

1 YSSY -> YBCS

- 1.0.1 DEPARTURE: YSSY (Kingsford Smith Intl)
- 1.0.2 DESTINATION: YBCS (Cairns Intl)
- 1.1.1 10-1P AIRPORT BRIEFING
- 1.1.2 10-1P1 AIRPORT BRIEFING (CONTD 1)
- 1.1.3 10-1P2 AIRPORT BRIEFING (CONTD 2)
- 1.1.4 10-2 BOREE 8A RNAV ARR
- 1.1.5 10-2A BOREE 8P RNAV ARR
- 1.1.6 10-2B MARLN 3 RNAV ARR
- 1.1.7 10-2C MEPIL 3 RNAV ARR
- 1.1.8 10-2D ODALE 7 RNAV ARR
- 1.1.9 10-2E RIVET 3 RNAV ARR
- 1.1.10 10-3 SYDNEY 1 DEP (RADAR)
- 1.1.11 10-3A ABBEY 3 RNAV DEP
- 1.1.12 10-3B ANKUB 1, CLIFF 4 RNAV DEPS
- 1.1.13 10-3C DEENA 7 RNAV DEP
- 1.1.14 10-3D ENTRA 5 RNAV DEP
- 1.1.15 10-3E FISHA 8 RNAV DEP
- 1.1.16 10-3F KADOM 1, WOLLONGONG 2 DEPS
- 1.1.17 10-3G KAMBA 9 RNAV DEP
- 1.1.18 10-3H KAMPI 5 RNAV DEP
- 1.1.19 10-3J KEVIN 6 RNAV DEP
- 1.1.20 10-3K MARUB 6 RNAV DEP
- 1.1.21 10-3L RICHMOND 5 DEP
- 1.1.22 10-4 NOISE ABATEMENT
- 1.1.23 10-4A NOISE ABATEMENT CONTD 1
- 1.1.24 10-4B NOISE ABATEMENT CONTD 2
- 1.1.25 10-4C NOISE ABATEMENT CONTD 3
- 1.1.26 10-4D NOISE ABATEMENT CONTD 4
- 1.1.27 10-4E NOISE ABATEMENT CONTD 5
- 1.1.28 10-4F NOISE ABATEMENT (FLIGHT CORRIDOR A DIAGRAM)
- 1.1.29 10-4G NOISE ABATEMENT (FLIGHT CORRIDOR C DIAGRAM)
- 1.1.30 10-4H NOISE ABATEMENT (FLIGHT CORRIDOR E DIAGRAM)
- 1.1.31 10-4J NOISE ABATEMENT (FLIGHT CORRIDOR G DIAGRAM)
- 1.1.32 10-6 STANDARD DOMESTIC TAXI ROUTES (ARRS)
- 1.1.33 10-6A STANDARD DOMESTIC TAXI ROUTES (DEPS)
- 1.1.34 10-8 RWY 16R/34L CONCRETE BLOCK REPLACEMENT (TEMP)
- 1.1.35 10-8A RWY 16L/34R AND ASSOCIATED TWYS RESHEET (TEMP)
- 1.1.36 10-8B RUNWAY 34R AIRFIELD GROUND LIGHTING UPGRADE (TEMP)
- 1.1.37 10-8C WORKS ON RWY 07/25 AND TAXIWAYS (TEMP)
- 1.1.38 10-8D T1 TO T2 REDUNDANT FIBRE LINK INSTALLATION (TEMP)
- 1.1.39 10-8E AIRFIELD MAINTENANCE WORKS (TEMP)
- 1.1.40 10-8F TWYS C & G INTERSECTION RESHEET (TEMP)
- 1.1.41 10-8G ULD STORAGE AREA AND RWY 34L RESA DRAINAGE (TEMP)
- 1.1.42 10-8H RWY 16R/34L RESHEET (NORTHERN END) (TEMP)
- 1.1.43 10-9 AIRPORT, AIRPORT INFO
- 1.1.44 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
- 1.1.45 10-9B PARKING BAYS (INTERNATIONAL)
- 1.1.46 10-9C PARKING BAY COORDS (INTERNATIONAL)
- 1.1.47 10-9C-1 PARKING BAYS & COORDS (DOMESTIC)
- 1.1.48 10-9C-2 PARKING BAYS & COORDS (DOMESTIC) CONTD 1

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- 1.1.49 10-9C-3 PARKING BAYS & COORDS (DOMESTIC) CONTD 2
- 1.1.50 10-9C-4 PARKING BAYS & COORDS (DOMESTIC) CONTD 3
- 1.1.51 10-9C-5 PARKING BAYS & COORDS (TAXIWAY K)
- 1.1.52 10-9D PARALLEL RWY USAGE
- 1.1.53 10-9D1 INDEPENDENT VISUAL APPROACH
- 1.1.54 10-9D2 INDEPENDENT VISUAL APPROACH CONTD
- 1.1.55 10-9E VISUAL DOCKING GUIDANCE SYSTEMS (NIG)
- 1.1.56 10-9F VISUAL DOCKING GUIDANCE SYSTEMS (APIS)
- 1.1.57 10-9G VISUAL DOCKING GUIDANCE SYSTEMS (SAFEGATE)
- 1.1.58 10-9H VISUAL DOCKING GUIDANCE SYSTEMS (SAFEGATE CONTD 1)
- 1.1.59 10-9M B777-300 & A350-900 TAXI ROUTES
- 1.1.60 11-0 ILS PRM USER INSTRUCTIONS
- 1.1.61 11-1 ILS OR LOC RWY 07
- 1.1.62 11-2 ILS OR LOC RWY 16L
- 1.1.63 11-2A ILS RWY 16L (SA CAT I & SA CAT II)
- 1.1.64 11-3 ILS PRM RWY 16L
- 1.1.65 11-4 ILS OR LOC RWY 16R
- 1.1.66 11-4A ILS RWY 16R (SA CAT I & CAT II & SA CAT II)
- 1.1.67 11-5 ILS PRM RWY 16R
- 1.1.68 11-6 ILS OR LOC RWY 25
- 1.1.69 11-7 ILS OR LOC RWY 34L
- 1.1.70 11-7A ILS RWY 34L (SA CAT I & CAT II & SA CAT II)
- 1.1.71 11-8 ILS PRM RWY 34L
- 1.1.72 11-9 ILS OR LOC RWY 34R
- 1.1.73 11-9A ILS RWY 34R (SA CAT I & SA CAT II)
- 1.1.74 11-10 ILS PRM RWY 34R
- 1.1.75 12-1 RNAV-Z (GNSS) RWY 07
- 1.1.76 12-2 RNAV-Z (GNSS) RWY 16L
- 1.1.77 12-3 RNAV-Z (GNSS) RWY 16R
- 1.1.78 12-4 RNAV-Z (GNSS) RWY 25
- 1.1.79 12-5 RNAV-Z (GNSS) RWY 34L
- 1.1.80 12-6 RNAV-Z (GNSS) RWY 34R
- 1.1.81 12-40 GLS RWY 07
- 1.1.82 12-41 GLS RWY 16L
- 1.1.83 12-42 GLS RWY 16R
- 1.1.84 12-43 GLS RWY 25
- 1.1.85 12-44 GLS RWY 34L
- 1.1.86 12-45 GLS RWY 34R
- 1.2.1 10-2 INNISFAIL DME OR GNSS ARR
- 1.2.2 10-2A LAMEK DME OR GNSS ARR
- 1.2.3 10-2B NONIR DME OR GNSS ARR
- 1.2.4 10-2C CODIE 7A RNAV ARR
- 1.2.5 10-2D CODIE 7X RNAV ARR
- 1.2.6 10-2E CODIE 7Z RNAV ARR
- 1.2.7 10-2F HENDO 8A RNAV ARR
- 1.2.8 10-2G HENDO 8Y RNAV ARR
- 1.2.9 10-2H KEEWI 1A RNAV ARR
- 1.2.10 10-2J KEEWI 1V RNAV ARR
- 1.2.11 10-2K KEEWI 1X RNAV ARR
- 1.2.12 10-2L KEEWI 1Y RNAV ARR
- 1.2.13 10-2M NONUM 3A, 3B, 3V & 3Z RNAV ARRS
- 1.2.14 10-2N NONUM 3W RNAV ARR

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- 1.2.15 10-2P SUNNY 6B & 6V RNAV ARRS
- 1.2.16 10-2Q TOTTY 4W RNAV ARR
- 1.2.17 10-2S UPOLO 8A, 8B, 8V & 8Z RNAV ARRS
- 1.2.18 10-2T UPOLO 8X RNAV ARR
- 1.2.19 10-3 CAIRNS 2 DEP (RADAR)
- 1.2.20 10-3A EAZEE 2 DEP
- 1.2.21 10-3B NONUM 1 DEP
- 1.2.22 10-3C SWIFT 8 DEP
- 1.2.23 10-4 NOISE ABATEMENT
- 1.2.24 10-4A NOISE ABATEMENT CONTD 1
- 1.2.25 10-4B NOISE ABATEMENT CONTD 2
- 1.2.26 10-9 AIRPORT, AIRPORT INFO
- 1.2.27 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
- 1.2.28 10-9B PARKING STANDS & COORDS
- 1.2.29 10-9C PARKING STANDS & COORDS (CONTD)
- 1.2.30 10-9D VISUAL DOCKING GUIDANCE SYSTEMS
- 1.2.31 10-9E VISUAL DOCKING GUIDANCE SYSTEMS (CONTD)
- 1.2.32 11-1 ILS-Z OR LOC-Z RWY 15
- 1.2.33 11-2 ILS-Y OR LOC-Y RWY 15
- 1.2.34 11-3 ILS-X OR LOC-X RWY 15
- 1.2.35 11-4 ILS-W OR LOC-W RWY 15
- 1.2.36 11-5 LOC-Z RWY 33
- 1.2.37 11-6 LOC-Y RWY 33
- 1.2.38 11-7 LOC-X RWY 33
- 1.2.39 11-8 LOC-W RWY 33
- 1.2.40 12-1 RNAV-Z (GNSS) RWY 15
- 1.2.41 12-2 RNAV-Y (GNSS) RWY 15
- 1.2.42 12-20 RNAV-X (RNP) RWY 15
- 1.2.43 12-21 RNAV-W (RNP) RWY 15
- 1.2.44 12-22 RNAV-Y (RNP) RWY 33
- 1.2.45 12-23 RNAV-X (RNP) RWY 33
- 1.2.46 12-24 RNAV-W (RNP) RWY 33
- 1.2.47 13-1 NDB-A OR VOR-A
- 1.2.48 13-2 NDB-B OR VOR-B

2 YBCS -> YBRM

- 2.0.1 DEPARTURE: YBCS (Cairns Intl)
- 2.0.2 DESTINATION: YBRM (Broome Intl)
- 2.1.1 10-2 INNISFAIL DME OR GNSS ARR
- 2.1.2 10-2A LAMEK DME OR GNSS ARR
- 2.1.3 10-2B NONIR DME OR GNSS ARR
- 2.1.4 10-2C CODIE 7A RNAV ARR
- 2.1.5 10-2D CODIE 7X RNAV ARR
- 2.1.6 10-2E CODIE 7Z RNAV ARR
- 2.1.7 10-2F HENDO 8A RNAV ARR
- 2.1.8 10-2G HENDO 8Y RNAV ARR
- 2.1.9 10-2H KEEWI 1A RNAV ARR
- 2.1.10 10-2J KEEWI 1V RNAV ARR
- 2.1.11 10-2K KEEWI 1X RNAV ARR
- 2.1.12 10-2L KEEWI 1Y RNAV ARR
- 2.1.13 10-2M NONUM 3A, 3B, 3V & 3Z RNAV ARRS
- 2.1.14 10-2N NONUM 3W RNAV ARR

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- 2.1.15 10-2P SUNNY 6B & 6V RNAV ARRS
- 2.1.16 10-2Q TOTTY 4W RNAV ARR
- 2.1.17 10-2S UPOLO 8A, 8B, 8V & 8Z RNAV ARRS
- 2.1.18 10-2T UPOLO 8X RNAV ARR
- 2.1.19 10-3 CAIRNS 2 DEP (RADAR)
- 2.1.20 10-3A EAZEE 2 DEP
- 2.1.21 10-3B NONUM 1 DEP
- 2.1.22 10-3C SWIFT 8 DEP
- 2.1.23 10-4 NOISE ABATEMENT
- 2.1.24 10-4A NOISE ABATEMENT CONTD 1
- 2.1.25 10-4B NOISE ABATEMENT CONTD 2
- 2.1.26 10-9 AIRPORT, AIRPORT INFO
- 2.1.27 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
- 2.1.28 10-9B PARKING STANDS & COORDS
- 2.1.29 10-9C PARKING STANDS & COORDS (CONTD)
- 2.1.30 10-9D VISUAL DOCKING GUIDANCE SYSTEMS
- 2.1.31 10-9E VISUAL DOCKING GUIDANCE SYSTEMS (CONTD)
- 2.1.32 11-1 ILS-Z OR LOC-Z RWY 15
- 2.1.33 11-2 ILS-Y OR LOC-Y RWY 15
- 2.1.34 11-3 ILS-X OR LOC-X RWY 15
- 2.1.35 11-4 ILS-W OR LOC-W RWY 15
- 2.1.36 11-5 LOC-Z RWY 33
- 2.1.37 11-6 LOC-Y RWY 33
- 2.1.38 11-7 LOC-X RWY 33
- 2.1.39 11-8 LOC-W RWY 33
- 2.1.40 12-1 RNAV-Z (GNSS) RWY 15
- 2.1.41 12-2 RNAV-Y (GNSS) RWY 15
- 2.1.42 12-20 RNAV-X (RNP) RWY 15
- 2.1.43 12-21 RNAV-W (RNP) RWY 15
- 2.1.44 12-22 RNAV-Y (RNP) RWY 33
- 2.1.45 12-23 RNAV-X (RNP) RWY 33
- 2.1.46 12-24 RNAV-W (RNP) RWY 33
- 2.1.47 13-1 NDB-A OR VOR-A
- 2.1.48 13-2 NDB-B OR VOR-B
- 2.2.1 10-2 BROOME DME OR GNSS ARR
- 2.2.2 10-3 ASINO & LULDI 1 RNAV DEPS (COPTER)
- 2.2.3 10-4 NOISE ABATEMENT
- 2.2.4 10-9 AIRPORT, AIRPORT INFO
- 2.2.5 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
- 2.2.6 12-1 RNAV-Z (GNSS) RWY 10
- 2.2.7 12-2 RNAV-Z (GNSS) RWY 28
- 2.2.8 12-3 COPTER RNAV-Z (GNSS) 250
- 2.2.9 16-1 NDB-Z RWY 10
- 2.2.10 16-2 NDB-Y RWY 10
- 2.2.11 16-3 NDB-Z RWY 28
- 2.2.12 16-4 NDB-Y RWY 28

3 YBRM -> WIII

- 3.0.1 DEPARTURE: YBRM (Broome Intl)
- 3.0.2 DESTINATION: WIII (Soekarno-Hatta Intl)
- 3.1.1 10-2 BROOME DME OR GNSS ARR
- 3.1.2 10-3 ASINO & LULDI 1 RNAV DEPS (COPTER)

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- 3.1.3 10-4 NOISE ABATEMENT
- 3.1.4 10-9 AIRPORT, AIRPORT INFO
- 3.1.5 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
- 3.1.6 12-1 RNAV-Z (GNSS) RWY 10
- 3.1.7 12-2 RNAV-Z (GNSS) RWY 28
- 3.1.8 12-3 COPTER RNAV-Z (GNSS) 250
- 3.1.9 16-1 NDB-Z RWY 10
- 3.1.10 16-2 NDB-Y RWY 10
- 3.1.11 16-3 NDB-Z RWY 28
- 3.1.12 16-4 NDB-Y RWY 28
- 3.2.1 10-1P AIRPORT BRIEFING
- 3.2.2 10-1P1 AIRPORT BRIEFING CONTD 1
- 3.2.3 10-1P2 AIRPORT BRIEFING CONTD 2
- 3.2.4 10-1R RADAR MNM ALTS
- 3.2.5 10-2 BUNIK, CARLI & DENDY 1A RNAV ARRS
- 3.2.6 10-2A BUNIK, CARLI & DENDY 1B RNAV ARRS
- 3.2.7 10-2B GASPA & IMU 1A RNAV ARRS
- 3.2.8 10-2C GASPA & IMU 1B RNAV ARRS
- 3.2.9 10-3 ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1A DEPS
- 3.2.10 10-3A ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1B DEPS
- 3.2.11 10-3B ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1C DEPS
- 3.2.12 10-3C ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1D DEPS
- 3.2.13 10-6 TAXI ROUTES (LANDING RWY 07L)
- 3.2.14 10-6A TAXI ROUTES (LANDING RWY 07L CONTD)
- 3.2.15 10-6B TAXI ROUTES (LANDING RWY 25R)
- 3.2.16 10-6C TAXI ROUTES (LANDING RWY 25R CONTD 1)
- 3.2.17 10-6D TAXI ROUTES (LANDING RWY 25R CONTD 2, RWY 07R)
- 3.2.18 10-6E TAXI ROUTES (LANDING RWY 07R CONTD 1)
- 3.2.19 10-6F TAXI ROUTES (LANDING RWY 07R CONTD 2)
- 3.2.20 10-6G TAXI ROUTES (LANDING RWY 25L)
- 3.2.21 10-6H TAXI ROUTES (LANDING RWY 25L CONTD 1)
- 3.2.22 10-6J TAXI ROUTES (LANDING RWY 25L CONTD 2)
- 3.2.23 10-6K TAXI ROUTES (LANDING RWY 25L CONTD 3)
- 3.2.24 10-6L TAXI ROUTES (TAKE-OFF RWY 07L, RWY 25R)
- 3.2.25 10-6M TAXI ROUTES (TAKE-OFF RWY 25R CONTD, RWY 07R)
- 3.2.26 10-6N TAXI ROUTES (TAKE-OFF RWY 25L)
- 3.2.27 10-8 CONSTRUCTION WORKS (TEMP)
- 3.2.28 10-9 AIRPORT
- 3.2.29 10-9A AIRPORT INFO, TAKE-OFF MNMS
- 3.2.30 10-9B PARKING STANDS & COORDS TERMINALS A, B & C
- 3.2.31 10-9C PARKING STANDS & COORDS TERMINALS D, E & F
- 3.2.32 10-9D PARKING STANDS & COORDS TERMINAL G, H & I
- 3.2.33 10-9E PUSHBACK
- 3.2.34 10-9F PUSHBACK (CONTD 1)
- 3.2.35 10-9G PUSHBACK (CONTD 2)
- 3.2.36 10-9H PUSHBACK (CONTD 3)
- 3.2.37 10-9J SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM
- 3.2.38 10-9K SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM (CONTD 1)
- 3.2.39 10-9L SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM (CONTD 2)
- 3.2.40 10-9M SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM (CONTD 3)
- 3.2.41 11-1 ILS RWY 07L
- 3.2.42 11-2 ILS RWY 07R

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- 3.2.43 11-3 ILS RWY 25L
- 3.2.44 11-4 ILS RWY 25R
- 3.2.45 12-1 RNAV (GNSS) RWY 07L
- 3.2.46 12-2 RNAV (GNSS) RWY 07R
- 3.2.47 12-3 RNAV (GNSS) RWY 25L
- 3.2.48 12-4 RNAV (GNSS) RWY 25R
- 3.2.49 16-1 NDB RWY 07L
- 3.2.50 16-2 NDB RWY 07R
- 3.2.51 16-3 NDB RWY 25L
- 3.2.52 16-4 NDB RWY 25R

4 WIII -> WSSS

- 4.0.1 DEPARTURE: WIII (Soekarno-Hatta Intl)
- 4.0.2 DESTINATION: WSSS (Changi)
- 4.1.1 10-1P AIRPORT BRIEFING
- 4.1.2 10-1P1 AIRPORT BRIEFING CONTD 1
- 4.1.3 10-1P2 AIRPORT BRIEFING CONTD 2
- 4.1.4 10-1R RADAR MNM ALTS
- 4.1.5 10-2 BUNIK, CARLI & DENDY 1A RNAV ARRS
- 4.1.6 10-2A BUNIK, CARLI & DENDY 1B RNAV ARRS
- 4.1.7 10-2B GASPA & IMU 1A RNAV ARRS
- 4.1.8 10-2C GASPA & IMU 1B RNAV ARRS
- 4.1.9 10-3 ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1A DEPS
- 4.1.10 10-3A ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1B DEPS
- 4.1.11 10-3B ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1C DEPS
- 4.1.12 10-3C ABASA,ABILO,ALAMO,AMBOY, CA,DOLTA,PW,TULIP 1D DEPS
- 4.1.13 10-6 TAXI ROUTES (LANDING RWY 07L)
- 4.1.14 10-6A TAXI ROUTES (LANDING RWY 07L CONTD)
- 4.1.15 10-6B TAXI ROUTES (LANDING RWY 25R)
- 4.1.16 10-6C TAXI ROUTES (LANDING RWY 25R CONTD 1)
- 4.1.17 10-6D TAXI ROUTES (LANDING RWY 25R CONTD 2, RWY 07R)
- 4.1.18 10-6E TAXI ROUTES (LANDING RWY 07R CONTD 1)
- 4.1.19 10-6F TAXI ROUTES (LANDING RWY 07R CONTD 2)
- 4.1.20 10-6G TAXI ROUTES (LANDING RWY 25L)
- 4.1.21 10-6H TAXI ROUTES (LANDING RWY 25L CONTD 1)
- 4.1.22 10-6J TAXI ROUTES (LANDING RWY 25L CONTD 2)
- 4.1.23 10-6K TAXI ROUTES (LANDING RWY 25L CONTD 3)
- 4.1.24 10-6L TAXI ROUTES (TAKE-OFF RWY 07L, RWY 25R)
- 4.1.25 10-6M TAXI ROUTES (TAKE-OFF RWY 25R CONTD, RWY 07R)
- 4.1.26 10-6N TAXI ROUTES (TAKE-OFF RWY 25L)
- 4.1.27 10-8 CONSTRUCTION WORKS (TEMP)
- 4.1.28 10-9 AIRPORT
- 4.1.29 10-9A AIRPORT INFO, TAKE-OFF MNMS
- 4.1.30 10-9B PARKING STANDS & COORDS TERMINALS A, B & C
- 4.1.31 10-9C PARKING STANDS & COORDS TERMINALS D, E & F
- 4.1.32 10-9D PARKING STANDS & COORDS TERMINAL G, H & I
- 4.1.33 10-9E PUSHBACK
- 4.1.34 10-9F PUSHBACK (CONTD 1)
- 4.1.35 10-9G PUSHBACK (CONTD 2)
- 4.1.36 10-9H PUSHBACK (CONTD 3)
- 4.1.37 10-9J SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM
- 4.1.38 10-9K SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM (CONTD 1)

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- 4.1.39 10-9L SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM (CONTD 2)
- 4.1.40 10-9M SAFEDOCK ACFT DOCKING GUIDANCE SYSTEM (CONTD 3)
- 4.1.41 11-1 ILS RWY 07L
- 4.1.42 11-2 ILS RWY 07R
- 4.1.43 11-3 ILS RWY 25L
- 4.1.44 11-4 ILS RWY 25R
- 4.1.45 12-1 RNAV (GNSS) RWY 07L
- 4.1.46 12-2 RNAV (GNSS) RWY 07R
- 4.1.47 12-3 RNAV (GNSS) RWY 25L
- 4.1.48 12-4 RNAV (GNSS) RWY 25R
- 4.1.49 16-1 NDB RWY 07L
- 4.1.50 16-2 NDB RWY 07R
- 4.1.51 16-3 NDB RWY 25L
- 4.1.52 16-4 NDB RWY 25R
- 4.2.1 10-1P AIRPORT BRIEFING (GEN)
- 4.2.2 10-1P1 AIRPORT BRIEFING (GEN CONTD)
- 4.2.3 10-1P2 AIRPORT BRIEFING (GEN CONTD 1)
- 4.2.4 10-1P3 AIRPORT BRIEFING (GEN CONTD 2)
- 4.2.5 10-1P4 AIRPORT BRIEFING (A-CDM PROCEDURES)
- 4.2.6 10-1P5 AIRPORT BRIEFING (A-CDM PROCEDURES CONTD)
- 4.2.7 10-1P6 AIRPORT BRIEFING (A-CDM PROCEDURES CONTD 1)
- 4.2.8 10-1P7 AIRPORT BRIEFING (SIMULTANEOUS APPROACHES)
- 4.2.9 10-1P8 AIRPORT BRIEFING (DCL VIA DATALINK)
- 4.2.10 10-1P9 AIRPORT BRIEFING (DCL VIA DATALINK CONTD1)
- 4.2.11 10-2 ARAMA 1A RNAV ARR
- 4.2.12 10-2A ARAMA 1B RNAV ARR
- 4.2.13 10-2B ASUNA 1A RNAV ARR
- 4.2.14 10-2C ASUNA 1B RNAV ARR
- 4.2.15 10-2D ELALO 1A RNAV ARR
- 4.2.16 10-2E ELALO 1B RNAV ARR
- 4.2.17 10-2F KARTO 1A RNAV ARR
- 4.2.18 10-2G KARTO 1B RNAV ARR
- 4.2.19 10-2H LEBAR 2A RNAV ARR
- 4.2.20 10-2J LEBAR 2B RNAV ARR
- 4.2.21 10-2J1 LELIB 3B RNAV ARR
- 4.2.22 10-2J2 MABAL 2A RNAV ARR
- 4.2.23 10-2K MABAL 2B RNAV ARR
- 4.2.24 10-2L OBDOS 1A RNAV ARR
- 4.2.25 10-2M OBDOS 1B RNAV ARR
- 4.2.26 10-2N REPOV 1A RNAV ARR
- 4.2.27 10-2P REPOV 1B RNAV ARR
- 4.2.28 10-2Q SURGA 1A RNAV ARR
- 4.2.29 10-2S SURGA 1B RNAV ARR
- 4.2.30 10-3 MNM CLIMB GRADIENT CRITERIA
- 4.2.31 10-3A MNM CLIMB GRADIENT CRITERIA CONTD
- 4.2.32 10-3B ADMIM 1A & 3B RNAV DEPS
- 4.2.33 10-3C ADMIM 1E & 3F RNAV DEPS
- 4.2.34 10-3D ANITO 6A & 7B RNAV DEPS
- 4.2.35 10-3E ANITO 6E & 7F RNAV DEPS
- 4.2.36 10-3F AROSO 2A & 4B RNAV DEPS
- 4.2.37 10-3G AROSO 2E & 4F RNAV DEPS
- 4.2.38 10-3H BAVUS 1A & 3B RNAV DEPS

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- 4.2.39 10-3J BAVUS 1E & 3F RNAV DEPS
- 4.2.40 10-3K KADAR 1A & 3B RNAV DEPS
- 4.2.41 10-3L KADAR 1E & 3F RNAV DEPS
- 4.2.42 10-3M MASBO 2A & 4B RNAV DEPS
- 4.2.43 10-3N MASBO 2E & 4F RNAV DEPS
- 4.2.44 10-3P MERSING 5A & 8B RNAV DEPS
- 4.2.45 10-3Q MERSING 5E & 8F RNAV DEPS
- 4.2.46 10-3S TOMAN 2A & 4B RNAV DEPS
- 4.2.47 10-3T TOMAN 2E & 4F RNAV DEPS
- 4.2.48 10-3U VENIX 1A & 3B RNAV DEPS
- 4.2.49 10-3V VENIX 1E & 3F RNAV DEPS
- 4.2.50 10-8 RWY 02L/20R AND 02C/20C WORKS (TEMP)
- 4.2.51 10-9B PARKING BAYS (MAIN)
- 4.2.52 10-9C PARKING BAY COORDS (MAIN)
- 4.2.53 10-9C3 TAXI GUIDANCE SYSTEM
- 4.2.54 10-9C4 A-SMGCS
- 4.2.55 10-9C5 A-SMGCS (CONTD)
- 4.2.56 10-9D PUSHBACK, FLIGHT LEVELS FOR DEPARTING ACFT
- 4.2.57 10-9E PUSHBACK & ASSIGNMENT OF FLT LEVELS (CONTD)
- 4.2.58 10-9E-1 PUSHBACK & ASSIGNMENT OF FLT LEVELS (CONTD 1)
- 4.2.59 10-9F START-UP & PUSH BACK
- 4.2.60 10-9G PUSHBACK (CONTD)
- 4.2.61 10-9K PUSHBACK (CONTD 3)
- 4.2.62 10-9L PUSHBACK (CONTD 4)
- 4.2.63 10-9L1 PUSHBACK (CONTD 5)
- 4.2.64 10-9L10 PUSHBACK (CONTD 14)
- 4.2.65 10-9L2 PUSHBACK (CONTD 6)
- 4.2.66 10-9L3 PUSHBACK (CONTD 7)
- 4.2.67 10-9L4 PUSHBACK (CONTD 8)
- 4.2.68 10-9L5 PUSHBACK (CONTD 9)
- 4.2.69 10-9L6 PUSHBACK (CONTD 10)
- 4.2.70 10-9L7 PUSHBACK (CONTD 11)
- 4.2.71 10-9L8 PUSHBACK (CONTD 12)
- 4.2.72 10-9L9 PUSHBACK (CONTD 13)
- 4.2.73 10-9M AERODROME ADVISORY CHART
- 4.2.74 10-9M1 PUSHBACK PROCEDURES DIAGRAM
- 4.2.75 10-9M2 PUSHBACK PROCEDURES DIAGRAM (CONTD)
- 4.2.76 10-9N SAFEGATE ACFT DOCKING GUIDANCE SYSTEM
- 4.2.77 10-9N1 SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (CONTD 1)
- 4.2.78 10-9N2 SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (CONTD 2)
- 4.2.79 11-1 ILS DME RWY 02L
- 4.2.80 11-1A ILS DME RWY 02L CAT II
- 4.2.81 11-2 ILS DME RWY 02C
- 4.2.82 11-3 ILS DME RWY 20C
- 4.2.83 11-3A ILS DME RWY 20C CAT II
- 4.2.84 11-4 ILS DME RWY 20R
- 4.2.85 12-1 RNAV (GNSS) RWY 02L
- 4.2.86 12-2 RNAV (GNSS) RWY 02C
- 4.2.87 12-3 RNAV (GNSS) RWY 20C
- 4.2.88 12-4 RNAV (GNSS) RWY 20R
- 4.2.89 13-1 VOR DME RWY 20C

5 WSSS -> WITT

5.0.1 DEPARTURE: WSSS (Changi)

5.0.2 DESTINATION: WITT (Sultan Iskandarmuda)

5.1.1 10-1P AIRPORT BRIEFING (GEN)

5.1.2 10-1P1 AIRPORT BRIEFING (GEN CONTD)

5.1.3 10-1P2 AIRPORT BRIEFING (GEN CONTD 1)

5.1.4 10-1P3 AIRPORT BRIEFING (GEN CONTD 2)

5.1.5 10-1P4 AIRPORT BRIEFING (A-CDM PROCEDURES)

5.1.6 10-1P5 AIRPORT BRIEFING (A-CDM PROCEDURES CONTD)

5.1.7 10-1P6 AIRPORT BRIEFING (A-CDM PROCEDURES CONTD 1)

5.1.8 10-1P7 AIRPORT BRIEFING (SIMULTANEOUS APPROACHES)

5.1.9 10-1P8 AIRPORT BRIEFING (DCL VIA DATALINK)

5.1.10 10-1P9 AIRPORT BRIEFING (DCL VIA DATALINK CONTD1)

5.1.11 10-2 ARAMA 1A RNAV ARR

5.1.12 10-2A ARAMA 1B RNAV ARR

5.1.13 10-2B ASUNA 1A RNAV ARR

5.1.14 10-2C ASUNA 1B RNAV ARR

5.1.15 10-2D ELALO 1A RNAV ARR

5.1.16 10-2E ELALO 1B RNAV ARR

5.1.17 10-2F KARTO 1A RNAV ARR

5.1.18 10-2G KARTO 1B RNAV ARR

5.1.19 10-2H LEBAR 2A RNAV ARR

5.1.20 10-2J LEBAR 2B RNAV ARR

5.1.21 10-2J1 LELIB 3B RNAV ARR

5.1.22 10-2J2 MABAL 2A RNAV ARR

5.1.23 10-2K MABAL 2B RNAV ARR

5.1.24 10-2L OBDOS 1A RNAV ARR

5.1.25 10-2M OBDOS 1B RNAV ARR

5.1.26 10-2N REPOV 1A RNAV ARR

5.1.27 10-2P REPOV 1B RNAV ARR

5.1.28 10-2Q SURGA 1A RNAV ARR

5.1.29 10-2S SURGA 1B RNAV ARR

5.1.30 10-3 MNM CLIMB GRADIENT CRITERIA

5.1.31 10-3A MNM CLIMB GRADIENT CRITERIA CONTD

5.1.32 10-3B ADMIM 1A & 3B RNAV DEPS

5.1.33 10-3C ADMIM 1E & 3F RNAV DEPS

5.1.34 10-3D ANITO 6A & 7B RNAV DEPS

5.1.35 10-3E ANITO 6E & 7F RNAV DEPS

5.1.36 10-3F AROSO 2A & 4B RNAV DEPS

5.1.37 10-3G AROSO 2E & 4F RNAV DEPS

5.1.38 10-3H BAVUS 1A & 3B RNAV DEPS

5.1.39 10-3J BAVUS 1E & 3F RNAV DEPS

5.1.40 10-3K KADAR 1A & 3B RNAV DEPS

5.1.41 10-3L KADAR 1E & 3F RNAV DEPS

5.1.42 10-3M MASBO 2A & 4B RNAV DEPS

5.1.43 10-3N MASBO 2E & 4F RNAV DEPS

5.1.44 10-3P MERSING 5A & 8B RNAV DEPS

5.1.45 10-3Q MERSING 5E & 8F RNAV DEPS

5.1.46 10-3S TOMAN 2A & 4B RNAV DEPS

5.1.47 10-3T TOMAN 2E & 4F RNAV DEPS

5.1.48 10-3U VENIX 1A & 3B RNAV DEPS

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- 5.1.49 10-3V VENIX 1E & 3F RNAV DEPS
- 5.1.50 10-8 RWY 02L/20R AND 02C/20C WORKS (TEMP)
- 5.1.51 10-9B PARKING BAYS (MAIN)
- 5.1.52 10-9C PARKING BAY COORDS (MAIN)
- 5.1.53 10-9C3 TAXI GUIDANCE SYSTEM
- 5.1.54 10-9C4 A-SMGCS
- 5.1.55 10-9C5 A-SMGCS (CONTD)
- 5.1.56 10-9D PUSHBACK, FLIGHT LEVELS FOR DEPARTING ACFT
- 5.1.57 10-9E PUSHBACK & ASSIGNMENT OF FLT LEVELS (CONTD)
- 5.1.58 10-9E-1 PUSHBACK & ASSIGNMENT OF FLT LEVELS (CONTD 1)
- 5.1.59 10-9F START-UP & PUSH BACK
- 5.1.60 10-9G PUSHBACK (CONTD)
- 5.1.61 10-9K PUSHBACK (CONTD 3)
- 5.1.62 10-9L PUSHBACK (CONTD 4)
- 5.1.63 10-9L1 PUSHBACK (CONTD 5)
- 5.1.64 10-9L10 PUSHBACK (CONTD 14)
- 5.1.65 10-9L2 PUSHBACK (CONTD 6)
- 5.1.66 10-9L3 PUSHBACK (CONTD 7)
- 5.1.67 10-9L4 PUSHBACK (CONTD 8)
- 5.1.68 10-9L5 PUSHBACK (CONTD 9)
- 5.1.69 10-9L6 PUSHBACK (CONTD 10)
- 5.1.70 10-9L7 PUSHBACK (CONTD 11)
- 5.1.71 10-9L8 PUSHBACK (CONTD 12)
- 5.1.72 10-9L9 PUSHBACK (CONTD 13)
- 5.1.73 10-9M AERODROME ADVISORY CHART
- 5.1.74 10-9M1 PUSHBACK PROCEDURES DIAGRAM
- 5.1.75 10-9M2 PUSHBACK PROCEDURES DIAGRAM (CONTD)
- 5.1.76 10-9N SAFEGATE ACFT DOCKING GUIDANCE SYSTEM
- 5.1.77 10-9N1 SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (CONTD 1)
- 5.1.78 10-9N2 SAFEGATE ACFT DOCKING GUIDANCE SYSTEM (CONTD 2)
- 5.1.79 11-1 ILS DME RWY 02L
- 5.1.80 11-1A ILS DME RWY 02L CAT II
- 5.1.81 11-2 ILS DME RWY 02C
- 5.1.82 11-3 ILS DME RWY 20C
- 5.1.83 11-3A ILS DME RWY 20C CAT II
- 5.1.84 11-4 ILS DME RWY 20R
- 5.1.85 12-1 RNAV (GNSS) RWY 02L
- 5.1.86 12-2 RNAV (GNSS) RWY 02C
- 5.1.87 12-3 RNAV (GNSS) RWY 20C
- 5.1.88 12-4 RNAV (GNSS) RWY 20R
- 5.1.89 13-1 VOR DME RWY 20C
- 5.2.1 10-2 ANOKO, ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2C ARRS
- 5.2.2 10-2A ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2D RNP-1 ARRS
- 5.2.3 10-3 ANOKO, ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2B DEPS
- 5.2.4 10-3A ANSAX, DUAMO, JILAT, MOSOL 1B DEPS
- 5.2.5 10-3B ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2E RNP-1 DEPS
- 5.2.6 10-3C ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2F RNP-1 DEPS
- 5.2.7 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
- 5.2.8 11-1 ILS RWY 17 (CAT C & D)
- 5.2.9 11-2 ILS RWY 17 (CAT A & B)
- 5.2.10 12-1 RNAV (GNSS) RWY 17
- 5.2.11 13-1 VOR RWY 17 (CAT C & D)

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5.2.12 13-2 VOR RWY 17 (CAT A & B)

6 WITT -> VCBI

6.0.1 DEPARTURE: WITT (Sultan Iskandarmuda)

6.0.2 DESTINATION: VCBI (Bandaranaike Intl Colombo)

6.1.1 10-2 ANOKO, ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2C ARRS

6.1.2 10-2A ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2D RNP-1 ARRS

6.1.3 10-3 ANOKO, ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2B DEPS

6.1.4 10-3A ANSAX, DUAMO, JILAT, MOSOL 1B DEPS

6.1.5 10-3B ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2E RNP-1 DEPS

6.1.6 10-3C ANSAX, BEDAX, DUAMO, JILAT, MOSOL 2F RNP-1 DEPS

6.1.7 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS

6.1.8 11-1 ILS RWY 17 (CAT C & D)

6.1.9 11-2 ILS RWY 17 (CAT A & B)

6.1.10 12-1 RNAV (GNSS) RWY 17

6.1.11 13-1 VOR RWY 17 (CAT C & D)

6.1.12 13-2 VOR RWY 17 (CAT A & B)

6.2.1 10-2 DABAR & IDIBI 1A RNAV ARRS

6.2.2 10-2A DORTA 1A RNAV ARR

6.2.3 10-2B DUDAL, OLSAR & RUPOK 1A RNAV ARRS

6.2.4 10-2C BIKOK & LALUM 1A RNAV ARRS

6.2.5 10-2D DABAR & IDIBI 2A RNAV ARRS

6.2.6 10-2E DORTA & OLSAR 2A RNAV ARRS

6.2.7 10-2F ANUTI & DUDAL 2A RNAV ARRS

6.2.8 10-2G BIKOK & LALUM 2A RNAV ARRS

6.2.9 10-3 ATETA & DEMON 1D RNAV DEPS

6.2.10 10-3A DORTA & OLSAR 1D RNAV DEPS

6.2.11 10-3B ANUTI & DUDAL 1D RNAV DEPS

6.2.12 10-3C BASUR & LALUM 1D RNAV DEPS

6.2.13 10-3D ATETA & DEMON 2D RNAV DEPS

6.2.14 10-3E DORTA & OLSAR 2D RNAV DEPS

6.2.15 10-3F DUDAL & RUPOK 2D RNAV DEPS

6.2.16 10-3G BASUR & LALUM 2D RNAV DEPS

6.2.17 10-3H RADAR 1L, 1R, 1S, 2L, 2R & 2S DEPS

6.2.18 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS

6.2.19 10-9A PARKING STANDS & COORDS

6.2.20 10-9B DOCKING GUIDANCE

6.2.21 10-9C DOCKING GUIDANCE (CONTD)

6.2.22 10-9S STANDARD MNMS

6.2.23 11-1 ILS Z OR LOC Z RWY 04

6.2.24 11-2 ILS Y OR LOC Y RWY 04

6.2.25 11-3 ILS Z OR LOC Z RWY 22

6.2.26 11-4 ILS Y OR LOC Y RWY 22

6.2.27 12-1 RNP RWY 04

6.2.28 12-2 RNP RWY 22

6.2.29 13-1 VOR DME RWY 04

6.2.30 13-2 VOR DME RWY 22

7 VCBI -> VRMM

7.0.1 DEPARTURE: VCBI (Bandaranaike Intl Colombo)

7.0.2 DESTINATION: VRMM (Male Intl)

7.1.1 10-2 DABAR & IDIBI 1A RNAV ARRS

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- 7.1.2 10-2A DORTA 1A RNAV ARR
- 7.1.3 10-2B DUDAL, OLSAR & RUPOK 1A RNAV ARRS
- 7.1.4 10-2C BIKOK & LALUM 1A RNAV ARRS
- 7.1.5 10-2D DABAR & IDIBI 2A RNAV ARRS
- 7.1.6 10-2E DORTA & OLSAR 2A RNAV ARRS
- 7.1.7 10-2F ANUTI & DUDAL 2A RNAV ARRS
- 7.1.8 10-2G BIKOK & LALUM 2A RNAV ARRS
- 7.1.9 10-3 ATETA & DEMON 1D RNAV DEPS
- 7.1.10 10-3A DORTA & OLSAR 1D RNAV DEPS
- 7.1.11 10-3B ANUTI & DUDAL 1D RNAV DEPS
- 7.1.12 10-3C BASUR & LALUM 1D RNAV DEPS
- 7.1.13 10-3D ATETA & DEMON 2D RNAV DEPS
- 7.1.14 10-3E DORTA & OLSAR 2D RNAV DEPS
- 7.1.15 10-3F DUDAL & RUPOK 2D RNAV DEPS
- 7.1.16 10-3G BASUR & LALUM 2D RNAV DEPS
- 7.1.17 10-3H RADAR 1L, 1R, 1S, 2L, 2R & 2S DEPS
- 7.1.18 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 7.1.19 10-9A PARKING STANDS & COORDS
- 7.1.20 10-9B DOCKING GUIDANCE
- 7.1.21 10-9C DOCKING GUIDANCE (CONTD)
- 7.1.22 10-9S STANDARD MNMS
- 7.1.23 11-1 ILS Z OR LOC Z RWY 04
- 7.1.24 11-2 ILS Y OR LOC Y RWY 04
- 7.1.25 11-3 ILS Z OR LOC Z RWY 22
- 7.1.26 11-4 ILS Y OR LOC Y RWY 22
- 7.1.27 12-1 RNP RWY 04
- 7.1.28 12-2 RNP RWY 22
- 7.1.29 13-1 VOR DME RWY 04
- 7.1.30 13-2 VOR DME RWY 22
- 7.2.1 10-1P AIRPORT BRIEFING (GEN, ARR)
- 7.2.2 10-1P1 AIRPORT BRIEFING (DEP)
- 7.2.3 10-1R RADAR MNM ALTS
- 7.2.4 10-2 DOPDO, KAGUM, LELEM & MUGBA 3A RNAV ARRS
- 7.2.5 10-2A DOPDO, KAGUM, LELEM & MUGBA 3B RNAV ARRS
- 7.2.6 10-2B AQAXA, ATISA, ESKOL & GOKAM 3A RNAV ARRS
- 7.2.7 10-2C AQAXA, ATISA, ESKOL & GOKAM 3B RNAV ARRS
- 7.2.8 10-2D KAGUM 2A & 2C, LELEM & MUGBA 2A ARRS
- 7.2.9 10-2E DOPDO, LELEM & MUGBA 2B ARRS
- 7.2.10 10-2F AQAXA, DOPDO, ESKOL & GOKAM 2A ARRS
- 7.2.11 10-2G AQAXA, ESKOL & GOKAM 2B, ATISA 2B & 2D ARRS
- 7.2.12 10-3 DOPDO, KAGUM, LELEM & MUGBA 4C RNAV DEPS
- 7.2.13 10-3A DOPDO, KAGUM, LELEM & MUGBA 4D RNAV DEPS
- 7.2.14 10-3B AQAXA, ATISA, ESKOL & GOKAM 4C RNAV DEPS
- 7.2.15 10-3C AQAXA, ATISA, ESKOL & GOKAM 4D RNAV DEPS
- 7.2.16 10-3D DOPDO, LELEM & MUGBA 2A DEPS
- 7.2.17 10-3E DOPDO, LELEM & MUGBA 2B, KAGUM 2B & 2D DEPS
- 7.2.18 10-3F AQAXA, ESKOL & GOKAM 2A, ATISA 2A & 2C DEPS
- 7.2.19 10-3G AQAXA, ESKOL & GOKAM 2B DEPS
- 7.2.20 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 7.2.21 10-9S STANDARD MNMS
- 7.2.22 10-9S1 STANDARD MNMS (TEMP)
- 7.2.23 11-1 ILS Z RWY 36

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- 7.2.24 11-2 ILS Y RWY 36
- 7.2.25 12-1 RNAV (GNSS) RWY 18
- 7.2.26 12-2 RNAV (GNSS) RWY 36
- 7.2.27 13-1 VOR Z RWY 18
- 7.2.28 13-2 VOR Y RWY 18
- 7.2.29 13-3 VOR Z RWY 36
- 7.2.30 13-4 VOR Y RWY 36

8 VRMM -> FJDG

- 8.0.1 DEPARTURE: VRMM (Male Intl)
- 8.0.2 DESTINATION: FJDG (Diego Garcia Navy)
- 8.1.1 10-1P AIRPORT BRIEFING (GEN, ARR)
- 8.1.2 10-1P1 AIRPORT BRIEFING (DEP)
- 8.1.3 10-1R RADAR MNM ALTS
- 8.1.4 10-2 DOPDO, KAGUM, LELEM & MUGBA 3A RNAV ARRS
- 8.1.5 10-2A DOPDO, KAGUM, LELEM & MUGBA 3B RNAV ARRS
- 8.1.6 10-2B AQAXA, ATISA, ESKOL & GOKAM 3A RNAV ARRS
- 8.1.7 10-2C AQAXA, ATISA, ESKOL & GOKAM 3B RNAV ARRS
- 8.1.8 10-2D KAGUM 2A & 2C, LELEM & MUGBA 2A ARRS
- 8.1.9 10-2E DOPDO, LELEM & MUGBA 2B ARRS
- 8.1.10 10-2F AQAXA, DOPDO, ESKOL & GOKAM 2A ARRS
- 8.1.11 10-2G AQAXA, ESKOL & GOKAM 2B, ATISA 2B & 2D ARRS
- 8.1.12 10-3 DOPDO, KAGUM, LELEM & MUGBA 4C RNAV DEPS
- 8.1.13 10-3A DOPDO, KAGUM, LELEM & MUGBA 4D RNAV DEPS
- 8.1.14 10-3B AQAXA, ATISA, ESKOL & GOKAM 4C RNAV DEPS
- 8.1.15 10-3C AQAXA, ATISA, ESKOL & GOKAM 4D RNAV DEPS
- 8.1.16 10-3D DOPDO, LELEM & MUGBA 2A DEPS
- 8.1.17 10-3E DOPDO, LELEM & MUGBA 2B, KAGUM 2B & 2D DEPS
- 8.1.18 10-3F AQAXA, ESKOL & GOKAM 2A, ATISA 2A & 2C DEPS
- 8.1.19 10-3G AQAXA, ESKOL & GOKAM 2B DEPS
- 8.1.20 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 8.1.21 10-9S STANDARD MNMS
- 8.1.22 10-9S1 STANDARD MNMS (TEMP)
- 8.1.23 11-1 ILS Z RWY 36
- 8.1.24 11-2 ILS Y RWY 36
- 8.1.25 12-1 RNAV (GNSS) RWY 18
- 8.1.26 12-2 RNAV (GNSS) RWY 36
- 8.1.27 13-1 VOR Z RWY 18
- 8.1.28 13-2 VOR Y RWY 18
- 8.1.29 13-3 VOR Z RWY 36
- 8.1.30 13-4 VOR Y RWY 36
- 8.2.1 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 8.2.2 10-9S STANDARD MNMS
- 8.2.3 11-1 ILS OR LOC DME RWY 31
- 8.2.4 12-1 RNAV (GPS) RWY 13
- 8.2.5 12-2 RNAV (GPS) RWY 31
- 8.2.6 16-1 NDB DME RWY 13
- 8.2.7 16-2 NDB DME RWY 31

9 FJDG -> FIMP

- 9.0.1 DEPARTURE: FJDG (Diego Garcia Navy)
- 9.0.2 DESTINATION: FIMP (Sir Seewoosagur Ramgoolam Intl)

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- 9.1.1 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 9.1.2 10-9S STANDARD MNMS
- 9.1.3 11-1 ILS OR LOC DME RWY 31
- 9.1.4 12-1 RNAV (GPS) RWY 13
- 9.1.5 12-2 RNAV (GPS) RWY 31
- 9.1.6 16-1 NDB DME RWY 13
- 9.1.7 16-2 NDB DME RWY 31
- 9.2.1 10-2 ETSOL, GERIS, OKMAR & UTIVA RNAV TRANS
- 9.2.2 10-2A ARIGO, DUDIP, GUTKO, OVTIS, TAPER, UDMED RNAV TRAN
- 9.2.3 10-2B ATLOP, IXABI & KINIX RNAV TRANS
- 9.2.4 10-2C ETGOR, ETKIS & IBSIS RNAV TRANS
- 9.2.5 10-2D FLIC EN FLAC 1 RNAV ARR
- 9.2.6 10-2E GABKI 1 RNAV ARR
- 9.2.7 10-2F DUDIP, TAPER, UDMED & UTIVA TRANS, EPREX 1 ARR
- 9.2.8 10-2G ARIGO, GUTKO, IXABI & OVTIS TRANS, EPREX 1 ARR
- 9.2.9 10-2H ATLOP & KINIX TRANS, GEVEV 1 ARR
- 9.2.10 10-2J ETGOR, ETKIS, GEPIP & IBSIS TRANS, EVOTU 1 ARR
- 9.2.11 10-2K EPMER, GEPOM & OKMAR TRANS, EVOTU 1 ARR
- 9.2.12 10-3 GABKI, NIBIS, OKMAR, OSKAR, RASMA, TIBAG, UDMED, UTIVA 1
- 9.2.13 10-3A ETGOR, EVANA, IBSIS & SOBAT 1 RNAV DEPS
- 9.2.14 10-3B DUDIP, TAPER, UDMED & UTIVA 1B RNAV DEPS
- 9.2.15 10-3C ARIGO, GUTKO, IXABI & OVTIS 1B RNAV DEPS
- 9.2.16 10-3D ATLOP, ESROL & KINIX 1B RNAV DEPS
- 9.2.17 10-3E ETGOR, IBSIS & SOBAT 1B RNAV DEPS
- 9.2.18 10-3F GERUS, NIBIS, OKMAR, RASMA & TIBAG 1B RNAV DEPS
- 9.2.19 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 9.2.20 10-9A PARKING STANDS & COORDS
- 9.2.21 10-9B RWY & PUSHBACK PROCEDURES
- 9.2.22 10-9C TURNING GUIDANCE PROCEDURES
- 9.2.23 10-9D VISUAL DOCKING GUIDANCE SYSTEM
- 9.2.24 10-9E VISUAL DOCKING GUIDANCE SYSTEM (CONTD1)
- 9.2.25 10-9F VISUAL DOCKING GUIDANCE SYSTEM (CONTD2)
- 9.2.26 10-9G VISUAL DOCKING GUIDANCE SYSTEM (CONTD3)
- 9.2.27 10-9S STANDARD MNMS
- 9.2.28 11-1 ILS DME RWY 14
- 9.2.29 11-2 LOC DME RWY 14
- 9.2.30 12-1 RNAV (GNSS) RWY 14
- 9.2.31 12-2 RNAV (GNSS) RWY 32
- 9.2.32 13-1 VOR DME RWY 14
- 9.2.33 13-2 VOR DME RWY 32
- 9.2.34 16-1 NDB RWY 32

10 FIMP -> FMCZ

- 10.0.1 DEPARTURE: FIMP (Sir Seewoosagur Ramgoolam Intl)
- 10.0.2 DESTINATION: FMCZ (Pamandzi)
- 10.1.1 10-2 ETSOL, GERIS, OKMAR & UTIVA RNAV TRANS
- 10.1.2 10-2A ARIGO, DUDIP, GUTKO, OVTIS, TAPER, UDMED RNAV TRAN
- 10.1.3 10-2B ATLOP, IXABI & KINIX RNAV TRANS
- 10.1.4 10-2C ETGOR, ETKIS & IBSIS RNAV TRANS
- 10.1.5 10-2D FLIC EN FLAC 1 RNAV ARR
- 10.1.6 10-2E GABKI 1 RNAV ARR
- 10.1.7 10-2F DUDIP, TAPER, UDMED & UTIVA TRANS, EPREX 1 ARR

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- 10.1.8 10-2G ARIGO, GUTKO, IXABI & OVTIS TRANS, EPREX 1 ARR
- 10.1.9 10-2H ATLOP & KINIX TRANS, GEVEV 1 ARR
- 10.1.10 10-2J ETGOR, ETKIS, GEPIP & IBSIS TRANS, EVOTU 1 ARR
- 10.1.11 10-2K EPMER, GEPOM & OKMAR TRANS, EVOTU 1 ARR
- 10.1.12 10-3 GABKI, NIBIS, OKMAR, OSKAR, RASMA, TIBAG, UDMED, UTIVA 1
- 10.1.13 10-3A ETGOR, EVANA, IBSIS & SOBAT 1 RNAV DEPS
- 10.1.14 10-3B DUDIP, TAPER, UDMED & UTIVA 1B RNAV DEPS
- 10.1.15 10-3C ARIGO, GUTKO, IXABI & OVTIS 1B RNAV DEPS
- 10.1.16 10-3D ATLOP, ESROL & KINIX 1B RNAV DEPS
- 10.1.17 10-3E ETGOR, IBSIS & SOBAT 1B RNAV DEPS
- 10.1.18 10-3F GERUS, NIBIS, OKMAR, RASMA & TIBAG 1B RNAV DEPS
- 10.1.19 10-9 AIRPORT, AIRPORT INFO, TAKE-OFF MNMS
- 10.1.20 10-9A PARKING STANDS & COORDS
- 10.1.21 10-9B RWY & PUSHBACK PROCEDURES
- 10.1.22 10-9C TURNING GUIDANCE PROCEDURES
- 10.1.23 10-9D VISUAL DOCKING GUIDANCE SYSTEM
- 10.1.24 10-9E VISUAL DOCKING GUIDANCE SYSTEM (CONTD1)
- 10.1.25 10-9F VISUAL DOCKING GUIDANCE SYSTEM (CONTD2)
- 10.1.26 10-9G VISUAL DOCKING GUIDANCE SYSTEM (CONTD3)
- 10.1.27 10-9S STANDARD MNMS
- 10.1.28 11-1 ILS DME RWY 14
- 10.1.29 11-2 LOC DME RWY 14
- 10.1.30 12-1 RNAV (GNSS) RWY 14
- 10.1.31 12-2 RNAV (GNSS) RWY 32
- 10.1.32 13-1 VOR DME RWY 14
- 10.1.33 13-2 VOR DME RWY 32
- 10.1.34 16-1 NDB RWY 32
- 10.2.1 10-2 HAY 1D, SOAVI 1D & 1G ARRS
- 10.2.2 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
- 10.2.3 12-1 RNAV (GNSS) RWY 16
- 10.2.4 12-2 RNAV (GNSS) RWY 34
- 10.2.5 13-1 VOR RWY 16
- 10.2.6 13-2 VOR Z RWY 34
- 10.2.7 13-3 VOR Y RWY 34
- 10.2.8 13-4 VOR X RWY 34
- 10.2.9 16-1 NDB RWY 34

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YSSY/SYD**-(KINGSFORD SMITH) INTL****JEPPESEN SYDNEY, NSW, AUSTRALIA**

6 APR 18

(10-1P)**AIRPORT BRIEFING****AIR TRAFFIC FLOW MANAGEMENT PROCEDURES****Slot Management Scheme**

Sydney Slot Management Scheme is applicable to all airline and aircraft operators using Sydney airport. All flights operating into and out of Sydney must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Ground Delay Program (GDP) Inbound

Sydney GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Sydney between the hours of 2000 and 1300 UTC, as adjusted by daylight saving time variations.

Flights to Sydney during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Coordination Center on 1800 020 626.

In addition, flights departing from Bankstown or Camden for a landing in Sydney must contact ATC on 02 9556 6515 prior to starting engines.

Ground Delay Program (GDP) Outbound

After receiving Airways Clearance, aircraft participating in a Ground Delay Program (GDP) are required to report when ready for pushback/taxi on Sydney Coordinator on 127.6 MHz.

Sydney Coordinator will check compliance with COBT and apply relevant AIR TRAFFIC FLOW MANAGEMENT procedures in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Do not contact Ground, monitor only.

SMC will initiate contact with the aircraft when able to process.

NOTE: Aircraft not participating in a GDP are not required to contact Sydney Coordinator prior to requesting pushback, and should contact the relevant Ground Frequency on 121.7 MHz or 126.5 MHz as applicable.

Sydney Early Morning Arrival Procedure (SEMAP)

To mitigate airborne and ground delay and associated ATC and pilot workload, as well as avoid unnecessary fuel burn attributable to flights arriving earlier than their scheduled arrival time, SEMAP is designed to evenly spread flights arriving during the period 2000 to 2059 UTC through alignment of flight arrival to the allocated airport slot time.

SEMAP provides flights with early notification of a required arrival time at the planned AFIX (Arrival Fix) associated with Sydney Airport. This AFIX arrival time being derived from the airport allocated slot.

SEMAP is reliant on:

- a. Flights not arriving at the planned YSSY AFIX prior to their allocated time.
- b. Maximum utilisation rate of RWY16L/34R at Sydney Airport by A330/B772/B787 type aircraft (and below).

When aircraft approved to land during the curfew are not able to land on Rwy 34 prior to 2000 UTC, they are then included in the post curfew traffic sequence. This additional arrival demand adds considerable delay for SEMAP aircraft and increases the need to maximise the utilisation of Rwy 16L/34R at Sydney Airport to reduce airborne delays.

YSSY/SYD**-(KINGSFORD SMITH) INTL****JEPPESEN****SYDNEY, NSW, AUSTRALIA**

6 APR 18

(10-1P1)**AIRPORT BRIEFING****Procedures**

1. This procedure is applicable to all flights with a SKED arrival time at Sydney Airport between the hours of 2000 to 2059 UTC for the period commencing 201803310445 and ending 201810062100 UTC.
2. Domestic flights with SKED arrival time within the SEMAP period (2000-2059UTC) are exempt from the Sydney GDP and shall comply with procedures in this chart.
3. Prior to 0445 UTC, the NCC (Network Coordination Center) shall publish the forecast runway configuration for Sydney Airport for the SEMAP period 2000 to 2059 UTC on the Airservices NCC website:
<https://www.airservicesaustralia.com/noc/>
4. Operators of flights with SKED arrival time at Sydney Airport between 2000 and 2059 UTC shall access the NCC website to determine the forecast runway configuration and their earliest arrival time at the YSSY AFIX.
5. Tactical changes made to the Sydney Airport runway configuration post the notification of the runway configuration by the NCC at 0445 UTC shall not change the time determined at paragraph 4.
6. Flights arriving at their planned AFIX prior to the earliest time stated at their SEMAP AFIX time can anticipate delays of up to 30 minutes. An amended traffic advisory is applicable to flights arriving early at the AFIX during the SEMAP period.
7. Pilots must first comply with speed control instructions issued by ATC, regardless of the speed required to meet SEMAP time. Where speed changes to that notified to ATC via flight plan are required to meet a SEMAP time, pilots are reminded THEY MUST notify speed changes to ATC.
8. At 1830 UTC the NCC shall assess flight compliance with SEMAP times and advise airline operations centers whose flights are early non-compliant. Any resolution of whether a flight is early non-compliant or not shall occur solely between airline operations centers and the NCC, and NOT on air-ground frequencies.
9. Following the process at paragraph 8, the NCC shall provide airlines with a final list of the flights deemed non-compliant with SEMAP times.
10. When required, ATC will allocate Rwy 16L/34R to A330/B772/B787 type aircraft and below to minimise arrival delays.
11. A330/B772/B787 type aircraft and below that cannot operationally utilise Rwy 16L/34R must notify ATC as soon as possible but no later than 160 NM from Sydney.
12. The NCC will provide the following reporting:
Daily reports to all operators with flights subject to SEMAP on:
 - a. compliance with SEMAP times
 - b. actual AFIX crossing times
13. Descent speed: ATC tactical flow commences prior to top of descent and overrides compliance with SEMAP AFIX times. Unless assigned a specific speed by ATC, aircraft should descent at company profile descent speeds. Advise ATC of any variation.
14. Flights with a SKED arrival time of 2100 UTC or later should plan to arrive post the SEMAP period as arrival prior to 2100 UTC may subject the flight to additional airborne delay.
15. Flights diverting to Sydney as an alternate during the SEMAP period may experience both airborne and gate delays.

YSSY/SYD**-(KINGSFORD SMITH) INTL****JEPPESEN SYDNEY, NSW, AUSTRALIA**

29 JUN 18

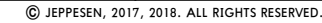
(10-1P2)**AIRPORT BRIEFING****LOW VISIBILITY PROCEDURES (LVP)****General**

1. For CASA approved operators, all runways are capable of supporting take-offs with an RVR/RV of not less than 350m.
2. Taxiway light spacing intended for use in visibility conditions of not less than a value of 350m.

Procedures

1. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
2. When visibility reduces to 2000m or below and/or observed cloud base is broken or overcast at or below 600', Air Traffic Control will protect the ILS by using the CAT I/II RHP at taxiway A and CAT I RHP at taxiway T.
3. Intersection departures are restricted. All aircraft will normally be directed to the full length of a runway for departure.
4. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a Follow Me vehicle.
6. Instrument RVR is provided at the touchdown zone, midpoint zone and end zone for each runway. If instrument RVR is not available, RV available.
7. Air Traffic Control uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft and vehicles on the Maneuvering Area.
8. If A-SMGCS is unserviceable during LVP:
 - a. Air Traffic Control will further restrict aircraft and vehicles access to movements on the Maneuvering Area.
 - b. Position reporting procedures will be implemented as required by Air Traffic Control.
9. A380 aircraft during Low Visibility
Additional restrictions apply to A380 aircraft during LVP as the ILS critical and sensitive areas are obstructed by A380 aircraft tail when holding at runway hold points. For information on the restriction contact airport operator for aircraft operator restriction documents.

JEPPESSEN
18 MAY 18 **10-2** Eff 24 May **RNAV STAR**



YSSY/SYD

- (KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-2A)

Eff 24 May

RNAV STAR

ATIS
118.55 126.25Apt Elev
21

Alt Set: hPa Trans level: FL110

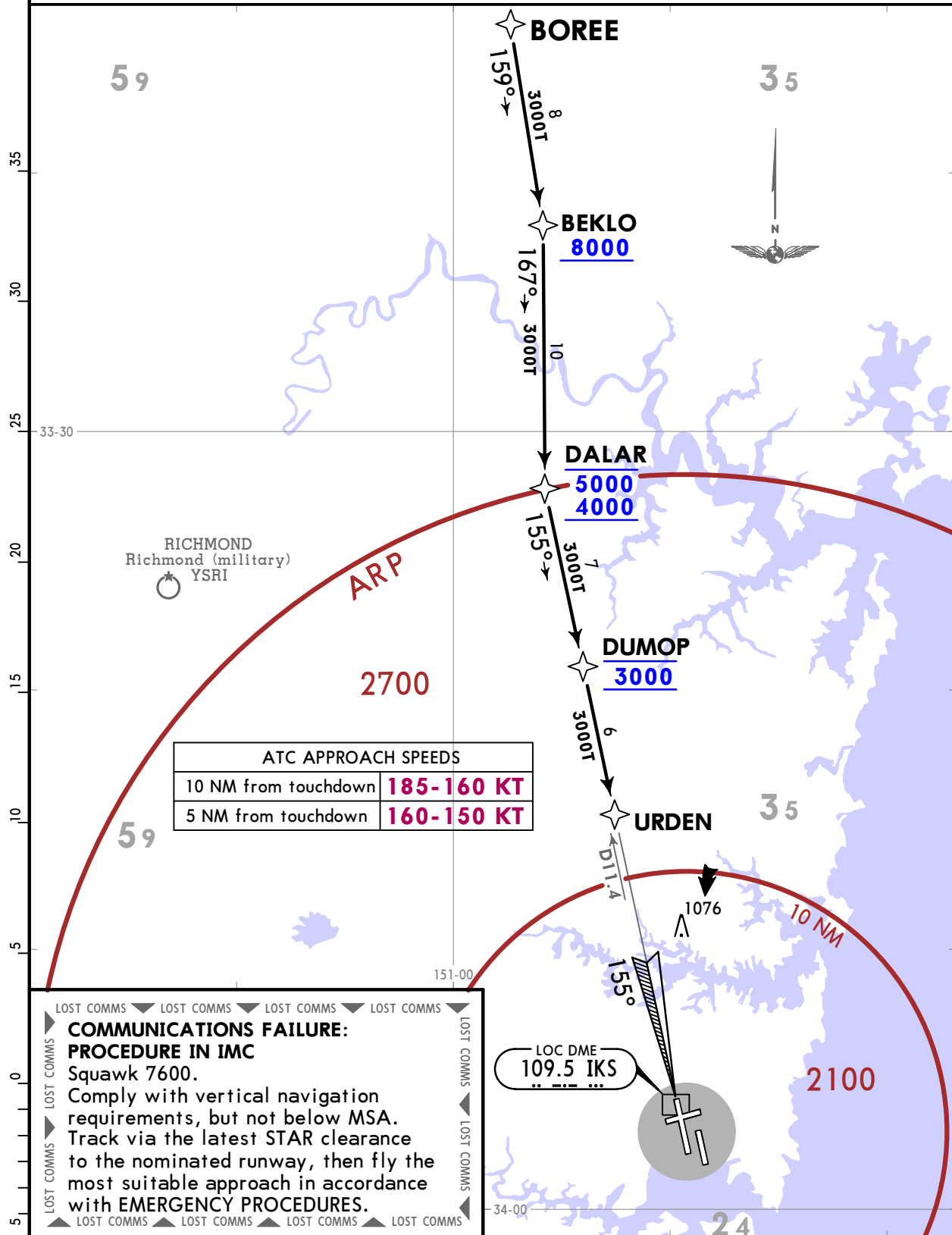
1. RNP 1.

2. PRM OPS: Dual VHF communications required.

See chart 11-0 for additional requirements.

BOREE 8P RNAV ARRIVAL [BORE8P]

RWY 16R

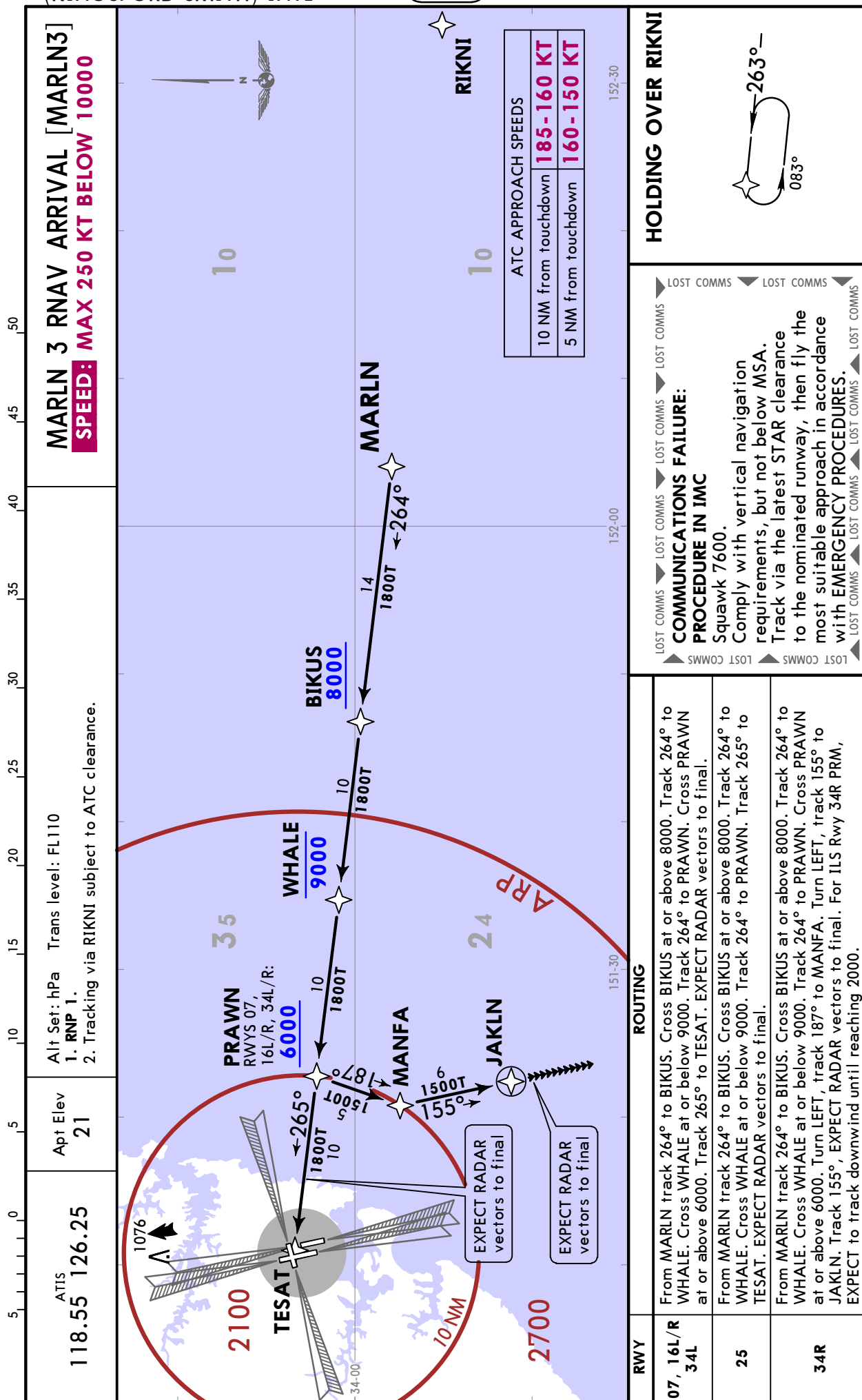
SPEED: MAX 250 KT BELOW 10000

YSSY/SYD

- (KINGSFORD SMITH) INTL 18 MAY 18 (10-2B

Eff 24 May**RNAV STAR**

JEPPESSEN SYDNEY, NSW, AUSTRALIA



YSSY/SYD

- (KINGSFORD SMITH) INTL 18 MAY 18



SYDNEY, NSW, AUSTRALIA

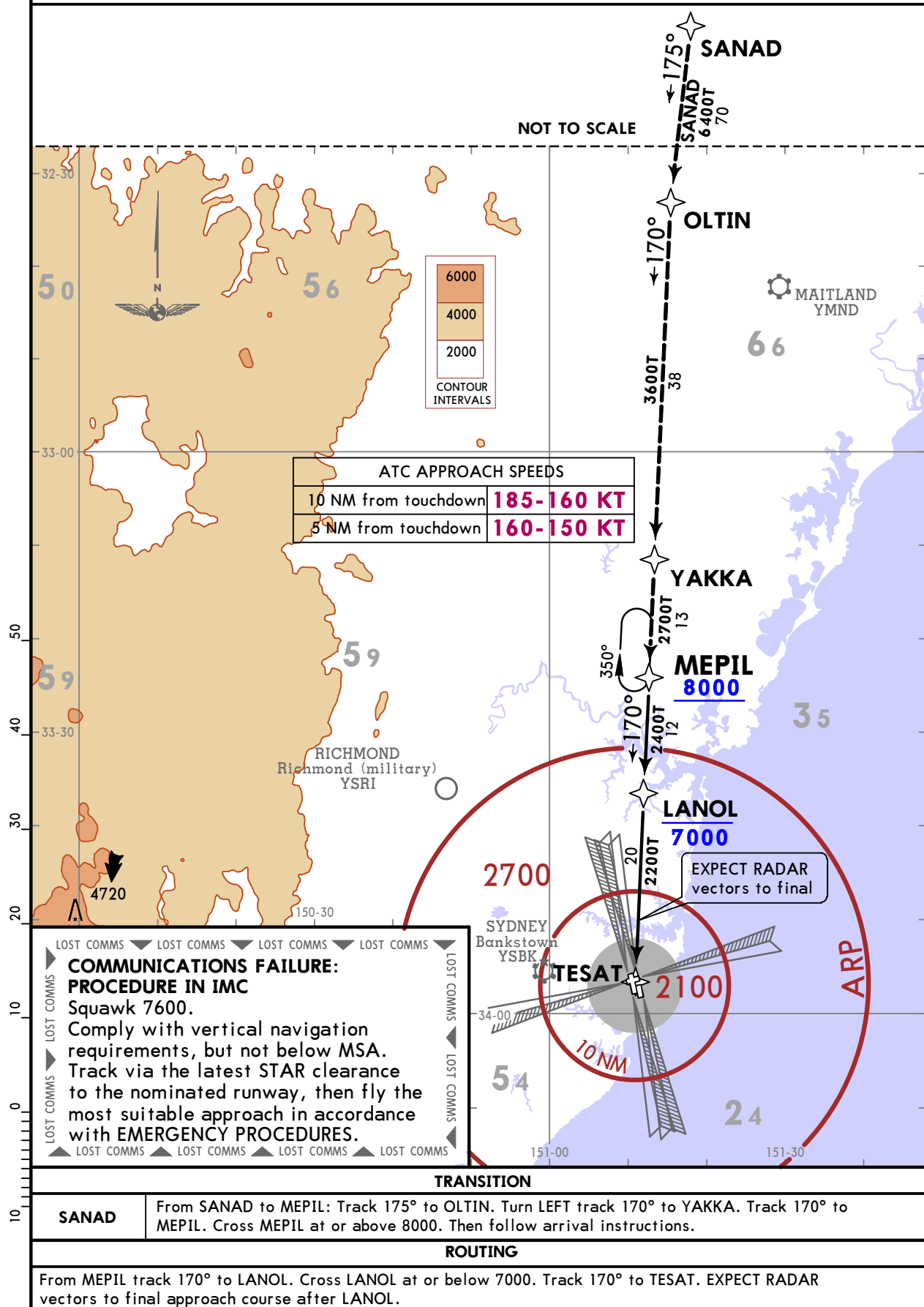
(10-2C)

Eff 24 May

RNAV STAR

ATIS
118.55 126.25Apt Elev
21Alt Set: hPa Trans level: FL110
RNP 1.

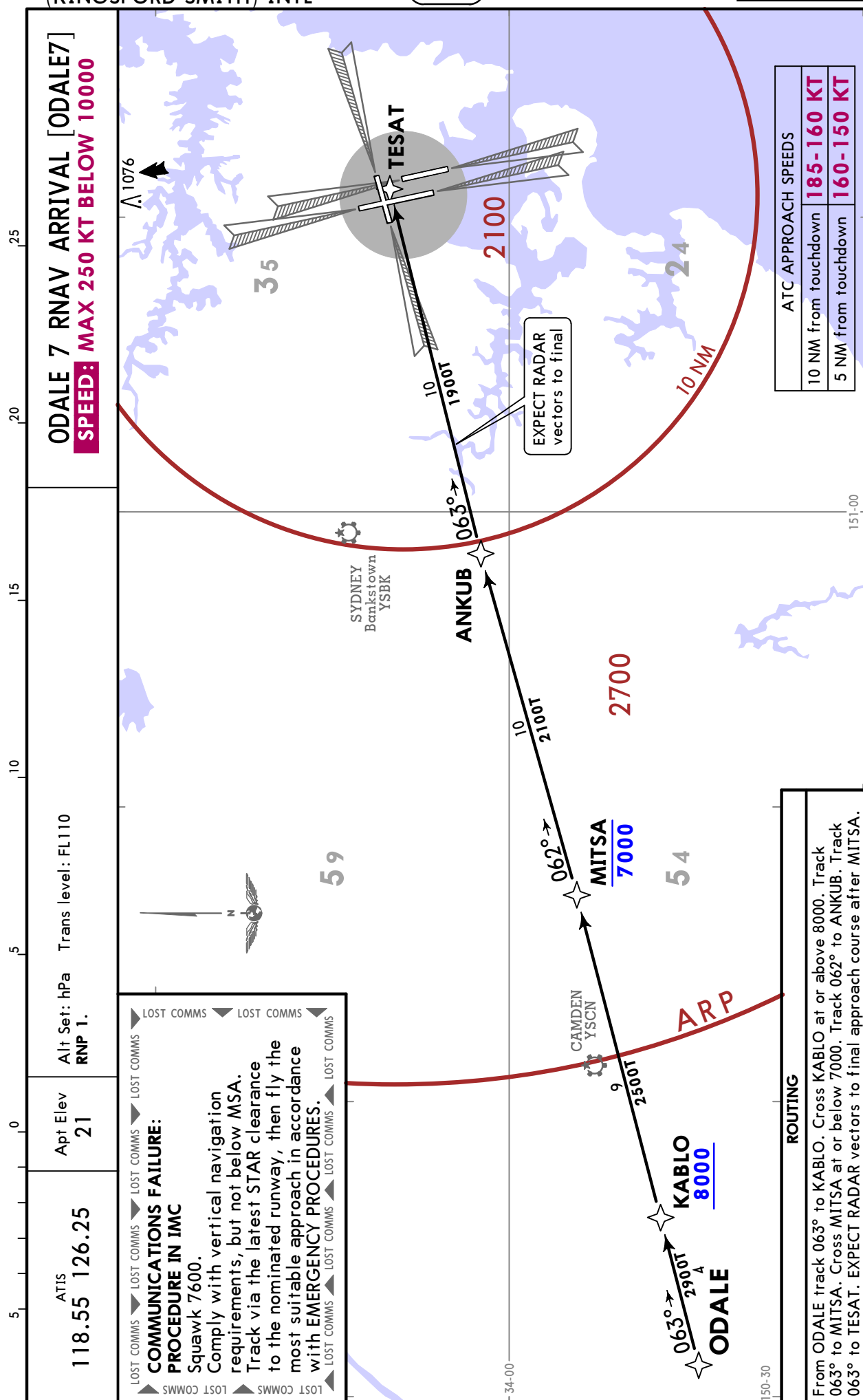
MEPIL 3 RNAV ARRIVAL [MEPIL3]

SPEED: MAX 250 KT BELOW 10000

YSSY/SYD

- (KINGSFORD SMITH) INTL 18 MAY 18 (10-2D) Eff 24 May

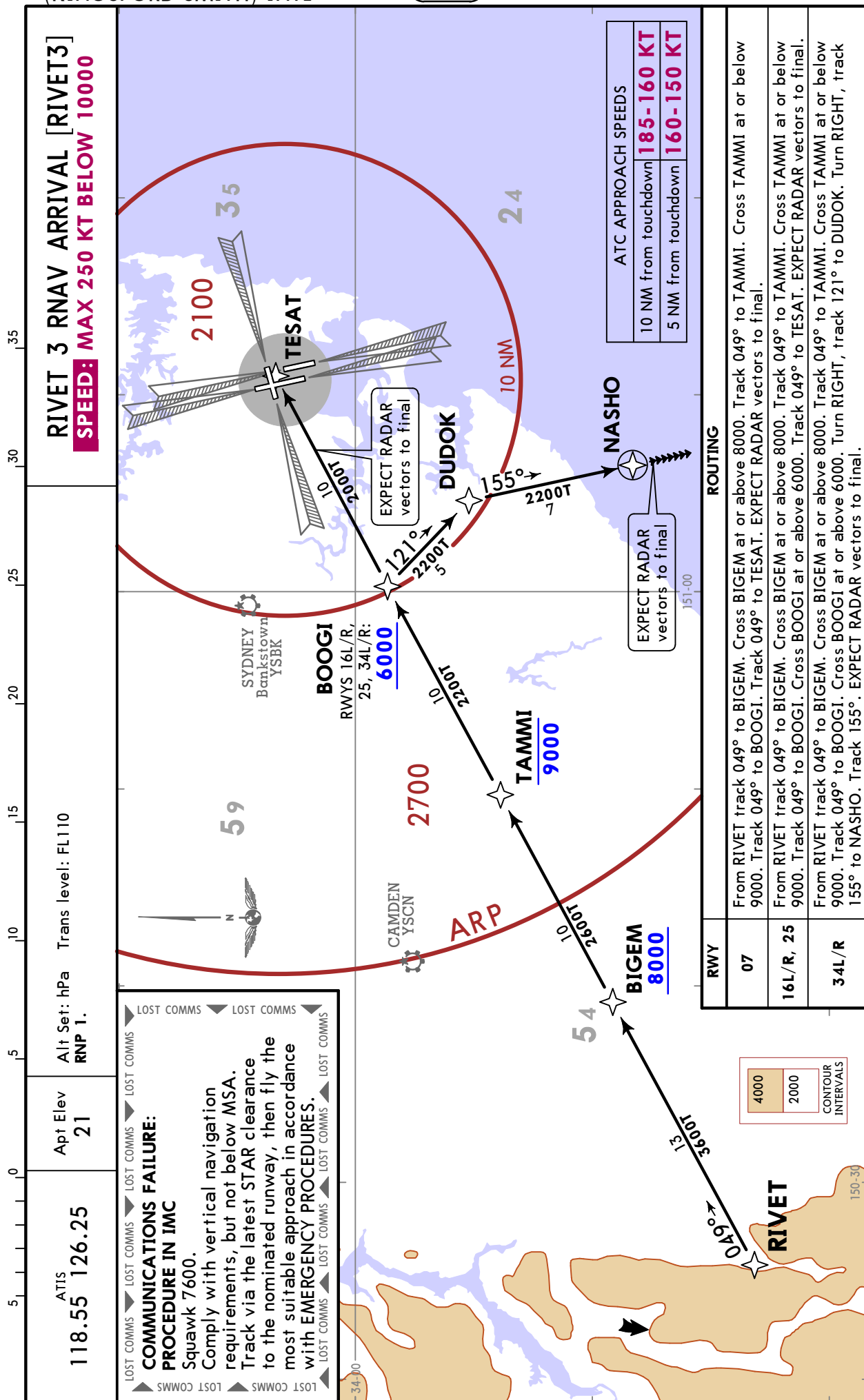
RNAV STAR



YSSY/SYD

- (KINGSFORD SMITH) INTL 18 MAY 18

JEPPESSEN SYDNEY, NSW, AUSTRALIA

Eff 24 May**RNAV STAR**

CHANGES: Procedure renumbered, revised, chart reindexed.

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YSSY/SYD

- (KINGSFORD SMITH) INTL

27 JUL 18

10-3

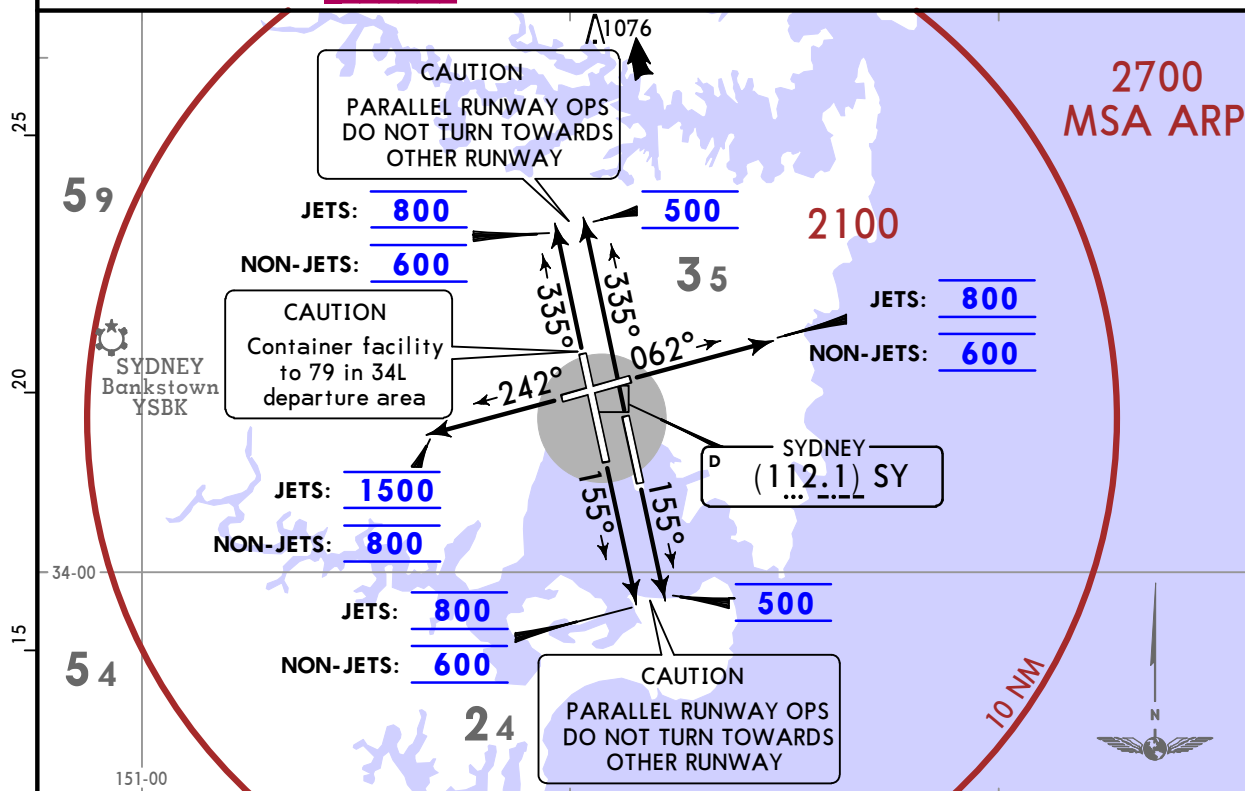
JEPPESSEN SYDNEY, NSW, AUSTRALIA

SID

Departure (R)		Apt Elev 21	Trans alt: 10000
North & East 123.0	South, West & Northwest 129.7		

SYDNEY 1 (RADAR) DEPARTURE [SY1]

SPEED: MAX 250 KT BELOW 10000



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

On recognition of communication failure

Squawk 7600.

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

This SID requires minimum climb gradients of:

Rwy 07: 4.7% to 1500.

Rwys 16L/R: 3.3% for obstacles. 4.7% to 1000 to remain in controlled airspace.

Rwy 25: 3.3% for obstacles. 5.6% to 2500 to remain in controlled airspace.

Rwy 34R: 4.8% to 1500.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.6% V/V (fpm)	425	567	851	1134	1418	1701

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH FL180 by 153 NM BANDA (D47.0 SY)

REACH FL220 by 144 NM BANDA (D60.0 SY)

REACH FL270 by 113 NM BANDA (D90.0 SY)

FOR ACFT CLEARED VIA WLM NDB:

At or above **FL130**:

REACH FL130 by 31 NM WLM NDB (D45.0 SY)

FOR ACFT CLEARED VIA MATLA:

At or above **FL130**:
REACH FL130 by 28 NM MATLA (D45.0 SY)

FOR ACFT CLEARED VIA MISIT:

REACH FL260 by MISIT

IF UNABLE TO COMPLY ADVISE ATC.

RWY	INITIAL CLIMB
07	Track 062°. At 600 (800 for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. A
16L	Track 155°. At 500 turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. A
16R	Track 155°. At 600 (800 for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. A
25	Track 242°. At 800 (NOT BEFORE 1500 for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. A
34L	Track 335°. At 600 (800 for Jet ACFT) turn to assigned heading (NO RIGHT TURN BELOW 1500). EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. A
34R	Track 335°. At 500 turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. A

YSSY/SYD

-(KINGSFORD SMITH) INTL 27 JUL 18 (10-3A)

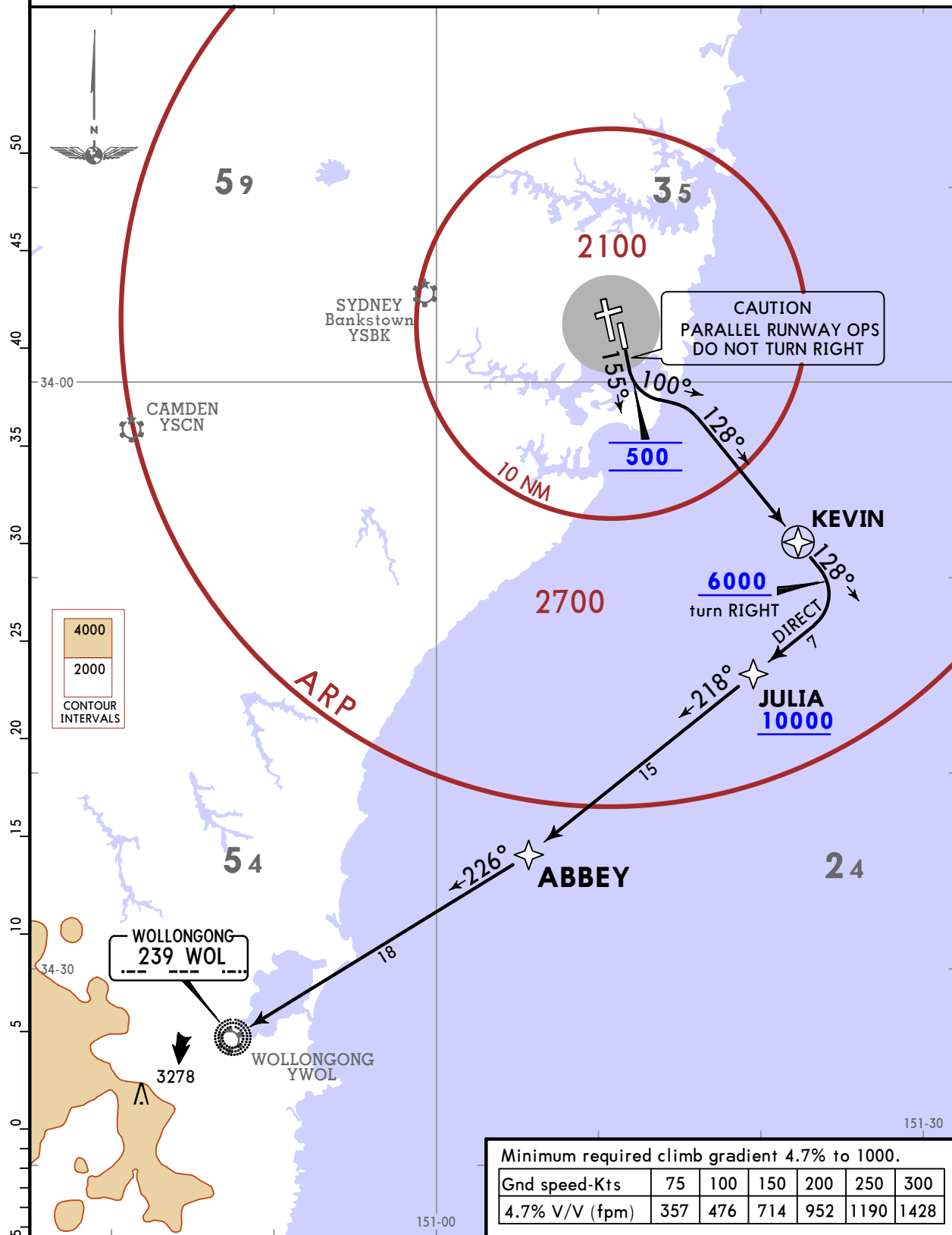
JEPPESEN SYDNEY, NSW, AUSTRALIA

RNAV SID

Departure (R)		Apt Elev 21	Trans alt: 10000 Jets only.
North & East	South, West & Northwest		
123.0	129.7		

ABBEY 3 [ABBEY3]

RWY 16L (RNAV) DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000

INITIAL CLIMB

Track 155°. At 500 turn LEFT track 100° to intercept and track 128° to KEVIN. After passing KEVIN and 6000 turn RIGHT track direct to JULIA. Cross JULIA at or above 10000. Track 218° to ABBEY. Turn RIGHT, track 226° to WOL NDB, then as cleared.

YSSY/SYD

-(KINGSFORD SMITH) INTL 18 MAY 18 (10-3B) Eff 24 May

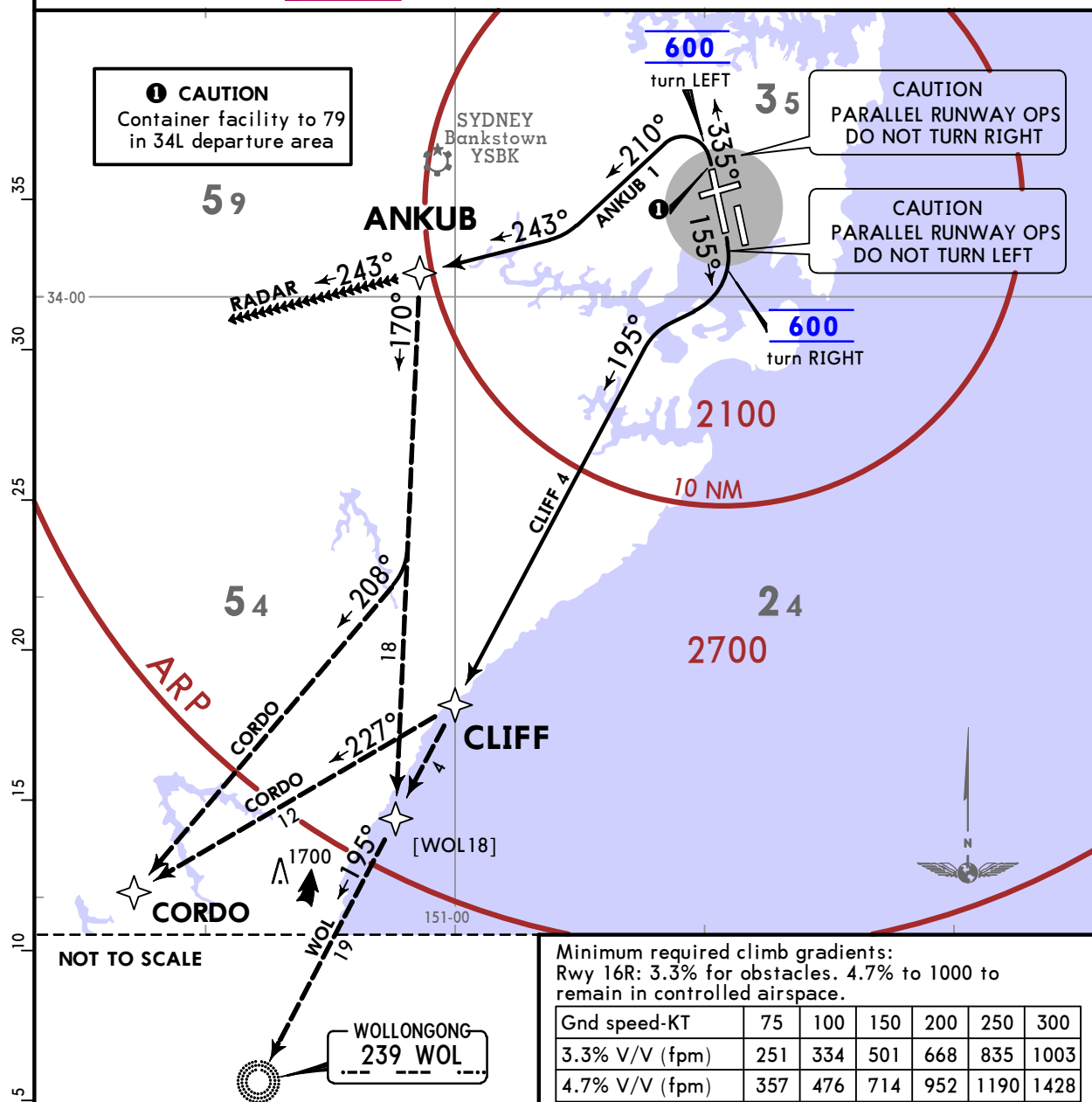
RNAV SID

Departure (R) South
129.7Apt Elev
21Trans alt: 10000
Non-jets only.

ANKUB 1 [ANKUB1], CLIFF 4 [CLIFF4]

RNAV DEPARTURES

(RWYS 16R, 34L SOUTH)

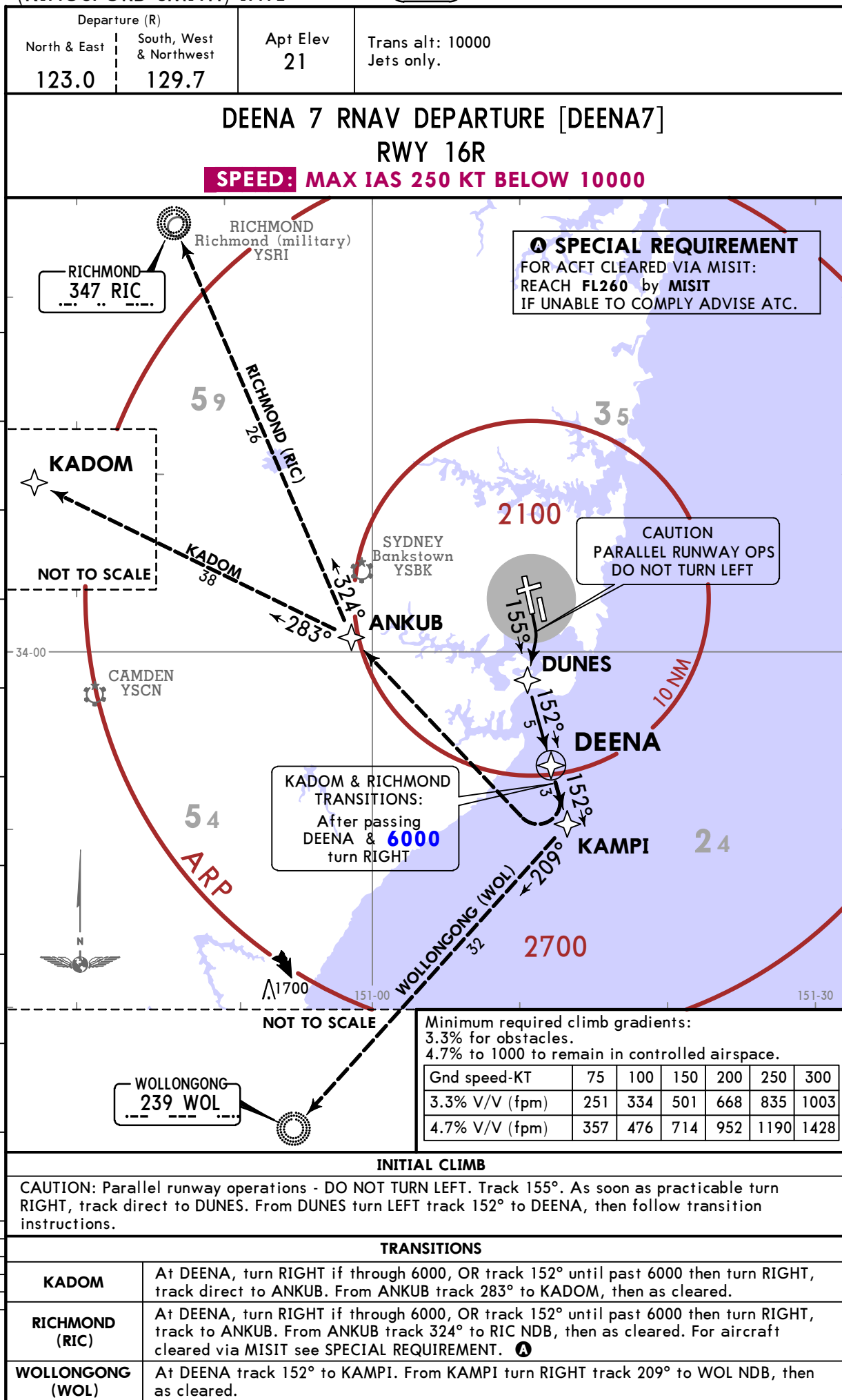
SPEED: MAX IAS 250 KT BELOW 10000

SID	RWY	INITIAL CLIMB
ANKUB 1	34L	CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 335°. At 600 turn LEFT track 210°. Intercept and track 243° to ANKUB then follow transition instructions.
TRANSITION		ROUTING
CORDO		At ANKUB turn LEFT, track 170° from ANKUB. Intercept and track 208° to CORDO, then as cleared.
RADAR		At ANKUB continue tracking 243°, EXPECT vectors to cleared route.
WOL		At ANKUB turn LEFT, track 170° from ANKUB. Intercept and track 195° to WOL NDB, then as cleared.
SID	RWY	INITIAL CLIMB
CLIFF 4	16R	CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 155°. At 600 turn RIGHT. Intercept and track 195° to CLIFF then follow transition instructions.
TRANSITION		ROUTING
CORDO		From CLIFF turn RIGHT track 227° to CORDO, then as cleared.
WOL		From CLIFF track 195° to WOL NDB, then as cleared.

YSSY/SYD

-(KINGSFORD SMITH) INTL 18 MAY 18 (10-3C) Eff 24 May

RNAV SID



YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18

(10-3D)

Eff 24 May

RNAV SID

Departure (R) North
123.0Apt Elev
21Trans alt: 10000
Jets only.

ENTRA 5 RNAV DEPARTURE

[ENTRA5]

RWY 34R

SPEED: MAX IAS 250 KT BELOW 10000**A SPECIAL REQUIREMENT**

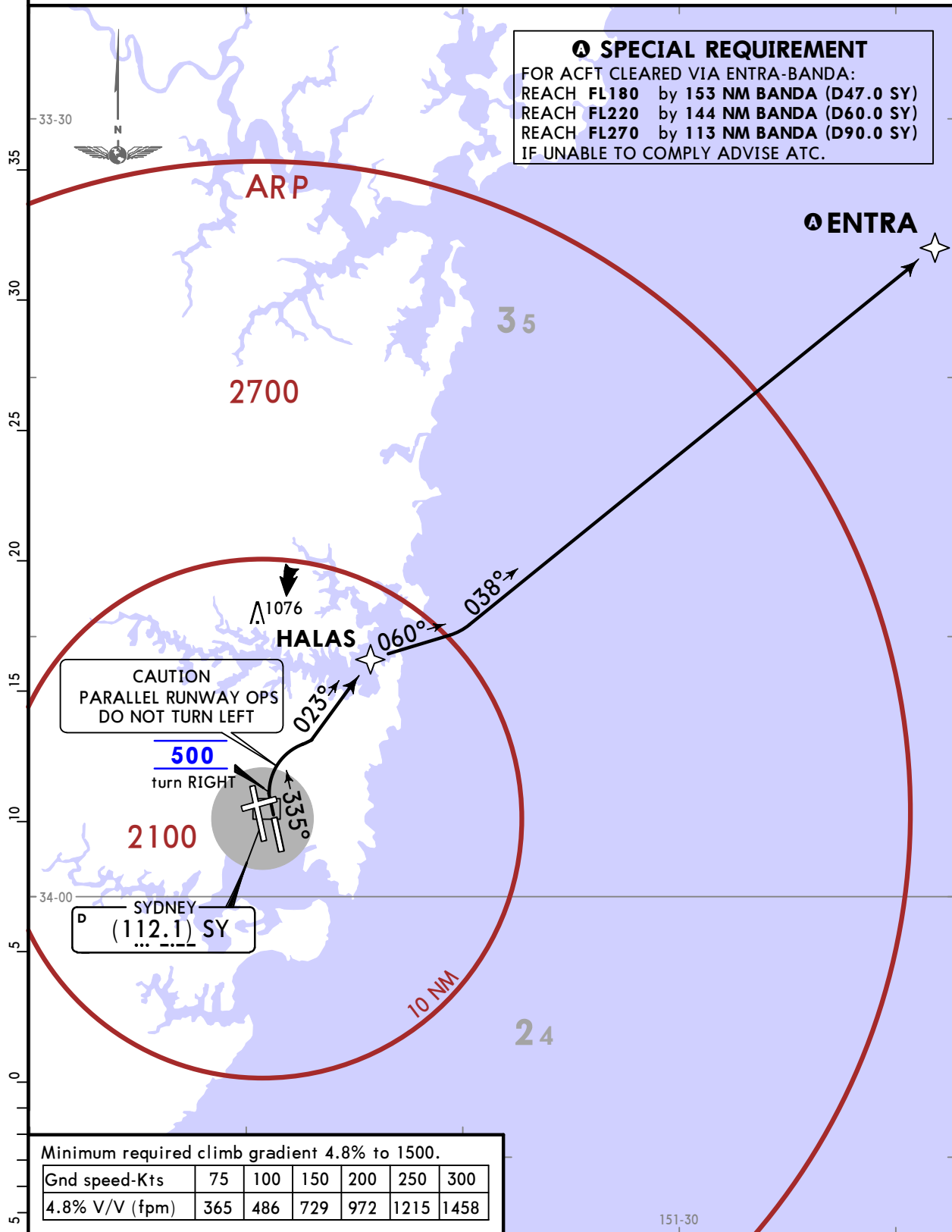
FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH FL180 by 153 NM BANDA (D47.0 SY)

REACH FL220 by 144 NM BANDA (D60.0 SY)

REACH FL270 by 113 NM BANDA (D90.0 SY)

IF UNABLE TO COMPLY ADVISE ATC.



Minimum required climb gradient 4.8% to 1500.

Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 335°. At 500 turn RIGHT intercept and track 023° to HALAS. At HALAS turn RIGHT, track 060° to intercept and track 038° to ENTRA. Then as cleared. See SPECIAL REQUIREMENT. **A**

YSSY/SYD

- (KINGSFORD SMITH) INTL 18 MAY 18 (10-3E)

JEPPESSEN SYDNEY, NSW, AUSTRALIA

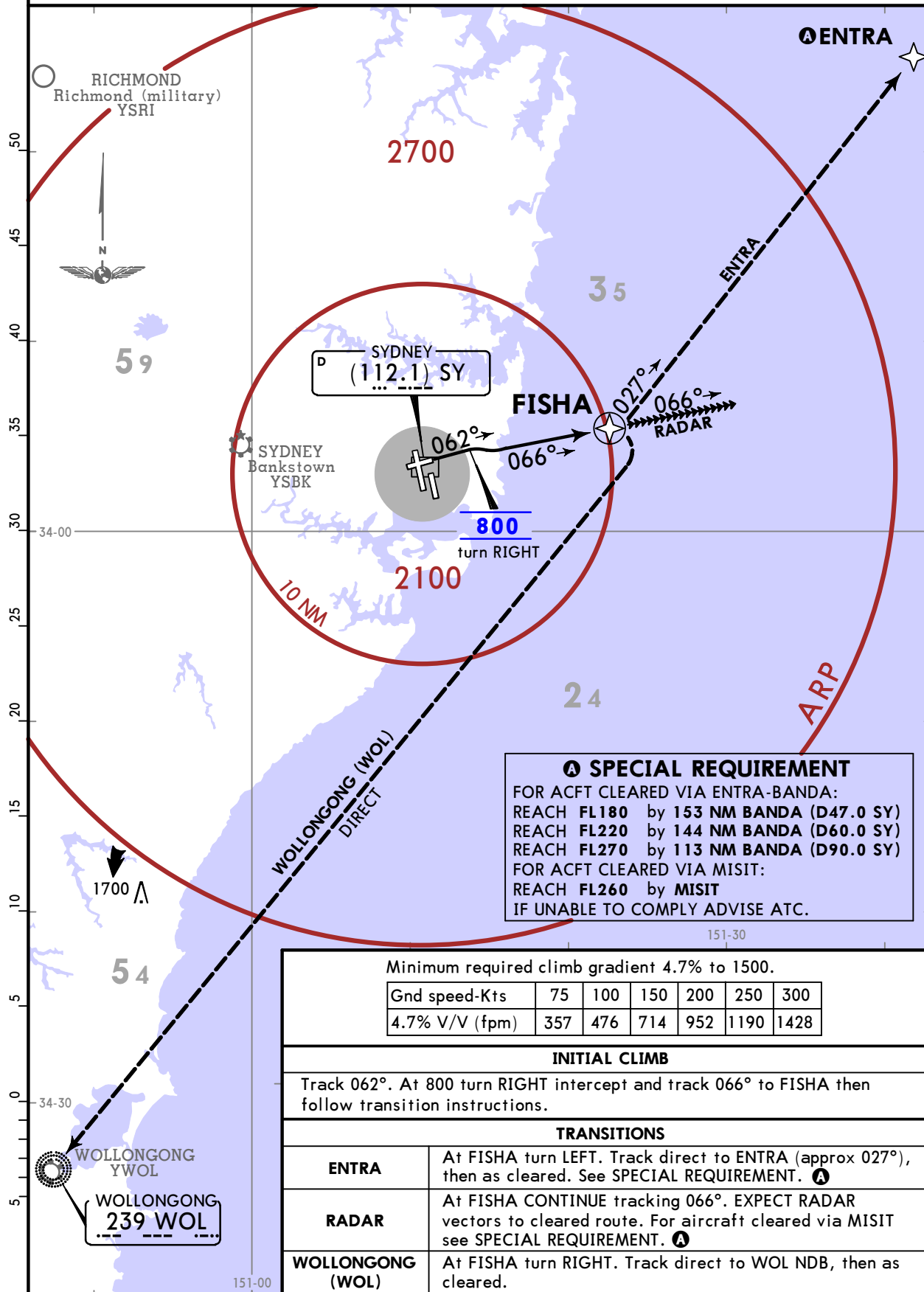
Eff 24 May**RNAV SID**

Departure (R)		Apt Elev 21	Trans alt: 10000 Jets only.
North & East 123.0	South, West & Northwest 129.7		

FISHA 8 RNAV DEPARTURE [FISHA8]

RWY 07

SPEED: MAX IAS 250 KT BELOW 10000



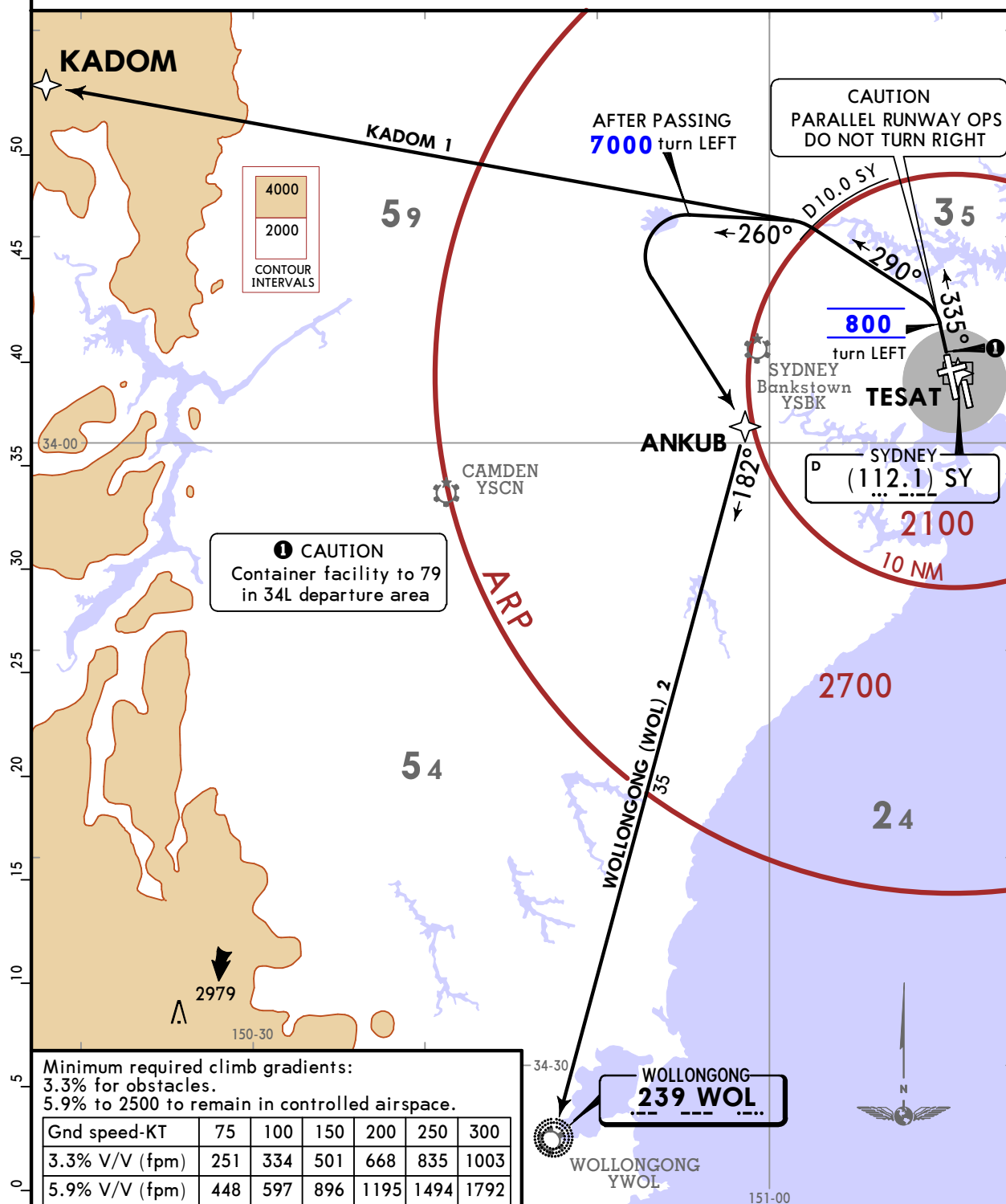
CHANGES: Chart reindexed.

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YSSY/SYD

-(KINGSFORD SMITH) INTL 18 MAY 18 (10-3F) Eff 24 May

SID

Departure (R) South
129.7Apt Elev
21Trans alt: 10000
Jets only.
GPS permitted in lieu of DME Reference waypoint TESAT.KADOM 1 [KADOM1],
WOLLONGONG (WOL) 2 [WOL2] DEPARTURES
(RWY 34L SOUTHWEST)**SPEED: MAX IAS 250 KT BELOW 10000**

SID

INITIAL CLIMB

KADOM 1

CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 335°. At 800 turn LEFT. Track 290° to D10.0 SY. At D10.0 SY turn LEFT. Track direct to KADOM, then via cleared route.

WOLLONGONG
(WOL) 2

CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 335°. At 800 turn LEFT. Track 290° to D10.0 SY. At D10.0 SY turn LEFT. Track 260°. After passing 7000, turn LEFT. Track direct to ANKUB. From ANKUB track 182° to WOL NDB, then via cleared route.

YSSY/SYD

- (KINGSFORD SMITH) INTL 18 MAY 18 (10-3G) Eff 24 May

RNAV SID

Departure (R) North
123.0

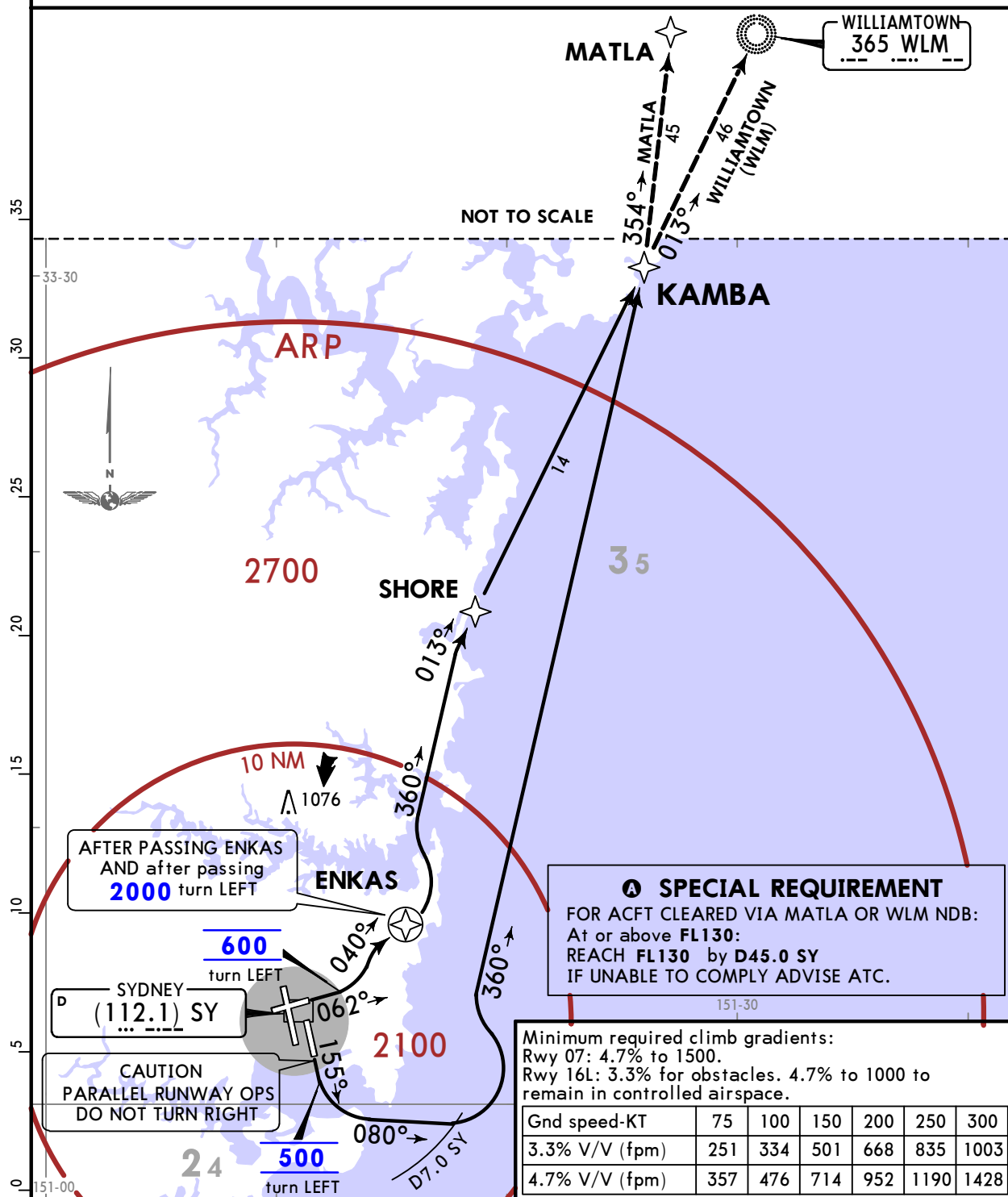
Apt Elev
21

Trans alt: 10000
Non-jets only.

KAMBA 9 RNAV DEPARTURE [KAMBA9]

RWYS 07, 16L

SPEED: MAX IAS 250 KT BELOW 10000



RWY	INITIAL CLIMB
07	CAUTION: Parallel runway operations SEE SPECIAL REQUIREMENT. A Track 062°. At 600 turn LEFT intercept and track 040° to ENKAS. After passing ENKAS AND after passing 2000 turn LEFT, track 360°. Intercept and track 013° to SHORE. Track 013° to KAMBA then follow transition instruction.
16L	CAUTION: Parallel runway operations SEE SPECIAL REQUIREMENT. A Track 155°. At 500 turn LEFT track 080°. At D7.0 SY turn LEFT track 360°, intercept and track 013° to KAMBA. Intercept track by KAMBA then follow transition instruction.
TRANSITIONS	
MATLA	At KAMBA track direct to MATLA, then as cleared.
WILLIAMTOWN (WLM)	At KAMBA track direct to WLM NDB, then as cleared.

YSSY/SYD

-(KINGSFORD SMITH) INTL



SYDNEY, NSW, AUSTRALIA

18 MAY 18

(10-3H)

Eff 24 May

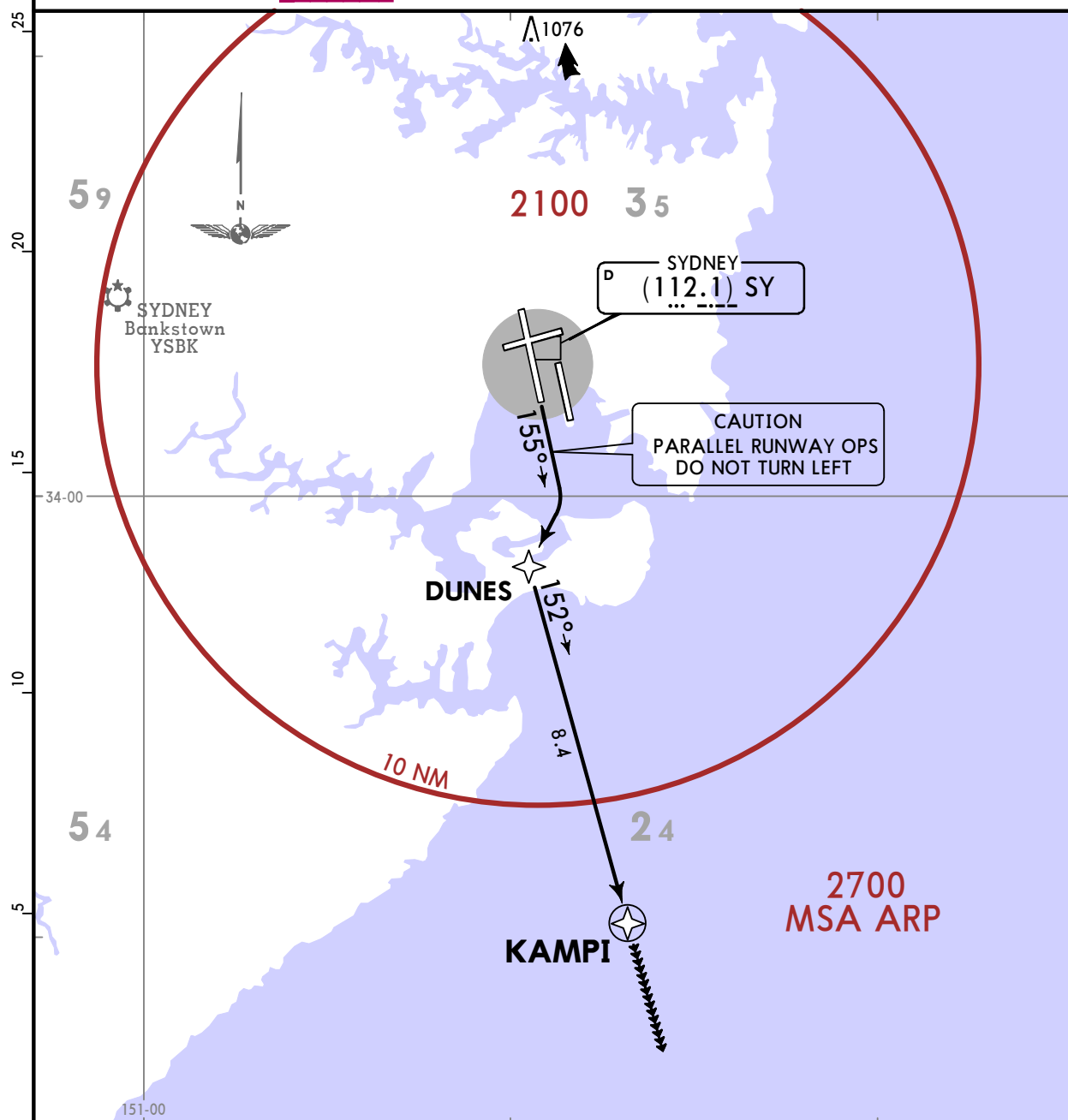
RNAV SID

Departure (R)		Apt Elev 21	Trans alt: 10000
North & East	South, West & Northwest		
123.0	129.7		

KAMPI 5 RNAV DEPARTURE

[KAMPI5]

RWY 16R

SPEED: MAX IAS 250 KT BELOW 10000

Minimum required climb gradients:

3.3% for obstacles.

4.7% to 1000 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH FL180 by 153 NM BANDA (D47.0 SY)

REACH FL220 by 144 NM BANDA (D60.0 SY)

REACH FL270 by 113 NM BANDA (D90.0 SY)

FOR ACFT CLEARED VIA MISIT:

REACH FL260 by MISIT

IF UNABLE TO COMPLY ADVISE ATC.

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 155°. As soon as practicable turn RIGHT track direct to DUNES. At DUNES turn LEFT track 152° to KAMPI. At KAMPI continue tracking 152° EXPECT RADAR vectors to cleared route. For aircraft cleared via ENTRA or MISIT see SPECIAL REQUIREMENT. **A**

YSSY/SYD

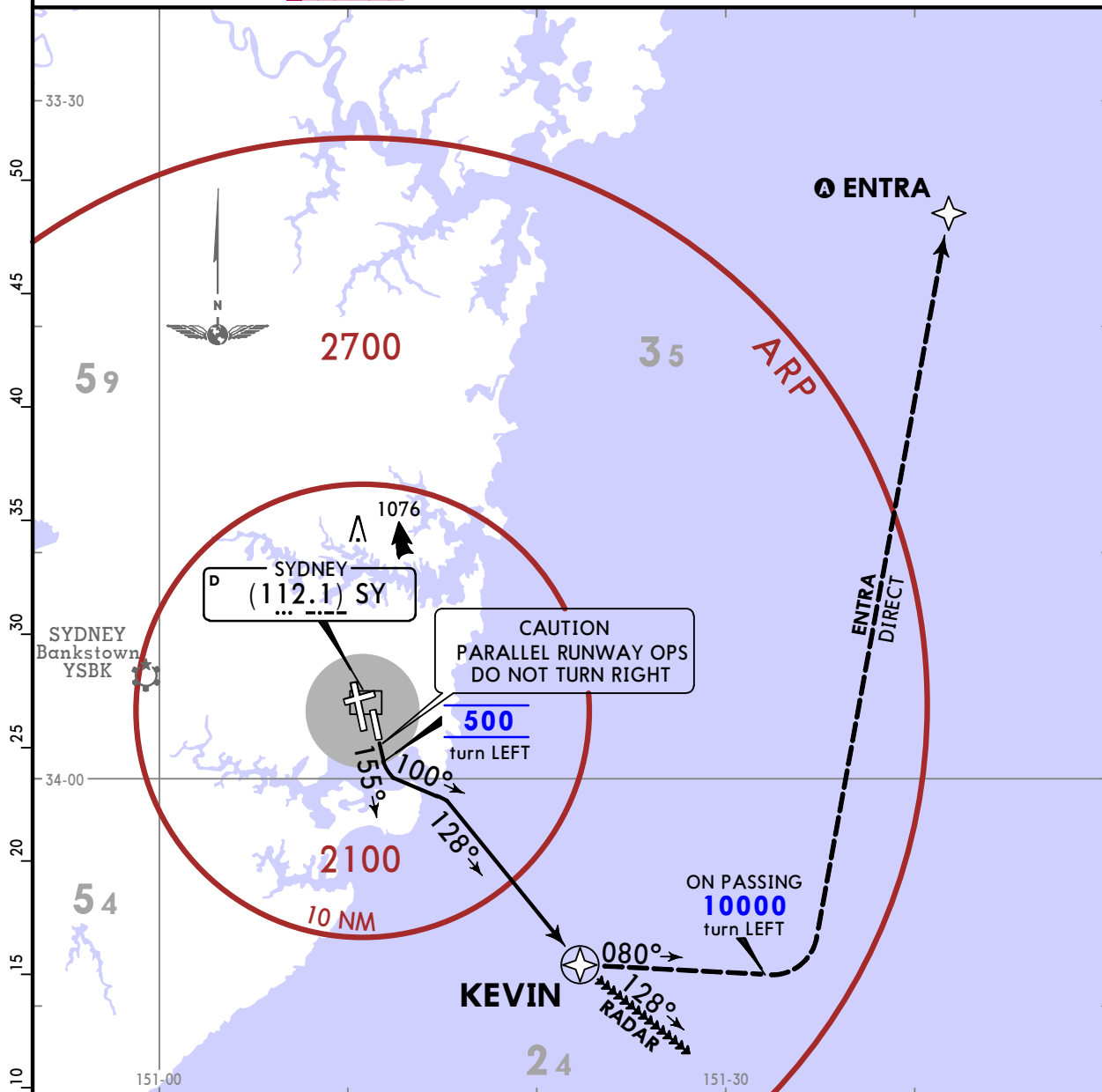
-(KINGSFORD SMITH) INTL 18 MAY 18 (10-3J) Eff 24 May

RNAV SID

Departure (R)		Apt Elev 21	Trans alt: 10000 Jets only.
North & East	South, West & Northwest		
123.0	129.7		

KEVIN 6 RNAV DEPARTURE [KEVIN6]

RWY 16L

SPEED: MAX IAS 250 KT BELOW 10000

Minimum required climb gradients:

3.3% for obstacles.

4.7% to 1000 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTR A-BANDA:

REACH FL180 by 153 NM BANDA (D47.0 SY)

REACH FL220 by 144 NM BANDA (D60.0 SY)

REACH FL270 by 113 NM BANDA (D90.0 SY)

FOR ACFT CLEARED VIA MISIT:

REACH FL260 by MISIT

IF UNABLE TO COMPLY ADVISE ATC.

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 155°. At 500 turn LEFT track 100° to intercept and track 128° to KEVIN, then follow transition instructions.

TRANSITIONS

ENTRA	At KEVIN turn LEFT track 080°. On passing 10000 turn LEFT track direct to ENTR A, then as cleared. See SPECIAL REQUIREMENT. A
RADAR	At KEVIN CONTINUE tracking 128°. EXPECT RADAR vectors to cleared route. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. A

YSSY/SYD

-(KINGSFORD SMITH) INTL



SYDNEY, NSW, AUSTRALIA

18 MAY 18

(10-3K)

Eff 24 May

RNAV SID

Departure (R)

North & East

123.0

South, West
& Northwest

129.7

Apt Elev

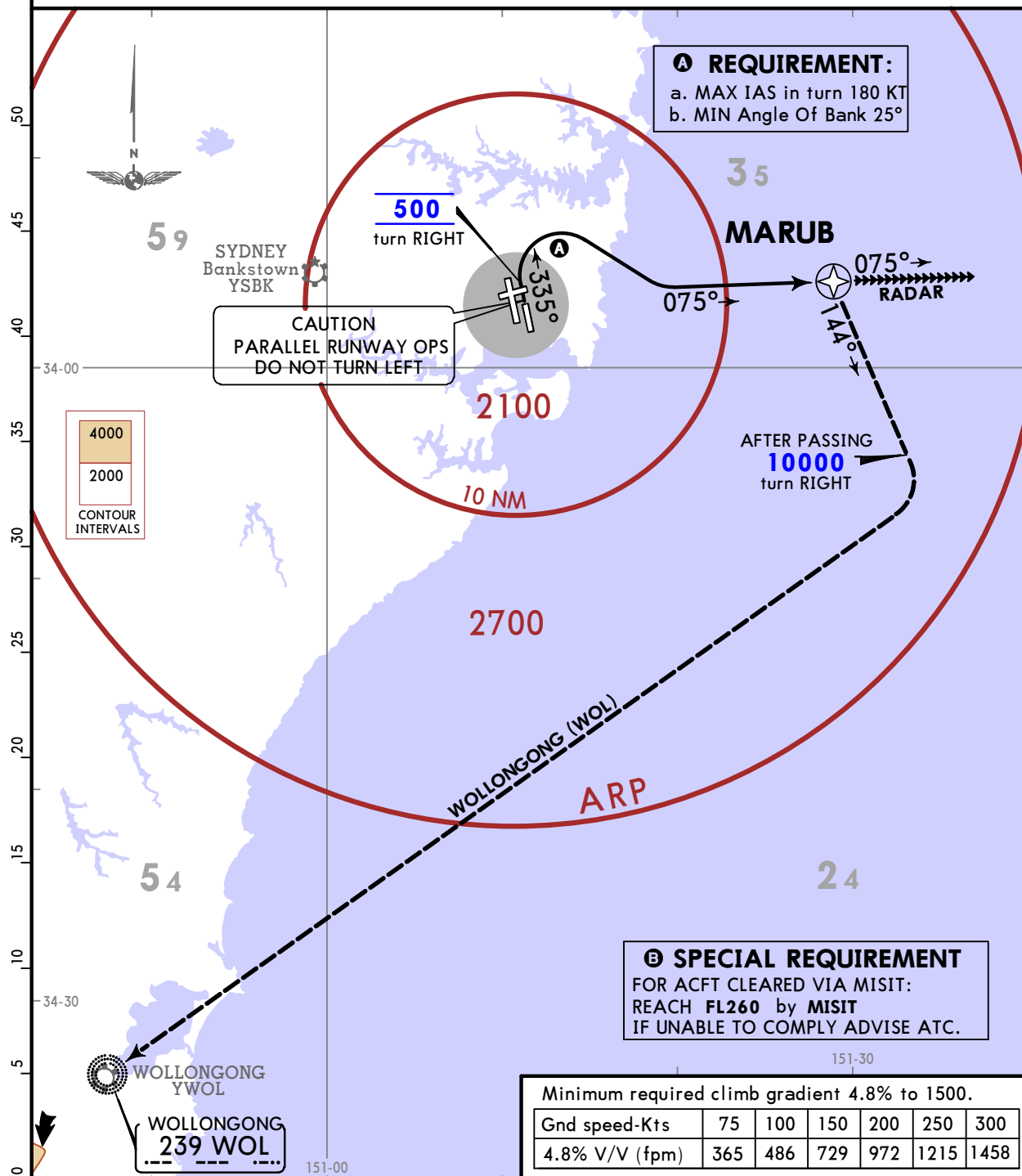
21

Trans alt: 10000
Jets only.

MARUB 6 RNAV DEPARTURE

[MARUB6]

RWY 34R

SPEED: MAX IAS 250 KT BELOW 10000

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 335°. At 500 turn RIGHT **A** intercept and track 075° to MARUB. Then follow transition instructions.

TRANSITION

ROUTING

RADAR

At MARUB continue tracking 075°. EXPECT RADAR vectors to cleared route. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. **B**

WOLLONGONG (WOL)

At MARUB turn RIGHT track 144°. After passing 10000 turn RIGHT track to WOL NDB, then as cleared.

YSSY/SYD

-(KINGSFORD SMITH) INTL 18 MAY 18 (10-3L) Eff 24 May

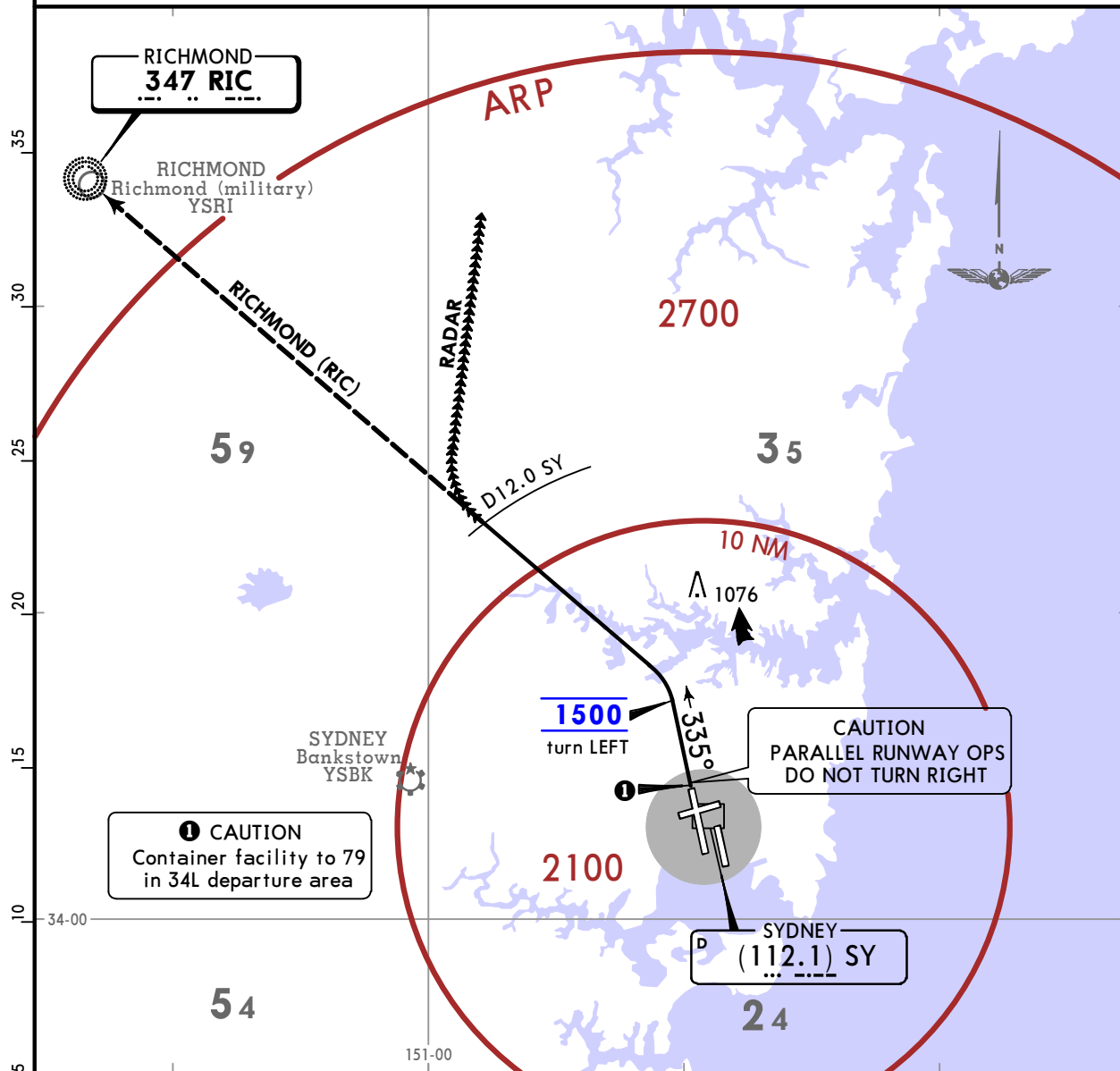
SID

Departure (R)		Apt Elev 21	Trans alt: 10000 Jets only.
North & East	South, West & Northwest		
123.0	129.7		

RICHMOND (RIC) 5 DEPARTURE

[RIC5]

(RWY 34L)

SPEED: MAX IAS 250 KT BELOW 10000

Minimum required climb gradients:

3.3% for obstacles.

5.6% to 2500 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH FL180 by 153 NM BANDA (D47.0 SY)

REACH FL220 by 144 NM BANDA (D60.0 SY)

REACH FL270 by 113 NM BANDA (D90.0 SY)

FOR ACFT CLEARED VIA MISIT:

REACH FL260 by MISIT

IF UNABLE TO COMPLY ADVISE ATC.

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 335°. At 1500 turn LEFT, track direct RIC NDB, then follow transition instruction.

TRANSITION	ROUTING
RADAR	After passing D12.0 SY, EXPECT RADAR vectors to cleared route. For aircraft cleared via ENTRA see SPECIAL REQUIREMENT. ⓐ
RICHMOND (RIC)	Track to RIC NDB, then as cleared. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. ⓐ

YSSY/SYD

10 MAR 17 **JEPPESEN**
(10-4)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES**

SUMMER (Oct-Mar): Local Time minus 11 HOURS = UTC
 WINTER: Local Time minus 10 HOURS = UTC

PREFERRED RUNWAYS**a. 2300-0600 LT (applicable to all aircraft)****Landing**

1. Runway 34L

Take-off

Runway 16R

b. 0600-0700 LT Mon-Sat and 0600-0800 LT Sun**Landing**

1. Runway 34L
2. Runway 34L
3. Runways 34L and 34R
Runway 25
Runway 07
4. Runways 16L and 16R
Runways 34L and 34R
5. Runway 07 or 25

Take-off

Runway 16L
 Runways 16L and 16R
 Runway 25
 Runways 16L and 16R
 Runways 16L and 16R
 Runways 16L and 16R
 Runways 34L and 34R
 Runway 07 or 25

c. 0700-2245 LT Mon-Fri, 0700-2200 LT Sat and 0800-2200 LT Sun**Landing**

1. Runway 34L
2. Runway 07
Runways 34L and 34R
Runway 25
3. Runways 16L and 16R
Runway 34L and 34R
4. Runway 07 or 25

Take-off

Runway 16L
 Runways 16L and 16R
 Runway 25
 Runways 16L and 16R
 Runways 16L and 16R
 Runways 34L and 34R
 Runway 07 or 25

d. 2200-2245 LT Sat and Sun**Landing**

1. Runway 34L
2. Runway 34L
3. Runway 25
4. Runway 07
5. Runways 34L and 34R
6. Runways 16L and 16R
Runways 34L and 34R
7. Runway 07 or 25

Take-off

Runway 16L
 Runways 16L and 16R
 Runways 16L and 16R
 Runways 16L and 16R
 Runway 25
 Runways 16L and 16R
 Runways 34L and 34R
 Runway 07 or 25

e. 2245-2300 LT**Landing**

1. Runway 34L
2. Runway 34L
3. Runway 25
Runway 07
4. Runways 16L and 16R

Take-off

Runway 16L
 Runways 16L and 16R
 Runways 16L and 16R
 Runways 16L and 16R
 Runways 16L and 16R

Jet noise abatement climb procedures apply for the following runways:

Runway 16R 2300-0600 HR local time
 Runways 34L and 34R at other times.

YSSY/SYD

10 MAR 17

**JEPPESEN**

(10-4A)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES**

Notwithstanding the wind requirement cited in Jeppesen NOISE ABATMENT PROCEDURES, the following maximum crosswind / tailwind components apply to ATC nominated runways:

- DRY RWYS - Max crosswind 20 kts / Max tailwind 5 kts
- WET RWYS - Max crosswind 20 kts / No tailwind
- Max crosswind 15 kts / Max tailwind 5 kts

For jet arrivals, ATC will not nominate runways other than 16R or 34L when the runways are wet with a tailwind component.

PREFERRED FLIGHT PATHS**a. Arriving Aircraft**

These procedures will apply to all aircraft between 1900 and 0700 local time.


NOTE: For arriving jet aircraft landing Runways 34L/R, preferred flight path procedures apply at all times.

1. Arriving jet aircraft landing Runway 07 will not be permitted to descend below 3000' over built-up areas until aligned with the runway centerline prior to ANKUB. For arriving jet aircraft landing Runway 25, preferred flight path procedures apply. Further, to assist with noise reduction in the Sydney Terminal Area, it is recommended that, as far as is practicable and to the extent that ATC speed control requirements permit, pilots delay the deployment of flaps until operationally required.
2. Other arriving aircraft will not be permitted to descend below 2000' over built-up areas until aligned with the runway centerline.
3. ATC will route aircraft over less noise-sensitive areas to the various runways whenever possible. Frequent use will be made of seaward tracking during the night hours.

b. Departing Aircraft

ATC will route departing jet aircraft via Standard Instrument Departures which, where applicable, are contained within designated flight corridors, and other aircraft over less noise sensitive areas.

YSSY/SYD


JEPPESEN
11 MAR 16 **10-4B**
SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES****TRAINING FLIGHTS**

NOTE: Pilots intending to conduct airwork, other than ILS training, in the Sydney Terminal Area must obtain preflight briefing and approval from Sydney ATC, Phone 02 9556 6875 or 9556 6564.

- a. Training is not permitted at Sydney except as set out in the following paragraphs.
- b. At any time, arriving scheduled aircraft may be permitted to carry out a practice ILS or LOC approach at the conclusion of each leg of flights to Sydney, provided that:
 1. the pilot-in-command has stated that the approach is required for license renewal purposes; or
 2. the aircraft lands straight ahead and does not use a runway other than the runway currently in use, merely for the purpose of carrying out the practice.
- c. All training is at the discretion of ATC as traffic and workload permit.
- d. ILS training is also available at Richmond, NSW. See Richmond, NSW 10-4 for conditions.
- e. Flying Operations Inspector test and check flights are permitted on any of the aids in the Sydney Terminal Area, subject to appropriate warning and ATC traffic handling capacity.
- f. No helicopter training is permitted to or from the heliport.
- g. Airline companies may carry out aircraft checking and testing flights, other than under asymmetric conditions, but these will be limited to two circuits by any one company in one day.
- h. Military aircraft on practice ILS or LOC approach must intercept the LOC at or above 3000 feet.

CURFEW**a. Introduction**

The Sydney Airport Curfew Act 1995, the Sydney Airport Curfew Regulations and the Air Navigation (Aerodrome Curfew) Regulations regulate movements at Sydney (Kingsford-Smith) Aerodrome between 2300-0600 hours local time. Additional restrictions apply daily between 2245-2300 hours local time, and on Saturdays and Sundays between 0600-0700 and 2200-2300 hours local time.

The Act contains provisions for severe penalties for any unauthorized operations between the above times and for failure to provide information or the provision of false information.

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

The restrictions listed in this paragraph are applicable to all aircraft, including propeller driven aircraft, over 34,000kg (74,957 lbs) MTOW. There are some concessions for specified classes of aircraft which are listed in the section titled 'Concessions for International Aircraft'.

YSSY/SYD **JEPPESEN**
11 MAR 16 **10-4C****SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES****c. Group of Aircraft that can Operate**

Only the following aircraft may take off or land at Sydney Aerodrome between 2300 and 0600 hours local time:

1. Propeller-driven aircraft with a MTOW of 34,000kg (74,957 lbs) or less that meet the noise level requirements of ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10 (as appropriate to the aircraft classification).
2. The following types of aircraft with a MTOW of 34,000kg (74,957 lbs) or less:

BAe125-800B/BAe125-1000A/BAe125-1000B

BAe/de Havilland/Hawker Siddeley 125 Series 400A/F3B/F400B++/F403B/F600B**/
700A***+/700B***+/800A

Beech 400A/Beechjet 400A++/Hawker 400XP**/Hawker 400T**

Beechcraft 4000

Bombardier BD-7001A10(Global Express)/BD700-1A11(Global 5000)/BD100-1A10
(Challenger 300/350)/CL-600-1A11(CL-600)/CL-6002A12(Challenger 601)/CL-600-
2B16(Challenger 601-3A/604/604DX/605)/CL-600-2B19(CRJ100/200)/CL-600-2C10
(CRJ700)/CL-600-2D15(CRJ705)/CL-600-2D24(CRJ900)/CL-600-2E25(CRJ1000)

Canadair Challenger 300/601/604

Cessna 500/510/525/525A/525B/525C/550/552/560/560XL/560XLS/650**/680/750

Dassault Falcon Mystere 20 series C++/Mystere 20 Series D++/Mystere 20 Series
E++/Mystere 20 Series F++/Mystere 20 Series G++/10/20C-C5/20-D5/20-E5/20-F5/
50EX/200/900/2000/7X/900C/900EX/2000EX/

Embraer 145/145ER/145MR/145LR/135ER/135LR/135KE/135KL/135BJ/145XR/
145MP/145EP/500/505

Global Express

Global 5000

Gulfstream IV/Galaxy/100/G150/G200/G280/GVI(650)/650ER/GIV-X/G150/SP/G300/
G350/G400/G450/G-V/G500/G550/

Hawker 800XP/850XP/Horizon/900XP/Hawker 1000/Hawker 750

Learjet 24/24A/24B/24B-A/24C/24D/24D-A/24E/24F/24F-A/25/25A/25B/25C/25D/
25F/28/29/31/31A/35/35A/36/36A/40/45/45XR/55/55B/55C/60

Legacy EMB-135

Mitsubishi MU-300**

Premier 1/1A

Westwind 1121/1121B/1123/1124/1124A/1125/Astra SPX

** Grandfathered until 31 December 2022

++ Models of these aircraft which exceed 271 decibels noise total are not permitted to operate. Remaining models in this type are grandfathered until 2022.

d. Available Runways

All aircraft permitted to operate during the curfew period, and during the restricted times around the curfew period, must use the following runways, unless the provisions of paragraphs e. or f. apply:

1. for landing:

- (a) 0600-0700 local time & 2200-2300 local time (Sat & Sun) only Rwy 34L, unless another runway is nominated by Air Traffic Control;
- (b) 2300-0600 local time (Daily) only Rwy 34L;

2. for take-off:

- (a) 0600-0700 local time & 2200-2245 local time (Sat & Sun) only Rwy 16R or 16L, unless another runway is nominated by Air Traffic Control;
- (b) 2245-2300 local time (Daily) only Rwy 16R or 16L;
- (c) 2300-0600 local time (Daily) only Rwy 16R, south of the intersection of taxiway G.

NOTE: Aircraft that receive a taxi clearance prior to the commencement of the curfew period (2300 local time) but subsequently depart after the commencement of the curfew MAY use the full length of the runway and are not required to reposition south of the intersection of Rwy 16R and taxiway G.

- (d) If an aircraft receives taxi clearance prior to 2300, it may take off from Rwy 16R even though the departure time may be within the curfew period.

YSSY/SYD **JEPPESEN** **SYDNEY, NSW, AUSTRALIA**
18 MAY 18 **(10-4D)** **Eff 24 May** **-(KINGSFORD SMITH) INTL****NOISE****NOISE ABATEMENT PROCEDURES****e. Exemptions**

These restrictions to operations do not apply to a flight under the following circumstances:

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

f. Dispensations

1. Dispensation from these conditions requires the approval of the Minister for Transport. The Minister, or a delegate of the Minister, may approve operations in exceptional circumstances having regard to the guidelines for approval of dispensations.
2. An operator may apply to the Department of Infrastructure and Regional Development for a dispensation to land at, or take off from, Sydney Airport during the curfew. All dispensation requests should be made through telephone number +61 2 6274 6998 (24 hours), or by email to: chapter2@infrastructure.gov.au

g. Reverse thrust during the curfew period

1. Pilots of aircraft must use the minimum reverse thrust necessary for the safe operation of the aircraft. Pilots of aircraft shall not plan to land at Sydney if any unserviceability in the aircraft would mean that reverse thrust greater than reverse idle must be used.
2. If the pilot of an aircraft uses reverse thrust that is greater than idle reverse thrust the operator must, no later than 7 days after landing, give a reverse thrust return including the following details:
 - (a) the date and time,
 - (b) the aircraft registration, operator and type,
 - (c) the engine type, and
 - (d) the reason why reverse thrust greater than at idle power was used.

The return is to be lodged with the Department of Infrastructure and Regional Development at the following address:

Curfew Manager,
Aviation Environment
GPO Box 594, Canberra ACT 2601
Or a facsimile sent to: +61 2 6274 6822.
3. Notification of the use of reverse thrust greater than at idle power will not be issued to operators by Airservices.

h. Missed approaches during the curfew period

1. If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, no later than 7 days after the attempted landing, give a missed approach return including the following details:
 - (a) date and time;
 - (b) the aircraft registration, operator and type;
 - (c) the reasons for the missed approach, including the wind conditions prevailing at the time; and
 - (d) the tailwind limits for landing as specified in the aircraft's flight manual.

The return is to be lodged with the Department of Infrastructure and Regional Development at the following address:

Curfew Manager,
Aviation Environment
GPO Box 594, Canberra ACT 2601
Or a facsimile sent to: +61 2 6274 6822.
2. Notification of missed approach incidents will not be issued to operators by Airservices.

i. Classification of aircraft

The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Manager, Environment Monitoring, at the address shown in para f.2.

YSSY/SYD

18 MAY 18
Eff 24 May**JEPPESEN**

10-4E

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES****CONCESSIONS FOR INTERNATIONAL AIRCRAFT**

- a. Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided that the total number of flights for all operators does not exceed the following quota:
- (a) no more than twenty four landings between 0500 and 0600 HR local time in any one week.

- b. Slot allocation to operate within the quota can be obtained from;

Airport Coordination Australia Pty. Ltd.
3/1227 Sydney International Terminal
PO Box 332
Mascot NSW 1460

Telephone: (02) 9313 5469
Facsimile: (02) 9313 4210
SITA: HDQACXH
Email: coordaus@magna.com.au

DESIGNATED FLIGHT CORRIDORS

- a. Introduction

The Air Navigation (Aerodrome Flight Corridors) Regulations regulate flight corridors used by jet aircraft at Sydney (Kingsford-Smith) Aerodrome. The Regulations contain provisions for penalties for contravention or failure to comply with the relevant designated flight corridor.

- b. Use of flight corridors

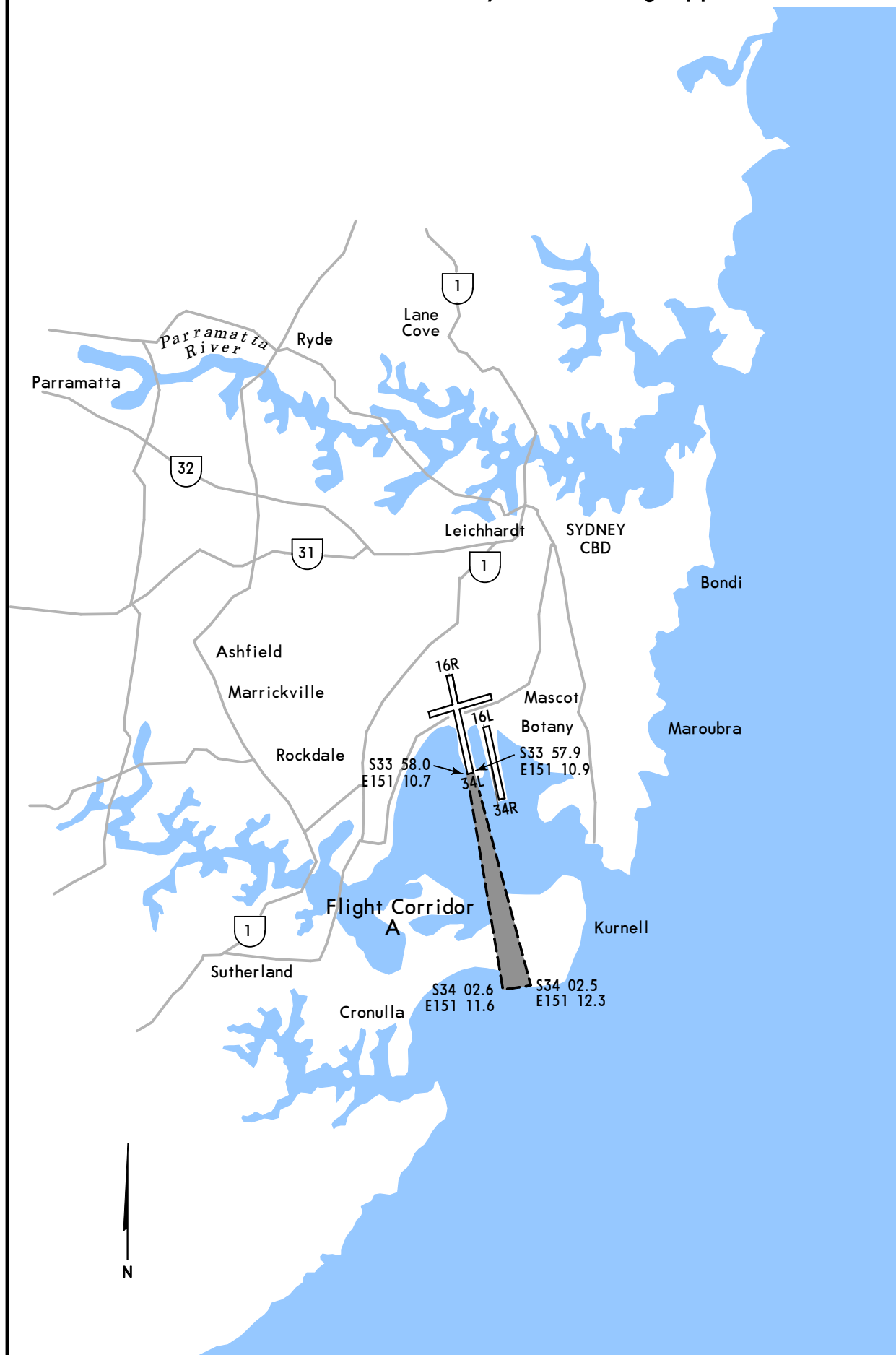
Arriving and departing jet aircraft must fly within, and not deviate from, the appropriate designated flight corridor for the runway, except when instructed or approved otherwise by ATC for safety reasons. During curfew hours, this requirement applies to ALL aircraft.

- c. Flight corridors

The Sydney Airport Arrival and Departure flight corridors designated for the runways are promulgated on the following pages.

JEPPESEN

19 APR 96

(10-4F)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE ABATEMENT PROCEDURES****FLIGHT CORRIDOR A (Runway 34L-landing approach)**

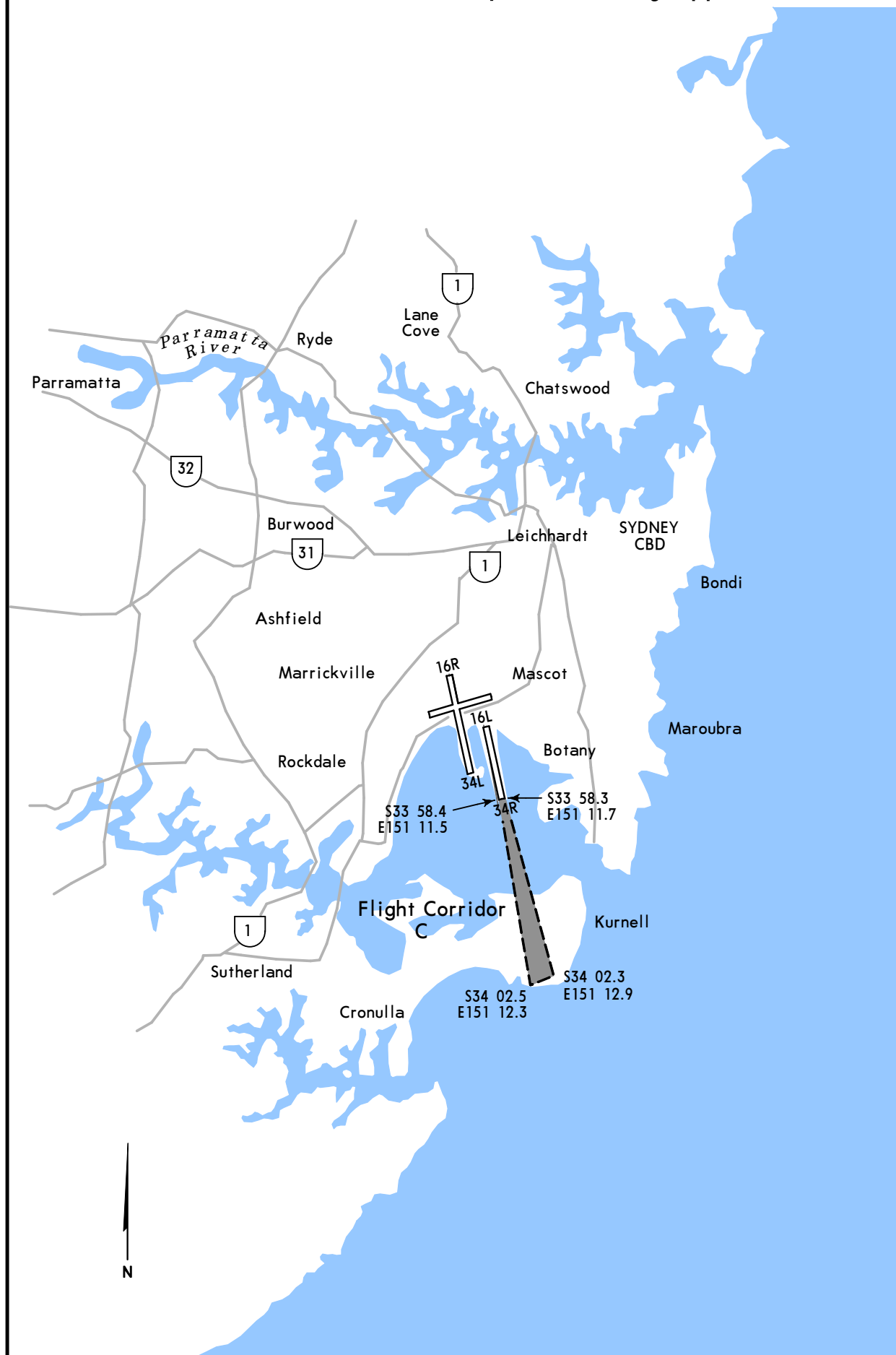
CHANGES: Northern Flight Corridor B cancelled.

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JEPPESEN

19 APR 96

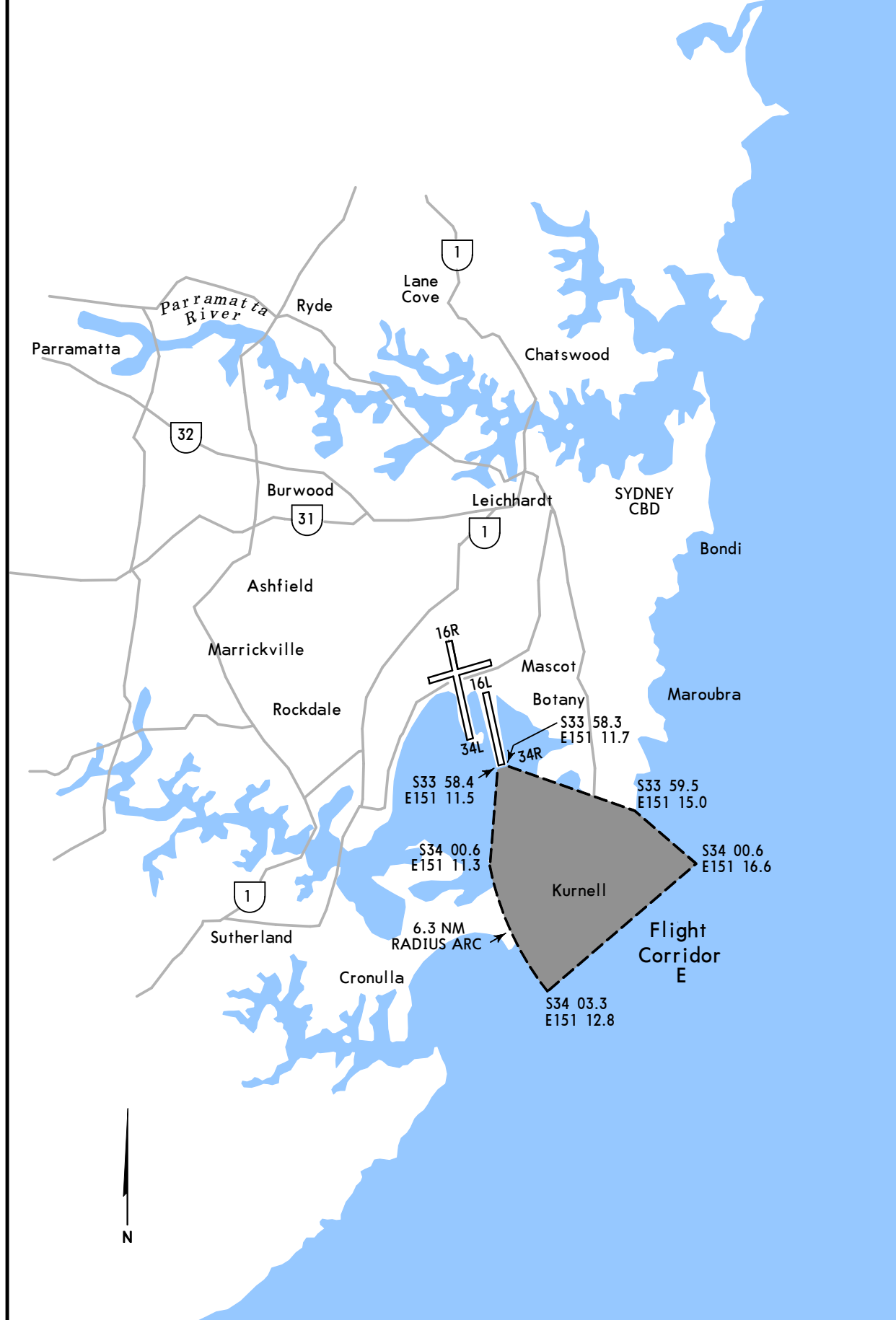
(10-4G)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE ABATEMENT PROCEDURES****FLIGHT CORRIDOR C (Runway 34R-landing approach)**

JEPPESEN

19 APR 96

(10-4H)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE ABATEMENT PROCEDURES****FLIGHT CORRIDOR E****[Runway 16L-departure after take-off (IFR flight)]**

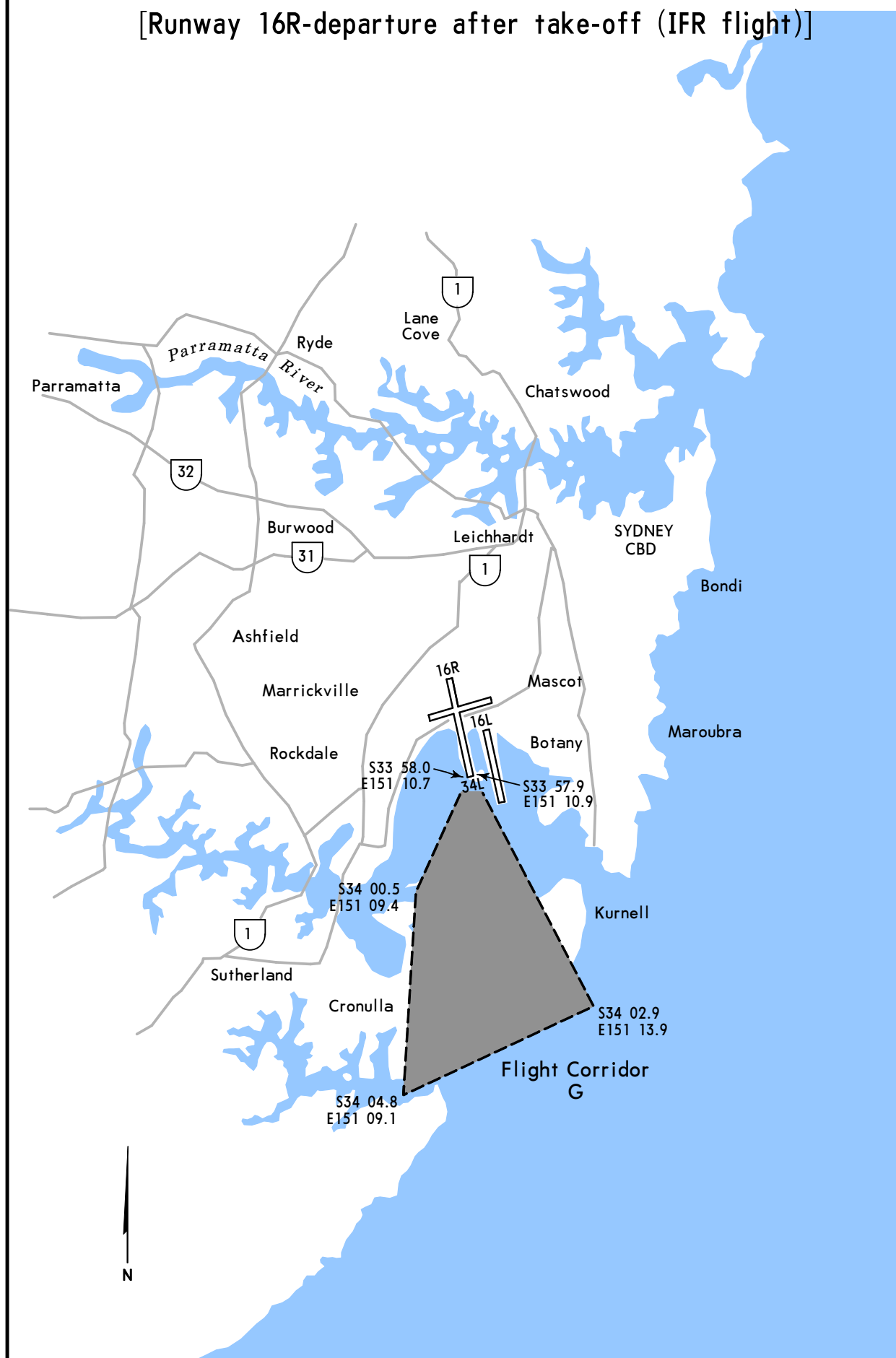
CHANGES: Northern Flight Corridor F cancelled.

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JEPPESEN

19 APR 96

(10-4J)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE ABATEMENT PROCEDURES****FLIGHT CORRIDOR G****[Runway 16R-departure after take-off (IFR flight)]**

TAXI

YSSY/SYD

**JEPPESEN SYDNEY, NSW, AUSTRALIA**

6 JUN 14

(10-6)

-(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES**ARRIVALS******ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

Arrival Runway	Route
16R/34L, 16L/34R**	Via B

**DOM1 (Bays 1-10)
DOM1A (Bays 64-70)**

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B2

Taxiway C (Bays 11-14)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, C1

Taxiway C (Bays 16-19)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, F

Taxiway C (Bays 49, 53, 55)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B3

Taxiway C (Bays 57, 59)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4

DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4, C2

DOM2 (Bays 43, 45A)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4

For A330-200: DOM2 (Bay 39, 45)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G, DOM2

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)**DOM3A (Bays F7-F12)****DOM3B (Bays F13-F16)****DOM4 (Bays 90-94)****DOM5 (All Bays)****DOM6 (Bays 98, 99)**

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G

**** Supplementary Information for aircraft landing 16L/34R****

Arrival Runway	Route
16L	Via T, L
34R (Exit T2)	Via U, U1, L
34R (Exit U1, L)	Via L

Remain on TWR frequency until west of TWY S then contact Ground.

Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.

TAXI

YSSY/SYD



JEPPESEN SYDNEY, NSW, AUSTRALIA

6 JUN 14

(10-6A)

-(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

(Note: Applicable only to aircraft with wingspans of 200' (61m) or less)

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

DEP RWY	Route	DEP RWY	Route
16R	Via B1	34L - Prop	Via B1, C, B10
16L	Via B1, C, B10	34L - Jet	Via B1, C, L, A, A6
		34R	Via B1, C, B10, S, T, T6

DOM1 (Bays 1-10)**DOM1A (Bays 64-70)****Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)**

DEP RWY	Route	DEP RWY	Route
16R	As instructed by ATC	34L - Prop	Via C, B10
16L	Via C, B10	34L - Jet	Via C, L, A, A6
		34R	Via C, B10, S, T, T6

DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)

DEP RWY	Route	DEP RWY	Route
16R	Via C2, B4, then as instructed by ATC	34L - Prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - Jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

DOM2 (Bays 43, 45A)

DEP RWY	Route	DEP RWY	Route
16R	Via B4 then as instructed by ATC	34L - Prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - Jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

For A330-200: DOM2 (Bays 39, 45)

DEP RWY	Route	DEP RWY	Route
16R	Via DOM2, G, B then as instructed by ATC	34L	Via DOM2, C, L, A, A6
16L	Via DOM2, C, B10	34R	Via DOM2, C, B10, S, T, T6

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)**DOM3A (Bays F7-F12)****DOM3B (Bays F13-F16)**

DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - Prop	Via G, C, B10
16L	Via G, C, B10	34L - Jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

DOM4 (Bays 90, 94)**DOM5 (All Bays)****DOM6 (Bays 98, 99)**

DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - Prop	Via G, C, B10
16L	Via G, C, B10	34L - Jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

YSSY/SYD



9 MAR 18

(10-8)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 16R/34L CONCRETE BLOCK
REPLACEMENT PROJECT
(MOWP 03/16, SUP H137/17)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Sydney Airport will be conducting works associated with the removal and subsequent replacement of concrete slabs on the northern end of Runway 16R/34L pavements.

The works will take place during curfew with works affecting aircraft access to the intersection of Rwy 16R/34L and Twy A1.

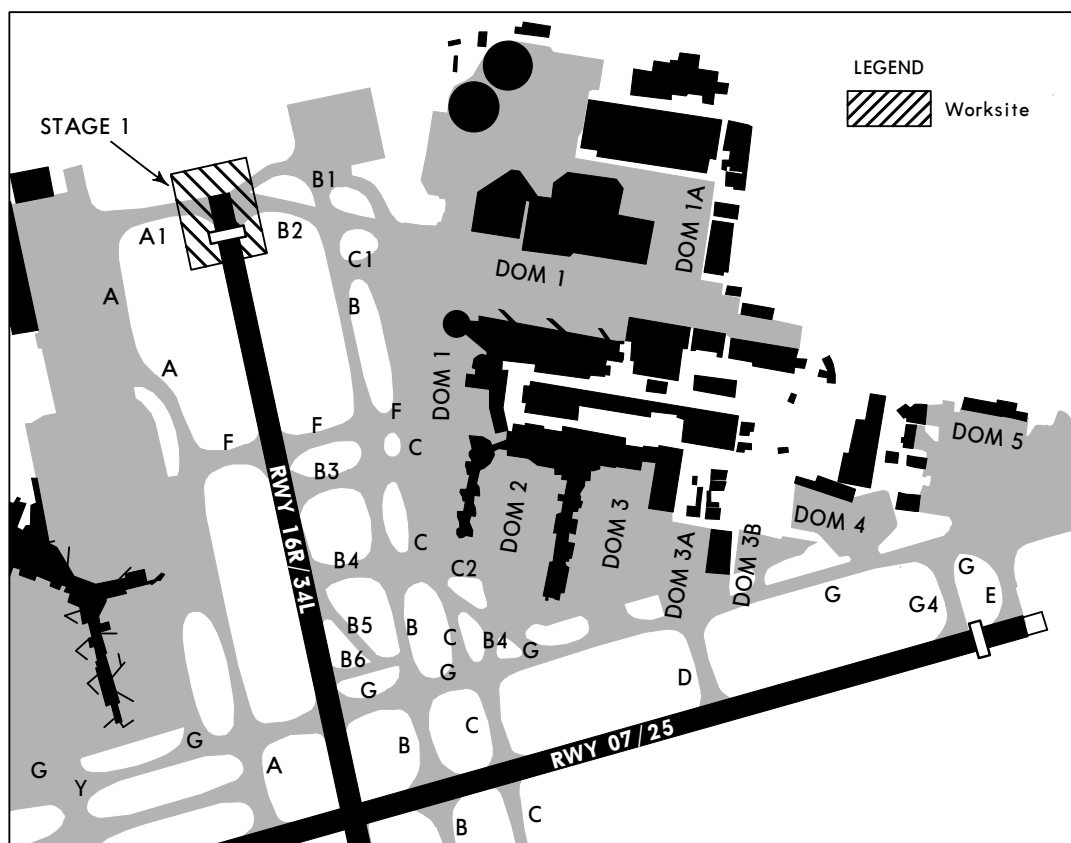
Work is scheduled to commence in October 2017 and is expected to be of approximately fifty-two (52) weeks duration.

The works will be carried out in one (1) stage.

Actual dates and times of commencement of works for the stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

Restrictions to aircraft operations:

- Stage 1 will require part of Runway 16R/34L and associated Taxiways to be temporarily closed to facilitate works.
- The Runway 34L localiser must be turned off for any works in the intersection of Runway 16R and Taxiways Alfa-1, Bravo-1 and Bravo-2.
- The Runway 16R Glide Path must be turned off during works period.



YSSY/SYD



9 MAR 18

(10-8A)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 16L/34R AND
ASSOCIATED TAXIWAYS RESHEET
(MOWP 01/16, SUP H15/18)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Sydney Airport will be conducting works associated with the resheet of runway 16L/34R and Taxiways T, T1, T2, T3, T4, T5, T6, U, U1. Resheet of the Runway will occur first, followed by resheet of the associated Taxiways.

Work is scheduled to commence in September 2017 and is expected to be of approximately fourteen (14) months duration.

The work will be divided into one stage and will be conducted during curfew hours.

The works are broken up into two (2) phases with the following location and program:

PHASE 1

Location: Runway 16L/34R asphalt resheet

Program: September 2017 - January 2018

PHASE 2

Location: Taxiways T1, T2, T3, T4, T5, T6, U, U1 asphalt resheet

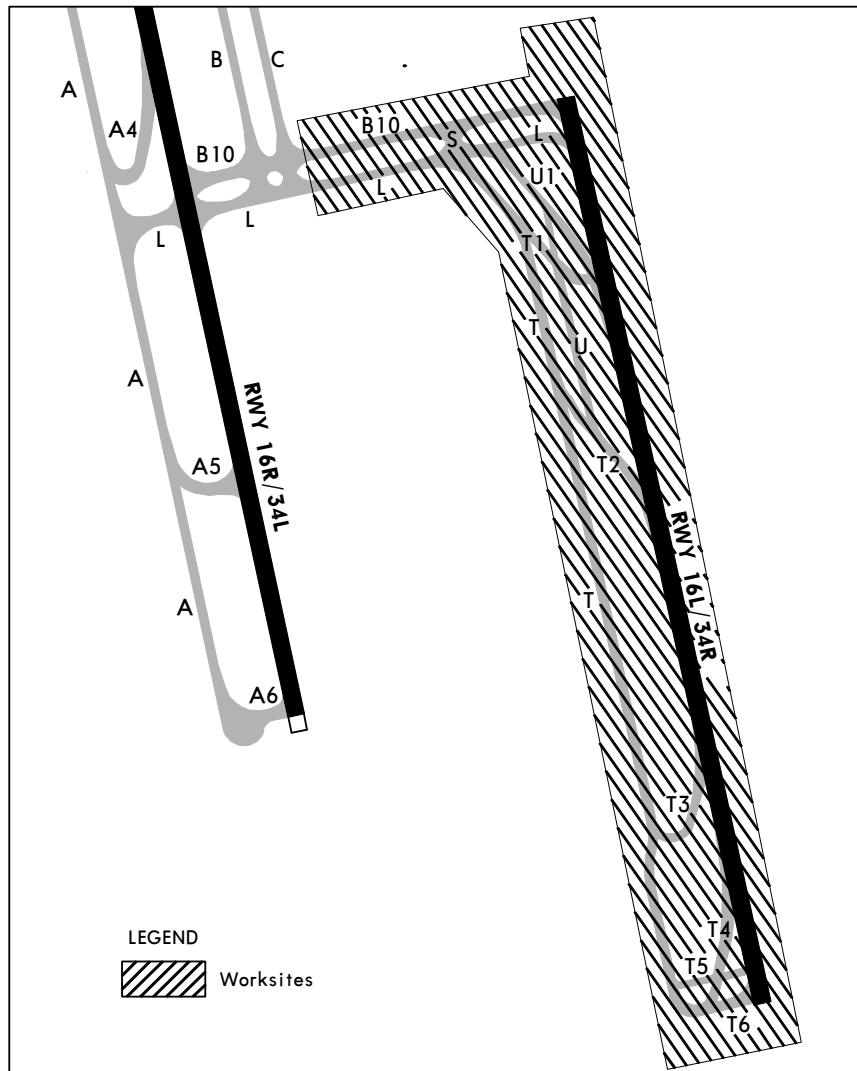
Program: November 2017 - June 2018

Runway 16L/34R and associated taxiways will be closed during, and just prior to curfew hours to facilitate works.

These closures will be notified by Notam.

Restrictions to aircraft operations:

- Runway 16L/34R 7999' (2438m) not available to aircraft for landings or take-offs during work periods.
- Taxiways B10 and L, between taxiway C and runway 16L/34R not available to aircraft during work periods.
- Taxiways T, T1, T2, T3, T4, T5, T6, U, U1 and S not available to aircraft during work periods.



YSSY/SYD

**JEPPESEN**

6 APR 18

10-8B

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 34R AIRFIELD
GROUND LIGHTING UPGRADE.
(MOWP 02/16)**

**ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Sydney Airport will be conducting works associated with the upgrade of the Runway 34R Airfield Ground Lighting System.

The work is scheduled to commence in March 2017 and is expected to be of approximately nineteen (19) months duration.

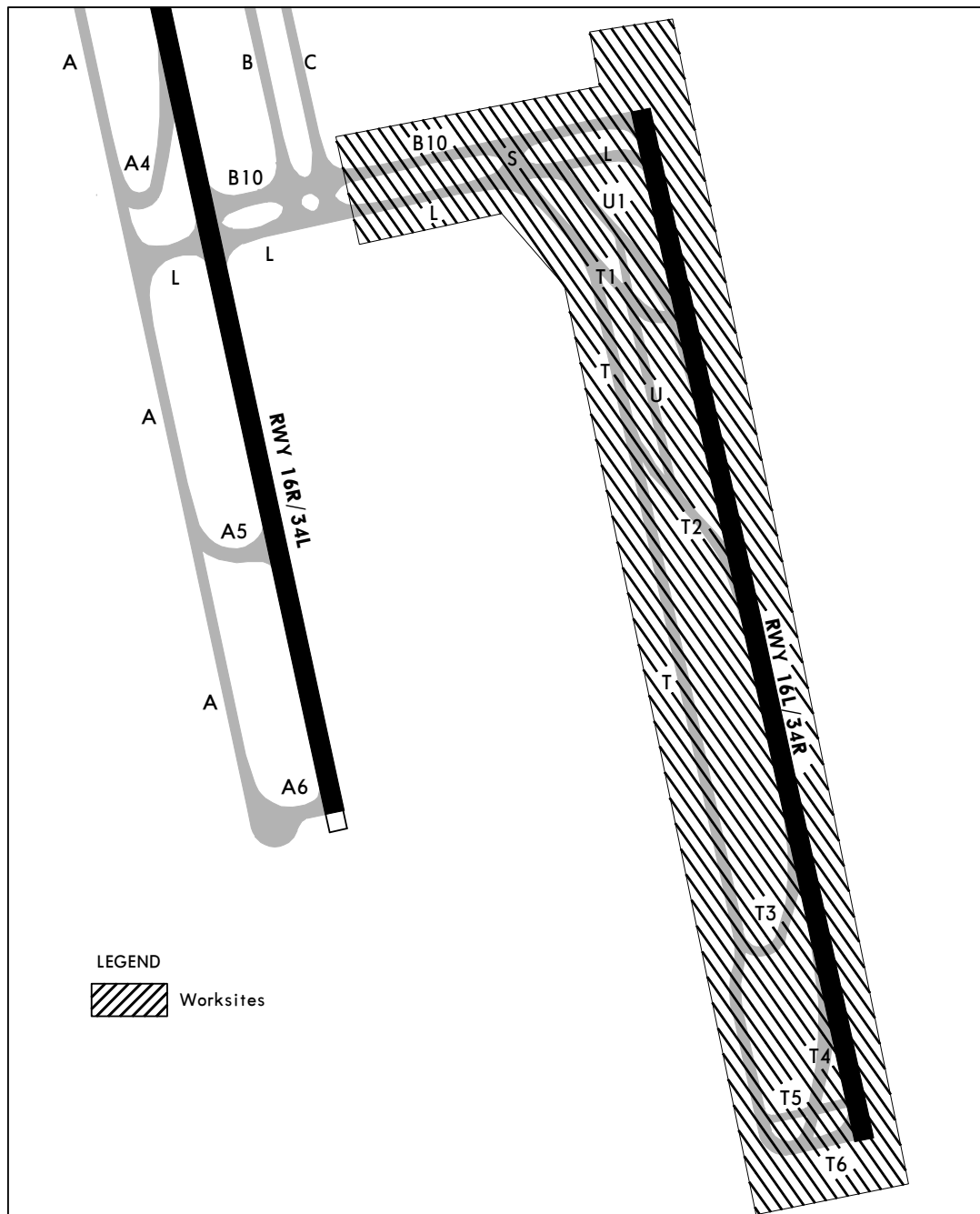
The works will be carried out in one stage and will be conducted during curfew hours.

Runway 16L/34R and associated taxiways will be closed during, and just prior to curfew hours to facilitate works.

These closures will be notified by Notam.

Restrictions to aircraft operations:

- a. Runway 16L/34L 7999' (2438m) not available to aircraft for landings or take-offs during work periods.
- b. Taxiways B10 and L between taxiway C and runway 16L/34R not available to aircraft during work periods.
- c. Taxiways T, T1, T2, T3, T4, T5, T6, U, U1 and Snot available to aircraft during work periods.



YSSY/SYD



6 APR 18

10-8C

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - SURFACE ENRICHMENT SPRAY
TREATMENT - RWY 07/25
(MOWP 17/001)**

Chart covers all works associated with the application of Surface Enrichment Spray Treatment to Runway 07/25 and associated Taxiways.

Work is scheduled to commence in January 2018 and is expected to be of approximately ten (10) months duration.

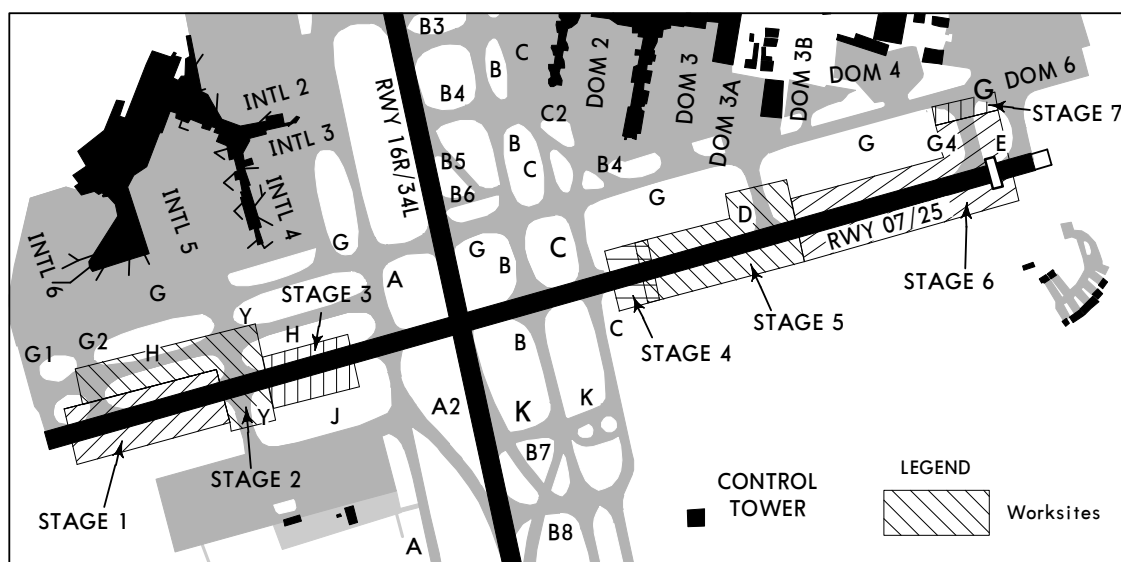
Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 20 days duration.

The works will be carried out in seven (7) stages.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

Stage Restrictions:

- a. Stages 1, 2, 5 & 6 will require parts of Taxiway/s to be temporarily closed to facilitate works. These stages will require a NOTAM.
- b. Stages 1, 2, 3, 5 & 6 will require Runway 07/25 to be temporarily closed to facilitate works. These stages will require a NOTAM.
- c. Stages 2 and 4 will be carried out during curfew hours.
- d. Stage 7 will be carried out during curfew hours, and on the basis of 5 minute recall for the works party.
- e. Stages 1, 3 & 6 will be available for works from 1200 hrs until 0600 the following day.
- f. Stage 5 will be available for works from 1200 hrs until 0600 hrs (as arranged with Airservices Australia), and/or during curfew hours.
- g. The stages/areas worked will remain closed to aircraft traffic until inspected, and declared serviceable.



YSSY/SYD

29 DEC 17
Eff 4 Jan

10-8D

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - T1 to T2 REDUNDANT FIBRE LINK INSTALLATION
(MOWP 17/002)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Work is scheduled to commence in April 2017 and is expected to be of approximately twelve (12) weeks duration.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

AIRPORT OPERATIONS

The work will be covered by two stages and will be conducted during curfew hours. Section of Runway 16R/34L and Taxiways will be closed during curfew hours to facilitate works. These closures will be notified by NOTAM.

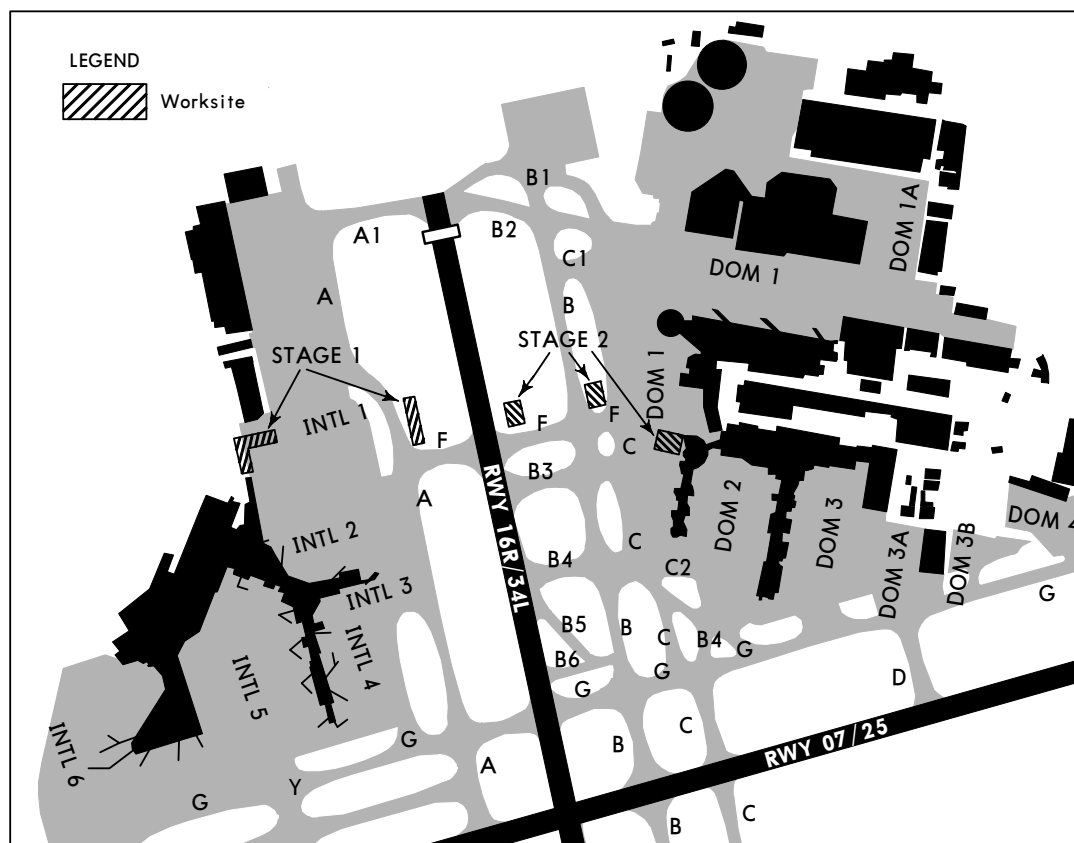
Hours of Work

Works may be carried out seven days per week at the times nominated below:

- Runway 16R/34L;
Curfew Works - 2300-0500 hrs EST or 2300-0600 hrs EST;
Reduced closure North of B10 and South of B8 are only permitted on Friday, Saturday and Sunday curfew.

Specific Stage Restrictions

- Stages 1 & 2 will require part of Runway 16R/34L to be temporarily closed to facilitate works. These stages will require a NOTAM and will be carried out during curfew.
- Stages 1 & 2 will require parts of Taxiways to be restricted to facilitate works. These stages will require a NOTAM and will be carried out during curfew.
- Stage 1 will require Bay 8 to be closed and free of aircraft to facilitate works.
- Stage 2 will require Bay 49 to be closed and free of aircraft to facilitate works.



YSSY/SYD



10-8E

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

SYDNEY AIRPORT - AIRFIELD MAINTENANCE WORKS (MOWP 03/17)

WORKS INFORMATION

This chart covers all non time limited maintenance works.

Work is scheduled to commence in August 2017 and is expected to be of one hundred and four (104) weeks duration.

The works will be carried out in fifty (50) stages.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

Hours of Work

Works may be carried out seven days per week at the times nominated below:

- Runway 16R/34L:
Curfew Works - 2300-0500hrs EST or 2300-0600hrs ESST;
Reduced closure North of B10 and South of B8 are only permitted on Friday, Saturday and Sunday curfew.
- Runway 16L/34R and Runway 07/25:
Curfew Works - 2300-0600hrs EST and ESST;

Specific Stage Restrictions

Stages may/will require parts of Runway/s and/or Taxiway/s to be temporarily closed to facilitate works. These stages will require a NOTAM, and will be carried out during curfew if there is an operational impact.

If the temporary taxiway on Runway 07/25, as indicated by blue edge lights, is required during works in Stages 43, 44, 45 & 46, then Taxiway Golf cannot be closed until Arrivals and Departures on Runway 07/25 have been confirmed not available with ATC. Runway edge lighting to remain operational until temporary blue edge lights are in place (to allow for taxiing). If the temporary taxiway is not required, then Runway 07/25 will remain available for unrestricted access during works in Stages 43, 44, 45 & 46.

Partial Runway 16R/34L closures may occur as follows:

- Runway 34L runway end shortened to Taxiway Golf or Bravo 8 - any night;
- Runway 34L runway end shortened to Taxiway Bravo 10 - Friday, Saturday and Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 - Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government;
- Runway 34L threshold displaced to Taxiway Bravo 10 - any night with a dispensation from the Federal Government.

DOM-1, including access to DOM-1, may only be closed in coordination with Qantas.

Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

When Runway 16R/34L is closed North of Taxiway Bravo 8, Taxiway Bravo must be available between Runway 07/25 and Taxiway Kilo as aircraft vacate the runway via Taxiway Bravo 9.

The intersection of Taxiways Bravo, Charlie, Bravo 10 and Lima must be available whenever there are partial runway closures at either Taxiways Bravo 8, Bravo 10.

Taxiway Golf East of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the runway is available for taxiing.

YSSY/SYD

**JEPPESEN**

9 MAR 18

(10-8F)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - TAXIWAYS CHARLIE AND GOLF INTERSECTION RESHEET AND AGL UPGRADE
(MOWP 04/17, SUP H17/18)****WORKS INFORMATION**

This chart covers all works associated with the Taxiway Charlie and Golf Intersection resheet and AGL upgrade.

The work commenced in September 2017 and is expected to be completed by February 2019.

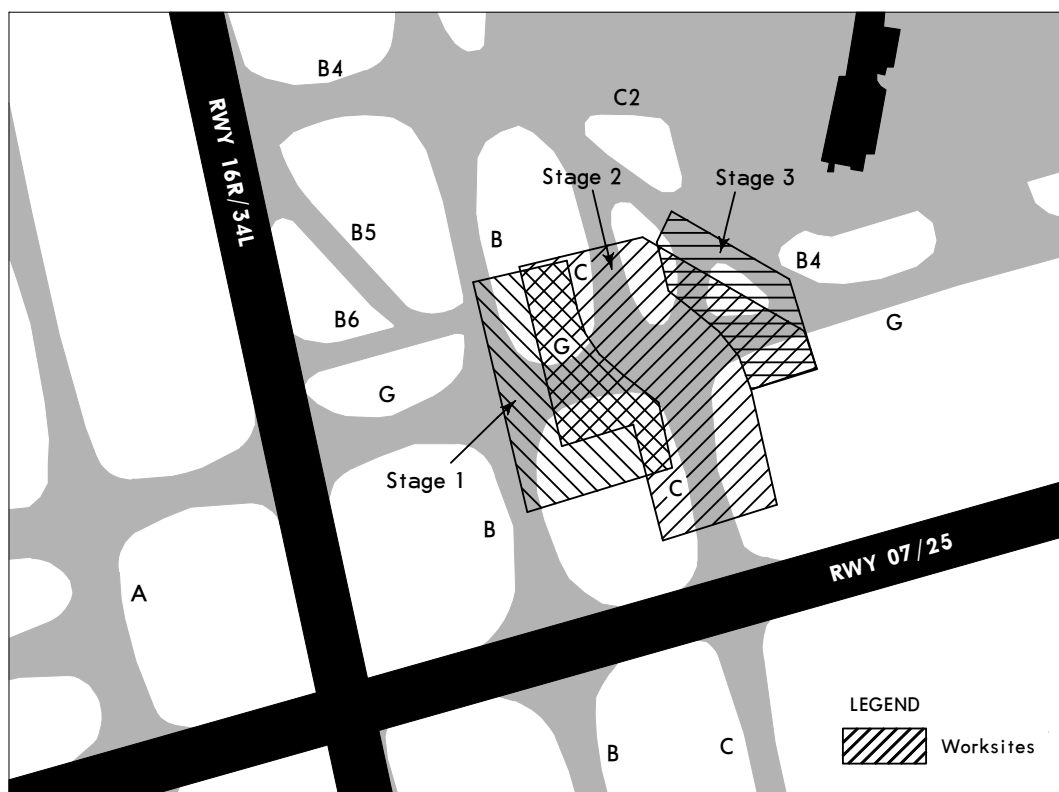
The works will be carried out in three (3) stages.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

Hours of Work

Works may be carried out seven days per week at the times nominated below:

- Runway 16R/34L:
Curfew Works - 2300-0500hrs EST or 2300-0600hrs ESST;
Reduced closure North of B10 and South of B8 are only permitted on Friday, Saturday and Sunday curfew.
- Runway 16L/34R and Runway 07/25:
Curfew Works - 2300-0600hrs EST and ESST;



YSSY/SYD



9 MAR 18

(10-8G)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - BAY 83 ULD STORAGE
AREA AND RWY 34L RESA DRAINAGE
(MOWP 05/17)****WORKS INFORMATION**

Work is scheduled to commence in October 2017 and is expected to be of approximately 52 weeks duration.

Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 60 days duration.

The works will be carried out in eight (8) stages.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

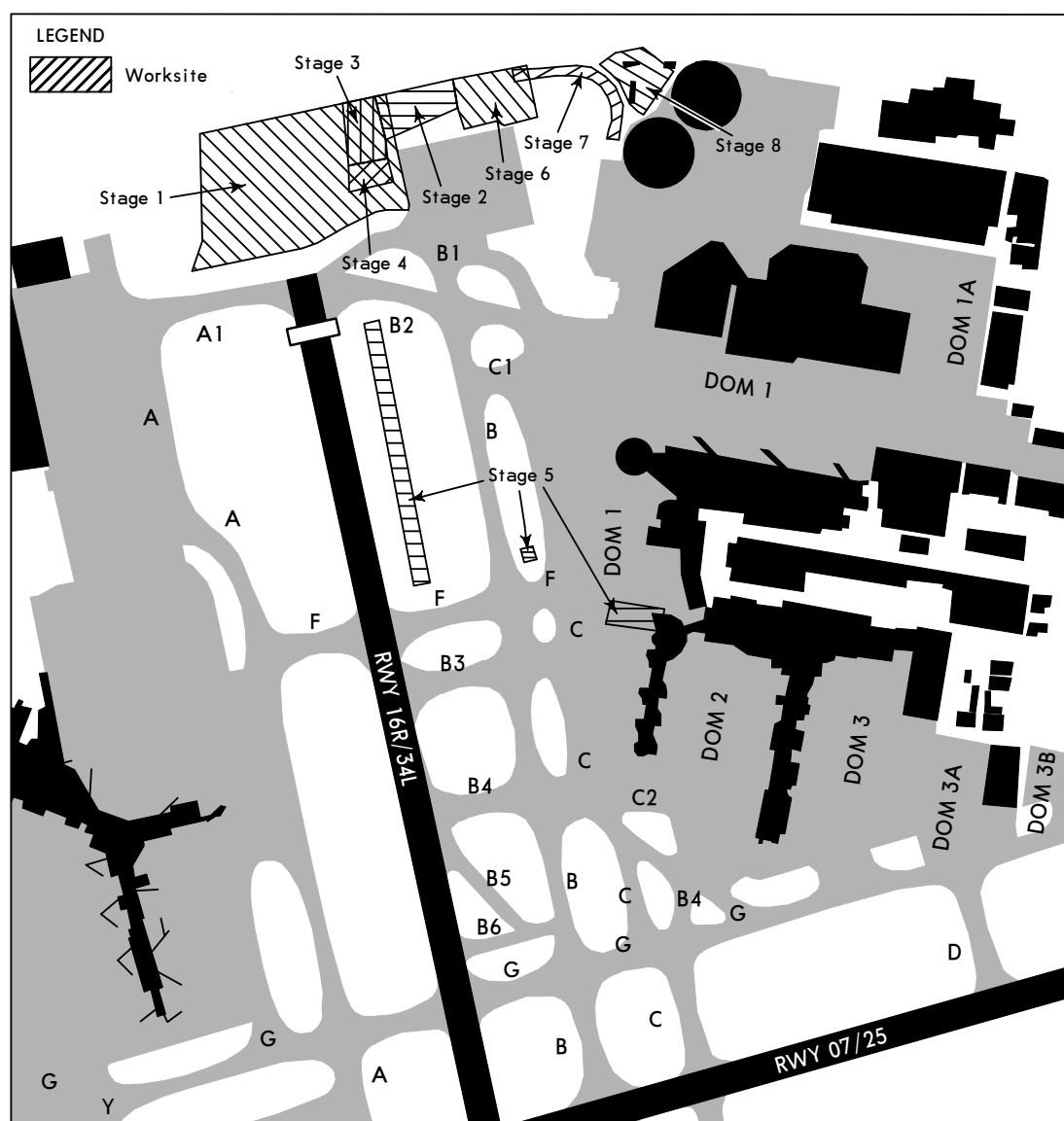
RESTRICTIONS TO AIRCRAFT OPERATIONS

Stages 1, 2 and 5 will require parts of Taxiway/s to be temporarily closed, or restricted, to facilitate works. These stages will require a NOTAM and will be carried out during curfew.

Stages 1, 2 and 5 if worked during curfew, will require part of Runway 16R/34L to be temporarily closed to facilitate works. These stages will require a NOTAM and will be carried out during curfew.

Stages 2, 3, 4, 6, 7 and 8 may be worked during non-curfew.

Appropriate Bay Closures to be put in place where works are in the vicinity of parked aircraft.



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JEPPESEN

SYDNEY, NSW, AUSTRALIA

9 FEB 18

(10-8H)

-(KINGSFORD SMITH) INTL

Runway 16R/34L RESHEET (NORTHERN END)
(MOWP 17/006)

WORKS INFORMATION

This chart covers all works associated with the Resheet of Runway 16R/34L, from the northern end of the Runway to Taxiway Bravo 6, Taxiway Foxtrot and a portion of Taxiway Bravo 4.

Work is scheduled to commence in January 2018 and is expected to be of approximately fifty two (52) weeks duration.

Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 3 to 40 days duration.

The works will be carried out in three (3) stages.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Partial Runway 16R/34L closures may occur as follows:

- Runway 34L runway end shortened to Taxiway Golf or Bravo 8 - any night;
- Runway 34L runway end shortened to Taxiway Bravo 10 - Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 - Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government;
- Runway 34L threshold displaced to Taxiway Bravo 10 - any night with a dispensation from the Federal Government.

Access to the Bravo 1 stand-off bays shall be available Monday to Thursday nights inclusive.

Access to the Corporate Aviation Apron shall be available seven nights per week unless prior alternative parking and access arrangements have been made (Aeromedical flights included).

Dom 1, including access to Dom 1, may only be closed in coordination with Quantas.

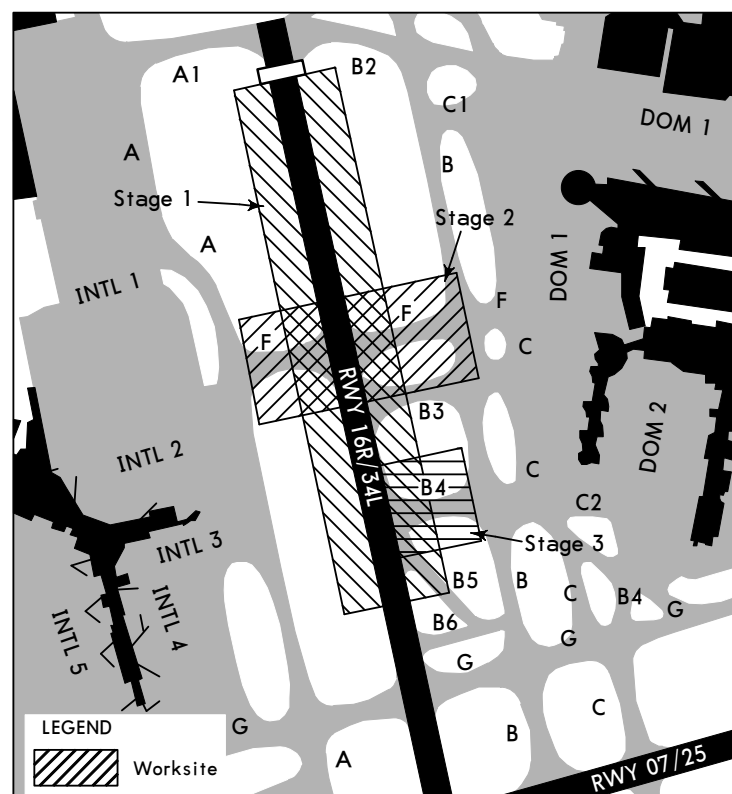
Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

When Runway 16R/34L is closed north of Taxiway Bravo 8, Taxiway Bravo must be available between Runway 07/25 and Taxiway Kilo as aircraft vacate the Runway via Taxiway Bravo 9.

The intersection of Taxiways Bravo, Charlie, Bravo 10 and Lima must be available whenever there are partial Runway closures at either Taxiways Bravo 8, Bravo 10.

Taxiway Golf east of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the Runway is available for taxiing.

The Runway 34L localizer must be turned off for any works in the intersection of Runway 16R and Taxiways Alpha 1, Bravo 1 and Bravo 2. Work in this area is subject to 7 days prior notice to Airservices Australia and may only occur when visibility is greater than 2500m and the cloud base is greater than 500' above ground level.

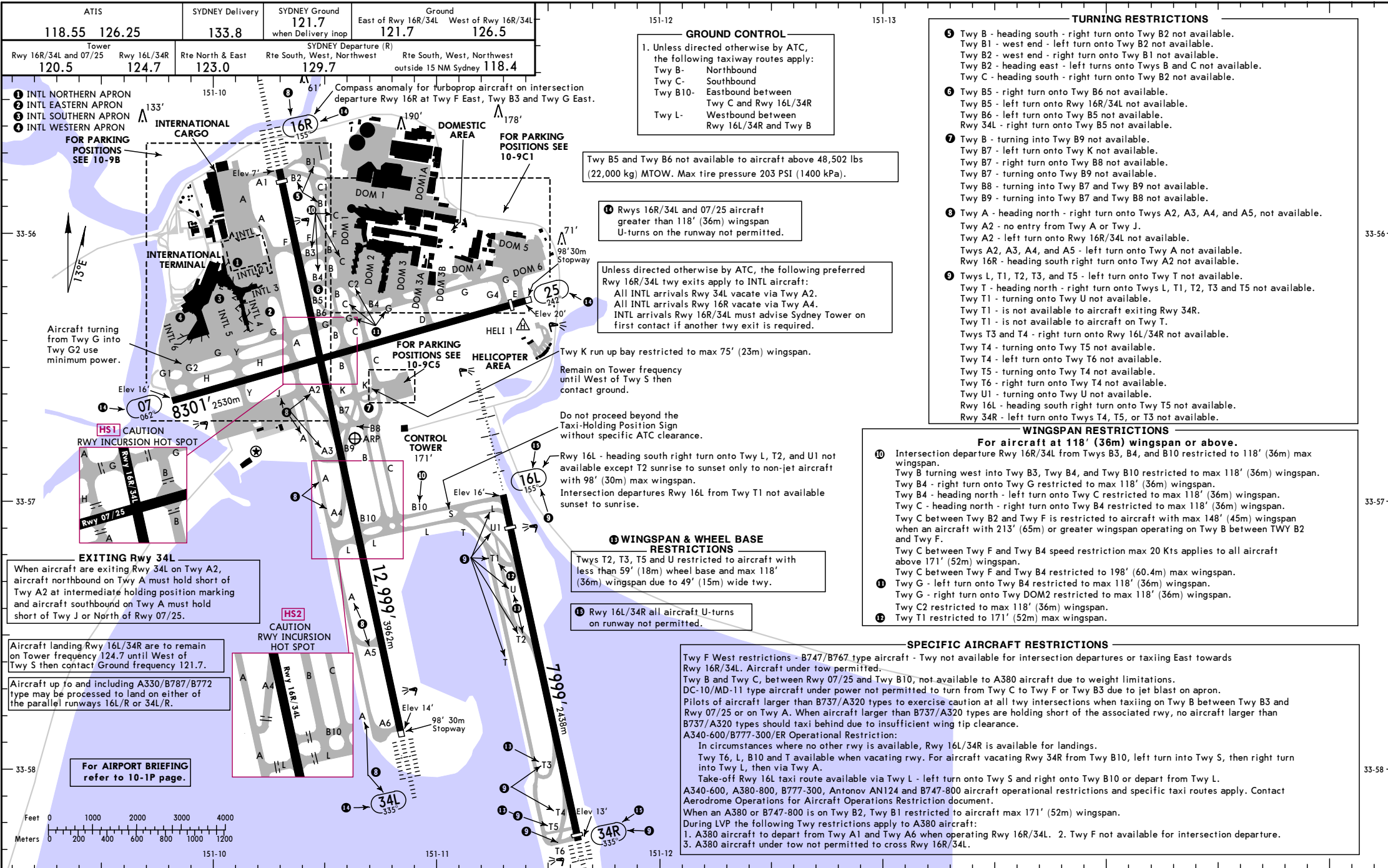


YSSY/SYD

Apt Elev 21'
533 56.8 E151 10.6

JEPPESEN
1 JUN 18 10-9

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INT



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SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

GENERAL

CAUTION: Birds in vicinity of airport.

CAUTION required during turns as normal clearance to pavement edge may not be available.

To prevent jet blast issues on opposite aircraft parking bays where visual docking guidance system or marshaller is not available, aircraft must hold on the Taxiway/Taxilane until visual docking guidance system or marshaller is available before proceeding onto bay.

Circling approach to Rwy 16L/34R at night is not permitted.

Taxiway intersection markings are not provided at all taxiway intersections. Where provided, taxiway intersection markings are not lit.

Aircraft under tow, when crossing a runway in use, have equal priority to other aircraft.

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

Jet aircraft under power not permitted to make 180° turns on taxiways and aprons.

One engine only permitted to start prior to push back. Aircraft with rear mounted engines 171' (52m) and above not permitted to start on taxilane where a building is located behind the aircraft. Aircraft permitted to start second engine at commencement of tow forward or when located at tow bar disconnect point.

Aircraft to use minimum power while entering and exiting aprons.

Pilots of four engine aircraft are to exercise caution when applying power on outboard engines while taxiing.

Access to corporate aviation apron restricted to 48,502 lbs (22,000 kg) MTOW/98' (30m) maximum wingspan and below. Aircraft in excess of this are to contact Aerodrome operations prior to arrival for parking arrangements. Maximum 112' (34m) wingspan available to Bay 96 only.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
07	① HIRL ① REIL ① PAPI (angle 3.0°, MEHT 64')	RVR		7240' 2207m	②	148' 45m
25	① HIRL ① PAPI (angle 3.0°, MEHT 64') grooved	RVR	7969' 2429m	6882' 2098m		

① Standby power available.

16R	③ HIRL ④ CL HIALS TDZ ⑤ PAPI	grooved RVR	12,720' 3877m	11,765' 3586m	②	148' 45m
34L				12,031' 3667m		

③ Standby power available.

④ 15M spacing.

⑤ (angle 3.0°, MEHT 64')

16L	HIRL ⑦ CL HIALS ⑧ PAPI	RVR	7241' 2207m	6217' 1895m	②	148' 45m
34R	HIRL ⑦ CL HIALS REIL TDZ ⑧ PAPI grooved	RVR	7874' 2400m	6851' 2088m		

⑧ Standby power available, except REIL.⑧ (angle 3.0°, MEHT 53')

⑦ 15M spacing.

② TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head	8,301'	2530m
Twy A	5466'	1666m
Twy B	4265'	1300m
Twy C	3760'	1146m
Twy G2	7864'	2397m
Twy Y	6735'	2053m

RWY 16R:

From rwy head	12,999'	3962m
Twy A3	6335'	1931m
Twy B10	4721'	1439m
Twy B3	10925'	3330m
Twy B4	10298'	3139m
Twy B6	9600'	2926m
Twy B8	7027'	2142m
Twy F	11240'	3426m
Twy G	9347'	2849m
Twy L	4459'	1359m

RWY 34L:

From rwy head	12,999'	3962m
Twy A5	10997'	3352m
Twy B10	8353'	2546m
Twy B6	3474'	1059m
Twy B8	6043'	1842m
Twy G	3724'	1135m
Twy K	5453'	1662m
Twy L	8615'	2626m

RWY 25:

From rwy head	8,301'	2530m
Twy B	4114'	1254m
Twy C	4613'	1406m
Twy D	6119'	1865m
Twy G4	7854'	2394m

RWY 16L:

From rwy head	7,999'	2438m
Twy L	7470'	2277m

RWY 34R:

From rwy head	7,999'	2438m
Twy T3	5302'	1616m
Twy T5	7749'	2362m

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.

1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.

1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.

1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 16R/34L.

Both aircraft may occupy the runway during application of the standard.

2.2 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.

2.3 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is desired, advise tower on first contact.

2.4 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	Preferred TWY Exits	LED
07	Non jet	B	4111' 1253m
	Jet except A388, B748, A346, B773	D	6119' 1865m
	A388, B748, A346, B773	G4	7897' 2407m
16L	Non jet	⑨ T3	5272' 1607m
	Jet	⑩ ⑨ T3	5272' 1607m
	Jet	T4	6444' 1964m
16R	Domestic Terminal - All aircraft types	⑩ B7	5079' 1548m
	International Terminal - All aircraft types	A4	7310' 2228m
25	Non jet	B	3934' 1199m
	Jet	Y	6404' 1952m
34L	Domestic Terminal - All aircraft types	B9	6522' 1988m
	International Terminal - All aircraft types	A2	7169' 2185m
34R	Non jet	⑨ T2	4498' 1371m
	Jet	U1	6430' 1960m

⑨ Twys T2 and T3 restricted to aircraft with less than 59' (18m) wheel base and max 118' (36m) wingspan due to 49' (15m) wide twy.

⑩ Less than 59' (18m) wheel base and max 118' (36m) wingspan.

① Non jet aircraft preferring to vacate North of Twy B7 must advise Tower prior to receiving a landing clearance.

NOTE: Preferred exit taxiway procedures do not apply during Sydney Airport Curfew hours.

① TAKE-OFF

	All Rwys	
	STANDARD	Other
	With RL & either CL or RCLM	
1 Eng	300' - 2.0 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2.0 km	
2, 3 & 4 Eng	550m	800m

① For CASA Approved Operators, all rwys are capable of supporting take-offs with not less than RVR/RV350m.

	FOR FILING AS ALTERNATE		
	② Special	GLS Rwy 07 GLS Rwy 16L GLS Rwy 16R	GLS Rwy 25 GLS Rwy 34L GLS Rwy 34R
A	700' - 2.5 km	1479' - 7.0 km	Other
B			1189' - 4.4 km
C			1479' - 6.0 km
D			1479' - 7.0 km

② Not applicable to all LOC/DME procedures except LOC/DME Rwy 16L, LOC/DME 16R and LOC/DME Rwy 34L.

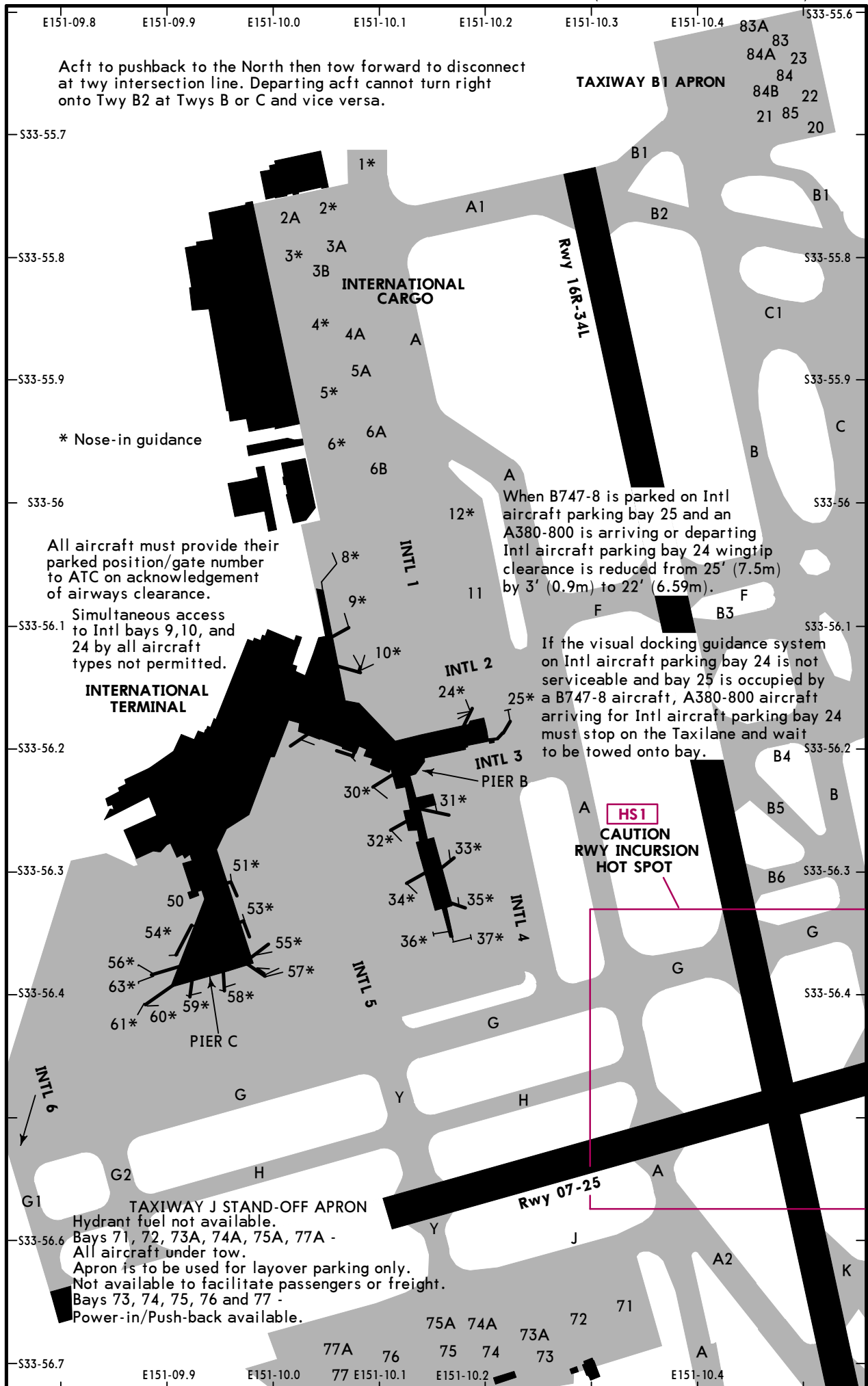
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20 OCT 17

(10-9B)

SYDNEY, NSW, AUSTRALIA

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YSSY/SYD

20 OCT 17

**JEPPesen**

(10-9C)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	NOSE-IN GUIDANCE
1	S33 55.7 E151 10.1	11	SAFEGATE DGS
2	S33 55.8 E151 10.0	10	APIS
2A	S33 55.8 E151 10.1	10	MARSHALLED
3	S33 55.8 E151 10.1	10	APIS
3A	S33 55.8 E151 10.1	10	MARSHALLED
3B	S33 55.8 E151 10.1	9	MARSHALLED
4	S33 55.9 E151 10.1	10	APIS
4A	S33 56.4 E151 10.1	9	MARSHALLED
5	S33 55.9 E151 10.1	11	SAFEGATE DGS
5A	S33 55.9 E151 10.1	11	MARSHALLED
6	S33 56.0 E151 10.1	11	SAFEGATE DGS
6A	S33 56.0 E151 10.1	10	MARSHALLED
6B	S33 56.0 E151 10.1	9	MARSHALLED
8, 9, 10	S33 56.1 E151 10.1	11	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	APIS
12	S33 56.0 E151 10.2	11	APIS
20	S33 55.7 E151 10.5	7	MARSHALLED
21	S33 55.7 E151 10.5	6	MARSHALLED
22, 23	S33 55.7 E151 10.5	7	MARSHALLED
24	S33 56.2 E151 10.2	11	SAFEGATE DGS
25	S33 56.2 E151 10.2	11	SAFEGATE DGS
30	S33 56.2 E151 10.1	10	SAFEGATE DGS
31	S33 56.2 E151 10.2	10	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	SAFEGATE DGS
33	S33 56.3 E151 10.2	10	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	SAFEGATE DGS
35	S33 56.3 E151 10.2	10	SAFEGATE DGS
36	S33 56.4 E151 10.1	10	SAFEGATE DGS
37	S33 56.4 E151 10.2	10	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	SAFEGATE DGS
51	S33 56.3 E151 09.9	11	SAFEGATE DGS
53	S33 56.3 E151 10.0	11	SAFEGATE DGS
54	S33 56.4 E151 09.9	10	SAFEGATE DGS
55	S33 56.4 E151 10.0	10	SAFEGATE DGS
56	S33 56.4 E151 09.9	10	SAFEGATE DGS
57	S33 56.4 E151 10.0	10	SAFEGATE DGS
58	S33 56.4 E151 10.0	10	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	10	SAFEGATE DGS
61	S33 56.4 E151 09.9	10	SAFEGATE DGS
63	S33 56.4 E151 09.8	9	SAFEGATE DGS
71	S33 56.7 E151 10.3	16	MARSHALLED
72	S33 56.7 E151 10.3	15	MARSHALLED
73	S33 56.7 E151 10.3	15	SAFEGATE DGS
73A	S33 56.7 E151 10.2	15	MARSHALLED
74	S33 56.7 E151 10.2	15	SAFEGATE DGS
74A	S33 56.7 E151 10.2	15	MARSHALLED
75	S33 56.8 E151 10.2	15	SAFEGATE DGS
75A	S33 56.7 E151 10.1	15	MARSHALLED
76, 77	S33 56.8 E151 10.1	15	SAFEGATE DGS
77A	S33 56.7 E151 10.0	15	MARSHALLED
83, 83A	S33 55.6 E151 10.5	7	MARSHALLED
84	S33 55.7 E151 10.5	7	MARSHALLED
84A	S33 55.6 E151 10.5	7	MARSHALLED
84B	S33 55.7 E151 10.5	7	MARSHALLED
85	S33 55.7 E151 10.5	7	MARSHALLED

NOTE: Magnetic anomalies evident near apron structure.

YSSY/SYD

JEPPesen

SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-9C-1)

Eff 24 May

-(KINGSFORD SMITH) INTL



YSSY/SYD

**JEPPesen**

SYDNEY, NSW, AUSTRALIA

18 MAY 18 **10-9C-2** **Eff 24 May**

-(KINGSFORD SMITH) INTL

DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM1			
1	S33 55.9 E151 10.9	8	SAFEGATE DGS
2 thru 4	S33 55.9 E151 10.8	7	SAFEGATE DGS
5, 6	S33 55.9 E151 10.7	7	SAFEGATE DGS
7	S33 55.9 E151 10.7	7	SAFEGATE DGS
7A	S33 55.9 E151 10.7	7	SAFEGATE DGS
8	S33 55.9 E151 10.6	7	SAFEGATE DGS
9	S33 55.9 E151 10.6	6	SAFEGATE DGS
10	S33 55.9 E151 10.6	6	SAFEGATE DGS
11	S33 55.9 E151 10.6	8	SAFEGATE DGS
ACCESS FROM TAXILANE DOM1A			
64	S33 55.8 E151 11.0	9	MARSHALLED
65	S33 55.8 E151 11.0	9	MARSHALLED
66, 67, 68	S33 55.8 E151 11.0	10	MARSHALLED
69	S33 55.9 E151 11.0	9	MARSHALLED
70	S33 55.9 E151 11.0	10	MARSHALLED
ACCESS FROM TWY C			
12	S33 55.9 E151 10.6	8	SAFEGATE DGS
13	S33 55.9 E151 10.6	8	SAFEGATE DGS
14	S33 55.9 E151 10.6	7	SAFEGATE DGS
16	S33 56.0 E151 10.6	6	MARSHALLED
17	S33 56.0 E151 10.6	6	SAFEGATE DGS
17A	S33 56.0 E151 10.6	6	MARSHALLED
17B	S33 56.0 E151 10.6	5	MARSHALLED
18	S33 56.0 E151 10.7	7	MARSHALLED
18A	S33 56.0 E151 10.7	7	MARSHALLED
19	S33 56.0 E151 10.7	7	MARSHALLED
19A	S33 56.0 E151 10.6	5	MARSHALLED
19B	S33 56.0 E151 10.6	6	MARSHALLED
49	S33 56.1 E151 10.6	8	CENTERLINE + SIDEMARKER
49B	S33 56.1 E151 10.6	6	MARSHALLED
53	S33 56.1 E151 10.6	8	APIS
53B	S33 56.1 E151 10.6	6	MARSHALLED
55	S33 56.1 E151 10.6	8	APIS
55B	S33 56.1 E151 10.6	6	MARSHALLED
57	S33 56.1 E151 10.6	8	SAFEGATE DGS
57A, 57B	S33 56.1 E151 10.6	7	MARSHALLED
59	S33 56.2 E151 10.6	8	MARSHALLED
ACCESS FROM TAXILANE DOM2			
31	S33 56.1 E151 10.8	6	SAFEGATE DGS
31A, 31B	S33 56.1 E151 10.7	5	MARSHALLED
33	S33 56.1 E151 10.8	6	APIS GDS
33A	S33 56.1 E151 10.7	5	MARSHALLED
33B	S33 56.1 E151 10.7	4	MARSHALLED
35	S33 56.1 E151 10.8	6	SAFEGATE DGS
35A	S33 56.1 E151 10.7	6	MARSHALLED
39	S33 56.2 E151 10.8	6	SAFEGATE DGS
39A	S33 56.2 E151 10.7	6	MARSHALLED
39B	S33 56.2 E151 10.7	6	MARSHALLED
41	S33 56.2 E151 10.7	6	SAFEGATE DGS
43	S33 56.2 E151 10.7	7	SAFEGATE DGS
45	S33 56.2 E151 10.8	7	SAFEGATE DGS
52	S33 56.1 E151 10.7	7	APIS GDS
52A, 54A	S33 56.1 E151 10.7	6	MARSHALLED
54, 56	S33 56.1 E151 10.7	7	SAFEGATE DGS
58	S33 56.2 E151 10.7	7	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD

**JEPPESEN SYDNEY, NSW, AUSTRALIA**10 AUG 18 **(10-9C-3)** Eff 16 Aug -(KINGSFORD SMITH) INTL**DOMESTIC APRON PARKING BAY INFORMATION**

BAY No.	COORDINATES	ELEV (ft)	NOSE IN GUIDANCE
ACCESS FROM TAXIWAY B4			
45A	S33 56.2 E151 10.8	7	SAFEGATE DGS
ACCESS FROM TAXIWAY G			
44	S33 56.2 E151 10.8	8	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	SAFEGATE DGS
ACCESS FROM TAXILANE DOM3			
32	S33 56.1 E151 10.8	8	SAFEGATE DGS
32A	S33 56.1 E151 10.8	8	MARSHALLED
34	S33 56.1 E151 10.8	8	SAFEGATE DGS
34A	S33 56.1 E151 10.8	8	MARSHALLED
36	S33 56.1 E151 10.8	7	SAFEGATE DGS
38	S33 56.2 E151 10.8	7	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	SAFEGATE DGS
42	S33 56.2 E151 10.8	8	SAFEGATE DGS
F1	S33 56.1 E151 10.9	11	NOT AVAILABLE
F2	S33 56.1 E151 10.9	11	MARSHALLED
F3	S33 56.1 E151 10.9	11	MARSHALLED
F3A	S33 56.1 E151 10.9	11	MARSHALLED
F4	S33 56.2 E151 10.9	12	MARSHALLED
F4A	S33 56.2 E151 10.9	12	MARSHALLED
F4B, F5A/B	S33 56.2 E151 10.9	11	MARSHALLED
F5	S33 56.2 E151 10.9	11	MARSHALLED
F6	S33 56.2 E151 10.9	10	MARSHALLED
F6A/B	S33 56.2 E151 10.9	10	MARSHALLED
ACCESS FROM TAXILANE DOM3A			
F7, F7A	S33 56.2 E151 10.9	11	MARSHALLED
F8	S33 56.2 E151 10.9	12	MARSHALLED
F9	S33 56.2 E151 10.9	14	MARSHALLED
F10	S33 56.2 E151 11.0	14	MARSHALLED
F11	S33 56.2 E151 11.0	13	MARSHALLED
F12	S33 56.2 E151 11.0	11	MARSHALLED
ACCESS FROM TAXILANE DOM3B			
F13, F13A	S33 56.2 E151 11.0	14	MARSHALLED
F13B	S33 56.2 E151 11.0	14	MARSHALLED
F14	S33 56.2 E151 11.0	14	MARSHALLED
F15, F15A	S33 56.2 E151 11.0	14	MARSHALLED
F15B	S33 56.2 E151 11.0	14	MARSHALLED
F15C	S33 56.2 E151 11.1	14	MARSHALLED
F16, F16A	S33 56.2 E151 11.1	14	MARSHALLED
ACCESS FROM TAXILANE DOM4			
90, 90B, 91	S33 56.1 E151 11.1	17	MARSHALLED
90C	S33 56.1 E151 11.1	17	MARSHALLED
91B, 92	S33 56.1 E151 11.1	17	MARSHALLED
90A, 91A	S33 56.1 E151 11.1	18	MARSHALLED
92A	S33 56.1 E151 11.1	17	MARSHALLED
92B	S33 56.1 E151 11.1	16	MARSHALLED
93	S33 56.1 E151 11.2	17	MARSHALLED
93A	S33 56.1 E151 11.2	17	MARSHALLED
93B thru 94B	S33 56.1 E151 11.2	16	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD

**JEPPESEN**

SYDNEY, NSW, AUSTRALIA

10 AUG 18

10-9C-4**Eff 16 Aug**

-(KINGSFORD SMITH) INTL

DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM5			
96 thru 96B	S33 56.1 E151 11.3	17	MARSHALLED
96C	S33 56.1 E151 11.3	16	MARSHALLED
102	S33 56.1 E151 11.3	16	MARSHALLED
103, 104	S33 56.1 E151 11.3	17	MARSHALLED
105	S33 56.1 E151 11.3	16	MARSHALLED
106, 107	S33 56.1 E151 11.3	17	MARSHALLED
112, 112A	S33 56.0 E151 11.4	18	MARSHALLED
ACCESS FROM TAXILANE DOM6			
97	S33 56.1 E151 11.4	16	MARSHALLED
97A	S33 56.1 E151 11.4	16	MARSHALLED
97B	S33 56.1 E151 11.4	16	MARSHALLED
97C	S33 56.1 E151 11.4	16	MARSHALLED
98	S33 56.1 E151 11.4	17	MARSHALLED
98A	S33 56.1 E151 11.4	16	MARSHALLED
98B	S33 56.1 E151 11.4	16	MARSHALLED
99	S33 56.1 E151 11.5	16	MARSHALLED
99A	S33 56.1 E151 11.5	17	MARSHALLED

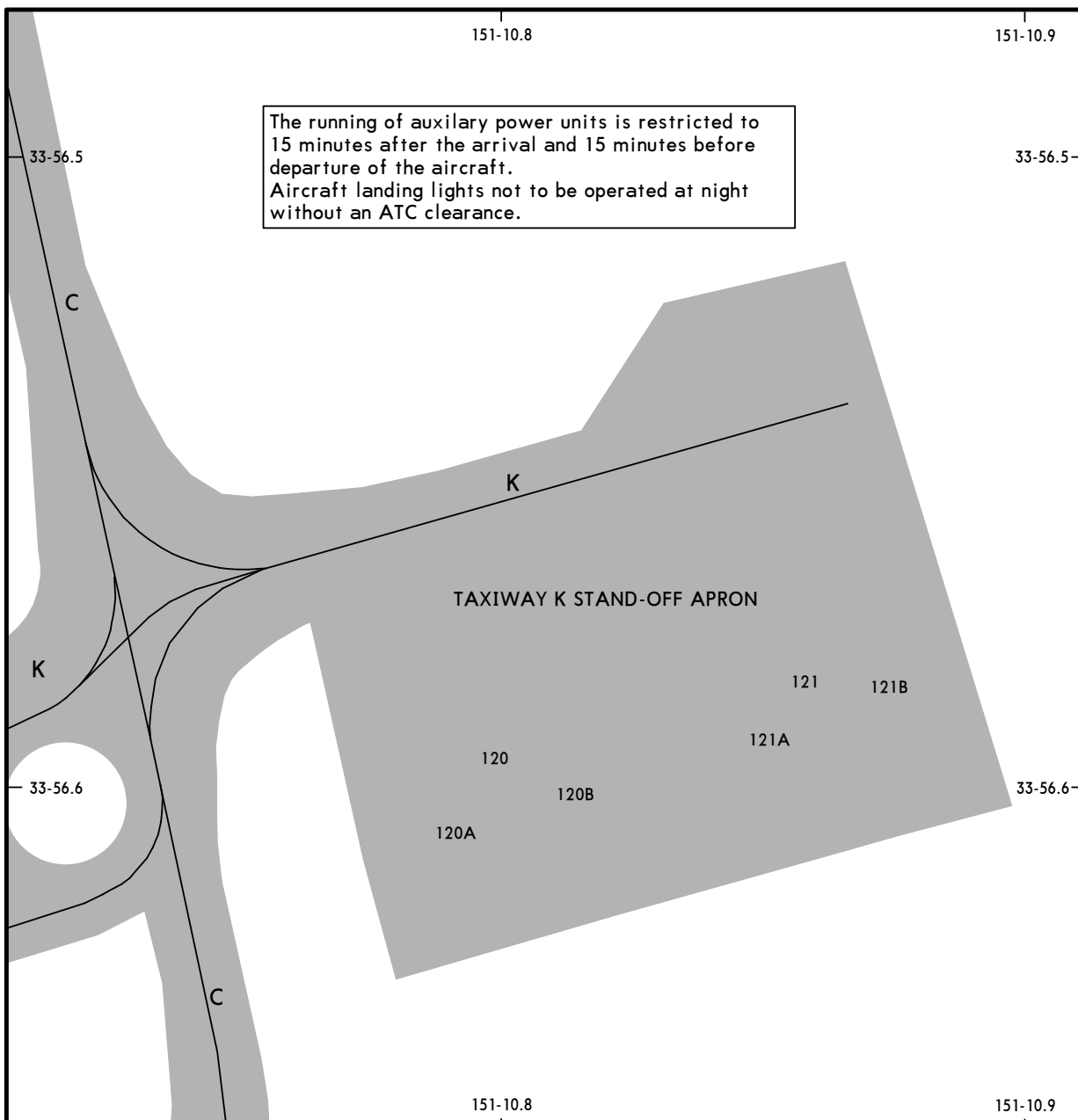
NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD

18 MAY 18
Eff 24 May (10-9C-5)

JEPPESEN SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL



BAY No.	COORDINATES	ELEV (ft)	NOSE IN GUIDANCE
	TAXIWAY K STAND-OFF APRON		
120	S33 56.6 E151 10.8	18	MARSHALLED
120A, 120B	S33 56.6 E151 10.8	20	MARSHALLED
121	S33 56.6 E151 10.9	19	MARSHALLED
121A, 121B	S33 56.6 E151 10.9	20	MARSHALLED

CHANGES: Nose in guidance.

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YSSY/SYD **JEPPESEN**
24 AUG 18 **(10-9D)****SYDNEY, NSW, AUSTRALIA**
- (KINGSFORD SMITH) INTL**PARALLEL RUNWAY USAGE****INDEPENDENT VISUAL APPROACHES**

Aircraft may be processed via an ILS approach until visual, then cleared for an independent visual approach. Notification will be by the ATIS using the phrase 'EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.' When visual, the pilot will be cleared for a visual approach and will be required to comply with the pilot responsibilities for independent visual approaches as described in the ATC section.

RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

In the event of a radio failure (or blocked frequency) on the Director frequency, pilots must comply with the following actions:

- a. On Pilot Navigation (IF VISUAL)
 - SQUAWK 7600 immediately.
 - Track to intercept final at a maximum 30° prior to the IAF for the nominated runway.
 - DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.
- b. On a Radar Assigned Heading
 - SQUAWK 7600;
 - Maintain the assigned vector for no longer than 2 minutes;
 - Track as required to join final for the nominated runway at a maximum 30° intercept to commence final.
 - DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.

Pilots should attempt to call on the alternate Director frequency (126.1/125.3). Attempts should also be made on the Tower frequency.

ARRIVALS

- a. Aircraft up to and including A330/B787/B772 size may be processed to land on either of the parallel runways 16L/34R or 16R/34L.
- b. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- c. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until West of Twy S and then contact Ground frequency 121.7.
- d. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- e. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- f. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

Departures shall normally be cleared in the order in which they are ready for takeoff, except that deviations may be made from this order to facilitate the maximum number of departures with the least average delay.

- a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED. In the event Twy A6 is not available for departure due taxiway or runway availability, Twy A5 may be used for jet aircraft departures on Rwy 34L.
- b. Rwy 16R for departures to the South, West and Northwest, and departures from the Intl Terminal.
- c. Rwy 16L for departures to the North and East.
- d. Rwy 34L for departures to the West, Northwest and non-jets to the South, and departures from the Intl Terminal.
- e. Rwy 34R for departures to the North and domestic jets to the South.

NOTE:

1. Aircraft which operationally require use of either Rwy 16R/34L or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. Departure aircraft up to and including A330/B787/B772 type may request or be offered departure from Rwy 16L/34R at clearance delivery stage.
3. Jet departures to the South may be assigned Rwy 16L for traffic management purposes.

YSSY/SYD

24 AUG 18

**JEPPESEN**

(10-9D1)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

Independent visual approaches (IVA) may be used at Sydney during parallel operations in the Rwy 16 or Rwy 34 direction. Depending on the meteorological conditions they may be initiated from a circuit or from an instrument approach once the pilot is visual.

Important instructions and advisory information for pilots:

- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline.
ATC approach speeds apply, 160-185 Kt 10 NM from Threshold and 150-160 Kt 5 NM from Threshold.
- Fly accurate headings when being vectored to final.
- The vector for final will not be greater than 30 degrees.
- Remain on the DIR frequency until you are established on final.
- ATC will provide surveillance or vertical separation until cleared for an IVA.
- Do not pass through your assigned runway centerline.
- Other aircraft will be operating on the adjacent approach.
- Traffic information will be provided if another aircraft is within 1 NM on final.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the aircraft's flight manual.
- The phraseology will include "CLEARED INDEPENDENT VISUAL APPROACH".
- Accurately track the extended runway centerline.
- Once you are cleared for an IVA the requirements of the procedure must be followed.
- If for any reason, including radio failure or radio congestion, contact cannot be established or maintained with DIR such that it prevents an instruction being issued by ATC or a vectoring request being made by the flight crew, do not pass through your assigned runway centerline. Commence the turn to enable intercept of the final approach course for the runway assigned, then track the extended centerline of the runway assigned.
- The layout of Sydney aerodrome has shown that wake turbulence encounters are possible even though the required standard is in place.
- The ILS critical area is not protected.

YSSY/SYD

24 AUG 18

(10-9D2)

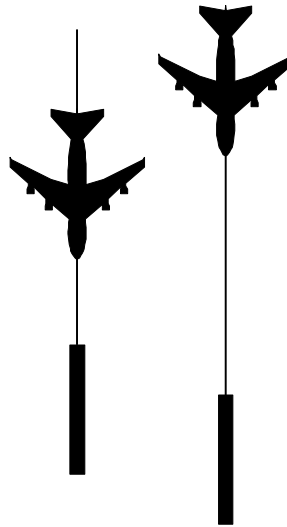
**JEPPESEN**

SYDNEY, NSW, AUSTRALIA

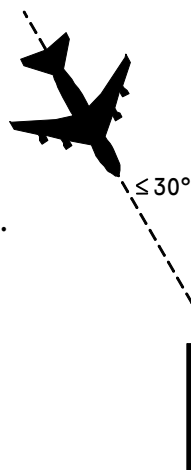
-(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

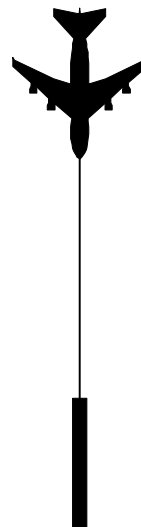
Both these aircraft only
have to report visual if
on localizer or GLS
final approach course.



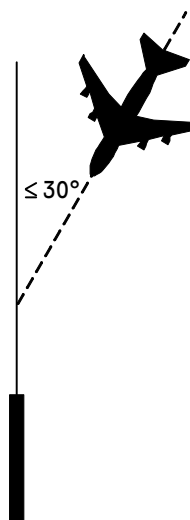
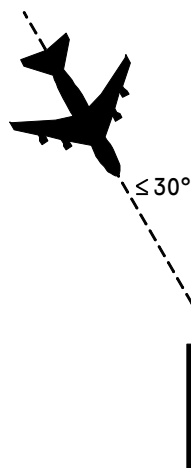
This aircraft must have
reported runway in sight.



This aircraft only has
to report visual if on
localizer or GLS
final approach course.



Both aircraft have to
report runway in sight.



YSSY/SYD

 **JEPPESEN**
24 AUG 18 (10-9E)

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems (VDGS) used at Sydney include:

- The generic Nose in Guidance (NIG) system
- Aircraft Positioning and Information System (APIS)
- Safegate Docking Guidance System

Parking bays & coords charts specify the bays/stands equipped with VDGS and the particular system installed.

NOSE IN GUIDANCE (NIG) SYSTEM

This system is identified on Parking bays & coords charts either as 'NIG' or 'Centerline+Sidemarker'. It includes the following elements:

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light unit
- One or more Side Marker Light units.

The following is a brief description of the system:

- a. The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated at night).
- b. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- c. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as shown in Figure 1.



Figure 1. Centerline Guidance Light Unit

- d. One or more Side Marker Light units - with relevant aircraft types marked on the unit - indicate the stopping position as described below:

- (1) Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- (2) As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head.
- (3) As the aircraft continues, the arrow-head starts to reduce in size.
- (4) When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations, two sets of bars will appear.
- (5) If the stopping position is passed, then a single RED bar appears.



YSSY/SYD

24 AUG 18 **JEPPESEN**
(10-9F)SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS****AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)**

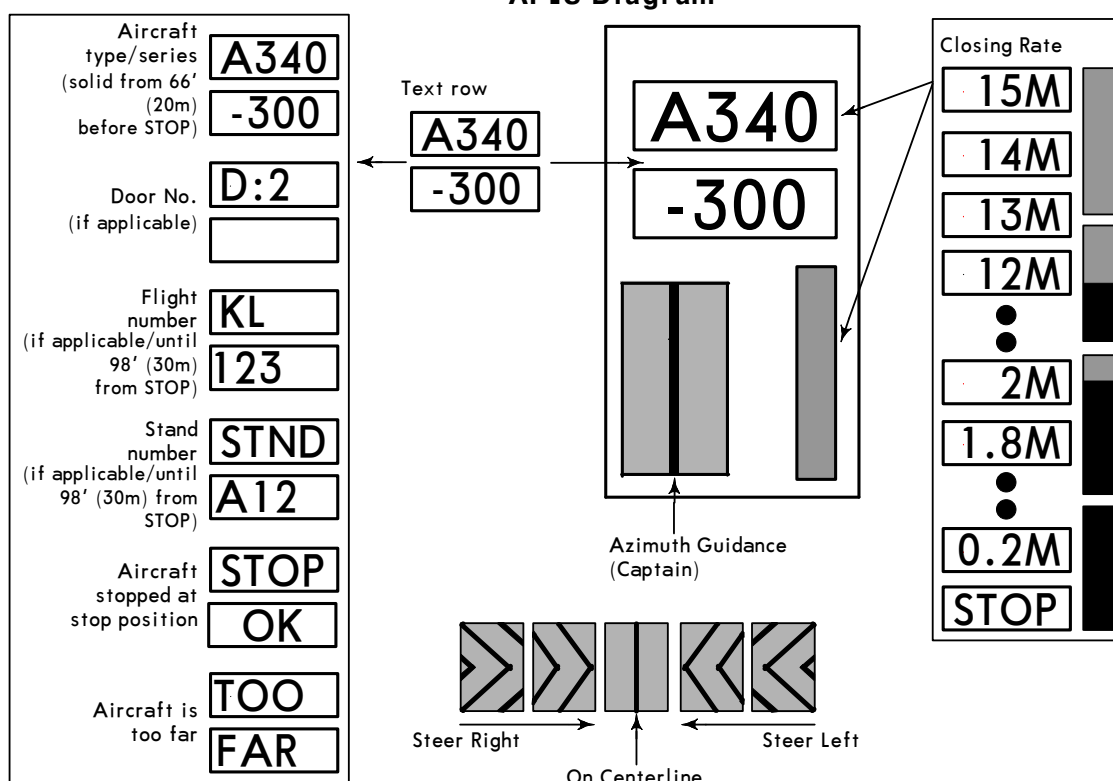
APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric characters on the top row should be flashing (see diagram below).

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

- Identify the correct parking bay position.
- Ensure that the aerobridge retraction light indicates green.
- Follow the taxi-in line and watch the centerline beacon.
- Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- About 66' (20m) before STOP, the aircraft type display goes steady and the door number disappears.
- Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- The full closing rate 'thermometer' indicates at least 43' (13m) to STOP.
- When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
- The deletion of each 'thermometer' bar indicates about one-and-a-half feet (one-half meter) progression.
- When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
- If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- The entire display automatically shuts down after some seconds.

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

APIS Diagram

APIS++ Visual Docking Guidance System - typical configuration

NOTE: Some APIS++ installations have a single row of text information.

YSSY/SYD **JEPPESEN**
24 AUG 18 **(10-9G)****SYDNEY, NSW, AUSTRALIA**
- (KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)**

The complete system consists of the following three elements:

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

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).

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

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

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

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

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.
- NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.**
- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

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

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshoot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

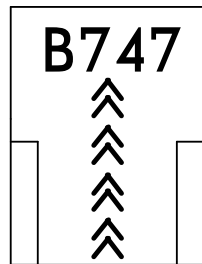
YSSY/SYD

24 AUG 18 **JEPPESEN**
(10-9H)SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

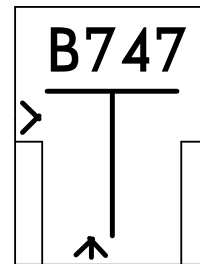
- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

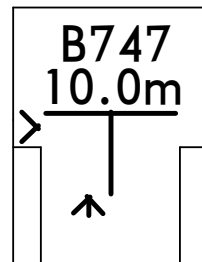
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



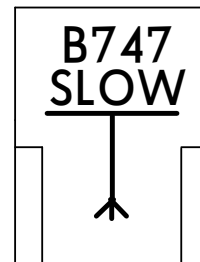
CAPTURE
Searching for aircraft



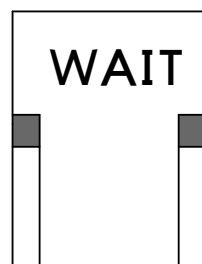
TRACKING AIRCRAFT
Aircraft left of centerline



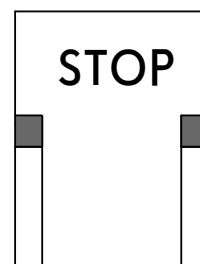
CLOSING RATE



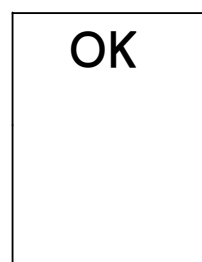
SLOW (DECREASE SPEED)



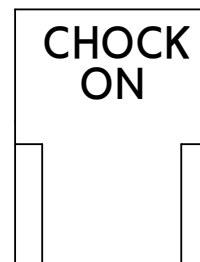
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

YSSY/SYD

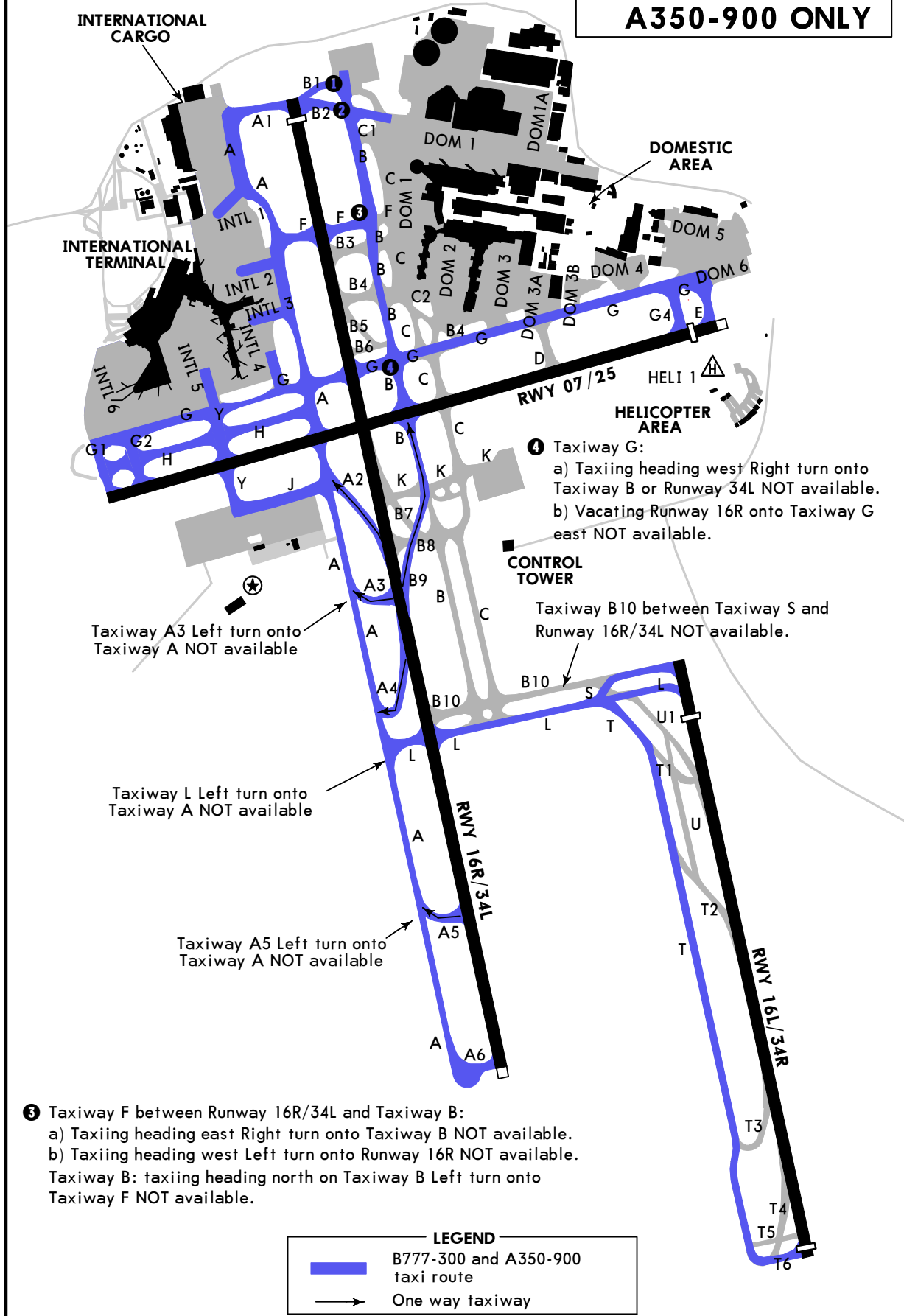
10 AUG 18

10-9M

Eff 16 Aug

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

- ❶ Taxiway B: Taxiing north on Taxiway B Left turn onto Taxiway B1 NOT available.
Taxiway B1 heading east Right turn onto Taxiway B NOT available.
- ❷ Taxiway B: Taxiing south on Taxiway B Right turn onto Taxiway B2 NOT available.
Taxiway B2 heading east Left turn onto Taxiway B NOT available.

**FOR B777-300 and
A350-900 ONLY**

YSSY/SYD

 **JEPPESEN**
10 AUG 18 **(11-0)****SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**ILS PRM USER INSTRUCTIONS****ATTENTION ALL USERS of ILS PRM (PRECISION RUNWAY MONITOR)**

PILOT REQUIREMENTS: Before conducting a simultaneous close parallel ILS PRM approach pilots must have completed training approved by CASA, or be approved for PRM operations by the NATIONAL AVIATION AUTHORITY (NAA) for the state of registration of the aircraft.

ILS Precision Rwy Monitoring (PRM) approach operations are authorised to the minima applicable to the standard ILS approach for the assigned runway.

When ILS/PRM approaches are nominated on the ATIS, pilots MUST advise ATC prior to 120 DME 'SY' (or on first contact with ATC if departing within 120 DME 'SY') if unable to participate.

ATIS: The ATIS will advise when ILS PRM approaches are in progress.

APPROACH CHARTS: There are now multiple ILS approach charts for each parallel runway.

ENSURE THAT YOU USE THE ILS PRM CHART APPLICABLE TO CAT I OR CAT II ILS.

DUAL VHF REQUIREMENTS: To avoid blocked transmission, each runway will have both a TWR and a PRM frequency. The TWR and PRM controllers will transmit on both frequencies. PILOTS MUST transmit on the TWR frequency ONLY, but LISTEN TO BOTH. It is important that the volume of both frequencies is set to the same level so that transmissions are heard on at least one frequency if the other is blocked.

NOTE: Pilots must have the relevant PRM frequency selected prior to transfer to aerodrome control. It is important the PRM frequency volume is preset prior to this transfer.

APPROACH START ALTITUDES - RUNWAY 16R AND RUNWAY 34R

Pilots should expect to reach the procedure initial approach altitude prior to intercepting the localiser.

Runway 16R - expect to reach 3000' prior to turning base or approx 18 NM to touchdown.

Runway 34R - expect to reach 2000' prior to turning base or approx 15 NM to touchdown.

AUTOPILOT COUPLED APPROACHES

It is recommended that ILS PRM approaches are flown with the aircraft autopilot coupled whenever practicable.

TCAS SELECTION: Pilots should maintain TCAS selection in the RA mode.

HAND FLY A BREAKOUT: When issued with Breakout instructions from an ILS PRM approach, time is critical. ALL BREAKOUT procedures MUST BE HAND FLOWN. In exceptional circumstances a descending breakout may be given, but the assigned altitude will not be below the applicable minimum vectoring altitude (MVA).

DEVIATIONS: The ILS PRM radar display indicates when an aircraft's track will take it into the NO TRANSGRESSION ZONE (NTZ) within the next ten (10) seconds if no course alteration is made. In this situation an ADVISORY will be issued by the PRM controller to the aircraft. The phraseology will be:

**"RADAR INDICATES YOU ARE DEVIATING
LEFT (OR RIGHT) OF THE LOCALIZER COURSE"**

Pilots are not expected to acknowledge a deviation advisory but should compare LOC tracking indications and use the indicator most consistent with the controllers advice. The PRM controller is not expected to provide an indication of displacement from the applicable LOC course. On receipt of a deviation advisory, pilots should promptly adjust aircraft heading to avoid penetrating the NTZ and regain the LOC course.

BREAKOUT: If an aircraft enters the NTZ, it is mandatory for the PRM controller to issue a breakout instruction to that aircraft plus any affected aircraft on the adjacent LOC course. Breakout phraseology will be:

**"BREAKOUT ALERT, (callsign) TURN LEFT
(or RIGHT) IMMEDIATELY HEADING (3 digits),
CLIMB (or DESCEND) TO (altitude)"**


YSSY/SYD

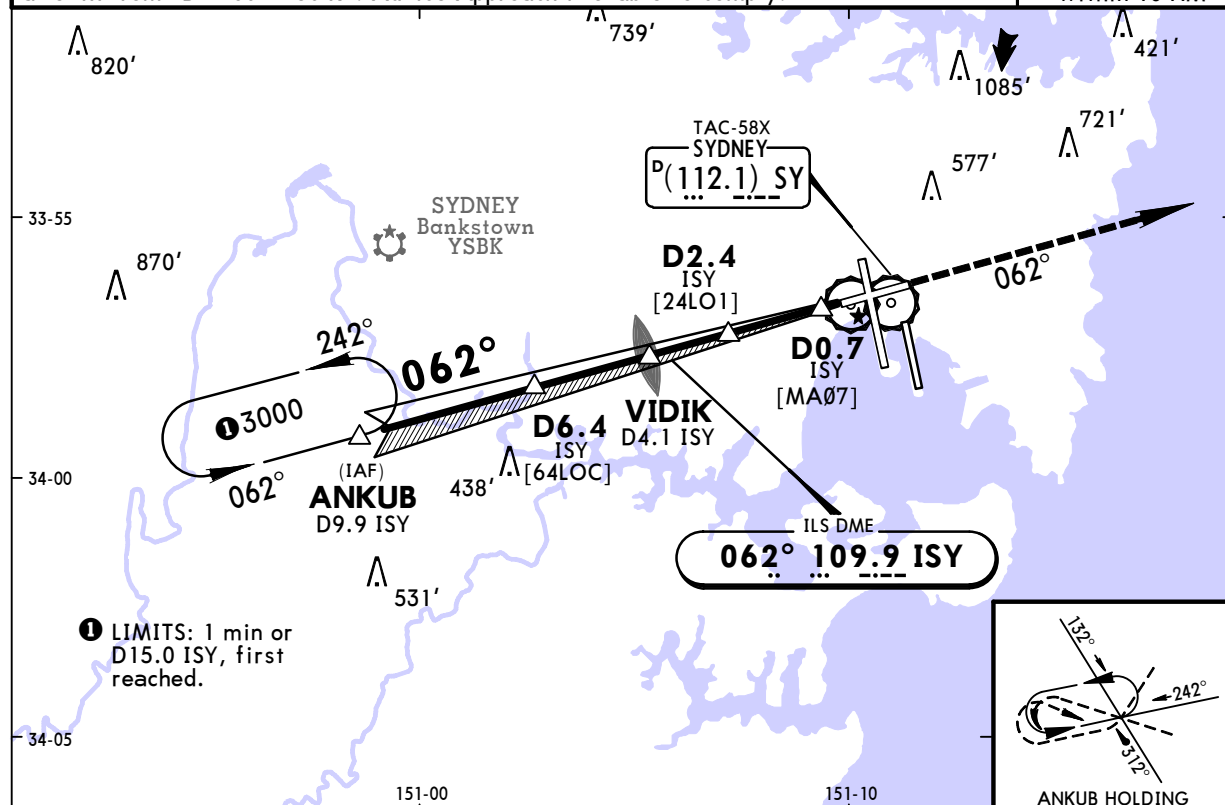
- (KINGSFORD SMITH) INTL



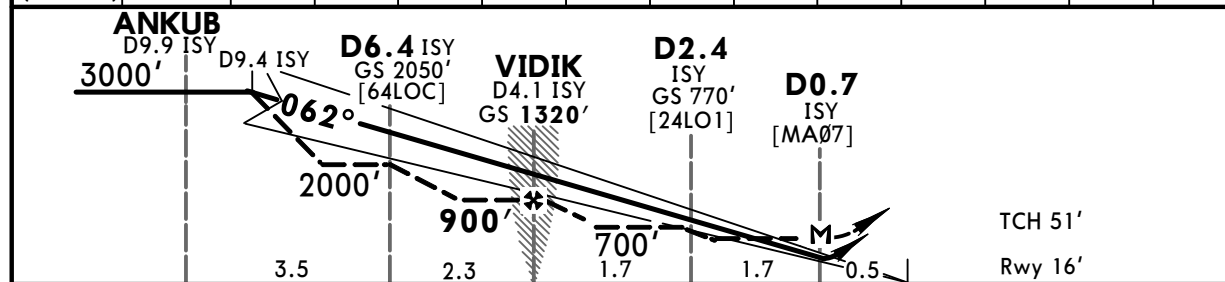
SYDNEY, NSW, AUSTRALIA

ILS or LOC Rwy 07

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
				East of Rwy 16R/34L	121.7
LOC ISY 109.9	Final Apch Crs 062°	GS VIDIK 1320' (1304')	ILS DA(H) 270' (254')	Apt Elev 21' Rwy 16'	
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. ISY DME REQUIRED (LOC Only). 2. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply.					
					MSA ARP 2100 within 10 NM



LOC (GS out)	ISY DME	9.4	9.0	8.0	7.0	6.4	6.0	5.0	4.1	3.0	2.4	2.0	1.9
	ALTITUDE	3000'	2880'	2560'	2240'	2050'	1920'	1600'	1320'	970'	770'	650'	600'



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI	062°	2000' ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.7 ISY										

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
ILS DA(H) 270' (254')		LOC (GS out) DME MDA(H) 600' (584')	
A	1.5 km	3.3 km	Max Kts. _____ MDA(H) _____
B			100 710' (689') - 2.4 km
C			135 1000' (979') - 4.0 km
D			180 1000' (979') - 5.0 km
			205 _____

No Circling
Beyond D3.0 SY
East of Rwy 16R
& North of Rwy 25

YSSY/SYD

-(KINGSFORD SMITH) INTL



SYDNEY, NSW, AUSTRALIA

23 MAR 18

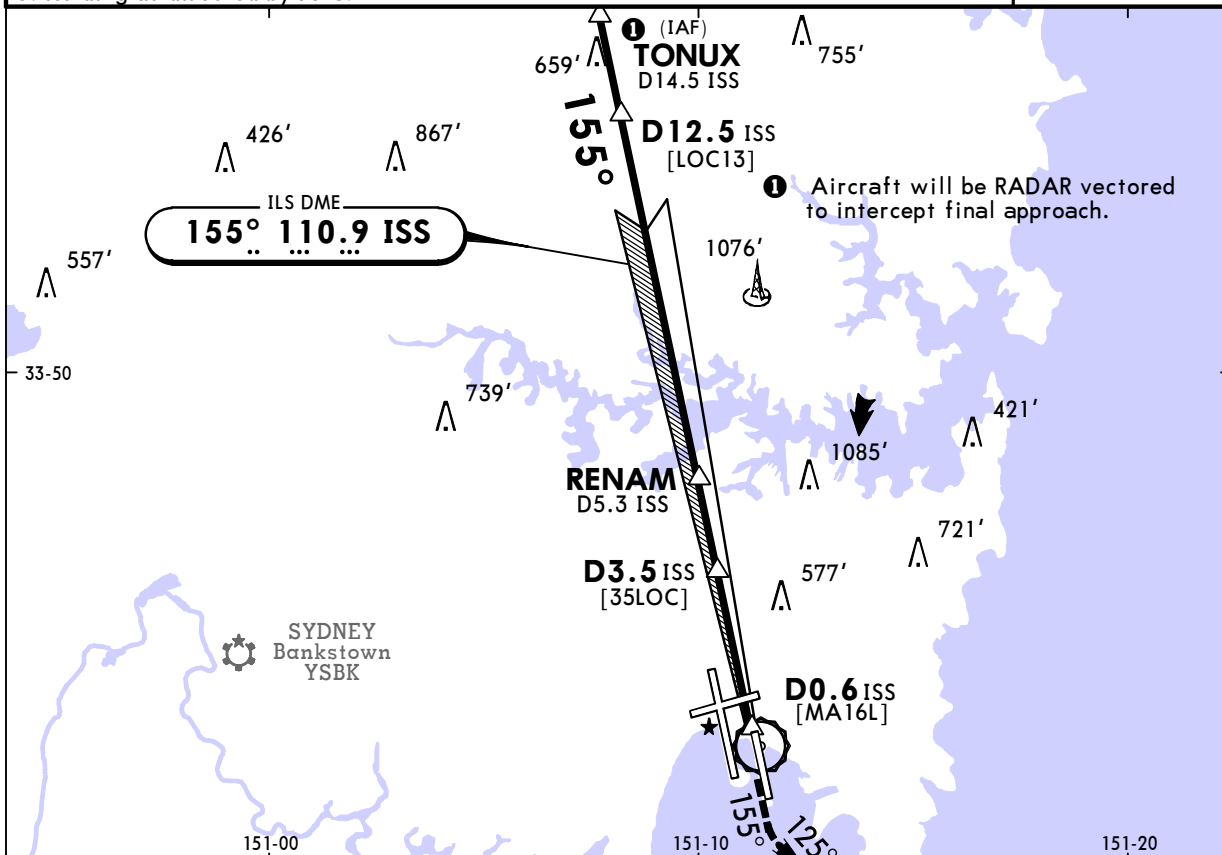
Eff 29 Mar

(11-2)

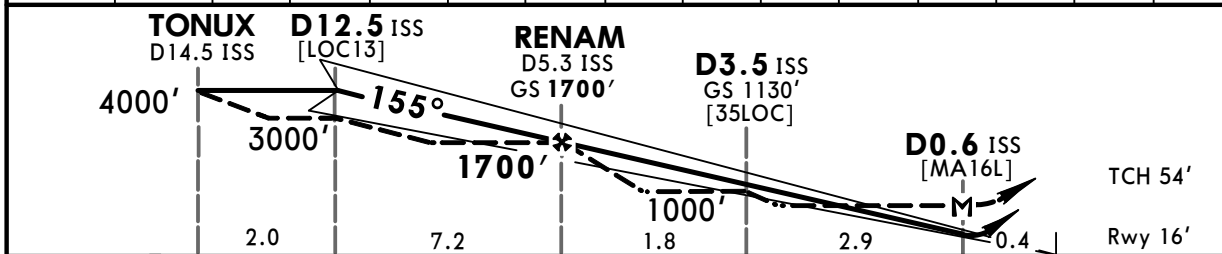
ILS or LOC Rwy 16L

BRIEFING STRIP™

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & Rwy 16L/34R 124.7 07/25 120.5		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
LOC ISS 110.9	Final Apch Crs 155°	GS RENAM 1700' (1684')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 16'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ISS DME REQUIRED (LOC only). 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



LOC (GS out)	ISS DME	12.5	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.5	3.0	2.0	1.5
	ALTITUDE	4000'	3520'	3200'	2880'	2560'	2250'	1930'	1700'	1290'	1130'	970'	650'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
ILS GS or 3.00°	372	478	531	637	743	849	PAPI 155°	600'	LT	
LOC Descent Angle										
MAP at D0.6 ISS										

STRAIGHT-IN LANDING RWY16L					CIRCLE-TO-LAND			
ILS DME			LOC (GS out) DME					
DA(H) 220' (204')			MDA(H) 480' (464')					
FULL		HIRL out	HIALS out		HIALS out	NOT AUTHORIZED		
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km			A
B								B
C								C
D								D

PANS OPS

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

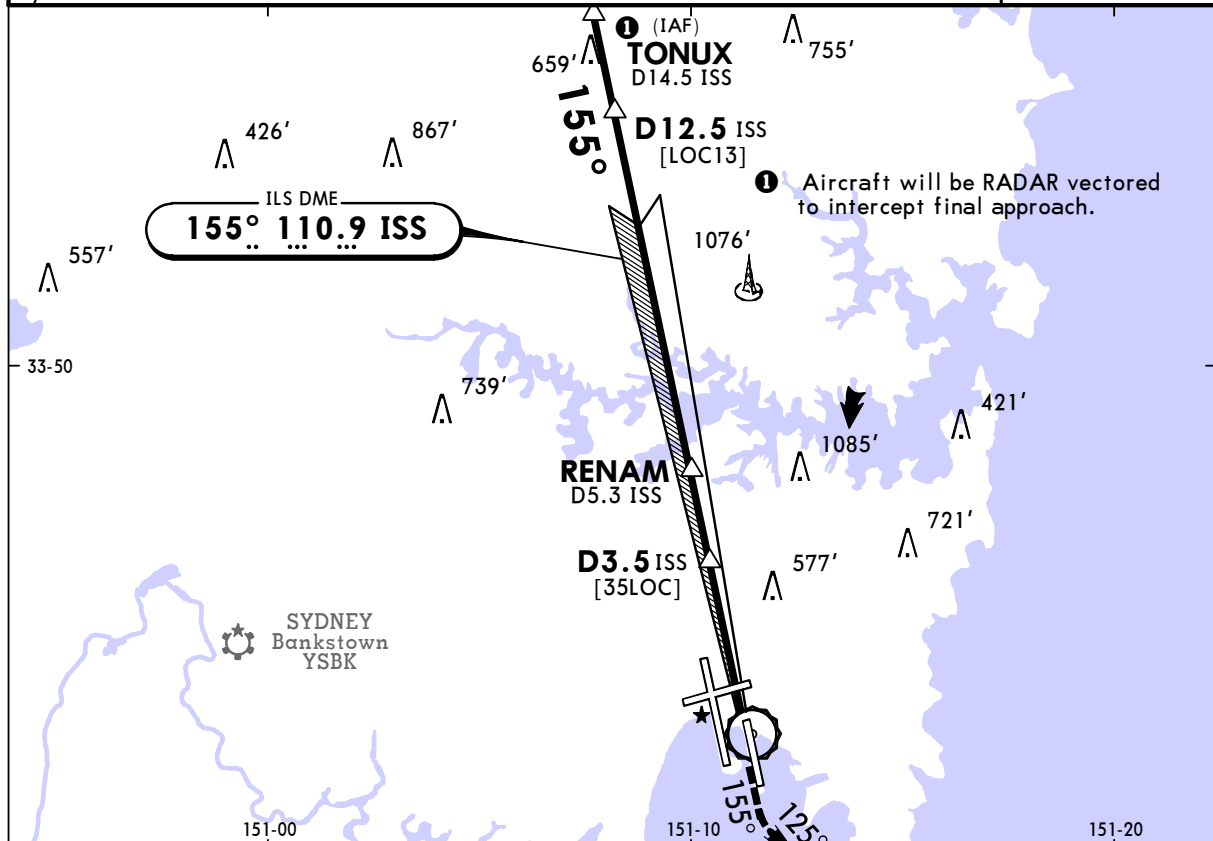
23 MAR 18
Eff 29 Mar

(11-2A)

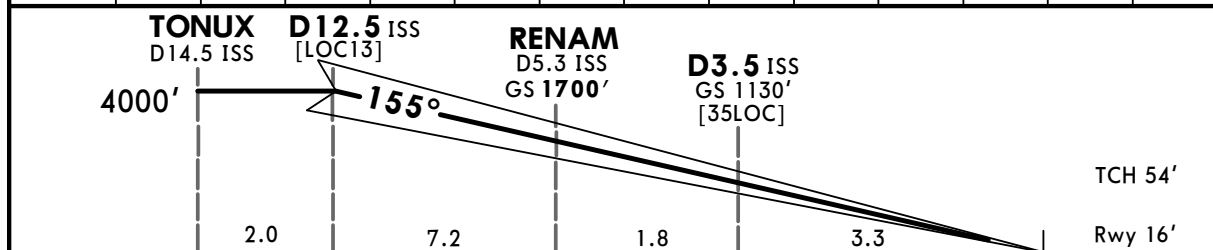
ILS Rwy 16L SA CAT I
& SA CAT II

BRIEFING STRIP™

118.55		ATIS		126.25		SYDNEY Approach (R)		Director	
				North 124.4		South 128.3		West 126.1 East 125.3	
SYDNEY Tower				Ground					
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7			
LOC ISS 110.9		Final Apch Crs 155°		GS RENAM 1700' (1684')		SA CAT I & SA CAT II Refer to Minimums		Apt Elev 21' Rwy 16'	
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.								<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>	
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'									
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. ISS DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.									



ISS DME	12.5	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.5	3.0	2.0	1.0
ALTITUDE	4000'	3520'	3200'	2880'	2560'	2250'	1930'	1700'	1290'	1130'	970'	650'	330'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	743	849	155°	600'	LT

STRAIGHT-IN LANDING RWY 16L									
SA CAT I ILS RA 152' DA(H) 166' (150')					SA CAT II ILS RA 101' DA(H) 116' (100')				
RVR 450m					RVR 350m				
					RVR 400m				

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

3 NOV 17

(11-3)

Eff 9 Nov

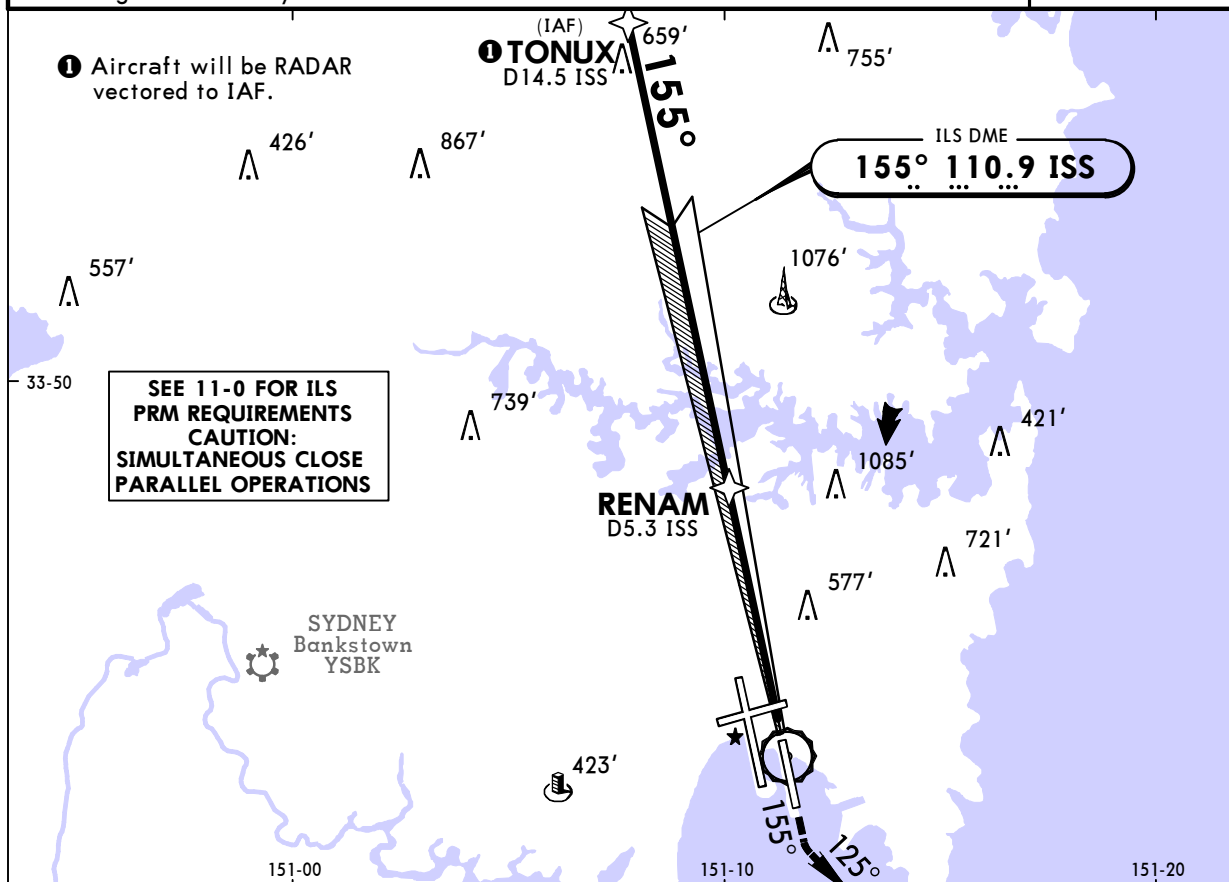
JEPPESSEN SYDNEY, NSW, AUSTRALIA

ILS PRM Rwy 16L

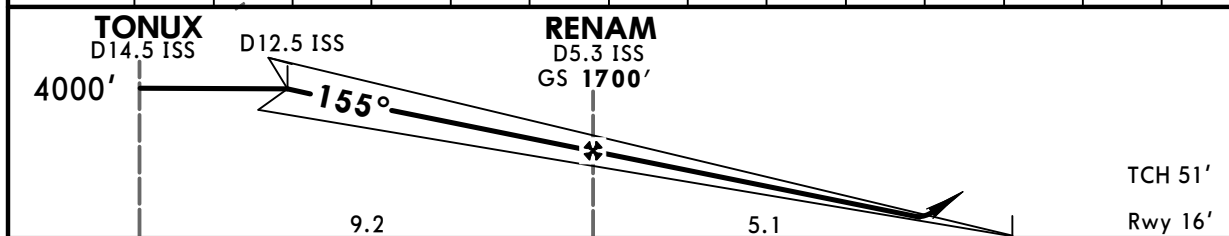
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP™

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5	MONITOR PRM 133.95	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7	
LOC ISS 110.9	Final Apch Crs 155°	GS RENAM 1700' (1684')	ILS DA(H) 220' (204')	Apt Elev 21'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.					



ISS DME	12.5	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0	0.7
ALTITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1700'	1290'	970'	650'	330'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	743	PAPI	600'	LT	↑

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
ILS DA(H) 220' (204')							
FULL		HIRL out		HIALS out			
A						A	
B	RVR 550m	1.2 km	1.5 km			B	
C	VIS 0.8 km					C	
D						D	NOT AUTHORIZED

PANS OPS

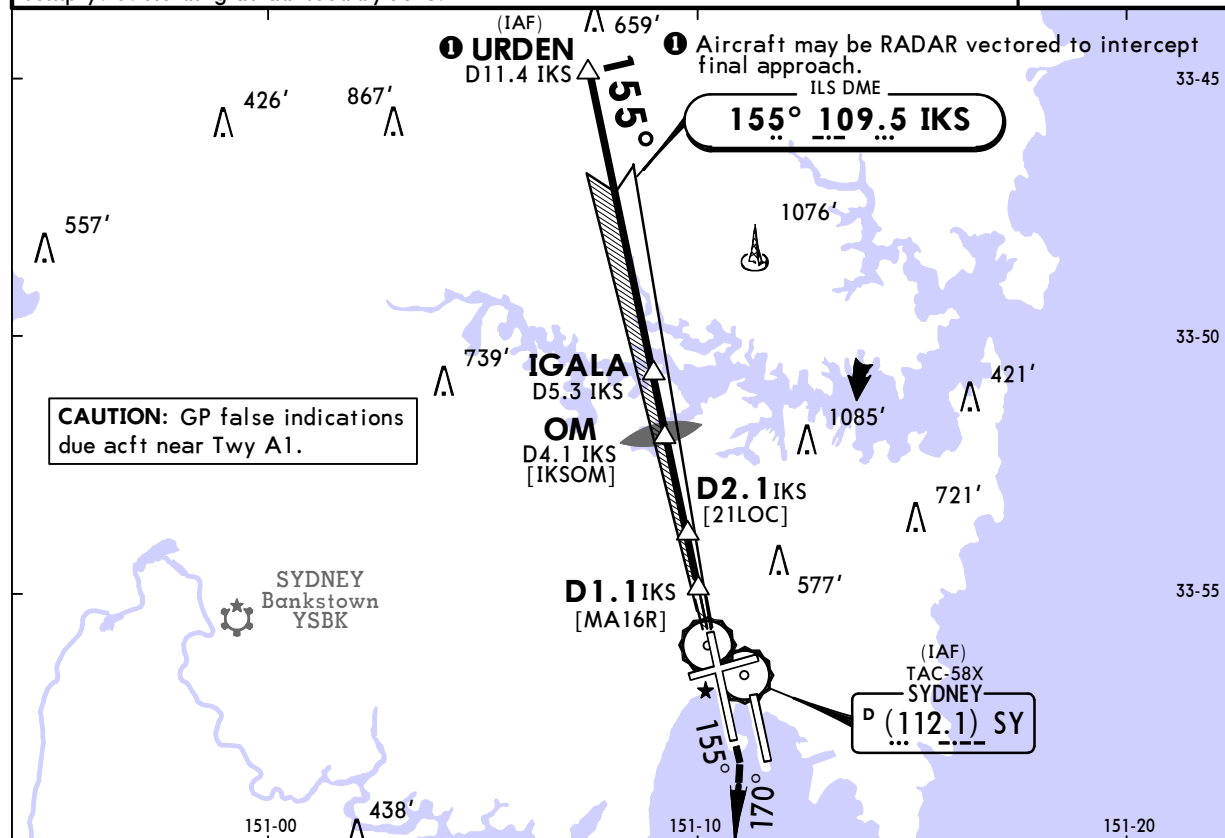
YSSY/SYD

-(KINGSFORD SMITH) INTL

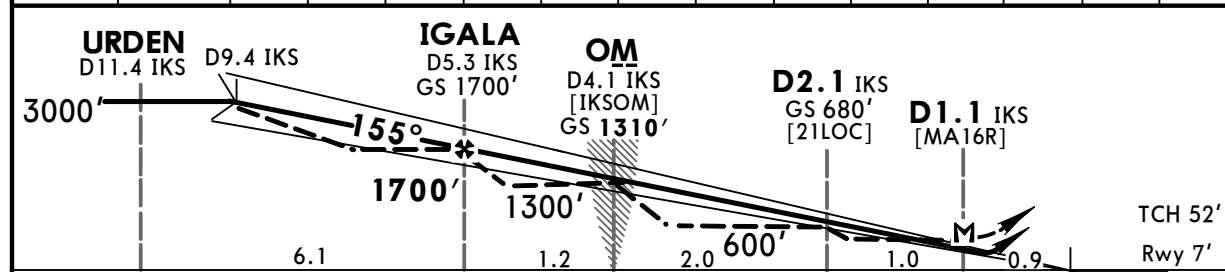
JEPPESEN SYDNEY, NSW, AUSTRALIA
18 MAY 18 (11-4) Eff 24 May ILS or LOC Rwy 16R

BRIEFING STRIP™

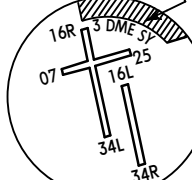
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower		Ground			
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
				East of Rwy 16R/34L	121.7
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1303')	ILS DA(H) 210' (203')	Apt Elev 21' Rwy 7'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. IKS DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.					



LOC (GS out)	IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.1	2.0	1.4
ALTITUDE		3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	680'	640'	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	170°	3000'
ILS GS or	3.00°						PAPI	155°	600'	
LOC Descent Angle									RT	
MAP at D1.1 IKS										

STRAIGHT-IN LANDING RWY 16R					CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H) 210' (203')		LOC (GS out) DME MDA(H) 460' (453')			Max Kts	MDA(H)	
FULL	HIRL out	HIALL out					
A					100	710' (689') - 2.4 km	
B	RVR 550m				135		
C	VIS 0.8 km	1.2 km	1.5 km	1.7 km	180	1000' (979') - 4.0 km	
D					205	1000' (979') - 5.0 km	

PANS OPS

YSSY/SYD

JEPPesen SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

18 MAY 18

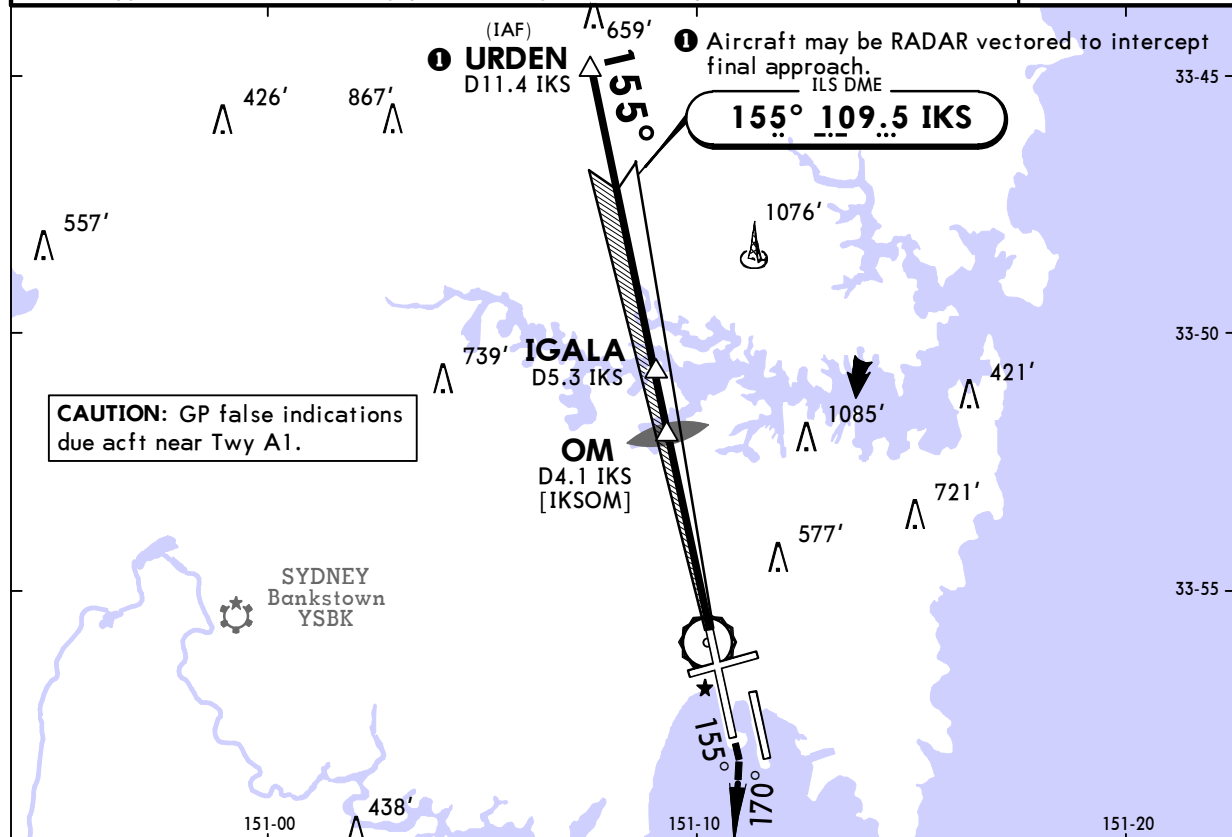
11-4A

Eff 24 May

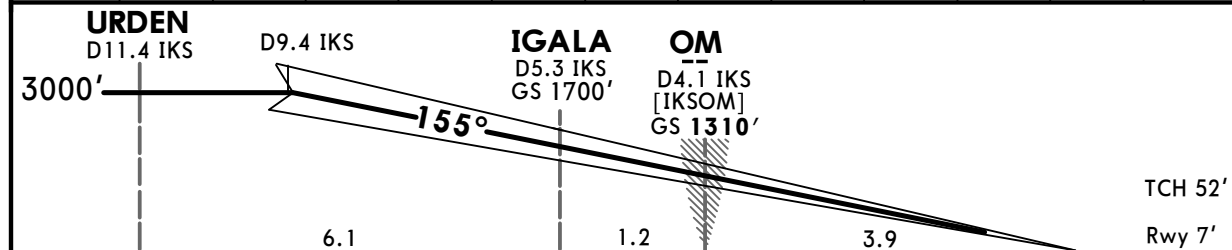
ILS Rwy 16R SA CAT I
& CAT II & SA CAT II

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1303')	SA CAT I & CAT II & SA CAT II Refer to Minimums	Apt Elev 21' Rwy 7'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.					



IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.0	1.0
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	640'	330'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	743	PAPI	600'	RT	↑
								155°		

SA CAT I ILS RA 148' DA(H) 157' (150')		STRAIGHT-IN LANDING RWY 16R CAT II ILS RA 101' DA(H) 107' (100')		SA CAT II ILS RA 101' DA(H) 107' (100')	
A					
B	RVR 450m		RVR 300m		RVR 350m
C					
D					RVR 400m

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (11-5)

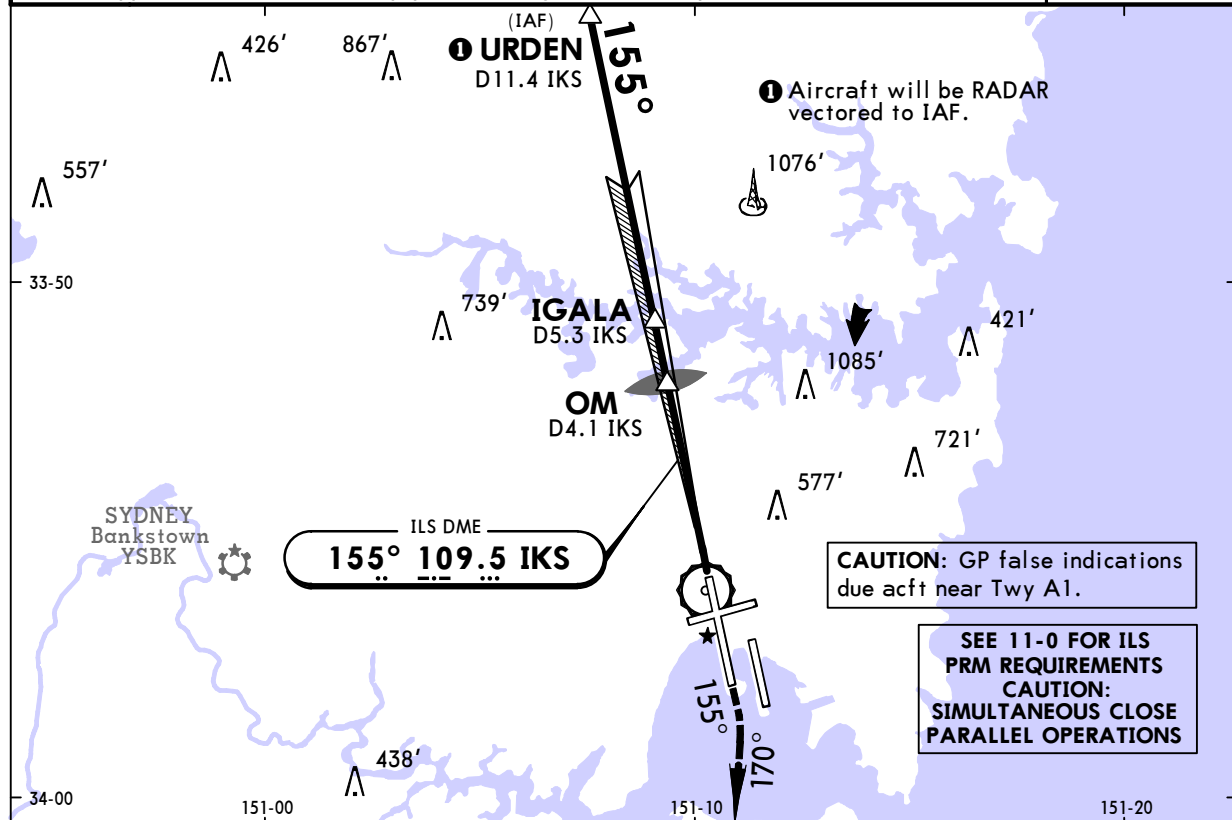
Eff 24 May

ILS PRM Rwy 16R

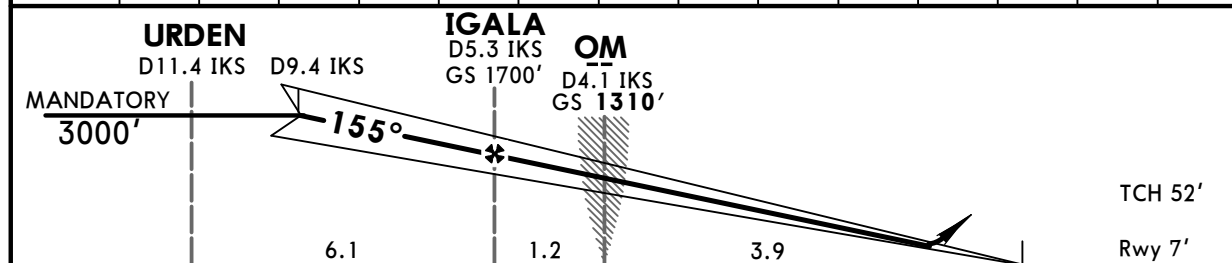
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
LOC IKS	109.5	Final Apch Crs	155°	East of Rwy 16R/34L	121.7
GS OM	1310' (1303')	ILS DA(H)	210' (203')	Apt Elev	21'
				Rwy	7'
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.					2700
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					MSA ARP 2100 within 10 NM
1. Dual VHF communications required. 2. See 11-0 for "ILS PRM USER INSTRUCTIONS". 3. ATC Approach Speeds: At 10 NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.					



IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.0	1.1	1.0	0.6
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	640'	350'	330'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	MANDATORY 170°	3000'
GS	3.00°	372	478	531	637	743	849	155°	600'
								RT	

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
ILS DME					
DA(H) 210' (203')					
FULL		HIRL out	HIALS out		
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	A	NOT AUTHORIZED
B					
C					
D					

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

18 MAY 18

11-6

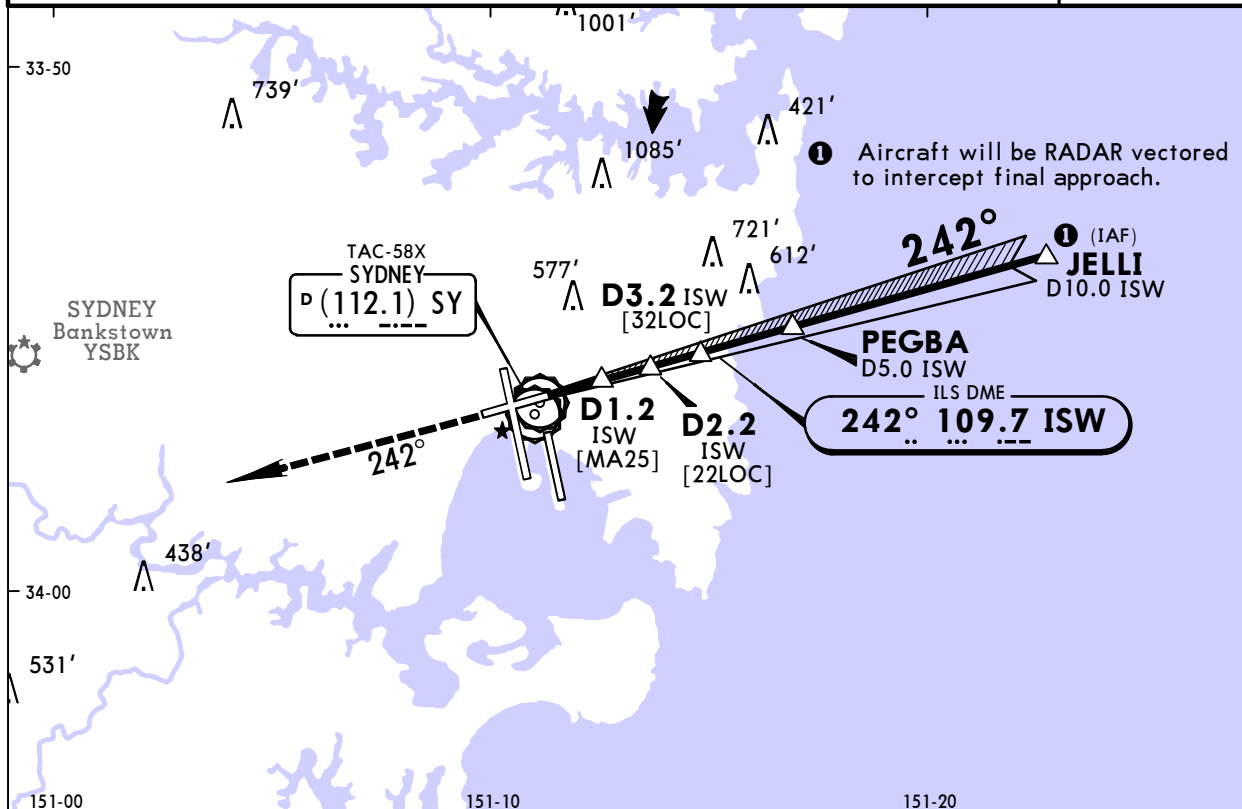
Eff 24 May

JEPPesen SYDNEY, NSW, AUSTRALIA

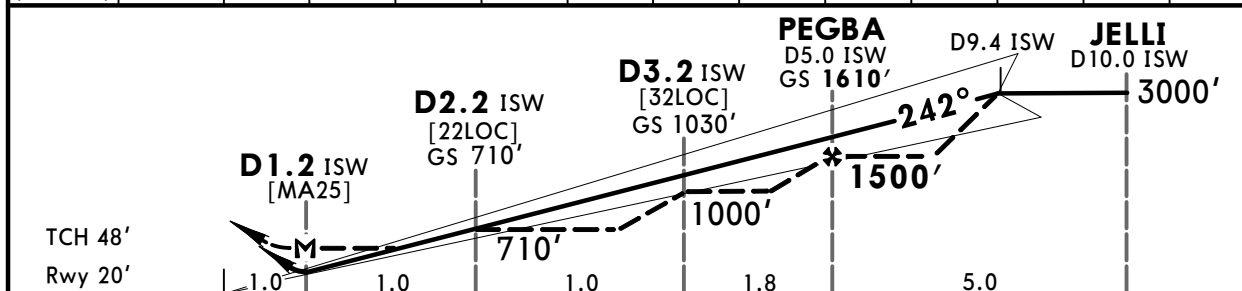
ILS or LOC Rwy 25

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
LOC ISW	Final Apch Crs	GS PEGBA	ILS DA(H)	Apt Elev 21'	East of Rwy 16R/34L 121.7
109.7	242°	1610' (1590')	270' (250')	Rwy 20'	
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ISW DME REQUIRED. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					
					2700
					MSA ARP 2100 within 10 NM



LOC (GS out)	ISW DME	1.8	2.0	2.2	3.0	3.2	4.0	5.0	6.0	7.0	8.0	9.0	9.4
	ALTITUDE	580'	650'	710'	970'	1030'	1290'	1610'	1920'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160							
ILS GS or	3.00°	372	478	531	637	743	849						
LOC Descent Angle													
MAP at 1.2 ISW													

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DME	LOC (GS out) DME			
DA(H) 270' (250')	MDA(H) 580' (560')	Max Kts	MDA(H)	
1.5 km	3.2 km	100	710' (689') - 2.4 km	
		135	1000' (979') - 4.0 km	
		180	1000' (979') - 5.0 km	
		205		

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

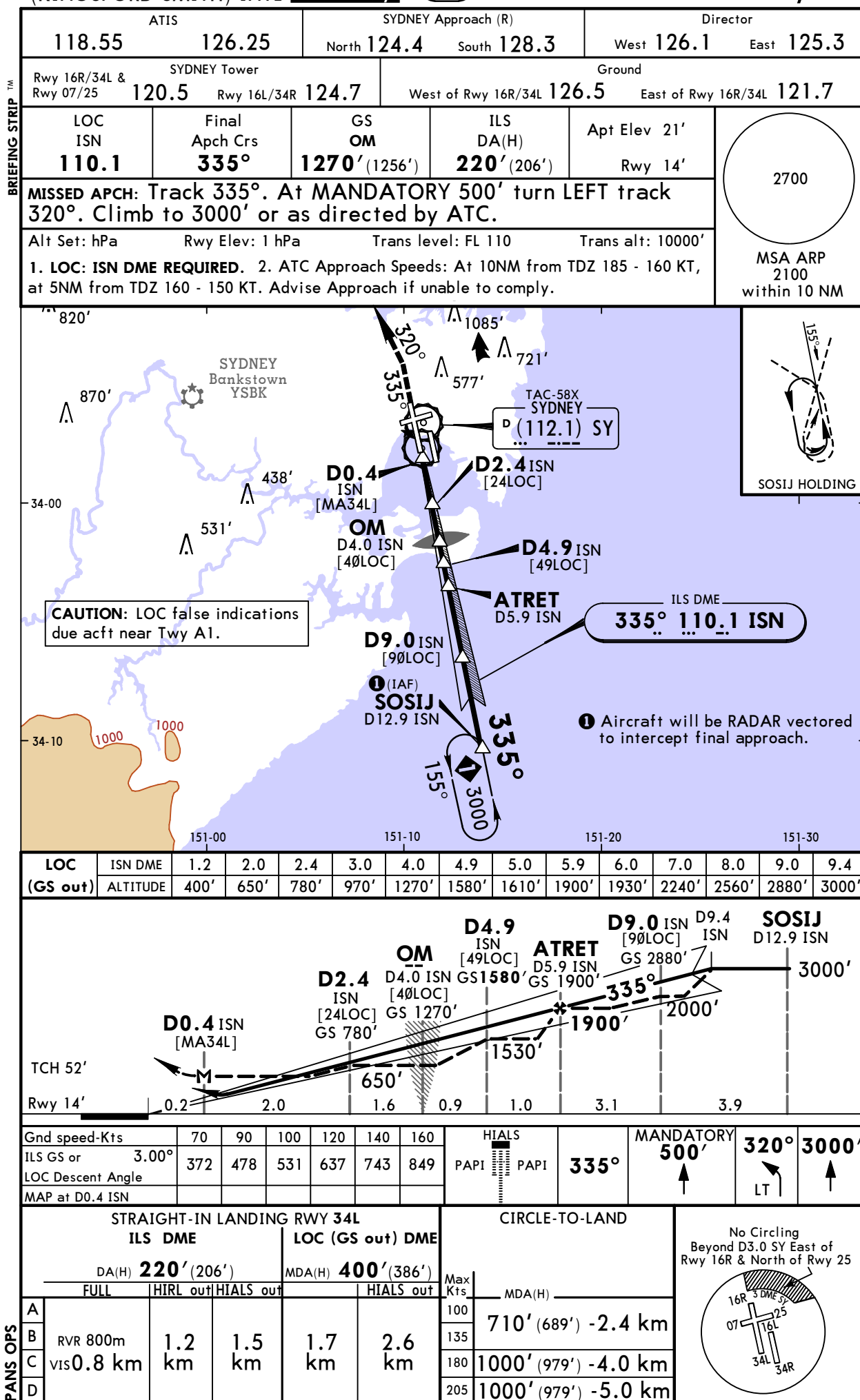
18 MAY 18

Eff 24 May

(11-7)

JEPPESEN SYDNEY, NSW, AUSTRALIA

ILS or LOC Rwy 34L



YSSY/SYD



SYDNEY, NSW, AUSTRALIA

ILS Rwy 34L SA CAT I
& CAT II & SA CAT II

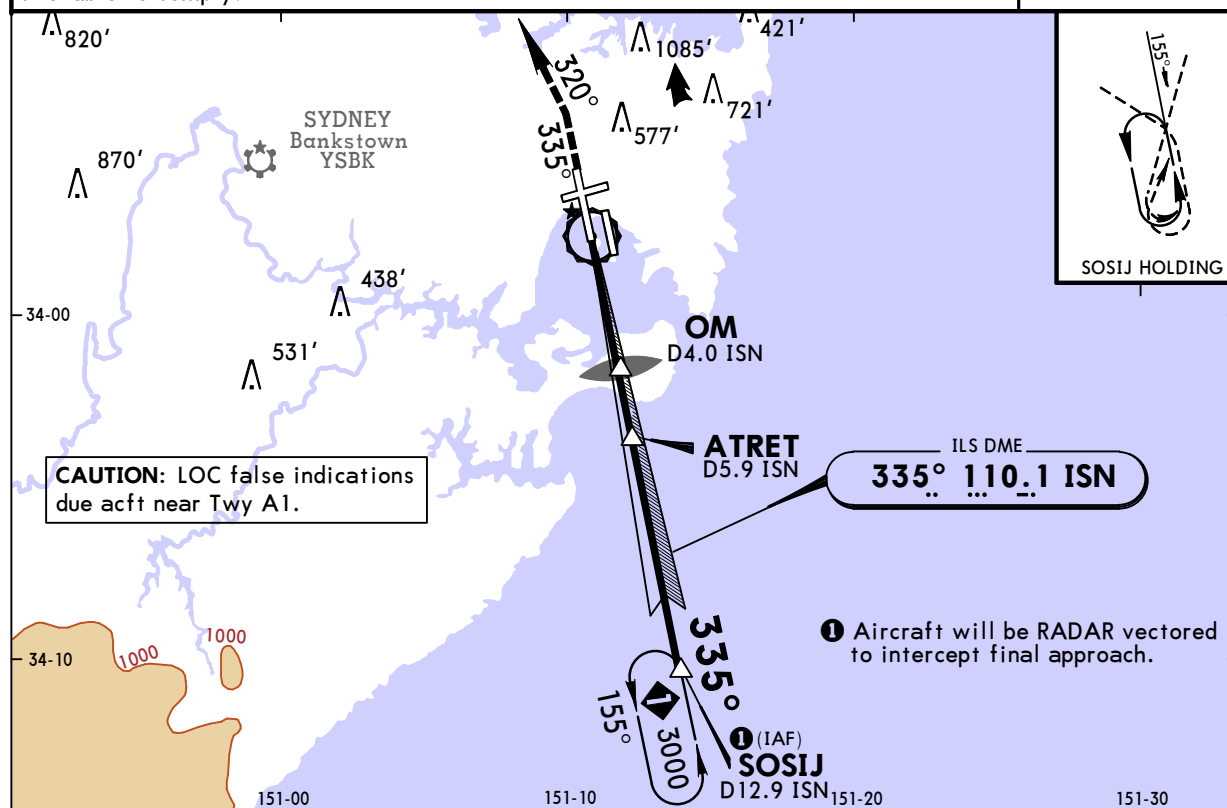
-(KINGSFORD SMITH) INTL

18 MAY 18
Eff 24 May

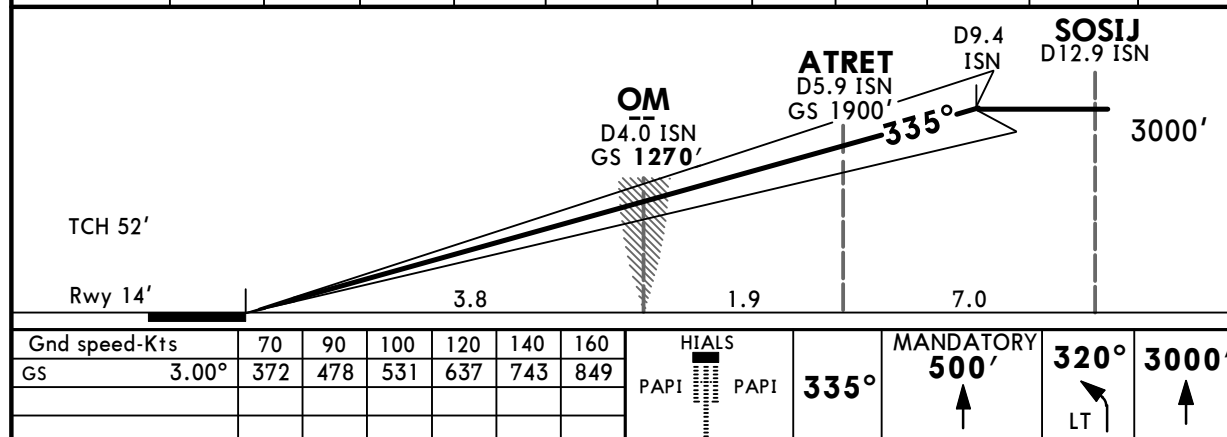
(11-7A)

BRIEFING STRIP™

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1270' (1256')	SA CAT I & CAT II & SA CAT II Refer to Minimums	Apt Elev 21' Rwy 14'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply.					



ISN DME	1.0	2.0	3.0	4.0	5.0	5.9	6.0	7.0	8.0	9.0	9.4
ALTITUDE	330'	650'	970'	1270'	1610'	1900'	1930'	2240'	2560'	2880'	3000'



PANS OPS

SA CAT I ILS RA 163' DA(H) 164' (150')		STRAIGHT-IN LANDING RWY 34L CAT II ILS RA 102' DA(H) 114' (100')		SA CAT II ILS RA 102' DA(H) 114' (100')	
A					
B					
C					
D					
RVR 650m		RVR 300m		RVR 600m	

YSSY/SYD



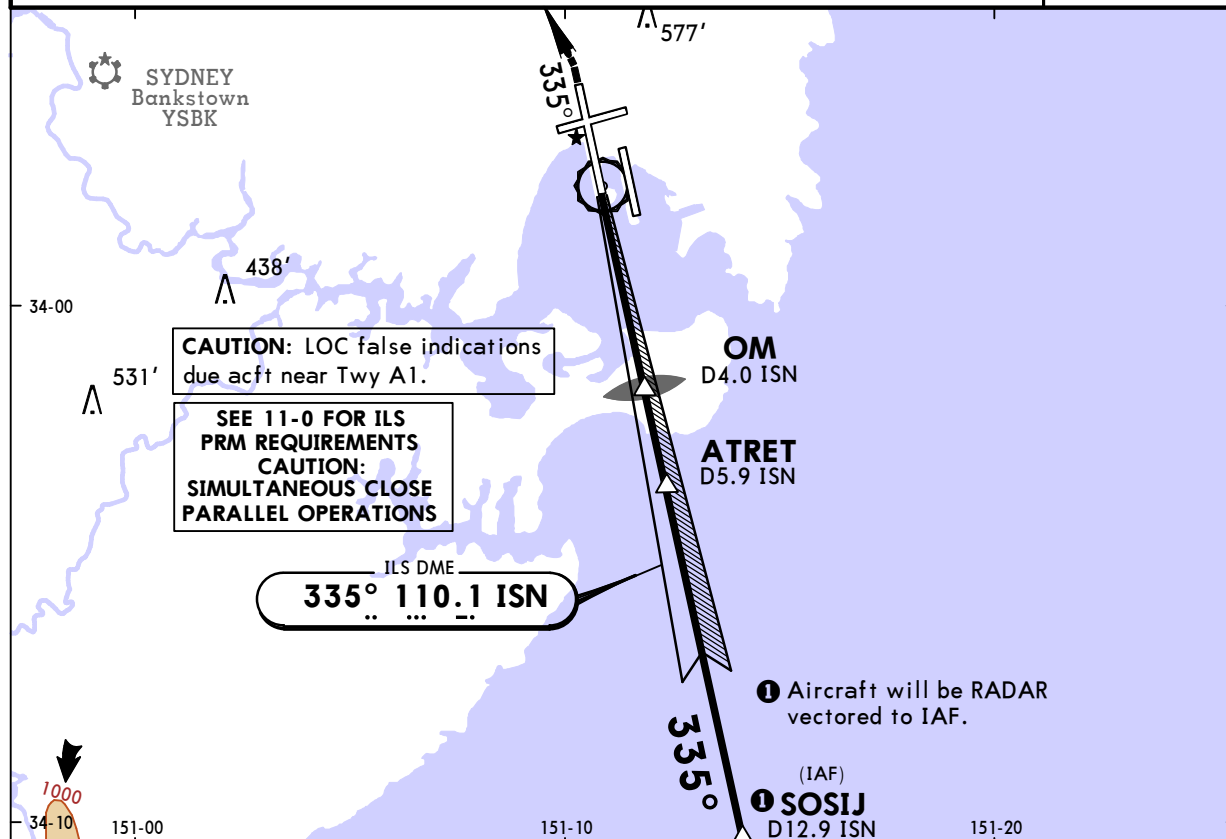
JEYPESEN SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 18 MAY 18 (11-8) Eff 24 May ILS PRM Rwy 34L

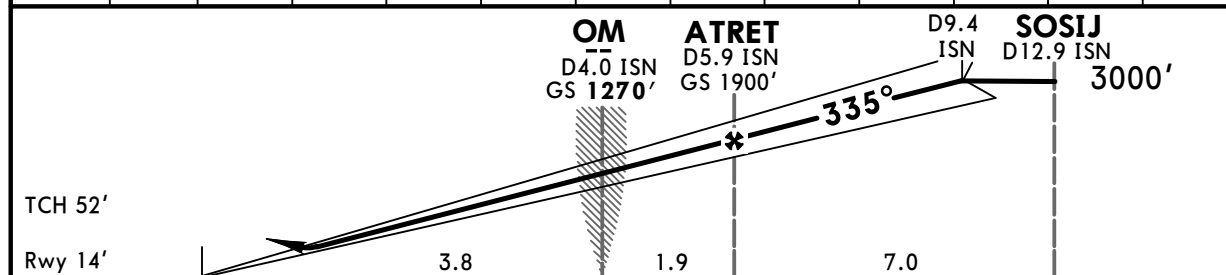
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
Rwy 16R/34L & Rwy 07/25		SYDNEY Tower		Ground	
120.5		Rwy 16L/34R 124.7		West of Rwy 16R/34L 126.5	
		MONITOR PRM 119.45		East of Rwy 16R/34L 121.7	
LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'	
110.1	335°	1270' (1256')	220' (206')	Rwy 14'	
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.					2700
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					MSA ARP 2100 within 10 NM
1. ISN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At D10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.					



ISN DME	0.7	1.0	2.0	3.0	4.0	5.0	5.9	6.0	7.0	8.0	9.0	9.4
ALTITUDE	220'	330'	650'	970'	1270'	1610'	1900'	1930'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY		320°		3000'	
GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	335°	500'	LT		

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND					
ILS DME											
DA(H) 220' (206')											
FULL		HIRL out		HIALS out							
A						A					
B						B					
C						C					
D						D					
RVR 800m VIS 0.8 km		1.2 km		1.5 km		NOT AUTHORIZED					

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

1 JUN 18

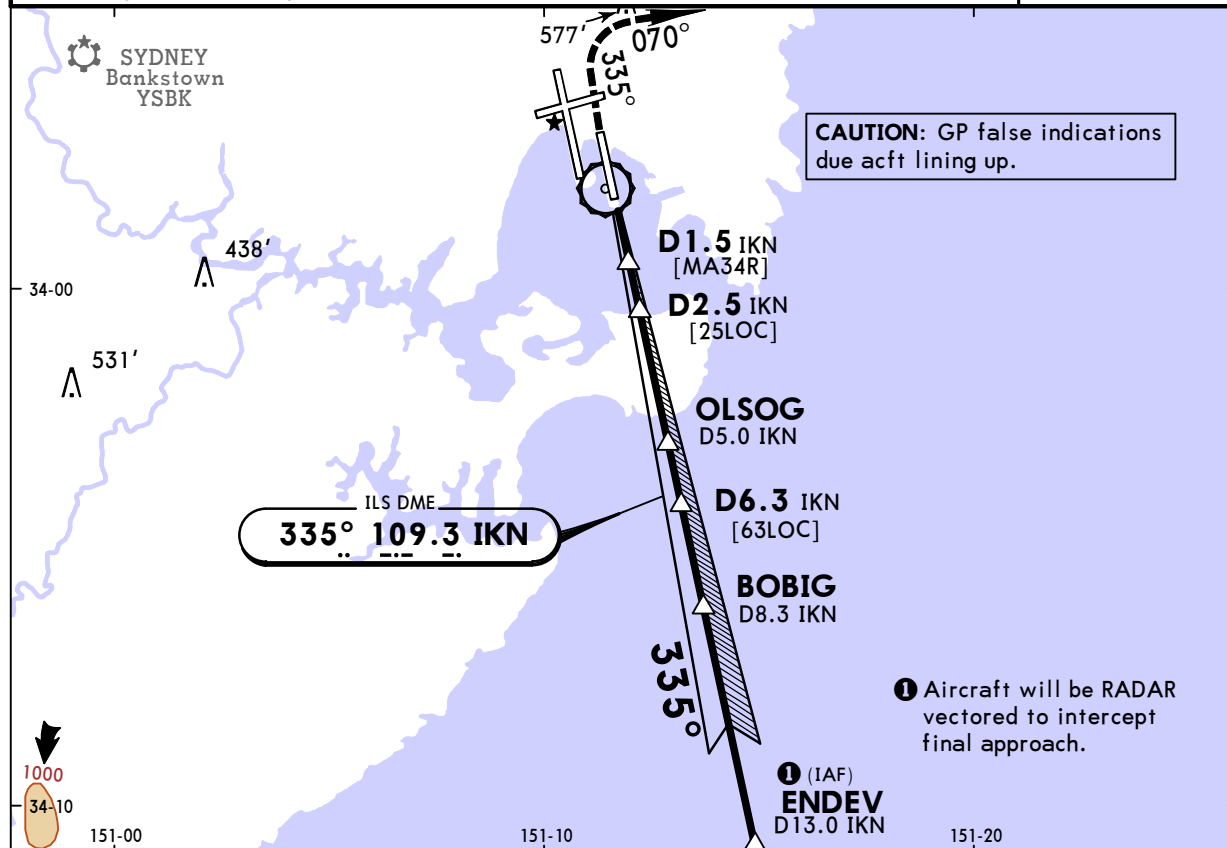
(11-9)

JEPPESEN SYDNEY, NSW, AUSTRALIA

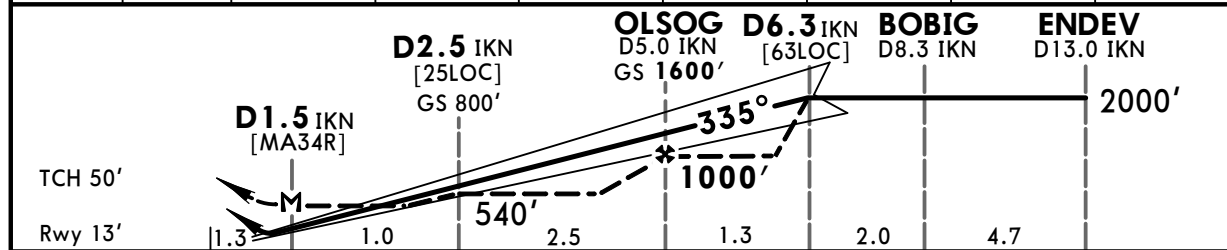
ILS or LOC Rwy 34R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335°	GS OLSOG 1600' (1587')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 13'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. IKN DME REQUIRED (LOC only). 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, At 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



LOC (GS out)	IKN DME	1.5	2.0	3.0	4.0	5.0	6.0	6.3
	ALTITUDE	500'	640'	960'	1280'	1600'	1920'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	070°	2000'
ILS GS or	3.00°	372	478	531	637	743	849	REIL	335°	
LOC Descent Angle								PAPI		
MAP at D1.5 IKN										

STRAIGHT-IN LANDING RWY 34R										CIRCLE-TO-LAND	
ILS DME			LOC (GS out) DME								
Missed approach requires a minimum climb gradient of 3.3% DA(H) 270' (257')			Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447')			MDA(H) 500' (487')					
FULL			FULL			FULL					
HIRL out			HIRL out			HIRL out			HIRL out		
HIALS out			HIALS out			HIALS out			HIALS out		
NOT AUTHORIZED											

PANS OPS

CHANGES: Minimums.

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YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

1 JUN 18

(11-9A)

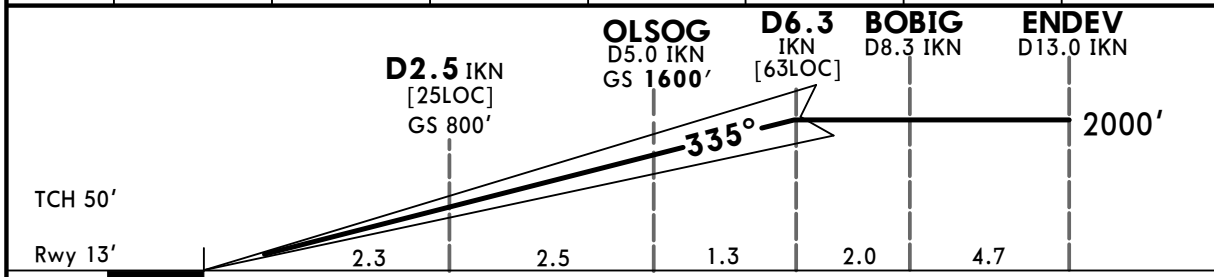
ILS Rwy 34R SA CAT I
& SA CAT II

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC IKN 109.3	Final Apch Crs 335°	GS OLSOG 1600' (1587')	SA CAT I & SA CAT II Refer to Minimums	Apt Elev 21' Rwy 13'	<div><div>2700</div><div>MSA ARP 2100 within 10 NM</div></div>
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. IKN DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.					



IKN DME	1.0	2.0	3.0	4.0	5.0	6.0	6.3
ALTITUDE	330'	640'	960'	1280'	1600'	1920'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY	070°	2000'
GS	3.00°	372	478	531	637	743	849	REIL PAPI	335°	600'	RT

STRAIGHT-IN LANDING RWY34R			
SA CAT I ILS Missed approach requires a minimum climb gradient of 3.4%		SA CAT II ILS Missed approach requires a minimum climb gradient of 3.7%	
RA 158'		RA 101'	
DA(H) 163' (150')		DA(H) 113' (100')	
FULL		HIALS out	
A	RVR 650m	RVR 800m	RVR 600m
B			
C			
D			
RVR 700m			

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

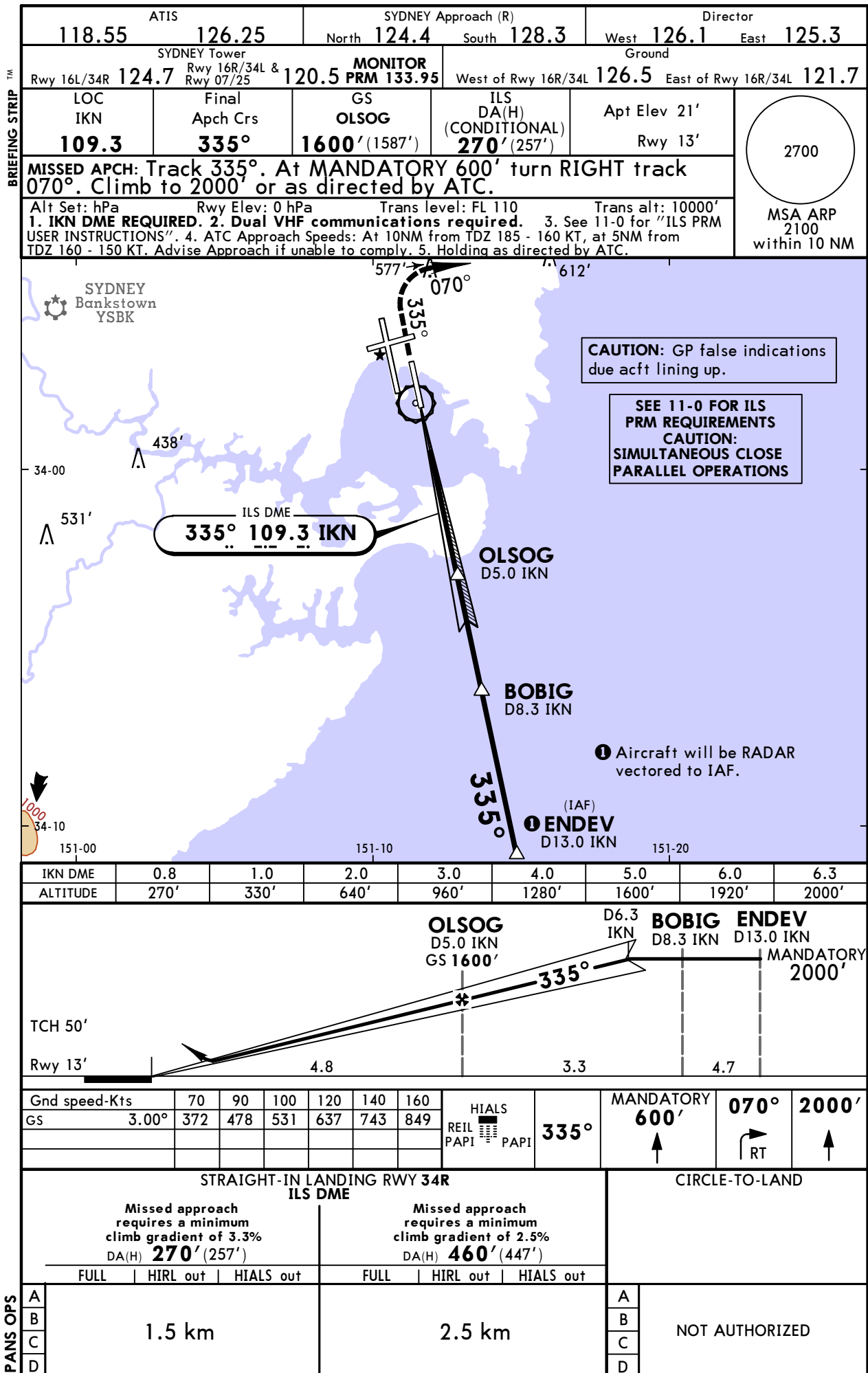
18 MAY 18 11-10

Eff 24 May

SYDNEY, NSW, AUSTRALIA

ILS PRM Rwy 34R

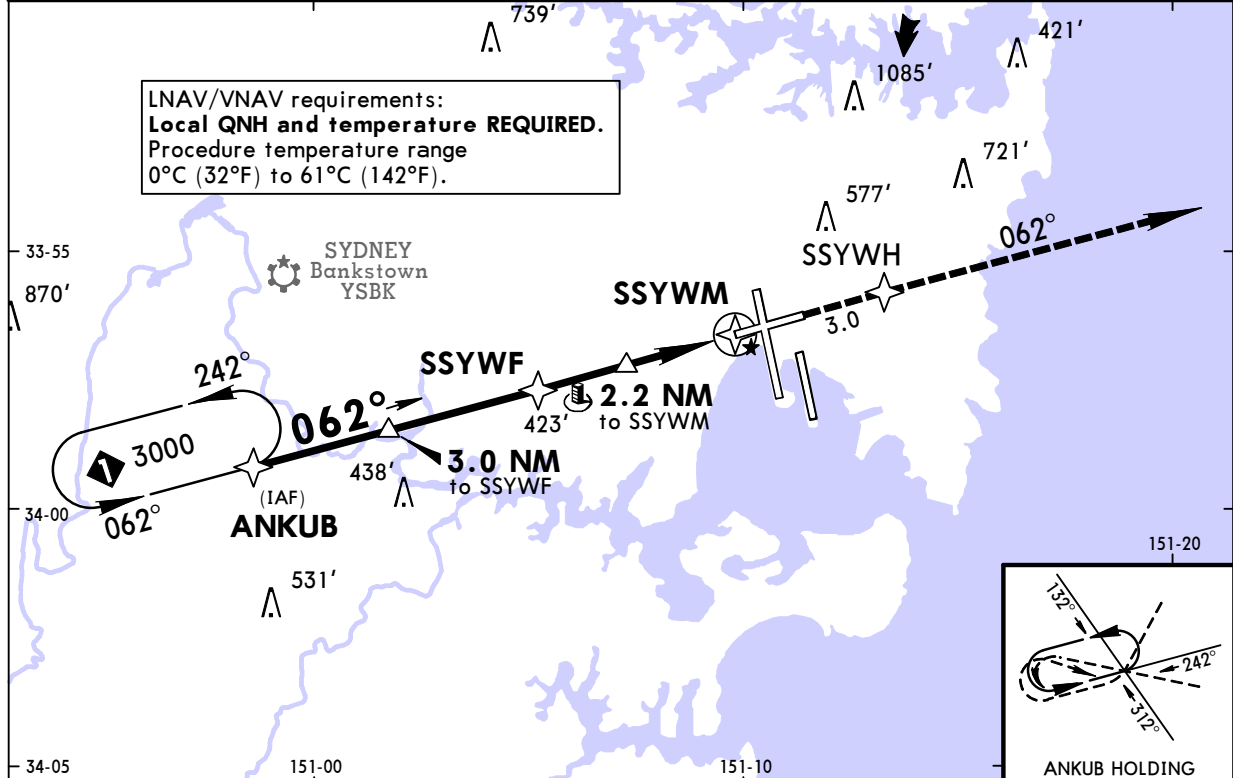
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



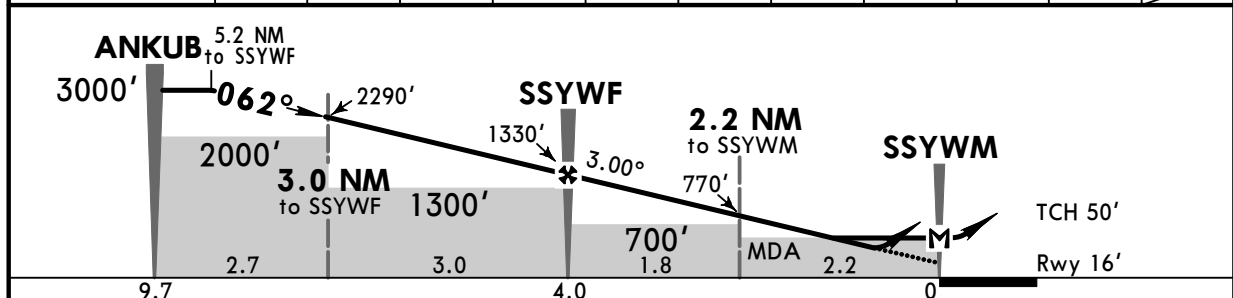
YSSY/SYD
-(KINGSFORD SMITH) INTLJEPPESEN
3 NOV 17
Eff 9 Nov (12-1)SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 07

BRIEFING STRIP


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 062°	Procedure Alt SSYWF 1330' (1314')	LNAV/VNAV DA(H) 500' (484')	Apt Elev 21' Rwy 16'	
MISSED APCH: Track direct to SSYWH, then track 062°. Climb to 2000' or as directed by ATC.					2700
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					MSA ARP 2100 within 10 NM
1. Max for initial 210 KT. 2. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.					



NM to NEXT WPT	5.2	4.0	3.0	2.0	1.0	SSYWF	3.0	2.2	1.6	1.4	SSYWM
ALTITUDE	3000'	2600'	2290'	1990'	1650'	1330'	1020'	770'	580'	500'	



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

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND				<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 	
LNAV/VNAV		LNAV		Max Kts	MDA(H)				
DA(H) 500' (484')		MDA(H) 580' (564')		100	710'(689') -2.4 km				
A	2.7 km		3.2 km		135	1000'(979') -4.0 km			
B					180	1000'(979') -5.0 km			
C					205				
D									

PANS OPS

CHANGES: None.

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YSSY/SYD

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SYDNEY, NSW, AUSTRALIA

3 NOV 17

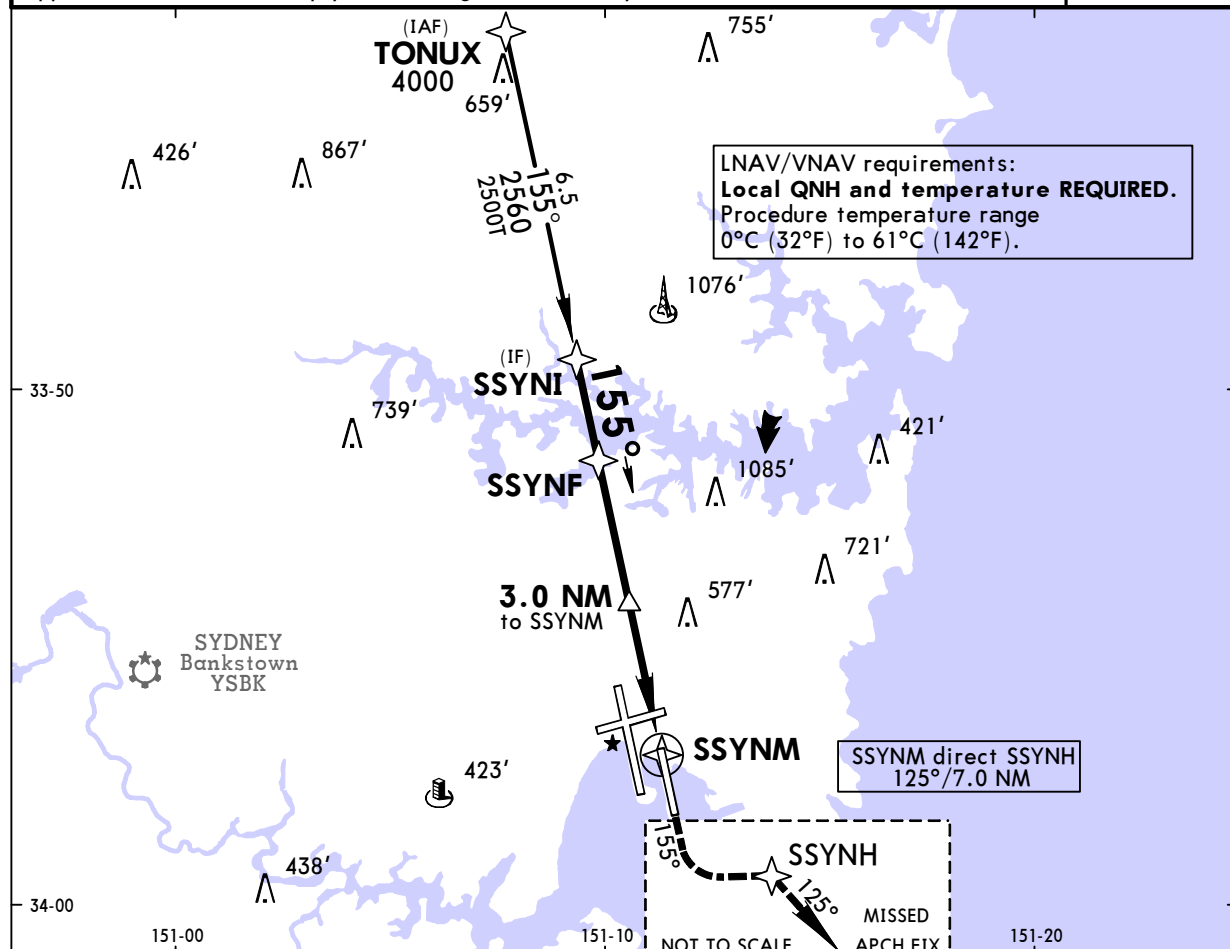
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(12-2)

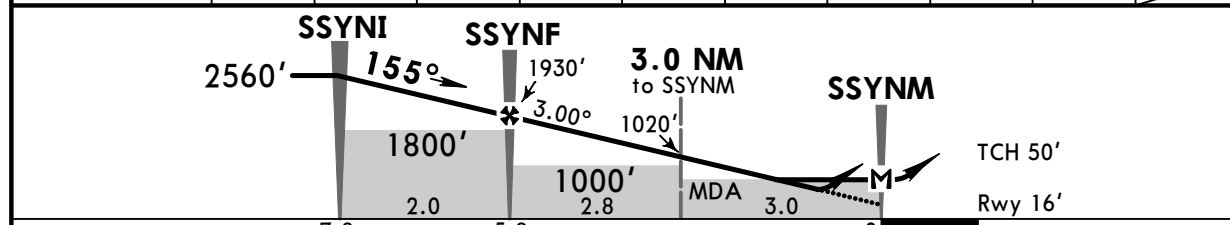
RNAV-Z (GNSS) Rwy 16L

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5	
				East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 155°	Procedure Alt SSYNF 1930' (1914')	LNAV/VNAV DA(H) 340' (324')	Apt Elev 21' Rwy 16'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 155°, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max for initial 210 KT, for missed approach: 220 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



NM to NEXT WPT	SSYNI	1.0	SSYNF	5.0	4.0	3.0	2.0	1.3	0.9	SSYNM
ALTITUDE	2560'	2240'	1930'	1660'	1340'	1020'	700'	480'	340'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY		SSYNH	
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	PAPI	155°	600'	SSYNH
LNAV/VNAV: MAP at DA												
LNAV: MAP at SSYNM												

STRAIGHT-IN LANDING RWY 16L						CIRCLE-TO-LAND					
LNAV/VNAV			LNAV								
DA(H) 340' (324')			MDA(H) 480' (464')								
HIALS out			HIALS out								

PANS OPS

A	1.8 km	2.6 km	A	NOT AUTHORIZED
B			B	
C			C	
D			D	

YSSY/SYD

-(KINGSFORD SMITH) INTL



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3 NOV 17
Eff 9 Nov

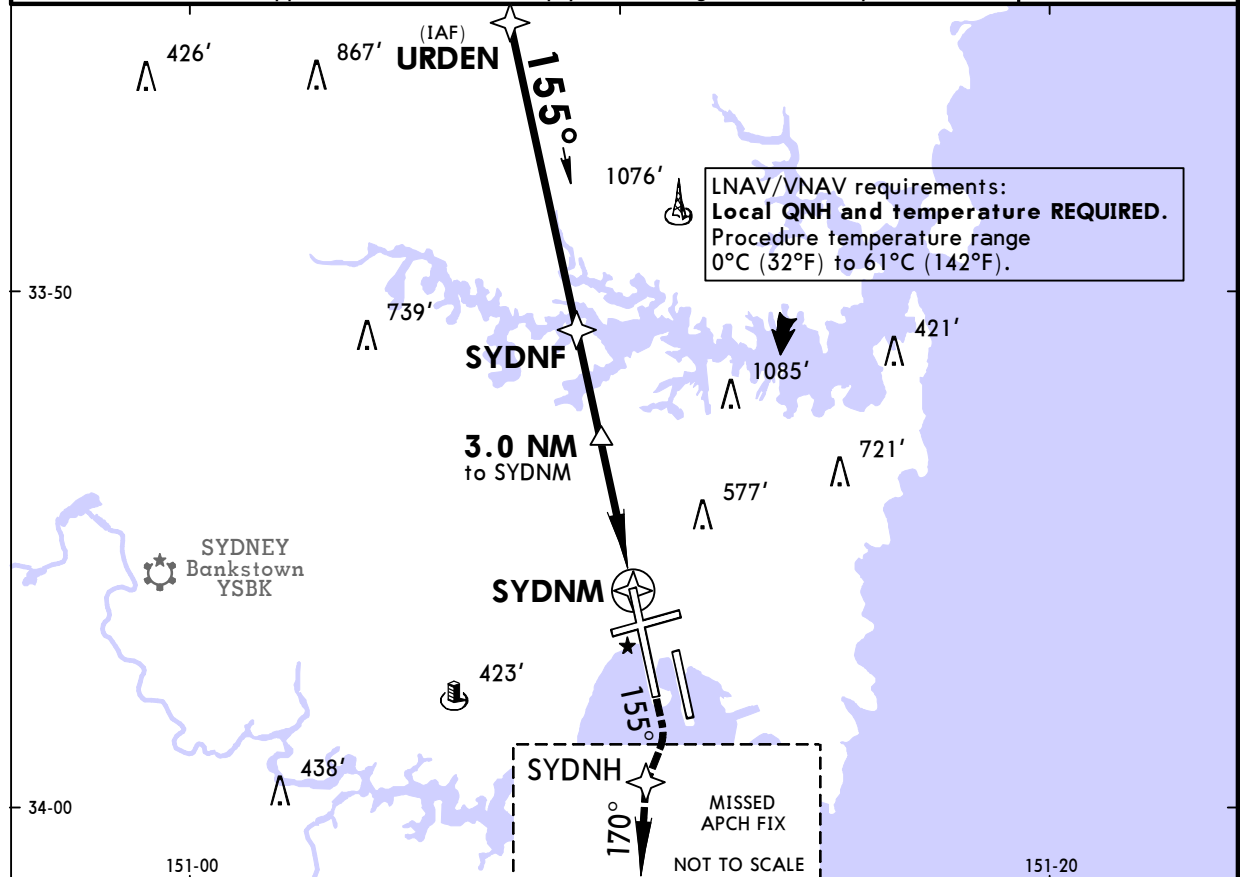
(12-3)

SYDNEY, NSW, AUSTRALIA

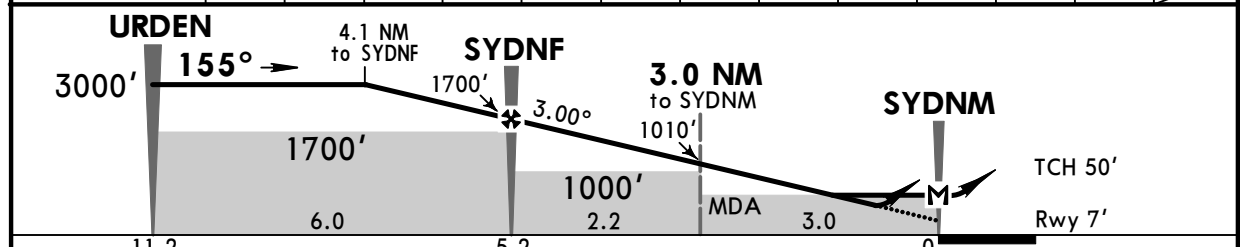
RNAV-Z (GNSS) Rwy 16R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7
RNAV	Final Apch Crs 155°	Procedure Alt SYDNF 1700' (1693')	LNAV/VNAV DA(H) 370' (363')	Apt Elev 21' Rwy 7'	<div>2700</div>
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max for initial 210 KT, for missed approach turn: 200 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					
MSA ARP 2100 within 10 NM					



NM to NEXT WPT	4.1	4.0	3.0	2.0	1.0	SYDNF	5.0	4.0	3.0	2.0	1.5	1.0	SYDNM
ALTITUDE	3000'	2980'	2660'	2340'	2020'	1700'	1650'	1330'	1010'	690'	520'	370'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	<div style="border: 1px solid black; padding: 5px;"> 155° 600' RT D → SYDNH </div>	
Descent angle	3.00°	372	478	531	637	743	PAPI	PAPI		
LNAV/VNAV: MAP at DA										
LNAV: MAP at SYDNM										

STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND		<div style="border: 1px solid black; padding: 5px;"> No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 </div>
LNAV/VNAV DA(H) 370' (363')	LNAV MDA(H) 520' (513')			
HIALS out	HIALS out	Max Kts	MDA(H)	
A		100	710' (689') - 2.4 km	
B		135		
C	2.0 km	180	1000' (979') - 4.0 km	
D		205	1000' (979') - 5.0 km	

PANS OPS

CHANGES: URDEN waypoint, approach speeds, altitude.

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YSSY/SYD
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SYDNEY, NSW, AUSTRALIA

3 NOV 17

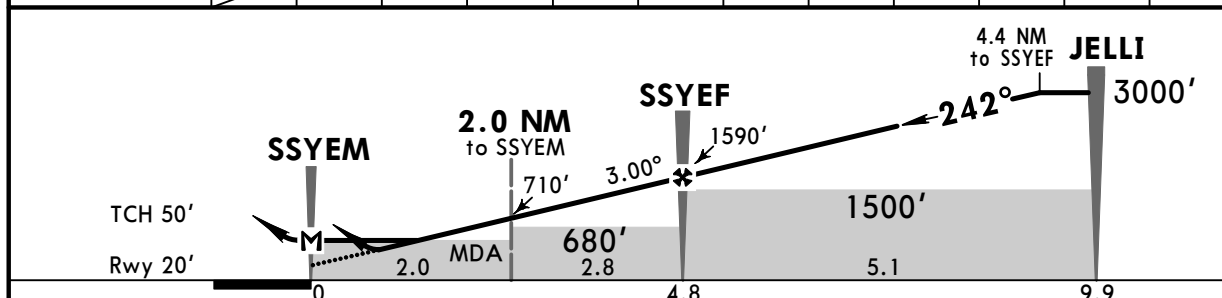
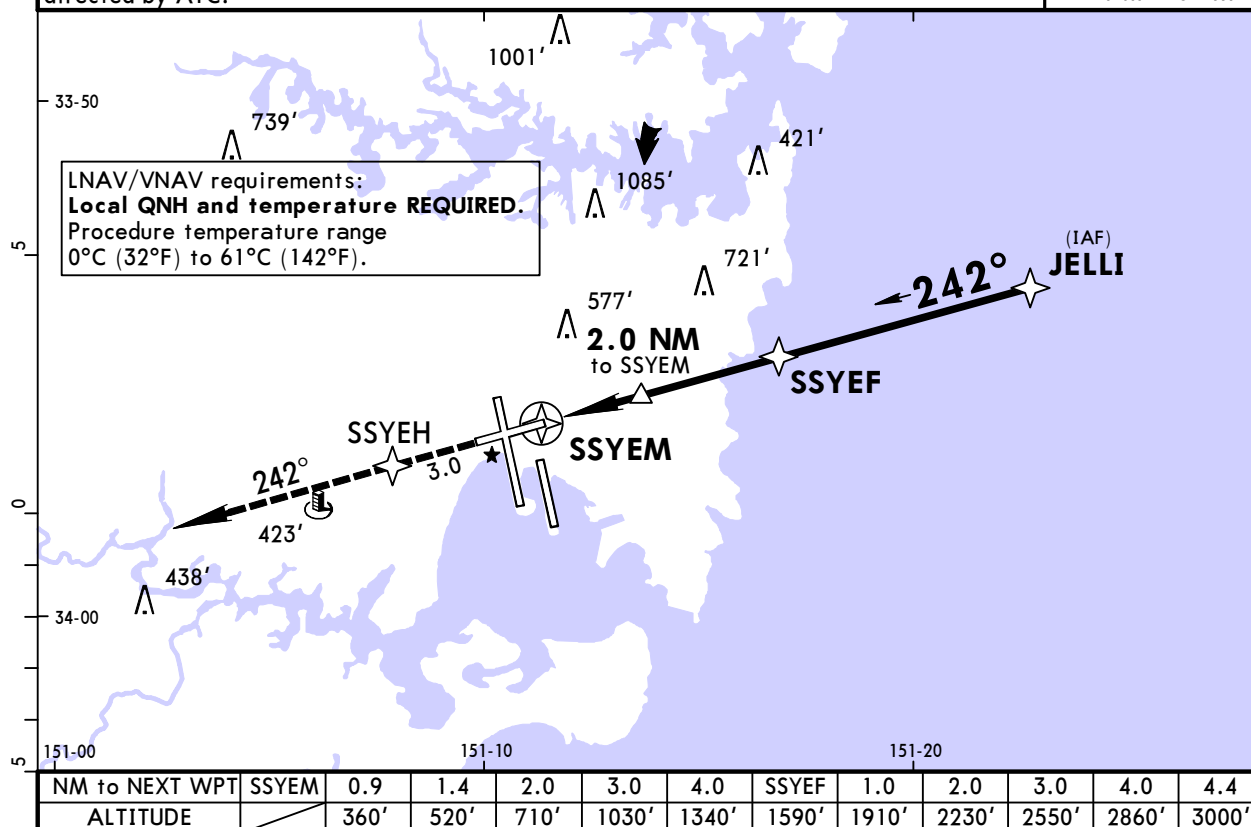
Eff 9 Nov

(12-4)

RNAV-Z (GNSS) Rwy 25

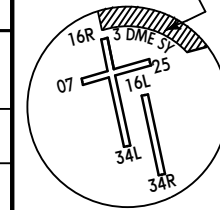
BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
		North	South	West	East
118.55	126.25	124.4	128.3	126.1	125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L	
120.5		124.7	126.5	121.7	
RNAV	Final Apch Crs 242°	Procedure Alt SSYEF 1590' (1570')	LNAV/VNAV DA(H) 360' (340')	Apt Elev 21' Rwy 20'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track direct to SSYEH, thence track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max for initial 210 KT. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from Threshold, 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI		SSYEH
Descent angle 3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA									
LNAV: MAP at SSYEM									

PANS OPS

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
LNAV/VNAV		LNAV	Max Kts	MDA(H)	
DA(H) 360' (340')		MDA(H) 520' (500')			
A	1.9 km	2.8 km	100	710'(689') - 2.4 km	
B			135	1000'(979') - 4.0 km	
C			180	1000'(979') - 5.0 km	
D			205		

CHANGES: None.

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YSSY/SYD

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JEPPESEN

SYDNEY, NSW, AUSTRALIA

18 MAY 18

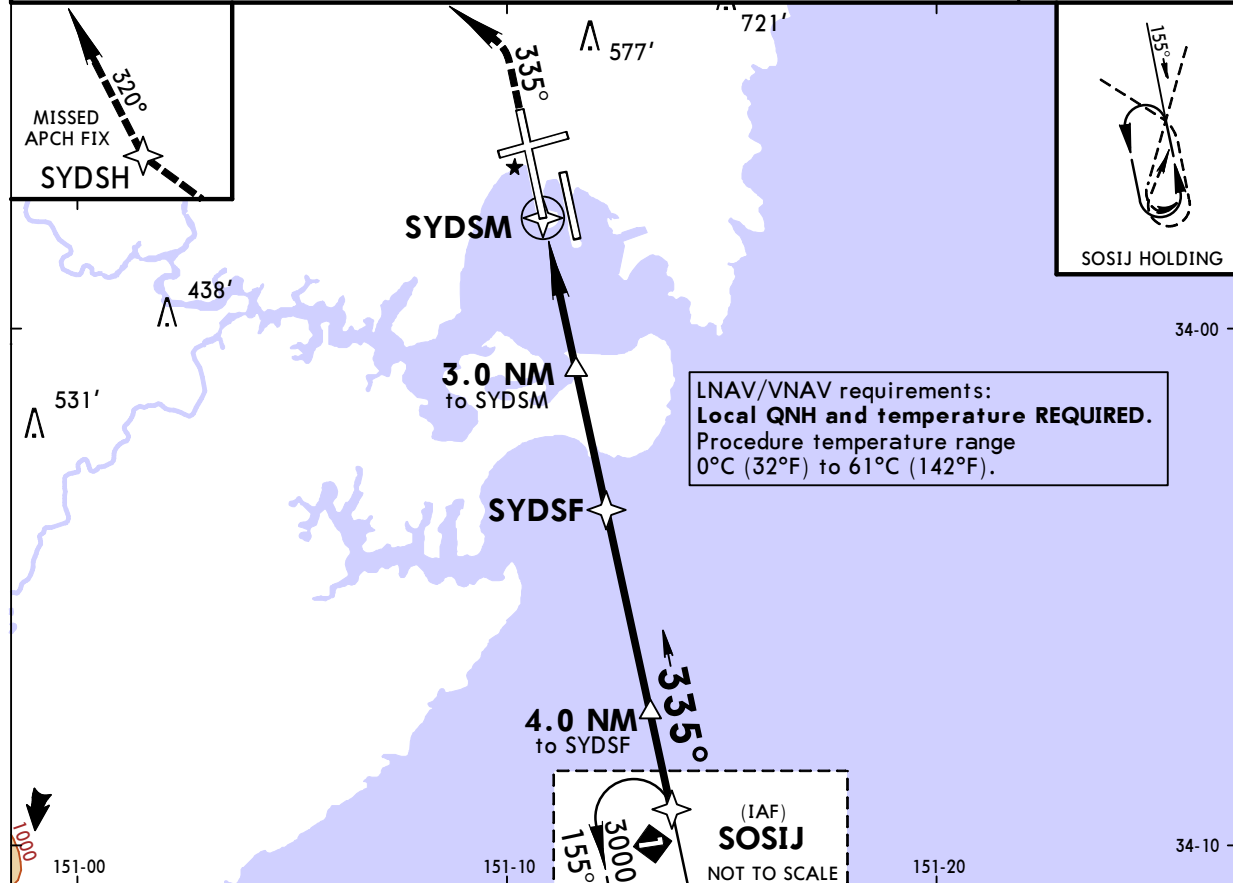
Eff 24 May

(12-5)

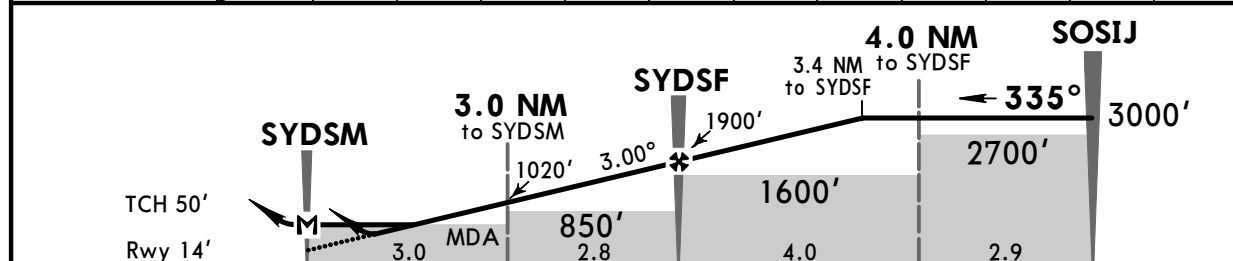
RNAV-Z (GNSS) Rwy 34L

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 335°	Procedure Alt SYDSF 1900' (1886')	RNAV/VNAV DA(H) 370' (356')	Apt Elev 21' Rwy 14'	2700
MISSED APCH: Track 335°, at MANDATORY 500' turn LEFT, track direct to SYDSH, then track 320°. Climb to 3000' or as directed by ATC.					MSA ARP 2100 within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max for initial and holding: 210 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.					



NM to NEXT WPT	SYDSM	1.0	1.2	2.0	3.0	4.0	5.0	SYDSF	1.0	2.0	3.0	3.4
ALTITUDE		370'	450'	700'	1020'	1340'	1660'	1900'	2220'	2540'	2860'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY		
Descent Angle	3.00°	372	478	531	637	743	849	335°	500'	
RNAV/VNAV: MAP at DA										
RNAV: MAP at SYDSM										

STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
RNAV/VNAV DA(H) 370' (356')		RNAV MDA(H) 450' (436')		Max Kts	
HIALS out		HIALS out		MDA(H)	
2.0 km		2.5 km		710' (689') - 2.4 km	
				1000' (979') - 4.0 km	
				1000' (979') - 5.0 km	

CHANGES: None.

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YSSY/SYD

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JEPPESEN

SYDNEY, NSW, AUSTRALIA

18 MAY 18

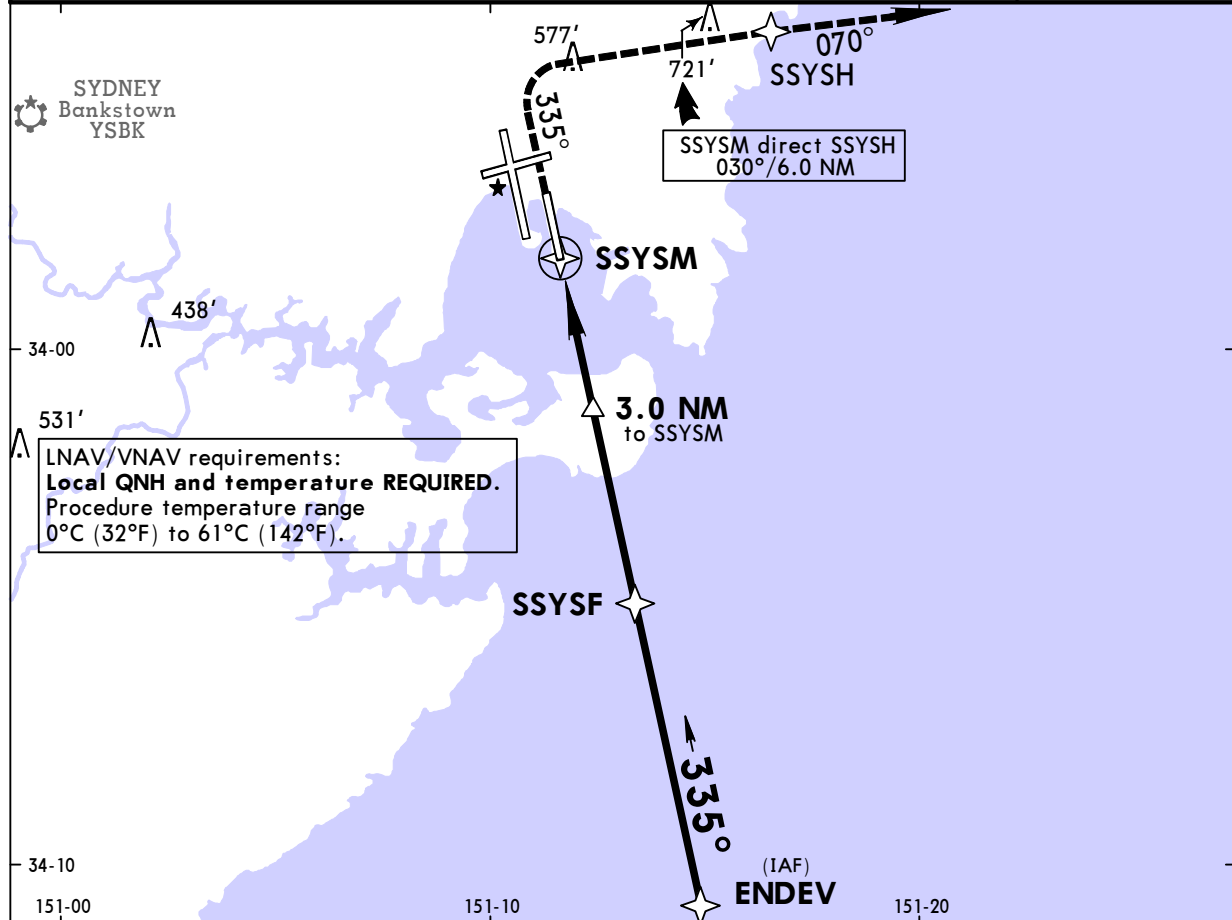
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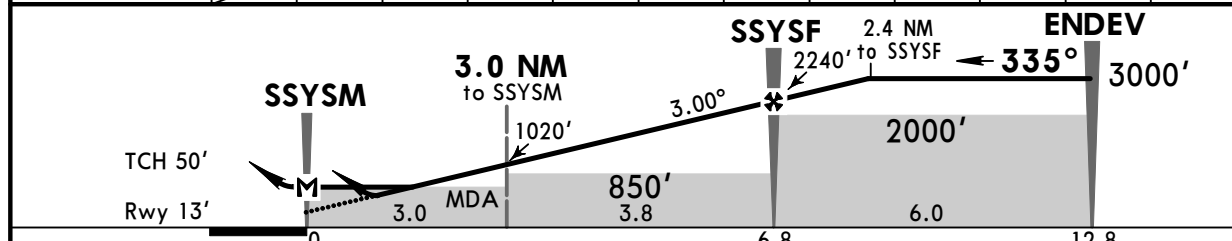
RNAV-Z (GNSS) Rwy 34R

BRIEFING STRIP™

ATIS 118.55126.25		SYDNEY Approach (R) North 124.4South 128.3		Director West 126.1East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7			Rwy 16R/34L & 07/25 120.5		Ground West of Rwy 16R/34L 126.5
East of Rwy 16R/34L 121.7					
RNAV	Final Apch Crs 335°	Procedure Alt SSYSF 2240' (2227')	LNAV/VNAV DA(H) 470' (457')	Apt Elev 21' Rwy 13'	<div>2700</div> <div>MSA ARP 2100 within 10 NM</div>
MISSED APCH: Track 335°, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPaRwy Elev: 0 hPaTrans level: FL 110Trans alt: 10000'					
1. Max for initial 210 KT, for missed approach: 190 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



NM to NEXT WPT	SSYSM	1.3	1.5	2.0	3.0	4.0	5.0	6.0	SSYSF	1.0	2.0	2.4
ALTITUDE		470'	550'	700'	1020'	1340'	1660'	1970'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	MANDATORY 335° 600'	RT	D	SSYSH
Descent Angle	3.00°	372	478	531	637	743					
LNAV/VNAV: MAP at DA											
LNAV: MAP at SSYSM											

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 470' (457')		MDA(H) 550' (537')					
HIALS out		HIALS out					
A					A		
B	2.6 km		3.0 km		B	NOT AUTHORIZED	
C					C		
D					D		

PANS OPS

YSSY/SYD

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JEPPESEN SYDNEY, NSW, AUSTRALIA

3 NOV 17

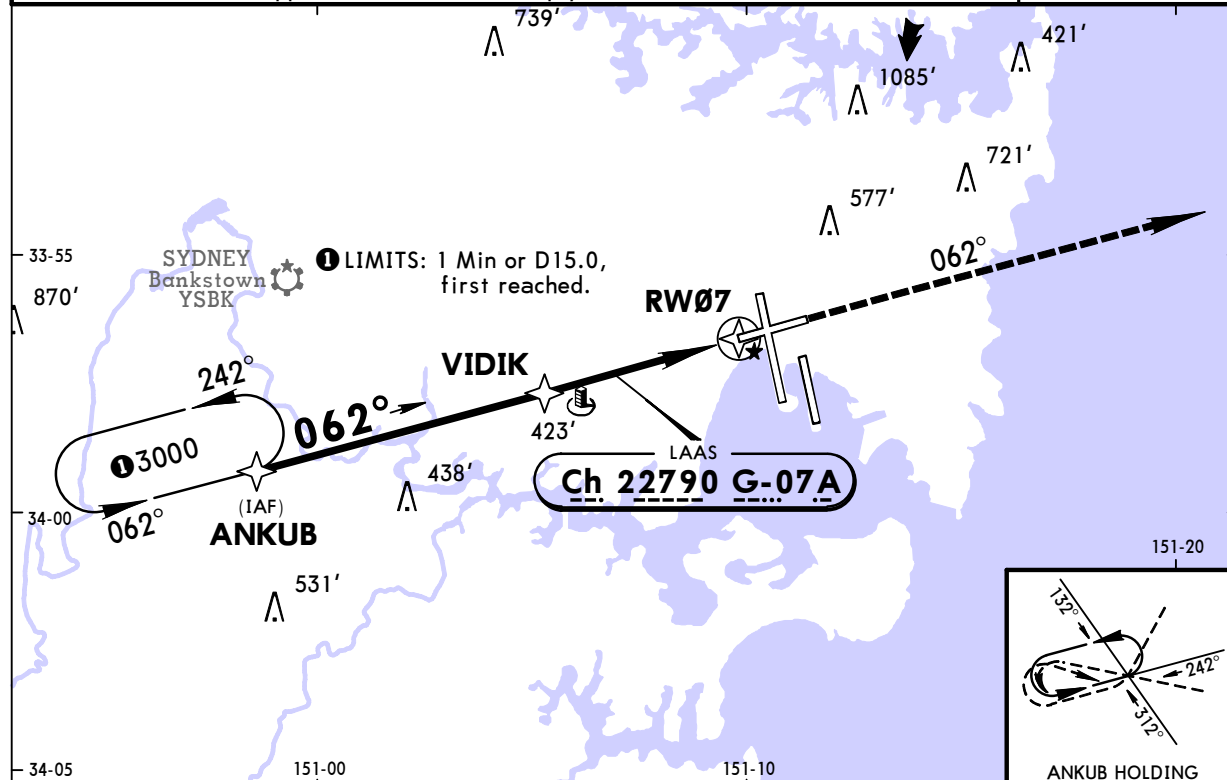
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Eff 9 Nov

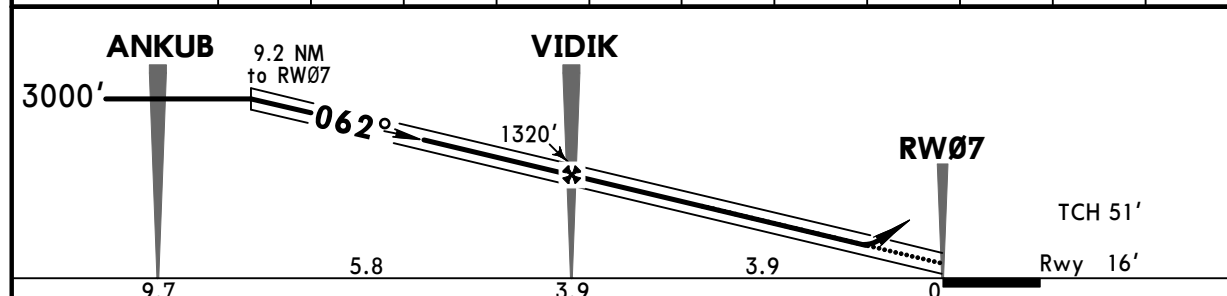
GLS Rwy 07

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7
LAAS Ch 22790 G-07A	Final Apch Crs 062°	GP VIDIK 1320' (1304')	GLS DA(H) 270' (254')	Apt Elev 21' Rwy 16'	<div>2700</div>
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.					

