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1 ZSSS -> VHHH

1.0.1 DEPARTURE: ZSSS (Hongqiao)
1.0.2 DESTINATION: VHHH (Hong Kong Intl)
1.1.1 10-1P AIRPORT BRIEFING (GEN)
1.1.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
1.1.3 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
1.1.4 10-1P3 AIRPORT BRIEFING (ARR)
1.1.5 10-1P4 AIRPORT BRIEFING (DEP)
1.1.6 10-1P5 AIRPORT BRIEFING (DEP CONTD 1)
1.1.7 10-1P6 AIRPORT BRIEFING (DEP CONTD 2)
1.1.8 10-1R RADAR MNM ALTS
1.1.9 10-2 AND 1F & 5F, PUD 1F, 3F & 5F RNAV ARRS
1.1.10 10-2A AND 2F & 6F, PUD 2F & 4F RNAV ARRS
1.1.11 10-2B SAS 1F & 3F RNAV ARRS
1.1.12 10-2C SAS 2F & 4F RNAV ARRS
1.1.13 10-2D PUD 1A ARR
1.1.14 10-2E PUD 2A ARR
1.1.15 10-2E1 AND 1A & 5A ARRS
1.1.16 10-2E2 AND 2A & 6A ARRS
1.1.17 10-2F SASAN 1A ARR
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1.1.19 10-3 AND 1X, 2X, 3X, 4X, 6X & 8X RNAV DEPS
1.1.20 10-3A BOL 1X, 2X, 4X & 6X RNAV DEPS
1.1.21 10-3B IBE 1X, 2X, 4X & 6X RNAV DEPS
1.1.22 10-3C LAM 1X, 4X, 6X & 52X RNAV DEPS
1.1.23 10-3D LAM 2X, 3X, 8X & 56X RNAV DEPS
1.1.24 10-3E NXD 1X, 2X & 4X RNAV DEPS
1.1.25 10-3F PIK 1X, 2X, 3X, 4X RNAV DEPS
1.1.26 10-3H PON 1X, 2X, 4X & 6X RNAV DEPS
1.1.27 10-3J SAS 1X, 2X & 4X RNAV DEPS
1.1.28 10-3K SUR 1X, 4X, 8X & 16X RNAV DEPS
1.1.29 10-3L SUR 2X, 3X, 6X & 10X RNAV DEPS
1.1.30 10-3M IBEGI 1D & 2D DEPS
1.1.31 10-3P LAMEN & SURAK 1D & 2D DEPS
1.1.32 10-3Q BOLEX 1D & 2D, LAMEN & SURAK 3D & 4D DEPS
1.1.33 10-3S PONAB 1D & 2D DEPS
1.1.34 10-3T AND 1D, 2D, 3D & 4D, NXD 1D & 2D DEPS
1.1.35 10-3U PIKAS & SASAN 1D, 2D & 3D DEPS
1.1.36 10-3V JTN 12D, PK 12D & 14D FERRY ROUTES
1.1.37 10-3Z ZSSS FUEL DUMPING AREA
1.1.38 10-9 AIRPORT
1.1.39 10-9A AIRPORT INFO, TAKE-OFF MNMS
1.1.40 10-9B PARKING STANDS APRON A TO K
1.1.41 10-9C PARKING STANDS APRON 2, 4 AND 6
1.1.42 11-1 RNAV ILS DME Z RWY 18L
1.1.43 11-2 ILS DME Y RWY 18L
1.1.44 11-3 RNAV ILS DME Z RWY 18R
1.1.45 11-4 ILS DME Y RWY 18R
1.1.46 11-5 RNAV ILS DME Z RWY 36L
1.1.47 11-6 ILS DME Y RWY 36L
1.1.48 11-7 RNAV ILS DME Z RWY 36R

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1.1.50 13-1 VOR DME RWY 18L
1.1.51 13-2 VOR DME RWY 36L
1.1.52 13-3 VOR DME RWY 36R
1.2.1 10-1P AIRPORT BRIEFING (GEN)
1.2.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
1.2.3 10-1P10 AIRPORT BRIEFING (DEP CONTD 2)
1.2.4 10-1P11 AIRPORT BRIEFING (DEP CONTD 3)
1.2.5 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
1.2.6 10-1P3 AIRPORT BRIEFING (GEN CONTD 3)
1.2.7 10-1P4 AIRPORT BRIEFING (GEN CONTD 4)
1.2.8 10-1P5 AIRPORT BRIEFING (GEN CONTD 5, ARR)
1.2.9 10-1P6 AIRPORT BRIEFING (ARR CONTD 1)
1.2.10 10-1P7 AIRPORT BRIEFING (ARR CONTD 2)
1.2.11 10-1P8 AIRPORT BRIEFING (DEP)
1.2.12 10-1P9 AIRPORT BRIEFING (DEP CONTD 1)
1.2.13 10-1R RADAR MNM ALTS
1.2.14 10-2 TERMINAL TRANS ROUTES V512, V522, V591
1.2.15 10-2A TERMINAL TRANS ROUTES V531, V541, V542, V551
1.2.16 10-2B TERMINAL TRANS ROUTES V561 & V571
1.2.17 10-2D ABBEY 3A RNAV ARR
1.2.18 10-2E ABBEY 2B RNAV ARR
1.2.19 10-2F ABBEY 1G RNAV ARR
1.2.20 10-2G BETTY 2A RNAV ARR
1.2.21 10-2H BETTY 2B RNAV ARR
1.2.22 10-2J BETTY 1G RNAV ARR
1.2.23 10-2K CANTO 3A RNAV ARR
1.2.24 10-2L CANTO 2B RNAV ARR
1.2.25 10-2M CANTO 1G RNAV ARR
1.2.26 10-2N SIERA 7A & 7C RNAV ARRS
1.2.27 10-2P SIERA 6B & 6D RNAV ARRS
1.2.28 10-2Q SIERA 1G RNAV ARR
1.2.29 10-3 ATENA 2A & 2C RNAV DEPS
1.2.30 10-3A ATENA 1E & 1F RNAV DEPS
1.2.31 10-3B BEKOL 3A & 3C RNAV DEPS
1.2.32 10-3C BEKOL 2B & 2D RNAV DEPS
1.2.33 10-3D LAKES 3A & 3C RNAV DEPS
1.2.34 10-3E LAKES 2B & 2D RNAV DEPS
1.2.35 10-3F LOGAN 3A & 3C RNAV DEPS
1.2.36 10-3G LOGAN 1E & 1F RNAV DEPS
1.2.37 10-3H OCEAN 2A & 2C RNAV DEPS
1.2.38 10-3J OCEAN 2B & 2D RNAV DEPS
1.2.39 10-3K PECAN 1A & 1C RNAV DEPS
1.2.40 10-3L PECAN 1B & 1D RNAV DEPS
1.2.41 10-3M RASSE 3A & 3C RNAV DEPS
1.2.42 10-3N RASSE 1E & 1F RNAV DEPS
1.2.43 10-3P SKATE 3A & 3C RNAV DEPS
1.2.44 10-3Q SKATE 1E & 1F RNAV DEPS
1.2.45 10-3S TITAN 1E & 1F RNAV DEPS
1.2.46 10-3T TERMINAL TRANS ROUTES V1, V2, V3, V4, V5, V13
1.2.47 10-3U TERMINAL TRANS ROUTES V10, V11, V12
1.2.48 10-9 AIRPORT

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1.2.50 10-9B PARKING STANDS
1.2.51 10-9C PARKING STAND COORDS
1.2.52 10-9D COLOR-CODED PUSH-BACK PROCEDURE
1.2.53 10-9E COLOR-CODED PUSH-BACK PROCEDURE (CONTD)
1.2.54 10-9F SAFEGATE DOCKING SYSTEM
1.2.55 10-9G SAFEGATE DOCKING SYSTEM (CONTD)
1.2.56 10-9S STANDARD MNMS
1.2.57 10-9S1 STANDARD MNMS CONTD
1.2.58 11-1 ILS OR LOC RWY 07L
1.2.59 11-1A CAT II ILS RWY 07L
1.2.60 11-2 ILS OR LOC RWY 07R
1.2.61 11-2A CAT II ILS RWY 07R
1.2.62 11-3 ILS RWY 25L
1.2.63 11-3A CAT II ILS RWY 25L
1.2.64 11-4 LOC RWY 25L
1.2.65 11-5 ILS OR LOC RWY 25R
1.2.66 11-5A CAT II/III ILS RWY 25R
1.2.67 12-20 RNAV (RNP) Z RWY 07L
1.2.68 12-21 RNAV (RNP) Y RWY 07L
1.2.69 12-22 RNAV (RNP) Z RWY 07R
1.2.70 12-23 RNAV (RNP) Y RWY 07R
1.2.71 12-24 RNAV (RNP) Z RWY 25L
1.2.72 12-25 RNAV (RNP) Y RWY 25L
1.2.73 12-26 RNAV (RNP) Z RWY 25R
1.2.74 12-27 RNAV (RNP) X RWY 25R
1.2.75 13-1 VOR RWY 07L
1.2.76 13-2 VOR RWY 25R

2 VHHH -> WBSB

2.0.1 DEPARTURE: VHHH (Hong Kong Intl)
2.0.2 DESTINATION: WBSB (Brunei Intl)
2.1.1 10-1P AIRPORT BRIEFING (GEN)
2.1.2 10-1P1 AIRPORT BRIEFING (GEN CONTD 1)
2.1.3 10-1P10 AIRPORT BRIEFING (DEP CONTD 2)
2.1.4 10-1P11 AIRPORT BRIEFING (DEP CONTD 3)
2.1.5 10-1P2 AIRPORT BRIEFING (GEN CONTD 2)
2.1.6 10-1P3 AIRPORT BRIEFING (GEN CONTD 3)
2.1.7 10-1P4 AIRPORT BRIEFING (GEN CONTD 4)
2.1.8 10-1P5 AIRPORT BRIEFING (GEN CONTD 5, ARR)
2.1.9 10-1P6 AIRPORT BRIEFING (ARR CONTD 1)
2.1.10 10-1P7 AIRPORT BRIEFING (ARR CONTD 2)
2.1.11 10-1P8 AIRPORT BRIEFING (DEP)
2.1.12 10-1P9 AIRPORT BRIEFING (DEP CONTD 1)
2.1.13 10-1R RADAR MNM ALTS
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2.1.15 10-2A TERMINAL TRANS ROUTES V531, V541, V542, V551
2.1.16 10-2B TERMINAL TRANS ROUTES V561 & V571
2.1.17 10-2D ABBEY 3A RNAV ARR
2.1.18 10-2E ABBEY 2B RNAV ARR
2.1.19 10-2F ABBEY 1G RNAV ARR
2.1.20 10-2G BETTY 2A RNAV ARR

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2.1.21 10-2H BETTY 2B RNAV ARR
2.1.22 10-2J BETTY 1G RNAV ARR
2.1.23 10-2K CANTO 3A RNAV ARR
2.1.24 10-2L CANTO 2B RNAV ARR
2.1.25 10-2M CANTO 1G RNAV ARR
2.1.26 10-2N SIERA 7A & 7C RNAV ARRS
2.1.27 10-2P SIERA 6B & 6D RNAV ARRS
2.1.28 10-2Q SIERA 1G RNAV ARR
2.1.29 10-3 ATENA 2A & 2C RNAV DEPS
2.1.30 10-3A ATENA 1E & 1F RNAV DEPS
2.1.31 10-3B BEKOL 3A & 3C RNAV DEPS
2.1.32 10-3C BEKOL 2B & 2D RNAV DEPS
2.1.33 10-3D LAKES 3A & 3C RNAV DEPS
2.1.34 10-3E LAKES 2B & 2D RNAV DEPS
2.1.35 10-3F LOGAN 3A & 3C RNAV DEPS
2.1.36 10-3G LOGAN 1E & 1F RNAV DEPS
2.1.37 10-3H OCEAN 2A & 2C RNAV DEPS
2.1.38 10-3J OCEAN 2B & 2D RNAV DEPS
2.1.39 10-3K PECAN 1A & 1C RNAV DEPS
2.1.40 10-3L PECAN 1B & 1D RNAV DEPS
2.1.41 10-3M RASSE 3A & 3C RNAV DEPS
2.1.42 10-3N RASSE 1E & 1F RNAV DEPS
2.1.43 10-3P SKATE 3A & 3C RNAV DEPS
2.1.44 10-3Q SKATE 1E & 1F RNAV DEPS
2.1.45 10-3S TITAN 1E & 1F RNAV DEPS
2.1.46 10-3T TERMINAL TRANS ROUTES V1, V2, V3, V4, V5, V13
2.1.47 10-3U TERMINAL TRANS ROUTES V10, V11, V12
2.1.48 10-9 AIRPORT
2.1.49 10-9A AIRPORT INFO, TAKE-OFF MNMS
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2.1.51 10-9C PARKING STAND COORDS
2.1.52 10-9D COLOR-CODED PUSH-BACK PROCEDURE
2.1.53 10-9E COLOR-CODED PUSH-BACK PROCEDURE (CONTD)
2.1.54 10-9F SAFEGATE DOCKING SYSTEM
2.1.55 10-9G SAFEGATE DOCKING SYSTEM (CONTD)
2.1.56 10-9S STANDARD MNMS
2.1.57 10-9S1 STANDARD MNMS CONTD
2.1.58 11-1 ILS OR LOC RWY 07L
2.1.59 11-1A CAT II ILS RWY 07L
2.1.60 11-2 ILS OR LOC RWY 07R
2.1.61 11-2A CAT II ILS RWY 07R
2.1.62 11-3 ILS RWY 25L
2.1.63 11-3A CAT II ILS RWY 25L
2.1.64 11-4 LOC RWY 25L
2.1.65 11-5 ILS OR LOC RWY 25R
2.1.66 11-5A CAT II/III ILS RWY 25R
2.1.67 12-20 RNAV (RNP) Z RWY 07L
2.1.68 12-21 RNAV (RNP) Y RWY 07L
2.1.69 12-22 RNAV (RNP) Z RWY 07R
2.1.70 12-23 RNAV (RNP) Y RWY 07R
2.1.71 12-24 RNAV (RNP) Z RWY 25L
2.1.72 12-25 RNAV (RNP) Y RWY 25L

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2.1.73 12-26 RNAV (RNP) Z RWY 25R
2.1.74 12-27 RNAV (RNP) X RWY 25R
2.1.75 13-1 VOR RWY 07L
2.1.76 13-2 VOR RWY 25R
2.2.1 10-8 CONSTRUCTION WORKS
2.2.2 10-8A CONSTRUCTION WORKS (CONTD)
2.2.3 10-9 AIRPORT, PARKING STANDS & COORDS
2.2.4 10-9A AIRPORT INFO, TAKE-OFF MNMS
2.2.5 11-1 ILS DME RWY 03
2.2.6 11-2 ILS DME RWY 21
2.2.7 13-1 VOR DME RWY 03
2.2.8 13-2 VOR DME RWY 21
2.2.9 16-1 NDB RWY 03

3 WBSB -> WAAA

3.0.1 DEPARTURE: WBSB (Brunei Intl)
3.0.2 DESTINATION: WAAA (Hasanuddin)
3.1.1 10-8 CONSTRUCTION WORKS
3.1.2 10-8A CONSTRUCTION WORKS (CONTD)
3.1.3 10-9 AIRPORT, PARKING STANDS & COORDS
3.1.4 10-9A AIRPORT INFO, TAKE-OFF MNMS
3.1.5 11-1 ILS DME RWY 03
3.1.6 11-2 ILS DME RWY 21
3.1.7 13-1 VOR DME RWY 03
3.1.8 13-2 VOR DME RWY 21
3.1.9 16-1 NDB RWY 03
3.2.1 10-1R MNM VECTOR ALT CLEARANCE
3.2.2 10-2 ALFA, BRAVO, CHARLIE, DELTA, ECHO ARRS
3.2.3 10-2A ENDOG,GAMAL,GURNI, KEVOK,LIPOT,OVINA&RUDAL 1C ARRS
3.2.4 10-2B EMONA,KANIP,KENDO, MILAT,NABAT,NETTO&RINTO 1C ARRS
3.2.5 10-2C ENDOG,GAMAL,GURNI, KEVOK,LIPOT,OVINA&RUDAL 1D ARRS
3.2.6 10-2D EMONA,KANIP,KENDO, MILAT,NABAT,NETTO&RINTO 1D ARRS
3.2.7 10-3 HASANUDDIN 1 DEP
3.2.8 10-3A HASANUDDIN 2 DEP
3.2.9 10-3B HASANUDDIN 3 DEP
3.2.10 10-3C HASANUDDIN 4 DEP
3.2.11 10-3D GAMAL, GURNI, KEVOK & RUDAL 1A DEPS
3.2.12 10-3E EMONA, KANIP, KENDO, MILAT & NABAT 1A DEPS
3.2.13 10-3F NETTO & RINTO 1A DEPS
3.2.14 10-3G ENDOG, LIPOT & OVINA 1A DEPS
3.2.15 10-3H ENDOG,GAMAL,GURNI, KEVOK,LIPOT,OVINA&RUDAL 1B DEPS
3.2.16 10-3J EMONA,KANIP,KENDO, MILAT,NABAT,NETTO&RINTO 1B DEPS
3.2.17 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
3.2.18 10-9A STANDARD TAXIING ROUTES-LANDING RWY 03
3.2.19 10-9B STANDARD TAXIING ROUTES-LANDING RWY 13
3.2.20 10-9C STANDARD TAXIING ROUTES-LANDING RWY 21
3.2.21 10-9D STANDARD TAXIING ROUTES-LANDING RWY 31
3.2.22 10-9E STANDARD TAXIING ROUTES-TAKE OFF RWY 03
3.2.23 10-9F STANDARD TAXIING ROUTES-TAKE OFF RWY 13
3.2.24 10-9G STANDARD TAXIING ROUTES-TAKE OFF RWY 21
3.2.25 10-9H STANDARD TAXIING ROUTES-TAKE OFF RWY 31
3.2.26 11-1 ILS RWY 03

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3.2.27 11-2 ILS RWY 13
3.2.28 11-3 ILS RWY 21
3.2.29 13-1 VOR DME RWY 03
3.2.30 13-2 VOR DME RWY 13
3.2.31 13-3 VOR DME RWY 13 (HIGH LEVEL)
3.2.32 13-4 VOR DME RWY 21
3.2.33 16-1 NDB RWY 13 (HIGH LEVEL CIRCLING)

4 WAAA -> YPDN

4.0.1 DEPARTURE: WAAA (Hasanuddin)
4.0.2 DESTINATION: YPDN (Darwin Intl)
4.1.1 10-1R MNM VECTOR ALT CLEARANCE
4.1.2 10-2 ALFA, BRAVO, CHARLIE, DELTA, ECHO ARRS
4.1.3 10-2A ENDOG,GAMAL,GURNI, KEVOK,LIPOT,OVINA&RUDAL 1C ARRS
4.1.4 10-2B EMONA,KANIP,KENDO, MILAT,NABAT,NETTO&RINTO 1C ARRS
4.1.5 10-2C ENDOG,GAMAL,GURNI, KEVOK,LIPOT,OVINA&RUDAL 1D ARRS
4.1.6 10-2D EMONA,KANIP,KENDO, MILAT,NABAT,NETTO&RINTO 1D ARRS
4.1.7 10-3 HASANUDDIN 1 DEP
4.1.8 10-3A HASANUDDIN 2 DEP
4.1.9 10-3B HASANUDDIN 3 DEP
4.1.10 10-3C HASANUDDIN 4 DEP
4.1.11 10-3D GAMAL, GURNI, KEVOK & RUDAL 1A DEPS
4.1.12 10-3E EMONA, KANIP, KENDO, MILAT & NABAT 1A DEPS
4.1.13 10-3F NETTO & RINTO 1A DEPS
4.1.14 10-3G ENDOG, LIPOT & OVINA 1A DEPS
4.1.15 10-3H ENDOG,GAMAL,GURNI, KEVOK,LIPOT,OVINA&RUDAL 1B DEPS
4.1.16 10-3J EMONA,KANIP,KENDO, MILAT,NABAT,NETTO&RINTO 1B DEPS
4.1.17 10-9 AIRPORT, PARKING, AIRPORT INFO, TAKE-OFF MNMS
4.1.18 10-9A STANDARD TAXIING ROUTES-LANDING RWY 03
4.1.19 10-9B STANDARD TAXIING ROUTES-LANDING RWY 13
4.1.20 10-9C STANDARD TAXIING ROUTES-LANDING RWY 21
4.1.21 10-9D STANDARD TAXIING ROUTES-LANDING RWY 31
4.1.22 10-9E STANDARD TAXIING ROUTES-TAKE OFF RWY 03
4.1.23 10-9F STANDARD TAXIING ROUTES-TAKE OFF RWY 13
4.1.24 10-9G STANDARD TAXIING ROUTES-TAKE OFF RWY 21
4.1.25 10-9H STANDARD TAXIING ROUTES-TAKE OFF RWY 31
4.1.26 11-1 ILS RWY 03
4.1.27 11-2 ILS RWY 13
4.1.28 11-3 ILS RWY 21
4.1.29 13-1 VOR DME RWY 03
4.1.30 13-2 VOR DME RWY 13
4.1.31 13-3 VOR DME RWY 13 (HIGH LEVEL)
4.1.32 13-4 VOR DME RWY 21
4.1.33 16-1 NDB RWY 13 (HIGH LEVEL CIRCLING)
4.2.1 10-2 SECTOR A DME OR GNSS ARR
4.2.2 10-2A SECTOR B DME OR GNSS ARR
4.2.3 10-2B SECTOR C DME OR GNSS ARR
4.2.4 10-2C DONYA 7A RNAV ARR
4.2.5 10-2D DONYA 7U RNAV ARR
4.2.6 10-2E GATOR 7A RNAV ARR
4.2.7 10-2F GATOR 7U RNAV ARR
4.2.8 10-2G VEGPU 5A RNAV ARR

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4.2.9 10-2H VEGPU 5P & 5U RNAV ARRS
4.2.10 10-2J WANGI 7A RNAV ARR
4.2.11 10-2K WANGI 7P & 7U RWY 11 RNAV ARRS
4.2.12 10-2L WANGI 7P & 7U RWY 29 RNAV ARRS
4.2.13 10-3 DARWIN 6 DEP (RADAR)
4.2.14 10-3A BIRDY 3 RNAV DEP
4.2.15 10-3B HELLI 4 RNAV DEP
4.2.16 10-3C JULIE 4 RNAV DEP
4.2.17 10-3D LAKUP 4 RNAV DEP
4.2.18 10-3E OCTOB 6 RNAV DEP
4.2.19 10-3F PALGA 6 RNAV DEP
4.2.20 10-3G RUSKA 5 RNAV DEP
4.2.21 10-3H VANDI 5 RNAV DEP
4.2.22 10-4 NOISE ABATEMENT
4.2.23 10-9 AIRPORT, AIRPORT INFO
4.2.24 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
4.2.25 10-9B PARKING STANDS & COORDS
4.2.26 10-9C VISUAL DOCKING GUIDANCE SYSTEMS
4.2.27 10-9D VISUAL DOCKING GUIDANCE SYSTEMS (CONTD)
4.2.28 11-1 ILS-Z OR LOC-Z RWY 29
4.2.29 11-2 ILS-X OR LOC-X RWY 29
4.2.30 12-1 RNAV-Z (GNSS) RWY 11
4.2.31 12-2 RNAV-Z (GNSS) RWY 29
4.2.32 12-3 RNAV-Z (GNSS) RWY 36
4.2.33 13-1 VOR RWY 11
4.2.34 13-2 VOR-Z RWY 29
4.2.35 13-3 VOR-Y RWY 29
4.2.36 16-1 NDB RWY 11

5 YPDN -> AYPY

5.0.1 DEPARTURE: YPDN (Darwin Intl)
5.0.2 DESTINATION: AYPY (Jacksons)
5.1.1 10-2 SECTOR A DME OR GNSS ARR
5.1.2 10-2A SECTOR B DME OR GNSS ARR
5.1.3 10-2B SECTOR C DME OR GNSS ARR
5.1.4 10-2C DONYA 7A RNAV ARR
5.1.5 10-2D DONYA 7U RNAV ARR
5.1.6 10-2E GATOR 7A RNAV ARR
5.1.7 10-2F GATOR 7U RNAV ARR
5.1.8 10-2G VEGPU 5A RNAV ARR
5.1.9 10-2H VEGPU 5P & 5U RNAV ARRS
5.1.10 10-2J WANGI 7A RNAV ARR
5.1.11 10-2K WANGI 7P & 7U RWY 11 RNAV ARRS
5.1.12 10-2L WANGI 7P & 7U RWY 29 RNAV ARRS
5.1.13 10-3 DARWIN 6 DEP (RADAR)
5.1.14 10-3A BIRDY 3 RNAV DEP
5.1.15 10-3B HELLI 4 RNAV DEP
5.1.16 10-3C JULIE 4 RNAV DEP
5.1.17 10-3D LAKUP 4 RNAV DEP
5.1.18 10-3E OCTOB 6 RNAV DEP
5.1.19 10-3F PALGA 6 RNAV DEP
5.1.20 10-3G RUSKA 5 RNAV DEP

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5.1.21 10-3H VANDI 5 RNAV DEP
5.1.22 10-4 NOISE ABATEMENT
5.1.23 10-9 AIRPORT, AIRPORT INFO
5.1.24 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
5.1.25 10-9B PARKING STANDS & COORDS
5.1.26 10-9C VISUAL DOCKING GUIDANCE SYSTEMS
5.1.27 10-9D VISUAL DOCKING GUIDANCE SYSTEMS (CONTD)
5.1.28 11-1 ILS-Z OR LOC-Z RWY 29
5.1.29 11-2 ILS-X OR LOC-X RWY 29
5.1.30 12-1 RNAV-Z (GNSS) RWY 11
5.1.31 12-2 RNAV-Z (GNSS) RWY 29
5.1.32 12-3 RNAV-Z (GNSS) RWY 36
5.1.33 13-1 VOR RWY 11
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5.1.36 16-1 NDB RWY 11
5.2.1 10-1B CTA/TMA
5.2.2 10-1R RADAR MINIMUM ALTITUDE
5.2.3 10-2 SECTOR A DME OR GPS ARR
5.2.4 10-2A SECTOR B DME OR GPS ARR
5.2.5 10-2B SECTOR C DME OR GPS ARR
5.2.6 10-2C SECTOR D DME OR GPS ARR
5.2.7 10-2D SECTOR E DME OR GPS ARR
5.2.8 10-2E SECTOR F DME OR GPS ARR
5.2.9 10-2F ASTROLABE DME OR GPS ARR
5.2.10 10-2G HIRI DME OR GPS ARR
5.2.11 10-2H KOKODA DME OR GPS ARR
5.2.12 10-2K LALOKI INTERCEPT DME OR GPS ARR
5.2.13 10-2L MAGI DME OR GPS ARR
5.2.14 10-2M PARER INTERCEPT DME OR GPS ARR
5.2.15 10-2N SAKTO DME OR GPS ARR
5.2.16 10-2P TAVAI INTERCEPT DME OR GPS ARR
5.2.17 10-3 SECTOR A DME OR GPS DEP
5.2.18 10-3A SECTOR B DME OR GPS DEP
5.2.19 10-3B SECTOR C DME OR GPS DEP
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5.2.21 10-3D SECTOR E DME OR GPS DEP
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5.2.23 10-3F ASTROLABE 1 DME OR GPS DEP
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5.2.40 16-1 NDB DME RWY 32R
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6 AYPY -> YBCS
6.0.1 DEPARTURE: AYPY (Jacksons)
6.0.2 DESTINATION: YBCS (Cairns Intl)
6.1.1 10-1B CTA/TMA
6.1.2 10-1R RADAR MINIMUM ALTITUDE
6.1.3 10-2 SECTOR A DME OR GPS ARR
6.1.4 10-2A SECTOR B DME OR GPS ARR
6.1.5 10-2B SECTOR C DME OR GPS ARR
6.1.6 10-2C SECTOR D DME OR GPS ARR
6.1.7 10-2D SECTOR E DME OR GPS ARR
6.1.8 10-2E SECTOR F DME OR GPS ARR
6.1.9 10-2F ASTROLABE DME OR GPS ARR
6.1.10 10-2G HIRI DME OR GPS ARR
6.1.11 10-2H KOKODA DME OR GPS ARR
6.1.12 10-2K LALOKI INTERCEPT DME OR GPS ARR
6.1.13 10-2L MAGI DME OR GPS ARR
6.1.14 10-2M PARER INTERCEPT DME OR GPS ARR
6.1.15 10-2N SAKTO DME OR GPS ARR
6.1.16 10-2P TAVAI INTERCEPT DME OR GPS ARR
6.1.17 10-3 SECTOR A DME OR GPS DEP
6.1.18 10-3A SECTOR B DME OR GPS DEP
6.1.19 10-3B SECTOR C DME OR GPS DEP
6.1.20 10-3C SECTOR D DME OR GPS DEP
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6.2.5 10-2D CODIE 7X RNAV ARR
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6.2.8 10-2G HENDO 8Y RNAV ARR
6.2.9 10-2H KEEWI 1A RNAV ARR
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6.2.11 10-2K KEEWI 1X RNAV ARR
6.2.12 10-2L KEEWI 1Y RNAV ARR
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6.2.14 10-2N NONUM 3W RNAV ARR
6.2.15 10-2P SUNNY 6B & 6V RNAV ARRS
6.2.16 10-2Q TOTTY 4W RNAV ARR
6.2.17 10-2S UPOLO 8A, 8B, 8V & 8Z RNAV ARRS
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6.2.21 10-3B NONUM 1 DEP
6.2.22 10-3C SWIFT 8 DEP
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6.2.25 10-4B NOISE ABATEMENT CONTD 2
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6.2.45 12-23 RNAV-X (RNP) RWY 33
6.2.46 12-24 RNAV-W (RNP) RWY 33
6.2.47 13-1 NDB-A OR VOR-A
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7 YBCS -> YBBN

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7.0.2 DESTINATION: YBBN (Brisbane Intl)
7.1.1 10-2 INNISFAIL DME OR GNSS ARR
7.1.2 10-2A LAMEK DME OR GNSS ARR
7.1.3 10-2B NONIR DME OR GNSS ARR
7.1.4 10-2C CODIE 7A RNAV ARR
7.1.5 10-2D CODIE 7X RNAV ARR
7.1.6 10-2E CODIE 7Z RNAV ARR
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7.1.8 10-2G HENDO 8Y RNAV ARR
7.1.9 10-2H KEEWI 1A RNAV ARR
7.1.10 10-2J KEEWI 1V RNAV ARR
7.1.11 10-2K KEEWI 1X RNAV ARR
7.1.12 10-2L KEEWI 1Y RNAV ARR
7.1.13 10-2M NONUM 3A, 3B, 3V & 3Z RNAV ARRS
7.1.14 10-2N NONUM 3W RNAV ARR
7.1.15 10-2P SUNNY 6B & 6V RNAV ARRS
7.1.16 10-2Q TOTTY 4W RNAV ARR
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7.1.18 10-2T UPOLO 8X RNAV ARR
7.1.19 10-3 CAIRNS 2 DEP (RADAR)
7.1.20 10-3A EAZEE 2 DEP
7.1.21 10-3B NONUM 1 DEP
7.1.22 10-3C SWIFT 8 DEP
7.1.23 10-4 NOISE ABATEMENT
7.1.24 10-4A NOISE ABATEMENT CONTD 1
7.1.25 10-4B NOISE ABATEMENT CONTD 2
7.1.26 10-9 AIRPORT, AIRPORT INFO
7.1.27 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
7.1.28 10-9B PARKING STANDS & COORDS
7.1.29 10-9C PARKING STANDS & COORDS (CONTD)
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7.1.31 10-9E VISUAL DOCKING GUIDANCE SYSTEMS (CONTD)
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7.1.33 11-2 ILS-Y OR LOC-Y RWY 15
7.1.34 11-3 ILS-X OR LOC-X RWY 15
7.1.35 11-4 ILS-W OR LOC-W RWY 15
7.1.36 11-5 LOC-Z RWY 33
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7.1.39 11-8 LOC-W RWY 33
7.1.40 12-1 RNAV-Z (GNSS) RWY 15
7.1.41 12-2 RNAV-Y (GNSS) RWY 15
7.1.42 12-20 RNAV-X (RNP) RWY 15
7.1.43 12-21 RNAV-W (RNP) RWY 15
7.1.44 12-22 RNAV-Y (RNP) RWY 33
7.1.45 12-23 RNAV-X (RNP) RWY 33
7.1.46 12-24 RNAV-W (RNP) RWY 33
7.1.47 13-1 NDB-A OR VOR-A
7.1.48 13-2 NDB-B OR VOR-B

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7.2.2 10-1P1 AIRPORT BRIEFING (CONTD 1)
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7.2.6 10-2C SECTOR D DME OR GNSS ARR
7.2.7 10-2D BLAKA 2A RNAV ARR
7.2.8 10-2E BLAKA 2P RNAV ARR
7.2.9 10-2F BLAKA 2V RNAV ARR
7.2.10 10-2G GOLD COAST 2A RWY 01/19 RNAV ARR
7.2.11 10-2G1 GOLD COAST 2A RWY 14/32 RNAV ARR
7.2.12 10-2H GOLD COAST 2P RNAV ARR
7.2.13 10-2J GOLD COAST 2V RWY 01/19 RNAV ARR
7.2.14 10-2J1 GOLD COAST 2V RWY 14/32 RNAV ARR
7.2.15 10-2K KEVIE 4A RNAV ARR
7.2.16 10-2K-0 GUMPO 1A RNAV ARR (TEMP)
7.2.17 10-2L LAVEG 1 RNAV ARR
7.2.18 10-2M QUIET 4A RNAV ARR
7.2.19 10-2N SAVER 1A RNAV ARR
7.2.20 10-2P SAVER 1P RNAV ARR
7.2.21 10-2Q SAVER 1V RNAV ARR
7.2.22 10-2S SINNK 9 RNAV ARR
7.2.23 10-2T SMOKA 7A RNAV ARR
7.2.24 10-2U SMOKA 7M RNAV ARR
7.2.25 10-2V SMOKA 7V RNAV ARR
7.2.26 10-3 BRISBANE 2 DEP (RADAR)
7.2.27 10-3A CORAL 4, TRIKI 4 RNAV DEPS
7.2.28 10-3B COODA 3 RNAV DEP
7.2.29 10-3C HUUGO 5 RNAV DEP
7.2.30 10-3D SCOTT 1 RNAV DEP
7.2.31 10-3E WACKO 1 RNAV DEP
7.2.32 10-4 NOISE ABATEMENT
7.2.33 10-4A NOISE ABATEMENT CONTD 1
7.2.34 10-4B NOISE ABATEMENT CONTD 2
7.2.35 10-8 TAXIWAY HOTEL - CODE E UPGRADE (TEMP)
7.2.36 10-8A TAXIWAY HOTEL - CODE E UPGRADE (TEMP) (CONTD)
7.2.37 10-8B CONSTRUCTION WORKS BETWEEN TWY A AND TWY B (TEMP)
7.2.38 10-8C NPR AIRFIELD WORKS RWY 14/32 CLOSURE (TEMP)
7.2.39 10-9 AIRPORT, AIRPORT INFO
7.2.40 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
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7.2.42 10-9A2 PARKING BAYS & COORDS (GA & LOGISTIC APRON)
7.2.43 10-9A3 PARKING BAYS & COORDS (INTERNATIONAL APRON)
7.2.44 10-9B VISUAL DOCKING GUIDANCE SYSTEMS (NIG)
7.2.45 10-9C VISUAL DOCKING GUIDANCE SYSTEMS (APIS)
7.2.46 10-9D VISUAL DOCKING GUIDANCE SYSTEMS (SAFEGATE)
7.2.47 10-9E VISUAL DOCKING GUIDANCE SYSTEMS (SAFEGATE CONTD)
7.2.48 11-1 ILS-Z OR LOC-Z RWY 01
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7.2.50 11-3 ILS-Z OR LOC-Z RWY 19
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7.2.54 12-3 RNAV-Z (GNSS) RWY 19
7.2.55 12-4 RNAV-Z (GNSS) RWY 32
7.2.56 12-20 RNAV-P (RNP) RWY 01
7.2.57 12-21 RNAV-M (RNP) RWY 01
7.2.58 12-22 RNAV-P (RNP) RWY 19
7.2.59 12-23 RNAV-M (RNP) RWY 19
7.2.60 13-1 VOR RWY 01
7.2.61 13-2 VOR RWY 14
7.2.62 13-3 VOR RWY 19

8 YBBN -> YSSY

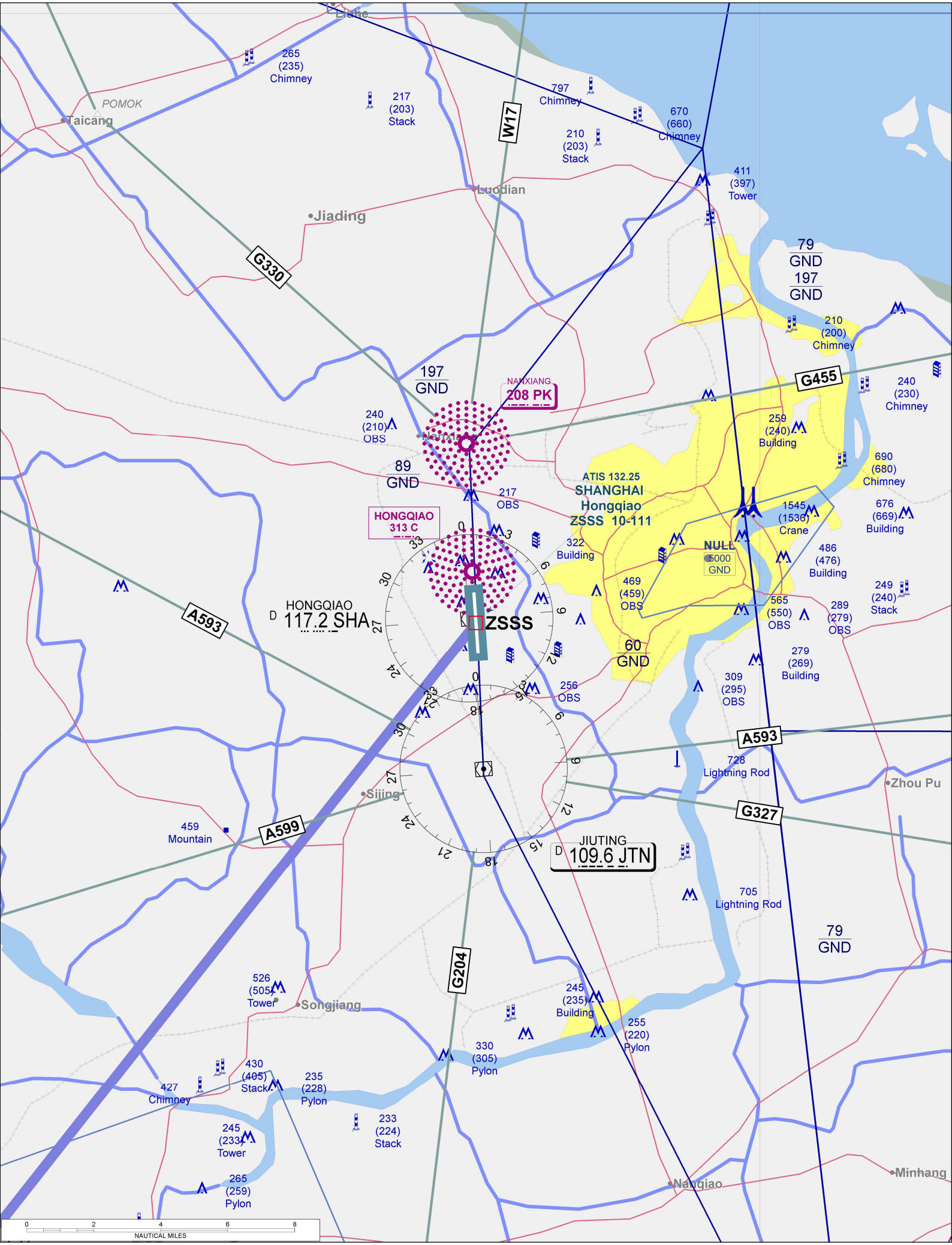
8.0.1 DEPARTURE: YBBN (Brisbane Intl)
8.0.2 DESTINATION: YSSY (Kingsford Smith Intl)
8.1.1 10-1P AIRPORT BRIEFING
8.1.2 10-1P1 AIRPORT BRIEFING (CONTD 1)
8.1.3 10-2 SECTOR A DME OR GNSS ARR
8.1.4 10-2A SECTOR B DME OR GNSS ARR
8.1.5 10-2B SECTOR C DME OR GNSS ARR
8.1.6 10-2C SECTOR D DME OR GNSS ARR
8.1.7 10-2D BLAKA 2A RNAV ARR
8.1.8 10-2E BLAKA 2P RNAV ARR
8.1.9 10-2F BLAKA 2V RNAV ARR
8.1.10 10-2G GOLD COAST 2A RWY 01/19 RNAV ARR
8.1.11 10-2G1 GOLD COAST 2A RWY 14/32 RNAV ARR
8.1.12 10-2H GOLD COAST 2P RNAV ARR
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8.1.15 10-2K KEVIE 4A RNAV ARR
8.1.16 10-2K-0 GUMPO 1A RNAV ARR (TEMP)
8.1.17 10-2L LAVEG 1 RNAV ARR
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8.1.19 10-2N SAVER 1A RNAV ARR
8.1.20 10-2P SAVER 1P RNAV ARR
8.1.21 10-2Q SAVER 1V RNAV ARR
8.1.22 10-2S SINNK 9 RNAV ARR
8.1.23 10-2T SMOKA 7A RNAV ARR
8.1.24 10-2U SMOKA 7M RNAV ARR
8.1.25 10-2V SMOKA 7V RNAV ARR
8.1.26 10-3 BRISBANE 2 DEP (RADAR)
8.1.27 10-3A CORAL 4, TRIKI 4 RNAV DEPS
8.1.28 10-3B COODA 3 RNAV DEP
8.1.29 10-3C HUUGO 5 RNAV DEP
8.1.30 10-3D SCOTT 1 RNAV DEP
8.1.31 10-3E WACKO 1 RNAV DEP
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8.1.35 10-8 TAXIWAY HOTEL - CODE E UPGRADE (TEMP)
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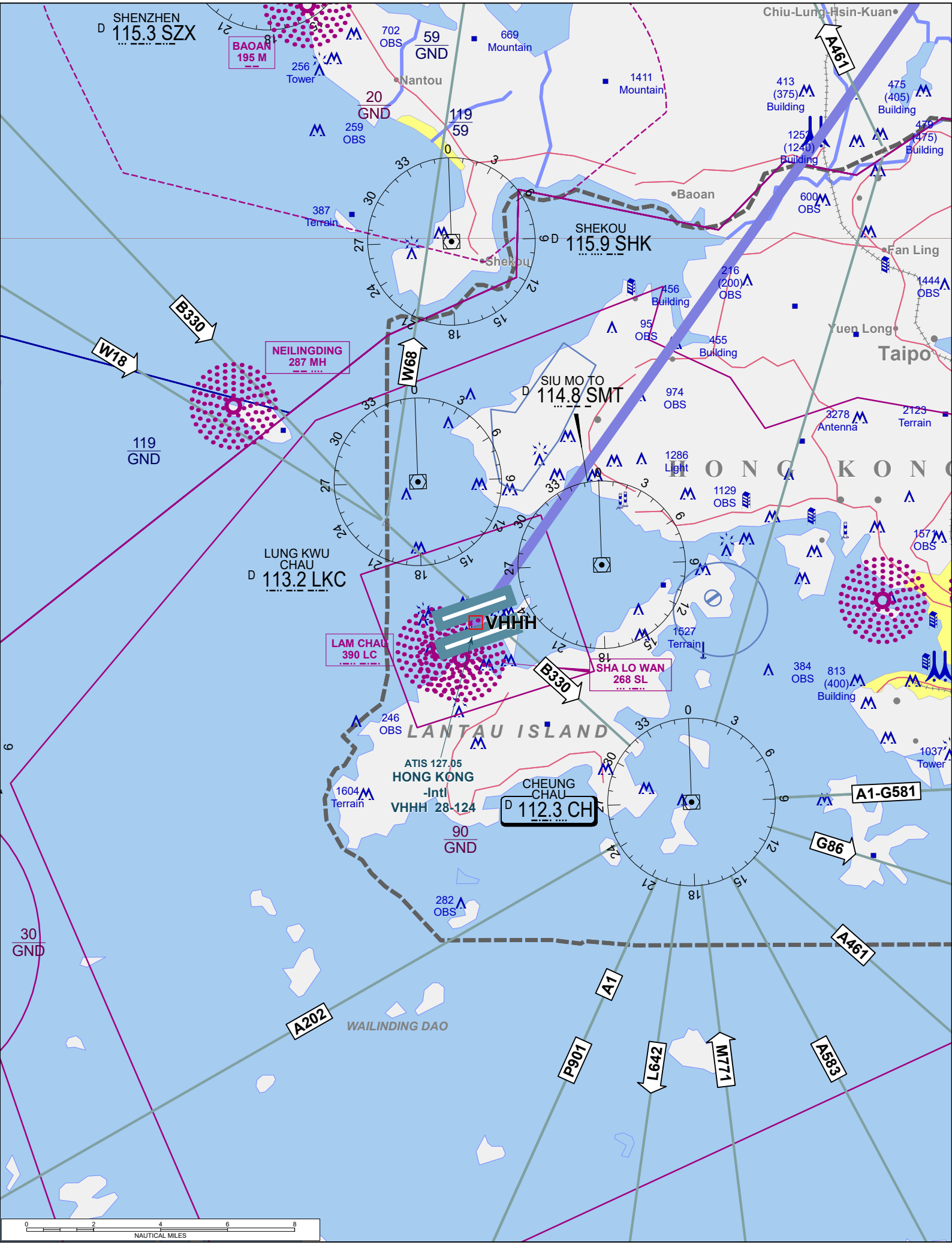
8.1.39 10-9 AIRPORT, AIRPORT INFO
8.1.40 10-9A AIRPORT INFO (CONTD), TAKE-OFF MNMS
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8.2.8 10-2D ODALE 7 RNAV ARR
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8.2.10 10-3 SYDNEY 1 DEP (RADAR)
8.2.11 10-3A ABBEY 3 RNAV DEP
8.2.12 10-3B ANKUB 1, CLIFF 4 RNAV DEPS
8.2.13 10-3C DEENA 7 RNAV DEP
8.2.14 10-3D ENTRA 5 RNAV DEP
8.2.15 10-3E FISHA 8 RNAV DEP
8.2.16 10-3F KADOM 1, WOLLONGONG 2 DEPS
8.2.17 10-3G KAMBA 9 RNAV DEP
8.2.18 10-3H KAMPI 5 RNAV DEP
8.2.19 10-3J KEVIN 6 RNAV DEP
8.2.20 10-3K MARUB 6 RNAV DEP
8.2.21 10-3L RICHMOND 5 DEP
8.2.22 10-4 NOISE ABATEMENT
8.2.23 10-4A NOISE ABATEMENT CONTD 1
8.2.24 10-4B NOISE ABATEMENT CONTD 2
8.2.25 10-4C NOISE ABATEMENT CONTD 3
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8.2.38 10-8D T1 TO T2 REDUNDANT FIBRE LINK INSTALLATION (TEMP)
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8.2.46 10-9C PARKING BAY COORDS (INTERNATIONAL)
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8.2.48 10-9C-2 PARKING BAYS & COORDS (DOMESTIC) CONTD 1
8.2.49 10-9C-3 PARKING BAYS & COORDS (DOMESTIC) CONTD 2
8.2.50 10-9C-4 PARKING BAYS & COORDS (DOMESTIC) CONTD 3
8.2.51 10-9C-5 PARKING BAYS & COORDS (TAXIWAY K)
8.2.52 10-9D PARALLEL RWY USAGE
8.2.53 10-9D1 INDEPENDENT VISUAL APPROACH
8.2.54 10-9D2 INDEPENDENT VISUAL APPROACH CONTD
8.2.55 10-9E VISUAL DOCKING GUIDANCE SYSTEMS (NIG)
8.2.56 10-9F VISUAL DOCKING GUIDANCE SYSTEMS (APIS)
8.2.57 10-9G VISUAL DOCKING GUIDANCE SYSTEMS (SAFEGATE)
8.2.58 10-9H VISUAL DOCKING GUIDANCE SYSTEMS (SAFEGATE CONTD 1)
8.2.59 10-9M B777-300 & A350-900 TAXI ROUTES
8.2.60 11-0 ILS PRM USER INSTRUCTIONS
8.2.61 11-1 ILS OR LOC RWY 07
8.2.62 11-2 ILS OR LOC RWY 16L
8.2.63 11-2A ILS RWY 16L (SA CAT I & SA CAT II)
8.2.64 11-3 ILS PRM RWY 16L
8.2.65 11-4 ILS OR LOC RWY 16R
8.2.66 11-4A ILS RWY 16R (SA CAT I & CAT II & SA CAT II)
8.2.67 11-5 ILS PRM RWY 16R
8.2.68 11-6 ILS OR LOC RWY 25
8.2.69 11-7 ILS OR LOC RWY 34L
8.2.70 11-7A ILS RWY 34L (SA CAT I & CAT II & SA CAT II)
8.2.71 11-8 ILS PRM RWY 34L
8.2.72 11-9 ILS OR LOC RWY 34R
8.2.73 11-9A ILS RWY 34R (SA CAT I & SA CAT II)
8.2.74 11-10 ILS PRM RWY 34R
8.2.75 12-1 RNAV-Z (GNSS) RWY 07
8.2.76 12-2 RNAV-Z (GNSS) RWY 16L
8.2.77 12-3 RNAV-Z (GNSS) RWY 16R
8.2.78 12-4 RNAV-Z (GNSS) RWY 25
8.2.79 12-5 RNAV-Z (GNSS) RWY 34L
8.2.80 12-6 RNAV-Z (GNSS) RWY 34R



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1. GENERAL

1.1. ATIS

D-ATIS 132.25

1.2. NOISE ABATEMENT

1.2.1. NIGHT TIME RESTRICTION

Landing RWY 36L/18R forbidden 2400-0700LT except when emergency alternate.

