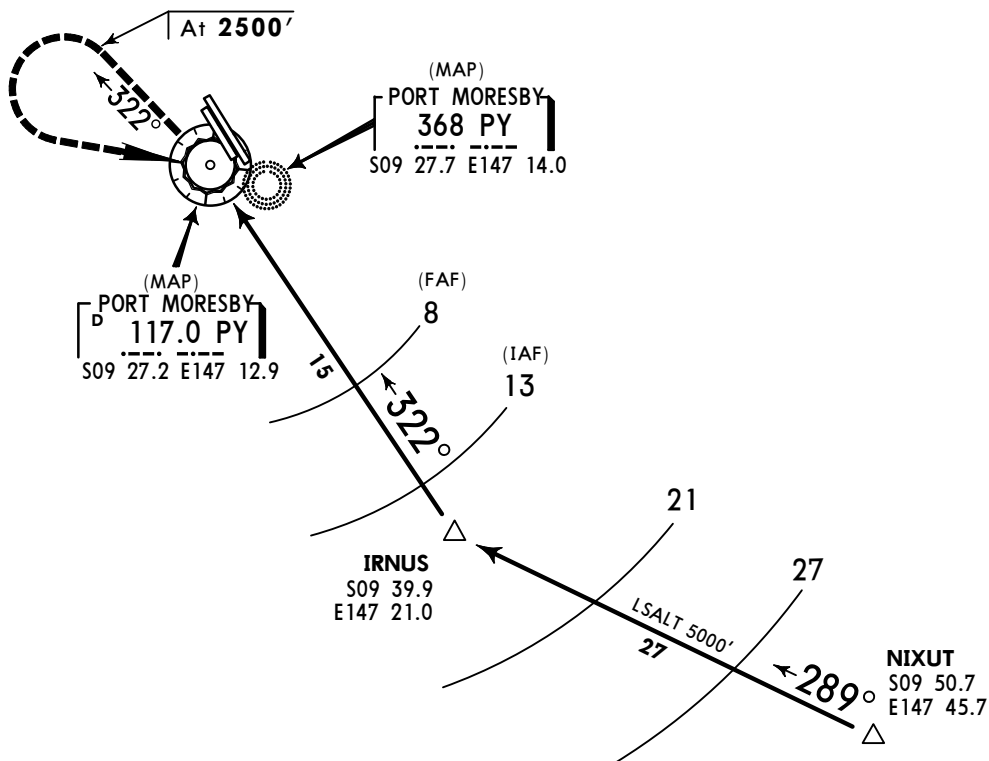
**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

**289° NIXUT to IRNUS then 322° to PY VOR/NDB**

Use PY DME or IFR GPS and PY VOR or PY NDB  
(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS  
FOR PATTERN ENTRY AND HOLDING 210 KT).

GPS REFERENCE POINT PY VOR

NOT TO SCALE



8	13	21	27	45	AFTER PASSING:
MDA	2200'	3500'	5000'	6000'	DESCEND TO:

**MISSED APPROACH:** Climb on 322° from PY VOR/NDB to 2500' before LEFT turn, direct to PY VOR/NDB, on climb to 4000'.

LANDING  
A, B: **1500'** (1374')  
C: **1600'** (1474')  
D: **1850'** (1724')

PANS OPS

A	2400m
B	
C	<b>1</b> 4000m
D	<b>1</b> 5000m
	<b>1</b> Max IAS 180 KT inbound to PY from any designated IAF.
	MAP at VOR or NDB



9 SEP 16 **10-2G** **Eff 15 Sep**

## DME or GPS ARRIVAL

ATIS	<b>128.0</b>	
JACKSONS Approach (R)		<b>125.8</b>
MORESBY Control	<b>123.4</b>	
JACKSONS Tower	<b>118.1</b>	
Ground	<b>121.7</b>	

Alt Set: hPa	Trans level: FL210
Apt Elev: 5 hPa	Trans alt: 20000' (19874')

## PORT MORESBY, PNG

JACKSONS

## HIRI ARRIVAL

VOR 117.0 PY

Apt. Elev **126'**

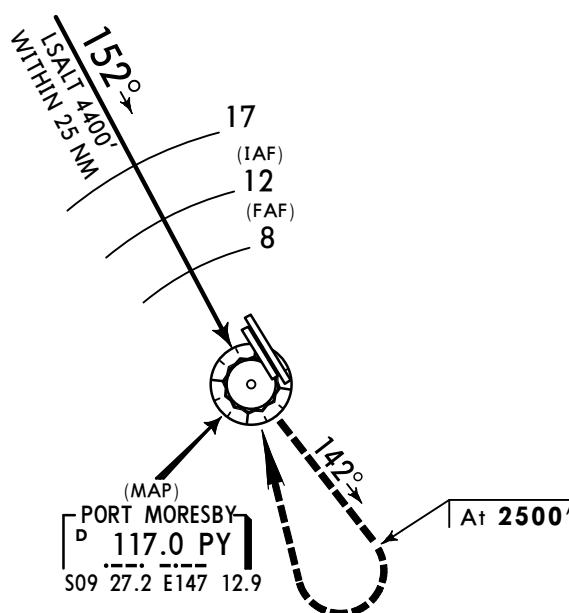
**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

152° to PY VOR

Use PY DME or IFR GPS and PY VOR

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT). WITH ATC APPROVAL, ARRIVAL MAY USE THE MDA APPLICABLE TO THE FINAL APPROACH COURSE IDENTIFIED IN THE VOR/DME RWY 14 OR VOR/DME RWY 32 APPROACH PROCEDURE AS APPLICABLE. IN THIS CASE USE THE MAPT APPLICABLE TO THE APPROACH PROCEDURE, NOT THE MAPT IDENTIFIED BELOW.

GPS REFERENCE POINT PY VOR



AFTER PASSING:	17	12	8
DESCEND TO:	4400'	2500'	MDA

**MISSED APPROACH:** Climb on 142° from PY VOR to 2500' before RIGHT turn, direct to PY VOR, on climb to 4000'.

LANDING	
MDA(H)	A, B: 1500' (1374')
	C: 1600' (1474')
	D: 1850' (1724')

A	
B	2400m
C	<b>1</b> 4000m
D	<b>1</b> 5000m

[illegible]

MAP at VOR

CHANGES: None.

© JEPPESEN, 1996, 2015. ALL RIGHTS RESERVED.

**JEPPESEN**

21 APR 17

(10-2H)

**DME or GPS ARRIVAL**

ATIS 128.0  
JACKSONS Approach (R) 125.8  
MORESBY Control 123.4  
JACKSONS Tower 118.1  
Ground 121.7

Alt Set: hPa Trans level: FL210  
Apt Elev: 4 hPa Trans alt: 20000' (19883')

**PORT MORESBY, PNG**  
**JACKSONS**  
**KOKODA ARRIVAL**  
VOR 117.0 PY  
NDB 368 PY  
Apt. Elev 117'

**DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES**

**229° GUA NDB to PY VOR/NDB**

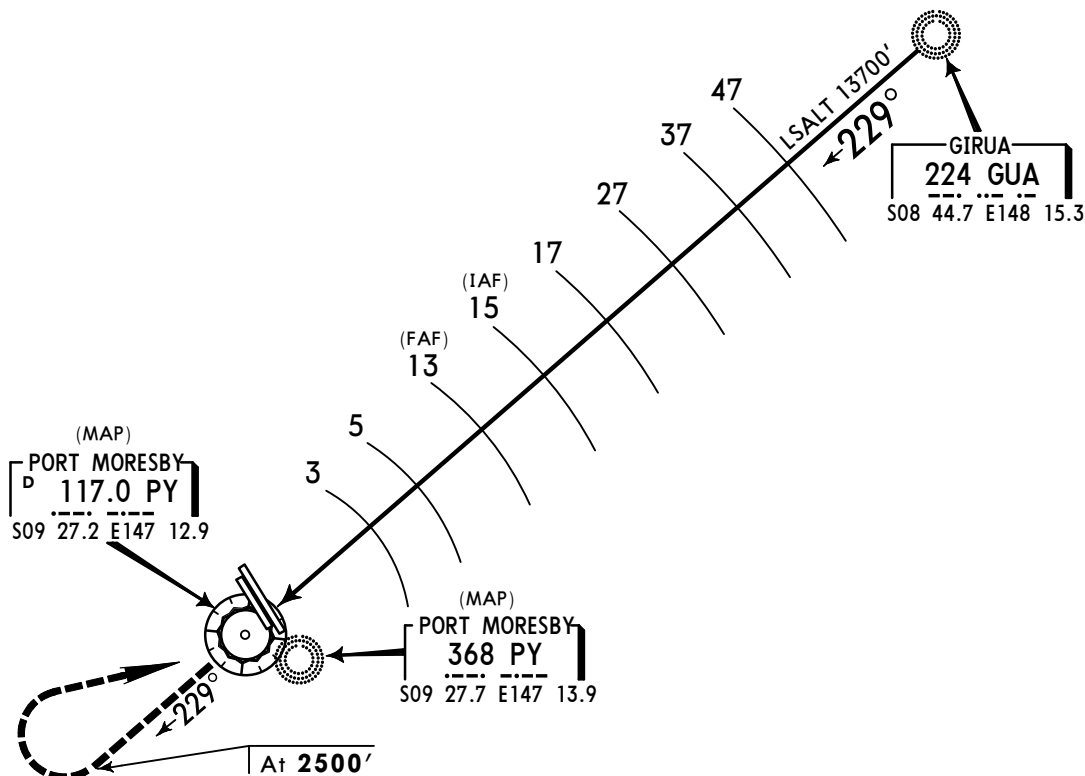
Use PY DME or IFR GPS and PY VOR

(IF HOLDING IS NECESSARY BELOW 8000', MAX IAS FOR PATTERN ENTRY AND

HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



	3	5	13	15	17	27	37	47	AFTER PASSING:
MDA	2500'	3400'	4100'	5400'	8000'	13000'	15000'		DESCEND TO:

**MISSED APPROACH:** Climb on 229° from PY VOR/NDB to 2500' before RIGHT turn, direct to PY VOR/NDB, on climb to 4000'.

**LANDING**  
A, B: 1500' (1383')  
C: 1600' (1483')  
D: 1850' (1733')

PANS OPS

A	2400m
B	
C	4000m
D	5000m
	1 Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR or NDB	



**AYPY/POM  
JACKSONS**

**JEPPESEN**  
21 APR 17 10-2K

**PORT MORESBY, PNG**  
**DME OR GPS ARRIVAL**

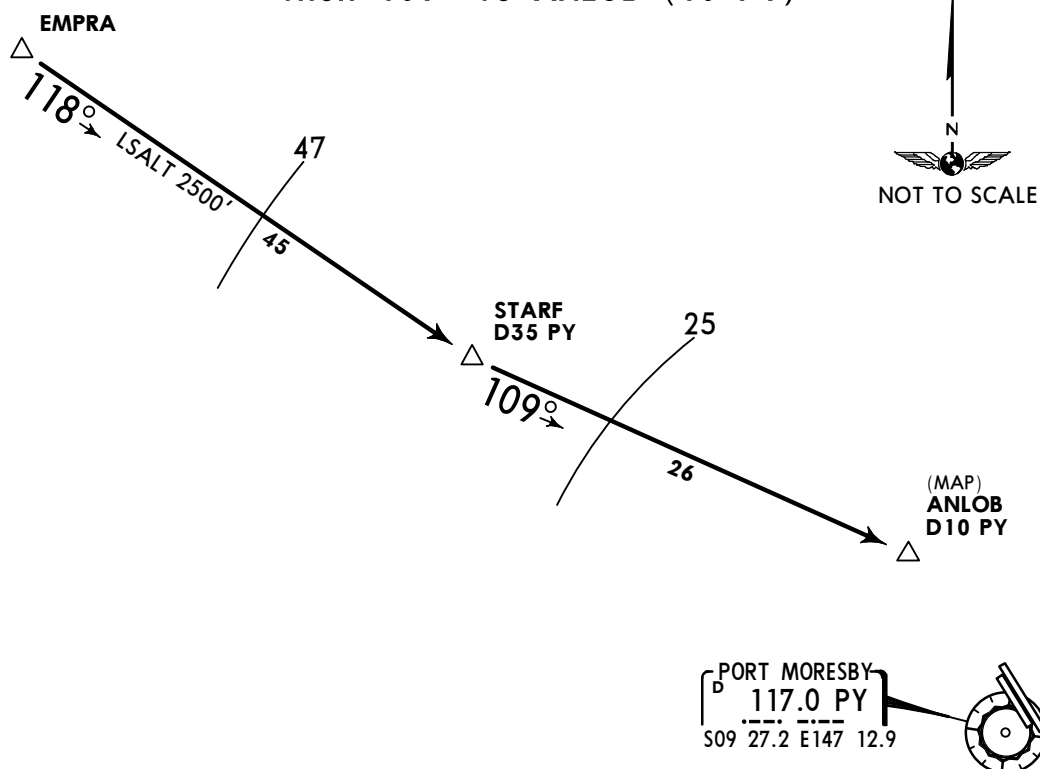
ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>		
DME PY <b>(117.0)</b>		Final Aptch Crs Refer to Plan View	No FAF	MDA(H) Refer to minimums		Apt Elev <b>117'</b>	

**MISSED APCH:** Not applicable. EXPECT standard instrument approach.

Alt Set: hPa      Apt Elev: 4 hPa      Trans level: FL210      Trans alt: 20000'

1. Descent steps are at DME or GPS distances in nautical miles.
2. Use PY DME or IFR GPS and PY VOR.
3. GPS reference point PY VOR.
4. If holding is necessary below 8000', maximum for pattern entry and holding 210 KT.

LALOKI INTERCEPT  
118° EMPRA to STARF (35 PY)  
then 109° to ANLOB (10 PY)



AFTER PASSING:	47	25
DESCEND TO:	6000'	MDA, 2500'

[illegible]

## LANDING

MDA(H)      **2500'** (2383')

A	3800m
B	
C	1 5000m
D	

**PANS OPS**

**AYPY/POM  
JACKSONS**

**JEPPESEN**  
21 APR 17 10-2L

## PORT MORESBY, PNG

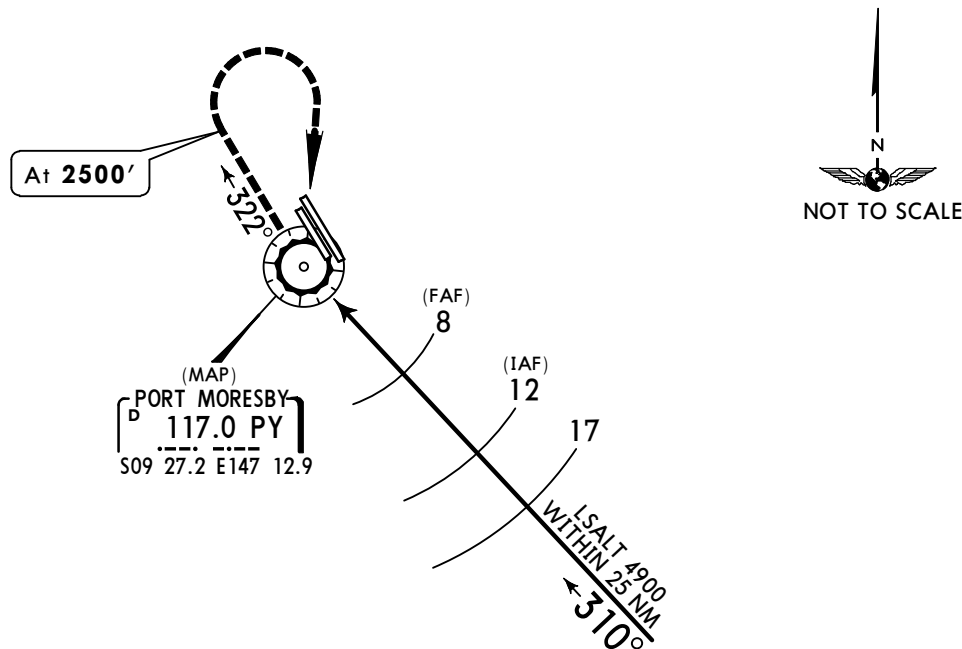
ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>		
DME PY <b>(117.0)</b>	Final Apch Crs Refer to Plan View	No FAF		MDA(H) Refer to minimums		Apt Elev <b>117'</b>	

**MISSED APCH:** Climb on 322° from PY VOR to 2500' before RIGHT turn, direct to PY VOR, on climb to 4000'.

Alt Set: hPa      Apt Elev: 4 hPa      Trans level: FL210      Trans alt: 20000'

1. Descent steps are at DME or GPS distances in nautical miles.
2. Use PY DME or IFR GPS and PY VOR.
3. GPS reference point PY VOR.
4. If holding is necessary below 8000', maximum for pattern entry and holding 210 KT.
5. With ATC approval, arrival may use the MDA applicable to the final approach course identified in the VOR/DME runway 14 or VOR/DME runway 32 approach procedure, as applicable. In this case, use the MAPt applicable to the approach procedure, NOT the MAPt identified below.