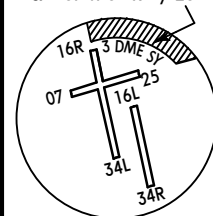


NM to RW07	9.2	9.0	8.0	7.0	6.0	5.0	3.9	3.0	2.0	1.0	0.6
ALTITUDE	3000'	2930'	2610'	2300'	1980'	1660'	1320'	1020'	700'	390'	270'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	062° ↑ 2000'
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at DA								

STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND		
GLS					
DA(H) 270' (254')			Max Kts	MDA(H)	
1.5 km			100	710' (689') - 2.4 km	
			135		
			180	1000' (979') - 4.0 km	
			205	1000' (979') - 5.0 km	

No Circling
Beyond D3.0 SY
East of Rwy 16R
& North of Rwy 25

PANS OPS

YSSY/SYD

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3 NOV 17

12-41

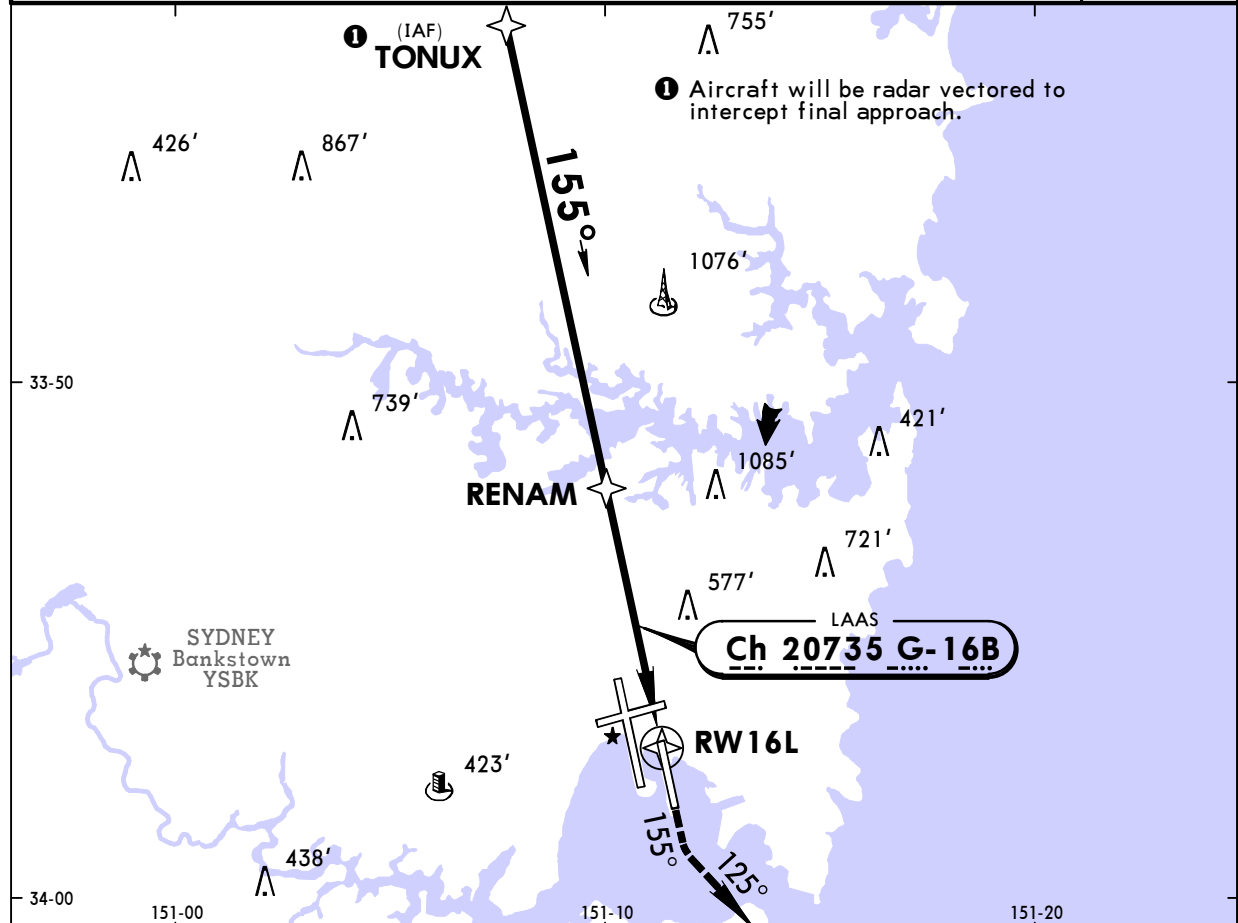
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JEPPESEN SYDNEY, NSW, AUSTRALIA

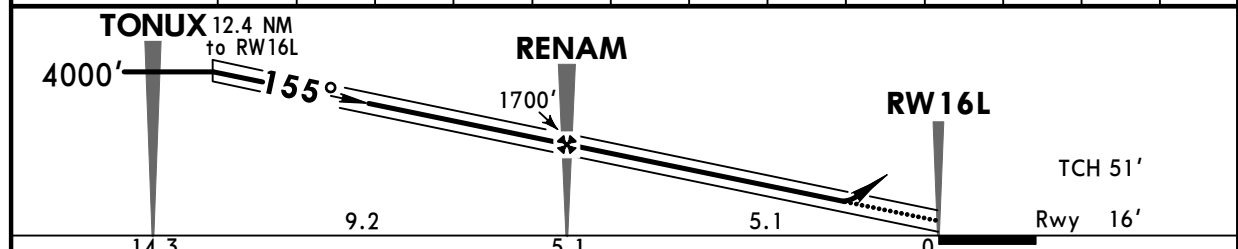
GLS Rwy 16L

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		Ground West of Rwy 16R/34L 126.5	
East of Rwy 16R/34L 121.7					
LAAS Ch 20735 G-16B	Final Apch Crs 155°	GP RENAM 1700' (1684')	GLS DA(H) 220' (204')	Apt Elev 21' Rwy 16'	2700
MISSED APCH: Track 155°. At MANDATORY 600' turn LEFT, track 125°. Climb to 3000' or as directed by ATC.					MSA ARP 2100 within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160-150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					



NM to RW16L	12.4	11.0	10.0	9.0	8.0	7.0	6.0	5.1	4.0	3.0	2.0	1.0	0.5
ALTITUDE	4000'	3570'	3250'	2930'	2610'	2300'	1980'	1700'	1340'	1020'	700'	390'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY	
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	155°	600'
MAP at DA									LT	125°

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
GLS					
DA(H) 220' (204')					
FULL	HIRL out	HIALS out			

PANS OPS

A	RVR 550m	1.2 km	1.5 km	A	NOT AUTHORIZED
B	VIS 0.8 km			B	
C				C	
D				D	

YSSY/SYD

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3 NOV 17

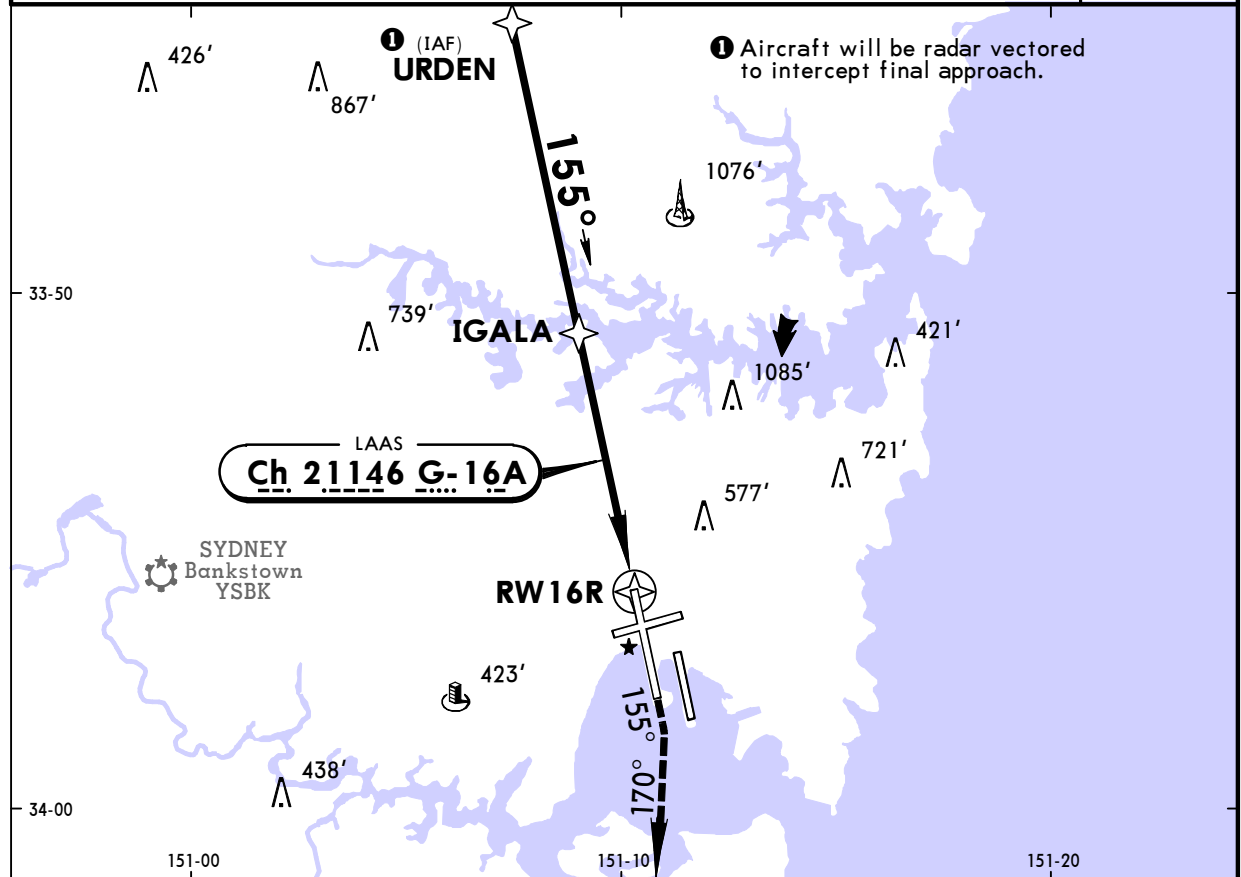
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Eff 9 Nov

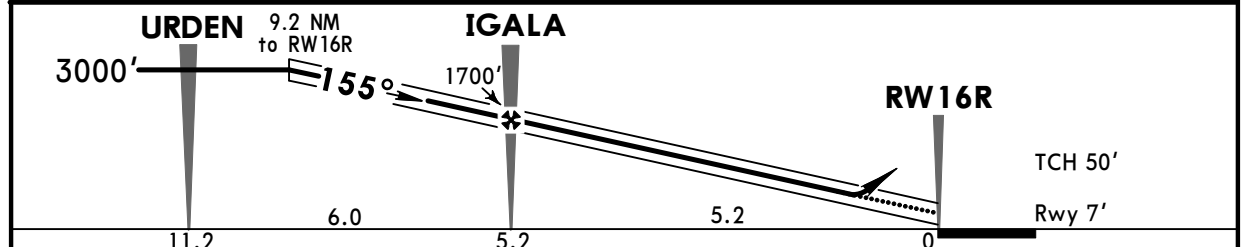
JEPPESEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 16R

BRIEFING STRIP

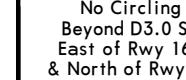
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L	
120.5		124.7	126.5	121.7	
LAAS Ch 21146 G-16A	Final Apch Crs 155°	GP IGALA 1700' (1693')	GLS DA(H) 210' (203')	Apt Elev 21' Rwy 7'	<div>2700</div>
MISSED APCH: Track 155°. At MANDATORY 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					
					MSA ARP 2100 within 10 NM



NM to RW16R	9.2	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2920'	2600'	2290'	1970'	1700'	1330'	1010'	690'	380'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	155°	170°
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	600'	RT	
MAP at DA										

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
GLS				MDA(H)		
DA(H) 210' (203')						
FULL		HIRL out	HIALS out	Max Kts		
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100		
B				135	710'(689') - 2.4 km	
C				180	1000'(979') - 4.0 km	
D				205	1000'(979') - 5.0 km	

CHANGES: URDEN and IGALA waypoints, approach speeds, profile.

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YSSY/SYD

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3 NOV 17

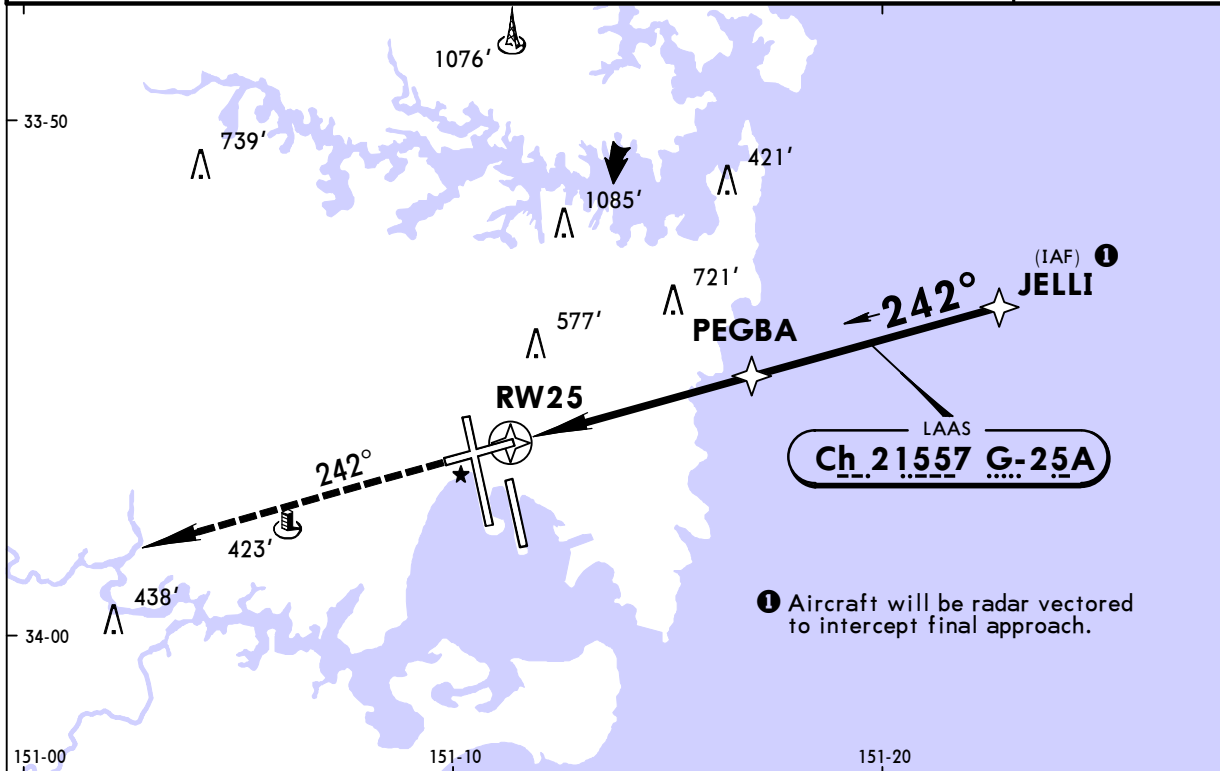
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Eff 9 Nov

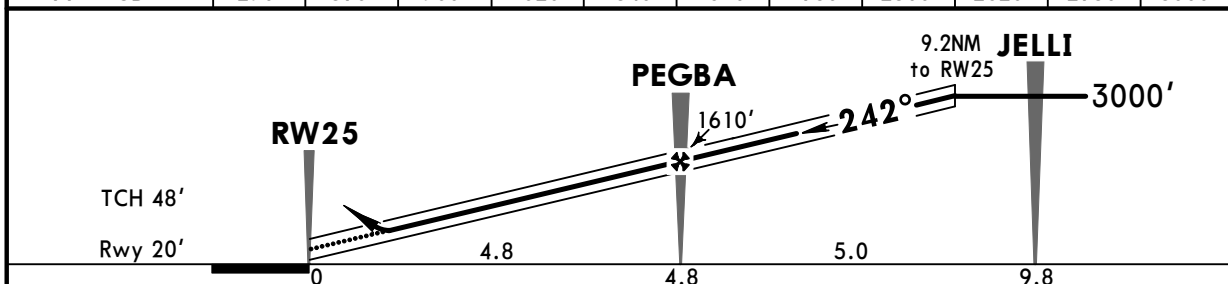
JEPPESEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 25

BRIEFING STRIP

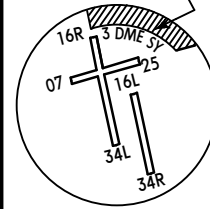
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7	
LAAS Ch 21557 G-25A	Final Apch Crs 242°	GP PEGBA 1610' (1590')	GLS DA(H) 270' (250')	Apt Elev 21' Rwy 20'	2700
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					MSA ARP 2100 within 10 NM
1. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					



NM to RW25	0.6	1.0	2.0	3.0	4.0	4.8	6.0	7.0	8.0	9.0	9.2
ALTITUDE	270'	390'	700'	1020'	1340'	1610'	1980'	2300'	2620'	2930'	3000'



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

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND				No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
GLS				MDA(H)					
DA(H) 270' (250')				710' (689') - 2.4 km					
1.5 km				1000' (979') - 4.0 km					
				1000' (979') - 5.0 km					
A	1.5 km			Max Kts					
B				100					
C				135					
D				180					
				205					

PANS OPS

YSSY/SYD
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10 AUG 18 (12-44)

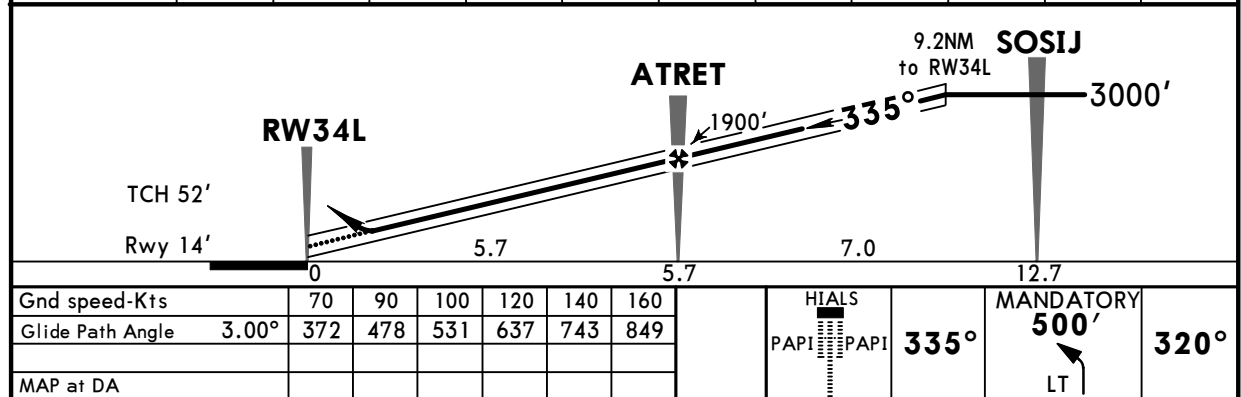
JEPPESEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 34L

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LAAS Ch 21968 G-34A	Final Apch Crs 335°	GP ATRET 1900' (1886')	GLS DA(H) 220' (206')	Apt Elev 21' Rwy 14'	2700
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT, track 320°. Climb to 3000' or as directed by ATC.					MSA ARP 2100 within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.					



NM to RW34L	0.5	1.0	2.0	3.0	4.0	5.0	5.7	7.0	8.0	9.0	9.2
ALTITUDE	220'	380'	700'	1020'	1340'	1660'	1900'	2300'	2610'	2930'	3000'



STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div>
GLS						
DA(H) 220' (206')						
FULL		HIRL out	HIALS out	Max Kts	MDA(H)	
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km	100	710'(689') - 2.4 km	
B				135		
C				180	1000'(979') - 4.0 km	
D				205	1000'(979') - 5.0 km	

PANS OPS

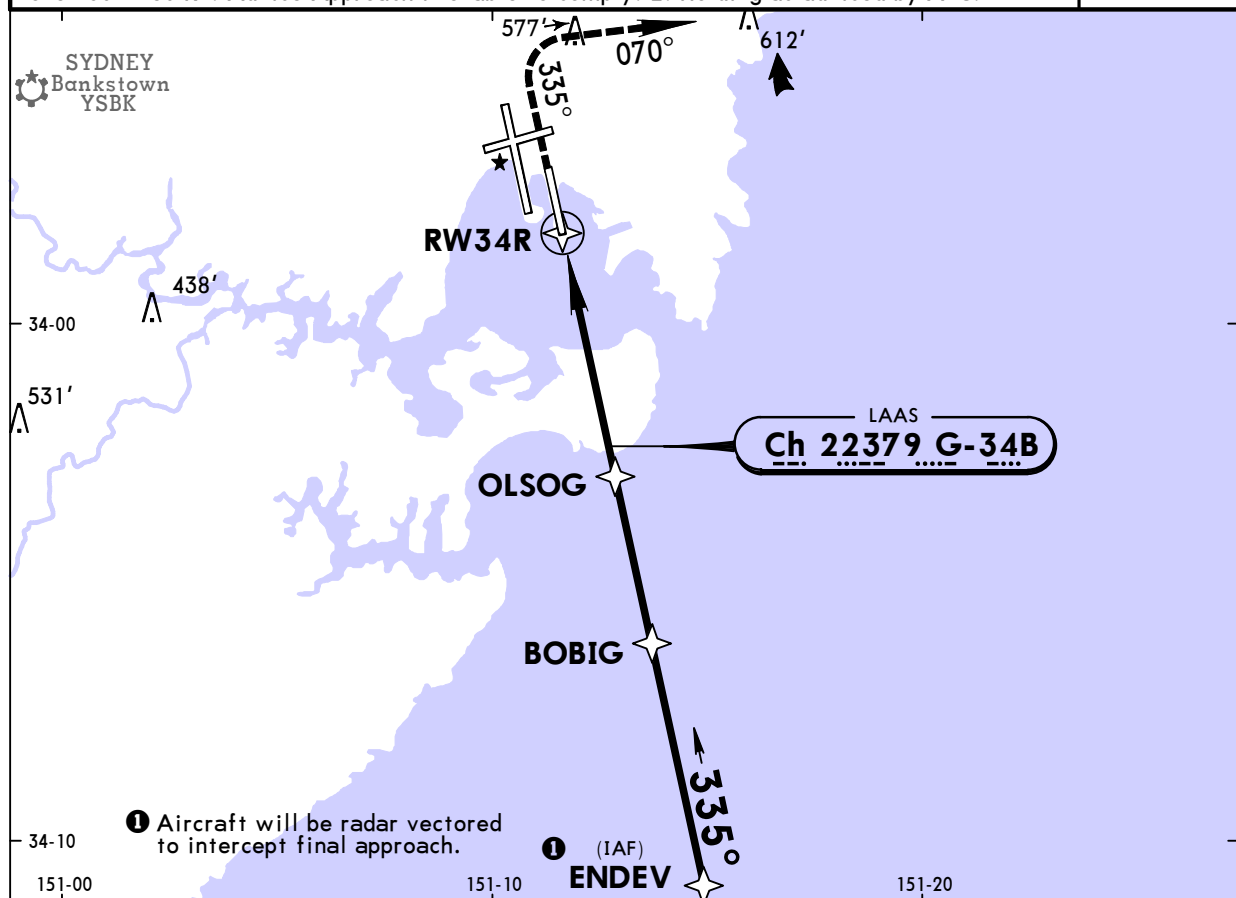
CHANGES: None.

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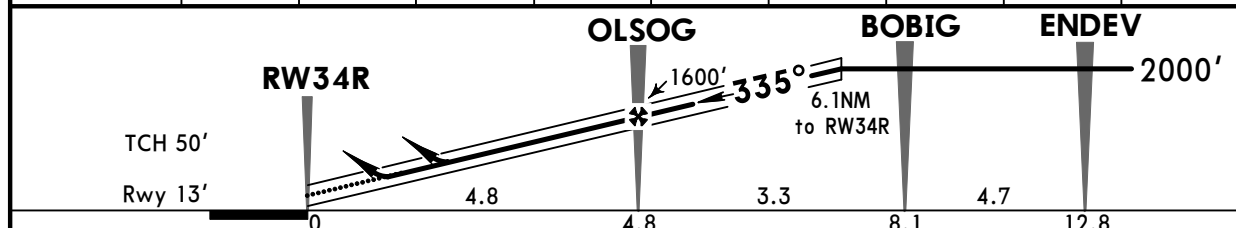
YSSY/SYD
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JEPPESEN SYDNEY, NSW, AUSTRALIA
10 AUG 18 (12-45) GLS Rwy 34R

ATIS 118.55		SYDNEY Approach (R) 126.25		Director North 124.4 South 128.3		West 126.1 East 125.3	
Rwy 16L/34R 124.7		SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
LAAS Ch 22379 G-34B	Final Apch Crs 335°	GP OLSOG 1600' (1587')	GLS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 13'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2700</div> <div style="text-align: center; margin-top: 10px;">MSA ARP 2100 within 10 NM</div>	
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT, track 070°.							
Climb to 2000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'	
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.							



NM to RW34R	0.7	1.0	1.2	2.0	3.0	4.0	4.8	5.0	6.1
ALTITUDE	270'	380'	460'	700'	1020'	1340'	1600'	1660'	2000'



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

STRAIGHT-IN LANDING RWY 34R						CIRCLE-TO-LAND			
Missed approach climb gradient 3.3%			GLS	Missed approach climb gradient 2.5%					
DA(H) 270' (257')				DA(H) 460' (447')					
FULL	HIRL out	HIALS out		FULL	HIRL out	HIALS out			

PANS OPS	A						A	NOT AUTHORIZED
	B	RVR 1000m	1.2 km	RVR 1500m	2.2 km	2.5 km	B	
	C	VIS 1.2 km		VIS 1.5 km			C	
	D						D	

CHANGES: Minimums.

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YBCS/CNS
CAIRNS INTL

JEPPESEN

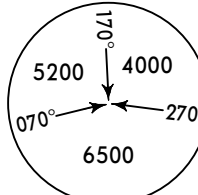
16 JUN 17 (10-2)

Eff 21 Jun 1600Z

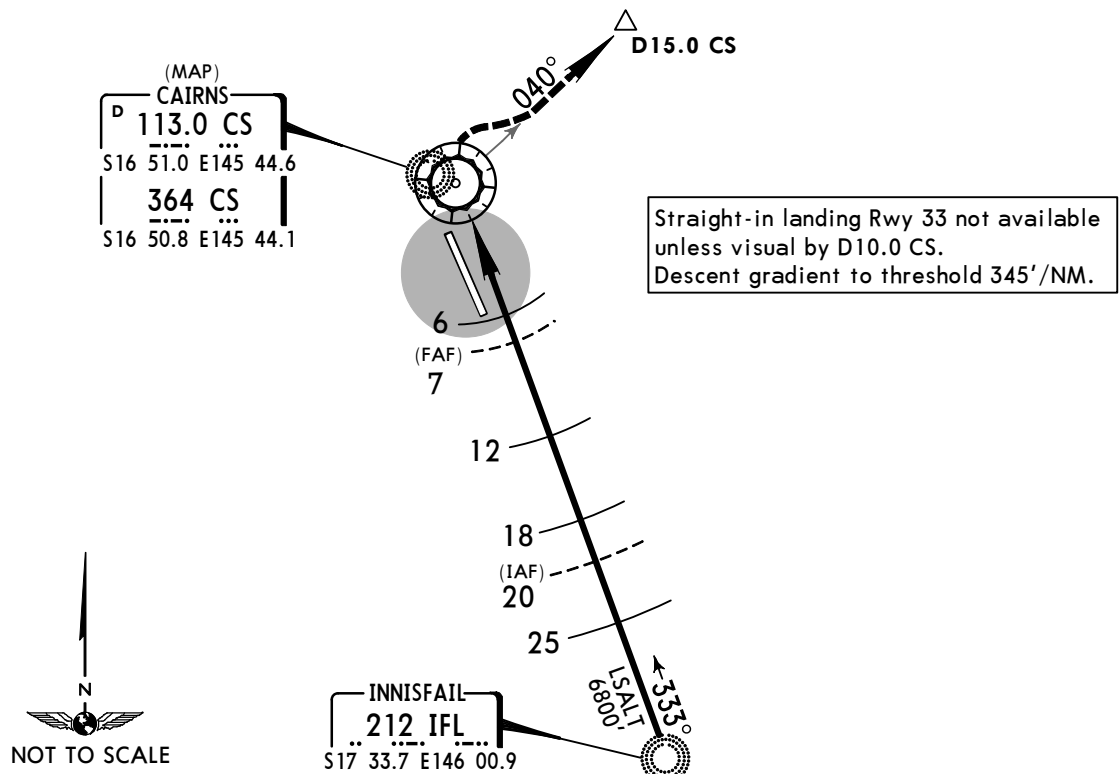
CAIRNS, QLD, AUSTRALIA

DME or GNSS ARRIVAL

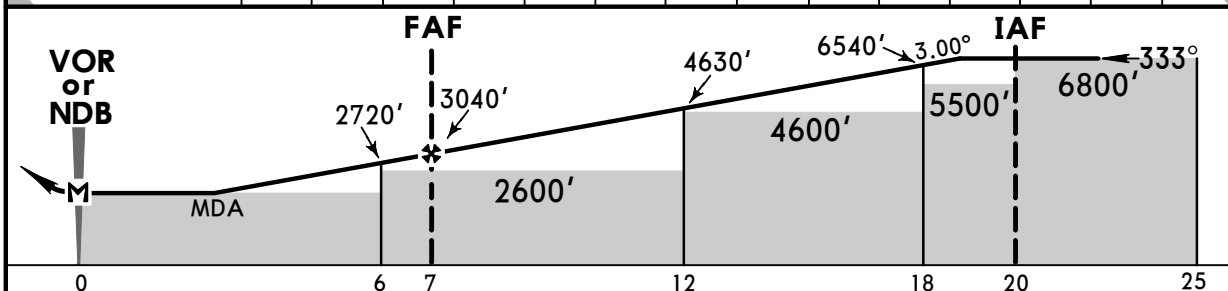
BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
VOR CS 113.0	NDB CS 364	Final Apch Crs 333°	Procedure Alt FAF 3040' (3030')	MDA(H) Refer to Minimums	Apt Elev 10'	
MISSED APCH: Turn RIGHT to intercept and track 040° from CS VOR or NDB, climb to 5000' and track to D15.0 CS or as directed by ATC.						
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000' DME using CS DME. Reference waypoint CS VOR.						

IFL NDB to CS VOR or NDB



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'

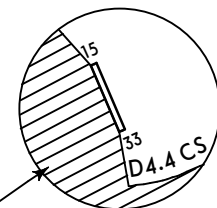


Gnd speed-Kts	70	90	100	120	140	160			CS 113.0 or 364	CS 040°
Descent Angle	3.00°	372	478	531	637	743			R-040	040°
MAP at VOR or NDB										

CIRCLE-TO-LAND

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

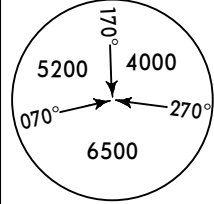
Max Kts	
A 100	
B 135	2.4 km
C 180	4.0 km
D 205	5.0 km


 No Circling West of Rwy 15/33 or
 beyond D4.4 CS to the SOUTH.

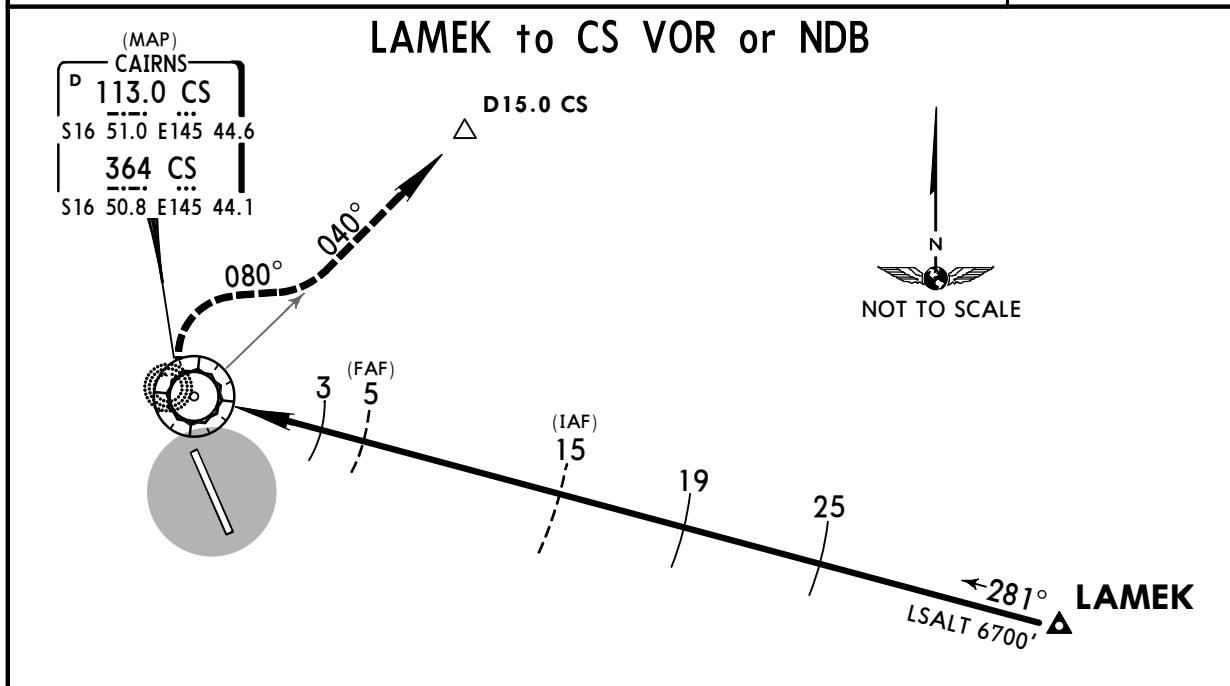
PANS OPS

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 (10-2A) Eff 21 Jun 1600Z DME or GNSS ARRIVAL

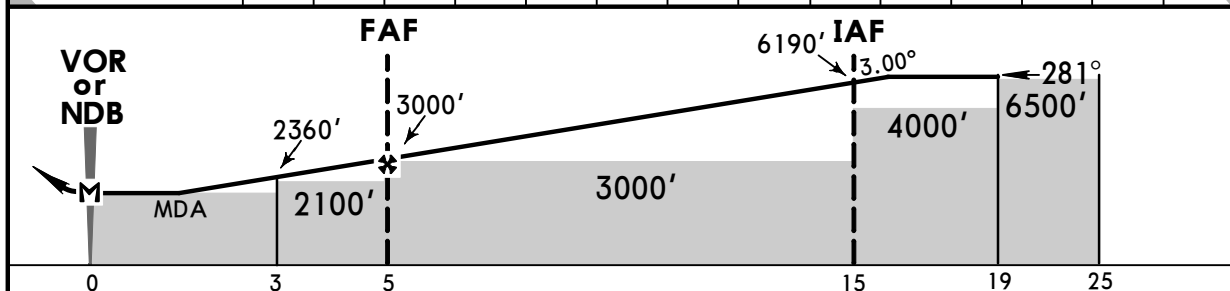
BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
VOR CS 113.0	NDB CS 364	Final Apch Crs 281°		Procedure Alt FAF 3000' (2990')		MDA(H) Refer to Minimums	
<p>MISSED APCH: Turn RIGHT track 080° to intercept and track 040° from CS VOR or NDB, climb to 5000' and track to D15.0 CS or as directed by ATC.</p> <p>LIMITATION: MAX 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).</p> <p>CAUTION: Do not delay turn onto 080° due to high terrain WEST of missed approach area.</p>							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'	
DME using CS DME. Reference waypoint CS VOR.							

MSA CS VOR
or CS NDB
5600 within
10 NM



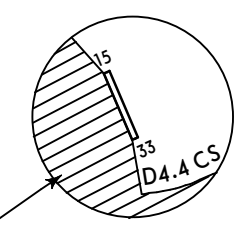
NM to VOR	0.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	16.0
ALTITUDE	1620'	2040'	2360'	2680'	3000'	3320'	3640'	3960'	4270'	4590'	4910'	5230'	5550'	6500'



Gnd speed-Kts	70	90	100	120	140	160	RT	080°	CS 113.0 R-040	CS 364 040°
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR or NDB										

PANS OPS

CIRCLE-TO-LAND		MDA(H)	
		A, B: 1620' (1610')	
		C, D: 1720' (1710')	
Max Kts			
A 100		2.4 km	
B 135		4.0 km	
C 180		5.0 km	
D 205			



No Circling West of Rwy 15/33 or beyond D4.4 CS to the SOUTH.

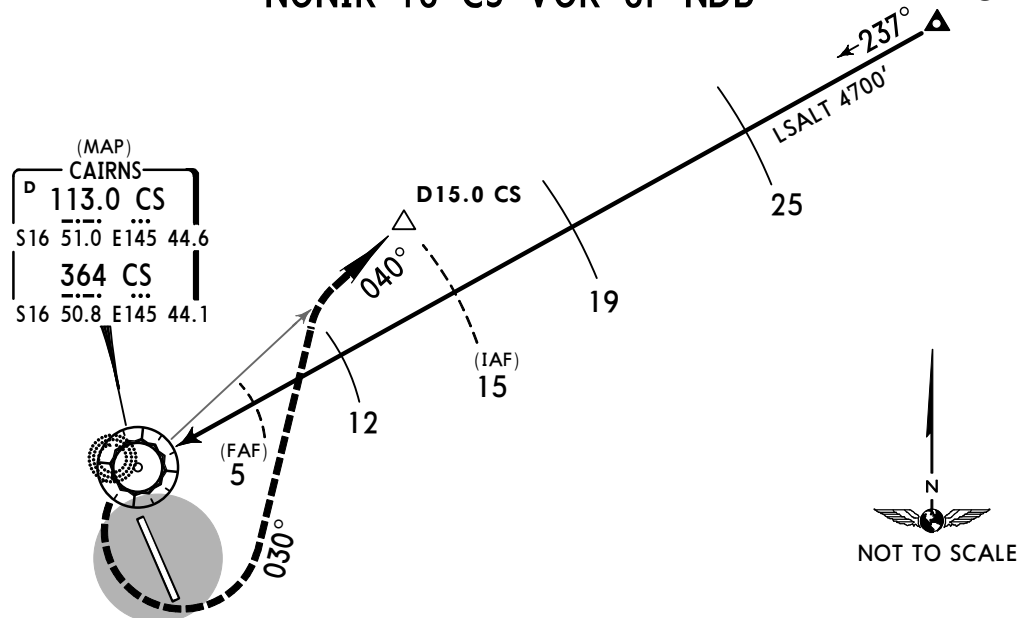
YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 (10-2B) Eff 21 Jun 1600Z DME or GNSS ARRIVAL

BRIEFING STRIP

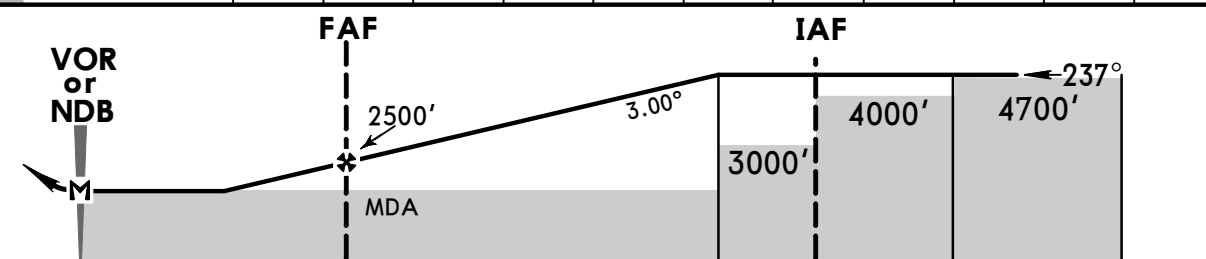

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
VOR CS 113.0	NDB CS 364	Final Apch Crs 237°	Procedure Alt FAF 2500' (2490')	MDA(H) 1780' (1770')	Apt Elev 10'	
<p>MISSED APCH: Turn LEFT track 030° to intercept and track 040° from CS VOR or NDB, climb to 5000' and track to D15.0 CS or as directed by ATC.</p> <p>LIMITATION: MAX 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).</p> <p>CAUTION: Do not delay turn onto 030° due to high terrain WEST of missed approach area.</p>						
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000' DME using CS DME. Reference waypoint CS VOR.						

NONIR to CS VOR or NDB

NONIR



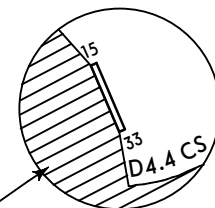
NM to VOR	2.8	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	1780'	1860'	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'	4700'

																																										
<table><tr><td>Gnd speed-Kts</td><td>70</td><td>90</td><td>100</td><td>120</td><td>140</td><td>160</td></tr><tr><td>Descent Angle 3.00°</td><td>372</td><td>478</td><td>531</td><td>637</td><td>743</td><td>849</td></tr><tr><td>MAP at VOR or NDB</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>							Gnd speed-Kts	70	90	100	120	140	160	Descent Angle 3.00°	372	478	531	637	743	849	MAP at VOR or NDB							 LT		030°		<table><tr><td>CS</td><td></td><td>CS</td></tr><tr><td>113.0</td><td>or</td><td>364</td></tr><tr><td>R-040</td><td></td><td>040°</td></tr></table>		CS		CS	113.0	or	364	R-040		040°
Gnd speed-Kts	70	90	100	120	140	160																																				
Descent Angle 3.00°	372	478	531	637	743	849																																				
MAP at VOR or NDB																																										
CS		CS																																								
113.0	or	364																																								
R-040		040°																																								

CIRCLE-TO-LAND

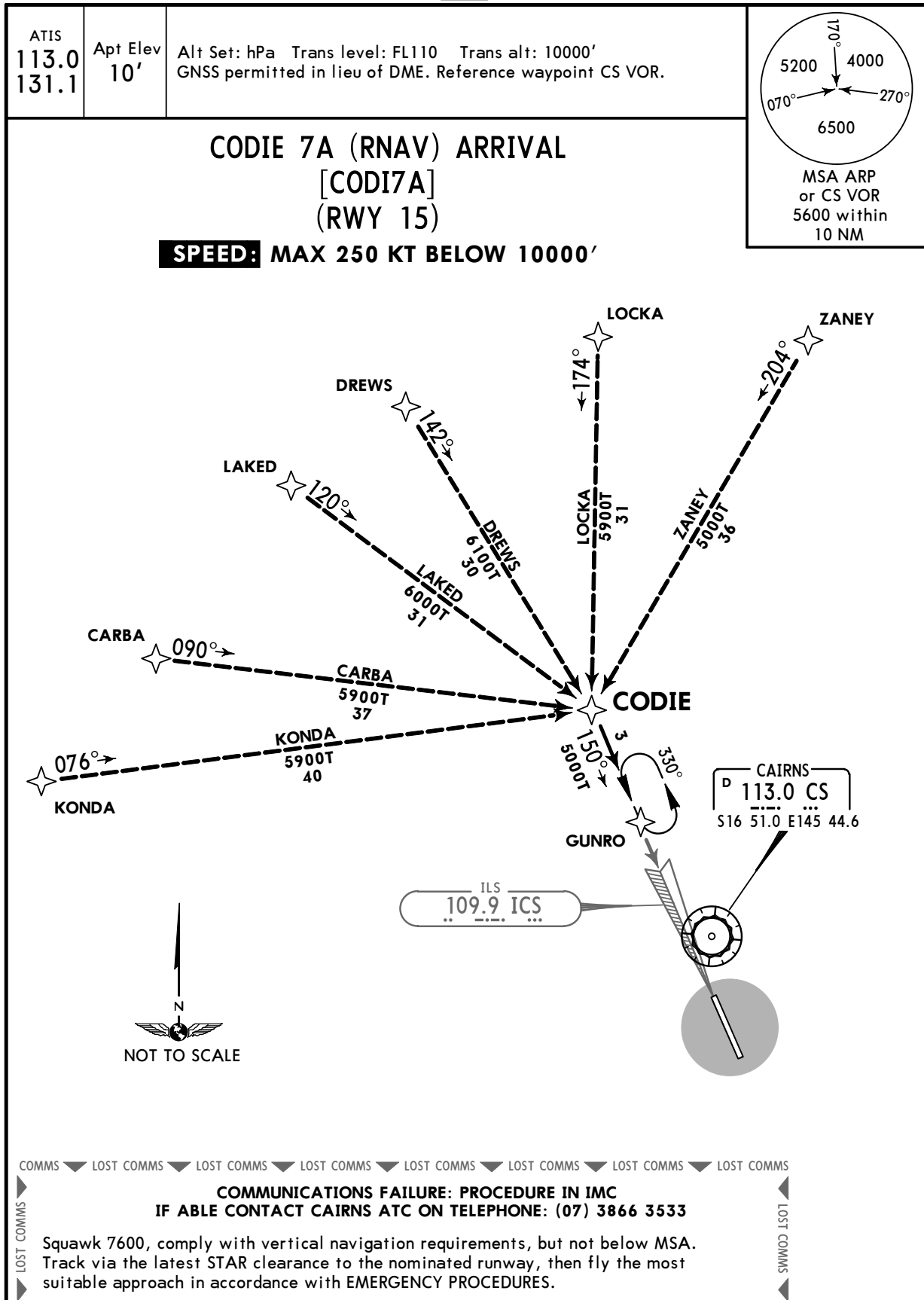
MDA(H) 1780' (1770')

	Max Kts	
A	100	
B	135	2.4 km
C	180	4.0 km
D	205	5.0 km



No Circling West of Rwy 15/33 or beyond D4.4 CS to the SOUTH.

PANS OPS

YBCS/CNS
CAIRNS INTL
JEPPESSEN CAIRNS, QLD, AUSTRALIA
 16 JUN 17 **10-2C** Eff 21 Jun 1600Z **RNAV STAR**


TRANSITIONS	ROUTING
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.
ROUTING	
From CODIE track 150° to GUNRO. Track via ILS RWY 15 or LOC RWY 15.	

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 **10-2D** Eff 21 Jun 1600Z **RNAV STAR**

ATIS
113.0
131.1

Apt Elev
10'

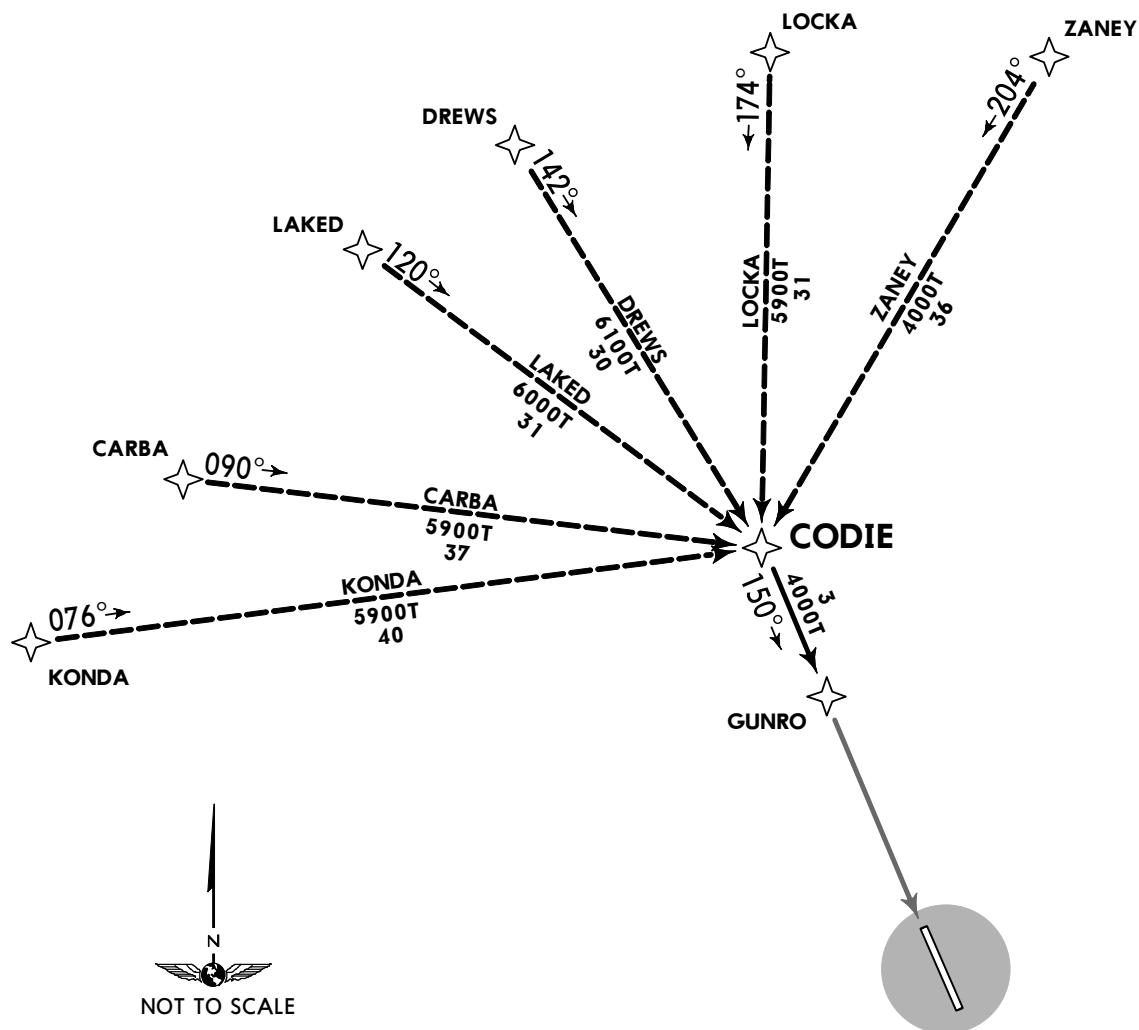
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

CODIE 7X (RNAV) ARRIVAL
[CODI7X]
(RWY 15)

SPEED: MAX 250 KT BELOW 10000'

170°
5200
070°
4000
270°
6500

MSA ARP
5600 within
10 NM



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

LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533
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

TRANSITIONS	ROUTING
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.
ROUTING	
From CODIE track 150° to GUNRO thence via RNAV-X (RNP) RWY 15.	

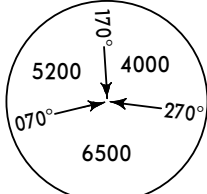
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 **10-2E** Eff 21 Jun 1600Z **RNAV STAR**

ATIS
113.0
131.1

Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'
GNSS permitted in lieu of DME. Reference waypoint CS VOR.



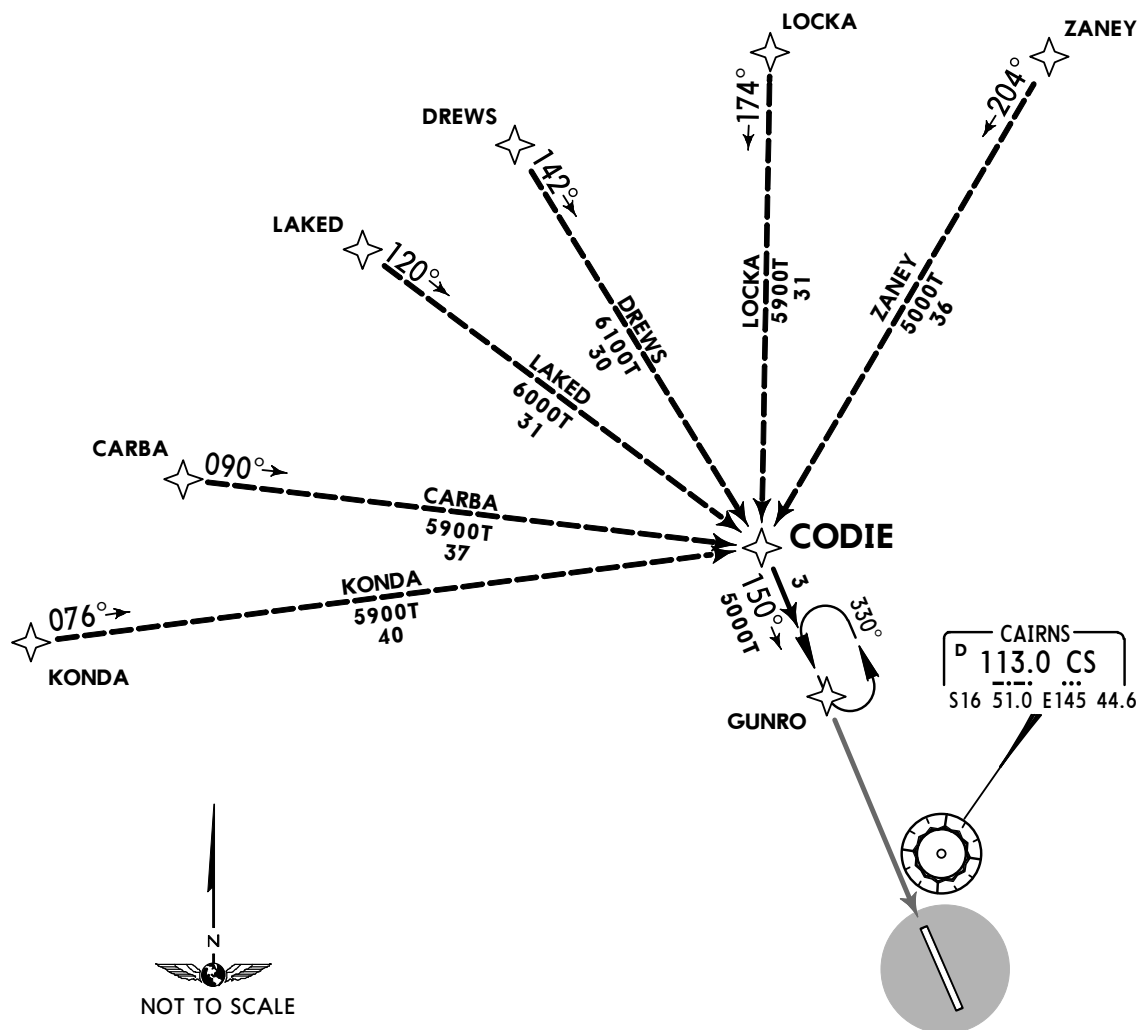
MSA ARP
5600 within
10 NM

CODIE 7Z (RNAV) ARRIVAL

[CODI7Z]

(RWY 15)

SPEED: MAX 250 KT BELOW 10000'

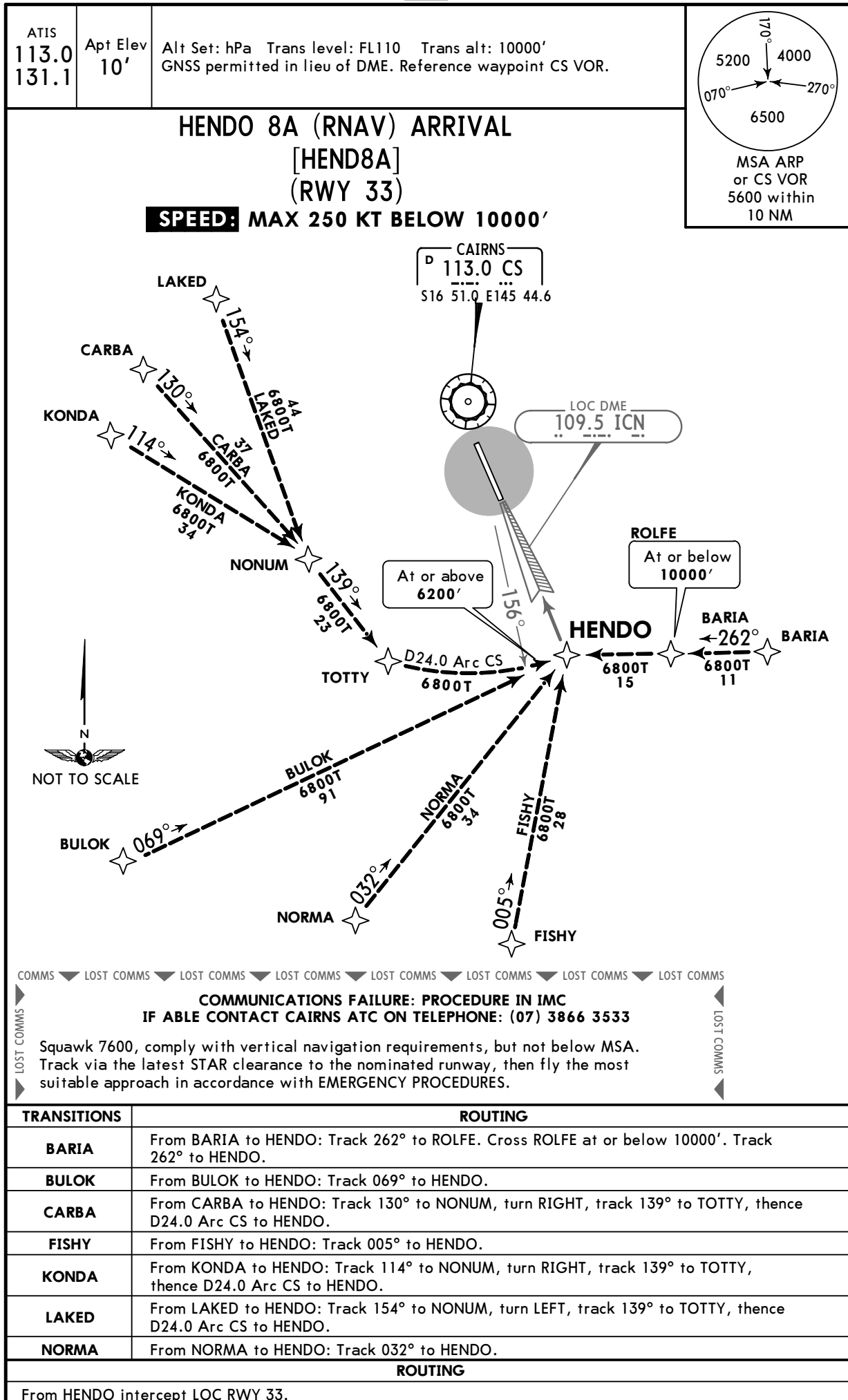


COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533

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.

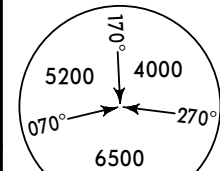
TRANSITIONS	ROUTING
CARBA	From CARBA track 090° to CODIE.
DREWS	From DREWS track 142° to CODIE.
KONDA	From KONDA track 076° to CODIE.
LAKED	From LAKED track 120° to CODIE.
LOCKA	From LOCKA track 174° to CODIE.
ZANEY	From ZANEY track 204° to CODIE.
ROUTING	
From CODIE track 150° to GUNRO. Track via RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.	

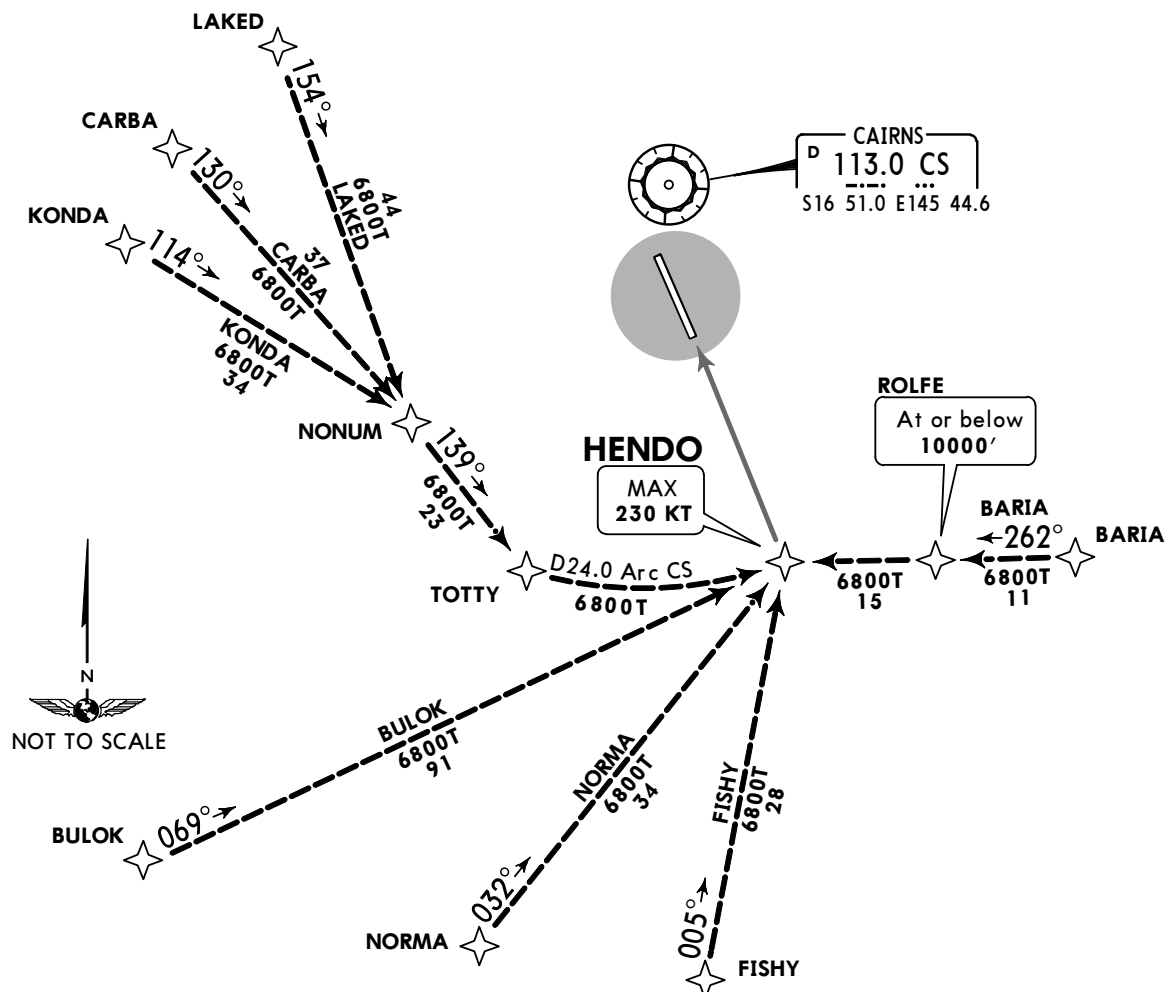
YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 (10-2F) Eff 21 Jun 1600Z RNAV STAR

YBCS/CNS
CAIRNS INTL
JEPPesen CAIRNS, QLD, AUSTRALIA
 23 FEB 18 **(10-2G)** Eff 1 Mar **RNAV STAR**

 ATIS
113.0
131.1

 Apt Elev
10'

 Alt Set: hPa Trans level: FL110 Trans alt: 10000'
 GNSS permitted in lieu of DME. Reference waypoint CS VOR.

 MSA ARP
 5600 within
 10 NM

HENDO 8Y (RNAV) ARRIVAL
[HEND8Y]
(RWY 33)
SPEED: MAX 250 KT BELOW 10000'


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

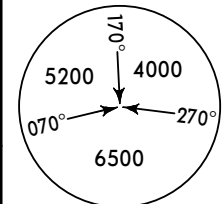
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533

 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.

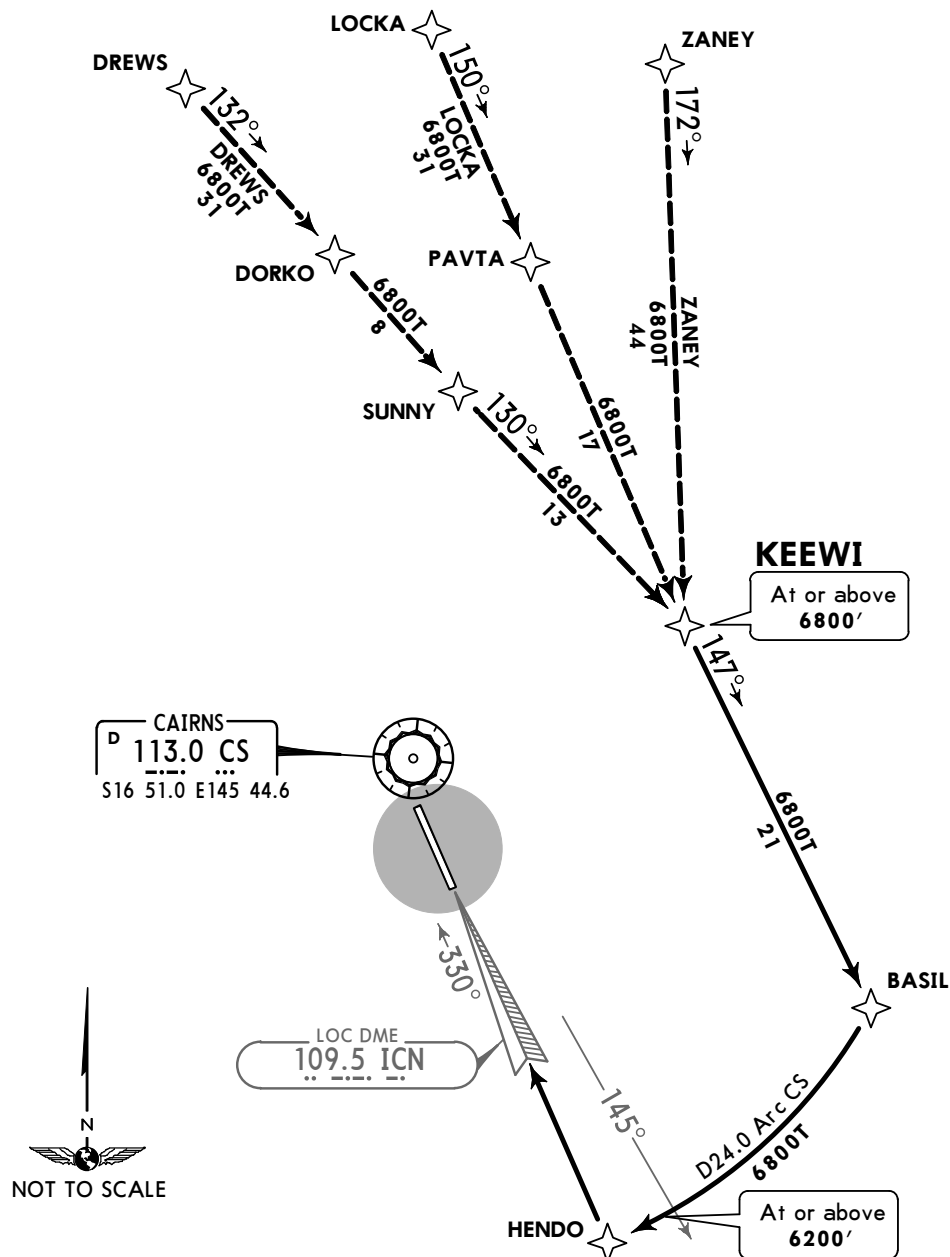
TRANSITIONS	ROUTING
BARIA	From BARIA to HENDO: Track 262° to ROLFE. Cross ROLFE at or below 10000'. Track 262° to HENDO.
BULOKE	From BULOKE to HENDO: Track 069° to HENDO.
CARBA	From CARBA to HENDO: Track 130° to NONUM, turn RIGHT, track 139° to TOTTY, thence D24.0 Arc CS to HENDO.
FISHY	From FISHY to HENDO: Track 005° to HENDO.
KONDA	From KONDA to HENDO: Track 114° to NONUM, turn RIGHT, track 139° to TOTTY, thence D24.0 Arc CS to HENDO.
LAKED	From LAKED to HENDO: Track 154° to NONUM, turn LEFT, track 139° to TOTTY, thence D24.0 Arc CS to HENDO.
NORMA	From NORMA to HENDO: Track 032° to HENDO.
ROUTING	
From HENDO track via RNAV-Y (RNP) RWY 33. MAX 230 KT from HENDO.	

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 10-2H Eff 1 Mar RNAV STARATIS
113.0
131.1Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
or CS VOR
5600 within
10 NM

KEEWI 1A (RNAV) ARRIVAL

[KEWI1A]
(RWY 33)**SPEED: MAX 250 KT BELOW 10000'**

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) 3866 3533Squawk 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.

TRANSITIONS	ROUTING
DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.
ROUTING	
Cross KEEWI at or above 6800'. From KEEWI track 147° to BASIL, thence via D24.0 Arc CS for LOC RWY 33.	

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

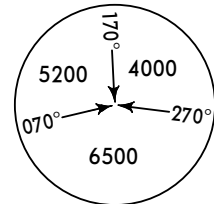
10-2J

Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

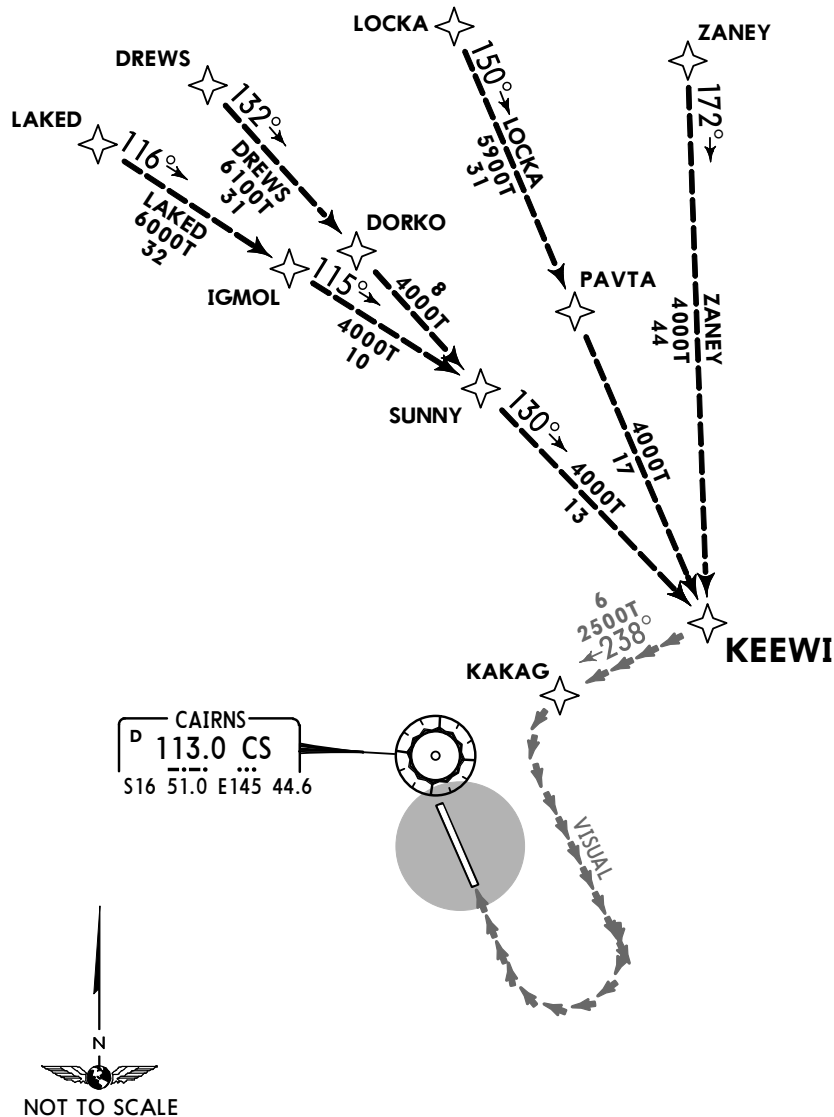
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
or CS VOR
5600 within
10 NM

KEEWI 1V (RNAV) ARRIVAL

[KEWI1V]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most
suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS

LOST COMMS

TRANSITIONS	ROUTING
DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LAKED	From LAKED track 116° to IGMOL. Track 115° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.
ROUTING	
Turn RIGHT, track 238° to KAKAG. At KAKAG turn LEFT track for RIGHT base RWY 33.	

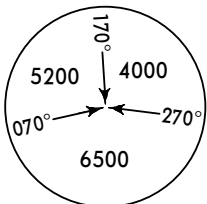
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 **(10-2K)** Eff 1 Mar **RNAV STAR**

ATIS
113.0
131.1

Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'

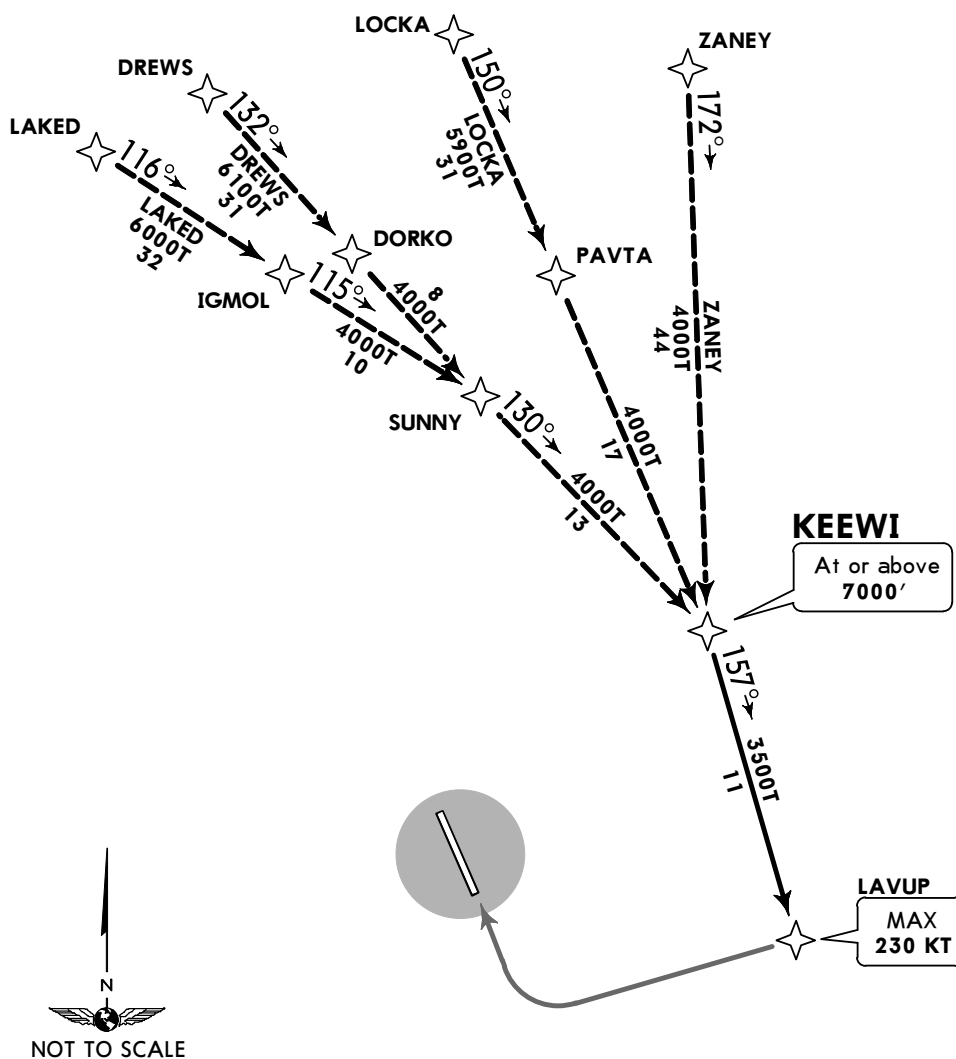


MSA ARP
5600 within
10 NM

KEEWI 1X (RNAV) ARRIVAL

[KEWI1X]
(RWY 33)

SPEED: MAX 250 KT BELOW 10000'



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) 3866 3533

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.

TRANSITIONS	ROUTING
DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LAKED	From LAKED track 116° to IGMOL. Track 115° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.
ROUTING	
Cross KEEWI at or above 7000'. From KEEWI track 157° to LAVUP, thence via RNAV-X (RNP) RWY 33. MAX 230 KT from LAVUP.	

YBCS/CNS
CAIRNS INTL



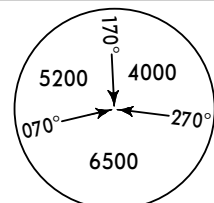
JEPPESEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 10-2L Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1

Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'



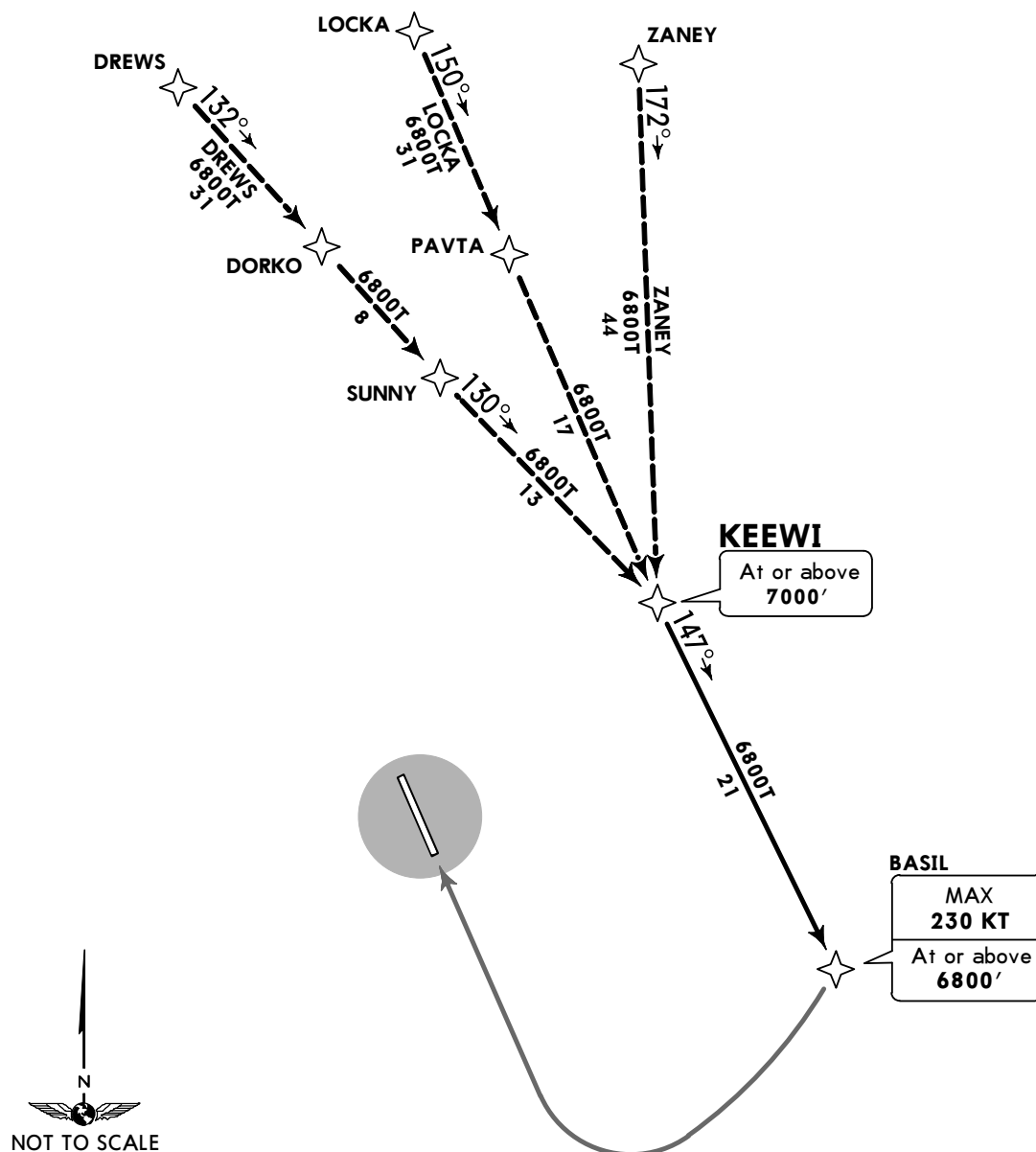
MSA ARP
5600 within 10 NM

KEEWI 1Y (RNAV) ARRIVAL

[KEWI1Y]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'



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) 3866 3533

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

TRANSITIONS	ROUTING
DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.
ROUTING	
Cross KEEWI at or above 7000'. From KEEWI track 147° to BASIL, thence via RNAV-Y (RNP) RWY 33. Cross BASIL at or above 6800'. MAX 230 KT from BASIL.	

**YBCS/CNS
CAIRNS INTL**

JEPPESEN CAI
23 FEB 18 (10-2M) Eff 1 Mar

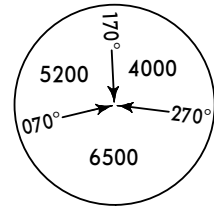
CAIRNS, QLD, AUSTRALIA

RNAV STAR

ATIS
113.0
131.1

Apt Elev
10'

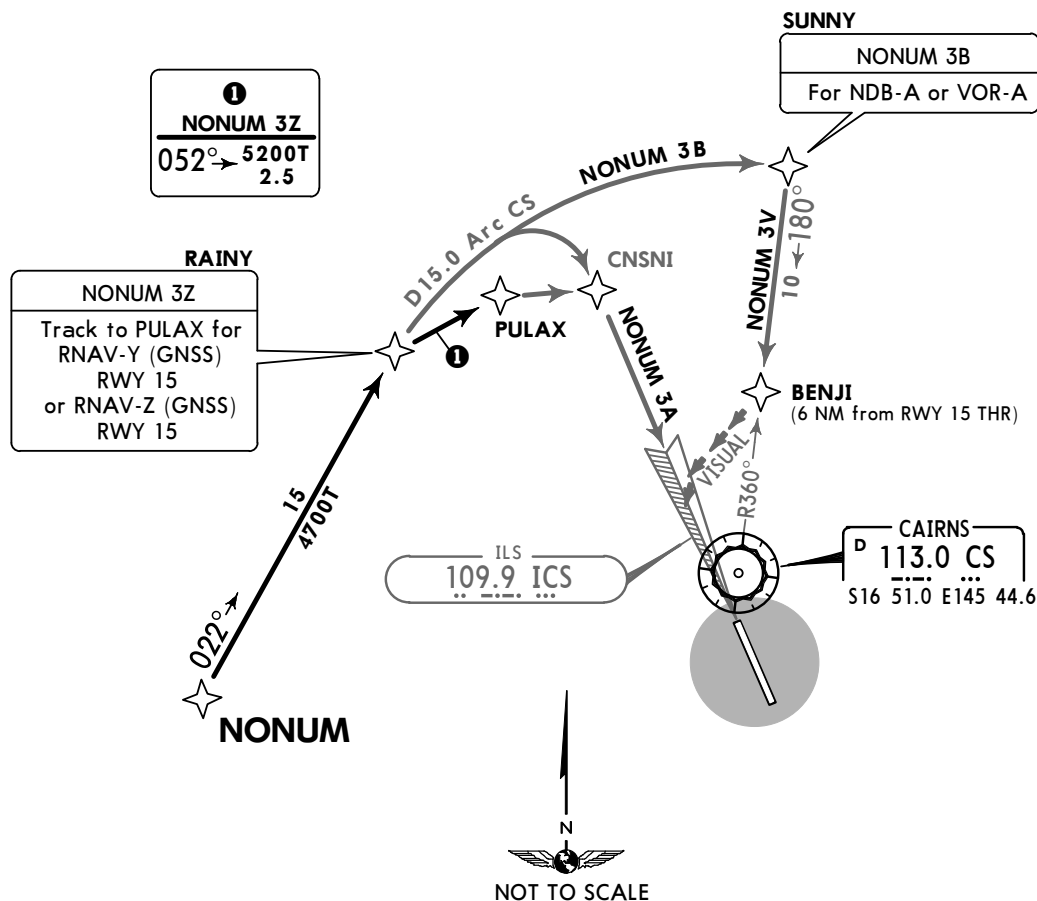
Alt Set: hPa Trans level: FL110 Trans alt: 10000'



MSA ARP
or CS VOR
5600 within
10 NM

NONUM 3A [NONU3A]
NONUM 3B [NONU3B]
NONUM 3V [NONU3V]
NONUM 3Z [NONU3Z]
(RNAV) ARRIVALS
(RWY 15)

SPEED: MAX 250 KT BELOW 10000'



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) 3866 3533

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.

STAR	ROUTING
NONUM 3A	From NONUM track 022° to RAINY. From RAINY track via D15.0 Arc CS for ILS or LOC RWY 15.
NONUM 3B	From NONUM track 022° to RAINY, thence via D15.0 Arc CS to SUNNY for NDB-A or VOR-A.
NONUM 3V	From NONUM track 022° to RAINY, thence via D15.0 Arc CS to SUNNY. From SUNNY track 180° to BENJI thence visual track via "Creek Corridor" (Cairns NAP refers).
NONUM 3Z	From NONUM track 022° to RAINY. Turn RIGHT, track 052° to PULAX for RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.

YBCS/CNS
CAIRNS INTL



JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

(10-2N)

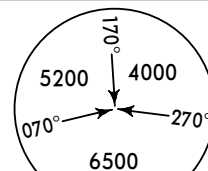
Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1

Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'



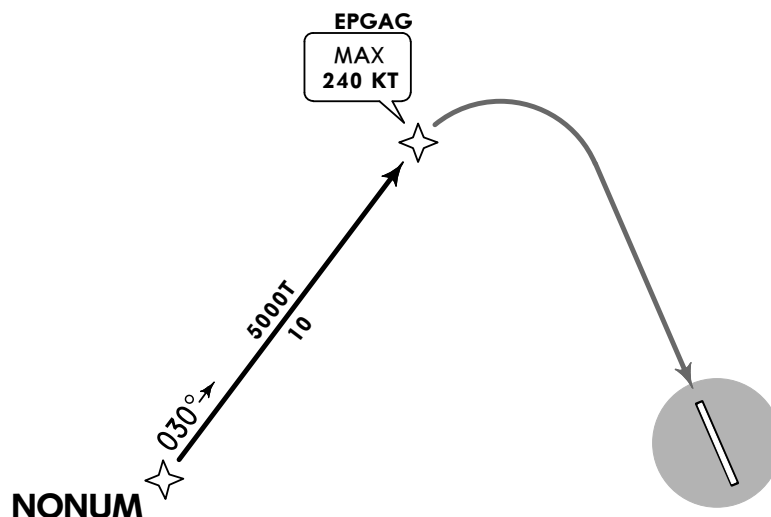
MSA ARP
5600 within
10 NM

NONUM 3W (RNAV) ARRIVAL

[NONU3W]

(RWY 15)

SPEED: MAX 250 KT BELOW 10000'



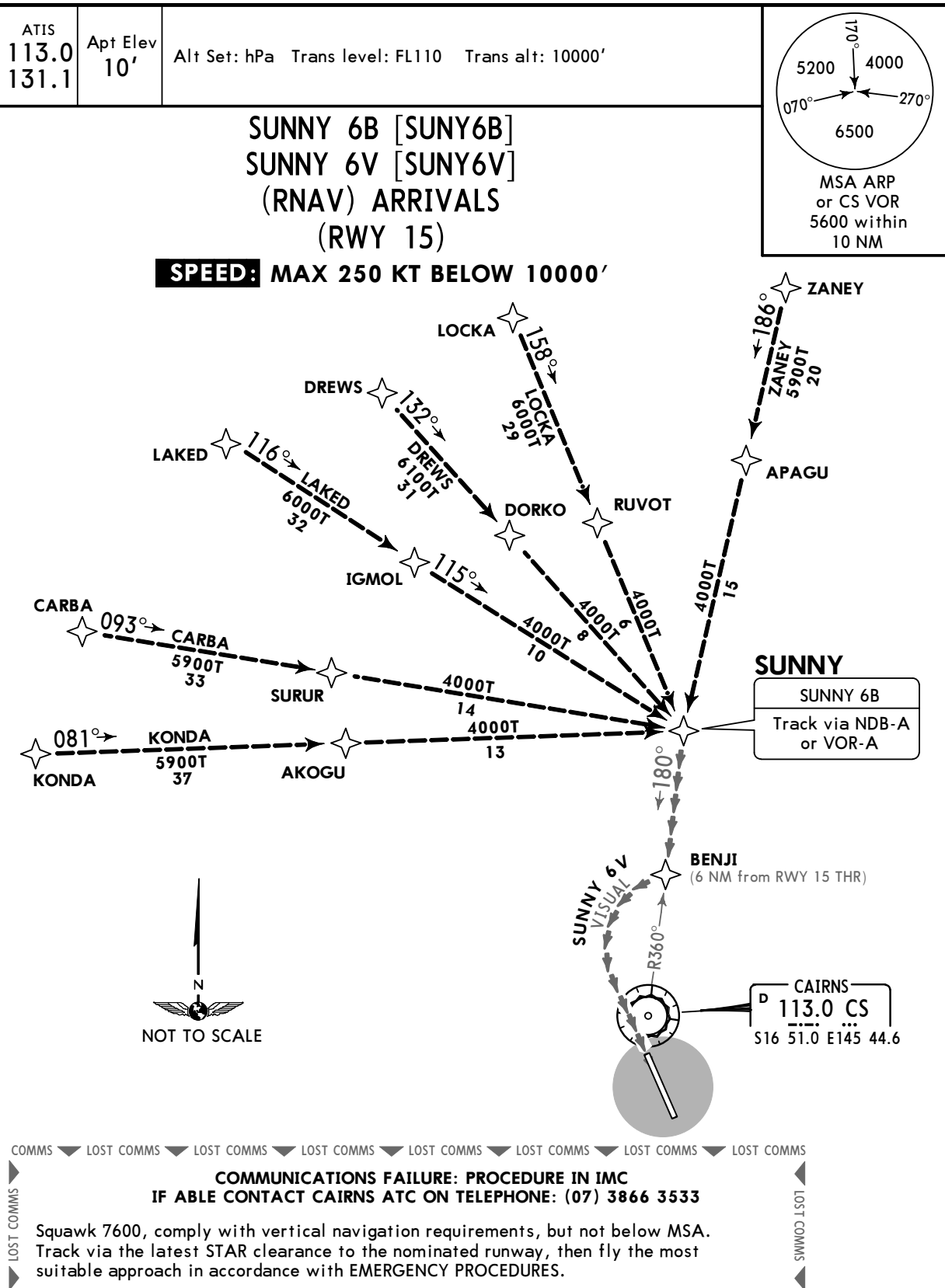
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COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533

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.

ROUTING

From NONUM track 030° to EPGAG. From EPGAG track via RNAV-W (RNP) RWY 15. MAX 240 KT from EPGAG.

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 10-2P Eff 1 Mar RNAV STAR

TRANSITIONS	ROUTING
CARBA	From CARBA track 093° to SURUR, thence track 093° to SUNNY.
DREWS	From DREWS track 132° to DORKO, thence track 132° to SUNNY.
KONDA	From KONDA track 081° to AKOGU, thence track 081° to SUNNY.
LAKED	From LAKED track 116° to IGMOL, thence track 115° to SUNNY.
LOCKA	From LOCKA track 158° to RUVOT, thence track 158° to SUNNY.
ZANEY	From ZANEY track 186° to APAGU, thence track 186° to SUNNY.
STAR	ROUTING
SUNNY 6B	From SUNNY track via NDB-A or VOR-A.
SUNNY 6V	From SUNNY track 180° to BENJI thence visual track via "Creek Corridor" (Cairns NAP refers).

**YBCS/CNS
CAIRNS INTL**

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

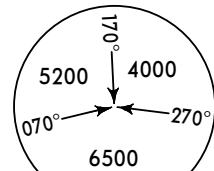
10-2Q

Eff 1 Mar**RNAV STAR**

ATIS
113.0
131.1

Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'



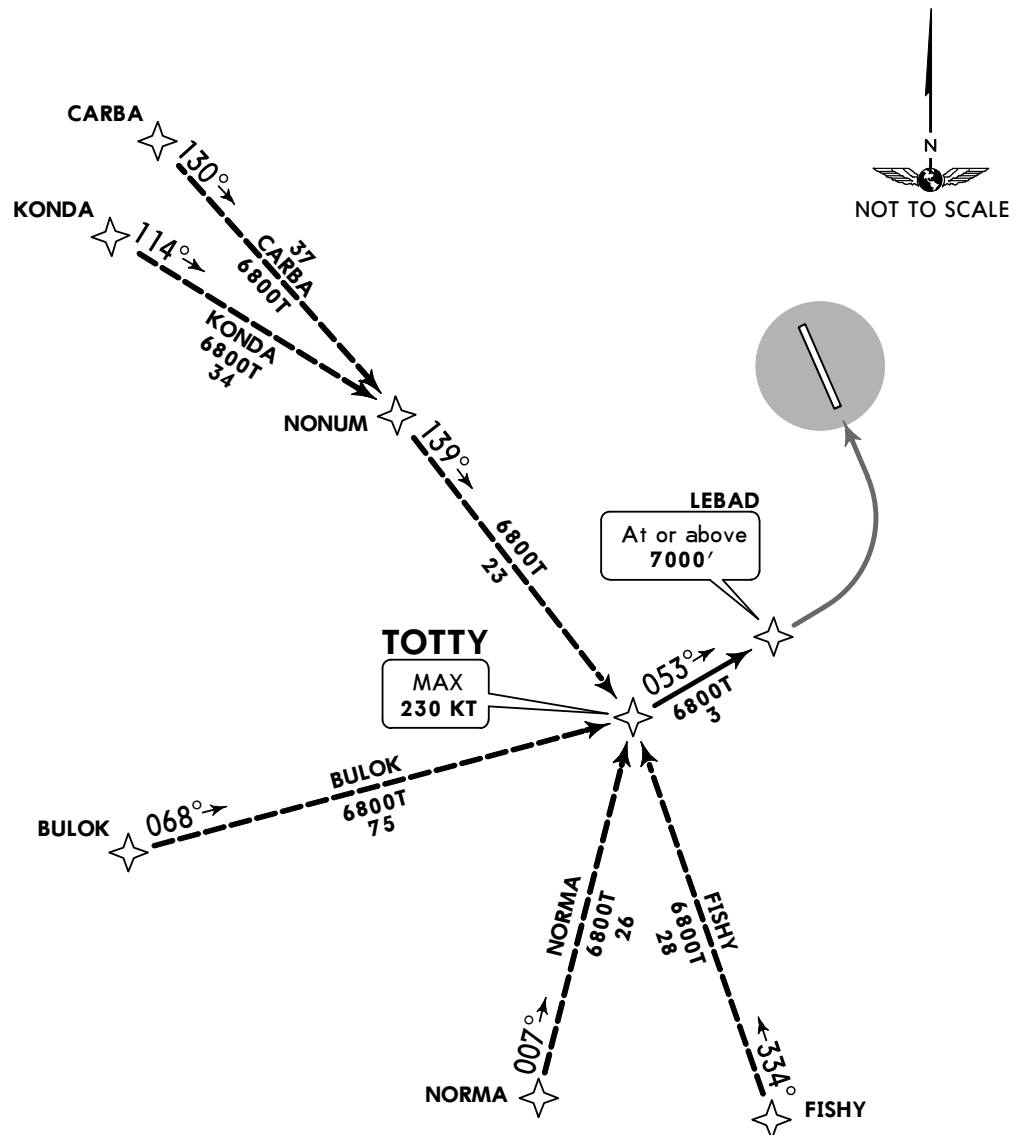
MSA ARP
5600 within
10 NM

TOTTY 4W (RNAV) ARRIVAL

[TOTY4W]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'



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) 3866 3533

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.

TRANSITIONS	ROUTING
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.
NORMA	From NORMA to TOTTY: Track 007° to TOTTY.
ROUTING	
From TOTTY track 053° to LEBAD, thence via RNAV-W (RNP) RWY 33. MAX 230 KT from TOTTY.	

YBCS/CNS
CAIRNS INTL

23 FEB 18

10-2S

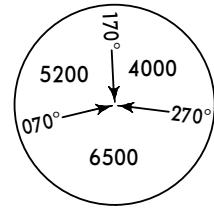
Eff 1 Mar

CAIRNS, QLD, AUSTRALIA

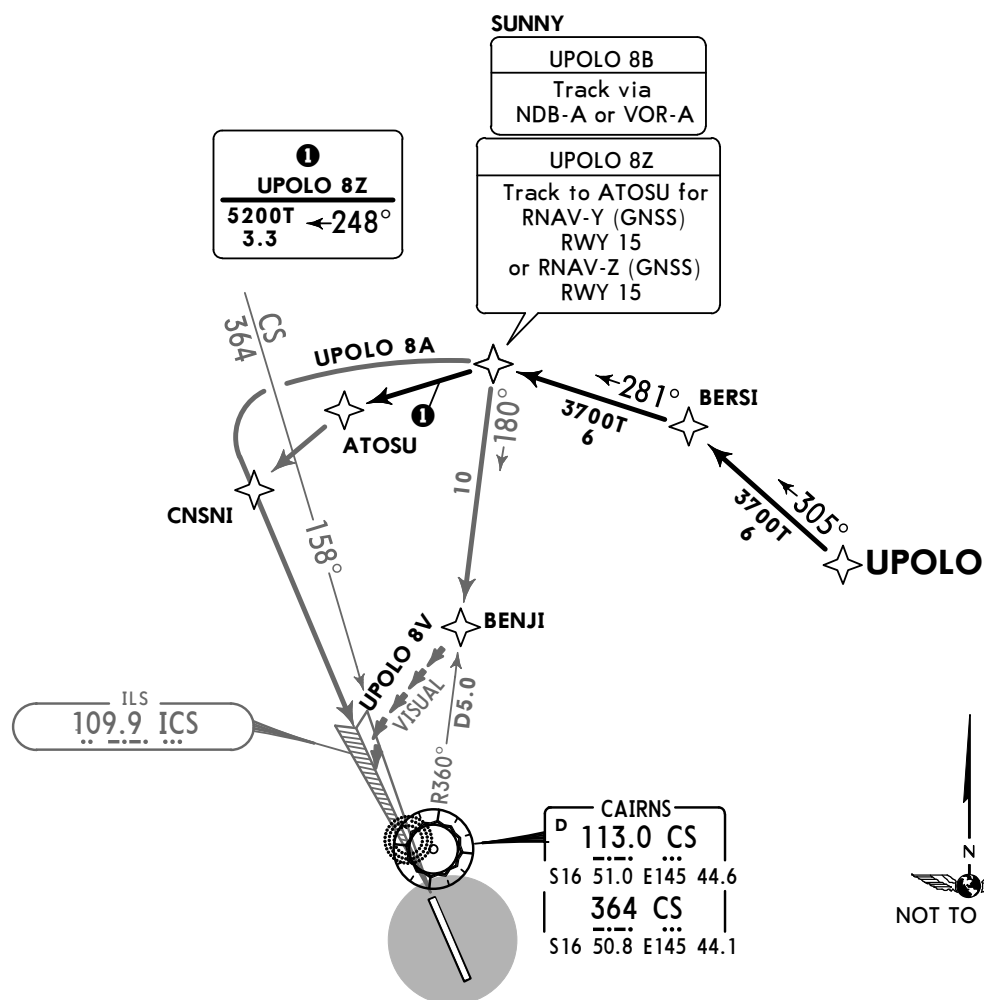
RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
or CS VOR
5600 within
10 NM

UPOLO 8A [UPOL8A]
 UPOLO 8B [UPOL8B]
 UPOLO 8V [UPOL8V]
 UPOLO 8Z [UPOL8Z]
 (RNAV) ARRIVALS
 (RWY 15)

SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533

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.

ROUTING

From UPOLO, track 305° to BERSI. Turn LEFT, track 281° to SUNNY.

STAR	ROUTING
UPOLO 8A	From SUNNY, track via D15.0 Arc CS for ILS or LOC RWY 15.
UPOLO 8B	From SUNNY, track via NDB-A or VOR-A.
UPOLO 8V	From SUNNY, track 180° visual to BENJI thence track via "Creek Corridor" (Cairns NAP refers).
UPOLO 8Z	From SUNNY, track 248° to ATOSU for RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

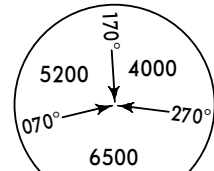
(10-2T)

Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

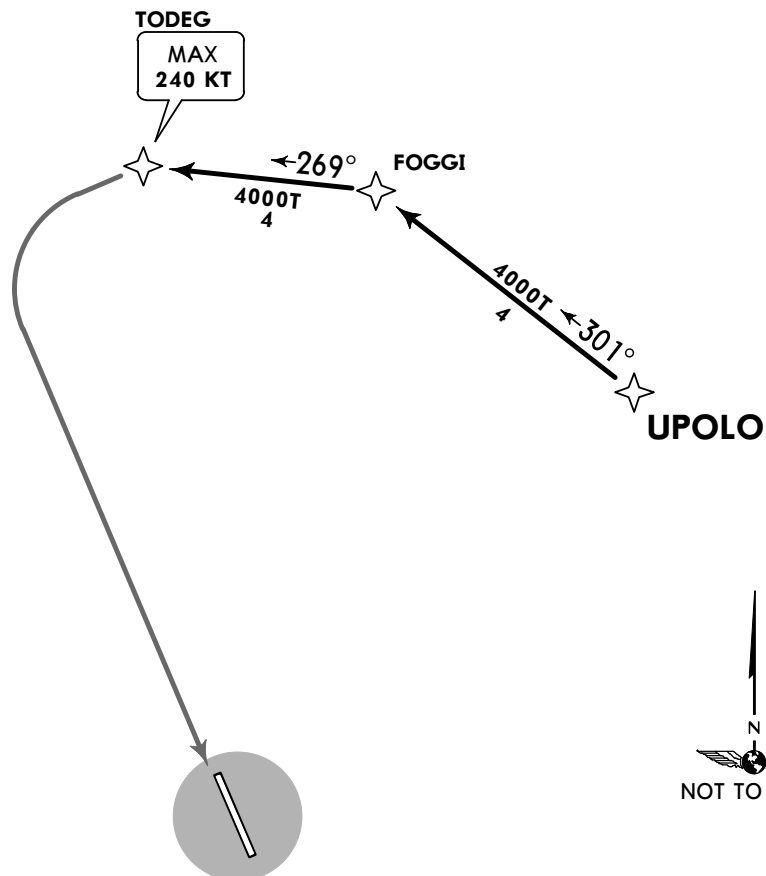
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within
10 NM

UPOLO 8X (RNAV) ARRIVAL

[UPOL8X]

(RWY 15)

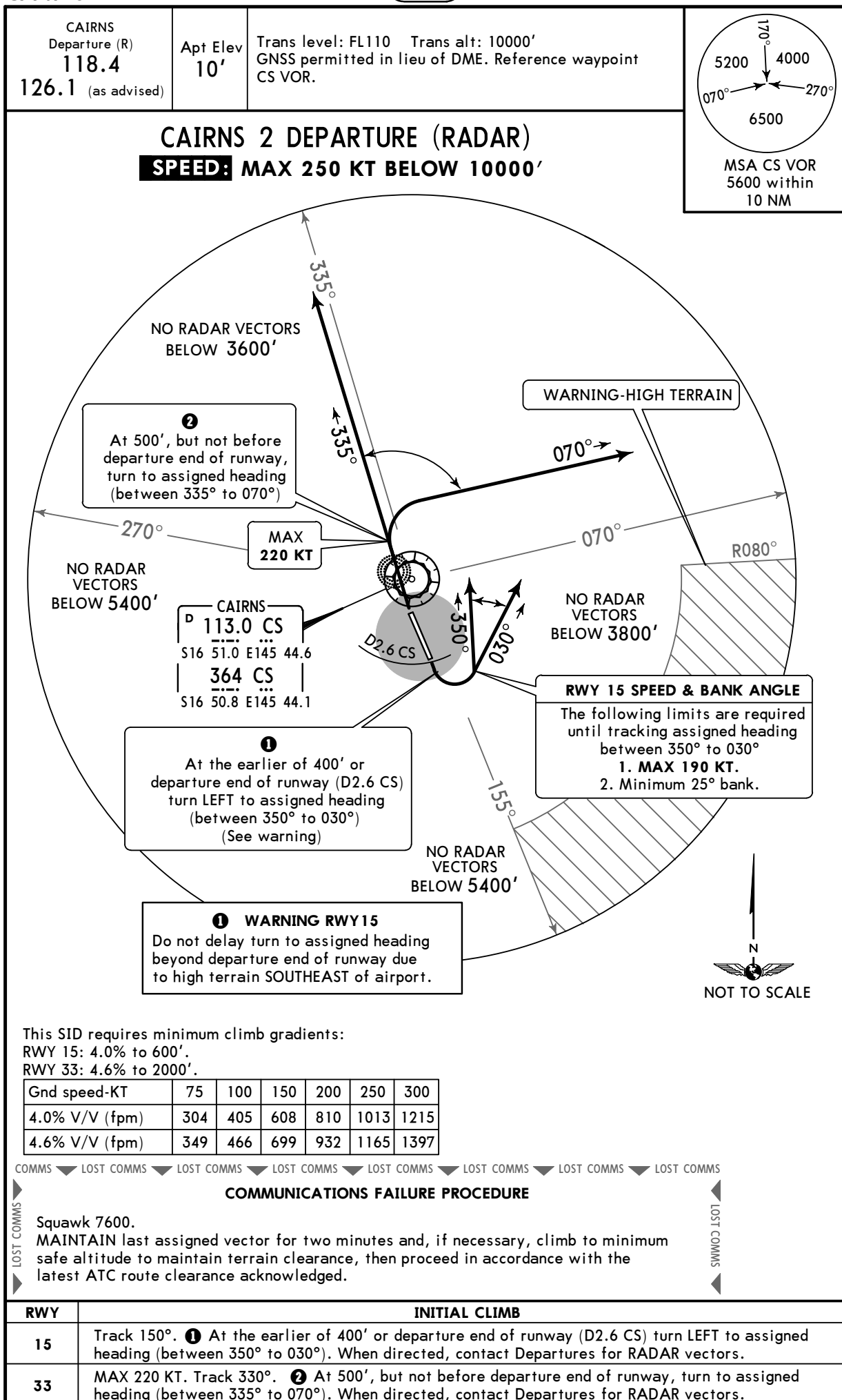
SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533Squawk 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.**ROUTING**From UPOLO track 301° to FOGGI, track 269° to TODEG, thence via RNAV-X (RNP) RWY 15. MAX 240 KT
from TODEG.

YBCS/CNS
CAIRNS INTL

JEPPESSEN CAIRNS, QLD, AUSTRALIA
 3 NOV 17 **10-3** Eff 9 Nov **SID**



YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17

10-3A

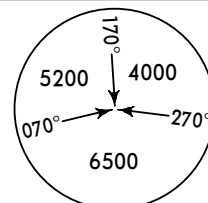
Eff 9 Nov

SID

CAIRNS
Departure (R)
118.4
126.1 (as advised)Apt Elev
10'

Trans level: FL110 Trans alt: 10000'

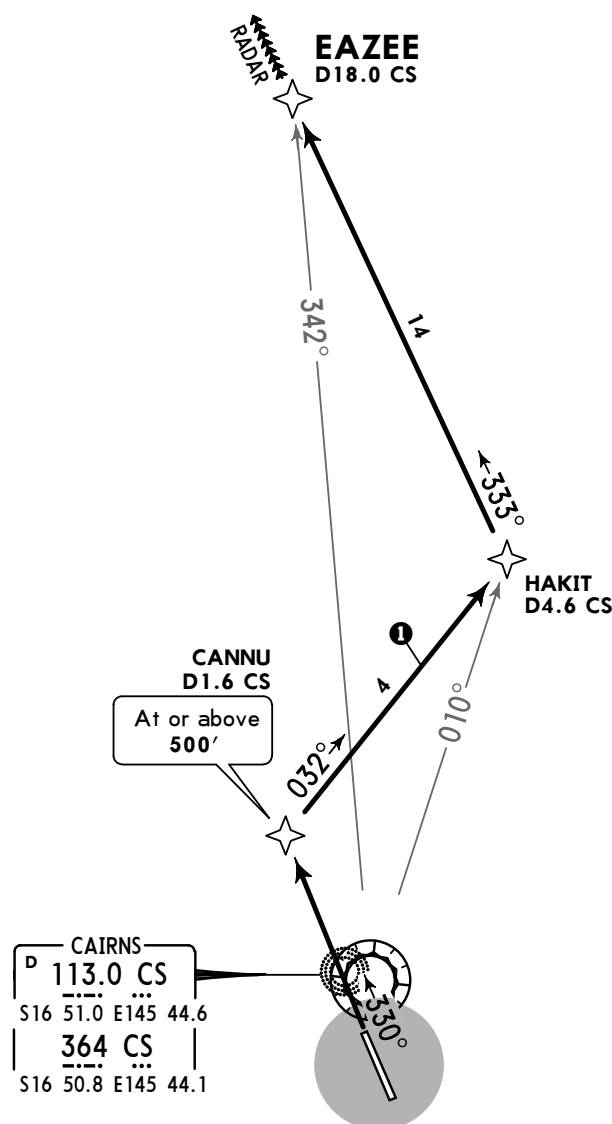
1. Jets only.

2. GNSS permitted in lieu of DME. Reference waypoint
CS VOR.MSA CS VOR
5600 within
10 NM

EAEZEE 2 DEPARTURE

[EAEZEE2]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'
MAX 220 KT UNTIL HAKITThis SID requires a minimum climb gradient:
4.6% to 2000'.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

INITIAL CLIMB

① MAX 220 KT until HAKIT.

Track 330° to CANNU. Cross CANNU at or above 500'. Turn RIGHT, track 032° to HAKIT. Turn LEFT, track 333° to EAEZEE. When directed contact Departures.

TRANSITION

From EAEZEE EXPECT RADAR vectors to cleared route.

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17

(10-3B)

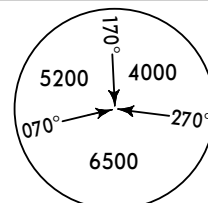
Eff 9 Nov

SID

CAIRNS
Departure (R)
118.4
126.1 (as advised)Apt Elev
10'

Trans level: FL110 Trans alt: 10000'

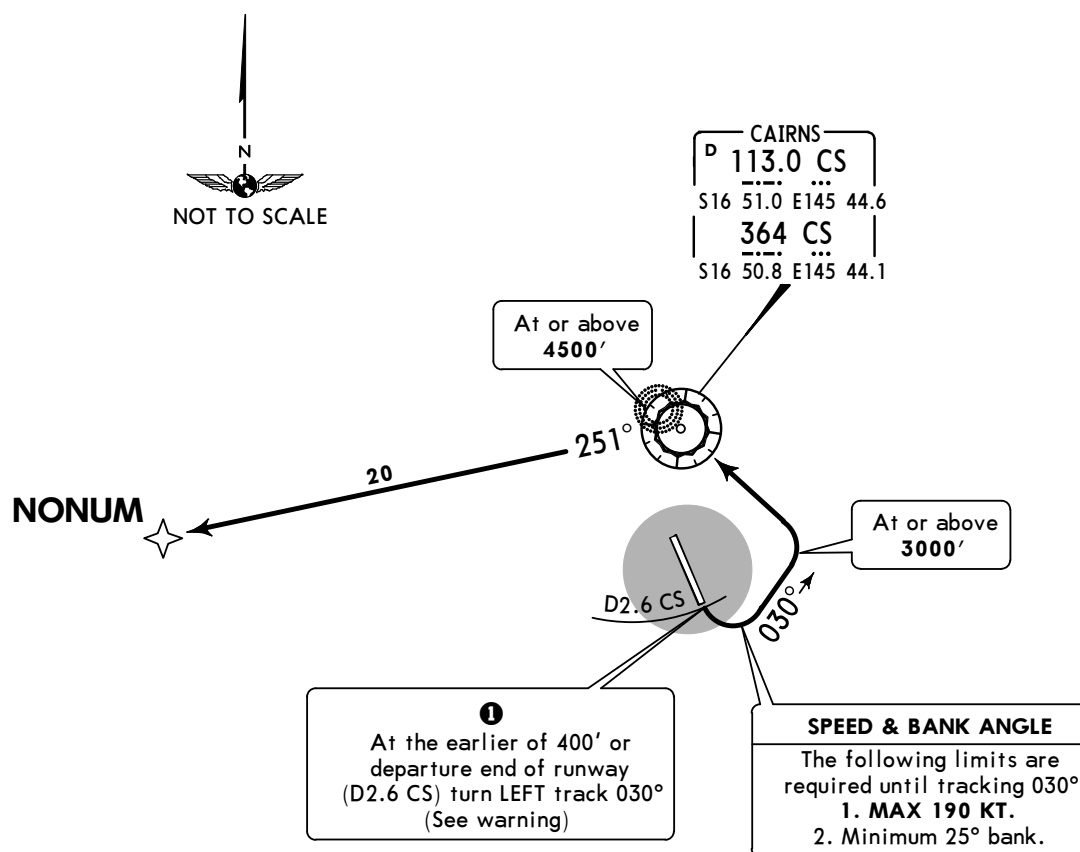
1. Non-jets only.

2. GNSS permitted in lieu of DME. Reference waypoint
CS VOR.MSA CS VOR
5600 within
10 NM

NONUM 1 DEPARTURE

[NONUM1]

(RWY 15)

SPEED: MAX 250 KT BELOW 10000'**1 WARNING RWY15**Do not delay turn to 030° beyond
departure end of runway due to
high terrain SOUTHEAST of airport.This SID requires a minimum climb gradient:
4.0% to 600'.

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

INITIAL CLIMB

Track 150°. **1** At the earlier of 400' or departure end of runway (D2.6 CS) turn LEFT track 030°. At or above 3000' turn LEFT. Track to CS VOR or NDB. REQUIREMENT: Reach 4500' by CS VOR or NDB. Track 251° to NONUM.

YBCS/CNS
CAIRNS INTL

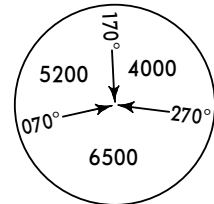
JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17

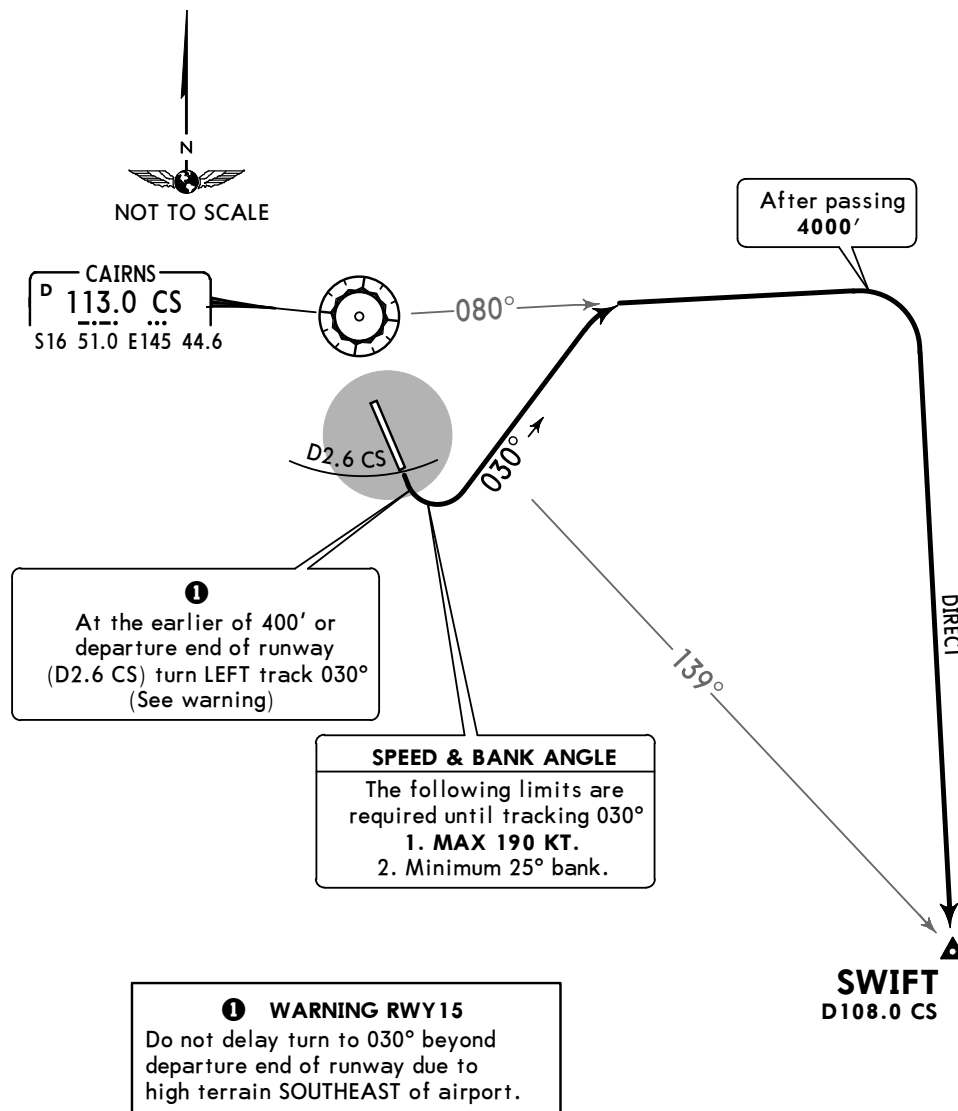
(10-3C)

Eff 9 Nov

SID

CAIRNS
Departure (R)
118.4
126.1 (as advised)Apt Elev
10'Trans level: FL110 Trans alt: 10000'
1. Jets only.
2. GNSS permitted in lieu of DME. Reference waypoint
CS VOR.MSA CS VOR
5600 within
10 NM

SWIFT 8 DEPARTURE

[SWIFT8]
(RWY 15)**SPEED: MAX 250 KT BELOW 10000'**This SID requires a minimum climb gradient:
4.0% to 600'.

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

INITIAL CLIMB

Track 150°. **1** At the earlier of 400' or departure end of runway (D2.6 CS) turn LEFT track 030°. Intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT. Track direct SWIFT and thence as cleared.

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:

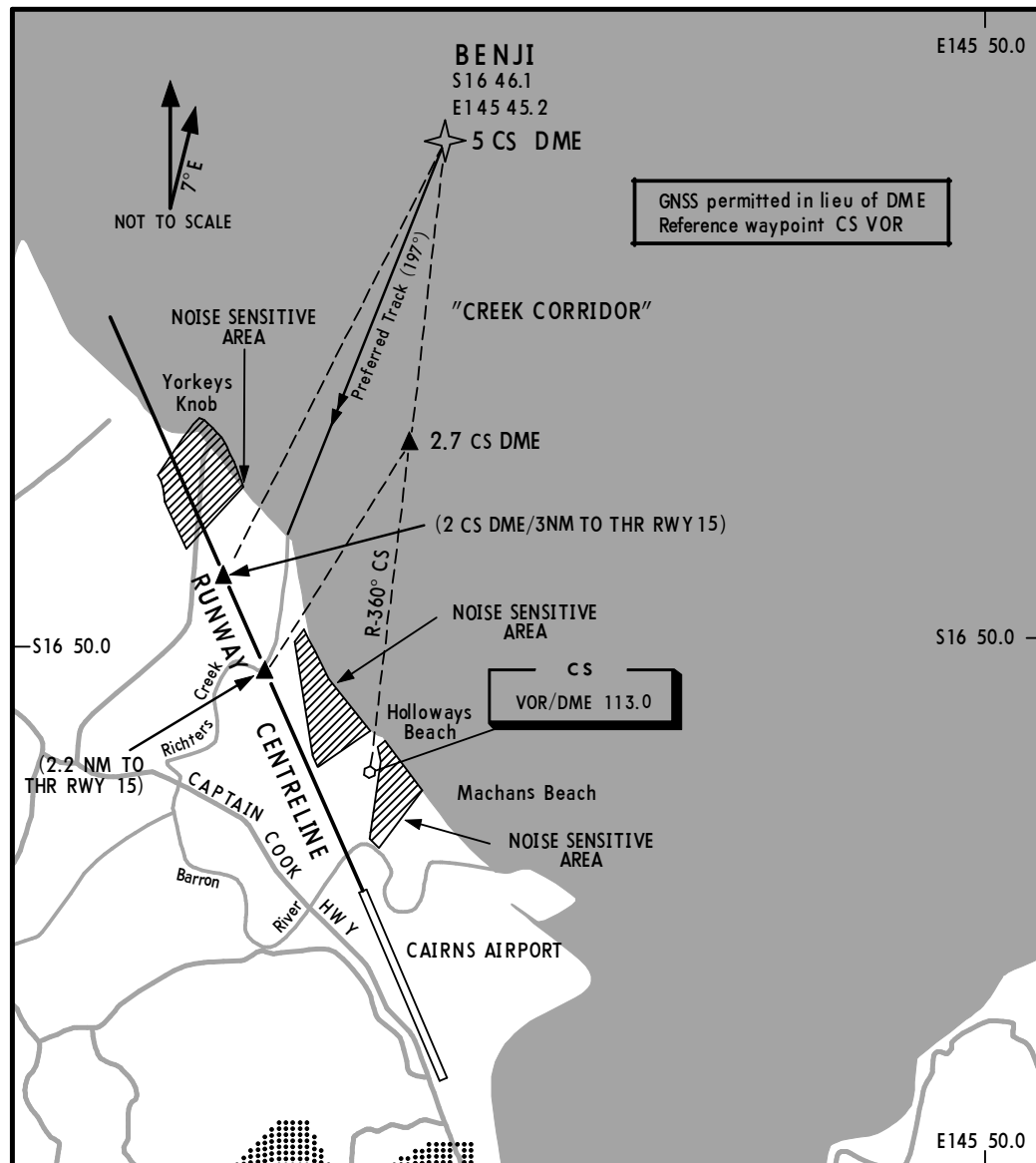
- (a) RWY 15 - Left hand circuits.
- (b) RWY 33 - Right hand circuits.

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

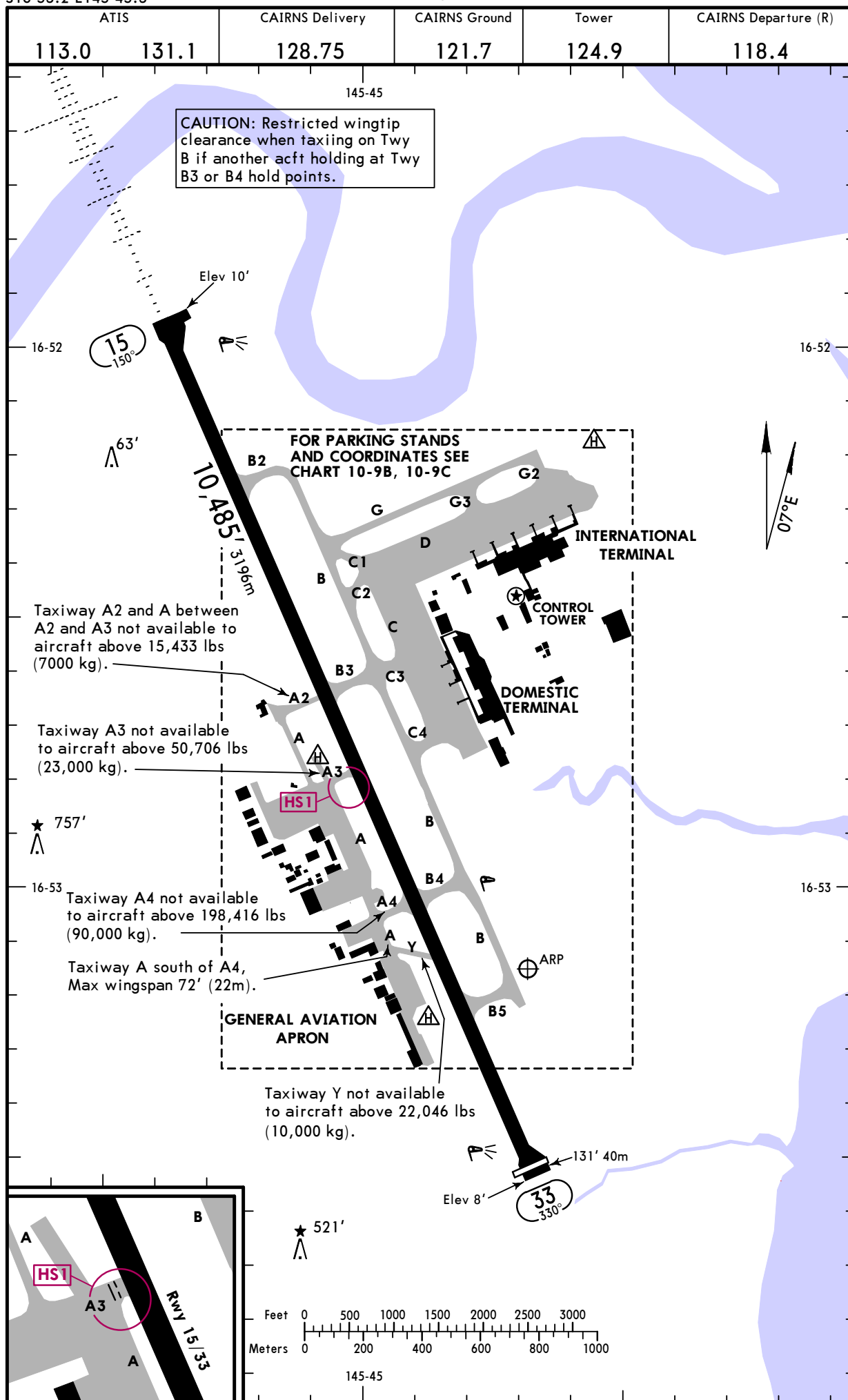
Apt Elev 10'
S16 53.2 E145 45.3

9 MAR 18

(10-9)

JEPPESEN CAIRNS, QLD, AUSTRALIA

CAIRNS INTL



YBCS/CNS


JEPPESEN
 9 MAR 18 (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

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

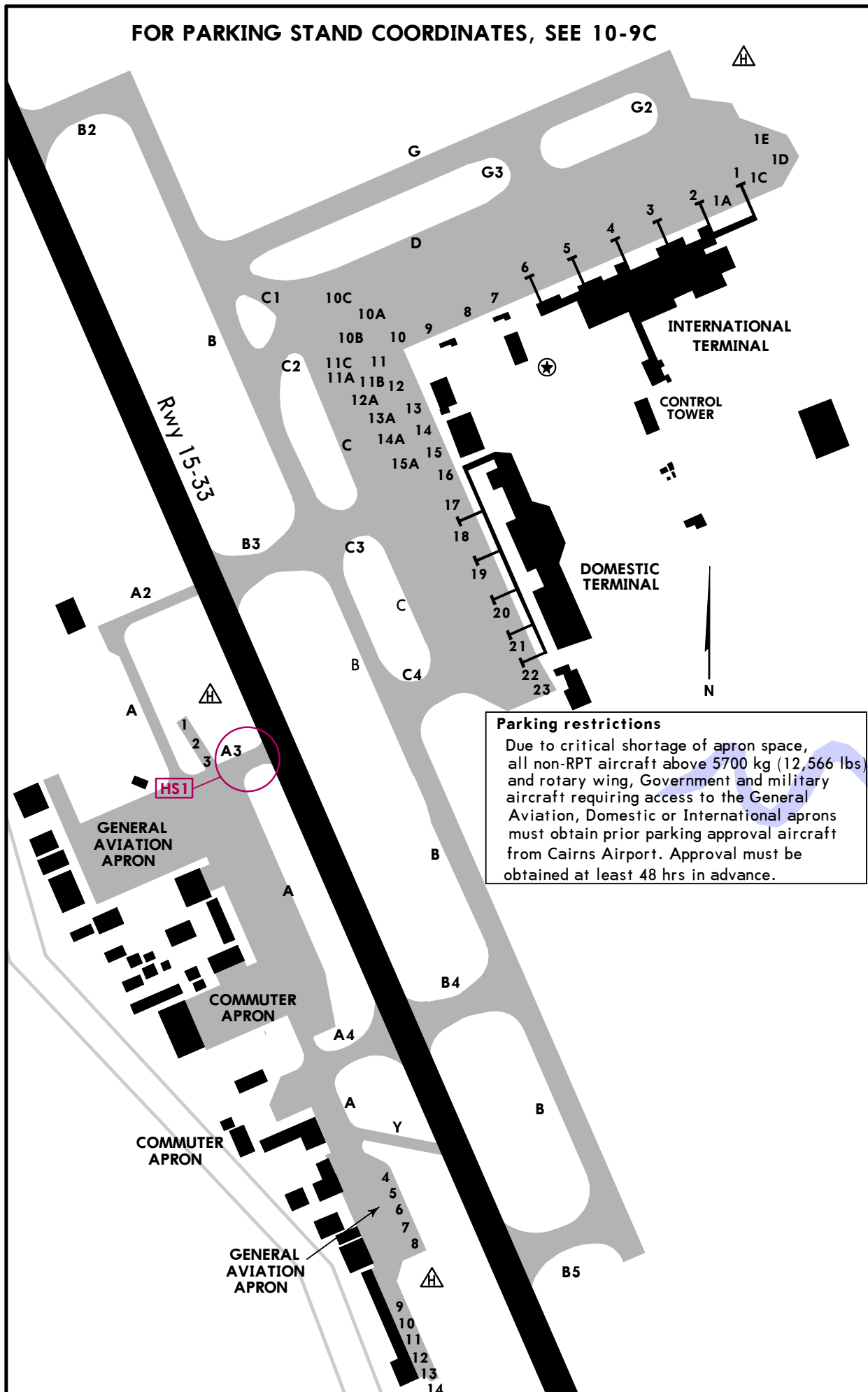
YBCS/CNS

JEPPESEN

CAIRNS, QLD, AUSTRALIA

10 AUG 18 (10-9B)

CAIRNS INTL



YBCS/CNS

**JEPPESEN**

CAIRNS, QLD, AUSTRALIA

10 AUG 18

(10-9C)

CAIRNS INTL

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL			INTERNATIONAL TERMINAL		
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'
GENERAL AVIATION APRON			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

10 AUG 18

**JEPPESEN**

10-9D

Eff 16 Aug

CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Parking stands & coords chart specifies the bays/stands equipped with Visual Docking Guidance Systems and the particular system installed.

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

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

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).

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

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

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

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

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

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

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

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

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

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

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

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

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

YBCS/CNS

**JEPPESEN CAIRNS, QLD, AUSTRALIA**

10 AUG 18

10-9E

Eff 16 Aug

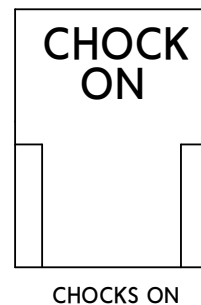
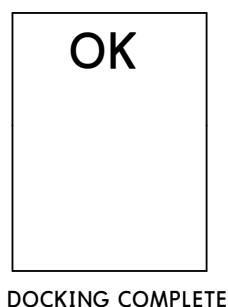
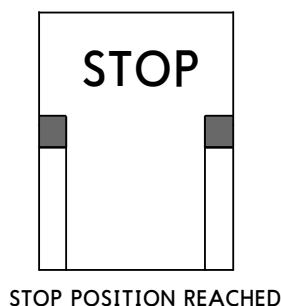
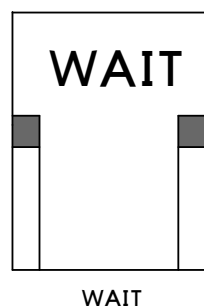
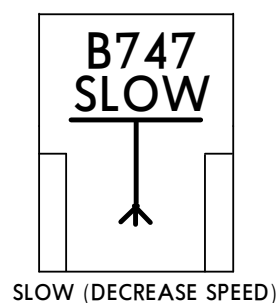
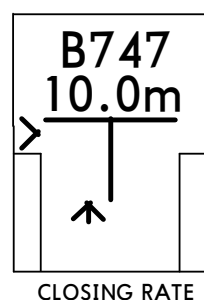
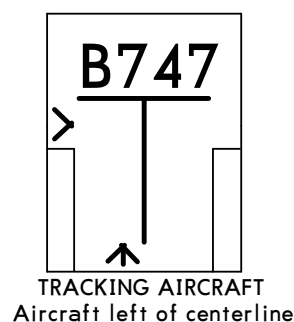
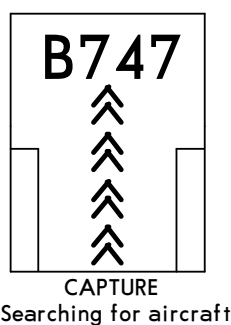
CAIRNS INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

NOTE 2: 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.



Typical Safegate indications - normal operations

YBCS/CNS

CAIRNS INTL

16 JUN 17

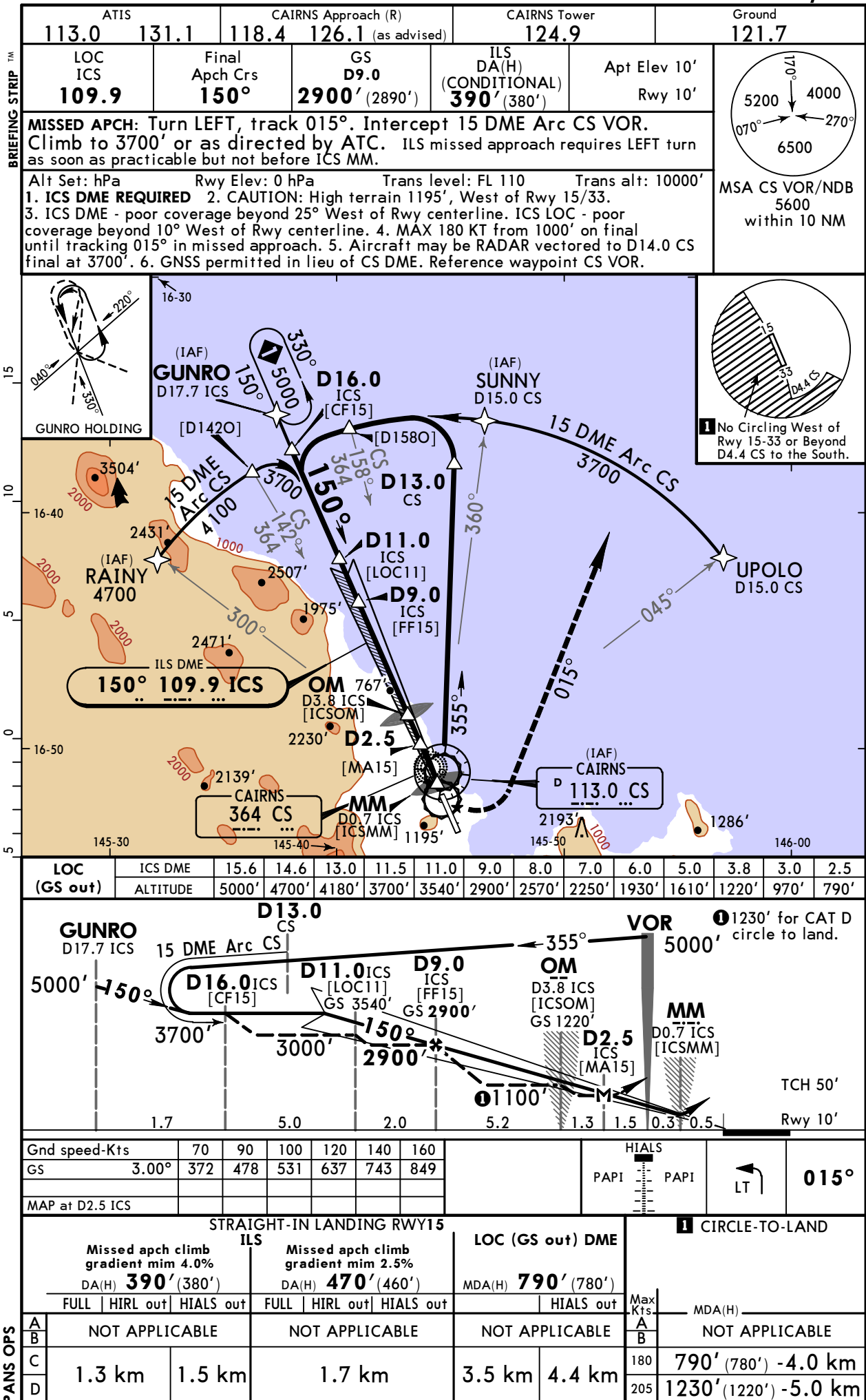
Eff 21 Jun 1600Z

(11-1)

CAT C & D

CAIRNS, QLD, AUSTRALIA

ILS-Z or LOC-Z Rwy 15



YBCS/CNS

CAIRNS INTL

JEPPESEN

16 JUN 17

Eff 21 Jun 1600Z

(11-2)

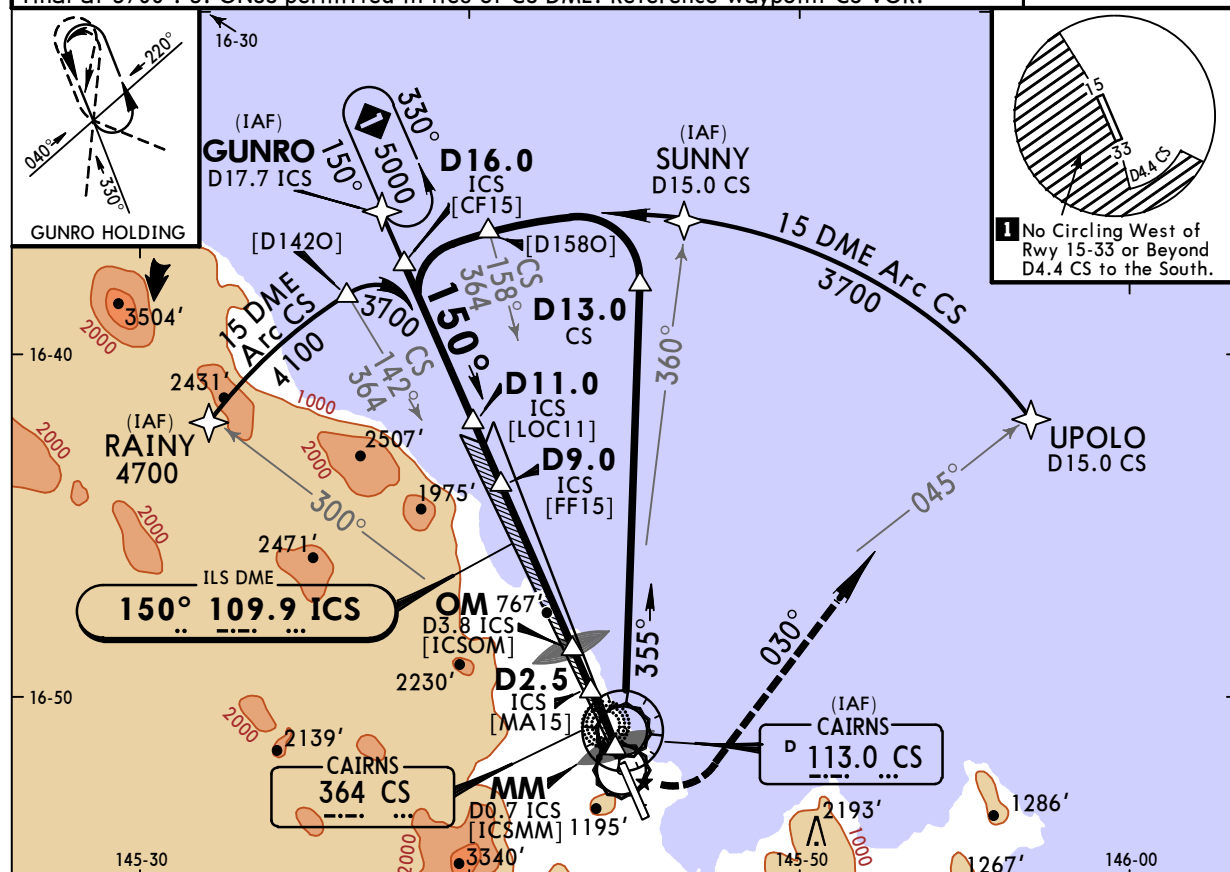
CAT A & B

CAIRNS, QLD, AUSTRALIA

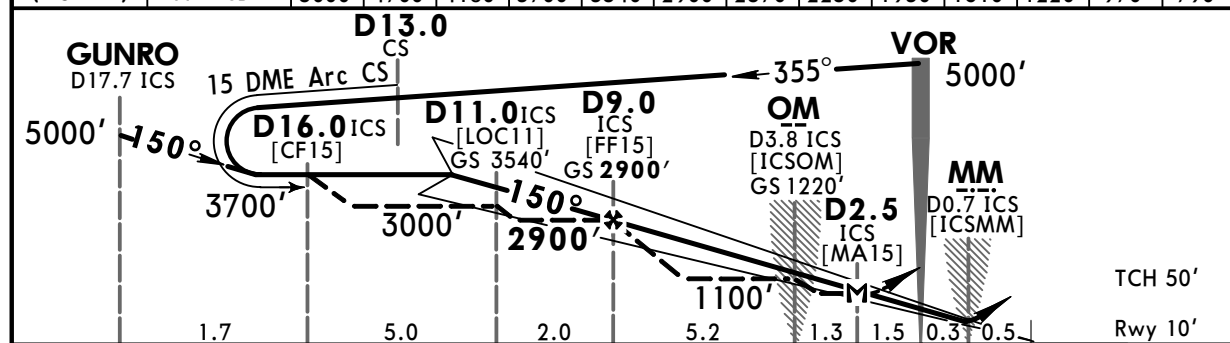
ILS-Y or LOC-Y Rwy 15

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'	
MISSED APCH: 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% DA(H) 390' (380')			Missed apch climb gradient mim 2.5% DA(H) 470' (460')			MDA(H) 790' (780')		790' (780') -2.4 km	
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)
A	1.3 km	1.5 km				3.5 km	4.4 km	100	
B								135	
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		
D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		

PANS OPS

CHANGES: MSA, GUNRO IAF added, holding moved to GUNRO.

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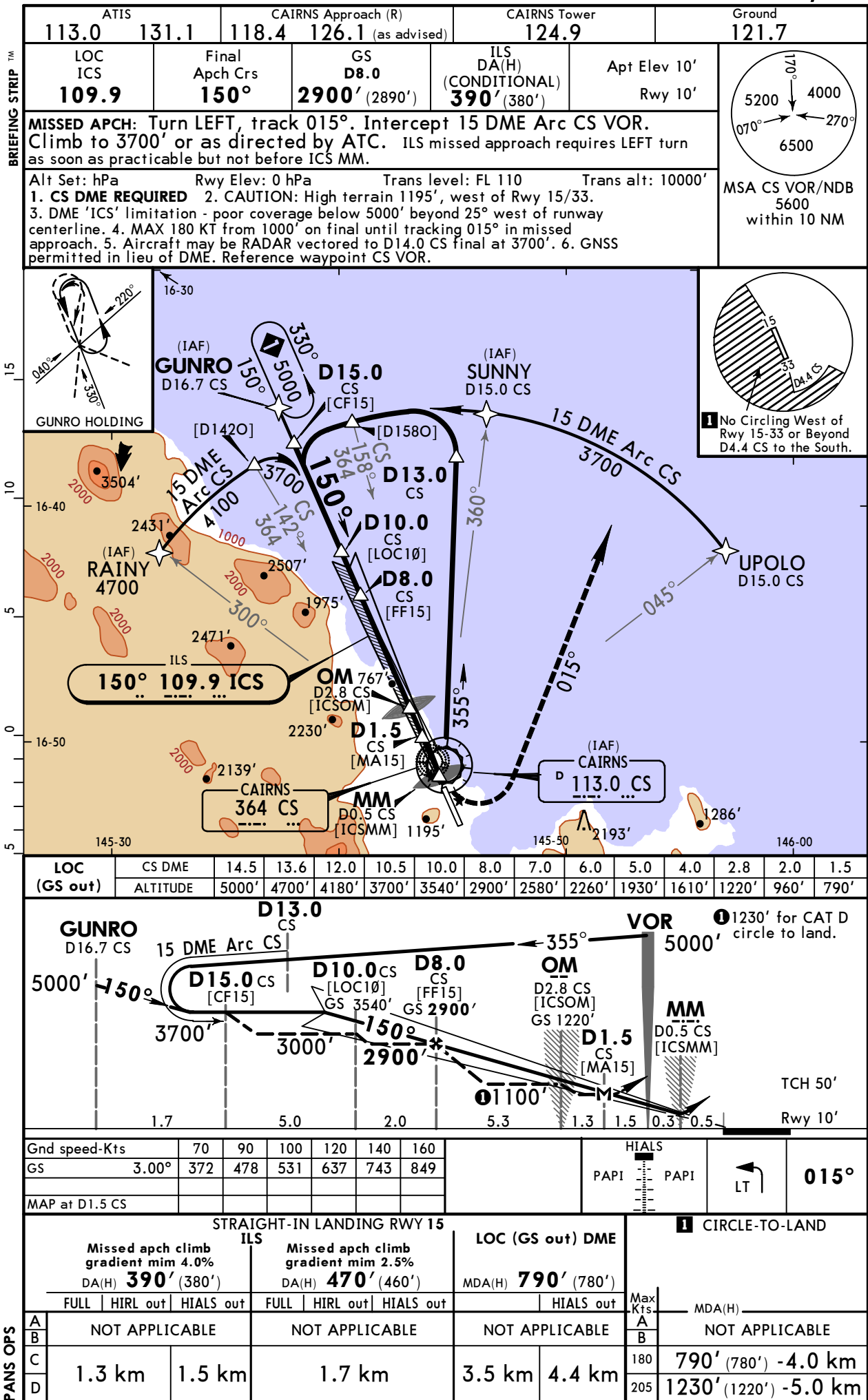
YBCS/CNS
CAIRNS INTL

16 JUN 17

Eff 21 Jun 1600Z

(11-3)

CAT C & D

JEPESEN CAIRNS, QLD, AUSTRALIA
ILS-X or LOC-X Rwy 15

YBCS/CNS

CAIRNS INTL

16 JUN 17

Eff 21 Jun 1600Z

(11-4)

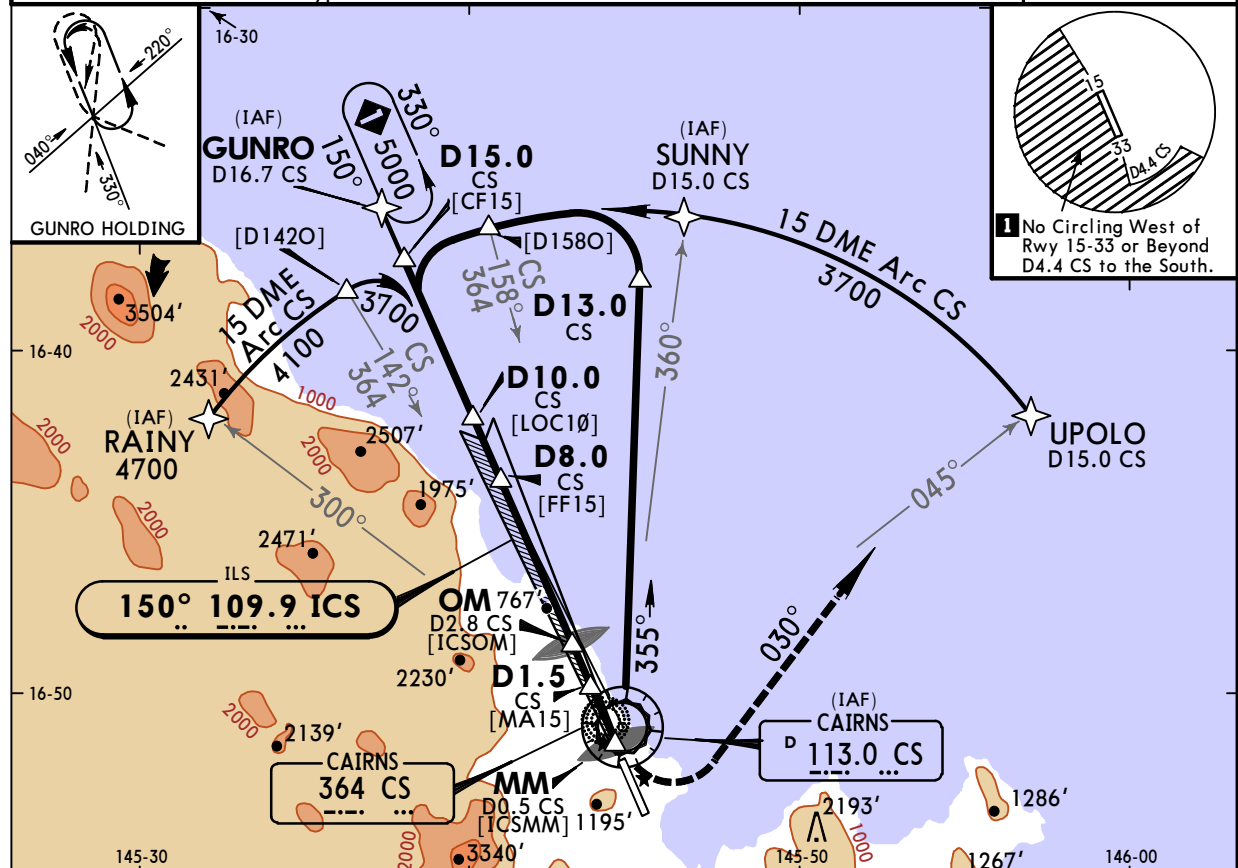
CAT A & B

CAIRNS, QLD, AUSTRALIA

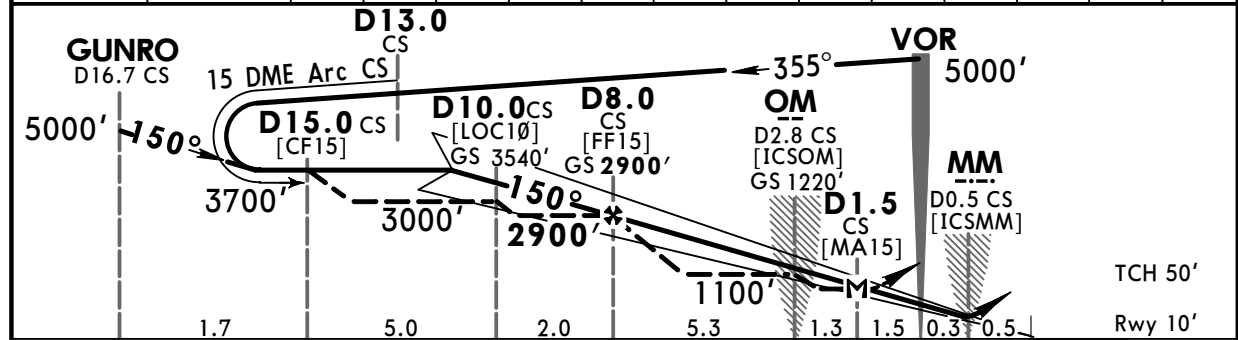
ILS-W or LOC-W Rwy 15

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 D8.0 2900' (2890')	ILS DA(H) (CONDITIONAL) 390' (380')	Apt Elev 10' Rwy 10'	
MISSED APCH: 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. CS DME REQUIRED. 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.					MSA CS VOR/NDB 5600 within 10 NM



LOC (GS out)	CS DME	14.5	13.6	12.0	10.5	10.0	8.0	7.0	6.0	5.0	4.0	2.8	2.0	1.5
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						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')		MDA(H) 790' (780') -2.4 km	
DA(H) 390' (380')			DA(H) 470' (460')						
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out				
A	1.3 km	1.5 km				3.5 km	4.4 km		
B									
C	NOT APPLICABLE		NOT APPLICABLE			NOT APPLICABLE			
D									

YBCS/CNS
CAIRNS INTL

20 APR 18

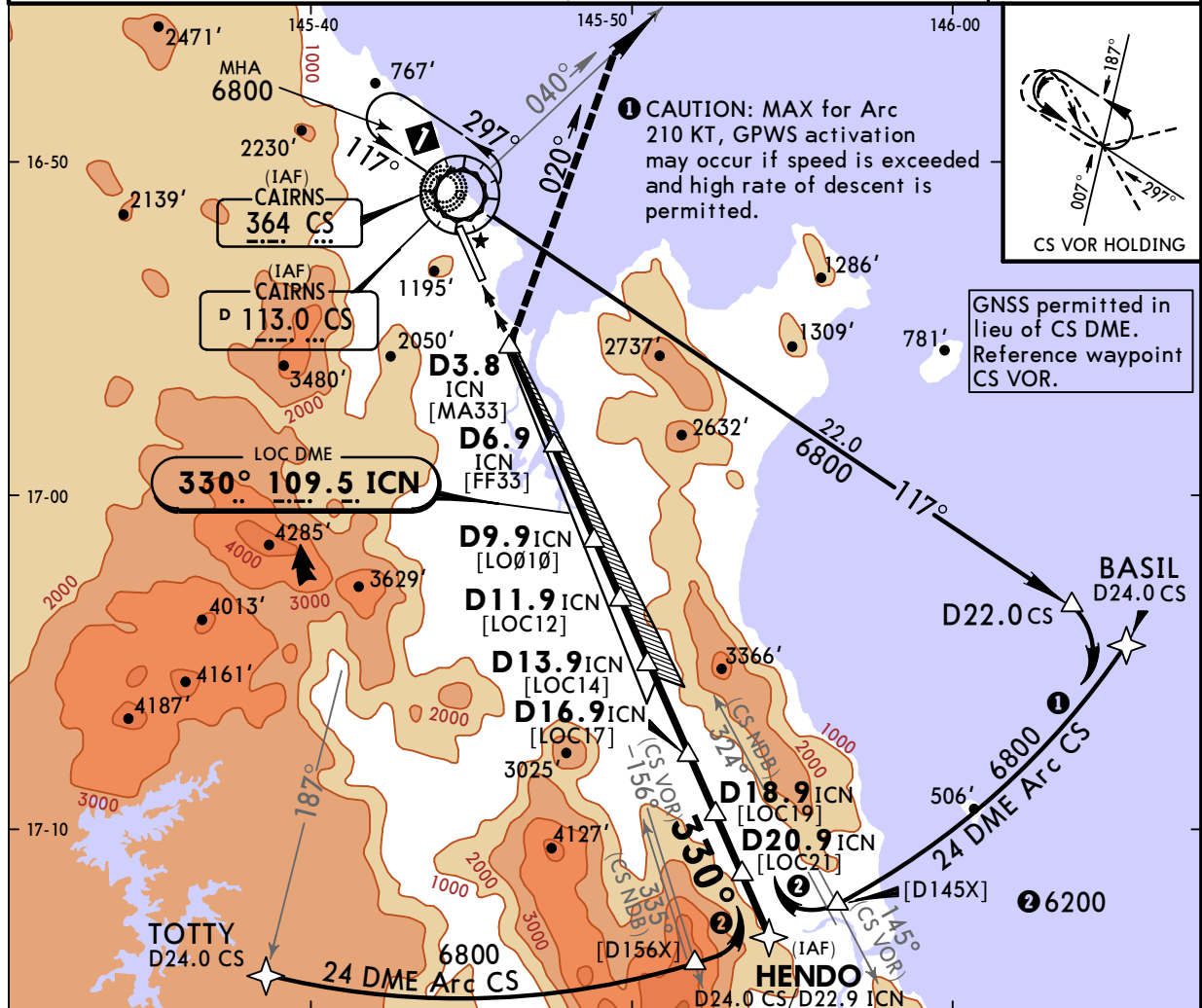
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JEPPesen CAIRNS, QLD, AUSTRALIA

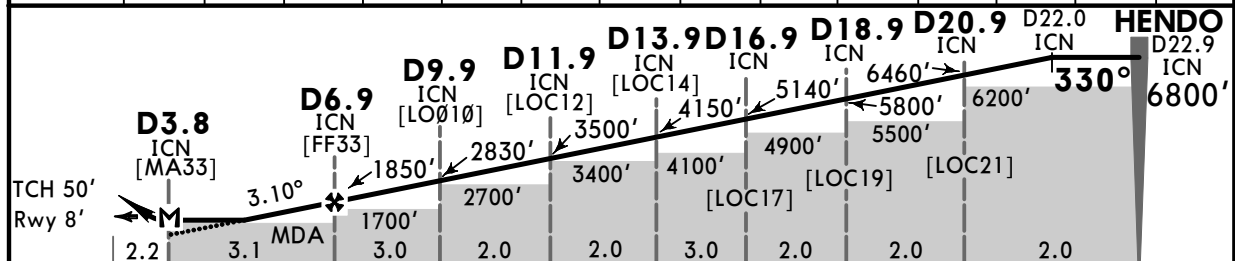
CAT C & D LOC-Z Rwy 33

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'		<p>MSA CS VOR/NDB 5600 within 10 NM</p>
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 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.						



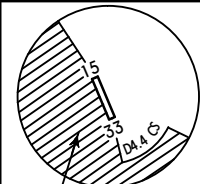
ICN DME	3.8	4.1	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	800'	910'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



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

PANS OPS

STRAIGHT-IN LANDING RWY33				CIRCLE-TO-LAND			
LOC DME							
MDA(H) 800' (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		



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

YBCS/CNS
CAIRNS INTL

20 APR 18

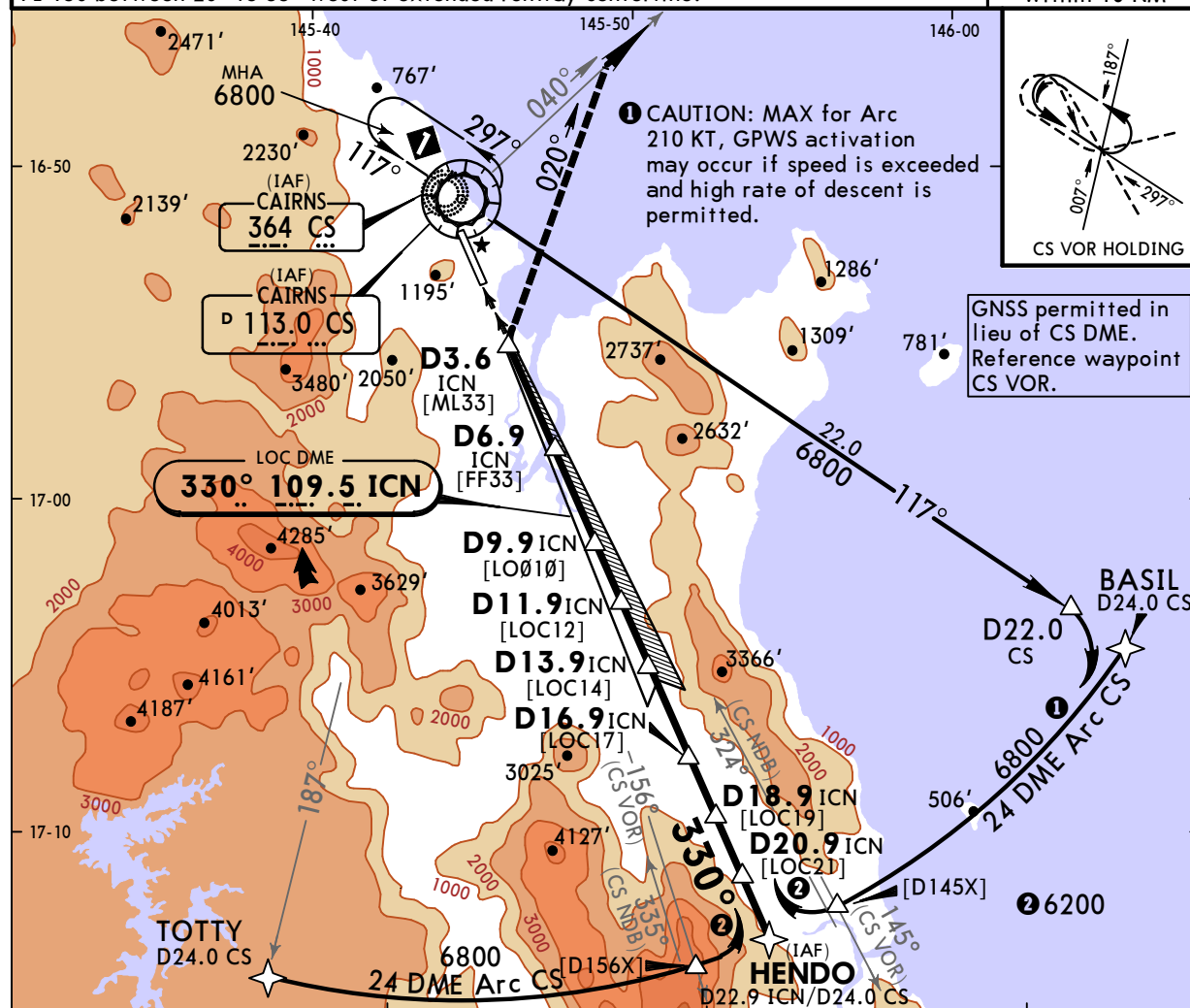
11-6

JEPPESSEN**CAIRNS, QLD, AUSTRALIA**

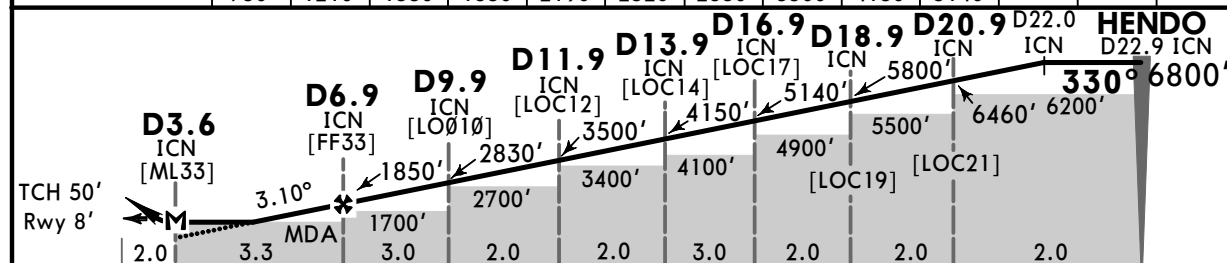
CAT A & B

LOC-Y Rwy 33


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 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.							
							MSA CS VOR/NDB 5600 within 10 NM



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	020°
Descent angle 3.10°	384	494	548	658	768	878			
MAP at D3.6 ICN									

STRAIGHT-IN LANDING RWY33		CIRCLE-TO-LAND		 <p>No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.</p>
LOC DME		MDA(H) _____		
MDA(H) 730' (722')		Max Kts		
4.1 km		100	730' (720') -2.4 km	
		135		
A	NOT APPLICABLE	C	NOT APPLICABLE	
B		D		
C				
D				

CHANGES: None.

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YBCS/CNS
CAIRNS INTL

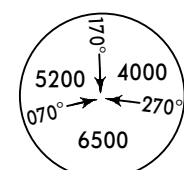
16 JUN 17

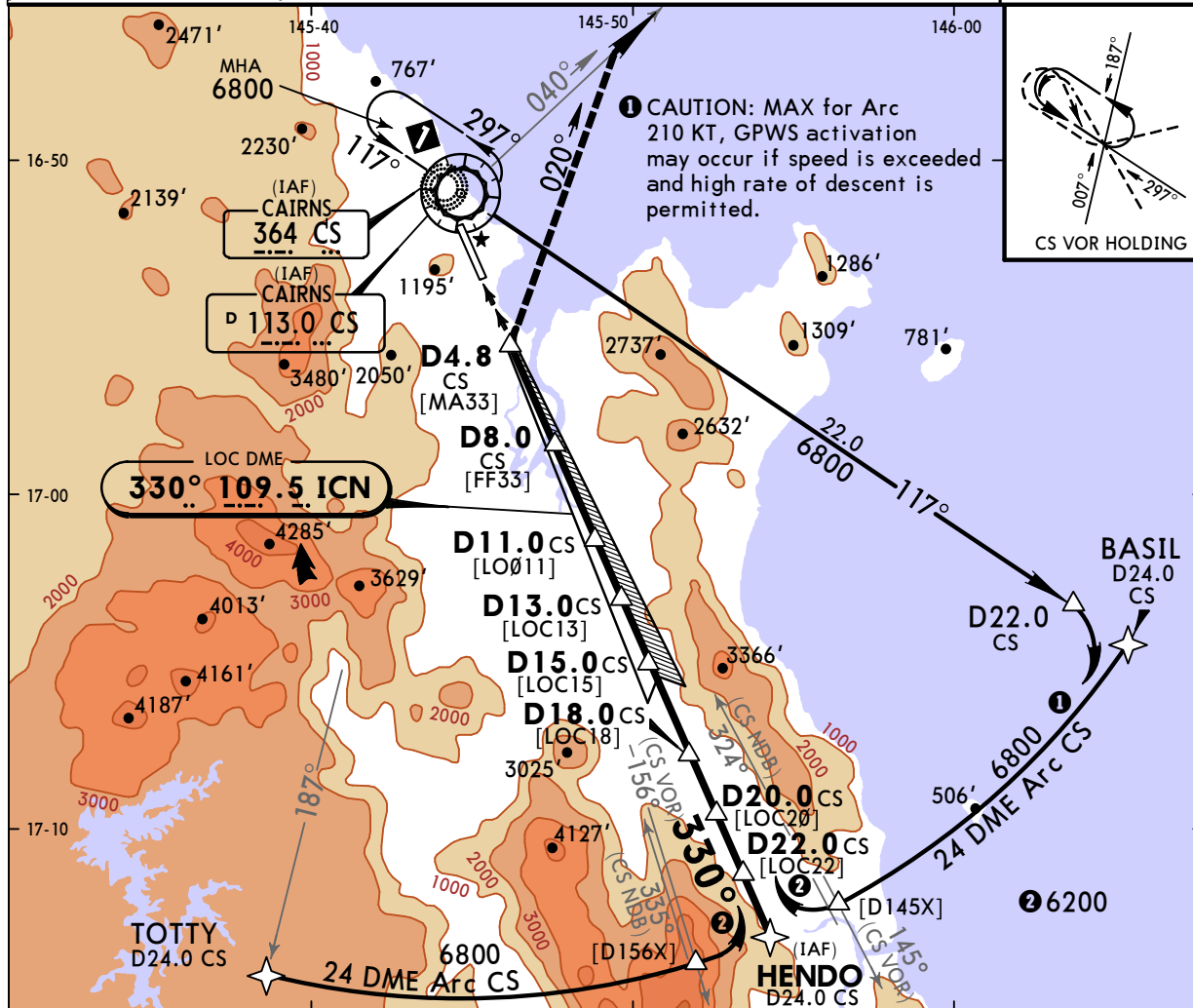
Eff 21 Jun 1600Z

(11-7)

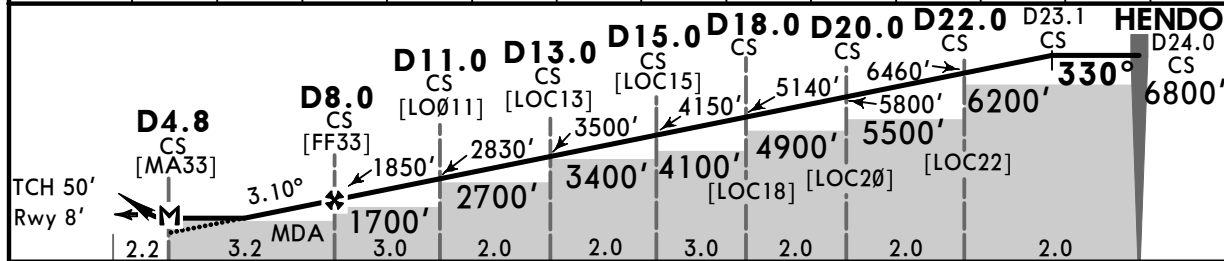
CAT C & D LOC-X Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
LOC ICN 109.5	Final Appch 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'		MSA CS VOR/NDB 5600 within 10 NM
1. CS DME REQUIRED. 2. MAX 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	PAPI		020°
Descent Angle	3.10°	384	494	548	658	878			
MAP at D4.8 CS									

PANS OPS

STRAIGHT-IN LANDING RWY33			CIRCLE-TO-LAND		
LOC DME					
MDA(H) 800' (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	


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

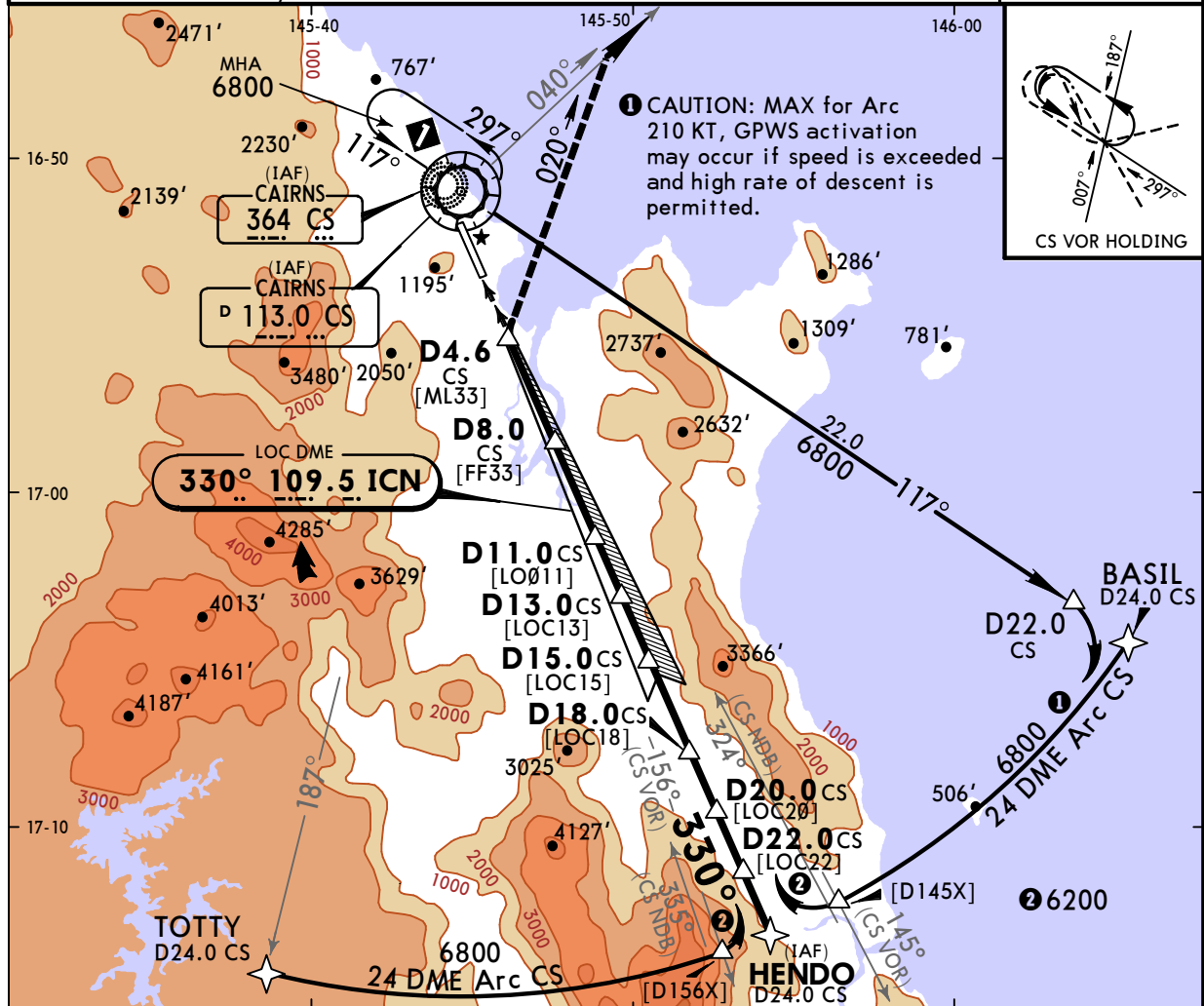
YBCS/CNS
CAIRNS INTL16 JUN 17
Eff 21 Jun 1600Z

(11-8)

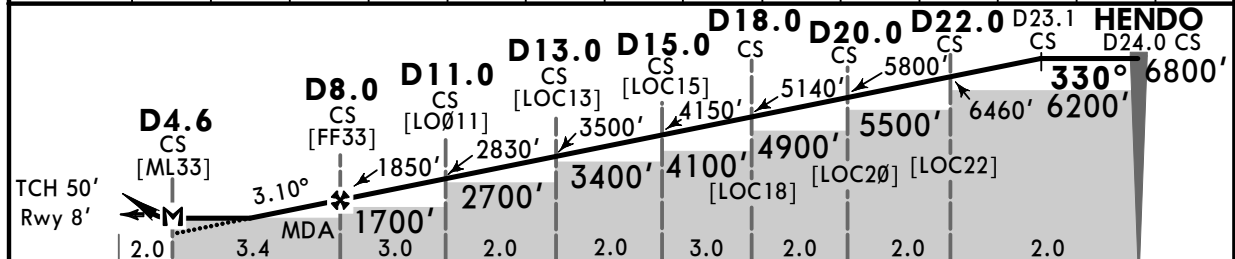
CAIRNS, QLD, AUSTRALIA
CAT A & B LOC-W Rwy 33

BRIEFING STRIP


ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D8.0 CS 1850' (1842')	MDA(H) 730' (722')	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. CS DME REQUIRED. 2. MAX 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.						



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'



PANS OPS

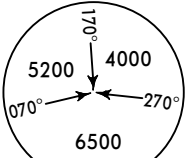
Gnd speed-Kts		70	90	100	120	140	160		PAPI	020°	
Descent angle		3.10°	384	494	548	658	768				878
MAP at D4.6 CS											
STRAIGHT-IN LANDING RWY33 LOC DME MDA(H) 730' (722')								CIRCLE-TO-LAND			
A	4.1 km							Max Kts	MDA(H)		
B								100	730' (720') -2.4 km		
C	NOT APPLICABLE							135			
D								C	NOT APPLICABLE		
								D			

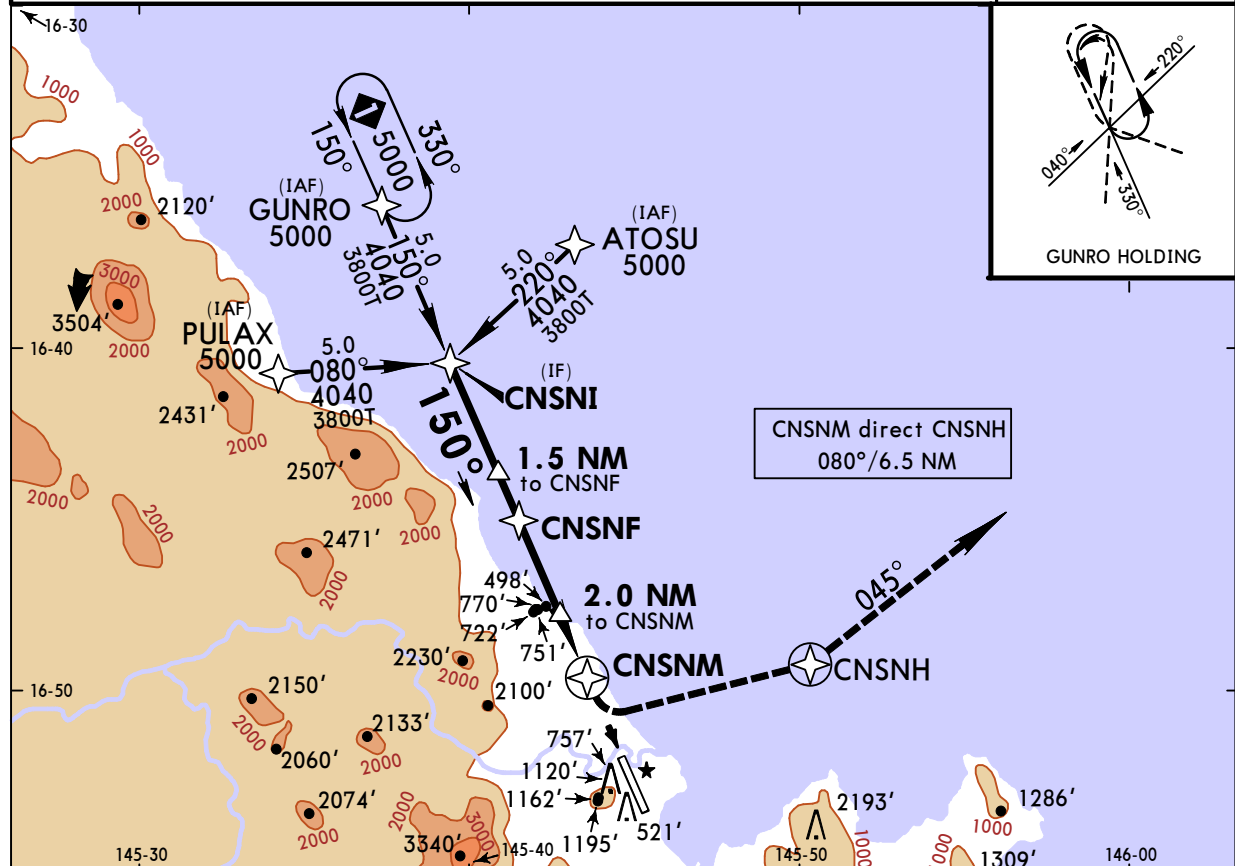
No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

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

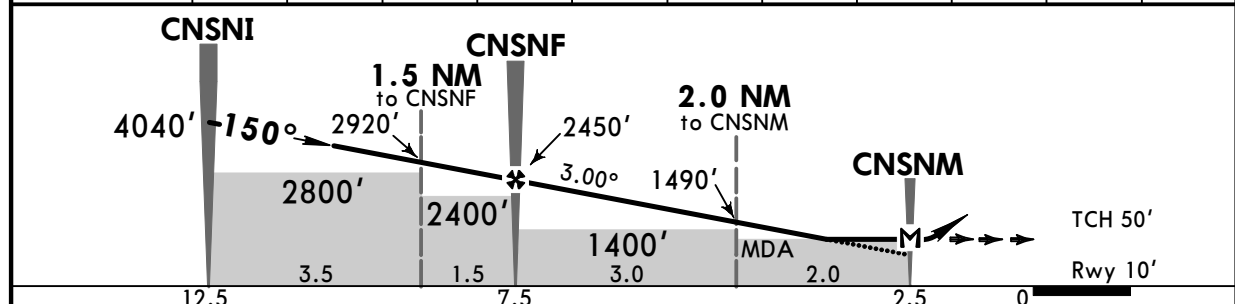
YBCS/CNS
CAIRNS INTLJEPPesen
23 FEB 18
Eff 1 Mar (12-1)CAIRNS, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 15

BRIEFING STRIP™

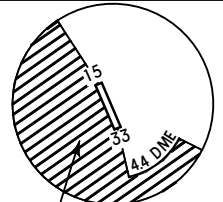
ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
RNAV	Final Apch Crs 150°	Procedure Alt CNSNF 2450' (2440')	LNAV MDA(H) (CONDITIONAL) 860' (850')	Apt Elev 10' Rwy 10'		 MSA ARP 5600 within 10 NM
MISSED APCH: Turn LEFT, track direct to CNSNH, then track 045°. Climb to 5200' or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		
Trans alt: 10000'						
1. MAX for initial 210 KT, for MAP turn 190 KT, for holding 230 KT.						



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



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

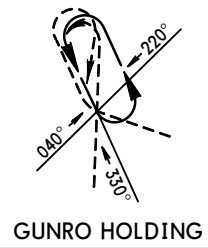
STRAIGHT-IN LANDING RWY15				CIRCLE-TO-LAND		
LNAV		LNAV				
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%				
MDA(H) 860' (850')		MDA(H) 1030' (1020')				
HIALS out		HIALS out				
A	4.9 km		5.0 km		Max Kts	MDA(H)
100					1030' (1020') - 2.4 km	
135					1030' (1020') - 4.0 km	
180					1030' (1020') - 4.0 km	
D					205	1230' (1220') - 5.0 km

PANS OPS

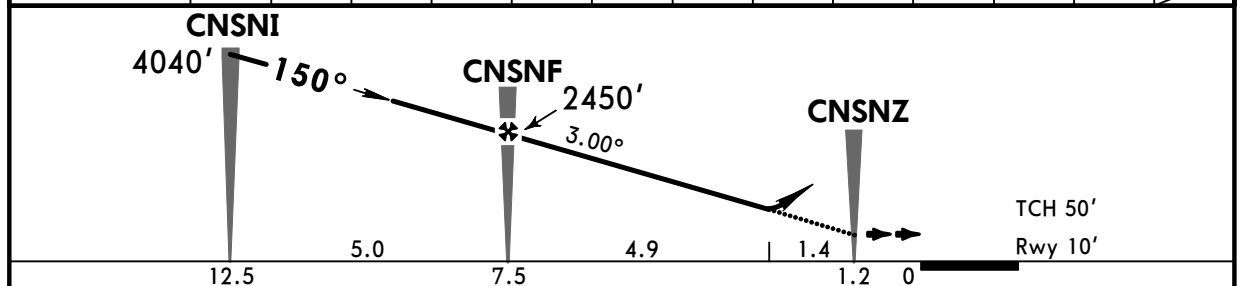
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18
Eff 1 Mar (12-2)CAIRNS, QLD, AUSTRALIA
RNAV-Y (GNSS) Rwy 15

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')	LNAV/VNAV DA(H) (CONDITIONAL) 880' (870')	Apt Elev 10' Rwy 10'
MISSED APCH: Turn LEFT, track direct to CNSNH, then 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. Local QNH and temperature REQUIRED. 2. Procedure temperature range 5°C (41°F) to 59°C (138°F). 3. MAX for initial 210 KT, for MAP turn 190 KT, for holding 230 KT.				
				MSA ARP 5600 within 10 NM



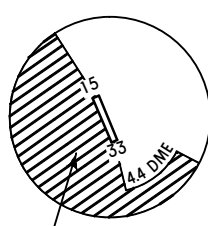
DIST to NEXT WPT	CNSNI	4.0	3.0	2.0	1.0	CNSNF	5.0	4.0	3.0	2.0	1.8	1.4	CNSNZ
ALTITUDE	4040'	3720'	3400'	3080'	2770'	2450'	2040'	1730'	1410'	1090'	1010'	880'	



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

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
LNAV/VNAV							
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%					
DA(H) 880' (870')		DA(H) 1010' (1000')					
HIALS out		HIALS out					
A	5.0 km		5.0 km		Max Kts	MDA(H)	
100					1030' (1020') - 2.4 km		
135							
180					1030' (1020') - 4.0 km		
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).



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

**YBCS/CNS
CAIRNS INTL**

16 JUN 17

Eff 21 Jun 1600Z

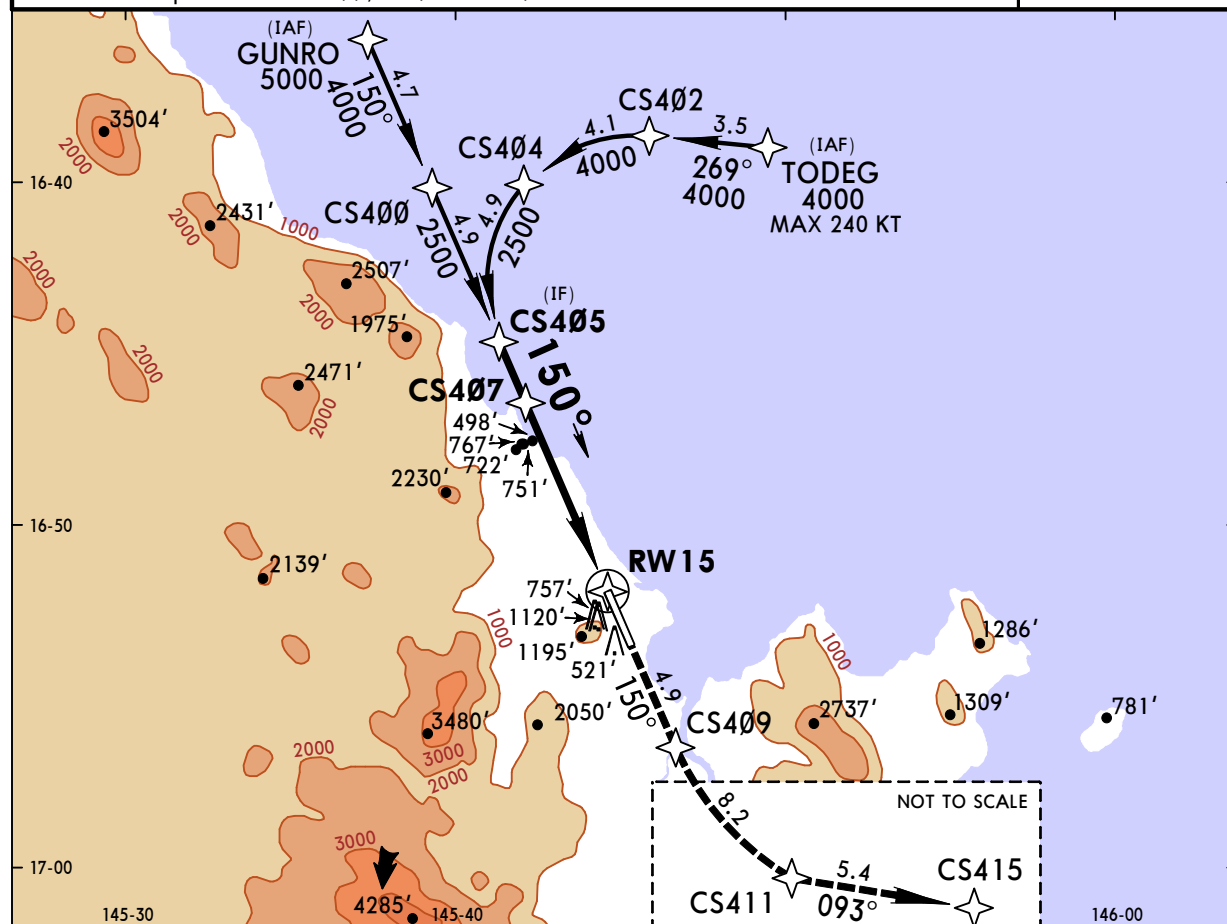
12-20

JEPPESEN

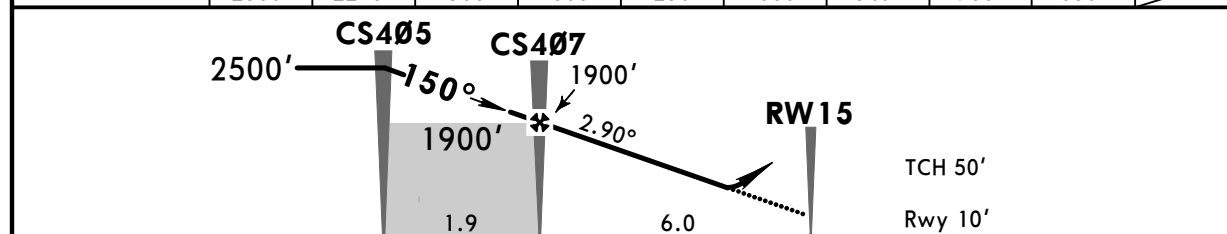
CAIRNS, QLD, AUSTRALIA
RNAV-X (RNP) Rwy 15

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Aph Crs 150°	Procedure Alt CS407 1900' (1890')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 10'			
MISSED APCH: Track 150° to CS409, then via RNAV (RNP) missed approach track to CS415. Climb to 5000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS400/CS404 to CS409.							

MSA ARP
5600
within 10 NM



NM to NEXT WPT	CS405	1.0	CS407	5.0	4.0	3.2	2.5	2.1	2.0	RW15
ALTITUDE	2500'	2210'	1900'	1600'	1290'	1060'	840'	700'	680'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		150°	CS409	5000'	RNP	CS415
Descent Angle 2.90°	359	462	513	616	718	821	PAPI PAPI				↑	via RNAV TRACK	
MAP at DA													

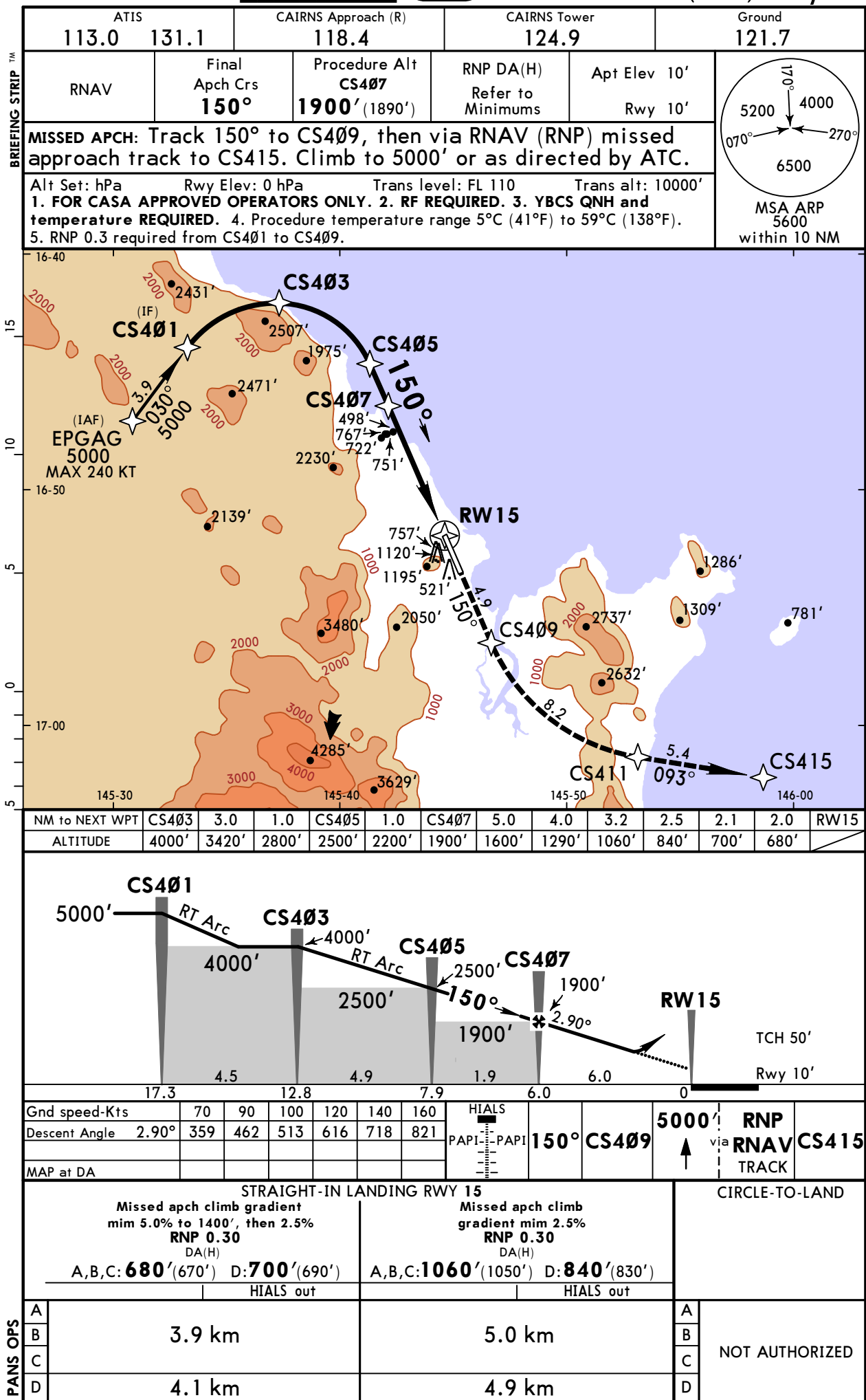
STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND		
Missed apch climb gradient min 5.0% to 1400', then 2.5% RNP 0.30 DA(H)		Missed apch climb gradient min 2.5% RNP 0.30 DA(H)				
A,B,C: 680' (670') D: 700' (690')		A,B,C: 1060' (1050') D: 840' (830')				
HIALS out		HIALS out				
A	3.9 km		5.0 km		A	NOT AUTHORIZED
B						
C						
D	4.1 km		4.9 km		D	

CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL16 JUN 17
Eff 21 Jun 1600Z

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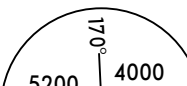
CAIRNS, QLD, AUSTRALIA
RNAV-W (RNP) Rwy 15

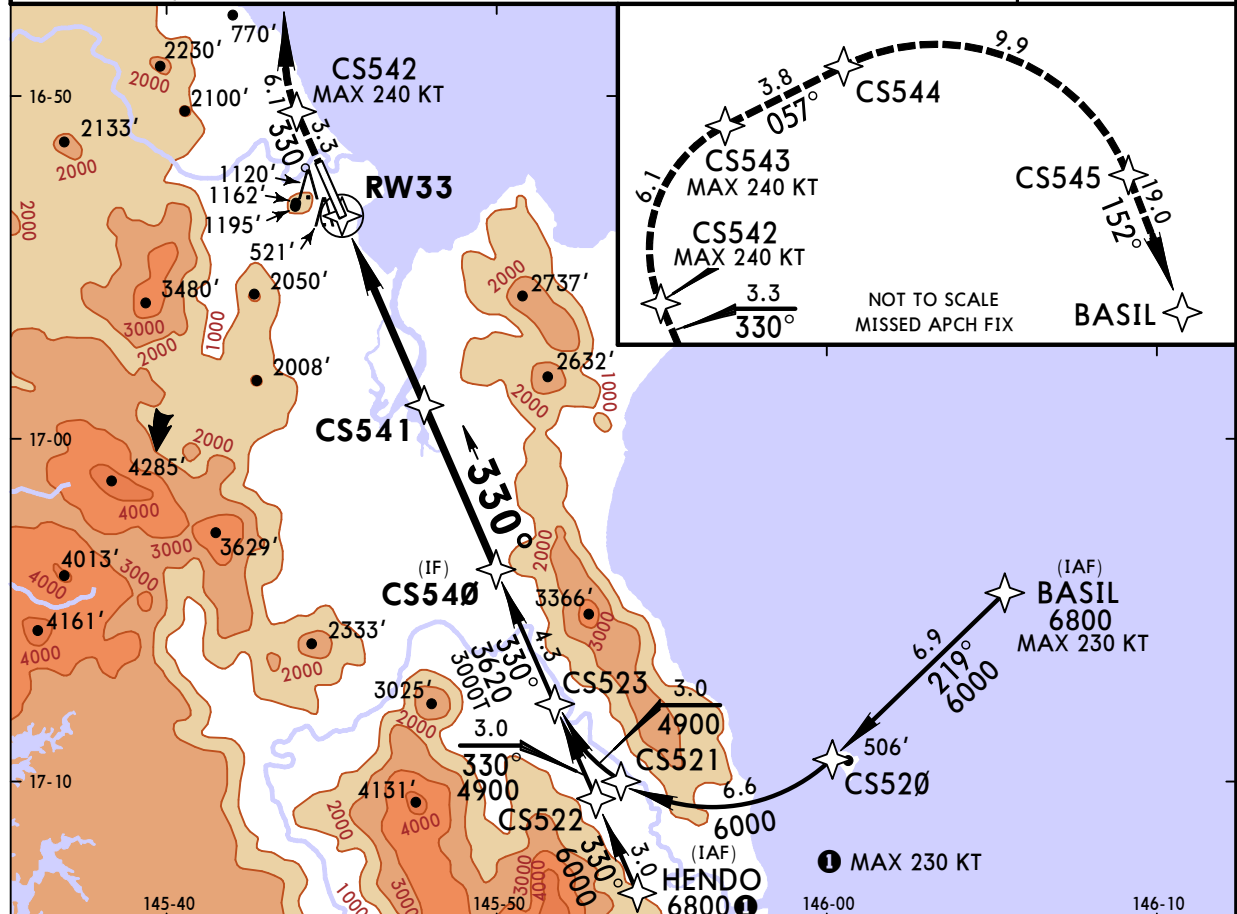
YBCS/CNS
CAIRNS INTL23 FEB 18
Eff 1 Mar

12-22

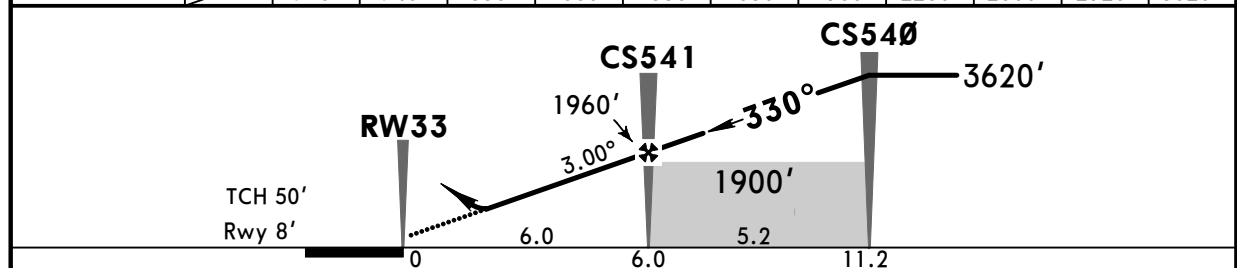
CAIRNS, QLD, AUSTRALIA
RNAV-Y (RNP) Rwy 33

BRIEFING STRIP


ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Aptch Crs 330°	Procedure Alt CS541 1960' (1952')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 8'			
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800' or as directed by ATC. MAP until CS543: 240KT.							MSA ARP 5600 within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 49°C (120°F). 5. RNP 0.3 required from CS523 to CS542.							



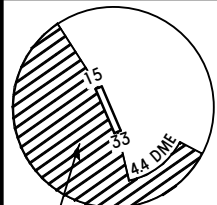
NM to NEXT WPT	RW33	2.0	2.1	2.4	3.1	4.0	5.0	CS541	1.0	2.0	3.0	CS540
ALTITUDE		710'	740'	830'	1060'	1330'	1650'	1960'	2280'	2600'	2920'	3620'



Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	330°	CS542	6800'	RNP
MAP at DA											via	BASIL
											TRACK	

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.0% RNP 0.30		Missed apch climb gradient mim 2.5% RNP 0.30					
DA(H) A,B,C: 710' (702')		DA(H) A,B,C: 1060' (1052')					
D: 740' (732')		D: 830' (822')					
A	4.1 km	5.0 km	NOT AUTHORIZED	A			
B							
C							
D	4.3 km	4.8 km	D	No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).			


PANS OPS

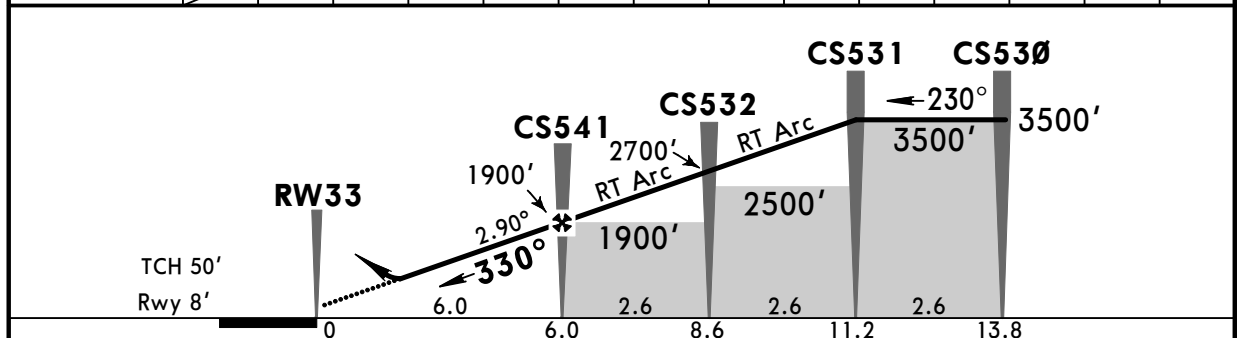
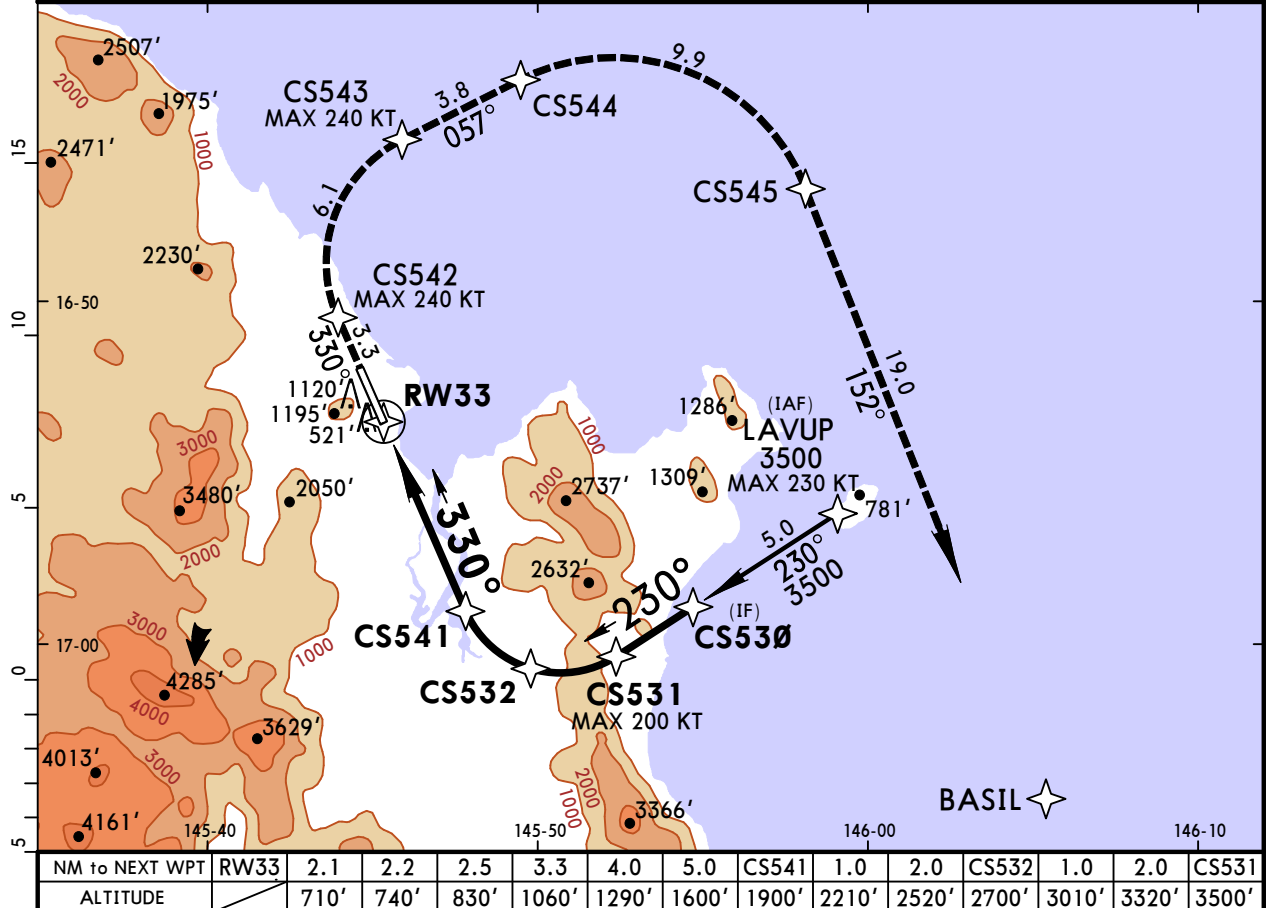


No Circling West of
Rwy 15-33 or Beyond
4.4 DME to the South
(2 NM South of
threshold Rwy 33).

YBCS/CNS
CAIRNS INTLJEPPesen
23 FEB 18
Eff 1 Mar (12-23)CAIRNS, QLD, AUSTRALIA
RNAV-X (RNP) Rwy 33

BRIEFING STRIP

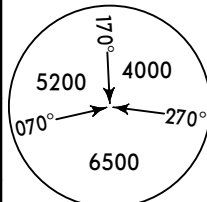
ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
RNAV	Final Apch Crs 330°	Procedure Alt CS541 1900' (1892')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 8'		
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800' or as directed by ATC. MAP until CS543: 240KT.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS530 to CS542.						
						MSA ARP 5600 within 10 NM

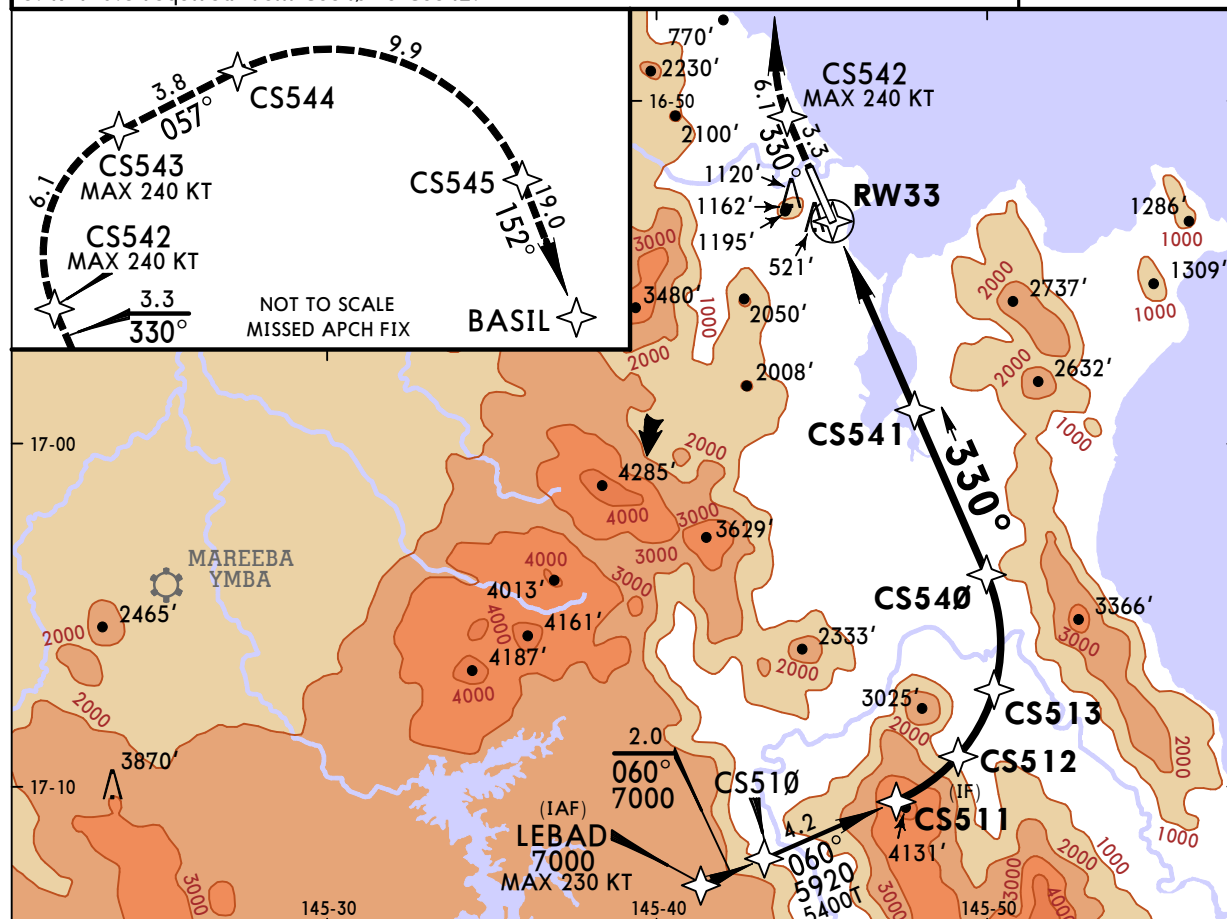


STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.0% RNP 0.30				Missed apch climb gradient mim 2.5% RNP 0.30			
DA(H) A,B,C: 710' (702') D: 740' (732')				DA(H) A,B,C: 1060' (1052') D: 830' (822')			
A	4.1 km			A	NOT AUTHORIZED		
B				B			
C				C			
D	4.3 km			D			

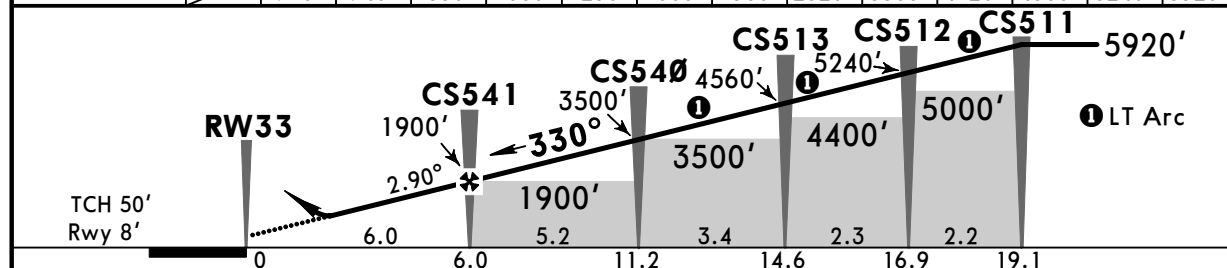
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18
Eff 1 Mar (12-24)CAIRNS, QLD, AUSTRALIA
RNAV-W (RNP) Rwy 33

BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Apch Crs 330°	Procedure Alt CS541 1900' (1892')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 8'			
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800' or as directed by ATC. MAP until CS543: 240KT.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS540 to CS542.							



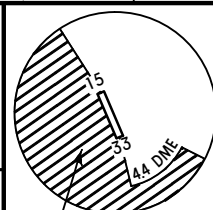
NM to NEXT WPT	RW33	2.1	2.2	2.5	3.3	4.0	5.0	CS541	2.0	CS540	2.0	CS513	CS512	CS511
ALTITUDE		710'	740'	830'	1060'	1290'	1600'	1900'	2520'	3500'	4120'	4560'	5240'	5920'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		330° CS542		6800' RNP		via RNAV BASIL	
Descent Angle	2.90°	359	462	513	616	821								
MAP at DA														

PANS OPS

STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND	
Missed apch climb gradient min 5.0% RNP 0.30		Missed apch climb gradient min 2.5% RNP 0.30	
DA(H) A,B,C: 710' (702') D: 740' (732')		DA(H) A,B,C: 1060' (1052') D: 830' (822')	
A	4.1 km	A	NOT AUTHORIZED
B		B	
C		C	
D	4.3 km	D	



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

**YBCS/CNS
CAIRNS INTL**



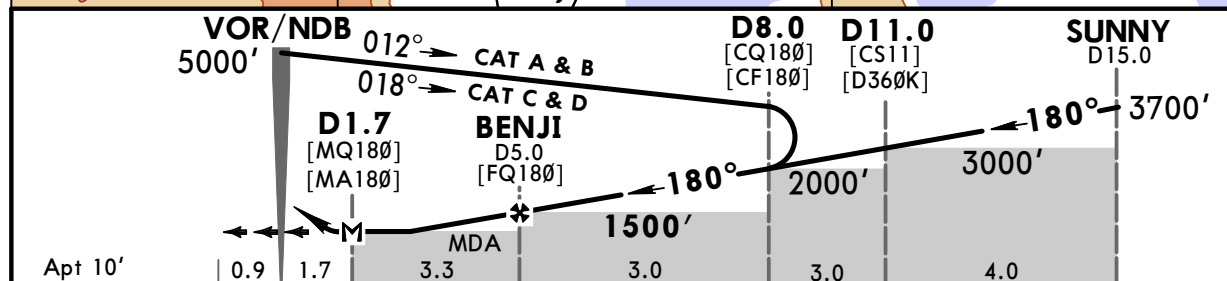
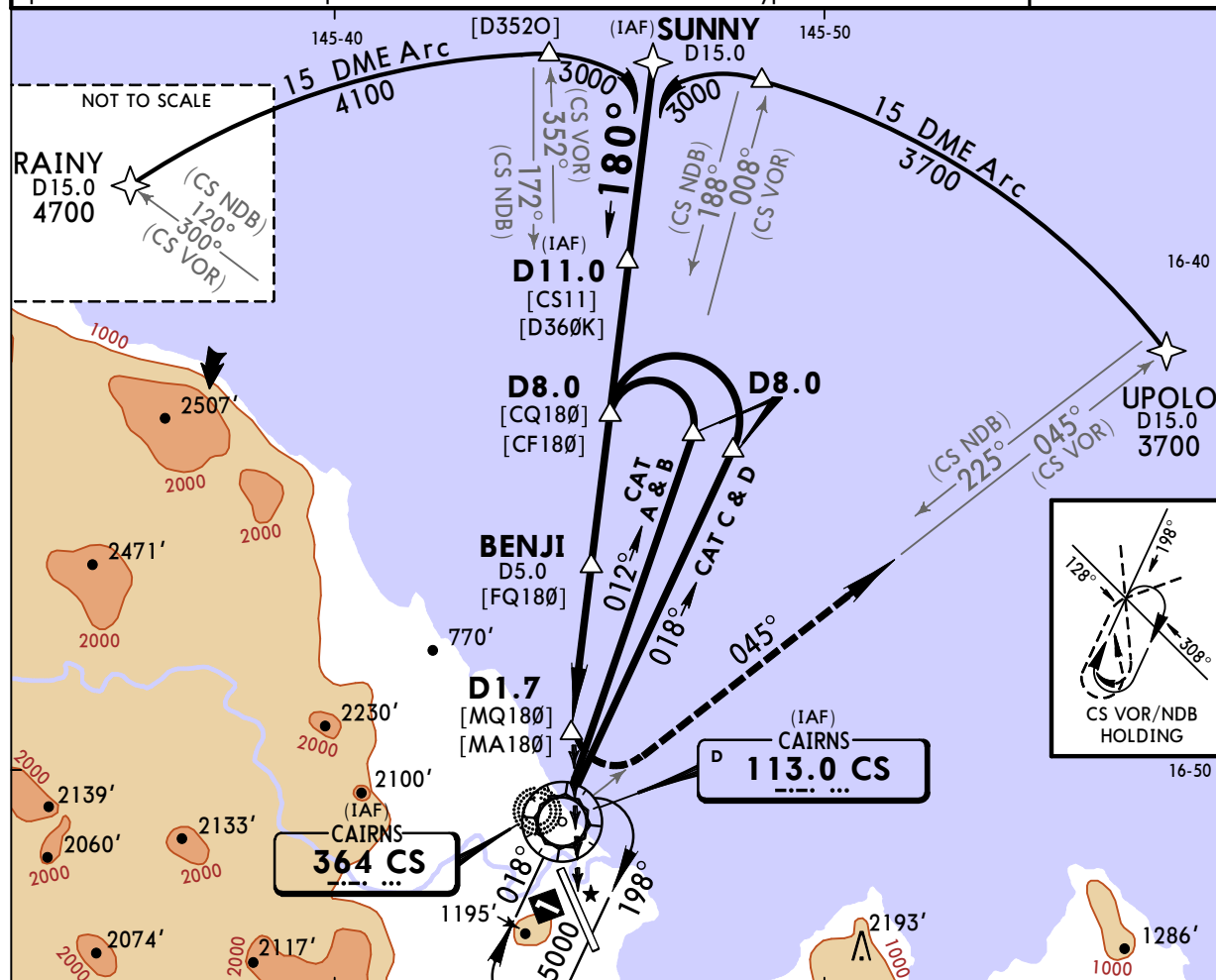
JEPPESEN

23 FEB 18 (13-1) Eff 1 Mar


CAIRNS, QLD, AUSTRALIA

NDB-A or VOR-A

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

[illegible]

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



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

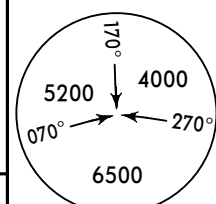
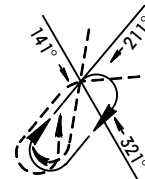
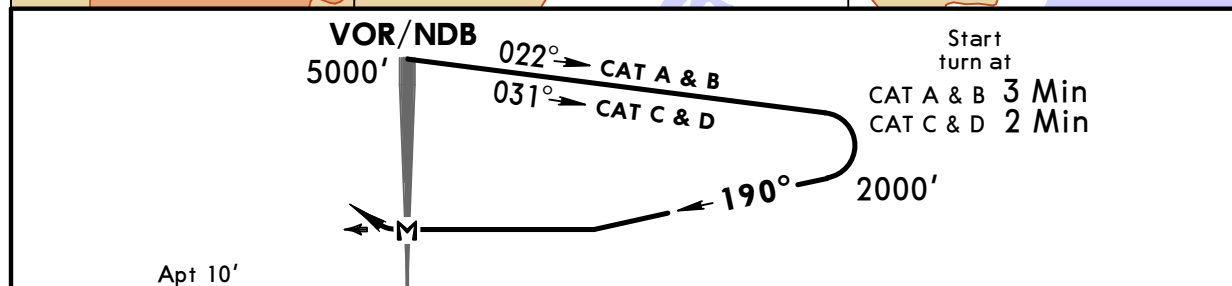
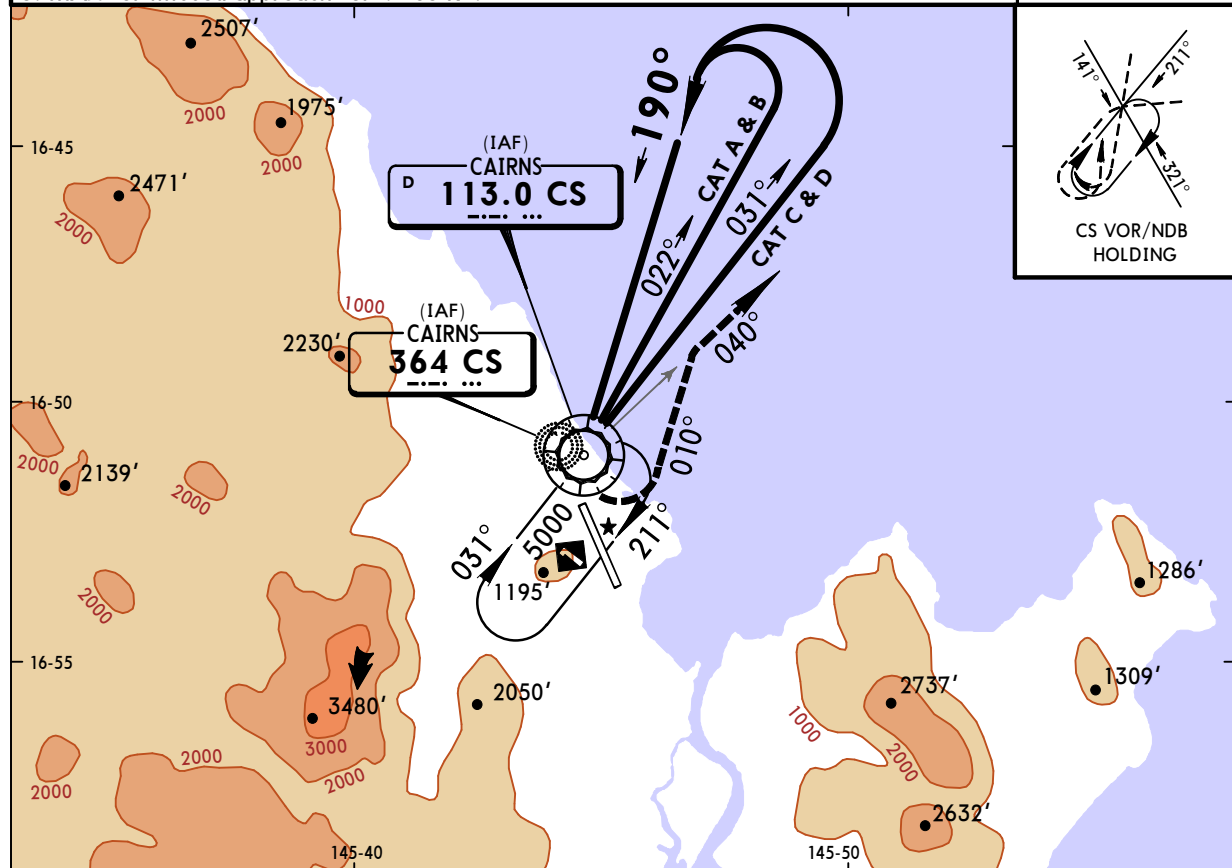
CHANGES: SUNNY IAF.

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YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18 (13-2) Eff 1 MarCAIRNS, QLD, AUSTRALIA
NDB-B or VOR-B

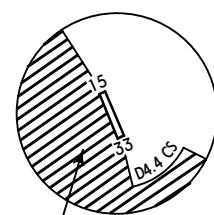
BRIEFING STRIP™

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
NDB CS 364			Apt Elev 10'
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 for initial Cat A & B: 140 KT. 2. MAX for holding: 185 KT. 3. MAX for missed approach turn: 185 KT.			

MSA CS VOR/NDB
5600
within 10 NMCS VOR/NDB
HOLDING

MAP at VOR/NDB	Lighting - Refer to Airport Chart	LT	010°	CS 113.0 R-040	CS 364 040°
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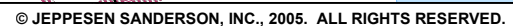
CIRCLE-TO-LAND		MDA(H)	
Max Kts			
A 100		1620' (1610') -2.4 km	
B 135		1620' (1610') -4.0 km	
C 180		1620' (1610') -5.0 km	
D 205		1620' (1610') -5.0 km	

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

PANS OPS

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JeppView 3.6.2.0



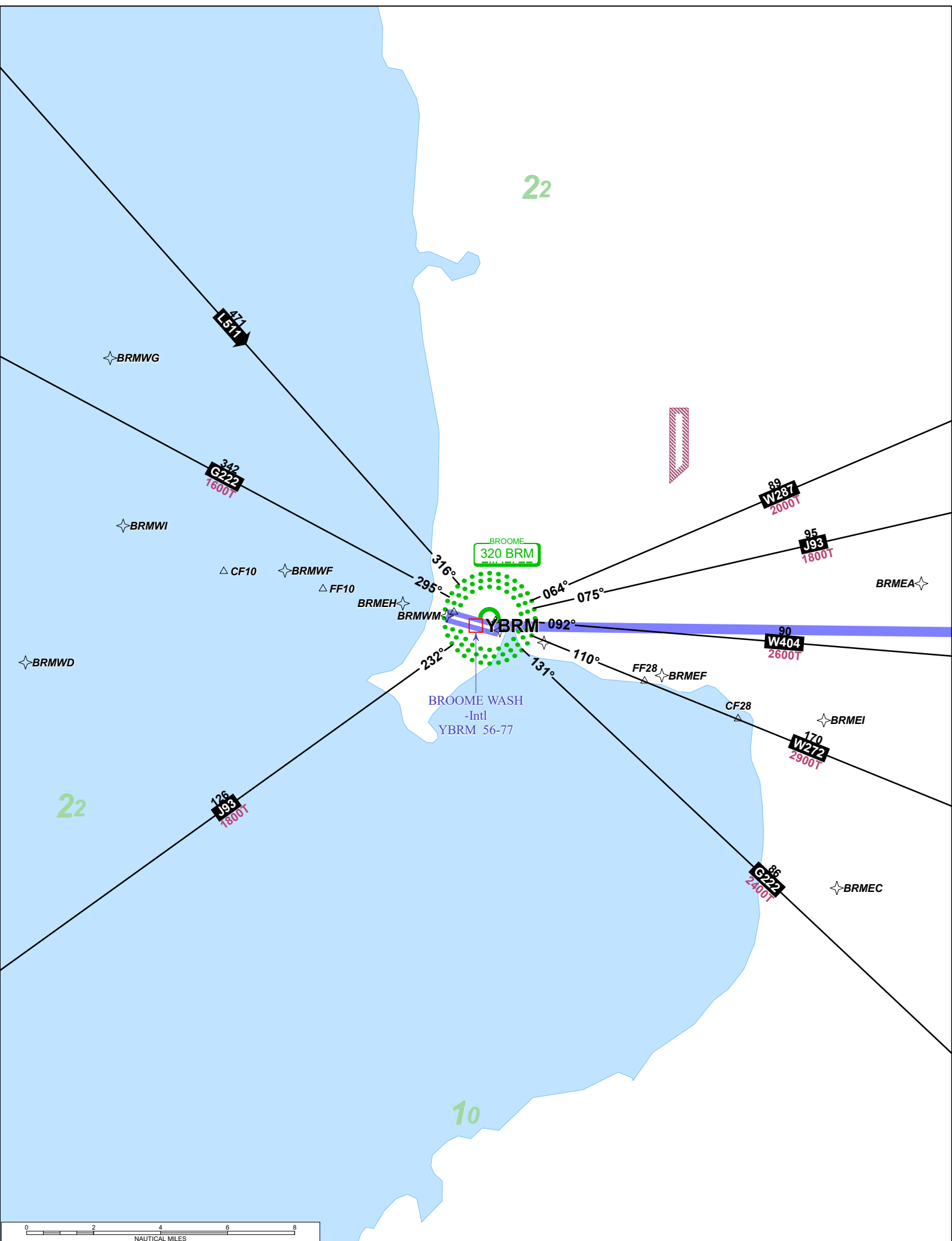
2.0.2 DESTINATION (YBCS -> YBRM): YBRM (Broome Intl)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



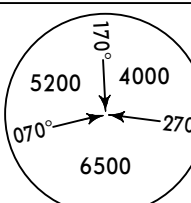
YBCS/CNS
CAIRNS INTLJEPPESEN
16 JUN 17 (10-2)

Eff 21 Jun 1600Z

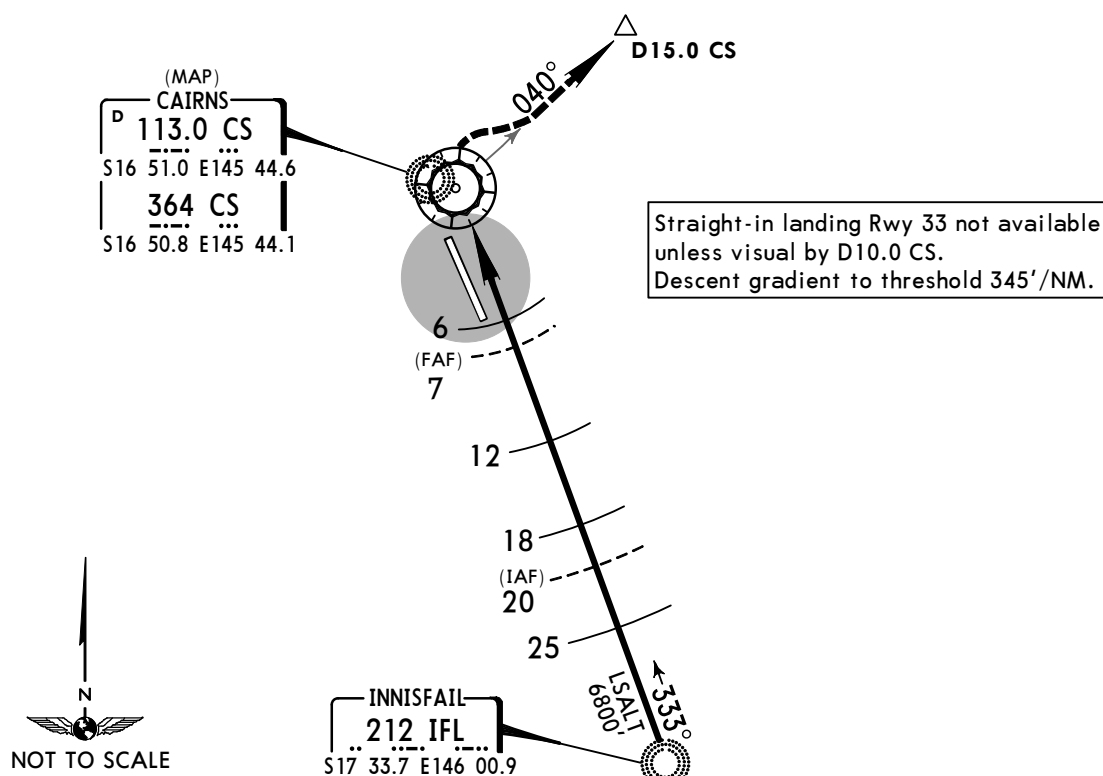
CAIRNS, QLD, AUSTRALIA

DME or GNSS ARRIVAL

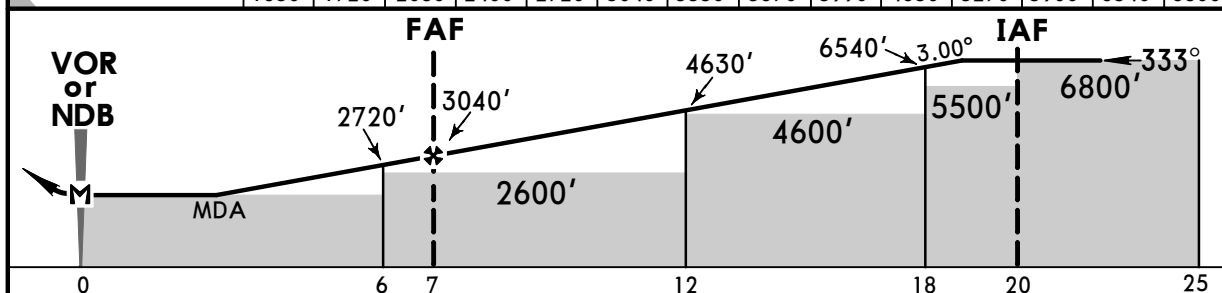
BRIEFING STRIP™


ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
VOR CS 113.0	NDB CS 364	Final Apch Crs 333°	Procedure Alt FAF 3040' (3030')	MDA(H) Refer to Minimums	Apt Elev 10'		
MISSED APCH: Turn RIGHT to intercept and track 040° from CS VOR or NDB, climb to 5000' and track to D15.0 CS or as directed by ATC.							
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000'						MSA CS VOR or CS NDB 5600 within 10 NM	
DME using CS DME. Reference waypoint CS VOR.							

IFL NDB to CS VOR or NDB



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'

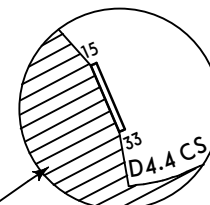


Gnd speed-Kts	70	90	100	120	140	160		CS 113.0 R-040	CS 364 040°
Descent Angle	3.00°	372	478	531	637	743			
MAP at VOR or NDB									

CIRCLE-TO-LAND

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

Max Kts	
A 100	
B 135	2.4 km
C 180	4.0 km
D 205	5.0 km

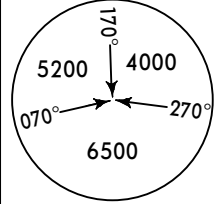


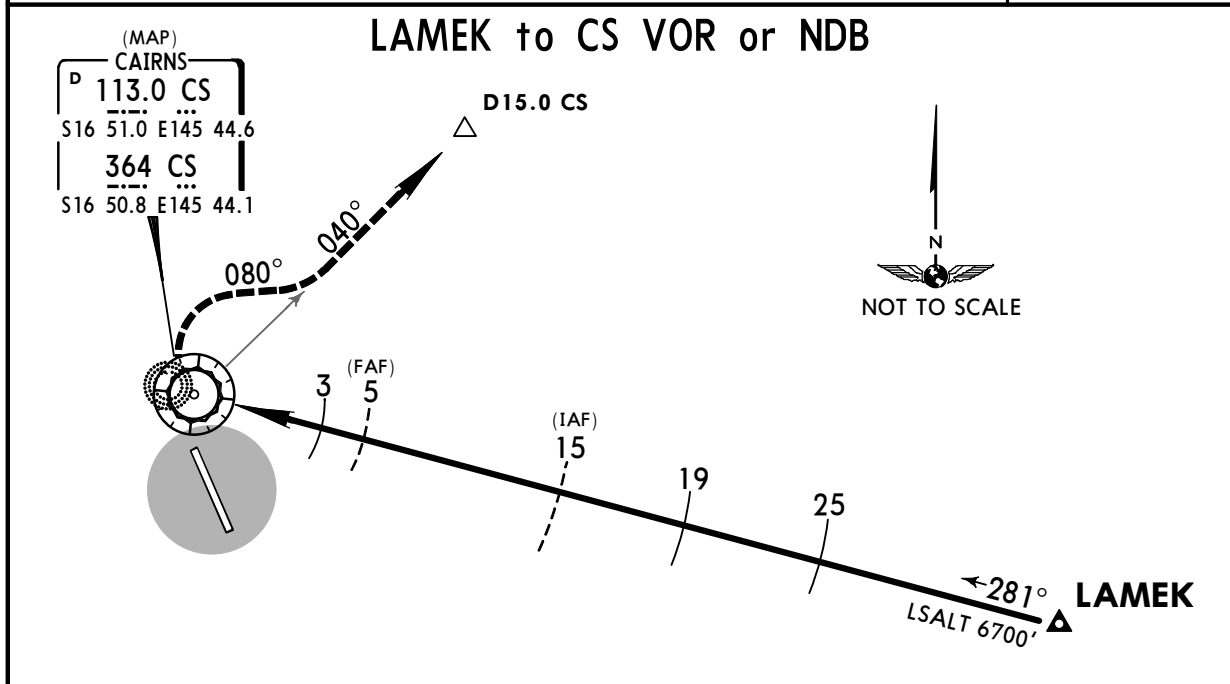
No Circling West of Rwy 15/33 or beyond D4.4 CS to the SOUTH.

PANS OPS

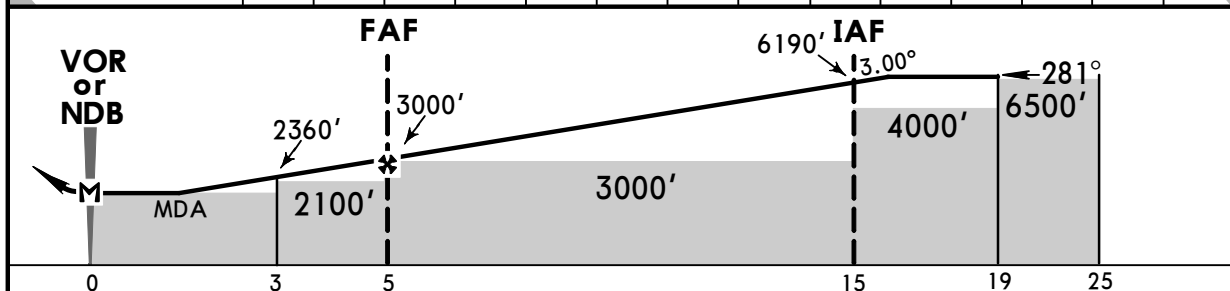
YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 (10-2A) Eff 21 Jun 1600Z DME or GNSS ARRIVAL


BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
VOR CS 113.0	NDB CS 364	Final Apch Crs 281°	Procedure Alt FAF 3000' (2990')		MDA(H) Refer to Minimums	Apt Elev 10'
<p>MISSED APCH: Turn RIGHT track 080° to intercept and track 040° from CS VOR or NDB, climb to 5000' and track to D15.0 CS or as directed by ATC.</p> <p>LIMITATION: MAX 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).</p> <p>CAUTION: Do not delay turn onto 080° due to high terrain WEST of missed approach area.</p>						 <p>MSA CS VOR or CS NDB 5600 within 10 NM</p>
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'
DME using CS DME. Reference waypoint CS VOR.						



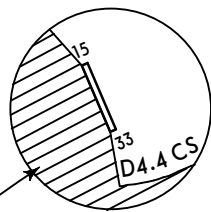
NM to VOR	0.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	16.0
ALTITUDE	1620'	2040'	2360'	2680'	3000'	3320'	3640'	3960'	4270'	4590'	4910'	5230'	5550'	6500'



Gnd speed-Kts	70	90	100	120	140	160	 080°		CS 113.0 R-040	CS 364 040°
Descent Angle	3.00°	372	478	531	637	743				
MAP at VOR or NDB										

PANS OPS

		CIRCLE-TO-LAND	
		MDA(H)	A, B: 1620' (1610') C, D: 1720' (1710')
	Max Kts		
A	100		
B	135	2.4 km	
C	180	4.0 km	
D	205	5.0 km	



No Circling West of Rwy 15/33 or beyond D4.4 CS to the SOUTH.

YBCS/CNS
CAIRNS INTLJEPPESEN
16 JUN 17

10-2B

Eff 21 Jun 1600Z

DME or GNSS ARRIVAL

CAIRNS, QLD, AUSTRALIA

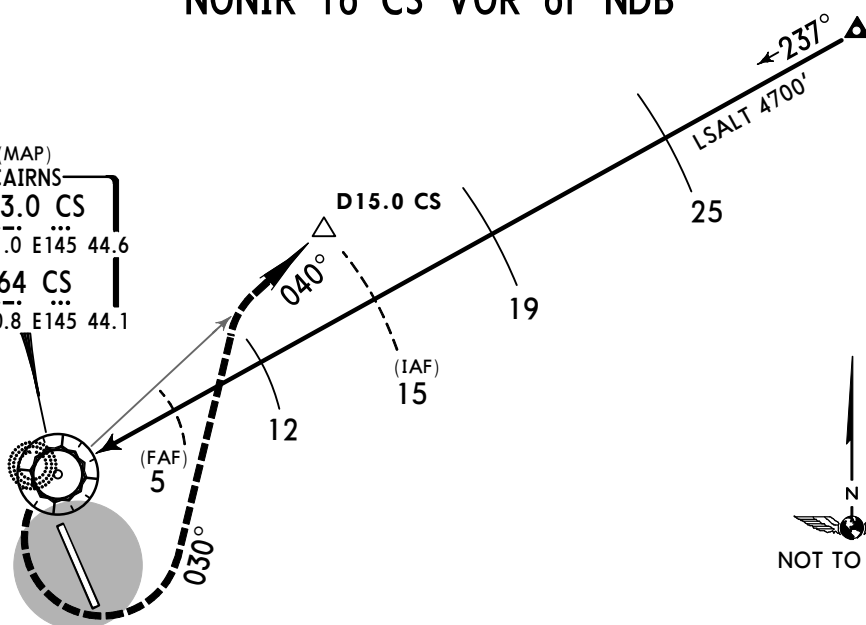
BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
VOR CS 113.0	NDB CS 364	Final Apch Crs 237°	Procedure Alt FAF 2500' (2490')	MDA(H) 1780' (1770')	Apt Elev 10'	
<p>MISSED APCH: Turn LEFT track 030° to intercept and track 040° from CS VOR or NDB, climb to 5000' and track to D15.0 CS or as directed by ATC.</p> <p>LIMITATION: MAX 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).</p> <p>CAUTION: Do not delay turn onto 030° due to high terrain WEST of missed approach area.</p>						<p>MSA CS VOR or CS NDB 5600 within 10 NM</p>
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000' DME using CS DME. Reference waypoint CS VOR.						

NONIR to CS VOR or NDB

NONIR

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



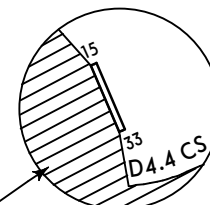
NM to VOR	2.8	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	1780'	1860'	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'	4700'

VOR or NDB		FAF		IAF		237°	
M		2500'		3.00°		4000'	
MDA						3000'	
0		5		12		15	
						19	
						25	
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR or NDB							
						LT	
						030°	
						CS 113.0 or 364 R-040 040°	

CIRCLE-TO-LAND

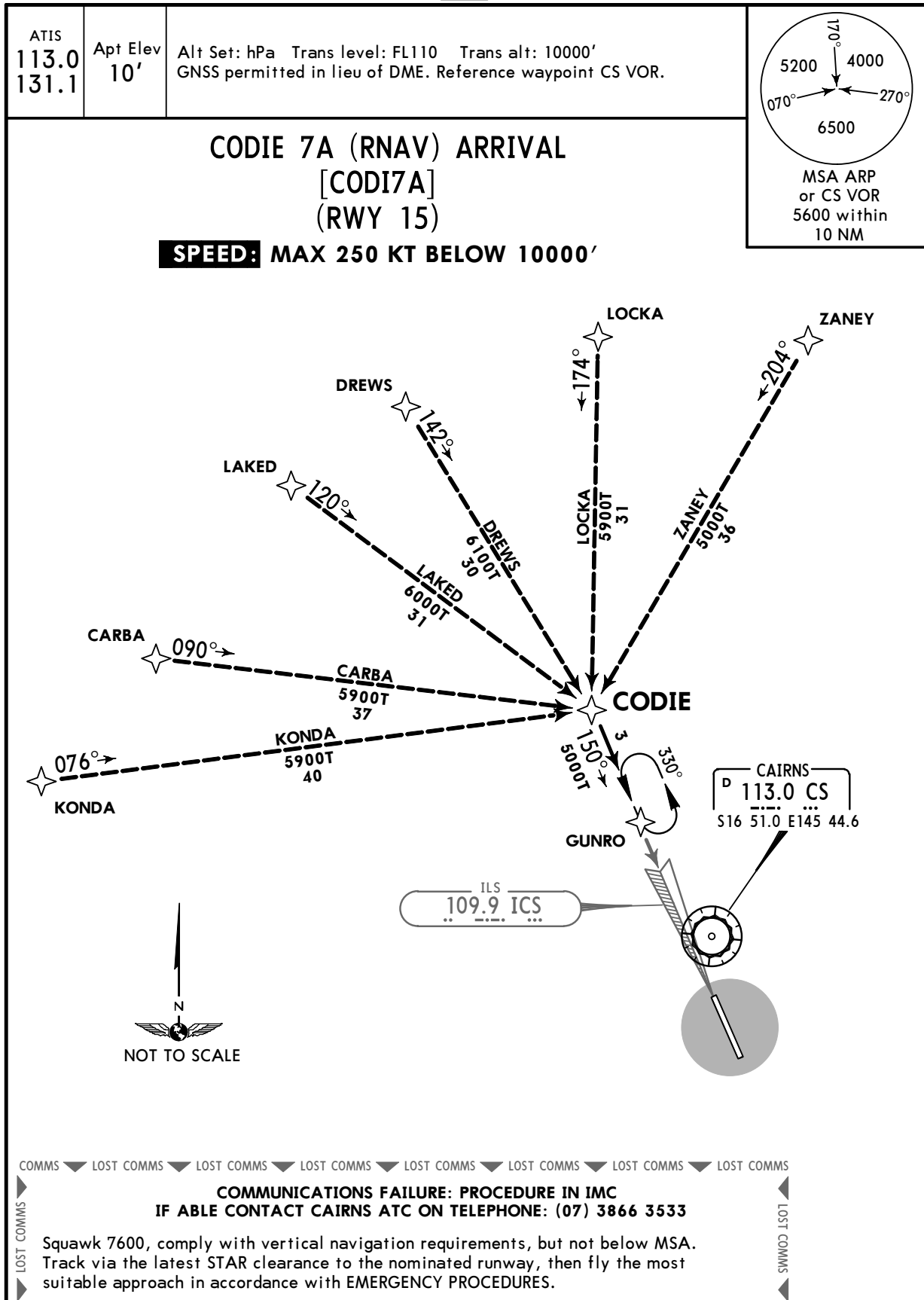
MDA(H) 1780' (1770')

	Max Kts	
A	100	
B	135	2.4 km
C	180	4.0 km
D	205	5.0 km



No Circling West of Rwy 15/33 or beyond D4.4 CS to the SOUTH.

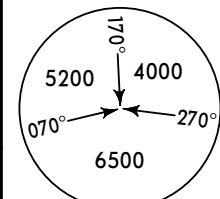
PANS OPS

YBCS/CNS
CAIRNS INTL
JEPPESSEN CAIRNS, QLD, AUSTRALIA
 16 JUN 17 **10-2C** Eff 21 Jun 1600Z **RNAV STAR**


TRANSITIONS	ROUTING
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.
ROUTING	
From CODIE track 150° to GUNRO. Track via ILS RWY 15 or LOC RWY 15.	

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 10-2D Eff 21 Jun 1600Z RNAV STARATIS
113.0
131.1Apt Elev
10'

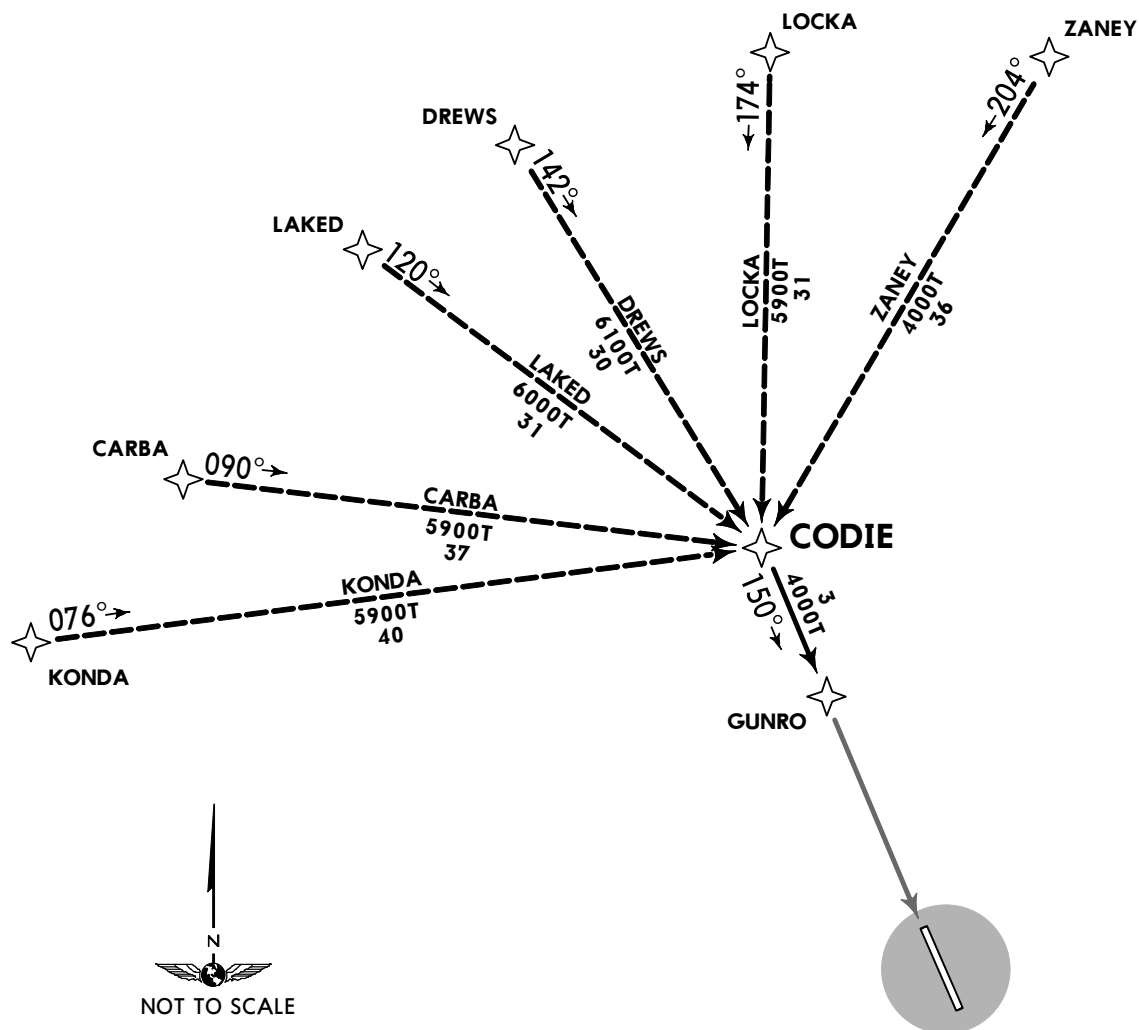
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within
10 NM

CODIE 7X (RNAV) ARRIVAL

[CODI7X]

(RWY 15)

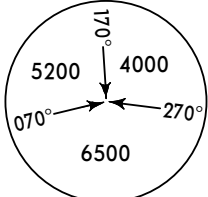
SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533Squawk 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.

TRANSITIONS	ROUTING
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.
ROUTING	
From CODIE track 150° to GUNRO thence via RNAV-X (RNP) RWY 15.	

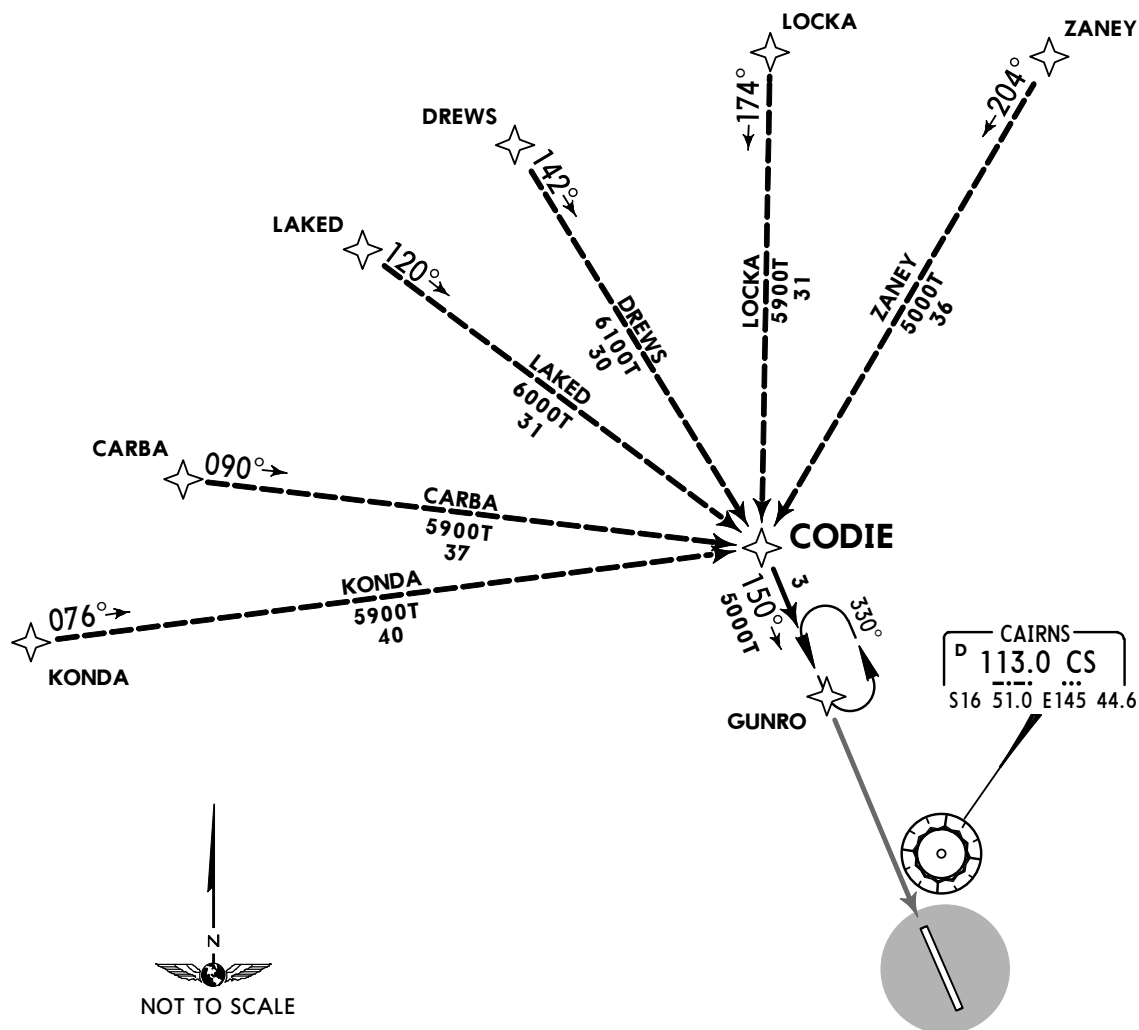
YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 10-2E Eff 21 Jun 1600Z RNAV STAR

ATIS 113.0 131.1	Apt Elev 10'	Alt Set: hPa Trans level: FL110 Trans alt: 10000' GNSS permitted in lieu of DME. Reference waypoint CS VOR.	 <p>MSA ARP 5600 within 10 NM</p>
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CODIE 7Z (RNAV) ARRIVAL

[CODI7Z]

(RWY 15)

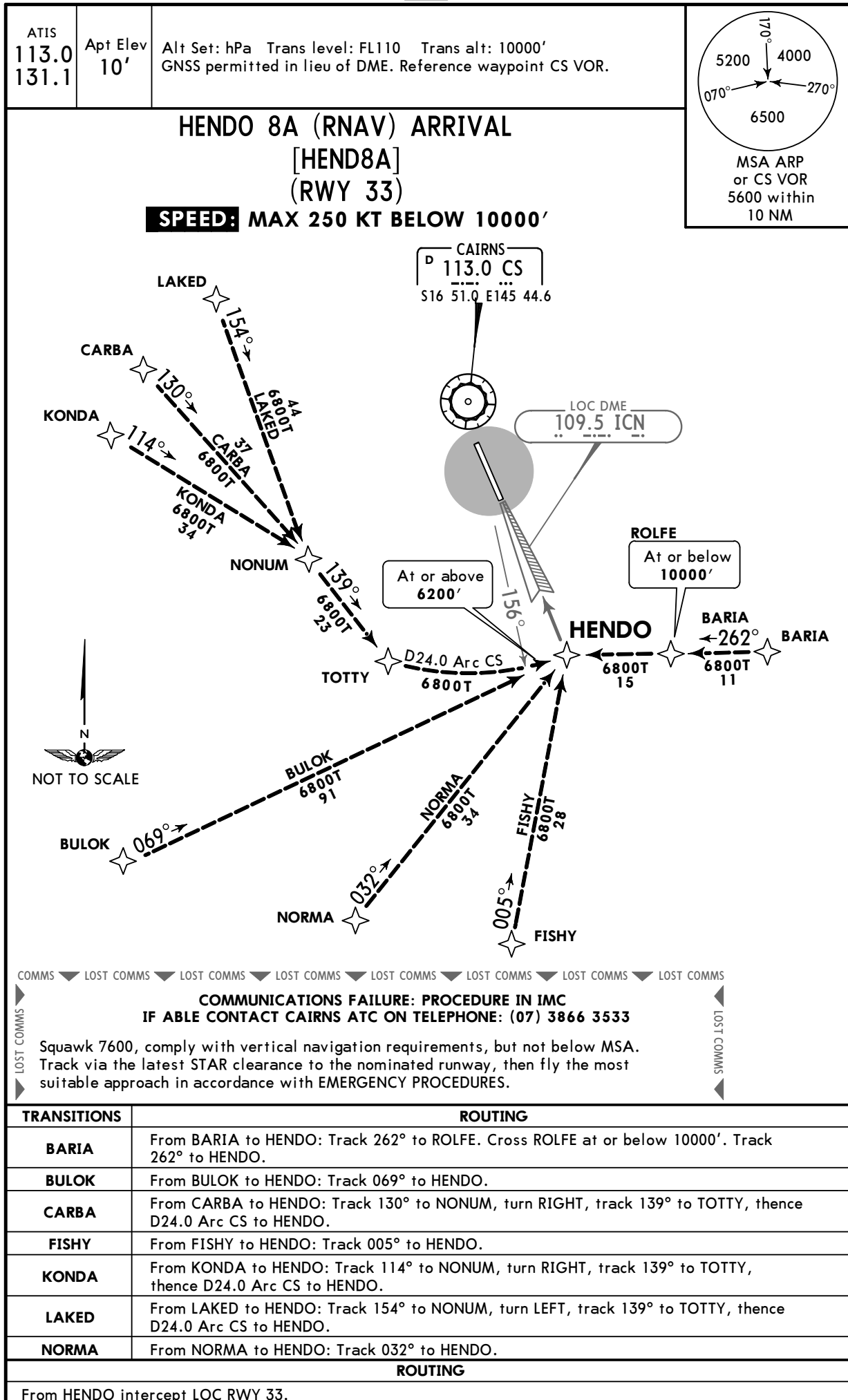
SPEED: MAX 250 KT BELOW 10000'

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533

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.

TRANSITIONS	ROUTING
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.
ROUTING	
From CODIE track 150° to GUNRO. Track via RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.	

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
16 JUN 17 10-2F Eff 21 Jun 1600Z RNAV STAR

YBCS/CNS
CAIRNS INTL

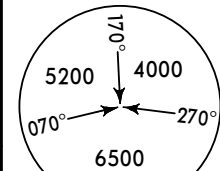
JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

(10-2G)

Eff 1 Mar

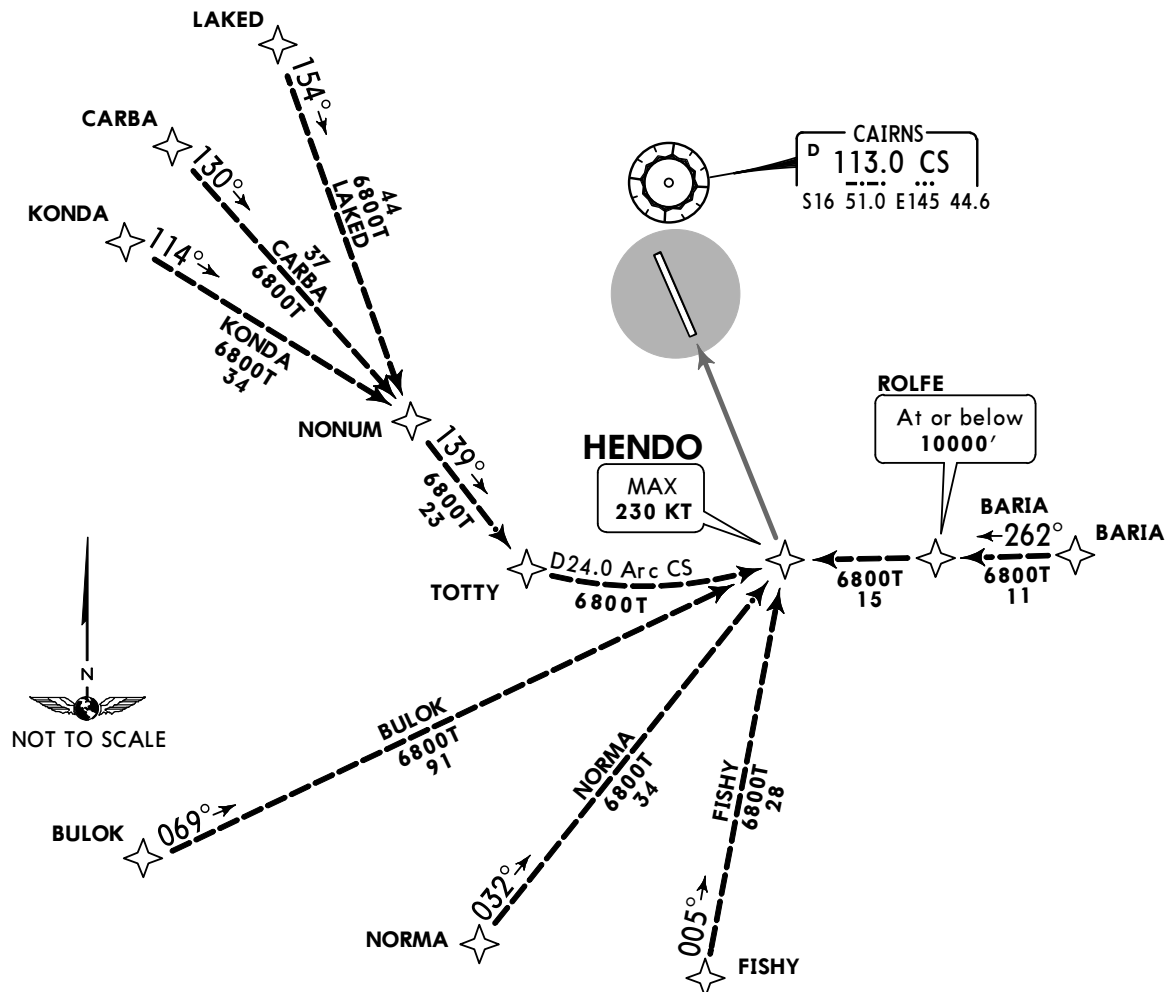
RNAV STAR

ATIS
113.0
131.1Apt Elev
10'Alt Set: hPa Trans level: FL110 Trans alt: 10000'
GNSS permitted in lieu of DME. Reference waypoint CS VOR.MSA ARP
5600 within
10 NM

HENDO 8Y (RNAV) ARRIVAL

[HEND8Y]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'

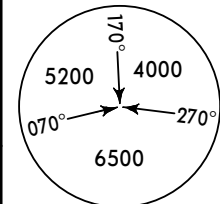
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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most
suitable approach in accordance with EMERGENCY PROCEDURES.

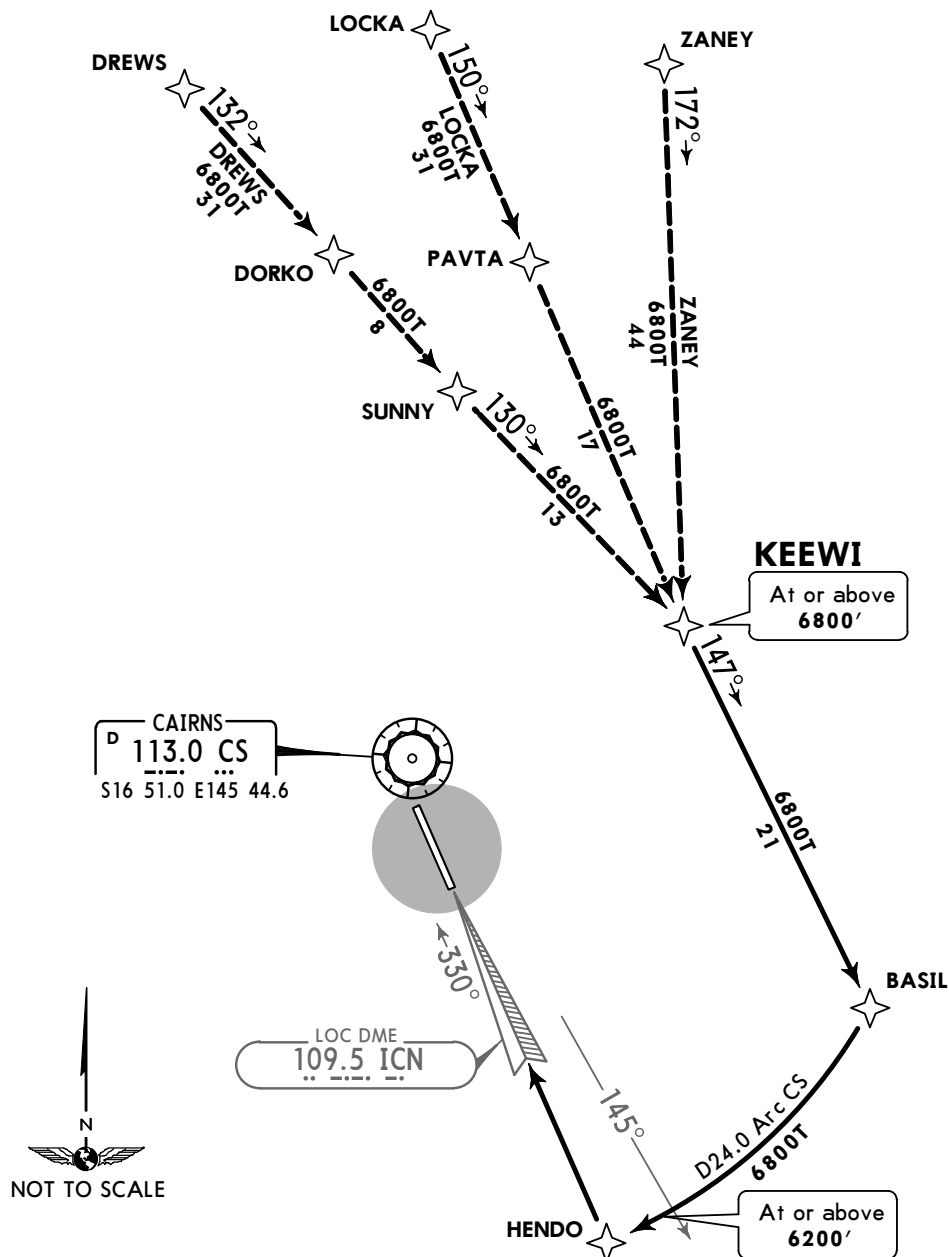
TRANSITIONS	ROUTING
BARIA	From BARIA to HENDO: Track 262° to ROLFE. Cross ROLFE at or below 10000'. Track 262° to HENDO.
BULOKE	From BULOKE to HENDO: Track 069° to HENDO.
CARBA	From CARBA to HENDO: Track 130° to NONUM, turn RIGHT, track 139° to TOTTY, thence D24.0 Arc CS to HENDO.
FISHY	From FISHY to HENDO: Track 005° to HENDO.
KONDA	From KONDA to HENDO: Track 114° to NONUM, turn RIGHT, track 139° to TOTTY, thence D24.0 Arc CS to HENDO.
LAKED	From LAKED to HENDO: Track 154° to NONUM, turn LEFT, track 139° to TOTTY, thence D24.0 Arc CS to HENDO.
NORMA	From NORMA to HENDO: Track 032° to HENDO.
ROUTING	
From HENDO track via RNAV-Y (RNP) RWY 33. MAX 230 KT from HENDO.	

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 10-2H Eff 1 Mar RNAV STARATIS
113.0
131.1Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
or CS VOR
5600 within
10 NM

KEEWI 1A (RNAV) ARRIVAL

[KEWI1A]
(RWY 33)**SPEED: MAX 250 KT BELOW 10000'**

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) 3866 3533Squawk 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.

TRANSITIONS

ROUTING

DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.

ROUTING

Cross KEEWI at or above 6800'. From KEEWI track 147° to BASIL, thence via D24.0 Arc CS for LOC
RWY 33.

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

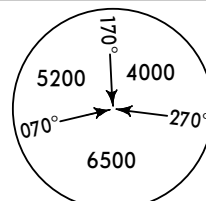
(10-2J)

Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

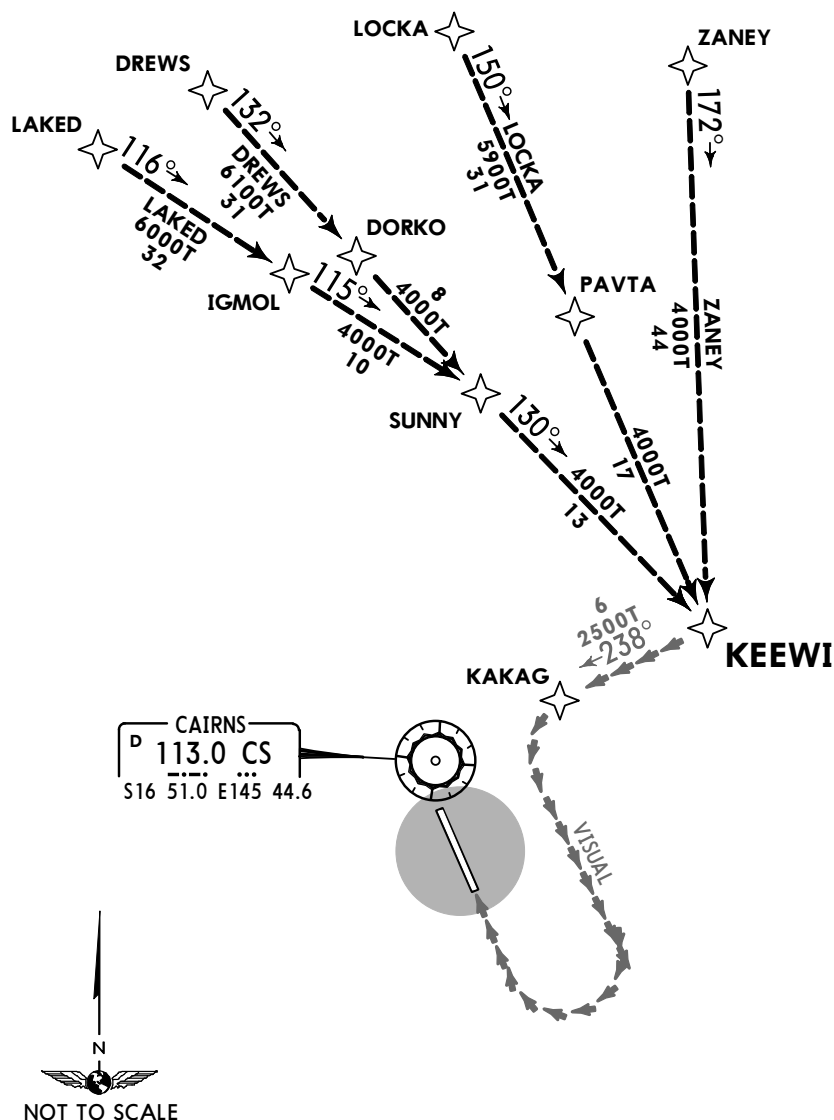
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
or CS VOR
5600 within
10 NM

KEEWI 1V (RNAV) ARRIVAL

[KEWI1V]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533Squawk 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.

TRANSITIONS

ROUTING

DREWS

From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.

LAKED

From LAKED track 116° to IGMOL. Track 115° to SUNNY. Track 130° to KEEWI.

LOCKA

From LOCKA track 150° to PAVTA. Track 150° to KEEWI.

ZANEY

From ZANEY track 172° to KEEWI.

ROUTING

Turn RIGHT, track 238° to KAKAG. At KAKAG turn LEFT track for RIGHT base RWY 33.

YBCS/CNS
CAIRNS INTL

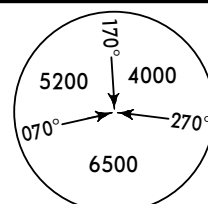
JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 10-2K Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

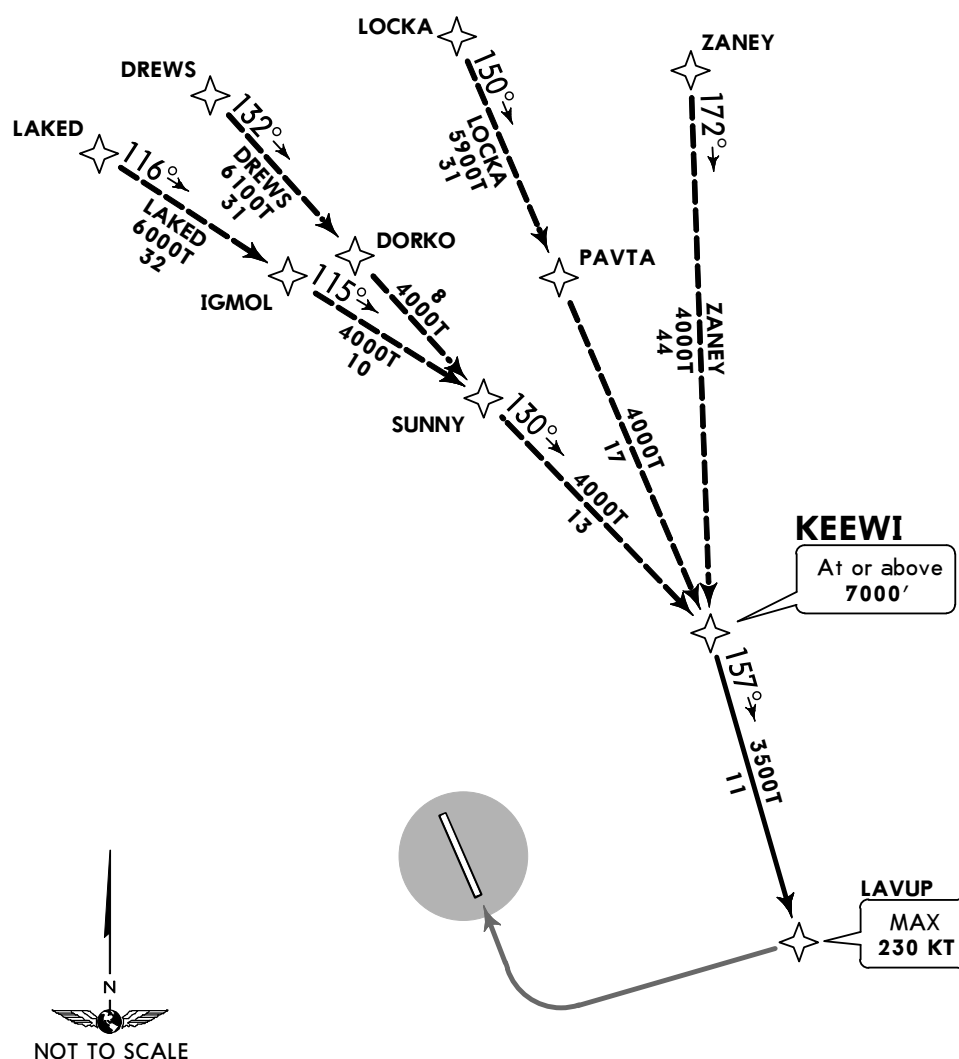
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within
10 NM

KEEWI 1X (RNAV) ARRIVAL

[KEWI1X]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533

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.

TRANSITIONS	ROUTING
DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LAKED	From LAKED track 116° to IGMOL. Track 115° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.
ROUTING	
Cross KEEWI at or above 7000'. From KEEWI track 157° to LAVUP, thence via RNAV-X (RNP) RWY 33. MAX 230 KT from LAVUP.	

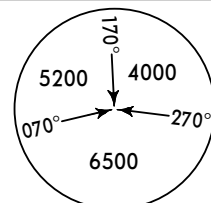
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18 10-2L Eff 1 Mar

CAIRNS, QLD, AUSTRALIA

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

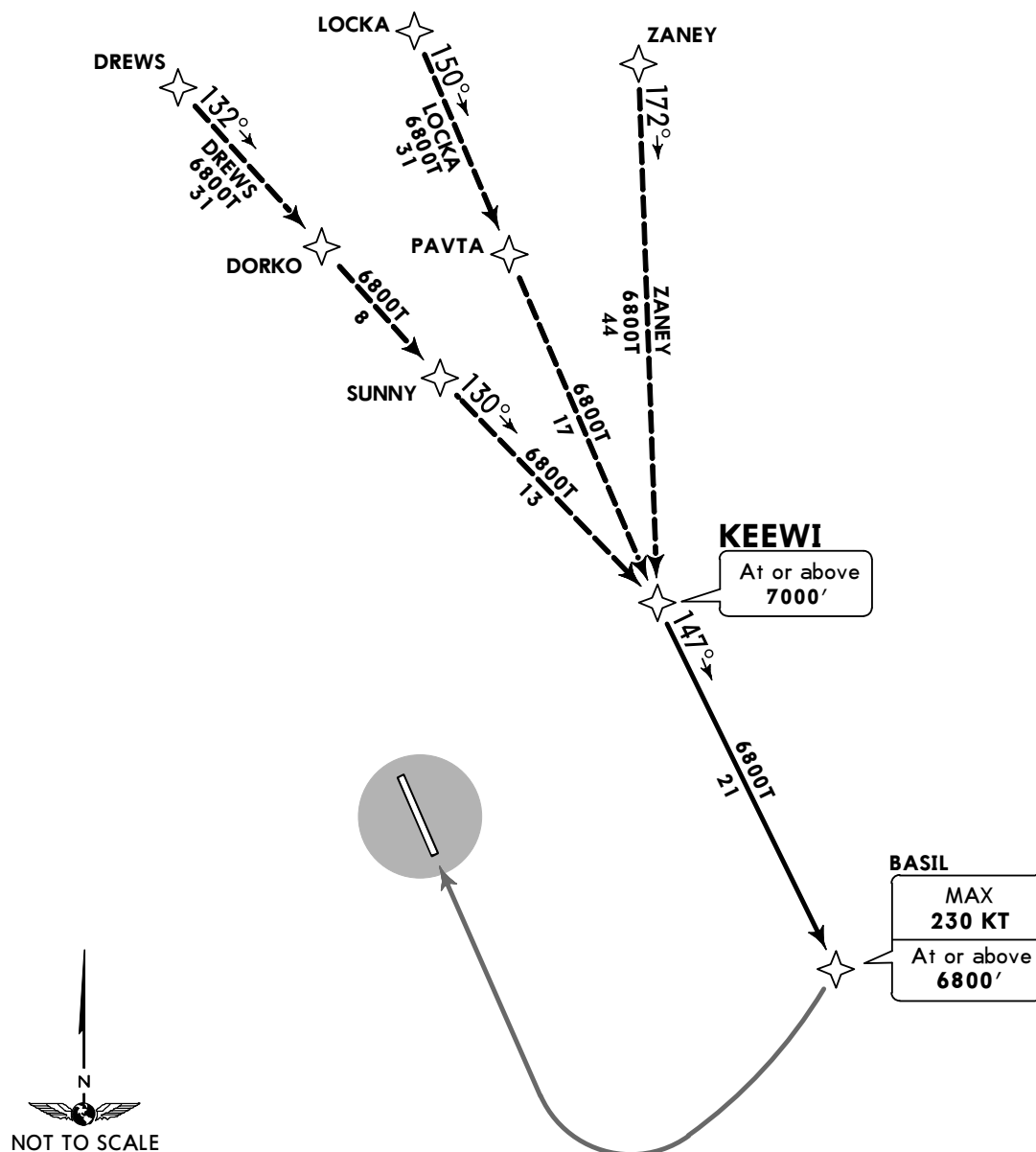
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within 10 NM

KEEWI 1Y (RNAV) ARRIVAL

[KEWI1Y]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533Squawk 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

TRANSITIONS	ROUTING
DREWS	From DREWS track 132° to DORKO. Track 132° to SUNNY. Track 130° to KEEWI.
LOCKA	From LOCKA track 150° to PAVTA. Track 150° to KEEWI.
ZANEY	From ZANEY track 172° to KEEWI.
ROUTING	
Cross KEEWI at or above 7000'. From KEEWI track 147° to BASIL, thence via RNAV-Y (RNP) RWY 33. Cross BASIL at or above 6800'. MAX 230 KT from BASIL.	

YBCS/CNS
CAIRNS INTL

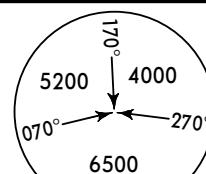
JEPPESSEN CAIRNS, QLD, AUSTRALIA
 23 FEB 18 **(10-2M)** Eff 1 Mar

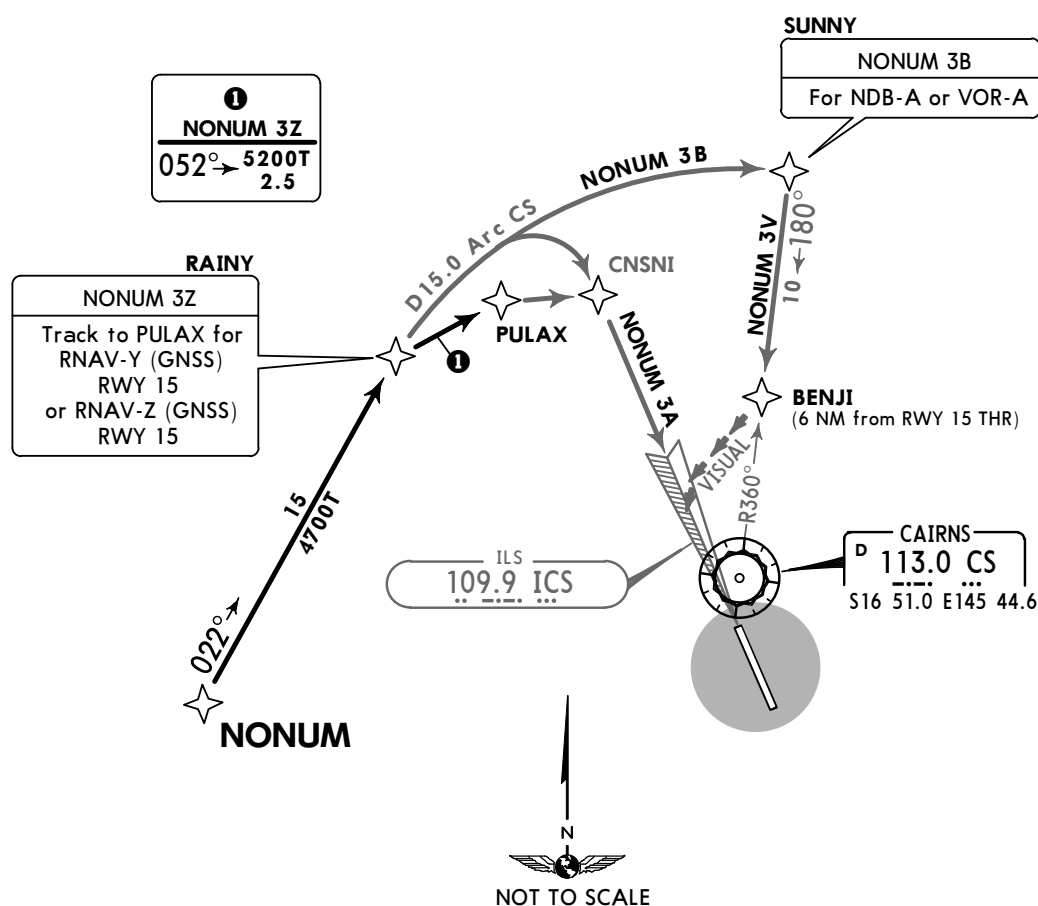
RNAV STAR

 ATIS
113.0
131.1

 Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'


 MSA ARP
 or CS VOR
 5600 within
 10 NM

NONUM 3A [NONU3A]
NONUM 3B [NONU3B]
NONUM 3V [NONU3V]
NONUM 3Z [NONU3Z]
(RNAV) ARRIVALS
(RWY 15)
SPEED: MAX 250 KT BELOW 10000'


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) 3866 3533

 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.

STAR	ROUTING
NONUM 3A	From NONUM track 022° to RAINY. From RAINY track via D15.0 Arc CS for ILS or LOC RWY 15.
NONUM 3B	From NONUM track 022° to RAINY, thence via D15.0 Arc CS to SUNNY for NDB-A or VOR-A.
NONUM 3V	From NONUM track 022° to RAINY, thence via D15.0 Arc CS to SUNNY. From SUNNY track 180° to BENJI thence visual track via "Creek Corridor" (Cairns NAP refers).
NONUM 3Z	From NONUM track 022° to RAINY. Turn RIGHT, track 052° to PULAX for RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

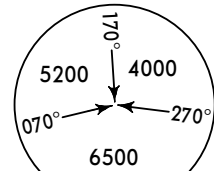
(10-2N)

Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

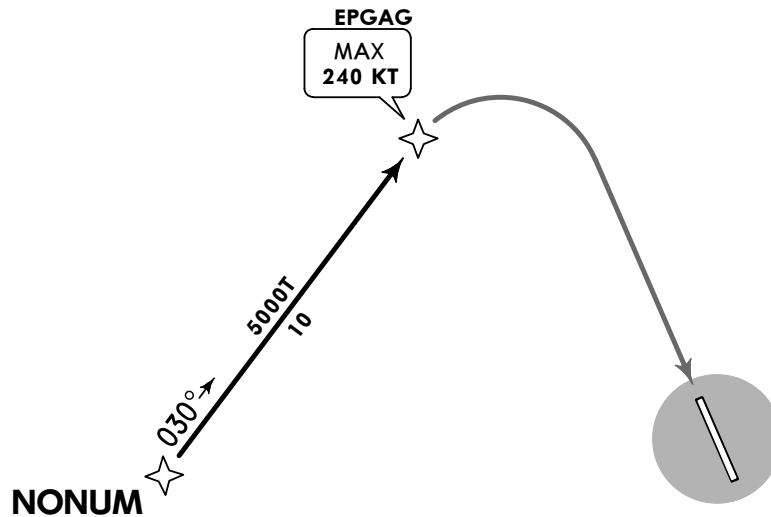
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within
10 NM

NONUM 3W (RNAV) ARRIVAL

[NONU3W]

(RWY 15)

SPEED: MAX 250 KT BELOW 10000'

NOT TO SCALE

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

LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533Squawk 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 ▼

ROUTINGFrom NONUM track 030° to EPGAG. From EPGAG track via RNAV-W (RNP) RWY 15. MAX 240 KT from
EPGAG.

**YBCS/CNS
CAIRNS INTL**

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

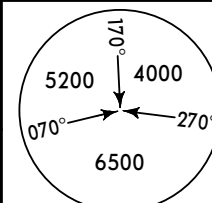
10-2P

Eff 1 Mar**RNAV STAR**

ATIS
113.0
131.1

Apt Elev
10'

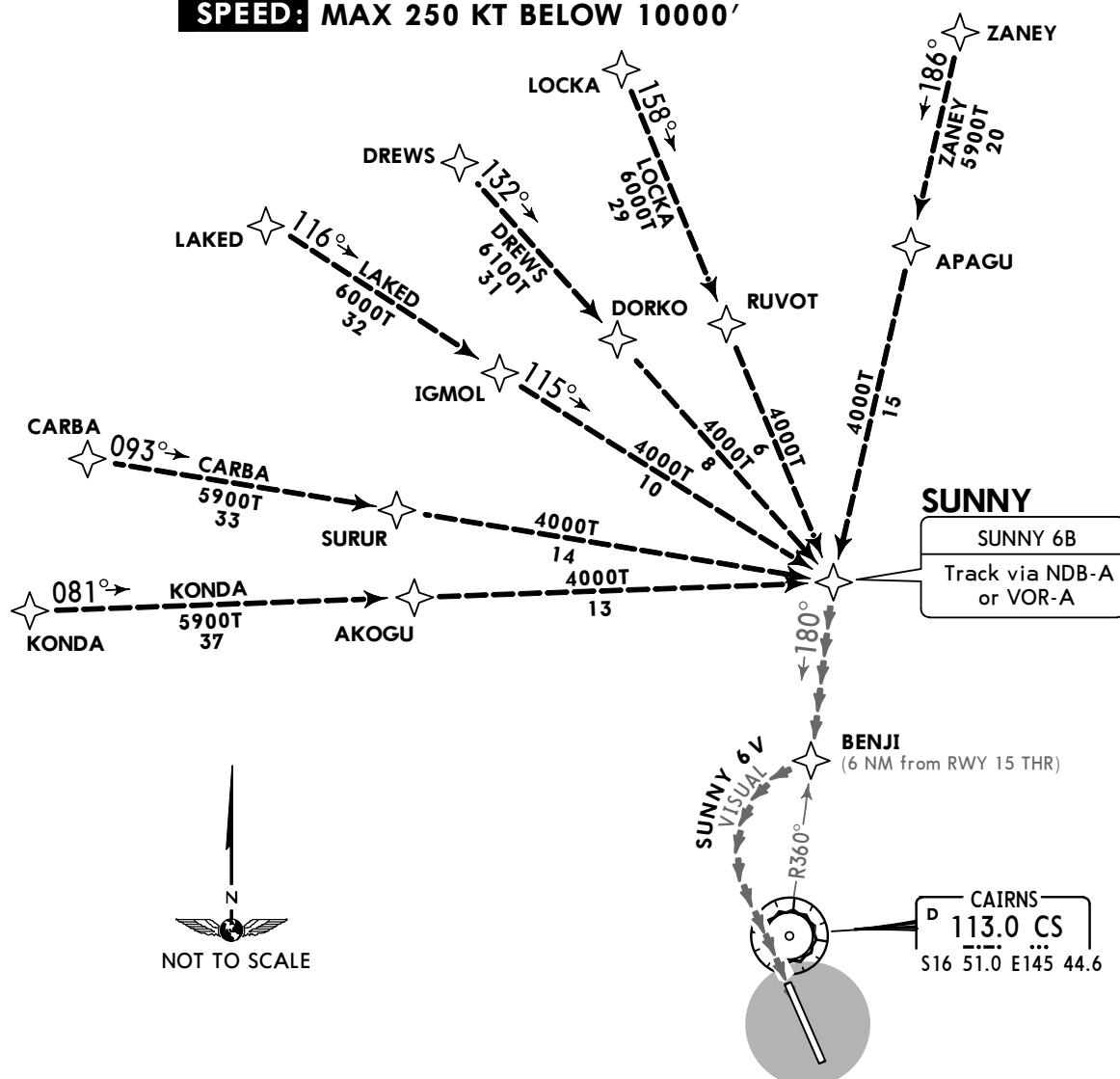
Alt Set: hPa Trans level: FL110 Trans alt: 10000'



MSA ARP
or CS VOR
5600 within
10 NM

**SUNNY 6B [SUNY6B]
SUNNY 6V [SUNY6V]
(RNAV) ARRIVALS
(RWY 15)**

SPEED: MAX 250 KT BELOW 10000'



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

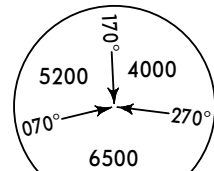
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 3866 3533

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.

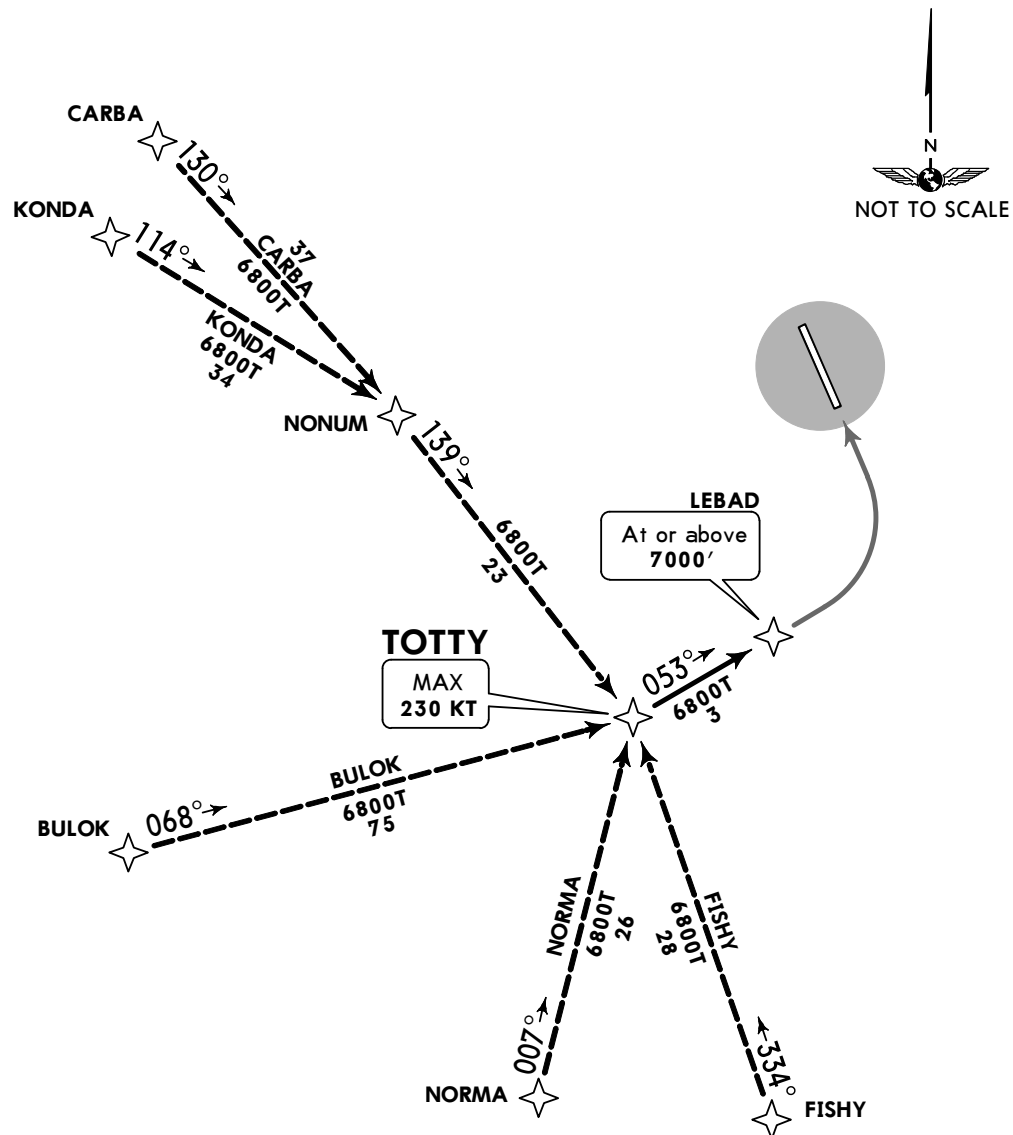
TRANSITIONS	ROUTING
CARBA	From CARBA track 093° to SURUR, thence track 093° to SUNNY.
DREWS	From DREWS track 132° to DORKO, thence track 132° to SUNNY.
KONDA	From KONDA track 081° to AKOGU, thence track 081° to SUNNY.
LAKED	From LAKED track 116° to IGMOL, thence track 115° to SUNNY.
LOCKA	From LOCKA track 158° to RUVOT, thence track 158° to SUNNY.
ZANEY	From ZANEY track 186° to APAGU, thence track 186° to SUNNY.
STAR	ROUTING
SUNNY 6B	From SUNNY track via NDB-A or VOR-A.
SUNNY 6V	From SUNNY track 180° to BENJI thence visual track via "Creek Corridor" (Cairns NAP refers).

YBCS/CNS
CAIRNS INTLJEPPESEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 (10-2Q) Eff 1 Mar RNAV STARATIS
113.0
131.1Apt Elev
10'

Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within
10 NM

TOTTY 4W (RNAV) ARRIVAL

[TOTY4W]
(RWY 33)**SPEED: MAX 250 KT BELOW 10000'**

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) 3866 3533Squawk 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.

TRANSITIONS	ROUTING
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.
NORMA	From NORMA to TOTTY: Track 007° to TOTTY.
ROUTING	
From TOTTY track 053° to LEBAD, thence via RNAV-W (RNP) RWY 33. MAX 230 KT from TOTTY.	

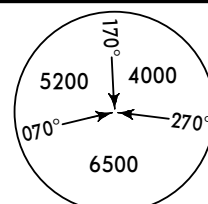
YBCS/CNS
CAIRNS INTL

JEPPESSEN CAIRNS, QLD, AUSTRALIA
23 FEB 18 (10-25) Eff 1 Mar RNAV STAR

ATIS
113.0
131.1

Apt Elev
10'

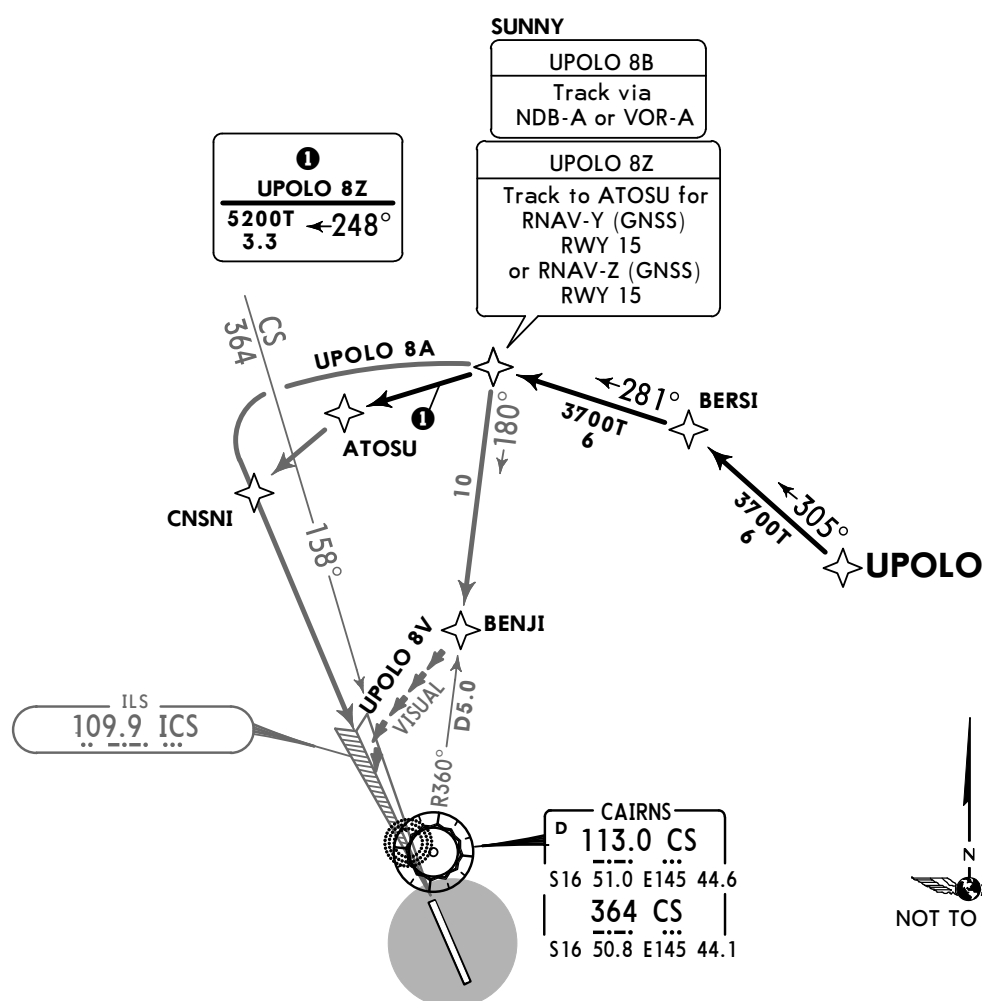
Alt Set: hPa Trans level: FL110 Trans alt: 10000'



MSA ARP
or CS VOR
5600 within
10 NM

UPOLO 8A [UPOL8A]
UPOLO 8B [UPOL8B]
UPOLO 8V [UPOL8V]
UPOLO 8Z [UPOL8Z]
(RNAV) ARRIVALS
(RWY 15)

SPEED: MAX 250 KT BELOW 10000'



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) 3866 3533

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.

ROUTING

From UPOLO, track 305° to BERSI. Turn LEFT, track 281° to SUNNY.

STAR	ROUTING
UPOLO 8A	From SUNNY, track via D15.0 Arc CS for ILS or LOC RWY 15.
UPOLO 8B	From SUNNY, track via NDB-A or VOR-A.
UPOLO 8V	From SUNNY, track 180° visual to BENJI thence track via "Creek Corridor" (Cairns NAP refers).
UPOLO 8Z	From SUNNY, track 248° to ATOSU for RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.

YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18

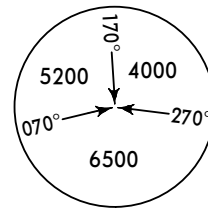
(10-2T)

Eff 1 Mar

RNAV STAR

ATIS
113.0
131.1Apt Elev
10'

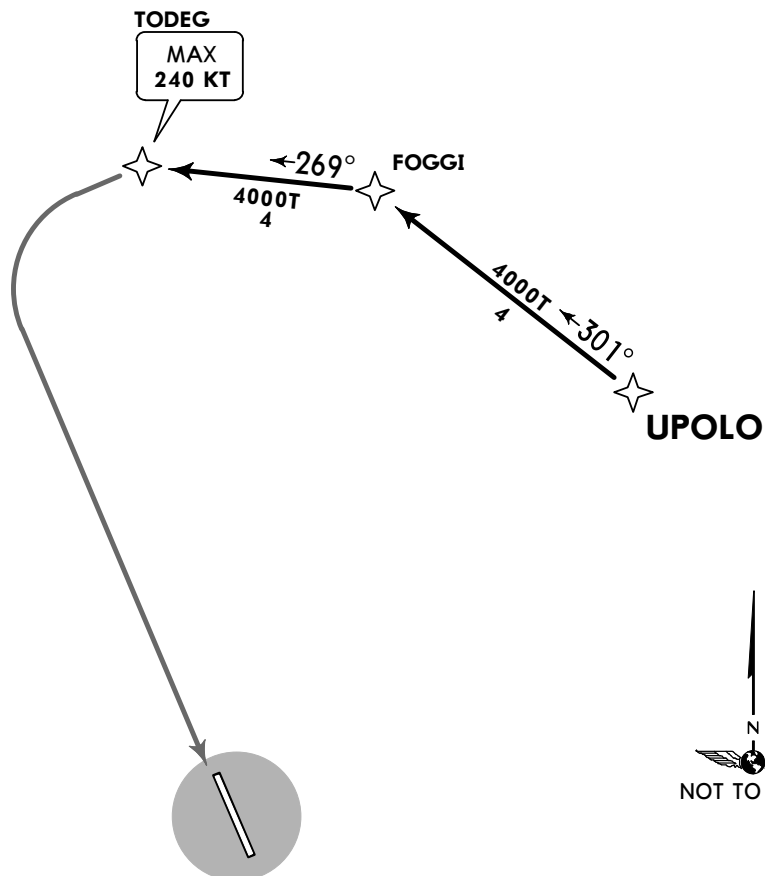
Alt Set: hPa Trans level: FL110 Trans alt: 10000'

MSA ARP
5600 within
10 NM

UPOLO 8X (RNAV) ARRIVAL

[UPOL8X]

(RWY 15)

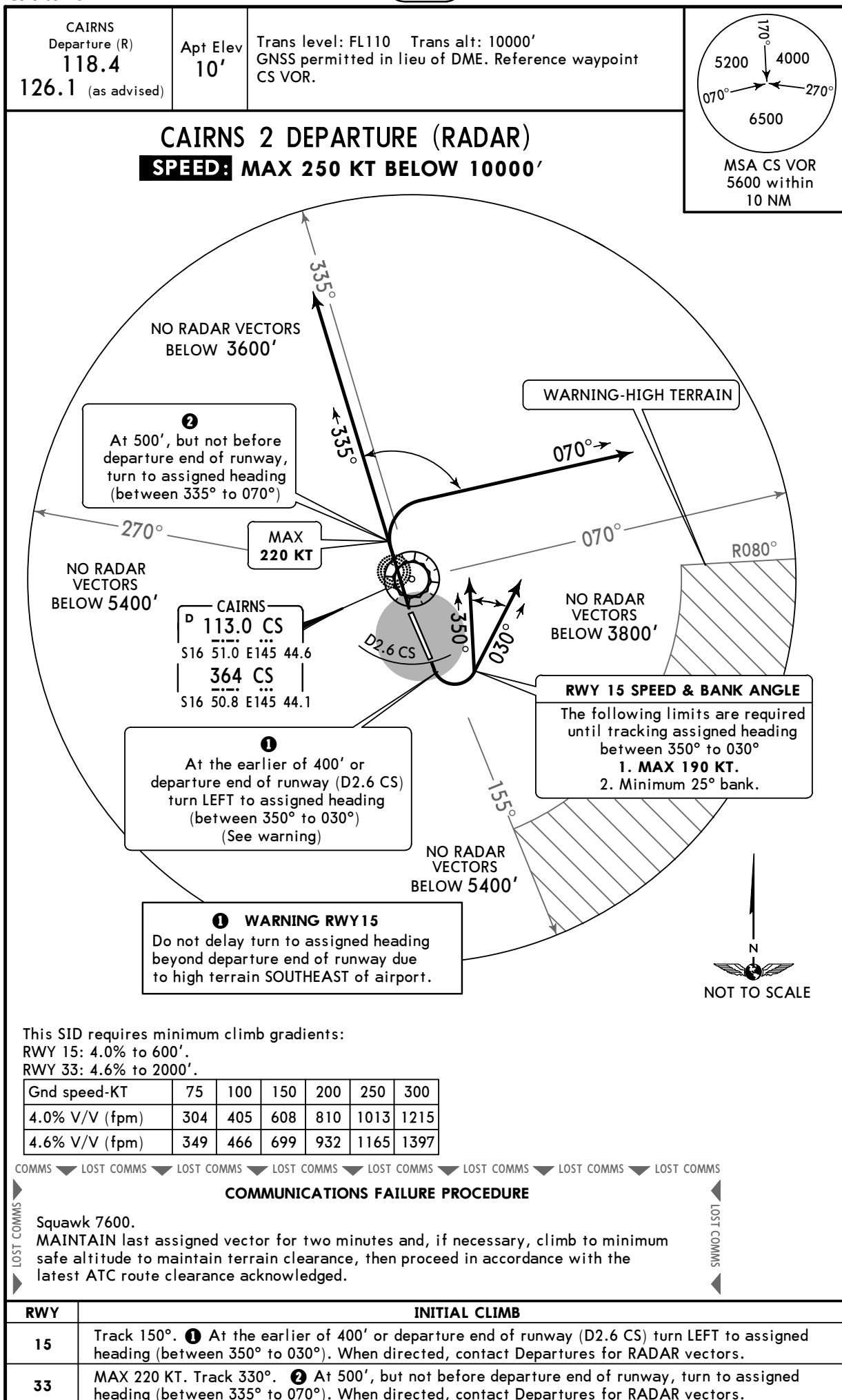
SPEED: MAX 250 KT BELOW 10000'

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) 3866 3533Squawk 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.**ROUTING**From UPOLO track 301° to FOGGI, track 269° to TODEG, thence via RNAV-X (RNP) RWY 15. MAX 240 KT
from TODEG.

YBCS/CNS
CAIRNS INTL

JEPPESSEN CAIRNS, QLD, AUSTRALIA
 3 NOV 17 **10-3** Eff 9 Nov **SID**



YBCS/CNS
CAIRNS INTL

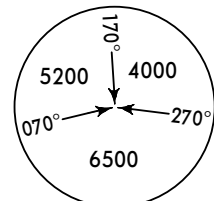
JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17

10-3A

Eff 9 Nov

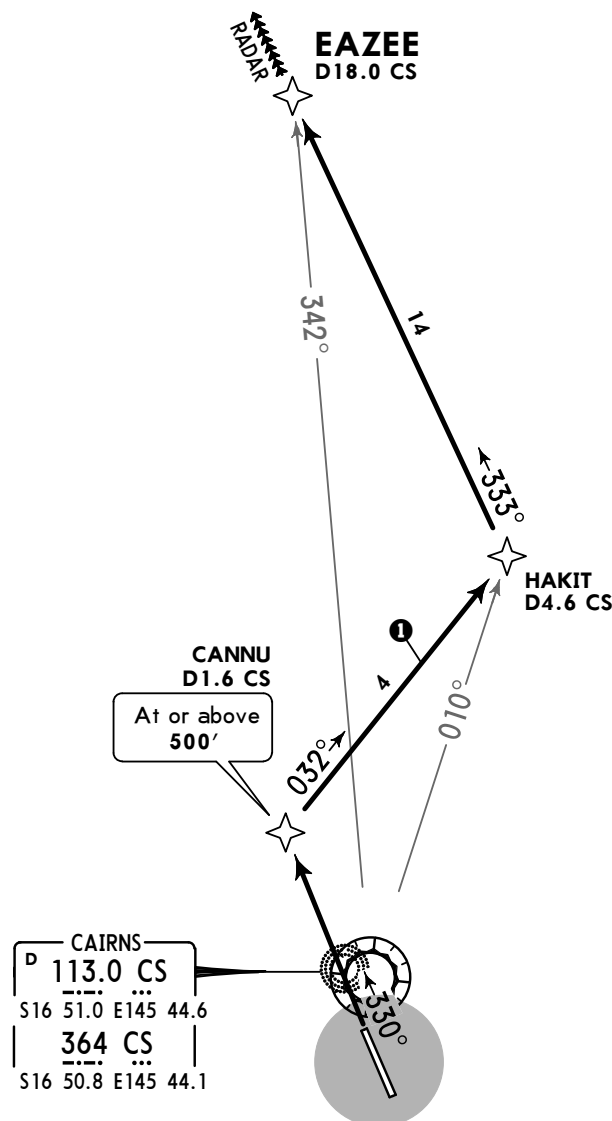
SID

CAIRNS
Departure (R)
118.4
126.1 (as advised)Apt Elev
10'Trans level: FL110 Trans alt: 10000'
1. Jets only.
2. GNSS permitted in lieu of DME. Reference waypoint
CS VOR.MSA CS VOR
5600 within
10 NM

EAZEE 2 DEPARTURE

[EAZEE2]

(RWY 33)

SPEED: MAX 250 KT BELOW 10000'
MAX 220 KT UNTIL HAKITThis SID requires a minimum climb gradient:
4.6% to 2000'.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

INITIAL CLIMB

① MAX 220 KT until HAKIT.

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 Departures.

TRANSITION

From EAZEE EXPECT RADAR vectors to cleared route.

YBCS/CNS
CAIRNS INTL

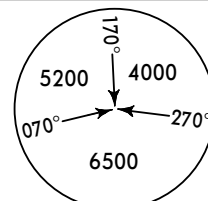
JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17

(10-3B)

Eff 9 Nov

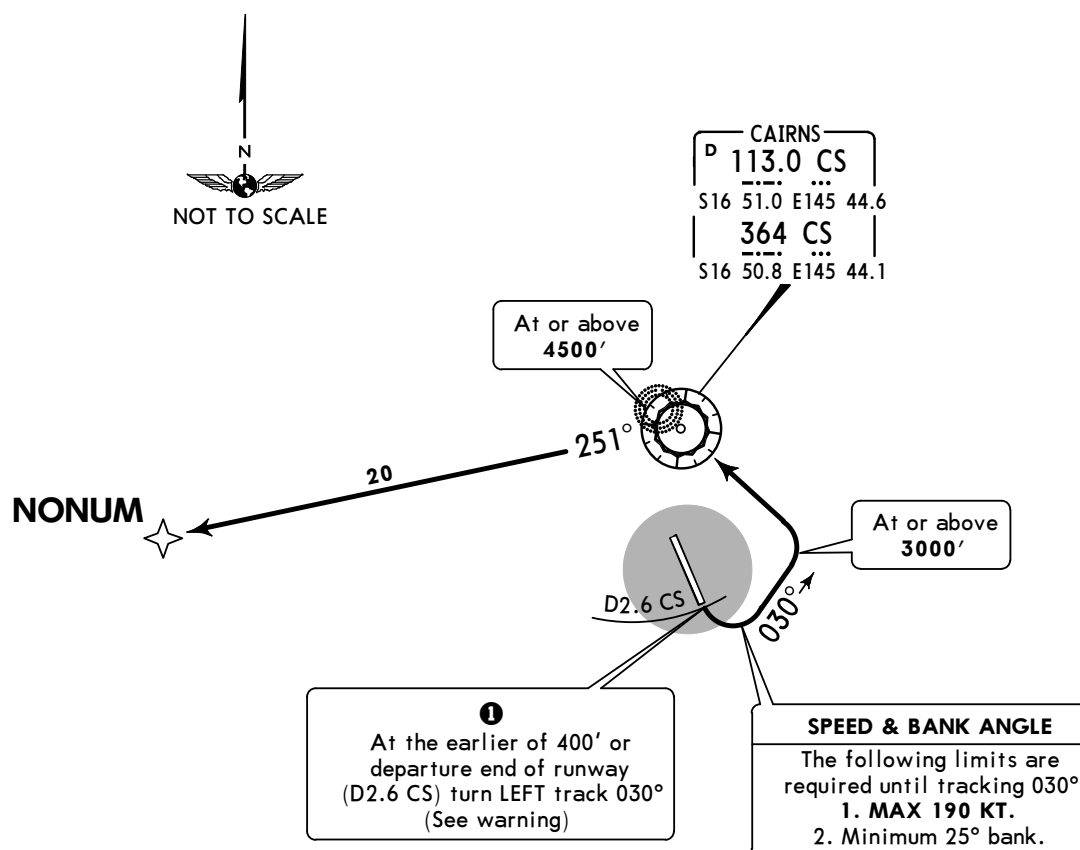
SID

CAIRNS
Departure (R)
118.4
126.1 (as advised)Apt Elev
10'Trans level: FL110 Trans alt: 10000'
1. Non-jets only.
2. GNSS permitted in lieu of DME. Reference waypoint
CS VOR.MSA CS VOR
5600 within
10 NM

NONUM 1 DEPARTURE

[NONUM1]

(RWY 15)

SPEED: MAX 250 KT BELOW 10000'**1 WARNING RWY15**Do not delay turn to 030° beyond
departure end of runway due to
high terrain SOUTHEAST of airport.This SID requires a minimum climb gradient:
4.0% to 600'.

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

INITIAL CLIMB

Track 150°. **1** At the earlier of 400' or departure end of runway (D2.6 CS) turn LEFT track 030°. At or above 3000' turn LEFT. Track to CS VOR or NDB. REQUIREMENT: Reach 4500' by CS VOR or NDB. Track 251° to NONUM.

YBCS/CNS
CAIRNS INTL

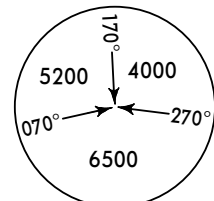
JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17

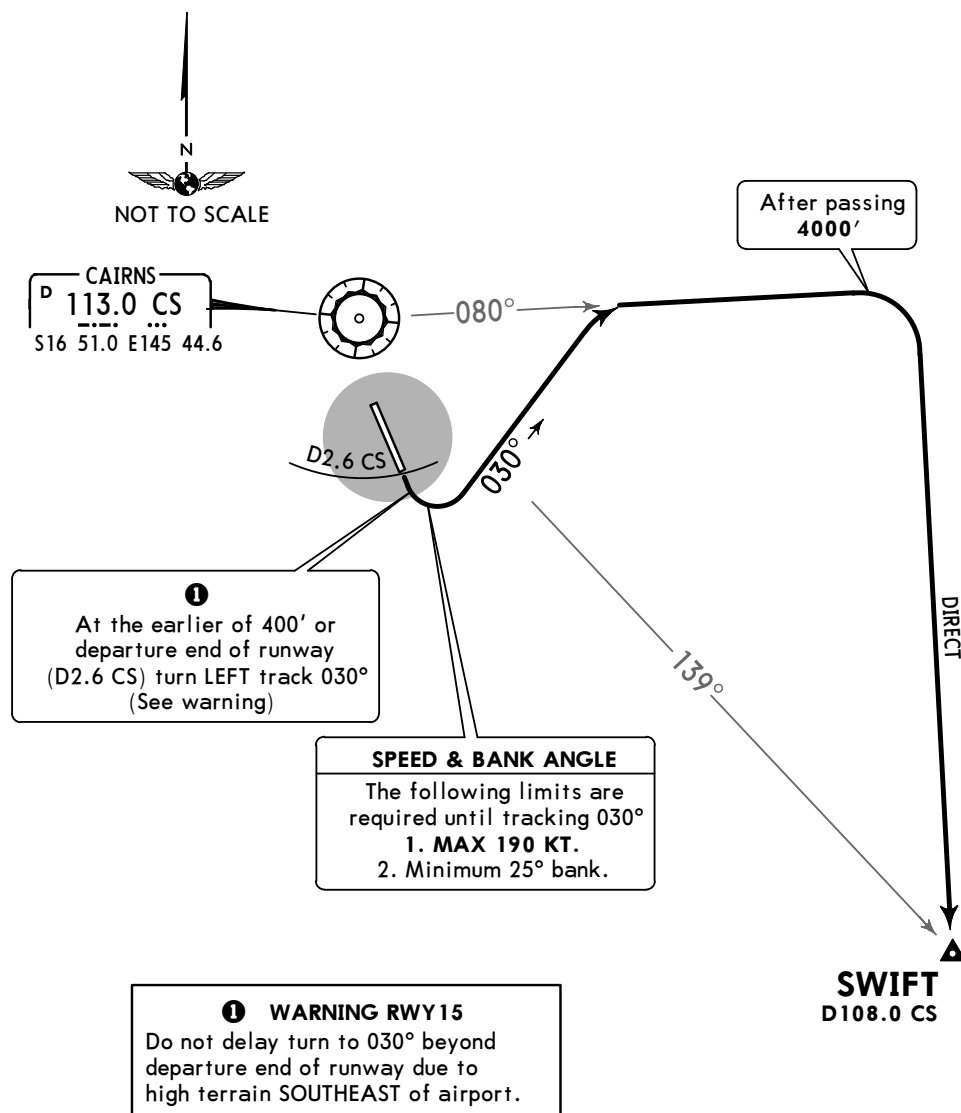
(10-3C)

Eff 9 Nov

SID

CAIRNS
Departure (R)
118.4
126.1 (as advised)Apt Elev
10'Trans level: FL110 Trans alt: 10000'
1. Jets only.
2. GNSS permitted in lieu of DME. Reference waypoint
CS VOR.MSA CS VOR
5600 within
10 NM

SWIFT 8 DEPARTURE

[SWIFT8]
(RWY 15)**SPEED: MAX 250 KT BELOW 10000'**This SID requires a minimum climb gradient:
4.0% to 600'.

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

INITIAL CLIMB

Track 150°. **1** At the earlier of 400' or departure end of runway (D2.6 CS) turn LEFT track 030°. Intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT. Track direct SWIFT and thence as cleared.

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:

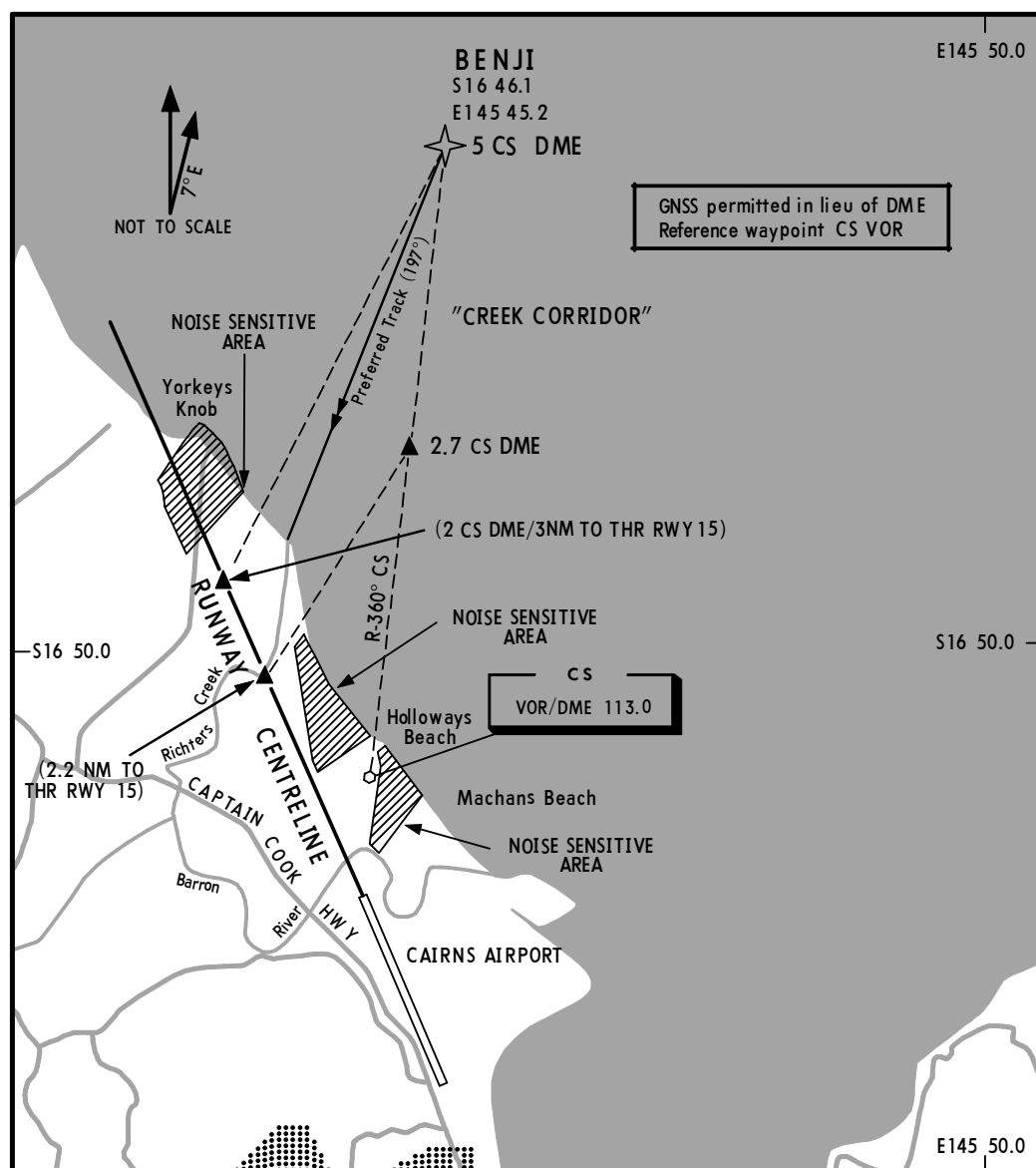
- (a) RWY 15 - Left hand circuits.
- (b) RWY 33 - Right hand circuits.

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

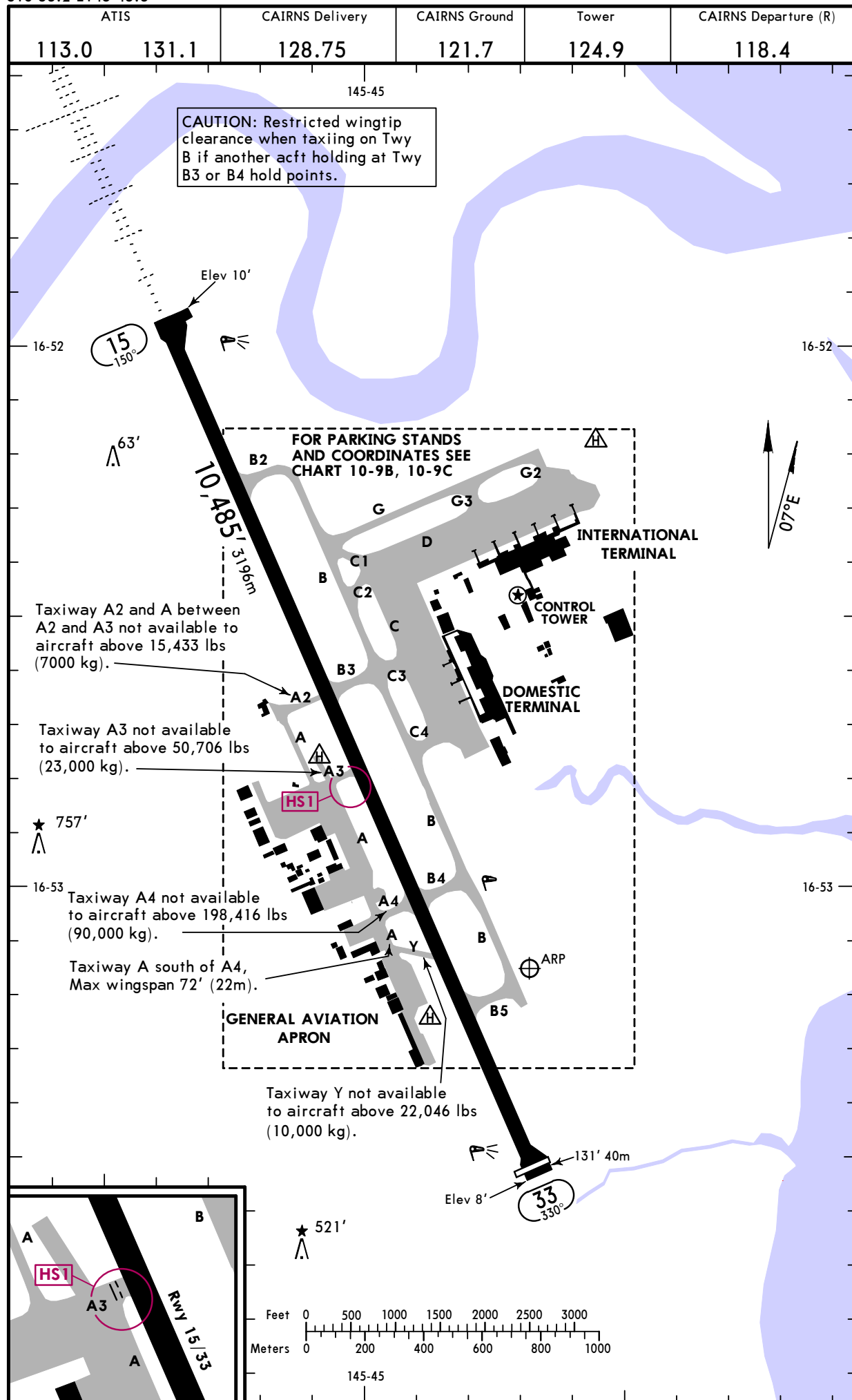
Apt Elev 10'
S16 53.2 E145 45.3

9 MAR 18

(10-9)

JEPPESEN CAIRNS, QLD, AUSTRALIA

CAIRNS INTL



CHANGES: CAIRNS Delivery call sign.

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YBCS/CNS


JEPPESEN
 9 MAR 18 (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

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

Standby power available.

TAKE-OFF**All Rwys****STANDARD**

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

CHANGES: None.

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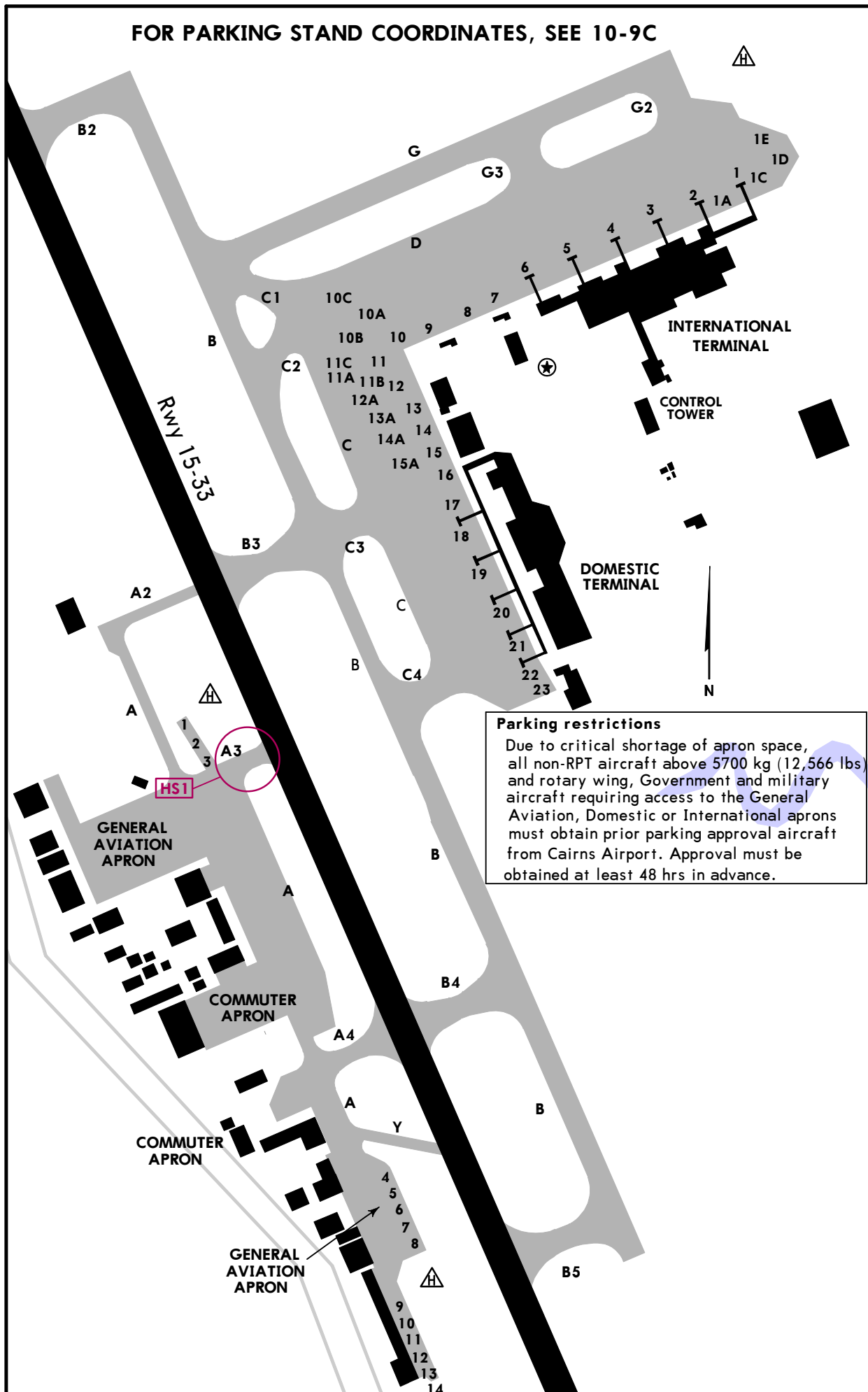
YBCS/CNS

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CAIRNS, QLD, AUSTRALIA

10 AUG 18 (10-9B)

CAIRNS INTL



YBCS/CNS

**JEPPESEN**

CAIRNS, QLD, AUSTRALIA

10 AUG 18

(10-9C)

CAIRNS INTL

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL			INTERNATIONAL TERMINAL		
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'
GENERAL AVIATION APRON			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

10 AUG 18

**JEPPESEN**

10-9D

Eff 16 Aug

CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Parking stands & coords chart specifies the bays/stands equipped with Visual Docking Guidance Systems and the particular system installed.

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

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

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).

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

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

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

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

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

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

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

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

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

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

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

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

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

YBCS/CNS

**JEPPESEN CAIRNS, QLD, AUSTRALIA**

10 AUG 18

10-9E

Eff 16 Aug

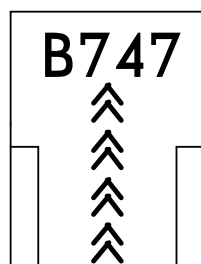
CAIRNS INTL

VISUAL DOCKING GUIDANCE SYSTEMS

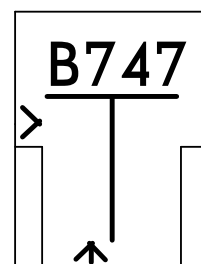
- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

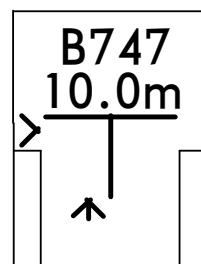
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



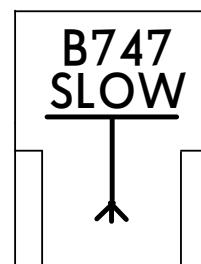
CAPTURE
Searching for aircraft



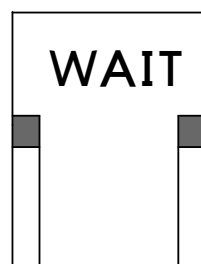
TRACKING AIRCRAFT
Aircraft left of centerline



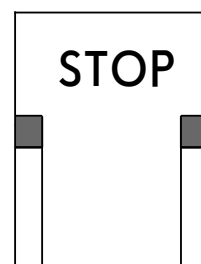
CLOSING RATE



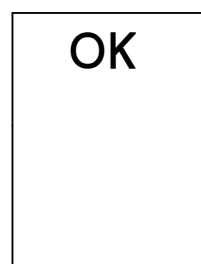
SLOW (DECREASE SPEED)



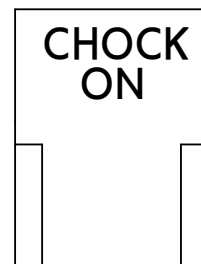
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

YBCS/CNS

CAIRNS INTL

16 JUN 17

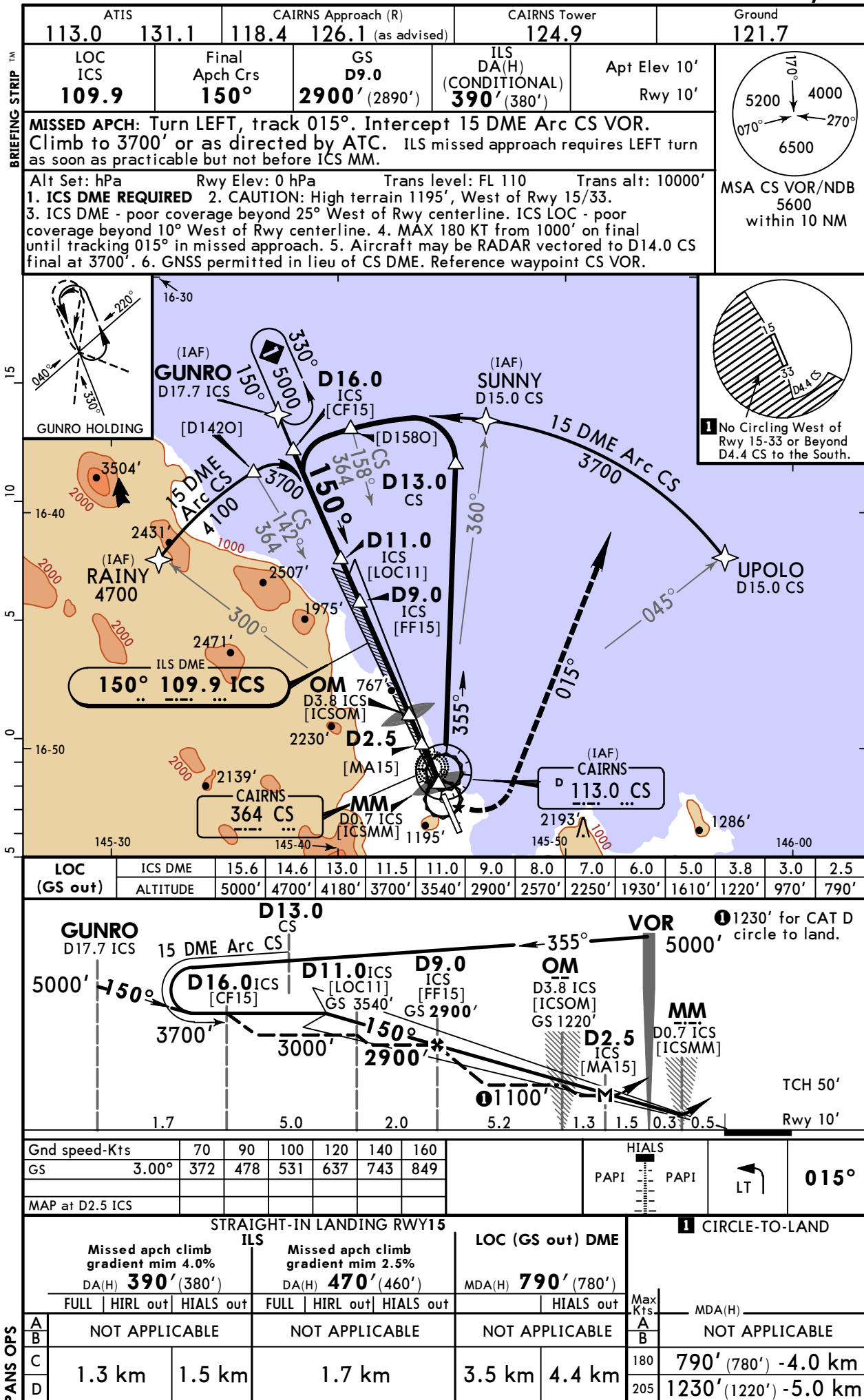
Eff 21 Jun 1600Z

(11-1)

CAT C & D

CAIRNS, QLD, AUSTRALIA

ILS-Z or LOC-Z Rwy 15



YBCS/CNS

CAIRNS INTL

JEPPESEN

16 JUN 17

Eff 21 Jun 1600Z

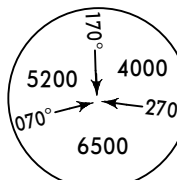
(11-2)

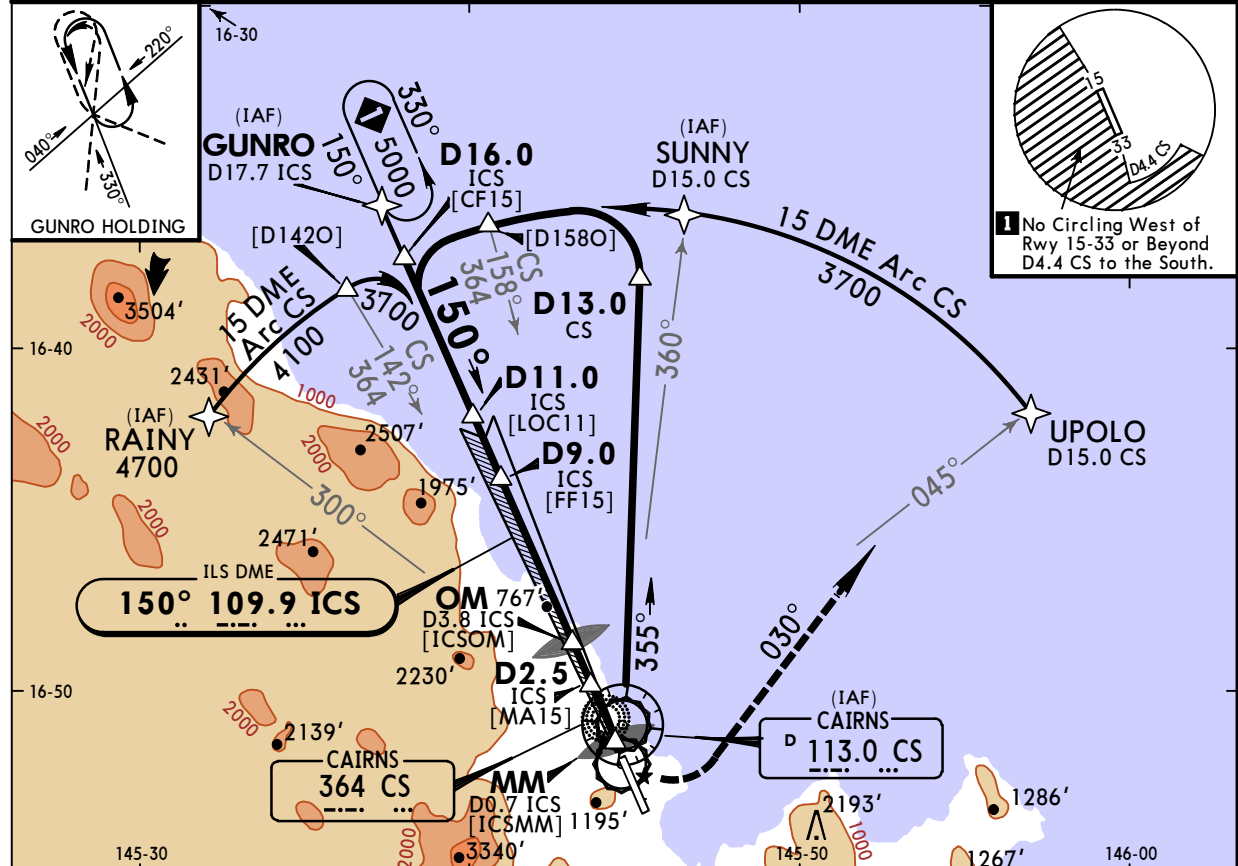
CAT A & B

CAIRNS, QLD, AUSTRALIA

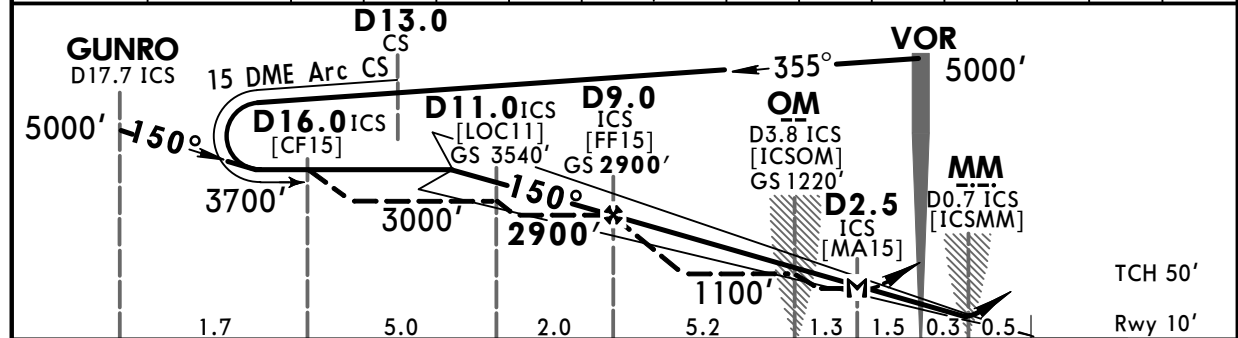
ILS-Y or LOC-Y Rwy 15

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'	
MISSED APCH: 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	HIALS		PAPI		PAPI		LT		030°	
GS	3.00°	372	478	531	637	743										
MAP at D2.5 ICS																

STRAIGHT-IN LANDING RWY15						LOC (GS out) DME		CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0% DA(H) 390' (380')			Missed apch climb gradient mim 2.5% DA(H) 470' (460')			MDA(H) 790' (780')		790' (780') -2.4 km	
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

CHANGES: MSA, GUNRO IAF added, holding moved to GUNRO.

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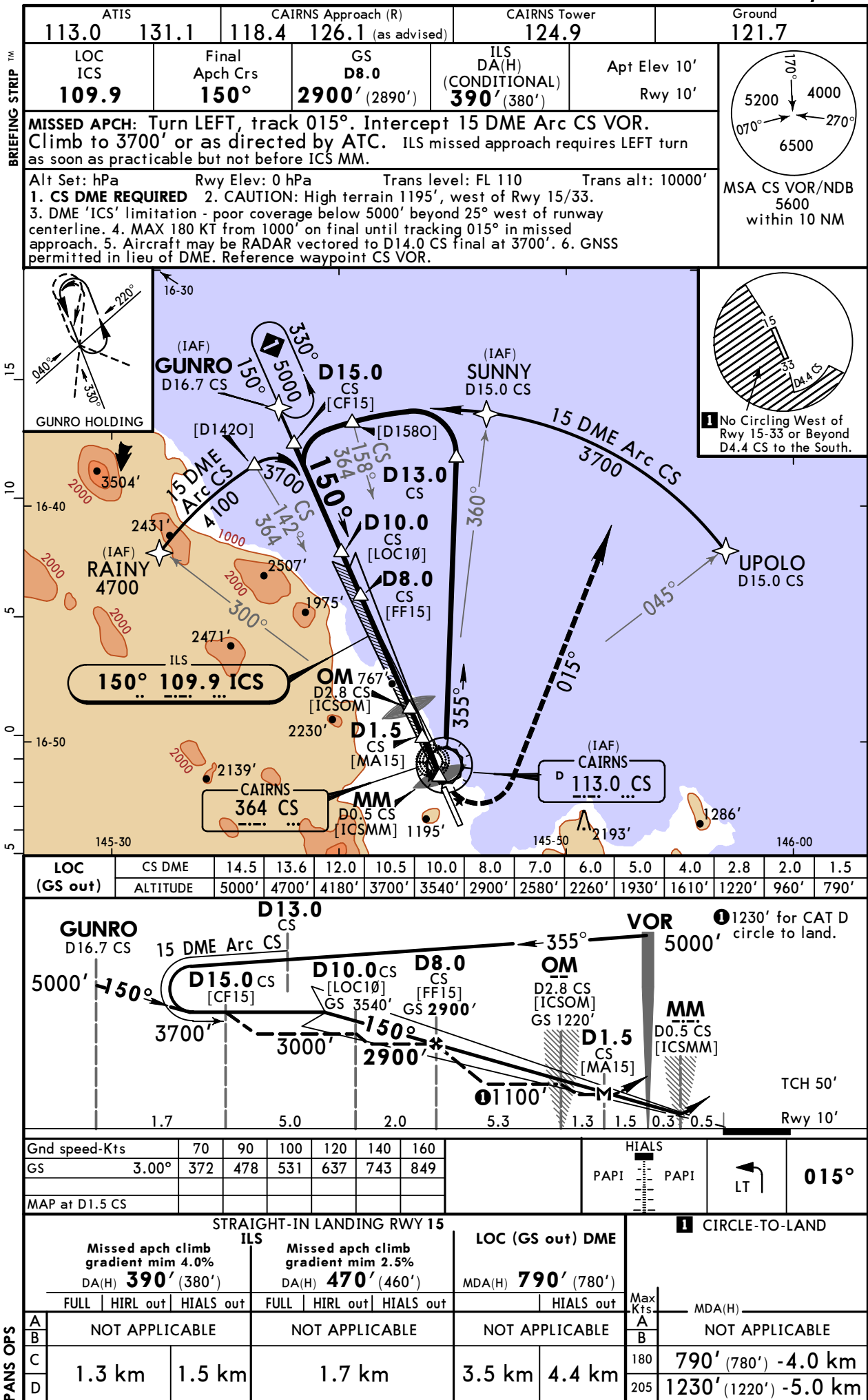
YBCS/CNS
CAIRNS INTL

16 JUN 17

Eff 21 Jun 1600Z

(11-3)

CAT C & D

JEPESEN CAIRNS, QLD, AUSTRALIA
ILS-X or LOC-X Rwy 15

YBCS/CNS

CAIRNS INTL

16 JUN 17

Eff 21 Jun 1600Z

(11-4)

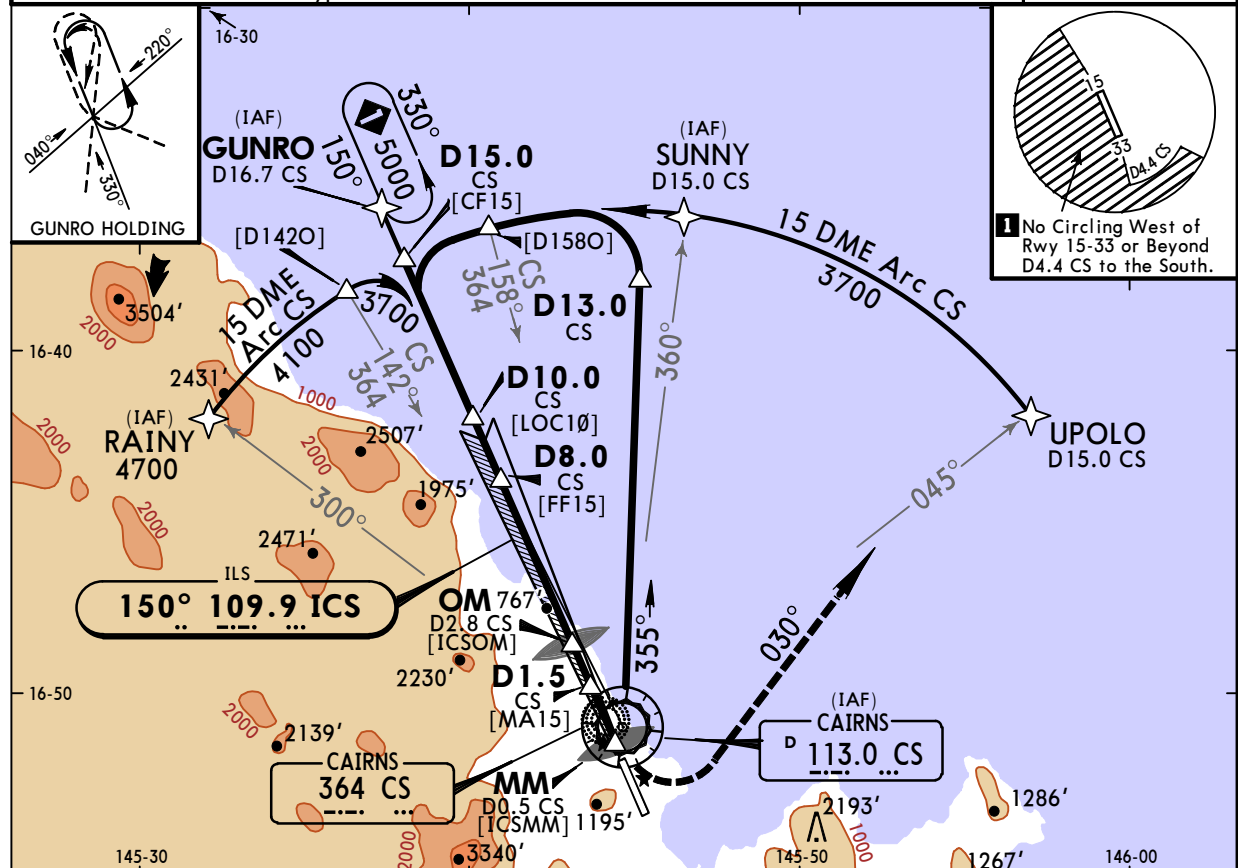
CAT A & B

CAIRNS, QLD, AUSTRALIA

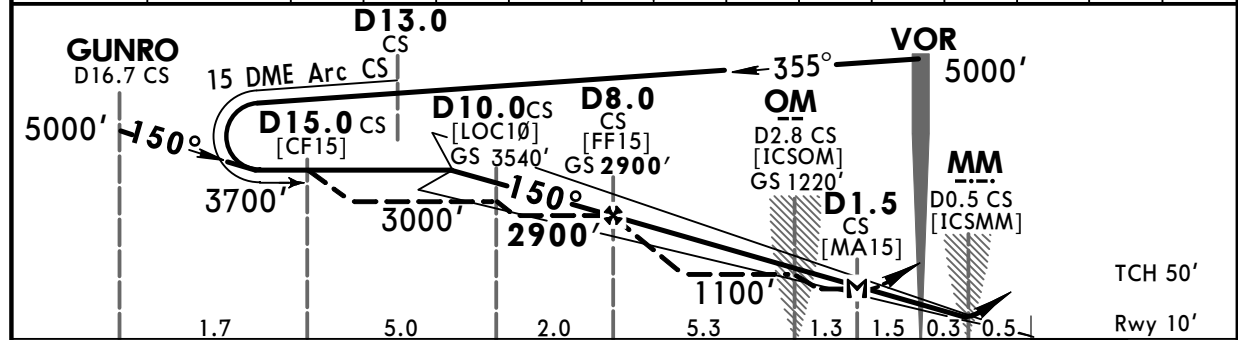
ILS-W or LOC-W Rwy 15

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 D8.0 2900' (2890')	ILS DA(H) (CONDITIONAL) 390' (380')	Apt Elev 10' Rwy 10'	
MISSED APCH: 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. CS DME REQUIRED. 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.					MSA CS VOR/NDB 5600 within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		PAPI		LT		030°	
GS	3.00°	372	478	531	637	743										
MAP at D1.5 CS																

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')		MDA(H)	
DA(H) 390' (380')			DA(H) 470' (460')					790' (780') -2.4 km	
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out		HIALS out	Max Kts	
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								D	NOT APPLICABLE

PANS OPS

YBCS/CNS
CAIRNS INTL

20 APR 18

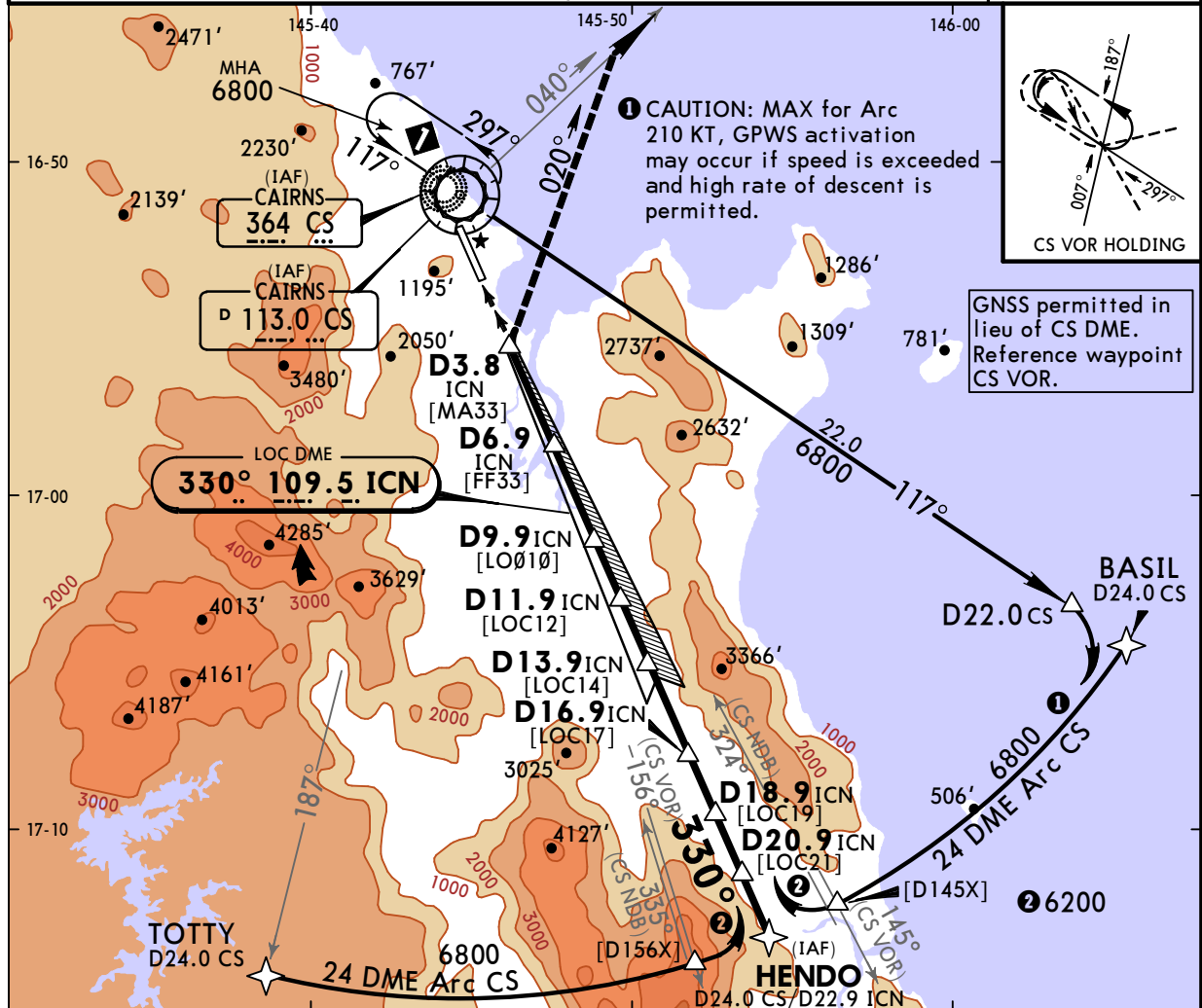
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JEPPesen CAIRNS, QLD, AUSTRALIA

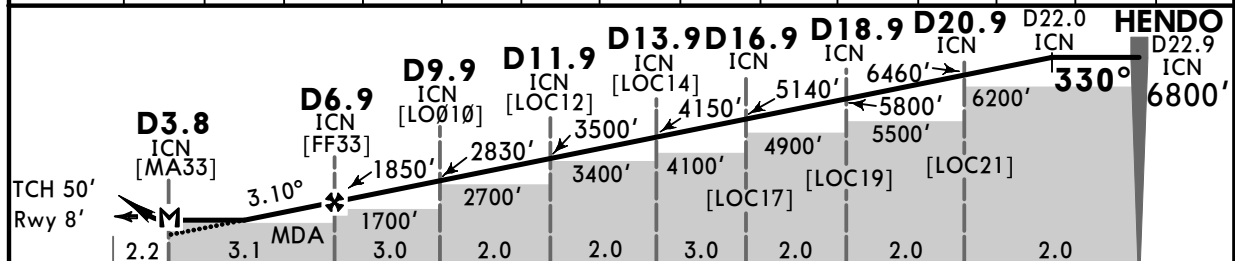
CAT C & D LOC-Z Rwy 33

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'		<p>MSA CS VOR/NDB 5600 within 10 NM</p>
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 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.						