1.2.2. RUN-UP TESTS

GENERAL

Engine run-ups are subject to AOC permission and Tower clearance and are monitored by a specialized officer.

During engine run-ups people and vehicle are forbidden to pass through engine danger area. Engine run-ups area must have clear markings. Engine run-ups must stop immediately if there come out any safety hazards. Specialized officer is responsible for new permission.

COOL RUNNING TESTS

All parking stands are available for cool running tests.

ENGINE IDLE TESTS

Available on parking stands 286-290, 313-327, 338-342, 401-413, 501, 502, 504, 506, 508, 510-514, 517-525, 601-608. During idle tests ACFT on near-by stands are forbidden to taxi in or out. It is not allowed to pass through (for ACFT, vehicle and people) on TWY behind ACFT running up its engines.

ACFT on stands 11-16, 101, 102, 109 thru 115, 120, 121, 126, 127, 212-285, 301-312, 328-332 and ACFT with engine on tail part shall be pushed back to holding point for engine idle test; ACFT parking on stands 333-337 shall be pushed back to TWY L20 for engine idle tests.

FAST RUN-UPS

Available on apron 4, 273'/83m west of TWY D CL, between stands 402-405. Engine run-up stand on apron 4 can only be used while TWY L11 between stands 401 and 407 is not in use. Only B747-8 or an ACFT with wingspan less than 213.2'/65m can carry out run-ups on run-ups stand with nose to South. Stands 401-406 must be vacated before run-ups by 747-8 take place on apron 4.

If weather or stand situation does not permit fast engine run-ups, they could be carried out on RWY. They must be implemented between finishing the last flight and 1 hour before the first flight on next day.

1.2.3. AUXILIARY POWER UNITS (APU)

All ACFT parking on boarding bridge stands shall turn off APU and use bridge equipment (400Hz) and special air conditioning.

Following exceptions exist:

- Bridge equipment is unavailable.
- ACFT needs APU to start engine.
- APU is under maintenance.
- Exceptional circumstances influencing operation safety, such as extreme weather, special plane support or insufficient flight transition time.

If pilots require to use APU, contact APT Equipment and Information via Tel. 86-21-22381500.

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1. GENERAL

1.3. RWY OPERATIONS

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC may instruct ACFT downwind take-off or downwind landing for short time. Pilot shall inform controller if he decides not to take off or land on downwind RWY allocated according to ACFT performance or operation handbook.

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWYs L01, L10, L16, L18, L19, Y1 thru Y3 and M1 thru M6 restricted to B747-8 and ACFT with wingspan less than 213.2'/65m.

TWY L11 wingspan restricted to less than 171'/52m.

TWYs L12 thru L15, L17 and L20 wingspan restricted to less than 118'/36m.

TWY L08 wingspan restricted to less than 79'/24m.

Two or more ACFT forbidden to operate simultaneously in following hot spot, or in the hot spot and adjacent parking stand:

- HS05;
- HS05 and parking stand 215;
- HS05 and parking stand 229;
- HS06;
- HS06 and parking stand 237;
- HS06 and parking stand 260;
- HS07;
- HS07 and parking stand 268;
- HS07 and parking stand 282.

Two or more ACFT forbidden to operate simultaneously on each of TWYs Y1 thru Y3, M1 thru M6 and L15 thru L17.

TWYs L11 thru L17 only available for departure ACFT.

1.4.2. RWY CROSSING

TWYs H1, H4 and H7 used for crossing RWY 18L/36R.
TWYs H1 thru H7 used for crossing RWY 18R/36L.

Cross the RWY immediately upon receiving the crossing clearance.
Repeat all ATC instructions concerning "hold short of RWY or cross the RWY".
Any questions shall be clarified before crossing RWY.
Finally, report to controller "RWY vacated".

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1. GENERAL

1.5. OPERATIONAL RULES FOR B747-8

RWY 18L/36R mainly used for arrivals, 18R/36L for departures.

Pilots shall follow ATC instructions for taxi routes of B747-8. For TWYs unusable for B747-8 refer to 10-9A1 chart.

B747-8 can normally use stand 248 or use stands 250, 411, 508 or 511 with restrictions.

B747-8 shall be guided into stands by Follow-me.

Use judgmental steering at following TWY corner sections:

- TWYs A1 thru A4, H1, H7, T1, T6, K6 and K7 into TWY A;
- TWYs H1, H7, T1 and T6 into RWY 18L/36R;
- TWY L01 into TWYs K6 and K7.

1.6. PARKING INFORMATION

Visual docking guidance system available for stands 101, 102, 109 thru 115, 120, 121, 126, 127 and 221 thru 275.

Stands guidance system available for stands 12 thru 16.

ACFT shall be guided by Follow-me to taxi into parking stands on apron 2, except parking stands 232 thru 235, 262 thru 265 and 286 thru 290.

On adjacent parking stands, two ACFT forbidden to move simultaneously, including taxi into/out by own power and push-back.

All stands are taxi in/push-back.

On stands TP01 and TP02 parking nose to North and TP03 thru TP08 parking nose to South.

Stands 604B, 605 and 606 are available for emergency flights and under Follow-me guidance only.

Entry/exit of stand 232 forbidden while ACFT parking nose to South on TWY L12.
Entry/exit of stand 235 forbidden while ACFT parking nose to North on TWY L12.
Entry/exit of stand 262 forbidden while ACFT parking nose to South on TWY L13.
Entry/exit of stand 265 forbidden while ACFT parking nose to North on TWY L13.

Enter stand 301 from TWY L08 via TWY K1.

1.7. FUEL DUMPING AREA

For fuel dumping area refer to chart 10-3Z.

1.8. OTHER INFORMATION

1.8.1. GENERAL

Birds.

RWYs 18L and 18R right-hand circuit.

Turns of more than 90° on RWY or TWY are forbidden.

1.8.2. RADAR PROCEDURES

Radar control within Shanghai APP has been implemented.

The minimum horizontal radar separation is 6km.

Within 10NM from RWY end, if there is no wake separation between ACFT, and ACFT is able to vacate the RWY within 50 seconds after touchdown, the minimum radar separation is reduced to 5km (except for wet or contaminated RWY).

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2. ARRIVAL

2.1. GENERAL

RNAV flight procedures are primary procedures, pilot shall execute these procedures without special reasons.

2.2. COMMUNICATION FAILURE PROCEDURE

Landing to North:

Proceed to JTN according to the last instructed altitude (climb to 4930'-1500m if not reached), then join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 36R instrument approach procedure.

Landing to South:

Proceed to PK according to the last instructed altitude (climb to 4930'-1500m if not reached), join the holding, descend to the initial approach altitude (2960'-900m), and then approach and land according to RWY 18L instrument approach procedure.

2.3. RWY OPERATIONS

RWY 18L/36R mainly used for arrival.

If ACFT can not use the rapid exit TWY, pilot shall inform controller in advance.

TWYs H3 thru H5 can not be used for vacating RWY.

2.4. TAXI PROCEDURES

- **Requirements for ACFT occupying RWY (except for wet or contaminated RWY):**
  ACFT shall fully vacate RWY within 50 seconds after touchdown. If flight crew considers they cannot fulfill the process within the required time, pilot shall inform the controller no later than 5 minutes before touching down.

Arrival ACFT shall stop on TWYs before turning into parking stand lead-in lines, then observe and keep slow speed to taxi into parking stand.

Arrival ACFT shall stop at AH01 thru AH03 before taxiing into HS05 thru HS07, then observe and keep slow speed to taxi into parking stand.

2.5. OTHER INFORMATION

The latest time to issue landing clearance can be before ACFT flying over RWY THR. Pilots shall strictly follow ATC instructions.

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3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

Crew may apply for departure clearance via DCL 20 minutes prior to estimated start-up time.

Upon receiving of departure information via DCL, crew shall transmit a confirm information within 10 minutes, or the service will be regarded a failure.

Upon completion of DCL service, crew shall repeat RWY designator and initial climb altitude to ATC.

3.2. DE-ICING

DE-ICING POSITION	ENTRY	EXIT	REMARKS
1	TWY D (nose to South)	TWY D - H7	De-icing positions 1, 2, 4, 5, 6 can be used independently.
2		TWY D - H6	
3	TWY D - de-icing guideline (blue) (nose to South)	De-icing guideline - H7	ACFT de-icing on position 3 can taxi out only if position 1 is vacant.
4		De-icing guideline - H6 or H7	ACFT de-icing on positions 3 and 4: Stands 601 thru 608 are forbidden to use; ACFT entering or exiting from China Eastern Airlines hangar are forbidden; TWY L14 (South of stand 601) is forbidden to use.
5	TWY D (nose to North)	TWY D - H1	
6		TWY D - H2 or H1	
7	L01 (nose to South)	L01 - H7	
8	L01 (nose to North)	L01 - K1	

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departing ACFT shall contact Delivery for delivery clearance within 10 minutes prior to start-up.

Before push-back and start-up, departing ACFT shall contact HONGQIAO Ground for push-back and start-up clearance and conduct within 5 minutes, otherwise, apply the clearance once more.

HONGQIAO Ground will notify the ACFT at appropriate time to contact Tower for further ATC instructions.

In order to avoid frequency congestion, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the frequency assigned in the delivery clearance immediately.

ACFT using stands 266 thru 285: When exiting, push-back nosewheel to holding position, then start-up to enter corresponding TWY by ATC instructions.

ACFT on stands 232 thru 235 shall be pushed back to holding point on TWY L12, then start-up and taxi to TWY D.

ACFT on stands 262 thru 265 shall be pushed back to holding point on TWY L13, then start-up and taxi to TWY D.

ACFT on stands 286 thru 290 shall be pushed back to holding point on TWY L14, then start-up and taxi to TWY D.

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3. DEPARTURE

ACFT on stands 301 thru 312 shall be pushed back to holding point on TWY L08.

Normally, ACFT on stands 301, 306, 307, 313 and 314 shall be pushed back with nose to North and stands 302 thru 305 and 308 thru 312 with nose to South, except when ATC instructs otherwise.

ACFT on stands 315 thru 342 shall be pushed back with nose direction by ATC.

ACFT on stands 401 thru 413 shall be pushed back to holding point on TWY L11, then start-up and taxi to TWY D.

ACFT on stands 412 and 413 shall be pushed back to holding point on TWY L11 with nose to South. If ACFT needs to change direction after being pushed back, ACFT shall get ATC clearance and shall be pushed to TWY D by ATC instructions.

ACFT on stands 406 and 411 with wingspan no less than 171'/52m shall be pushed out directly to TWY D.

ACFT on stands 601 thru 603, 604A and 605 thru 608 with wingspan less than 118'/36m shall be pushed back to holding point on TWY L14 then start-up and enter TWY D.

ACFT on stands 602, 603, 605 and 606 with wingspan more than 118'/36m shall be pushed to TWY D directly.

ACFT on stand 604B shall be pushed back to holding point for TWY D.

ACFT on stands 604B and 605 thru 608 are forbidden to push-back while towing ACFT taxi in/out hangar of China Eastern Airlines on apron 6.

ACFT on stands 604A are forbidden to push-back nose to North while towing ACFT taxi in/out hangar of China Eastern Airlines on apron 6.

- **Requirements for ACFT occupying RWY (except for wet or contaminated RWY):**
  ACFT shall finish RWY alignment within 60 seconds from holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR before entering RWY.

3.3.1. END OF PUSH POINTS

End of push points to be used for parking stands.

Stands	End of push points
212 thru 216	Tangency point between push-back lines and TWY M1
217 thru 221	EOP01
222 thru 227	EOP02
228 thru 231	Tangency point between push-back lines and TWY M2
236 thru 238	Tangency point between push-back lines and TWY M3
239 thru 248	EOP03
250 thru 257	EOP04
258 thru 261	Tangency point between push-back lines and TWY M4
266 thru 270	Tangency point between push-back lines and TWY M5
271 thru 275	EOP05
276 thru 280	EOP06
281 thru 285	Tangency point between push-back lines and TWY M6

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3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented:

The derated take-off is strongly recommended, if take-off performance of ACFT permits.

At 450m (1500') - reduce thrust to not less than climb power;
- climb at V_2 + 20km/h (10 KT) with flaps/slats in take-off configuration;

At 910m (3000') - accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

If the procedures can not be implemented due to any reason other than ATC, controller shall be informed by the pilot.

3.5. RWY OPERATIONS

RWY 18R/36L mainly used for departure.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

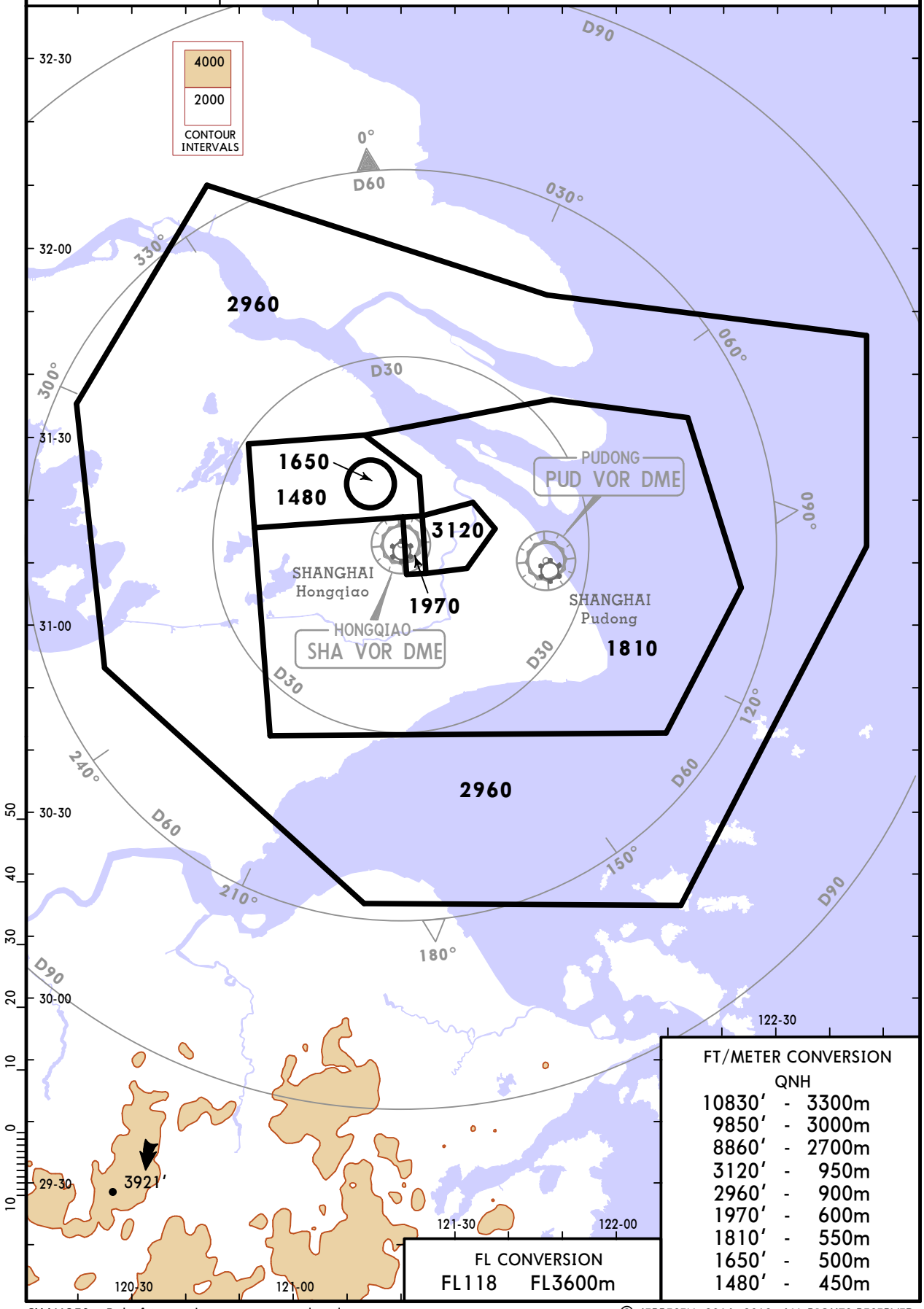
ZSSS/SHA HONGQIAO

JEPPESEN
30 MAR 18 (10-1R)

SHANGHAI, CHINA
RADAR MINIMUM ALTITUDES

SHANGHAI Approach (R)	Apt Elev
120.3 125.4	10′

Alt Set: hPa
Trans level: FL118
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
3120′	950m
2960′	900m
1970′	600m
1810′	550m
1650′	500m
1480′	450m

FL CONVERSION	
FL118	FL3600m

CHANGES: Relief in south west corner updated.

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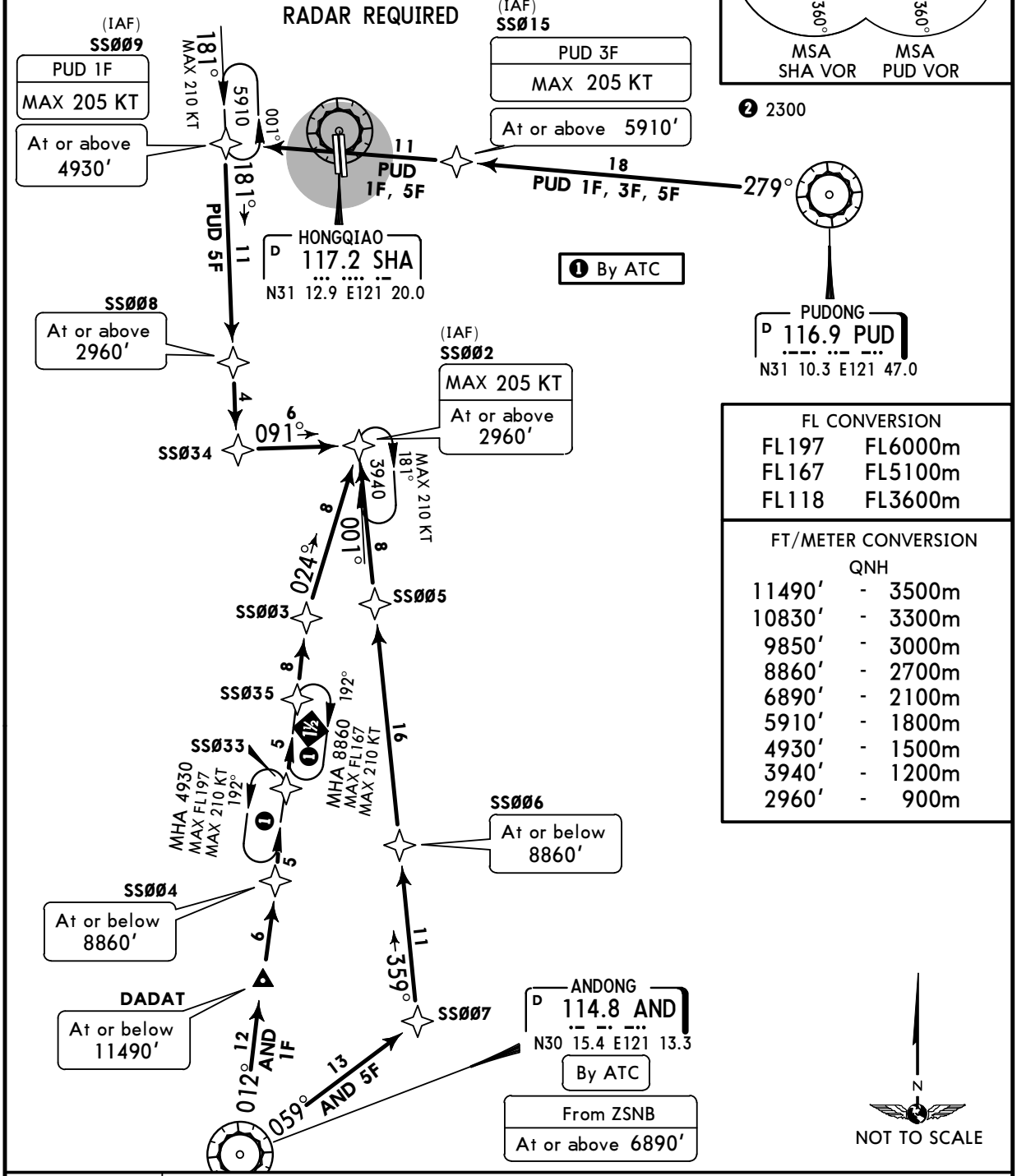
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

10 AUG 18 | 10-2 | Eff 15 Aug 1600Z | RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 1F, AND 5F ❶, PUD 1F, PUD 3F, PUD 5F ❶
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION QNH		
11490′	-	3500m
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
6890′	-	2100m
5910′	-	1800m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m

STAR	ROUTING
AND 1F	AND (6890′+ or by ATC) - DADAT (11490′-) - SS004 (8860′-) - SS033 - SS035 - SS003 - SS002 (K205-; 2960′+).
AND 5F ❶	AND (6890′+ or by ATC) - SS007 - SS006 (8860′-) - SS005 - SS002 (K205-; 2960′+).
PUD 1F	PUD - SS015 (5910′+) - SS009 (K205-; 4930′+).
PUD 3F	PUD - SS015 (K205-; 5910′+).
PUD 5F ❶	PUD - SS015 (5910′+) - SS009 (4930′+) - SS008 (2960′+) - SSØ34 - SS002 (K205-; 2960′+).

CHANGES: Speed restrictions at IAFs and holdings.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

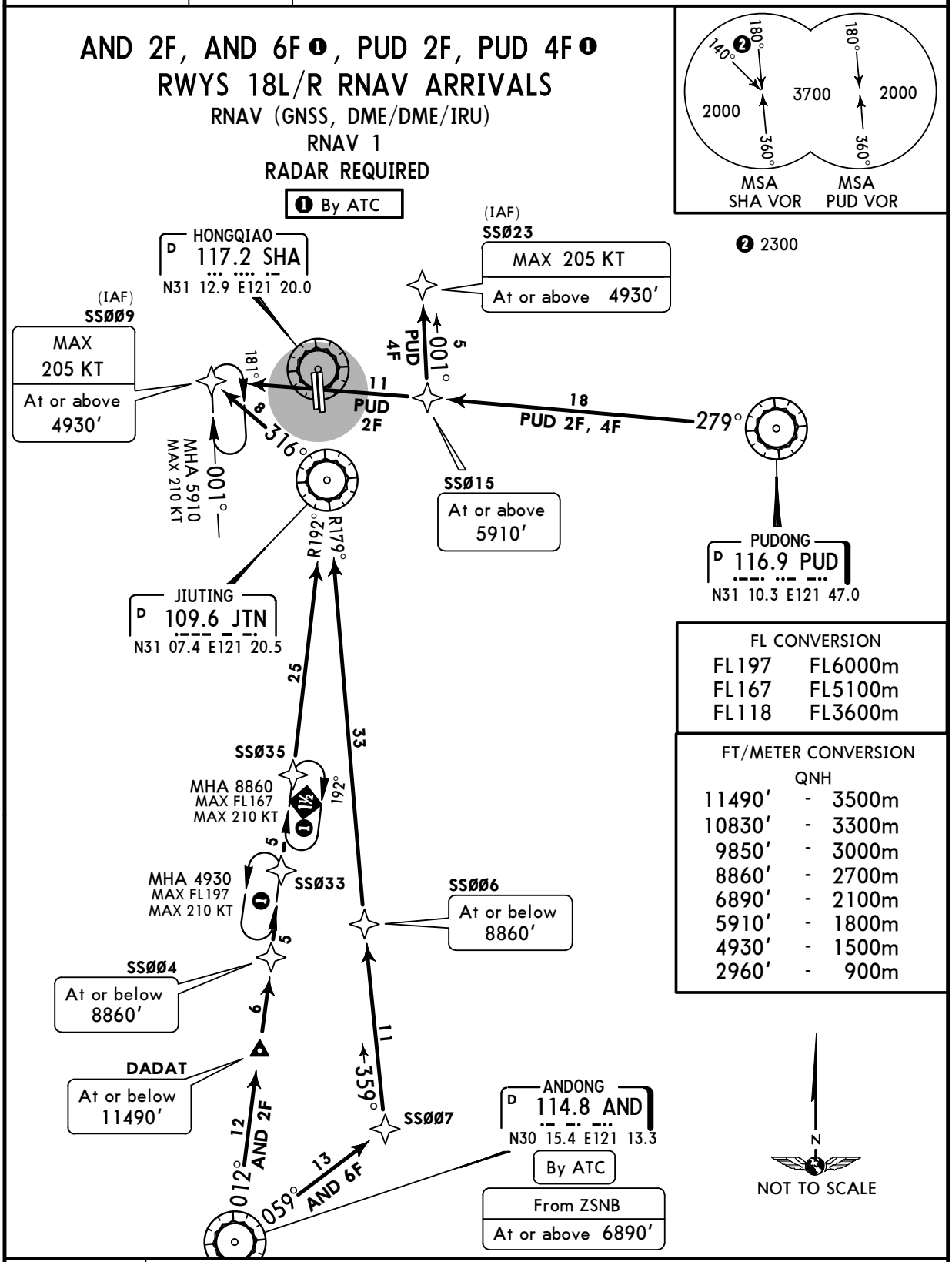
10 AUG 18 (10-2A) Eff 15 Aug 1600Z

RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 2F, AND 6F ❶, PUD 2F, PUD 4F ❶
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

❶ By ATC



FL CONVERSION	
FL197	FL6000m
FL167	FL5100m
FL118	FL3600m

FT/METER CONVERSION QNH		
11490′	-	3500m
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
6890′	-	2100m
5910′	-	1800m
4930′	-	1500m
2960′	-	900m

STAR	ROUTING
AND 2F	AND (6890′+ or by ATC) - DADAT (11490′-) - SS004 (8860′-) - SS033 - SS035 - JTN - SS009 (K205-; 4930′+).
AND 6F ❶	AND (6890′+ or by ATC) - SS007 - SS006 (8860′-) - JTN - SS009 (K205-; 4930′+).
PUD 2F	PUD - SS015 (5910′+) - SS009 (K205-; 4930′+).
PUD 4F ❶	PUD - SS015 (5910′+) - SS023 (K205-; 4930′+).

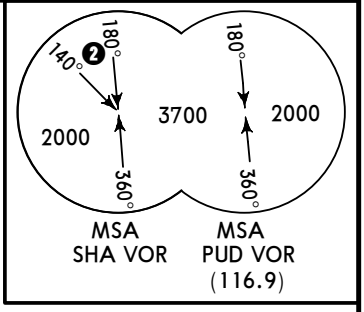
CHANGES: Speed restrictions at IAFs and holdings.

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ZSSS/SHA HONGQIAO

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SAS 1F, SAS 3F ❶
RWYS 36L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED



❷ 2300

❶ By ATC

SASAN

CAT C & D: At FL207 or at FL148 or at FL128
CAT B: At FL128
CAT A: At 4930′

115° 29 SAS 1F, 3F

SSØ32

❶ 295° MHA 9850 MAX FL197 MAX 210 KT

5

SSØ11: At or above 4930′

9

EKIMU

6

SSØ1Ø

7

181°

(IAF) SSØØ9: SAS 1F, MAX 205 KT, At or above 4930′

5910

001° MAX 210 KT

HONGQIAO D 117.2 SHA ··· ···· ·– N31 12.9 E121 20.0

SAS 3F 11

SSØØ8: At or above 2960′

4

SSØ34

6

091°

(IAF) SSØØ2: MAX 205 KT, At or above 2960′

N

NOT TO SCALE

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
5910′	-	1800m
4930′	-	1500m
2960′	-	900m

STAR	ROUTING
SAS 1F	SASAN - SS032 - SS011 (4930′+) - EKIMU - SS010 - SS009 (K205-; 4930′+).
SAS 3F ❶	SASAN - SS032 - SS011 (4930′+) - EKIMU - SS010 - SS009 (4930′+) - SS008 (2960′+) - SS034 - SS002 (K205-; 2960′+).

CHANGES: Speed restrictions at IAFs and holding over SS032.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

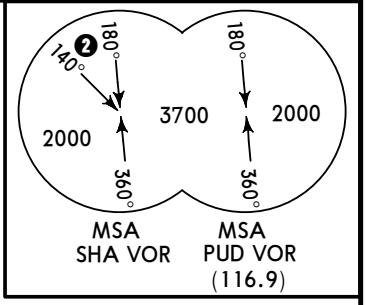
10 AUG 18 (10-2C) Eff 15 Aug 1600Z

RNAV STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SAS 2F, SAS 4F ❶
RWYS 18L/R RNAV ARRIVALS
RNAV (GNSS, DME/DME/IRU)
RNAV 1
RADAR REQUIRED

❶ By ATC



❷ 2300



NOT TO SCALE

SASAN

CAT C & D
At FL207 or at FL148 or at FL128

CAT B
At FL128

CAT A
At 4930′

115° 29 SAS 2F, 4F

(IAF)
SSØ32

SAS 4F
MAX 205 KT

At or above 4930′

SSØ11

At or above 4930′

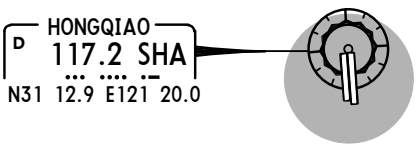
❶ 295° MHA 9850 MAX FL197 MAX 210 KT

5 SAS 2F

9

(IAF)
EKIMU

MAX
205 KT
At or above 3940′



FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m

STAR	ROUTING
SAS 2F	SASAN - SS032 (4930′+) - SS011 (4930′+) - EKIMU (K205-; 3940′+).
SAS 4F ❶	SASAN - SS032 (K205-; 4930′+).

CHANGES: Speed restrictions at IAFs and holding.

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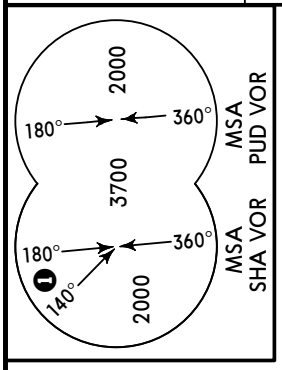
ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

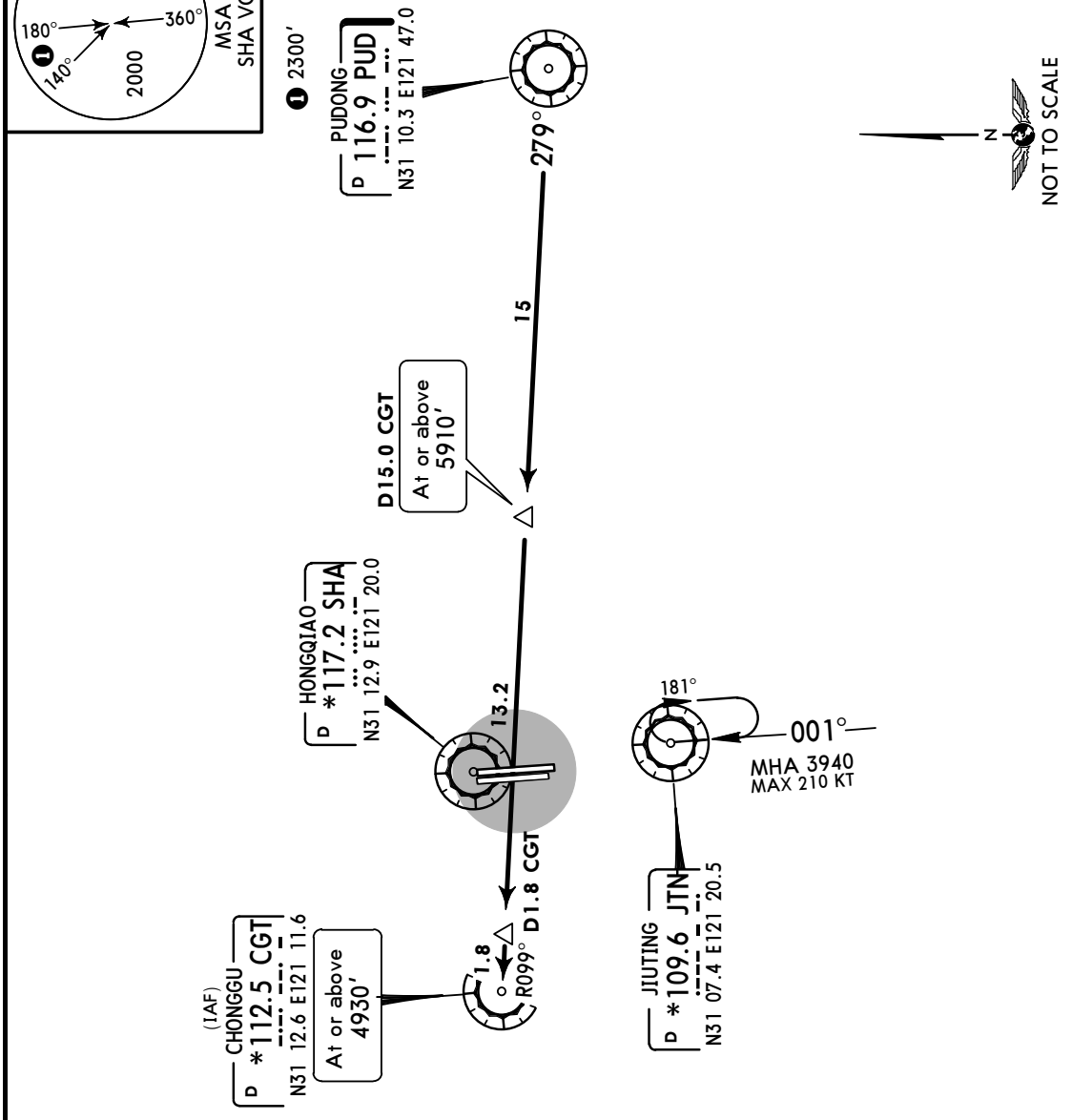
23 MAR 18 (10-2D) Eff 28 Mar 1600Z

STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



PUD 1A
RWYS 36L/R ARRIVAL

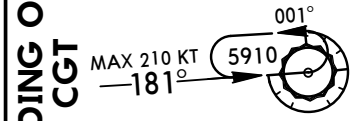


FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m

HOLDING OVER CGT



CHANGES: Termination of PUD 1A changed to CGT.