**MAGI ARRIVAL  
310° to PY VOR**



<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> 8   MDA </div> <div style="text-align: center;"> 12   3200' </div> <div style="text-align: center;"> 17   4900' </div> <div style="text-align: center;"> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> AFTER PASSING: </div> </div>						
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> 8   MDA </div> <div style="text-align: center;"> 12   3200' </div> <div style="text-align: center;"> 17   4900' </div> <div style="text-align: center;"> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> DESCEND TO: </div> </div>						
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 2px;">MAP at VOR</div> <div style="border: 1px solid black; padding: 2px;"> <b>1</b> Max 180 KT inbound to PY from any designated IAF. </div> </div>						

LANDING  
A, B: 1500' (1383')  
MDA(H) C: 1600' (1483')  
D: 1850' (1733')

TRANS OPS	A	
	B	2400m
	C	<b>1</b> 4000m
	D	<b>1</b> 5000m

**AYPY/POM**  
**JACKSONS****JEPPESEN**  
21 APR 17 **(10-2M)****PORT MORESBY, PNG**  
**DME OR GPS ARRIVAL**

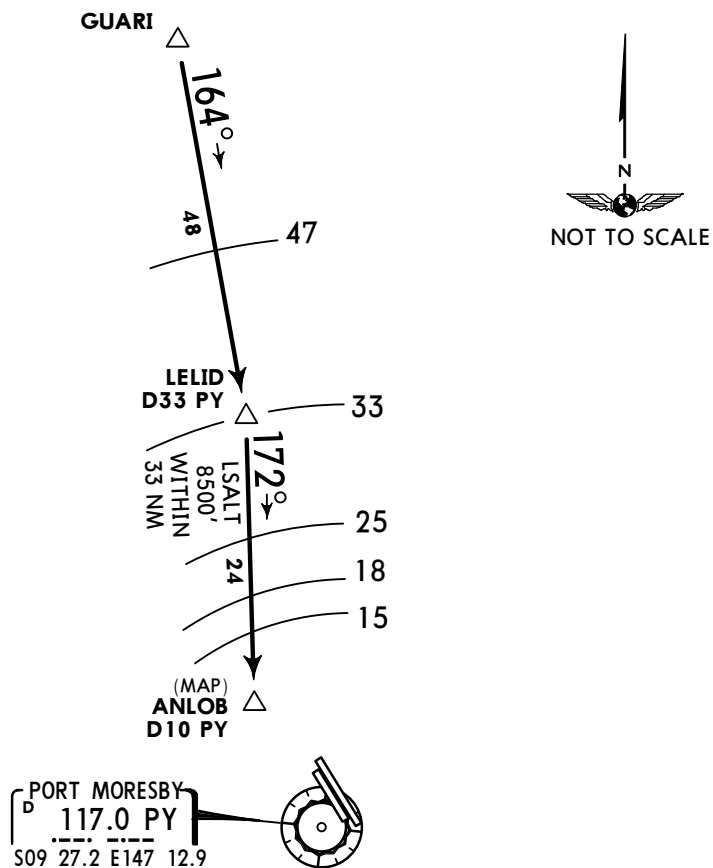
ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>
DME PY <b>(117.0)</b>	Final Apch Crs Refer to Plan View	No FAF	MDA(H) Refer to minimums	Apt Elev <b>117'</b>	

**MISSED APCH: Not applicable. EXPECT standard instrument approach.**

Alt Set: hPa      Apt Elev: 4 hPa      Trans level: FL210      Trans alt: 20000'

1. Descent steps are at DME or GPS distances in nautical miles.
2. Use PY DME or IFR GPS and PY VOR.
3. GPS reference point PY VOR.
4. If holding is necessary below 8000', maximum for pattern entry and holding 210 KT.

**PARER INTERCEPT**  
**164° GUARI to LELID (33 PY)**  
**then 172° to ANLOB (10 PY)**



AFTER PASSING:			47		33		25		18		15	
DESCEND TO:	➔		13000'		10000'		8000'		4400'		MDA 2500'	
							1 Max 180 KT inbound to PY from any designated IAF.					
MAP at 10 NM PY												
LANDING												
MDA(H) 2500' (2383')												
A	3800m											
B												
C												
D	1 5000m											

**AYPY/POM  
JACKSONS**

**JEPPESEN**  
21 APR 17 (10-2N)

## PORT MORESBY, PNG

ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>		
DME PY <b>(117.0)</b>	Final Aptch Crs Refer to Plan View	No FAF	MDA(H) Refer to minimums		Apt Elev <b>117'</b>		

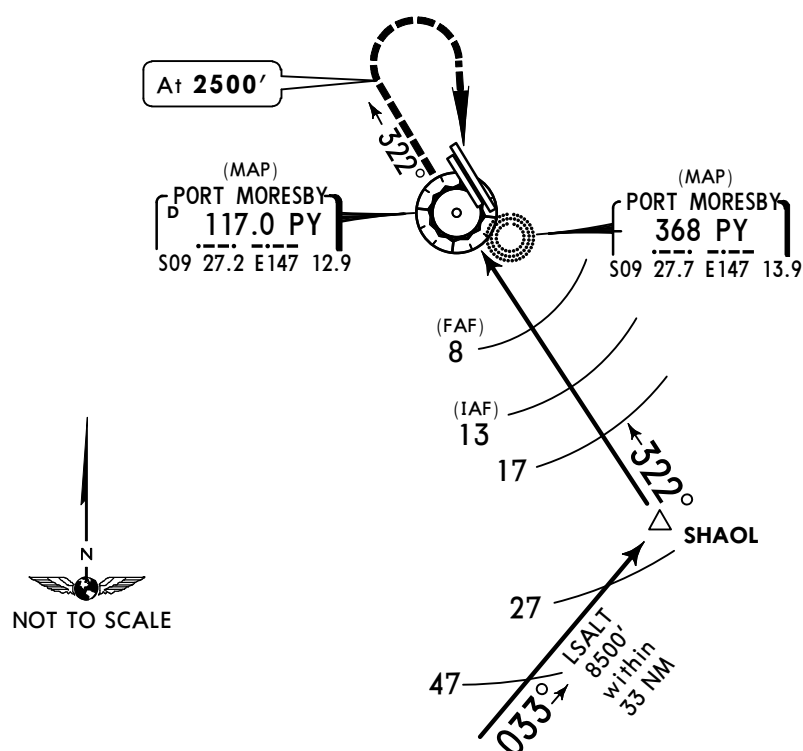
**MISSED APCH:** Climb on 322° from PY VOR/NDB to 2500' before RIGHT turn, direct to PY VOR/NDB, on climb to 4000'.


Alt Set: hPa      Apt Elev: 4 hPa      Trans level: FL210      Trans alt: 20000'

1. Descent steps are at DME or GPS distances in nautical miles.
2. Use PY DME or IFR GPS and PY VOR.
3. GPS reference point PY VOR.
4. If holding is necessary below 8000', maximum for pattern entry and holding 210 KT.

# TAVAI INTERCEPT

**033° to SHAOL then 322° to PY VOR/NDB**



8	13	17	27	47	 <div> AFTER PASSING </div> <hr/> <div> DESCEND TO: </div>
MDA	2200'	3200'	5000'	6000'	

							<b>1</b> Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR or NDB							

## LANDING

MDA(H) A, B: 1500' (1383')  
C: 1600' (1483')  
D: 1850' (1733')

TRANS OPS	A	
	B	2400m
	C	<b>1</b> 4000m
	D	<b>1</b> 5000m

CHANGES: Airport elevation, communications.

© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

**JEPPESEN**

22 DEC 00

(10-3)

**DME or GPS DEPARTURE**

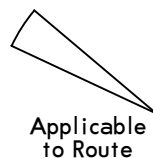
\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)  
Apt Elev: 5 hPa

Trans level: FL 210  
Trans alt: 20000' (19874')



**PORT MORESBY, PNG**  
**JACKSONS INTL**

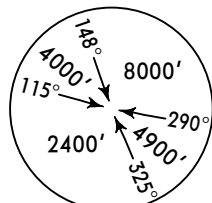
VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

## SECTOR A

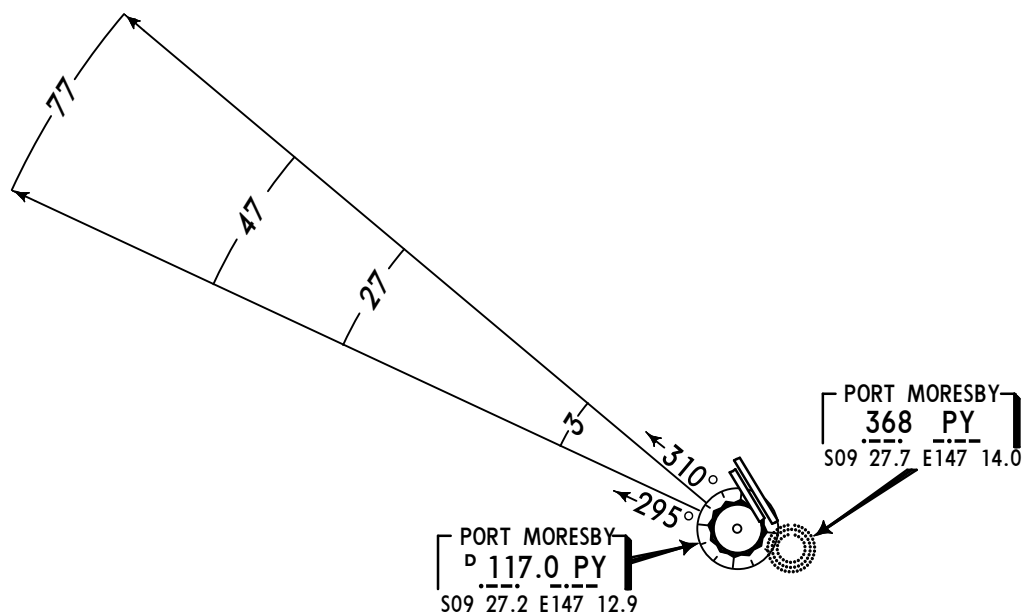
Use PY DME or GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR



MSA  
PY VOR/NDB

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



77

47

27

3

16000'

10000'

6000'

2500'

**BEFORE  
REACHING:**

**CLIMB  
TO:**

**JEPPESEN**

22 DEC 00

(10-3A)

**DME or GPS DEPARTURE**

\*ATIS **117.0 128.0**  
\*JACKSONS Ground **121.7**  
\*Tower **118.1**

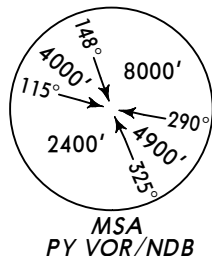
Alt Set: hPa (IN on req) Trans level: FL 210  
Apt Elev: 5 hPa Trans alt: 20000' (19874')

Applicable  
to Route  
LSALT  
PY VOR or  
PY NDB

**PORT MORESBY, PNG**  
**JACKSONS INTL**  
VOR 117.0 PY  
NDB 368 PY  
Apt. Elev **126'**

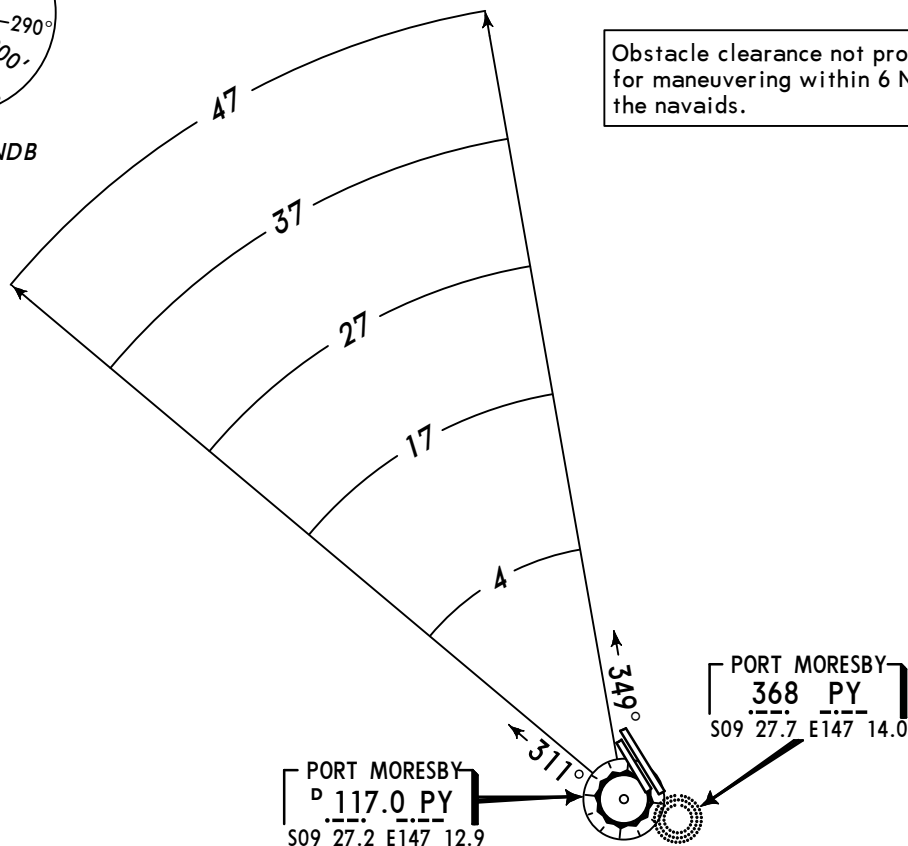
## SECTOR B

Use PY DME or GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR



Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



47	37	27	17	4
16000'	13000'	10000'	6000'	2800'

BEFORE  
REACHING:

CLIMB  
TO:

**JEPPESEN**

2 FEB 01

(10-3B)

**DME or GPS DEPARTURE**

\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)  
Apt Elev: 5 hPa

Trans level: FL 210  
Trans alt: 20000' (19874')

Applicable  
to Route

LSALT  
PY VOR or  
PY NDB

**PORT MORESBY, PNG**  
**JACKSONS INTL**

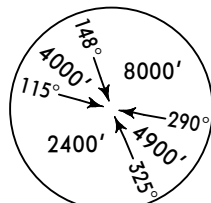
VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

## SECTOR C

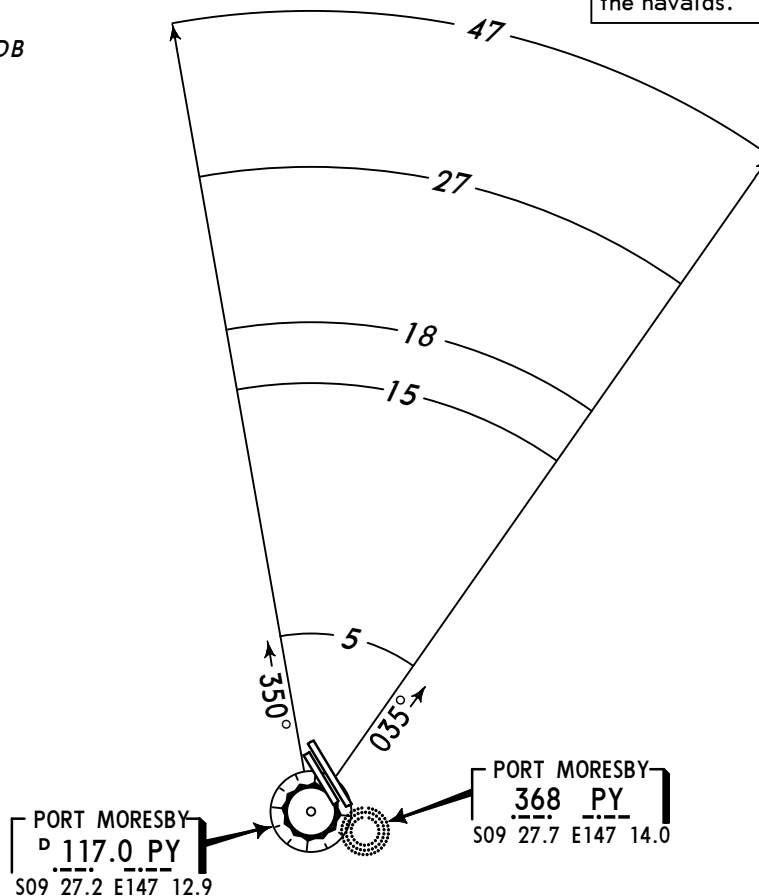
Use PY DME or GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR