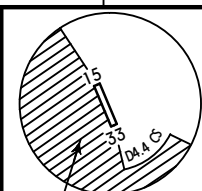
ICN DME	3.8	4.1	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	800'	910'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



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

PANS OPS

STRAIGHT-IN LANDING RWY33				CIRCLE-TO-LAND			
LOC DME							
MDA(H) 800' (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		



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

YBCS/CNS
CAIRNS INTL

20 APR 18

(11-6)

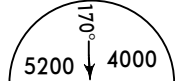
JEPPesen

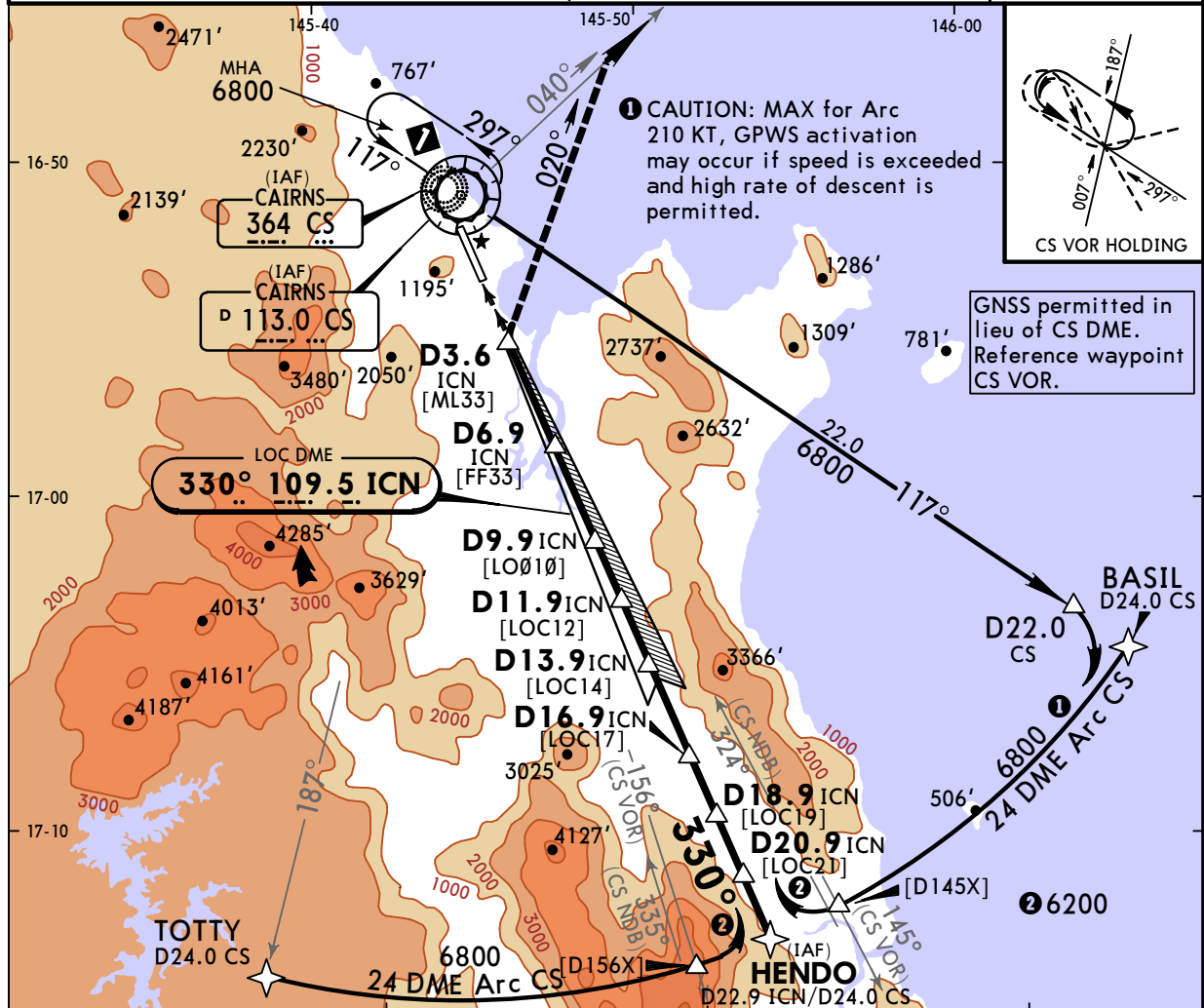
CAIRNS, QLD, AUSTRALIA

CAT A & B

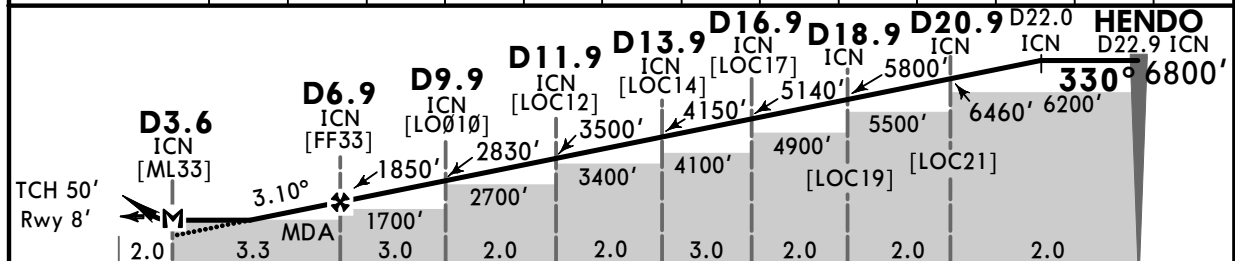
LOC-Y Rwy 33

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 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.						MSA CS VOR/NDB 5600 within 10 NM




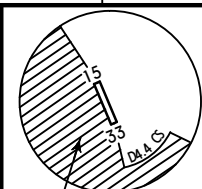
ICN DME	3.6	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	730'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160							
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) 730' (722')			Max Kts _____ MDA(H) _____			
A	4.1 km		100	730' (720') - 2.4 km		
B			135			
C			C	NOT APPLICABLE		
D	NOT APPLICABLE		D			



YBCS/CNS
CAIRNS INTL

16 JUN 17

Eff 21 Jun 1600Z

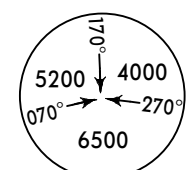
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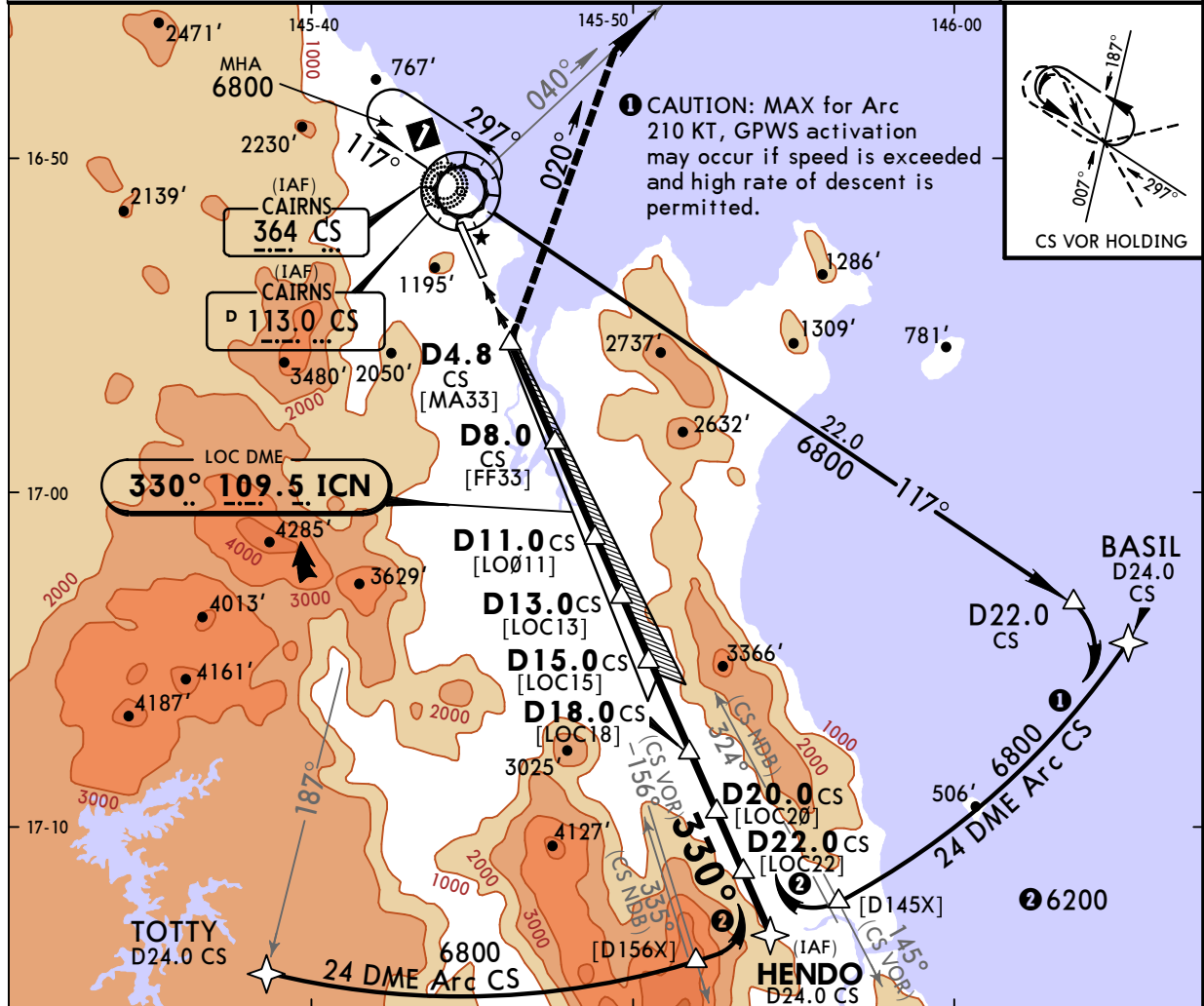
JEPPesen

CAIRNS, QLD, AUSTRALIA

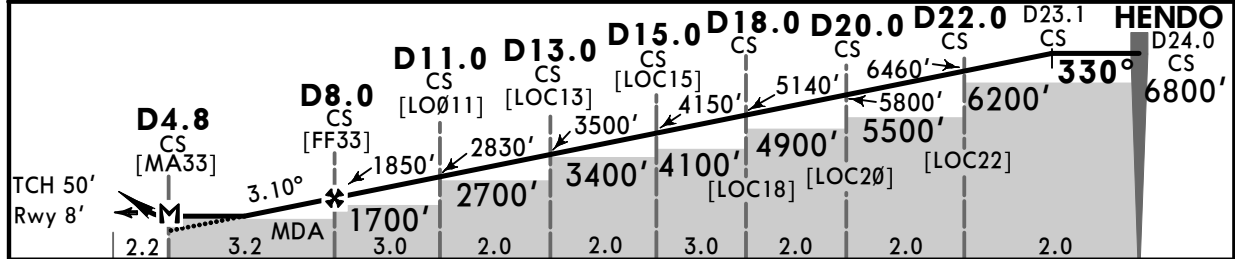
CAT C & D LOC-X Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Appch 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 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.						MSA CS VOR/NDB 5600 within 10 NM



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			PAPI	020°
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) 800' (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	

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

YBCS/CNS
CAIRNS INTL

16 JUN 17

Eff 21 Jun 1600Z

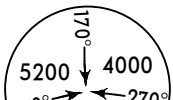
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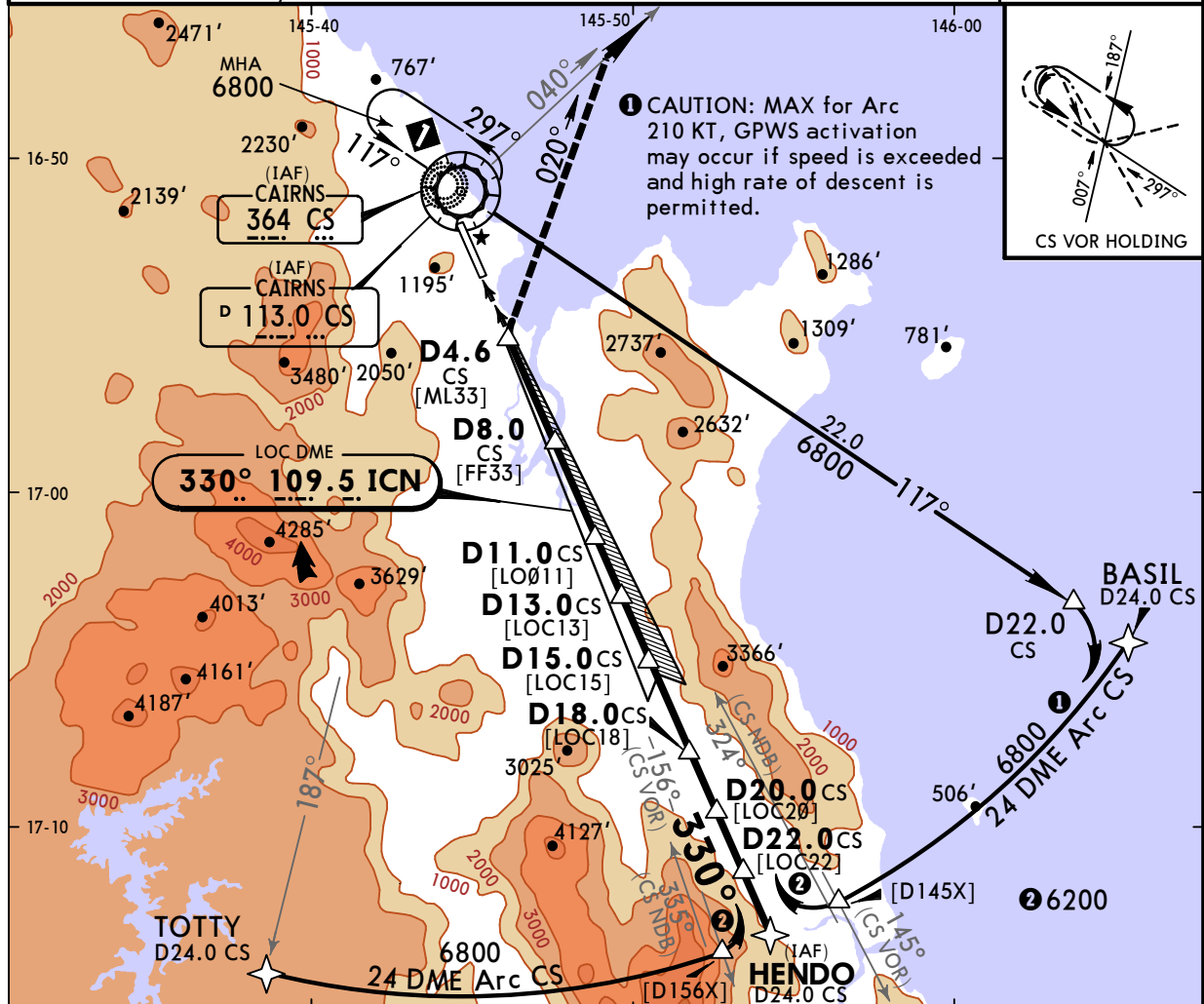
JEPPesen

CAIRNS, QLD, AUSTRALIA

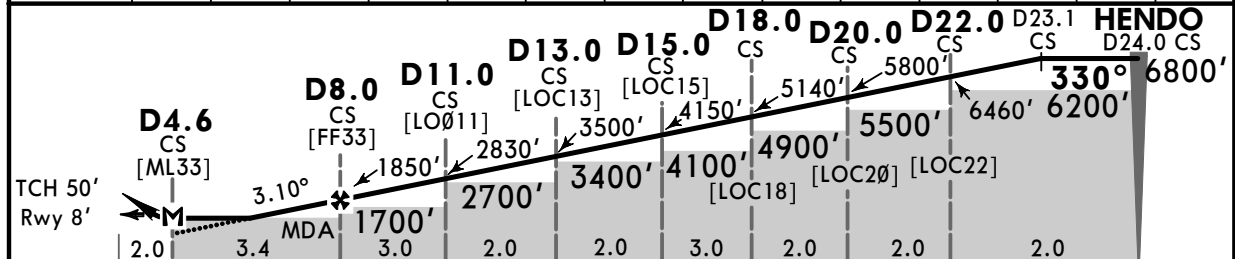
CAT A & B LOC-W Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D8.0 CS 1850' (1842')	MDA(H) 730' (722')	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. CS DME REQUIRED. 2. MAX 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.						



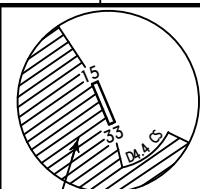
CS DME	4.6	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	730'	860'	1190'	1520'	1850'	2180'	2510'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	020°
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) 730' (722')					
A	4.1 km		Max Kts	MDA(H)	
B			100	730' (720') - 2.4 km	
C			135		
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		



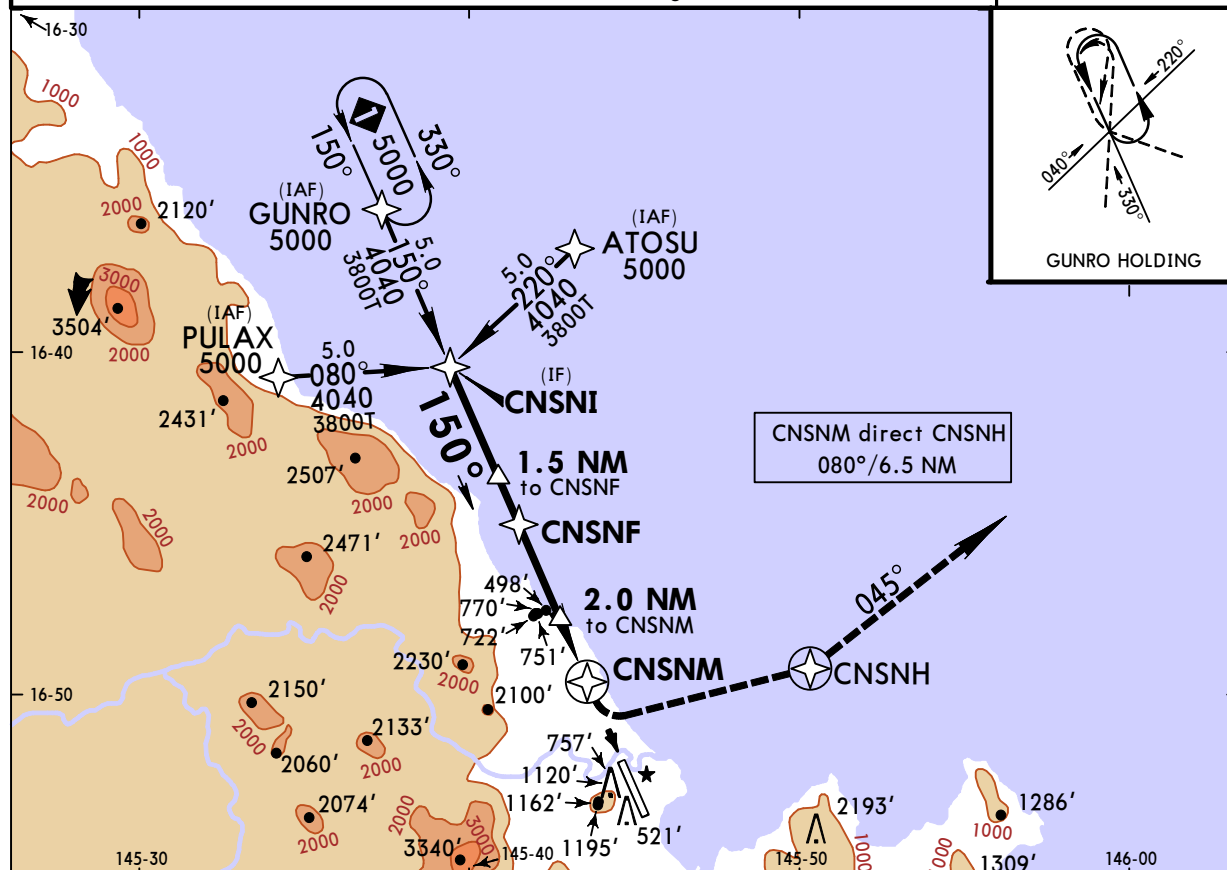
No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

**YBCS/CNS
CAIRNS INTL**

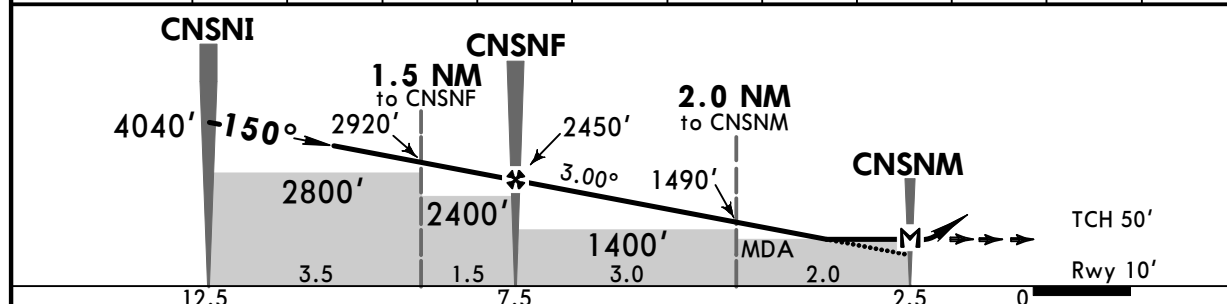
JEPPE
23 FEB 18
Eff 1 Mar
12-1

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


ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Apch Crs 150°	Procedure Alt CNSNF 2450' (2440')	LNNAV MDA(H) (CONDITIONAL) 860' (850')	Apt Elev 10' Rwy 10'			
MISSED APCH: Turn LEFT, track direct to CNSNH, then track 045°. Climb to 5200' or as directed by ATC.							MSA ARP 5600 within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. MAX for initial 210 KT, for MAP turn 190 KT, for holding 230 KT.							



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



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

STRAIGHT-IN LANDING RWY15				CIRCLE-TO-LAND		 <p>No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).</p>	
LNVA							
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%					
MDA(H) 860' (850')		MDA(H) 1030' (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

CHANGES: PULAX and ATOSU renamed.

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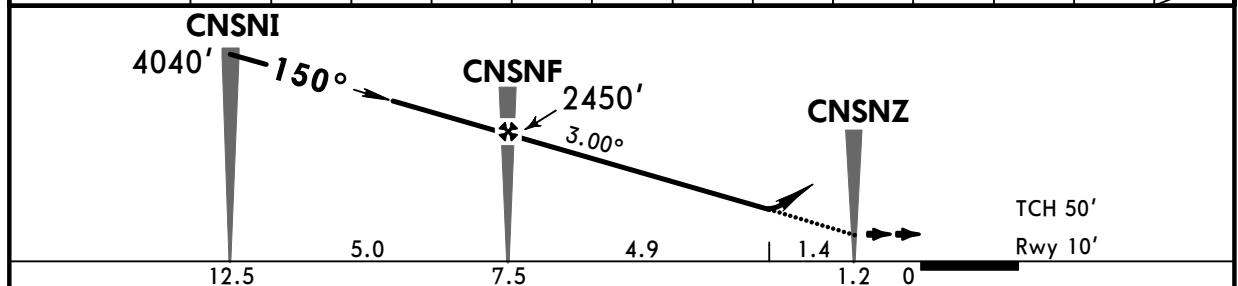
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18
Eff 1 Mar (12-2)CAIRNS, QLD, AUSTRALIA
RNAV-Y (GNSS) Rwy 15

BRIEFING STRIP

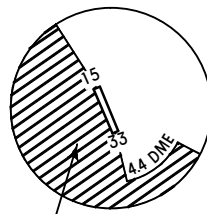
ATIS 113.0	131.1	CAIRNS Approach (R) 118.4	CAIRNS Tower 124.9	Ground 121.7
RNAV	Final Aptch Crs 150°	Procedure Alt CNSNF 2450' (2440')	LNAV/VNAV DA(H) (CONDITIONAL) 880' (870')	Apt Elev 10' Rwy 10'
MISSED APCH: Turn LEFT, track direct to CNSNH, then track 045°. Climb to 5200' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Local QNH and temperature REQUIRED. 2. Procedure temperature range 5°C (41°F) to 59°C (138°F). 3. MAX for initial 210 KT, for MAP turn 190 KT, for holding 230 KT.				
				MSA ARP 5600 within 10 NM



DIST to NEXT WPT	CNSNI	4.0	3.0	2.0	1.0	CNSNF	5.0	4.0	3.0	2.0	1.8	1.4	CNSNZ
ALTITUDE	4040'	3720'	3400'	3080'	2770'	2450'	2040'	1730'	1410'	1090'	1010'	880'	



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

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
LNAV/VNAV							
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%					
DA(H) 880' (870')		DA(H) 1010' (1000')		Max Kts			
HIALS out		HIALS out		MDA(H)			
A	5.0 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

16 JUN 17

Eff 21 Jun 1600Z

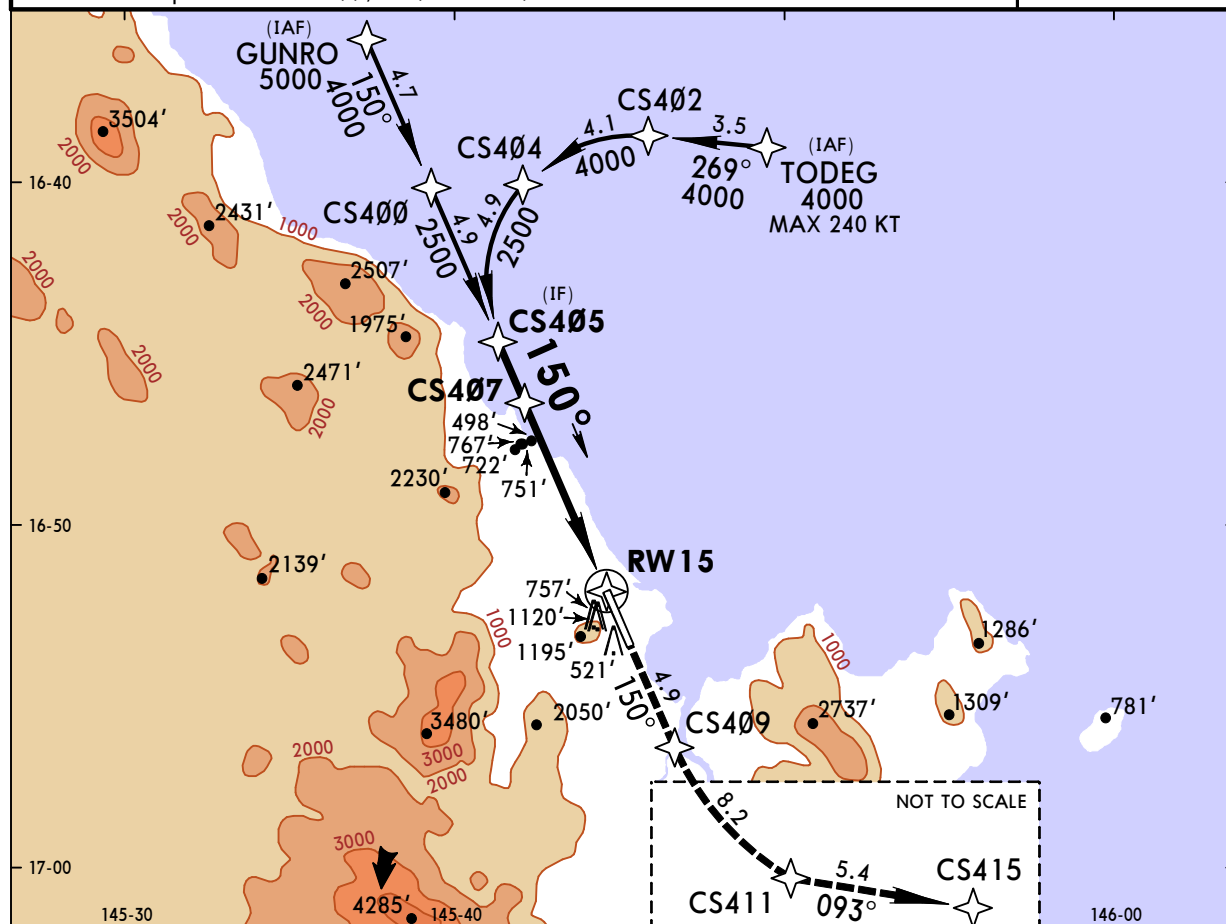
(12-20)

JEPPESEN

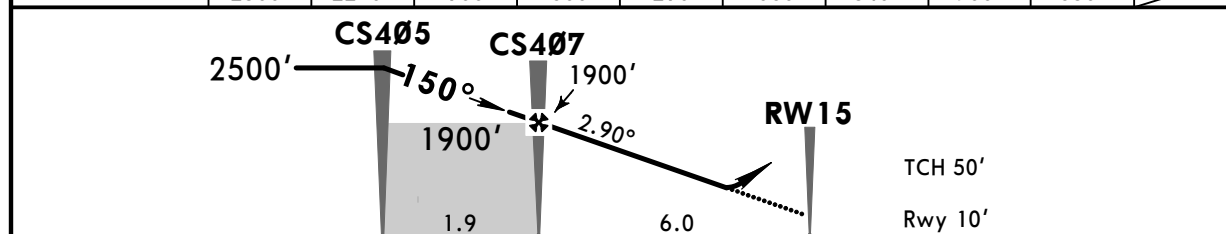
CAIRNS, QLD, AUSTRALIA
RNAV-X (RNP) Rwy 15

BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Apch Crs 150°	Procedure Alt CS407 1900' (1890')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 10'		<p>MSA ARP 5600 within 10 NM</p>	
MISSED APCH: Track 150° to CS409, then via RNAV (RNP) missed approach track to CS415. Climb to 5000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS400/CS404 to CS409.							



NM to NEXT WPT	CS405	1.0	CS407	5.0	4.0	3.2	2.5	2.1	2.0	RW15
ALTITUDE	2500'	2210'	1900'	1600'	1290'	1060'	840'	700'	680'	



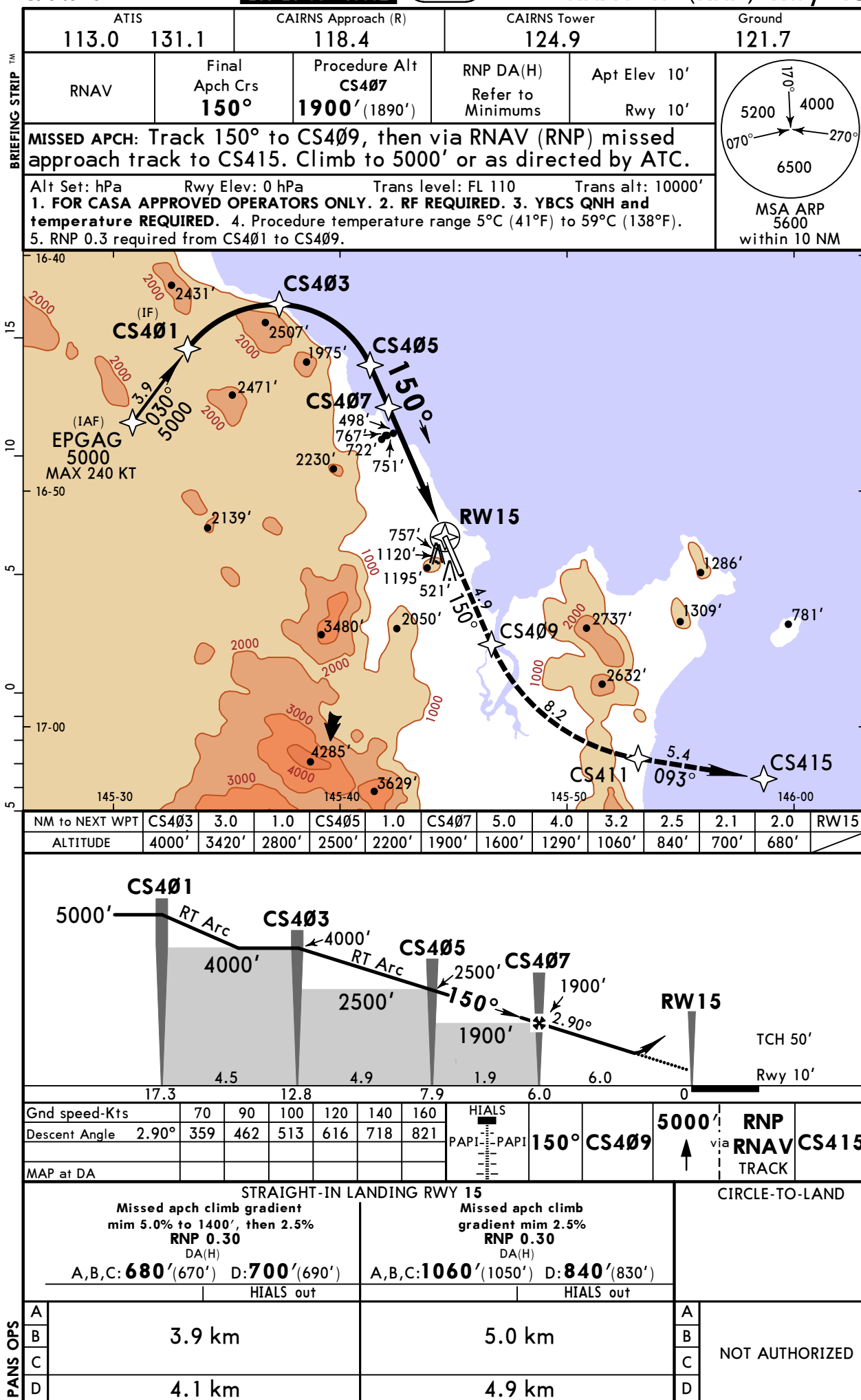
Gnd speed-Kts	70	90	100	120	140	160	HIALS	5000'	RNP	CS415
Descent Angle	2.90°	359	462	513	616	718	821	PAPI	150°	CS409
MAP at DA										

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND				
Missed apch climb gradient mim 5.0% to 1400', then 2.5% RNP 0.30 DA(H)		Missed apch climb gradient mim 2.5% RNP 0.30 DA(H)						
A,B,C: 680' (670') D: 700' (690')		A,B,C: 1060' (1050') D: 840' (830')						
HIALS out		HIALS out						
A	3.9 km			5.0 km			A	NOT AUTHORIZED
B								
C								
D	4.1 km			4.9 km			D	

PANS OPS

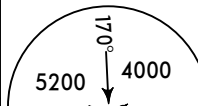
YBCS/CNS
CAIRNS INTL16 JUN 17
Eff 21 Jun 1600Z

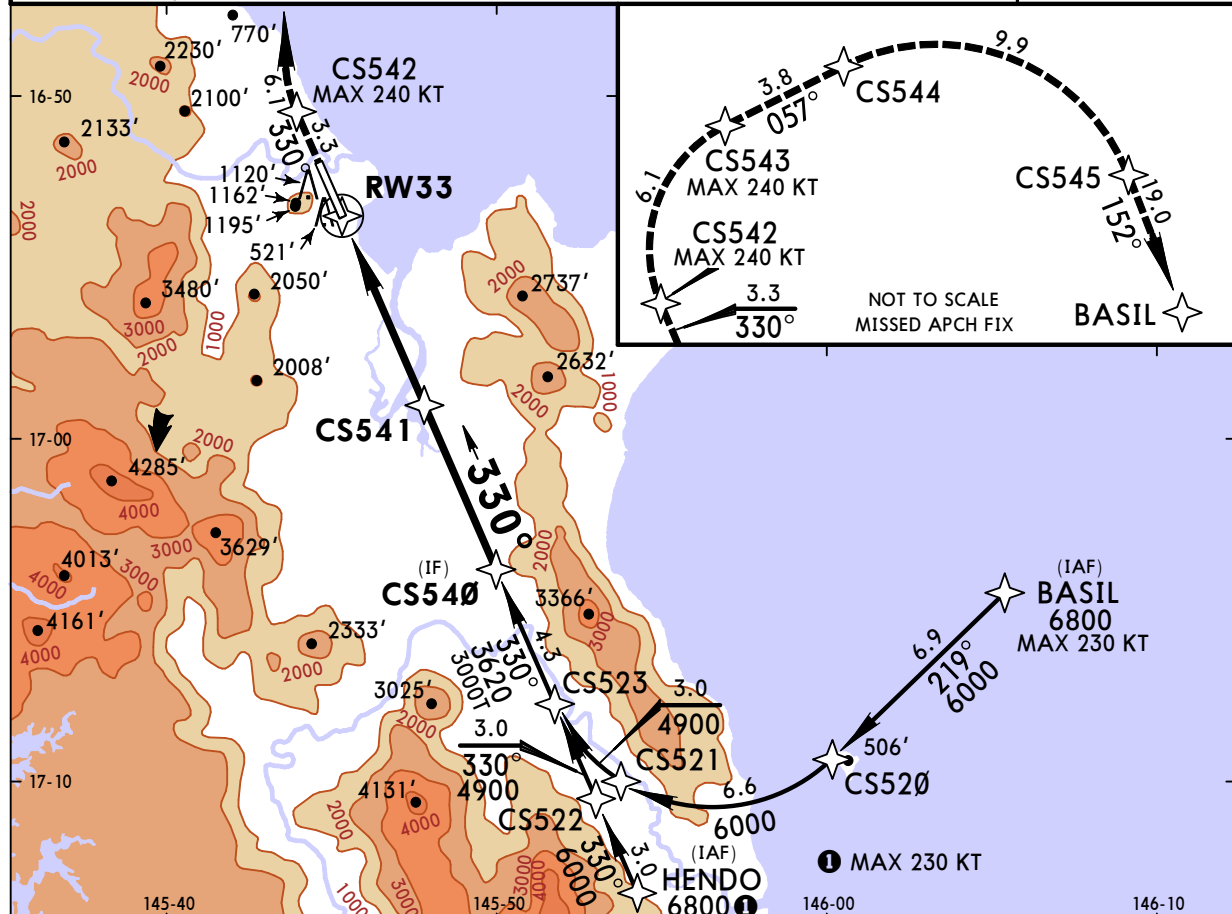
JEPPesen

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

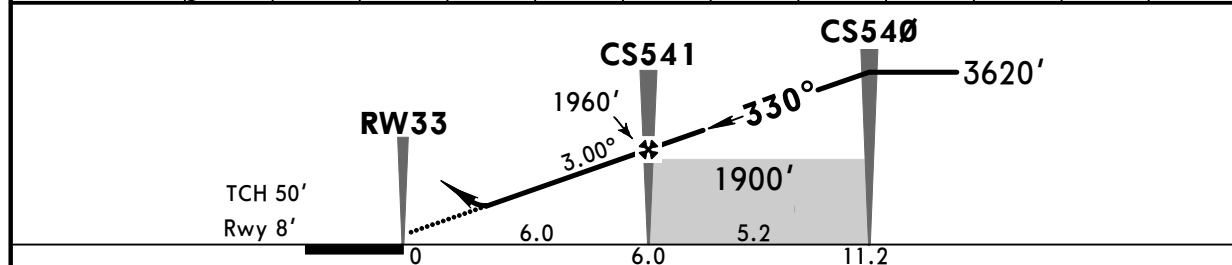
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18
Eff 1 Mar (12-22)CAIRNS, QLD, AUSTRALIA
RNAV-Y (RNP) Rwy 33

BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
RNAV	Final Aptch Crs 330°	Procedure Alt CS541 1960' (1952')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 8'		
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800' or as directed by ATC. MAP until CS543: 240KT.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 49°C (120°F). 5. RNP 0.3 required from CS523 to CS542.						
						MSA ARP 5600 within 10 NM



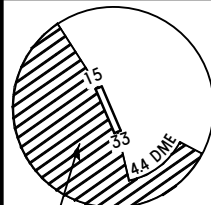
NM to NEXT WPT	RW33	2.0	2.1	2.4	3.1	4.0	5.0	CS541	1.0	2.0	3.0	CS540
ALTITUDE		710'	740'	830'	1060'	1330'	1650'	1960'	2280'	2600'	2920'	3620'



Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	330°	CS542	6800'	RNP
MAP at DA												

STRAIGHT-IN LANDING RWY 33						CIRCLE-TO-LAND					
Missed apch climb gradient min 5.0% RNP 0.30						Missed apch climb gradient min 2.5% RNP 0.30					
DA(H) A,B,C: 710' (702') D: 740' (732')						DA(H) A,B,C: 1060' (1052') D: 830' (822')					
A	4.1 km					A	NOT AUTHORIZED				
B						B					
C						C					
D	4.3 km					D					

PANS OPS

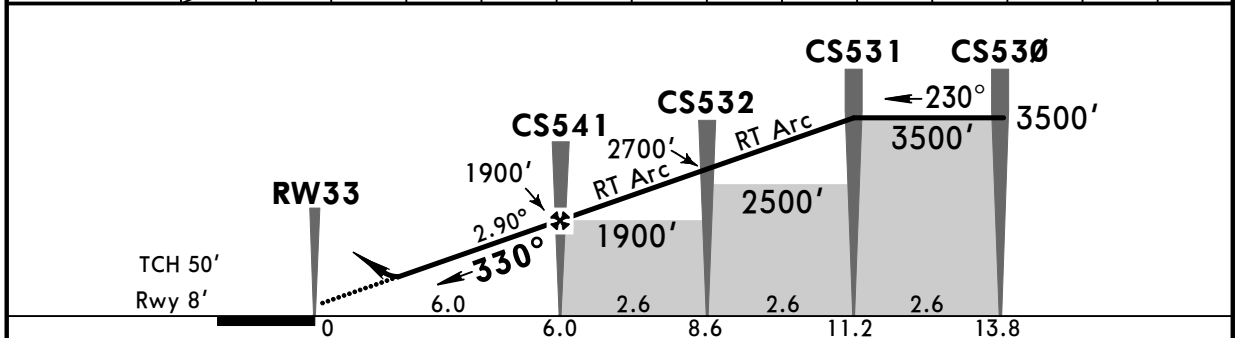
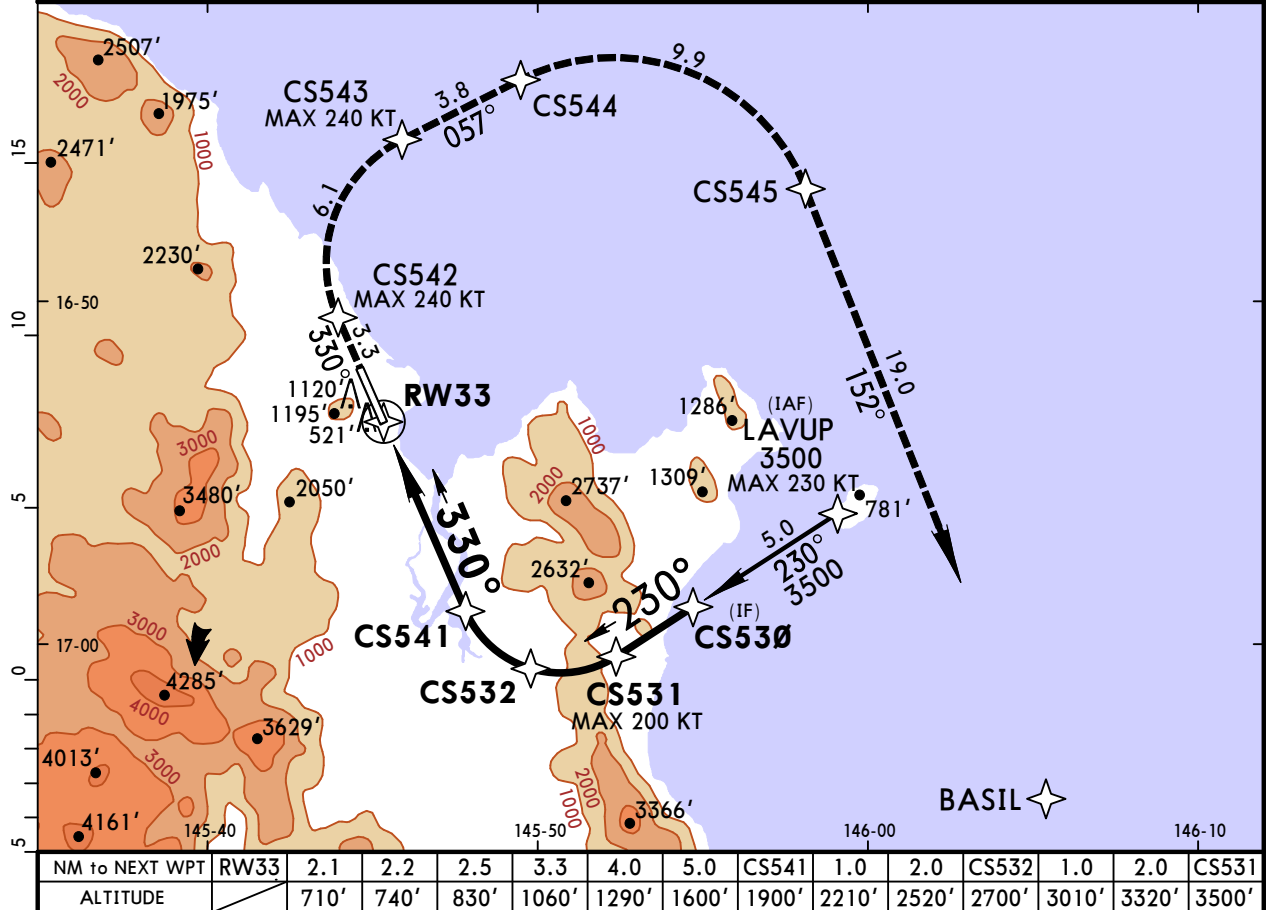


No Circling West of
Rwy 15-33 or Beyond
4.4 DME to the South
(2 NM South of
threshold Rwy 33).

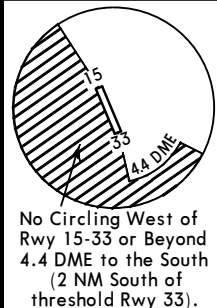
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18
Eff 1 Mar (12-23)CAIRNS, QLD, AUSTRALIA
RNAV-X (RNP) Rwy 33

BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
RNAV	Final Apch Crs 330°	Procedure Alt CS541 1900' (1892')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 8'		 MSA ARP 5600 within 10 NM
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800' or as directed by ATC. MAP until CS543: 240KT.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS530 to CS542.						

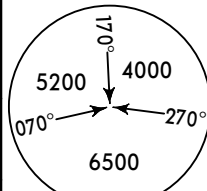


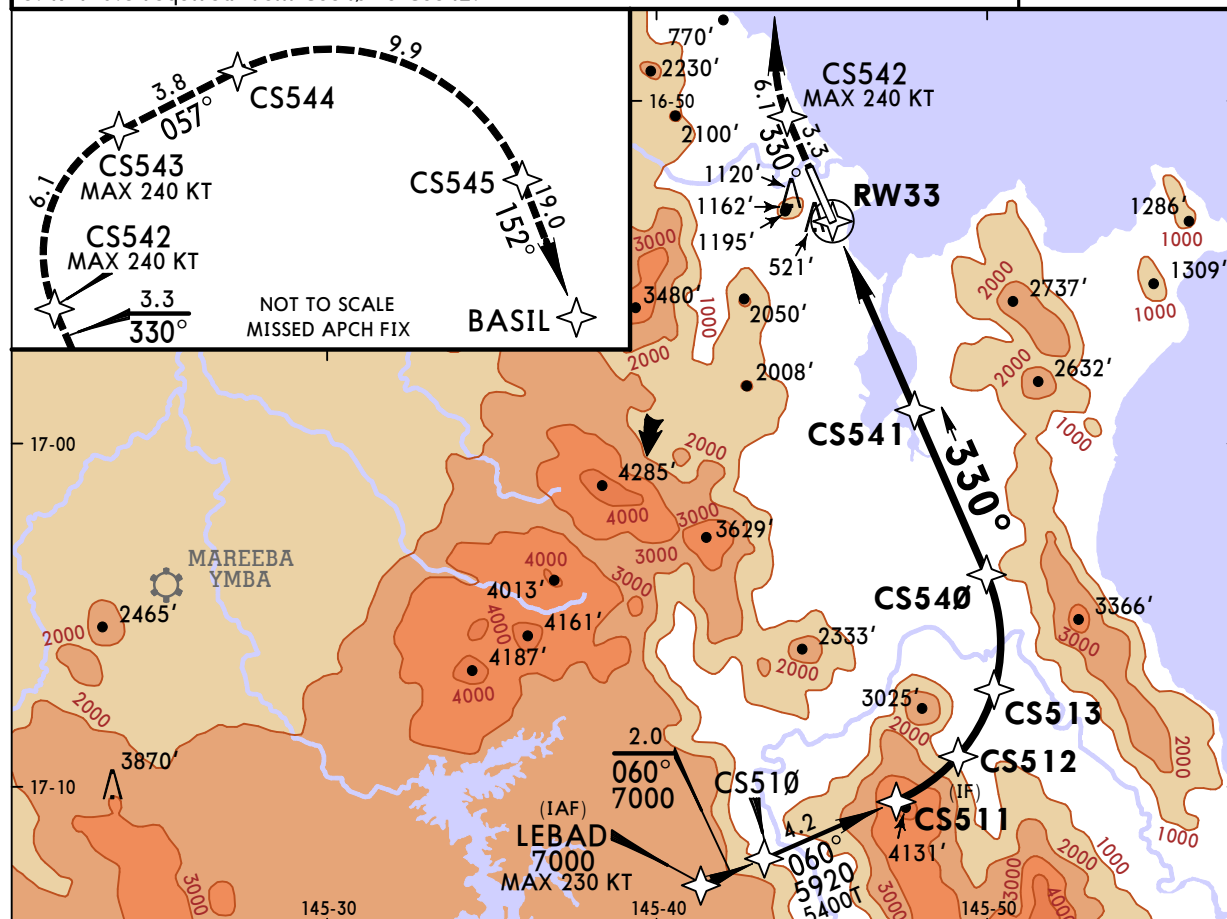
STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.0% RNP 0.30				Missed apch climb gradient mim 2.5% RNP 0.30			
DA(H) A,B,C: 710' (702') D: 740' (732')				DA(H) A,B,C: 1060' (1052') D: 830' (822')			
A	4.1 km			A	NOT AUTHORIZED		
B				B			
C				C			
D	4.3 km			D			



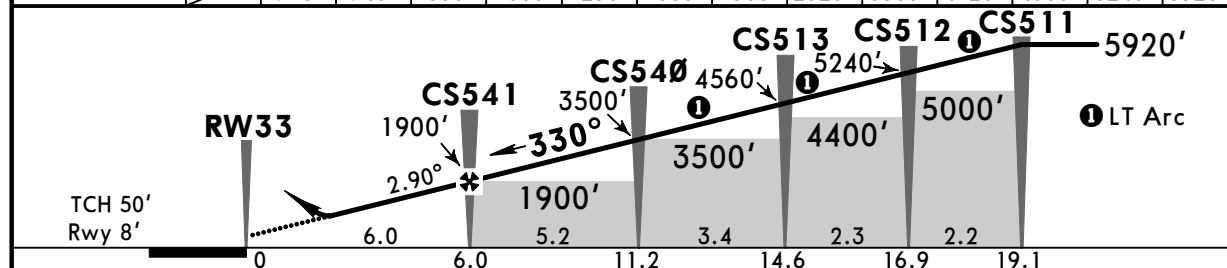
YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18
Eff 1 Mar 12-24CAIRNS, QLD, AUSTRALIA
RNAV-W (RNP) Rwy 33

BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Apch Crs 330°	Procedure Alt CS541 1900' (1892')	RNP DA(H) Refer to Minimums	Apt Elev 10' Rwy 8'			
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800' or as directed by ATC. MAP until CS543: 240KT.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS540 to CS542.							

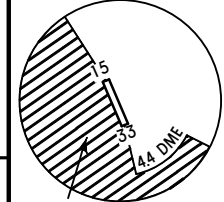


NM to NEXT WPT	RW33	2.1	2.2	2.5	3.3	4.0	5.0	CS541	2.0	CS540	2.0	CS513	CS512	CS511
ALTITUDE		710'	740'	830'	1060'	1290'	1600'	1900'	2520'	3500'	4120'	4560'	5240'	5920'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		330° CS542		6800' RNP		via RNAV BASIL	
Descent Angle	2.90°	359	462	513	616	821								
MAP at DA														

PANS OPS

STRAIGHT-IN LANDING RWY 33 Missed apch climb gradient min 5.0% RNP 0.30 DA(H) A,B,C: 710' (702') D: 740' (732')		Missed apch climb gradient min 2.5% RNP 0.30 DA(H) A,B,C: 1060' (1052') D: 830' (822')		CIRCLE-TO-LAND 	
A	4.1 km	A	5.0 km	A	NOT AUTHORIZED
B		B		B	
C		C		C	
D	4.3 km	D	4.8 km	D	

CHANGES: CS513 and CS512 altitude, CS511-CS512 SMA.

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**YBCS/CNS
CAIRNS INTL**

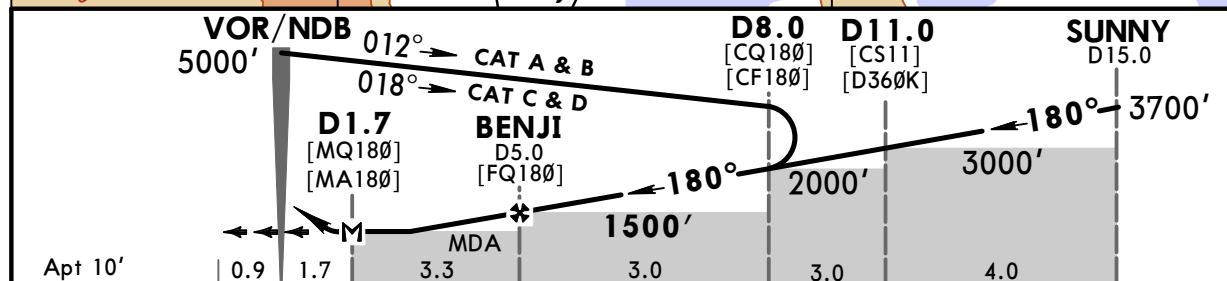
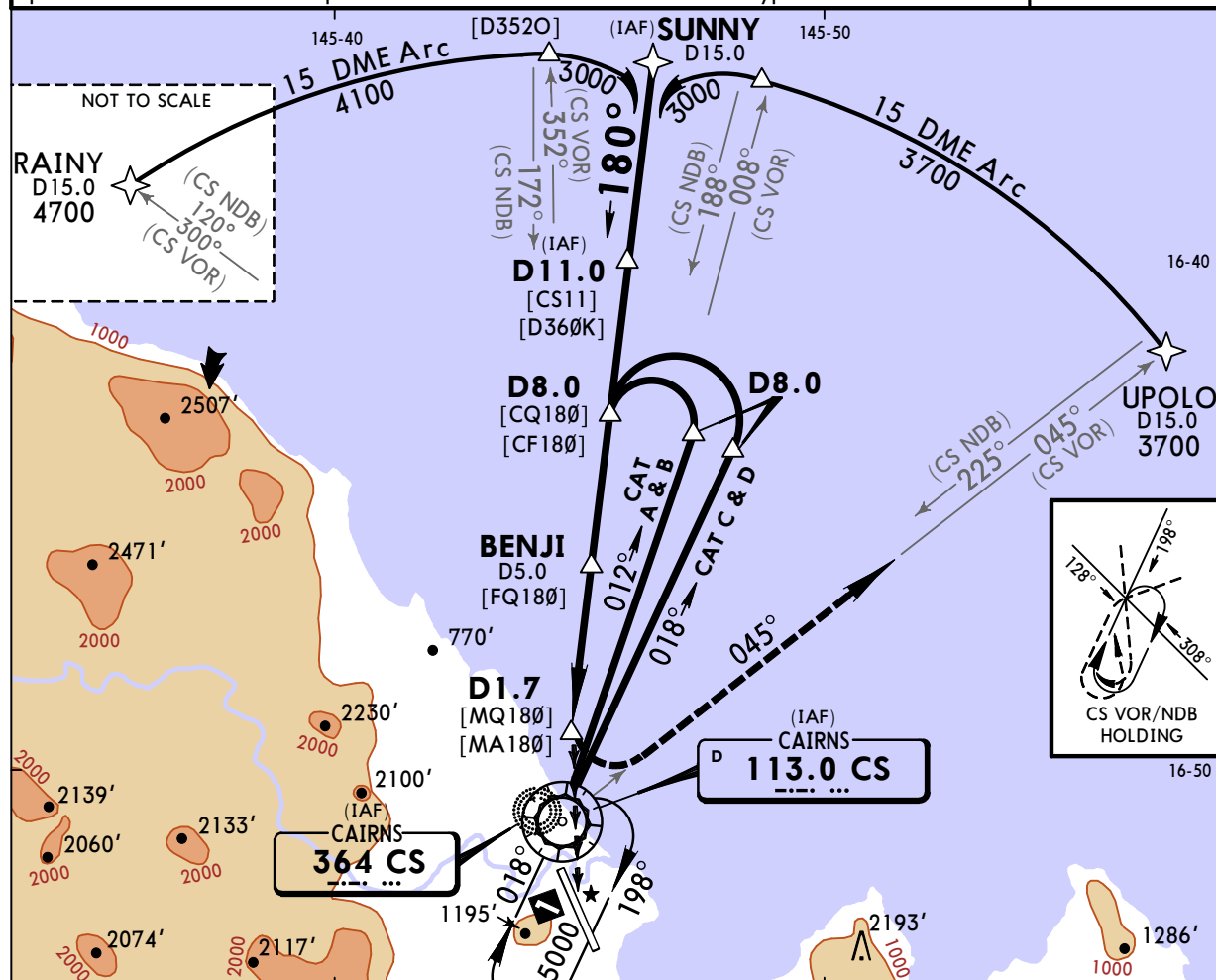

JEPPESEN

23 FEB 18 (13-1) Eff 1 Mar

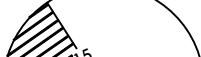
CAIRNS, QLD, AUSTRALIA

NDB-A or VOR-A

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

[illegible]

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



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

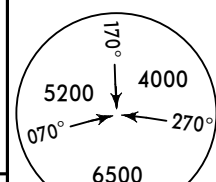
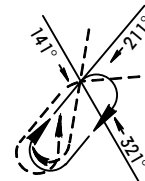
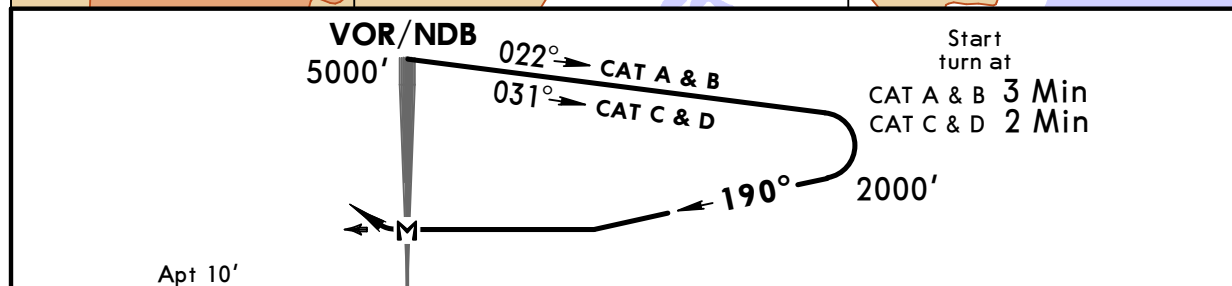
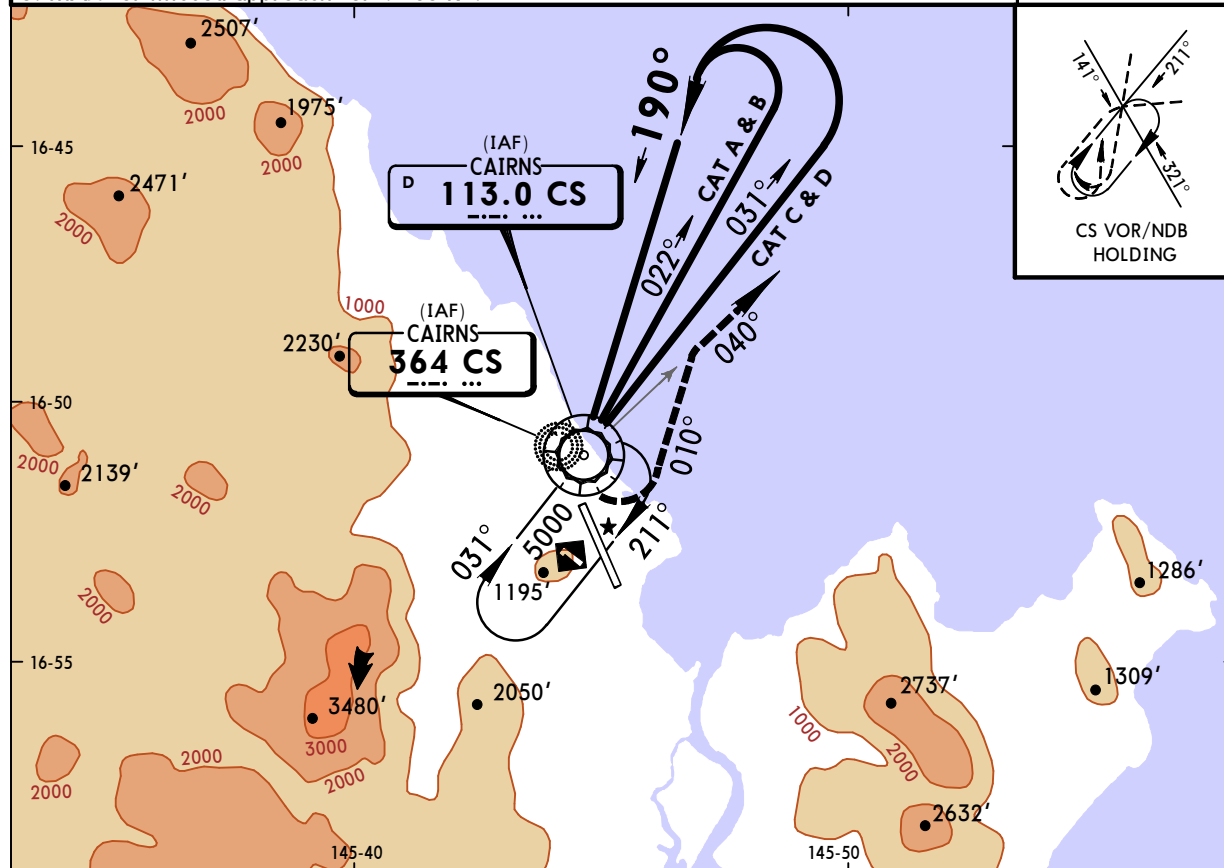
CHANGES: SUNNY IAF.

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YBCS/CNS
CAIRNS INTLJEPPESEN
23 FEB 18 (13-2) Eff 1 MarCAIRNS, QLD, AUSTRALIA
NDB-B or VOR-B

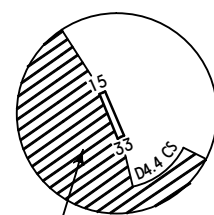
BRIEFING STRIP™

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
NDB CS 364			Apt Elev 10'
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 for initial Cat A & B: 140 KT. 2. MAX for holding: 185 KT. 3. MAX for missed approach turn: 185 KT.			

MSA CS VOR/NDB
5600
within 10 NMCS VOR/NDB
HOLDING

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

CIRCLE-TO-LAND		MDA(H)	
Max Kts			
A 100		1620' (1610')	-2.4 km
B 135		1620' (1610')	-4.0 km
C 180		1620' (1610')	-5.0 km
D 205		1620' (1610')	-5.0 km

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

PANS OPS

JEPPESEN

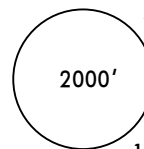
19 MAY 17

Eff 25 May 10-2

DME or GNSS ARRIVAL**BROOME, WA, AUSTRALIA****BROOME INTL****ALL ROUTES to BRM NDB**

ATIS 133.05
 AWIS 126.55 133.05 when Twr inop.
 *BROOME Tower 126.0
 *Ground 121.7
 BRISBANE Center (FIA) 123.95 On ground when Twr inop.
 CTAF (AFRU+PAL) 126.0 when Twr inop.

Alt Set: hPa Trans level: FL110
 Apt Elev: 2 hPa Trans alt: 10000' (9943')

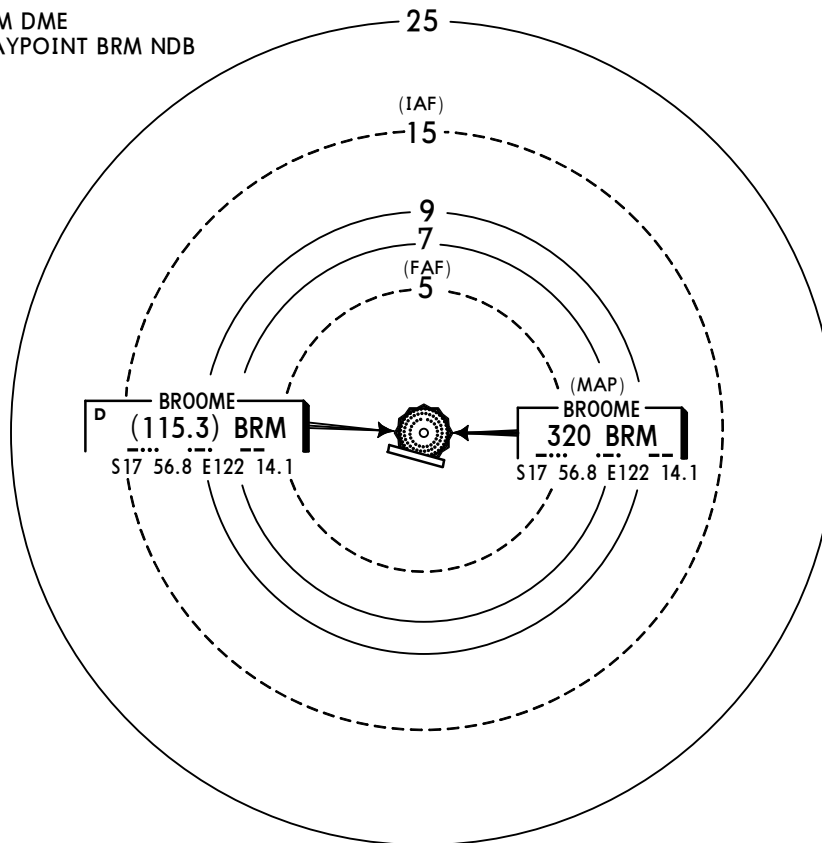


MSA
 BRM NDB
 1500' within 10 NM

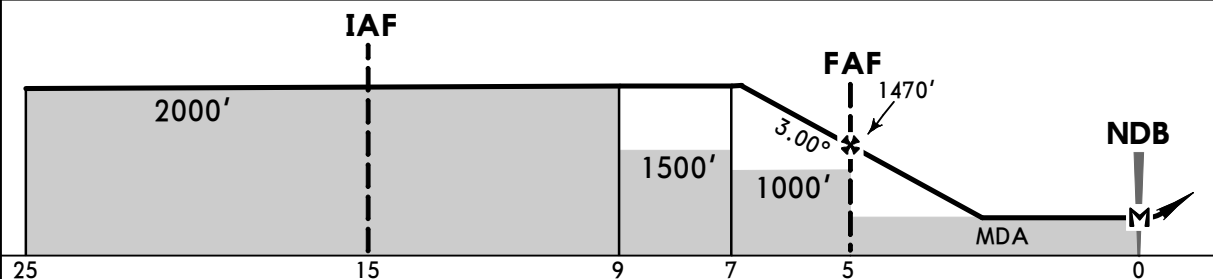
NDB 320 BRM
 DME (115.3) BRM
 Apt. Elev 57'

DME USING BRM DME
 REFERENCE WAYPOINT BRM NDB

NOT TO SCALE



NM to NDB	6.7	6.0	5.0	4.0	3.0	2.7		
ALTITUDE	2000'	1780'	1470'	1150'	840'	750'		

**MISSED APPROACH: Climb on track to 2000'.**

Actual Aero QNH								CIRCLE-TO-LAND				Forecast Terminal QNH				
A,B: 650'(593')								A,B: 750'(693')								
MDA(H) C: 740'(683')								MDA(H) C: 840'(783')								
D: 750'(693')								D: 850'(793')								
A	2.4 km								2.4 km							
B																
C	4.0 km								4.0 km							
D	5.0 km								5.0 km							
Gnd speed-Kts		70	90	100	120	140	160									
Descent angle 3.00°		372	478	531	637	743	849									
MAP at NDB																

PANS OPS

CHANGES: Apt elevation, AWIS frequency.

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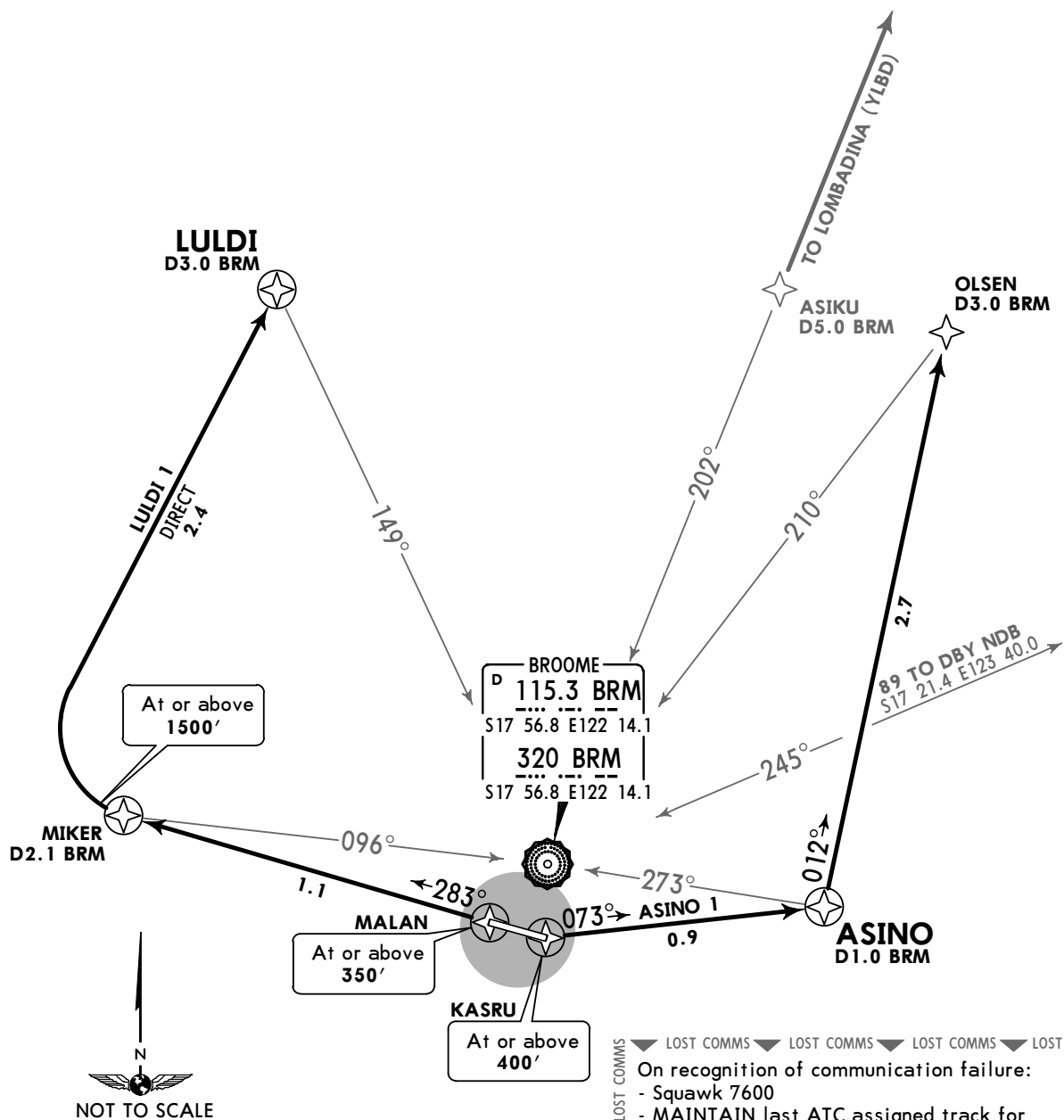
YBRM/BME
BROOME INTLJEPPESSEN BROOME, WA, AUSTRALIA
3 NOV 17 10-3 Eff 9 Nov RNAV COPTER SIDApt Elev
57'

Trans level: FL110 Trans alt: 10000'

ASINO 1 [ASINO1], LULDI 1 [LULDI1]
(RNAV) DEPARTURES

CAT H

2000

MSA BRM NDB
1500
within 10 NM

These SIDs require minimum climb gradient: 5.0%.

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

LOST COMMS

On recognition of communication failure:

- Squawk 7600
- MAINTAIN last ATC assigned track 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.

LOST COMMS

SID	RWY	INITIAL CLIMB
ASINO 1	10	Final Approach and Take-off Area RWY 10 at intersection TWY F2. Proceed visually to KASRU. Initial Departure Fix KASRU. Cross KASRU at or above 400'. Turn LEFT, track 073° to ASINO. Track to intercept ATC cleared route by D5.0 BRM. For OLSEN: Turn LEFT, track 012° to OLSEN. Track to intercept ATC cleared route by D5.0 BRM.
LULDI 1	28	Final Approach and Take-off Area RWY 28 at intersection TWY G. Proceed visually to MALAN. Initial Departure Fix MALAN. Cross MALAN at or above 350'. Track 283° to MIKER. After passing MIKER and not below 1500' turn RIGHT. Track direct to LULDI. After passing LULDI, track to intercept ATC cleared route by D5.0 BRM.

YBRM/BME**JEPPESEN BROOME, WA, AUSTRALIA**
23 FEB 18 **(10-4)** Eff 1 Mar
BROOME INTL**NOISE****NOISE ABATEMENT PROCEDURES****LOCAL TIME minus 8 HOURS = UTC**

Operators at Broome International Airport (BIA) undertake operations in a "Fly Neighbourly" manner.

- These procedures apply during CTAF hours, and are subject to ATC clearance during tower hours;
- All flights are planned to avoid residential areas;
- Low level flying is to be avoided;
- Runway 28 departures are to avoid left turns over Broome township;
- All aircraft are to use an appropriate runway length for departure to maximize altitude over built up and sensitive areas;
- Circuit training is restricted to 0900 - 2000 WST;
- Circuits are not approved on Sundays and Monday nights;
- Touch and go training is kept to a minimum;
- If possible, use satellite airstrips for repetitive aircraft circuits;
- Conduct engine run-ups in designated run-up bays, or in other areas with prior approval of the Airport or delegate;
- Turbine engine testing is restricted to 0700 - 2000 WST, except with the prior approval of the Airport or delegate.

Fly Neighbourly procedures are requested when operating piston engine and turboprop aircraft, including all helicopters, within the Broome environment, except in IMC, or when in VMC and stress of weather or traffic avoidance procedures require alternative action. These procedures do not apply to ultralight aircraft.

Noise Management

- Operators are encouraged to contact Broome ATC for advice, particularly for first time visitors to Broome.
- The following procedures apply to piston and turboprop aeroplanes and all helicopters.

Arrivals**• Piston Engine and Turboprop Aircraft**

Runway 10 - aircraft to be established on final while over water.

Runway 28 - aircraft to be established on final approach over water (Dampier Creek).

• Twin Engine Helicopters

Runway 28 - aircraft are to conduct an oblique final approach north of the shopping center for landing midway down the runway.

Runway 10 - aircraft are to avoid built up areas and be established on final while over water.

Departures**• Piston Engine and Turboprop Aircraft**

Runway 10 - aircraft to climb on runway heading until over Dampier Creek.

RIGHT turns - not to be commenced below 1500'.

LEFT turns - aircraft to remain clear of built up area before setting heading.

Runway 28 - aircraft are to maintain heading until over water.

RIGHT turns - not to be commenced below 1500'.

LEFT turns - aircraft to remain clear of built up area before setting heading.

• Twin Engine Helicopters

Runway 10 - aircraft to pass north of shopping area and clear of built up area before setting heading.

Runway 28 - aircraft to maintain take-off heading until established over water.

RIGHT turns - climb straight ahead to 1500'. Make RIGHT turn remaining just off the coast to 3 NM. Make RIGHT turn to intercept the outbound bearing by 5 NM.

LEFT turns - aircraft to remain clear of built up area before setting heading.

Circuit training**• Piston Engine and Turboprop Aircraft**

LEFT circuits - circuits not permitted between 2000 - 0900 WST.

• Twin Engine Helicopters

a. All circuits to south of the airport and avoid built up areas, circuits not permitted between 2000 - 0900 WST unless approved by the Airport.

b. Night circuits - oblique departures and arrivals to Runways 10 and 28 respectively.

c. Night circuits and off shore night deck landings with late arrivals back into Broome not permitted Sunday and Monday nights, unless approved by the Airport.

YBRM/BME

Apt Elev **57'**
S17 57.0 E122 13.7



JEPPESSEN

1 JUN 18 (10-9)

BROOME, WA, AUSTRALIA

BROOME INTL

ATIS	AWIS	*BROOME Ground
133.05	126.55 133.05	121.7
*Tower	BRISBANE Center (FIA)	CTAF (AFRU+PAL)
126.0	123.95 On Ground when Twr inop.	126.0 when Twr inop.

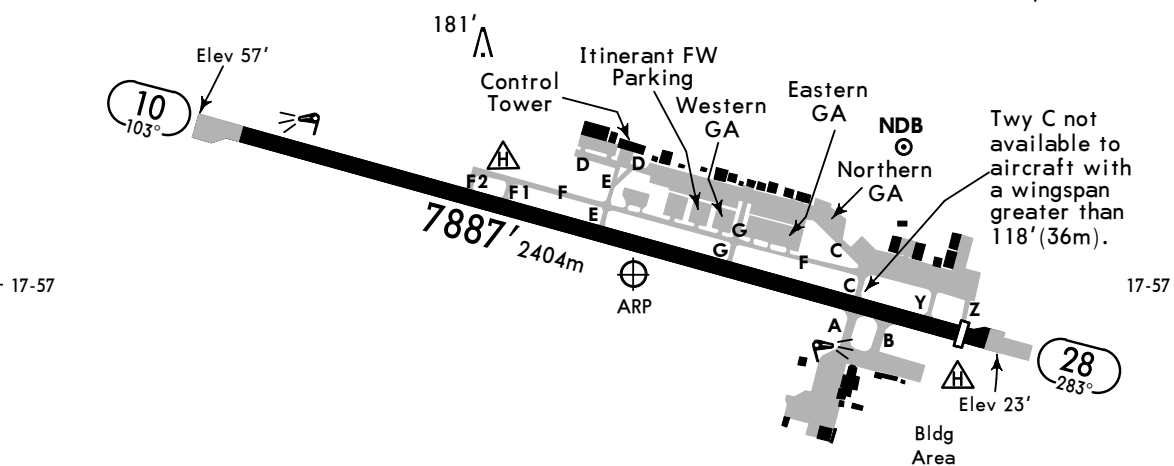
Aircraft up to 79' (24m) wingspan, to use Twy F to minimize backtracking on Rwy during busy periods.

CAUTION FOR HELICOPTERS: Light poles 66' (20m) south of Twy D, 33' AGL.

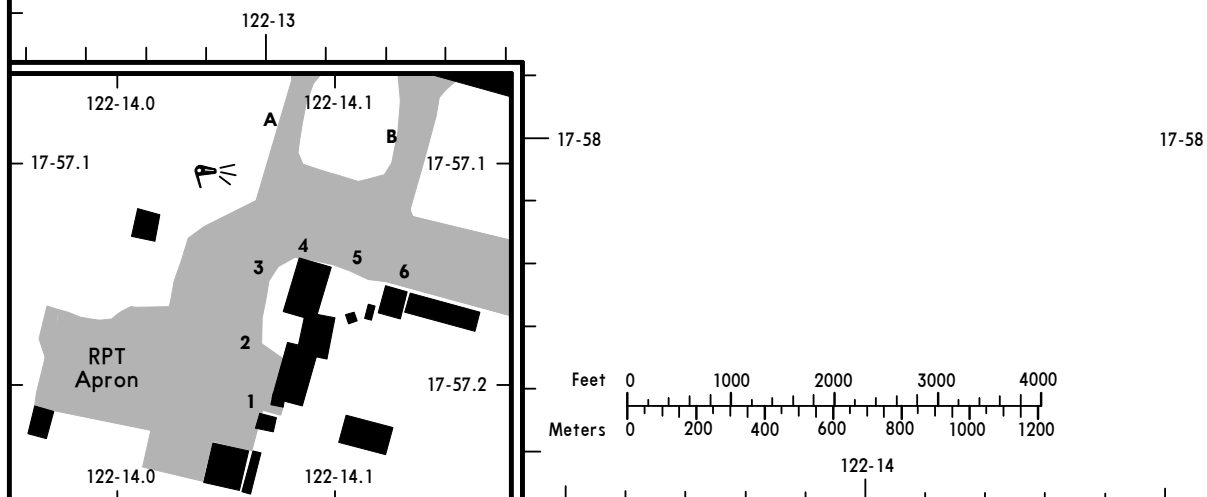
All GA parking on aprons to the north side of Rwy via Twy C, E, F, and G.

Twy D and northern GA apron not available to aircraft with a wingspan greater than 66' (20m).

Twy E and Twy G North of Twy F not available to aircraft with a wingspan greater than 66' (20m).



All aircraft above 44,092 lbs (20,000 kg), landing Rwy 28 are to roll through to Rwy end prior to executing 180° turn. Full length backtrack.



YBRM/BME **JEPPESEN**
1 JUN 18 **(10-9A)****BROOME, WA, AUSTRALIA**
BROOME INTLGENERAL

CAUTION: Possibility exists of poor radio propagation in the CTAF area from aircraft on ground or operating low level.

CAUTION: Bird hazard exists.

Intense parachute jumping exercises June to September.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
10	①② MIRL (60m) ② PAPI (angle 3.0°, MEHT 54')	7448' 2270m		③	148'
28	①② MIRL (60m) ② PAPI (angle 3.0°, MEHT 54')	7231' 2204m			45m

① Standby power available.**②** Activate on 126.0.**③** TAKE-OFF RUN AVAILABLERWY 10:

From rwy head	7887'	2404m
Twy F2	5164'	1574m
Twy F1	4813'	1467m
Twy E	3898'	1188m
Twy G	2575'	785m

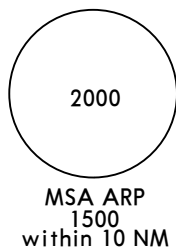
RWY 28:

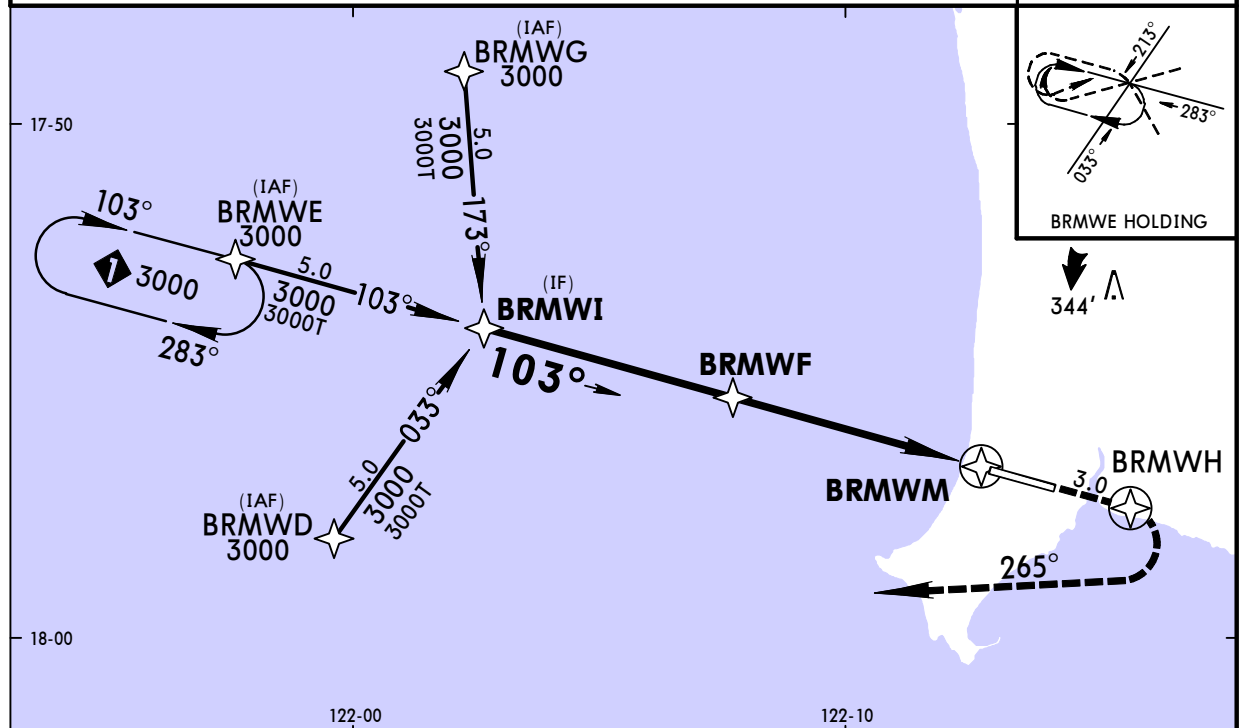
From rwy head	7625'	2324m
Twy B	6506'	1983m
Twy A	6198'	1889m
Twy C	6191'	1887m
Twy G	4908'	1496m
Twy E	3599'	1097m
Twy F1	2667'	813m

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys	Actual Aero QNH	Forecast Terminal QNH
	STANDARD		
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	A 993'-4.4 km B	1093'-4.4 km
2,3 & 4 Eng	800m	C 1183'-6.0 km D 1193'-7.0 km	1283'-6.0 km 1293'-7.0 km

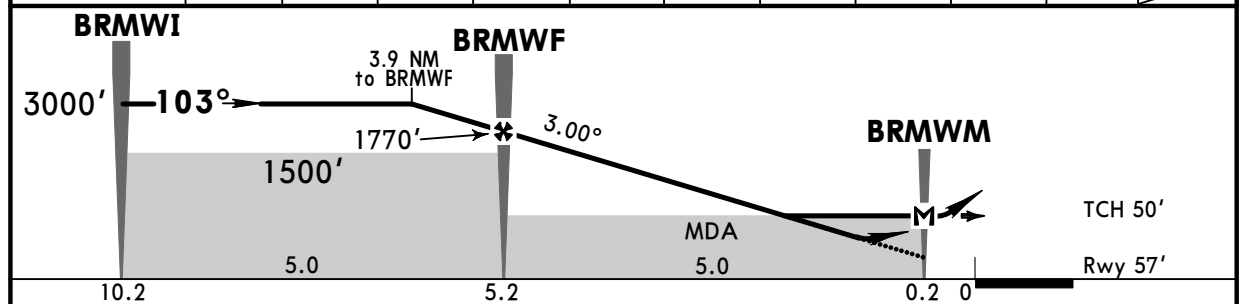
YBRM/BME
BROOME INTLJEPPesen
1 JUN 18 (12-1)BROOME, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 10

BRIEFING STRIP

ATIS	AWIS	*BROOME Tower	BRISBANE Center (FIA)	CTAF (AFRU+PAL)	*Ground
133.05	126.55 133.05	126.0	123.95 On Ground when Twr inop.	126.0 when Twr inop.	121.7
RNAV	Final Apch Crs 103°	Procedure Alt BRMWF 1770' (1713')	LNAV/VNAV DA(H) 410' (353')	Apt Elev 57' Rwy 57'	
MISSED APCH: Track direct to BRMWH, then turn RIGHT, track 265°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 5°C (41°F) to 61°C (142°F). 3. MAX for initial 210 KT. 4. Holding not contained in Control Area. 5. Pilot activated lighting on 126.0.					



NM to NEXT WPT	3.9	3.0	2.0	1.0	BRMWF	4.0	3.0	2.0	1.3	0.7	BRMWH
ALTITUDE	3000'	2720'	2400'	2090'	1770'	1450'	1130'	810'	600'	410'	



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

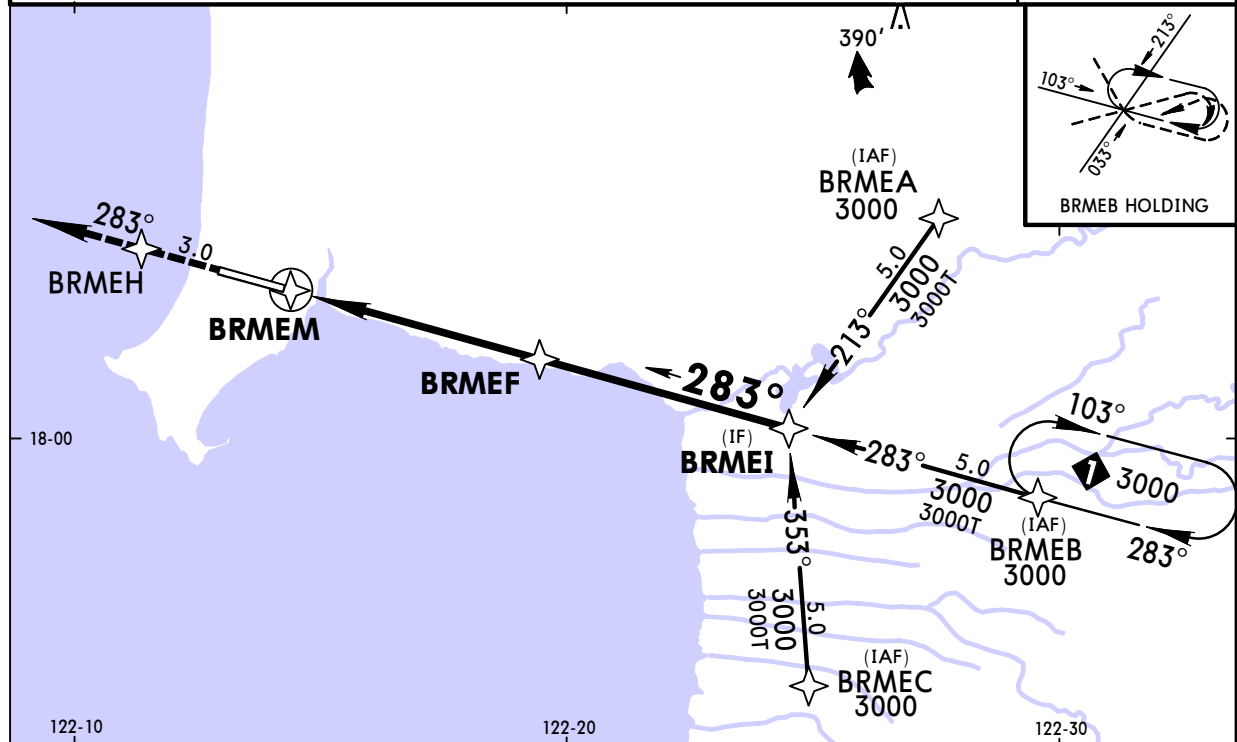
STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Actual Aero QNH		Forecast Terminal QNH	
DA(H) 410' (353')		Actual Aero QNH MDA(H) 500' (443')		Forecast Terminal QNH MDA(H) 600' (543')			
				Max Kts			
				100		550'	
				135		(493') -2.4 km	
				180		740'	
				205		(683') -4.0 km	
						840'	
						(783') -4.0 km	
						850'	
						(793') -5.0 km	

PANS OPS

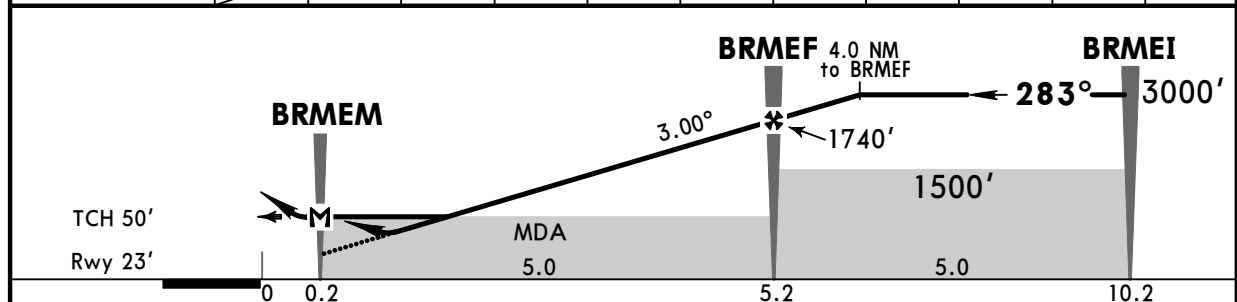
YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (12-2)BROOME, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 28

BRIEFING STRIP™

ATIS	AWIS	*BROOME Tower	BRISBANE Center (FIA)	CTAF (AFRU+PAL)	*Ground
133.05	126.55 133.05	126.0	123.95 On Ground when Twr inop.	126.0 when Twr inop.	121.7
RNAV	Final Apch Crs 283°	Procedure Alt BRMEF 1740' (1717')	LNAV/VNAV DA(H) 410' (387')	Apt Elev 57' Rwy 23'	2000
MISSED APCH: Track direct to BRMEH, then track 283°. Climb to 2000'.					MSA ARP 1500 within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 5°C (41°F) to 61°C (142°F). 3. MAX for initial 210 KT. 4. Holding not contained in Control Area. 5. Pilot activated lighting on 126.0.					



NM to NEXT WPT	BRMEM	0.8	1.4	2.0	3.0	4.0	BRMEF	1.0	2.0	3.0	4.0
ALTITUDE		410'	600'	780'	1100'	1420'	1740'	2060'	2370'	2690'	3000'



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

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Actual Aero QNH		Forecast Terminal QNH	
DA(H) 410' (387')		Actual Aero QNH MDA(H) 500' (477')		Forecast Terminal QNH MDA(H) 600' (577')		Max Kts	
						100	550' (493') -2.4 km
						135	650' (593') -2.4 km
						180	740' (683') -4.0 km
						205	840' (783') -4.0 km
							750' (693') -5.0 km
							850' (793') -5.0 km

PANS OPS

YBRM/BME
BROOME INTL

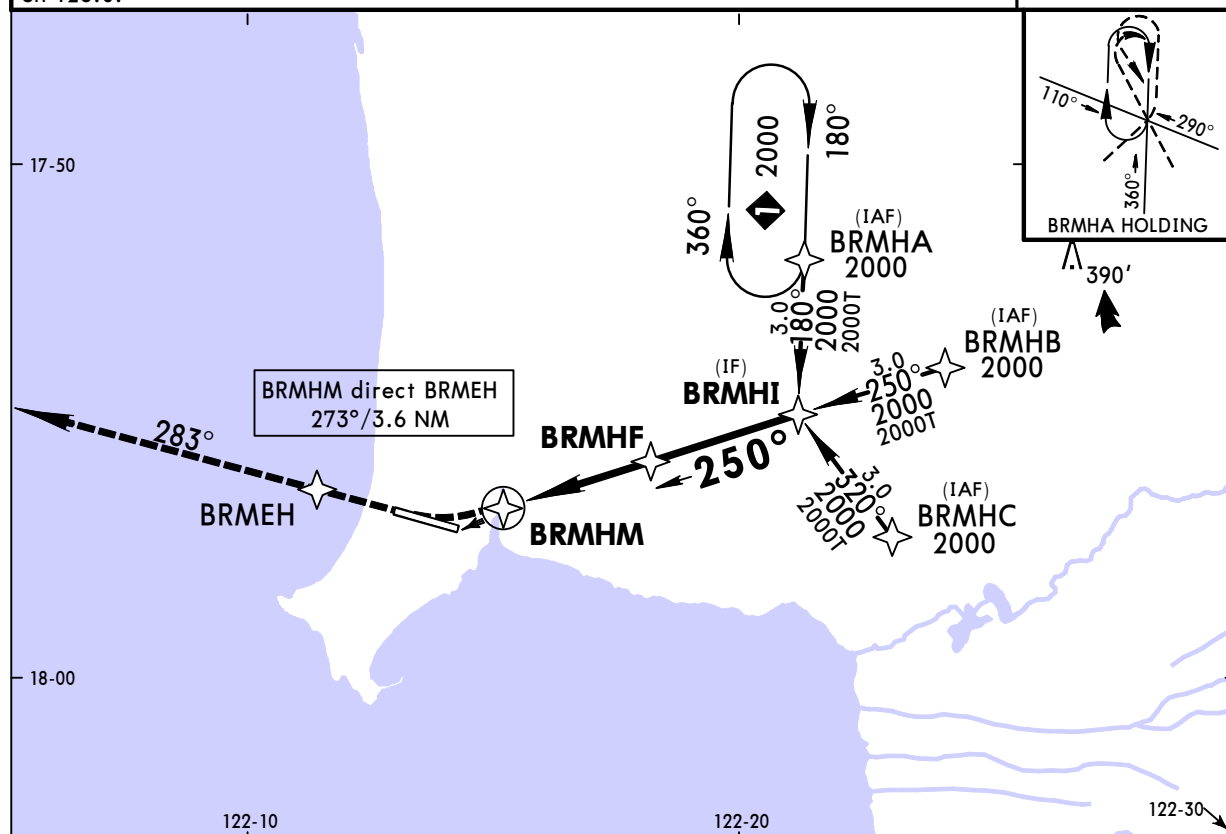
1 JUN 18

(12-3)

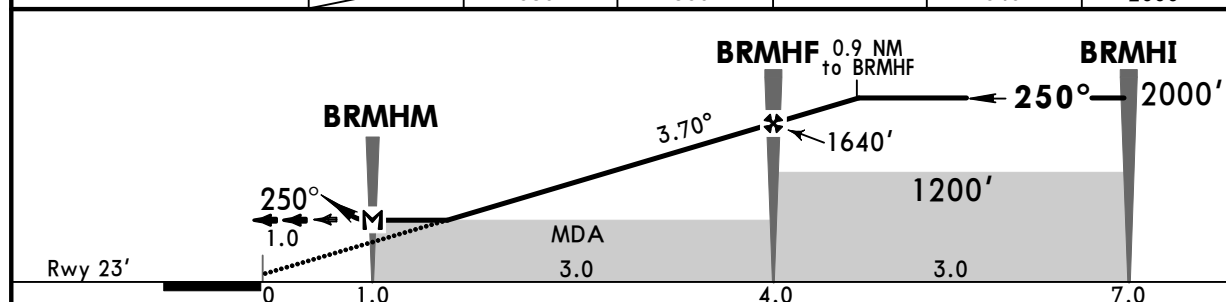
BROOME, WA, AUSTRALIA
COPTER RNAV-Z (GNSS) 250°

BRIEFING STRIP™

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) On Ground when Twr inop. 123.95	CTAF (AFRU+PAL) when Twr inop. 126.0	*Ground 121.7
RNAV	Final Apch Crs 250°	Procedure Alt BRMHF 1640' (1583')	MDA(H) (CONDITIONAL) 550' (493')	Apt Elev 57' Rwy 23'	2000
MISSED APCH: Track direct to BRMEH, then track 283°. Climb to 2000'.					MSA ARP 1500 within 10 NM
Alt Set: hPa Apt Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'					
1. MAX for initial 120 KT. 2. MAX for holding 100 KT. 3. MAX for final and missed approach 90 KT. 4. Holding not contained in Control Area. 5. Pilot activated lighting on 126.0.					



NM to NEXT WPT	BRMHM	0.5	1.0	2.0	BRMHF	0.9
ALTITUDE		650'	860'	1250'	1640'	2000'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.70°	458	589	655	786	917	1048		
MAP at BRMHM									
								PAPI	→ BRMEH

PANS OPS	LANDING H-250°		CIRCLE-TO-LAND		FOR FILING AS ALTERNATE	
	VAA Actual Aero QNH MDA(H) 550' (493')	VAA Forecast Aero QNH MDA(H) 650' (593')			Actual Aero QNH	Forecast Aero QNH
	2.8 km	2.8 km	NOT APPLICABLE		993' -4.4 km	1093' -4.4 km

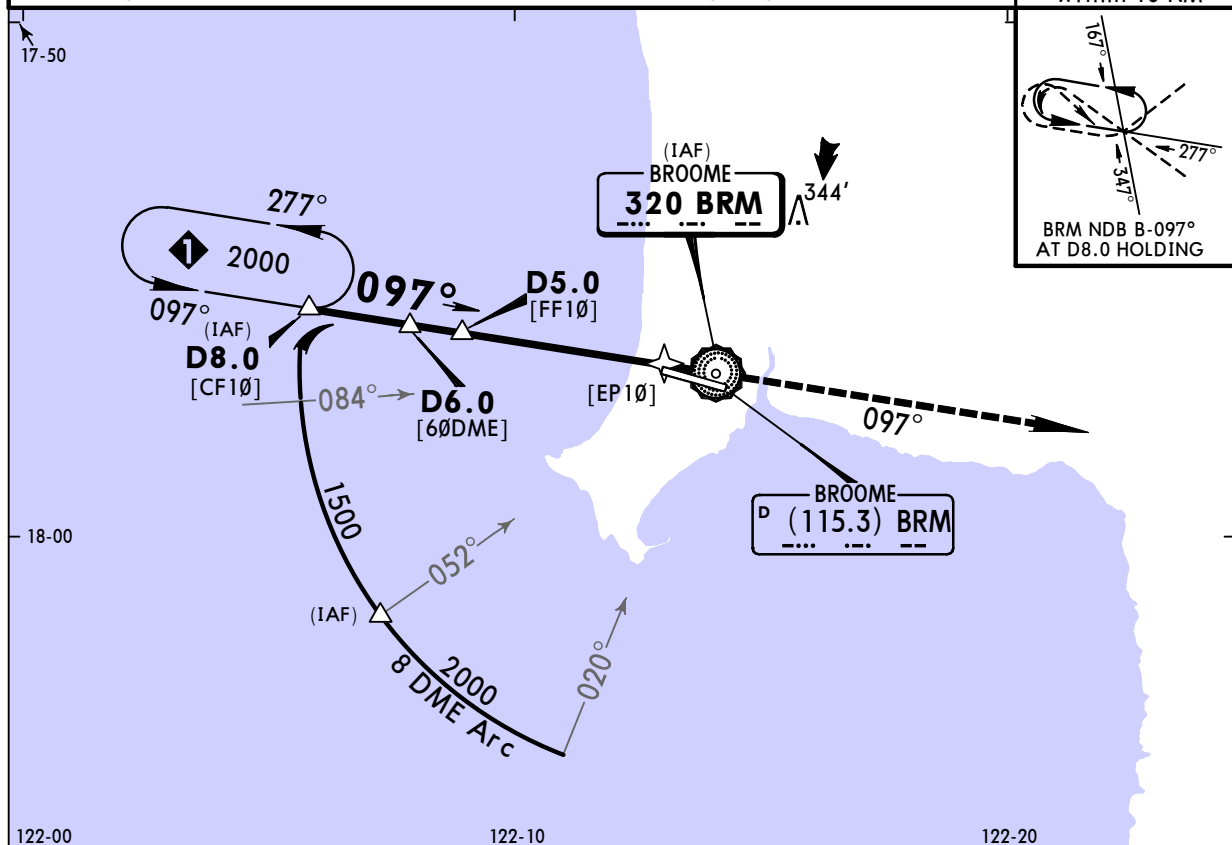
CHANGES: PAPI.

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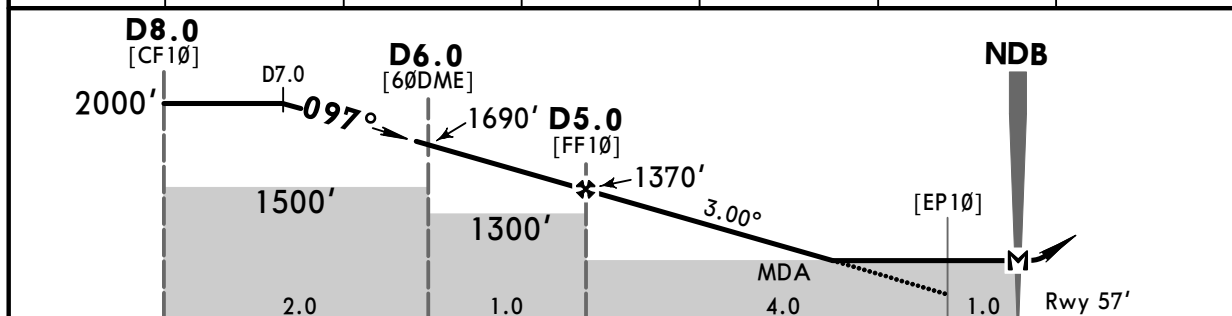
YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (16-1)BROOME, WA, AUSTRALIA
NDB-Z Rwy 10

BRIEFING STRIP™

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) 123.95 when Twr inop.	CTAF (AFRU+PAL) 126.0 when Twr inop.	*Ground 121.7
NDB BRM 320	Final Apch Crs 097°	Procedure Alt D5.0 1370' (1313')	MDA(H) (CONDITIONAL) 500' (443')	Apt Elev 57' Rwy 57'	2000
MISSED APCH: Track 097°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME required. 2. GNSS permitted in lieu of DME, reference waypoint BRM NDB. 3. Holding not contained in Control Area. 4. Pilot activated lighting on 126.0.					
					MSA BRM NDB 1500 within 10 NM



DIST BY DME	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	2000'	1690'	1370'	1050'	730'	600'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at NDB										
								PAPI	097°	2000' ↑

PANS OPS

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
NDB DME							
Actual Aero QNH MDA(H) 500' (443')		Forecast Terminal QNH MDA(H) 600' (543')		Actual Aero QNH		Forecast Terminal QNH	
				Max Kts	MDA(H)		MDA(H)
				100	550' -2.4 km (493')		650' -2.4 km (593')
				135	740' -4.0 km (683')		840' -4.0 km (783')
				180	750' -5.0 km (693')		850' -5.0 km (793')
				205			
3.1 km		3.1 km					

YBRM/BME
BROOME INTL

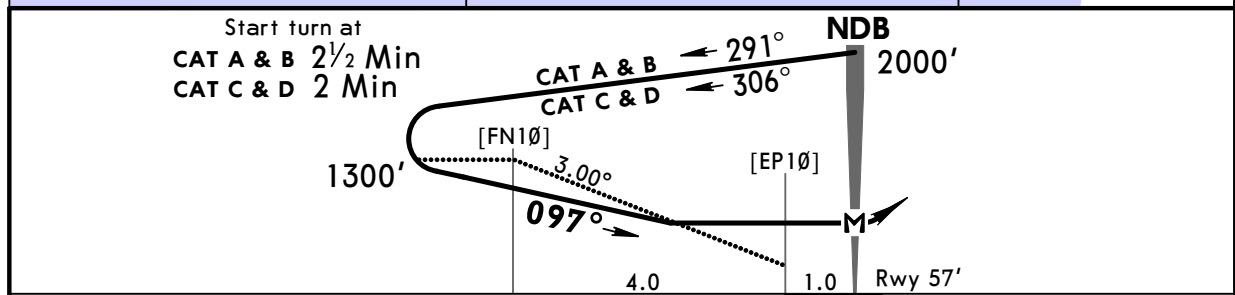
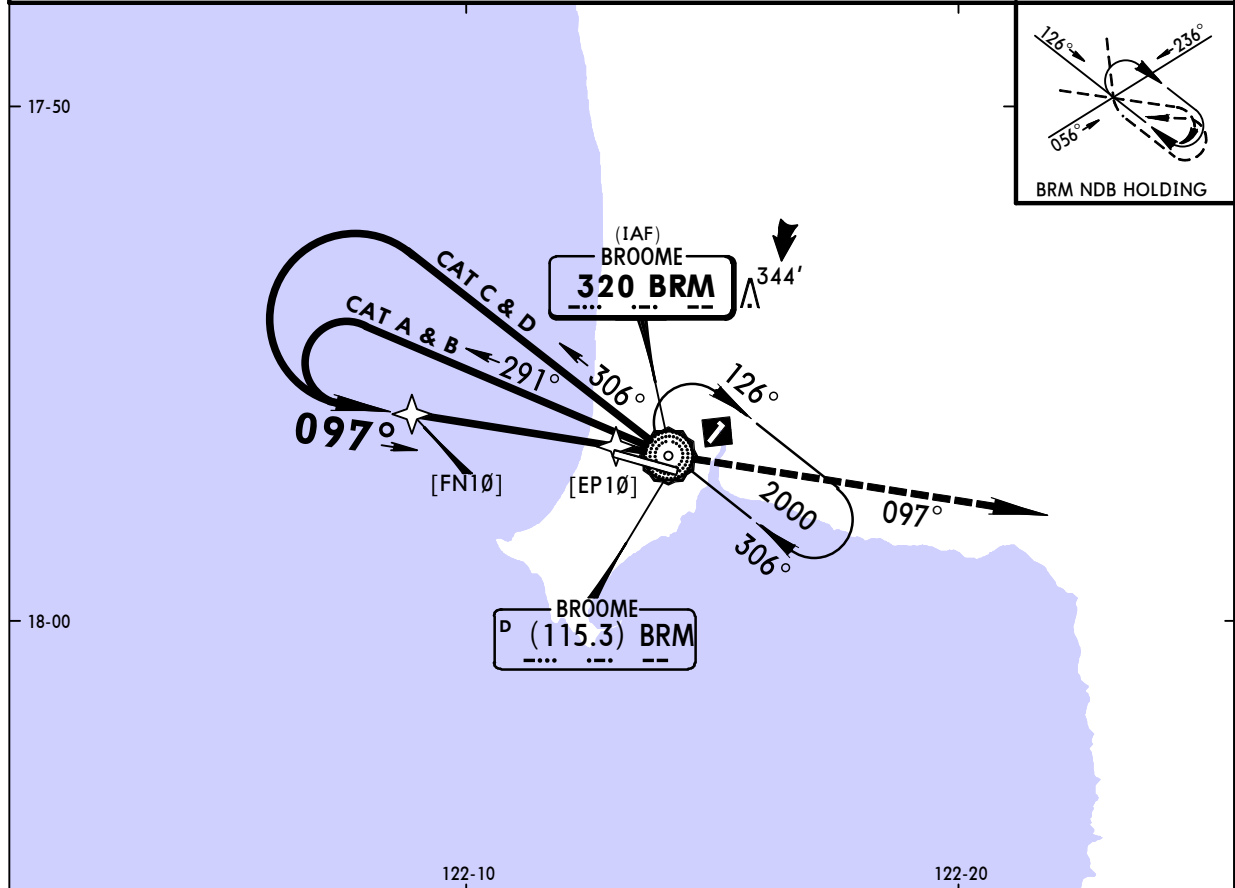
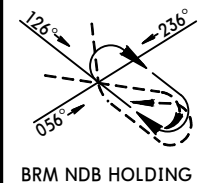
1 JUN 18

(16-2)

JEPPESEN BROOME, WA, AUSTRALIA
NDB-Y Rwy 10

BRIEFING STRIP

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) 123.95 when Twr inop.	CTAF (AFRU+PAL) 126.0 when Twr inop.	*Ground 121.7
NDB BRM 320	Final Apch Crs 097°	No FAF	MDA(H) (CONDITIONAL) 550' (493')	Apt Elev 57' Rwy 57'	2000
MISSED APCH: Track 097°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'					
1. Procedure not available when tower operating. 2. Pilot activated lighting on 126.0.					

MSA BRM NDB
1500
within 10 NM

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

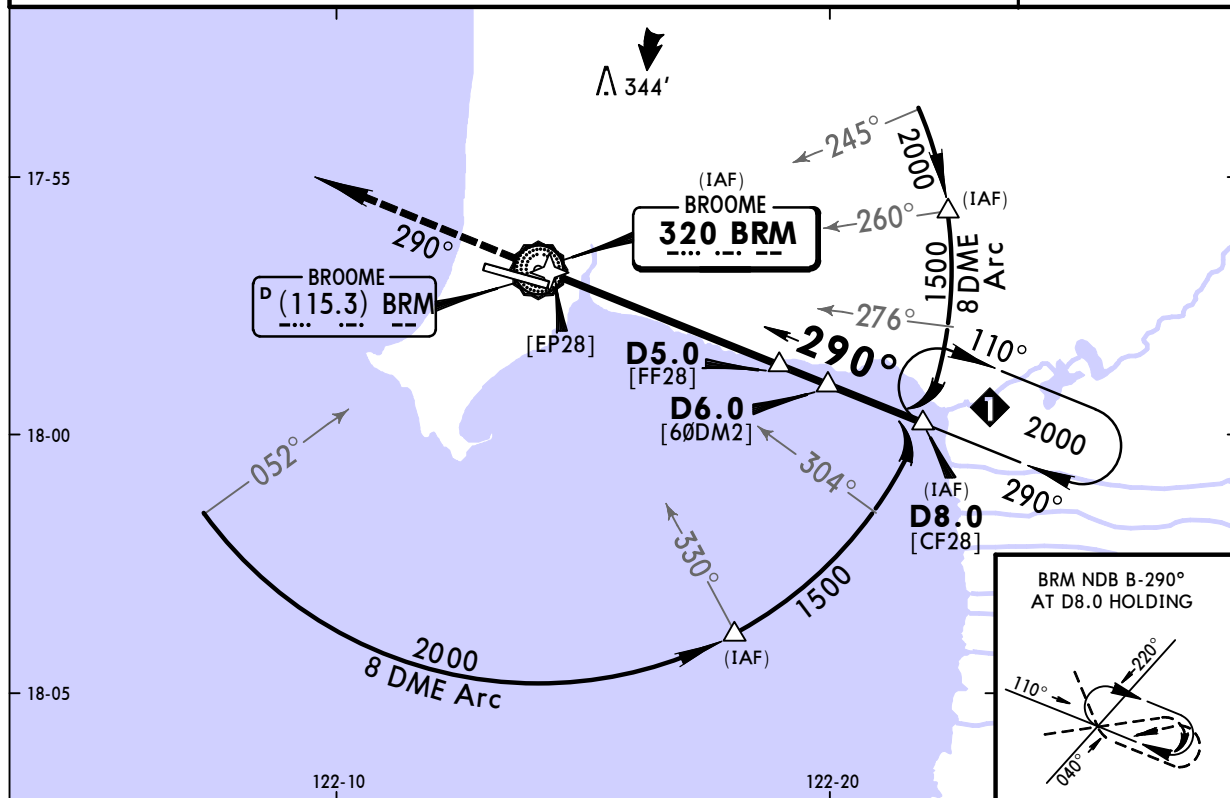
STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 550' (493')		MDA(H) 650' (593')		MDA(H)		MDA(H)	
A				Max Kts			
B				100	550' -2.4 km	650' -2.4 km	
C				135	(493') -2.4 km	(593') -2.4 km	
D				180	740' -4.0 km	840' -4.0 km	
				205	(683') -4.0 km	(783') -4.0 km	
					750' -5.0 km	850' -5.0 km	
					(693') -5.0 km	(793') -5.0 km	

PANS OPS

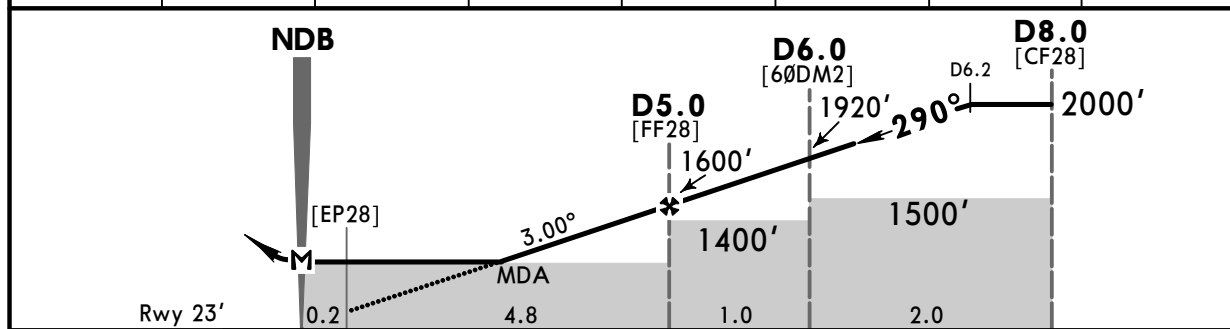
YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (16-3)BROOME, WA, AUSTRALIA
NDB-Z Rwy 28

BRIEFING STRIP

ATIS 133.05		AWIS 126.55 133.05		*BROOME Tower 126.0		BRISBANE Center (FIA) 123.95 On Ground when Twr inop.		CTAF (AFRU+PAL) 126.0 when Twr inop.		*Ground 121.7	
NDB BRM 320		Final Apch Crs 290°		Procedure Alt D5.0 1600' (1577')		MDA(H) (CONDITIONAL) 500' (477')		Apt Elev 57' Rwy 23'		<div>2000</div> <div>MSA BRM NDB 1500 within 10 NM</div>	
MISSED APCH: Track 290°. Climb to 2000'.											
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'											
1. DME required. 2. GNSS permitted in lieu of DME, reference waypoint BRM NDB. 3. Holding not contained in Control Area. 4. Pilot activated lighting on 126.0.											



DIST BY DME	1.9	2.0	3.0	4.0	5.0	6.0	6.2
ALTITUDE	600'	650'	970'	1290'	1600'	1920'	2000'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.00°	372	478	531	637	743	849		
MAP at NDB									
								PAPI	290°
									2000'

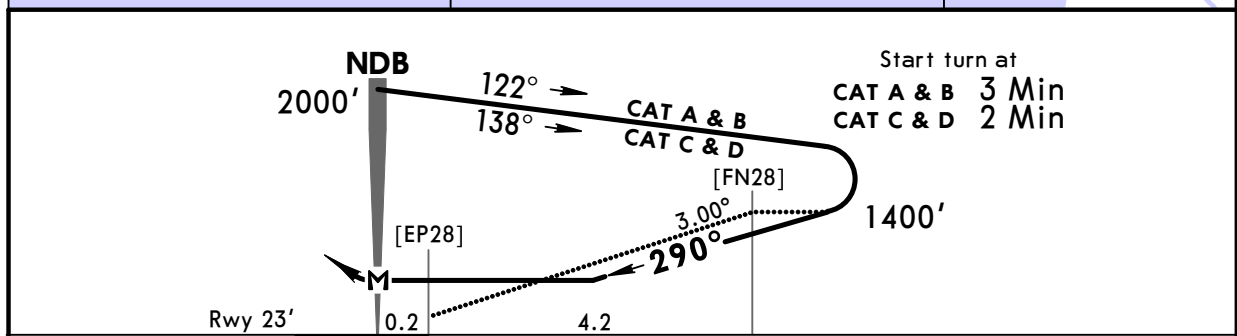
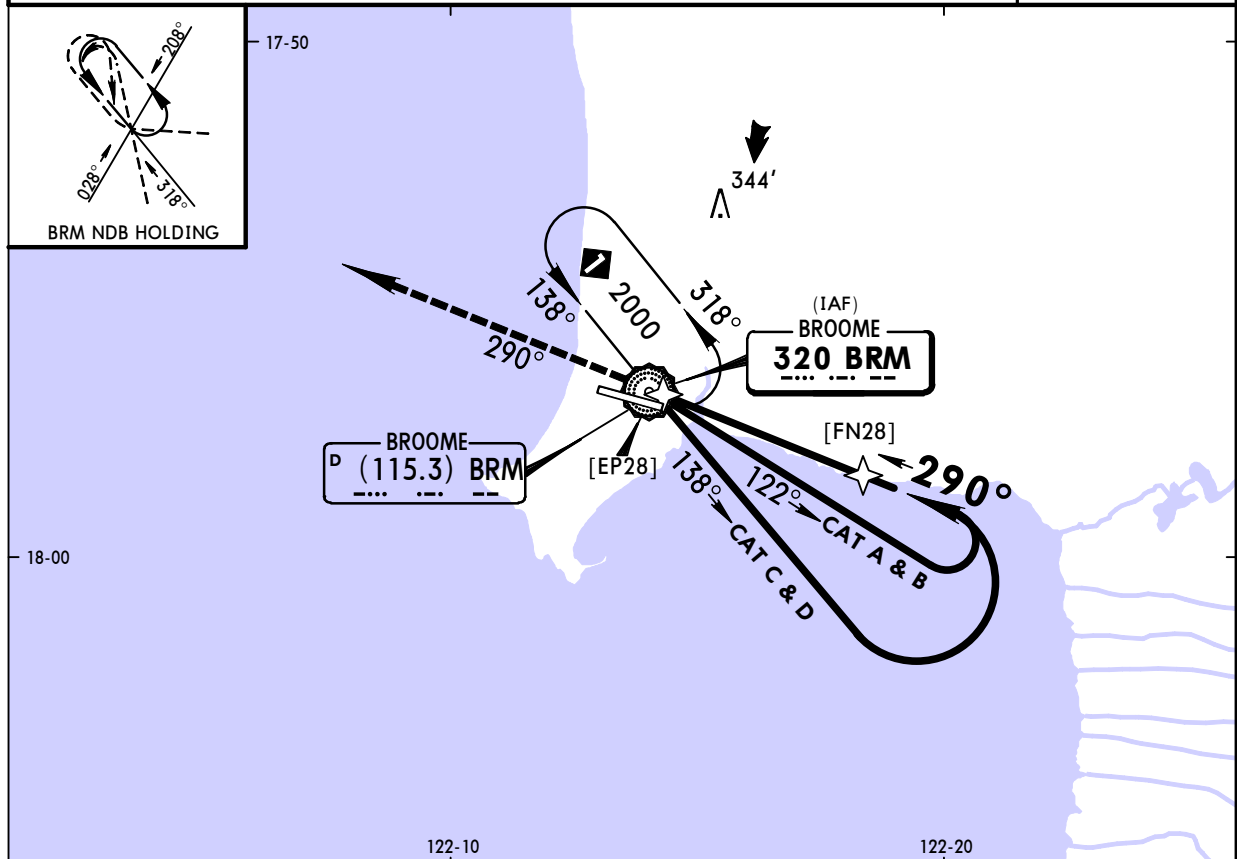
STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
NDB DME							
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 500' (477')		MDA(H) 600' (577')		MDA(H)		MDA(H)	
A				Max Kts			
B				100	550' -2.4 km (493')		650' -2.4 km (593')
C				135	740' -4.0 km (683')		840' -4.0 km (783')
D				180	750' -5.0 km (693')		850' -5.0 km (793')

PANS OPS

YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (16-4)BROOME, WA, AUSTRALIA
NDB-Y Rwy 28

BRIEFING STRIP™

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) 123.95 On Ground when Twr inop.	CTAF (AFRU+PAL) 126.0 when Twr inop.	*Ground 121.7
NDB BRM 320	Final Apch Crs 290°	No FAF	MDA(H) (CONDITIONAL) 550' (527')	Apt Elev 57' Rwy 23'	2000
MISSED APCH: Track 290°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Procedure not available when tower operating. 2. Pilot activated lighting on 126.0.					MSA BRM NDB 1500 within 10 NM



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

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 550' (527')		MDA(H) 650' (627')		MDA(H) _____		MDA(H) _____	
A				Max Kts			
B				100	550' -2.4 km	650' -2.4 km	
C				135	(493')	(593')	
D				180	740' -4.0 km	840' -4.0 km	
				205	(683')	(783')	
					750' -5.0 km	850' -5.0 km	
					(693')	(793')	

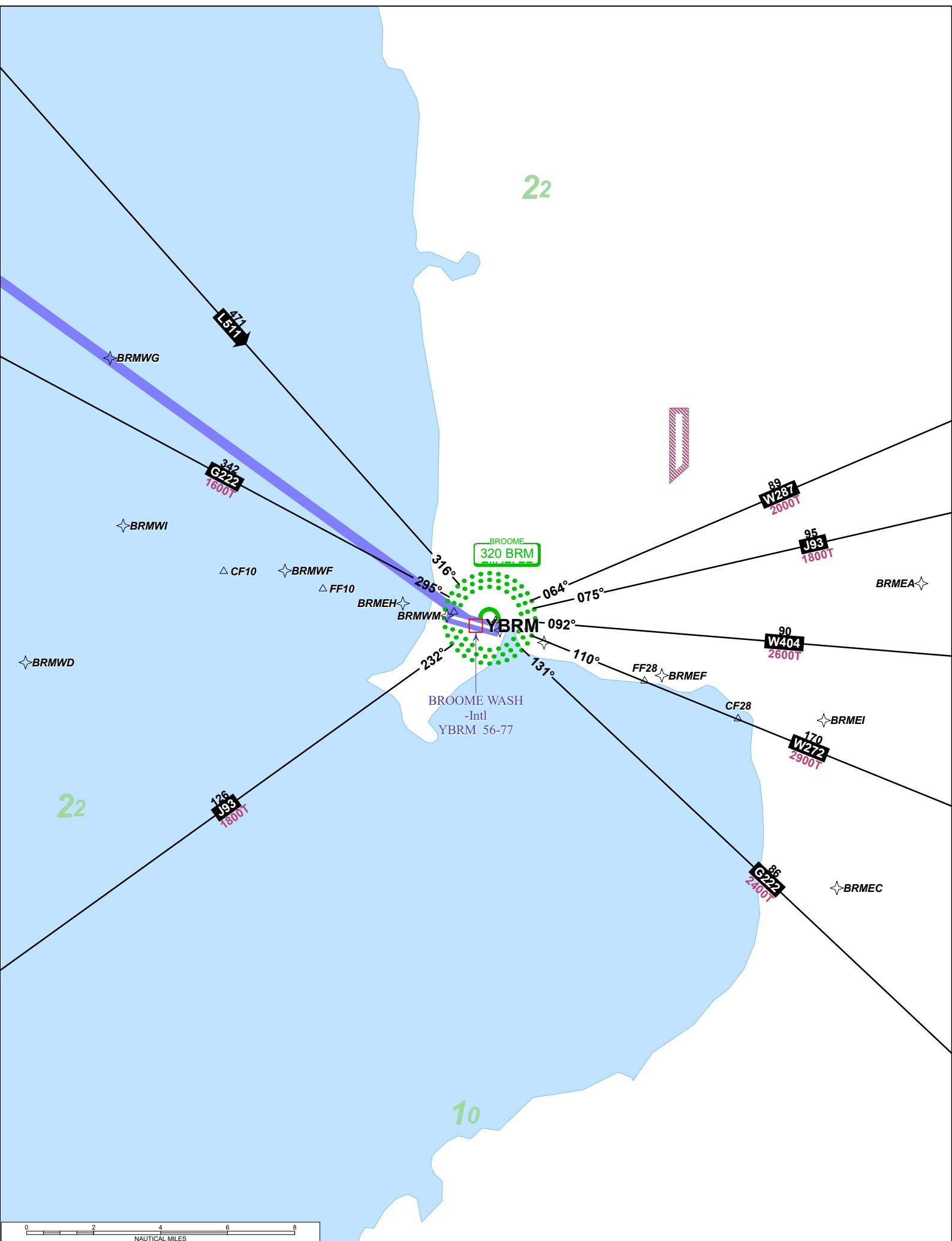
3.0.1 DEPARTURE (YBRM -> WIII): YBRM (Broome Intl)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



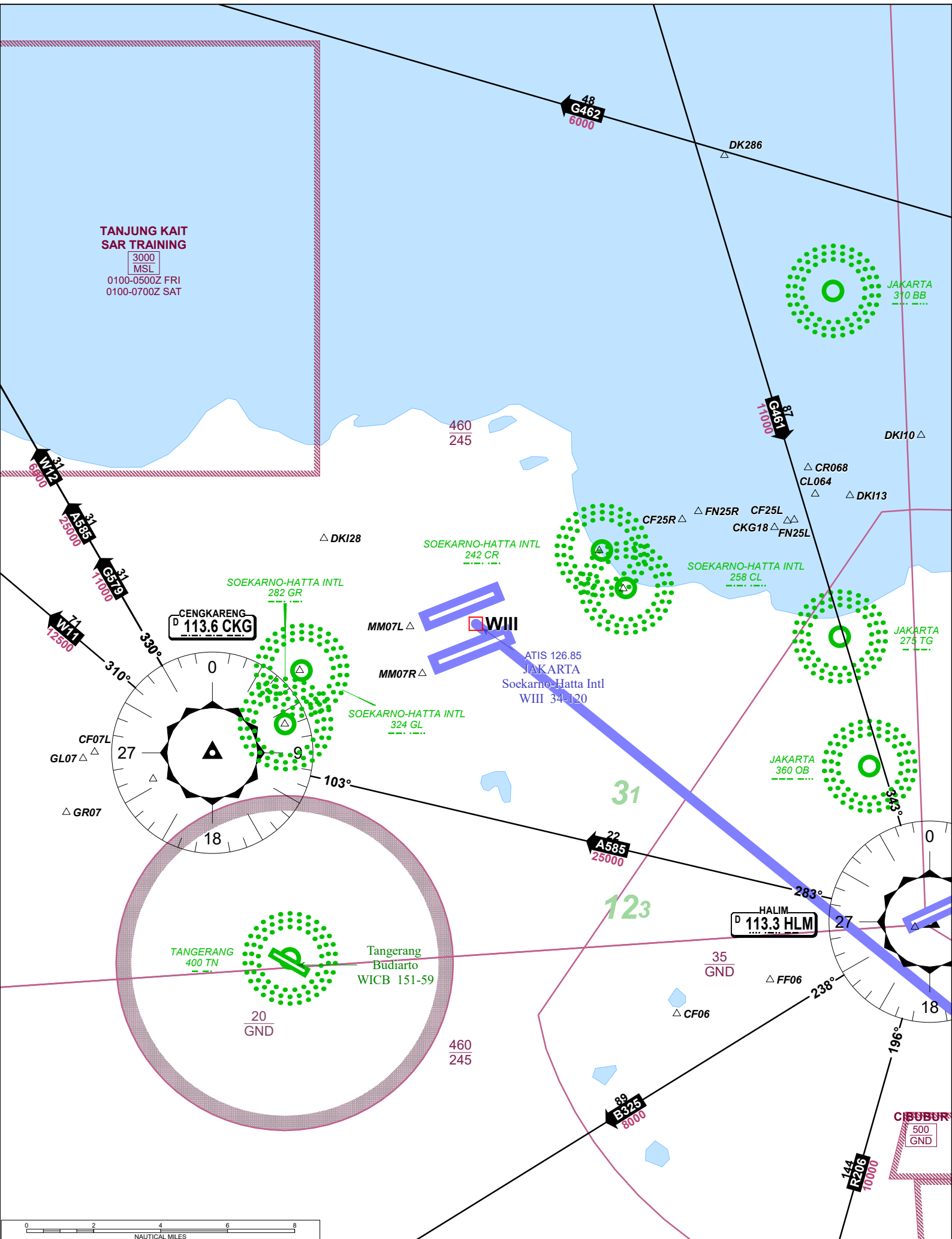
3.0.2 DESTINATION (YBRM -> WIII): WIII (Soekarno-Hatta Intl)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



JEPPESEN

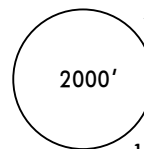
19 MAY 17

Eff 25 May 10-2

DME or GNSS ARRIVAL**BROOME, WA, AUSTRALIA****BROOME INTL****ALL ROUTES to BRM NDB**

ATIS 133.05
 AWIS 126.55 133.05 when Twr inop.
 *BROOME Tower 126.0
 *Ground 121.7
 BRISBANE Center (FIA) 123.95 On ground when Twr inop.
 CTAF (AFRU+PAL) 126.0 when Twr inop.

Alt Set: hPa Trans level: FL110
 Apt Elev: 2 hPa Trans alt: 10000' (9943')

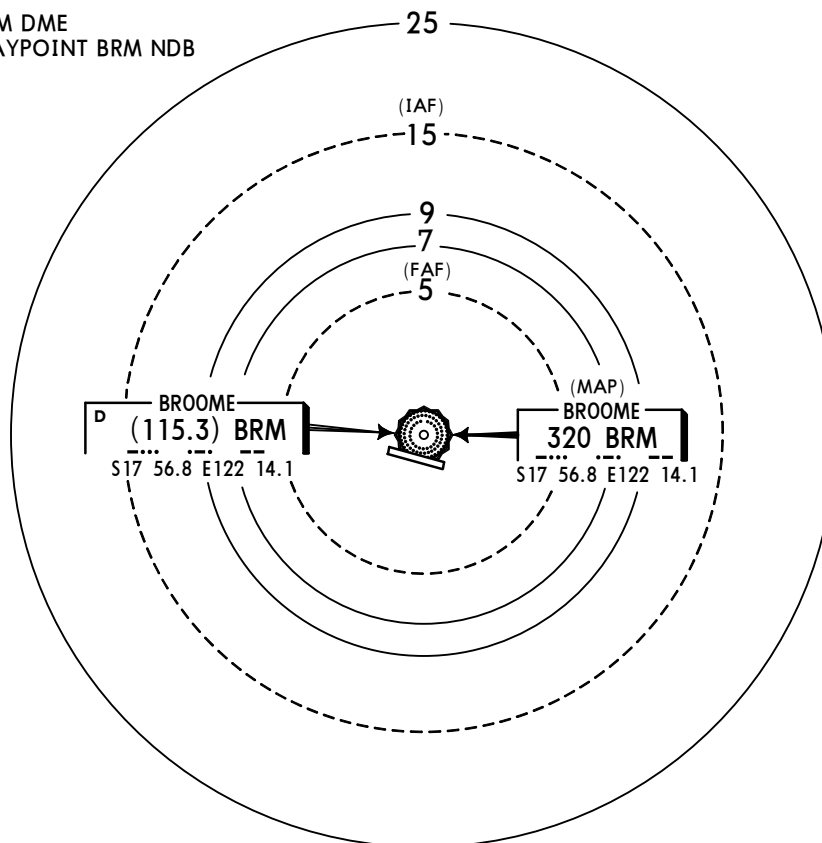


MSA
 BRM NDB
 1500' within 10 NM

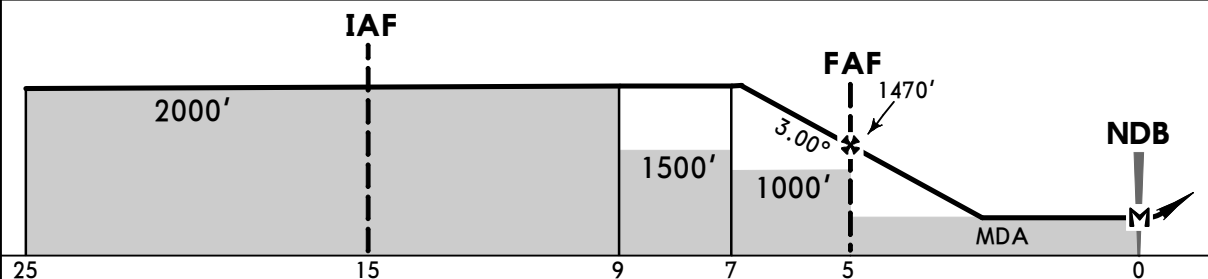
NDB 320 BRM
 DME (115.3) BRM
 Apt. Elev 57'

DME USING BRM DME
 REFERENCE WAYPOINT BRM NDB

NOT TO SCALE



NM to NDB	6.7	6.0	5.0	4.0	3.0	2.7		
ALTITUDE	2000'	1780'	1470'	1150'	840'	750'		

**MISSED APPROACH: Climb on track to 2000'.**

Actual Aero QNH										CIRCLE-TO-LAND										Forecast Terminal QNH																		
A,B: 650'(593')																				A,B: 750'(693')																		
MDA(H) C: 740'(683')																				MDA(H) C: 840'(783')																		
D: 750'(693')																				D: 850'(793')																		
A	2.4 km																			2.4 km																		
B																																						
C	4.0 km																			4.0 km																		
D	5.0 km																			5.0 km																		
Gnd speed-Kts		70	90	100	120	140	160																															
Descent angle 3.00°		372	478	531	637	743	849																															
MAP at NDB																																						

CHANGES: Apt elevation, AWIS frequency.

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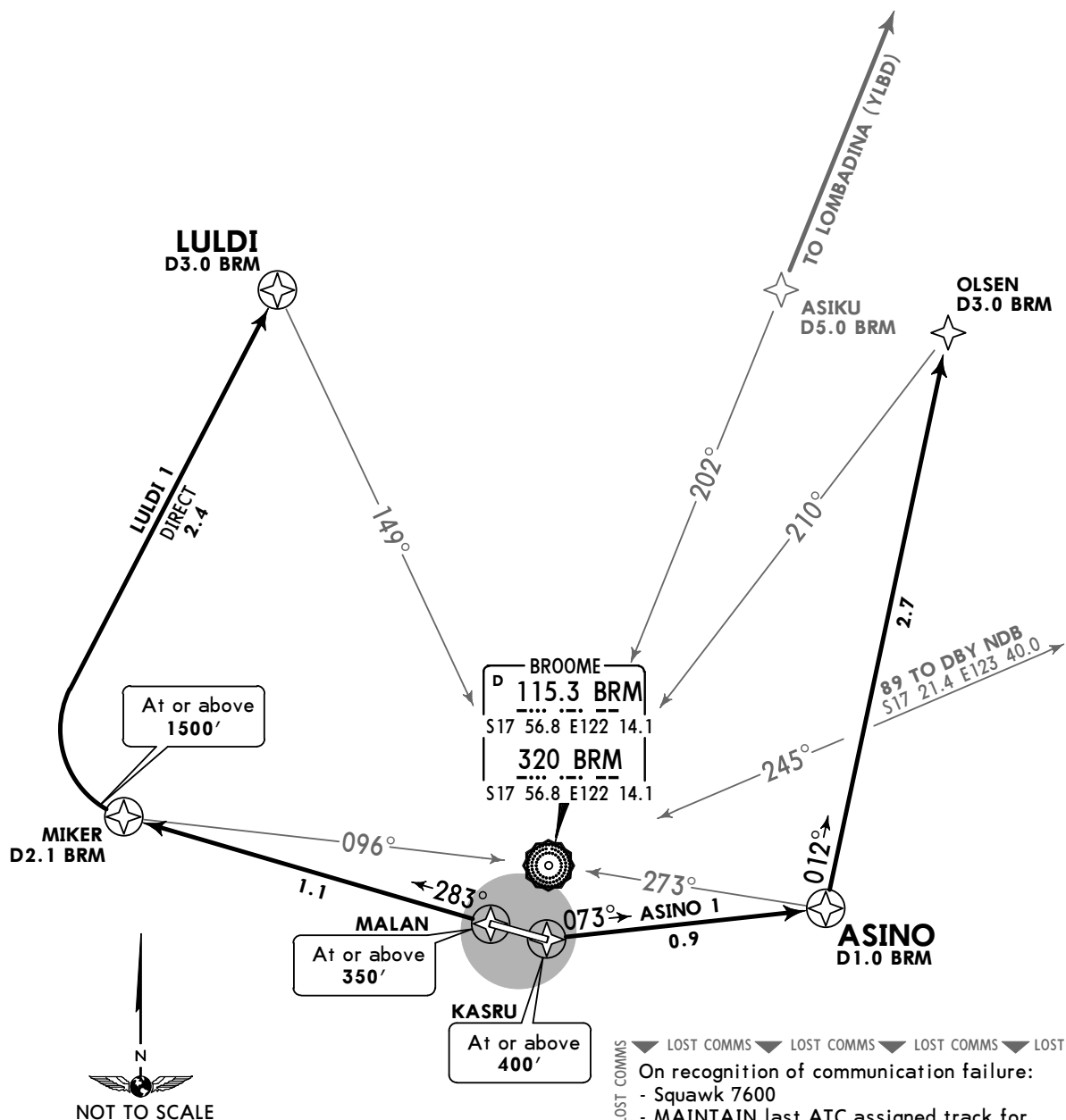
YBRM/BME
BROOME INTLJEPPESSEN BROOME, WA, AUSTRALIA
3 NOV 17 10-3 Eff 9 Nov RNAV COPTER SIDApt Elev
57'

Trans level: FL110 Trans alt: 10000'

ASINO 1 [ASINO1], LULDI 1 [LULDI1]
(RNAV) DEPARTURES

CAT H

2000

MSA BRM NDB
1500
within 10 NM

These SIDs require minimum climb gradient: 5.0%.

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

LOST COMMS

On recognition of communication failure:

- Squawk 7600
- MAINTAIN last ATC assigned track 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.

LOST COMMS

SID	RWY	INITIAL CLIMB
ASINO 1	10	Final Approach and Take-off Area RWY 10 at intersection TWY F2. Proceed visually to KASRU. Initial Departure Fix KASRU. Cross KASRU at or above 400'. Turn LEFT, track 073° to ASINO. Track to intercept ATC cleared route by D5.0 BRM. For OLSEN: Turn LEFT, track 012° to OLSEN. Track to intercept ATC cleared route by D5.0 BRM.
LULDI 1	28	Final Approach and Take-off Area RWY 28 at intersection TWY G. Proceed visually to MALAN. Initial Departure Fix MALAN. Cross MALAN at or above 350'. Track 283° to MIKER. After passing MIKER and not below 1500' turn RIGHT. Track direct to LULDI. After passing LULDI, track to intercept ATC cleared route by D5.0 BRM.

YBRM/BME**JEPPESEN BROOME, WA, AUSTRALIA**
23 FEB 18 **(10-4)** Eff 1 Mar
BROOME INTL**NOISE****NOISE ABATEMENT PROCEDURES****LOCAL TIME minus 8 HOURS = UTC**

Operators at Broome International Airport (BIA) undertake operations in a "Fly Neighbourly" manner.

- These procedures apply during CTAF hours, and are subject to ATC clearance during tower hours;
- All flights are planned to avoid residential areas;
- Low level flying is to be avoided;
- Runway 28 departures are to avoid left turns over Broome township;
- All aircraft are to use an appropriate runway length for departure to maximize altitude over built up and sensitive areas;
- Circuit training is restricted to 0900 - 2000 WST;
- Circuits are not approved on Sundays and Monday nights;
- Touch and go training is kept to a minimum;
- If possible, use satellite airstrips for repetitive aircraft circuits;
- Conduct engine run-ups in designated run-up bays, or in other areas with prior approval of the Airport or delegate;
- Turbine engine testing is restricted to 0700 - 2000 WST, except with the prior approval of the Airport or delegate.

Fly Neighbourly procedures are requested when operating piston engine and turboprop aircraft, including all helicopters, within the Broome environment, except in IMC, or when in VMC and stress of weather or traffic avoidance procedures require alternative action. These procedures do not apply to ultralight aircraft.

Noise Management

- Operators are encouraged to contact Broome ATC for advice, particularly for first time visitors to Broome.
- The following procedures apply to piston and turboprop aeroplanes and all helicopters.

Arrivals**• Piston Engine and Turboprop Aircraft**

Runway 10 - aircraft to be established on final while over water.

Runway 28 - aircraft to be established on final approach over water (Dampier Creek).

• Twin Engine Helicopters

Runway 28 - aircraft are to conduct an oblique final approach north of the shopping center for landing midway down the runway.

Runway 10 - aircraft are to avoid built up areas and be established on final while over water.

Departures**• Piston Engine and Turboprop Aircraft**

Runway 10 - aircraft to climb on runway heading until over Dampier Creek.

RIGHT turns - not to be commenced below 1500'.

LEFT turns - aircraft to remain clear of built up area before setting heading.

Runway 28 - aircraft are to maintain heading until over water.

RIGHT turns - not to be commenced below 1500'.

LEFT turns - aircraft to remain clear of built up area before setting heading.

• Twin Engine Helicopters

Runway 10 - aircraft to pass north of shopping area and clear of built up area before setting heading.

Runway 28 - aircraft to maintain take-off heading until established over water.

RIGHT turns - climb straight ahead to 1500'. Make RIGHT turn remaining just off the coast to 3 NM. Make RIGHT turn to intercept the outbound bearing by 5 NM.

LEFT turns - aircraft to remain clear of built up area before setting heading.

Circuit training**• Piston Engine and Turboprop Aircraft**

LEFT circuits - circuits not permitted between 2000 - 0900 WST.

• Twin Engine Helicopters

a. All circuits to south of the airport and avoid built up areas, circuits not permitted between 2000 - 0900 WST unless approved by the Airport.

b. Night circuits - oblique departures and arrivals to Runways 10 and 28 respectively.

c. Night circuits and off shore night deck landings with late arrivals back into Broome not permitted Sunday and Monday nights, unless approved by the Airport.

YBRM/BME

Apt Elev **57'**
S17 57.0 E122 13.7

1 JUN 18 (10-9)

BROOME, WA, AUSTRALIA

BROOME INTL

ATIS	AWIS	*BROOME Ground
133.05	126.55 133.05	121.7
*Tower	BRISBANE Center (FIA)	CTAF (AFRU+PAL)
126.0	123.95 On Ground when Twr inop.	126.0 when Twr inop.

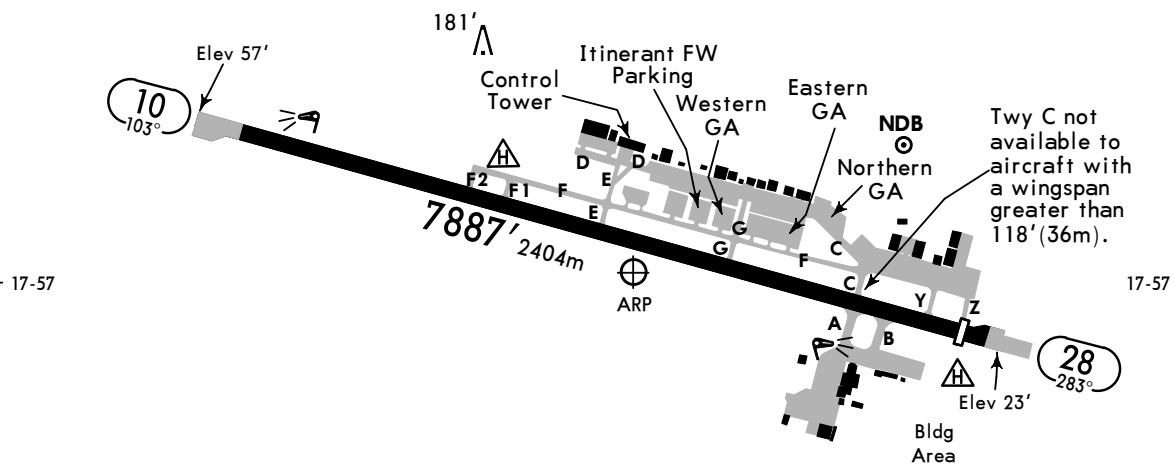
Aircraft up to 79' (24m) wingspan, to use Twy F to minimize backtracking on Rwy during busy periods.

CAUTION FOR HELICOPTERS: Light poles 66' (20m) south of Twy D, 33' AGL.

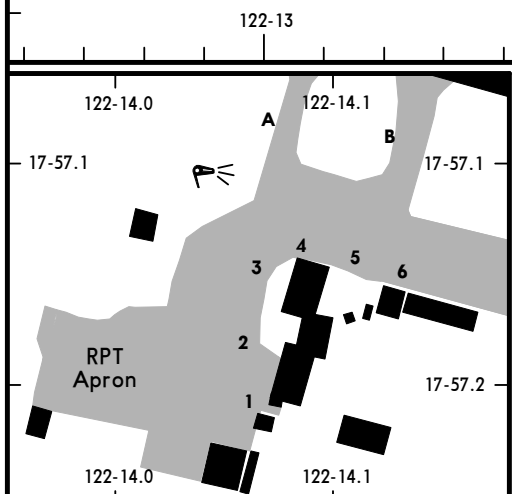
All GA parking on aprons to the north side of Rwy via Twy C, E, F, and G.

Twy D and northern GA apron not available to aircraft with a wingspan greater than 66' (20m).

Twy E and Twy G North of Twy F not available to aircraft with a wingspan greater than 66' (20m).



All aircraft above 44,092 lbs (20,000 kg), landing Rwy 28 are to roll through to Rwy end prior to executing 180° turn. Full length backtrack.



YBRM/BME **JEPPESEN**
1 JUN 18 **(10-9A)****BROOME, WA, AUSTRALIA**
BROOME INTLGENERAL

CAUTION: Possibility exists of poor radio propagation in the CTAF area from aircraft on ground or operating low level.

CAUTION: Bird hazard exists.

Intense parachute jumping exercises June to September.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
10	①② MIRL (60m) ② PAPI (angle 3.0°, MEHT 54')	7448' 2270m		③	148'
28	①② MIRL (60m) ② PAPI (angle 3.0°, MEHT 54')	7231' 2204m			45m

① Standby power available.**②** Activate on 126.0.**③** TAKE-OFF RUN AVAILABLERWY 10:

From rwy head	7887'	2404m
Twy F2	5164'	1574m
Twy F1	4813'	1467m
Twy E	3898'	1188m
Twy G	2575'	785m

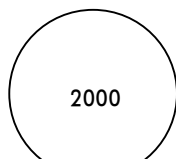
RWY 28:

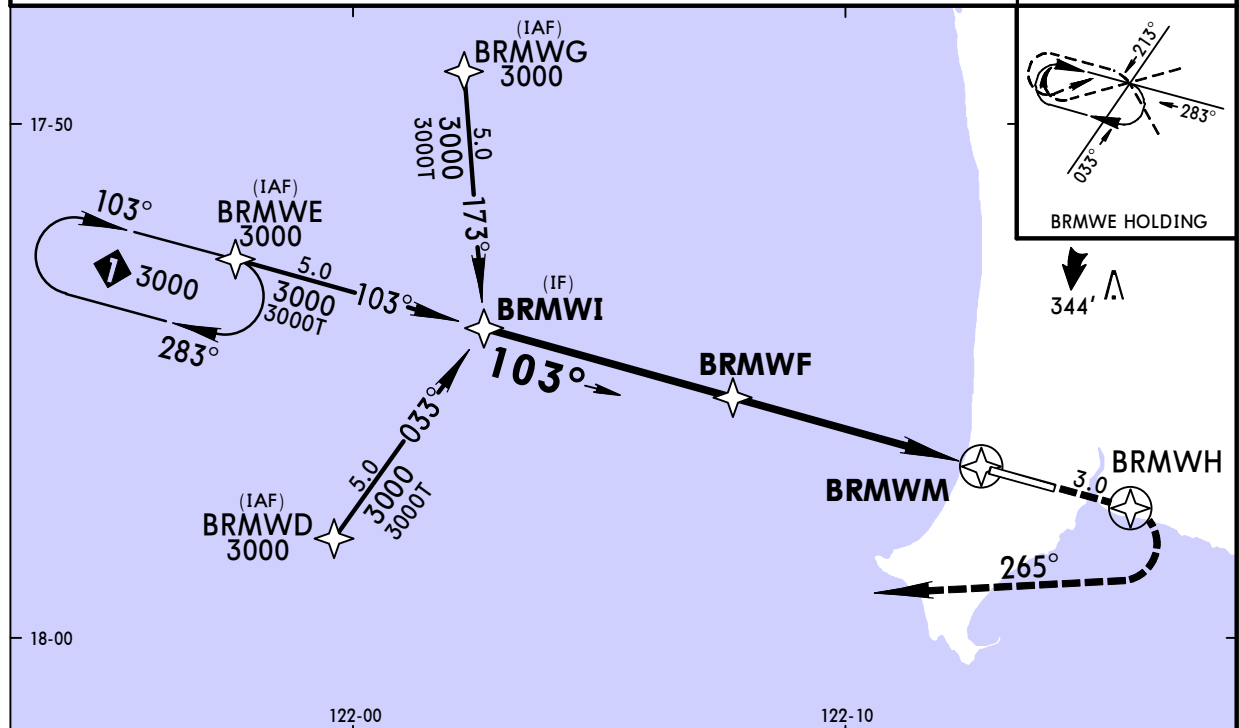
From rwy head	7625'	2324m
Twy B	6506'	1983m
Twy A	6198'	1889m
Twy C	6191'	1887m
Twy G	4908'	1496m
Twy E	3599'	1097m
Twy F1	2667'	813m

TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwys	Actual Aero QNH	Forecast Terminal QNH
	STANDARD		
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	A 993'-4.4 km B	1093'-4.4 km
2,3 & 4 Eng	800m	C 1183'-6.0 km D 1193'-7.0 km	1283'-6.0 km 1293'-7.0 km

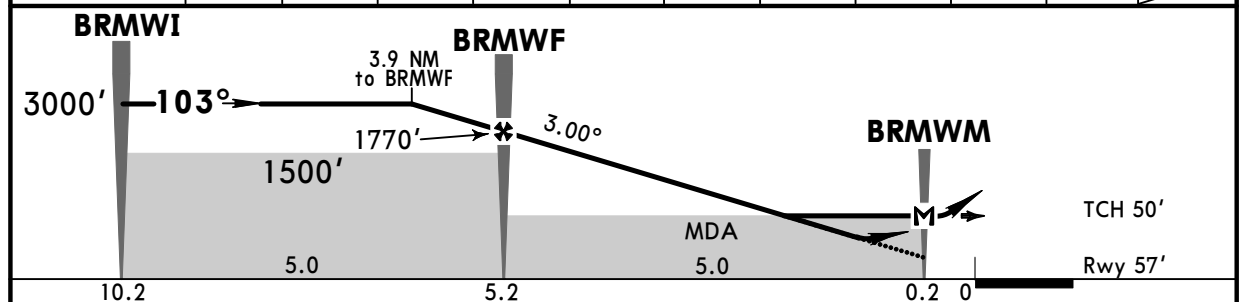
YBRM/BME
BROOME INTLJEPPesen
1 JUN 18 (12-1)BROOME, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 10

BRIEFING STRIP

ATIS	AWIS	*BROOME Tower	BRISBANE Center (FIA)	CTAF (AFRU+PAL)	*Ground
133.05	126.55 133.05	126.0	123.95 On Ground when Twr inop.	126.0 when Twr inop.	121.7
RNAV	Final Apch Crs 103°	Procedure Alt BRMWF 1770' (1713')	LNAV/VNAV DA(H) 410' (353')	Apt Elev 57' Rwy 57'	
MISSED APCH: Track direct to BRMWH, then turn RIGHT, track 265°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 5°C (41°F) to 61°C (142°F). 3. MAX for initial 210 KT. 4. Holding not contained in Control Area. 5. Pilot activated lighting on 126.0.					



NM to NEXT WPT	3.9	3.0	2.0	1.0	BRMWF	4.0	3.0	2.0	1.3	0.7	BRMWH
ALTITUDE	3000'	2720'	2400'	2090'	1770'	1450'	1130'	810'	600'	410'	



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

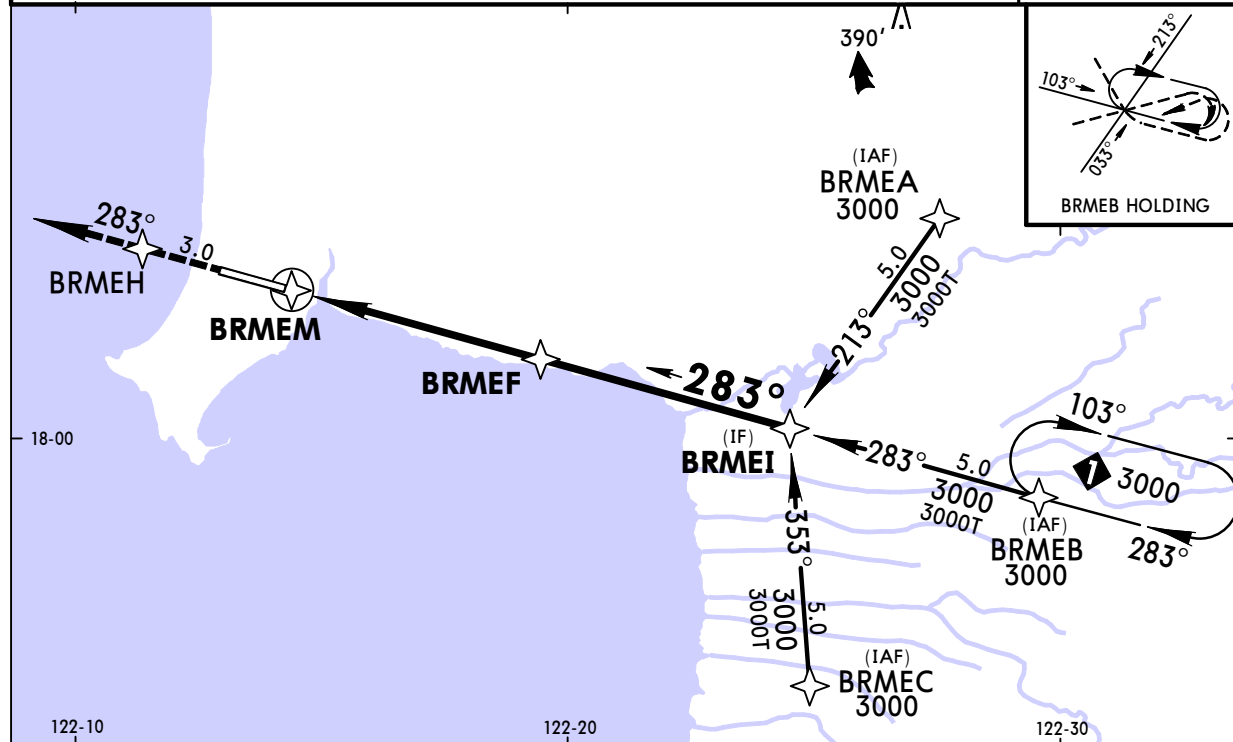
STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Actual Aero QNH		Forecast Terminal QNH	
DA(H) 410' (353')		Actual Aero QNH MDA(H) 500' (443')		Forecast Terminal QNH MDA(H) 600' (543')			
				Max Kts			
				100		550'	
				135		(493') -2.4 km	
				180		740'	
				205		(683') -4.0 km	
						840'	
						(783') -4.0 km	
						850'	
						(793') -5.0 km	

PANS OPS

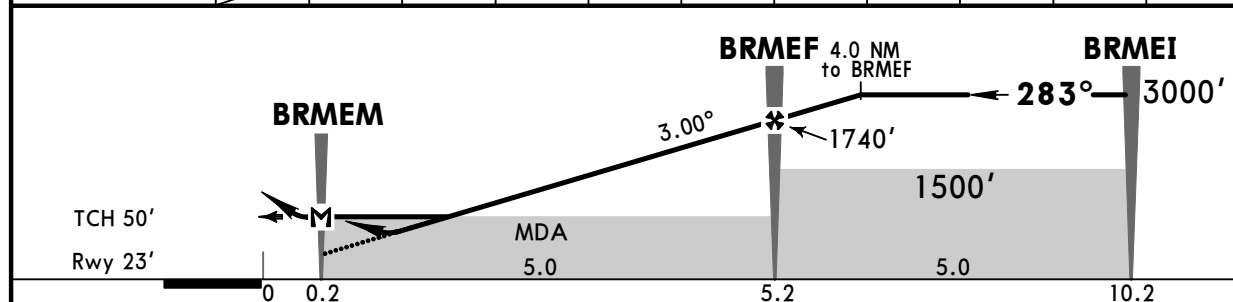
YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (12-2)BROOME, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 28

BRIEFING STRIP™

ATIS	AWIS	*BROOME Tower	BRISBANE Center (FIA)	CTAF (AFRU+PAL)	*Ground
133.05	126.55 133.05	126.0	123.95 On Ground when Twr inop.	126.0 when Twr inop.	121.7
RNAV	Final Apch Crs 283°	Procedure Alt BRMEF 1740' (1717')	LNAV/VNAV DA(H) 410' (387')	Apt Elev 57' Rwy 23'	2000
MISSED APCH: Track direct to BRMEH, then track 283°. Climb to 2000'.					MSA ARP 1500 within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 5°C (41°F) to 61°C (142°F). 3. MAX for initial 210 KT. 4. Holding not contained in Control Area. 5. Pilot activated lighting on 126.0.					



NM to NEXT WPT	BRMEM	0.8	1.4	2.0	3.0	4.0	BRMEF	1.0	2.0	3.0	4.0
ALTITUDE		410'	600'	780'	1100'	1420'	1740'	2060'	2370'	2690'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		D → BRMEH	
Descent Angle 3.00°	372	478	531	637	743	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at BRMEM										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Actual Aero QNH		Forecast Terminal QNH	
DA(H) 410' (387')		Actual Aero QNH MDA(H) 500' (477')		Forecast Terminal QNH MDA(H) 600' (577')		Max Kts	
						100	550' (493') -2.4 km
						135	650' (593') -2.4 km
						180	740' (683') -4.0 km
						205	840' (783') -4.0 km
							750' (693') -5.0 km
							850' (793') -5.0 km

PANS OPS

YBRM/BME
BROOME INTL

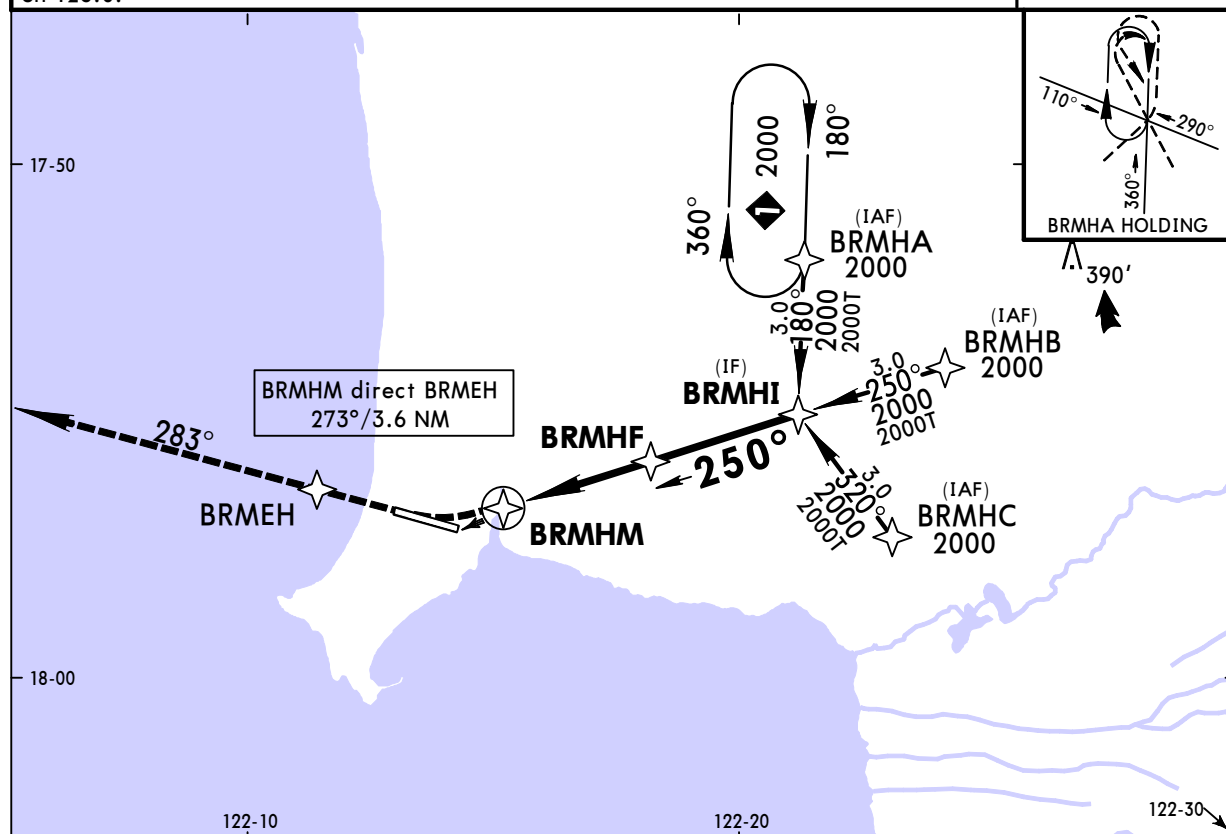
1 JUN 18

(12-3)

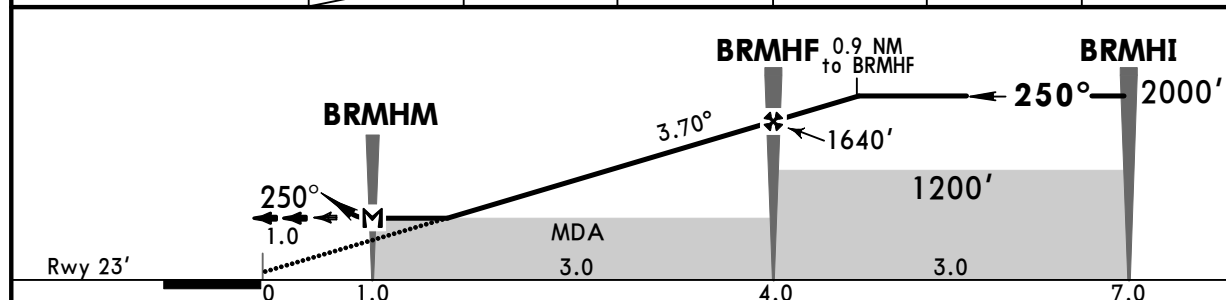
BROOME, WA, AUSTRALIA
COPTER RNAV-Z (GNSS) 250°

BRIEFING STRIP™

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) On Ground when Twr inop. 123.95	CTAF (AFRU+PAL) when Twr inop. 126.0	*Ground 121.7
RNAV	Final Apch Crs 250°	Procedure Alt BRMHF 1640' (1583')	MDA(H) (CONDITIONAL) 550' (493')	Apt Elev 57' Rwy 23'	2000
MISSED APCH: Track direct to BRMEH, then track 283°. Climb to 2000'.					MSA ARP 1500 within 10 NM
Alt Set: hPa Apt Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'					
1. MAX for initial 120 KT. 2. MAX for holding 100 KT. 3. MAX for final and missed approach 90 KT. 4. Holding not contained in Control Area. 5. Pilot activated lighting on 126.0.					



NM to NEXT WPT	BRMHM	0.5	1.0	2.0	BRMHF	0.9
ALTITUDE		650'	860'	1250'	1640'	2000'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.70°	458	589	655	786	917	1048		
MAP at BRMHM									

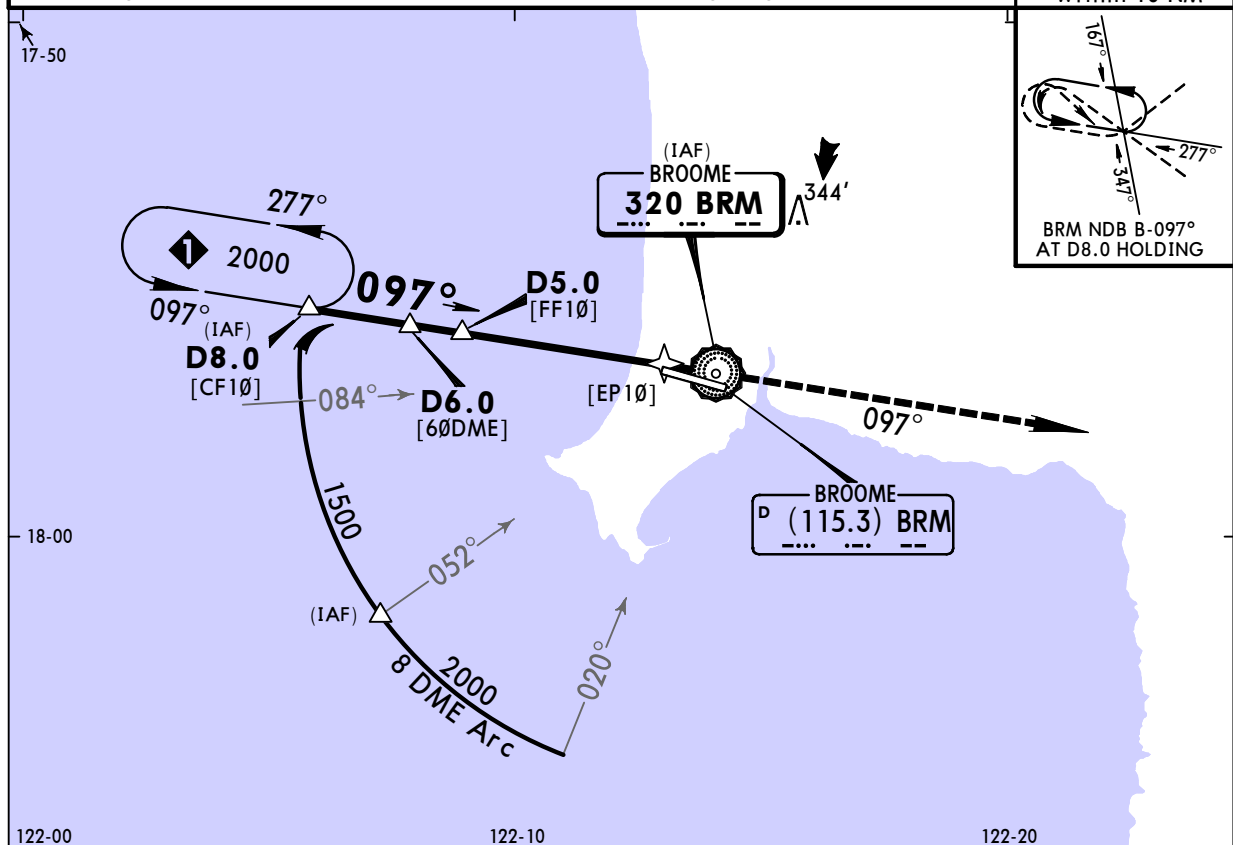
LANDING H-250°		CIRCLE-TO-LAND		FOR FILING AS ALTERNATE	
VAA Actual Aero QNH MDA(H) 550' (493')	VAA Forecast Aero QNH MDA(H) 650' (593')			Actual Aero QNH	Forecast Aero QNH
2.8 km	2.8 km	NOT APPLICABLE		993' -4.4 km	1093' -4.4 km

PANS OPS

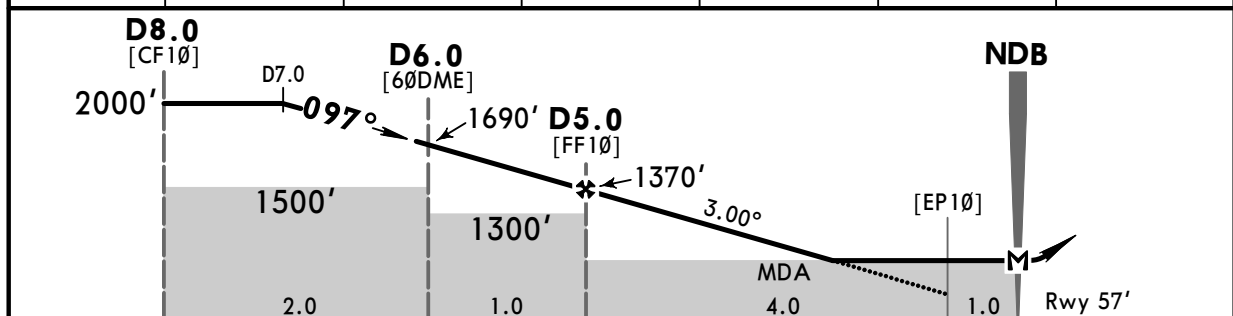
YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (16-1)BROOME, WA, AUSTRALIA
NDB-Z Rwy 10

BRIEFING STRIP™

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) 123.95 when Twr inop.	CTAF (AFRU+PAL) 126.0 when Twr inop.	*Ground 121.7
NDB BRM 320	Final Apch Crs 097°	Procedure Alt D5.0 1370' (1313')	MDA(H) (CONDITIONAL) 500' (443')	Apt Elev 57' Rwy 57'	2000
MISSED APCH: Track 097°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME required. 2. GNSS permitted in lieu of DME, reference waypoint BRM NDB. 3. Holding not contained in Control Area. 4. Pilot activated lighting on 126.0.					
					MSA BRM NDB 1500 within 10 NM



DIST BY DME	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	2000'	1690'	1370'	1050'	730'	600'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at NDB										
								PAPI	097°	2000' ↑

PANS OPS

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
NDB DME							
Actual Aero QNH MDA(H) 500' (443')		Forecast Terminal QNH MDA(H) 600' (543')		Actual Aero QNH		Forecast Terminal QNH	
				Max Kts	MDA(H)		MDA(H)
				100	550' -2.4 km (493')		650' -2.4 km (593')
				135	740' -4.0 km (683')		840' -4.0 km (783')
				180	750' -5.0 km (693')		850' -5.0 km (793')
				205			
3.1 km		3.1 km					

YBRM/BME
BROOME INTL

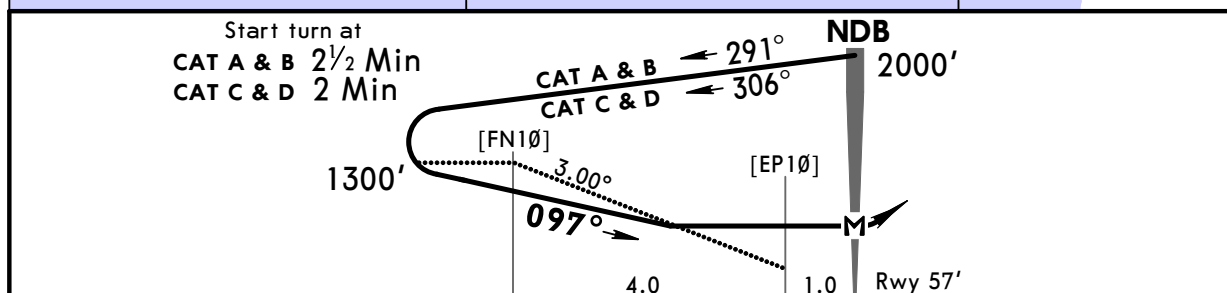
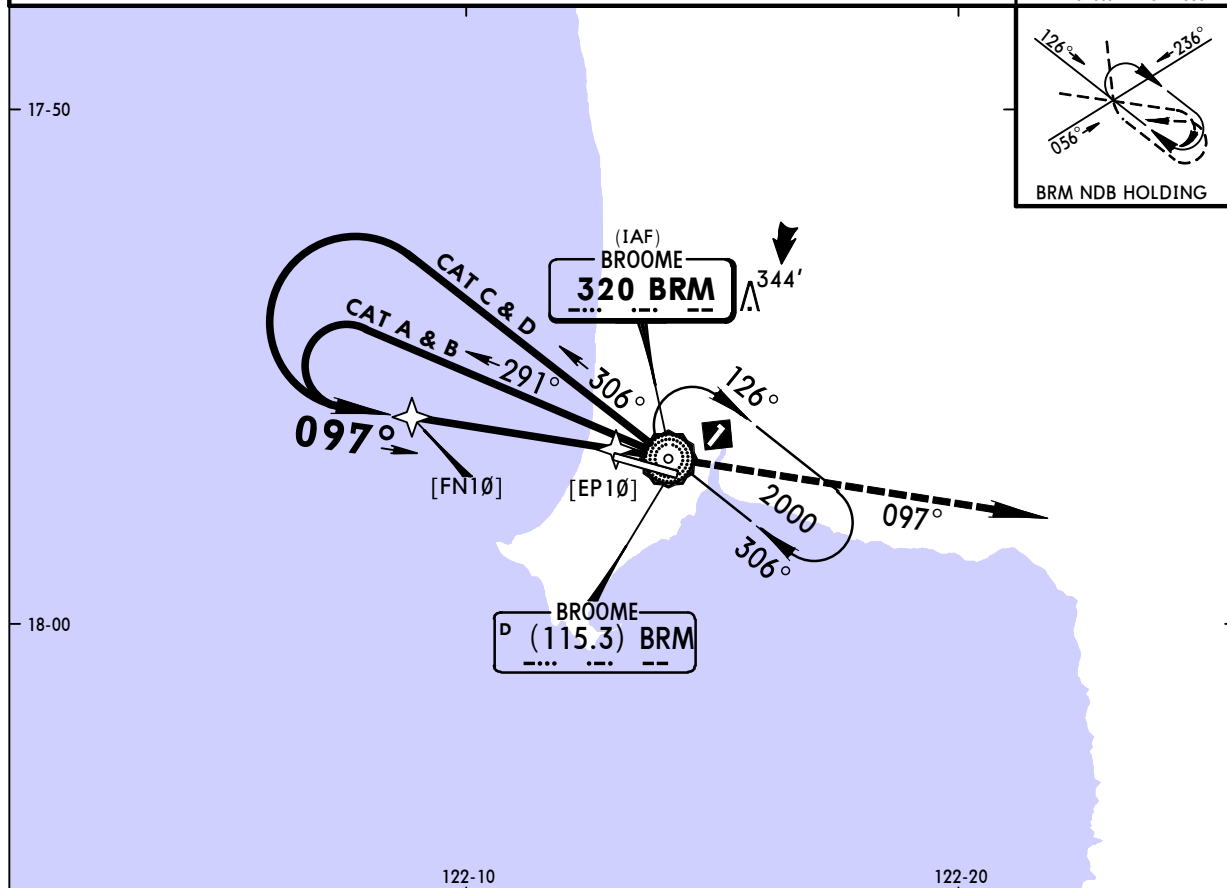
1 JUN 18

(16-2)

JEPPESEN BROOME, WA, AUSTRALIA
NDB-Y Rwy 10

BRIEFING STRIP

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) 123.95 when Twr inop.	CTAF (AFRU+PAL) 126.0 when Twr inop.	*Ground 121.7
NDB BRM 320	Final Apch Crs 097°	No FAF	MDA(H) (CONDITIONAL) 550' (493')	Apt Elev 57' Rwy 57'	2000
MISSED APCH: Track 097°. Climb to 2000'.					MSA BRM NDB 1500 within 10 NM
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'					
1. Procedure not available when tower operating. 2. Pilot activated lighting on 126.0.					



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

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 550' (493')		MDA(H) 650' (593')		MDA(H)		MDA(H)	
A				Max Kts			
B				100	550' -2.4 km	650' -2.4 km	
C				135	(493') -2.4 km	(593') -2.4 km	
D				180	740' -4.0 km	840' -4.0 km	
				205	(683') -4.0 km	(783') -4.0 km	
					750' -5.0 km	850' -5.0 km	
					(693') -5.0 km	(793') -5.0 km	

YBRM/BME
BROOME INTL

JEPPESEN
1 JUN 18 (16-3)

BROOME, WA, AUSTRALIA
NDB-Z Rwy 28

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) On Ground when Twr inop. 123.95	CTAF (AFRU+PAL) when Twr inop. 126.0	*Ground 121.7
NDB BRM 320	Final Apch Crs 290°	Procedure Alt D5.0 1600' (1577')	MDA(H) (CONDITIONAL) 500' (477')	Apt Elev 57' Rwy 23'	2000

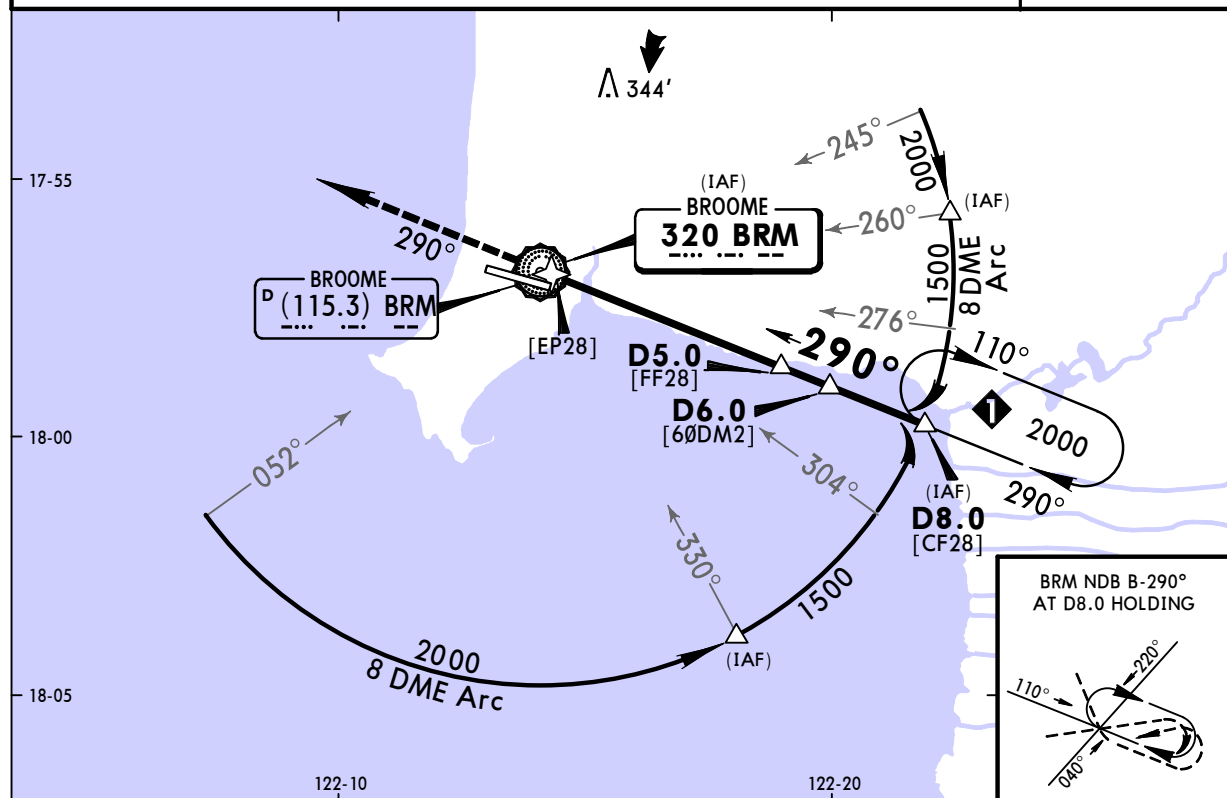
MISSED APCH: Track 290°. Climb to 2000'.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

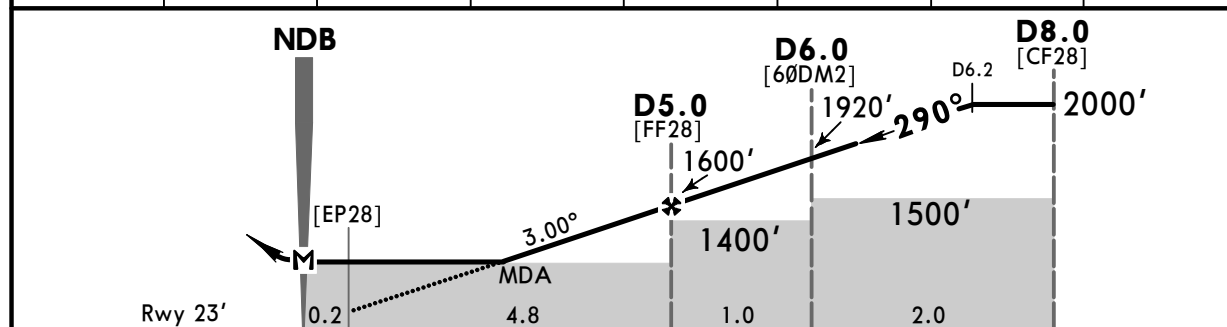
1. **DME required.** 2. GNSS permitted in lieu of DME, reference waypoint BRM NDB.

3. Holding not contained in Control Area. 4. Pilot activated lighting on 126.0.

MSA BRM NDB
1500
within 10 NM



DIST BY DME	1.9	2.0	3.0	4.0	5.0	6.0	6.2
ALTITUDE	600'	650'	970'	1290'	1600'	1920'	2000'



Gnd speed-Kts	70	90	100	120	140	160		PAPI	290°	2000' ↑
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at NDB										

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
NDB DME					
Actual Aero QNH		Forecast Terminal QNH	Actual Aero QNH		Forecast Terminal QNH
MDA(H) 500' (477')		MDA(H) 600' (577')	MDA(H) _____		MDA(H) _____
A	3.3 km	3.3 km	100	550' -2.4 km (493')	650' -2.4 km (593')
B			135	740' -4.0 km (683')	840' -4.0 km (783')
C			180	750' -5.0 km (693')	850' -5.0 km (793')
D			205		

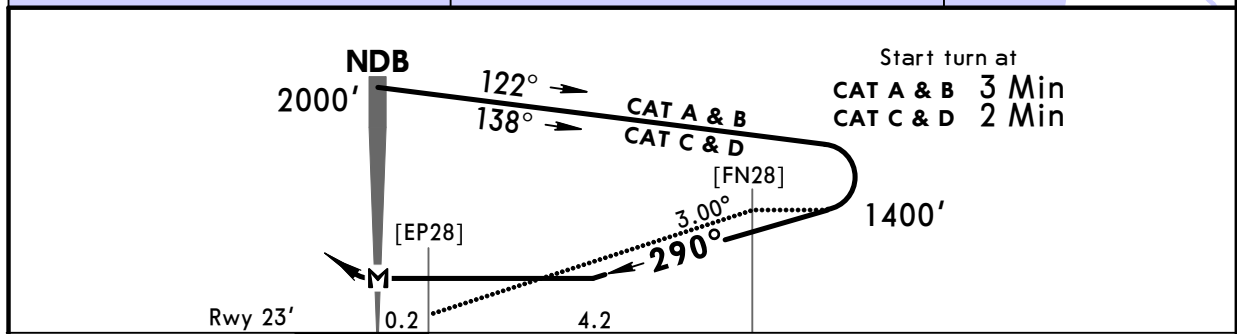
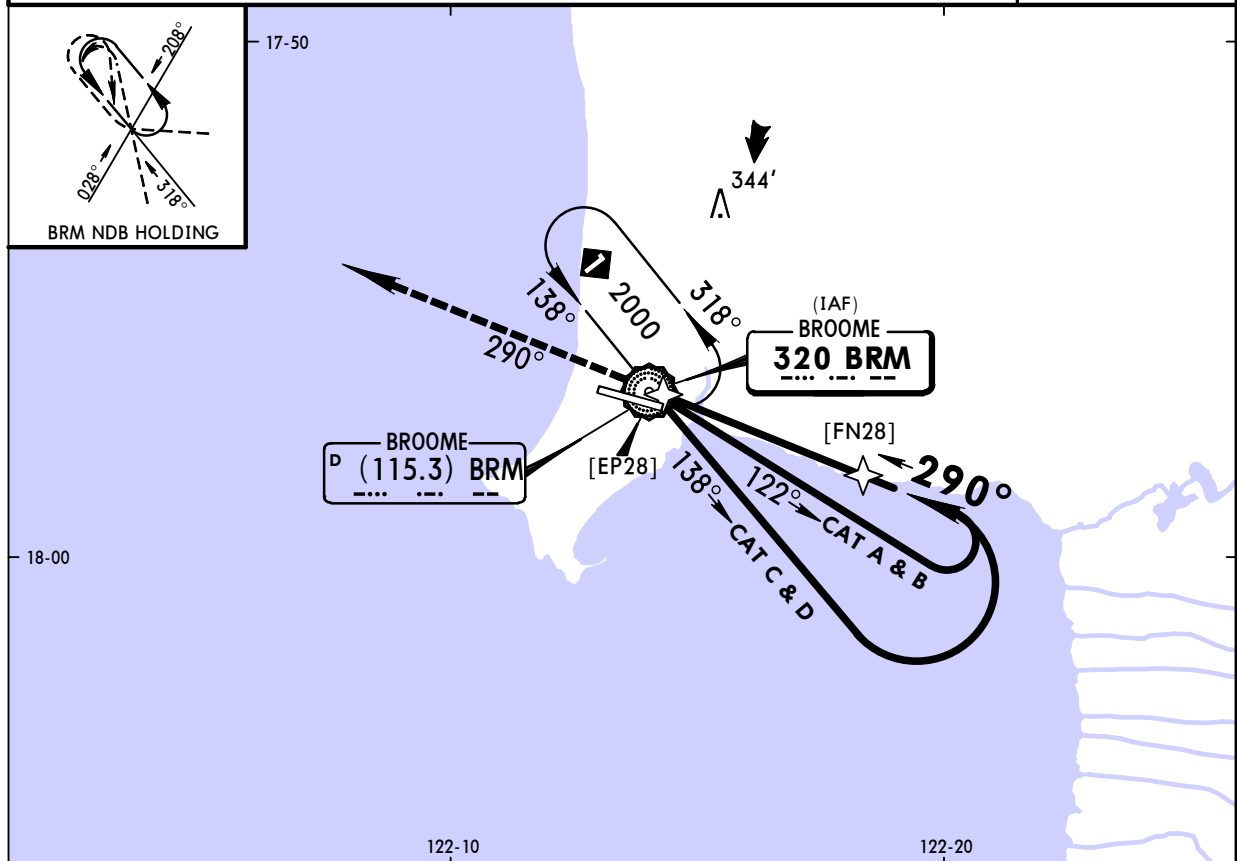
CHANGES: PAPI.

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YBRM/BME
BROOME INTLJEPPESEN
1 JUN 18 (16-4)BROOME, WA, AUSTRALIA
NDB-Y Rwy 28

BRIEFING STRIP™

ATIS 133.05	AWIS 126.55 133.05	*BROOME Tower 126.0	BRISBANE Center (FIA) 123.95 On Ground when Twr inop.	CTAF (AFRU+PAL) 126.0 when Twr inop.	*Ground 121.7
NDB BRM 320	Final Apch Crs 290°	No FAF	MDA(H) (CONDITIONAL) 550' (527')	Apt Elev 57' Rwy 23'	2000
MISSED APCH: Track 290°. Climb to 2000'.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Procedure not available when tower operating. 2. Pilot activated lighting on 126.0.					MSA BRM NDB 1500 within 10 NM



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

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
NDB							
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 550' (527')		MDA(H) 650' (627')		MDA(H) _____		MDA(H) _____	
A	3.6 km	3.6 km		Max Kts	MDA(H)	MDA(H)	
B				100	550' -2.4 km	650' -2.4 km	
C				135	(493')	(593')	
D				180	740' -4.0 km	840' -4.0 km	
				205	(683')	(783')	
					750' -5.0 km	850' -5.0 km	
					(693')	(793')	

PANS OPS

WIII/CGK**SOEKARNO-HATTA INTL** **JEPPESEN**12 JAN 18 **10-1P****JAKARTA, INDONESIA****AIRPORT BRIEFING**

GENERAL

1. INTRODUCTION

The traffic demand in Soekarno-Hatta International Airport has grown steadily and tends to increase year by year. This condition leads to a greater number of delays and traffic density at certain hours of the day.

To overcome this situation, Soekarno-Hatta International Airport of Jakarta is initiating measures to increase runway capacity by minimizing Runway Occupancy Time (ROT) while ensuring safe, orderly, efficient and harmonized air traffic flow in Jakarta.

The objective of these 10-1P pages is to lay down procedures aimed at reducing Runway Occupancy Time (ROT), enhancing runway utilization and capacity at Soekarno-Hatta International Airport.

2. LOW VISIBILITY PROCEDURES

During low visibility conditions, a landing or taxiing aircraft is requested to report when a runway has been vacated. The report shall be made when the entire aircraft is beyond the relevant runway holding position.

At the intersection of taxiways, an aircraft on a taxiway is not permitted to hold closer to the other taxiway than the holding position limit defined by a clearance bar, stop bar or taxiway intersection marking.

ARRIVAL

1. INTRODUCTION

Pilots shall ensure that they have completed an early review and thorough briefing of airport and runway layout before starting the approach. The runway exit point that will allow minimum runway occupancy shall be nominated during the approach briefing.

ATC will provide additional instruction to exit expeditiously on Rapid Exit Taxiway upon landing clearance. If there is any doubt when receiving a clearance or instruction, clarification should be immediately requested from ATC before the clearance or instruction is enacted.

Upon landing, pilots should use appropriate retardation to exit the runway without delay.

The aim should be to achieve a normal touchdown with progressive smooth deceleration to exit at a safe speed at the nominated exit point.

To ensure minimum Runway Occupancy Time (ROT) after landing pilots are required to vacate the Rwy 07L/25R or 07R/25L in the shortest possible time via the first available Rapid Exit Taxiway in compliance with each aircraft performance/operational requirements or as instructed by ATC. Target the earliest suitable exit and exit the runway expeditiously.

Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of 'go-arounds'.

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

Aircraft taxiing out of runway in use shall contact Ground Control upon passing runway holding point.

Pilots not able to comply with this requirement/request should notify TOWER as soon as possible.

Arriving aircraft will have priority during exiting on Rapid Exit Taxiway. Therefore any aircraft on NP2 or SP2 are requested to give way to another aircraft on Rapid Exit Taxiway.

Details of the locations of Rapid Exit Taxiways with respect to the threshold angle of exit taxiways with runway-in-use are depicted on chart 10-9A.

Minimum Runway Occupancy Time

The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including wake vortex separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

After landing procedures

When the traffic sequence is two successive landings or a landing following an aircraft taking off, the second aircraft may be allowed to land before the first aircraft has cleared the runway-in-use provided:

- During the hours of daylight from 30 minutes after sunrise to 30 minutes before sunset.
- Wake turbulence separation minima shall be applied;
- Visibility shall be at least 5 km and ceiling shall not be lower than 1000';

WIII/CGK**SOEKARNO-HATTA INTL** **JEPPESSEN**

12 JAN 18

(10-1P1)**JAKARTA, INDONESIA****AIRPORT BRIEFING**

ARRIVAL (continued)

1. INTRODUCTION (continued)

After landing procedures (continued)

- Tailwind shall not exceed 5 kts;
- Traffic information shall be provided to the cockpit crew of the succeeding aircraft concerned;
- The braking action shall not be adversely affected by runway contaminants such as water.
- The first landing aircraft has landed and has passed a point at least 7874' (2400m) from the threshold of the runway, is in motion and will vacate the runway without backtracking.
- The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
- The second aircraft has been warned. The succeeding aircraft is responsible to ensure adequate separation between the two aircraft is maintained.
- The first taking off aircraft is airborne and has passed a point at least 7874' (2400m) from the threshold of the runway;

2. IN TRAIL PROCEDURES FOR FINAL APPROACH

In order to permit one aircraft to depart between two successive arrivals, 6 NM radar separation is applied on final approach (within 10 NM)

With two successively landing aircraft the minimum radar separation on final approach (within 10 NM) can be reduced to 3 NM under the following conditions:

- The leading aircraft's wake turbulence category is the same or less than the category of the aircraft following it.
- Reduced separation does not apply, when following Heavy Aircraft.
- When traffic conditions permit

3. SPEED RESTRICTIONS

Pilots are requested to adjust aircraft speed to 160 Kts IAS from 10 NM until 4 NM from threshold.

However speed restriction is not applied when low density traffic on ATC discretion.

Pilots unable to comply with the speed specified should inform ATC as soon as possible and state preferred speed so that alternative action can be taken.

DEPARTURE

1. DEPARTURE PROCEDURES

Departing aircraft are requested to call Soekarno-Hatta Clearance Delivery for ATC Clearance 25 minutes before Push back subject to Estimate Off Block Time (EOBT) to allow departure data to be processed.

Pilot will receive FL280/FL290 as the initial level prior to the intended level according to semi circular methodology.

Pilot will receive the intended level if it is FL290/FL280 or below.

Final level available will be informed by Jakarta ACC.

Departing aircraft may have ATC Clearance cancelled under the following circumstances:

- On expiry of the 15 minutes after EOBT grace period and it is unable to push back, or;
- After pushing back the pilot advises that he is returning to apron, or;
- It develops a technical problems and is unable to continue taxiing.

These procedures are not applied in order to allow ATC to manage the sequencing.

Push back & start up procedures

- Pilots should only request for push back clearance when they are ready to do so as prescribed in these instructions.
- Upon receipt of a push back approval the aircraft must be completely pushed back within 5 minutes.
- During push back pilots have the responsibility to avoid any object or obstacles on apron.
- At the end of the push back, the departing aircraft must be ready to taxi, unless otherwise instructed by ATC.

Note: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure runway vary.

- Pilots unable to comply with these rules should notify ATC as soon as possible for further instructions.
- It is a prudent practice for aircraft to be pushed back from the parking stand before start-up. However if required due to technical reasons a start-up may be approved whilst aircraft is still at the parking stand.

WIII/CGK **JEPPESEN****JAKARTA, INDONESIA****SOEKARNO-HATTA INTL**

23 MAR 18

(10-1P2)**Eff 29 Mar****AIRPORT BRIEFING****DEPARTURE (continued)****1. DEPARTURE PROCEDURES (continued)**

Taxi procedures

Aircraft taxiing on the Taxiway will be regulated by Ground Control to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxi clearance limits whenever necessary.

Taxiing aircraft are reminded to always use minimum power when maneuvering within the apron area or from apron taxiways to other parts of the airport.

Pilots should check the taxi routing and the airport chart. During taxi if pilots have any doubt as to their exact position on the airport, stop and contact ATC for further instructions.

The taxi routing to be used by aircraft taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command responsibility to maintain separation with other aircraft on taxiway area or to comply with ATC directions intended to regulate aircraft on the maneuvering area.

All aircraft are requested to change and monitor TOWER frequency when they pass sign box departure monitor on the left of TWY SP2 and TWY NP2. They should stand by and will be called by TOWER.

Runway In Use	Position	Call Sign
07L	WC2	SOEKARNO-HATTA TWO
25R	NC3	
07R	WC2	SOEKARNO-HATTA ONE
25L	SC4	

Take off procedures

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

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

When the aircraft is issued with a line-up and take-off clearance at the taxi holding point it shall be in a position to line up and initiate an immediate take-off in one continuous movement. It is strongly recommended that pilots follow taxi line when departing.

If unable, advise ATC.

When the aircraft is issued with a take-off clearance after lining up on the runway it shall commence take-off roll immediately. A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

- If waiting clear of the runway, taxi immediately onto it and begin take-off run immediately without stopping the aircraft;
- If already lined-up on the runway, take-off without delay;
- If unable to comply with the instructions, inform ATC immediately.

After departure procedures

An aircraft may be cleared for take-off when the preceding departing aircraft is airborne and has passed a point at least 7874' (2400m) from the position of the succeeding aircraft subject to the following conditions:

- During the hours of daylight from 30 minutes after sunrise to 30 minutes before sunset.
- Wake turbulence separation minima shall be applied;
- Visibility shall be at least 5 km and ceiling shall not be lower than 1000';
- Tailwind shall not exceed 5 kts;
- Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
- Traffic information shall be provided to the cockpit crew of the succeeding aircraft concerned;
- The braking action shall not be adversely affected by runway contaminants such as water.

Pilot shall contact Approach Control Unit immediately after airborne. ATC will advise the frequency upon issuing take-off clearance.

Take off from intersection

During low traffic density pilot may request take off roll from intersection taxiway. The details of intersection taxiways and the runway length available for the appropriate runway are depicted on the 10-9A chart.

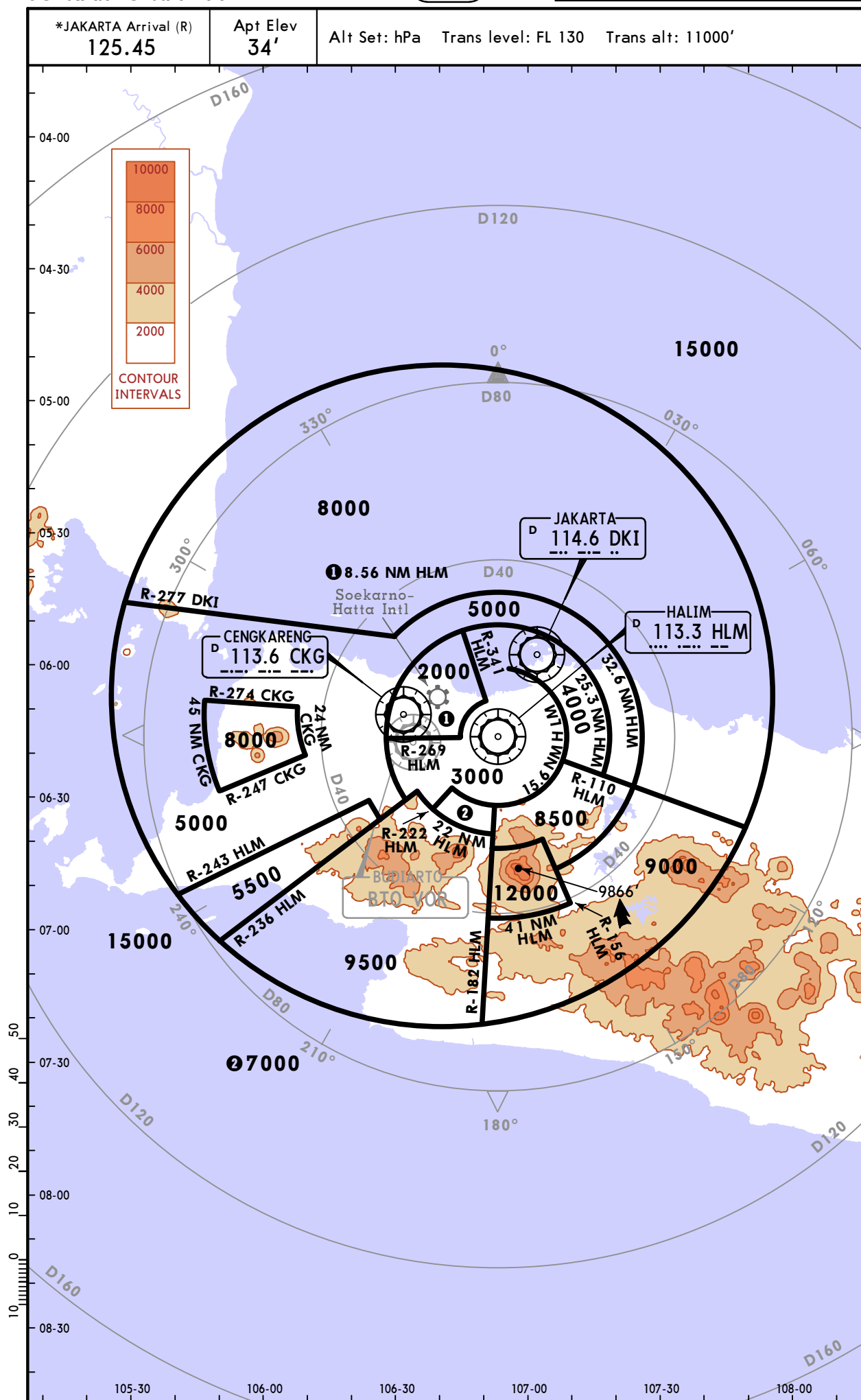
WIII/CGK
SOEKARNO-HATTA INTL

12 JAN 18

(10-1R)

JAKARTA, INDONESIA

RADAR MINIMUM ALTITUDES



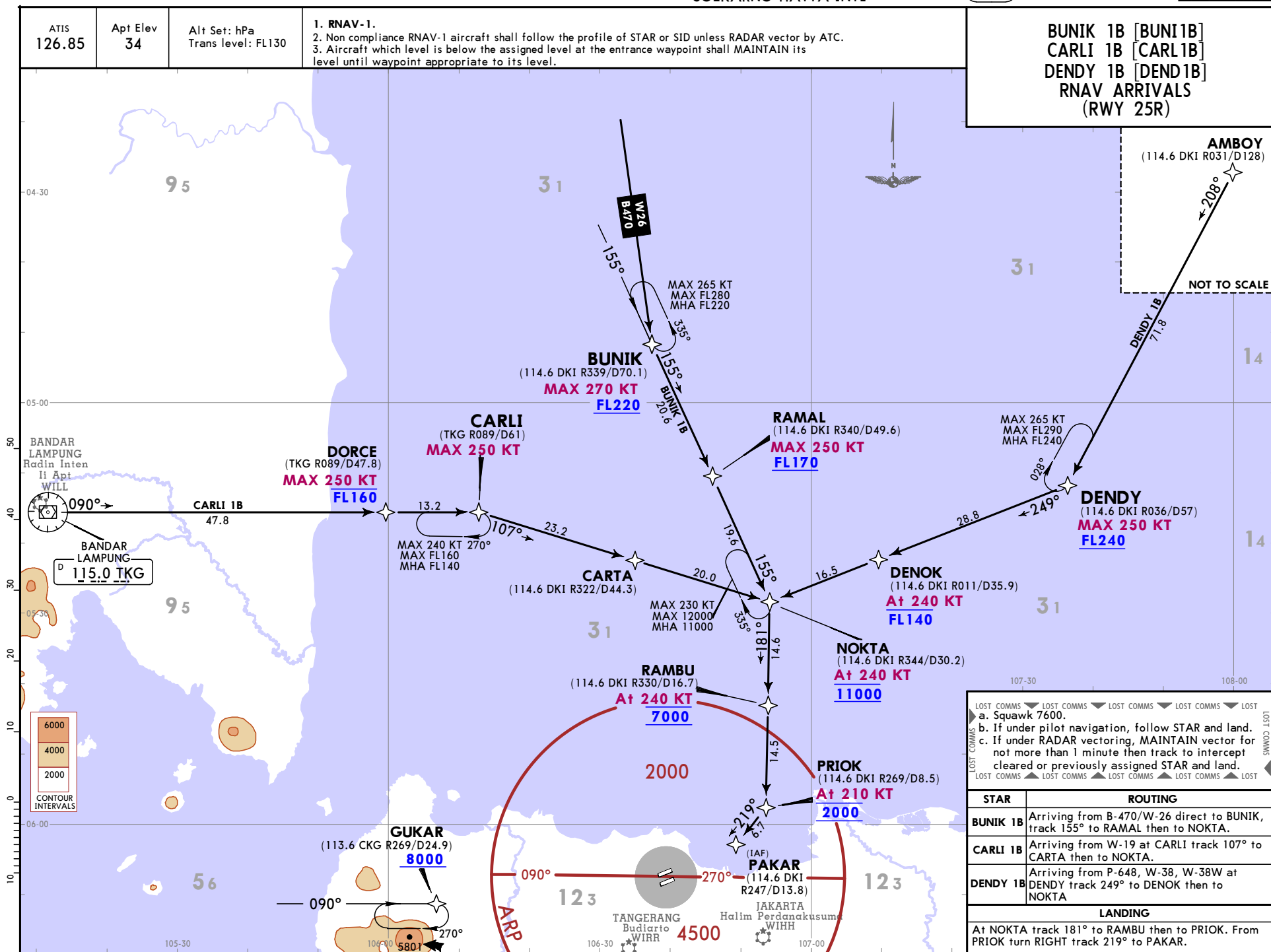
JEPPesen JAKARTA, INDONESIA
09 MAR 18 **10-2** **RNAV STAR**



WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN
9 MAR 18 (10-2A)

JAKARTA, INDONESIA
RNAV STAR



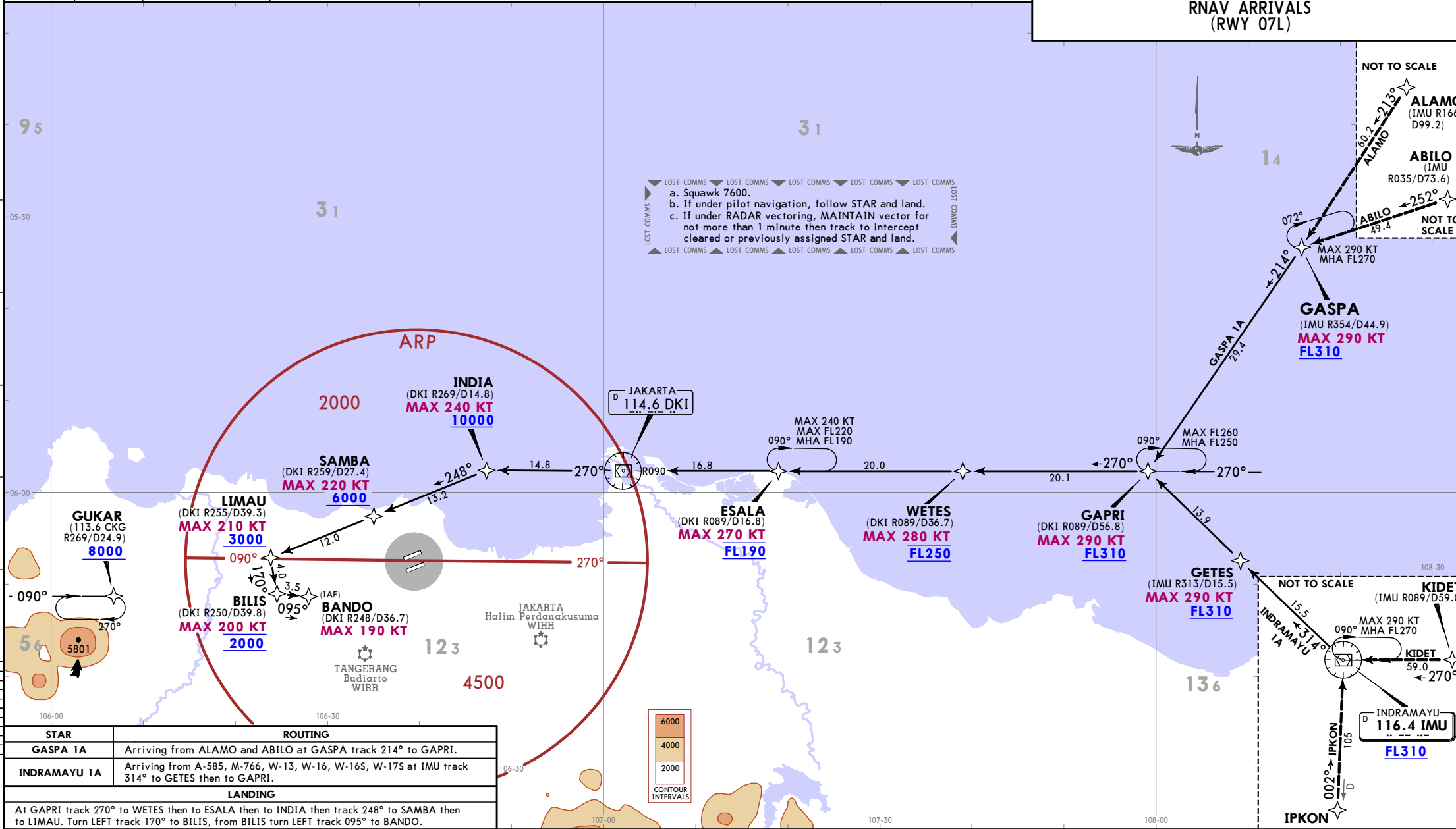
CHANGES: New format.

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ATIS 126.85
Apt Elev 34
Alt Set: hPa
Trans level: FL130

1. RNAV-1.
2. Non compliance RNAV-1 aircraft shall follow the profile of STAR or SID unless RADAR vector by ATC.
3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.

**GASPA 1A [GASP1A]
INDRAMAYU 1A [IMU1A]
RNAV ARRIVALS
(RWY 07L)**

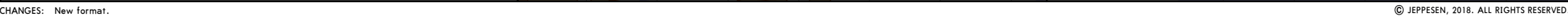


JAKARTA, INDONESIA
RNAV STAR

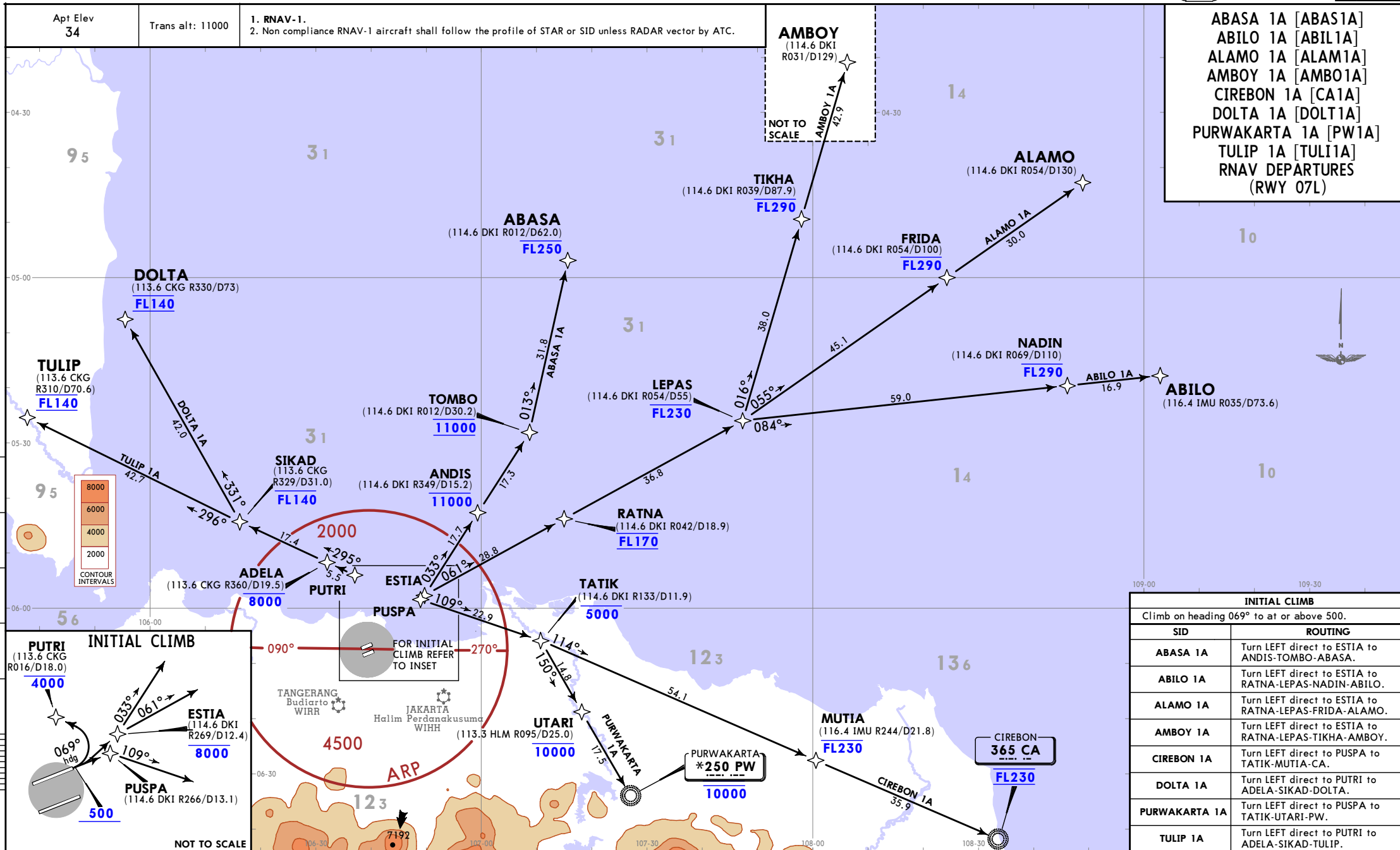
1. RNAV-1.
2. Non compliance RNAV-1 aircraft shall follow the profile of STAR or SID unless RADAR vector by ATC.
3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.

ALAMO
(IMU R166/D99.2)

ABILO
(IMU R035/D73.6)

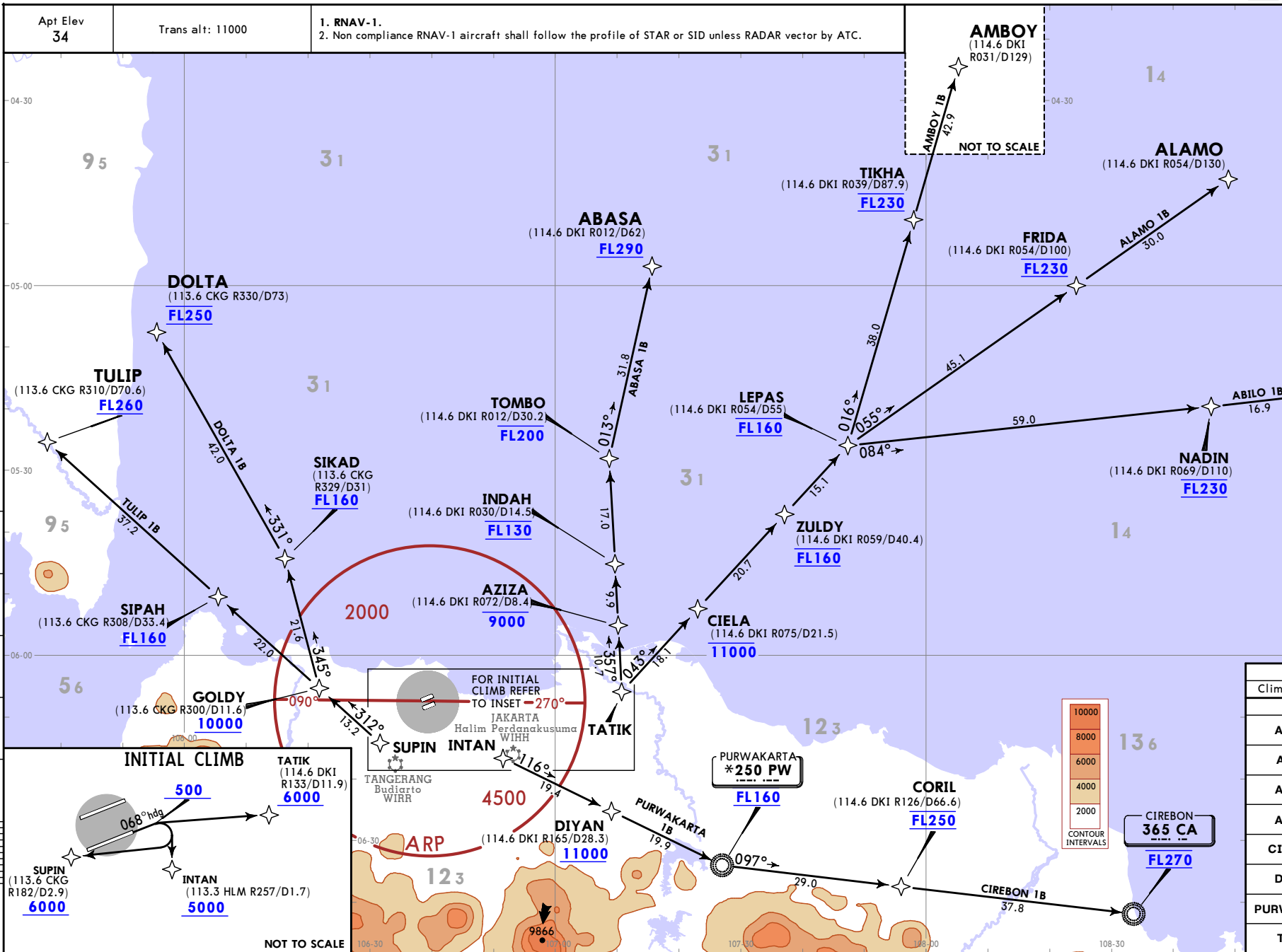


WIII/CGK SOEKARNO-HATTA INTL 10-3 9 MAR 18 RNAV SID



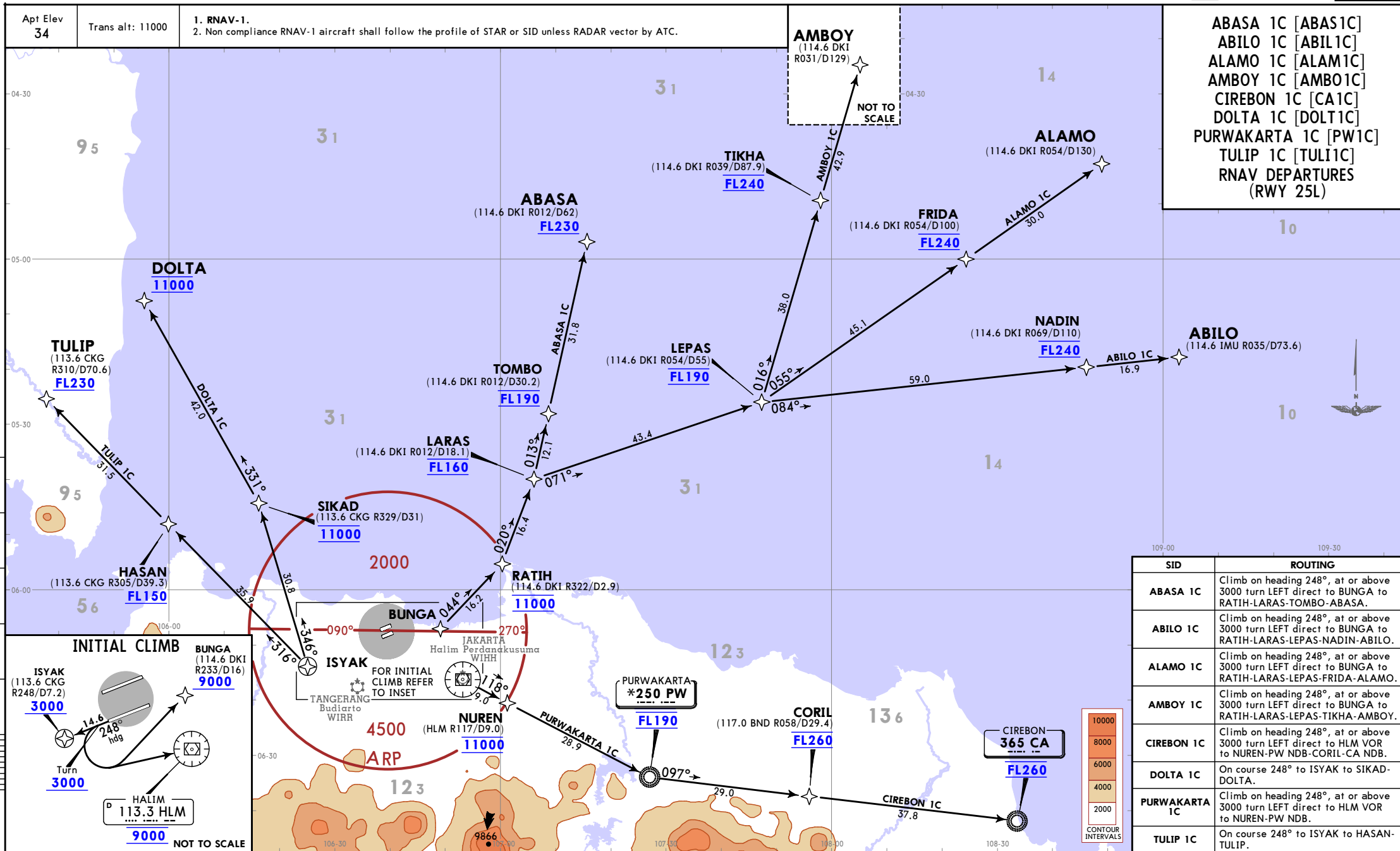
WIII/CGK
SOEKARNO-HATTA INTL 9 MAR 18 (10-3A)

JAKARTA, INDONESIA
RNAV SID



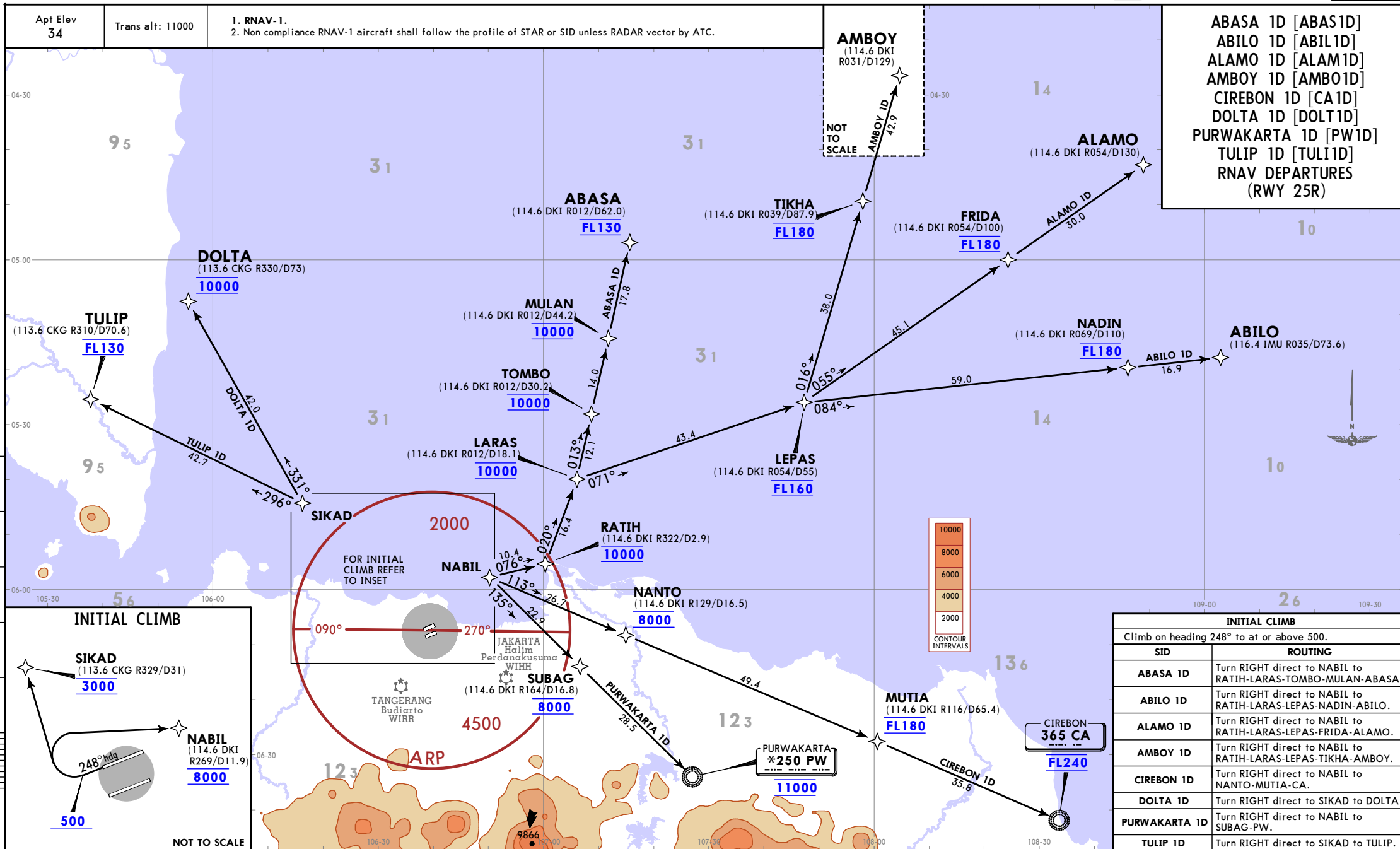
CHANGES: New format.

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SOEKARNO-HATTA INTL 9 MAR 18 (10-3C)

JAKARTA, INDONESIA
RNAV SID



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TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07L

Exit	Route No.	TAXI ROUTING
N4	ALPHA 3	N4 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N3		N3 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N2		N2 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N1		N1 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N4	BRAVO 10	N4 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N3		N3 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N2		N2 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N1		N1 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N4	BRAVO 11	N4 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N3		N3 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N2		N2 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N1		N1 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N4	CHARLIE 11	N4 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N3		N3 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N2		N2 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N1		N1 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N4	CHARLIE 12	N4 - NP2 - WC2 - SPW - APRON C Exit N4 turn right NP2 turn left WC2 turn left SPW to Apron C
N3		N3 - NP2 - WC2 - SPW - APRON C Exit N3 turn right NP2 turn left WC2 turn left SPW to Apron C
N2		N2 - NP2 - WC2 - SPW - APRON C Exit N2 turn right NP2 turn left WC2 turn left SPW to Apron C
N1		N1 - NP2 - WC2 - SPW - APRON C Exit N1 turn right NP2 turn left WC2 turn left SPW to Apron C
N4	DELTA 5	N4 - NP2 - WC2 - NPW - APRON D Exit N4 turn right NP2 turn left WC2 turn left NPW to Apron D
N3		N3 - NP2 - WC2 - NPW - APRON D Exit N3 turn right NP2 turn left WC2 turn left NPW to Apron D
N2		N2 - NP2 - WC2 - NPW - APRON D Exit N2 turn right NP2 turn left WC2 turn left NPW to Apron D
N1		N1 - NP2 - WC2 - NPW - APRON D Exit N1 turn right NP2 turn left WC2 turn left NPW to Apron D
N4	DELTA 6	N4 - NP2 - NC7 - APRON D Exit N4 turn right NP2 turn left NC7 to Apron D
N3		N3 - NP2 - NC7 - APRON D Exit N3 turn right NP2 turn left NC7 to Apron D
N2		N2 - NP2 - NC7 - APRON D Exit N2 turn right NP2 turn left NC7 to Apron D
N1		N1 - NP2 - NC7 - APRON D Exit N1 turn right NP2 turn left NC7 to Apron D
N4	ECHO 5	N4 - NP2 - NC6 - APRON E/D Exit N4 turn right NP2 turn left NC6 to Apron E/D
N3		N3 - NP2 - NC6 - APRON E/D Exit N3 turn right NP2 turn left NC6 to Apron E/D
N2		N2 - NP2 - NC6 - APRON E/D Exit N2 turn right NP2 turn left NC6 to Apron E/D
N1		N1 - NP2 - NC6 - APRON E/D Exit N1 turn right NP2 turn left NC6 to Apron E/D

WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07L continued

Exit	Route No.	TAXI ROUTING
N4	ECHO 6	N4 - NP2 - NCY - APRON E/F Exit N4 turn right NP2 turn left NCY to Apron E/F
N3		N3 - NP2 - NCY - APRON E/F Exit N3 turn right NP2 turn left NCY to Apron E/F
N2		N2 - NP2 - NCY - APRON E/F Exit N2 turn right NP2 turn left NCY to Apron E/F
N1		N1 - NP2 - NCY - APRON E/F Exit N1 turn right NP2 turn left NCY to Apron E/F
N4	FOXTROT 3	N4 - NP2 - NC5 - APRON F Exit N4 turn right NP2 turn left NC5 to Apron F
N3		N3 - NP2 - NC5 - APRON F Exit N3 turn right NP2 turn left NC5 to Apron F
N2		N2 - NP2 - NC5 - APRON F Exit N2 turn right NP2 turn left NC5 to Apron F
N1		N1 - NP2 - NC5 - APRON F Exit N1 turn right NP2 turn left NC5 to Apron F
N3	GOLF 7	N3 - NP2 - NC4 - APRON G Exit N3 turn right NP2 turn left NC4 to Apron G
N2		N2 - NP2 - NC4 - APRON G Exit N2 turn right NP2 turn left NC4 to Apron G
N1		N1 - NP2 - NC4 - APRON G Exit N1 turn right NP2 turn left NC4 to Apron G
N4	GOLF 7D	N4 - NC4 - APRON G Exit N4 join NC4 to Apron G
N4	GOLF 8	N4 - NC4 - NP1 - NC3 - APRON G Exit N4 join NC4 turn left NP1 turn right NC3 to Apron G
N2		N2 - NP2 - NC3 - APRON G Exit N2 turn right NP2 turn left NC3 to Apron G
N1		N1 - NP2 - NC3 - APRON G Exit N1 turn right NP2, turn left NC3 to Apron G
N3	GOLF 8D	N3 - NC3 - APRON G Exit N3 join NC3 to Apron G
N4	GOLF 9	N4 - NC4 - NP1 - NC2 - APRON G Exit N4 join NC4 turn left NP1 turn right NC2 to Apron G
N3		N3 - NC3 - NP1 - NC2 - APRON G Exit N3 join NC3 turn left NP1 turn right NC2 to Apron G
N1		N1 - NP2 - NC2 - APRON G Exit N1 turn right NP2 turn left NC2 to Apron G
N2	GOLF 9D	N2 - NC2 - APRON G Exit N2 join NC2 to Apron G
N4	HOTEL 5	N4 - NC4 - NP1 - EC1 - NPE - APRON H Exit N4 join NC4 turn left NP1 join EC1 turn right NPE to Apron H
N3		N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
N2		N2 - NC2 - NP1 - EC1 - NPE - APRON H Exit N2 join NC2 turn left NP1 join EC1 turn right NPE to Apron H
N1		N1 - NC1 - EC1 - NPE - APRON H Exit N1 join NC1 turn left EC1 turn right NPE to Apron H

WIII/CGK**TAXI**
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Landing Runway 25R**

Exit	Route No.	TAXI ROUTING
N5	ALPHA 4	N5 - NC5 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N9		N9 - NP2 - WC1 - SP1 - SC4 - APRON A Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC4 to APRON A
N8	ALPHA 4D	N8 - WC1 - SP1 - SC4 - APRON A Exit N8 join WC1 turn left SP1 turn left SC4 to Apron A
N5	BRAVO 7	N5 - NC5 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N6		N6 - NC6 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N7		N7 - NC7 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N9		N9 - NP2 - WC1 - SP1 - SCX - APRON B/A Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SCX to Apron B/A
N8	BRAVO 7D	N8 - WC1 - SP1 - SCX - APRON B/A Exit N8 join WC1 turn left SP1 turn left SCX to Apron B/A
N5	BRAVO 8	N5 - NC5 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N9		N9 - NP2 - WC1 - SP1 - SC5 - APRON B Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC5 to Apron B
N8	BRAVO 8D	N8 - WC1 - SP1 - SC5 - APRON B Exit N8 join WC1 turn left SP1 turn left SC5 to Apron B
N5	CHARLIE 7	N5 - NC5 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N9		N9 - NP2 - WC1 - SP1 - SC6 - APRON C Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC6 to Apron C
N8	CHARLIE 7D	N8 - WC1 - SP1 - SC6 - APRON C Exit N8 join WC1 turn left SP1 turn left SC6 to Apron C
N5	CHARLIE 8	N5 - NC5 - NP1 - WC1 - SPW - APRON C Exit N5 join NC5 turn right NP1 turn left WC1 turn left SPW to Apron C
N6		N6 - NC6 - NP1 - WC1 - SPW - APRON C Exit N6 join NC6 turn right NP1 turn left WC1 turn left SPW to Apron C
N7		N7 - NC7 - NP1 - WC1 - SPW - APRON C Exit N7 join NC7 turn right NP1 turn left WC1 turn left SPW to Apron C
N9		N9 - NP2 - WC1 - SPW - APRON C Exit N9 turn left NP2 turn right WC1 turn left SPW to Apron C
N8	CHARLIE 8D	N8 - WC1 - SPW - APRON C Exit N8 join WC1 turn left SPW to Apron C

WIII/CGK**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**TAXI****Landing Runway 25R continued**

Exit	Route No.	TAXI ROUTING
N5	DELTA 5	N5 - NC5 - NP1 - WC1 - NPW - APRON D Exit N5 join NC5 turn right NP1 turn left WC1 turn left NPW to Apron D
N6		N6 - NC6 - NP1 - WC1 - NPW - APRON D Exit N6 join NC6 turn right NP1 turn left WC1 turn left NPW to Apron D
N7		N7 - NC7 - NP1 - WC1 - NPW - APRON D Exit N7 join NC7 turn right NP1 turn left WC1 turn left NPW to Apron D
N9		N9 - NP2 - WC1 - NPW - APRON D Exit N9 turn left NP2 turn right WC1 turn left NPW to Apron D
N8	DELTA 5D	N8 - WC1 - NPW - APRON D Exit N8 join WC1 turn left NPW to Apron D
N5	DELTA 6	N5 - NC5 - NP1 - NC7 - APRON D Exit N5 join NC5 turn right NP1 turn left NC7 to Apron D
N6		N6 - NC6 - NP1 - NC7 - APRON D Exit N6 join NC6 turn right NP1 turn left NC7 to Apron D
N8		N8 - NP2 - NC7 - APRON D Exit N8 turn left NP2 turn right NC7 to Apron D
N9		N9 - NP2 - NC7 - APRON D Exit N9 turn left NP2 turn right NC7 to Apron D
N7	DELTA 6D	N7 - NC7 - APRON D Exit N7 join NC7 to Apron D
N5	ECHO 5	N5 - NC5 - NP1 - NC6 - APRON E/D Exit N5 join NC5 turn right NP1 turn left NC6 to Apron E/D
N7		N7 - NP2 - NC6 - APRON E/D Exit N7 turn left NP2 turn right NC6 to Apron E/D
N8		N8 - NP2 - NC6 - APRON E/D Exit N8 turn left NP2 turn right NC6 to Apron E/D
N9		N9 - NP2 - NC6 - APRON E/D Exit N9 turn left NP2 turn right NC6 to Apron E/D
N6	ECHO 5D	N6 - NC6 - APRON E/D Exit N6 join NC6 to Apron E/D
N5	ECHO 6	N5 - NC5 - NP1 - NCY - APRON E/F Exit N5 join NC5 turn right NP1 turn left NCY to Apron E/F
N6		N6 - NP2 - NCY - APRON E/F Exit N6 turn left NP2 turn right NCY to Apron E/F
N7		N7 - NP2 - NCY - APRON E/F Exit N7 turn left NP2 turn right NCY to Apron E/F
N8		N8 - NP2 - NCY - APRON E/F Exit N8 turn left NP2 turn right NCY to Apron E/F
N9		N9 - NP2 - NCY - APRON E/F Exit N9 turn left NP2 turn right NCY to Apron E/F
N6	FOXTROT 3	N6 - NP2 - NC5 - APRON F Exit N6 turn left NP2 turn right NC5 to Apron F
N7		N7 - NP2 - NC5 - APRON F Exit N7 turn left NP2 turn right NC5 to Apron F
N8		N8 - NP2 - NC5 - APRON F Exit N8 turn left NP2 turn right NC5 to Apron F
N9		N9 - NP2 - NC5 - APRON F Exit N9 turn left NP2 turn right NC5 to Apron F
N5	FOXTROT 3D	N5 - NC5 - APRON F Exit N5 join NC5 to Apron F
N5	GOLF 7	N5 - NP2 - NC4 - APRON G Exit N5 turn left NP2 turn right NC4 to Apron G
N6		N6 - NP2 - NC4 - APRON G Exit N6 turn left NP2 turn right NC4 to Apron G
N7		N7 - NP2 - NC4 - APRON G Exit N7 turn left NP2 turn right NC4 to Apron G
N8		N8 - NP2 - NC4 - APRON G Exit N8 turn left NP2 turn right NC4 to Apron G
N9		N9 - NP2 - NC4 - APRON G Exit N9 turn left NP2 turn right NC4 to Apron G

WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 25R continued

Exit	Route No.	TAXI ROUTING
N5	GOLF 8	N5 - NP2 - NC3 - APRON G Exit N5 turn left NP2 turn right NC3 to Apron G
N6		N6 - NP2 - NC3 - APRON G Exit N6 turn left NP2 turn right NC3 to Apron G
N7		N7 - NP2 - NC3 - APRON G Exit N7 turn left NP2 turn right NC3 to Apron G
N8		N8 - NP2 - NC3 - APRON G Exit N8 turn left NP2 turn right NC3 to Apron G
N9		N9 - NP2 - NC3 - APRON G Exit N9 turn left NP2 turn right NC3 to Apron G
N5	GOLF 9	N5 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N5 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N6		N6 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N6 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N7		N7 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N7 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N8		N8 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N8 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N9		N9 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N9 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N5	HOTEL 5	N5 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N5 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N6		N6 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N6 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N7		N7 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N7 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N8		N8 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N8 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N9		N9 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N9 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
		Landing Runway 07R
Exit	Route No.	TAXI ROUTING
S4	ALPHA 2	S4 - SC4 - APRON A Exit S4 join SC4 to Apron A
S3	ALPHA 3	S3 - SP2 - SC4 - APRON A Exit S3 turn left SP2 turn right SC4 to Apron A
S2		S2 - SP2 - SC4 - APRON A Exit S2 turn left SP2 turn right SC4 to Apron A
S1		S1 - SP2 - SC4 - APRON A Exit S1 turn left SP2 turn right SC4 to Apron A
S4	BRAVO 4	S4 - SP2 - SCX - APRON B/A Exit S4 turn left SP2 turn right SCX to Apron B/A
S3		S3 - SP2 - SCX - APRON B/A Exit S3 turn left SP2 turn right SCX to Apron B/A
S2		S2 - SP2 - SCX - APRON B/A Exit S2 turn left SP2 turn right SCX to Apron B/A
S1		S1 - SP2 - SCX - APRON B/A Exit S1 turn left SP2 turn right SCX to Apron B/A

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TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	BRAVO 5	S4 - SP2 - SC5 - APRON B Exit S4 turn left SP2 turn right SC5 to Apron B
S3		S3 - SP2 - SC5 - APRON B Exit S3 turn left SP2 turn right SC5 to Apron B
S2		S2 - SP2 - SC5 - APRON B Exit S2 turn left SP2 turn right SC5 to Apron B
S1		S1 - SP2 - SC5 - APRON B Exit S1 turn left SP2 turn right SC5 to Apron B
S4	CHARLIE 5	S4 - SP2 - SC6 - APRON C Exit S4 turn left SP2 turn right SC6 to Apron C
S3		S3 - SP2 - SC6 - APRON C Exit S3 turn left SP2 turn right SC6 to Apron C
S2		S2 - SP2 - SC6 - APRON C Exit S2 turn left SP2 turn right SC6 to Apron C
S1		S1 - SP2 - SC6 - APRON C Exit S1 turn left SP2 turn right SC6 to Apron C
S4	CHARLIE 6	S4 - SP2 - WC1 - SPW - APRON C Exit S4 turn left SP2 turn right WC1 turn right SPW to Apron C
S3		S3 - SP2 - WC1 - SPW - APRON C Exit S3 turn left SP2 turn right WC1 turn right SPW to Apron C
S2		S2 - SP2 - WC1 - SPW - APRON C Exit S2 turn left SP2 turn right WC1 turn right SPW to Apron C
S1		S1 - SP2 - WC1 - SPW - APRON C Exit S1 turn left SP2 turn right WC1 turn right SPW to Apron C
S4	DELTA 7	S4 - SP2 - WC1 - NPW - APRON D Exit S4 turn left SP2 turn right WC1 turn right NPW to Apron D
S3		S3 - SP2 - WC1 - NPW - APRON D Exit S3 turn left SP2 turn right WC1 turn right NPW to Apron D
S2		S2 - SP2 - WC1 - NPW - APRON D Exit S2 turn left SP2 turn right WC1 turn right NPW to Apron D
S1		S1 - SP2 - WC1 - NPW - APRON D Exit S1 turn left SP2 turn right WC1 turn right NPW to Apron D
S4	DELTA 8	S4 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S3		S3 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S2		S2 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S1		S1 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S4	ECHO 7	S4 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S3		S3 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S2		S2 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S1		S1 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D

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 **JEPPESEN**
23 FEB 18 **(10-6F)**
TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	ECHO 8	S4 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S3		S3 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S2		S2 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S1		S1 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S4	FOXTROT 4	S4 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S3		S3 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S2		S2 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S1		S1 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S4	GOLF 10	S4 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S3		S3 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S2		S2 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S1		S1 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S4	GOLF 11	S4 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S3		S3 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S2		S2 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S1		S1 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S4	GOLF 12	S4 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S3		S3 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S2		S2 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S1		S1 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S4	HOTEL 7	S4 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S4 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H
S3		S3 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S3 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H
S2		S2 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S2 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H
S1		S1 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S1 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H

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JEPPESEN
23 FEB 18 **10-6G**
TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 25L

Exit	Route No.	TAXI ROUTING
S5	ALPHA 3	S5 - SC5 - SP1 - SC4 - APRON A Exit S5 join SC5 turn right SP1 turn left SC4 to Apron A
S6		S6 - SC6 - SP1 - SC4 - APRON A Exit S6 join SC6 turn right SP1 turn left SC4 to Apron A
S7		S7 - WC2 - SP1 - SC4 - APRON A Exit S7 join WC2 turn right SP1 turn left SC4 to Apron A
S8		S8 - SC8 - SP1 - SC4 - APRON A Exit S8 join SC8 turn right SP1 turn left SC4 to Apron A
S9		S9 - SC9 - SP1 - SC4 - APRON A Exit S9 join SC9 turn right SP1 turn left SC4 to Apron A
S5	BRAVO 5	S5 - SC5 - SP1 - SCX - APRON B/A Exit S5 join SC5 turn right SP1 turn left SCX to Apron B/A
S6		S6 - SC6 - SP1 - SCX - APRON B/A Exit S6 join SC6 turn right SP1 turn left SCX to Apron B/A
S7		S7 - WC2 - SP1 - SCX - APRON B/A Exit S7 join WC2 turn right SP1 turn left SCX to Apron B/A
S8		S8 - SC8 - SP1 - SCX - APRON B/A Exit S8 join SC8 turn right SP1 turn left SCX to Apron B/A
S9		S9 - SC9 - SP1 - SCX - APRON B/A Exit S9 join SC9 turn right SP1 turn left SCX to Apron B/A
S6	BRAVO 6	S6 - SC6 - SP1 - SC5 - APRON B Exit S6 join SC6 turn right SP1 turn left SC5 to Apron B
S7		S7 - WC2 - SP1 - SC5 - APRON B Exit S7 join WC2 turn right SP1 turn left SC5 to Apron B
S8		S8 - SC8 - SP1 - SC5 - APRON B Exit S8 join SC8 turn right SP1 turn left SC5 to Apron B
S9		S9 - SC9 - SP1 - SC5 - APRON B Exit S9 join SC9 turn right SP1 turn left SC5 to Apron B
S5	BRAVO 6D	S5 - SC5 - APRON B Exit S5 join SC5 to Apron B
S5	CHARLIE 5	S5 - SP2 - SC6 - APRON C Exit S5 turn left SP2 turn right SC6 to Apron C
S7		S7 - WC2 - SP1 - SC6 - APRON C Exit S7 join WC2 turn right SP1 turn left SC6 to Apron C
S8		S8 - SC8 - SP1 - SC6 - APRON C Exit S8 join SC8 turn right SP1 turn left SC6 to Apron C
S9		S9 - SC9 - SP1 - SC6 - APRON C Exit S9 turn right SP1 turn left SC6 to Apron C
S6	CHARLIE 5D	S6 - SC6 - APRON C Exit S6 join SC6 to Apron C
S5	CHARLIE 6	S5 - SP2 - WC2 - SPW - APRON C Exit S5 turn left SP2 turn right WC2 turn right SPW to Apron C
S6		S6 - SP2 - WC2 - SPW - APRON C Exit S6 turn left SP2 turn right WC2 turn right SPW to Apron C
S8		S8 - SC8 - SP1 - WC2 - SPW - APRON C Exit S8 join SC8 turn right SP1 turn left WC2 turn right SPW to Apron C
S9		S9 - SC9 - SP1 - WC2 - SPW - APRON C Exit S9 join SC9 turn right SP1 turn left WC2 turn right SPW to Apron C

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TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S7	CHARLIE 6D	S7 - WC2 - SPW - APRON C Exit S7 join WC2 turn right SPW to Apron C
S5	DELTA 7	S5 - SP2 - WC2 - NPW - APRON D Exit S5 turn left SP2 turn right WC2 turn right NPW to Apron D
S6		S6 - SP2 - WC2 - NPW - APRON D Exit S6 turn left SP2 turn right WC2 turn right NPW to Apron D
S8		S8 - SC8 - SP1 - WC2 - NPW - APRON D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NPW to Apron D
S9		S9 - SC9 - SP1 - WC2 - NPW - APRON D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NPW to Apron D
S7	DELTA 7D	S7 - WC2 - NPW - APRON D Exit S7 join WC2 turn right NPW to Apron D
S5	DELTA 8	S5 - SP2 - WC2 - NP2 - NC7 - APRON D Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC7 to Apron D
S6		S6 - SP2 - WC2 - NP2 - NC7 - APRON D Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC7 to Apron D
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC7 - APRON D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC7 to Apron D
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC7 - APRON D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC7 to Apron D
S7	DELTA 8D	S7 - WC2 - NP2 - NC7 - APRON D Exit S7 join WC2 turn right NP2 turn right NC7 to Apron D
S5	ECHO 7	S5 - SP2 - WC2 - NP2 - NC6 - APRON E/D Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC6 to Apron E/D
S6		S6 - SP2 - WC2 - NP2 - NC6 - APRON E/D Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC6 to Apron E/D
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC6 - APRON E/D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC6 to Apron E/D
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC6 - APRON E/D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC6 to Apron E/D
S7	ECHO 7D	S7 - WC2 - NP2 - NC6 - APRON E/D Exit S7 join WC2 turn right NP2 turn right NC6 to Apron E/D
S5	ECHO 8	S5 - SP2 - WC2 - NP2 - NCY - APRON E/F Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NCY to Apron E/F
S6		S6 - SP2 - WC2 - NP2 - NCY - APRON E/F Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NCY to Apron E/F
S8		S8 - SC8 - SP1 - WC2 - NP2 - NCY - APRON E/F Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NCY to Apron E/F
S9		S9 - SC9 - SP1 - WC2 - NP2 - NCY - APRON E/F Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NCY to Apron E/F
S7	ECHO 8D	S7 - WC2 - NP2 - NCY - APRON E/F Exit S7 join WC2 turn right NP2 turn right NCY to Apron E/F

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TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S5	FOXTROT 4	S5 - SP2 - WC2 - NP2 - NC5 - APRON F Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC5 to Apron F
S6		S6 - SP2 - WC2 - NP2 - NC5 - APRON F Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC5 to Apron F
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC5 - APRON F Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC5 to Apron F
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC5 - APRON F Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC5 to Apron F
S7	FOXTROT 4D	S7 - WC2 - NP2 - NC5 - APRON F Exit S7 join WC2 turn right NP2 turn right NC5 to Apron F
S5	GOLF 10	S5 - SP2 - WC2 - NP2 - NC4 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC4 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC4 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC4 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC4 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC4 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC4 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC4 to Apron G
S7	GOLF 10D	S7 - WC2 - NP2 - NC4 - APRON G Exit S7 join WC2 turn right NP2 turn right NC4 to Apron G
S5	GOLF 11	S5 - SP2 - WC2 - NP2 - NC3 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC3 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 to Apron G
S7	GOLF 11D	S7 - WC2 - NP2 - NC3 - APRON G Exit S7 join WC2 turn right NP2 turn right NC3 to Apron G
S5	GOLF 12	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G

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TAXI
JAKARTA, INDONESIA
 SOEKARNO-HATTA INTL
Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S7	GOLF 12D	S7 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S5	HOTEL 7	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S7	HOTEL 7D	S7 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H

WIII/CGK**TAXI**
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Take-off Runway 07L**

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 4	SC4 - SP2 - WC1 - NP2 - N9 Gate SC4 turn right SP2 turn right WC1 turn left NP2 to join N9
SCX	BRAVO 7	SCX - SP2 - WC1 - NP2 - N9 Gate SCX turn right SP2 turn right WC1 turn left NP2 to join N9
SC5	BRAVO 8	SC5 - SP2 - WC1 - NP2 - N9 Gate SC5 turn right SP2 turn right WC1 turn left NP2 to join N9
SC6	CHARLIE 7	SC6 - SP2 - WC1 - NP2 - N9 Gate SC6 turn right SP2 turn right WC1 turn left NP2 to join N9
SPW	CHARLIE 8	SPW - WC1 - NP2 - N9 Gate SPW turn right WC1 turn left NP2 to join N9
NPW	DELTA 1	NPW - WC1 - NP2 - N9 Gate NPW turn right WC1 turn left NP2 to join N9
NC7	DELTA 2	NC7 - NP2 - N9 Gate NC7 turn left NP2 to join N9
NC6	ECHO 1	NC6 - NP2 - N9 Gate NC6 turn left NP2 to join N9
NCY	ECHO 2	NCY - NP2 - N9 Gate NCY turn left NP2 to join N9
NC5	FOXTROT 1	NC5 - NP2 - N9 Gate NC5 turn left NP2 to join N9
NC4	GOLF 1	NC4 - NP2 - N9 Gate NC4 turn left NP2 to join N9
NC3	GOLF 2	NC3 - NP2 - N9 Gate NC3 turn left NP2 to join N9
NC2	GOLF 3	NC2 - NP2 - N9 Gate NC2 turn left NP2 to join N9
NPE	HOTEL 1	NPE - EC2 - NP2 - N9 Gate NPE turn left EC2 join NP2 to join N9

Take-off Runway 25R

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 2	SC4 - SP2 - WC2 - NP2 - N2/N1 Gate SC4 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SCX	BRAVO 3	SCX - SP2 - WC2 - NP2 - N2/N1 Gate SCX turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SC5	BRAVO 4	SC5 - SP2 - WC2 - NP2 - N2/N1 Gate SC5 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SC6	CHARLIE 3	SC6 - SP2 - WC2 - NP2 - N2/N1 Gate SC6 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SPW	CHARLIE 4	SPW - WC2 - NP2 - N2/N1 Gate SPW turn right WC2 turn right NP2 to join N2/N1
NPW	DELTA 1	NPW - WC2 - NP2 - N2/N1 Gate NPW turn right WC2 turn right NP2 to join N2/N1
NC7	DELTA 2	NC7 - NP2 - N2/N1 Gate NC7 turn right NP2 to join N2/N1
NC6	ECHO 1	NC6 - NP2 - N2/N1 Gate NC6 turn right NP2 to join N2/N1
NCY	ECHO 2	NCY - NP2 - N2/N1 Gate NCY turn right NP2 to join N2/N1

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Eff 29 Mar **JEPPESSEN**

(10-6M)

TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Take-off Runway 25R continued**

Gate	Route No.	TAXI ROUTING
NC5	FOXTROT 1	NC5 - NP2 - N2/N1 Gate NC5 turn right NP2 to join N2/N1
NC4	GOLF 1	NC4 - NP2 - N2/N1 Gate NC4 turn right NP2 to join N2/N1
NC3	GOLF 2	NC3 - NP2 - N2/N1 Gate NC3 turn right NP2 to join N2/N1
NC2	GOLF 3D	NC2 - N2 Gate NC2 to join N2
	GOLF 3	NC2 - NP2 - N1 Gate NC2 turn right NP2 to join N1
NPE	HOTEL 1	NPE - EC2 - N1 Gate NPE turn left EC2 to join N1
Take-off Runway 07R		
Gate	Route No.	TAXI ROUTING
SC4	ALPHA 2	SC4 - SP2 - S8/S9 Gate SC4 turn right SP2 to join S8/S9
SCX	BRAVO 3	SCX - SP2 - S8/S9 Gate SCX turn right SP2 to join S8/S9
SC5	BRAVO 4	SC5 - SP2 - S8/S9 Gate SC5 turn right SP2 to join S8/S9
SC6	CHARLIE 3	SC6 - SP2 - S8/S9 Gate SC6 turn right SP2 to join S8/S9
SPW	CHARLIE 4	SPW - WC2 - SP2 - S8/S9 Gate SPW turn left WC2 turn right SP2 to join S8/S9
NPW	DELTA 3	NPW - WC2 - SP2 - S8/S9 Gate NPW turn left WC2 turn right SP2 to join S8/S9
NC7	DELTA 4	NC7 - NP2 - WC2 - SP2 - S8/S9 Gate NC7 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC6	ECHO 3	NC6 - NP2 - WC2 - SP2 - S8/S9 Gate NC6 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NCY	ECHO 4	NCY - NP2 - WC2 - SP2 - S8/S9 Gate NCY turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC5	FOXTROT 2	NC5 - NP2 - WC2 - SP2 - S8/S9 Gate NC5 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC4	GOLF 4	NC4 - NP2 - WC2 - SP2 - S8/S9 Gate NC4 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC3	GOLF 5	NC3 - NP2 - WC2 - SP2 - S8/S9 Gate NC3 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC2	GOLF 6	NC2 - NP2 - WC2 - SP2 - S8/S9 Gate NC2 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NPE	HOTEL 3	NPE - EC2 - NP2 - WC2 - SP2 - S8/S9 Gate NPE turn left EC2 join NP2 turn left WC2 turn right SP2 to join S8/S9

WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Take-off Runway 25L

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 1A	SC4 - SP1 - SC1 - S1 Gate SC4 turn left SP1 turn right SC1 to join S1
SC4	ALPHA 1B	SC4 - SP1 - SC2 - S2 Gate SC4 turn left SP1 turn right SC2 to join S2
SCX	BRAVO 1A	SCX - SP1 - SC1 - S1 Gate SCX turn left SP1 turn right SC1 to join S1
SCX	BRAVO 1B	SCX - SP1 - SC2 - S2 Gate SCX turn left SP1 turn right SC2 to join S2
SC5	BRAVO 2A	SC5 - SP1 - SC1 - S1 Gate SC5 turn left SP1 turn right SC1 to join S1
SC5	BRAVO 2B	SC5 - SP1 - SC2 - S2 Gate SC5 turn left SP1 turn right SC2 to join S2
SC6	CHARLIE 1A	SC6 - SP1 - SC1 - S1 Gate SC6 turn left SP1 turn right SC1 to join S1
SC6	CHARLIE 1B	SC6 - SP1 - SC2 - S2 Gate SC6 turn left SP1 turn right SC2 to join S2
SPW	CHARLIE 2A	SPW - WC1 - SP1 - SC1 - S1 Gate SPW turn left WC1 turn left SP1 turn right SC1 to join S1
SPW	CHARLIE 2B	SPW - WC1 - SP1 - SC2 - S2 Gate SPW turn left WC1 turn left SP1 turn right SC2 to join S2
NPW	DELTA 3A	NPW - WC1 - SP1 - SC1 - S1 Gate NPW turn left WC1 turn left SP1 turn right SC1 to join S1
NPW	DELTA 3B	NPW - WC1 - SP1 - SC2 - S2 Gate NPW turn left WC1 turn left SP1 turn right SC2 to join S2
NC7	DELTA 4A	NC7 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC7 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC7	DELTA 4B	NC7 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC7 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC6	ECHO 3A	NC6 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC6 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC6	ECHO 3B	NC6 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC6 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NCY	ECHO 4A	NCY - NP1 - WC1 - SP1 - SC1 - S1 Gate NCY turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NCY	ECHO 4B	NCY - NP1 - WC1 - SP1 - SC2 - S2 Gate NCY turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC5	FOXTROT 2A	NC5 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC5 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC5	FOXTROT 2B	NC5 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC5 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC4	GOLF 4A	NC4 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC4 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC4	GOLF 4B	NC4 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC4 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC3	GOLF 5A	NC3 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC3 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC3	GOLF 5B	NC3 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC3 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC2	GOLF 6A	NC2 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC2 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC2	GOLF 6B	NC2 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC2 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NPE	HOTEL 3A	NPE - EC2 - NC1 - NP1 - WC1 - SP1 - SC1 - S1 Gate NPE turn left EC2 turn left NC1 turn right NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NPE	HOTEL 3B	NPE - EC2 - NC1 - NP1 - WC1 - SP1 - SC2 - S2 Gate NPE turn left EC2 turn left NC1 turn right NP1 turn left WC1 turn left SP1 turn right SC2 to join S2

CHANGES: None.

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WIII/CGK

 **JEPPESEN**

7 SEP 18

(10-8)

JAKARTA, INDONESIA

SOEKARNO-HATTA INTL

**THE CONSTRUCTION OF TAXIWAY EAST CROSS
(SUP 28/18)****GENERAL**

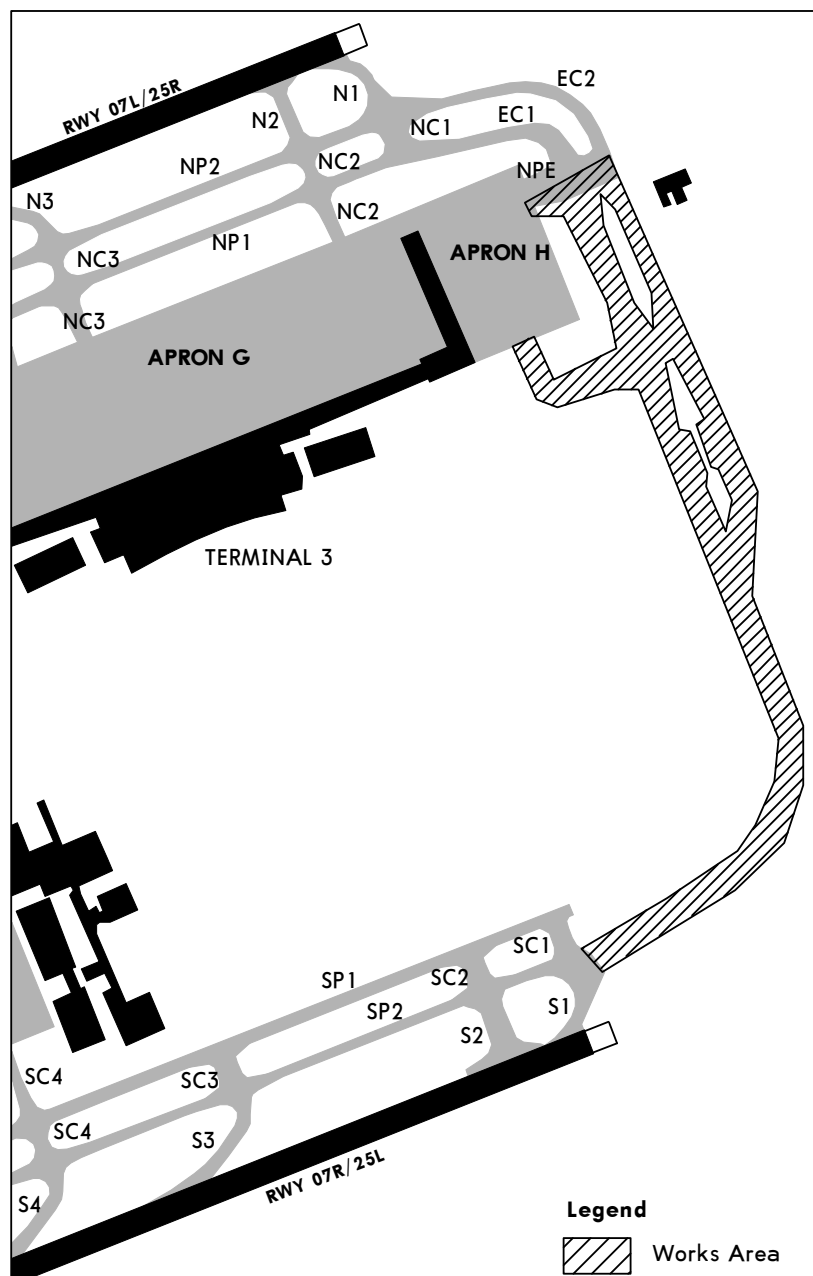
1. The purpose of this chart is to notify the aviation industry about the construction of Taxiway East Cross at Soekarno Hatta International Airport - Jakarta.
2. The construction of Taxiway East Cross will be used in order to accommodate the increasing number of aircraft incoming and outgoing at Soekarno Hatta International Airport - Jakarta.

This chart will be effective until July 31st 2019.

Any changes of the information in this chart will be notified through NOTAM.

DESCRIPTION

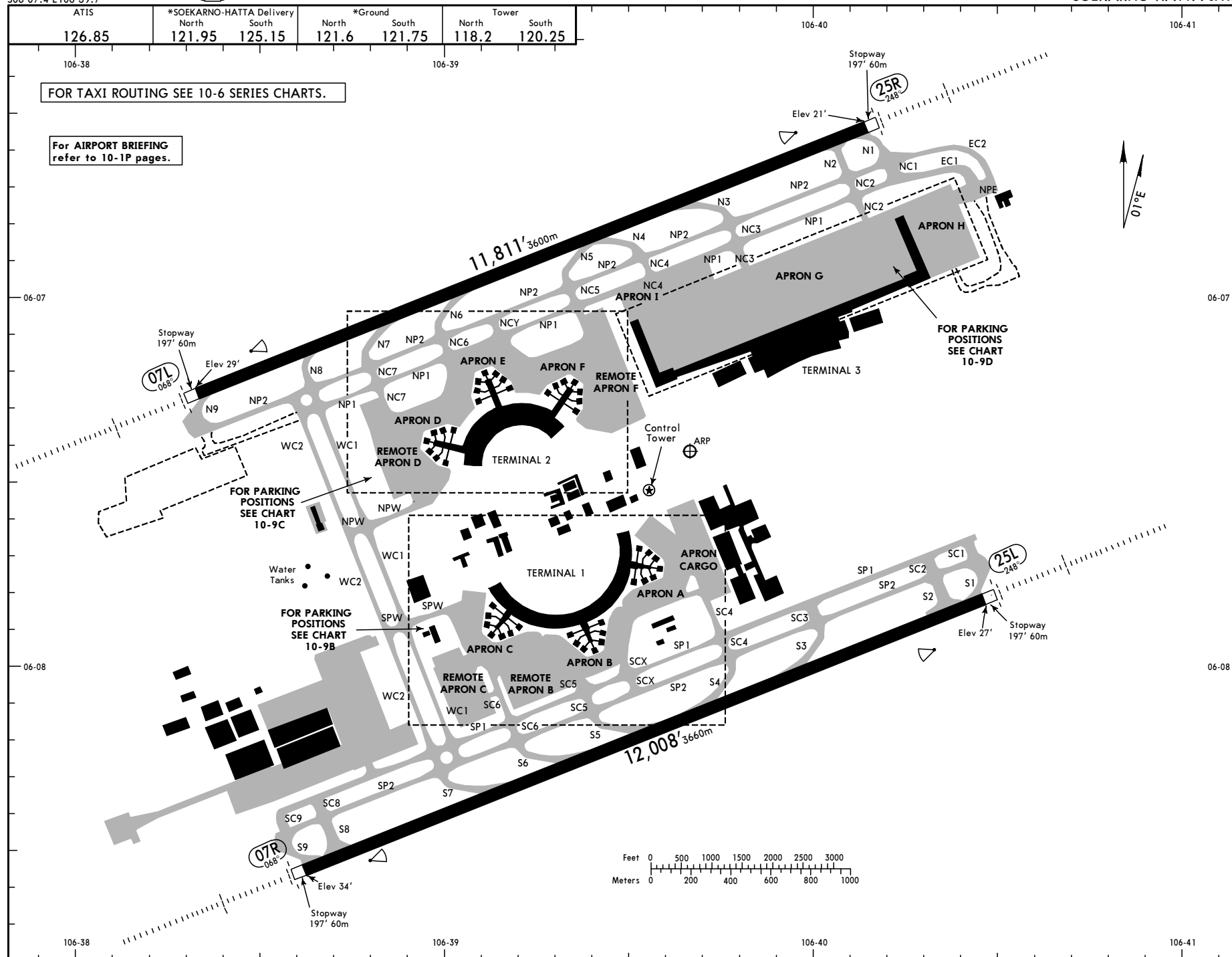
1. The Construction of Taxiway East Cross will be held at east of taxiway SP2 until connected to taxiway NPE and Apron H.
2. Width of Taxiway East Cross is 82' (25m).
3. All aircraft shall concern regarding caution information below:
 - Temporary barriers position on the construction area;
 - Equipment height 79' (24m) position on the construction area;
 - Advised caution during taxiing at Taxiway SP2, S1, SC1, NPE and Apron H.



WIII/CGK **JEPPesen**

Apt Elev **34'** 23 MAR 18 **10-9** Eff 29 Mar
S06 07.4 E106 39.7

JAKARTA, INDONESIA
SOEKARNO-HATTA INTL



WIII/CGK



23 MAR 18 (10-9A) Eff 29 Mar

JAKARTA, INDONESIA

SOEKARNO-HATTA INTL

GENERAL

CAUTION: Advised while taking off and landing Rwy 25 and Rwy 07 due to kites.
Seasonal bird activity observed in the vicinity of aerodrome. In case of bird strike, pilots are required to file bird strike form to AIS briefing office.
Prior permission required from Airport Authority for non-scheduled aircraft due to limited aircraft parking.
All aircraft required to switch on the transponder when ready to push back for departing aircraft and arriving aircraft required to switch off the transponder when complete on the parking stand.
Rwys 07R, 25R right hand circuit.

PREFERRED EXIT TAXIWAY - DEPARTURES

RWY	INTERSECTION TWY	Angle from Rwy Centerline	TORA
07L	N7	30°	8612' 2625m
	N8	36°	10,000' 3048m
07R	S7	30°	8901' 2713m
	S8	30°	11,618' 3541m
25L	S2	30°	11,535' 3516m
	S3	30°	8904' 2714m
25R	N2	90°	11,444' 3488m
	N3	30°	8711' 2655m

PREFERRED EXIT TAXIWAY - ARRIVALS

RWY	AIRCRAFT TYPE	Rapid Exit Twy (RET)	Angle from Rwy Centerline	Length from THR
07L	B737 series, B738, B739, A320	N4	30°	7057' 2151m
	A330, A340, B747, B777	N3	30°	8497' 2590m
07R	B737 series, B738, B739, A320	S4	30°	7073' 2156m
	A330, A340, B747, B777	S3	30°	8825' 2690m
25L	B737 series, B738, B739, A320	S5	30°	5961' 1817m
	A330, A340, B747, B777	S6	30°	7283' 2220m
		S7	30°	8990' 2740m
25R	B737 series	N5	30°	4826' 1471m
	A320, A330, A340, B738, B739, B747, B777	N6	30°	7080' 2158m
		N7	30°	8612' 2625m
		N8	36°	10,089' 3075m

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
07R 25L	HIRL(60m) CL HIALS PAPI-L (angle 3.0°) RVR				Threshold	Glide Slope		197' 60m

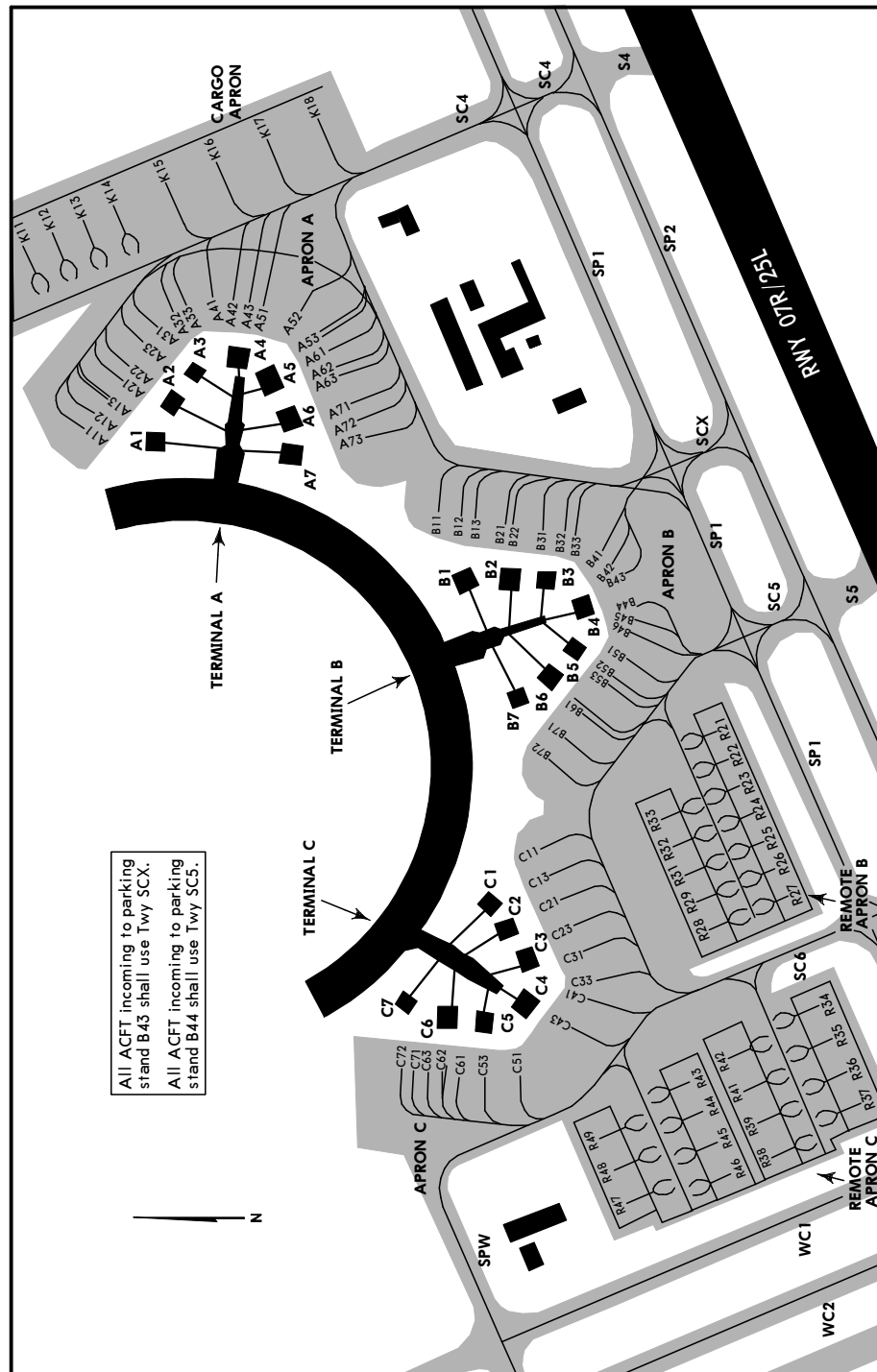
07L 25R	HIRL(60m) CL HIALS PAPI-L (angle 3.0°) RVR					10,808' 3294m		197' 60m
						10,826' 3300m		

TAKE-OFF

	AIR CARRIER All Rwys LVP must be in force.		AIR CARRIER (FAR 121) All Rwys	
	RL & CL	RCLM (Day only) or RL	Adequate Vis Ref	
A	200m	250m	2 Eng	RVR 500m VIS 400m
B			3 & 4 Eng	
C				
D	250m	300m		

WIII/CGK  9 FEB 18 10-9B

JAKARTA, INDONESIA
SOEKARNO-HATTA INTL



PARKING STAND COORDINATES

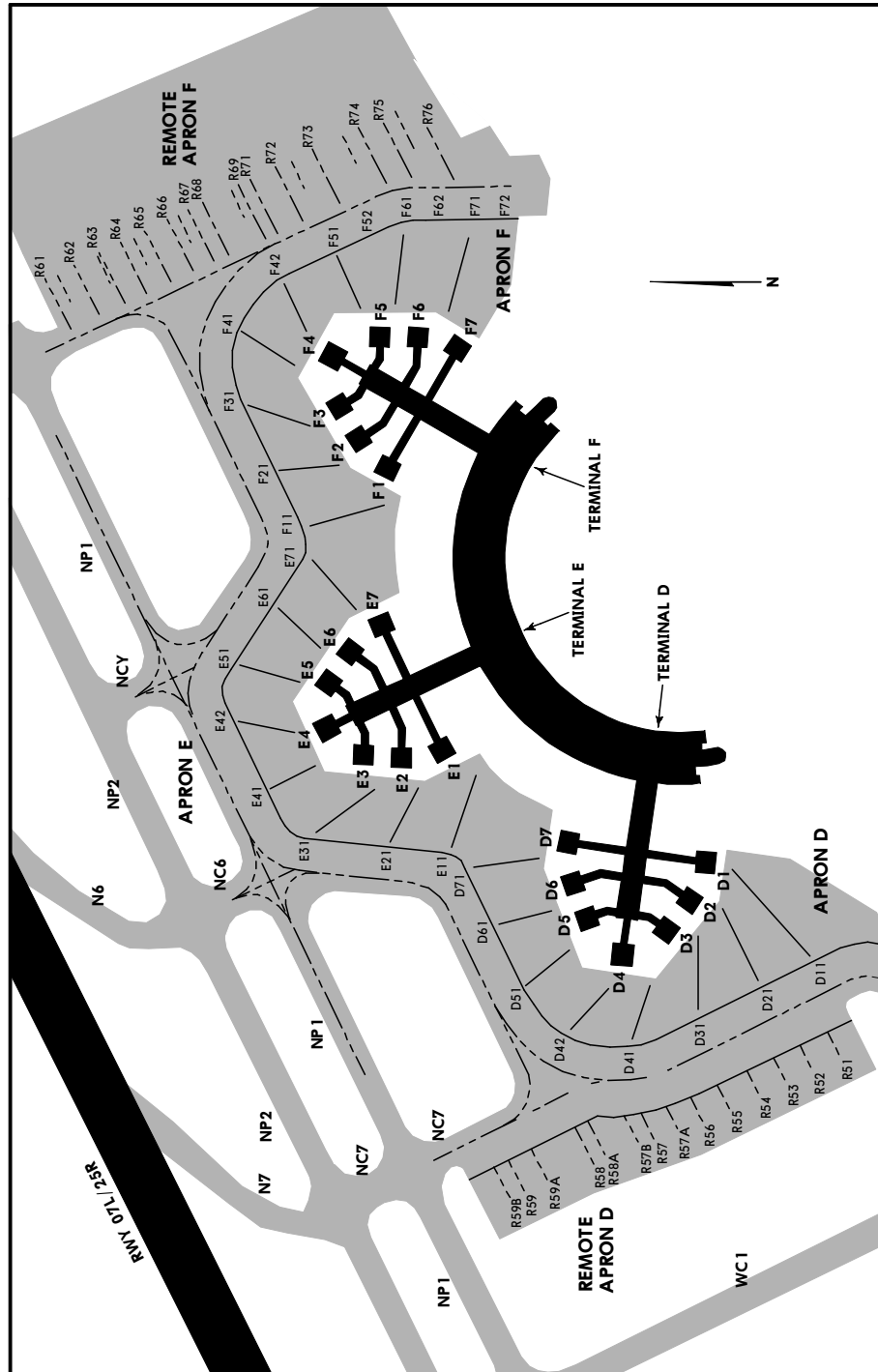
STAND No.	COORDINATES	STAND No.	COORDINATES
CARGO APRON		REMOTE APRON B	
K11 thru K14	S06 07.6 E106 39.7	R21 thru R24	S06 08.1 E106 39.3
K15, K16	S06 07.7 E106 39.7	R25 thru R27	S06 08.1 E106 39.2
K17, K18	S06 07.8 E106 39.8	R28 thru R32	S06 08.0 E106 39.2
		R33	S06 08.0 E106 39.3
APRON A		APRON C	
A11 thru A13	S06 07.7 E106 39.5	C11, C13, C21	S06 07.9 E106 39.2
A21	S06 07.7 E106 39.5	C23	S06 08.0 E106 39.2
A22, A23	S06 07.7 E106 39.6	C31, C33	S06 08.0 E106 39.1
A31, A32	S06 07.7 E106 39.6	C41, C43, C51,	S06 07.9 E106 39.1
A41 thru A43	S06 07.7 E106 39.6	C53, C61, C62	S06 07.9 E106 39.1
		C63, C71, C72	S06 07.8 E106 39.1
A51 thru A53	S06 07.8 E106 39.6	REMOTE APRON C	
A61 thru A63	S06 07.8 E106 39.6	R34 thru R37	S06 08.1 E106 39.1
A71 thru A73	S06 07.8 E106 39.5	R38, R39	S06 08.1 E106 39.0
APRON B		R41, R42	S06 08.1 E106 39.1
B11 thru B13	S06 07.9 E106 39.4	R43, R44	S06 08.0 E106 39.1
B21, B22	S06 07.9 E106 39.4	R45, R46	S06 08.1 E106 39.0
B31	S06 07.9 E106 39.4	R47 thru R49	S06 08.0 E106 39.0
B32, B33	S06 08.0 E106 39.4		
B41 thru B46	S06 08.0 E106 39.4		
B51, B52	S06 08.0 E106 39.4		
B53	S06 08.0 E106 39.3		
B61	S06 07.9 E106 39.3		
B71, B72	S06 07.9 E106 39.3		

CHANGES: Parking stands A21 and A22 location, parking stands C12, C22, C32, C42, C44, C45, C46, C52 and C73 deleted.

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WIII/CGK

9 FEB 18 10-9C
JEPPESENJAKARTA, INDONESIA
SOEKARNO-HATTA INTL

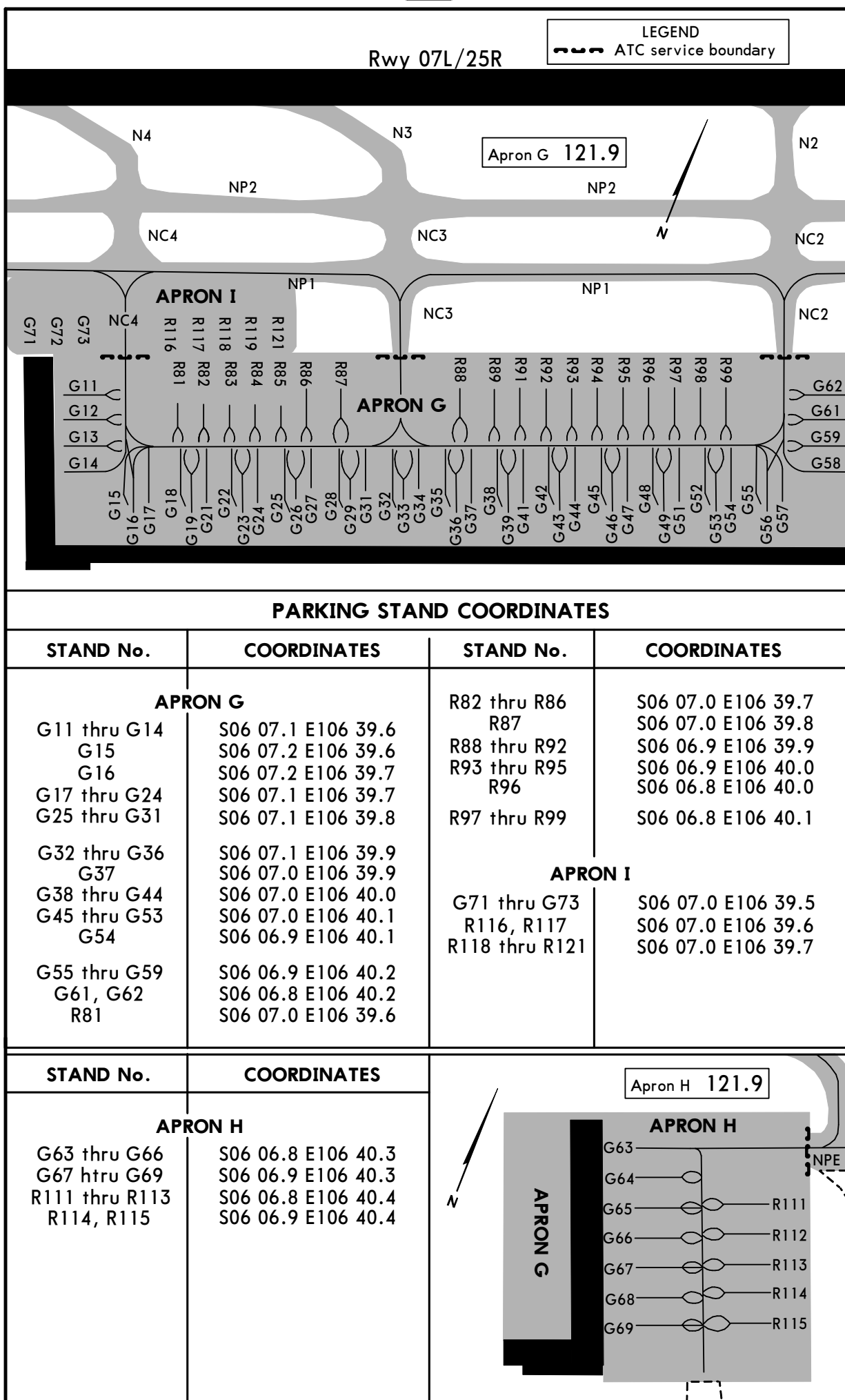


PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON D		APRON F	
D11, D21	S06 07.5 E106 39.0	F11	S06 07.3 E106 39.3
D31, D41, D42	S06 07.4 E106 38.9	F21, F31	S06 07.2 E106 39.3
D51	S06 07.4 E106 39.0	F41	S06 07.2 E106 39.4
D61, D71	S06 07.3 E106 39.0	F42	S06 07.2 E106 39.3
		F51	S06 07.2 E106 39.4
REMOTE APRON D		REMOTE APRON F	
R51, R52	S06 07.5 E106 38.9	F52, F61, F62	S06 07.3 E106 39.4
R53, R54	S06 07.5 E106 38.8	F71, F72	S06 07.3 E106 39.4
R55 thru R58A	S06 07.4 E106 38.8		
R58 thru R59B	S06 07.3 E106 38.8		
APRON E			
E11, E21	S06 07.3 E106 39.1	R61 thru R64	S06 07.1 E106 39.4
E31, E41, E42	S06 07.2 E106 39.1	R65	S06 07.1 E106 39.5
E51	S06 07.2 E106 39.1	R66 thru R73	S06 07.2 E106 39.5
E61, E71	S06 07.2 E106 39.2	R74 thru R76	S06 07.3 E106 39.5

CHANGES: None.

WIII/CGK


JEPPESEN
 26 JAN 18 **10-9D**
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL


WIII/CGK


JEPPesen
26 JAN 18 (10-9E)
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Cargo Apron K11	1) The aircraft (in idle thrust) shall push back facing south, then pull until abeam Stand K12 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K12	1) The aircraft (in idle thrust) shall push back facing south and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K13, K14	1) The aircraft (in idle thrust) shall push back facing south until abeam Stand K12 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K15, K16, K17, K18	The aircraft (in idle thrust) shall push back facing south until its nose wheel is at the aircraft stand taxi lane.	Pushback approved face to Sierra Charlie Four
Apron A A11, A12	Aircraft standing at bay A11, A12 after push back facing south must be pulled out until behind parking A21 thence taxi to exit SC4.	Pushback approved face to Sierra Charlie Four
A13, A21, A22, A23, A31, A32, A33, A41, A42, A43, A51, A52, A53, A61, A62, A63, A71, A72, A73	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four or Sierra Charlie Xray
Apron B B11, B12, B13, B21, B22, B23, B31, B32, B33, B41, B42, B43	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to Sierra Charlie Xray
B44, B51, B52, B53, B61, B62, B63, B71, B72, B73	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break from here.	Pushback approved face to Sierra Charlie Five
Remote Apron B R21, R22, R23, R24, R25, R26, R29, R31, R32 and R33	1) The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Five
Remote Apron B R27, R28	1) The aircraft (in idle thrust) shall push back facing east, then pull until abeam Stand R26 and R29 till its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Five
Apron C C11, C13, C21	The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved to face Sierra Charlie Six
Apron C C23, C31, C33, C41, C43, C51, C53, C61, C63	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Apron C C71	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing south and must be pulled out until behind parking stand C62; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey

WIII/CGK

 **JEPPesen**

23 MAR 18

10-9F

Eff 29 Mar

JAKARTA, INDONESIA**SOEKARNO-HATTA INTL**

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Apron C C62, C72	1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Remote Apron C R34, R35, R36, R39, R41 and R42	1) The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R37, R38	1) The aircraft (in idle thrust) shall push back facing east, then pull until abeam Stand R39 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R43, R44, R45, R48 and R49	1) The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R46, R47	1) The aircraft (in idle thrust) shall push back facing east, then pull until abeam Stand R48 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Apron D D41	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West
Apron D D11, D21, D31	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Seven or November Papa Whiskey
Apron D D42	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing west until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stand taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to North
Apron D D51	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Six or November Charlie Seven
Apron D D61, D71	The aircraft (in idle thrust) shall be pushed back facing east until behind D51 thence taxi via November Charlie Six. The aircraft may break away from here.	Pushback approved to face November Charlie Six
Remote Apron D R51, R52, R53, R54, R55, R56	Alternative 1 The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Seven
	Alternative 2 The aircraft (in idle thrust) shall be pushed back facing south until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Papa Whiskey
Remote Apron D R57A, R57B, R57, R59, R59A, R59B	1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven

WIII/CGK

 **JEPPESEN**

23 MAR 18 (10-9G) Eff 29 Mar

JAKARTA, INDONESIA**SOEKARNO-HATTA INTL**

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Remote Apron D R58A, R58	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to west
Apron E E11, E21	The aircraft (in idle thrust) shall be pushed back until behind parking stand D61. The aircraft may break away from here.	Pushback approved face to November Charlie Six
Apron E E31	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Six
Apron E E42	The aircraft (in idle thrust) shall be pushed back until behind parking stand E51. The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
Apron E E61, E71	The aircraft (in idle thrust) shall be pushed back until behind parking stand F21, thence taxi via November Charlie Yankee. The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
Apron E E41	1) The aircraft (in idle thrust) shall be pushed back facing north until its a beam parking stand E31; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Six
Apron E E51	1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Yankee
Apron F F11, F21	Alternative 1 To avoid jet blast on Apron E, the aircraft (in idle thrust) shall be pushed back until behind parking stand F31. The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
	Alternative 2 The aircraft shall be pushed back until behind parking stand E71. The aircraft may break away from here.	Pushback approved face to November Charlie Five
Apron F F31	The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Five
Apron F F41 Remote Apron F R63, R64	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Five
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing east until beam parking stand F31 thence taxi via November Charlie Five; 2) The aircraft may break away from here;	Pushback approved to face east
Apron F F42, F51, F52, F61, F62, F71, F72	The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Five
Remote Apron F R61, R62, R65, R66, R67, R68, R69, R71, R72, R73, R74, R75, R76	1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Five

WIII/CGK

 **JEPPesen**

23 MAR 18

(10-9H)

Eff 29 Mar

JAKARTA, INDONESIA**SOEKARNO-HATTA INTL**

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Apron G G11, G12	1) The aircraft (in idle thrust) shall push back facing north until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
Apron G G13, G14, G15, G17, G18, R81	1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
Apron G G16, G19	1) The aircraft (in idle thrust) shall push back facing south until abeam G11, its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G R82, R83, R84, R85, R86, G21, G22, G23, G24, G25, G26, G27, G28, G29	Alternative 1 1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G G31, G32, G33, G34, G35, G36, R87, R88	Alternative 1 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G G37, G38, G39, G41, G42, G44, G43, G45, G46, G47, G48, G49, G51, G52, G53, G54, R89, R91, R92, R93, R94, R95, R96, R97, R98	Alternative 1 1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
Apron G G61, G62, R99	1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
Apron G G55, G56, G57, G58, G59	Alternative 1 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing south until abeam G62, its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron H G63, G64, G65, G66, R111, R112	1) The aircraft (in idle thrust) shall push back facing north until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Papa Echo
Apron H G67, G68, G69, R113, R114, R115	The aircraft (in idle thrust) shall push back facing north, then pull out until abeam G65, its nose wheel is at the aircraft stand taxi lane;	Pushback approved face to November Papa Echo

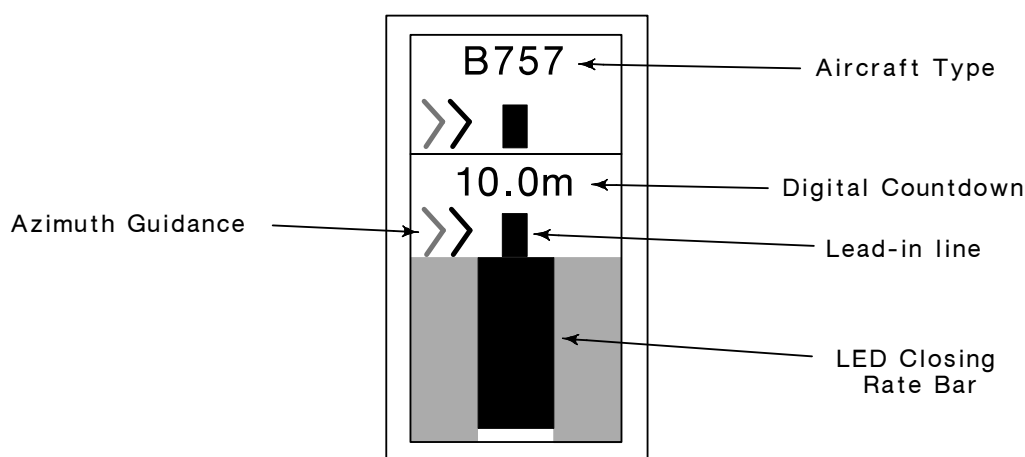
WIII/CGK

JEPPESEN
23 MAR 18
Eff 29 Mar (10-9J)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE****1. INTRODUCTION**

1.1 The Advanced Visual Docking Guidance System - AVDGS is fully automatic aircraft docking guidance system installed at the fixed gates in parking stands number G15 until G57 of Soekarno Hatta Airport. There are one types of AVDGS in Soekarno Hatta Airport, Safedock Type 3 AVDGS.

2. DESCRIPTION OF SYSTEM

- 2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to identify the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.
- 2.2 The system is operated only in Automatic Mode. When the system fails, aircraft is to be marshalled into the stand manually.
- 2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A shows the Display and Laser Scanning Unit mounted on the terminal or pole in front of the aircraft stand.

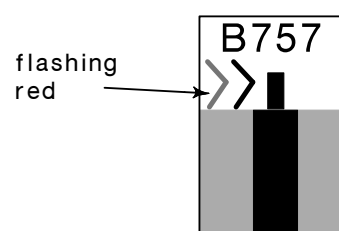
LED DISPLAY AND LASER SCANNING UNIT**Figure A****3. DOCKING PROCEDURES**

- Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is active.
- Follow the lead-in line.



System tracking for aircraft

- When the aircraft has been caught by the scanning unit, the scanning unit checks that the aircraft is the correct type and the display provides azimuth guidance information. When the solid yellow closing rate bar appears, the aircraft is being tracked by the system.

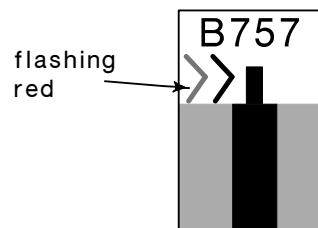


Aircraft tracked by the system

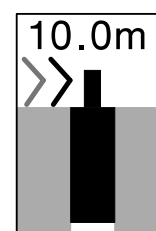
WIII/CGK

JEPPesen
23 MAR 18
Eff 29 Mar (10-9K)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE (contd.)**

- Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.



Aircraft tracked by the system

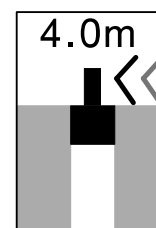


LED closing rate bar starts diminishing when the aircraft is 15m from stopbar at one row for every 0.5m that the aircraft moves forward

- When the aircraft is 15m from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LEDs (Laser Electronic Displays) for every half meter that the aircraft advances towards the stop position. From 15m to the stop position for every 1m. At 3m from the stop position, the display will indicate the distance from the stop position for every 0.1m.

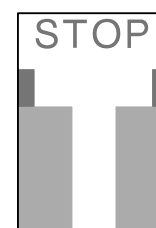


LED closing rate bar starts diminishing when the aircraft is 15m from stopbar at one row for every 0.5m that the aircraft moves forward



LED closing rate bar getting shorter as aircraft moves nearer to stopbar

- When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word "STOP" will appear in the display. For Safedock Type 3 AVDGS, the word "STOP" will be displayed in red with red border.

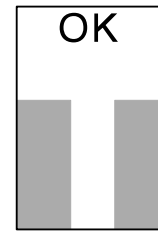


Pilot to stop aircraft when "STOP" is displayed

WIII/CGK

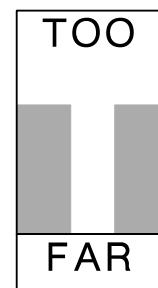
JEPPESSEN
23 MAR 18
Eff 29 Mar (10-9L)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE (contd.)**

- If aircraft stops in the correct position, "OK" will be displayed after a few seconds.



Informes the pilot that everything is in order and engine can be shutdown

- If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



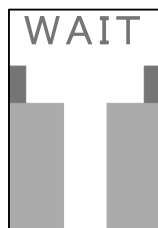
Indicates that the aircraft has gone beyond the stopbar. Pilot to check with ground engineer on the next move

- If some object is blocking the view towards the approaching aircraft or the detected aircraft is lost before 12m to the correct stop position, the system will show "WAIT".



Pilot to hold aircraft and wait for other instructions from the display

- The aircraft must be identified at least 12m before the correct stop position. Otherwise, the display will show "WAIT", "STOP" and "ID FAIL".



Pilot to hold aircraft and wait for other instructions from the display



"STOP" may appear suddenly in the process of docking. Pilot to stop immediately and wait for further instructions



Indicates the system fails to identify the aircraft

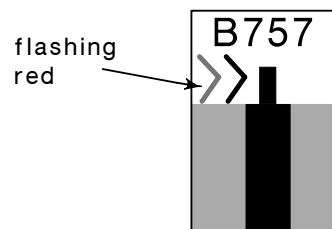
WIII/CGK

JEPPESEN
23 MAR 18
Eff 29 Mar (10-9M)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE (contd.)****4. SAFETY MEASURE**

- Pilot should not turn an aircraft into the aircraft stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.
- Pilot should not proceed beyond the passenger loading bridges unless the scrolling arrows have been superseded by the solid yellow closing rate bar.

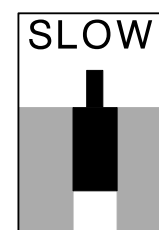


System tracking for aircraft



Aircraft tracked by the system

- When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW" to inform the pilot if the aircraft taxiing speed exceeded 2 m/s.



Inform the pilot that the aircraft travelling speed is too fast. Pilot to slow down the speed

- In bad weather conditions, the docking system may go into downgrade mode. The display will show the aircraft type and "SLOW" and the scrolling arrows are disabled. When the system has detected the aircraft, the solid yellow closing rate bar appears. Docking process is allowed to continue but pilots should exercise caution.



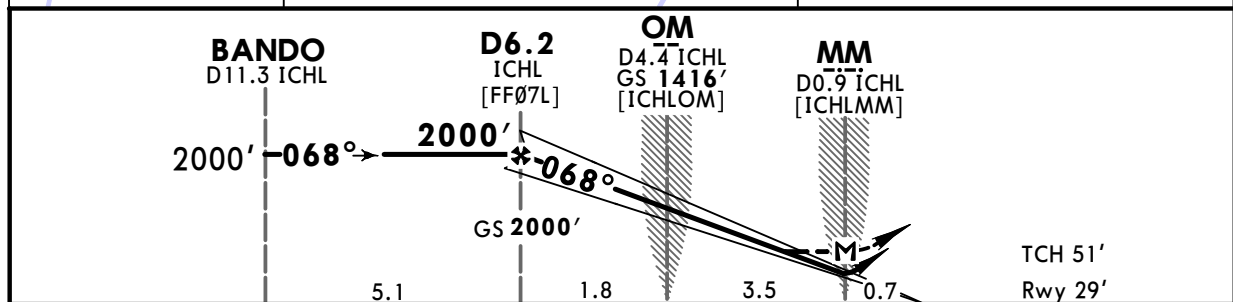
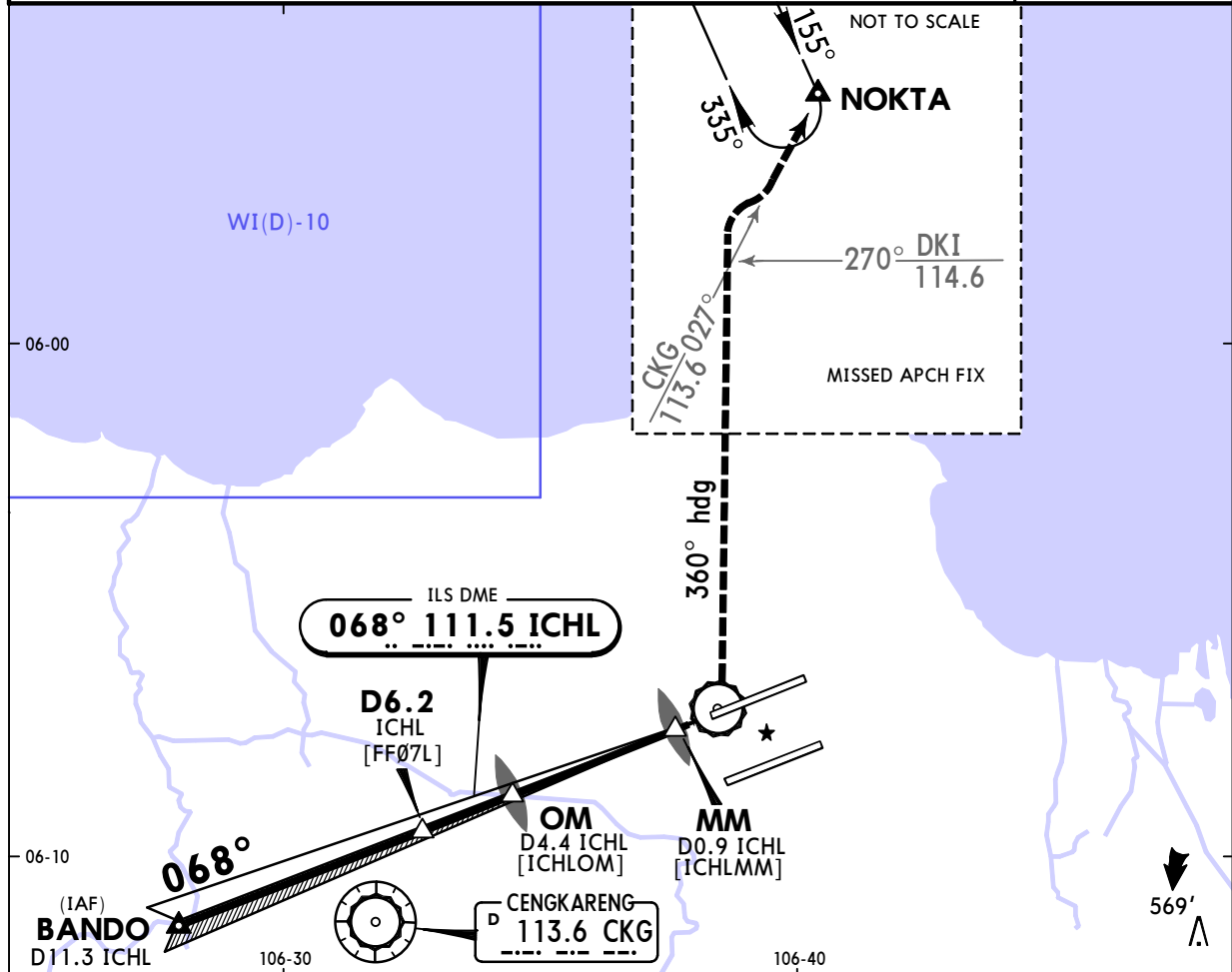
The system goes into "downgrade" mode due to bad weather conditions, pilot will be promoted to slow down. Docking process will continue when the aircraft is detected but pilot should exercise caution

- To avoid overshooting, pilot are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" or "WAIT" display, when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.
- Pilot should stop the aircraft immediately if the display goes black during the docking process. The aircraft is to be marshalled into the stand manually.

WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
21 SEP 18 (11-1)JAKARTA, INDONESIA
ILS Rwy 07L

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
LOC ICHL 111.5	Final Apch Crs 068°	GS OM 1416' (1387')	ILS DA(H) Refer to Minimums	Apt Elev 34' Rwy 29'	<div><div>2000</div><div>090° → ← 270°</div><div>4500</div></div> <div>MSA ARP</div>		
MISSED APCH: At MAP turn LEFT heading 360°. Climb to 4000' at or below until cross R-270 DKI, then continue climb to 9000', intercept R-027 CKG, proceed to NOKTA or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130	Trans Alt: 11000'				



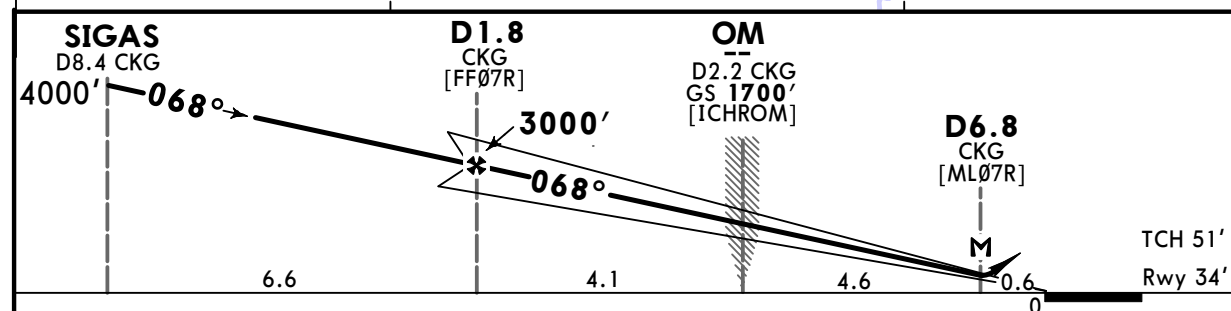
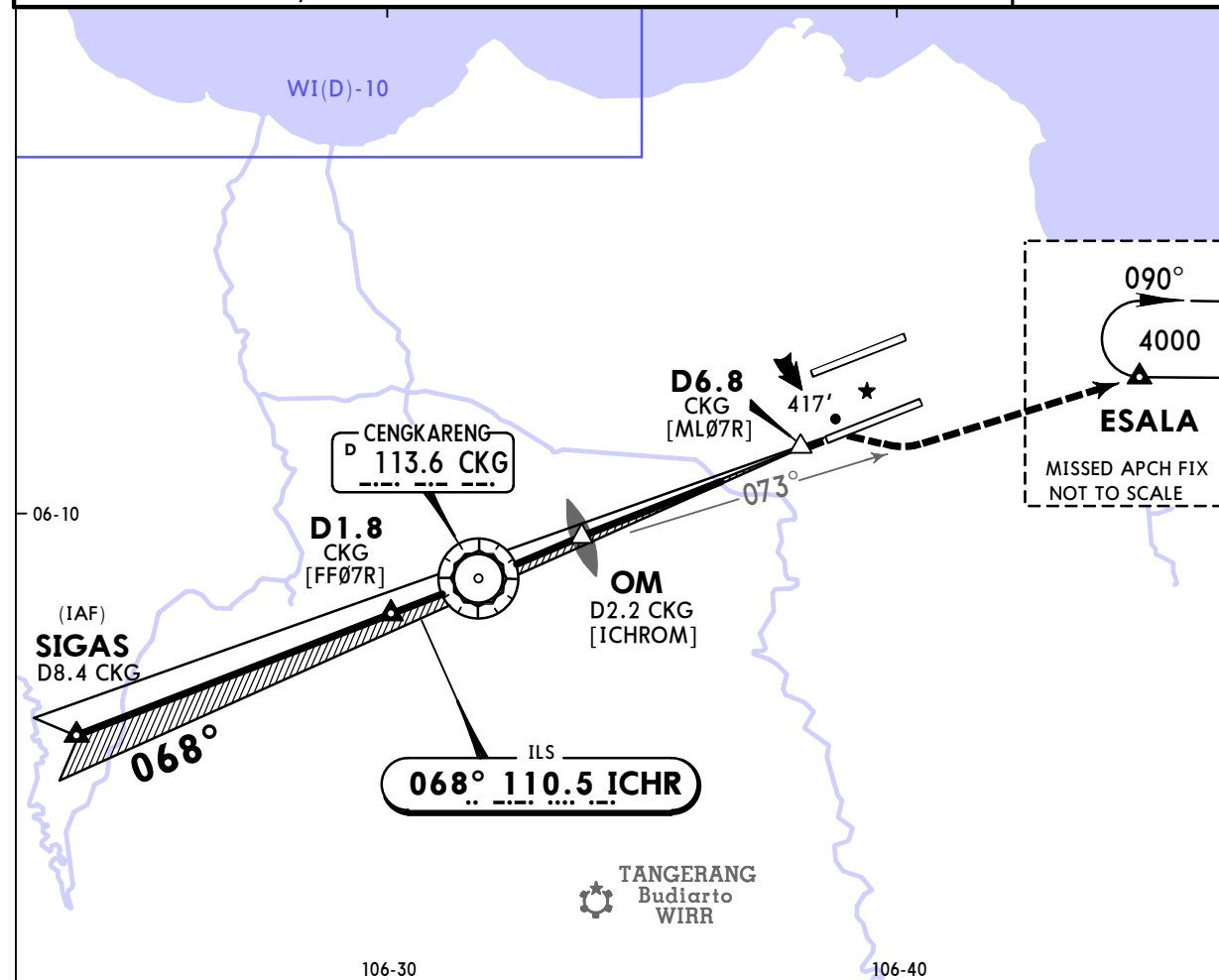
Gnd speed-Kts	70	90	100	120	140	160	HIALS	LT	360° hdg	At or Below	DKI
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI			4000'	114.6
MAP at MM or D6.2 ICHL to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02					R-270

STRAIGHT-IN LANDING RWY 07L					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Max Kts	MDA(H)
DA(H) A,B: 270' (241') C,D: 280' (251')			MDA(H) 360' (331')			
FULL		ALS out		ALS out		
A	800m	1400m	900m	1800m	100	680' (646') - 3000m
B					135	
C			180		1040' (1006') - 5000m	
D			205			

PANS OPS

WIII/CGK
SOEKARNO-HATTA INTLJEPPesen
21 SEP 18 (11-2)JAKARTA, INDONESIA
ILS Rwy 07R

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
		West	*South	East	South	North	
126.85	125.45	119.75	123.75	127.9	120.25	118.2	121.75
LOC ICHR 110.5	Final Apch Crs 068°	GS OM 1700' (1666')	ILS DA(H) Refer to Minimums	Apt Elev 34' Rwy 34'	<div><div>2000</div><div>090° → ← 270°</div><div>4500</div></div>		
MISSED APCH: Immediate turn RIGHT to intercept R-073 CKG. Climb to 4000' at or below, proceed to ESALA or as instructed by ATC .							
Alt Set: hPa	Rwy: 1hPa	Trans level: FL 130	Trans alt: 11000'	MSA ARP			



Gnd speed-Kts	70	90	100	120	140	160	HIALS	CKG	At or Below	ESALA
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	113.6	4000'	
MAP at D6.8 CKG or D1.8 CKG to MAP 8.6	7:22	5:44	5:10	4:18	3:41	3:14	RT	R-073		

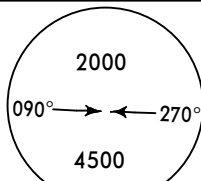
STRAIGHT-IN LANDING RWY07R				CIRCLE-TO-LAND	
ILS DA(H) A,B: 250' (216') C,D: 260' (226')		LOC (GS out) MDA(H) 360' (326')		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out	100	680' (646') -3000m
A				135	
B	800m	1200m	900m	180	
C				205	1040' (1006') -5000m
D			1200m		

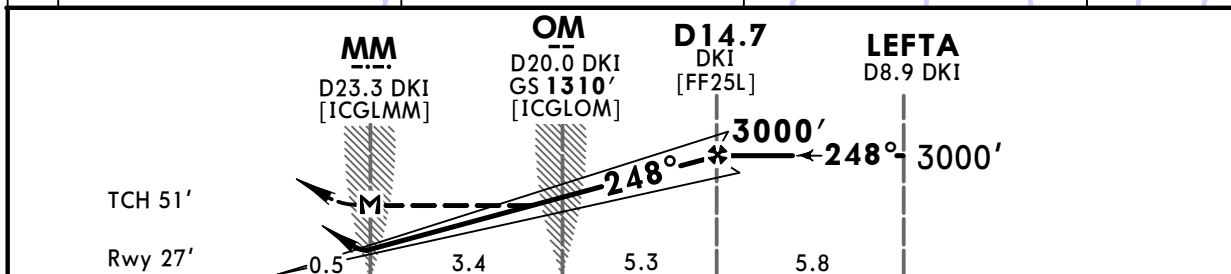
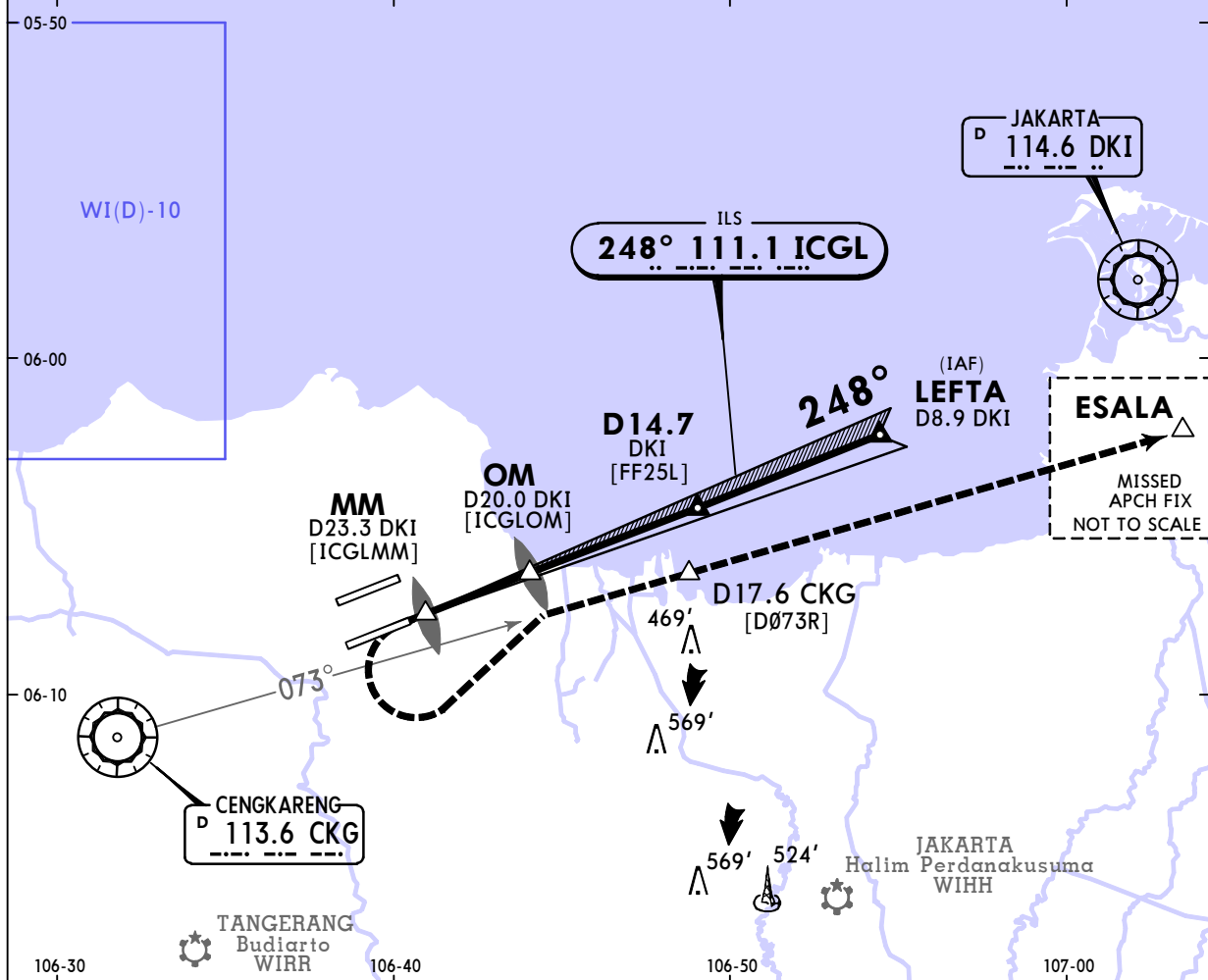
CHANGES: MAP and FAF position, OM altitude, minimums.

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
21 SEP 18 (11-3)JAKARTA, INDONESIA
ILS Rwy 25L

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	South 120.25	North 118.2	121.75
LOC ICGL 111.1	Final Apch Crs 248°	GS OM 1310' (1283')	ILS DA(H) Refer to Minimums		Apt Elev 34' Rwy 27'		
MISSED APCH: Immediate turn LEFT intercept R-073 CKG. Climb to 6000'. Cross D17.6 CKG at or above 4000', proceed to ESALA or as instructed by ATC. Climb grad. is 2.8% until 4000'. MAX 210 KT until 4000'.							
Alt Set: hPa		Rwy: 1 hPa	Trans level: FL 130		Trans alt: 11000'		
MSA ARP							



Gnd speed-Kts	70	90	100	120	140	160	HIALS		CKG	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI		113.6	
MAP at MM or D14.7 DKI to MAP 8.7	7:27	5:48	5:13	4:21	3:44	3:16	LT		R-073	

STRAIGHT-IN LANDING RWY25L				CIRCLE-TO-LAND	
ILS I		LOC (GS out) I		Max Kts	
DA(H) A,B: 290' (263') C,D: 310' (283')		MDA(H) 480' (453')		MDA(H)	
FULL		ALS out		100	
A		B		135	
800m		1500m		180	
C		D		205	
1600m		2500m		1040' (1006') -5000m	

PANS OPS

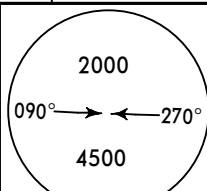
1 Missed Apch climb gradient is 2.8% until 4000'.

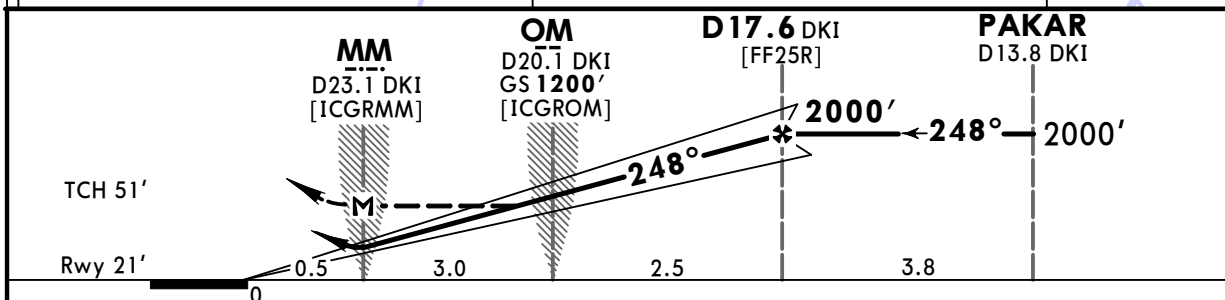
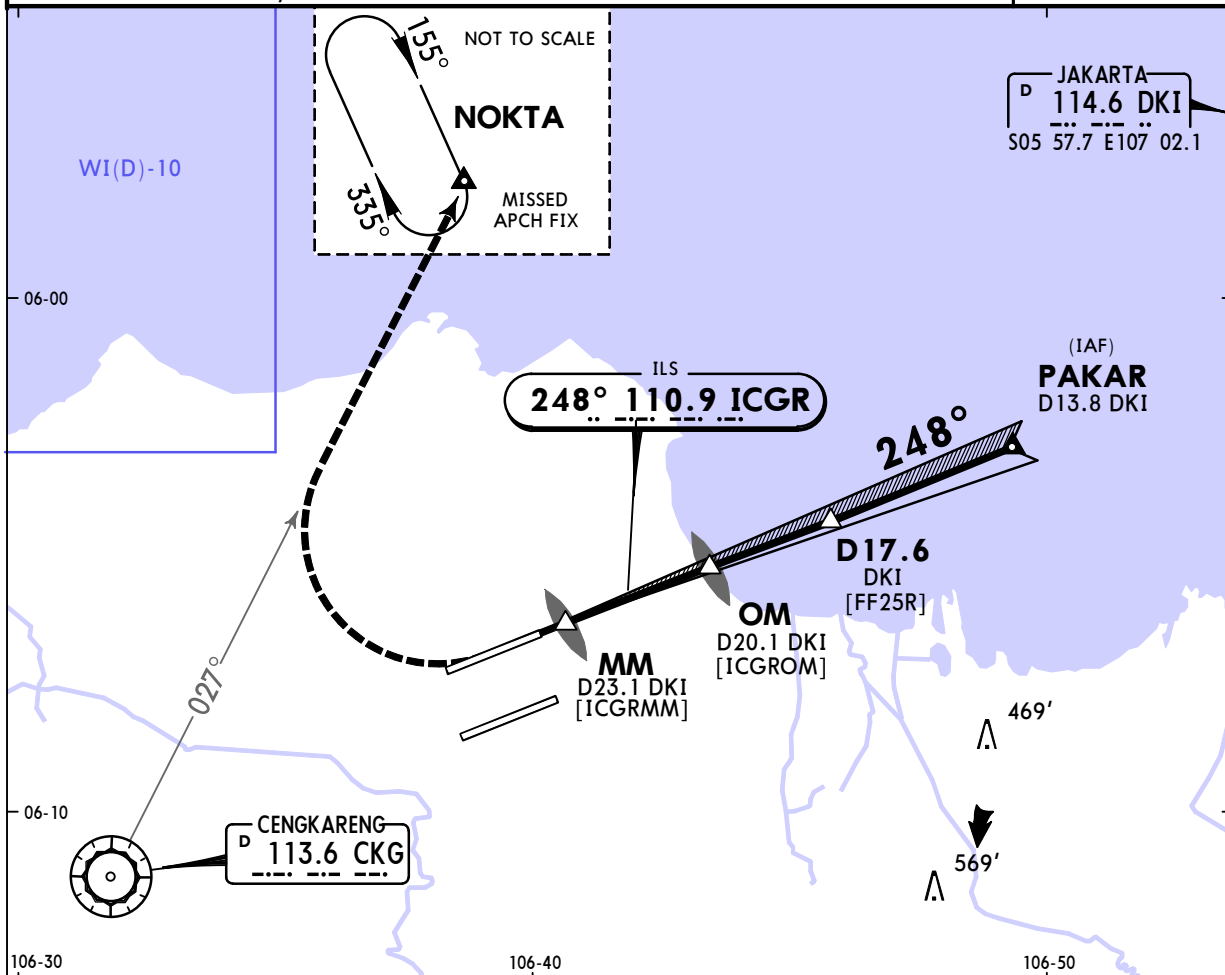
CHANGES: Distances, OM altitude, minimums.

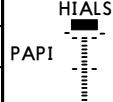

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
21 SEP 18 (11-4)JAKARTA, INDONESIA
ILS Rwy 25R

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
LOC ICGR 110.9	Final Apch Crs 248°	GS OM 1200' (1179')	ILS DA(H) Refer to Minimums		Apt Elev 34' Rwy 21'		
MISSED APCH: Immediate turn RIGHT to intercept R-027 CKG. Climb to 6000' to NOKTA or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 1hPa	Trans level: FL 130		Trans alt: 11000'		
MSA ARP							



Gnd speed-Kts	70	90	100	120	140	160			CKG 113.6 R-027	6000' ↑	NOKTA
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at MM or D17.6 DKI to MAP	5.5	4:43	3:40	3:18	2:45	2:21					

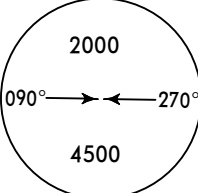
STRAIGHT-IN LANDING RWY25R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) A,B: 270' (249') C,D: 290' (269')		MDA(H) 360' (339')			
FULL		ALS out		Max Kts	MDA(H)
A B C D	800m	1500m	1000m 1200m	100	680' (646') -3000m
				135	
				180	1040' (1006') -5000m
				205	

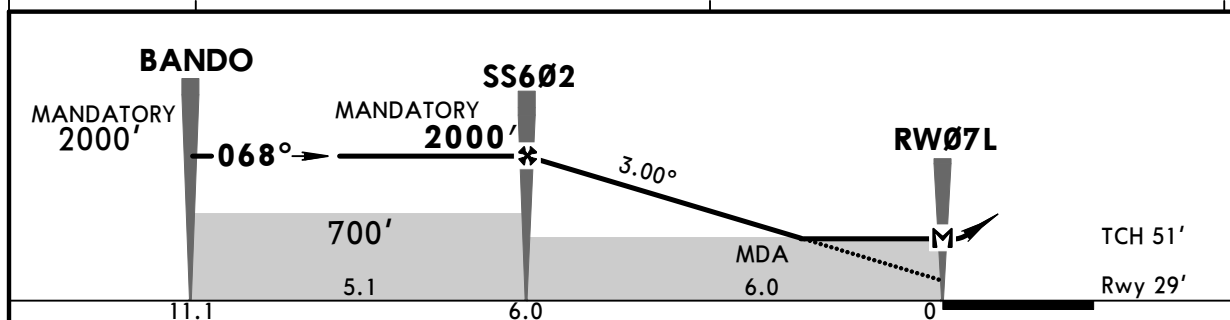
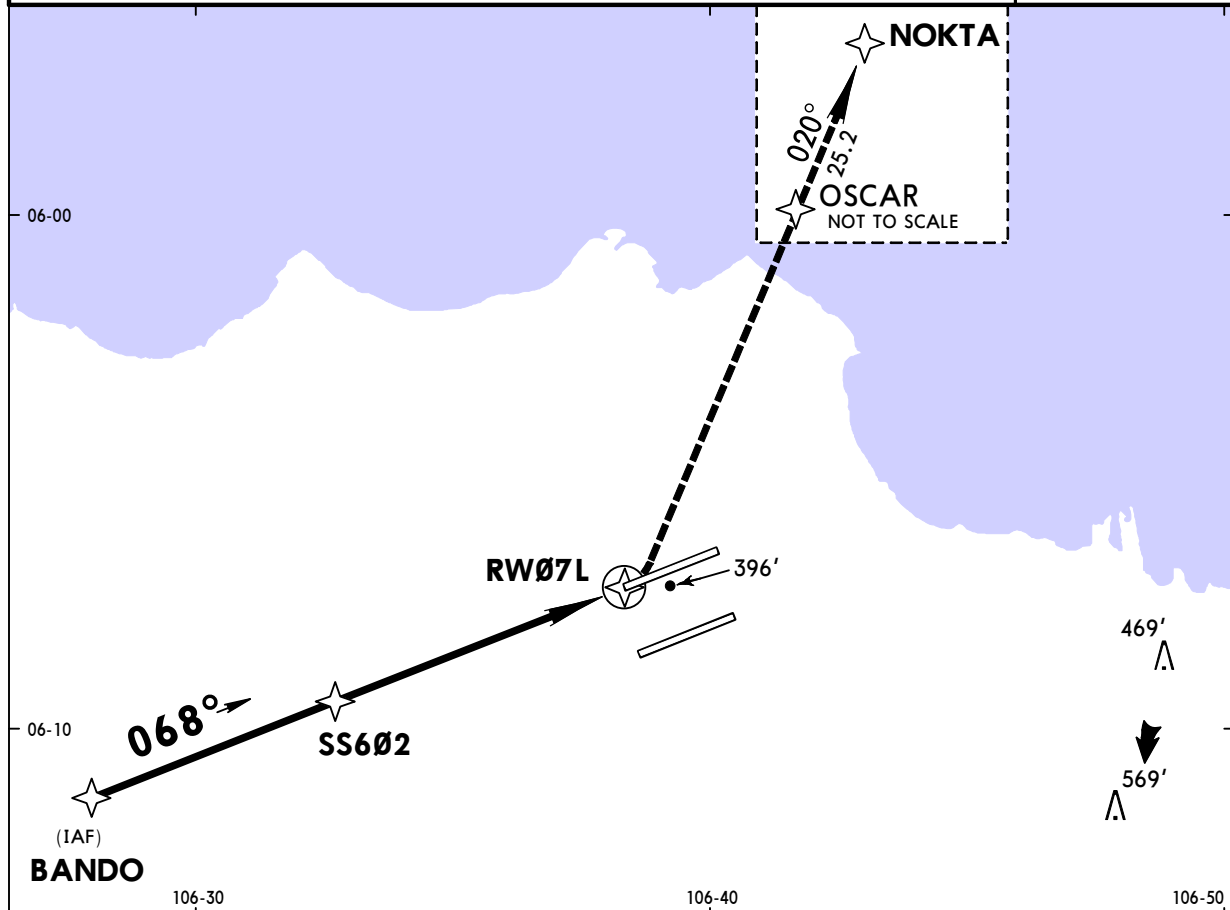
PANS OPS

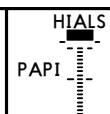

WIII/CGK
SOEKARNO-HATTA INTL
JEPPESSEN
 7 APR 17 (12-1)

JAKARTA, INDONESIA
RNAV (GNSS) Rwy 07L

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
RNAV	Final Apch Crs 068°	Mandatory Alt SS602 2000' (1971')	LNAV MDA(H) 420' (391')	Apt Elev 34'			
				Rwy 29'			
MISSED APCH: Turn LEFT direct to OSCAR at or below 4000', to NOKTA at 9000' or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130	Trans Alt: 11000'	MSA ARP			



Gnd speed-Kts	70	90	100	120	140	160		At or below 4000'		OSCAR
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at RW07L										

STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
LNAV MDA(H) 420' (391')							
ALS out				Max Kts.			
A	2200m			100			
B				135	680' (646') -2900m		
C				180	1040' (1006') -4000m		
D				205	1040' (1006') -5000m		

PANS OPS

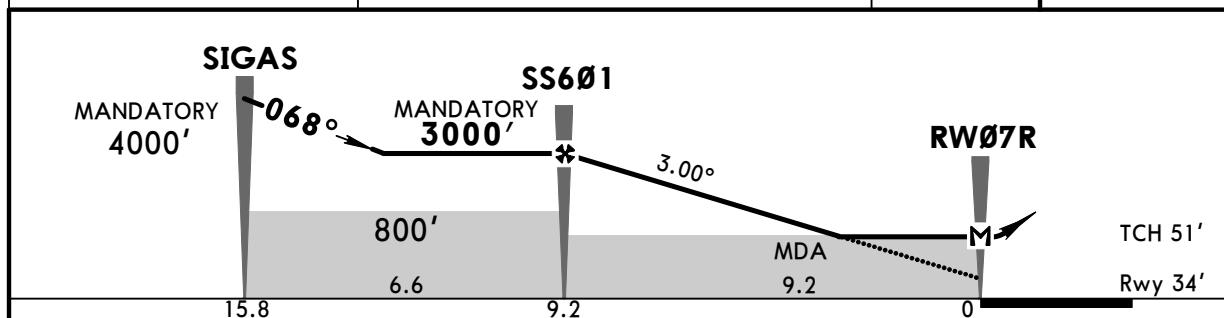
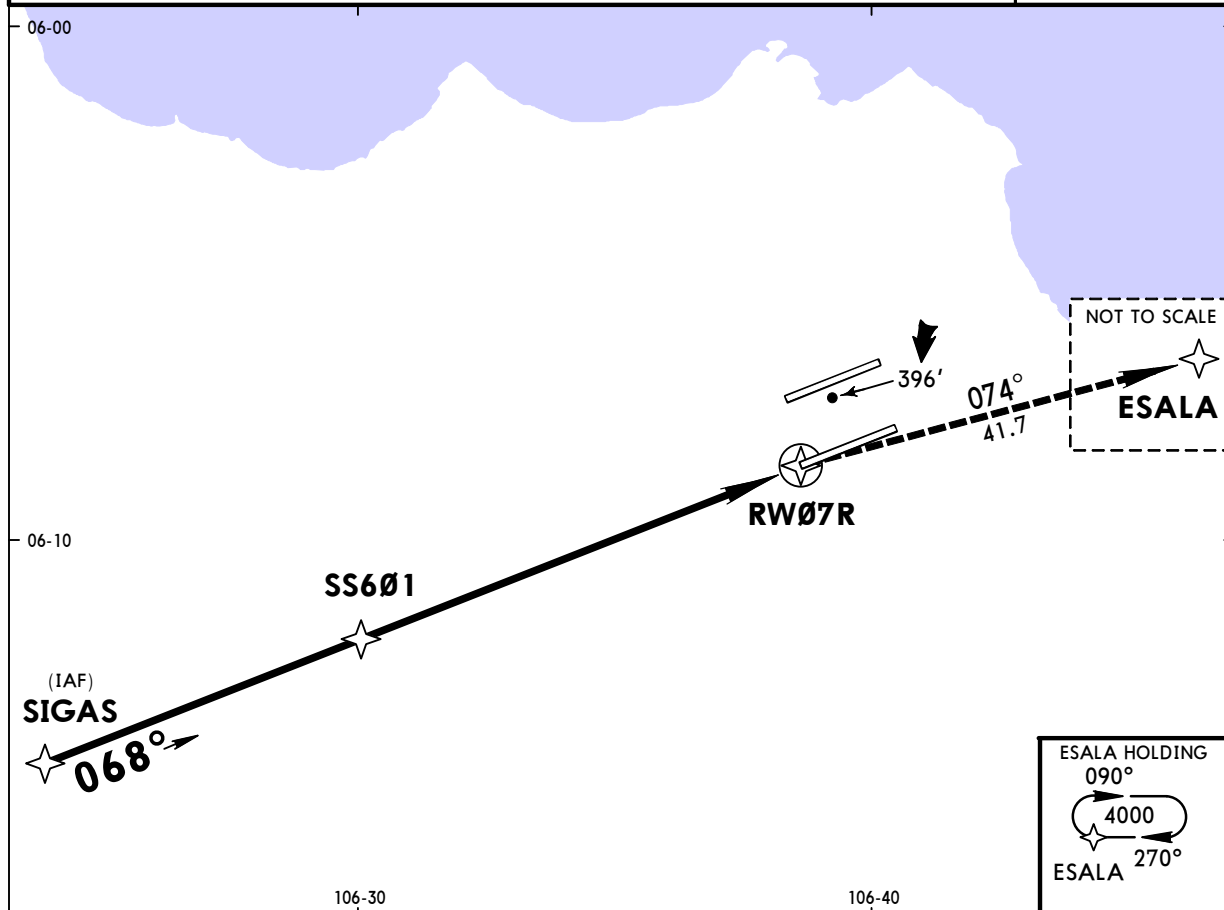
CHANGES: Lighting.

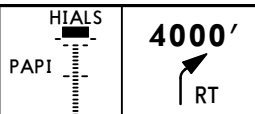
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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
7 APR 17 (12-2)JAKARTA, INDONESIA
RNAV (GNSS) Rwy 07R

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
RNAV	Final Apch Crs	Mandatory Alt	LNAV	Apt Elev 34'		<div><div>2000</div><div>090°→←270°</div><div>4500</div></div>	
	068°	SS601 3000' (2966')	MDA(H) 500' (466')	Rwy 34'			
MISSED APCH: Climb to 4000' to ESALA or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130		Trans Alt: 11000'		MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW07R								

STRAIGHT-IN LANDING RWY 07R				CIRCLE-TO-LAND			
LNAV MDA(H) 500' (466')				MDA(H)			
ALS out				Max Kts			
A	2500m			100	680' (646') -2900m		
B				135			
C				180	1040' (1006') -4000m		
D				205	1040' (1006') -5000m		

PANS OPS

CHANGES: Missed approach text, lighting.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN


24 FEB 17

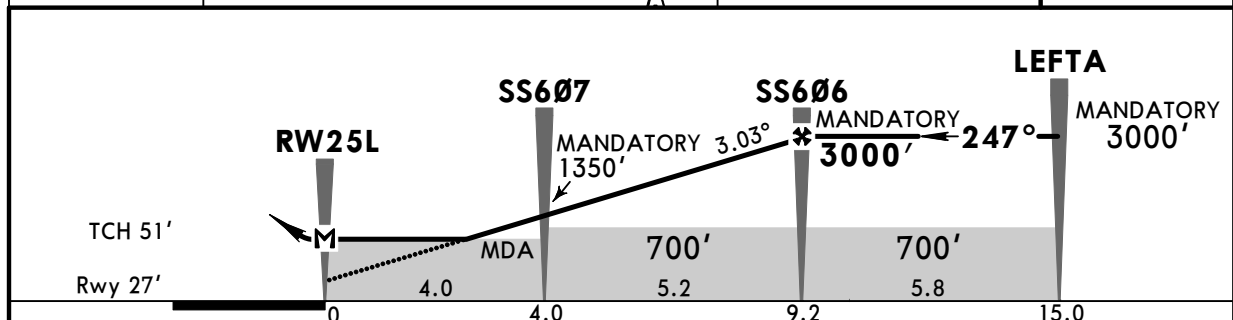
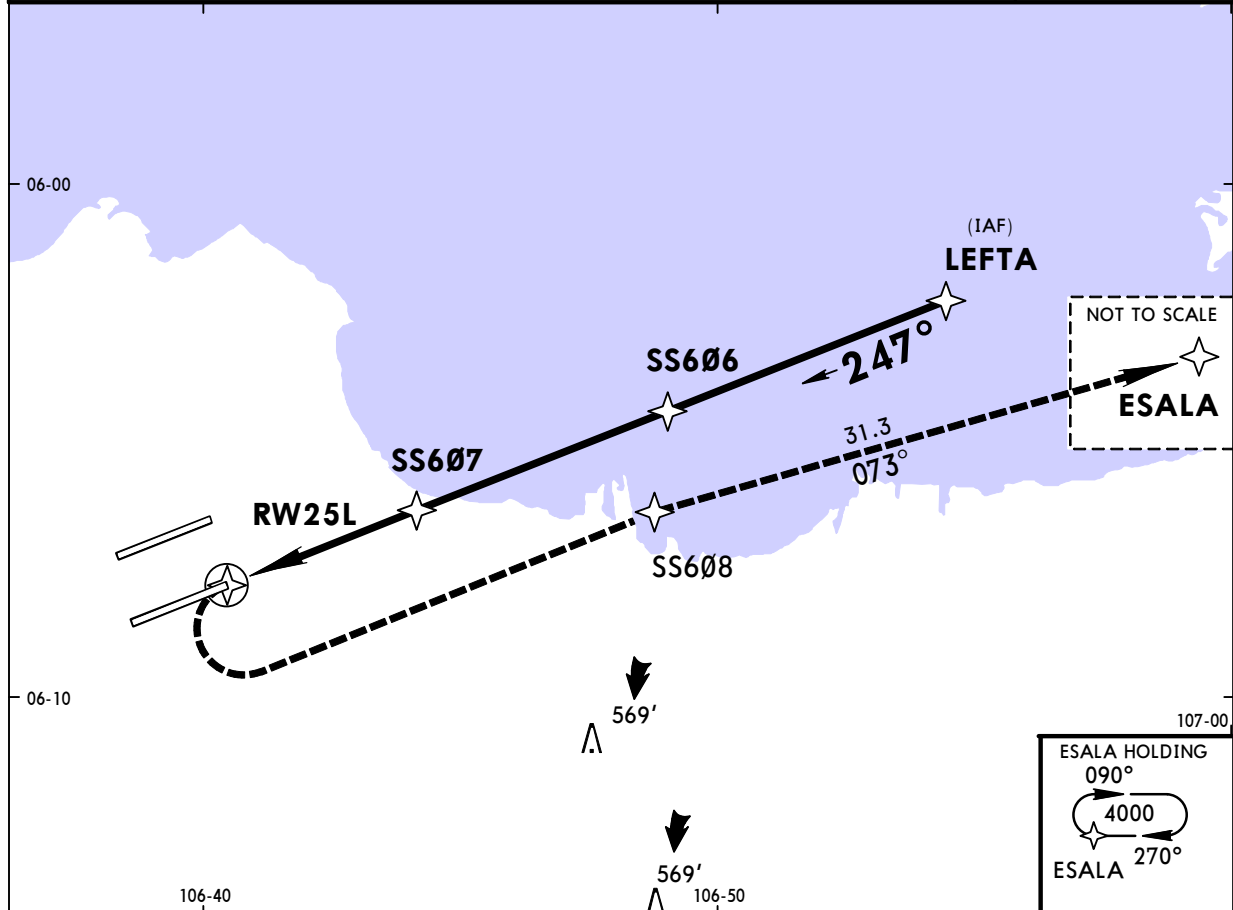
(12-3)

Eff 2 Mar

JAKARTA, INDONESIA
RNAV (GNSS) Rwy 25L

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	North 118.2	South 120.25	121.6
RNAV	Final Apch Crs 247°	Mandatory Alt SS606 3000' (2973')	LNAV MDA(H) 550' (523')		Apt Elev 34' Rwy 27'		
MISSED APCH: Turn LEFT direct to SS608 at or above 4000', then to ESALA at 6000' or as instructed by ATC. MACG 2.8% until 4000'. MAX 210 KT until 4000'.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans Level: FL 130		Trans Alt: 11000'	
MSA ARP							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 4000' LT		SS608
Descent Angle 3.03°	375	482	536	643	750	858			
MAP at RW25L									

STRAIGHT-IN LANDING RWY 25L					CIRCLE-TO-LAND		
LNAV MACG 2.8% until 4000' MDA(H) 550' (523')							
					Max Kts.	MDA(H)	
2900m ALS out					100	680' (646') -2900m	
					135		
					180	1040' (1006') -4000m	
					205	1040' (1006') -5000m	

PANS OPS

CHANGES: New procedure.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN

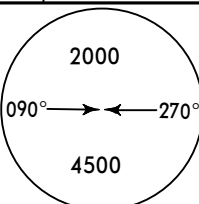
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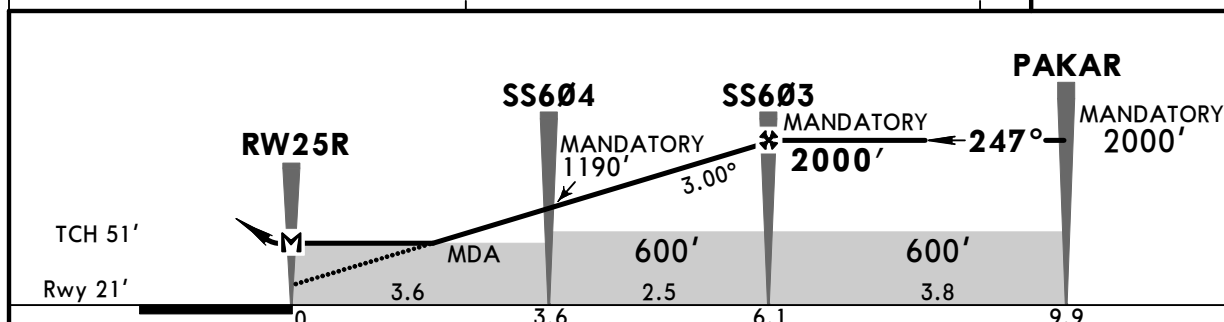
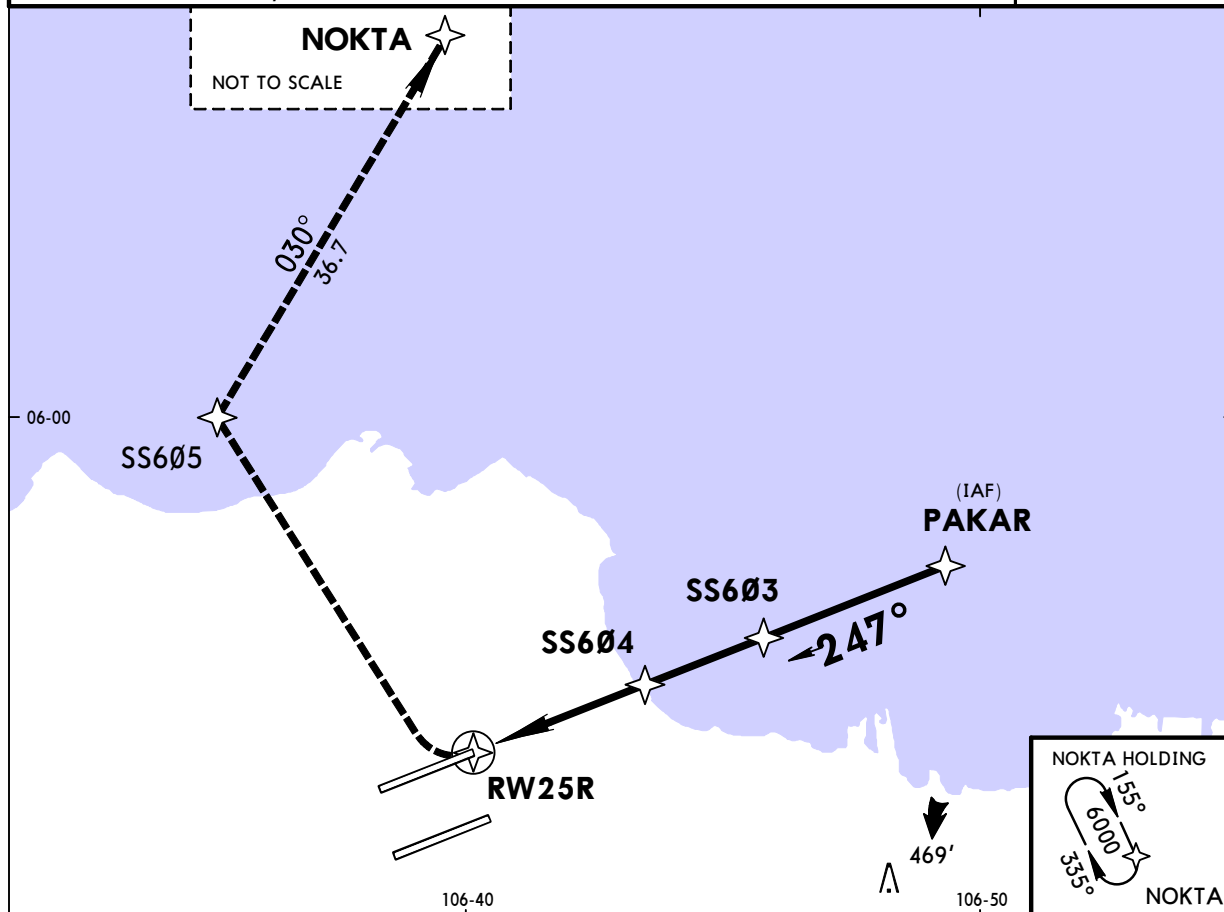
(12-4)

Eff 2 Mar

JAKARTA, INDONESIA
RNAV (GNSS) Rwy 25R

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
RNAV	Final Apch Crs 247°	Mandatory Alt SS603 2000' (1979')	LNAV MDA(H) 490' (469')	Apt Elev 34' Rwy 21'			
MISSED APCH: Turn RIGHT direct to SS605, then to NOKTA at 6000' or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130		Trans Alt: 11000'			
MSA ARP							



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		PAPI		SS605	
Descent Angle 3.00°	372	478	531	637	743	849								
MAP at RWY 25R														

STRAIGHT-IN LANDING RWY 25R						CIRCLE-TO-LAND			
LNAV MDA(H) 490' (469')						Max Kts	MDA(H)		
ALS out						100	680' (646')		
						135			
						180	1040' (1006')		
						205	1040' (1006')		

PANS OPS

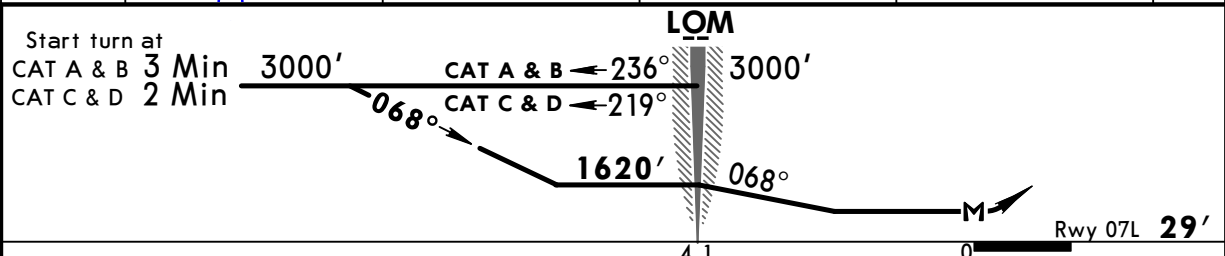
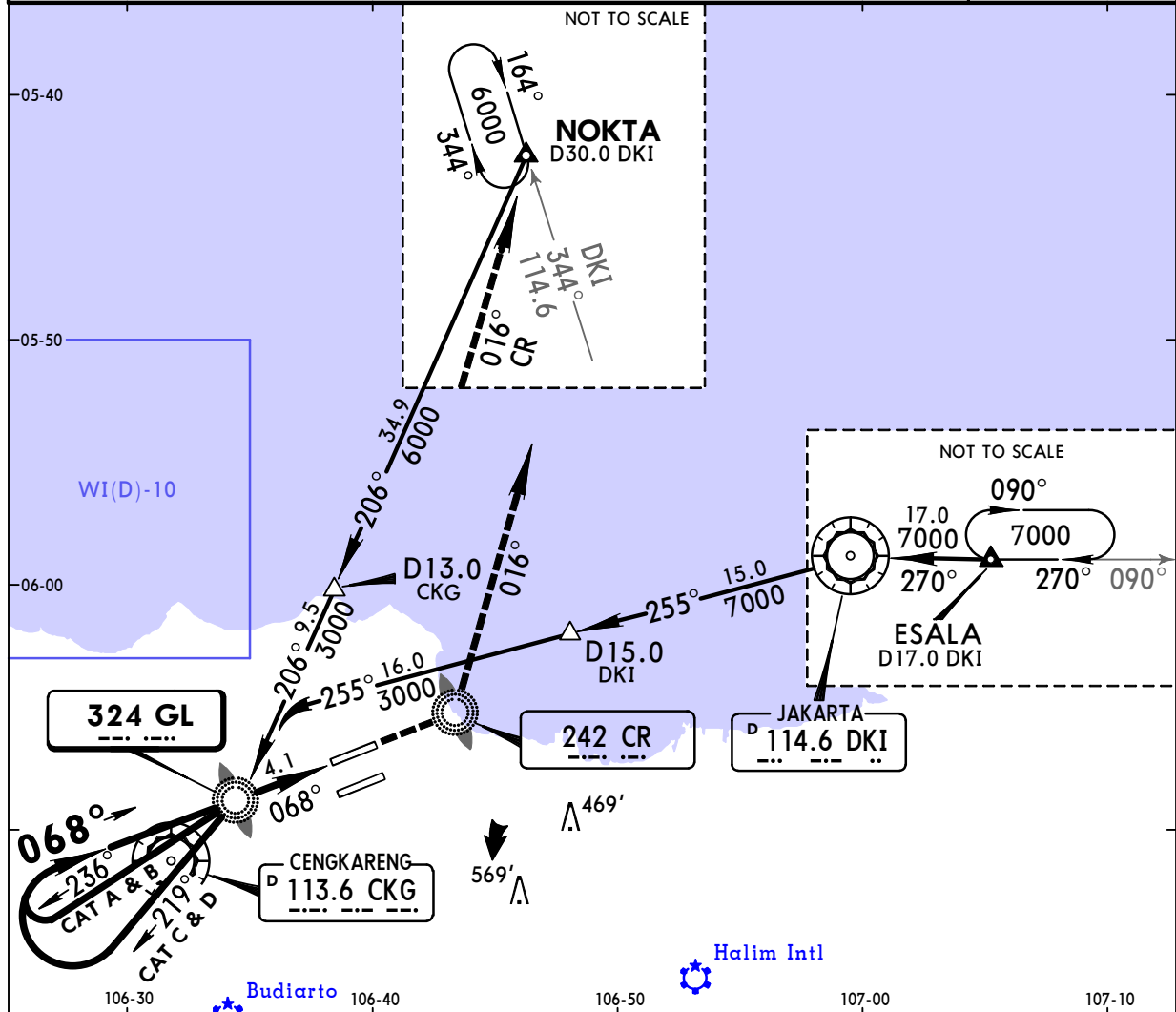
CHANGES: New procedure.

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESSEN
23 OCT 15 (16-1)JAKARTA, INDONESIA
NDB Rwy 07L

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	North 118.2	South 120.25	121.6
LOM GL 324	Final Apch Crs 068°	Minimum Alt LOM 1620' (1591')	MDA(H) 510' (481')		Apt Elev 34' Rwy 07L 29'		<div><div>2000'</div><div>090° → ← 270°</div><div>4500'</div></div>
MISSED APCH: Climb to 6000' at CR LOM, turn LEFT via 016° bearing from CR LOM, proceed to NOKTA INT or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130		Trans alt: 11000'		MSA GL LOM	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	6000'	CR	242	LT	via 016°
LOM to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32	PAPI	PAPI			

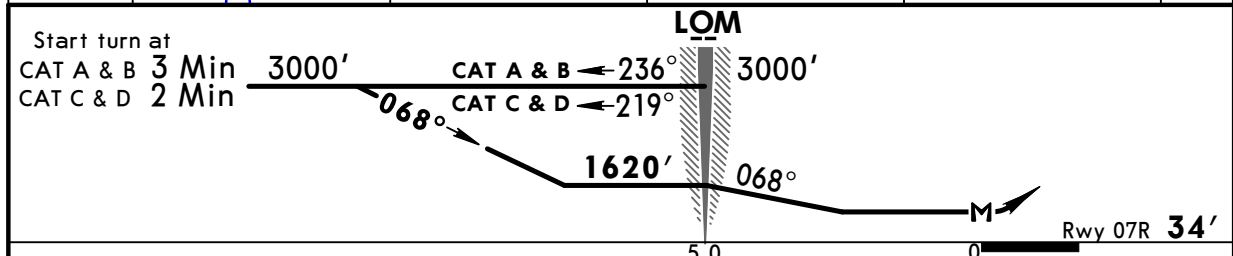
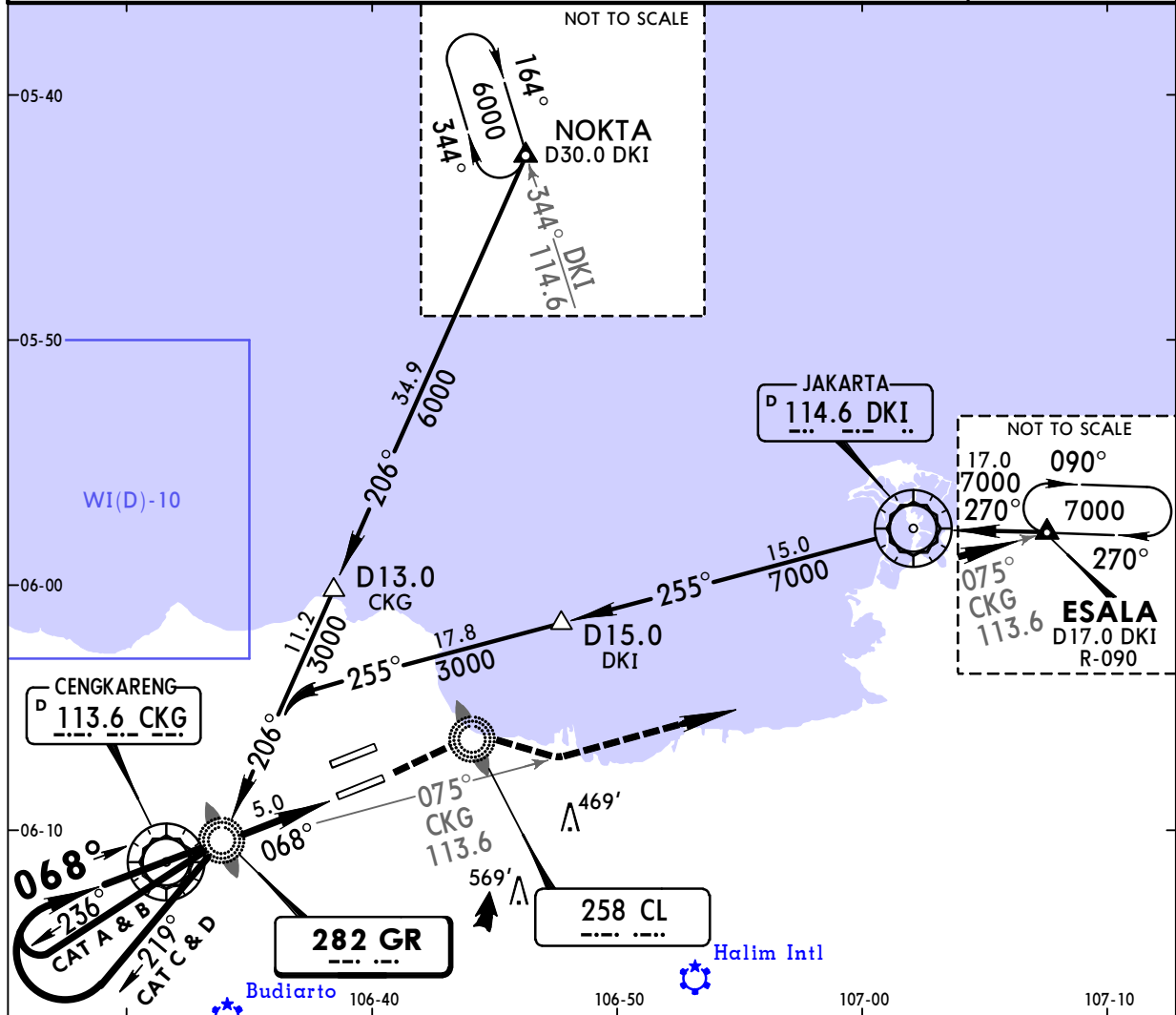
STRAIGHT-IN LANDING RWY07L						CIRCLE-TO-LAND					
MDA(H) 510' (481')						MDA(H)					
ALS out						Max Kts					
A						100	680' (646') - 2700m				
B						135					
C	2700m					180	1040' (1006') - 4000m				
D						205	1040' (1006') - 5000m				

PANS OPS

WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
23 OCT 15 (16-2)JAKARTA, INDONESIA
NDB Rwy 07R

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	South 120.25	North 118.2	121.75
LOM GR 282	Final Apch Crs 068°	Minimum Alt LOM 1620' (1586')	MDA(H) 510' (476')		Apt Elev 34' Rwy 07R 34'		<div><div>2000'</div><div>090° → ← 270°</div><div>4500'</div></div>
MISSED APCH: Climb to 7000', at CL LOM, turn RIGHT to intercept CKG VOR R-075 outbound, proceed to ESALA or as instructed by ATC .							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	
MSA GR LOM							



Gnd speed-Kts	70	90	100	120	140	160	HIALS		7000'	CL	RT	CKG
							PAPI		↑	258		113.6
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53					R-075

STRAIGHT-IN LANDING RWY07R				CIRCLE-TO-LAND			
MDA(H) 510' (476')							
ALS out				Max Kts	MDA(H)		
A				100	680' (646') - 2700m		
B				135			
C	2700m			180	1040' (1006') - 4000m		
D				205	1040' (1006') - 5000m		

PANS OPS

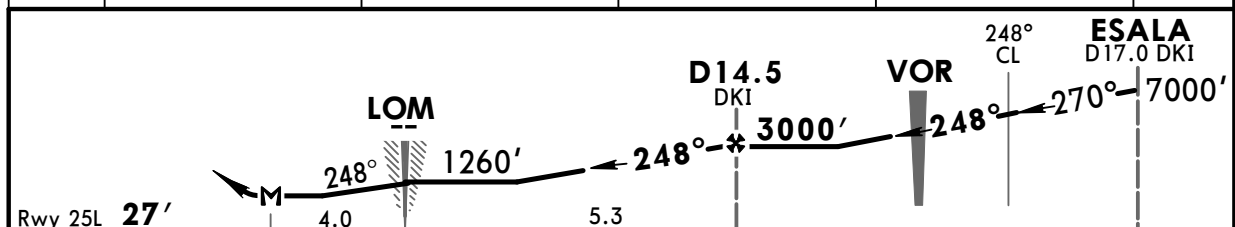
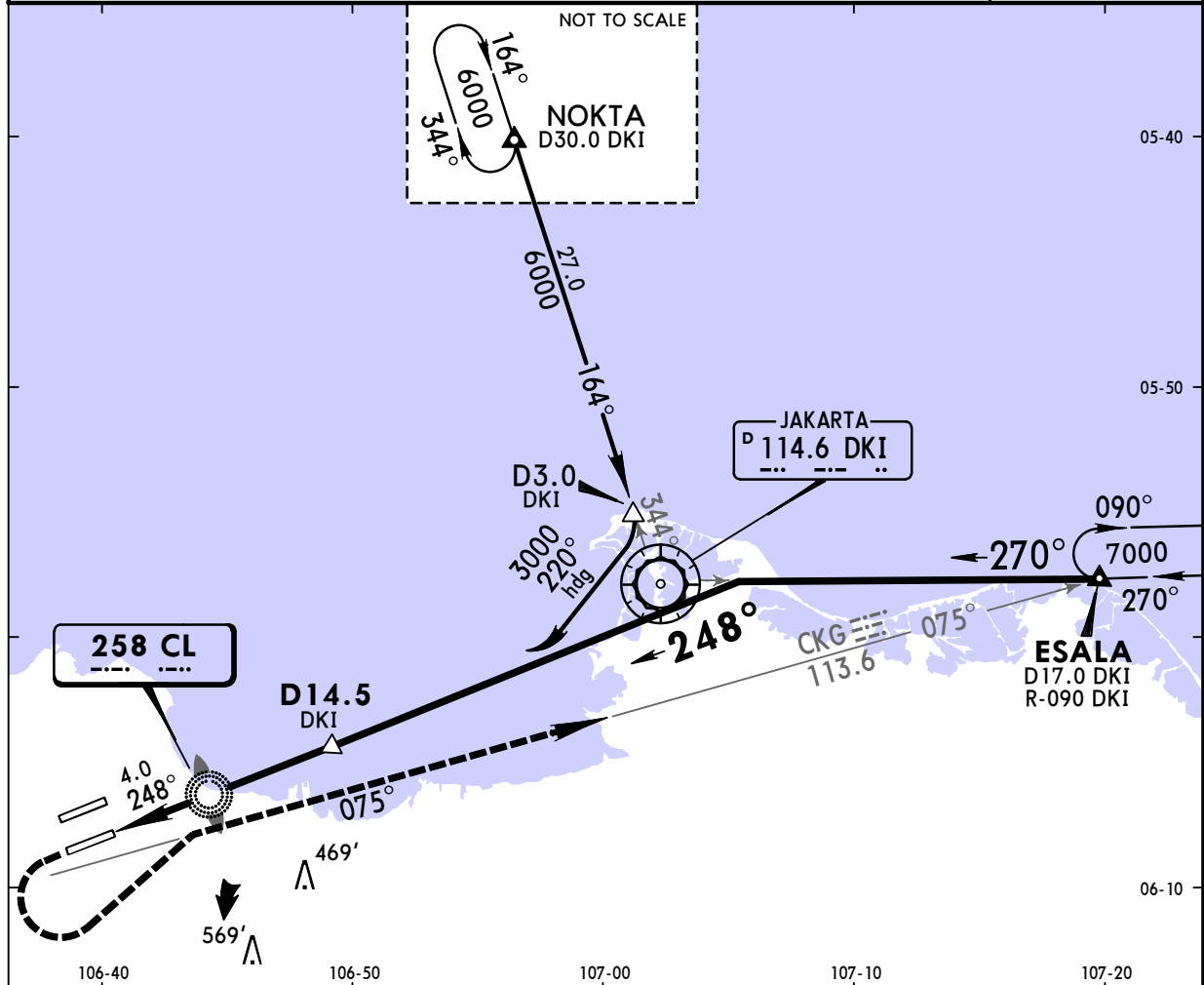
CHANGES: Minimums.