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ZSSS/SHA HONGQIAO

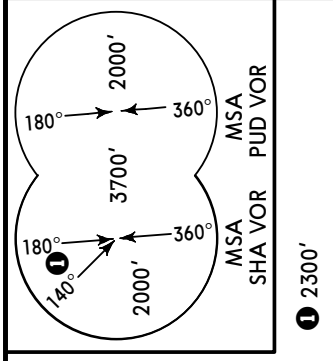
JEPPESEN SHANGHAI, PR OF CHINA

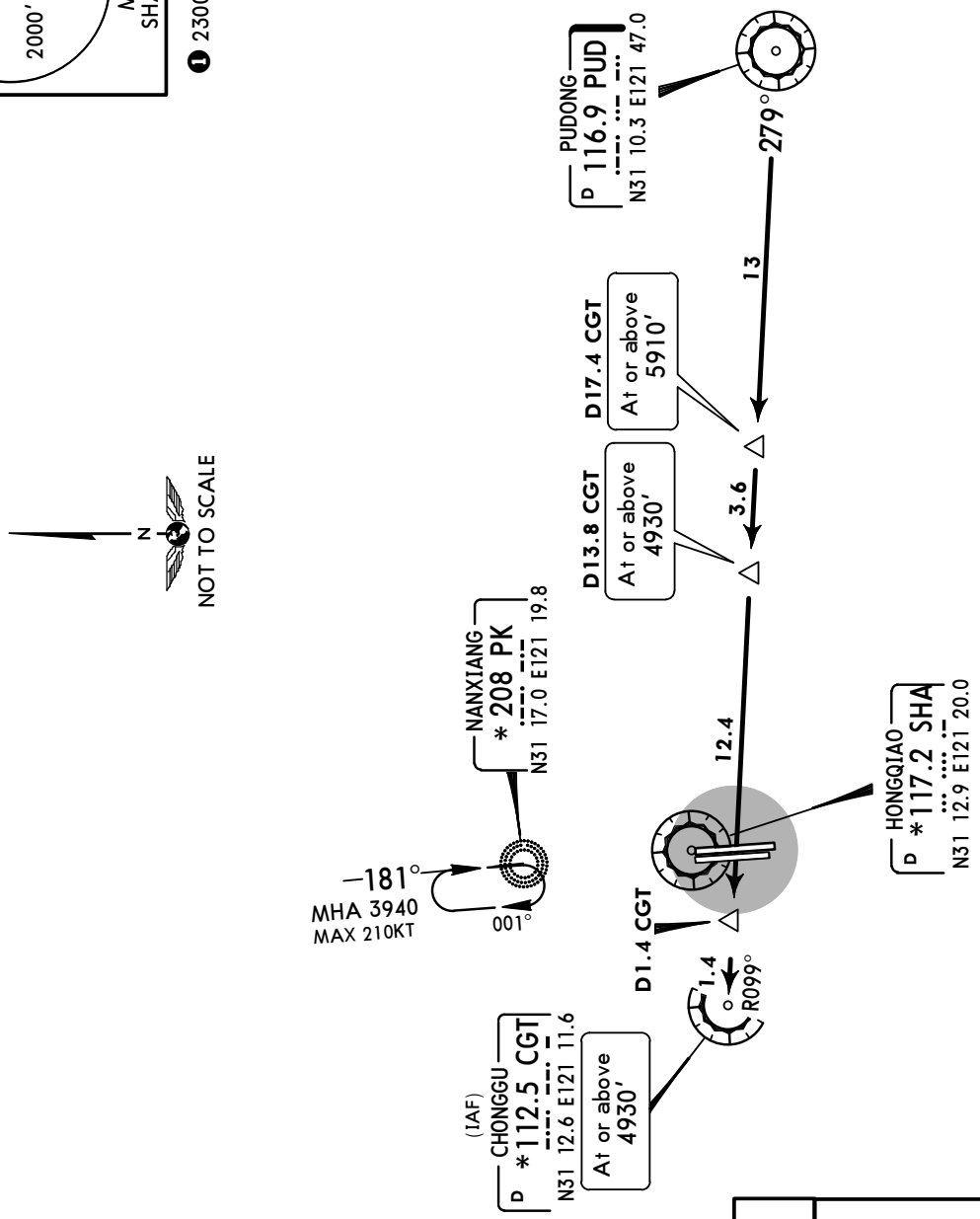
23 MAR 18 (10-2E) Eff 28 Mar 1600Z

STAR

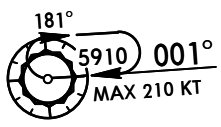
D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

PUD 2A
RWYS 18L/R ARRIVAL





HOLDING OVER CGT



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m

CHANGES: Termination of PUD 2A changed to CGT.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

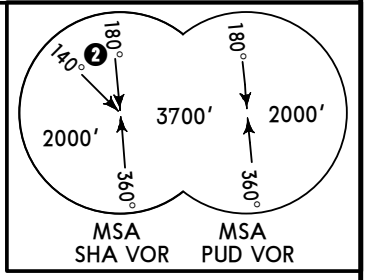
23 MAR 18 (10-2E1) Eff 28 Mar 1600Z

STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 1A, AND 5A ❶
RWYS 36L/R ARRIVALS

❶ By ATC



❷ 2300′

HONGQIAO
D *117.2 SHA
N31 12.9 E121 20.0

PUDONG
D 116.9 PUD
N31 10.3 E121 47.0

JIUTING
D *109.6 JTN
N31 07.4 E121 20.5

MHA 3940
181° MAX 210 KT

001°

R192°

R174°

(IAF)
D14.4 JTN
At or above 4930′

(IAF)
D11.0 JTN
At or above 3940′

10

D27.5 AND

5

MHA 8860
MAX FL167
MAX 210 KT

MHA 4930
MAX FL197

D30.0 JTN

4.5

20.2
D31.2

BELOP
At or below 8860′

D34.5 JTN
At or below 8860′

6

DADAT
At or below 11490′

11

354°

IDNIK
At or below FL148

D

D

12.0
AND 1A

18.0
AND 5A ❶

012°

059°

ANDONG
D *114.8 AND
N30 15.4 E121 13.3

By ATC

From ZSNB
At or above 6890′

N

NOT TO SCALE

FL CONVERSION

FL197	FL6000m
FL167	FL5100m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION
QNH

11490′	- 3500m
10830′	- 3300m
9850′	- 3000m
8860′	- 2700m
6890′	- 2100m
4930′	- 1500m
3940′	- 1200m
2960′	- 900m

CHANGES: Termination of AND 1A changed to D14.4 JTN, for AND 5A to D11.0 JTN.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

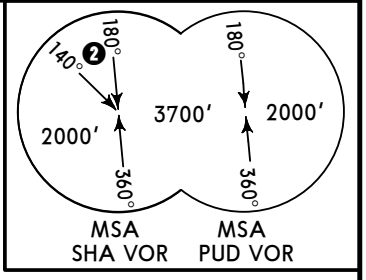
23 MAR 18 (10-2E2) Eff 28 Mar 1600Z

STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

AND 2A, AND 6A ❶
RWYS 18L/R ARRIVALS

❶ By ATC



❷ 2300′

(IAF)
CHONGGU
D *112.5 CGT
N31 12.6 E121 11.6
At or above 4930′

HONGQIAO
D *117.2 SHA
N31 12.9 E121 20.0

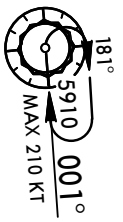
PUDONG
D 116.9 PUD
N31 10.3 E121 47.0

JIUTING
D *109.6 JTN
N31 07.4 E121 20.5

R130° 9 310°
R192° R174°
25 22.0
D22.0 JTN
At or below 8860′
D27.5 AND
MHA 8860 MAX FL167 MAX 210 KT
5
D30.0 JTN
MHA 4930 MAX FL197
D34.5 JTN
At or below 8860′
4.5
6
DADAT
At or below 11490′
20
354°
IDNIK
At or below FL148
D
D
12.0 AND 2A
18.0 AND 6A ❶
012°
059°
ANDONG
D *114.8 AND
N30 15.4 E121 13.3
By ATC
From ZSNB
At or above 6890′

N
NOT TO SCALE

HOLDING OVER CGT



FL CONVERSION

FL197	FL6000m
FL167	FL5100m
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION

QNH	
11490′	- 3500m
10830′	- 3300m
9850′	- 3000m
8860′	- 2700m
6890′	- 2100m
5910′	- 1800m
4930′	- 1500m
2960′	- 900m

CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

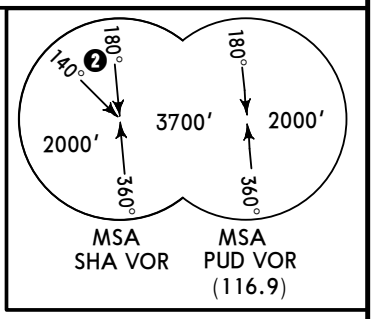
23 MAR 18 (10-2F) Eff 28 Mar 1600Z

STAR

D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SASAN 1A [SASA1A]
RWYS 36L/R ARRIVAL

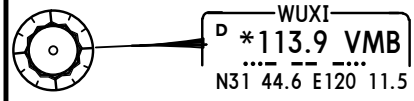
❶ By ATC



❷ 2300′



NOT TO SCALE



D11.3
150°

115°
29

D22.5 SHA
(SHA R-304)

At or above
4930′

D28.0 SHA
(SHA R-302)

❶
295°
MHA 9850
MAX FL197

5

9

EKIMU

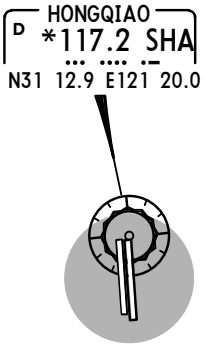
D
158°
9.6

SASAN

CAT C & D
At FL207 or at FL148 or at FL128

CAT B
At FL128

CAT A
At 4930′



MAX 210 KT
181°
R338°
5910
001°

(IAF)
CHONGGU
D
*112.5 CGT
N31 12.6 E121 11.6

At or above
4930′

FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
5910′	-	1800m
4930′	-	1500m
2960′	-	900m

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

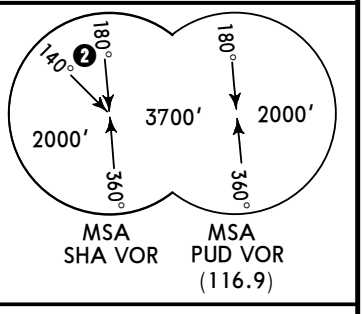
23 MAR 18 (10-2G) Eff 28 Mar 1600Z

STAR

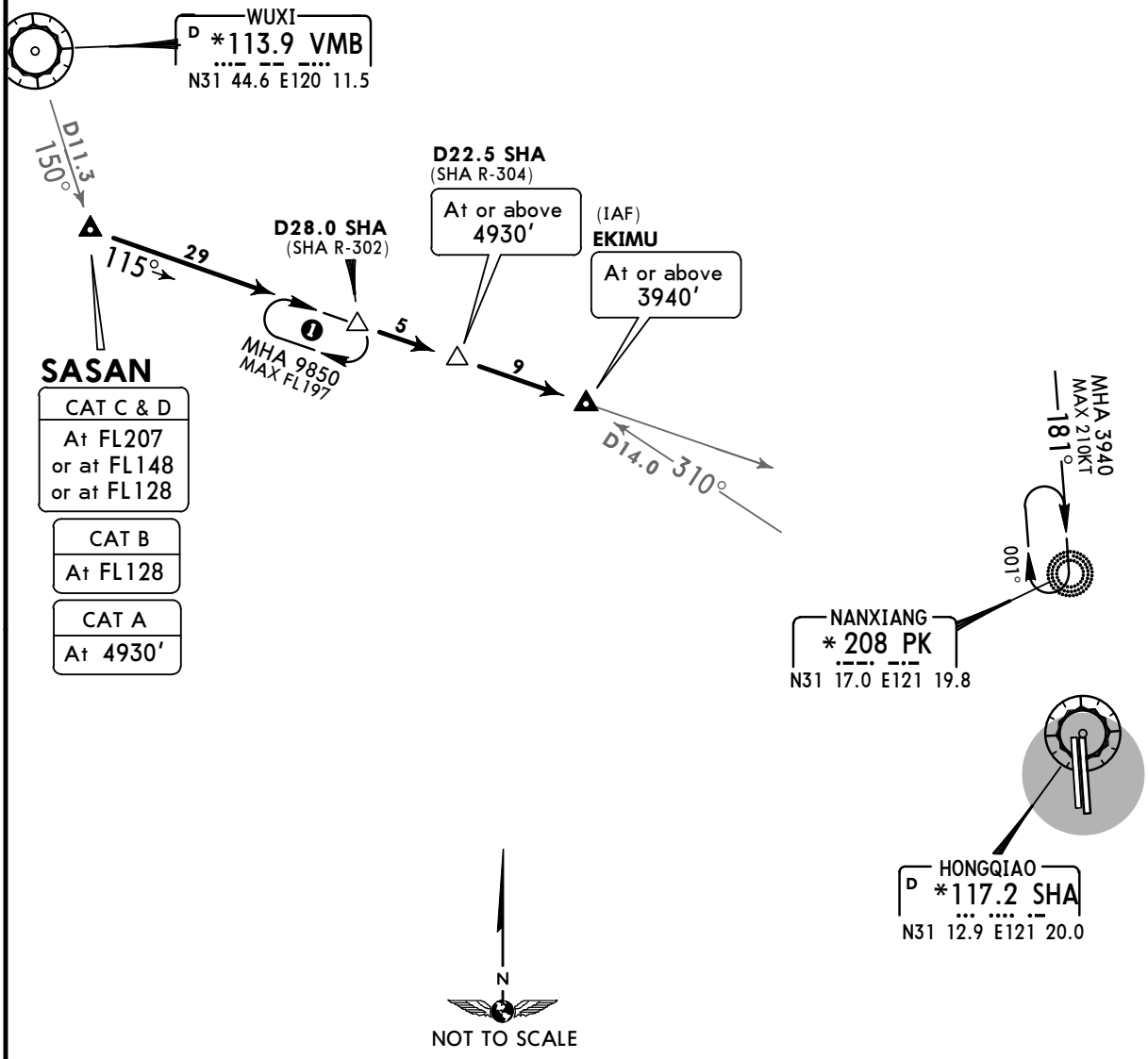
D-ATIS	Apt Elev	
132.25	10′	Alt Set: hPa Trans level: FL118 Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH. Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SASAN 2A [SASA2A]
RWYS 18L/R ARRIVAL

❶ By ATC



❷ 2300′



FT/METER CONVERSION QNH		
10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m

FL CONVERSION	
FL207	FL6300m
FL197	FL6000m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

CHANGES: Termination of SASAN 2A changed to EKIMU.

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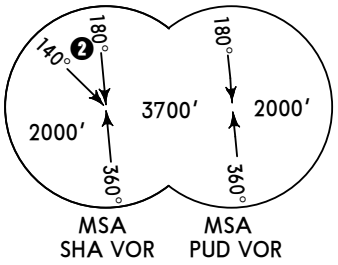
3 JUN 16 (10-3)

RNAV SID

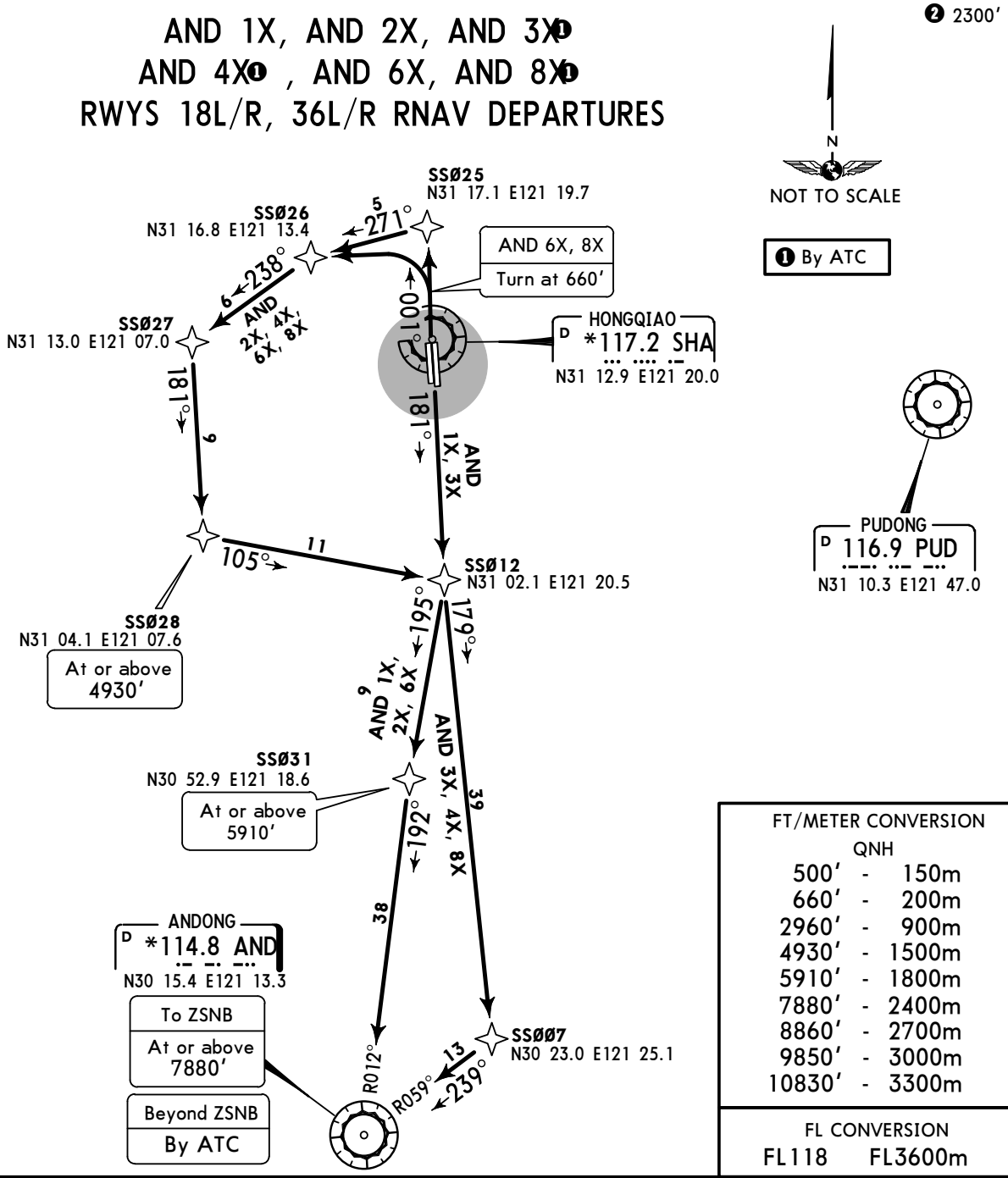
Apt Elev
10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



AND 1X, AND 2X, AND 3X❶ AND 4X❶ , AND 6X, AND 8X❶ RWYS 18L/R, 36L/R RNAV DEPARTURES



FT/METER CONVERSION
QNH

500′	-	150m
660′	-	200m
2960′	-	900m
4930′	-	1500m
5910′	-	1800m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION
FL118 FL3600m

SID	RWY	ROUTING
AND 1X	**18L/R**	(500′) - SS012 - SS031 (5910′+) - AND (7880′+ or by ATC).
AND 2X	**36L/R**	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - SS031 (5910′+) - AND (7880′+ or by ATC).
AND 3X ❶	**18L/R**	(500′) - SS012 - SS007 - AND (7880′+ or by ATC).
AND 4X ❶	**36L/R**	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - SS007- AND (7880′+ or by ATC).
AND 6X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - SS031 (5910′+) - AND (7880′+ or by ATC).
AND 8X ❶		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - SS007 - AND (7880′+ or by ATC).

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

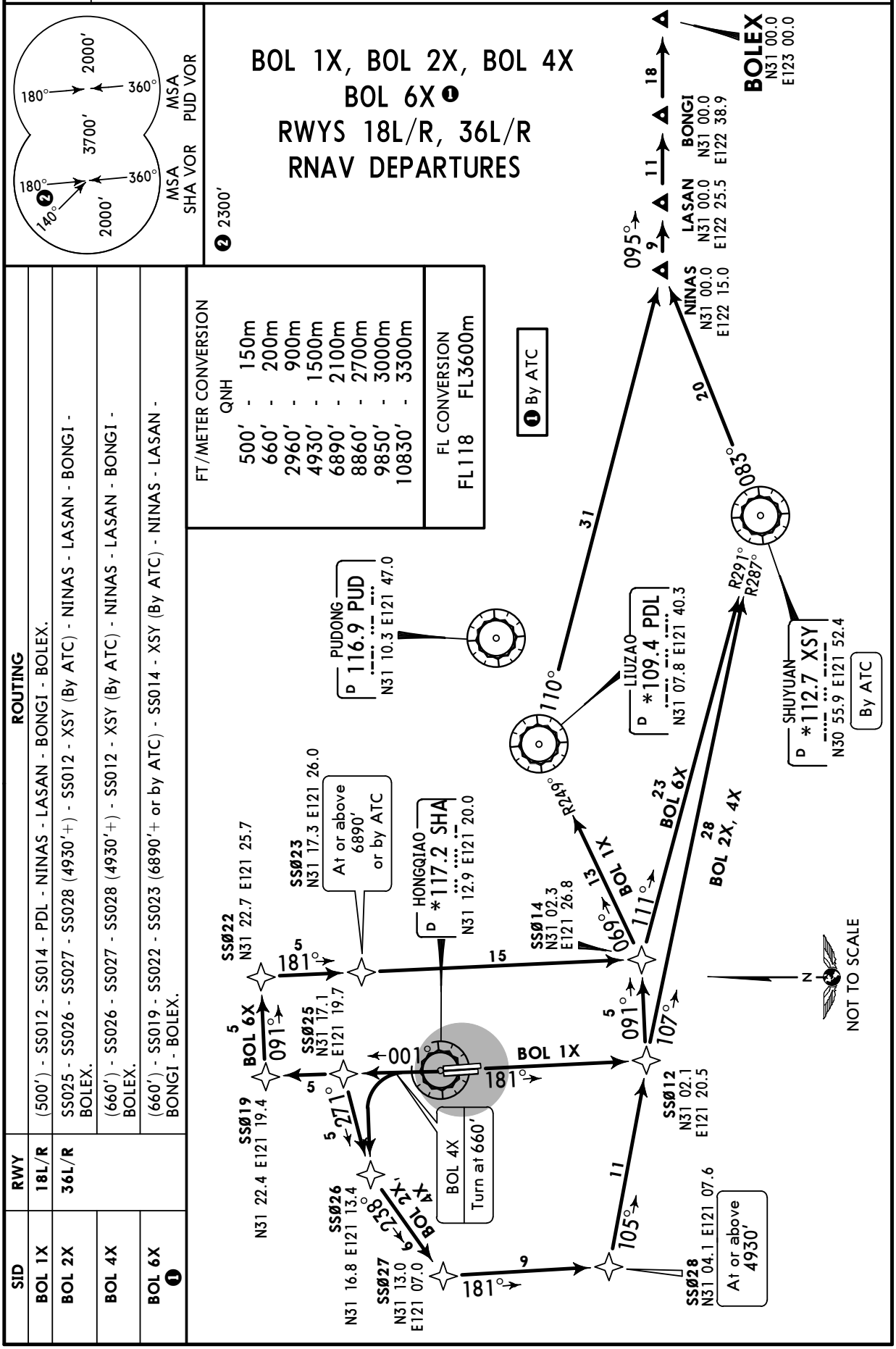
3 JUN 16 (10-3A)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

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



SID	RWY	ROUTING
BOL 1X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX.
BOL 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 4X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.
BOL 6X ❶		(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX.

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

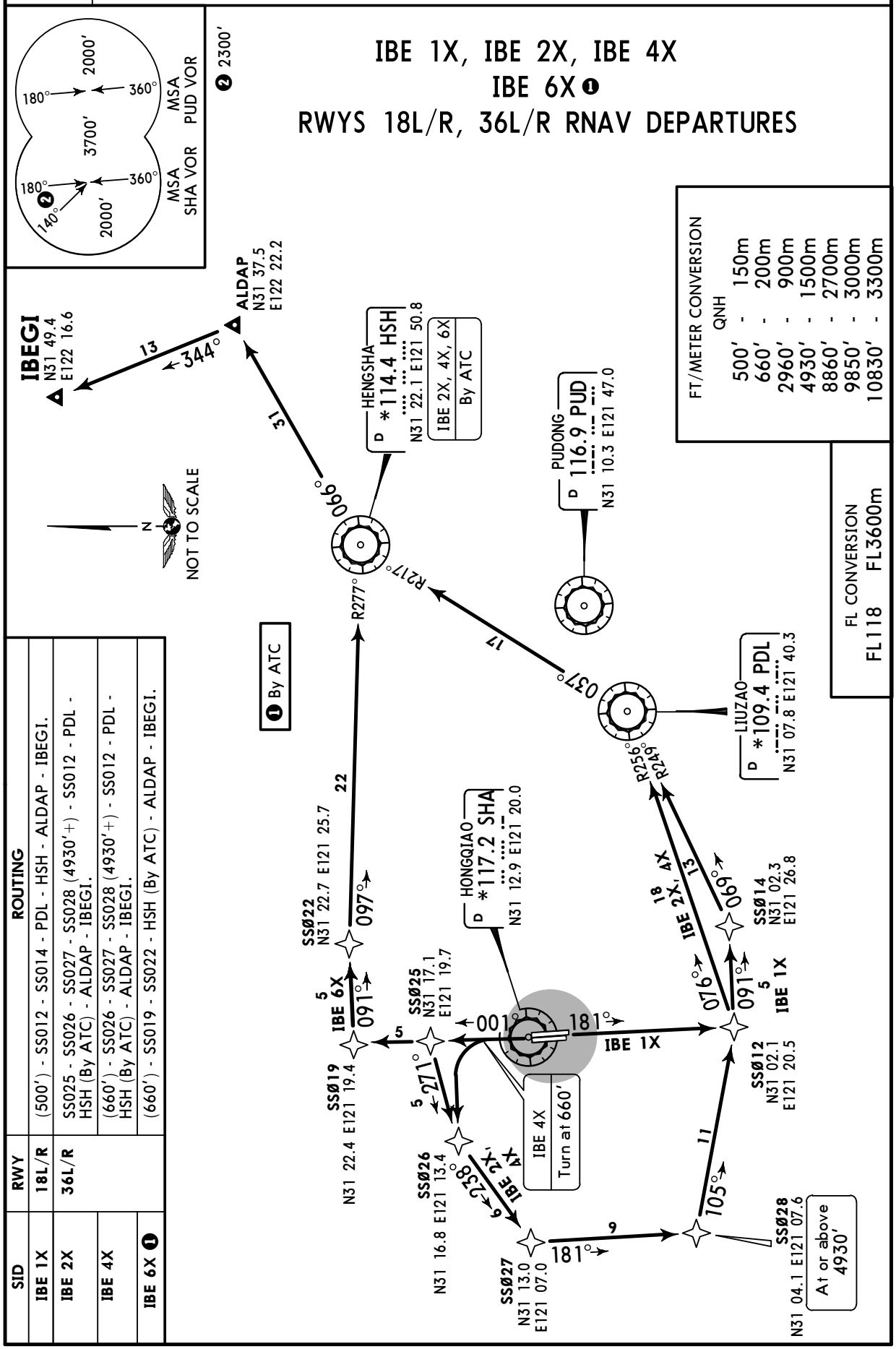
3 JUN 16 (10-3B)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.
1. RADAR required. 2.GNSS or DME/DME/IRU required. 3. RNAV 1.

IBE 1X, IBE 2X, IBE 4X
IBE 6X ❶
RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
IBE 1X	18L/R	(500′) - SS012 - SS014 - PDL - HSH - ALDAP - IBEGI.
IBE 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBE 4X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - IBEGI.
IBE 6X ❶		(660′) - SS019 - SS022 - HSH (By ATC) - ALDAP - IBEGI.

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3C)

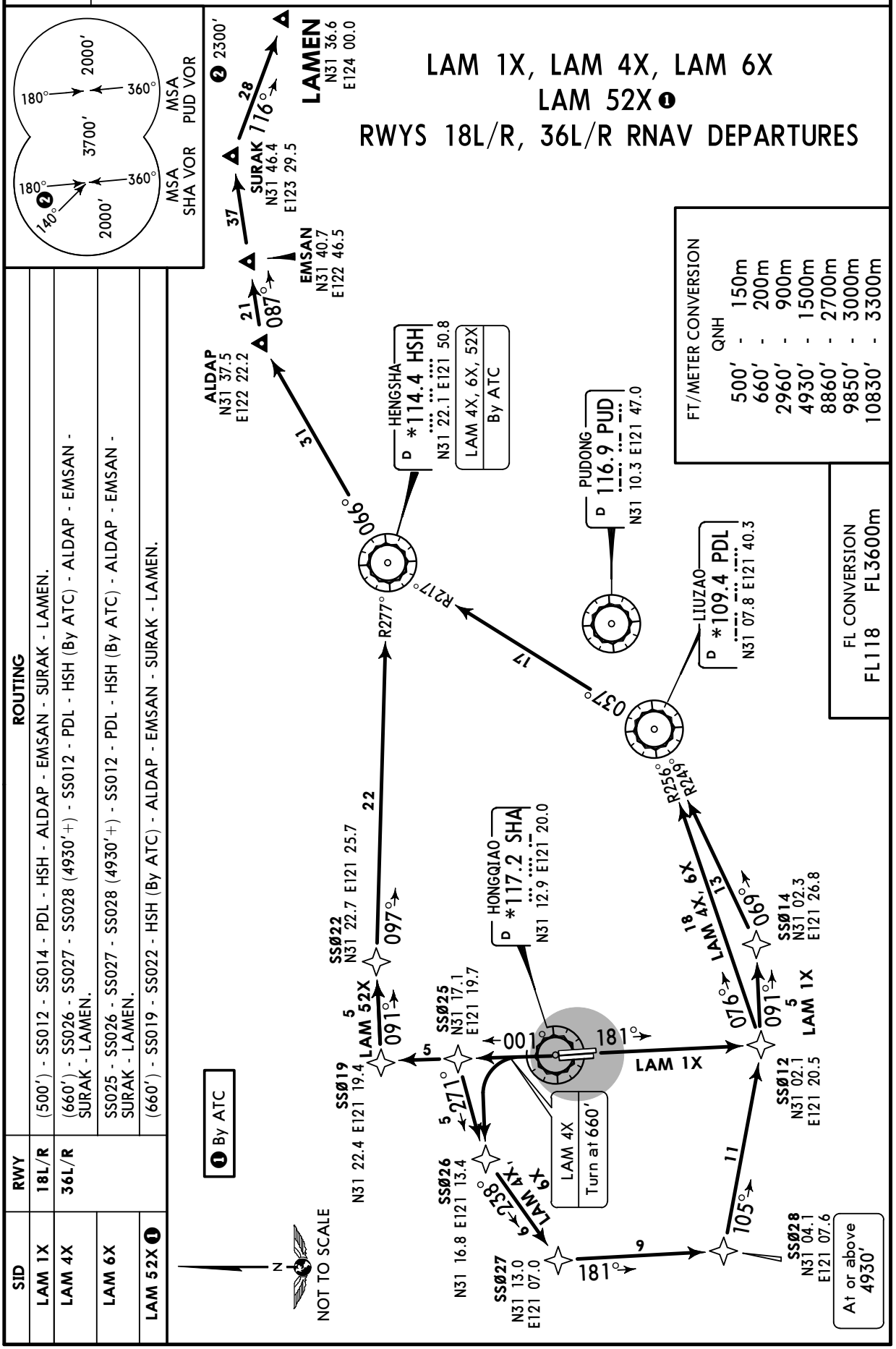
RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

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

LAM 1X, LAM 4X, LAM 6X
LAM 52X ❶
RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
LAM 1X	18L/R	(500′) - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK - LAMEN.
LAM 4X	36L/R	(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
LAM 6X		SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.
LAM 52X ❶		(660′) - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK - LAMEN.

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

2 FEB 18 (10-3D)

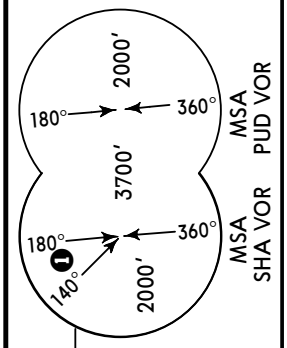
RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

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

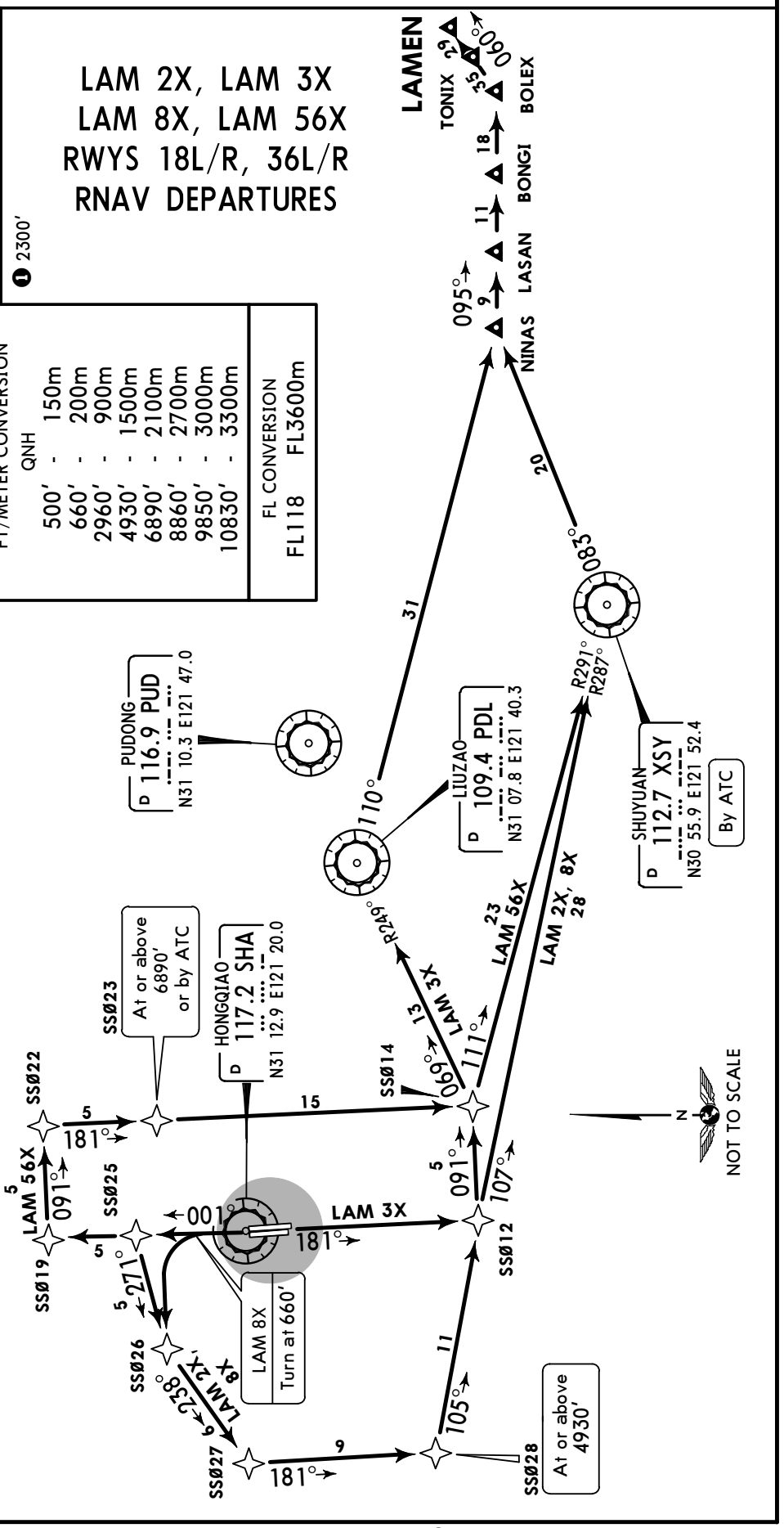
LAM 2X, LAM 3X LAM 8X, LAM 56X RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
LAM 3X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 8X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.
LAM 56X By ATC		(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - LAMEN.

FT/METER CONVERSION QNH	
500′ -	150m
660′ -	200m
2960′ -	900m
4930′ -	1500m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m



CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

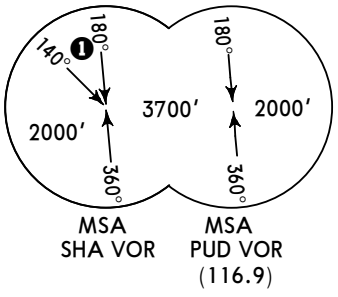
2 FEB 18 (10-3E)

RNAV SID

Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**



1 2300′

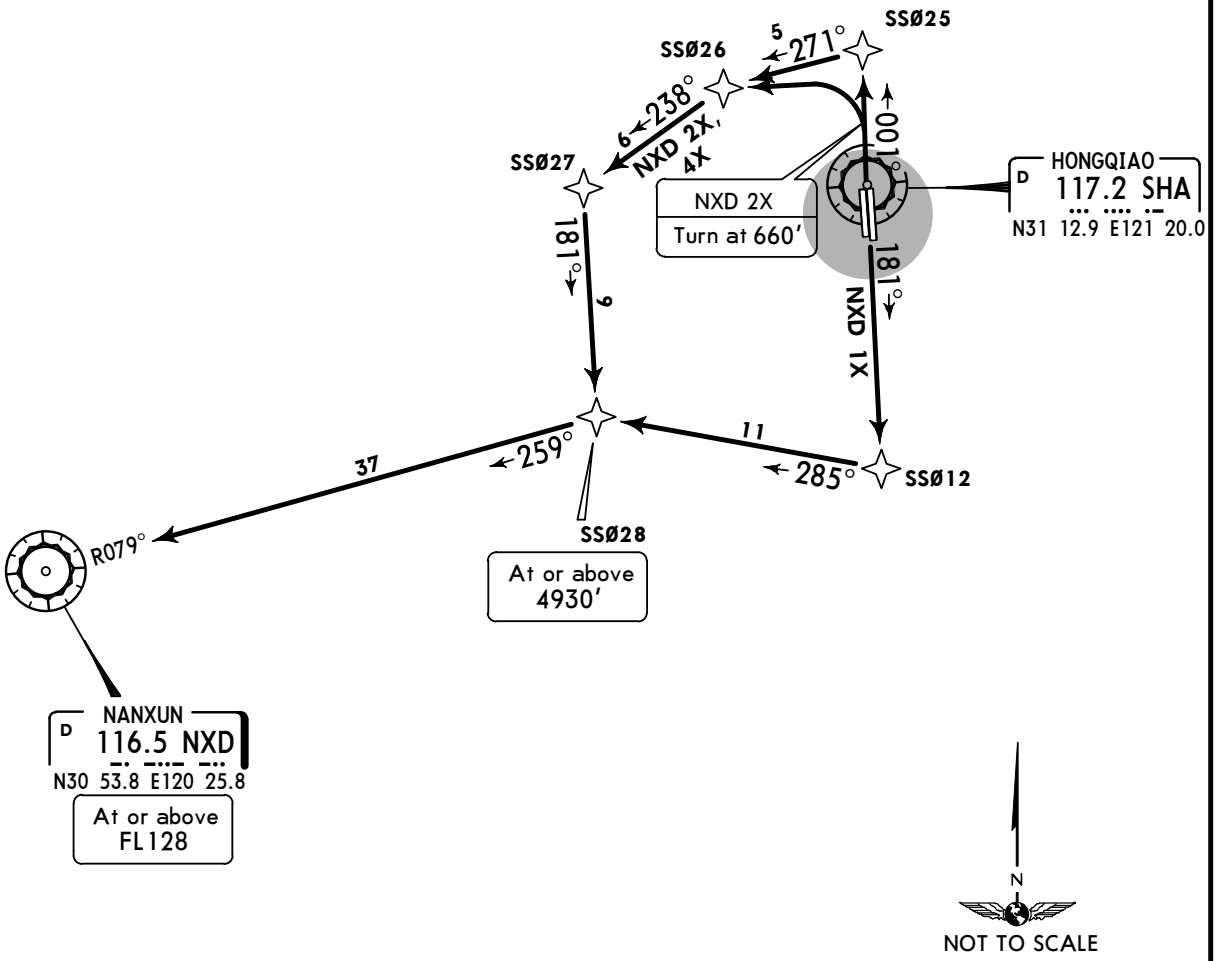
NXD 1X, NXD 2X, NXD 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES

FT/METER CONVERSION

QNH	
500′	150m
660′	200m
2960′	900m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m



SID	RWY	ROUTING
NXD 1X	**18L/R**	(500′) - SS012 - SS028 (4930′+) - NXD (FL128+).
NXD 2X	**36L/R**	(660′) - SS026 - SS027 - SS028 (4930′+) - NXD (FL128+).
NXD 4X		SS025 - SS026 - SS027 - SS028 (4930′+) - NXD (FL128+).

CHANGES: Reissue.

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JEPPESEN SHANGHAI, PR OF CHINA

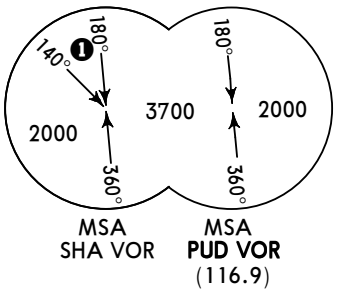
2 FEB 18 (10-3F)

RNAV SID

Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**

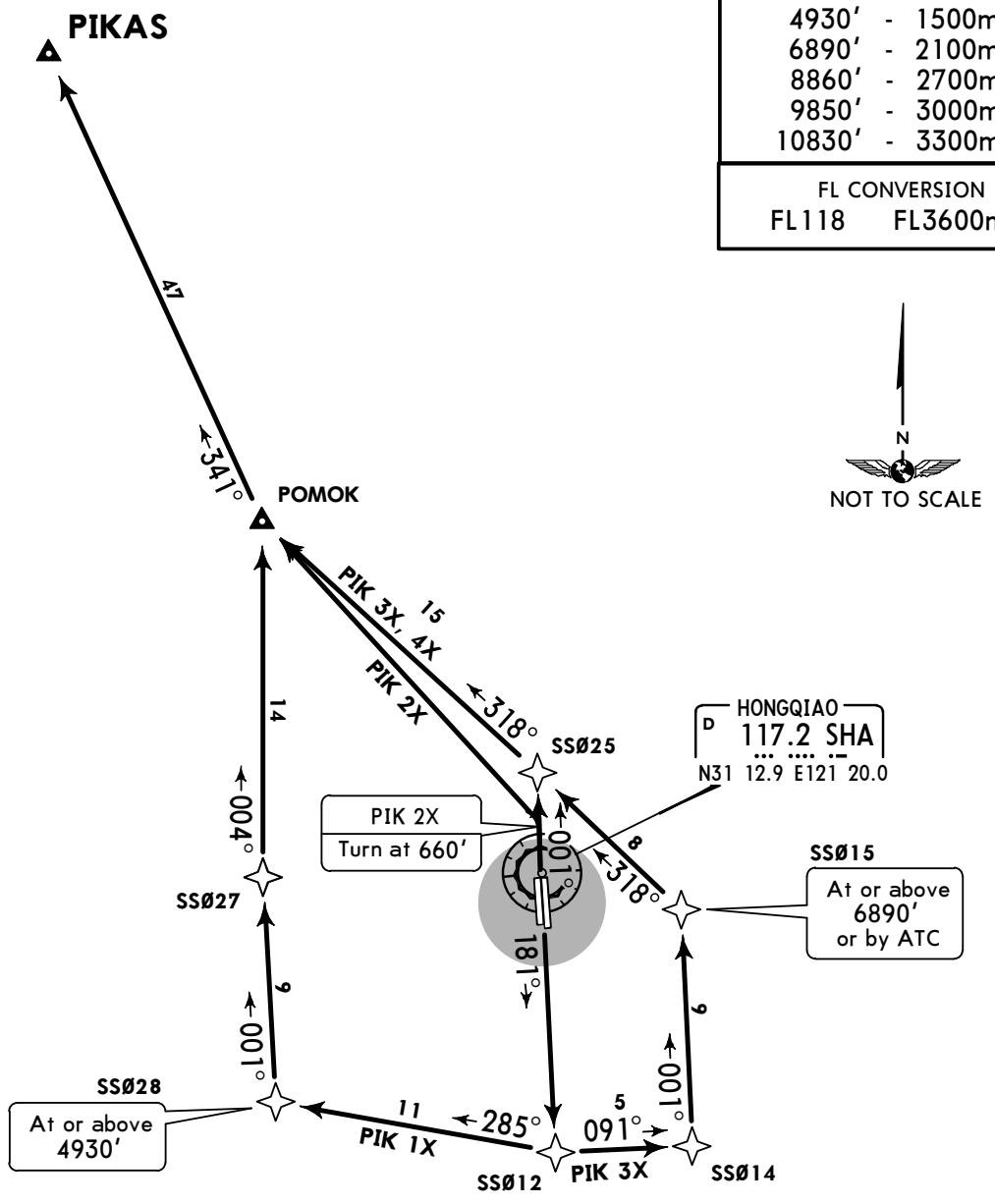


1 2300

PIK 1X, PIK 2X, PIK 3X, PIK 4X RNAV DEPARTURES

FT/METER CONVERSION QNH	
500′	150m
660′	200m
2960′	900m
4930′	1500m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m



SID	RWY	ROUTING
PIK 1X	**18L/R**	(500′) - SS012 - SS028 (4930′+) - SS027 - POMOK - PIKAS.
PIK 2X	**36L/R**	(660′) - POMOK - PIKAS.
PIK 3X By ATC	**18L/R**	(500′) - SS012 - SS014 - SS015 (6890′+ or by ATC) - SS025 - POMOK - PIKAS.
PIK 4X	**36L/R**	SS025 - POMOK - PIKAS.

CHANGES: Reissue.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

2 FEB 18 (10-3H)

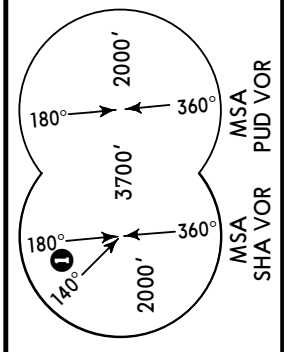
RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

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

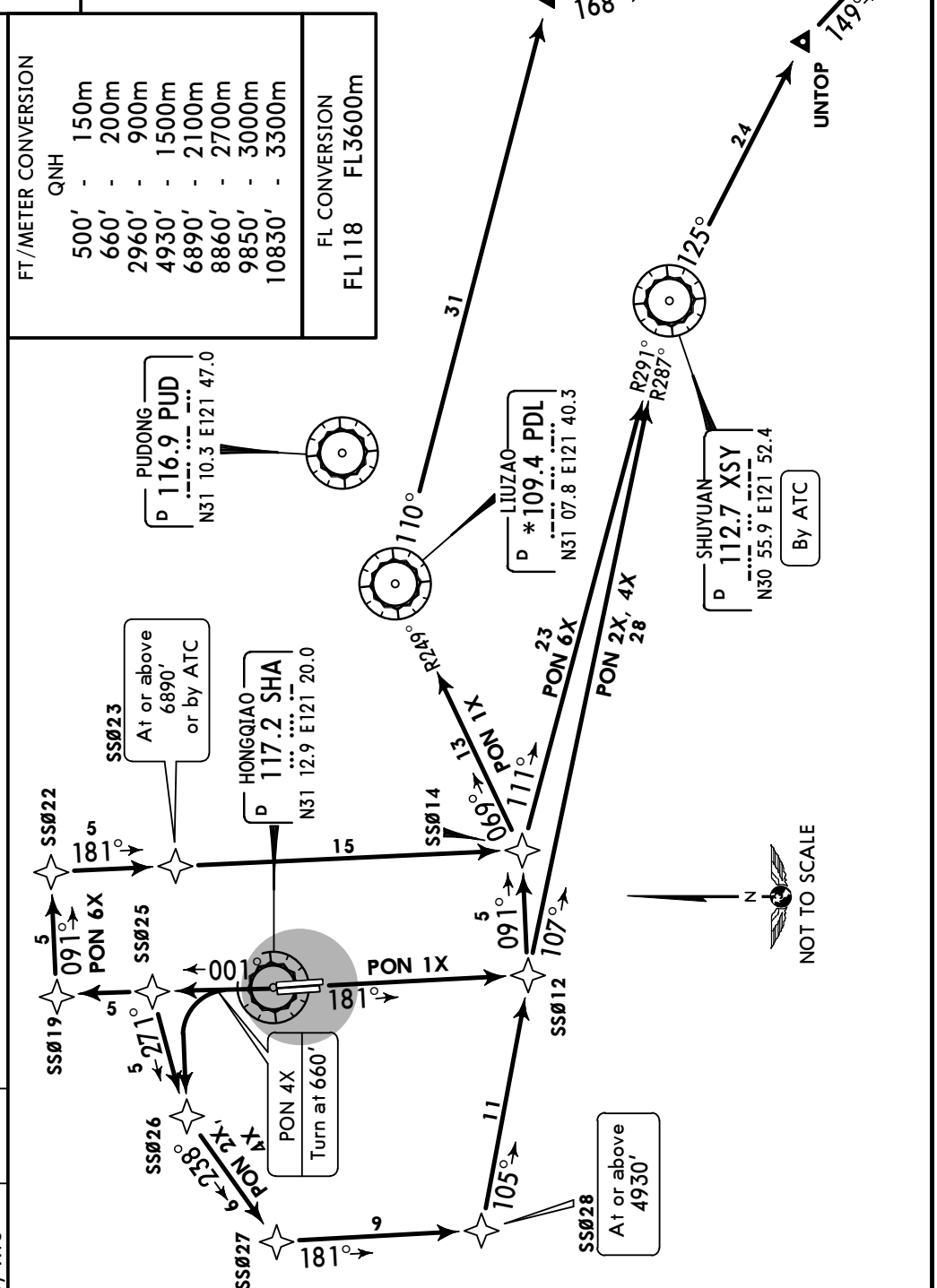
PON 1X, PON 2X, PON 4X, PON 6X RWYS 18L/R, 36L/R RNAV DEPARTURES



SID	RWY	ROUTING
PON 1X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - PONAB.
PON 2X	36L/R	SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - YSY (By ATC) - UNTOP - PONAB.
PON 4X		(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - UNTOP - PONAB.
PON 6X By ATC		(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - UNTOP - PONAB.