MSA  
PY VOR/NDB

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



BEFORE  
REACHING:

CLIMB  
TO:

	5	15	18	27	47
	4100'	5400'	8000'	15000'	16000'

**JEPPESEN**

2 FEB 01

(10-3C)

**DME or GPS DEPARTURE**

\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)  
Apt Elev: 5 hPa

Trans level: FL 210  
Trans alt: 20000' (19874')

Applicable  
to Route

**PORT MORESBY, PNG**  
**JACKSONS INTL**

VOR 117.0 PY

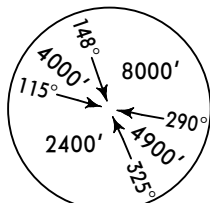
NDB 368 PY

Apt. Elev **126'**

LSALT  
PY VOR or  
PY NDB

## SECTOR D

Use PY DME or GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR



MSA  
PY VOR/NDB

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE

PORT MORESBY  
D 117.0 PY  
S09 27.2 E147 12.9

PORT MORESBY  
368 PY  
S09 27.7 E147 14.0

BEFORE  
REACHING:

CLIMB  
TO:

	5	15	18	27	47
BEFORE REACHING:					
CLIMB TO:	4100'	5400'	8000'	15000'	16000'



**JEPPESEN**

16 FEB 01

(10-3D)

**DME or GPS DEPARTURE**

\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)  
Apt Elev: 5 hPa

Trans level: FL 210  
Trans alt: 20000' (19874')

Applicable  
to Route

LSALT  
PY VOR or  
PY NDB

**PORT MORESBY, PNG**  
**JACKSONS INTL**

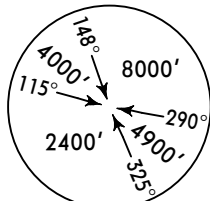
VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

## SECTOR E

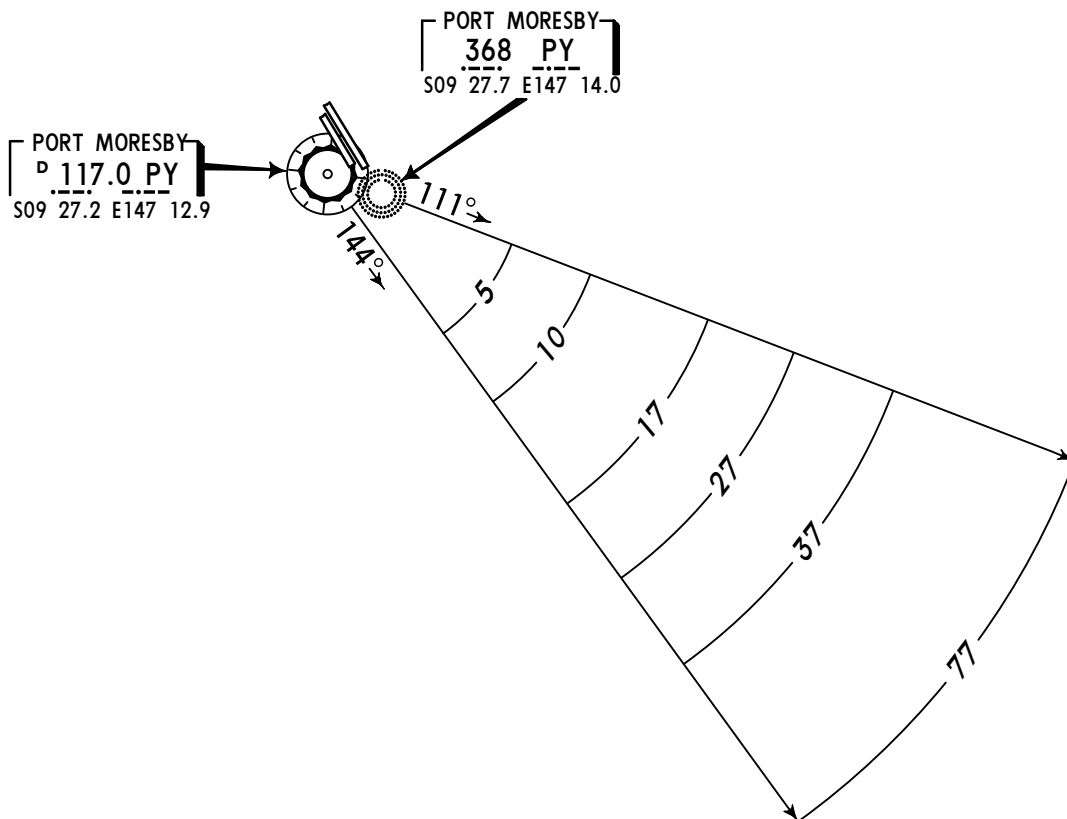
Use PY DME or GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR



MSA  
PY VOR/NDB

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



BEFORE  
REACHING:

CLIMB  
TO:

	5	10	17	27	37	77
BEFORE REACHING:						
CLIMB TO:	4100'	4900'	8000'	13000'	14000'	16000'

**JEPPESEN**

16 FEB 01

10-3E

**DME or GPS DEPARTURE**

\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)  
Apt Elev: 5 hPa

Trans level: FL 210  
Trans alt: 20000' (19874')

Applicable  
to Route

**PORT MORESBY, PNG**  
**JACKSONS INTL**

VOR 117.0 PY

NDB 368 PY

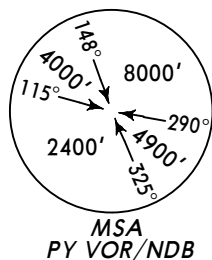
Apt. Elev **126'**

LSALT  
PY VOR or  
PY NDB

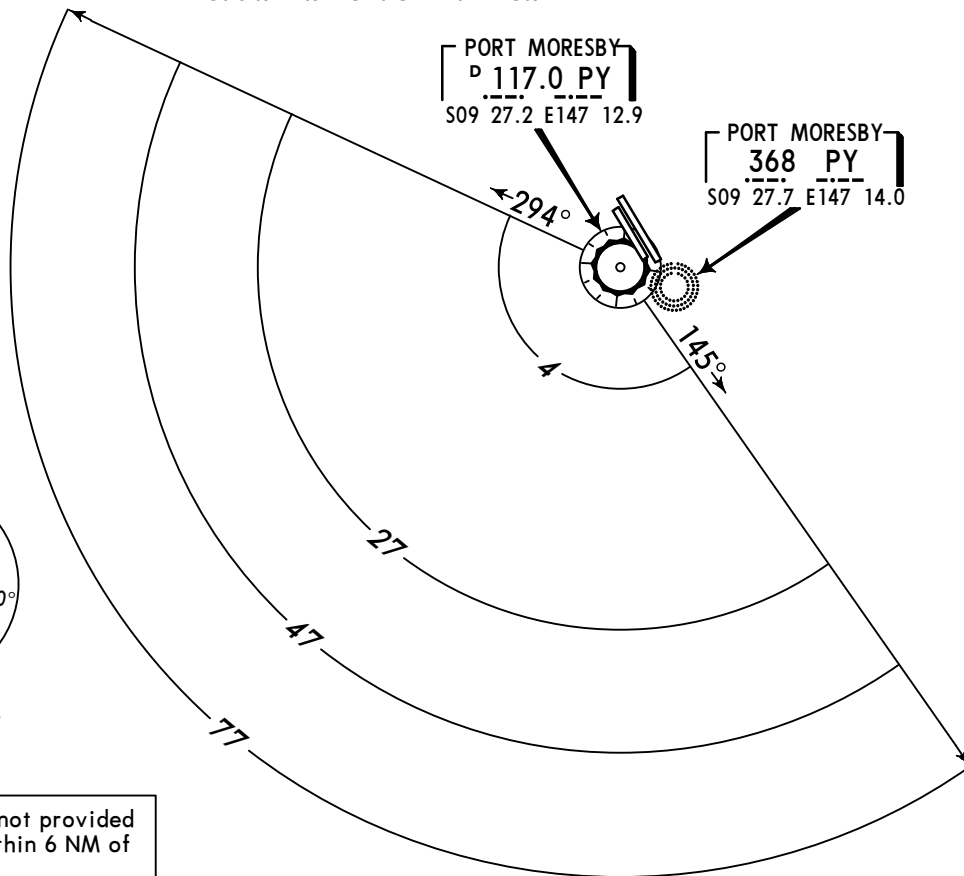
## SECTOR F

Use PY DME or GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR

NOT TO SCALE



Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.



77

47

27

4

**BEFORE  
REACHING:**

16000'

10000'

6000'

2500'

**CLIMB  
TO:**

**JEPPESEN**

21 APR 17

10-3F

**DME or GPS DEPARTURE**

**PORT MORESBY, PNG**  
**JACKSONS INTL**

VOR 117.0 PY

NDB 368 PY

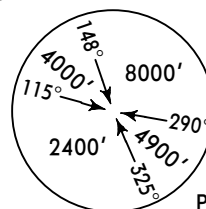
Apt. Elev **117'**

Ground 121.7

JACKSONS Tower 118.1

Alt Set: hPa (IN on req)  
Apt Elev: 4 hPa

Trans level: FL 210  
Trans alt: 20000' (19883')



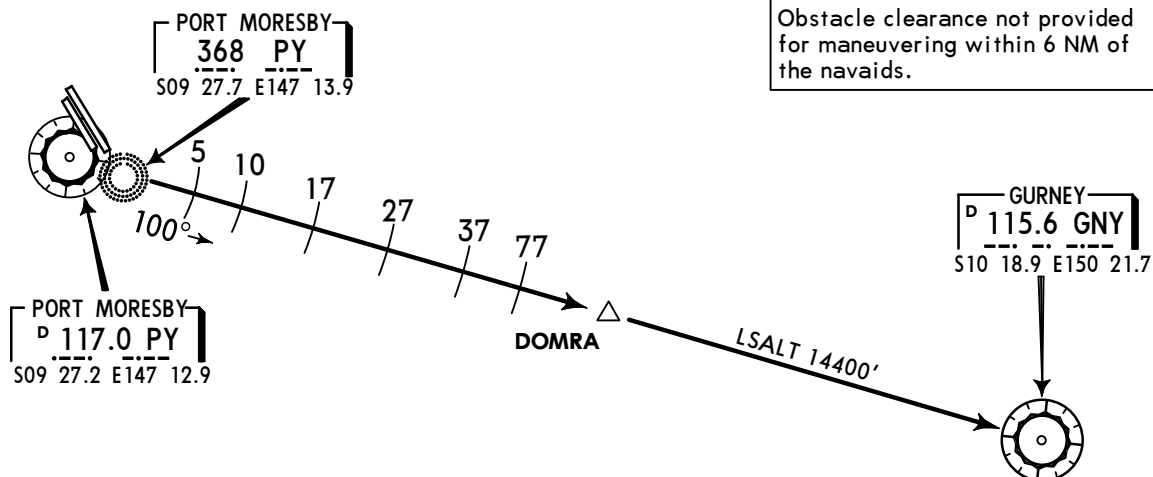
MSA  
PY VOR/NDB

**ASTROLABE 1 DEPARTURE**  
**100° from PY VOR or PY NDB**  
**to DOMRA and GNY VOR**

Use PY DME or IFR GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



BEFORE  
REACHING:

CLIMB  
TO:

5	10	17	27	37	77
4100'	4900'	8000'	13000'	15000'	16000'

PANS OPS

**JEPPESEN**

21 APR 17 (10-3G)

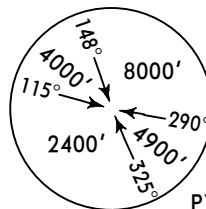
**DME or GPS DEPARTURE**

Ground 121.7

JACKSONS Tower 118.1

Alt Set: hPa (IN on req)  
Apt Elev: 4 hPa

Trans level: FL 210  
Trans alt: 20000' (19883')



**PORT MORESBY, PNG**  
**JACKSONS INTL**

VOR 117.0 PY

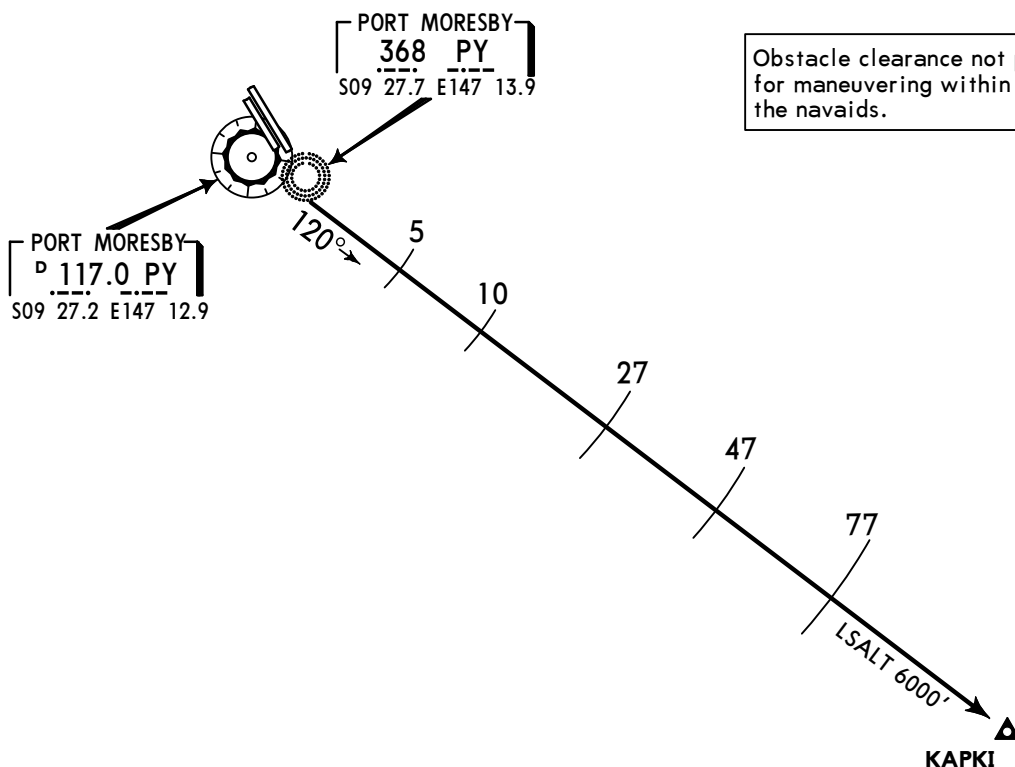
NDB 368 PY

MSA  
PY VOR/NDB

Apt. Elev 117'

**ASTROLABE 2 DEPARTURE**  
**120° from PY VOR or PY NDB to KAPKI**  
Use PY DME or IFR GPS and PY VOR or PY NDB  
GPS REFERENCE POINT PY VOR

NOT TO SCALE



BEFORE  
REACHING:

CLIMB  
TO:

	5	10	27	47	77
BEFORE REACHING:					
CLIMB TO:	4100'	4900'	6000'	12000'	16000'

PANS OPS

**JEPPESEN**

21 APR 17 (10-3H)

**DME or GPS DEPARTURE**

**PORT MORESBY, PNG**

**JACKSONS INTL**

VOR 117.0 PY

Apt. Elev **126'**

\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)

Trans level: FL 210

Apt Elev: 5 hPa

Trans alt: 20000' (19874')