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
23 OCT 15 (16-3)JAKARTA, INDONESIA
NDB Rwy 25L

BRIEFING STRIP

ATIS 126.85	*JAKARTA Arrival (R) 125.45	JAKARTA Approach (R) West 119.75	East 127.9	SOEKARNO-HATTA Tower South 120.25	North 118.2	*SOUTH Ground 121.75
LOM CL 258	Final Apch Crs 248°	Minimum Alt D14.5 DKI 3000' (2973')	MDA(H) 510' (483')	Apt Elev 34' Rwy 25L 27'		
MISSED APCH: Climb to 7000', after passing 2000' turn LEFT to intercept CKG VOR R-075 outbound, proceed to ESALA or as instructed by ATC.						MSA CL LOM
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	2000'	CKG	ESALA
							PAPI	↑	after passing	113.6	R-075
D14.5 DKI to MAP	9.3	7:58	6:12	5:35	4:39	3:59	3:29				

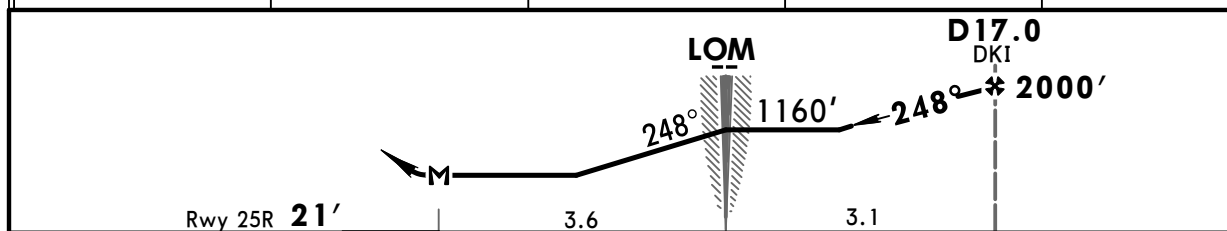
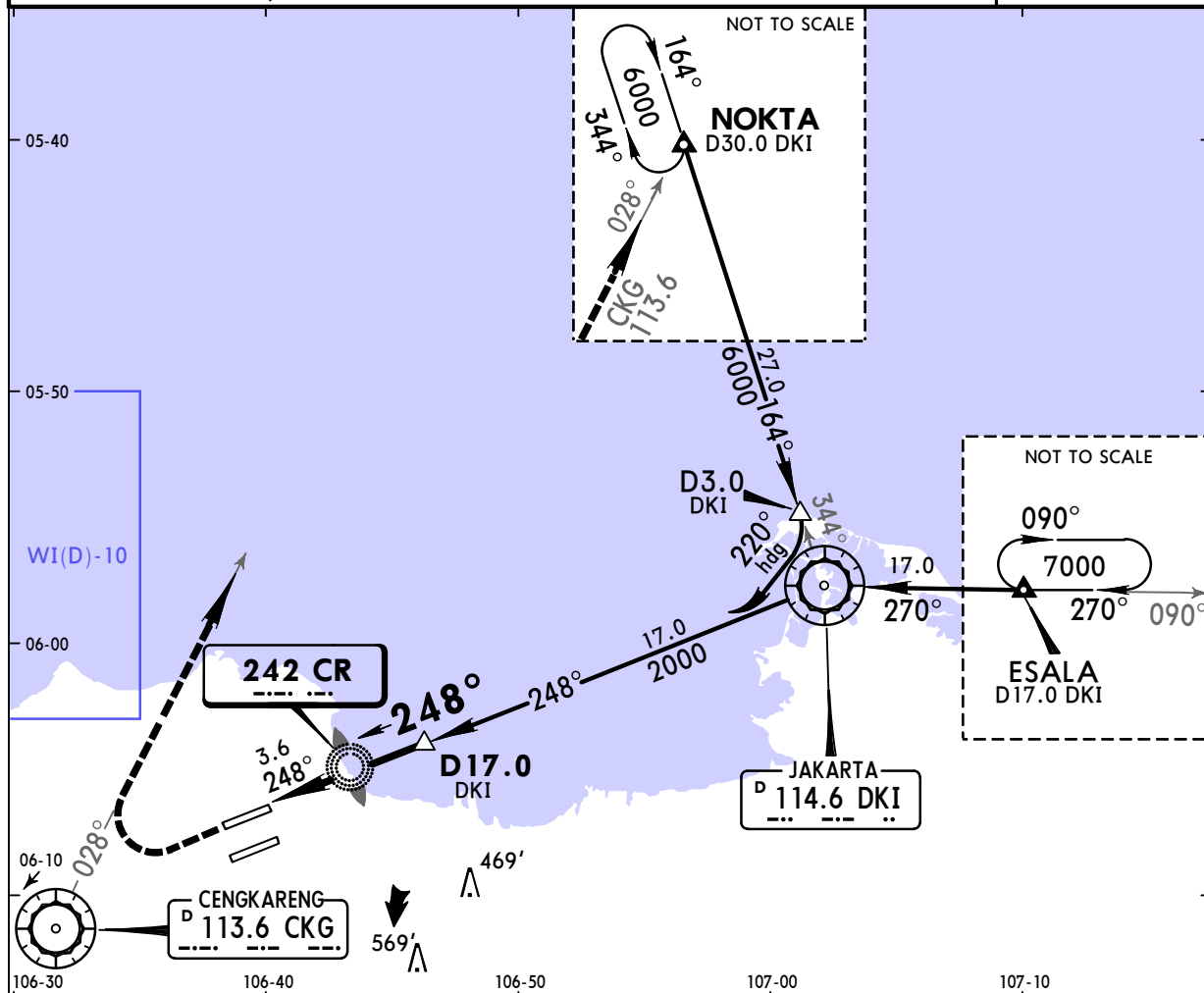
STRAIGHT-IN LANDING RWY25L				CIRCLE-TO-LAND			
MDA (H) 510' (483')				MDA(H)			
ALS out				Max Kts			
2700m				100	680' (646') -2700m		
				135			
				180	680' (646') -4000m		
				205	1040' (1006') -5000m		



PANS OPS

WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
23 OCT 15 (16-4)JAKARTA, INDONESIA
NDB Rwy 25R

BRIEFING STRIP

ATIS 126.85	*JAKARTA Arrival (R) 125.45	JAKARTA Approach (R) West 119.75 East 127.9	SOEKARNO-HATTA Tower North 118.2 South 120.25	*NORTH Ground 121.6
LOM CR 242	Final Apch Crs 248°	Minimum Alt D17.0 DKI 2000' (1979')	MDA(H) 490' (469')	Apt Elev 34' Rwy 25R 21'
MISSED APCH: Climb to 6000', after passing 2000' turn RIGHT to intercept CKG VOR R-028 outbound, proceed to NOKTA or as instructed by ATC.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA CR LOM



Gnd speed-Kts	70	90	100	120	140	160					CKG	NOKTA
											113.6	
D17.0 DKI to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28			R-028		

STRAIGHT-IN LANDING RWY25R			CIRCLE-TO-LAND		
MDA (H) 490' (469')			MDA(H)		
ALS out			Max Kts		
2600m			100	680' (646') -2600m	
			135		
			180	680' (646') -4000m	
			205	1040' (1006') -5000m	

PANS OPS

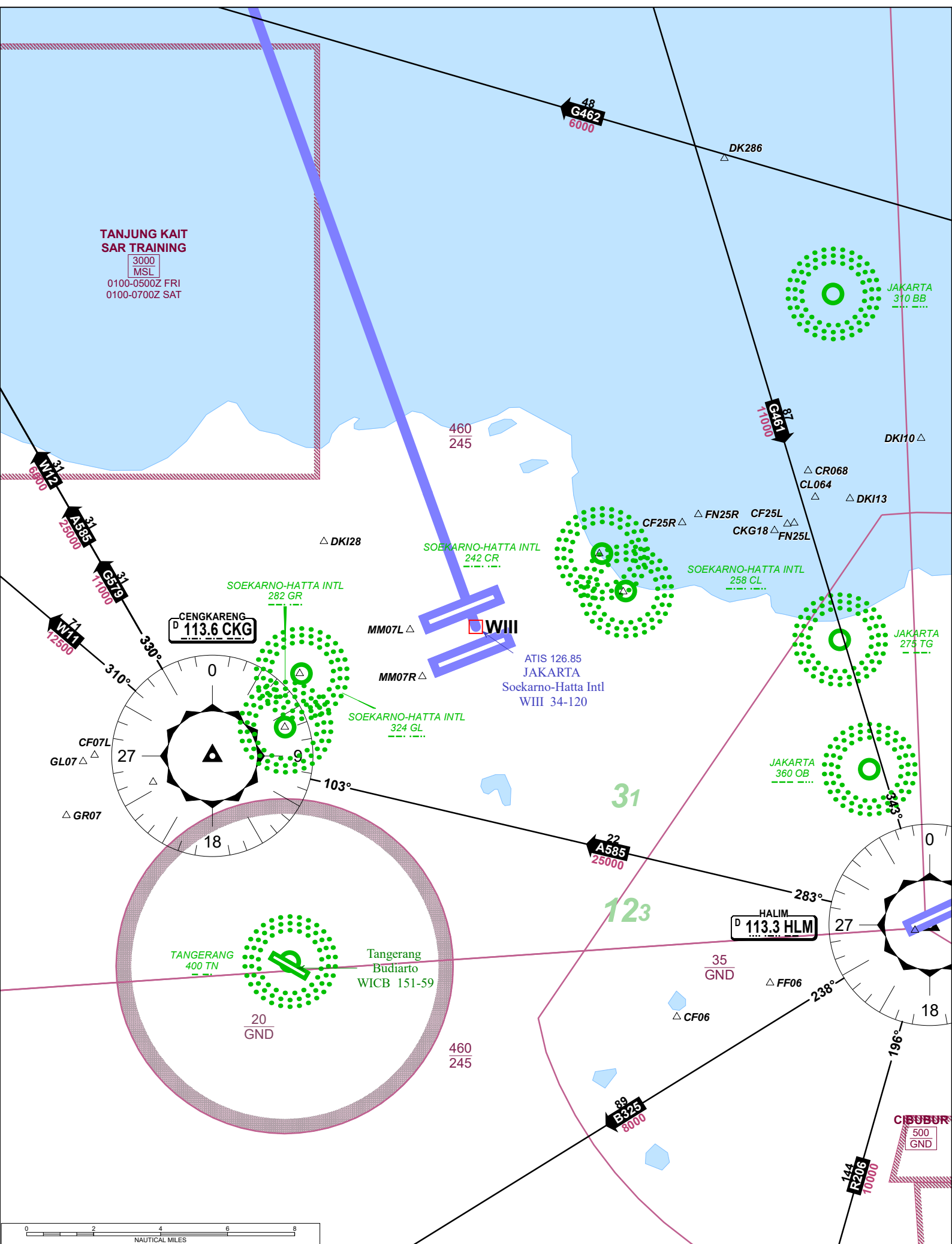
4.0.1 DEPARTURE (WIII -> WSSS): WIII (Soekarno-Hatta Intl)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



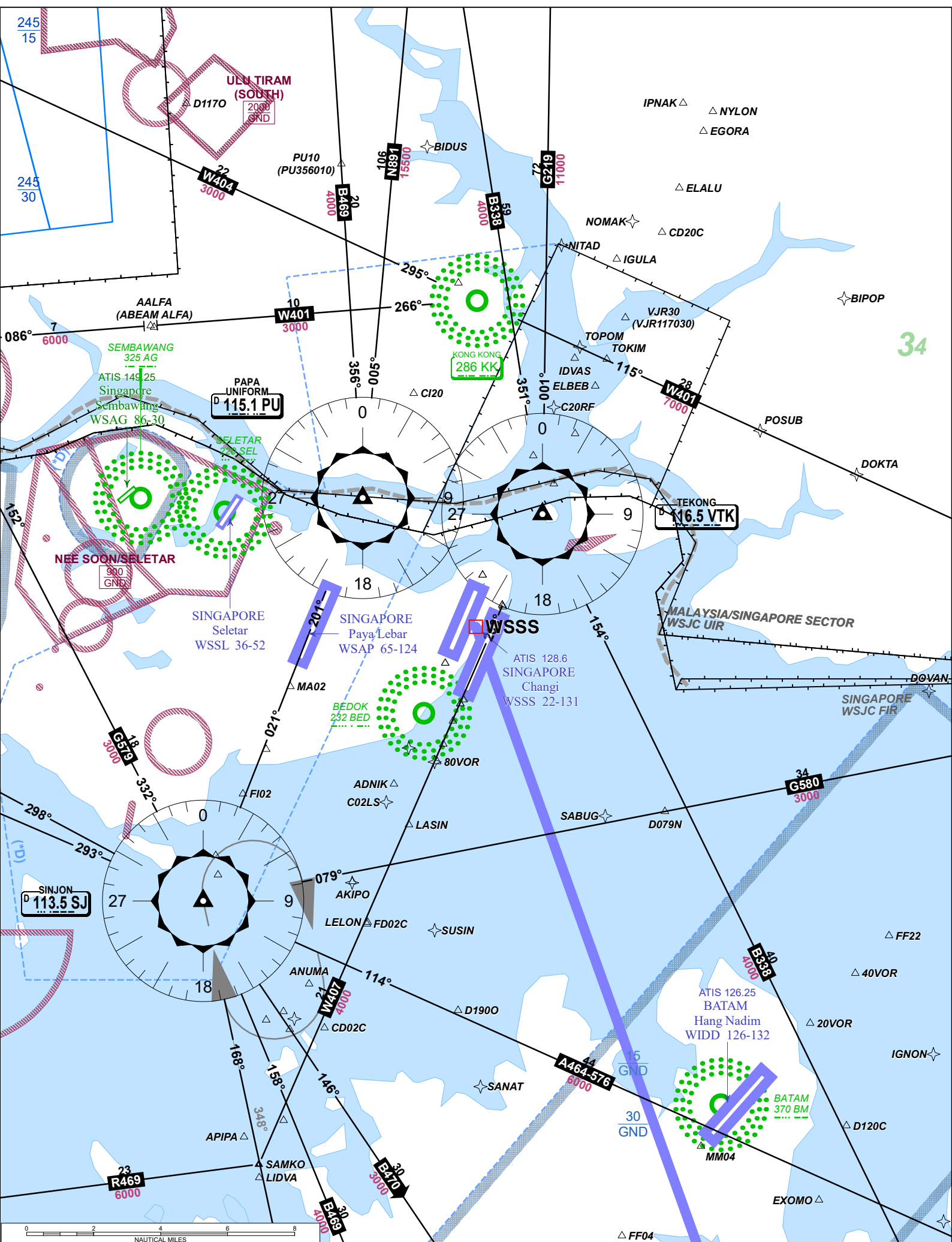
4.0.2 DESTINATION (WIII -> WSSS): WSSS (Changi)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

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JeppView 3.6.2.0



WIII/CGK**SOEKARNO-HATTA INTL** **JEPPESEN**12 JAN 18 **10-1P****JAKARTA, INDONESIA****AIRPORT BRIEFING**

GENERAL

1. INTRODUCTION

The traffic demand in Soekarno-Hatta International Airport has grown steadily and tends to increase year by year. This condition leads to a greater number of delays and traffic density at certain hours of the day.

To overcome this situation, Soekarno-Hatta International Airport of Jakarta is initiating measures to increase runway capacity by minimizing Runway Occupancy Time (ROT) while ensuring safe, orderly, efficient and harmonized air traffic flow in Jakarta.

The objective of these 10-1P pages is to lay down procedures aimed at reducing Runway Occupancy Time (ROT), enhancing runway utilization and capacity at Soekarno-Hatta International Airport.

2. LOW VISIBILITY PROCEDURES

During low visibility conditions, a landing or taxiing aircraft is requested to report when a runway has been vacated. The report shall be made when the entire aircraft is beyond the relevant runway holding position.

At the intersection of taxiways, an aircraft on a taxiway is not permitted to hold closer to the other taxiway than the holding position limit defined by a clearance bar, stop bar or taxiway intersection marking.

ARRIVAL

1. INTRODUCTION

Pilots shall ensure that they have completed an early review and thorough briefing of airport and runway layout before starting the approach. The runway exit point that will allow minimum runway occupancy shall be nominated during the approach briefing.

ATC will provide additional instruction to exit expeditiously on Rapid Exit Taxiway upon landing clearance. If there is any doubt when receiving a clearance or instruction, clarification should be immediately requested from ATC before the clearance or instruction is enacted.

Upon landing, pilots should use appropriate retardation to exit the runway without delay.

The aim should be to achieve a normal touchdown with progressive smooth deceleration to exit at a safe speed at the nominated exit point.

To ensure minimum Runway Occupancy Time (ROT) after landing pilots are required to vacate the Rwy 07L/25R or 07R/25L in the shortest possible time via the first available Rapid Exit Taxiway in compliance with each aircraft performance/operational requirements or as instructed by ATC. Target the earliest suitable exit and exit the runway expeditiously.

Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of 'go-arounds'.

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

Aircraft taxiing out of runway in use shall contact Ground Control upon passing runway holding point.

Pilots not able to comply with this requirement/request should notify TOWER as soon as possible.

Arriving aircraft will have priority during exiting on Rapid Exit Taxiway. Therefore any aircraft on NP2 or SP2 are requested to give way to another aircraft on Rapid Exit Taxiway.

Details of the locations of Rapid Exit Taxiways with respect to the threshold angle of exit taxiways with runway-in-use are depicted on chart 10-9A.

Minimum Runway Occupancy Time

The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including wake vortex separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

After landing procedures

When the traffic sequence is two successive landings or a landing following an aircraft taking off, the second aircraft may be allowed to land before the first aircraft has cleared the runway-in-use provided:

- During the hours of daylight from 30 minutes after sunrise to 30 minutes before sunset.
- Wake turbulence separation minima shall be applied;
- Visibility shall be at least 5 km and ceiling shall not be lower than 1000';

WIII/CGK**SOEKARNO-HATTA INTL** **JEPPESEN**

12 JAN 18

(10-1P1)

JAKARTA, INDONESIA**AIRPORT BRIEFING**

ARRIVAL (continued)

1. INTRODUCTION (continued)

After landing procedures (continued)

- Tailwind shall not exceed 5 kts;
- Traffic information shall be provided to the cockpit crew of the succeeding aircraft concerned;
- The braking action shall not be adversely affected by runway contaminants such as water.
- The first landing aircraft has landed and has passed a point at least 7874' (2400m) from the threshold of the runway, is in motion and will vacate the runway without backtracking.
- The second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
- The second aircraft has been warned. The succeeding aircraft is responsible to ensure adequate separation between the two aircraft is maintained.
- The first taking off aircraft is airborne and has passed a point at least 7874' (2400m) from the threshold of the runway;

2. IN TRAIL PROCEDURES FOR FINAL APPROACH

In order to permit one aircraft to depart between two successive arrivals, 6 NM radar separation is applied on final approach (within 10 NM)

With two successively landing aircraft the minimum radar separation on final approach (within 10 NM) can be reduced to 3 NM under the following conditions:

- The leading aircraft's wake turbulence category is the same or less than the category of the aircraft following it.
- Reduced separation does not apply, when following Heavy Aircraft.
- When traffic conditions permit

3. SPEED RESTRICTIONS

Pilots are requested to adjust aircraft speed to 160 Kts IAS from 10 NM until 4 NM from threshold.

However speed restriction is not applied when low density traffic on ATC discretion.

Pilots unable to comply with the speed specified should inform ATC as soon as possible and state preferred speed so that alternative action can be taken.

DEPARTURE

1. DEPARTURE PROCEDURES

Departing aircraft are requested to call Soekarno-Hatta Clearance Delivery for ATC Clearance 25 minutes before Push back subject to Estimate Off Block Time (EOBT) to allow departure data to be processed.

Pilot will receive FL280/FL290 as the initial level prior to the intended level according to semi circular methodology.

Pilot will receive the intended level if it is FL290/FL280 or below.

Final level available will be informed by Jakarta ACC.

Departing aircraft may have ATC Clearance cancelled under the following circumstances:

- On expiry of the 15 minutes after EOBT grace period and it is unable to push back, or;
- After pushing back the pilot advises that he is returning to apron, or;
- It develops a technical problems and is unable to continue taxiing.

These procedures are not applied in order to allow ATC to manage the sequencing.

Push back & start up procedures

- Pilots should only request for push back clearance when they are ready to do so as prescribed in these instructions.
- Upon receipt of a push back approval the aircraft must be completely pushed back within 5 minutes.
- During push back pilots have the responsibility to avoid any object or obstacles on apron.
- At the end of the push back, the departing aircraft must be ready to taxi, unless otherwise instructed by ATC.

Note: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure runway vary.

- Pilots unable to comply with these rules should notify ATC as soon as possible for further instructions.
- It is a prudent practice for aircraft to be pushed back from the parking stand before start-up. However if required due to technical reasons a start-up may be approved whilst aircraft is still at the parking stand.

WIII/CGK **JEPPESEN****JAKARTA, INDONESIA****SOEKARNO-HATTA INTL**

23 MAR 18

(10-1P2)**Eff 29 Mar****AIRPORT BRIEFING****DEPARTURE (continued)****1. DEPARTURE PROCEDURES (continued)**

Taxi procedures

Aircraft taxiing on the Taxiway will be regulated by Ground Control to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxi clearance limits whenever necessary.

Taxiing aircraft are reminded to always use minimum power when maneuvering within the apron area or from apron taxiways to other parts of the airport.

Pilots should check the taxi routing and the airport chart. During taxi if pilots have any doubt as to their exact position on the airport, stop and contact ATC for further instructions.

The taxi routing to be used by aircraft taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command responsibility to maintain separation with other aircraft on taxiway area or to comply with ATC directions intended to regulate aircraft on the maneuvering area.

All aircraft are requested to change and monitor TOWER frequency when they pass sign box departure monitor on the left of TWY SP2 and TWY NP2. They should stand by and will be called by TOWER.

Runway In Use	Position	Call Sign
07L	WC2	SOEKARNO-HATTA TWO
25R	NC3	
07R	WC2	SOEKARNO-HATTA ONE
25L	SC4	

Take off procedures

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

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

When the aircraft is issued with a line-up and take-off clearance at the taxi holding point it shall be in a position to line up and initiate an immediate take-off in one continuous movement. It is strongly recommended that pilots follow taxi line when departing.

If unable, advise ATC.

When the aircraft is issued with a take-off clearance after lining up on the runway it shall commence take-off roll immediately. A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

- If waiting clear of the runway, taxi immediately onto it and begin take-off run immediately without stopping the aircraft;
- If already lined-up on the runway, take-off without delay;
- If unable to comply with the instructions, inform ATC immediately.

After departure procedures

An aircraft may be cleared for take-off when the preceding departing aircraft is airborne and has passed a point at least 7874' (2400m) from the position of the succeeding aircraft subject to the following conditions:

- During the hours of daylight from 30 minutes after sunrise to 30 minutes before sunset.
- Wake turbulence separation minima shall be applied;
- Visibility shall be at least 5 km and ceiling shall not be lower than 1000';
- Tailwind shall not exceed 5 kts;
- Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
- Traffic information shall be provided to the cockpit crew of the succeeding aircraft concerned;
- The braking action shall not be adversely affected by runway contaminants such as water.

Pilot shall contact Approach Control Unit immediately after airborne. ATC will advise the frequency upon issuing take-off clearance.

Take off from intersection

During low traffic density pilot may request take off roll from intersection taxiway. The details of intersection taxiways and the runway length available for the appropriate runway are depicted on the 10-9A chart.

WIII/CGK

SOEKARNO-HATTA INTL

12 JAN 18

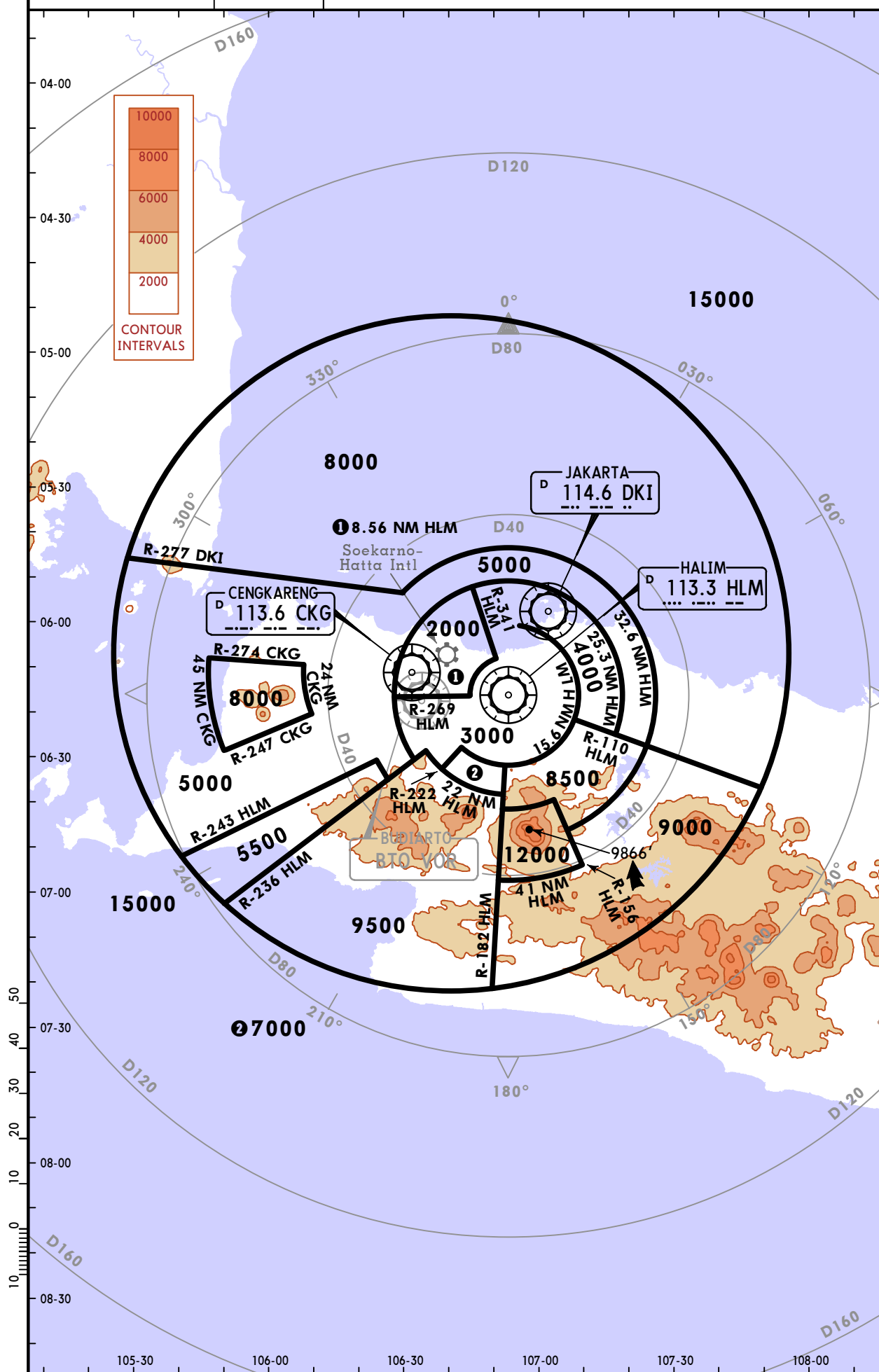
(10-1R)

JAKARTA, INDONESIA

RADAR MINIMUM ALTITUDES

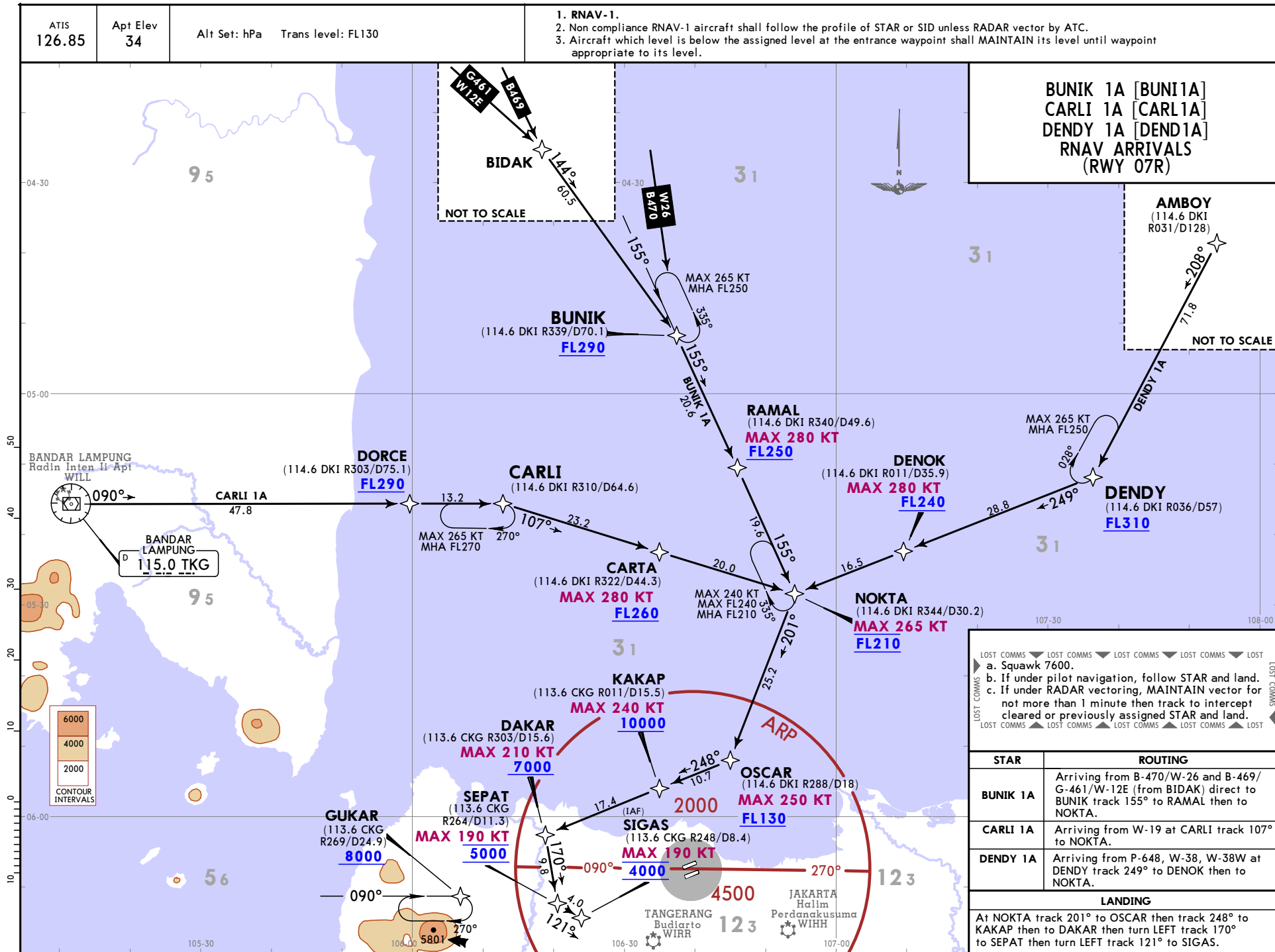
*JAKARTA Arrival (R)
125.45Apt Elev
34'

Alt Set: hPa Trans level: FL 130 Trans alt: 11000'



WIII/CGK
SOEKARNO-HATTA INTL

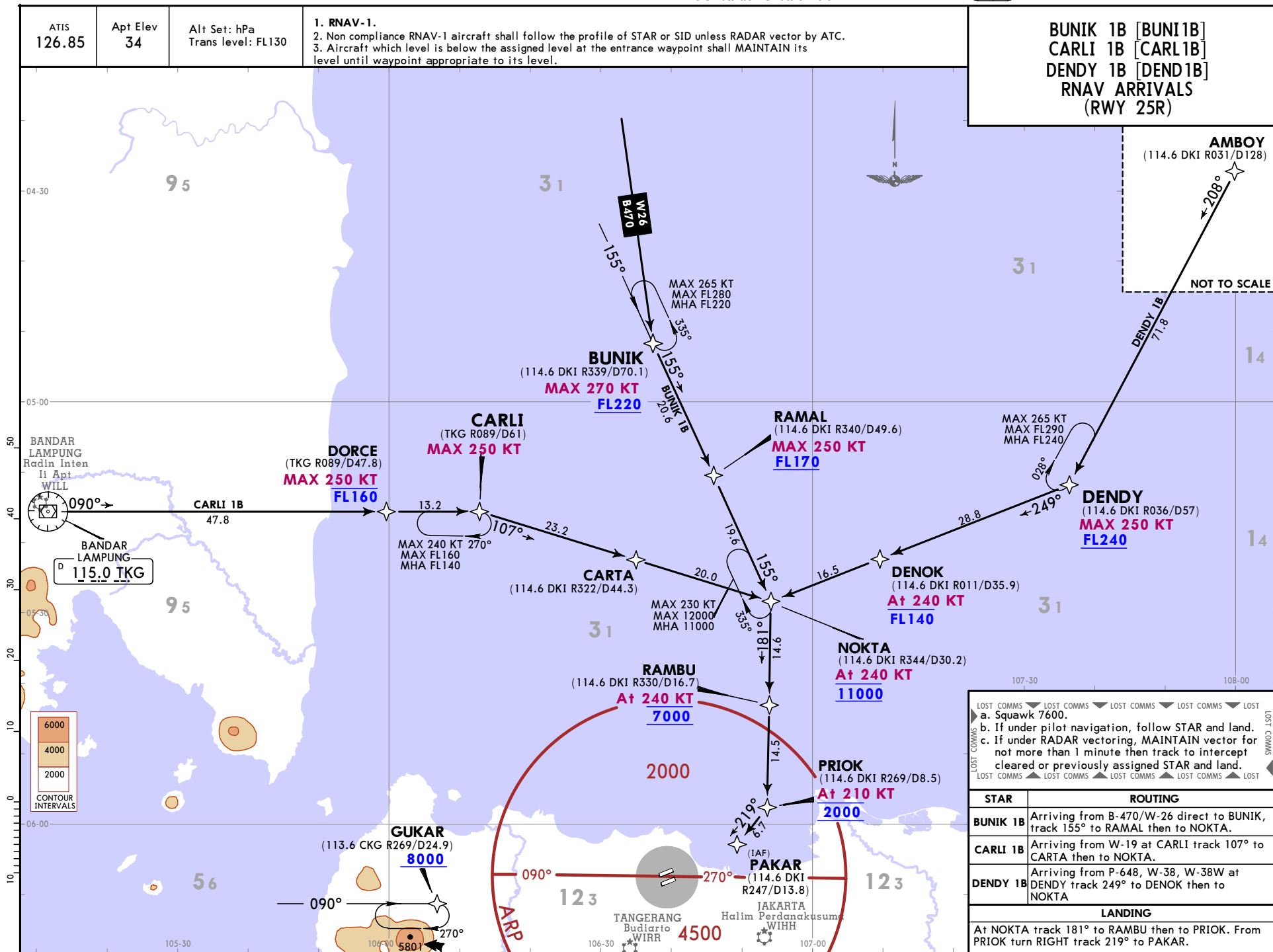
JEPPESEN JAKARTA, INDONESIA
09 MAR 18 10-2
RNAV STAR



WIII/CGK
SOEKARNO-HATTA INTL

JEPPESSEN
9 MAR 18 (10-2A)

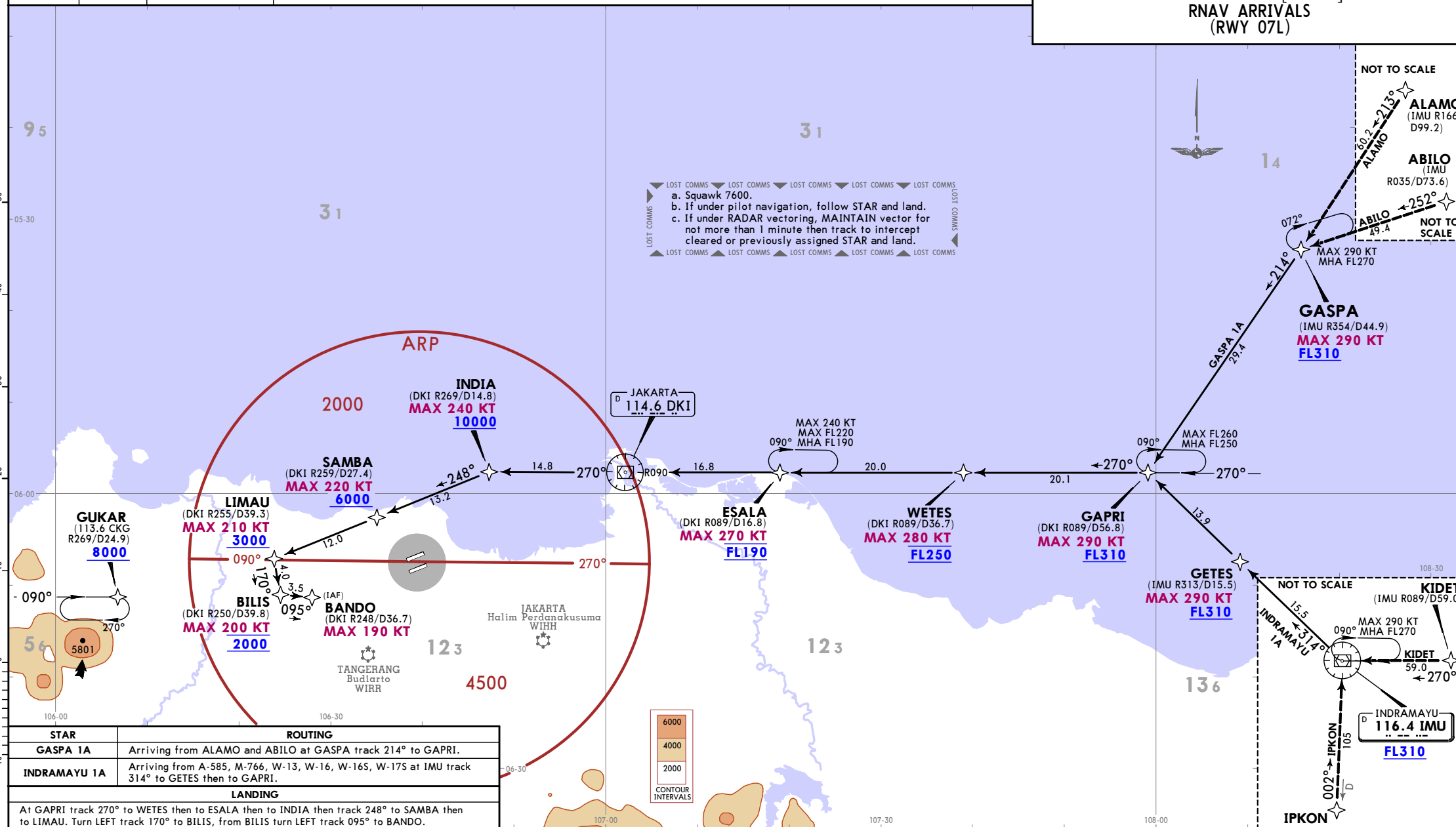
JAKARTA, INDONESIA
RNAV STAR



WIII/CGK **JEPPESSEN** JAKARTA, INDONESIA
SOEKARNO-HATTA INTL 9 MAR 18 (10-2B) RNAV STAR

ATIS 126.85	Apt Elev 34	Alt Set: hPa Trans level: FL130	<p>2. Non compliance RNAV-1 aircraft shall follow the profile of STAR or SID unless RADAR vector by ATC.</p> <p>3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.</p>
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GASPA 1A [GASP1A]
INDRAMAYU 1A [IMU1A]
RNAV ARRIVALS
(RWY 07L)



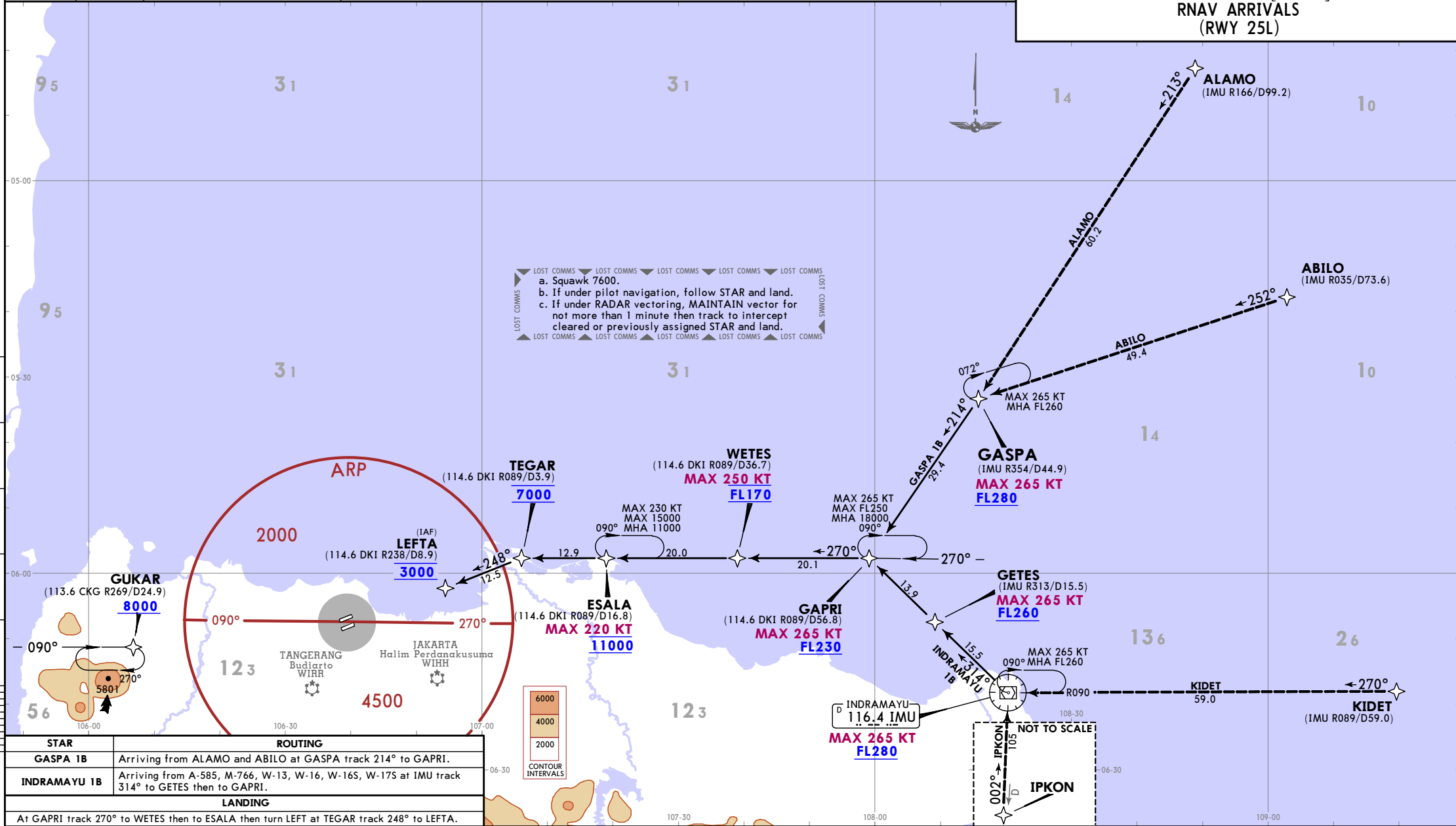
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WIII/CGK
SOEKARNO-HATTA INTL 9 MAR 18 (10-2C)

JAKARTA, INDONESIA
RNAV STAR

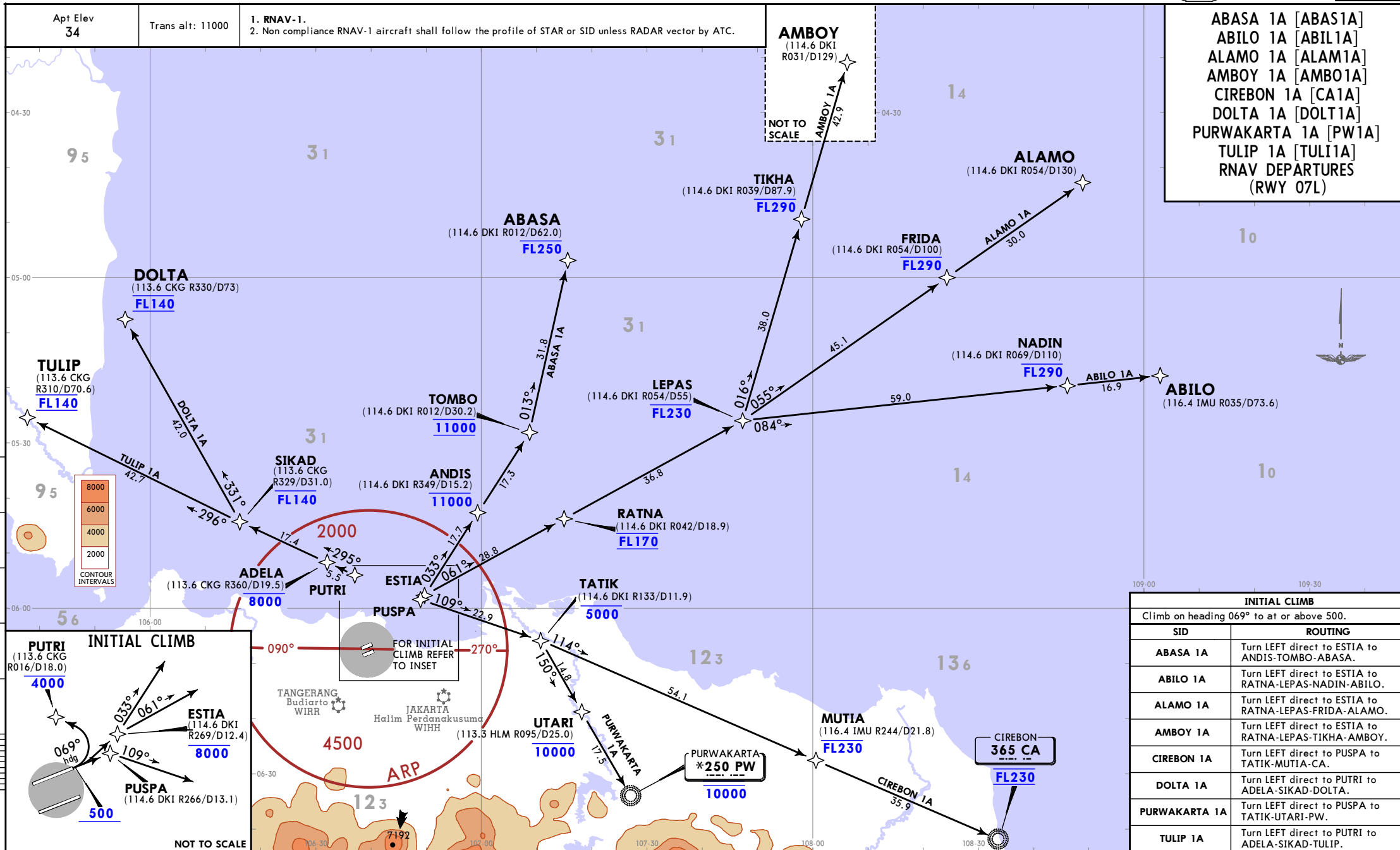
ATIS 126.85	Apt Elev 34	Alt Set: hPa Trans level: FL130	<div>1. RNAV-1.</div> <div>2. Non compliance RNAV-1 aircraft shall follow the profile of STAR or SID unless RADAR vector by ATC.</div> <div>3. Aircraft which level is below the assigned level at the entrance waypoint shall MAINTAIN its level until waypoint appropriate to its level.</div>
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GASPA 1B [GASP1B]
INDRAMAYU 1B [IMU1B]
RNAV ARRIVALS
(RWY 25L)



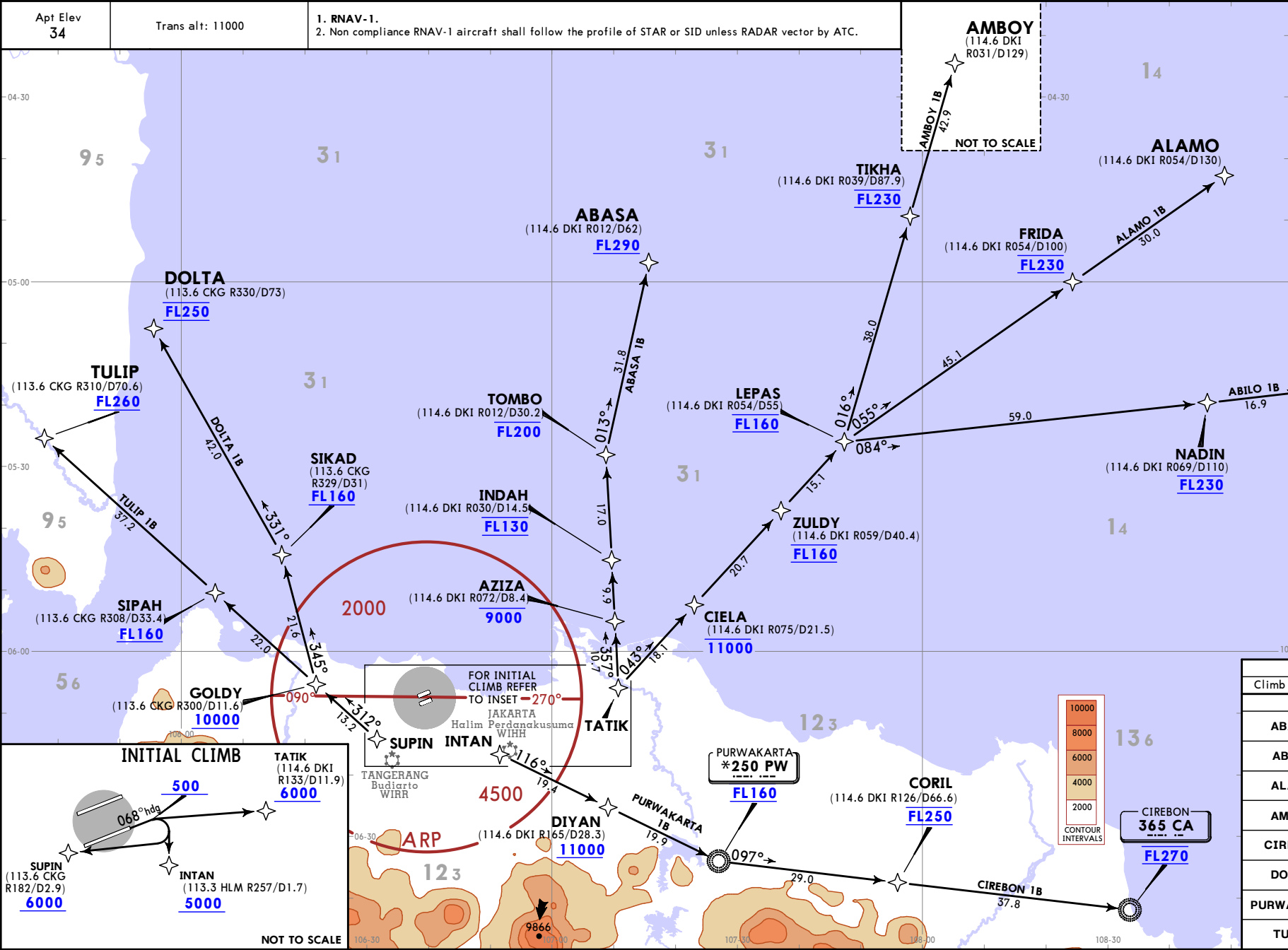
STAR	ROUTING
GASPA 1B	Arriving from ALAMO and ABILO at GASPA track 214° to GAPRI.
INDRAMAYU 1B	Arriving from A-585, M-766, W-13, W-16, W-16S, W-17S at IMU track 314° to GETES then to GAPRI.
LANDING	
At GAPRI track 270° to WETES then to ESALA then turn LEFT at TEGAR track 248° to LEFTA.	

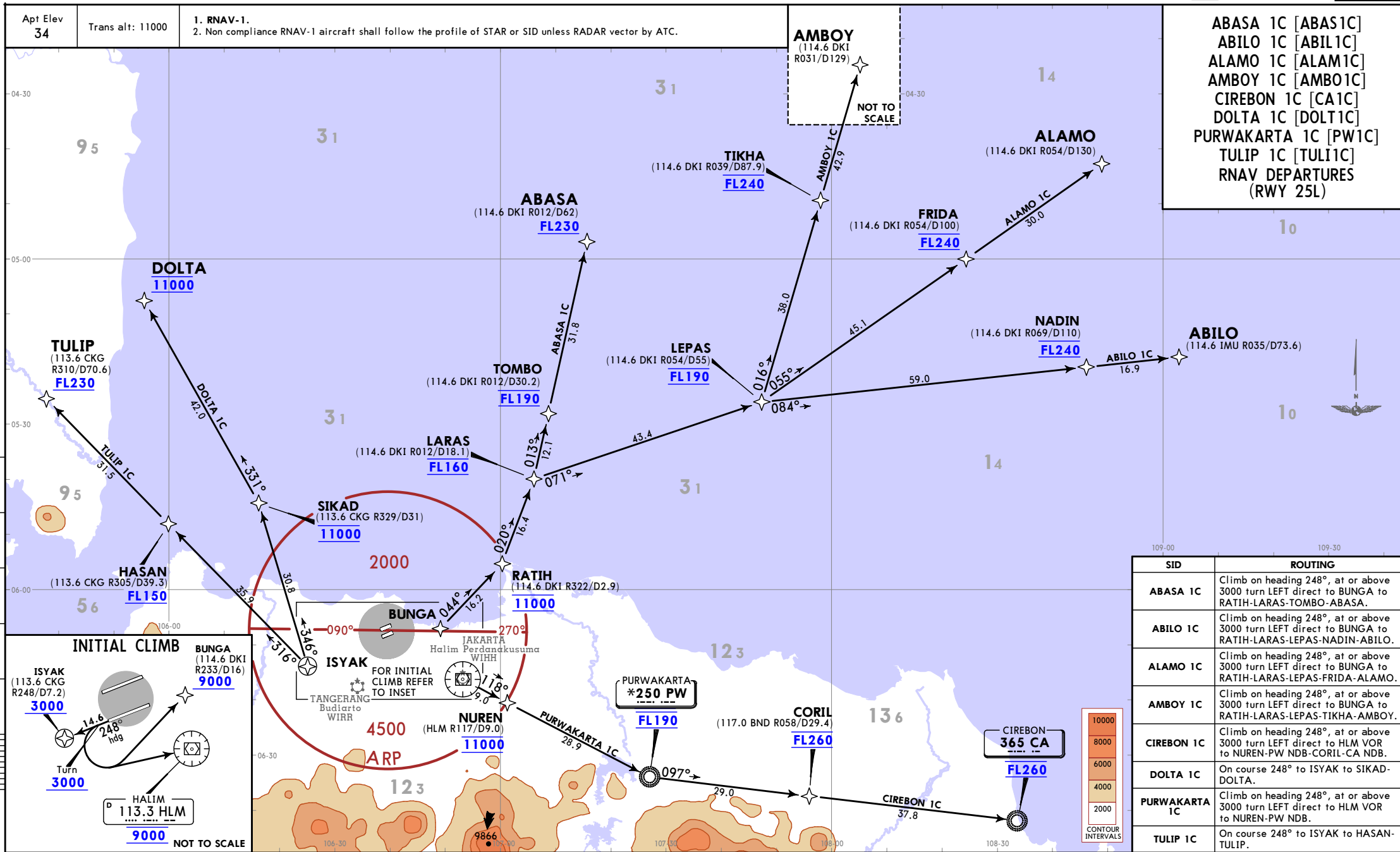
WIII/CGK SOEKARNO-HATTA INTL 10-3 9 MAR 18 RNAV SID



WIII/CGK
SOEKARNO-HATTA INTL 9 MAR 18 (10-3A)

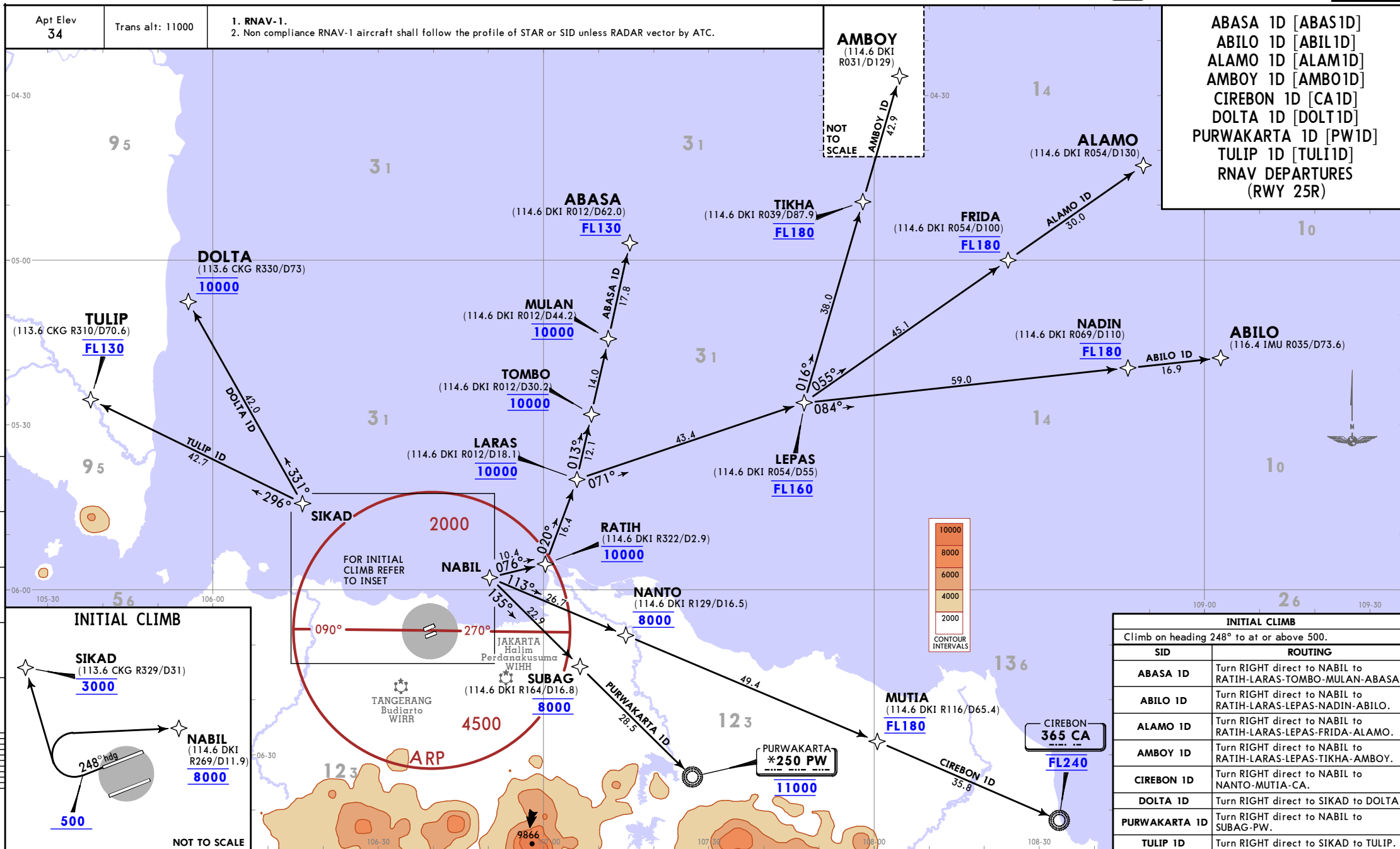
JAKARTA, INDONESIA
RNAV SID





WIII/CGK
SOEKARNO-HATTA INTL 9 MAR 18 (10-3C)

JAKARTA, INDONESIA
RNAV SID



CHANGES: New format.

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WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07L

Exit	Route No.	TAXI ROUTING
N4	ALPHA 3	N4 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N3		N3 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N2		N2 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N1		N1 - NP2 - WC2 - SP1 - SC4 - APRON A Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC4 to Apron A
N4	BRAVO 10	N4 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N3		N3 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N2		N2 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N1		N1 - NP2 - WC2 - SP1 - SCX - APRON B/A Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SCX to Apron B/A
N4	BRAVO 11	N4 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N3		N3 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N2		N2 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N1		N1 - NP2 - WC2 - SP1 - SC5 - APRON B Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC5 to Apron B
N4	CHARLIE 11	N4 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N4 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N3		N3 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N3 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N2		N2 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N2 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N1		N1 - NP2 - WC2 - SP1 - SC6 - APRON C Exit N1 turn right NP2 turn left WC2 turn left SP1 turn left SC6 to Apron C
N4	CHARLIE 12	N4 - NP2 - WC2 - SPW - APRON C Exit N4 turn right NP2 turn left WC2 turn left SPW to Apron C
N3		N3 - NP2 - WC2 - SPW - APRON C Exit N3 turn right NP2 turn left WC2 turn left SPW to Apron C
N2		N2 - NP2 - WC2 - SPW - APRON C Exit N2 turn right NP2 turn left WC2 turn left SPW to Apron C
N1		N1 - NP2 - WC2 - SPW - APRON C Exit N1 turn right NP2 turn left WC2 turn left SPW to Apron C
N4	DELTA 5	N4 - NP2 - WC2 - NPW - APRON D Exit N4 turn right NP2 turn left WC2 turn left NPW to Apron D
N3		N3 - NP2 - WC2 - NPW - APRON D Exit N3 turn right NP2 turn left WC2 turn left NPW to Apron D
N2		N2 - NP2 - WC2 - NPW - APRON D Exit N2 turn right NP2 turn left WC2 turn left NPW to Apron D
N1		N1 - NP2 - WC2 - NPW - APRON D Exit N1 turn right NP2 turn left WC2 turn left NPW to Apron D
N4	DELTA 6	N4 - NP2 - NC7 - APRON D Exit N4 turn right NP2 turn left NC7 to Apron D
N3		N3 - NP2 - NC7 - APRON D Exit N3 turn right NP2 turn left NC7 to Apron D
N2		N2 - NP2 - NC7 - APRON D Exit N2 turn right NP2 turn left NC7 to Apron D
N1		N1 - NP2 - NC7 - APRON D Exit N1 turn right NP2 turn left NC7 to Apron D
N4	ECHO 5	N4 - NP2 - NC6 - APRON E/D Exit N4 turn right NP2 turn left NC6 to Apron E/D
N3		N3 - NP2 - NC6 - APRON E/D Exit N3 turn right NP2 turn left NC6 to Apron E/D
N2		N2 - NP2 - NC6 - APRON E/D Exit N2 turn right NP2 turn left NC6 to Apron E/D
N1		N1 - NP2 - NC6 - APRON E/D Exit N1 turn right NP2 turn left NC6 to Apron E/D

WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07L continued

Exit	Route No.	TAXI ROUTING
N4	ECHO 6	N4 - NP2 - NCY - APRON E/F Exit N4 turn right NP2 turn left NCY to Apron E/F
N3		N3 - NP2 - NCY - APRON E/F Exit N3 turn right NP2 turn left NCY to Apron E/F
N2		N2 - NP2 - NCY - APRON E/F Exit N2 turn right NP2 turn left NCY to Apron E/F
N1		N1 - NP2 - NCY - APRON E/F Exit N1 turn right NP2 turn left NCY to Apron E/F
N4	FOXTROT 3	N4 - NP2 - NC5 - APRON F Exit N4 turn right NP2 turn left NC5 to Apron F
N3		N3 - NP2 - NC5 - APRON F Exit N3 turn right NP2 turn left NC5 to Apron F
N2		N2 - NP2 - NC5 - APRON F Exit N2 turn right NP2 turn left NC5 to Apron F
N1		N1 - NP2 - NC5 - APRON F Exit N1 turn right NP2 turn left NC5 to Apron F
N3	GOLF 7	N3 - NP2 - NC4 - APRON G Exit N3 turn right NP2 turn left NC4 to Apron G
N2		N2 - NP2 - NC4 - APRON G Exit N2 turn right NP2 turn left NC4 to Apron G
N1		N1 - NP2 - NC4 - APRON G Exit N1 turn right NP2 turn left NC4 to Apron G
N4	GOLF 7D	N4 - NC4 - APRON G Exit N4 join NC4 to Apron G
N4	GOLF 8	N4 - NC4 - NP1 - NC3 - APRON G Exit N4 join NC4 turn left NP1 turn right NC3 to Apron G
N2		N2 - NP2 - NC3 - APRON G Exit N2 turn right NP2 turn left NC3 to Apron G
N1		N1 - NP2 - NC3 - APRON G Exit N1 turn right NP2, turn left NC3 to Apron G
N3	GOLF 8D	N3 - NC3 - APRON G Exit N3 join NC3 to Apron G
N4	GOLF 9	N4 - NC4 - NP1 - NC2 - APRON G Exit N4 join NC4 turn left NP1 turn right NC2 to Apron G
N3		N3 - NC3 - NP1 - NC2 - APRON G Exit N3 join NC3 turn left NP1 turn right NC2 to Apron G
N1		N1 - NP2 - NC2 - APRON G Exit N1 turn right NP2 turn left NC2 to Apron G
N2	GOLF 9D	N2 - NC2 - APRON G Exit N2 join NC2 to Apron G
N4	HOTEL 5	N4 - NC4 - NP1 - EC1 - NPE - APRON H Exit N4 join NC4 turn left NP1 join EC1 turn right NPE to Apron H
N3		N3 - NC3 - NP1 - EC1 - NPE - APRON H Exit N3 join NC3 turn left NP1 join EC1 turn right NPE to Apron H
N2		N2 - NC2 - NP1 - EC1 - NPE - APRON H Exit N2 join NC2 turn left NP1 join EC1 turn right NPE to Apron H
N1		N1 - NC1 - EC1 - NPE - APRON H Exit N1 join NC1 turn left EC1 turn right NPE to Apron H

WIII/CGK**TAXI**
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Landing Runway 25R**

Exit	Route No.	TAXI ROUTING
N5	ALPHA 4	N5 - NC5 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC4 - APRON A Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC4 to Apron A
N9		N9 - NP2 - WC1 - SP1 - SC4 - APRON A Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC4 to APRON A
N8	ALPHA 4D	N8 - WC1 - SP1 - SC4 - APRON A Exit N8 join WC1 turn left SP1 turn left SC4 to Apron A
N5	BRAVO 7	N5 - NC5 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N6		N6 - NC6 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N7		N7 - NC7 - NP1 - WC1 - SP1 - SCX - APRON B/A Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SCX to Apron B/A
N9		N9 - NP2 - WC1 - SP1 - SCX - APRON B/A Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SCX to Apron B/A
N8	BRAVO 7D	N8 - WC1 - SP1 - SCX - APRON B/A Exit N8 join WC1 turn left SP1 turn left SCX to Apron B/A
N5	BRAVO 8	N5 - NC5 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC5 - APRON B Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC5 to Apron B
N9		N9 - NP2 - WC1 - SP1 - SC5 - APRON B Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC5 to Apron B
N8	BRAVO 8D	N8 - WC1 - SP1 - SC5 - APRON B Exit N8 join WC1 turn left SP1 turn left SC5 to Apron B
N5	CHARLIE 7	N5 - NC5 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N5 join NC5 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N6		N6 - NC6 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N6 join NC6 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N7		N7 - NC7 - NP1 - WC1 - SP1 - SC6 - APRON C Exit N7 join NC7 turn right NP1 turn left WC1 turn left SP1 turn left SC6 to Apron C
N9		N9 - NP2 - WC1 - SP1 - SC6 - APRON C Exit N9 turn left NP2 turn right WC1 turn left SP1 turn left SC6 to Apron C
N8	CHARLIE 7D	N8 - WC1 - SP1 - SC6 - APRON C Exit N8 join WC1 turn left SP1 turn left SC6 to Apron C
N5	CHARLIE 8	N5 - NC5 - NP1 - WC1 - SPW - APRON C Exit N5 join NC5 turn right NP1 turn left WC1 turn left SPW to Apron C
N6		N6 - NC6 - NP1 - WC1 - SPW - APRON C Exit N6 join NC6 turn right NP1 turn left WC1 turn left SPW to Apron C
N7		N7 - NC7 - NP1 - WC1 - SPW - APRON C Exit N7 join NC7 turn right NP1 turn left WC1 turn left SPW to Apron C
N9		N9 - NP2 - WC1 - SPW - APRON C Exit N9 turn left NP2 turn right WC1 turn left SPW to Apron C
N8	CHARLIE 8D	N8 - WC1 - SPW - APRON C Exit N8 join WC1 turn left SPW to Apron C

WIII/CGK**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**TAXI****Landing Runway 25R continued**

Exit	Route No.	TAXI ROUTING
N5	DELTA 5	N5 - NC5 - NP1 - WC1 - NPW - APRON D Exit N5 join NC5 turn right NP1 turn left WC1 turn left NPW to Apron D
N6		N6 - NC6 - NP1 - WC1 - NPW - APRON D Exit N6 join NC6 turn right NP1 turn left WC1 turn left NPW to Apron D
N7		N7 - NC7 - NP1 - WC1 - NPW - APRON D Exit N7 join NC7 turn right NP1 turn left WC1 turn left NPW to Apron D
N9		N9 - NP2 - WC1 - NPW - APRON D Exit N9 turn left NP2 turn right WC1 turn left NPW to Apron D
N8	DELTA 5D	N8 - WC1 - NPW - APRON D Exit N8 join WC1 turn left NPW to Apron D
N5	DELTA 6	N5 - NC5 - NP1 - NC7 - APRON D Exit N5 join NC5 turn right NP1 turn left NC7 to Apron D
N6		N6 - NC6 - NP1 - NC7 - APRON D Exit N6 join NC6 turn right NP1 turn left NC7 to Apron D
N8		N8 - NP2 - NC7 - APRON D Exit N8 turn left NP2 turn right NC7 to Apron D
N9		N9 - NP2 - NC7 - APRON D Exit N9 turn left NP2 turn right NC7 to Apron D
N7	DELTA 6D	N7 - NC7 - APRON D Exit N7 join NC7 to Apron D
N5	ECHO 5	N5 - NC5 - NP1 - NC6 - APRON E/D Exit N5 join NC5 turn right NP1 turn left NC6 to Apron E/D
N7		N7 - NP2 - NC6 - APRON E/D Exit N7 turn left NP2 turn right NC6 to Apron E/D
N8		N8 - NP2 - NC6 - APRON E/D Exit N8 turn left NP2 turn right NC6 to Apron E/D
N9		N9 - NP2 - NC6 - APRON E/D Exit N9 turn left NP2 turn right NC6 to Apron E/D
N6	ECHO 5D	N6 - NC6 - APRON E/D Exit N6 join NC6 to Apron E/D
N5	ECHO 6	N5 - NC5 - NP1 - NCY - APRON E/F Exit N5 join NC5 turn right NP1 turn left NCY to Apron E/F
N6		N6 - NP2 - NCY - APRON E/F Exit N6 turn left NP2 turn right NCY to Apron E/F
N7		N7 - NP2 - NCY - APRON E/F Exit N7 turn left NP2 turn right NCY to Apron E/F
N8		N8 - NP2 - NCY - APRON E/F Exit N8 turn left NP2 turn right NCY to Apron E/F
N9		N9 - NP2 - NCY - APRON E/F Exit N9 turn left NP2 turn right NCY to Apron E/F
N6	FOXTROT 3	N6 - NP2 - NC5 - APRON F Exit N6 turn left NP2 turn right NC5 to Apron F
N7		N7 - NP2 - NC5 - APRON F Exit N7 turn left NP2 turn right NC5 to Apron F
N8		N8 - NP2 - NC5 - APRON F Exit N8 turn left NP2 turn right NC5 to Apron F
N9		N9 - NP2 - NC5 - APRON F Exit N9 turn left NP2 turn right NC5 to Apron F
N5	FOXTROT 3D	N5 - NC5 - APRON F Exit N5 join NC5 to Apron F
N5	GOLF 7	N5 - NP2 - NC4 - APRON G Exit N5 turn left NP2 turn right NC4 to Apron G
N6		N6 - NP2 - NC4 - APRON G Exit N6 turn left NP2 turn right NC4 to Apron G
N7		N7 - NP2 - NC4 - APRON G Exit N7 turn left NP2 turn right NC4 to Apron G
N8		N8 - NP2 - NC4 - APRON G Exit N8 turn left NP2 turn right NC4 to Apron G
N9		N9 - NP2 - NC4 - APRON G Exit N9 turn left NP2 turn right NC4 to Apron G

WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 25R continued

Exit	Route No.	TAXI ROUTING
N5	GOLF 8	N5 - NP2 - NC3 - APRON G Exit N5 turn left NP2 turn right NC3 to Apron G
N6		N6 - NP2 - NC3 - APRON G Exit N6 turn left NP2 turn right NC3 to Apron G
N7		N7 - NP2 - NC3 - APRON G Exit N7 turn left NP2 turn right NC3 to Apron G
N8		N8 - NP2 - NC3 - APRON G Exit N8 turn left NP2 turn right NC3 to Apron G
N9		N9 - NP2 - NC3 - APRON G Exit N9 turn left NP2 turn right NC3 to Apron G
N5	GOLF 9	N5 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N5 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N6		N6 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N6 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N7		N7 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N7 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N8		N8 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N8 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N9		N9 - NP2 - NC3 - NP1 - NC2 - APRON G Exit N9 turn left NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
N5	HOTEL 5	N5 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N5 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N6		N6 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N6 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N7		N7 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N7 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N8		N8 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N8 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
N9		N9 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit N9 turn left NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
		Landing Runway 07R
Exit	Route No.	TAXI ROUTING
S4	ALPHA 2	S4 - SC4 - APRON A Exit S4 join SC4 to Apron A
S3	ALPHA 3	S3 - SP2 - SC4 - APRON A Exit S3 turn left SP2 turn right SC4 to Apron A
S2		S2 - SP2 - SC4 - APRON A Exit S2 turn left SP2 turn right SC4 to Apron A
S1		S1 - SP2 - SC4 - APRON A Exit S1 turn left SP2 turn right SC4 to Apron A
S4	BRAVO 4	S4 - SP2 - SCX - APRON B/A Exit S4 turn left SP2 turn right SCX to Apron B/A
S3		S3 - SP2 - SCX - APRON B/A Exit S3 turn left SP2 turn right SCX to Apron B/A
S2		S2 - SP2 - SCX - APRON B/A Exit S2 turn left SP2 turn right SCX to Apron B/A
S1		S1 - SP2 - SCX - APRON B/A Exit S1 turn left SP2 turn right SCX to Apron B/A

WIII/CGK


TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	BRAVO 5	S4 - SP2 - SC5 - APRON B Exit S4 turn left SP2 turn right SC5 to Apron B
S3		S3 - SP2 - SC5 - APRON B Exit S3 turn left SP2 turn right SC5 to Apron B
S2		S2 - SP2 - SC5 - APRON B Exit S2 turn left SP2 turn right SC5 to Apron B
S1		S1 - SP2 - SC5 - APRON B Exit S1 turn left SP2 turn right SC5 to Apron B
S4	CHARLIE 5	S4 - SP2 - SC6 - APRON C Exit S4 turn left SP2 turn right SC6 to Apron C
S3		S3 - SP2 - SC6 - APRON C Exit S3 turn left SP2 turn right SC6 to Apron C
S2		S2 - SP2 - SC6 - APRON C Exit S2 turn left SP2 turn right SC6 to Apron C
S1		S1 - SP2 - SC6 - APRON C Exit S1 turn left SP2 turn right SC6 to Apron C
S4	CHARLIE 6	S4 - SP2 - WC1 - SPW - APRON C Exit S4 turn left SP2 turn right WC1 turn right SPW to Apron C
S3		S3 - SP2 - WC1 - SPW - APRON C Exit S3 turn left SP2 turn right WC1 turn right SPW to Apron C
S2		S2 - SP2 - WC1 - SPW - APRON C Exit S2 turn left SP2 turn right WC1 turn right SPW to Apron C
S1		S1 - SP2 - WC1 - SPW - APRON C Exit S1 turn left SP2 turn right WC1 turn right SPW to Apron C
S4	DELTA 7	S4 - SP2 - WC1 - NPW - APRON D Exit S4 turn left SP2 turn right WC1 turn right NPW to Apron D
S3		S3 - SP2 - WC1 - NPW - APRON D Exit S3 turn left SP2 turn right WC1 turn right NPW to Apron D
S2		S2 - SP2 - WC1 - NPW - APRON D Exit S2 turn left SP2 turn right WC1 turn right NPW to Apron D
S1		S1 - SP2 - WC1 - NPW - APRON D Exit S1 turn left SP2 turn right WC1 turn right NPW to Apron D
S4	DELTA 8	S4 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S3		S3 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S2		S2 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S1		S1 - SP2 - WC1 - NP1 - NC7 - APRON D Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC7 to Apron D
S4	ECHO 7	S4 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S3		S3 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S2		S2 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D
S1		S1 - SP2 - WC1 - NP1 - NC6 - APRON E/D Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC6 to Apron E/D

WIII/CGK

 **JEPPESEN**
23 FEB 18 **(10-6F)**
TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 07R continued

Exit	Route No.	TAXI ROUTING
S4	ECHO 8	S4 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S3		S3 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S2		S2 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S1		S1 - SP2 - WC1 - NP1 - NCY - APRON E/F Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NCY to Apron E/F
S4	FOXTROT 4	S4 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S3		S3 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S2		S2 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S1		S1 - SP2 - WC1 - NP1 - NC5 - APRON F Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC5 to Apron F
S4	GOLF 10	S4 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S3		S3 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S2		S2 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S1		S1 - SP2 - WC1 - NP1 - NC4 - APRON G Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC4 to Apron G
S4	GOLF 11	S4 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S3		S3 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S2		S2 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S1		S1 - SP2 - WC1 - NP1 - NC3 - APRON G Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC3 to Apron G
S4	GOLF 12	S4 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S4 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S3		S3 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S3 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S2		S2 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S2 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S1		S1 - SP2 - WC1 - NP1 - NC2 - APRON G Exit S1 turn left SP2 turn right WC1 turn right NP1 turn right NC2 to Apron G
S4	HOTEL 7	S4 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S4 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H
S3		S3 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S3 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H
S2		S2 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S2 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H
S1		S1 - SP2 - WC1 - NP1 - EC1 - NPE - APRON H Exit S1 turn left SP2 turn right WC1 turn right NP1 join EC1 turn right NPE to Apron H

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TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL
Landing Runway 25L

Exit	Route No.	TAXI ROUTING
S5	ALPHA 3	S5 - SC5 - SP1 - SC4 - APRON A Exit S5 join SC5 turn right SP1 turn left SC4 to Apron A
S6		S6 - SC6 - SP1 - SC4 - APRON A Exit S6 join SC6 turn right SP1 turn left SC4 to Apron A
S7		S7 - WC2 - SP1 - SC4 - APRON A Exit S7 join WC2 turn right SP1 turn left SC4 to Apron A
S8		S8 - SC8 - SP1 - SC4 - APRON A Exit S8 join SC8 turn right SP1 turn left SC4 to Apron A
S9		S9 - SC9 - SP1 - SC4 - APRON A Exit S9 join SC9 turn right SP1 turn left SC4 to Apron A
S5	BRAVO 5	S5 - SC5 - SP1 - SCX - APRON B/A Exit S5 join SC5 turn right SP1 turn left SCX to Apron B/A
S6		S6 - SC6 - SP1 - SCX - APRON B/A Exit S6 join SC6 turn right SP1 turn left SCX to Apron B/A
S7		S7 - WC2 - SP1 - SCX - APRON B/A Exit S7 join WC2 turn right SP1 turn left SCX to Apron B/A
S8		S8 - SC8 - SP1 - SCX - APRON B/A Exit S8 join SC8 turn right SP1 turn left SCX to Apron B/A
S9		S9 - SC9 - SP1 - SCX - APRON B/A Exit S9 join SC9 turn right SP1 turn left SCX to Apron B/A
S6	BRAVO 6	S6 - SC6 - SP1 - SC5 - APRON B Exit S6 join SC6 turn right SP1 turn left SC5 to Apron B
S7		S7 - WC2 - SP1 - SC5 - APRON B Exit S7 join WC2 turn right SP1 turn left SC5 to Apron B
S8		S8 - SC8 - SP1 - SC5 - APRON B Exit S8 join SC8 turn right SP1 turn left SC5 to Apron B
S9		S9 - SC9 - SP1 - SC5 - APRON B Exit S9 join SC9 turn right SP1 turn left SC5 to Apron B
S5	BRAVO 6D	S5 - SC5 - APRON B Exit S5 join SC5 to Apron B
S5	CHARLIE 5	S5 - SP2 - SC6 - APRON C Exit S5 turn left SP2 turn right SC6 to Apron C
S7		S7 - WC2 - SP1 - SC6 - APRON C Exit S7 join WC2 turn right SP1 turn left SC6 to Apron C
S8		S8 - SC8 - SP1 - SC6 - APRON C Exit S8 join SC8 turn right SP1 turn left SC6 to Apron C
S9		S9 - SC9 - SP1 - SC6 - APRON C Exit S9 turn right SP1 turn left SC6 to Apron C
S6	CHARLIE 5D	S6 - SC6 - APRON C Exit S6 join SC6 to Apron C
S5	CHARLIE 6	S5 - SP2 - WC2 - SPW - APRON C Exit S5 turn left SP2 turn right WC2 turn right SPW to Apron C
S6		S6 - SP2 - WC2 - SPW - APRON C Exit S6 turn left SP2 turn right WC2 turn right SPW to Apron C
S8		S8 - SC8- SP1 - WC2 - SPW - APRON C Exit S8 join SC8 turn right SP1 turn left WC2 turn right SPW to Apron C
S9		S9 - SC9 - SP1 - WC2 - SPW - APRON C Exit S9 join SC9 turn right SP1 turn left WC2 turn right SPW to Apron C

WIII/CGK**TAXI**
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Landing Runway 25L continued**

Exit	Route No.	TAXI ROUTING
S7	CHARLIE 6D	S7 - WC2 - SPW - APRON C Exit S7 join WC2 turn right SPW to Apron C
S5	DELTA 7	S5 - SP2 - WC2 - NPW - APRON D Exit S5 turn left SP2 turn right WC2 turn right NPW to Apron D
S6		S6 - SP2 - WC2 - NPW - APRON D Exit S6 turn left SP2 turn right WC2 turn right NPW to Apron D
S8		S8 - SC8 - SP1 - WC2 - NPW - APRON D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NPW to Apron D
S9		S9 - SC9 - SP1 - WC2 - NPW - APRON D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NPW to Apron D
S7	DELTA 7D	S7 - WC2 - NPW - APRON D Exit S7 join WC2 turn right NPW to Apron D
S5	DELTA 8	S5 - SP2 - WC2 - NP2 - NC7 - APRON D Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC7 to Apron D
S6		S6 - SP2 - WC2 - NP2 - NC7 - APRON D Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC7 to Apron D
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC7 - APRON D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC7 to Apron D
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC7 - APRON D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC7 to Apron D
S7	DELTA 8D	S7 - WC2 - NP2 - NC7 - APRON D Exit S7 join WC2 turn right NP2 turn right NC7 to Apron D
S5	ECHO 7	S5 - SP2 - WC2 - NP2 - NC6 - APRON E/D Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC6 to Apron E/D
S6		S6 - SP2 - WC2 - NP2 - NC6 - APRON E/D Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC6 to Apron E/D
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC6 - APRON E/D Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC6 to Apron E/D
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC6 - APRON E/D Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC6 to Apron E/D
S7	ECHO 7D	S7 - WC2 - NP2 - NC6 - APRON E/D Exit S7 join WC2 turn right NP2 turn right NC6 to Apron E/D
S5	ECHO 8	S5 - SP2 - WC2 - NP2 - NCY - APRON E/F Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NCY to Apron E/F
S6		S6 - SP2 - WC2 - NP2 - NCY - APRON E/F Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NCY to Apron E/F
S8		S8 - SC8 - SP1 - WC2 - NP2 - NCY - APRON E/F Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NCY to Apron E/F
S9		S9 - SC9 - SP1 - WC2 - NP2 - NCY - APRON E/F Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NCY to Apron E/F
S7	ECHO 8D	S7 - WC2 - NP2 - NCY - APRON E/F Exit S7 join WC2 turn right NP2 turn right NCY to Apron E/F

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TAXI
JAKARTA, INDONESIA
 SOEKARNO-HATTA INTL
Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S5	FOXTROT 4	S5 - SP2 - WC2 - NP2 - NC5 - APRON F Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC5 to Apron F
S6		S6 - SP2 - WC2 - NP2 - NC5 - APRON F Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC5 to Apron F
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC5 - APRON F Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC5 to Apron F
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC5 - APRON F Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC5 to Apron F
S7	FOXTROT 4D	S7 - WC2 - NP2 - NC5 - APRON F Exit S7 join WC2 turn right NP2 turn right NC5 to Apron F
S5	GOLF 10	S5 - SP2 - WC2 - NP2 - NC4 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC4 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC4 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC4 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC4 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC4 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC4 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC4 to Apron G
S7	GOLF 10D	S7 - WC2 - NP2 - NC4 - APRON G Exit S7 join WC2 turn right NP2 turn right NC4 to Apron G
S5	GOLF 11	S5 - SP2 - WC2 - NP2 - NC3 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC3 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 to Apron G
S7	GOLF 11D	S7 - WC2 - NP2 - NC3 - APRON G Exit S7 join WC2 turn right NP2 turn right NC3 to Apron G
S5	GOLF 12	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G

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10-6K

TAXI
JAKARTA, INDONESIA
 SOEKARNO-HATTA INTL
Landing Runway 25L continued

Exit	Route No.	TAXI ROUTING
S7	GOLF 12D	S7 - WC2 - NP2 - NC3 - NP1 - NC2 - APRON G Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 turn right NC2 to Apron G
S5	HOTEL 7	S5 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S5 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S6		S6 - SP2 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S6 turn left SP2 turn right WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S8		S8 - SC8 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S8 join SC8 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S9		S9 - SC9 - SP1 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S9 join SC9 turn right SP1 turn left WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H
S7	HOTEL 7D	S7 - WC2 - NP2 - NC3 - NP1 - EC1 - NPE - APRON H Exit S7 join WC2 turn right NP2 turn right NC3 turn left NP1 join EC1 turn right NPE to Apron H

WIII/CGK**TAXI**
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Take-off Runway 07L**

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 4	SC4 - SP2 - WC1 - NP2 - N9 Gate SC4 turn right SP2 turn right WC1 turn left NP2 to join N9
SCX	BRAVO 7	SCX - SP2 - WC1 - NP2 - N9 Gate SCX turn right SP2 turn right WC1 turn left NP2 to join N9
SC5	BRAVO 8	SC5 - SP2 - WC1 - NP2 - N9 Gate SC5 turn right SP2 turn right WC1 turn left NP2 to join N9
SC6	CHARLIE 7	SC6 - SP2 - WC1 - NP2 - N9 Gate SC6 turn right SP2 turn right WC1 turn left NP2 to join N9
SPW	CHARLIE 8	SPW - WC1 - NP2 - N9 Gate SPW turn right WC1 turn left NP2 to join N9
NPW	DELTA 1	NPW - WC1 - NP2 - N9 Gate NPW turn right WC1 turn left NP2 to join N9
NC7	DELTA 2	NC7 - NP2 - N9 Gate NC7 turn left NP2 to join N9
NC6	ECHO 1	NC6 - NP2 - N9 Gate NC6 turn left NP2 to join N9
NCY	ECHO 2	NCY - NP2 - N9 Gate NCY turn left NP2 to join N9
NC5	FOXTROT 1	NC5 - NP2 - N9 Gate NC5 turn left NP2 to join N9
NC4	GOLF 1	NC4 - NP2 - N9 Gate NC4 turn left NP2 to join N9
NC3	GOLF 2	NC3 - NP2 - N9 Gate NC3 turn left NP2 to join N9
NC2	GOLF 3	NC2 - NP2 - N9 Gate NC2 turn left NP2 to join N9
NPE	HOTEL 1	NPE - EC2 - NP2 - N9 Gate NPE turn left EC2 join NP2 to join N9

Take-off Runway 25R

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 2	SC4 - SP2 - WC2 - NP2 - N2/N1 Gate SC4 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SCX	BRAVO 3	SCX - SP2 - WC2 - NP2 - N2/N1 Gate SCX turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SC5	BRAVO 4	SC5 - SP2 - WC2 - NP2 - N2/N1 Gate SC5 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SC6	CHARLIE 3	SC6 - SP2 - WC2 - NP2 - N2/N1 Gate SC6 turn right SP2 turn right WC2 turn right NP2 to join N2/N1
SPW	CHARLIE 4	SPW - WC2 - NP2 - N2/N1 Gate SPW turn right WC2 turn right NP2 to join N2/N1
NPW	DELTA 1	NPW - WC2 - NP2 - N2/N1 Gate NPW turn right WC2 turn right NP2 to join N2/N1
NC7	DELTA 2	NC7 - NP2 - N2/N1 Gate NC7 turn right NP2 to join N2/N1
NC6	ECHO 1	NC6 - NP2 - N2/N1 Gate NC6 turn right NP2 to join N2/N1
NCY	ECHO 2	NCY - NP2 - N2/N1 Gate NCY turn right NP2 to join N2/N1

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(10-6M)

TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Take-off Runway 25R continued**

Gate	Route No.	TAXI ROUTING
NC5	FOXTROT 1	NC5 - NP2 - N2/N1 Gate NC5 turn right NP2 to join N2/N1
NC4	GOLF 1	NC4 - NP2 - N2/N1 Gate NC4 turn right NP2 to join N2/N1
NC3	GOLF 2	NC3 - NP2 - N2/N1 Gate NC3 turn right NP2 to join N2/N1
NC2	GOLF 3D	NC2 - N2 Gate NC2 to join N2
	GOLF 3	NC2 - NP2 - N1 Gate NC2 turn right NP2 to join N1
NPE	HOTEL 1	NPE - EC2 - N1 Gate NPE turn left EC2 to join N1
Take-off Runway 07R		
Gate	Route No.	TAXI ROUTING
SC4	ALPHA 2	SC4 - SP2 - S8/S9 Gate SC4 turn right SP2 to join S8/S9
SCX	BRAVO 3	SCX - SP2 - S8/S9 Gate SCX turn right SP2 to join S8/S9
SC5	BRAVO 4	SC5 - SP2 - S8/S9 Gate SC5 turn right SP2 to join S8/S9
SC6	CHARLIE 3	SC6 - SP2 - S8/S9 Gate SC6 turn right SP2 to join S8/S9
SPW	CHARLIE 4	SPW - WC2 - SP2 - S8/S9 Gate SPW turn left WC2 turn right SP2 to join S8/S9
NPW	DELTA 3	NPW - WC2 - SP2 - S8/S9 Gate NPW turn left WC2 turn right SP2 to join S8/S9
NC7	DELTA 4	NC7 - NP2 - WC2 - SP2 - S8/S9 Gate NC7 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC6	ECHO 3	NC6 - NP2 - WC2 - SP2 - S8/S9 Gate NC6 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NCY	ECHO 4	NCY - NP2 - WC2 - SP2 - S8/S9 Gate NCY turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC5	FOXTROT 2	NC5 - NP2 - WC2 - SP2 - S8/S9 Gate NC5 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC4	GOLF 4	NC4 - NP2 - WC2 - SP2 - S8/S9 Gate NC4 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC3	GOLF 5	NC3 - NP2 - WC2 - SP2 - S8/S9 Gate NC3 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NC2	GOLF 6	NC2 - NP2 - WC2 - SP2 - S8/S9 Gate NC2 turn left NP2 turn left WC2 turn right SP2 to join S8/S9
NPE	HOTEL 3	NPE - EC2 - NP2 - WC2 - SP2 - S8/S9 Gate NPE turn left EC2 join NP2 turn left WC2 turn right SP2 to join S8/S9

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Eff 29 Mar **JEPPESEN**

(10-6N)

TAXI
JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**Take-off Runway 25L**

Gate	Route No.	TAXI ROUTING
SC4	ALPHA 1A	SC4 - SP1 - SC1 - S1 Gate SC4 turn left SP1 turn right SC1 to join S1
SC4	ALPHA 1B	SC4 - SP1 - SC2 - S2 Gate SC4 turn left SP1 turn right SC2 to join S2
SCX	BRAVO 1A	SCX - SP1 - SC1 - S1 Gate SCX turn left SP1 turn right SC1 to join S1
SCX	BRAVO 1B	SCX - SP1 - SC2 - S2 Gate SCX turn left SP1 turn right SC2 to join S2
SC5	BRAVO 2A	SC5 - SP1 - SC1 - S1 Gate SC5 turn left SP1 turn right SC1 to join S1
SC5	BRAVO 2B	SC5 - SP1 - SC2 - S2 Gate SC5 turn left SP1 turn right SC2 to join S2
SC6	CHARLIE 1A	SC6 - SP1 - SC1 - S1 Gate SC6 turn left SP1 turn right SC1 to join S1
SC6	CHARLIE 1B	SC6 - SP1 - SC2 - S2 Gate SC6 turn left SP1 turn right SC2 to join S2
SPW	CHARLIE 2A	SPW - WC1 - SP1 - SC1 - S1 Gate SPW turn left WC1 turn left SP1 turn right SC1 to join S1
SPW	CHARLIE 2B	SPW - WC1 - SP1 - SC2 - S2 Gate SPW turn left WC1 turn left SP1 turn right SC2 to join S2
NPW	DELTA 3A	NPW - WC1 - SP1 - SC1 - S1 Gate NPW turn left WC1 turn left SP1 turn right SC1 to join S1
NPW	DELTA 3B	NPW - WC1 - SP1 - SC2 - S2 Gate NPW turn left WC1 turn left SP1 turn right SC2 to join S2
NC7	DELTA 4A	NC7 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC7 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC7	DELTA 4B	NC7 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC7 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC6	ECHO 3A	NC6 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC6 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC6	ECHO 3B	NC6 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC6 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NCY	ECHO 4A	NCY - NP1 - WC1 - SP1 - SC1 - S1 Gate NCY turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NCY	ECHO 4B	NCY - NP1 - WC1 - SP1 - SC2 - S2 Gate NCY turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC5	FOXTROT 2A	NC5 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC5 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC5	FOXTROT 2B	NC5 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC5 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC4	GOLF 4A	NC4 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC4 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC4	GOLF 4B	NC4 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC4 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC3	GOLF 5A	NC3 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC3 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC3	GOLF 5B	NC3 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC3 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NC2	GOLF 6A	NC2 - NP1 - WC1 - SP1 - SC1 - S1 Gate NC2 turn left NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NC2	GOLF 6B	NC2 - NP1 - WC1 - SP1 - SC2 - S2 Gate NC2 turn left NP1 turn left WC1 turn left SP1 turn right SC2 to join S2
NPE	HOTEL 3A	NPE - EC2 - NC1 - NP1 - WC1 - SP1 - SC1 - S1 Gate NPE turn left EC2 turn left NC1 turn right NP1 turn left WC1 turn left SP1 turn right SC1 to join S1
NPE	HOTEL 3B	NPE - EC2 - NC1 - NP1 - WC1 - SP1 - SC2 - S2 Gate NPE turn left EC2 turn left NC1 turn right NP1 turn left WC1 turn left SP1 turn right SC2 to join S2

CHANGES: None.

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7 SEP 18

(10-8)

JAKARTA, INDONESIA
SOEKARNO-HATTA INTL**THE CONSTRUCTION OF TAXIWAY EAST CROSS
(SUP 28/18)****GENERAL**

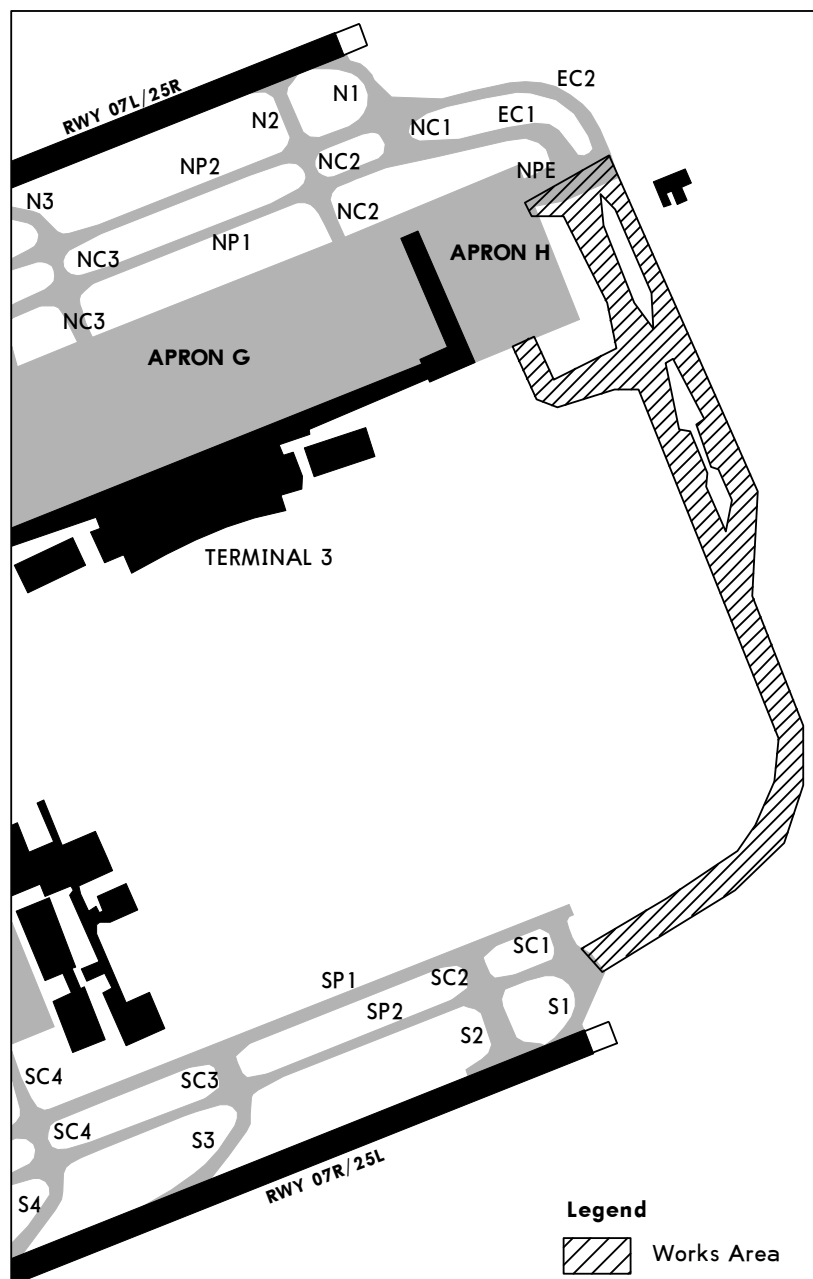
1. The purpose of this chart is to notify the aviation industry about the construction of Taxiway East Cross at Soekarno Hatta International Airport - Jakarta.
2. The construction of Taxiway East Cross will be used in order to accommodate the increasing number of aircraft incoming and outgoing at Soekarno Hatta International Airport - Jakarta.

This chart will be effective until July 31st 2019.

Any changes of the information in this chart will be notified through NOTAM.

DESCRIPTION

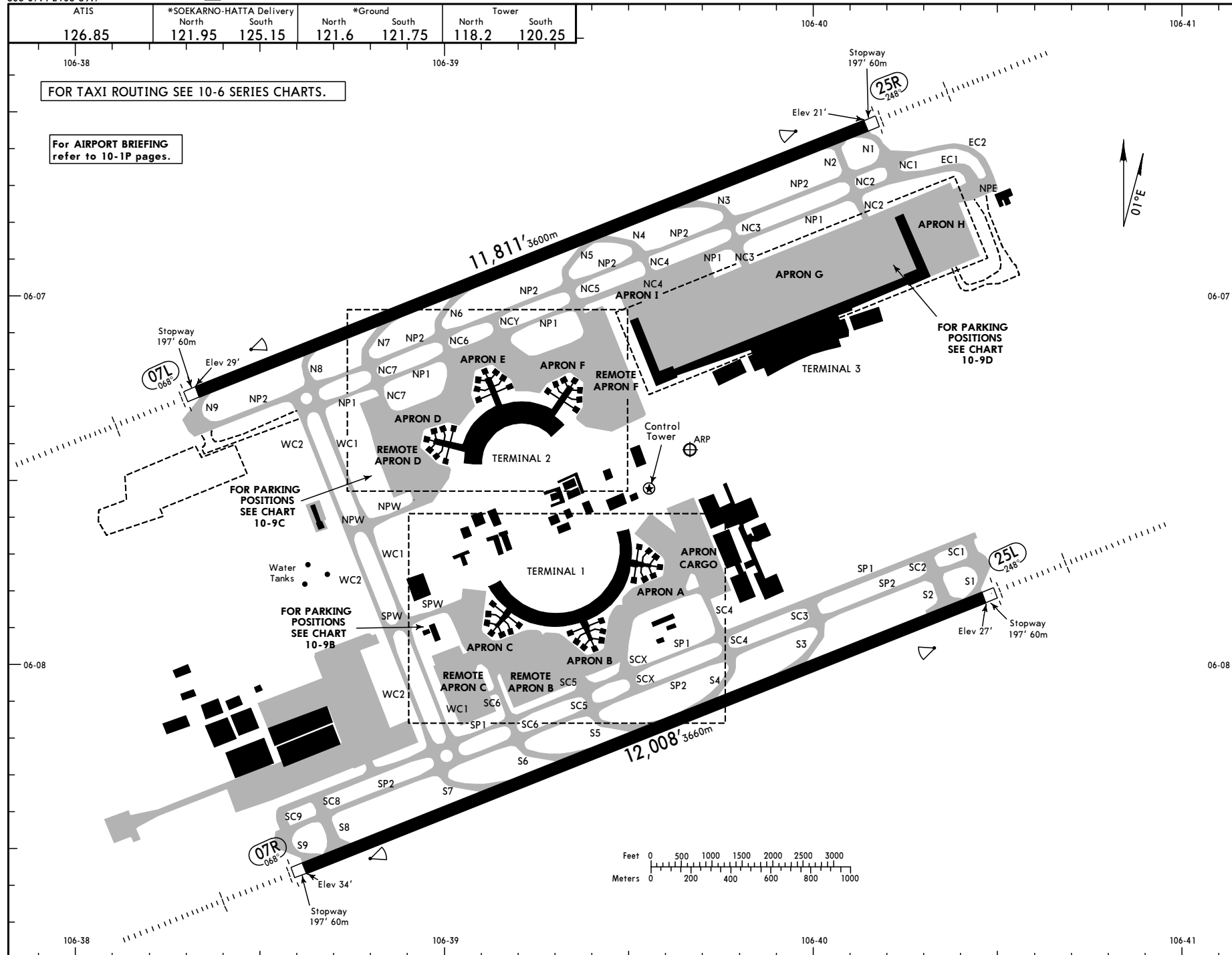
1. The Construction of Taxiway East Cross will be held at east of taxiway SP2 until connected to taxiway NPE and Apron H.
2. Width of Taxiway East Cross is 82' (25m).
3. All aircraft shall concern regarding caution information below:
 - Temporary barriers position on the construction area;
 - Equipment height 79' (24m) position on the construction area;
 - Advised caution during taxiing at Taxiway SP2, S1, SC1, NPE and Apron H.



WIII/CGK **JEPPESSEN**

Apt Elev **34'** 23 MAR 18 **10-9** Eff 29 Mar
S06 07.4 E106 39.7

JAKARTA, INDONESIA
SOEKARNO-HATTA INTL



WIII/CGK



23 MAR 18 (10-9A) Eff 29 Mar

JAKARTA, INDONESIA

SOEKARNO-HATTA INTL

GENERAL

CAUTION: Advised while taking off and landing Rwy 25 and Rwy 07 due to kites.
Seasonal bird activity observed in the vicinity of aerodrome. In case of bird strike, pilots are required to file bird strike form to AIS briefing office.
Prior permission required from Airport Authority for non-scheduled aircraft due to limited aircraft parking.
All aircraft required to switch on the transponder when ready to push back for departing aircraft and arriving aircraft required to switch off the transponder when complete on the parking stand.
Rwys 07R, 25R right hand circuit.

PREFERRED EXIT TAXIWAY - DEPARTURES

RWY	INTERSECTION TWY	Angle from Rwy Centerline	TORA
07L	N7	30°	8612' 2625m
	N8	36°	10,000' 3048m
07R	S7	30°	8901' 2713m
	S8	30°	11,618' 3541m
25L	S2	30°	11,535' 3516m
	S3	30°	8904' 2714m
25R	N2	90°	11,444' 3488m
	N3	30°	8711' 2655m

PREFERRED EXIT TAXIWAY - ARRIVALS

RWY	AIRCRAFT TYPE	Rapid Exit Twy (RET)	Angle from Rwy Centerline	Length from THR
07L	B737 series, B738, B739, A320	N4	30°	7057' 2151m
	A330, A340, B747, B777	N3	30°	8497' 2590m
07R	B737 series, B738, B739, A320	S4	30°	7073' 2156m
	A330, A340, B747, B777	S3	30°	8825' 2690m
25L	B737 series, B738, B739, A320	S5	30°	5961' 1817m
	A330, A340, B747, B777	S6	30°	7283' 2220m
		S7	30°	8990' 2740m
25R	B737 series	N5	30°	4826' 1471m
	A320, A330, A340, B738, B739, B747, B777	N6	30°	7080' 2158m
		N7	30°	8612' 2625m
		N8	36°	10,089' 3075m

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
07R 25L	HIRL(60m) CL HIALS PAPI-L (angle 3.0°)	RVR			Threshold	Glide Slope		197' 60m
						11,054' 3369m		
						11,025' 3360m		

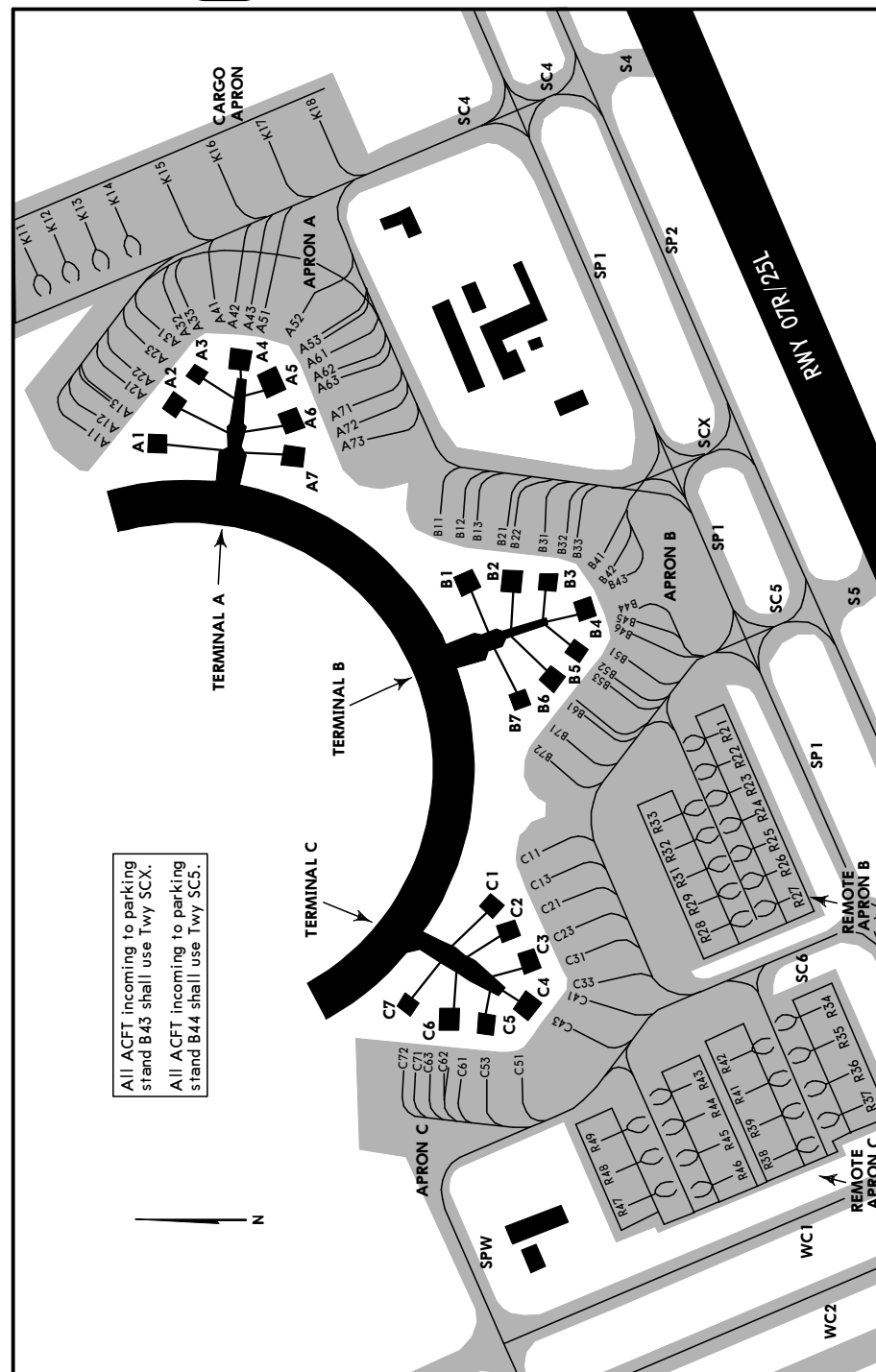
07L 25R	HIRL(60m) CL HIALS PAPI-L (angle 3.0°)	RVR				10,808' 3294m		197' 60m
						10,826' 3300m		

TAKE-OFF

AIR CARRIER All Rwys LVP must be in force.		AIR CARRIER (FAR 121) All Rwys	
RL & CL	RCLM (Day only) or RL	Adequate Vis Ref	
A	200m	2 Eng	RVR 500m VIS 400m
B		3 & 4 Eng	
C			
D	250m	300m	

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JAKARTA, INDONESIA
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PARKING STAND COORDINATES

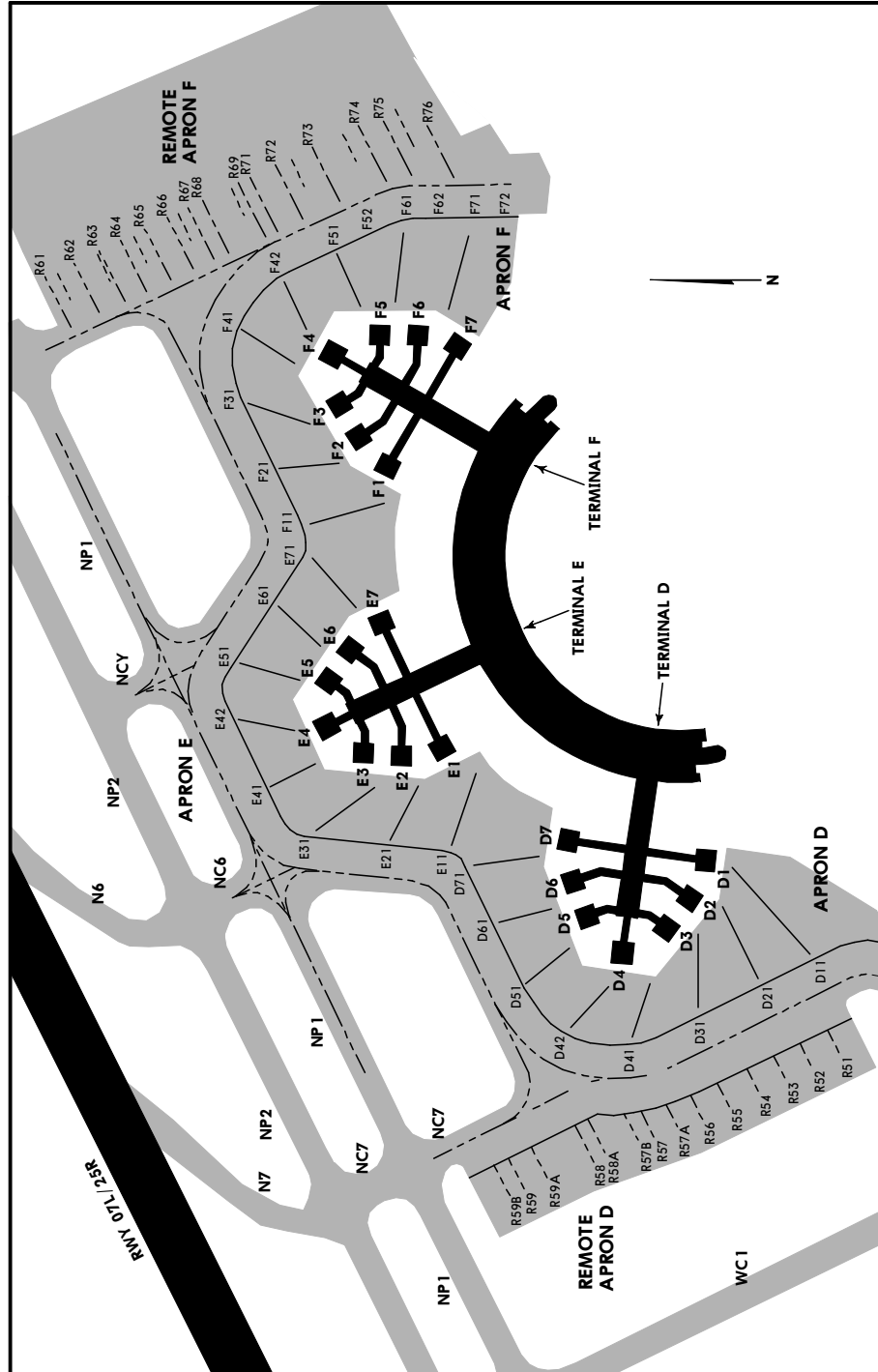
STAND No.	COORDINATES	STAND No.	COORDINATES
CARGO APRON		REMOTE APRON B	
K11 thru K14	S06 07.6 E106 39.7	R21 thru R24	S06 08.1 E106 39.3
K15, K16	S06 07.7 E106 39.7	R25 thru R27	S06 08.1 E106 39.2
K17, K18	S06 07.8 E106 39.8	R28 thru R32	S06 08.0 E106 39.2
		R33	S06 08.0 E106 39.3
APRON A		APRON C	
A11 thru A13	S06 07.7 E106 39.5	C11, C13, C21	S06 07.9 E106 39.2
A21	S06 07.7 E106 39.5	C23	S06 08.0 E106 39.2
A22, A23	S06 07.7 E106 39.6	C31, C33	S06 08.0 E106 39.1
A31, A32	S06 07.7 E106 39.6	C41, C43, C51,	S06 07.9 E106 39.1
A41 thru A43	S06 07.7 E106 39.6	C53, C61, C62	S06 07.9 E106 39.1
		C63, C71, C72	S06 07.8 E106 39.1
A51 thru A53	S06 07.8 E106 39.6	REMOTE APRON C	
A61 thru A63	S06 07.8 E106 39.6	R34 thru R37	S06 08.1 E106 39.1
A71 thru A73	S06 07.8 E106 39.5	R38, R39	S06 08.1 E106 39.0
APRON B		R41, R42	S06 08.1 E106 39.1
B11 thru B13	S06 07.9 E106 39.4	R43, R44	S06 08.0 E106 39.1
B21, B22	S06 07.9 E106 39.4	R45, R46	S06 08.1 E106 39.0
B31	S06 07.9 E106 39.4	R47 thru R49	S06 08.0 E106 39.0
B32, B33	S06 08.0 E106 39.4		
B41 thru B46	S06 08.0 E106 39.4		
B51, B52	S06 08.0 E106 39.4		
B53	S06 08.0 E106 39.3		
B61	S06 07.9 E106 39.3		
B71, B72	S06 07.9 E106 39.3		

CHANGES: Parking stands A21 and A22 location, parking stands C12, C22, C32, C42, C44, C45, C46, C52 and C73 deleted.

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WIII/CGK

9 FEB 18 10-9C
JEPPESENJAKARTA, INDONESIA
SOEKARNO-HATTA INTL



PARKING STAND COORDINATES

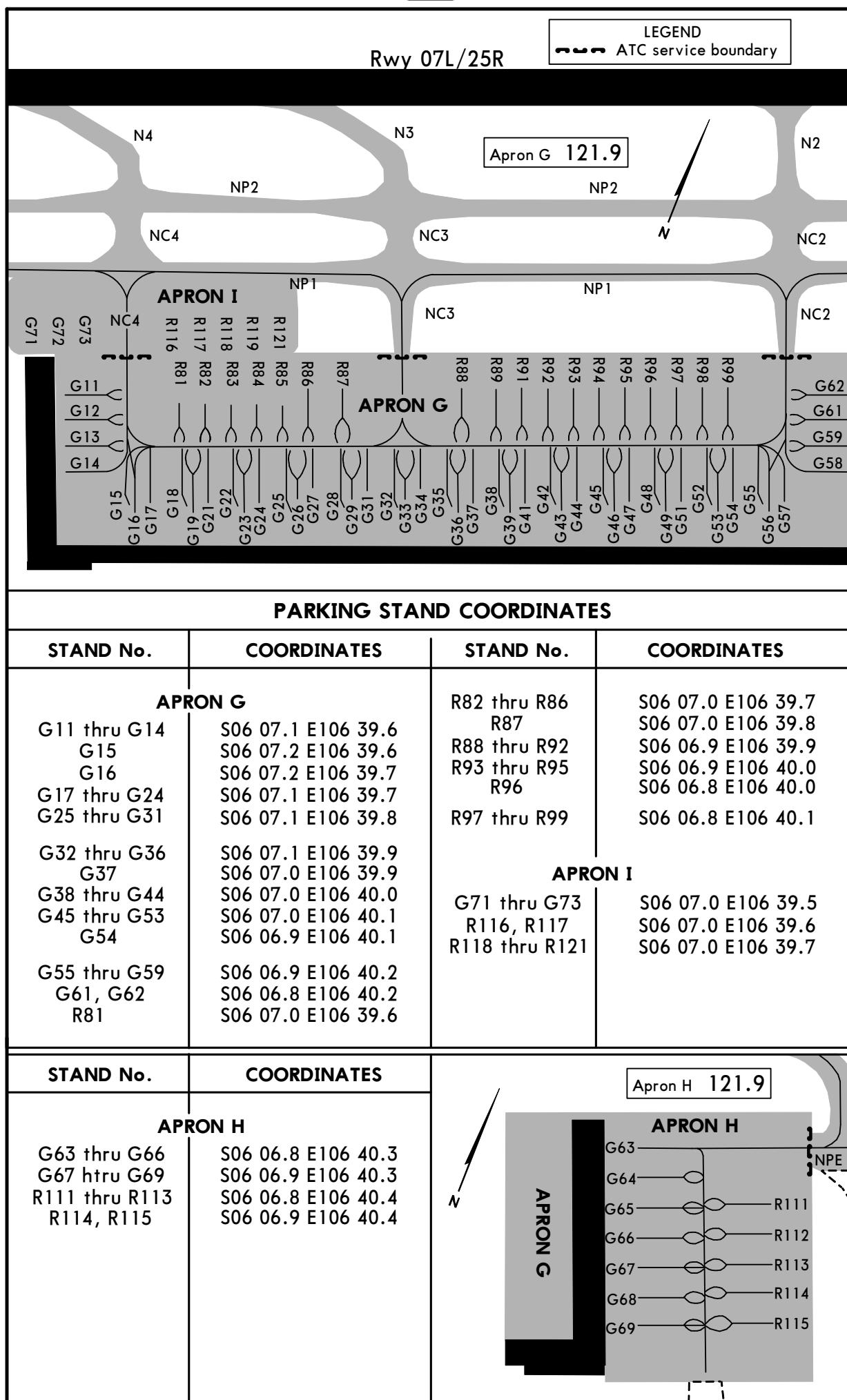
STAND No.	COORDINATES	STAND No.	COORDINATES
APRON D		APRON F	
D11, D21	S06 07.5 E106 39.0	F11	S06 07.3 E106 39.3
D31, D41, D42	S06 07.4 E106 38.9	F21, F31	S06 07.2 E106 39.3
D51	S06 07.4 E106 39.0	F41	S06 07.2 E106 39.4
D61, D71	S06 07.3 E106 39.0	F42	S06 07.2 E106 39.3
		F51	S06 07.2 E106 39.4
REMOTE APRON D		REMOTE APRON F	
R51, R52	S06 07.5 E106 38.9	F52, F61, F62	S06 07.3 E106 39.4
R53, R54	S06 07.5 E106 38.8	F71, F72	S06 07.3 E106 39.4
R55 thru R58A	S06 07.4 E106 38.8		
R58 thru R59B	S06 07.3 E106 38.8		
APRON E			
E11, E21	S06 07.3 E106 39.1	R61 thru R64	S06 07.1 E106 39.4
E31, E41, E42	S06 07.2 E106 39.1	R65	S06 07.1 E106 39.5
E51	S06 07.2 E106 39.1	R66 thru R73	S06 07.2 E106 39.5
E61, E71	S06 07.2 E106 39.2	R74 thru R76	S06 07.3 E106 39.5

CHANGES: None.

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26 JAN 18 (10-9D)

JAKARTA, INDONESIA
SOEKARNO-HATTA INTL

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 **JEPPesen**

26 JAN 18 (10-9E)

JAKARTA, INDONESIA
SOEKARNO-HATTA INTL

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Cargo Apron K11	1) The aircraft (in idle thrust) shall push back facing south, then pull until abeam Stand K12 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K12	1) The aircraft (in idle thrust) shall push back facing south and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K13, K14	1) The aircraft (in idle thrust) shall push back facing south until abeam Stand K12 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four
Cargo Apron K15, K16, K17, K18	The aircraft (in idle thrust) shall push back facing south until its nose wheel is at the aircraft stand taxi lane.	Pushback approved face to Sierra Charlie Four
Apron A A11, A12	Aircraft standing at bay A11, A12 after push back facing south must be pulled out until behind parking A21 thence taxi to exit SC4.	Pushback approved face to Sierra Charlie Four
A13, A21, A22, A23, A31, A32, A33, A41, A42, A43, A51, A52, A53, A61, A62, A63, A71, A72, A73	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to Sierra Charlie Four or Sierra Charlie Xray
Apron B B11, B12, B13, B21, B22, B23, B31, B32, B33, B41, B42, B43	The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to Sierra Charlie Xray
B44, B51, B52, B53, B61, B62, B63, B71, B72, B73	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break from here.	Pushback approved face to Sierra Charlie Five
Remote Apron B R21, R22, R23, R24, R25, R26, R29, R31, R32 and R33	1) The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Five
Remote Apron B R27, R28	1) The aircraft (in idle thrust) shall push back facing east, then pull until abeam Stand R26 and R29 till its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Five
Apron C C11, C13, C21	The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved to face Sierra Charlie Six
Apron C C23, C31, C33, C41, C43, C51, C53, C61, C63	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Apron C C71	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing south and must be pulled out until behind parking stand C62; 2) The aircraft may break away from here;	Pushback approved to face Sierra Charlie Six
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey

WIII/CGK

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23 MAR 18

10-9F

Eff 29 Mar

JAKARTA, INDONESIA**SOEKARNO-HATTA INTL**

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Apron C C62, C72	1) The aircraft (in idle thrust) shall be pushed back facing north till its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face Sierra Papa Whiskey
Remote Apron C R34, R35, R36, R39, R41 and R42	1) The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R37, R38	1) The aircraft (in idle thrust) shall push back facing east, then pull until abeam Stand R39 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R43, R44, R45, R48 and R49	1) The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Remote Apron C R46, R47	1) The aircraft (in idle thrust) shall push back facing east, then pull until abeam Stand R48 and its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to Sierra Charlie Six
Apron D D41	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to West
Apron D D11, D21, D31	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Seven or November Papa Whiskey
Apron D D42	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing west until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stand taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to North
Apron D D51	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Six or November Charlie Seven
Apron D D61, D71	The aircraft (in idle thrust) shall be pushed back facing east until behind D51 thence taxi via November Charlie Six. The aircraft may break away from here.	Pushback approved to face November Charlie Six
Remote Apron D R51, R52, R53, R54, R55, R56	Alternative 1 The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Seven
	Alternative 2 The aircraft (in idle thrust) shall be pushed back facing south until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Papa Whiskey
Remote Apron D R57A, R57B, R57, R59, R59A, R59B	1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven

WIII/CGK

 **JEPPESEN**

23 MAR 18 (10-9G) Eff 29 Mar

JAKARTA, INDONESIA**SOEKARNO-HATTA INTL**

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Remote Apron D R58A, R58	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Seven
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing west until its nose wheel is at the aircraft stands taxi lane thence taxi via November Charlie Seven; 2) The aircraft may break away from here;	Pushback approved face to west
Apron E E11, E21	The aircraft (in idle thrust) shall be pushed back until behind parking stand D61. The aircraft may break away from here.	Pushback approved face to November Charlie Six
Apron E E31	The aircraft (in idle thrust) shall be pushed back until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Six
Apron E E42	The aircraft (in idle thrust) shall be pushed back until behind parking stand E51. The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
Apron E E61, E71	The aircraft (in idle thrust) shall be pushed back until behind parking stand F21, thence taxi via November Charlie Yankee. The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
Apron E E41	1) The aircraft (in idle thrust) shall be pushed back facing north until its a beam parking stand E31; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Six
Apron E E51	1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved face to November Charlie Yankee
Apron F F11, F21	Alternative 1 To avoid jet blast on Apron E, the aircraft (in idle thrust) shall be pushed back until behind parking stand F31. The aircraft may break away from here.	Pushback approved face to November Charlie Yankee
	Alternative 2 The aircraft shall be pushed back until behind parking stand E71. The aircraft may break away from here.	Pushback approved face to November Charlie Five
Apron F F31	The aircraft (in idle thrust) shall be pushed back facing east until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Five
Apron F F41 Remote Apron F R63, R64	Alternative 1 1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Five
	Alternative 2 1) The aircraft (in idle thrust) shall be pushed back facing east until beam parking stand F31 thence taxi via November Charlie Five; 2) The aircraft may break away from here;	Pushback approved to face east
Apron F F42, F51, F52, F61, F62, F71, F72	The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane. The aircraft may break away from here.	Pushback approved face to November Charlie Five
Remote Apron F R61, R62, R65, R66, R67, R68, R69, R71, R72, R73, R74, R75, R76	1) The aircraft (in idle thrust) shall be pushed back facing north until its nose wheel is at the aircraft stands taxi lane; 2) The aircraft may break away from here;	Pushback approved to face November Charlie Five

WIII/CGK

 **JEPPesen**

23 MAR 18 (10-9H) Eff 29 Mar

JAKARTA, INDONESIA**SOEKARNO-HATTA INTL**

AIRCRAFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SOEKARNO-HATTA GROUND
Apron G G11, G12	1) The aircraft (in idle thrust) shall push back facing north until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
Apron G G13, G14, G15, G17, G18, R81	1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
Apron G G16, G19	1) The aircraft (in idle thrust) shall push back facing south until abeam G11, its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G R82, R83, R84, R85, R86, G21, G22, G23, G24, G25, G26, G27, G28, G29	Alternative 1 1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Four
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G G31, G32, G33, G34, G35, G36, R87, R88	Alternative 1 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron G G37, G38, G39, G41, G42, G44, G43, G45, G46, G47, G48, G49, G51, G52, G53, G54, R89, R91, R92, R93, R94, R95, R96, R97, R98	Alternative 1 1) The aircraft (in idle thrust) shall push back facing west until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
Apron G G61, G62, R99	1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
Apron G G55, G56, G57, G58, G59	Alternative 1 1) The aircraft (in idle thrust) shall push back facing east until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Two
	Alternative 2 1) The aircraft (in idle thrust) shall push back facing south until abeam G62, its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Charlie Three
Apron H G63, G64, G65, G66, R111, R112	1) The aircraft (in idle thrust) shall push back facing north until its nose wheel is at the aircraft stand taxi lane; 2) The aircraft may break away from here.	Pushback approved face to November Papa Echo
Apron H G67, G68, G69, R113, R114, R115	The aircraft (in idle thrust) shall push back facing north, then pull out until abeam G65, its nose wheel is at the aircraft stand taxi lane;	Pushback approved face to November Papa Echo

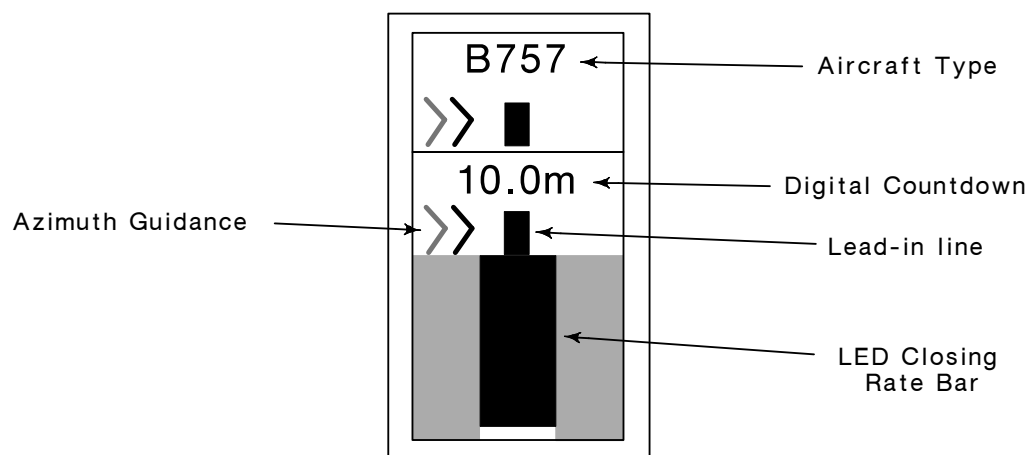
WIII/CGK

JEPPESEN
23 MAR 18
Eff 29 Mar (10-9J)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE****1. INTRODUCTION**

1.1 The Advanced Visual Docking Guidance System - AVDGS is fully automatic aircraft docking guidance system installed at the fixed gates in parking stands number G15 until G57 of Soekarno Hatta Airport. There are one types of AVDGS in Soekarno Hatta Airport, Safedock Type 3 AVDGS.

2. DESCRIPTION OF SYSTEM

- 2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to identify the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.
- 2.2 The system is operated only in Automatic Mode. When the system fails, aircraft is to be marshalled into the stand manually.
- 2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A shows the Display and Laser Scanning Unit mounted on the terminal or pole in front of the aircraft stand.

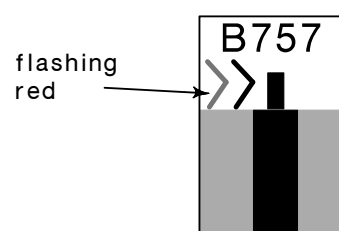
LED DISPLAY AND LASER SCANNING UNIT**Figure A****3. DOCKING PROCEDURES**

- Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is active.
- Follow the lead-in line.



System tracking for aircraft

- When the aircraft has been caught by the scanning unit, the scanning unit checks that the aircraft is the correct type and the display provides azimuth guidance information. When the solid yellow closing rate bar appears, the aircraft is being tracked by the system.

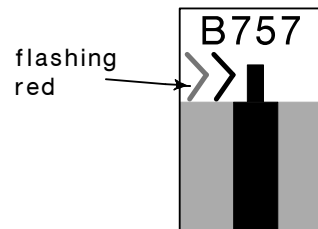


Aircraft tracked by the system

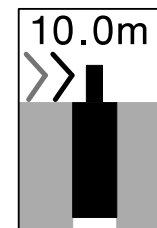
WIII/CGK

JEPPesen
23 MAR 18
Eff 29 Mar (10-9K)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE (contd.)**

- Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.

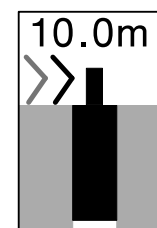


Aircraft tracked by the system

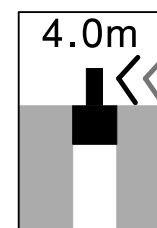


LED closing rate bar starts diminishing when the aircraft is 15m from stopbar at one row for every 0.5m that the aircraft moves forward

- When the aircraft is 15m from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LEDs (Laser Electronic Displays) for every half meter that the aircraft advances towards the stop position. From 15m to the stop position for every 1m. At 3m from the stop position, the display will indicate the distance from the stop position for every 0.1m.

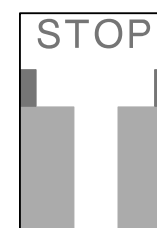


LED closing rate bar starts diminishing when the aircraft is 15m from stopbar at one row for every 0.5m that the aircraft moves forward



LED closing rate bar getting shorter as aircraft moves nearer to stopbar

- When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word "STOP" will appear in the display. For Safedock Type 3 AVDGS, the word "STOP" will be displayed in red with red border.



Pilot to stop aircraft when "STOP" is displayed

WIII/CGK

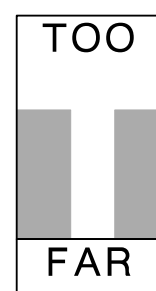
JEPPesen
23 MAR 18
Eff 29 Mar (10-9L)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE (contd.)**

- If aircraft stops in the correct position, "OK" will be displayed after a few seconds.



Informs the pilot that everything is in order and engine can be shutdown

- If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



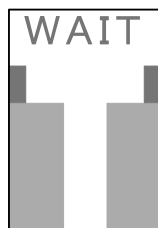
Indicates that the aircraft has gone beyond the stopbar. Pilot to check with ground engineer on the next move

- If some object is blocking the view towards the approaching aircraft or the detected aircraft is lost before 12m to the correct stop position, the system will show "WAIT".



Pilot to hold aircraft and wait for other instructions from the display

- The aircraft must be identified at least 12m before the correct stop position. Otherwise, the display will show "WAIT", "STOP" and "ID FAIL".



Pilot to hold aircraft and wait for other instructions from the display



"STOP" may appear suddenly in the process of docking. Pilot to stop immediately and wait for further instructions



Indicates the system fails to identify the aircraft

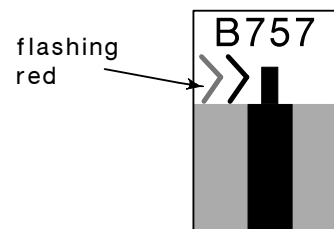
WIII/CGK

JEPPESEN
23 MAR 18
Eff 29 Mar (10-9M)**JAKARTA, INDONESIA**
SOEKARNO-HATTA INTL**SAFEDOCK AIRCRAFT DOCKING GUIDANCE SYSTEM - ADB
SAFEGATE (contd.)****4. SAFETY MEASURE**

- Pilot should not turn an aircraft into the aircraft stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.
- Pilot should not proceed beyond the passenger loading bridges unless the scrolling arrows have been superseded by the solid yellow closing rate bar.

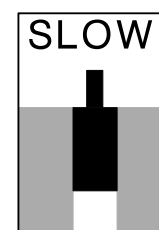


System tracking for aircraft



Aircraft tracked by the system

- When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW" to inform the pilot if the aircraft taxiing speed exceeded 2 m/s.



Inform the pilot that the aircraft travelling speed is too fast. Pilot to slow down the speed

- In bad weather conditions, the docking system may go into downgrade mode. The display will show the aircraft type and "SLOW" and the scrolling arrows are disabled. When the system has detected the aircraft, the solid yellow closing rate bar appears. Docking process is allowed to continue but pilots should exercise caution.

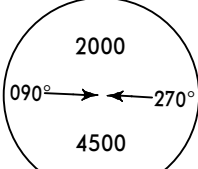


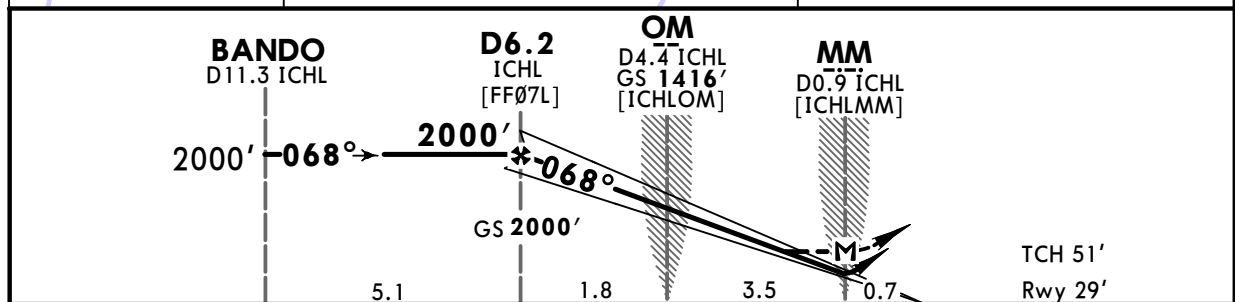
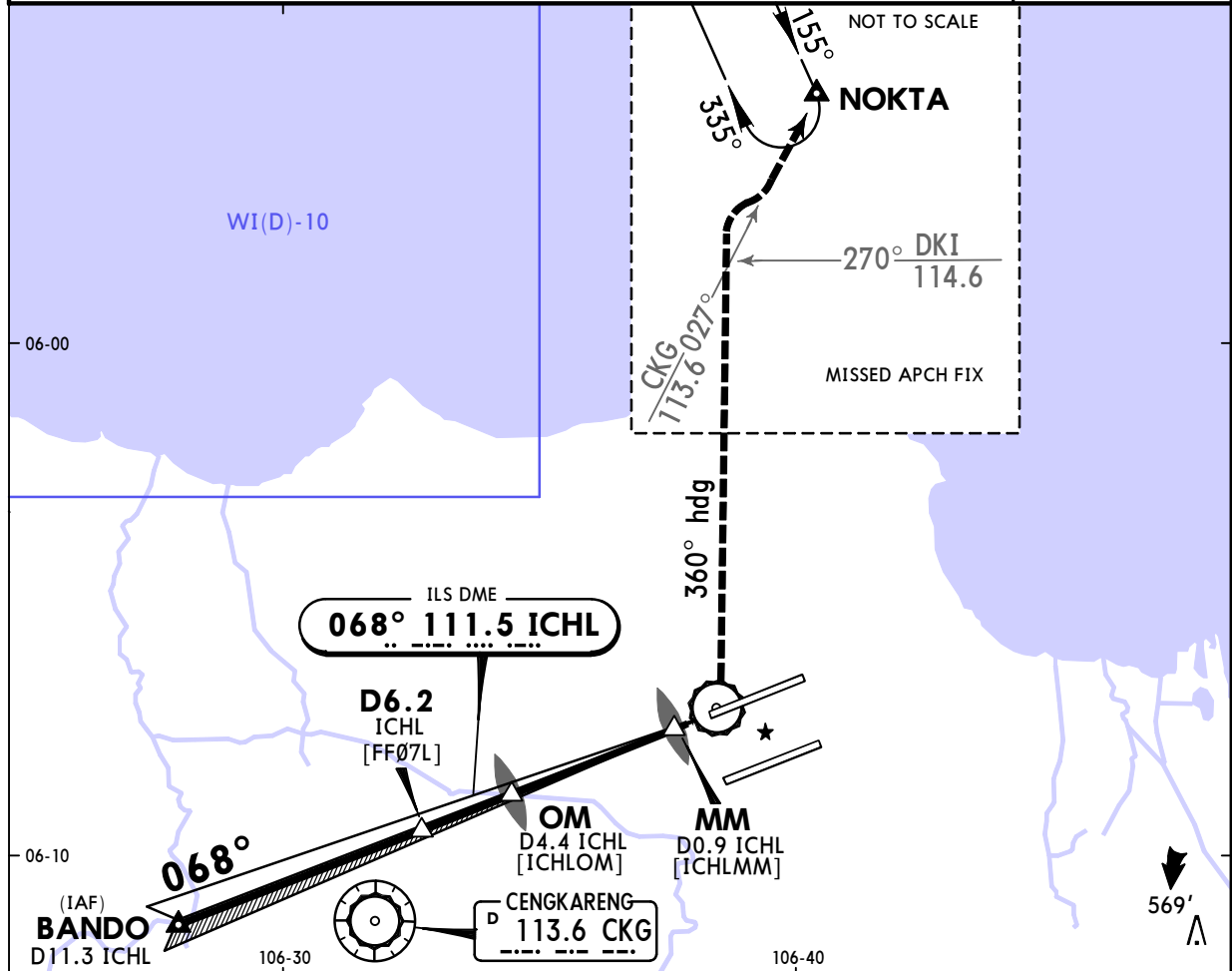
The system goes into "downgrade" mode due to bad weather conditions, pilot will be promoted to slow down. Docking process will continue when the aircraft is detected but pilot should exercise caution

- To avoid overshooting, pilot are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" or "WAIT" display, when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.
- Pilot should stop the aircraft immediately if the display goes black during the docking process. The aircraft is to be marshalled into the stand manually.

WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
21 SEP 18 (11-1)JAKARTA, INDONESIA
ILS Rwy 07L

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
LOC ICHL 111.5	Final Apch Crs 068°	GS OM 1416' (1387')	ILS DA(H) Refer to Minimums	Apt Elev 34' Rwy 29'			
MISSED APCH: At MAP turn LEFT heading 360°. Climb to 4000' at or below until cross R-270 DKI, then continue climb to 9000', intercept R-027 CKG, proceed to NOKTA or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130	Trans Alt: 11000'	MSA ARP			



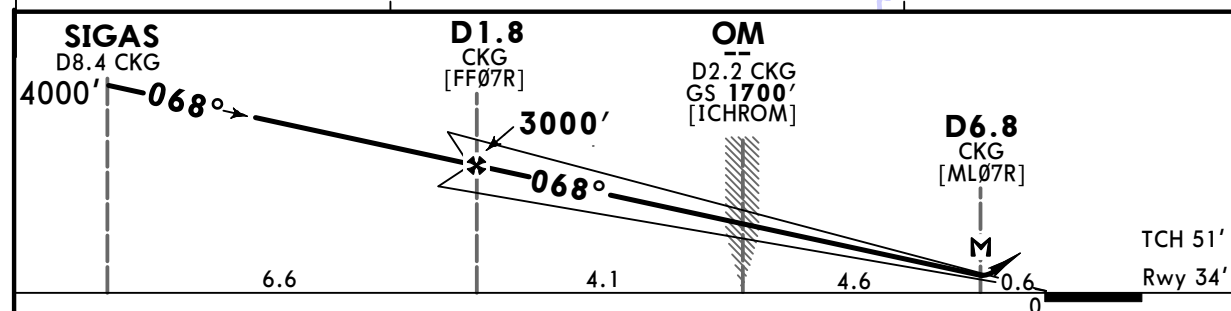
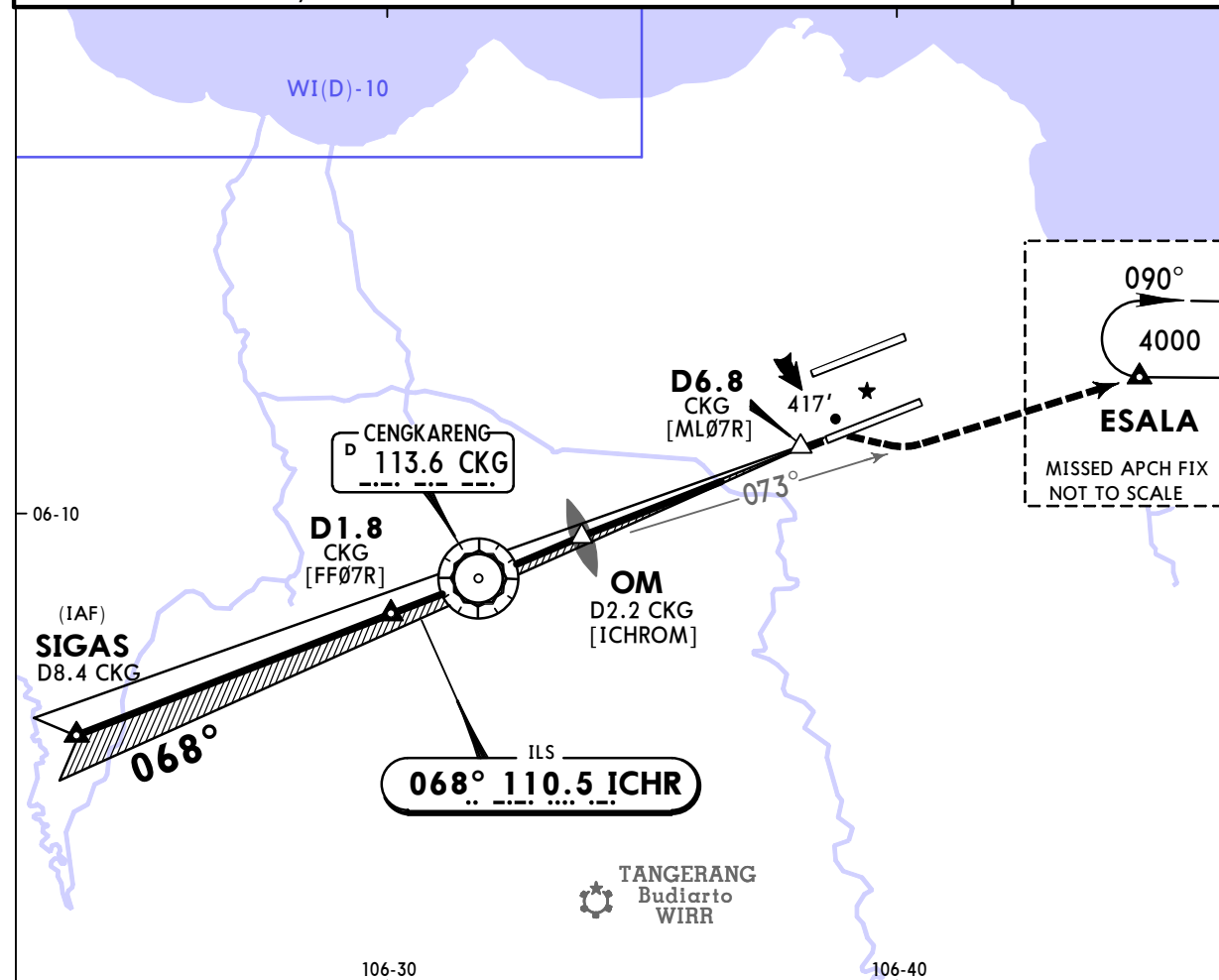
Gnd speed-Kts	70	90	100	120	140	160	HIALS	LT	360° hdg	At or Below 4000'	DKI 114.6 R-270
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at MM or D6.2 ICHL to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02					

STRAIGHT-IN LANDING RWY07L					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Max Kts	MDA(H)
DA(H) A,B: 270' (241') C,D: 280' (251')			MDA(H) 360' (331')			
FULL		ALS out		ALS out		
A	800m	1400m	900m	1800m	100	680' (646') - 3000m
B					135	
C			180		1040' (1006') -5000m	
D			205			
			1200m			

PANS OPS

WIII/CGK
SOEKARNO-HATTA INTLJEPPESSEN
21 SEP 18 (11-2)JAKARTA, INDONESIA
ILS Rwy 07R

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
		West	*South	East	South	North	
126.85	125.45	119.75	123.75	127.9	120.25	118.2	121.75
LOC ICHR 110.5	Final Apch Crs 068°	GS OM 1700' (1666')	ILS DA(H) Refer to Minimums	Apt Elev 34' Rwy 34'	<div><div>2000</div><div>090° → ← 270°</div><div>4500</div></div>		
MISSED APCH: Immediate turn RIGHT to intercept R-073 CKG. Climb to 4000' at or below, proceed to ESALA or as instructed by ATC .							
Alt Set: hPa	Rwy: 1hPa	Trans level: FL 130	Trans alt: 11000'	MSA ARP			



Gnd speed-Kts	70	90	100	120	140	160	HIALS	CKG	At or Below	ESALA
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	113.6	4000'	
MAP at D6.8 CKG or D1.8 CKG to MAP 8.6	7:22	5:44	5:10	4:18	3:41	3:14	RT	R-073		

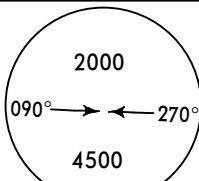
STRAIGHT-IN LANDING RWY07R				CIRCLE-TO-LAND	
ILS DA(H) A,B: 250' (216') C,D: 260' (226')		LOC (GS out) MDA(H) 360' (326')		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out	100	680' (646') -3000m
A				135	
B	800m	1200m	900m	180	
C			1200m	205	1040' (1006') -5000m
D					

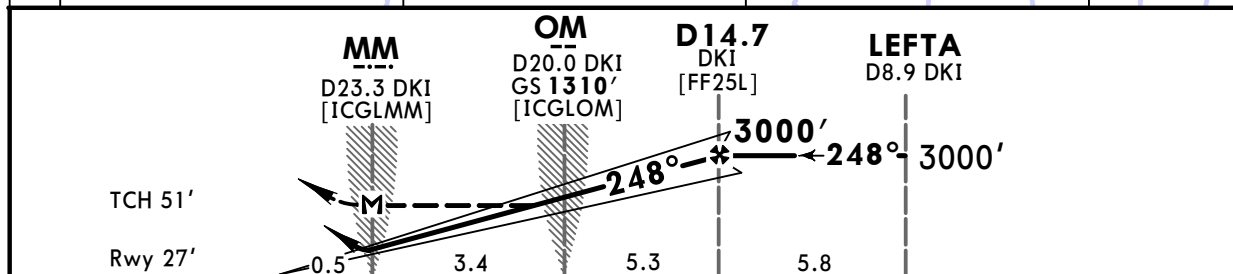
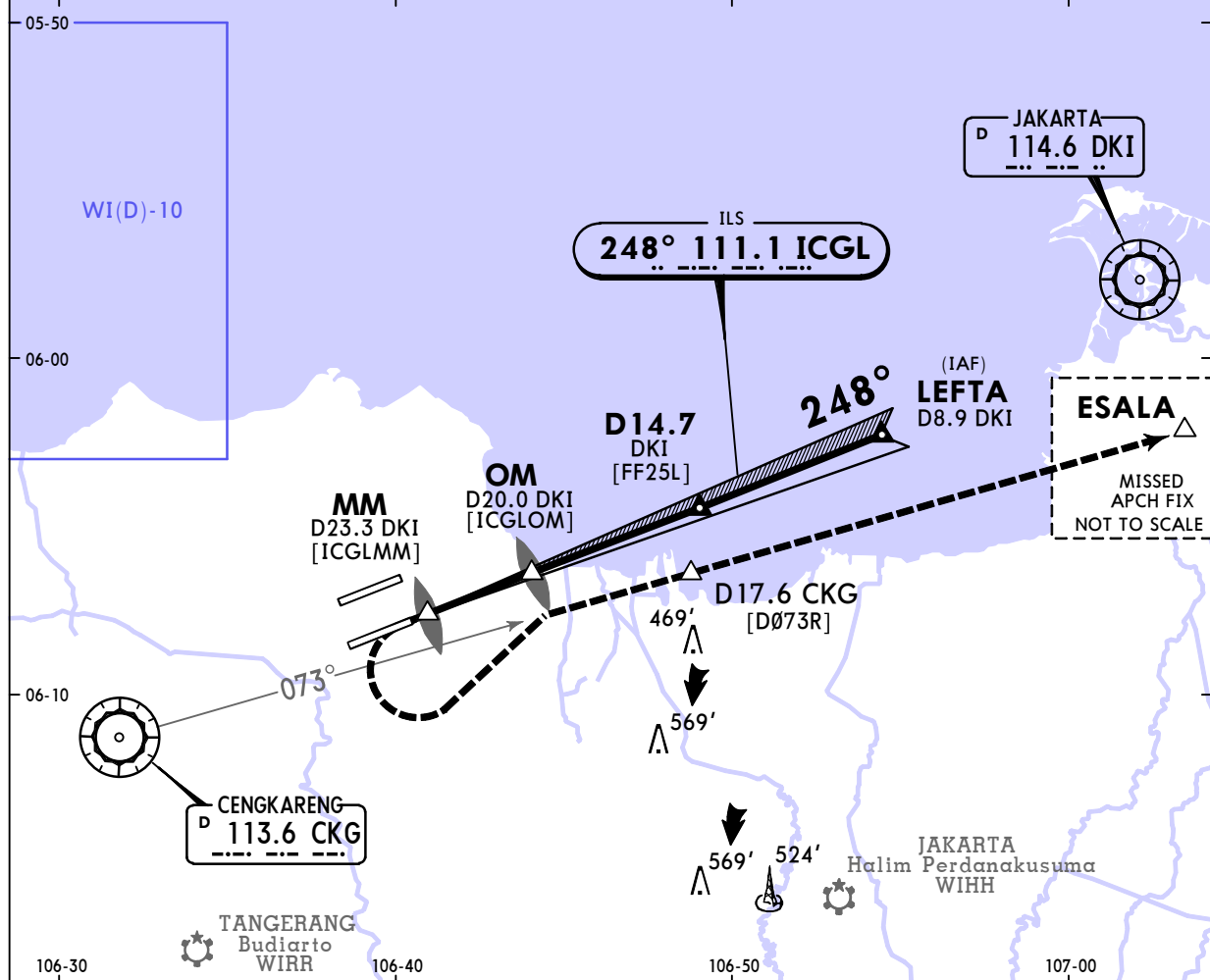
CHANGES: MAP and FAF position, OM altitude, minimums.

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
21 SEP 18 (11-3)JAKARTA, INDONESIA
ILS Rwy 25L

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	South 120.25	North 118.2	121.75
LOC ICGL 111.1	Final Apch Crs 248°	GS OM 1310' (1283')	ILS DA(H) Refer to Minimums	Apt Elev 34' Rwy 27'			
MISSED APCH: Immediate turn LEFT intercept R-073 CKG. Climb to 6000'. Cross D17.6 CKG at or above 4000', proceed to ESALA or as instructed by ATC. Climb grad. is 2.8% until 4000'. MAX 210 KT until 4000'.							
Alt Set: hPa	Rwy: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA ARP			



Gnd speed-Kts	70	90	100	120	140	160	HIALS		CKG 113.6 R-073		6000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI		LT		
MAP at MM or D14.7 DKI to MAP 8.7	7:27	5:48	5:13	4:21	3:44	3:16					

STRAIGHT-IN LANDING RWY25L				CIRCLE-TO-LAND	
ILS I		LOC (GS out) I			
DA(H) A,B: 290' (263') C,D: 310' (283')		MDA(H) 480' (453')			
FULL		ALS out			
				Max Kts	
				100	
				135	
				180	
				205	
				MDA(H)	
				680' (646') -3000m	
				1040' (1006') -5000m	

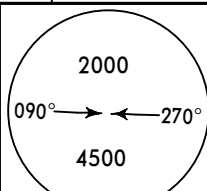
I Missed Apch climb gradient is 2.8% until 4000'.

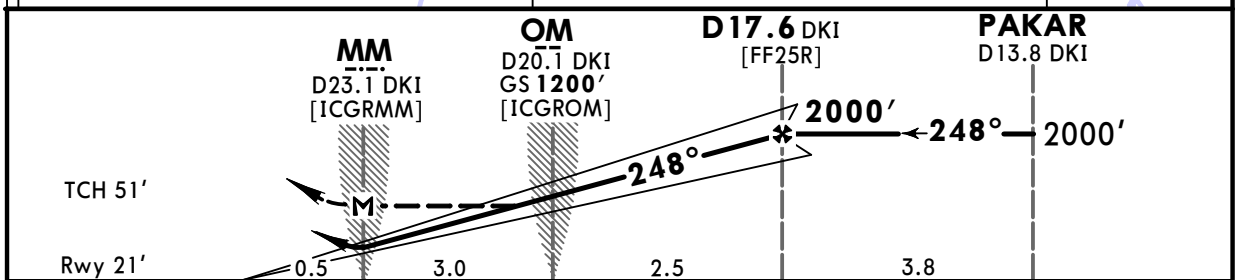
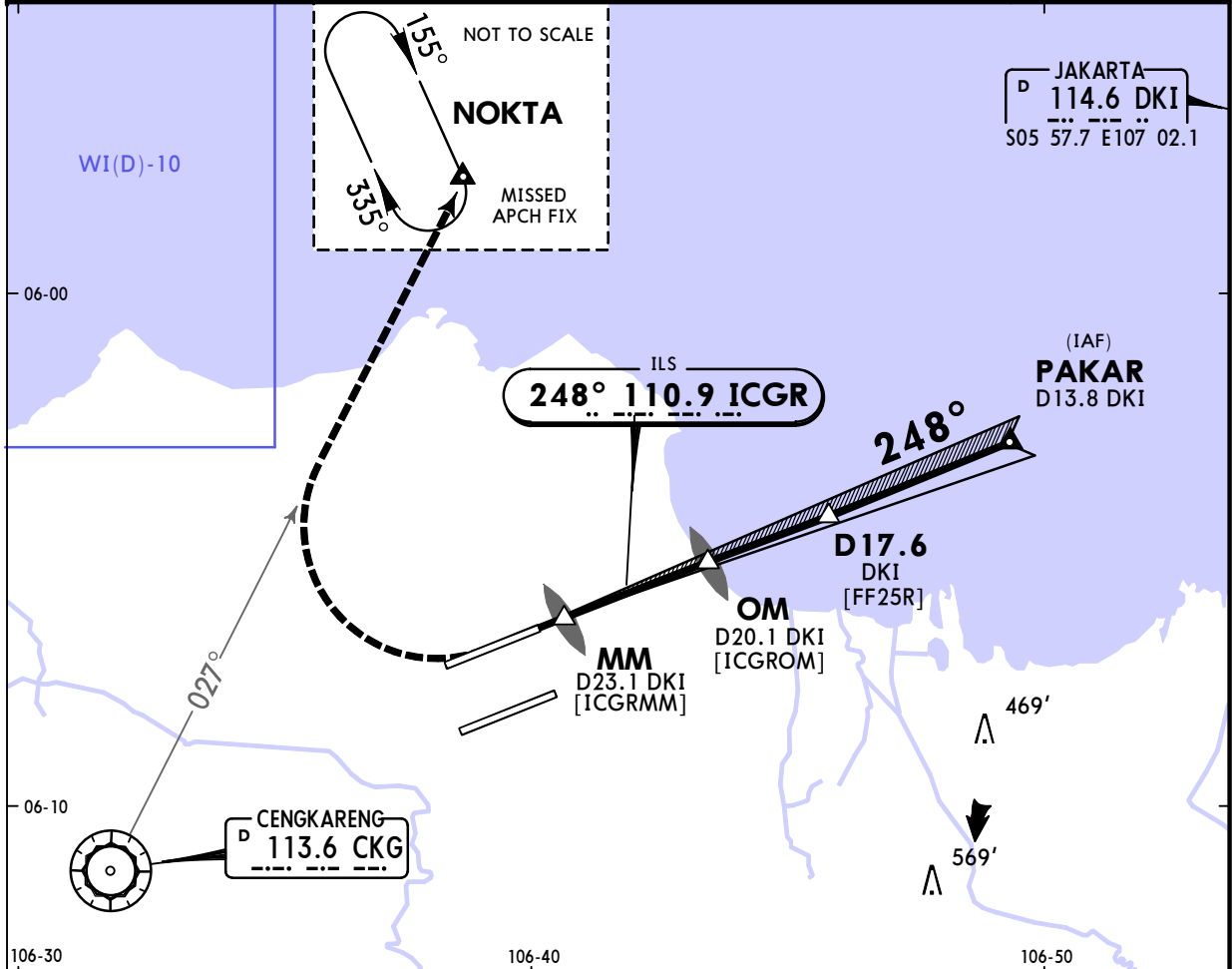
CHANGES: Distances, OM altitude, minimums.

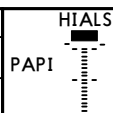

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
21 SEP 18 (11-4)JAKARTA, INDONESIA
ILS Rwy 25R

BRIEFING STRIP™

ATIS		*JAKARTA Arrival (R)		JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground	
126.85	125.45	West 119.75	*South 123.75	East 127.9	North 118.2	South 120.25	121.6			
LOC ICGR 110.9		Final Apch Crs 248°		GS OM 1200' (1179')		ILS DA(H) Refer to Minimums		Apt Elev 34' Rwy 21'		
MISSED APCH: Immediate turn RIGHT to intercept R-027 CKG. Climb to 6000' to NOKTA or as instructed by ATC.										
Alt Set: hPa		Rwy Elev: 1hPa		Trans level: FL 130		Trans alt: 11000'		MSA ARP		



Gnd speed-Kts	70	90	100	120	140	160			CKG 113.6 R-027	6000' ↑	NOKTA
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at MM or D17.6 DK1 to MAP	5.5	4:43	3:40	3:18	2:45	2:21					

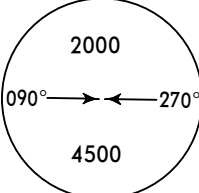
STRAIGHT-IN LANDING RWY25R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) A,B: 270' (249') C,D: 290' (269')		MDA(H) 360' (339')			
FULL		ALS out		Max Kts	MDA(H)
A	800m	1500m	1000m	100	680' (646') -3000m
				135	
				180	1040' (1006') -5000m
				205	
B					
C					
D			1200m		

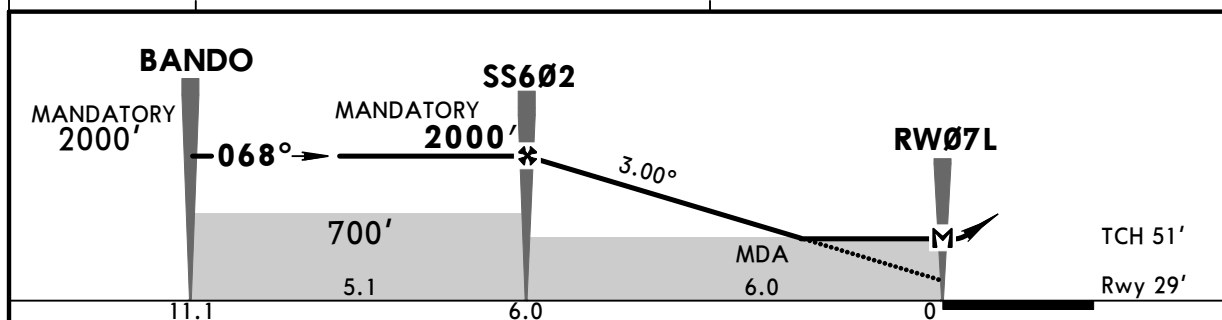
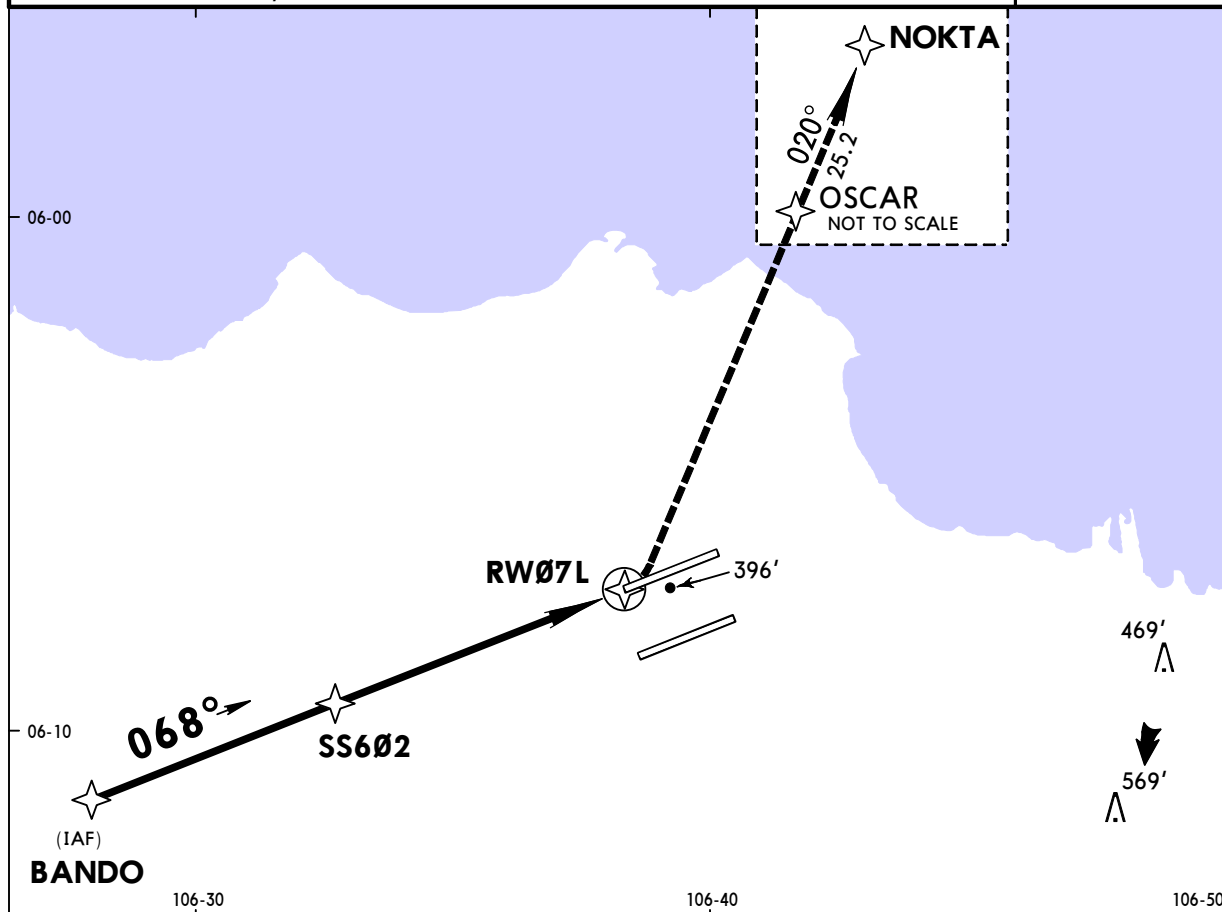
PANS OPS



WIII/CGK
SOEKARNO-HATTA INTL
JEPPESSEN
 7 APR 17 (12-1)

JAKARTA, INDONESIA
RNAV (GNSS) Rwy 07L

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
RNAV	Final Apch Crs 068°	Mandatory Alt SS602 2000' (1971')	LNAV MDA(H) 420' (391')	Apt Elev 34' Rwy 29'			
MISSED APCH: Turn LEFT direct to OSCAR at or below 4000', to NOKTA at 9000' or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130		Trans Alt: 11000'			
							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		At or below		OSCAR
Descent Angle 3.00°	372	478	531	637	743	849		4000'		
MAP at RW07L								LT		

STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
LNAV MDA(H) 420' (391')				Max Kts.			
ALS out				100	680' (646') -2900m		
2200m				135	1040' (1006') -4000m		
				180	1040' (1006') -5000m		
				205	1040' (1006') -5000m		

PANS OPS

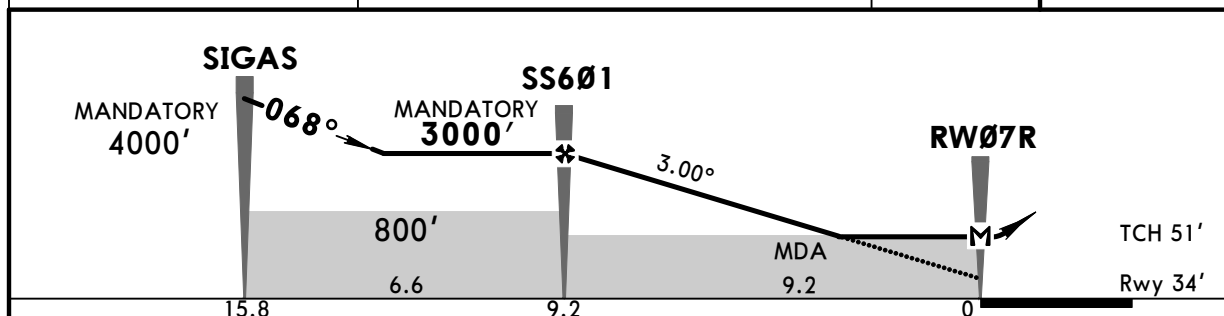
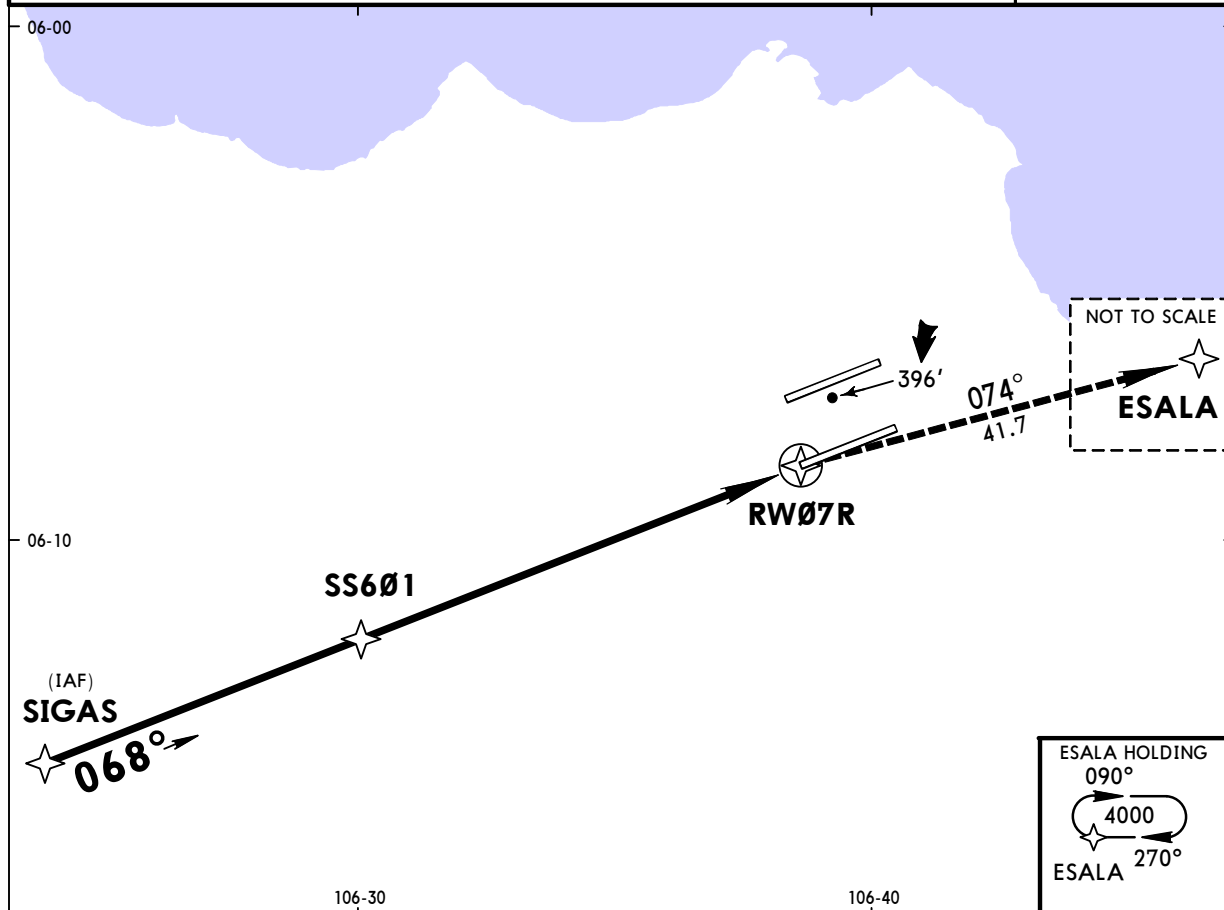
CHANGES: Lighting.

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
7 APR 17 (12-2)JAKARTA, INDONESIA
RNAV (GNSS) Rwy 07R

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	North 118.2	South 120.25	121.6
RNAV	Final Apch Crs 068°	Mandatory Alt SS601 3000' (2966')	LNAV MDA(H) 500' (466')	Apt Elev 34' Rwy 34'		<div><div>2000</div><div>090°→←270°</div><div>4500</div></div> <div>MSA ARP</div>	
MISSED APCH: Climb to 4000' to ESALA or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130		Trans Alt: 11000'			



Gnd speed-Kts	70	90	100	120	140	160		ESALA
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW07R								

STRAIGHT-IN LANDING RWY 07R				CIRCLE-TO-LAND			
LNAV MDA(H) 500' (466')				MDA(H)			
ALS out				Max Kts			
A	2500m			100	680' (646') -2900m		
B				135			
C				180	1040' (1006') -4000m		
D				205	1040' (1006') -5000m		

PANS OPS

WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN


24 FEB 17

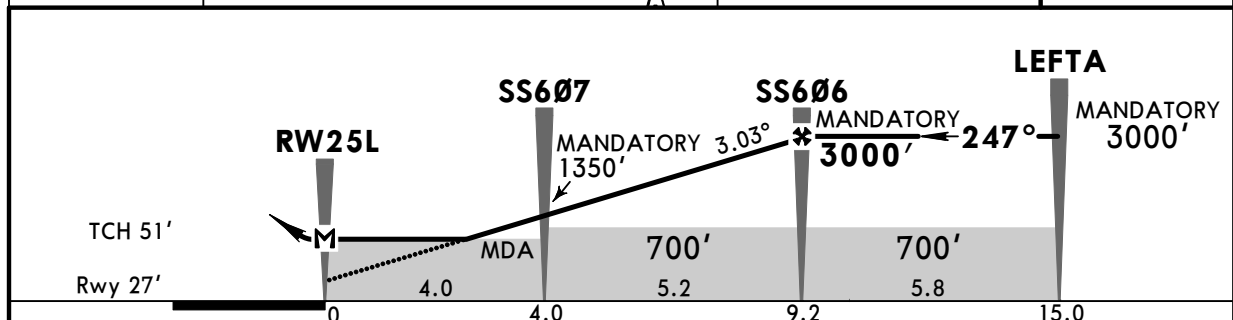
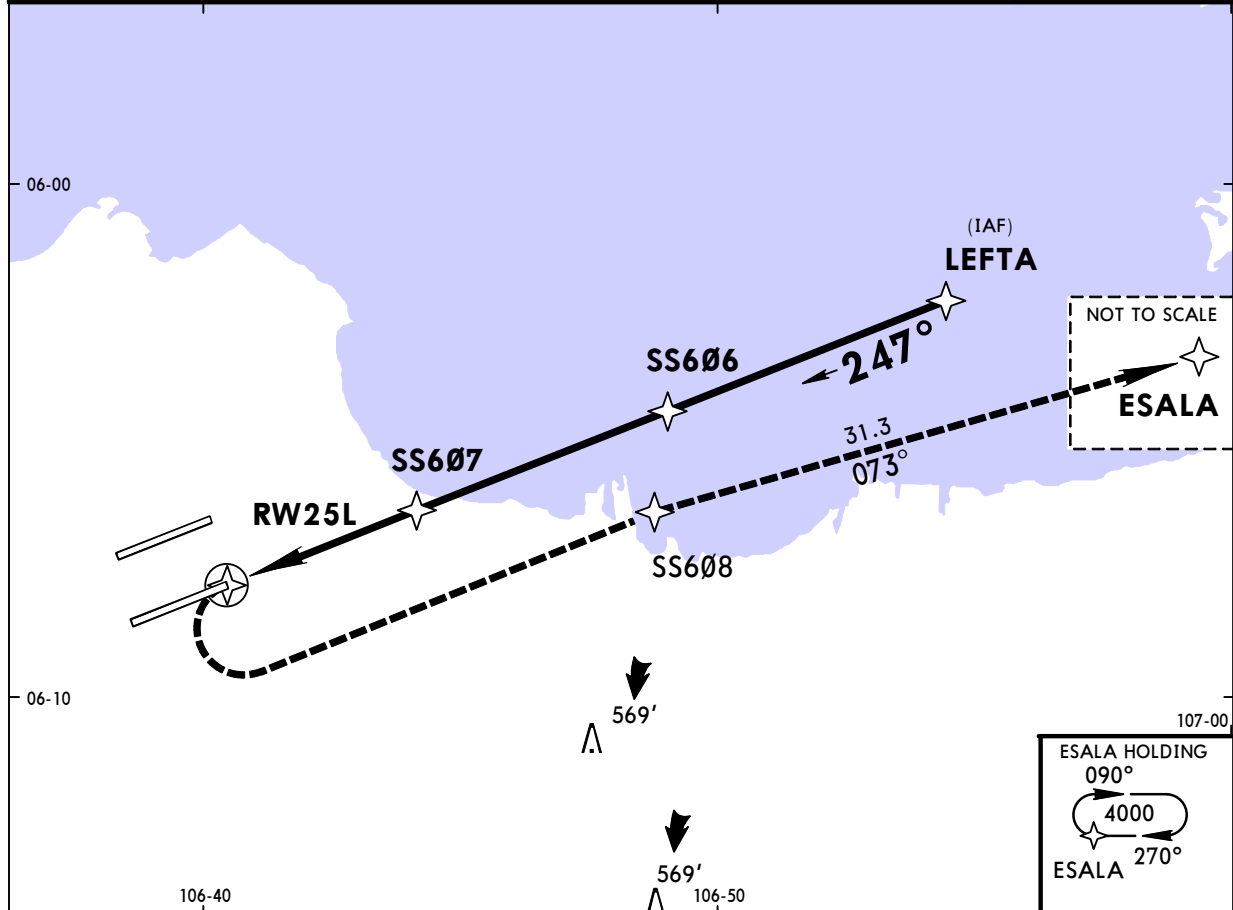
(12-3)

Eff 2 Mar

JAKARTA, INDONESIA
RNAV (GNSS) Rwy 25L

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
RNAV	Final Apch Crs 247°	Mandatory Alt SS606 3000' (2973')	LNAV MDA(H) 550' (523')		Apt Elev 34' Rwy 27'		
MISSED APCH: Turn LEFT direct to SS608 at or above 4000', then to ESALA at 6000' or as instructed by ATC. MACG 2.8% until 4000'. MAX 210 KT until 4000'.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans Level: FL 130		Trans Alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		4000'		SS608
Descent Angle 3.03°	375	482	536	643	750	858	PAPI		LT		
MAP at RW25L											

STRAIGHT-IN LANDING RWY 25L						CIRCLE-TO-LAND			
LNAV									
MACG 2.8% until 4000'									
MDA(H) 550' (523')									
ALS out						Max Kts	MDA(H)		
A	2900m					100	680' (646')		
B						135			
C						180	1040' (1006')		
D						205	1040' (1006')		

PANS OPS

CHANGES: New procedure.

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WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN

24 FEB 17

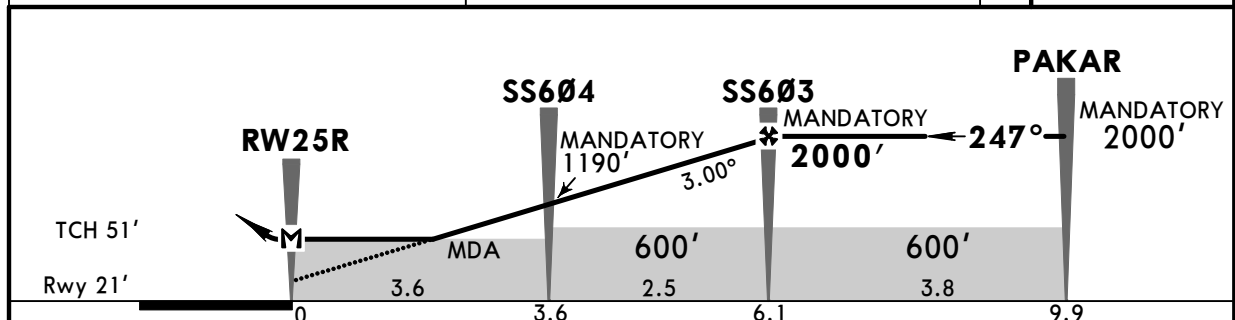
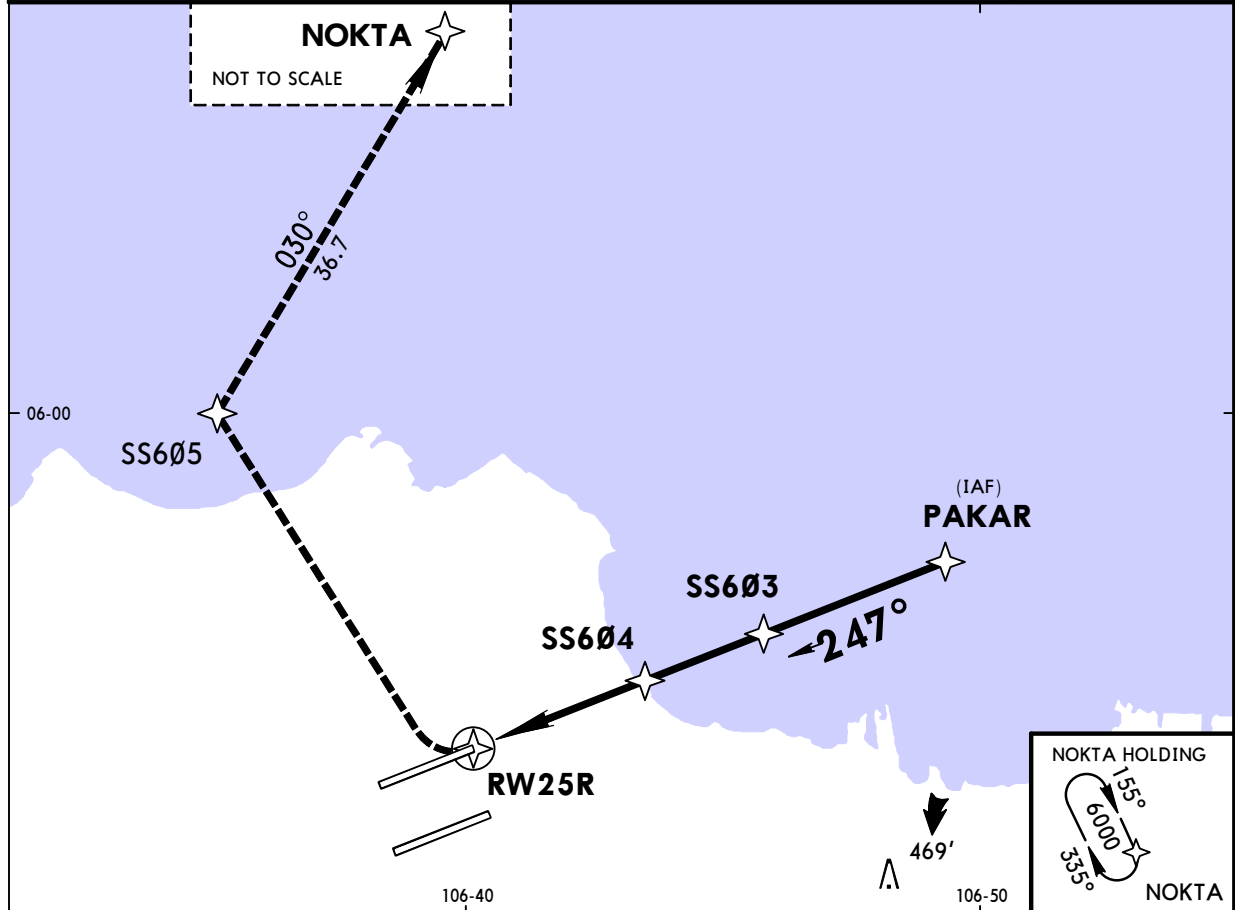
(12-4)

Eff 2 Mar

JAKARTA, INDONESIA
RNAV (GNSS) Rwy 25R

BRIEFING STRIP

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
126.85	125.45	West 119.75	*South 123.75	East 127.9	North 118.2	South 120.25	121.6
RNAV	Final Apch Crs 247°	Mandatory Alt SS603 2000' (1979')	LNAV MDA(H) 490' (469')	Apt Elev 34' Rwy 21'		<div><div>2000</div><div>090° → ← 270°</div><div>4500</div></div>	
MISSED APCH: Turn RIGHT direct to SS605, then to NOKTA at 6000' or as instructed by ATC.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans Level: FL 130	Trans Alt: 11000'			MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	RT	SS605
Descent Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW25R									

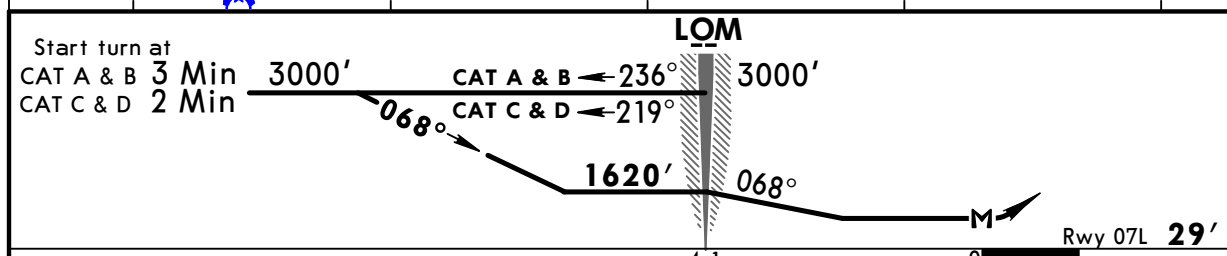
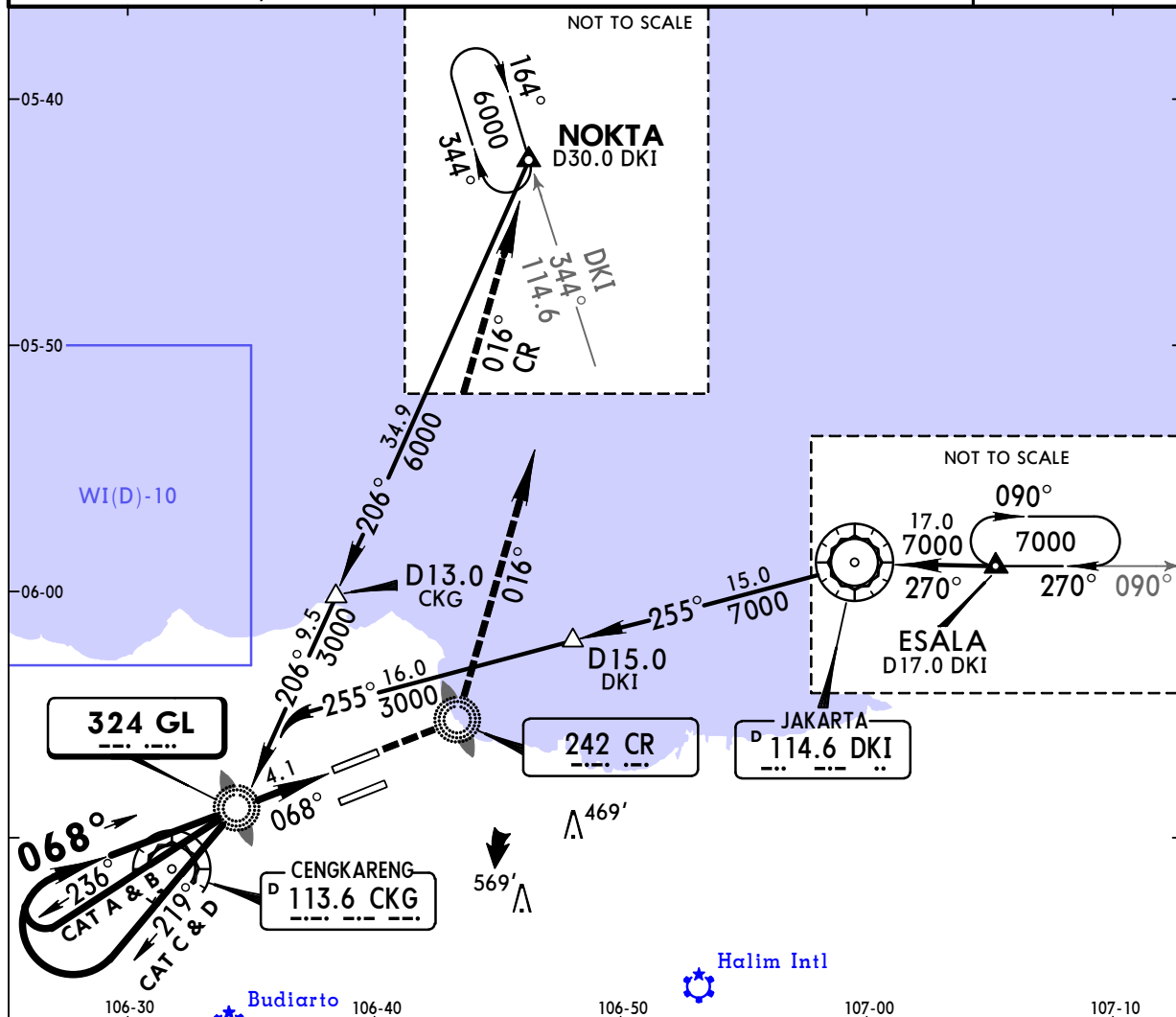
STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND			
LNAV MDA(H) 490' (469')				Max Kts			
ALS out				100	680' (646') -2900m		
2700m				135	1040' (1006') -4000m		
				180	1040' (1006') -5000m		
				205			

PANS OPS

WIII/CGK
SOEKARNO-HATTA INTL
JEPPesen
 23 OCT 15 **(16-1)**
JAKARTA, INDONESIA
NDB Rwy 07L

BRIEFING STRIP™

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*NORTH Ground
		West	*South	East	North	South	
126.85	125.45	119.75	123.75	127.9	118.2	120.25	121.6
LOM GL 324		Final Apch Crs 068°	Minimum Alt LOM 1620' (1591')	MDA(H) 510' (481')	Apt Elev 34' Rwy 07L 29'		<div><div>2000'</div><div>090° → ← 270°</div><div>4500'</div></div>
MISSED APCH: Climb to 6000' at CR LOM, turn LEFT via 016° bearing from CR LOM, proceed to NOKTA INT or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	
							MSA GL LOM



Gnd speed-Kts	70	90	100	120	140	160	HIALS		6000'	CR	LT	via 016°
							PAPI	PAPI	↑	242		
LOM to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32					

STRAIGHT-IN LANDING RWY07L						CIRCLE-TO-LAND	
MDA(H) 510' (481')						Max Kts	MDA(H)
2700m						100	680' (646') - 2700m
						135	
						180	1040' (1006') - 4000m
						205	1040' (1006') - 5000m

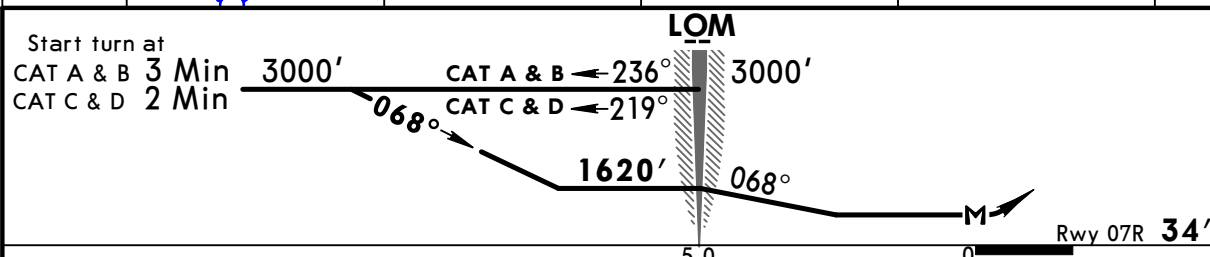
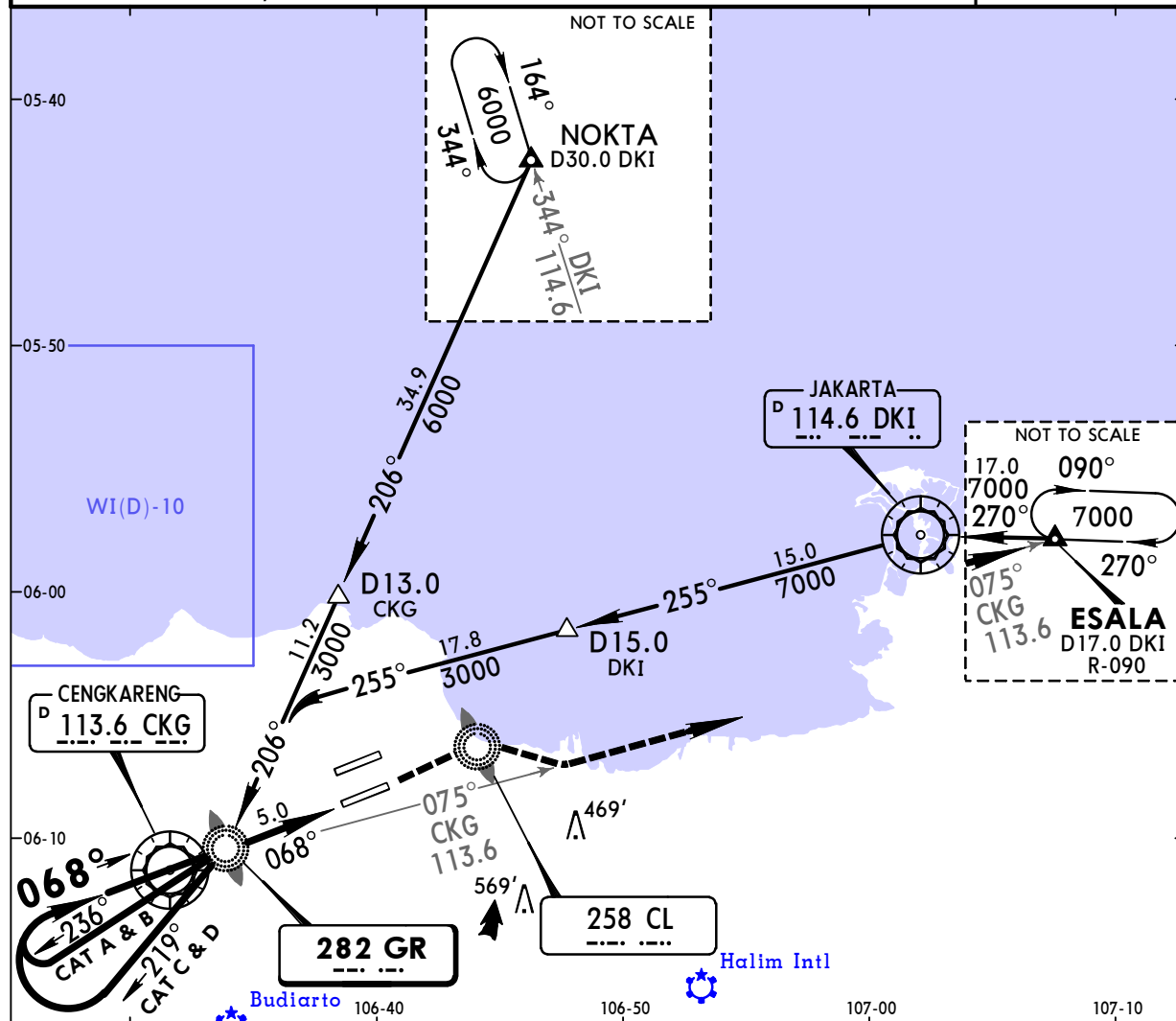
PANS OPS

WIII/CGK
SOEKARNO-HATTA INTL

JEPPESEN
23 OCT 15 (16-2)

JAKARTA, INDONESIA
NDB Rwy 07R

ATIS	*JAKARTA Arrival (R)	JAKARTA Approach (R)			SOEKARNO-HATTA Tower		*SOUTH Ground
		West	*South	East	South	North	
126.85	125.45	119.75	123.75	127.9	120.25	118.2	121.75
LOM GR 282	Final Apch Crs 068°	Minimum Alt LOM 1620' (1586')	MDA(H) 510' (476')		Apt Elev 34' Rwy 07R 34'		
MISSED APCH: Climb to 7000', at CL LOM, turn RIGHT to intercept CKG VOR R-075 outbound, proceed to ESALA or as instructed by ATC .							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	
MSA GR LOM							



Gnd speed-Kts	70	90	100	120	140	160	
LOM to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

STRAIGHT-IN LANDING RWY 07R		CIRCLE-TO-LAND	
MDA(H) 510' (476')		Max	MDA(H)
ALS out		Kts.	
A	2700m	100	680' (646') - 2700m
B		135	
C		180	1040' (1006') - 4000m
D		205	1040' (1006') - 5000m

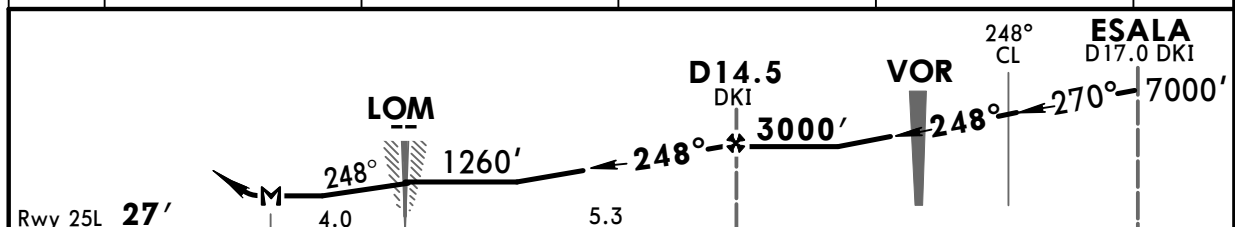
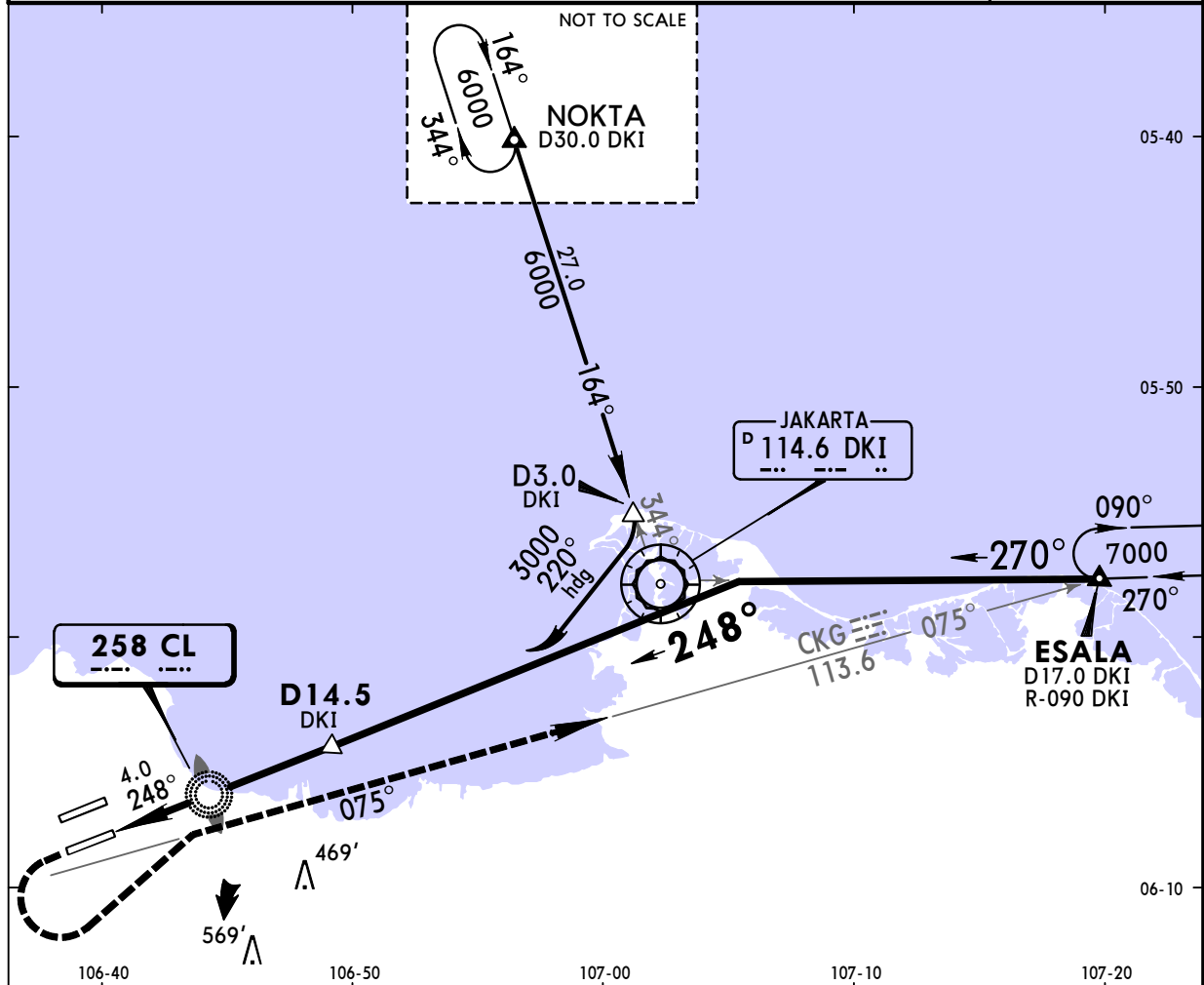
CHANGES: Minimums.

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SOEKARNO-HATTA INTLJEPPESEN
23 OCT 15 (16-3)JAKARTA, INDONESIA
NDB Rwy 25L

BRIEFING STRIP

ATIS 126.85	*JAKARTA Arrival (R) 125.45	JAKARTA Approach (R) West 119.75 East 127.9		SOEKARNO-HATTA Tower South 120.25 North 118.2		*SOUTH Ground 121.75
LOM CL 258	Final Apch Crs 248°	Minimum Alt D14.5 DKI 3000' (2973')	MDA(H) 510' (483')	Apt Elev 34' Rwy 25L 27'	<div><div>2000'</div><div>090° → ← 270°</div><div>4500'</div></div>	
MISSED APCH: Climb to 7000', after passing 2000' turn LEFT to intercept CKG VOR R-075 outbound, proceed to ESALA or as instructed by ATC .						
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA CL LOM		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	2000'	CKG	ESALA
							PAPI	after passing	LT	113.6	R-075
D14.5 DKI to MAP	9.3	7:58	6:12	5:35	4:39	3:59	3:29				

STRAIGHT-IN LANDING RWY25L				CIRCLE-TO-LAND			
MDA (H) 510' (483')				MDA(H)			
ALS out				Max Kts			
2700m				100	680' (646') -2700m		
				135			
				180	680' (646') -4000m		
				205	1040' (1006') -5000m		

PANS OPS

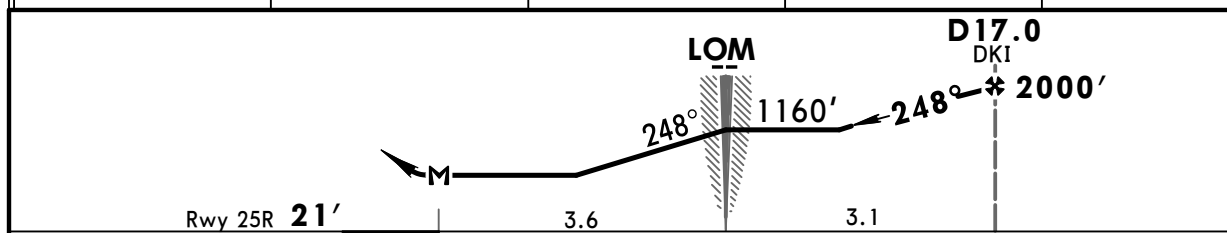
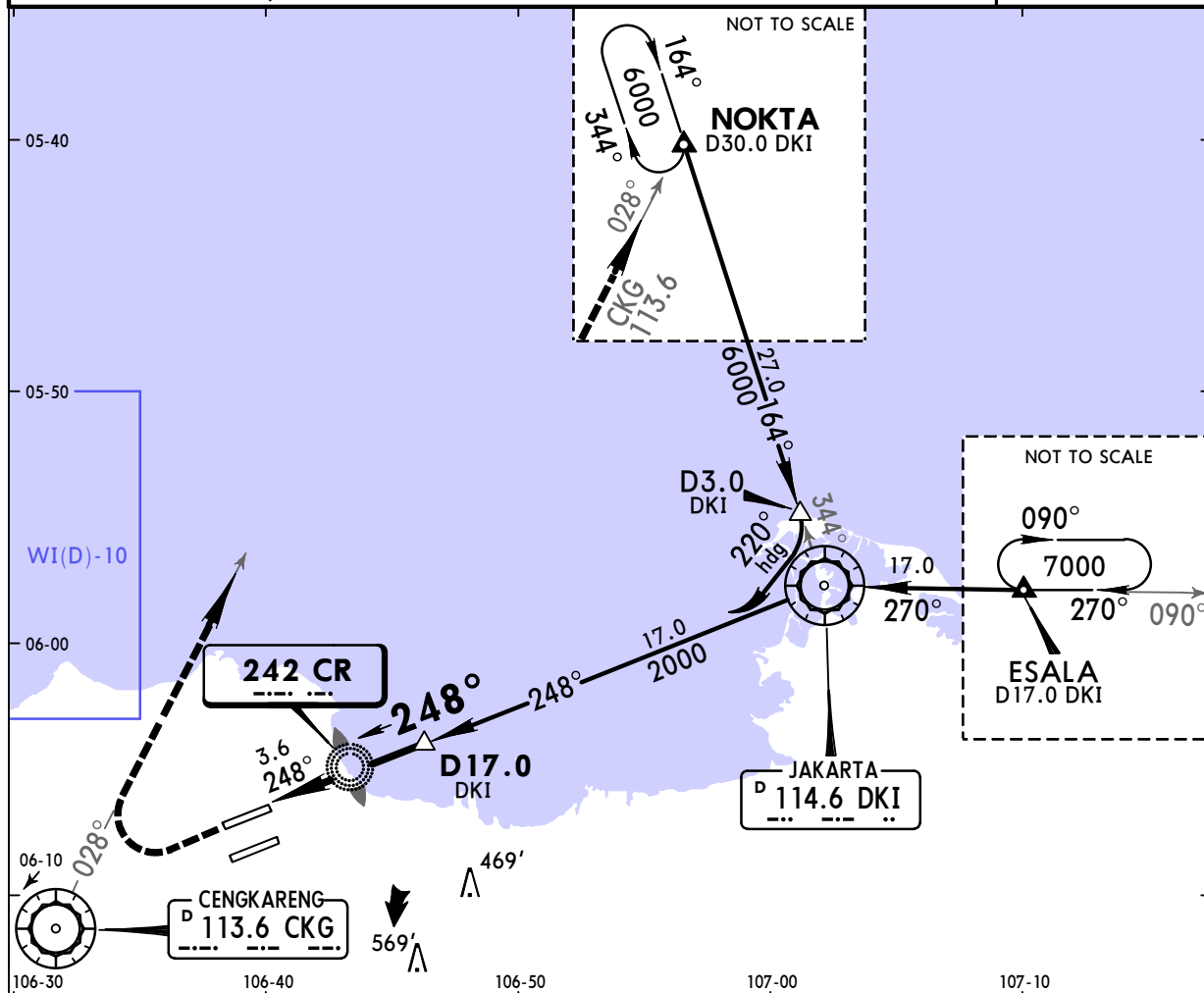
CHANGES: Minimums.

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WIII/CGK
SOEKARNO-HATTA INTLJEPPESEN
23 OCT 15 (16-4)JAKARTA, INDONESIA
NDB Rwy 25R

BRIEFING STRIP

ATIS 126.85	*JAKARTA Arrival (R) 125.45	JAKARTA Approach (R) West 119.75 East 127.9	SOEKARNO-HATTA Tower North 118.2 South 120.25	*NORTH Ground 121.6
LOM CR 242	Final Apch Crs 248°	Minimum Alt D17.0 DKI 2000' (1979')	MDA(H) 490' (469')	Apt Elev 34' Rwy 25R 21'
MISSED APCH: Climb to 6000', after passing 2000' turn RIGHT to intercept CKG VOR R-028 outbound, proceed to NOKTA or as instructed by ATC.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA CR LOM



Gnd speed-Kts	70	90	100	120	140	160
D17.0 DKI to MAP	6.6	5:39	4:24	3:58	3:18	2:50

STRAIGHT-IN LANDING RWY25R			CIRCLE-TO-LAND		
MDA (H) 490' (469')			MDA(H)		
ALS out			Max Kts		
2600m			100	680' (646') -2600m	
			135		
			180	680' (646') -4000m	
			205	1040' (1006') -5000m	

PANS OPS

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CHANGI **JEPPesen**
29 JUL 16 **(10-1P)****SINGAPORE, SINGAPORE**
AIRPORT BRIEFING**FLIGHT AND GROUND PROCEDURES****1. LOW VISIBILITY PROCEDURES (LVP) FOR CATEGORY II ILS OPERATIONS****1.1 INTRODUCTION**

- 1.1.1 Category II ILS approaches will be made available at Singapore Changi Airport to authorized flights during prolonged periods of low visibility, except during thunderstorms. RVR minima for Cat II ILS operations is limited to 1148' (350m) due to Rwy and Twy light spacing requirements on the airfield.

1.2 AUTHORIZATION FOR CATEGORY II ILS APPROACHES

- 1.2.1 Operators who wish to conduct Category II ILS operations at Singapore Changi Airport must have obtained operational approval from the relevant State of Operator and be authorized by the Civil Aviation Authority of Singapore.

1.3 CATEGORY II ILS RUNWAYS

- 1.3.1 At Singapore Changi Airport, Category II ILS approaches are available only on RWY 02L and RWY 20C, which are also equipped with precision approach Category II lighting system. When required, pilots making Category II ILS approaches to Singapore Changi Airport should refer to the procedures in the Instrument Approach Charts and the Precision Approach Terrain Charts for RWY 02L and RWY 20C.

1.4 INITIATION OF CATEGORY II ILS OPERATIONS

- 1.4.1 Preparations will be made to implement LVP for Category II ILS operations at Singapore Changi Airport during prolonged period of low visibility, except during thunderstorms, when the RVR drops below 2625' (800m).
- 1.4.2 Availability of the Category II ILS approaches will be made known through NOTAM and ATIS broadcasts as well as air traffic control radio communications.
- 1.4.3 During LVP operations, aircraft will not be cleared for Category II ILS approach if any of the ILS or approach/runway lights fall below Category II requirements. Aircraft will not be cleared for landing if the Touchdown Zone RVR is unserviceable.

1.5 ILS SENSITIVE AREAS

- 1.5.1 Upon landing, pilots shall report to Changi Tower once the aircraft has cleared the runway and has passed the ILS sensitive areas demarcated by alternate yellow and green lights along the centerlines of Rapid Exit Taxiways and Cross Taxiways.

1.6 TERMINATION OF LVP FOR CATEGORY II ILS OPERATIONS

- 1.6.1 LVP for Category II ILS operations will be terminated when RVR has improved above 2625' (800m). Termination of LVP for Category II ILS operations will be made known through NOTAM and ATIS broadcasts as well as air traffic control radio communications.

1.7 OPERATIONS OF FLIGHTS NOT AUTHORIZED FOR CATEGORY II ILS OPERATIONS

- 1.7.1 During Category II ILS operations, if the RVR is 1804' (550m) or above, flights not authorized for Category II ILS operations may continue to make approaches and land. Airlines planning to operate flights not authorized for Category II ILS operations into Changi shall monitor the METAR to ascertain the RVR values when launching their flights and be prepared to divert if the RVR is below 1804' (550m).

2. RUNWAY UTILIZATION**2.1 RUNWAY-IN-USE**

- 2.1.1 The runway-in-use (Departure/Arrival) is selected by Aerodrome Control as the optimum for general purposes and to maximize runway utilization. If the assigned runway is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another runway but should anticipate delay.

2.2 DEPARTURES

- 2.2.1 Pilots should arrange their taxi such that they are ready to depart without delay on reaching the runway holding point. As standard ICAO wake turbulence separation is being applied, pilots are to advise ATC early if more time is needed for the aircraft to be ready for departure. When informed, ATC will be able to make changes in the departure sequence, if necessary, to minimize delays to other succeeding departures.

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AIRPORT BRIEFING

2.2.2 Pilots should complete cockpit checks prior to line-up for departure and keep any checks on the runway to a minimum.

2.2.3 Conditional line-up clearance may be used by ATC to facilitate an expeditious flow of traffic. On receipt of line-up clearance, pilots should taxi into position promptly without delay. Unless given instruction to line-up and wait, pilots should be ready and prepared to depart without stopping. On receipt of take-off clearance, pilots to commence take-off roll without delay.

2.3 CLEARANCE FOR IMMEDIATE TAKE-OFF

2.3.1 A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

- (a) if waiting clear of the runway, taxi immediately on to it and begin take-off run immediately without stopping the aircraft;
- (b) if already lined-up on the runway, take-off without delay;
- (c) if unable to comply with the instruction, inform ATC immediately.

2.4 ARRIVALS - MINIMUM RUNWAY OCCUPANCY TIME

2.4.1 Arriving aircraft upon landing are reminded that it is imperative to vacate the runway as quickly as practicable to enable ATC to apply minimum spacing on final approach and minimize the occurrence of "go-arounds".

2.4.2 To ensure minimum Runway Occupancy Time (ROT) and reduce missed approaches due to occupied runway, pilots should vacate the runway via the first available exit taxiway corresponding to operational requirements, or as instructed by ATC. If an exit taxiway other than the first available exit taxiway is required, pilots shall advise the Tower Controller on first contact.

2.4.3 To enhance planning, pilots can make reference to the Landing Exit Distance (LED), the distance from threshold to the furthest edge of the exit taxiway:

RWY	TWY Exits	LED
20R	① ② W6, ① ② W7, W8	5423' 1655m, 6965' 2123m, 10,043' 3061m
20C	① ② E6, ① ② E7, E8	6391' 1948m, 7844' 2391m, 10,341' 3152m
02L	① ② W5, ① ② W4, ② W3	6450' 1966m, 8173' 2491m, 9436' 2876m
02C	① ② E5, ① ② E4, ② E3	6742' 2055m, 8415' 2565m, 10,719' 3267m

① Recommended exit taxiways. **②** Rapid Exit Taxiway (RET) and maximum design ground speed for the exit taxiway is 50 KT.

2.4.4 Pilots can expect initial taxi instructions from the Runway Controller before clearing the exit taxiway. Aircraft vacating the runway-in-use should not stop on the exit taxiway until the entire aircraft has passed the runway holding point.

2.4.5 Between 0830 - 1030 daily estimated delays of 15 minutes can be expected for arrivals into Changi Airport.

2.5 LAND AFTER PROCEDURES

2.5.1 Normally, only one aircraft is permitted to land or take-off on the runway-in-use at any one time. However, when the traffic sequence is two successive landing aircraft, the second aircraft may be allowed to land before the first aircraft has cleared the runway-in-use provided:

- (a) the runway is long enough;
- (b) during daylight hours;
- (c) the second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
- (d) the second aircraft has been warned.

2.5.2 ATC will provide this warning in the landing clearance as shown in para 2.7.

2.5.3 Responsibility for ensuring adequate separation between the two aircraft rests with the pilot of the second aircraft.

2.6 SPECIAL LANDING PROCEDURES

2.6.1 Special landing procedures may be in force at Singapore Changi Airport in conditions shown as follows:

- (a) When the runway-in-use is temporarily occupied by other traffic, landing clearance may be issued to an arriving aircraft provided that at the time the aircraft crosses the threshold of the runway-in-use

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22 SEP 17 (10-1P2)**SINGAPORE, SINGAPORE**
AIRPORT BRIEFING

the following separation distances will exist:

- i) Landing following landing - The preceding landing aircraft will be clear of the runway-in-use or will be at least 8202' (2500m) from the threshold of the runway-in-use.
- ii) Landing following departure - The departing aircraft will be airborne and at least 8202' (2500m) from the threshold of the runway-in-use, or if not airborne, will be at least 8202' (2500m) from the threshold of the runway-in-use.

2.6.2 These procedures will be used only under the following conditions:

- (a) during daylight hours;
- (b) visibility of at least 5km;
- (c) cloud ceiling of 1,500ft in the departure/missed approach area;
- (d) ATC is satisfied that the pilot of the next arriving aircraft will be able to observe continuously the relevant traffic;
- (e) no unfavourable surface wind conditions (including significant tailwind, windshear, turbulence, etc);
- (f) when the runway is dry and free of all precipitants such that there is no evidence that the braking action may be adversely affected.

2.7 PHRASEOLOGY

2.7.1 When issuing a landing clearance following the application of these procedures, ATC will issue the second aircraft with the following instructions:

...(call sign)...after the landing / departing...(Aircraft Type) Runway...
(Designator) cleared to land.

3. TOTAL RADIO FAILURE - SPECIAL PROCEDURES - SINGAPORE CHANGI AP - ARRIVALS

3.1 In VMC during daylight hours, if total radio communication failure occurs to an aircraft bound for Singapore Changi Airport, the pilot shall maintain VMC to land at the most suitable airfield and report to the appropriate air traffic control unit by the most expeditious means.

3.2 For IFR flights to Singapore Changi Airport, aircraft experiencing radio failure shall:

3.2.1 Proceed according to the last acknowledged clearance received from Singapore ATC, or

3.2.2 If no specific instructions or clearance has been received from Singapore ATC:

- a) Maintain the last assigned altitude or flight level and proceed via airway thereafter the appropriate STAR for Rwy 02L/02C to SAMKO Holding Area (SHA) except for the following STARS: KARTO 1A, MABAL 2A and ELALO 1A shall proceed to SHA after SANAT.
- b) Commence descent from SHA at or as close as possible to the ETA as indicated on the flight plan.
- c) Carry out the appropriate instrument approach procedure from SHA to land on Rwy 02L/02C.

3.2.3 If unable to effect a landing on:

a) Rwy 02L

Carry out missed approach procedure to AKOMA (PU R-356/20DME).
Leave AKOMA at 4,000' to NYLON Holding Area (NHA) and execute the appropriate instrument procedure from NHA to land on Rwy 20R or Rwy 20C, as appropriate.

b) Rwy 02C

Carry out missed approach procedure to NYLON Holding Area (NHA) and execute the appropriate instrument procedure from NHA to land on Rwy 20R or Rwy 20C, as appropriate.

c) Rwy 20R

Carry out missed approach procedure to SAMKO Holding Area (SHA) and execute the appropriate instrument procedure from SHA to land on Rwy 02L or Rwy 02C, as appropriate.

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22 SEP 17 (10-1P3)**SINGAPORE, SINGAPORE**
AIRPORT BRIEFING**d) Rwy 20C**

Carry out missed approach procedure to EXOMO (VTK R-158/22DME).
 Leave EXOMO at 4,000' to SAMKO Holding Area (SHA) and execute the
 appropriate instrument procedure from SHA to land on Rwy
 02L or Rwy 02C, as appropriate.

4. IDENTIFICATION OF RUNWAY-IN-USE

- 4.1 ATC will switch on the appropriate approach lights and the ILS serving the runway-in-use to assist the pilot in its identification. If the approach lights for the runway-in-use are sighted but the ILS frequency is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.
- 4.2 If unable to land within 30 minutes of EAT or ETA, if no EAT has been received and acknowledged, proceed to cross SAMKO Holding Area (SHA) at 4,000' then via A457 at FL200 if Kuala Lumpur is the nominated alternate or via B470 at FL 290 if Soekarno-Hatta is the nominated alternate or otherwise proceed at the planned flight level to other nominated alternate.

5. TOTAL RADIO FAILURE - SPECIAL PROCEDURES - SINGAPORE CHANGI AP - DEPARTURES

- 5.1 When an aircraft which has been cleared by ATC to an intermediate level experiences total radio communication failure immediately after departure from Singapore Changi Airport and it is deemed unsafe for it to continue to its destination, the pilot will set the aircraft transponder to Mode A/C Code 7600 and adhere to the procedures below.
- 5.2 When radio communication failure occurs immediately after the aircraft has departed on Rwy 02L/02C, the pilot shall proceed according to the following procedures:
- Proceed straight ahead to NYLON Holding Area (NHA) climbing to the last assigned altitude. At NHA, climb/descend to maintain 7,000'.
 - Hold at NHA for 4 minutes and leave NHA on track 203°. At 10 DME north of VTK, turn left for HOSBA Holding Area (HHA) to jettison fuel, maintaining 7,000'.
 - After fuel jettison, proceed to SAMKO Holding Area (SHA) via AWY G580 and SINJON DVOR. Maintain 7,000'. At SHA descend for an instrument approach on Rwy 02L/02C. Identify the runway-in-use in accordance with paragraph 4.
- 5.3 When radio communication failure occurs immediately after the aircraft has departed on Rwy 20R/20C, the pilot shall proceed according to the following procedures:
- Proceed straight ahead to SAMKO Holding Area (SHA) climbing to the last assigned altitude. At SHA climb/descend to maintain 7,000'.
 - Hold at SHA for 4 minutes. Leave SHA for HOSBA Holding Area (HHA) via SJ DVOR and Airway G580 to jettison fuel, maintaining 7,000'.
 - After fuel jettison, proceed to NHA via Airway W401. Maintain 7,000'. On crossing VTK 042R turn right to intercept VTK 023R. At NHA descend to carry out an instrument approach on Rwy 20R/20C.
- 5.4 ATC action is based on the assumption that the aircraft will take a minimum of 10 min to jettison fuel. An aircraft therefore should not leave earlier than 10 min after arrival at HOSBA Holding Area even if fuel jettison is completed at a shorter time or if jettisoning is not necessary or possible unless circumstances require an immediate return.
- 5.5 Alternatively, aircraft may jettison fuel between HOSBA and point 90 NM from SJ DVOR/DME on airway G580.

6. SID/STAR OPERATIONS

- 6.1 The SIDs and STARs for Singapore Changi Airport require aircraft to be GNSS-equipped and approved with navigation systems that meet the ICAO RNAV-1 navigation specification in accordance to the ICAO Performance Based Navigation Manual (Doc 9613).

WSSS/SIN **JEPPESEN**
10 AUG 18 **(10-1P4)****SINGAPORE, SINGAPORE**
CHANGI**7. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) - SINGAPORE
CHANGI AIRPORT****7.1 Introduction**

Definition of commonly used terms in A-CDM

7.1.1 Target Off Block Time (TOBT) - The time an aircraft operator (AO) or ground handling agent (GHA) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up/pushback immediately upon receipt of clearance from ATC.

7.1.2 Target Start Up Approval Time (TSAT) - The time provided by ATC that an aircraft can expect start-up/pushback approval.

7.2 A-CDM start-up procedures

7.2.1 Pilot shall ensure aircraft is ready for pushback at TOBT.

7.2.2 Pilot to maintain communication with the AO/GHA as they are responsible for updating the TOBT. Notify the AO/GHA to update the TOBT if it is expected to differ by 5 minutes or more.

7.2.3 Pilot utilising the DCL service on selected routes shall request for ATC clearance through Request for Departure Clearance Downlink (RCD) message on earlier than 20 minutes before TOBT.

7.2.4 Pilot using voice request to contact Clearance Delivery and request for ATC clearance within 5 minutes of TOBT using following phraseology:

- Callsign
- Destination
- Proposed flight level and alternate level if any
- Parking position

7.2.4.1 Pilot shall only request for ATC clearance provided aircraft is ready to pushback at TOBT.

7.2.5 Regardless of clearance through voice or datalink, all departing aircraft must report to Clearance Delivery when ready for push within 5 minutes of TOBT.

7.2.6 ATC will advise the pilot whether the proposed or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required the pilot will be instructed to standby.

7.2.7 ATC will update TSAT changes if any, during issuance of ATC clearances. Note that TSAT displayed on ADGS may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow measures.

7.2.8 Pilot shall request for pushback from Ground Movement Control within 5 minutes of TSAT after obtaining ATC clearance, or as directed by ATC.

7.2.8.1 ATC may swap pushback sequence based on real-time readiness of aircrafts to maximise apron and runway capacity and reduce the overall delay to traffic as and when required.

7.2.8.2 At the end of pushback the departing aircraft must have all engines started and be ready to taxi immediately unless otherwise instructed by ATC.

Note: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure rwy vary.

7.2.9 If a flight is unable to pushback by TSAT + 5 minutes due to the aircraft being unready, ATC clearance and TSAT will be cancelled. Pilot must notify the AO/GHA to update the TOBT for a new TSAT before requesting for a new ATC clearance. This also applies to aircraft returning back to blocks after pushback.

7.2.9.1 ATC will inform the aircraft when a clearance is cancelled using the phraseology: '(Callsign of acft) your ATC clearance and TSAT is cancelled (reason). Update TOBT before requesting for new clearance'.

7.2.9.2 Flight may also have its ATC clearance cancelled if it develops a technical problem after pushback and is unable to taxi for prolonged duration.

7.2.10 Non-compliance of initial TSAT may result in an aircraft losing its existing position in the pre-departure sequence. Delay can be expected as a result of re-sequencing based on new TOBT input.

7.2.11 If delay in pushback is due to ground traffic movement or ATC clearance restrictions, the ATC clearance will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated for such situations.

7.2.12 In the event that A-CDM mode of operations need to be cancelled due to any reason, the termination will be communicated to relevant parties through email by the airport operator and a NOTAM will be issued by ATC. Pilot shall follow the non-CDM procedure (see 7.5).

7.3 Quick overview of WSSS start-up for pilots**7.3.1 TOBT and TSAT requirements**

7.3.1.1 Irrespective of the TSAT, the aircraft must be ready for departure at the TOBT +/- 5 minutes as the TSAT may be revised forward at short notice.

7.3.1.2 Any time the TOBT or TSAT cannot be met, or an earlier departure is required, the TOBT must be updated expeditiously by the aircraft operator or ground handler.

7.3.2 ATC Clearance

7.3.2.1 ATC Clearance on selected ATS routes can be requested via Data Link Departure Clearance (DCL) at TOBT- 20 minutes.

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10 AUG 18 (10-1P5)SINGAPORE, SINGAPORE
CHANGI

7.3.2.2 If DCL is not available, ATC Clearance should be requested via Clearance Delivery at TOBT +/-5 minutes.

7.3.3 Start-up / Pushback Clearance

7.3.3.1 Pilots must be ready for start-up / pushback at TOBT +/- 5 minutes.

7.3.3.2 Pilots should request start-up / pushback clearance at TSAT +/- 5 minutes.

7.4 A-CDM information via Aircraft Docking Guidance System (ADGS)

7.4.1 All contact stands in Singapore Changi Airport will have ADGS. The fundamental operation and usage of ADGS still remain the same for flight crew. Additional information which includes TOBT, TSAT and TOBT count-down timer will be displayed in local times as part of the improvements to support A-CDM operations.

7.5. Non-CDM mode of operations

7.5.1 To non-CDM procedures are applicable for non-scheduled flights departing Changi Airport or when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

7.5.2 If TOBT cannot be submitted or it is unavailable through different channels:

- Airport Operations Centre System (AOCS) A-CDM web based portal; or
- Gate Message Input Display (GMID) at boarding rooms;

- a. Pilots shall notify ATC when the aircraft is ready to pushback within 5 minutes.
- b. ATC will advise the pilot whether the proposed or alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required the pilot will be instructed to standby.
- c. Once flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft return to blocks after pushback or develop technical issues and is unable to continue taxi.
- d. Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the procedures as if it is the first time they are ready to depart.

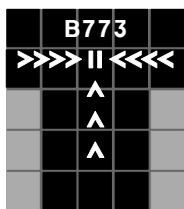
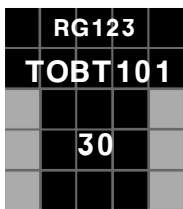
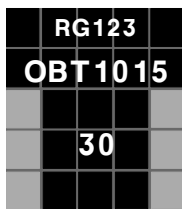
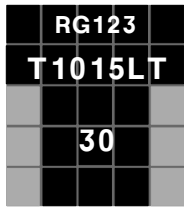
7.5.3 If TSAT is unavailable through different means stated below:

- AOCS A-CDM portal;
- GMID;
- ADGS at contact stands;
- Radio communication with GHA or AO;
- ATC - Upon issuance of ATC clearance (for flights parked at aircraft stands without ADGS);

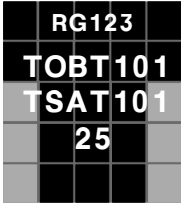

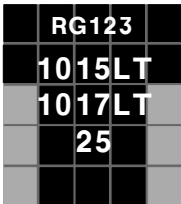
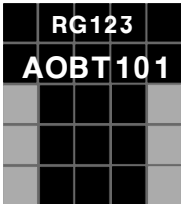
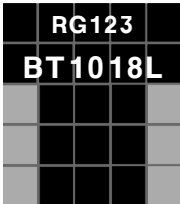
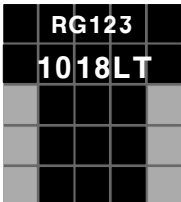
a. AO and GHA shall continue to submit TOBT and pilots shall request for ATC clearance 5 minutes within TOBT (see 7.2.4).

b. ATC will revert to the gate hold procedures published on 10-9E chart and issue estimated pushback times accordingly.

AIRCRAFT DOCKING GUIDANCE SYSTEM (ADGS)

Description	Display on ADGS
Aircraft arrival to stand <ul style="list-style-type: none"> No change in existing functionality and display. 	
40 minutes prior to TOBT <ul style="list-style-type: none"> ADGS will display TOBT submitted by AO/GHA and a count down timer (2 digits) to TOBT in minutes. As ADGS can only display up to 7 characters per line, the displayed message will be scrolling. Timing displayed will be in Local Time (LT). TOBT timings will change instantly if there is an update done by AO/GHA. 	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Snapshot 1</p>  </div> <div style="text-align: center;"> <p>Snapshot 2</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Snapshot 3</p>  </div>

WSSS/SIN**JEPPESEN**
7 APR 17 **(10-1P6)****SINGAPORE, SINGAPORE**
CHANGI**AIRCRAFT DOCKING GUIDANCE SYSTEM (ADGS)**

Description	Display on ADGS
<p>25 minutes prior to TOBT</p> <ul style="list-style-type: none"> • ADGS will display TSAT derived by PDS. • As ADGS can only display up to 7 characters per line, the displayed message will be scrolling. • TSAT timings may change as the PDS is continuously optimising push back times based on real time traffic conditions. 	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Snapshot 1</p>  </div> <div style="text-align: center;"> <p>Snapshot 2</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Snapshot 3</p>  </div>
<p>Aircraft departure from stand</p> <ul style="list-style-type: none"> • ADGS will display the actual off-block time (AOBT). • As ADGS can only display up to 7 characters per line, the displayed message will be scrolling. • TOBT, TSAT and TOBT countdown timer will be removed. • AOBT display will be removed 3 minutes after AOBT. 	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Snapshot 1</p>  </div> <div style="text-align: center;"> <p>Snapshot 2</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Snapshot 3</p>  </div>

WSSS/SIN

 **JEPPESEN**
7 APR 17 **(10-1P7)****SINGAPORE, SINGAPORE**
CHANGI**SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES****1. Introduction**

- 1.1 Simultaneous independent parallel approaches will be implemented daily between 0000UTC and 1500UTC to optimize runway utilization and enhance air traffic efficiency.

2. Procedures for simultaneous independent parallel approaches

- 2.1 To ensure safe operations between aircraft on parallel approaches, Normal Operating Zones (NOZs) are established for each extended runway centerline and a No Transgression Zone (NTZ) is established between the NOZs.
- 2.2 ATC will vector arriving flights into Singapore Changi Airport from the final waypoint of the respective STARs to the respective NOZs.
- 2.3 Within the NOZ, ATC shall provide a minimum vertical separation of 1000' or 3NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS Localizer course.
- 2.4 ATC is not required to provide separation between aircraft on adjacent ILS Localizers and will monitor aircraft for deviation from the approach path.
- 2.5 Aircraft can expect to maintain altitude 3500' till Glide Path Interception for Runway 20R / 02L and 2500' till Glide Path Interception for Runway 20C / 02C. This is to ensure the necessary vertical separation prior to establishing on the respective ILS Localizer course.
- 2.6 Aircraft can expect the following radiotelephony phraseology when intercepting the ILS:
- a. to intercept the Localizer before clearing for ILS
"TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) REPORT ESTABLISHED ON THE LOCALIZER RUNWAY (number) LEFT (CENTER / RIGHT)"
 followed by ...
"MAINTAIN (altitude), CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTER / RIGHT)"
 or
 - b. to intercept ILS
"TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTER / RIGHT)"
- 2.7 Aircraft can expect to maintain speed 180KT at base turn or earlier till 8NM from touchdown.

3. Break-out maneuver

- 3.1 When an aircraft is observed to have not established on the appropriate Localizer course or deviated from its course towards the NTZ, ATC will instruct the aircraft to return immediately to the correct Localizer course with the following radiotelephony phraseology:
- "YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER"**
 or
"TURN LEFT (or RIGHT) TO RETURN TO LOCALIZER COURSE"
- 3.2 When ATC observed aircraft to be penetrating or will penetrate the NTZ, ATC will instruct the aircraft on the adjacent Localizer course to alter course to avoid the deviating aircraft with the following radiotelephony phraseology:
- "TRAFFIC ALERT, TURN LEFT (or RIGHT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)"**

4. Pilot notification and conditions for operations

- 4.1 Simultaneous approaches to parallel runways operation will be broadcasted on ATIS during the active period.
- 4.2 Simultaneous approaches to the parallel runways will be suspended in the event of adverse weather or any other conditions that may affect the safe conduct of such approaches to the parallel runways.

WSSS/SIN **JEPPESEN**
10 AUG 18 **(10-1P8)****SINGAPORE, SINGAPORE**
CHANGI**DEPARTURE CLEARANCE (DCL) VIA DATALINK PROCEDURES**

1. Acft need to be equipped with Aircraft Communications Addressing and Reporting System (ACARS) to support DCL application.
2. The logon ID of the ground system for the provision of DCL service is WSSS.
3. DCL service is only applicable for flights departing from WSSS to the following routes / destinations:
 - a. Destinations in Peninsular Malaysia via ATS Routes A457 and B466
 - b. Destinations in Thailand via ATS Routes B466 and B469 / M751
 - c. Destinations in Indonesia via ATS Route A457, R469 and B470
 - d. Destinations in Australia and New Zealand via ATS Route B470
 - e. Flights with allocated Calculated Take-Off Time (CTOT) under Bay of Bengal Cooperative Air Traffic Flow Management (BOBCAT)
4. Pilot utilising the DCL service on selected routes shall request for ATC clearance through RCD message no earlier than 20 minutes before TOBT.
 - a. For flights with allocated CTOT under BOBCAT, to input "CTOT HHMMz" under the free text field in RCD message.
 - b. For flights routed via ANITO B470, to input "ANITO FLxxx"(ANITO crossing level) under the free text field in RCD message.
 - c. Pilot shall contact Clearance Delivery or the next assigned frequency in Departure Clearance Uplink (CLD) message within 5 minutes of TOBT using the following phraseology:
 - **"Callsign"...With P-D-C, fully ready**
 - Provide requested flight level if it differs from PFL filed in flight plan
 - Provide CTOT or ANITO crossing if not previously given in RCD message
5. DCL message format does not include the requested cruising level and final cruising level.
 - a. The planned flight level (PFL) filed in flight plan field 15b will be used as requested level unless otherwise specified by pilot.
 - b. Final cruising level will be assigned by Singapore ATC after airborne and it is subjected to traffic disposition. No on-ground level negotiations or reservations are allowed.
6. DCL service does not provide clearance revision. Any revision to the clearance issued via datalink will be made by ATC through voice communications.
7. Clearance request through VHF using the existing voice procedures is still available for applicable flights under the DCL service.
8. ATC will reject the DCL request and send a "revert to voice procedures" message to the pilot if the following occurs:
 - a. Flight's routes / destinations is not stated in paragraph 3
 - b. RCD message does not comply with ED-85A or have inaccurate flight data, e.g. different Callsign / ADES from flight plan
 - c. Invalid TOBT
 - d. When required by ATC due to flow restrictions
9. Upon receipt of any "revert to voice procedures" message, pilot shall cancel any clearance received previously (if any) and follow the existing voice procedures for clearance request, i.e. contact Clearance Delivery within 5 minutes of TOBT.

WSSS/SIN

 **JEPPESEN**
10 AUG 18 (10-1P9)**SINGAPORE, SINGAPORE**
CHANGI

10. Pilot shall monitor the clearance delivery frequency once the DCL process is initiated. In the event of any issues encountered, ATC will revert to voice procedures.

11. ATC will revert with CLD message within 5 minutes of receipt of the RCD message. If no CLD message is received, pilot is to call on delivery frequency to verify request.

12. Pilot shall respond with CDA message within 5 minutes of receipt of CLD message. Failure to comply may result in a "revert to voice procedures" message being sent.

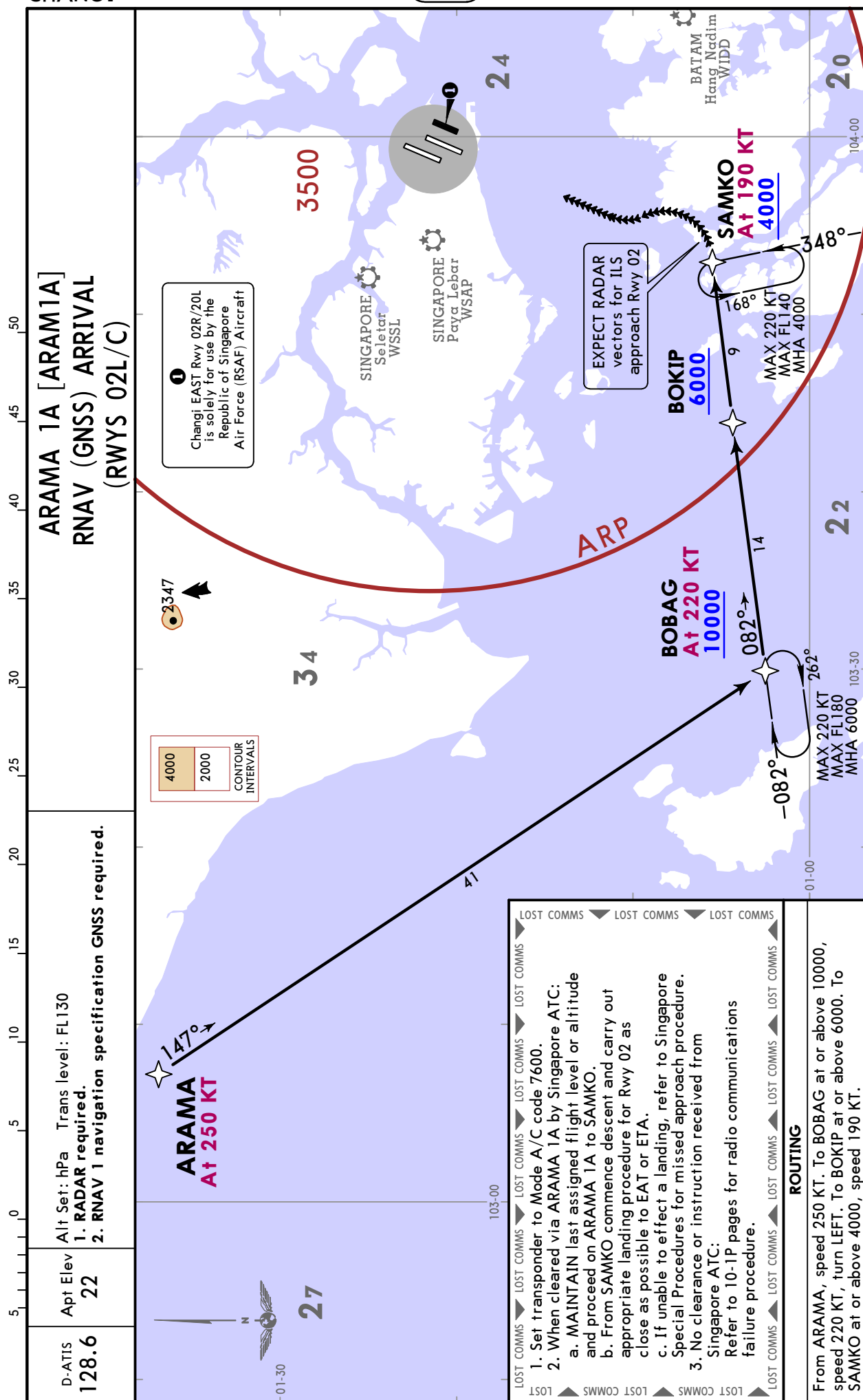
Note: The DCL process is only complete and clearance confirmed when CDA message is received and processed successfully.

A "CDA received - clearance confirmed" message will be sent to the pilot.

13. Acft operator / ground handling agent shall continue to update TOBT to reflect any changes in readiness time in accordance to A-CDM startup procedures.

14. ATC will check for TOBT compliance and update pilot of any revisions in departure clearance and flow restrictions before handing the flight over to Ground frequency for start-up and pushback.

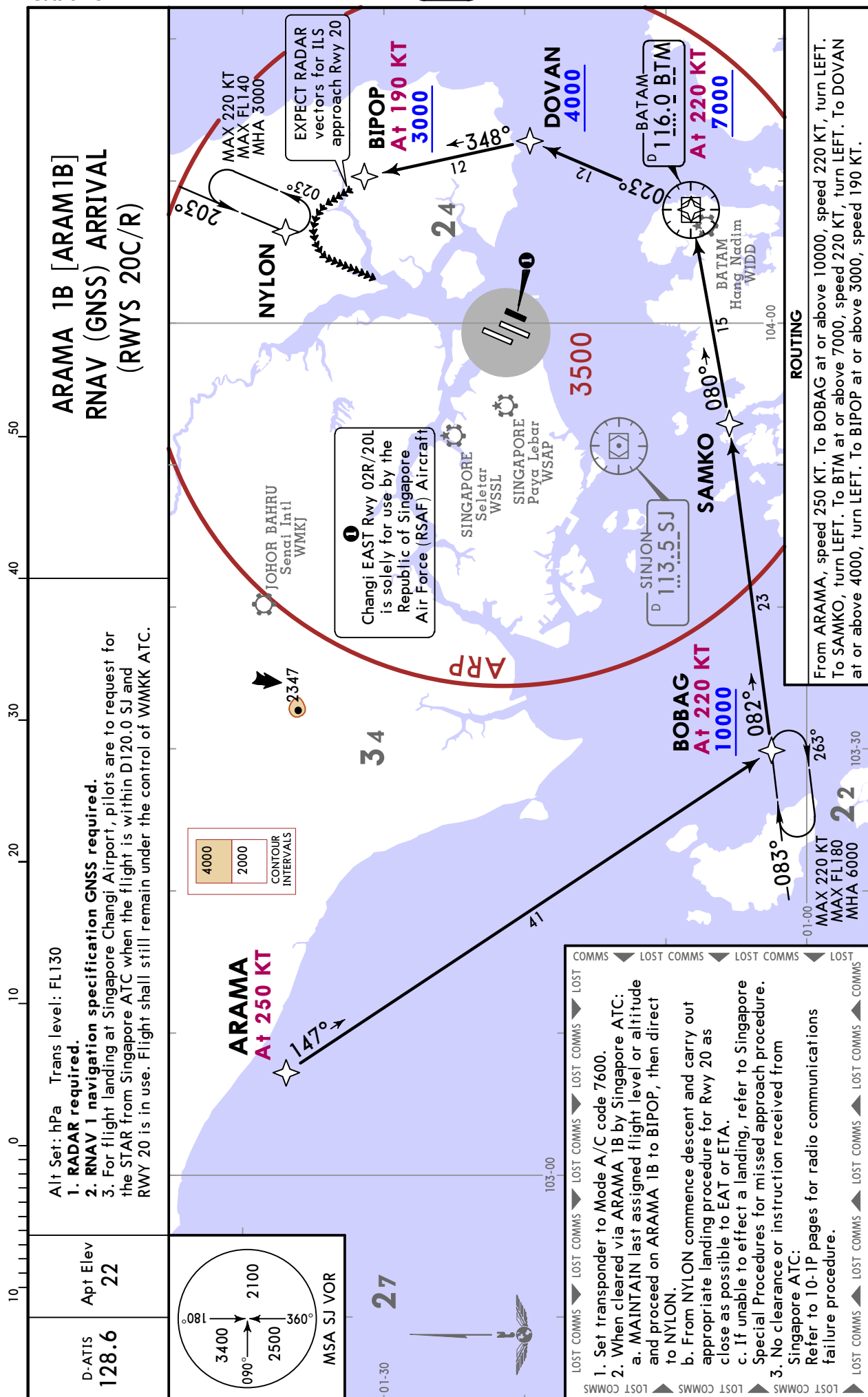
15. ATC will cancel the clearance issued and send a "revert to voice procedures" message if pilot does not report ready for push within 5 minutes of TSAT.

WSSS/SIN
CHANGIJEPPESEN
5 MAY 17 10-2SINGAPORE, SINGAPORE
RNAV STAR

**WSSS/SIN
CHANGI**

JEPPESEN
5 MAY 17 10-2A

SINGAPORE, SINGAPORE

RNAV STAR

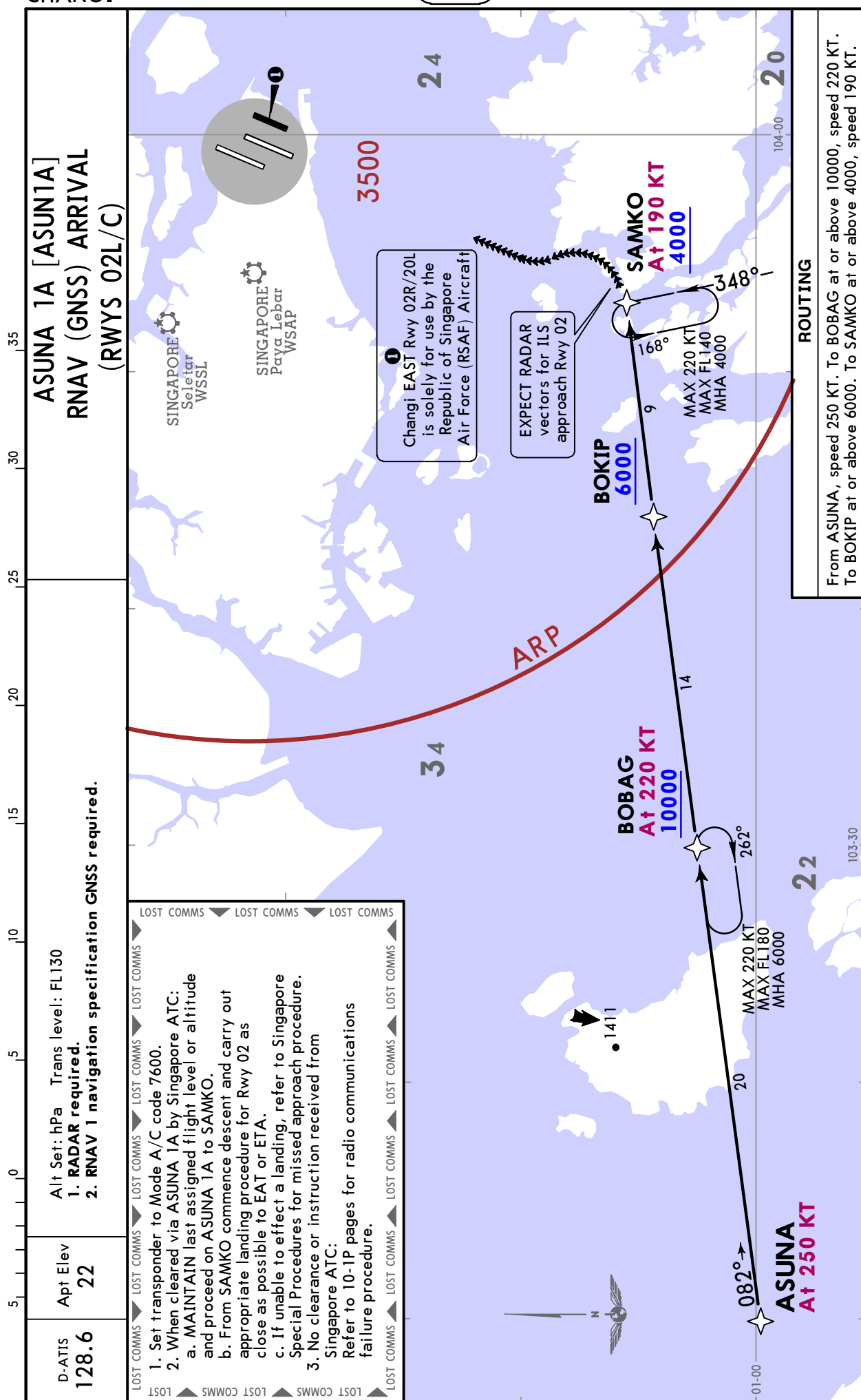
WSSS/SIN
CHANGI

5 MAY 17

JEPPESEN

10-2B

SINGAPORE, SINGAPORE

RNAV STAR

CHANGES: New format.

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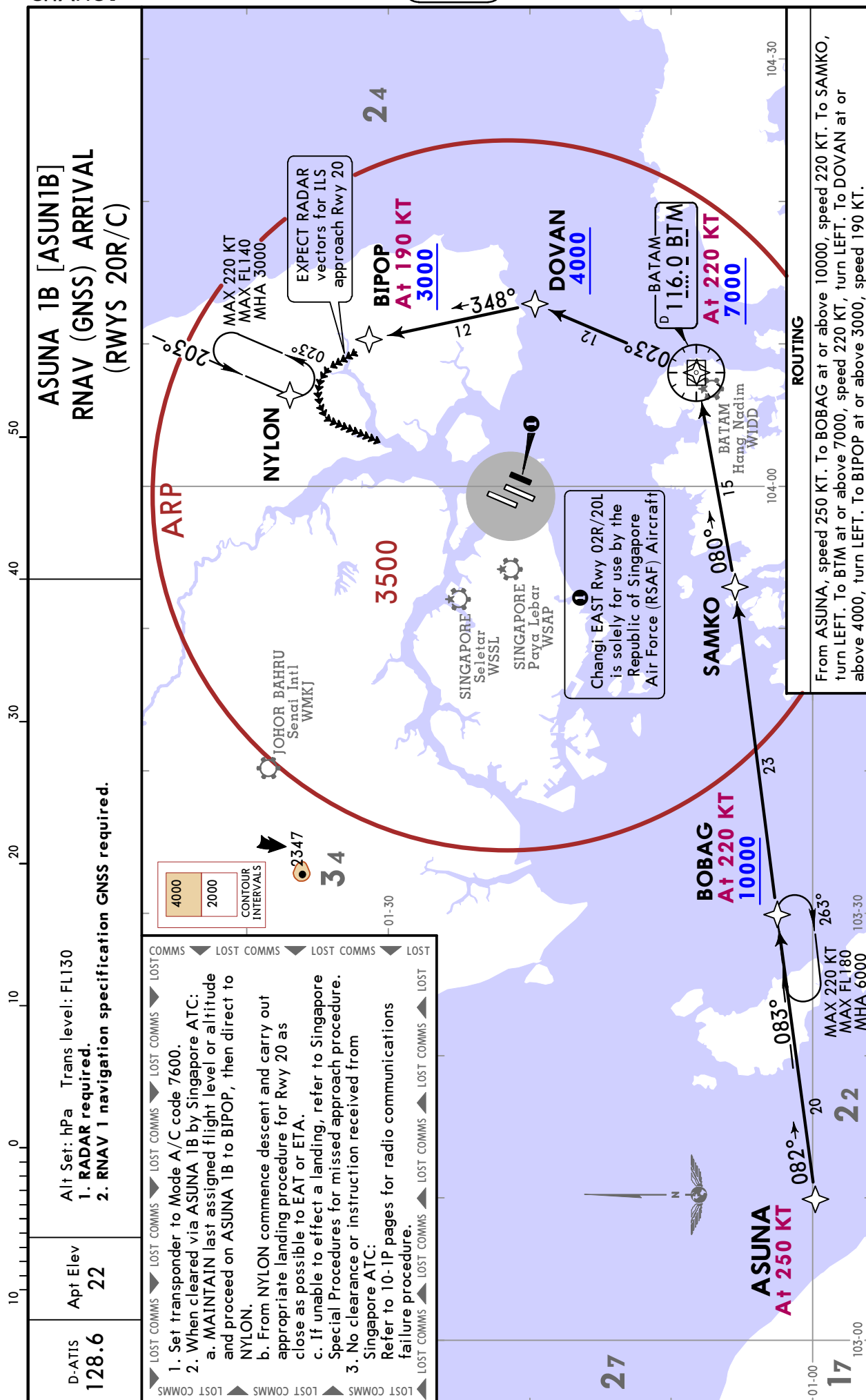
WSSS/SIN
CHANGI

5 MAY 17

10-2C

JEPPESEN SINGAPORE, SINGAPORE

RNAV STAR



WSSS/SIN
CHANGIJEPPESEN
19 MAY 17 (10-2D)

Eff 25 May

SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS
128.6Apt Elev
22

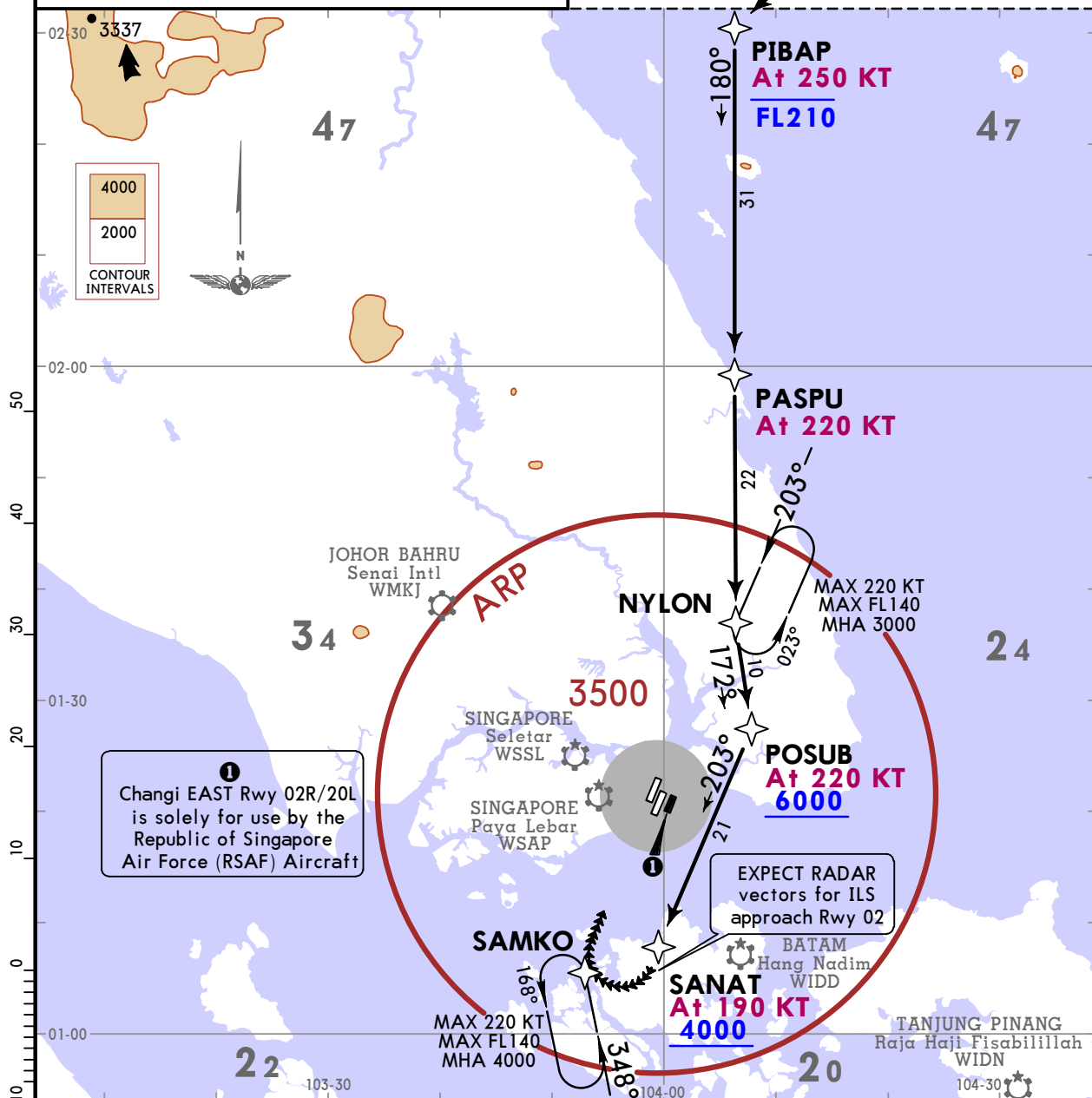
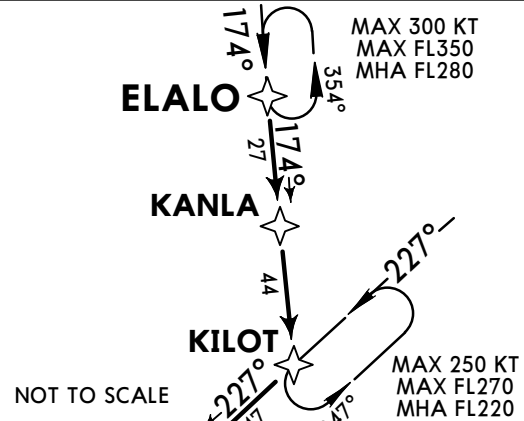
Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

ELALO 1A [ELAL1A]
RNAV (GNSS) ARRIVAL (RWYS 02L/C)

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
 2. When cleared via ELALO 1A by Singapore ATC:
 - a. MAINTAIN last assigned flight level or altitude and proceed on ELALO 1A to SANAT, then direct to SAMKO.
 - b. From SAMKO commence descent and carry out appropriate landing procedure for Rwy 02 as close as possible to EAT or ETA.
 - c. If unable to effect a landing, refer to Singapore Special Procedures for missed approach procedure.
 3. No clearance or instruction received from Singapore ATC:
Refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



ROUTING

From ELALO. To KANLA. To KILOT, turn RIGHT. To PIBAP at or below FL210, speed 250 KT, turn LEFT. To PASPU speed 220 KT. To NYLON, turn LEFT. To POSUB at or above 6000, speed 220 KT, turn RIGHT. To SANAT at or above 4000, speed 190 KT.

WSSS/SIN
CHANGIJEPPESEN
19 MAY 17 (10-2E)

SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

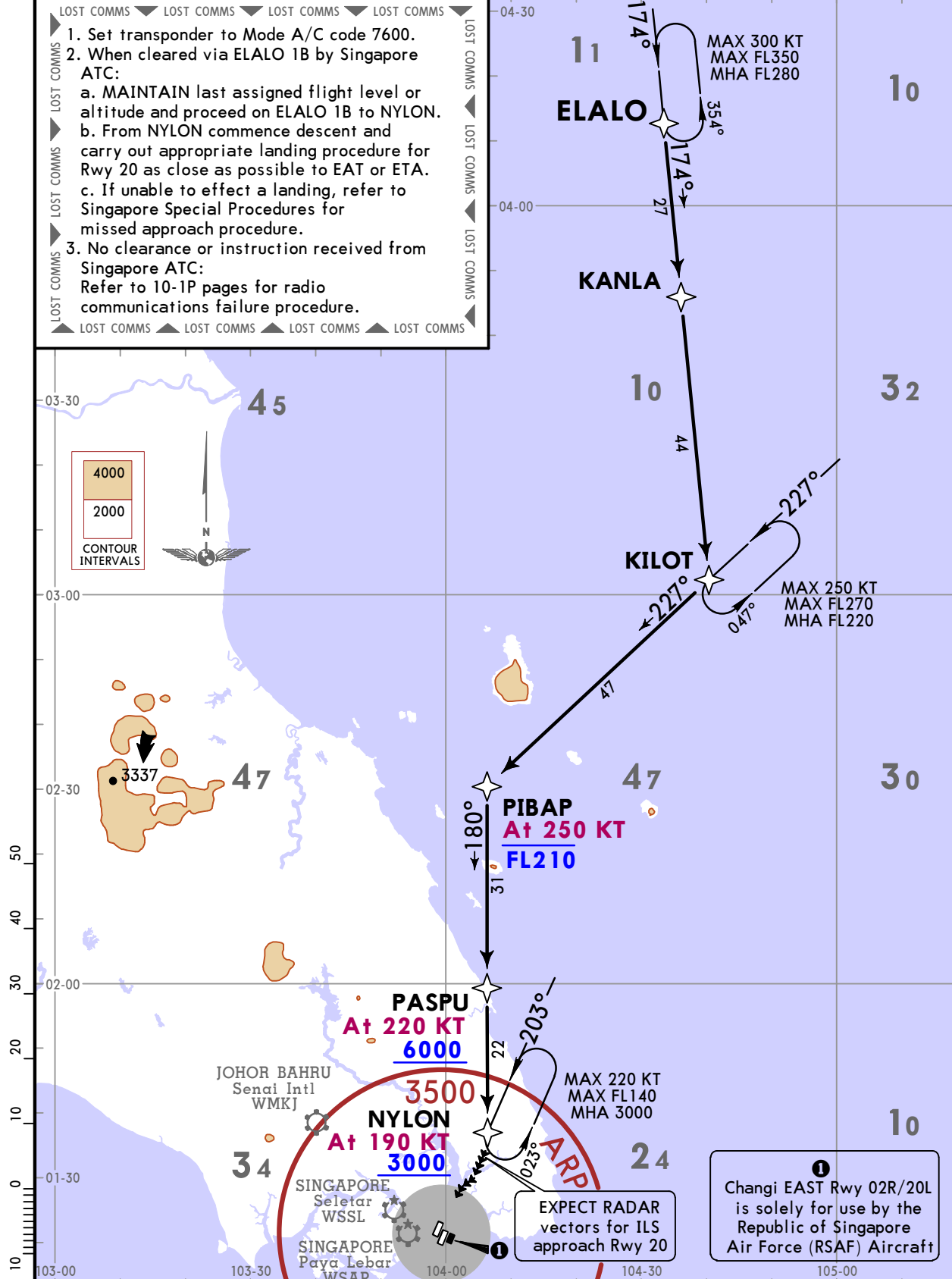
ELALO 1B [ELAL1B]
RNAV (GNSS) ARRIVAL (RWYS 20R/C)

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

1. Set transponder to Mode A/C code 7600.
2. When cleared via ELALO 1B by Singapore ATC:
 - a. MAINTAIN last assigned flight level or altitude and proceed on ELALO 1B to NYLON.
 - b. From NYLON commence descent and carry out appropriate landing procedure for Rwy 20 as close as possible to EAT or ETA.
 - c. If unable to effect a landing, refer to Singapore Special Procedures for missed approach procedure.
3. No clearance or instruction received from Singapore ATC:

Refer to 10-1P pages for radio communications failure procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



ROUTING

From ELALO. To KANLA. To KILOT, turn RIGHT. To PIBAP at or below FL210, speed 250 KT, turn LEFT. To PASPU, at or above 6000, speed 220 KT. To NYLON at or above 3000, speed 190 KT.

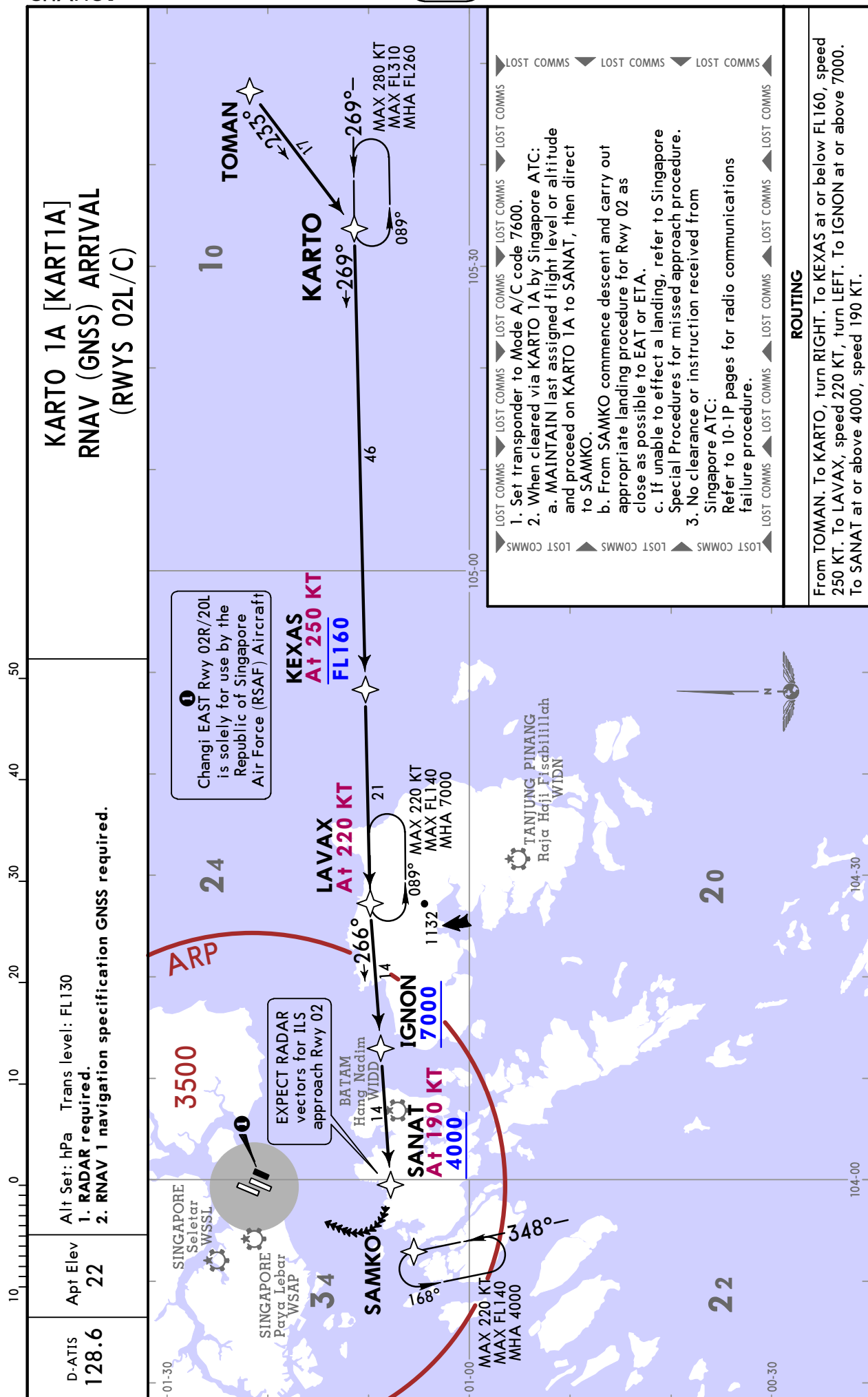
**WSSS/SIN
CHANGI**

5 MAY 17

JEPPESEN

(10-2F)

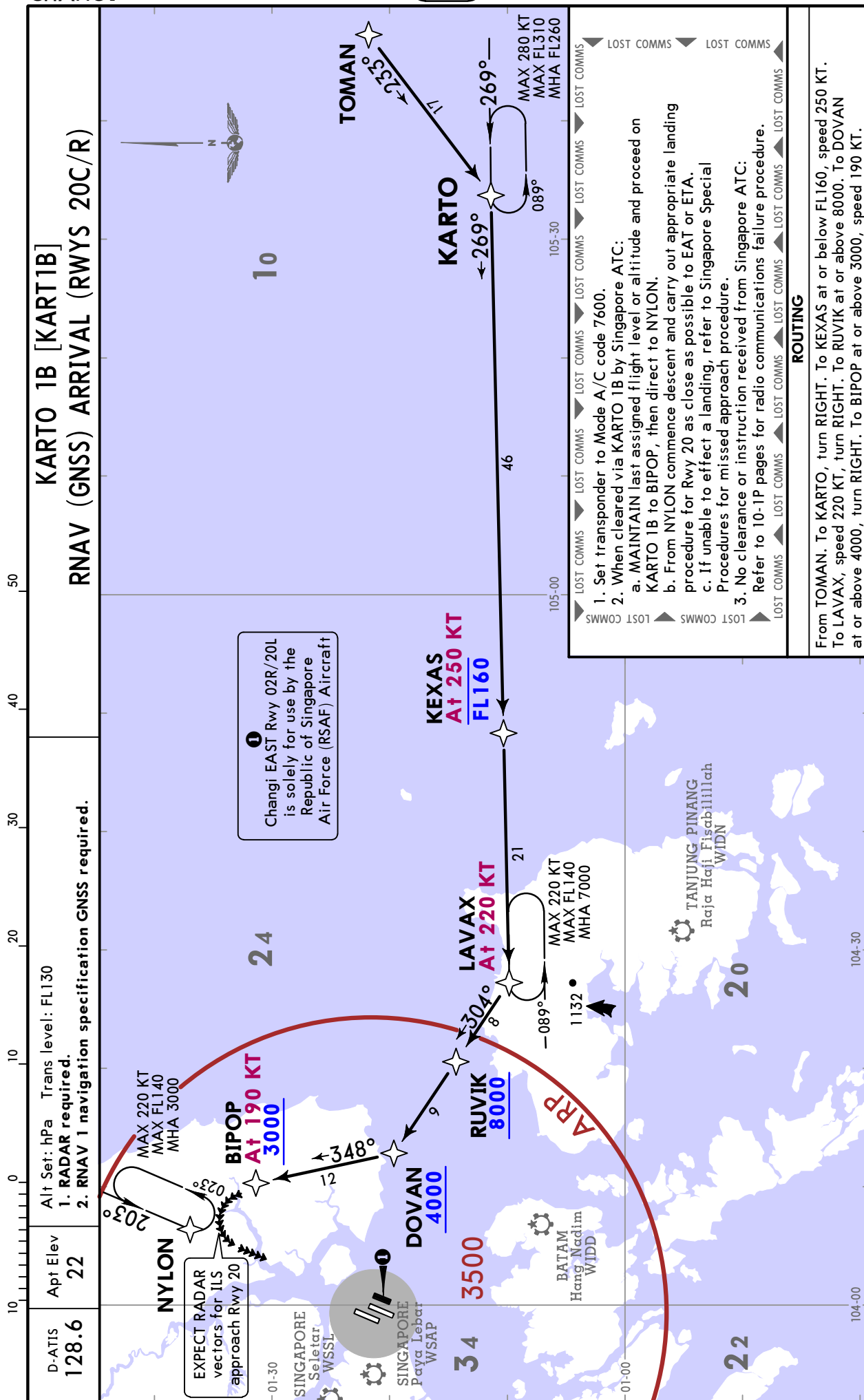
SINGAPORE, SINGAPORE

RNAV STAR

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CHANGI

JEPPESSEN
5 MAY 17 (10-2G)

SINGAPORE, SINGAPORE
RNAV STAR



**WSSS/SIN
CHANGI**

5 MAY 17

5 MAY 17 (10-2H)

JEPPESSEN SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS
128.6

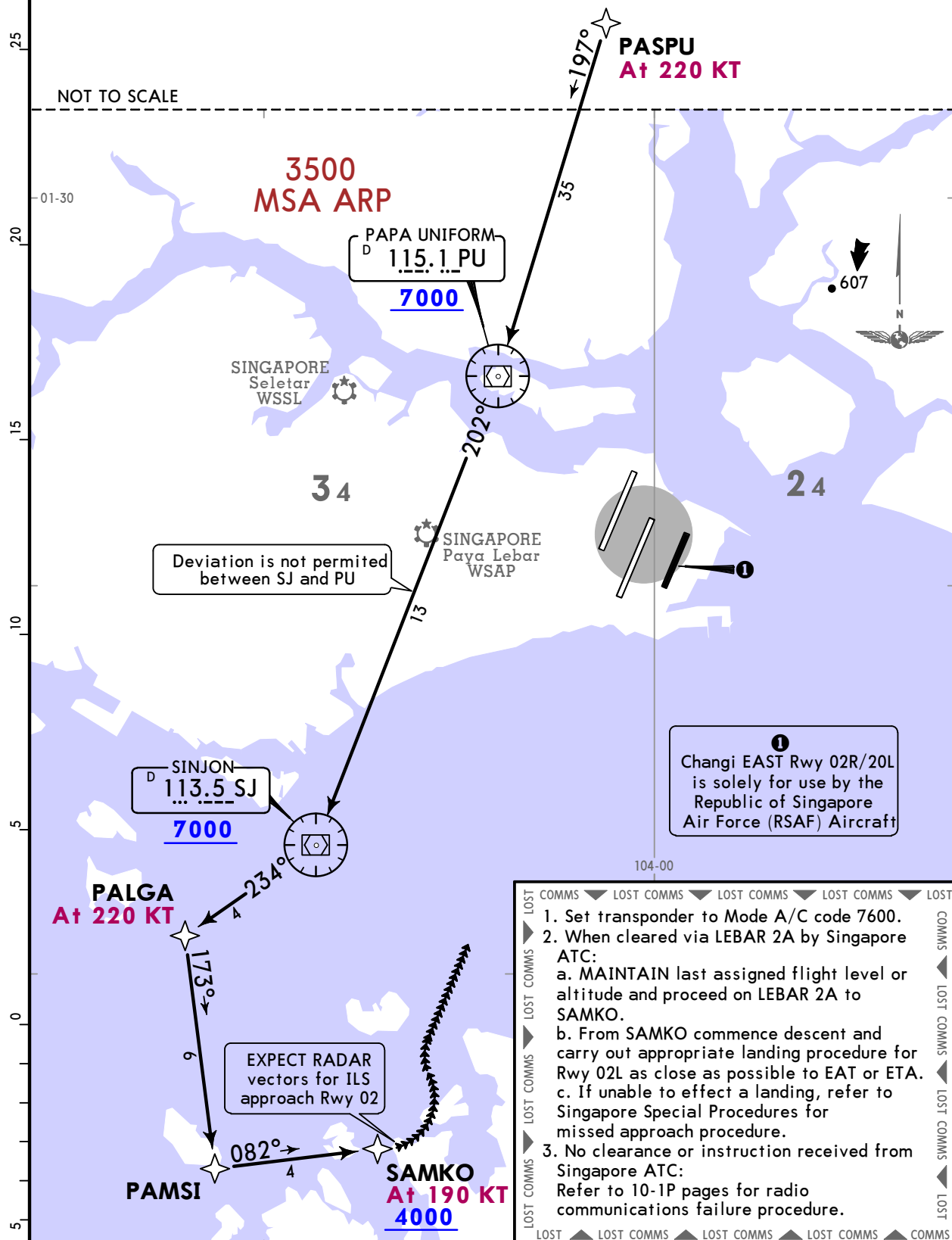
Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

LEBAR 2A [LEBA2A]
RNAV (GNSS) ARRIVAL
(RWY 02L)



ROUTING

From PASPU, speed 220 KT. To PU at or above 7000, turn RIGHT. To SJ at or above 7000, turn RIGHT. To PALGA, speed 220 KT, turn LEFT. To PAMSI, turn LEFT. To SAMKO at or above 4000, speed 190 KT.

WSSS/SIN
CHANGI

5 MAY 17

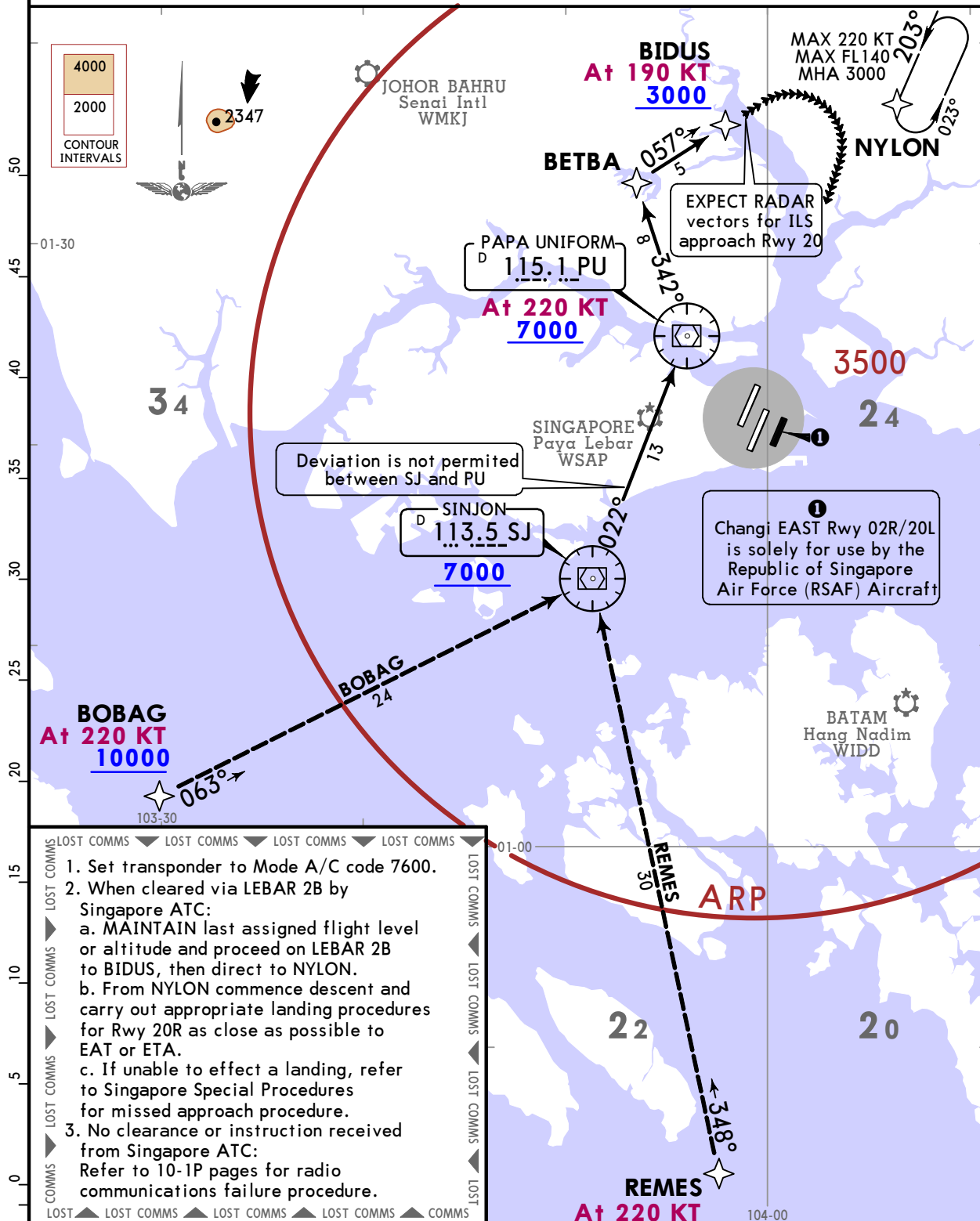
10-2J

JEPPESEN SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS 128.6	Apt Elev 22	Alt Set: hPa Trans level: FL130 1. RADAR required. 2. RNAV 1 navigation specification GNSS required.
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LEBAR 2B [LEBA2B] RNAV (GNSS) ARRIVAL (RWY 20R)



TRANSITIONS

BOBAG	From BOBAG at or above 10000, speed 220 KT. To SJ at or above 7000, turn LEFT. To PU.
REMES	From REMES, speed 220 KT. To SJ at or above 7000, turn RIGHT. To PU.

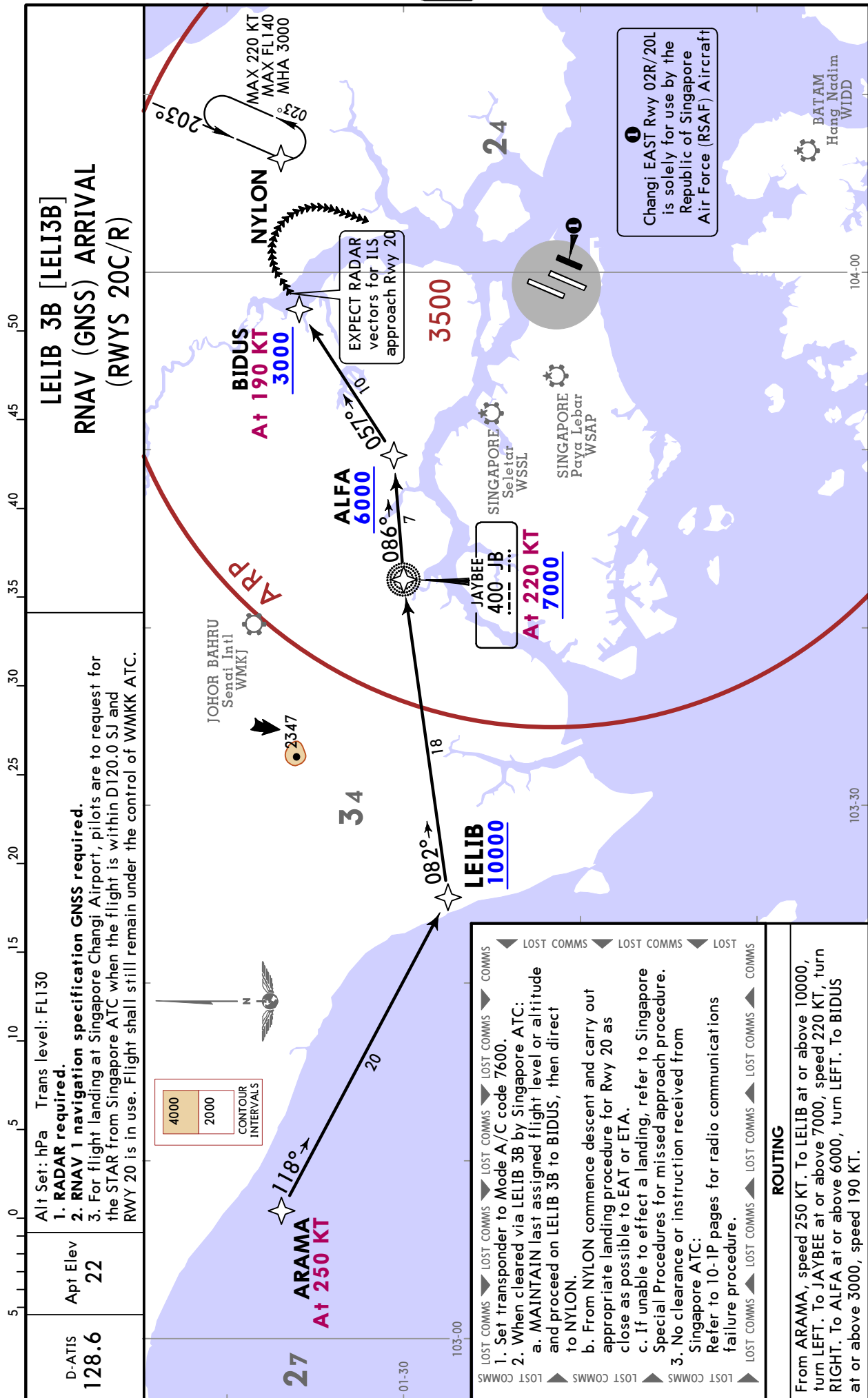
ROUTING

From PU, at or above 7000, speed 220 KT, turn LEFT. To BETBA, turn RIGHT. To BIDUS at or above 3000, speed 190 KT.

**WSSS/SIN
CHANGI**

JEPPESEN
5 MAY 17 10-2J1

SINGAPORE, SINGAPORE

RNAV STAR

WSSS/SIN
CHANGI

JEPPESEN

5 MAY 17 (10-2J2)

SINGAPORE, SINGAPORE

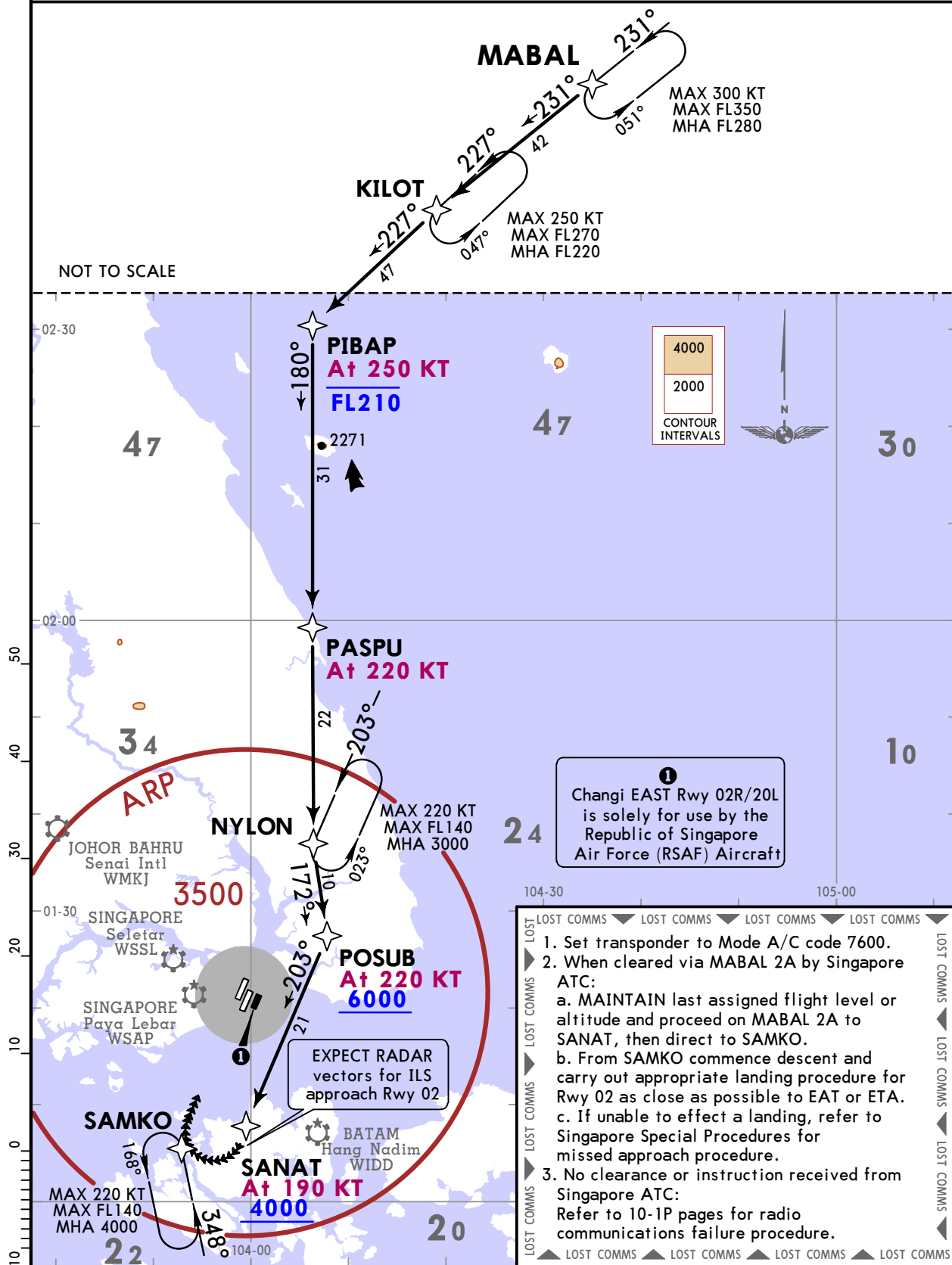
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

MABAL 2A [MABA2A]
RNAV (GNSS) ARRIVAL (RWYS 02L/C)

WSSS/SIN
CHANGIJEPPESEN
5 MAY 17 10-2K

SINGAPORE, SINGAPORE

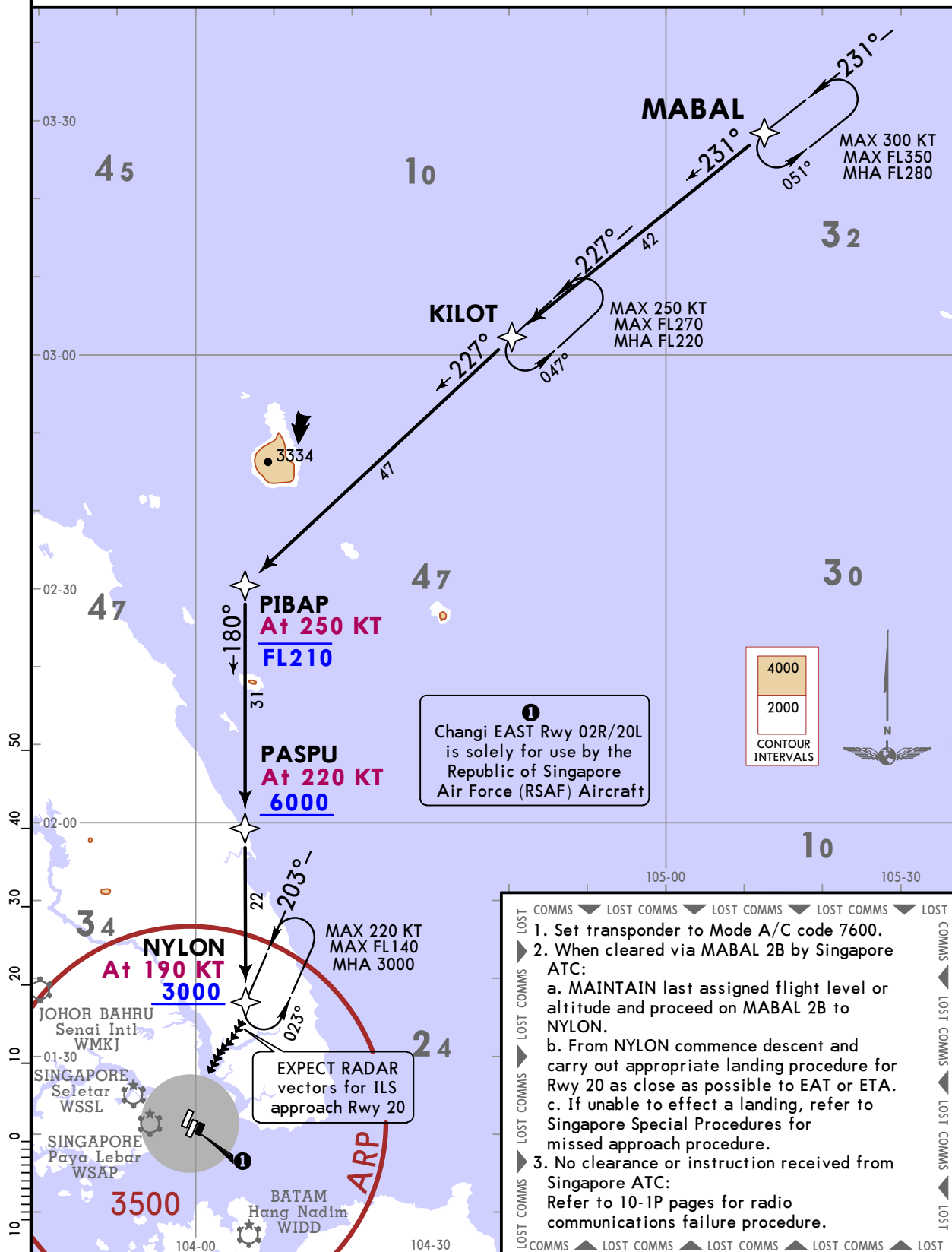
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

MABAL 2B [MABA2B]
RNAV (GNSS) ARRIVAL
(RWYS 20R/C)

ROUTING

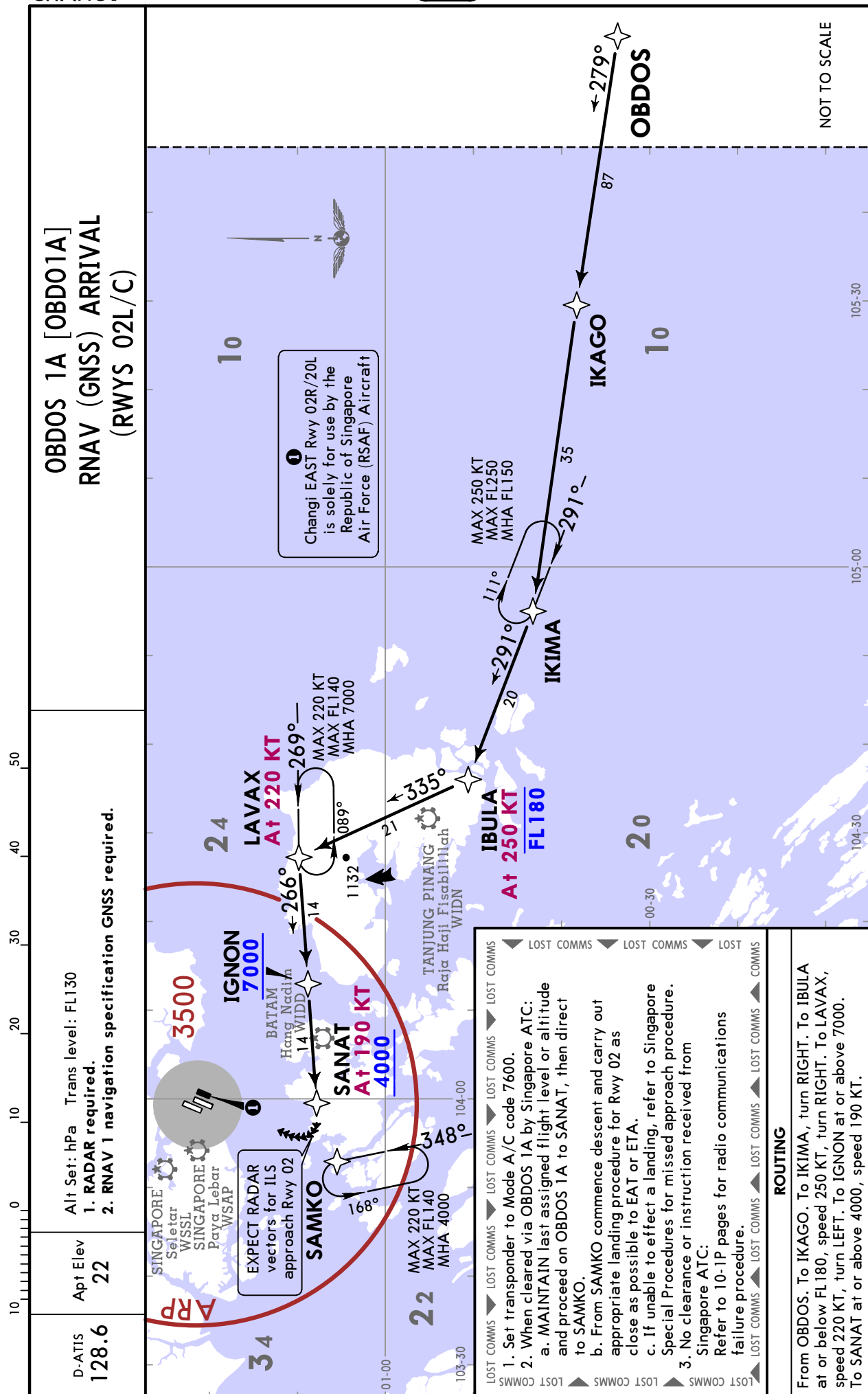
From MABAL. To KILLOT, turn LEFT. To PIBAP at or below FL210, speed 250KT, turn LEFT. To PASPU, at or above 6000, speed 220 KT. To NYLON at or above 3000, speed 190KT.

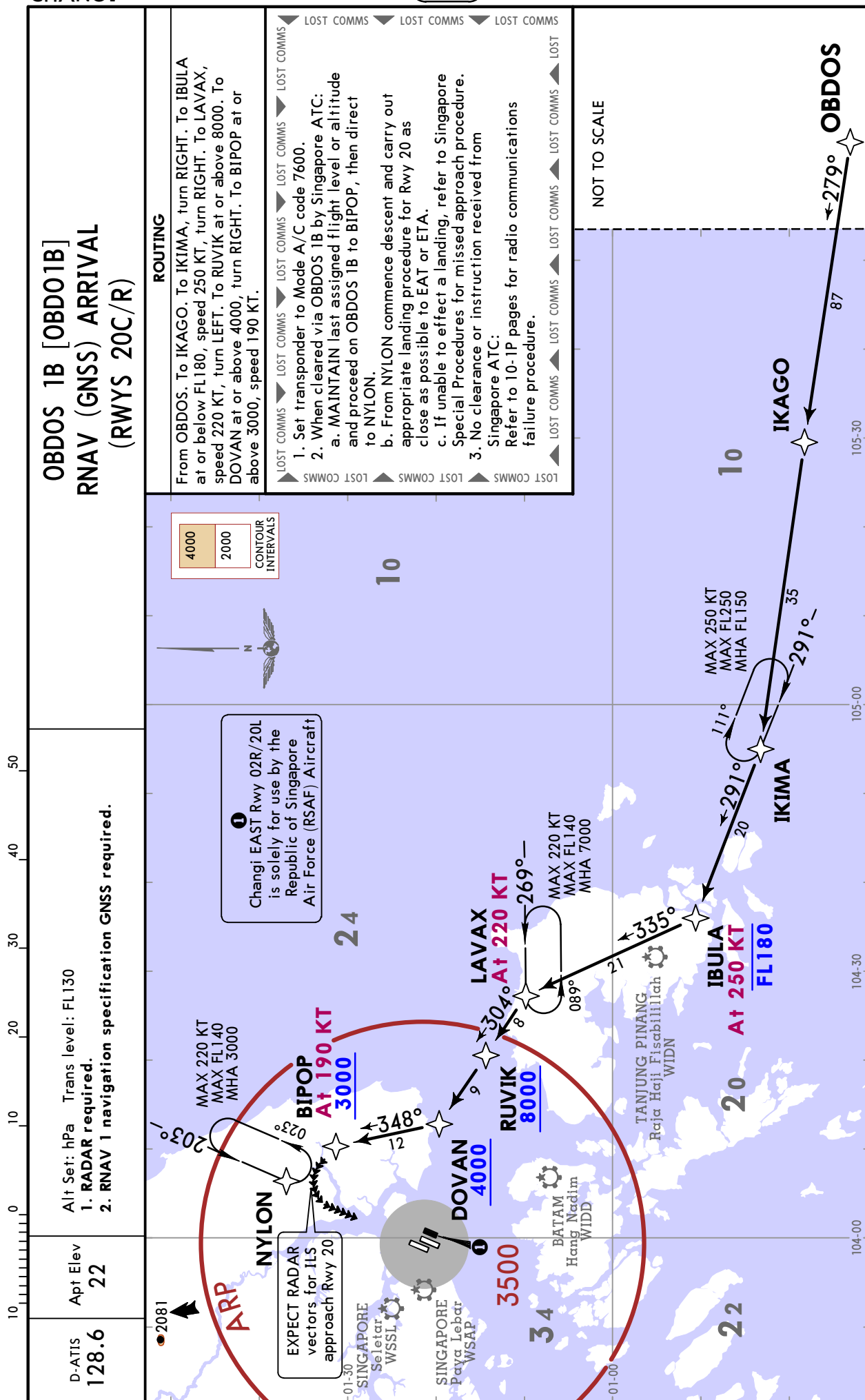
**WSSS/SIN
CHANGI**

5 MAY 17

JEPPESEN

SINGAPORE, SINGAPORE

RNAV STAR

WSSS/SIN
CHANGIJEPPESEN
5 MAY 17 (10-2M)SINGAPORE, SINGAPORE
RNAV STAR

WSSS/SIN
CHANGI

JEPPESEN

5 MAY 17 (10-2N)

SINGAPORE, SINGAPORE

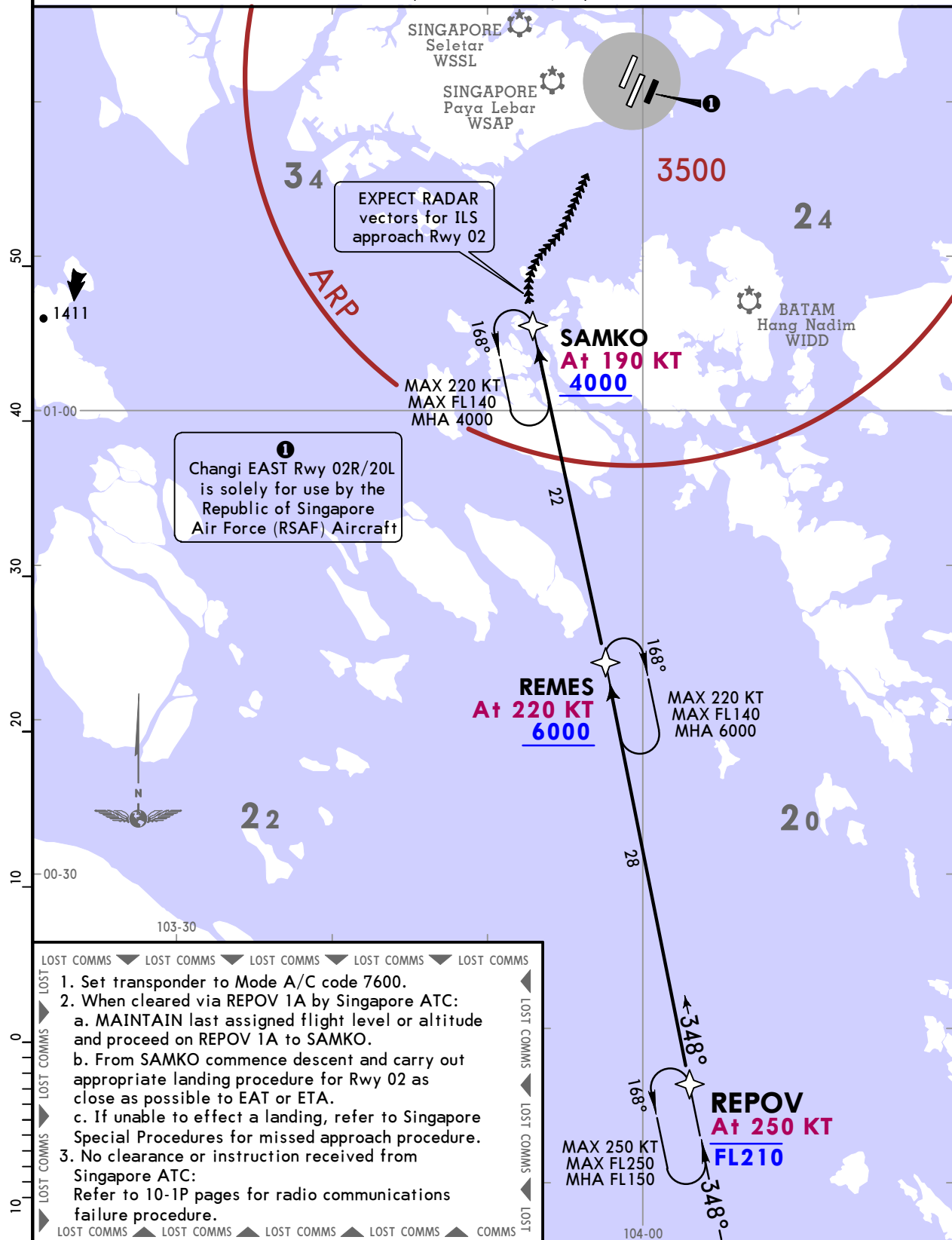
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

REPOV 1A [REPO1A]
RNAV (GNSS) ARRIVAL
(RWYS 02L/C)

ROUTING

From REPOV at or below FL210, speed 250 KT. To REMES at or above 6000, speed 220 KT. To SAMKO at or above 4000, speed 190 KT.

WSSS/SIN
CHANGI

5 MAY 17

JEPPESEN

SINGAPORE, SINGAPORE

RNAV STAR

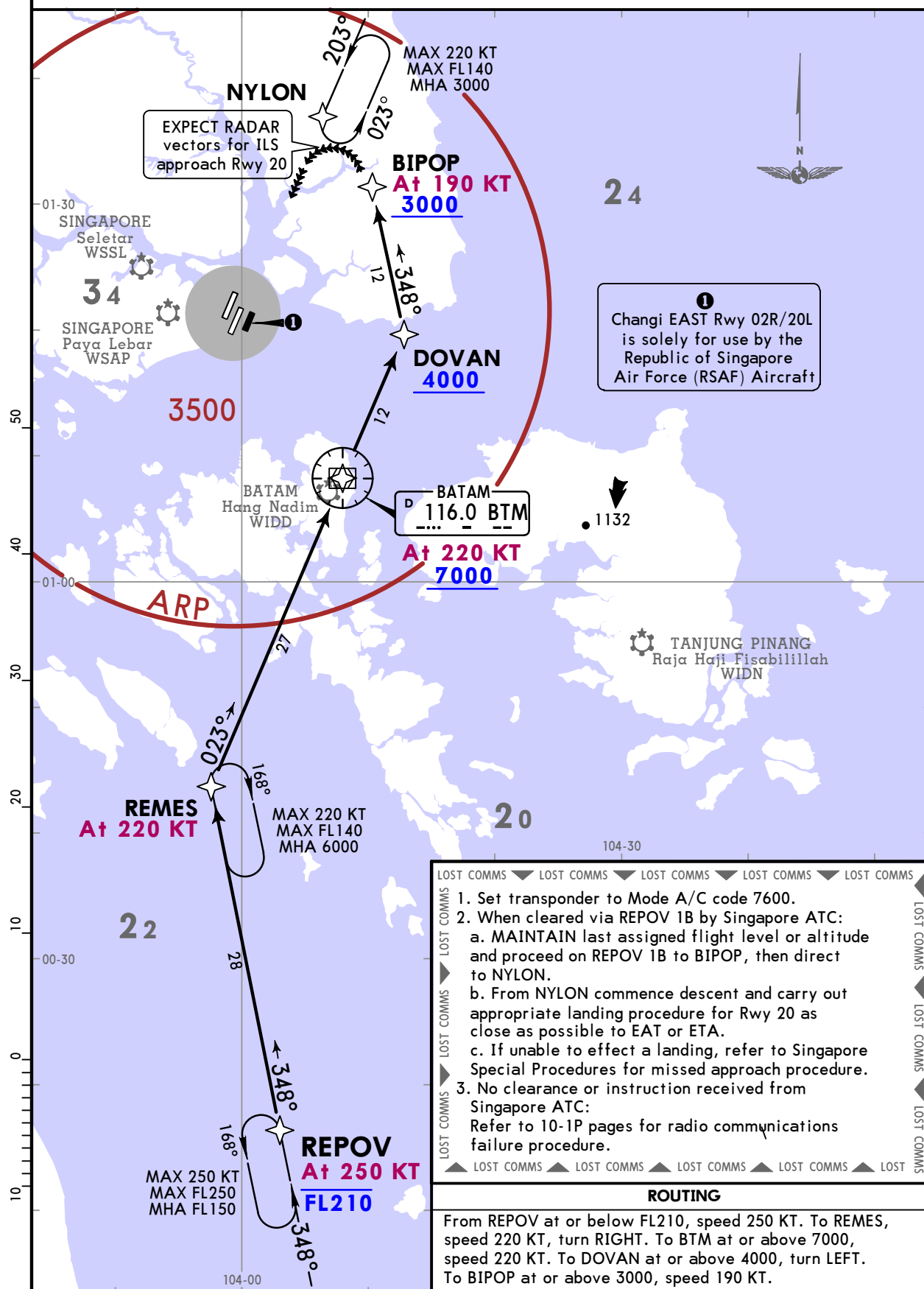
D-ATIS
128.6

Apt Elev
22

Alt Set: hPa Trans level: FL130

1. **RADAR required.**
2. **RNAV 1 navigation specification GNSS required.**

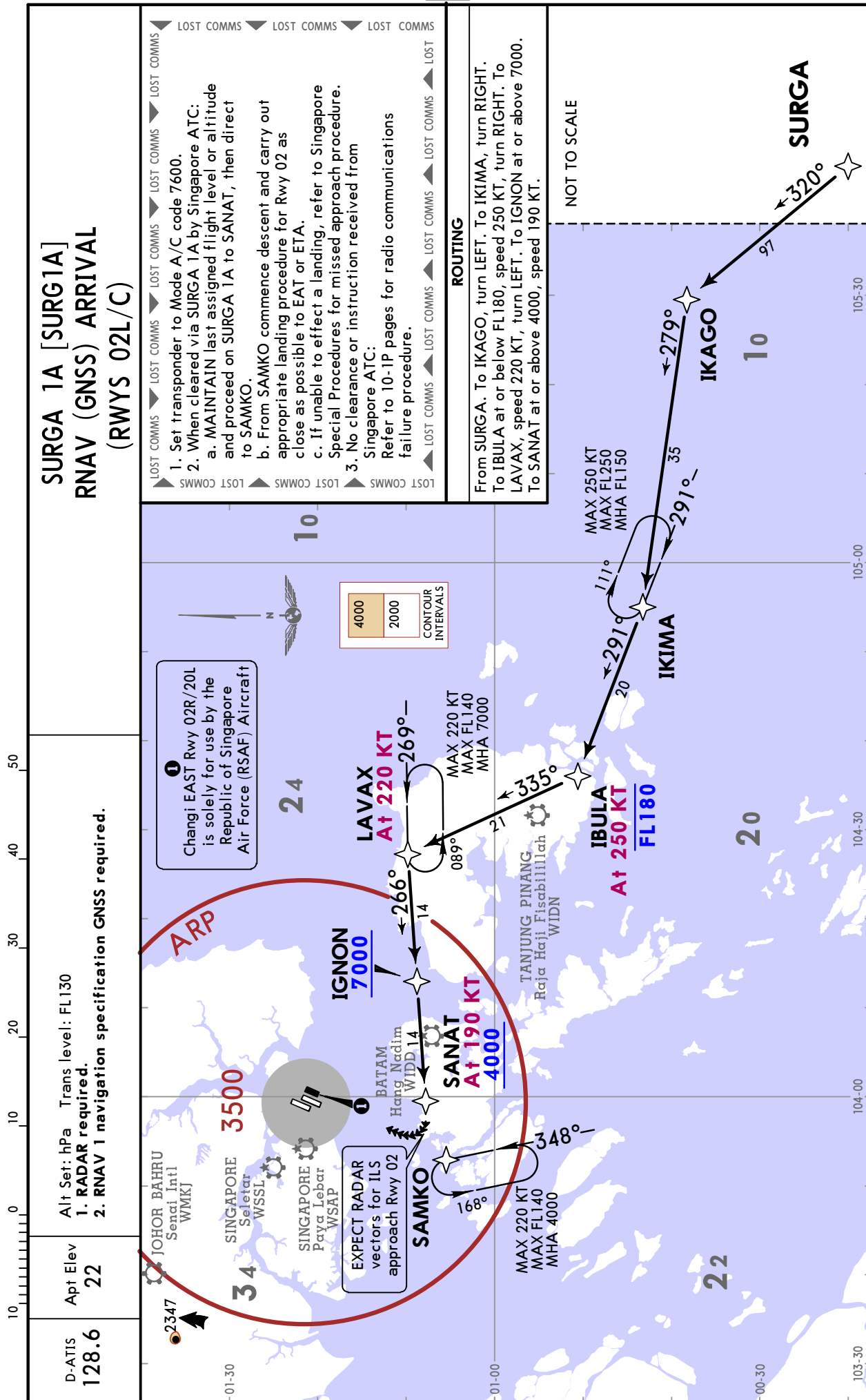
REPOV 1B [REPO1B]
RNAV (GNSS) ARRIVAL
(RWYS 20C/R)



WSSS/SIN
CHANGI

JEPPESSEN
5 MAY 17 **10-2Q**

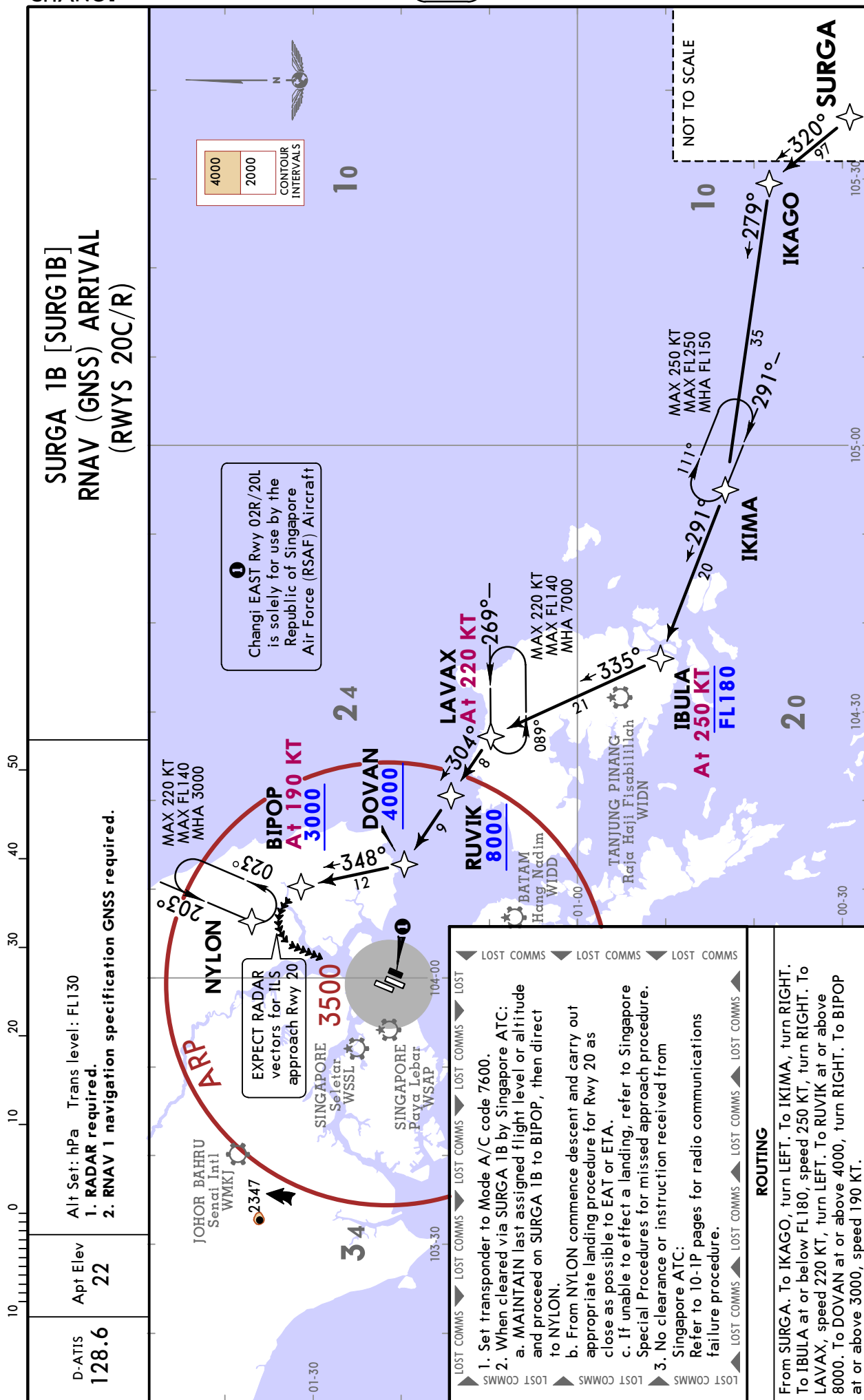
SINGAPORE, SINGAPORE
RNAV STAR



WSSS/SIN
CHANGI

JEPPESSEN
5 MAY 17 (10-25)

SINGAPORE, SINGAPORE
RNAV STAR



WSSS/SIN

 **JEPPESEN**
22 SEP 17 **10-3**

SINGAPORE, SINGAPORE

CHANGI

MINIMUM CLIMB GRADIENT CRITERIA

The Instrument Departure Procedures are only applicable for aircraft with all engines operating. It remains the responsibility of the operator to develop contingency procedures for the individual type of aircraft and to conduct the necessary examination of obstacles throughout the areas concerned in relation to the certificated performance of the individual aircraft type. It is also the responsibility of the operator to ensure that contingency procedures comply fully with the airplane performance requirements of Annex 6.

The specific routes to be followed are depicted in SID Charts pages. Altitude restrictions at fixes and/or DME specify ATC/airspace requirements.

Minimum net climb gradient specifies obstacle clearance requirements.

In the event that the minimum net climb gradient cannot be achieved, pilots shall inform ATC. ATC shall hold departures if pilots indicate that they are unable to meet the required net climb gradient.

RUNWAY 02L

When there are no reports of vessel movement along the northern shipping channel, or where the reported vessel height is less than 32m (105 ft) AMSL, the aircraft minimum net climb gradient shall be at 3.3%.

Where the reported vessel height is 33m (108 ft) AMSL or higher, ATC shall advise departing pilots of the vessel height. Pilots, on receipt of this information, shall apply the minimum net climb gradient in accordance with the table below.

Ht of Vessel (meters AMSL)	Gradient (%)	Minimum Crossing Altitude Over Vessel	
		meters	feet
33	3.4	39	125
40	4.0	49	158
50	4.9	59	191
60	5.8	69	224
70	6.8	79	257
80	7.8	89	290
90	8.8	99	322
100	9.7	109	355
110	10.7	119	388
120	11.7	129	421
130	12.7	139	454
140	13.7	149	486

After the aircraft has reached or passed the minimum crossing altitude over vessel, the minimum net climb gradient shall be 3.3%.

RUNWAY 02C

When there are no reports of vessel movement along the northern shipping channel, or where the reported vessel height is less than 69m (226 ft) AMSL, the aircraft minimum net climb gradient shall be at 3.3%.

Where the reported vessel height is 70m (230 ft) AMSL or higher, ATC shall advise departing pilots of the vessel height. Pilots, on receipt of this information, shall apply the minimum net climb gradient in accordance with the following table.

WSSS/SIN

 **JEPPesen**
22 SEP 17 **(10-3A)**

SINGAPORE, SINGAPORE

CHANGI

MINIMUM CLIMB GRADIENT CRITERIA

Ht of Vessel (meters AMSL)	Gradient (%)	Minimum Crossing Altitude Over Vessel	
		meters	feet
70	3.4	89	292
80	3.8	99	325
90	4.3	109	358
100	4.7	119	390
110	5.1	129	423
120	5.5	139	456
130	6.0	149	489
140	6.4	159	522

After the aircraft has reached or passed the minimum crossing altitude over vessel, the minimum net climb gradient shall be 3.3%.

RUNWAYS 20C AND 20R

All departures on Runway 20C shall be on a minimum net climb gradient of 7% until reaching or passing 2500 ft. Thereafter, the minimum net climb gradient shall be 3.3%.

All departures on Runway 20R shall be on a minimum net climb gradient of 6% until reaching or passing 2500 ft. Thereafter, the minimum net climb gradient shall be 3.3%.

Refer to Standard Instrument Departures for Runways 20C and 20R.

DETERMINATION OF CLIMB GRADIENT BY OPERATORS

The minimum net climb gradients specified above need not apply to operators who wish to calculate their own climb gradients based on actual lift-off point, provided the calculation ensures the following:

- The most penalizing obstacle is taken into account under both all-engines operating procedures as well as one-engine-out procedures; and
- The required minimum obstacle clearance (MOC) is met under all engines operating procedures.

For the above calculations, operators shall use the following information:

- a. The most penalizing obstacle is a tall vessel which is on the extended center line of the runway. (ATC shall advise pilots of the height of the tall vessel.)
- b. The required MOC is 0.8% of the distance (d) from the departure end of runway (DER) to the obstacle, in accordance with Volume II of ICAO Doc 8168: Procedures for Air Navigation Services Operations (PANS-OPS) where, in the case of Singapore Changi Airport, the DER is defined as the end of the clearway.
- c. The distance (d) for departure Runways 02L/02C is measured from the DER to the shipping channel north of Changi. The distance (d) for departure Runways 20C/20R is measured from the DER to the boundary of the restricted waters south of Changi wherein tall vessels of height above 49m (161 ft) AMSL are not permitted. The distance (d) for the various departure runways is as follows:

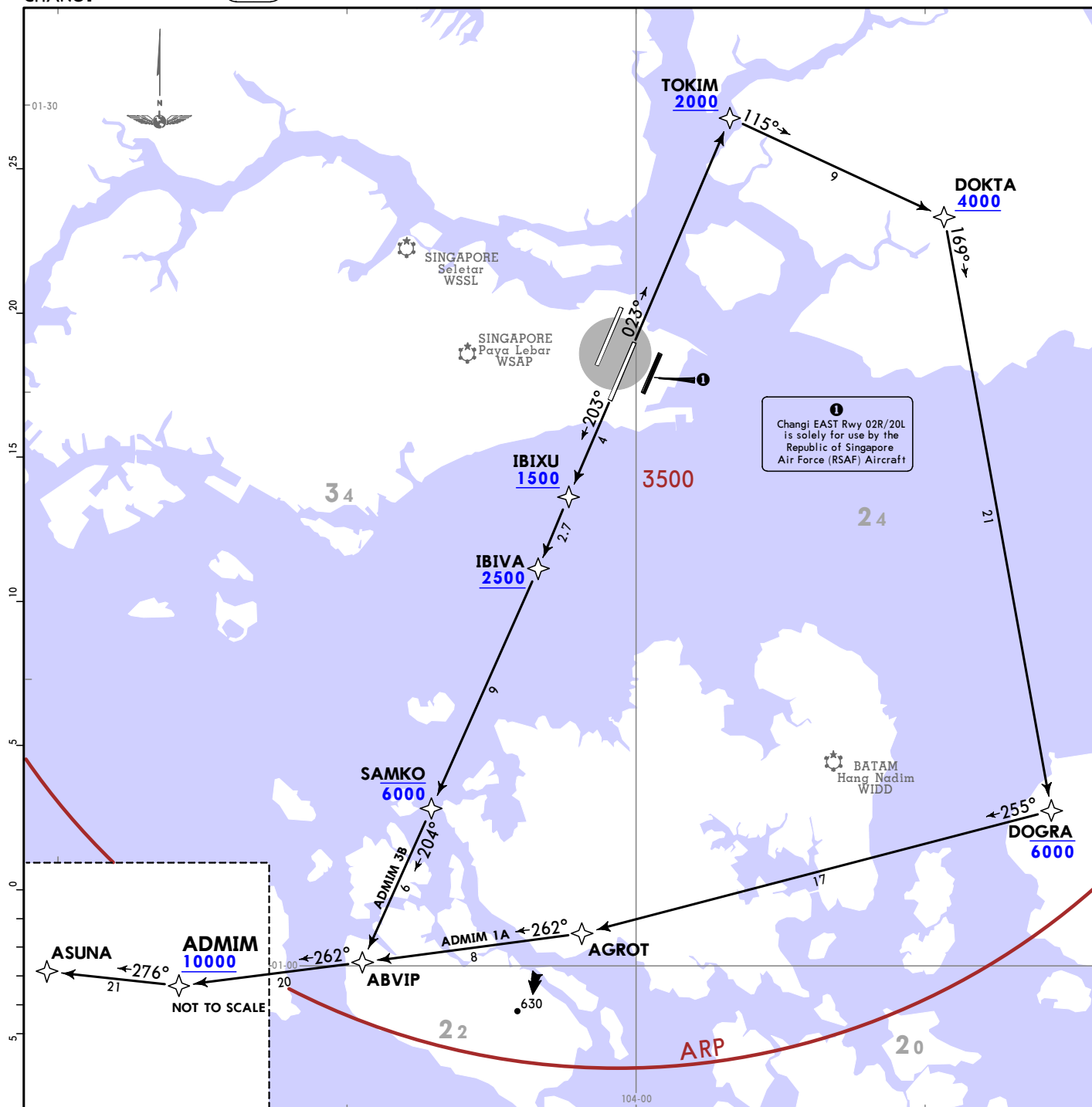
Departure Runway	Distance (d)
02L	1100m
02C	2590m
20C	9670m
20R	12830m

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 (10-3B)

SINGAPORE, SINGAPORE

RNAV SID



Apt Elev
22

Trans alt: 11000

1. **RADAR** required.

2. RNAV 1 Navigation Specification GNSS required.

v 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.

4. Cruising levels will be monitored by Singapore RADAR.

5. All SIDs include noise preferential routes.

ADMIM 1A [ADMI1A]

ADMIM 3B [ADMI3B]

RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000

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

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:

Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

▶ **LOST COMMS**

▶ **Failure procedure:**
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2126

Initial climb clearance **3000**
or as directed by ATC

SID	RWY	INITIAL CLIMB
ADMIM 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To AGROT, turn RIGHT. To ABVIP. To ADMIM at or above 10000, turn RIGHT. To ASUNA.
ADMIM 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500. To SAMKO at or below 6000, turn RIGHT. To ABVIP, turn RIGHT. To ADMIM at or above 10000, turn RIGHT. To ASUNA.

CHANGES: Rwy 02R/20L note.

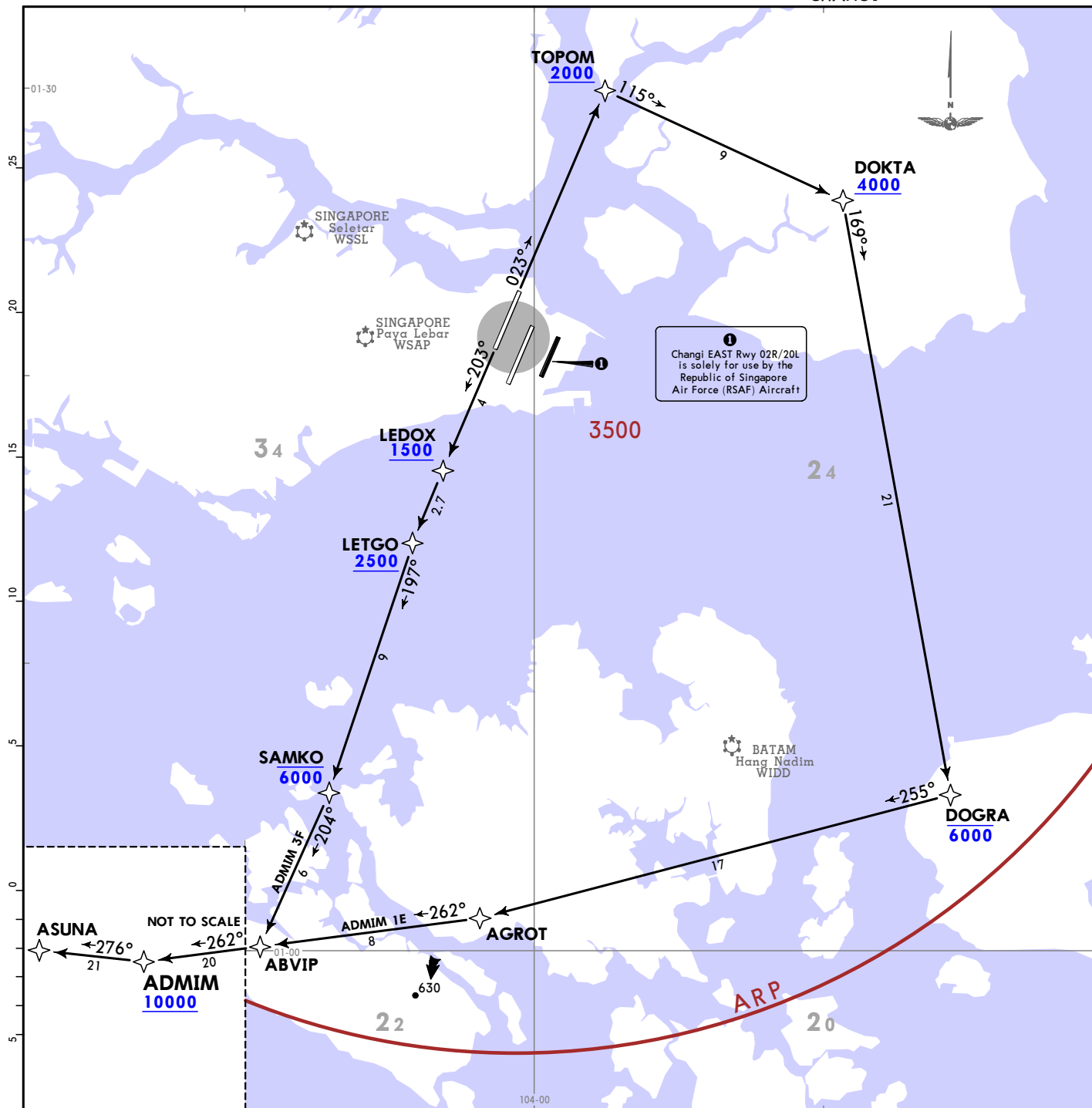
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WSSS/SIN
CHANGI

27 JUL 18 (10-3C)

SINGAPORE, SINGAPORE

RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

**ADMIM 1E [ADM11E]
ADMIM 3F [ADM13F]
RNAV (GNSS) DEPARTURES**
**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.
Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

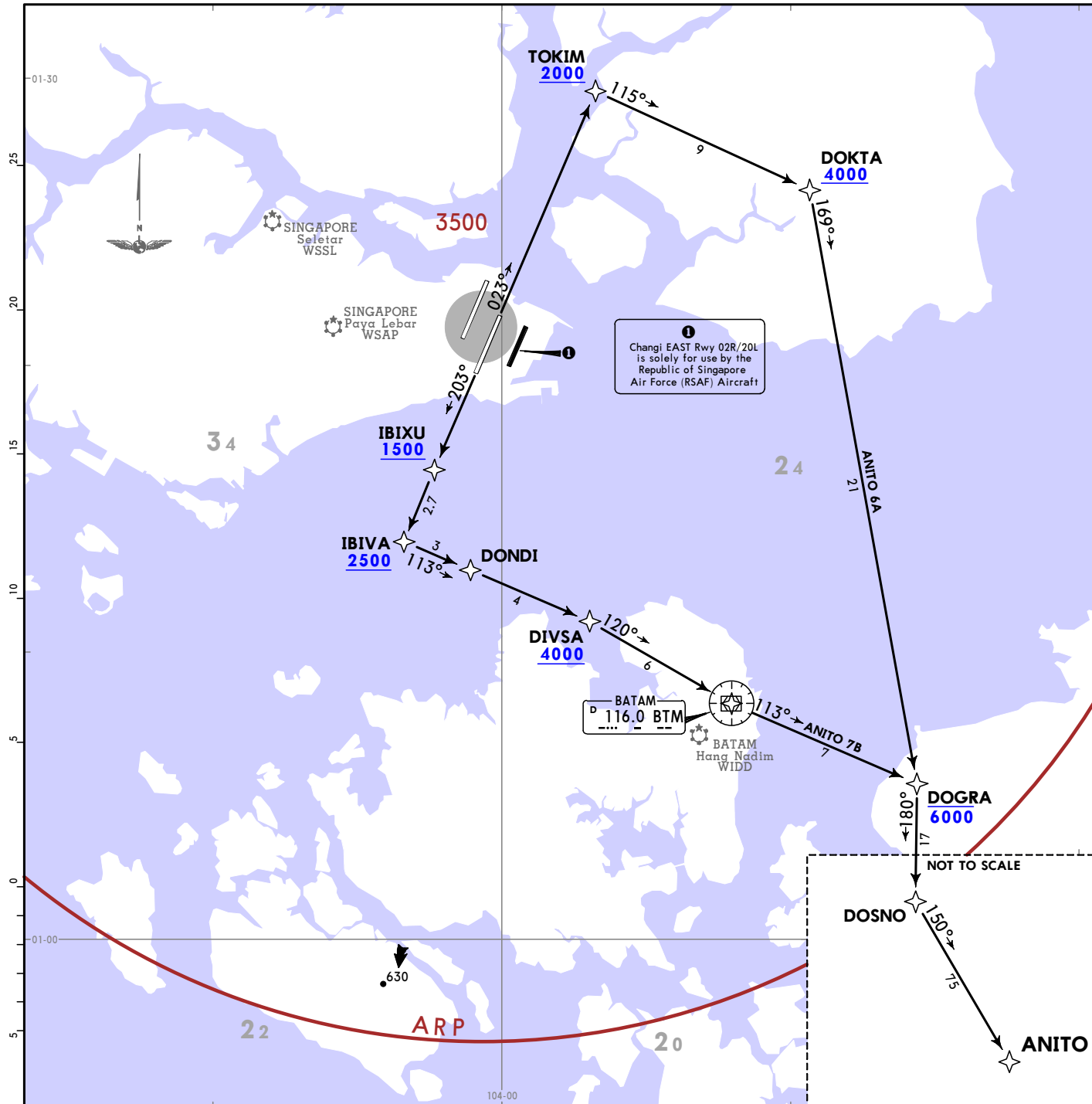
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
ADMIM 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To AGROT, turn RIGHT. To To ABVIP. To ADMIM at or above 10000, turn RIGHT. To ASUNA.
ADMIM 3F	20R	To LEDOX on course 203° at or above 1500. To SAMKO at or below 6000, turn RIGHT. To ABVIP, turn RIGHT. To ADMIM at or above 10000, turn RIGHT. To ASUNA.

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 (10-3D)

SINGAPORE, SINGAPORE
RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. On initial contact when requesting ATC, inform ATC of the flight level aircraft can cross ANITO.
5. Cruising levels will be issued after take-off by Singapore RADAR.
6. All SIDs include noise preferential routes.

**ANITO 6A [ANIT6A]
ANITO 7B [ANIT7B]
RNAV (GNSS) DEPARTURES**

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.
Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

**Initial climb clearance 3000
or as directed by ATC**

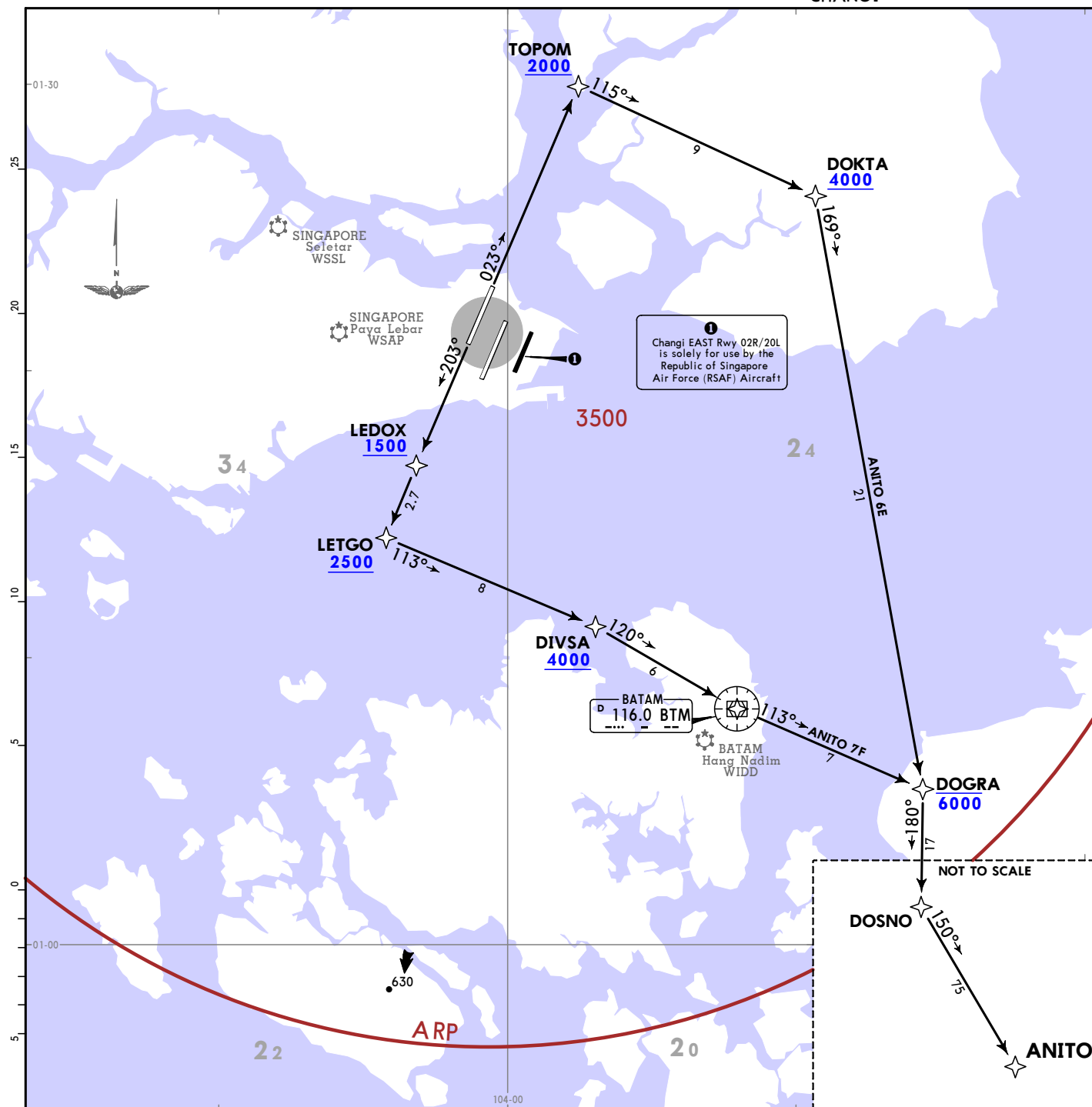
SID	RWY	INITIAL CLIMB
ANITO 6A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.
ANITO 7B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DONDI. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.

WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 10-3E

SINGAPORE, SINGAPORE

RNAV SID



Apt Elev
22

- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. On initial contact when requesting ATC, inform ATC of the flight level aircraft can cross ANITO.
 5. Cruising levels will be issued after take-off by Singapore RADAR.
 6. All SIDs include noise preferential routes.

**ANITO 6E [ANIT6E]
ANITO 7F [ANIT7F]
RNAV (GNSS) DEPARTURES**

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

- LOST COMMS
1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a
minimum net climb gradient of 6.0%
until reaching or passing 2500.

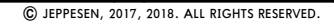
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

**Initial climb clearance 3000
or as directed by ATC**

SID	RWY	INITIAL CLIMB
ANITO 6E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.
ANITO 7F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.

JEPPESEN
27 JUL 18 10-3F

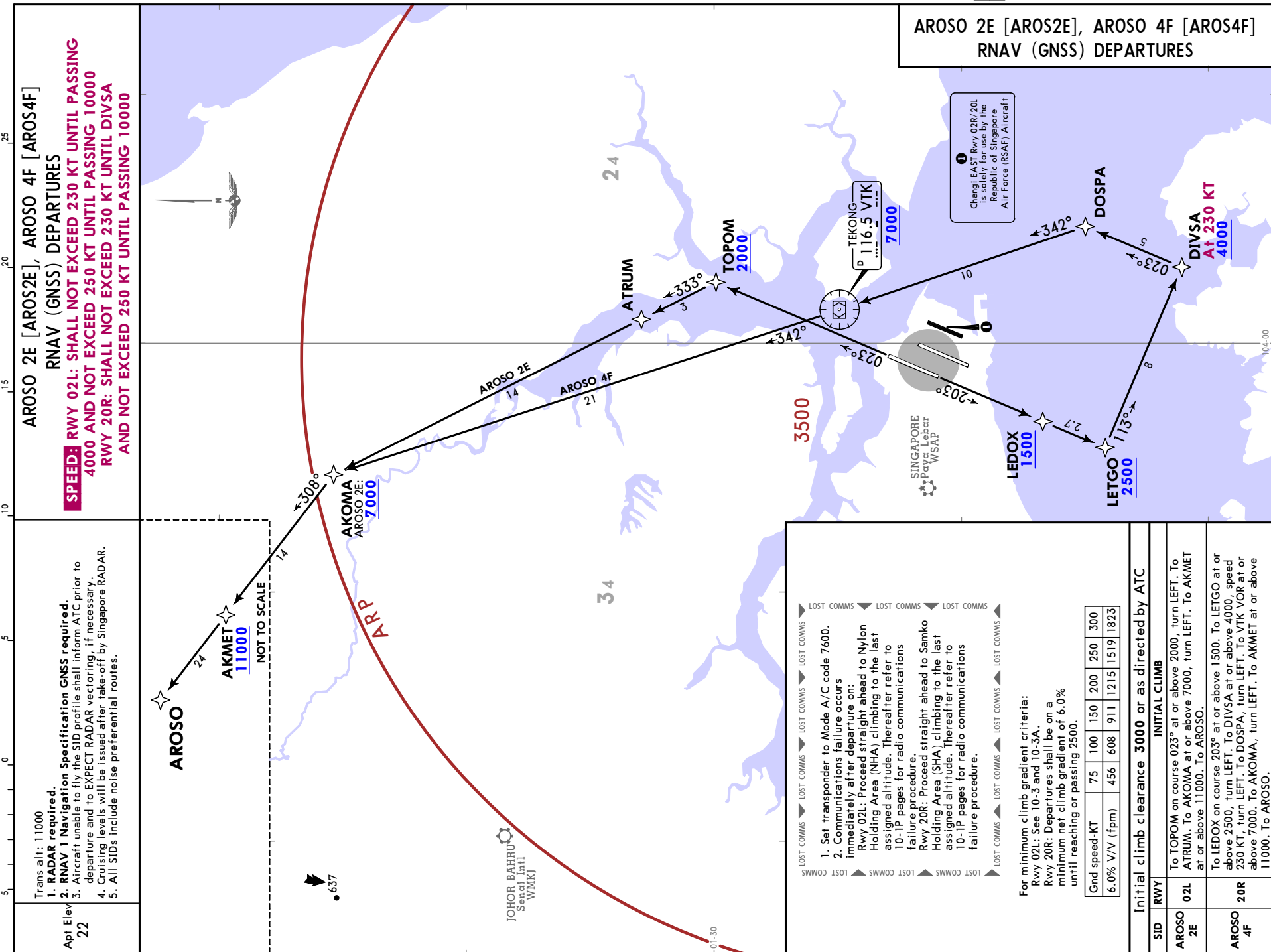
SINGAPORE, SINGAPORE
RNAV SID



WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 (10-3G)

SINGAPORE, SINGAPORE
RNAV SID

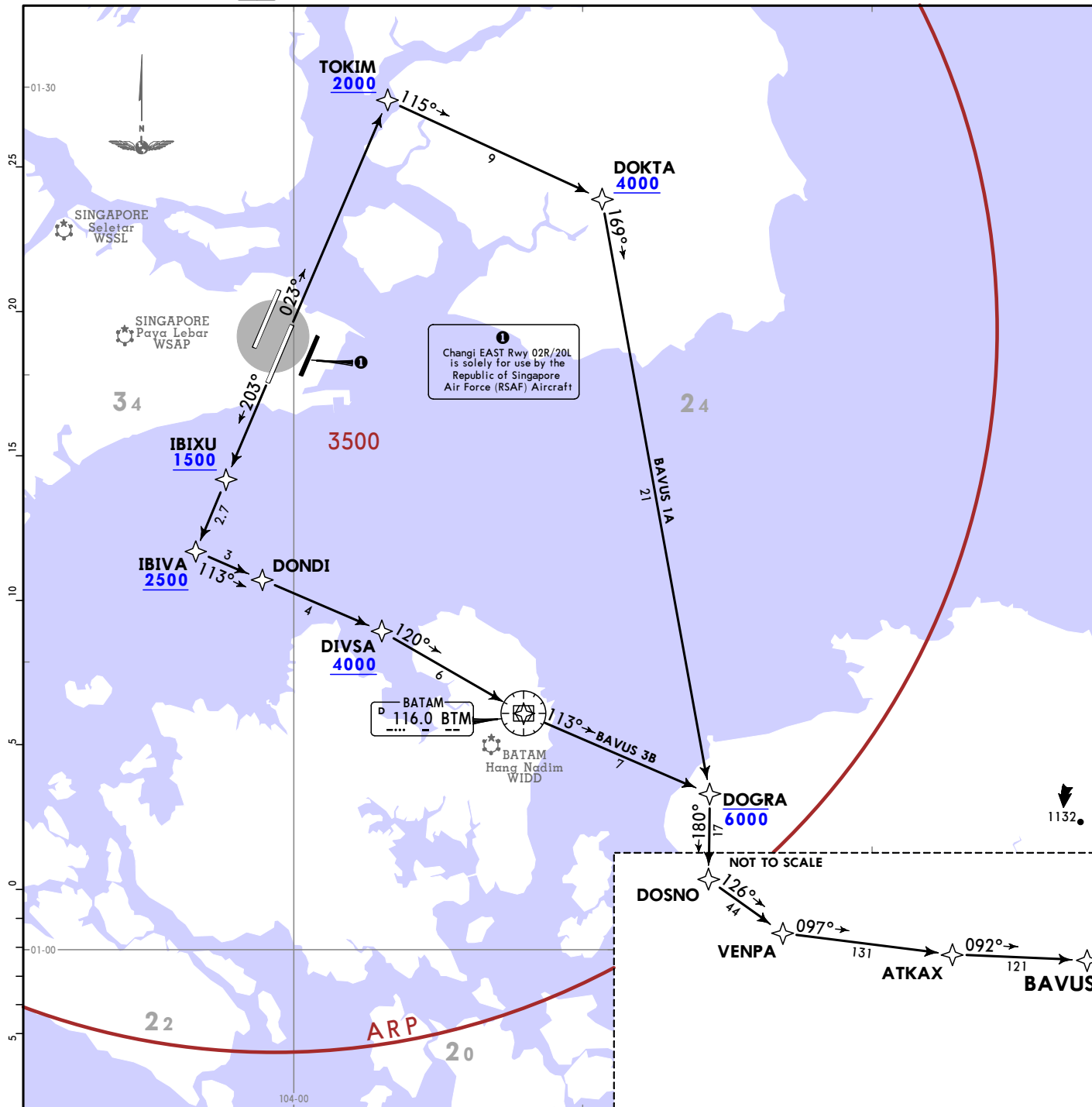


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CHANGI

JEPPESIN
27 JUL 18 10-3H

SINGAPORE, SINGAPORE

RNAV SID



- Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

BAVUS 1A [BAVU1A]
BAVUS 3B [BAVU3B]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
- Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

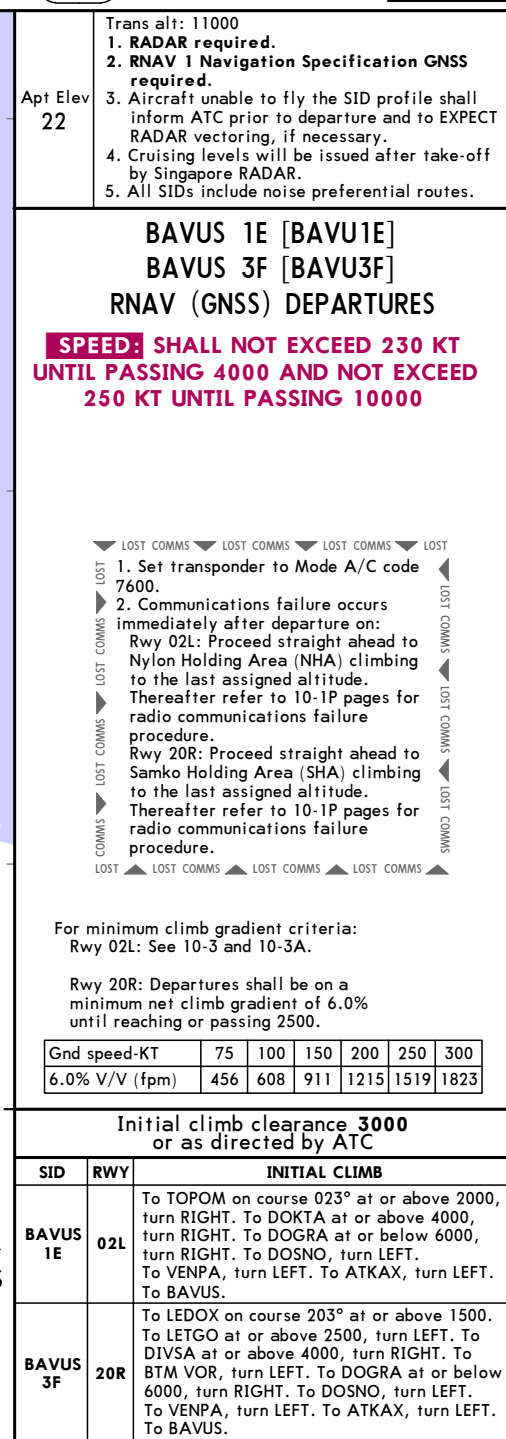
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
BAVUS 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn LEFT. To BAVUS.
BAVUS 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn LEFT. To BAVUS.

JEPPESEN
27 JUL 18 (10-3J)

SINGAPORE, SINGAPORE

RNAV SID



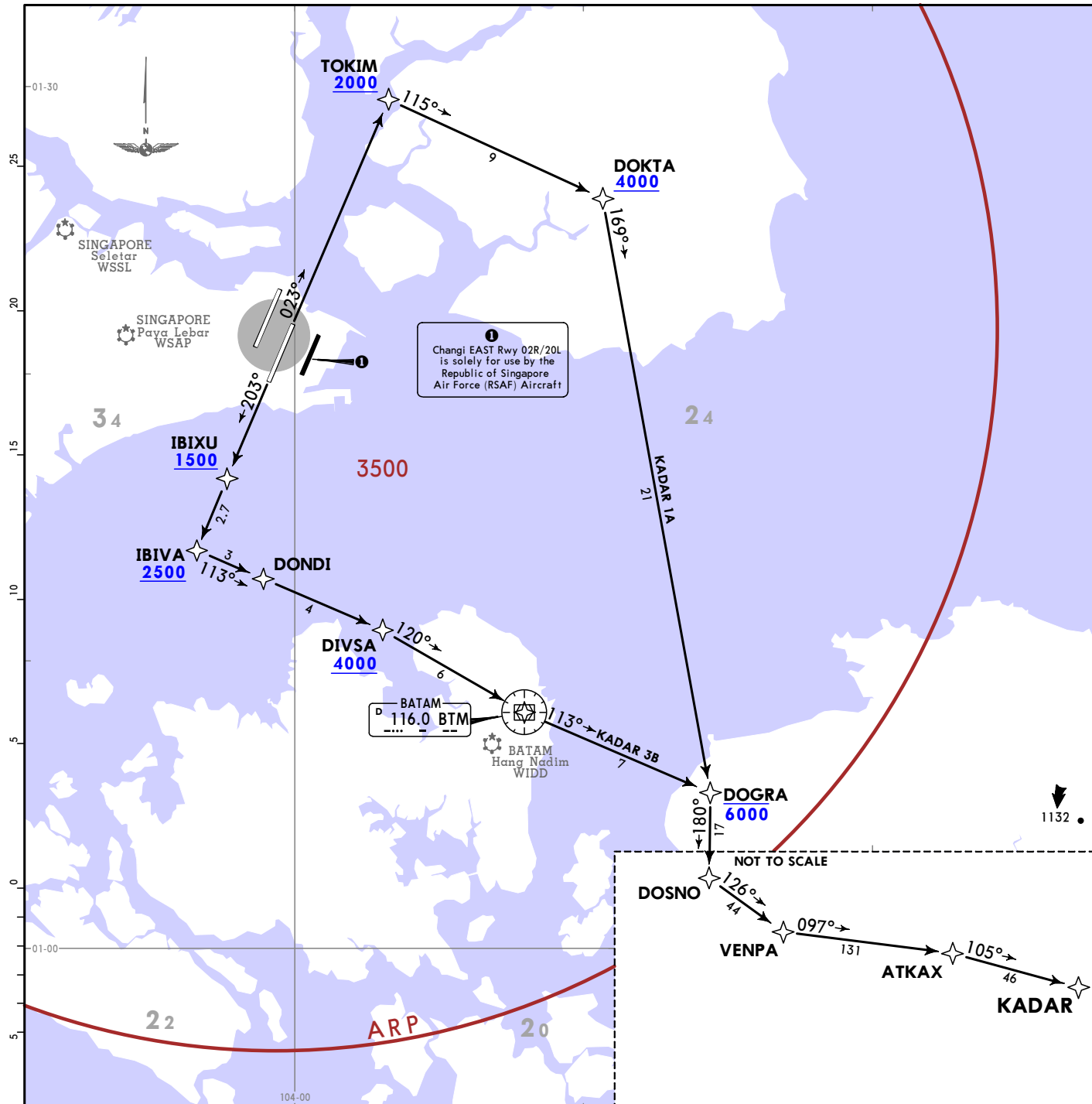
CHANGES: Rwy 02R/20L note.

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 10-3K

SINGAPORE, SINGAPORE

RNAV SID



Apt Elev
22

- Trans alt: 11000
1. RADAR required.
2. RNAV 1 Navigation Specification GNSS required.
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

KADAR 1A [KADA1A]
KADAR 3B [KADA3B]
RNAV (GNSS) DEPARTURES

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

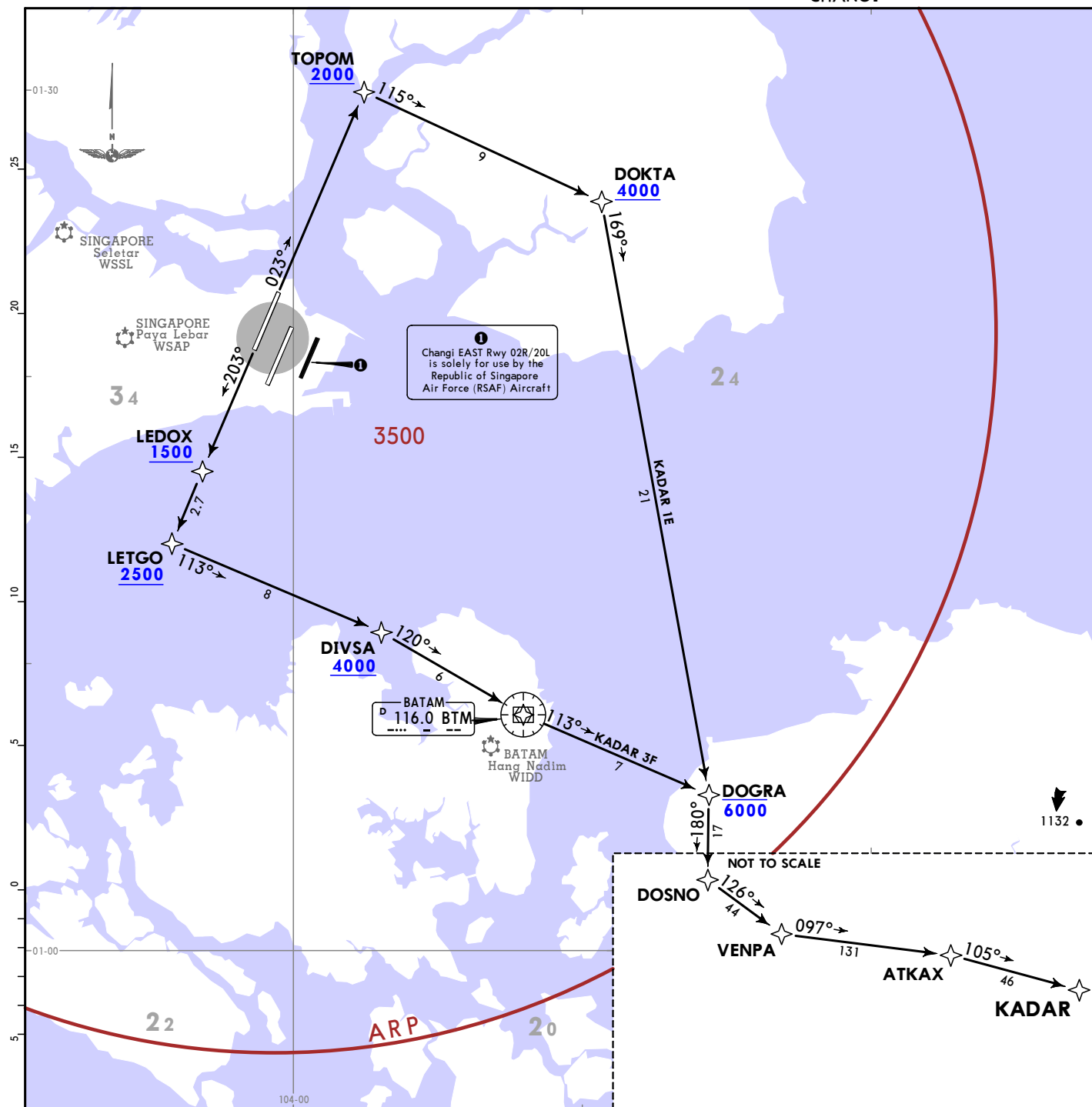
Initial climb clearance 3000
or as directed by ATC

SID	RWY	INITIAL CLIMB
KADAR 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.
KADAR 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 10-3L

SINGAPORE, SINGAPORE
RNAV SID



- Apt Elev 22
- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. Cruising levels will be issued after take-off by Singapore RADAR.
 5. All SIDs include noise preferential routes.

KADAR 1E [KADA1E]
KADAR 3F [KADA3F]
RNAV (GNSS) DEPARTURES

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

- LOST COMMS
1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

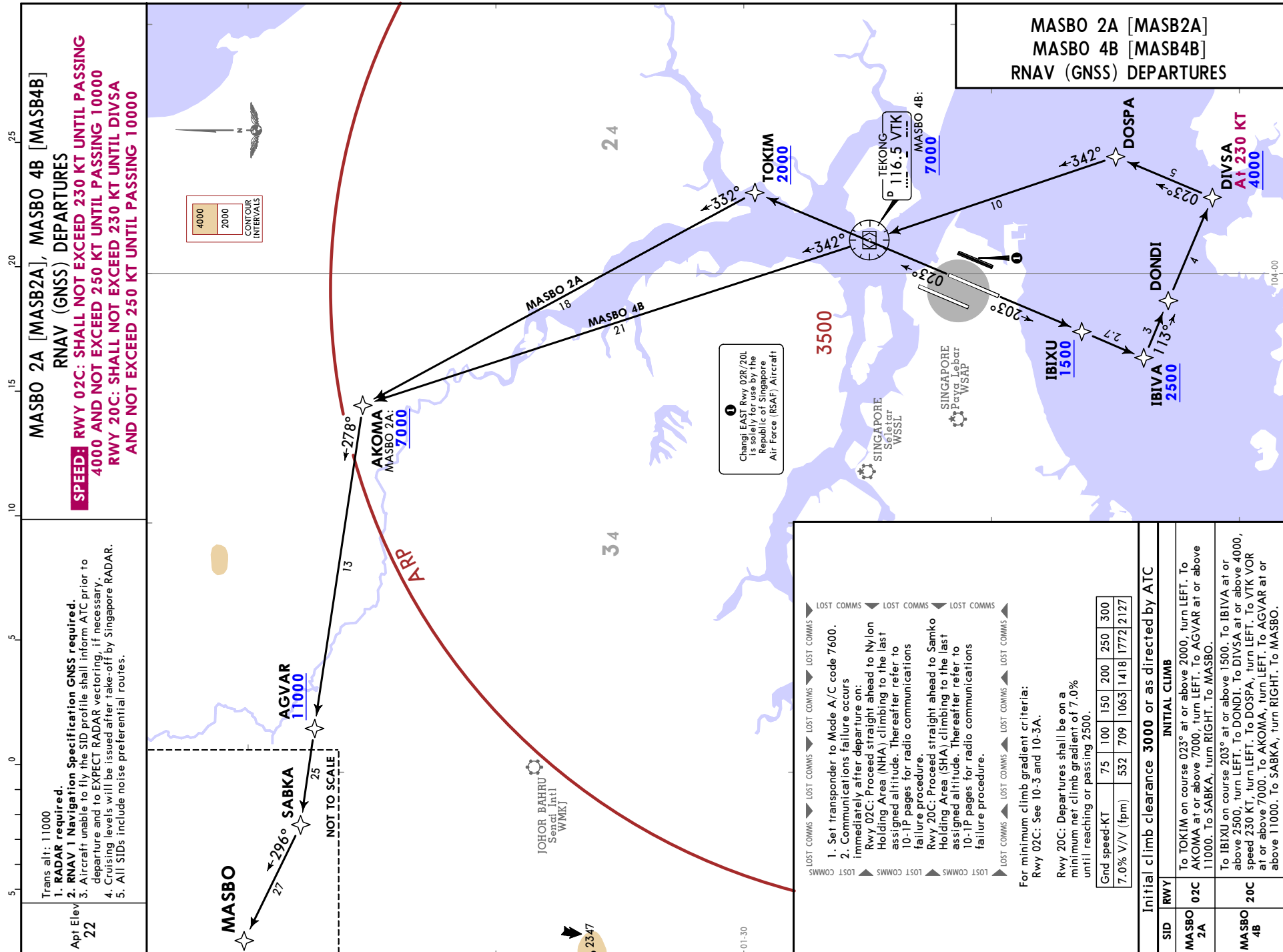
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial climb clearance 3000
or as directed by ATC

SID	RWY	INITIAL CLIMB
KADAR 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.
KADAR 3F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.