FT/METER CONVERSION QNH	
500′ -	150m
660′ -	200m
2960′ -	900m
4930′ -	1500m
6890′ -	2100m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m



CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

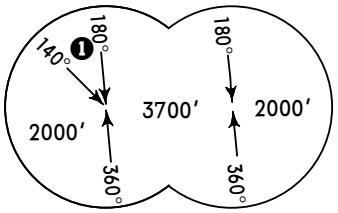
2 FEB 18 (10-3J)

RNAV SID

Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

1. **RADAR required.**
2. **GNSS or DME/DME/IRU required.**
3. **RNAV 1.**

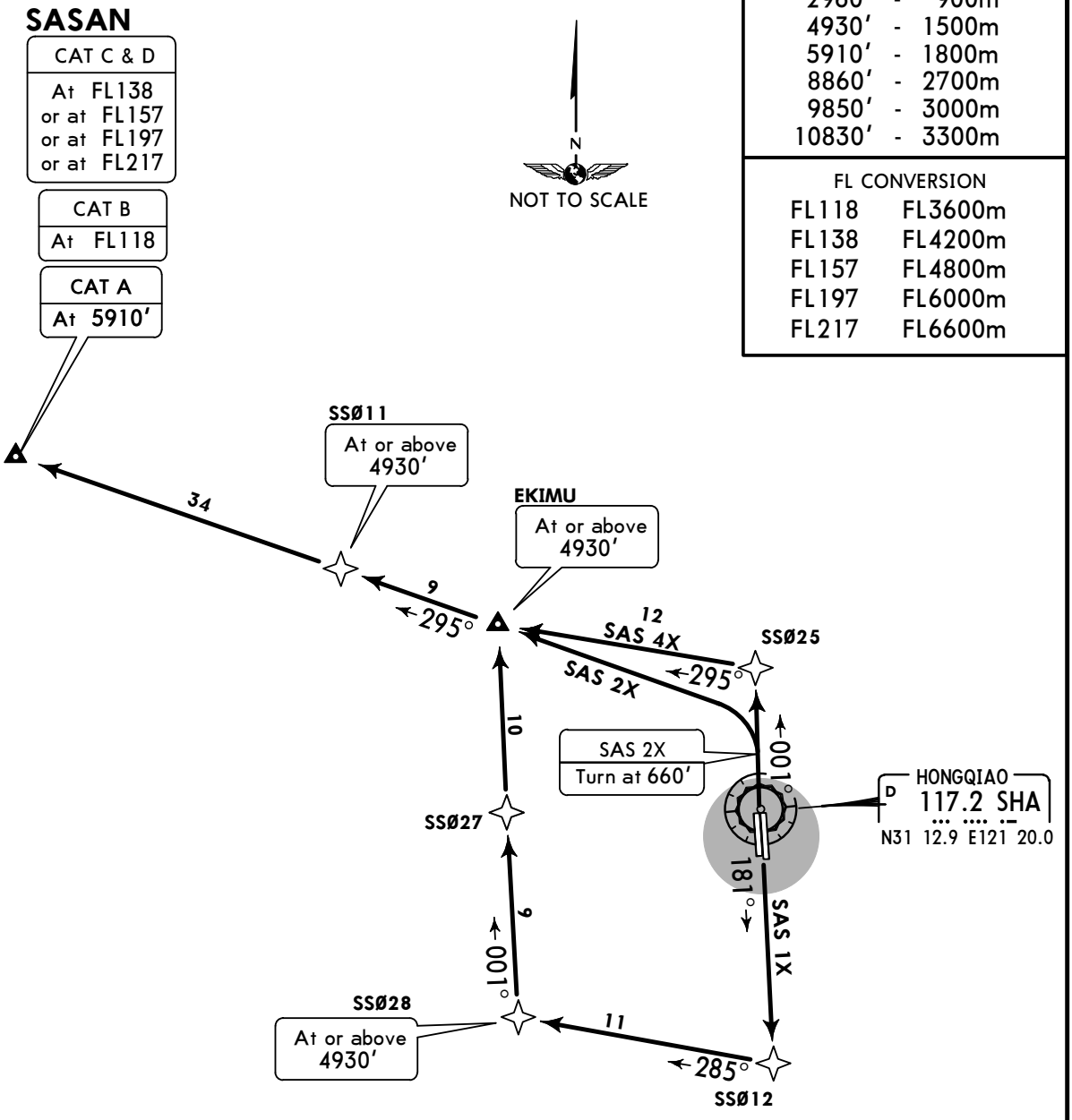


1 2300′

SAS 1X, SAS 2X, SAS 4X
RWYS 18L/R, 36L/R RNAV DEPARTURES

FT/METER CONVERSION QNH	
500′	150m
660′	200m
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



SID	RWY	ROUTING
SAS 1X	18L/R	(500′) - SS012 - SS028 (4930′+) - SS027 - EKIMU (4930′+) - SS011 (4930′+) - SASAN.
SAS 2X	36L/R	(660′) - EKIMU (4930′+) - SS011 (4930′+) - SASAN
SAS 4X		SS025 - EKIMU (4930′+) - SS011 (4930′+) - SASAN

CHANGES: Reissue.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3K)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

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

SUR 1X, SUR 4X, SUR 8X ❶
SUR 16X
RWYS 18L/R, 36L/R RNAV DEPARTURES

SID	RWY	ROUTING
SUR 1X	18L/R	(500′) - SS012 - SS014 - PDL - HSH - ALDAP - EMSAN - SURAK.
SUR 4X	36L/R	(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 8X ❶		(660′) - SS019 - SS022 - HSH (By ATC) - ALDAP - EMSAN - SURAK.
SUR 16X		SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - PDL - HSH (By ATC) - ALDAP - EMSAN - SURAK.

MSA
PUD VOR
SHA VOR
3700′
2000′
180°
360°
140°
❷ 2300′

SURAK
N31 46.4
E123 29.5

EMSAN
N31 40.7
E122 46.5

ALDAP
N31 37.5
E122 22.2

HENGSHA
D *114.4 HSH
N31 22.1 E121 50.8

SUR 4X, 8X, 16X
By ATC

PUDONG
D 116.9 PUD
N31 10.3 E121 47.0

LIUZAO
D *109.4 PDL
N31 07.8 E121 40.3

HONGQIAO
D *117.2 SHA
N31 12.9 E121 20.0

❶ By ATC

SS022 N31 22.7 E121 25.7
SS019 N31 22.4 E121 19.4
SS025 N31 17.1 E121 19.7
SS026 N31 16.8 E121 13.4
SS027 N31 13.0 E121 07.0
SS028 N31 04.1 E121 07.6
SS012 N31 02.1 E121 20.5
SS014 N31 02.3 E121 26.8

SUR 4X
Turn at 660′

At or above 4930′

FT/METER CONVERSION

QNH	
500′ -	150m
660′ -	200m
2960′ -	900m
4930′ -	1500m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION
FL118 FL3600m

NOT TO SCALE

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3L)

RNAV SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

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

SUR 2X, SUR 3X SUR 6X ❶, SUR 10X RWYS 36L/R, 18L/R RNAV DEPARTURES

NOT TO SCALE

SID	RWY	ROUTING
SUR 2X	36L/R	(660′) - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 3X	18L/R	(500′) - SS012 - SS014 - PDL - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 6X ❶	36L/R	(660′) - SS019 - SS022 - SS023 (6890′+ or by ATC) - SS014 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.
SUR 10X		SS025 - SS026 - SS027 - SS028 (4930′+) - SS012 - XSY (By ATC) - NINAS - LASAN - BONGI - BOLEX - TONIX - AKARA - SURAK.

SURAK N31 46.4 E123 29.5
AKARA N31 30.0 E123 30.0
BOLEX N31 00.0 E123 00.0
TONIX N31 19.9 E123 32.6
BONGI N31 00.0 E122 38.9
LASAN N31 00.0 E122 25.5
NINAS N31 00.0 E122 15.0
SHUYUAN N30 55.9 E121 52.4
PUDONG D 116.9 PUD N31 10.3 E121 47.0
LIUZAO D *109.4 PDL N31 07.8 E121 40.3
HONGQIAO D *117.2 SHA N31 12.9 E121 20.0
SS022 N31 22.7 E121 25.7
SS023 N31 17.3 E121 26.0
SS025 N31 17.1 E121 19.7
SS019 N31 22.4 E121 19.4
SS014 N31 02.3 E121 26.8
SS012 N31 02.1 E121 20.5
SS026 N31 16.8 E121 13.4
SS027 N31 13.0 E121 07.0
SS028 N31 04.1 E121 07.6

MSA PUD VOR: 180°→2000′, 360°→3700′
MSA SHA VOR: 180°→2000′, 140°/360°→2300′ ❷

❶ By ATC
At or above 6890′ or by ATC
At or above 4930′
SUR 2X Turn at 660′
By ATC

FT/METER CONVERSION QNH
500′ - 150m
660′ - 200m
2960′ - 900m
4930′ - 1500m
6890′ - 2100m

FT/METER CONVERSION QNH
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

10 NOV 17 (10-3M)

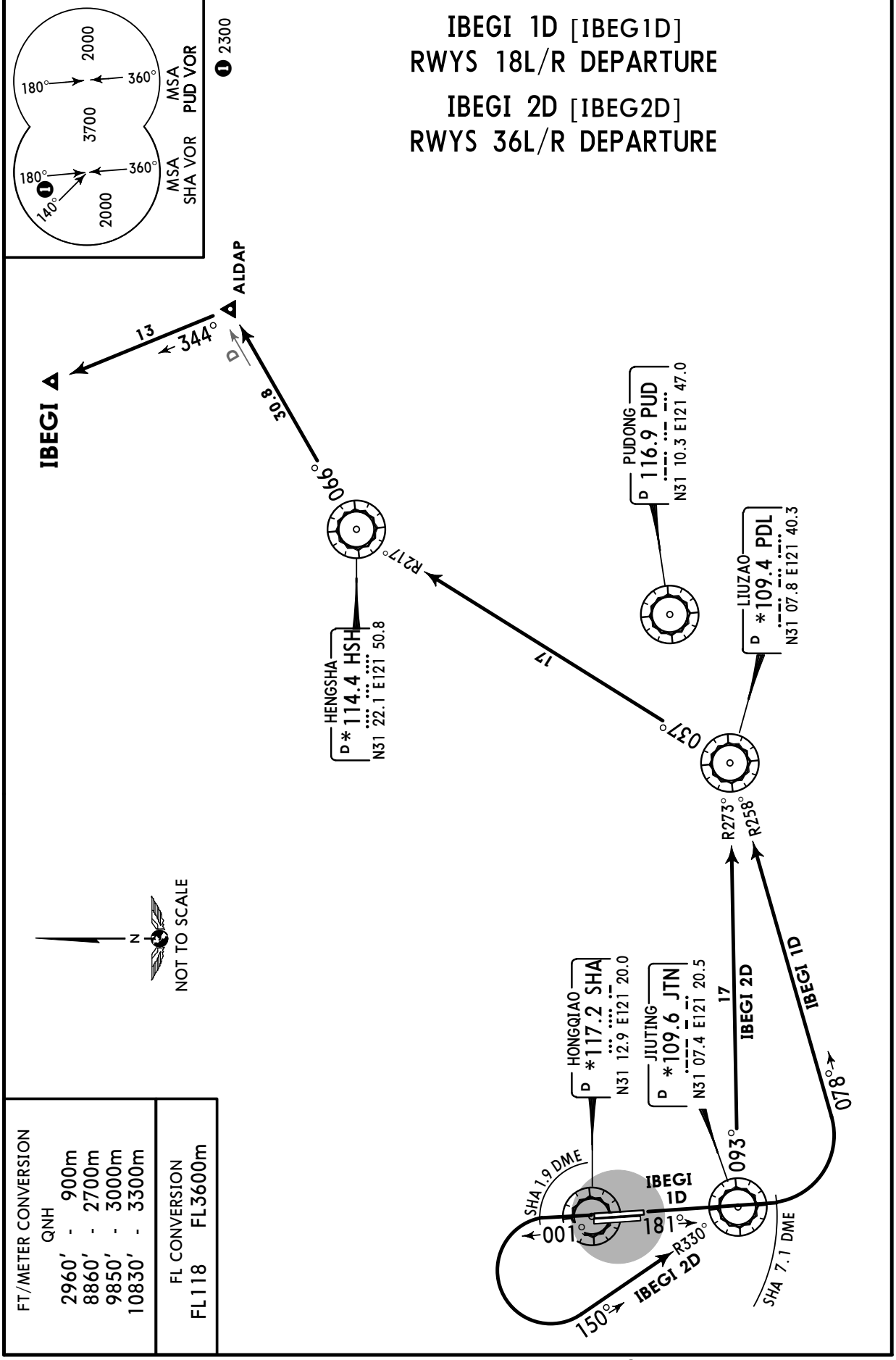
SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

IBEGI 1D [IBEG1D]
RWYS 18L/R DEPARTURE

IBEGI 2D [IBEG2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION
QNH
2960′ - 900m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m

CHANGES: SIDs withdrawn & transferred.

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ZSSS/SHA HONGQIAO

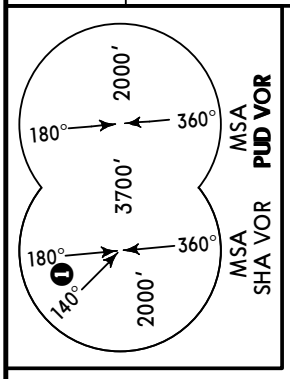
JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3P)

SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.



LAMEN 1D [LAME1D]
SURAK 1D [SURA1D]
RWYS 18L/R DEPARTURES

LAMEN 2D [LAME2D]
SURAK 2D [SURA2D]
RWYS 36L/R DEPARTURES

FT/METER CONVERSION
QNH
2960′ - 900m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL118 FL3600m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

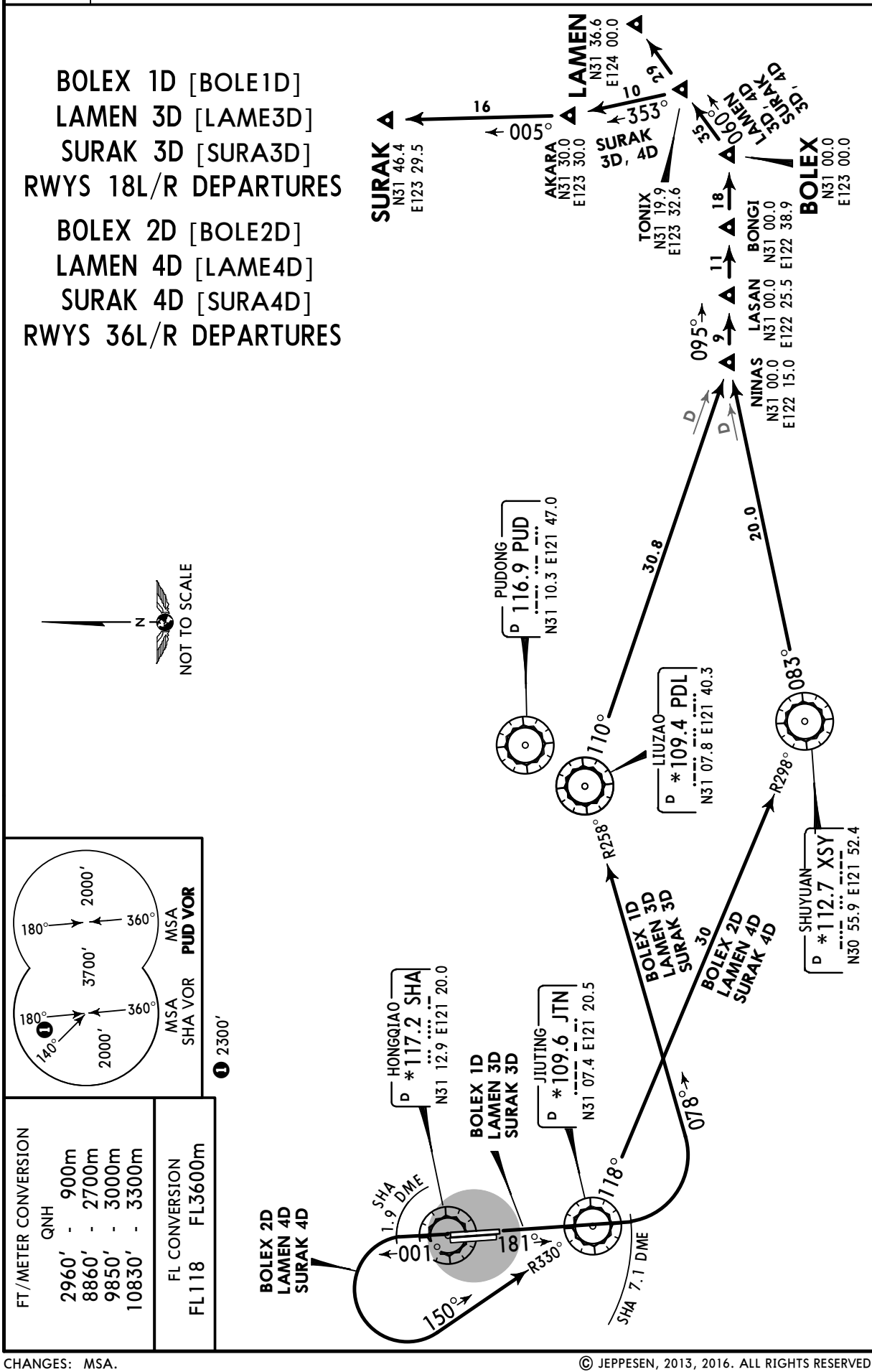
3 JUN 16 (10-3Q)

SID

Apt Elev	Trans level: FL118	Trans alt: 9850′
10′		10830′ 1031 hPa or above 8860′ 979 hPa or below Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.

BOLEX 1D [BOLE1D]
LAMEN 3D [LAME3D]
SURAK 3D [SURA3D]
RWYS 18L/R DEPARTURES

BOLEX 2D [BOLE2D]
LAMEN 4D [LAME4D]
SURAK 4D [SURA4D]
RWYS 36L/R DEPARTURES



FT/METER CONVERSION QNH	
2960′ -	900m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3S)

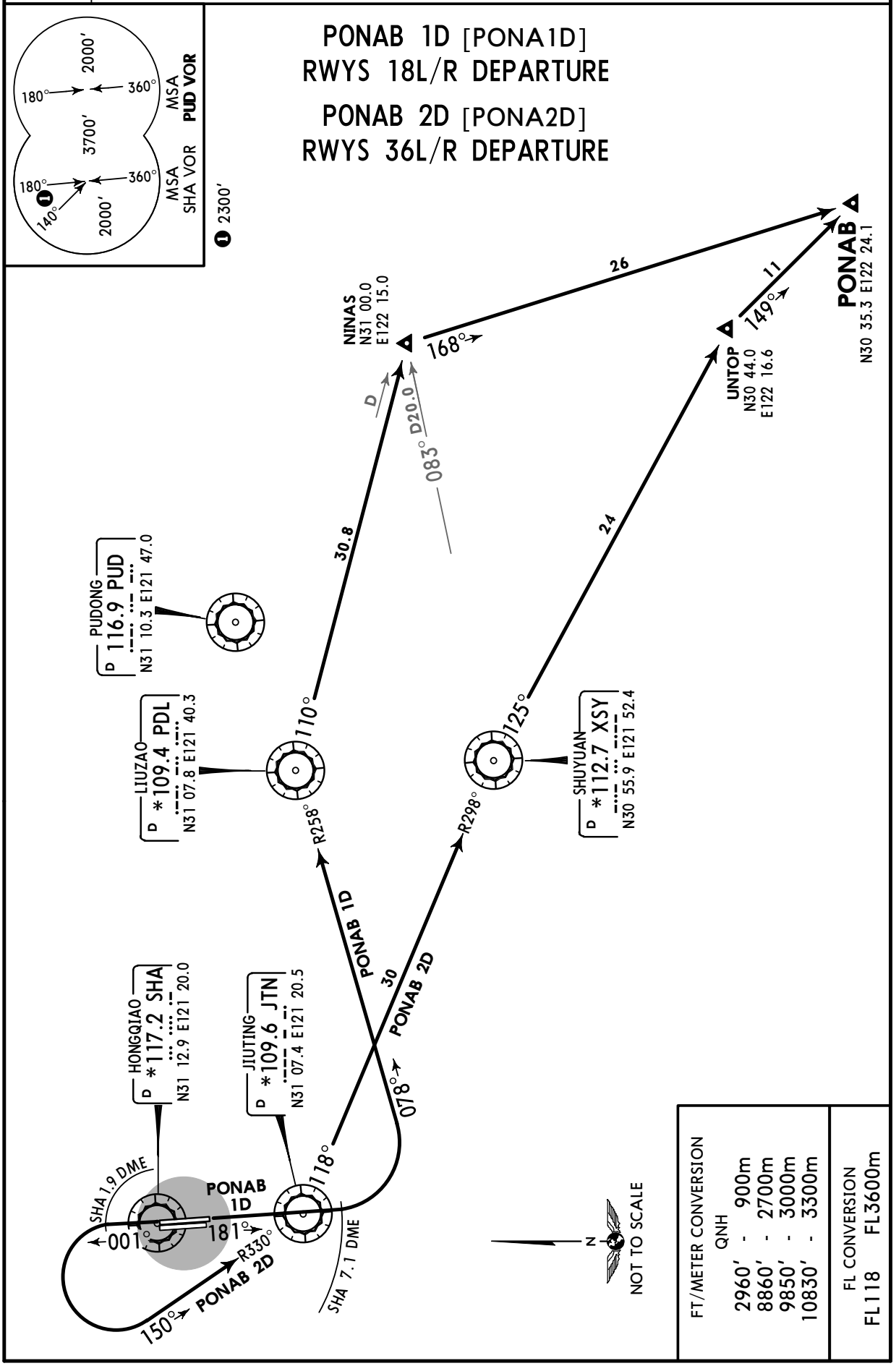
SID

Apt Elev 10′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH,
at or below 2960′ use SHANGHAI Hongqiao QNH.

PONAB 1D [PONA1D]
RWYS 18L/R DEPARTURE

PONAB 2D [PONA2D]
RWYS 36L/R DEPARTURE



FT/METER CONVERSION QNH	
2960′ -	900m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

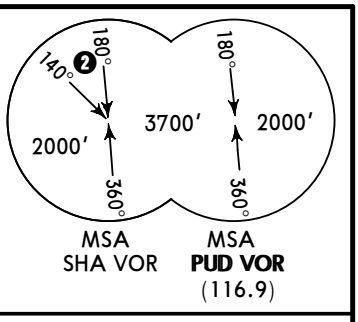
JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3T)

SID

Apt Elev 10′

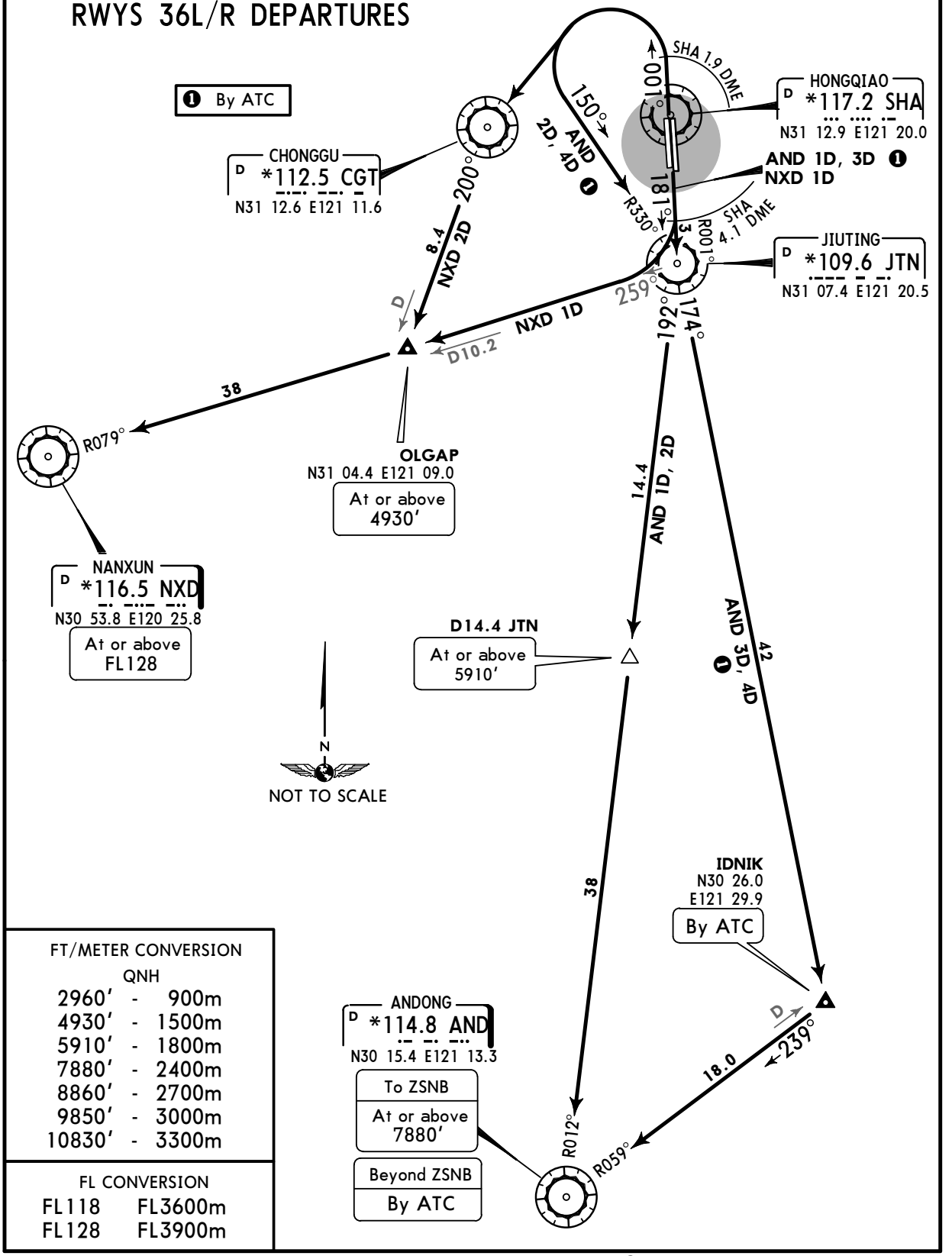
Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



❷ 2300′

AND 1D, AND 3D❶ , NXD 1D RWYS 18L/R DEPARTURES

AND 2D, AND 4D❶ , NXD 2D RWYS 36L/R DEPARTURES



FT/METER CONVERSION QNH	
2960′	900m
4930′	1500m
5910′	1800m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

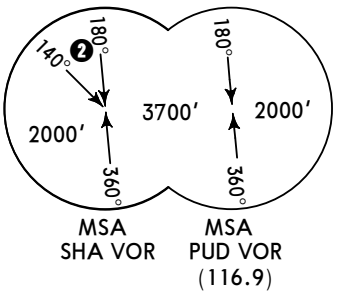
JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3U)

SID

Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



❷ 2300′

PIKAS 1D [PIKA1D], PIKAS 3D [PIKA3D] ❶
SASAN 1D [SASA1D], SASAN 3D [SASA3D] ❶
RWYS 18L/R DEPARTURES

PIKAS 2D [PIKA2D], SASAN 2D [SASA2D]
RWYS 36L/R DEPARTURES

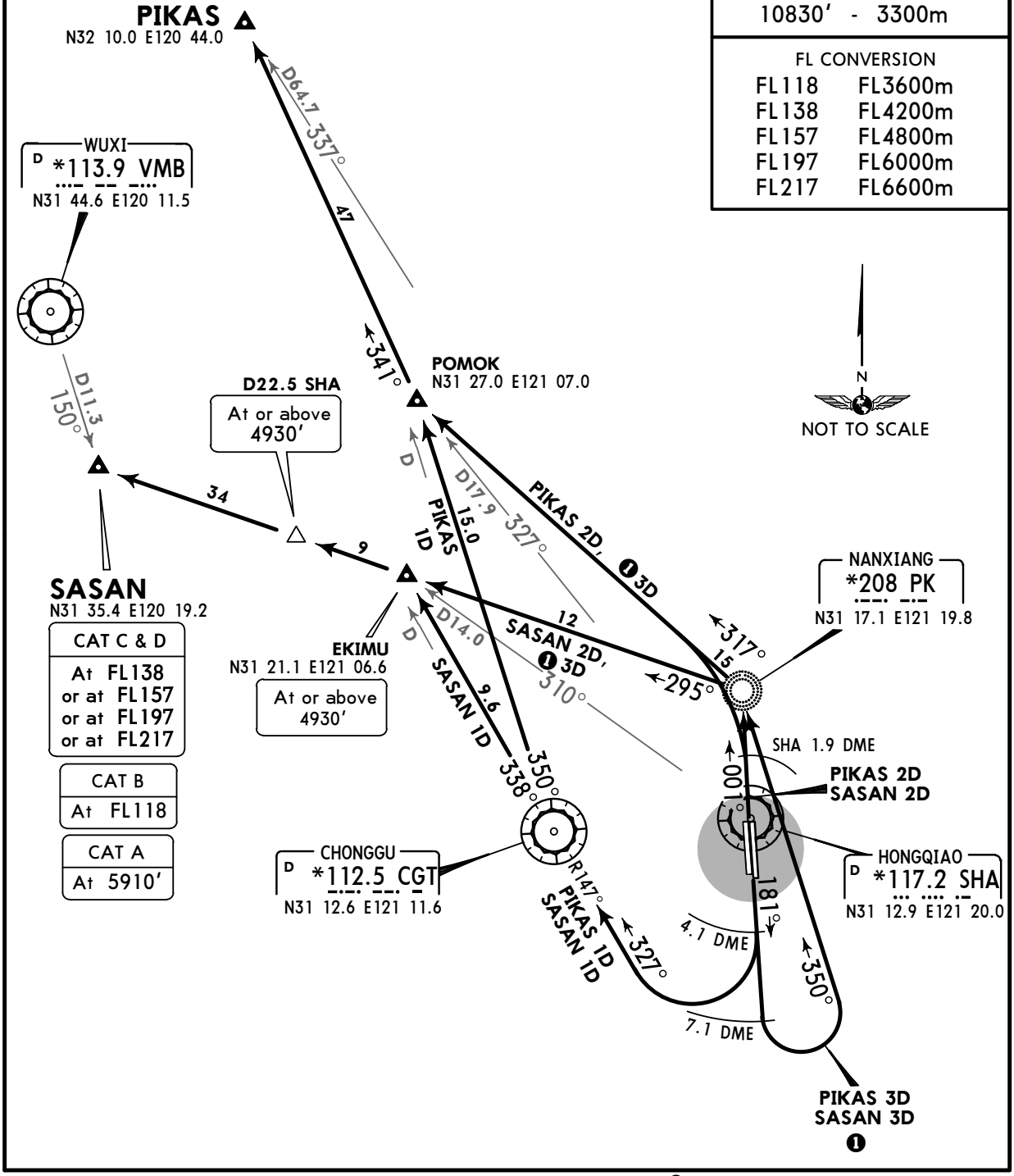
❶ By ATC

FT/METER CONVERSION

QNH	
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL197	FL6000m
FL217	FL6600m



CHANGES: MSA.

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ZSSS/SHA HONGQIAO

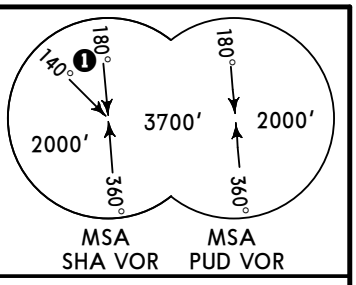
JEPPESEN SHANGHAI, PR OF CHINA

3 JUN 16 (10-3V)

SID

Apt Elev 10′

Trans level: FL118
Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below
Above 2960′ use SHANGHAI Pudong QNH, at or below 2960′ use SHANGHAI Hongqiao QNH.



❶ 2300′

JTN 12D, PK 12D

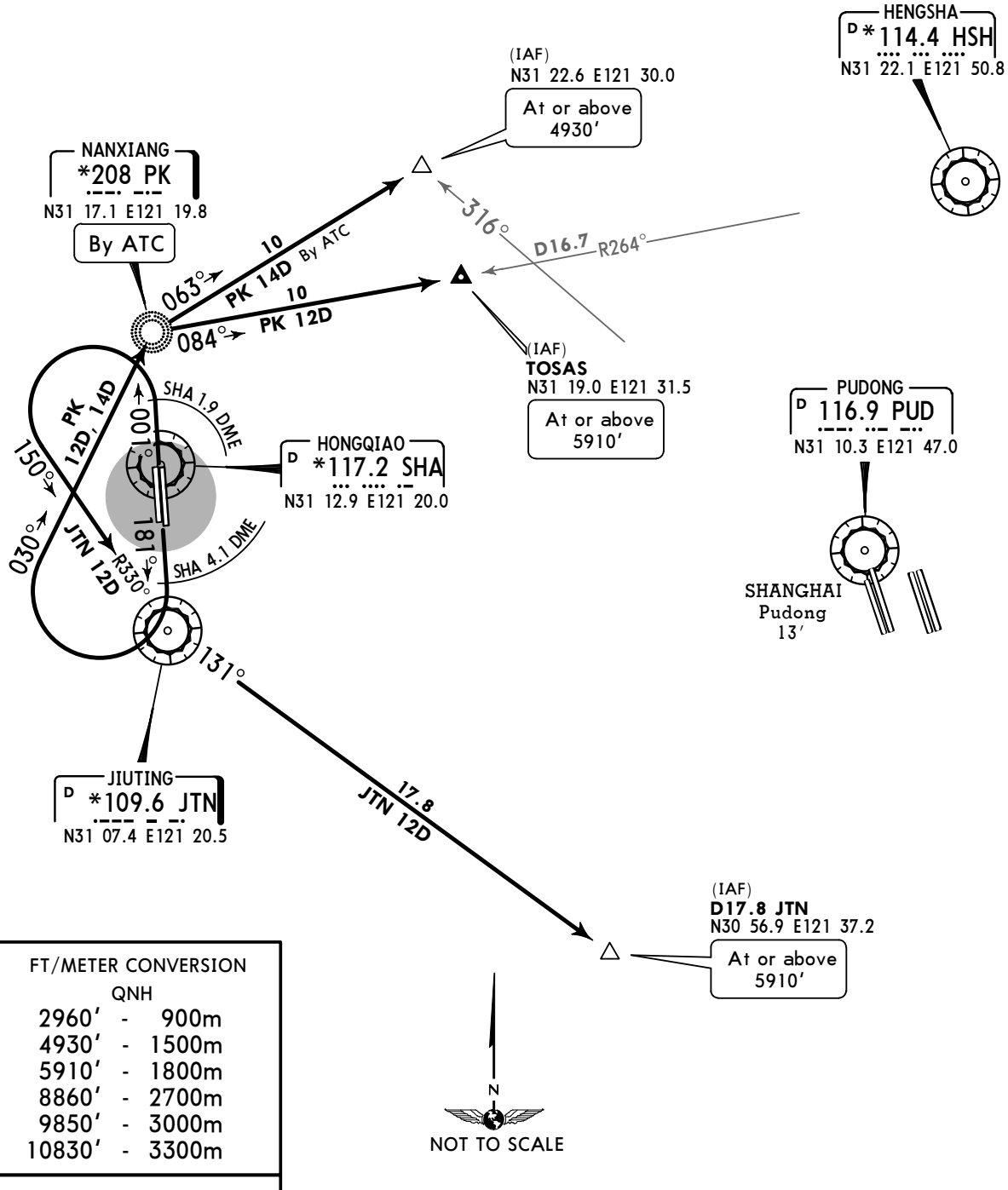
PK 14D

BY ATC

RWYS 18L/R, 36L/R FERRY ROUTES

TO SHANGHAI PUDONG

FOLLOW JTN 12D, PK 12D OR PK 14D, THEN FOLLOW SHANGHAI PUDONG APPROACH PROCEDURES



FT/METER CONVERSION QNH	
2960′	900m
4930′	1500m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m

CHANGES: MSA.

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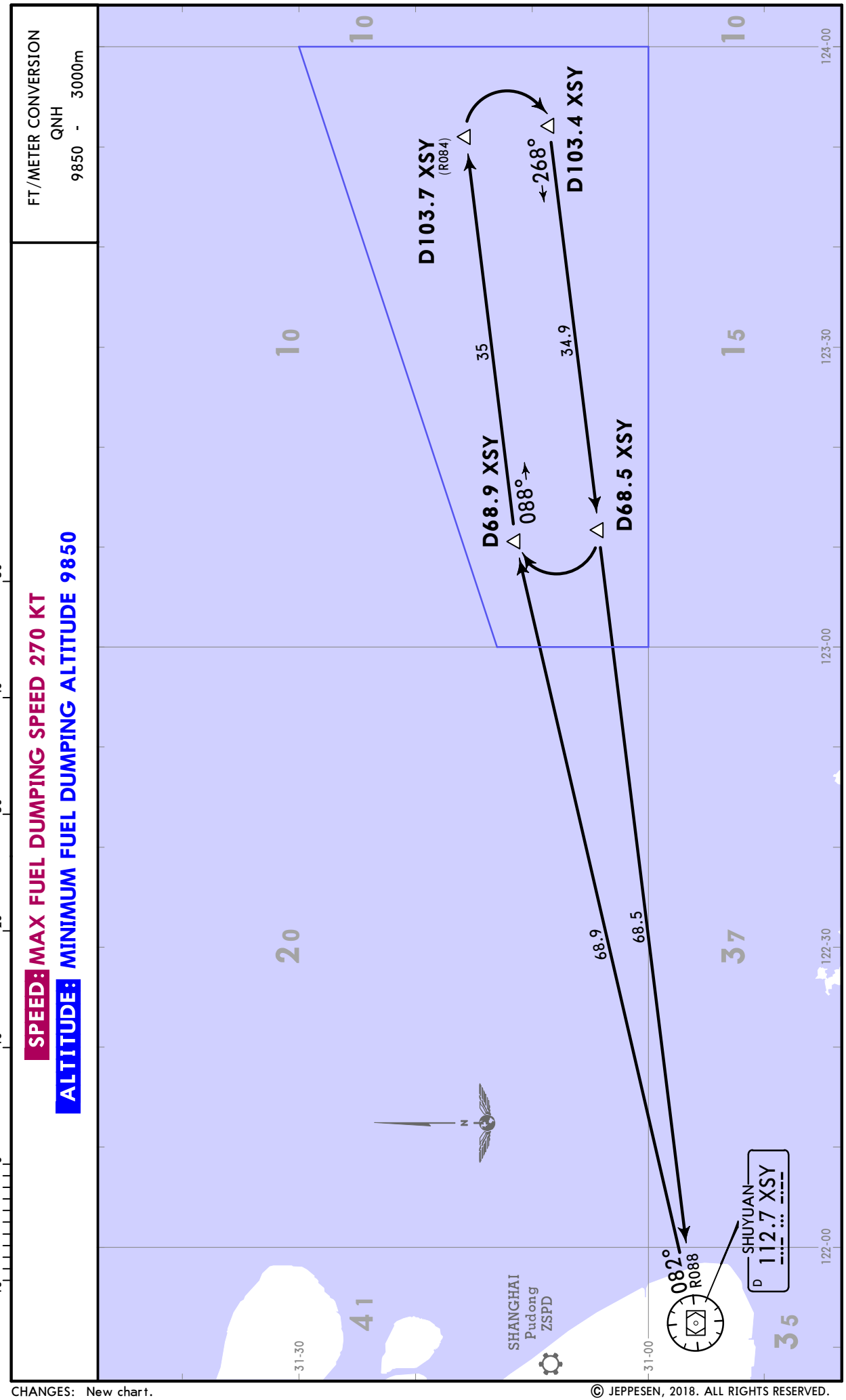
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JEPPESEN SHANGHAI, PR OF CHINA

17 AUG 18 (10-3Z)

FUEL DUMPING AREA



CHANGES: New chart.

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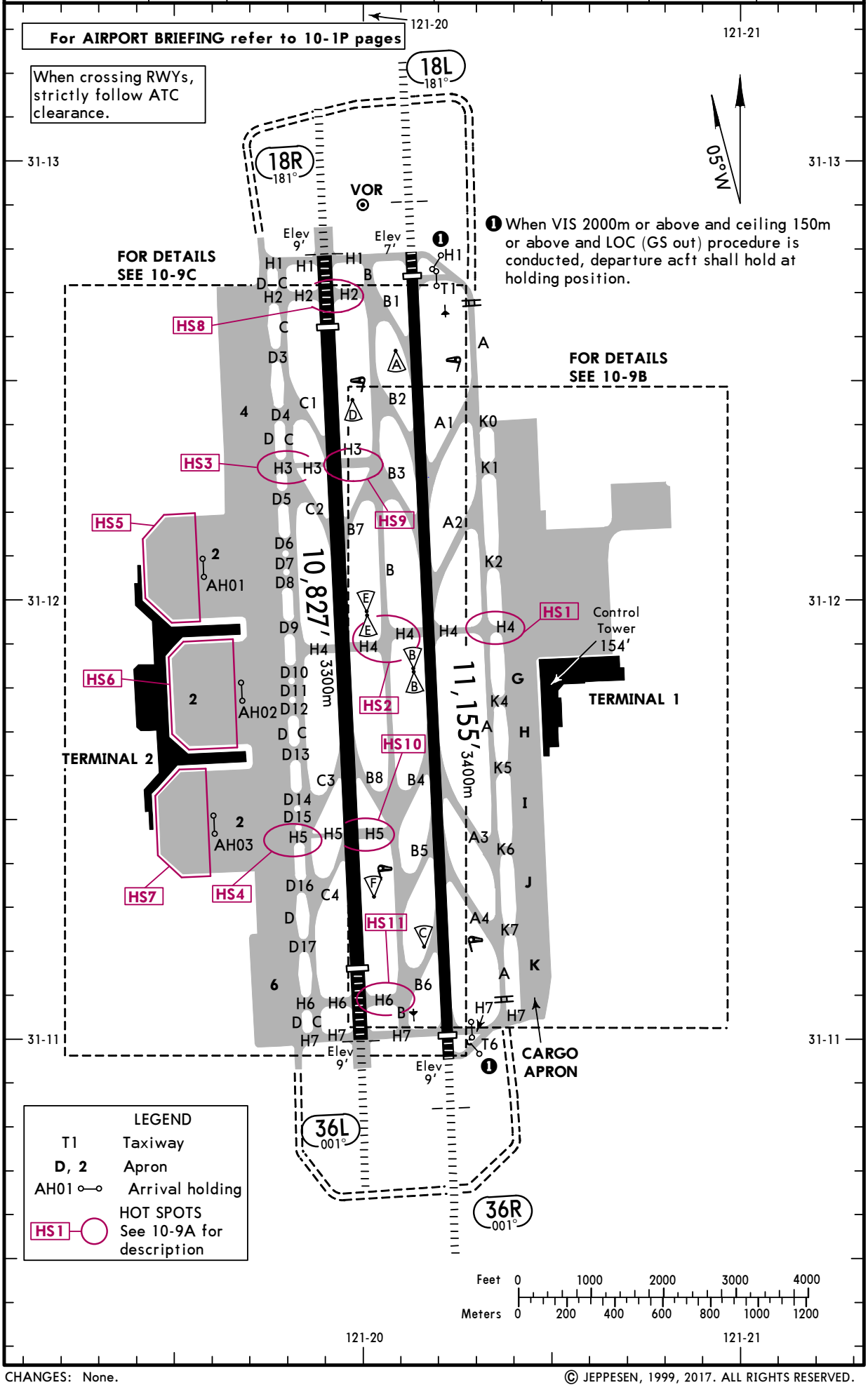
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JEPPESEN JeppView 3.6.2.0

ZSSS/SHA

Apt Elev 10′
N31 11.8 E121 20.1

JEPPESEN SHANGHAI, PR OF CHINA
2 MAR 18 (10-9)
HONGQIAO

D-ATIS	ACARS: D-ATIS DCL	*HONGQIAO Delivery	Ground East	Ground West	Tower East	Tower West
132.25		121.75	121.6	121.85	118.1	118.65



CHANGES: None.

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ZSSS/SHA JEPPESEN SHANGHAI, PR OF CHINA

2 MAR 18 (10-9A) HONGQIAO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) RVR	10,499′ 3200m	9498′ 2895m	❹	148′ 45m
36R	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) RVR				
18R ❶	HIRL(60m) CL(30m) HIALS SFL PAPI-L (3.0°) ❷ RVR	9843′ 3000m	8823′ 2689m	❺	197′ 60m
36L	HIRL(60m) CL(30m) HIALS SFL PAPI-R (3.0°) ❸ RVR				

❶ grooved.
❷ HST-B8, C3 & C4.
❸ HST-B7, C1 & C2.

❹ TAKE-OFF RUN AVAILABLE

RWY 18L:
From rwy head 10,827′ (3300m)
twy T1 int 10,459′ (3188m)

RWY 36R:
From rwy head 10,827′ (3300m)
twy H7 int 10,459′ (3188m)

❺ TAKE-OFF RUN AVAILABLE

RWY 18R:
From rwy head 10,827′ (3300m)
twy H2 int 10,295′ (3138m)

RWY 36L:
From rwy head 10,827′ (3300m)
twy H6 int 10,295′ (3138m)

HOT SPOTS

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

HS1 TWY H4 connected area of TWY L01 and RWY 18L/36R:
RWY crossing area. Pilot must be careful when crossing RWY.
Strictly follow ATC instructions when crossing RWY. Taxiing busy area.

HS2 TWY H4 connected area of RWY 18L/36R and 18R/36L: Strictly follow ATC instructions when vacating RWY 18L/36R.

HS3 Connected area of TWY H3 and TWY D: Taxiing busy area. Strictly follow ATC instructions when vacating RWY 18R/36L.

HS4 Connected area of TWY H5 and TWY D: Taxiing busy area. Strictly follow ATC instructions when vacating RWY 18R/36L.

HS5 Area of stands 216 thru 228: Arrival ACFT and follow-me shall stop at AH01 before taxiing into HS5, then observe and keep slow speed to taxi into parking stand.
Two or more ACFT forbidden to operate simultaneously within HS5 and adjacent stands 215 and 229.

HS6 Area of stands 238A thru 259: Arrival ACFT and follow-me shall stop at AH02 before taxiing into HS6, then observe and keep slow speed to taxi into parking stand.
Two or more ACFT forbidden to operate simultaneously within HS6 and adjacent stands 237 and 260.

HS7 Area of stands 269 thru 281: Arrival ACFT and follow-me shall stop at AH03 before taxiing into HS7, then observe and keep slow speed to taxi into parking stand.
Two or more ACFT forbidden to operate simultaneously within HS7 and adjacent stands 268 and 282.