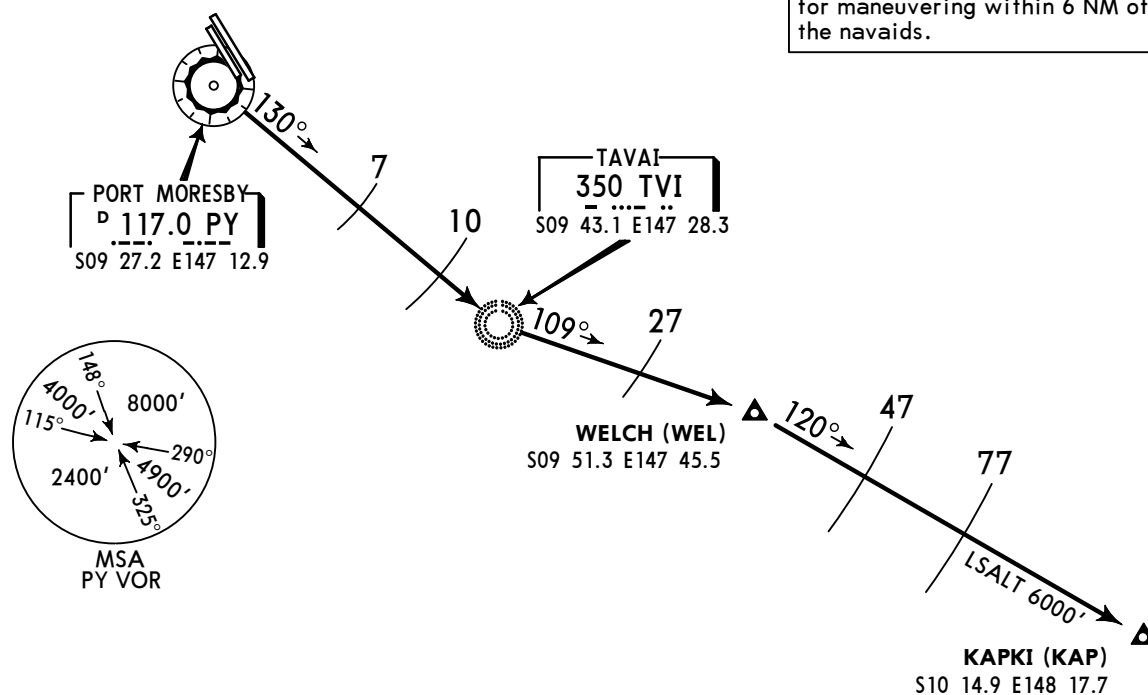
### ASTROLABE 3 DEPARTURE

130° from PY VOR to TVI Lctr, then  
109° to WELCH (WEL), then 120° to KAPKI (KAP)

Use PY DME or GPS and PY VOR, use of PY NDB not authorized, TVI Lctr not mandatory  
GPS REFERENCE POINT PY VOR

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



**JEPPESEN**

21 APR 17

10-3J

**DME or GPS DEPARTURE**

**PORT MORESBY, PNG**

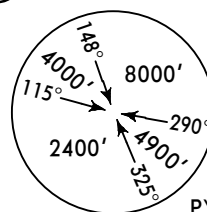
**JACKSONS INTL**

Ground 121.7

JACKSONS Tower 118.1

Alt Set: hPa (IN on req)  
Apt Elev: 4 hPa

Trans level: FL 210  
Trans alt: 20000' (19883')



MSA  
PY VOR/NDB

VOR 117.0 PY

Apt. Elev 117'

# **GALLEY DEPARTURE**

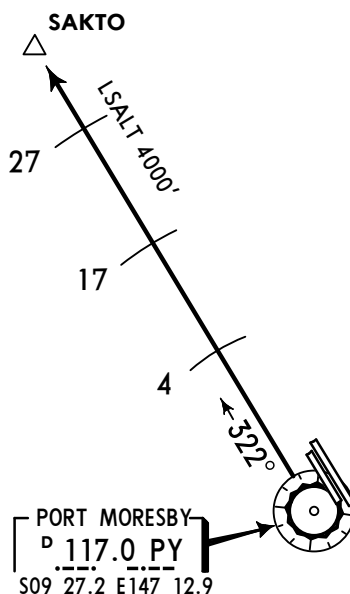
**322° from PY VOR to SAKTO**

Use PY DME or IFR GPS and PY VOR, use of PY NDB not authorized

GPS REFERENCE POINT PY VOR

Obstacle clearance not provided  
for maneuvering within 6 NM of  
the nav aids.

NOT TO SCALE



27	17	4	BEFORE REACHING:
REACH HIGHER LSALT BY 50 NM	10000'	6000'	CLIMB TO:
		2500'	

**JEPPESEN**

2 FEB 01

**10-3K**

**DME or GPS DEPARTURE**

**PORT MORESBY, PNG**

**JACKSONS INTL**

VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

\*ATIS **117.0 128.0**

\*JACKSONS Ground **121.7**

\*Tower **118.1**

Alt Set: hPa (IN on req)

Trans level: FL 210

Apt Elev: 5 hPa

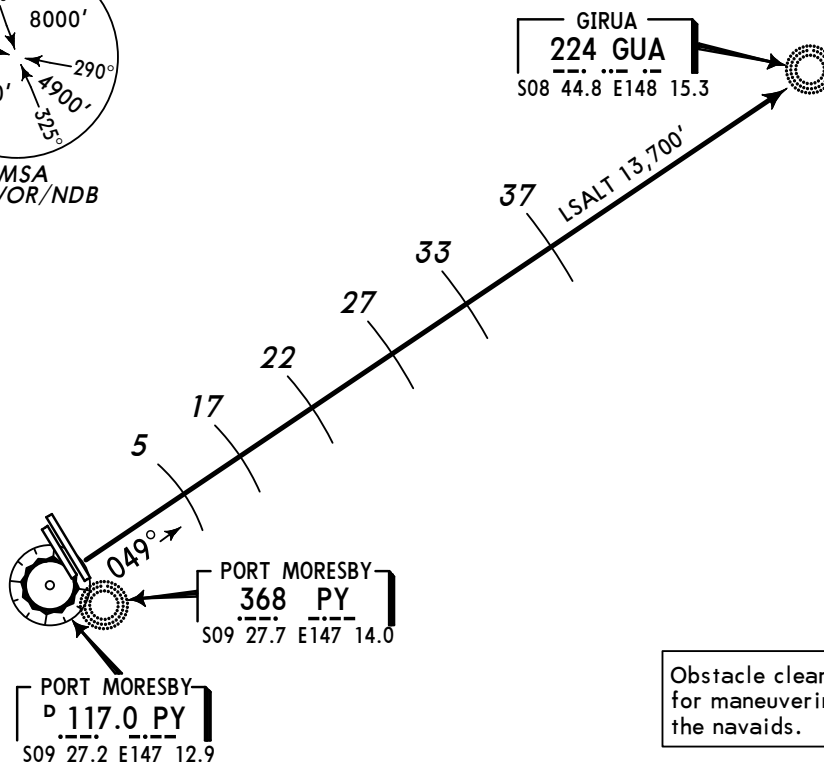
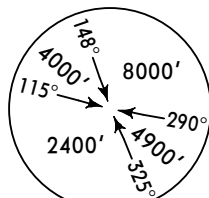
Trans alt: 20000' (19874')

**KOKODA DEPARTURE**

**049° from PY VOR or PY NDB to GUA NDB**

Use PY DME or GPS and PY VOR or PY NDB

GPS REFERENCE POINT PY VOR



Obstacle clearance not provided for maneuvering within 6 NM of the nav aids.

**BEFORE REACHING:**

**CLIMB TO:**

	5	17	22	27	33	37
	4100'	8000'	10800'	13000'	13700'	15000'

AYPY/POM

23 SEP 05

**JEPPESEN**

10-4

**PORT MORESBY, PNG**  
JACKSONS**NOISE****NOISE ABATEMENT PROCEDURES****STANDARD: LT minus 10 HOURS = UTC****APPLICATION**

Noise abatement procedures have been produced for locations which have noise sensitive areas, and shall normally apply to all jet aircraft, aircraft having a MTOW exceeding 5700 kg (12,566 lbs) and, in some cases, smaller aircraft which produce significant noise.

For the application of noise abatement procedures, ATC nominates a preferred runway and aircraft are required to conform to the resultant traffic pattern unless instructed to do otherwise. Where ATC is not established or on duty, pilots-in-command will apply the procedures detailed in this section. Noise abatement will not be a determining factor in runway nomination or selection in the following circumstances.

- a. In conditions of low cloud, thunderstorms and/or poor visibility;
- b. For runway conditions that are completely dry:
  1. When the crosswind component, including gusts, exceeds 15 kts.
  2. When the downwind component, including gusts, exceeds 5 kts.
- c. For runway conditions that are not completely dry:
  1. When the crosswind component, including gusts, exceeds 10 kts.
  2. When there is any downwind component, including gusts.
- d. When wind shear has been reported.
- e. When, in the opinion of the pilot-in-command, safety would be prejudiced by runway conditions or any other operational consideration.

Preferred flight paths for arriving and departing aircraft are depicted for particular locations, and for departing aircraft they may be in the form of a Standard Instrument Departure.

Noise abatement procedures for arriving aircraft are directed towards the avoidance of noise sensitive areas and approaches are planned to preferred runways. Pilots are not to make approaches to land below the visual or electronic glide paths for the runway in use.

The requirement to follow a preferred flight path for the purposes of noise abatement may be varied by ATC for operational reasons, e.g., weather, traffic complexity, etc.

**PREFERRED RUNWAYS**

**Take-off** - Runway 14L or 14R.

**Landing** - Runway 32L or 32R.

**PREFERRED FLIGHT PATHS**

Where possible ATC will route aircraft to avoid built-up areas.



AYPY/POM

23 SEP 05

 **JEPPESEN**

10-4A

**PORT MORESBY, PNG**  
JACKSONS**NOISE****NOISE ABATEMENT PROCEDURES****TRAINING FLIGHTS****INSTRUMENT AND CIRCUIT TRAINING**

Instrument and circuit training are permitted between 2000 and 1200 UTC except that for traffic management purposes, instrument and circuit training are restricted between the following hours:

2100 - 2300 UTC, and

0100 - 0400 UTC Monday to Saturday inclusive.

Training flight details are to be submitted by telephone to:

During radar hours - 3244822/3244832

Outside radar hours - 3244827

Approval for training and a slot time will be advised at the time of submission of details. These hours may be varied according to traffic management needs. Any such variation will be notified by NOTAM.

*Note: Pilots are advised that during the above hours of restricted operations a training aircraft which causes delay to other aircraft will be returned for landing or held until such time as to cause no delay.*

**Circuit aircraft will normally operate as follows:**

Runway 14L and 32L - Left hand circuit \*

Runway 14R and 32R - Right hand circuit \*

*\* Note: Circuit direction may be varied by ATC for traffic management purposes.*

**AYPY/POM**

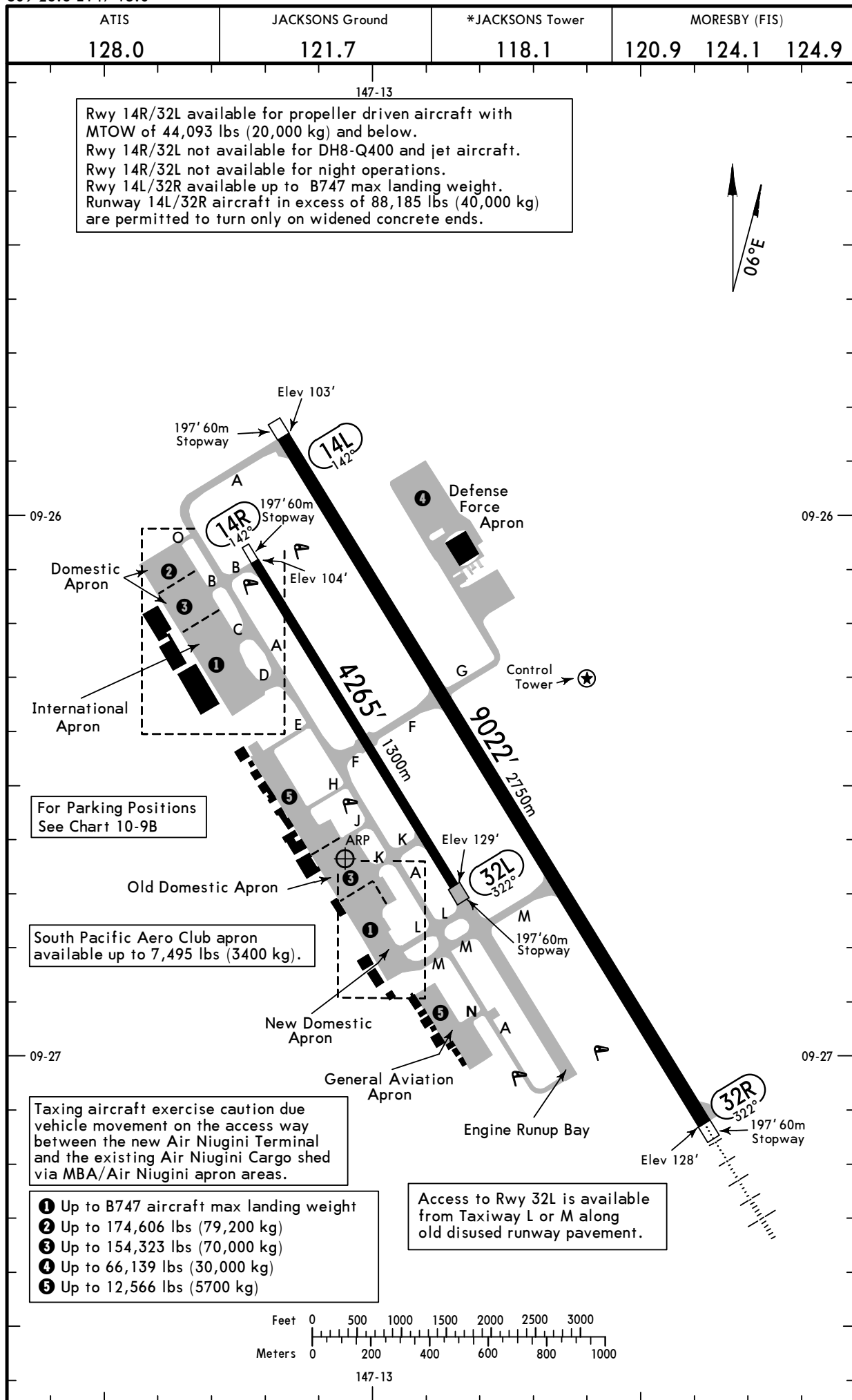
Apt Elev **117'**  
S09 26.6 E147 13.0

**JEPPesen**

21 APR 17 **(10-9)**

**PORT MORESBY, PNG**

**JACKSONS**



**AYPY/POM** **JEPPESEN**  
21 APR 17 **(10-9A)****PORT MORESBY, PNG**  
**JACKSONS**GENERALCAUTION: Birds in vicinity of airport.  
Right hand circuit Rwy 14R and 32R.

## ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
14R					98'
32L					30m

14L	HIRL	① HIALS PAPI (angle 3.0°)	grooved				150'
32R	HIRL	HIALS PAPI (angle 3.0°)	grooved				45m

① Not available.

## TAKE-OFF

	Rwys 14L, 32R		Rwys 14R, 32L
	STANDARD		300' - 2000m
	With RL & either CL or RCLM	Other	
1 Eng	600' - 4000m		
2,3 & 4 Eng	Single pilot aircraft without turbo-jet or equipped without auto-feathering. 300' - 2000m		
2,3 & 4 Eng	500m	800m	

## FOR FILING AS ALTERNATE

	SPECIAL	Other
A	1350' - 4500m	1874' - 4400m
B		
C		1974' - 6000m
D		2224' - 7000m

CHANGES: Rwy 14L/32R grooved.