JEPPESSEN
27 JUL 18 (10-3M)

SINGAPORE, SINGAPORE
RNAV SID

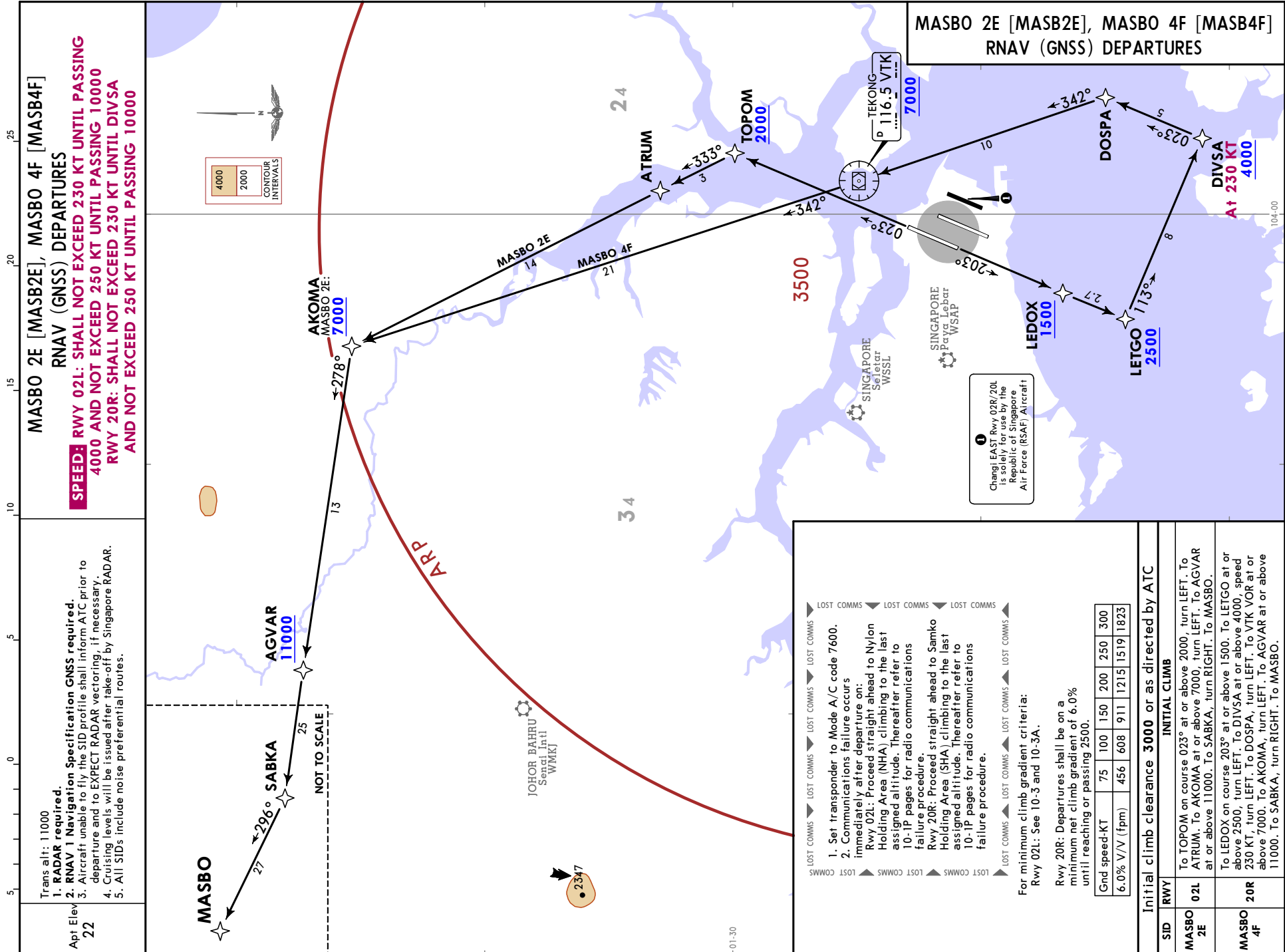


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WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 (10-3N)

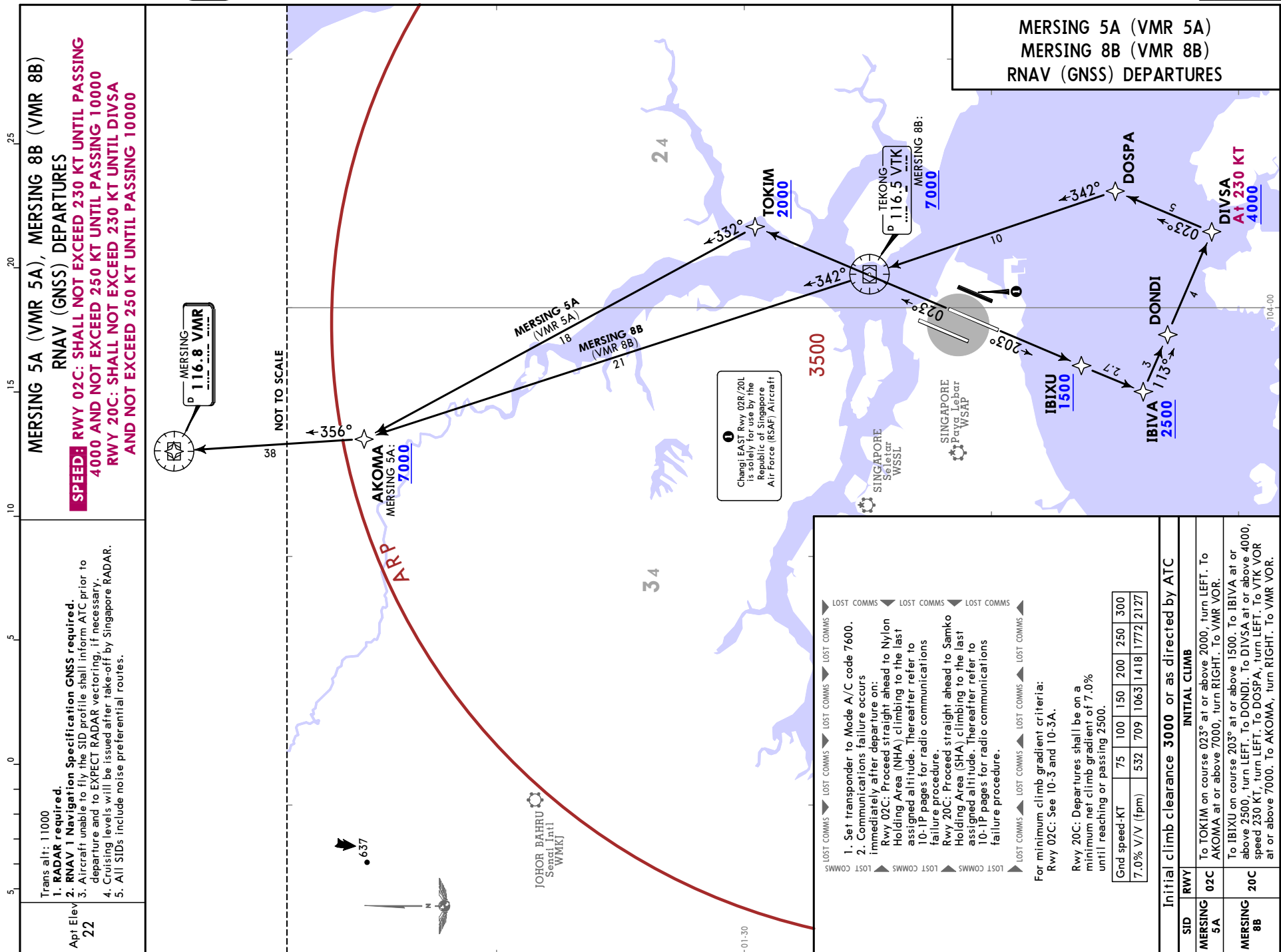
SINGAPORE, SINGAPORE
RNAV SID

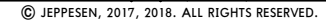


WSSS/SIN
CHANGI

27 JUL 18 10-3P

SINGAPORE, SINGAPORE
RNAV SID





WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 (10-35)

SINGAPORE, SINGAPORE

RNAV SID



- Apt Elev 22
- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. Cruising levels will be issued after take-off by Singapore RADAR.
 5. All SIDs include noise preferential routes.

TOMAN 2A [TOMA2A]
TOMAN 4B [TOMA4B]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 1000

NOT TO SCALE

83

TOMAN

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
- Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

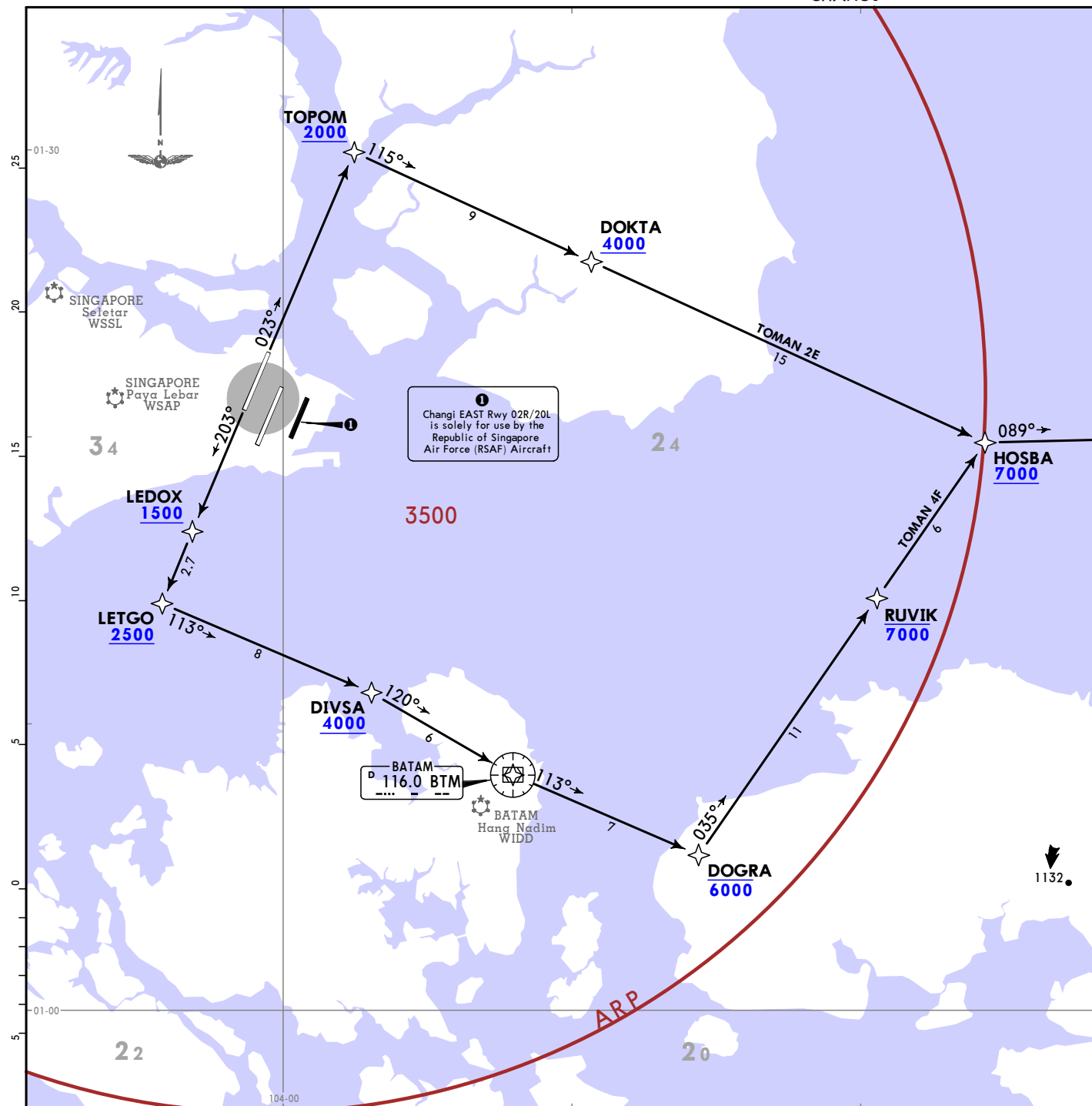
Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
TOMAN 2A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000. To HOSBA at or above 7000, turn LEFT. To TOMAN.
TOMAN 4B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn LEFT. To RUVIK at or below 7000. To HOSBA at or above 7000, turn RIGHT. To TOMAN.

WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 10-3T

SINGAPORE, SINGAPORE

RNAV SID



- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. Cruising levels will be issued after take-off by Singapore RADAR.
 5. All SIDs include noise preferential routes.

TOMAN 2E [TOMA2E]
TOMAN 4F [TOMA4F]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

NOT TO SCALE

83.0

TOMAN

- LOST COMMS
1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

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

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
TOMAN 2E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000. To HOSBA at or above 7000, turn LEFT. To TOMAN.
TOMAN 4F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn LEFT. To RUVIK at or below 7000. To HOSBA at or above 7000, turn RIGHT. To TOMAN.

JEPPESEN
27 JUL 18 (10-3U)

SINGAPORE, SINGAPORE
RNAV SID



Trans alt: 11000

1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

VENIX 1A [VENI1A]
VENIX 3B [VENI3B]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **3000**
or as directed by ATC

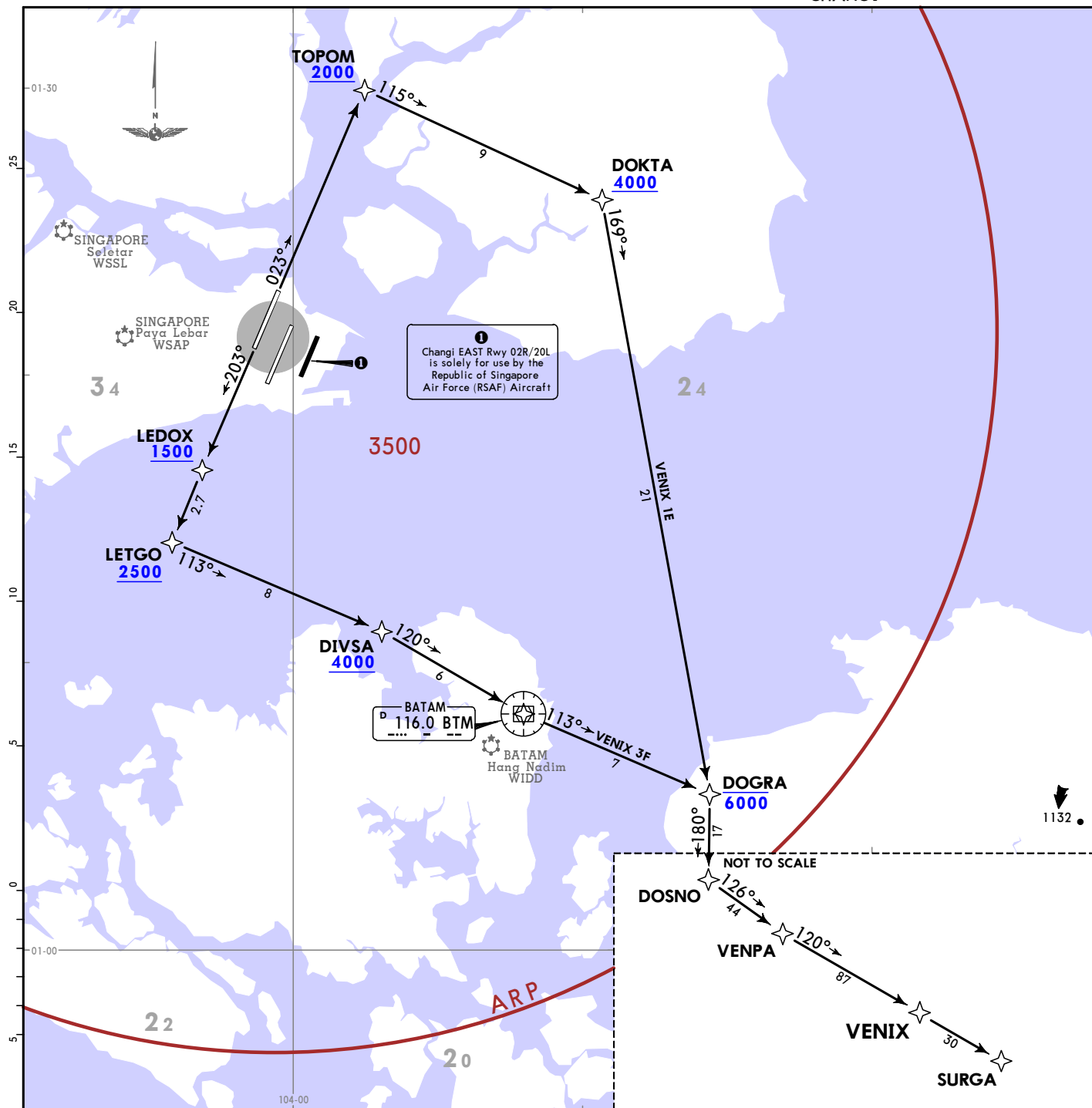
SID	RWY	INITIAL CLIMB
VENIX 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.
VENIX 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.

WSSS/SIN
 CHANGI

JEPPESEN
 27 JUL 18 (10-3V)

SINGAPORE, SINGAPORE

RNAV SID



- Trans alt: 11000
 1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. Cruising levels will be issued after take-off by Singapore RADAR.
 5. All SIDs include noise preferential routes.

**VENIX 1E [VENI1E]
 VENIX 3F [VENI3F]
 RNAV (GNSS) DEPARTURES**

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
 Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
 Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
 Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

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

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
VENIX 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.
VENIX 3F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.

WSSS/SIN


JEPPESEN
23 MAR 18 (10-8)
SINGAPORE, SINGAPORE
CHANGI**SINGAPORE CHANGI AIRPORT - WORKS SCHEDULE AND MOVEMENT
AREA RESTRICTIONS PERTAINING TO CHANGI EAST DEVELOPMENT
WORKS**

Runway 02L/20R and Runway 02C/20C will be closed between 1630 UTC and 2200 UTC nightly from 24 March 2018 to 27 October 2018 for works and maintenance as follows:

Month	Runway 02L/20R	Runway 02C/20C
March 2018	26 and 29.	24, 25, 27, 28, 30 and 31.
April 2018	2, 5, 9, 12, 16, 19, 23, 26 and 30.	1, 3, 4, 6, 7, 8, 10, 11, 13, 14, 15, 17, 18, 20, 21, 22, 24, 25, 27, 28 and 29.
May 2018	3, 7, 10, 14, 17, 21, 24, 28 and 31.	1, 2, 4, 5, 6, 8, 9, 11, 12, 13, 15, 16, 18, 19, 20, 22, 23, 25, 26, 27, 29 and 30.
June 2018	4, 7, 11, 14, 18, 21, 25 and 28.	1, 2, 3, 5, 6, 8, 9, 10, 12, 13, 15, 16, 17, 19, 20, 22, 23, 24, 26, 27, 29 and 30.
July 2018	2, 5, 9, 12, 16, 19, 23, 26 and 30.	1, 3, 4, 6, 7, 8, 10, 11, 13, 14, 15, 17, 18, 20, 21, 22, 24, 25, 27, 28, 29 and 31.
August 2018	2, 6, 9, 13, 16, 20, 23, 27 and 30.	1, 3, 4, 5, 7, 8, 10, 11, 12, 14, 15, 17, 18, 19, 21, 22, 24, 25, 26, 28, 29 and 31.
September 2018	3, 6, 10, 13, 17, 20, 24 and 27.	1, 2, 4, 5, 7, 8, 9, 11, 12, 14, 15, 16, 18, 19, 21, 22, 23, 25, 26, 28, 29 and 30.
October 2018	1, 4, 8, 11, 15, 18, 22 and 25.	2, 3, 5, 6, 7, 9, 10, 12, 13, 14, 16, 17, 19, 20, 21, 23, 24, 26 and 27.

For Runway 02C/20C closure from 1630 UTC to 2200 UTC, Taxiway EP between Taxiway L9 and Taxiway E11 will also be closed due to work in progress.

Scheduled closure of Rwy 02C/20C:

- 1) Between 1630-2200 on first, second and fourth Wednesday of the month (preventive maintenance work). In the event of an emergency, Runway will be re-opened within 30 minutes.
- 2) Between 0300-0315, 0650-0655, 1020-1025, 2315-2330 daily (inspection). In the event of an emergency, Runway will be re-opened within 5 minutes.

Scheduled closure of Rwy 02L/20R:

- 1) Between 1630-2200 on every Monday and Thursday of the month (preventive maintenance work). In the event of an emergency, Runway will be re-opened within 30 minutes.
- 2) Between 0225-0240, 0630-0635, 1000-1005, 2300-2315 daily (inspection). In the event of an emergency, Runway will be re-opened within 5 minutes.

All aircraft operating during closure periods are to plan to carry sufficient contingency fuel as only one runway will be available.

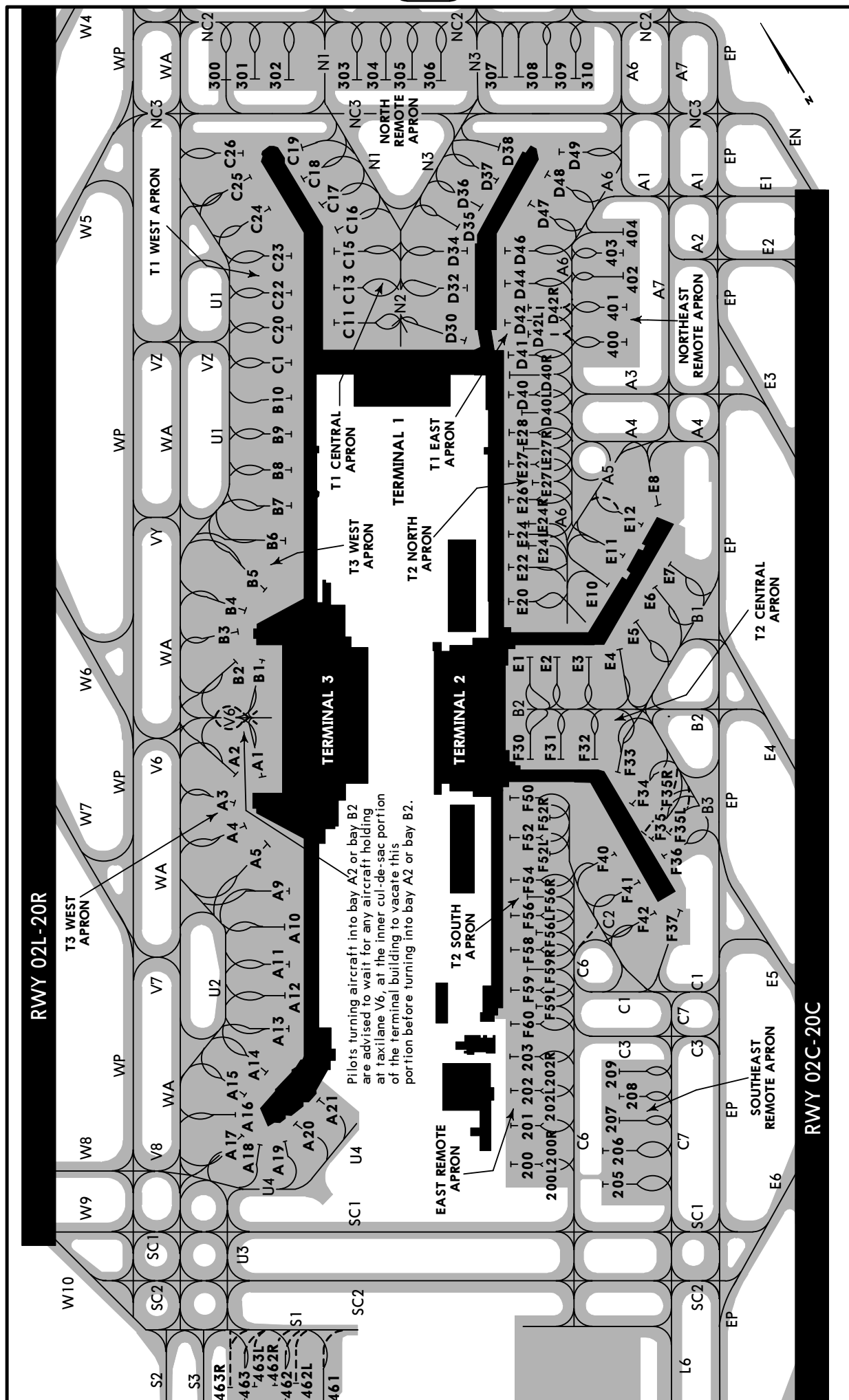
Any changes will be notified through NOTAM.

WSSS/SIN

JEPPESSEN SI
26 JAN 18 (10-9B) Eff 1 Feb

SINGAPORE, SINGAPORE

CHANGI



CHANGES: F35L and F35R lead-in line markings.

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**JEPPESEN**

SINGAPORE, SINGAPORE

26 JAN 18 (10-9C) Eff 1 Feb

CHANGI

PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
T3 West Apron		T2 Central Apron	
A1, A2	N01 21.4 E103 59.1	E1	N01 21.3 E103 59.4
A3, A4	N01 21.3 E103 59.0	E2 thru E4	N01 21.3 E103 59.5
A5	N01 21.3 E103 59.1	E5	N01 21.3 E103 59.6
A9	N01 21.2 E103 59.1	E6, E7	N01 21.4 E103 59.6
A10	N01 21.2 E103 59.0	F30, F31	N01 21.2 E103 59.4
A11 thru A13	N01 21.1 E103 59.0	F32, F33	N01 21.2 E103 59.5
A14	N01 21.0 E103 59.0	F34 thru F36	N01 21.1 E103 59.5
A15 thru A17	N01 21.0 E103 58.9	T2 North Apron	
A18	N01 20.9 E103 58.9	E8	N01 21.5 E103 59.6
A19, A20	N01 20.9 E103 59.0	E10	N01 21.4 E103 59.5
A21	N01 21.0 E103 59.0	E11	N01 21.4 E103 59.6
B1	N01 21.4 E103 59.1	E12	N01 21.5 E103 59.6
B2 thru B4	N01 21.5 E103 59.1	E20, E22	N01 21.4 E103 59.5
B5 thru B7	N01 21.6 E103 59.2	E24 thru E26	N01 21.5 E103 59.5
B8 thru B10	N01 21.7 E103 59.3	E27L	N01 21.5 E103 59.5
South Apron		E27, E27R, E28	N01 21.6 E103 59.5
461, 462L	N01 20.7 E103 58.9	T2 South Apron	
462, 462R, 463L	N01 20.7 E103 58.8	F37	N01 21.0 E103 59.4
463, 463R	N01 20.7 E103 58.8	F40, F41	N01 21.1 E103 59.4
T1 West Apron		F42	N01 21.0 E103 59.4
C1, C20	N01 21.8 E103 59.3	F50	N01 21.2 E103 59.4
C22	N01 21.9 E103 59.3	F52L, F52R	N01 21.0 E103 59.3
C23	N01 21.9 E103 59.4	F52, F56R, F56L	N01 21.1 E103 59.3
C24	N01 21.9 E103 59.5	F54, F56	N01 21.1 E103 59.3
C25	N01 22.0 E103 59.4	F58, F59, F59R	N01 21.0 E103 59.3
C26	N01 22.0 E103 59.5	F59L, F60	N01 21.0 E103 59.3
T1 Central Apron		East Remote Apron	
C11, C13	N01 21.8 E103 59.4	200, 200L, 200R	N01 20.8 E103 59.2
C15	N01 21.9 E103 59.4	201	N01 20.8 E103 59.2
C16, C17	N01 21.9 E103 59.5	202, 202L, 202R	N01 20.9 E103 59.2
C18	N01 22.0 E103 59.5	203	N01 20.9 E103 59.2
C19	N01 22.1 E103 59.5	South-East Remote Apron	
D30	N01 21.7 E103 59.5	205	N01 20.7 E103 59.3
D32, D34	N01 21.8 E103 59.5	206 thru 208	N01 20.8 E103 59.3
D35 thru D38	N01 21.9 E103 59.7	209	N01 20.9 E103 59.3
T1 East Apron		North-East Remote Apron	
D40, D40L, D40R	N01 21.6 E103 59.5	400	N01 21.6 E103 59.7
D41, D42, D42L	N01 21.7 E103 59.6	401 thru 403	N01 21.7 E103 59.7
D42R, D44	N01 21.7 E103 59.6	404	N01 21.8 E103 59.7
D46	N01 21.8 E103 59.6	North Remote Apron	
D47, D48	N01 21.8 E103 59.8	300, 301	N01 22.1 E103 59.5
D49	N01 21.9 E103 59.8	302, 303	N01 22.1 E103 59.6
		304	N01 22.1 E103 59.7
		305, 306	N01 22.0 E103 59.7
		307 thru 309	N01 22.0 E103 59.8
		310	N01 22.0 E103 59.9

WSSS/SIN

 **JEPPESEN**
9 FEB 18 (10-9C3)
SINGAPORE, SINGAPORE
CHANGI**AIRFIELD GROUND LIGHTING CONTROL AND MONITORING SYSTEM
(AGLCMS) AND MARKINGS**

The taxiing guidance system at Singapore Changi Airport consists of stop bars and selectable segments of green taxiway centerline lights. The system is designed to provide pilots with visual guidance while taxiing during night operations and during periods of low visibility. It is controlled by the Ground Movement Controller (GMC) at Changi Control Tower using the Airfield Lighting Control and Monitoring System (AGLCMS).

Route Selection and Priority

When a taxiing route is selected on the AGLCMS, corresponding segments of taxiway centerline lights on the maneuvering area are switched on automatically. When two or more routes are selected, the system will give priority to the first route and activate red stopbar lights across conflicting routes, as necessary. A segment of the centerline lights of the conflicting routes that cut across the first route will also be suppressed. The GMC has the option of overriding the taxiing route priority by selecting or deselecting the appropriate stopbar lights.

All taxiing guidance lights on taxiways leading to the runways terminate at the runway holding positions where, by default, red stopbar lights remain on unless deselected by the runway controller. When deselected, these stopbar lights will re-activate automatically after 60 seconds. Pilots shall not cross any lighted red stopbar lights.

Pilots shall enter/cross the runway or taxiway only when both the following conditions are met:

The crew have

- a. received positive ATC clearance to enter/cross the runway or taxiway, and
- b. observed that the red stopbar lights are turned off.

Information and Mandatory Signs/Markings

When following the directional guidance provided by the green taxiway centerline lights and red stopbar lights, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the airport so as to maintain situational awareness of their whereabouts at all times.

Taxi instructions using the green taxiway centerline lights

ATC will use the phraseology "Taxi on the greens..." when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights.

WSSS/SIN

 **JEPPESEN**
9 FEB 18 (10-9C4)
SINGAPORE, SINGAPORE
CHANGI

**ADVANCED- SURFACE MOVEMENT GUIDANCE
AND CONTROL SYSTEM
(A-SMGCS)- MULTILATERATION SYSTEM DEPLOYMENT
AT SINGAPORE CHANGI AIRPORT**

1 Introduction

- 1.1 The Multilateration System is a new surveillance system which is able to detect and identify all Mode S equipped aircraft and vehicles moving on the airport surface even during bad weather conditions such as heavy rain. It will integrate with the current radar-based ground surveillance system as a part of the Advanced- Surface Movement Guidance and Control System (A-SMGCS) at Singapore Changi Airport. This will enhance the efficiency and safety at the airport.

2 Carriage of Mode-S SSR Transponder

- 2.1 Carriage and operation of Mode-S transponder is required for all civil aircraft operating at Singapore Changi Airport. The Mode-S transponder shall comply, at least, to the requirements of Level 2 as prescribed in ICAO Annex 10 Volume IV (Amendment 77 or later) Standards and Recommended Practices.

3 Multilateration System Outline

- 3.1 The Multilateration System uses multiple receivers to pick up 'squitters' transmitted by aircraft or vehicle Mode S transponders. It calculates the position of an aircraft or a vehicle by comparing the time its 'squitter' arrives at each receiver.
- 3.2 The system will derive the identity of an aircraft by selectively interrogating its transponder to receive its assigned Mode A code or extracting its aircraft identification (that is, the ICAO callsign used in flight and inserted in the Flight Management System (FMS) or Transponder Control Panel), if available, from its squitter. For transponder equipped vehicles, the system will derive their respective identities from the unique Mode S addresses contained in their squitters.

4 Aircraft Requirements

- 4.1 The Multilateration System is essentially passive. It relies on aircraft transponders squittering at all times when moving on the airfield. At present, some aircraft checklist procedures instruct pilots to turn off the transponder shortly after leaving the runway on arrival and, not to switch it on until reaching the runway holding point for departure. This is in line with the requirement that Mode A/C transponders should not transmit on the ground, which does not apply to Mode S transmissions.
- 4.2 For the Multilateration System to work effectively, all aircraft Mode S transponders need to transmit Mode S squitters at all times when moving on the airfield, starting immediately prior to pushback, and for arrival aircraft until they are stationary at the aircraft stands. The Mode S transponders should not respond to All-Call interrogations, but should respond to addressed interrogations.

WSSS/SIN **JEPPESEN**
8 SEP 17 (10-9C5)**SINGAPORE, SINGAPORE**
CHANGI**5 Procedures / Actions Required By Pilots**

5.1 The Multilateration System needs to receive squitters and to acquire the Mode A code of a Mode S equipped aircraft at all times when it is on the ground. This is to enable detection and identification of the aircraft (from its Mode A code or ICAO callsign) as soon as it pushes back. Hence, the following actions from pilots are required.

5.2 Pre-Push back / Taxi

- a) Pilots will be required to enter an assigned Mode A code at start-up. This code will be either a discrete or non-discrete code (a conspicuity code, e.g. 1000).
- b) Pilots shall ensure that the aircraft transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) and the assigned Mode A code is selected prior to the request for pushback or taxi, whichever is earlier.
- c) Whenever the aircraft is capable of reporting aircraft identification, the aircraft identification must also be entered prior to the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator, followed by flight identification number (for example, BAW123, SIA002).

5.3 After Landing

- a) Pilots shall ensure that the aircraft transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) after landing, and continuously until the aircraft is stationary at the aircraft stand.
- b) Pilots shall ensure that the assigned Mode A code is not changed until the aircraft is stationary at the aircraft stand. (The system requires it for identification of the aircraft).

WSSS/SIN

 **JEPPESEN**
29 DEC 17 (10-9D)**SINGAPORE, SINGAPORE**
CHANGI**PROCEDURES FOR PUSH BACK AND ASSIGNMENT OF
FLIGHT LEVELS TO DEPARTING AIRCRAFT****GENERAL**

- a. Aircraft departing Singapore Changi Airport shall adhere to the procedures for push back and assignment of flight levels.
- b. Assignment of flight levels to departing aircraft is made on a first-come-first-served basis. Aircraft will normally be assigned the level requested unless an alternate level is offered after coordination with the adjacent ATC centers.
- c. Departing flights from Singapore requesting FL280 or FL320 on L759, M770, N571, N571/N877 or P628 will be cleared as follows:
 1. Aircraft departing Singapore will be cleared to FL280.
 2. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft.
 3. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route.
 4. The first aircraft from either Singapore or Kuala Lumpur to be over GUNIP on N571 or N571/N877, the Kuala Lumpur/Bangkok FIR boundary on M770 or L759 and VPL on P628 can expect its requested flight level.
- d. To avoid confusion, pilots shall use the correct phraseology as detailed in **PROCEDURES** paragraph a. when ready for push back.

PROCEDURES

- a. The pilot shall notify ATC when the aircraft is ready to push back within 5 min using the following phraseology:
 - call sign
 - destination
 - proposed flight level and alternate level, if any
 - parking position
- b. On receipt of the 'ready to push back' call, ATC will advise the pilot whether the proposed flight level or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or center is required, the pilot will be instructed to standby.
- c. Once the flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled upon expiration of the 5 minute grace period.
- d. At the end of the push back, the departing aircraft must have all engines started and be ready to taxi immediately, unless otherwise instructed by ATC.

NOTE: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure runway vary.

WSSS/SIN

 **JEPPesen**
29 DEC 17 **(10-9E)****SINGAPORE, SINGAPORE**
CHANGI**GATE HOLD PROCEDURES FOR DEPARTING AIRCRAFT**

- a. Whenever there are about five to seven departing aircraft at the Rwy holding point, subsequent push backs of departures will be regulated such that the Ground Movement Planner (GMP) on frequency 121.65 will start to issue pilots with Expected Pushback Time (EPT). The determination of EPT will take into account an aircraft's parking stand as well as taxi time to the Rwy-in-use holding point.
- b. When an EPT is issued, pilots will be instructed to either remain on GMP frequency or to monitor Singapore Ground Control (frequencies 121.725, 121.85, 122.55, 124.3 or 125.65). It should be noted that when instructed to monitor Singapore Ground frequencies, pilots shall not establish contact with the Singapore Ground Control, rather, pilots shall maintain a listening watch on the assigned Singapore Ground Control frequency and wait for pushback instruction. This is to prevent unnecessary frequency congestion.
- c. A flight issued with an EPT but chooses to commence pushback before the assigned time will be allowed to do so. However, the flight should not expect an earlier departure time as the planned departure sequences will be maintained.
- d. In a situation when a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft will be instructed by the GMP to contact Singapore Ground for pushback for the purpose of better gate utilization.
- e. To maximize runway utilization, departure sequence will be planned on the basis of increasing runway throughput so as to enhance overall efficiency.

DELAY IN PUSH BACK AND/OR TAXI DUE TO OTHER AIRCRAFT

Delays may be expected for the second aircraft to push back and to taxi when two or more aircraft are parked either adjacent to one another or close together. However, it will retain its ATC clearance even if the 5 minutes grace period allowed for under

PROCEDURES paragraph c. is exceeded.

DELAY IN TAKE-OFF DUE TO RESTRICTIONS IN THE ATC CLEARANCE

The ATC clearance may require an aircraft to arrive at a reporting point at a specific time and level or to depart a number of minutes behind a preceding traffic to establish longitudinal separation. Such a delay will not deprive a departing aircraft of its ATC clearance even though the 5 minutes grace period would have been exceeded.

DELAY DUE TO OVERFLIGHTS

These are flights operating through Singapore FIR without landing at Changi Airport. Depending on their positions, a departing aircraft requesting the same level may have to accept an alternate level or may have to delay its departure in order to establish the prescribed separation.

FLIGHTS EXEMPTED

The above procedures are not applicable to VIP, CASEVAC, SAR and other special tasks aircraft. ATC shall have full discretion in the conduct of such operations.

CANCELLATION OF ATC CLEARANCE/ OBTAINING A FRESH CLEARANCE

- a. A departing aircraft may have its ATC clearance cancelled under the following circumstances:
 1. on expiry of the 5 minutes grace period under **PROCEDURES** paragraph c., it is still unable to push back; or
 2. after pushing back, the pilot advises that it is returning to blocks; or
 3. it develops a technical problem and is unable to continue taxiing.
- b. ATC will inform the aircraft when a clearance is cancelled using the following phraseology: '(Call sign of aircraft) your ATC clearance is cancelled (reason)'.
- c. Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the normal procedures as if it is the first time they are ready to depart.

GROUND MOVEMENT PLANNER ON VHF 121.65

The frequency shall be used for aircraft pre-flight checks and ATC clearances.

Pilot-in-command to make his initial call from the parked position of the frequency.

WSSS/SIN **JEPPESEN**
23 FEB 18 **(10-9E1)****SINGAPORE, SINGAPORE**
CHANGI**GROUND MOVEMENT CONTROL ON 121.725, 121.85, 122.55, 124.3 and 125.65.**

- a. This frequency shall be used for aircraft start-up/push-back clearance.
- b. Unless otherwise instructed by ATC, the pilot-in-command shall prior to starting engines listen out on the Ground Movement Control frequency on 121.75, 121.85, 122.55, 124.3 or 125.65.
- c. The pilot-in-command shall:
 1. Request and obtain taxi instructions prior to taxiing;
 Note: ATC clearance, including the assigned SSR code will normally be issued prior to push back. Pilot shall squawk the SSR code immediately when airborne.
 2. Change from Ground Movement Control frequency to the Runway Control frequency when instructed (118.6 or 118.25). It should be noted that when instructed to monitor Singapore Tower frequencies, pilots shall not establish contact with Singapore Tower; rather, pilots shall maintain a listening watch on the assigned Singapore Tower frequency and wait for instruction. This is to prevent unnecessary frequency congestion.
- d. Departing aircraft will be instructed when to change from 118.6 or 118.25 to Singapore Departure frequency 120.3.
- e. In the case of the aircraft having landed, the pilot-in-command shall change from 118.6 or 118.25 to 121.85, 122.55, 124.3 or 125.65 immediately upon instructed by ATC after clearing the runway. He shall maintain watch on 121.725, 121.85, 122.55, 124.3 or 125.65 for taxiing and parking instructions until he arrives at his aircraft stand.

TAXIING

- a. Taxi clearance given by Ground Movement Control will relate to movement on the maneuvering area, but excluding the marshalling area.
- b. Aircraft taxiing on the maneuvering area will be regulated by ATC to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxiing clearance limits whenever necessary.
- c. The taxiway routes to be used by aircraft after landing or when taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the maneuvering area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area. Pilots are also advised of the possibility of misjudging the clearance between the acft wing tips and other obstacles, especially in areas of hot-spots or during low-light/poor visibility conditions.
- d. Pilots are reminded to always use minimum power when starting engines, when maneuvering within the apron area or when maneuvering from apron taxiways to other parts of the aerodrome. It is especially critical when commencing to taxi that break-away thrusts are kept to an absolute minimum and then be reduced to idle thrusts as soon as possible.

TAKE-OFF AND LANDING

- a. Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. On obtaining an ATC clearance the aircraft shall enter the runway via designated taxiways:
 - Rwy 02C - Twy E10 or E11
 - Rwy 02L - Twy W8, W9 OR W10
 - Rwy 20C - Twy E1, E2
 - Rwy 20R - Twy W1, W2
- b. The pilot-in-command shall not take-off or land without a clearance from Aerodrome Control.
- c. The pilot-in-command shall not run-up on the runway in use unless authorized by Aerodrome Control. Engines run-ups in the holding pan or taxiway holding point clear of the runway in use may be carried out subject to approval by Aerodrome Control.
- d. After landing, the pilot-in-command shall vacate the runway by the shortest suitable route and to contact Ground Control who will issue specific taxi route instructions to its assigned aircraft stand.
- e. Aircraft with radio communication failure shall vacate the runway and stop on the taxiway and watch for light signals from Aerodrome Control.

ARRIVING AIRCRAFT

The pilot-in-command of an arriving aircraft shall contact the appropriate Approach Control Unit 10 minutes before entering the CTR or ATZ.

WSSS/SIN

10 AUG 18

10-9F

SINGAPORE, SINGAPORE
CHANGI**PROCEDURES FOR START-UP AND PUSHBACK OF AIRCRAFT**

1. Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.
2. When the pilot is ready for start-up and pushback, he/she shall seek confirmation from the ground crew that there is no hazard to the aircraft starting up. The pilot shall then notify the Ground Movement Controller (Callsign: Singapore Ground) that the aircraft is ready for pushback. On being informed by Singapore Ground that pushback is approved, the pilot should coordinate with the ground crew for the start-up and pushback of the aircraft.
3. The following table describes the procedures for the pushback of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Singapore Ground will issue specific instructions to the pilot.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
TERMINAL 3 - WEST APRON		
A1	<p>The aircraft shall be pushed back following the pushback line onto Taxilane V6 until its nosewheel is at the "EOP A1" position. The aircraft shall then be towed forward onto Taxilane V6 to face West until its nosewheel is at the "EOT A1, A2, B1, B2" position. Engine start up is only permitted at the end of pushback. The aircraft may breakaway from there. This pushback procedure does not apply to aircraft with unserviceable auxiliary power unit.</p> <p><u>Alternate Pushback Procedure (To Face North)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane V6, following Taxilane V6 centreline onto TWY WA, to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure (To Face South)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane V6, following Taxilane V6 centreline onto TWY WA, to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B2. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
A2	<p>The aircraft shall be pushed back following the pushback line onto Taxilane V6 to face West until its nosewheel is at the "EOP A2, B2" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT A1, A2, B1, B2" position. Engine start up is only permitted at the end of pushback. The aircraft may breakaway from there. This pushback procedure does not apply to aircraft with unserviceable auxiliary power unit.</p> <p><u>Alternate Pushback Procedure (To Face North)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY WA, to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure (To Face South)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY WA, to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B2. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
A3	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centerline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A4	The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centerline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A5, A9	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 followed by TWY WA to face South until nose of the aircraft is behind the stopbar behind aircraft stand A4. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A10	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 followed by TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A4. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
A11	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A12	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A13, A14, A15	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 followed by TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A16. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A16	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centerline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A17	<p>The aircraft (on idle thrust) shall be pushed back onto TWY V8 to face West until its nosewheel is at the "EOP A17" position behind aircraft stand A17. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A16. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face West.</p> <p>Pushback approved, to face South.</p>
A18	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.	Standard pushback approved.
A19	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until its nosewheel is at the "EOP A19" position behind aircraft stand A19. The aircraft may breakaway from there.	Standard pushback approved.
A20	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until its nosewheel is at the "EOP A20" position behind aircraft stand A20. The aircraft may breakaway from there.	Standard pushback approved.
A21	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 until its nosewheel is at the "EOP A21" position. The aircraft shall then be towed forward to face West until the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.	Standard pushback approved.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
486	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane S6 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane S6 centreline. The aircraft may break away from there.	Pushback approved, to face North.
487	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane S6 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 486. The aircraft may break away from there.	Pushback approved, to face North.
EAST REMOTE APRON		
200	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centerline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 201 lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centerline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
200L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centerline. The aircraft shall then be towed forward until its nose wheel is abeam aircraft stand 200. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
200R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
201	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until the nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
202	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
202L, 202R	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
203	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 203. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>NORTH REMOTE APRON</u>		
300	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 301 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
301	The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East (or West) until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.	Pushback approved, to face East (or West).
302	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nosewheel is at the intersection of aircraft stand 301 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
303	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nosewheel is at the intersection of aircraft stand 304 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
304, 305	The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East (or West) until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.	Pushback approved, to face East (or West).
306	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nosewheel is at the intersection of aircraft stand 305 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
307, 308	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of aircraft is behind the stopbar behind aircraft stand 309. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
309	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of aircraft is behind the stopbar behind aircraft stand 307. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
310	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nose of the aircraft is behind the stopbar behind aircraft stand 309. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of aircraft is behind the stopbar behind aircraft stand 307. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>NORTH-EAST REMOTE APRON</u>		
400, 401, 402, 403, 404	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centerline.	Pushback approved, to face North (or South).
<u>TERMINAL 1 - WEST APRON</u>		
C1	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North until its nose wheel is at the "EOP C1" position behind aircraft stand C1. The aircraft may break away from there. OR The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face South until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North. Pushback approved, to face South.
C20	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there. OR The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face South until its nose wheel is at the "EOP C20" position behind aircraft stand C22. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
C22	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North (South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North (South).
C23	The aircraft (on idle thrust) shall be pushed back onto TWY U1 to face North until the nose of the aircraft is behind the stopbar line behind the aircraft stand C22. The aircraft may break away from there. OR The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North. Pushback approved, to face South.
C24, C25	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
C26	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT C26" position behind aircraft stand C26. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
<u>TERMINAL 1 - CENTRAL APRON</u>		
D30	The aircraft (on idle thrust) shall be pushed back following the pushback line to face North until the nosewheel is at the "EOP D30" position. The aircraft shall then be towed forward following the tow line onto Taxilane N2 until its nosewheel is at the "EOT C11, D30" position. The aircraft may breakaway from there.	Standard pushback approved.
D32	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the "EOP C13, D32" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT C13, D32" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may break away from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3. Pushback approved, to face South on Taxilane N1.
D34	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until the nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N2 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind the aircraft stand D35. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
G21	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the "EOP G21" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT G21, G21L, G21R" position on Taxilane L4 centerline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face East (West) on Taxiway SC2.</p>
G21L	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft shall then be towed forward until its nosewheel is at the "EOT G21, G21L, G21R" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face East (West) on Taxiway SC2.</p>
G21R	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the "EOP G21R" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT G21, G21L, G21R" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face East (West) on Taxiway SC2.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
D34 (contd.)	<u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may break away from there.	Pushback approved, to face South on Taxilane N1.
D35	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face South until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on taxilane N2. The aircraft may break away from there.	Pushback approved, to face North. Pushback approved, to face South. Pushback approved to face North on Taxilane N2.
D36	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on Taxilane N2. The aircraft may breakaway from there.	Pushback approved, to face North (or South). Pushback approved, to face North on Taxilane N2.
D37	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on Taxilane N2. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face North on Taxilane N2.
D38	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D37. The aircraft may breakaway from there.	Standard pushback approved.
C11	The aircraft (on idle thrust) shall be pushed back following the pushback line to face North until its nosewheel is at the "EOP C11" position. The aircraft shall then be towed forward following the tow line onto Taxilane N2 until its nosewheel is at the "EOT C11, D30" position. The aircraft may breakaway from there.	Standard pushback approved.
C13	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the "EOP C13, D32" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT C13, D32" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may break away from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind the aircraft stand C16. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3. Pushback approved, to face South on Taxilane N1.
C15	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N2 centreline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may break away from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind the aircraft stand C16. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3. Pushback approved, to face South on Taxilane N1.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
C16	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face South until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C17	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may break away from there.</p>	<p>Pushback approved, to face North (or South).</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C18	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may break away from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C19	The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C18. The aircraft may break away from there.	Standard pushback approved.
TERMINAL 1 - EAST APRON		
D40	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North until its nosewheel is at EOP B D40, D40L, D40R position. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face South until its nosewheel is at EOP A D40, D40L, D40R position. The aircraft may breakaway from there.</p>	Pushback approved, to face North (or South).
D40L, D40R	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at EOP B D40, D40L, D40R position. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face South until its nosewheel is at EOP A D40, D40L, D40R position. The aircraft may breakaway from there.</p>	Pushback approved, to face North (or South).
D41, D42	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
D42L, D42R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
D44, D46, D47	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
D48	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North until the nose of the aircraft is behind the stopbar line behind aircraft stand D48. The aircraft may break away from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face or South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
D49	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North until its nosewheel is at the "EOP D49" position. The aircraft may break away from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft shall then be towed forward until its nosewheel is on the "EOT D49" position behind aircraft stand D49. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
TERMINAL 2 - CENTRAL APRON		
E1	The aircraft (on idle thrust) shall be pushed back following the pushback line to face East until its nosewheel is at the "EOP E1" position. The aircraft shall then be towed forward onto Taxilane B2 until its nosewheel is at the "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
E2	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centreline. The aircraft shall then be towed forward to "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
E3	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centreline. The aircraft may breakaway from there.	Standard pushback approved.
E4	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP E4, F33" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face South until its nosewheel is at the "EOP A E4, F33" position. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face North until its nosewheel is at the "EOP B E4, F33" position. The aircraft may break away from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face South on Taxilane B1.</p> <p>Pushback approved, to face North on Taxilane B3.</p>
E5, E6	The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane B1 centreline. The aircraft shall then be towed forward until its nose wheel is at the EOT E5, E6, E7 position behind aircraft stand E6. The aircraft may breakaway from there.	Standard pushback approved.
E7	The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face North until its nose wheel is at the EOT E5, E6, E7 position behind aircraft stand E6. The aircraft may breakaway from there.	Standard pushback approved.
F30	The aircraft (on idle thrust) shall be pushed back following the pushback line to face East until its nosewheel is at the "EOP F30" position. The aircraft shall then be towed forward onto Taxilane B2 until its nosewheel is at the "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
F31	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP F31" position. The aircraft shall then be towed forward to "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
F32	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centerline. The aircraft may breakaway from there.	Standard pushback approved.
F33	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP E4, F33" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face South until its nosewheel is at the "EOP A E4, F33" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face North until its nosewheel is at the "EOP B E4, F33" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face South on Taxilane B1.</p> <p>Pushback approved, to face North on Taxilane B3.</p>
F34	The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane B3 centreline. The aircraft shall then be towed forward until its nose wheel is at the EOT F34, F35L, F36 position behind aircraft stand F35. The aircraft may breakaway from there.	Standard pushback approved.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F35, F35R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B3 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B3 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F35L, F36	The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until its nose wheel is at the EOT F34, F35L, F36 position behind aircraft stand F35. The aircraft may breakaway from there.	Standard pushback approved.
TERMINAL 2 - NORTH APRON		
E8	The aircraft (on idle thrust) shall be pushed back onto TWY A4 to face East until its nosewheel is at "EOP 14" position. The aircraft shall then be towed forward to "EOT 15" position. The aircraft may breakaway from there.	Standard pushback approved.
E10	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the "EOP 19" position. The aircraft may breakaway from there.	Standard pushback approved.
E11	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of Taxilane A6 and TWY A5 centreline. The aircraft shall then be towed forward following TWY A5 centreline to "EOT 16" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the "EOP 19A" position behind aircraft stand E24. The aircraft shall then be towed forward to "EOT 18B" position behind aircraft stand E26. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face North on Taxilane A6.
E12	The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY A5 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A5 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 16" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A5 followed by Taxilane A6 to face North until its nosewheel is at the intersection of Taxilane A6 and Taxilane A5 centreline. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face North on Taxilane A6.
E20	The aircraft (on idle thrust) shall be pushed back following the pushback line until its nosewheel is at the "EOP 17" position. The aircraft shall then be towed forward following the tow line onto Taxilane A6 to face North until its nosewheel is at the "EOT 18A" position. The aircraft may breakaway from there.	Standard pushback approved.
E22	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at "EOP 19" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 18" position. The aircraft may breakaway from there.	Standard pushback approved.
E24, E24L, E24R, E26	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
E27, E28	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
E27L, E27R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
TERMINAL 2 - SOUTH APRON		
F37	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto TWY C1 to face East until its nosewheel is at the "EOP 5" position. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face East on Twy C1.
F40	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the "EOP F40, F52" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F41	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C2 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South, following Taxilane C2 centreline onto Taxilane C6 until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p>
F42	<p><u>Main pushback procedure (for all aircraft wingspan)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C2 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.</p> <p><u>Alternate pushback procedure (for all aircraft types except A380)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South, following Taxilane C2 centreline onto Taxilane C6 until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate pushback procedure (for A380 aircraft)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the "EOP 4A" position. The aircraft shall then be towed forward following the tow line until its nosewheel is at the "EOT 4B" position on Taxilane C6, behind aircraft stand F59. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p>
F50	The aircraft (on idle thrust) shall be pushed back following the pushback line until its nosewheel is at the "EOP F50" position. The aircraft shall then be towed forward following the tow line onto Taxilane C6 to face South until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.
F52	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the "EOP F40, F52" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.
F52L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F52R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.
F54	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F56	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F56L, F56R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F58, F59	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F59L, F59R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F60	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
WEST CARGO APRON		
502, 503, 504, 505, 506, 507, 508, 509, 510	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
511, 512	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 511. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WC to face South until the nosewheel of the aircraft is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft shall then be towed forward until the nosewheel is at the "EOT" position behind aircraft stand 510. The aircraft may breakaway from there.	Pushback approved to face North. Pushback approved to face South.
513	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North until the nosewheel of the aircraft is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WC to face South following TWY WC centreline onto Taxilane WD until the nose of the aircraft is behind the stopbar behind aircraft stand 515 on Taxilane WD. The aircraft may breakaway from there.	Pushback approved to face North. Pushback approved to face South.
514	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 513. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WC to face South following TWY WC centreline onto Taxilane WD until the nose of the aircraft is behind the stopbar behind aircraft stand 515 on Taxilane WD. The aircraft may breakaway from there.	Pushback approved to face North. Pushback approved to face South.
515	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
516	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
516L, 516R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the "EOP 517" position. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the "EOP 517L" position. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
EAST CARGO APRON		
600, 600L, 600R, 601, 602	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane EA centerline. The aircraft may breakaway from there.	Standard pushback approved.
603	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane EA centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
604	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the "EOP" position behind aircraft stand 604. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
605	The aircraft (on idle thrust) shall be pushed back onto Taxilane EC to face West until its nosewheel is at the "EOP" position on Taxilane EC. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
611, 612	The aircraft shall be pushed back to face North until its nosewheel is at the "EOP" position. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position behind aircraft stand 602. Engine start up is only permitted at the end of pushback. The aircraft may breakaway from there. <u>Aircraft with auxiliary power unit unserviceable:</u> Engine start up is only permitted on the port side before pushing back.	Standard pushback approved.
SOUTH-EAST REMOTE APRON		
205	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 206 lead-in line and TWY C7 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
206, 207, 208	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
209	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face South until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 208 lead-in line and TWY C7 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
T4 APRON		
G1	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face south until the nose of the aircraft is behind the stopbar behind aircraft stand G6 on Taxilane L5. The aircraft may breakaway from there.	Pushback approved, to face South.
G2	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until its nose wheel is at the "EOP-G2" position. The aircraft may breakaway from there.	Pushback approved, to face North.
G3, G4	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft may breakaway from there.	Pushback approved, to face North.
G5, G6, G7, G8, G9, G10, G11, G12, G13	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North or South until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft may breakaway from there.	Pushback approved, to face North or South.
G14, G15	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face South until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft shall then be towed forward until its nose wheel is at the "EOT-G14, G15" position behind aircraft stand G14. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
G16, G17	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand G15. The aircraft may breakaway from there.	Pushback approved, to face North.
G18,G18L,G18R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may break away from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.
G19,G19R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxiway C6 followed by Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may break away from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.
G19L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may break away from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.
G20,G20L,G20R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.

WSSS/SIN

Apt Elev **22'**
N01 21.6 E103 59.4

JEPPESEN

26 JAN 18

10-9M

Eff 1 Feb

SINGAPORE, SINGAPORE

CHANGI

AERODROME ADVISORY CHART

Advisory 4

Pilots taxiing on Twy WA are to maintain a lookout to ensure sufficient wing tip clearance.

Rwy 02L/20R

Rwy 02C/20C

Advisory 2

Pilots taxiing on Twy EP are to maintain a lookout to ensure sufficient wing tip clearance.

Advisory 3

Pilots taxiing on Twy NC1 or NC2 to holding point EN or E1 via Twy EP are to pay extra attention to ground signages and lightings to prevent the mistaken identification of Twy EP as Rwy 20C.

Advisory 1

Pilots taxiing on Twy C1 are to maintain a lookout to ensure sufficient wing tip clearance.

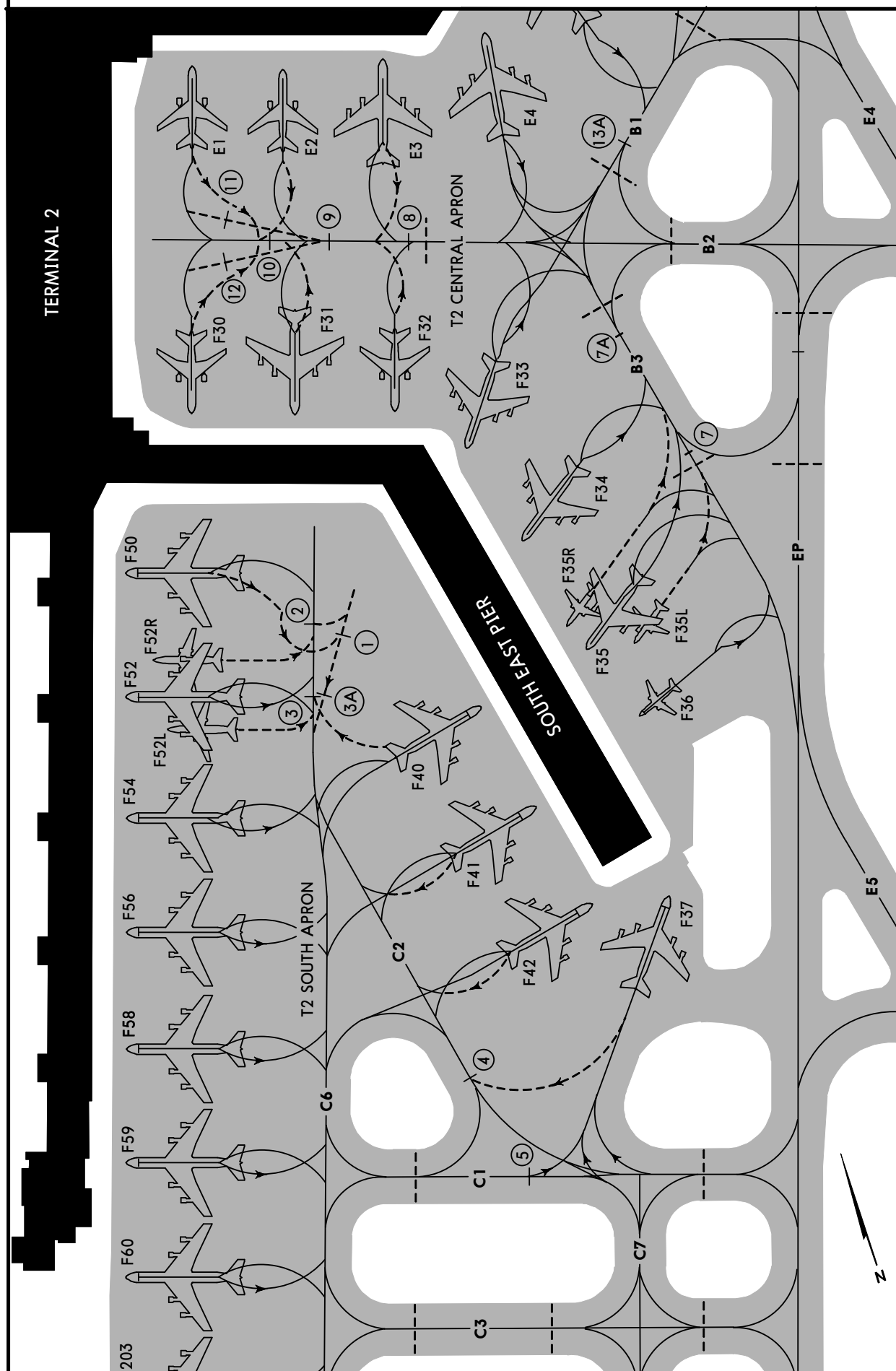
WSSS/SIN

 26 JAN 18
 Eff 1 Feb

(10-9M1)

 SINGAPORE, SINGAPORE
 CHANGI

PUSHBACK PROCEDURES



CHANGES: F35L and F35R lead-in line markings.

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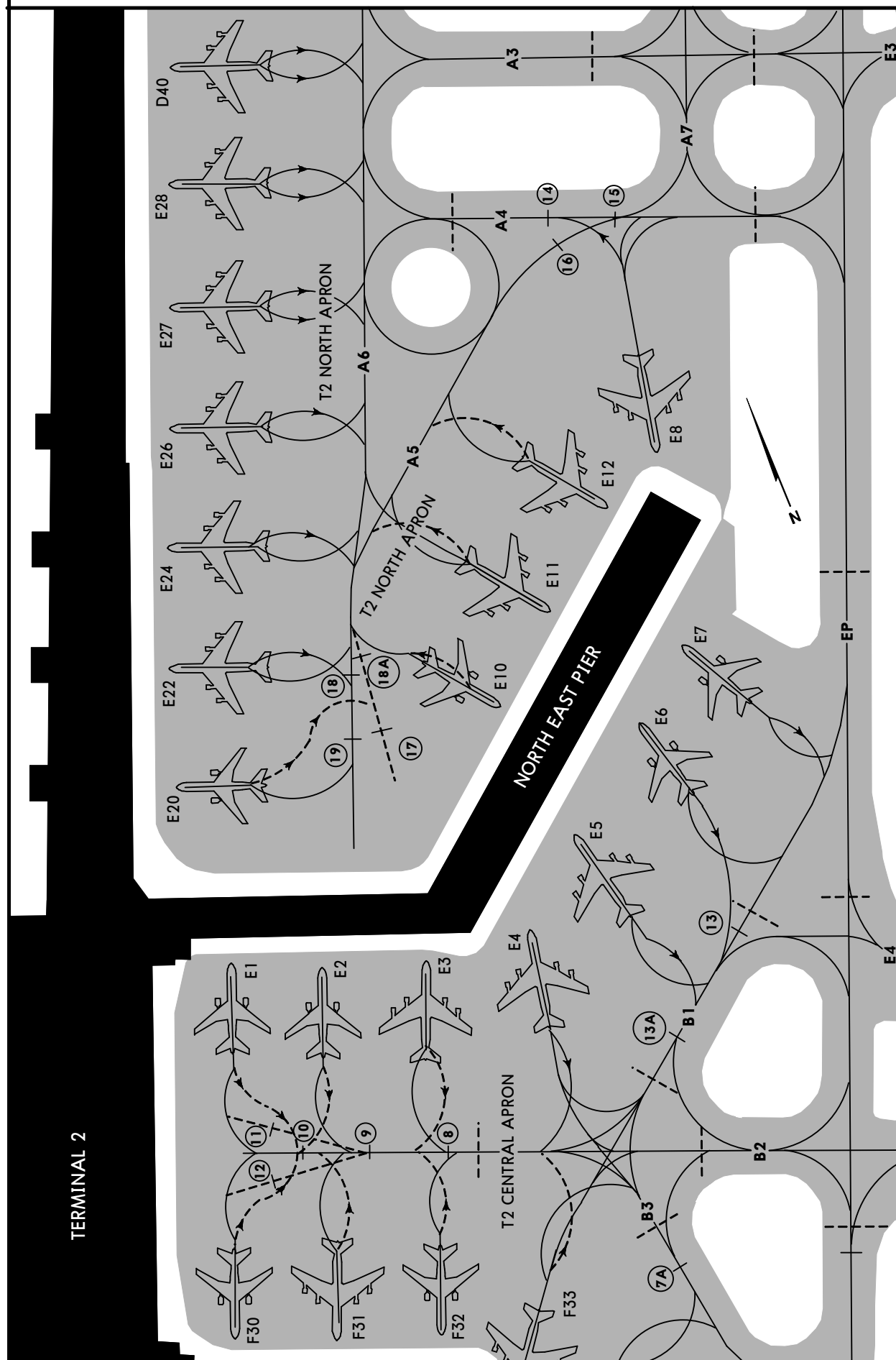
WSSS/SIN

2 DEC 16

(10-9M2)

SINGAPORE, SINGAPORE
CHANGI

PUSHBACK PROCEDURES



CHANGES: Chart re-indexed.

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SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM - SAFEDOCK

1. INTRODUCTION

1.1 The Safegate Aircraft Docking Guidance System - SAFEDOCK is a fully automatic aircraft docking guidance system installed at the contact aircraft stands at Terminals 1, 2, 3 and 4, and at the remote aircraft stands at South Apron of Singapore Changi Airport. There are two types of ADGS in Singapore Changi Airport, Safedock Type 1 ADGS and Safedock Type 2 ADGS.

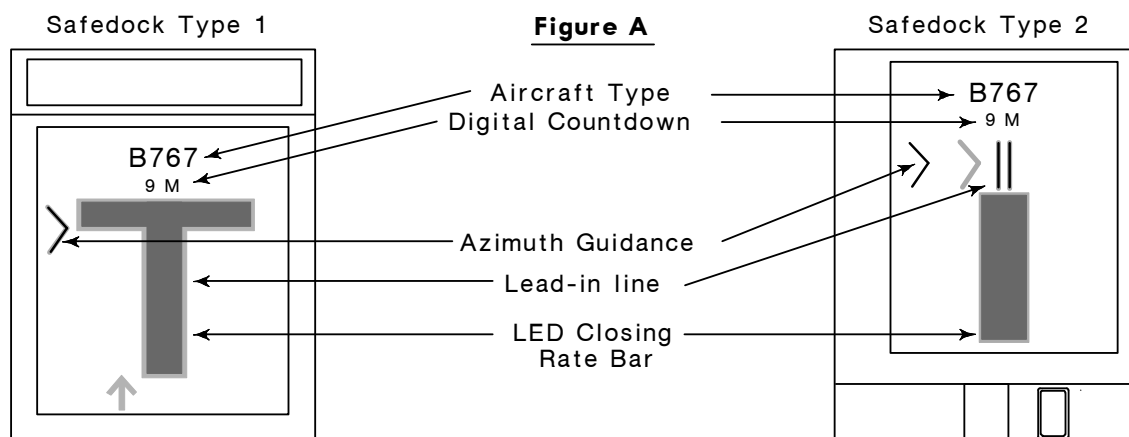
2. DESCRIPTION OF SYSTEM

2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to identify the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

2.2 The system is operated only in Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.

2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A shows the Display and Laser Scanning Unit mounted on the terminal or pole in front of the aircraft stand.

LED DISPLAY AND LASER SCANNING UNIT



3. DOCKING PROCEDURES

Checking of Aircraft Type

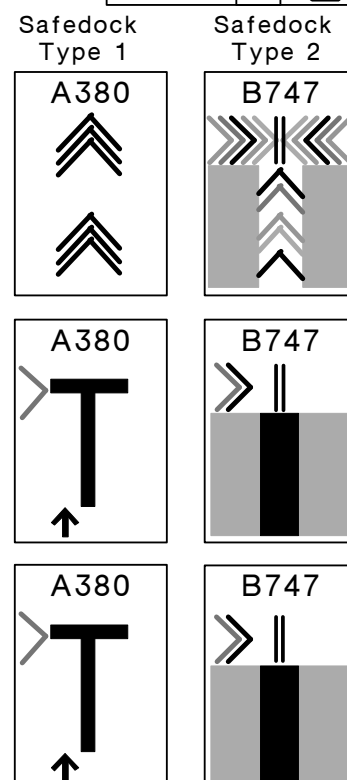
- Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.
- Follow the lead-in line.

Capture of Correct Aircraft Type

- When the aircraft has been caught by the scanning unit, the scanning unit checks that the aircraft is the correct type and the display provides azimuth guidance information. When the solid yellow closing rate bar appears, the aircraft is being tracked by the system.

Steering and Alignment of Aircraft

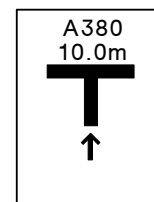
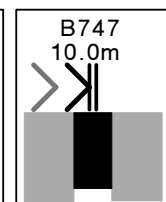
- Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.



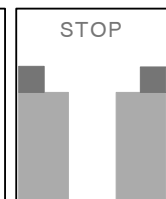
WSSS/SIN

JEPPesen
17 NOV 17 (10-9N1)**SINGAPORE, SINGAPORE**
CHANGI**SAFEDOCK-Continued.****Distance of Aircraft from STOP Position**

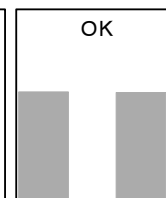
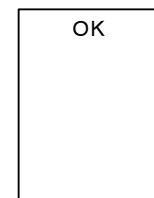
- When the aircraft is 15m from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LEDs (Laser Electronic Displays) for every half meter that the aircraft advances towards the stop position. From 15m to the stop position, the display will indicate the distance from the stop position for every 1m. At 3m from the stop position, the display will indicate the distance from the stop position for every 0.2m.

Safedock
Type 1Safedock
Type 2**STOP Position**

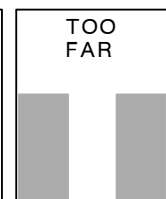
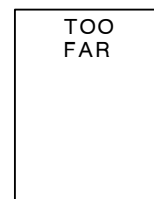
- When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word "STOP" will appear in the display. For Safedock Type 1 ADGS, the word "STOP" will be displayed in red with red border. For Safedock Type 2 ADGS, the word "STOP" will be displayed in yellow and two red, rectangular fields will light in the azimuth guidance area of the display.

**Checking of STOP Position**

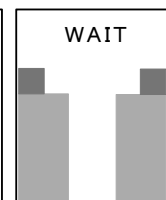
- If the aircraft stops at the correct position, "OK" will be displayed after a few seconds.

**Overshooting of STOP Position**

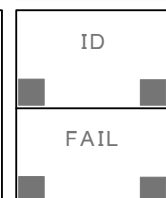
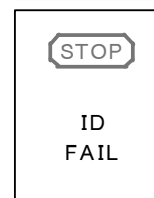
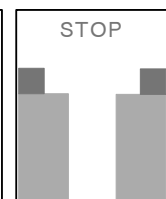
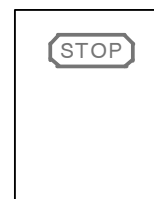
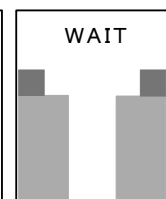
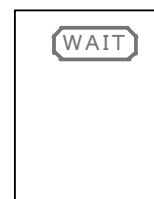
- If the aircraft has gone past the correct stop position, the display will show "TOO FAR" after the aircraft comes to a complete stop.

**Object Blocking the View**

- If some object is blocking the view towards the approaching aircraft or the detected aircraft is lost before 12m to the correct stop position, the system will show "WAIT"

**Identification of Aircraft**

- The aircraft must be identified at least 12m before the correct stop position. Otherwise, the display will show "WAIT", "STOP" and "ID FAIL".



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7 APR 17 (10-9N2)**SINGAPORE, SINGAPORE**
CHANGI**SAFEDOCK-Continued.****4. SAFETY MEASURES****ADGS Blank / Wrong Aircraft Type**

- Pilot should not turn an aircraft into the aircraft stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

Proceeding beyond Passenger Loading Bridges

- Pilot should not proceed beyond the passenger loading bridges unless the scrolling arrows (see figure 1) have been superseded by the solid yellow closing rate bar (see figure 2).

Minimum Speed

- When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW" to inform the pilot if the aircraft's taxiing speed exceeded 1.2 m/s.

Slow Down (In Abnormal Situations)

- In bad weather conditions, the docking system may go into downgrade mode. The display will show the aircraft type and "SLOW" and the scrolling arrows are disabled (see figures 1 & 2). When the system has detected the aircraft, the solid yellow closing rate bar appears. Docking process is allowed to continue but pilot should exercise caution.

Overshooting

- To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" or "WAIT" display or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.

No Display

- Pilot should stop the aircraft immediately if the display goes black, for power failure (see figure 1) or system failure (see figure 2), during the docking process. The aircraft is to be manually marshalled into the aircraft stand.

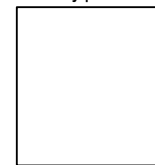
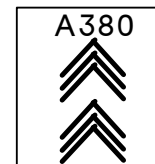
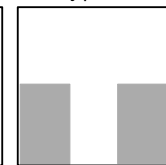
Safedock
Type 1Safedock
Type 2

Figure 1

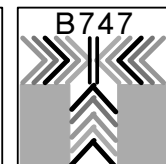


Figure 1

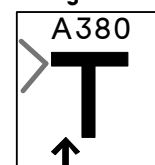


Figure 2

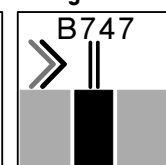


Figure 2

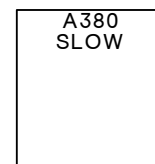
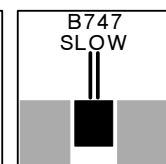
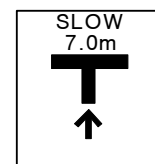


Figure 1

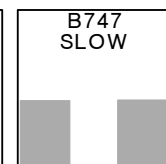


Figure 2

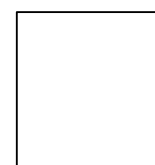
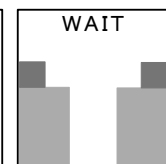
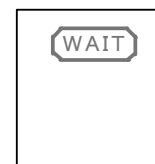
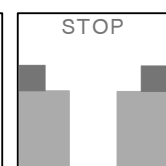


Figure 1

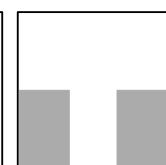


Figure 1

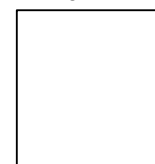


Figure 2

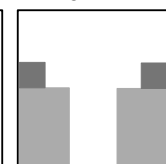
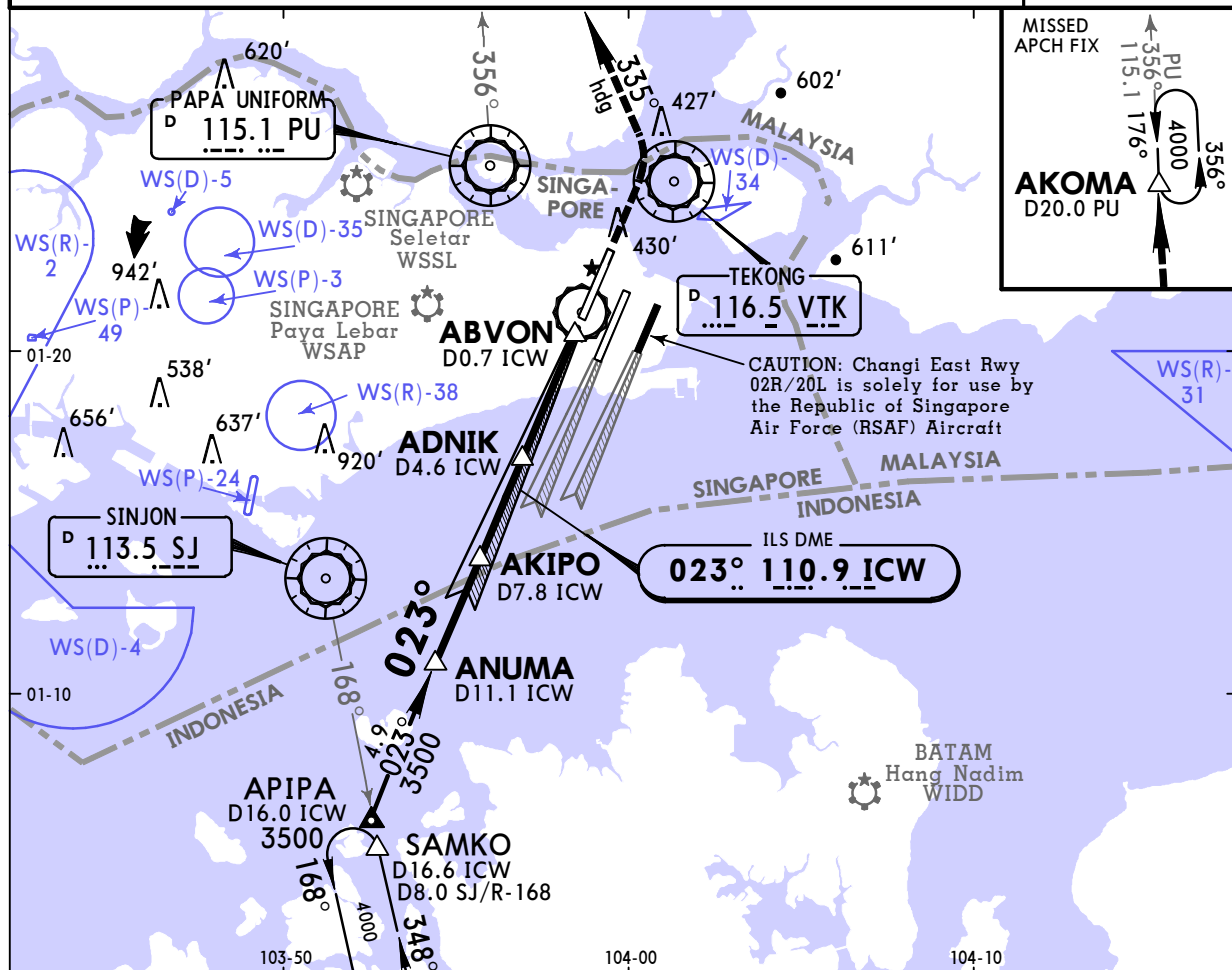


Figure 2

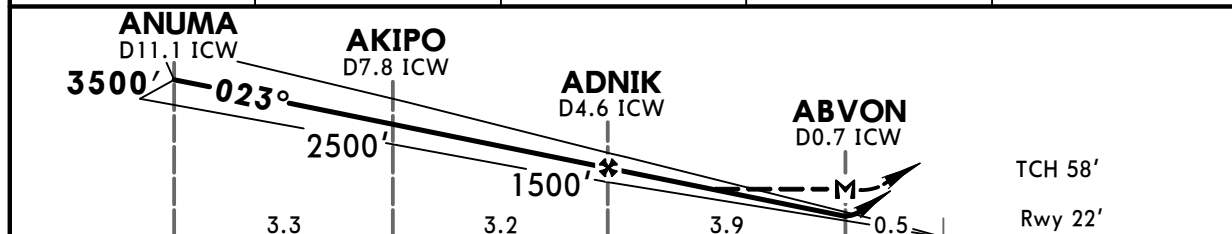
WSSS/SIN
CHANGIJEPPESEN
29 DEC 17 (11-1)SINGAPORE, SINGAPORE
ILS DME Rwy 02L

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6	Ground 124.3
LOC ICW 110.9	Final Appch Crs 023°	GS ANUMA 3500' (3478')	ILS DA(H) 222' (200')	Apt Elev 22' Rwy 22'
MISSED APCH: Climb to 1000', then climbing LEFT turn to 4000' via heading 335° and PU R-356 to AKOMA (PU R-356/D20.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'				
1. RADAR required. 2. Simultaneous approaches authorized with Rwy 02R or 02C. 3. ILS DME co-located with glideslope. 4. Maritime vessels of variable heights in water north and south of Rwy.				
				 MSA VTK VOR



LOC (GS out)	ICW DME	4.0	3.0	2.0
	ALTITUDE	1290'	970'	660'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1000'	4000'	335°
GS	3.00°	372	478	531	637	743	849	REIL PAPI	PAPI	LT
1 FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28			via hdg
MAP at ABVON/D0.7 ICW										

STRAIGHT-IN LANDING RWY02L					CIRCLE-TO-LAND	
ILS DA(H) 222' (200')			LOC (GS out) MDA(H) 420' (398')			
FULL	TDZ or CL out	ALS out	ALS out			
A					A	
B	RVR 550m	RVR 720m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	NA
C	VIS 800m	VIS 800m				
D				1200m	RVR 1800m VIS 2000m	

PANS OPS

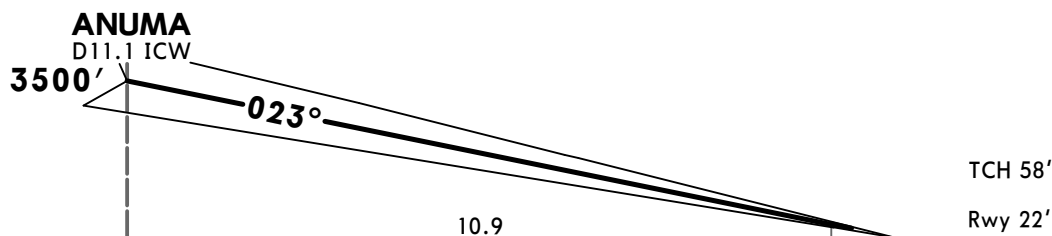
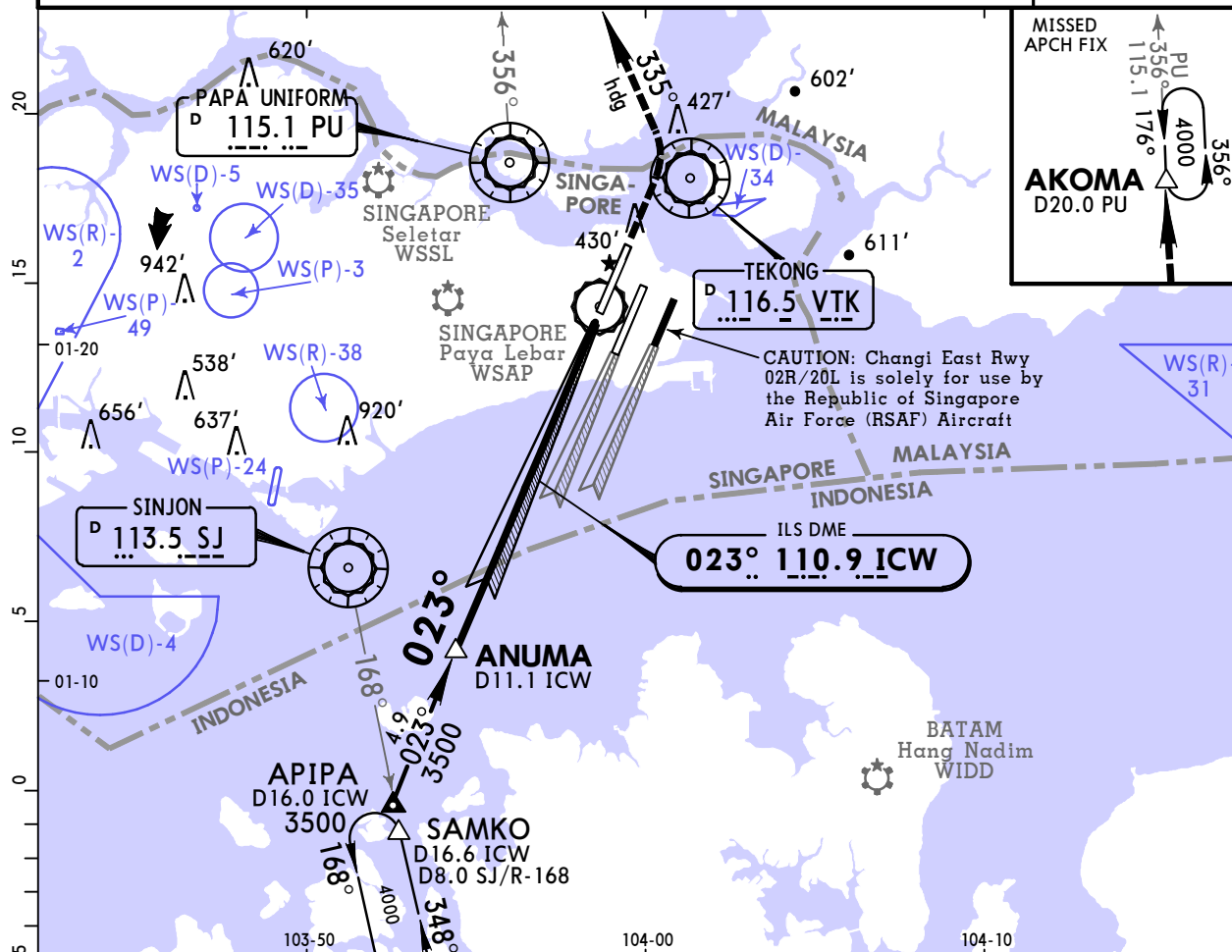
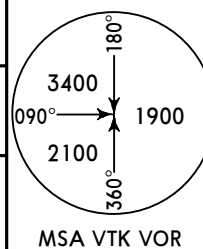
1 Timing not authorized when GS inop.

CHANGES: None.

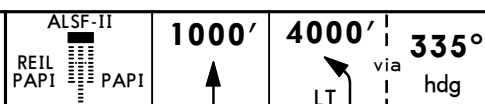
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WSSS/SIN
CHANGIJEPPESEN
29 DEC 17 (11-1A)SINGAPORE, SINGAPORE
ILS DME Rwy 02L CAT II

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6	Ground 124.3
LOC ICW 110.9	Final Apch Crs 023°	GS ANUMA 3500' (3478')	CAT II ILS Refer to Minimums	Apt Elev 22' Rwy 22'
MISSED APCH: Climb to 1000', then climbing LEFT turn to 4000' via heading 335° and PU R-356 to AKOMA (PU R-356/D20.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'				
1. Special Aircrew and Acft Certificaton Required. 2. RADAR required. 3. Simultaneous approaches authorized with Rwy 2R or 2C. 4. ILS DME co-located with glideslope. 5. Maritime vessels of variable heights in water north and south of Rwy.				



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



STRAIGHT-IN LANDING RWY02L

CAT A B C

RA 104'

DA(H) 122' (100')

CAT II ILS

CAT D

RA 109'

DA(H) 127' (105')

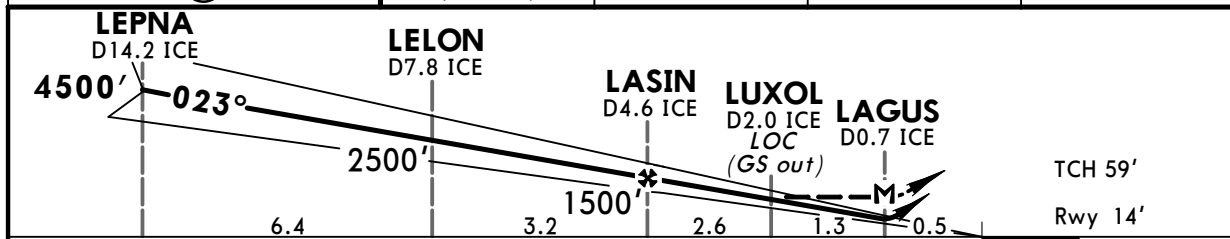
RVR 350m

RVR 350m

WSSS/SIN
CHANGIJEPPESEN
22 APR 16 (11-2)SINGAPORE, SINGAPORE
ILS DME Rwy 02C

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICE 108.3	Final Apch Crs 023°	GS LEPNA 4500' (4486')	ILS DA(H) 214' (200')	Apt Elev 22' Rwy 14'
MISSED APCH: Climb to 3000' via heading 023° and VTK R-023 to NYLON (VTK R-023/D13.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'				
1. RADAR required. 2. Simultaneous approaches authorized with Rwy 2R or 2L. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of Rwy.				
				 MSA VTK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I	3000'	023°	VTK
GS	3.00°	372	478	531	637	743	PAPI	via	hdg	and 116.5
FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	REIL			R-023
MAP at LAGUS/D0.7 ICE										

STRAIGHT-IN LANDING RWY02C				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 214' (200')		MDA(H) 420' (406') With LUXOL/D2.0 ICE		MDA(H) 660' (646') Without LUXOL/D2.0 ICE			
FULL		ALS out		ALS out		ALS out	
A							
B	RVR 720m			RVR 1500m			
C	VIS 800m	1200m		RVR 1800m		2800m	
D			1200m	RVR 2000m		3200m	

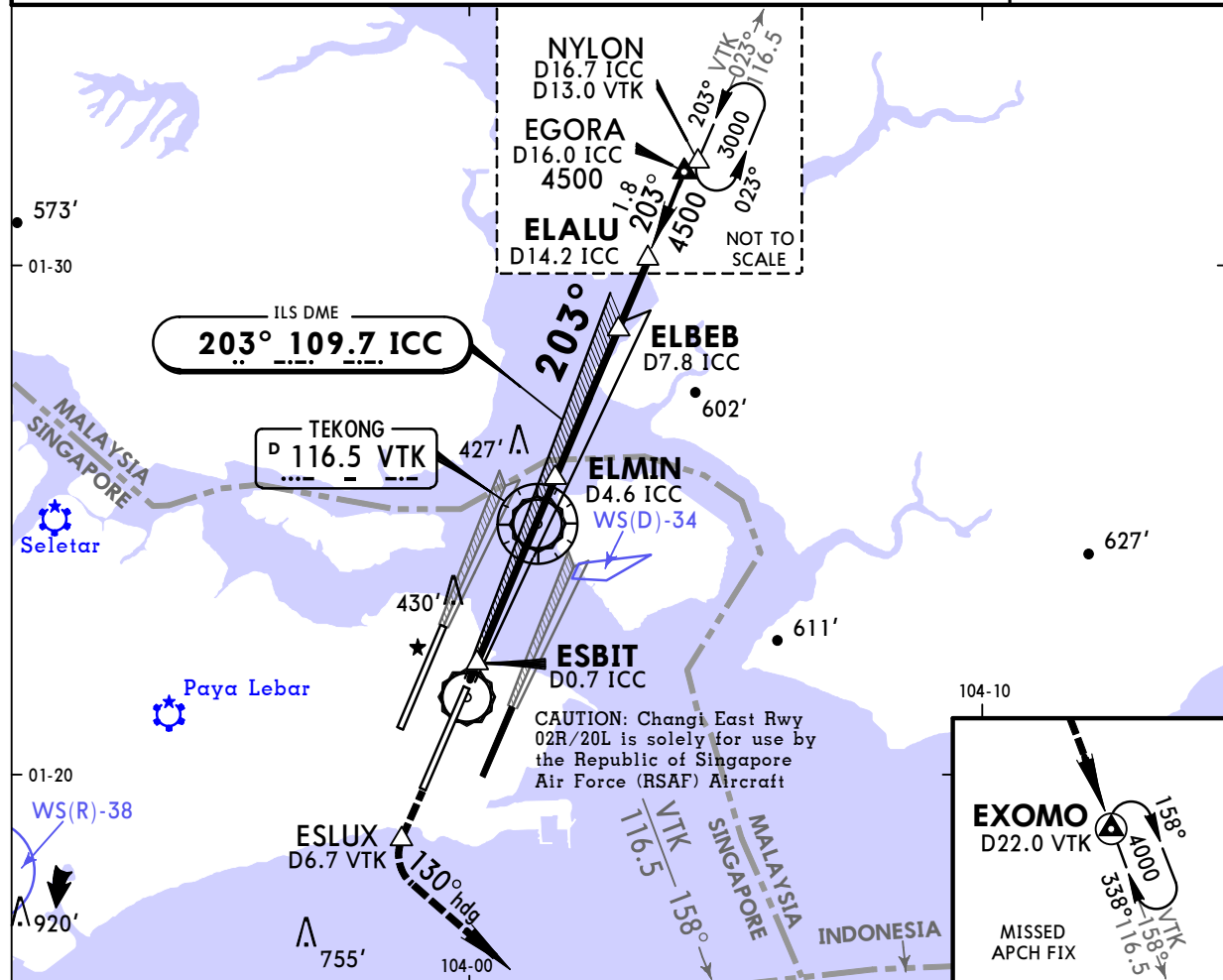
Timing not authorized when GS inop.

CHANGES: Rwy elevation, minimums.

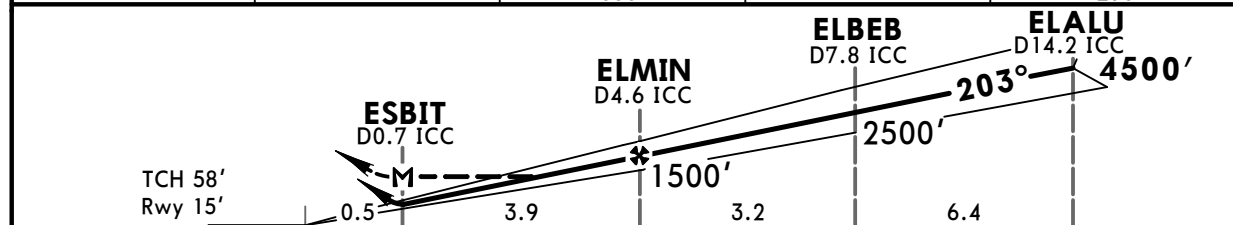
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WSSS/SIN
CHANGIJEPPESEN
18 NOV 16 (11-3)SINGAPORE, SINGAPORE
ILS DME Rwy 20C

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICC 109.7	Final Apch Crs 203°	GS ELALU 4500' (4485')	DA(H) (CONDITIONAL) 215' (200')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK). At ESLUX turn LEFT heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/D22.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 20L or 20R. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of Rwy.				



LOC (GS out)	ICC DME ALTITUDE	2.0	3.0	4.0
		660'	980'	1290'



Gnd speed-Kts	70	90	100	120	140	160	<div>ALSF-II</div> <div>PAPI</div> <div>REIL</div> <div></div>	<div>4000' VTK</div> <div>via 116.5</div> <div>R-203</div> <div></div>	ESLUX
GS 3.00°	372	478	531	637	743	849			
FAF to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28			
MAP at ESBIT/D0.7 ICC									

STRAIGHT-IN LANDING RWY20C						CIRCLE-TO-LAND			
ILS			LOC (GS out)						
Missed approach climb gradient min 2.8% to 2000'			Missed approach climb gradient min 2.5%						
DA(H) 215' (200')			DA(H) 315' (300')						
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out				
A						RVR 720m	RVR 1500m	A	NA
B	RVR 550m	RVR 720m				VIS 800m	VIS 1600m	B	
C	VIS 800m	VIS 800m	1200m	900m	1400m	1200m	RVR 1800m	C	
D							VIS 2000m	D	

Timing not authorized when GS inop.

CHANGES: Missed approach climb gradient note.

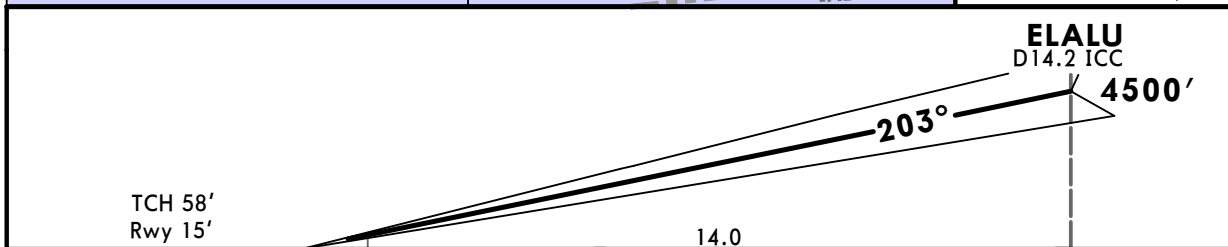
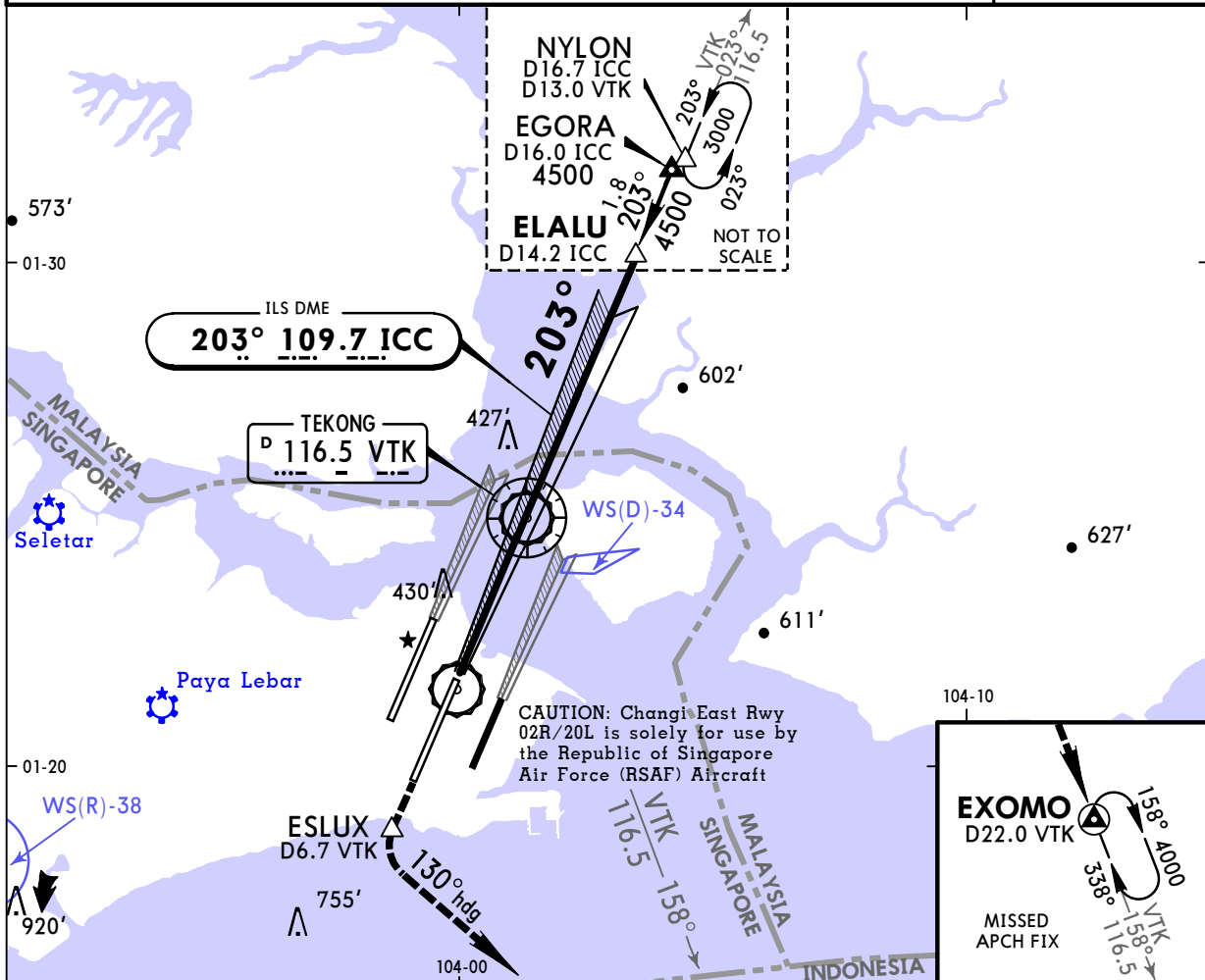
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 18 NOV 16 **(11-3A)**
SINGAPORE, SINGAPORE
ILS DME Rwy 20C CAT II

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICC 109.7	Final Apch Crs 203°	GS ELALU 4500' (4485')	CAT II ILS RA 102' DA(H) 115'(100')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK). At ESLUX turn LEFT heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/D22.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 20L or 20R. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of Rwy.				

MSA VTK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	VTK	ESLUX
GS	3.00°	372	478	531	637	743	PAPI REIL	↑	via 116.5 R-203	

STRAIGHT-IN LANDING RWY20C

CAT II ILS
RA 102'
DA(H) **115'** (100')

RVR 350m

PANS OPS

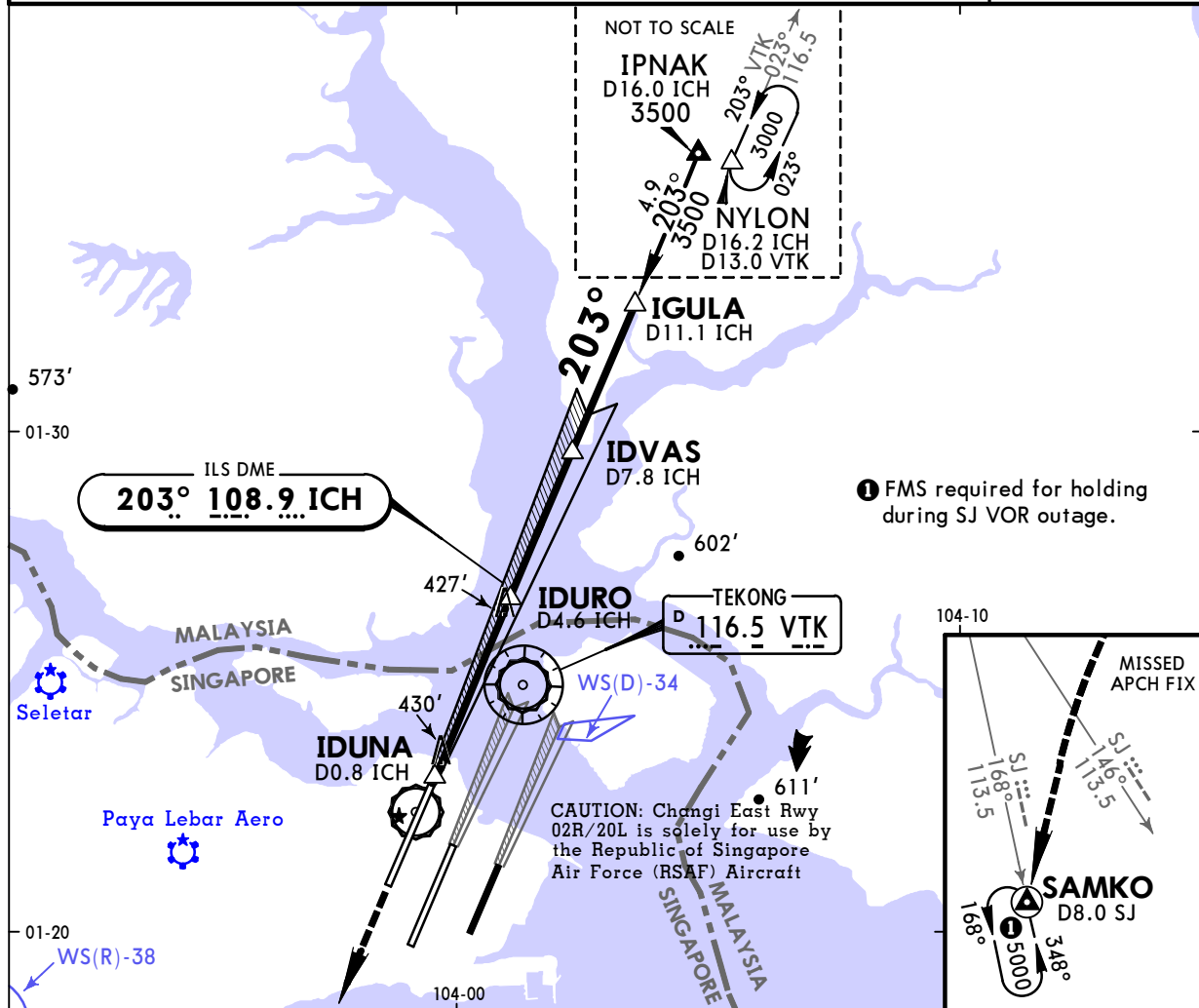
CHANGES: None.

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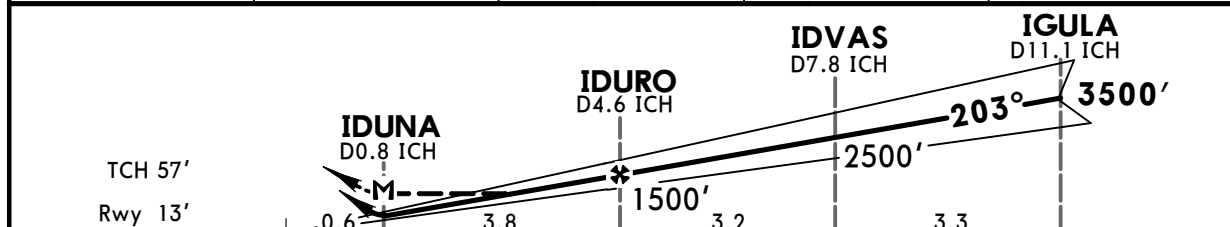
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18 NOV 16 (11-4)SINGAPORE, SINGAPORE
ILS DME Rwy 20R

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICH 108.9	Final Apch Crs 203°	GS IGULA 3500' (3487')	DA(H) (CONDITIONAL) 213' (200')	Apt Elev 22' Rwy 13'
MISSED APCH: Climb straight ahead to 5000'. On crossing SJ R-146, proceed direct SAMKO holding area and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 20L or 20C. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of rwy.				
				 MSA VTK VOR



LOC (GS out)	ICH DME	2.0	3.0	4.0
	ALTITUDE	650'	970'	1290'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5000' on SJ		
GS	3.00°	372	478	531	637	743	849	REIL	113.5	
FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28	PAPI	R-146	SAMKO
MAP at IDUNA/D0.8 ICH										

STRAIGHT-IN LANDING RWY20R				LOC (GS out)		CIRCLE-TO-LAND	
Missed approach climb gradient ILS		Missed approach climb gradient		LOC (GS out)		CIRCLE-TO-LAND	
mim 3.7% to 2500'		mim 2.5%		MDA(H) 420' (407')			
DA(H) 213' (200')		DA(H) 693' (680')					
FULL	ALS out	FULL	ALS out	FULL	ALS out	A	
RVR 720m	1200m	3200m	3200m	RVR 720m	RVR 1500m	B	
VIS 800m			3600m	VIS 800m	VIS 1600m	C	
				1200m	RVR 1800m	D	
					VIS 2000m		NA

PANS OPS

Timing not authorized when GS inop.

CHANGES: Missed approach climb gradient note.

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21 APR 17

12-1

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SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 02L

D-ATIS 128.6		SINGAPORE Approach (R) 120.3		SINGAPORE Arrival (R) 119.3		SINGAPORE Tower 118.6 *118.25		Ground 124.3	
RNAV	Final Apch Crs 023°	Procedure Alt EMTAP 1400' (1378')	LNAV/VNAV DA(H) 450' (428')		Apt Elev 22' Rwy 22'				

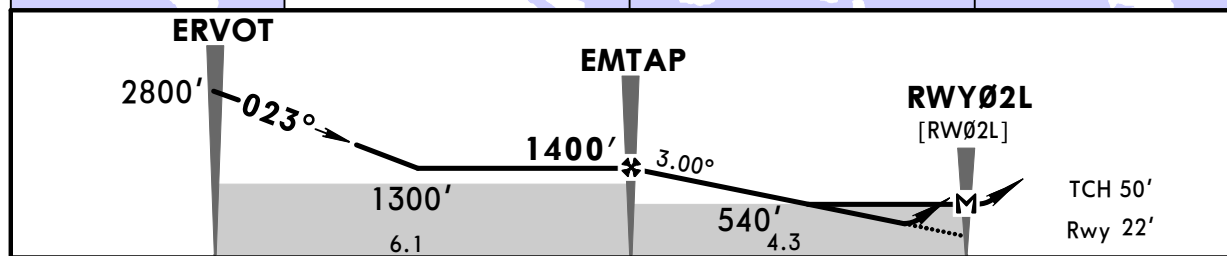
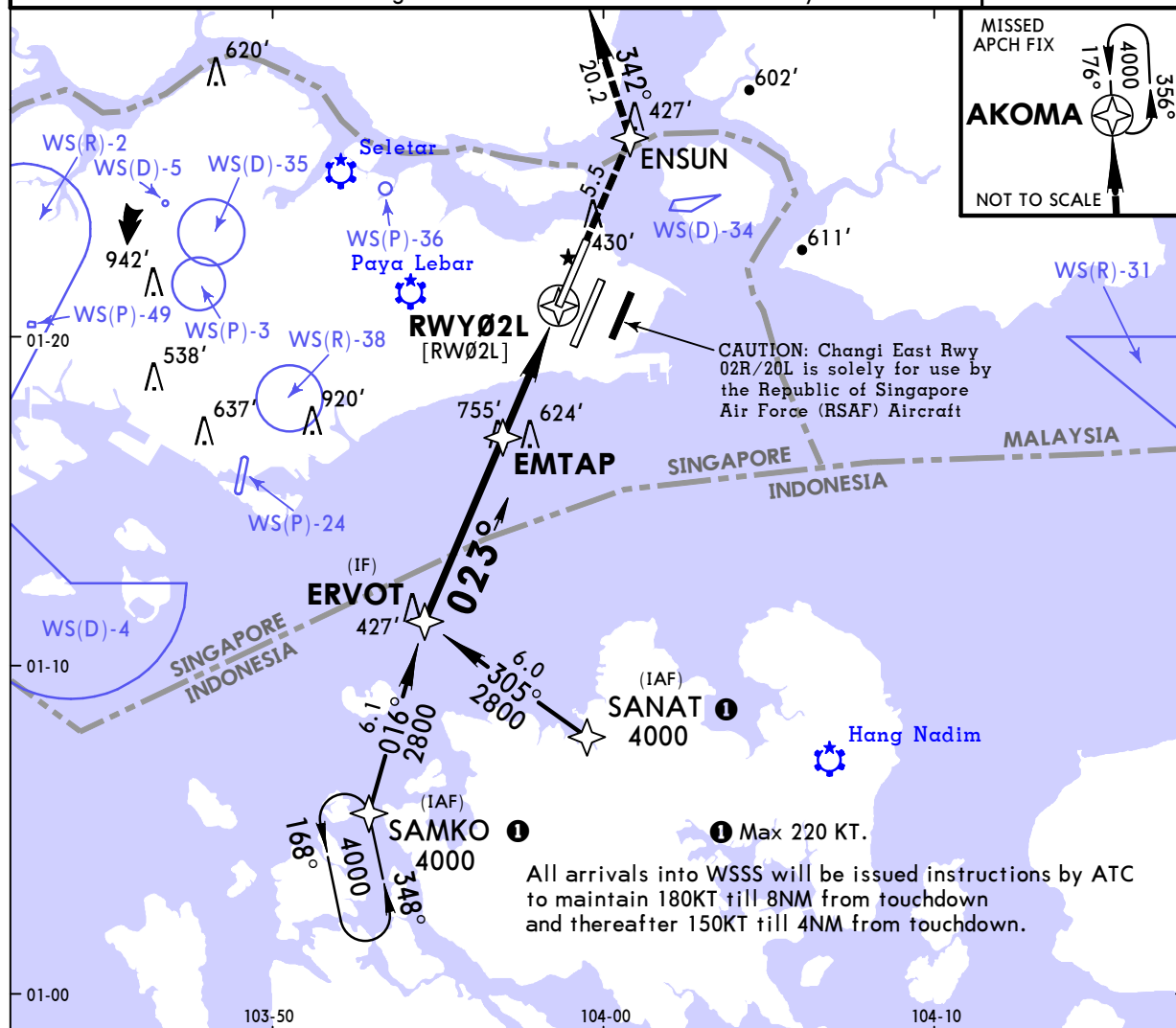
MISSED APCH: Climb direct to ENSUN. Turn LEFT to AKOMA to join the holding at 4000' or above or as directed by ATC.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'
--------------	-----------------	---------------------	-------------------

1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F).

1. Minimum temperature for which bare VNAV operations are authorized: 0
2. Maritime vessels of variable heights in water north and south of runway.

MSA ARP



10.4		4.3					0			
Gnd speed-Kts	70	90	100	120	140	160				
Descent angle 3.00°	372	478	531	637	743	849				
MAP at RWY02L										
EMTAP to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37				

STRAIGHT-IN LANDING RWY02L

CIRCLE-TO-LAND

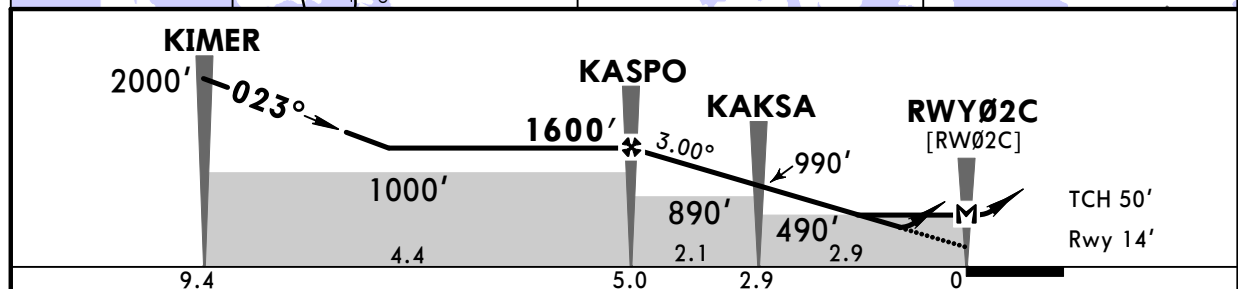
RNAV/VNAV			RNAV		
DA(H) 450'(428')			MDA(H) 540'(518')		
ALS out			ALS out		
A	RVR1400m	RVR 2200m	RVR 1200m	RVR 1600m	A
B			VIS 1200m		B
C			RVR 1600m	RVR 2400m	C
D			RVR 2000m	RVR 2800m	D
NA					

CHANGES: None.

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21 APR 17 (12-2)SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 02C

D-ATIS	SINGAPORE Approach (R)	SINGAPORE Arrival (R)	SINGAPORE Tower	Ground
128.6	120.3	119.3	118.6 *118.25	124.3
RNAV	Final Apch Crs 023°	Procedure Alt KASPO 1600' (1586')	RNAV/VNAV DA(H) 360' (346')	Apt Elev 22' Rwy 14'
MISSED APCH: Climb direct to NYLON to join the holding at 3000' or above or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' 1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F). 2. Maritime vessels of variable heights in water north and south of runway.				
				MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3000'	NYLON
Descent angle 3.00°	372	478	531	637	743	849	REIL PAPI		
MAP at RWY02C									
KASPO to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:52		

STRAIGHT-IN LANDING RWY02C						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			NA	
DA(H) 360' (346')			MDA(H) 490' (476')		without KAKSA MDA(H) 890' (876')		
ALS out			ALS out		ALS out		
A	RVR 1200m	RVR 1800m	RVR 1200m VIS 1200m	RVR 1600m	RVR 1200m		
B					VIS 1200m	RVR 2000m	B
C				RVR 2000m	RVR 3200m	RVR 4000m	C
D				RVR 1500m VIS 1600m	RVR 2400m	RVR 3600m	RVR 4400m

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CHANGI

21 APR 17

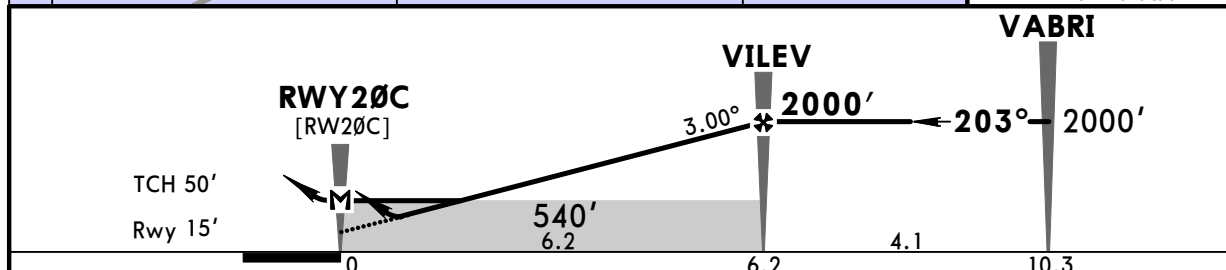
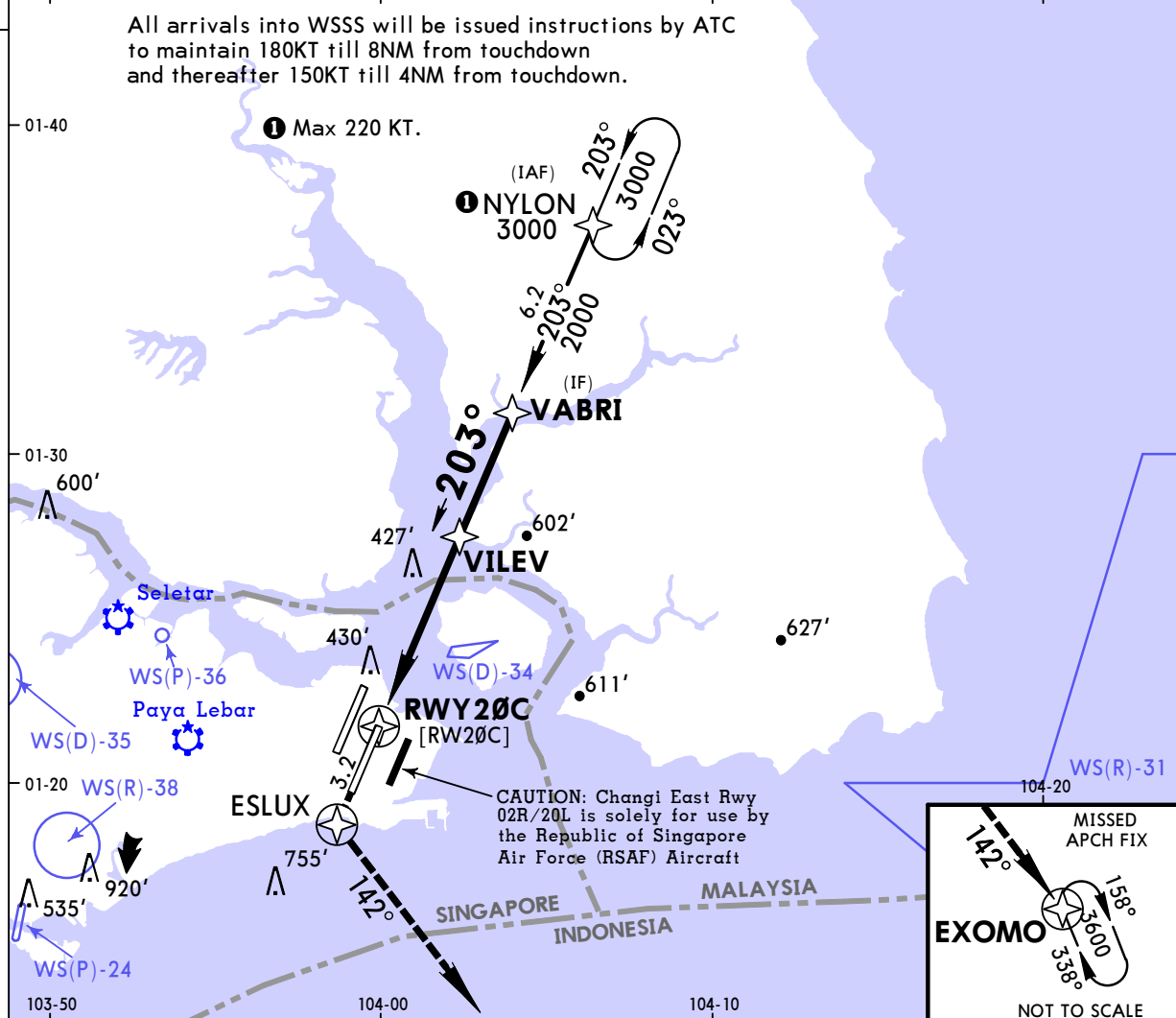
(12-3)

SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 20C

BRIEFING STRIP

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
RNAV	Final Apch Crs 203°	Procedure Alt VILEV 2000' (1985')	LNAV/VNAV DA(H) 490' (475')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb direct to ESLUX. Turn LEFT to magnetic course 142° to join the holding at 3600' or above or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F). 2. Maritime vessels of variable heights in water north and south of runway.				
				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3500</div> MSA ARP

25



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3600'	ESLUX
Descent angle	3.00°	372	478	531	637	743	REIL PAPI		
MAP at RWY20C							PAPI		
VILEV to MAP	6.2	5:19	4:08	3:43	3:06	2:39			

STRAIGHT-IN LANDING RWY20C				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 490' (475')		MDA(H) 540' (525')			
ALS out		ALS out			
A		RVR 1200m	RVR 1600m	A	NA
B	RVR 1600m	VIS 1200m	RVR 2400m	B	
C		RVR 1600m	RVR 2400m	C	
D		RVR 2000m	RVR 2800m	D	

PANS OPS

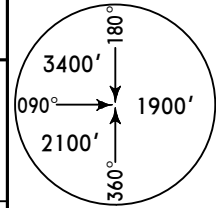
CHANGES: Note.

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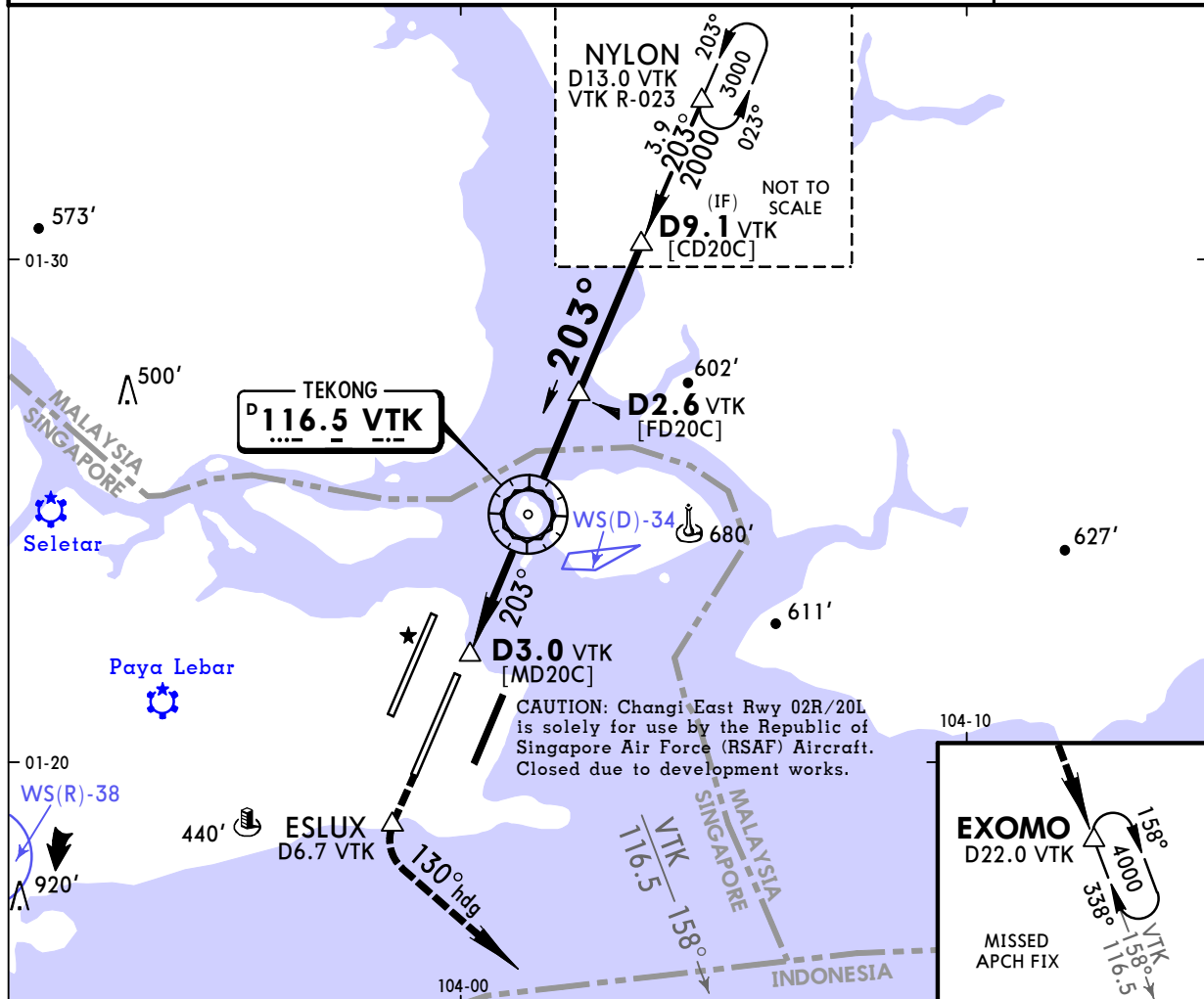
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1 JUL 16 (13-1)SINGAPORE, SINGAPORE
VOR DME Rwy 20C

BRIEFING STRIP™

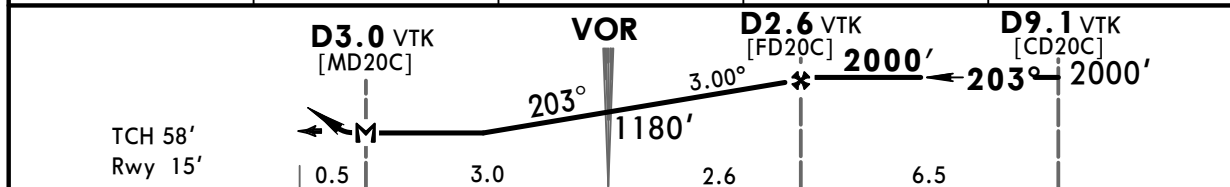
D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 * 118.25	Ground 124.3
VOR VTK 116.5	Final Apch Crs 203°	Minimum Alt D2.6 VTK 2000' (1985')	MDA(H) 580' (565')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK). At ESLUX (1000' or above) turn LEFT heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/D22.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Maritime vessels of variable heights in water north and south of Rwy.				



MSA VTK VOR



VTK DME	D1.0 AFTER VTK	VTK	D1.0 BEFORE VTK	D2.0 BEFORE VTK
ALTITUDE	860'	1180'	1500'	1820'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		4000'	VTK	ESLUX
Descent Angle 3.00°	372	478	531	637	743	849	PAPI REIL		↑	via 116.5	
MAP at D3.0 VTK or										R-203	
FAF to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06					

STRAIGHT-IN LANDING RWY 20C

MDA(H) **580'** (565')

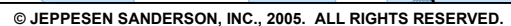
ALS out

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

PANS OPS

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JeppView 3.6.2.0



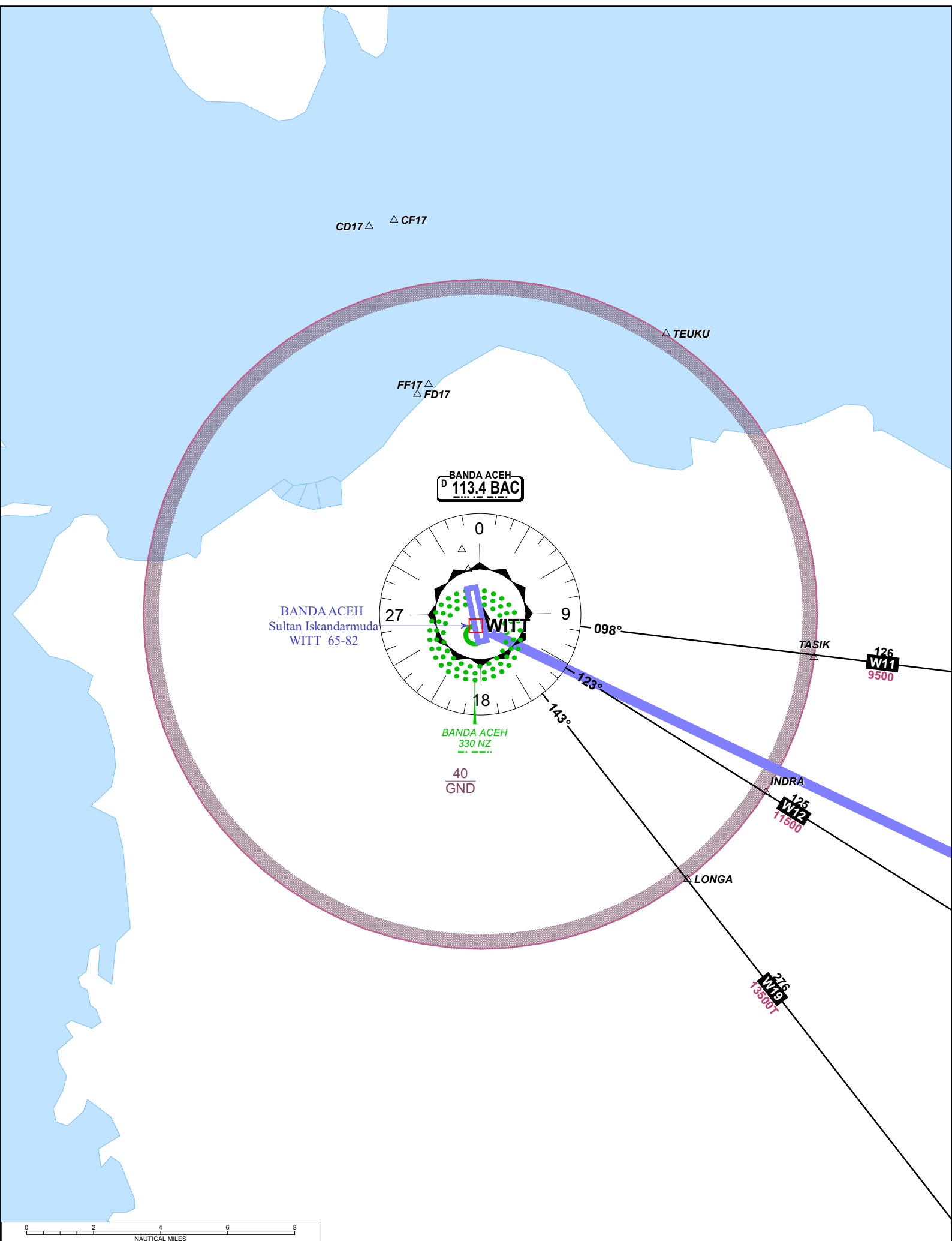
5.0.2 DESTINATION (WSSS -> WITT): WITT (Sultan Iskandarmuda)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



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29 JUL 16 (10-1P)**SINGAPORE, SINGAPORE**
AIRPORT BRIEFING**FLIGHT AND GROUND PROCEDURES****1. LOW VISIBILITY PROCEDURES (LVP) FOR CATEGORY II ILS OPERATIONS****1.1 INTRODUCTION**

- 1.1.1 Category II ILS approaches will be made available at Singapore Changi Airport to authorized flights during prolonged periods of low visibility, except during thunderstorms. RVR minima for Cat II ILS operations is limited to 1148' (350m) due to Rwy and Twy light spacing requirements on the airfield.

1.2 AUTHORIZATION FOR CATEGORY II ILS APPROACHES

- 1.2.1 Operators who wish to conduct Category II ILS operations at Singapore Changi Airport must have obtained operational approval from the relevant State of Operator and be authorized by the Civil Aviation Authority of Singapore.

1.3 CATEGORY II ILS RUNWAYS

- 1.3.1 At Singapore Changi Airport, Category II ILS approaches are available only on RWY 02L and RWY 20C, which are also equipped with precision approach Category II lighting system. When required, pilots making Category II ILS approaches to Singapore Changi Airport should refer to the procedures in the Instrument Approach Charts and the Precision Approach Terrain Charts for RWY 02L and RWY 20C.

1.4 INITIATION OF CATEGORY II ILS OPERATIONS

- 1.4.1 Preparations will be made to implement LVP for Category II ILS operations at Singapore Changi Airport during prolonged period of low visibility, except during thunderstorms, when the RVR drops below 2625' (800m).
- 1.4.2 Availability of the Category II ILS approaches will be made known through NOTAM and ATIS broadcasts as well as air traffic control radio communications.
- 1.4.3 During LVP operations, aircraft will not be cleared for Category II ILS approach if any of the ILS or approach/runway lights fall below Category II requirements. Aircraft will not be cleared for landing if the Touchdown Zone RVR is unserviceable.

1.5 ILS SENSITIVE AREAS

- 1.5.1 Upon landing, pilots shall report to Changi Tower once the aircraft has cleared the runway and has passed the ILS sensitive areas demarcated by alternate yellow and green lights along the centerlines of Rapid Exit Taxiways and Cross Taxiways.

1.6 TERMINATION OF LVP FOR CATEGORY II ILS OPERATIONS

- 1.6.1 LVP for Category II ILS operations will be terminated when RVR has improved above 2625' (800m). Termination of LVP for Category II ILS operations will be made known through NOTAM and ATIS broadcasts as well as air traffic control radio communications.

1.7 OPERATIONS OF FLIGHTS NOT AUTHORIZED FOR CATEGORY II ILS OPERATIONS

- 1.7.1 During Category II ILS operations, if the RVR is 1804' (550m) or above, flights not authorized for Category II ILS operations may continue to make approaches and land. Airlines planning to operate flights not authorized for Category II ILS operations into Changi shall monitor the METAR to ascertain the RVR values when launching their flights and be prepared to divert if the RVR is below 1804' (550m).

2. RUNWAY UTILIZATION**2.1 RUNWAY-IN-USE**

- 2.1.1 The runway-in-use (Departure/Arrival) is selected by Aerodrome Control as the optimum for general purposes and to maximize runway utilization. If the assigned runway is unsuitable for a particular operation, the pilot can obtain permission from ATC to use another runway but should anticipate delay.

2.2 DEPARTURES

- 2.2.1 Pilots should arrange their taxi such that they are ready to depart without delay on reaching the runway holding point. As standard ICAO wake turbulence separation is being applied, pilots are to advise ATC early if more time is needed for the aircraft to be ready for departure. When informed, ATC will be able to make changes in the departure sequence, if necessary, to minimize delays to other succeeding departures.

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29 JUL 16 **(10-1P1)****SINGAPORE, SINGAPORE**
AIRPORT BRIEFING

2.2.2 Pilots should complete cockpit checks prior to line-up for departure and keep any checks on the runway to a minimum.

2.2.3 Conditional line-up clearance may be used by ATC to facilitate an expeditious flow of traffic. On receipt of line-up clearance, pilots should taxi into position promptly without delay. Unless given instruction to line-up and wait, pilots should be ready and prepared to depart without stopping. On receipt of take-off clearance, pilots to commence take-off roll without delay.

2.3 CLEARANCE FOR IMMEDIATE TAKE-OFF

2.3.1 A pilot receiving the ATC instruction 'cleared for immediate take-off' is required to act as follows:

- (a) if waiting clear of the runway, taxi immediately on to it and begin take-off run immediately without stopping the aircraft;
- (b) if already lined-up on the runway, take-off without delay;
- (c) if unable to comply with the instruction, inform ATC immediately.

2.4 ARRIVALS - MINIMUM RUNWAY OCCUPANCY TIME

2.4.1 Arriving aircraft upon landing are reminded that it is imperative to vacate the runway as quickly as practicable to enable ATC to apply minimum spacing on final approach and minimize the occurrence of "go-arounds".

2.4.2 To ensure minimum Runway Occupancy Time (ROT) and reduce missed approaches due to occupied runway, pilots should vacate the runway via the first available exit taxiway corresponding to operational requirements, or as instructed by ATC. If an exit taxiway other than the first available exit taxiway is required, pilots shall advise the Tower Controller on first contact.

2.4.3 To enhance planning, pilots can make reference to the Landing Exit Distance (LED), the distance from threshold to the furthest edge of the exit taxiway:

RWY	TWY Exits	LED
20R	① ② W6, ① ② W7, W8	5423' 1655m, 6965' 2123m, 10,043' 3061m
20C	① ② E6, ① ② E7, E8	6391' 1948m, 7844' 2391m, 10,341' 3152m
02L	① ② W5, ① ② W4, ② W3	6450' 1966m, 8173' 2491m, 9436' 2876m
02C	① ② E5, ① ② E4, ② E3	6742' 2055m, 8415' 2565m, 10,719' 3267m

① Recommended exit taxiways. ② Rapid Exit Taxiway (RET) and maximum design ground speed for the exit taxiway is 50 KT.

2.4.4 Pilots can expect initial taxi instructions from the Runway Controller before clearing the exit taxiway. Aircraft vacating the runway-in-use should not stop on the exit taxiway until the entire aircraft has passed the runway holding point.

2.4.5 Between 0830 - 1030 daily estimated delays of 15 minutes can be expected for arrivals into Changi Airport.

2.5 LAND AFTER PROCEDURES

2.5.1 Normally, only one aircraft is permitted to land or take-off on the runway-in-use at any one time. However, when the traffic sequence is two successive landing aircraft, the second aircraft may be allowed to land before the first aircraft has cleared the runway-in-use provided:

- (a) the runway is long enough;
- (b) during daylight hours;
- (c) the second aircraft will be able to see the first aircraft clearly and continuously until it is clear of the runway;
- (d) the second aircraft has been warned.

2.5.2 ATC will provide this warning in the landing clearance as shown in para 2.7.

2.5.3 Responsibility for ensuring adequate separation between the two aircraft rests with the pilot of the second aircraft.

2.6 SPECIAL LANDING PROCEDURES

2.6.1 Special landing procedures may be in force at Singapore Changi Airport in conditions shown as follows:

- (a) When the runway-in-use is temporarily occupied by other traffic, landing clearance may be issued to an arriving aircraft provided that at the time the aircraft crosses the threshold of the runway-in-use

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CHANGI **JEPPESSEN**
22 SEP 17 (10-1P2)**SINGAPORE, SINGAPORE**
AIRPORT BRIEFING

the following separation distances will exist:

- i) Landing following landing - The preceding landing aircraft will be clear of the runway-in-use or will be at least 8202' (2500m) from the threshold of the runway-in-use.
- ii) Landing following departure - The departing aircraft will be airborne and at least 8202' (2500m) from the threshold of the runway-in-use, or if not airborne, will be at least 8202' (2500m) from the threshold of the runway-in-use.

2.6.2 These procedures will be used only under the following conditions:

- (a) during daylight hours;
- (b) visibility of at least 5km;
- (c) cloud ceiling of 1,500ft in the departure/missed approach area;
- (d) ATC is satisfied that the pilot of the next arriving aircraft will be able to observe continuously the relevant traffic;
- (e) no unfavourable surface wind conditions (including significant tailwind, windshear, turbulence, etc);
- (f) when the runway is dry and free of all precipitants such that there is no evidence that the braking action may be adversely affected.

2.7 PHRASEOLOGY

2.7.1 When issuing a landing clearance following the application of these procedures, ATC will issue the second aircraft with the following instructions:

...(call sign)...after the landing / departing...(Aircraft Type) Runway...
(Designator) cleared to land.

3. TOTAL RADIO FAILURE - SPECIAL PROCEDURES - SINGAPORE CHANGI AP - ARRIVALS

3.1 In VMC during daylight hours, if total radio communication failure occurs to an aircraft bound for Singapore Changi Airport, the pilot shall maintain VMC to land at the most suitable airfield and report to the appropriate air traffic control unit by the most expeditious means.

3.2 For IFR flights to Singapore Changi Airport, aircraft experiencing radio failure shall:

3.2.1 Proceed according to the last acknowledged clearance received from Singapore ATC, or

3.2.2 If no specific instructions or clearance has been received from Singapore ATC:

- a) Maintain the last assigned altitude or flight level and proceed via airway thereafter the appropriate STAR for Rwy 02L/02C to SAMKO Holding Area (SHA) except for the following STARS: KARTO 1A, MABAL 2A and ELALO 1A shall proceed to SHA after SANAT.
- b) Commence descent from SHA at or as close as possible to the ETA as indicated on the flight plan.
- c) Carry out the appropriate instrument approach procedure from SHA to land on Rwy 02L/02C.

3.2.3 If unable to effect a landing on:

a) Rwy 02L

Carry out missed approach procedure to AKOMA (PU R-356/20DME).
Leave AKOMA at 4,000' to NYLON Holding Area (NHA) and execute the appropriate instrument procedure from NHA to land on Rwy 20R or Rwy 20C, as appropriate.

b) Rwy 02C

Carry out missed approach procedure to NYLON Holding Area (NHA) and execute the appropriate instrument procedure from NHA to land on Rwy 20R or Rwy 20C, as appropriate.

c) Rwy 20R

Carry out missed approach procedure to SAMKO Holding Area (SHA) and execute the appropriate instrument procedure from SHA to land on Rwy 02L or Rwy 02C, as appropriate.

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AIRPORT BRIEFING**d) Rwy 20C**

Carry out missed approach procedure to EXOMO (VTK R-158/22DME).
 Leave EXOMO at 4,000' to SAMKO Holding Area (SHA) and execute the
 appropriate instrument procedure from SHA to land on Rwy
 02L or Rwy 02C, as appropriate.

4. IDENTIFICATION OF RUNWAY-IN-USE

- 4.1 ATC will switch on the appropriate approach lights and the ILS serving the runway-in-use to assist the pilot in its identification. If the approach lights for the runway-in-use are sighted but the ILS frequency is not received, the pilot shall assume that the ILS is inoperative and shall proceed to land on the runway on which the approach lights have been sighted.
- 4.2 If unable to land within 30 minutes of EAT or ETA, if no EAT has been received and acknowledged, proceed to cross SAMKO Holding Area (SHA) at 4,000' then via A457 at FL200 if Kuala Lumpur is the nominated alternate or via B470 at FL 290 if Soekarno-Hatta is the nominated alternate or otherwise proceed at the planned flight level to other nominated alternate.

5. TOTAL RADIO FAILURE - SPECIAL PROCEDURES - SINGAPORE CHANGI AP - DEPARTURES

- 5.1 When an aircraft which has been cleared by ATC to an intermediate level experiences total radio communication failure immediately after departure from Singapore Changi Airport and it is deemed unsafe for it to continue to its destination, the pilot will set the aircraft transponder to Mode A/C Code 7600 and adhere to the procedures below.
- 5.2 When radio communication failure occurs immediately after the aircraft has departed on Rwy 02L/02C, the pilot shall proceed according to the following procedures:
- a) Proceed straight ahead to NYLON Holding Area (NHA) climbing to the last assigned altitude. At NHA, climb/descend to maintain 7,000'.
 - b) Hold at NHA for 4 minutes and leave NHA on track 203°. At 10 DME north of VTK, turn left for HOSBA Holding Area (HHA) to jettison fuel, maintaining 7,000'.
 - c) After fuel jettison, proceed to SAMKO Holding Area (SHA) via AWY G580 and SINJON DVOR. Maintain 7,000'. At SHA descend for an instrument approach on Rwy 02L/02C. Identify the runway-in-use in accordance with paragraph 4.
- 5.3 When radio communication failure occurs immediately after the aircraft has departed on Rwy 20R/20C, the pilot shall proceed according to the following procedures:
- a) Proceed straight ahead to SAMKO Holding Area (SHA) climbing to the last assigned altitude. At SHA climb/descend to maintain 7,000'.
 - b) Hold at SHA for 4 minutes. Leave SHA for HOSBA Holding Area (HHA) via SJ DVOR and Airway G580 to jettison fuel, maintaining 7,000'.
 - c) After fuel jettison, proceed to NHA via Airway W401. Maintain 7,000'. On crossing VTK 042R turn right to intercept VTK 023R. At NHA descend to carry out an instrument approach on Rwy 20R/20C.
- 5.4 ATC action is based on the assumption that the aircraft will take a minimum of 10 min to jettison fuel. An aircraft therefore should not leave earlier than 10 min after arrival at HOSBA Holding Area even if fuel jettison is completed at a shorter time or if jettisoning is not necessary or possible unless circumstances require an immediate return.
- 5.5 Alternatively, aircraft may jettison fuel between HOSBA and point 90 NM from SJ DVOR/DME on airway G580.

6. SID/STAR OPERATIONS

- 6.1 The SIDs and STARs for Singapore Changi Airport require aircraft to be GNSS-equipped and approved with navigation systems that meet the ICAO RNAV-1 navigation specification in accordance to the ICAO Performance Based Navigation Manual (Doc 9613).

WSSS/SIN **JEPPESEN**
10 AUG 18 **(10-1P4)****SINGAPORE, SINGAPORE**
CHANGI**7. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) - SINGAPORE CHANGI AIRPORT****7.1 Introduction**

Definition of commonly used terms in A-CDM

7.1.1 Target Off Block Time (TOBT) - The time an aircraft operator (AO) or ground handling agent (GHA) estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up/pushback immediately upon receipt of clearance from ATC.

7.1.2 Target Start Up Approval Time (TSAT) - The time provided by ATC that an aircraft can expect start-up/pushback approval.

7.2 A-CDM start-up procedures

7.2.1 Pilot shall ensure aircraft is ready for pushback at TOBT.

7.2.2 Pilot to maintain communication with the AO/GHA as they are responsible for updating the TOBT. Notify the AO/GHA to update the TOBT if it is expected to differ by 5 minutes or more.

7.2.3 Pilot utilising the DCL service on selected routes shall request for ATC clearance through Request for Departure Clearance Downlink (RCD) message on earlier than 20 minutes before TOBT.

7.2.4 Pilot using voice request to contact Clearance Delivery and request for ATC clearance within 5 minutes of TOBT using following phraseology:

- Callsign
- Destination
- Proposed flight level and alternate level if any
- Parking position

7.2.4.1 Pilot shall only request for ATC clearance provided aircraft is ready to pushback at TOBT.

7.2.5 Regardless of clearance through voice or datalink, all departing aircraft must report to Clearance Delivery when ready for push within 5 minutes of TOBT.

7.2.6 ATC will advise the pilot whether the proposed or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required the pilot will be instructed to standby.

7.2.7 ATC will update TSAT changes if any, during issuance of ATC clearances. Note that TSAT displayed on ADGS may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow measures.

7.2.8 Pilot shall request for pushback from Ground Movement Control within 5 minutes of TSAT after obtaining ATC clearance, or as directed by ATC.

7.2.8.1 ATC may swap pushback sequence based on real-time readiness of aircrafts to maximise apron and runway capacity and reduce the overall delay to traffic as and when required.

7.2.8.2 At the end of pushback the departing aircraft must have all engines started and be ready to taxi immediately unless otherwise instructed by ATC.

Note: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure rwy vary.

7.2.9 If a flight is unable to pushback by TSAT + 5 minutes due to the aircraft being unready, ATC clearance and TSAT will be cancelled. Pilot must notify the AO/GHA to update the TOBT for a new TSAT before requesting for a new ATC clearance. This also applies to aircraft returning back to blocks after pushback.

7.2.9.1 ATC will inform the aircraft when a clearance is cancelled using the phraseology: '(Callsign of acft) your ATC clearance and TSAT is cancelled (reason). Update TOBT before requesting for new clearance'.

7.2.9.2 Flight may also have its ATC clearance cancelled if it develops a technical problem after pushback and is unable to taxi for prolonged duration.

7.2.10 Non-compliance of initial TSAT may result in an aircraft losing its existing position in the pre-departure sequence. Delay can be expected as a result of re-sequencing based on new TOBT input.

7.2.11 If delay in pushback is due to ground traffic movement or ATC clearance restrictions, the ATC clearance will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated for such situations.

7.2.12 In the event that A-CDM mode of operations need to be cancelled due to any reason, the termination will be communicated to relevant parties through email by the airport operator and a NOTAM will be issued by ATC. Pilot shall follow the non-CDM procedure (see 7.5).

7.3 Quick overview of WSSS start-up for pilots**7.3.1 TOBT and TSAT requirements**

7.3.1.1 Irrespective of the TSAT, the aircraft must be ready for departure at the TOBT +/- 5 minutes as the TSAT may be revised forward at short notice.

7.3.1.2 Any time the TOBT or TSAT cannot be met, or an earlier departure is required, the TOBT must be updated expeditiously by the aircraft operator or ground handler.

7.3.2 ATC Clearance

7.3.2.1 ATC Clearance on selected ATS routes can be requested via Data Link Departure Clearance (DCL) at TOBT- 20 minutes.

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7.3.2.2 If DCL is not available, ATC Clearance should be requested via Clearance Delivery at TOBT +/-5 minutes.

7.3.3 Start-up / Pushback Clearance

7.3.3.1 Pilots must be ready for start-up / pushback at TOBT +/- 5 minutes.

7.3.3.2 Pilots should request start-up / pushback clearance at TSAT +/- 5 minutes.

7.4 A-CDM information via Aircraft Docking Guidance System (ADGS)

7.4.1 All contact stands in Singapore Changi Airport will have ADGS. The fundamental operation and usage of ADGS still remain the same for flight crew. Additional information which includes TOBT, TSAT and TOBT count-down timer will be displayed in local times as part of the improvements to support A-CDM operations.

7.5. Non-CDM mode of operations

7.5.1 To non-CDM procedures are applicable for non-scheduled flights departing Changi Airport or when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

7.5.2 If TOBT cannot be submitted or it is unavailable through different channels:

- Airport Operations Centre System (AOCS) A-CDM web based portal; or
- Gate Message Input Display (GMID) at boarding rooms;

- a. Pilots shall notify ATC when the aircraft is ready to pushback within 5 minutes.
- b. ATC will advise the pilot whether the proposed or alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or centre is required the pilot will be instructed to standby.
- c. Once flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled on expiry of the 5 minutes grace period. This also applies to situations when aircraft return to blocks after pushback or develop technical issues and is unable to continue taxi.
- d. Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the procedures as if it is the first time they are ready to depart.

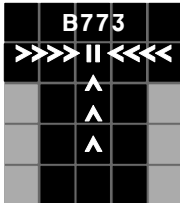
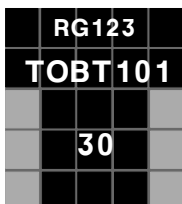
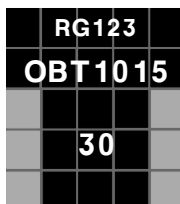
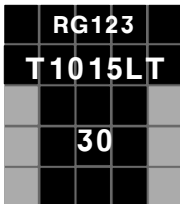
7.5.3 If TSAT is unavailable through different means stated below:

- AOCS A-CDM portal;
- GMID;
- ADGS at contact stands;
- Radio communication with GHA or AO;
- ATC - Upon issuance of ATC clearance (for flights parked at aircraft stands without ADGS);

a. AO and GHA shall continue to submit TOBT and pilots shall request for ATC clearance 5 minutes within TOBT (see 7.2.4).

b. ATC will revert to the gate hold procedures published on 10-9E chart and issue estimated pushback times accordingly.

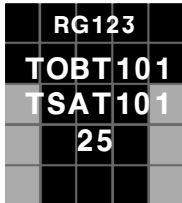

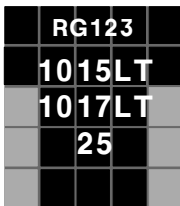
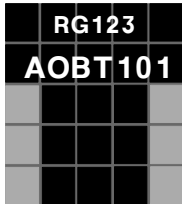
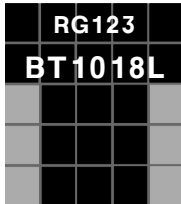
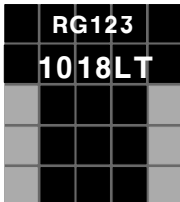
AIRCRAFT DOCKING GUIDANCE SYSTEM (ADGS)

Description	Display on ADGS
Aircraft arrival to stand <ul style="list-style-type: none"> No change in existing functionality and display. 	
40 minutes prior to TOBT <ul style="list-style-type: none"> ADGS will display TOBT submitted by AO/GHA and a count down timer (2 digits) to TOBT in minutes. As ADGS can only display up to 7 characters per line, the displayed message will be scrolling. Timing displayed will be in Local Time (LT). TOBT timings will change instantly if there is an update done by AO/GHA. 	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Snapshot 1</p>  </div> <div style="text-align: center;"> <p>Snapshot 2</p>  </div> </div> <div style="text-align: center; margin-top: 20px;"> <p>Snapshot 3</p>  </div>

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 JEPPESEN
7 APR 17 10-1P6
SINGAPORE, SINGAPORE
CHANGI

AIRCRAFT DOCKING GUIDANCE SYSTEM (ADGS)

Description	Display on ADGS
<p>25 minutes prior to TOBT</p> <ul style="list-style-type: none"> ADGS will display TSAT derived by PDS. As ADGS can only display up to 7 characters per line, the displayed message will be scrolling. TSAT timings may change as the PDS is continuously optimising push back times based on real time traffic conditions. 	<p>Snapshot 1</p>  <p>Snapshot 2</p>  <p>Snapshot 3</p> 
<p>Aircraft departure from stand</p> <ul style="list-style-type: none"> ADGS will display the actual off-block time (AOBT). As ADGS can only display up to 7 characters per line, the displayed message will be scrolling. TOBT, TSAT and TOBT countdown timer will be removed. AOBT display will be removed 3 minutes after AOBT. 	<p>Snapshot 1</p>  <p>Snapshot 2</p>  <p>Snapshot 3</p> 

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 **JEPPESEN**
7 APR 17 (10-1P7)**SINGAPORE, SINGAPORE**
CHANGI**SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES****1. Introduction**

- 1.1 Simultaneous independent parallel approaches will be implemented daily between 0000UTC and 1500UTC to optimize runway utilization and enhance air traffic efficiency.

2. Procedures for simultaneous independent parallel approaches

- 2.1 To ensure safe operations between aircraft on parallel approaches, Normal Operating Zones (NOZs) are established for each extended runway centerline and a No Transgression Zone (NTZ) is established between the NOZs.
- 2.2 ATC will vector arriving flights into Singapore Changi Airport from the final waypoint of the respective STARs to the respective NOZs.
- 2.3 Within the NOZ, ATC shall provide a minimum vertical separation of 1000' or 3NM surveillance separation between pairs of aircraft until both aircraft are established on the ILS Localizer course.
- 2.4 ATC is not required to provide separation between aircraft on adjacent ILS Localizers and will monitor aircraft for deviation from the approach path.
- 2.5 Aircraft can expect to maintain altitude 3500' till Glide Path Interception for Runway 20R / 02L and 2500' till Glide Path Interception for Runway 20C / 02C. This is to ensure the necessary vertical separation prior to establishing on the respective ILS Localizer course.
- 2.6 Aircraft can expect the following radiotelephony phraseology when intercepting the ILS:
- a. to intercept the Localizer before clearing for ILS
"TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) REPORT ESTABLISHED ON THE LOCALIZER RUNWAY (number) LEFT (CENTER / RIGHT)"
 followed by ...
"MAINTAIN (altitude), CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTER / RIGHT)"
 or
 - b. to intercept ILS
"TURN LEFT (RIGHT) HEADING (three digits) MAINTAIN (altitude) CLEARED FOR ILS APPROACH RUNWAY (number) LEFT (CENTER / RIGHT)"
- 2.7 Aircraft can expect to maintain speed 180KT at base turn or earlier till 8NM from touchdown.

3. Break-out maneuver

- 3.1 When an aircraft is observed to have not established on the appropriate Localizer course or deviated from its course towards the NTZ, ATC will instruct the aircraft to return immediately to the correct Localizer course with the following radiotelephony phraseology:
- "YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER"**
 or
"TURN LEFT (or RIGHT) TO RETURN TO LOCALIZER COURSE"
- 3.2 When ATC observed aircraft to be penetrating or will penetrate the NTZ, ATC will instruct the aircraft on the adjacent Localizer course to alter course to avoid the deviating aircraft with the following radiotelephony phraseology:
- "TRAFFIC ALERT, TURN LEFT (or RIGHT) IMMEDIATELY HEADING (degrees), CLIMB AND MAINTAIN (altitude)"**

4. Pilot notification and conditions for operations

- 4.1 Simultaneous approaches to parallel runways operation will be broadcasted on ATIS during the active period.
- 4.2 Simultaneous approaches to the parallel runways will be suspended in the event of adverse weather or any other conditions that may affect the safe conduct of such approaches to the parallel runways.

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 **JEPPESEN**
10 AUG 18 (10-1P8)**SINGAPORE, SINGAPORE**
CHANGI**DEPARTURE CLEARANCE (DCL) VIA DATALINK PROCEDURES**

1. Acft need to be equipped with Aircraft Communications Addressing and Reporting System (ACARS) to support DCL application.
2. The logon ID of the ground system for the provision of DCL service is WSSS.
3. DCL service is only applicable for flights departing from WSSS to the following routes / destinations:
 - a. Destinations in Peninsular Malaysia via ATS Routes A457 and B466
 - b. Destinations in Thailand via ATS Routes B466 and B469 / M751
 - c. Destinations in Indonesia via ATS Route A457, R469 and B470
 - d. Destinations in Australia and New Zealand via ATS Route B470
 - e. Flights with allocated Calculated Take-Off Time (CTOT) under Bay of Bengal Cooperative Air Traffic Flow Management (BOBCAT)
4. Pilot utilising the DCL service on selected routes shall request for ATC clearance through RCD message no earlier than 20 minutes before TOBT.
 - a. For flights with allocated CTOT under BOBCAT, to input "CTOT HHMMz" under the free text field in RCD message.
 - b. For flights routed via ANITO B470, to input "ANITO FLxxx"(ANITO crossing level) under the free text field in RCD message.
 - c. Pilot shall contact Clearance Delivery or the next assigned frequency in Departure Clearance Uplink (CLD) message within 5 minutes of TOBT using the following phraseology:
 - **"Callsign"...With P-D-C, fully ready**
 - Provide requested flight level if it differs from PFL filed in flight plan
 - Provide CTOT or ANITO crossing if not previously given in RCD message
5. DCL message format does not include the requested cruising level and final cruising level.
 - a. The planned flight level (PFL) filed in flight plan field 15b will be used as requested level unless otherwise specified by pilot.
 - b. Final cruising level will be assigned by Singapore ATC after airborne and it is subjected to traffic disposition. No on-ground level negotiations or reservations are allowed.
6. DCL service does not provide clearance revision. Any revision to the clearance issued via datalink will be made by ATC through voice communications.
7. Clearance request through VHF using the existing voice procedures is still available for applicable flights under the DCL service.
8. ATC will reject the DCL request and send a "revert to voice procedures" message to the pilot if the following occurs:
 - a. Flight's routes / destinations is not stated in paragraph 3
 - b. RCD message does not comply with ED-85A or have inaccurate flight data, e.g. different Callsign / ADES from flight plan
 - c. Invalid TOBT
 - d. When required by ATC due to flow restrictions
9. Upon receipt of any "revert to voice procedures" message, pilot shall cancel any clearance received previously (if any) and follow the existing voice procedures for clearance request, i.e. contact Clearance Delivery within 5 minutes of TOBT.

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10 AUG 18 (10-1P9)**SINGAPORE, SINGAPORE**
CHANGI

10. Pilot shall monitor the clearance delivery frequency once the DCL process is initiated. In the event of any issues encountered, ATC will revert to voice procedures.

11. ATC will revert with CLD message within 5 minutes of receipt of the RCD message. If no CLD message is received, pilot is to call on delivery frequency to verify request.

12. Pilot shall respond with CDA message within 5 minutes of receipt of CLD message. Failure to comply may result in a "revert to voice procedures" message being sent.

Note: The DCL process is only complete and clearance confirmed when CDA message is received and processed successfully.

A "CDA received - clearance confirmed" message will be sent to the pilot.

13. Acft operator / ground handling agent shall continue to update TOBT to reflect any changes in readiness time in accordance to A-CDM startup procedures.

14. ATC will check for TOBT compliance and update pilot of any revisions in departure clearance and flow restrictions before handing the flight over to Ground frequency for start-up and pushback.

15. ATC will cancel the clearance issued and send a "revert to voice procedures" message if pilot does not report ready for push within 5 minutes of TSAT.

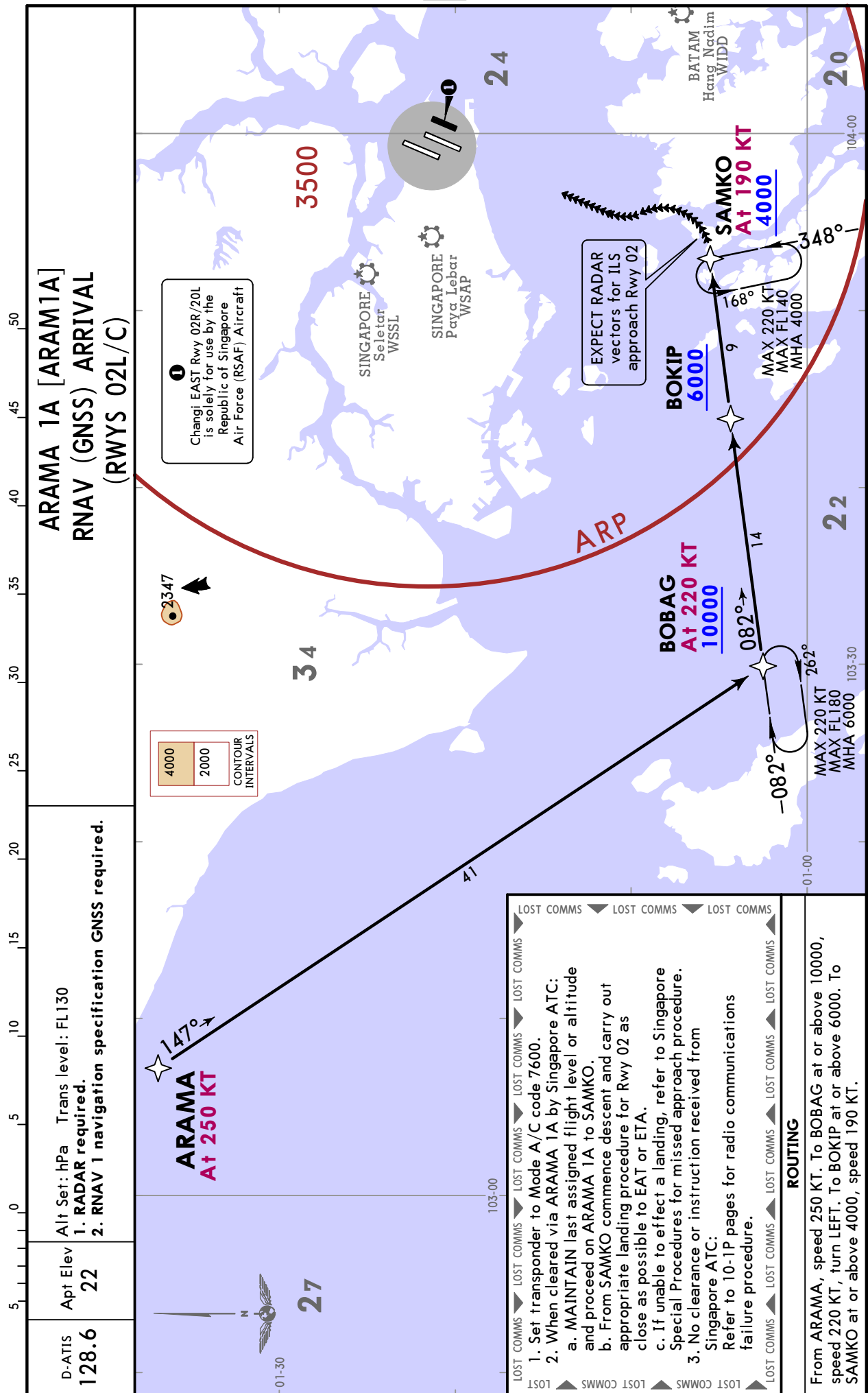
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CHANGI

5 MAY 17

10-2

JEPPESEN

SINGAPORE, SINGAPORE

RNAV STAR

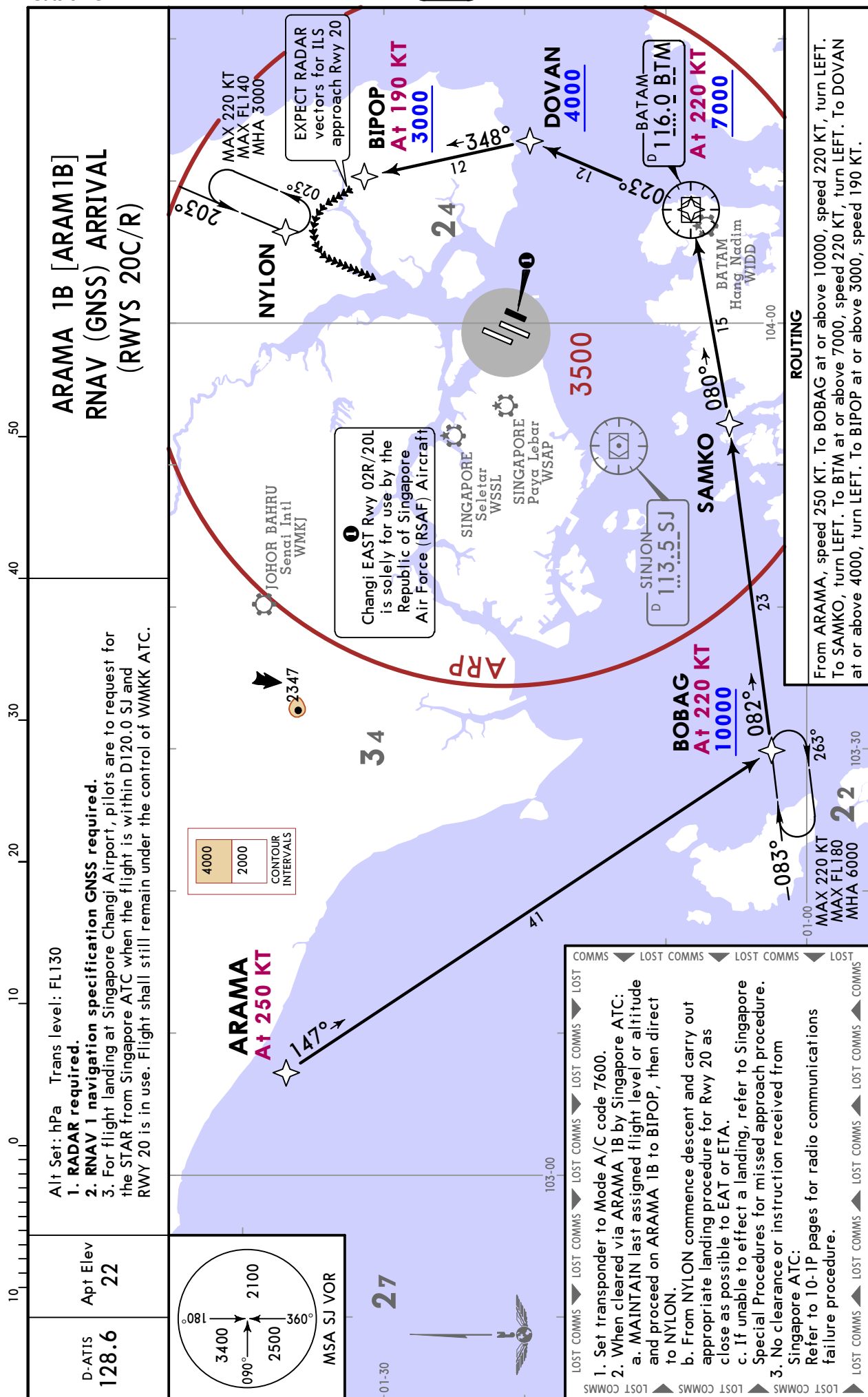
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JEPPESEN
5 MAY 17 10-2A

SINGAPORE, SINGAPORE

RNAV STAR

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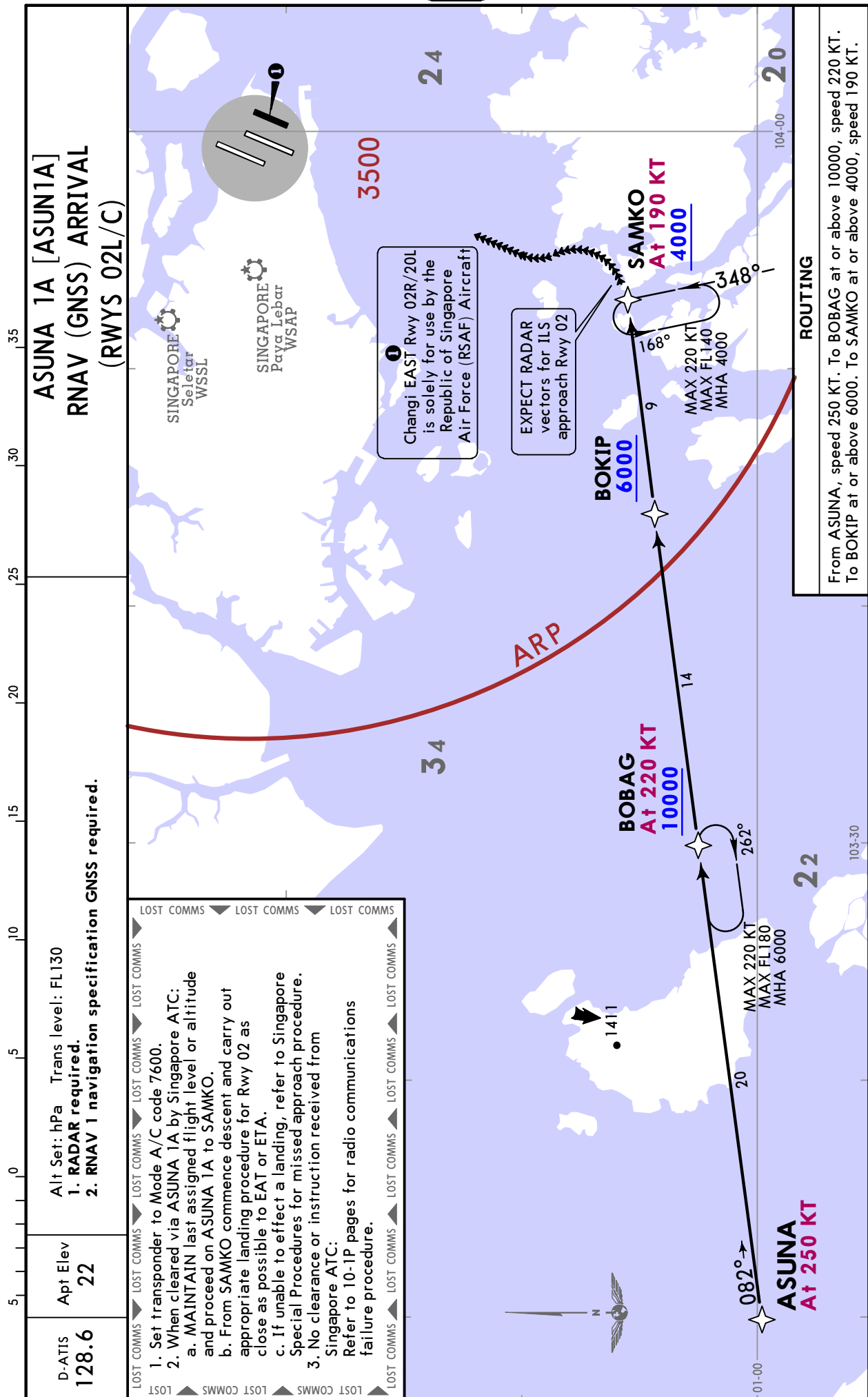
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5 MAY 17

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SINGAPORE, SINGAPORE

RNAV STAR

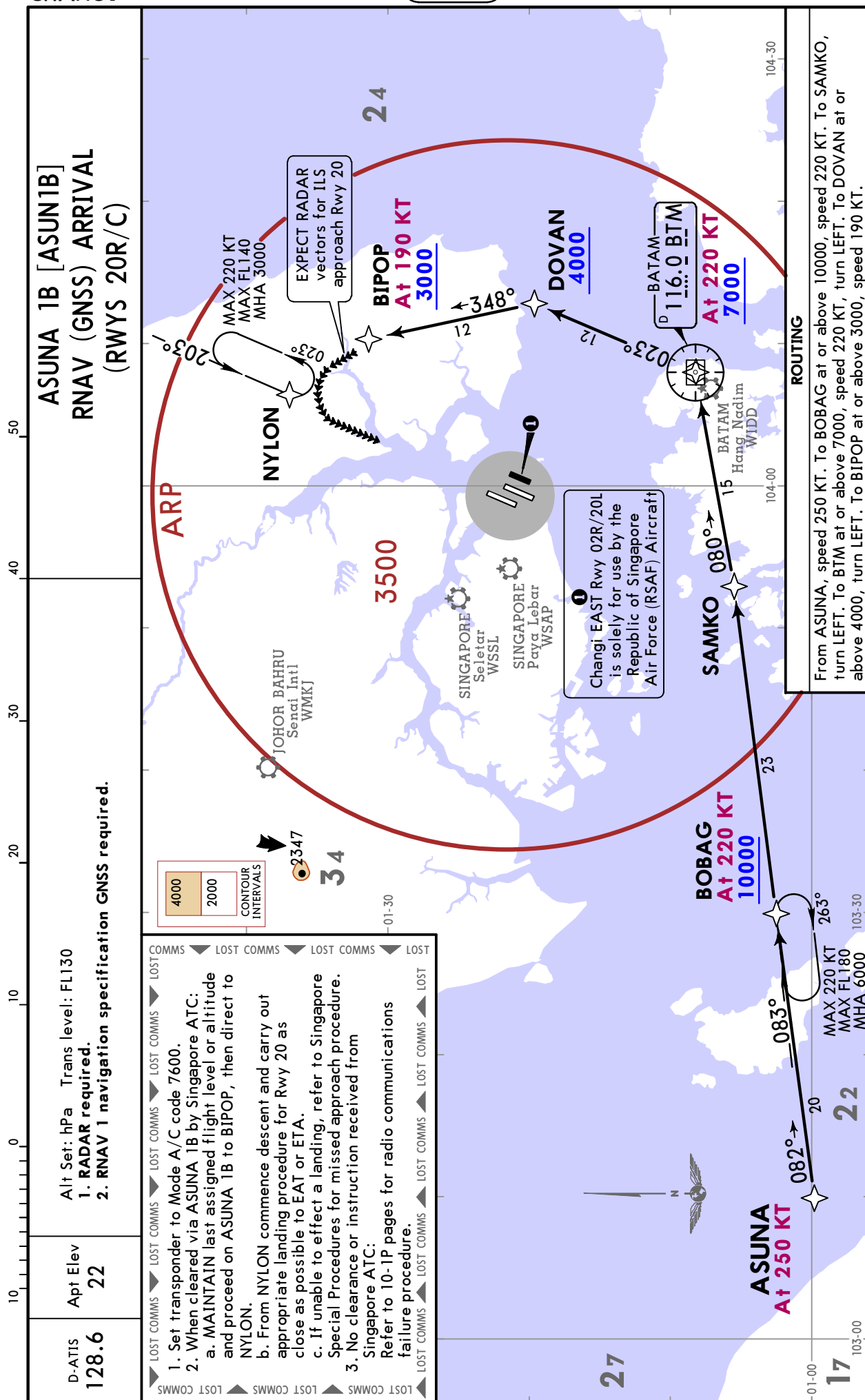
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5 MAY 17

10-2C

JEPPESSEN SINGAPORE, SINGAPORE
RNAV STAR


WSSS/SIN
CHANGIJEPPESEN
19 MAY 17 (10-2D)

SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS
128.6Apt Elev
22

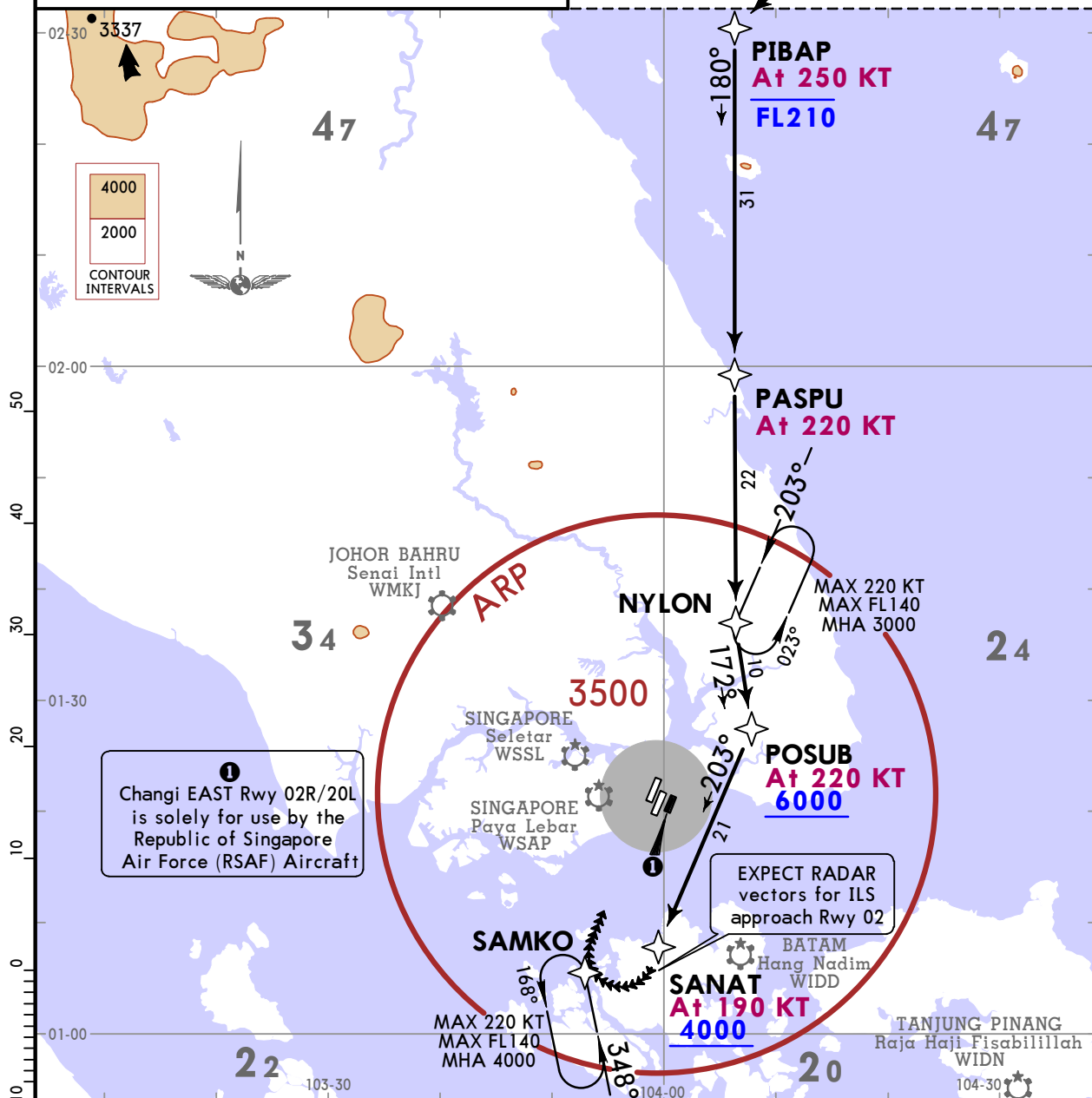
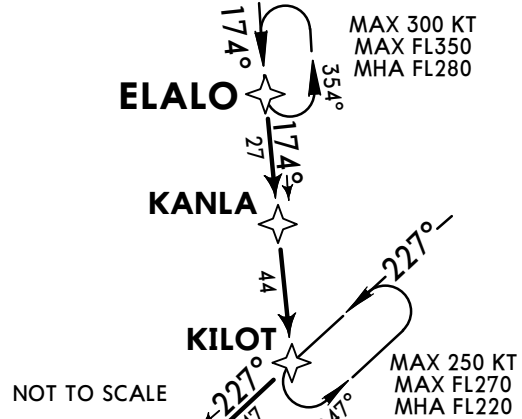
Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

ELALO 1A [ELAL1A]
RNAV (GNSS) ARRIVAL (RWYS 02L/C)

1. Set transponder to Mode A/C code 7600.
2. When cleared via ELALO 1A by Singapore ATC:
- MAINTAIN last assigned flight level or altitude and proceed on ELALO 1A to SANAT, then direct to SAMKO.
 - From SAMKO commence descent and carry out appropriate landing procedure for Rwy 02 as close as possible to EAT or ETA.
 - If unable to effect a landing, refer to Singapore Special Procedures for missed approach procedure.
3. No clearance or instruction received from Singapore ATC:
Refer to 10-1P pages for radio communications failure procedure.



ROUTING

From ELALO. To KANLA. To KILOT, turn RIGHT. To PIBAP at or below FL210, speed 250 KT, turn LEFT. To PASPU speed 220 KT. To NYLON, turn LEFT. To POSUB at or above 6000, speed 220 KT, turn RIGHT. To SANAT at or above 4000, speed 190 KT.

WSSS/SIN
CHANGIJEPPESEN
19 MAY 17 (10-2E)

SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

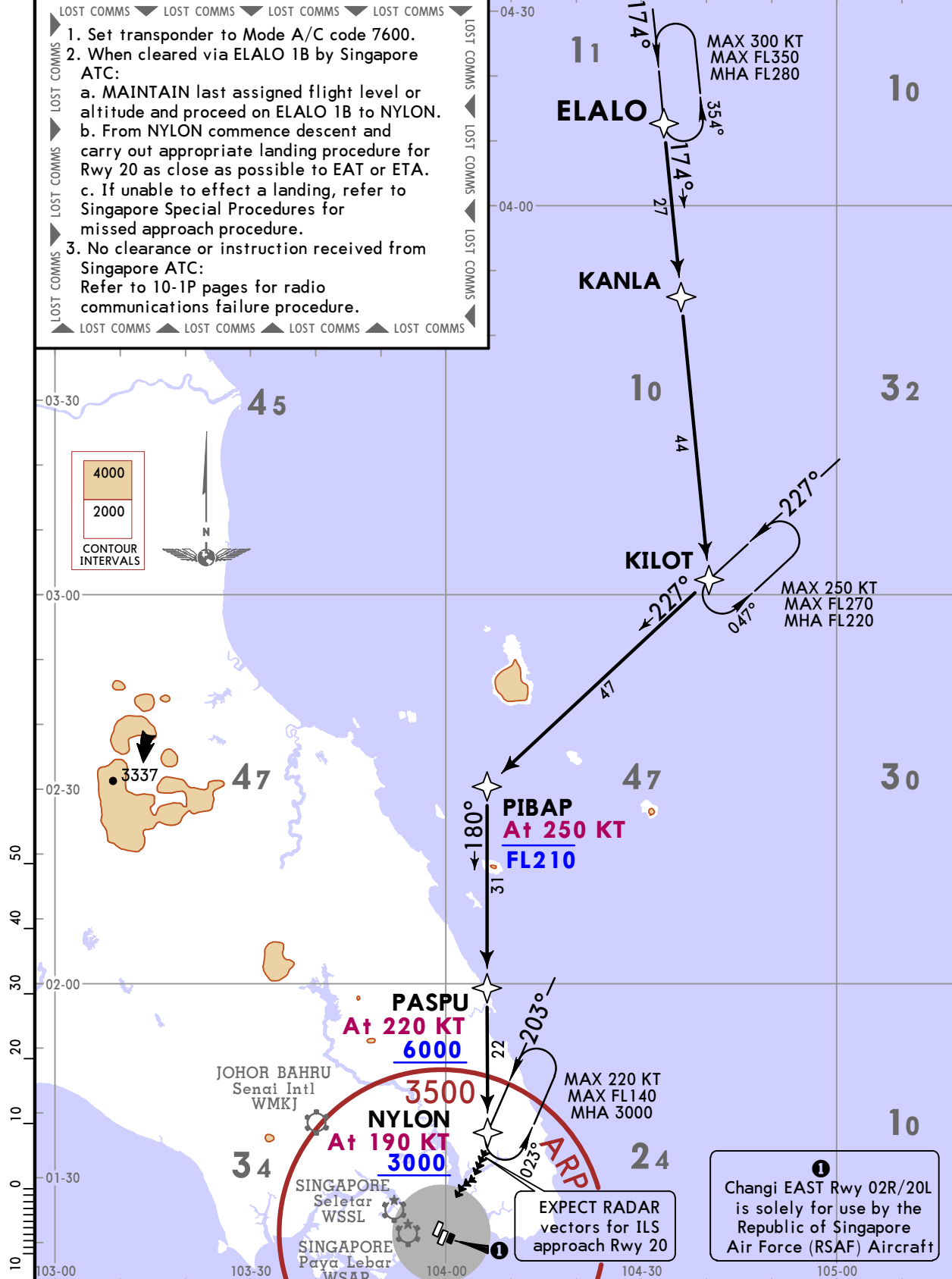
2. RNAV 1 navigation specification GNSS required.

ELALO 1B [ELAL1B]
RNAV (GNSS) ARRIVAL (RWYS 20R/C)

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

1. Set transponder to Mode A/C code 7600.
2. When cleared via ELALO 1B by Singapore ATC:
 - a. MAINTAIN last assigned flight level or altitude and proceed on ELALO 1B to NYLON.
 - b. From NYLON commence descent and carry out appropriate landing procedure for Rwy 20 as close as possible to EAT or ETA.
 - c. If unable to effect a landing, refer to Singapore Special Procedures for missed approach procedure.
3. No clearance or instruction received from Singapore ATC:
Refer to 10-1P pages for radio communications failure procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



ROUTING

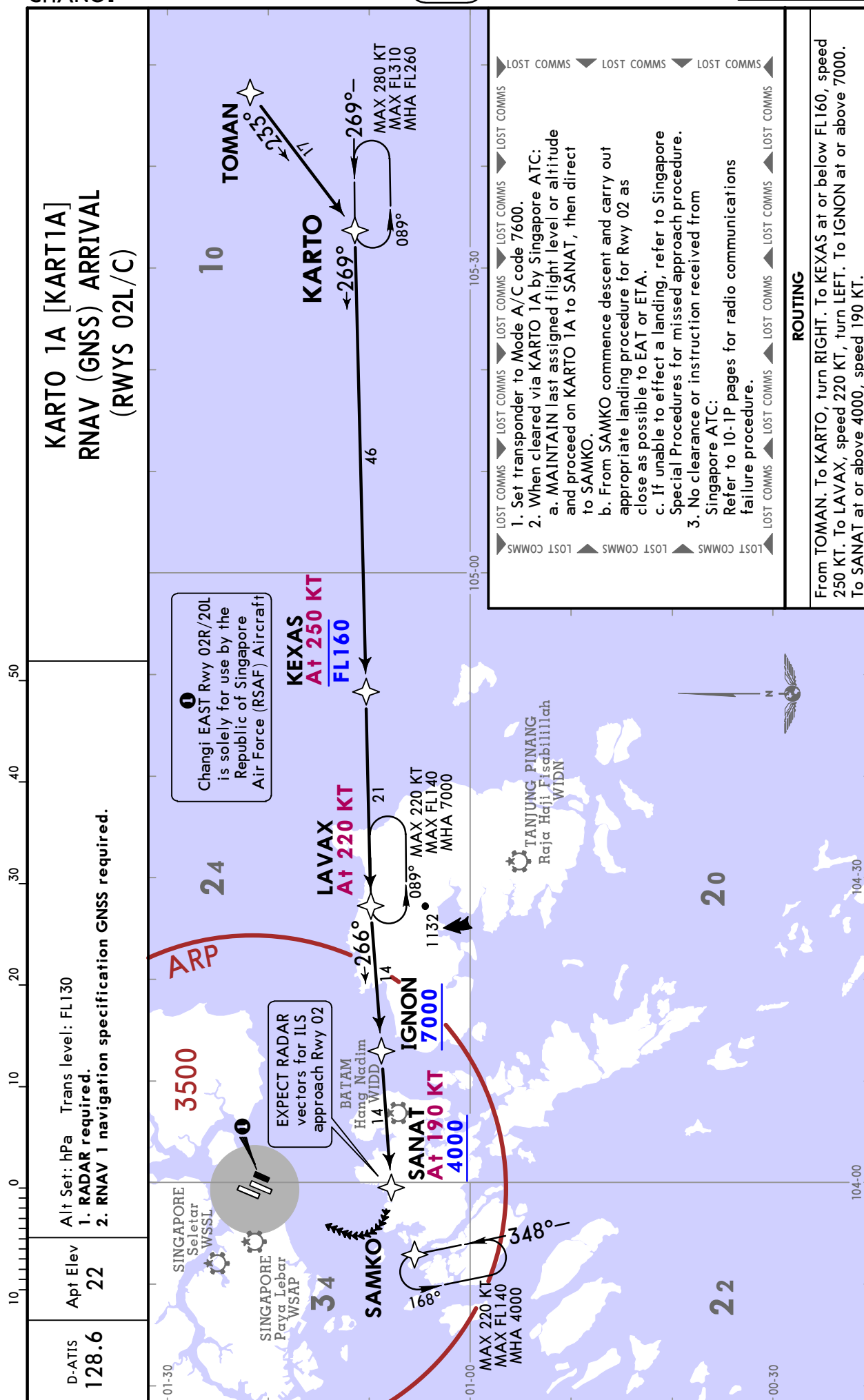
From ELALO. To KANLA. To KILOT, turn RIGHT. To PIBAP at or below FL210, speed 250 KT, turn LEFT. To PASPU, at or above 6000, speed 220 KT. To NYLON at or above 3000, speed 190 KT.

**WSSS/SIN
CHANGI**

5 MAY 17

(10-2F)

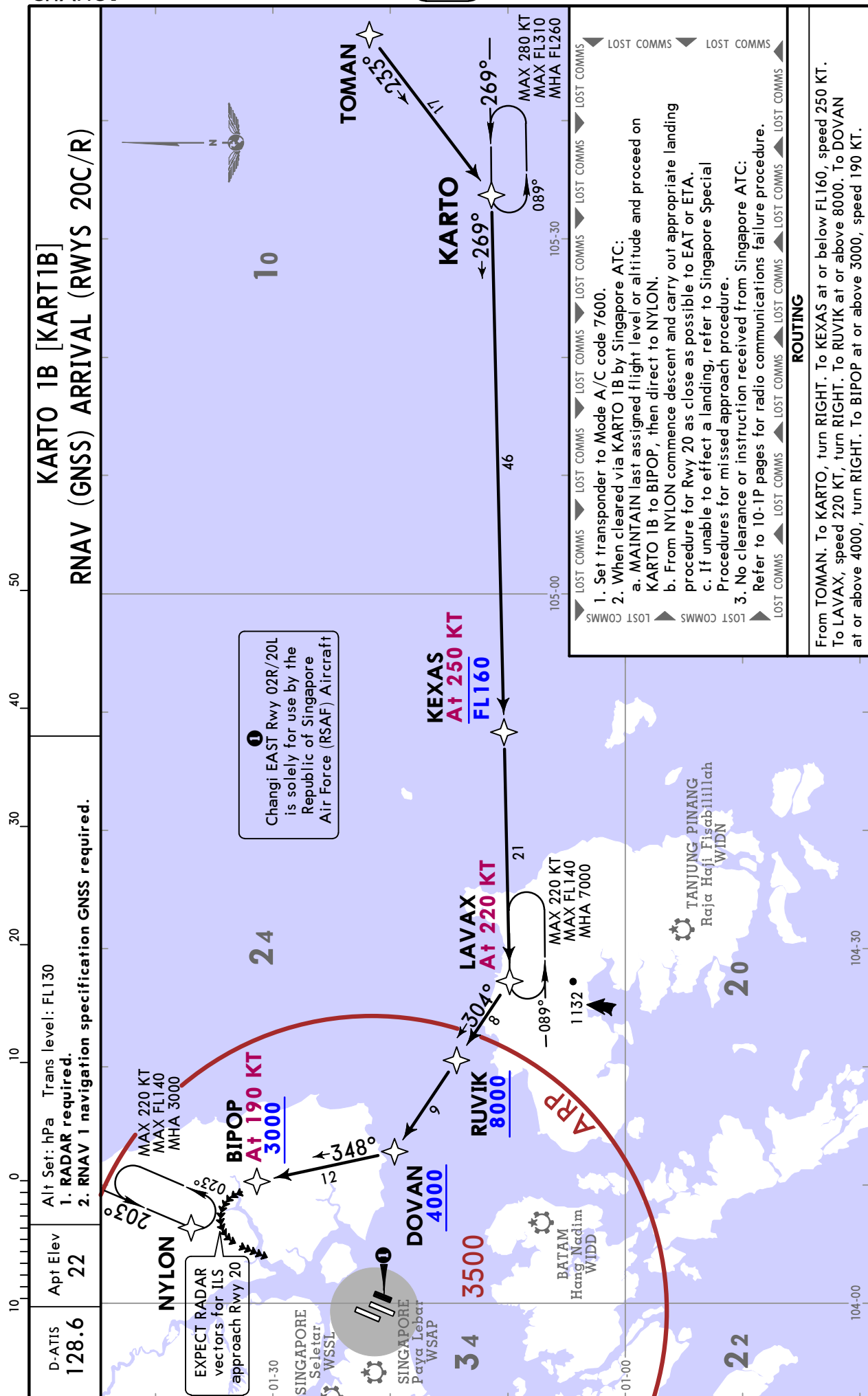
SINGAPORE, SINGAPORE

RNAV STAR

WSSS/SIN
CHANGI

JEPPESEN
5 MAY 17 10-2G

SINGAPORE, SINGAPORE

RNAV STAR

CHANGES: New format.

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WSSS/SIN
CHANGI

5 MAY 17

5 MAY 17 (10-2H)

JEPPESIN SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS
128.6

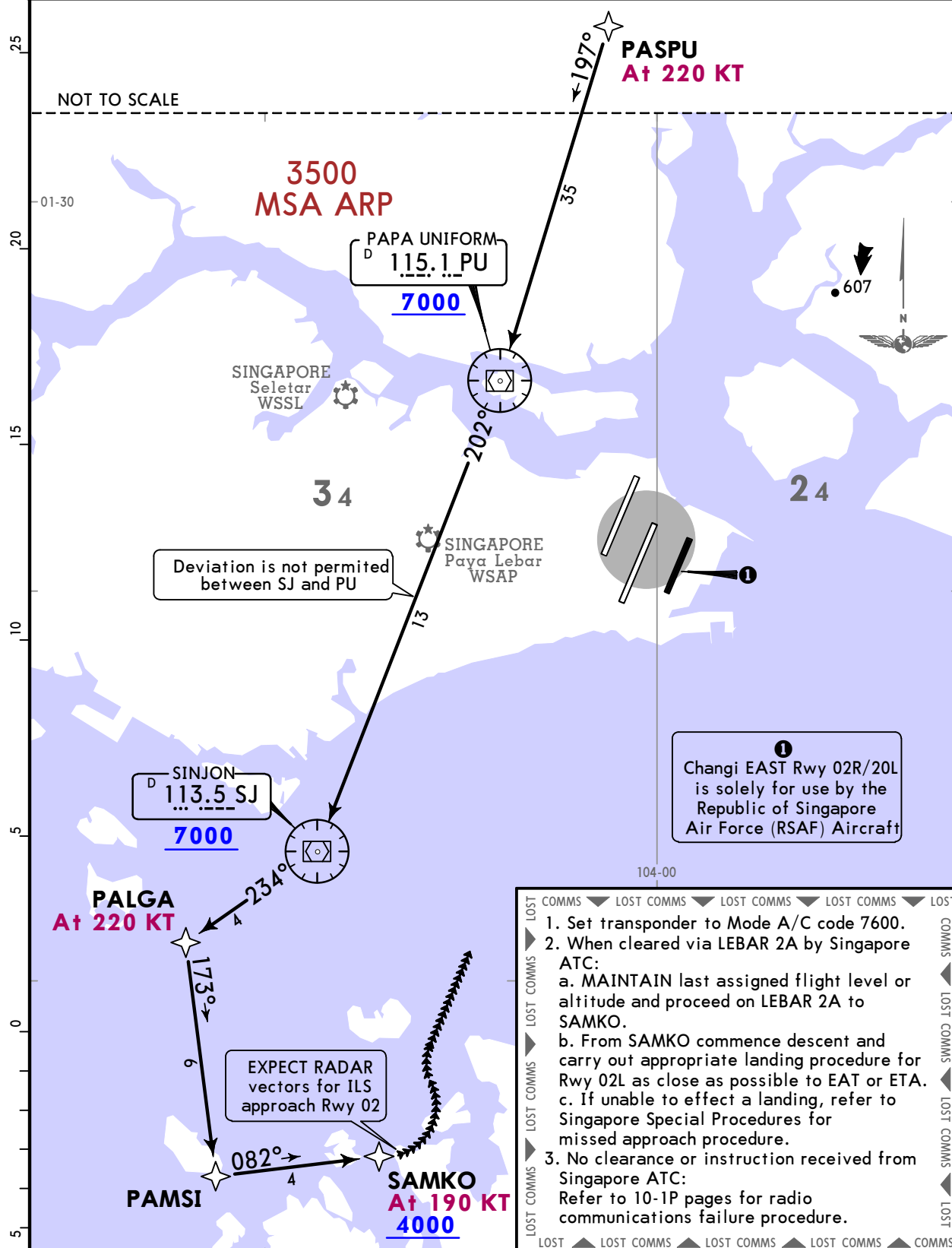
Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

**LEBAR 2A [LEBA2A]
RNAV (GNSS) ARRIVAL
(RWY 02L)**



ROUTING

From PASPU, speed 220 KT. To PU at or above 7000, turn RIGHT. To SJ at or above 7000, turn RIGHT. To PALGA, speed 220 KT, turn LEFT. To PAMSI, turn LEFT. To SAMKO at or above 4000, speed 190 KT.

WSSS/SIN
CHANGI

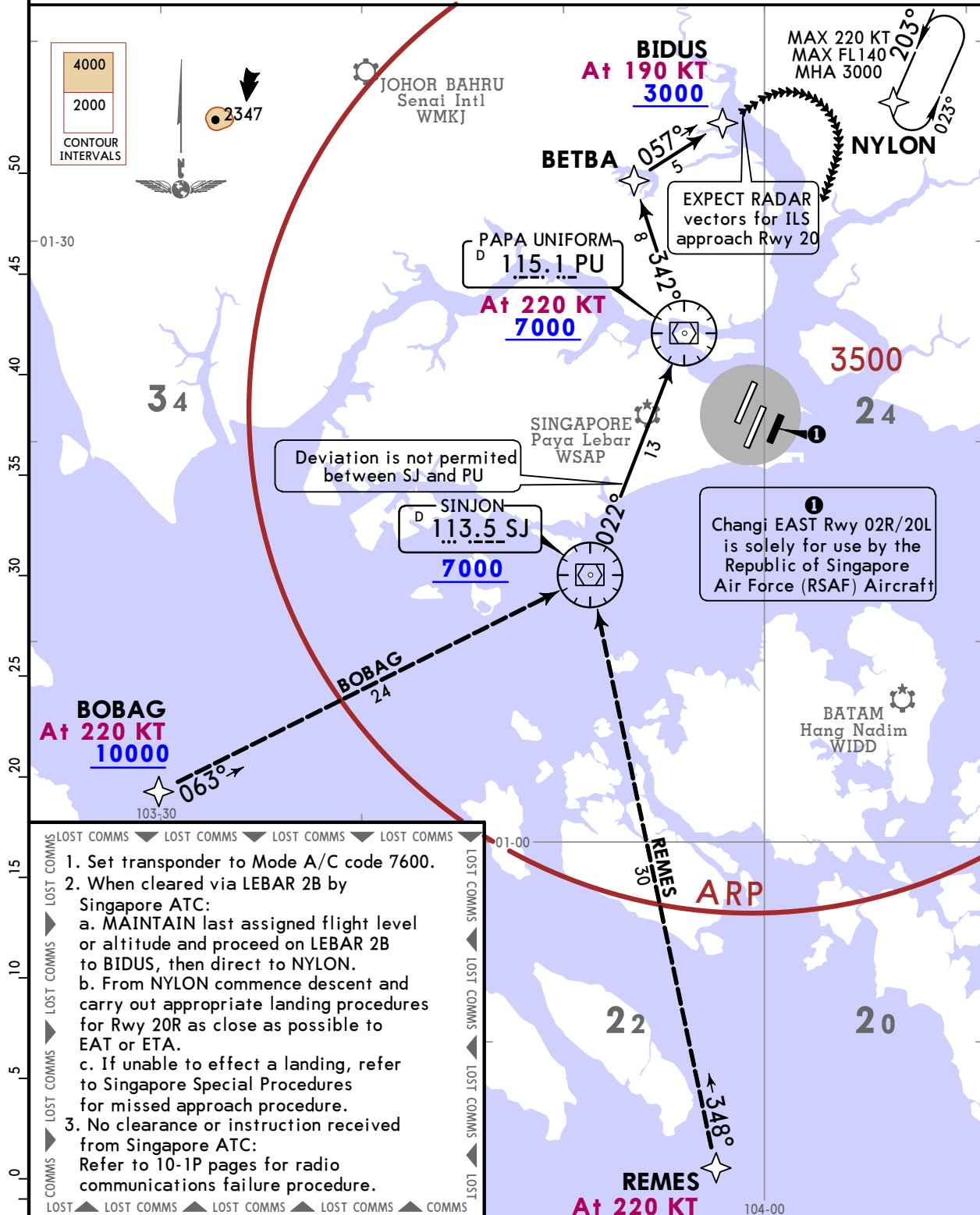
5 MAY 17

JEPPESEN SINGAPORE, SINGAPORE

RNAV STAR

D-ATIS 128.6	Apt Elev 22	Alt Set: hPa Trans level: FL130 1. RADAR required. 2. RNAV 1 navigation specification GNSS required.
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LEBAR 2B [LEBA2B] RNAV (GNSS) ARRIVAL (RWY 20R)



TRANSITIONS

BOBAG	From BOBAG at or above 10000, speed 220 KT. To SJ at or above 7000, turn LEFT. To PU.
REMES	From REMES, speed 220 KT. To SJ at or above 7000, turn RIGHT. To PU.

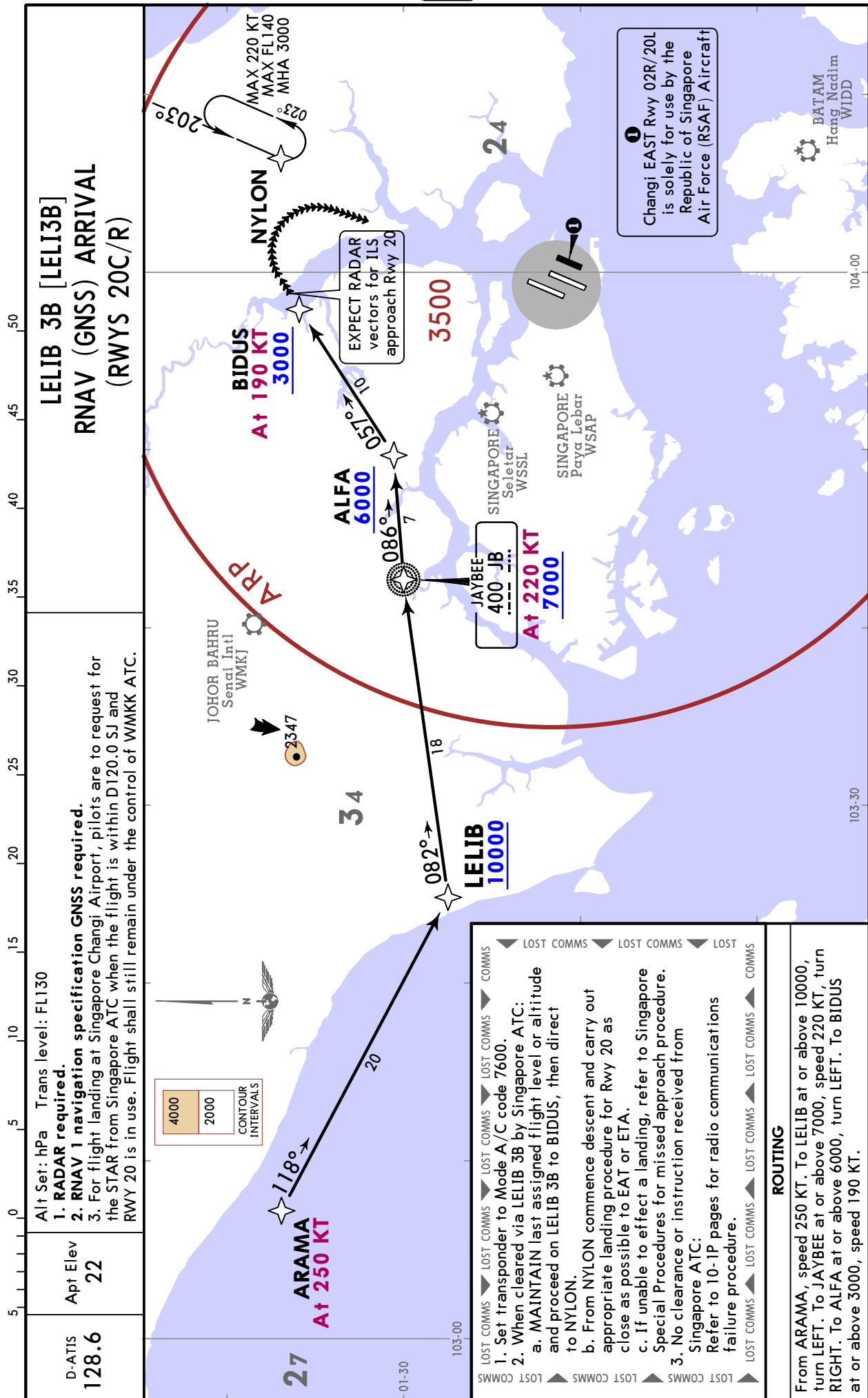
ROUTING

From PU, at or above 7000, speed 220 KT, turn LEFT. To BETBA, turn RIGHT. To BIDUS at or above 3000, speed 190 KT.

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CHANGI**

JEPPESEN
5 MAY 17 10-2J1

SINGAPORE, SINGAPORE

RNAV STAR

WSSS/SIN
CHANGI

JEPPESEN

5 MAY 17 (10-2J2)

SINGAPORE, SINGAPORE

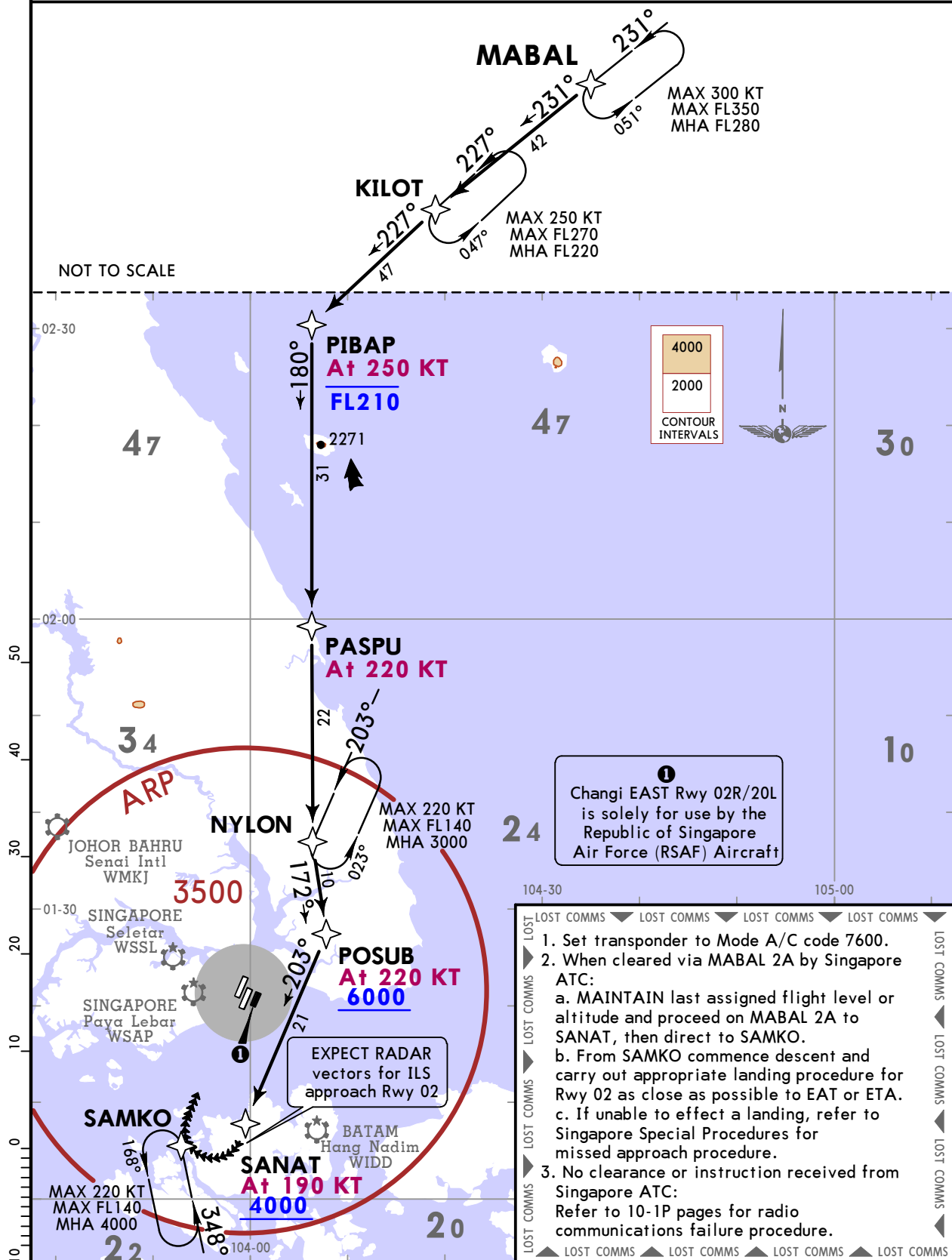
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

MABAL 2A [MABA2A]
RNAV (GNSS) ARRIVAL (RWYS 02L/C)

WSSS/SIN
CHANGIJEPPESEN
5 MAY 17 10-2K

SINGAPORE, SINGAPORE

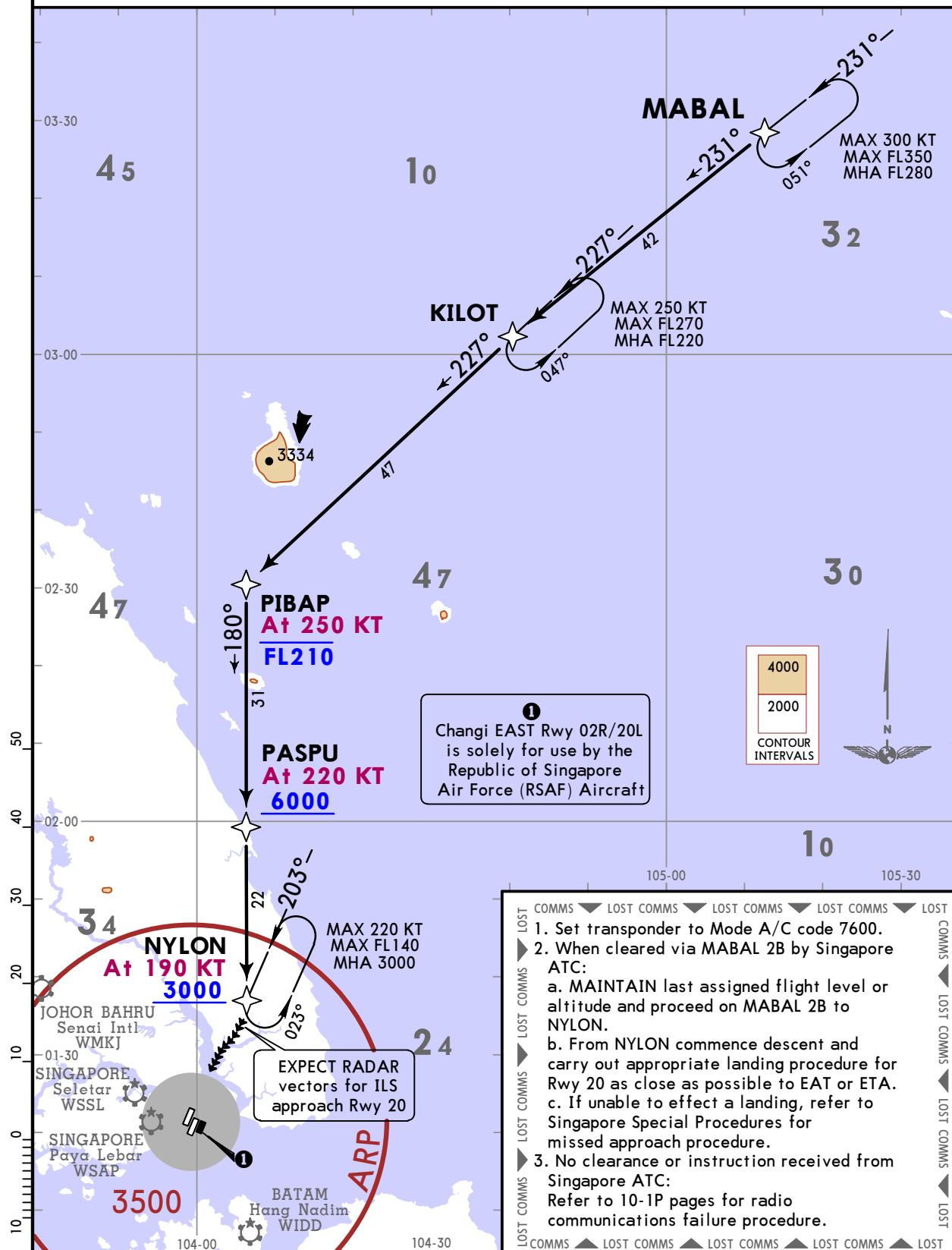
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

MABAL 2B [MABA2B]
RNAV (GNSS) ARRIVAL
(RWYS 20R/C)

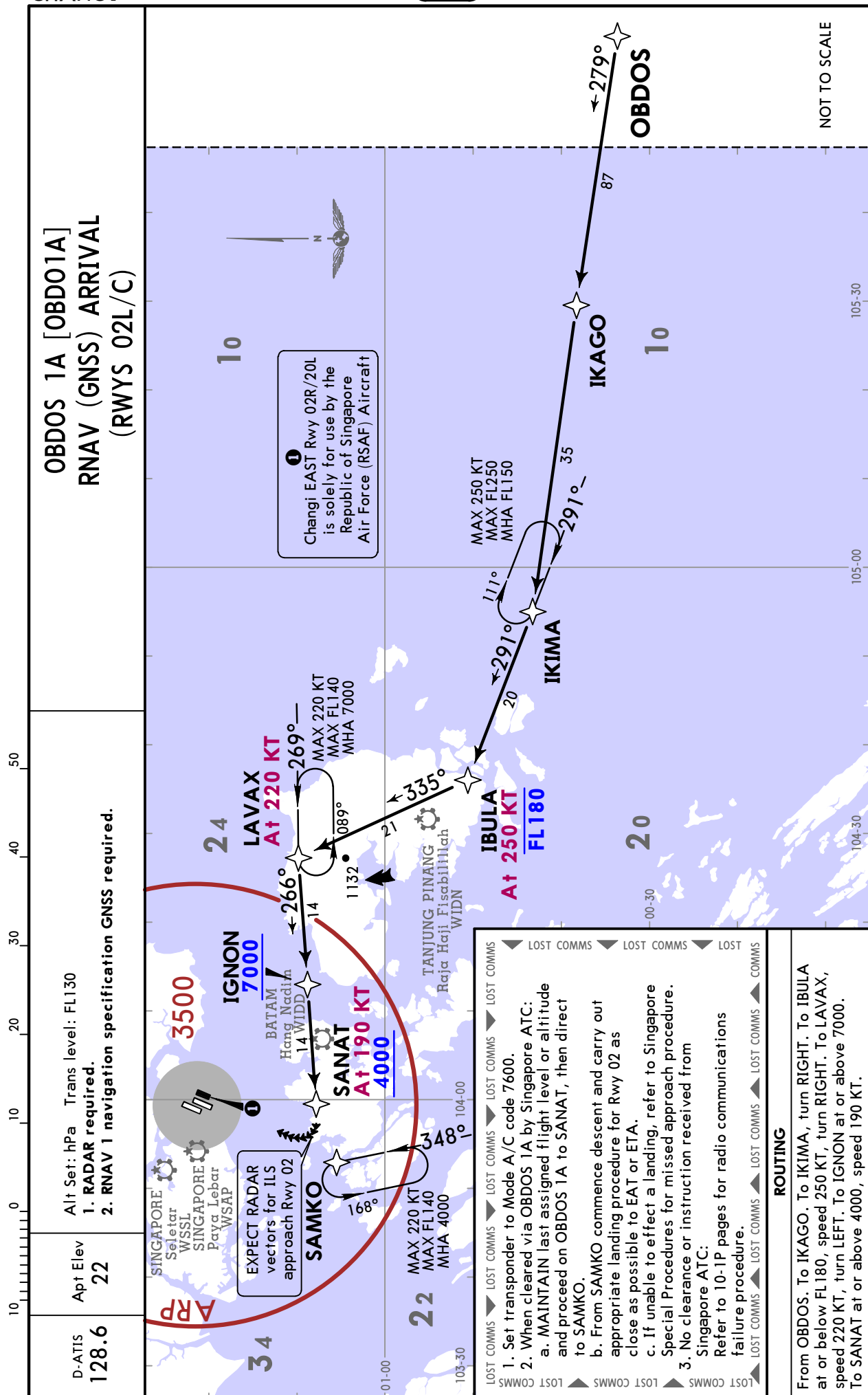
ROUTING

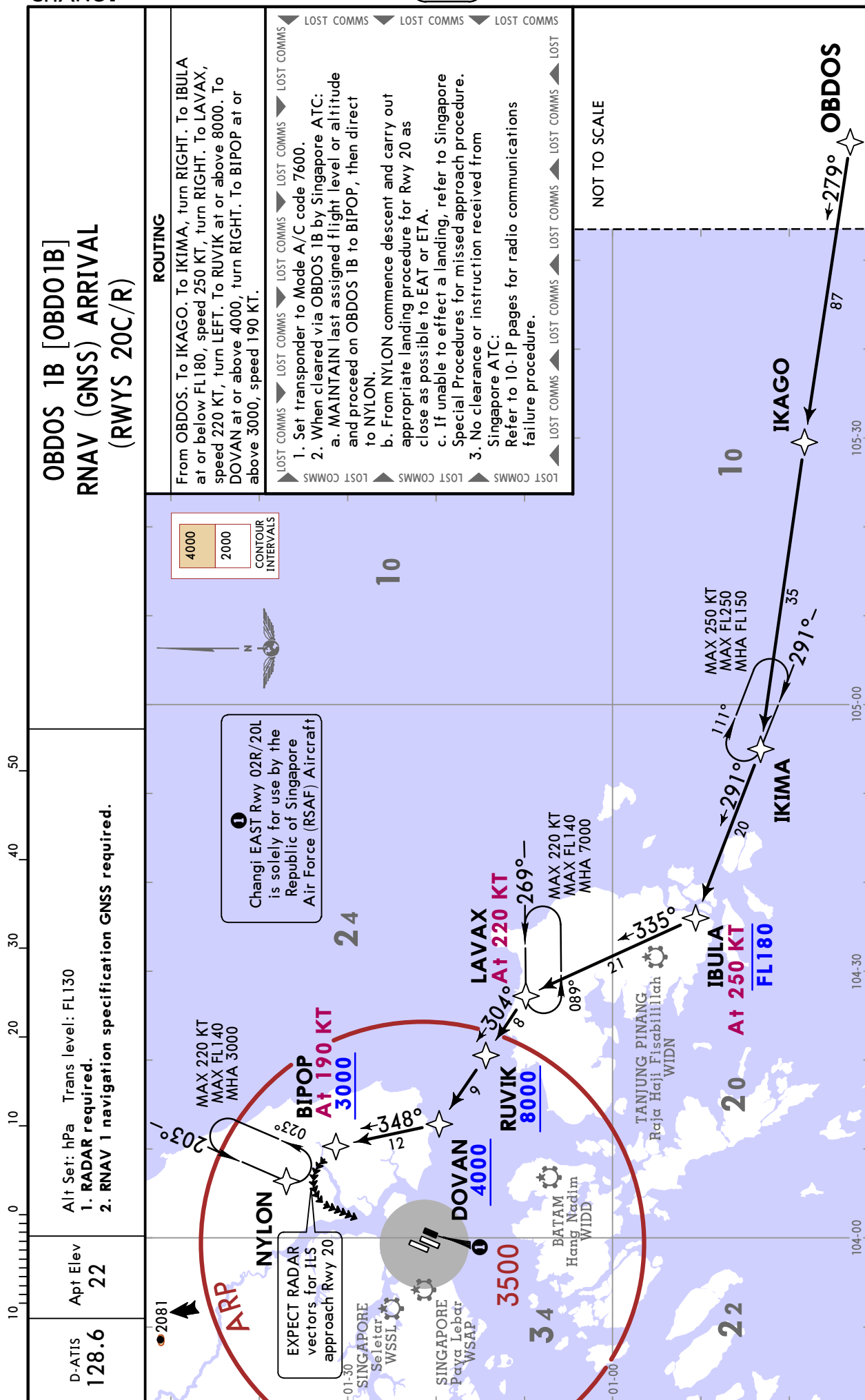
From MABAL. To KILLOT, turn LEFT. To PIBAP at or below FL210, speed 250KT, turn LEFT. To PASPU, at or above 6000, speed 220 KT. To NYLON at or above 3000, speed 190KT.

**WSSS/SIN
CHANGI**

JEPPESSEN
5 MAY 17 10-2L

SINGAPORE, SINGAPORE

RNAV STAR

WSSS/SIN
CHANGIJEPPESEN
5 MAY 17 (10-2M)SINGAPORE, SINGAPORE
RNAV STAR

WSSS/SIN
CHANGI

JEPPESEN

5 MAY 17

(10-2N)

SINGAPORE, SINGAPORE

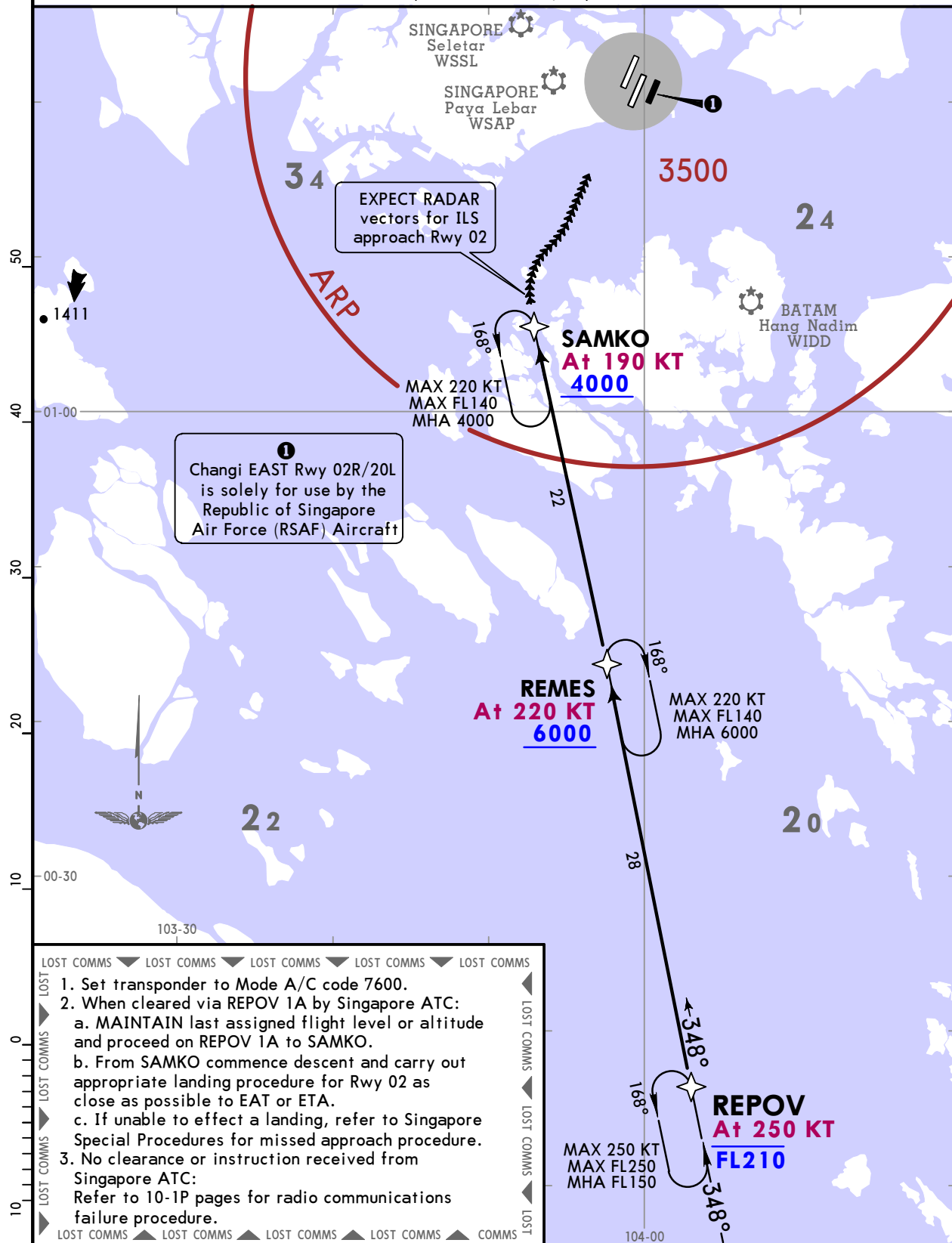
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

2. RNAV 1 navigation specification GNSS required.

REPOV 1A [REPO1A]
RNAV (GNSS) ARRIVAL
(RWYS 02L/C)

ROUTING

From REPOV at or below FL210, speed 250 KT. To REMES at or above 6000, speed 220 KT. To SAMKO at or above 4000, speed 190 KT.

WSSS/SIN
CHANGI

5 MAY 17

(10-2P)



JEPPESEN

SINGAPORE, SINGAPORE

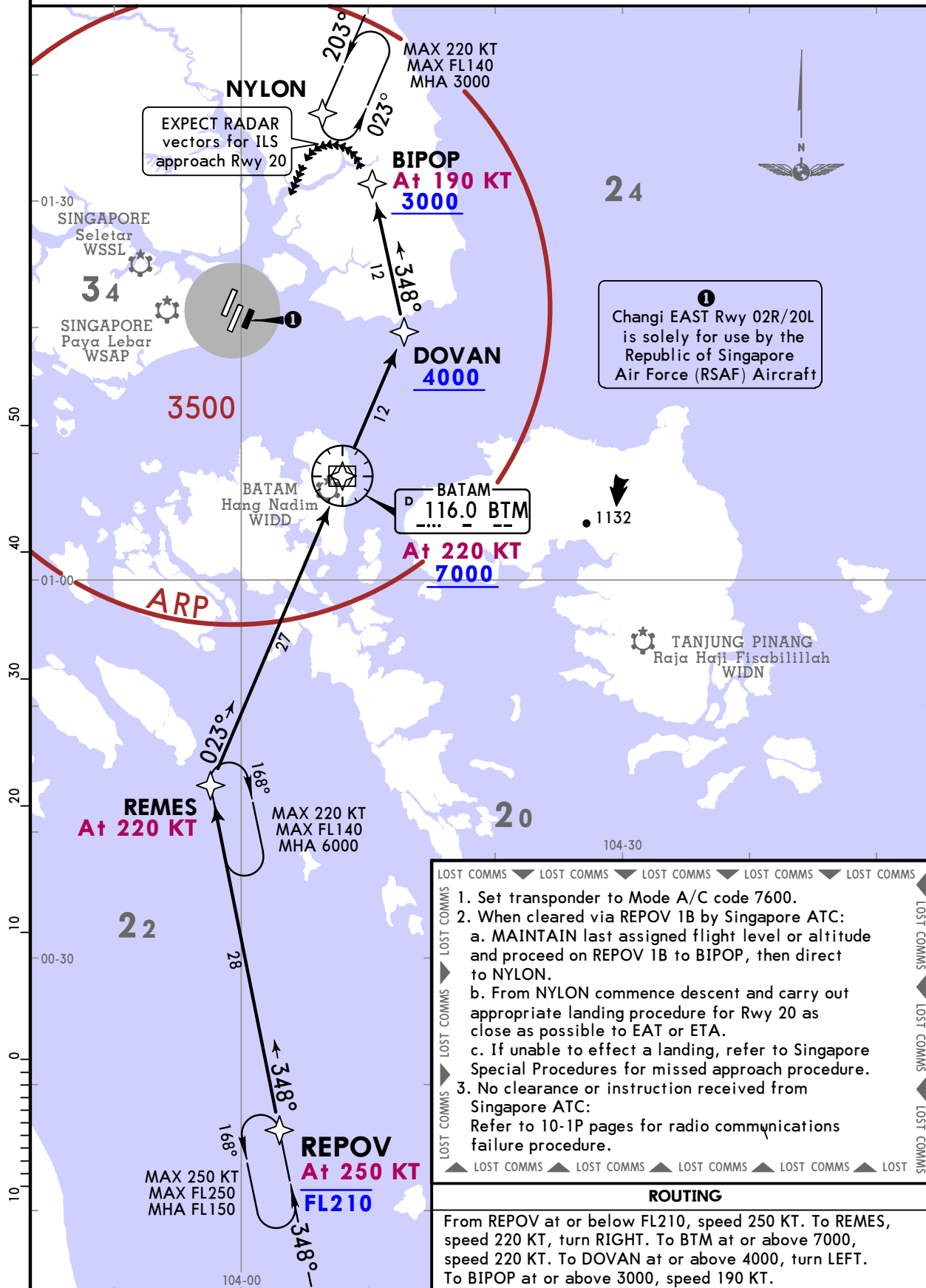
RNAV STAR

D-ATIS
128.6Apt Elev
22

Alt Set: hPa Trans level: FL130

1. RADAR required.

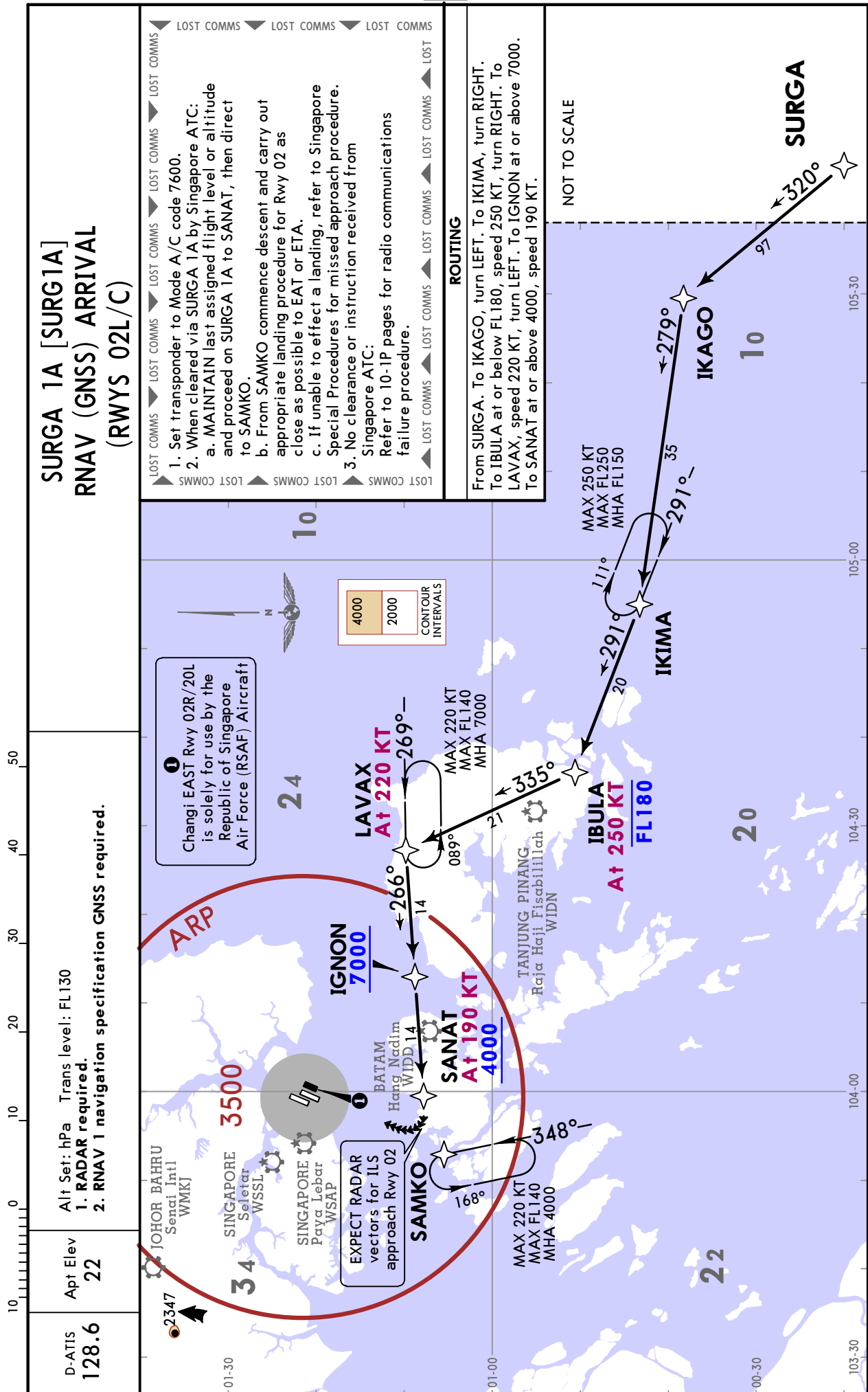
2. RNAV 1 navigation specification GNSS required.

REPOV 1B [REPO1B]
RNAV (GNSS) ARRIVAL
(RWYS 20C/R)

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CHANGI**

5 MAY 17 (10-2Q)

SINGAPORE, SINGAPORE

RNAV STAR

CHANGES: New format.

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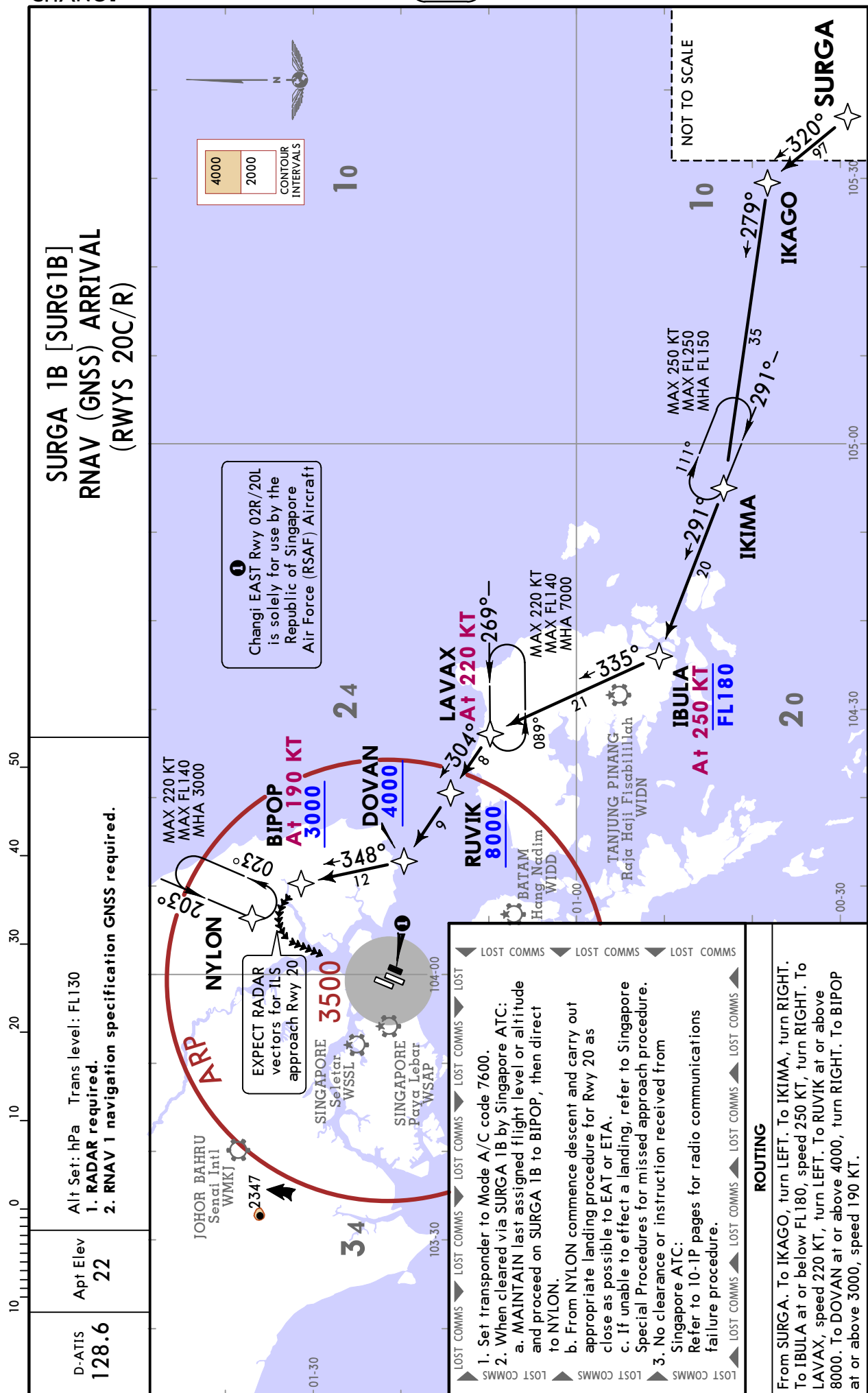
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CHANGI**

5 MAY 17

JEPPESEN

(10-2S)

SINGAPORE, SINGAPORE

RNAV STAR

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 **JEPPESEN**
22 SEP 17 **10-3**

SINGAPORE, SINGAPORE

CHANGI

MINIMUM CLIMB GRADIENT CRITERIA

The Instrument Departure Procedures are only applicable for aircraft with all engines operating. It remains the responsibility of the operator to develop contingency procedures for the individual type of aircraft and to conduct the necessary examination of obstacles throughout the areas concerned in relation to the certificated performance of the individual aircraft type. It is also the responsibility of the operator to ensure that contingency procedures comply fully with the airplane performance requirements of Annex 6.

The specific routes to be followed are depicted in SID Charts pages. Altitude restrictions at fixes and/or DME specify ATC/airspace requirements.

Minimum net climb gradient specifies obstacle clearance requirements.

In the event that the minimum net climb gradient cannot be achieved, pilots shall inform ATC. ATC shall hold departures if pilots indicate that they are unable to meet the required net climb gradient.

RUNWAY 02L

When there are no reports of vessel movement along the northern shipping channel, or where the reported vessel height is less than 32m (105 ft) AMSL, the aircraft minimum net climb gradient shall be at 3.3%.

Where the reported vessel height is 33m (108 ft) AMSL or higher, ATC shall advise departing pilots of the vessel height. Pilots, on receipt of this information, shall apply the minimum net climb gradient in accordance with the table below.

Ht of Vessel (meters AMSL)	Gradient (%)	Minimum Crossing Altitude Over Vessel	
		meters	feet
33	3.4	39	125
40	4.0	49	158
50	4.9	59	191
60	5.8	69	224
70	6.8	79	257
80	7.8	89	290
90	8.8	99	322
100	9.7	109	355
110	10.7	119	388
120	11.7	129	421
130	12.7	139	454
140	13.7	149	486

After the aircraft has reached or passed the minimum crossing altitude over vessel, the minimum net climb gradient shall be 3.3%.

RUNWAY 02C

When there are no reports of vessel movement along the northern shipping channel, or where the reported vessel height is less than 69m (226 ft) AMSL, the aircraft minimum net climb gradient shall be at 3.3%.

Where the reported vessel height is 70m (230 ft) AMSL or higher, ATC shall advise departing pilots of the vessel height. Pilots, on receipt of this information, shall apply the minimum net climb gradient in accordance with the following table.

WSSS/SIN

 **JEPPesen**
22 SEP 17 (10-3A)

SINGAPORE, SINGAPORE

CHANGI

MINIMUM CLIMB GRADIENT CRITERIA

Ht of Vessel (meters AMSL)	Gradient (%)	Minimum Crossing Altitude Over Vessel	
		meters	feet
70	3.4	89	292
80	3.8	99	325
90	4.3	109	358
100	4.7	119	390
110	5.1	129	423
120	5.5	139	456
130	6.0	149	489
140	6.4	159	522

After the aircraft has reached or passed the minimum crossing altitude over vessel, the minimum net climb gradient shall be 3.3%.

RUNWAYS 20C AND 20R

All departures on Runway 20C shall be on a minimum net climb gradient of 7% until reaching or passing 2500 ft. Thereafter, the minimum net climb gradient shall be 3.3%.

All departures on Runway 20R shall be on a minimum net climb gradient of 6% until reaching or passing 2500 ft. Thereafter, the minimum net climb gradient shall be 3.3%.

Refer to Standard Instrument Departures for Runways 20C and 20R.

DETERMINATION OF CLIMB GRADIENT BY OPERATORS

The minimum net climb gradients specified above need not apply to operators who wish to calculate their own climb gradients based on actual lift-off point, provided the calculation ensures the following:

- The most penalizing obstacle is taken into account under both all-engines operating procedures as well as one-engine-out procedures; and
- The required minimum obstacle clearance (MOC) is met under all engines operating procedures.

For the above calculations, operators shall use the following information:

- a. The most penalizing obstacle is a tall vessel which is on the extended center line of the runway. (ATC shall advise pilots of the height of the tall vessel.)
- b. The required MOC is 0.8% of the distance (d) from the departure end of runway (DER) to the obstacle, in accordance with Volume II of ICAO Doc 8168: Procedures for Air Navigation Services Operations (PANS-OPS) where, in the case of Singapore Changi Airport, the DER is defined as the end of the clearway.
- c. The distance (d) for departure Runways 02L/02C is measured from the DER to the shipping channel north of Changi. The distance (d) for departure Runways 20C/20R is measured from the DER to the boundary of the restricted waters south of Changi wherein tall vessels of height above 49m (161 ft) AMSL are not permitted. The distance (d) for the various departure runways is as follows:

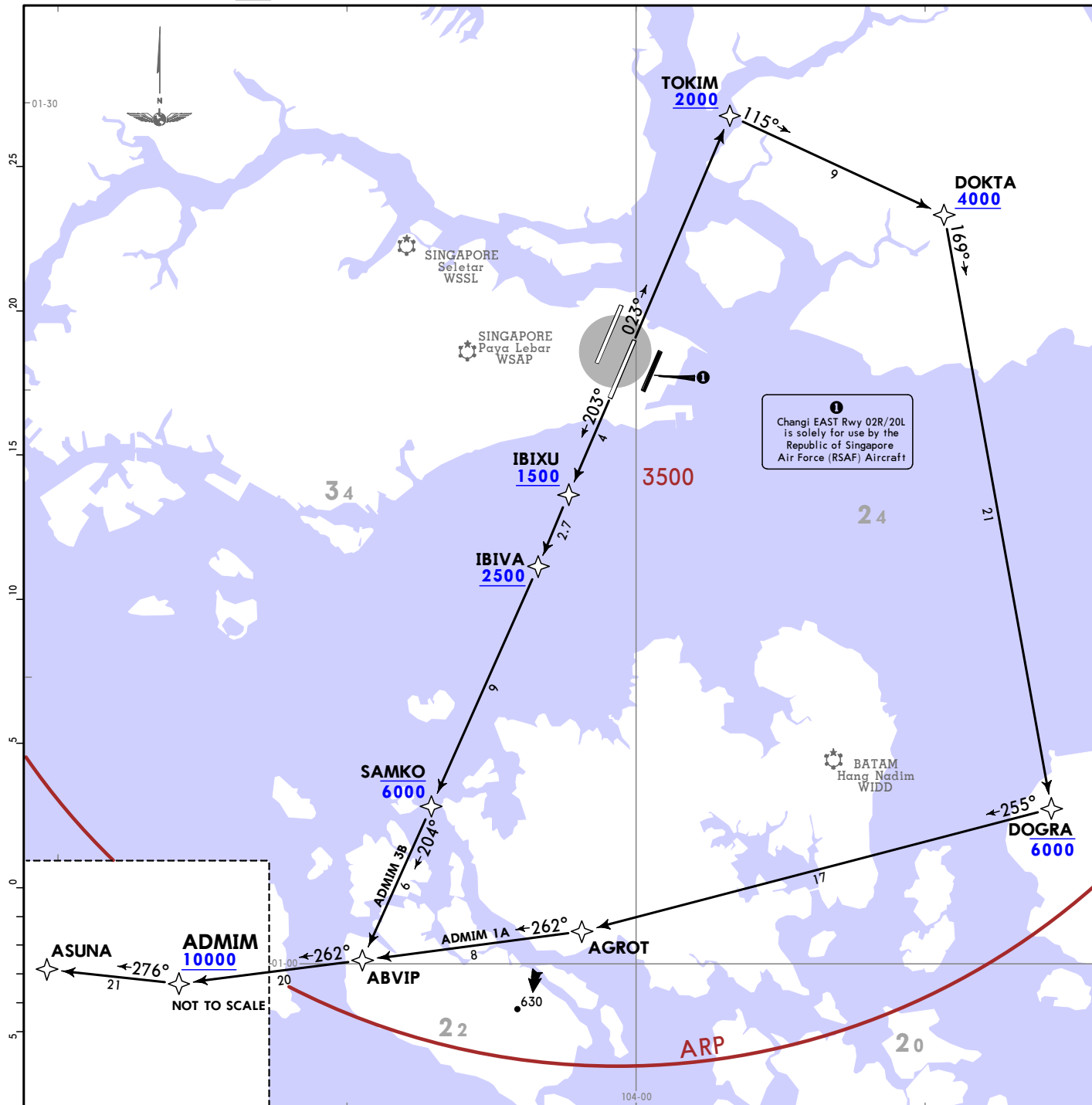
Departure Runway	Distance (d)
02L	1100m
02C	2590m
20C	9670m
20R	12830m

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 (10-3B)

SINGAPORE, SINGAPORE

RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

ADMIM 1A [ADMI1A]
ADMIM 3B [ADMI3B]
RNAV (GNSS) DEPARTURES
SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

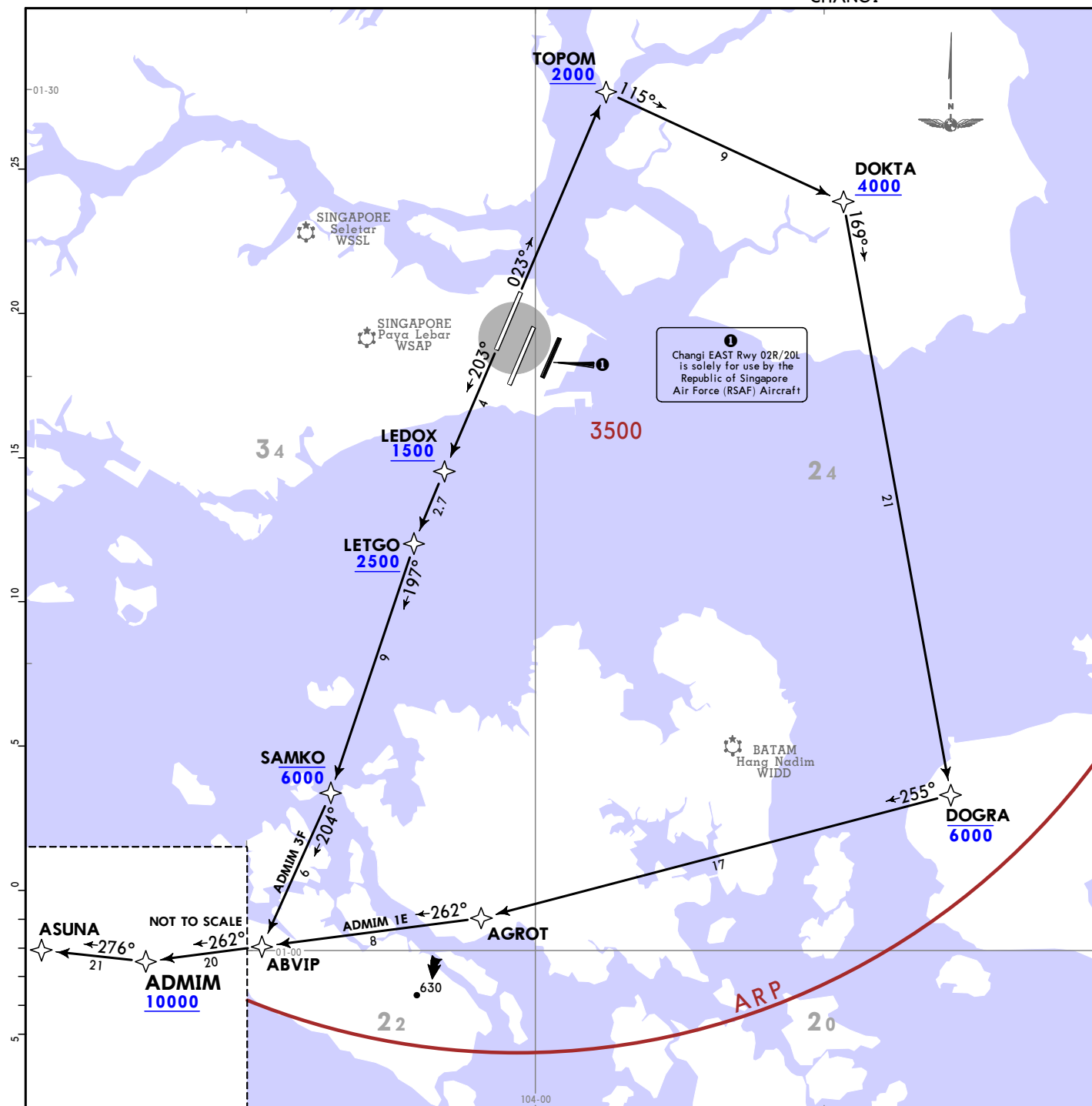
Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
ADMIM 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To AGROT, turn RIGHT. To ABVIP. To ADMIM at or above 10000, turn RIGHT. To ASUNA.
ADMIM 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500. To SAMKO at or below 6000, turn RIGHT. To ABVIP, turn RIGHT. To ADMIM at or above 10000, turn RIGHT. To ASUNA.

WSSS/SIN
CHANGI

27 JUL 18 (10-3C)

SINGAPORE, SINGAPORE

RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

ADMIM 1E [ADM11E]
ADMIM 3F [ADM13F]
RNAV (GNSS) DEPARTURES
SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

LOST COMMS
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

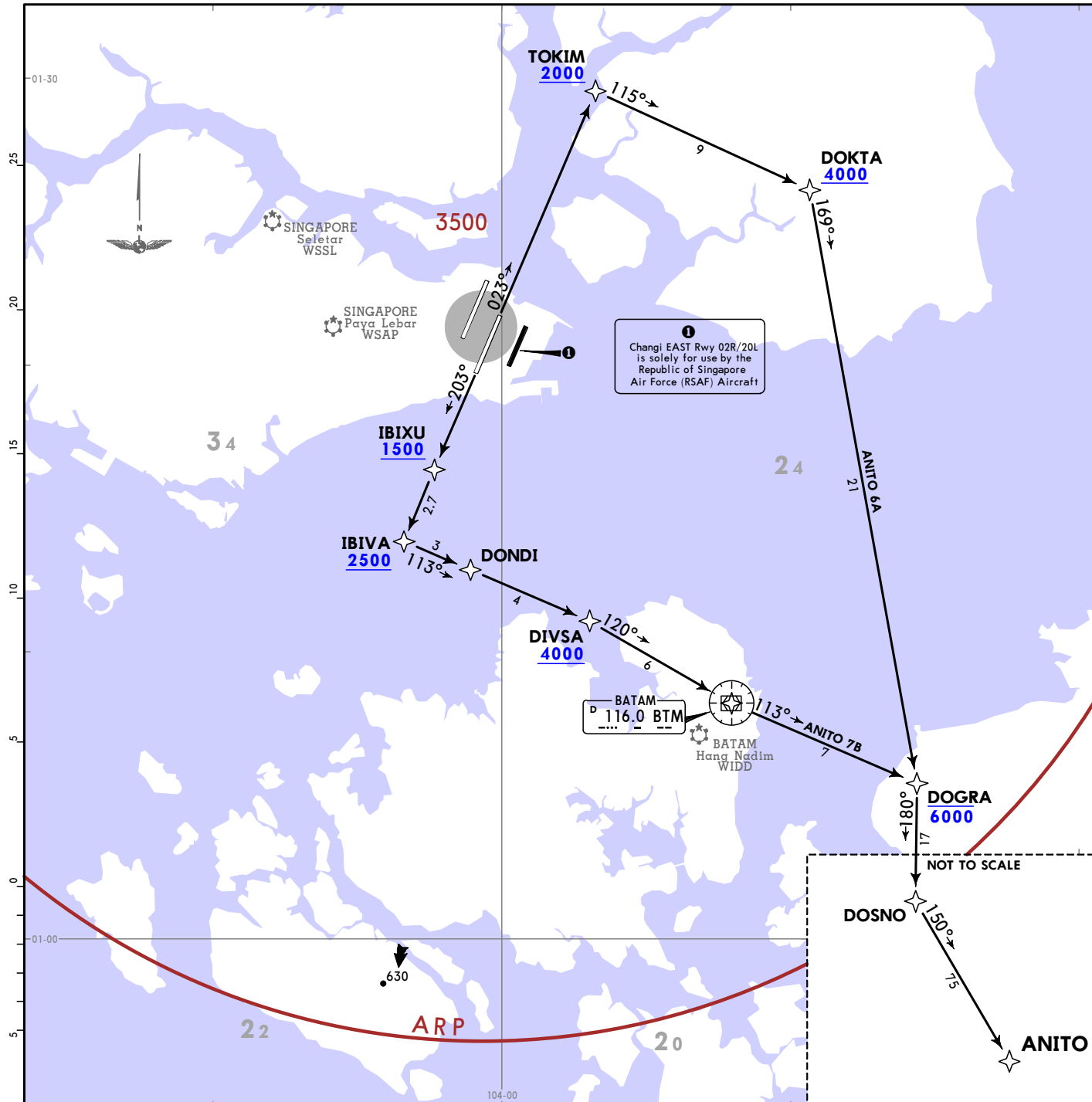
For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.
Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
ADMIM 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To AGROT, turn RIGHT. To To ABVIP. To ADMIM at or above 10000, turn RIGHT. To ASUNA.
ADMIM 3F	20R	To LEDOX on course 203° at or above 1500. To SAMKO at or above 2500, turn LEFT. To SAMKO at or below 6000, turn RIGHT. To ABVIP, turn RIGHT. To ADMIM at or above 10000, turn RIGHT. To ASUNA.

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 (10-3D)

SINGAPORE, SINGAPORE
RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. On initial contact when requesting ATC, inform ATC of the flight level aircraft can cross ANITO.
5. Cruising levels will be issued after take-off by Singapore RADAR.
6. All SIDs include noise preferential routes.

**ANITO 6A [ANIT6A]
ANITO 7B [ANIT7B]
RNAV (GNSS) DEPARTURES**

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.
Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

**Initial climb clearance 3000
or as directed by ATC**

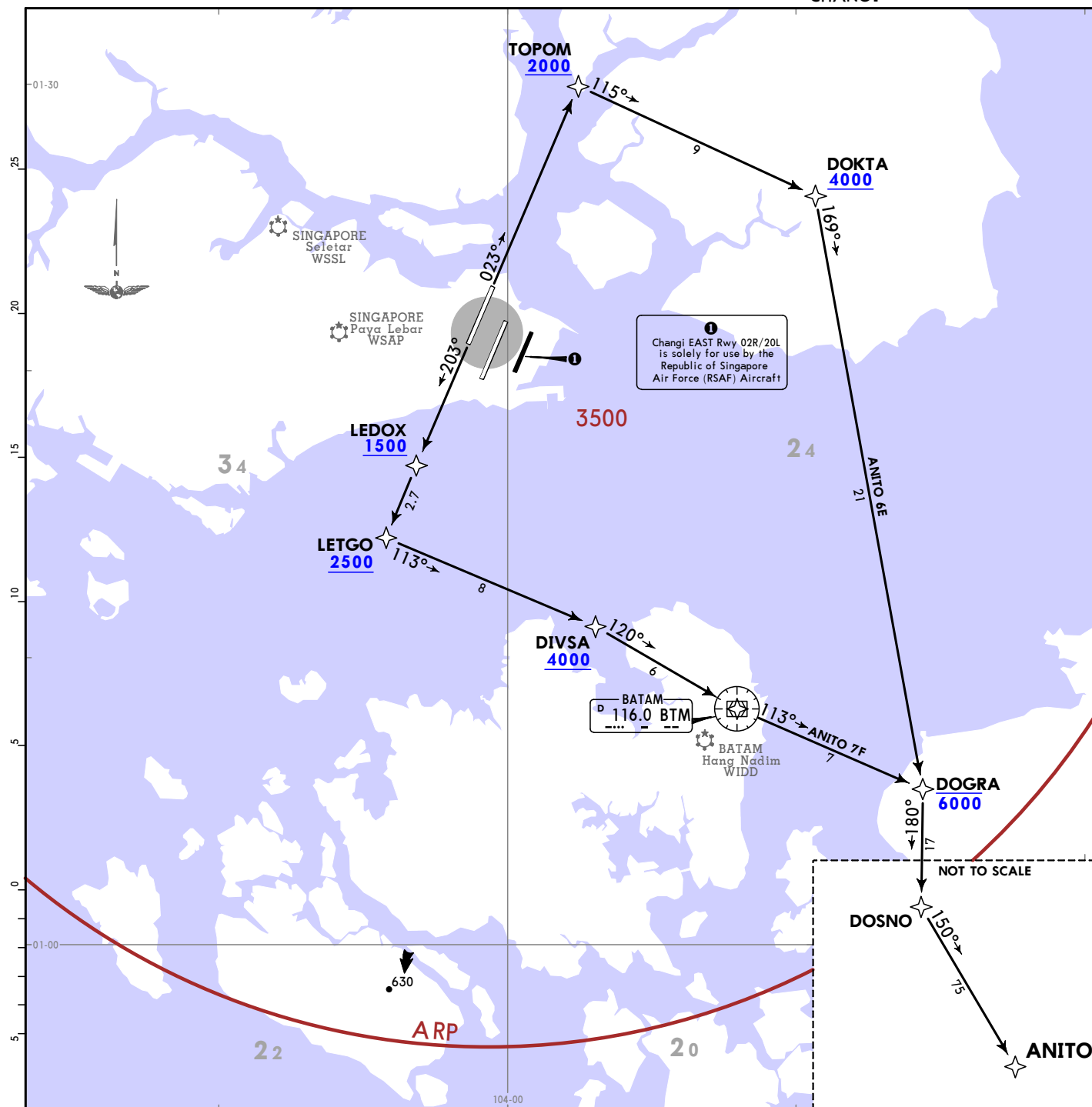
SID	RWY	INITIAL CLIMB
ANITO 6A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.
ANITO 7B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DONDI. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.

WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 10-3E

SINGAPORE, SINGAPORE

RNAV SID



Apt Elev
22

- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. On initial contact when requesting ATC, inform ATC of the flight level aircraft can cross ANITO.
 5. Cruising levels will be issued after take-off by Singapore RADAR.
 6. All SIDs include noise preferential routes.

**ANITO 6E [ANIT6E]
ANITO 7F [ANIT7F]
RNAV (GNSS) DEPARTURES**

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

- LOST COMMS
1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a
minimum net climb gradient of 6.0%
until reaching or passing 2500.

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

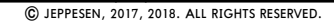
**Initial climb clearance 3000
or as directed by ATC**

SID	RWY	INITIAL CLIMB
ANITO 6E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.
ANITO 7F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To ANITO.

JEPPESEN
27 JUL 18 (10-3F)

SINGAPORE, SINGAPORE
RNAV SID



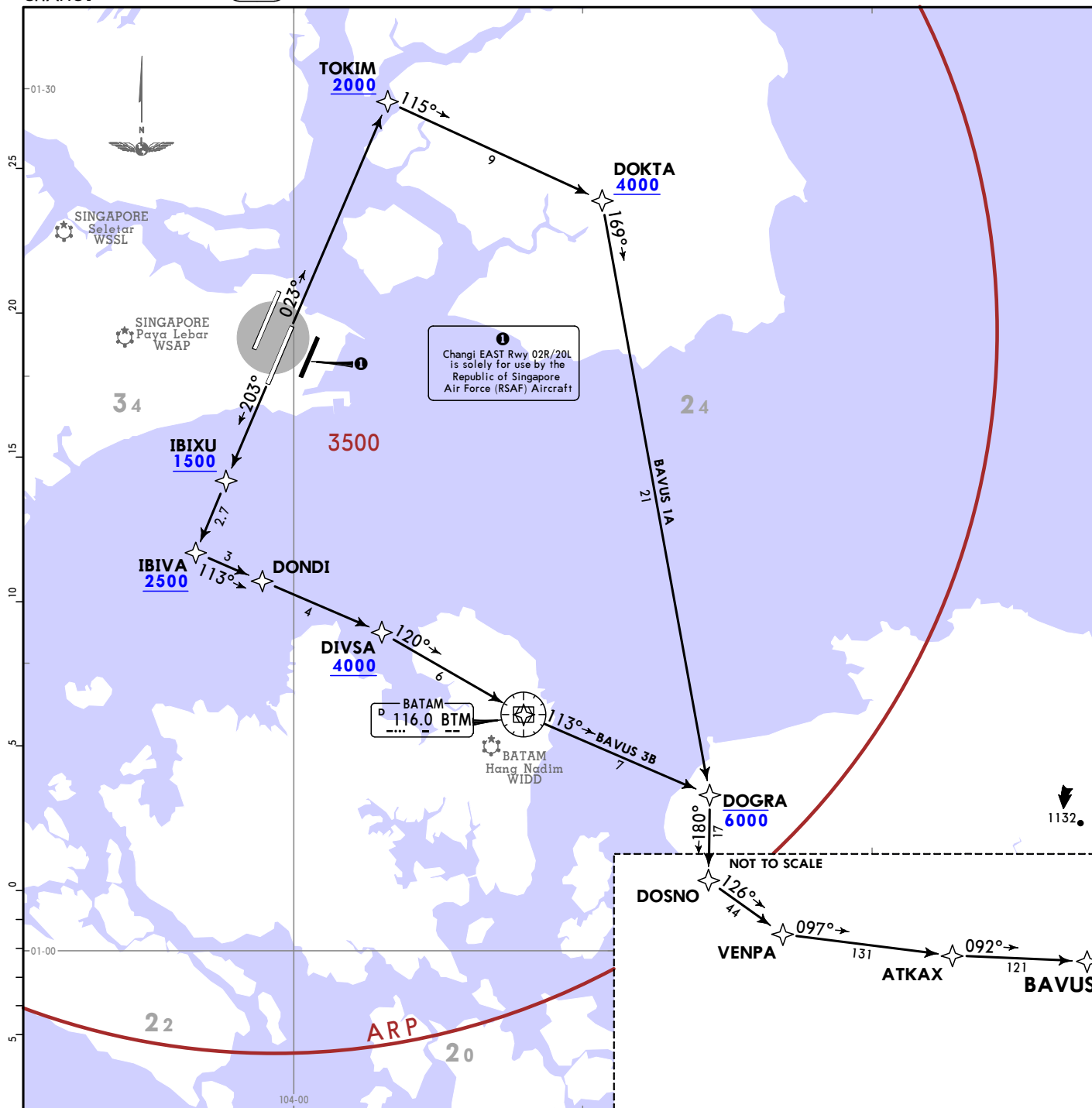


WSSS/SIN
CHANGI

JEPPESIN
27 JUL 18 10-3H

SINGAPORE, SINGAPORE

RNAV SID



Apt Elev
22

Trans alt: 11000

1. **RADAR required.**

2. **RNAV 1 Navigation Specification GNSS required.**

3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.

4. Cruising levels will be issued after take-off by Singapore RADAR.

5. All SIDs include noise preferential routes.

BAVUS 1A [BAVU1A]

BAVUS 3B [BAVU3B]

RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

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WSSS/SIN
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JEPPESEN
27 JUL 18 (10-3J)

SINGAPORE, SINGAPORE
RNAV SID



- Apt Elev 22
- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. Cruising levels will be issued after take-off by Singapore RADAR.
 5. All SIDs include noise preferential routes.

BAVUS 1E [BAVU1E]
BAVUS 3F [BAVU3F]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

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

Initial climb clearance 3000 or as directed by ATC

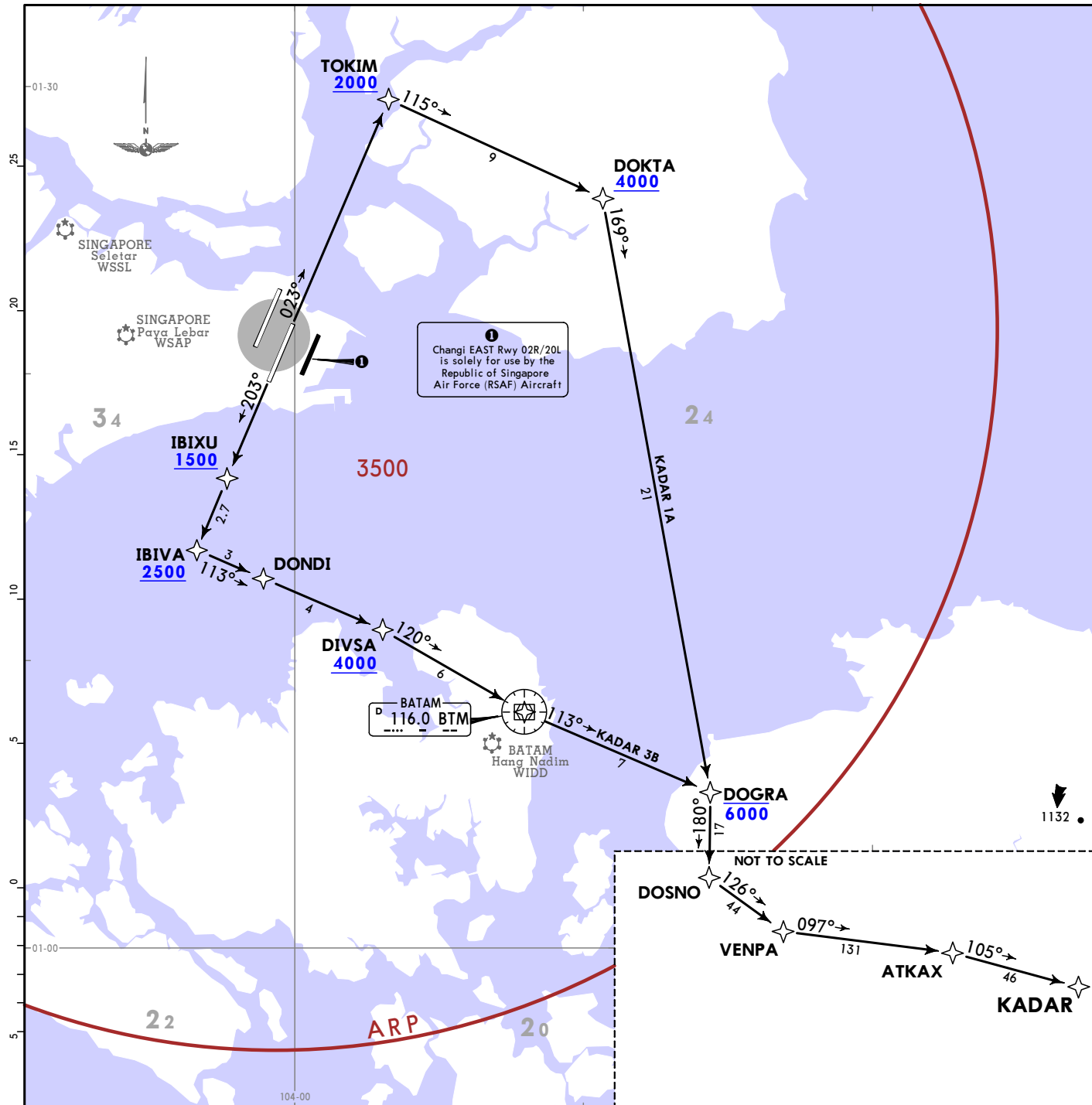
SID	RWY	INITIAL CLIMB
BAVUS 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn LEFT. To BAVUS.
BAVUS 3F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn LEFT. To BAVUS.

WSSS/SIN
CHANGI

JEPPESSEN
27 JUL 18 10-3K

SINGAPORE, SINGAPORE

RNAV SID



Trans alt: 11000
1. RADAR required.
2. RNAV 1 Navigation Specification GNSS required.
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

**KADAR 1A [KADA1A]
KADAR 3B [KADA3B]
RNAV (GNSS) DEPARTURES**

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

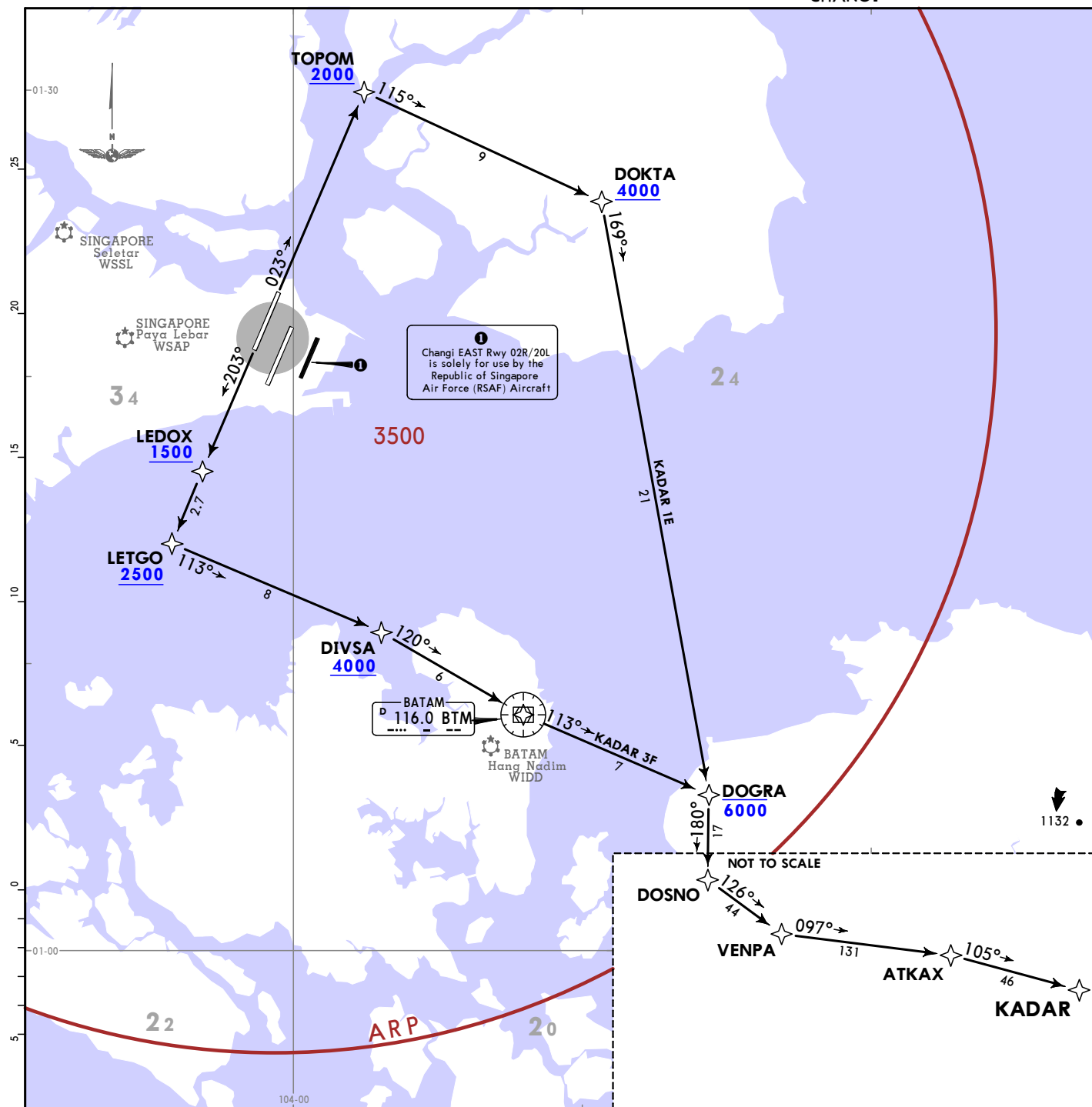
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
KADAR 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.
KADAR 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.

WSSS/SIN
CHANGI

JEPPESEN
27 JUL 18 10-3L

SINGAPORE, SINGAPORE
RNAV SID



- Apt Elev 22
- Trans alt: 11000
1. **RADAR required.**
 2. **RNAV 1 Navigation Specification GNSS required.**
 3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
 4. Cruising levels will be issued after take-off by Singapore RADAR.
 5. All SIDs include noise preferential routes.

KADAR 1E [KADA1E]
KADAR 3F [KADA3F]
RNAV (GNSS) DEPARTURES

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

- LOST COMMS
1. Set transponder to Mode A/C code 7600.
 2. Communications failure occurs immediately after departure on:
Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- LOST COMMS

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

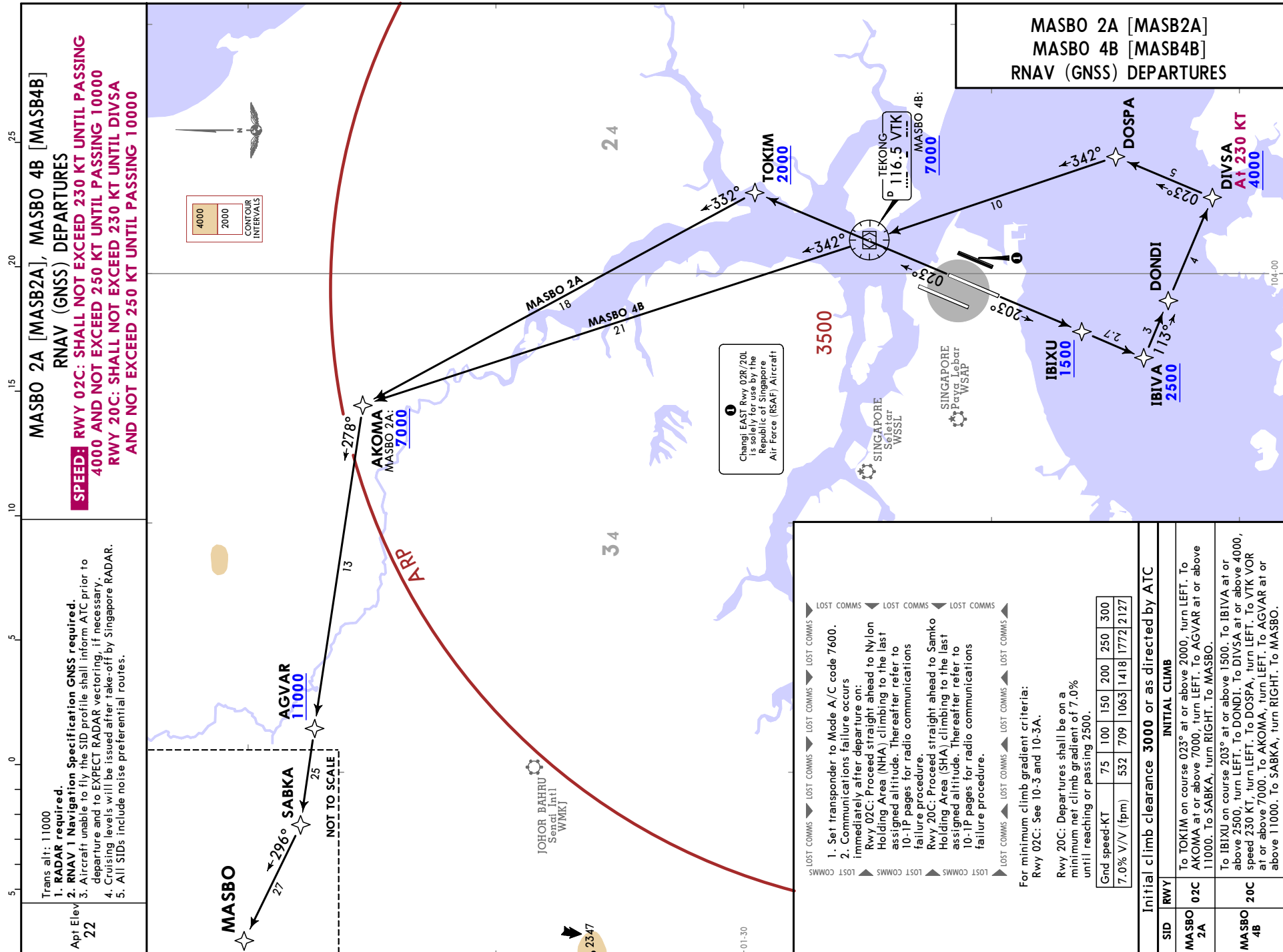
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

Initial climb clearance 3000
or as directed by ATC

SID	RWY	INITIAL CLIMB
KADAR 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.
KADAR 3F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To ATKAX, turn RIGHT. To KADAR.

JEPPESSEN
27 JUL 18 (10-3M)

SINGAPORE, SINGAPORE
RNAV SID

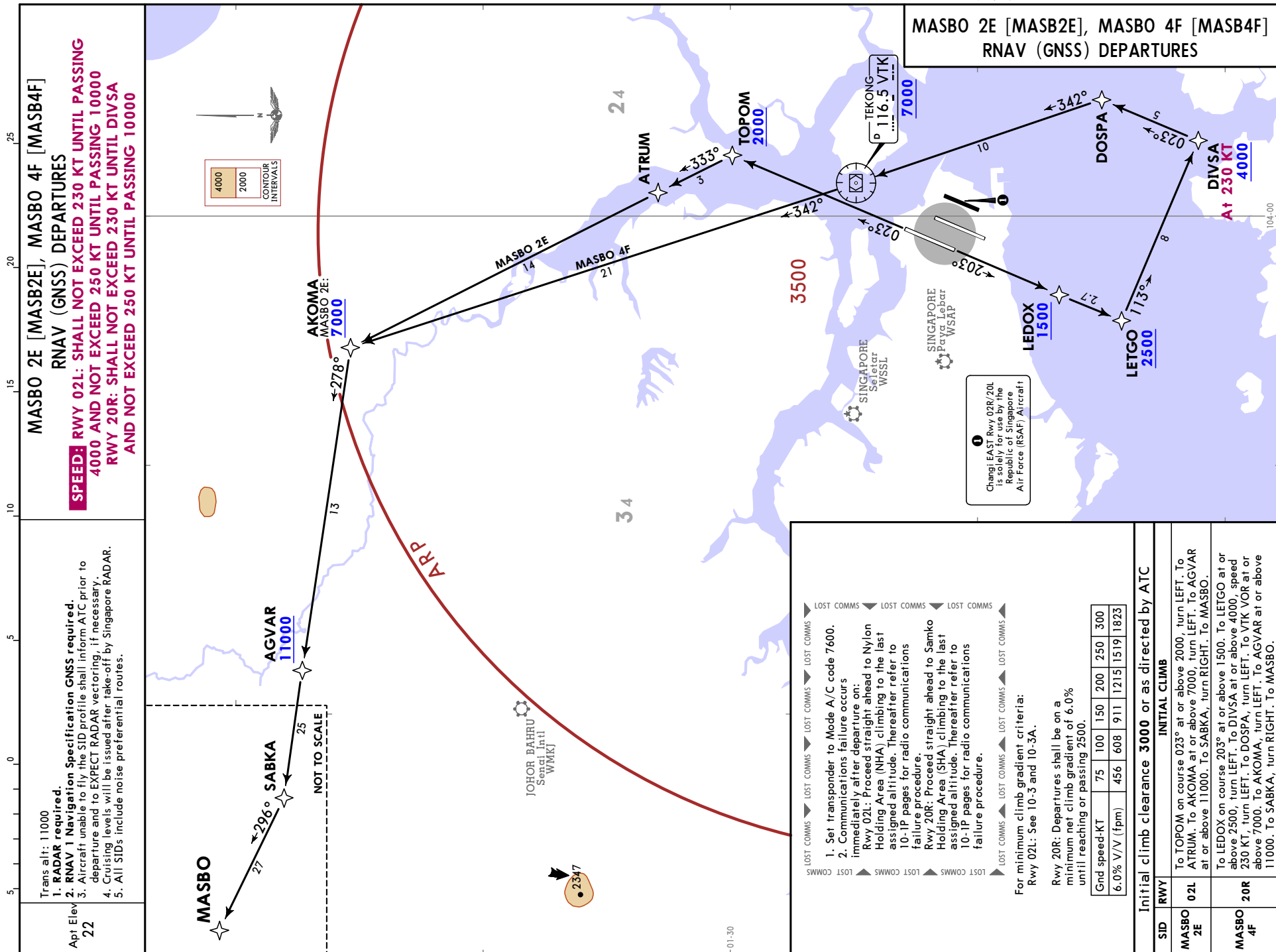


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JEPPESEN
27 JUL 18 (10-3N)

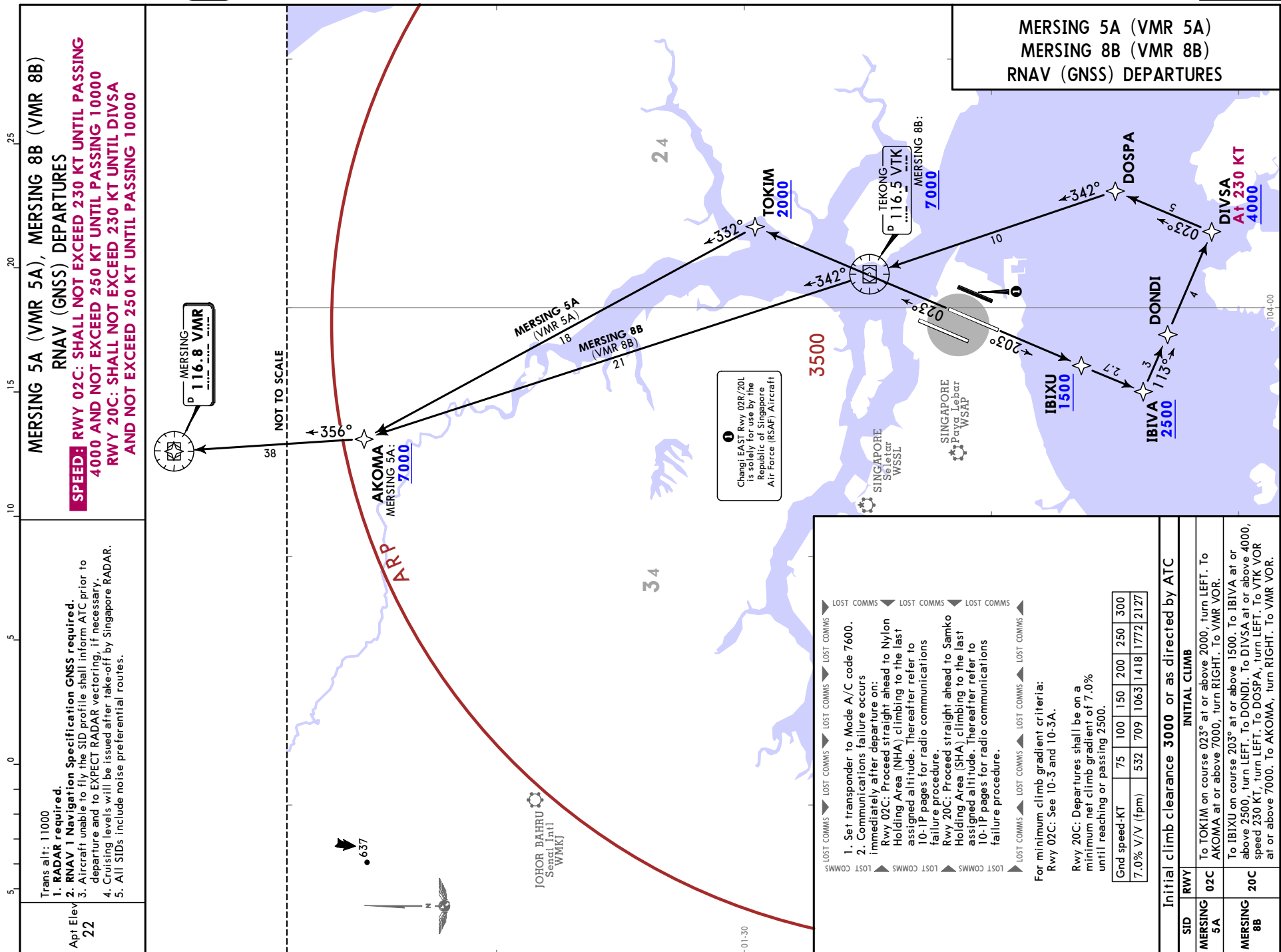
SINGAPORE, SINGAPORE
RNAV SID



WSSS/SIN
CHANGI

27 JUL 18 10-3P

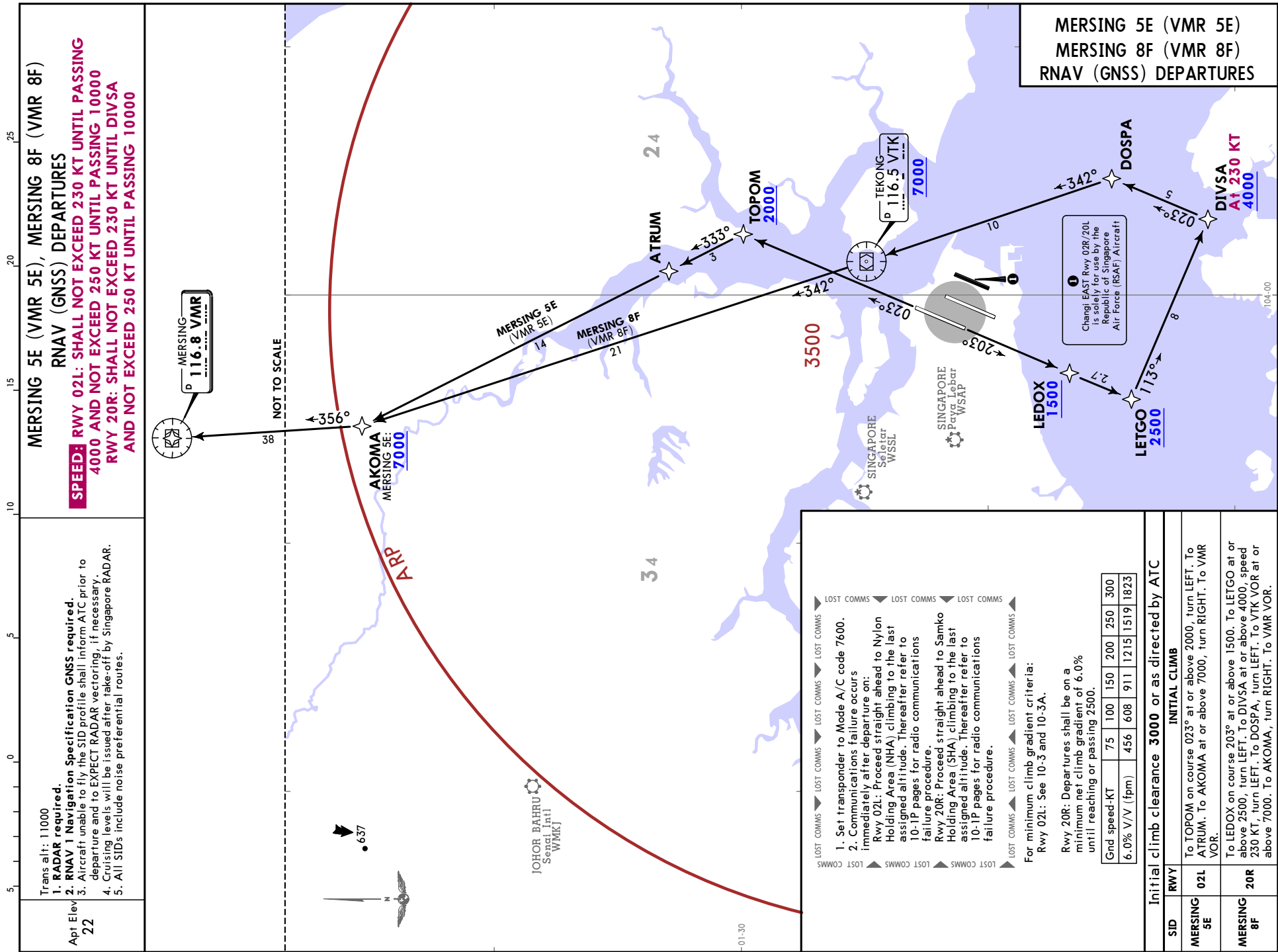
SINGAPORE, SINGAPORE
RNAV SID



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CHANGI

JEPPESSEN
27 JUL 18 10-3Q

SINGAPORE, SINGAPORE
RNAV SID



WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 (10-35)

SINGAPORE, SINGAPORE

RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

**TOMAN 2A [TOMA2A]
TOMAN 4B [TOMA4B]
RNAV (GNSS) DEPARTURES**
**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 1000**

NOT TO SCALE
83
TOMAN

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.
Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

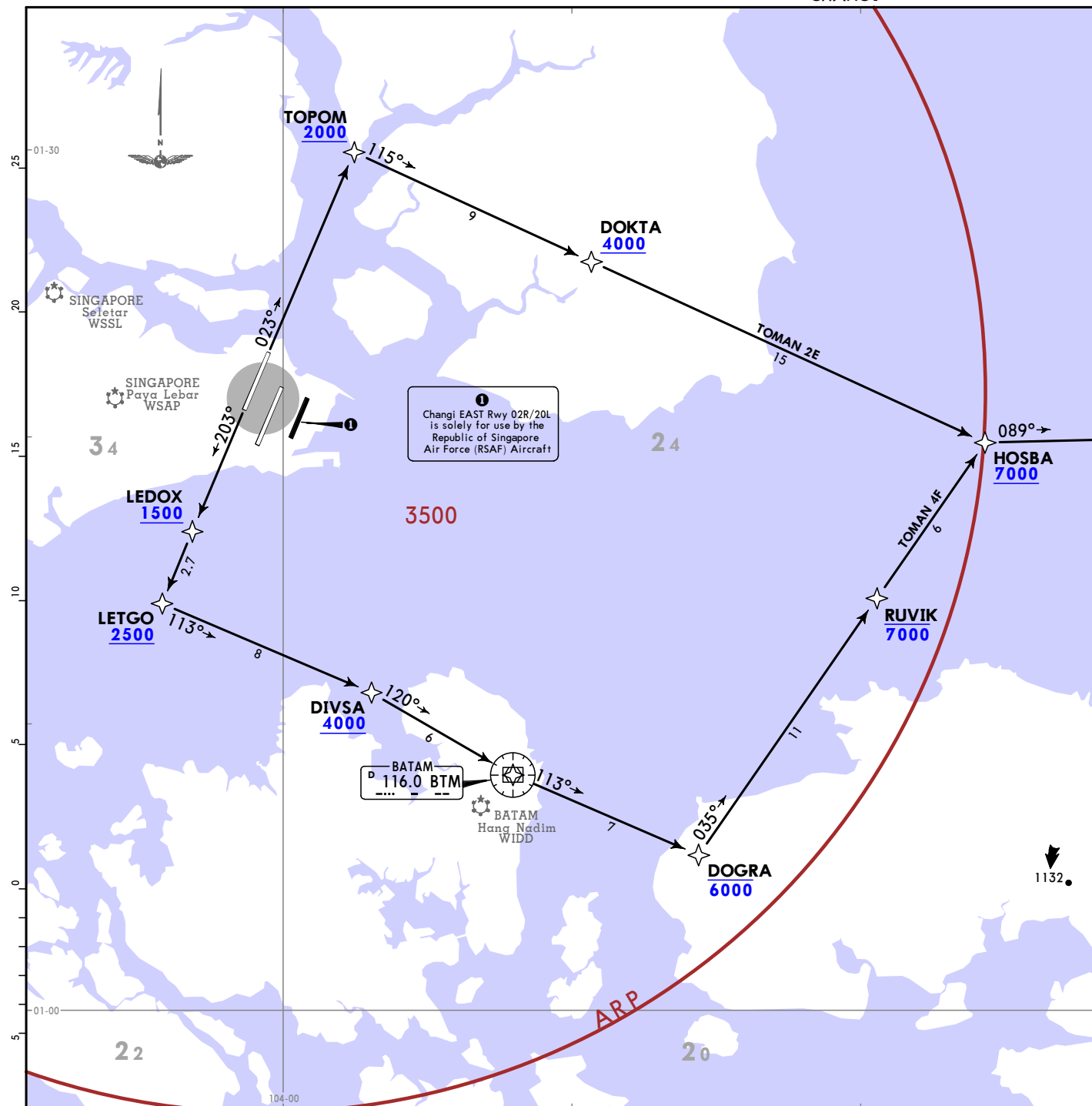
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
TOMAN 2A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000. To HOSBA at or above 7000, turn LEFT. To TOMAN.
TOMAN 4B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn LEFT. To RUVIK at or below 7000. To HOSBA at or above 7000, turn RIGHT. To TOMAN.

WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 10-3T

SINGAPORE, SINGAPORE
RNAV SID



- Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

TOMAN 2E [TOMA2E]
TOMAN 4F [TOMA4F]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

NOT TO SCALE

83.0

TOMAN

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
- Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

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

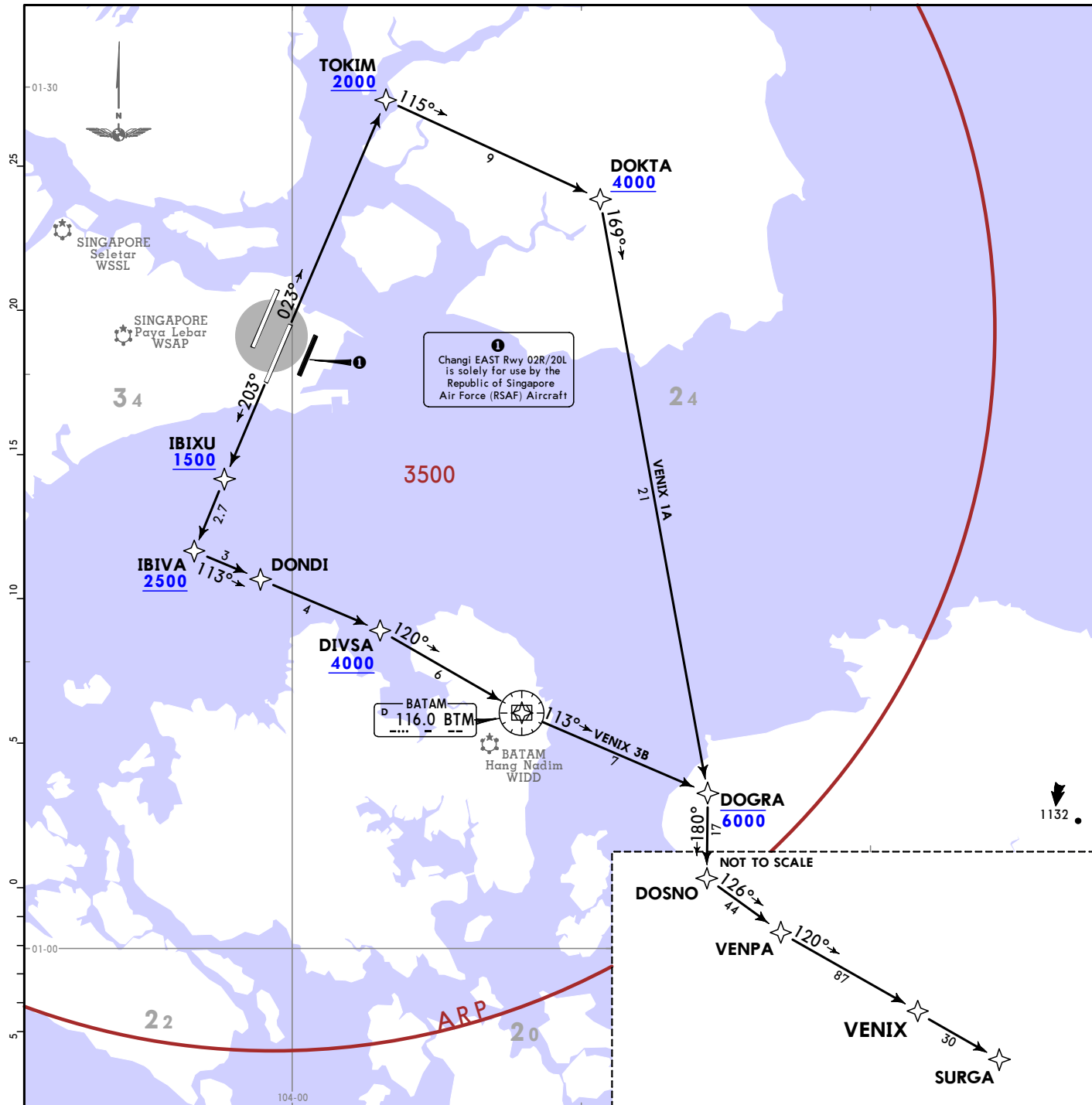
Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
TOMAN 2E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000. To HOSBA at or above 7000, turn LEFT. To TOMAN.
TOMAN 4F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn LEFT. To RUVIK at or below 7000. To HOSBA at or above 7000, turn RIGHT. To TOMAN.

WSSS/SIN
CHANGI

JEPPesen
27 JUL 18 (10-3U)

SINGAPORE, SINGAPORE

RNAV SID



Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

**VENIX 1A [VENI1A]
VENIX 3B [VENI3B]
RNAV (GNSS) DEPARTURES**

**SPEED: SHALL NOT EXCEED 230 KT
UNTIL PASSING 4000 AND NOT EXCEED
250 KT UNTIL PASSING 10000**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
Rwy 02C: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
Rwy 20C: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

For minimum climb gradient criteria:
Rwy 02C: See 10-3 and 10-3A.

Rwy 20C: Departures shall be on a minimum net climb gradient of 7.0% until reaching or passing 2500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

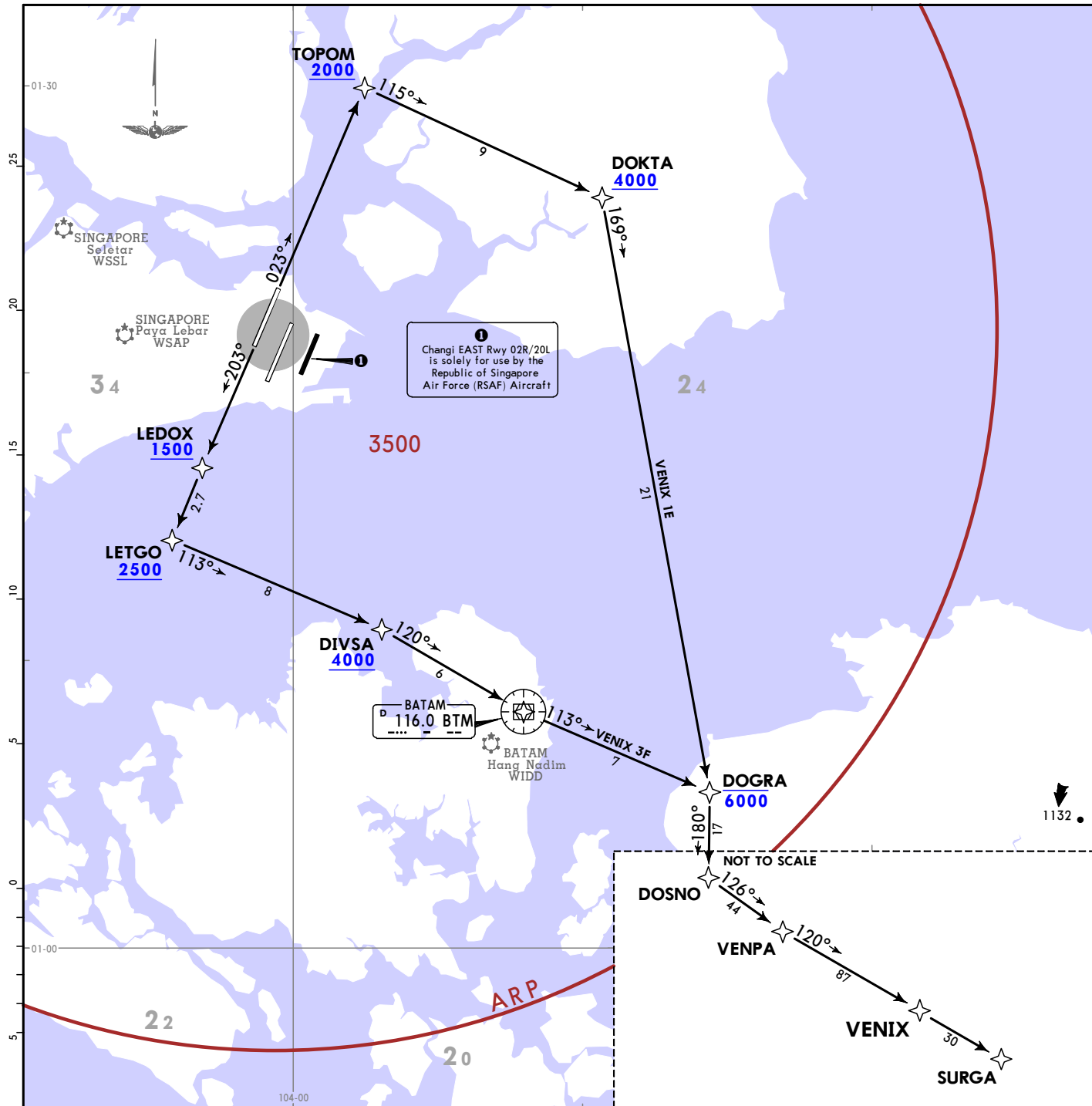
Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
VENIX 1A	02C	To TOKIM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.
VENIX 3B	20C	To IBIXU on course 203° at or above 1500. To IBIVA at or above 2500, turn LEFT. To DOND1. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.

WSSS/SIN
CHANGI

JEPPESEN
27 JUL 18 (10-3V)

SINGAPORE, SINGAPORE

RNAV SID



- Trans alt: 11000
1. **RADAR required.**
2. **RNAV 1 Navigation Specification GNSS required.**
3. Aircraft unable to fly the SID profile shall inform ATC prior to departure and to EXPECT RADAR vectoring, if necessary.
4. Cruising levels will be issued after take-off by Singapore RADAR.
5. All SIDs include noise preferential routes.

VENIX 1E [VENI1E]
VENIX 3F [VENI3F]
RNAV (GNSS) DEPARTURES

SPEED: SHALL NOT EXCEED 230 KT UNTIL PASSING 4000 AND NOT EXCEED 250 KT UNTIL PASSING 10000

1. Set transponder to Mode A/C code 7600.
2. Communications failure occurs immediately after departure on:
- Rwy 02L: Proceed straight ahead to Nylon Holding Area (NHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.
- Rwy 20R: Proceed straight ahead to Samko Holding Area (SHA) climbing to the last assigned altitude. Thereafter refer to 10-1P pages for radio communications failure procedure.

For minimum climb gradient criteria:
Rwy 02L: See 10-3 and 10-3A.

Rwy 20R: Departures shall be on a minimum net climb gradient of 6.0% until reaching or passing 2500.

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

Initial climb clearance 3000 or as directed by ATC		
SID	RWY	INITIAL CLIMB
VENIX 1E	02L	To TOPOM on course 023° at or above 2000, turn RIGHT. To DOKTA at or above 4000, turn RIGHT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.
VENIX 3F	20R	To LEDOX on course 203° at or above 1500. To LETGO at or above 2500, turn LEFT. To DIVSA at or above 4000, turn RIGHT. To BTM VOR, turn LEFT. To DOGRA at or below 6000, turn RIGHT. To DOSNO, turn LEFT. To VENPA, turn LEFT. To VENIX. To SURGA.

WSSS/SIN


JEPPESEN
23 MAR 18 (10-8)
SINGAPORE, SINGAPORE
CHANGI**SINGAPORE CHANGI AIRPORT - WORKS SCHEDULE AND MOVEMENT
AREA RESTRICTIONS PERTAINING TO CHANGI EAST DEVELOPMENT
WORKS**

Runway 02L/20R and Runway 02C/20C will be closed between 1630 UTC and 2200 UTC nightly from 24 March 2018 to 27 October 2018 for works and maintenance as follows:

Month	Runway 02L/20R	Runway 02C/20C
March 2018	26 and 29.	24, 25, 27, 28, 30 and 31.
April 2018	2, 5, 9, 12, 16, 19, 23, 26 and 30.	1, 3, 4, 6, 7, 8, 10, 11, 13, 14, 15, 17, 18, 20, 21, 22, 24, 25, 27, 28 and 29.
May 2018	3, 7, 10, 14, 17, 21, 24, 28 and 31.	1, 2, 4, 5, 6, 8, 9, 11, 12, 13, 15, 16, 18, 19, 20, 22, 23, 25, 26, 27, 29 and 30.
June 2018	4, 7, 11, 14, 18, 21, 25 and 28.	1, 2, 3, 5, 6, 8, 9, 10, 12, 13, 15, 16, 17, 19, 20, 22, 23, 24, 26, 27, 29 and 30.
July 2018	2, 5, 9, 12, 16, 19, 23, 26 and 30.	1, 3, 4, 6, 7, 8, 10, 11, 13, 14, 15, 17, 18, 20, 21, 22, 24, 25, 27, 28, 29 and 31.
August 2018	2, 6, 9, 13, 16, 20, 23, 27 and 30.	1, 3, 4, 5, 7, 8, 10, 11, 12, 14, 15, 17, 18, 19, 21, 22, 24, 25, 26, 28, 29 and 31.
September 2018	3, 6, 10, 13, 17, 20, 24 and 27.	1, 2, 4, 5, 7, 8, 9, 11, 12, 14, 15, 16, 18, 19, 21, 22, 23, 25, 26, 28, 29 and 30.
October 2018	1, 4, 8, 11, 15, 18, 22 and 25.	2, 3, 5, 6, 7, 9, 10, 12, 13, 14, 16, 17, 19, 20, 21, 23, 24, 26 and 27.

For Runway 02C/20C closure from 1630 UTC to 2200 UTC, Taxiway EP between Taxiway L9 and Taxiway E11 will also be closed due to work in progress.

Scheduled closure of Rwy 02C/20C:

- 1) Between 1630-2200 on first, second and fourth Wednesday of the month (preventive maintenance work). In the event of an emergency, Runway will be re-opened within 30 minutes.
- 2) Between 0300-0315, 0650-0655, 1020-1025, 2315-2330 daily (inspection). In the event of an emergency, Runway will be re-opened within 5 minutes.

Scheduled closure of Rwy 02L/20R:

- 1) Between 1630-2200 on every Monday and Thursday of the month (preventive maintenance work). In the event of an emergency, Runway will be re-opened within 30 minutes.
- 2) Between 0225-0240, 0630-0635, 1000-1005, 2300-2315 daily (inspection). In the event of an emergency, Runway will be re-opened within 5 minutes.

All aircraft operating during closure periods are to plan to carry sufficient contingency fuel as only one runway will be available.

Any changes will be notified through NOTAM.

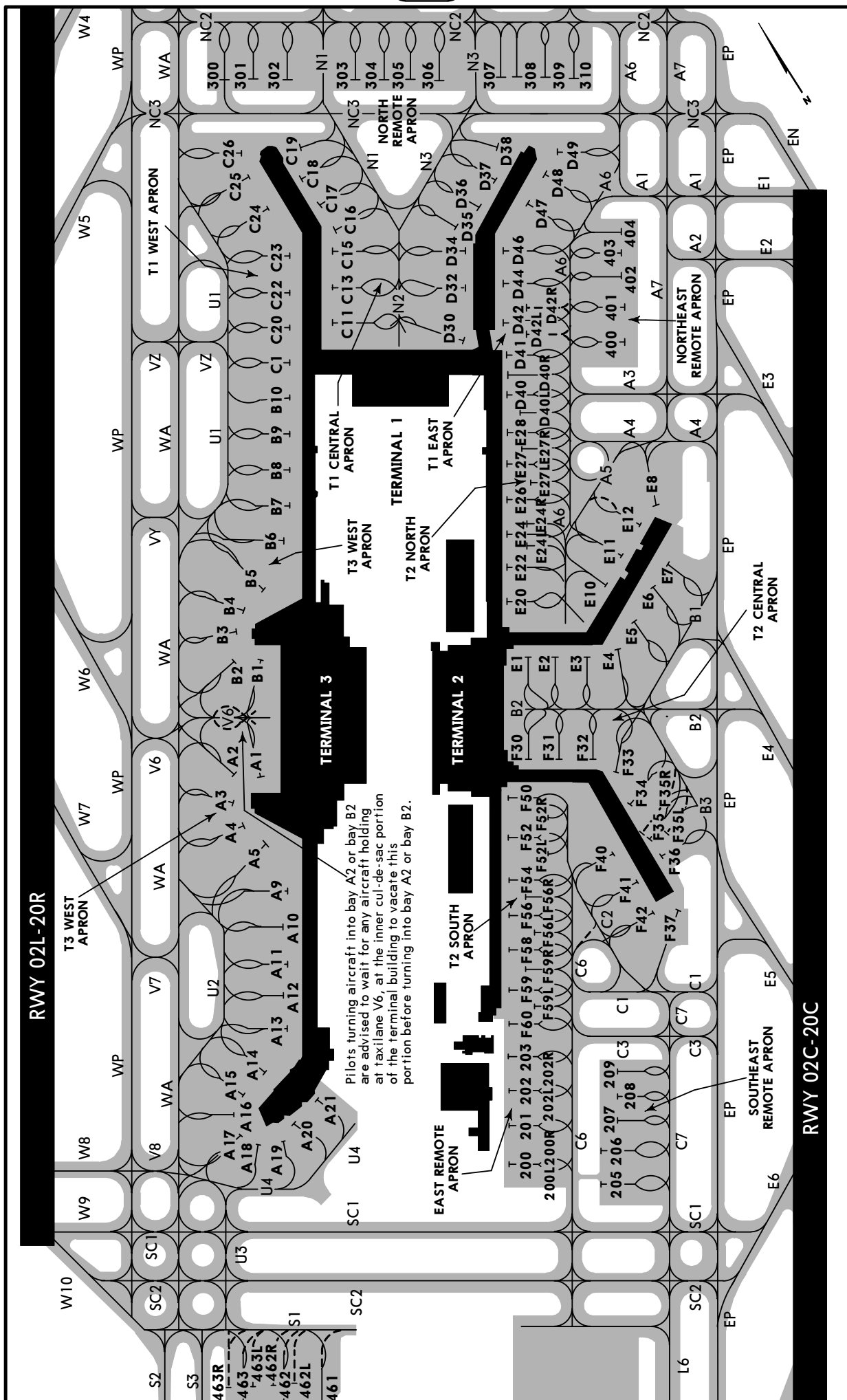
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SINGAPORE, SINGAPORE

CHANGI

26 JAN 18 (10-9B) Eff 1 Feb



CHANGES: F35L and F35R lead-in line markings.

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26 JAN 18

(10-9C)

Eff 1 Feb

CHANGI

PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
T3 West Apron		T2 Central Apron	
A1, A2	N01 21.4 E103 59.1	E1	N01 21.3 E103 59.4
A3, A4	N01 21.3 E103 59.0	E2 thru E4	N01 21.3 E103 59.5
A5	N01 21.3 E103 59.1	E5	N01 21.3 E103 59.6
A9	N01 21.2 E103 59.1	E6, E7	N01 21.4 E103 59.6
A10	N01 21.2 E103 59.0	F30, F31	N01 21.2 E103 59.4
A11 thru A13	N01 21.1 E103 59.0	F32, F33	N01 21.2 E103 59.5
A14	N01 21.0 E103 59.0	F34 thru F36	N01 21.1 E103 59.5
A15 thru A17	N01 21.0 E103 58.9	T2 North Apron	
A18	N01 20.9 E103 58.9	E8	N01 21.5 E103 59.6
A19, A20	N01 20.9 E103 59.0	E10	N01 21.4 E103 59.5
A21	N01 21.0 E103 59.0	E11	N01 21.4 E103 59.6
B1	N01 21.4 E103 59.1	E12	N01 21.5 E103 59.6
B2 thru B4	N01 21.5 E103 59.1	E20, E22	N01 21.4 E103 59.5
B5 thru B7	N01 21.6 E103 59.2	E24 thru E26	N01 21.5 E103 59.5
B8 thru B10	N01 21.7 E103 59.3	E27L	N01 21.5 E103 59.5
South Apron		E27, E27R, E28	N01 21.6 E103 59.5
461, 462L	N01 20.7 E103 58.9	T2 South Apron	
462, 462R, 463L	N01 20.7 E103 58.8	F37	N01 21.0 E103 59.4
463, 463R	N01 20.7 E103 58.8	F40, F41	N01 21.1 E103 59.4
T1 West Apron		F42	N01 21.0 E103 59.4
C1, C20	N01 21.8 E103 59.3	F50	N01 21.2 E103 59.4
C22	N01 21.9 E103 59.3	F52L, F52R	N01 21.0 E103 59.3
C23	N01 21.9 E103 59.4	F52, F56R, F56L	N01 21.1 E103 59.3
C24	N01 21.9 E103 59.5	F54, F56	N01 21.1 E103 59.3
C25	N01 22.0 E103 59.4	F58, F59, F59R	N01 21.0 E103 59.3
C26	N01 22.0 E103 59.5	F59L, F60	N01 21.0 E103 59.3
T1 Central Apron		East Remote Apron	
C11, C13	N01 21.8 E103 59.4	200, 200L, 200R	N01 20.8 E103 59.2
C15	N01 21.9 E103 59.4	201	N01 20.8 E103 59.2
C16, C17	N01 21.9 E103 59.5	202, 202L, 202R	N01 20.9 E103 59.2
C18	N01 22.0 E103 59.5	203	N01 20.9 E103 59.2
C19	N01 22.1 E103 59.5	South-East Remote Apron	
D30	N01 21.7 E103 59.5	205	N01 20.7 E103 59.3
D32, D34	N01 21.8 E103 59.5	206 thru 208	N01 20.8 E103 59.3
D35 thru D38	N01 21.9 E103 59.7	209	N01 20.9 E103 59.3
T1 East Apron		North-East Remote Apron	
D40, D40L, D40R	N01 21.6 E103 59.5	400	N01 21.6 E103 59.7
D41, D42, D42L	N01 21.7 E103 59.6	401 thru 403	N01 21.7 E103 59.7
D42R, D44	N01 21.7 E103 59.6	404	N01 21.8 E103 59.7
D46	N01 21.8 E103 59.6	North Remote Apron	
D47, D48	N01 21.8 E103 59.8	300, 301	N01 22.1 E103 59.5
D49	N01 21.9 E103 59.8	302, 303	N01 22.1 E103 59.6
		304	N01 22.1 E103 59.7
		305, 306	N01 22.0 E103 59.7
		307 thru 309	N01 22.0 E103 59.8
		310	N01 22.0 E103 59.9

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 **JEPPESEN**
9 FEB 18 (10-9C3)**SINGAPORE, SINGAPORE**
CHANGI

AIRFIELD GROUND LIGHTING CONTROL AND MONITORING SYSTEM (AGLCMS) AND MARKINGS

The taxiing guidance system at Singapore Changi Airport consists of stop bars and selectable segments of green taxiway centerline lights. The system is designed to provide pilots with visual guidance while taxiing during night operations and during periods of low visibility. It is controlled by the Ground Movement Controller (GMC) at Changi Control Tower using the Airfield Lighting Control and Monitoring System (AGLCMS).

Route Selection and Priority

When a taxiing route is selected on the AGLCMS, corresponding segments of taxiway centerline lights on the maneuvering area are switched on automatically. When two or more routes are selected, the system will give priority to the first route and activate red stopbar lights across conflicting routes, as necessary. A segment of the centerline lights of the conflicting routes that cut across the first route will also be suppressed. The GMC has the option of overriding the taxiing route priority by selecting or deselecting the appropriate stopbar lights.

All taxiing guidance lights on taxiways leading to the runways terminate at the runway holding positions where, by default, red stopbar lights remain on unless deselected by the runway controller. When deselected, these stopbar lights will re-activate automatically after 60 seconds. Pilots shall not cross any lighted red stopbar lights.

Pilots shall enter/cross the runway or taxiway only when both the following conditions are met:

The crew have

- a. received positive ATC clearance to enter/cross the runway or taxiway, and
- b. observed that the red stopbar lights are turned off.

Information and Mandatory Signs/Markings

When following the directional guidance provided by the green taxiway centerline lights and red stopbar lights, pilots are advised to also navigate their taxi route with reference to information and mandatory signs/markings provided at the airport so as to maintain situational awareness of their whereabouts at all times.

Taxi instructions using the green taxiway centerline lights

ATC will use the phraseology "Taxi on the greens..." when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights.

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 **JEPPESEN**
9 FEB 18 (10-9C4)SINGAPORE, SINGAPORE
CHANGI

**ADVANCED- SURFACE MOVEMENT GUIDANCE
AND CONTROL SYSTEM
(A-SMGCS)- MULTILATERATION SYSTEM DEPLOYMENT
AT SINGAPORE CHANGI AIRPORT**

1 Introduction

- 1.1 The Multilateration System is a new surveillance system which is able to detect and identify all Mode S equipped aircraft and vehicles moving on the airport surface even during bad weather conditions such as heavy rain. It will integrate with the current radar-based ground surveillance system as a part of the Advanced- Surface Movement Guidance and Control System (A-SMGCS) at Singapore Changi Airport. This will enhance the efficiency and safety at the airport.

2 Carriage of Mode-S SSR Transponder

- 2.1 Carriage and operation of Mode-S transponder is required for all civil aircraft operating at Singapore Changi Airport. The Mode-S transponder shall comply, at least, to the requirements of Level 2 as prescribed in ICAO Annex 10 Volume IV (Amendment 77 or later) Standards and Recommended Practices.

3 Multilateration System Outline

- 3.1 The Multilateration System uses multiple receivers to pick up 'squitters' transmitted by aircraft or vehicle Mode S transponders. It calculates the position of an aircraft or a vehicle by comparing the time its 'squitter' arrives at each receiver.
- 3.2 The system will derive the identity of an aircraft by selectively interrogating its transponder to receive its assigned Mode A code or extracting its aircraft identification (that is, the ICAO callsign used in flight and inserted in the Flight Management System (FMS) or Transponder Control Panel), if available, from its squitter. For transponder equipped vehicles, the system will derive their respective identities from the unique Mode S addresses contained in their squitters.

4 Aircraft Requirements

- 4.1 The Multilateration System is essentially passive. It relies on aircraft transponders squittering at all times when moving on the airfield. At present, some aircraft checklist procedures instruct pilots to turn off the transponder shortly after leaving the runway on arrival and, not to switch it on until reaching the runway holding point for departure. This is in line with the requirement that Mode A/C transponders should not transmit on the ground, which does not apply to Mode S transmissions.
- 4.2 For the Multilateration System to work effectively, all aircraft Mode S transponders need to transmit Mode S squitters at all times when moving on the airfield, starting immediately prior to pushback, and for arrival aircraft until they are stationary at the aircraft stands. The Mode S transponders should not respond to All-Call interrogations, but should respond to addressed interrogations.

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 **JEPPESEN**
8 SEP 17 (10-9C5)SINGAPORE, SINGAPORE
CHANGI**5 Procedures / Actions Required By Pilots**

5.1 The Multilateration System needs to receive squitters and to acquire the Mode A code of a Mode S equipped aircraft at all times when it is on the ground. This is to enable detection and identification of the aircraft (from its Mode A code or ICAO callsign) as soon as it pushes back. Hence, the following actions from pilots are required.

5.2 Pre-Push back / Taxi

- a) Pilots will be required to enter an assigned Mode A code at start-up. This code will be either a discrete or non-discrete code (a conspicuity code, e.g. 1000).
- b) Pilots shall ensure that the aircraft transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) and the assigned Mode A code is selected prior to the request for pushback or taxi, whichever is earlier.
- c) Whenever the aircraft is capable of reporting aircraft identification, the aircraft identification must also be entered prior to the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator, followed by flight identification number (for example, BAW123, SIA002).

5.3 After Landing

- a) Pilots shall ensure that the aircraft transponder is operating (that is, XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) after landing, and continuously until the aircraft is stationary at the aircraft stand.
- b) Pilots shall ensure that the assigned Mode A code is not changed until the aircraft is stationary at the aircraft stand. (The system requires it for identification of the aircraft).

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 **JEPPESEN**
29 DEC 17 (10-9D)**SINGAPORE, SINGAPORE**
CHANGI**PROCEDURES FOR PUSH BACK AND ASSIGNMENT OF
FLIGHT LEVELS TO DEPARTING AIRCRAFT****GENERAL**

- a. Aircraft departing Singapore Changi Airport shall adhere to the procedures for push back and assignment of flight levels.
- b. Assignment of flight levels to departing aircraft is made on a first-come-first-served basis. Aircraft will normally be assigned the level requested unless an alternate level is offered after coordination with the adjacent ATC centers.
- c. Departing flights from Singapore requesting FL280 or FL320 on L759, M770, N571, N571/N877 or P628 will be cleared as follows:
 1. Aircraft departing Singapore will be cleared to FL280.
 2. Succeeding aircraft on the same route will be cleared to FL280 with 10 min longitudinal separation provided there is no closing speed with the preceding aircraft.
 3. Additional longitudinal separation as appropriate shall be provided by ATC for the faster aircraft following a slower aircraft on the same route.
 4. The first aircraft from either Singapore or Kuala Lumpur to be over GUNIP on N571 or N571/N877, the Kuala Lumpur/Bangkok FIR boundary on M770 or L759 and VPL on P628 can expect its requested flight level.
- d. To avoid confusion, pilots shall use the correct phraseology as detailed in **PROCEDURES** paragraph a. when ready for push back.

PROCEDURES

- a. The pilot shall notify ATC when the aircraft is ready to push back within 5 min using the following phraseology:
 - call sign
 - destination
 - proposed flight level and alternate level, if any
 - parking position
- b. On receipt of the 'ready to push back' call, ATC will advise the pilot whether the proposed flight level or other alternate flight level is available and an ATC clearance will be issued accordingly. If pre-departure coordination with an adjacent unit or center is required, the pilot will be instructed to standby.
- c. Once the flight level is accepted by the pilot and an ATC clearance issued, the aircraft must be pushed back within 5 minutes from the time the ATC clearance is accepted unless other ATC restrictions are imposed. The ATC clearance will be cancelled upon expiration of the 5 minute grace period.
- d. At the end of the push back, the departing aircraft must have all engines started and be ready to taxi immediately, unless otherwise instructed by ATC.

NOTE: The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and the departure runway vary.

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 **JEPPesen**
29 DEC 17 **(10-9E)****SINGAPORE, SINGAPORE**
CHANGI**GATE HOLD PROCEDURES FOR DEPARTING AIRCRAFT**

- a. Whenever there are about five to seven departing aircraft at the Rwy holding point, subsequent push backs of departures will be regulated such that the Ground Movement Planner (GMP) on frequency 121.65 will start to issue pilots with Expected Pushback Time (EPT). The determination of EPT will take into account an aircraft's parking stand as well as taxi time to the Rwy-in-use holding point.
- b. When an EPT is issued, pilots will be instructed to either remain on GMP frequency or to monitor Singapore Ground Control (frequencies 121.725, 121.85, 122.55, 124.3 or 125.65). It should be noted that when instructed to monitor Singapore Ground frequencies, pilots shall not establish contact with the Singapore Ground Control, rather, pilots shall maintain a listening watch on the assigned Singapore Ground Control frequency and wait for pushback instruction. This is to prevent unnecessary frequency congestion.
- c. A flight issued with an EPT but chooses to commence pushback before the assigned time will be allowed to do so. However, the flight should not expect an earlier departure time as the planned departure sequences will be maintained.
- d. In a situation when a departing aircraft is occupying a gate that has been assigned to an arriving aircraft, the departing aircraft will be instructed by the GMP to contact Singapore Ground for pushback for the purpose of better gate utilization.
- e. To maximize runway utilization, departure sequence will be planned on the basis of increasing runway throughput so as to enhance overall efficiency.

DELAY IN PUSH BACK AND/OR TAXI DUE TO OTHER AIRCRAFT

Delays may be expected for the second aircraft to push back and to taxi when two or more aircraft are parked either adjacent to one another or close together. However, it will retain its ATC clearance even if the 5 minutes grace period allowed for under

PROCEDURES paragraph c. is exceeded.

DELAY IN TAKE-OFF DUE TO RESTRICTIONS IN THE ATC CLEARANCE

The ATC clearance may require an aircraft to arrive at a reporting point at a specific time and level or to depart a number of minutes behind a preceding traffic to establish longitudinal separation. Such a delay will not deprive a departing aircraft of its ATC clearance even though the 5 minutes grace period would have been exceeded.

DELAY DUE TO OVERFLIGHTS

These are flights operating through Singapore FIR without landing at Changi Airport. Depending on their positions, a departing aircraft requesting the same level may have to accept an alternate level or may have to delay its departure in order to establish the prescribed separation.

FLIGHTS EXEMPTED

The above procedures are not applicable to VIP, CASEVAC, SAR and other special tasks aircraft. ATC shall have full discretion in the conduct of such operations.

CANCELLATION OF ATC CLEARANCE/ OBTAINING A FRESH CLEARANCE

- a. A departing aircraft may have its ATC clearance cancelled under the following circumstances:
 1. on expiry of the 5 minutes grace period under **PROCEDURES** paragraph c., it is still unable to push back; or
 2. after pushing back, the pilot advises that it is returning to blocks; or
 3. it develops a technical problem and is unable to continue taxiing.
- b. ATC will inform the aircraft when a clearance is cancelled using the following phraseology: '(Call sign of aircraft) your ATC clearance is cancelled (reason)'.
- c. Pilots who are ready to depart following the cancellation of an ATC clearance will adopt the normal procedures as if it is the first time they are ready to depart.

GROUND MOVEMENT PLANNER ON VHF 121.65

The frequency shall be used for aircraft pre-flight checks and ATC clearances.

Pilot-in-command to make his initial call from the parked position of the frequency.

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23 FEB 18 **(10-9E1)****SINGAPORE, SINGAPORE**
CHANGI**GROUND MOVEMENT CONTROL ON 121.725, 121.85, 122.55, 124.3 and 125.65.**

- a. This frequency shall be used for aircraft start-up/push-back clearance.
- b. Unless otherwise instructed by ATC, the pilot-in-command shall prior to starting engines listen out on the Ground Movement Control frequency on 121.75, 121.85, 122.55, 124.3 or 125.65.
- c. The pilot-in-command shall:
 1. Request and obtain taxi instructions prior to taxiing;
 Note: ATC clearance, including the assigned SSR code will normally be issued prior to push back. Pilot shall squawk the SSR code immediately when airborne.
 2. Change from Ground Movement Control frequency to the Runway Control frequency when instructed (118.6 or 118.25). It should be noted that when instructed to monitor Singapore Tower frequencies, pilots shall not establish contact with Singapore Tower; rather, pilots shall maintain a listening watch on the assigned Singapore Tower frequency and wait for instruction. This is to prevent unnecessary frequency congestion.
- d. Departing aircraft will be instructed when to change from 118.6 or 118.25 to Singapore Departure frequency 120.3.
- e. In the case of the aircraft having landed, the pilot-in-command shall change from 118.6 or 118.25 to 121.85, 122.55, 124.3 or 125.65 immediately upon instructed by ATC after clearing the runway. He shall maintain watch on 121.725, 121.85, 122.55, 124.3 or 125.65 for taxiing and parking instructions until he arrives at his aircraft stand.

TAXIING

- a. Taxi clearance given by Ground Movement Control will relate to movement on the maneuvering area, but excluding the marshalling area.
- b. Aircraft taxiing on the maneuvering area will be regulated by ATC to avoid or reduce possible conflict and will be provided with traffic information and alerting service. ATC shall apply taxiing clearance limits whenever necessary.
- c. The taxiway routes to be used by aircraft after landing or when taxiing for departure will be specified by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the maneuvering area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area. Pilots are also advised of the possibility of misjudging the clearance between the acft wing tips and other obstacles, especially in areas of hot-spots or during low-light/poor visibility conditions.
- d. Pilots are reminded to always use minimum power when starting engines, when maneuvering within the apron area or when maneuvering from apron taxiways to other parts of the aerodrome. It is especially critical when commencing to taxi that break-away thrusts are kept to an absolute minimum and then be reduced to idle thrusts as soon as possible.

TAKE-OFF AND LANDING

- a. Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. On obtaining an ATC clearance the aircraft shall enter the runway via designated taxiways:
 - Rwy 02C - Twy E10 or E11
 - Rwy 02L - Twy W8, W9 OR W10
 - Rwy 20C - Twy E1, E2
 - Rwy 20R - Twy W1, W2
- b. The pilot-in-command shall not take-off or land without a clearance from Aerodrome Control.
- c. The pilot-in-command shall not run-up on the runway in use unless authorized by Aerodrome Control. Engines run-ups in the holding pan or taxiway holding point clear of the runway in use may be carried out subject to approval by Aerodrome Control.
- d. After landing, the pilot-in-command shall vacate the runway by the shortest suitable route and to contact Ground Control who will issue specific taxi route instructions to its assigned aircraft stand.
- e. Aircraft with radio communication failure shall vacate the runway and stop on the taxiway and watch for light signals from Aerodrome Control.

ARRIVING AIRCRAFT

The pilot-in-command of an arriving aircraft shall contact the appropriate Approach Control Unit 10 minutes before entering the CTR or ATZ.

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10 AUG 18

**JEPPESEN**

SINGAPORE, SINGAPORE

CHANGI

PROCEDURES FOR START-UP AND PUSHBACK OF AIRCRAFT

1. Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or pushback of aircraft commences.
2. When the pilot is ready for start-up and pushback, he/she shall seek confirmation from the ground crew that there is no hazard to the aircraft starting up. The pilot shall then notify the Ground Movement Controller (Callsign: Singapore Ground) that the aircraft is ready for pushback. On being informed by Singapore Ground that pushback is approved, the pilot should coordinate with the ground crew for the start-up and pushback of the aircraft.
3. The following table describes the procedures for the pushback of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, Singapore Ground will issue specific instructions to the pilot.

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
TERMINAL 3 - WEST APRON		
A1	<p>The aircraft shall be pushed back following the pushback line onto Taxilane V6 until its nosewheel is at the "EOP A1" position The aircraft shall then be towed forward onto Taxilane V6 to face West until its nosewheel is at the "EOT A1, A2, B1, B2" position. Engine start up is only permitted at the end of pushback. The aircraft may breakaway from there. This pushback procedure does not apply to aircraft with unserviceable auxiliary power unit.</p> <p><u>Alternate Pushback Procedure (To Face North)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane V6,following Taxilane V6 centreline onto TWY WA, to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure (To Face South)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane V6,following Taxilane V6 centreline onto TWY WA, to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B2. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
A2	<p>The aircraft shall be pushed back following the pushback line onto Taxilane V6 to face West until its nosewheel is at the "EOP A2, B2" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT A1, A2, B1, B2" position. Engine start up is only permitted at the end of pushback. The aircraft may breakaway from there. This pushback procedure does not apply to aircraft with unserviceable auxiliary power unit.</p> <p><u>Alternate Pushback Procedure (To Face North)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY WA, to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A2. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure (To Face South)</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY WA, to face South until the nose of the aircraft is behind the stopbar behind aircraft stand B2. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on TWY WA.</p> <p>Pushback approved, to face South on TWY WA.</p>
A3	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (or South) its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centerline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A4	The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY WA to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centerline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A5, A9	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p style="text-align: center;">OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 followed by TWY WA to face South until nose of the aircraft is behind the stopbar behind aircraft stand A4. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A10	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p style="text-align: center;">OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 followed by TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A4. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

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10 AUG 18



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10-9G

SINGAPORE, SINGAPORE

CHANGI

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
A11	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A12	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand A10. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U2 centerline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A13, A14, A15	<p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 followed by TWY WA to face North until the nose of the aircraft is behind the stopbar behind aircraft stand A16. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY U2 to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A12. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
A16	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North (South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centerline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
A17	<p>The aircraft (on idle thrust) shall be pushed back onto TWY V8 to face West until its nosewheel is at the "EOP A17" position behind aircraft stand A17. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until the nose of the aircraft is behind the stopbar behind aircraft stand A16. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face West.</p> <p>Pushback approved, to face South.</p>
A18	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.	Standard pushback approved.
A19	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until its nosewheel is at the "EOP A19" position behind aircraft stand A19. The aircraft may breakaway from there.	Standard pushback approved.
A20	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 to face West until its nosewheel is at the "EOP A20" position behind aircraft stand A20. The aircraft may breakaway from there.	Standard pushback approved.
A21	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane U4 until its nosewheel is at the "EOP A21" position. The aircraft shall then be towed forward to face West until the nose of the aircraft is behind the stopbar behind aircraft stand A18. The aircraft may breakaway from there.	Standard pushback approved.

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SINGAPORE, SINGAPORE**CHANGI**

APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
486	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane S6 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane S6 centreline. The aircraft may break away from there.	Pushback approved, to face North.
487	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane S6 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 486. The aircraft may break away from there.	Pushback approved, to face North.
EAST REMOTE APRON		
200	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centerline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 201 lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centerline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
200L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centerline. The aircraft shall then be towed forward until its nose wheel is abeam aircraft stand 200. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
200R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
201	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until the nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
202	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
202L, 202R	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
203	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 203. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>NORTH REMOTE APRON</u>		
300	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 301 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
301	The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East (or West) until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.	Pushback approved, to face East (or West).
302	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nosewheel is at the intersection of aircraft stand 301 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
303	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nosewheel is at the intersection of aircraft stand 304 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
304, 305	The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East (or West) until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.	Pushback approved, to face East (or West).
306	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nosewheel is at the intersection of aircraft stand 305 lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
307, 308	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of aircraft is behind the stopbar behind aircraft stand 309. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
309	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of aircraft is behind the stopbar behind aircraft stand 307. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>
310	<p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face East until the nose of the aircraft is behind the stopbar behind aircraft stand 309. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto TWY NC2 to face West until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY NC2 centreline. The aircraft shall then be towed forward until the nose of aircraft is behind the stopbar behind aircraft stand 307. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face West.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
<u>NORTH-EAST REMOTE APRON</u>		
400, 401, 402, 403, 404	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centerline.	Pushback approved, to face North (or South).
<u>TERMINAL 1 - WEST APRON</u>		
C1	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North until its nose wheel is at the "EOP C1" position behind aircraft stand C1. The aircraft may break away from there. OR The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face South until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North. Pushback approved, to face South.
C20	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North until its nose wheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there. OR The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face South until its nose wheel is at the "EOP C20" position behind aircraft stand C22. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
C22	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North (South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North (South).
C23	The aircraft (on idle thrust) shall be pushed back onto TWY U1 to face North until the nose of the aircraft is behind the stopbar line behind the aircraft stand C22. The aircraft may break away from there. OR The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North. Pushback approved, to face South.
C24, C25	The aircraft (on idle thrust) shall be pushed back onto Twy U1 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY U1 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
C26	The aircraft (on idle thrust) shall be pushed back onto TWY WA to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WA centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT C26" position behind aircraft stand C26. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
<u>TERMINAL 1 - CENTRAL APRON</u>		
D30	The aircraft (on idle thrust) shall be pushed back following the pushback line to face North until the nosewheel is at the "EOP D30" position. The aircraft shall then be towed forward following the tow line onto Taxilane N2 until its nosewheel is at the "EOT C11, D30" position. The aircraft may breakaway from there.	Standard pushback approved.
D32	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the "EOP C13, D32" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT C13, D32" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may break away from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3. Pushback approved, to face South on Taxilane N1.
D34	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until the nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N2 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind the aircraft stand D35. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
G21	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the "EOP G21" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT G21, G21L, G21R" position on Taxilane L4 centerline. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face East (West) on Taxiway SC2.</p>
G21L	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft shall then be towed forward until its nosewheel is at the "EOT G21, G21L, G21R" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face East (West) on Taxiway SC2.</p>
G21R	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nosewheel is at the "EOP G21R" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT G21, G21L, G21R" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face East.</p> <p>Pushback approved, to face East (West) on Taxiway SC2.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
D34 (contd.)	<u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may break away from there.	Pushback approved, to face South on Taxilane N1.
D35	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face South until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on taxilane N2. The aircraft may break away from there.	Pushback approved, to face North. Pushback approved, to face South. Pushback approved to face North on Taxilane N2.
D36	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on Taxilane N2. The aircraft may breakaway from there.	Pushback approved, to face North (or South). Pushback approved, to face North on Taxilane N2.
D37	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N3 centreline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D34 on Taxilane N2. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face North on Taxilane N2.
D38	The aircraft (on idle thrust) shall be pushed back onto Taxilane N3 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand D37. The aircraft may breakaway from there.	Standard pushback approved.
C11	The aircraft (on idle thrust) shall be pushed back following the pushback line to face North until its nosewheel is at the "EOP C11" position. The aircraft shall then be towed forward following the tow line onto Taxilane N2 until its nosewheel is at the "EOT C11, D30" position. The aircraft may breakaway from there.	Standard pushback approved.
C13	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the "EOP C13, D32" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT C13, D32" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may break away from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind the aircraft stand C16. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3. Pushback approved, to face South on Taxilane N1.
C15	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane N2 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N2 centreline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N3 until the nose of the aircraft is behind the stopbar line behind aircraft stand D35. The aircraft may break away from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto Taxilane N2 to face South followed by Taxilane N1 until the nose of the aircraft is behind the stopbar line behind the aircraft stand C16. The aircraft may break away from there.	Standard pushback approved. Pushback approved, to face South on Taxilane N3. Pushback approved, to face South on Taxilane N1.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
C16	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face South until the nose of the aircraft is behind the stopbar line behind aircraft stand C16. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may breakaway from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C17	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may break away from there.</p>	<p>Pushback approved, to face North (or South).</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C18	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane N1 centreline. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C15 on Taxilane N2. The aircraft may break away from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face North on Taxilane N2.</p>
C19	The aircraft (on idle thrust) shall be pushed back onto Taxilane N1 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand C18. The aircraft may break away from there.	Standard pushback approved.
TERMINAL 1 - EAST APRON		
D40	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North until its nosewheel is at EOP B D40, D40L, D40R position. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face South until its nosewheel is at EOP A D40, D40L, D40R position. The aircraft may breakaway from there.</p>	Pushback approved, to face North (or South).
D40L, D40R	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at EOP B D40, D40L, D40R position. The aircraft may breakaway from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face South until its nosewheel is at EOP A D40, D40L, D40R position. The aircraft may breakaway from there.</p>	Pushback approved, to face North (or South).
D41, D42	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
D42L, D42R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
D44, D46, D47	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may break away from there.	Pushback approved, to face North (or South).
D48	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North until the nose of the aircraft is behind the stopbar line behind aircraft stand D48. The aircraft may break away from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face or South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
D49	<p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North until its nosewheel is at the "EOP D49" position. The aircraft may break away from there.</p> <p>OR</p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft shall then be towed forward until its nosewheel is on the "EOT D49" position behind aircraft stand D49. The aircraft may break away from there.</p>	<p>Pushback approved, to face North.</p> <p>Pushback approved, to face South.</p>
TERMINAL 2 - CENTRAL APRON		
E1	The aircraft (on idle thrust) shall be pushed back following the pushback line to face East until its nosewheel is at the "EOP E1" position. The aircraft shall then be towed forward onto Taxilane B2 until its nosewheel is at the "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
E2	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centreline. The aircraft shall then be towed forward to "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
E3	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centreline. The aircraft may breakaway from there.	Standard pushback approved.
E4	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP E4, F33" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face South until its nosewheel is at the "EOP A E4, F33" position. The aircraft may break away from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face North until its nosewheel is at the "EOP B E4, F33" position. The aircraft may break away from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face South on Taxilane B1.</p> <p>Pushback approved, to face North on Taxilane B3.</p>
E5, E6	The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane B1 centreline. The aircraft shall then be towed forward until its nose wheel is at the EOT E5, E6, E7 position behind aircraft stand E6. The aircraft may breakaway from there.	Standard pushback approved.
E7	The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face North until its nose wheel is at the EOT E5, E6, E7 position behind aircraft stand E6. The aircraft may breakaway from there.	Standard pushback approved.
F30	The aircraft (on idle thrust) shall be pushed back following the pushback line to face East until its nosewheel is at the "EOP F30" position. The aircraft shall then be towed forward onto Taxilane B2 until its nosewheel is at the "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
F31	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP F31" position. The aircraft shall then be towed forward to "EOT E1, E2, F30, F31" position. The aircraft may breakaway from there.	Standard pushback approved.
F32	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B2 centerline. The aircraft may breakaway from there.	Standard pushback approved.
F33	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B2 to face East until its nosewheel is at the "EOP E4, F33" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B1 to face South until its nosewheel is at the "EOP A E4, F33" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face North until its nosewheel is at the "EOP B E4, F33" position. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to face South on Taxilane B1.</p> <p>Pushback approved, to face North on Taxilane B3.</p>
F34	The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane B3 centreline. The aircraft shall then be towed forward until its nose wheel is at the EOT F34, F35L, F36 position behind aircraft stand F35. The aircraft may breakaway from there.	Standard pushback approved.

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 **JEPPESSEN**
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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F35, F35R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane B3 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane B3 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F35L, F36	The aircraft (on idle thrust) shall be pushed back onto Taxilane B3 to face South until its nose wheel is at the EOT F34, F35L, F36 position behind aircraft stand F35. The aircraft may breakaway from there.	Standard pushback approved.
TERMINAL 2 - NORTH APRON		
E8	The aircraft (on idle thrust) shall be pushed back onto TWY A4 to face East until its nosewheel is at "EOP 14" position. The aircraft shall then be towed forward to "EOT 15" position. The aircraft may breakaway from there.	Standard pushback approved.
E10	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the "EOP 19" position. The aircraft may breakaway from there.	Standard pushback approved.
E11	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of Taxilane A6 and TWY A5 centreline. The aircraft shall then be towed forward following TWY A5 centreline to "EOT 16" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the "EOP 19A" position behind aircraft stand E24. The aircraft shall then be towed forward to "EOT 18B" position behind aircraft stand E26. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face North on Taxilane A6.
E12	The aircraft (on idle thrust) shall be pushed back following the pushback line onto TWY A5 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A5 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 16" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A5 followed by Taxilane A6 to face North until its nosewheel is at the intersection of Taxilane A6 and Taxilane A5 centreline. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face North on Taxilane A6.
E20	The aircraft (on idle thrust) shall be pushed back following the pushback line until its nosewheel is at the "EOP 17" position. The aircraft shall then be towed forward following the tow line onto Taxilane A6 to face North until its nosewheel is at the "EOT 18A" position. The aircraft may breakaway from there.	Standard pushback approved.
E22	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at "EOP 19" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT 18" position. The aircraft may breakaway from there.	Standard pushback approved.
E24, E24L, E24R, E26	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
E27, E28	The aircraft (on idle thrust) shall be pushed back onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
E27L, E27R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane A6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane A6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
TERMINAL 2 - SOUTH APRON		
F37	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back onto TWY C1 to face East until its nosewheel is at the "EOP 5" position. The aircraft may breakaway from there.	Standard pushback approved. Pushback approved, to face East on Twy C1.
F40	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the "EOP F40, F52" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
F41	<p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C2 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.</p> <p><u>Alternate Pushback Procedure</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South, following Taxilane C2 centreline onto Taxilane C6 until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p>
F42	<p><u>Main pushback procedure (for all aircraft wingspan)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C2 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT 4" position. The aircraft may breakaway from there.</p> <p><u>Alternate pushback procedure (for all aircraft types except A380)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South, following Taxilane C2 centreline onto Taxilane C6 until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.</p> <p><u>Alternate pushback procedure (for A380 aircraft)</u></p> <p>The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C2 to face South until its nosewheel is at the "EOP 4A" position. The aircraft shall then be towed forward following the tow line until its nosewheel is at the "EOT 4B" position on Taxilane C6, behind aircraft stand F59. The aircraft may breakaway from there.</p>	<p>Standard pushback approved.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p> <p>Pushback approved, to pushback onto Taxilane C6.</p>
F50	The aircraft (on idle thrust) shall be pushed back following the pushback line until its nosewheel is at the "EOP F50" position. The aircraft shall then be towed forward following the tow line onto Taxilane C6 to face South until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.
F52	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the "EOP F40, F52" position. The aircraft shall then be towed forward until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.
F52L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F52R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT F40, F50, F52, F52R" position. The aircraft may breakaway from there.	Standard pushback approved.
F54	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of Taxilane C2 and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F56	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F56L, F56R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Standard pushback approved.
F58, F59	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F59L, F59R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
F60	The aircraft (on idle thrust) shall be pushed back onto Taxilane C6 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane C6 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).

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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
WEST CARGO APRON		
502, 503, 504, 505, 506, 507, 508, 509, 510	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
511, 512	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 511. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WC to face South until the nosewheel of the aircraft is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft shall then be towed forward until the nosewheel is at the "EOT" position behind aircraft stand 510. The aircraft may breakaway from there.	Pushback approved to face North. Pushback approved to face South.
513	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North until the nosewheel of the aircraft is at the intersection of the aircraft stand lead-in line and TWY WC centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WC to face South following TWY WC centreline onto Taxilane WD until the nose of the aircraft is behind the stopbar behind aircraft stand 515 on Taxilane WD. The aircraft may breakaway from there.	Pushback approved to face North. Pushback approved to face South.
514	The aircraft (on idle thrust) shall be pushed back onto TWY WC to face North until the nose of the aircraft is behind the stopbar behind aircraft stand 513. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY WC to face South following TWY WC centreline onto Taxilane WD until the nose of the aircraft is behind the stopbar behind aircraft stand 515 on Taxilane WD. The aircraft may breakaway from there.	Pushback approved to face North. Pushback approved to face South.
515	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
516	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
516L, 516R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517	The aircraft (on idle thrust) shall be pushed back onto Taxilane WD to face South until its nosewheel is at the "EOP 517" position. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the "EOP 517L" position. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.
517R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane WD to face South until its nosewheel is at the intersection of the aircraft stand pushback line and Taxilane WD centreline. The aircraft shall then be towed forward until the nose of the aircraft is behind the stopbar behind aircraft stand 515. The aircraft may breakaway from there.	Standard pushback approved.

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20 APR 18 (10-9L8)**SINGAPORE, SINGAPORE**
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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
EAST CARGO APRON		
600, 600L, 600R, 601, 602	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane EA centerline. The aircraft may breakaway from there.	Standard pushback approved.
603	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and Taxilane EA centreline. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
604	The aircraft (on idle thrust) shall be pushed back onto Taxilane EA to face South until its nosewheel is at the "EOP" position behind aircraft stand 604. The aircraft shall then be towed forward until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
605	The aircraft (on idle thrust) shall be pushed back onto Taxilane EC to face West until its nosewheel is at the "EOP" position on Taxilane EC. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position behind aircraft stand 602. The aircraft may breakaway from there.	Standard pushback approved.
611, 612	The aircraft shall be pushed back to face North until its nosewheel is at the "EOP" position. The aircraft shall then be towed forward following Taxilane EC centreline onto Taxilane EA until its nosewheel is at the "EOT" position behind aircraft stand 602. Engine start up is only permitted at the end of pushback. The aircraft may breakaway from there. <u>Aircraft with auxiliary power unit unserviceable:</u> Engine start up is only permitted on the port side before pushing back.	Standard pushback approved.
SOUTH-EAST REMOTE APRON		
205	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 206 lead-in line and TWY C7 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face South until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
206, 207, 208	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North (or South) until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft may breakaway from there.	Pushback approved, to face North (or South).
209	The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face North until its nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back onto TWY C7 to face South until the nosewheel is at the intersection of the aircraft stand lead-in line and TWY C7 centreline. The aircraft shall then be towed forward until its nosewheel is at the intersection of aircraft stand 208 lead-in line and TWY C7 centreline. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.

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 **JEPPESSEN**
29 DEC 17 (10-9L9)**SINGAPORE, SINGAPORE**
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APRON/ACFT STANDS	PUSHBACK PROCEDURES	PHRASEOLOGY USED BY SINGAPORE GROUND
T4 APRON		
G1	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face south until the nose of the aircraft is behind the stopbar behind aircraft stand G6 on Taxilane L5. The aircraft may breakaway from there.	Pushback approved, to face South.
G2	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until its nose wheel is at the "EOP-G2" position. The aircraft may breakaway from there.	Pushback approved, to face North.
G3, G4	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft may breakaway from there.	Pushback approved, to face North.
G5, G6, G7, G8, G9, G10, G11, G12, G13	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North or South until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft may breakaway from there.	Pushback approved, to face North or South.
G14, G15	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft may breakaway from there. OR The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face South until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L5 centerline. The aircraft shall then be towed forward until its nose wheel is at the "EOT-G14, G15" position behind aircraft stand G14. The aircraft may breakaway from there.	Pushback approved, to face North. Pushback approved, to face South.
G16, G17	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L5 to face North until the nose of the aircraft is behind the stopbar behind aircraft stand G15. The aircraft may breakaway from there.	Pushback approved, to face North.
G18, G18L, G18R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may break away from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.
G19, G19R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxiway C6 followed by Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may break away from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.
G19L	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may break away from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.
G20, G20L, G20R	The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face East until its nose wheel is at the intersection of the aircraft stand pushback line and Taxilane L4 centerline. The aircraft may breakaway from there. <u>Alternate Pushback Procedure</u> The aircraft (on idle thrust) shall be pushed back following the pushback line onto Taxilane L4 to face West, followed by Taxiway C6 onto Taxiway SC2 to face East (West) until the nose of the aircraft is behind the stopbar on Taxiway SC2. The aircraft may breakaway from there.	Pushback approved, to face East. Pushback approved, to face East (West) on Taxiway SC2.

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Apt Elev **22'**
N01 21.6 E103 59.4

JEPPESEN

26 JAN 18

10-9M

Eff 1 Feb

SINGAPORE, SINGAPORE

CHANGI

AERODROME ADVISORY CHART

Advisory 4

Pilots taxiing on Twy WA are to maintain a lookout to ensure sufficient wing tip clearance.

Rwy 02L/20R

Rwy 02C/20C

Advisory 2

Pilots taxiing on Twy EP are to maintain a lookout to ensure sufficient wing tip clearance.

Advisory 3

Pilots taxiing on Twy NC1 or NC2 to holding point EN or E1 via Twy EP are to pay extra attention to ground signages and lightings to prevent the mistaken identification of Twy EP as Rwy 20C.

Advisory 1

Pilots taxiing on Twy C1 are to maintain a lookout to ensure sufficient wing tip clearance.

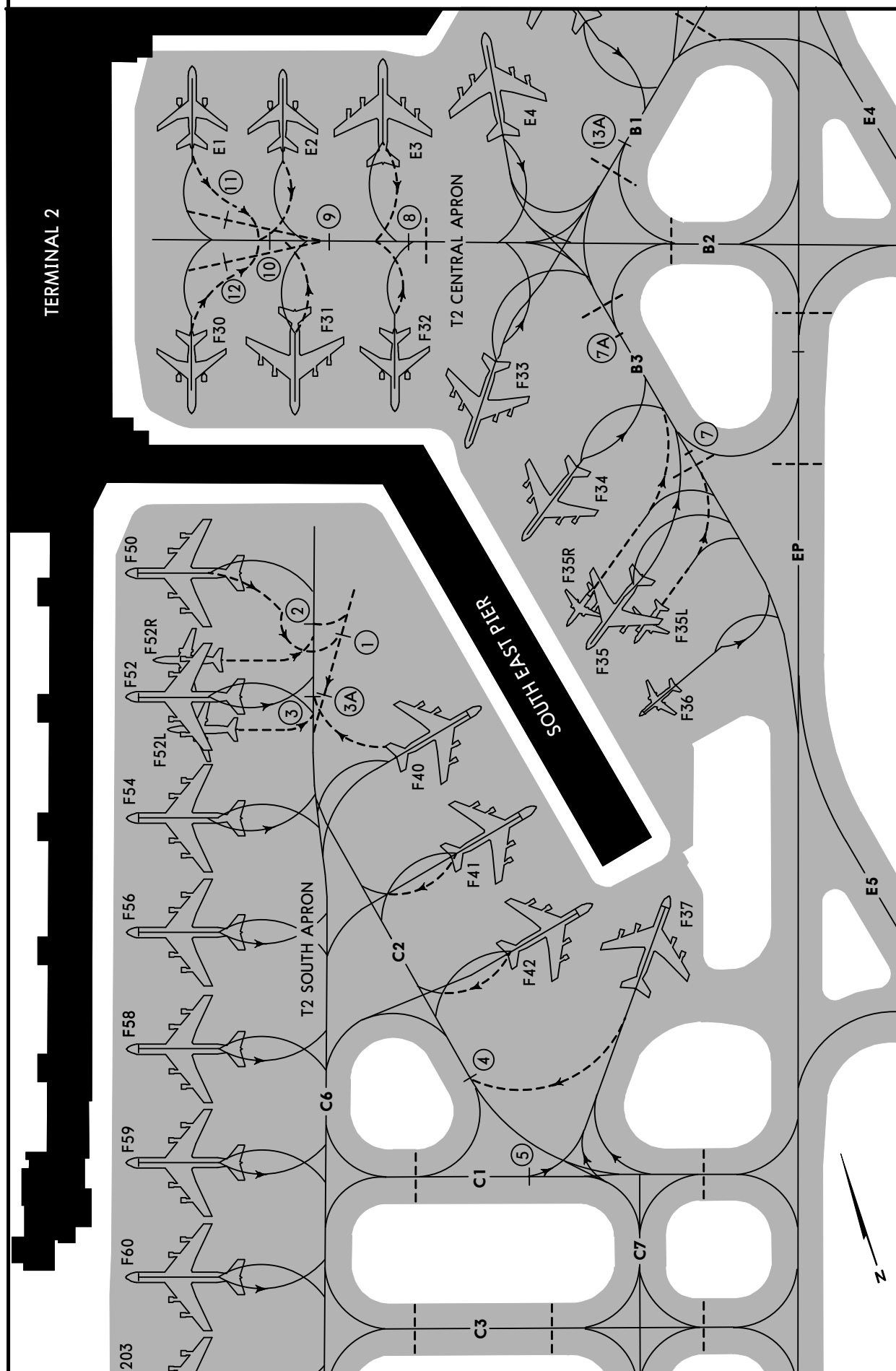
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 26 JAN 18
 Eff 1 Feb

(10-9M1)

 SINGAPORE, SINGAPORE
 CHANGI

PUSHBACK PROCEDURES



CHANGES: F35L and F35R lead-in line markings.

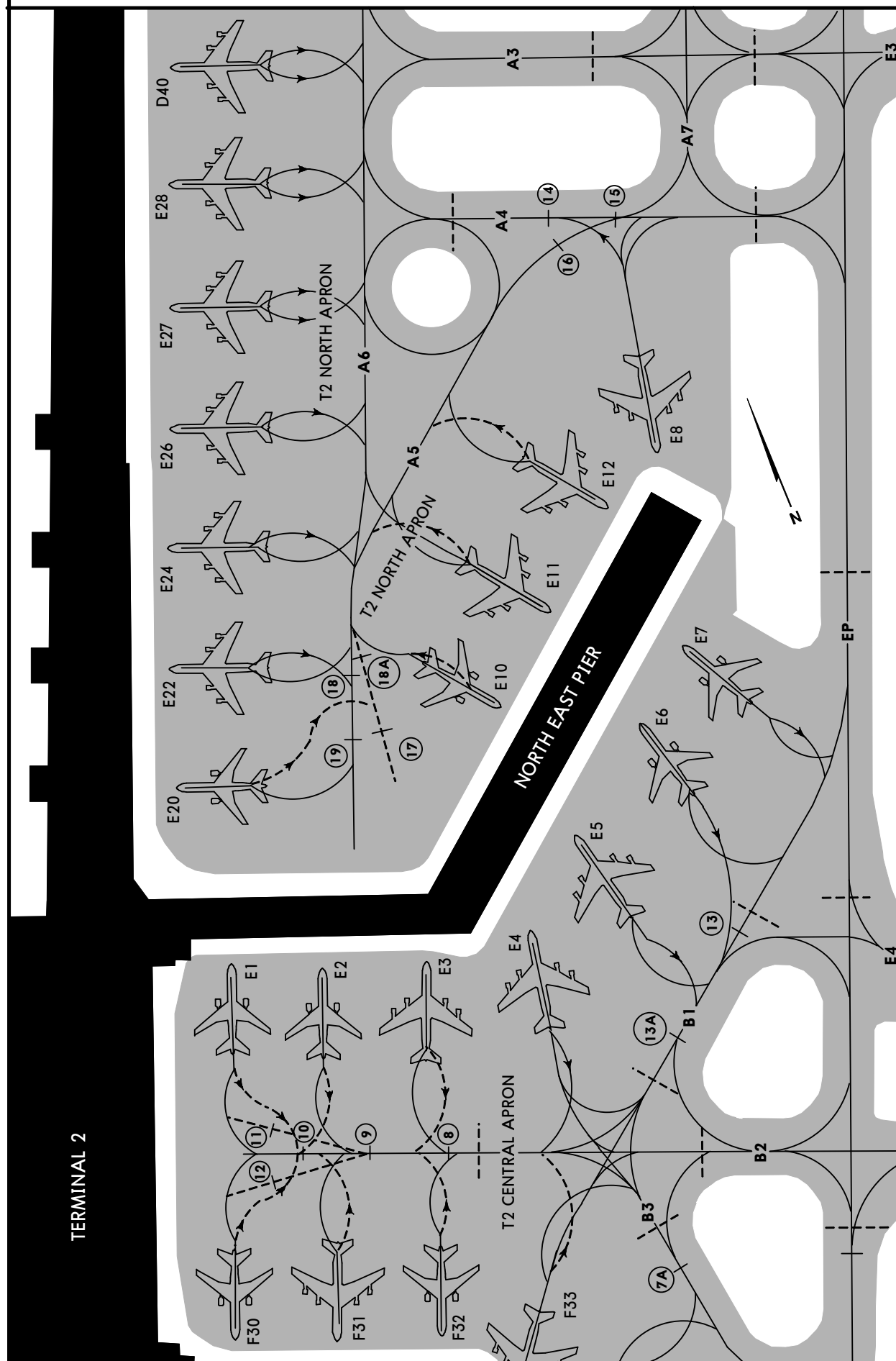
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2 DEC 16

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10-9M2SINGAPORE, SINGAPORE
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PUSHBACK PROCEDURES



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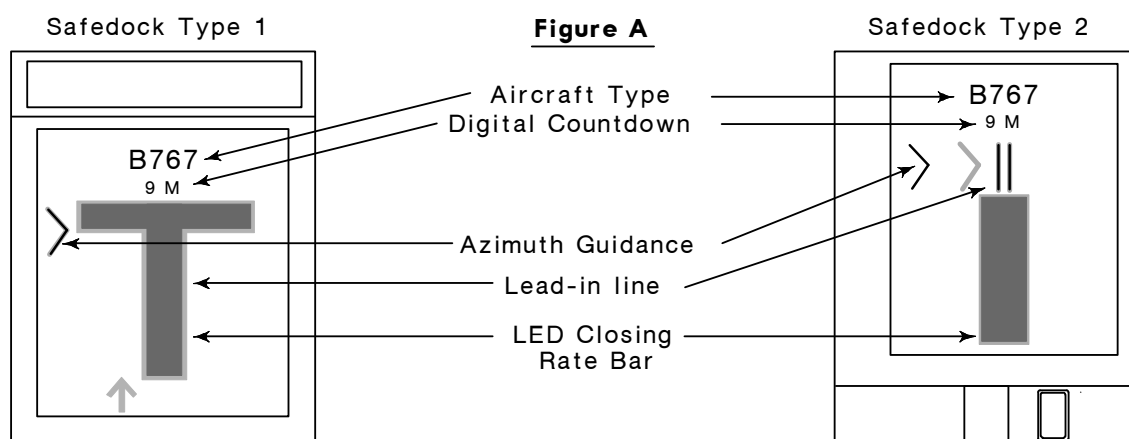
PARKING

SAFEGATE AIRCRAFT DOCKING GUIDANCE SYSTEM - SAFEDOCK**1. INTRODUCTION**

1.1 The Safegate Aircraft Docking Guidance System - SAFEDOCK is a fully automatic aircraft docking guidance system installed at the contact aircraft stands at Terminals 1, 2, 3 and 4, and at the remote aircraft stands at South Apron of Singapore Changi Airport. There are two types of ADGS in Singapore Changi Airport, Safedock Type 1 ADGS and Safedock Type 2 ADGS.

2. DESCRIPTION OF SYSTEM

- 2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to identify the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.
- 2.2 The system is operated only in Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.
- 2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A shows the Display and Laser Scanning Unit mounted on the terminal or pole in front of the aircraft stand.

LED DISPLAY AND LASER SCANNING UNIT**3. DOCKING PROCEDURES****Checking of Aircraft Type**

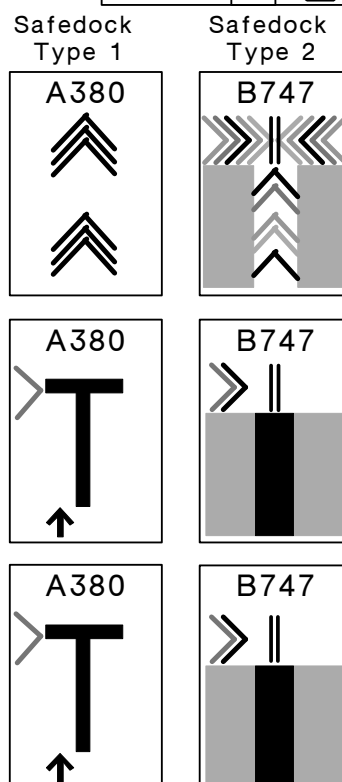
- Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.
- Follow the lead-in line.

Capture of Correct Aircraft Type

- When the aircraft has been caught by the scanning unit, the scanning unit checks that the aircraft is the correct type and the display provides azimuth guidance information. When the solid yellow closing rate bar appears, the aircraft is being tracked by the system.

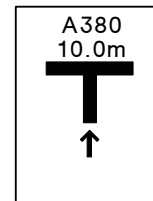
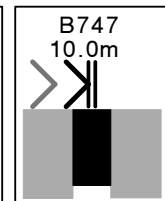
Steering and Alignment of Aircraft

- Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.