HS8 TWY H2 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

HS9 TWY H3 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

HS10 TWY H5 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

HS11 TWY H6 connected area of B and RWY 18R/36L:
RWY crossing area. When crossing RWY, strictly follow ATC clearance.

Standard

	TAKE-OFF	
	RL	NIL (DAY only)
A B C D	RVR 400m VIS 800m	RVR 500m VIS 800m

CHANGES: Usable lengths.

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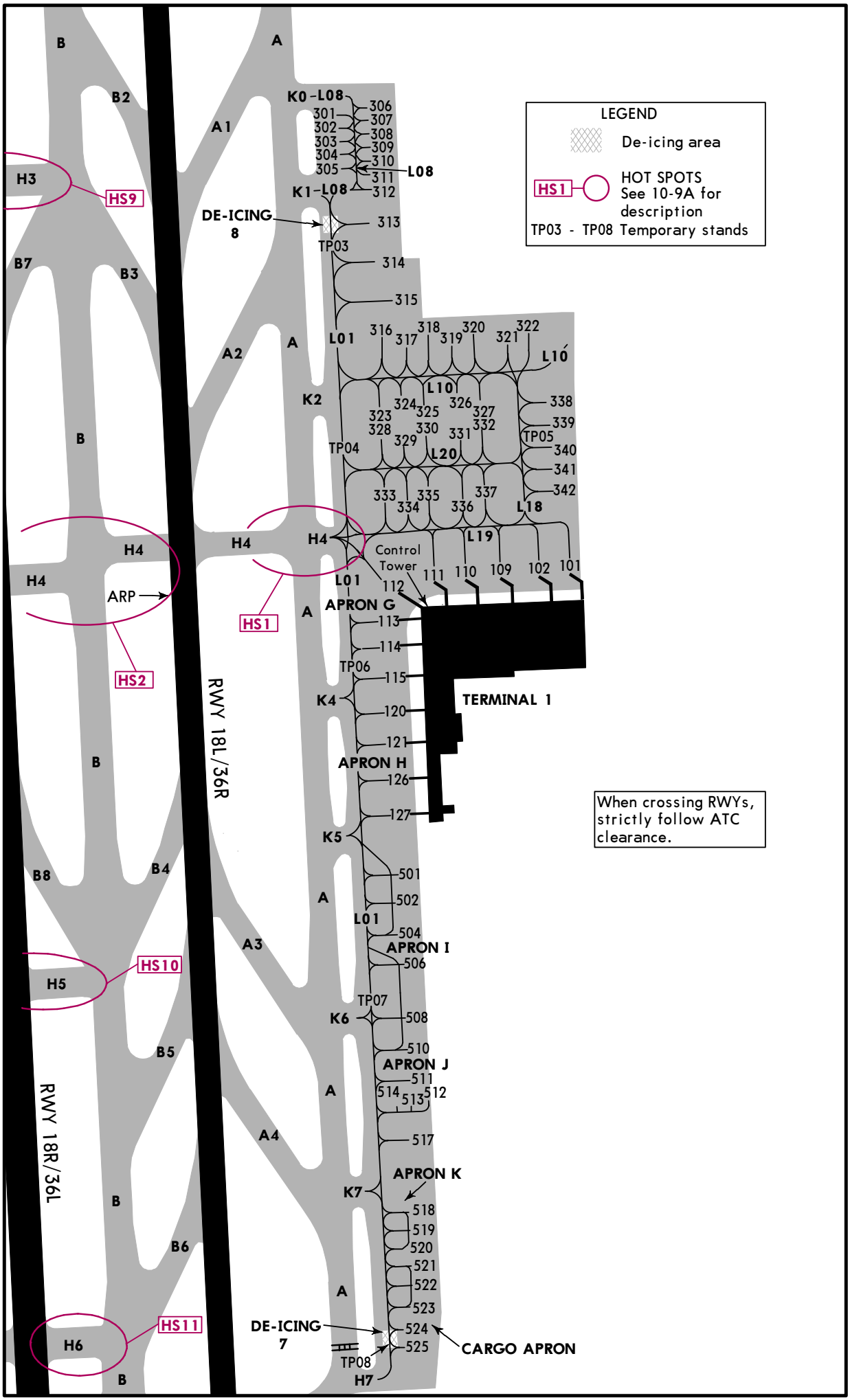
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ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

31 AUG 18 (10-9B) Eff 12 Sep

HONGQIAO



CHANGES: Stands renamed.

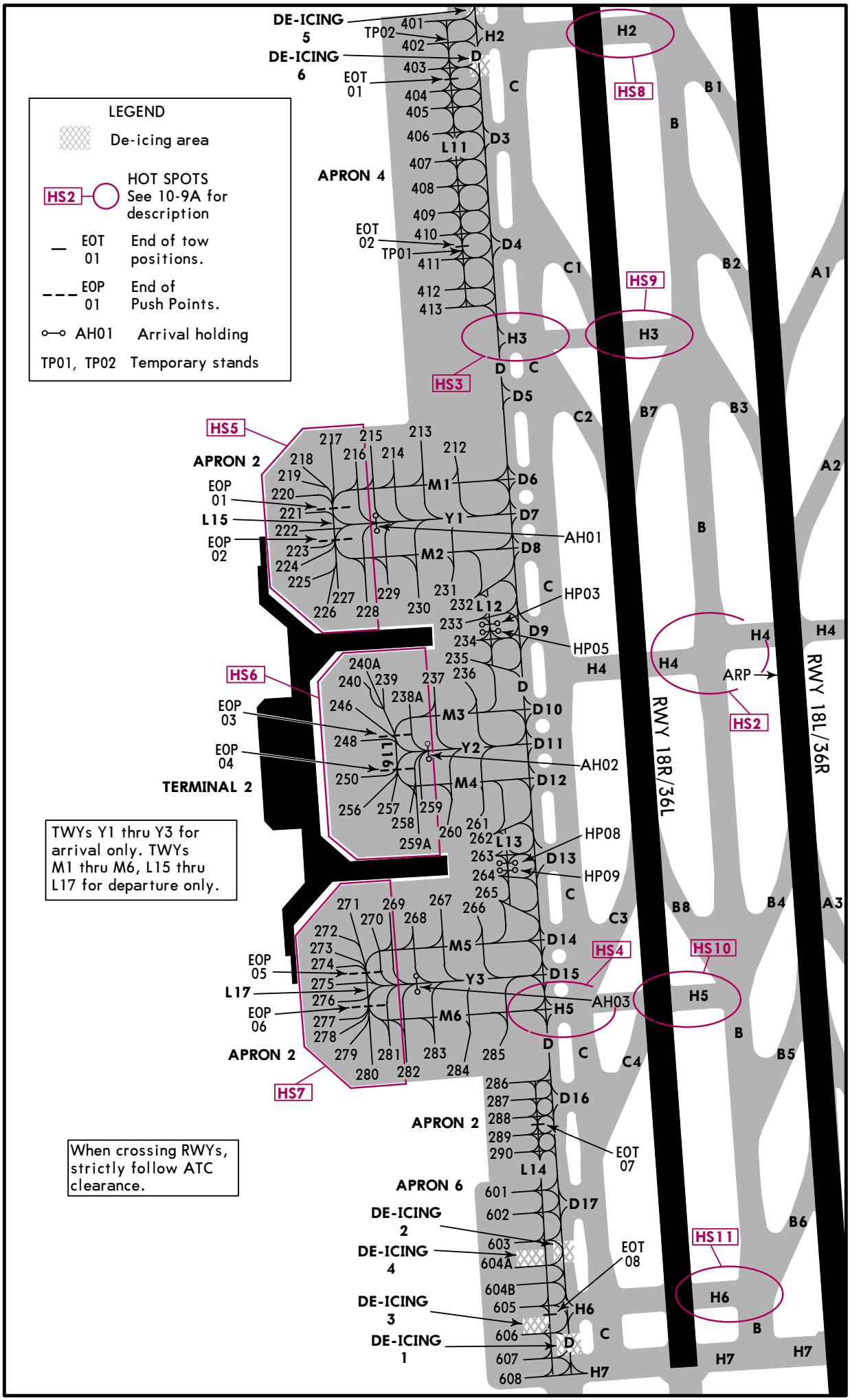
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ZSSS/SHA

JEPPESEN SHANGHAI, PR OF CHINA

31 AUG 18 (10-9C) Eff 12 Sep

HONGQIAO



CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-1)

SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 18L

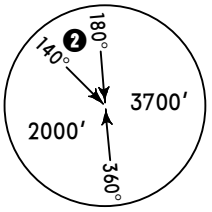
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

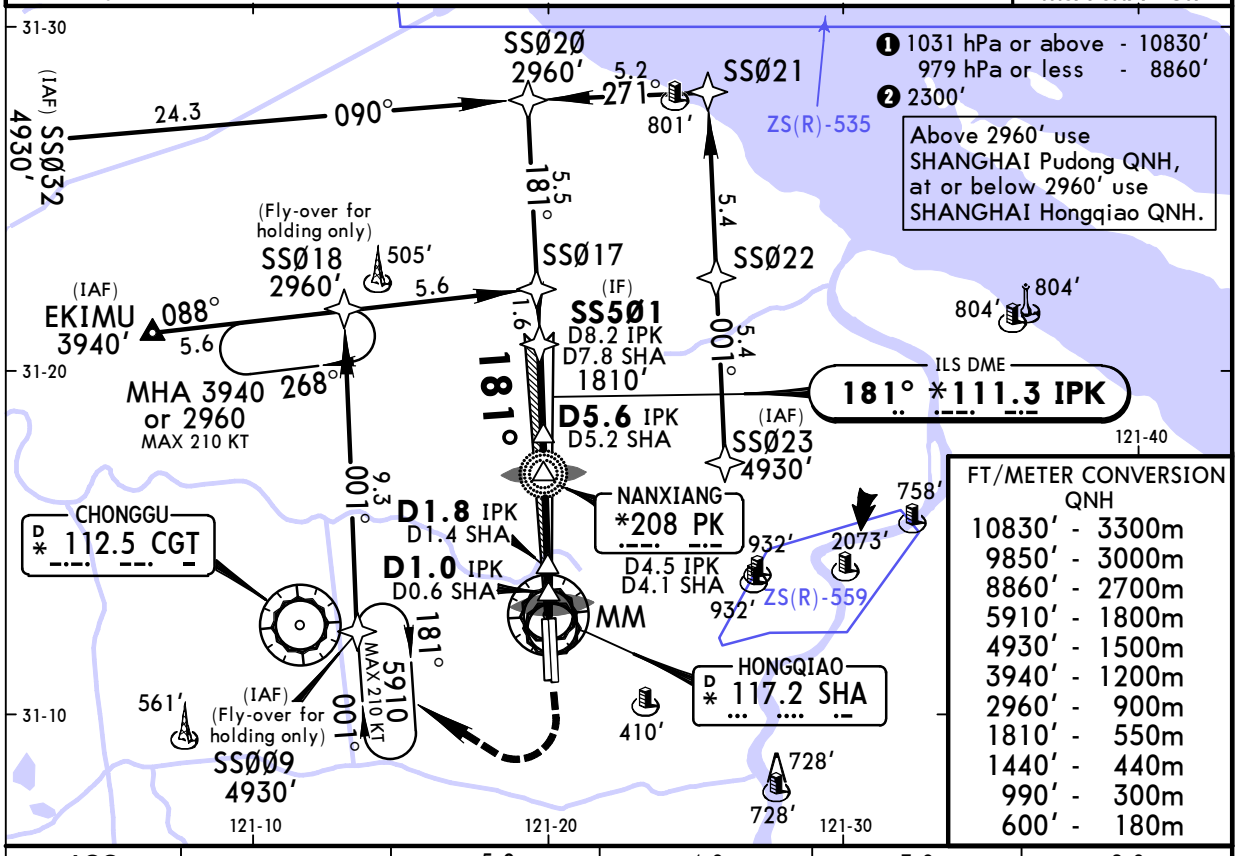
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 10′ Rwy 7′
*111.3	181°	1437′ (1430′)	207′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



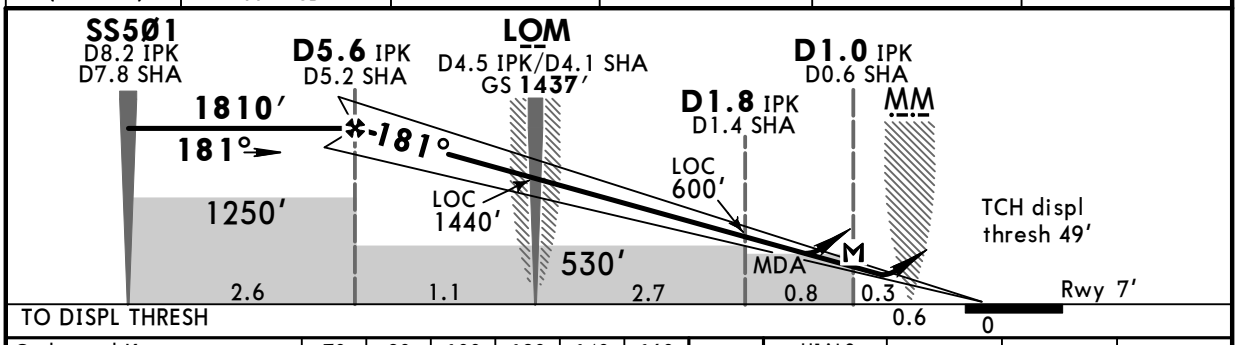
MSA SHA VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1440′	440m
990′	300m
600′	180m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA							

HIALS PAPI

990′ ↑ 2960′ ↱ RT CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

	ILS DA(H) 207′ (200′) FULL	ILS DA(H) 207′ (200′) Limited	ILS DA(H) 207′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (423′)	LOC (GS out) CDFA MDA(H) 430′ (423′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	2000m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-2)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18L

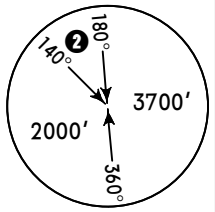
BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

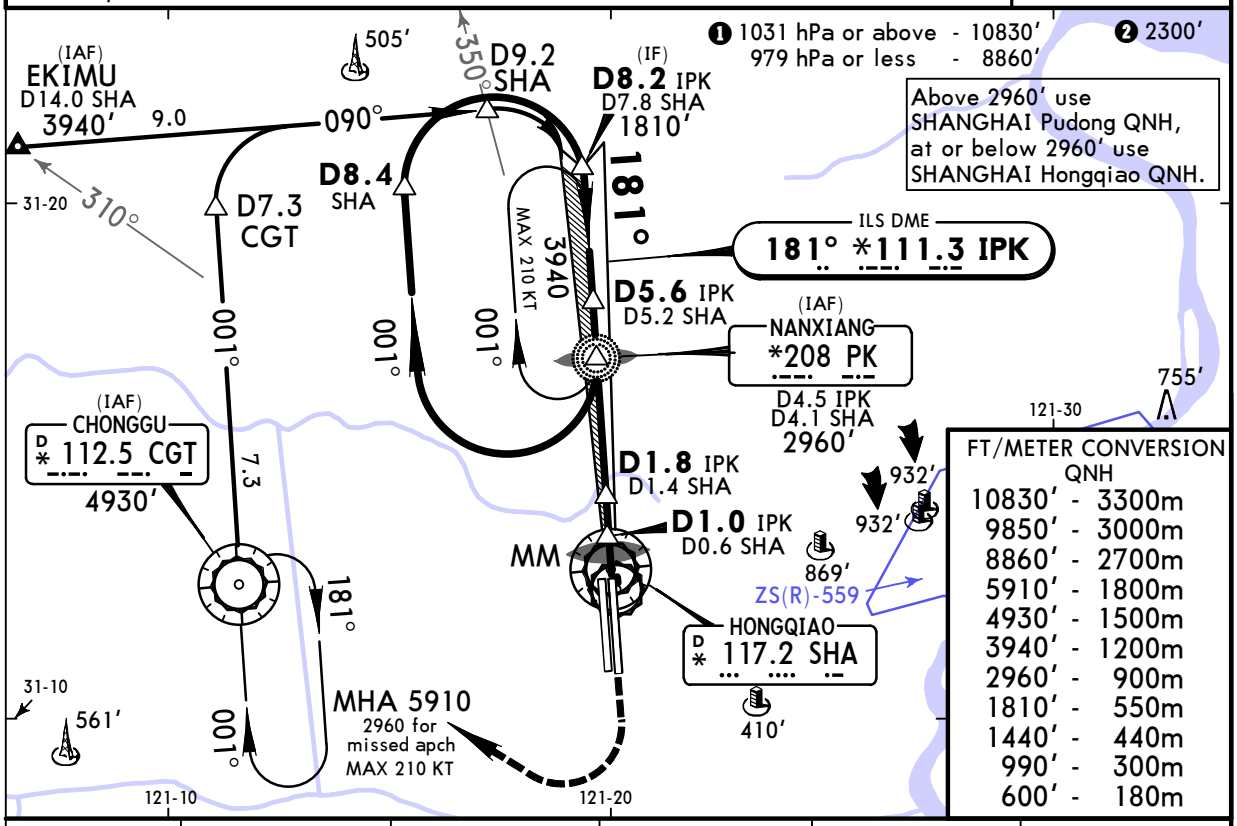
LOC IPK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 10′ Rwy 7′
*111.3	181°	1437′ (1430′)	207′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



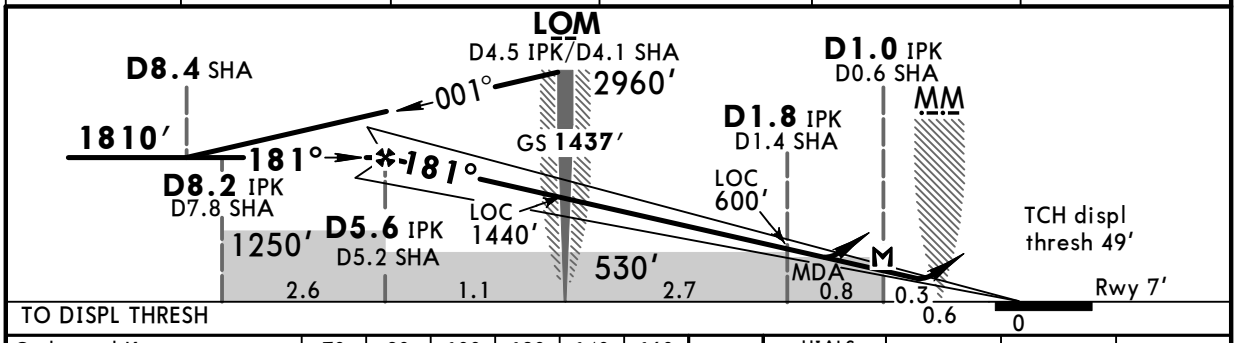
MSA SHA VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1440′	440m
990′	300m
600′	180m

LOC (GS out)	IPK DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IPK/D0.6 SHA							

HIALS PAPI

990′	2960′	CGT
	RT	112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18L**

	ILS DA(H) 207′ (200′) FULL	ILS DA(H) 207′ (200′) Limited	ILS DA(H) 207′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (423′)	LOC (GS out) CDFA MDA(H) 430′ (423′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	2000m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-3)

SHANGHAI, PR OF CHINA RNAV ILS DME Z Rwy 18R

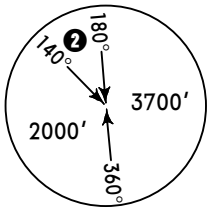
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

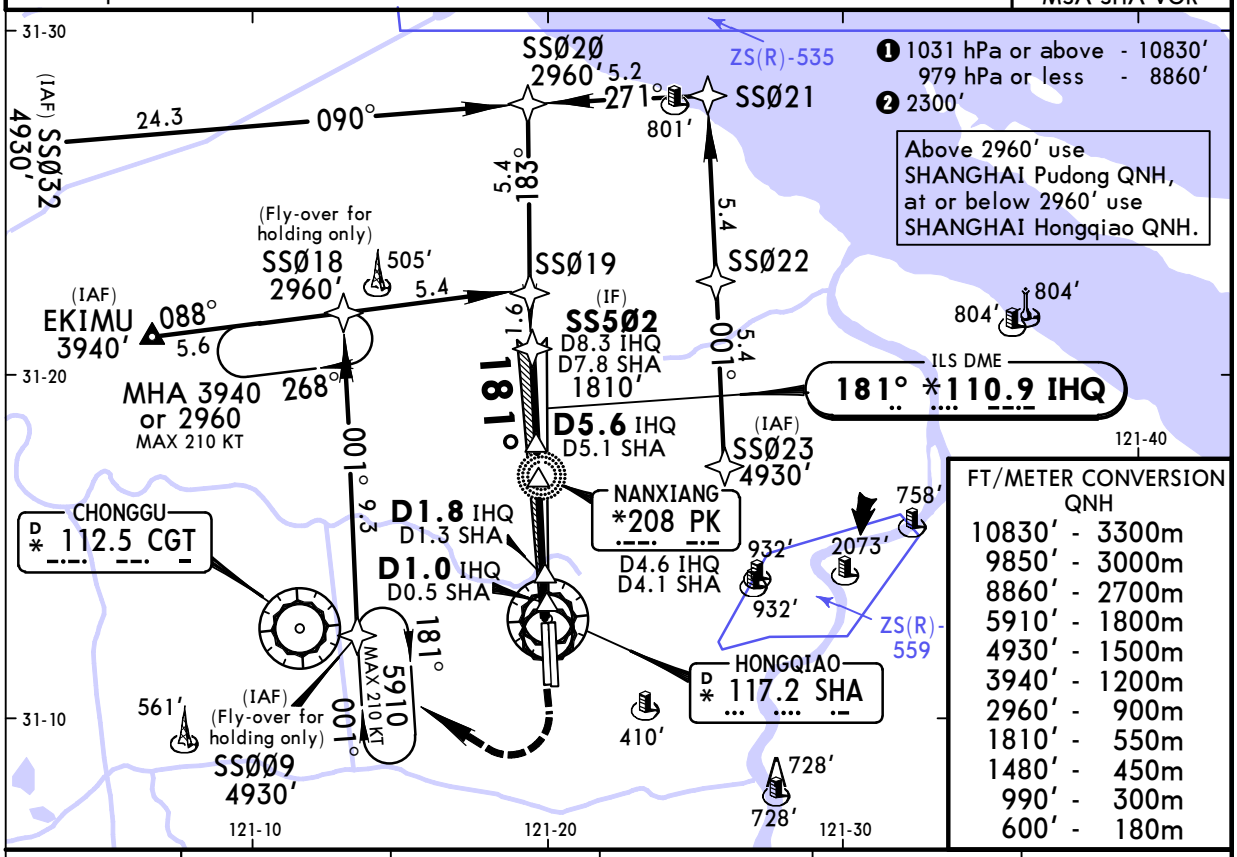
LOC IHQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.9	181°	1473′ (1463′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



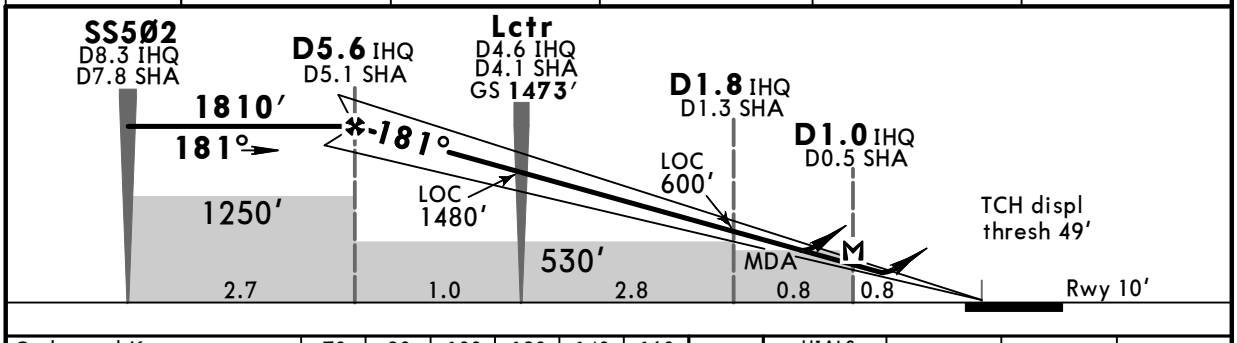
MSA SHA VOR



FT/METER CONVERSION

QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1480′	450m
990′	300m
600′	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA							

HIALS PAPI

990′ ↑

2960′ RT

CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) Limited	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (11-4)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 18R

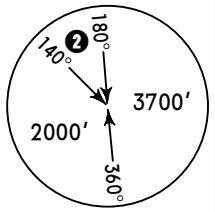
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

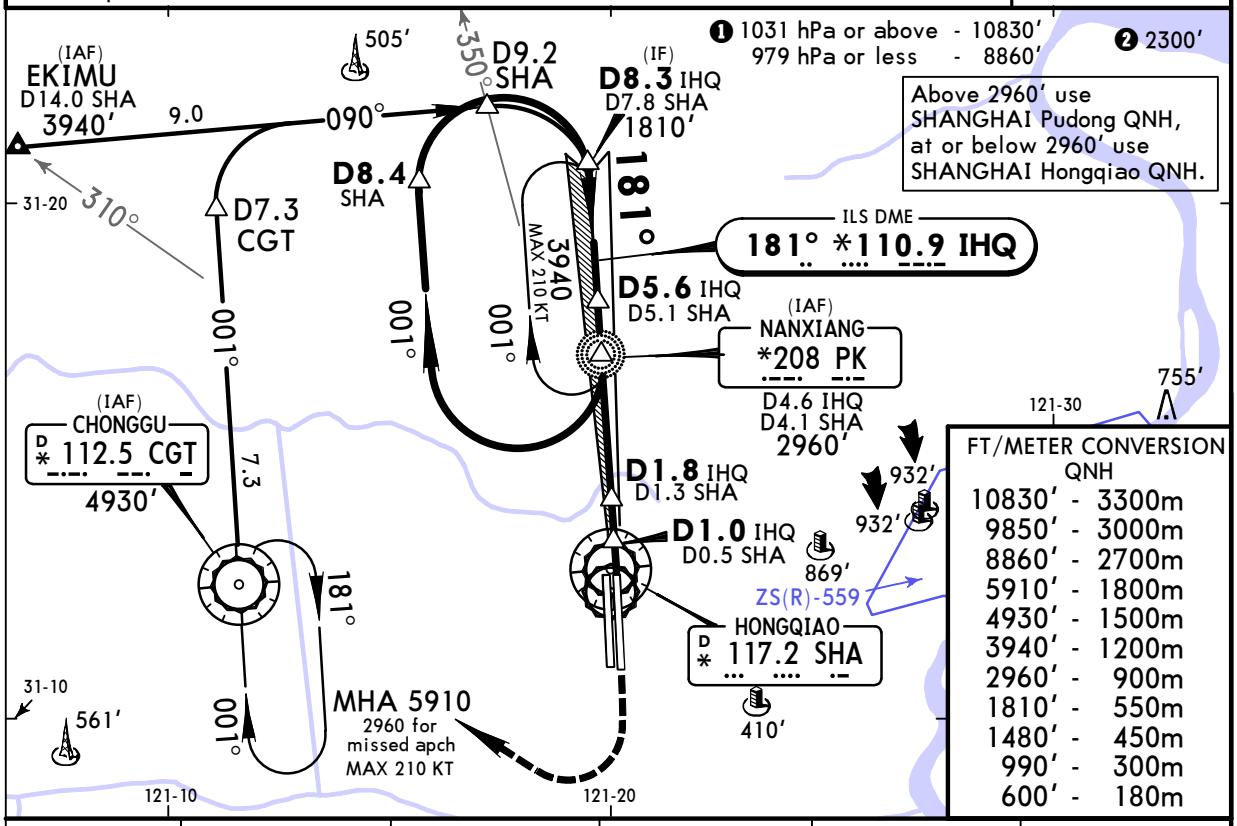
LOC IHQ	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.9	181°	1473′ (1463′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn RIGHT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



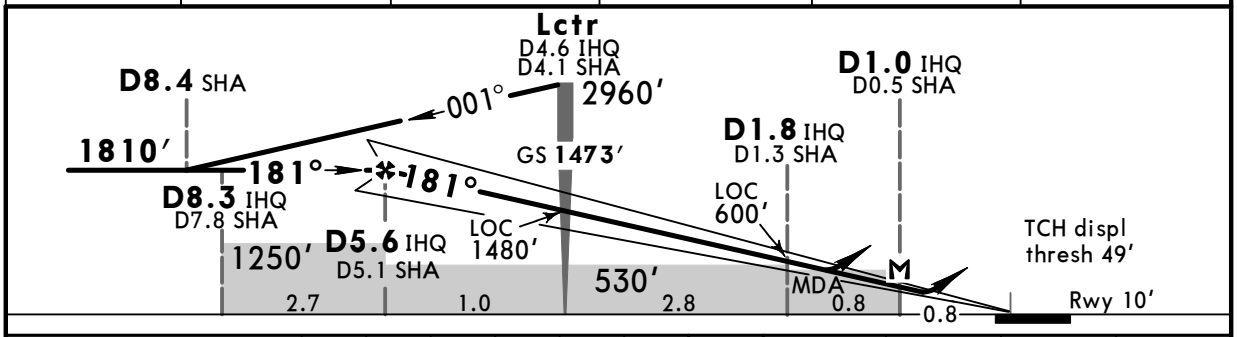
MSA SHA VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1480′	450m
990′	300m
600′	180m

LOC (GS out)	IHQ DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1280′	960′	640′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IHQ/D0.5 SHA							

HIALS PAPI | 990′ | 2960′ RT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **18R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) Limited	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1600m	
B					
C				1800m	1900m
D	RVR 600m VIS 800m			2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts.	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-5)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36L

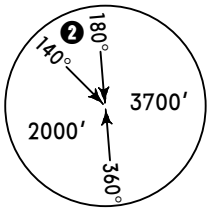
BRIEFING STRIP ™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

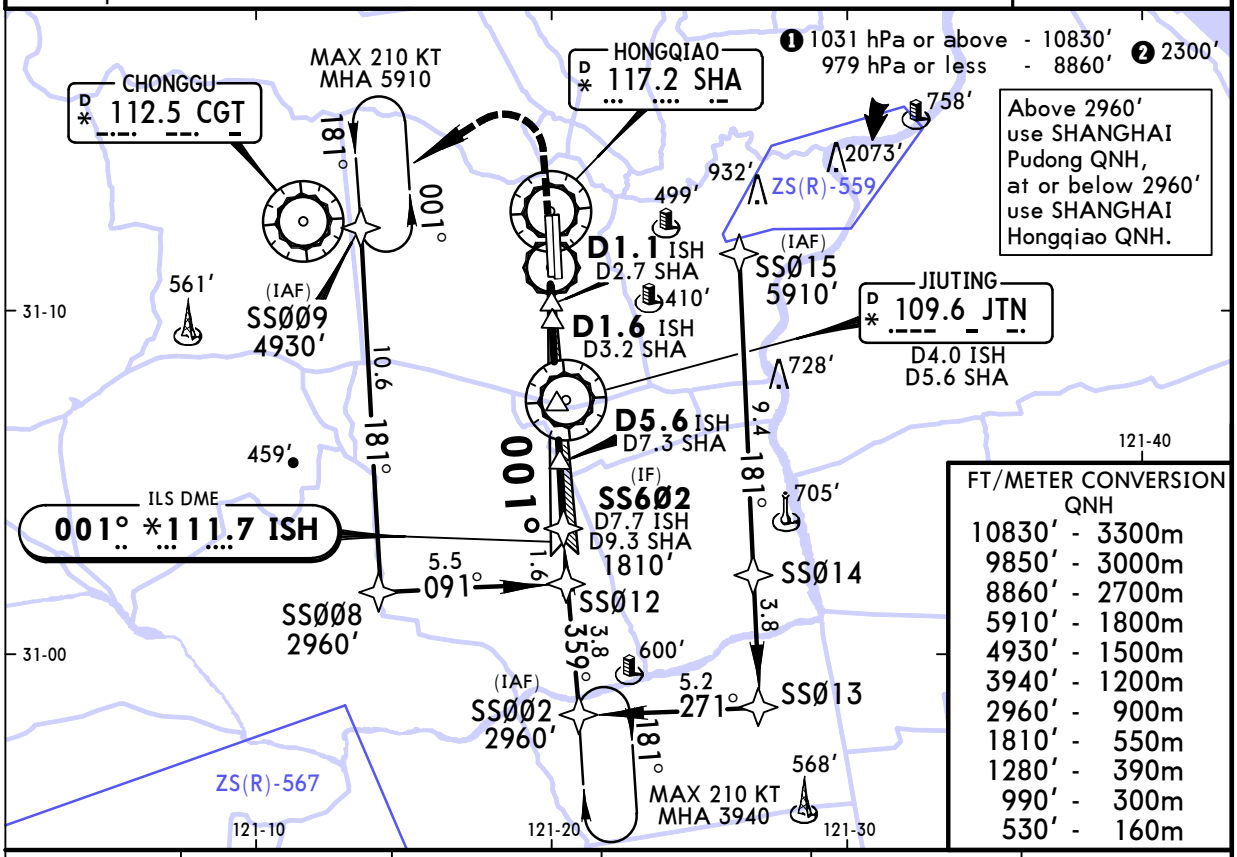
LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*111.7	001°	1280′ (1270′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.

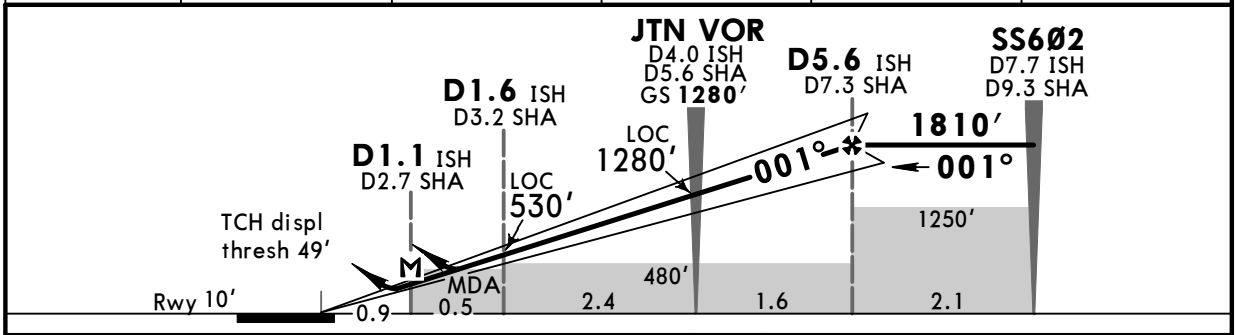


MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1280′	390m
990′	300m
530′	160m

LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA							

HIALS — PAPI | 990′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Arrival transition withdrawn.

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JEPPESEN JeppView 3.6.2.0

ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-6)

SHANGHAI, PR OF CHINA ILS DME Y Rwy 36L

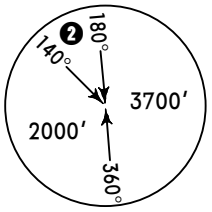
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP™

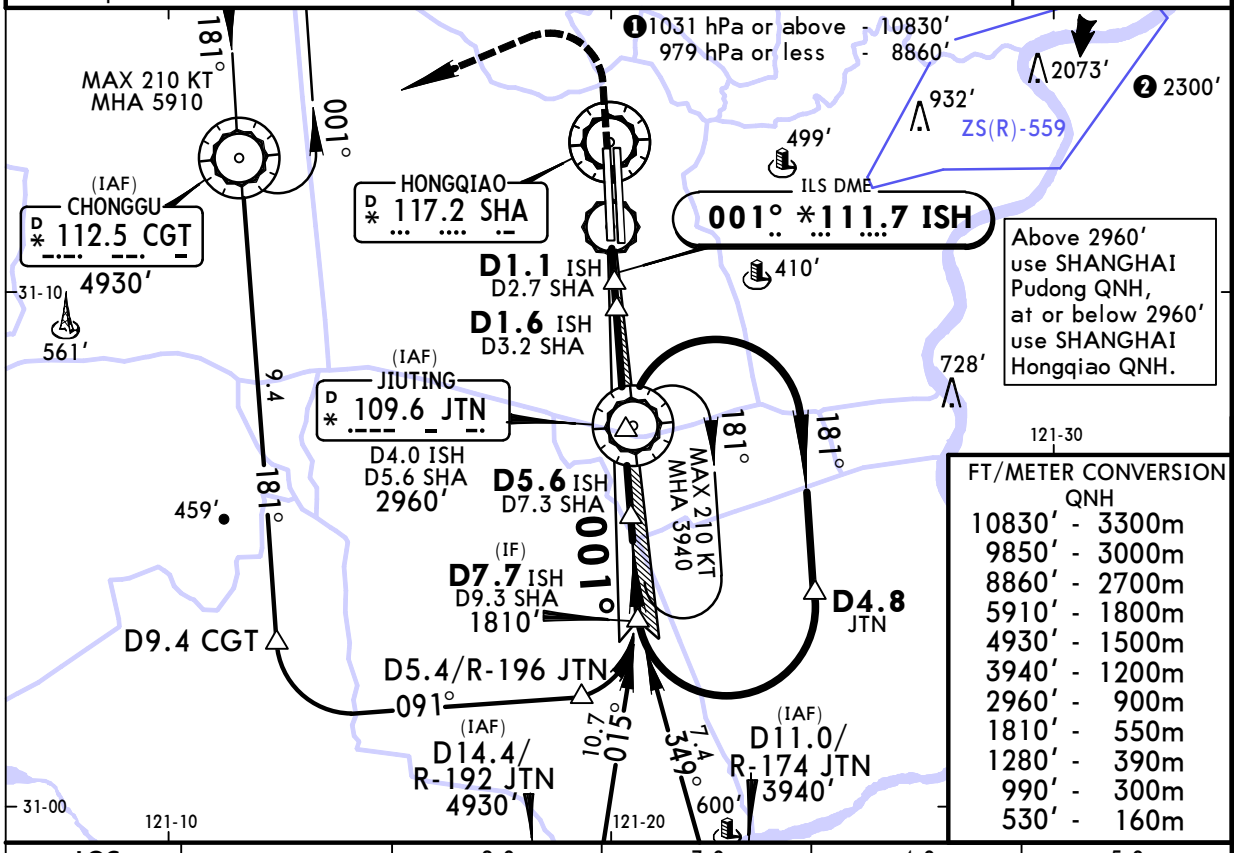
LOC ISH	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*111.7	001°	1280′ (1270′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



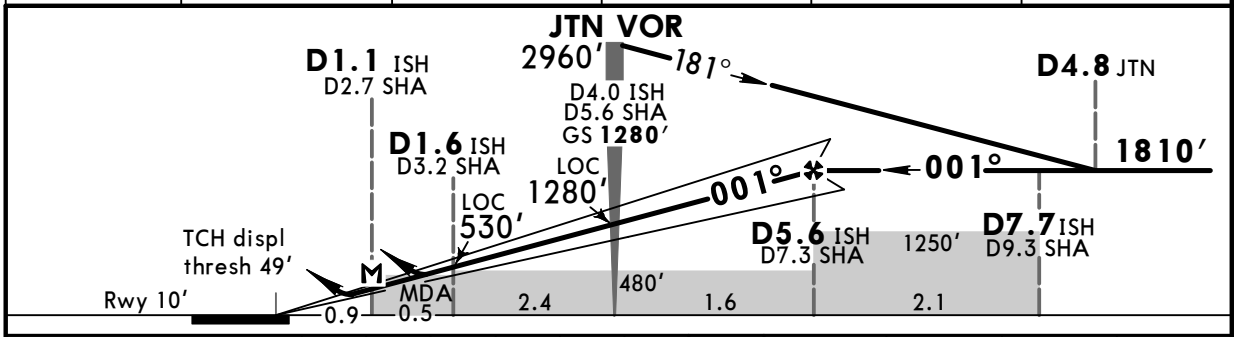
MSA SHA VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1280′	390m
990′	300m
530′	160m

LOC (GS out)	ISH DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.1 ISH/D2.7 SHA							

HIALS PAPI | 990′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-7)

SHANGHAI, PR OF CHINA
RNAV ILS DME Z Rwy 36R

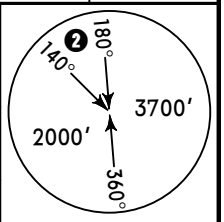
BRIEFING STRIP™

D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

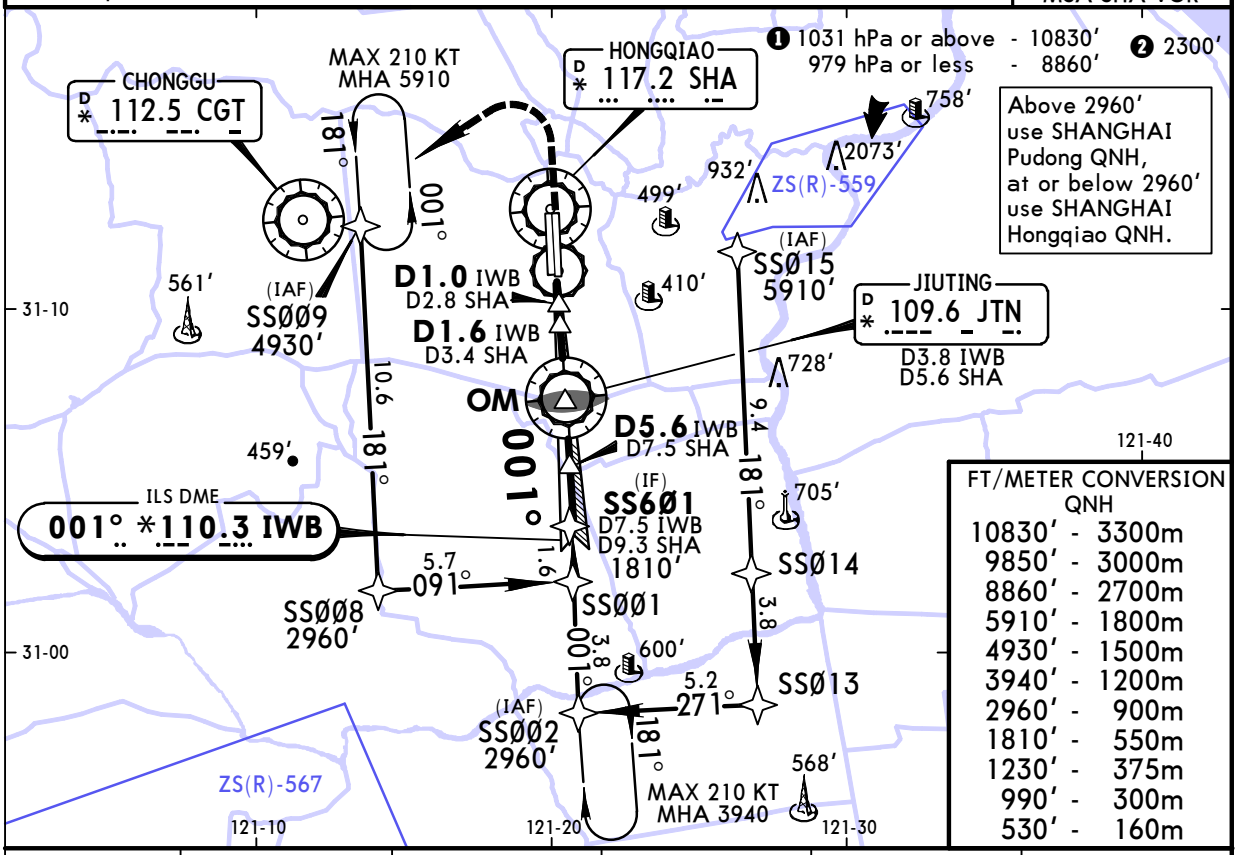
LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.3	001°	1227′ (1217′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.