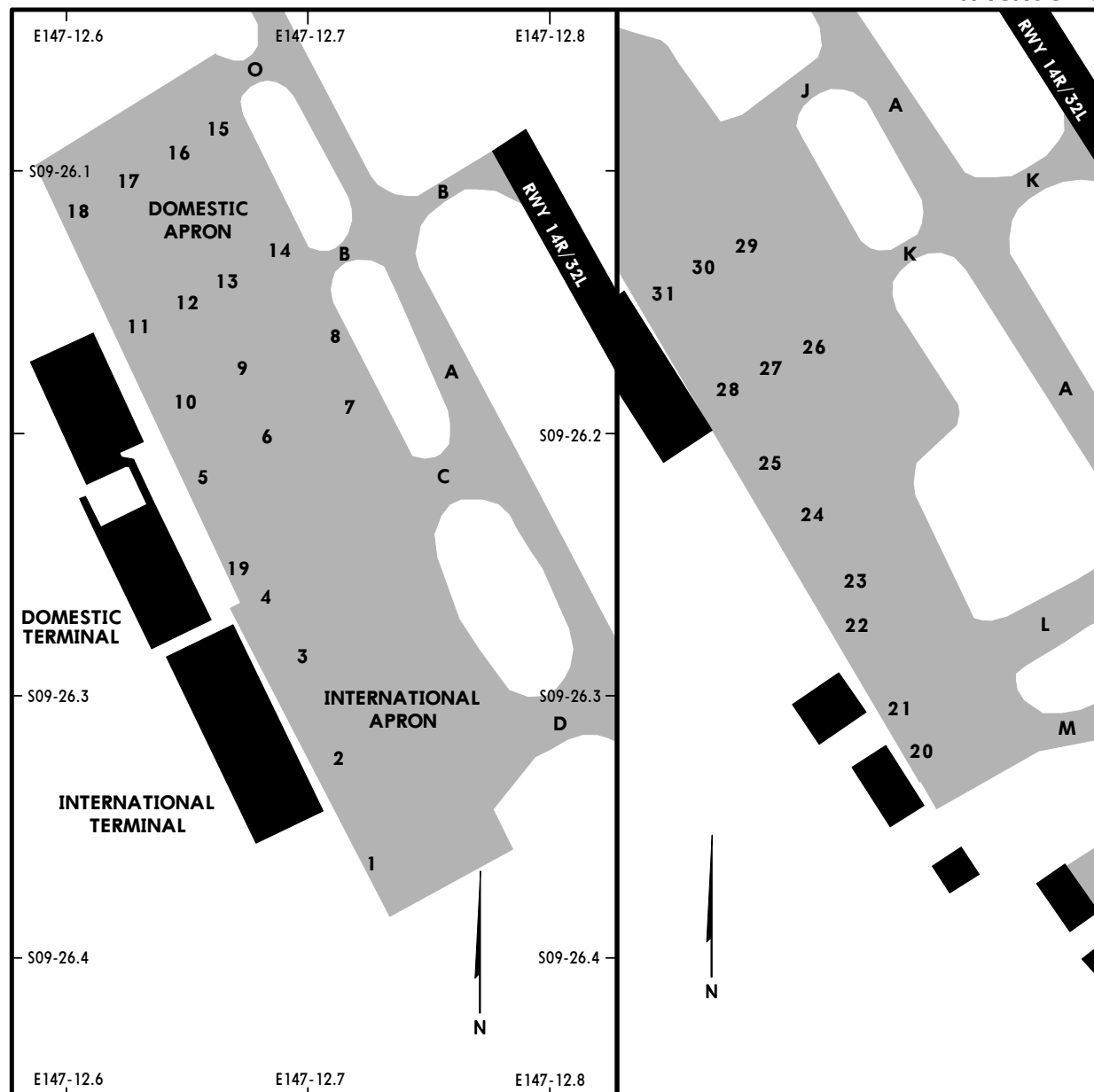
© JEPPESEN, 2000, 2017. ALL RIGHTS RESERVED.

AYPY/POM

**JEPPESEN**  
21 APR 17 **(10-9B)**

PORT MORESBY, PNG

JACKSONS



**PARKING STAND COORDINATES**

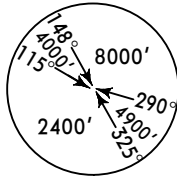
INTERNATIONAL APRON		NEW DOMESTIC APRON	
STAND No.	COORDINATES	STAND No.	COORDINATES
1 2, 3, 4 19	S09 26.4 E147 12.7 S09 26.3 E147 12.7 S09 26.2 E147 12.7	20 thru 23 24 thru 28 29 30 31	S09 26.8 E147 13.0 S09 26.7 E147 13.0 S09 26.6 E147 13.0 S09 26.6 E147 12.9 S09 26.7 E147 12.9
DOMESTIC APRON			
5 thru 10 11 12 13 thru 15 16 thru 18	S09 26.2 E147 12.7 S09 26.2 E147 12.6 S09 26.1 E147 12.6 S09 26.1 E147 12.7 S09 26.1 E147 12.6		

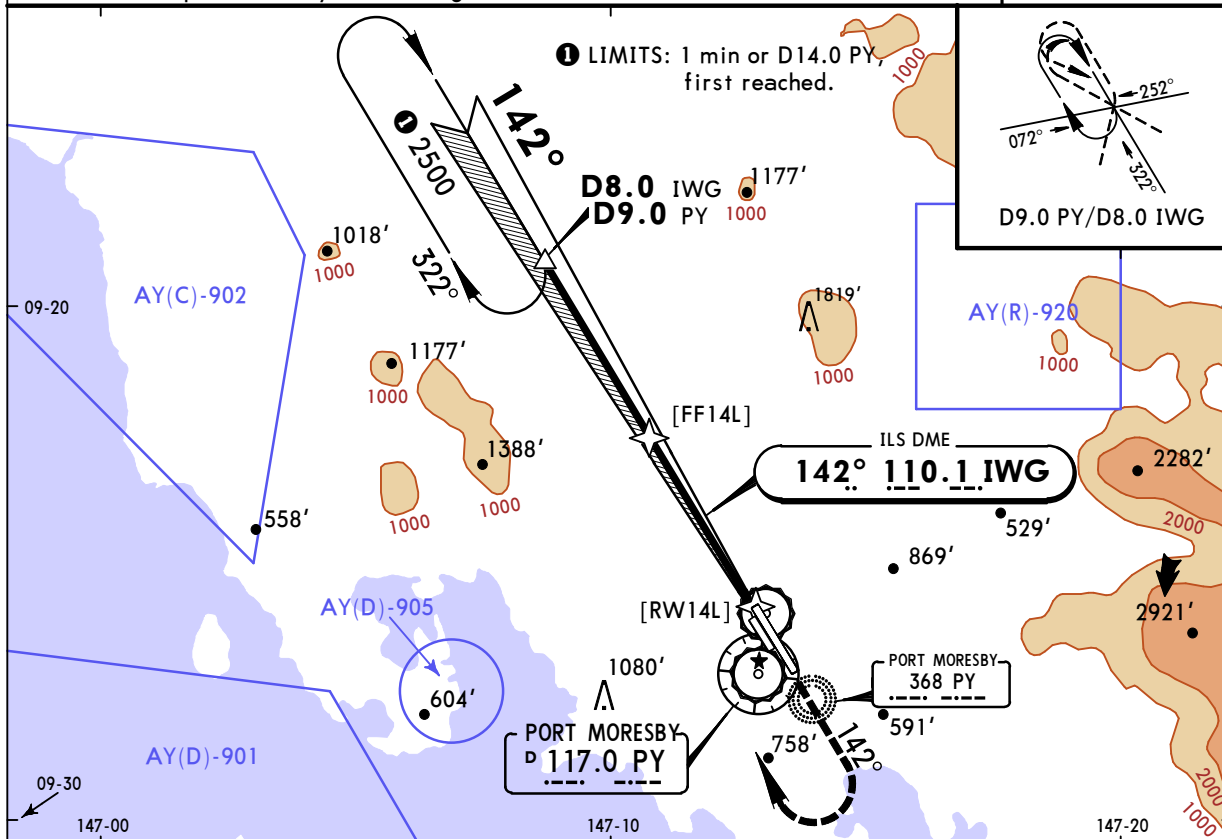
**AYPY/POM**  
**JACKSONS**

**JEPPESSEN**  
21 APR 17 **(11-1)**

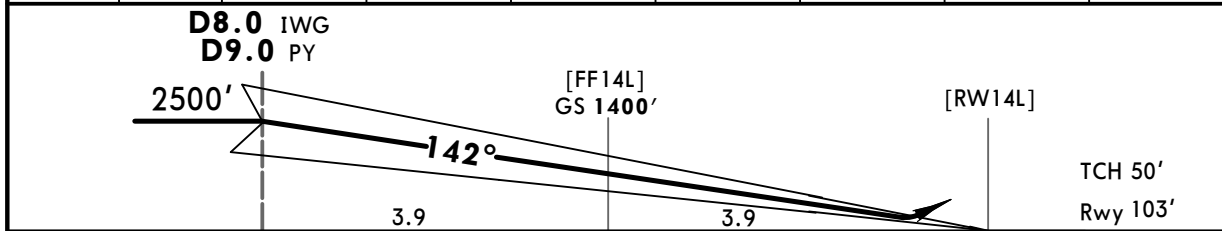
**PORT MORESBY, PNG**  
**ILS Rwy 14L**

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	*JACKSONS Tower	Ground	MORESBY (FIS)		
128.0	125.8	123.4	118.1	121.7	120.9	124.1	124.9
LOC IWG <b>110.1</b>	Final Appch Crs <b>142°</b>	GS [FF14L] <b>1400'</b> (1297')	ILS DA(H) <b>450'</b> (347')	Apt Elev 117' Rwy 103'			
<b>MISSED APCH:</b> Climb on 142° magnetic direct flight track to 1500', then, or unless otherwise directed by ATC, turn RIGHT onto 322° magnetic direct flight track, continue climb to 2500', at or beyond D9.0 PY. Turn RIGHT for pilot intercept of 142° localizer track and hold at D9.0 PY.							
Alt Set: hPa    Rwy 14L Elev: 4 hPa    Trans level: FL 210    Trans alt: 20000' 1. Max IAS for pattern entry and holding at or below 8000' 210 kts.					MSA PY VOR 4900' Within 10NM		



LOC (GS out)	IWG DME	7.6	7.0	6.0	5.0	4.0	3.0	1.9
	PY DME	8.6	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2500'	2320'	2000'	1680'	1360'	1040'	710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <div>             1500' on 142°           </div>
GS	3.00°	372	478	531	637	849	
MAP at MDA(H)							

STRAIGHT-IN LANDING RWY14L					CIRCLE-TO-LAND	
ILS			LOC(GS out)		Max Kts	
DA(H) <b>450'</b> (347')			MDA(H) <b>660'</b> (557')			
FULL		HIALS out		HIALS out	MDA(H)	
A	1200m	1500m	2400m		100	<b>1500'</b> (1383') - 2400m
B					135	
C			3100m		180	<b>1600'</b> (1483') - 4000m
D					205	<b>1850'</b> (1733') - 5000m

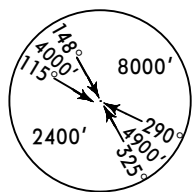
PANS OPS

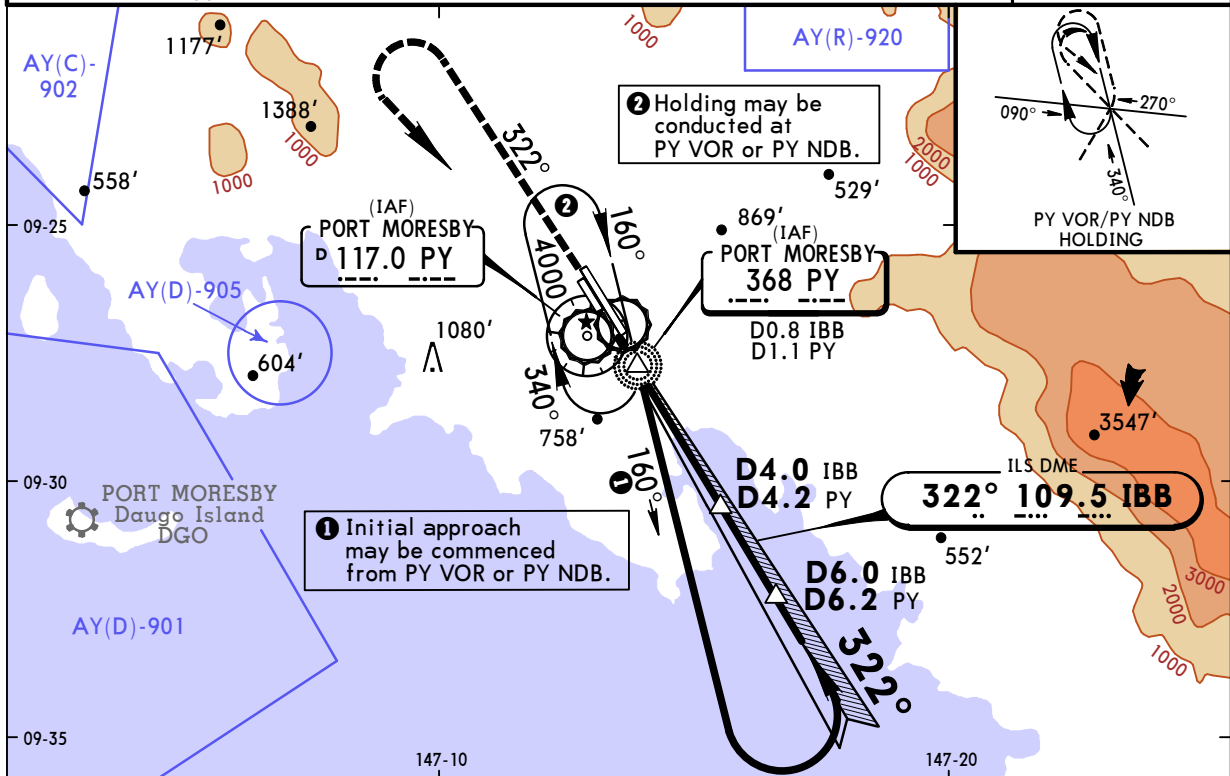
**AYPY/POM**  
**JACKSONS**

**JEPPESSEN**  
21 APR 17 (11-2)

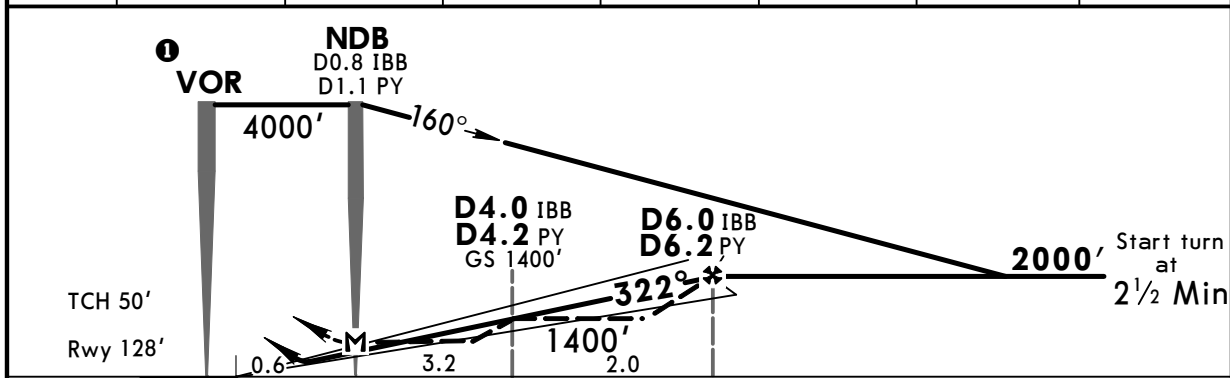
**PORT MORESBY, PNG**  
**ILS Rwy 32R PROCEDURE A**

BRIEFING STRIP

ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	*JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9
LOC IBB 109.5	Final Apch Crs 322°	Minimum Alt D6.0 IBB D6.2 PY 2000' (1872')	ILS DA(H) 450' (322')	Apt Elev 117' Rwy 128'	
<b>MISSED APCH:</b> Climb on 322° dead reckoning track to 2500' before LEFT turn to PY VOR or PY NDB. Continue climb to cross PY VOR or PY NDB at 4000', or as instructed by ATC.					
Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000' 1. Max IAS for pattern entry and holding at or below 8000' 210 kts. 2. Cat C & D Max IAS for initial approach 180 kts.					
					MSA PY VOR 4900' Within 10NM