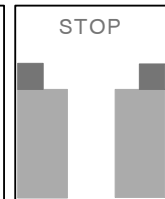
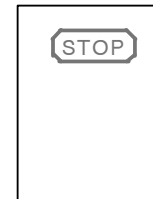


WSSS/SIN**JEPPesen**
17 NOV 17 (10-9N1)**SINGAPORE, SINGAPORE**
CHANGI**SAFEDOCK-Continued.****Distance of Aircraft from STOP Position**

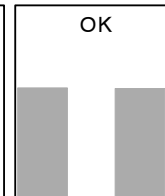
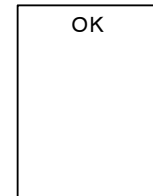
- When the aircraft is 15m from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LEDs (Laser Electronic Displays) for every half meter that the aircraft advances towards the stop position. From 15m to the stop position, the display will indicate the distance from the stop position for every 1m. At 3m from the stop position, the display will indicate the distance from the stop position for every 0.2m.

Safedock
Type 1Safedock
Type 2**STOP Position**

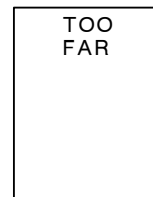
- When the correct stop position is reached, all of the LEDs for the closing rate bar will be off, the word "STOP" will appear in the display. For Safedock Type 1 ADGS, the word "STOP" will be displayed in red with red border. For Safedock Type 2 ADGS, the word "STOP" will be displayed in yellow and two red, rectangular fields will light in the azimuth guidance area of the display.

**Checking of STOP Position**

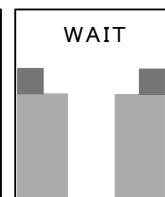
- If the aircraft stops at the correct position, "OK" will be displayed after a few seconds.

**Overshooting of STOP Position**

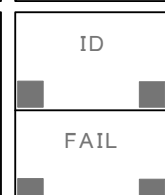
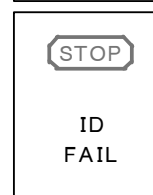
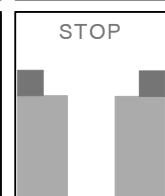
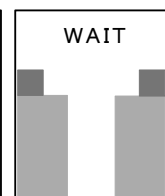
- If the aircraft has gone past the correct stop position, the display will show "TOO FAR" after the aircraft comes to a complete stop.

**Object Blocking the View**

- If some object is blocking the view towards the approaching aircraft or the detected aircraft is lost before 12m to the correct stop position, the system will show "WAIT"

**Identification of Aircraft**

- The aircraft must be identified at least 12m before the correct stop position. Otherwise, the display will show "WAIT", "STOP" and "ID FAIL".



WSSS/SIN

JEPPesen
7 APR 17 (10-9N2)**SINGAPORE, SINGAPORE**
CHANGI**SAFEDOCK-Continued.****4. SAFETY MEASURES****ADGS Blank / Wrong Aircraft Type**

- Pilot should not turn an aircraft into the aircraft stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

Proceeding beyond Passenger Loading Bridges

- Pilot should not proceed beyond the passenger loading bridges unless the scrolling arrows (see figure 1) have been superseded by the solid yellow closing rate bar (see figure 2).

Minimum Speed

- When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW" to inform the pilot if the aircraft's taxiing speed exceeded 1.2 m/s.

Slow Down (In Abnormal Situations)

- In bad weather conditions, the docking system may go into downgrade mode. The display will show the aircraft type and "SLOW" and the scrolling arrows are disabled (see figures 1 & 2). When the system has detected the aircraft, the solid yellow closing rate bar appears. Docking process is allowed to continue but pilot should exercise caution.

Overshooting

- To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" or "WAIT" display or when given the stop sign by the aircraft marshaller or is unsure of the information displayed during the docking process.

No Display

- Pilot should stop the aircraft immediately if the display goes black, for power failure (see figure 1) or system failure (see figure 2), during the docking process. The aircraft is to be manually marshalled into the aircraft stand.

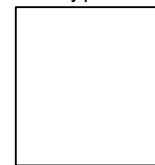
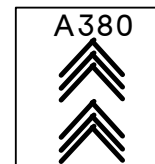
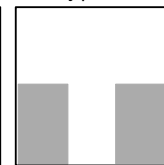
Safedock
Type 1Safedock
Type 2

Figure 1

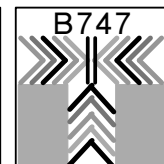


Figure 1

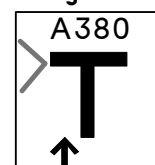


Figure 2

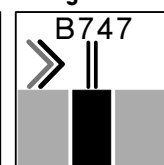


Figure 2

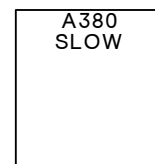
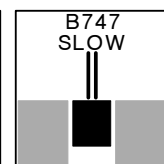
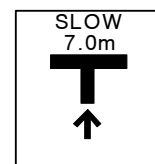


Figure 1

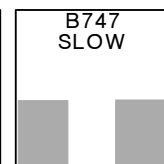


Figure 2

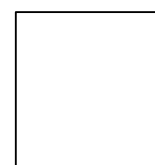
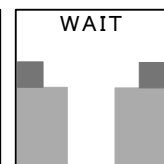
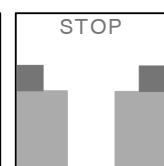


Figure 1

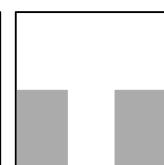


Figure 1

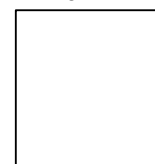


Figure 2

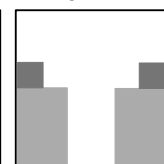
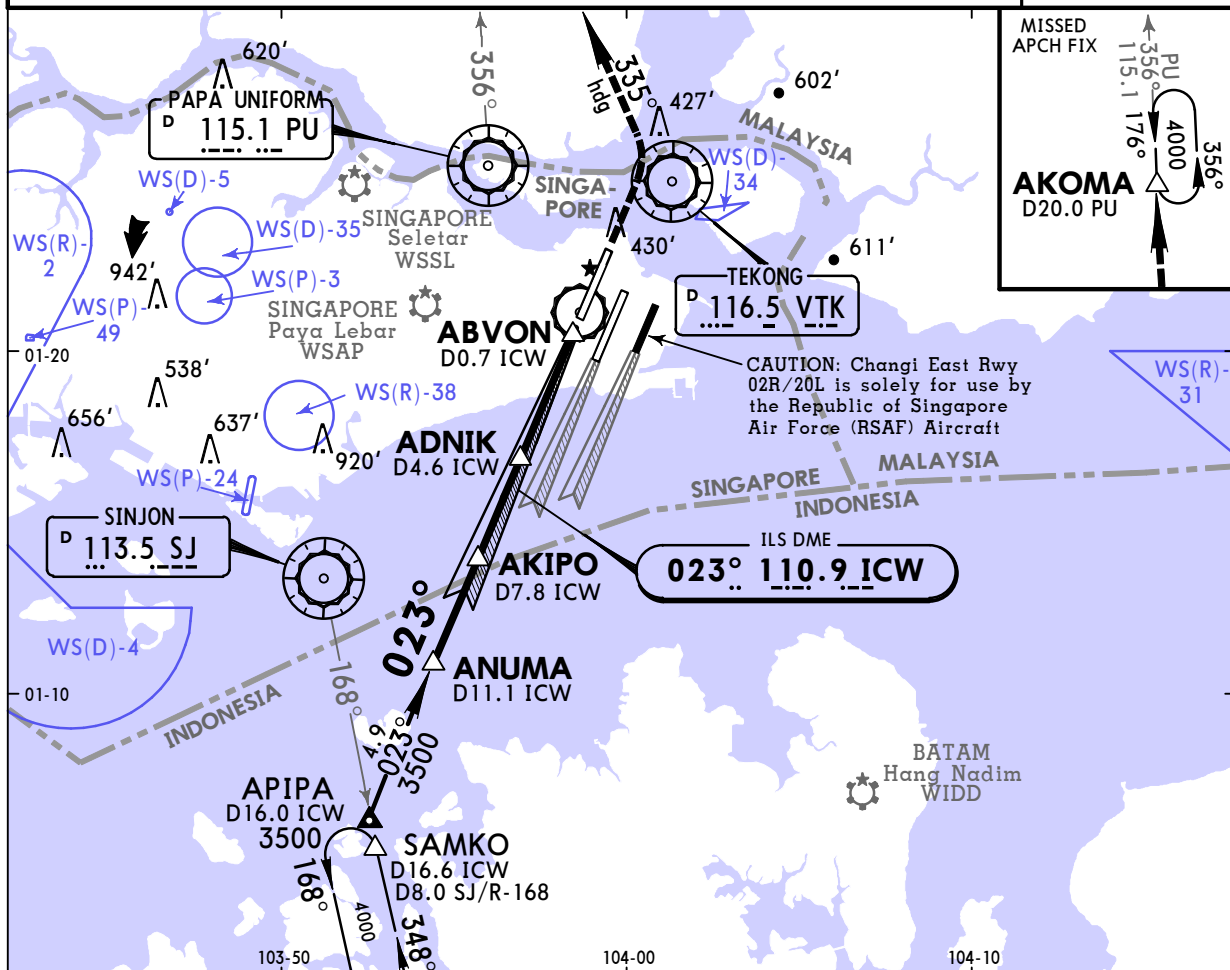


Figure 2

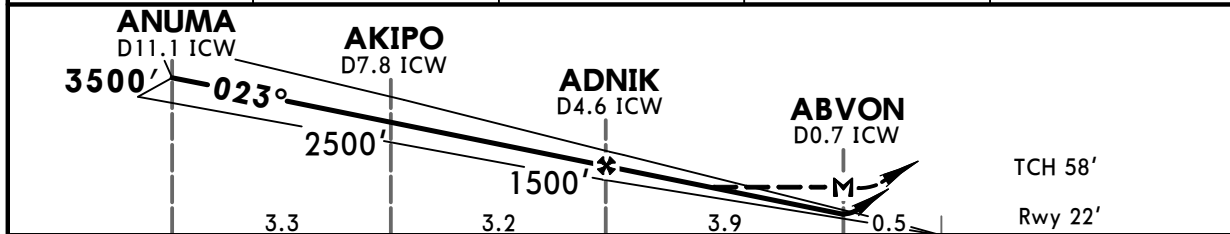
WSSS/SIN
CHANGIJEPPESEN
29 DEC 17 (11-1)SINGAPORE, SINGAPORE
ILS DME Rwy 02L

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6	Ground 124.3
LOC ICW 110.9	Final Appch Crs 023°	GS ANUMA 3500' (3478')	ILS DA(H) 222' (200')	Apt Elev 22' Rwy 22'
MISSED APCH: Climb to 1000', then climbing LEFT turn to 4000' via heading 335° and PU R-356 to AKOMA (PU R-356/D20.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'				
1. RADAR required. 2. Simultaneous approaches authorized with Rwy 02R or 02C. 3. ILS DME co-located with glideslope. 4. Maritime vessels of variable heights in water north and south of Rwy.				
				 MSA VTK VOR



LOC (GS out)	ICW DME	4.0	3.0	2.0
	ALTITUDE	1290'	970'	660'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1000'	4000'	335°
GS	3.00°	372	478	531	637	743	849	REIL PAPI	PAPI	LT
1 FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28			via hdg
MAP at ABVON/D0.7 ICW										

STRAIGHT-IN LANDING RWY02L					CIRCLE-TO-LAND	
ILS DA(H) 222' (200')			LOC (GS out) MDA(H) 420' (398')			
FULL	TDZ or CL out	ALS out	ALS out			
A					A	
B	RVR 550m	RVR 720m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	NA
C	VIS 800m	VIS 800m				
D				1200m	RVR 1800m VIS 2000m	

PANS OPS

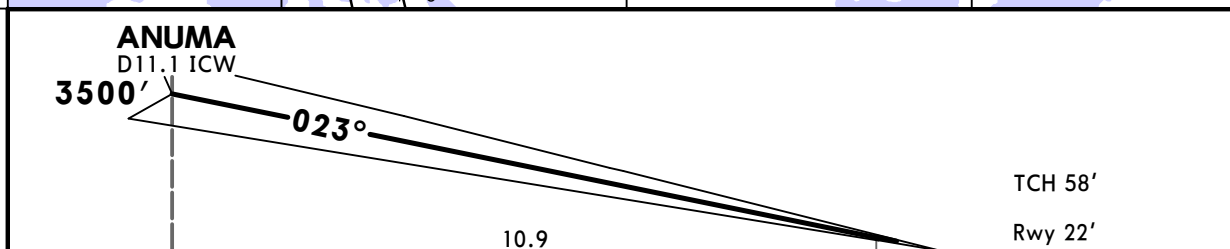
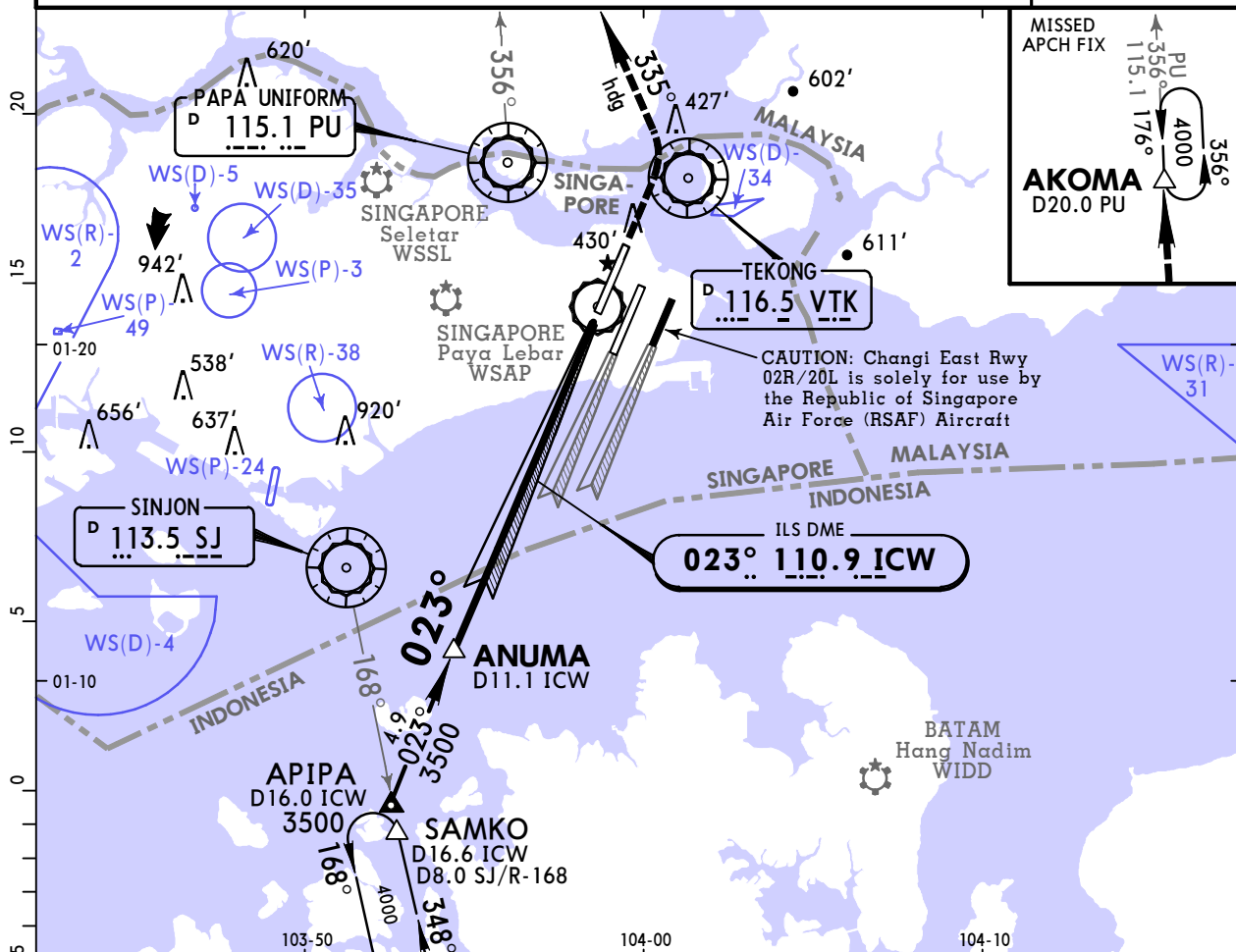
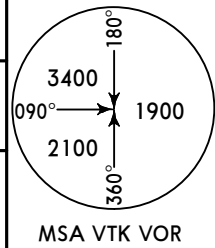
1 Timing not authorized when GS inop.

CHANGES: None.

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WSSS/SIN
CHANGIJEPPESEN
29 DEC 17 (11-1A)SINGAPORE, SINGAPORE
ILS DME Rwy 02L CAT II

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6	Ground 124.3
LOC ICW 110.9	Final Apch Crs 023°	GS ANUMA 3500' (3478')	CAT II ILS Refer to Minimums	Apt Elev 22' Rwy 22'
MISSED APCH: Climb to 1000', then climbing LEFT turn to 4000' via heading 335° and PU R-356 to AKOMA (PU R-356/D20.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'				
1. Special Aircrew and Acft Certificaton Required. 2. RADAR required. 3. Simultaneous approaches authorized with Rwy 2R or 2C. 4. ILS DME co-located with glideslope. 5. Maritime vessels of variable heights in water north and south of Rwy.				



Gnd speed-Kts	70	90	100	120	140	160		ALS-II	1000'	4000'	335°
GS	3.00°	372	478	531	637	743	849	REIL PAPI	↑	LT	via hdg

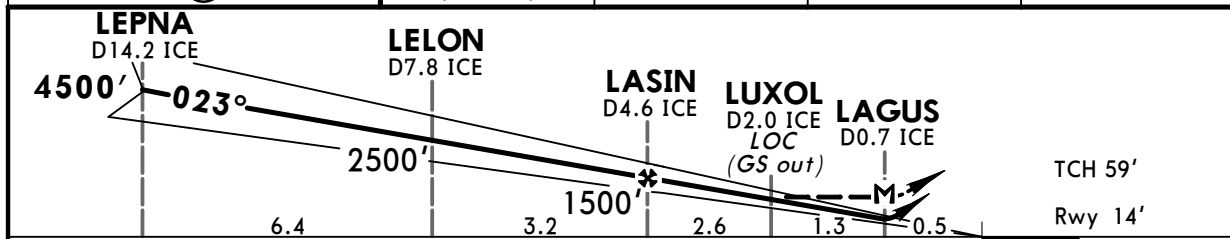
CAT A B C RA 104'			CAT II ILS		CAT D RA 109'	
DA(H) 122' (100')					DA(H) 127' (105')	

RVR 350m			RVR 350m		
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WSSS/SIN
CHANGIJEPPESEN
22 APR 16 (11-2)SINGAPORE, SINGAPORE
ILS DME Rwy 02C

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICE 108.3	Final Apch Crs 023°	GS LEPNA 4500' (4486')	ILS DA(H) 214' (200')	Apt Elev 22' Rwy 14'
MISSED APCH: Climb to 3000' via heading 023° and VTK R-023 to NYLON (VTK R-023/D13.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 2R or 2L. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of Rwy.				
				MSA VTK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I	3000'	023°	VTK
GS	3.00°	372	478	531	637	743	PAPI	via	hdg	and 116.5
FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	REIL			R-023
MAP at LAGUS/D0.7 ICE										

STRAIGHT-IN LANDING RWY02C				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 214' (200')		MDA(H) 420' (406') With LUXOL/D2.0 ICE		MDA(H) 660' (646') Without LUXOL/D2.0 ICE	
FULL		ALS out		ALS out	
A					
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C			1200m	RVR 1800m VIS 2000m	2800m
D				2400m	3200m

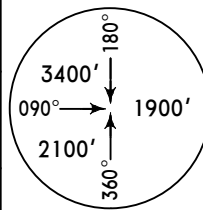
Timing not authorized when GS inop.

CHANGES: Rwy elevation, minimums.

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WSSS/SIN
CHANGIJEPPESEN
18 NOV 16 (11-3)SINGAPORE, SINGAPORE
ILS DME Rwy 20C

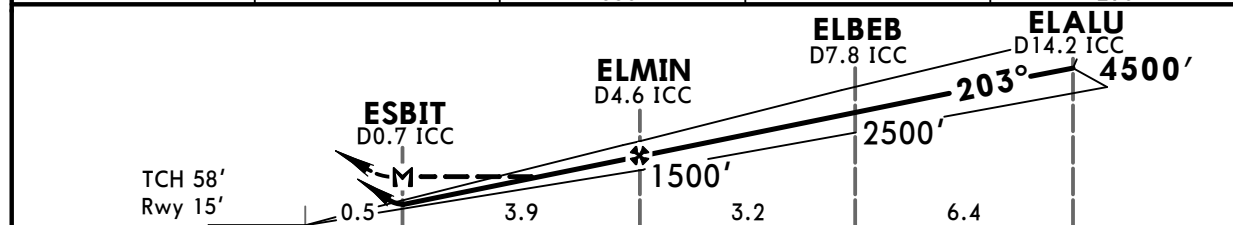
D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICC 109.7	Final Apch Crs 203°	GS ELALU 4500' (4485')	DA(H) (CONDITIONAL) 215' (200')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK). At ESLUX turn LEFT heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/D22.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 20L or 20R. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of Rwy.				



MSA VTK VOR



LOC (GS out)	ICC DME ALTITUDE	2.0 660'	3.0 980'	4.0 1290'
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Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	VTK	ESLUX
GS	3.00°	372	478	531	637	743	849	↑	116.5	
FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28		R-203	
MAP at ESBIT/D0.7 ICC										

STRAIGHT-IN LANDING RWY20C

CIRCLE-TO-LAND

ILS			LOC (GS out)			MISSED APPROACH		
Missed approach climb gradient min 2.8% to 2000'			Missed approach climb gradient min 2.5%			LOC (GS out)		
DA(H) 215' (200')			DA(H) 315' (300')			MDA(H) 420' (405')		
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out
A						RVR 720m	RVR 1500m	A
B	RVR 550m	RVR 720m				VIS 800m	VIS 1600m	B
C	VIS 800m	VIS 800m	1200m	900m	1400m	1200m	RVR 1800m	C
D							VIS 2000m	D

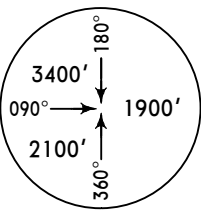
Timing not authorized when GS inop.

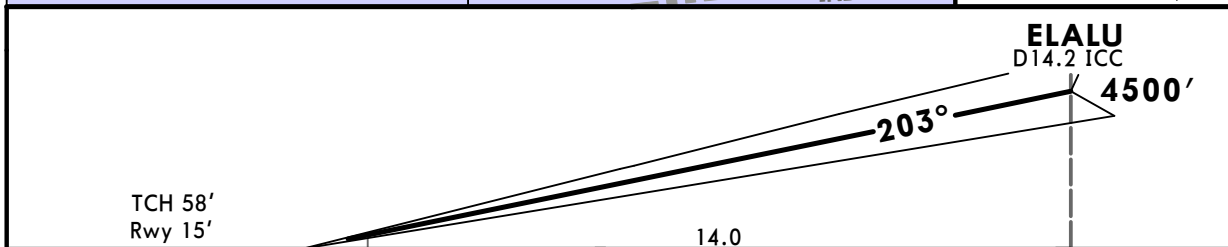
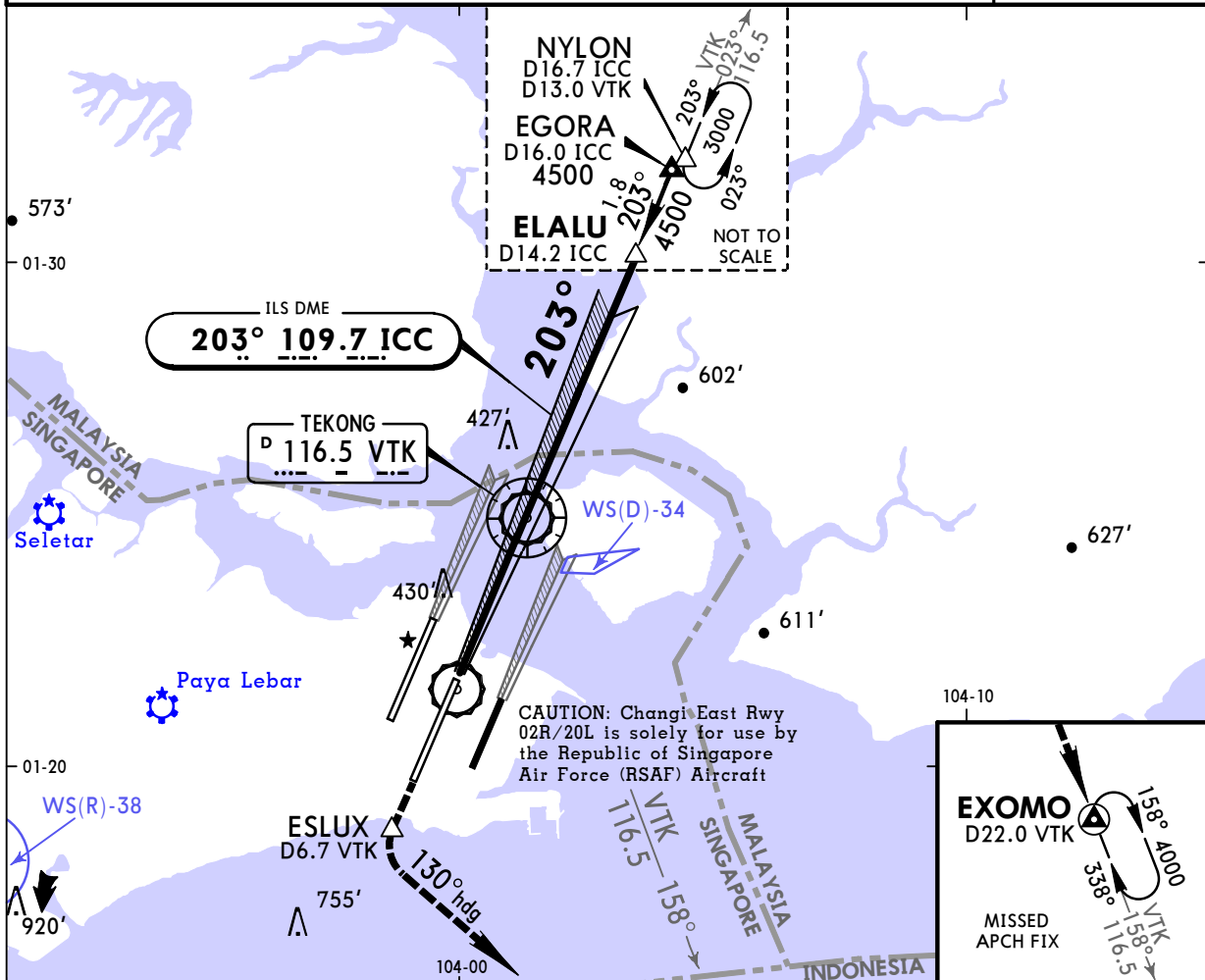
CHANGES: Missed approach climb gradient note.

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WSSS/SIN
CHANGI
JEPPesen
 18 NOV 16 **(11-3A)**
SINGAPORE, SINGAPORE
ILS DME Rwy 20C CAT II

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICC 109.7	Final Apch Crs 203°	GS ELALU 4500' (4485')	CAT II ILS RA 102' DA(H) 115'(100')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK). At ESLUX turn LEFT heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/D22.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 20L or 20R. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of Rwy.				
				 MSA VTK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	VTK	ESLUX
GS	3.00°	372	478	531	637	743	849	PAPI	via 116.5	
								REIL	R-203	

STRAIGHT-IN LANDING RWY20C

CAT II ILS
RA 102'
DA(H) **115'** (100')

RVR 350m

PANS OPS

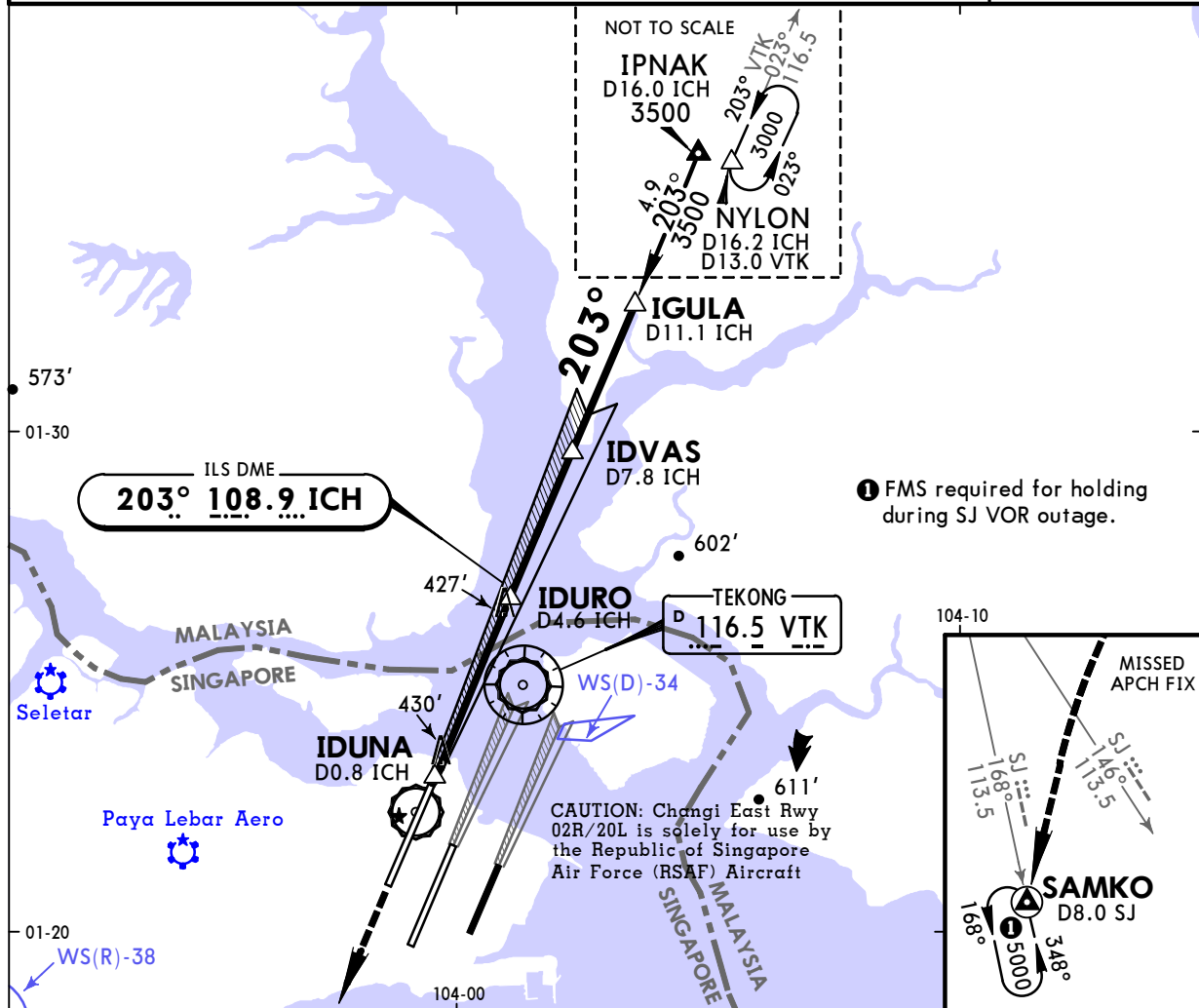
CHANGES: None.

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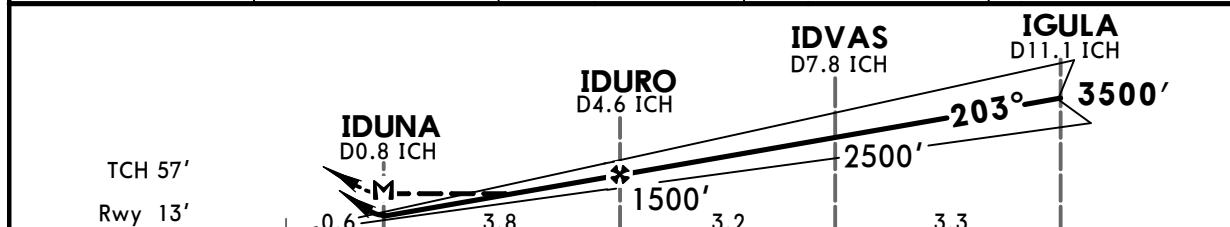
WSSS/SIN
CHANGIJEPPesen
18 NOV 16 (11-4)SINGAPORE, SINGAPORE
ILS DME Rwy 20R

BRIEFING STRIP™

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
LOC ICH 108.9	Final Apch Crs 203°	GS IGULA 3500' (3487')	DA(H) (CONDITIONAL) 213' (200')	Apt Elev 22' Rwy 13'
MISSED APCH: Climb straight ahead to 5000'. On crossing SJ R-146, proceed direct SAMKO holding area and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 20L or 20C. 3. ILS DME co-located with glide slope. 4. Maritime vessels of variable heights in water north and south of rwy.				
				 MSA VTK VOR



LOC (GS out)	ICH DME	2.0	3.0	4.0
	ALTITUDE	650'	970'	1290'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	5000' on SJ		
GS	3.00°	372	478	531	637	743	849	REIL	113.5	
FAF to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28	PAPI	R-146	SAMKO
MAP at IDUNA/D0.8 ICH										

STRAIGHT-IN LANDING RWY20R							CIRCLE-TO-LAND	
Missed approach climb gradient ILS mim 3.7% to 2500'			Missed approach climb gradient mim 2.5%		LOC (GS out)			
DA(H) 213'(200')			DA(H) 693'(680')		MDA(H) 420'(407')			
FULL			ALS out				ALS out	
A	RVR 720m VIS 800m	1200m	3200m	3200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	A	NA
B						B		
C						C		
D				3600m	1200m	RVR 1800m VIS 2000m	D	

PANS OPS

Timing not authorized when GS inop.

CHANGES: Missed approach climb gradient note.

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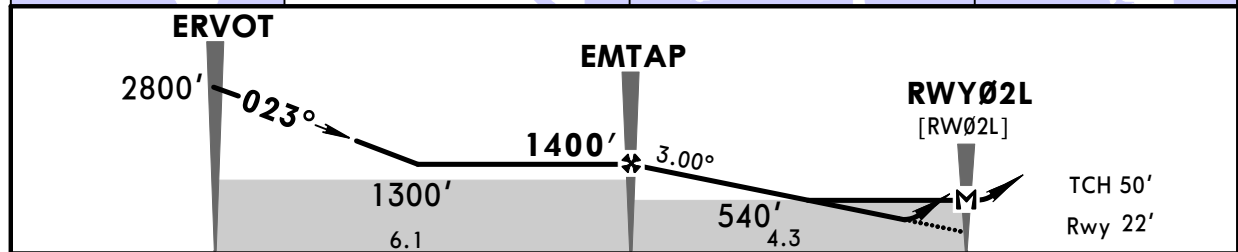
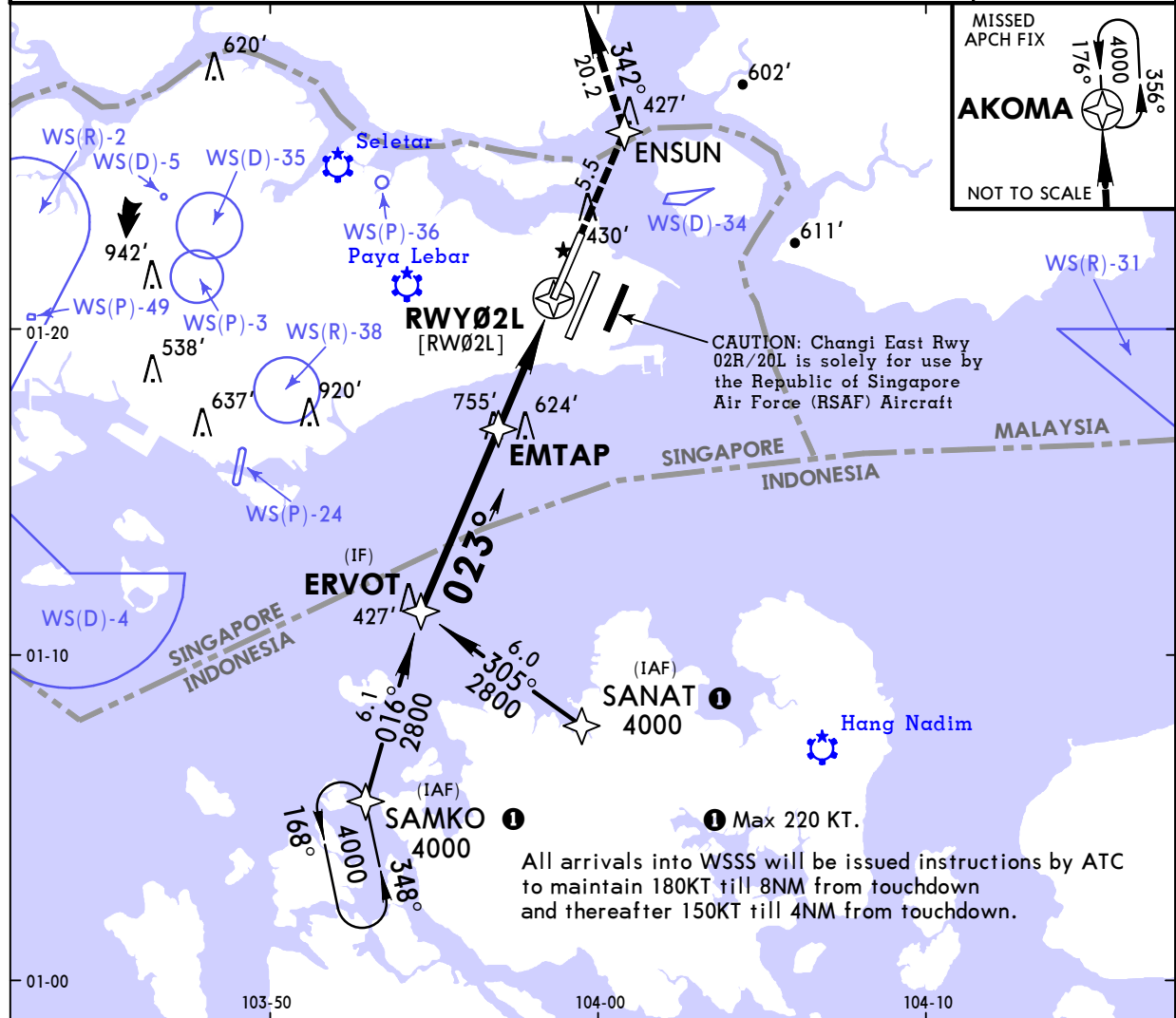
WSSS/SIN
CHANGI

21 APR 17

(12-1)

SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 02L

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
RNAV	Final Apch Crs 023°	Procedure Alt EMTAP 1400' (1378')	LNAV/VNAV DA(H) 450' (428')	Apt Elev 22' Rwy 22'
MISSED APCH: Climb direct to ENSUN. Turn LEFT to AKOMA to join the holding at 4000' or above or as directed by ATC.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	
1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F). 2. Maritime vessels of variable heights in water north and south of runway.				
				MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	ENSUN
Descent angle	3.00°	372	478	531	637	743	REIL PAPI		
MAP at RWY02L							PAPI		
EMTAP to MAP	4.3	3:41	2:52	2:35	2:09	1:51			

STRAIGHT-IN LANDING RWY02L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 450' (428')		LNAV MDA(H) 540' (518')			
ALS out		ALS out			
A		RVR 1200m	RVR 1600m	A	
B		VIS 1200m	RVR 2400m	B	
C	RVR 1400m	RVR 2200m	RVR 2800m	C	
D				D	

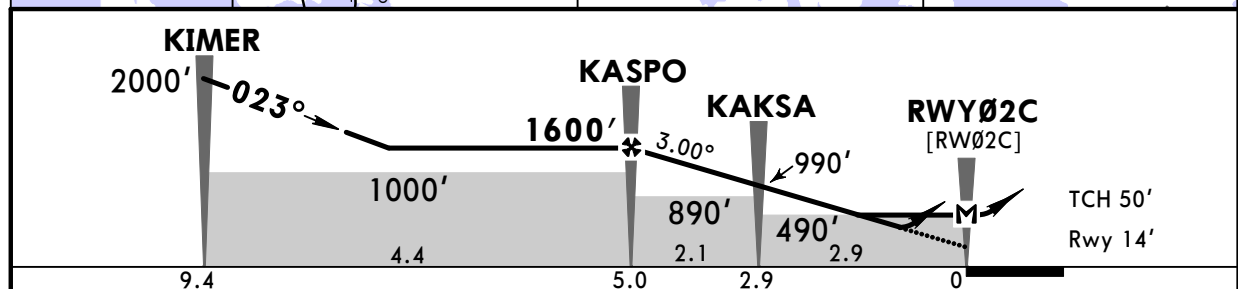
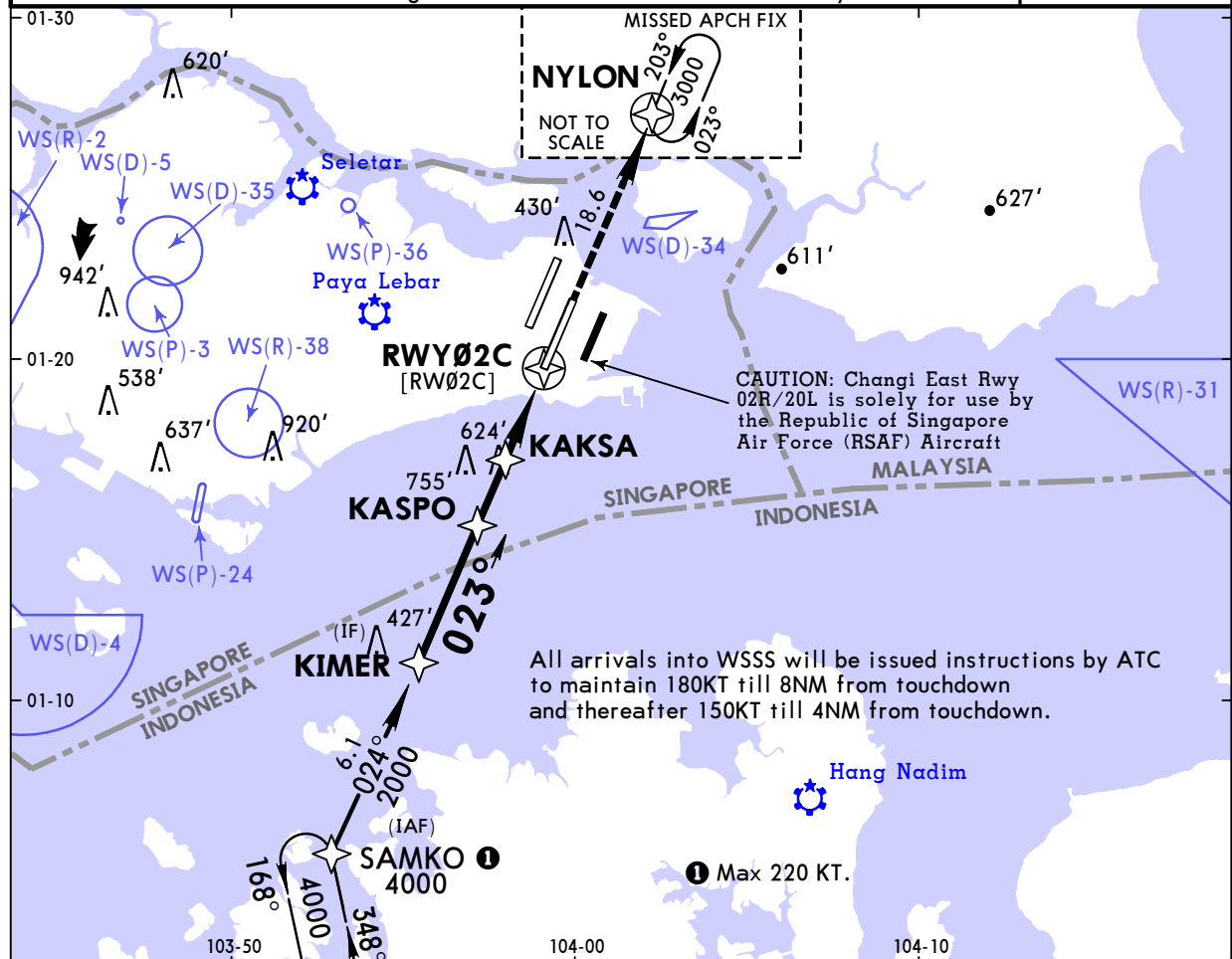
WSSS/SIN
CHANGI

21 APR 17

(12-2)

SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 02C

D-ATIS	SINGAPORE Approach (R)	SINGAPORE Arrival (R)	SINGAPORE Tower	Ground
128.6	120.3	119.3	118.6 *118.25	124.3
RNAV	Final Apch Crs 023°	Procedure Alt KASPO 1600' (1586')	RNAV/VNAV DA(H) 360' (346')	Apt Elev 22' Rwy 14'
MISSED APCH: Climb direct to NYLON to join the holding at 3000' or above or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' 1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F). 2. Maritime vessels of variable heights in water north and south of runway.				
				MSA ARP



3000'	↑	D	NYLON
-------	---	---	-------

STRAIGHT-IN LANDING RWY02C							CIRCLE-TO-LAND	
LNAV/VNAV			LNAV				NA	
DA(H) 360' (346')			MDA(H) 490' (476')		without KAKSA MDA(H) 890' (876')			
ALS out			ALS out		ALS out			
A	RVR 1200m	RVR 1800m	RVR 1200m VIS 1200m	RVR 1600m	RVR 1200m	RVR 1600m		
B					VIS 1200m	RVR 2000m	B	
C				RVR 2000m	RVR 3200m	RVR 4000m	C	
D				RVR 1500m VIS 1600m	RVR 2400m	RVR 3600m	RVR 4400m	D

WSSS/SIN
CHANGI

21 APR 17

(12-3)

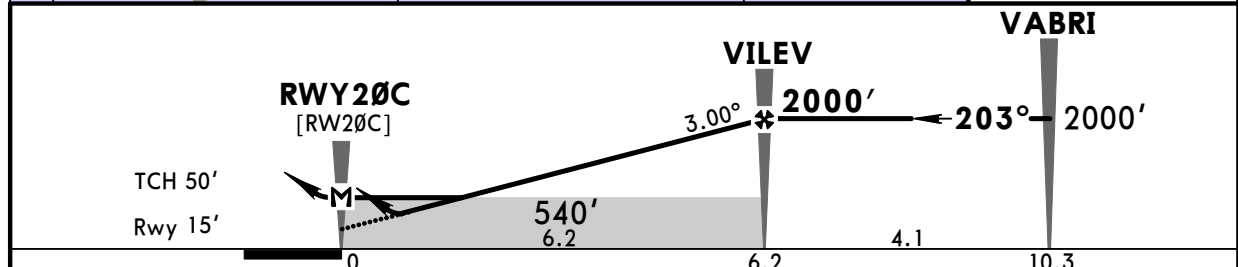
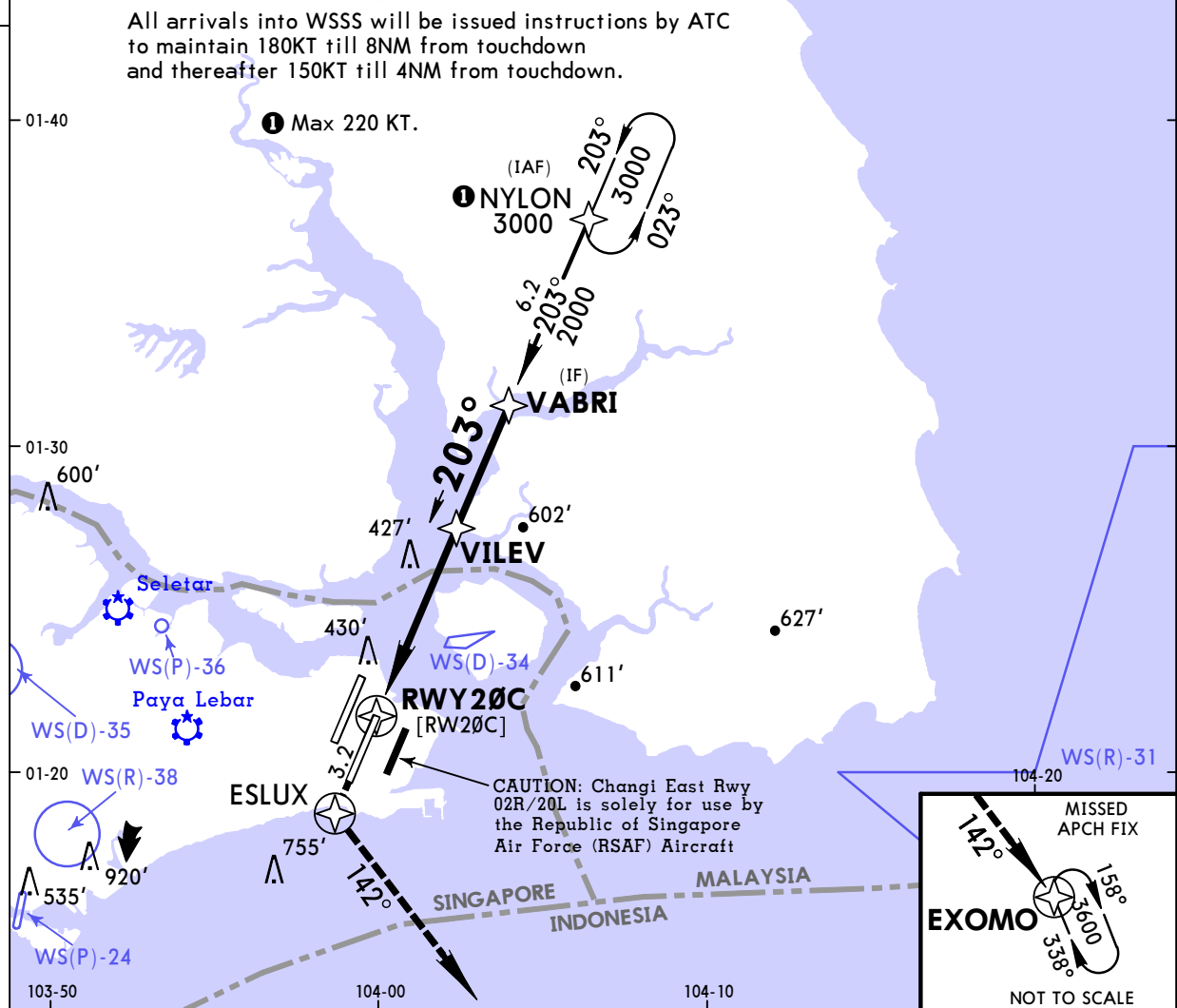
JEPPESSEN

SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 20C

BRIEFING STRIP

25

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
RNAV	Final Apch Crs 203°	Procedure Alt VILEV 2000' (1985')	LNAV/VNAV DA(H) 490' (475')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb direct to ESLUX. Turn LEFT to magnetic course 142° to join the holding at 3600' or above or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F). 2. Maritime vessels of variable heights in water north and south of runway.				
				3500 MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3600'	ESLUX
Descent angle	3.00°	372	478	531	637	743	REIL PAPI		
MAP at RWY20C							PAPI		
VILEV to MAP	6.2	5:19	4:08	3:43	3:06	2:39			

STRAIGHT-IN LANDING RWY20C				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 490' (475')		MDA(H) 540' (525')			
ALS out		ALS out			
A		RVR 1200m	RVR 1600m	A	
B		VIS 1200m		B	
C	RVR 1600m	RVR 2400m	RVR 2400m	C	NA
D		RVR 2000m	RVR 2800m	D	

PANS OPS

CHANGES: Note.

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WSSS/SIN
CHANGI

21 APR 17

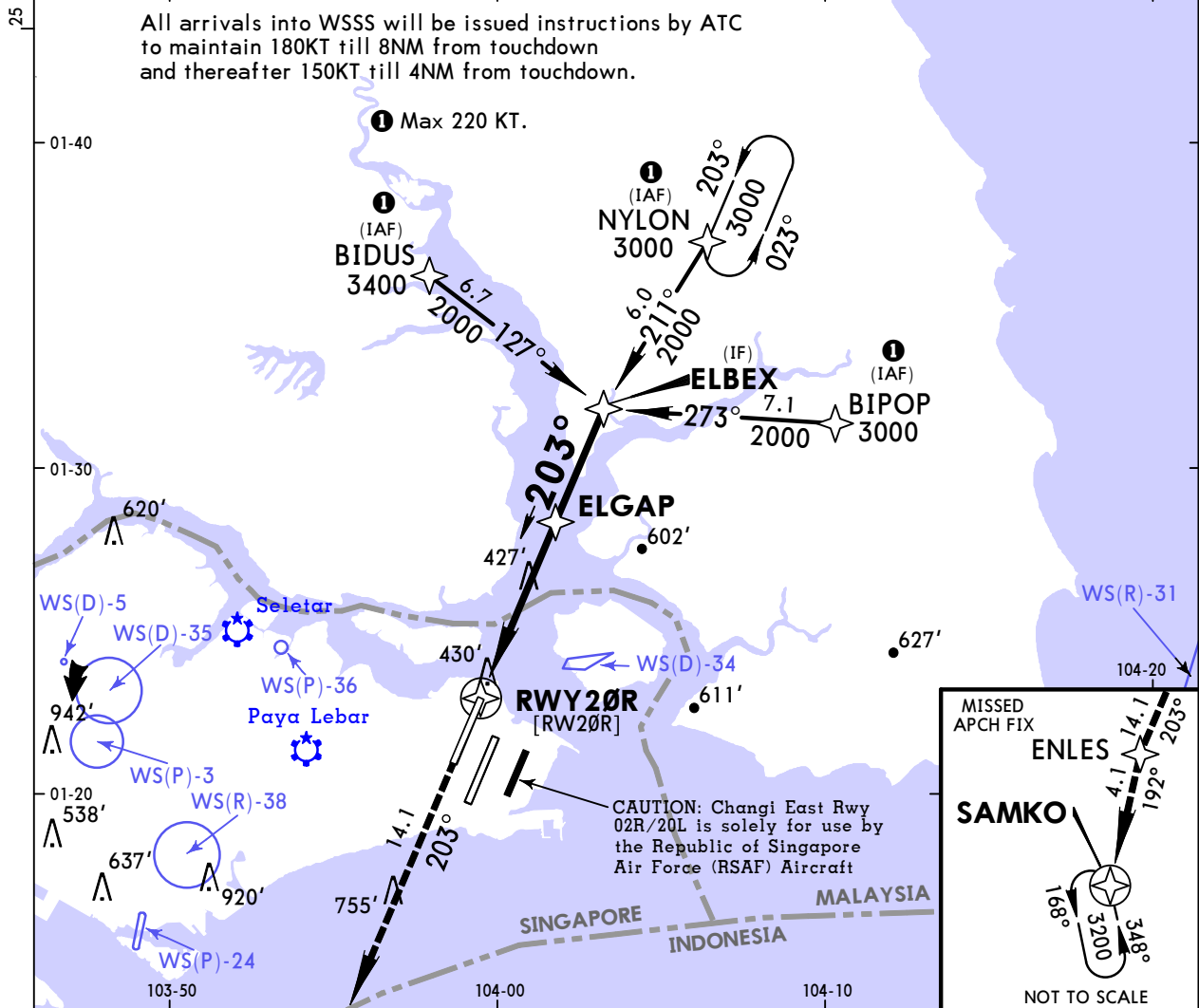
(12-4)

JEPPesen

SINGAPORE, SINGAPORE
RNAV (GNSS) Rwy 20R

D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 *118.25	Ground 124.3
RNAV	Final Apch Crs 203°	Procedure Alt ELGAP 2000' (1987')	LNAV/VNAV DA(H) 690' (677')	Apt Elev 22' Rwy 13'
MISSED APCH: Climb direct to ENLES. Turn LEFT to SAMKO to join the holding at 3200' or above or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Minimum temperature for which Baro-VNAV operations are authorized: 5°C (41°F). 2. Maritime vessels of variable heights in water north and south of runway.				
				3500 MSA ARP

25



Gnd speed-Kts		70	90	100	120	140	160	ALSF-II		
Descent angle		3.00°	372	478	531	637	743	849	REIL PAPI	
MAP at RWY20R									PAPI	
ELGAP to MAP		6.2	5:19	4:08	3:43	3:06	2:39	2:20	3200'	
STRAIGHT-IN LANDING RWY20R								CIRCLE-TO-LAND		
LNAV/VNAV				LNAV						
DA(H) 690' (677')				MDA(H) 690' (677')						
ALS out				ALS out						
A	RVR 2800m		RVR 3600m		RVR 1200m		RVR 1600m		A	NA
VIS 1200m					RVR 3200m		B			
RVR 2400m					RVR 3600m		C			
RVR 2800m					RVR 3600m		D			

PANS OPS

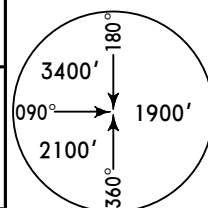
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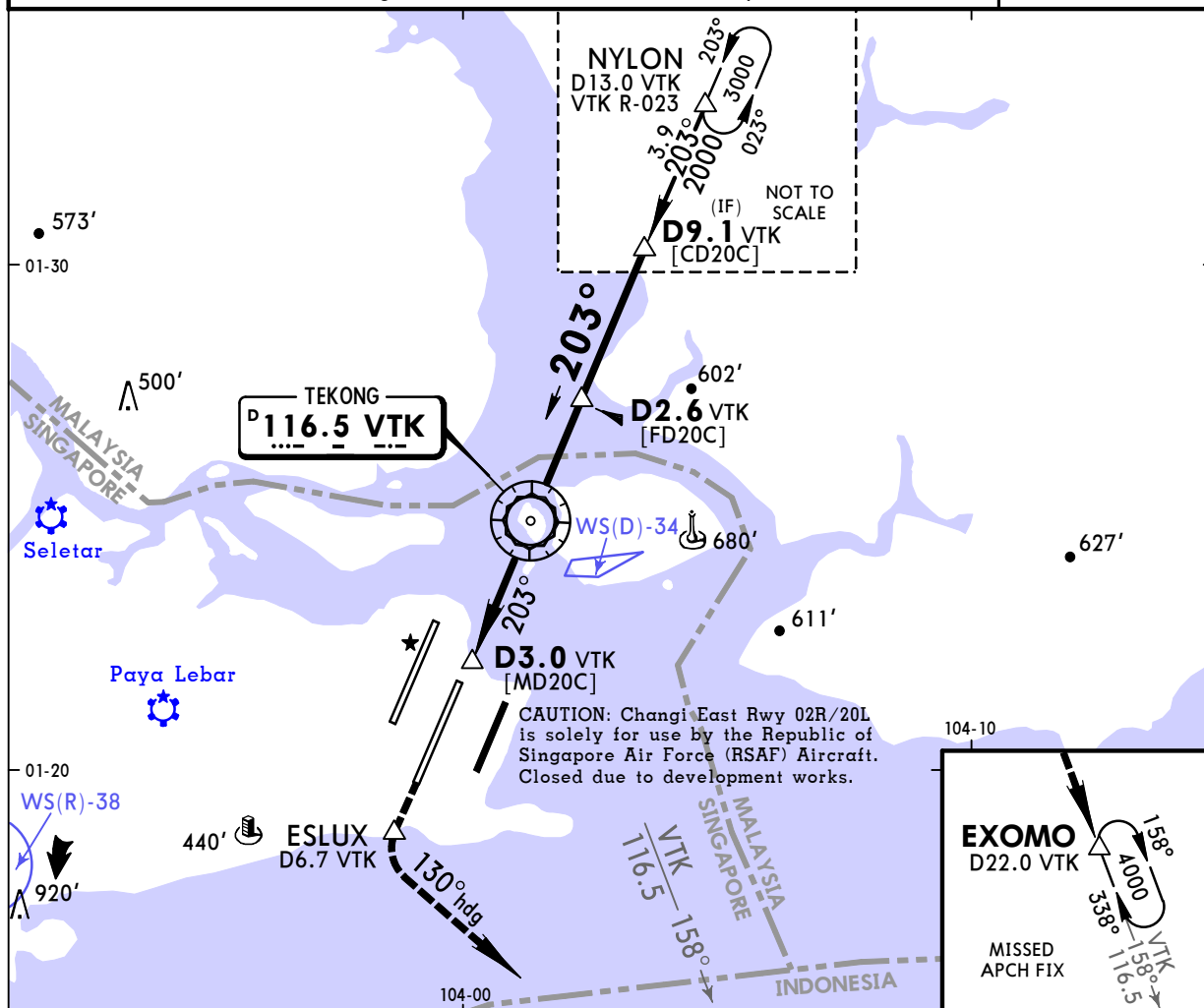
WSSS/SIN
CHANGIJEPPesen
1 JUL 16 (13-1)SINGAPORE, SINGAPORE
VOR DME Rwy 20C

BRIEFING STRIP™

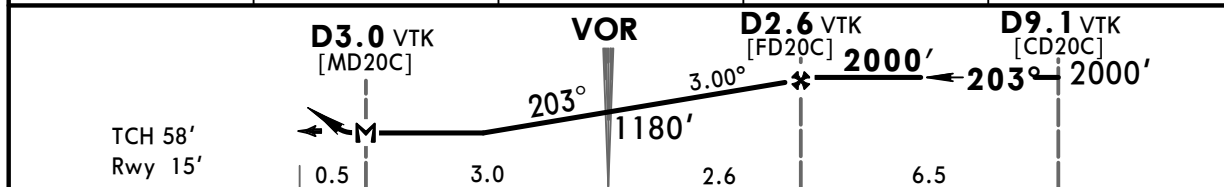
D-ATIS 128.6	SINGAPORE Approach (R) 120.3	SINGAPORE Arrival (R) 119.3	SINGAPORE Tower 118.6 * 118.25	Ground 124.3
VOR VTK 116.5	Final Apch Crs 203°	Minimum Alt D2.6 VTK 2000' (1985')	MDA(H) 580' (565')	Apt Elev 22' Rwy 15'
MISSED APCH: Climb to 4000' via VTK R-203 to ESLUX (D6.7 VTK). At ESLUX (1000' or above) turn LEFT heading 130° to intercept VTK R-158 to EXOMO (VTK R-158/D22.0) and hold or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Maritime vessels of variable heights in water north and south of Rwy.				



MSA VTK VOR



VTK DME	D1.0 AFTER VTK	VTK	D1.0 BEFORE VTK	D2.0 BEFORE VTK
ALTITUDE	860'	1180'	1500'	1820'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI REIL 4000' VTK via 116.5 R-203 ESLUX
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.0 VTK or							
FAF to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06	

STRAIGHT-IN LANDING RWY 20C

MDA(H) **580'** (565')

ALS out

PANS OPS

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

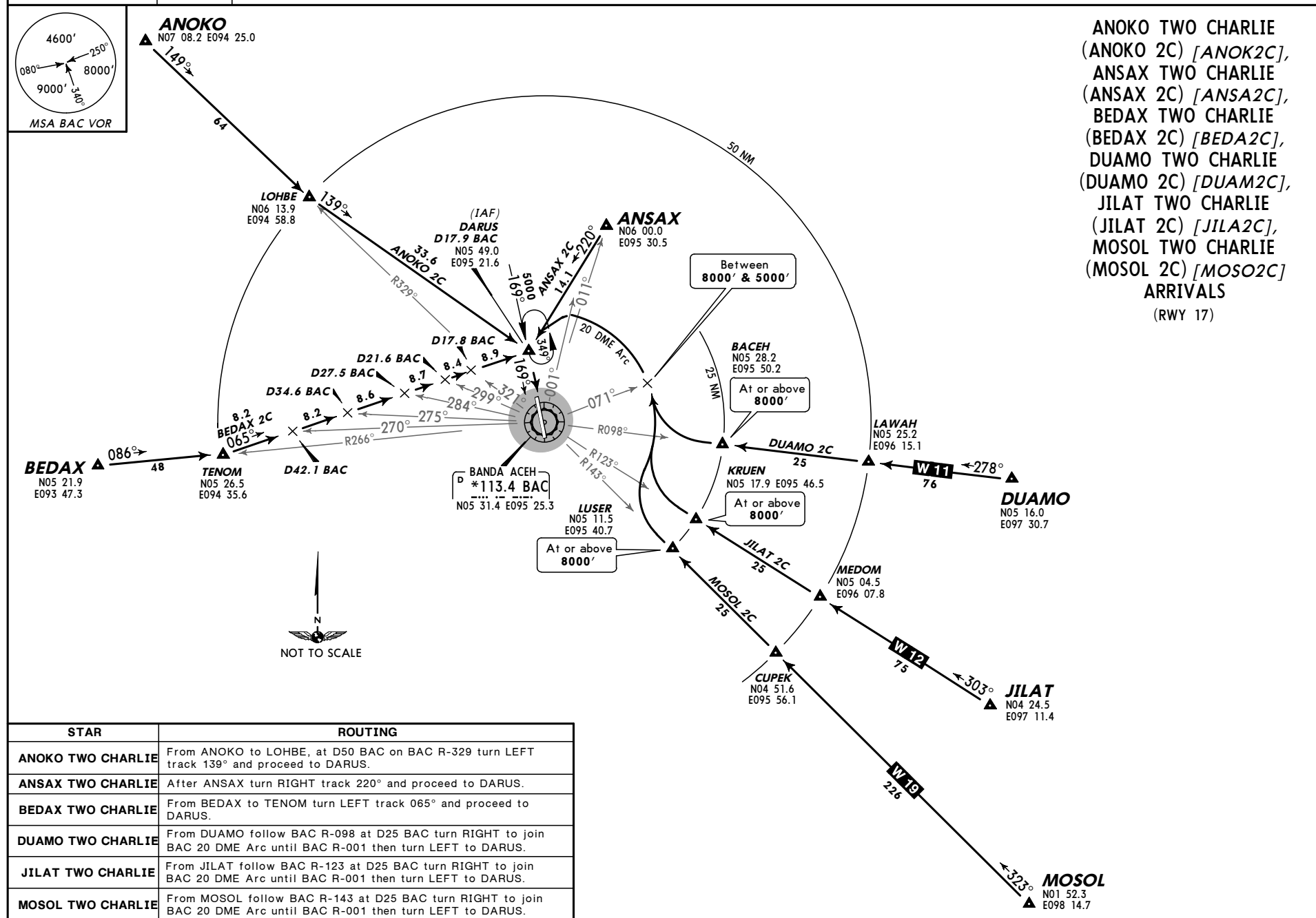
WITT/BTJ
SULTAN ISKANDAR MUDA

JEPPESEN

13 SEP 13 10-2 Eff 19 Sep

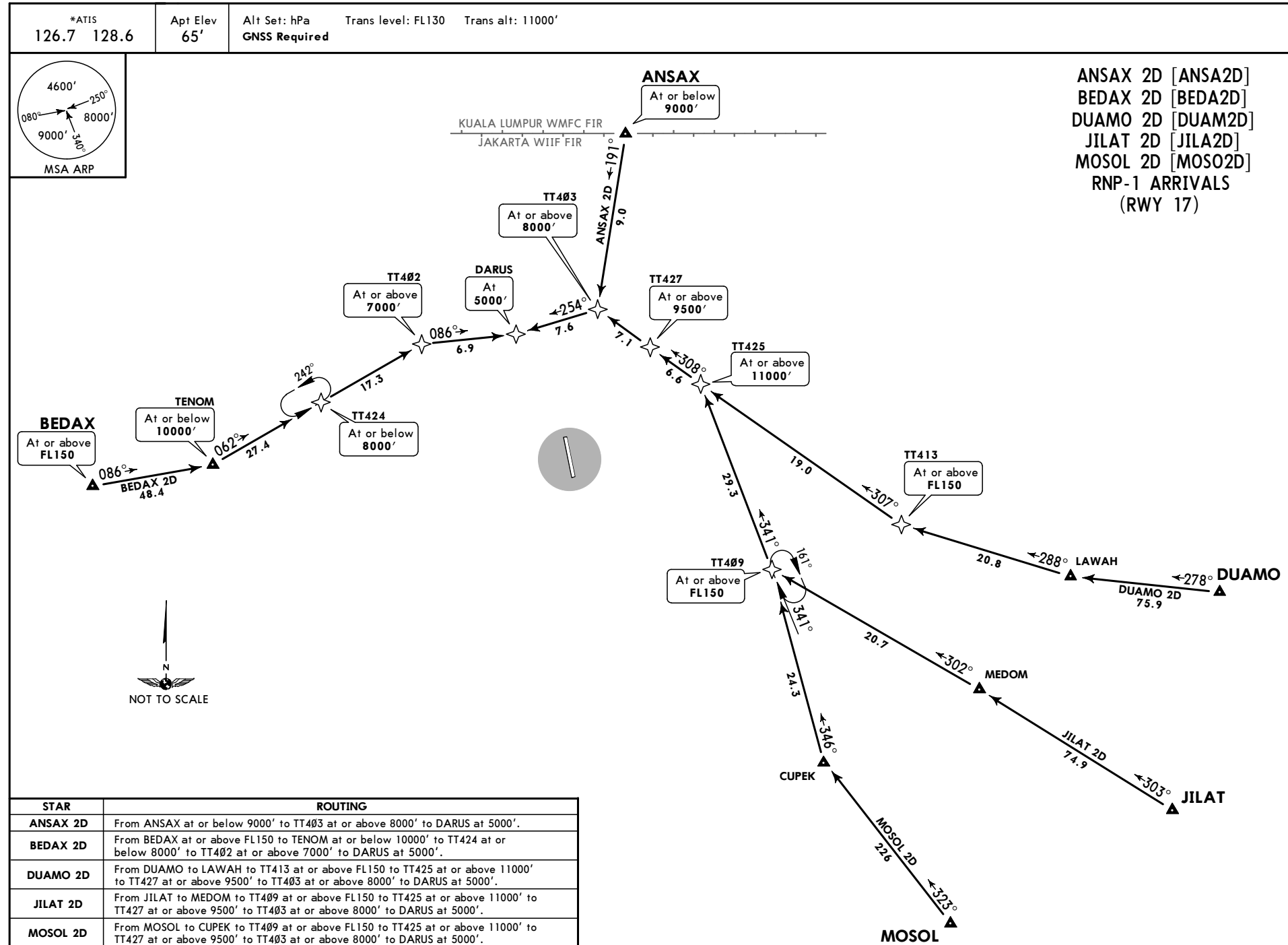
STAR

*ATIS
126.7 128.6
Apt Elev
64'
Alt Set: hPa Trans level: FL130 Trans alt: 11000'



WITT/BTJ
SULTAN ISKANDAR MUDA

30 DEC 16 (10-2A) Eff 5 Jan RNAV STAR



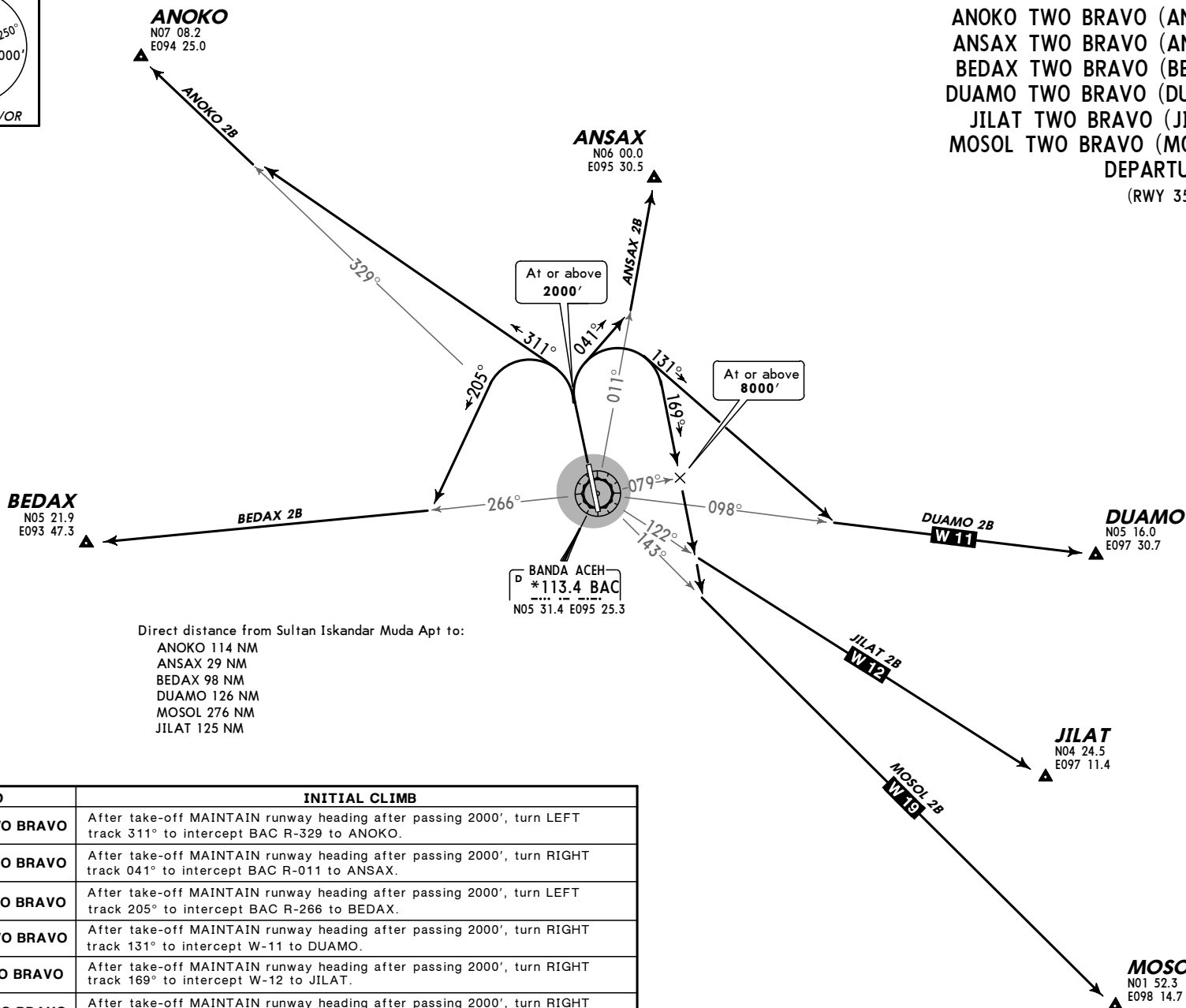
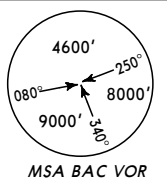
WITT/BTJ
SULTAN ISKANDAR MUDA

JEPPESEN
10 OCT 14 10-3

BANDA ACEH,
INDONESIA
SID

Apt Elev
64'

Trans level: FL130 Trans alt: 11000'



SID	INITIAL CLIMB
ANOKO TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn LEFT track 311° to intercept BAC R-329 to ANOKO.
ANSAX TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 041° to intercept BAC R-011 to ANSAX.
BEDAX TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn LEFT track 205° to intercept BAC R-266 to BEDAX.
DUAMO TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 131° to intercept W-11 to DUAMO.
JILAT TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 169° to intercept W-12 to JILAT.
MOSOL TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 169° to intercept W-19 to MOSOL.

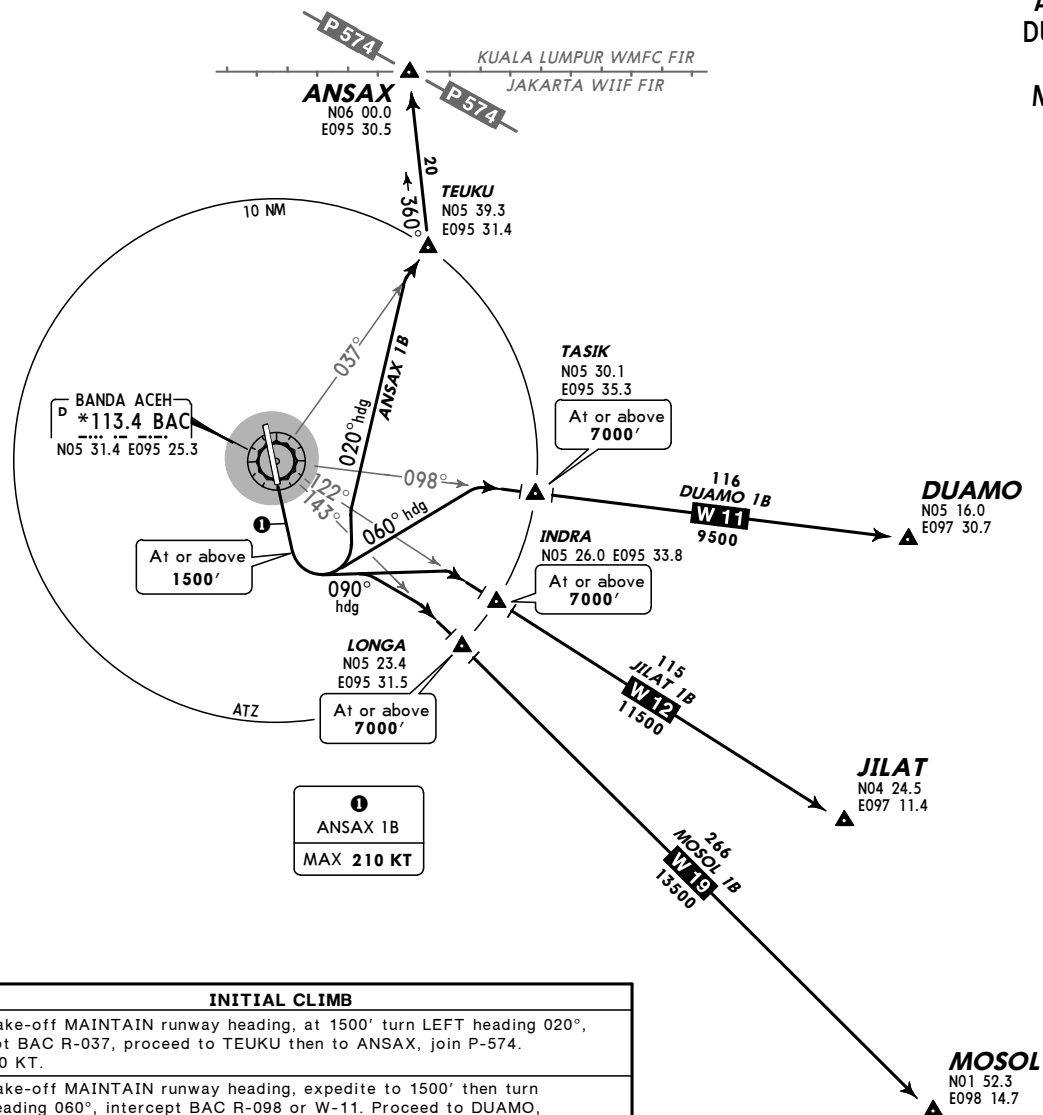
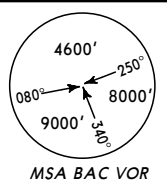
WITT/BTJ
SULTAN ISKANDAR MUDA

JEPPESEN
10 OCT 14 10-3A

BANDA ACEH,
INDONESIA
SID

Apt Elev
64'

Trans level: FL130 Trans alt: 11000'



Direct distance from Sultan Iskandar Muda Apt to:
INDRA 10 NM
LONGA 10 NM
TASIK 10 NM
TEUKU 10 NM

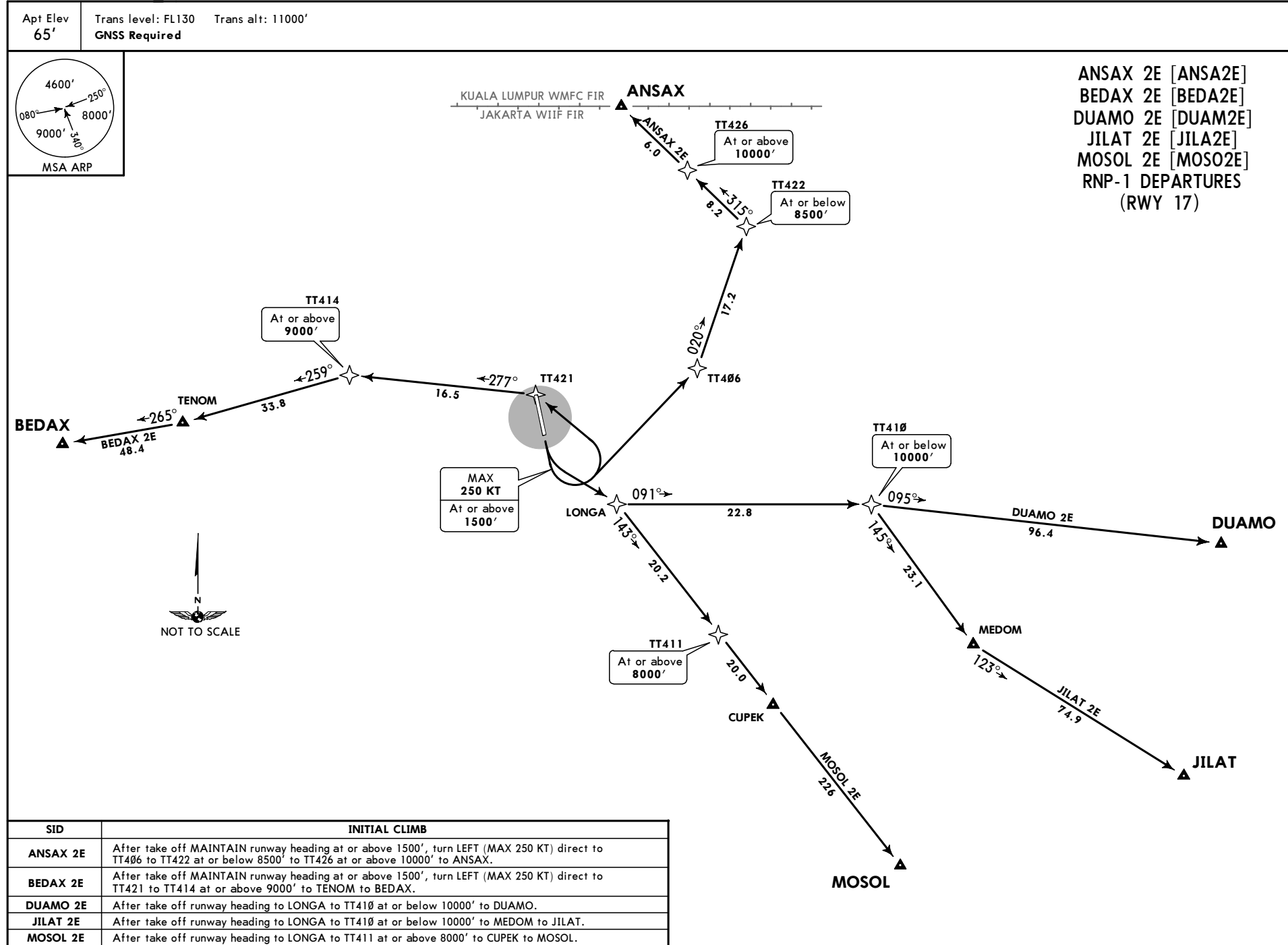
These SIDS require minimum climb gradients:
ANSAX 1B, DUAMO 1B: 8.2%
JILAT 1B, MOSOL 1B: 8.0%

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

SID	INITIAL CLIMB
ANSAX ONE BRAVO	After take-off MAINTAIN runway heading, at 1500' turn LEFT heading 020°, intercept BAC R-037, proceed to TEUKU then to ANSAX, join P-574. MAX 210 KT.
DUAMO ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 060°, intercept BAC R-098 or W-11. Proceed to DUAMO, cross 7000' or above, at or before TASIK.
JILAT ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 090°, intercept BAC R-122 or W-12. Proceed to JILAT, cross 7000' or above, at or before INDRA.
MOSOL ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 090°, intercept BAC R-143 or W-19. Proceed to MOSOL, cross 7000' or above, at or before LONGA.

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SULTAN ISKANDAR MUDA

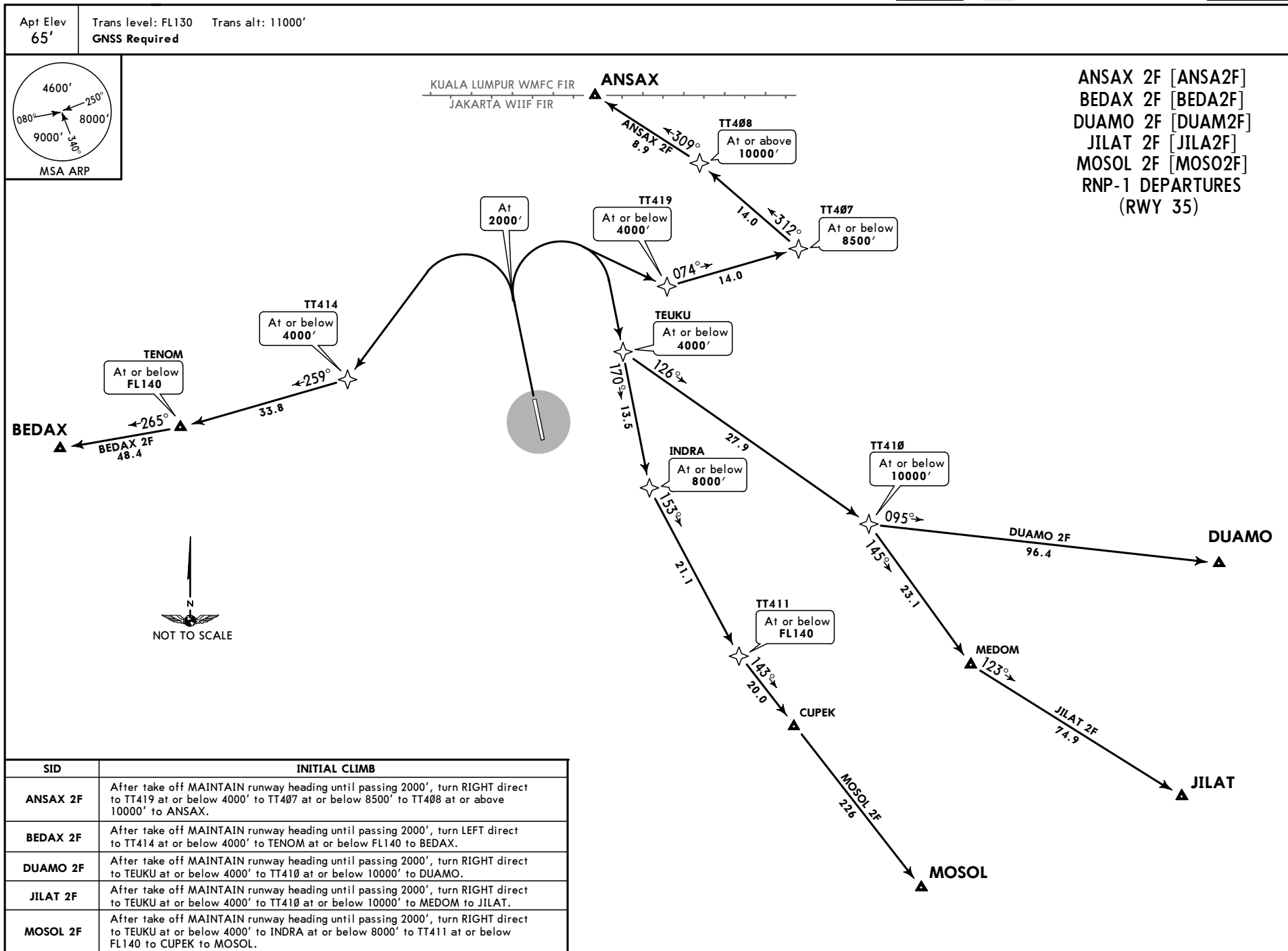
JEPPESEN
30 DEC 16 10-3B Eff 5 Jan RNAV SID



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SULTAN ISKANDAR MUDA

JEPPESEN
30 DEC 16
Eff 5 Jan 10-3C

BANDA ACEH,
INDONESIA
RNAV SID



WITT/BTJ

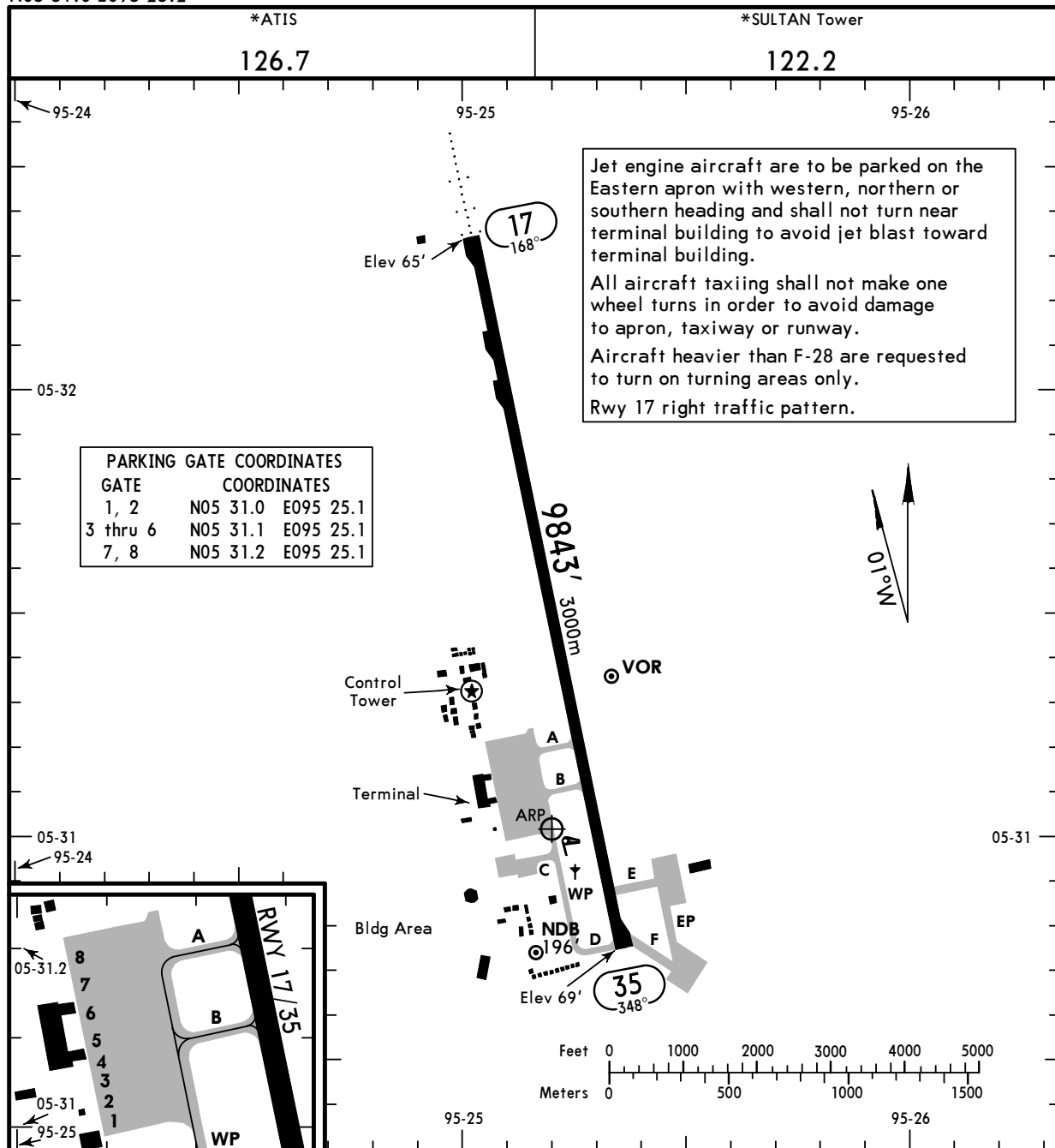
Apt Elev **65'**
N05 31.0 E095 25.2

1 JUN 18

(10-9)

JEPPESEN BANDA ACEH, INDONESIA

SULTAN ISKANDAR MUDA



ADDITIONAL RUNWAY INFORMATION

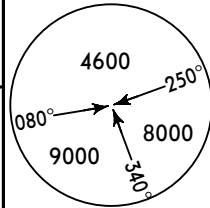
		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17	RL HIALS REIL PAPI-L		7274' 2217m		148'
35	RL REIL PAPI-L				45m

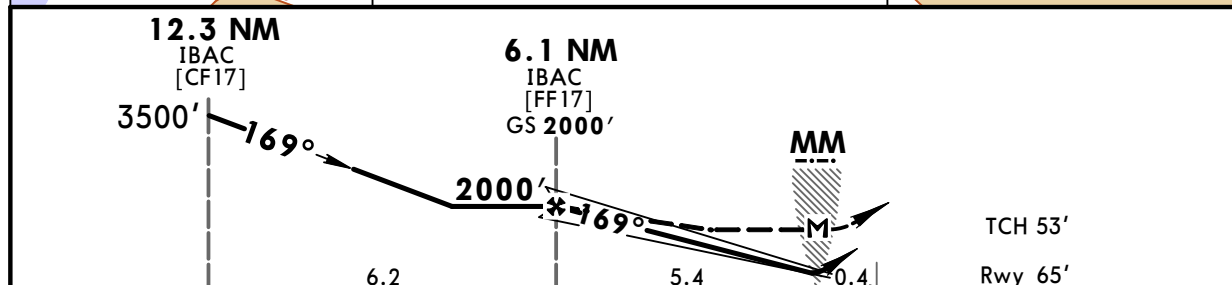
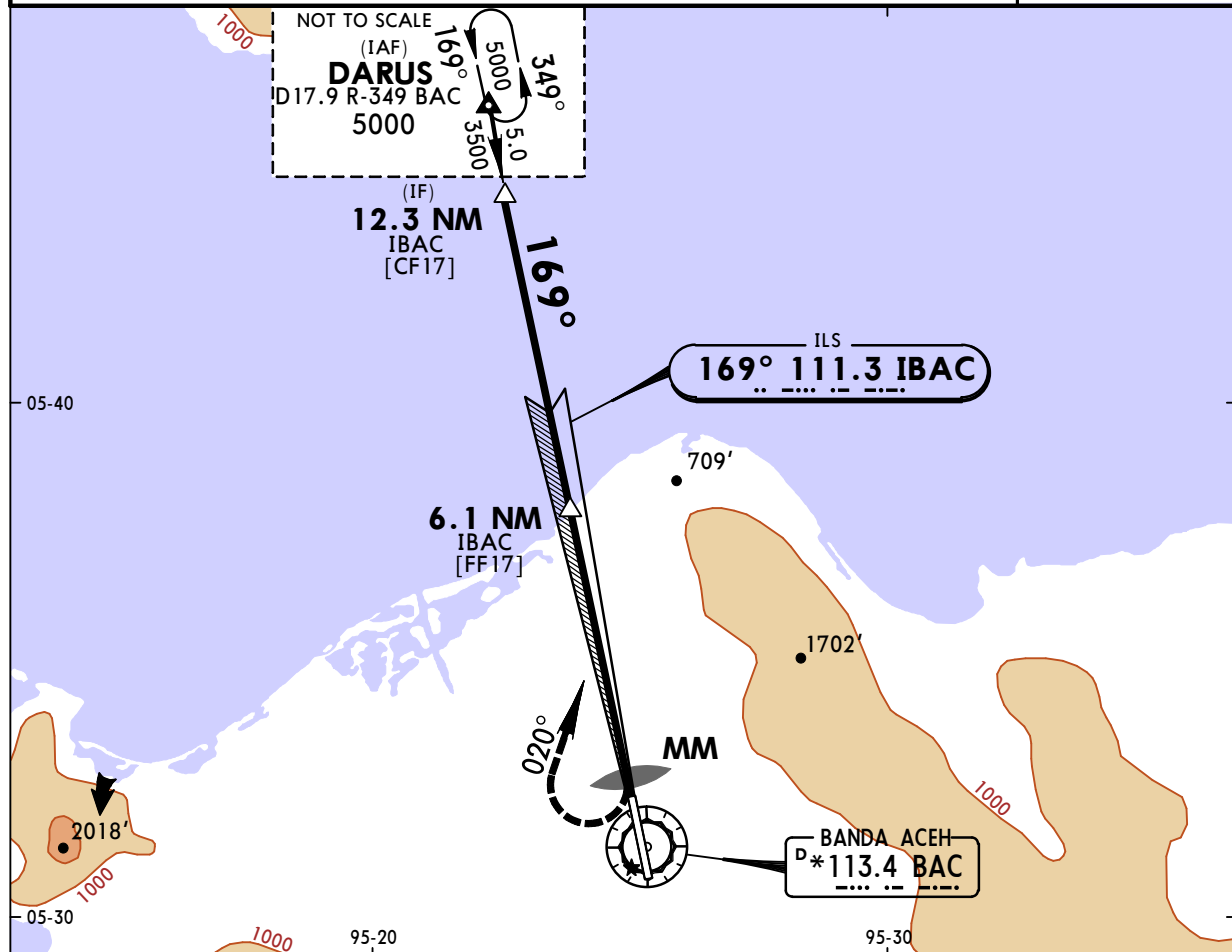
TAKE-OFF

AIR CARRIER			AIR CARRIER (FAR 121)	
All Rwy's			All Rwy's	
A	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref	
B	250m	400m	2 Eng	400m
C			3 & 4 Eng	
D	300m			

WITT/BTJ
SULTAN ISKANDAR MUDAJEPPESEN **BANDA ACEH, INDONESIA**
20 APR 18 **(11-1)** **CAT C & D** ILS Rwy 17

BRIEFING STRIP™

*ATIS		*ACEH Approach		*SULTAN Tower	
126.7		122.2		122.2	
LOC IBAC 111.3	Final Apch Crs 169°	Minimum Alt 6.1 NM IBAC 2000' (1935')	ILS DA(H) 306' (241')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BAC VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 5000' RT	020°	BAC *113.4 R-349	DARUS
GS	3.00°	372	478	531	637	743				
MAP at MM										
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19				

STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Max Kts	MDA(H)
DA(H) 306' (241')			MDA(H) 600' (535')			
ALS out			ALS out			
A	NA		NA		A	NA
B					B	
C	800m	1200m	2400m	180	2300'(2235') -2400m	
D			2800m	205	2300'(2235') -3600m	

PANS OPS

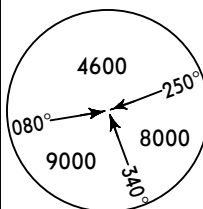
WITT/BTJ
SULTAN ISKANDAR MUDA

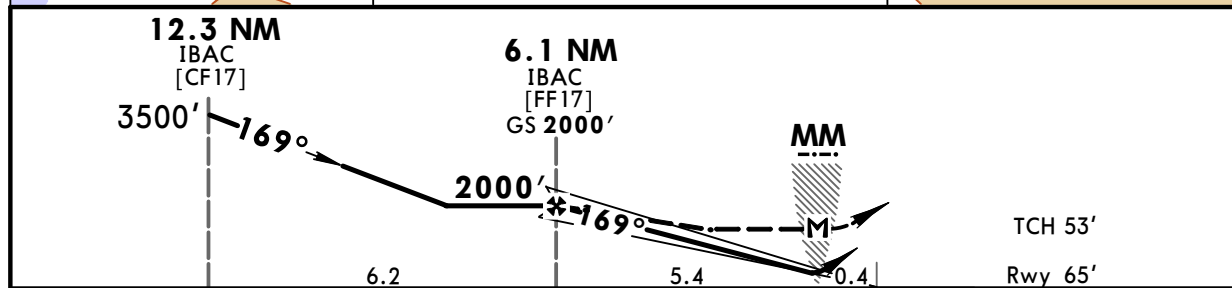
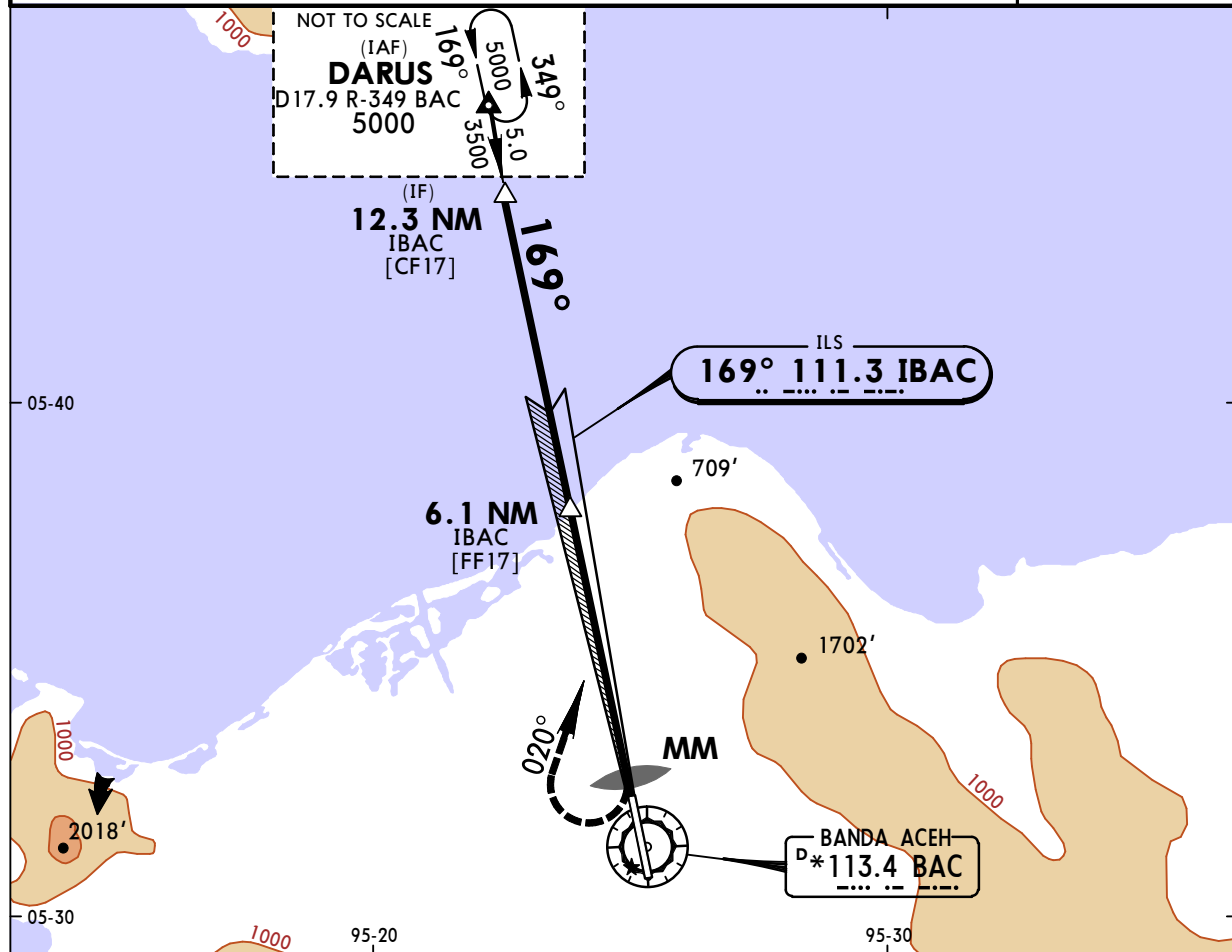
20 APR 18

(11-2)

JEPPESEN **BANDA ACEH, INDONESIA**
CAT A & B ILS Rwy 17

BRIEFING STRIP™

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2	
LOC IBAC 111.3	Final Apch Crs 169°	Minimum Alt 6.1 NM IBAC 2000' (1935')	ILS DA(H) 287' (222')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 5000' RT	020°	BAC *113.4 R-349	DARUS
GS	3.00°	372	478	531	637	743				
MAP at MM										
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19				

STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND	
ILS DA(H) 287' (222')		LOC (GS out) MDA(H) 600' (535')			Max Kts	
ALS out		ALS out			100	
A	800m	1200m	1600m		135	950' (885') - 1600m
B						
C	NA		NA		C	NA
D					D	

PANS OPS

CHANGES: Reindexed.

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WITT/BTJ

SULTAN ISKANDAR MUDA

30 DEC 16

Eff 5 Jan

JEPPESEN

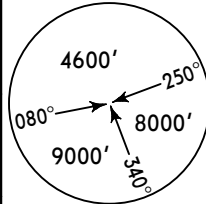
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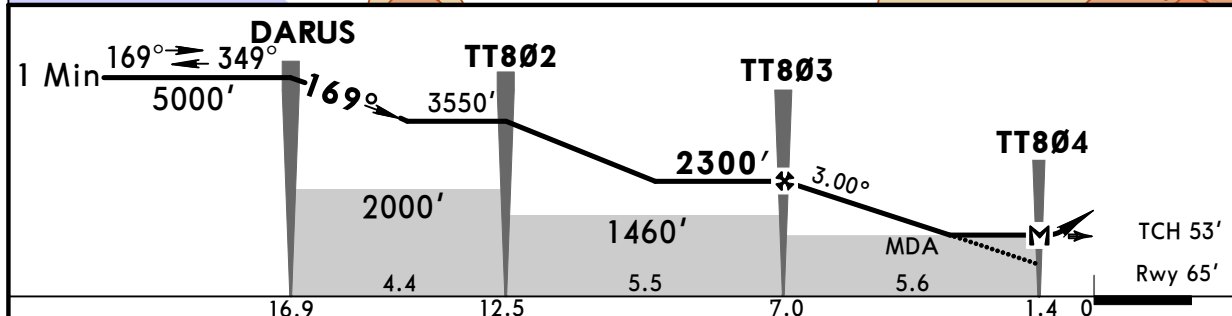
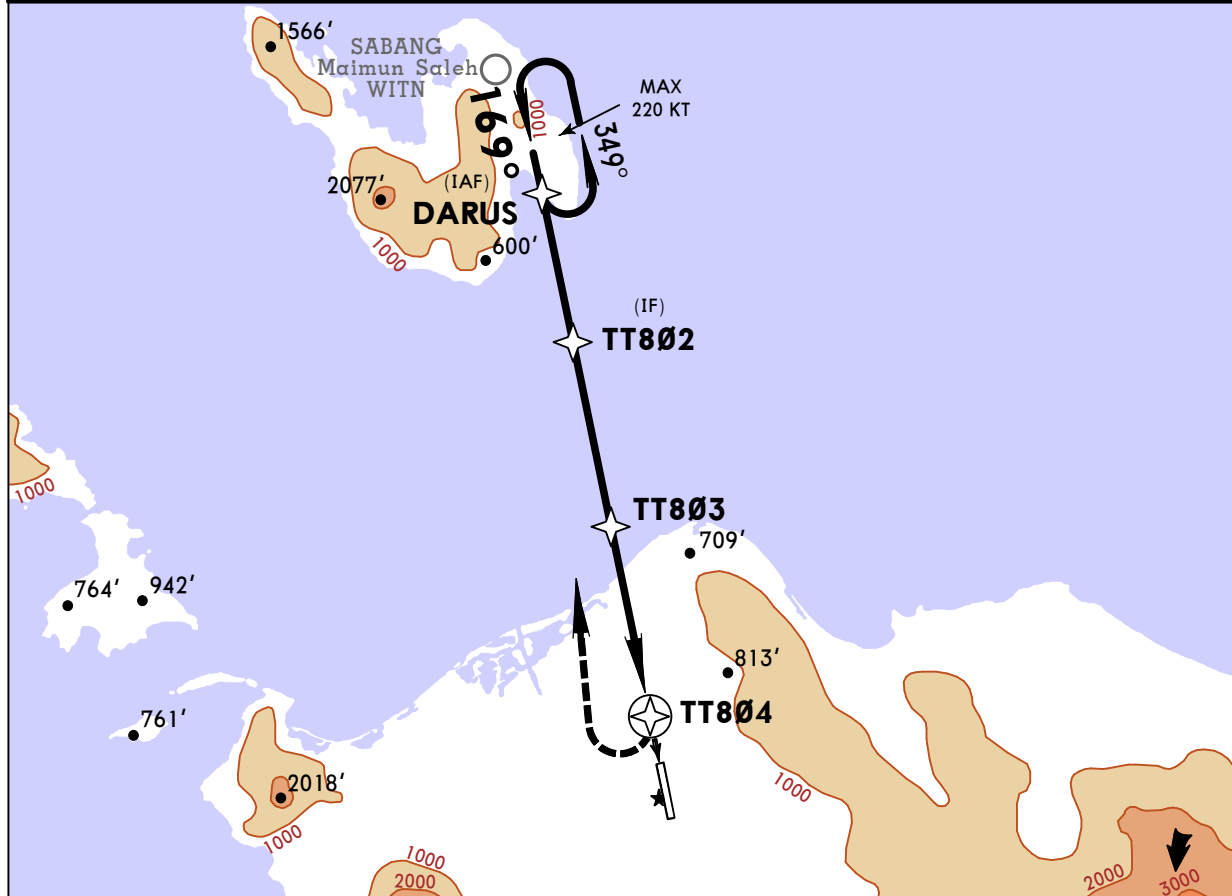
CAT C & D


BANDA ACEH, INDONESIA

RNAV (GNSS) Rwy 17

BRIEFING STRIP

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2	
RNAV	Final Apch Crs 169°	Procedure Alt TT803 2300' (2235')	MDA(H) 550' (485')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT direct to DARUS at 5000' or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	
GNSS required.					




Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' RT		DARUS
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at TT804										

PANS OPS

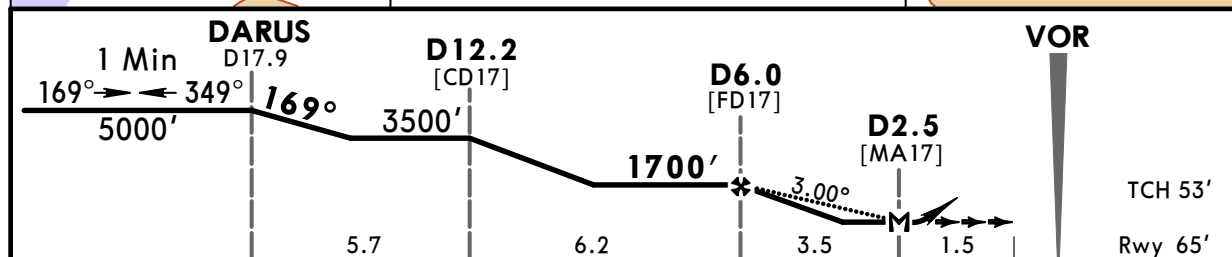
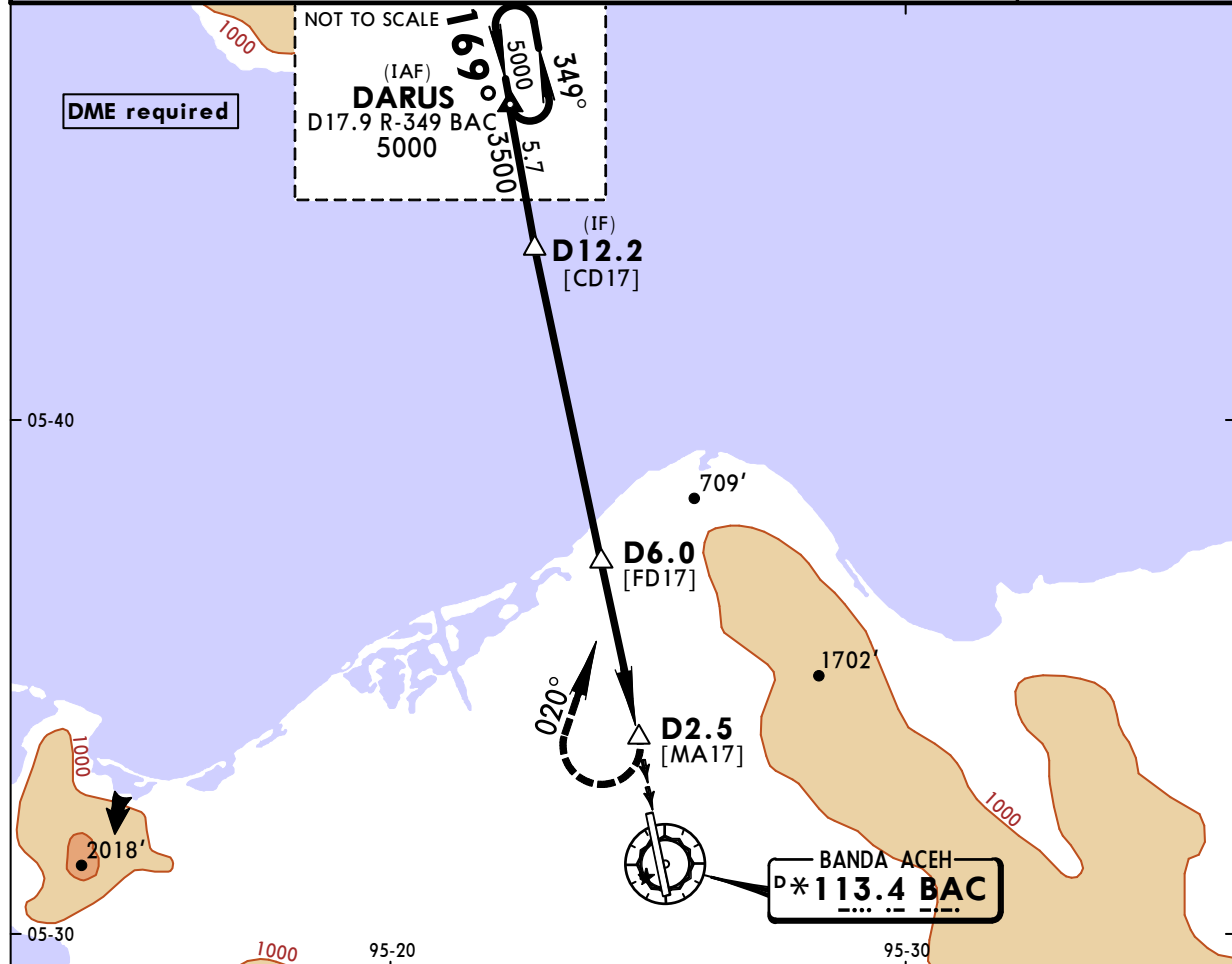
STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
LNAV MDA(H) 550' (485')				MDA(H)			
ALS out				Max Kts			
NOT APPLICABLE				A			
NOT APPLICABLE				B			
2300m				180			
3000m				205			
				2200' (2135') - 5000m			

WITT/BTJ
SULTAN ISKANDAR MUDAJEPPESEN
20 APR 18 (13-1)BANDA ACEH, INDONESIA
CAT C & D VOR Rwy 17

BRIEFING STRIP™

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2	
VOR BAC *113.4	Final Apch Crs 169°	Minimum Alt D6.0 1700' (1635')	MDA(H) 600' (535')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	

MSA BAC VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' RT	020° BAC *113.4 R-349	DARUS
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.5										
D6.0 to MAP	3.5	3:00	2:20	2:06	1:45	1:30				

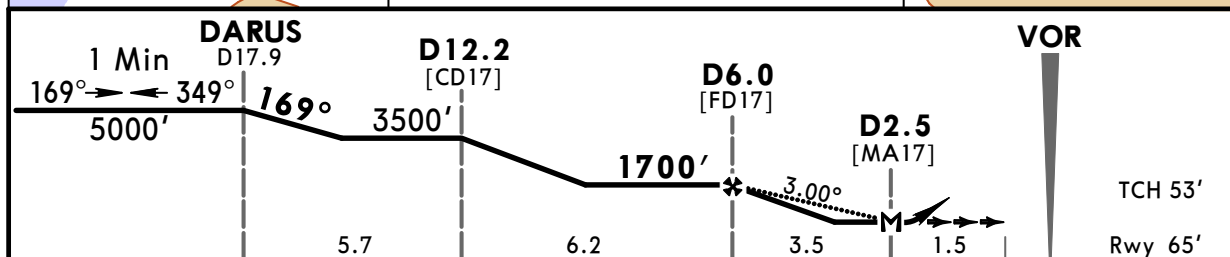
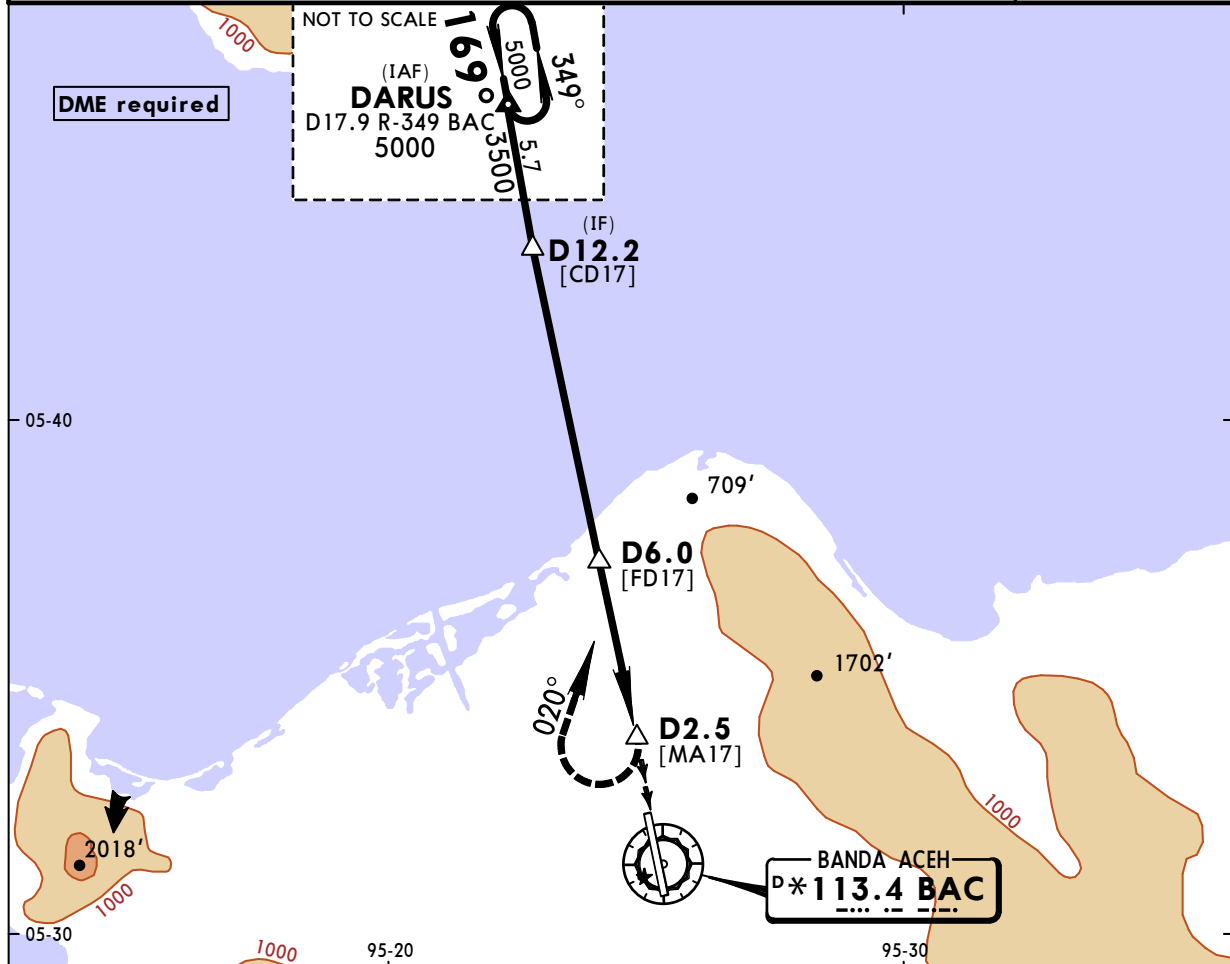
STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
MDA(H) 600' (535')				MDA(H)			
ALS out				Max Kts.			
A	NA			A	NA		
B				B			
C	2000m			180	2300' (2235') - 5000m		
D	2800m			205			

PANS OPS

WITT/BTJ
SULTAN ISKANDAR MUDAJEPPESEN
20 APR 18 (13-2)BANDA ACEH, INDONESIA
CAT A & B VOR Rwy 17

BRIEFING STRIP™

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2	
VOR BAC *113.4	Final Apch Crs 169°	Minimum Alt D6.0 1700' (1635')	MDA(H) 600' (535')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BAC VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' RT	020°	BAC *113.4 R-349	DARUS
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D2.5											
D6.0 to MAP	3.5	3:00	2:20	2:06	1:45	1:30					

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
MDA(H) 600' (535')							
ALS out				Max Kts.	MDA(H)		
A	1600m			100	1300' (1235') - 5000m		
B				135			
C	NA			C	NA		
D				D			

PANS OPS

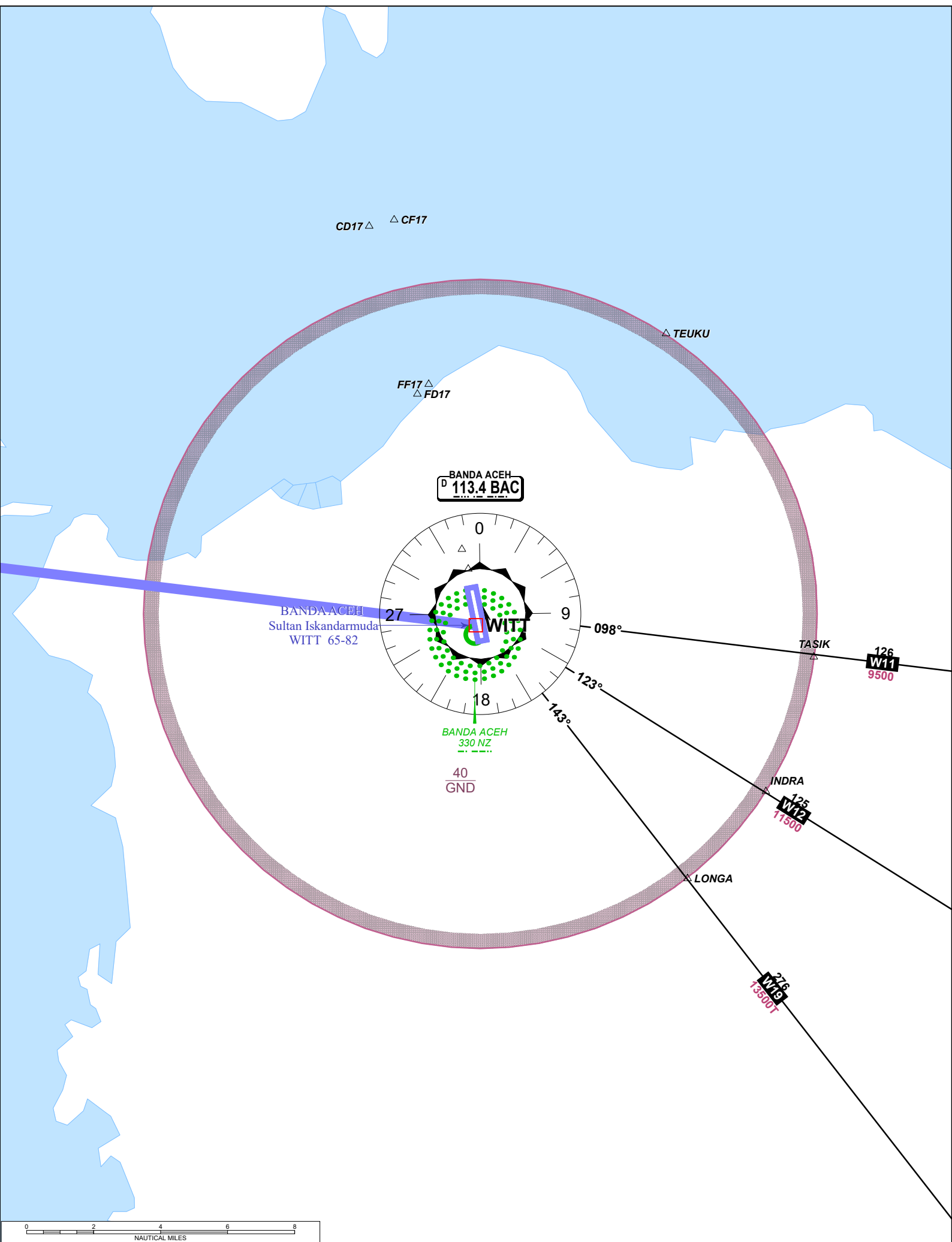
6.0.1 DEPARTURE (WITT -> VCBI): WITT (Sultan Iskandarmuda)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



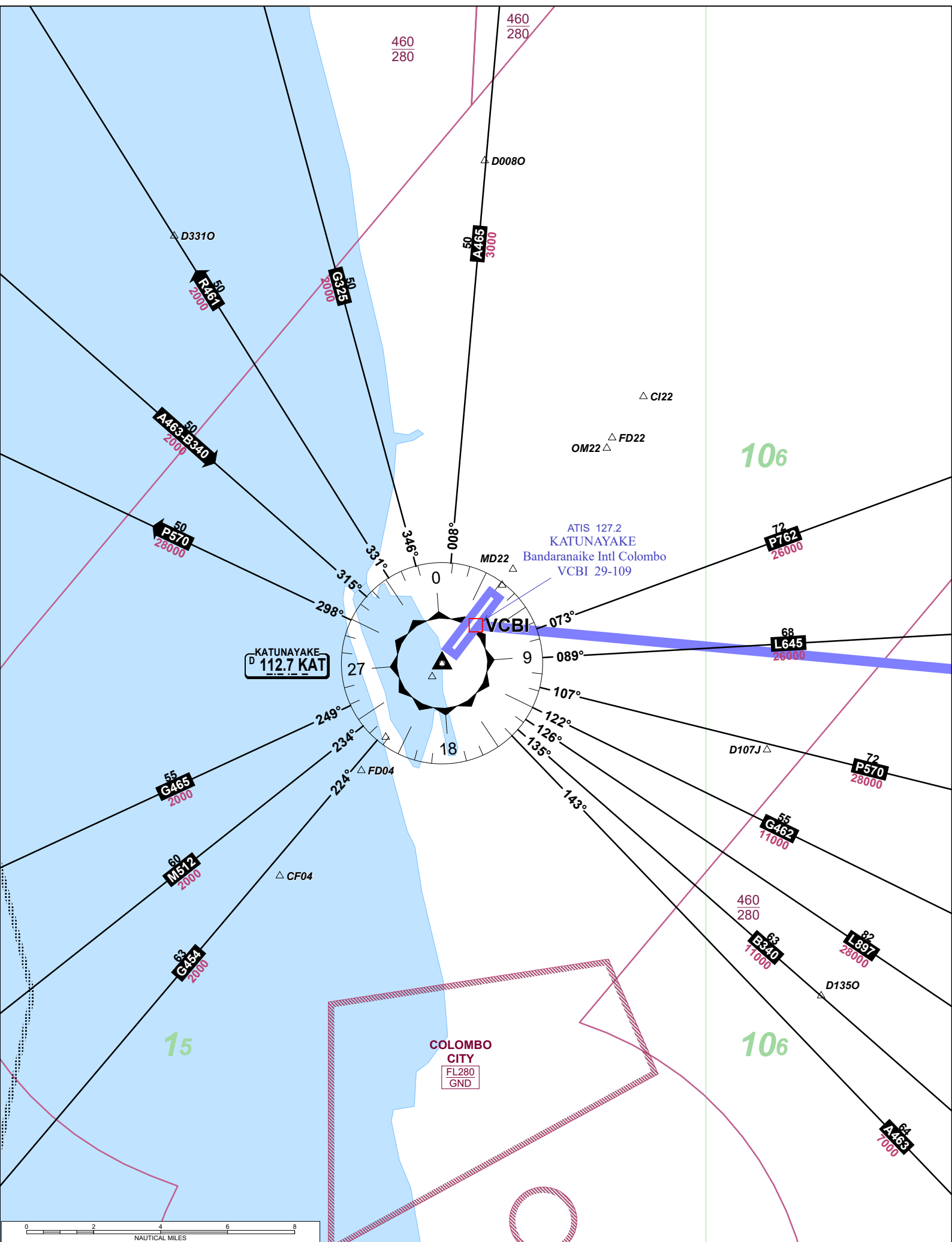
6.0.2 DESTINATION (WITT -> VCBI): VCBI (Bandaranaike Intl Colombo)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

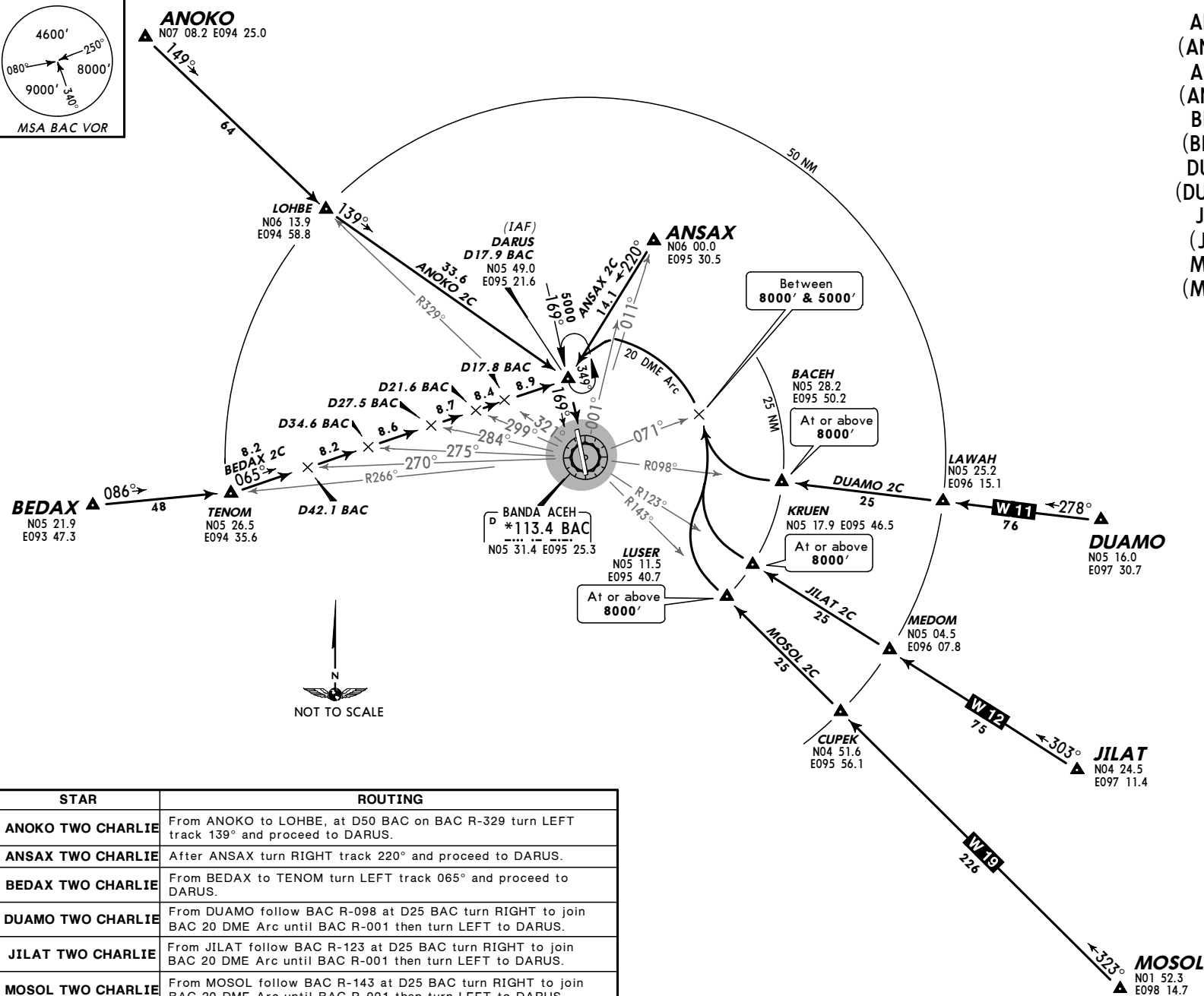
JeppView 3.6.2.0



**BANDA ACEH,
INDONESIA**

STAR

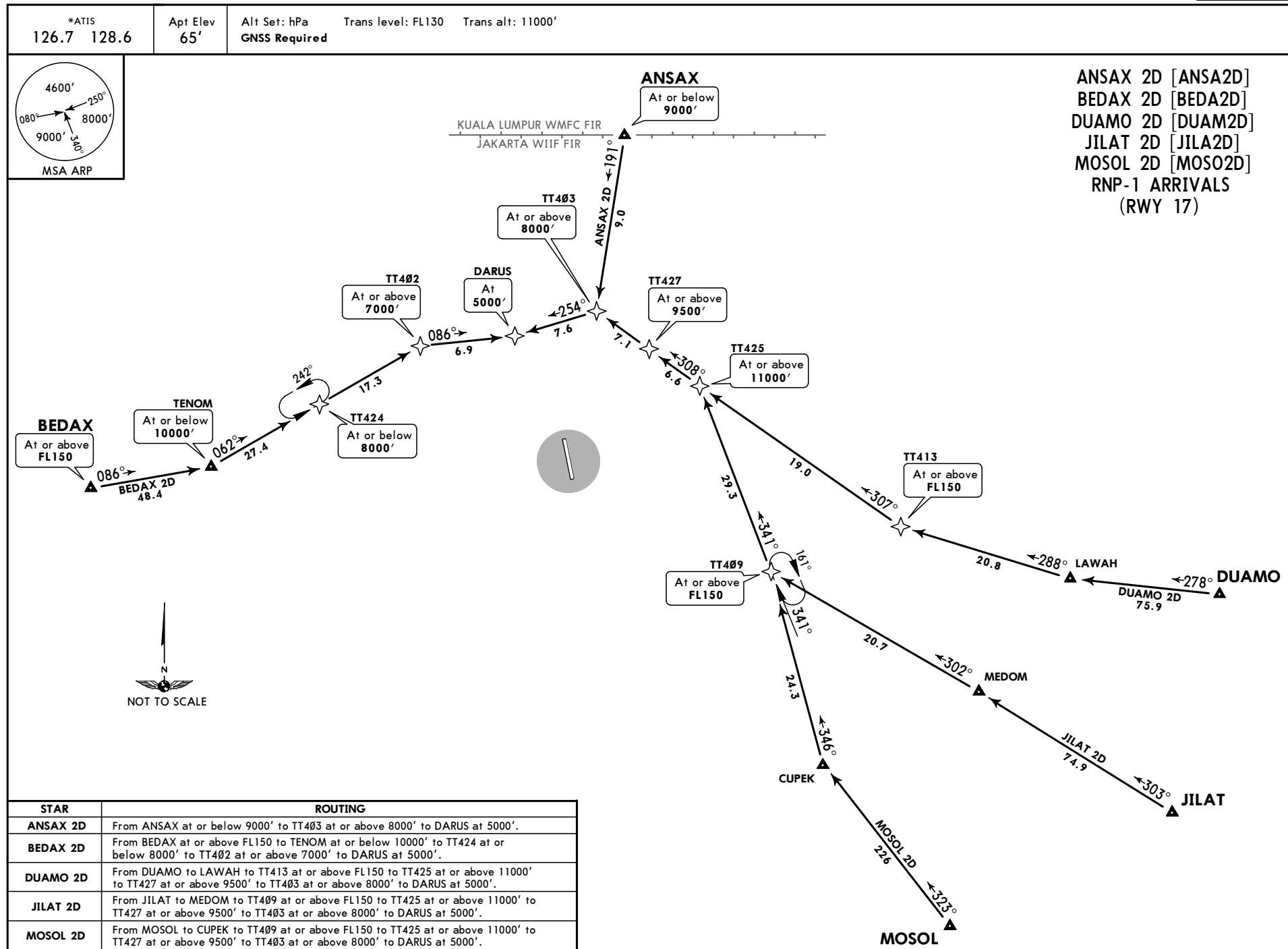
Alt Set: hPa Trans level: FL130 Trans alt: 11000'



CHANGES: None.

WITT/BTJ
SULTAN ISKANDAR MUDA

30 DEC 16 (10-2A) Eff 5 Jan RNAV STAR



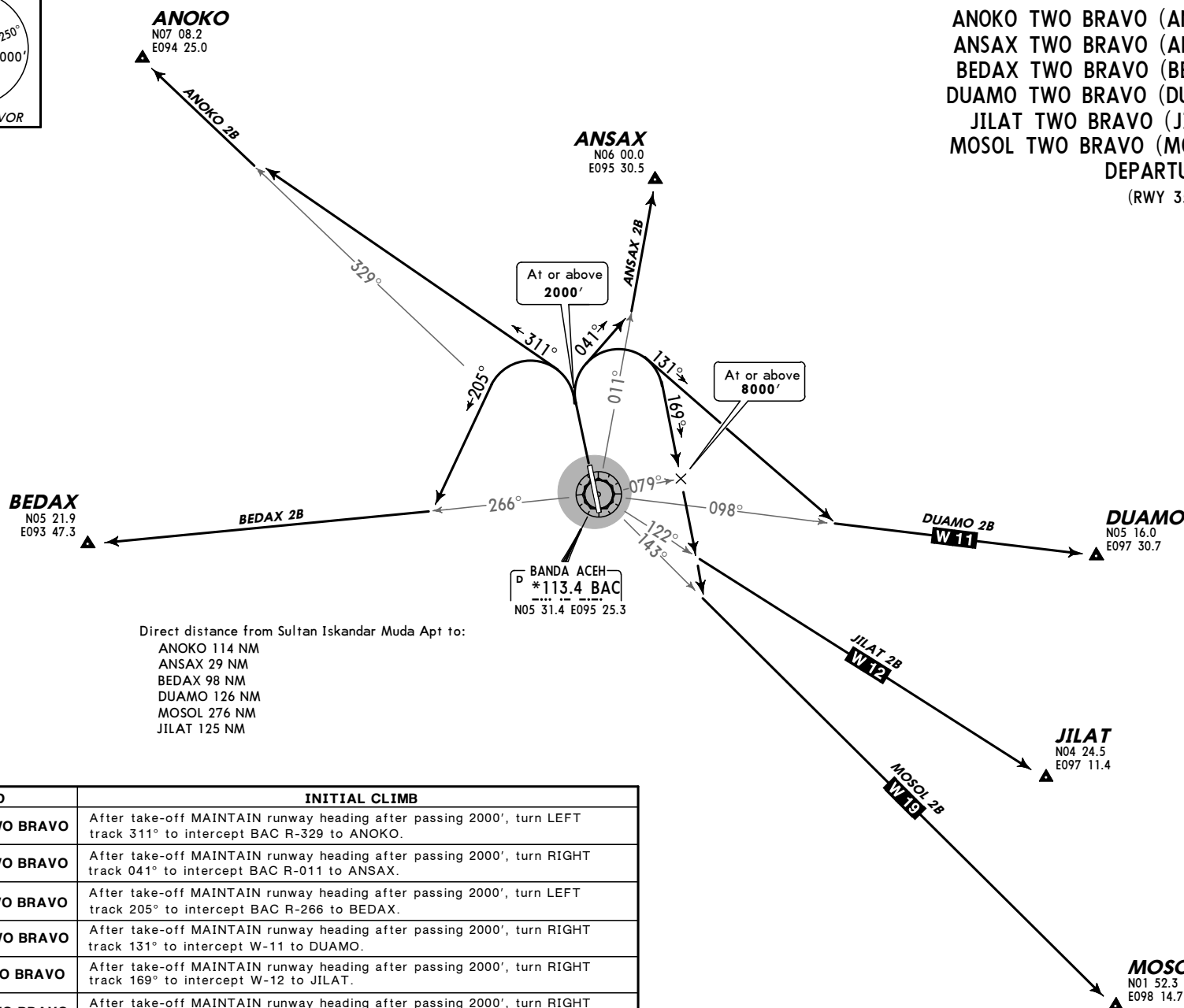
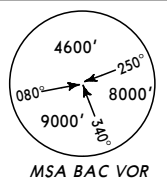
WITT/BTJ
SULTAN ISKANDAR MUDA

10 OCT 14 10-3

BANDA ACEH,
INDONESIA
SID

Apt Elev
64'

Trans level: FL130 Trans alt: 11000'



SID	INITIAL CLIMB
ANOKO TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn LEFT track 311° to intercept BAC R-329 to ANOKO.
ANSAX TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 041° to intercept BAC R-011 to ANSAX.
BEDAX TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn LEFT track 205° to intercept BAC R-266 to BEDAX.
DUAMO TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 131° to intercept W-11 to DUAMO.
JILAT TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 169° to intercept W-12 to JILAT.
MOSOL TWO BRAVO	After take-off MAINTAIN runway heading after passing 2000', turn RIGHT track 169° to intercept W-19 to MOSOL.

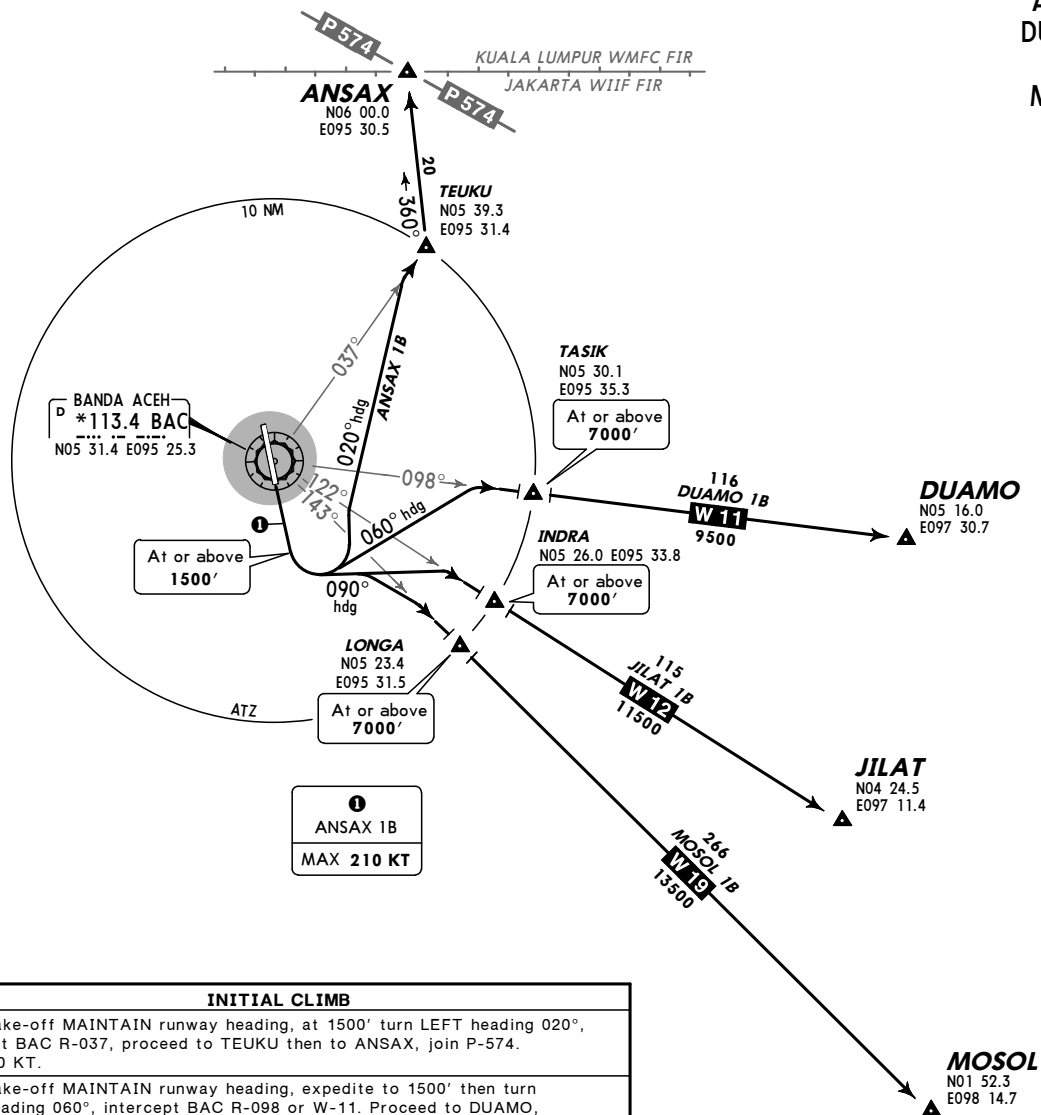
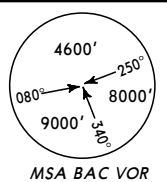
WITT/BTJ
SULTAN ISKANDAR MUDA

JEPPESEN
10 OCT 14 (10-3A)

BANDA ACEH,
INDONESIA
SID

Apt Elev
64'

Trans level: FL130 Trans alt: 11000'



ANSAX ONE BRAVO (ANSAX 1B) [ANSA1B],
DUAMO ONE BRAVO (DUAMO 1B) [DUAM1B],
JILAT ONE BRAVO (JILAT 1B) [JILA1B],
MOSOL ONE BRAVO (MOSOL 1B) [MOSO1B]
DEPARTURES
(RWY 17)

Direct distance from Sultan Iskandar Muda Apt to:
INDRA 10 NM
LONGA 10 NM
TASIK 10 NM
TEUKU 10 NM

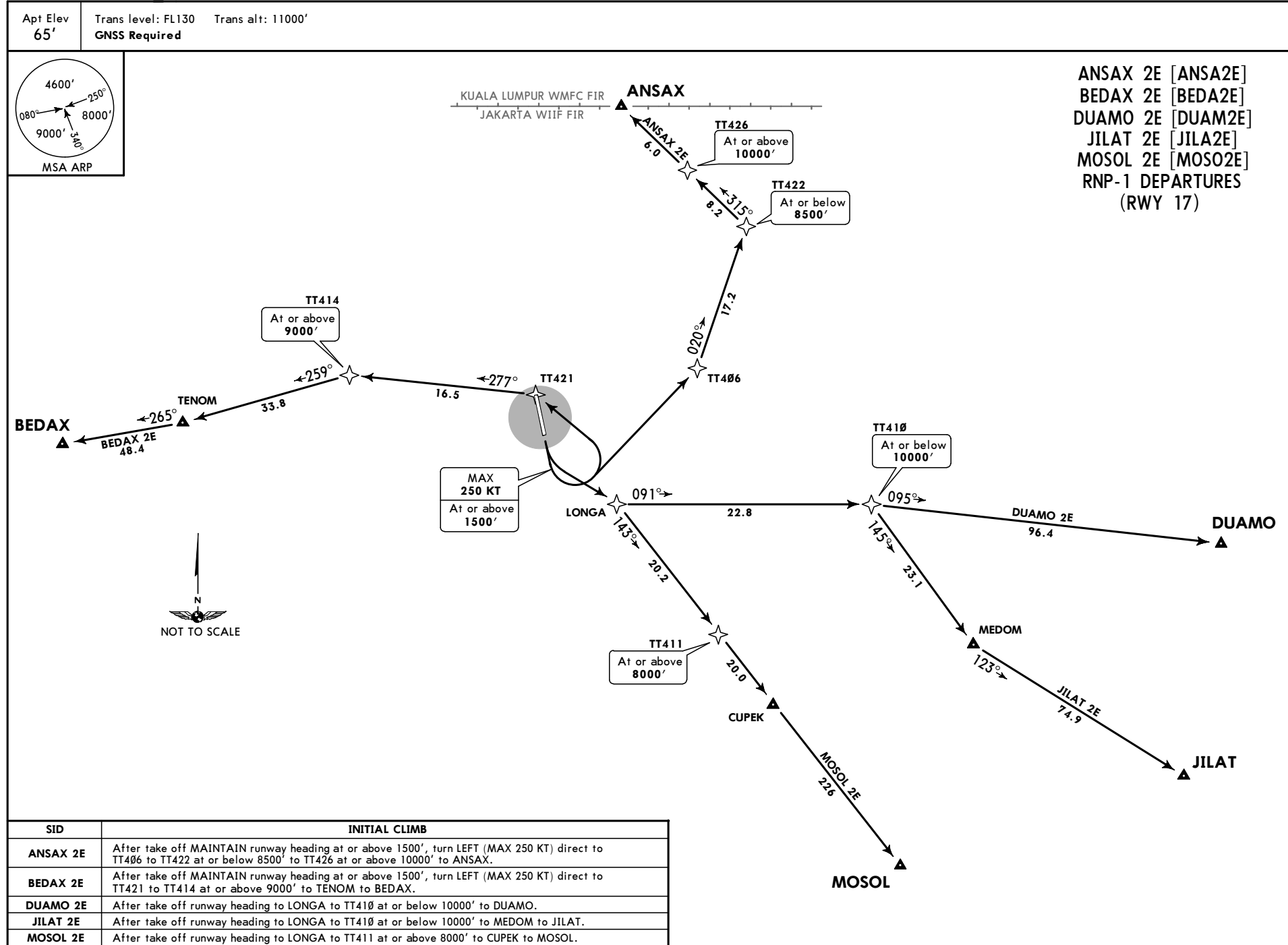
SID	INITIAL CLIMB
ANSAX ONE BRAVO	After take-off MAINTAIN runway heading, at 1500' turn LEFT heading 020°, intercept BAC R-037, proceed to TEUKU then to ANSAX, join P-574. MAX 210 KT.
DUAMO ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 060°, intercept BAC R-098 or W-11. Proceed to DUAMO, cross 7000' or above, at or before TASIK.
JILAT ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 090°, intercept BAC R-122 or W-12. Proceed to JILAT, cross 7000' or above, at or before INDRA.
MOSOL ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 090°, intercept BAC R-143 or W-19. Proceed to MOSOL, cross 7000' or above, at or before LONGA.

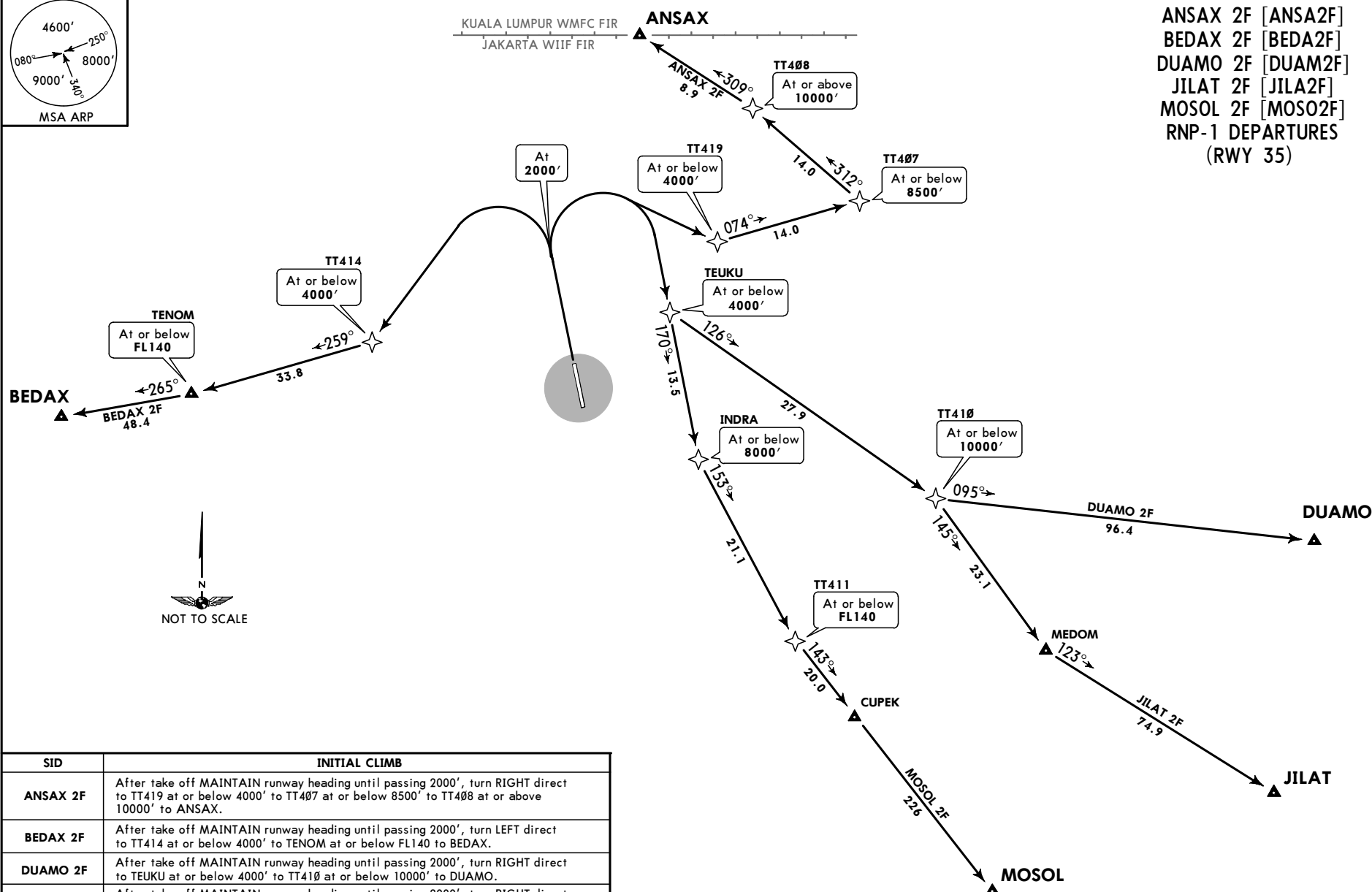
These SIDS require minimum climb gradients:
ANSAX 1B, DUAMO 1B: 8.2%
JILAT 1B, MOSOL 1B: 8.0%

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

WITT/BTJ
SULTAN ISKANDAR MUDA

JEPPESEN
30 DEC 16 10-3B Eff 5 Jan RNAV SID





SID	INITIAL CLIMB
ANSAX 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TT419 at or below 4000' to TT407 at or below 8500' to TT408 at or above 10000' to ANSAX.
BEDAX 2F	After take off MAINTAIN runway heading until passing 2000', turn LEFT direct to TT414 at or below 4000' to TENOM at or below FL140 to BEDAX.
DUAMO 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TEUKU at or below 4000' to TT410 at or below 10000' to DUAMO.
JILAT 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TEUKU at or below 4000' to TT410 at or below 10000' to MEDOM to JILAT.
MOSOL 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TEUKU at or below 4000' to INDRA at or below 8000' to TT411 at or below FL140 to CUPEK to MOSOL.

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WITT/BTJ

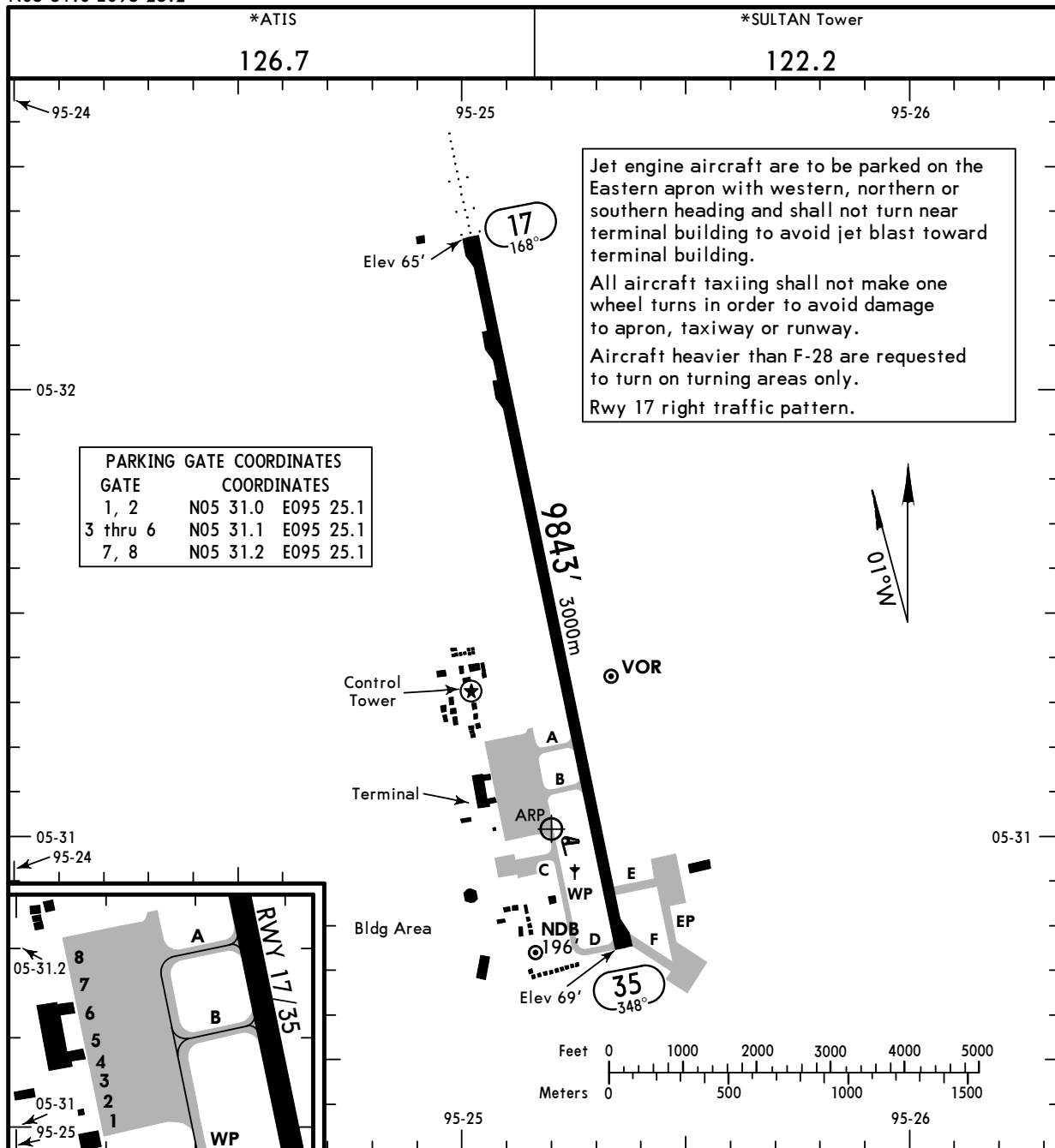
Apt Elev **65'**
N05 31.0 E095 25.2

1 JUN 18

(10-9)

JEPPESEN BANDA ACEH, INDONESIA

SULTAN ISKANDAR MUDA



ADDITIONAL RUNWAY INFORMATION

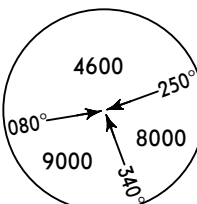
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
17	RL HIALS REIL PAPI-L	Threshold	Glide Slope		148'
35	RL REIL PAPI-L		7274' 2217m		45m

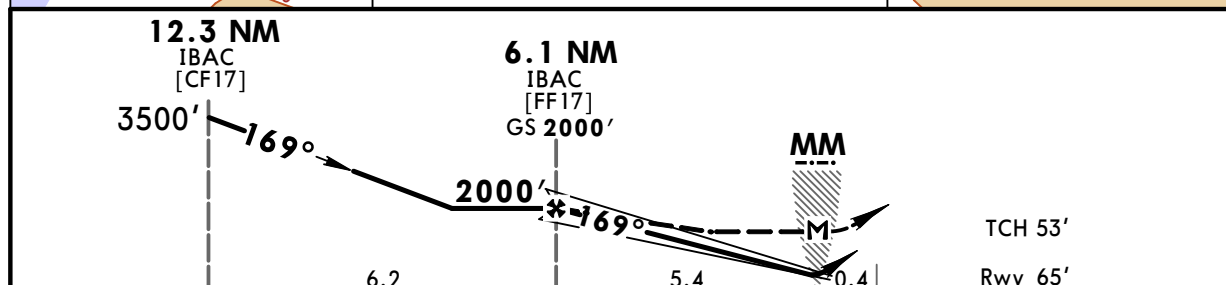
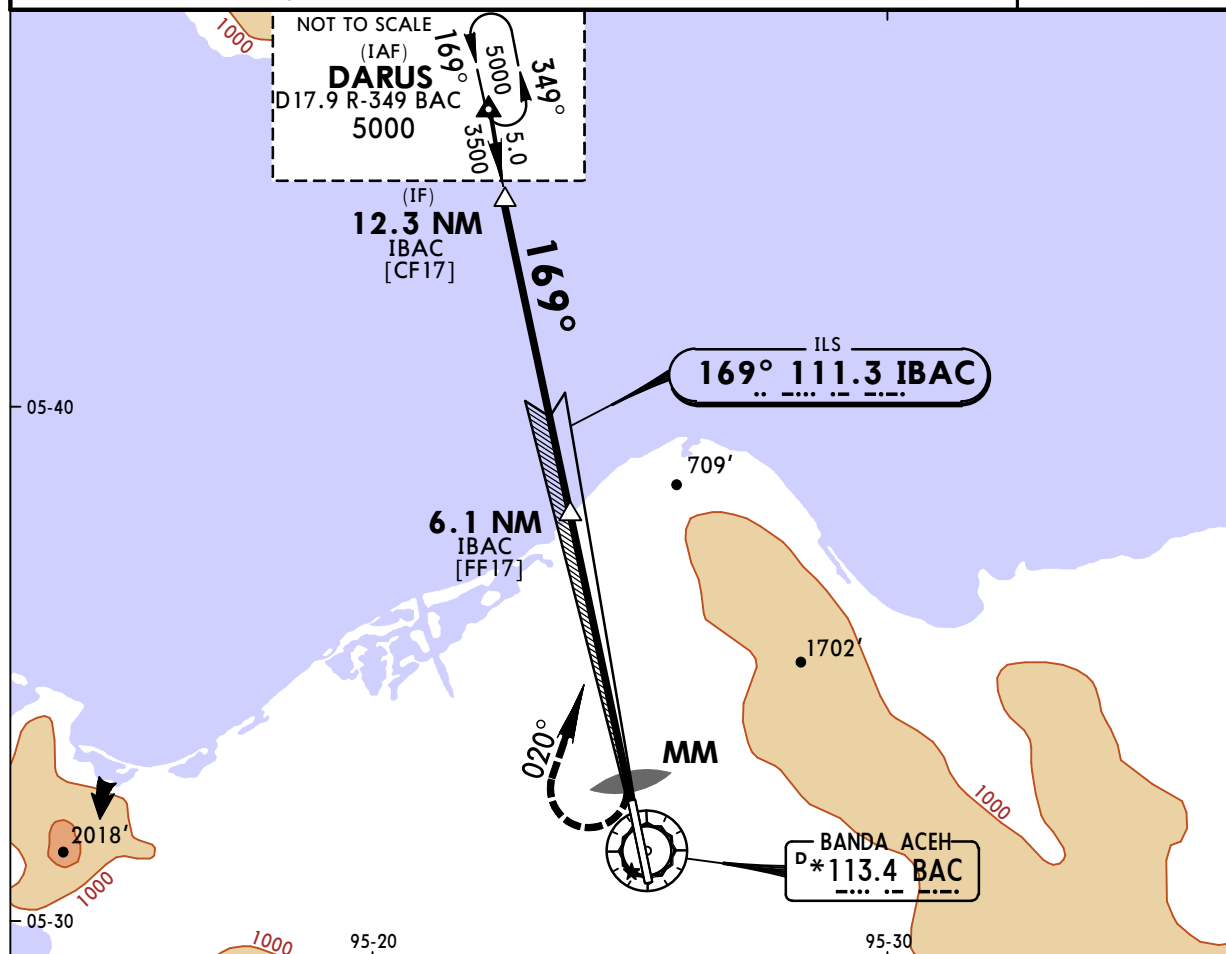
TAKE-OFF

AIR CARRIER			AIR CARRIER (FAR 121)	
All Rwy's			All Rwy's	
A	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref	
B	250m	400m	2 Eng	400m
C			3 & 4 Eng	
D	300m			

WITT/BTJ
SULTAN ISKANDAR MUDAJEPPESEN **BANDA ACEH, INDONESIA**
20 APR 18 **(11-1)** **CAT C & D** ILS Rwy 17

BRIEFING STRIP™

*ATIS		*ACEH Approach		*SULTAN Tower	
126.7		122.2		122.2	
LOC IBAC	Final Apch Crs	Minimum Alt 6.1 NM IBAC	ILS DA(H)	Apt Elev 65'	
111.3	169°	2000' (1935')	306' (241')	Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BAC VOR	



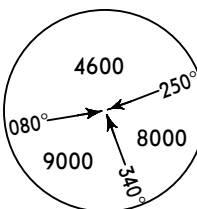
Gnd speed-Kts	70	90	100	120	140	160	HIALS		5000'		020°		BAC *113.4 DARUS	
GS	3.00°	372	478	531	637	743	REIL	PAPI	RT	RT	RT	RT	RT	RT
MAP at MM														
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02							

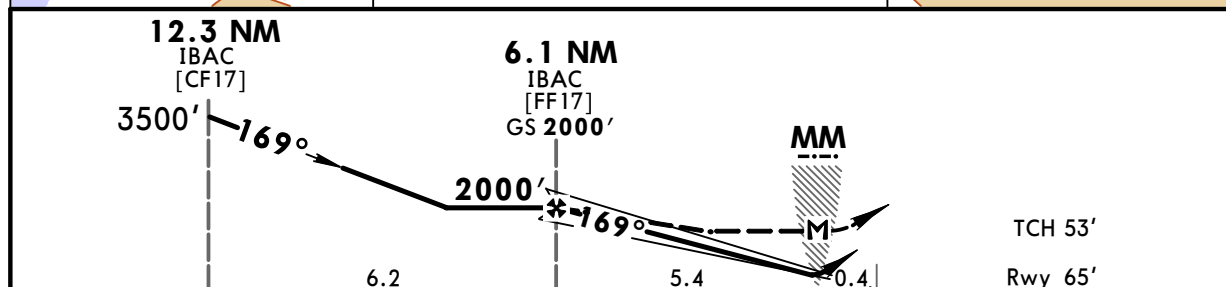
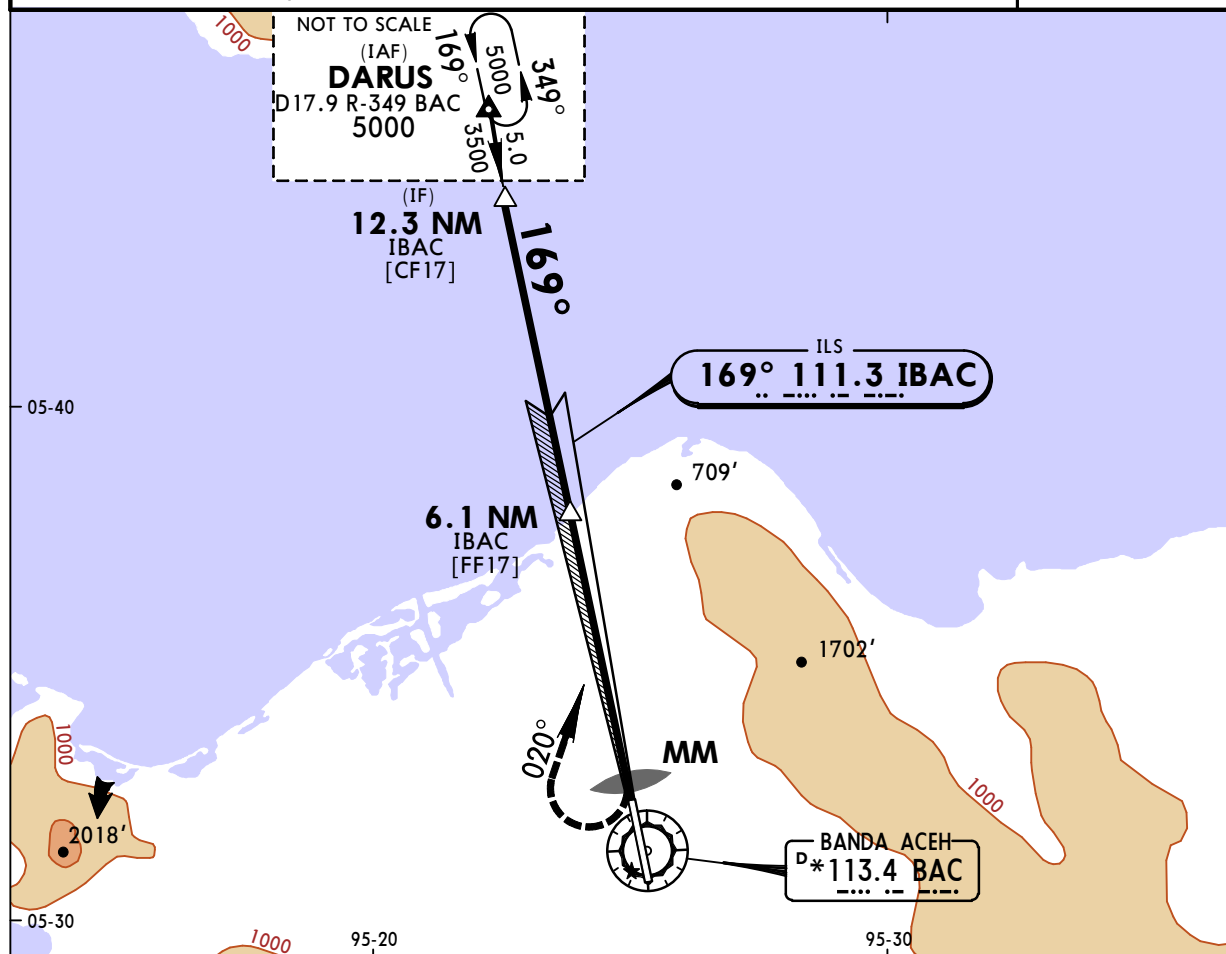
STRAIGHT-IN LANDING RWY 17						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Max Kts		
DA(H) 306'(241')			MDA(H) 600'(535')					
ALS out			ALS out			MDA(H)		
A	NA			NA			A	NA
B							B	
C	800m	1200m	2400m			180	2300'(2235') - 2400m	
D			2800m			205	2300'(2235') - 3600m	

PANS OPS

WITT/BTJ
SULTAN ISKANDAR MUDA
20 APR 18 **(11-2)**
JEPPesen **BANDA ACEH, INDONESIA**
CAT A & B **ILS Rwy 17**

BRIEFING STRIP™

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2	
LOC IBAC 111.3	Final Apch Crs 169°	Minimum Alt 6.1 NM IBAC 2000' (1935')	ILS DA(H) 287' (222')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT , track 020° , intercept BAC VOR R-349 outbound, continue climb to 5000' , proceed to DARUS or as instructed by ATC . MAX 220 KT.					
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	MSA BAC VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 5000' RT	020° BAC *113.4 DARUS R-349	
GS	3.00°	372	478	531	637	743			
MAP at MM									
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19			

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
ILS DA(H) 287' (222')		LOC (GS out) MDA(H) 600' (535')		Max Kts	MDA(H)
ALS out		ALS out		100	950' (885') - 1600m
800m		1200m		135	
NA		NA		C	NA
NA		NA		D	

PANS OPS

CHANGES: Reindexed.

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WITT/BTJ

SULTAN ISKANDAR MUDA

 30 DEC 16
 Eff 5 Jan

JEPPESSEN

(12-1)

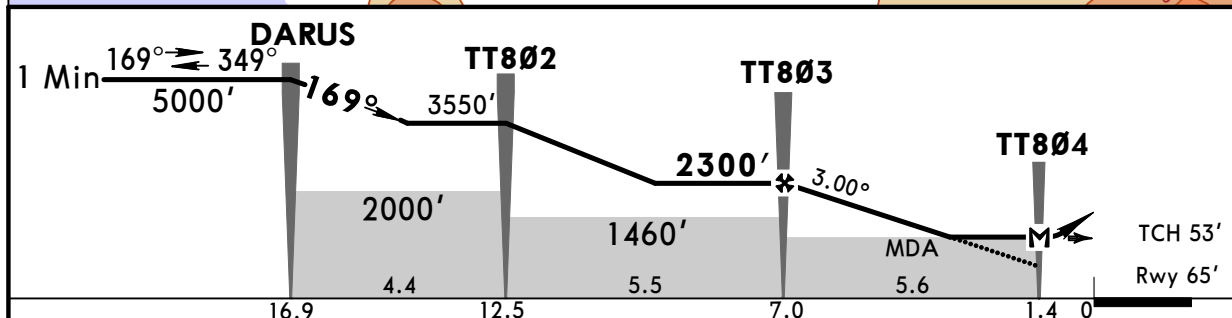
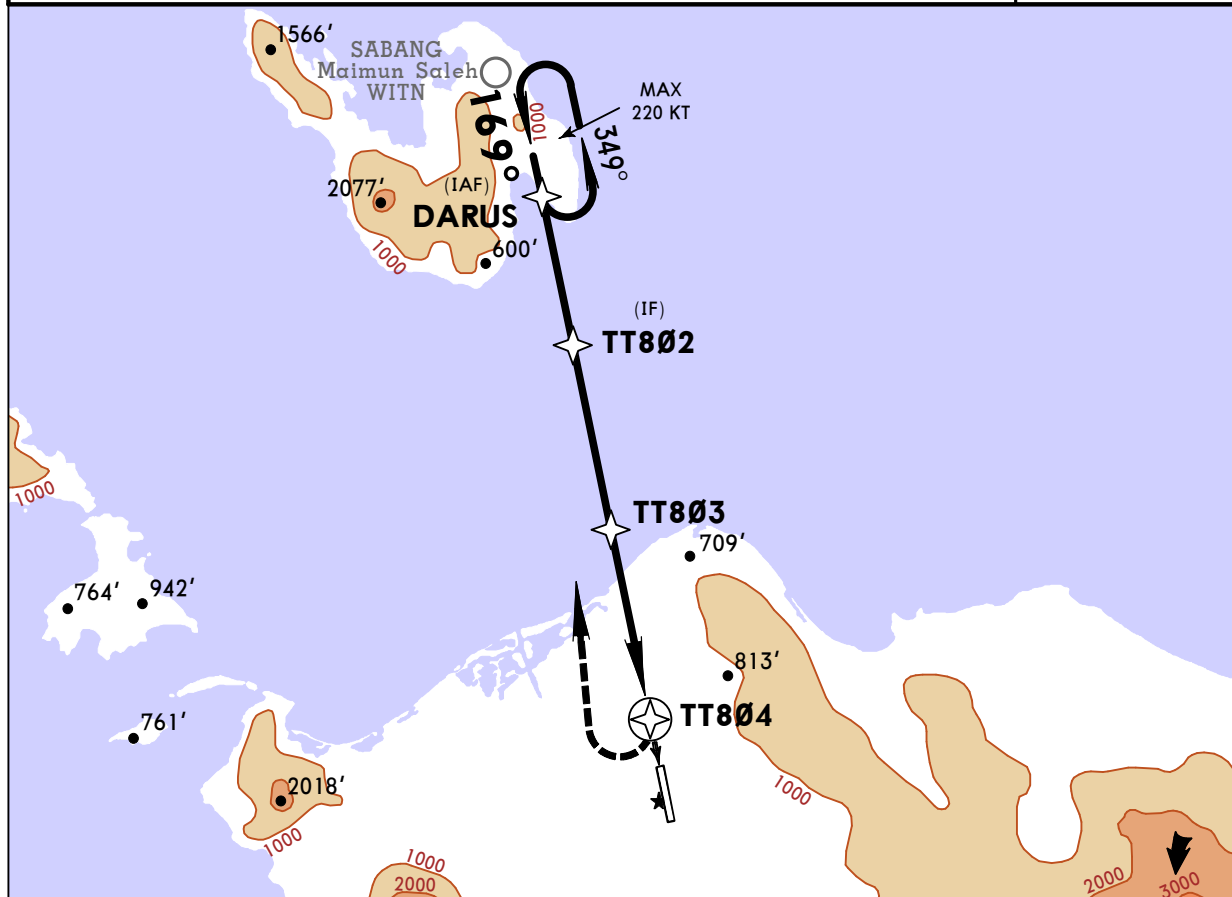
CAT C & D

BANDA ACEH, INDONESIA

RNAV (GNSS) Rwy 17

BRIEFING STRIP

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2		
RNAV	Final Apch Crs 169°	Procedure Alt TT803 2300' (2235')	MDA(H) 550' (485')	Apt Elev 65' Rwy 65'	 MSA ARP	
MISSED APCH: Immediately turn RIGHT direct to DARUS at 5000' or as instructed by ATC. MAX 220 KT.						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 130		Trans alt: 11000'
GNSS required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' 	
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at TT804									

PANS OPS


STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
LNAV MDA(H) 550' (485')				MDA(H)			
ALS out				Max Kts			
NOT APPLICABLE				A			
NOT APPLICABLE				B			
C				180			
D				205			
2300m		3000m		2200' (2135') - 5000m			

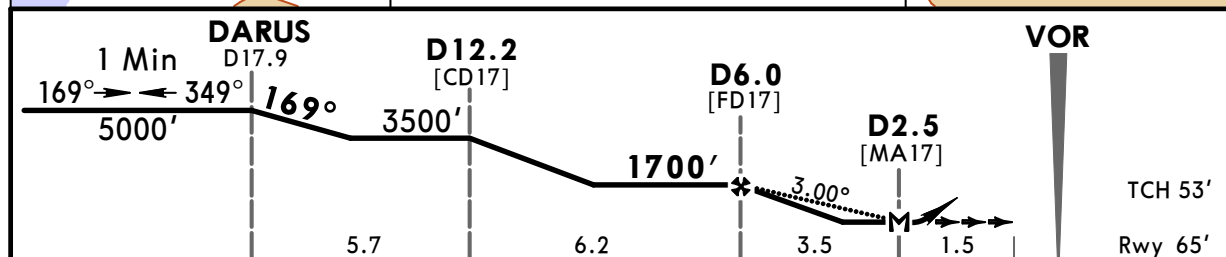
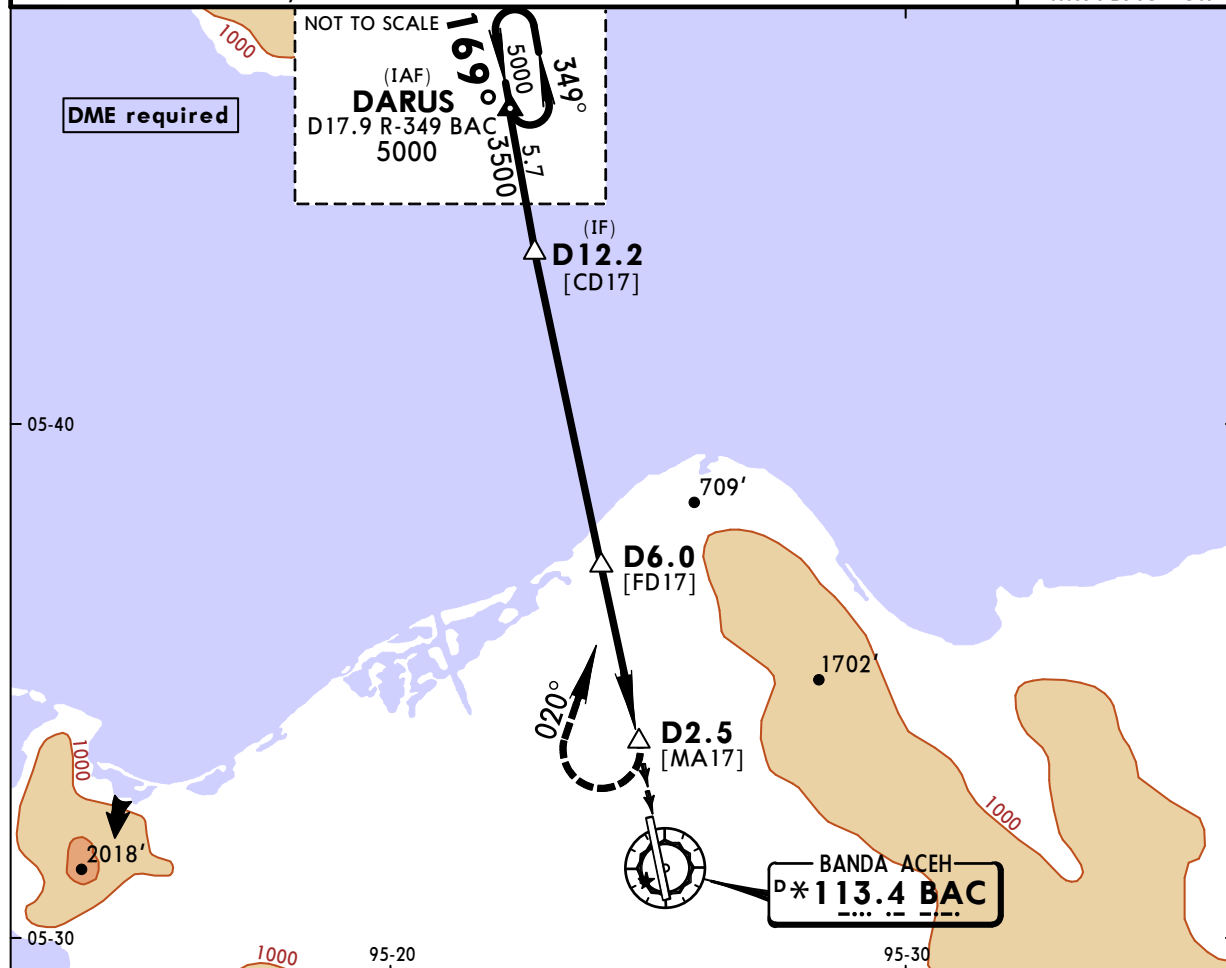
CHANGES: New procedure.

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WITT/BTJ
SULTAN ISKANDAR MUDAJEPPESEN
20 APR 18 (13-1)BANDA ACEH, INDONESIA
CAT C & D VOR Rwy 17

BRIEFING STRIP™

*ATIS		*ACEH Approach		*SULTAN Tower	
126.7		122.2		122.2	
VOR BAC *113.4	Final Apch Crs 169°	Minimum Alt D6.0 1700' (1635')	MDA(H) 600' (535')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	
MSA BAC VOR					




Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' RT	020° BAC *113.4 R-349	DARUS
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.5										
D6.0 to MAP	3.5	3:00	2:20	2:06	1:45	1:30				

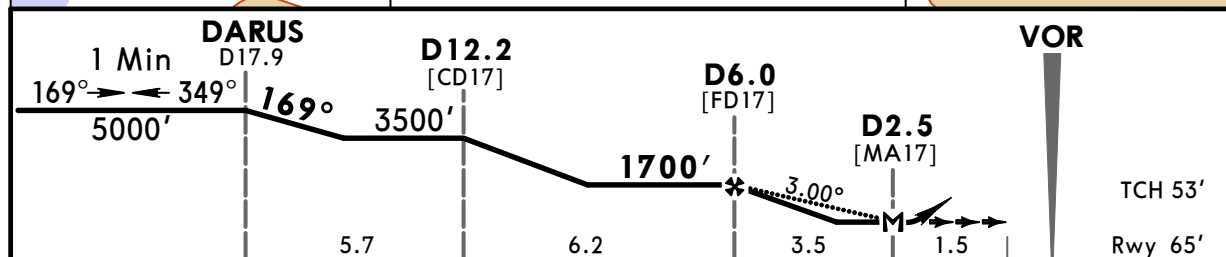
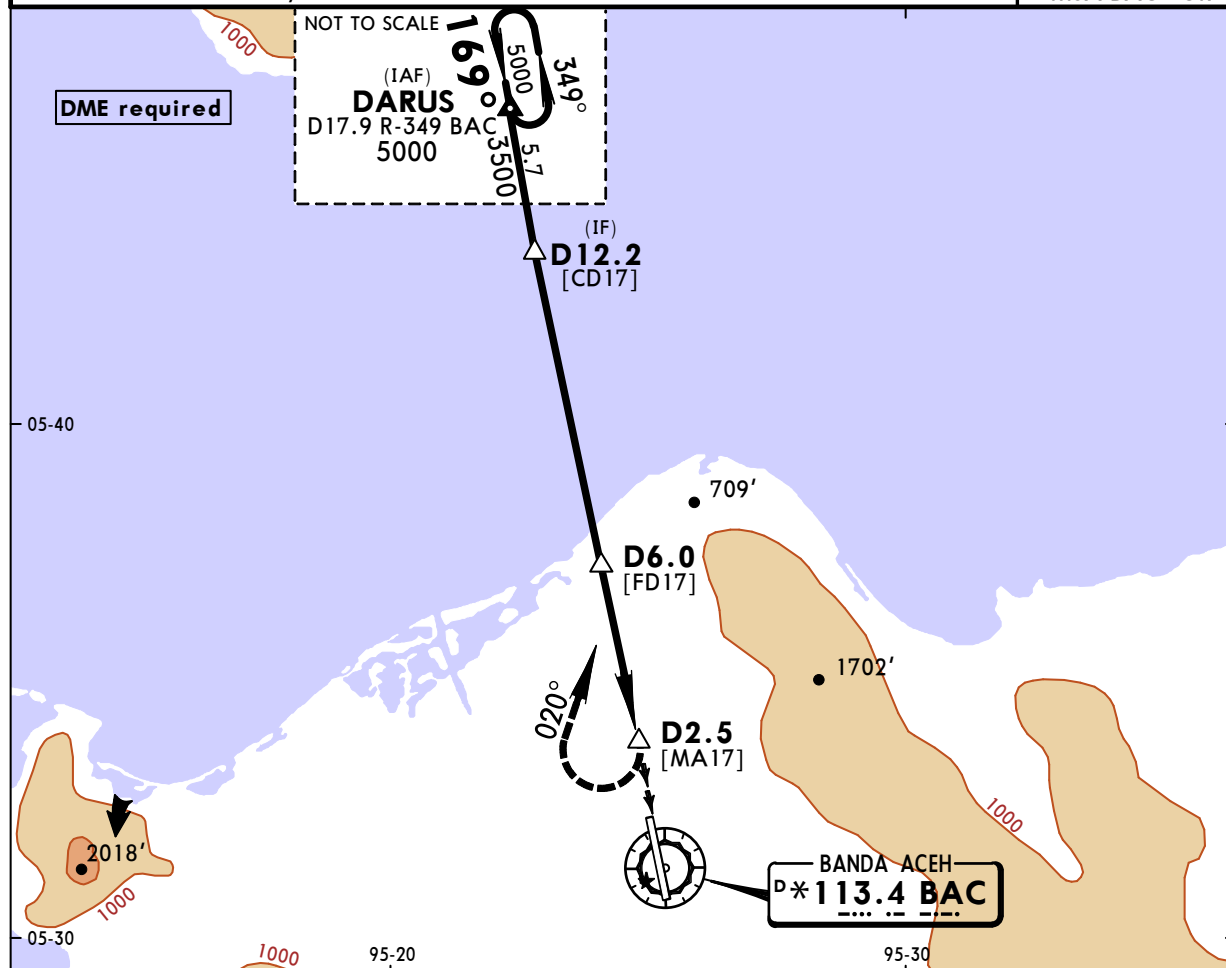
STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
MDA(H) 600' (535')				MDA(H)			
ALS out				Max Kts.			
A	NA			A	NA		
B				B			
C	2000m			180	2300' (2235') - 5000m		
D	2800m			205			

PANS OPS

WITT/BTJ
SULTAN ISKANDAR MUDAJEPPESEN
20 APR 18 (13-2)BANDA ACEH, INDONESIA
CAT A & B VOR Rwy 17

BRIEFING STRIP™

*ATIS		*ACEH Approach		*SULTAN Tower	
126.7		122.2		122.2	
VOR BAC *113.4	Final Apch Crs 169°	Minimum Alt D6.0 1700' (1635')	MDA(H) 600' (535')	Apt Elev 65' Rwy 65'	
MISSED APCH: Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue climb to 5000', proceed to DARUS or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	
MSA BAC VOR					



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	5000' RT	020°	BAC *113.4 R-349	DARUS
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D2.5											
D6.0 to MAP	3.5	3:00	2:20	2:06	1:45	1:30					

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
MDA(H) 600' (535')				MDA(H)			
ALS out				Max Kts.			
1600m				100			
NA				135			
NA				C			
NA				D			

PANS OPS

VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-2

Eff 21 Jul

RNAV STAR

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

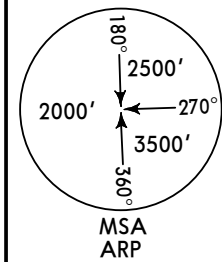
3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

 ATIS
 127.2

 Apt Elev
 29'

DABAR 1A [DABA1A] IDIBI 1A [IDIB1A] RNAV ARRIVALS


 Direct distance to
 Bandaranaike Intl Colombo from:
 IKONA 14NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
 Continue on the cleared STAR to
 IAF, join ILS Z RWY22 and land.
 LOST COMMS LOST COMMS LOST COMMS LOST COMMS

DABAR
 N10 00.0 E080 04.9

A465
DABAR 1A
BI483
 N09 18.9 E080 04.1

BI475
 N08 28.4 E079 32.3

BI474
 N08 09.2 E079 38.4

BI473
 N08 00.3 E079 41.2

BI472
 N07 48.2 E079 51.9

 At or below
 11000'

 (IAF)
IKONA
 N07 22.4 E080 01.9

 MAX
 230 KIAS
 At or above
 2500'

BI471
 N07 37.5 E080 02.2

 220°
 040°
 MHA 2000
 MAX FL140

STAR	RWY	ROUTING
DABAR 1A	22	To BI483, to BI482, to BI471, to IKONA.
IDIBI 1A		To BI475, to BI474, to BI473, to BI472, to BI471, to IKONA.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-2A

Eff 21 Jul

RNAV STAR

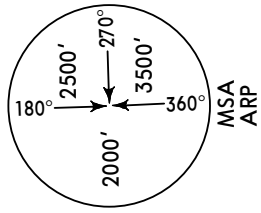
Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

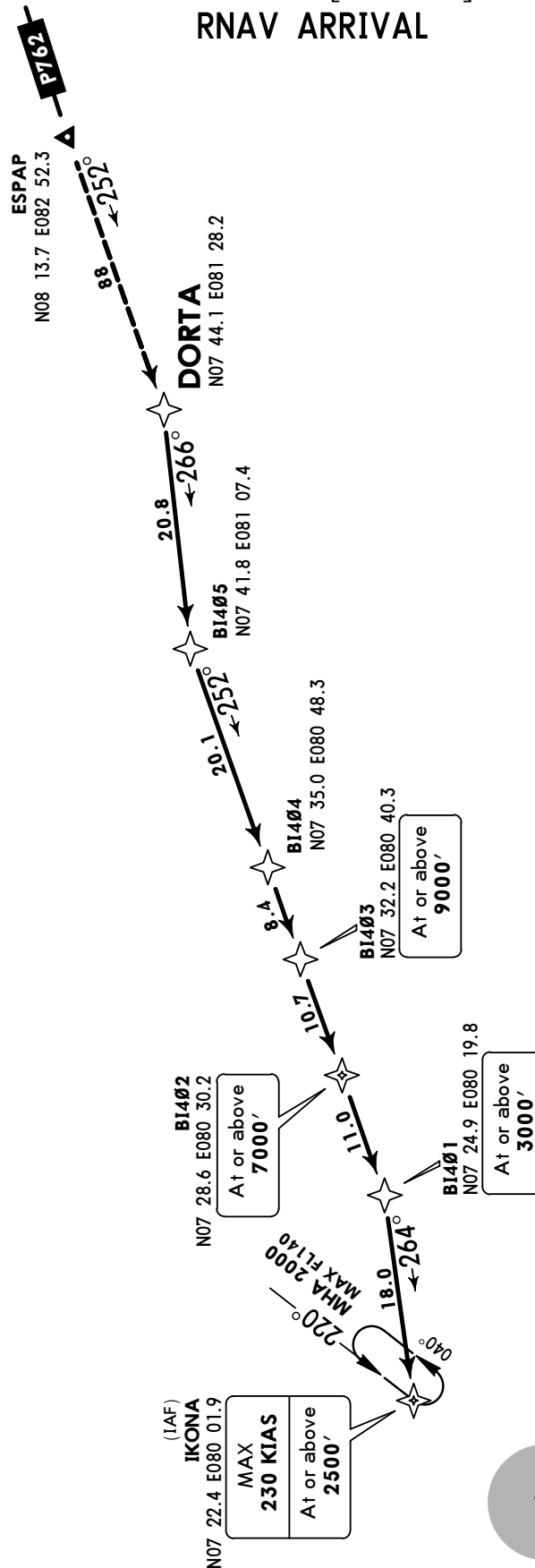
3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

ATIS
127.2Apt Elev
29'

DORTA 1A [DORT1A] RNAV ARRIVAL

LOST COMMS
 Continue on the cleared STAR to IAF, join ILS Z RWY22 and land.
 LOST COMMS



Direct distance to
 Bandaranaike Intl Colombo from:
 IKONA 14NM

ROUTING

To B1405, to B1404, to B1403, to B1402, to B1401, to IKONA.

RWY

22

VCBI/CMB

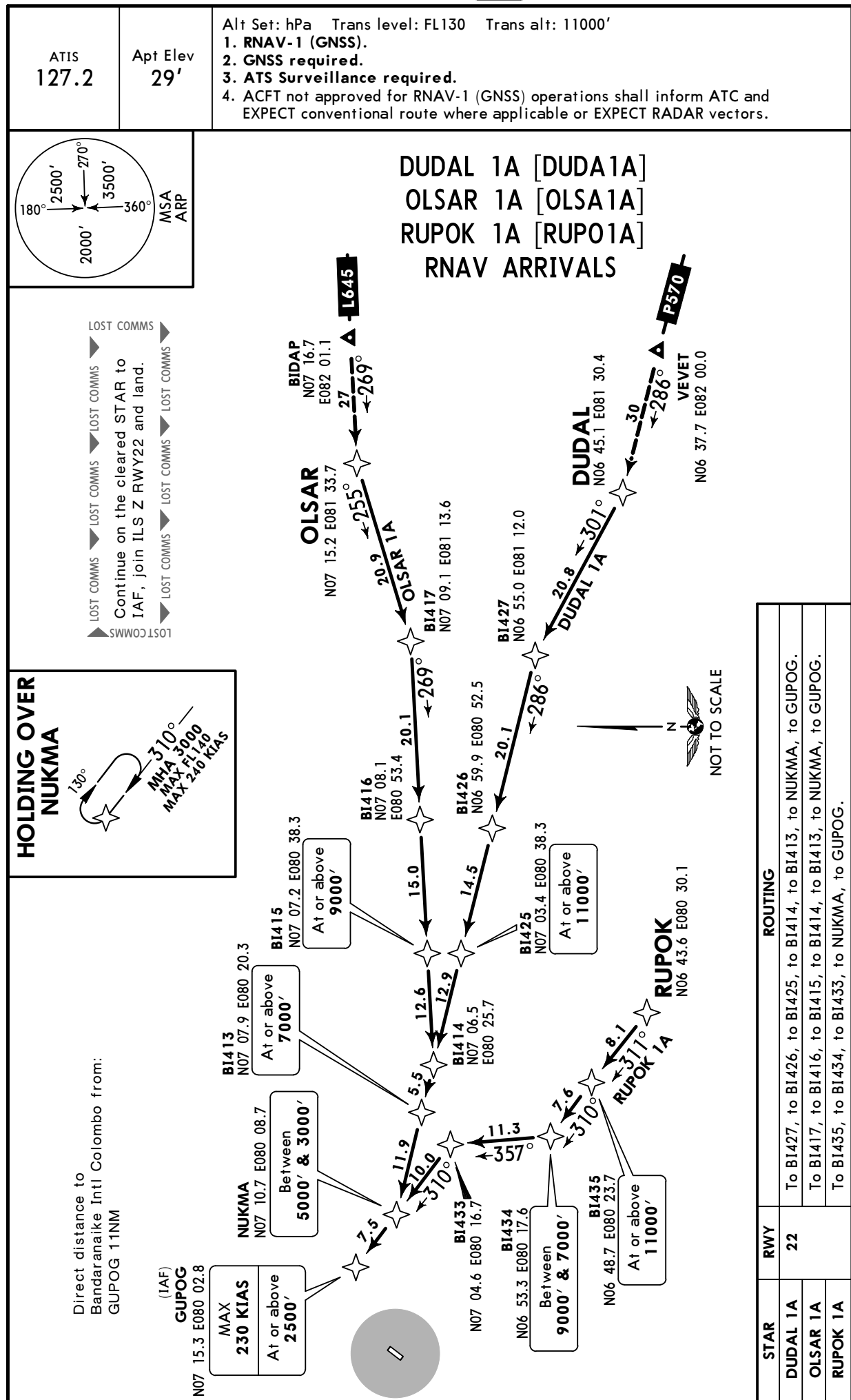
BANDARANAIKE INTL COLOMBO

15 JUL 16

(10-2B)

Eff 21 Jul**RNAV STAR****JEPPESEN**

KATUNAYAKE, SRI LANKA



VCBI/CMB

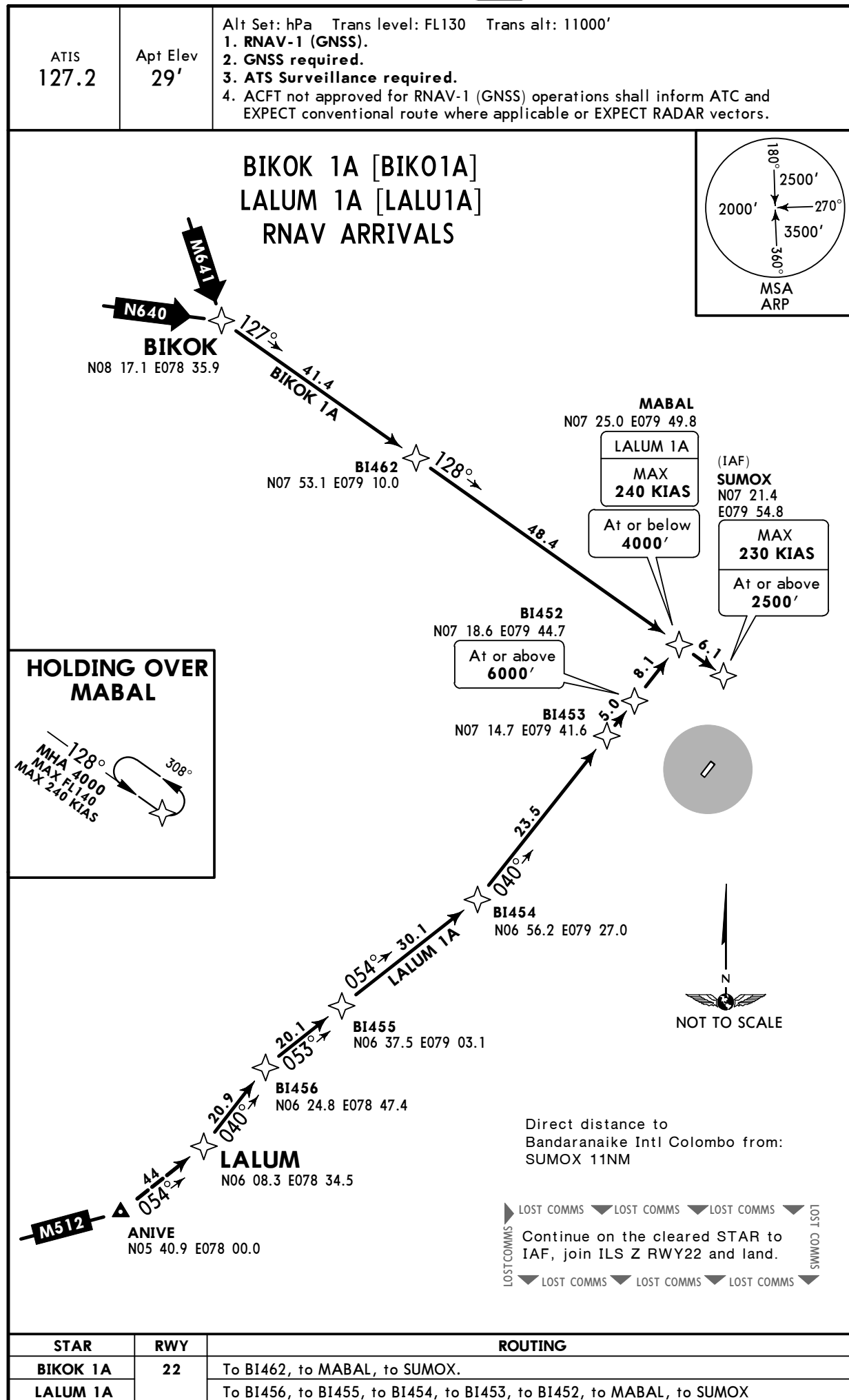
BANDARANAIKE INTL COLOMBO

15 JUL 16

10-2C

Eff 21 Jul

RNAV STAR



VCBI/CMB

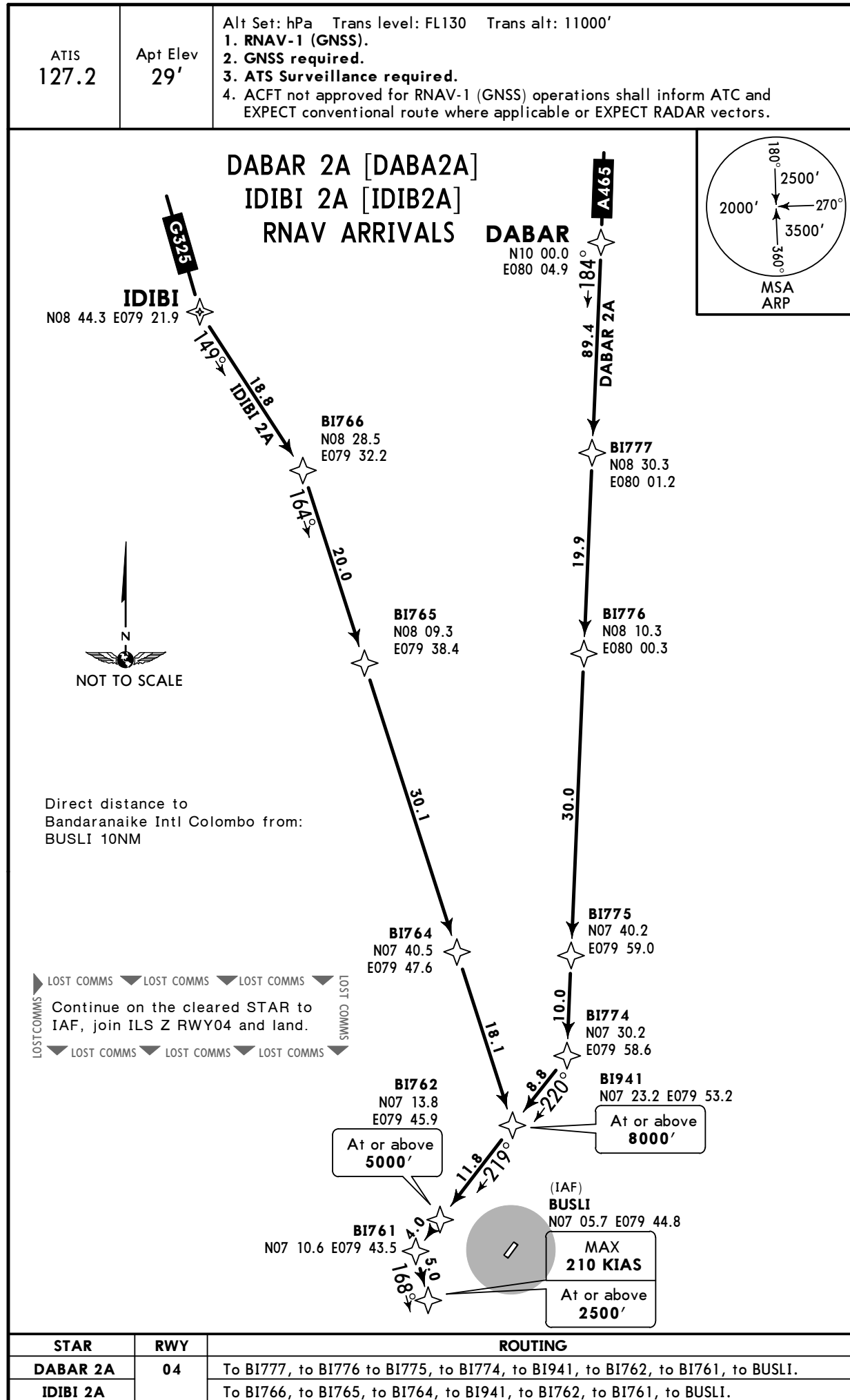
BANDARANAIKE INTL COLOMBO

12 AUG 16

10-2D

Eff 18 Aug

RNAV STAR



VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESSEN

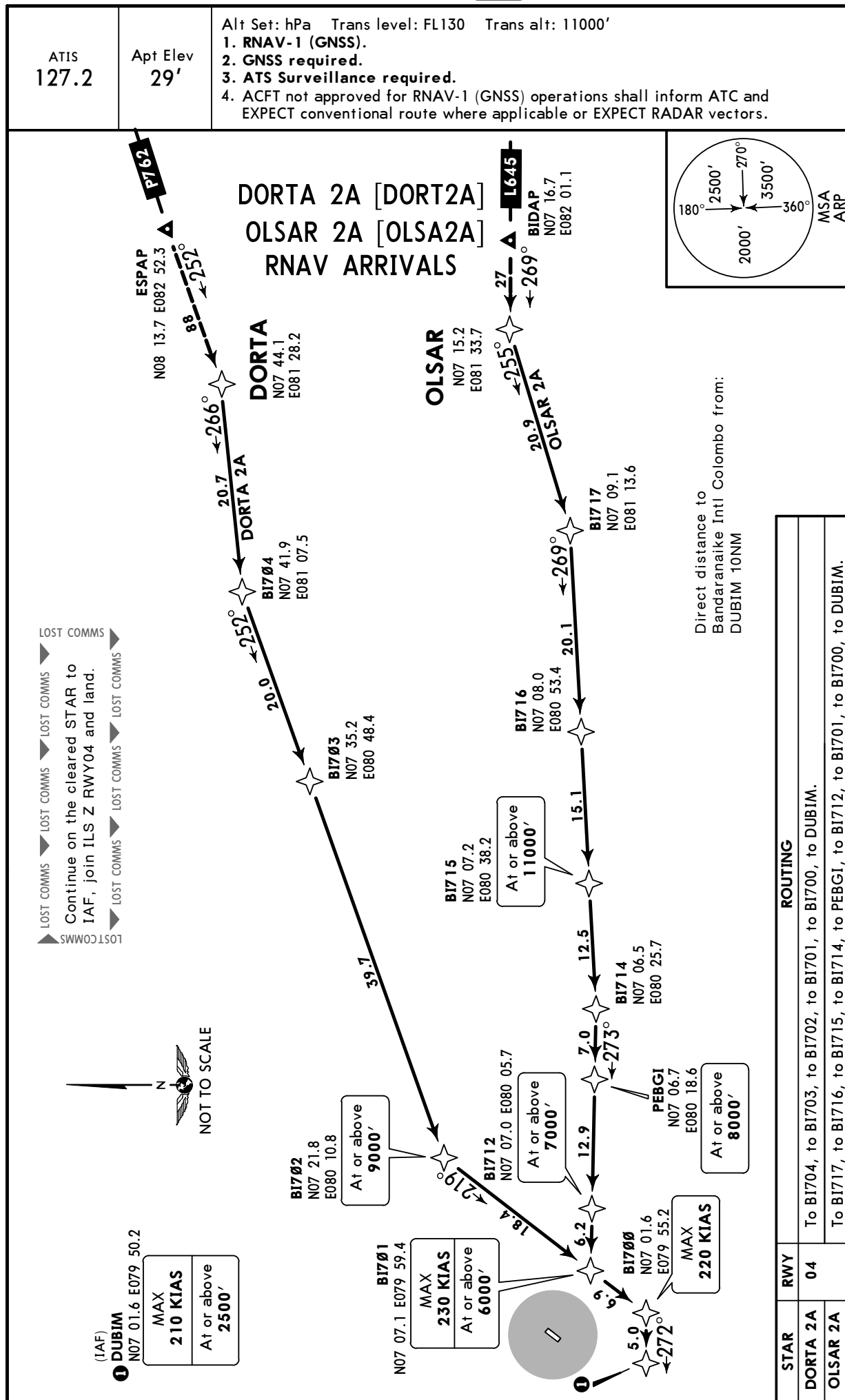
KATUNAYAKE, SRI LANKA

12 AUG 16

10-2E

Eff 18 Aug

RNAV STAR



VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESEN

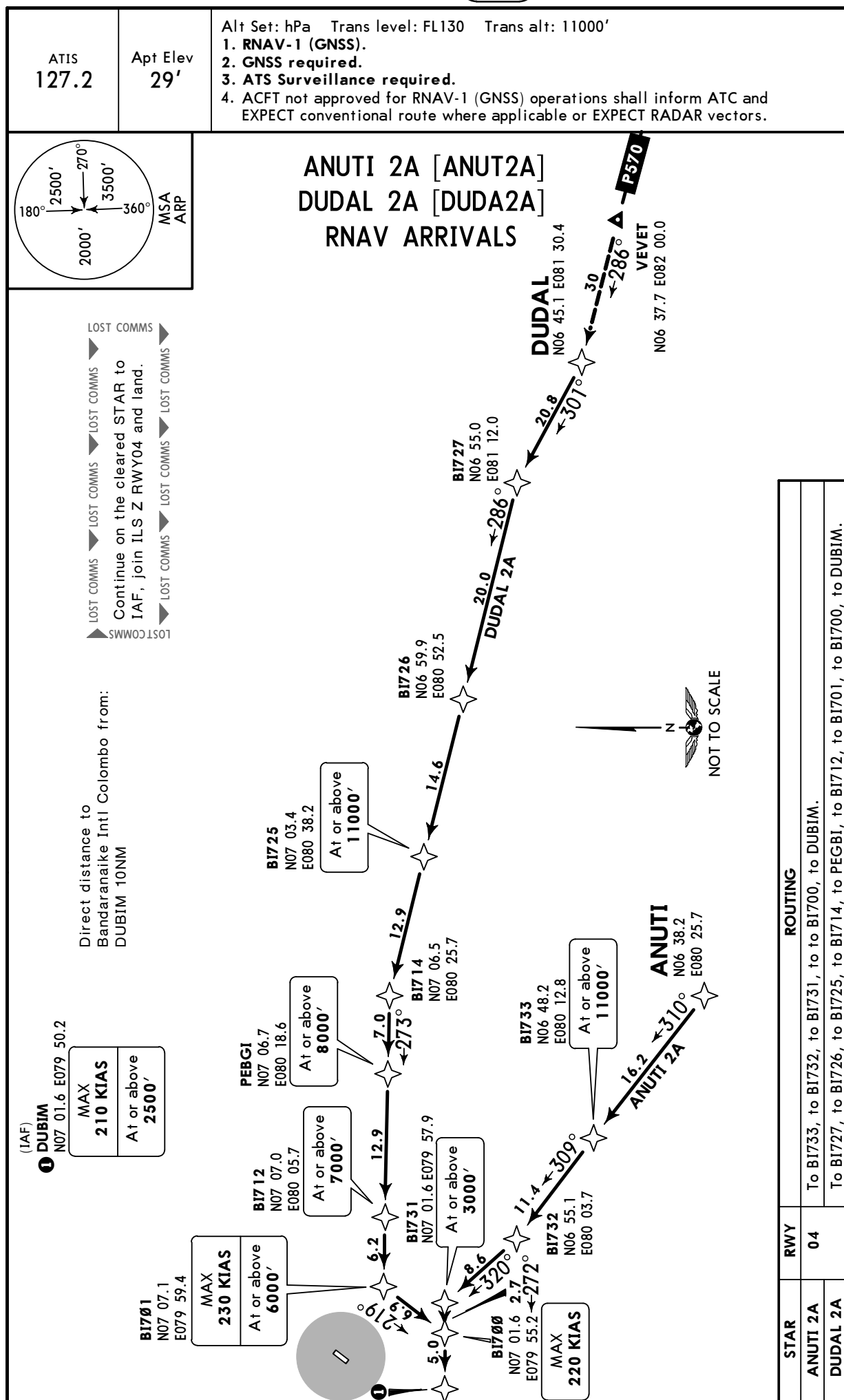
KATUNAYAKE, SRI LANKA

12 AUG 16

10-2F

Eff 18 Aug

RNAV STAR



VCBI/CMB

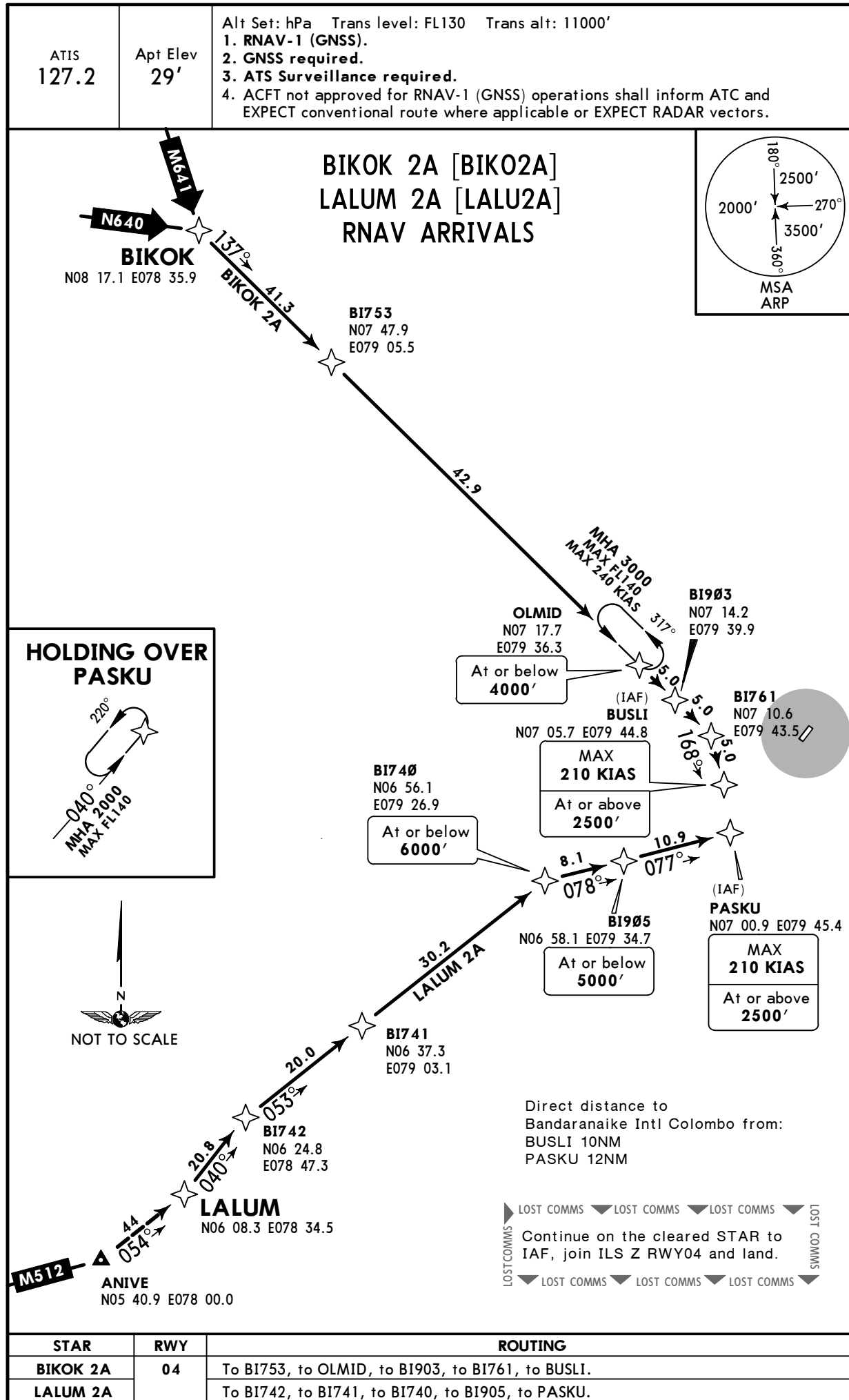
BANDARANAIKE INTL COLOMBO

12 AUG 16

10-2G

Eff 18 Aug

RNAV STAR

JEPPesen KATUNAYAKE, SRI LANKA


VCBI/CMB

BANDARANAIKE INTL COLOMBO

12 AUG 16

10-3

JEPPESEN

KATUNAYAKE, SRI LANKA

RNAV SID

Apt Elev
29'

Trans level: FL130 Trans alt: 11000'

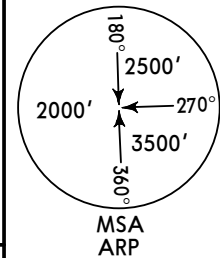
1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

5. ATETA 1D: Available only for ACFT proceeding to VOTR and/or ACFT via TTR to other destinations. ACFT shall flight plan via ATETA - T4 - TTR.



ATETA 1D [ATET1D] DEMON 1D [DEMO1D] RNAV DEPARTURES



Direct distance from
Bandaranaike Intl Colombo to:
BI611 6NM

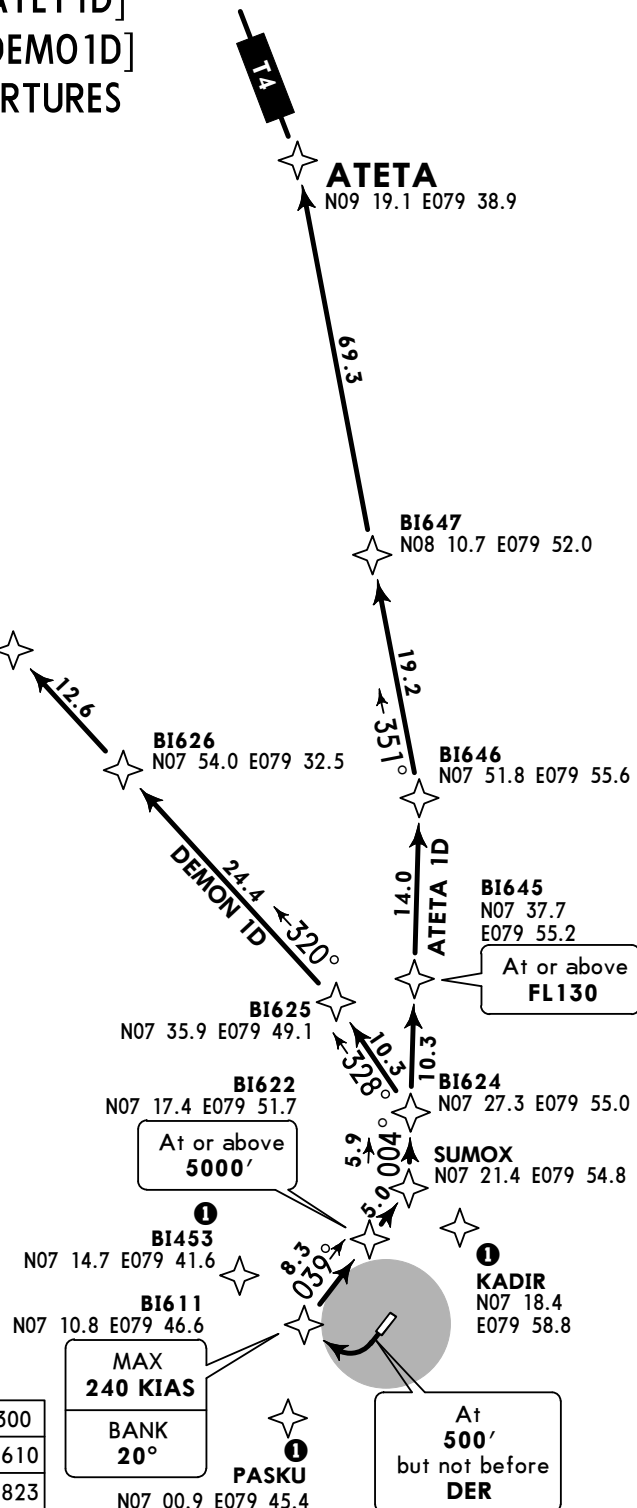
Continue on SID to cruising level.
If ACFT return to VCBI:
- Before SUMOX:
Continue on SID to SUMOX. Join ILS Z RWY22.
- After SUMOX:
Join STAR IDIBI 1A (ATETA 1D) or STAR BIKOK 1A (DEMON 1D). Join ILS Z RWY22.
- If landing land on RWY22.
- If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A. Join ILS Z RWY22.

These SIDs require minimum climb gradients of

ATETA 1D: 6.0% up to FL130.

DEMON 1D: 5.3% up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.0% V/V (fpm)	456	608	911	1215	1519	1823



INITIAL CLIMB

Climb on 220° track to 500', after crossing DER turn RIGHT to BI611, to BI622, to SUMOX, to BI624.

SID	RWY	ROUTING
ATETA 1D	22	From BI624 to BI645, to BI646, to BI647, to ATETA.
DEMON 1D		From BI624 to BI625, to BI626, to BI627, to DEMON.

VCBI/CMB

BANDARANAIKE INTL COLOMBO 12 AUG 16

10-3A

RNAV SID

Apt Elev
29'

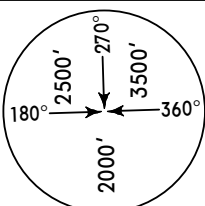
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



DORTA 1D [DORT1D]
OLSAR 1D [OLSA1D]
RNAV DEPARTURES

INITIAL CLIMB

Climb on 220° track to 500', after crossing DER turn LEFT to BI551, to BI552, to GUPOG, to BI554.

ROUTING

DORTA 1D From BI554 to BI555, to BI556, to BI557, to DORTA.

OLSAR 1D From BI554 to BI565, to BI566, to BI567, to OLSAR.

These SIDs require a minimum climb gradient of 6.5% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

Direct distance from Bandaranaike Intl Colombo to: BI551 6NM

Continue on SID to cruising level.
If ACFT return to VCBI:
- Before GUPOG: Continue on SID to GUPOG. Join ILS Z RWY22.
- After GUPOG: Join STAR DORTA 1A (DORTA 1D) or STAR OLSAR 1A (OLSAR 1D). Join ILS Z RWY22.
- If landing land on RWY22.
- If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A. Join ILS Z RWY22.

These SIDs require a minimum climb gradient of 6.5% up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

Direct distance from Bandaranaike Intl Colombo to: BI551 6NM

ESPAP N08 13.7 E082 52.3

DORTA N07 44.1 E081 28.2

BI557 N07 32.4 E081 10.7

BI555 N07 21.6 E080 40.3

At or above 9000'

GUPOG N07 15.3 E080 02.8

At or above 7000'

KADIR N07 18.4 E079 58.8

At or above 6000'

BI552 N07 11.3 E079 59.7

At or above 6000'

BI551 N07 04.7 E079 54.6

MAX 240 KIAS

BANK 20°

PASKU N07 00.9 E079 45.4

At or above 6000'

BI554 N07 16.6 E080 26.2

DORTA 1D

At or above 8000'

OLSAR 1D

At or above FL150

At 500' but not before DER

BI453 N07 14.7 E079 41.6

At or above 7000'

BI556 N07 25.6 E080 51.6

DORTA 1D

At or above 9000'

BI565 N07 17.2 E080 38.3

OLSAR 1D

At or above 8000'

BI566 N07 18.4 E081 00.4

OLSAR

N07 15.2 E081 33.7

At or above 8000'

BI567 N07 19.1 E081 13.2

OLSAR

N07 16.7 E082 01.1

BI556 N07 25.6 E080 51.6

DORTA 1D

At or above 9000'

BI557 N07 32.4 E081 10.7

DORTA 1D

At or above 9000'

BI558 N07 33.4 E081 11.7

DORTA 1D

At or above 9000'

BI559 N07 34.4 E081 12.7

DORTA 1D

At or above 9000'

BI560 N07 35.4 E081 13.7

DORTA 1D

At or above 9000'

BI561 N07 36.4 E081 14.7

DORTA 1D

At or above 9000'

VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-3B

Eff 21 Jul

RNAV SID

Apt Elev
29'

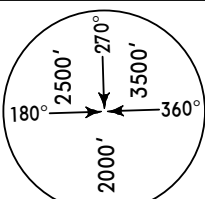
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

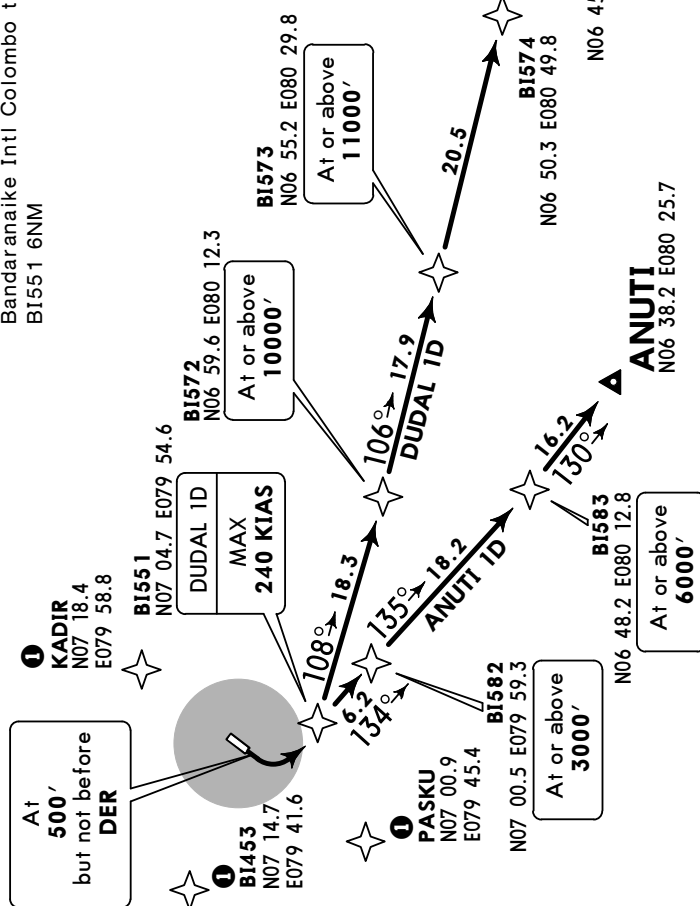
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



ANUTI 1D [ANUT1D]
DUDAL 1D [DUDA1D]
RNAV DEPARTURES

Continue on SID to cruising level.
If ACFT return to VCBI:
- Join STAR DUDAL 1A (DUDAL 1D)
or STAR RUPOK 1A (ANUTI 1D).
Join ILS Z RWY22.
- If landing land on RWY22.
1 - If holding/fuel dumping: From KADIR track to PASKU hold at or above 6000'. For landing track to BI453 and join STAR LALUM 1A. Join ILS Z RWY22.

Direct distance from
Bandaranaike Intl Colombo to:
BI551 6NM



These SIDs require minimum climb gradients of
ANUTI 1D: 4.3% up to 3000'.
DUDAL 1D: 6.5% up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
6.5% V/V (fpm)	494	658	987	1316	1646	1975

INITIAL CLIMB

Climb on 220° track to 500', after crossing DER turn LEFT to BI551.

ROUTING

SID	RWY	ROUTING
ANUTI 1D	22	From BI551 to BI582, to BI583, to ANUTI.
DUDAL 1D		From BI551 to BI572, to BI573, to BI574, to BI575, to DUDAL.



VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-3C

Eff 21 Jul

RNAV SID

 Apt Elev
 29'

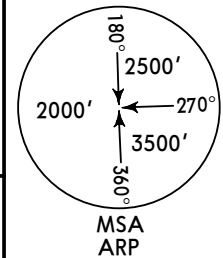
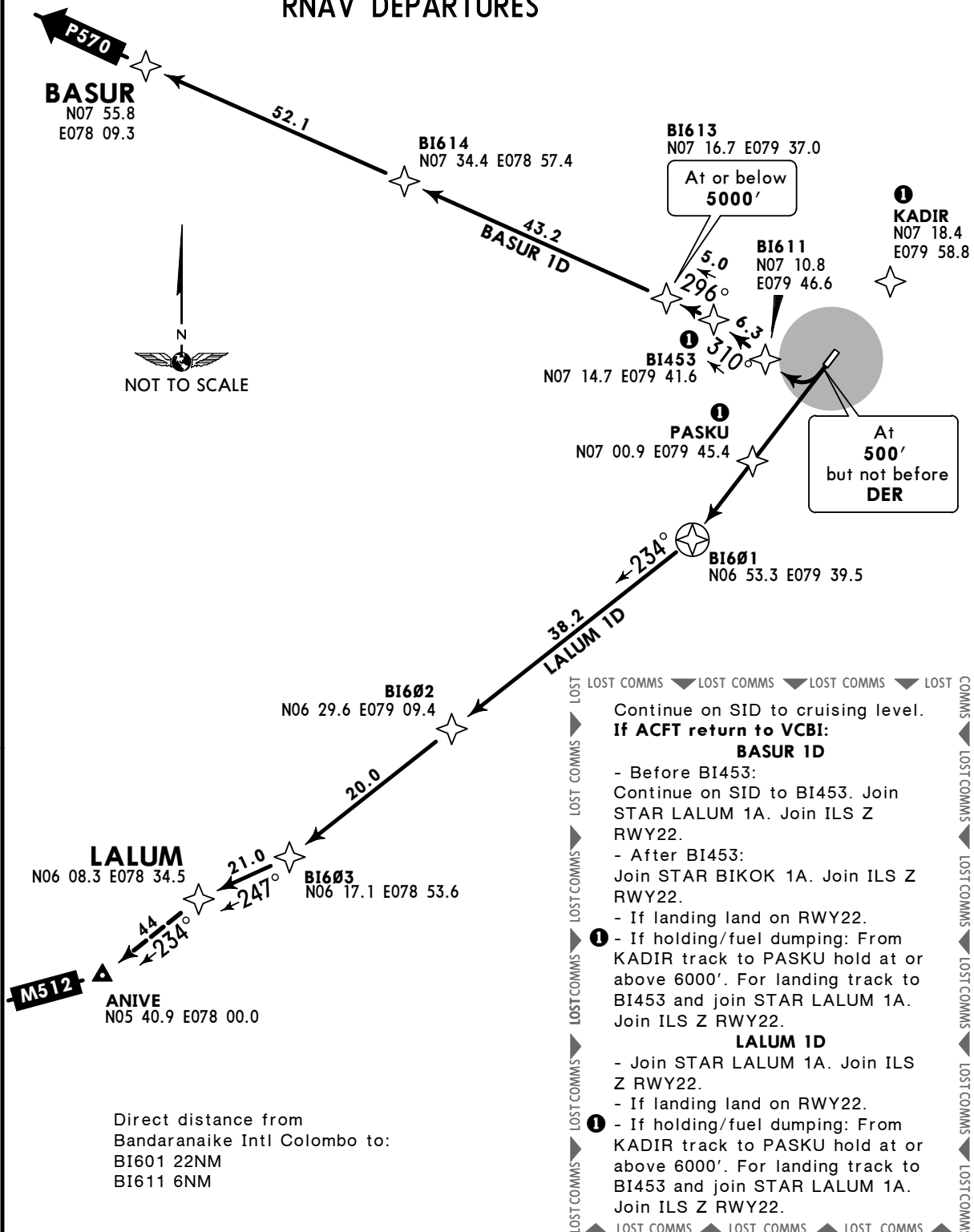
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.


**BASUR 1D [BASU1D]
 LALUM 1D [LALU1D]
 RNAV DEPARTURES**


SID	RWY	INITIAL CLIMB/ROUTING
BASUR 1D	22	Climb on 220° track to 500', after crossing DER turn RIGHT to BI611, to BI453, to BI613, to BI614, to BASUR.
LALUM 1D		Climb on 220° track to 500', after crossing DER to BI601, to BI602, to BI603, to LALUM.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

19 AUG 16

10-3D

RNAV SID

 Apt Elev
 29'

Trans level: FL130 Trans alt: 11000'

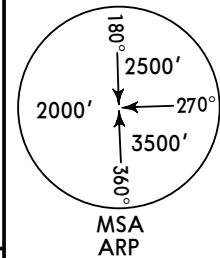
1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

5. ATETA 2D: Available only for ACFT proceeding to VOTR and/or ACFT via TTR to other destinations. ACFT shall flight plan via ATETA - T4 - TTR.



ATETA 2D [ATET2D] DEMON 2D [DEMO2D] RNAV DEPARTURES

DEMON
 N08 33.5 E078 56.4

ATETA
 N09 19.1 E079 38.9

 Direct distance from
 Bandaranaike Intl Colombo to:
 BI900 6NM
 BI940 6NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Continue on SID to cruising level.
If ACFT return to VCBI:
ATETA 2D
 - Join STAR IDIBI 2A. Join ILS Z RWY04.
 - If landing land on RWY04.
 ① - If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.
DEMON 2D
 Before BI901:
 - Join STAR IBIDI 2A. Join ILS Z RWY04.
 Else:
 - Join STAR BIKOK 2A. Join ILS Z RWY 04.
 - If landing land on RWY04.
 ① - If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

 This SID requires a minimum climb gradient of
DEMON 2D: 4.5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

BI924
 N08 00.8 E079 19.3

BI944
 N08 30.9 E079 46.0

BI943
 N08 11.0 E079 48.9

BI942
 N07 41.0 E079 53.2
 At or below 7000'

BI941
 N07 23.2 E079 53.2
 At or below 3000'

BI940
 N07 16.6 E079 53.1
 At 500' but not before DER

BI923
 N07 36.0 E079 36.5

BI922
 N07 30.7 E079 40.1

BI901
 N07 20.8 E079 45.0
 At or below 4000'

BI900
 N07 16.0 E079 51.2

BUSLI ①
 N07 05.7 E079 44.8

PASKU ①
 N07 00.9 E079 45.4

INITIAL CLIMB

Climb on 040° track to 500', after crossing DER turn LEFT,

SID	RWY	ROUTING
ATETA 2D	04	direct to BI940, to BI941, to BI942, to BI943, to BI944, to ATETA.
DEMON 2D		direct to BI900, to BI901, to BI922, to BI923, to BI924, to DEMON.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESEN

KATUNAYAKE, SRI LANKA

19 AUG 16

10-3E

RNAV SID

Apt Elev
29'

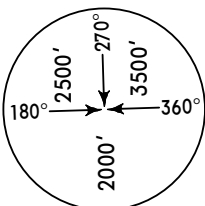
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



DORTA 2D [DORT2D]
OLSAR 2D [OLSA2D]
RNAV DEPARTURES

ESPAP
N08 13.7 E082 52.3

DORTA
N07 44.1 E081 28.2

072°

21.0

058°

BI856
N07 32.4
E081 10.7

20.1

DORTA 2D

BI855
N07 25.6
E080 51.6

14.1

103°

BI854
N07 20.9 E080 38.3

12.1

072°

At or above
8000'

BI853
N07 16.5 E080 26.3

15.0

103°

BI852
N07 14.3 E080 11.4

7.2

At or above
3000'

BI851
N07 13.2 E080 04.2

At 500'
but not before
DER

083°

5.7

BI850
N07 12.3
E079 58.6

DUBIM
N07 01.6 E079 50.2

PASKU
N07 00.9
E079 45.4

At or below
5000'

At or above
9000'

OLSAR
N07 15.2 E081 33.7

20.8

103°

BI866
N07 19.0
E081 13.2

BI865
N07 18.0
E080 53.1

089°

20.0

OLSAR 2D

BIDAP
N07 16.7
E082 01.1

27

089°

L645

NOT TO SCALE

INITIAL CLIMB

Climb on 040° track to 500', after crossing DER turn RIGHT direct to BI850, to BI851, to BI852, to BI853, to BI854.

ROUTING

DORTA 2D From BI854 to BI855, to BI856, to DORTA.

OLSAR 2D From BI854 to BI865, to BI866, to OLSAR.

These SIDs require a minimum climb gradient

of 4.1% up to 9000'.

Continue on SID to cruising level.

If ACFT return to VCBI:

- Join STAR DORTA 2A (DORTA 2D)

or STAR OLSAR 2A (OLSAR 2D).

Join ILS Z RWY04.

1 - If landing land on RWY04.

- If holding/fuel dumping: From

DUBIM track to PASKU hold at or

above 6000'. For landing join ILS Z

RWY04.

Direct distance from
Bandaranaike Intl Colombo to:
BI850 6NM

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

VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESSEN

KATUNAYAKE, SRI LANKA

19 AUG 16

10-3F

RNAV SID

Apt Elev
29'

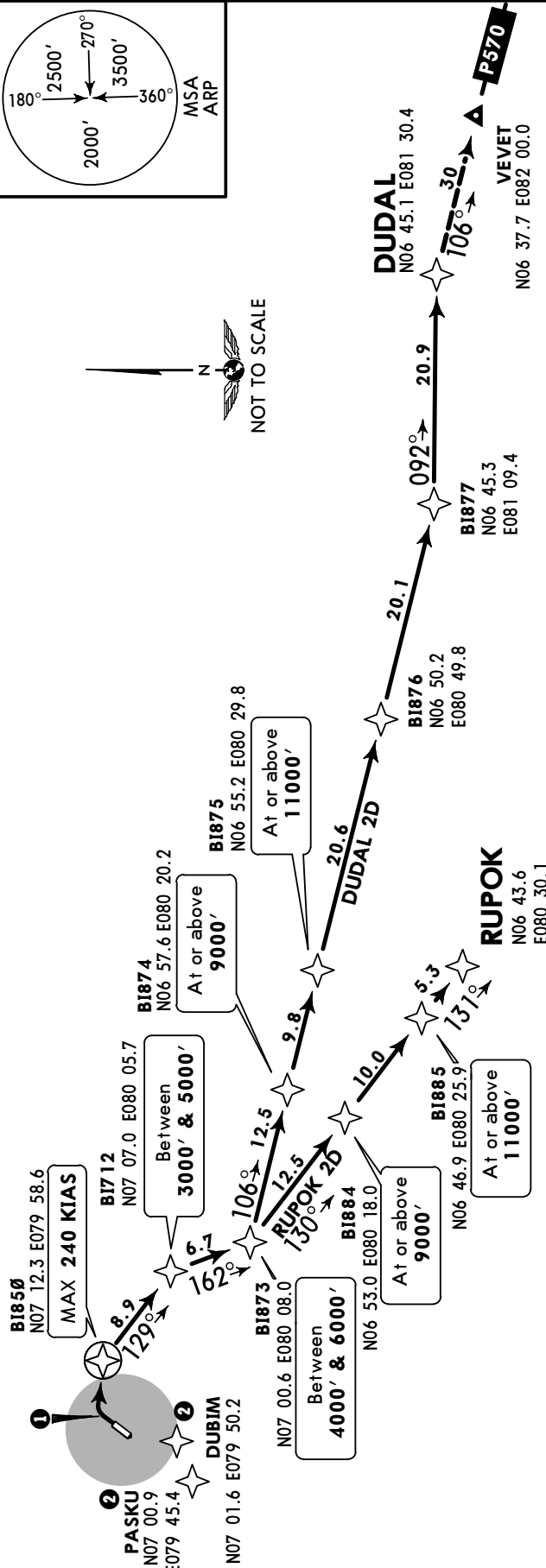
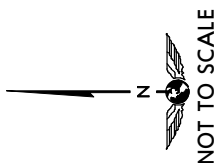
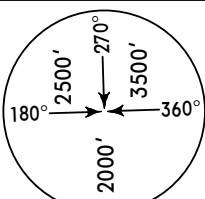
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



DUDAL 2D [DUDA2D]
RUPOK 2D [RUPO2D]
RNAV DEPARTURES

COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
Continue on SID to cruising level.
If ACFT return to VCBI:
Join STAR DUDAL 2A (DUDAL 2D)
or STAR ANUTI 2A (RUPOK 2D).
Join ILS Z RWY 04.
- If landing land on RWY04.
- If holding/fuel dumping: From DUBIM track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.
COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

Direct distance from
Bandaranaike Intl Colombo to:
BI850 6NM

These SIDs require a minimum climb gradient
of
4.1% up to 11000'.

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

INITIAL CLIMB

Climb on 040° track to 500', after crossing DER turn RIGHT direct to BI850, to BI712, to BI873.

ROUTING

SID	RWY	04
DUDAL 2D		From BI873 to BI874, to BI875, to BI877, to DUDAL.
RUPOK 2D		From BI873 to BI884, to BI885, to RUPOK.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

19 AUG 16

(10-3G)

RNAV SID

 Apt Elev
 29'

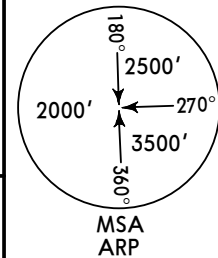
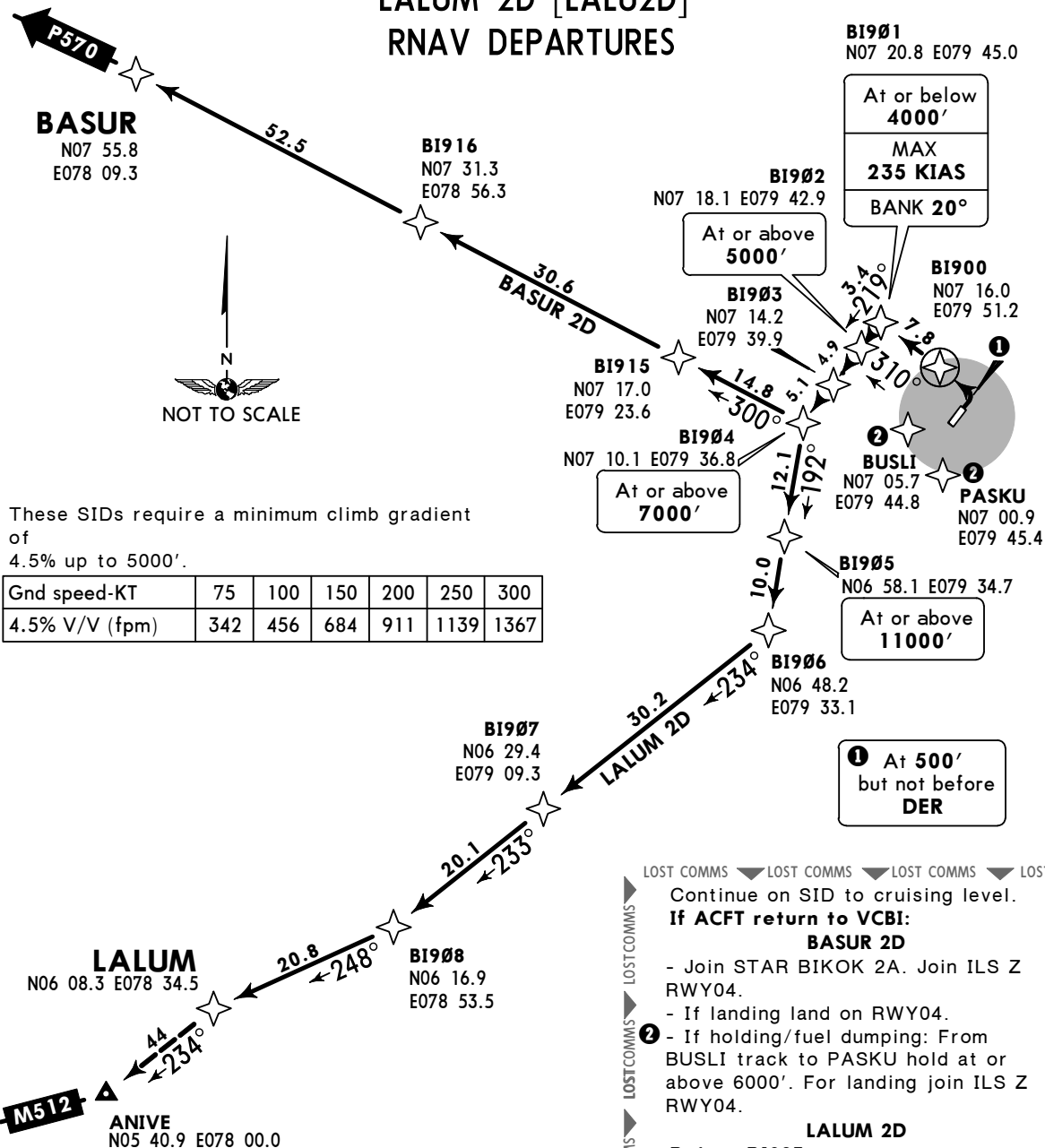
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.


**BASUR 2D [BASU2D]
 LALUM 2D [LALU2D]
 RNAV DEPARTURES**

 Direct distance from
 Bandaranaike Intl Colombo to:
 BI900 6NM

LOST COMMS

Continue on SID to cruising level.

If ACFT return to VCBI:

BASUR 2D

- Join STAR BIKOK 2A. Join ILS Z RWY04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.

LALUM 2D

Before BI903:

- Join STAR BIKOK 2A. Join ILS Z RWY04.
- Else:
 - Join STAR LALUM 2A. Join ILS Z RWY 04
 - If landing land on RWY04.
 - If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join. Join ILS Z RWY04.

SID	RWY	INITIAL CLIMB/ROUTING
BASUR 2D	04	Climb on 040° track to 500', after crossing DER turn LEFT direct to BI900, to BI901, to BI902, to BI903, to BI904, to BI915, to BI916, to BASUR.
LALUM 2D		Climb on 040° track to 500', after crossing DER turn LEFT direct to BI900, to BI901, to BI902, to BI903, to BI904, to BI905, to BI906, to BI907, to BI908, to LALUM.

CHANGES: None.

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VCBI/CMB

BANDARANAIKE INTL COLOMBO

12 AUG 16

10-3H

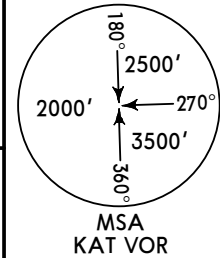
Eff 18 Aug**SID**

Trans level: FL130 Trans alt: 11000'

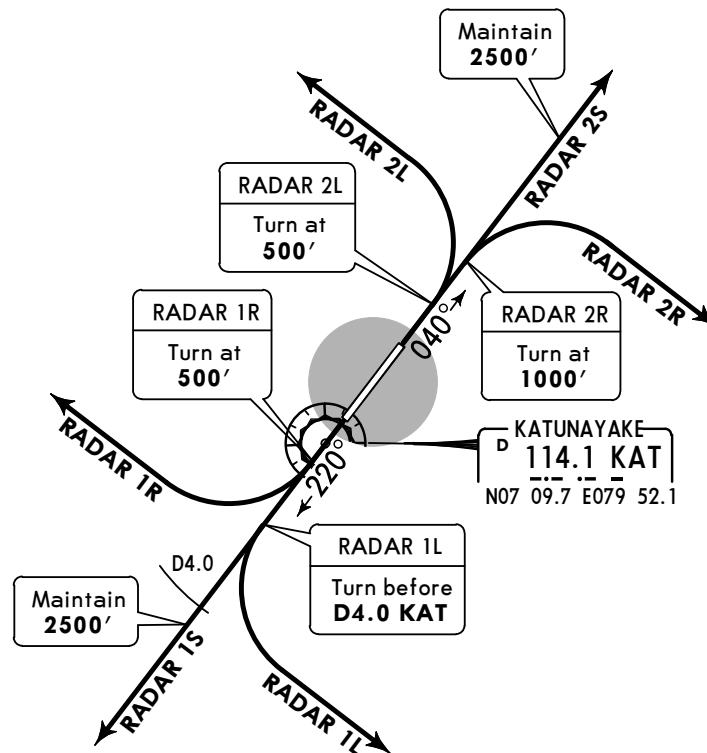
COLOMBO Director
132.4

Apt Elev
29'

1. No turns allowed before DER.
2. Assigned heading and level if applicable will be issued with take-off clearance.
3. When airborne contact COLOMBO DIRECTOR.



RADAR 1L, RADAR 1R, RADAR 1S
RADAR 2L, RADAR 2R, RADAR 2S
DEPARTURES



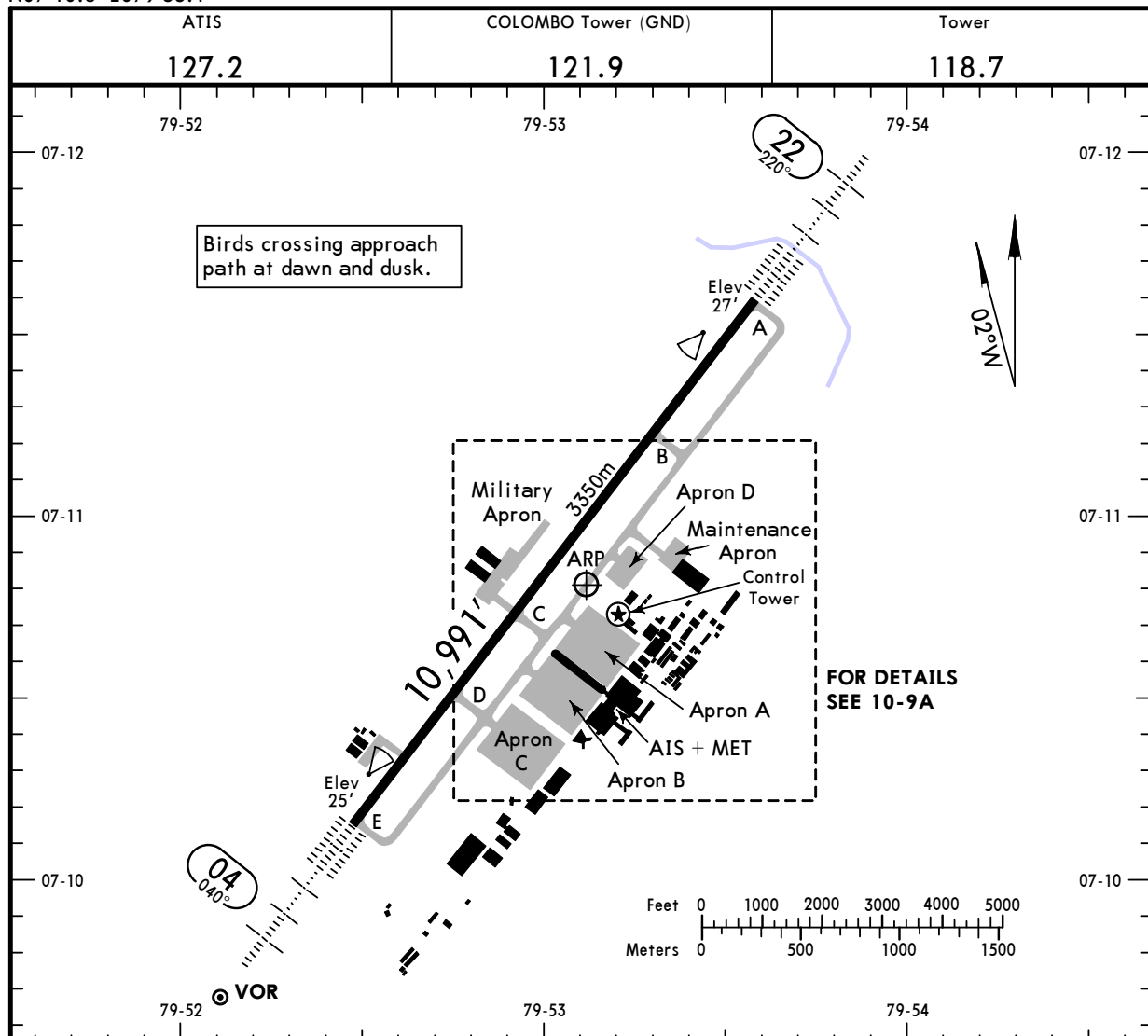
Maintain assigned heading and climb to MSA or at last assigned level if higher.
 Maintain MSA or assigned level as appropriate for 2 minutes. Then climb to flight plan level and intercept flight plan track as amended by ATC if applicable.

SID	RWY	ROUTING
RADAR 1L	22	Climb straight ahead, turn LEFT before D4.0 KAT, track on to course.
RADAR 1R		Climb straight ahead to 500', turn RIGHT, track on to course.
RADAR 1S		Climb straight ahead and maintain 2500'.
RADAR 2L	04	Climb straight ahead to 500', turn LEFT, track on to course.
RADAR 2R		Climb straight ahead to 1000', turn RIGHT, track on to course.
RADAR 2S		Climb straight ahead and maintain 2500'.

VCBI/CMB

 Apt Elev **29'**
 N07 10.8 E079 53.1

 6 OCT 17
Eff 12 Oct (10-9)

JEPPesen KATUNAYAKE, SRI LANKA
BANDARANAIKE INTL COLOMBO


ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
RWY						Threshold	Glide Slope		
04	HIRL (30m)	CL (15m)	HIALS-II	TDZ	①	RVR	10,148' 3093m		148'
22							10,019' 3054m		45m

① PAPI (3.0°)

PUSH-BACK AND START-UP PROCEDURE

The pilot shall notify ATC when aircraft is "READY TO PUSH-BACK AND START-UP IN FIVE MINUTES".
 ATC clearance will be cancelled after five minutes grace period.

TAKE-OFF

 AIR CARRIER (JAA)
 All Rwys

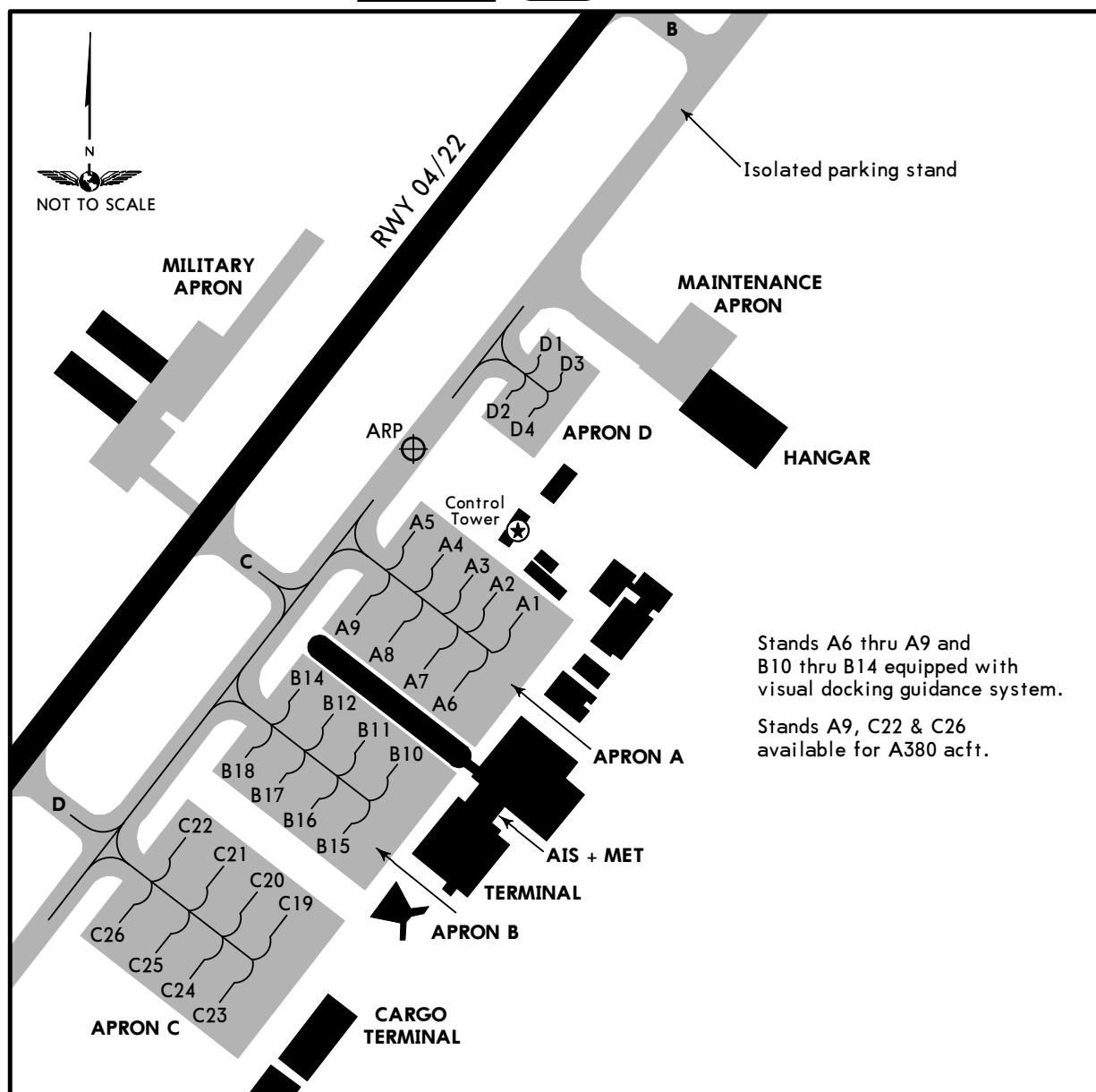
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

VCBI/CMB

6 OCT 17
Eff 12 Oct

(10-9A)

JEPPESEN KATUNAYAKE, SRI LANKA
BANDARANAIKE INTL COLOMBO**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A4	N07 10.7 E079 53.2	C19 thru C21	N07 10.4 E079 53.0
A5	N07 10.7 E079 53.1	C22	N07 10.5 E079 52.9
A6 thru A9	N07 10.6 E079 53.1	C23 thru C25	N07 10.3 E079 52.9
B10	N07 10.5 E079 53.1	C26	N07 10.4 E079 52.8
B11, B12	N07 10.6 E079 53.1	D1	N07 10.9 E079 53.2
B14	N07 10.6 E079 53.0	D2	N07 10.8 E079 53.2
B15	N07 10.4 E079 53.0	D3	N07 10.9 E079 53.3
B16 thru B18	N07 10.5 E079 53.0	D4	N07 10.8 E079 53.2

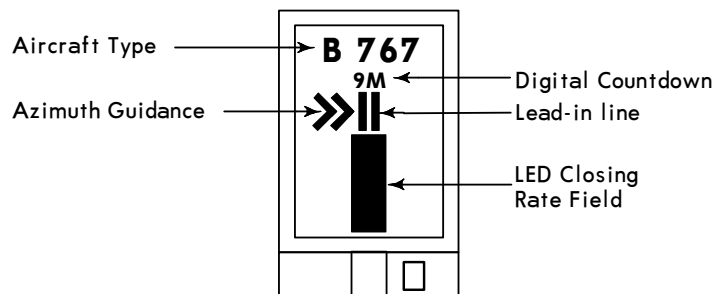
VCBI/CMB

JEPPESEN KATUNAYAKE, SRI LANKA
31 AUG 07 **(10-9B)** BANDARANAIKE INTL COLOMBO**DOCKING GUIDANCE SYSTEM (SAFEDOCK)****DESCRIPTION OF THE SYSTEM**

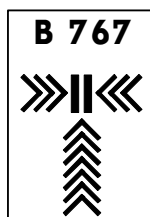
The system uses laser scanning technology and it tracks the aircraft signature and the lateral and longitudinal position of the aircraft. This 3D technique ensures that the pilot is provided with the correct stop indication for the aircraft.

The necessary information for correct aircraft docking such as azimuth guidance, continuous closing rate information, aircraft type etc. is shown on a LED-Display pane that is clearly visible for both pilot in command and co-pilot.

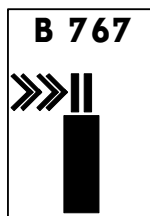
LED-Display and Laser Scanning Unit mounted on the pier building wall in front of each of above parking stands:

**DOCKING PROCEDURES**

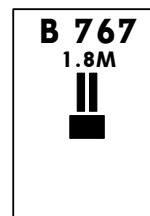
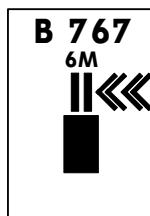
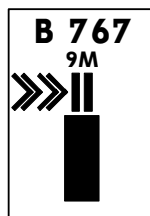
1. Pilot identifies the correct parking bay position.
2. Pilot observes that the scrolling yellow arrows are indicating that the system is activated.
(Pilot shall not enter the parking stand area unless the scrolling yellow arrows are displayed).
3. Pilot follows the lead in line and checks that the correct aircraft thpe is displayed.
(Pilot shall not enter the parking stand area unless the correct aircraft type is displayed).



4. On successful capture of the aircraft, the scrolling yellow arrows are replaced by solid yellow closing rate field.
(Pilot shall not proceed to the brigde unless the scrolling arrows have been superseded by the solid yellow closing rate field).
5. The flashing red arrow and solid yellow arrow provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.



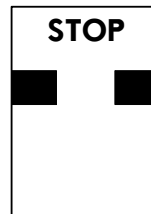
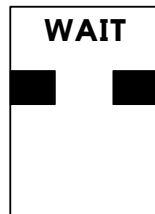
6. When the aircraft is 39'/12m from the stop position, the system starts displaying closing rate information. "Distance to go" is indicated by turning off one row of LEDs for each 2'/0.5m that the aircraft advances towards the stop position. From 30'/9m to the stop position, the yellow digital closing rate countdown will indicate the distance from the stop position for every 3'/1m. At 7'/2m from the stop position, the display will indicate the distance from the stop position for every 0.7'/0.2m.



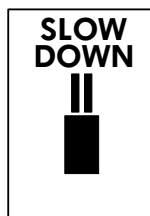
VCBI/CMB

JEPPESEN KATUNAYAKE, SRI LANKA
31 AUG 07 **(10-9C)** BANDARANAIKE INTL COLOMBO**DOCKING GUIDANCE SYSTEM (SAFEDOCK)**

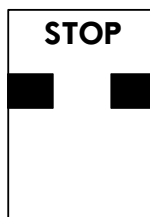
7. The aircraft must be identified at least 39'/12m before the stop position. If this does not occur, the system displays "STOP" and then "WAIT" with two red rectangular fields being lit in the azimuth guidance area of the display. The system will then attempt to identify the aircraft. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP".



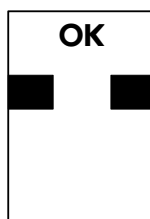
8. If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning.



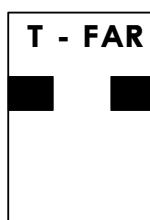
9. When the correct stop position is reached, all of the LEDs for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light the azimuth guidance area of the display.



10. If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.



11. If the aircraft has gone past the correct stop position, the display will show "T - FAR". (To avoid overshooting, pilots are advised to approach the stop position at the minimum speed and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing "STOP").



VCBI/CMB **JEPPESEN****Standard**7 JUL 17
Eff 20 Jul**10-9S****KATUNAYAKE, SRI LANKA**
BANDARANAIKE INTL COLOMBO

STRAIGHT-IN RWY		A	B	C	D
04	ILS Z or Y	235' (210')	245' (220')	255' (230')	265' (240')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z or Y ②	380' (355')	380' (355')	380' (355')	380' (355')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNP (LNAV/VNAV)	310' (285')	320' (295')	340' (315')	370' (345')
		③ R750m	③ R750m	④ R750m	R900m
	ALS out	R1400m	R1400m	R1400m	R1600m
	RNP (LNAV) ②	570' (545')	570' (545')	570' (545')	570' (545')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR ②	540' (511')	540' (511')	540' (511')	540' (511')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	22	230' (203')	230' (203')	240' (213')	250' (223')
	ILS Z or Y	R550m	R550m	R550m	R550m
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z or Y ②	490' (463')	490' (463')	490' (463')	490' (463')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	RNP (LNAV/VNAV)	330' (303')	340' (313')	380' (353')	390' (363)
		④ R750m	④ R750m	R900m	R1000m
	ALS out	R1400m	R1400m	R1600m	R1700m
	RNP (LNAV) ②	570' (543')	570' (543')	570' (543')	570' (543')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR ②	540' (511')	540' (511')	540' (511')	540' (511')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

③ With TDZ & CL & HUD: RVR 650m.

④ With TDZ & CL & HUD: RVR 700m.

TAKE-OFF RWY 04, 22

	Low Visibility Take-off				Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL		
A	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m
B						
C						
D						

VCBI/CMB

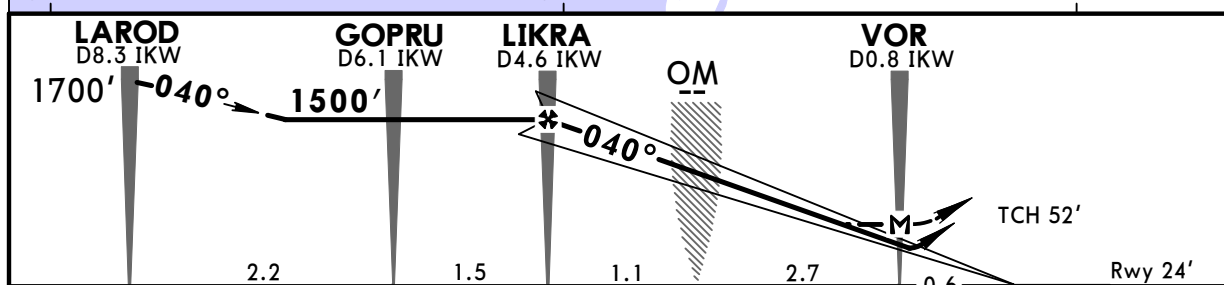
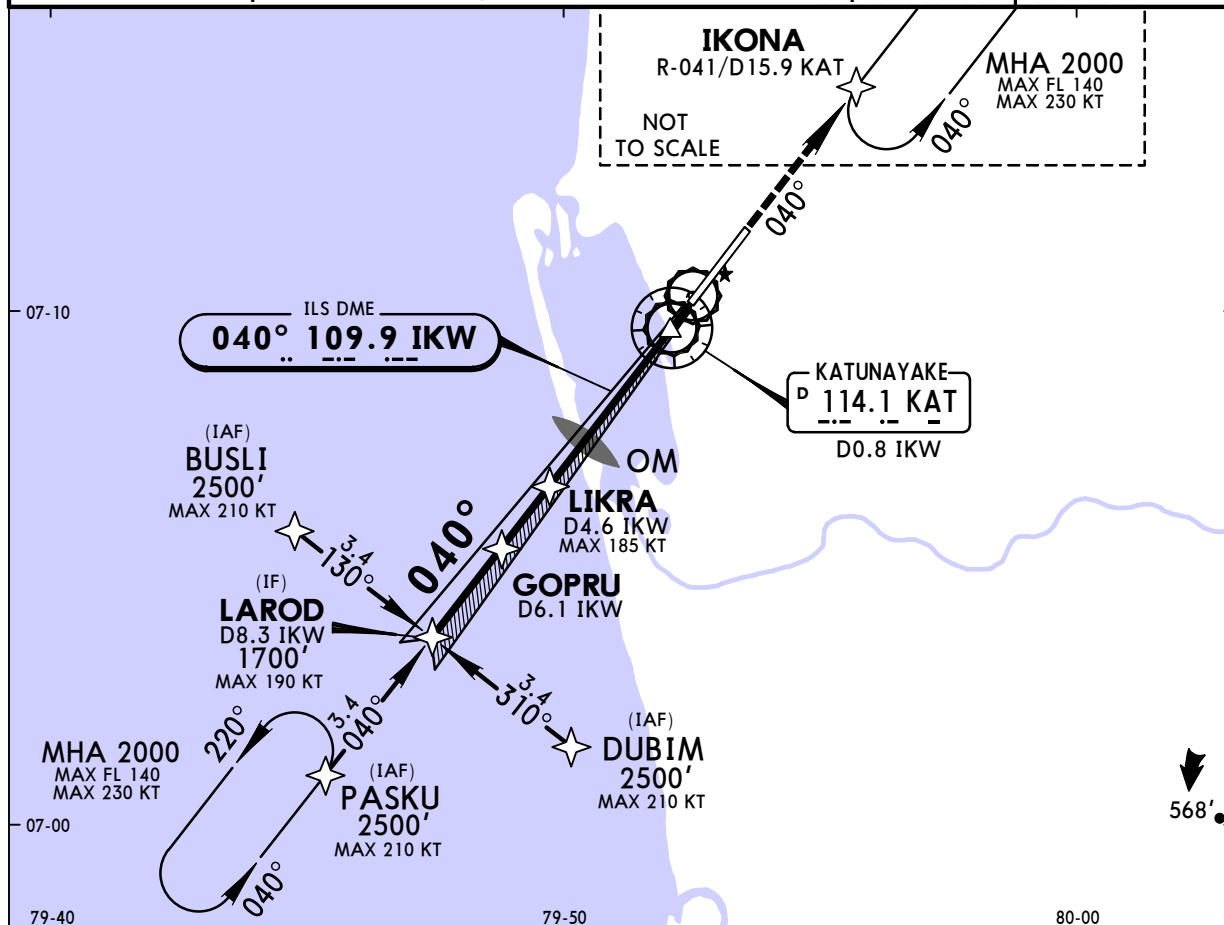
BANDARANAIKE INTL COLOMBO

26 MAY 17

JEPPESEN KATUNAYAKE, SRI LANKA
(11-1) ILS Z or LOC Z Rwy 04

BRIEFING STRIP™

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKW 109.9	Final Apch Crs 040°	GS LIKRA 1500' (1476')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 24'
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. Track direct to IKONA and hold.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	
1. RNAV or RNP-1 operation. 2. GNSS, ATC surveillance and DME required.				MSA KAT VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2000'		IKONA
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at VOR/D0.8 IKW											

STRAIGHT-IN LANDING RWY 04							
ILS		LOC (GS out)					
A: 234' (210') C: 254' (230')		B: 244' (220') D: 264' (240')		MDA(H) 380' (356')			
FULL		ALS out					
A							
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m			
C							
D			1200m	2000m			

PANS OPS

VCBI/CMB

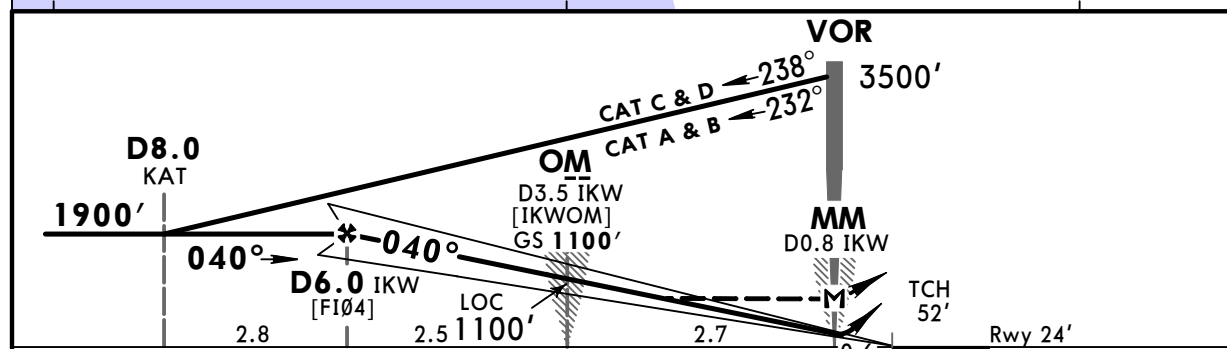
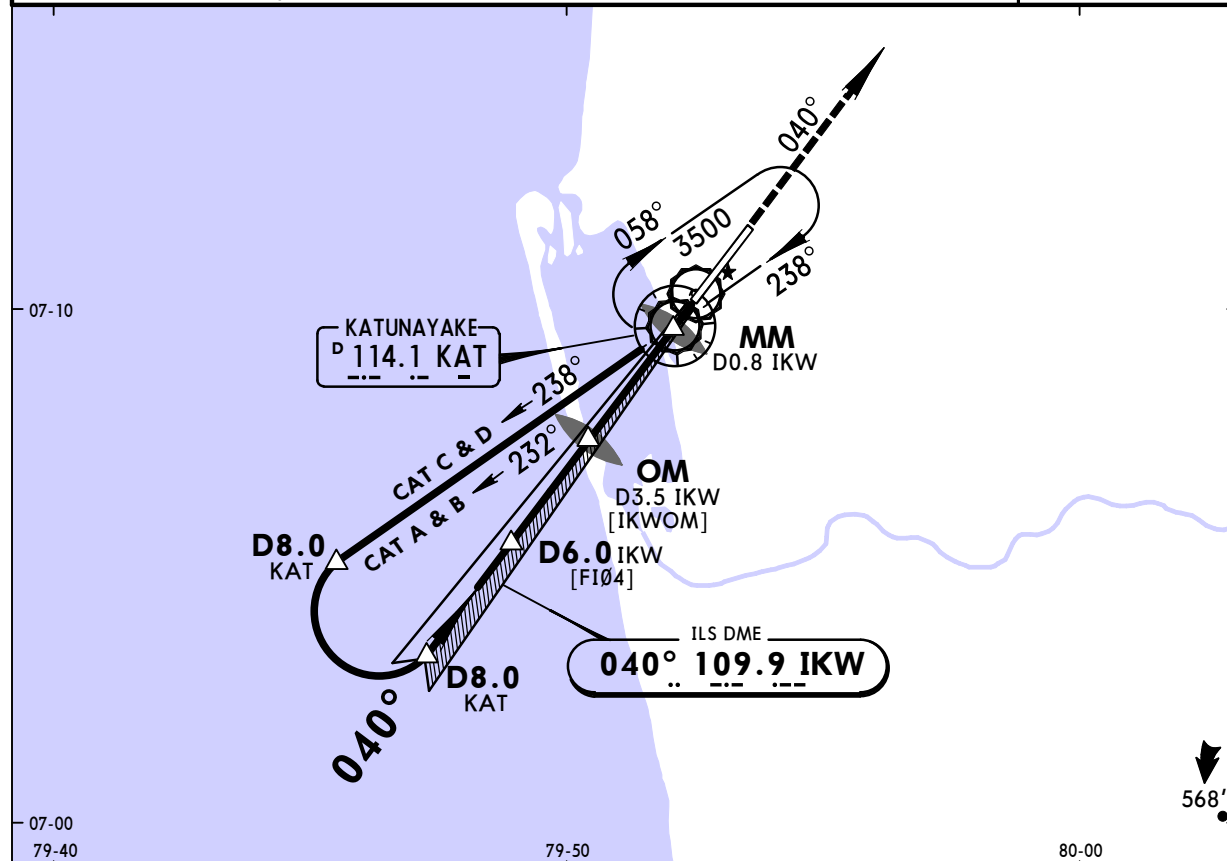
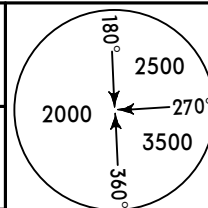
BANDARANAIKE INTL COLOMBO

26 MAY 17

JEPPESEN KATUNAYAKE, SRI LANKA
(11-2) ILS Y or LOC Y Rwy 04

BRIEFING STRIP

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKW 109.9	Final Apch Crs 040°	GS OM 1100' (1076')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 24'
MISSED APCH: Climb on R-040 to 2500' and contact APP.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA KAT VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2500'	KAT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	114.1
MAP at VOR/MM/D0.8 IKW								PAPI		R-040

STRAIGHT-IN LANDING RWY 04					
ILS		LOC (GS out)			
DA(H)	A: 234' (210') B: 244' (220')	C: 254' (230') D: 264' (240')	MDA(H) 380' (356')		
	FULL	ALS out	ALS out		
A					
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C					
D			1200m	2000m	

PANS OPS

CHANGES: None.

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VCBI/CMB

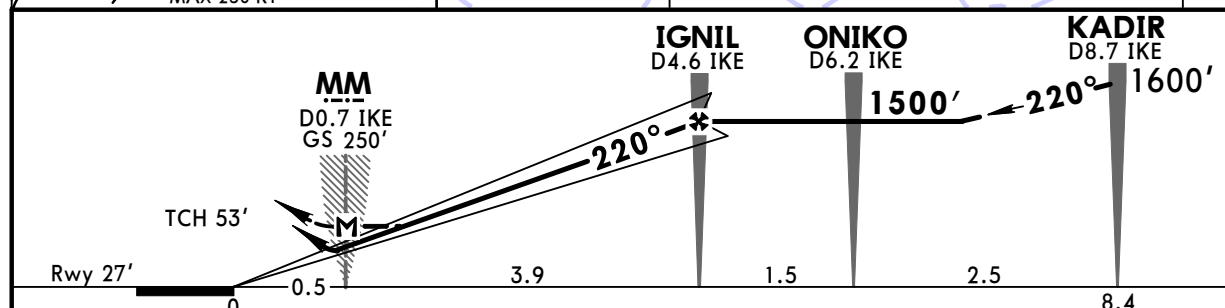
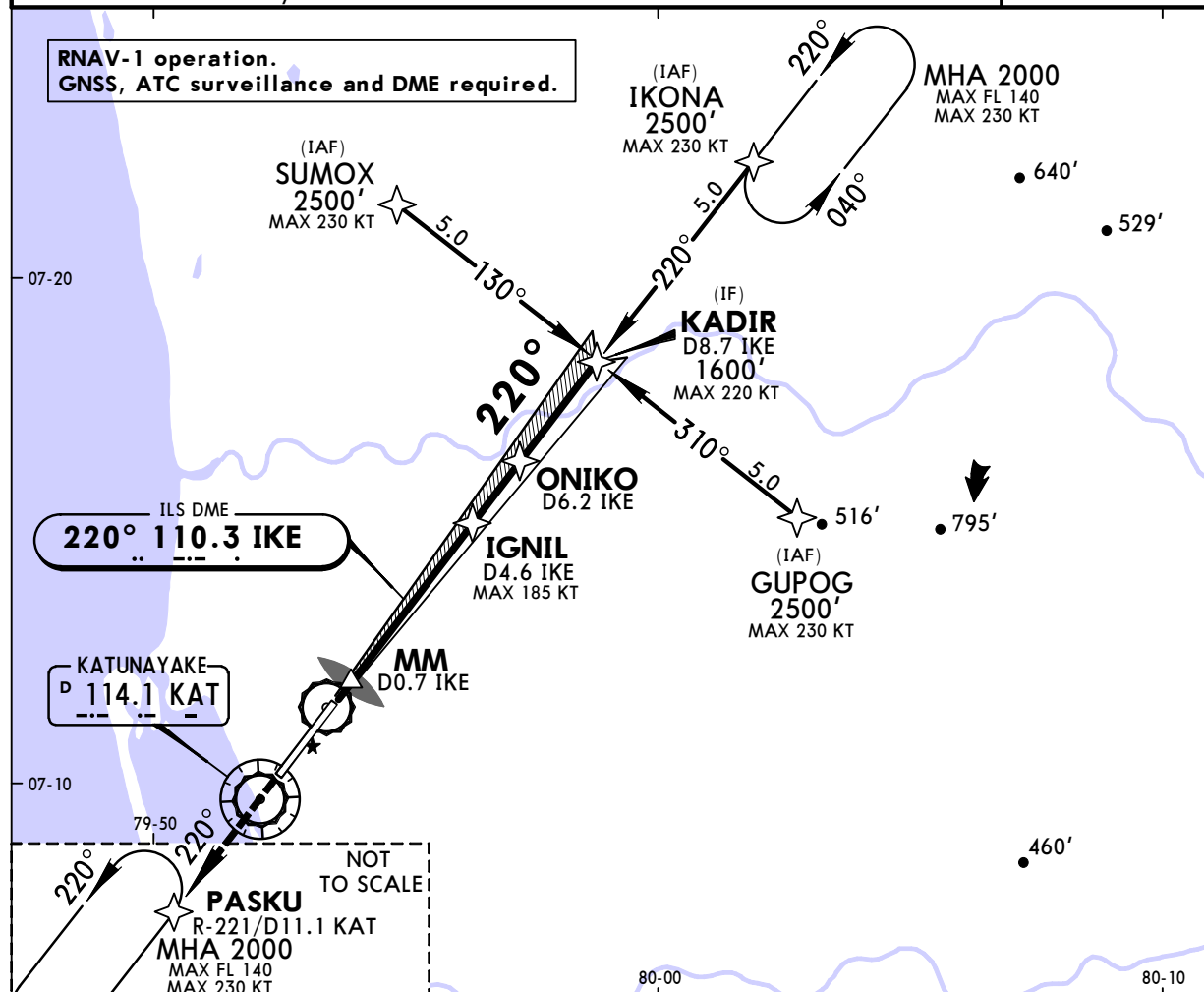
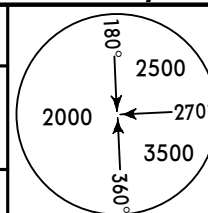
BANDARANAIKE INTL COLOMBO

26 MAY 17

JEPPESEN KATUNAYAKE, SRI LANKA
(11-3) ILS Z or LOC Z Rwy 22

BRIEFING STRIP™

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKE 110.3	Final Apch Crs 220°	GS IGNIL 1500' (1473')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. Track direct to PASKU and hold.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	2000'		PASKU
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at MM/D0.7 IKE											

STRAIGHT-IN LANDING RWY 22					
ILS			LOC (GS out)		
DA(H) C: 240' (213') AB: 230' (203') D: 250' (223')			MDA(H) 490' (463')		
FULL	TDZ or CL out	ALS out		ALS out	
A			RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	2000m	
D			RVR 1500m VIS 1600m	2400m	

PANS OPS

VCBI/CMB

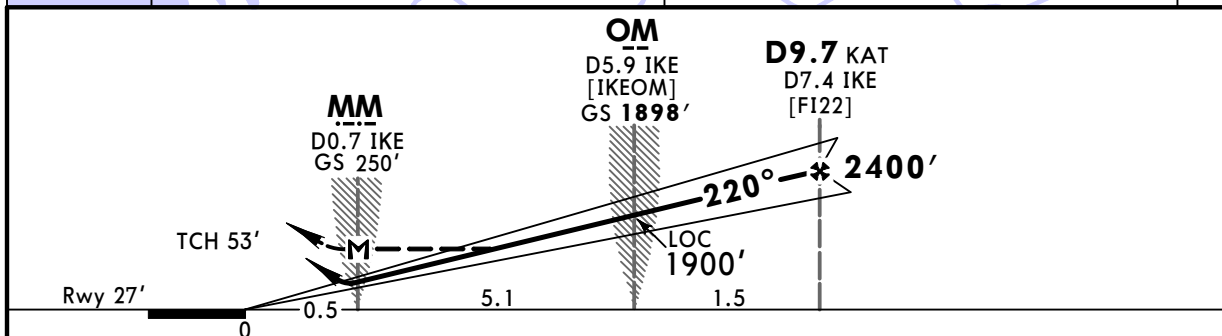
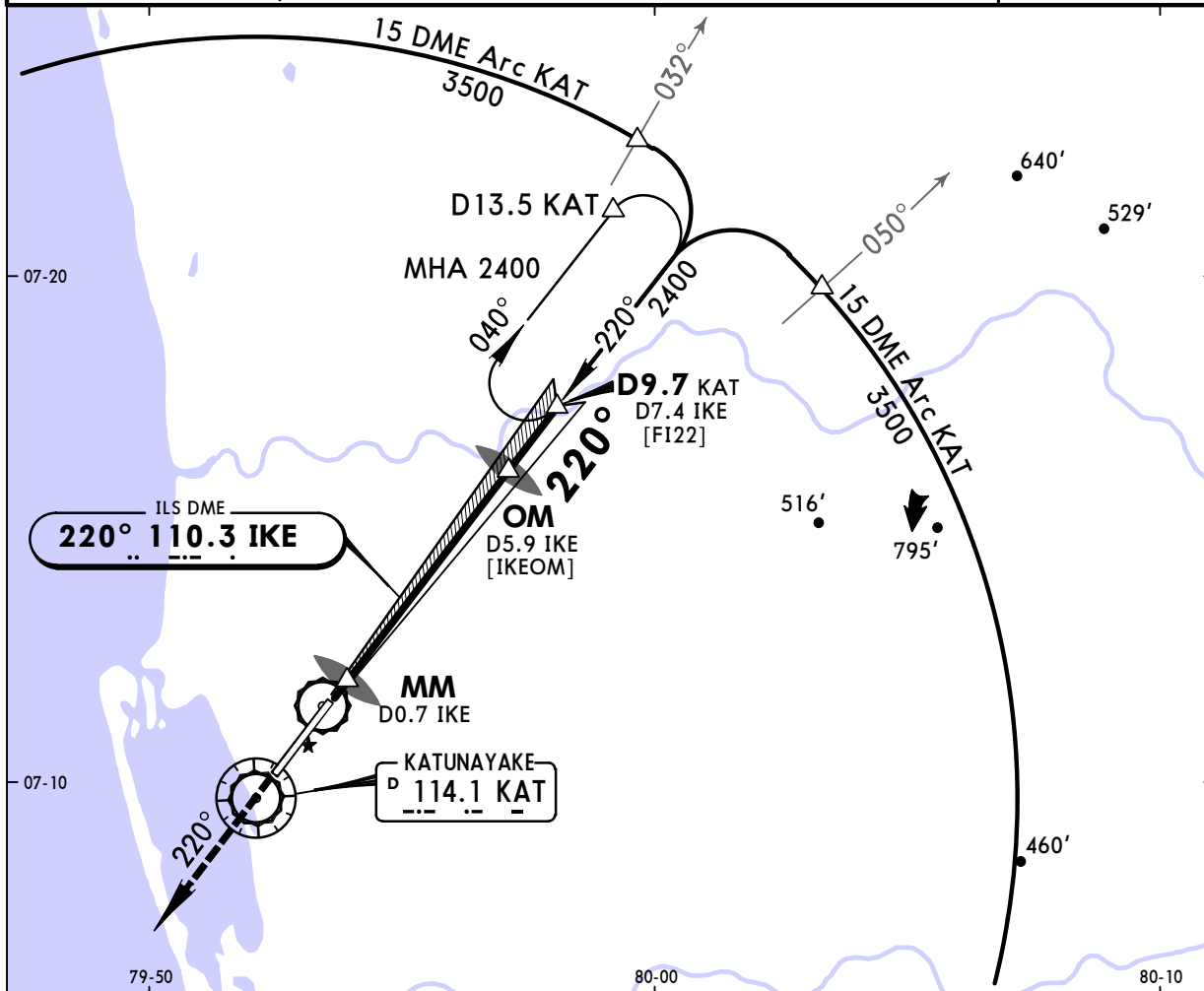
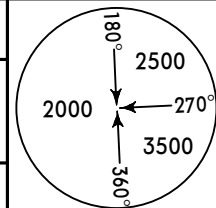
BANDARANAIKE INTL COLOMBO

26 MAY 17

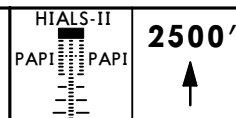
JEPPESEN KATUNAYAKE, SRI LANKA
(11-4) ILS Y or LOC Y Rwy 22

BRIEFING STRIP™

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKE 110.3	Final Apch Crs 220°	GS OM 1898' (1871')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' and contact APP.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.00°	372	478	531	637	743	849	
LOC Descent Angle	3.04°	376	484	538	645	753	861	
MAP at MM/D0.7 IKE								



STRAIGHT-IN LANDING RWY 22				LOC (GS out)			
ILS		C: 240' (213')		MDA(H) 490' (463')			
AB: 230' (203') D: 250' (223')							
FULL	TDZ or CL out	ALS out		ALS out			
A							
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m		
C				1200m	2000m		
D				RVR 1500m VIS 1600m	2400m		

PANS OPS

VCBI/CMB

BANDARANAIKE INTL COLOMBO

22 SEP 17

(12-1)

JEPPESEN KATUNAYAKE, SRI LANKA

RNP Rwy 04

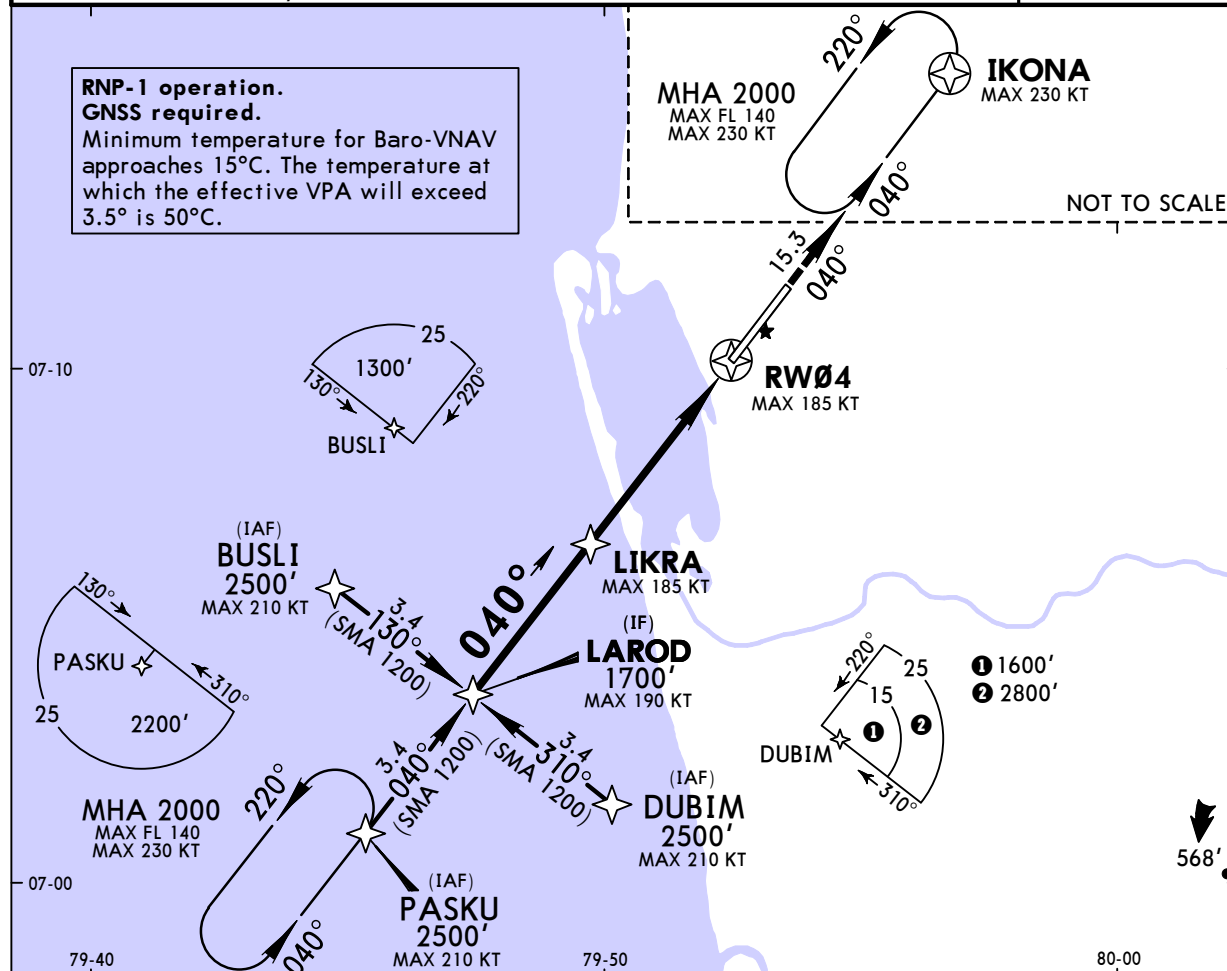
BRIEFING STRIP™

PALENG SINGI

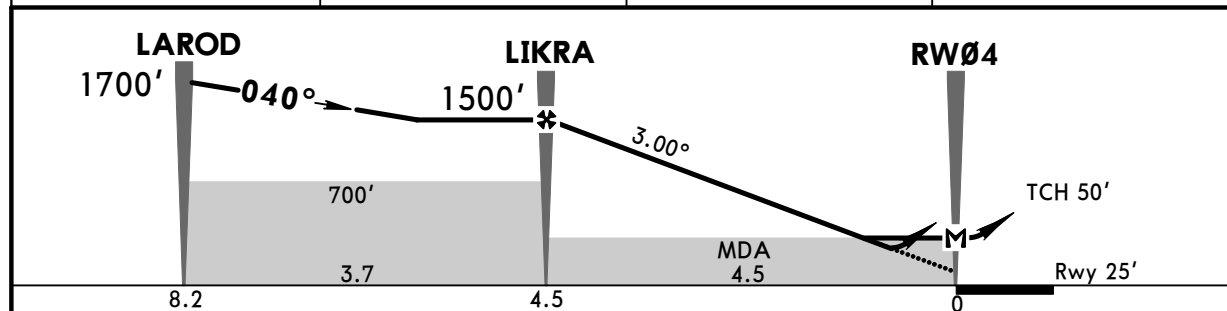
ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9	TAA 25 NM IAF
RNP	Final Apch Crs 040°	Procedure Alt LIKRA 1500' (1475')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29' Rwy 25'	
MISSED APCH: Climb to 2000' on track 040° to IKONA and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'					

**RNP-1 operation.
GNSS required.**

Minimum temperature for Baro-VNAV approaches 15°C. The temperature at which the effective VPA will exceed 3.5° is 50°C.



DIST to RWY 04	4.0	3.0	2.0
ALTITUDE	1350'	1030'	720'



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> 2000' ↑ on 040° </div> <div style="margin-left: 10px;"> 040° </div> </div>
Descent Angle	3.00°	372	478	531	637	743	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWY 04							

STRAIGHT-IN LANDING RWY 04				LNAV	
LNAV/VNAV		LNAV		MDA(H) 570' (545')	
DA(H)		ALS out		ALS out	
A: 310' (285') C: 340' (315')					
B: 320' (295') D: 370' (345')					
A					
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m		RVR 720m VIS 800m	RVR 1500m VIS 1600m
C				RVR 1500m VIS 1600m	2400m
D	RVR 1500m VIS 1600m	2000m		2000m	2800m

PANS OPS

CHANGES: Rwy elevation.

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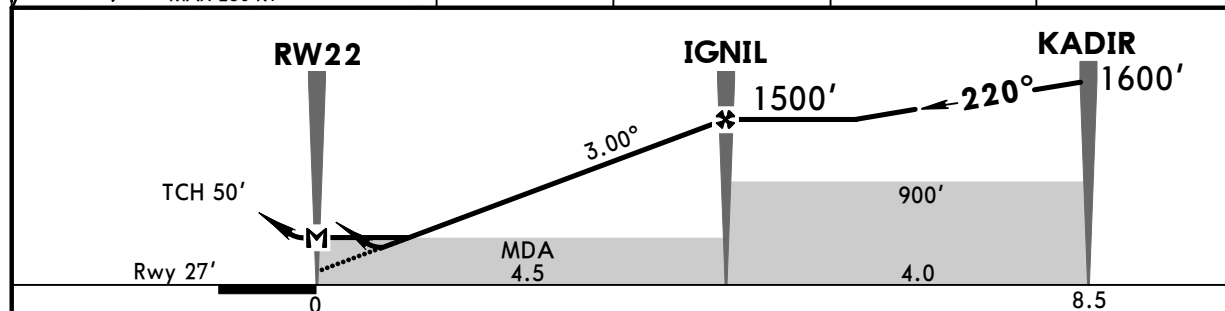
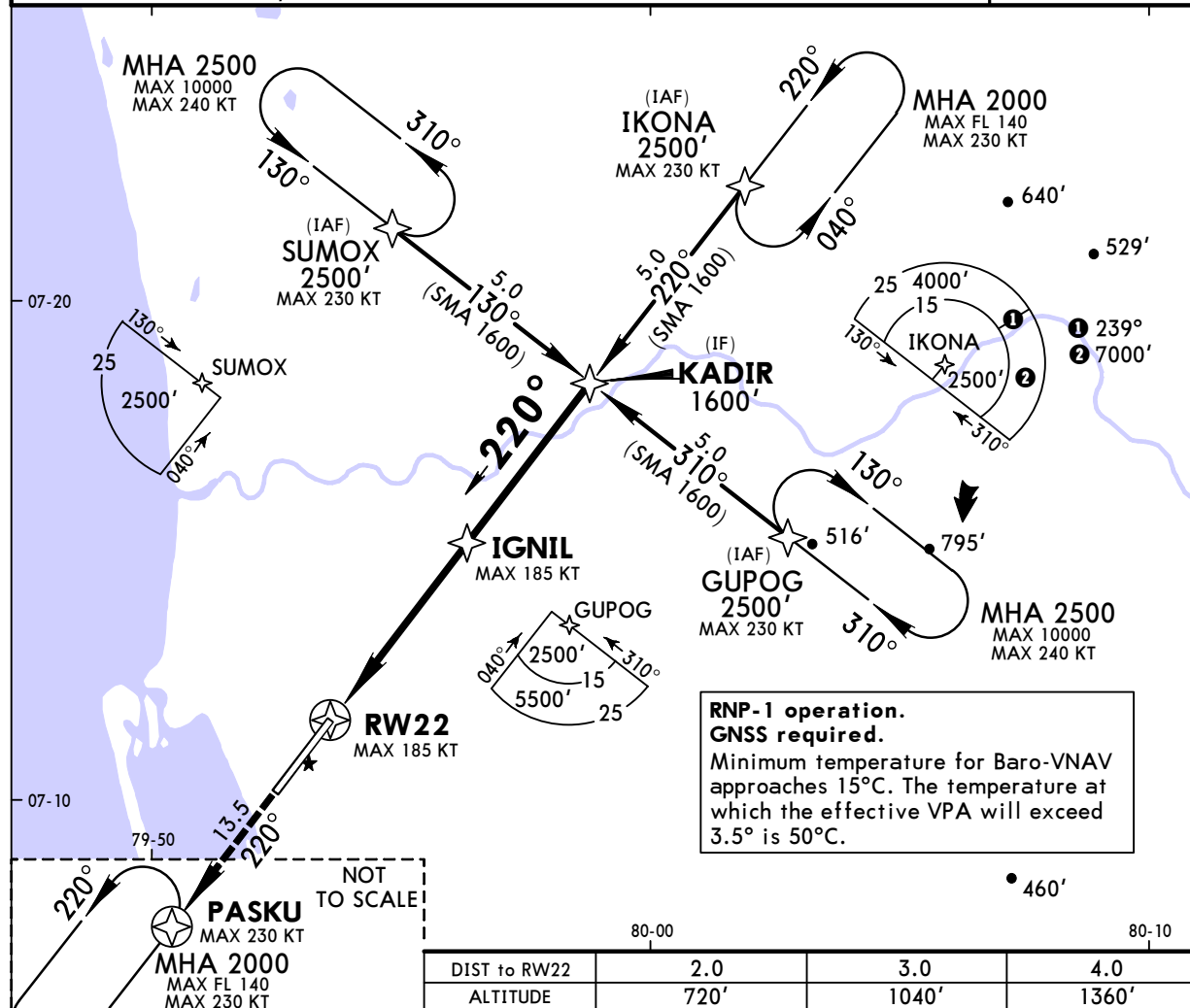
BANDARANAIKE INTL COLOMBO

22 SEP 17

JEPPESEN KATUNAYAKE, SRI LANKA

RNP Rwy 22

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9	TAA 25 NM IAF
RNP	Final Apch Crs 220°	Procedure Alt IGNIL 1500' (1473')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29' Rwy 27'	
MISSSED APCH: Climb to 2000' on track 220° to PASKU and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'					



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22							

STRAIGHT-IN LANDING RWY 22

DA(H)		LNAV/VNAV		LNAV	
		A: 330' (303')	C: 380' (353')	MDA(H) 570' (543')	
		B: 340' (313')	D: 390' (363')		
		ALS out		ALS out	
A	RVR 720m VIS 800m		RVR 1500m VIS 1600m		RVR 720m VIS 800m
B					RVR 1500m VIS 1600m
C					2400m
D	RVR 1500m VIS 1600m	2000m	2000m	2800m	

CHANGES: Minimums.

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BANDARANAIKE INTL COLOMBO 22 JAN 16 (13-1)

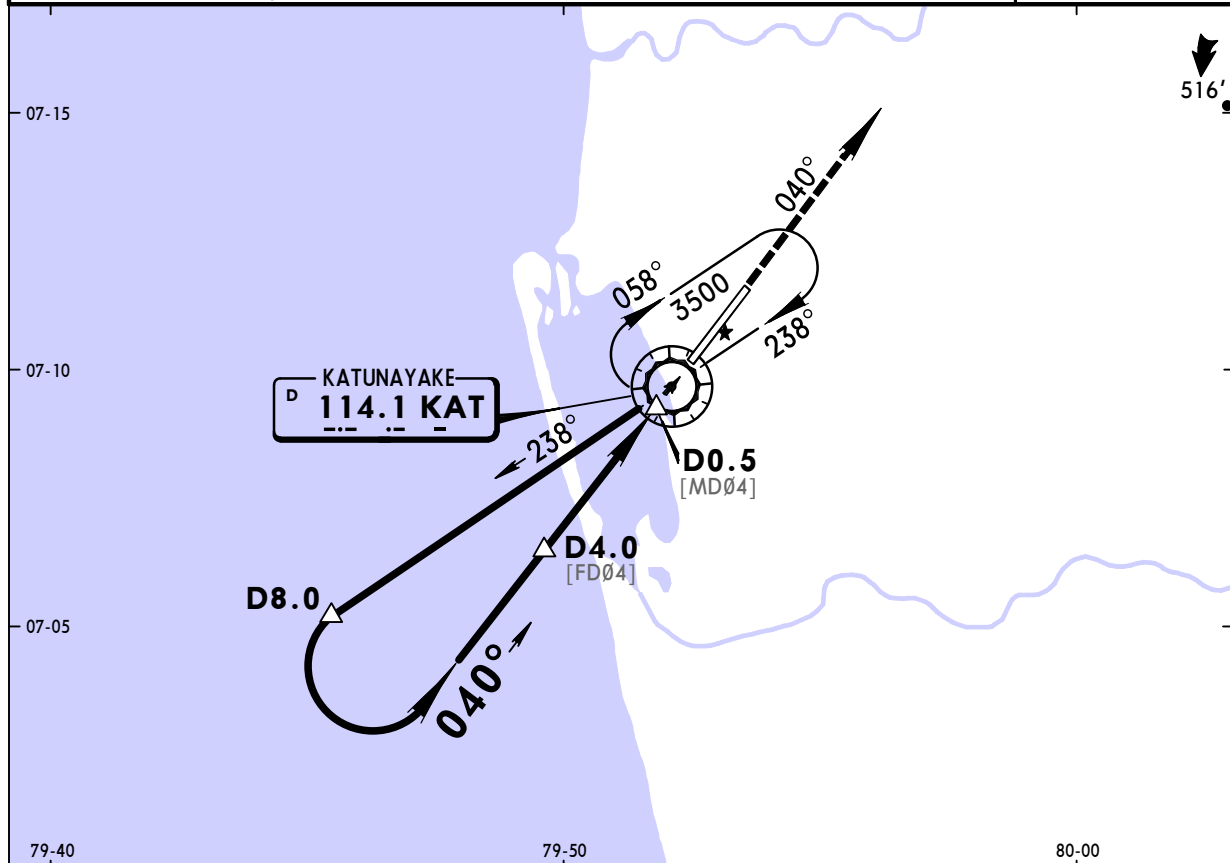
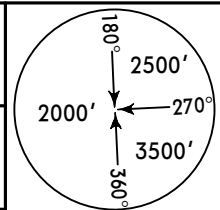


JEPPESEN

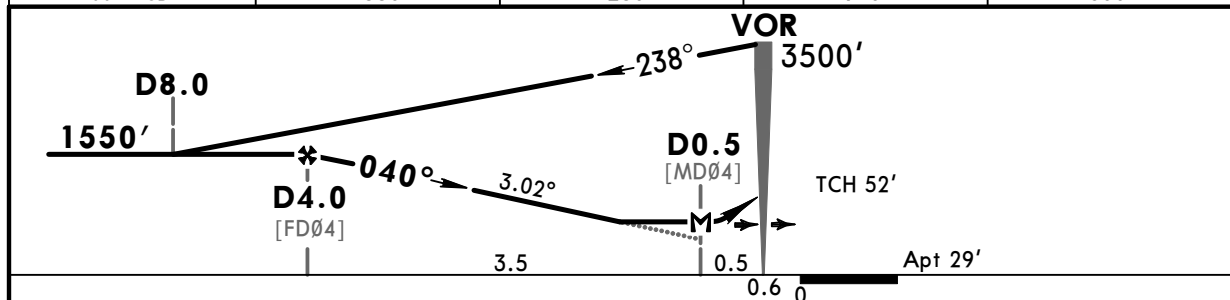
KATUNAYAKE, SRI LANKA
VOR DME Rwy 04

BRIEFING STRIP

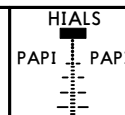
ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
VOR KAT 114.1	Final Apch Crs 040°	Minimum Alt D4.0 1550' (1521')	MDA(H) 540' (511')	Apt Elev 29'
MISSED APCH: Climb on R-040 to 2500' and contact APP.				
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA KAT VOR



KAT DME	4.0	3.0	2.0	1.0
ALTITUDE	1550'	1230'	910'	600'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748
MAP at D0.5						



2500' KAT
↑ on 114.1
R-040

STRAIGHT-IN LANDING RWY 04			
MDA(H) 540' (511')			
ALS out			
A	1400m	2200m	
B			
C	RVR 1500m VIS 1600m	2400m	
D			

PANS OPS

VCBI/CMB

BANDARANAIKE INTL COLOMBO 22 JAN 16 (13-2)

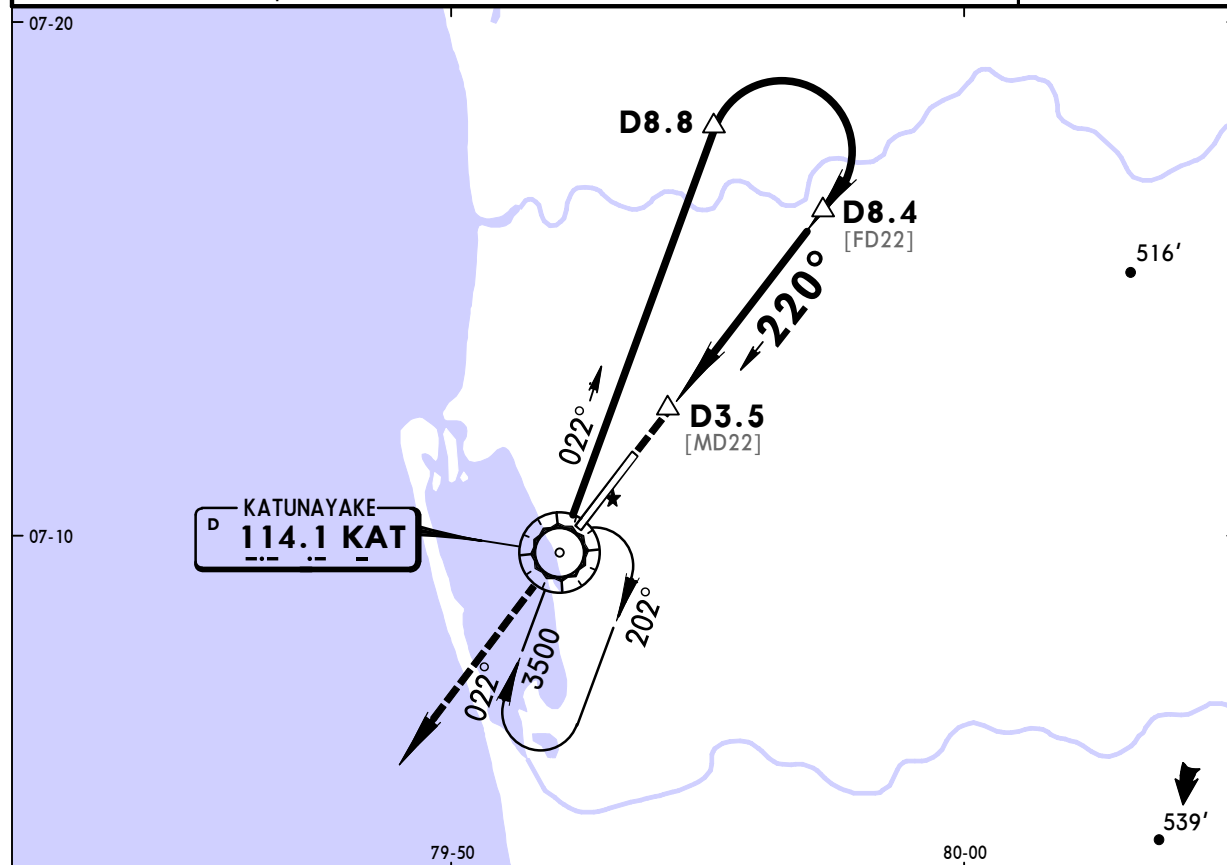
**JEPPESEN**

KATUNAYAKE, SRI LANKA

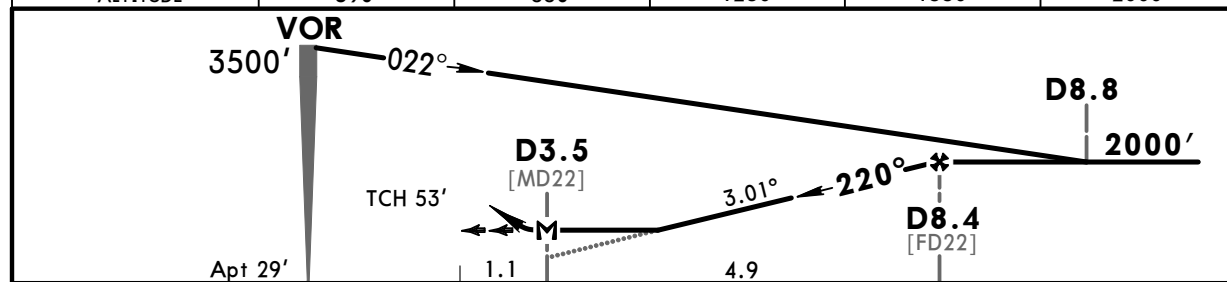
VOR DME Rwy 22

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
VOR KAT 114.1	Final Apch Crs 220°	Minimum Alt D8.4 2000' (1971')	MDA(H) 540' (511')	Apt Elev 29'
MISSED APCH: Climb on runway heading to 2500' and contact APP.				
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA KAT VOR

DRILLING START



KAT DME	4.0	5.0	6.0	7.0	8.4
ALTITUDE	590'	880'	1230'	1550'	2000'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.01°	373	479	532	639	745	852	
MAP at D3.5							

STRAIGHT-IN LANDING RWY 22

MDA(H) **540'** (511')

		ALS out		
A	RVR 720m	RVR 1500m		
B	VIS 800m	VIS 1600m		
C	RVR 1500m VIS 1600m	2400m		
D				

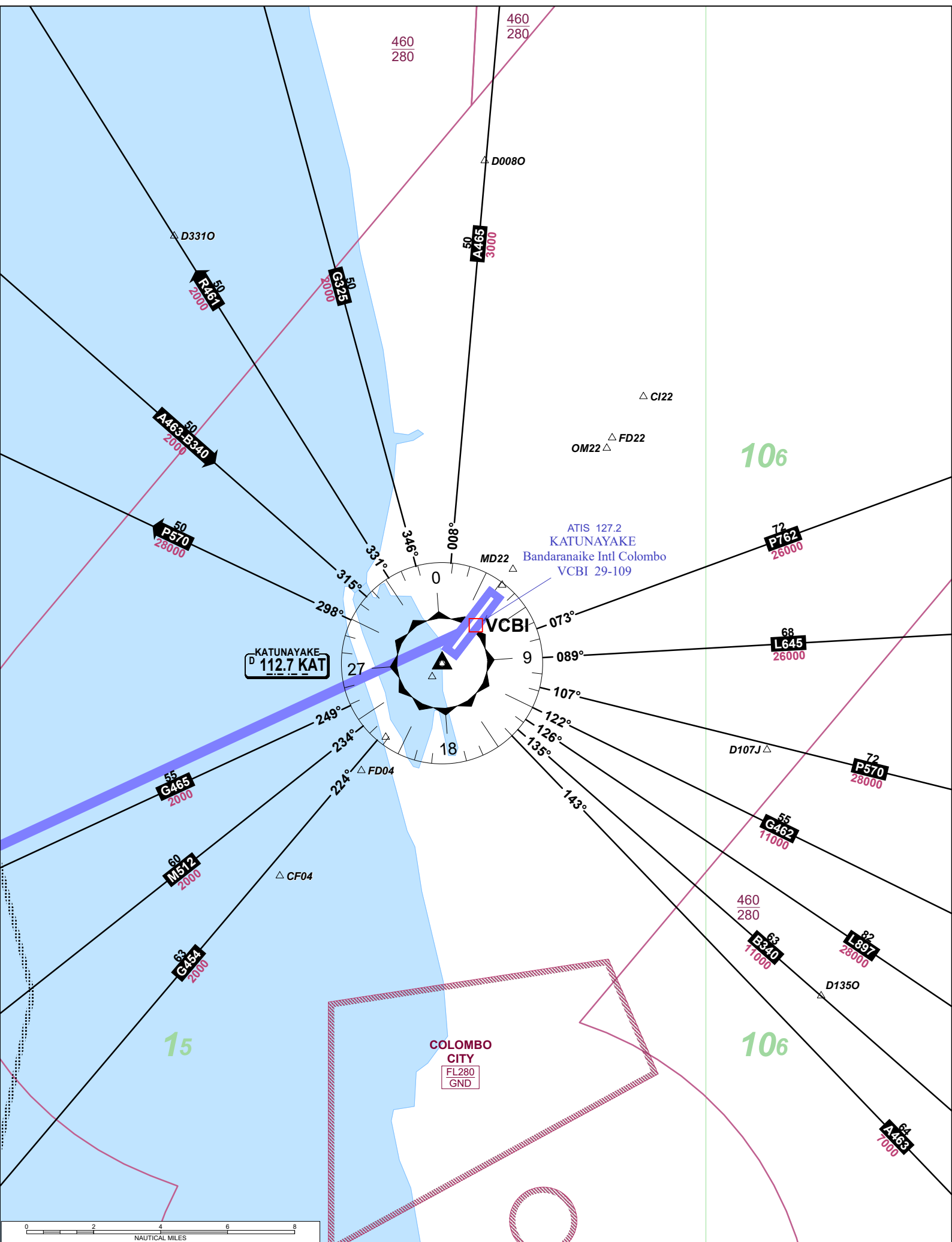
7.0.1 DEPARTURE (VCBI -> VRMM): VCBI (Bandaranaike Intl Colombo)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

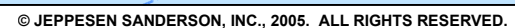
JEPPESEN

JeppView 3.6.2.0



Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JeppView 3.6.2.0



VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-2

Eff 21 Jul

RNAV STAR

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

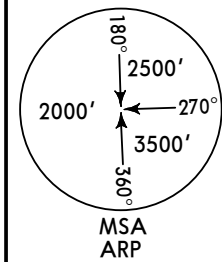
3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

 ATIS
 127.2

 Apt Elev
 29'

DABAR 1A [DABA1A] IDIBI 1A [IDIB1A] RNAV ARRIVALS


 Direct distance to
 Bandaranaike Intl Colombo from:
 IKONA 14NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
 Continue on the cleared STAR to
 IAF, join ILS Z RWY22 and land.
 LOST COMMS LOST COMMS LOST COMMS LOST COMMS

DABAR
 N10 00.0 E080 04.9

A465
 DABAR 1A

BI483
 N09 18.9 E080 04.1

BI482
 N08 10.3 E080 02.8

BI471
 N07 37.5 E080 02.2

 (IAF)
IKONA
 N07 22.4 E080 01.9

MAX
230 KIAS

 At or above
2500'

 220°
 MHA 2000
 MAX FL140

STAR	RWY	ROUTING
DABAR 1A	22	To BI483, to BI482, to BI471, to IKONA.
IDIBI 1A		To BI475, to BI474, to BI473, to BI472, to BI471, to IKONA.

VCBI/CMB

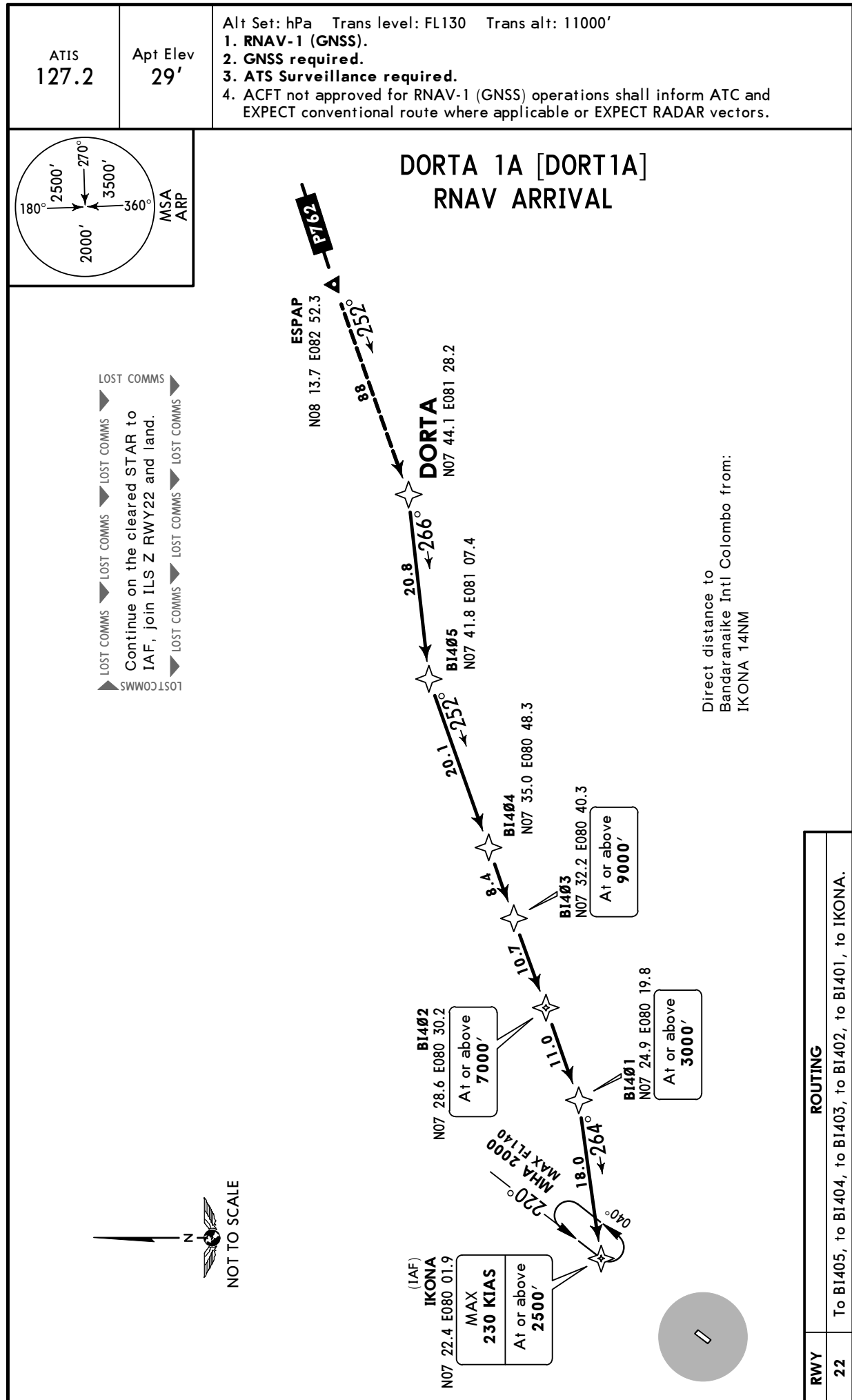
BANDARANAIKE INTL COLOMBO

15 JUL 16

10-2A

Eff 21 Jul

RNAV STAR



VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-2C

Eff 21 Jul

RNAV STAR

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

 ATIS
 127.2

 Apt Elev
 29'

**BIKOK 1A [BIK01A]
 LALUM 1A [LALU1A]
 RNAV ARRIVALS**
BIKOK
 N08 17.1 E078 35.9

BI462
 N07 53.1 E079 10.0

MABAL
 N07 25.0 E079 49.8

LALUM 1A
 MAX
 240 KIAS
 At or below
 4000'

 (IAF)
SUMOX
 N07 21.4
 E079 54.8

 MAX
 230 KIAS
 At or above
 2500'

BI452
 N07 18.6 E079 44.7
 At or above
 6000'

BI453
 N07 14.7 E079 41.6

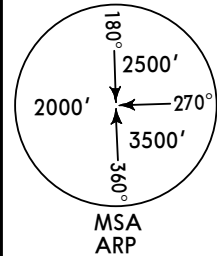
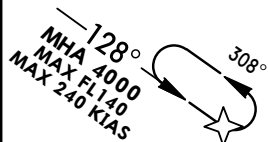
BI454
 N06 56.2 E079 27.0

BI455
 N06 37.5 E079 03.1

BI456
 N06 24.8 E078 47.4

LALUM
 N06 08.3 E078 34.5

ANIVE
 N05 40.9 E078 00.0

**HOLDING OVER
 MABAL**

 Direct distance to
 Bandaranaike Intl Colombo from:
 SUMOX 11NM

 LOST COMMS LOST COMMS LOST COMMS LOST COMMS
 Continue on the cleared STAR to
 IAF, join ILS Z RWY22 and land.
 LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	RWY	ROUTING
BIKOK 1A	22	To BI462, to MABAL, to SUMOX.
LALUM 1A		To BI456, to BI455, to BI454, to BI453, to BI452, to MABAL, to SUMOX

VCBI/CMB

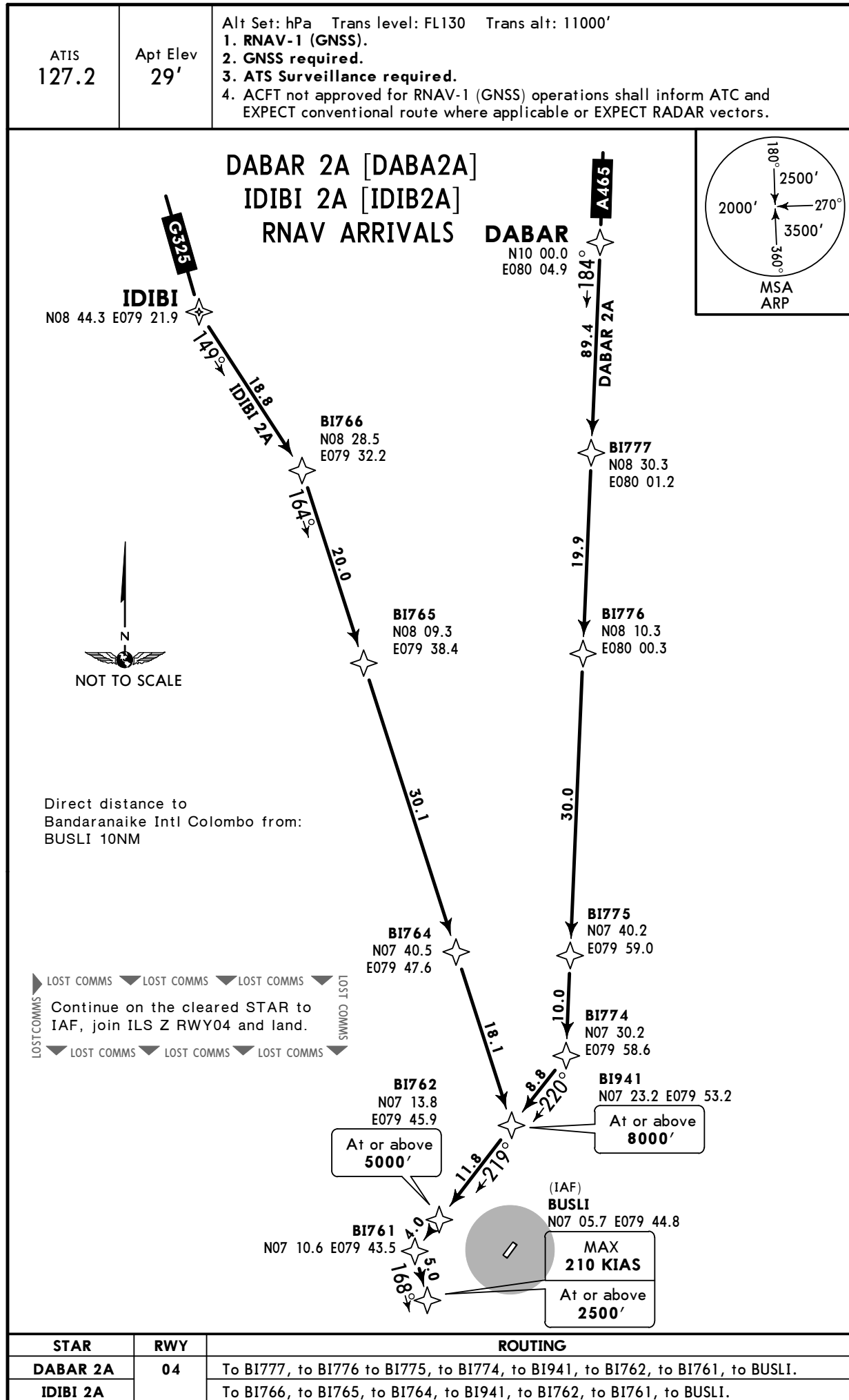
BANDARANAIKE INTL COLOMBO

12 AUG 16

10-2D

Eff 18 Aug

RNAV STAR



VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESSEN

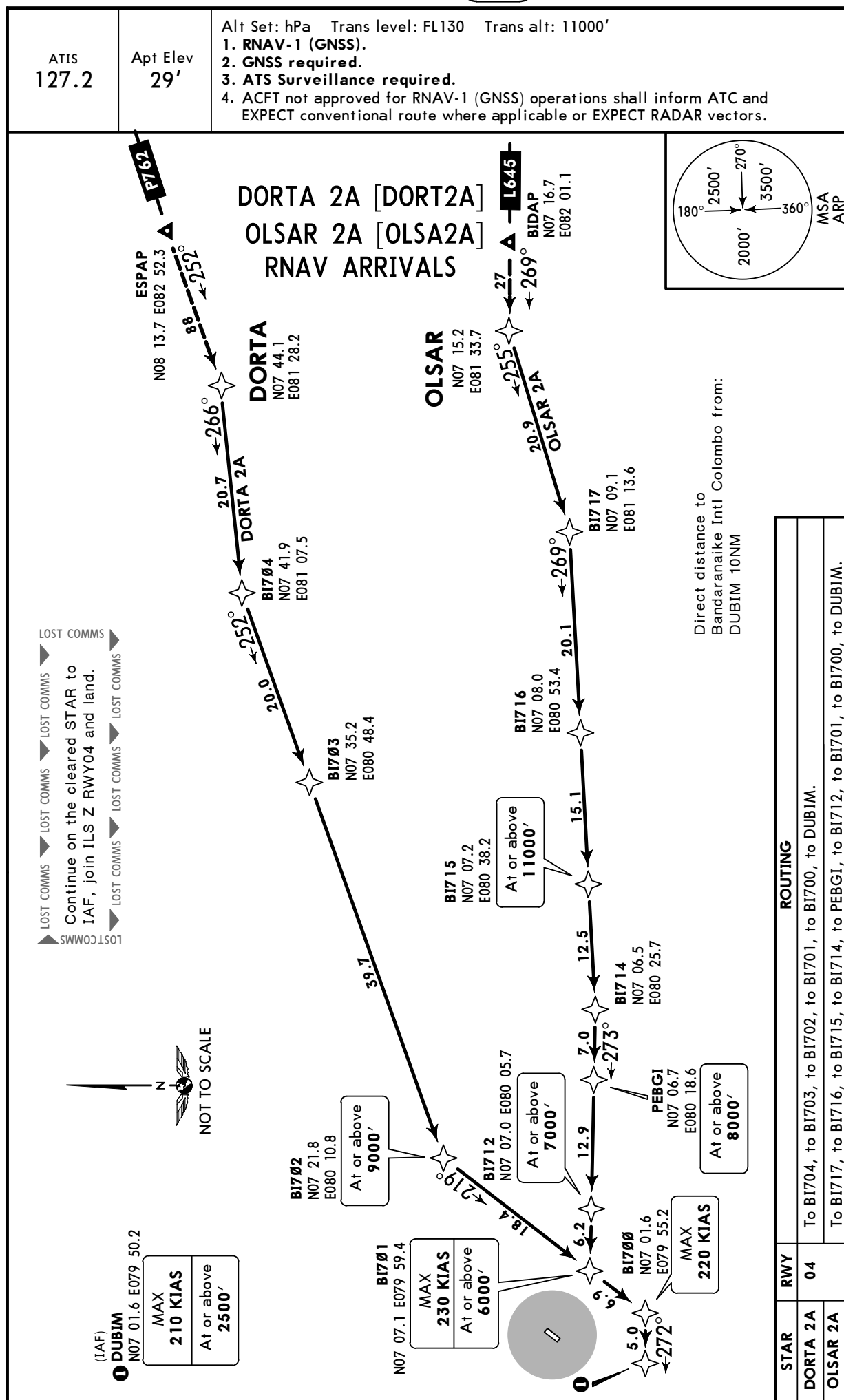
KATUNAYAKE, SRI LANKA

12 AUG 16

10-2E

Eff 18 Aug

RNAV STAR



VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESEN

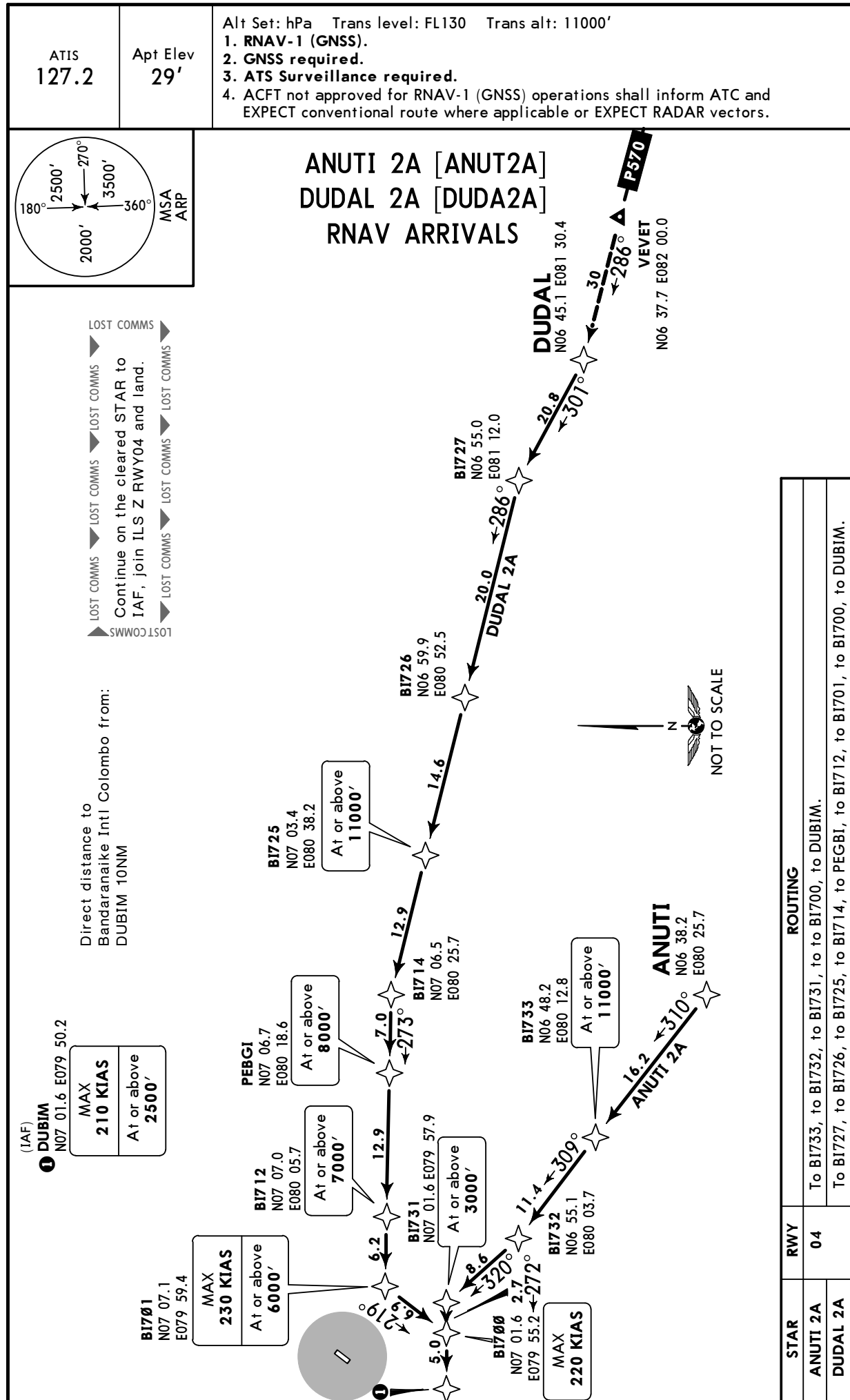
KATUNAYAKE, SRI LANKA

12 AUG 16

10-2F

Eff 18 Aug

RNAV STAR



VCBI/CMB

BANDARANAIKE INTL COLOMBO

12 AUG 16

10-2G

Eff 18 Aug

RNAV STAR

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

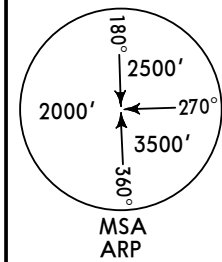
2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

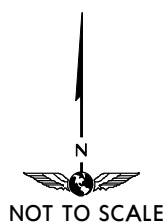
 ATIS
 127.2

 Apt Elev
 29'

**BIKOK 2A [BIK02A]
 LALUM 2A [LALU2A]
 RNAV ARRIVALS**

BIKOK
 N08 17.1 E078 35.9

B1753
 N07 47.9
 E079 05.5

42.9

**HOLDING OVER
 PASKU**

MHA 3000
MAX FL140
MAX 240 KIAS
B1903
 N07 14.2
 E079 39.9

OLMID
 N07 17.7
 E079 36.3

 At or below
 4000'

 (IAF)
BUSLI
 N07 05.7 E079 44.8

MAX
210 KIAS
 At or above
 2500'

B1761
 N07 10.6
 E079 43.5

B1740
 N06 56.1
 E079 26.9
 At or below
 6000'

B1905
 N06 58.1 E079 34.7
 At or below
 5000'

 (IAF)
PASKU
 N07 00.9 E079 45.4
MAX
210 KIAS
 At or above
 2500'

 Direct distance to
 Bandaranaike Intl Colombo from:
 BUSLI 10NM
 PASKU 12NM

 LOST COMMS LOST COMMS LOST COMMS LOST COMMS
 Continue on the cleared STAR to
 IAF, join ILS Z RWY04 and land.
 LOST COMMS LOST COMMS LOST COMMS LOST COMMS

M512
ANIVE
 N05 40.9 E078 00.0

LALUM
 N06 08.3 E078 34.5

B1742
 N06 24.8
 E078 47.3

B1741
 N06 37.3
 E079 03.1

STAR	RWY	ROUTING
BIKOK 2A	04	To B1753, to OLMID, to B1903, to B1761, to BUSLI.
LALUM 2A		To B1742, to B1741, to B1740, to B1905, to PASKU.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

12 AUG 16

10-3

JEPPESEN

KATUNAYAKE, SRI LANKA

RNAV SID

Apt Elev
29'

Trans level: FL130 Trans alt: 11000'

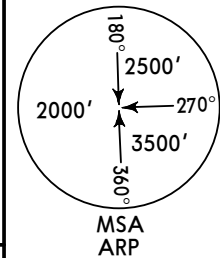
1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

5. ATETA 1D: Available only for ACFT proceeding to VOTR and/or ACFT via TTR to other destinations. ACFT shall flight plan via ATETA - T4 - TTR.



ATETA 1D [ATET1D] DEMON 1D [DEMO1D] RNAV DEPARTURES



Direct distance from
Bandaranaike Intl Colombo to:
BI611 6NM

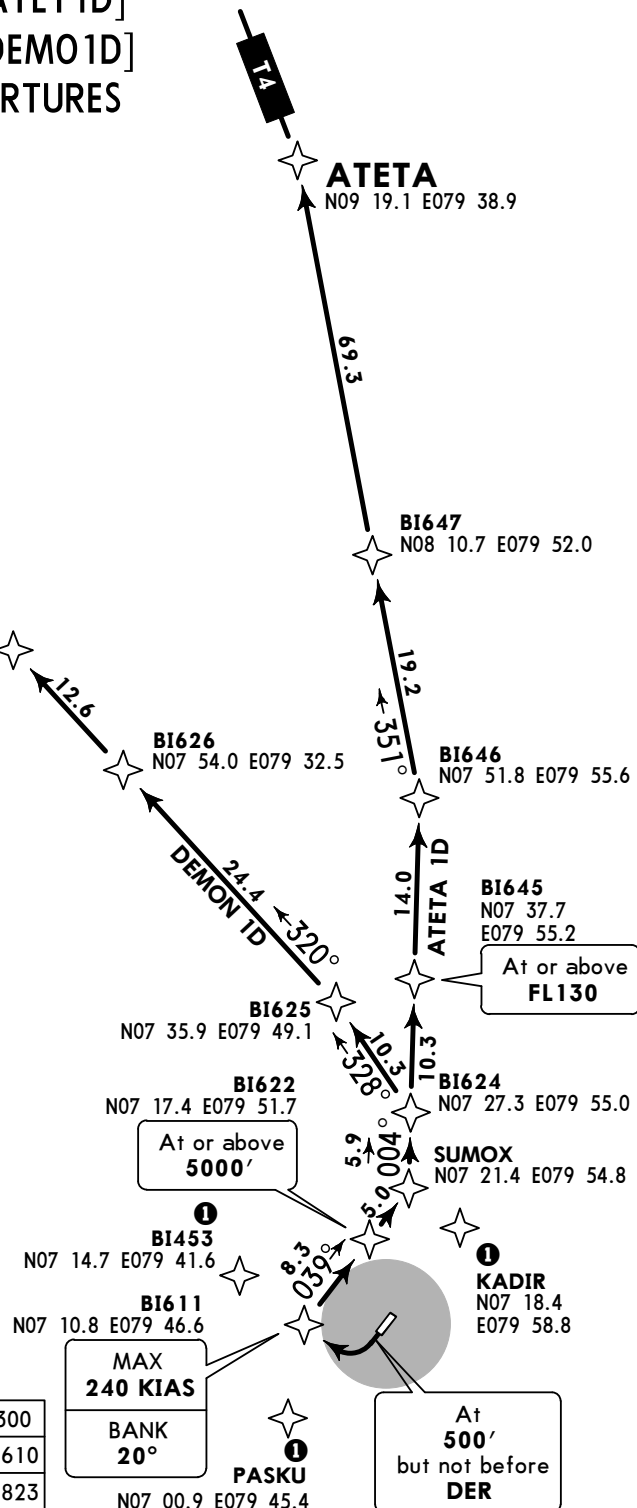
Continue on SID to cruising level.
If ACFT return to VCBI:
- Before SUMOX:
Continue on SID to SUMOX. Join
ILS Z RWY22.
- After SUMOX:
Join STAR IDIBI 1A (ATETA 1D)
or STAR BIKOK 1A
(DEMON 1D). Join ILS Z RWY22.
- If landing land on RWY22.
- If holding/fuel dumping: From
KADIR track to PASKU hold at or
above 6000'. For landing track to
BI453 and join STAR LALUM 1A.
Join ILS Z RWY22.

These SIDs require minimum climb gradients
of

ATETA 1D: 6.0% up to FL130.

DEMON 1D: 5.3% up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.0% V/V (fpm)	456	608	911	1215	1519	1823



INITIAL CLIMB

Climb on 220° track to 500', after crossing DER turn RIGHT to BI611, to BI622, to SUMOX, to BI624.

SID	RWY	ROUTING
ATETA 1D	22	From BI624 to BI645, to BI646, to BI647, to ATETA.
DEMON 1D		From BI624 to BI625, to BI626, to BI627, to DEMON.

VCBI/CMB

BANDARANAIKE INTL COLOMBO 12 AUG 16

JEPPESEN

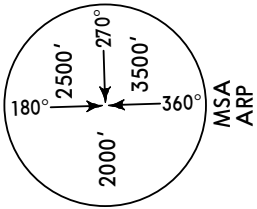
KATUNAYAKE, SRI LANKA

RNAV SID

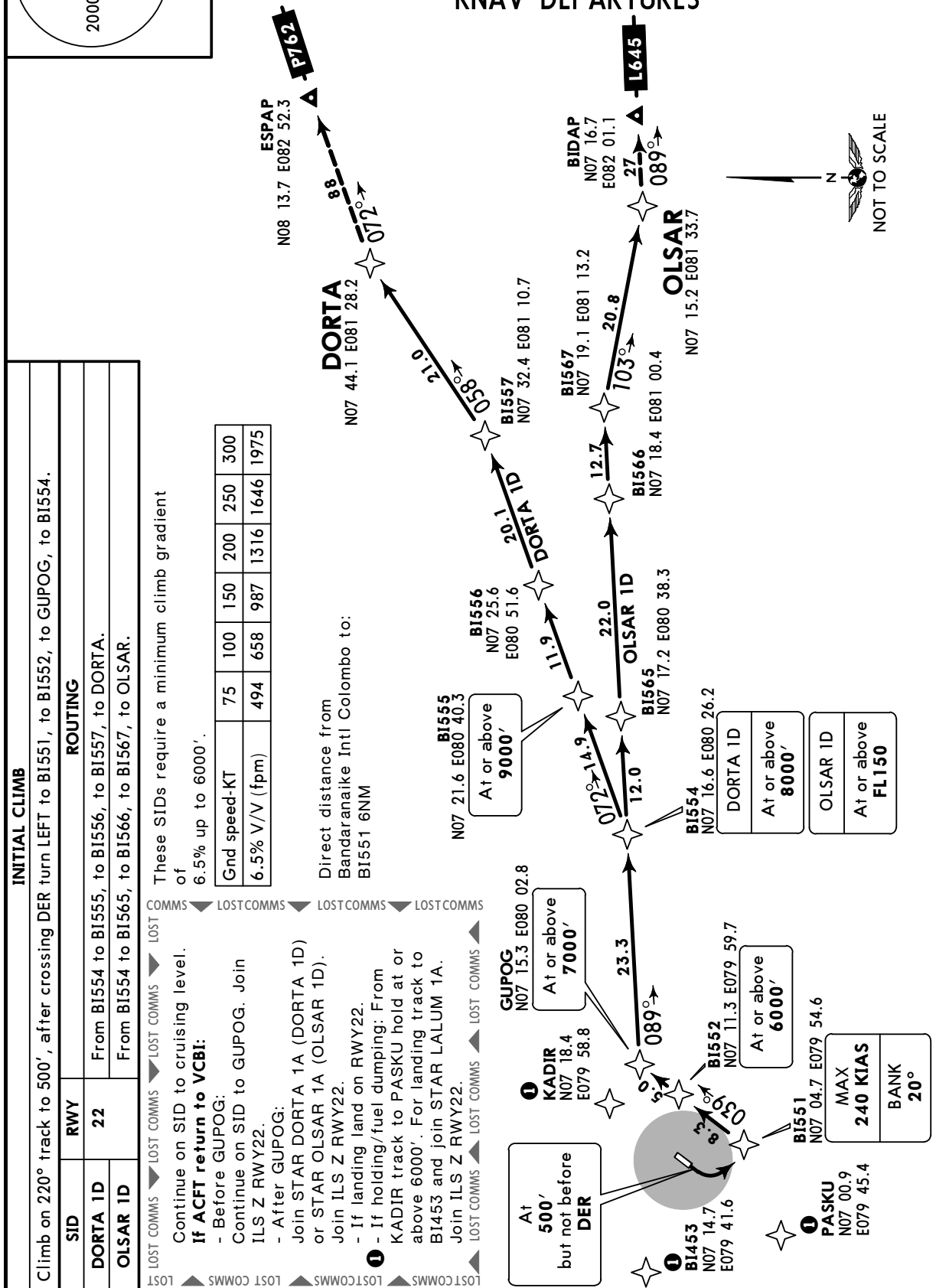
Apt Elev
29'

Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).
2. GNSS required.
3. ATS Surveillance required.
4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



DORTA 1D [DORT1D]
 OLSAR 1D [OLSA1D]
 RNAV DEPARTURES



VCBI/CMB

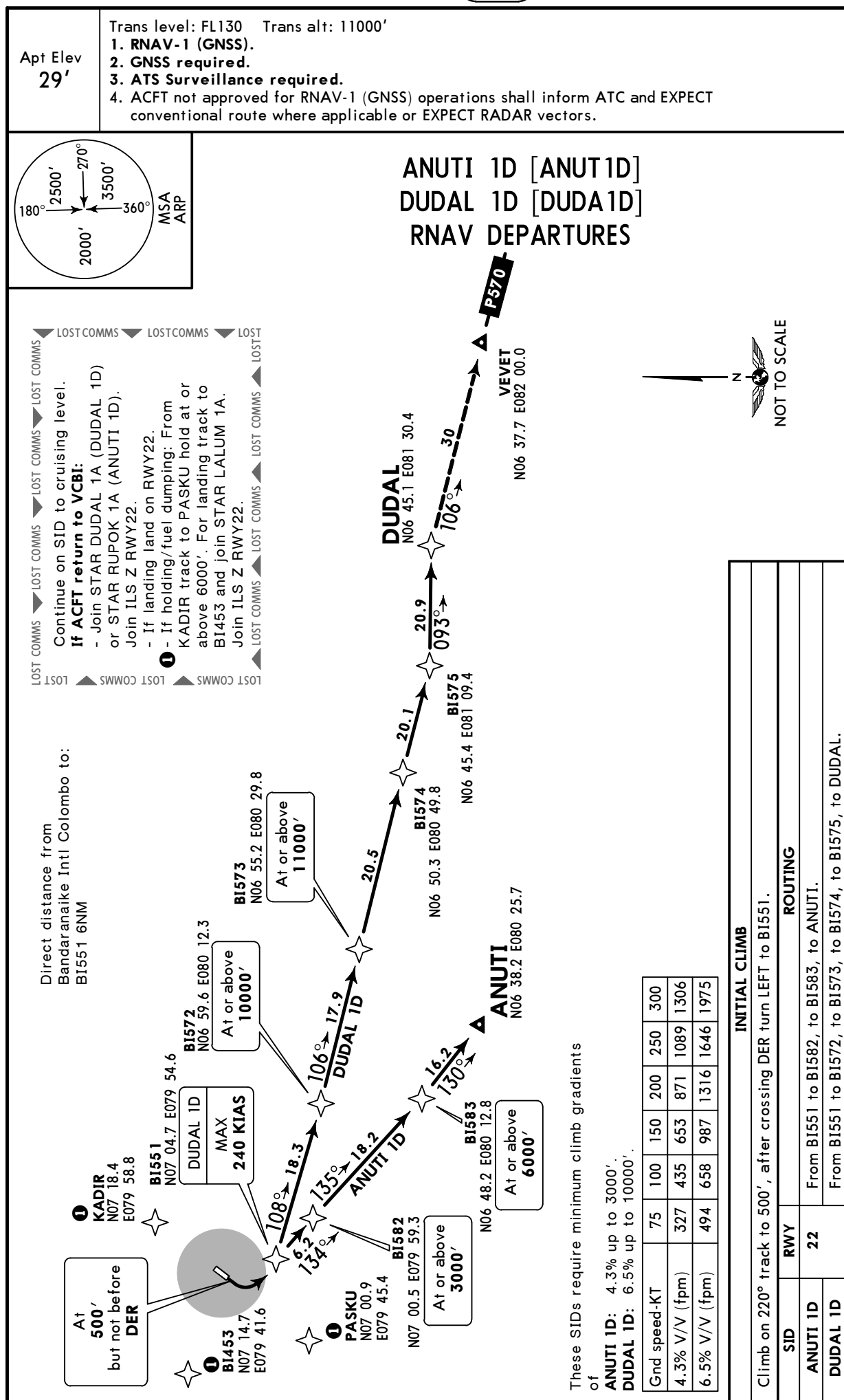
BANDARANAIKE INTL COLOMBO

15 JUL 16

10-3B

Eff 21 Jul

RNAV SID



VCBI/CMB

BANDARANAIKE INTL COLOMBO

15 JUL 16

10-3C

Eff 21 Jul

RNAV SID

 Apt Elev
 29'

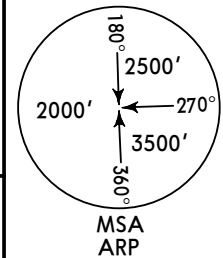
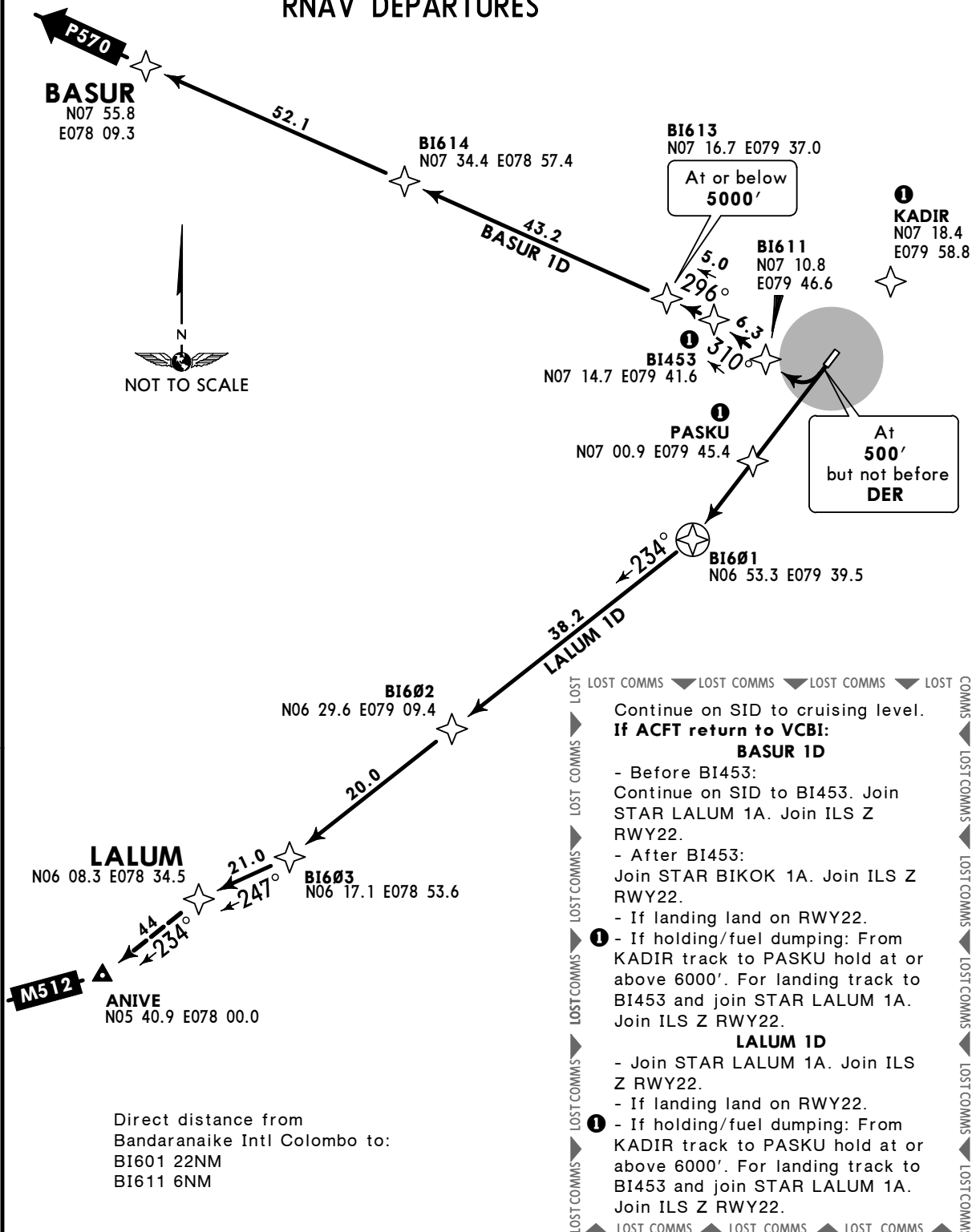
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.


**BASUR 1D [BASU1D]
 LALUM 1D [LALU1D]
 RNAV DEPARTURES**


SID	RWY	INITIAL CLIMB/ROUTING
BASUR 1D	22	Climb on 220° track to 500', after crossing DER turn RIGHT to BI611, to BI453, to BI613, to BI614, to BASUR.
LALUM 1D		Climb on 220° track to 500', after crossing DER to BI601, to BI602, to BI603, to LALUM.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

19 AUG 16

10-3D

RNAV SID

 Apt Elev
29'

Trans level: FL130 Trans alt: 11000'

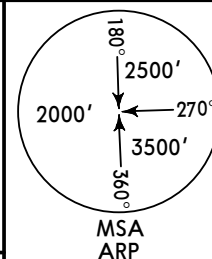
1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

5. ATETA 2D: Available only for ACFT proceeding to VOTR and/or ACFT via TTR to other destinations. ACFT shall flight plan via ATETA - T4 - TTR.



ATETA 2D [ATET2D] DEMON 2D [DEMO2D] RNAV DEPARTURES

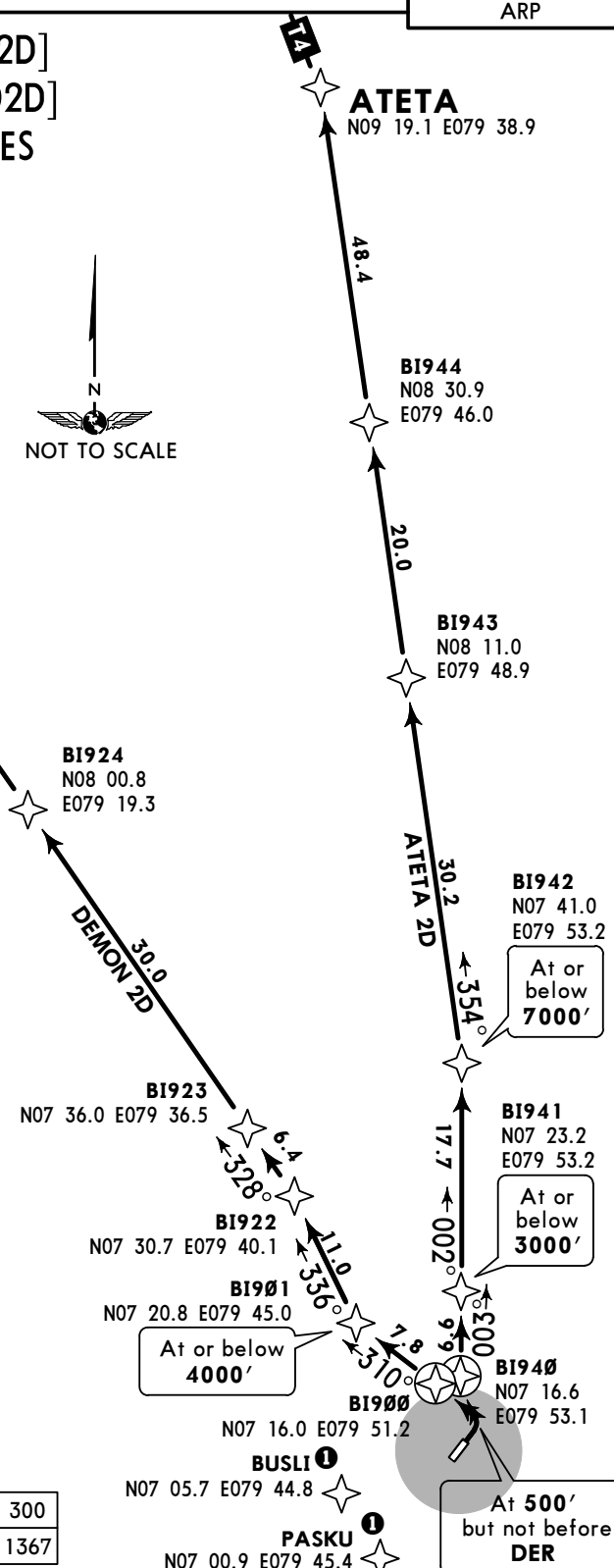
DEMON
 N08 33.5 E078 56.4

 Direct distance from
 Bandaranaike Intl Colombo to:
 BI900 6NM
 BI940 6NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Continue on SID to cruising level.
If ACFT return to VCBI:
ATETA 2D
 - Join STAR IDIBI 2A. Join ILS Z RWY04.
 - If landing land on RWY04.
 ① - If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.
DEMON 2D
 Before BI901:
 - Join STAR IBIDI 2A. Join ILS Z RWY04.
 Else:
 - Join STAR BIKOK 2A. Join ILS Z RWY 04.
 - If landing land on RWY04.
 ① - If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

 This SID requires a minimum climb gradient of
DEMON 2D: 4.5% up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367



INITIAL CLIMB

Climb on 040° track to 500', after crossing DER turn LEFT,

SID	RWY	ROUTING
ATETA 2D	04	direct to BI940, to BI941, to BI942, to BI943, to BI944, to ATETA.
DEMON 2D		direct to BI900, to BI901, to BI922, to BI923, to BI924, to DEMON.

VCBI/CMB

BANDARANAIKE INTL COLOMBO

JEPPESEN

KATUNAYAKE, SRI LANKA

19 AUG 16

10-3E

RNAV SID

Apt Elev
29'

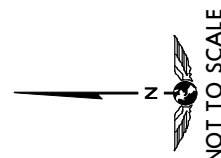
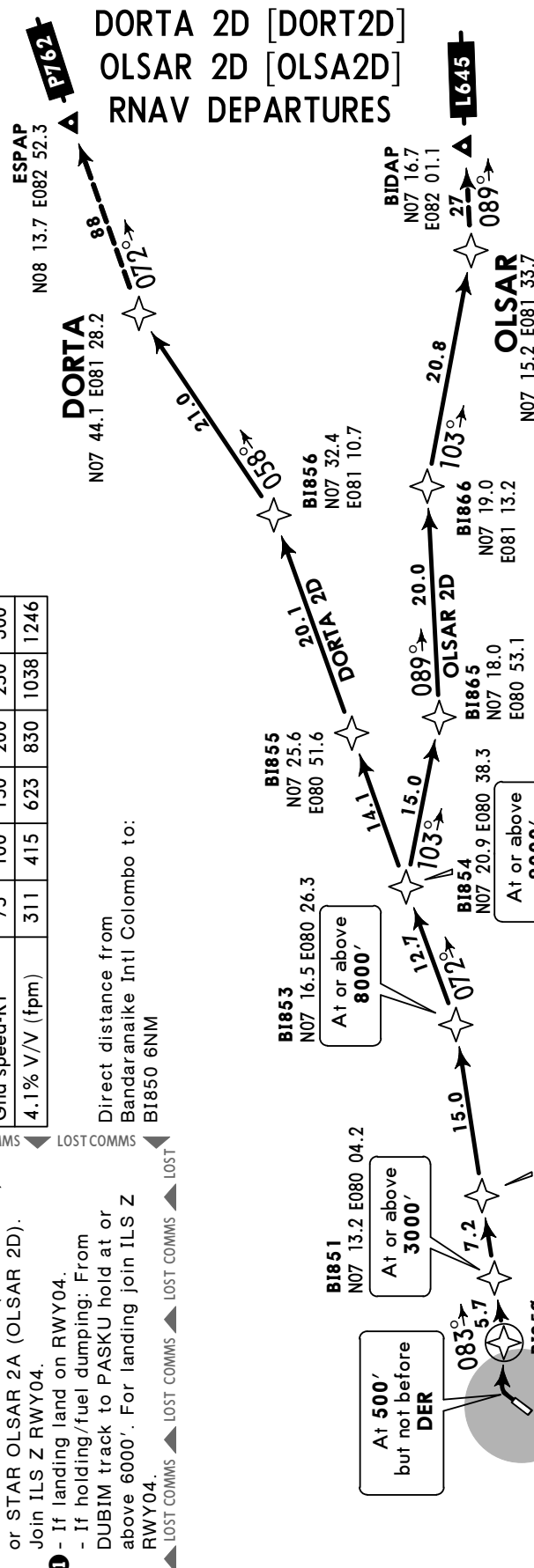
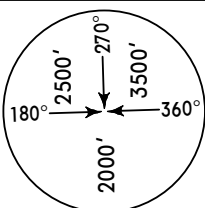
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



INITIAL CLIMB

Climb on 040° track to 500', after crossing DER turn RIGHT direct to B1850, to B1851, to B1852, to B1853, to B1854.

ROUTING

DORTA 2D From B1854 to B1855, to B1856, to DORTA.

OLSAR 2D From B1854 to B1865, to B1866, to OLSAR.

These SIDs require a minimum climb gradient of 4.1% up to 9000'.

Continue on SID to cruising level.

If ACFT return to VCBI:

- Join STAR DORTA 2A (DORTA 2D)

or STAR OLSAR 2A (OLSAR 2D).

Join ILS Z RWY04.

1 - If landing land on RWY04.

- If holding/fuel dumping: From

DUBIM track to PASKU hold at or

above 6000'. For landing join ILS Z

RWY04.