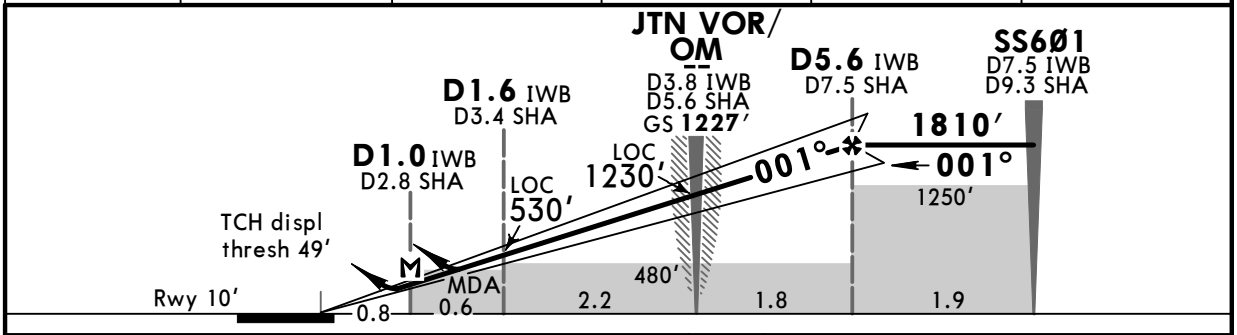


MSA SHA VOR



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
3940′	1200m
2960′	900m
1810′	550m
1230′	375m
990′	300m
530′	160m

LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA							

HIALS — PAPI

990′ ↑ | 2960′ LT ↰ | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: Arrival transition withdrawn.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 AUG 18 Eff 15 Aug 1600Z (11-8)

SHANGHAI, PR OF CHINA
ILS DME Y Rwy 36R

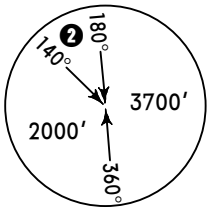
D-ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP™

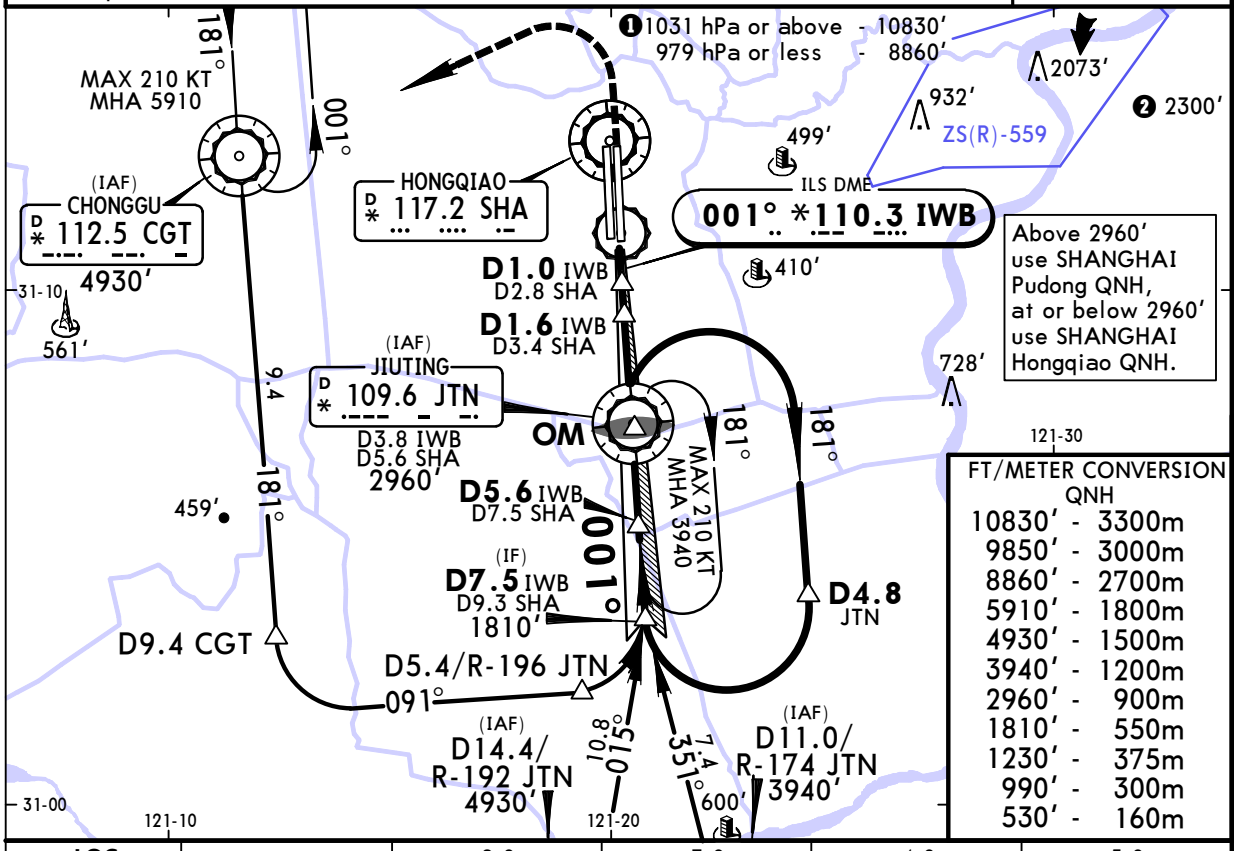
LOC IWB	Final Apch Crs	GS JTN VOR	ILS DA(H)	Apt Elev 10′ / Rwy 10′
*110.3	001°	1227′ (1217′)	210′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 990′, then turn LEFT to reach CGT VOR at 2960′, or by ATC.

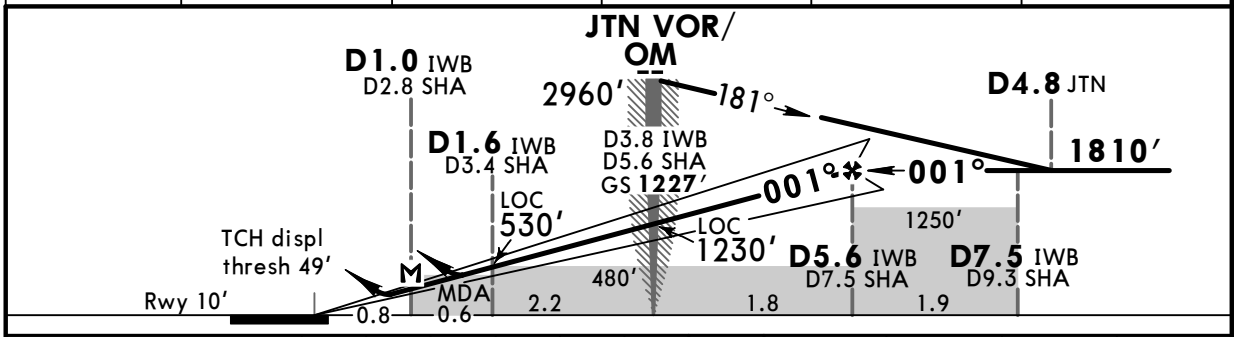
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



LOC (GS out)	IWB DME	2.0	3.0	4.0	5.0
	ALTITUDE	640′	960′	1280′	1600′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IWB/D2.8 SHA							

HIALS — PAPI

990′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 210′ (200′) FULL	ILS DA(H) 210′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 430′ (420′)	LOC (GS out) CDFA MDA(H) 430′ (420′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1600m	
B				
C			1800m	1900m
D	RVR 600m ❶ VIS 800m		2000m	

CIRCLE-TO-LAND
Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (13-1)

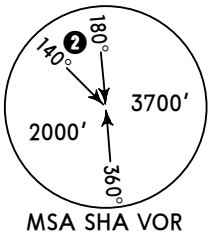
SHANGHAI, PR OF CHINA VOR DME Rwy 18L

ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

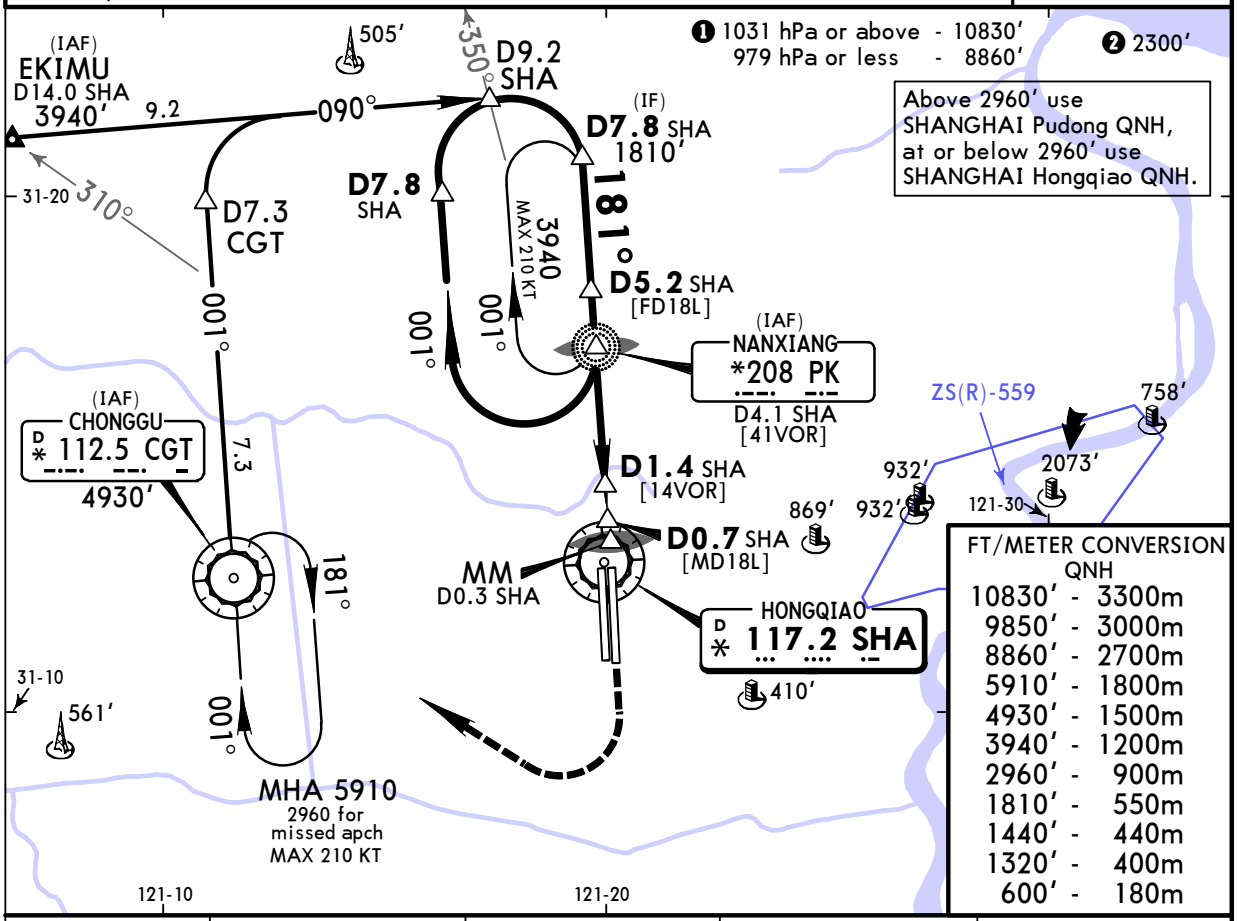
VOR SHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
*117.2	181°	D5.2 SHA 1810′ (1803′)	460′ (453′)	Apt Elev 10′ Rwy 7′

MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn RIGHT to reach CGT VOR at 2960′.

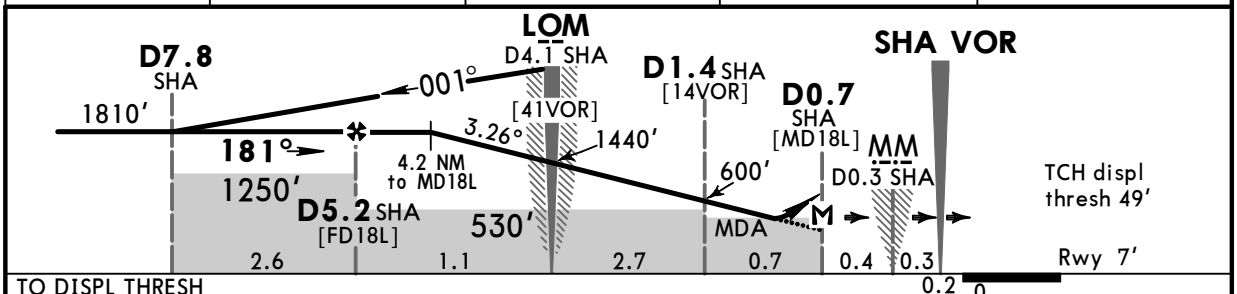
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



SHA DME	5.0	4.0	3.0	2.0
ALTITUDE	1730′	1410′	1090′	780′



TO DISPL THRESH							
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.26°	404	519	577	692	808	923
MAP at D0.7 SHA							

ALSF-II PAPI

1320′ ↑ | 2960′ RT | CGT 112.5

Standard STRAIGHT-IN LANDING RWY 18L

CDFA

MDA(H) 460′ (453′)

ALS out

A	2200m
B	2200m
C	2400m
D	2600m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

PANS OPS

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (13-2)

SHANGHAI, PR OF CHINA VOR DME Rwy 36L

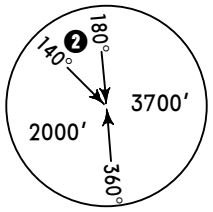
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP ™

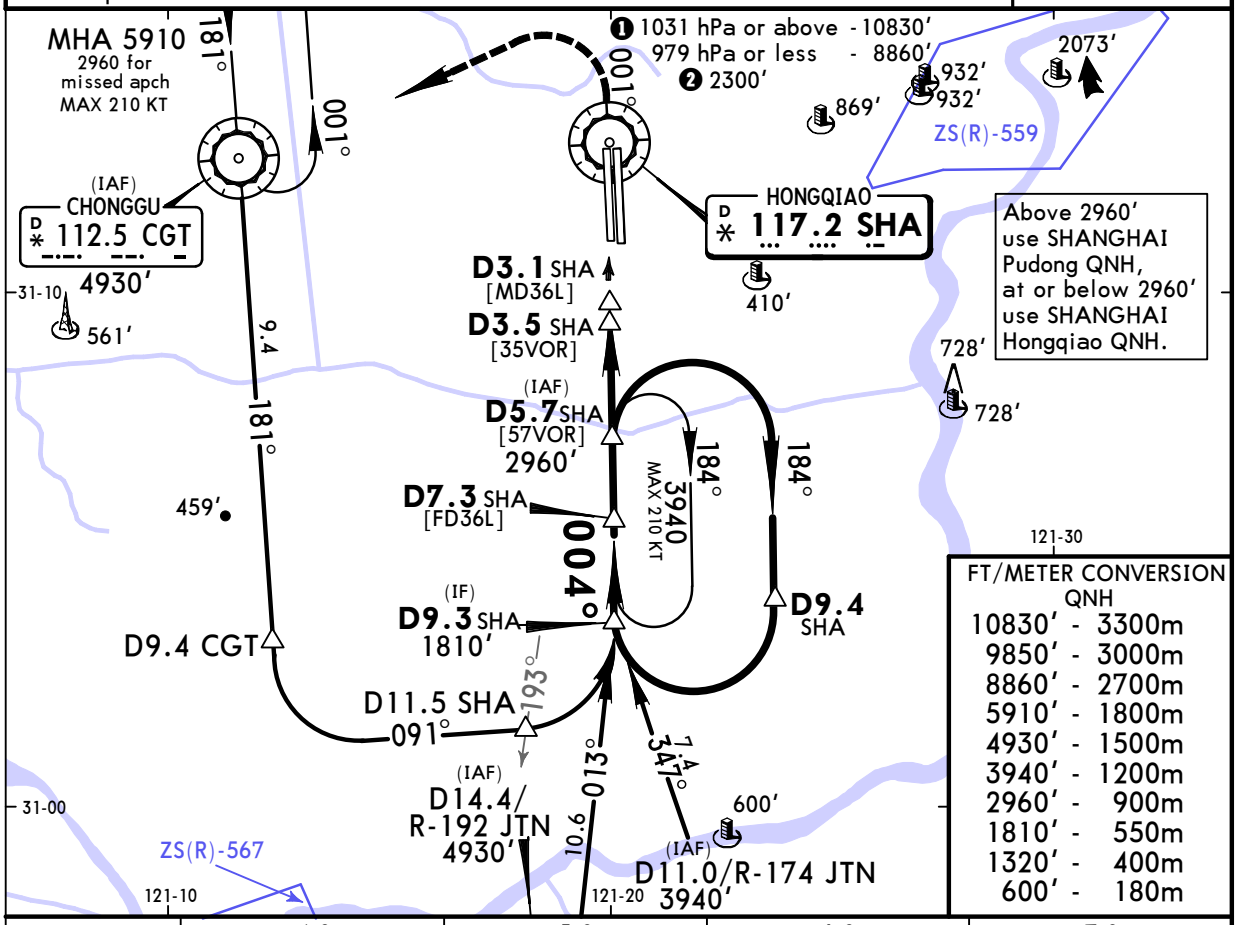
VOR SHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′ / Rwy 10′
*117.2	004°	D7.3 SHA 1810′ (1800′)	460′ (450′)	

MISSED APCH: Climb STRAIGHT AHEAD to SHA VOR. Intercept R-001 SHA, passing 1320′ turn LEFT to reach CGT VOR at 2960′.

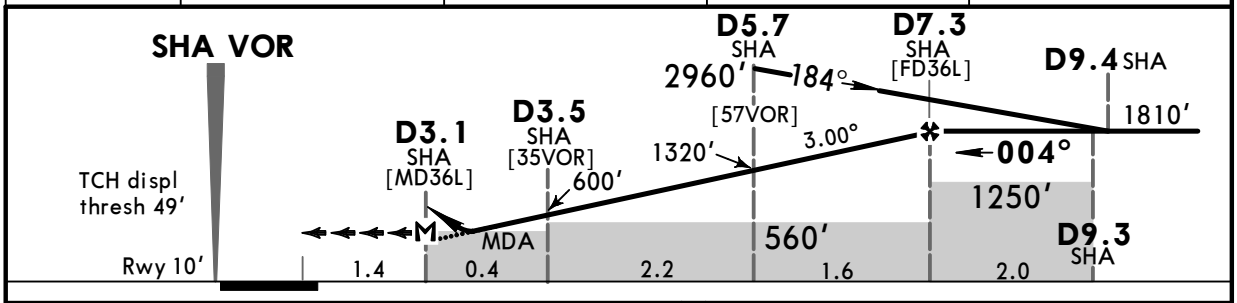
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	760′	1080′	1400′	1720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.1 SHA							

HIALS PAPI

SHA 117.2 R-001 | 1320′ | CGT 112.5 LT

Standard STRAIGHT-IN LANDING RWY **36L**

CDFA

MDA(H) **460′** (450′)

ALS out

A	2600m
B	2600m
C	2800m
D	3000m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

PANS OPS

CHANGES: MSA.

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ZSSS/SHA HONGQIAO

JEPPESEN 3 JUN 16 (13-3)

SHANGHAI, PR OF CHINA VOR DME Rwy 36R

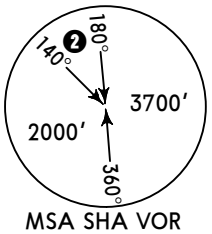
ATIS	SHANGHAI Approach (R) FOR SECTORS REFER TO AREA CHART SHANGHAI 10-1		HONGQIAO Tower East	HONGQIAO Tower West	Ground East	Ground West
132.25	120.3	125.4	118.1	118.65	121.6	121.85

BRIEFING STRIP ™

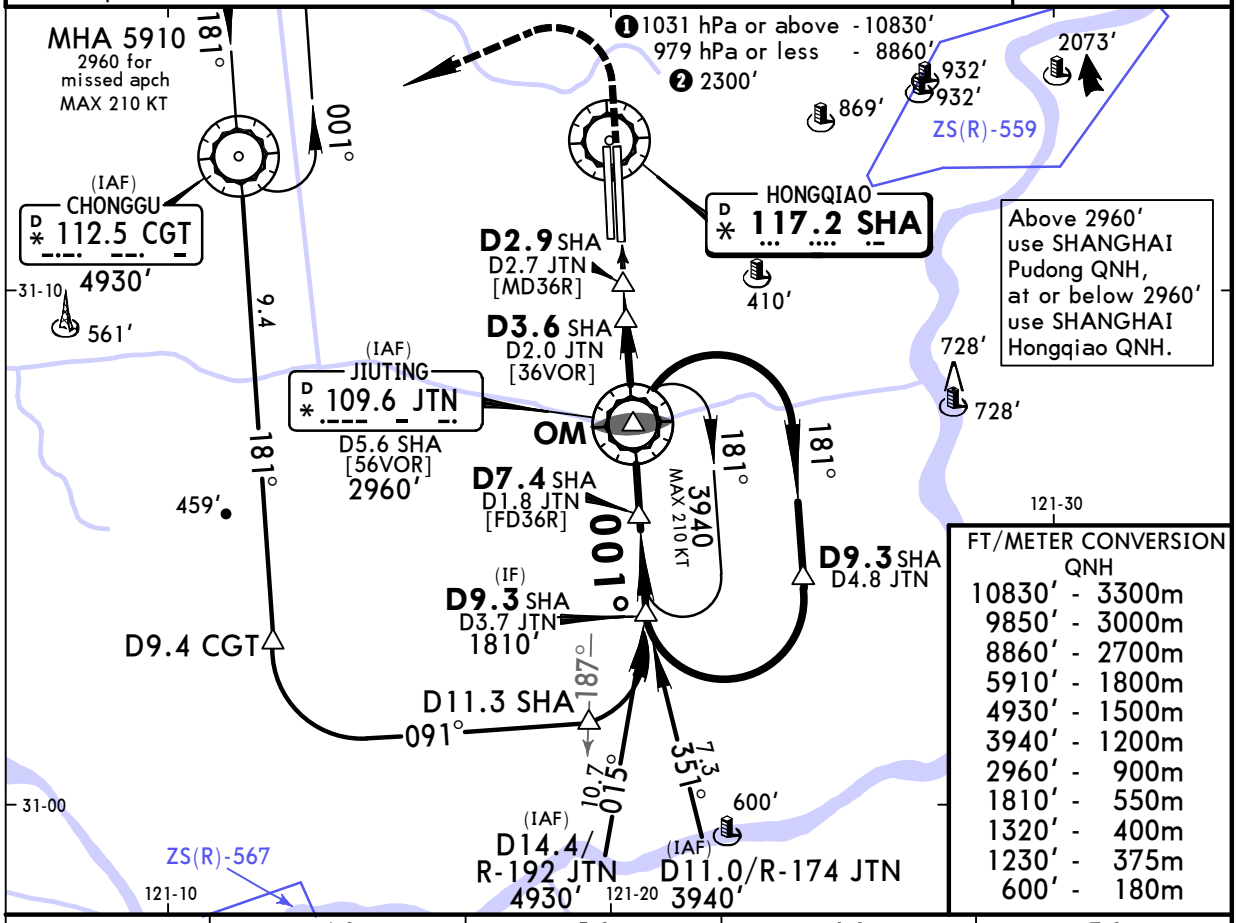
VOR SHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′ / Rwy 10′
*117.2	001°	D7.4 SHA 1810′ (1800′)	460′ (450′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1320′, then turn LEFT to reach CGT VOR at 2960′.

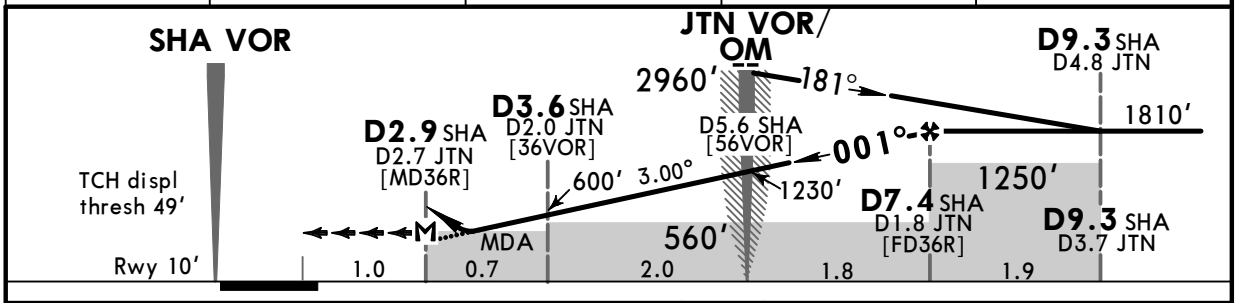
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 205 KT.



MSA SHA VOR



SHA DME	4.0	5.0	6.0	7.0
ALTITUDE	710′	1030′	1350′	1660′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.9 SHA/D2.7 JTN							

HIALS PAPI | 1320′ | 2960′ LT | CGT 112.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

CDFA

MDA(H) **460′** (450′)

	ALS out
A	2200m
B	2200m
C	2400m
D	2600m

CIRCLE-TO-LAND

Not authorized East of runway

Max Kts	MDA(H)	VIS
100	690′ (680′)	2800m
135	690′ (680′)	3200m
180	790′ (780′)	4400m
205	790′ (780′)	4800m

CHANGES: MSA.

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 128.2
D-ATIS Departure 127.05

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

1.2.1.1. PREFERENTIAL USE OF RWYS 07L/R

As a noise mitigating measure between 0001-0700LT, RWYs 07L/R will be selected as the RWY direction-in-use when the tailwind component is not greater than 5KT.

During this period, RWYs 25L/R may be used if operationally required, e.g. unser-viceability of navigation aids, adverse weather conditions, ACFT performance, traffic situations etc. Pilots can request to use another RWY if they have safety concerns about using a RWY with a tailwind component.

1.2.2. RUN-UP TESTS

Engine run-ups are subject to the following conditions:

- An engine ground run is defined as any engine start-up not associated with a planned ACFT departure.
- Engine ground runs at ground idle power of not more than two engines at a time and for a duration not exceeding ten minutes may be carried out on the Passenger Apron or Cargo Apron.
- Engine runs above ground idle power shall be carried out in the run-up facility and engine ground runs at idle power for a duration in excess of ten minutes shall only be carried out in approved locations.
- All engine ground runs must be fully supervised by ground staff.
- Maintenance or test running of jet engines not mounted on an ACFT is prohibited unless performed in a test cell of adequate design.

Engine Ground Run Procedures

Initial request for a ground engine run should be made to the APT Authority Apron Control Centre (Tel. No.: 2910 1112). The airline, ACFT maintenance agent engineer or mechanic in charge of the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, ACFT, vehicles and equipment in the vicinity are adopted.

When ready to conduct the engine run, the pilot or authorized engineer shall obtain start-up clearance from Apron Control on 121.77 and a listening watch shall be maintained on the frequency throughout the engine run. The ACFT anti-collision beacons must be activated for the entire duration of the ground engine run and Apron Control should be advised on its completion. The ground crew in charge must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

1.3. IN CASE OF UNSERVICABILITY OF ACFT OR GROUND EQUIPMENT

1.3.1. ARRIVALS

Inform ATC if unable to comply with STAR and request RADAR assistance.

1.3.2. DEPARTURES

In case of ACFT equipment u/s, request ATC assistance.

In case of ground equipment u/s, ATC will provide an alternative departure clearance or assist by vectoring.

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1. GENERAL

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

Low Visibility Procedures are established for operations in a visibility of less than RVR 550m or a cloudbase of less than 200ft.

Special procedures and safeguards will be applied during CAT II/III operations to protect ACFT operating in low visibility and to avoid interference to the ILS signals.

Pilots shall be informed when:

- Meteorological reports preclude ILS CAT I operations;
- Low Visibility Procedures are in operation;
- There is any unserviceability in a promulgated facility so that they may amend their minima.

Pilots who wish to carry out an ILS CAT III approach shall inform Approach Control on initial contact. Pilots may carry out a practice ILS CAT II/III approach at any time, but the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

1.4.2. ARRIVAL

All RWY exit TWYs are available.

All RWY exits have TWY centerline lead-off lights that are colour coded (green/yellow) to indicate that portion of the TWY that is within the ILS sensitive area. Pilots are to delay the 'RWY vacated' call until the ACFT has completely vacated the ILS sensitive area and passed the end of the colour coded TWY centerline lights.

1.4.3. DEPARTURE

ACFT shall normally only enter:

- RWY 07L via TWYs A1 or A2;
- RWY 07R via TWYs J1, J2 or K1;
- RWY 25L via TWYs J10, J11 or K7;
- RWY 25R via TWYs A11 or A12.

Holding positions on TWYs A1, A2, J1, J2, J10 and J11 are CAT I/II holding positions.

Separate CAT II holding positions are provided on TWYs K1, K7 and K.

Holding positions on TWYs A11 and A12 are CAT I/II/III holding positions.

1.5. USE OF MODE S TRANSPONDER AFTER LANDING

ACFT equipped with a 'weight on wheel' switch must continue to have its transponder operating on "AUTO" or "XPNDR" until fully parked at a stand.

1.6. RUNWAY OPERATIONS

The north RWY, RWY 07L/25R, is the normal arrival RWY.

The south RWY, RWY 07R/25L, is the normal departure RWY.

1.7. TAXI PROCEDURES

Taxi with extreme CAUTION and MIM required engines power only.

TWY T available for ACFT with wingspan less than 262'/80m.

TWYs U, U1, U2 and U3 available for ACFT with wingspan less than 213'/65m.

1.8. PARKING INFORMATION

1.8.1. GENERAL

All parking stands on the passenger apron are equipped with an automated docking guidance system for the centerline parking position.

At West Cargo Apron (stands X451 thru X459) all stands except X459 are equipped with docking guidance system.

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3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

To comply with speed requirements at PORPA (RWY 07R), ROVER (RWY 07L), or PRAWN (RWY 25L/R) it is recommended to use NADP 2 or the manufacturer's recommended procedure.

If unable to comply with SID speed requirements inform ATC prior entering the RWY.

RWY 07L/07R

In order to minimize noise on the ground and to ensure safety of flight operations all operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs.

3.2.2. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

3.2.2.1. NOISE MITIGATING SIDS RWYS 07L/R

As a noise mitigating measure between 2301-0700LT, all departures from RWYs 07L/R eastbound (e.g. via ELATO), northbound (e.g. via BEKOL) or southeast bound (e.g. via NOMAN) may expect the appropriate ATENA, LOGAN, RASSE or SKATE SID routing via RAMEN. These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.

Pilots flying with on-board FMS/RNAV equipment are reminded that the significant points PORPA and ROVER are 'fly-over' positions. To ensure clearance from terrain, the initial RIGHT turn to RAMEN must not be commenced until passing PORPA or ROVER.

3.2.2.2. SPECIAL ATC HANDLING PROCEDURES FOR RWYS 25L/R DEPARTURES

As a noise mitigating measure between 2301- 0700LT, departures from RWYs 25L/R may expect to remain on the appropriate SID track until passing 9000' or until they are south of Lantau Island, before being provided with radar vectors, as appropriate.

3.3. RWY OPERATIONS

3.3.1. RWY UTILISATION

When instructed to enter the RWY, pilots should commence the manoeuvre without delay.

Pilots should commence take-off roll as soon as take-off clearance is issued by ATC.

To enable efficient handling of departures, all RWYs have a pair of lead-on TWYs at the beginning of the RWY. For application of wake turbulence longitudinal separation, ATC considers ACFT using these two TWYs as departing from a similar position.

RWY	Pair of TWYs	Distance between TWY Lead-on Guidelines at the RWY Centerline
07L	A1 and A2	99m
25R	A11 and A12	99m
07R	J1 and J2	80m
25L	J10 and J11	99m

To provide an expeditious departure sequence, ATC may request a flight to depart from an intersection TWY with a reduced RWY length. In this case and when applicable, the intermediate (intersection) departure wake turbulence longitudinal separation shall be applied.

If a pilot is unable to accept the standard spacing, they must inform ATC prior to entering the RWY.

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3. DEPARTURE

3.4. OTHER INFORMATION

3.4.1. GENERAL

Due to the proximity of the FIR boundary to the West, pilots departing RWY 25L or RWY 25R are advised to maintain a careful cross-check of ACFT position after passing PRAWN. In the event of any weather avoidance manoeuvre, permission must be obtained from ATC prior to making any turn away from the prescribed departure track.

3.4.2. DEPARTURE GROUND HOLDING PROCEDURE

When there is a shortage of vacant stands and a departure is subject to a take-off time delay in excess of 40 minutes, ACFT will be instructed to vacate parking stand and taxi to a location on TWY H between TWY G1 and TWY V or TWY N. Once at the holding location and upon ATC advice, pilots may shut down one or more engines at their discretion and expect engine start clearance approximately 10 minutes prior to their allocated take-off time. Up to 15 ACFT can be held on TWY H and a further 10 ACFT may be held on TWY N.

This procedure is not suitable for ACFT that require ground power for engine start or ACFT services. Pilots of such ACFT shall advise Delivery when Departure Ground Holding Procedure is in operation.

It is expected that holding will not be in excess of 1 hour (operators are advised to plan their fuel strategy accordingly).

Whenever Departure Ground Holding Procedure is implemented, it will be broadcast on Departure ATIS and Delivery will also broadcast the information regularly.

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1. GENERAL

1.8.2. FRONTAL PARKING STANDS

Frontal parking stands are those stands which are served by airbridges with direct access to the passenger terminal building. Frontal parking stands that can accommodate wide-body types of ACFT have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

Some frontal parking stands can also accommodate narrow-body types of ACFT at a separate parking bay location displaced 30'/9m to the RIGHT of the wide-body centerline and indicated by a dashed yellow guidance line. The narrow-body parking stand is referred to by a "R" suffix, e.g. S23R. The following parking stands can accommodate narrow-body types of ACFT:

- South Apron: E1R, E2R, E3R, S23R, S25R, S27R, S29R, S31R, S33R, S35R, S41R, S43R, S45R, S47R and S49R.
- North Apron: E16R, E17R, N22R, N24R, N26R, N28R, N30R, N32R, N34R, N60R, N62R, N64R, N66R, N68R and N70R
- West Apron: W40R, W42R, W44R, W46R, W48R, W61R, W63R, W65R, W67R, W69R and W71R.

1.8.3. REMOTE PARKING STANDS

1.8.3.1. GENERAL

All remote parking stands except W126, and V131-V135 on the passenger apron are equipped with the docking system to the centreline parking position.

1.8.3.2. NORTH/SOUTH APRON

All remote parking stands on the North and South aprons have continuous yellow nosewheel guidance lines.

1.8.3.3. WEST APRON

The remote parking stands on the West apron are configured to accommodate up to 5 wide-body type ACFT or up to 7 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT.

The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

The narrow-body parking locations are displaced to the LEFT and the RIGHT of the wide-body centerline and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking stands are referred to by a "L" or "R" suffix, e.g. W121L or W123R.

1.9. OTHER INFORMATION

1.9.1. AVAILABILITY OF RNP-1 & CONVENTIONAL (CONTINGENCY) SID/STARS

Conventional SID/STARs are withdrawn from routine use; approval to operate at VHHH will NOT be granted to non-RNP 1 operators.

RNP 1 operational approval or compliance documentation shall be readily available for inspections.

Exempted from RNP 1 requirement and approved for conventional SID/STARs are

- Humanitarian or SAR flights;
- State ACFT;
- Flight check;
- Maintenance or delivery flights;
- Air tests (e.g. post maintenance);
- Flights with specific prior approval by Director-General of Civil Aviation;
- Flights with failure or degradation of RNP 1 system before departure.

In case of failure of RNP 1 when airborne and dependent upon the system failure or degradation reported to ATC, continued operation with current clearance may be possible. If not, ATC assistance would be provided as necessary.

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1.9.2. LOCAL WIND EFFECTS

1.9.2.1. GENERAL WARNING

Due to the proximity of the hilly terrain of Lantau Island to the South and East of APT, significant low-level wind shear and moderate to severe turbulence can be expected along the approaches to and departures from both RWYs when winds blow off these hills, i.e. from East through Southwest at about 15 KT or more. As the hills to the North are further away, they play a less significant role, but nonetheless can create local wind effects when strong winds blow off these hills, i.e. from Northwest through Northeast, at about 20 KT or more.

The terrain-induced wind disturbances from nearby hills can be very small scale, sporadic and transient in nature. Whilst these wind disturbances may be small in physical dimension and correspond to only several seconds of flight time, significant headwind changes (i.e. RWY-orientated wind speed losses and/or gains being 15 KT or greater), can be expected as the ACFT flies through them. The sporadic and transient nature of the terrain-induced wind disturbances results in some ACFT experiencing wind shear and/or turbulence, whilst others do not, even though the broad meteorological conditions are the same. Successive ACFT which experience wind shear and/or turbulence may also encounter a different sequence of events.

Surface winds at the APT are generally not good indicators of the wind that may be experienced during the final phase of the approach. Winds at approximately 2000 ft may be a better representation of the prevailing wind conditions in the region.

Generally, mean wind speed should decrease towards lower altitudes but isolated strong gusts may be expected. Wind direction would also change with altitude due to blocking of the general wind flow by nearby hills or in the presence of low-level temperature inversion which occurs mostly in the cool season (about half of the time or more from November to April). It is possible for the magnitude of wind shear and turbulence to increase towards final approach, resulting in deteriorating rather than improving conditions prior to touchdown.

1.9.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

When prevailing winds are from the East through Southwest and with a speed in excess of 15 KT, significant wind shear and moderate turbulence can be expected on the approaches to or on departure from both RWYs. Larger magnitude of wind shear and turbulence is possible when the wind speed is in excess of 30 KT. Because of the closeness to the hills of Lantau, the wind shear and turbulence are more significant over the southern RWY (RWY 07R/25L).

Low-level wind shear and turbulence are expected to be more significant when the wind is from the direction 130° - 210°, especially in the presence of low-level temperature inversion or when the wind speed is more than 30 KT.

1.9.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

Significant low-level wind shear and moderate turbulence can be expected when wind speeds exceed 20 KT, especially for approaches to RWY 25L/R and along the departure and missed approach corridors from RWY 07L/R as these approach/departure corridors are closer to the hills to the North as compared with approaches to RWY 07L/R. Larger magnitude of wind shear and turbulence over these approach and departure corridors is possible if the wind speed exceeds 30 KT, especially in the vicinity of "LOTUS".

1.9.2.4. LAND-SEA BREEZE

Land-sea breeze is not a strong wind phenomenon but it can create a complex wind field in the vicinity of the APT and it can cause a significant change in wind direction within a distance of a few kilometers along the approach/departure areas. If the sea breeze opposes the prevailing wind flow, it can result in significant wind shear even if fine weather conditions.

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1.9.2.5. LOW-LEVEL JET IN COOL SEASON

During a surge of the winter monsoon, strong low-level jets of northeasterly wind with speeds up to 50 KT occasionally affect the APT. Under such circumstances significant wind shear along the departure corridors of RWY 07L/R can be expected.

1.9.2.6. LOW-LEVEL WIND EFFECTS

Pilots should be aware of building-induced turbulence and wind shear effects when landing at following conditions:

- RWY 07R at strong northwesterly/northerly winds with a background speed of about 15 KT or more;
- RWY 25L at strong northwesterly/northerly winds;
- RWY 25R at strong southwesterly/southerly/southeasterly winds.

1.9.3. WIND SHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

1.9.3.1. MICROBURST/WIND SHEAR ALERTS

The Microburst or Wind Shear Alert passed by ATC includes the type of alert (i.e. microburst or wind shear), the magnitude of the RWY-orientated wind speed difference and the location (final approach, departure or RWY area as appropriate).

When more than one occurence of wind shear is detected for a particular RWY corridor, WTWS provides a consolidated Microburst or Wind Shear Alert for that particular RWY corridor based on a priority system which takes into consideration the severity of the alerts and the confidence level of the different data sources which generate the alerts.

E.g., if a microburst with an intensity of minus 30 KT and a wind shear with an intensity of plus 15 KT are detected, only a Microburst Alert will be issued.

Gain and loss events can co-exist within the same RWY corridor, particularly for terrain-induced wind shear. The WTWS is designed to assign a higher priority to a Wind Shear Alert of wind loss compared to a Wind Shear Alert of wind gain. If the former is issued, pilots are reminded that they may still encounter wind gain events.

1.9.3.2. TURBULENCE ALERTS

The Turbulence Alert passed by ATC includes the intensity and type of alert (i.e. moderate or severe turbulence), and the location (final approach, departure or RWY area as appropriate).

1.9.3.3. MICROBURST/WIND SHEAR ALERT COMBINED WITH TURBULENCE ALERT

When a "Microburst Alert" or a "Wind Shear Alert" is given for a particular RWY and turbulence is also detected for that particular RWY, a "Turbulence Alert" will be passed by ATC together with the "Microburst Alert" or "Wind Shear Alert".

1.9.4. LIGHTNING WARNING SYSTEM

When the system predicts a strong probability of a lightning strike on the APT platform, APT authority will issue a Red Lightning Warning. When airlines and handling agents receive a Red Lightning Warning through SITA they should advise inbound flights of the warning.

If the period of the Red Lightning Warning is forecast to be prolonged, a message will be included on the ATIS broadcast advising of delays to parking and/or push-back.

Because ground crew operations are suspended, the wheels will not be chocked. APU should remain in operation. In the event of an inoperative APU, pilot shall keep one starboard engine running. ACFT unable to comply with this procedure should notify Ground Movement Control on initial contact.

Ground crews will not commence a push-back when a Red Lightning Warning is in force.

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1.10. LOW LEVEL TCAS ALERTS WITH HONG KONG CONTROL ZONE

IFR flights sometimes experience TCAS alerts, these may be caused by transponder-equipped VFR or Special VFR flights operating on low-level routes in the vicinity of APT.

Even though separation is provided, ATC will, under such circumstances, issue traffic information to the ACFT concerned whenever practicable so that pilots will be aware of the possible TCAS alerts.

1.11. TERRAIN CLEARANCE

Pilots should be aware that terrain clearance cannot be guaranteed for the mountainous environment if the published procedures are not properly followed. In addition, there is possibility of infringing other traffic in the vicinity. Therefore all SID, STAR and instrument approach procedures must be flown as published once assigned by ATC.

Immediately request ATC for navigation guidance and assistance when track keeping accuracy is in doubt.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1 NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

2.1.1.1. CONTINUOUS DESCENT APPROACH (CDA) FOR RWYS 25L/R

As a noise mitigating measure between 2301-0700LT arrivals to RWYs 25L/R may expect an ILS/DME approach with a CDA procedure subject to the prevailing traffic situation.

- ACFT are expected to achieve a continuous descent profile from a distance of 32NM to touchdwon, approximating a 3° vertical profile from 8000' or higher to intercept the GS at or above 4500'.
- Subject to ATC clearance, low thrust settings and a relatively clean configuration should be maintained to minimize noise.
- If radar vectors are given, pilots can expect to intercept the LLZ outside of the FAF (LOTUS D15 IFL - RWY 25L, RIVER D15 ITFR - RWY 25R). The estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.
- The recommended speed for the CDA intermediate approach segment is 210-230 KT; this should permit a relatively clean configuration for as long as practicable. The published speed restrictions for the final approach segment are applicable for the CDA procedure, 180 KT at FAF and between 150-160 KT at 4NM from touchdown.
- If ACFT cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

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2. ARRIVAL

2.2. CAT II/III OPERATIONS

RWYs 07L, 07R and 25L approved for CAT II, RWY 25R for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. RWY UTILISATION

Vacate RWY as quickly as practicable.

To facilitate minimum RWY occupancy time, each RWY has multiple rapid exit TWYs. Vacate via the first available rapid exit TWY commensurate with operational conditions, or as instructed.

ACFT vacating the RWY should not stop on the exit TWY until the entire ACFT has passed the RWY holding point.

2.3.2. REDUCED RWY SEPARATION MINIMUMS (RRSM)

RRSM may be applied between a departing ACFT and a succeeding landing ACFT or between two successive landing ACFT on the same RWY provided the following conditions exist:

- visibility of at least 5km;
- ceiling in the departure/missed approach area 3000' or more;
- during daylight hours from 30 minutes after local sunrise to 30 minutes before local sunset;
- the second ACFT will be able to see the first ACFT clearly and continuously until the first is clear of the RWY;
- no unfavorable surface wind conditions (including significant tailwind/turbulence or wind shear, etc.);
- braking action not adversely affected by water or other contaminants (i.e. RRSM will be suspended whenever the RWY is wet or there is pilot report of poor braking action).

When RRSM is applied, the successive landing ACFT may be given clearance to land before the first ACFT has cleared the RWY-in-use after landing or crossed the RWY end on departure provided there is reasonable assurance that the following separation distances will exist when the landing ACFT crosses the THR:

RWY 07L/25R

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2400m from THR (ABEAM TWY A8 for RWY 07L or TWY A5 for RWY 25R).

- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2400m from THR (ABEAM TWY A8 for RWY 07L or TWY A5 for RWY 25R), is in motion and will vacate the RWY without backtracking.

RWY 07R/25L

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L).

- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L), is in motion and will vacate the RWY without backtracking.

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2. ARRIVAL

ATC will provide warning to the second ACFT when issuing the landing clearance in line with ICAO standard phraseology, e.g:

- (Callsign....), preceding B737 landing about to vacate the RWY, surface wind 090 degrees/11 KT, cleared to land.
- (Callsign....), departing A320 ahead about to rotate, surface wind 230 degrees/6 KT, cleared to land.

Pilots must notify ATC in advance if they anticipate not being able to comply with any of the above requirements.

2.4. OTHER INFORMATION

2.4.1. NOTIFICATION OF ARRIVAL DELAY AND DIVERSION PLANNING

A delay notification message will be included in the Arrival ATIS when the arrival delay is expected to exceed 30 minutes, e.g. "Expect 35 minutes holding due to traffic/extensive frontal weather conditions in the terminal area".

ATC will supplement this information as required on first contact on radiotelephony should there be a possibility of further delay, e.g. high rate of unsuccessful approaches, forecast weather deteriorations etc. to assist pilots to determine if they have sufficient holding fuel to continue or if a diversion is imminent.

Unless informed by the pilots, ATC will consider flights that decide to continue inbound to VHHH will have the required holding fuel to absorb the notified delay and will provide further updates to onward clearance times as needed. If further delay develops, pilots will be informed accordingly.

In the case of delay caused by extensive inclement weather conditions, operators should take into account that other APTs in the Pearl River Delta region would likely be affected by the same weather system and the possibility of using these APTs as alternates could be severely reduced.

2.4.2. ATC CLEARANCE FOR RNAV (RNP) APPROACH

Pilots, who are qualified and wish to fly the RNAV (RNP) approach, shall inform Hong Kong ATC of their intention on initial radio contact. The execution of the requested RNAV (RNP) approach procedure is subject to ATC concurrence, taking into account the prevailing traffic situation.

For RNAV (RNP) Z RWY 25L, pilots and airline operators shall expect that ATC concurrence would normally be granted during off-peak period, e.g. midnight or after, due to the complexities of this particular procedure induced to ATC operation.