LOC (GS out)	IBB DME	1.7	2.8	3.8	4.8	5.8	6.0
	PY DME	2.0	3.0	4.0	5.0	6.0	6.2
	ALTITUDE	650'	980'	1310'	1630'	1950'	2000'



Gnd speed-Kts	70	90	100	120	140	160			HIALS					
GS	3.00°	372	478	531	637	743	849			PAPI		2500'	on	322°
MAP at NDB/										PAPI		↑		
D0.8 IBB/D1.1 PY														

STRAIGHT-IN LANDING RWY32R				CIRCLE-TO-LAND	
ILS		LOC(GS out)			
DA(H) 450' (322')		MDA(H) 550' (422')			
FULL	HIALS out	HIALS out		Max Kts	MDA(H)
A				100	1500' (1383')-2400m
B				135	
C	1200m	1500m	2300m	180	1600' (1483')-4000m
D				205	1850' (1733')-5000m

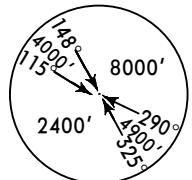
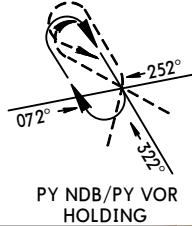
PANS OPS

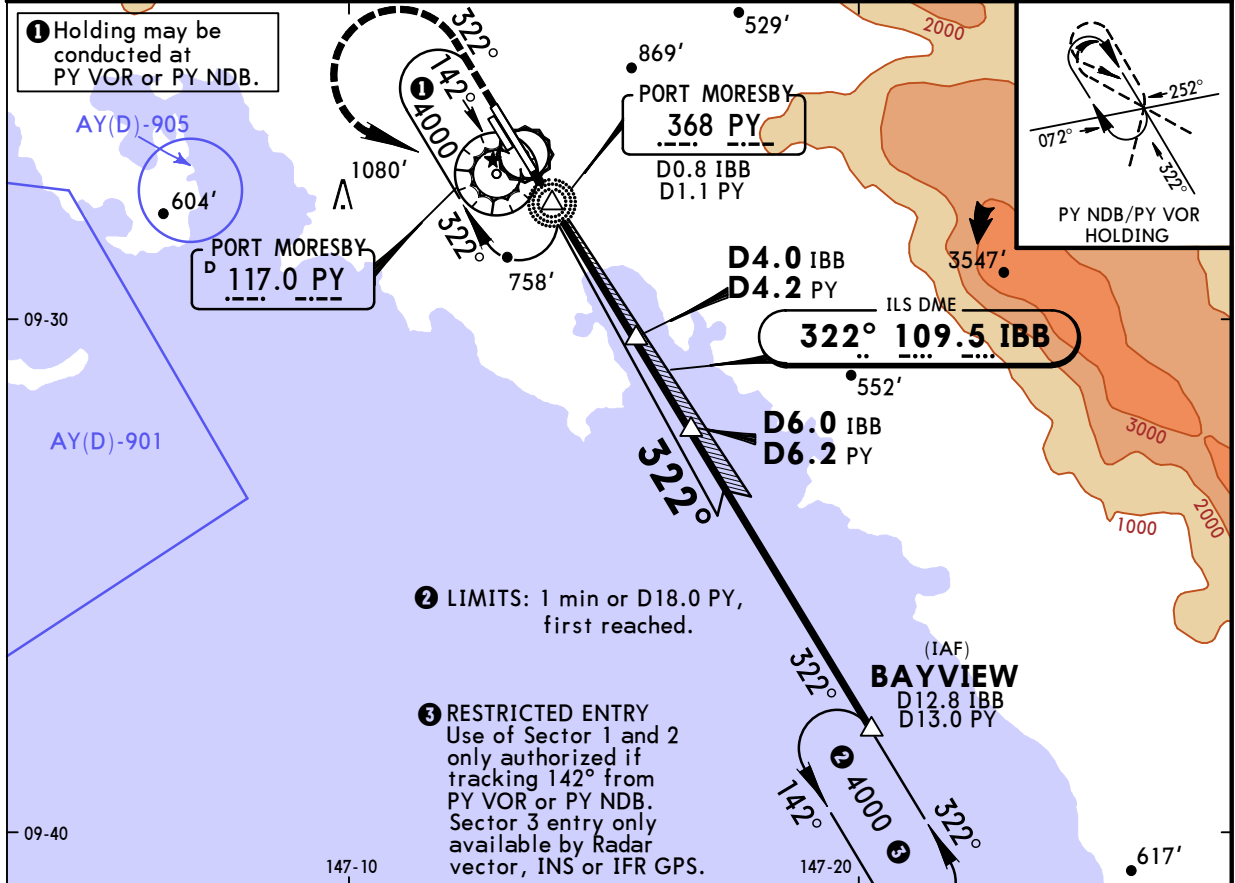
**AYPY/POM  
JACKSONS**

**JEPPesen**  
21 APR 17 **(11-3)**

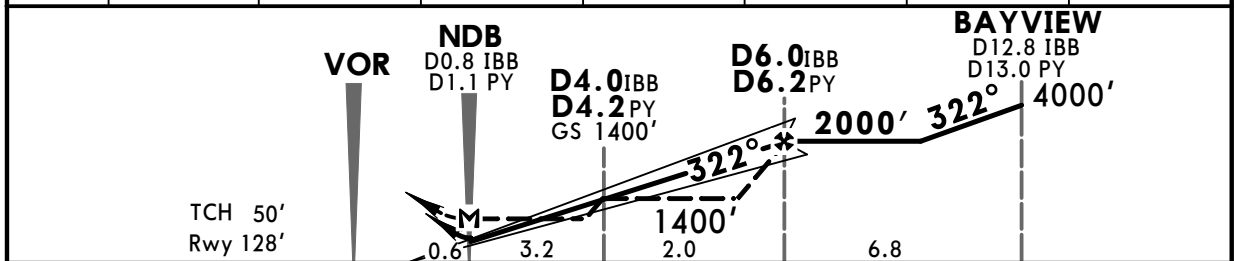
**PORT MORESBY, PNG  
ILS Rwy 32R PROCEDURE B**

BRIEFING STRIP™

ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	*JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>
LOC IBB <b>109.5</b>	Final Apch Crs <b>322°</b>	Minimum Alt <b>D6.0 IBB D6.2 PY 2000'</b> (1872')	ILS DA(H) <b>450'</b> (322')	Apt Elev 117' Rwy 128'	
<b>MISSED APCH:</b> Climb on 322° dead reckoning track to 2500' before LEFT turn to PY VOR or PY NDB. Continue climb to cross PY VOR or PY NDB at 4000', or as instructed by ATC.					<b>MSA PY VOR/LMM 4900' Within 10 NM</b>
Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000' 1. Max IAS for entry to, or holding at, BAYVIEW and PY VOR or PY NDB at or below 8000'-210 kts.					



LOC (GS out)	IBB DME	1.7	2.8	3.8	4.8	5.8	6.0
	PY DME	2.0	3.0	4.0	5.0	6.0	6.2
	ALTITUDE	650'	980'	1310'	1630'	1950'	2000'



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	377	484	538	646	753	861		
MAP at NDB									

STRAIGHT-IN LANDING RWY32R				CIRCLE-TO-LAND			
ILS		LOC(GS out)		Max Kts		MDA(H)	
DA(H) <b>450'</b> (322')		MDA(H) <b>550'</b> (422')					
FULL	HIALS out		HIALS out				
A				100		1500'	(1383') - 2400m
B				135		1600'	(1483') - 4000m
C				180		1850'	(1733') - 5000m
D				205			

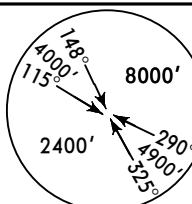
PANS OPS

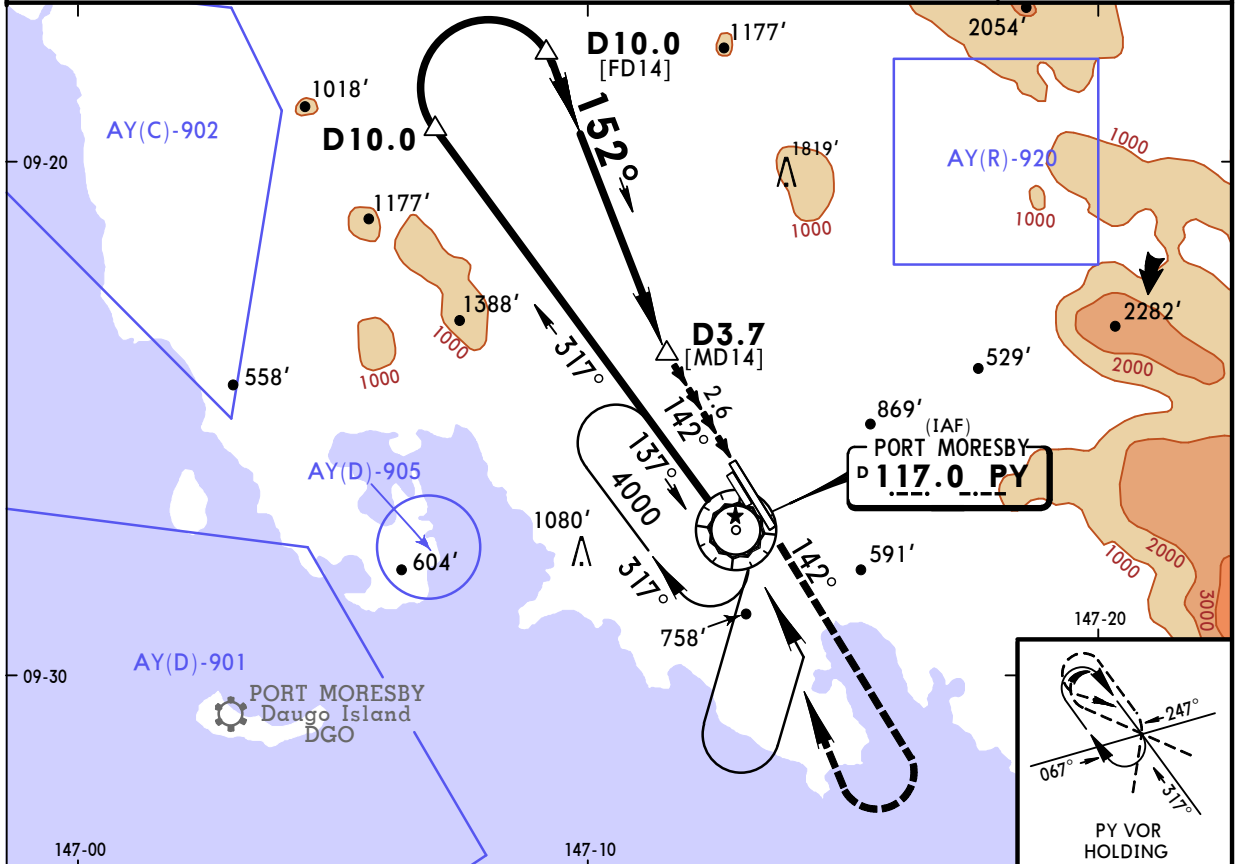
**AYPY/POM  
JACKSONS**

**JEPPesen**  
21 APR 17 **(13-1)**

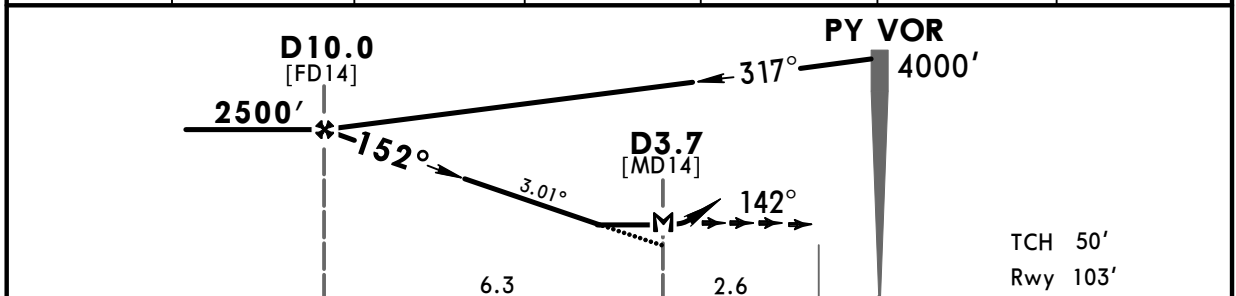
**PORT MORESBY, PNG  
VOR DME Rwy 14L**

BRIEFING STRIP

ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	*JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>	
VOR PY <b>117.0</b>	Final Apch Crs <b>152°</b>	Minimum Alt <b>D10.0</b> <b>2500'</b> (2397')	MDA(H) <b>950'</b> (847')	Apt Elev 117' Rwy 103'		
<b>MISSED APCH:</b> Climb on 142° dead reckoning track to 2500' before <b>RIGHT</b> turn, direct to PY VOR and continue climb to 4000'.						<b>MSA PY VOR</b> <b>4900'</b> within 10 NM
Alt Set: hPa    Rwy 14L Elev: 4 hPa    Trans level: FL 210    Trans alt: 20000' 1. Max IAS for pattern entry and holding below 8000' 210 kts. 2. Max IAS in reversal from holding pattern 180 kts. 3. Cat C & D Max IAS for initial approach 180 kts.						



PY DME	8.9	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2500'	2220'	1900'	1580'	1260'	950'



Gnd speed-Kts	70	90	100	120	140	160	PAPI <b>2500'</b> on <b>142°</b>	
Descent Angle 3.01°	373	479	532	639	745	852		
MAP at D3.7								

STRAIGHT-IN LANDING RWY14L				CIRCLE-TO-LAND	
MDA(H) <b>950'</b> (847')				Max Kts	MDA (H)
A				100	<b>1500'</b> (1383')- 2400m
B	2400m			135	
C	4000m			180	<b>1600'</b> (1483')- 4000m
D	4800m			205	<b>1850'</b> (1733')- 5000m

PANS OPS

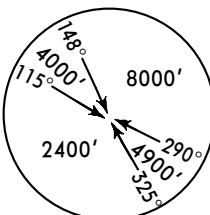
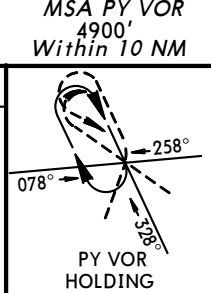