Direct distance from
Bandaranaike Intl Colombo to:
B1850 6NM

VCBI/CMB

BANDARANAIKE INTL COLOMBO 19 AUG 16

10-3F

RNAV SID

Apt Elev
29'

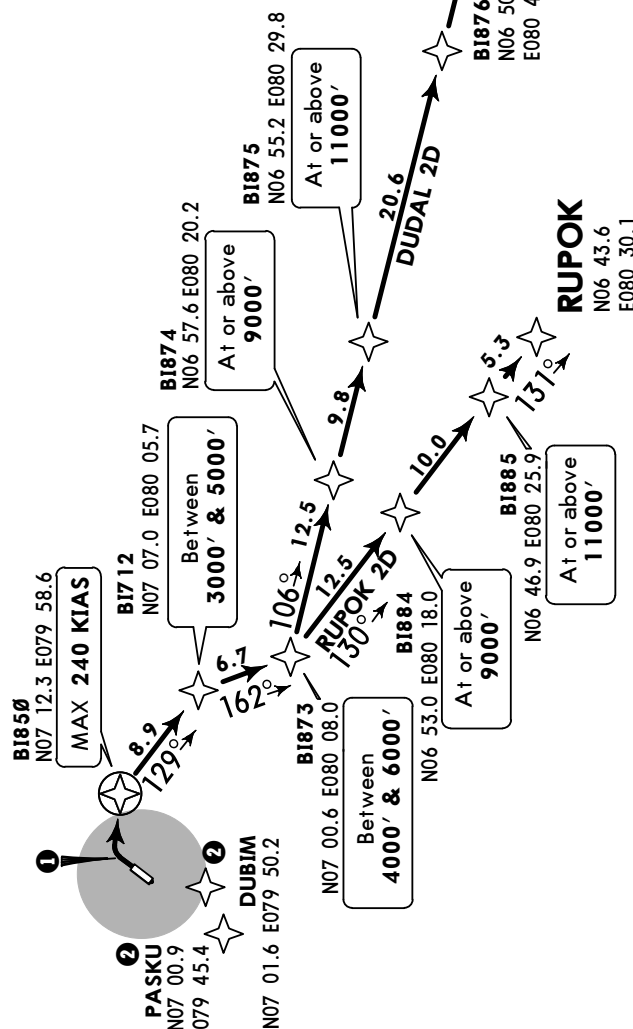
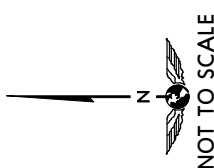
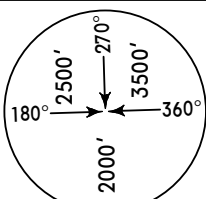
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.



Direct distance from
Bandaranaike Intl Colombo to:
BI850 6NM

These SIDs require a minimum climb gradient
of
4.1% up to 11000'.

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

INITIAL CLIMB

Climb on 040° track to 500', after crossing DER turn RIGHT direct to BI850, to BI712, to BI873.

ROUTING

SID **RWY** **04**

DUDAL 2D From BI873 to BI874, to BI875, to BI877, to DUDAL.

RUPOK 2D From BI873 to BI884, to BI885, to RUPOK.

DUDAL 2D [DUDA2D]
RUPOK 2D [RUPO2D]
RNAV DEPARTURES

COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
Continue on SID to cruising level.
If ACFT return to VCBI:
Join STAR DUDAL 2A (DUDAL 2D)
or STAR ANUTI 2A (RUPOK 2D).
Join ILS Z RWY 04.
- If landing land on RWY04.
- If holding/fuel dumping: From
DUBIM track to PASKU hold at or
above 6000'. For landing join ILS Z
RWY04.
COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

VCBI/CMB

BANDARANAIKE INTL COLOMBO

19 AUG 16

(10-3G)

RNAV SID

 Apt Elev
 29'

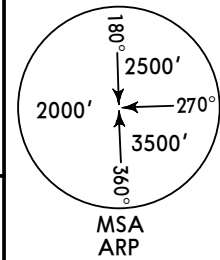
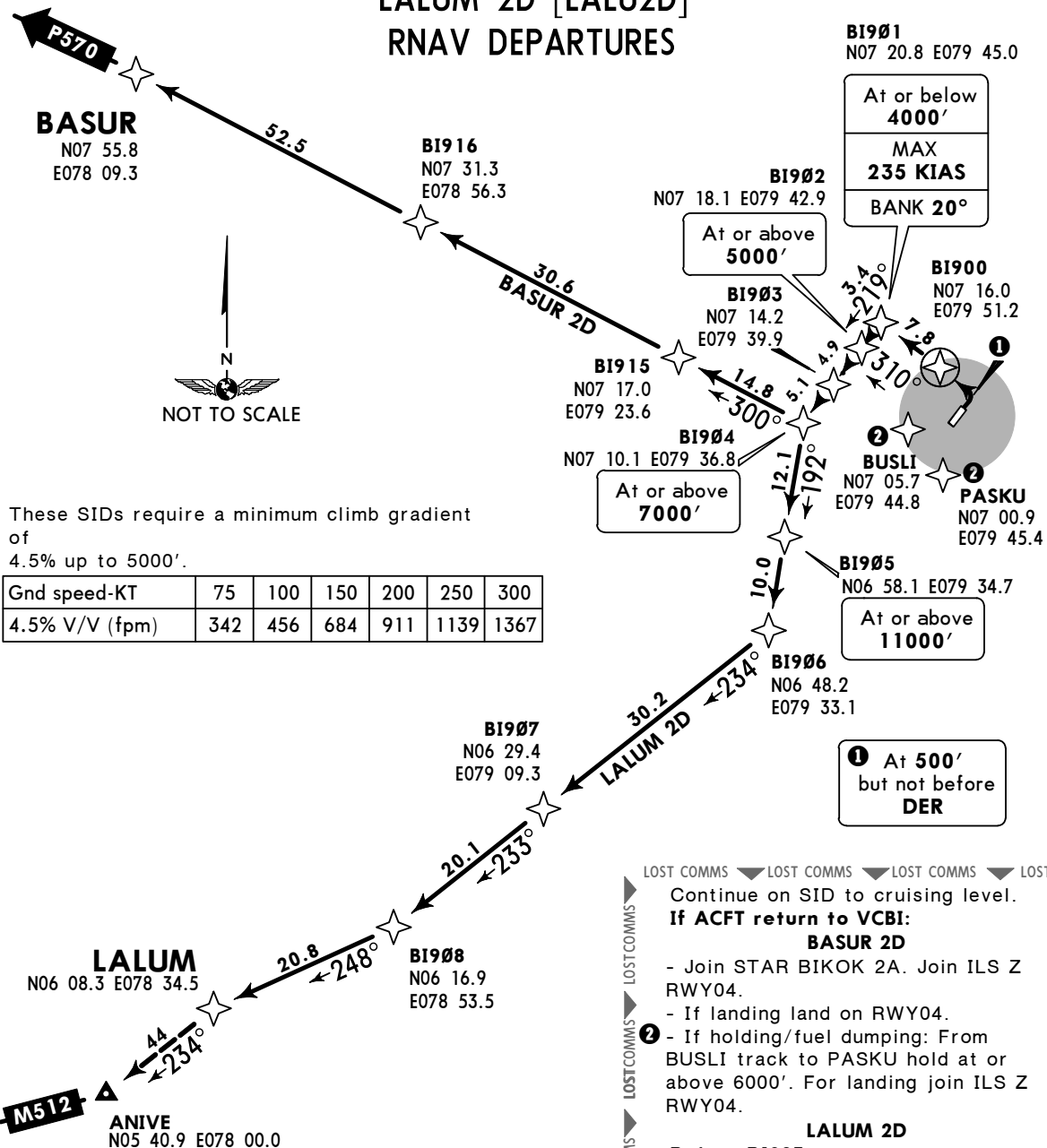
Trans level: FL130 Trans alt: 11000'

1. RNAV-1 (GNSS).

2. GNSS required.

3. ATS Surveillance required.

4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.


**BASUR 2D [BASU2D]
 LALUM 2D [LALU2D]
 RNAV DEPARTURES**

 Direct distance from
 Bandaranaike Intl Colombo to:
 BI900 6NM

LOST COMMS

Continue on SID to cruising level.

If ACFT return to VCBI:

BASUR 2D

- Join STAR BIKOK 2A. Join ILS Z RWY04.
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join ILS Z RWY04.

LALUM 2D

Before BI903:

- Join STAR BIKOK 2A. Join ILS Z RWY04.
- Else:
- Join STAR LALUM 2A. Join ILS Z RWY 04
- If landing land on RWY04.
- If holding/fuel dumping: From BUSLI track to PASKU hold at or above 6000'. For landing join. Join ILS Z RWY04.

SID	RWY	INITIAL CLIMB/ROUTING
BASUR 2D	04	Climb on 040° track to 500', after crossing DER turn LEFT direct to BI900, to BI901, to BI902, to BI903, to BI904, to BI915, to BI916, to BASUR.
LALUM 2D		Climb on 040° track to 500', after crossing DER turn LEFT direct to BI900, to BI901, to BI902, to BI903, to BI904, to BI905, to BI906, to BI907, to BI908, to LALUM.

CHANGES: None.

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VCBI/CMB

BANDARANAIKE INTL COLOMBO

12 AUG 16

(10-3H)

Eff 18 Aug

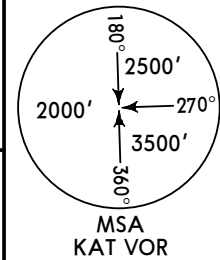
SID

Trans level: FL130 Trans alt: 11000'

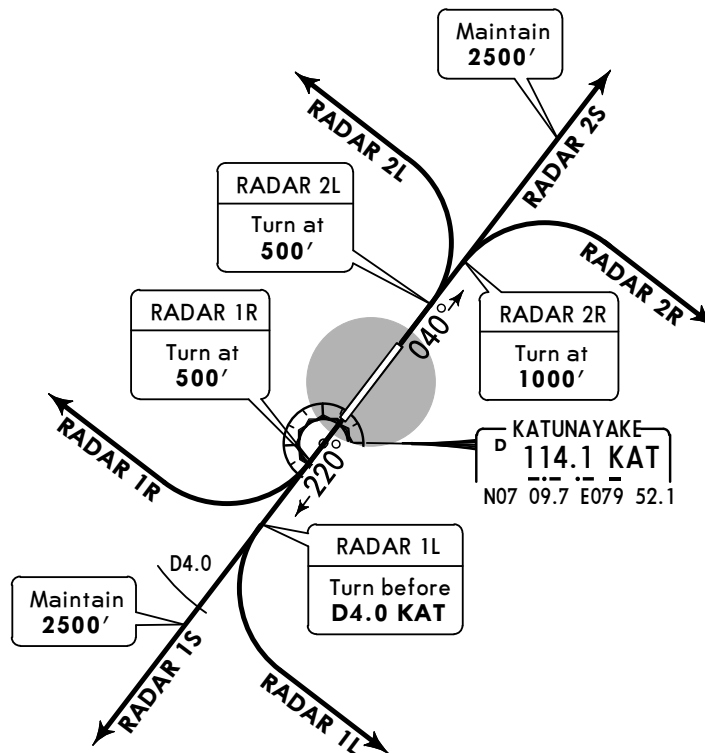
COLOMBO Director
132.4

Apt Elev
29'

1. No turns allowed before DER.
2. Assigned heading and level if applicable will be issued with take-off clearance.
3. When airborne contact COLOMBO DIRECTOR.



RADAR 1L, RADAR 1R, RADAR 1S
RADAR 2L, RADAR 2R, RADAR 2S
DEPARTURES



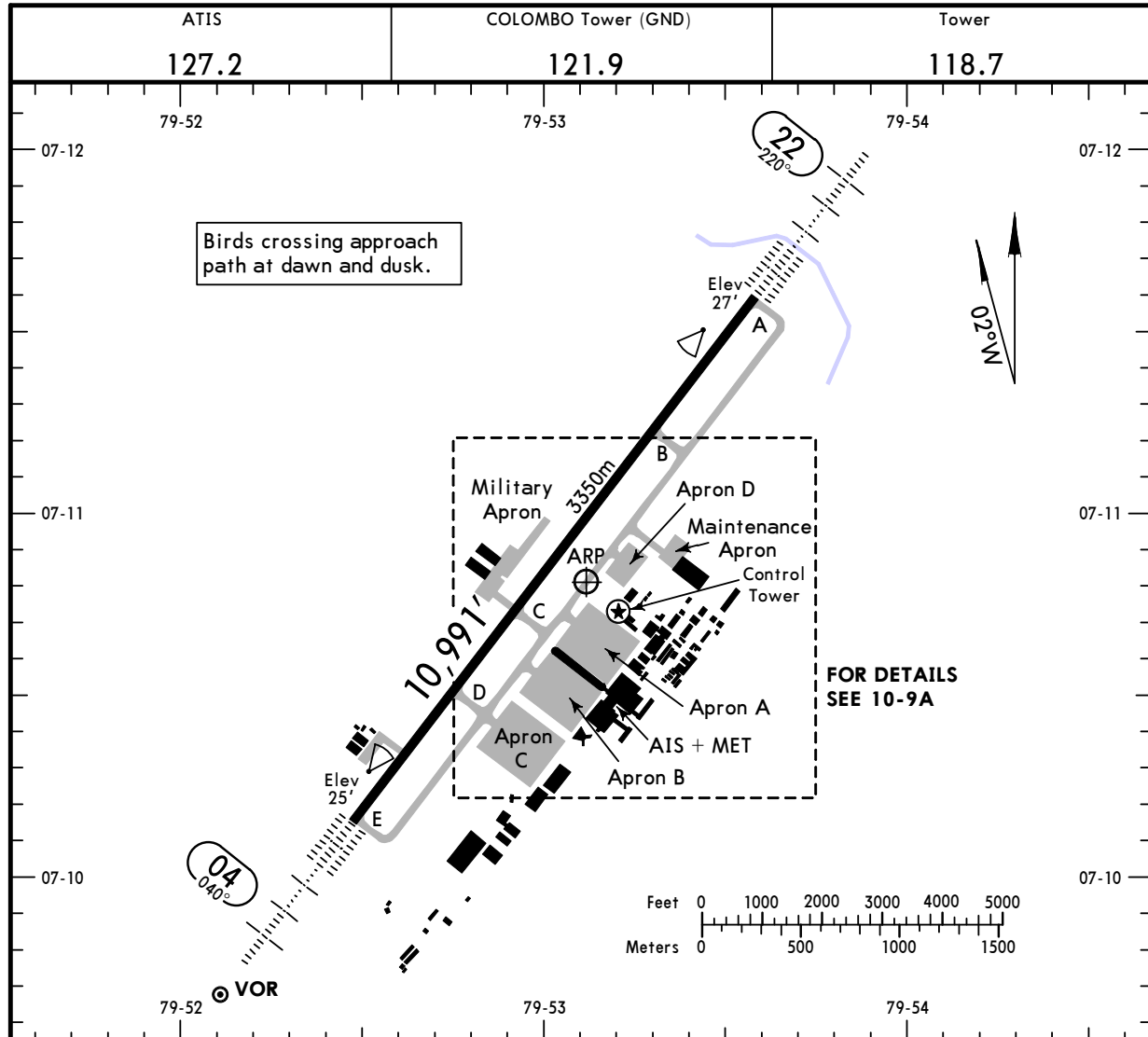
Maintain assigned heading and climb to MSA or at last assigned level if higher.
 Maintain MSA or assigned level as appropriate for 2 minutes. Then climb to flight plan level and intercept flight plan track as amended by ATC if applicable.

SID	RWY	ROUTING
RADAR 1L	22	Climb straight ahead, turn LEFT before D4.0 KAT, track on to course.
RADAR 1R		Climb straight ahead to 500', turn RIGHT, track on to course.
RADAR 1S		Climb straight ahead and maintain 2500'.
RADAR 2L	04	Climb straight ahead to 500', turn LEFT, track on to course.
RADAR 2R		Climb straight ahead to 1000', turn RIGHT, track on to course.
RADAR 2S		Climb straight ahead and maintain 2500'.

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 Apt Elev **29'**
 N07 10.8 E079 53.1

 6 OCT 17
Eff 12 Oct (10-9)

JEPPESSEN KATUNAYAKE, SRI LANKA
BANDARANAIKE INTL COLOMBO


ADDITIONAL RUNWAY INFORMATION

						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
RWY						Threshold	Glide Slope		
04	22	HIRL (30m)	CL (15m)	HIALS-II	TDZ ①	RVR	10,148' 3093m		148'
							10,019' 3054m		

① PAPI (3.0°)

PUSH-BACK AND START-UP PROCEDURE

The pilot shall notify ATC when aircraft is "READY TO PUSH-BACK AND START-UP IN FIVE MINUTES".
 ATC clearance will be cancelled after five minutes grace period.

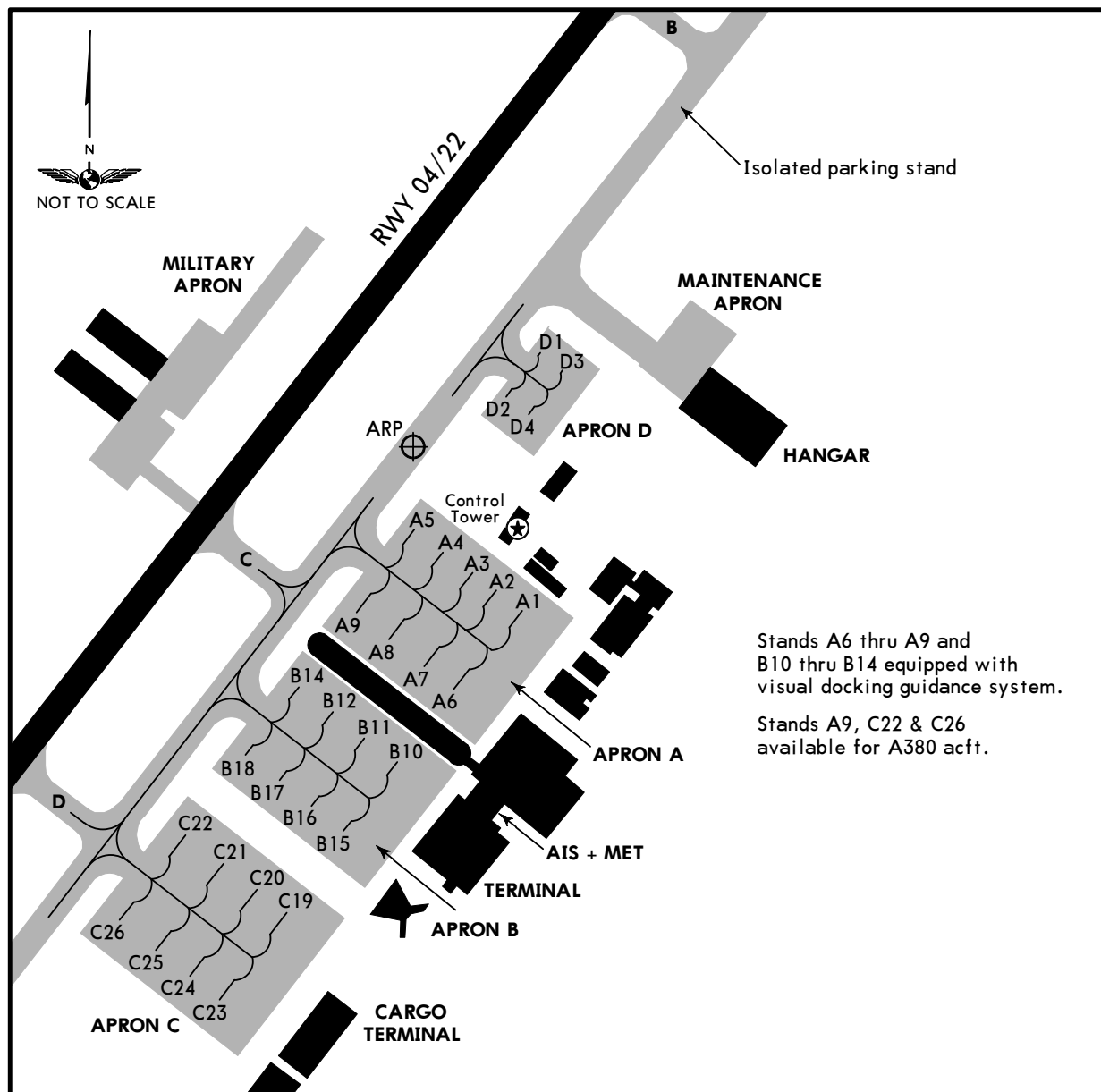
TAKE-OFF

 AIR CARRIER (JAA)
 All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

VCBI/CMB

6 OCT 17
Eff 12 Oct (10-9A)**JEPPESEN KATUNAYAKE, SRI LANKA**
BANDARANAIKE INTL COLOMBO**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
A1 thru A4	N07 10.7 E079 53.2	C19 thru C21	N07 10.4 E079 53.0
A5	N07 10.7 E079 53.1	C22	N07 10.5 E079 52.9
A6 thru A9	N07 10.6 E079 53.1	C23 thru C25	N07 10.3 E079 52.9
B10	N07 10.5 E079 53.1	C26	N07 10.4 E079 52.8
B11, B12	N07 10.6 E079 53.1	D1	N07 10.9 E079 53.2
B14	N07 10.6 E079 53.0	D2	N07 10.8 E079 53.2
B15	N07 10.4 E079 53.0	D3	N07 10.9 E079 53.3
B16 thru B18	N07 10.5 E079 53.0	D4	N07 10.8 E079 53.2

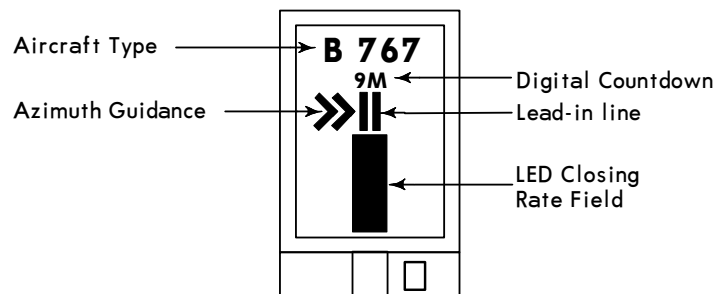
VCBI/CMB

JEPPESEN KATUNAYAKE, SRI LANKA
31 AUG 07 **(10-9B)** BANDARANAIKE INTL COLOMBO**DOCKING GUIDANCE SYSTEM (SAFEDOCK)****DESCRIPTION OF THE SYSTEM**

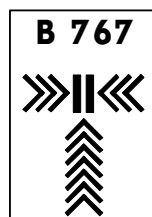
The system uses laser scanning technology and it tracks the aircraft signature and the lateral and longitudinal position of the aircraft. This 3D technique ensures that the pilot is provided with the correct stop indication for the aircraft.

The necessary information for correct aircraft docking such as azimuth guidance, continuous closing rate information, aircraft type etc. is shown on a LED-Display pane that is clearly visible for both pilot in command and co-pilot.

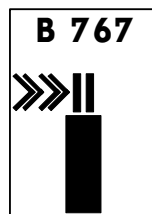
LED-Display and Laser Scanning Unit mounted on the pier building wall in front of each of above parking stands:

**DOCKING PROCEDURES**

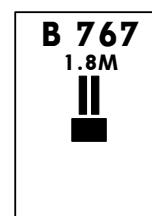
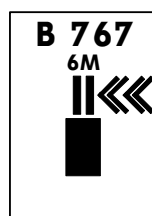
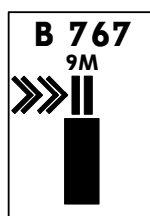
1. Pilot identifies the correct parking bay position.
2. Pilot observes that the scrolling yellow arrows are indicating that the system is activated.
(Pilot shall not enter the parking stand area unless the scrolling yellow arrows are displayed).
3. Pilot follows the lead in line and checks that the correct aircraft type is displayed.
(Pilot shall not enter the parking stand area unless the correct aircraft type is displayed).



4. On successful capture of the aircraft, the scrolling yellow arrows are replaced by solid yellow closing rate field.
(Pilot shall not proceed to the bridge unless the scrolling arrows have been superseded by the solid yellow closing rate field).
5. The flashing red arrow and solid yellow arrow provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline.



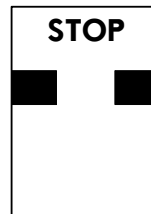
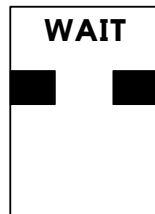
6. When the aircraft is 39'/12m from the stop position, the system starts displaying closing rate information. "Distance to go" is indicated by turning off one row of LEDs for each 2'/0.5m that the aircraft advances towards the stop position. From 30'/9m to the stop position, the yellow digital closing rate countdown will indicate the distance from the stop position for every 3'/1m. At 7'/2m from the stop position, the display will indicate the distance from the stop position for every 0.7'/0.2m.



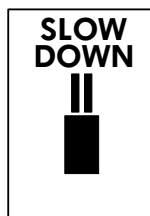
VCBI/CMB

JEPPESEN KATUNAYAKE, SRI LANKA
31 AUG 07 **(10-9C)** BANDARANAIKE INTL COLOMBO**DOCKING GUIDANCE SYSTEM (SAFEDOCK)**

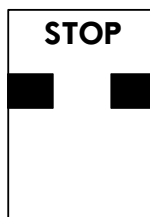
7. The aircraft must be identified at least 39'/12m before the stop position. If this does not occur, the system displays "STOP" and then "WAIT" with two red rectangular fields being lit in the azimuth guidance area of the display. The system will then attempt to identify the aircraft. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP".



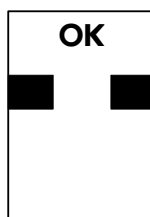
8. If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning.



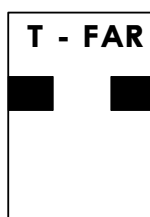
9. When the correct stop position is reached, all of the LEDs for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light the azimuth guidance area of the display.



10. If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.



11. If the aircraft has gone past the correct stop position, the display will show "T - FAR". (To avoid overshooting, pilots are advised to approach the stop position at the minimum speed and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing "STOP").



VCBI/CMB **JEPPESEN****Standard**7 JUL 17
Eff 20 Jul**10-9S****KATUNAYAKE, SRI LANKA**
BANDARANAIKE INTL COLOMBO

STRAIGHT-IN RWY		A	B	C	D
04	ILS Z or Y	235' (210')	245' (220')	255' (230')	265' (240')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z or Y ②	380' (355')	380' (355')	380' (355')	380' (355')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNP (LNAV/VNAV)	310' (285')	320' (295')	340' (315')	370' (345')
		③ R750m	③ R750m	④ R750m	R900m
	ALS out	R1400m	R1400m	R1400m	R1600m
	RNP (LNAV) ②	570' (545')	570' (545')	570' (545')	570' (545')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR ②	540' (511')	540' (511')	540' (511')	540' (511')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	22	230' (203')	230' (203')	240' (213')	250' (223')
	ILS Z or Y	R550m	R550m	R550m	R550m
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z or Y ②	490' (463')	490' (463')	490' (463')	490' (463')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	RNP (LNAV/VNAV)	330' (303')	340' (313')	380' (353')	390' (363)
		④ R750m	④ R750m	R900m	R1000m
	ALS out	R1400m	R1400m	R1600m	R1700m
	RNP (LNAV) ②	570' (543')	570' (543')	570' (543')	570' (543')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR ②	540' (511')	540' (511')	540' (511')	540' (511')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

③ With TDZ & CL & HUD: RVR 650m.

④ With TDZ & CL & HUD: RVR 700m.

TAKE-OFF RWY 04, 22

	Low Visibility Take-off				Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	R125m	R150m	R200m	R300m	400m
D					500m

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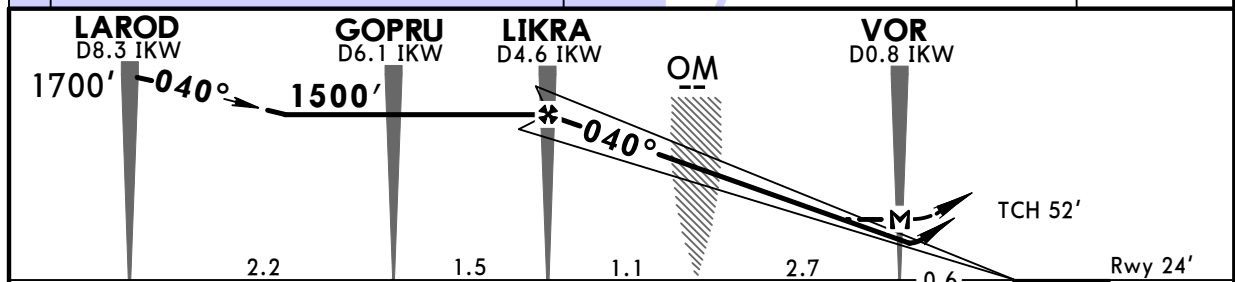
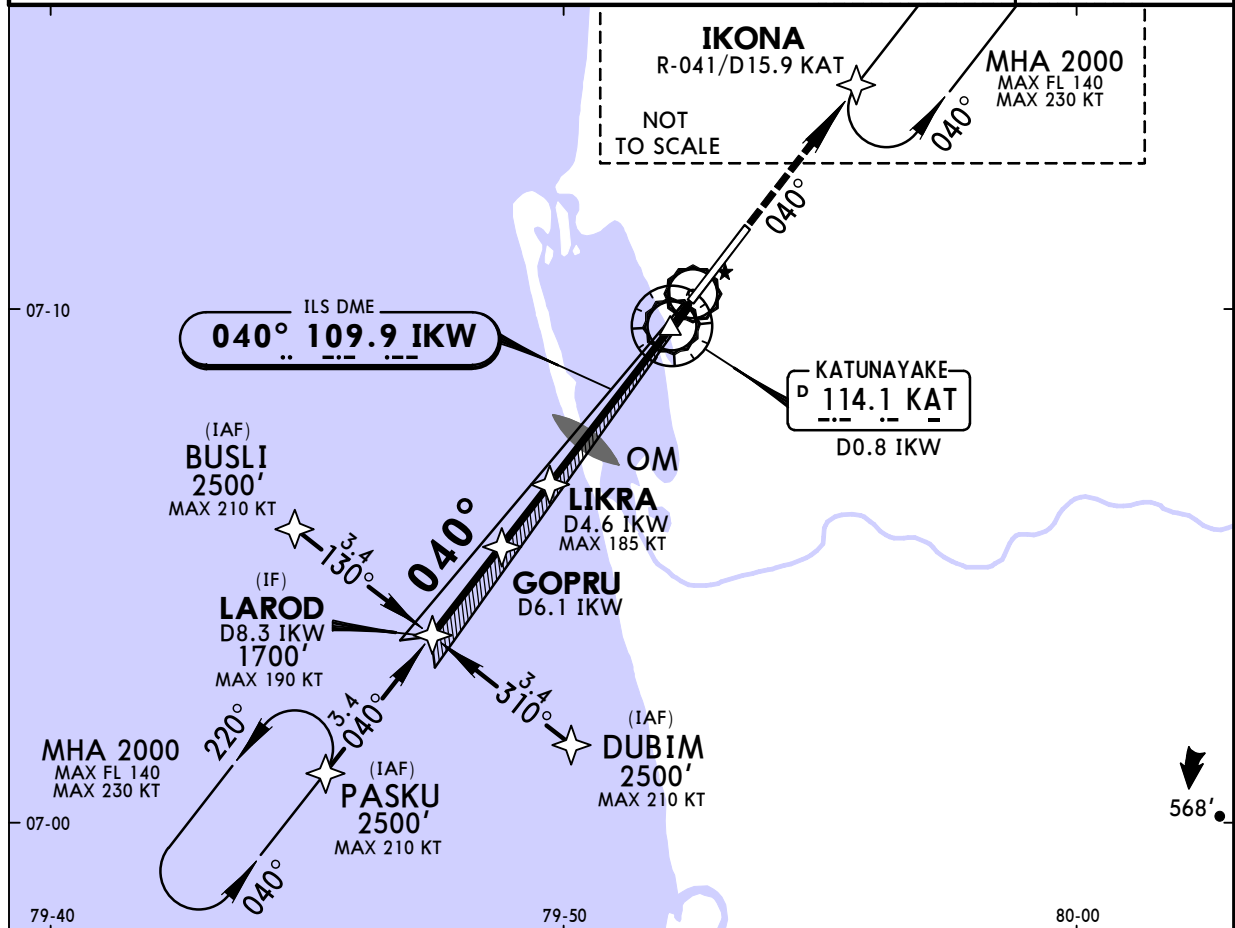
BANDARANAIKE INTL COLOMBO

26 MAY 17

JEPPESSEN KATUNAYAKE, SRI LANKA
(11-1) ILS Z or LOC Z Rwy 04

BRIEFING STRIP™

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKW 109.9	Final Apch Crs 040°	GS LIKRA 1500' (1476')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 24'
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. Track direct to IKONA and hold.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	
1. RNAV or RNP-1 operation. 2. GNSS, ATC surveillance and DME required.				MSA KAT VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2000'	IKONA
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at VOR/D0.8 IKW										

STRAIGHT-IN LANDING RWY 04					
ILS		LOC (GS out)			
DA(H)	A: 234' (210') B: 244' (220')	C: 254' (230') D: 264' (240')	MDA(H) 380' (356')		
	FULL	ALS out	ALS out		
A					
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C					
D			1200m	2000m	

PANS OPS

VCBI/CMB

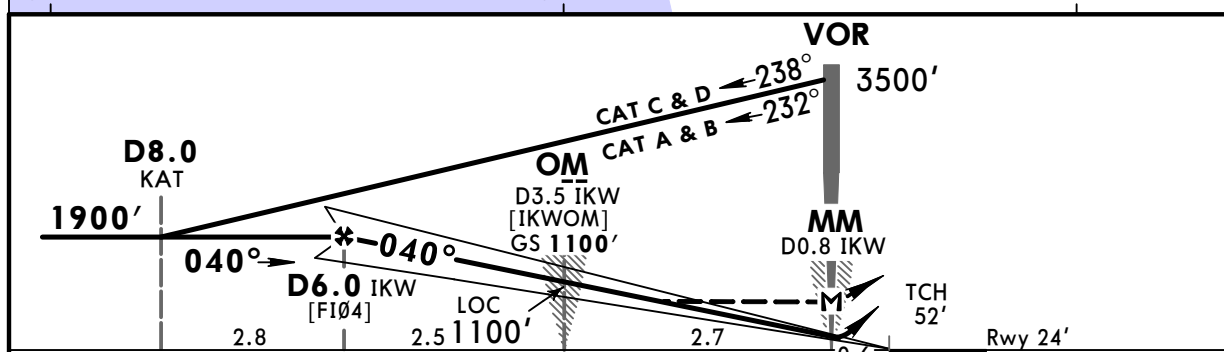
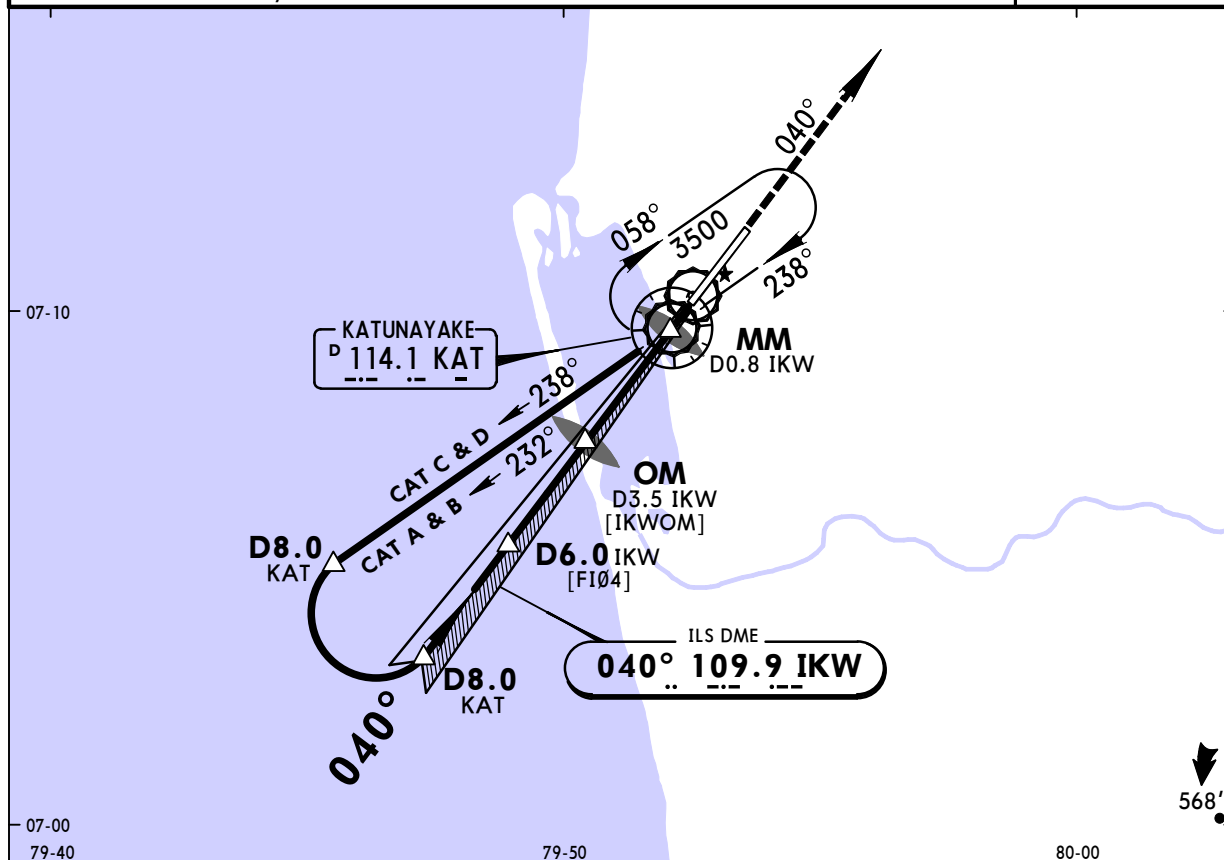
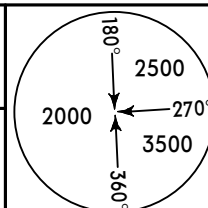
BANDARANAIKE INTL COLOMBO

26 MAY 17

JEPPESEN KATUNAYAKE, SRI LANKA
(11-2) ILS Y or LOC Y Rwy 04

BRIEFING STRIP

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKW 109.9	Final Apch Crs 040°	GS OM 1100' (1076')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 24'
MISSED APCH: Climb on R-040 to 2500' and contact APP.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA KAT VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2500'	KAT 114.1
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	R-040
MAP at VOR/MM/D0.8 IKW									

STRAIGHT-IN LANDING RWY 04					
ILS		LOC (GS out)			
DA(H) A: 234' (210') C: 254' (230')		MDA(H) 380' (356')			
B: 244' (220') D: 264' (240')					
FULL		ALS out		ALS out	
A					
B	RVR 720m	1200m	RVR 720m	RVR 1500m	
C	VIS 800m		VIS 800m	VIS 1600m	
D			1200m	2000m	

PANS OPS

CHANGES: None.

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VCBI/CMB

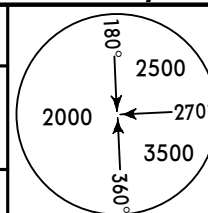
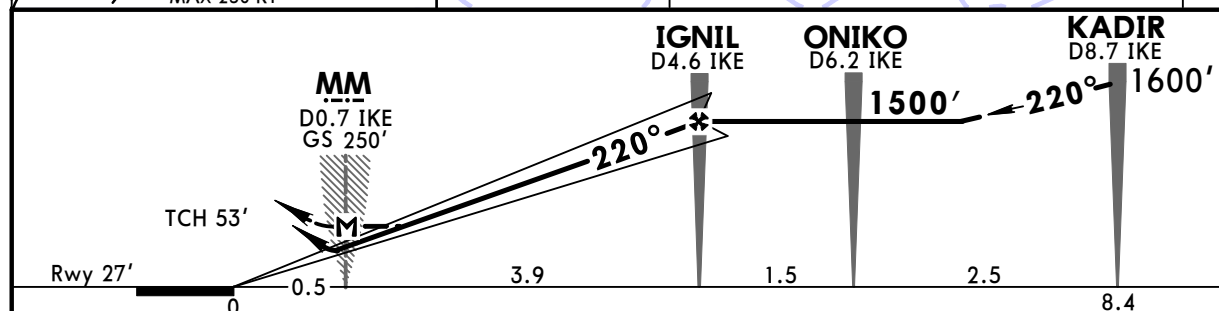
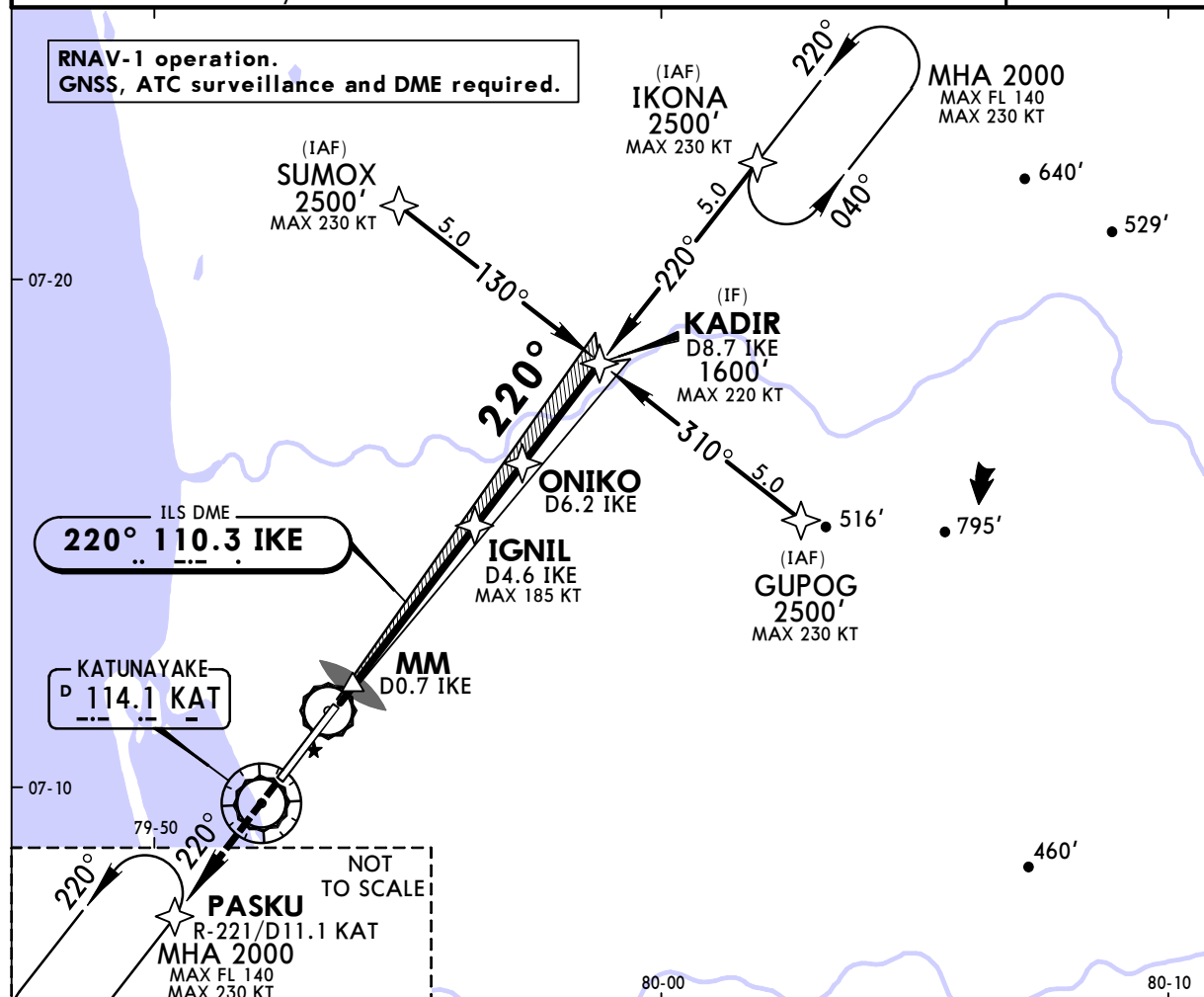
BANDARANAIKE INTL COLOMBO

26 MAY 17

JEPPESEN KATUNAYAKE, SRI LANKA
(11-3) ILS Z or LOC Z Rwy 22

BRIEFING STRIP™

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKE 110.3	Final Apch Crs 220°	GS IGNIL 1500' (1473')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to 2000'. Track direct to PASKU and hold.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	

MSA
KAT VOR

Gnd speed-Kts	70	90	100	120	140	160				
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849			
MAP at MM/D0.7 IKE										

STRAIGHT-IN LANDING RWY 22						PASKU	
ILS			LOC (GS out)				
DA(H) C: 240' (213') AB: 230' (203') D: 250' (223')			MDA(H) 490' (463')				
FULL	TDZ or CL out	ALS out		ALS out			
A			RVR 720m VIS 800m	RVR 1500m VIS 1600m			
B							
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m	2000m		
D				RVR 1500m VIS 1600m	2400m		

PANS OPS

VCBI/CMB

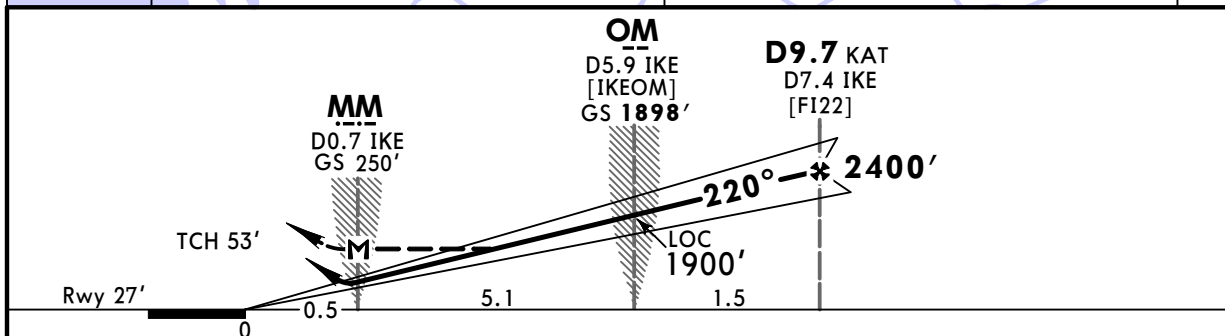
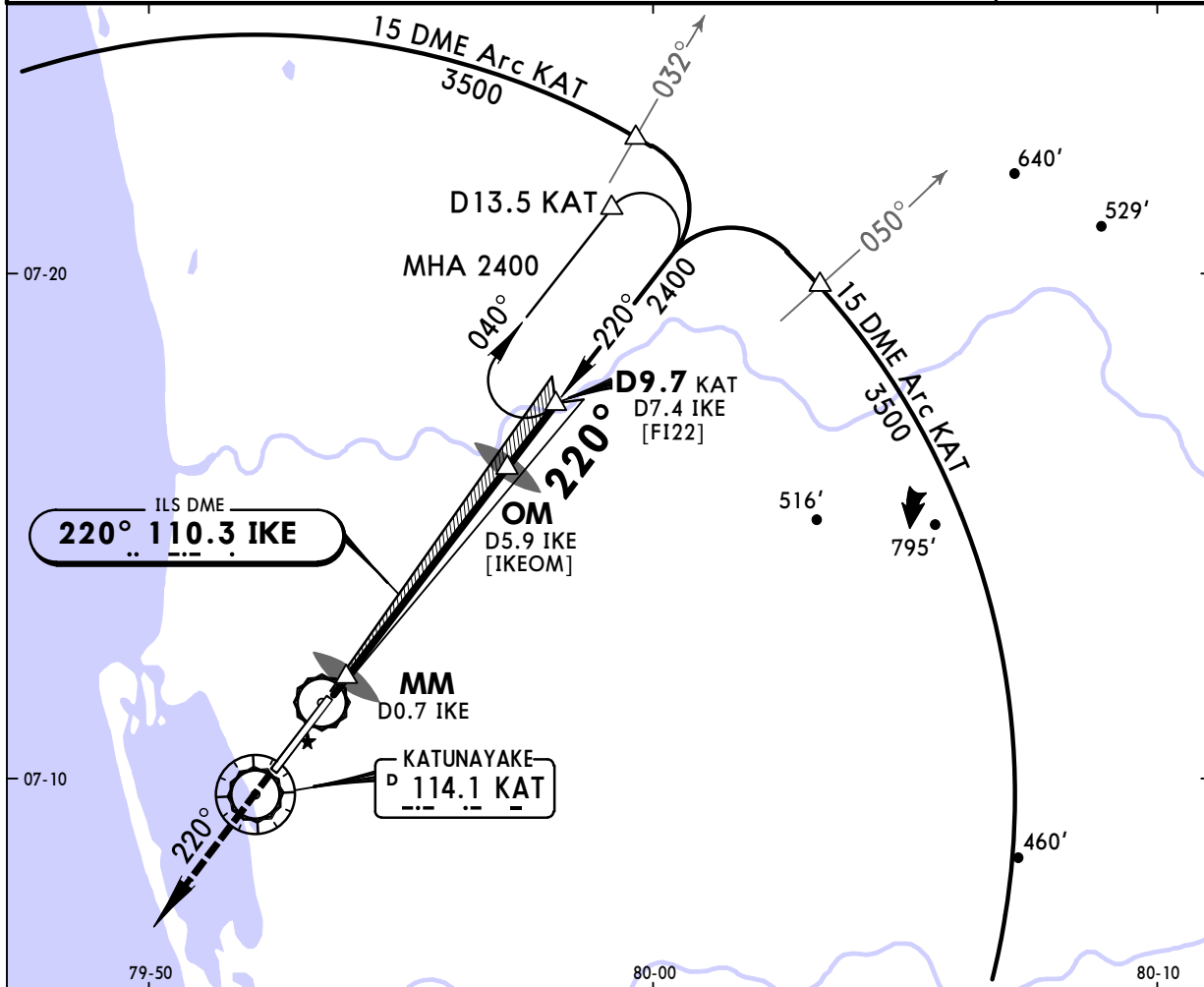
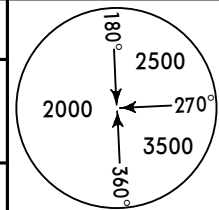
BANDARANAIKE INTL COLOMBO

26 MAY 17

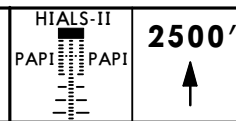
KATUNAYAKE, SRI LANKA
(11-4) ILS Y or LOC Y Rwy 22

BRIEFING STRIP™

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
LOC IKE 110.3	Final Apch Crs 220°	GS OM 1898' (1871')	ILS DA(H) Refer to Minimums	Apt Elev 29' Rwy 27'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' and contact APP.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.00°	372	478	531	637	743	849	
LOC Descent Angle	3.04°	376	484	538	645	753	861	
MAP at MM/D0.7 IKE								



STRAIGHT-IN LANDING RWY 22				LOC (GS out)			
ILS		C: 240' (213')		MDA(H) 490' (463')			
AB: 230' (203')		D: 250' (223')					
FULL	TDZ or CL out	ALS out		ALS out			
A							
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m		
C				1200m	2000m		
D				RVR 1500m VIS 1600m	2400m		

PANS OPS

VCBI/CMB

BANDARANAIKE INTL COLOMBO

22 SEP 17

(12-1)

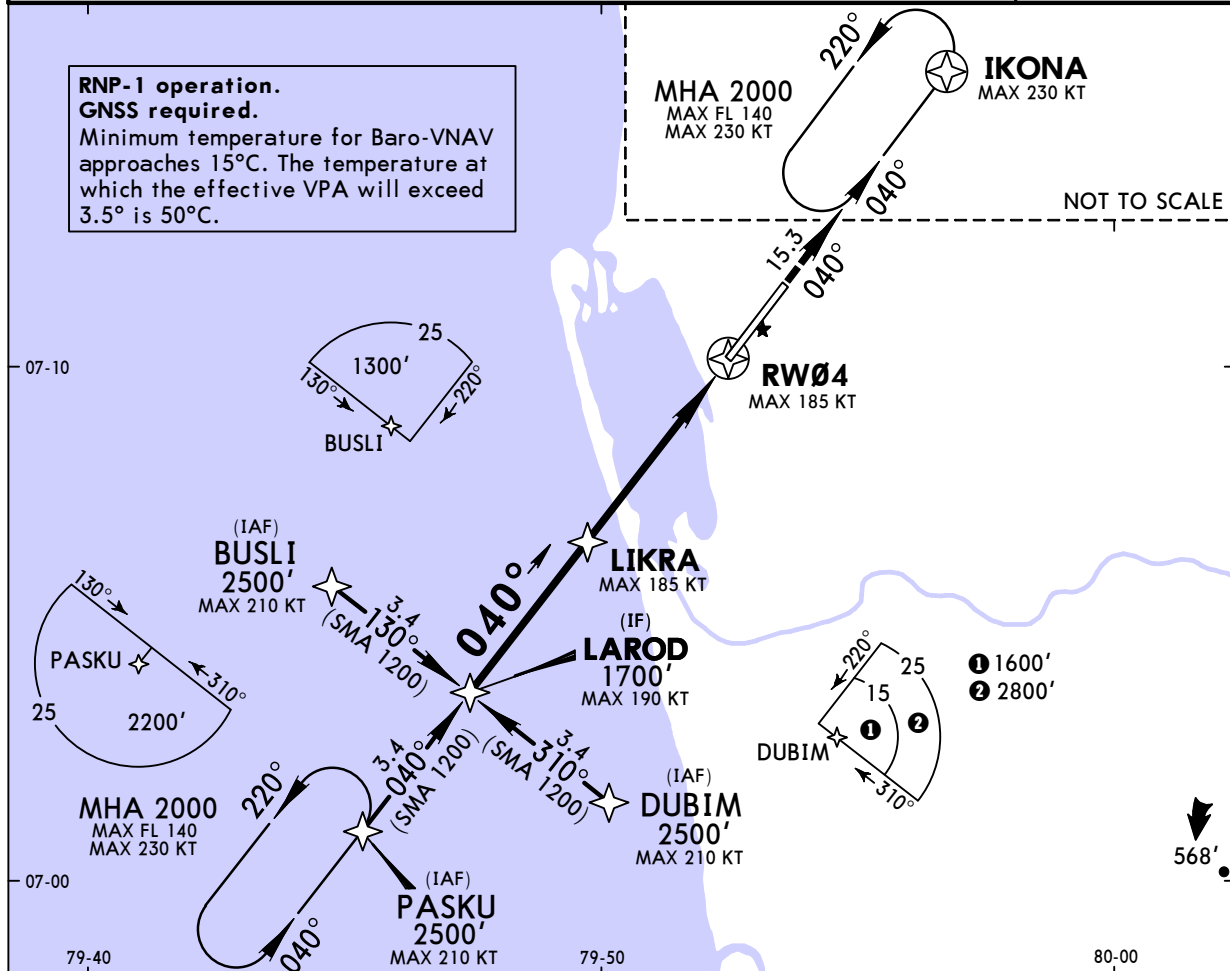
JEPPESEN KATUNAYAKE, SRI LANKA
RNP Rwy 04

BRIEFING STRIP™

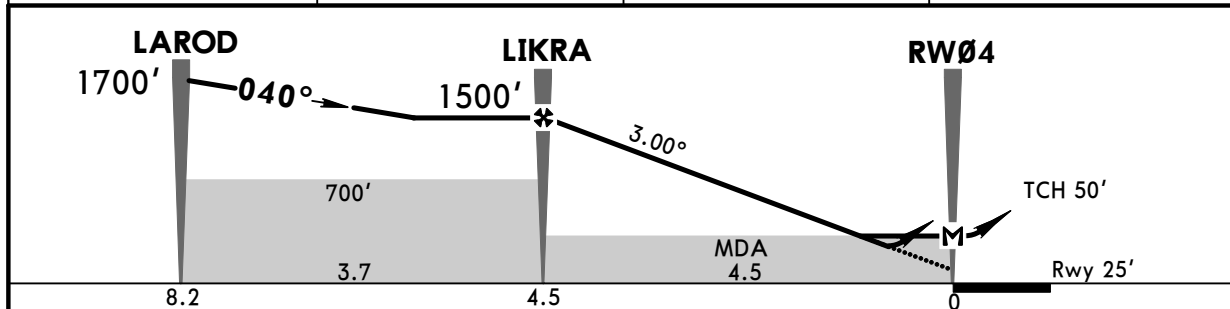
ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9	TAA 25 NM IAF
RNP	Final Aptch Crs 040°	Procedure Alt LIKRA 1500' (1475')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29' Rwy 25'	
MISSED APCH: Climb to 2000' on track 040° to IKONA and hold.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'		

**RNP-1 operation.
GNSS required.**

Minimum temperature for Baro-VNAV approaches 15°C. The temperature at which the effective VPA will exceed 3.5° is 50°C.



DIST to RWY 04	4.0	3.0	2.0
ALTITUDE	1350'	1030'	720'



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="text-align: center;"> 2000' ↑ on 040° </div> <div style="margin-left: 10px;"> 040° </div> </div>
Descent Angle	3.00°	372	478	531	637	743	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWY 04							

STRAIGHT-IN LANDING RWY 04				LNAV	
LNAV/VNAV DA(H) A: 310' (285') C: 340' (315') B: 320' (295') D: 370' (345')				MDA(H) 570' (545')	
ALS out				ALS out	
A				RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				RVR 1500m VIS 1600m	2400m
C				2000m	2800m
D				2000m	2800m

PANS OPS

CHANGES: Rwy elevation.

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VCBI/CMB

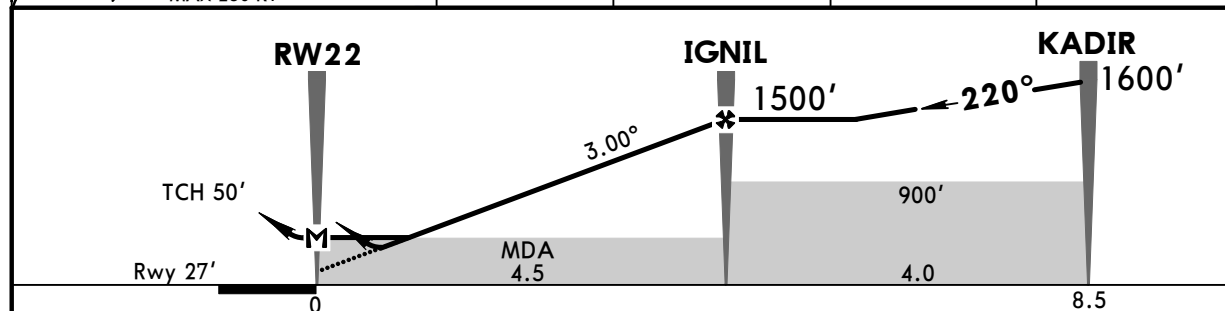
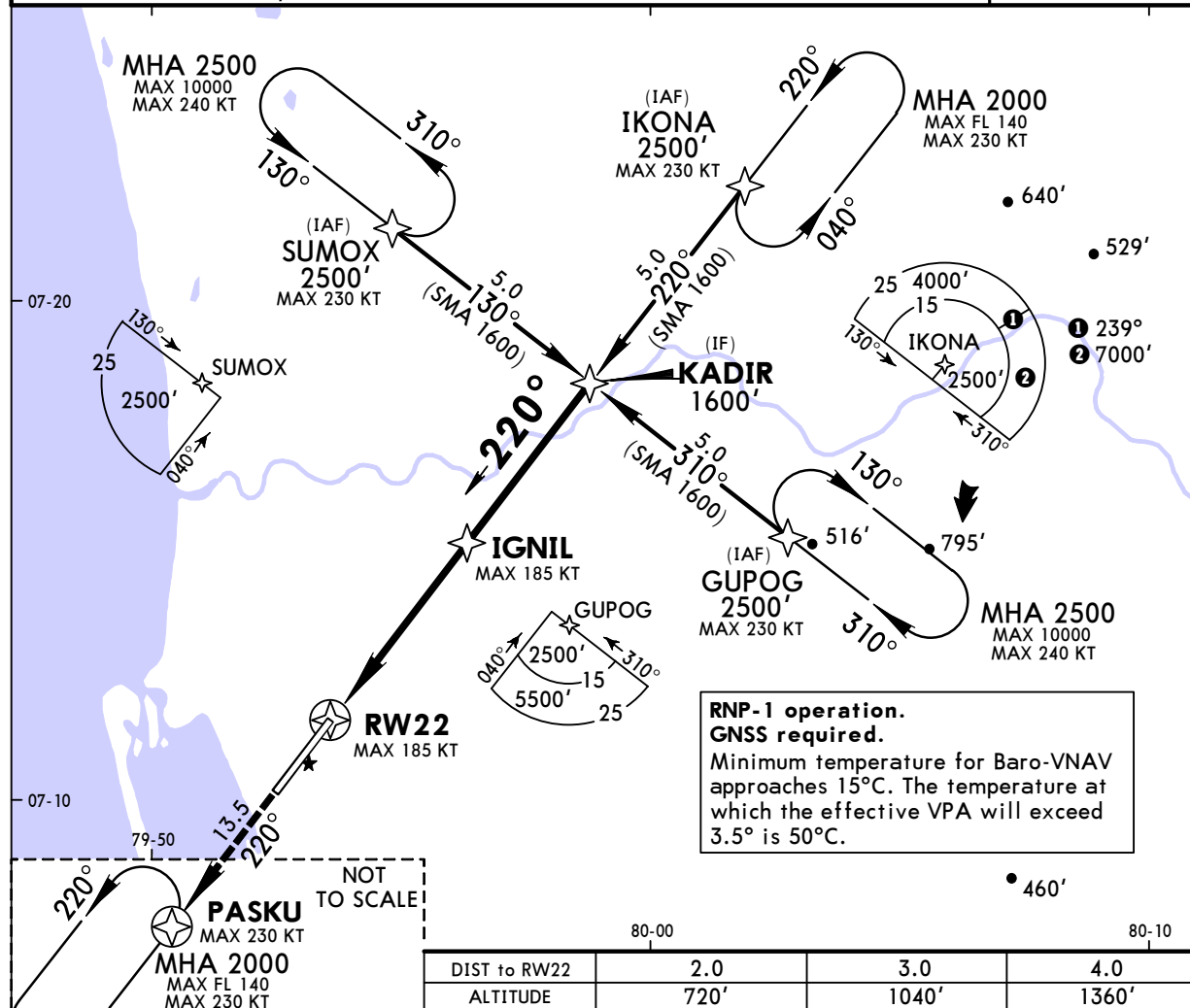
BANDARANAIKE INTL COLOMBO

22 SEP 17

JEPPESEN KATUNAYAKE, SRI LANKA

RNP Rwy 22

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9	TAA 25 NM IAF
RNP	Final Apch Crs 220°	Procedure Alt IGNIL 1500' (1473')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 29' Rwy 27'	
MISSED APCH: Climb to 2000' on track 220° to PASKU and hold.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000'					



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22							

STRAIGHT-IN LANDING RWY 22

STRAIGHT-IN LANDING RWY 22				
LNAV/VNAV DA(H) A: 330' (303') C: 380' (353') B: 340' (313') D: 390' (363')			LNAV MDA(H) 570' (543')	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B			RVR 1500m VIS 1600m	2400m
C				
D	RVR 1500m VIS 1600m	2000m	2000m	2800m

CHANGES: Minimums.

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VCBI/CMB

BANDARANAIKE INTL COLOMBO 22 JAN 16 (13-1)

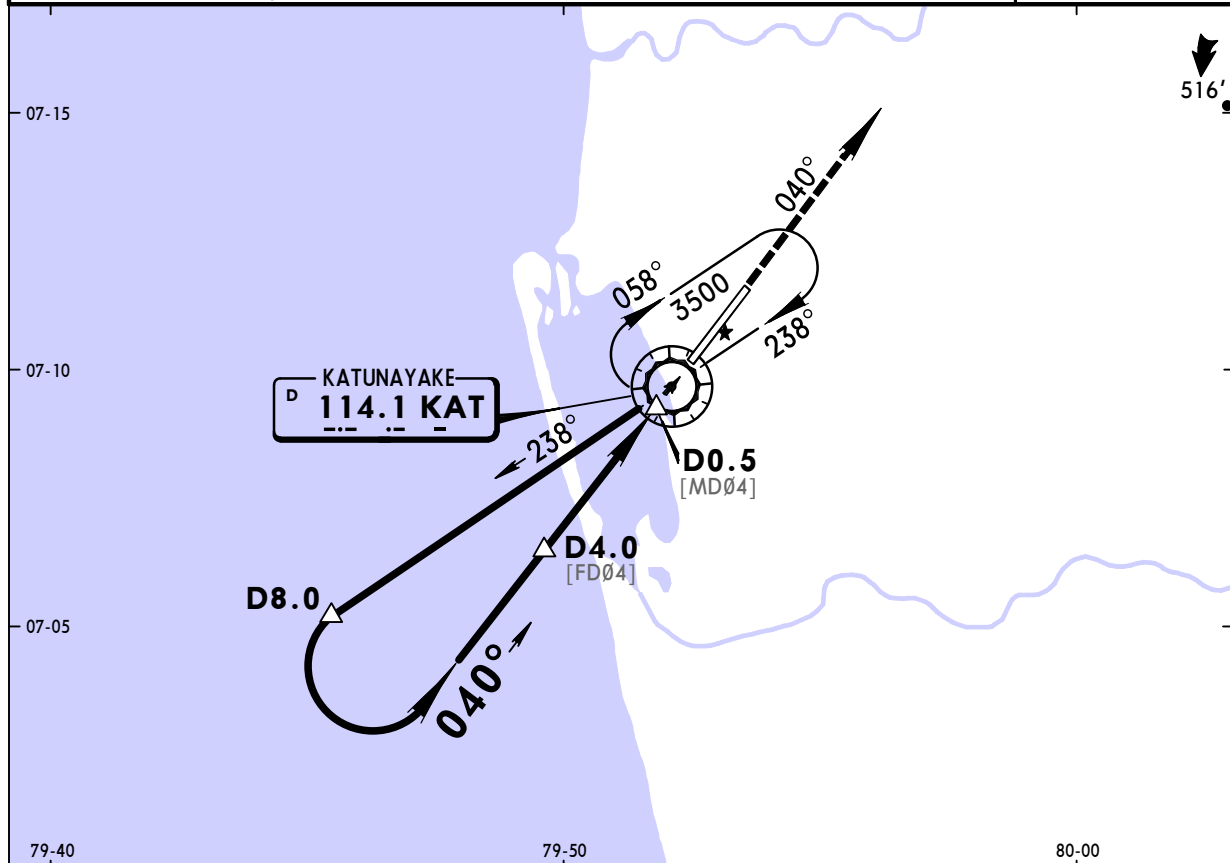
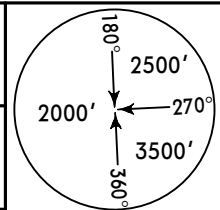


JEPPESEN

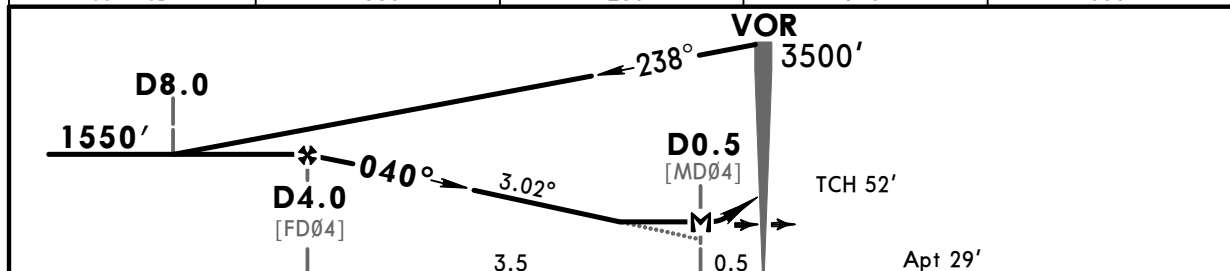
KATUNAYAKE, SRI LANKA
VOR DME Rwy 04

BRIEFING STRIP

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
VOR KAT 114.1	Final Apch Crs 040°	Minimum Alt D4.0 1550' (1521')	MDA(H) 540' (511')	Apt Elev 29'
MISSED APCH: Climb on R-040 to 2500' and contact APP.				
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA KAT VOR



KAT DME	4.0	3.0	2.0	1.0
ALTITUDE	1550'	1230'	910'	600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 2500' on 114.1 ↑ KAT R-040
Descent Angle 3.02°	374	481	534	641	748	855	
MAP at D0.5							

STRAIGHT-IN LANDING RWY 04

MDA(H) 540' (511')

ALS out

A	1400m	2200m
B		
C	RVR 1500m VIS 1600m	2400m
D		

PANS OPS

CHANGES: Missed apch icon.

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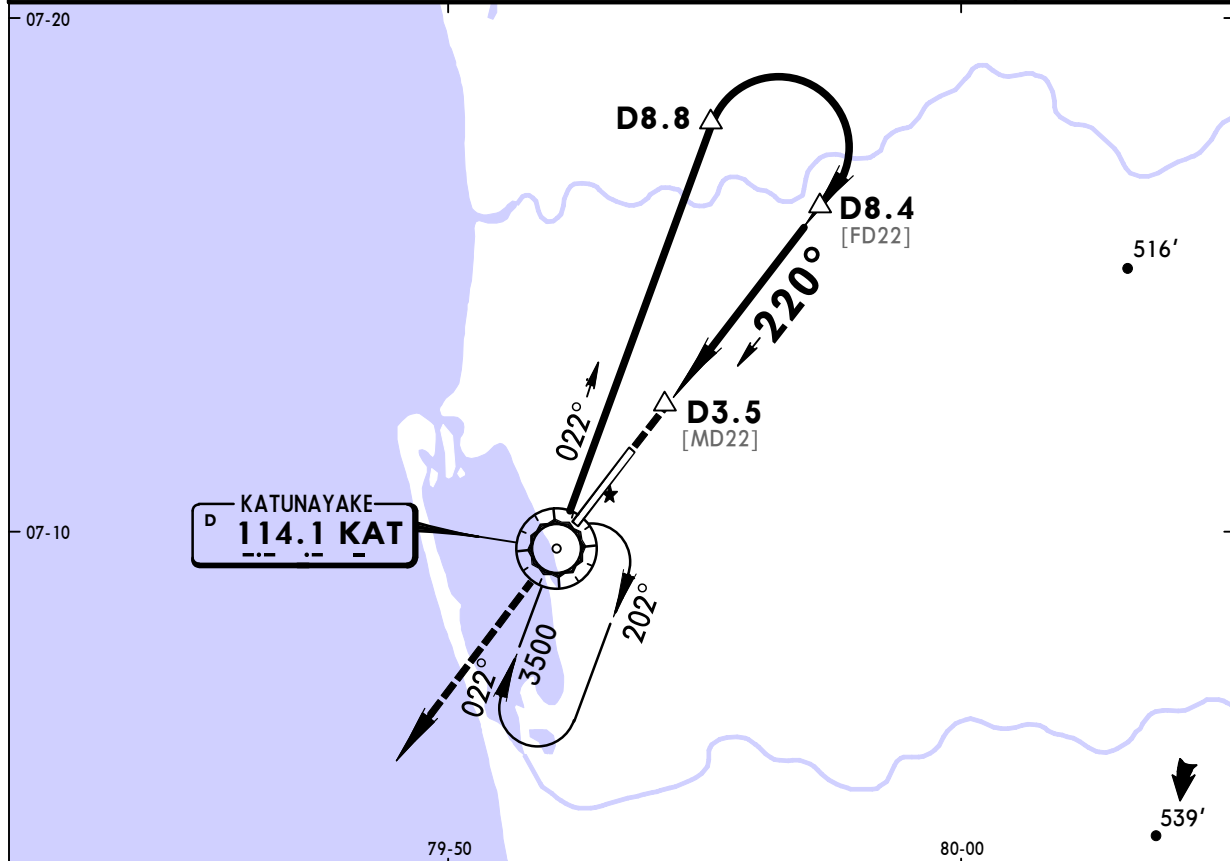
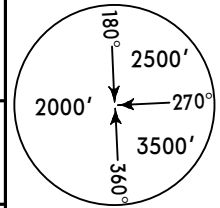
VCBI/CMB

BANDARANAIKE INTL COLOMBO 22 JAN 16 (13-2)

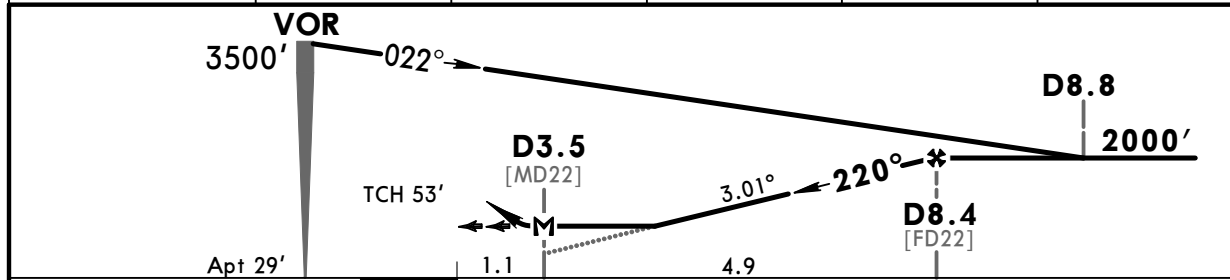
KATUNAYAKE, SRI LANKA
VOR DME Rwy 22

BRIEFING STRIP

ATIS 127.2	COLOMBO Approach (R) 120.9	COLOMBO Director (APP) 120.9 132.4	COLOMBO Tower 118.7	Ground 121.9
VOR KAT 114.1	Final Apch Crs 220°	Minimum Alt D8.4 2000' (1971')	MDA(H) 540' (511')	Apt Elev 29'
MISSED APCH: Climb on runway heading to 2500' and contact APP.				
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000'	MSA KAT VOR



KAT DME	4.0	5.0	6.0	7.0	8.4
ALTITUDE	590'	880'	1230'	1550'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HI/ALS-II PAPI PAPI 2500' on Rwy ↑ hdg
Descent Angle 3.01°	373	479	532	639	745	852	
MAP at D3.5							

STRAIGHT-IN LANDING RWY 22							
MDA(H) 540' (511')							
ALS out							
A	RVR 720m	RVR 1500m					
B	VIS 800m	VIS 1600m					
C	RVR 1500m	2400m					
D	VIS 1600m						

PANS OPS

CHANGES: None.

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VRMM/MLE
VELANA INTL**JEPPESEN**
22 JUN 18 **10-1P****MALE, MALDIVES**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 125.5

1.2. RWY OPERATIONS

Medium ACFT with MAX landing weight of 49t or above are prohibited to make 180 degree turns on RWY 18/36, 180 degree turns allowed only on RWY turn pads during 0600-1100UTC.

Heavy ACFT must make 180 degree turns on RWY 18/36 turn pads only.

1.3. TAXI PROCEDURES**1.3.1. TAXIING TO/FROM MAIN APRON**

All ACFT entering and exiting the main apron using own power will be instructed by the control tower on the TWY to be followed. If another TWY, other than the one allocated is desired, specific ATC clearance to do so is to be obtained.

Due to close proximity of the TML and other associated building with the maneuvering area, all ACFT are to avoid as much as possible, making tight turns and using excessive power for taxiing to and from the main apron.

1.3.2. LIMITATION IN THE USE OF OWN POWER FOR TAXIING

When it is determined by the Ramp Services that the taxiing of ACFT to and from the main apron could be dangerous to other persons and property on and around the area, all such other ACFT will be towed in or out, to or from the main apron.

All such ACFT that have to be towed in will have to switch off all engines while on the RWY, when instructed so by the control tower.

1.4. PARKING INFORMATION

No ACFT stands are available. All ACFT will be guided to the respective parking spots by marshallers and wing walkers.

1.5. OTHER INFORMATION

Concentration of birds at Velana INTL APT, on and around RWY 18/36 are expected. All pilots are advised to exercise caution.

2. ARRIVAL

2.1. OTHER INFORMATION**2.1.1. FLIGHT PROCEDURES**

The inbound transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in cases of congestion, inbound ACFT may be instructed to hold at one of the designated airways reporting points.

VRMM/MLE
VELANA INTL**JEPPESEN**
22 JUN 18
(10-1P1)**MALE, MALDIVES**
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURES

3.1.1. PROCEDURES TO ENSURE EFFICIENT USE OF RWY

On push-back, ACFT may start engine on idle power.

As far as possible, cockpit and cabin checks should be completed prior to lineup. Pilots should ensure that they are able to commence the take-off run immediately after take-off clearance is issued. Pilots not able to comply with this requirement must notify ATC prior to the commencement of taxiing.

Upon lining up on the RWY, when a take-off clearance is issued, ACFT shall commence take-off without delay.

For category A, B and C ACFT, ATC will propose TWY intersection take-offs with the available TORA provided always. The decision to accept or refuse such intersection take-off rests with the pilot in command.

ACFT taxiing on the RWY should maintain a preferred speed of 25 KT or more, except while turning.

3.2. NOISE ABATEMENT PROCEDURES

All departures from RWY 36, shall continue on RWY heading until 3NM from MLE VOR/DME.

Due to noise sensitive area around the final approach of RWY 36, jet or heavy ACFT making visual approach RWY 36 shall extend downwind leg and join final beyond 7NM and shall not descend below the circuit altitude until established on the final.

3.3. OTHER INFORMATION

3.3.1. FUEL SPILLAGE ON THE MOVEMENT AREA

All ACFT and refueling truck operations are to take utmost precautions that no fuel is spilled on any part of the movement area.

If fuel spillage from an ACFT parked on the main apron occurs, the ACFT will be towed out on to the RWY for engines start, this means if start-up is requested before the spillage is washed out. An ACFT parked on the main apron which is not the subject of a fuel spillage will only be cleared to start engines, only after obtaining the approval of the senior fire officer.

VRMM/MLE
VELANA INTL

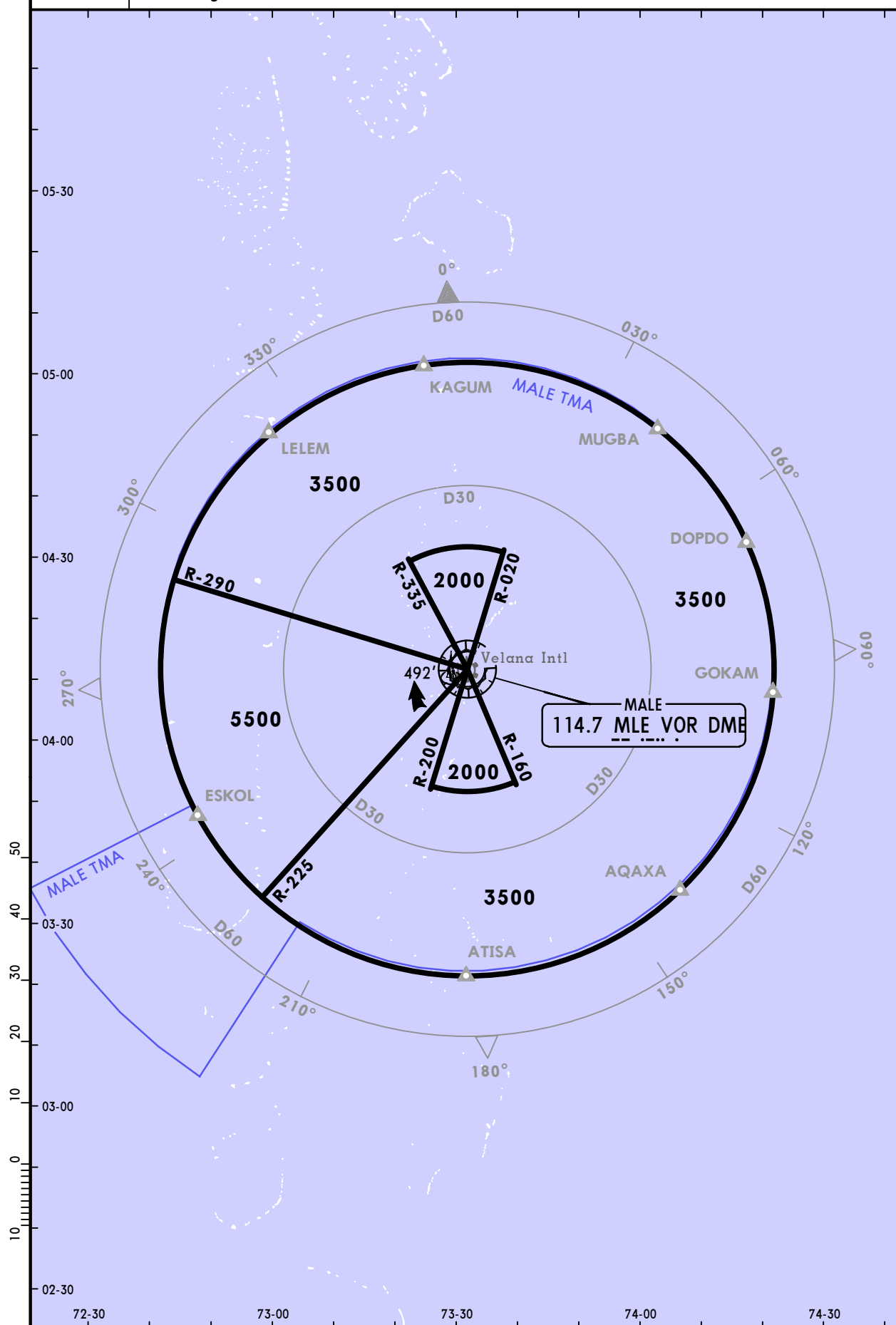
JEPPESEN
20 OCT 17 10-1R

MALE, MALDIVES
RADAR MINIMUM ALTITUDES

Apt Elev
6'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC surveillance service.
2. The published minimum altitudes are applicable only during day time, related to high density of VFR traffic within MALE TMA. At night the minimum altitude within MALE TMA is 3000'.



CHANGES: Airport name.

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VRMM/MLE
VELANA INTL

20 OCT 17


JEPPESSEN

10-2

MALE, MALDIVES
RNAV STAR

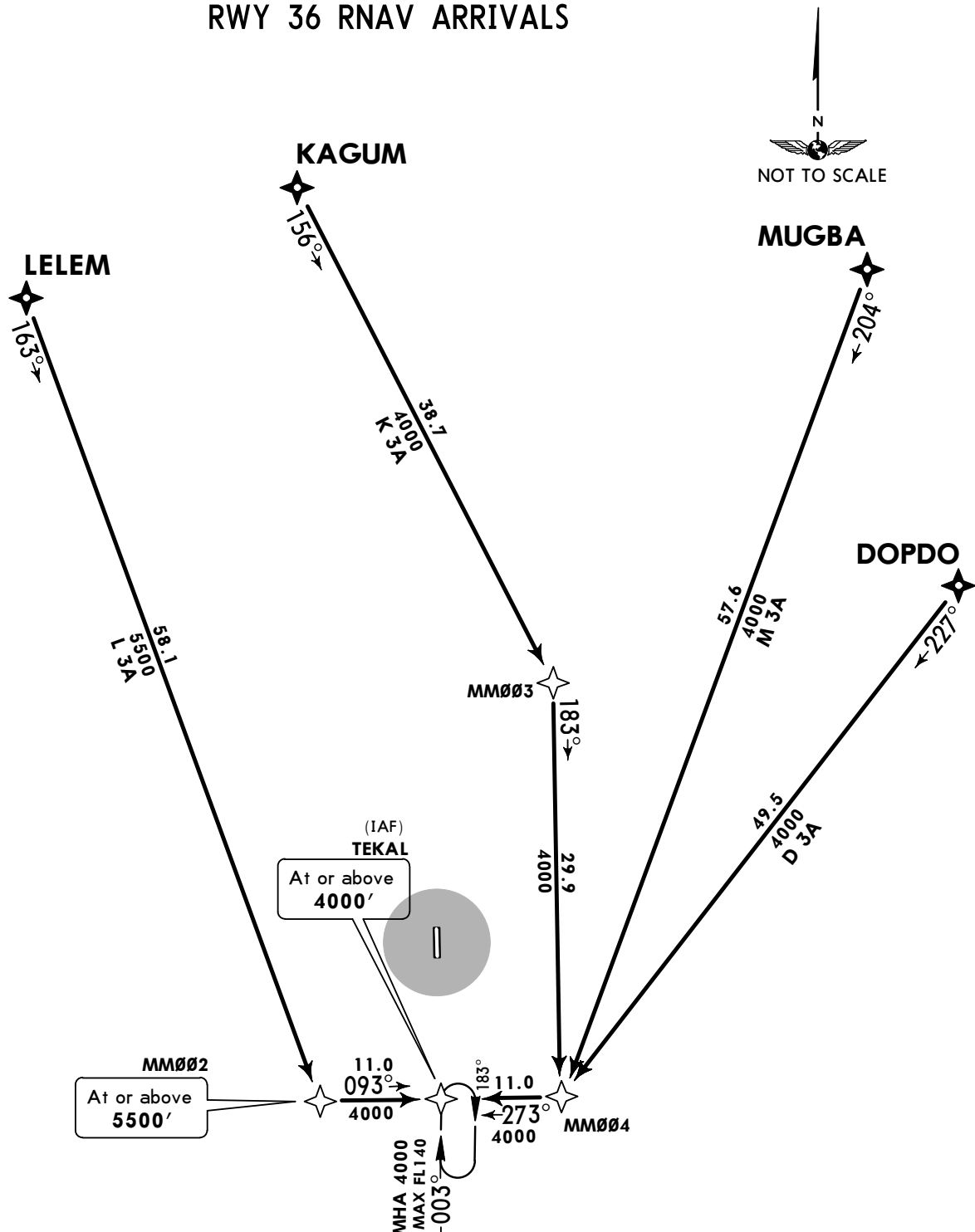
 ATIS
 125.5

 Apt Elev
 6'

 Alt Set: hPa
 Trans level: FL130 Trans alt: 11000'
 1. **RNAV 1.**
 2. **GNSS required.**
 3. Request and obtain ATC approval before passing TMA boundary.
 4. EXPECT RADAR vectoring.
 5. If unable to comply inform ATC.

1500'

 MSA
 ARP

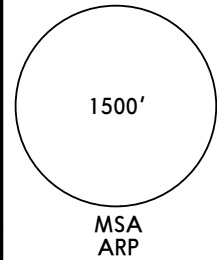
DOPDO 3A (D 3A), KAGUM 3A (K 3A)
LELEM 3A (L 3A), MUGBA 3A (M 3A)
RWY 36 RNAV ARRIVALS


STAR	ROUTING
D 3A	DOPDO - MM004 - TEKAL (4000'+).
K 3A	KAGUM - MM003 - MM004 - TEKAL (4000'+).
L 3A	LELEM - MM002 (5500'+) - TEKAL (4000'+).
M 3A	MUGBA - MM004 - TEKAL (4000'+).

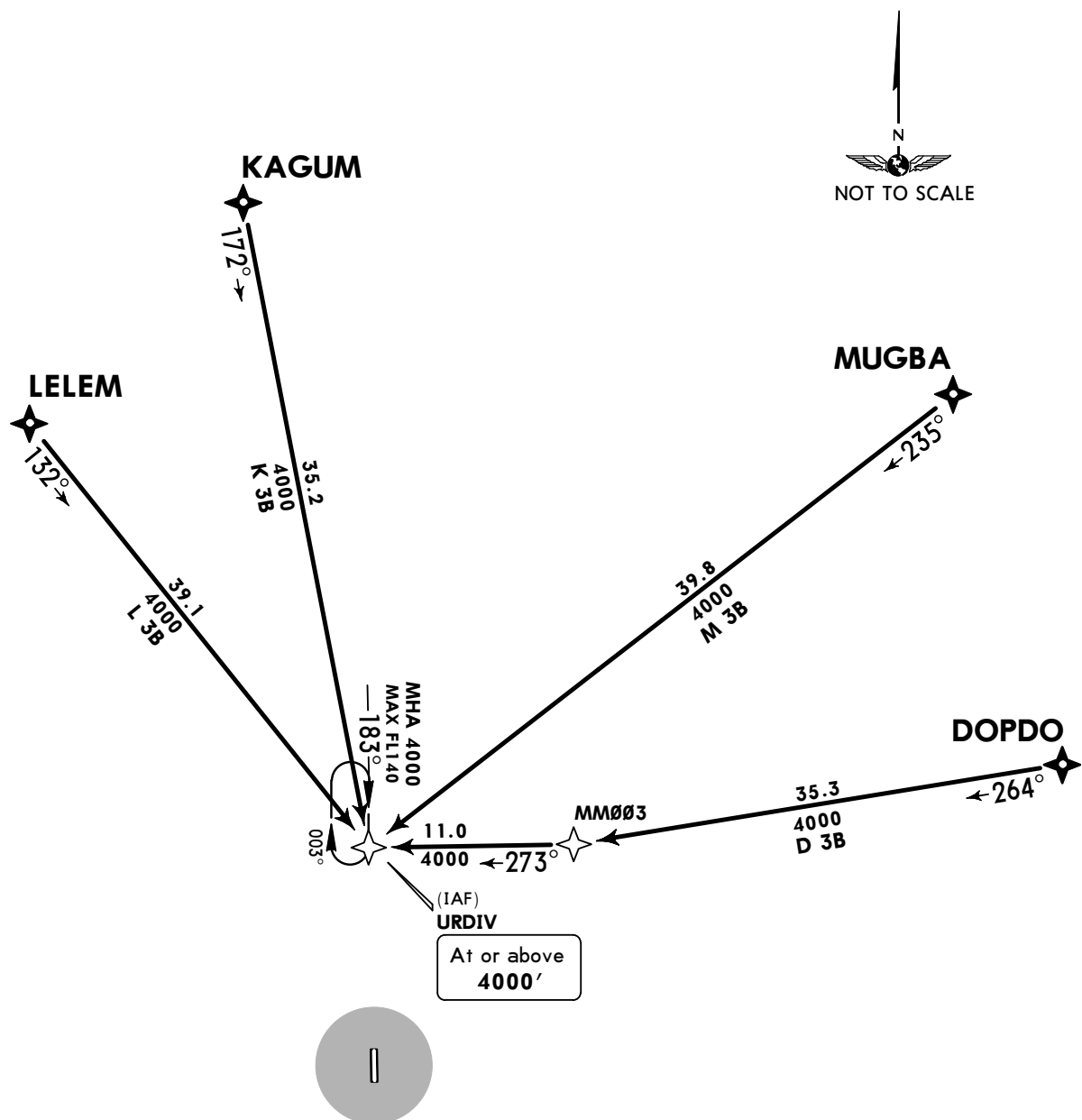
VRMM/MLE
VELANA INTL**JEPPESEN**
20 OCT 17 **(10-2A)****MALE, MALDIVES**
RNAV STARATIS
125.5Apt Elev
6'

Alt Set: hPa
Trans level: FL130 Trans alt: 11000'

1. **RNAV 1.**
2. **GNSS required.**
3. Request and obtain ATC approval before passing TMA boundary.
4. EXPECT RADAR vectoring.
5. If unable to comply inform ATC.



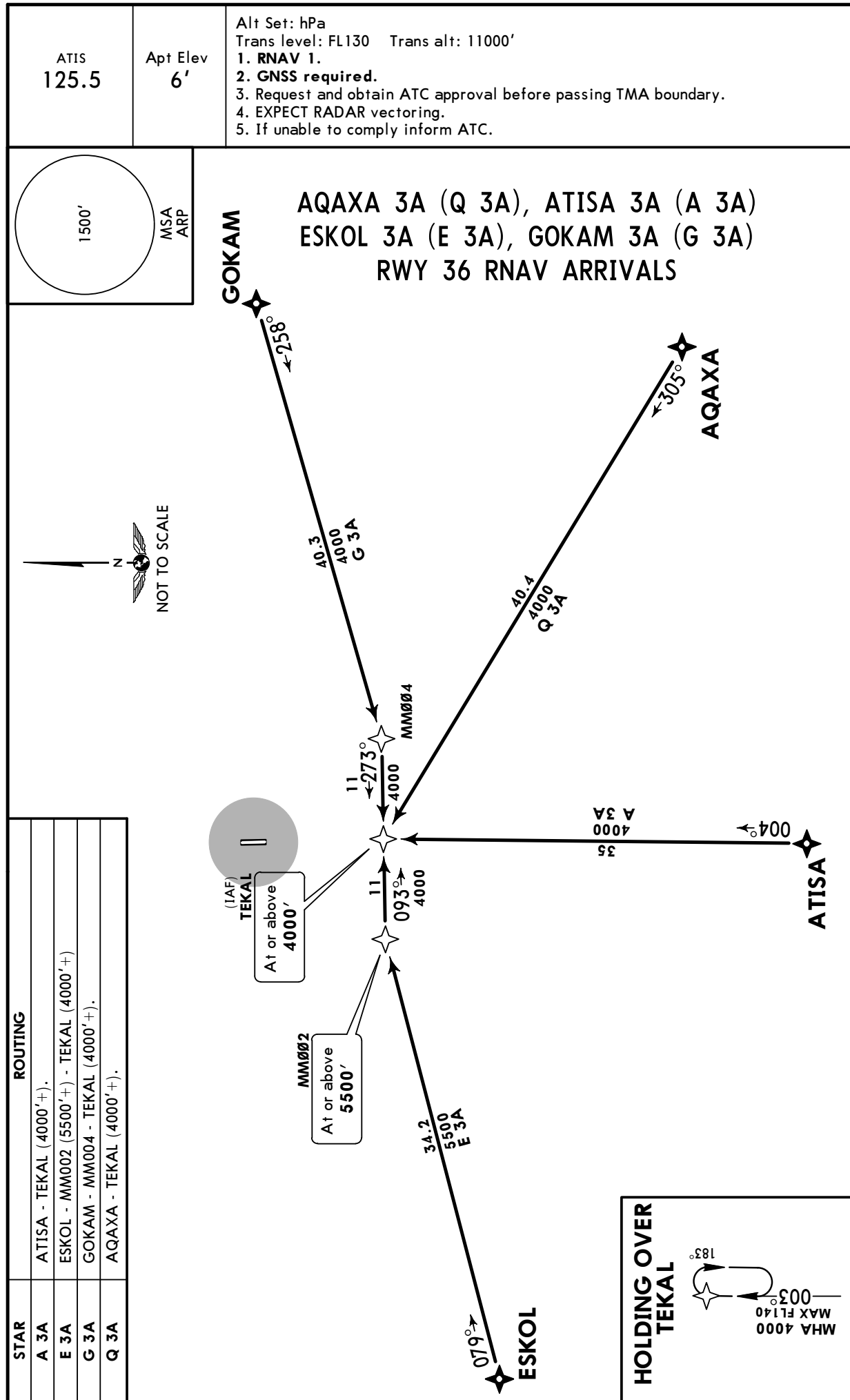
DOPDO 3B (D 3B), KAGUM 3B (K 3B)
LELEM 3B (L 3B), MUGBA 3B (M 3B)
RWY 18 RNAV ARRIVALS



STAR	ROUTING
D 3B	DOPDO - MM003 - URDIV (4000'+).
K 3B	KAGUM - URDIV (4000'+).
L 3B	LELEM - URDIV (4000'+).
M 3B	MUGBA - URDIV (4000'+).

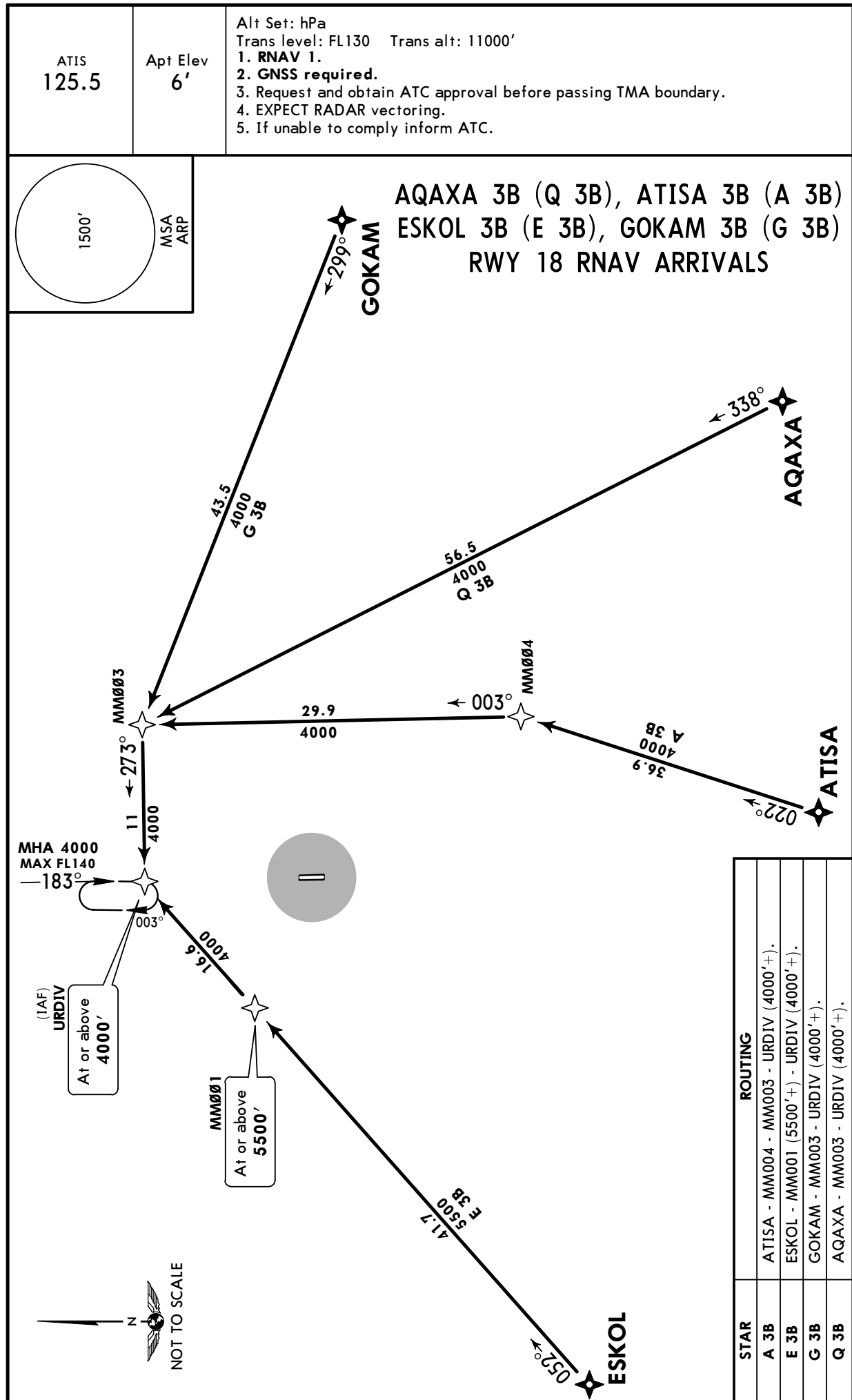
VRMM/MLE
VELANA INTL

20 OCT 17

JEPPesen
10-2B
MALE, MALDIVES
RNAV STAR


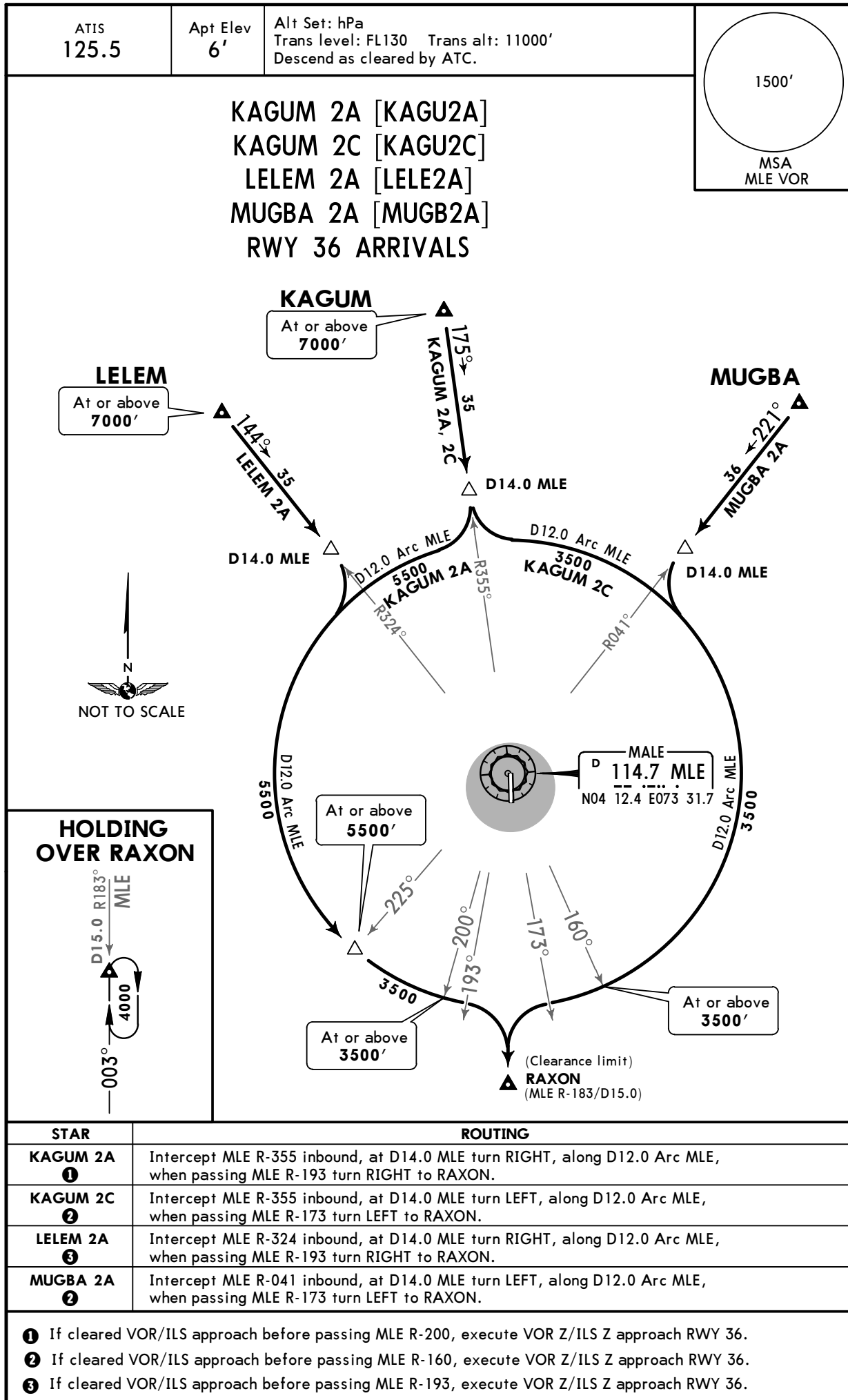
VRMM/MLE
VELANA INTL

20 OCT 17

JEPPesen
(10-2C)
MALE, MALDIVES
RNAV STAR


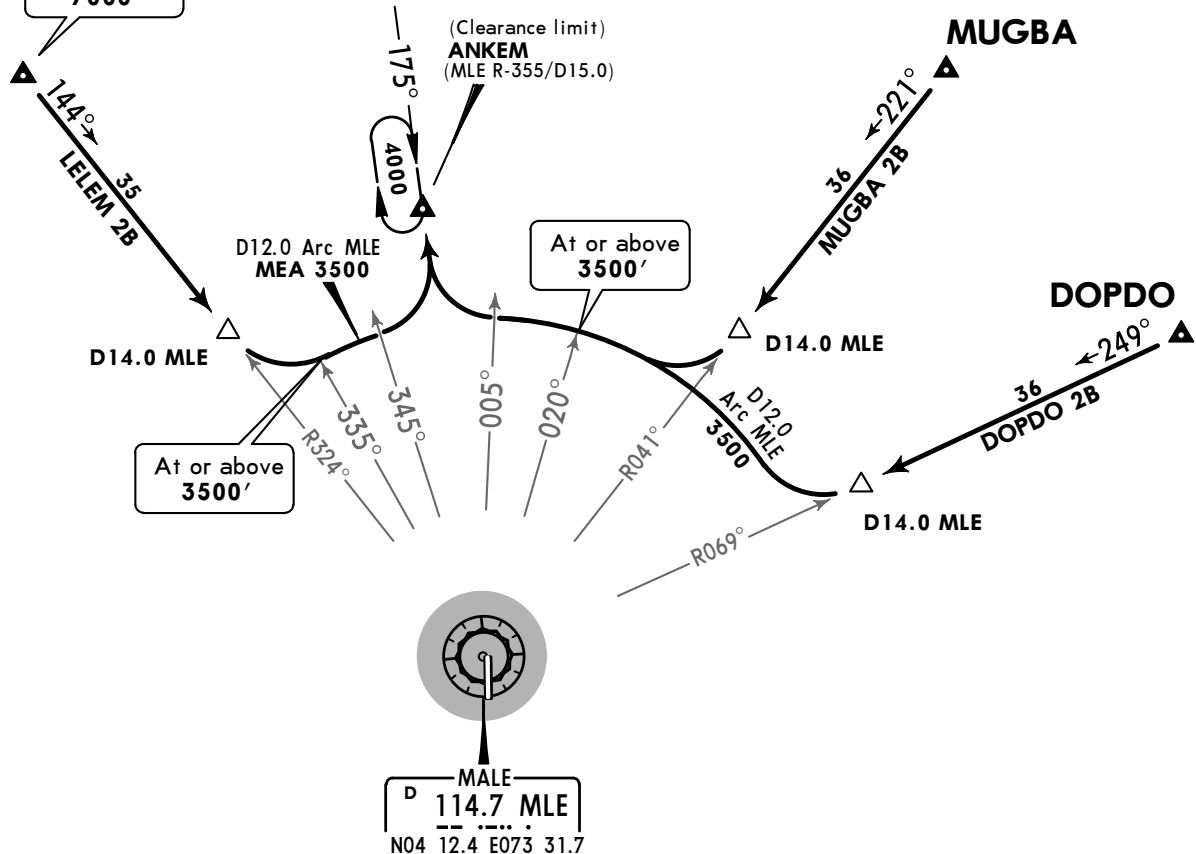
CHANGES: Airport name.

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VRMM/MLE
VELANA INTL
JEPPesen
 20 OCT 17 **(10-2D)**
MALE, MALDIVES
STAR


VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 10-2EMALE, MALDIVES
STARATIS
125.5Apt Elev
6'Alt Set: hPa
Trans level: FL130 Trans alt: 11000'
Descend as cleared by ATC.

1500'

MSA
MLE VORDOPDO 2B [DOPD2B]
LELEM 2B [LELE2B]
MUGBA 2B [MUGB2B]
RWY 18 ARRIVALS**LELEM**At or above
7000'

STAR

ROUTING

DOPDO 2B
①

Intercept MLE R-069 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.

LELEM 2B
②

Intercept MLE R-324 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-345 turn LEFT to ANKEM.

MUGBA 2B
①

Intercept MLE R-041 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.

① If cleared VOR approach before passing MLE R-020, execute VOR Z approach RWY 18.

② If cleared VOR approach before passing MLE R-335, execute VOR Z approach RWY 18.

VRMM/MLE
VELANA INTL

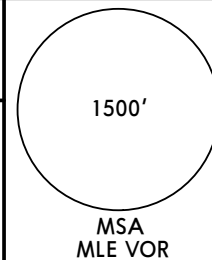
JEPPESSEN
20 OCT 17 **10-2F**

MALE, MALDIVES
STAR

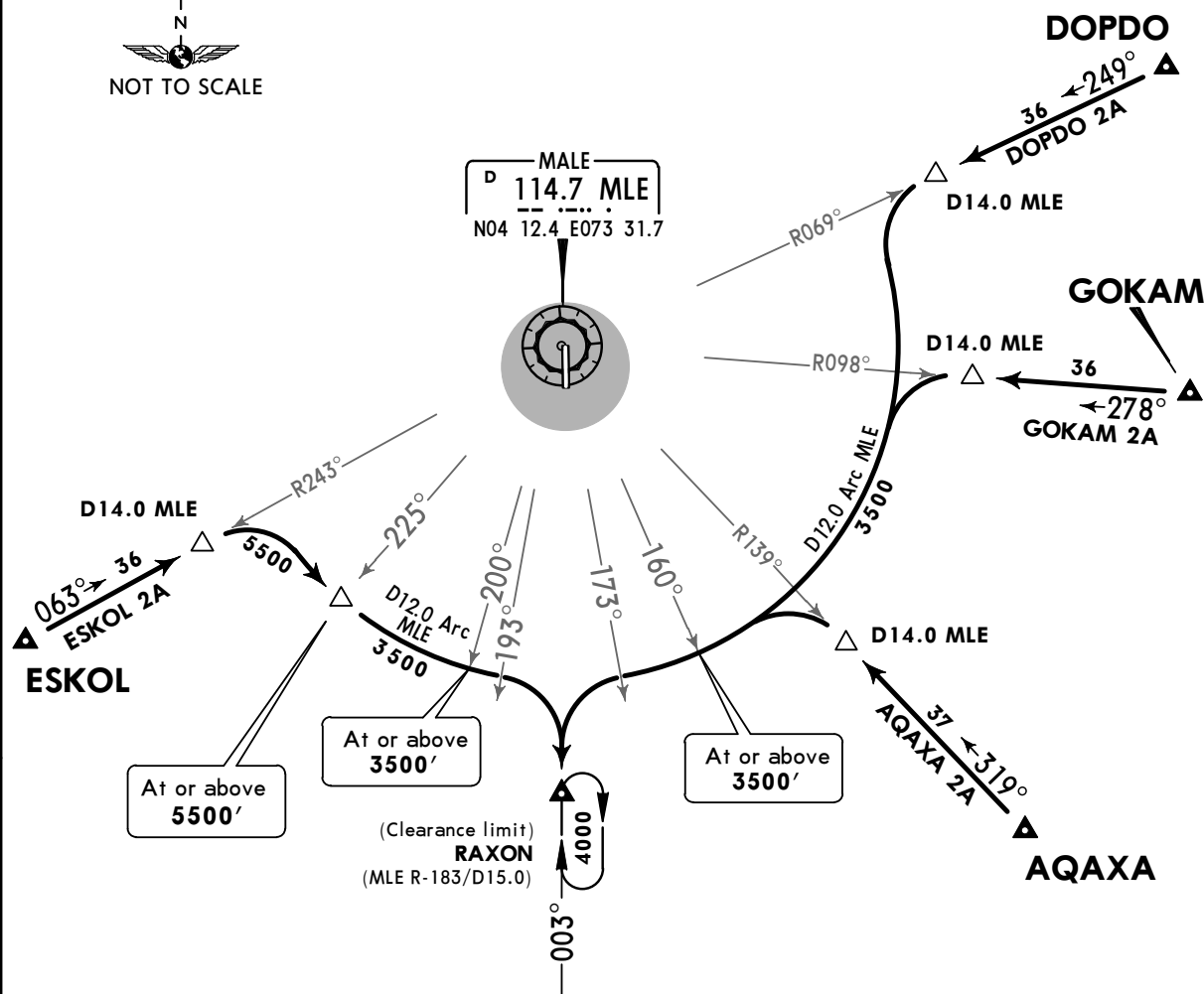
ATIS
125.5

Apt Elev
6'

Alt Set: hPa
Trans level: FL130 Trans alt: 11000'
Descend as cleared by ATC.

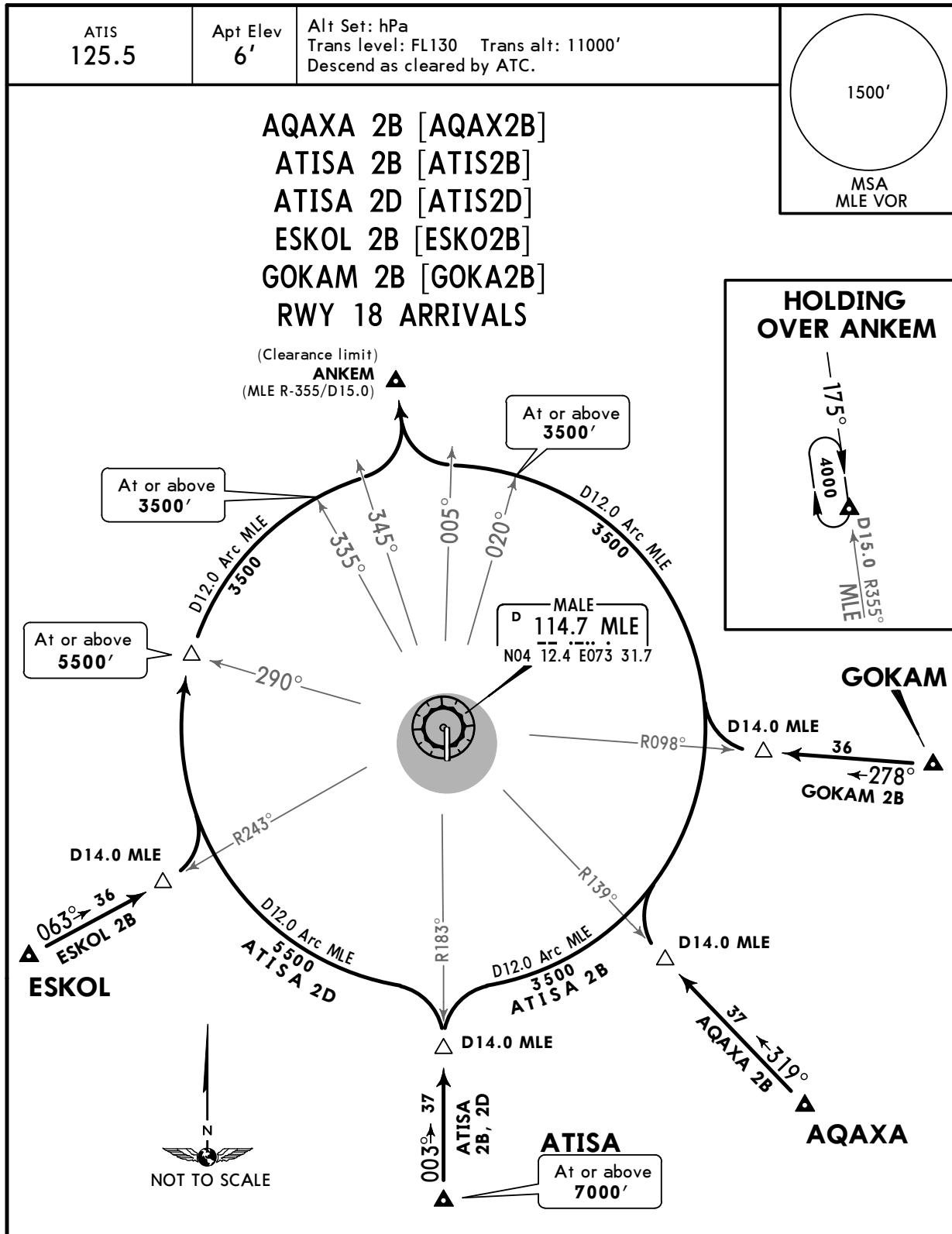


AQAXA 2A [AQAX2A]
DOPDO 2A [DOPD2A]
ESKOL 2A [ESK02A]
GOKAM 2A [GOKA2A]
RWY 36 ARRIVALS



STAR	ROUTING
AQAXA 2A ①	Intercept MLE R-139 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.
DOPDO 2A ①	Intercept MLE R-069 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.
ESKOL 2A ②	Intercept MLE R-243 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-193 turn RIGHT to RAXON.
GOKAM 2A ①	Intercept MLE R-098 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.

① If cleared VOR/ILS approach before passing MLE R-160, execute VOR Z/ILS Z approach RWY 36.
② If cleared VOR/ILS approach before passing MLE R-200, execute VOR Z/ILS Z approach RWY 36.

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (10-2G)MALE, MALDIVES
STAR

STAR	ROUTING
AQAXA 2B ①	Intercept MLE R-139 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.
ATISA 2B ①	Intercept MLE R-183 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.
ATISA 2D ②	Intercept MLE R-183 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-345 turn LEFT to ANKEM.
ESKOL 2B ②	Intercept MLE R-243 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-345 turn LEFT to ANKEM.
GOKAM 2B ①	Intercept MLE R-098 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.

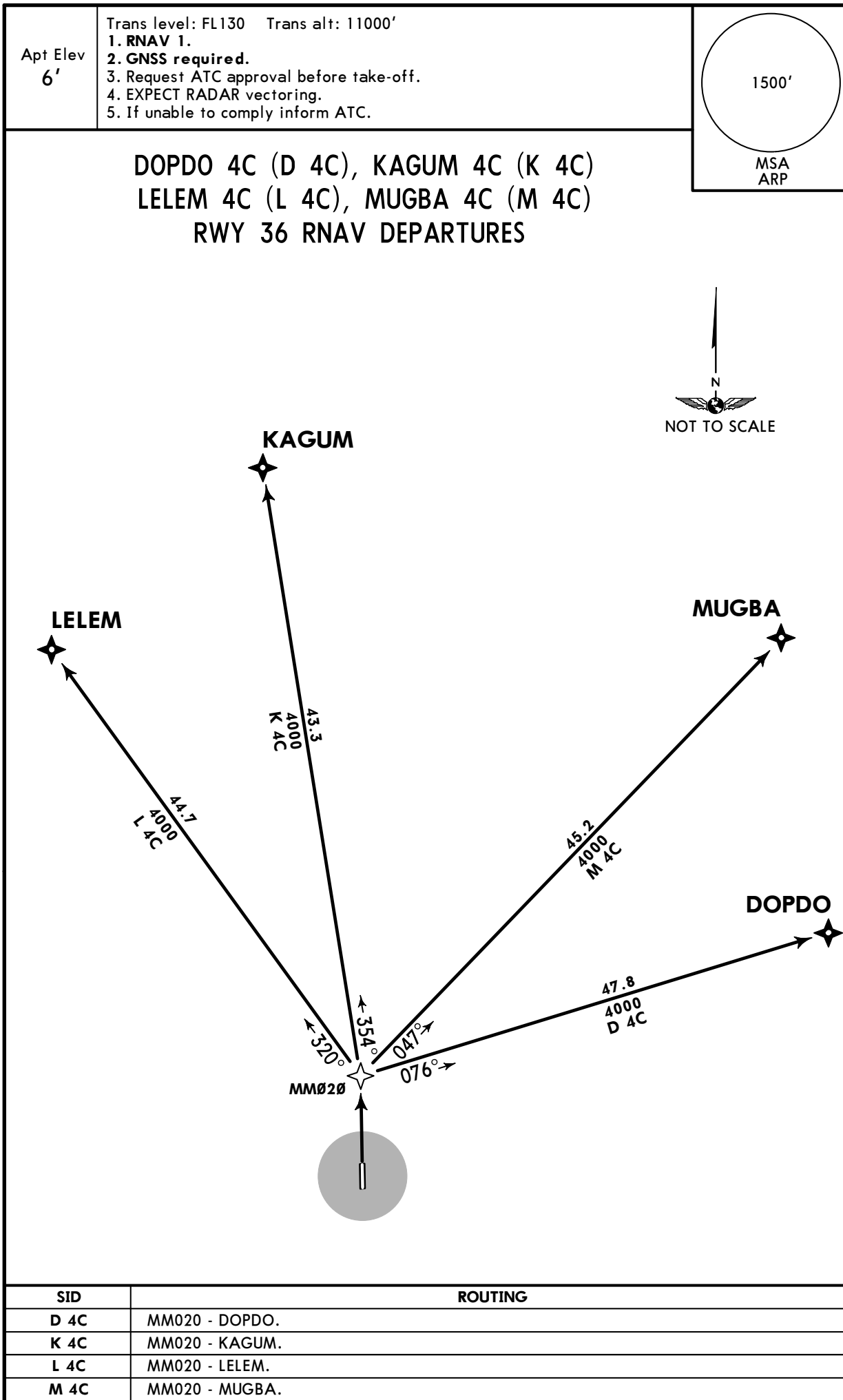
① If cleared VOR approach before passing MLE R-020, execute VOR Z approach RWY 18.

② If cleared VOR approach before passing MLE R-335, execute VOR Z approach RWY 18.

VRMM/MLE
VELANA INTL

JEPPESEN
 20 OCT 17 **10-3**

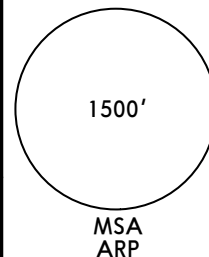
MALE, MALDIVES
RNAV SID



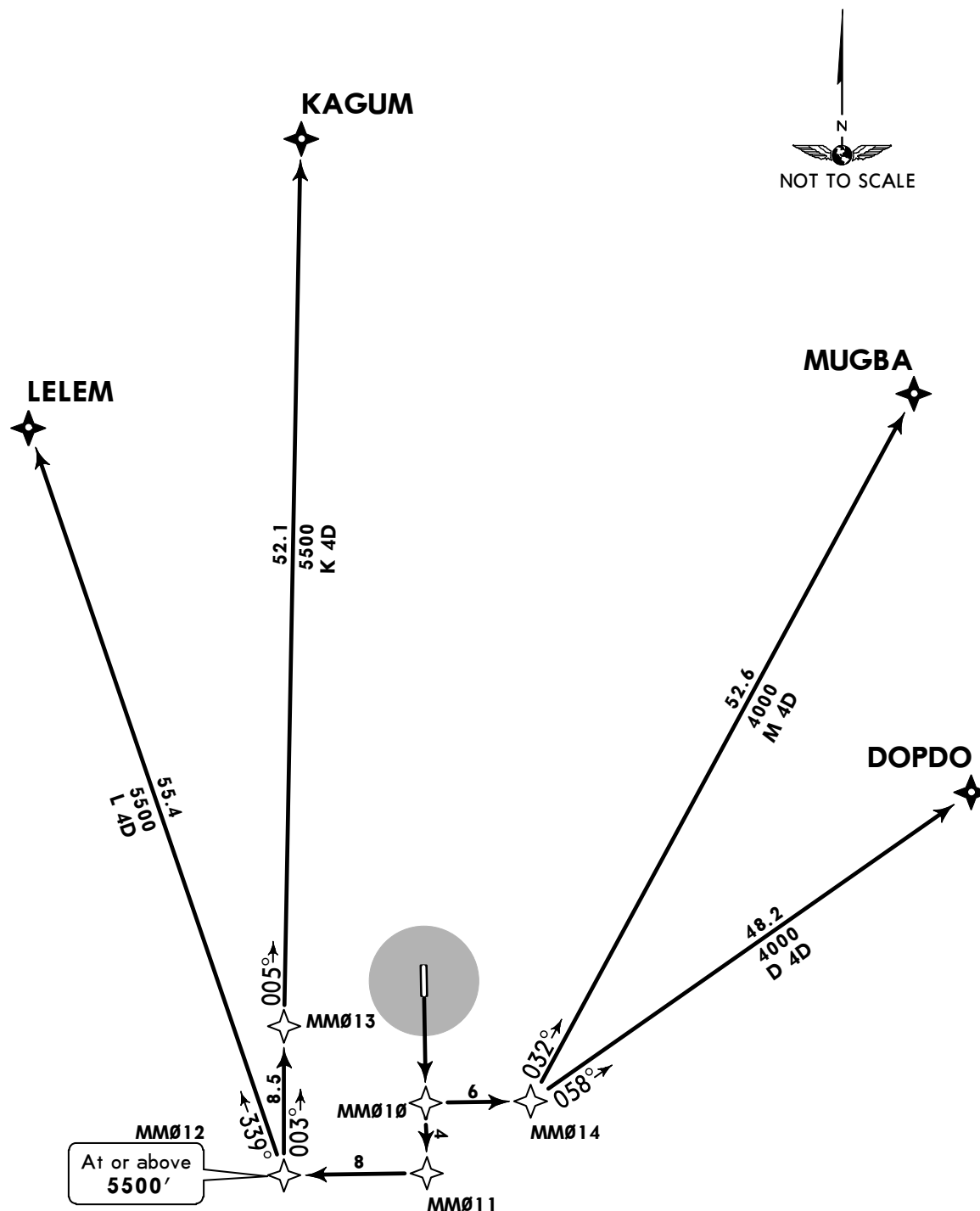
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (10-3A)MALE, MALDIVES
RNAV SIDApt Elev
6'

Trans level: FL130 Trans alt: 11000'

1. RNAV 1.
2. GNSS required.
3. Request ATC approval before take-off.
4. EXPECT RADAR vectoring.
5. If unable to comply inform ATC.



DOPDO 4D (D 4D), KAGUM 4D (K 4D)
LELEM 4D (L 4D), MUGBA 4D (M 4D)
RWY 18 RNAV DEPARTURES

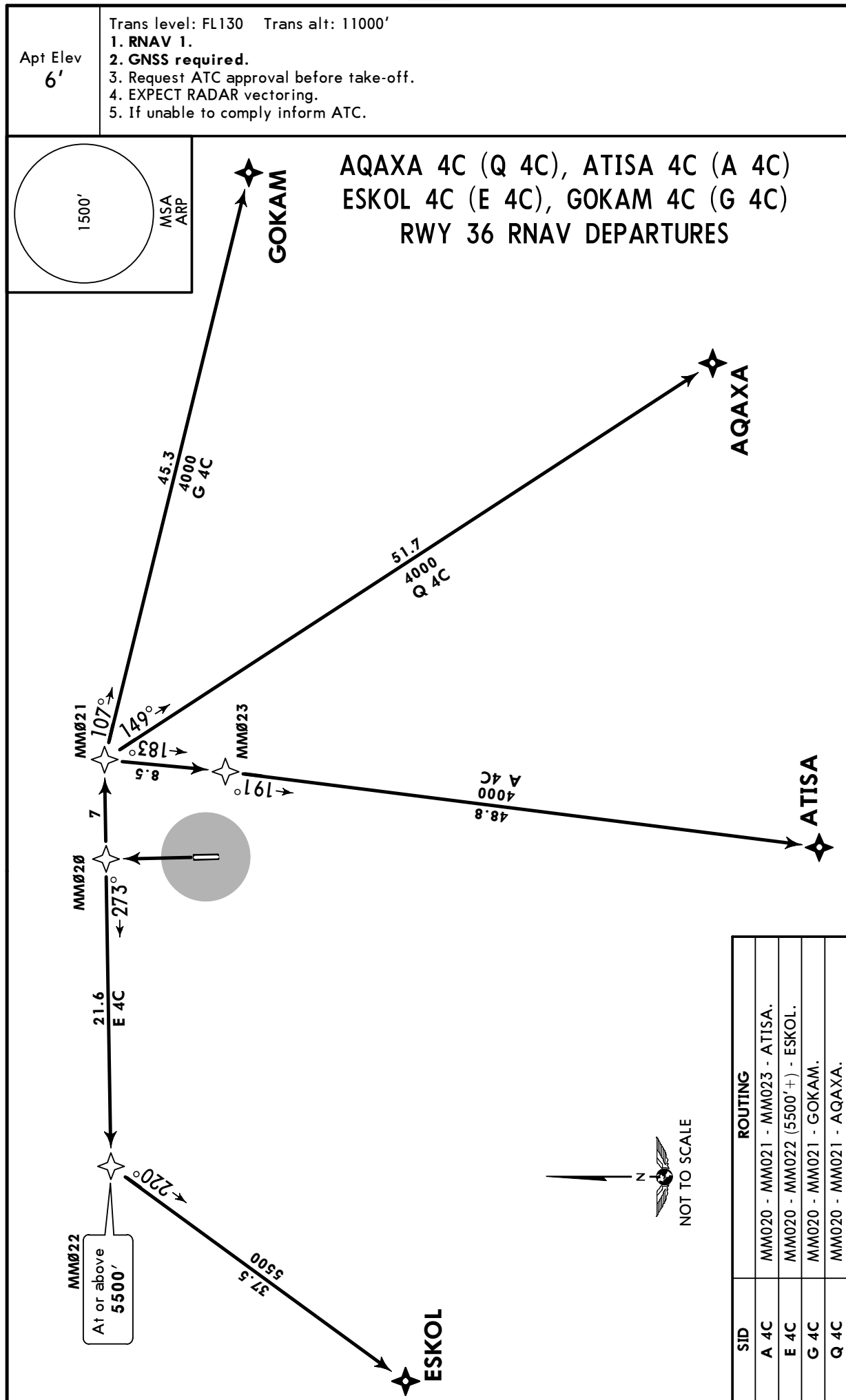


SID	ROUTING
D 4D	MM010 - MM014 - DOPDO.
K 4D	MM010 - MM011 - MM012 (5500'+) - MM013 - KAGUM.
L 4D	MM010 - MM011 - MM012 (5500'+) - LELEM.
M 4D	MM010 - MM014 - MUGBA.

VRMM/MLE
VELANA INTL

JEPPESEN
 20 OCT 17 **(10-3B)**

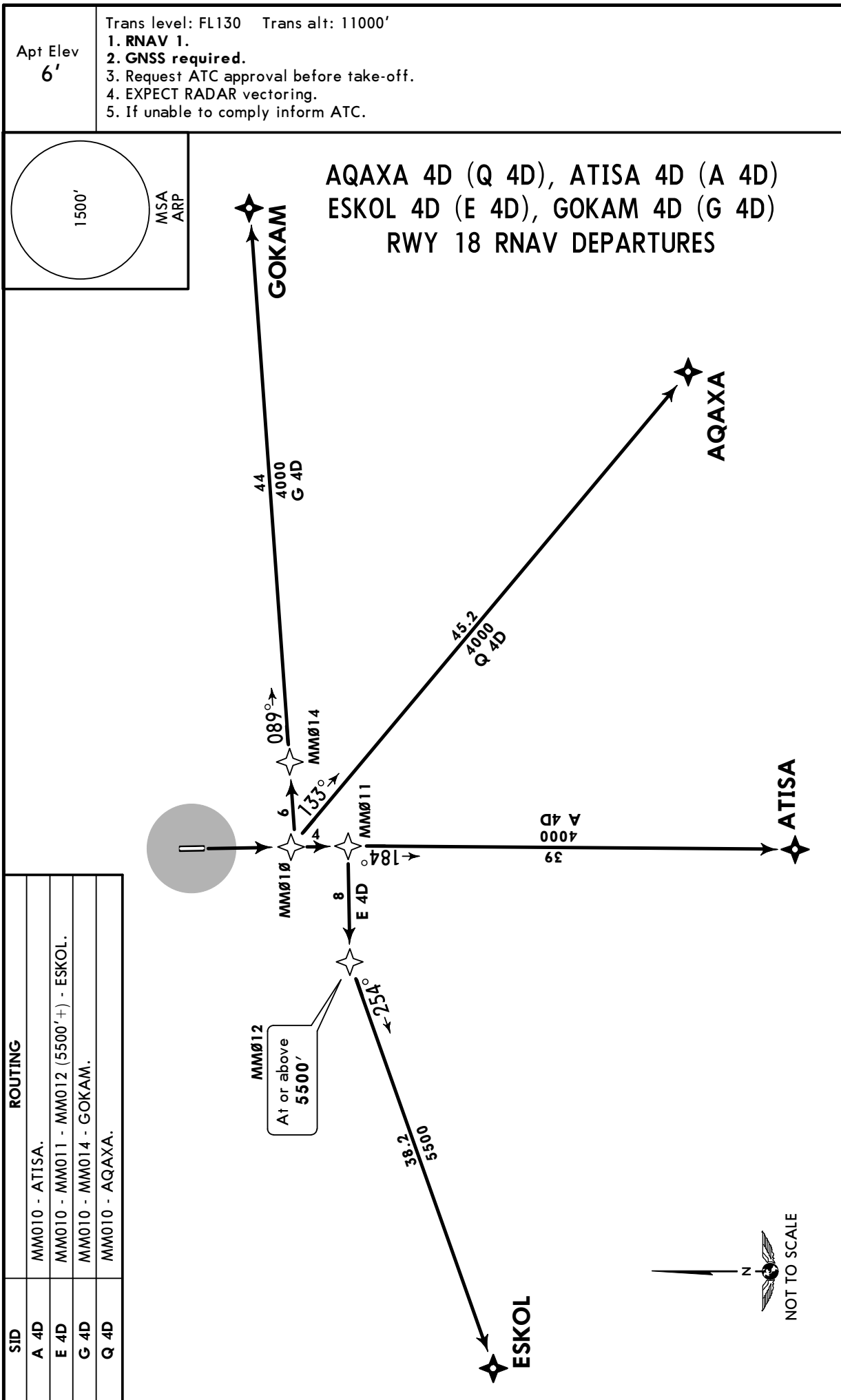
MALE, MALDIVES
RNAV SID



VRMM/MLE
VELANA INTL

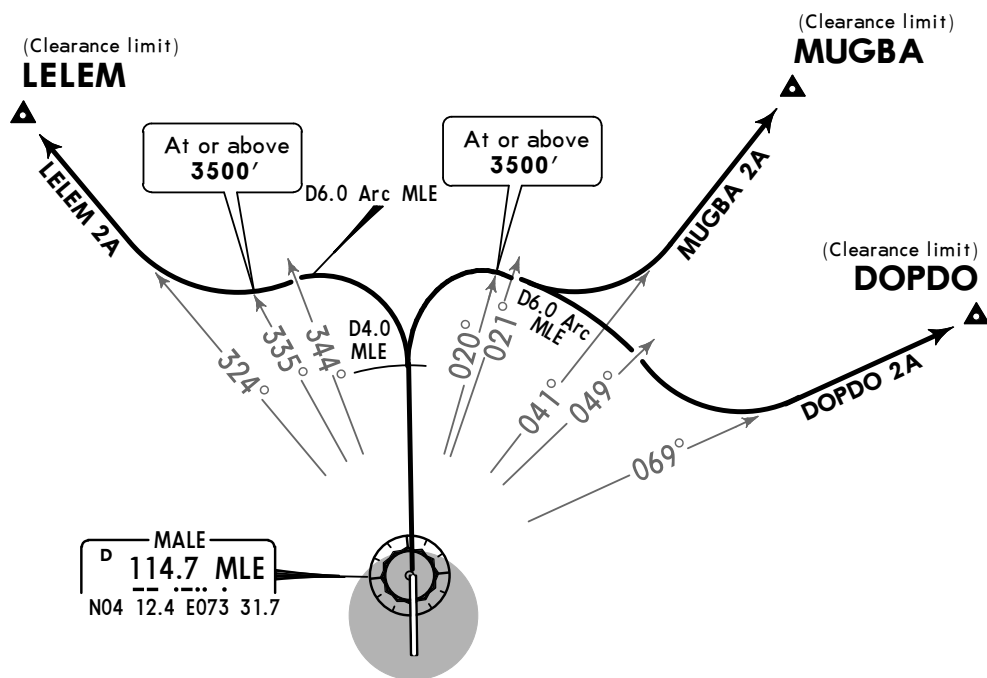
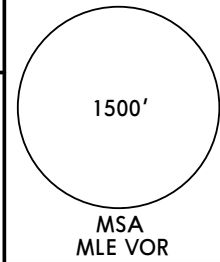
JEPPESEN
 20 OCT 17 **(10-3C)**

MALE, MALDIVES
RNAV SID



VRMM/MLE
VELANA INTL**JEPPESEN**
20 OCT 17 **(10-3D)****MALE, MALDIVES**
SIDApt Elev
6'

Trans level: FL130 Trans alt: 11000'

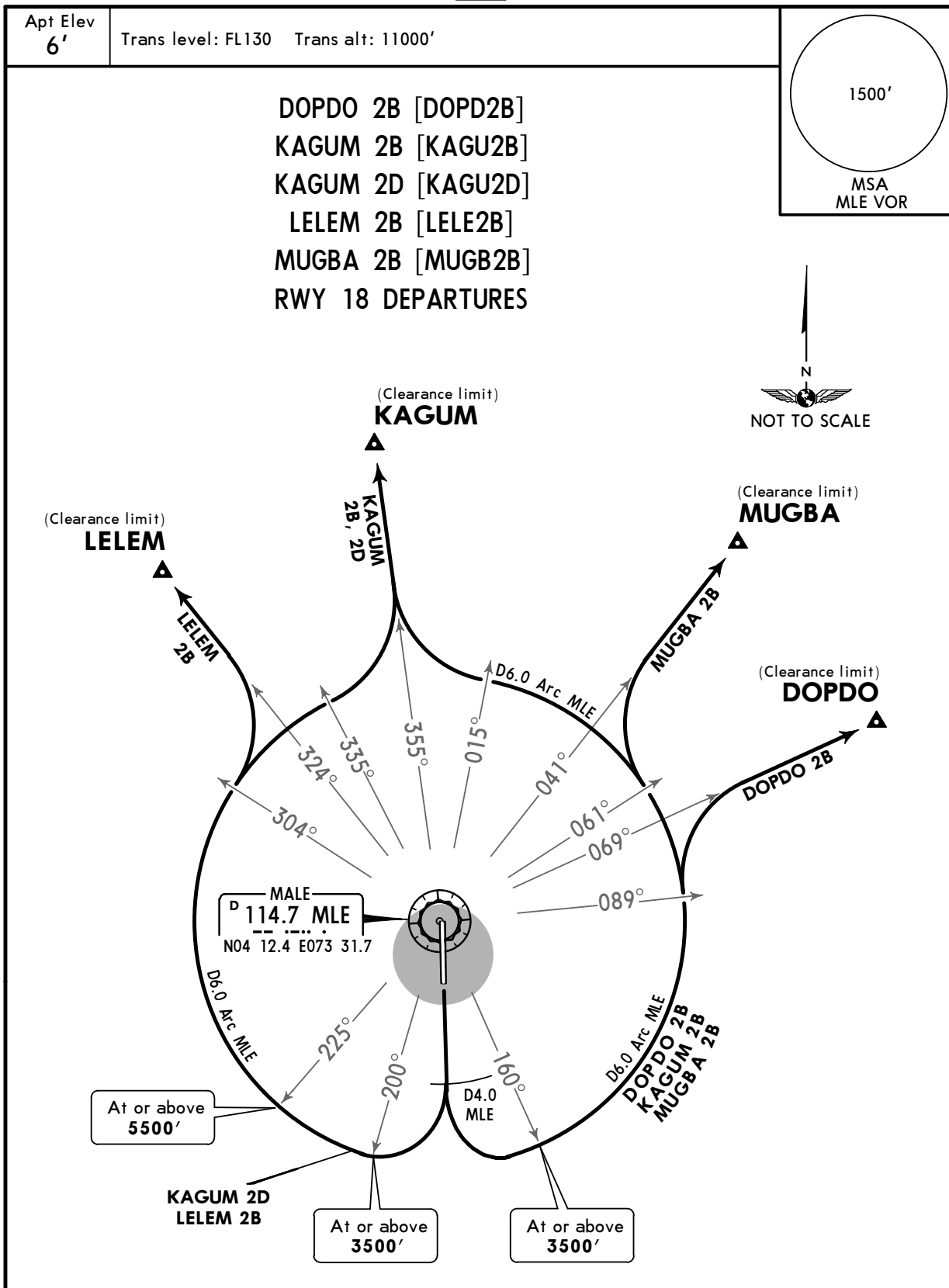
DOPDO 2A [DOPD2A]
LELEM 2A [LELE2A]
MUGBA 2A [MUGB2A]
RWY 36 DEPARTURES**Initial climb clearance By ATC**

SID	ROUTING
DOPDO 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-049 turn LEFT, intercept MLE R-069 to DOPDO.
LELEM 2A	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-344 turn RIGHT, intercept MLE R-324 to LELEM.
MUGBA 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-021 turn LEFT, intercept MLE R-041 to MUGBA.

VRMM/MLE
VELANA INTL

JEPPesen
 20 OCT 17 **10-3E**

MALE, MALDIVES
SID

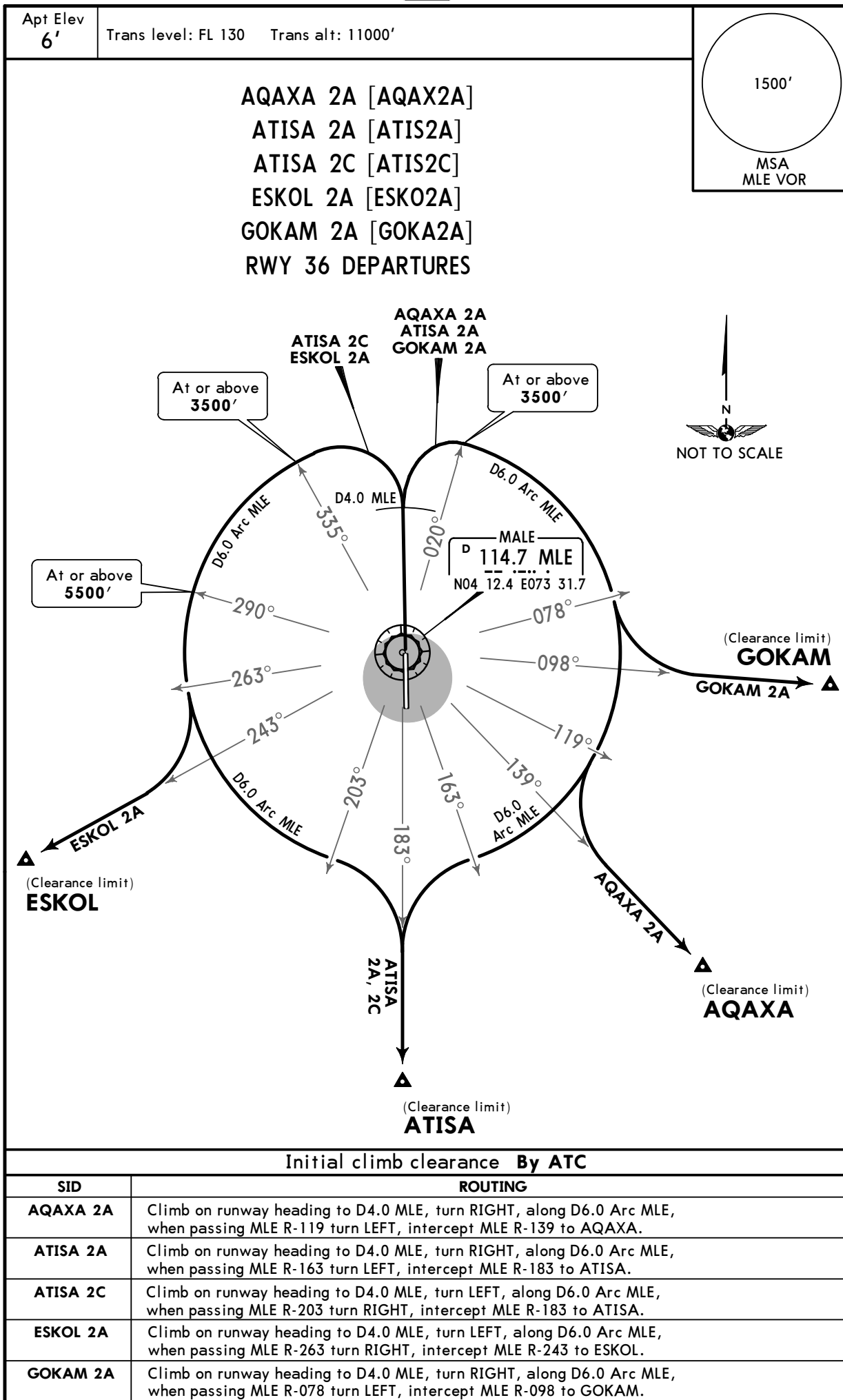


Initial climb clearance By ATC	
SID	ROUTING
DOPDO 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-089 turn RIGHT, intercept MLE R-069 to DOPDO.
KAGUM 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-015 turn RIGHT, intercept MLE R-355 to KAGUM.
KAGUM 2D	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-335 turn LEFT, intercept MLE R-355 to KAGUM.
LELEM 2B	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-304 turn LEFT, intercept MLE R-324 to LELEM.
MUGBA 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-061 turn RIGHT, intercept MLE R-041 to MUGBA.

VRMM/MLE
VELANA INTL

JEPPESEN
20 OCT 17 **10-3F**

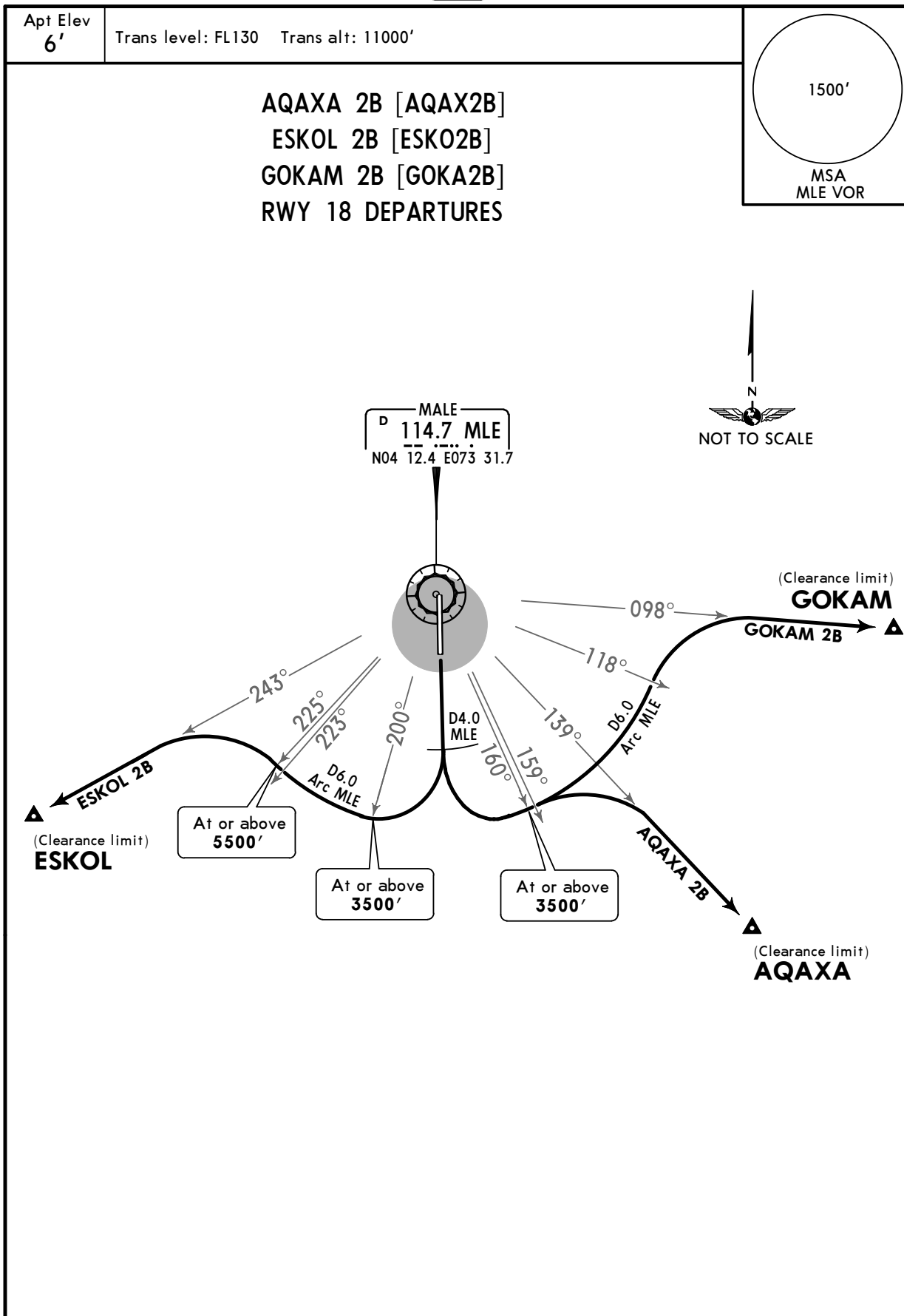
MALE, MALDIVES
SID



VRMM/MLE
VELANA INTL

JEPPESEN
 20 OCT 17 **(10-3G)**

MALE, MALDIVES
SID



Initial climb clearance By ATC	
SID	ROUTING
AQAXA 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-159 turn RIGHT, intercept MLE R-139 to AQAXA.
ESKOL 2B	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-223 turn LEFT, intercept MLE R-243 to ESKOL.
GOKAM 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-118 turn RIGHT, intercept MLE R-098 to GOKAM.

VRMM/MLE

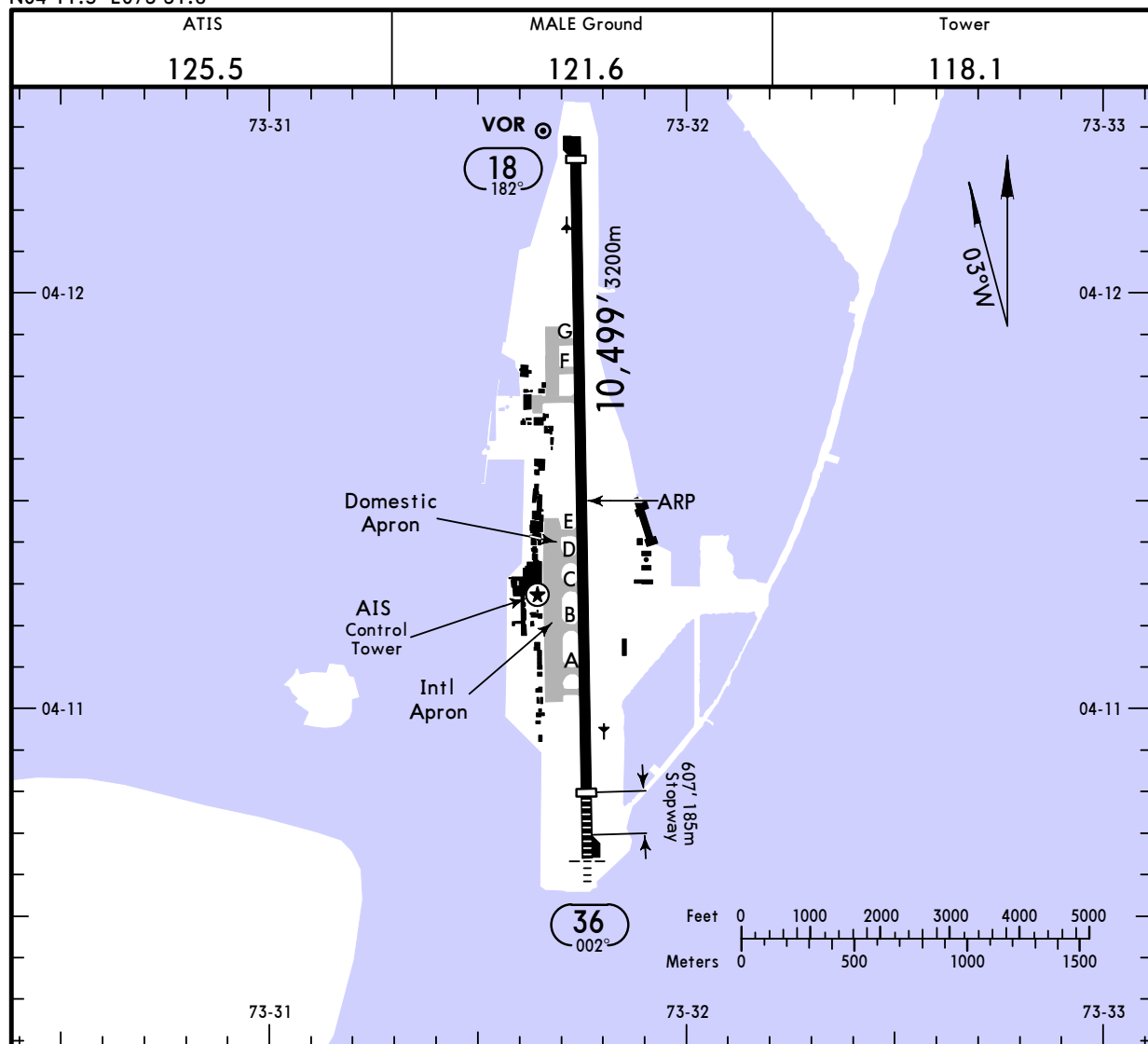
 Apt Elev 6'
 N04 11.5 E073 31.8

 **JEPPesen**

29 JUN 18 (10-9)

MALE, MALDIVES

VELANA INTL



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS		TAKE-OFF	WIDTH
RWY				LANDING BEYOND			
				Threshold	Glide Slope		
18	HIRL (60m)	PAPI (2.83°)		9219' 2810m		①	148'
36	HIRL (60m)	HIALS PAPI (2.86°)		9547' 2910m	8454' 2577m		45m

① TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head	9547' (2910m)
twy G int	6621' (2018m)
twy F int	6168' (1880m)
twy E int	3776' (1151m)
twy D int	3386' (1032m)

RWY 36:

From displ THR	9547' (2910m)
twy A int	7779' (2371m)
twy B int	7149' (2179m)
twy C int	6572' (2003m)
twy D int	6161' (1878m)
twy E int	5768' (1758m)

ACFT departing RWY 36 shall taxi to the extreme end of rwy, backtrack using minimum thrust and taxi up to the displ threshold before applying take-off power and start the take-off run. ACFT landing RWY 18 requiring to backtrack at the end of rwy shall use minimum thrust while turning and thereafter until passing the displ threshold.

TAKE-OFF

 AIR CARRIER (JAA)
 All Rws

 LVP must be in force
 RCLM (DAY only) or RL

RCLM (DAY only) or RL

A	250m	400m
B		
C		
D	300m	

VRMM/MLE **JEPPESEN**
20 OCT 17 **10-9S****Standard**
MALE, MALDIVES
VELANA INTL

STRAIGHT-IN RWY		A	B	C	D
18	RNAV (LNAV/VNAV)	290' (284') R1400m	290' (284') R1400m	290' (284') R1400m	290' (284') R1400m
	RNAV (LNAV) ①	390' (384') R1500m	390' (384') R1500m	390' (384') R1800m	390' (384') R1800m
	VOR ①	440' (434') R1500m	440' (434') R1500m	440' (434') R2000m	440' (434') R2000m
36	ILS	220' (214') R1000m	230' (224') R1000m	240' (234') R1000m	250' (244') R1000m
	ALS out	R1200m	R1200m	R1200m	R1300m
	LOC ①	340' (334') R1300m	340' (334') R1300m	340' (334') R1300m	340' (334') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	RNAV (LNAV/VNAV)	320' (314') R1200m	320' (314') R1200m	320' (314') R1200m	320' (314') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNAV (LNAV) ①	390' (384') R1500m	390' (384') R1500m	390' (384') R1600m	390' (384') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR ①	440' (434') R1500m	440' (434') R1500m	440' (434') R1800m	440' (434') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m	500m
B			
C			
D			

VRMM/MLE **JEPPESEN**
19 JAN 18 **(10-9S1)****Standard**
MALE, MALDIVES
VELANA INTL**TEMPORARY MINIMUM PAGE**
REFER ALSO TO LATEST NOTAMS

STRAIGHT-IN RWY		A	B	C	D
18	RNAV (LNAV/VNAV)	290' (284') R1400m	290' (284') R1400m	290' (284') R1400m	290' (284') R1400m
	RNAV (LNAV) ①	390' (384') R1500m	390' (384') R1500m	390' (384') R1800m	390' (384') R1800m
	VOR ①	440' (434') R1500m	440' (434') R1500m	440' (434') R2000m	440' (434') R2000m
36	ILS	460' (454') R1500m	460' (454') R1500m	460' (454') R1900m	460' (454') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	LOC ①	540' (534') R1500m	540' (534') R1500m	540' (534') R2200m	540' (534') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV (LNAV/VNAV)	460' (454') R1500m	460' (454') R1500m	460' (454') R1900m	460' (454') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	RNAV (LNAV) ①	540' (534') R1500m	540' (534') R1500m	540' (534') R2200m	540' (534') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR ①	540' (534') R1500m	540' (534') R1500m	540' (534') R2200m	540' (534') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m	500m
B			
C			
D			

VRMM/ML
VELANA INTL

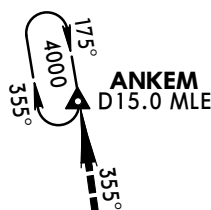
JEPPESEN
20 OCT 17 11-1

MALE, MALDIVES
ILŚ Z Rwy 36

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
LOC IML 108.7	Final Aptch Crs 002°	GS D6.3 IML 2000' (1994')	ILS DA(H) Refer to Minimums	Apt Elev 6' Rwy 6'		<div>1500'</div>	
MISSED APCH: Climb on R-355 MLE to 4000', proceed to ANKEM and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
						MSA MLE VOR	

BRIEFING STRIP™

MISSED APCH HOLDING



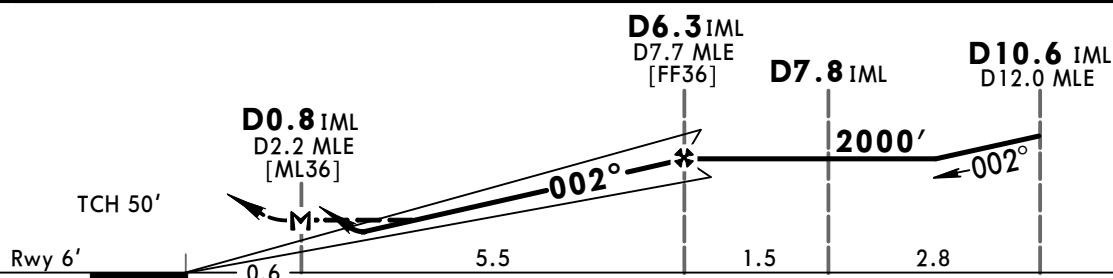
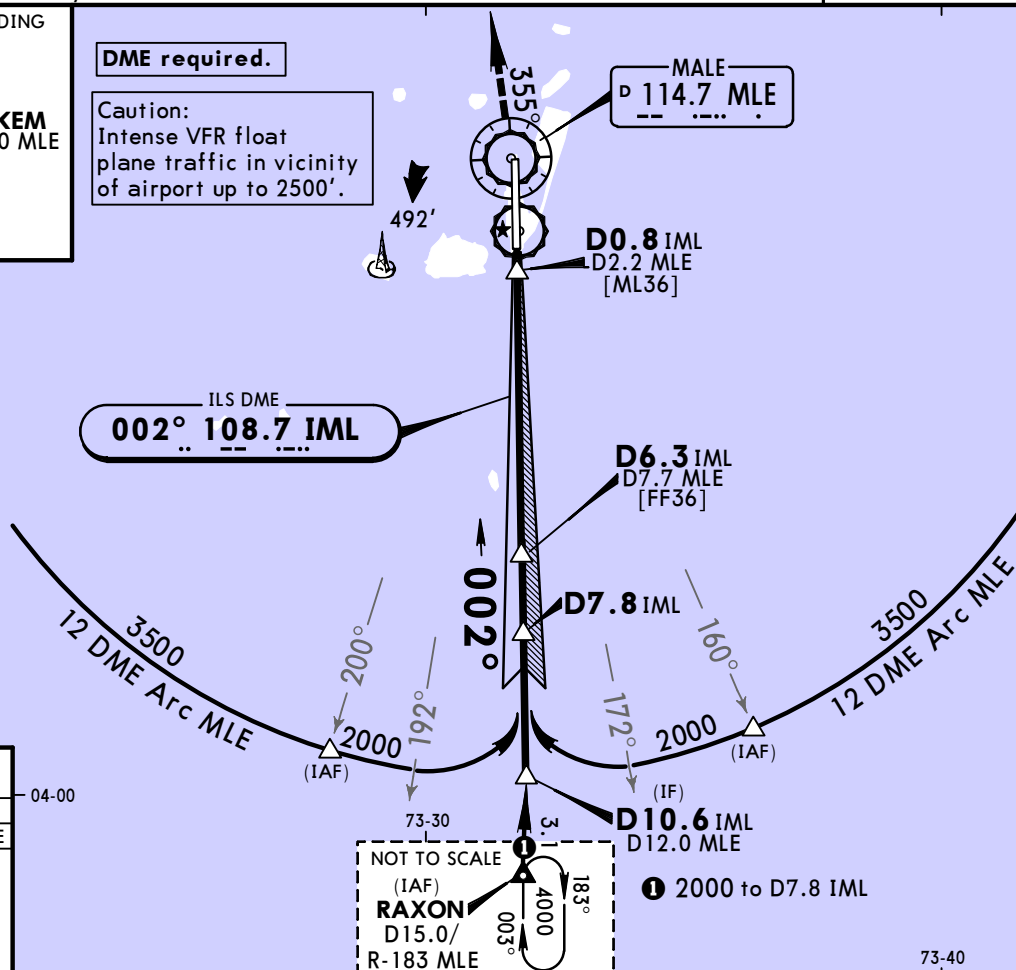
DME required.

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.

- 04-10

002° 108.7 IML

73-20		04-00
RECOMMENDED ALTITUDES		
LOC (GS out)		
IML DME	ALTITUDE	
6.0	1910'	
5.0	1590'	
4.0	1270'	
3.0	950'	
2.0	630'	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 IML/D2.2 MLE						

HIALS
PAPI PAP.

4000' MLE
on 114.7
LT R-355

STRAIGHT-IN LANDING RWY 36

ILS

DA(H)	A: 220' (214')	C: 240' (234')
	B: 230' (224')	D: 250' (244')
	FUJI	ALS out

LOC (GS out)

MDA(H) **340'**(334')

CIRCLE-TO-LAND

A	1200m
B	
C	
D	

	RES 001
1600m	

A	NOT AUTHORIZED
B	
C	
D	

PANS OPS

CHANGES: Airport name.

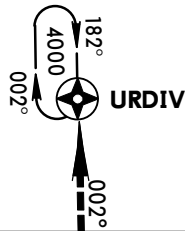
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VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (11-2)MALE, MALDIVES
ILS Y Rwy 36

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
LOC IML 108.7	Final Apch Crs 002°	GS D6.3 IML 2000' (1994')	ILS DA(H) Refer to Minimums	Apt Elev 6' Rwy 6'		<div>1500'</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 4000'. Track 002° to URDIV and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
							MSA MLE VOR

MISSED APCH HOLDING

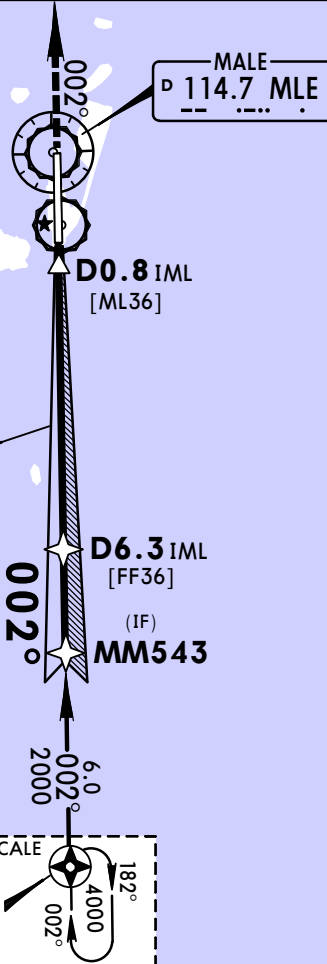


04-10

DME required.

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.

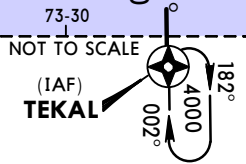
492'



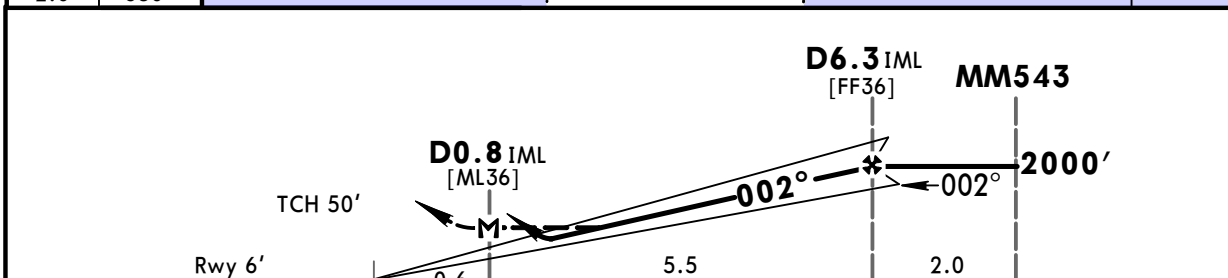
73-20

RECOMMENDED ALTITUDES	
LOC (GS out)	
IML DME	ALTITUDE
6.0	1910'
5.0	1590'
4.0	1270'
3.0	950'
2.0	630'

04-00



73-40



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	4000' ↑ on 002°	URDIV
Descent Angle	3.00°	372	478	531	637	743			
MAP at D0.8 IML									

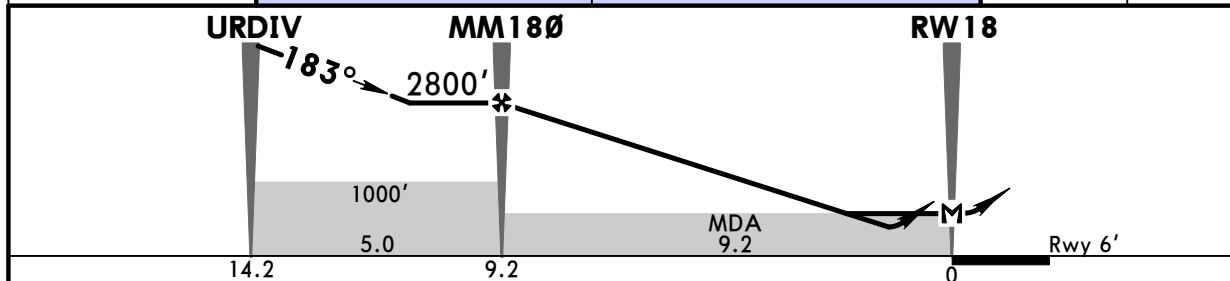
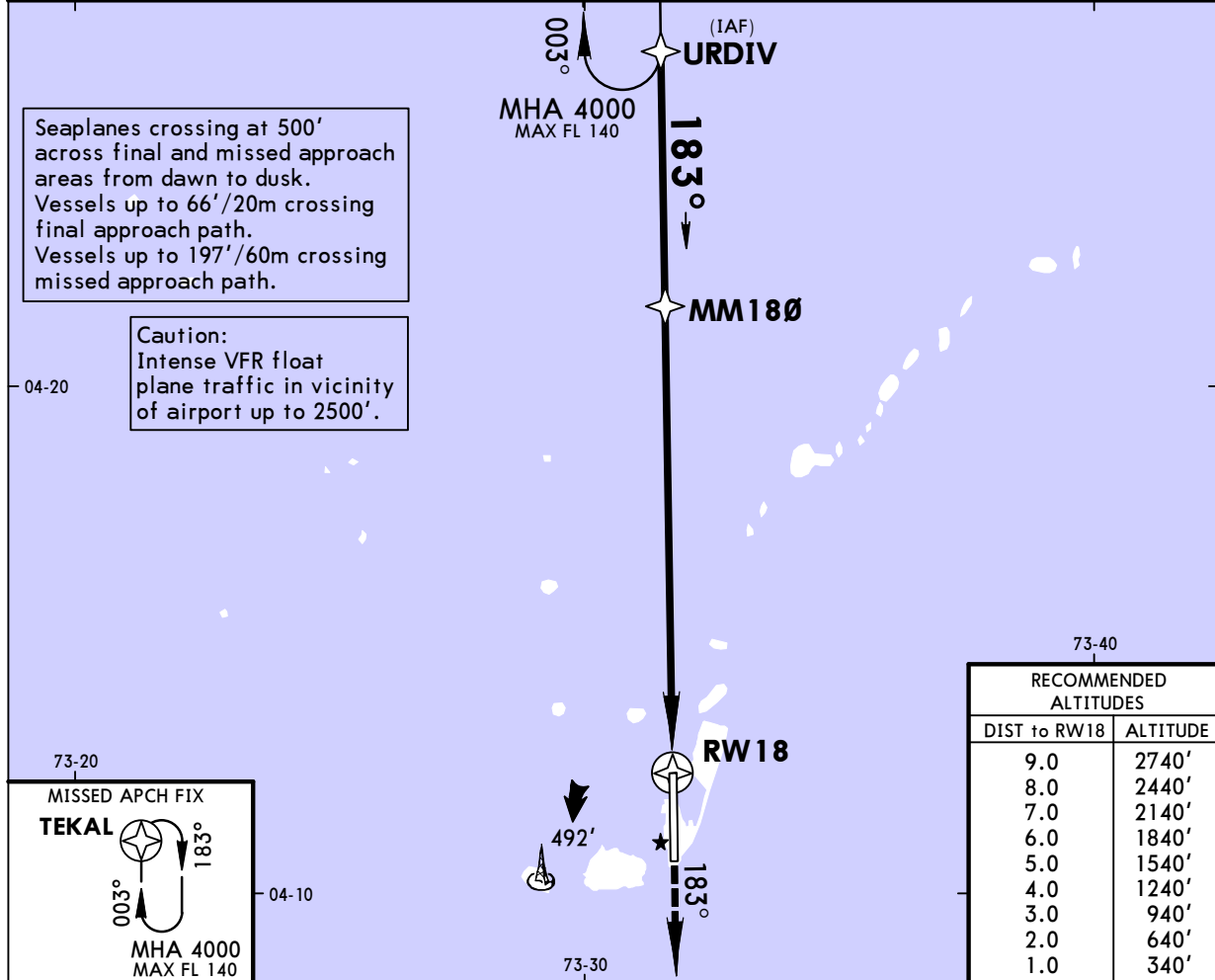
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
A: 220' (214') C: 240' (234')		B: 230' (224') D: 250' (244')		MDA(H) 340' (334')	
FULL		ALS out		ALS out	
A	1200m		1600m		Max Kts
B					A
C					B
D					C
				NOT AUTHORIZED	

PANS OPS

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (12-1)MALE, MALDIVES
RNAV (GNSS) Rwy 18

BRIEFING STRIP

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
RNAV	Final Apch Crs 183°	Procedure Alt MM180 2800' (2794')	LNAV/VNAV DA(H) 290' (284')		Apt Elev 6' Rwy 6'	<div>1500'</div> <div>MSA ARP</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' on 183° to TEKAL, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
Minimum temperature -15°C (5°F).							



Gnd speed-Kts	70	90	100	120	140	160					
Descent Angle 3.00°	372	478	531	637	743	849					
LNAV/VNAV: MAP at DA											
LNAV: MAP at RW18											

STRAIGHT-IN LANDING RWY 18

LNAV/VNAV						LNAV					
DA(H) 290' (284')						MDA(H) 390' (384')					
A	1400m					1600m					
B											
C						2000m					
D											

PANS OPS

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (12-2)MALE, MALDIVES
RNAV (GNSS) Rwy 36

BRIEFING STRIP

ATIS		MALE Approach		MALE Tower		Ground	
125.5		119.7		118.1		121.6	
RNAV	Final Apch Crs 003°	Procedure Alt MM360 2800' (2794')	LNAV/VNAV DA(H) 320' (314')	Apt Elev 6' Rwy 6'		<div><div>1500'</div><div>MSA ARP</div></div>	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' on 003° to URDIV, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
Minimum temperature -15°C (5°F).							

MISSED APCH FIX
MHA 4000
MAX FL 140

04-10

04-00

492'

RW36

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.

Seaplanes crossing at 500'
across final and missed approach
areas from dawn to dusk.
Vessels up to 197'/60m crossing
final approach path beyond 2 NM
from rwy threshold.
Vessels up to 66'/20m crossing
missed approach path.

MM360

MHA 4000
MAX FL 140(IAF)
TEKAL

73-30

73-40

RECOMMENDED
ALTITUDES

DIST to RW36	ALTITUDE
9.0	2740'
8.0	2440'
7.0	2140'
6.0	1840'
5.0	1540'
4.0	1240'
3.0	940'
2.0	640'
1.0	340'

RW36

MM360

TEKAL

Rwy 6'

MDA
9.2

1000'

5.0

0

9.2

14.2

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI <div>4000'</div> <div>↑</div> <div>on 003°</div> <div>URDIV</div>
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW36							

STRAIGHT-IN LANDING RWY 36

LNAV/VNAV

DA(H) **320'** (314')

LNAV

MDA(H) **390'** (384')

ALS out

ALS out

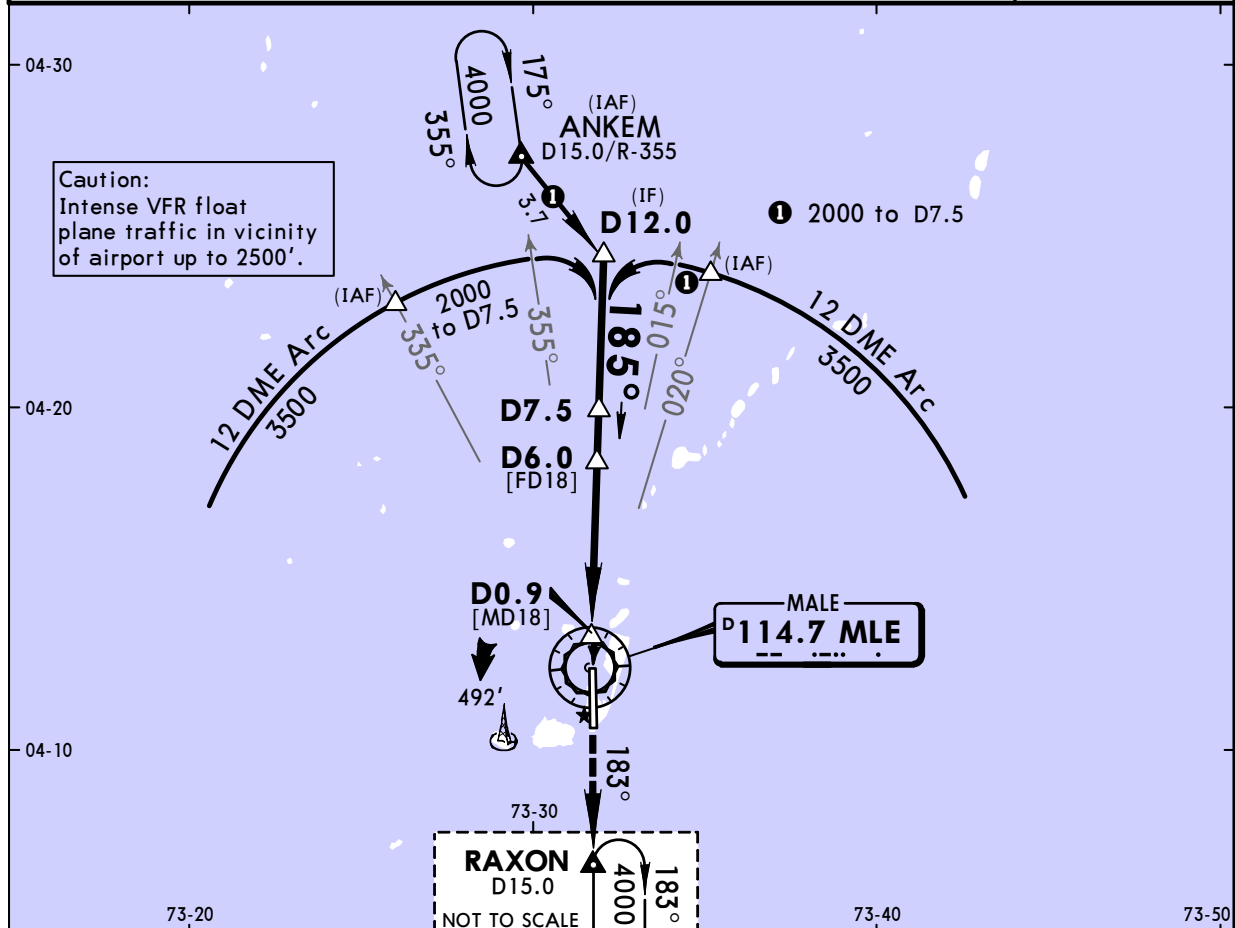
PANS OPS

A	1500m	1600m
B		
C		
D		2000m

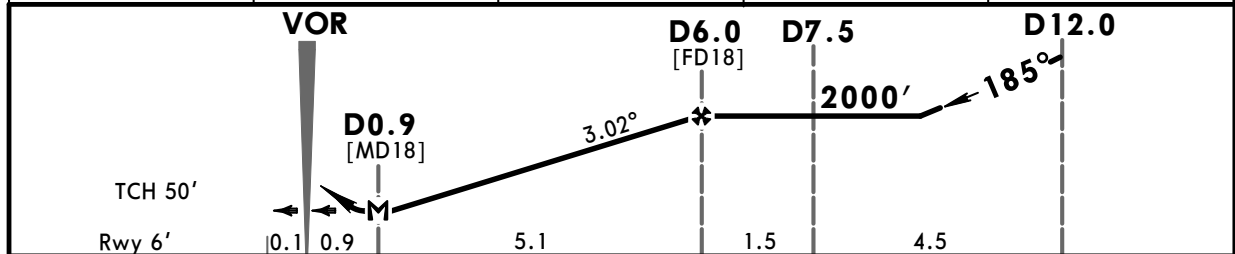
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (13-1)MALE, MALDIVES
VOR Z Rwy 18

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 185°	Minimum Alt D6.0 2000' (1994')	MDA(H) 440' (434')		Apt Elev 6' Rwy 6'		<div>1500'</div>
MISSED APCH: Climb on R-183 to 4000', proceed to RAXON and hold, or as directed.							
Alt Set: hPa DME required.		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'	
							MSA MLE VOR



MLE DME	2.0	3.0	4.0	5.0
ALTITUDE	720'	1040'	1360'	1680'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	4000' on MLE 114.7 R-183	RAXON
Descent Angle 3.02°	374	481	534	641	748	855			
MAP at D0.9									

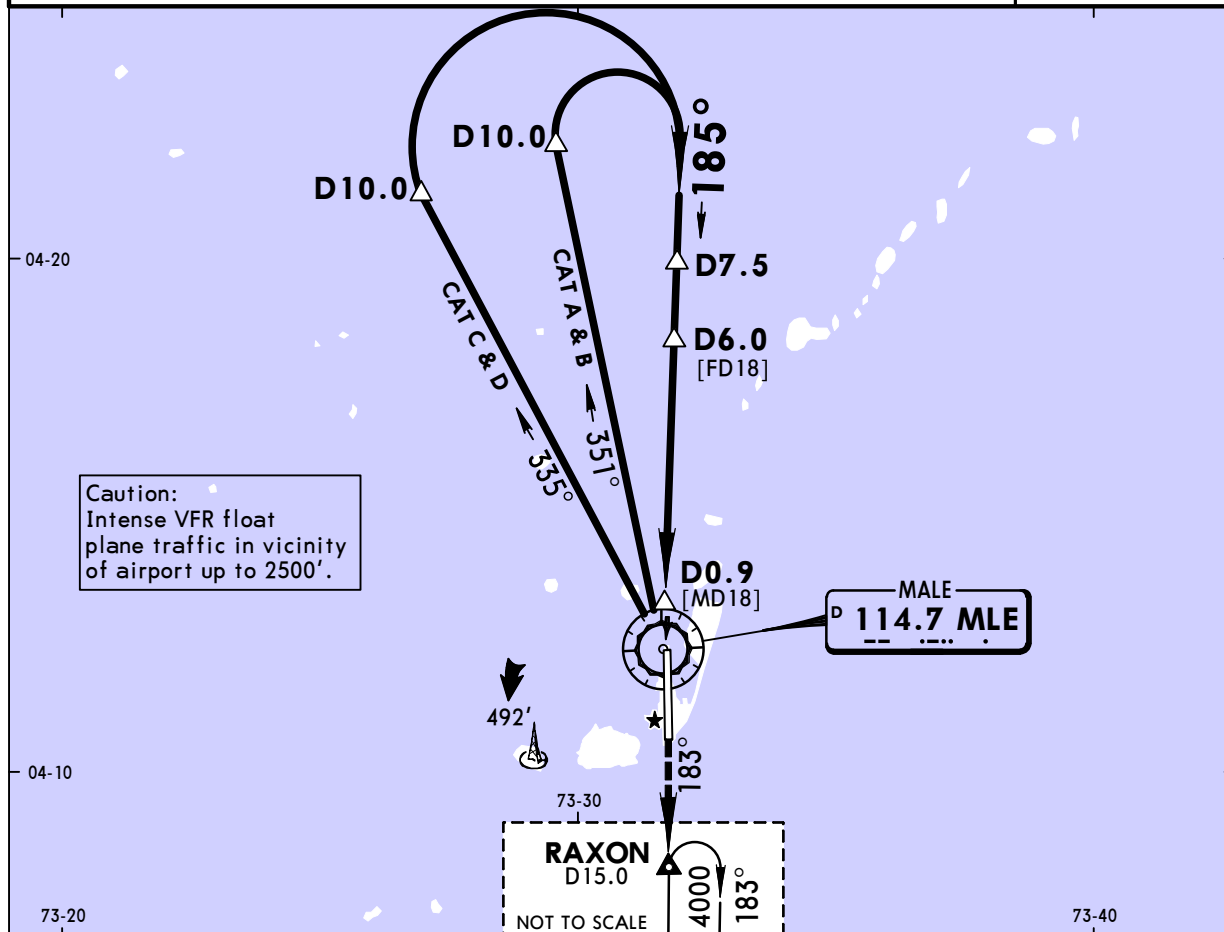
STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND				
MDA(H) 440' (434')									
A					A				
B	1600m				B				
C	2000m				C				
D	2400m				D				

PANS OPS

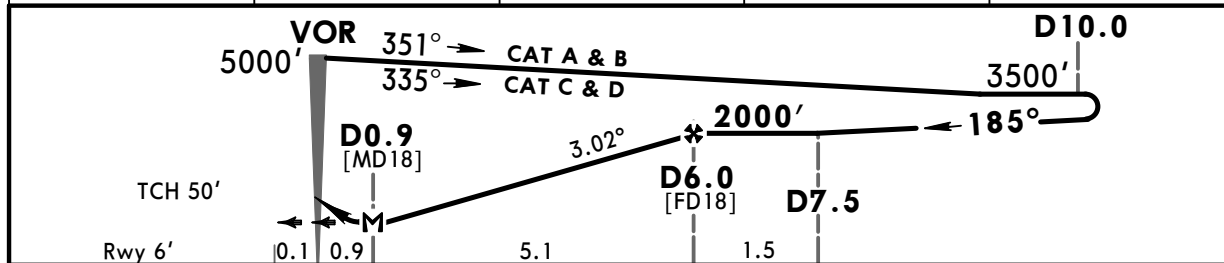
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (13-2)MALE, MALDIVES
VOR Y Rwy 18

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 185°	Minimum Alt D6.0 2000'(1994')	MDA(H) 440'(434')	Apt Elev 6' Rwy 6'		<div>1500'</div> <div>MSA MLE VOR</div>	
MISSED APCH: Climb on R-183 to 4000', proceed to RAXON and hold, or as directed.							
Alt Set: hPa DME required.		Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'			



MLE DME	2.0	3.0	4.0	5.0
ALTITUDE	720'	1040'	1360'	1680'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	4000' MLE on 114.7 LT R-183	RAXON
Descent Angle 3.02°	374	481	534	641	748	855			
MAP at D0.9									

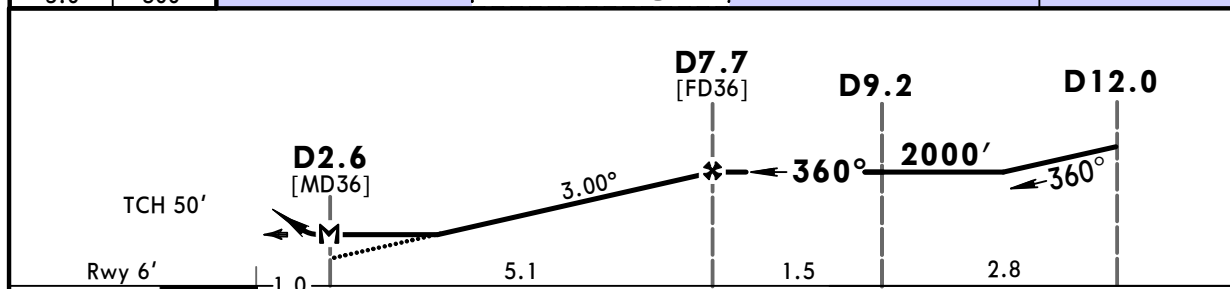
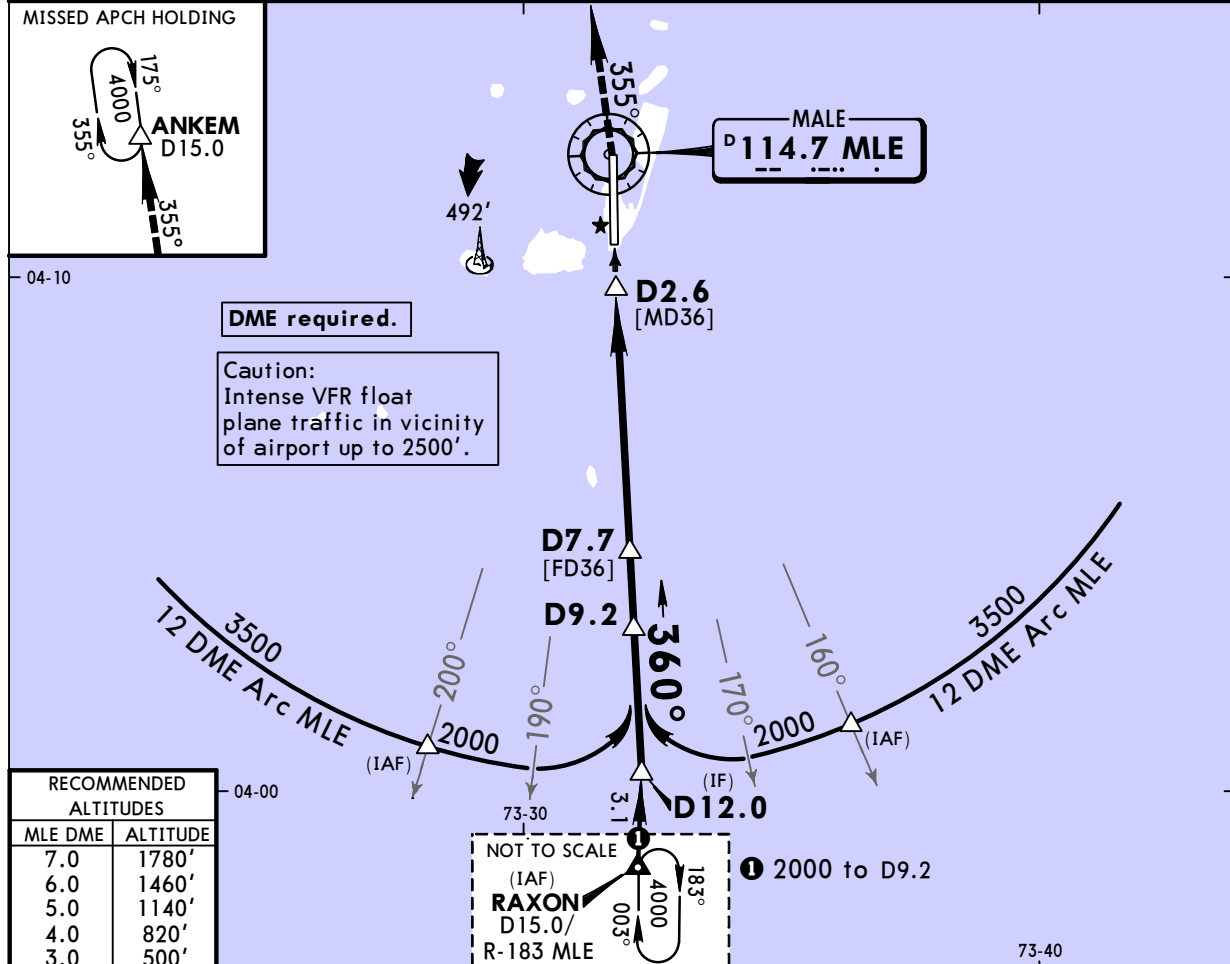
STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND				
MDA(H) 440' (434')									
A					A				
B	1600m				B				
C	2000m				C	NOT AUTHORIZED			
D	2400m				D				

PANS OPS

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (13-3)MALE, MALDIVES
VOR Z Rwy 36

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 360°	Minimum Alt D7.7 2000'(1994')	MDA(H) 440'(434')	Apt Elev 6' Rwy 6'		<div>1500'</div>	
MISSED APCH: Climb o R-355 to 4000', proceed to ANKEM and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
							MSA MLE VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 4000' MLE on 114.7 LT R-355
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.6							

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND			
MDA(H) 440' (434')			NOT AUTHORIZED			
		ALS out				
A	1600m					A
B						B
C	2000m					C
D	2400m					D

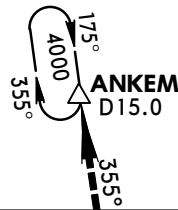
PANS OPS

VRMM/MLE
VELANA INTLJEPPesen
20 OCT 17 (13-4)MALE, MALDIVES
VOR Y Rwy 36

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 360°	Minimum Alt D7.7 2000' (1994')	MDA(H) 440' (434')	Apt Elev 6' Rwy 6'		<div>1500'</div>	
MISSED APCH: Climb o R-355 to 4000', proceed to ANKEM and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
						MSA MLE VOR	

MISSED APCH HOLDING

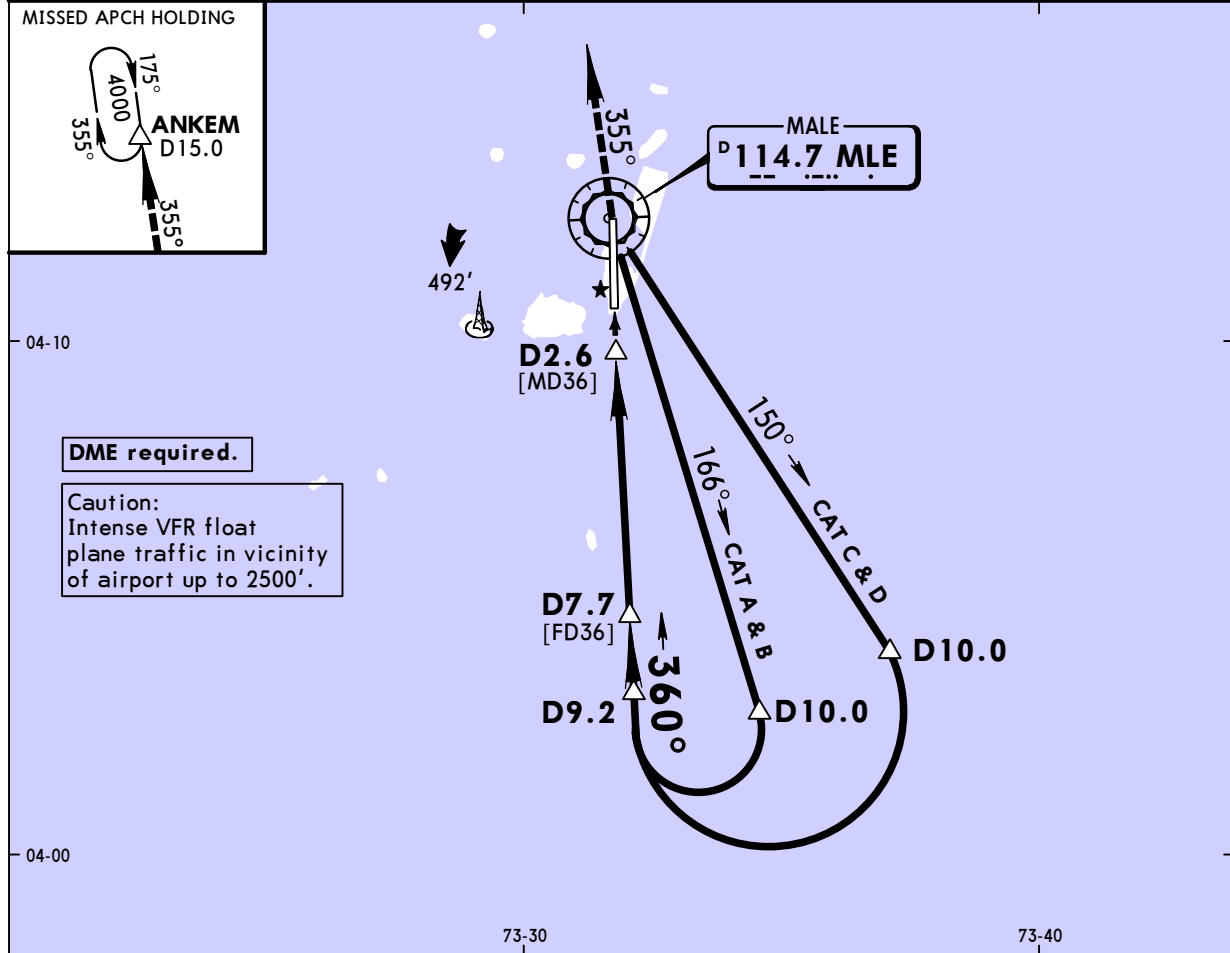


04-10

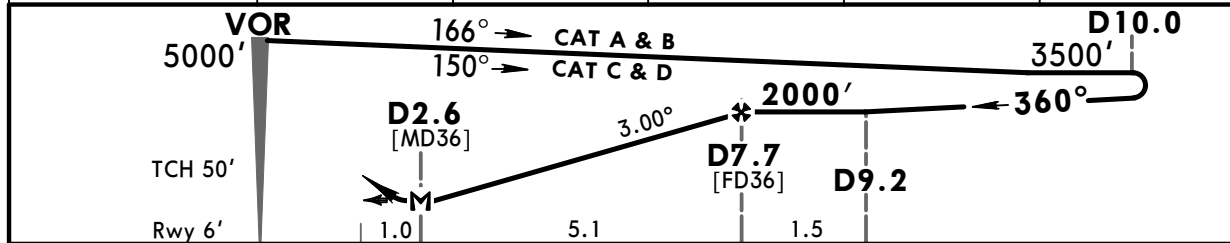
DME required.

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.

04-00



MLE DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	1780'	1460'	1140'	820'	500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	4000' MLE on 114.7 LT R-355
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.6								

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND		
MDA(H) 440' (434')				NOT AUTHORIZED		
		ALS out				
A	1600m					A
B						B
C						C
D						D
2000m						
2400m						

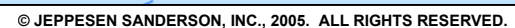
PANS OPS

CHANGES: Airport name.

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Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JeppView 3.6.2.0



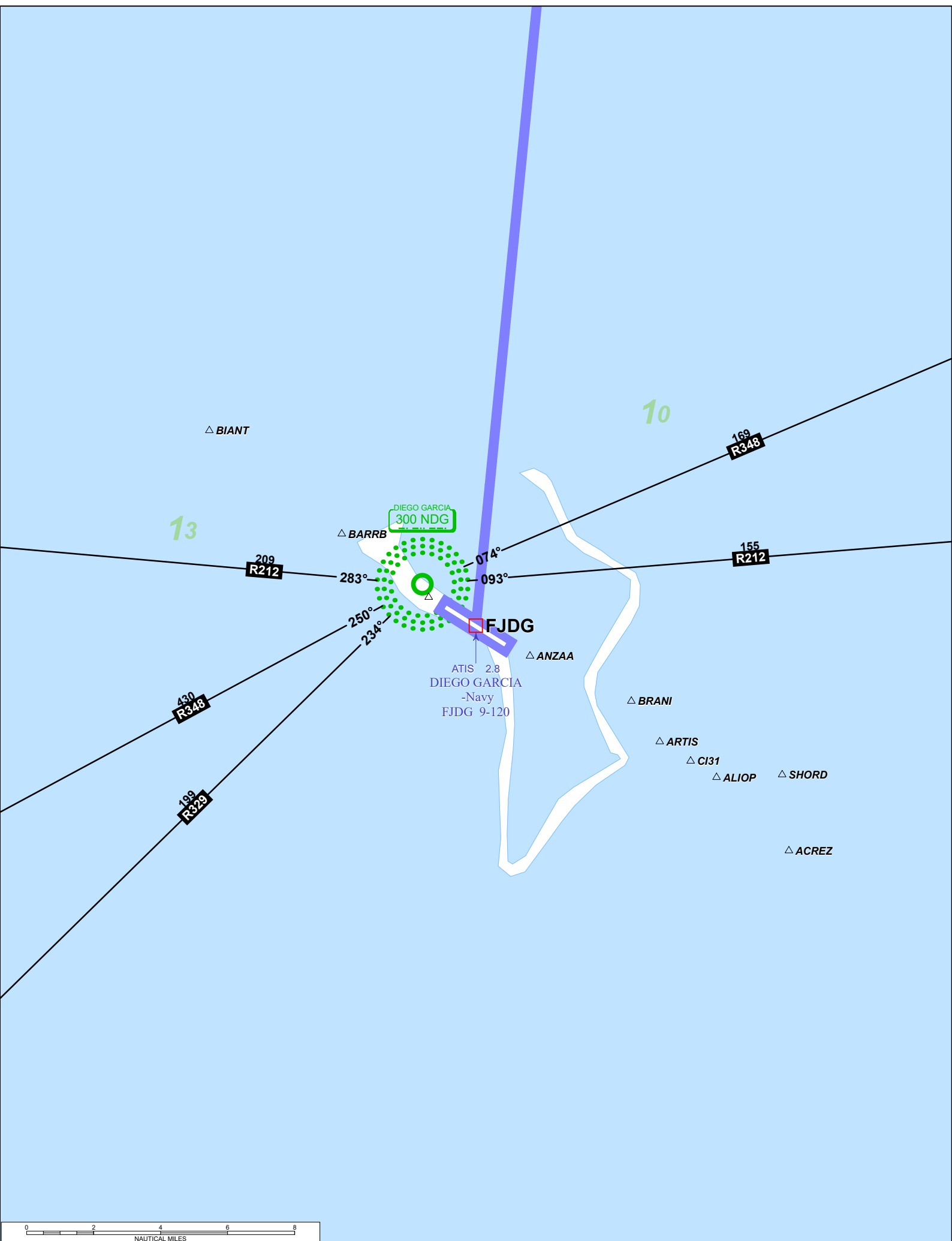
8.0.2 DESTINATION (VRMM -> FJDG): FJDG (Diego Garcia Navy)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



VRMM/MLE
VELANA INTL**JEPPESEN**
22 JUN 18
10-1P**MALE, MALDIVES**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 125.5

1.2. RWY OPERATIONS

Medium ACFT with MAX landing weight of 49t or above are prohibited to make 180 degree turns on RWY 18/36, 180 degree turns allowed only on RWY turn pads during 0600-1100UTC.

Heavy ACFT must make 180 degree turns on RWY 18/36 turn pads only.

1.3. TAXI PROCEDURES**1.3.1. TAXIING TO/FROM MAIN APRON**

All ACFT entering and exiting the main apron using own power will be instructed by the control tower on the TWY to be followed. If another TWY, other than the one allocated is desired, specific ATC clearance to do so is to be obtained.

Due to close proximity of the TML and other associated building with the maneuvering area, all ACFT are to avoid as much as possible, making tight turns and using excessive power for taxiing to and from the main apron.

1.3.2. LIMITATION IN THE USE OF OWN POWER FOR TAXIING

When it is determined by the Ramp Services that the taxiing of ACFT to and from the main apron could be dangerous to other persons and property on and around the area, all such other ACFT will be towed in or out, to or from the main apron.

All such ACFT that have to be towed in will have to switch off all engines while on the RWY, when instructed so by the control tower.

1.4. PARKING INFORMATION

No ACFT stands are available. All ACFT will be guided to the respective parking spots by marshallers and wing walkers.

1.5. OTHER INFORMATION

Concentration of birds at Velana INTL APT, on and around RWY 18/36 are expected. All pilots are advised to exercise caution.

2. ARRIVAL

2.1. OTHER INFORMATION**2.1.1. FLIGHT PROCEDURES**

The inbound transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in cases of congestion, inbound ACFT may be instructed to hold at one of the designated airways reporting points.

VRMM/MLE
VELANA INTLJEPPESEN
22 JUN 18
(10-1P1)MALE, MALDIVES
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURES**3.1.1. PROCEDURES TO ENSURE EFFICIENT USE OF RWY**

On push-back, ACFT may start engine on idle power.

As far as possible, cockpit and cabin checks should be completed prior to lineup. Pilots should ensure that they are able to commence the take-off run immediately after take-off clearance is issued. Pilots not able to comply with this requirement must notify ATC prior to the commencement of taxiing.

Upon lining up on the RWY, when a take-off clearance is issued, ACFT shall commence take-off without delay.

For category A, B and C ACFT, ATC will propose TWY intersection take-offs with the available TORA provided always. The decision to accept or refuse such intersection take-off rests with the pilot in command.

ACFT taxiing on the RWY should maintain a preferred speed of 25 KT or more, except while turning.

3.2. NOISE ABATEMENT PROCEDURES

All departures from RWY 36, shall continue on RWY heading until 3NM from MLE VOR/DME.

Due to noise sensitive area around the final approach of RWY 36, jet or heavy ACFT making visual approach RWY 36 shall extend downwind leg and join final beyond 7NM and shall not descend below the circuit altitude until established on the final.

3.3. OTHER INFORMATION**3.3.1. FUEL SPILLAGE ON THE MOVEMENT AREA**

All ACFT and refueling truck operations are to take utmost precautions that no fuel is spilled on any part of the movement area.

If fuel spillage from an ACFT parked on the main apron occurs, the ACFT will be towed out on to the RWY for engines start, this means if start-up is requested before the spillage is washed out. An ACFT parked on the main apron which is not the subject of a fuel spillage will only be cleared to start engines, only after obtaining the approval of the senior fire officer.

VRMM/MLE
VELANA INTL

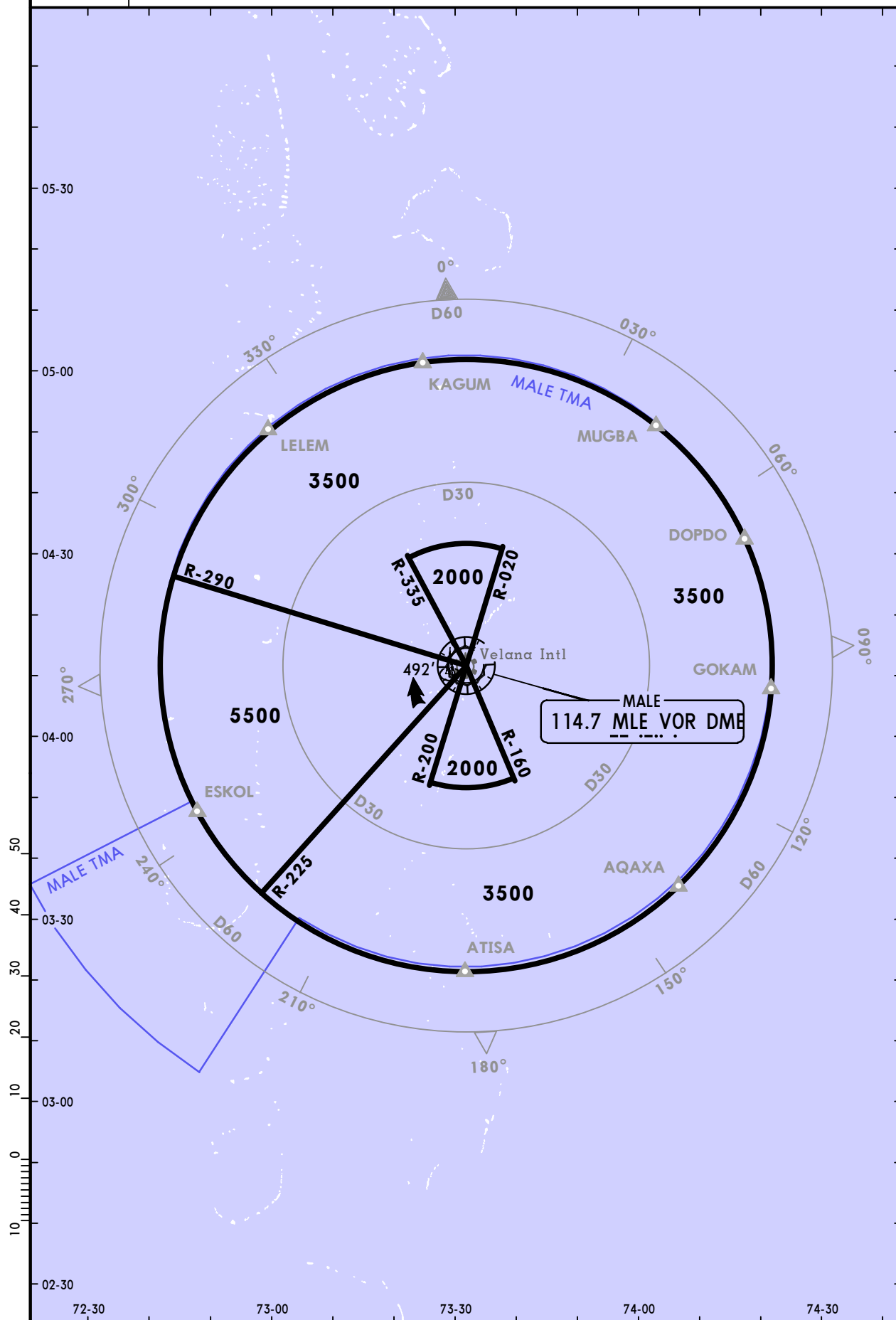
JEPPESEN
20 OCT 17 (10-1R)

MALE, MALDIVES

Apt Elev
6'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'

1. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC surveillance service.
2. The published minimum altitudes are applicable only during day time, related to high density of VFR traffic within MALE TMA. At night the minimum altitude within MALE TMA is 3000'.



CHANGES: Airport name.

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VRMM/MLE
VELANA INTL

20 OCT 17

JEPPESSEN

10-2

MALE, MALDIVES

RNAV STAR

ATIS 125.5	Apt Elev 6'	Alt Set: hPa Trans level: FL130 Trans alt: 11000' 1. RNAV 1. 2. GNSS required. 3. Request and obtain ATC approval before passing TMA boundary. 4. EXPECT RADAR vectoring. 5. If unable to comply inform ATC.	<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto;"></div> 1500' MSA ARP
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DOPDO 3A (D 3A), KAGUM 3A (K 3A)
LELEM 3A (L 3A), MUGBA 3A (M 3A)
RWY 36 RNAV ARRIVALS

The diagram illustrates four RNAV arrival routes converging at the TEKAL Instrument Approach Fix (IAF) for Runway 36. The routes are defined by waypoints MM002, MM003, and MM004. Key features include:

- Waypoints:** LELEM, KAGUM, MUGBA, DOPDO, MM002, MM003, MM004, and TEKAL (IAF).
- Altitudes:** Minimum enroute altitudes (MEA) are specified along each segment: 5500' for L 3A, 4000' for K 3A, M 3A, and D 3A.
- Angles:** Course angles between waypoints are provided in degrees (e.g., 163° between LELEM and MM002, 156° between KAGUM and MM003).
- Obstacles:** A shaded circle indicates an obstacle near the TEKAL IAF.
- Navigation Mode:** The chart specifies RNAV 1 and GNSS requirements.

STAR	ROUTING
D 3A	DOPDO - MM004 - TEKAL (4000'+).
K 3A	KAGUM - MM003 - MM004 - TEKAL (4000'+).
L 3A	LELEM - MM002 (5500'+) - TEKAL (4000'+).
M 3A	MUGBA - MM004 - TEKAL (4000'+).

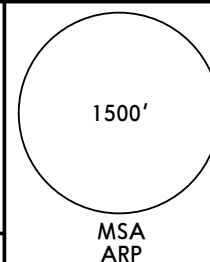
CHANGES: Airport name.

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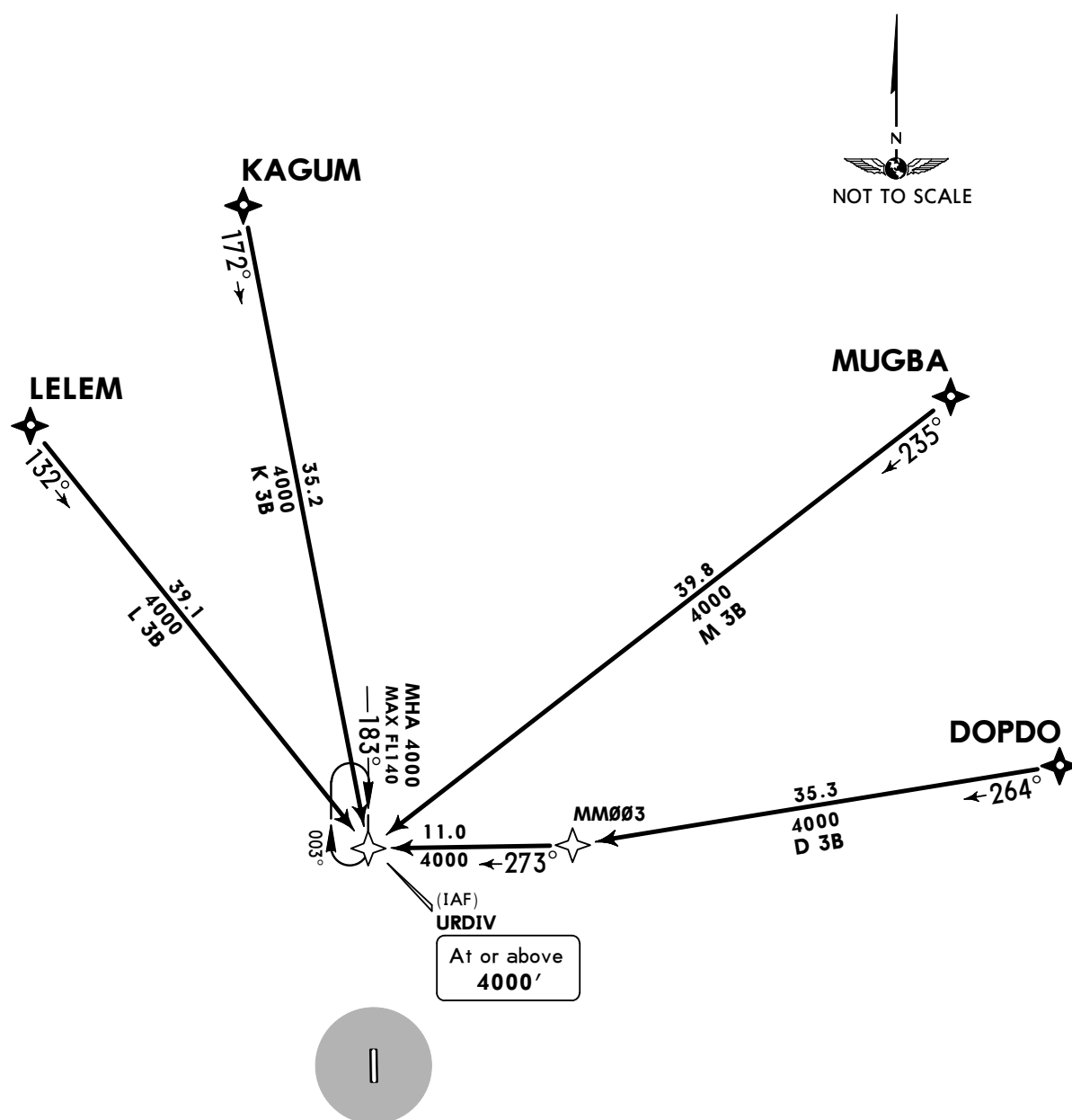
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (10-2A)MALE, MALDIVES
RNAV STARATIS
125.5Apt Elev
6'

Alt Set: hPa
Trans level: FL130 Trans alt: 11000'

1. RNAV 1.
2. GNSS required.
3. Request and obtain ATC approval before passing TMA boundary.
4. EXPECT RADAR vectoring.
5. If unable to comply inform ATC.



DOPDO 3B (D 3B), KAGUM 3B (K 3B)
LELEM 3B (L 3B), MUGBA 3B (M 3B)
RWY 18 RNAV ARRIVALS

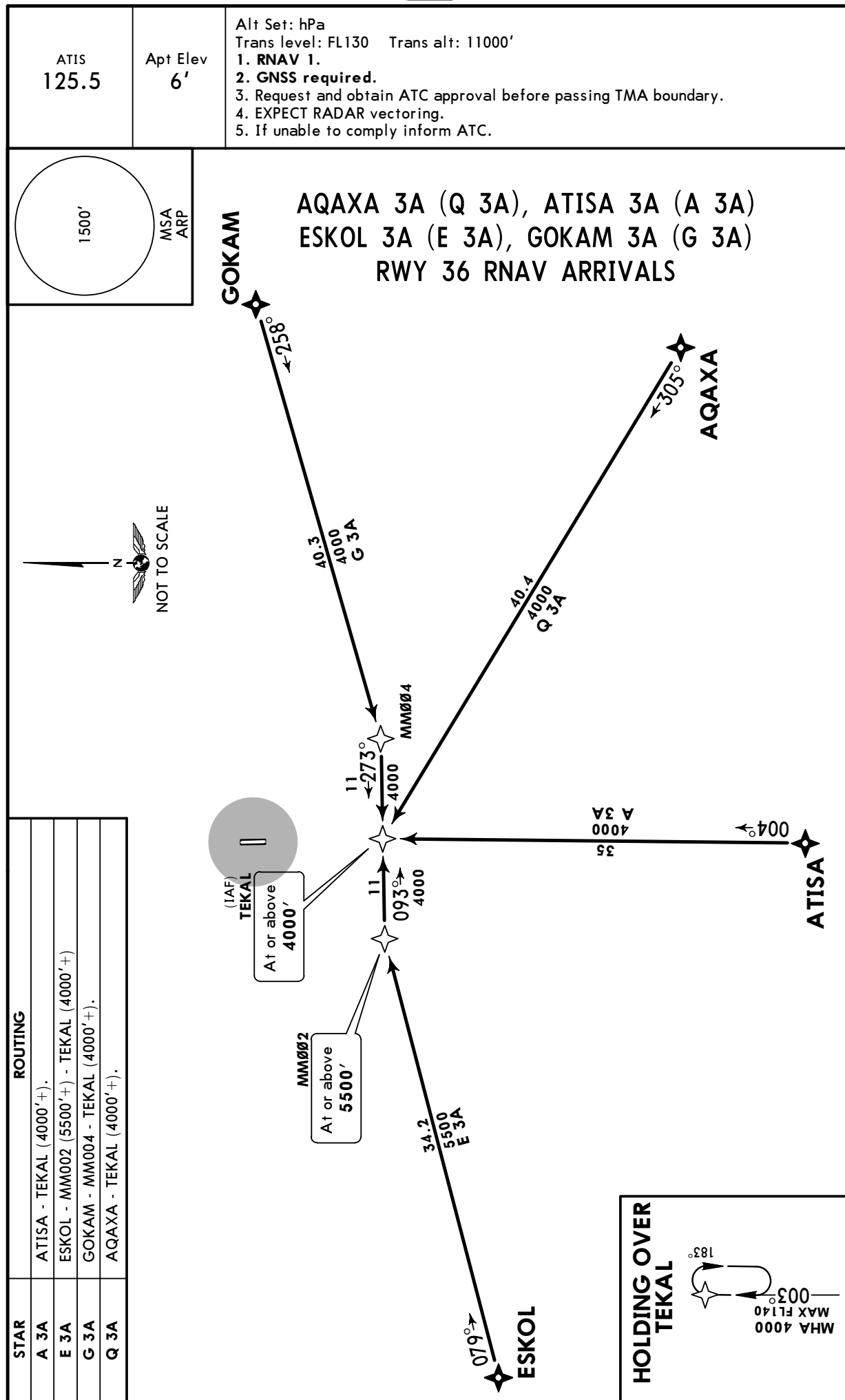


STAR	ROUTING
D 3B	DOPDO - MM003 - URDIV (4000'+).
K 3B	KAGUM - URDIV (4000'+).
L 3B	LELEM - URDIV (4000'+).
M 3B	MUGBA - URDIV (4000'+).

VRMM/MLE
VELANA INTL

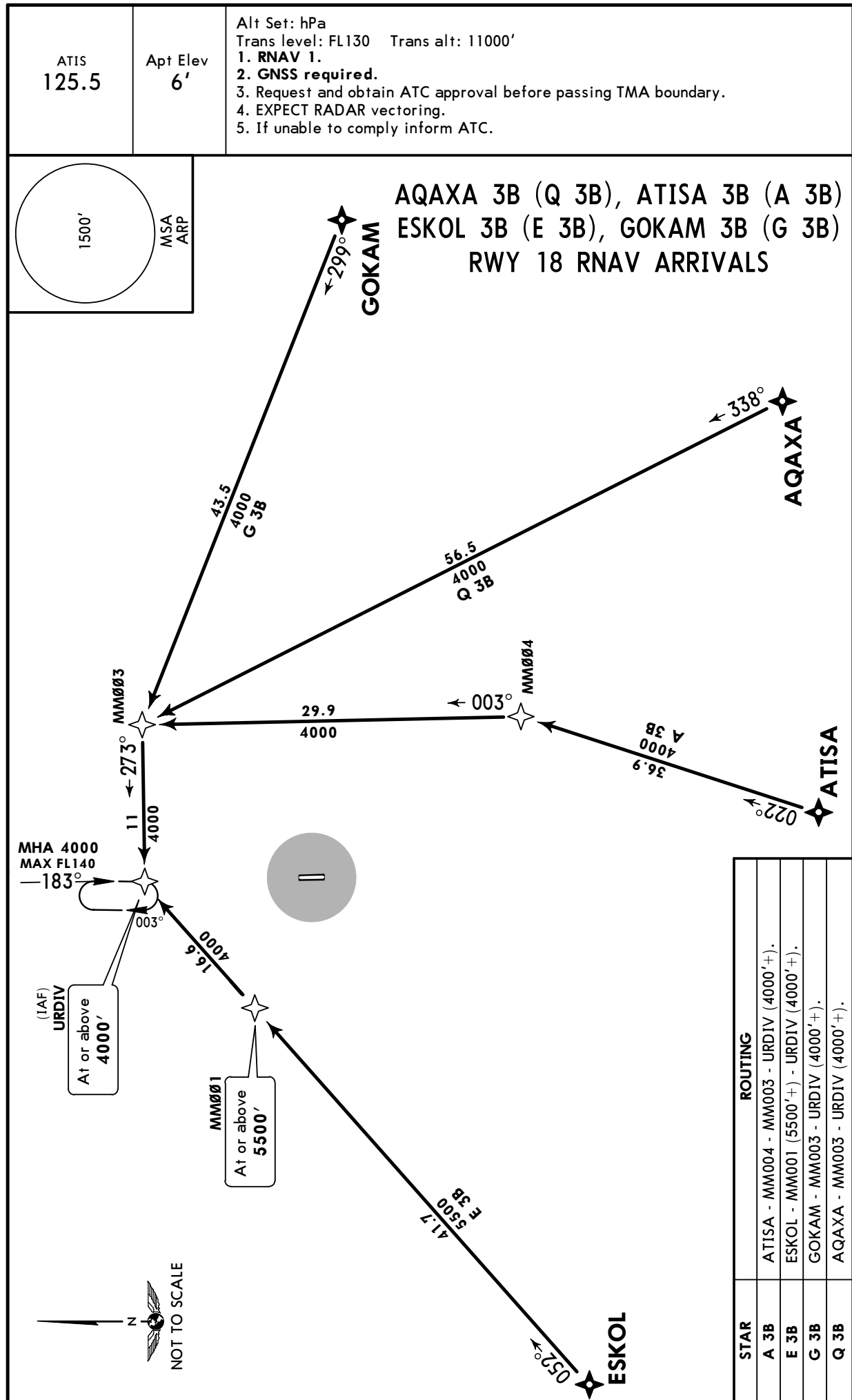
JEPPESSEN
 20 OCT 17 **(10-2B)**

MALE, MALDIVES
RNAV STAR



VRMM/MLE
VELANA INTL

20 OCT 17

JEPPesen
(10-2C)
MALE, MALDIVES
RNAV STAR


VRMM/MLE
VELANA INTL
JEPPesen
 20 OCT 17 **(10-2D)**
MALE, MALDIVES
STAR

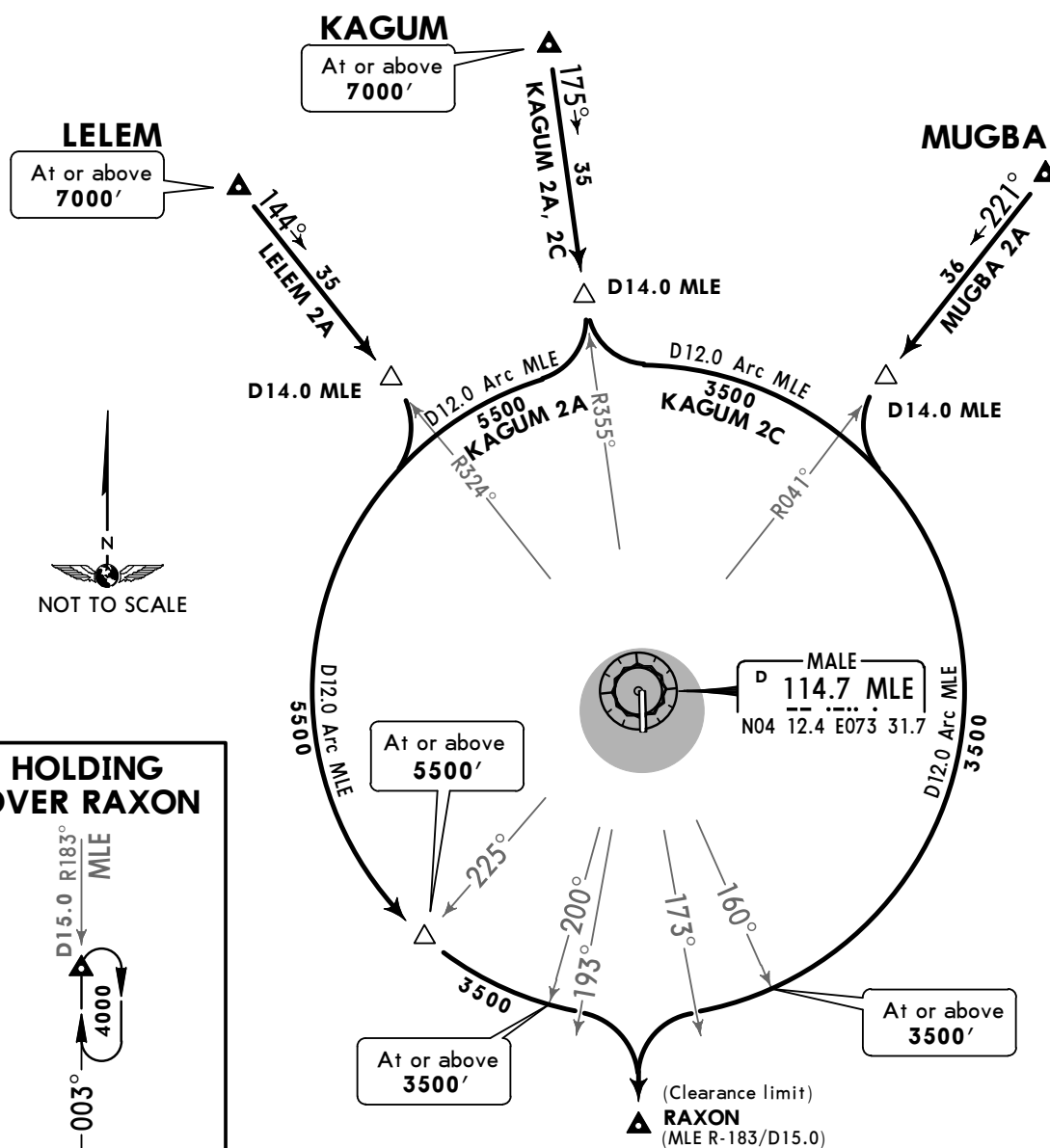
 ATIS
 125.5

 Apt Elev
 6'

 Alt Set: hPa
 Trans level: FL130 Trans alt: 11000'
 Descend as cleared by ATC.

1500'

 MSA
 MLE VOR

KAGUM 2A [KAGU2A]
KAGUM 2C [KAGU2C]
LELEM 2A [LELE2A]
MUGBA 2A [MUGB2A]
RWY 36 ARRIVALS


STAR	ROUTING
KAGUM 2A ①	Intercept MLE R-355 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-193 turn RIGHT to RAXON.
KAGUM 2C ②	Intercept MLE R-355 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.
LELEM 2A ③	Intercept MLE R-324 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-193 turn RIGHT to RAXON.
MUGBA 2A ②	Intercept MLE R-041 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.

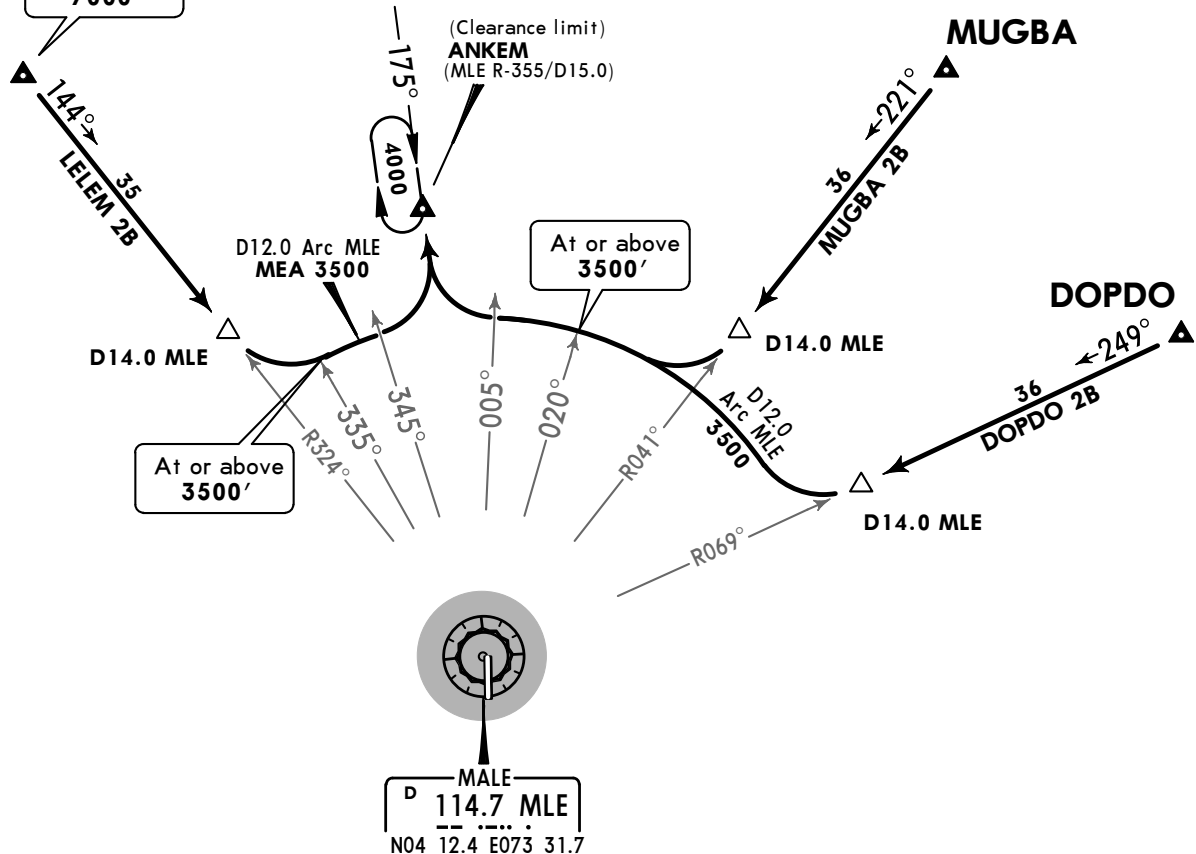
① If cleared VOR/ILS approach before passing MLE R-200, execute VOR Z/ILS Z approach RWY 36.
 ② If cleared VOR/ILS approach before passing MLE R-160, execute VOR Z/ILS Z approach RWY 36.
 ③ If cleared VOR/ILS approach before passing MLE R-193, execute VOR Z/ILS Z approach RWY 36.

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 10-2EMALE, MALDIVES
STARATIS
125.5Apt Elev
6'Alt Set: hPa
Trans level: FL130 Trans alt: 11000'
Descend as cleared by ATC.

1500'

MSA
MLE VORDOPDO 2B [DOPD2B]
LELEM 2B [LELE2B]
MUGBA 2B [MUGB2B]
RWY 18 ARRIVALS

LELEM

At or above
7000'

STAR

ROUTING

DOPDO 2B
①

Intercept MLE R-069 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.

LELEM 2B
②

Intercept MLE R-324 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-345 turn LEFT to ANKEM.

MUGBA 2B
①

Intercept MLE R-041 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-005 turn RIGHT to ANKEM.

① If cleared VOR approach before passing MLE R-020, execute VOR Z approach RWY 18.

② If cleared VOR approach before passing MLE R-335, execute VOR Z approach RWY 18.

VRMM/MLE
VELANA INTL
JEPPesen
 20 OCT 17 **10-2F**
MALE, MALDIVES
STAR

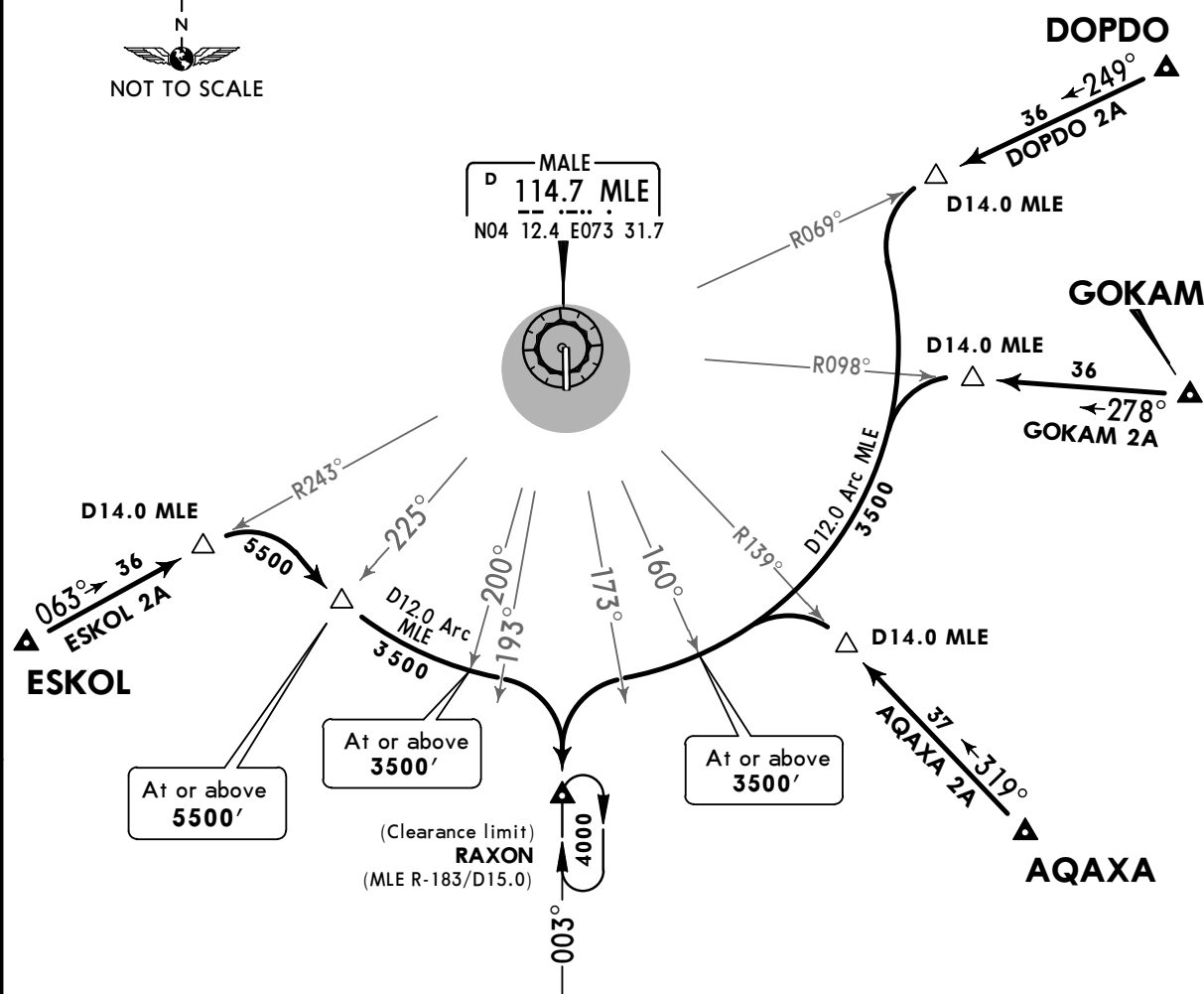
 ATIS
 125.5

 Apt Elev
 6'

 Alt Set: hPa
 Trans level: FL130 Trans alt: 11000'
 Descend as cleared by ATC.

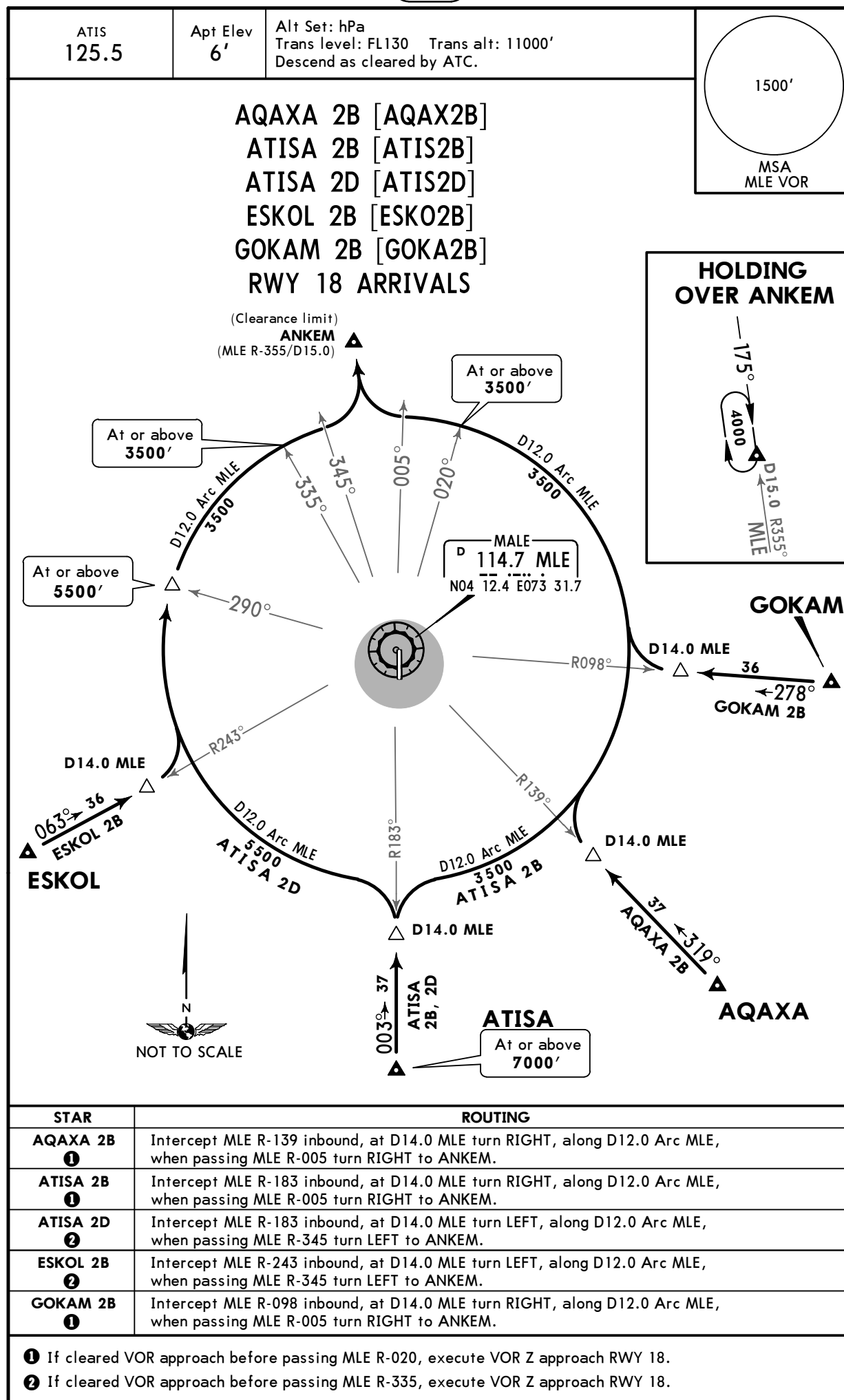
1500'

 MSA
 MLE VOR

AQAXA 2A [AQAX2A]
DOPDO 2A [DOPD2A]
ESKOL 2A [ESK02A]
GOKAM 2A [GOKA2A]
RWY 36 ARRIVALS


STAR	ROUTING
AQAXA 2A ①	Intercept MLE R-139 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.
DOPDO 2A ①	Intercept MLE R-069 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.
ESKOL 2A ②	Intercept MLE R-243 inbound, at D14.0 MLE turn RIGHT, along D12.0 Arc MLE, when passing MLE R-193 turn RIGHT to RAXON.
GOKAM 2A ①	Intercept MLE R-098 inbound, at D14.0 MLE turn LEFT, along D12.0 Arc MLE, when passing MLE R-173 turn LEFT to RAXON.

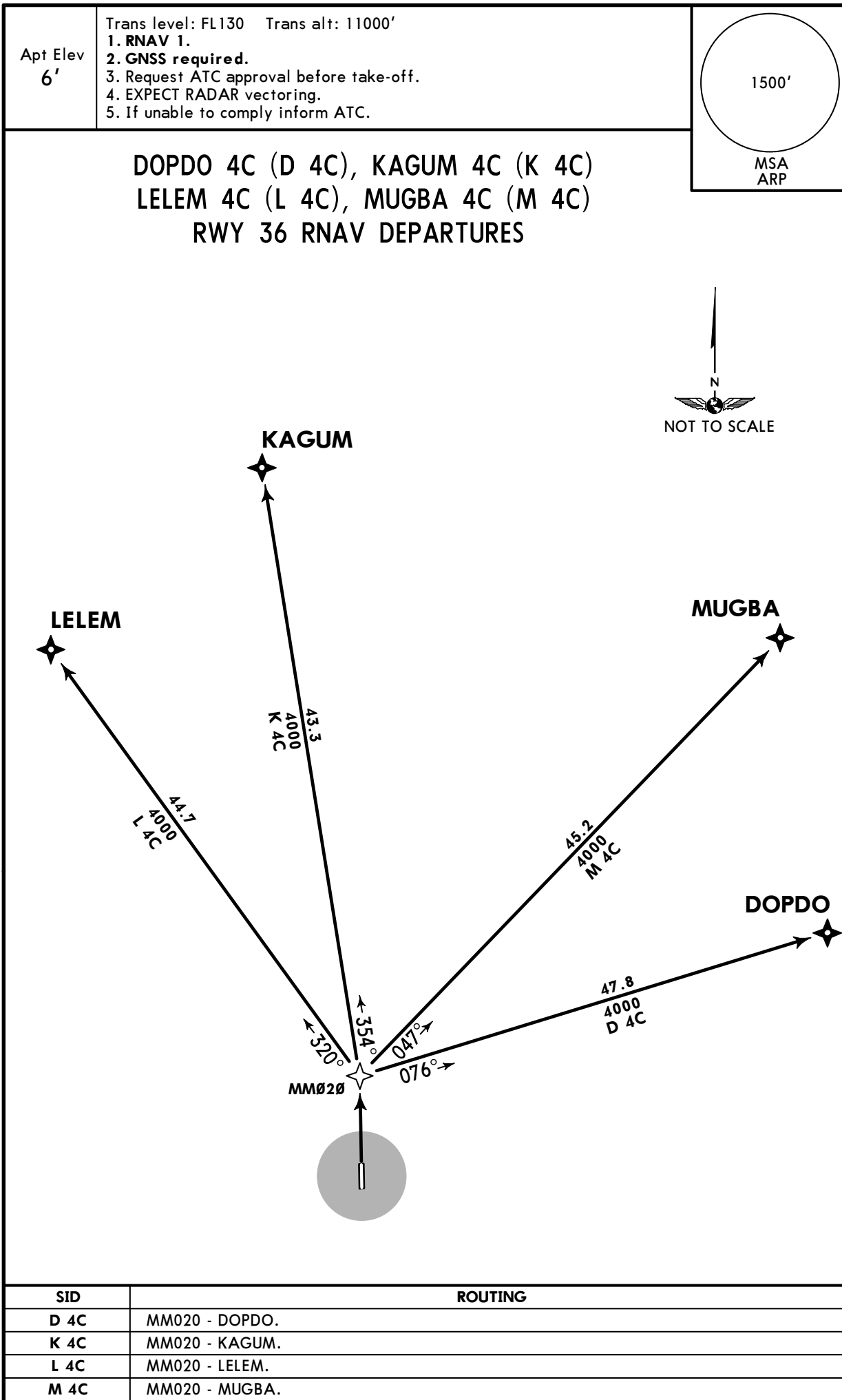
① If cleared VOR/ILS approach before passing MLE R-160, execute VOR Z/ILS Z approach RWY 36.
 ② If cleared VOR/ILS approach before passing MLE R-200, execute VOR Z/ILS Z approach RWY 36.

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (10-2G)MALE, MALDIVES
STAR

VRMM/MLE
VELANA INTL

JEPPESEN
 20 OCT 17 **10-3**

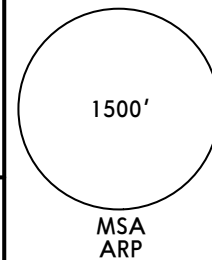
MALE, MALDIVES
RNAV SID



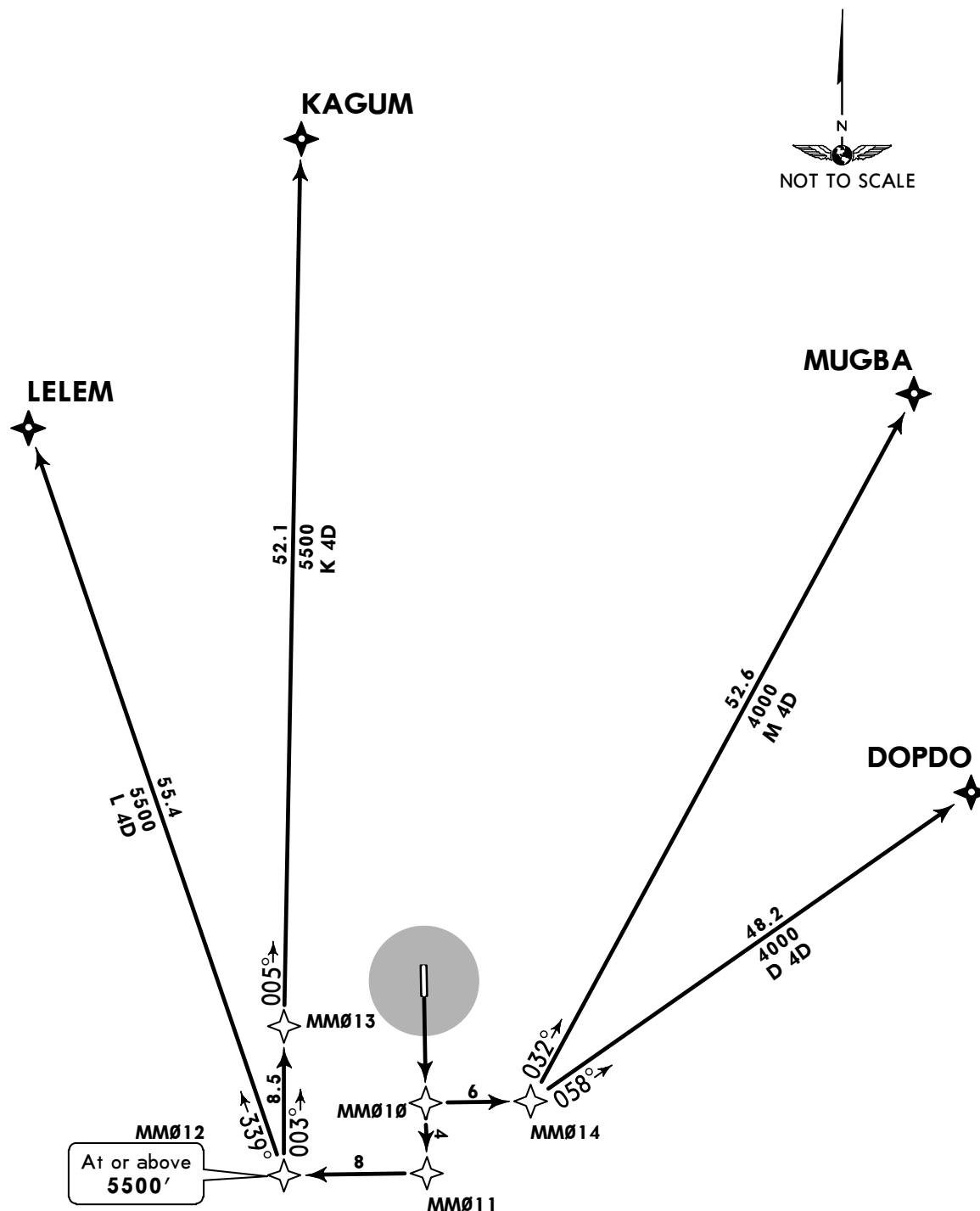
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (10-3A)MALE, MALDIVES
RNAV SIDApt Elev
6'

Trans level: FL130 Trans alt: 11000'

1. RNAV 1.
2. GNSS required.
3. Request ATC approval before take-off.
4. EXPECT RADAR vectoring.
5. If unable to comply inform ATC.



DOPDO 4D (D 4D), KAGUM 4D (K 4D)
LELEM 4D (L 4D), MUGBA 4D (M 4D)
RWY 18 RNAV DEPARTURES

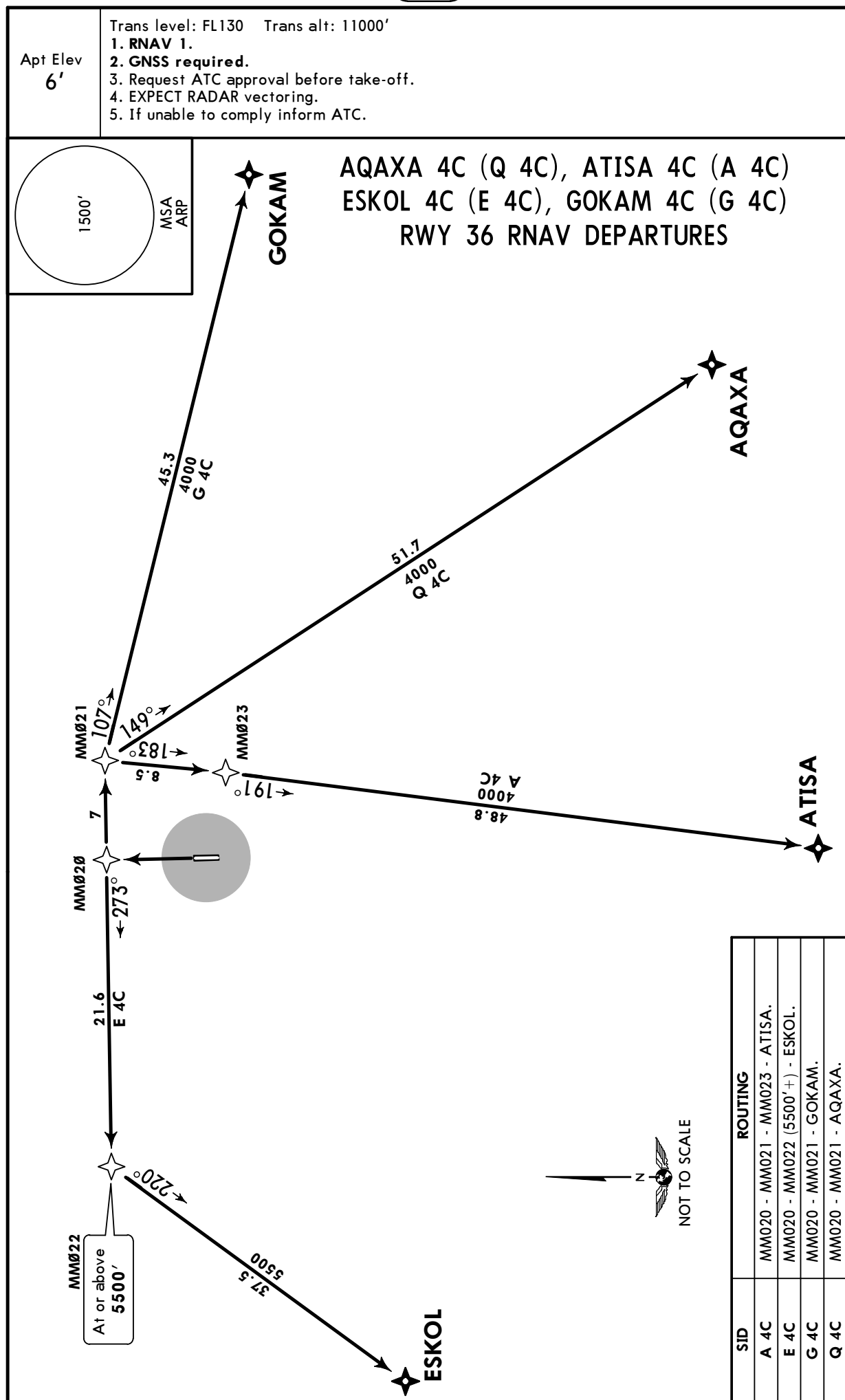


SID	ROUTING
D 4D	MM010 - MM014 - DOPDO.
K 4D	MM010 - MM011 - MM012 (5500'+) - MM013 - KAGUM.
L 4D	MM010 - MM011 - MM012 (5500'+) - LELEM.
M 4D	MM010 - MM014 - MUGBA.

VRMM/MLE
VELANA INTL

JEPPESEN
 20 OCT 17 **(10-3B)**

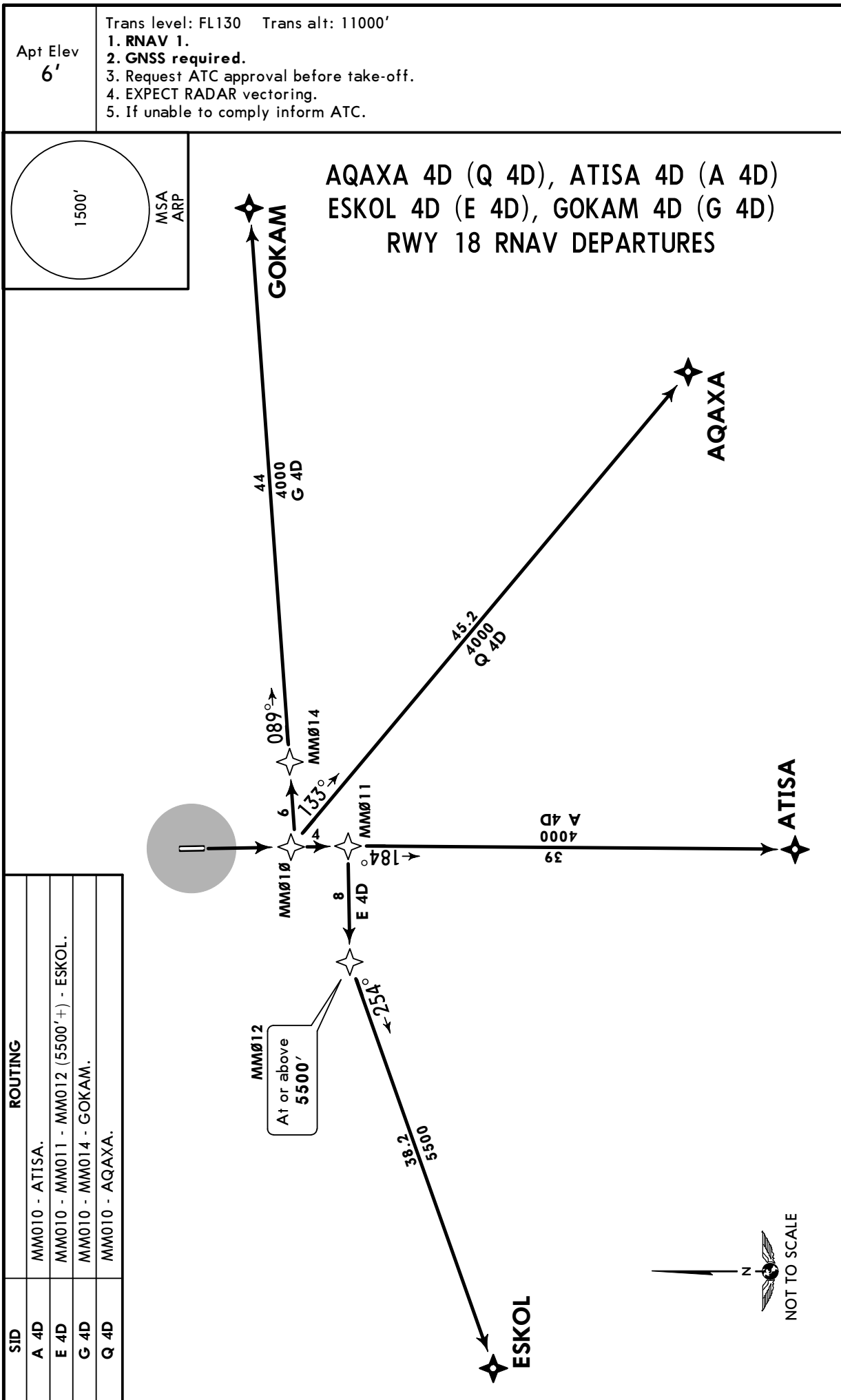
MALE, MALDIVES
RNAV SID



VRMM/MLE
VELANA INTL

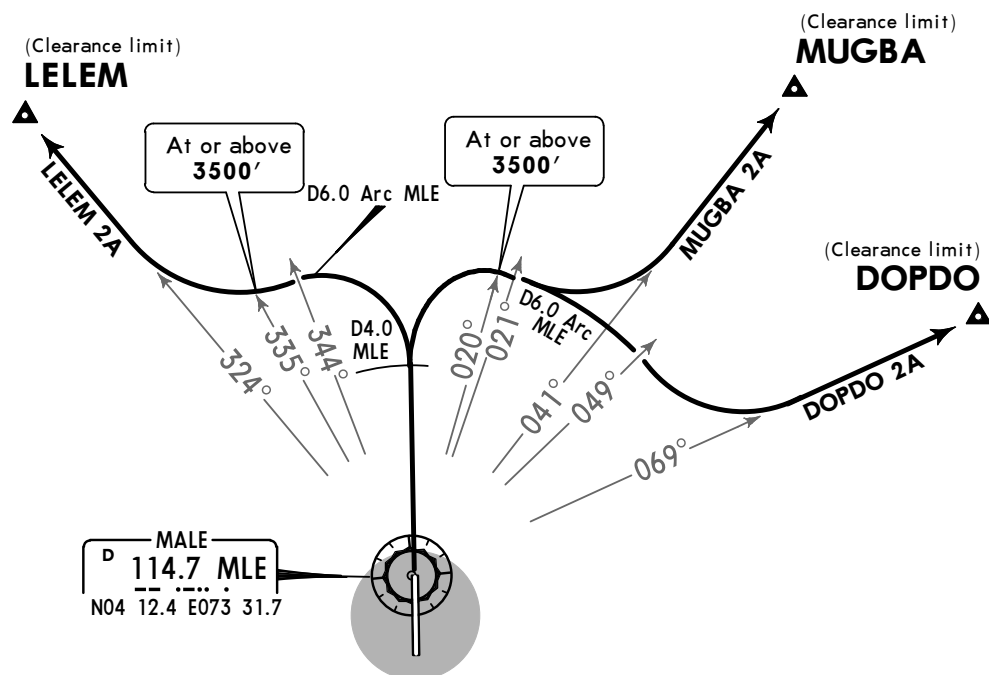
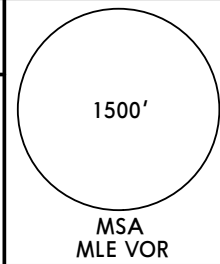
JEPPESEN
 20 OCT 17 **(10-3C)**

MALE, MALDIVES
RNAV SID

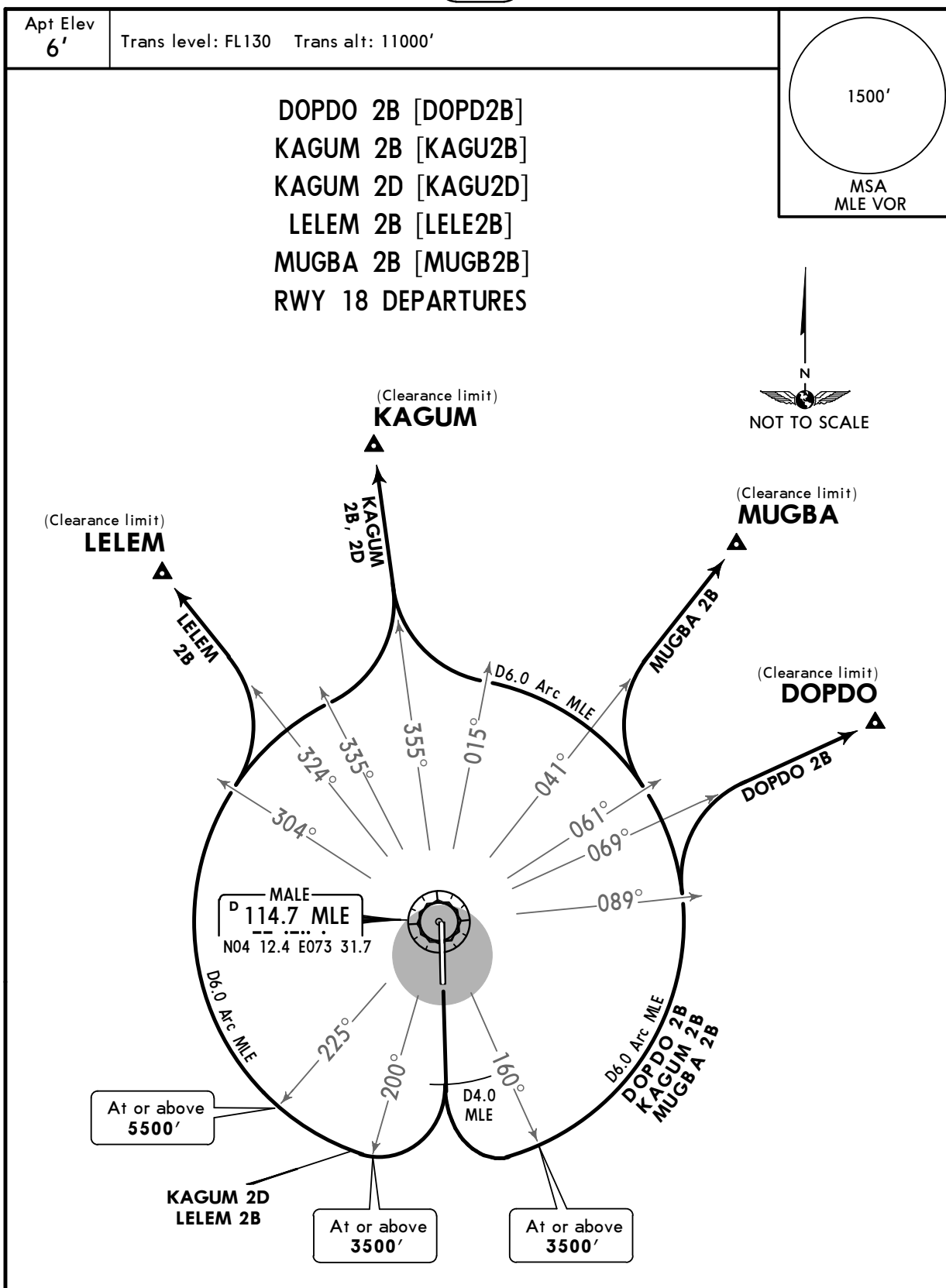


VRMM/MLE
VELANA INTL**JEPPESEN**
20 OCT 17 **(10-3D)****MALE, MALDIVES**
SIDApt Elev
6'

Trans level: FL130 Trans alt: 11000'

DOPDO 2A [DOPD2A]
LELEM 2A [LELE2A]
MUGBA 2A [MUGB2A]
RWY 36 DEPARTURES**Initial climb clearance By ATC**

SID	ROUTING
DOPDO 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-049 turn LEFT, intercept MLE R-069 to DOPDO.
LELEM 2A	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-344 turn RIGHT, intercept MLE R-324 to LELEM.
MUGBA 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-021 turn LEFT, intercept MLE R-041 to MUGBA.

VRMM/MLE
VELANA INTL
JEPPesen
 20 OCT 17 **10-3E**
MALE, MALDIVES
SID

Initial climb clearance By ATC

SID	ROUTING
DOPDO 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-089 turn RIGHT, intercept MLE R-069 to DOPDO.
KAGUM 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-015 turn RIGHT, intercept MLE R-355 to KAGUM.
KAGUM 2D	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-335 turn LEFT, intercept MLE R-355 to KAGUM.
LELEM 2B	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-304 turn LEFT, intercept MLE R-324 to LELEM.
MUGBA 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-061 turn RIGHT, intercept MLE R-041 to MUGBA.

VRMM/ MLE
VELANA INTL

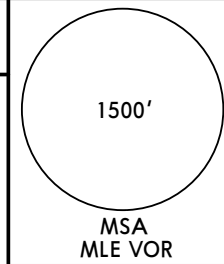
JEPPESSEN
20 OCT 17 10-3F

MALE, MALDIVES

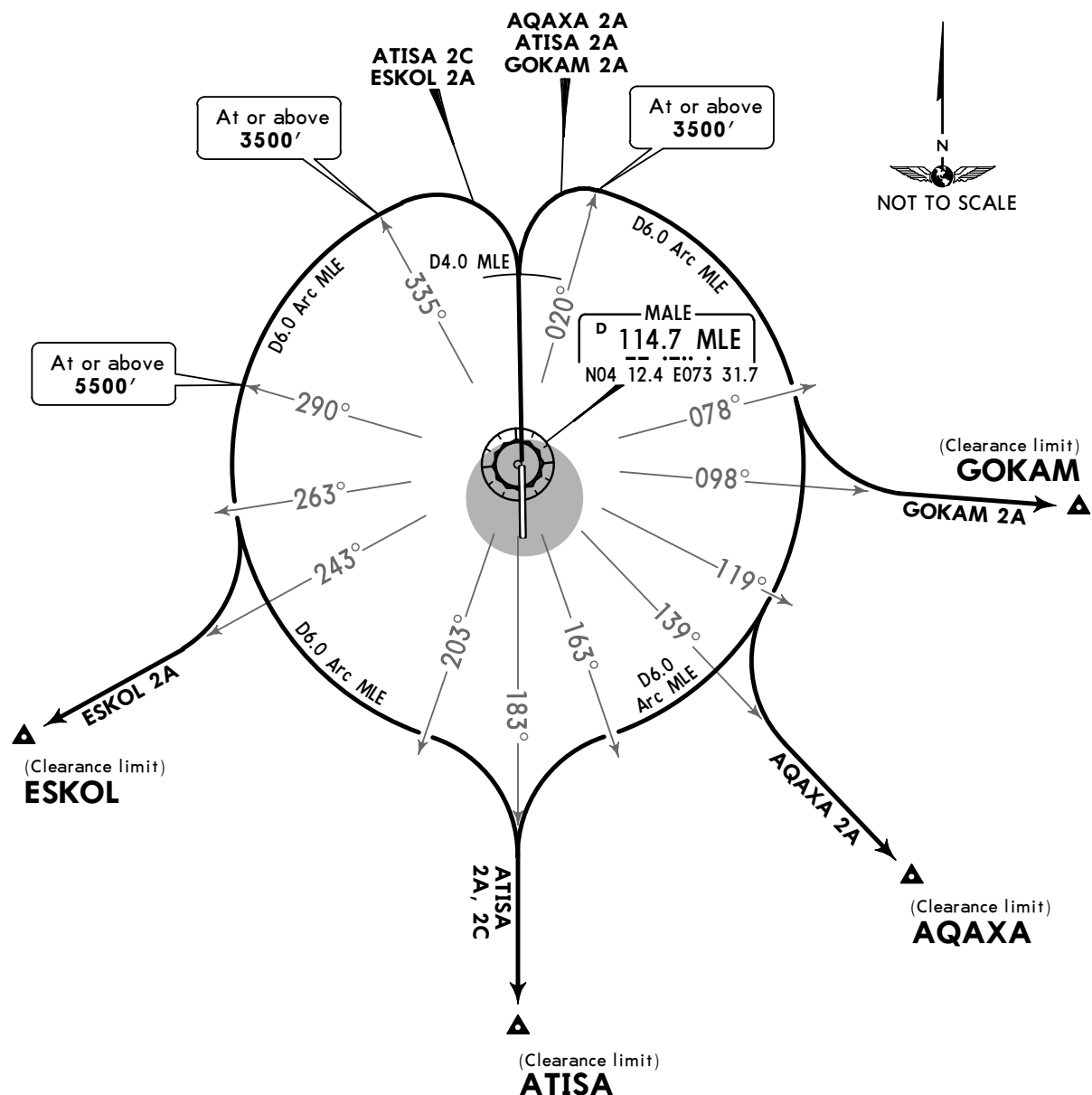
SID

Apt Elev
6'

Trans level: FL 130 Trans alt: 11000'



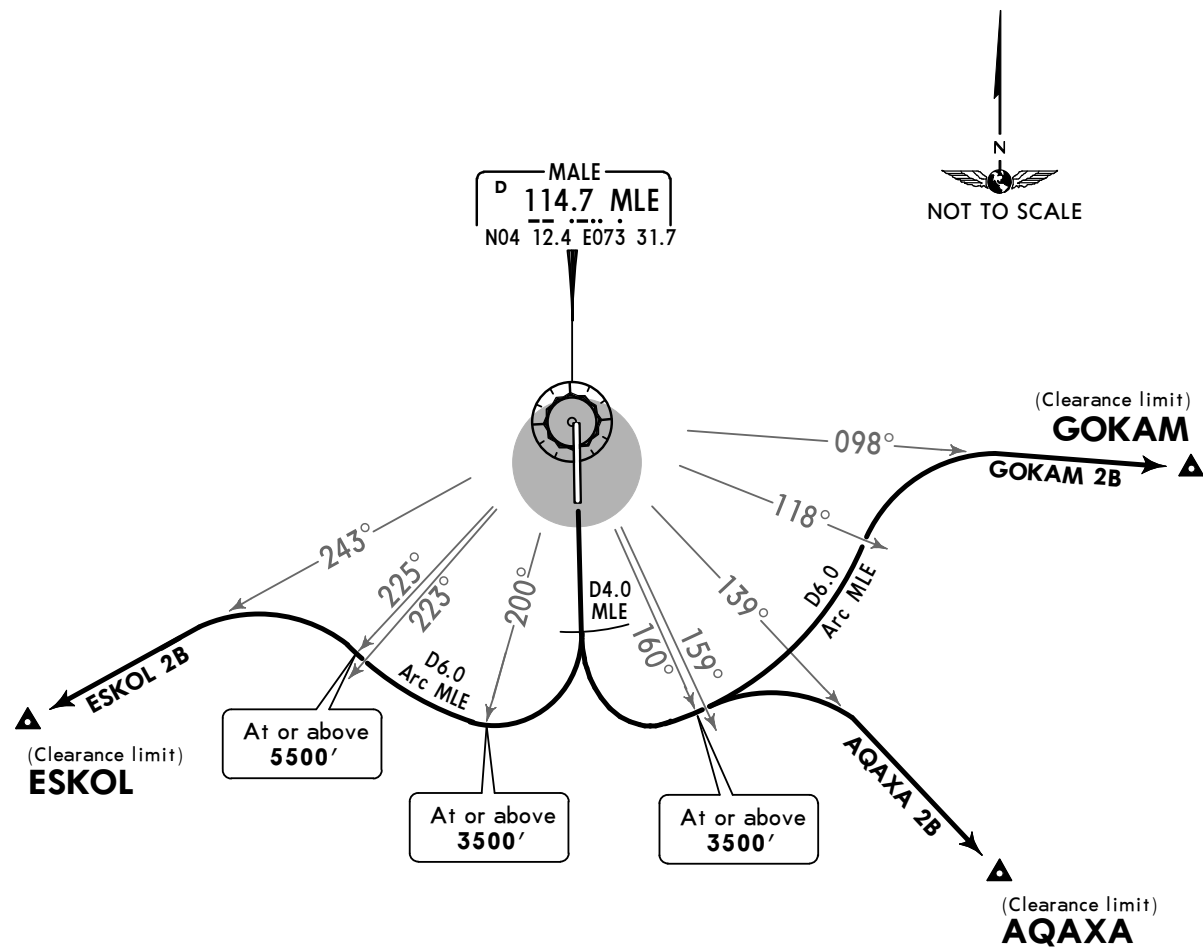
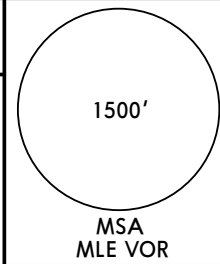
AQAXA 2A [AQAX2A]
ATISA 2A [ATIS2A]
ATISA 2C [ATIS2C]
ESKOL 2A [ESK02A]
GOKAM 2A [GOKA2A]
RWY 36 DEPARTURES

Initial climb clearance **By ATC**

SID	ROUTING
AQAXA 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-119 turn LEFT, intercept MLE R-139 to AQAXA.
ATISA 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-163 turn LEFT, intercept MLE R-183 to ATISA.
ATISA 2C	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-203 turn RIGHT, intercept MLE R-183 to ATISA.
ESKOL 2A	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-263 turn RIGHT, intercept MLE R-243 to ESKOL.
GOKAM 2A	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-078 turn LEFT, intercept MLE R-098 to GOKAM.

VRMM/MLE
VELANA INTL**JEPPesen**
20 OCT 17 **(10-3G)****MALE, MALDIVES**
SIDApt Elev
6'

Trans level: FL130 Trans alt: 11000'

AQAXA 2B [AQAX2B]
ESKOL 2B [ESKO2B]
GOKAM 2B [GOKA2B]
RWY 18 DEPARTURES**Initial climb clearance By ATC**

SID	ROUTING
AQAXA 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-159 turn RIGHT, intercept MLE R-139 to AQAXA.
ESKOL 2B	Climb on runway heading to D4.0 MLE, turn RIGHT, along D6.0 Arc MLE, when passing MLE R-223 turn LEFT, intercept MLE R-243 to ESKOL.
GOKAM 2B	Climb on runway heading to D4.0 MLE, turn LEFT, along D6.0 Arc MLE, when passing MLE R-118 turn RIGHT, intercept MLE R-098 to GOKAM.

VRMM/MLE

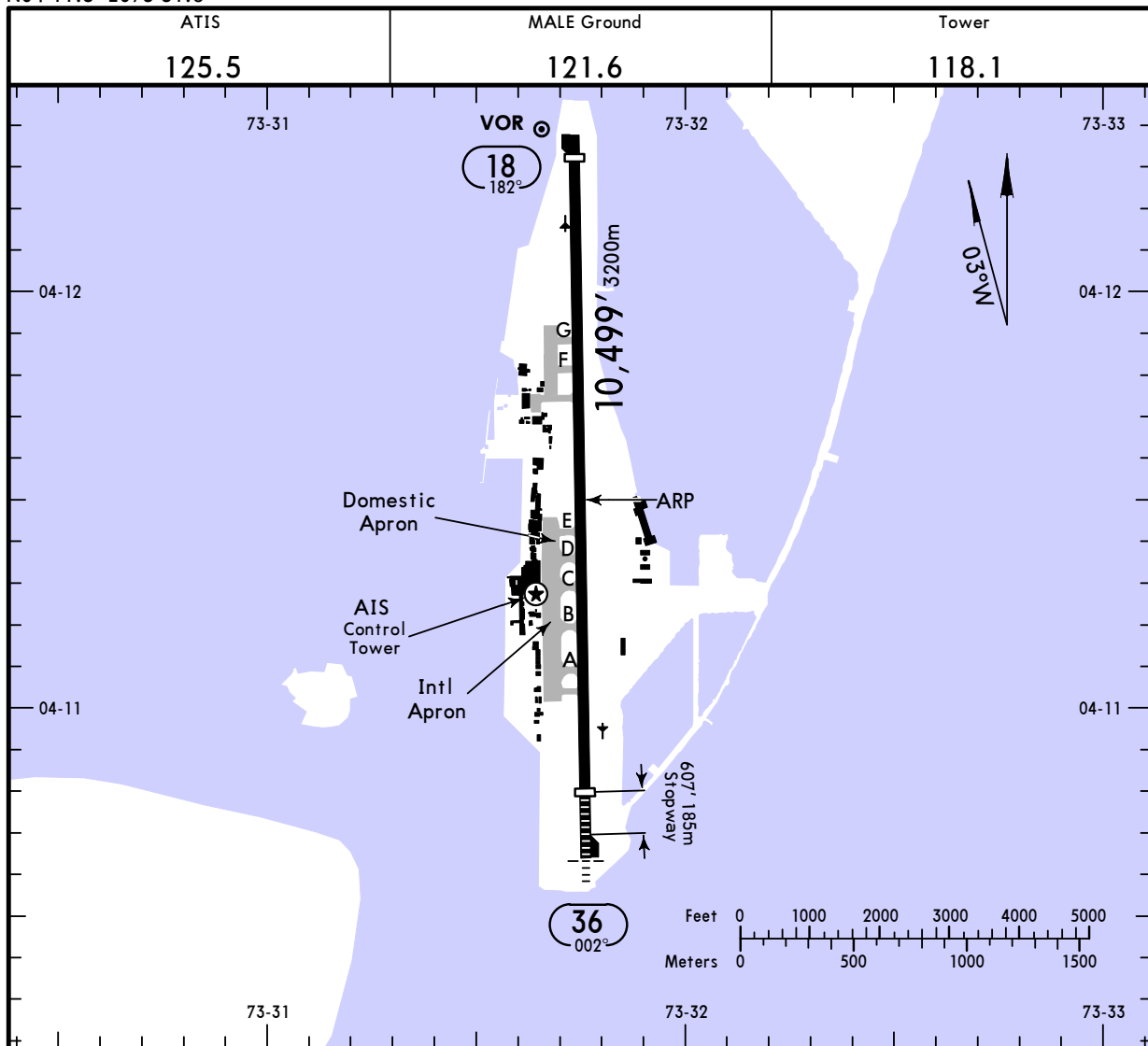
 Apt Elev 6'
 N04 11.5 E073 31.8

 **JEPPesen**

29 JUN 18 (10-9)

MALE, MALDIVES

VELANA INTL



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
18	HIRL (60m)	PAPI (2.83°)		9219' 2810m		①	148'
36	HIRL (60m)	HIALS PAPI (2.86°)		9547' 2910m	8454' 2577m		45m

① TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head	9547' (2910m)
twy G int	6621' (2018m)
twy F int	6168' (1880m)
twy E int	3776' (1151m)
twy D int	3386' (1032m)

RWY 36:

From displ THR	9547' (2910m)
twy A int	7779' (2371m)
twy B int	7149' (2179m)
twy C int	6572' (2003m)
twy D int	6161' (1878m)
twy E int	5768' (1758m)

ACFT departing RWY 36 shall taxi to the extreme end of rwy, backtrack using minimum thrust and taxi up to the displ threshold before applying take-off power and start the take-off run. ACFT landing RWY 18 requiring to backtrack at the end of rwy shall use minimum thrust while turning and thereafter until passing the displ threshold.

TAKE-OFF

 AIR CARRIER (JAA)
 All Rwy's

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
	250m	400m
A		
B		
C		
D	300m	

VRMM/MLE

 **JEPPESEN**
20 OCT 17 **10-9S**
Standard
MALE, MALDIVES
 VELANA INTL

STRAIGHT-IN RWY		A	B	C	D
18	RNAV (LNAV/VNAV)	290'(284') R1400m	290'(284') R1400m	290'(284') R1400m	290'(284') R1400m
	RNAV (LNAV) ①	390'(384') R1500m	390'(384') R1500m	390'(384') R1800m	390'(384') R1800m
	VOR ①	440'(434') R1500m	440'(434') R1500m	440'(434') R2000m	440'(434') R2000m
36	ILS	220'(214') R1000m	230'(224') R1000m	240'(234') R1000m	250'(244') R1000m
	ALS out	R1200m	R1200m	R1200m	R1300m
	LOC ①	340'(334') R1300m	340'(334') R1300m	340'(334') R1300m	340'(334') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	RNAV (LNAV/VNAV)	320'(314') R1200m	320'(314') R1200m	320'(314') R1200m	320'(314') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNAV (LNAV) ①	390'(384') R1500m	390'(384') R1500m	390'(384') R1600m	390'(384') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	VOR ①	440'(434') R1500m	440'(434') R1500m	440'(434') R1800m	440'(434') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m	500m
B			
C			
D			

VRMM/MLE **JEPPESEN**
19 JAN 18 **(10-9S1)****Standard**
MALE, MALDIVES
VELANA INTL**TEMPORARY MINIMUM PAGE**
REFER ALSO TO LATEST NOTAMS

STRAIGHT-IN RWY		A	B	C	D
18	RNAV (LNAV/VNAV)	290' (284') R1400m	290' (284') R1400m	290' (284') R1400m	290' (284') R1400m
	RNAV (LNAV) ①	390' (384') R1500m	390' (384') R1500m	390' (384') R1800m	390' (384') R1800m
	VOR ①	440' (434') R1500m	440' (434') R1500m	440' (434') R2000m	440' (434') R2000m
36	ILS	460' (454') R1500m	460' (454') R1500m	460' (454') R1900m	460' (454') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	LOC ①	540' (534') R1500m	540' (534') R1500m	540' (534') R2200m	540' (534') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV (LNAV/VNAV)	460' (454') R1500m	460' (454') R1500m	460' (454') R1900m	460' (454') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	RNAV (LNAV) ①	540' (534') R1500m	540' (534') R1500m	540' (534') R2200m	540' (534') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR ①	540' (534') R1500m	540' (534') R1500m	540' (534') R2200m	540' (534') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF

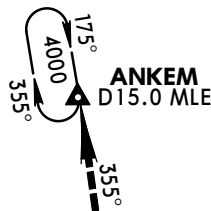
	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m	500m
B			
C			
D			

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (11-1)MALE, MALDIVES
ILS Z Rwy 36

BRIEFING STRIP

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
LOC IML 108.7	Final Apch Crs 002°	GS D6.3 IML 2000' (1994')	ILS DA(H) Refer to Minimums	Apt Elev 6' Rwy 6'		<div>1500'</div> <div>MSA MLE VOR</div>	
MISSED APCH: Climb on R-355 MLE to 4000', proceed to ANKEM and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 130		Trans alt: 11000'		

MISSED APCH HOLDING

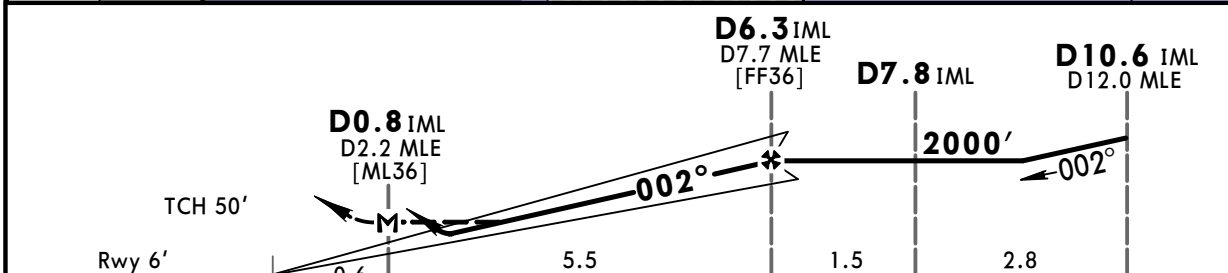
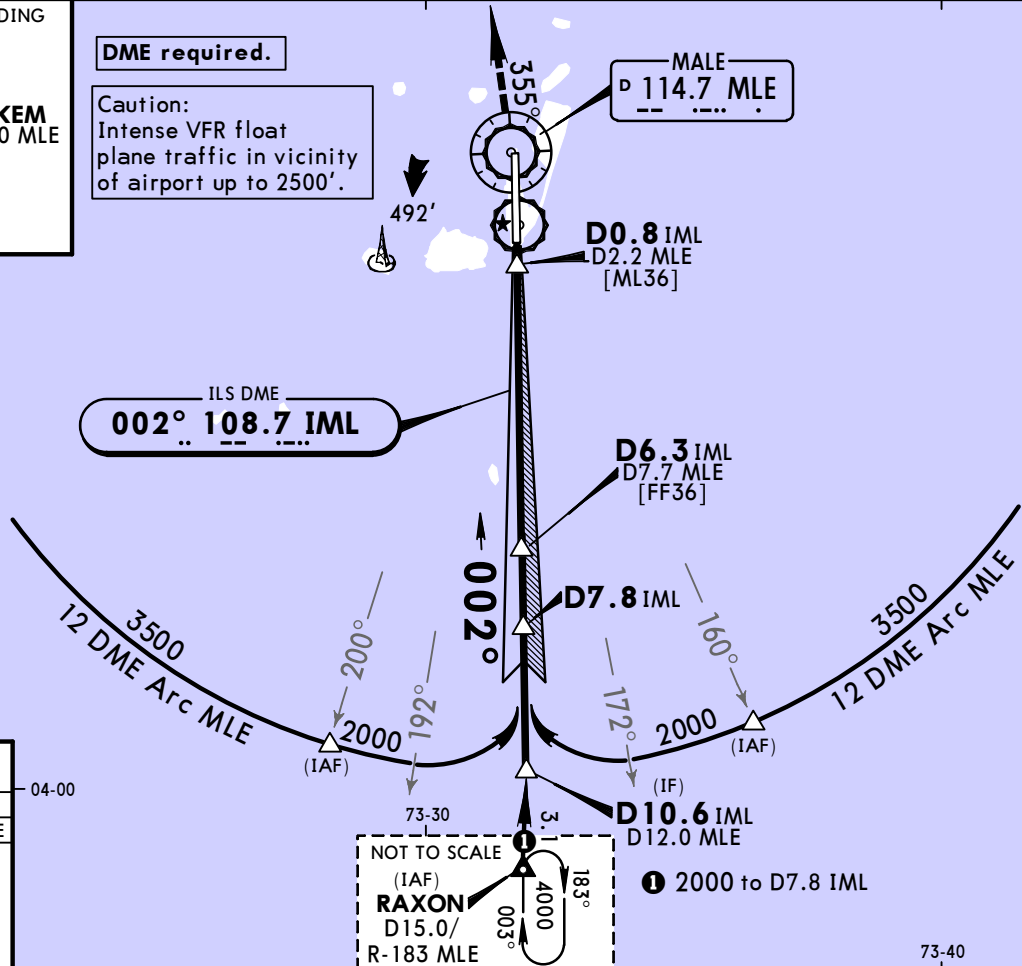


04-10

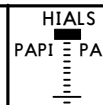
DME required.

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.ILS DME
002° 108.7 IML

RECOMMENDED ALTITUDES	
LOC (GS out)	
IML DME	ALTITUDE
6.0	1910'
5.0	1590'
4.0	1270'
3.0	950'
2.0	630'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.8 IML/D2.2 MLE						

4000' MLE
on R-355

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND						
ILS		LOC (GS out)								
A:220'(214') C:240'(234')										
B:230'(224') D:250'(244')		MDA(H) 340'(334')								
FULL		ALS out		ALS out						
A	1200m			1600m			A	NOT AUTHORIZED		
B										
C										
D										

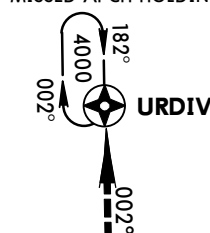
PANS OPS

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (11-2)MALE, MALDIVES
ILS Y Rwy 36

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
LOC IML 108.7	Final Apch Crs 002°	GS D6.3 IML 2000' (1994')	ILS DA(H) Refer to Minimums	Apt Elev 6' Rwy 6'		<div>1500'</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 4000'. Track 002° to URDIV and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
						MSA MLE VOR	

MISSED APCH HOLDING



04-10

DME required.

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.

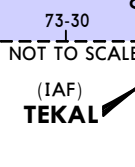
492'

RNP 1 required for Initial, Intermediate
& Missed Approach (final) segment.ILS DME
002° 108.7 IML

73-20

RECOMMENDED ALTITUDES	
LOC (GS out)	
IML DME	ALTITUDE
6.0	1910'
5.0	1590'
4.0	1270'
3.0	950'
2.0	630'

04-00



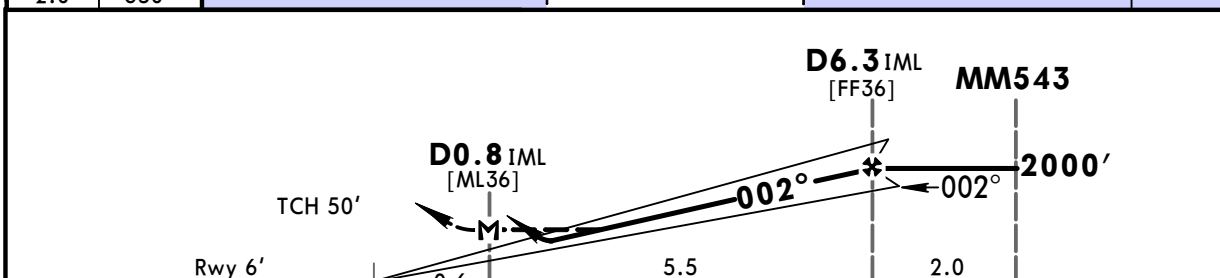
73-30

NOT TO SCALE

(IAF)

TEKAL

73-40



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	4000' ↑ on 002°	URDIV
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D0.8 IML									

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H)	A: 220' (214') C: 240' (234')				Max Kts	
	B: 230' (224') D: 250' (244')		MDA(H) 340' (334')			
FULL		ALS out		ALS out		
A	1200m		1600m		A	NOT AUTHORIZED
B					B	
C					C	
D					D	

PANS OPS

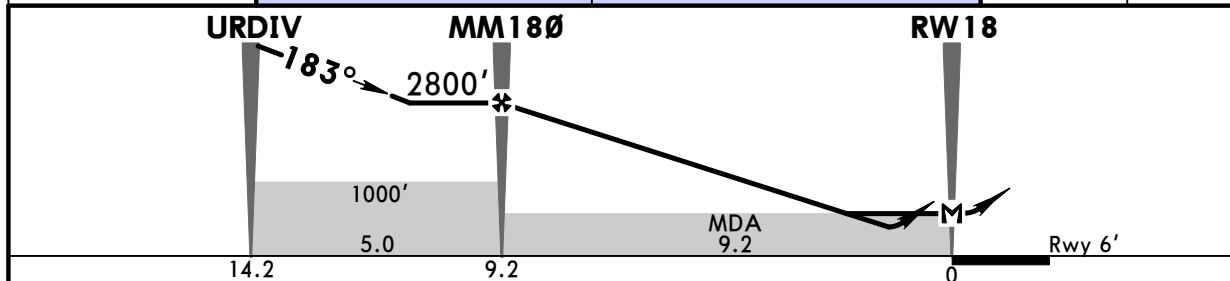
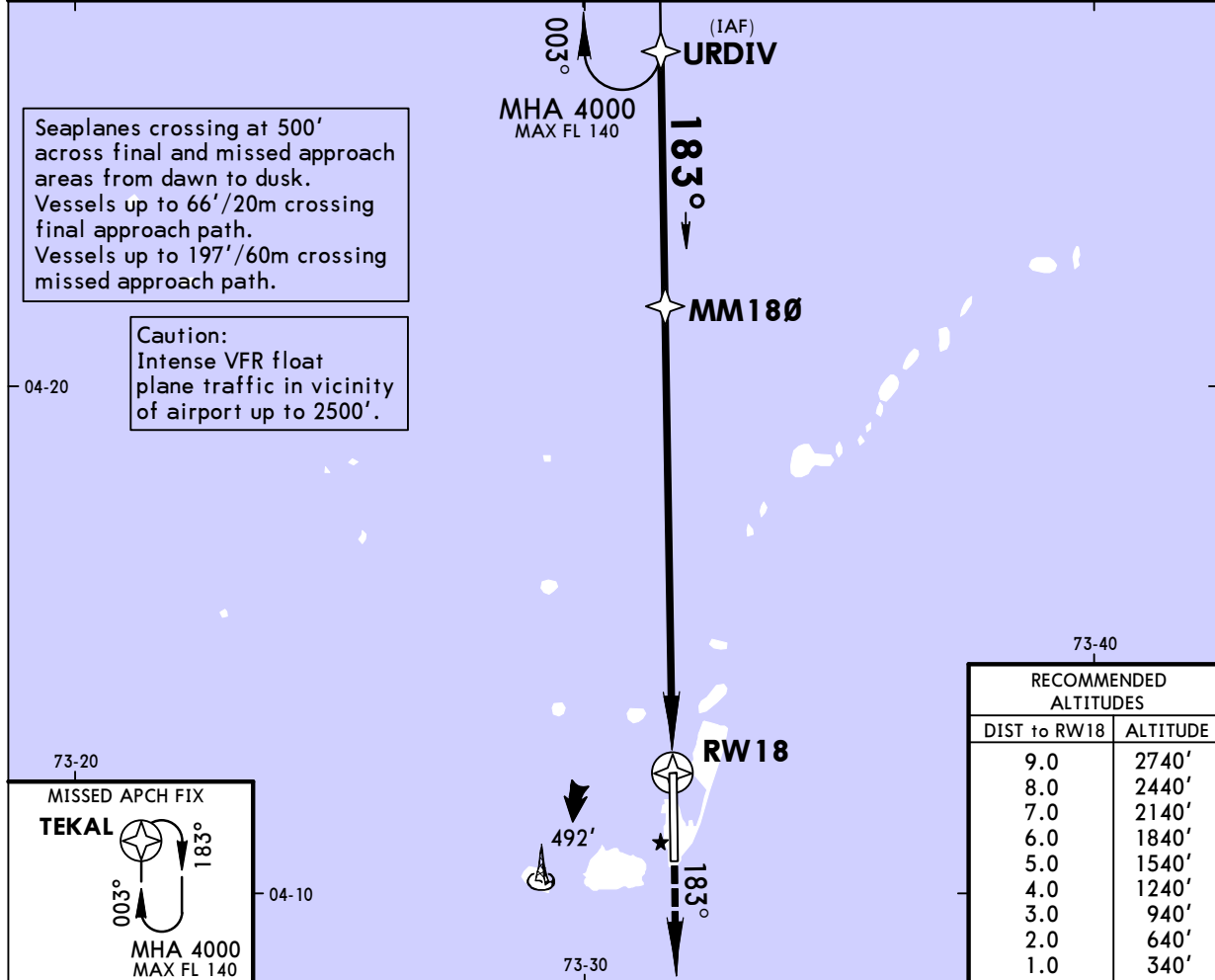
CHANGES: Airport name.

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VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (12-1)MALE, MALDIVES
RNAV (GNSS) Rwy 18

BRIEFING STRIP

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
RNAV	Final Apch Crs 183°	Procedure Alt MM180 2800' (2794')	LNAV/VNAV DA(H) 290' (284')		Apt Elev 6' Rwy 6'	<div>1500'</div> <div>MSA ARP</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' on 183° to TEKAL, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
Minimum temperature -15°C (5°F).							



Gnd speed-Kts	70	90	100	120	140	160		PAPI	4000'	on	183°	TEKAL
Descent Angle 3.00°	372	478	531	637	743	849						
LNAV/VNAV: MAP at DA												
LNAV: MAP at RW18												

STRAIGHT-IN LANDING RWY 18

LNAV/VNAV		LNAV	
DA(H) 290' (284')		MDA(H) 390' (384')	
1400m		1600m	
		2000m	

PANS OPS

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (12-2)MALE, MALDIVES
RNAV (GNSS) Rwy 36

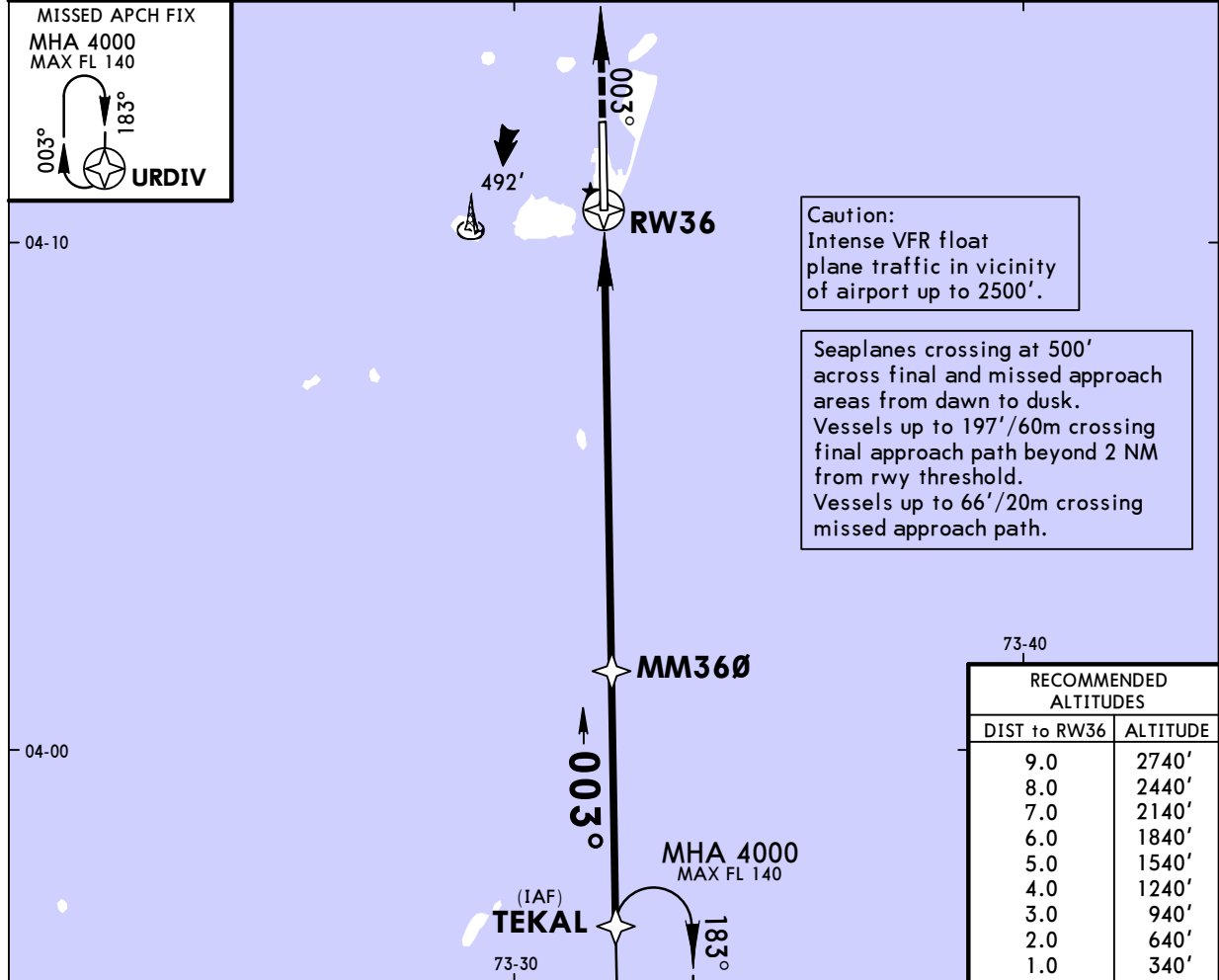
BRIEFING STRIP

ATIS		MALE Approach		MALE Tower		Ground	
125.5		119.7		118.1		121.6	
RNAV	Final Apch Crs 003°	Procedure Alt MM360 2800' (2794')	LNAV/VNAV DA(H) 320' (314')	Apt Elev 6' Rwy 6'		<div>1500'</div> <div>MSA ARP</div>	
MISSED APCH: Climb STRAIGHT AHEAD to 4000' on 003° to URDIV, or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
Minimum temperature -15°C (5°F).							

MISSED APCH FIX
MHA 4000
MAX FL 140

04-10

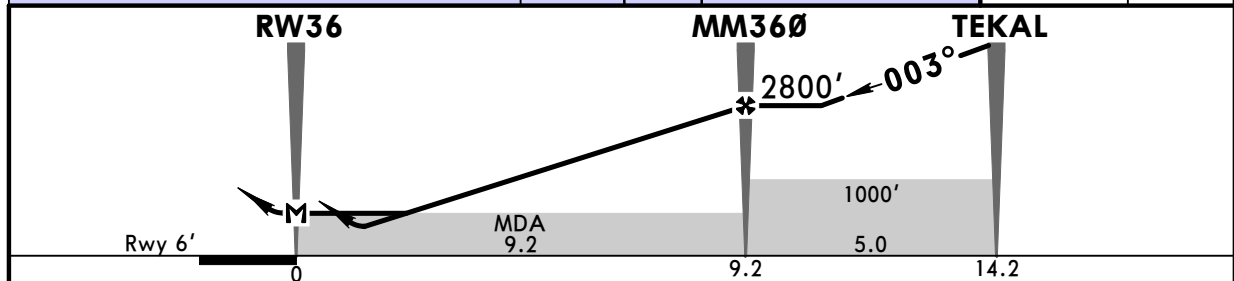
04-00



73-40

RECOMMENDED
ALTITUDES

DIST to RW36	ALTITUDE
9.0	2740'
8.0	2440'
7.0	2140'
6.0	1840'
5.0	1540'
4.0	1240'
3.0	940'
2.0	640'
1.0	340'



Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS</div> <div>PAPI PAPI</div> <div>4000'</div> <div>on 003°</div> <div>URDIV</div>
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW36							

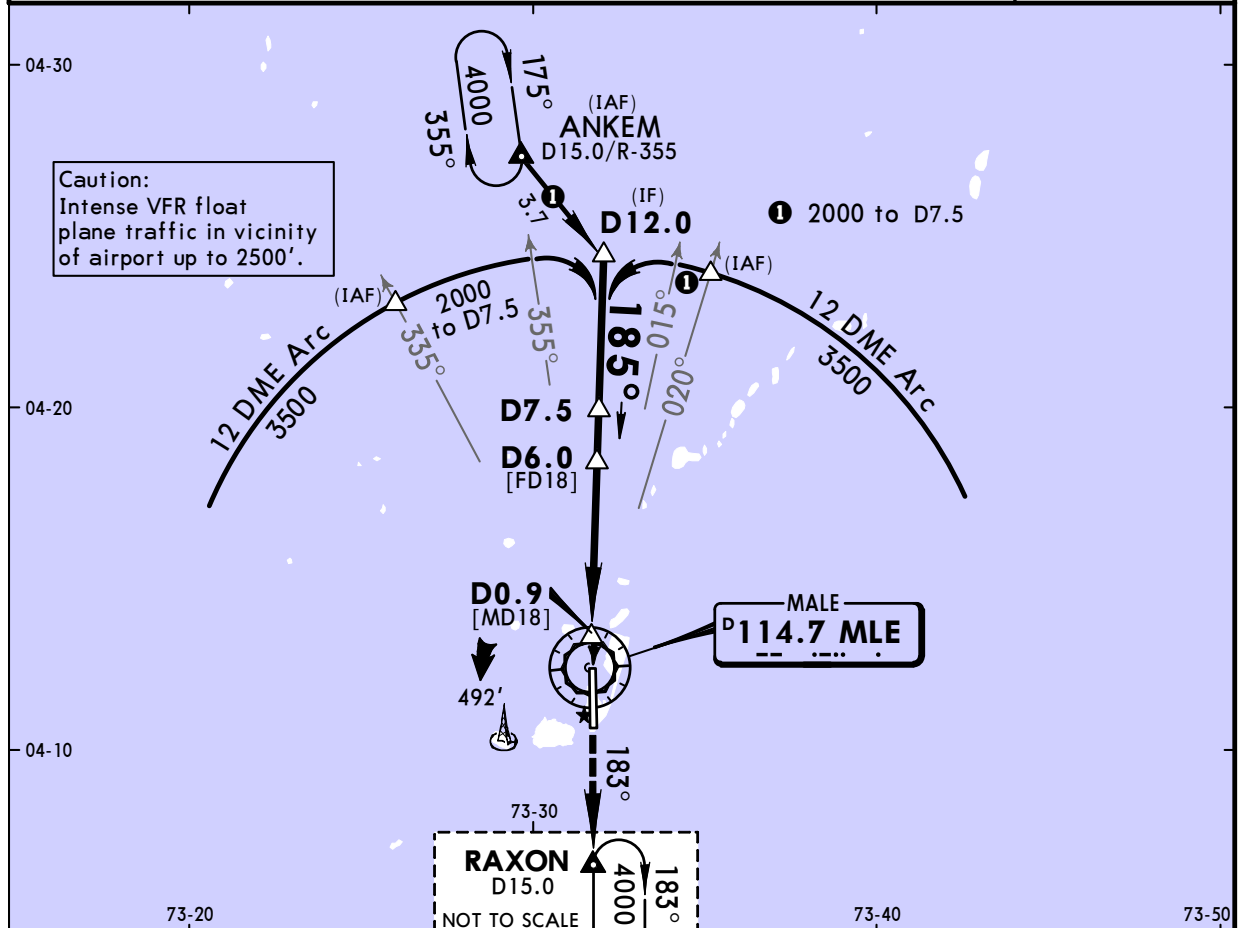
STRAIGHT-IN LANDING RWY 36						
LNAV/VNAV				LNAV		
DA(H) 320' (314')				MDA(H) 390' (384')		
ALS out				ALS out		
A	1500m			1600m		
B						
C						
D				2000m		

PANS OPS

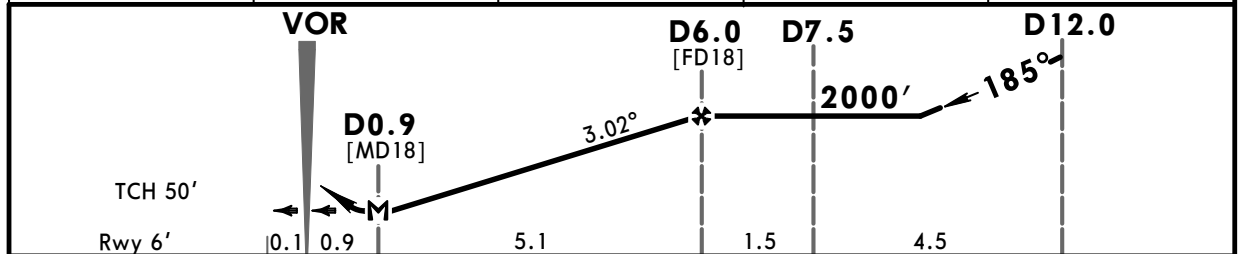
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (13-1)MALE, MALDIVES
VOR Z Rwy 18

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 185°	Minimum Alt D6.0 2000' (1994')	MDA(H) 440' (434')	Apt Elev 6' Rwy 6'		<div>1500'</div> <div>MSA MLE VOR</div>	
MISSED APCH: Climb on R-183 to 4000', proceed to RAXON and hold, or as directed.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' DME required.							



MLE DME	2.0	3.0	4.0	5.0
ALTITUDE	720'	1040'	1360'	1680'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	4000' on MLE 114.7 R-183	RAXON
Descent Angle 3.02°	374	481	534	641	748	855			
MAP at D0.9									

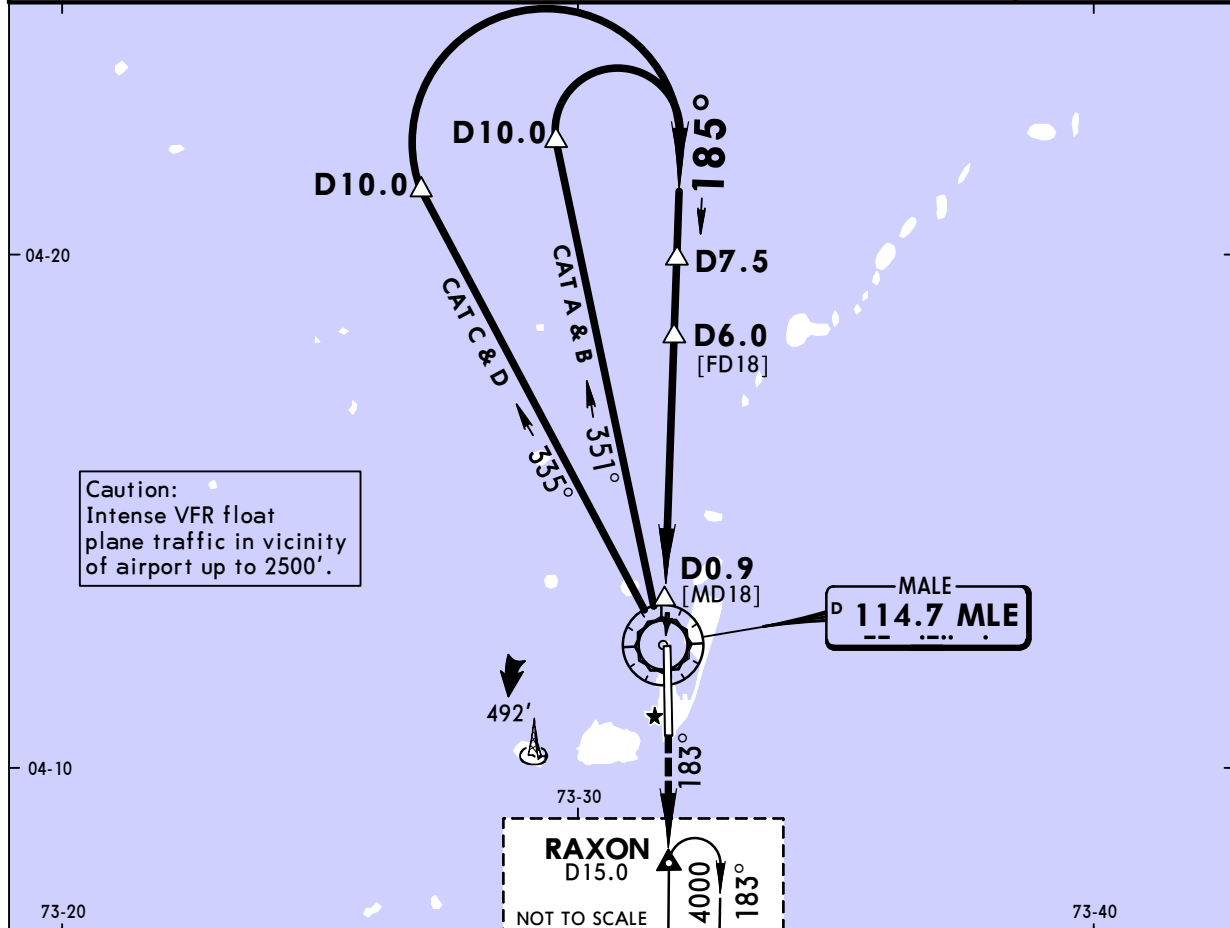
STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND				
MDA(H) 440' (434')									
A					A				
B	1600m				B				
C	2000m				C				
D	2400m				D				

PANS OPS

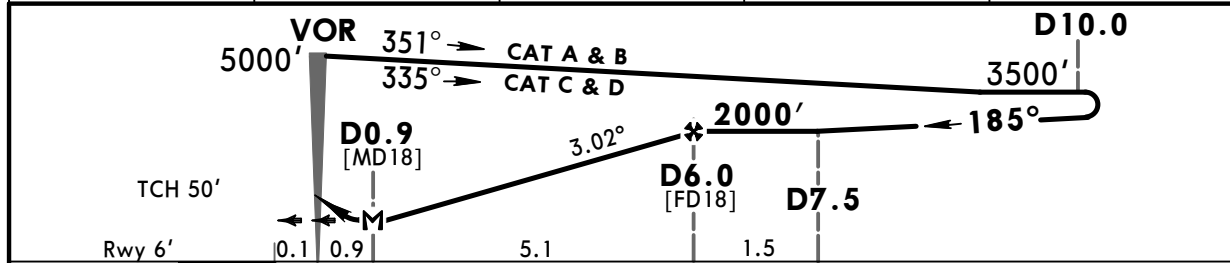
VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (13-2)MALE, MALDIVES
VOR Y Rwy 18

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 185°	Minimum Alt D6.0 2000' (1994')	MDA(H) 440' (434')	Apt Elev 6' Rwy 6'		<div>1500'</div>	
MISSED APCH: Climb on R-183 to 4000', proceed to RAXON and hold, or as directed.							
Alt Set: hPa DME required.		Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'			
						MSA MLE VOR	



MLE DME	2.0	3.0	4.0	5.0
ALTITUDE	720'	1040'	1360'	1680'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	4000' on 114.7 MLE LT R-183	RAXON
Descent Angle 3.02°	374	481	534	641	748	855			
MAP at D0.9									

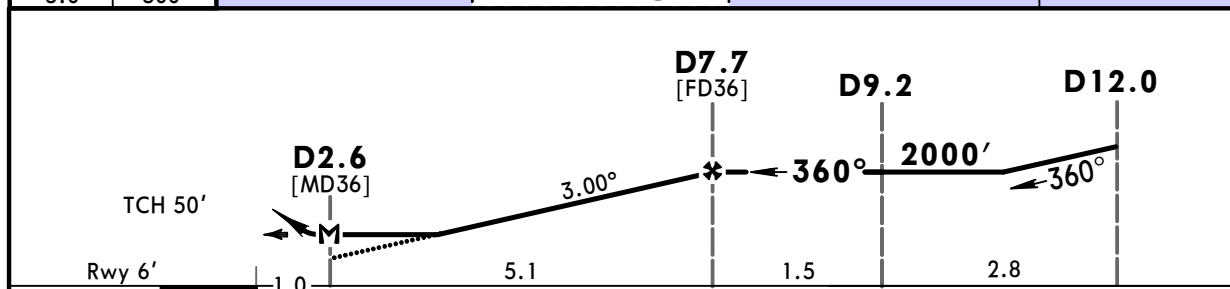
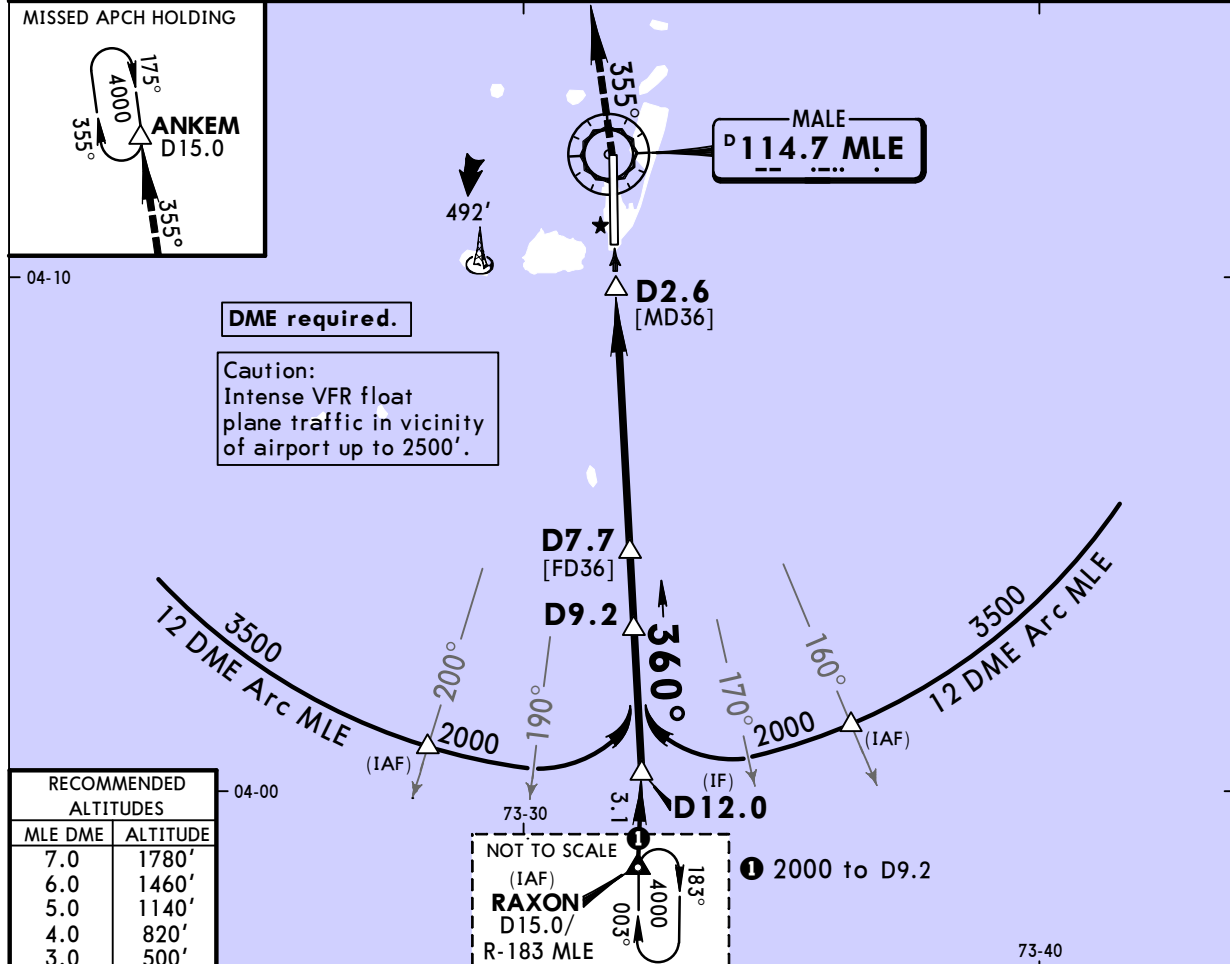
STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND				
MDA(H) 440' (434')									
A					A				
B	1600m				B				
C	2000m				C	NOT AUTHORIZED			
D	2400m				D				

PANS OPS

VRMM/MLE
VELANA INTLJEPPESEN
20 OCT 17 (13-3)MALE, MALDIVES
VOR Z Rwy 36

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 360°	Minimum Alt D7.7 2000'(1994')	MDA(H) 440'(434')	Apt Elev 6' Rwy 6'		<div>1500'</div> <div>MSA MLE VOR</div>	
MISSED APCH: Climb o R-355 to 4000', proceed to ANKEM and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 4000' on LT MLE 114.7 R-355
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.6							

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
MDA(H) 440' (434')							
ALS out							
A				A			
B	1600m			B			
C	2000m			C	NOT AUTHORIZED		
D	2400m			D			

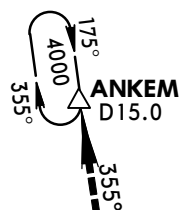
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VRMM/MLE
VELANA INTLJEPPesen
20 OCT 17 (13-4)MALE, MALDIVES
VOR Y Rwy 36

BRIEFING STRIP™

ATIS 125.5		MALE Approach 119.7		MALE Tower 118.1		Ground 121.6	
VOR MLE 114.7	Final Apch Crs 360°	Minimum Alt D7.7 2000'(1994')	MDA(H) 440'(434')	Apt Elev 6' Rwy 6'		<div>1500'</div> <div>MSA MLE VOR</div>	
MISSED APCH: Climb o R-355 to 4000', proceed to ANKEM and hold or as directed.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			

MISSED APCH HOLDING

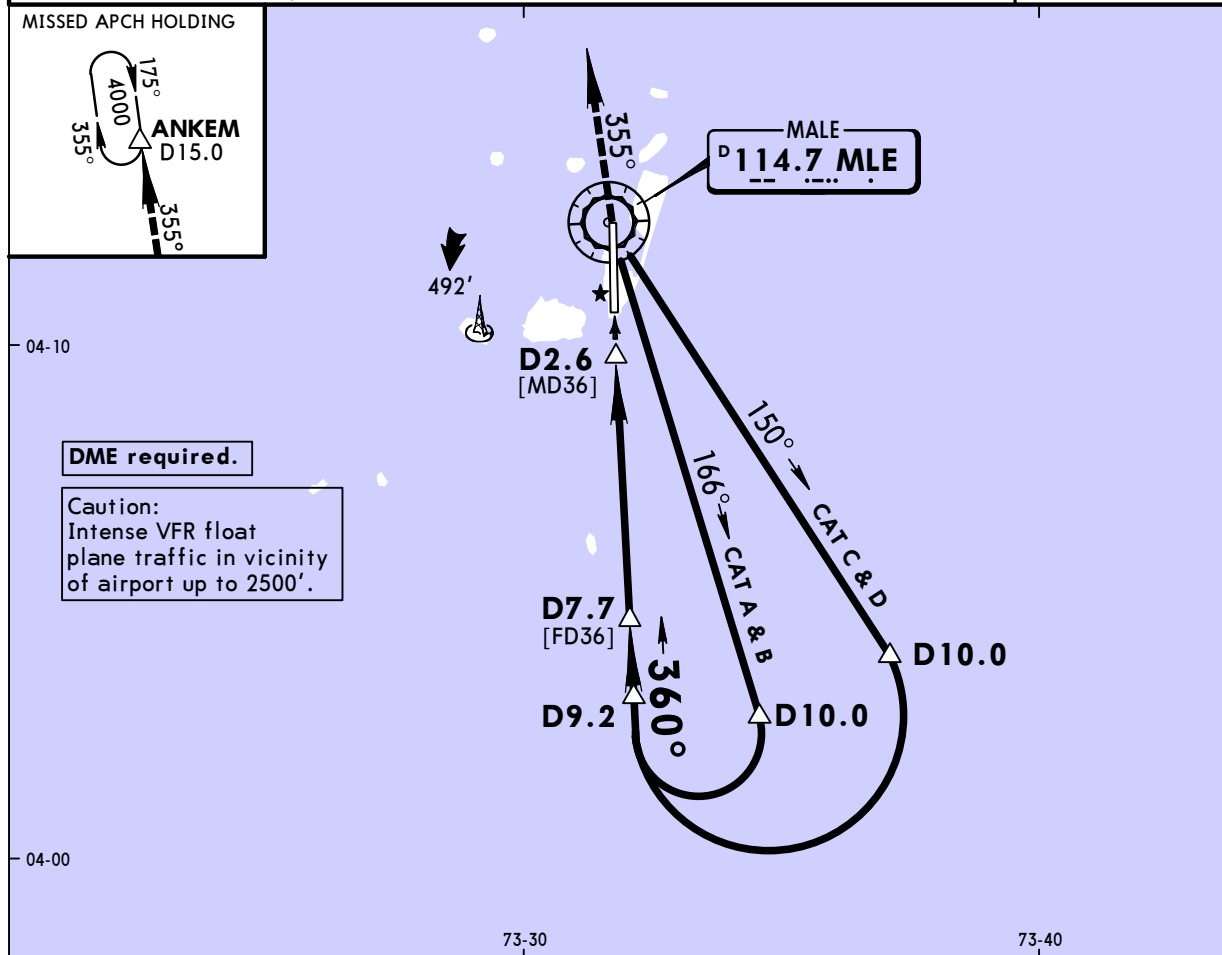


04-10

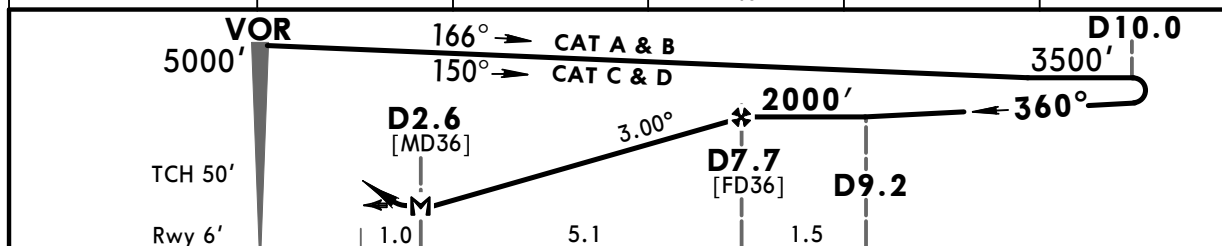
DME required.

Caution:
Intense VFR float
plane traffic in vicinity
of airport up to 2500'.

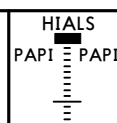
04-00



MLE DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	1780'	1460'	1140'	820'	500'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.6						



4000' MLE
on R-355

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		
MDA(H) 440' (434')					
ALS out					
A			A	NOT AUTHORIZED	
B	1600m		B		
C	2000m		C		
D	2400m		D		

PANS OPS

CHANGES: Airport name.

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FJDG

Apt Elev 14'
S07 18.8 E072 24.7

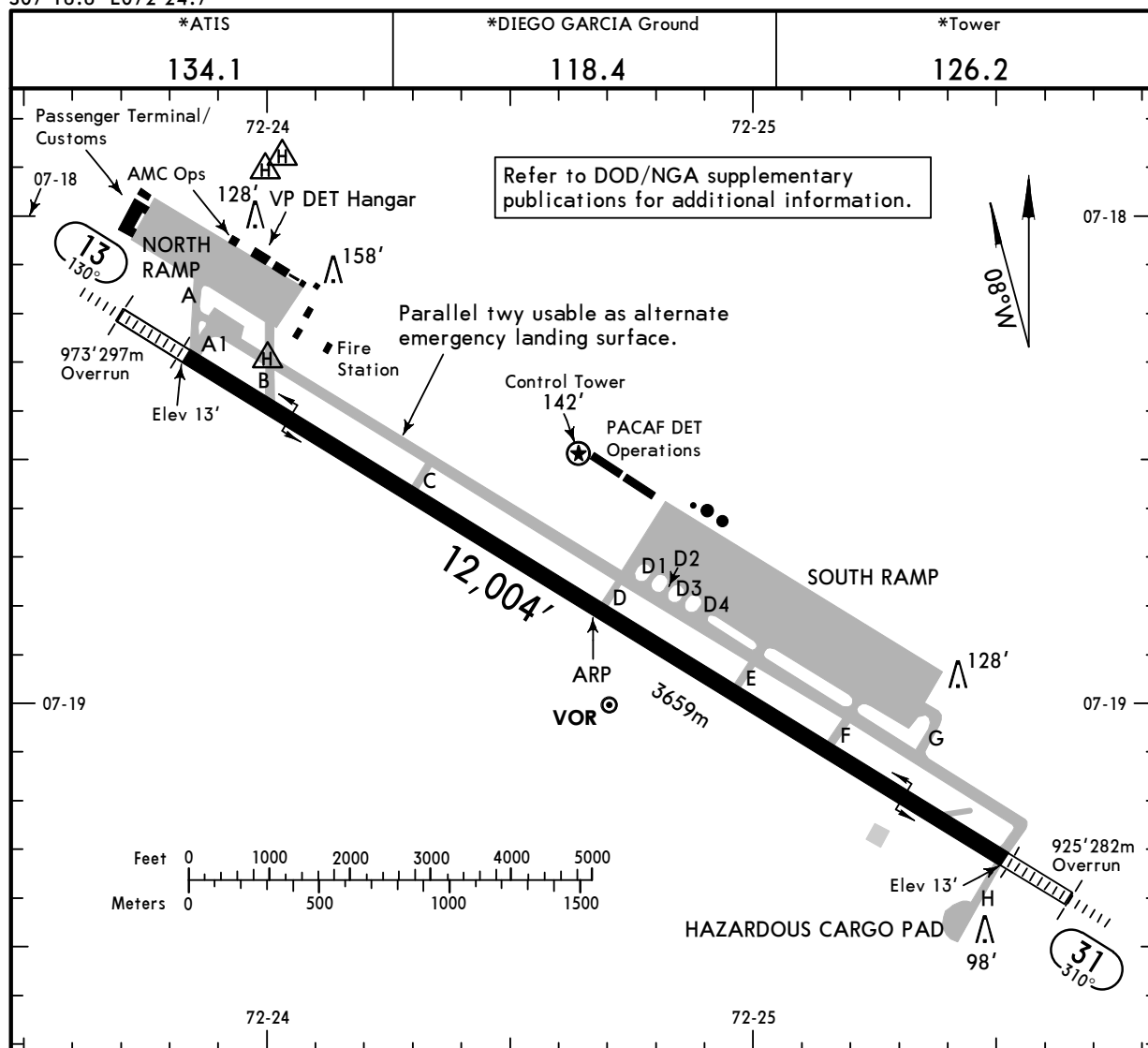
JEPPESENDIEGO GARCIA, CHAGOS ARCHIPELAGO

11 AUG 17

(10-9)

Eff 17 Aug

DIEGO GARCIA NAVY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
	HIRL	SALSF	SFL	PAPI-L (angle 3.50°)	Threshold	Glide Slope		
13								200'
31						10878' 3316m		61m

Military

TAKE-OFF

	All Rwy's	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

TAKE-OFF OBSTACLES

Rwy 13, Terrain 1237' from DER 766' right of centerline, 46' MSL.

Terrain 1394' from DER 874' right of centerline, 55' MSL.

Rwy 31, Vegetation from DER 350' left of centerline following coastline outward, 10' AGL/10' MSL.

AMEND
1

FJDG

25 AUG 17

**JEPPESEN****10-9S****DIEGO GARCIA, CHAGOS ARCHIPELAGO****DIEGO GARCIA NAVY****Standard**

STRAIGHT-IN RWY		A	B	C	D
13	RNAV ①	440' (427')	440' (427')	440' (427')	440' (427')
		1	1	1	1
	ALS out	1	1	1$\frac{3}{8}$	1$\frac{3}{8}$
	NDB DME ①	460' (447')	460' (447')	460' (447')	460' (447')
		1	1	1	1
	ALS out	1$\frac{1}{4}$	1$\frac{1}{4}$	1$\frac{3}{8}$	1$\frac{3}{8}$
31	ILS	234' (221')	234' (221')	234' (221')	234' (221')
		$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
	FULL/Limited	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
	ALS out	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
	LOC ①	360' (347')	360' (347')	360' (347')	360' (347')
		$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
	ALS out	1	1	1	1
	RNAV ①	420' (407')	420' (407')	420' (407')	420' (407')
		1	1	1	1
	ALS out	1	1	1$\frac{1}{8}$	1$\frac{1}{8}$
	NDB DME ①	480' (467')	480' (467')	480' (467')	480' (467')
		1	1	1$\frac{1}{8}$	1$\frac{1}{8}$
	ALS out	1	1	1$\frac{3}{8}$	1$\frac{3}{8}$

① Continuous Descent Final Approach

CIRCLE-TO-LAND ②	A	B	C	D
After RNAV (GPS) 13	450' (436') 1	520' (506') 1	620' (606') 1$\frac{1}{2}$	720' (706') 2$\frac{1}{4}$
After NDB DME 13	470' (456') 1$\frac{1}{4}$	520' (506') 1$\frac{1}{4}$	620' (606') 1$\frac{1}{2}$	720' (706') 2$\frac{1}{4}$
After NDB DME 31	490' (476') 1	520' (506') 1	620' (606') 1$\frac{1}{2}$	720' (706') 2$\frac{1}{4}$
After all other approaches	440' (426') 1	520' (506') 1	620' (606') 1$\frac{1}{2}$	720' (706') 2$\frac{1}{4}$

② Not authorized Northeast of Rwy 13-31.

TAKE-OFF RWY 13, 31

	Adequate Vis Ref	STD
1 & 2 Eng	$\frac{1}{4}$	1
3 & 4 Eng		$\frac{1}{2}$

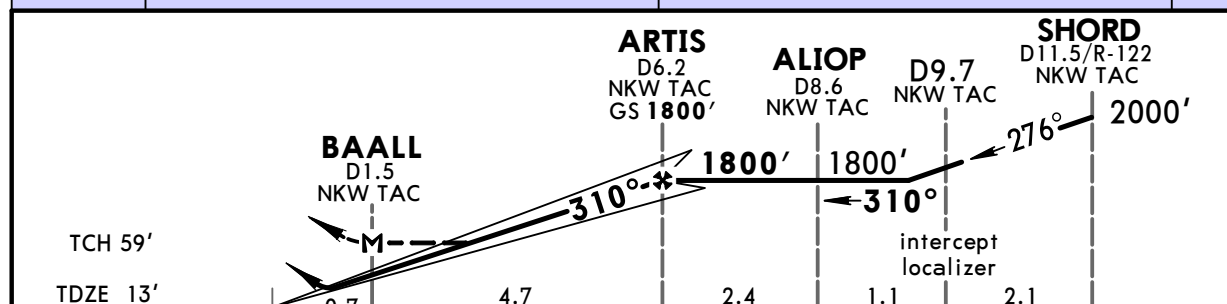
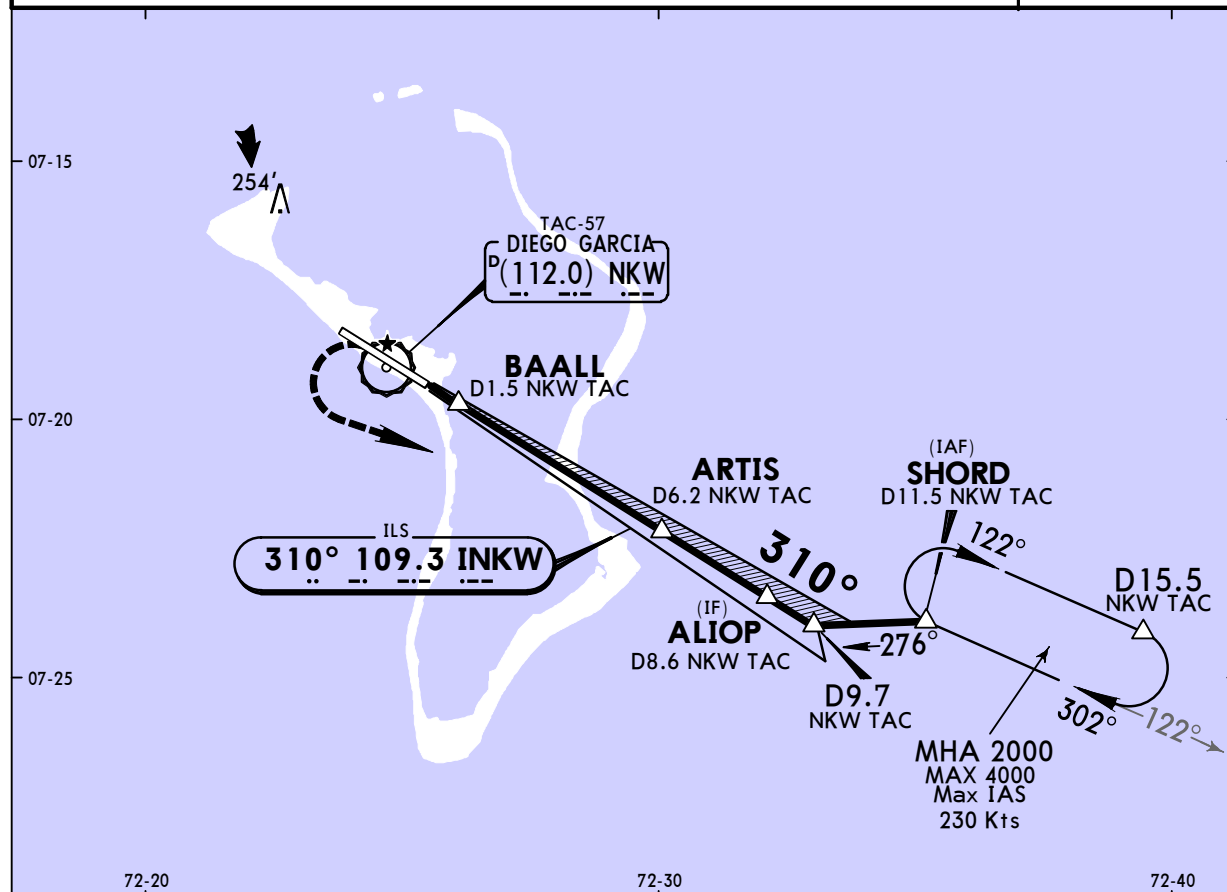
FJDG DIEGO GARCIA NAVY (11-1) 6 OCT 17

ILS or LOC DME Rwy 31

BRIEFING STRIP™

UNCLASIFIED

*ATIS		*DIEGO GARCIA Tower		*Ground	
134.1		126.2		118.4	
LOC INKW 109.3	Final Apch Crs 310°	GS ARTIS 1800'(1787')	ILS DA(H) 234'(221')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA NKW TAC</div>
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' intercept NKW TAC R-122 to SHORD and hold.					
Trans level: FL 180 Trans alt: 17000'					
1. TACAN or RNAV required. 2. EMERG SAFE ALT 100 NM 1300'.					



Gnd speed-Kts	70	90	100	120	140	160	SSALF	500'	2000'	NKW (112.0) R-122
GS	3.00°	372	478	531	637	743	PAPI	↑	↶	
MAP at BAALL										

Military STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized Northeast of Rwy.			
DA(H) 234' (221')		MDA(H) 360' (347')					
FULL	ALS out		ALS out	Max Kts	MDA(H)		
A				90	440'(426')	-1	
B				120	480'(466')	-1	
C	3/4	3/4	1	140	480'(466')	-1 1/2	
D				165	580'(566')	-2	

TERPS

FJDG

DIEGO GARCIA NAVY

(12-1)

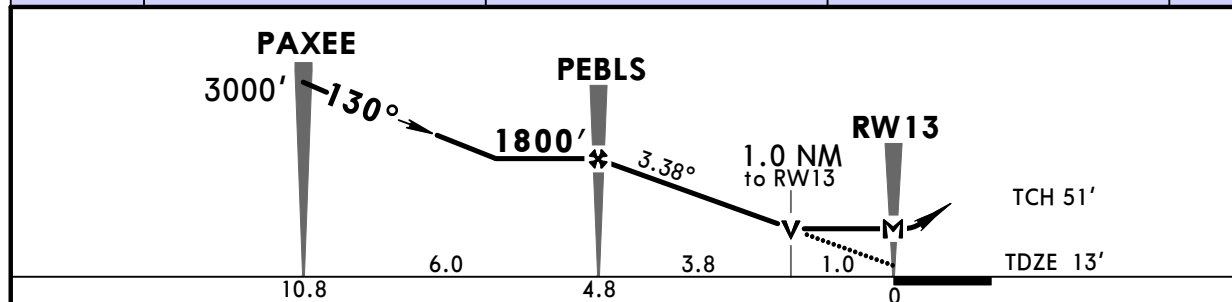
11 AUG 17

Eff 17 Aug

JEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO
RNAV (GPS) Rwy 13

BRIEFING STRIP

*ATIS 134.1		*DIEGO GARCIA Tower 126.2		*Ground 118.4	
RNAV	Final Apch Crs 130°	Minimum Alt PEBLS 1800' (1787')	LNAV MDA(H) 440' (427')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA RW13</div>
MISSED APCH: Climb to 3000' direct to HUBOL and hold.					
Trans level: FL 180 Trans alt: 17000'					
1. CAUTION: Procedure established outside controlled airspace. 2. CAUTION: Procedure MAX 230 KIAS. 3. EMERG SAFE ALT 100 NM 1300'. 4. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160		SSALF	3000'		
Descent Angle 3.38°	419	538	598	718	837	957		PAPI	↑	→	HUBOL
MAP at RW13											

Military STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND					
LNAV						Not Authorized					
MDA(H) 440' (427')						Northeast of Rwy 13-31					
ALS out						Max Kts					
A	3/4					90	440' (426') - 1				
B						120	480' (466') - 1				
C						140	480' (466') - 1 1/2				
D	1					165	580' (566') - 2				

TERPS

FJDG

DIEGO GARCIA NAVY

(12-2)

11 AUG 17

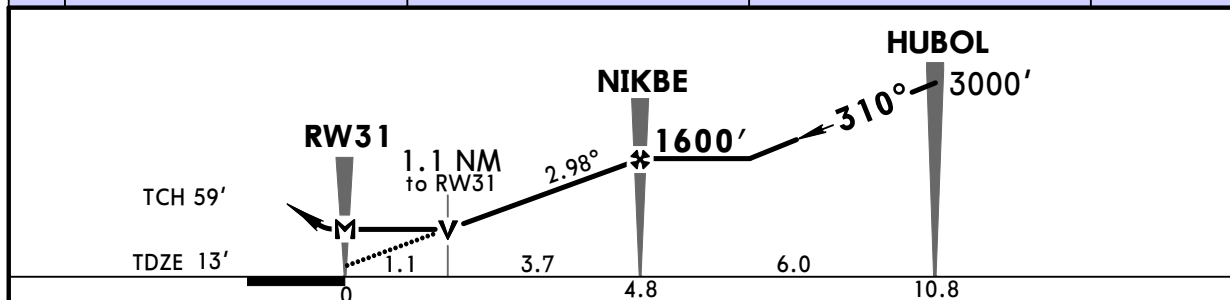
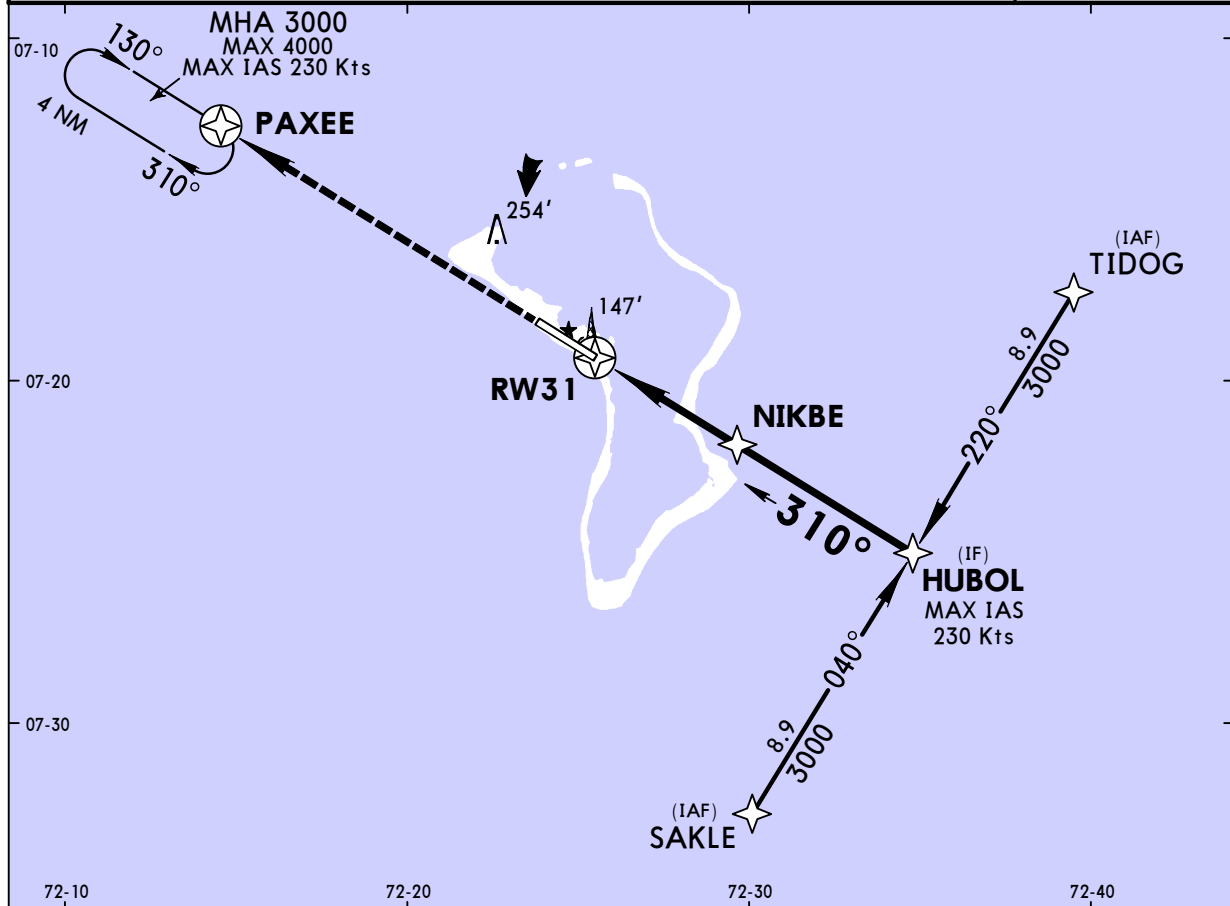
Eff 17 Aug

JEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO

RNAV (GPS) Rwy 31

BRIEFING STRIP™

*ATIS 134.1		*DIEGO GARCIA Tower 126.2		*Ground 118.4	
RNAV	Final Apch Crs 310°	Minimum Alt NIKBE 1600' (1587')	LNAV MDA(H) 420' (407')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA RW31</div>
MISSED APCH: Climb to 3000' direct to PAXEE and hold.					
Trans level: FL 180 Trans alt: 17000'					
1. CAUTION: Procedure established outside controlled airspace. 2. EMERG SAFE ALT 100 NM 1300'. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> SSALF </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> PAPI </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> 3000' </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> D </div>	PAXEE
Descent Angle 2.98°	369	474	527	633	738	843					
MAP at RW31											

Military				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 31				Not Authorized			
LNAV				Northeast of Rwy 13-31			
MDA(H) 420' (407')							
ALS out							
A	3/4		1	Max Kts	MDA(H)		
B				90	440' (426') - 1		
C				120	480' (466') - 1		
D				140	480' (466') - 1½		
				165	580' (566') - 2		

TERPS

FJDG

DIEGO GARCIA NAVY

(16-1)

11 AUG 17

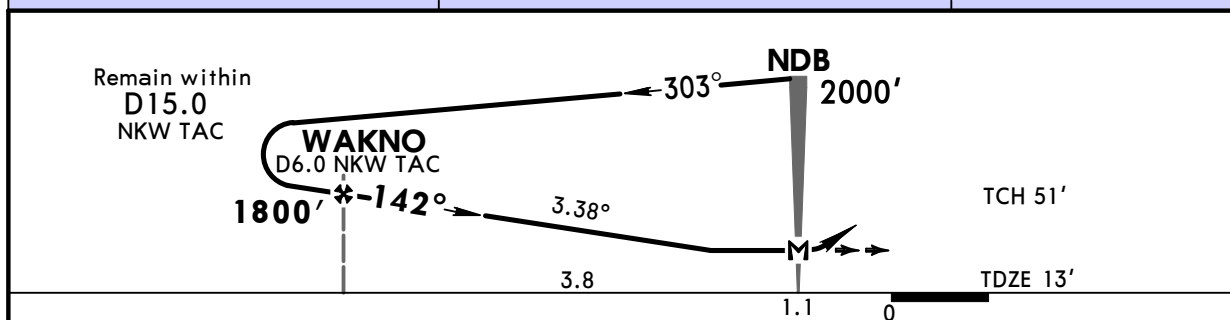
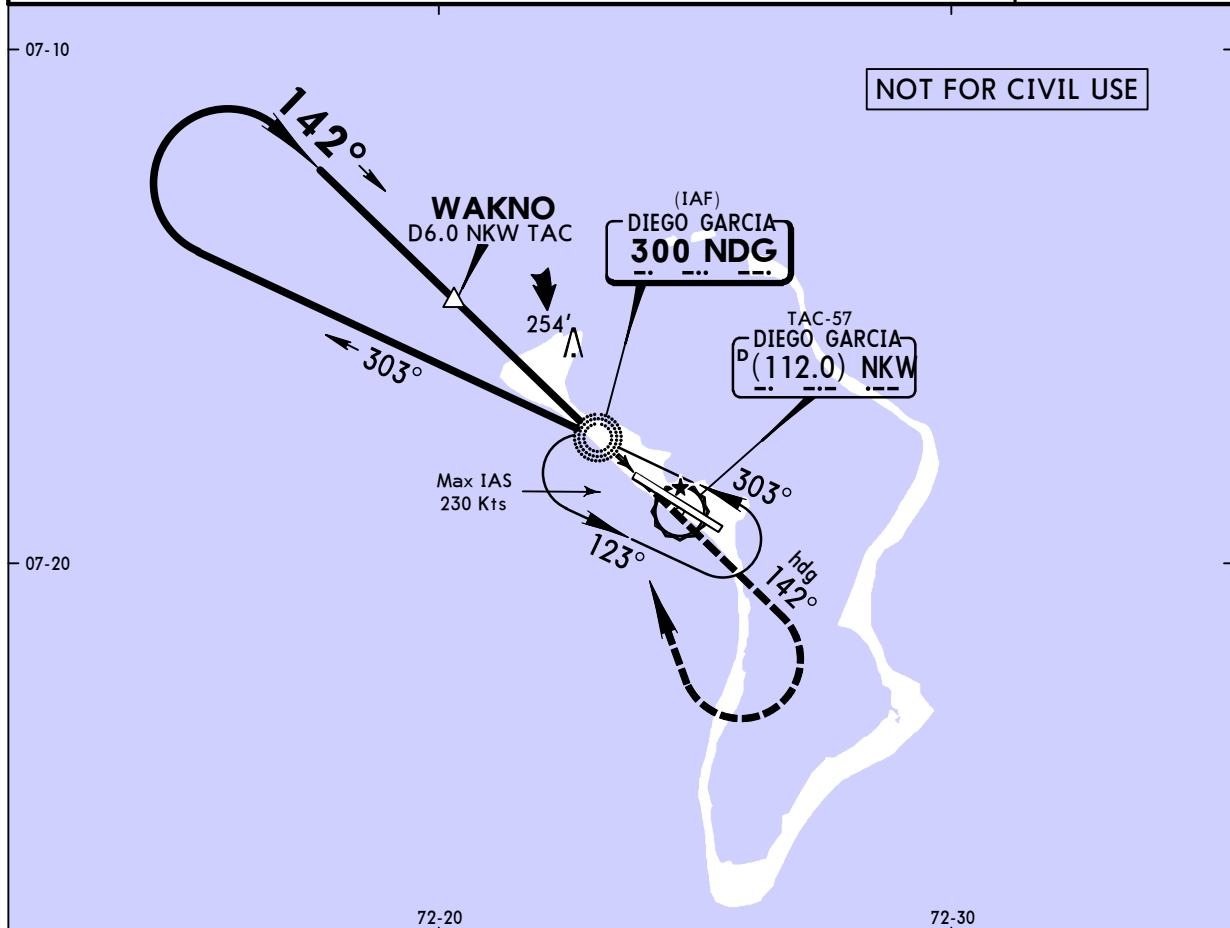
Eff 17 Aug

JEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO

NDB DME Rwy 13

BRIEFING STRIP

*ATIS 134.1		*DIEGO GARCIA Tower 126.2		*Ground 118.4	
NDB NDG 300	Final Apch Crs 142°	Minimum Alt WAKNO 1800' (1787')	MDA(H) 460' (447')	Apt Elev 14' TDZE 13'	<div><div>1300'</div><div>MSA NDG NDB</div></div>
MISSED APCH: Climb via heading 142° to 1300', then climbing RIGHT turn to 2000' direct to NDG NDB and hold.					
Trans level: FL 180 Trans alt: 17000' 1. CAUTION: Procedure established outside controlled airspace. 2. EMERG SAFE ALT 100 NM 1300'.					



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">SSALF</div> <div style="border-left: 1px solid black; padding-left: 10px;">1300'</div> <div style="margin-left: 10px;">hdg via 142°</div> </div>
Descent Angle 3.38°	419	538	598	718	837	957	
MAP at NDB							

Military STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND	
MDA(H) 460' (447')			Not Authorized Northeast of Rwy 13-31	
ALS out			Max Kts	MDA(H)
A	1		90	460' (446') - 1¼
B			120	480' (466') - 1¼
C			140	480' (466') - 1½
D			165	580' (566') - 2

TERPS

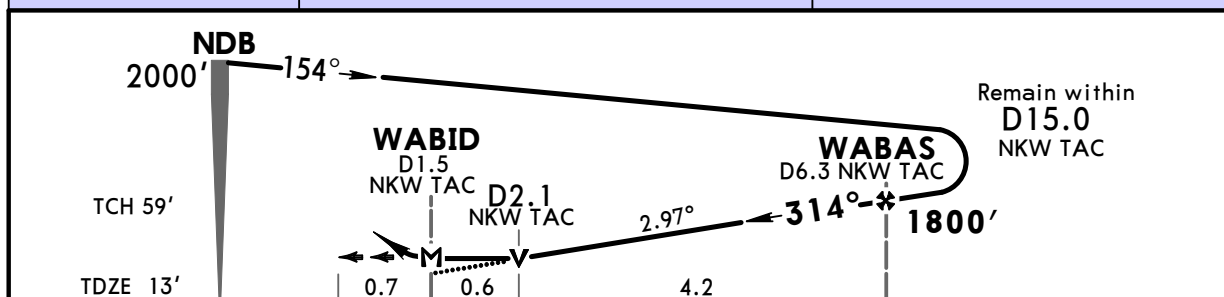
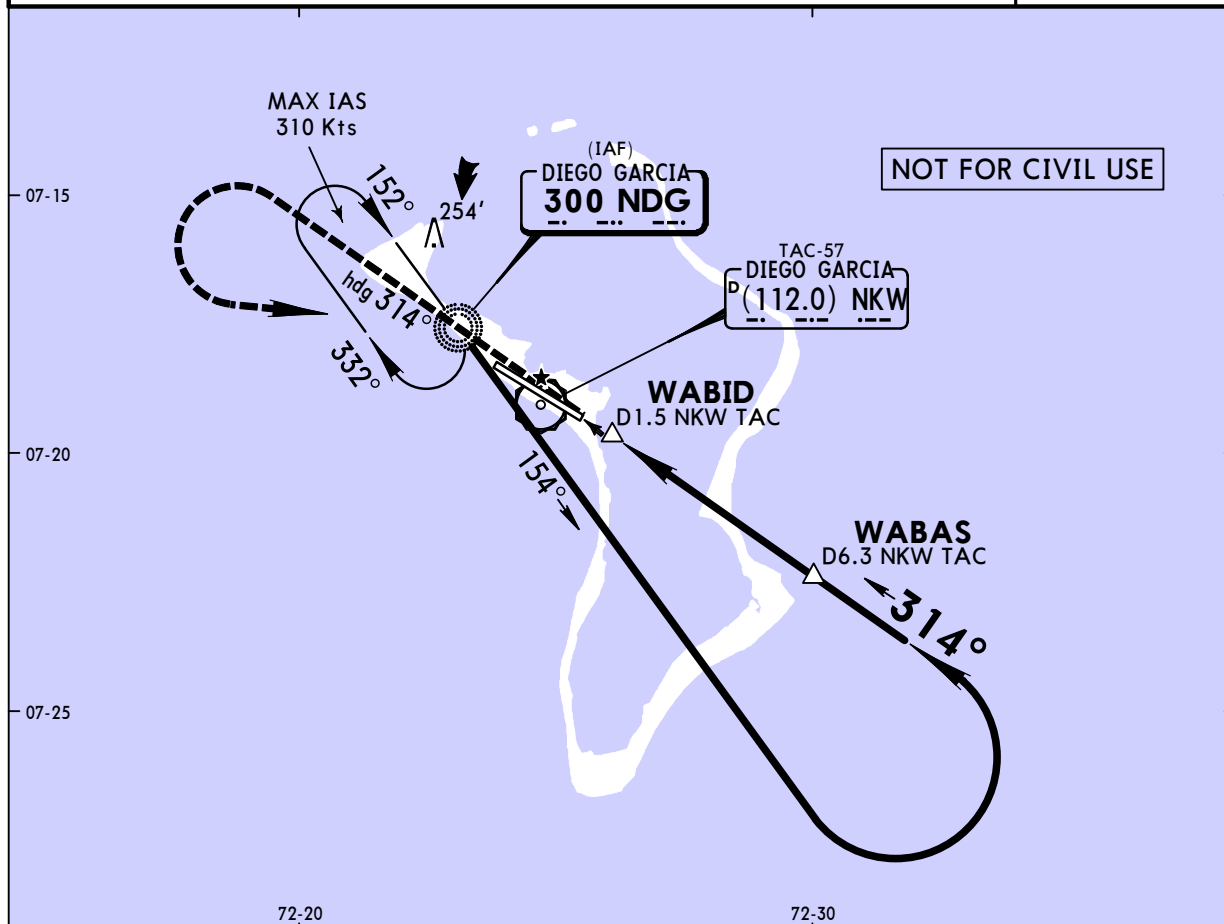
FJDG DIEGO GARCIA NAVY (16-2) 11 AUG 17 Eff 17 Aug

WABAS MDA(H) 480' (467')

NDB DME Rwy 31

BRIEFING STRIP

*ATIS		*DIEGO GARCIA Tower			*Ground	
134.1		126.2			118.4	
NDB NDG 300	Final Apch Crs 314°	Minimum Alt WABAS 1800' (1787')	MDA(H) 480' (467')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA NDG NDB</div>	
MISSED APCH: Climb via heading 314° to 2000', then turn LEFT direct NDG NDB and hold.						
Trans level: FL 180 Trans alt: 17000' 1. CAUTION: Procedure established outside controlled airspace. 2. CAUTION: FAF to turn point exceeds 4 NM. 3. EMERG SAFE ALT 100 NM 1300'.						



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI 2000' ↑ via 314°
Descent Angle 2.97°	368	473	525	630	736	841	
MAP at WABID							

Military STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
MDA(H) 480' (467')				Not Authorized Northeast of Rwy 13-31	
ALS out				Max Kts	MDA(H)
A	3/4			90	480' (466') -1
B				120	
C	1 1/8			140	480' (466') -1 1/2
D				165	580' (566') -2

TERPS

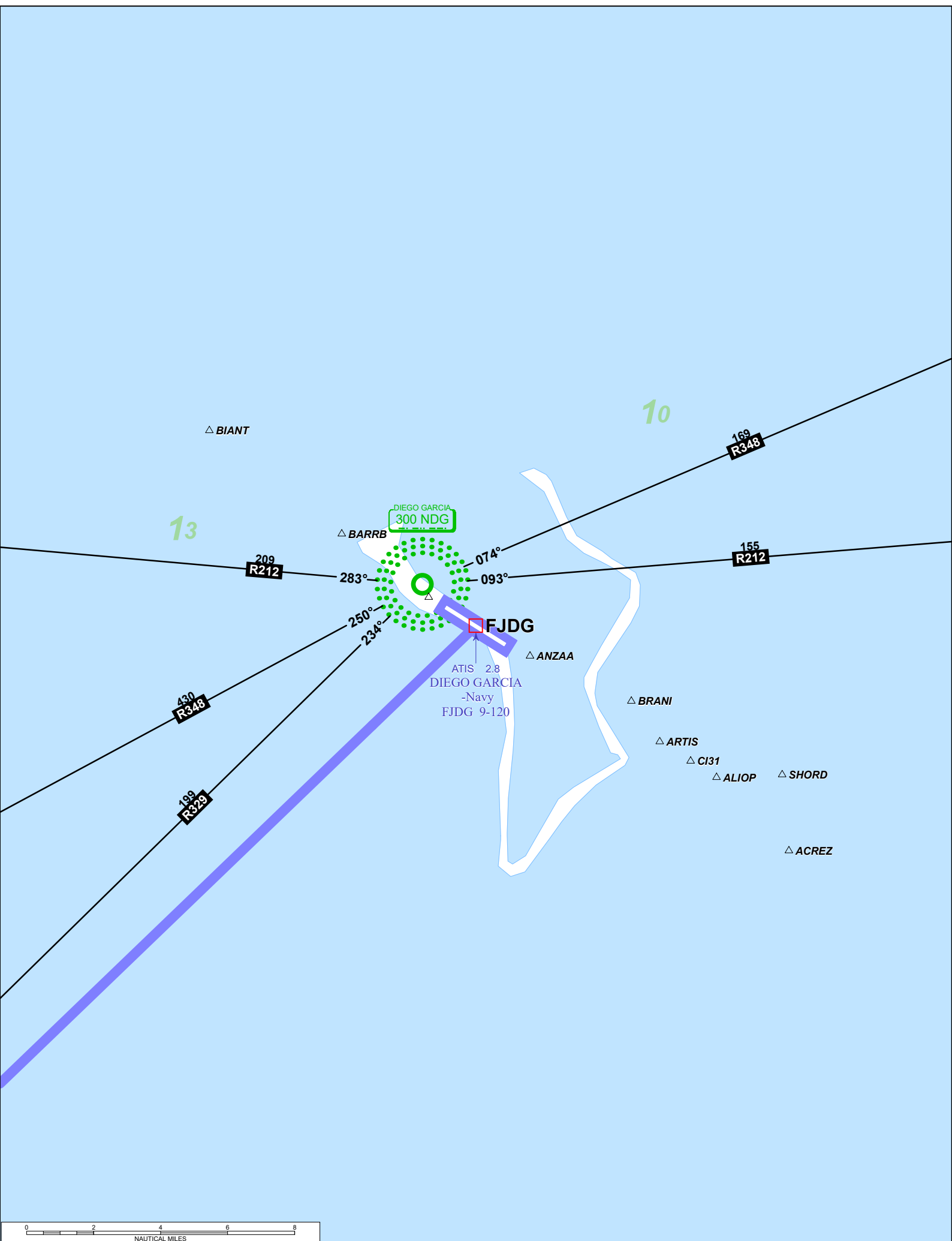
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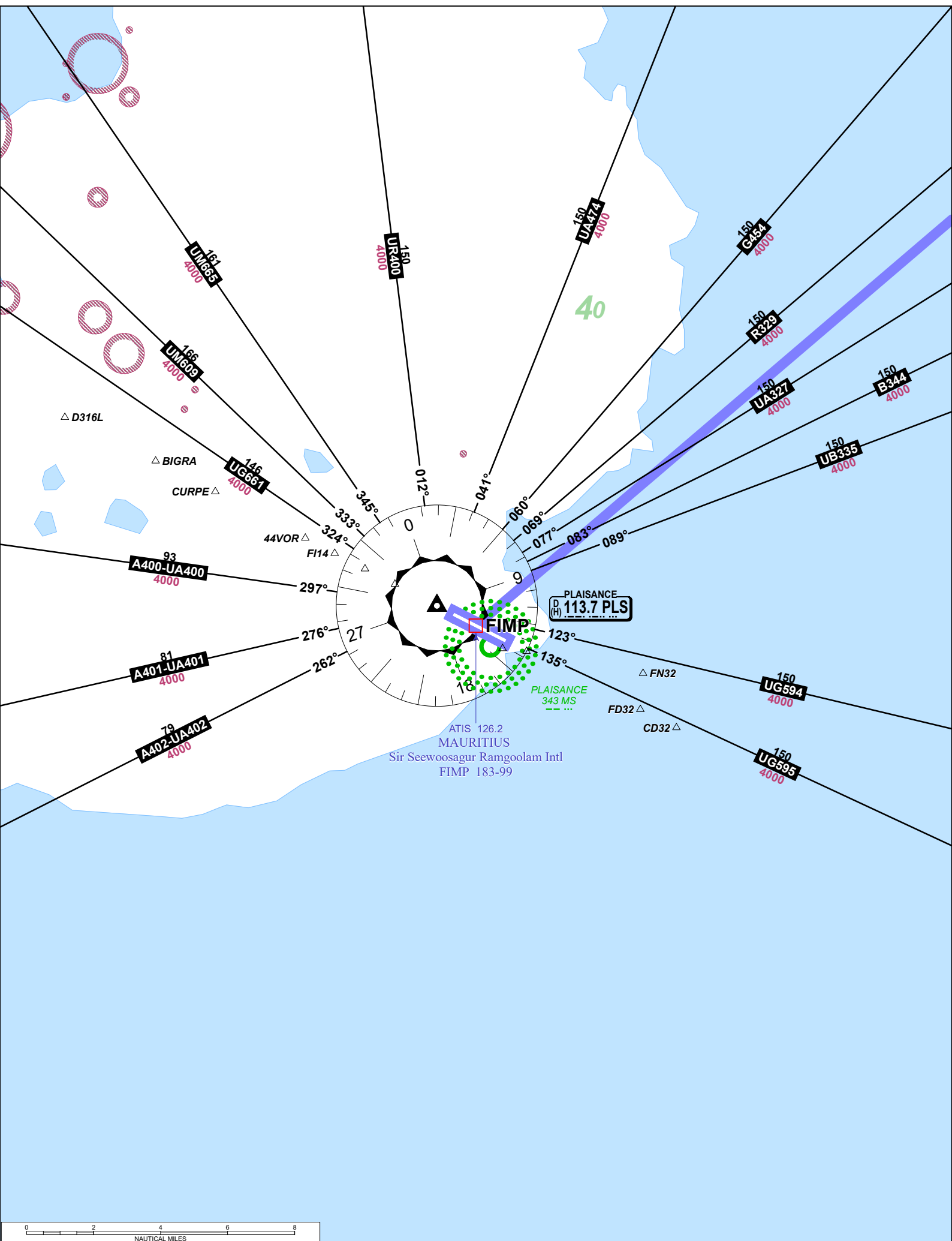
NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0





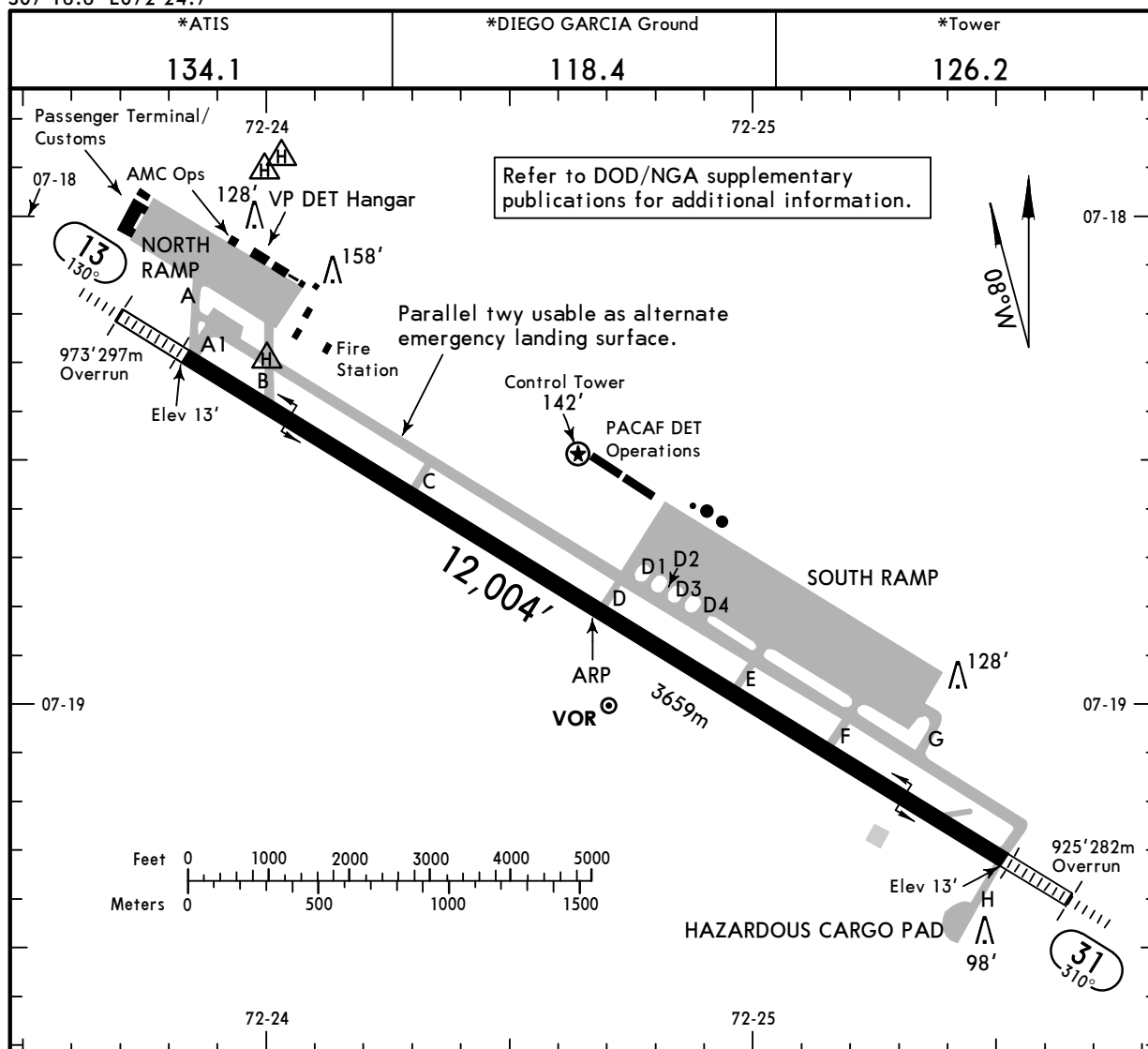
FJDG

Apt Elev **14'**
 S07 18.8 E072 24.7

JEPPesen **DIEGO GARCIA, CHAGOS ARCHIPELAGO**

11 AUG 17 **(10-9)** **Eff 17 Aug**

DIEGO GARCIA NAVY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
13	HIRL	SALSF	SFL	PAPI-L (angle 3.50°)				200'
31	HIRL	SALSF	SFL	PAPI-L (angle 3.00°)		10878' 3316m		61m

Military

TAKE-OFF

	All Rwy's	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

TAKE-OFF OBSTACLES

Rwy 13, Terrain 1237' from DER 766' right of centerline, 46' MSL.
 Terrain 1394' from DER 874' right of centerline, 55' MSL.
 Rwy 31, Vegetation from DER 350' left of centerline following coastline outward, 10' AGL/10' MSL.