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3. DEPARTURE

3.1. START-UP AND PUSH-BACK PROCEDURES

3.1.1. START-UP PROCEDURES

All ACFT other than helicopters and locally light ACFT shall obtain an ATC clearance prior to engine start. Pilots are to inform HONG KONG Ground/Delivery, as appropriate, of callsign, parking stand number/location, identifier of the latest ATIS received unless it has been included in the RCD (request for departure clearance down link) message via datalink, proposed flight level if it is different from the filed flight plan and when applicable, special requirements (e.g. request for another departure RWY or inability to comply with SID climb profile).

Additionally, departures for destinations in China routing via BEKOL shall contact Hong Kong Delivery 15 minutes before Estimated Off-Block Time (EOBT) to obtain advance notification of any flow control restriction that may affect the flight.

Approved ACFT planning to fly the Radius-to-Fix SID shall make request when obtaining ATC clearance, using recommended phraseology - "Request Radius-to-Fix SID". ACFT using PDC shall make such voice request prior to send - ing 'Request for Departure Clearance Downlink' (RCD) message.

A two-way Pre-Departure Clearance (PDC) data link service is available to approved operators. Pilots should send a RCD to ATC not more than 20 minutes prior to EOBT. If the CLD message is not received within 5 minutes or there is any problem with data link exchange, pilot shall inform HONG KONG Delivery.

Pilots not participating in the PDC service shall contact HONG KONG Delivery 5 minutes prior to start to put their ATC clearance on request. Upon receipt of the ATC clearance, the pilot shall read back the following information:

- Callsign, - Destination, - Route, - SID, - SSR code.

Pilots shall comply with instructions issued by HONG KONG Delivery regarding when to contact the relevant HONG KONG Ground frequency.

Once an ATC clearance has been received, unless there is a specific time restriction included in the clearance, any delay in being ready to push-back, start engines or taxi may result in the clearance being cancelled.

Reduced engine taxiing out is strictly prohibited. For departure ACFT, all engine starts must be completed before commencement of taxiing operations.

3.1.2. APT COLLABORATIVE DECISION-MAKING (A-CDM)

- Pilots should follow A-CDM procedures and share real-time information through A-CDM platform.
- Detailed A-CDM guidelines can be downloaded from
  https://extranet.hongkongairport.com
  (Click "Procedure Manual" icon, followed by "A-CDM Operation Guidelines").
- Important milestone is Target Off-Block Time (TOBT). TOBT is the estimated time when ACFT will be ready, all doors closed, boarding bridge removed, push-back tractor available and ready to start-up and push-back immediately upon approval from ATC.
- Provide an accurate TOBT 40 minutes before EOBT. Any subsequent changes must be updated in timely manner.
- Target Start-up Approval Time (TSAT), another important milestone, is the time an ACFT can expect start-up and push-back approval and is displayed on ACFT Docking Guidance System. During the implementation period, the TSATs provided should not be used for any decision-making as they may be subject to revision whilst calculation methodology is refined. Separate announcement will be made when TSAT accuracy is assured and can be used.

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3. DEPARTURE

3.1.3. PUSH-BACK PROCEDURES

Pilots shall contact HONG KONG Ground (South) except when notified it is sectorized, in which case pilots shall contact:

- HONG KONG Ground (North) for North and West aprons.
- HONG KONG Ground (South) for South, Cargo and Business Aviation aprons.

Prior to requesting for push-back or taxi from a parking stand, pilots of ACFT equipped with a "weight-on-wheel" switch must ensure the transponder is operating (on "AUTO" or "XPNDR", and not "STDBY" or "OFF") and the assigned Mode A code is selected. ACFT with Mode S transponder capable of reporting ACFT Identification should have its identification in the ICAO flight plan format entered via FMS or Control Panel.

The majority of parking stands have two standard push-back procedures, push-back BLUE and push-back RED. The normal push-back procedure is to the taxilane ABEAM the adjacent parking stand, but where this would result in the ACFT entering a critical area, the push-back is extended to a Tug Stop Point clear of the critical area. Stands E2, E17, N24, N30, N60, N142, N143, S25, S31, S43, S102 thru S104, S108, S110 and W65 have a push-back/tow-forward procedure, push-back GREEN.

Under certain traffic conditions it may be necessary for Hong Kong Ground to issue non-standard push-back instructions to expedite to flow of traffic. Pilots will be issued a "non-standard push-back" to a defined location and direction.

Pilots shall ensure that the push-back colour code or non-standard push-back instructions issued by HONG KONG Ground are accurately relayed to their ground crew before push-back or engine start commences.

There is a restriction to the starting of engines for ACFT in parking stands S103, S108 and W123. If ACFT in these stands are required to push-back through 180°, only one engine shall be started during the push-back, other engines shall only be started when the push-back maneuver has been completed.

When known conditions exist which necessitate that engine start-up is carried out in the parking stand prior to the commencement of push-back, or greater than idle engine thrust will be required during engine start (e.g. cross-bleed start procedure), the pilot shall advise HONG KONG Ground of the fact when engine start or push-back clearance is requested.

Whilst push-back procedure is being conducted, it is essential for safety reasons that communication contact is maintained between pilot and ground engineer in charge. ATC clearance will not normally be issued to ACFT whilst being pushed back, unless the pilot so requests.

To avoid delay to other traffic using the apron, ACFT should be ready to taxi as soon as the push-back maneuver and engine start procedure are completed. The standard push-back for stands N68 and N70 is into TWY B, therefore to avoid delays to other traffic it is essential that the ACFT should be ready to taxi as soon as the push-back maneuver is complete. If ACFT are unable to comply with this procedure, pilots shall immediately inform HONG KONG Ground in order that alternative taxi instructions may be issued to other traffic.

Pilots are reminded that they should always use minimum power when starting engines or maneuvering within the apron area. It is especially important when commencing to taxi that break-away thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

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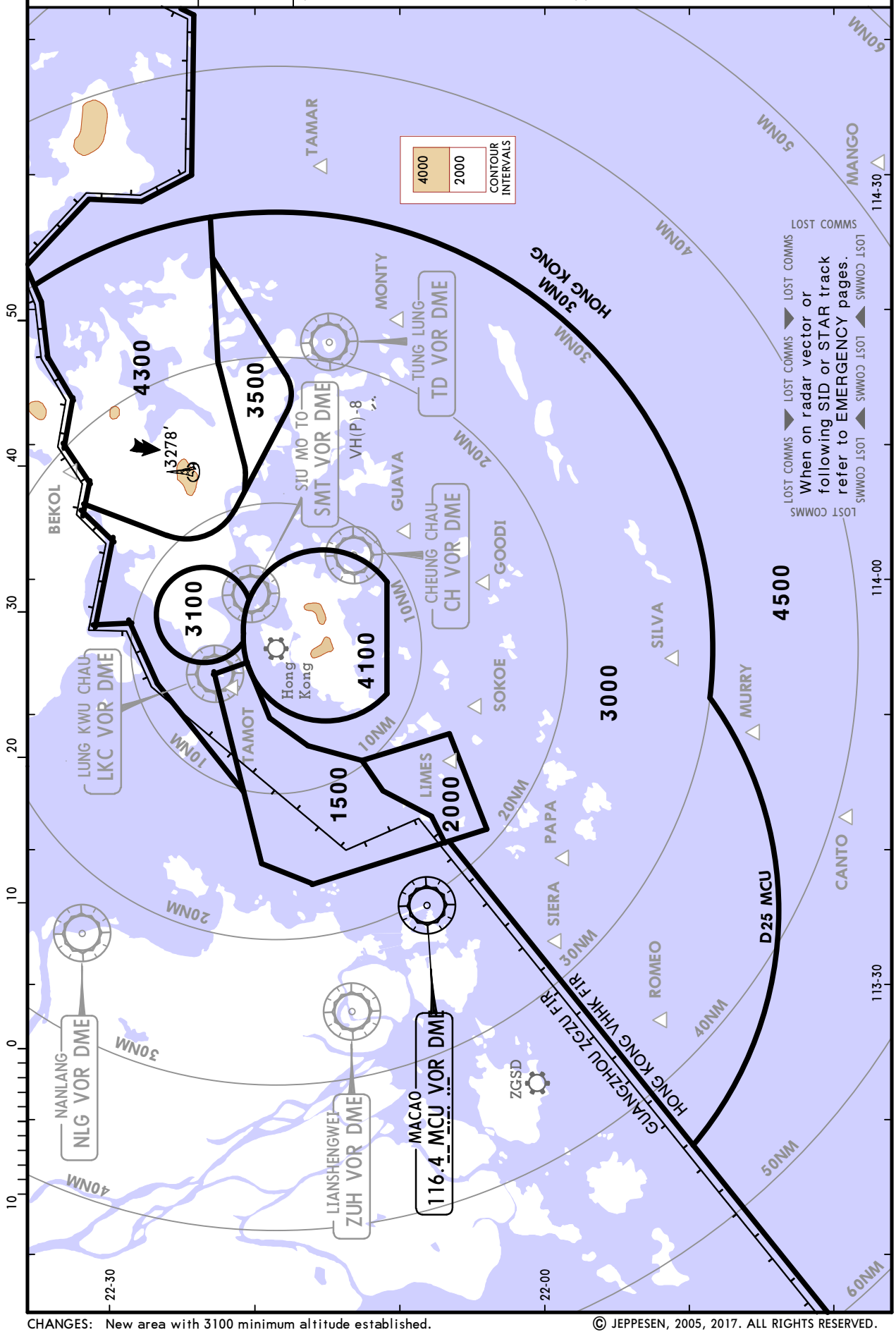
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VHHH/HKG
HONG KONG INTL

JEPPESEN
22 DEC 17 (10-1R) Eff 4 Jan

HONG KONG, PR OF CHINA
RADAR MINIMUM ALTITUDES

HONG KONG Approach (R) 119.1	Apt Elev 28′	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below Trans alt: 9000′ **1.** Chart only to be used for cross-checking of altitudes assigned while under radar control. **2.** Radar control service can not be provided to aircraft below the applicable minimum altitude.



CHANGES: New area with 3100 minimum altitude established.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 (10-2) Eff 4 Jan

HONG KONG, PR OF CHINA

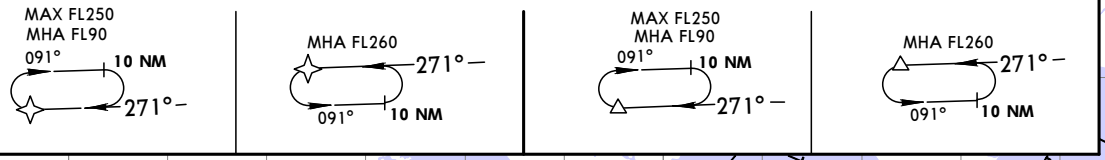
TERMINAL TRANSITION ROUTE

D-ATIS	Apt Elev	Alt Set: hPa / Trans level:
128.2	28	FL110 980 hPa or above FL120 979 hPa or below

HOLDINGS OVER

ABBEY — **MAX 250 KT.** — **FISHA**

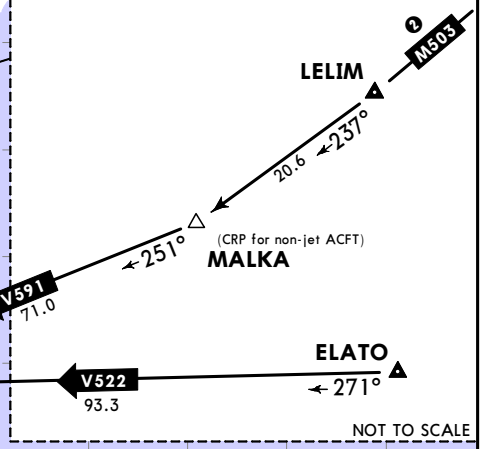
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.



TERMINAL TRANSITION ROUTES V512, V522, V591

TO ABBEY

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



1. Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.
2. Contact Hong Kong Radar at least 3 minutes prior LELIM.

DESCENT REQUIREMENTS
Via V-512, V-522 or V-591: If holding is required, each flight will be instructed individually and pilots can expect to cross ENPET at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

CHANGES: Track update.

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CHANGES: Track update.

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D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below
128.2	28	

TERMINAL TRANSITION ROUTES
V531, V541, V542, V551
TO BETTY

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

DESCENT REQUIREMENTS
Via V-551: cross CYBER at FL 260.
Via V-531 or V-541: cross SONNY at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

❷ within Hong Kong FIR

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

4300 ❷
3068'
260°
030°
CHEUNG CHAU D 112.3 CH
3000
CH VOR

(CRP for non-jet ACFT) **BETTY**
(CRP for non-jet ACFT) **BAKER**
(CRP for non-jet ACFT) **SONNY**
(CRP for non-jet ACFT) **EATON**
(CRP for non-jet ACFT) **CYBER**
(CRP for non-jet ACFT) **DOVAR**
(CRP for non-jet ACFT) **HOCKY**
(CRP for non-jet ACFT) **RAMUS**
(CRP for non-jet ACFT) **SUKER**
(CRP for non-jet ACFT) **TOFEE**
(CRP for non-jet ACFT) **CARSO**
NOMAN
SABNO

MAX 250 KT ❶ MHA FL90 10 NM 068° 248°
MAX 250 KT ❶ MHA FL 90 10 NM 178°

39.5 318° 38.2 003° 10.0 15.0 38.2 55.0 76.2 284° 81.2 42.4 BY ATC 40.4 358° 36.6 304° 342°

V531 V541 V542 V551

4000
2000
CONTOUR INTERVALS

HONG KONG RADAR 128.75 132.15 V531, V541, V542

HONG KONG RADAR 125.8 128.75 V551

HONG KONG VHHK FIR
MANILA RPHI FIR

HOLDINGS OVER

BAKER	BETTY	DOVAR
MAX 250 KT		
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.		
MHA FL90 10 NM 165° 345°	MHA FL90 10 NM 165° 345°	MHA FL90 10 NM 162° 342°

TERMINAL TRANSITION ROUTES
V531, V541, V542, V551
TO BETTY

VHHH/HKG
HONG KONG INTL

JEPPESEN
22 DEC 17
Eff 4 Jan
10-2A

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

JEPPESEN
JeppView 3.6.2.0

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VHHH/HKG
HONG KONG INTL 22 DEC 17 (10-2B) Eff 4 Jan

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

D-ATIS 128.2 | Apt Elev 28 | Alt Set: hPa | Trans level: FL110 980 hPa or above, FL120 979 hPa or below

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

HOLDINGS OVER CANTO COMBI & GAMBA
MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MHA FL90 — 048° 228° 10 NM
MHA FL90 — 067° 247° 10 NM

CONTOUR INTERVALS 4000 2000

CHEUNG CHAU 112.3 CH

3278

SHENZHEN Beacon ZGSZ

MACAO - Intl VMMC

HONG KONG VHHK FIR

GUANGZHOU ZGZU FIR

(CRP for non-jet ACFT) CANTO

(CRP for non-jet ACFT) ROCCA

(CRP for non-jet ACFT) COMBI

(CRP for non-jet ACFT) MAPLE

(CRP for non-jet ACFT) GAMBA

(CRP for non-jet ACFT) MYWAY

(CRP for non-jet ACFT) IDOSI

(CRP for non-jet ACFT) SIKOU

V561 V571

MHA FL90 10 NM

HONG KONG RADAR 123.7 127.1

Holding at FL340 or below **280 KT** or **MACH 0.8**, whichever is less. Above FL340 **MACH 0.83**.

DESCENT REQUIREMENTS
Cross MAPLE at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

SANYA ZJSA FIR

CHANGES: Track update.

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VHHH/HKG
HONG KONG

JEPPESEN
22 DEC 17 (10-2D) Eff 4 Jan

HONG KONG, PR OF CHINA
RNAV STAR

D-ATIS	Apt Elev
128.2	28

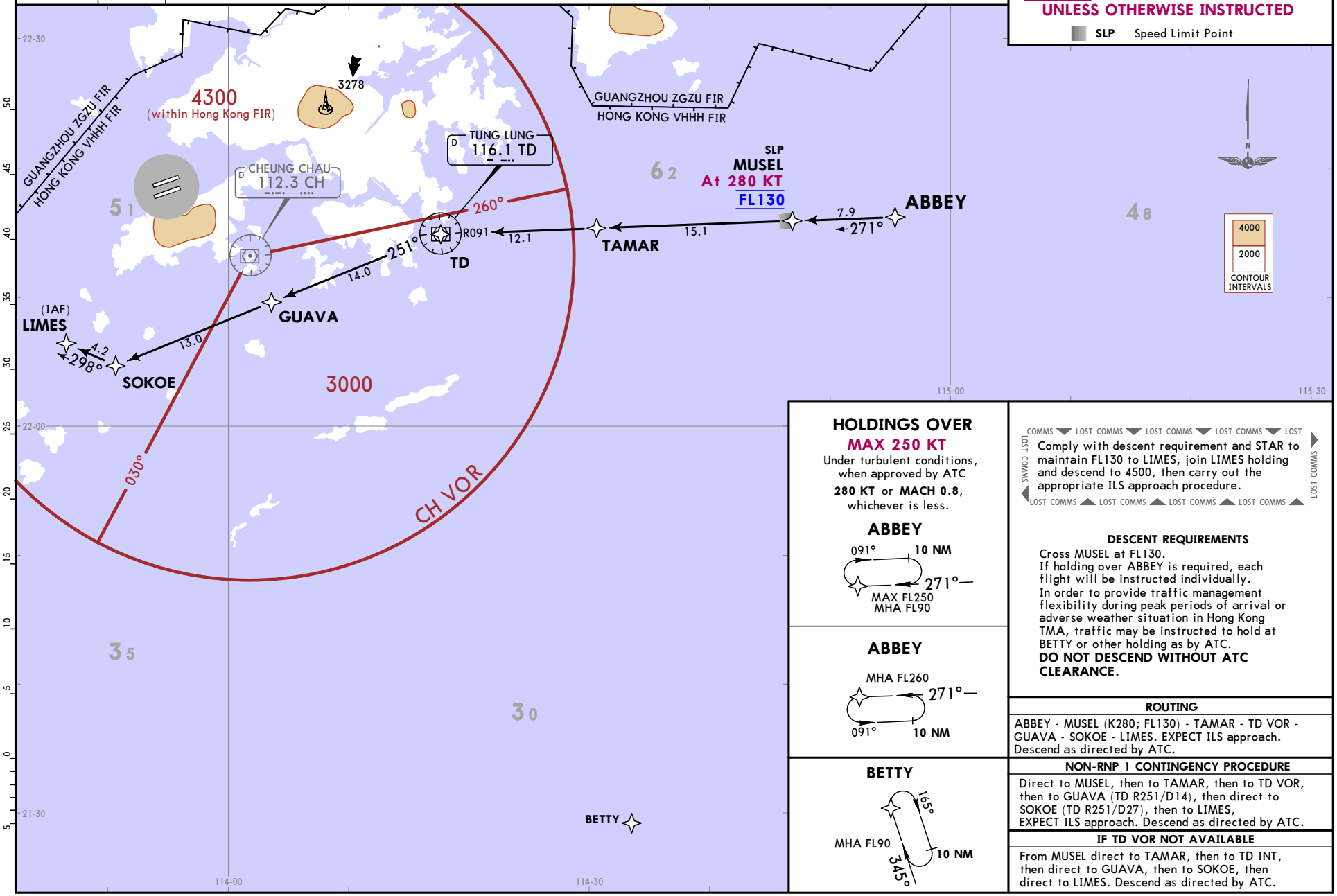
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

ABBEY 3A [ABEY3A]
RWYS 07L/R RNAV (RNP1)
ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



HOLDINGS OVER
MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

ABBEY
091° 10 NM
271°
MAX FL250
MHA FL90

ABBEY
MHA FL260
271°
091° 10 NM

BETTY
165°
MHA FL90
10 NM
345°

LOST COMMS: Comply with descent requirement and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

DESCENT REQUIREMENTS
Cross MUSEL at FL130.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING
ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE
Direct to MUSEL, then to TAMAR, then to TD VOR, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE
From MUSEL direct to TAMAR, then to TD INT, then direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2E | Eff 4 Jan | RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

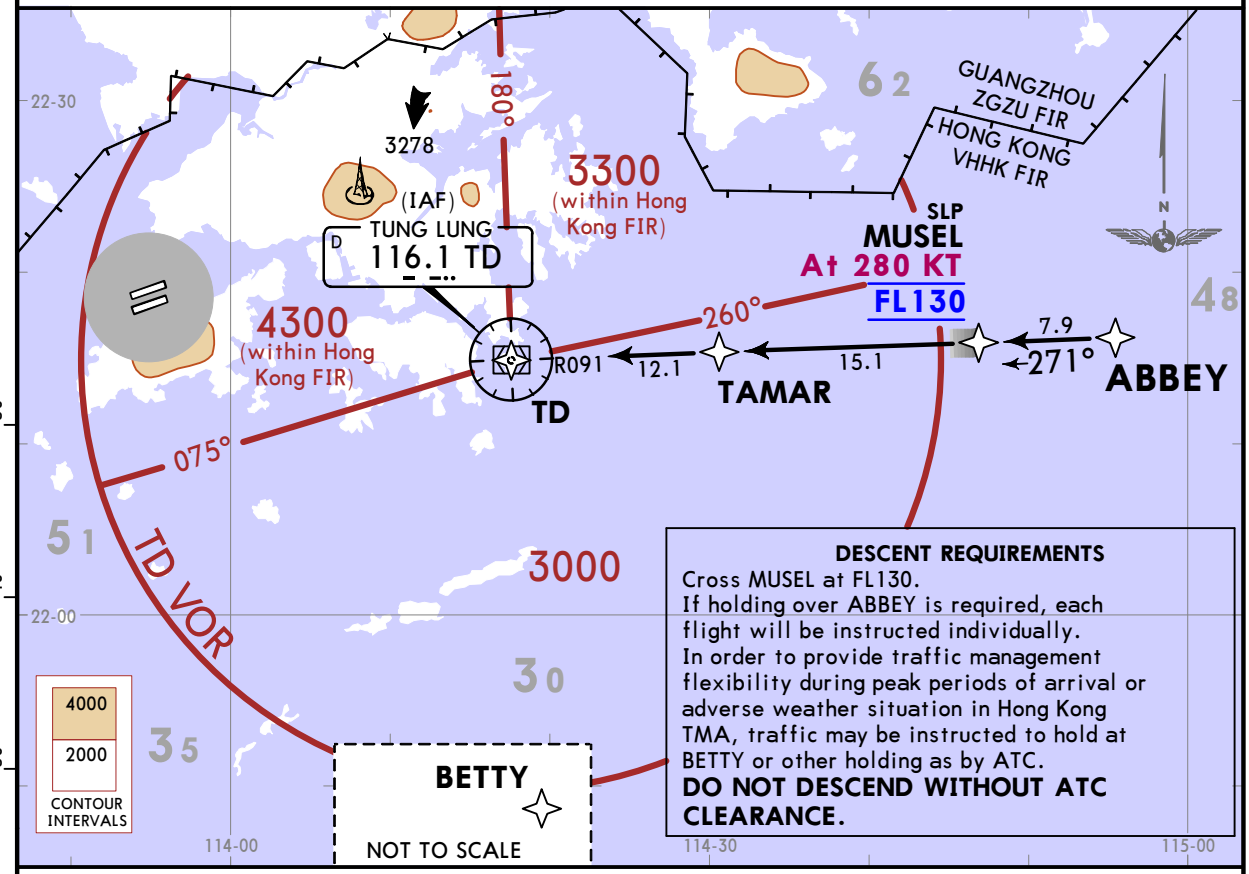
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

ABBEY 2B [ABEY2B]

RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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

Comply with descent requirement and STAR to maintain FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

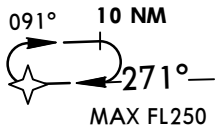
LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST

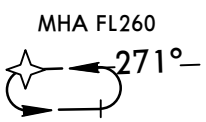
HOLDINGS OVER

ABBEY

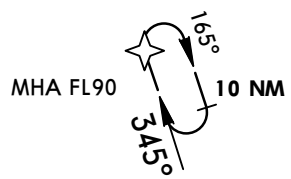
MAX 250 KT

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.





BETTY



ROUTING

ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MUSEL, then to TAMAR, then direct to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MUSEL direct to TAMAR, then to TD INT. Descend as directed by ATC.

CHANGES: Track update.

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CHANGES: Track update.

D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

ABBEY 1G [ABEY1G]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

CHEUNG CHAU
112.3 CH

3068

260°

SLP
MUSEL
At 280 KT
FL130

15.1
7.9
271°

ABBEY

TAMAR

11.8
247°

6.5
271°

MONTY

8.0

ALAPI

(IAF)
GUAVA
5000

4300
(within Hong Kong FIR)

3000

030°

CH VOR

22-00

115-00

4 8
6 2
5 1
2 4
3 0
3 5

22-30
21-30

HOLDINGS OVER ABBEY

091° 10 NM
271°
MAX 250 KT ❶
MAX FL250
MHA FL90

MAX 250 KT ❶
MHA FL260
271°
091° 10 NM

4000
2000
CONTOUR INTERVALS

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

DESCENT REQUIREMENTS
Cross MUSEL at FL130 and GUAVA at 5000.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

BAKER
165°
MAX 250 KT ❶
MHA FL90
10 NM
345°

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

Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

114-00
114-30
21-00

ROUTING
ABBEY - MUSEL (K280; FL130) - TAMAR - MONTY - ALAPI - GUAVA (5000). EXPECT RNP approach. Descend as directed by ATC.

ABBEY 1G [ABEY1G]
RWYS 25L/R RNAV (RNP1)
ARRIVAL

VHHH/HKG
HONG KONG INTL 22 DEC 17 (10-2F) Eff 4 Jan

JEPPESEN

HONG KONG, PR OF CHINA
RNAV STAR

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CHANGES: Track update.

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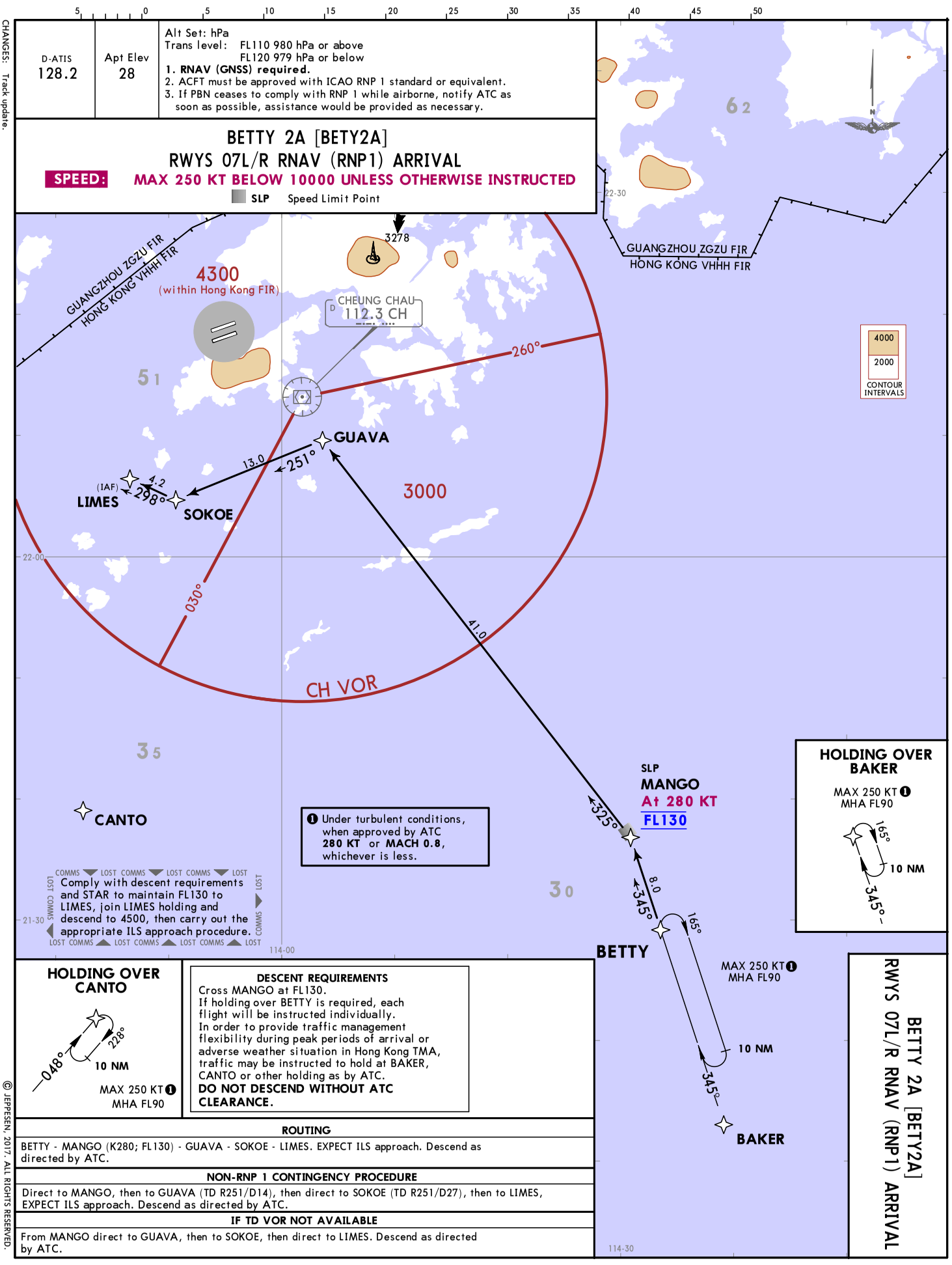
D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below
1. RNAV (GNSS) required.
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

BETTY 2A [BETY2A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



HOLDING OVER BAKER

MAX 250 KT
MHA FL90
165°
10 NM
345°

HOLDING OVER CANTO

048°
228°
10 NM
MAX 250 KT
MHA FL90

DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MANGO, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MANGO direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

VHHH/HKG
HONG KONG INTL
22 DEC 17 (10-2G) Eff 4 Jan
JEPPESEN

HONG KONG, PR OF CHINA
RNAV STAR

BETTY 2A [BETY2A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2H | Eff 4 Jan | RNAV STAR

D-ATIS	Apt Elev
128.2	28

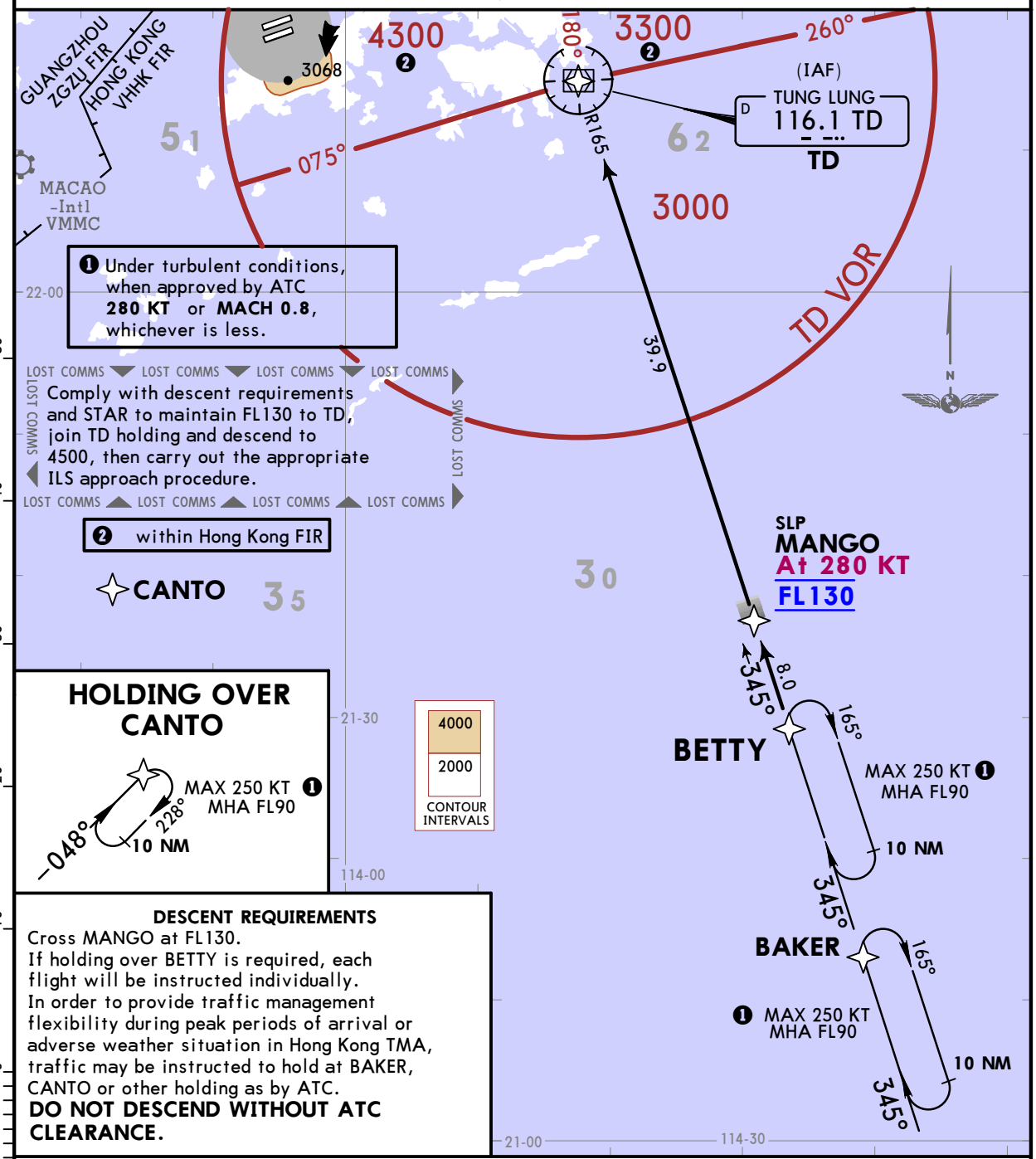
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

BETTY 2B [BETY2B]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MANGO, then to TD VOR, EXPECT ILS approach.

IF TD VOR NOT AVAILABLE

From MANGO direct to TD INT. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (10-2J) Eff 4 Jan

RNAV STAR

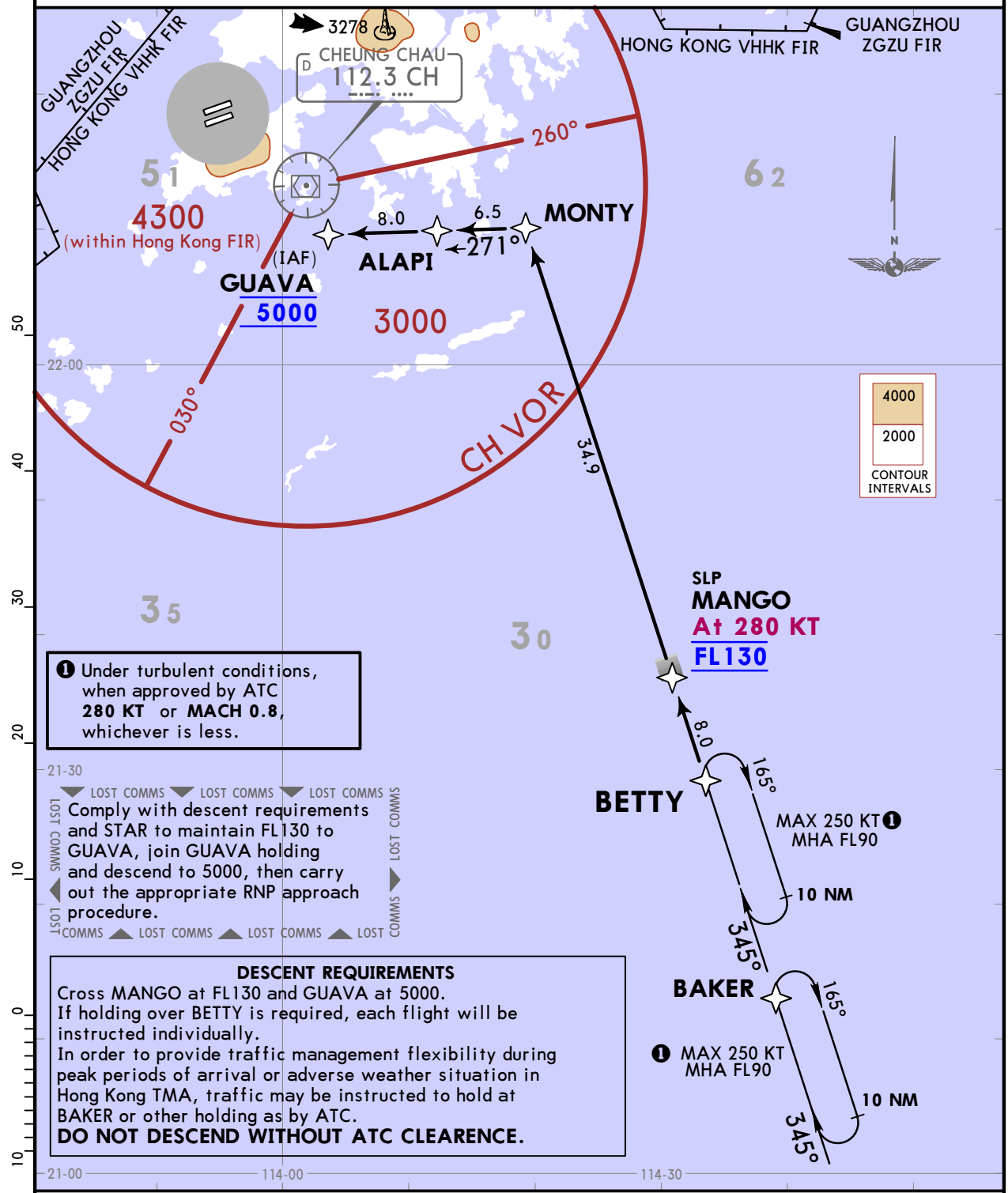
D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

BETTY 1G [BETY1G]

RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



ROUTING

BETTY - MANGO (K280; FL130) - MONTY - ALAPI - GUAVA (5000). EXPECT RNP approach.
Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (10-2K) Eff 4 Jan

RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

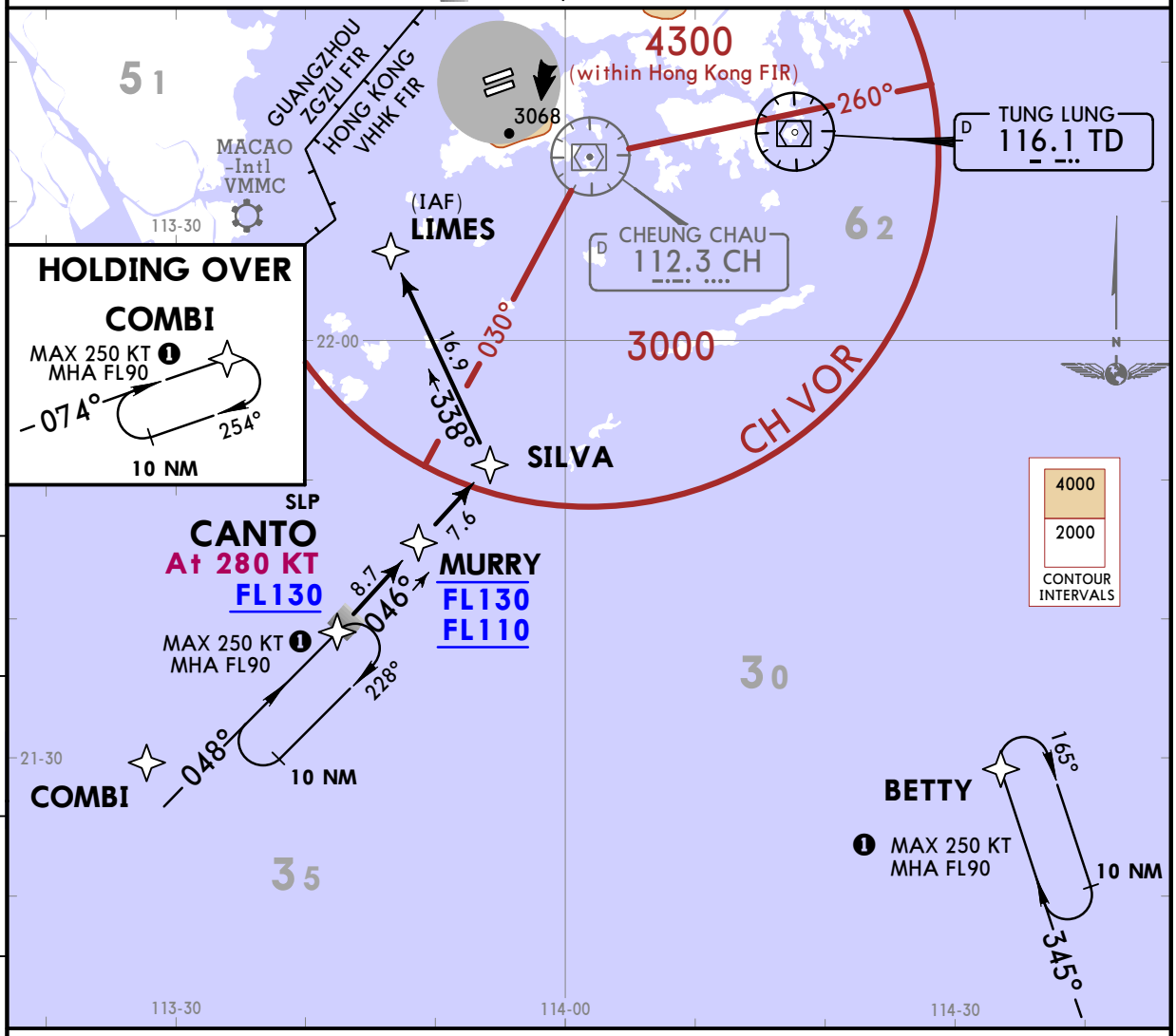
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

CANTO 3A [CANT3A]

RWYS 07L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENT

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holding is established over CANTO. In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Comply with descent requirement and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach.
Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MURRY, then to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2L | Eff 4 Jan | RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

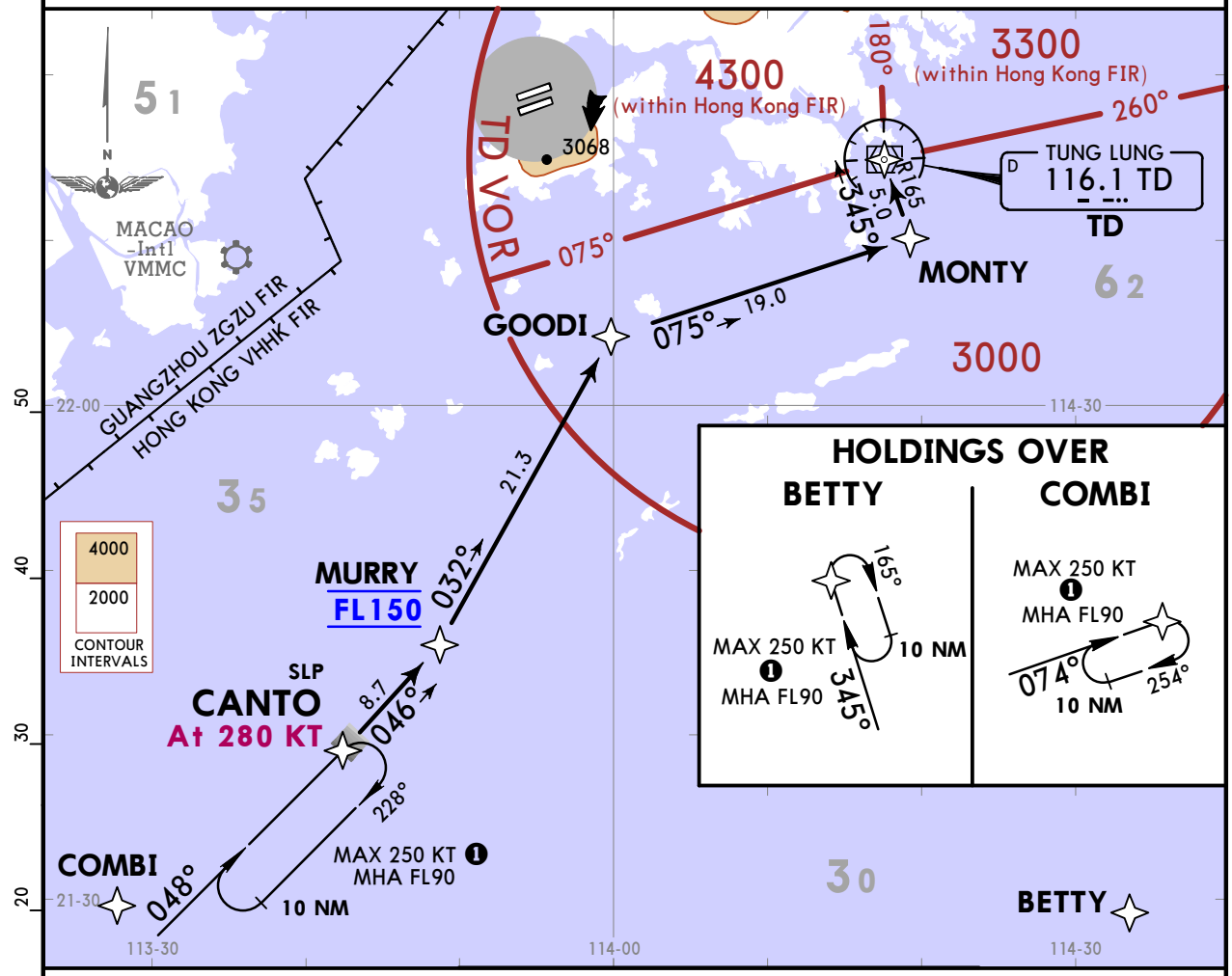
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

CANTO 2B [CANT2B]

RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENT

Cross MURRY at FL150.
Holding is established over CANTO. In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Comply with descent requirement and STAR to maintain FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

ROUTING

CANTO (K280) - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MONTY turn LEFT direct to TD INT. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 3 AUG 18 (10-2M) Eff 16 Aug

HONG KONG, PR OF CHINA
RNAV STAR

D-ATIS	Apt Elev
128.2	28

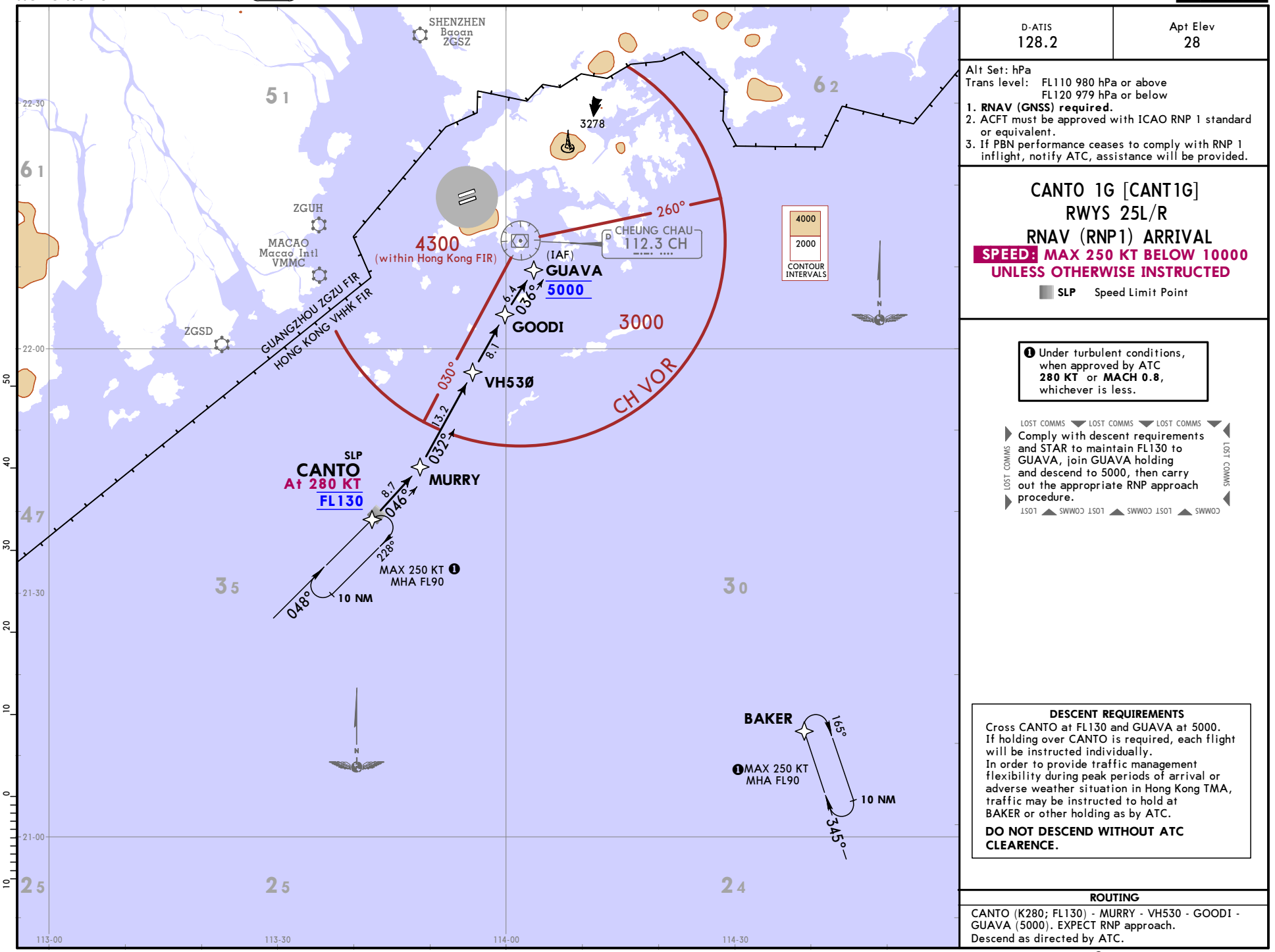
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

CANTO 1G [CANT1G]
RWYS 25L/R
RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



1 Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

CANTO (K280; FL130) - MURRY - VH530 - GOODI - GUAVA (5000). EXPECT RNP approach.
Descend as directed by ATC.