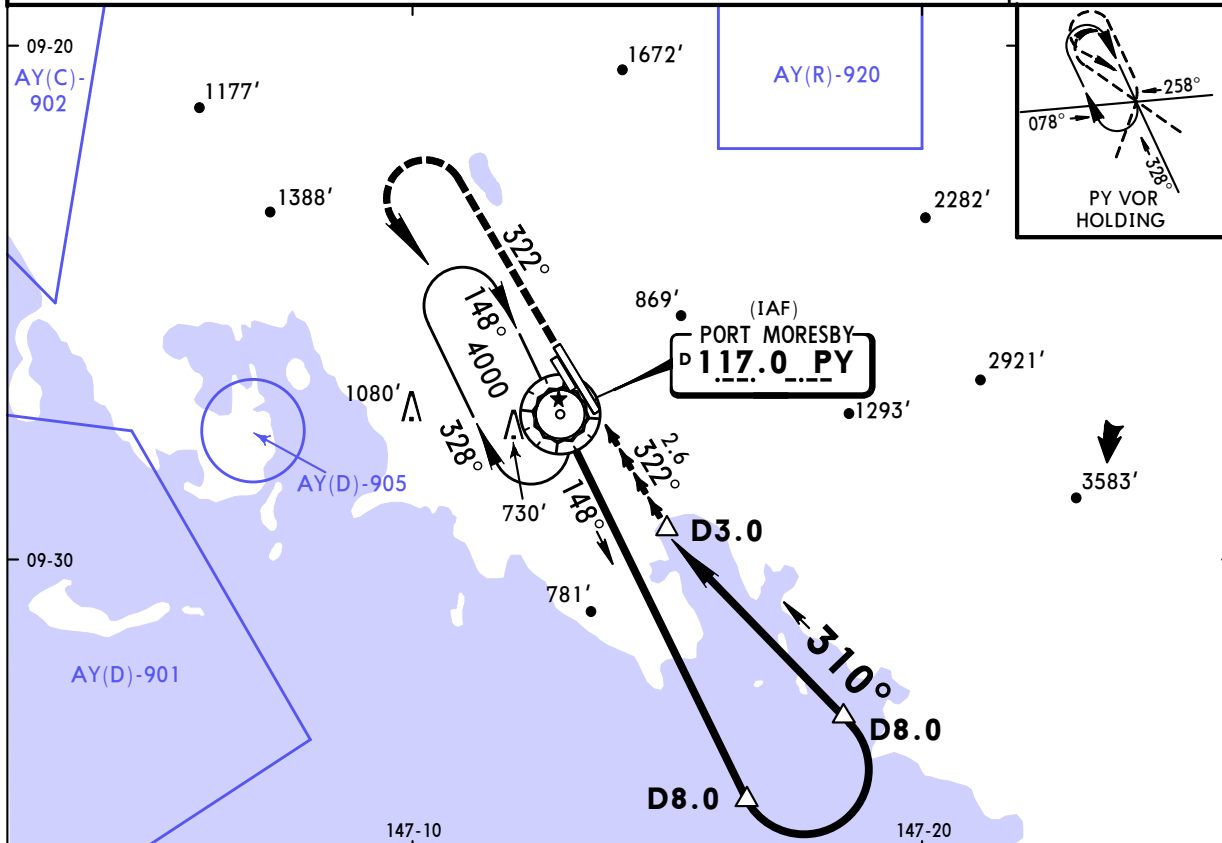
**AYPY/POM**  
**JACKSONS**

**JEPPesen**  
20 NOV 15 **(13-2)**

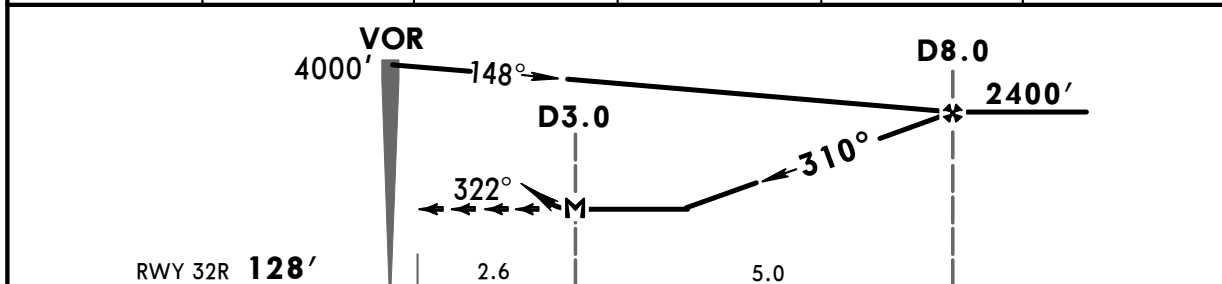
**PORT MORESBY, PNG**  
**VOR DME Rwy 32R**

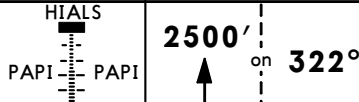
BRIEFING STRIP™

ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS)	
VOR PY <b>117.0</b>	Final Apch Crs <b>310°</b>	Minimum Alt <b>D8.0</b> <b>2400'</b> (2272')	MDA(H) <b>900'</b> (772')	Apt Elev <b>126'</b> Rwy 32R <b>128'</b>		
<b>MISSED APCH:</b> Climb on 322° dead reckoning track to 2500' before LEFT turn, direct PY VOR, continue climb to 4000'.						
Alt Set: hPa      Rwy 32R Elev: 5 hPa      Trans level: FL 210      Trans alt: 20000' 1. CAUTION: At MDA, aircraft may be below 3° approach path to the landing threshold. If so, maintain MDA until established on proper descent path to the runway. 2. Max IAS for pattern entry and holding below 8000' 210 kts. 3. Cat C & D Max IAS for initial approach 180 kts.						<b>MSA PY VOR</b> 4900' Within 10 NM



PY DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1120'	1440'	1760'	2080'	2400'



MAP at D3.0					<b>HIALS</b> 
-------------	--	--	--	--	---

STRAIGHT-IN LANDING RWY 32R			CIRCLE-TO-LAND	
MDA(H) <b>900'</b> (772')				
HIALS out			Max Kts.	MDA(H)
A			100	1500' (1374') - 2400m
B	2400m		135	
C	4000m		180	1600' (1474') - 4000m
D	4400m		205	1850' (1724') - 5000m


PANS OPS

**AYPY/POM  
JACKSONS**

**JEPPESEN**  
20 NOV 15 **(13-3)**

**PORT MORESBY, PNG**  
**VOR Rwy 32R**

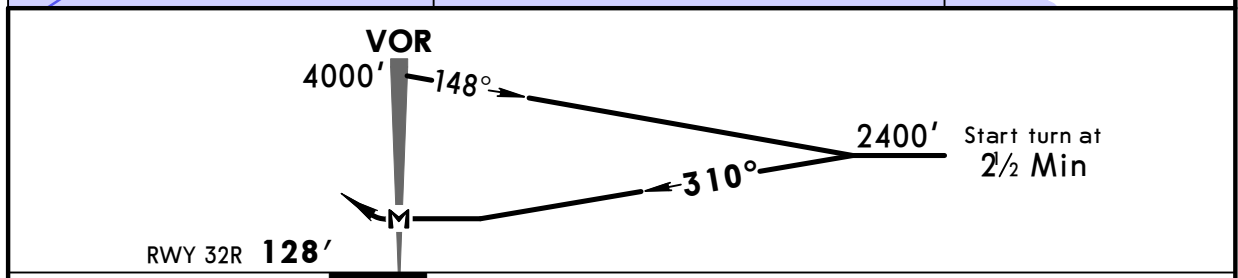
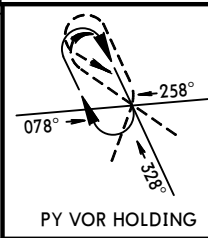
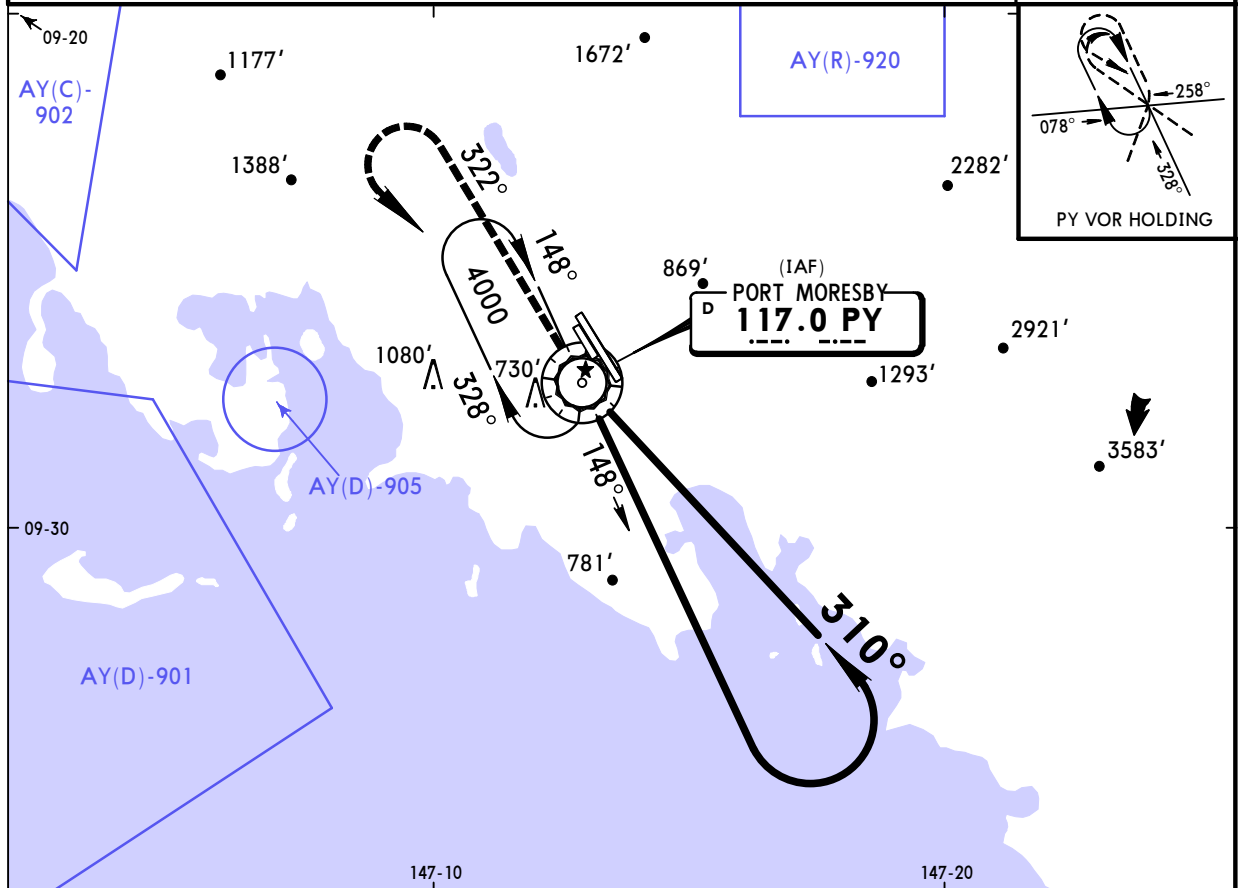
BRIEFING STRIP



ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>	
VOR PY <b>117.0</b>	Final Apch Crs <b>310°</b>	No FAF	MDA(H) <b>1000'</b> (872')	Apt Elev <b>126'</b> Rwy 32R <b>128'</b>		

**MISSED APCH:** Climb to 2500' on 322° dead reckoning track before LEFT turn, direct to PY VOR, climb to 4000'.

Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000'  
1. Max IAS for pattern entry and holding below 8000' 210 kts. 2. Cat C & D Max IAS for initial approach 180 kts.

MSA PY VOR  
4900'  
Within 10 NM



MAP at VOR						<b>HIALS</b> 		<b>2500'</b> 	<b>322°</b>
------------	--	--	--	--	--	---	--	---	-------------


STRAIGHT-IN LANDING RWY32R				CIRCLE-TO-LAND			
MDA(H) <b>1000'</b> (872')							
				Max Kts	MDA(H)		
A				100			
B	2400m			135	1500' (1374') - 2400m		
C	4000m			180	1600' (1474') - 4000m		
D	5000m			205	1850' (1724') - 5000m		

PANS OPS

**AYPY/POM JACKSONS**

**JEPPESEN**  
20 NOV 15 (16-1)

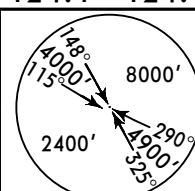
PORT MORESBY, PNG  
NDB DME Rwy 32R

ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>
NDB PY <b>368</b>	Final Apch Crs <b>322°</b>	Minimum Alt <b>D8.0</b> <b>2000'</b> (1872')	MDA(H) <b>1000'</b> (872')	Apt Elev <b>126'</b> Rwy 32R <b>128'</b>	

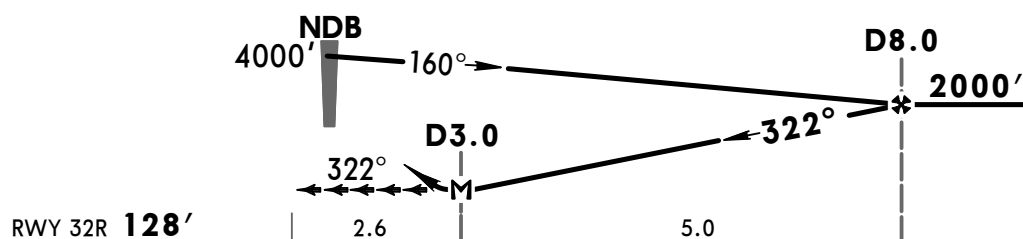
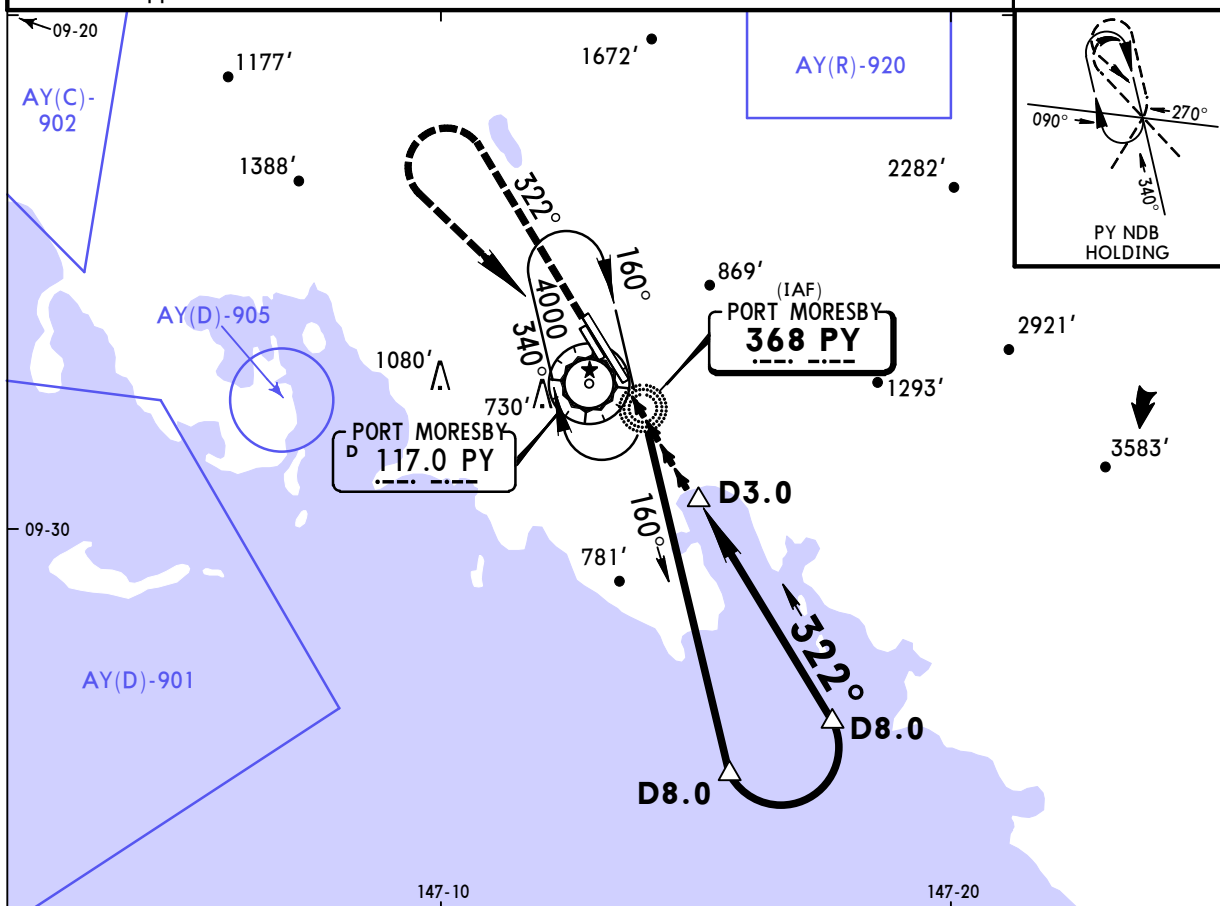
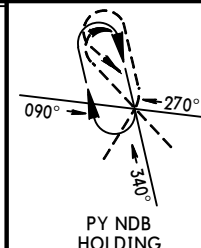
**MISSED APCH:** Climb to 2500' on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000'.