FJDG

25 AUG 17

**JEPPESEN****10-9S****DIEGO GARCIA, CHAGOS ARCHIPELAGO****DIEGO GARCIA NAVY****Standard**

STRAIGHT-IN RWY		A	B	C	D
13	RNAV ①	440' (427')	440' (427')	440' (427')	440' (427')
		1	1	1	1
	ALS out	1	1	1³/₈	1³/₈
	NDB DME ①	460' (447')	460' (447')	460' (447')	460' (447')
		1	1	1	1
	ALS out	1¹/₄	1¹/₄	1³/₈	1³/₈
31	ILS	234' (221')	234' (221')	234' (221')	234' (221')
		3/4	3/4	3/4	3/4
	FULL/Limited	3/4	3/4	3/4	3/4
	ALS out	3/4	3/4	3/4	3/4
	LOC ①	360' (347')	360' (347')	360' (347')	360' (347')
		3/4	3/4	3/4	3/4
	ALS out	1	1	1	1
	RNAV ①	420' (407')	420' (407')	420' (407')	420' (407')
		1	1	1	1
	ALS out	1	1	1¹/₈	1¹/₈
	NDB DME ①	480' (467')	480' (467')	480' (467')	480' (467')
		1	1	1¹/₈	1¹/₈
	ALS out	1	1	1³/₈	1³/₈

① Continuous Descent Final Approach

CIRCLE-TO-LAND ②	A	B	C	D
After RNAV (GPS) 13	450' (436') 1	520' (506') 1	620' (606') 1¹/₂	720' (706') 2¹/₄
After NDB DME 13	470' (456') 1¹/₄	520' (506') 1¹/₄	620' (606') 1¹/₂	720' (706') 2¹/₄
After NDB DME 31	490' (476') 1	520' (506') 1	620' (606') 1¹/₂	720' (706') 2¹/₄
After all other approaches	440' (426') 1	520' (506') 1	620' (606') 1¹/₂	720' (706') 2¹/₄

② Not authorized Northeast of Rwy 13-31.

TAKE-OFF RWY 13, 31

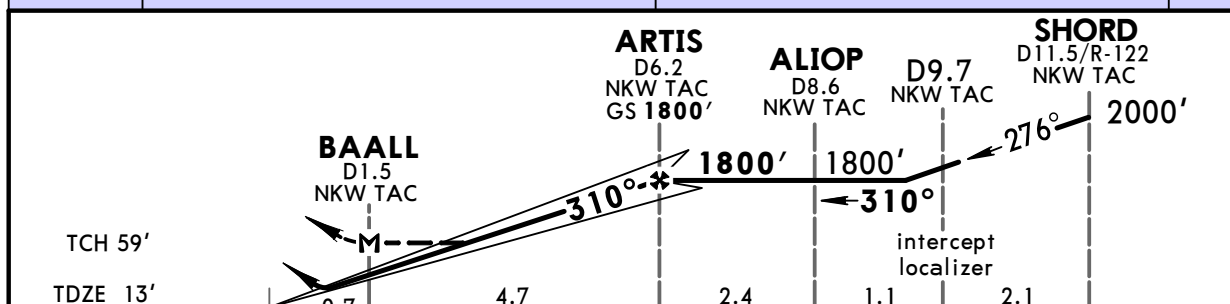
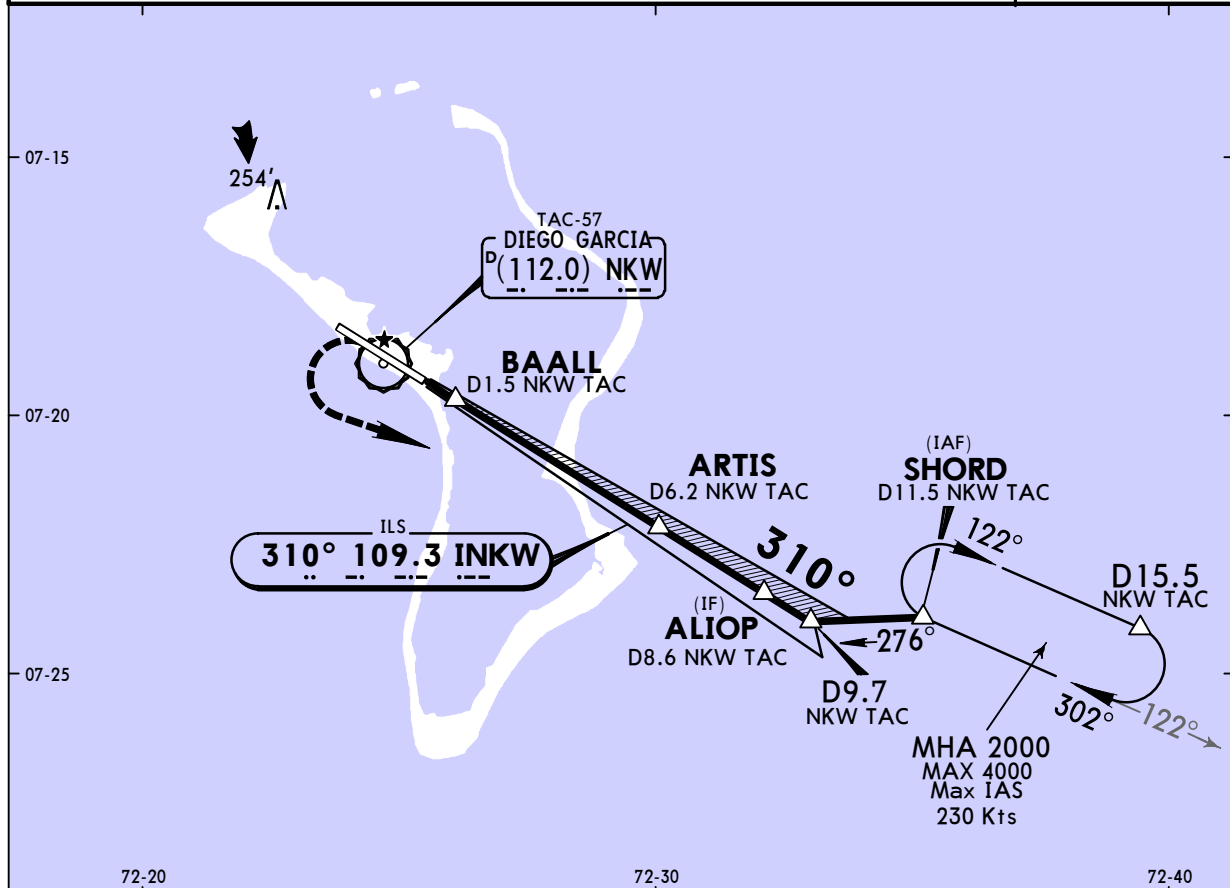
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FJDG DIEGO GARCIA NAVY (11-1) 6 OCT 17

ILS or LOC DME Rwy 31

BRIEFING STRIP™

*ATIS		*DIEGO GARCIA Tower		*Ground	
134.1		126.2		118.4	
LOC INKW 109.3	Final Apch Crs 310°	GS ARTIS 1800'(1787')	ILS DA(H) 234'(221')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA NKW TAC</div>
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' intercept NKW TAC R-122 to SHORD and hold.					
Trans level: FL 180 Trans alt: 17000' 1. TACAN or RNAV required. 2. EMERG SAFE ALT 100 NM 1300'.					



Gnd speed-Kts	70	90	100	120	140	160	SSALF	500'	2000'	NKW (112.0) R-122
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT
MAP at BAALL										

Military STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized Northeast of Rwy.			
DA(H) 234' (221')		MDA(H) 360' (347')					
FULL	ALS out		ALS out	Max Kts	MDA(H)		
A				90	440'(426') -1		
B				120	480'(466') -1		
C	3/4	3/4	1	140	480'(466') -1 1/2		
D				165	580'(566') -2		

TERPS

FJDG

DIEGO GARCIA NAVY

(12-1)

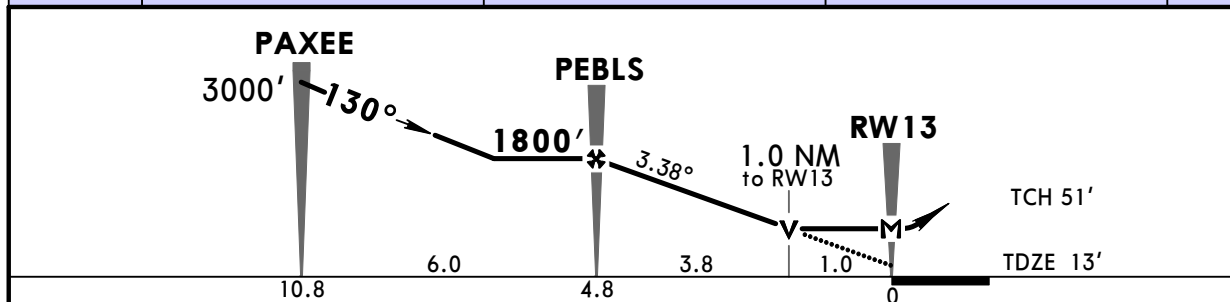
11 AUG 17

Eff 17 Aug

JEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO
RNAV (GPS) Rwy 13

BRIEFING STRIP™

*ATIS 134.1		*DIEGO GARCIA Tower 126.2		*Ground 118.4	
RNAV	Final Apch Crs 130°	Minimum Alt PEBLS 1800' (1787')	LNAV MDA(H) 440' (427')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA RW13</div>
MISSED APCH: Climb to 3000' direct to HUBOL and hold.					
Trans level: FL 180 Trans alt: 17000'					
1. CAUTION: Procedure established outside controlled airspace. 2. CAUTION: Procedure MAX 230 KIAS. 3. EMERG SAFE ALT 100 NM 1300'. 4. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> SSALF </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> PAPI </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> 3000' </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> HUBOL </div>
Descent Angle 3.38°	419	538	598	718	837	957				
MAP at RW13										

Military				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 13				Not Authorized			
LNAV				Northeast of Rwy 13-31			
MDA(H) 440' (427')				Max Kts			
ALS out				MDA(H)			
A	3/4			90	440' (426') - 1		
B				120	480' (466') - 1		
C				140	480' (466') - 1 1/2		
D	1			165	580' (566') - 2		

TERPS

FJDG

DIEGO GARCIA NAVY

(12-2)

11 AUG 17

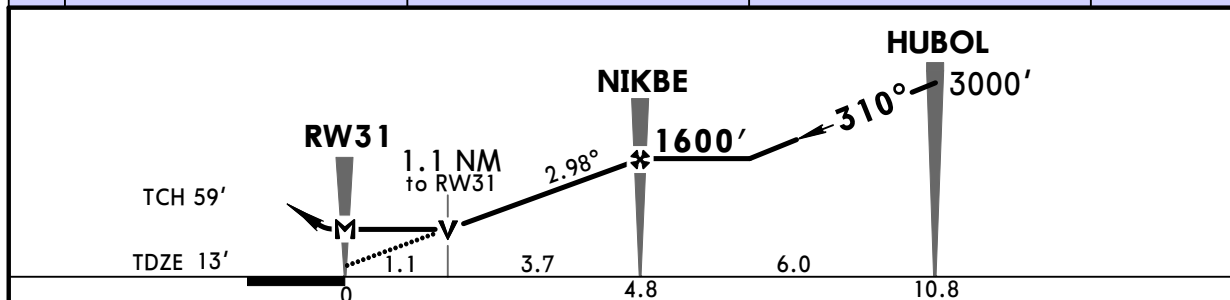
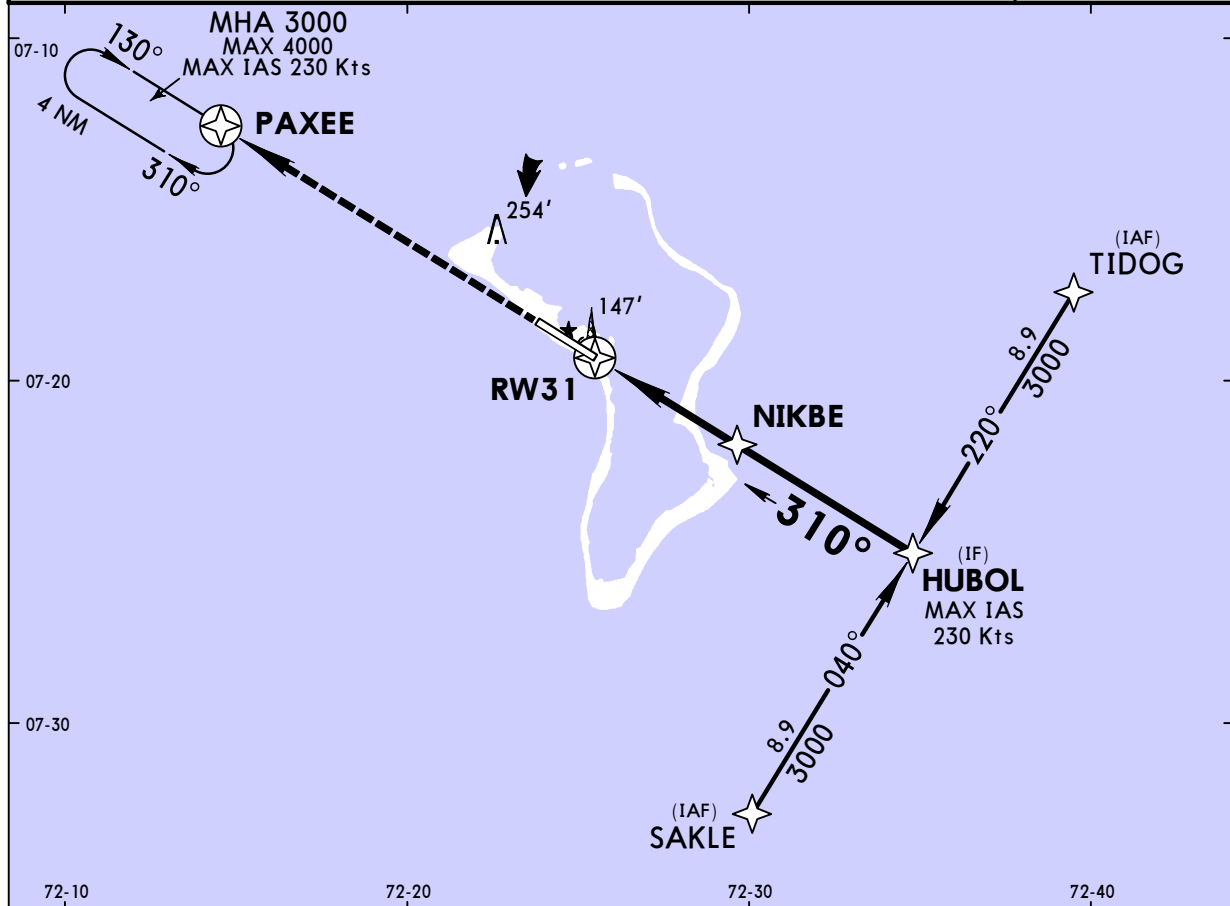
Eff 17 Aug

JEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO

RNAV (GPS) Rwy 31

BRIEFING STRIP™

*ATIS 134.1		*DIEGO GARCIA Tower 126.2		*Ground 118.4	
RNAV	Final Apch Crs 310°	Minimum Alt NIKBE 1600' (1587')	LNAV MDA(H) 420' (407')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA RW31</div>
MISSED APCH: Climb to 3000' direct to PAXEE and hold.					
Trans level: FL 180 Trans alt: 17000'					
1. CAUTION: Procedure established outside controlled airspace. 2. EMERG SAFE ALT 100 NM 1300'. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> SSALF PAPI </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> 3000' </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> D </div>	PAXEE
Descent Angle 2.98°	369	474	527	633	738	843				
MAP at RW31										

Military				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 31				Not Authorized			
LNAV				Northeast of Rwy 13-31			
MDA(H) 420' (407')							
ALS out							
A	3/4		1	Max Kts	MDA(H)		
B				90	440' (426') - 1		
C				120	480' (466') - 1		
D				140	480' (466') - 1 1/2		
				165	580' (566') - 2		

TERPS

FJDG

DIEGO GARCIA NAVY

(16-1)

11 AUG 17

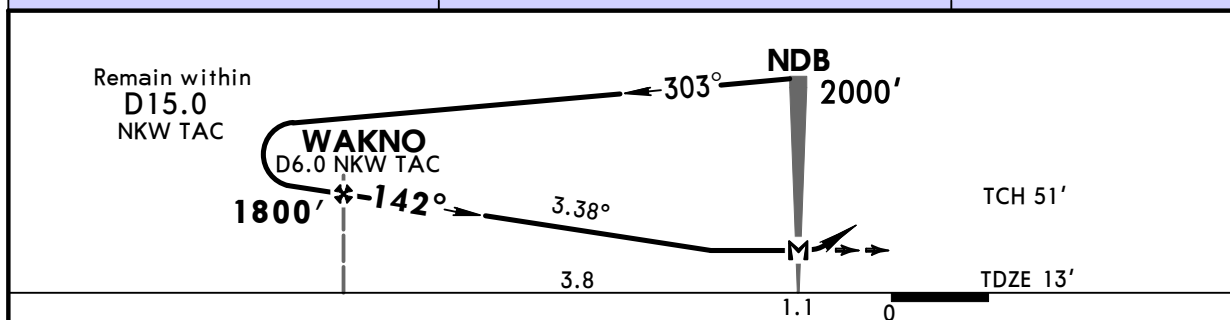
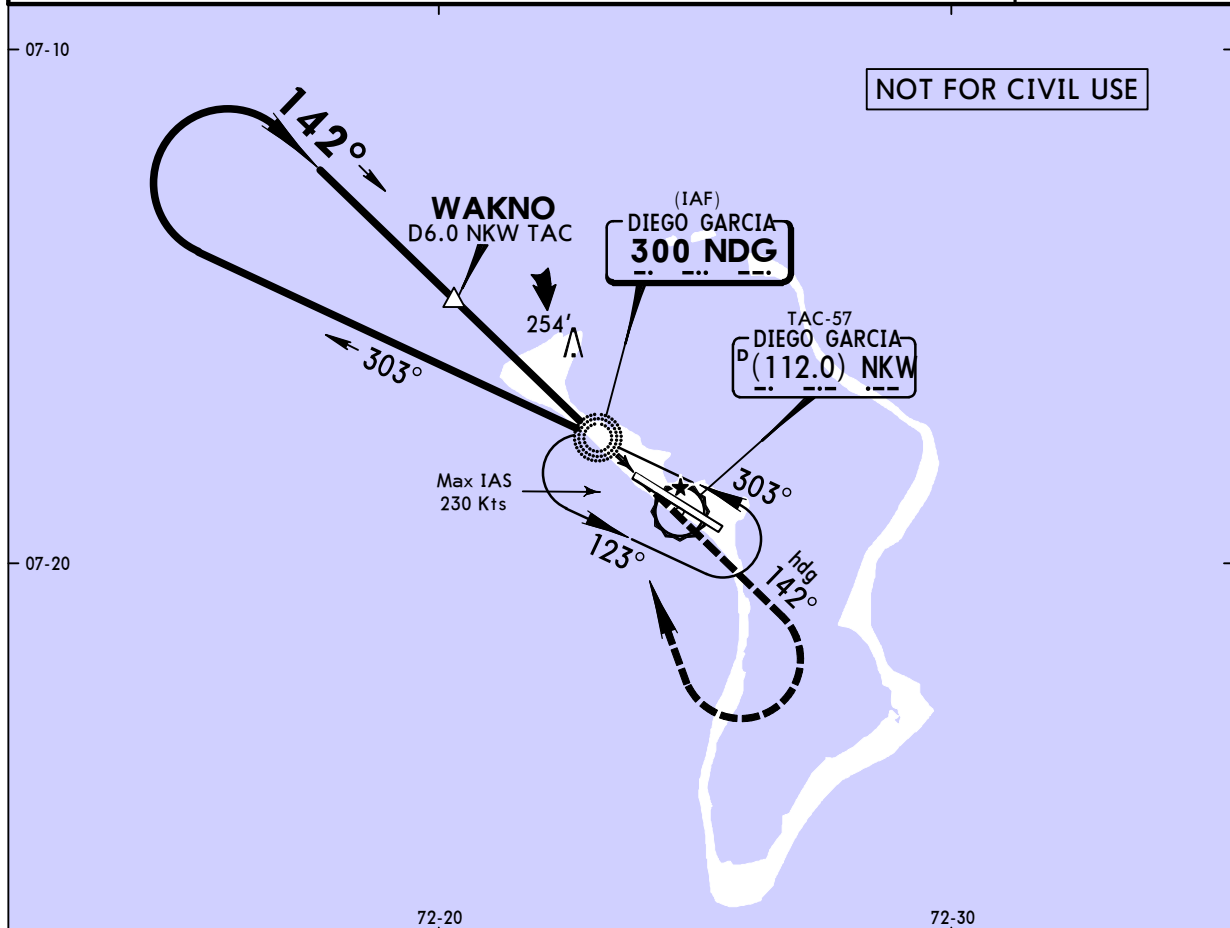
Eff 17 Aug

JEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO

NDB DME Rwy 13

BRIEFING STRIP

*ATIS 134.1		*DIEGO GARCIA Tower 126.2		*Ground 118.4	
NDB NDG 300	Final Apch Crs 142°	Minimum Alt WAKNO 1800' (1787')	MDA(H) 460' (447')	Apt Elev 14' TDZE 13'	<div><div>1300'</div><div>MSA NDG NDB</div></div>
MISSED APCH: Climb via heading 142° to 1300', then climbing RIGHT turn to 2000' direct to NDG NDB and hold.					
Trans level: FL 180 Trans alt: 17000' 1. CAUTION: Procedure established outside controlled airspace. 2. EMERG SAFE ALT 100 NM 1300'.					



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">SSALF</div> <div style="border-left: 1px solid black; padding-left: 10px;">1300'</div> <div style="margin-left: 10px;">hdg</div> </div>
Descent Angle 3.38°	419	538	598	718	837	957	
MAP at NDB							

Military STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
MDA(H) 460' (447')				Not Authorized Northeast of Rwy 13-31	
ALS out				Max Kts	MDA(H)
A	1			90	460' (446') - 1¼
B				120	480' (466') - 1¼
C				140	480' (466') - 1½
D				165	580' (566') - 2

TERPS

FJDG

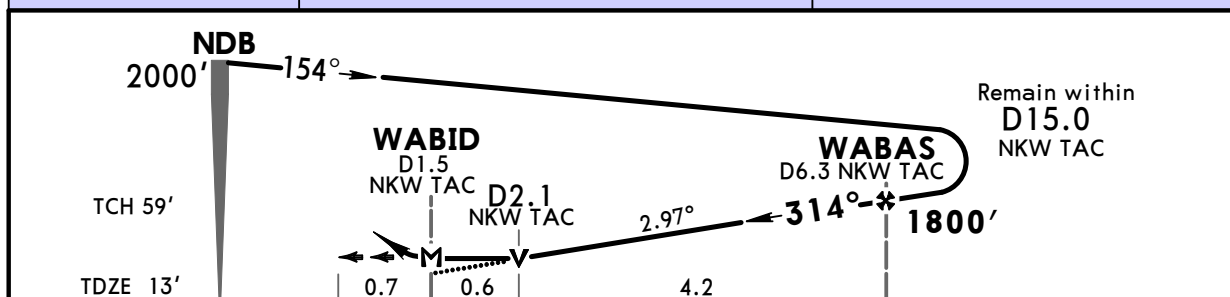
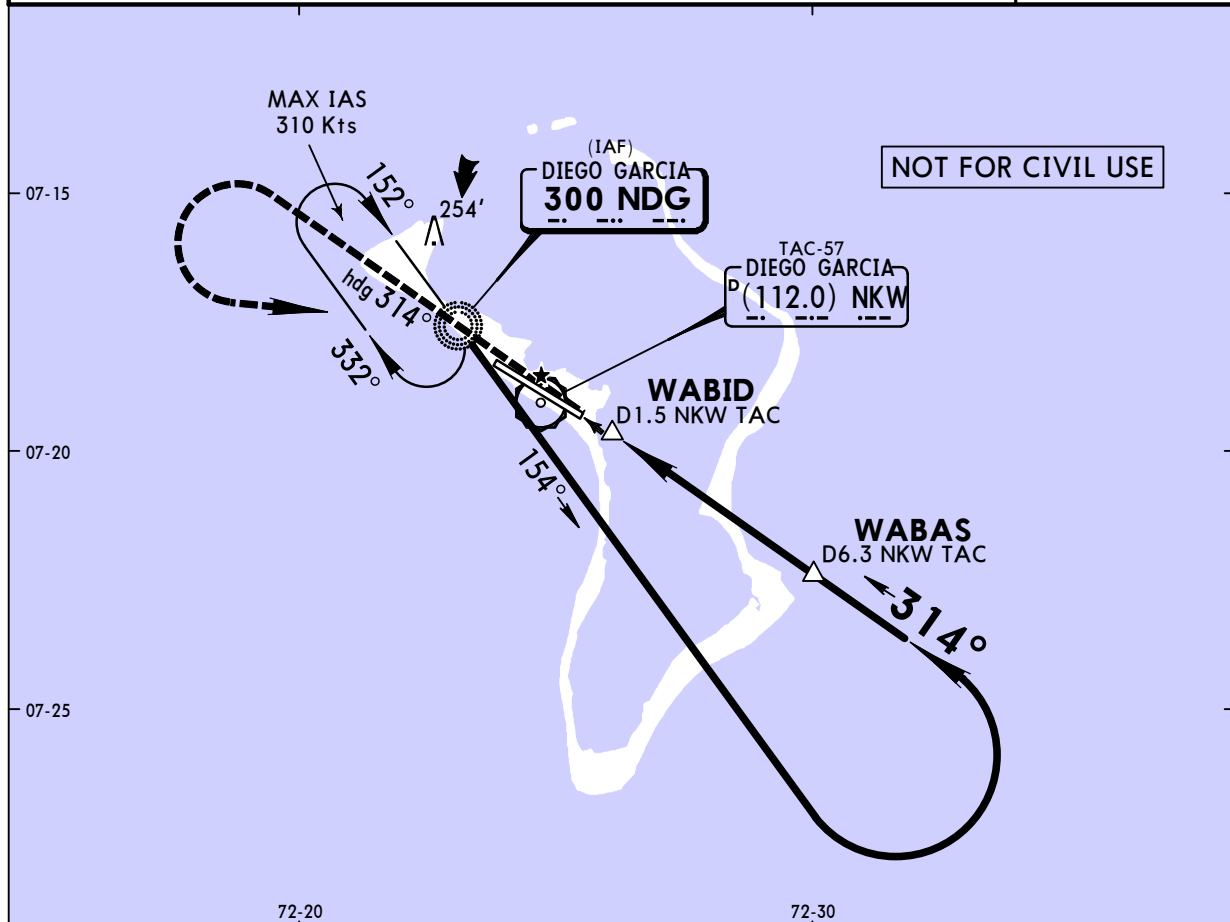
DIEGO GARCIA NAVY

(16-2)

11 AUG 17
Eff 17 AugJEPPESEN DIEGO GARCIA, CHAGOS ARCHIPELAGO
NDB DME Rwy 31

BRIEFING STRIP

*ATIS		*DIEGO GARCIA Tower		*Ground	
134.1		126.2		118.4	
NDB NDG 300	Final Apch Crs 314°	Minimum Alt WABAS 1800' (1787')	MDA(H) 480' (467')	Apt Elev 14' TDZE 13'	<div>1300'</div> <div>MSA NDG NDB</div>
MISSED APCH: Climb via heading 314° to 2000', then turn LEFT direct NDG NDB and hold.					
Trans level: FL 180 Trans alt: 17000'					
1. CAUTION: Procedure established outside controlled airspace. 2. CAUTION: FAF to turn point exceeds 4 NM. 3. EMERG SAFE ALT 100 NM 1300'.					



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI 2000' via 314°
Descent Angle 2.97°	368	473	525	630	736	841	
MAP at WABID							

Military STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
MDA(H) 480' (467')				Not Authorized Northeast of Rwy 13-31	
ALS out				Max Kts	MDA(H)
A	3/4	1		90	480' (466') -1
B				120	
C	1 1/8	1 3/8		140	480' (466') -1 1/2
D				165	580' (566') -2

TERPS

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

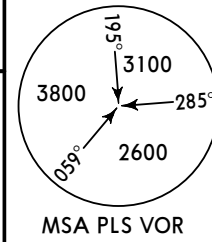
JEPPESEN **MAURITIUS, MAURITIUS**
10 AUG 18 **10-2** **Eff 16 Aug**

RNAV TRANSITION

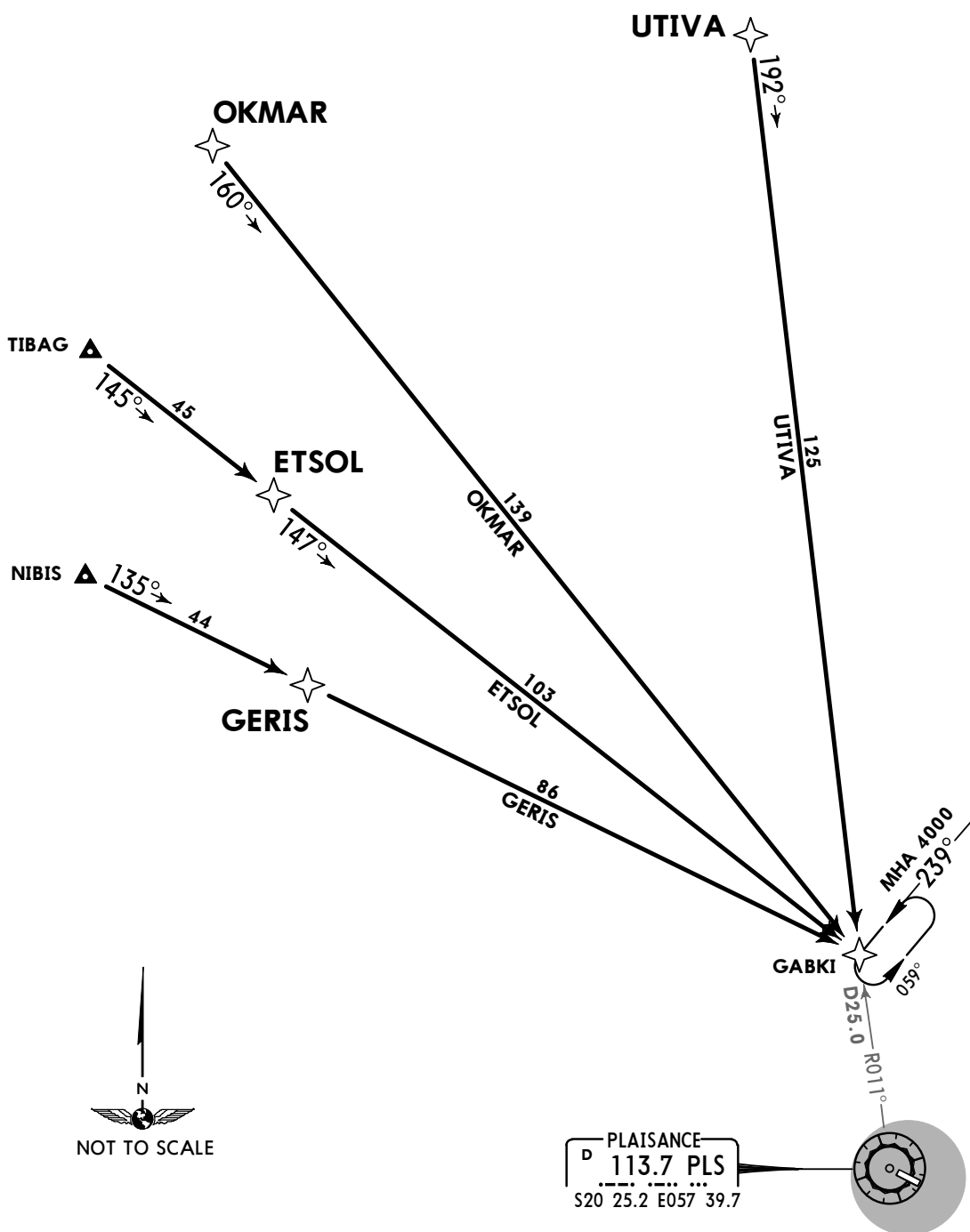
ATIS
126.2

Apt Elev
183'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



ETSOL, GERIS, OKMAR, UTIVA
RNAV TRANSITIONS
FOR STAR GABKI 1 REFER TO CHART 10-2E
BY ATC

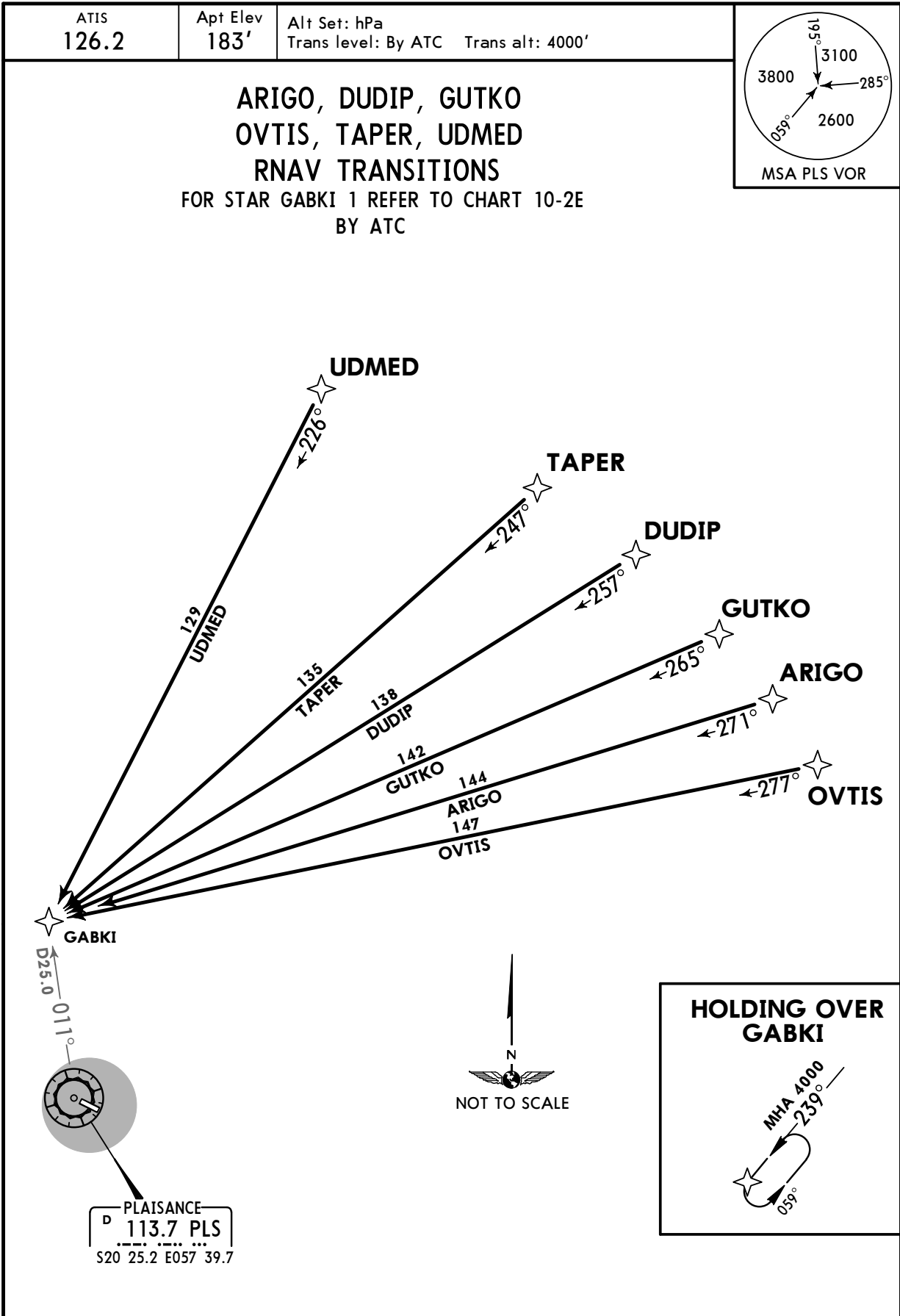


TRANSITION	ROUTING
ETSOL	147° track to GABKI, then via arrival.
GERIS	135° track to GABKI, then via arrival.
OKMAR	160° track to GABKI, then via arrival.
UTIVA	192° track to GABKI, then via arrival.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

JEPPESEN **MAURITIUS, MAURITIUS**
10 AUG 18 **(10-2A)** Eff 16 Aug

RNAV TRANSITION



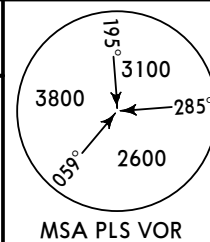
TRANSITION	ROUTING
ARIGO	271° track to GABKI, then via arrival.
DUDIP	257° track to GABKI, then via arrival.
GUTKO	265° track to GABKI, then via arrival.
OVTIS	277° track to GABKI, then via arrival.
TAPER	247° track to GABKI, then via arrival.
UDMED	226° track to GABKI, then via arrival.

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

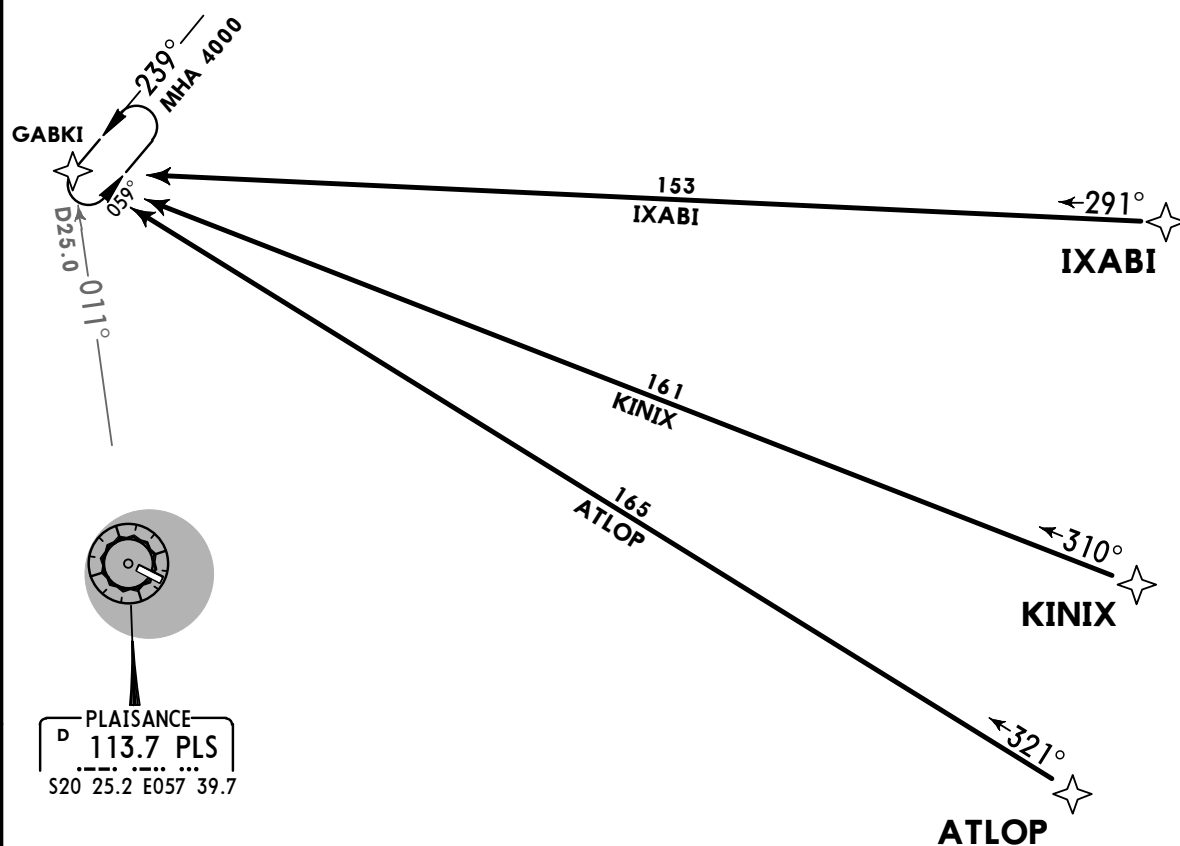
10 AUG 18

10-2B

Eff 16 Aug

**JEPPESEN****MAURITIUS, MAURITIUS****RNAV TRANSITION**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

ATLOP, IXABI, KINIX
RNAV TRANSITIONS
FOR STAR GABKI 1 REFER TO CHART 10-2E
BY ATC



TRANSITION	ROUTING
ATLOP	321° track to GABKI, then via arrival.
IXABI	291° track to GABKI, then via arrival.
KINIX	310° track to GABKI, then via arrival.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

10 AUG 18

JEPPESSEN

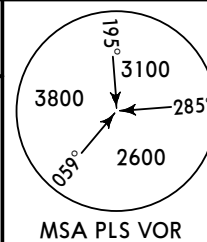
MAURITIUS, MAURITIUS

RNAV TRANSITION

ATIS
126.2

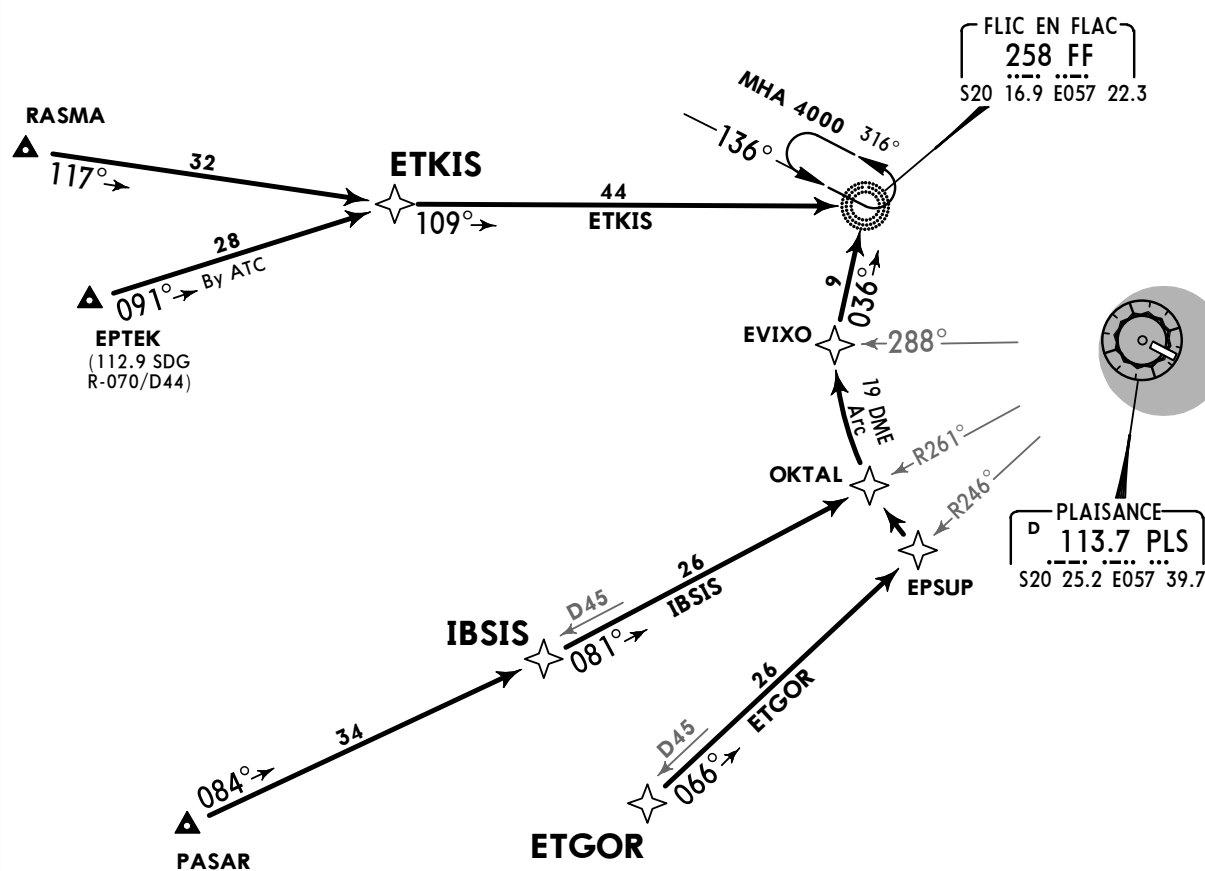
Apt Elev
183'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



ETGOR, ETKIS, IBSIS RNAV TRANSITIONS

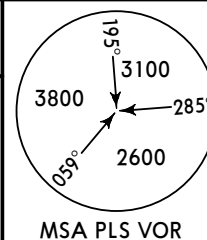
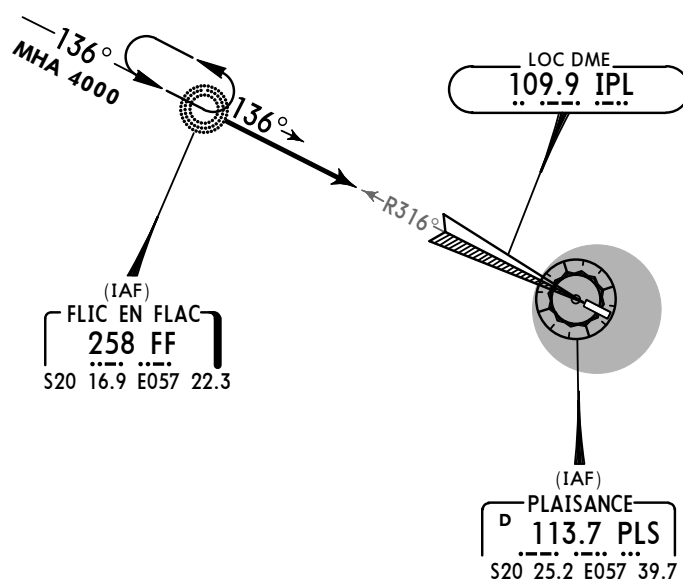
FOR STAR FF ONE REFER TO CHART 10-2D
BY ATC



TRANSITION	ROUTING
ETGOR	ETGOR - EPSUP - OKTAL - EVIXO - FF.
ETKIS	RASMA - ETKIS - FF.
IBSIS	PASAR - IBSIS - OKTAL - EVIXO - FF.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

10 AUG 18

**JEPPESEN****MAURITIUS, MAURITIUS****(10-2D)****Eff 16 Aug****RNAV STAR**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'**FLIC EN FLAC 1 (FF 1)**
RWY 14 RNAV ARRIVAL
BY ATC**ROUTING**

Intercept LOC or PLS R-316 inbound for VOR approach.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

10 AUG 18

**JEPPESEN**

MAURITIUS, MAURITIUS

10-2E

Eff 16 Aug**RNAV STAR**

ATIS 126.2	Apt Elev 183'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
----------------------	-------------------------	---

GABKI 1

RWY 14 RNAV ARRIVAL

BY ATC

MSA PLS VOR

N
↑
NOT TO SCALE

GABKI
(IAF for ILS, LOC/DME and VORDME approach)

MHA 4000

239°

059°

D25.0 011°

(IAF for RNAV approach)

ESPIR

334°

PLAISANCE
D 113.7 PLS
S20 25.2 E057 39.7

ROUTING

RNAV APCH: 239° track to ESPIR, then initiate RNAV (GNSS) APCH RWY 14.

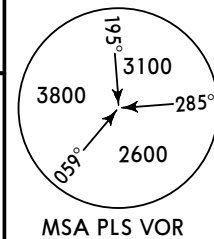
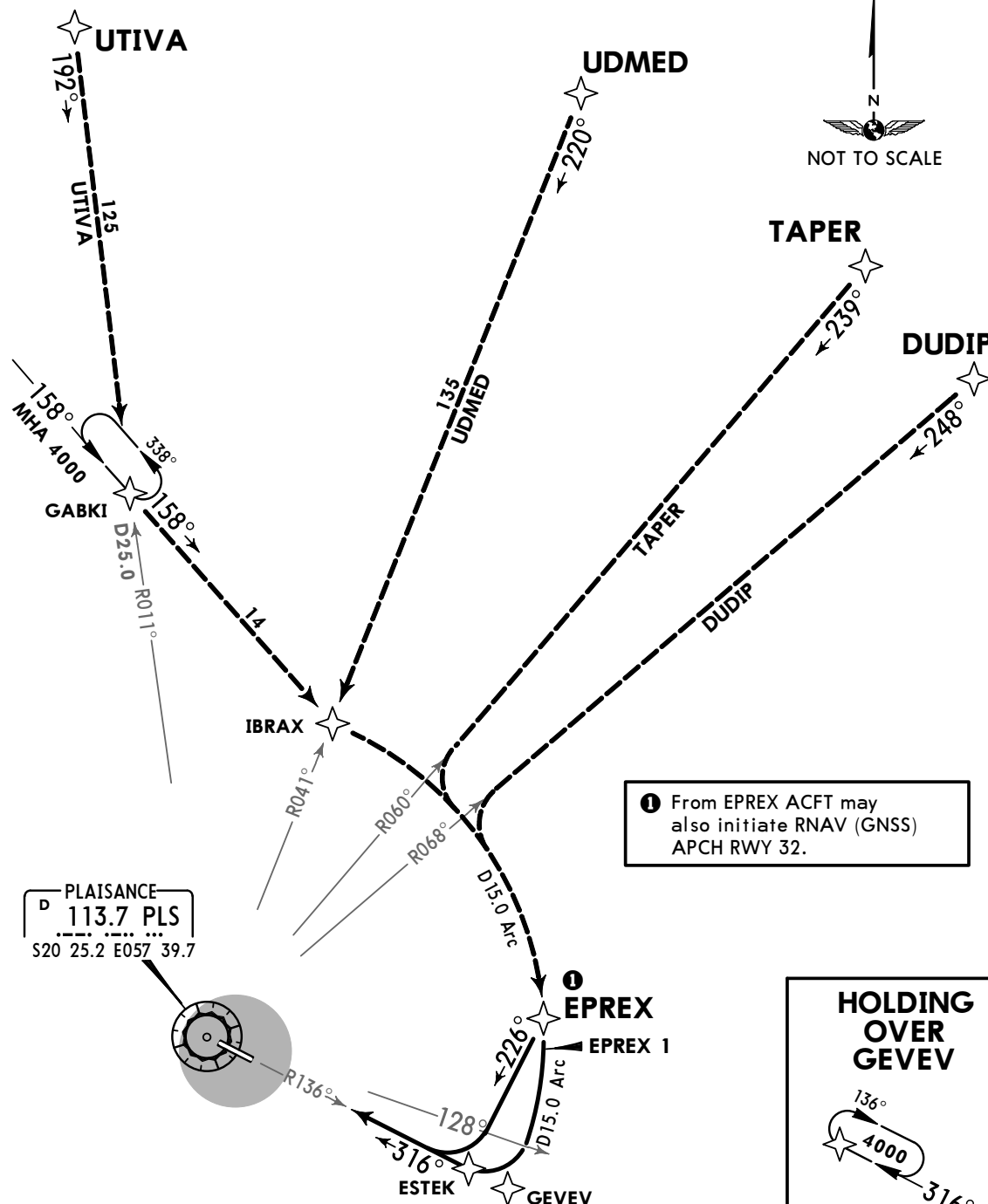
ILS, LOC or VOR DME APCH: At GABKI initiate ILS, LOC or VOR DME for RWY 14.

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

10 AUG 18

10-2F

Eff 16 Aug

STARATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'**DUDIP, TAPER, UDMED, UTIVA
TRANSITIONS****EPREX 1
RWY 32 ARRIVAL
BY ATC**

TRANSITION	ROUTING
DUDIP	248° track, along D15.0 Arc PLS to EPREX.
TAPER	239° track, along D15.0 Arc PLS to EPREX.
UDMED	220° track to IBRAX, along D15.0 Arc PLS to EPREX.
UTIVA	192° track to GABKI, turn LEFT, 158° track to IBRAX, along D15.0 Arc PLS to EPREX.
STAR	ROUTING
EPREX 1	At EPREX, along D15.0 Arc PLS, intercept PLS R-136 inbound for VOR DME approach.

FIMP/MRU
 SIR SEEWOSAGUR
 RAMGOOLAM INTL

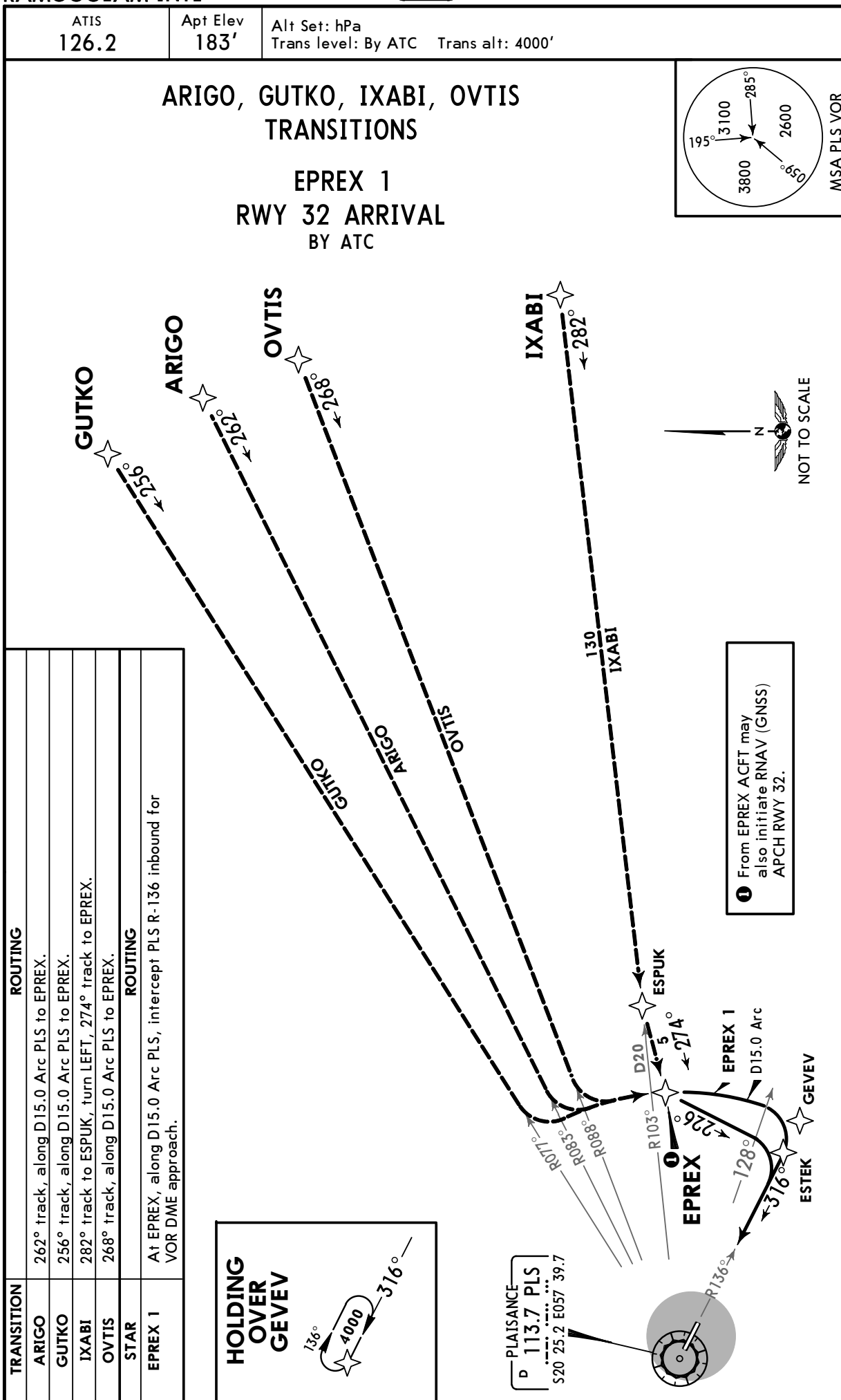
10 AUG 18

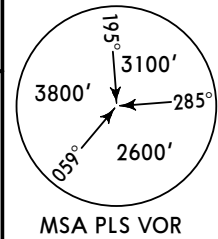
(10-2G)

Eff 16 Aug

MAURITIUS, MAURITIUS

STAR



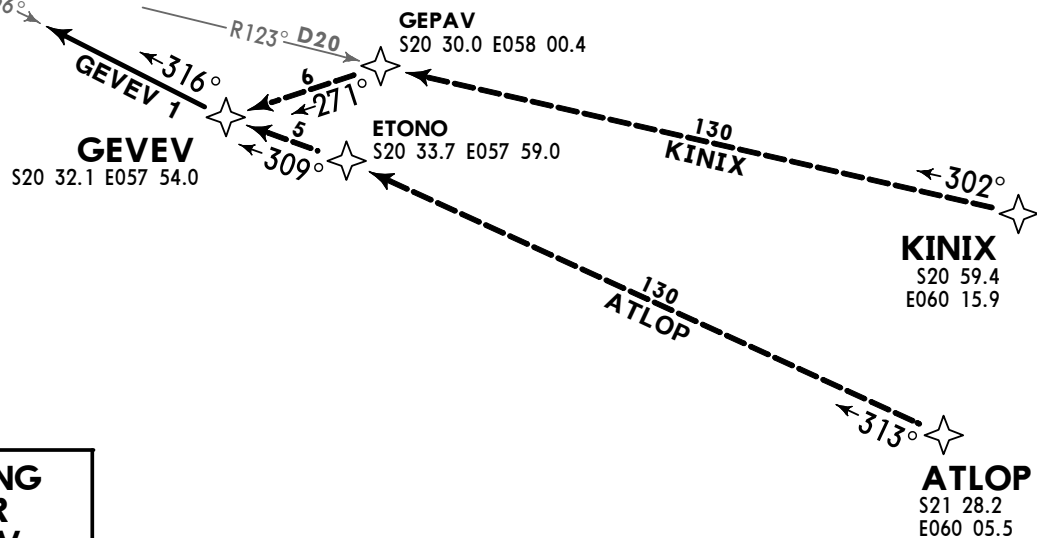
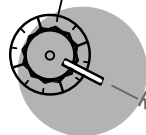
FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL**JEPPESEN MAURITIUS, MAURITIUS**
11 SEP 15 **(10-2H)** **Eff 17 Sep** **STAR**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

ATLOP, KINIX TRANSITIONS

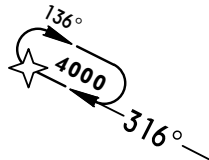
GEVEV 1

RWY 32 ARRIVAL BY ATC

PLAISANCE
D (H) **113.7 PLS**
S20 25.2 E057 39.7



HOLDING OVER GEVEV



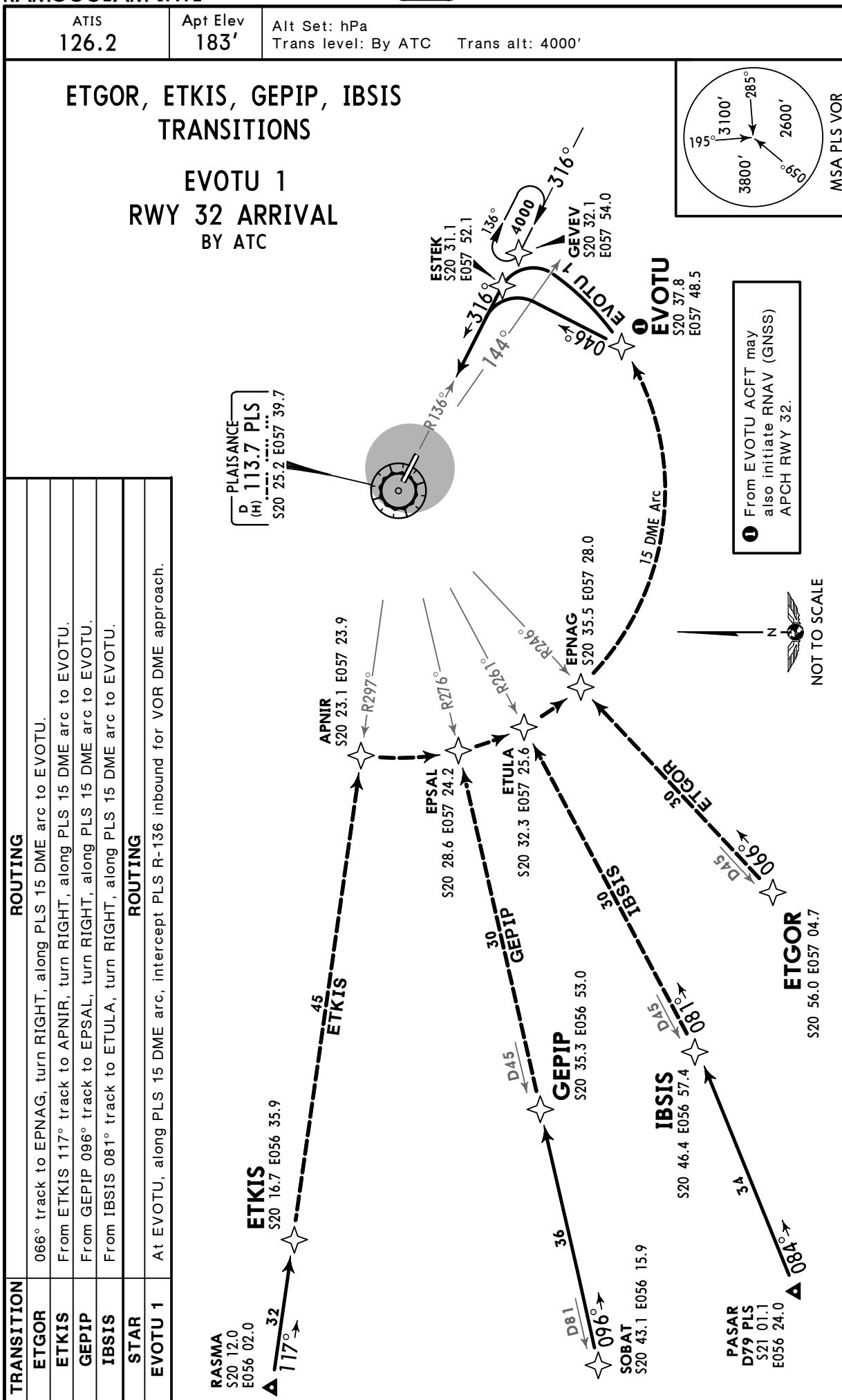
Direct distance to
Sir Seewoosagur Ramgoolam Intl from:
GEVEV 14NM

TRANSITION	ROUTING
ATLOP	313° track to ETONO, turn LEFT, 309° track to GEVEV.
KINIX	302° track to GEPAV, turn LEFT, 271° track to GEVEV.
STAR	ROUTING
GEVEV 1	At GEVEV, intercept PLS R-136 inbound for VOR DME approach.

FIMP/MRU
 SIR SEEWOSAGUR
 RAMGOOLAM INTL

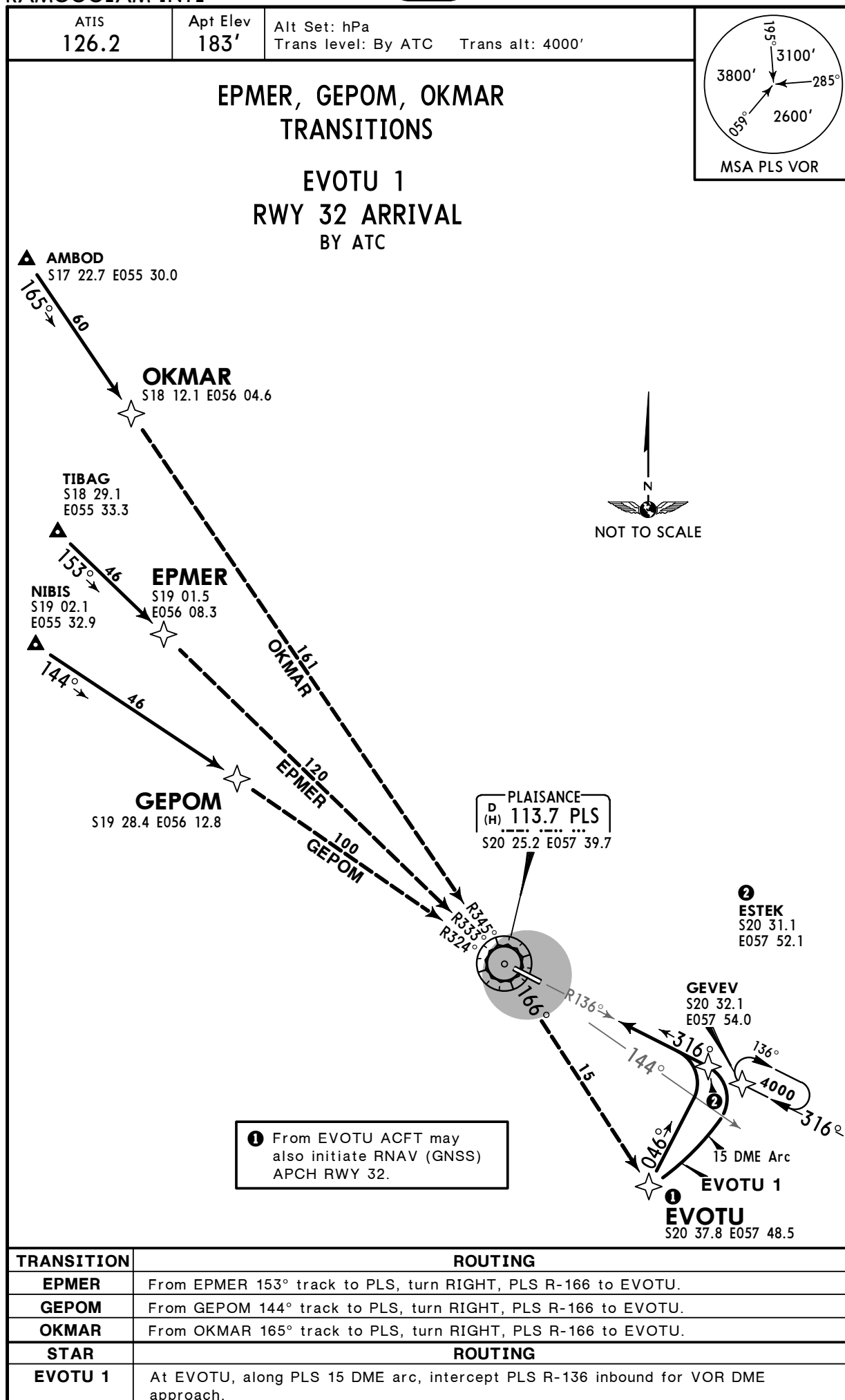
JEPPESSEN MAURITIUS, MAURITIUS
 11 SEP 15 **(10-2J)** Eff 17 Sep

STAR



FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

JEPPESEN MAURITIUS, MAURITIUS
11 SEP 15 **10-2K** **Eff 17 Sep** **STAR**



FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

13 JUL 18



JEPPESEN

MAURITIUS, MAURITIUS

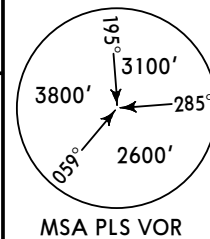
(10-3)

Eff 19 Jul

RNAV SID

Apt Elev
183'

Trans level: By ATC Trans alt: 4000'

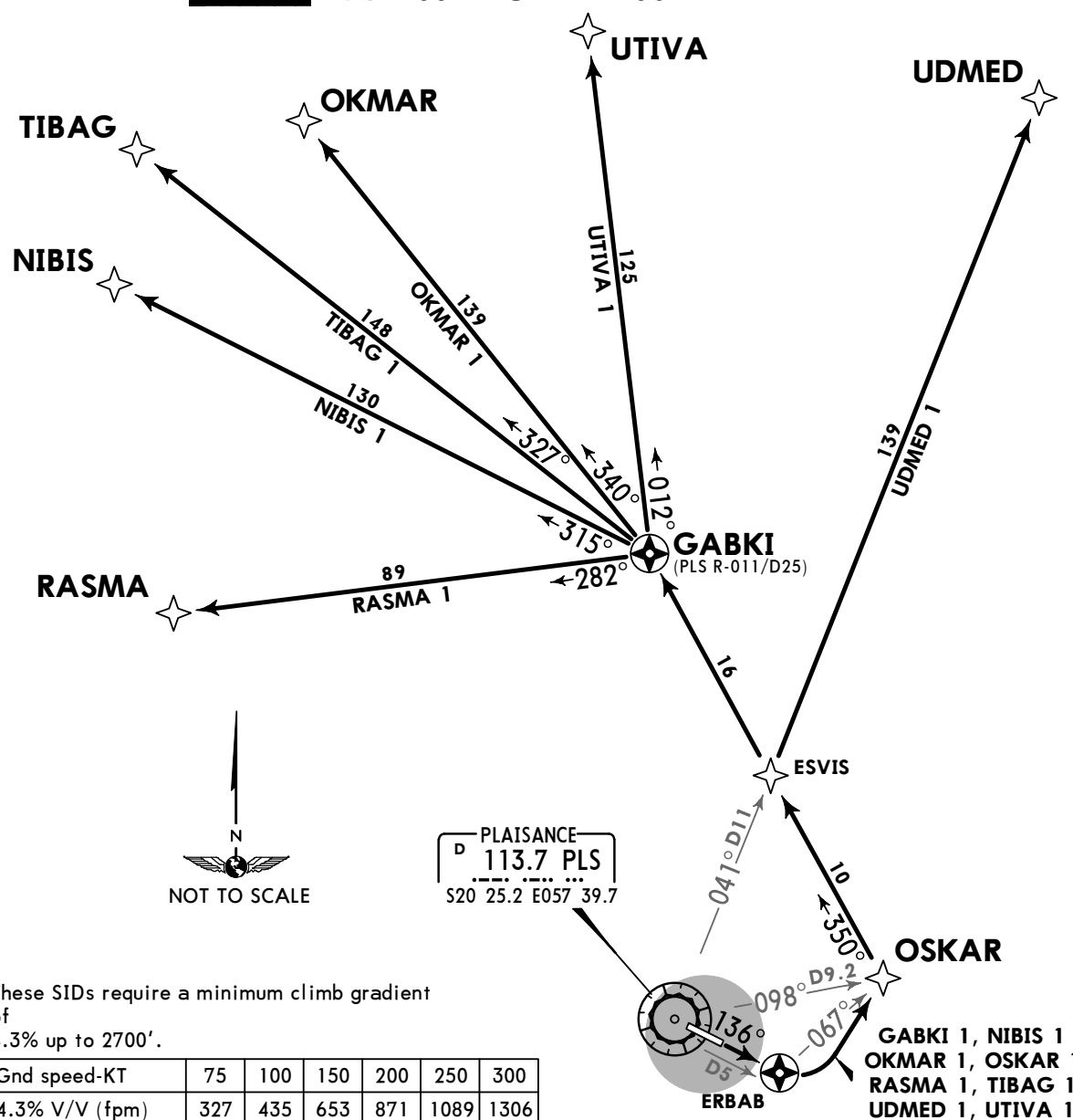


GABKI 1 [GABKI1], NIBIS 1 [NIBIS1]
OKMAR 1 [OKMAR1], OSKAR 1 [OSKAR1]
RASMA 1 [RASMA1], TIBAG 1 [TIBAG1]
UDMED 1 [UDMED1], UTIVA 1 [UTIVA1]

RWY 14 RNAV DEPARTURES

TO NORTH

BY ATC

SPEED: MAX 200 KT UNTIL 2700'

SID	ROUTING
GABKI 1	On 136° track to ERBAB, turn LEFT to OSKAR, turn LEFT, 350° track to GABKI, then as cleared.
NIBIS 1	On 136° track to ERBAB, turn LEFT to GABKI, 315° track to NIBIS, then as cleared.
OKMAR 1	On 136° track to ERBAB, turn LEFT to GABKI, 340° track to OKMAR, then as cleared.
OSKAR 1	On 136° track to ERBAB, turn LEFT direct to OSKAR, then as cleared.
RASMA 1	On 136° track to ERBAB, turn LEFT to GABKI, 282° track to RASMA, then as cleared.
TIBAG 1	On 136° track to ERBAB, turn LEFT to GABKI, 327° track to TIBAG, then as cleared.
UDMED 1	On 136° track to ERBAB, turn LEFT to OSKAR, turn LEFT, 350° track to ESVIS, intercept PLS R-041 to UDMED, then as cleared.
UTIVA 1	On 136° track to ERBAB, turn LEFT to GABKI, 012° track to UTIVA, then as cleared.

CHANGES: Completely revised.

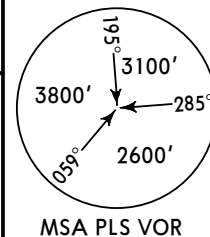
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FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTLJEPPESEN MAURITIUS, MAURITIUS
13 JUL 18 (10-3A) Eff 19 Jul

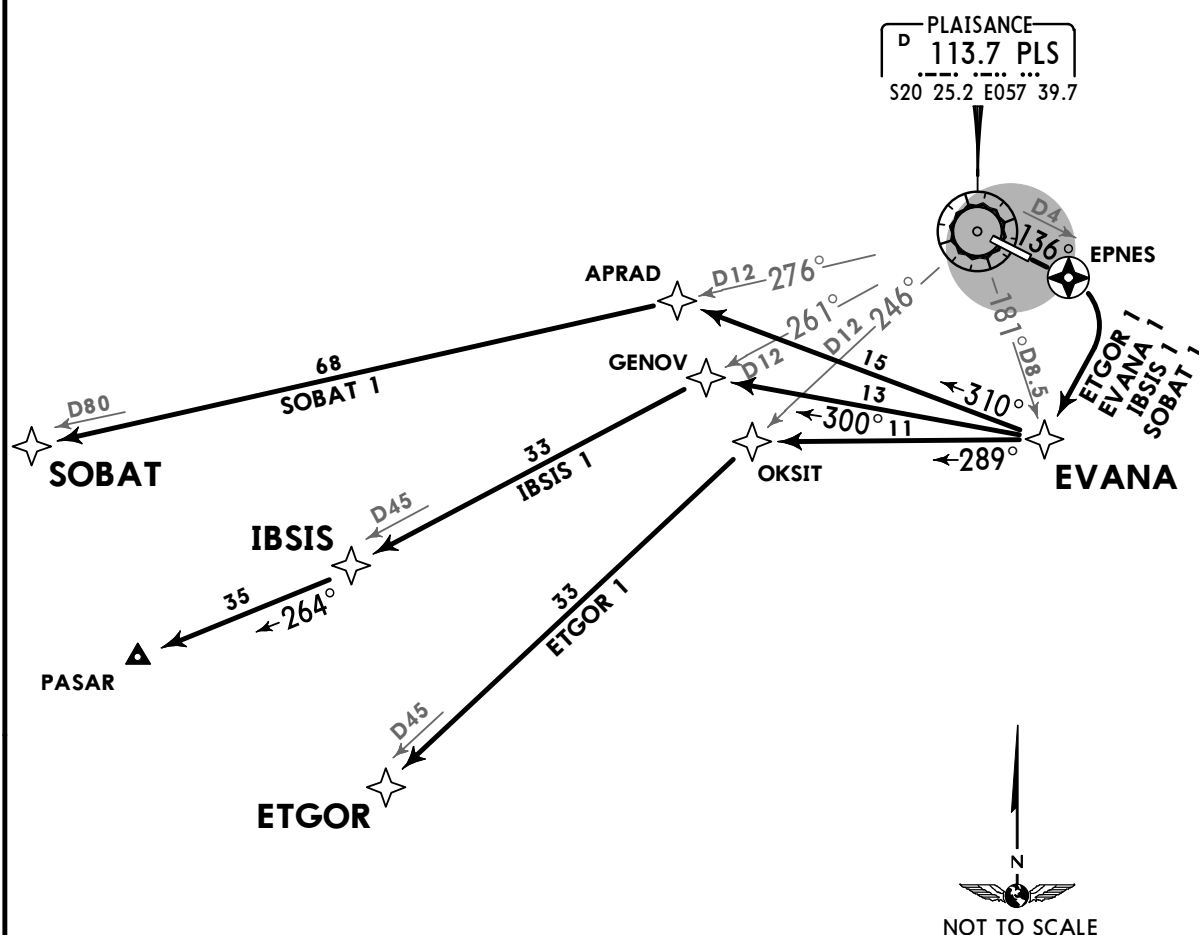
RNAV SID

Apt Elev
183'

Trans level: By ATC Trans alt: 4000'



ETGOR 1 [ETGOR1]
 EVANA 1 [EVANA1]
 IBSIS 1 [IBSIS1]
 SOBAT 1 [SOBAT1]
 RWY 14 RNAV DEPARTURES
 TO WEST
 BY ATC

SPEED: MAX 200 KT UNTIL EVANA

These SIDs require a minimum climb gradient
 of
 3.7% up to 600'.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
ETGOR 1 ①	EPNES - EVANA - OXSIT - ETGOR.
EVANA 1	EPNES - EVANA.
IBSIS 1 ①	EPNES - EVANA - GENOV - IBSIS - PASAR.
SOBAT 1 ①	EPNES - EVANA - APRAD - SOBAT.
① ATC may require aircraft to proceed on SID EVANA 1, then as cleared by ATC.	

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

10 AUG 18



JEPPESEN

MAURITIUS, MAURITIUS

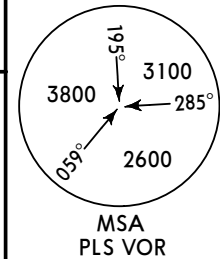
10-3B

Eff 16 Aug

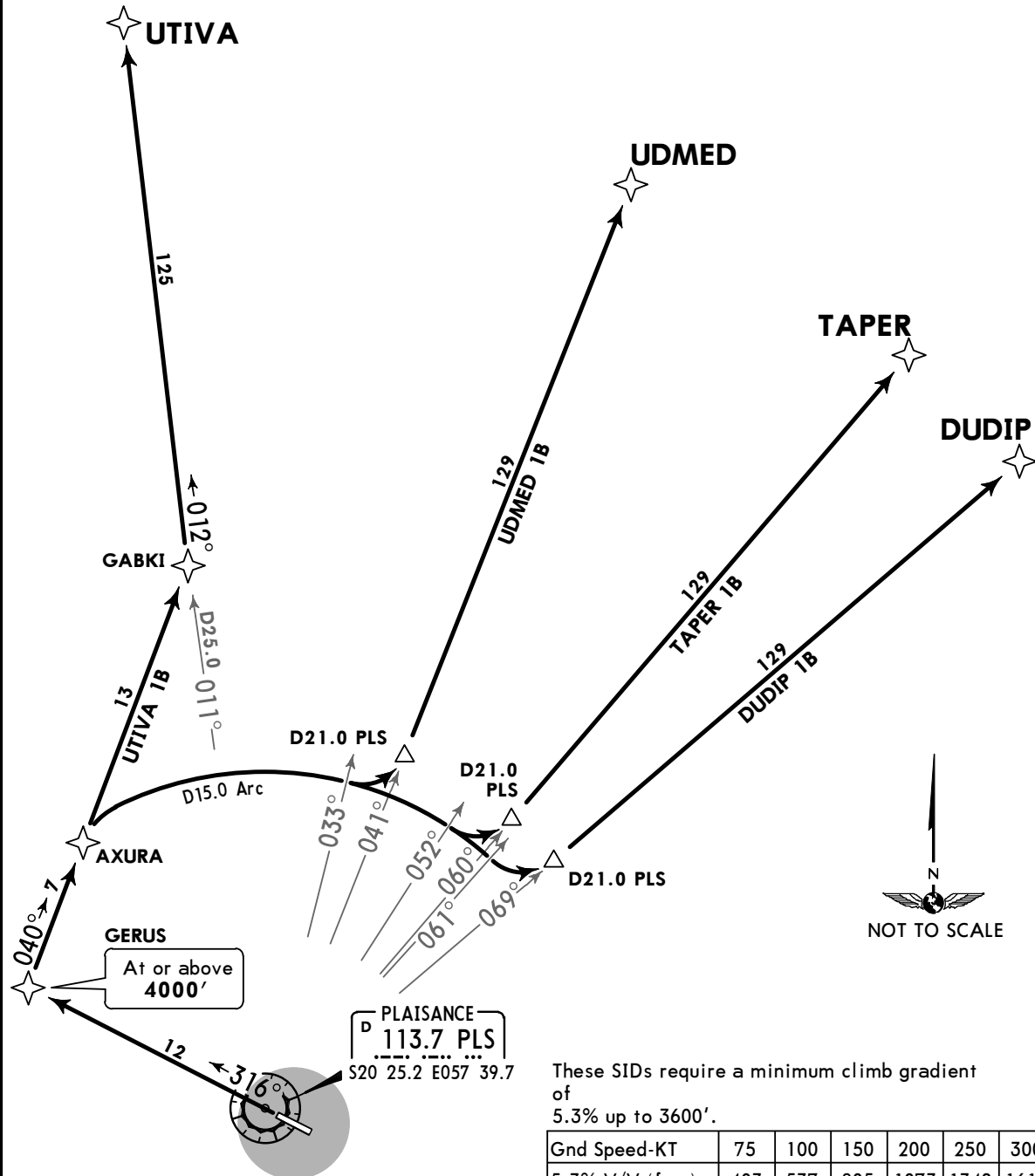
RNAV SID

Apt Elev
183'

Trans level: By ATC Trans alt: 4000'



DUDIP 1B [DUDI1B], TAPER 1B [TAPE1B]
UDMED 1B [UDME1B], UTIVA 1B [UTIV1B]
RWY 32 RNAV DEPARTURES
BY ATC



These SIDs require a minimum climb gradient of 5.3% up to 3600'.

Gnd Speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

SID	ROUTING
DUDIP 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-061, turn LEFT, at D21.0 PLS intercept PLS R-069 to DUDIP, then as cleared by ATC.
TAPER 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-052, turn LEFT, at D21.0 PLS intercept PLS R-060 to TAPER, then as cleared by ATC.
UDMED 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-033, turn LEFT, at D21.0 PLS intercept PLS R-041 to UDMED, then as cleared by ATC.
UTIVA 1B	On 316° track to GERUS, turn RIGHT, 040° track to GABKI, 012° track to UTIVA, then as cleared by ATC.

CHANGES: GBY replaced by GABKI.

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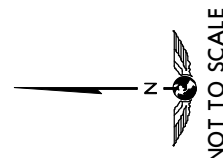
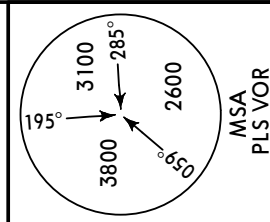
FIMP/MRU
 SIR SEEWOOSAGUR
 RAMGOOLAM INTL

JEPPESEN MAURITIUS, MAURITIUS
 10 AUG 18 **10-3C** Eff 16 Aug **RNAV SID**

Apt Elev
 183'

Trans level: By ATC Trans alt: 4000'

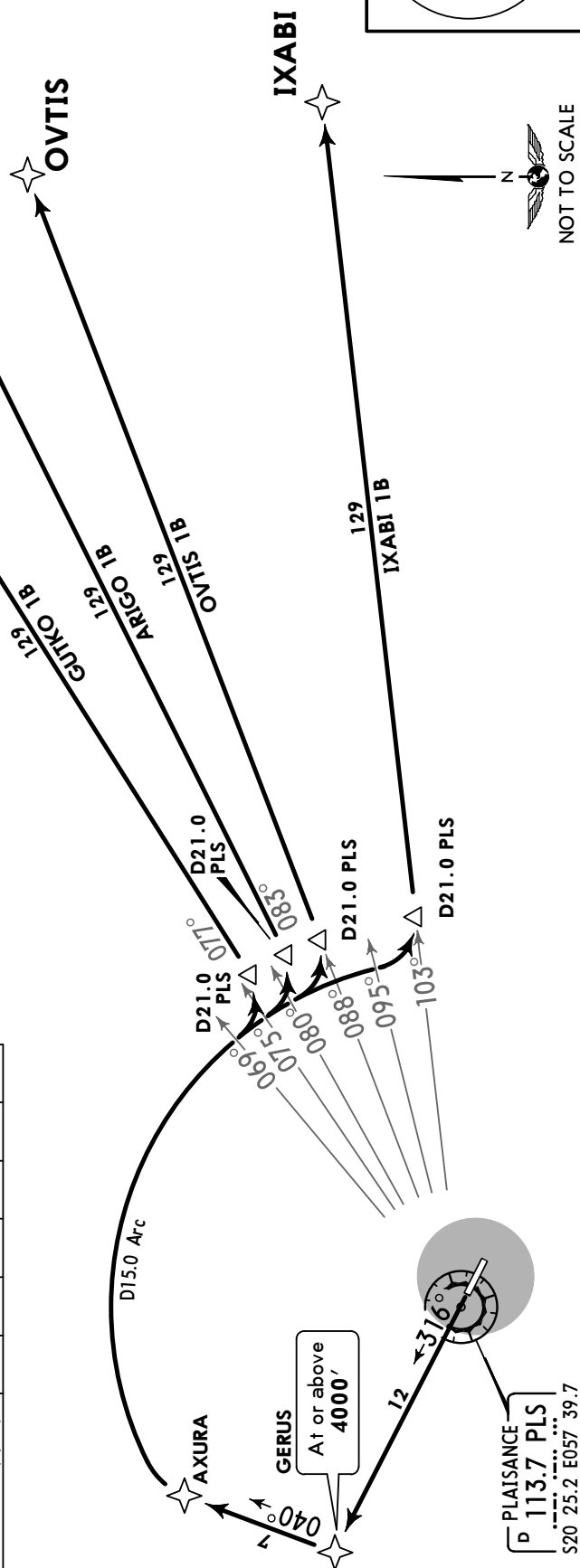
**ARIGO 1B [ARIG1B], GUTKO 1B [GUTK1B]
 IXABI 1B [IXAB1B], OVTIS 1B [OVTI1B]
 RWY 32 RNAV DEPARTURES
 BY ATC**



SID	ROUTING
ARIGO 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-075, turn LEFT, at D21.0 PLS intercept PLS R-083 to ARIGO, then as cleared by ATC.
GUTKO 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-069, turn LEFT, at D21.0 PLS intercept PLS R-077 to GUTKO, then as cleared by ATC.
IXABI 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-095, turn LEFT, at D21.0 PLS intercept PLS R-103 to IXABI, then as cleared by ATC.
OVTIS 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-080, turn LEFT, at D21.0 PLS intercept PLS R-088 to OVTIS, then as cleared by ATC.

These SIDs require a minimum climb gradient of 5.3% up to 3600'.

Gnd Speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

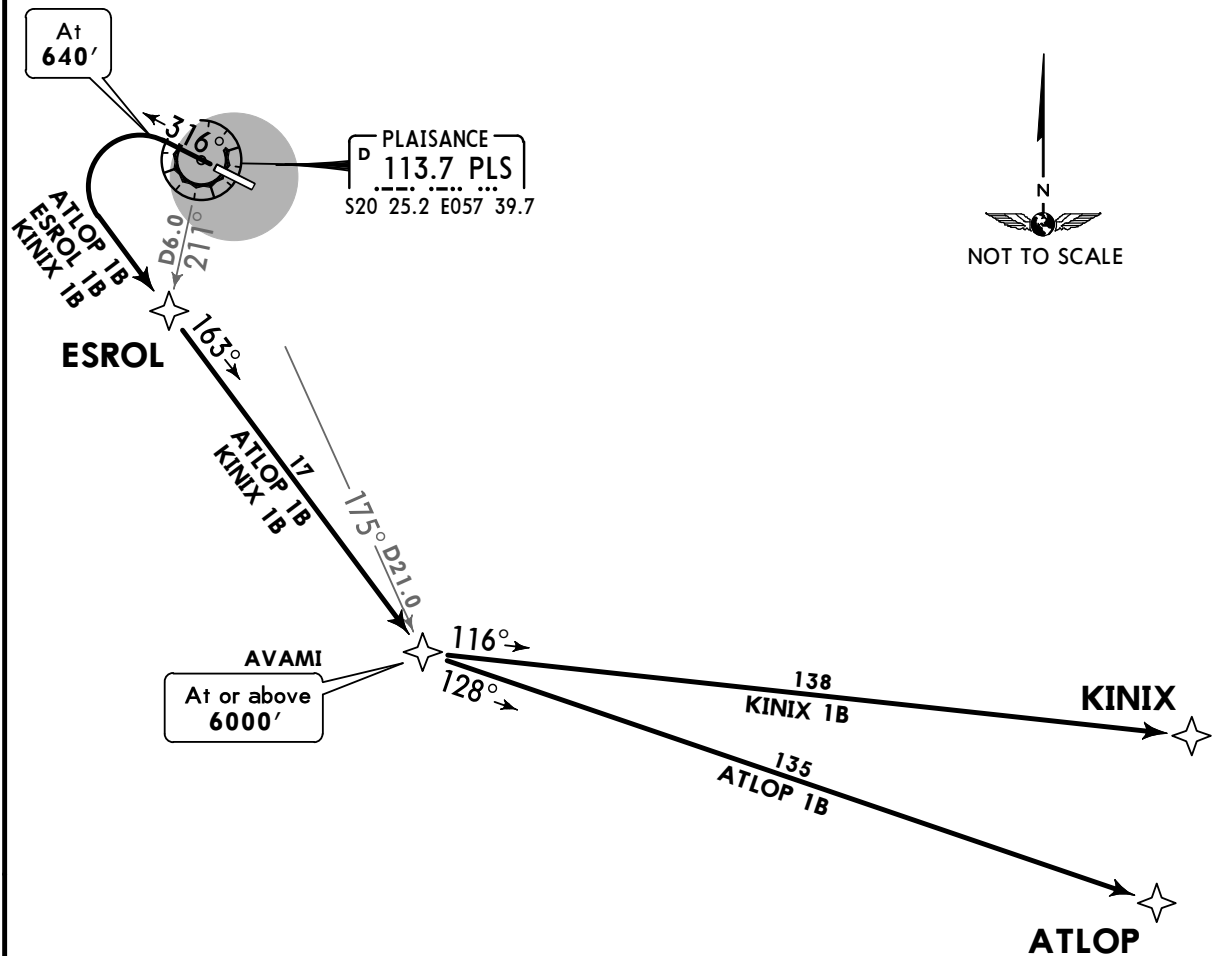
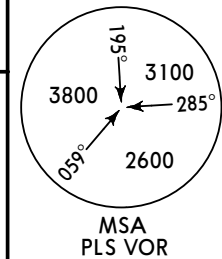


FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL**JEPPESEN****MAURITIUS, MAURITIUS**

7 SEP 18

(10-3D)**Eff 13 Sep****RNAV SID**Apt Elev
183'

Trans level: By ATC Trans alt: 4000'

**ATLOP 1B [ATLO1B], ESROL 1B [ESRO1B]
KINIX 1B [KINI1B]
RWY 32 RNAV DEPARTURES
BY ATC**

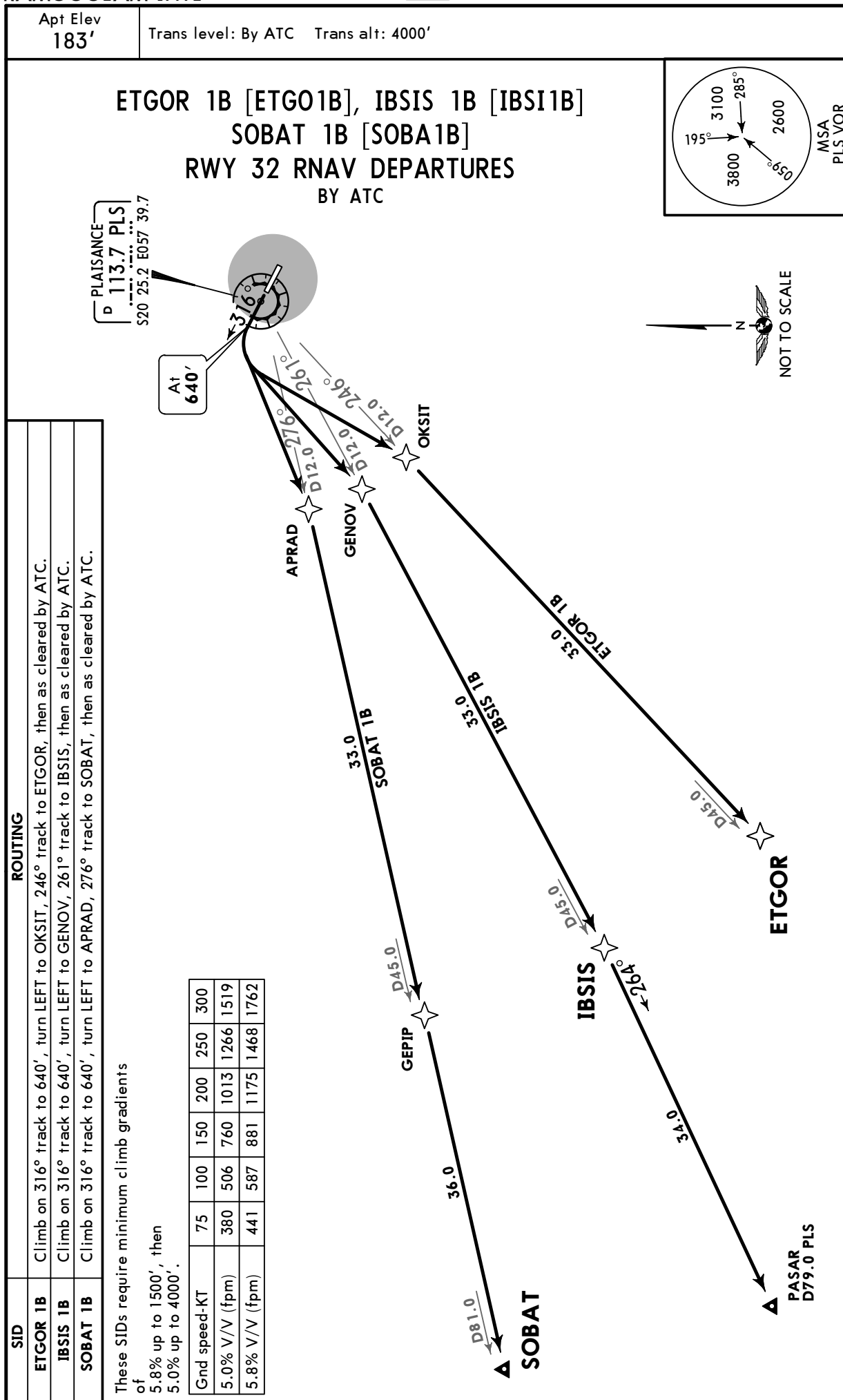
These SIDs require a minimum climb gradient
of
5.8% up to 1500'.

Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	ROUTING
ATLOP 1B	Climb on 316° track to 640', turn LEFT to ESROL, then to AVAMI, turn LEFT, 128° track to ATLOP, then as cleared by ATC.
ESROL 1B	Climb on 316° track to 640', turn LEFT to ESROL, then as cleared by ATC.
KINIX 1B	Climb on 316° track to 640', turn LEFT to ESROL, then to AVAMI, turn LEFT, 116° track to KINIX, then as cleared by ATC.

FIMP/MRU
 SIR SEEWOSAGUR
 RAMGOOLAM INTL

JEPPESSEN MAURITIUS, MAURITIUS
 7 SEP 18 **10-3E** **Eff 13 Sep** **RNAV SID**



FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

24 FEB 12



JEPPESEN

MAURITIUS, MAURITIUS

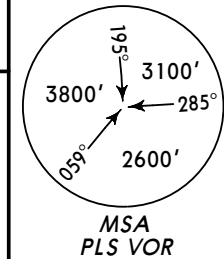
10-3F

Eff 1 Mar

RNAV SID

Apt Elev
183'

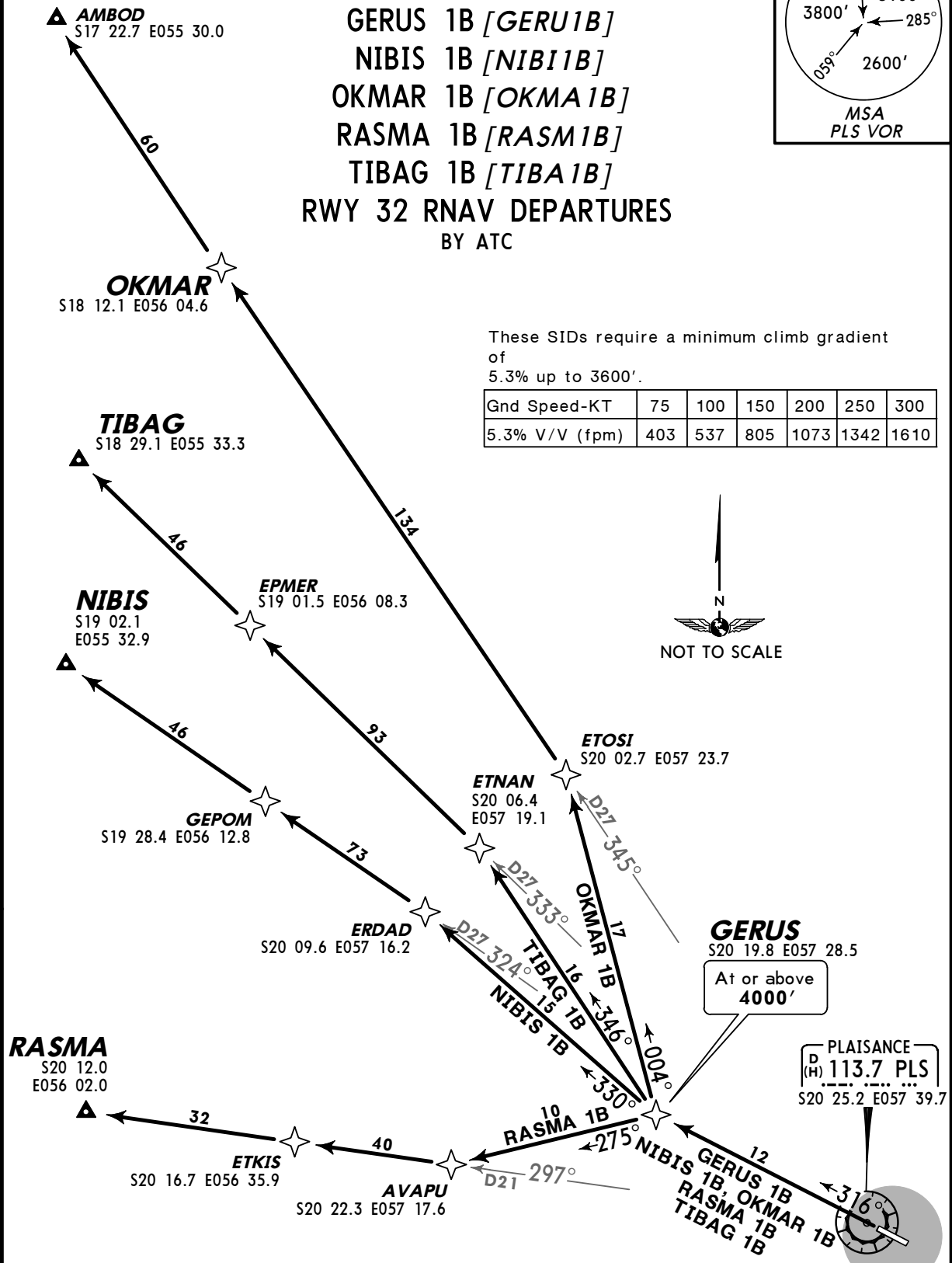
Trans level: By ATC Trans alt: 4000'



GERUS 1B [GERU1B]
NIBIS 1B [NIBI1B]
OKMAR 1B [OKMA1B]
RASMA 1B [RASM1B]
TIBAG 1B [TIBA1B]
RWY 32 RNAV DEPARTURES
BY ATC

These SIDs require a minimum climb gradient
of
5.3% up to 3600'.

Gnd Speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610



SID	ROUTING
GERUS 1B	On 316° track to GERUS, then as cleared by ATC.
NIBIS 1B	On 316° track to GERUS, turn RIGHT, 330° track to ERDAD, turn LEFT, 324° track to NIBIS, then as cleared by ATC.
OKMAR 1B	On 316° track to GERUS, turn RIGHT, 004° track to ETOSI, turn LEFT, 345° track to OKMAR, then as cleared by ATC.
RASMA 1B	On 316° track to GERUS, turn LEFT, 275° track to AVAPU, 297° track to RASMA, then as cleared by ATC.
TIBAG 1B	On 316° track to GERUS, turn RIGHT, 346° track to ETNAN, turn LEFT, 333° track to TIBAG, then as cleared by ATC.

FIMP/MRU

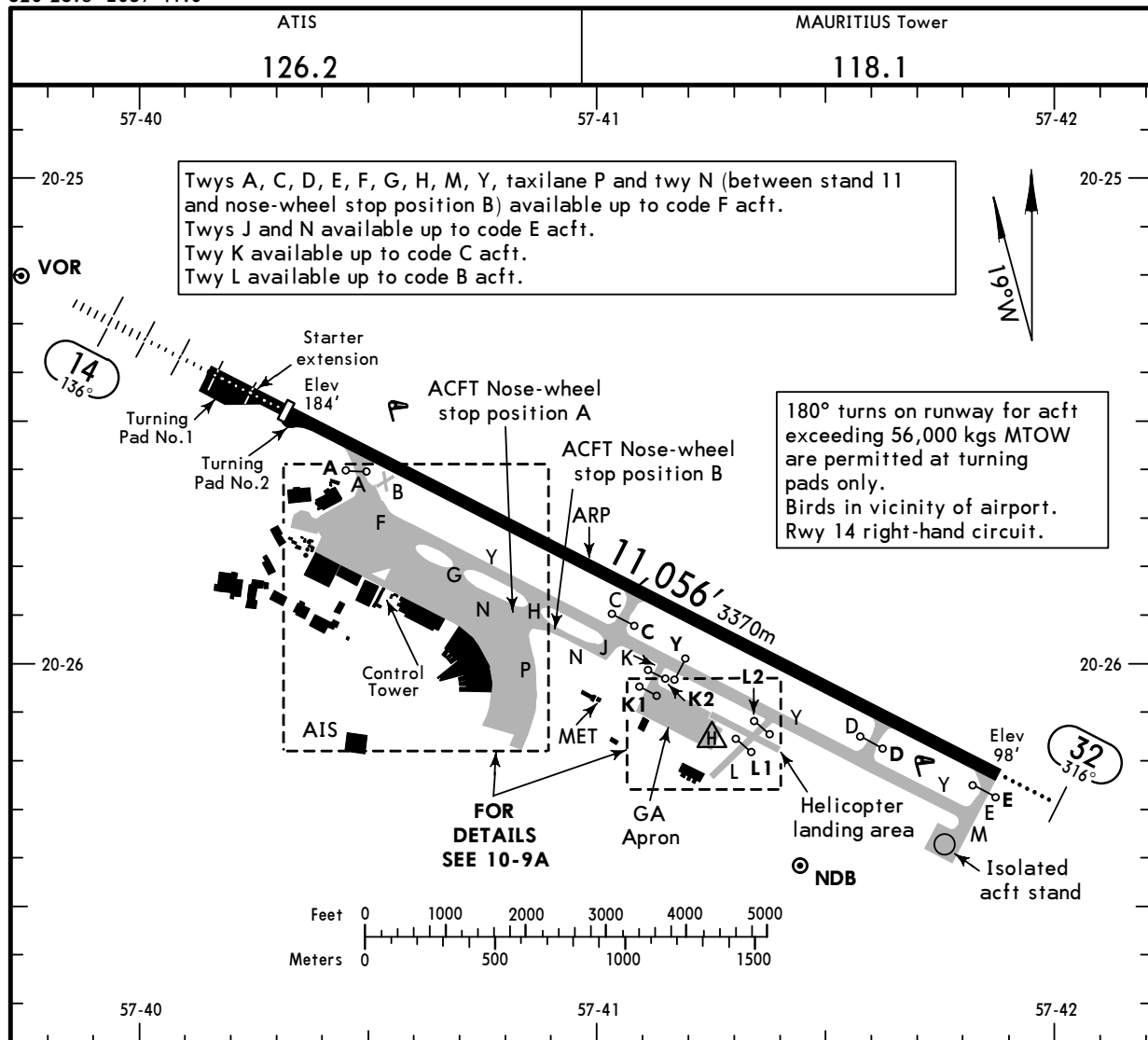
Apt Elev **183'**
S20 25.8 E057 41.0

JEPPESEN

3 NOV 17 (10-9)

MAURITIUS, MAURITIUS

SIR SEEWOOSAGUR RAMGOOLAM INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14	HIRL (58m) HIALS SFL PAPI-L (angle 3.5°) RVR	9974' 3040m	8941' 2725m	①	148' 45m
32	HIRL (58m) ALS PAPI (angle 3.0°)				

① TAKE-OFF RUN AVAILABLE

RWY 14:

From rwy head

with starter extension	11,056' (3370m)
w/o starter extension	9974' (3040m)
twy A int	8825' (2690m)
twy C int	5052' (1540m)

RWY 32:

From rwy head

	9974' (3040m)
twy D int	8399' (2560m)
twy C int	4921' (1500m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

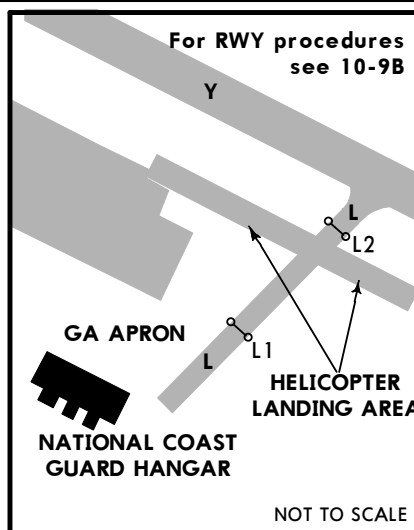
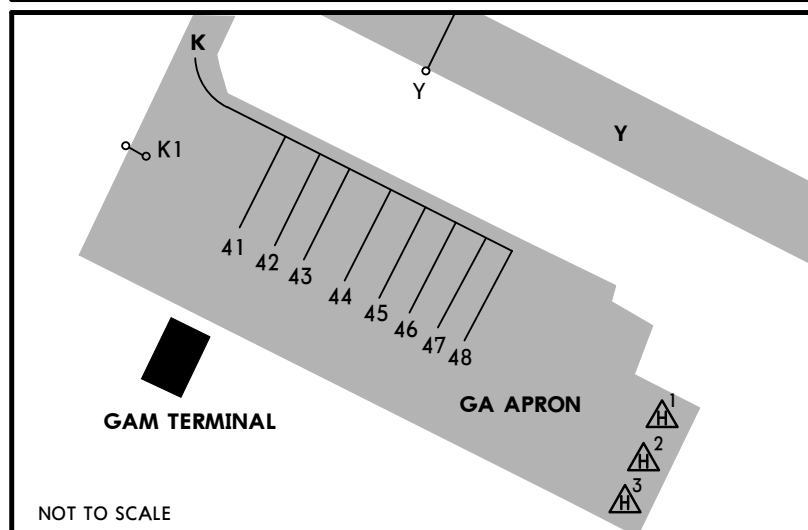
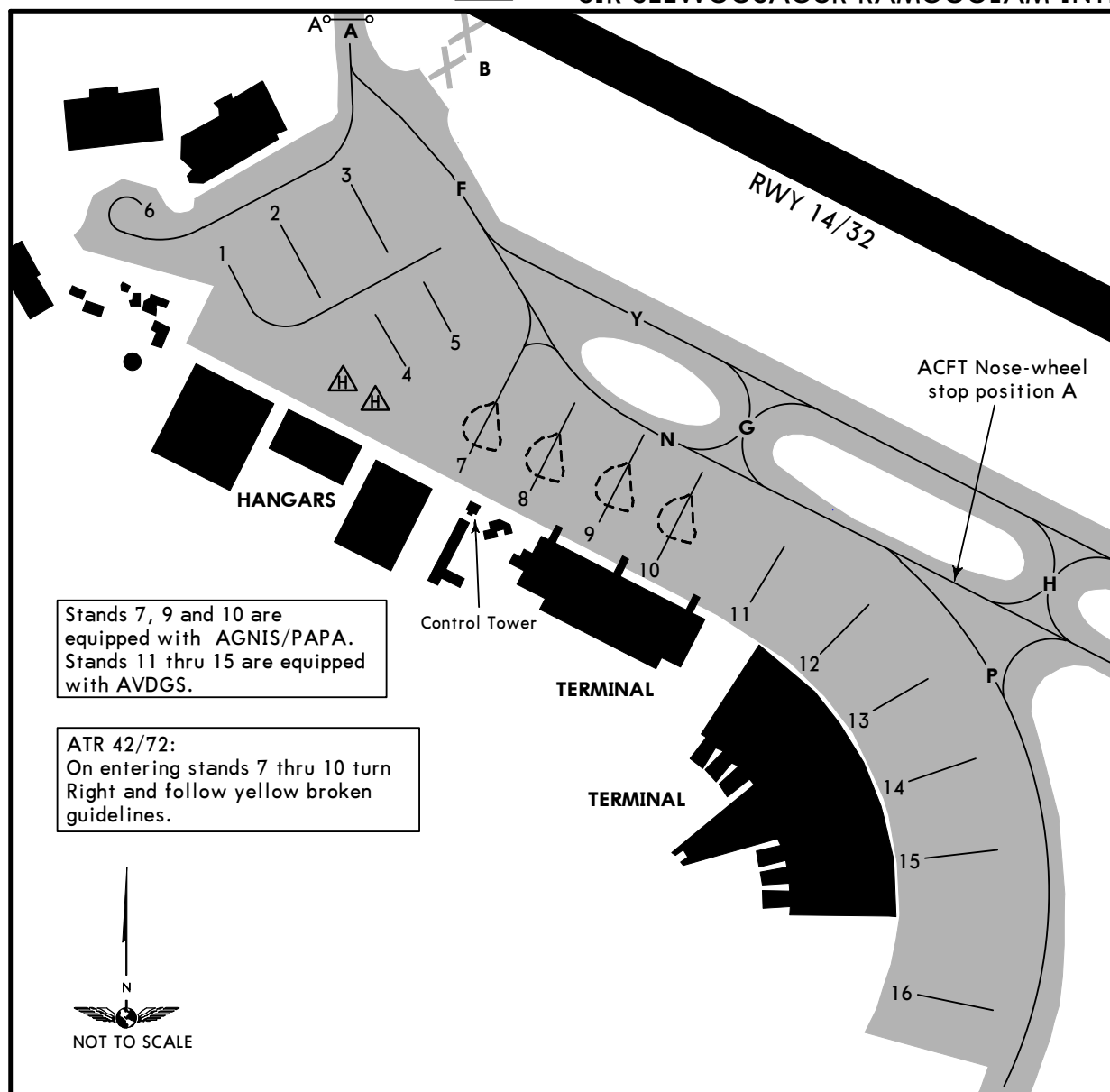
FIMP/MRU

3 NOV 17

JEPPESEN

10-9A

MAURITIUS, MAURITIUS
SIR SEEWOSAGUR RAMGOOLAM INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	S20 25.7 E057 40.4	9	S20 25.9 E057 40.6
3	S20 25.7 E057 40.5	10 thru 12	S20 25.9 E057 40.7
4, 5	S20 25.8 E057 40.5	13 thru 15	S20 26.0 E057 40.8
6	S20 25.7 E057 40.4	16	S20 26.1 E057 40.8
7	S20 25.8 E057 40.5	41, 42	S20 26.1 E057 41.1
8	S20 25.8 E057 40.6	43 thru 48	S20 26.1 E057 41.2

FIMP/MRU **JEPPESSEN**

2 JUN 17 (10-9B)

MAURITIUS, MAURITIUS**SIR SEEWOSAGUR
RAMGOOLAM INTL****RUNWAY AND PUSHBACK PROCEDURES**

The taxi routes to be used by ACFT when taxiing from the RWY to their respective parking stands and vice versa will be specified by ATC.

Taxi instructions issued by ATC do not relieve the pilot-in-command from the responsibility to maintain separation with other ACFT.

RWY 14 PROCEDURES**DEPARTURE:**

ACFT on stands 7 thru 11 shall pushback and proceed to RWY via TWYs N, F and A.

ACFT on stand 10 and 11 may also exit via TWYs G, Y, F and A.

ACFT (code E and below) on stands 12 thru 15 shall pushback onto taxilane P to face North and proceed to RWY via TWYs N, H, Y, F and A or via TWYs N, G, Y, F and A or via TWYs N, F and A.

ACFT on stand 16 shall pushback onto taxilane P to face North-East.

ACFT on stands 12 thru 15 shall pushback onto taxilane P to face North, then taxi out as directed.

ACFT on stand 12 may also pushback onto TWY N to face South-East up to nose wheel stop position A and proceed to RWY via TWYs N, H, Y, F and A.

ACFT on stands 41 thru 48 (GA apron) shall proceed to RWY via TWYs K, Y, F and A, or as directed. ACFT on taxilane P facing North-East shall proceed to RWY via TWYs N, H, Y and A or via TWYs N, F and A. Code F ACFT shall pushback from stand 12 or 15 onto taxilane P to face North, then proceed via TWYs H, Y, F and A. ACFT from National Coast Guard Hangar shall proceed to RWY via TWYs L, Y and C, or as directed.

ARRIVAL:

ACFT shall exit RWY via TWYs C, D or E as specified by ATC and follow ATC instructions to their respective parking.

Code F ACFT shall exit RWY via TWYs D or E, proceed to stand 12 via TWYs Y, H and N or to stand 15 via TWYs Y, H, N and taxilane P.

RWY 32 PROCEDURES**DEPARTURE:**

ACFT on stands 7 thru 11 shall push back to face South-East and proceed to RWY via TWYs N, G, Y and E or N, H, Y and E.

Stand	Exit/entry procedures on stands 7 thru 10
7	Departing ACFT shall push back and pull forward on TWY Y, up to abeam TWY G to allow arriving ACFT exiting RWY 32 via TWY A to proceed to stands 7 thru 10, or as directed.
8	Arriving ACFT exiting RWY via TWY A shall: <ul style="list-style-type: none"> - proceed to stands 9 and 10 via TWYs F, Y and G, - ACFT proceeding to stands 7 and 8 shall initially hold on TWY F (abeam stand 3) until stands 7 and 8 are clear, or as directed.
9	Arriving ACFT exiting RWY via TWY A shall: <ul style="list-style-type: none"> - proceed to stand 7 via TWYs F and N, - proceed to stand 8 via TWYs F and N after ACFT on pushback has been pulled forward abeam stand 9, - proceed to stand 9 via TWYs F, Y and G after ACFT on pushback has been pulled forward abeam stand 8, - proceed to stand 9 via TWYs F and N after ACFT on pushback has been pulled forward abeam stand 10, - proceed to stand 10 via TWYs F, N and G, or as directed.
10	Arriving ACFT exiting RWY via TWY A shall: <ul style="list-style-type: none"> - proceed to stands 7 and 8 via TWYs F and N, - proceed to stand 9 via TWYs F and N after ACFT on pushback has been pulled forward clear of TWY G, or has been pulled forward on TWY Y. - proceed to stand 10 via TWYs F, Y and G after ACFT on pushback has been pushed abeam stand 9, or as directed.

FIMP/MRU**JEPPESSEN**
2 JUN 17 **(10-9C)****MAURITIUS, MAURITIUS****SIR SEEWOSAGUR
RAMGOOLAM INTL****RUNWAY AND PUSHBACK PROCEDURES****RWY 32 PROCEDURES****DEPARTURE:**

ACFT (code E and below) on stand 11 and 12 shall pushback onto TWY N to face South-East and ACFT (code E and below) on stands 13 thru 15 shall pushback onto taxilane P to face North-East, proceed to RWY via TWYs N, H, Y and D or E or via TWYs N, J, Y and D or E.

ACFT on stands 12 thru 15 shall pushback onto taxilane P to face North, then taxi out as directed.

ACFT on stand 12 may also pushback onto TWY N to face South-East upto nose wheel stop position A then taxi out as directed.

ACFT on stand 16 shall pushback onto taxilane P to face North-East.

Code F ACFT shall pushback onto TWY N facing South-East, then pulled forward up to nose wheel stop position A at a distance of 230'/70m from intersection of centerlines TWY H and N, then start engines. ACFT on taxilane P facing North-East shall proceed to RWY via TWYs N, H, Y and TWYs D or E or via TWYs N, J, Y and TWYs D or E.

ACFT on stands 41 thru 48 (GA apron) shall proceed to RWY via TWYs K, Y and D, or as directed.

ACFT is required to hold at:

Holding position K1 to allow GA ACFT to taxi to stands 41 thru 48.

Holding position K2 in case of ACFT taxiing on TWY Y.

ACFT from the National Coast Guard Hangar shall proceed to RWY via TWYs L, Y and D, or as directed.

ACFT is required to hold at:

Holding position L1 to allow helicopter operations on FATO 14/32.

Holding position L2 in case of ACFT taxiing on TWY Y.

ARRIVAL:

ACFT on RWY shall exit via TWY A, or as directed and follow ATC instructions to their respective parking.

Code F ACFT shall exit RWY via TWY A, then proceed to stand 12 via TWYs F, Y and H.

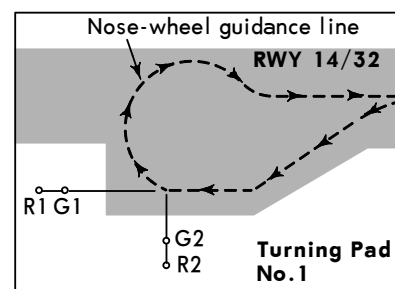
A380 or longer type ACFT shall disregard RWY end red lights and use Turning Pad No. 1 to carry out the 180 degree turn to backtrack RWY.

TURNING GUIDANCE PROCEDURES**FOR TURNING PAD NO.1 AT COMMENCEMENT OF STARTER EXTENSION RWY 14**

Turning Pad has been designed to accommodate ACFT types including A380, B777-300ER and B747-400.

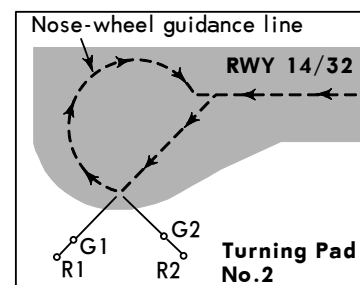
To carry out 180° turn: make initial turn LEFT from RWY centerline following nose-wheel guidance line, when red & green pole mounted lights R1 & G1 are in transit (at 45° to ACFT heading) with ACFT cockpit, make RIGHT turn and follow nose-wheel guidance line so that lights R1 and G1 are in line ahead.

When red & green pole mounted lights R2 & G2 are in transit (at 90° to ACFT heading) with ACFT cockpit, commence RIGHT turn and follow nose-wheel guidance line until aligned on RWY heading.

**FOR TURNING PAD NO.2 (Start of take-off run rwy 14)**

Turning pad has been designed for B747 and similar type ACFT. System is also suitable for B-707 & similar ACFT, but range indication is not applicable due to differences in cockpit height. Turning pad may not be suitable for longer type ACFT such as B777-300 and B777-300ER.

To carry out 180° turn: make initial turn LEFT from RWY centerline following nose-wheel guidance line, so that red & green pole mounted lights R1 & G1 are in line ahead. When red & green pole mounted lights R2 & G2 are in transit (at 90° to ACFT heading) with ACFT cockpit, commence turn and follow nose-wheel guidance line until aligned on RWY heading.



FIMP/MRU**JEYPESEN**

18 SEP 15

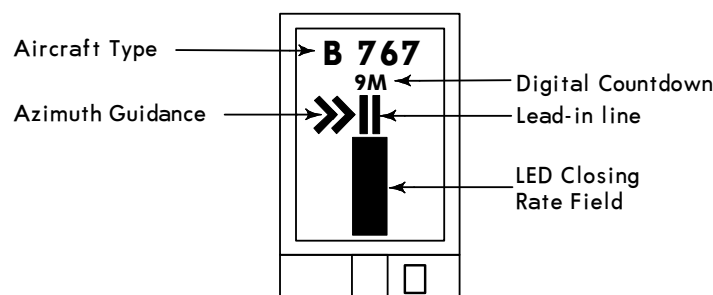
(10-9D)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)****DESCRIPTION OF THE SYSTEM**

The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to recognize the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

The system is operated only in the Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.

Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilot. The figure below shows the display and laser scanning unit mounted on the terminal or pole in front of the aircraft stand.

**SAFETY PROCEDURES**

Pilot should not turn an aircraft into the parking stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW DOWN" to inform the pilot if the aircraft's taxiing speed is too fast.

To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" display or when given the stop sign by the aircraft marshaller.

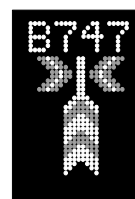
Pilot should stop the aircraft immediately if the display goes black during the docking process. The aircraft is to be marshalled into the stand manually.

Procedure for using VDGS (normal message)**START-OF-DOCKING**

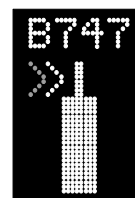
The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

**CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. Follow the lead-in line.
DO NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

**TRACKING**

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator and the display provides azimuth guidance.



FIMP/MRU**JEPPESEN**

18 SEP 15

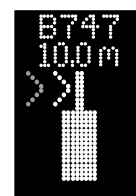
(10-9E)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****AZIMUTH GUIDANCE**

The aircraft is at the displayed distance from the stop-position. The solid yellow arrow indicates distance of aircraft from the centerline, and the red flashing arrow indicates the steering direction.

**CLOSING RATE**

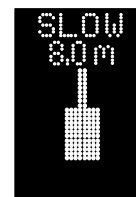
The closing rate is the final countdown from at least 12m distance to the stop position. A yellow vertical closing rate bar/centerline indicator appears with a digital countdown for every 1m and every 0.1m at 3m from the stop position

**ALIGNED TO CENTER**

The aircraft is at the displayed distance from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

**SLOW**

VDGS is configured with a slowdown active zone according to an acceptable docking speed (max allowed speed, standard 2 m/s).
Note: When 2 m/s is rounded down to a single digit, it is approximately 7 km/h, 4 mph or 3 knots. If the speed is exceeded, the system will show "SLOW" as a warning.

**STOP POSITION REACHED**

When the correct stop-position is reached, the display will show "STOP" and red rectangular field will be displayed in the azimuth guidance area.

**DOCKING COMPLETED**

When the acft has parked, "OK" will be displayed.



FIMP/MRU **JEYPESEN**

18 SEP 15

(10-9F)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****Procedure for using VDGS (warning message)****OVERSHOOT**

If the aircraft has overshoot the stop-position.
"TOO FAR" will be displayed.

TOO
FAR**STOP SHORT**

If the aircraft is found standing still but has not reached the
intended stop position, the message "STOP OK" will be shown.

STOP

OK

WAIT

If some object is blocking the view toward the approaching aircraft or
the detected aircraft is lost during docking close to STOP, the display
will show "WAIT". The docking will continue as soon as the blocking
object has disappeared or the system detects the aircraft again.
DO NOT PROCEED BEYOND THE BRIDGE. UNLESS THE "WAIT" MESSAGE
HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR. PLEASE HOLD
AIRCRAFT AND WAIT FOR OTHER INSTRUCTION FROM THE DISPLAY.

WAIT

AIRCRAFT VERIFICATION FAILURE.

During entry into the stand, the aircraft geometry is being
checked. If for any reason, aircraft verification is not made
12 meters before the stop-position, the display will first
show "WAIT" and make a second verification check. If this
fails "STOP" and "ID FAIL" will be displayed. The text will be
alternating on the upper two rows of the display.
DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL
GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN
SUPERSEDED BY THE CLOSING RATE BAR.

STOP

ID

FAIL

GATE BLOCKED

If an object is found blocking the approach to gate/apron view
from the VDGS to the planned stop position for the aircraft,
the docking procedure will be halted with a "WAIT" and
"GATE BLOCK" message. The docking procedure will resume
as soon as the blocking object has been removed.
DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL
GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN
SUPERSEDED BY THE CLOSING RATE BAR.

WAIT

GATE

BLOCK

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for
example internally in the unit on the laser lens or on the laser
window by dirt, or another obstacle in the closest view area,
the VDGS will report a VIEW BLOCKed condition. Once the
system is able to see the aircraft through the hinder, the
message will be replaced with a closing rate display.
DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL
GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN
SUPERSEDED BY THE CLOSING RATE BAR.

WAIT

VIEW

FIMP/MRU **JEPPESEN**

18 SEP 15

(10-9G)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****SBU STOP**

Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show the text "STOP SBU".
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

STOP**SBU****TOO FAST**

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP TOO FAST" will be displayed. The docking system must be re-started or the docking procedure completed by manual guidance.

STOP**TOO****FAST****EMERGENCY STOP**

When the Emergency Stop button is pressed, STOP is displayed.

STOP**CHOCKS ON**

Chocks on will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the Operator Panel.

**CHOCK
ON****SYSTEMS BREAKDOWN**

In case of a severe system failure, the display will go back in red.
A manual backup procedure must be used for docking guidance.

POWER FAILURE

In case of a power failure, the display will be completely black.
A manual backup procedure must be used for docking guidance.

FIMP/MRU**JEPPESEN**

7 SEP 18

10-9S

Eff 13 Sep

MAURITIUS, MAURITIUS**SIR SEEWOSAGUR RAMGOOLAM INTL****Standard**

STRAIGHT-IN RWY		A	B	C	D
14	ILS	426' (243')	436' (253')	446' (263')	456' (273')
	FULL	R550m	R600m	R600m	R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC ①	860' (677')	860' (677')	860' (677')	860' (677')
		R1500m	R1500m	R2400m	R2400m
	RNAV ①	870' (687')	870' (687')	870' (687')	870' (687')
		R1500m	R1500m	R2400m	R2400m
	VOR ①	860' (677')	860' (677')	860' (677')	860' (677')
		R1500m	R1500m	R2400m	R2400m
32	RNAV ①	690' (592')	690' (592')	690' (592')	690' (592')
		R1500m	R1500m	R2400m	R2400m
	VOR ①	510' (412')	510' (412')	510' (412')	570' (472')
		R1500m	R1500m	R1700m	R2000m
	ALS out	R1500m	R1500m	R1900m	R2200m
	NDB ①	620' (522')	620' (522')	670' (572')	670' (572')
		R2200m	R2200m	R2400m	R2400m
	ALS out	R2400m	R2400m	R2600m	R2600m
	NDB	620' (522')	620' (522')	670' (572')	670' (572')
		R2400m	R2400m	R2800m	R2800m
	ALS out	R2600m	R2600m	R3000m	R3000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
After RNAV RWY 14	1930' (1747')	1930' (1747')	2420' (2237')	2420' (2237')
After RNAV RWY 32	1140' (957')	1140' (957')	1600' (1417')	1860' (1677')
	V1500m	V1600m	V2400m	V3600m
After VOR or NDB 32	910' (727')	1040' (857')	1600' (1417')	1860' (1677')
	V1500m ③	V1600m ③	V2400m ③	V3600m

② Prohibited Northeast of RWY.

③ Or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off			
Day: RL & RCLM Night: RL		Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

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RAMGOOLAM INTL

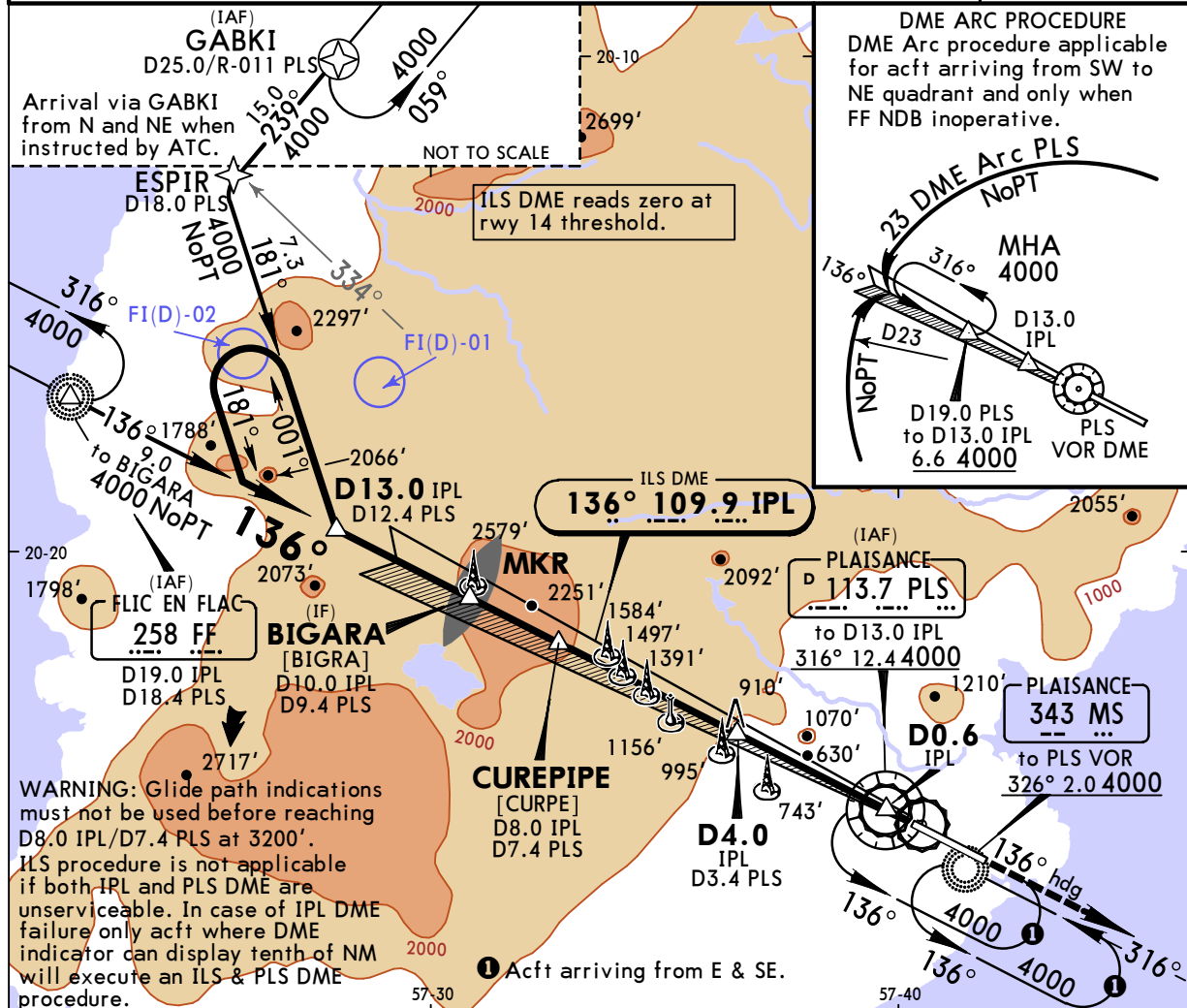
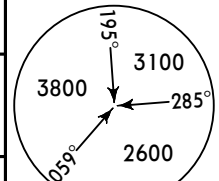
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3 AUG 18 (11-1) Eff 16 Aug

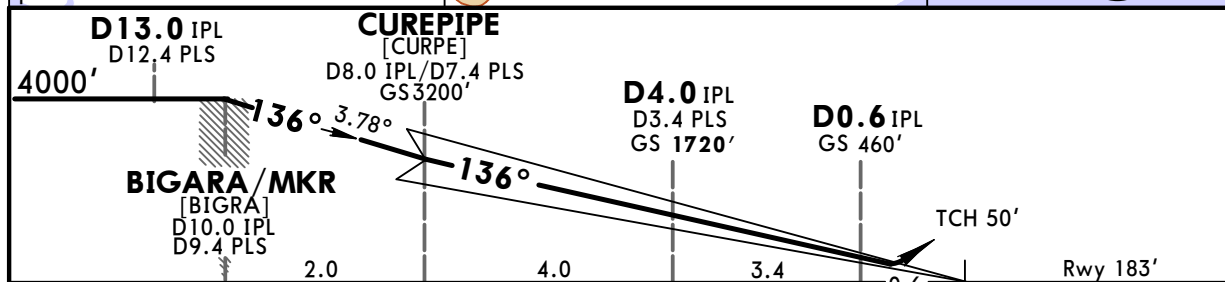
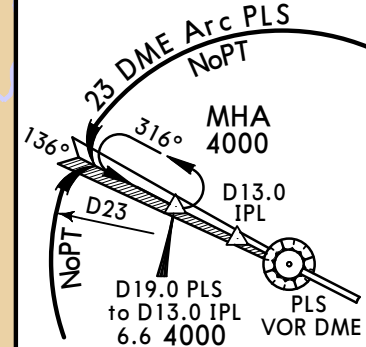
MAURITIUS, MAURITIUS
ILS DME Rwy 14

BRIEFING STRIP

ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
LOC IPL 109.9	Final Apch Crs 136°	GS D4.0 IPL 1720' (1537')	ILS DA(H) Refer to Minimums	Apt Elev 183' Rwy 183'	
MISSED APCH: Climb to 4000' on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	
MSA PLS VOR					



DME ARC PROCEDURE
DME Arc procedure applicable for acft arriving from SW to NE quadrant and only when FF NDB inoperative.



Gnd speed-Kts	70	90	100	120	140	160	HIAS	4000'	136°
Descent angle BIGARA/MKR to CUREPIPE	3.78°	468	602	669	803	937	1071	↑ on	hdg
GS	3.50°	434	557	619	743	867	991		

STRAIGHT-IN LANDING RWY 14				LOC (GS out)	
A: 426' (243')		C: 446' (263')			
B: 436' (253')		D: 456' (273')			
FULL		ALS out			
A					
B					
C	RVR 720m	1200m		For LOC (GS out) apch	
D	VIS 800m			refer to chart 11-2	

PANS OPS

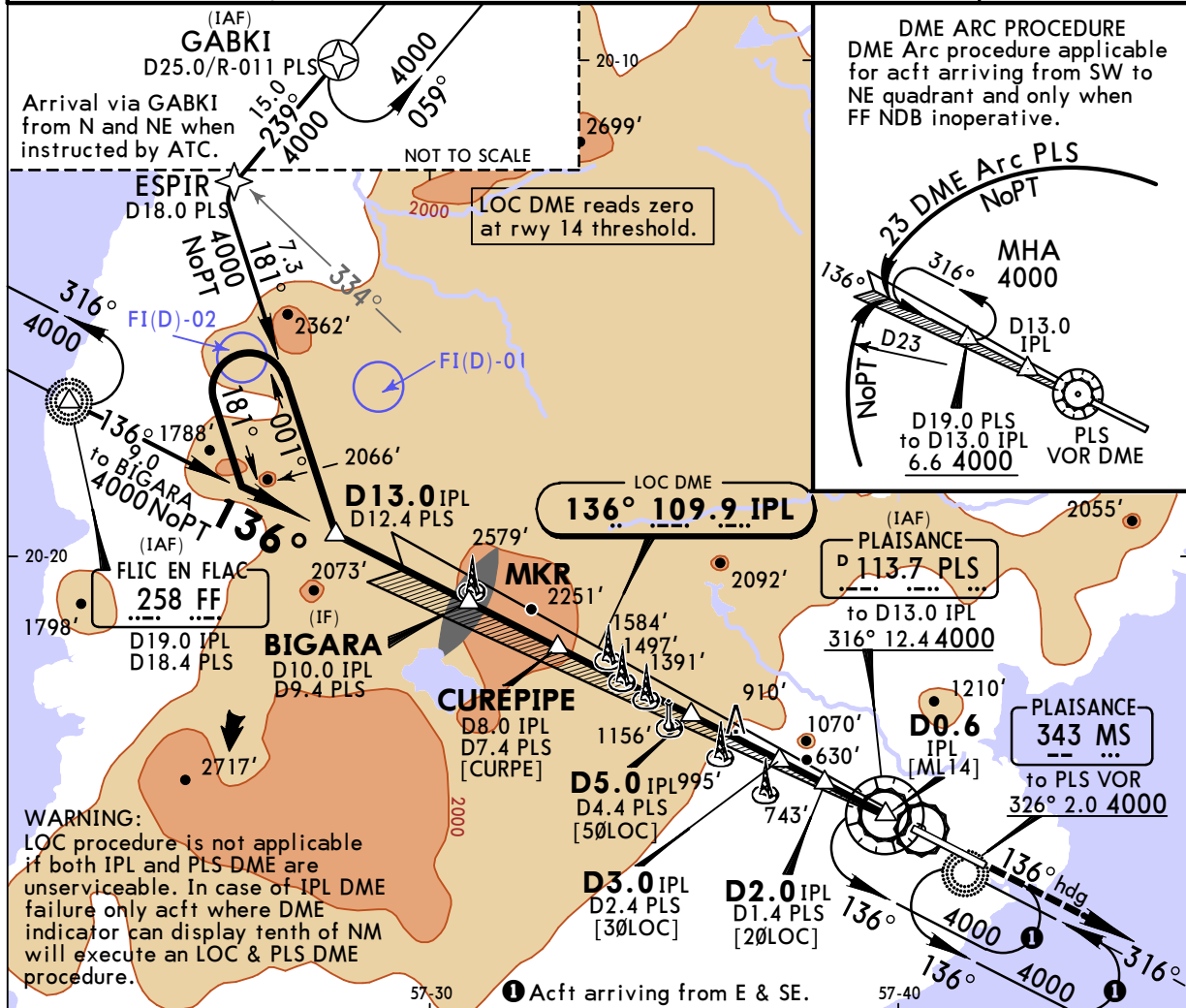
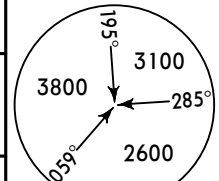
CHANGES: Procedure.

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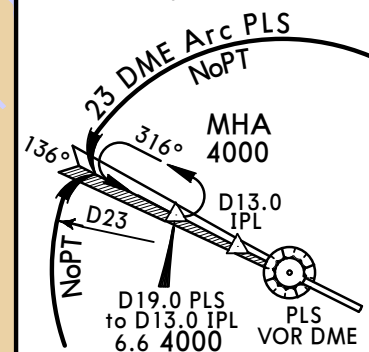
FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTLJEPPESSEN
3 AUG 18 (11-2) Eff 16 AugMAURITIUS, MAURITIUS
LOC DME Rwy 14

BRIEFING STRIP™

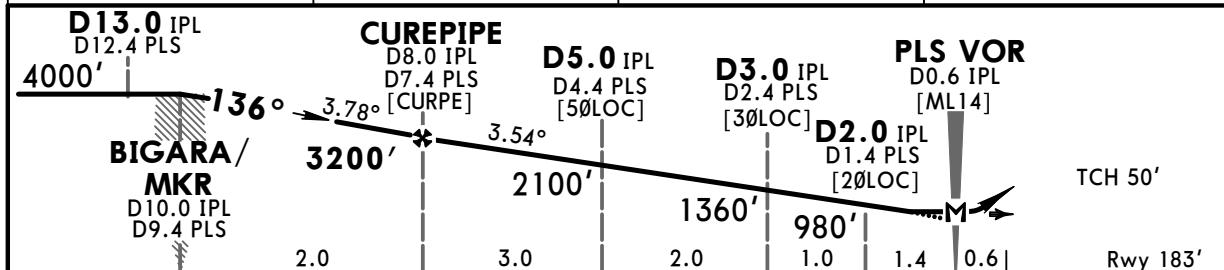
ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
LOC IPL 109.9	Final Aptch Crs 136°	Minimum Alt CUREPIPE 3200' (3017')	MDA(H) 860' (677')	Apt Elev 183' Rwy 183'	
MISSED APCH: Climb to 4000' on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	
MSA PLS VOR					



DME ARC PROCEDURE
DME Arc procedure applicable for acft arriving from SW to NE quadrant and only when FF NDB inoperative.



IPL/PLS DME	6.0/5.4	4.0/3.4	1.0/0.4
ALTITUDE	2470'	1730'	620'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	4000'	136°
Descent Angle BIGARA/MKR to FAF	3.78°	468	602	669	803	937	1071	PAPI	on
Descent Angle FAF to MAP	3.54°	439	564	626	752	877	1002		hdg
MAP at PLS VOR/D0.6 IPL									

STRAIGHT-IN LANDING RWY 14		ALS out	
MDA(H) 860' (677')			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	2400m	3200m	
D	2800m	3600m	

PANS OPS

CHANGES: Procedure.

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RAMGOOLAM INTL

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3 AUG 18 (12-1)

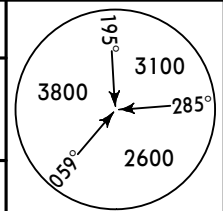
Eff 16 Aug

MAURITIUS, MAURITIUS
RNAV (GNSS) Rwy 14

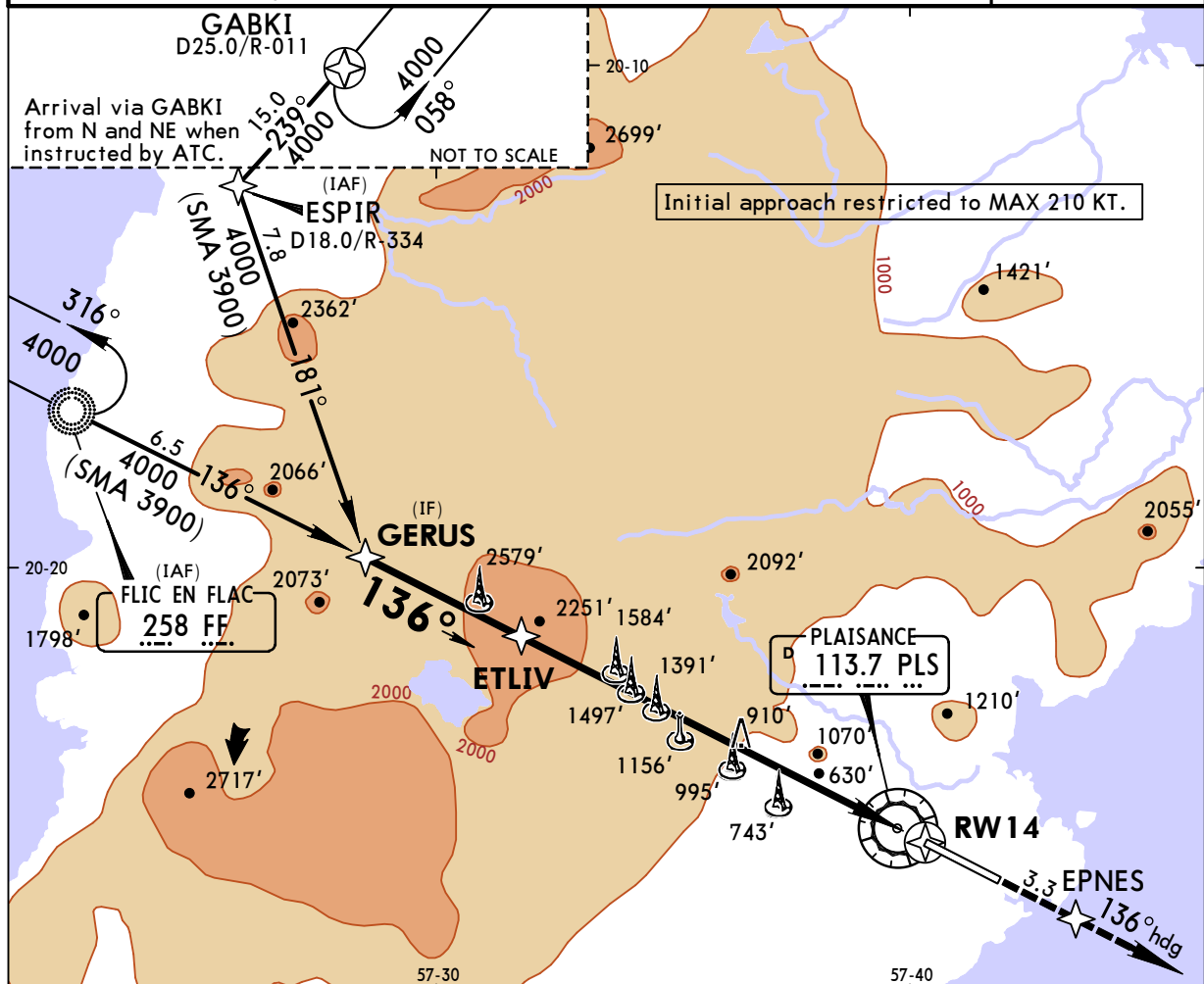
BRIEFING STRIP™

ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
RNAV	Final Aptch Crs 136°	Procedure Alt ETLIV 3570' (3387')	MDA(H) 870' (687')	Apt Elev 183' Rwy 183'	
MISSED APCH: Climb to 4000' direct to EPNES, then on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	

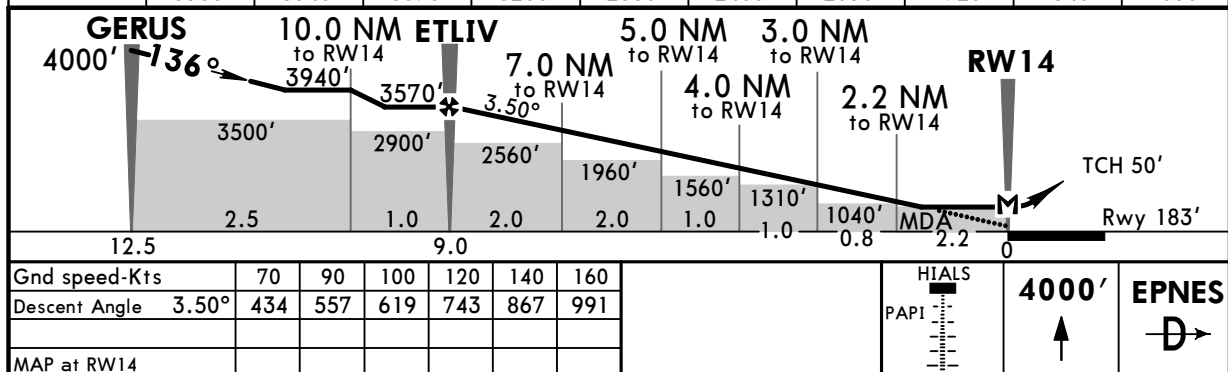
MSA PLS VOR



MSA PLS VOR



DIST to RW14	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2
ALTITUDE	3980'	3940'	3570'	3200'	2830'	2460'	2090'	1720'	1340'	1050'



STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND Prohibited Northeast of runway		
MDA(H) 870' (687')					
ALS out			Max Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	1930' (1747')	2000m
B			135	1930' (1747')	2400m
C	2400m	3200m	180	2420' (2237')	4800m
D	2800m	3600m	205	2420' (2237')	4800m

PANS OPS

CHANGES: Procedure.

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SIR SEEWOSAGUR
RAMGOOLAM INTL

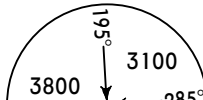
JEPPESSEN

3 AUG 18 (12-2)

Eff 16 Aug

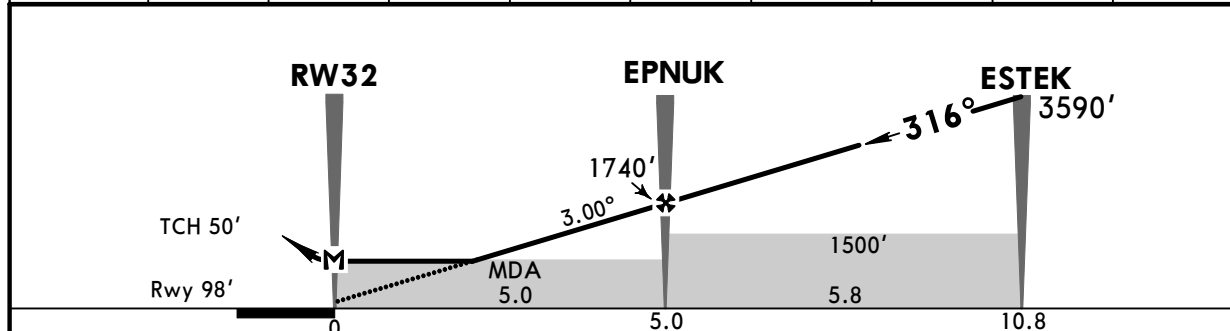
MAURITIUS, MAURITIUS
RNAV (GNSS) Rwy 32

BRIEFING STRIP

ATIS		MAURITIUS Approach		MAURITIUS Tower	
126.2		119.1		118.1	
RNAV	Final Apch Crs 316°	Procedure Alt EPNUK 1740' (1642')	MDA(H) 690' (592')	Apt Elev 183' Rwy 98'	
MISSED APCH: Turn LEFT direct to IBKOV , then on track 226° climbing to 4000' and contact ATC . MAX 200 KT.					
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000' Initial approach restricted to MAX 210 KT.					



DIST to RW32	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2700'	3010'	3330'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI PAPI	200 KT MAX	IBKOV D
Descent Angle	3.00°	372	478	531	637	743			
MAP at RW32									

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND Prohibited Northeast of runway			
MDA(H) 690' (592')							
ALS out				Max Kts	MDA(H)		
A				100	1140' (957')	2000m	
B	1600m			135	1140' (957')	2400m	
C	2400m			180	1600' (1417')	4800m	
D	2800m			205	1860' (1677')	4800m	

PANS OPS

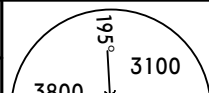
FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

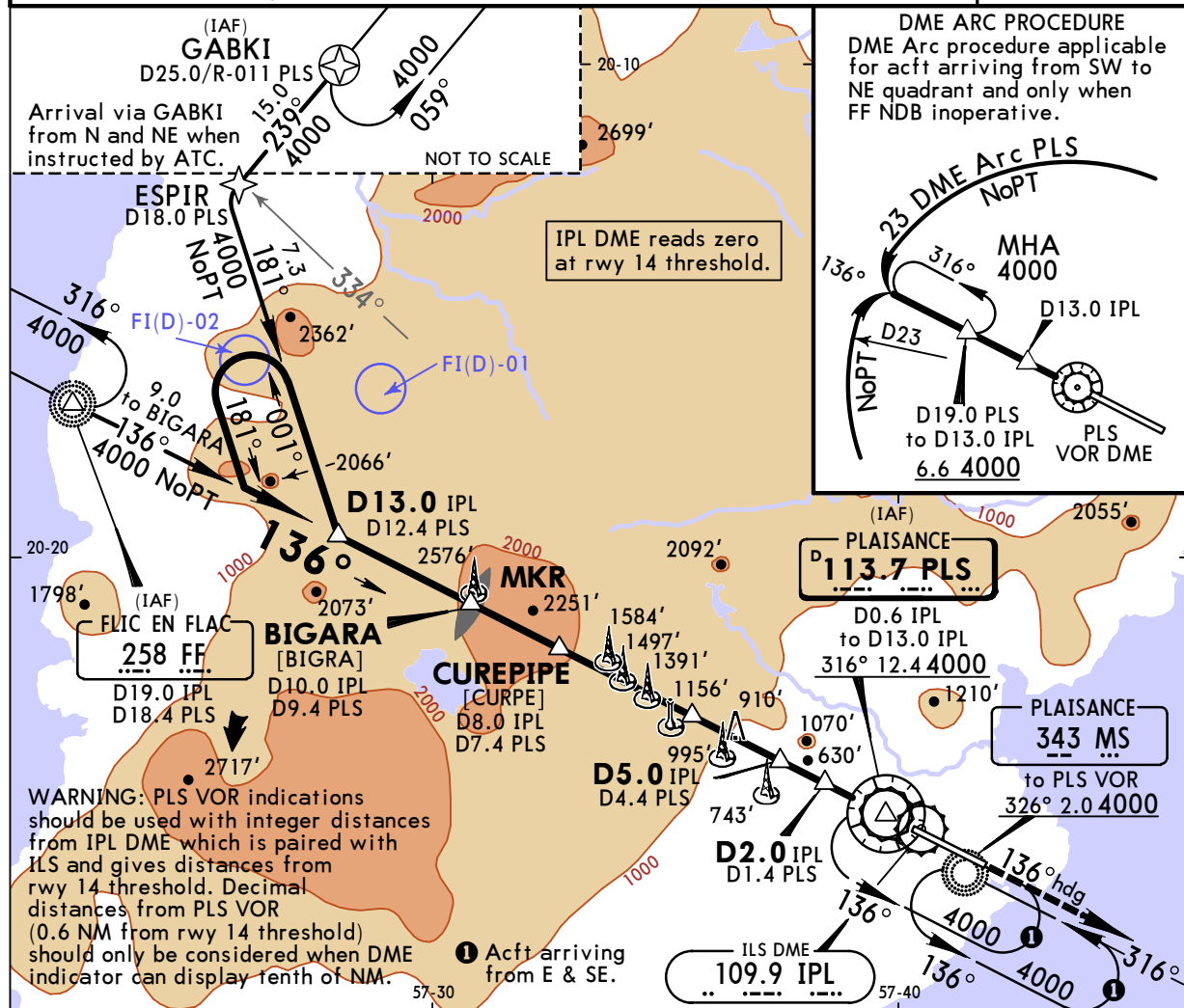
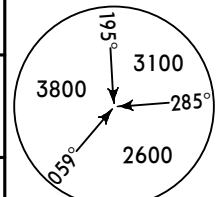
JEPPESSEN

3 AUG 18 (13-1) Eff 16 Aug

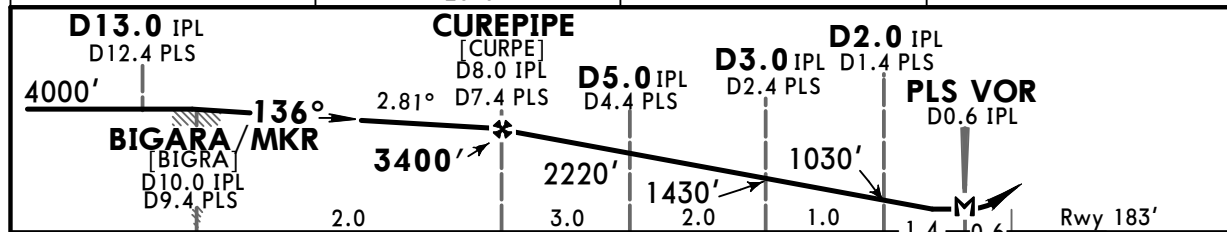
MAURITIUS, MAURITIUS
VOR DME Rwy 14

BRIEFING STRIP™

ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
VOR PLS 113.7	Final Aptch Crs 136°	Minimum Alt CUREPIPE 3400' (3217')	MDA(H) 860' (677')	Apt Elev 183' Rwy 183'	 MSA PLS VOR
MISSED APCH: Climb to 4000' on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	



IPL DME/PLS DME	6.0/5.4	4.0/3.4	1.0/0.4
ALTITUDE	2610'	1820'	640'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.72°	461	593	658	790	922	1053	
MAP at PLS VOR/D0.6 IPL								

STRAIGHT-IN LANDING RWY 14		ALS out	
MDA(H) 860' (677')			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	2400m	3200m	
D	2800m	3600m	

PANS OPS

CHANGES: Procedure.

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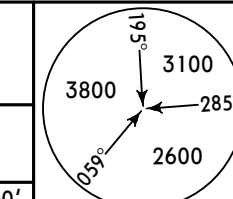
FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

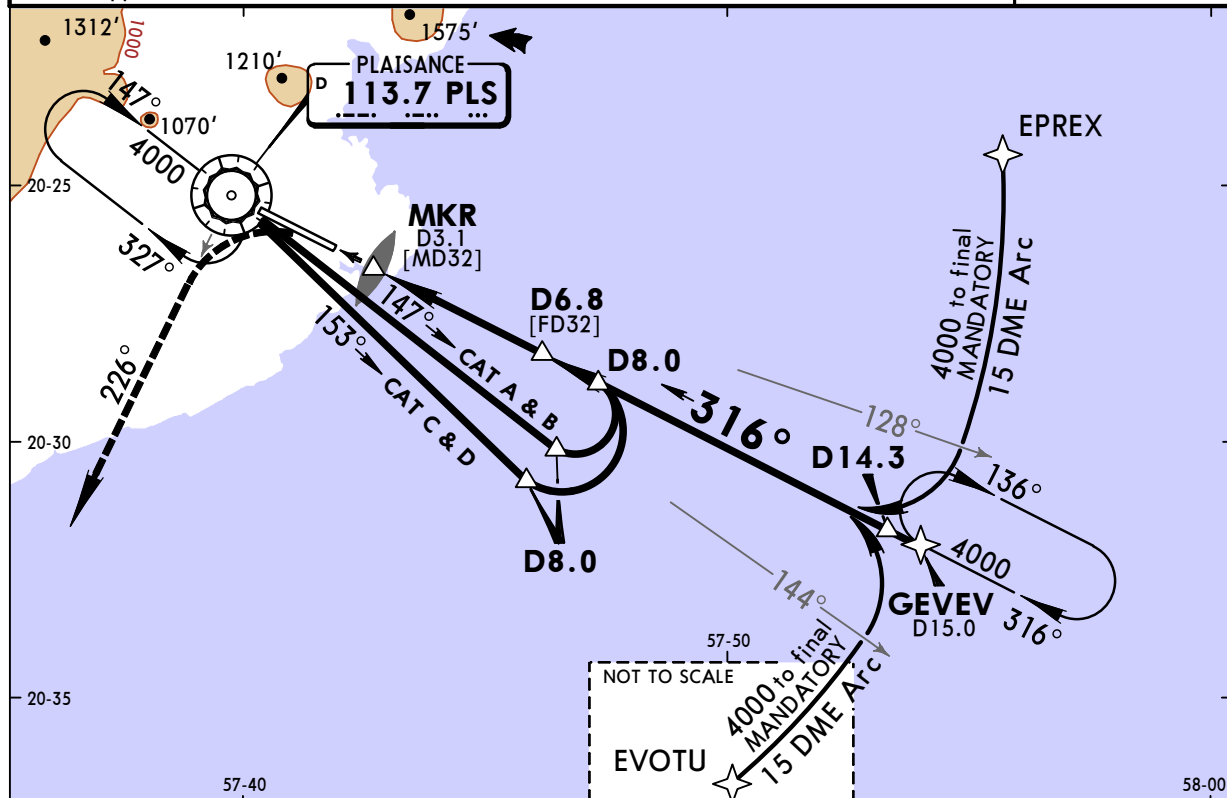
JEPPESSEN

3 AUG 18 (13-2) Eff 16 Aug

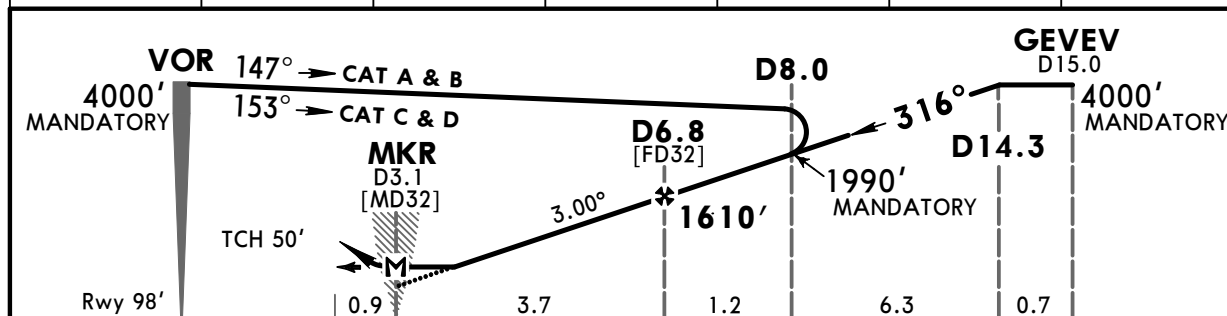
MAURITIUS, MAURITIUS
VOR DME Rwy 32

BRIEFING STRIP™

ATIS		MAURITIUS Approach		MAURITIUS Tower	
126.2		119.1		118.1	
VOR PLS 113.7	Final Apch Crs 316°	Minimum Alt D6.8 1610' (1512')	MDA(H) Refer to Minimums	Apt Elev 183' Rwy 98'	 MSA PLS VOR
MISSED APCH: Turn LEFT to intercept R-226 climbing to 4000' and contact ATC. MAX 185 KT before established on R-226.					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	
Initial approach restricted to MAX 210 KT.				Trans alt: 4000'	



PLS DME	10.0	11.0	12.0	13.0	14.0	14.3
ALTITUDE	2630'	2950'	3270'	3590'	3900'	4000'
PLS DME	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	720'	1040'	1360'	1610'	1990'	2310'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at MKR/D3.1									

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND Prohibited Northeast of runway			
MDA(H) ABC: 510' (412') D: 570' (472')							
ALS out				Max Kts	MDA(H)		
A				100	910' (727')	1600m	
B	1600m			135	1040' (857')	2000m	
C	2000m			180	1600' (1417')	4800m	
D	2400m			205	1860' (1677')	4800m	

PANS OPS

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

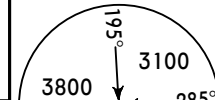
7 SEP 18

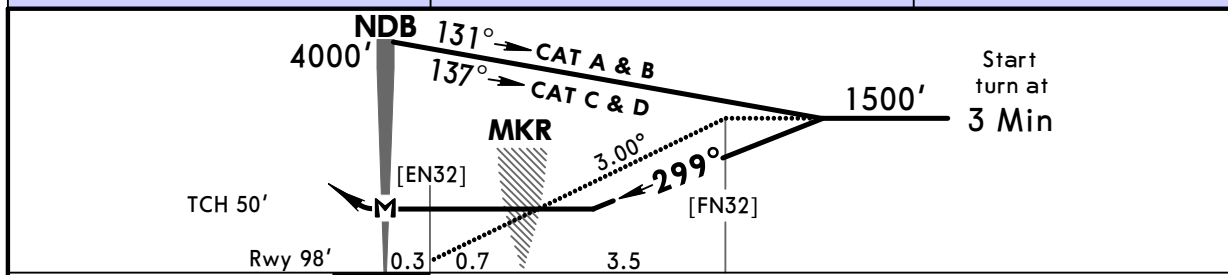
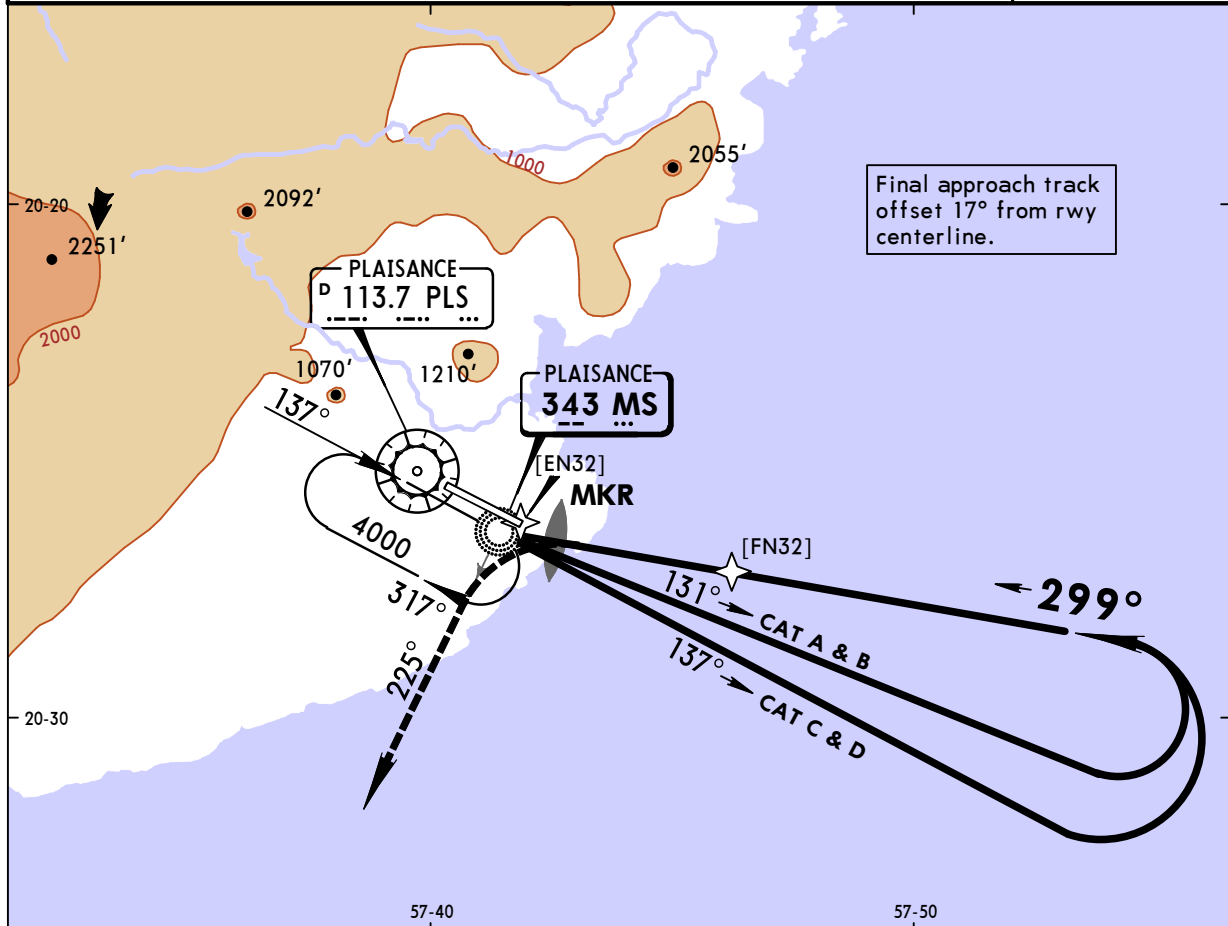
(16-1)

Eff 13 Sep

MAURITIUS, MAURITIUS
NDB Rwy 32

BRIEFING STRIP

ATIS 126.2		*MAURITIUS Approach 119.1		*MAURITIUS Approach/Tower 118.1	
NDB MS 343	Final Apch Crs 299°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 183' Rwy 98'	
MISSED APCH: Turn LEFT as soon as practicable to intercept and follow 225° from NDB climbing to 4000' and contact ATC. MAX 185 KT before established on 225° from NDB.					
Alt Set: hPa Rwy Elev: 4 hPa		Trans level: By ATC Trans alt: 4000'		MSA PLS VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI : PAPI : :	Refer to Missed Apch above
Descent angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) AB: 620' (522')				Prohibited Northeast of runway			
CD: 670' (572')							
ALS out				Max Kts	MDA(H)		
A	1600m			100	910'	(727')	1600m
B				135	1040'	(857')	2000m
C	2400m			180	1600'	(1417')	4800m
D	2800m			205	1860'	(1677')	4800m

PANS OPS

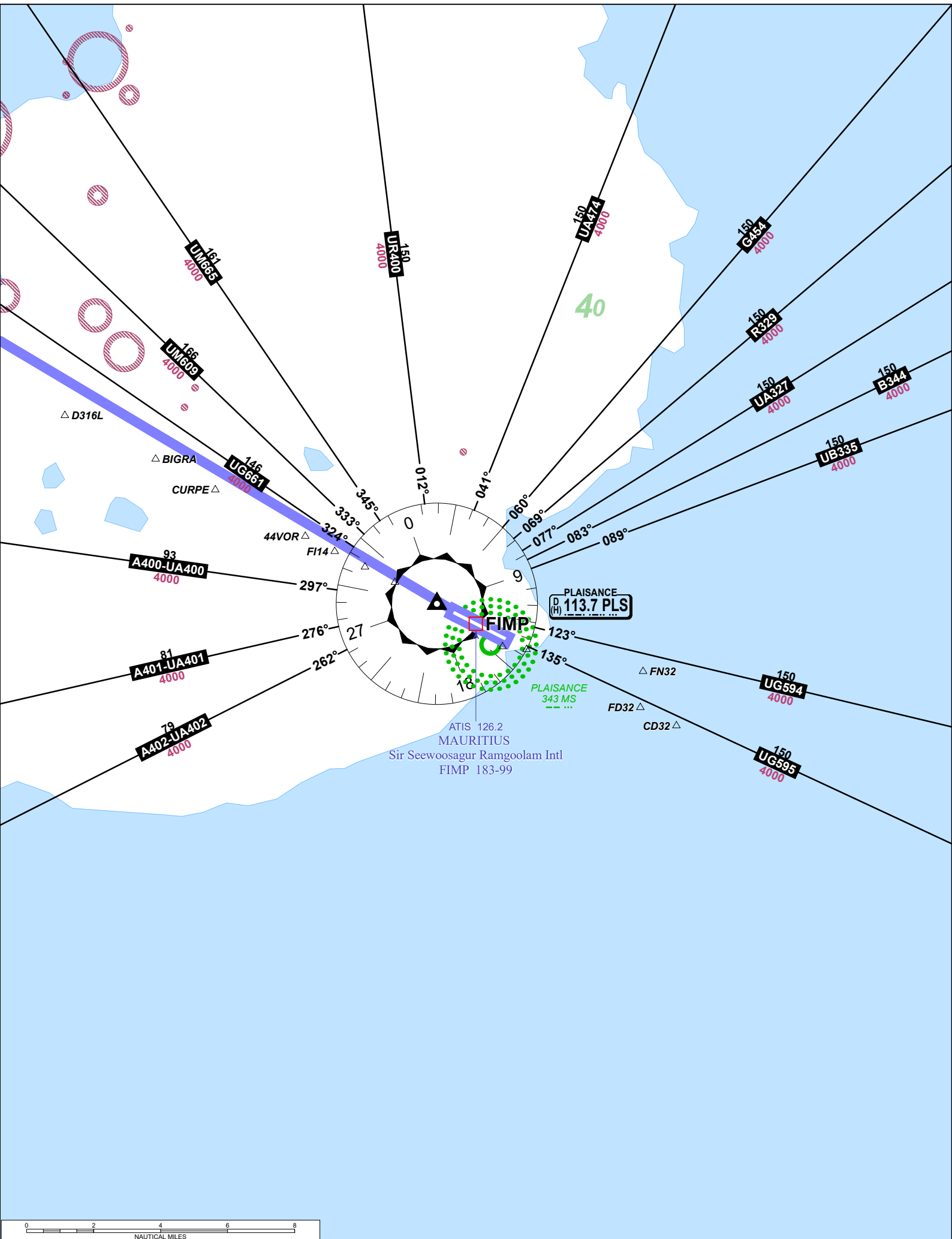
10.0.1 DEPARTURE (FIMP -> FMCZ): FIMP (Sir Seewoosagur Ramgoola...

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0



10.0.2 DESTINATION (FIMP -> FMCZ): FMCZ (Pamandzi)

NavData Cycle 2009-1 Expired: Friday, 13 February 2009.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 05 Oct 2018

JEPPESEN

JeppView 3.6.2.0

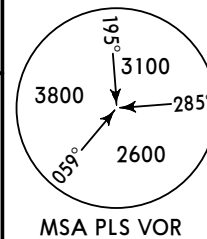


FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

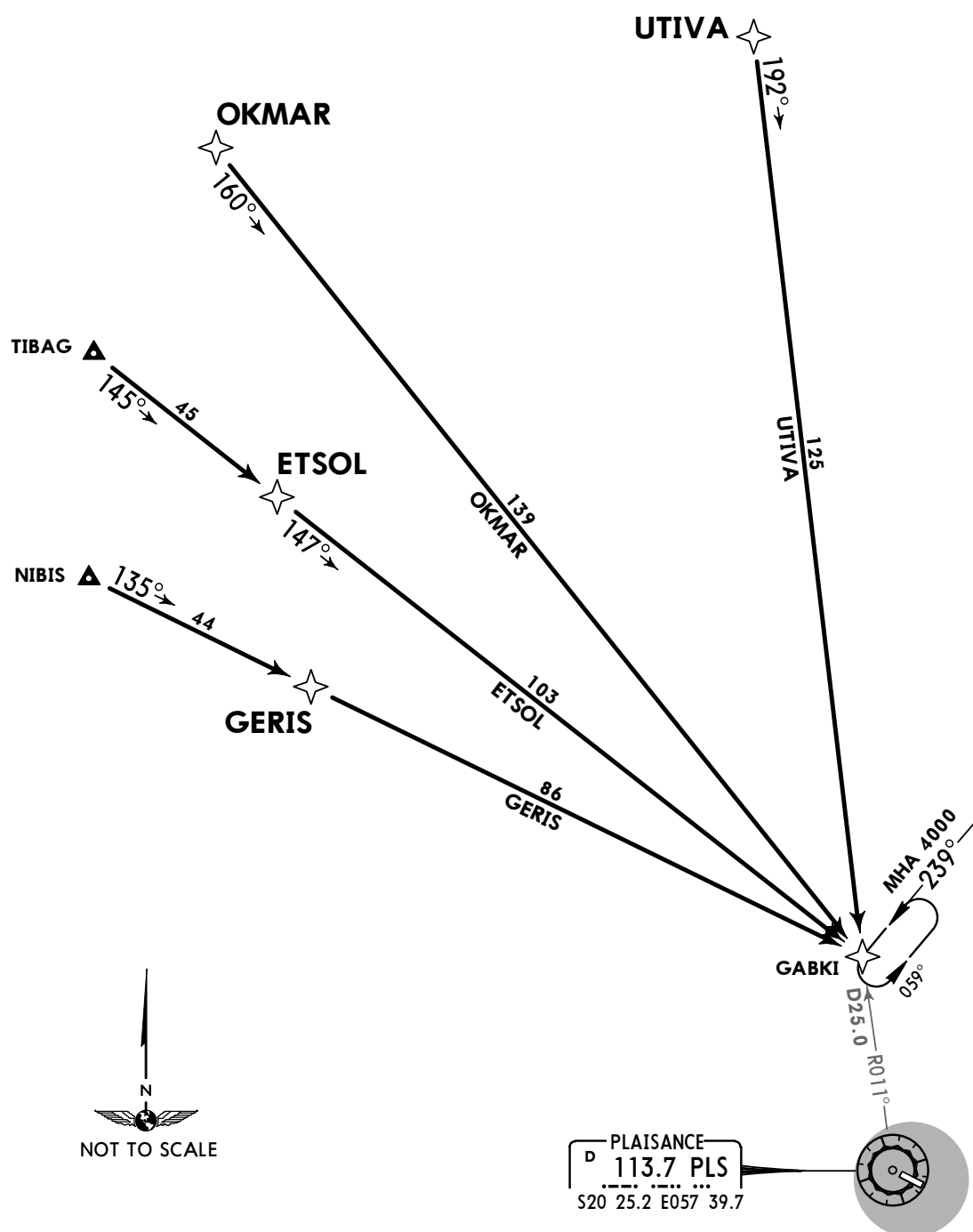
10 AUG 18

10-2

Eff 16 Aug

**JEPPESEN****MAURITIUS, MAURITIUS****RNAV TRANSITION**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

ETSOL, GERIS, OKMAR, UTIVA
RNAV TRANSITIONS
FOR STAR GABKI 1 REFER TO CHART 10-2E
BY ATC



TRANSITION	ROUTING
ETSOL	147° track to GABKI, then via arrival.
GERIS	135° track to GABKI, then via arrival.
OKMAR	160° track to GABKI, then via arrival.
UTIVA	192° track to GABKI, then via arrival.

CHANGES: GBY replaced by GABKI.

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FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

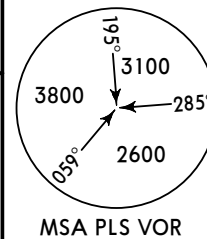
JEPPESEN **MAURITIUS, MAURITIUS**
10 AUG 18 **(10-2A)** Eff 16 Aug

RNAV TRANSITION

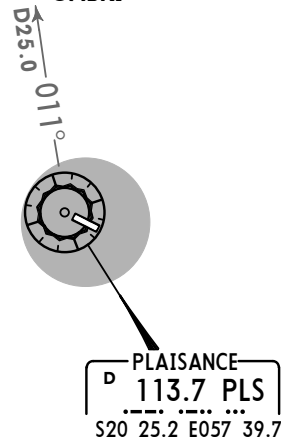
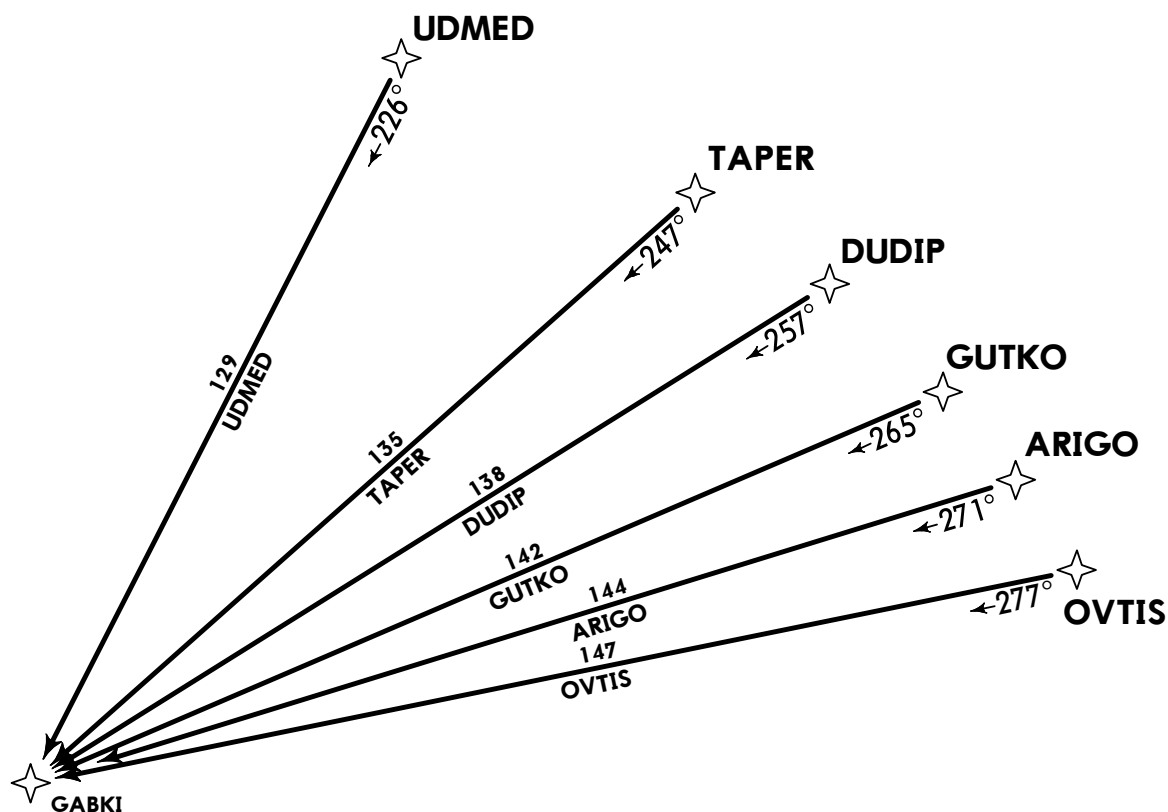
ATIS
126.2

Apt Elev
183'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



ARIGO, DUDIP, GUTKO
OVTIS, TAPER, UDMED
RNAV TRANSITIONS
FOR STAR GABKI 1 REFER TO CHART 10-2E
BY ATC



HOLDING OVER GABKI



TRANSITION	ROUTING
ARIGO	271° track to GABKI, then via arrival.
DUDIP	257° track to GABKI, then via arrival.
GUTKO	265° track to GABKI, then via arrival.
OVTIS	277° track to GABKI, then via arrival.
TAPER	247° track to GABKI, then via arrival.
UDMED	226° track to GABKI, then via arrival.

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

10 AUG 18

10-2B

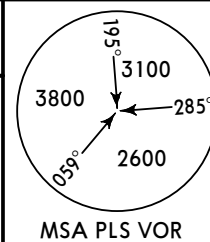
Eff 16 Aug



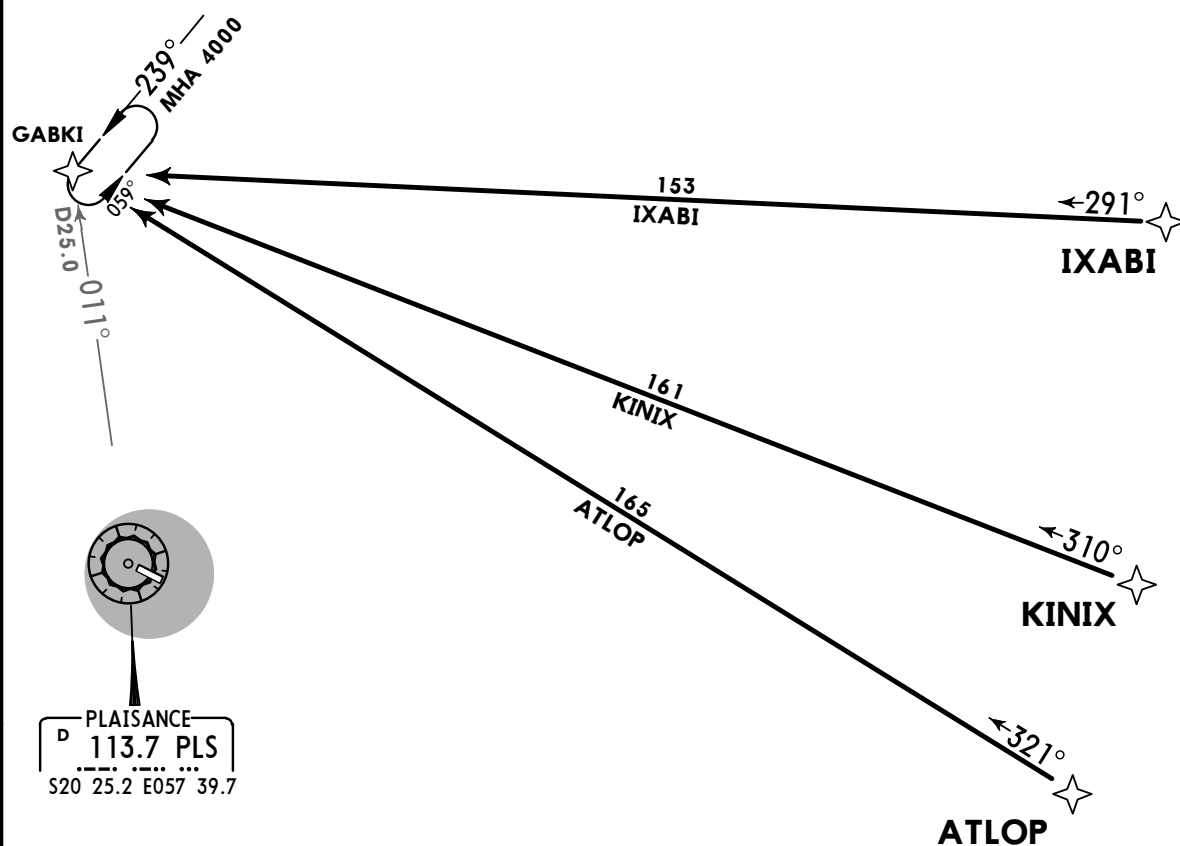
JEPPESEN

MAURITIUS, MAURITIUS

RNAV TRANSITION

ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

ATLOP, IXABI, KINIX
RNAV TRANSITIONS
 FOR STAR GABKI 1 REFER TO CHART 10-2E
 BY ATC



TRANSITION	ROUTING
ATLOP	321° track to GABKI, then via arrival.
IXABI	291° track to GABKI, then via arrival.
KINIX	310° track to GABKI, then via arrival.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

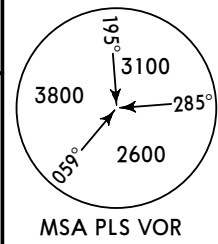
10 AUG 18

10-2C

Eff 16 Aug

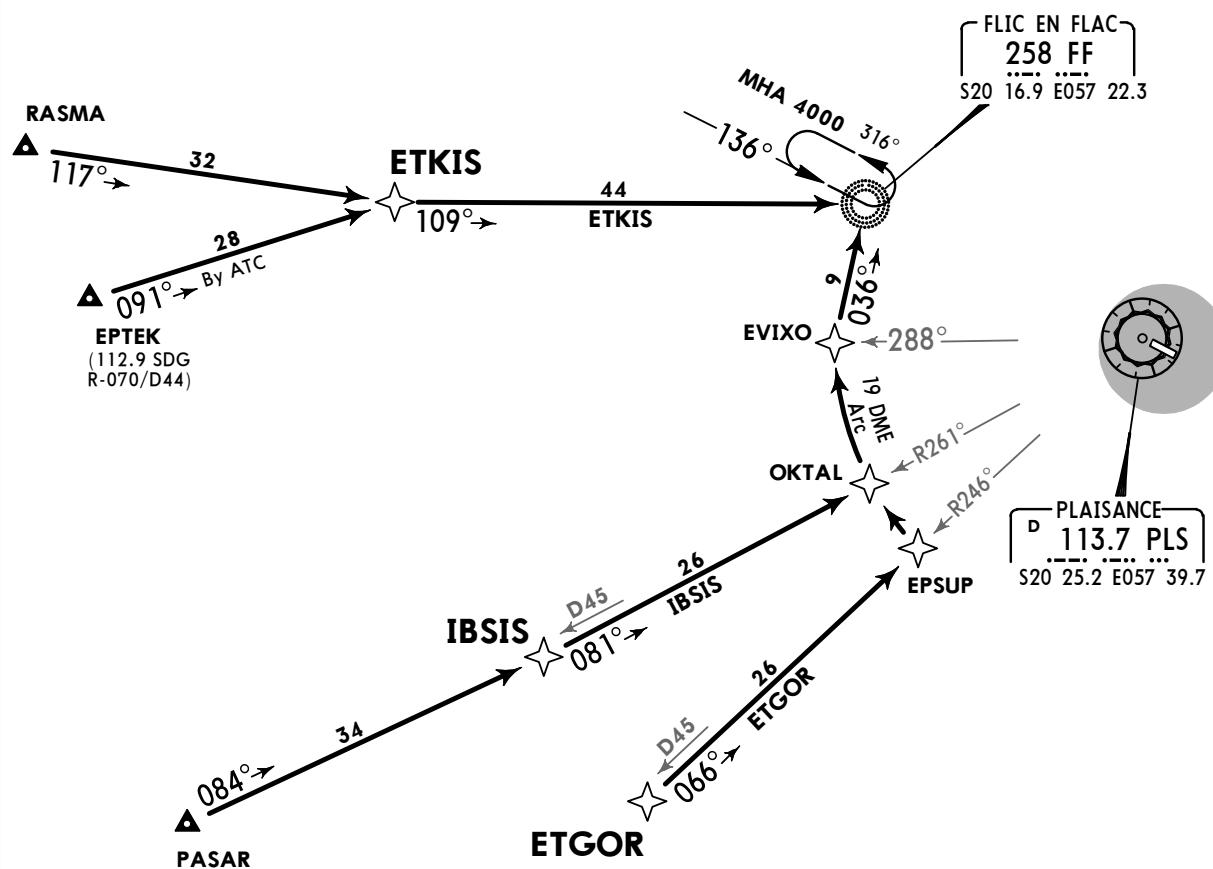
JEPPESEN MAURITIUS, MAURITIUS

RNAV TRANSITION

ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

ETGOR, ETKIS, IBSIS RNAV TRANSITIONS

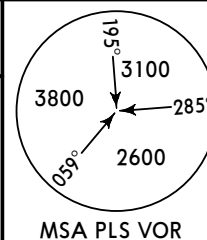
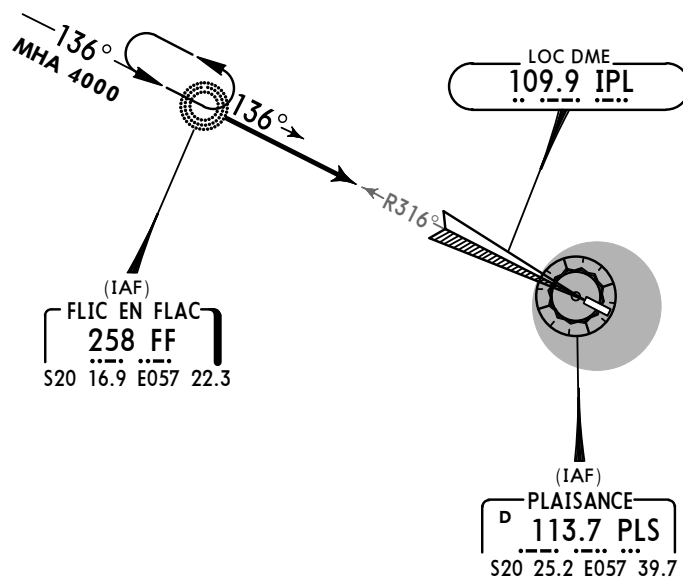
FOR STAR FF ONE REFER TO CHART 10-2D
BY ATC



TRANSITION	ROUTING
ETGOR	ETGOR - EPSUP - OKTAL - EVIXO - FF.
ETKIS	RASMA - ETKIS - FF.
IBSIS	PASAR - IBSIS - OKTAL - EVIXO - FF.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

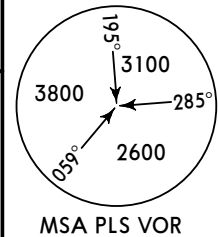
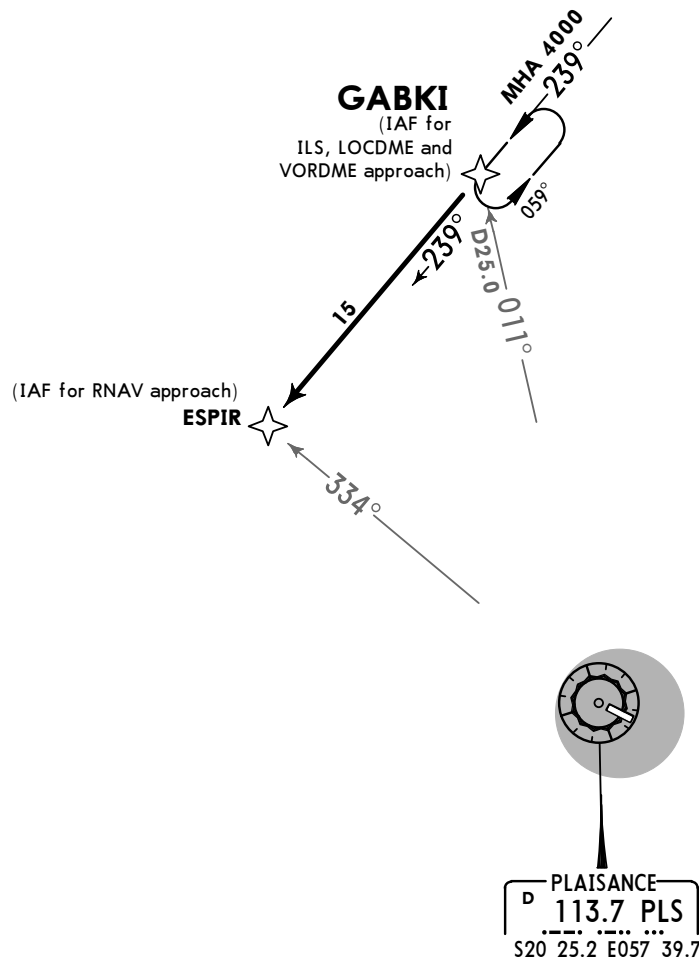
10 AUG 18

(10-2D)**Eff 16 Aug****JEPPESEN****MAURITIUS, MAURITIUS****RNAV STAR**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'**FLIC EN FLAC 1 (FF 1)**
RWY 14 RNAV ARRIVAL
BY ATC**ROUTING**

Intercept LOC or PLS R-316 inbound for VOR approach.

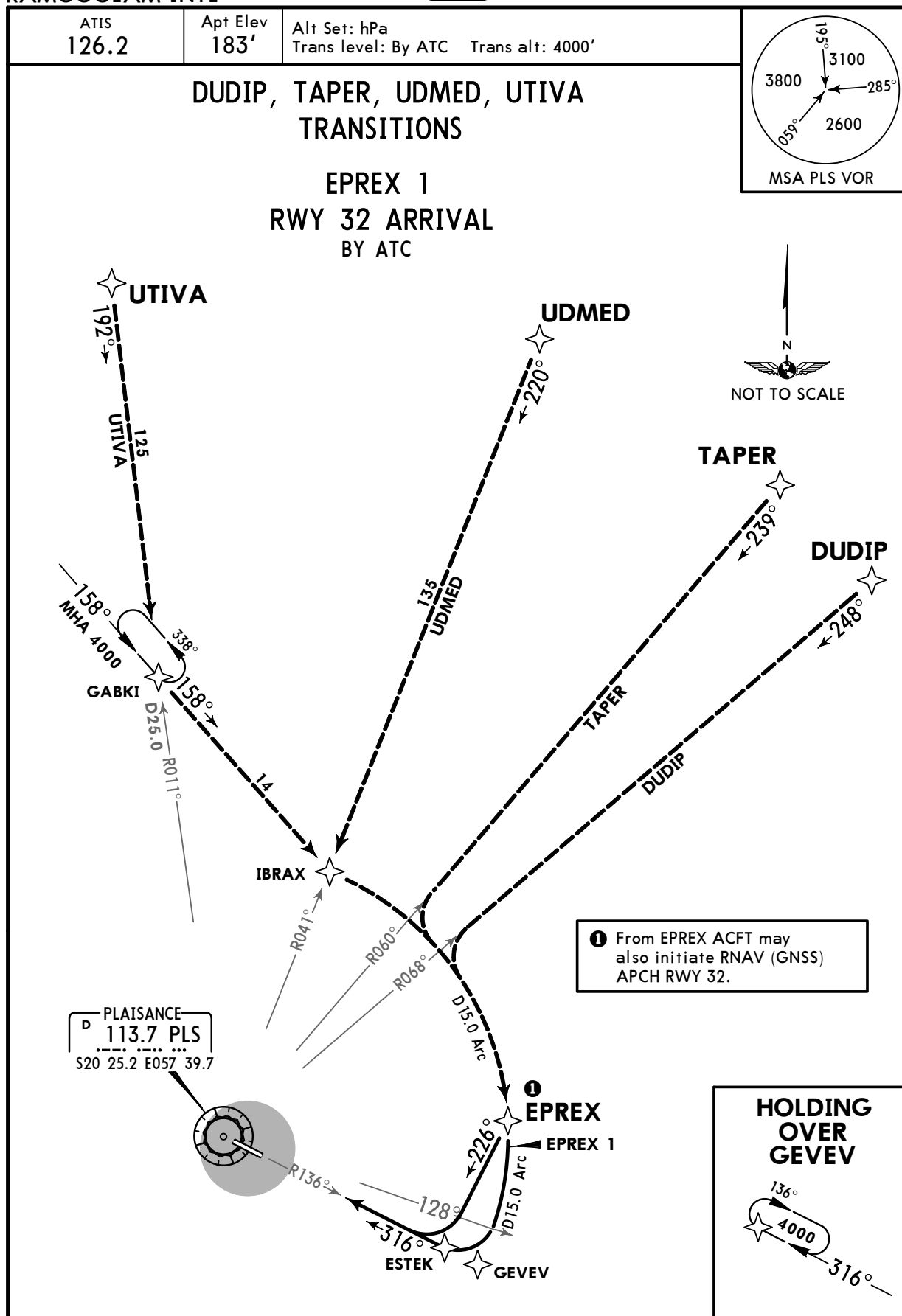
FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

10 AUG 18

**JEPPESEN****MAURITIUS, MAURITIUS****10-2E****Eff 16 Aug****RNAV STAR**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'**GABKI 1**
RWY 14 RNAV ARRIVAL
BY ATC**ROUTING****RNAV APCH:** 239° track to ESPIR, then initiate RNAV (GNSS) APCH RWY 14.**ILS, LOC or VOR DME APCH:** At GABKI initiate ILS, LOC or VOR DME for RWY 14.

FIMP/MRU
 SIR SEEWOOSAGUR
 RAMGOOLAM INTL

JEPPESEN MAURITIUS, MAURITIUS
 10 AUG 18 **10-2F** **Eff 16 Aug** **STAR**



TRANSITION	ROUTING
DUDIP	248° track, along D15.0 Arc PLS to EPREX.
TAPER	239° track, along D15.0 Arc PLS to EPREX.
UDMED	220° track to IBRAX, along D15.0 Arc PLS to EPREX.
UTIVA	192° track to GABKI, turn LEFT, 158° track to IBRAX, along D15.0 Arc PLS to EPREX.
STAR	ROUTING
EPREX 1	At EPREX, along D15.0 Arc PLS, intercept PLS R-136 inbound for VOR DME approach.

FIMP/MRU
 SIR SEEWOSAGUR
 RAMGOOLAM INTL

10 AUG 18

(10-2G)

Eff 16 Aug

MAURITIUS, MAURITIUS

STAR

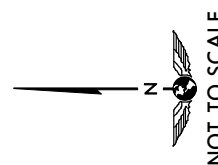
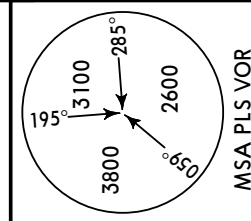
ATIS
126.2

Apt Elev
183'

Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'

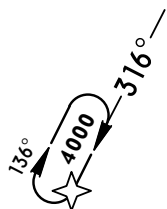
**ARIGO, GUTKO, IXABI, OVTIS
 TRANSITIONS**

**EPREX 1
 RWY 32 ARRIVAL
 BY ATC**

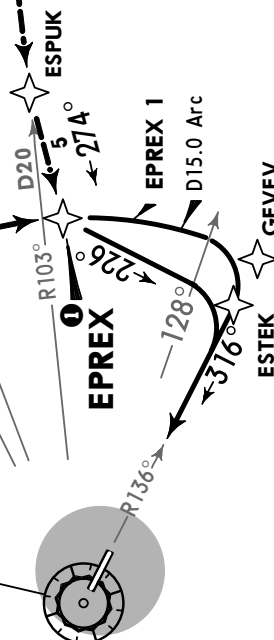


TRANSITION	ROUTING
ARIGO	262° track, along D15.0 Arc PLS to EPREX.
GUTKO	256° track, along D15.0 Arc PLS to EPREX.
IXABI	282° track to ESPUK, turn LEFT, 274° track to EPREX.
OVTIS	268° track, along D15.0 Arc PLS to EPREX.
STAR	
EPREX 1	At EPREX, along D15.0 Arc PLS, intercept PLS R-136 inbound for VOR DME approach.

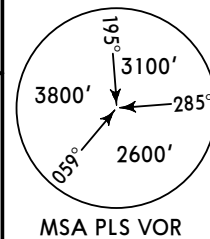
**HOLDING
 OVER
 GEVEV**



PLAISANCE
 D 113.7 PLS
 S20 25.2 E057 39.7



① From EPREX ACFT may also initiate RNAV (GNSS) APCH RWY 32.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL**JEPPESEN MAURITIUS, MAURITIUS**
11 SEP 15 **(10-2H)** **Eff 17 Sep** **STAR**ATIS
126.2Apt Elev
183'Alt Set: hPa
Trans level: By ATC Trans alt: 4000'

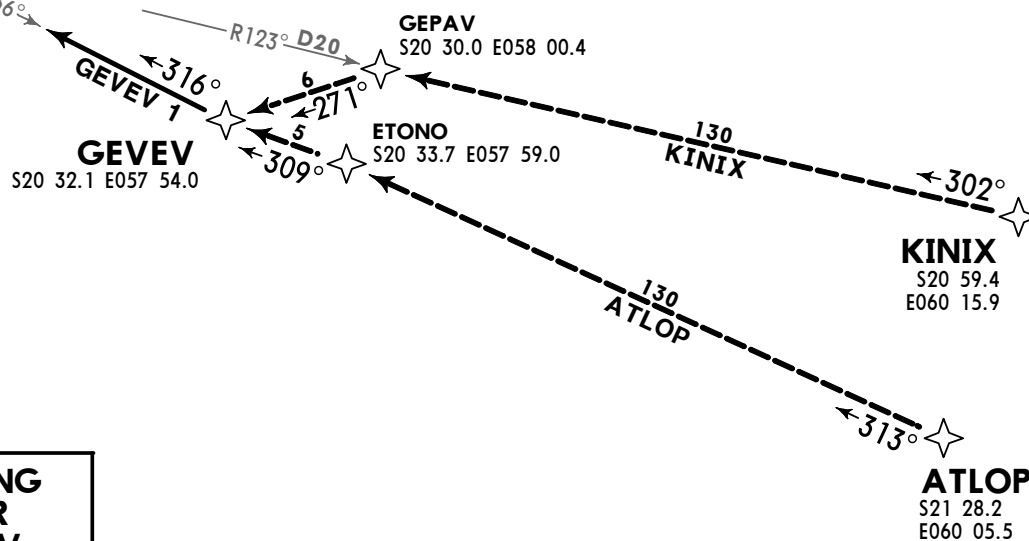
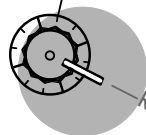
ATLOP, KINIX TRANSITIONS

GEVEV 1

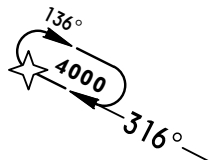
RWY 32 ARRIVAL

BY ATC

PLAISANCE
D
(H) **113.7 PLS**
S20 25.2 E057 39.7



**HOLDING
OVER
GEVEV**



Direct distance to
Sir Seewoosagur Ramgoolam Intl from:
GEVEV 14NM

TRANSITION	ROUTING
ATLOP	313° track to ETONO, turn LEFT, 309° track to GEVEV.
KINIX	302° track to GEPAV, turn LEFT, 271° track to GEVEV.
STAR	ROUTING
GEVEV 1	At GEVEV, intercept PLS R-136 inbound for VOR DME approach.

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

11 SEP 15

10-2J

Eff 17 Sep

MAURITIUS, MAURITIUS

STAR

TRANSITION

TRANSITION	ROUTING
ETGOR	066° track to EPNAG, turn RIGHT, along PLS 15 DME arc to EVOTU.
ETKIS	From ETKIS 117° track to APNIR, turn RIGHT, along PLS 15 DME arc to EVOTU.
GEPIP	From GEPIP 096° track to EPSAL, turn RIGHT, along PLS 15 DME arc to EVOTU.
IBSIS	From IBSIS 081° track to ETULA, turn RIGHT, along PLS 15 DME arc to EVOTU.
STAR	
EVOTU 1	At EVOTU, along PLS 15 DME arc, intercept PLS R-136 inbound for VOR DME approach.

ETGOR, ETKIS, GEPIP, IBSIS TRANSITIONS

EVOTU 1 RWY 32 ARRIVAL BY ATC

PLAISANCE
D 113.7 PLS
S20 25.2 E057 39.7

RASMA
S20 12.0
E056 02.0

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

GEPIP
S20 35.3 E056 53.0

IBSIS
S20 46.4 E056 57.4

EVOTU 1
S20 37.8
E057 48.5

ETGOR
S20 56.0 E057 04.7

PASAR
D79 PLS
S21 01.1
E056 24.0

SOBAT
S20 43.1 E056 15.9

ETKIS
S20 16.7 E056 35.9

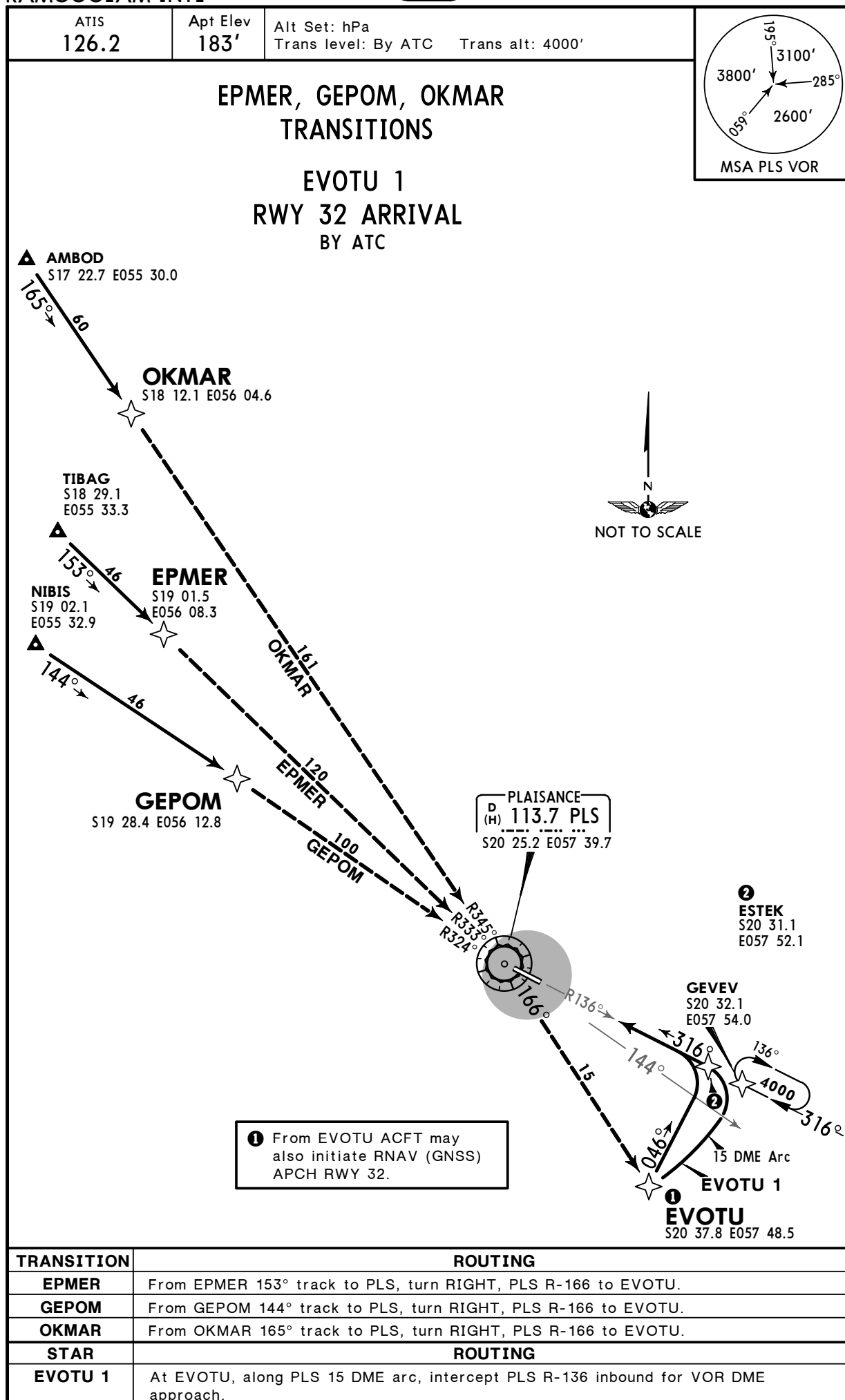
APNIR
S20 23.1 E057 23.9

EPNAG
S20 35.5 E057 28.0

ETULA
S20 32.3 E057 25.6

FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

JEPPESSEN MAURITIUS, MAURITIUS
11 SEP 15 **10-2K** **Eff 17 Sep** **STAR**

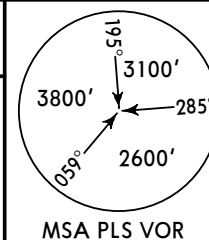


FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

JEPPESEN MAURITIUS, MAURITIUS
13 JUL 18 **(10-3)** Eff 19 Jul **RNAV SID**

Apt Elev
183'

Trans level: By ATC Trans alt: 4000'



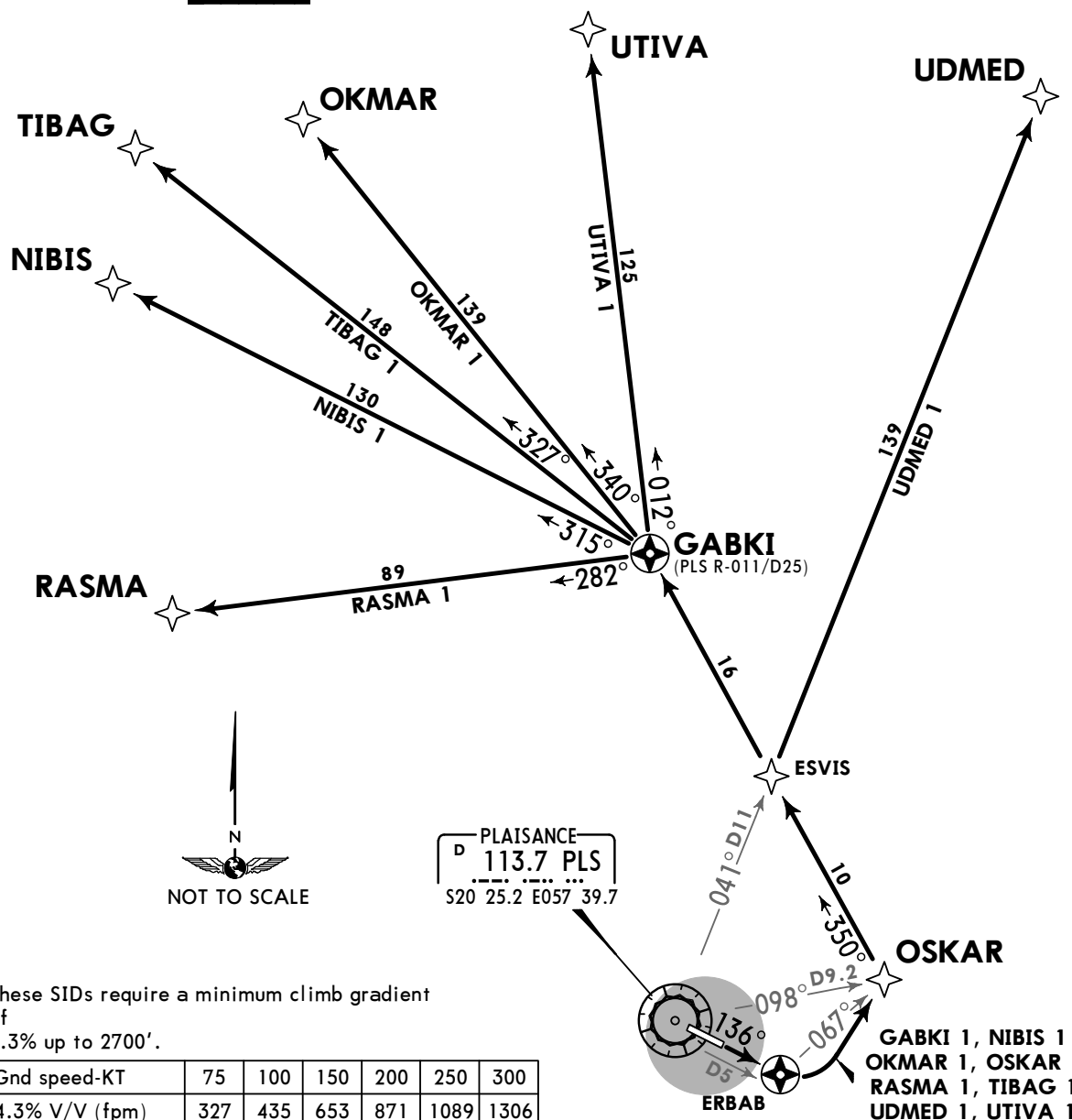
GABKI 1 [GABKI1], NIBIS 1 [NIBIS1]
OKMAR 1 [OKMAR1], OSKAR 1 [OSKAR1]
RASMA 1 [RASMA1], TIBAG 1 [TIBAG1]
UDMED 1 [UDMED1], UTIVA 1 [UTIVA1]

RWY 14 RNAV DEPARTURES

TO NORTH

BY ATC

SPEED: MAX 200 KT UNTIL 2700'



These SIDs require a minimum climb gradient of 4.3% up to 2700'.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

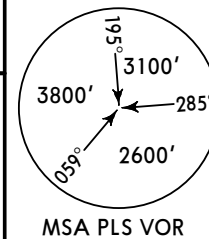
SID	ROUTING
GABKI 1	On 136° track to ERBAB, turn LEFT to OSKAR, turn LEFT, 350° track to GABKI, then as cleared.
NIBIS 1	On 136° track to ERBAB, turn LEFT to GABKI, 315° track to NIBIS, then as cleared.
OKMAR 1	On 136° track to ERBAB, turn LEFT to GABKI, 340° track to OKMAR, then as cleared.
OSKAR 1	On 136° track to ERBAB, turn LEFT direct to OSKAR, then as cleared.
RASMA 1	On 136° track to ERBAB, turn LEFT to GABKI, 282° track to RASMA, then as cleared.
TIBAG 1	On 136° track to ERBAB, turn LEFT to GABKI, 327° track to TIBAG, then as cleared.
UDMED 1	On 136° track to ERBAB, turn LEFT to OSKAR, turn LEFT, 350° track to ESVIS, intercept PLS R-041 to UDMED, then as cleared.
UTIVA 1	On 136° track to ERBAB, turn LEFT to GABKI, 012° track to UTIVA, then as cleared.

FIMP/MRU
 SIR SEEWOOSAGUR
 RAMGOOLAM INTL

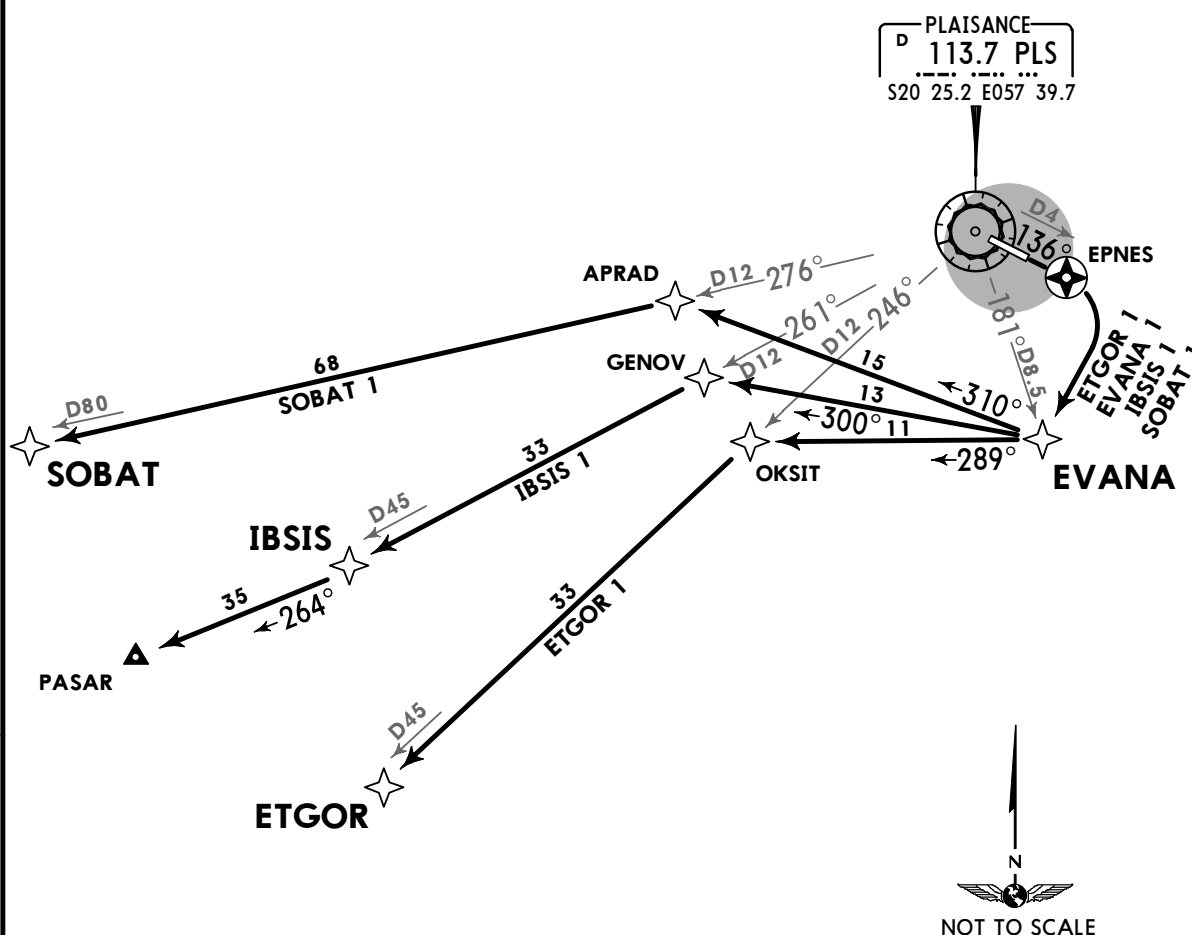
JEPPESEN MAURITIUS, MAURITIUS
 13 JUL 18 **(10-3A)** Eff 19 Jul **RNAV SID**

Apt Elev
 183'

Trans level: By ATC Trans alt: 4000'



ETGOR 1 [ETGOR1]
 EVANA 1 [EVANA1]
 IBSIS 1 [IBSIS1]
 SOBAT 1 [SOBAT1]
 RWY 14 RNAV DEPARTURES
 TO WEST
 BY ATC
SPEED: MAX 200 KT UNTIL EVANA



These SIDs require a minimum climb gradient
 of
 3.7% up to 600'.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
ETGOR 1 ①	EPNES - EVANA - OKSIT - ETGOR.
EVANA 1	EPNES - EVANA.
IBSIS 1 ①	EPNES - EVANA - GENOV - IBSIS - PASAR.
SOBAT 1 ①	EPNES - EVANA - APRAD - SOBAT.
① ATC may require aircraft to proceed on SID EVANA 1, then as cleared by ATC.	

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

10 AUG 18

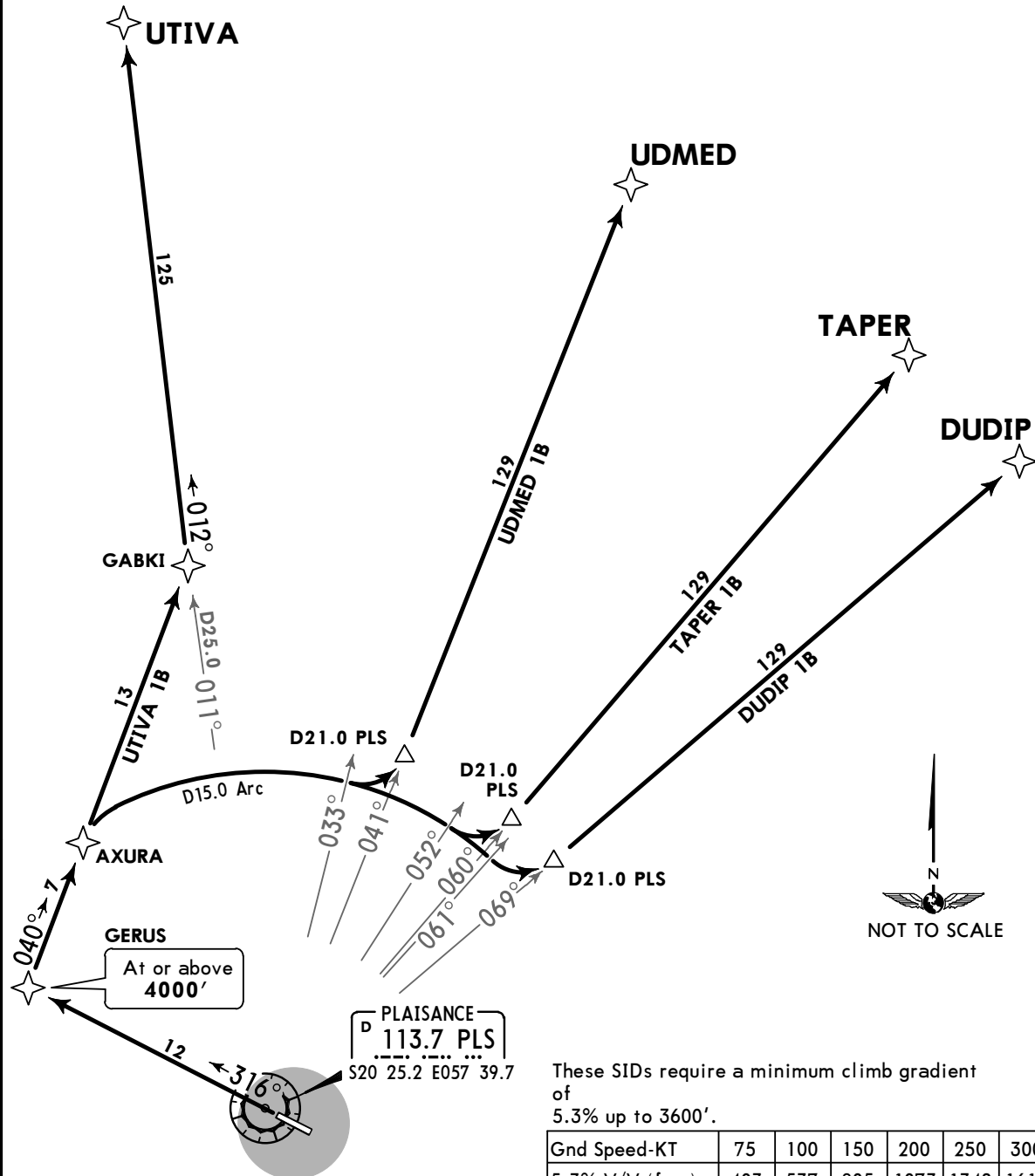
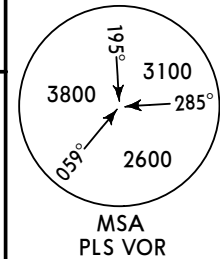
10-3B

Eff 16 Aug

RNAV SID

Apt Elev
183'

Trans level: By ATC Trans alt: 4000'

DUDIP 1B [DUDI1B], TAPER 1B [TAPE1B]
UDMED 1B [UDME1B], UTIVA 1B [UTIV1B]
RWY 32 RNAV DEPARTURES
BY ATC

These SIDs require a minimum climb gradient
of
5.3% up to 3600'.

Gnd Speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

SID	ROUTING
DUDIP 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-061, turn LEFT, at D21.0 PLS intercept PLS R-069 to DUDIP, then as cleared by ATC.
TAPER 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-052, turn LEFT, at D21.0 PLS intercept PLS R-060 to TAPER, then as cleared by ATC.
UDMED 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-033, turn LEFT, at D21.0 PLS intercept PLS R-041 to UDMED, then as cleared by ATC.
UTIVA 1B	On 316° track to GERUS, turn RIGHT, 040° track to GABKI, 012° track to UTIVA, then as cleared by ATC.

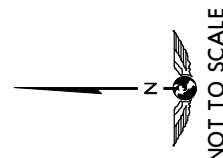
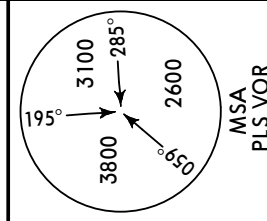
FIMP/MRU
 SIR SEEWOSAGUR
 RAMGOOLAM INTL

JEPPESEN MAURITIUS, MAURITIUS
 10 AUG 18 **10-3C** **Eff 16 Aug** **RNAV SID**

Apt Elev
 183'

Trans level: By ATC Trans alt: 4000'

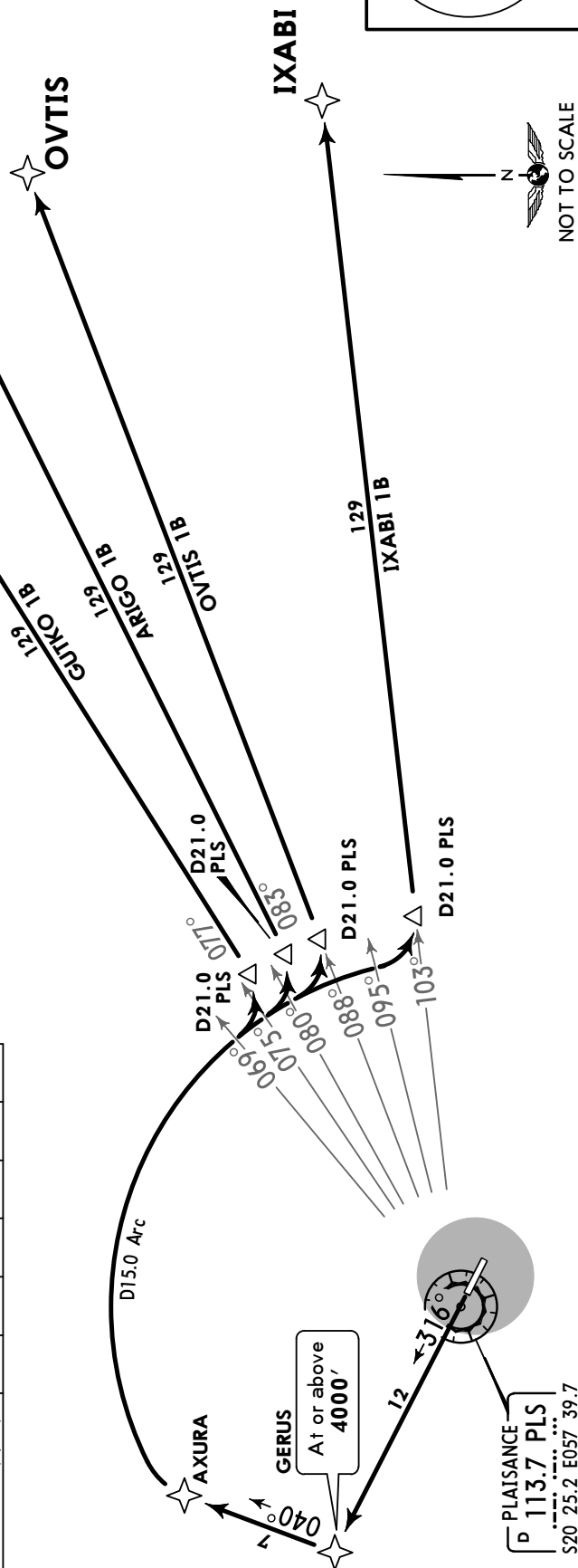
**ARIGO 1B [ARIG1B], GUTKO 1B [GUTK1B]
 IXABI 1B [IXAB1B], OVTIS 1B [OVTI1B]
 RWY 32 RNAV DEPARTURES
 BY ATC**



SID	ROUTING
ARIGO 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-075, turn LEFT, at D21.0 PLS intercept PLS R-083 to ARIGO, then as cleared by ATC.
GUTKO 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-069, turn LEFT, at D21.0 PLS intercept PLS R-077 to GUTKO, then as cleared by ATC.
IXABI 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-095, turn LEFT, at D21.0 PLS intercept PLS R-103 to IXABI, then as cleared by ATC.
OVTIS 1B	On 316° track to GERUS, turn RIGHT, 040° track to AXURA, turn RIGHT, along D15.0 Arc PLS until crossing PLS R-080, turn LEFT, at D21.0 PLS intercept PLS R-088 to OVTIS, then as cleared by ATC.

These SIDs require a minimum climb gradient of 5.3% up to 3600'.

Gnd Speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

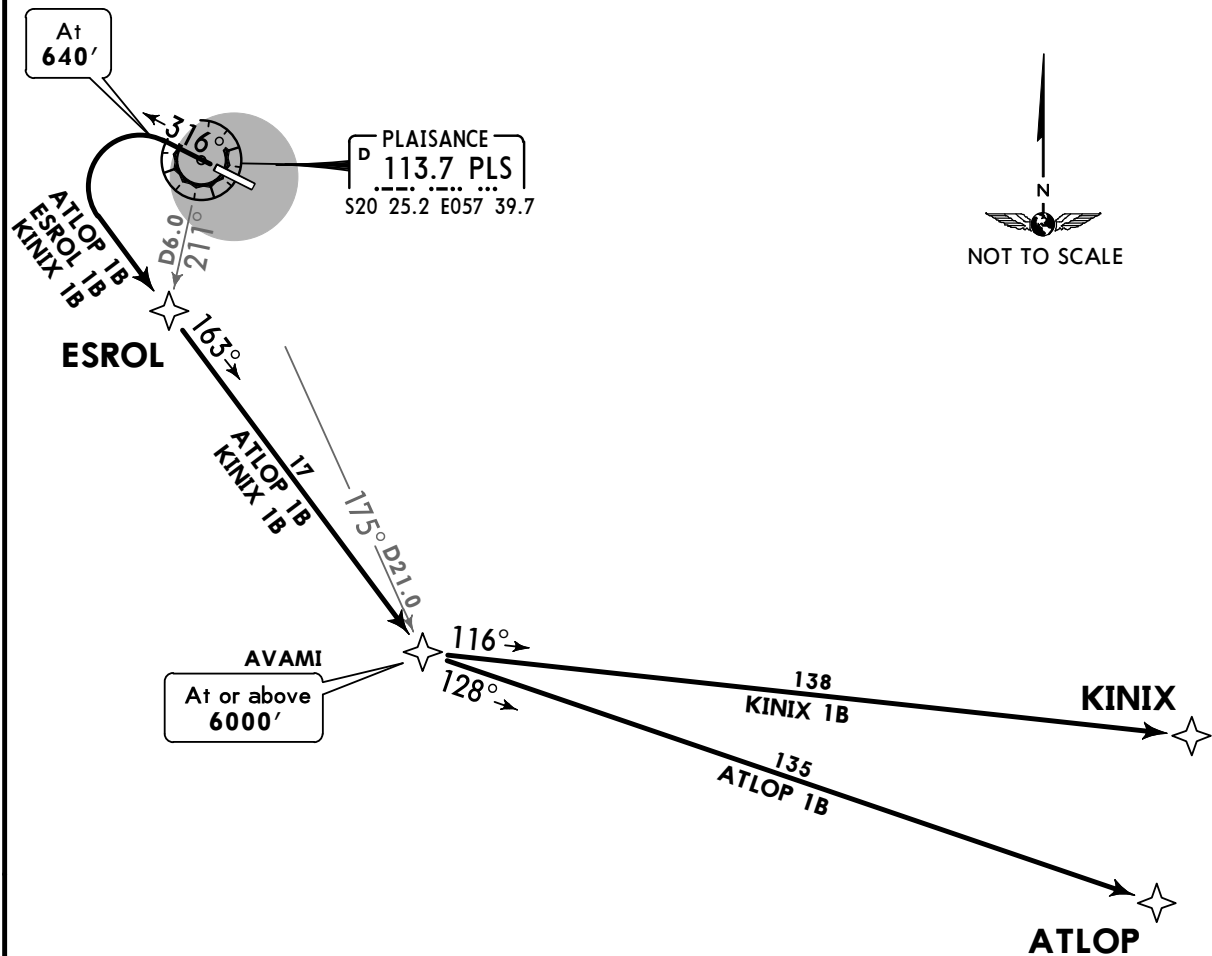
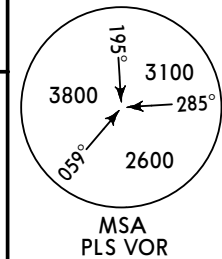


FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL**JEPPESEN****MAURITIUS, MAURITIUS**

7 SEP 18

(10-3D)**Eff 13 Sep****RNAV SID**Apt Elev
183'

Trans level: By ATC Trans alt: 4000'

**ATLOP 1B [ATLO1B], ESROL 1B [ESRO1B]
KINIX 1B [KINI1B]
RWY 32 RNAV DEPARTURES
BY ATC**

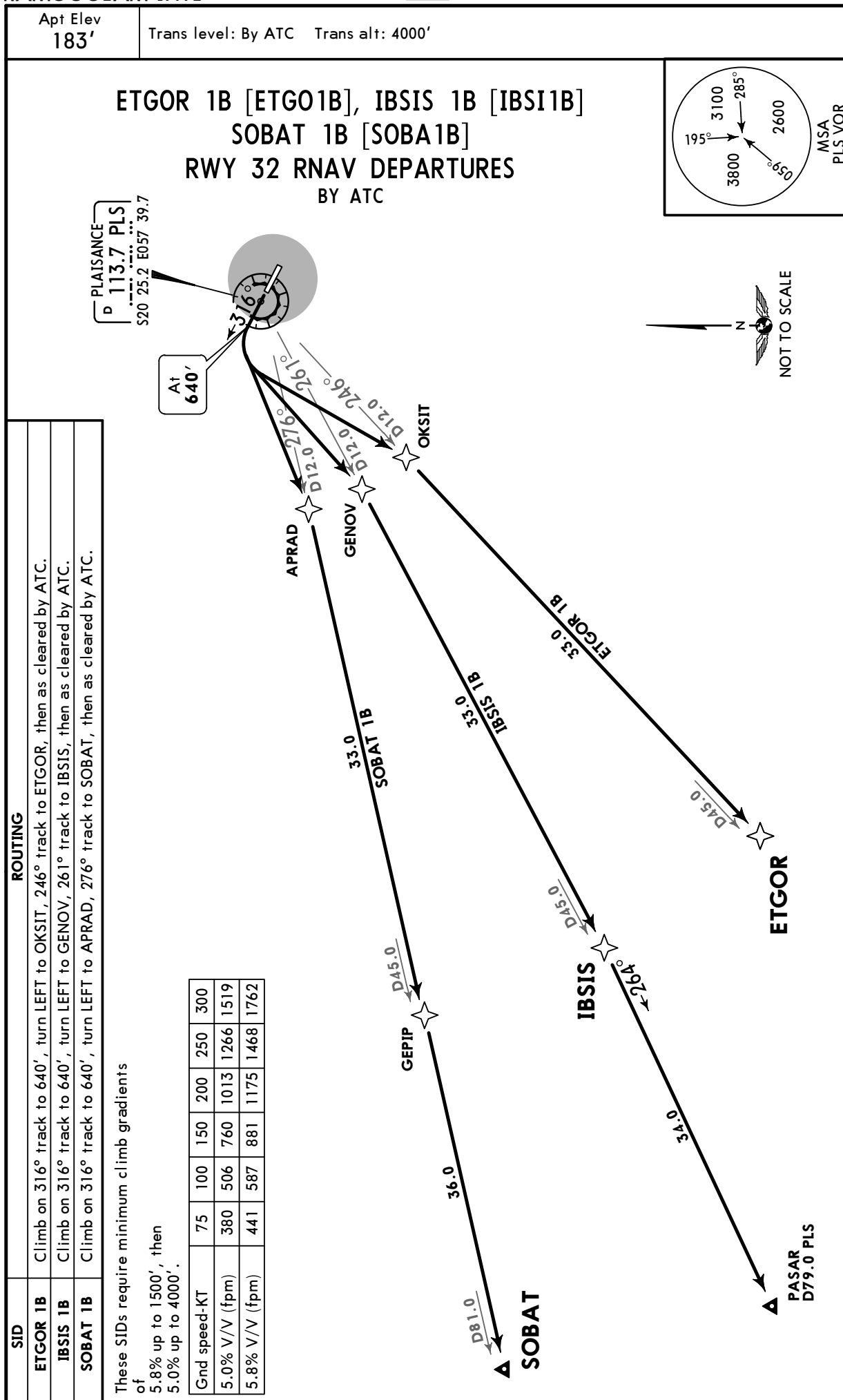
These SIDs require a minimum climb gradient
of
5.8% up to 1500'.

Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	ROUTING
ATLOP 1B	Climb on 316° track to 640', turn LEFT to ESROL, then to AVAMI, turn LEFT, 128° track to ATLOP, then as cleared by ATC.
ESROL 1B	Climb on 316° track to 640', turn LEFT to ESROL, then as cleared by ATC.
KINIX 1B	Climb on 316° track to 640', turn LEFT to ESROL, then to AVAMI, turn LEFT, 116° track to KINIX, then as cleared by ATC.

FIMP/MRU
 SIR SEEWOOSAGUR
 RAMGOOLAM INTL

JEPPESSEN MAURITIUS, MAURITIUS
 7 SEP 18 **10-3E** Eff 13 Sep **RNAV SID**



FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

24 FEB 12

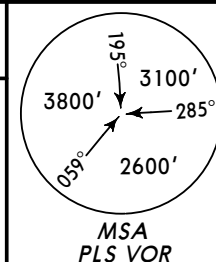
**JEPPESEN**

MAURITIUS, MAURITIUS

Eff 1 Mar**RNAV SID**

Apt Elev
183'

Trans level: By ATC Trans alt: 4000'



▲ **AMBOD**
S17 22.7 E055 30.0

GERUS 1B [GERU1B]
NIBIS 1B [NIBI1B]
OKMAR 1B [OKMA1B]
RASMA 1B [RASM1B]
TIBAG 1B [TIBA1B]
RWY 32 RNAV DEPARTURES
BY ATC

These SIDs require a minimum climb gradient of 5.3% up to 3600'.

Gnd Speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

OKMAR
S18 12.1 E056 04.6

TIBAG
S18 29.1 E055 33.3

NIBIS
S19 02.1
E055 32.9

EPMER
S19 01.5 E056 08.3

GEPO
S19 28.4 E056 12.8

ERDAD
S20 09.6 E057 16.2

ETNAN
S20 06.4
E057 19.1

ETOSI
S20 02.7 E057 23.7



ETNAN
S20 06.4
E057 19.1

OKMAR
17

D27 333°

D27 345°

GERUS
S20 19.8 E057 28.5
At or above
4000'

PLAISANCE
D
(H) 113.7 PLS
... ..
S20 25.2 E057 39.7

RASMA
S20 12.0
E056 02.0

ETKIS
S20 16.7 E056 35.9

AVAPU
S20 22.3 E057 17.6

21-297°

12
GERUS 1B
BIS 1B, OKMAR 1B
RASMA 1B
TIBAG 1B

SID	ROUTING
GERUS 1B	On 316° track to GERUS, then as cleared by ATC.
NIBIS 1B	On 316° track to GERUS, turn RIGHT, 330° track to ERDAD, turn LEFT, 324° track to NIBIS, then as cleared by ATC.
OKMAR 1B	On 316° track to GERUS, turn RIGHT, 004° track to ETOSI, turn LEFT, 345° track to OKMAR, then as cleared by ATC.
RASMA 1B	On 316° track to GERUS, turn LEFT, 275° track to AVAPU, 297° track to RASMA, then as cleared by ATC.
TIBAG 1B	On 316° track to GERUS, turn RIGHT, 346° track to ETNAN, turn LEFT, 333° track to TIBAG, then as cleared by ATC.

CHANGES: New chart.

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FIMP/MRU

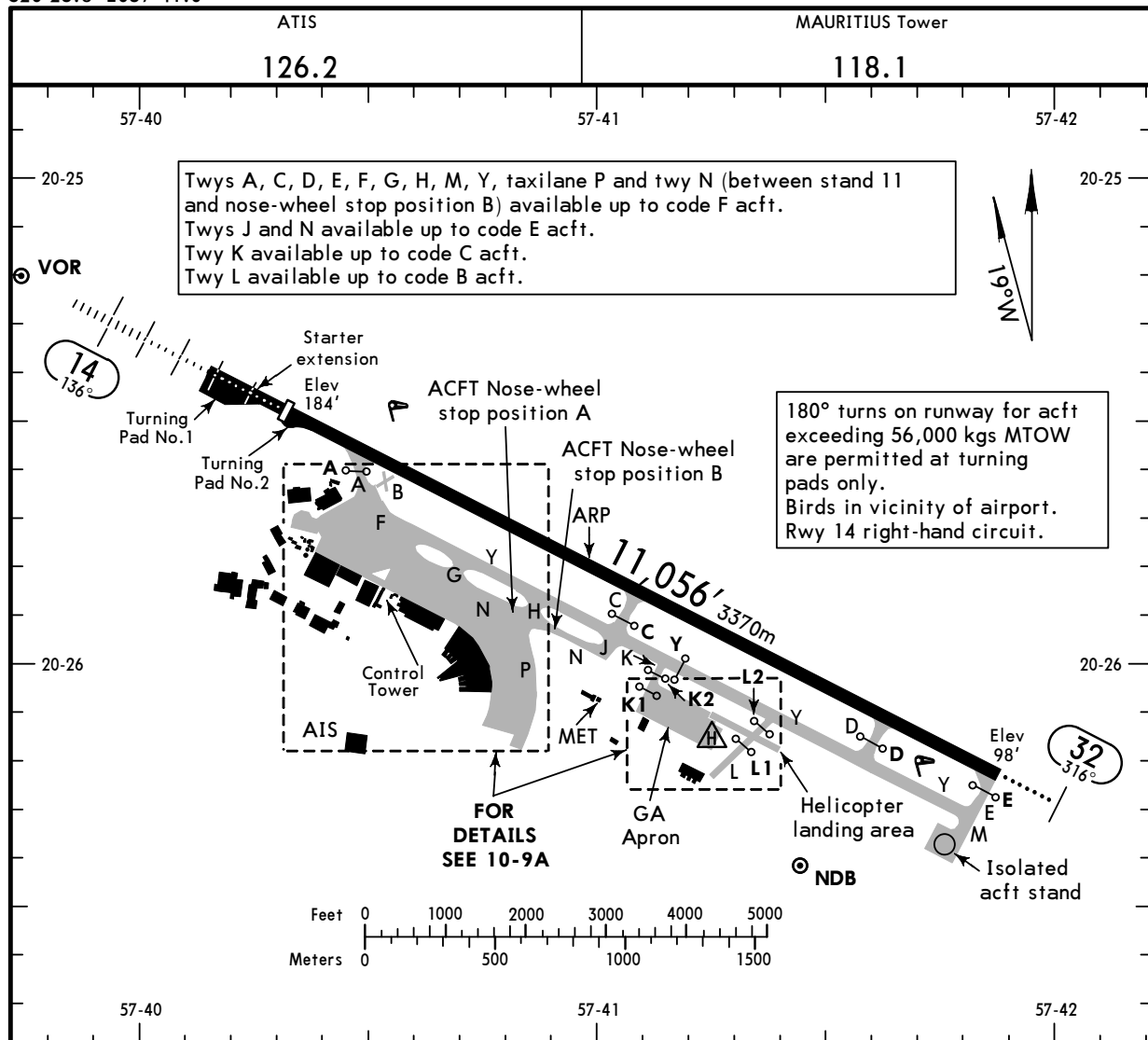
Apt Elev **183'**
S20 25.8 E057 41.0

JEPPESEN

3 NOV 17 (10-9)

MAURITIUS, MAURITIUS

SIR SEEWOOSAGUR RAMGOOLAM INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
14	HIRL (58m)	HIALS	SFL	PAPI-L (angle 3.5°)	RVR 9974' 3040m	8941' 2725m	①	148'
32	HIRL (58m)	ALS	PAPI	(angle 3.0°)				45m

① TAKE-OFF RUN AVAILABLE

RWY 14:

From rwy head

with starter extension	11,056' (3370m)
w/o starter extension	9974' (3040m)
twy A int	8825' (2690m)
twy C int	5052' (1540m)

RWY 32:

From rwy head

	9974' (3040m)
twy D int	8399' (2560m)
twy C int	4921' (1500m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

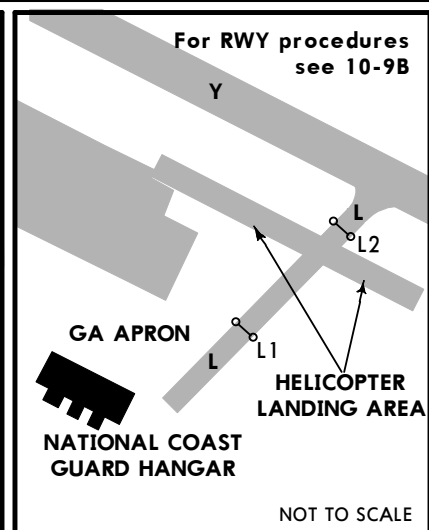
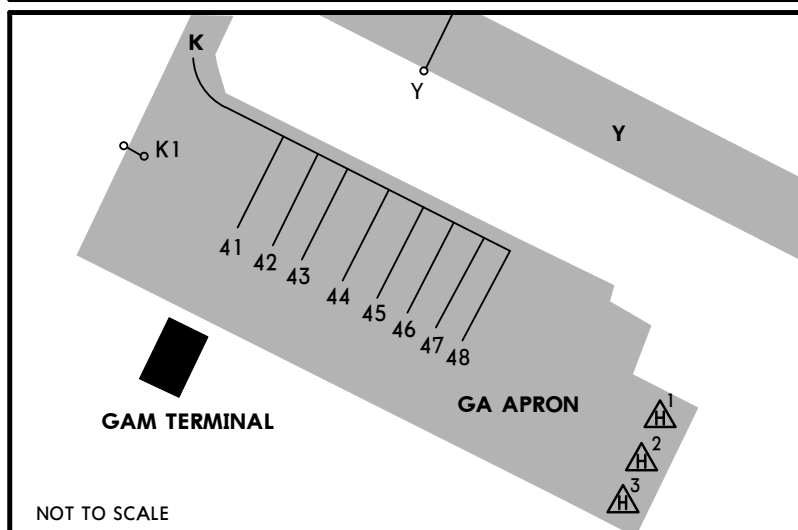
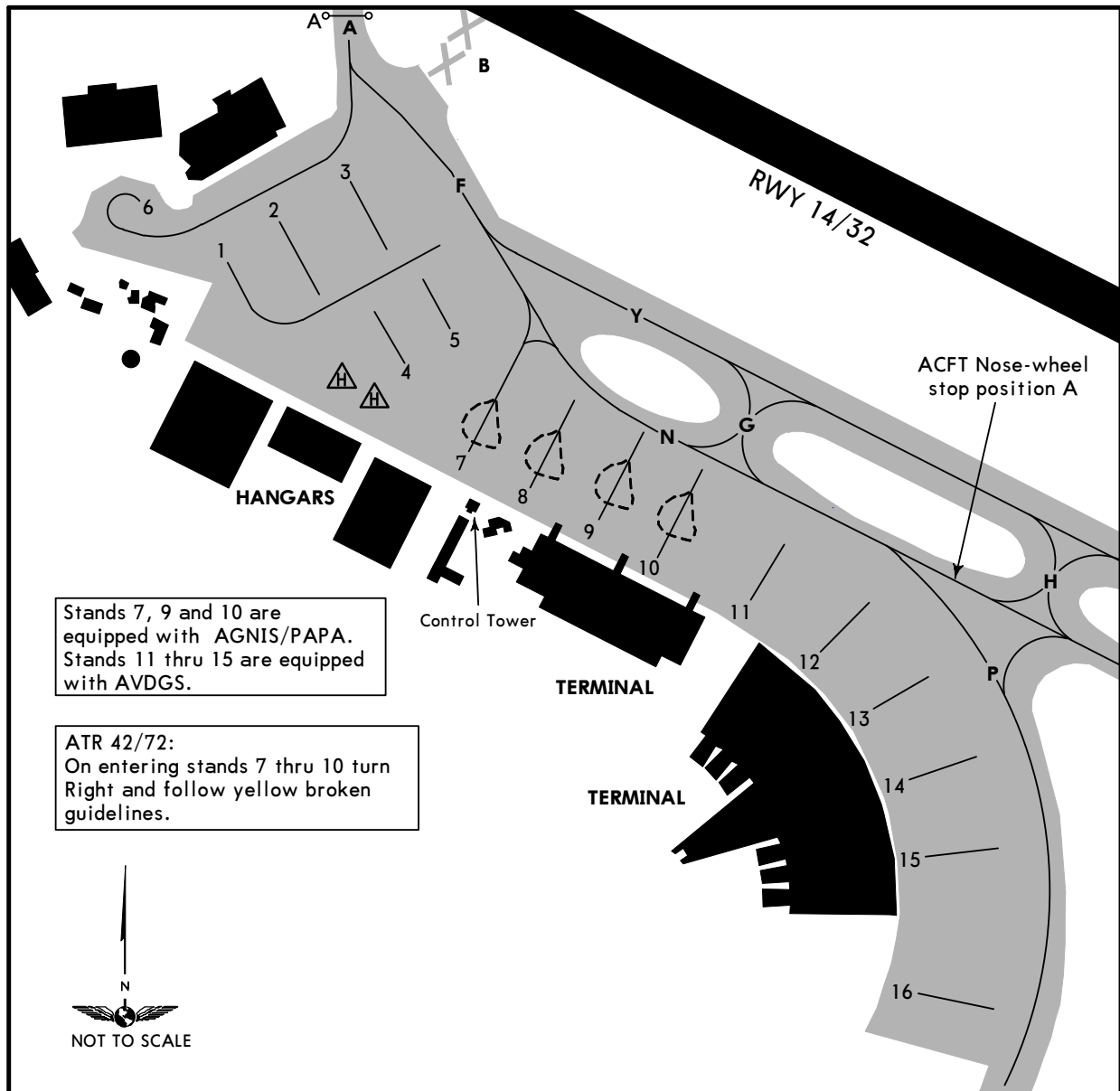
FIMP/MRU

3 NOV 17

JEPPESSEN

10-9A

MAURITIUS, MAURITIUS
SIR SEEWOOSAGUR RAMGOOLAM INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	S20 25.7 E057 40.4	9	S20 25.9 E057 40.6
3	S20 25.7 E057 40.5	10 thru 12	S20 25.9 E057 40.7
4, 5	S20 25.8 E057 40.5	13 thru 15	S20 26.0 E057 40.8
6	S20 25.7 E057 40.4	16	S20 26.1 E057 40.8
7	S20 25.8 E057 40.5	41, 42	S20 26.1 E057 41.1
8	S20 25.8 E057 40.6	43 thru 48	S20 26.1 E057 41.2

CHANGES: None.

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FIMP/MRU **JEPPESEN**

2 JUN 17 (10-9B)

MAURITIUS, MAURITIUS**SIR SEEWOSAGUR
RAMGOOLAM INTL****RUNWAY AND PUSHBACK PROCEDURES**

The taxi routes to be used by ACFT when taxiing from the RWY to their respective parking stands and vice versa will be specified by ATC.

Taxi instructions issued by ATC do not relieve the pilot-in-command from the responsibility to maintain separation with other ACFT.

RWY 14 PROCEDURES**DEPARTURE:**

ACFT on stands 7 thru 11 shall pushback and proceed to RWY via TWYs N, F and A.

ACFT on stand 10 and 11 may also exit via TWYs G, Y, F and A.

ACFT (code E and below) on stands 12 thru 15 shall pushback onto taxilane P to face North and proceed to RWY via TWYs N, H, Y, F and A or via TWYs N, G, Y, F and A or via TWYs N, F and A.

ACFT on stand 16 shall pushback onto taxilane P to face North-East.

ACFT on stands 12 thru 15 shall pushback onto taxilane P to face North, then taxi out as directed.

ACFT on stand 12 may also pushback onto TWY N to face South-East up to nose wheel stop position A and proceed to RWY via TWYs N, H, Y, F and A.

ACFT on stands 41 thru 48 (GA apron) shall proceed to RWY via TWYs K, Y, F and A, or as directed. ACFT on taxilane P facing North-East shall proceed to RWY via TWYs N, H, Y and A or via TWYs N, F and A. Code F ACFT shall pushback from stand 12 or 15 onto taxilane P to face North, then proceed via TWYs H, Y, F and A. ACFT from National Coast Guard Hangar shall proceed to RWY via TWYs L, Y and C, or as directed.

ARRIVAL:

ACFT shall exit RWY via TWYs C, D or E as specified by ATC and follow ATC instructions to their respective parking.

Code F ACFT shall exit RWY via TWYs D or E, proceed to stand 12 via TWYs Y, H and N or to stand 15 via TWYs Y, H, N and taxilane P.

RWY 32 PROCEDURES**DEPARTURE:**

ACFT on stands 7 thru 11 shall push back to face South-East and proceed to RWY via TWYs N, G, Y and E or N, H, Y and E.

Stand	Exit/entry procedures on stands 7 thru 10
7	Departing ACFT shall push back and pull forward on TWY Y, up to abeam TWY G to allow arriving ACFT exiting RWY 32 via TWY A to proceed to stands 7 thru 10, or as directed.
8	Arriving ACFT exiting RWY via TWY A shall: <ul style="list-style-type: none"> - proceed to stands 9 and 10 via TWYs F, Y and G, - ACFT proceeding to stands 7 and 8 shall initially hold on TWY F (abeam stand 3) until stands 7 and 8 are clear, or as directed.
9	Arriving ACFT exiting RWY via TWY A shall: <ul style="list-style-type: none"> - proceed to stand 7 via TWYs F and N, - proceed to stand 8 via TWYs F and N after ACFT on pushback has been pulled forward abeam stand 9, - proceed to stand 9 via TWYs F, Y and G after ACFT on pushback has been pulled forward abeam stand 8, - proceed to stand 9 via TWYs F and N after ACFT on pushback has been pulled forward abeam stand 10, - proceed to stand 10 via TWYs F, N and G, or as directed.
10	Arriving ACFT exiting RWY via TWY A shall: <ul style="list-style-type: none"> - proceed to stands 7 and 8 via TWYs F and N, - proceed to stand 9 via TWYs F and N after ACFT on pushback has been pulled forward clear of TWY G, or has been pulled forward on TWY Y. - proceed to stand 10 via TWYs F, Y and G after ACFT on pushback has been pushed abeam stand 9, or as directed.

FIMP/MRU**JEPPESSEN**
2 JUN 17 **(10-9C)****MAURITIUS, MAURITIUS****SIR SEEWOSAGUR
RAMGOOLAM INTL****RUNWAY AND PUSHBACK PROCEDURES****RWY 32 PROCEDURES****DEPARTURE:**

ACFT (code E and below) on stand 11 and 12 shall pushback onto TWY N to face South-East and ACFT (code E and below) on stands 13 thru 15 shall pushback onto taxilane P to face North-East, proceed to RWY via TWYs N, H, Y and D or E or via TWYs N, J, Y and D or E.

ACFT on stands 12 thru 15 shall pushback onto taxilane P to face North, then taxi out as directed.

ACFT on stand 12 may also pushback onto TWY N to face South-East upto nose wheel stop position A then taxi out as directed.

ACFT on stand 16 shall pushback onto taxilane P to face North-East.

Code F ACFT shall pushback onto TWY N facing South-East, then pulled forward up to nose wheel stop position A at a distance of 230'/70m from intersection of centerlines TWY H and N, then start engines. ACFT on taxilane P facing North-East shall proceed to RWY via TWYs N, H, Y and TWYs D or E or via TWYs N, J, Y and TWYs D or E.

ACFT on stands 41 thru 48 (GA apron) shall proceed to RWY via TWYs K, Y and D, or as directed.

ACFT is required to hold at:

Holding position K1 to allow GA ACFT to taxi to stands 41 thru 48.

Holding position K2 in case of ACFT taxiing on TWY Y.

ACFT from the National Coast Guard Hangar shall proceed to RWY via TWYs L, Y and D, or as directed.

ACFT is required to hold at:

Holding position L1 to allow helicopter operations on FATO 14/32.

Holding position L2 in case of ACFT taxiing on TWY Y.

ARRIVAL:

ACFT on RWY shall exit via TWY A, or as directed and follow ATC instructions to their respective parking.

Code F ACFT shall exit RWY via TWY A, then proceed to stand 12 via TWYs F, Y and H.

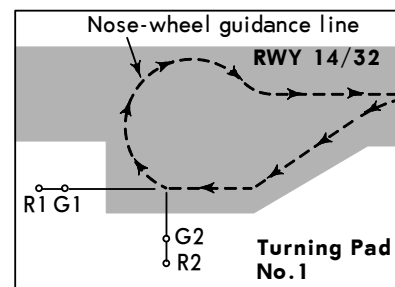
A380 or longer type ACFT shall disregard RWY end red lights and use Turning Pad No. 1 to carry out the 180 degree turn to backtrack RWY.

TURNING GUIDANCE PROCEDURES**FOR TURNING PAD NO.1 AT COMMENCEMENT OF STARTER EXTENSION RWY 14**

Turning Pad has been designed to accomodate ACFT types including A380, B777-300ER and B747-400.

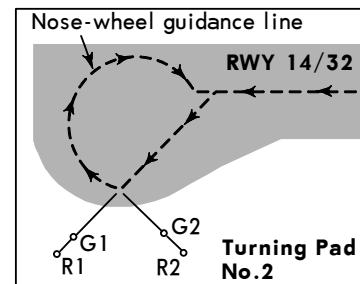
To carry out 180° turn: make initial turn LEFT from RWY centerline following nose-wheel guidance line, when red & green pole mounted lights R1 & G1 are in transit (at 45° to ACFT heading) with ACFT cockpit, make RIGHT turn and follow nose-wheel guidance line so that lights R1 and G1 are in line ahead.

When red & green pole mounted lights R2 & G2 are in transit (at 90° to ACFT heading) with ACFT cockpit, commence RIGHT turn and follow nose-wheel guidance line until aligned on RWY heading.

**FOR TURNING PAD NO.2 (Start of take-off run rwy 14)**

Turning pad has been designed for B747 and similar type ACFT. System is also suitable for B-707 & similar ACFT, but range indication is not applicable due to differences in cockpit height. Turning pad may not be suitable for longer type ACFT such as B777-300 and B777-300ER.

To carry out 180° turn: make initial turn LEFT from RWY centerline following nose-wheel guidance line, so that red & green pole mounted lights R1 & G1 are in line ahead. When red & green pole mounted lights R2 & G2 are in transit (at 90° to ACFT heading) with ACFT cockpit, commence turn and follow nose-wheel guidance line until aligned on RWY heading.

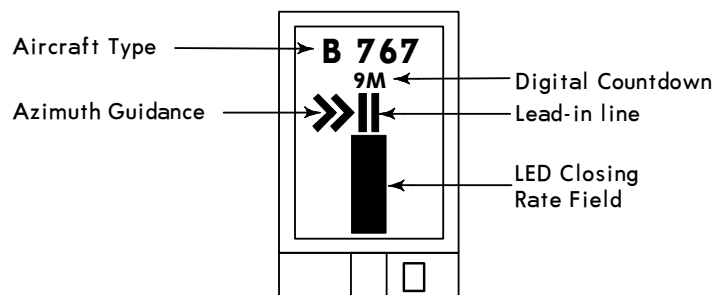


FIMP/MRU**JEYPESEN**
18 SEP 15 (10-9D)**MAURITIUS, MAURITIUS****SIR SEEWOSAGUR
RAMGOOLAM INTL****VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)****DESCRIPTION OF THE SYSTEM**

The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to recognize the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

The system is operated only in the Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.

Azimuth guidance, continuous closing rate information, aircraft type, etc., are shown to the pilot on a single display clearly visible for both pilot and co-pilot. The figure below shows the display and laser scanning unit mounted on the terminal or pole in front of the aircraft stand.

**SAFETY PROCEDURES**

Pilot should not turn an aircraft into the parking stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW DOWN" to inform the pilot if the aircraft's taxiing speed is too fast.

To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" display or when given the stop sign by the aircraft marshaller.

Pilot should stop the aircraft immediately if the display goes black during the docking process. The aircraft is to be marshalled into the stand manually.

Procedure for using VDGS (normal message)**START-OF-DOCKING**

The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.

**CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It shall be checked that the correct aircraft type is displayed. Follow the lead-in line.
DO NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

**TRACKING**

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator and the display provides azimuth guidance.



FIMP/MRU**JEPPESEN**

18 SEP 15

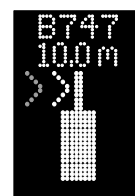
(10-9E)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****AZIMUTH GUIDANCE**

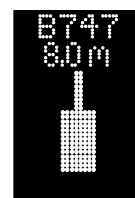
The aircraft is at the displayed distance from the stop-position. The solid yellow arrow indicates distance of aircraft from the centerline, and the red flashing arrow indicates the steering direction.

**CLOSING RATE**

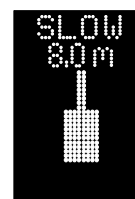
The closing rate is the final countdown from at least 12m distance to the stop position. A yellow vertical closing rate bar/centerline indicator appears with a digital countdown for every 1m and every 0.1m at 3m from the stop position

**ALIGNED TO CENTER**

The aircraft is at the displayed distance from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

**SLOW**

VDGS is configured with a slowdown active zone according to an acceptable docking speed (max allowed speed, standard 2 m/s).
Note: When 2 m/s is rounded down to a single digit, it is approximately 7 km/h, 4 mph or 3 knots. If the speed is exceeded, the system will show "SLOW" as a warning.

**STOP POSITION REACHED**

When the correct stop-position is reached, the display will show "STOP" and red rectangular field will be displayed in the azimuth guidance area.

**DOCKING COMPLETED**

When the acft has parked, "OK" will be displayed.



FIMP/MRU **JEPPESSEN**

18 SEP 15

(10-9F)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****Procedure for using VDGS (warning message)****OVERSHOOT**

If the aircraft has overshoot the stop-position.
"TOO FAR" will be displayed.

TOO
FAR**STOP SHORT**

If the aircraft is found standing still but has not reached the
intended stop position, the message "STOP OK" will be shown.

STOP

OK

WAIT

If some object is blocking the view toward the approaching aircraft or
the detected aircraft is lost during docking close to STOP, the display
will show "WAIT". The docking will continue as soon as the blocking
object has disappeared or the system detects the aircraft again.
DO NOT PROCEED BEYOND THE BRIDGE. UNLESS THE "WAIT" MESSAGE
HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR. PLEASE HOLD
AIRCRAFT AND WAIT FOR OTHER INSTRUCTION FROM THE DISPLAY.

WAIT

AIRCRAFT VERIFICATION FAILURE.

During entry into the stand, the aircraft geometry is being
checked. If for any reason, aircraft verification is not made
12 meters before the stop-position, the display will first
show "WAIT" and make a second verification check. If this
fails "STOP" and "ID FAIL" will be displayed. The text will be
alternating on the upper two rows of the display.
DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL
GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN
SUPERSEDED BY THE CLOSING RATE BAR.

STOP

ID

FAIL

GATE BLOCKED

If an object is found blocking the approach to gate/apron view
from the VDGS to the planned stop position for the aircraft,
the docking procedure will be halted with a "WAIT" and
"GATE BLOCK" message. The docking procedure will resume
as soon as the blocking object has been removed.
DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL
GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN
SUPERSEDED BY THE CLOSING RATE BAR.

WAIT

GATE

BLOCK

VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for
example internally in the unit on the laser lens or on the laser
window by dirt, or another obstacle in the closest view area,
the VDGS will report a VIEW BLOCKed condition. Once the
system is able to see the aircraft through the hinder, the
message will be replaced with a closing rate display.
DO NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL
GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN
SUPERSEDED BY THE CLOSING RATE BAR.

WAIT

VIEW

FIMP/MRU **JEPPESEN**

18 SEP 15

(10-9G)

MAURITIUS, MAURITIUS**SIR SEEWOOSAGUR
RAMGOOLAM INTL****SBU STOP**

Any unrecoverable error during the docking procedure will generate an SBU (safety back-up) condition. The display will show the text "STOP SBU".
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

STOP**SBU****TOO FAST**

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP TOO FAST" will be displayed. The docking system must be re-started or the docking procedure completed by manual guidance.

STOP**TOO****FAST****EMERGENCY STOP**

When the Emergency Stop button is pressed, STOP is displayed.

STOP**CHOCKS ON**

Chocks on will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the Operator Panel.

**CHOCK
ON****SYSTEMS BREAKDOWN**

In case of a severe system failure, the display will go back in red.
A manual backup procedure must be used for docking guidance.

POWER FAILURE

In case of a power failure, the display will be completely black.
A manual backup procedure must be used for docking guidance.

FIMP/MRU**JEPPESEN**

7 SEP 18

10-9S

Eff 13 Sep

MAURITIUS, MAURITIUS**SIR SEEWOSAGUR RAMGOOLAM INTL****Standard**

STRAIGHT-IN RWY		A	B	C	D
14	ILS	426' (243')	436' (253')	446' (263')	456' (273')
	FULL	R550m	R600m	R600m	R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC ❶	860' (677')	860' (677')	860' (677')	860' (677')
		R1500m	R1500m	R2400m	R2400m
	RNAV ❶	870' (687')	870' (687')	870' (687')	870' (687')
		R1500m	R1500m	R2400m	R2400m
	VOR ❶	860' (677')	860' (677')	860' (677')	860' (677')
		R1500m	R1500m	R2400m	R2400m
32	RNAV ❶	690' (592')	690' (592')	690' (592')	690' (592')
		R1500m	R1500m	R2400m	R2400m
	VOR ❶	510' (412')	510' (412')	510' (412')	570' (472')
		R1500m	R1500m	R1700m	R2000m
	ALS out	R1500m	R1500m	R1900m	R2200m
	NDB ❶	620' (522')	620' (522')	670' (572')	670' (572')
		R2200m	R2200m	R2400m	R2400m
	ALS out	R2400m	R2400m	R2600m	R2600m
	NDB	620' (522')	620' (522')	670' (572')	670' (572')
		R2400m	R2400m	R2800m	R2800m
	ALS out	R2600m	R2600m	R3000m	R3000m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
After RNAV RWY 14	1930' (1747')	1930' (1747')	2420' (2237')	2420' (2237')
After RNAV RWY 32	1140' (957')	1140' (957')	1600' (1417')	1860' (1677')
	V1500m	V1600m	V2400m	V3600m
After VOR or NDB 32	910' (727')	1040' (857')	1600' (1417')	1860' (1677')
	V1500m❸	V1600m❸	V2400m❸	V3600m

❷ Prohibited Northeast of RWY.

❸ Or higher minimums of preceding straight-in approach.

TAKE-OFF

Low Visibility Take-off			
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

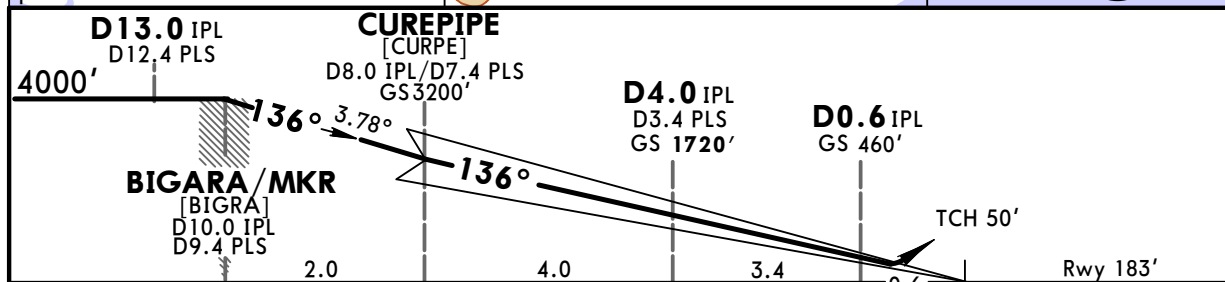
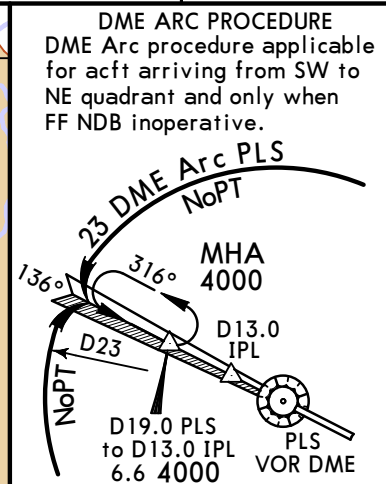
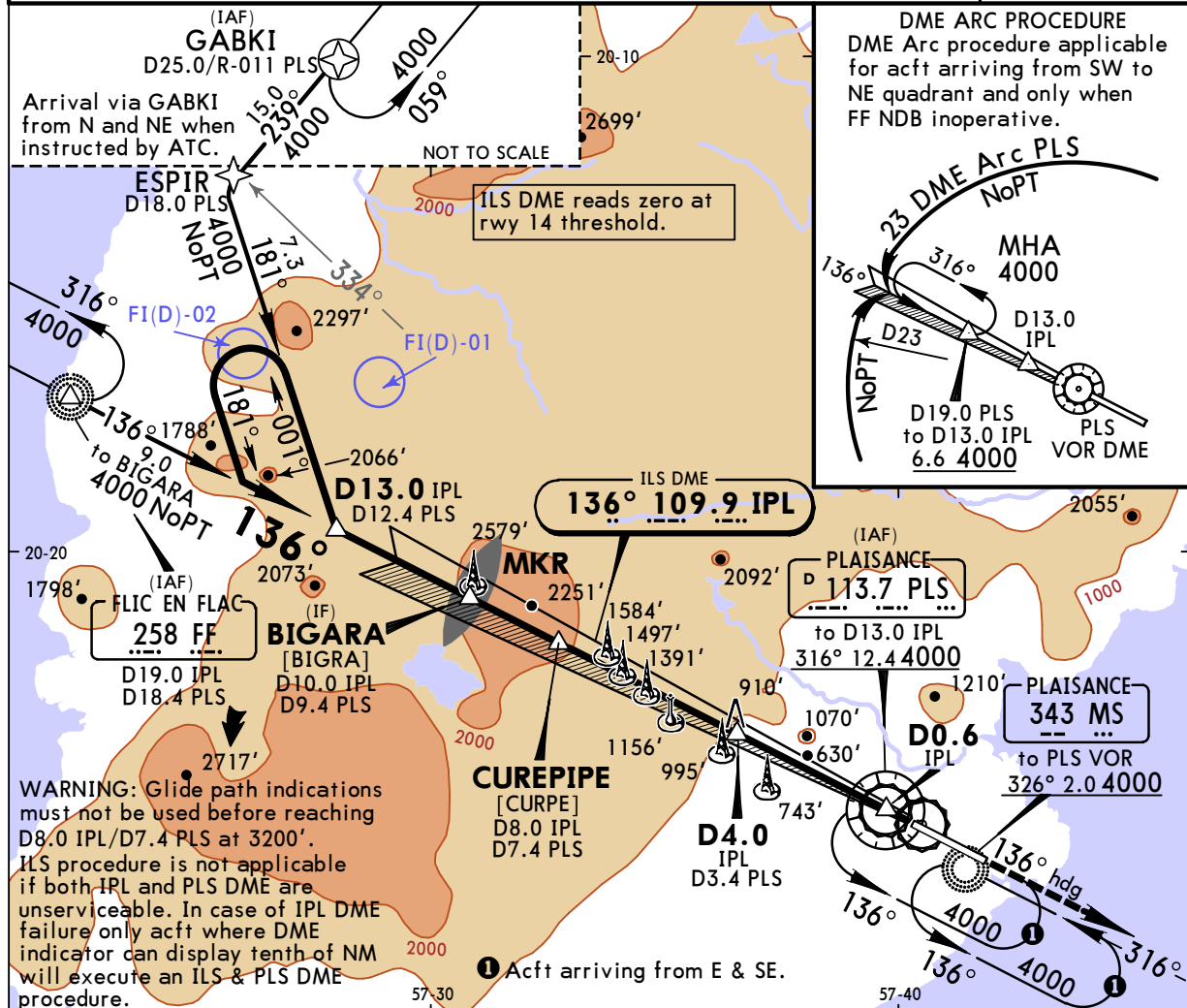
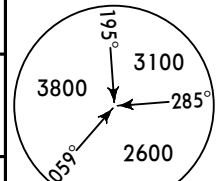
JEPPESSEN

3 AUG 18 (11-1) Eff 16 Aug

MAURITIUS, MAURITIUS
ILS DME Rwy 14

BRIEFING STRIP

ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
LOC IPL 109.9	Final Apch Crs 136°	GS D4.0 IPL 1720' (1537')	ILS DA(H) Refer to Minimums	Apt Elev 183' Rwy 183'	
MISSED APCH: Climb to 4000' on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	
MSA PLS VOR					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	4000'	136°
Descent angle BIGARA/MKR to CUREPIPE	3.78°	468	602	669	803	937	1071	↑	on
GS	3.50°	434	557	619	743	867	991		hdg

STRAIGHT-IN LANDING RWY 14				LOC (GS out)	
A: 426' (243')		C: 446' (263')			
B: 436' (253')		D: 456' (273')			
FULL		ALS out			
A					
B	RVR 720m	1200m		For LOC (GS out) apch	
C	VIS 800m			refer to chart 11-2	
D					

PANS OPS

CHANGES: Procedure.

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FIMP/MRU
SIR SEEWOOSAGUR
RAMGOOLAM INTL

JEPPESEN M
3 AUG 18 (11-2) Eff 16 Aug

MAURITIUS, MAURITIUS
Aug LOC DME Rwy 14

ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
LOC IPL 109.9	Final Apch Crs 136°	Minimum Alt CUREPIPE 3200' (3017')	MDA(H) 860' (677')	Apt Elev 183' Rwy 183'	

MISSED APCH: Climb to 4000' on heading 136° and contact ATC.

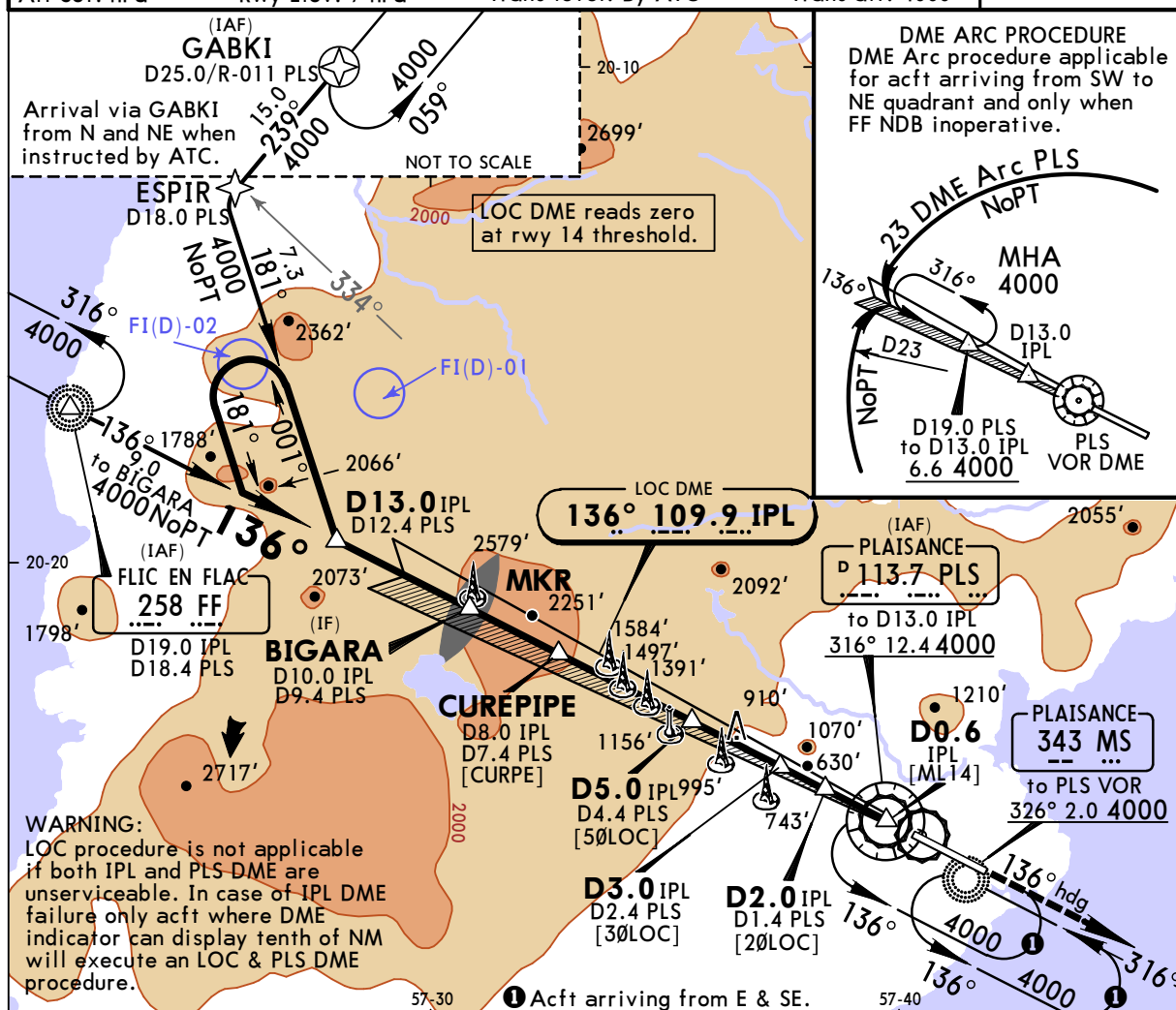
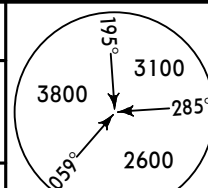
Alt Set: hPa

Rwy Elev: 7 hPa

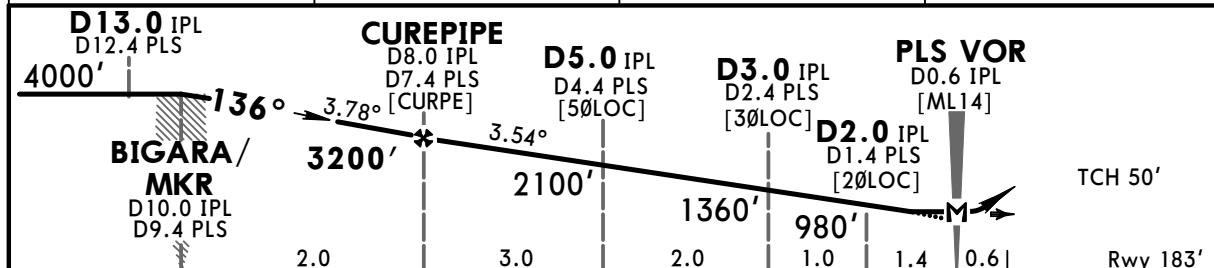
Trans level: By ATC

Trans alt: 4000'

MSA PLS VOR



IPL/PLS DME	6.0/5.4	4.0/3.4	1.0/0.4
ALTITUDE	2470'	1730'	620'



Gnd speed-Kts		70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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STRAIGHT-IN LANDING RWY 14

MDA(H) **860'** (677')

ALS out

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		
B				
C	2400m	3200m		
D	2800m	3600m		

CHANGES: Procedure.

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FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTL

JEPPesen

3 AUG 18

(12-1)

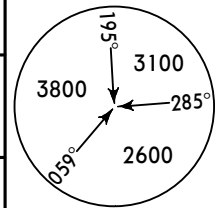
Eff 16 Aug

MAURITIUS, MAURITIUS
RNAV (GNSS) Rwy 14

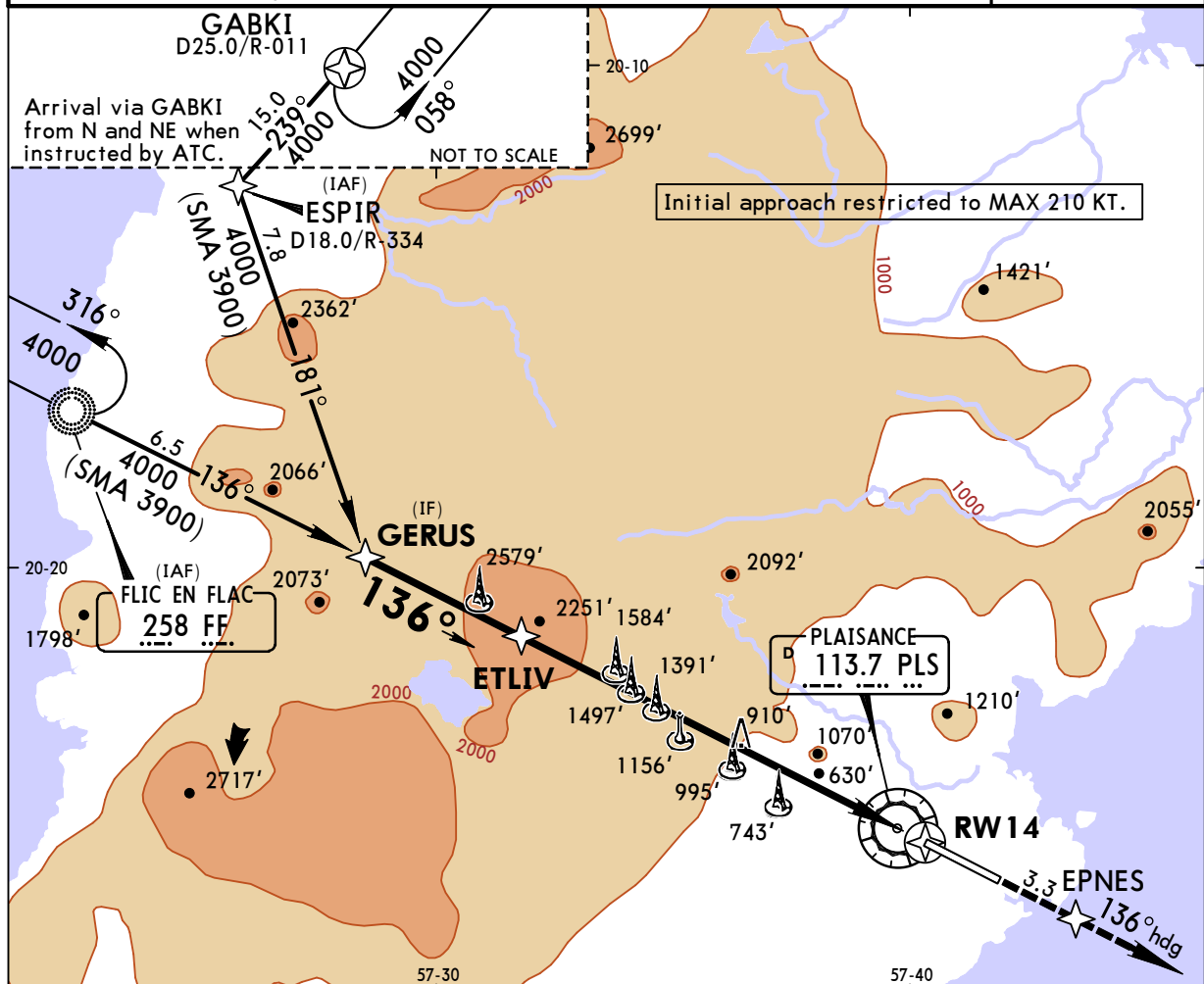
BRIEFING STRIP™

ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
RNAV	Final Aptch Crs 136°	Procedure Alt ETLIV 3570' (3387')	MDA(H) 870' (687')	Apt Elev 183' Rwy 183'	
MISSED APCH: Climb to 4000' direct to EPNES, then on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	

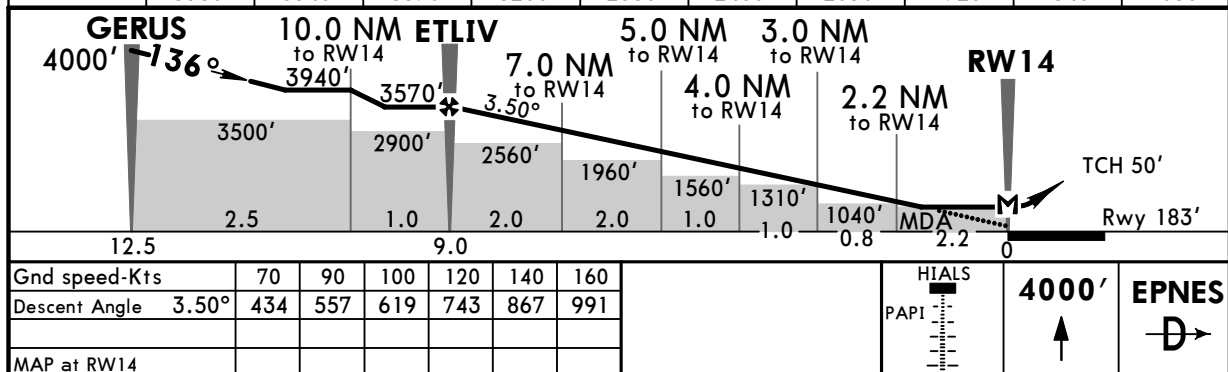
MSA PLS VOR



MSA PLS VOR



DIST to RW14	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2
ALTITUDE	3980'	3940'	3570'	3200'	2830'	2460'	2090'	1720'	1340'	1050'



STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND Prohibited Northeast of runway			
MDA(H) 870' (687')							
ALS out				Max Kts	MDA(H)		
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		100	1930'	(1747')	2000m
B				135	1930'	(1747')	2400m
C	2400m	3200m		180	2420'	(2237')	4800m
D	2800m	3600m		205	2420'	(2237')	4800m

PANS OPS

CHANGES: Procedure.

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RAMGOOLAM INTL
JEPPESSEN

3 AUG 18 (12-2)

Eff 16 Aug

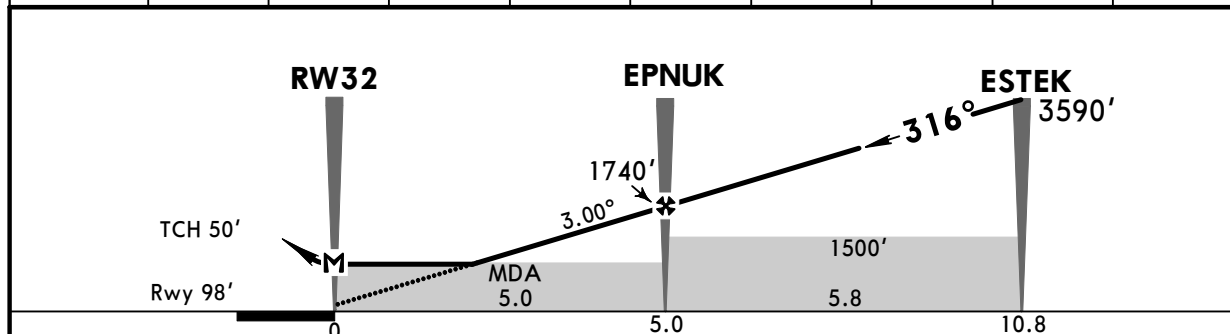
MAURITIUS, MAURITIUS
RNAV (GNSS) Rwy 32

BRIEFING STRIP

ATIS		MAURITIUS Approach		MAURITIUS Tower	
126.2		119.1		118.1	
RNAV	Final Apch Crs 316°	Procedure Alt EPNUK 1740' (1642')	MDA(H) 690' (592')	Apt Elev 183' Rwy 98'	
MISSED APCH: Turn LEFT direct to IBKOV, then on track 226° climbing to 4000' and contact ATC. MAX 200 KT.					
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000'					
Initial approach restricted to MAX 210 KT.					
MSA PLS VOR					



DIST to RW32	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	780'	1100'	1420'	1740'	2060'	2380'	2700'	3010'	3330'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI 200 KT MAX LT IBKOV
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW32							

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND Prohibited Northeast of runway	
MDA(H) 690' (592')				Max Kts	MDA(H)
ALS out				100	1140' (957') 2000m
A				135	1140' (957') 2400m
B				180	1600' (1417') 4800m
C				205	1860' (1677') 4800m
D					

PANS OPS

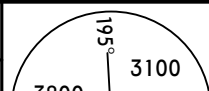
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RAMGOOLAM INTL

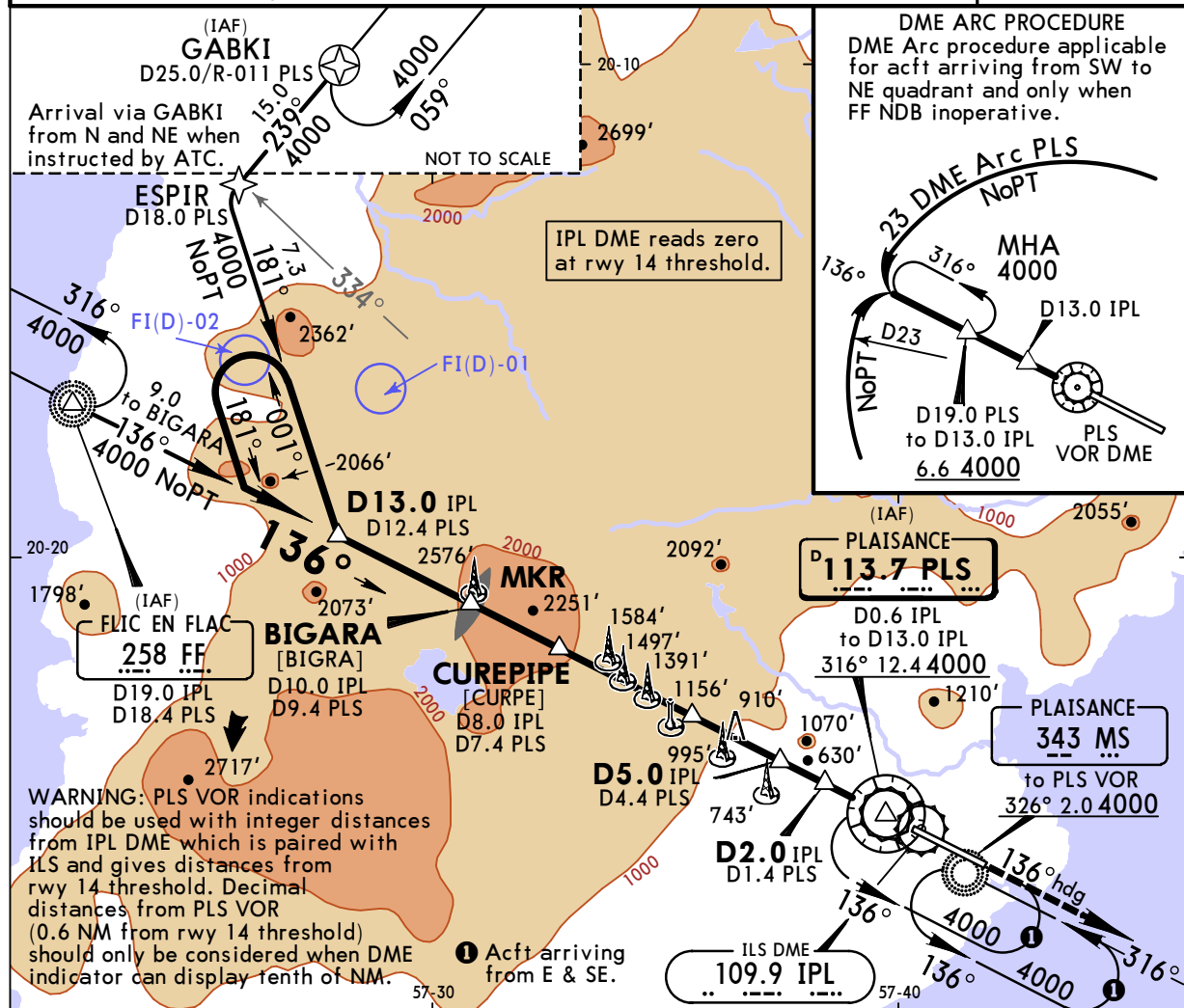
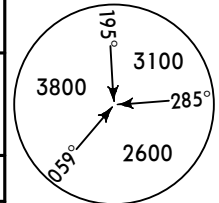
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3 AUG 18 (13-1) Eff 16 Aug

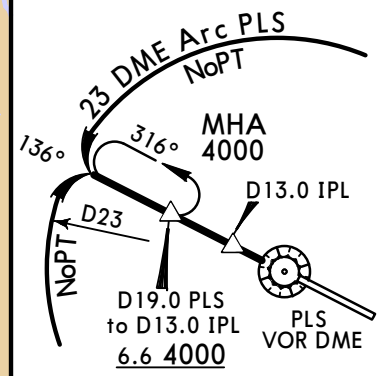
MAURITIUS, MAURITIUS
VOR DME Rwy 14

BRIEFING STRIP™

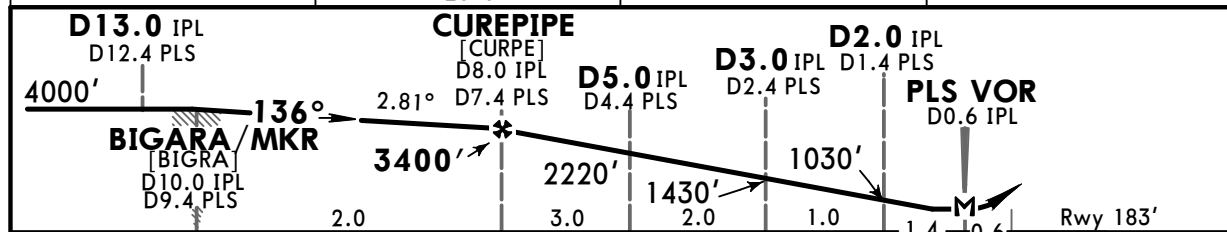
ATIS 126.2		MAURITIUS Approach 119.1		MAURITIUS Tower 118.1	
VOR PLS 113.7	Final Aptch Crs 136°	Minimum Alt CUREPIPE 3400' (3217')	MDA(H) 860' (677')	Apt Elev 183' Rwy 183'	 MSA PLS VOR
MISSED APCH: Climb to 4000' on heading 136° and contact ATC.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
				Trans alt: 4000'	



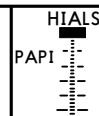
DME ARC PROCEDURE
DME Arc procedure applicable for acft arriving from SW to NE quadrant and only when FF NDB inoperative.



IPL DME/PLS DME	6.0/5.4	4.0/3.4	1.0/0.4
ALTITUDE	2610'	1820'	640'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.72°	461	593	658	790	922
MAP at PLS VOR/D0.6 IPL						



4000' on **136°** hdg

PANS OPS

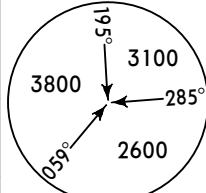
STRAIGHT-IN LANDING RWY 14			
MDA(H) 860' (677')			
		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	2400m	3200m	
D	2800m	3600m	

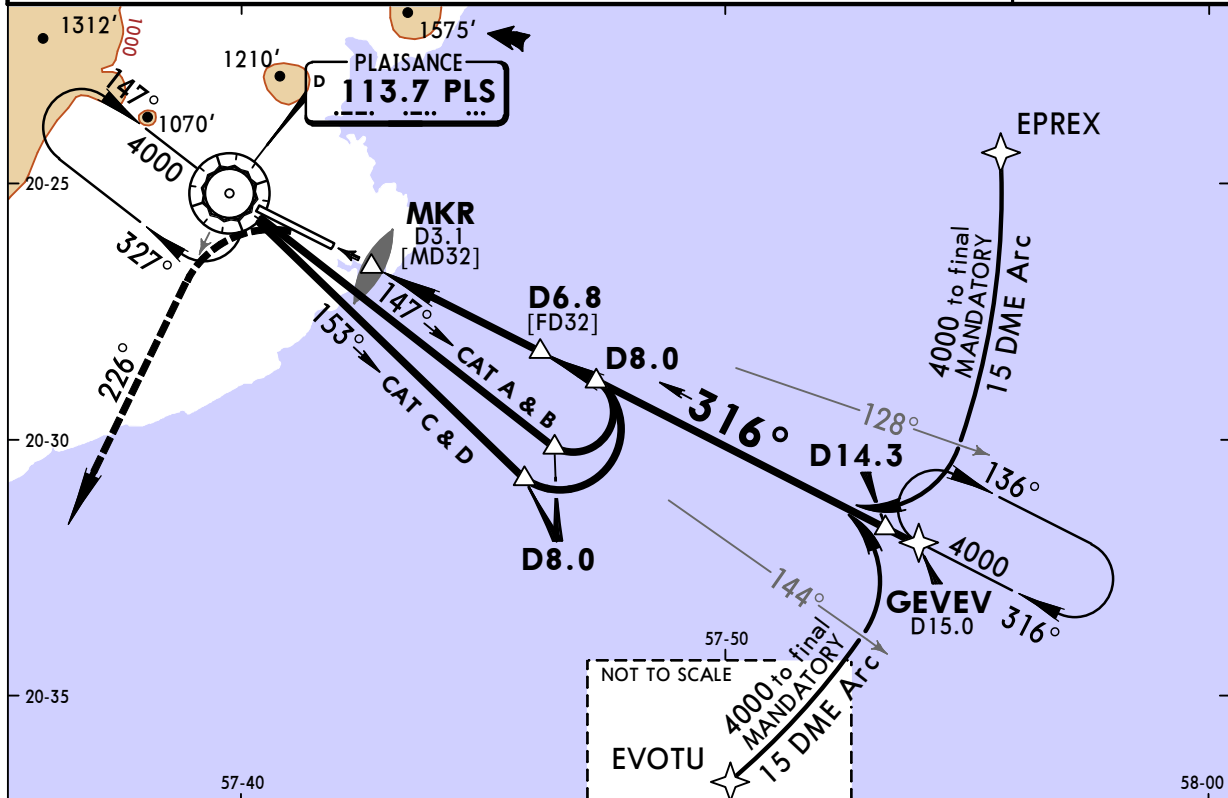
CHANGES: Procedure.

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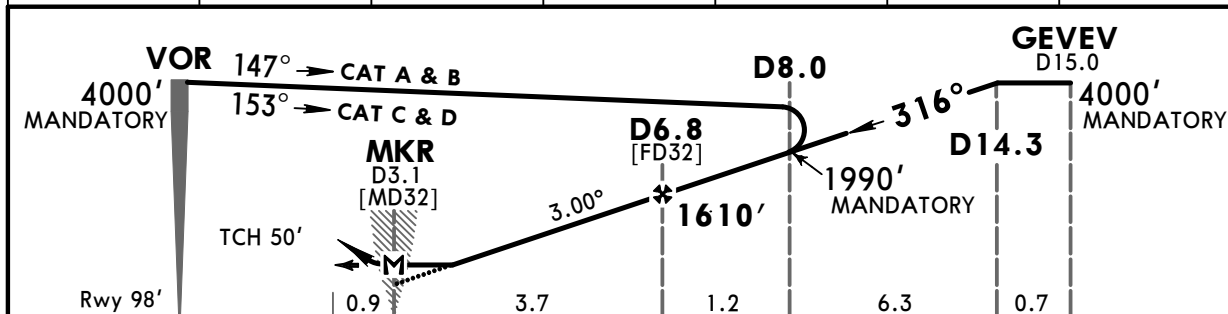
FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTLJEPPESSEN
3 AUG 18 (13-2) Eff 16 AugMAURITIUS, MAURITIUS
VOR DME Rwy 32

BRIEFING STRIP™

ATIS		MAURITIUS Approach		MAURITIUS Tower		
126.2		119.1		118.1		
VOR PLS 113.7	Final Apch Crs 316°	Minimum Alt D6.8 1610' (1512')	MDA(H) Refer to Minimums	Apt Elev 183' Rwy 98'		
MISSED APCH: Turn LEFT to intercept R-226 climbing to 4000' and contact ATC. MAX 185 KT before established on R-226.						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 4000'
Initial approach restricted to MAX 210 KT.					MSA PLS VOR	



PLS DME	10.0	11.0	12.0	13.0	14.0	14.3
ALTITUDE	2630'	2950'	3270'	3590'	3900'	4000'
PLS DME	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	720'	1040'	1360'	1610'	1990'	2310'



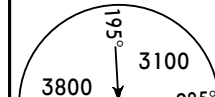
Gnd speed-Kts	70	90	100	120	140	160	<div>ALS</div> <div>PAPI : PAPI</div> <div>4000' PLS 113.7 onto R-226</div>
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MKR/D3.1							

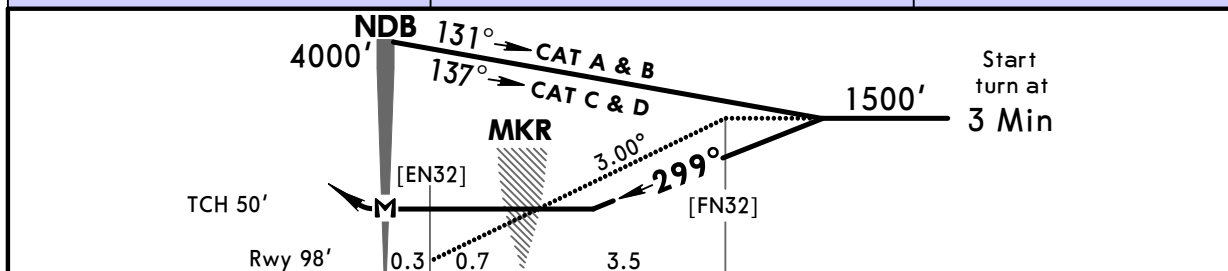
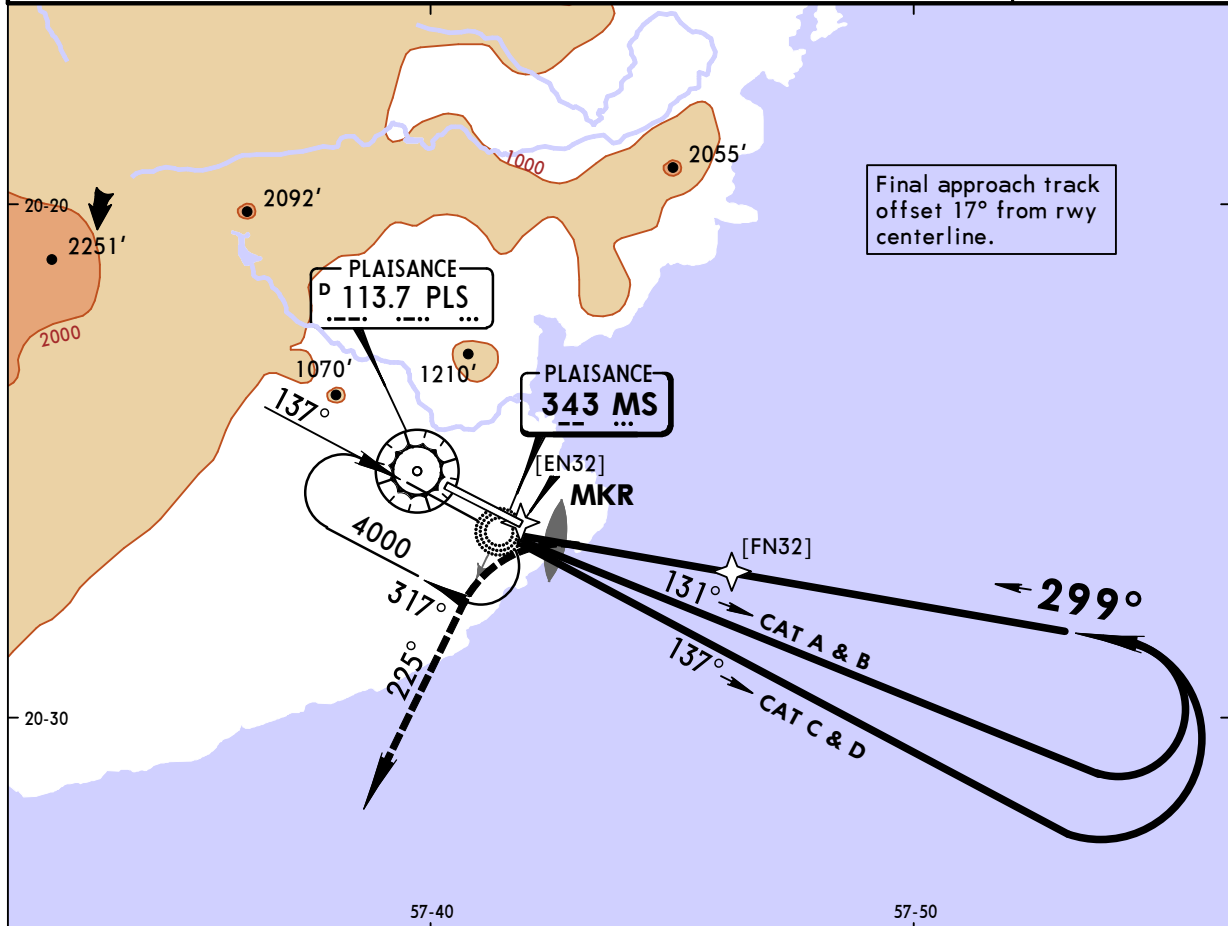
STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
MDA(H) ABC: 510' (412') D: 570' (472')				Prohibited Northeast of runway	
ALS out				Max Kts	MDA(H)
A				100	910' (727') 1600m
B	1600m			135	1040' (857') 2000m
C	2000m			180	1600' (1417') 4800m
D	2400m			205	1860' (1677') 4800m

PANS OPS

FIMP/MRU
SIR SEEWOSAGUR
RAMGOOLAM INTLJEPPESSEN
7 SEP 18 (16-1) Eff 13 SepMAURITIUS, MAURITIUS
NDB Rwy 32

BRIEFING STRIP

ATIS 126.2		*MAURITIUS Approach 119.1		*MAURITIUS Approach/Tower 118.1	
NDB MS 343	Final Apch Crs 299°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 183' Rwy 98'	
MISSED APCH: Turn LEFT as soon as practicable to intercept and follow 225° from NDB climbing to 4000' and contact ATC. MAX 185 KT before established on 225° from NDB.					
Alt Set: hPa Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 4000'	
					MSA PLS VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI Refer to Missed Apch above
Descent angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) AB: 620' (522')				Prohibited Northeast			
CD: 670' (572')				of runway			
			ALS out	Max Kts	MDA(H)		
A	1600m			100	910'	(727')	1600m
B				135	1040'	(857')	2000m
C	2400m			180	1600'	(1417')	4800m
D	2800m			205	1860'	(1677')	4800m

PANS OPS

FM CZ/DZA
PAMANDZI

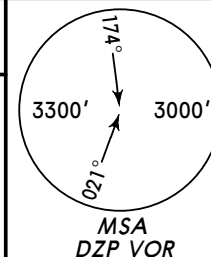
JEPPESEN
12 DEC 14 **10-2**

DZAOUDZI, MAYOTTE
STAR

*ATIS
127.0

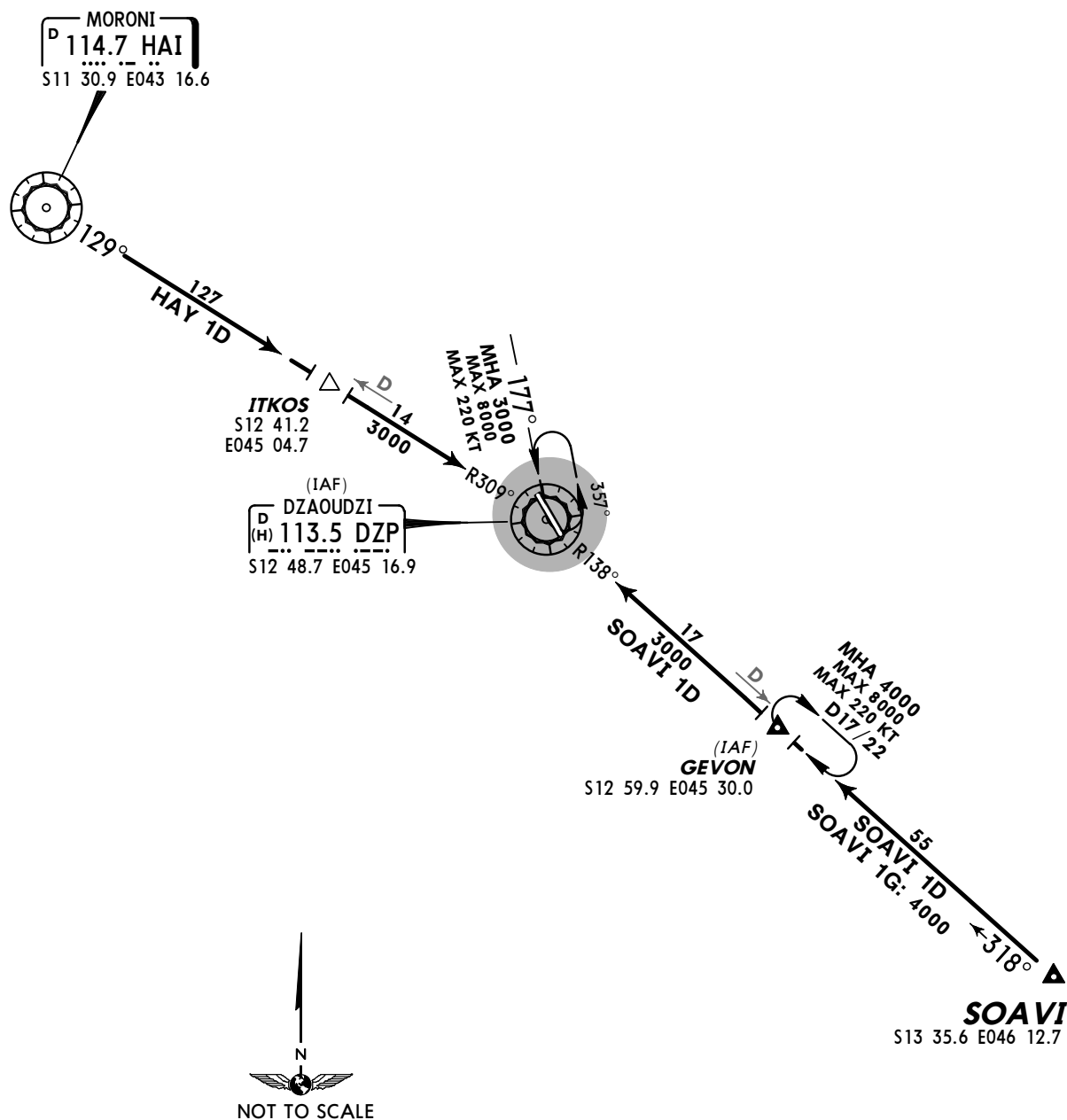
Apt Elev
23'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'



HAY 1D
SOAVI 1D [SOAV1D]
SOAVI 1G [SOAV1G]
RWY 34 ARRIVALS

CAT A, B & C



FMCZ/DZA

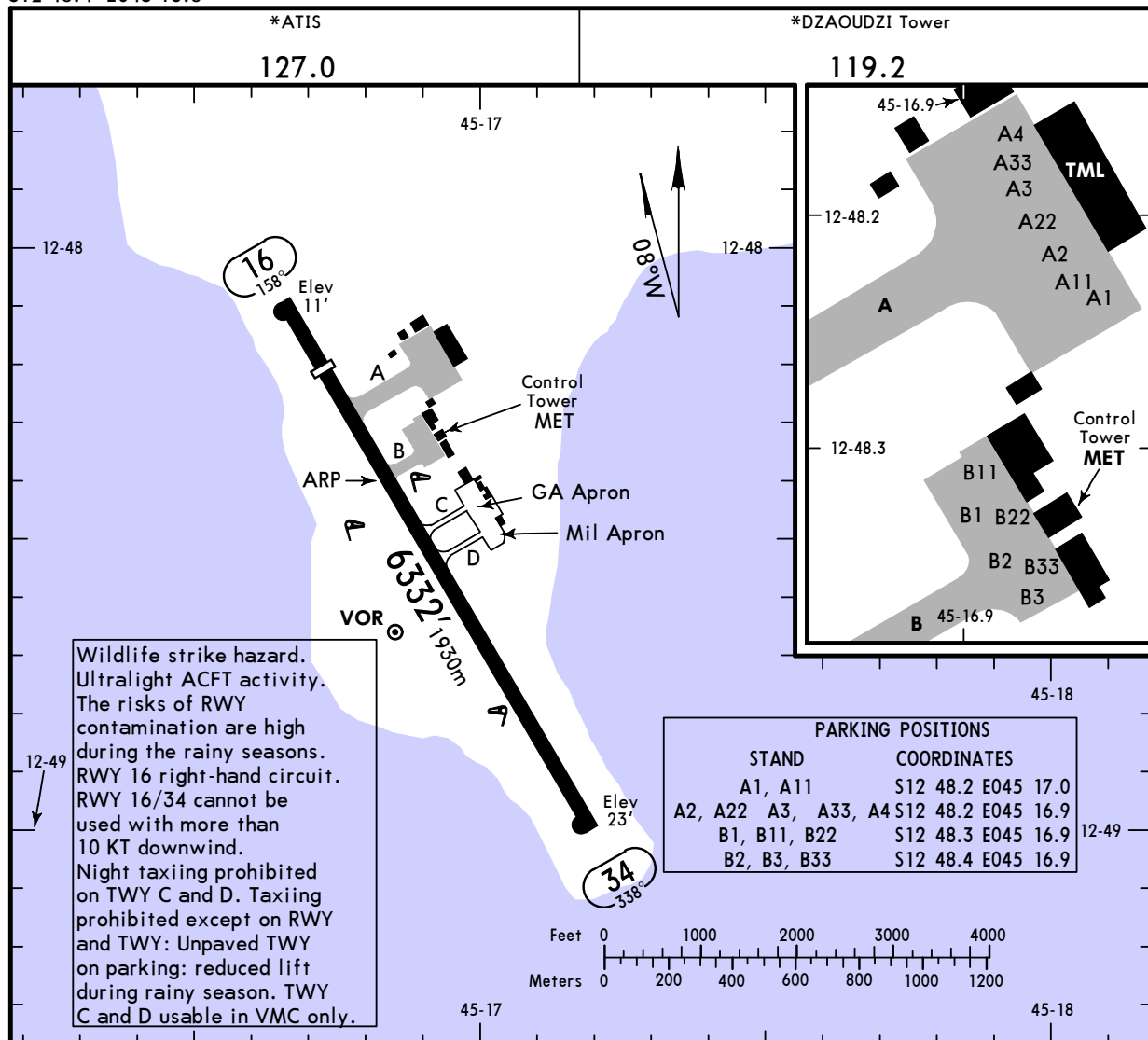
Apt Elev **23'**
S12 48.4 E045 16.8

JEPPesen

31 AUG 18 (10-9) Eff 13 Sep

DZAUDZI, MAYOTTE

PAMANDZI



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
16 ① 34	RL (60m)	REIL	TDZ	PAPI-L (angle 3.0°)	5512' 1680m			148' 45m
	RL (60m)	REIL		PAPI-L (angle 3.0°)	6283' 1915m		5955' 1815m	

1 RWY 16: Approaches and landing prohibited at NIGHT if RVR less than 5000m and PAPI or obstacle light of the hill in the NORTH funnel is u/s.

Standard

TAKE-OFF & DEPARTURE PROCEDURE

	RWY 16		RWY 34 1
	DAY	NIGHT	
A			
B			
C	550m	800m	4000m
D			

1 For take-off rwy 34 the correct operation of the obstacle marking of the hill in the North funnel is mandatory.

RECOMMENDED IFR DEPARTURE PROCEDURE

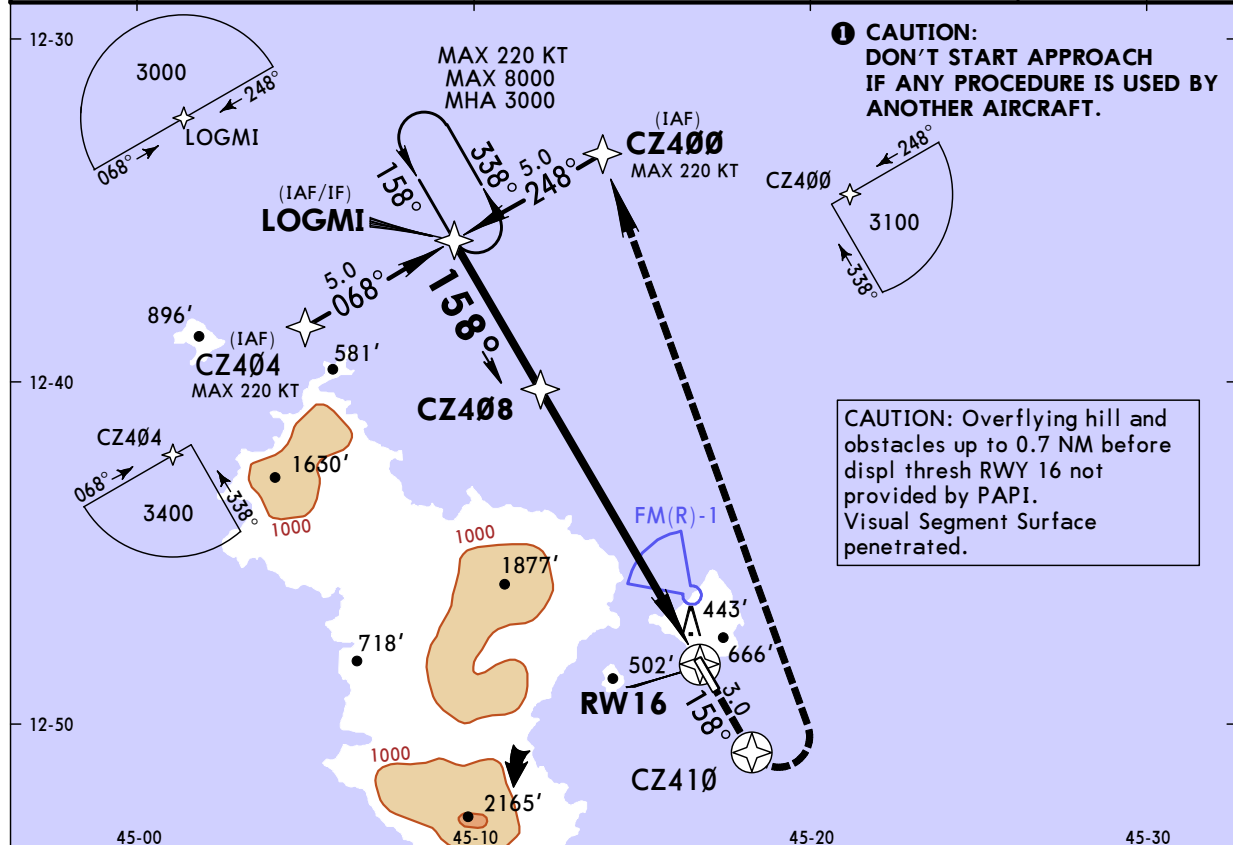
RWY 16: Climb on 158° to 1200', then depart directly climbing to MEA.

FM CZ/DZA
PAMANDZIJEPPESEN
31 AUG 18 (12-1) Eff 13 SepDZAOUDZI, MAYOTTE
RNAV(GNSS) Rwy 16

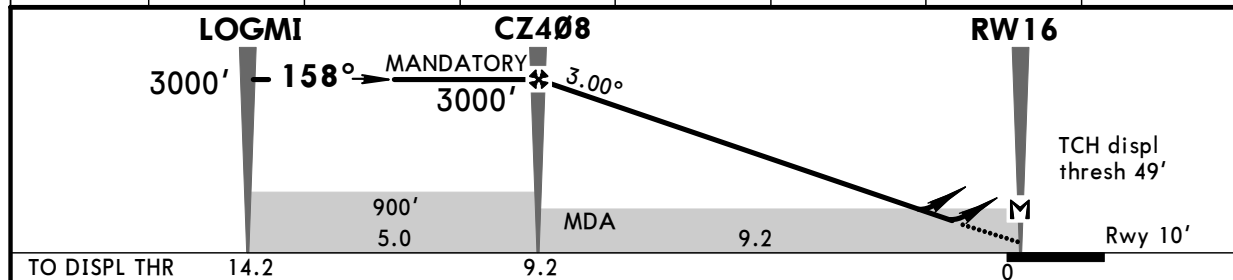
BRIEFING STRIP

PREPARED BY: JIRI

*ATIS 127.0			*DZAOUDZI Tower 119.2		
RNAV	Final ApcH Crs 158°	Mandatory Alt CZ408 3000' (2990')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 23' Rwy 10'	TAA 25 NM IAF
MISSED APCH: Climb on 158° to CZ410, then turn LEFT direct to CZ400 climbing to 3100'.					
Alt Set: hPa RWY Elev: 1 hPa Trans level: By ATC Trans alt: 4000'					
RNP approach required.					



DIST to RW16	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2930'	2610'	2290'	1970'	1650'	1330'	1010'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	CZ410 ↑ on 158°
Descent Angle 3.00°	372	478	531	637	743	849		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW16								

Standard			STRAIGHT-IN LANDING RWY 16 LNAV/VNAV			CIRCLE-TO-LAND 2		
Missed apch climb grad mim 5.0%			Missed apch climb grad mim 2.5%			DAY		
DA(H) A: 650' (640') C: 680' (670') B: 660' (650') D: 720' (710')			DA(H) A: 730' (720') C: 760' (750') B: 740' (730') D: 790' (780')			Max Kts MDA(H) VIS		
A			A			110 1130' (1120') 1600m		
B			B			135 1130' (1120') 2000m		
C			C			180 1250' (1240') 2800m		
D			D			205 1250' (1240') 3600m		

PANS OPS

1 For add-on to the MDA(H), see ATC pages REUNION. 2 Circling heights based on RWY 16 displaced threshold elevation of 10'. 3 NIGHT: NOT AUTH. 4 CAT D: Prohibited West of RWY.

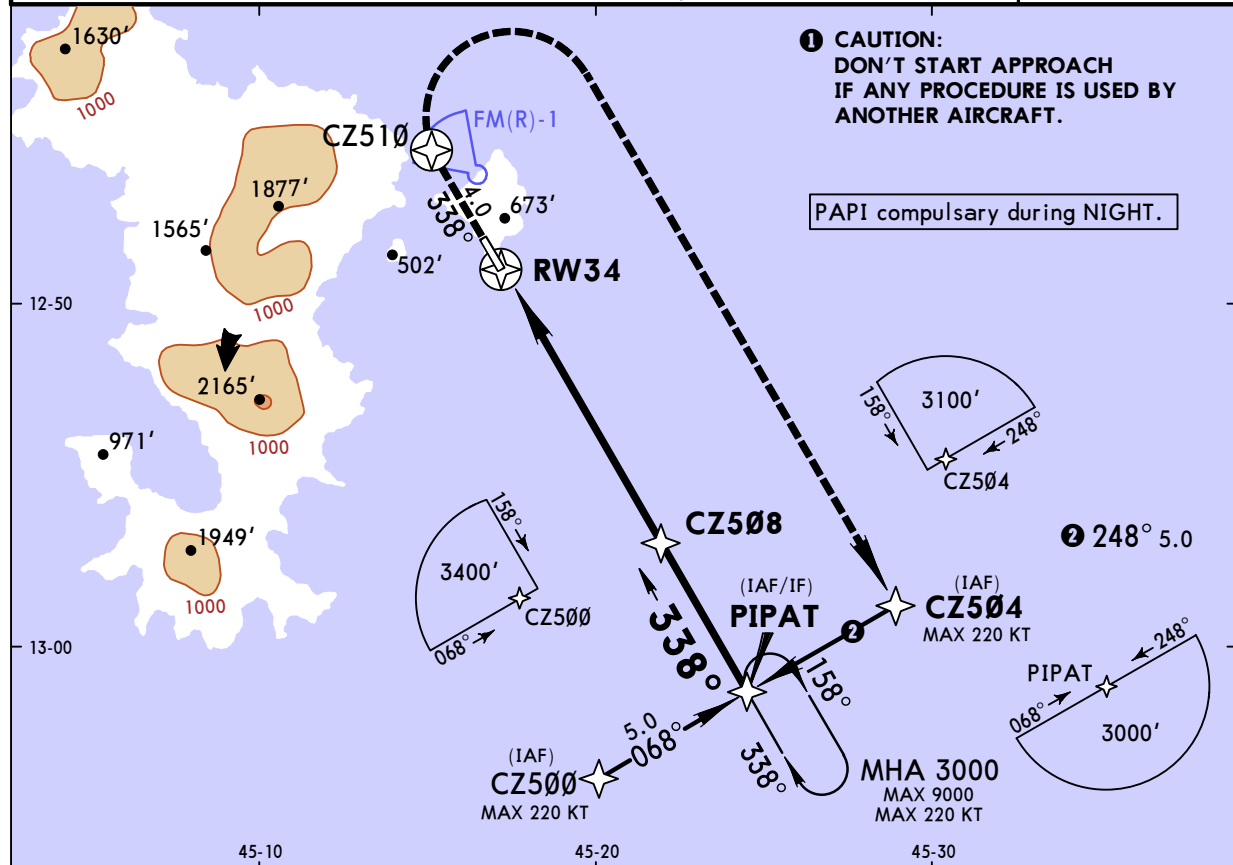
CHANGES: Note added.

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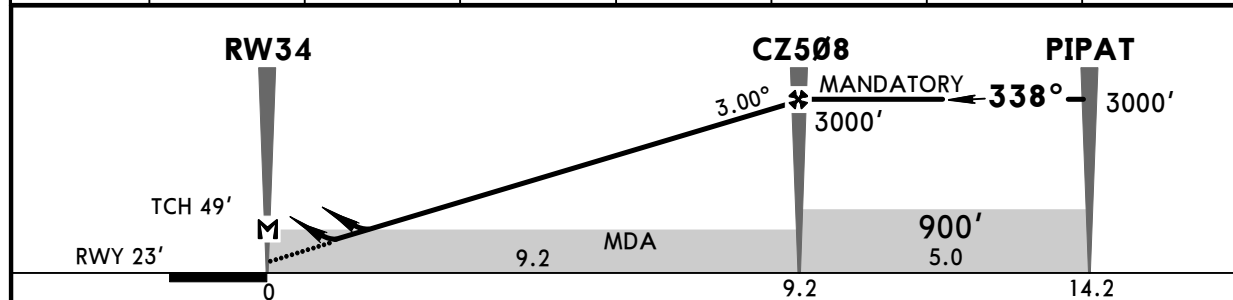
FMCZ/DZA
PAMANDZIJEPPESEN
19 FEB 16 (12-2) Eff 3 MarDZAOUDZI, MAYOTTE
ORNAV(GNSS) Rwy 34

BRIEFING STRIP™

*ATIS 127.0				*DZAOUDZI Tower 119.2	
RNAV	Final ApcH Crs 338°	Mandatory Alt CZ508 3000' (2977')	LNAV/VNAV DA(H) Refer to Minimums	APT Elev 23' RWY 23'	TAA 25 NM IAF
MISSED APCH: Climb on 338° to CZ510, then turn RIGHT direct to CZ504 climbing to 3100'.					
Alt Set: hPa	RWY Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'		



DIST to RW34	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1030'	1350'	1670'	1990'	2300'	2620'	2940'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743	849	
MAP at RW34								

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND		
LNAV/VNAV				1 2		
MACG mim 8.0%	MACG mim 5.0%	MACG mim 2.5%	LNAV CDFA	DAY		
DA(H)	DA(H)	DA(H)	DA/MDA(H)			
A: 353' (330')	A: 443' (420')	A: 613' (590')	A: 910' (887')			
B: 363' (340')	B: 453' (430')	B: 623' (600')	B: 920' (897')			
C: 393' (370')	C: 483' (460')	C: 643' (620')	C: 950' (927')			
D: 433' (410')	D: 513' (490')	D: 673' (650')	D: 960' (937')			
				Max Kts	MDA(H)	VIS
A	RVR 1500m	RVR 1500m	RVR 1500m	110	1130' (1107')	1500m
B	RVR 1600m	RVR 1600m	RVR 1600m	135	1130' (1107')	1600m
C	CMV 2400m	CMV 2400m	CMV 2400m	180	1250' (1227')	2400m
D	CMV 3600m	CMV 3600m	CMV 3600m	205	1250' (1227')	3600m

1 NIGHT: NOT AUTH. 2 CAT D: Prohibited West of RWY.

CHANGES: Waypoint ident.

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FM CZ/DZA
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19 FEB 16

Eff 3 Mar

13-1

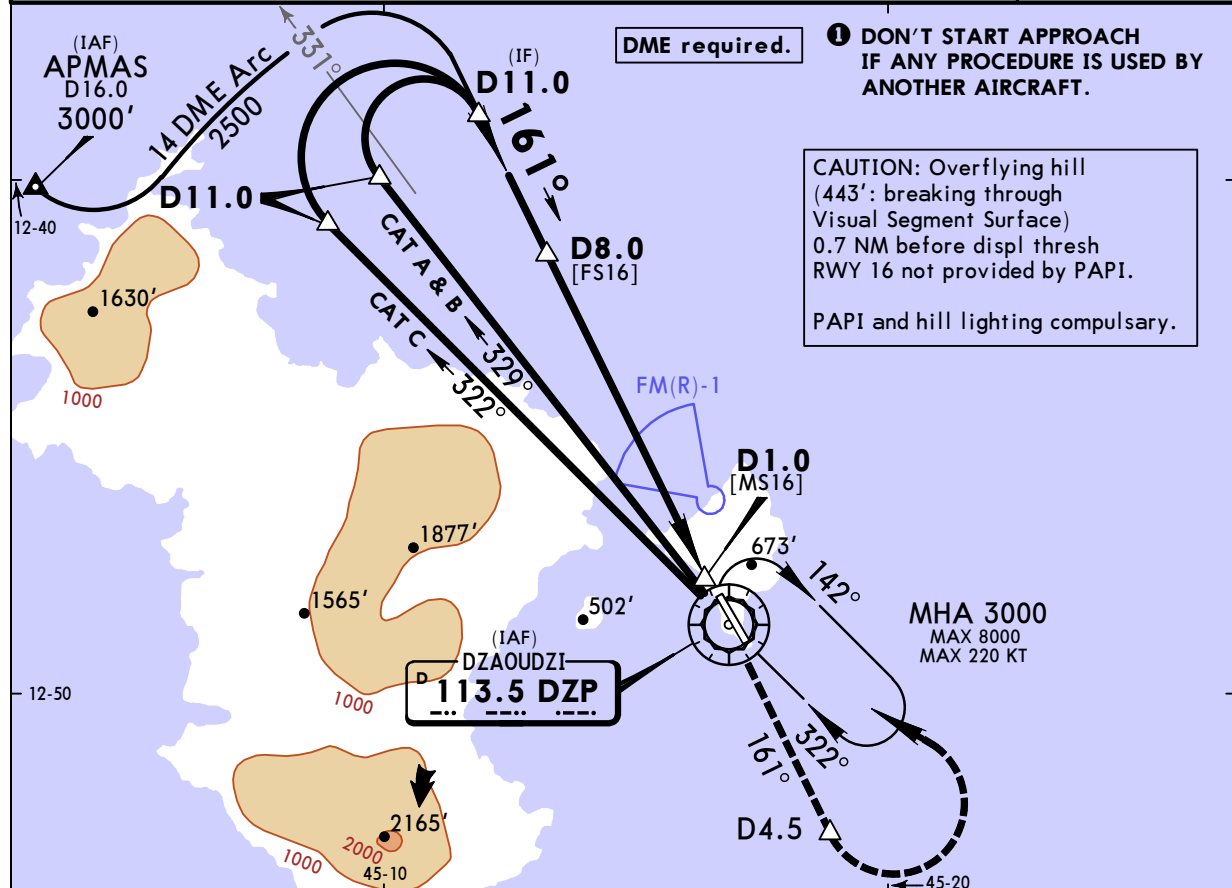
CAT A, B & C

DZAOUDZI, MAYOTTE

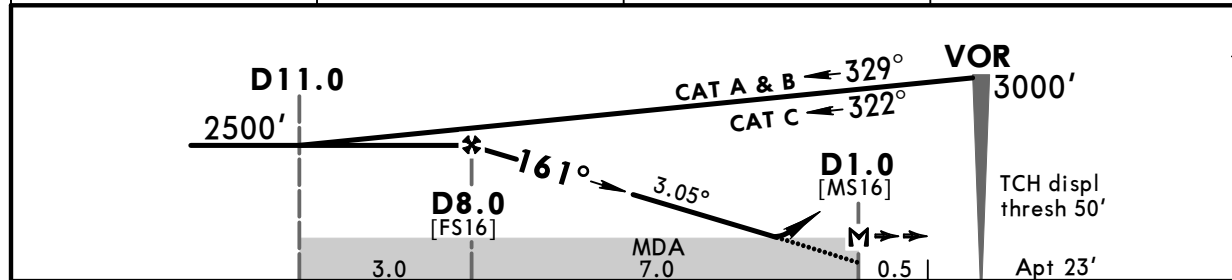
VOR Rwy 16

BRIEFING STRIP

*ATIS 127.0				*DZAOUDZI Tower 119.2	
VOR DZP 113.5	Final Apch Crs 161°	Procedure Alt D8.0 2500' (2477')	DA/MDA(H) 800' (777')	Apt Elev 23'	 MSA DZP VOR
MISSED APCH: Climb on R-341 inbound to VOR. Continue climb on R-161 to D4.5, then turn LEFT (MAX 220 KT) to VOR climbing to 3000'. Climb to 2300' prior to level acceleration.					
Alt Set: hPa Apt Elev: 1 hPa		Trans level: By ATC Trans alt: 4000'			



DZP DME	5.0	4.0	3.0
ALTITUDE	1520'	1200'	880'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	DZP 113.5 ↑ DZP 113.5 R-341
Descent Angle 3.05°	378	486	540	648	755	863		
MAP at D1.0								

Standard		STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
		CDFA DA/MDA(H) 1 800' (777')			
A	RVR 1600m	A	NOT AUTHORIZED		
B	RVR 2000m	B			
C	CMV 2800m	C			
D	NOT APPLICABLE	D			

PANS OPS

For add-on to the MDA(H), see ATC pages REUNION.

CHANGES: None.

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FMCZ/DZA
PAMANDZI

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26 AUG 16

13-2

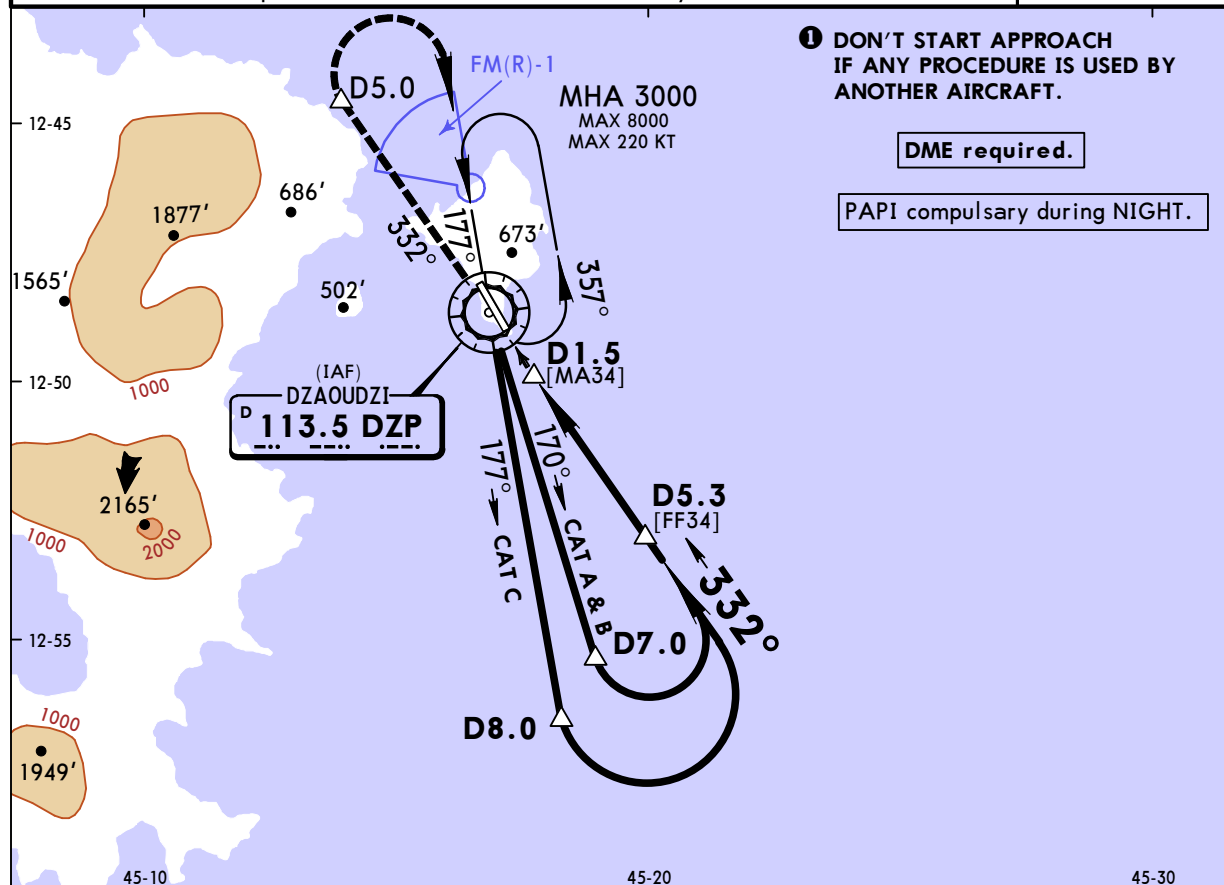
CAT A, B & C

DZA OUDZI, MAYOTTE

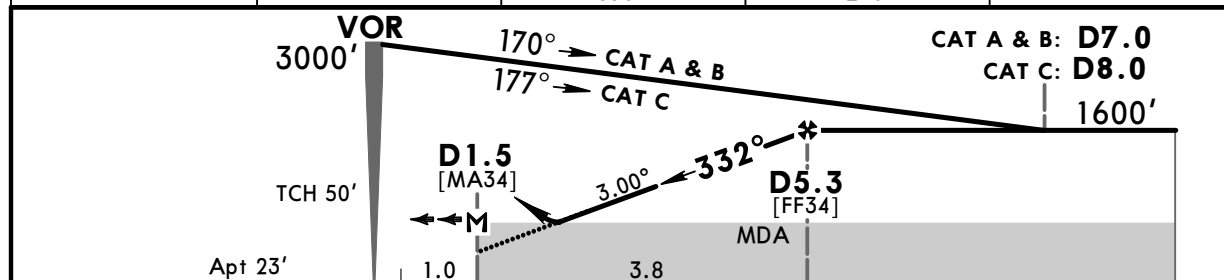
① VOR Z Rwy 34

BRIEFING STRIP™

*ATIS 127.0				*DZAODZI Tower 119.2	
VOR DZP 113.5	Final Apch Crs 332°	Procedure Alt D5.3 1600' (1577')	DA/MDA(H) Refer to Minimums	Apt Elev 23'	
MISSED APCH: Climb on R-152 inbound to VOR. Continue climb on R-332 outbound to D5.0, then turn RIGHT (MAX 220 KT) to VOR climbing to 3000'. Climb to 2300' prior to level acceleration.					
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'		MSA DZP VOR



DZP DME	2.0	3.0	4.0	5.0
ALTITUDE	580'	890'	1210'	1520'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>REIL</div> <div>PAPI-L</div> </div>	<div> <div>DZP</div> <div>113.5</div> <div>↑</div> </div>	<div> <div>DZP</div> <div>113.5</div> <div>on</div> <div>R-152</div> </div>
Descent angle 3.00°	372	478	531	637	743	849			
MAP at D1.5									

Standard	STRAIGHT-IN LANDING RWY 34
-----------------	----------------------------

CIRCLE-TO-LAND

CDFA		Max Kts	DAY		NIGHT
DA/MDA(H) 1 B: 590' (567') A: 580' (557') C: 630' (607')			MDA(H)	VIS	
A	RVR 1500m	110	1040' (1017')	1500m	NOT AUTH
B	RVR 1600m	135	1040' (1017')	1600m	
C	CMV 2400m	180	1160' (1137')	2400m	
D	NOT APPLICABLE	D	NOT APPLICABLE		

1 For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: MSA.

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PANS OPS

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26 AUG 16 (13-3)

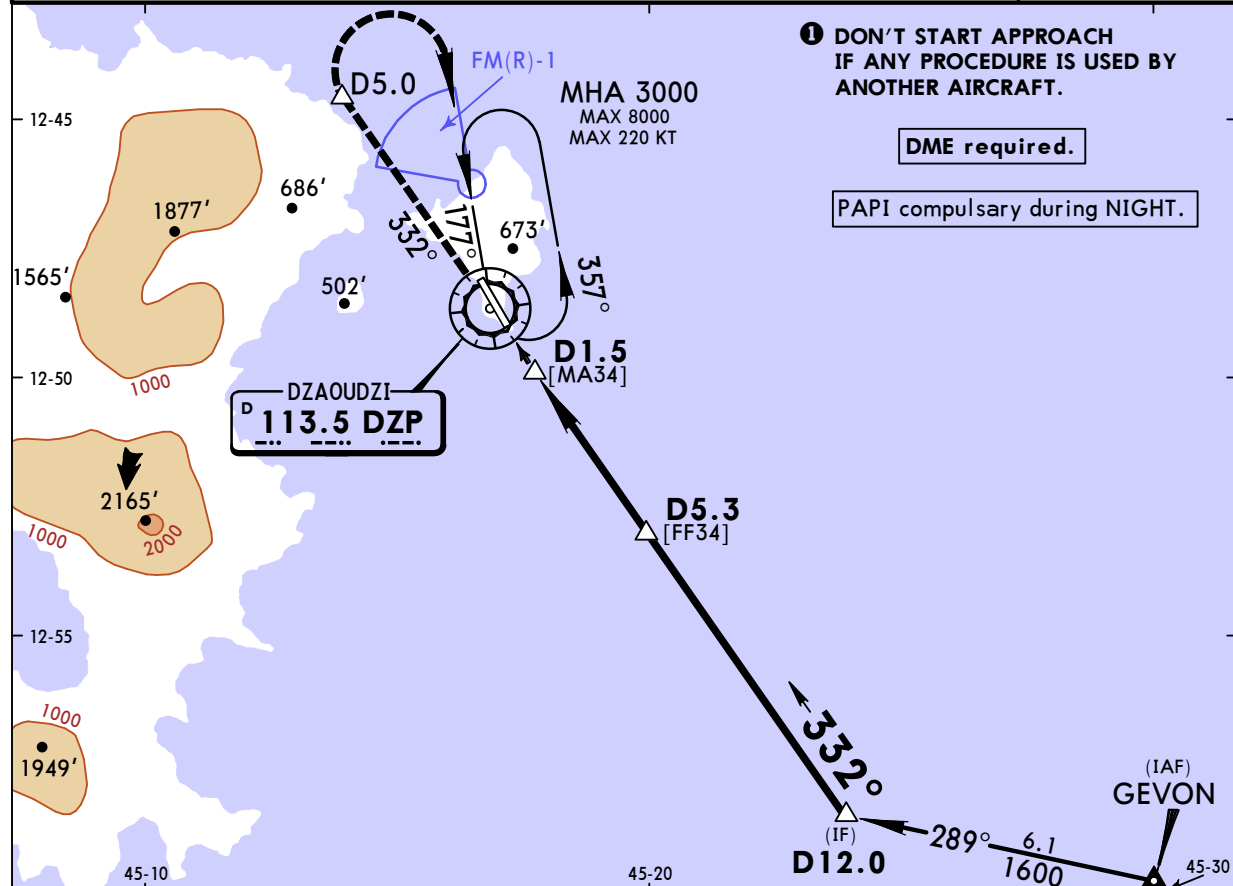
CAT A, B & C

DZAOUDZI, MAYOTTE

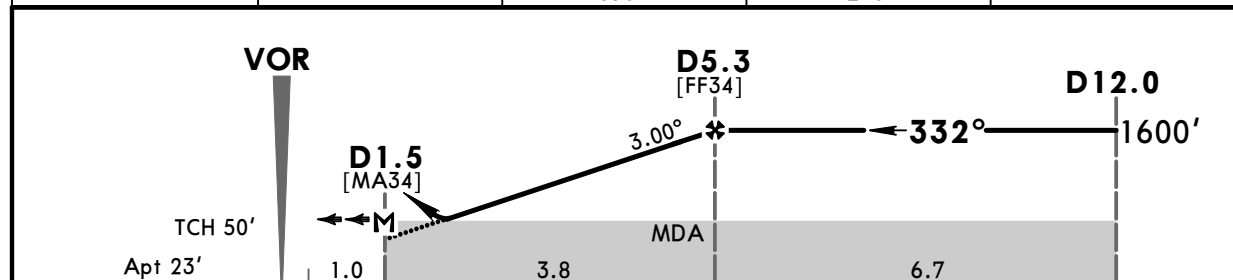
VOR Y Rwy 34

BRIEFING STRIP

*ATIS 127.0				*DZAOUDZI Tower 119.2	
VOR DZP 113.5	Final Apch Crs 332°	Procedure Alt D5.3 1600' (1577')	DA/MDA(H) Refer to Minimums	Apt Elev 23'	
MISSED APCH: Climb on R-152 inbound to VOR. Continue climb on R-332 outbound to D5.0, then turn RIGHT (MAX 220 KT) to VOR climbing to 3000' and join holding. Climb to 2300' prior to level acceleration.					
Alt Set: hPa Apt Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'	
					MSA DZP VOR



DZP DME	2.0	3.0	4.0	5.0
ALTITUDE	580'	890'	1210'	1520'



Gnd speed-Kts	70	90	100	120	140	160			DZP	DZP
Descent angle	3.00°	372	478	531	637	743	849		113.5	113.5
MAP at D1.5									↑	R-152

Standard STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND 2			
CDFA							
DA/MDA(H) I B: 590' (567')							
A: 580' (557') C: 630' (607')							
A	RVR	1500m	110	DAY	MDA(H)	VIS	NIGHT
B	RVR	1600m	135	DAY	1040'	(1017')	1500m
C	CMV	2400m	180	DAY	1160'	(1137')	2400m
D	NOT APPLICABLE			D	NOT APPLICABLE		

I For add-on to the MDA(H), see ATC pages FRANCE.

CHANGES: MSA.

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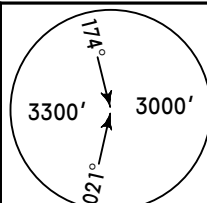
FM CZ/DZA
PAMANDZI
JEPPesen

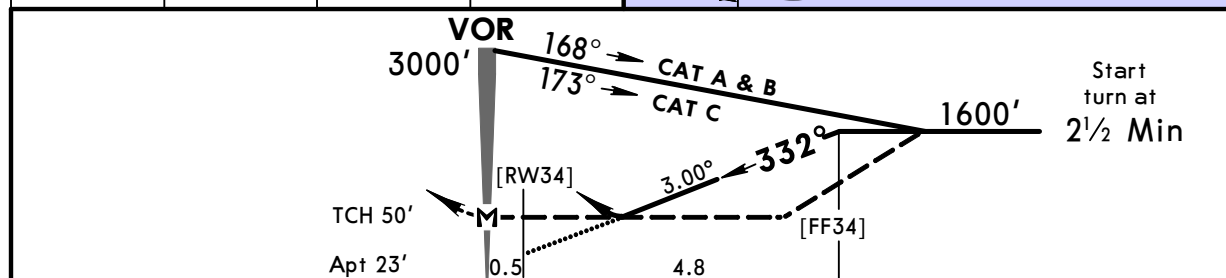
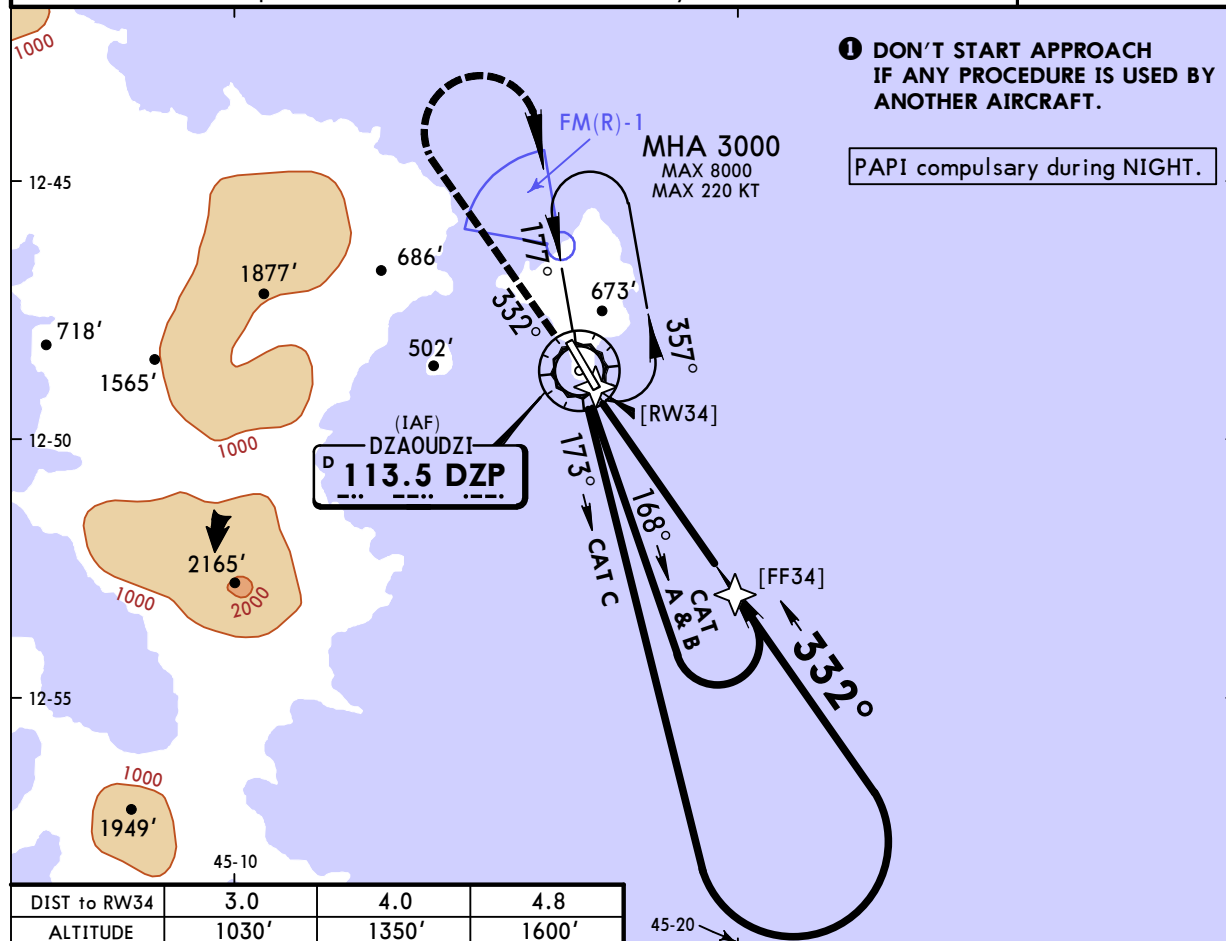
26 AUG 16 (13-4)

CAT A, B & C

DZAOUDZI, MAYOTTE
VOR X Rwy 34

BRIEFING STRIP

*ATIS				*DZAOUDZI Tower	
127.0				119.2	
VOR DZP 113.5	Final Apch Crs 332°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 23'	
MISSED APCH: Climb on R-332 to 2100', then turn RIGHT (MAX 220 KT) to VOR climbing to 3000' and join holding. Do not turn before passing MAP. Climb to 2300' prior to level acceleration.					
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2100' ↑ on R-332 DZP 113.5
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

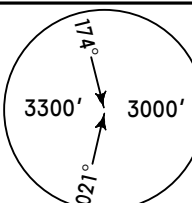
Standard STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND 2			
CDFA		non-CDFA		after CDFA		after non-CDFA	
DA/MDA(H) 1		MDA(H)		MDA(H) VIS		MDA(H) VIS	
A: 780' (757')		A: 780' (757')		1040' (1017') 3600m		1040' (1017') 3700m	
B: 800' (777')		B: 800' (777')		1160' (1137') 3600m		1160' (1137') 3800m	
C: 820' (797')		C: 820' (797')		NOT APPLICABLE		NOT APPLICABLE	
CMV 3600m		CMV 3700m		110		3700m	
CMV 3600m		CMV 3800m		135		3800m	
CMV 3600m		CMV 4000m		180		4000m	
NOT APPLICABLE		NOT APPLICABLE		D		NOT APPLICABLE	

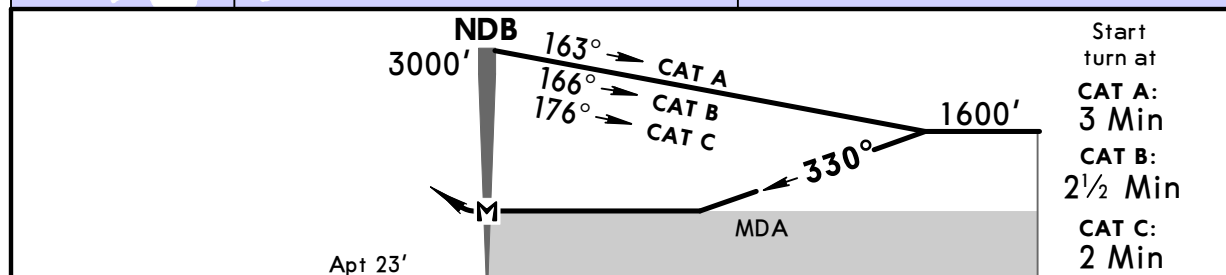
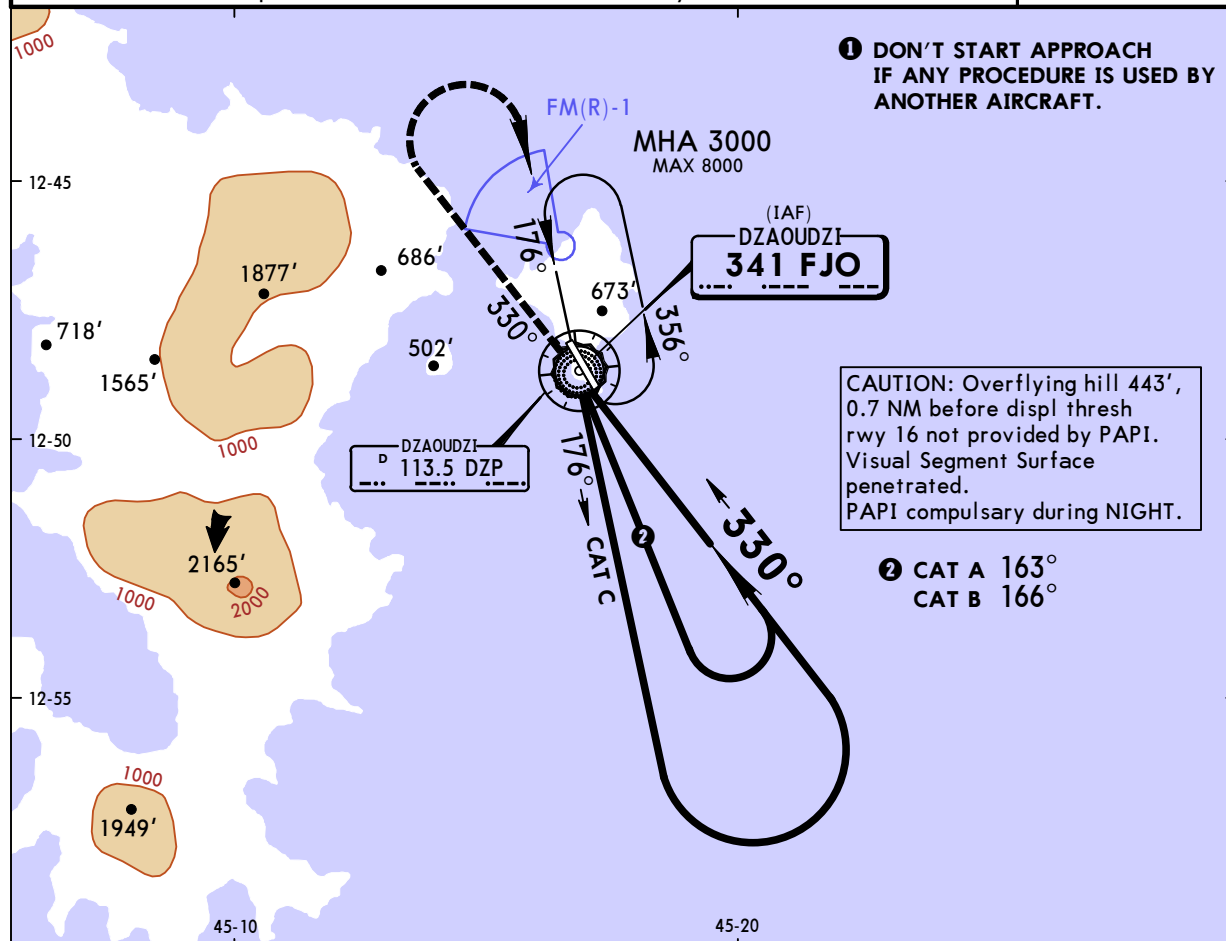
PANS OPS

1 For add-on to the MDA(H), see ATC pages FRANCE. **2** NIGHT: NOT AUTHORIZED

FM CZ/DZA
PAMANDZIJEPPESEN
26 AUG 16 (16-1) CAT A, B & CDZAOUDZI, MAYOTTE
NDB Rwy 34

BRIEFING STRIP

*ATIS				*DZAOUDZI Tower		
127.0				119.2		
NDB FJO 341	Final Apch Crs 330°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 23'		
MISSED APCH: Climb on 330° from NDB to 2100', then turn RIGHT (MAX 220 KT) to NDB climbing to 3000' and join holding. Do not turn before passing MAP. Climb to 2300' prior to level acceleration.						
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'		



					REIL PAPI-L	2100' on ↑ 330° FJO 341
MAP at NDB						

Standard		STRAIGHT-IN LANDING RWY 34 non-CDFA		CIRCLE-TO-LAND		
		MDA(H) B: 910' (887') A: 890' (867') C: 940' (917')		Max Kts	DAY	NIGHT
A	CMV 4200m	110	1070' (1047')	4200m	NOT AUTH	
B		135				
C	CMV 4700m	180	1270' (1247')	4700m		
D	NOT APPLICABLE	D	NOT APPLICABLE			

PANS OPS