Alt Set: hPa      Rwy 32R Elev: 5 hPa      Trans level: FL 210      Trans alt: 20000'

1. Max IAS for pattern entry and holding below 8000' 210 kts. 2. Cat C & D Max IAS for initial approach 180 kts.



MSA PY VOR  
4900'  
Within 10 NM

[illegible]

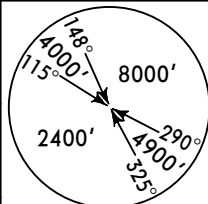
STRAIGHT-IN LANDING RWY32R			CIRCLE-TO-LAND	
MDA(H) <b>1000'</b> (872')				
		HIALS out	Max Kts	MDA(H)
A	2400m		100	<b>1500'</b> (1374') -2400m
B			135	
C	4000m		180	<b>1600'</b> (1474') -4000m
D	5000m		205	<b>1850'</b> (1724') -5000m

**AYPY/POM**  
**JACKSONS**

**JEPPESEN**  
20 NOV 15 **(16-2)**

**PORT MORESBY, PNG**  
**NDB Rwy 32R**

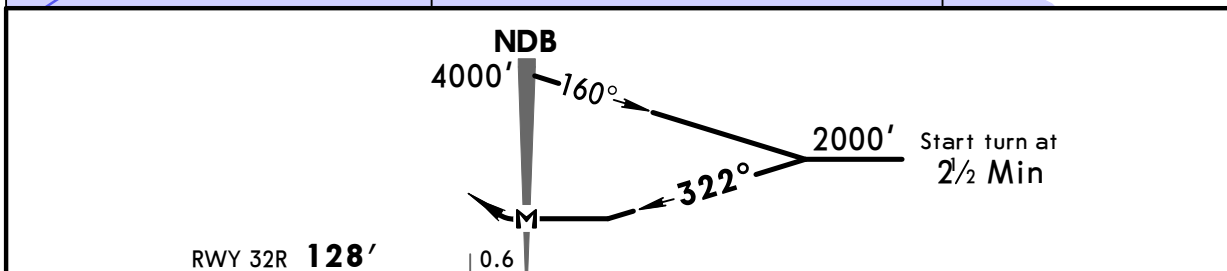
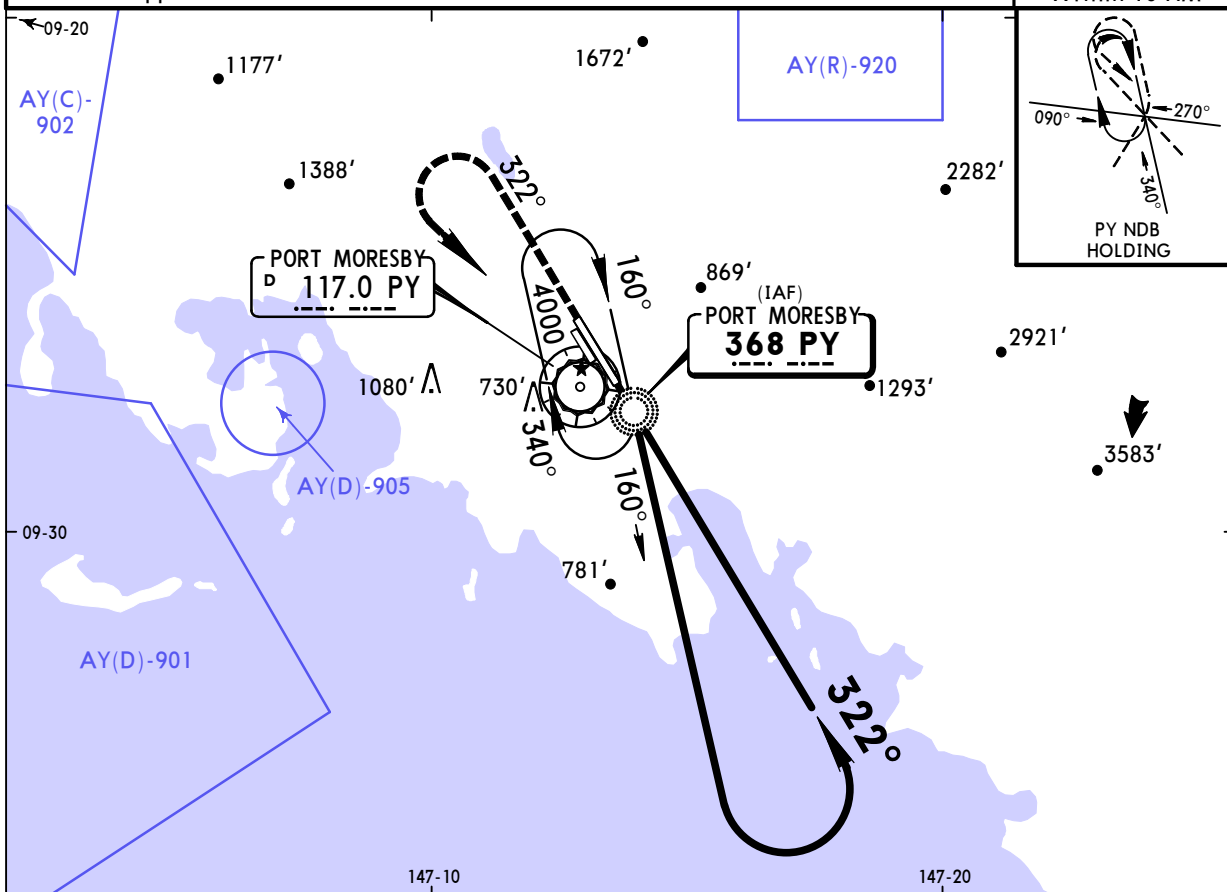
BRIEFING STRIP

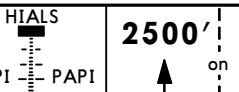
ATIS <b>128.0</b>	JACKSONS Approach (R) <b>125.8</b>	MORESBY Center <b>123.4</b>	JACKSONS Tower <b>118.1</b>	Ground <b>121.7</b>	MORESBY (FIS) <b>120.9 124.1 124.9</b>	
NDB PY <b>368</b>	Final Apch Crs <b>322°</b>	No FAF	MDA(H) <b>1150' (1022')</b>	Apt Elev <b>126'</b> Rwy 32R <b>128'</b>		

**MISSED APCH:** Climb to 2500' on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000'.

Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000'  
1. Max IAS for pattern entry and holding below 8000' 210 kts. 2. Cat C & D Max IAS for initial approach 180 kts.

MSA PY VOR  
4900'  
Within 10 NM



MAP at NDB					
------------	--	--	--	--	---

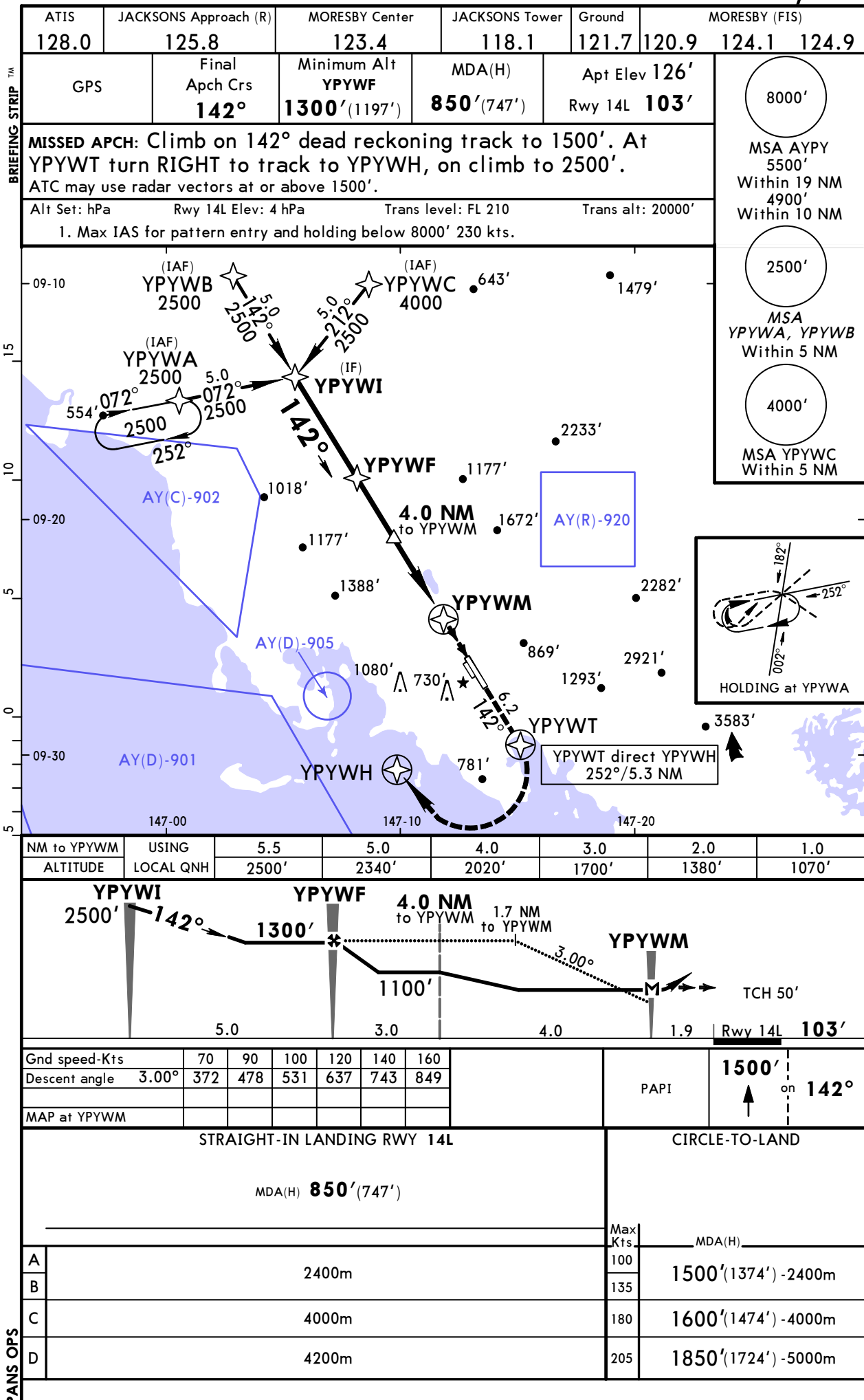
STRAIGHT-IN LANDING RWY32R			CIRCLE-TO-LAND	
MDA(H) <b>1150' (1022')</b>			Max Kts.	MDA(H)
HIALS out			100	1500' (1374') - 2400m
A			135	1600' (1474') - 4000m
B			180	1850' (1724') - 5000m
C			205	
D				

PANS OPS

# **AYPY/POM** **JACKSONS**

**JEPPesen**  
20 NOV 15 (18-1)

**PORT MORESBY, PNG**  
**GPS Rwy 14L**



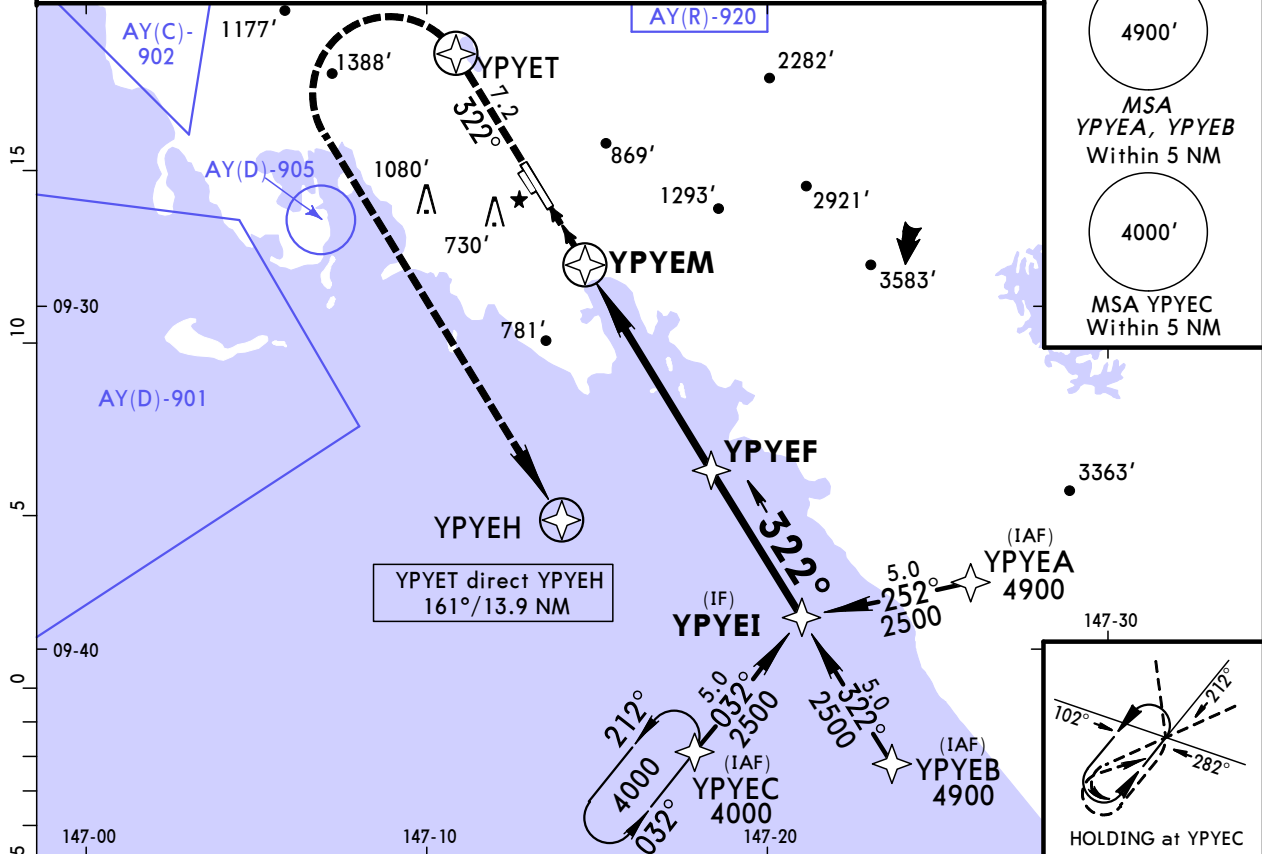
# **AYPY/POM** **JACKSONS**

**JEPPesen**  
20 NOV 15 (18-2)

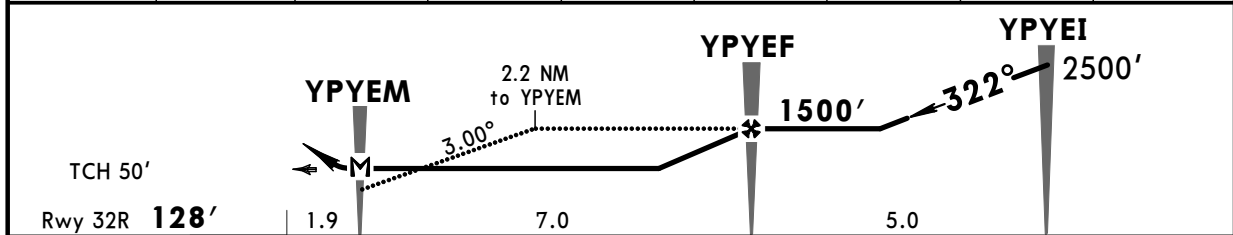
**PORT MORESBY, PNG**  
**GPS Rwy 32R**

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)	
128.0	125.8	123.4	118.1	121.7	120.9	124.1 124.9
GPS	Final Apch Crs <b>322°</b>	Minimum Alt YPYEF <b>1500'</b> (1372')	MDA(H) <b>900'</b> (772')	Apt Elev <b>126'</b> Rwy 32R <b>128'</b>	<div><div>8000'</div><div>MSA AYPY 5500' Within 19 NM 4900' Within 10 NM</div></div>	
<b>MISSED APCH:</b> Climb on 322° dead reckoning track to 1700'. At YPYET turn LEFT to track to YPYEH and climb to 4000'. ATC may use radar vectors at or above 1700'.						
Alt Set: hPa		Rwy 32R Elev: 5 hPa	Trans level: FL 210	Trans alt: 20000'		
1. Max IAS for pattern entry and holding below 8000' 230 kts.						



NM to YPYEM	USING	1.0	2.0	2.2	3.0	4.0	5.0	5.3
ALTITUDE	LOCAL QNH	1120'	1440'	1500'	1760'	2070'	2390'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1700'	on 322°
Descent angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at YPYEM										

STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND			
MDA(H) <b>900'</b> (772')							
HIALS out				Max Kts			
A	2400m			100	1500' (1374') - 2400m		
B				135			
C	4000m			180	1600' (1474') - 4000m		
D	4400m			205	1850' (1724') - 5000m		

PANS OPS