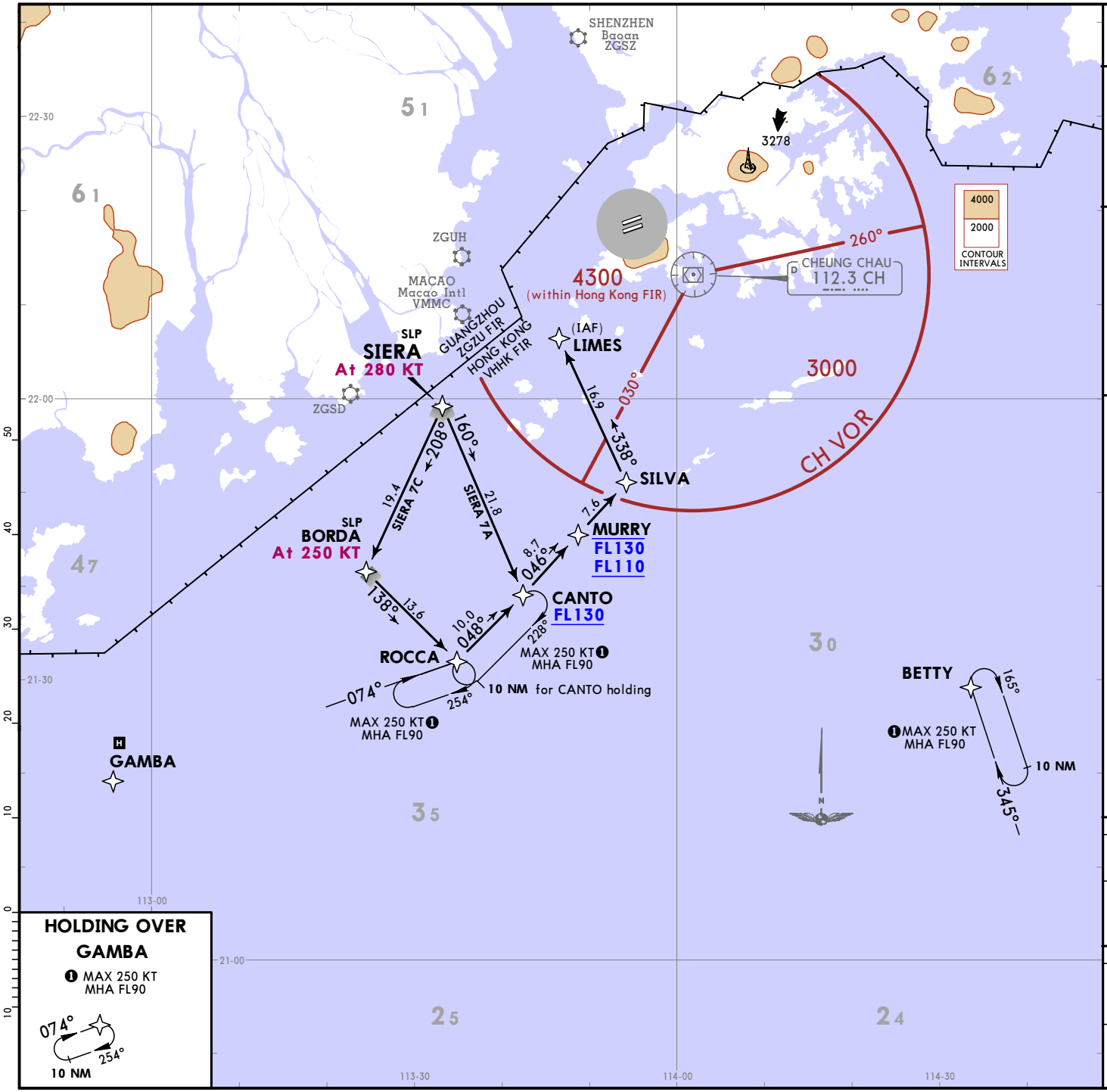
CHANGES: Chart redrawn.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
3 AUG 18 (10-2N) Eff 16 Aug
RNAV STAR



D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC as soon as possible, assistance will be provided.

SIERA 7A [SIER7A]
SIERA 7C [SIER7C]
RWYS 07L/R
RNAV (RNP1) ARRIVALS

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS

Comply with descent requirements and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS IAP.

DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holdings are established over CANTO and ROCCA.
In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, or GAMBA or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

STAR	ROUTING
SIERA 7A	SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.

STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 7A	Direct to CANTO, turn LEFT, via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then via MURRY to SILVA, turn LEFT to LIMIES, EXPECT ILS approach. Descend as directed by ATC.

CHANGES: ROCCA and GAMBA holdings established; chart redrawn.

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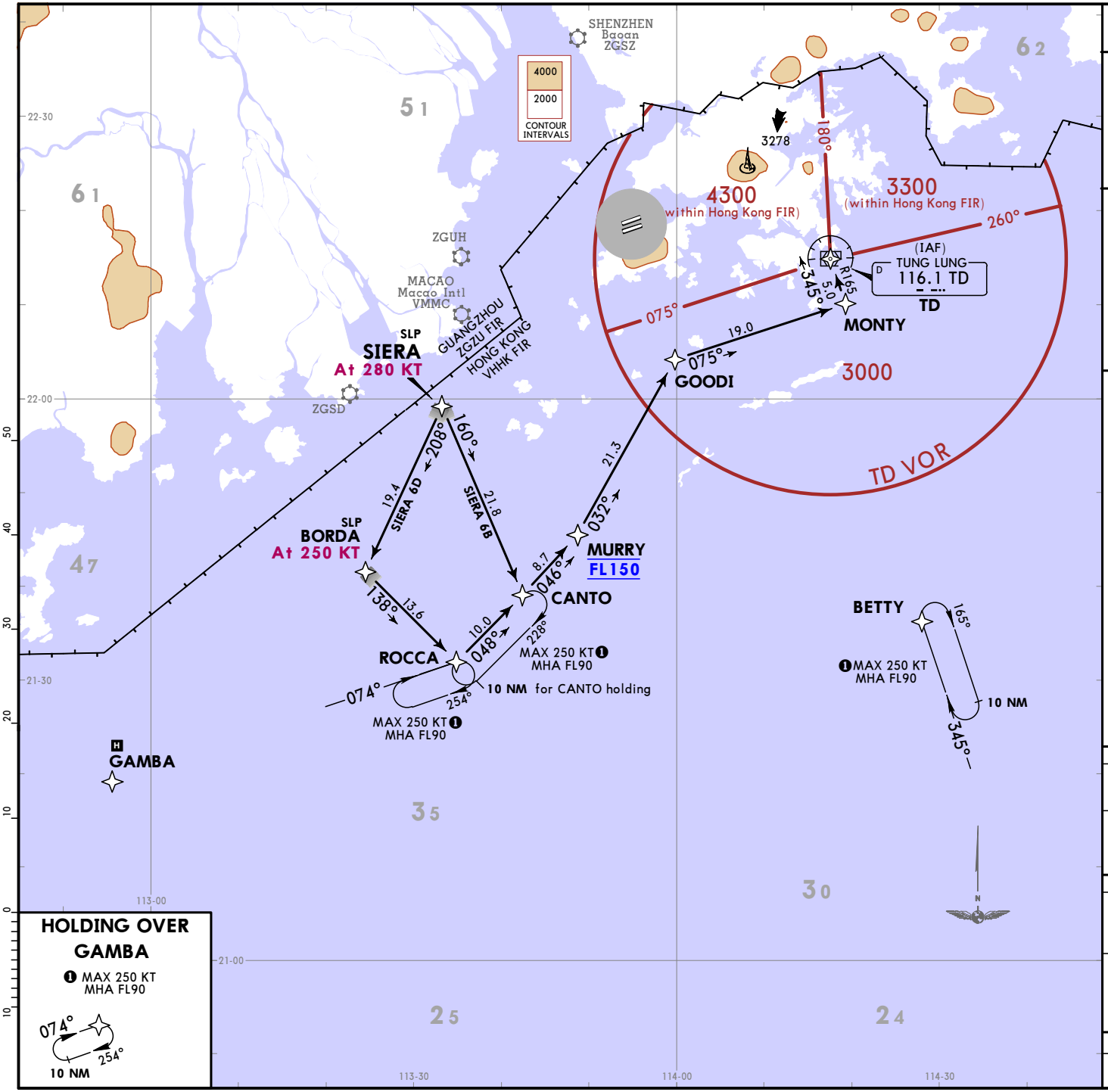
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VHHH/HKG HONG KONG INTL

JEPPESEN 3 AUG 18 (10-2P) Eff 16 Aug

HONG KONG, PR OF CHINA

RNAV STAR



HOLDING OVER GAMBA

❶ MAX 250 KT
MHA FL90

074°
254°
10 NM

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC as soon as possible, assistance will be provided.

SIERA 6B [SIER6B]
SIERA 6D [SIER6D]
RWYS 25L/R
RNAV (RNP1) ARRIVALS

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirement and STAR to maintain FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS IAP.

DESCENT REQUIREMENTS

Cross MURRY at FL150. If holding over CANTO or ROCCA is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or GAMBA or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

STAR	ROUTING
SIERA 6B	SIERA (K280) - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.
SIERA 6D	SIERA (K280) - BORDA (K250)- ROCCA - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 6B	Direct to CANTO, turn LEFT to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach. Descend as directed by ATC.
SIERA 6D	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then to MURRY, then to GOODI, then to MONTY, turn LEFT direct to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MONTY turn LEFT direct to TD INT.
Descend as directed by ATC.

CHANGES: ROCCA and GAMBA holdings established; chart redrawn.

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VHHH/HKG
HONG KONG INTL

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

SIERA 1G [SIER1G]
RWYS 25L/R
RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

SHENZHEN Baoan ZGSZ
ZGUH
MACAO Macao Intl VMMC
ZGSD
GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR
4300 (within Hong Kong FIR)
3000
CH VOR
CHEUNG CHAU 112.3 CH
4000
2000
CONTOUR INTERVALS
3278
(IAF) GUAVA 5000
GOODI
VH53Ø
MURRY
SIERA
SLP CANTO AT 280 KT FL130
MAX 250 KT ❶ MHA FL90
10 NM
BAKER
❶ MAX 250 KT MHA FL90
10 NM
260°
030°
036°
032°
046°
048°
160°
165°
345°
228°
6.4
8.1
13.2
21.8
8.7
5 1
6 1
6 2
4 7
3 5
3 0
2 5
2 4
22-30
22-00
21-30
21-00
113-00
113-30
114-00
114-30

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

SIERA - CANTO (K280; FL130) - MURRY - VH530 - GOODI - GUAVA (5000). EXPECT RNP approach. Descent as directed by ATC.

CHANGES: Chart redrawn.

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VHHH/HKG HONG KONG INTL

JEPPESEN 20 APR 18 (10-3) Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

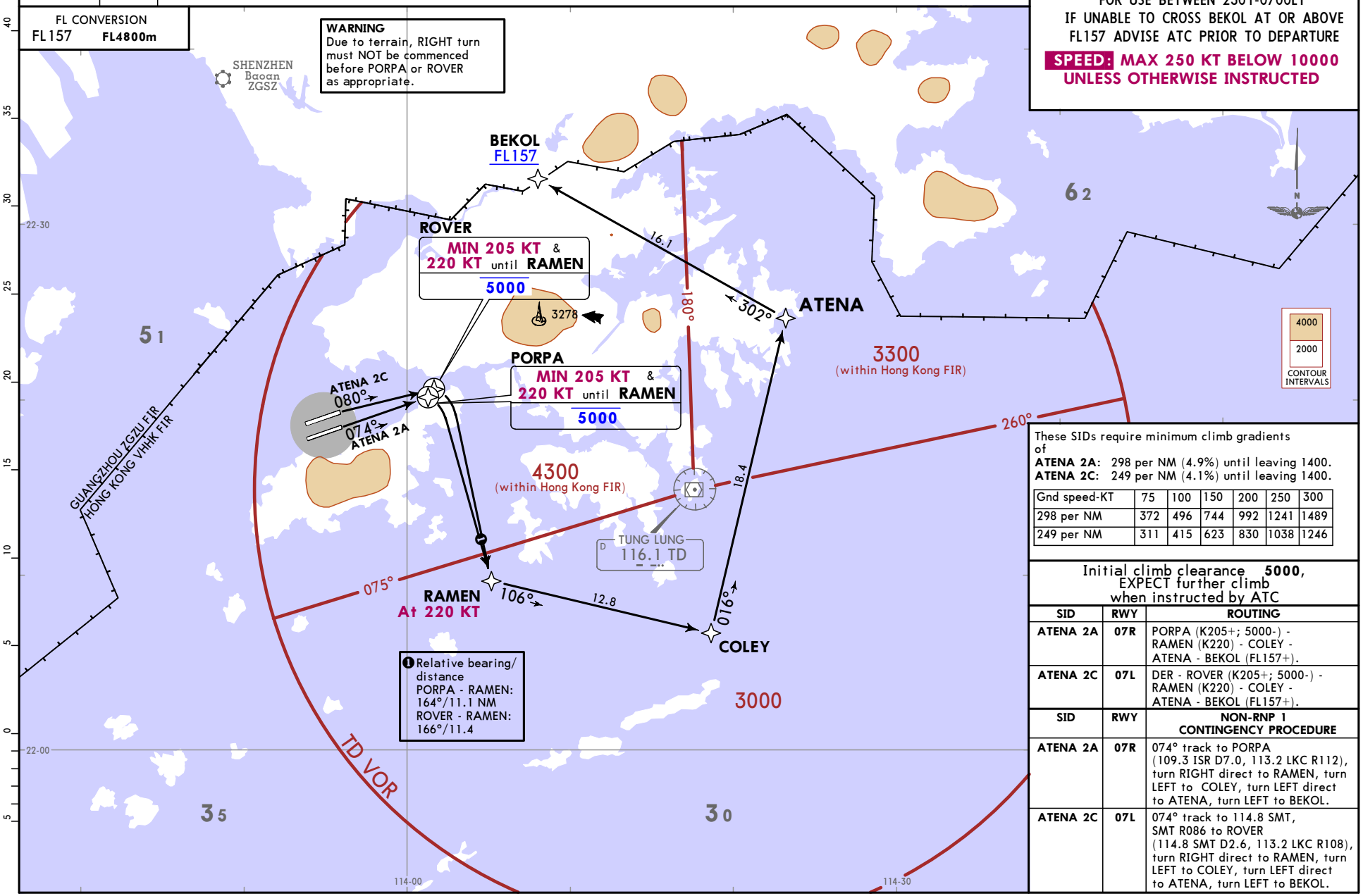
FL CONVERSION
FL157 **FL4800m**

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

ATENA 2A [ATEN2A]
ATENA 2C [ATEN2C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID
FOR USE BETWEEN 2301-0700LT
IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
ATENA 2A: 298 per NM (4.9%) until leaving 1400.
ATENA 2C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
ATENA 2A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).
ATENA 2C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
ATENA 2A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT direct to ATENA, turn LEFT to BEKOL.
ATENA 2C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT direct to ATENA, turn LEFT to BEKOL.

CHANGES: Speed restrictions.

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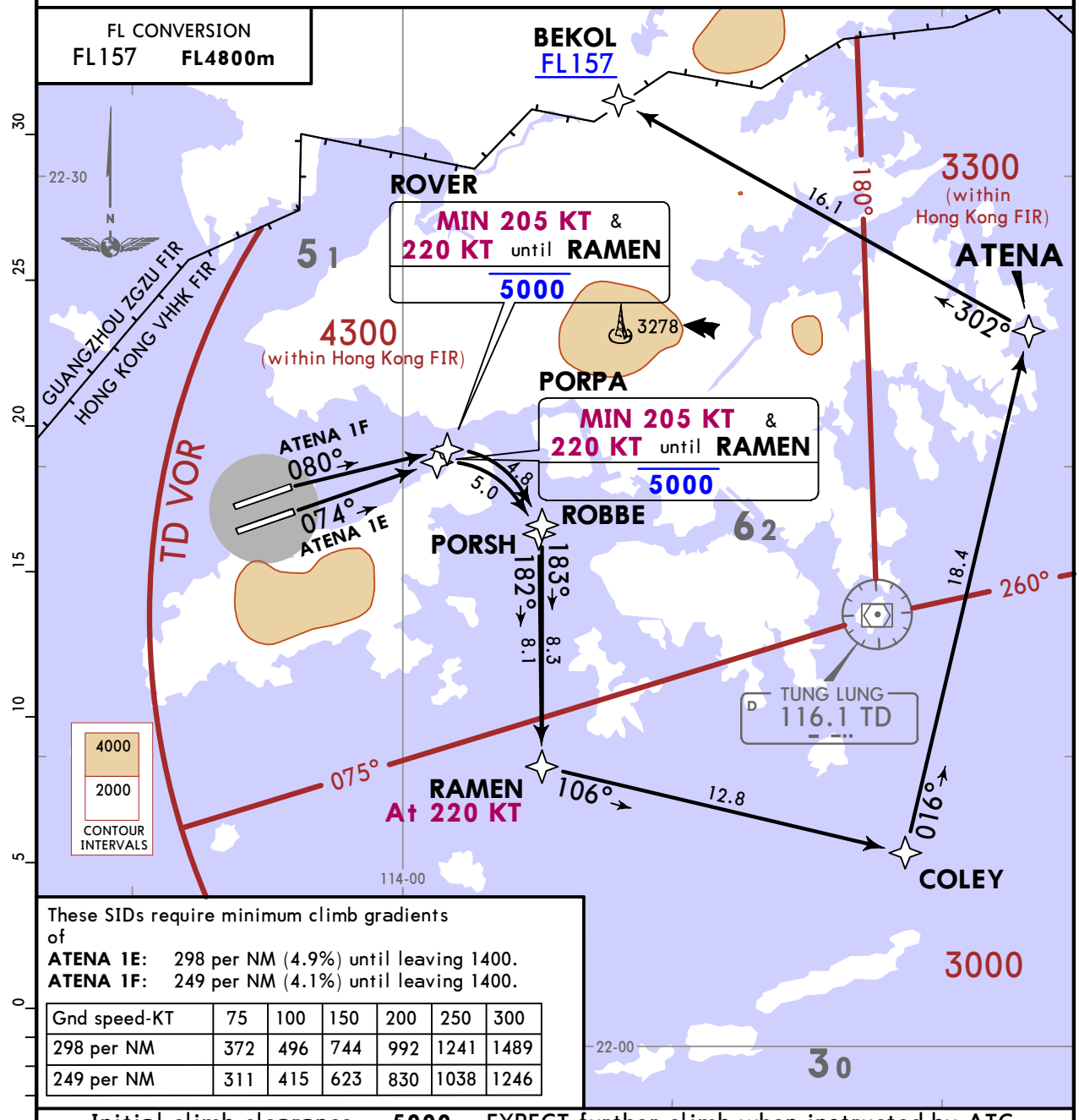
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VHHH/HKG HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

ATENA 1E [ATEN1E], ATENA 1F [ATEN1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE
SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
ATENA 1E: 298 per NM (4.9%) until leaving 1400.
ATENA 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
ATENA 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).
ATENA 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 (10-3B) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

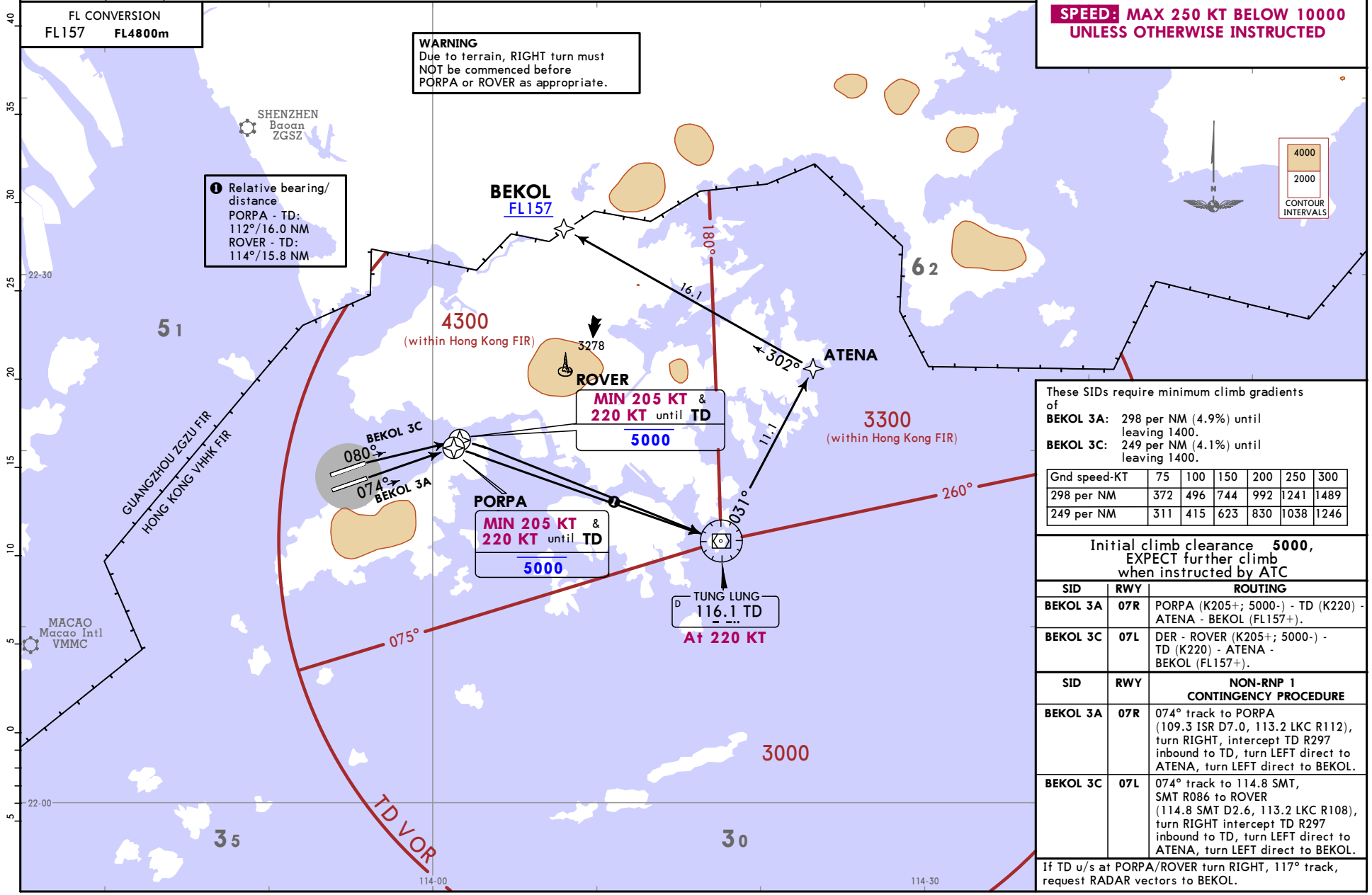
Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

FL CONVERSION
FL157 **FL4800m**

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

BEKOL 3A [BEKO3A]
BEKOL 3C [BEKO3C]
RNAV (RNP1) DEPARTURES

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157
ADVISE ATC PRIOR TO DEPARTURE
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
BEKOL 3A: 298 per NM (4.9%) until leaving 1400.
BEKOL 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
BEKOL 3A	07R	PORPA (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).
BEKOL 3C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
BEKOL 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT, intercept TD R297 inbound to TD, turn LEFT direct to ATENA, turn LEFT direct to BEKOL.
BEKOL 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT intercept TD R297 inbound to TD, turn LEFT direct to ATENA, turn LEFT direct to BEKOL.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to BEKOL.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 28

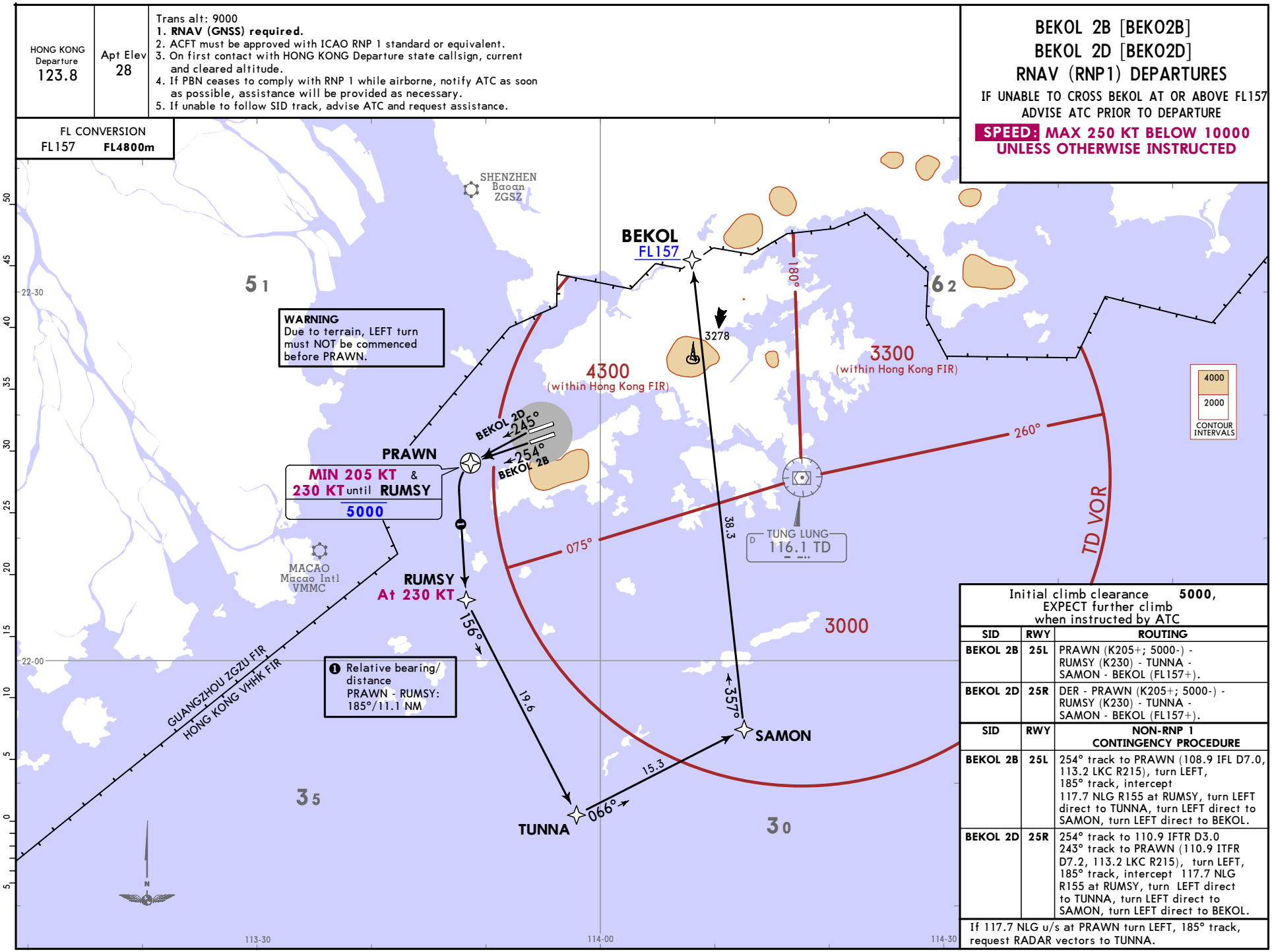
Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

FL CONVERSION
FL157 **FL4800m**

BEKOL 2B [BEKO2B]
BEKOL 2D [BEKO2D]
RNAV (RNP1) DEPARTURES

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157
ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

SID	RWY	ROUTING
BEKOL 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).
BEKOL 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
BEKOL 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to SAMON, turn LEFT direct to BEKOL.
BEKOL 2D	25R	254° track to 110.9 IFTR D3.0 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to SAMON, turn LEFT direct to BEKOL.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 (10-3D) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

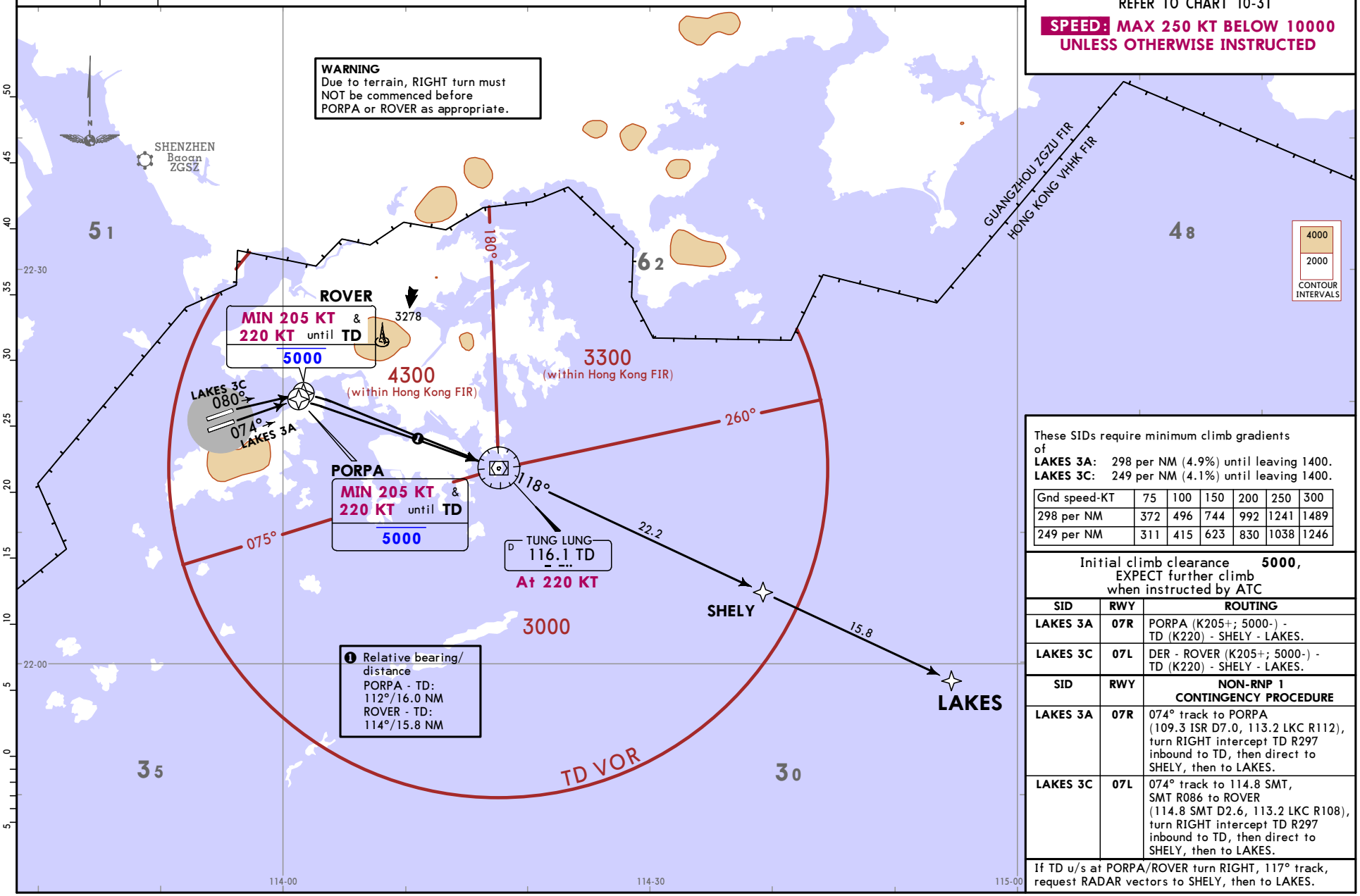
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LAKES 3A [LAKE3A]
LAKES 3C [LAKE3C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTE V1
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LAKES 3A: 298 per NM (4.9%) until leaving 1400.
LAKES 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LAKES 3A	07R	PORPA (K205+; 5000-) - TD (K220) - SHELY - LAKES.
LAKES 3C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - SHELY - LAKES.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LAKES 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT intercept TD R297 inbound to TD, then direct to SHELY, then to LAKES.
LAKES 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT intercept TD R297 inbound to TD, then direct to SHELY, then to LAKES.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to SHELY, then to LAKES.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

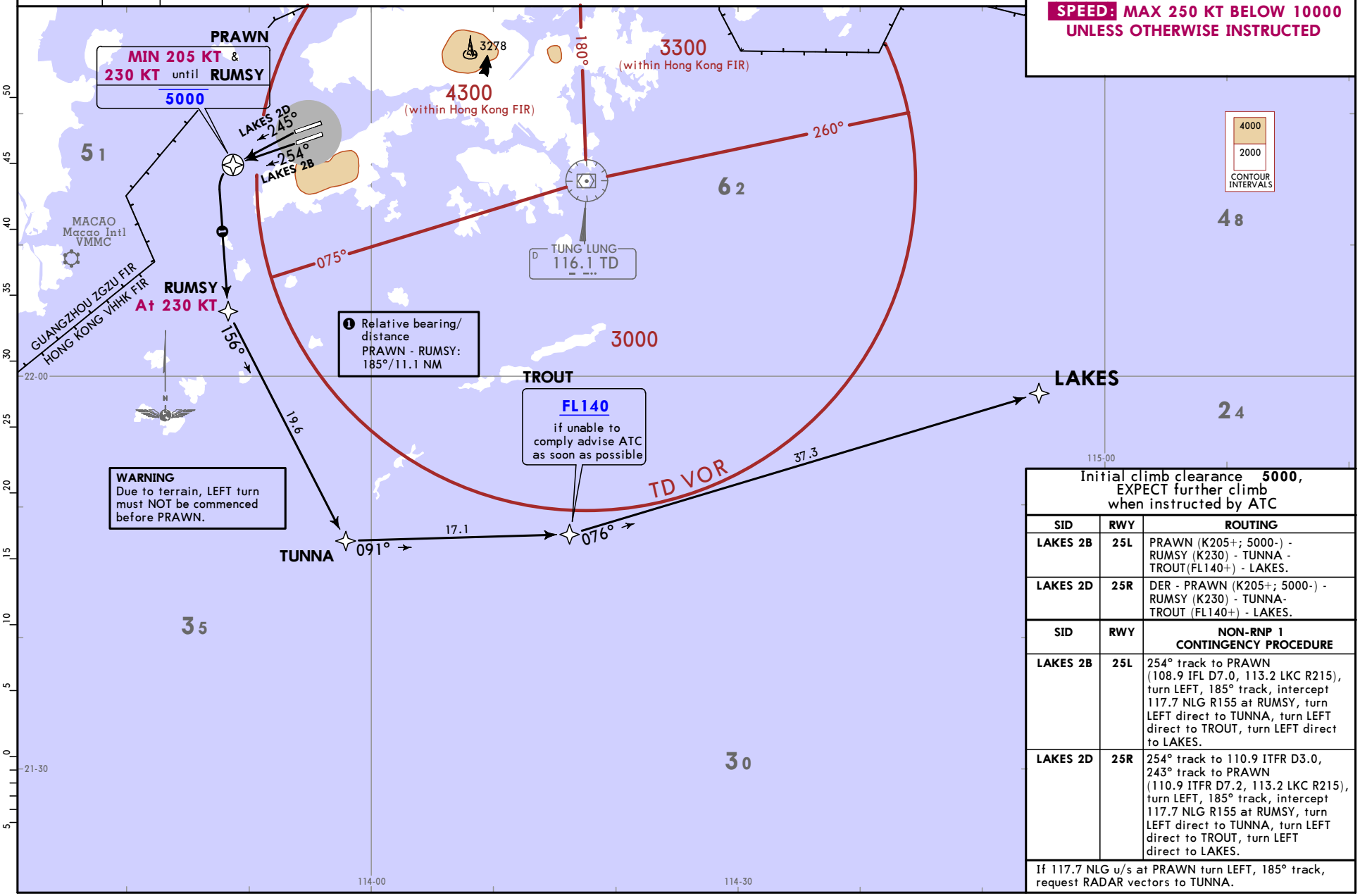
JEPPESEN 20 APR 18 (10-3E) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LAKES 2B [LAKE2B]
LAKES 2D [LAKE2D]
RNAV (RNP1) DEPARTURES
FOR TERMINAL TRANSITION ROUTE
V1 REFER TO CHART 10-3T
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LAKES 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT(FL140+) - LAKES.
LAKES 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA- TROUT (FL140+) - LAKES.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LAKES 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, turn LEFT direct to LAKES.
LAKES 2D	25R	254° track to 110.9 ITFR D3.0, 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, turn LEFT direct to LAKES.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL 20 APR 18 10-3F Eff 26 Apr

JEPPESEN

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LOGAN 3A [LOGA3A]
LOGAN 3C [LOGA3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTE
V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

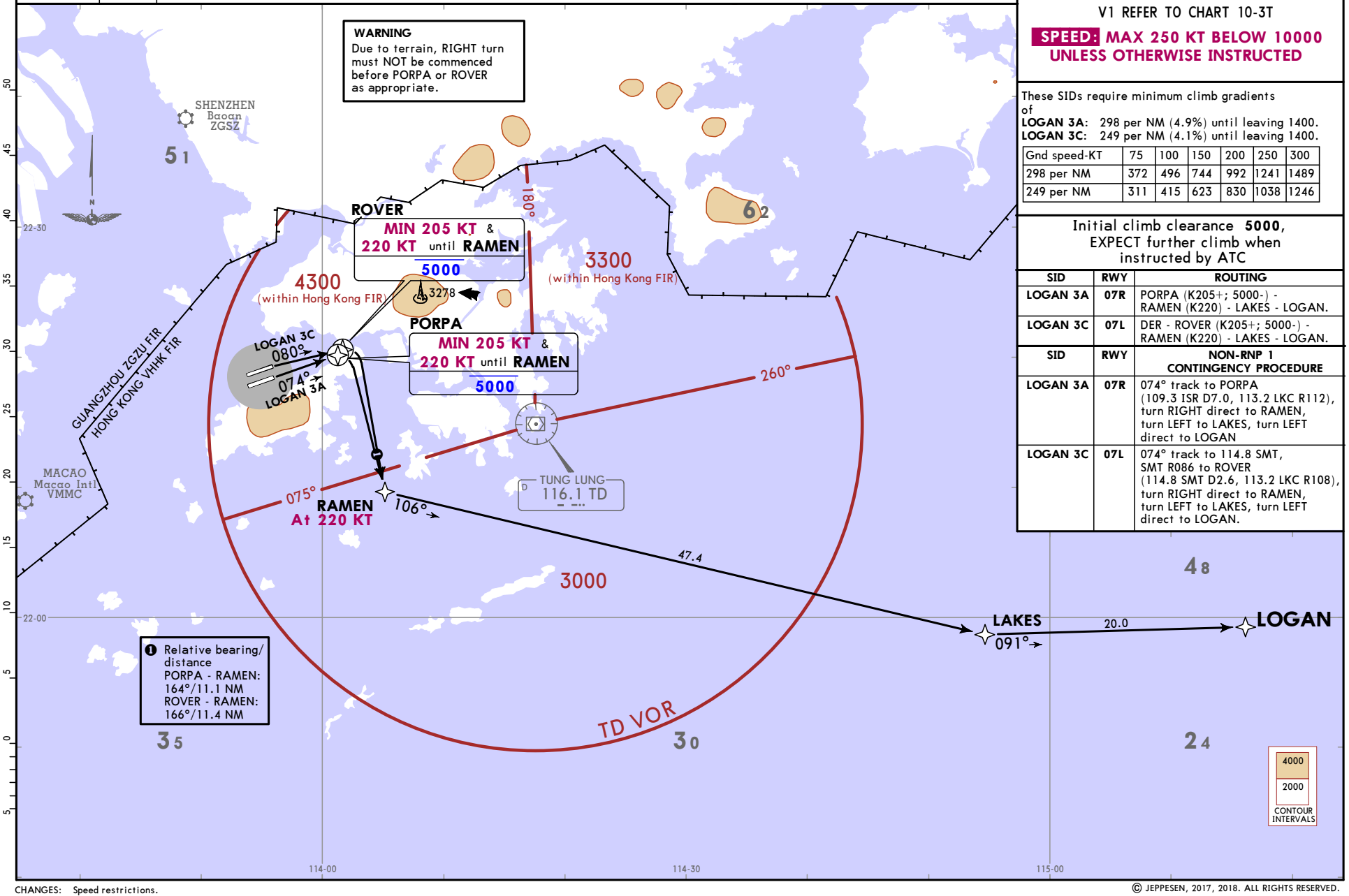
These SIDs require minimum climb gradients of
LOGAN 3A: 298 per NM (4.9%) until leaving 1400.
LOGAN 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LOGAN 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - LAKES - LOGAN.
LOGAN 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - LAKES - LOGAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LOGAN 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT direct to LOGAN
LOGAN 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT direct to LOGAN.



CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 28

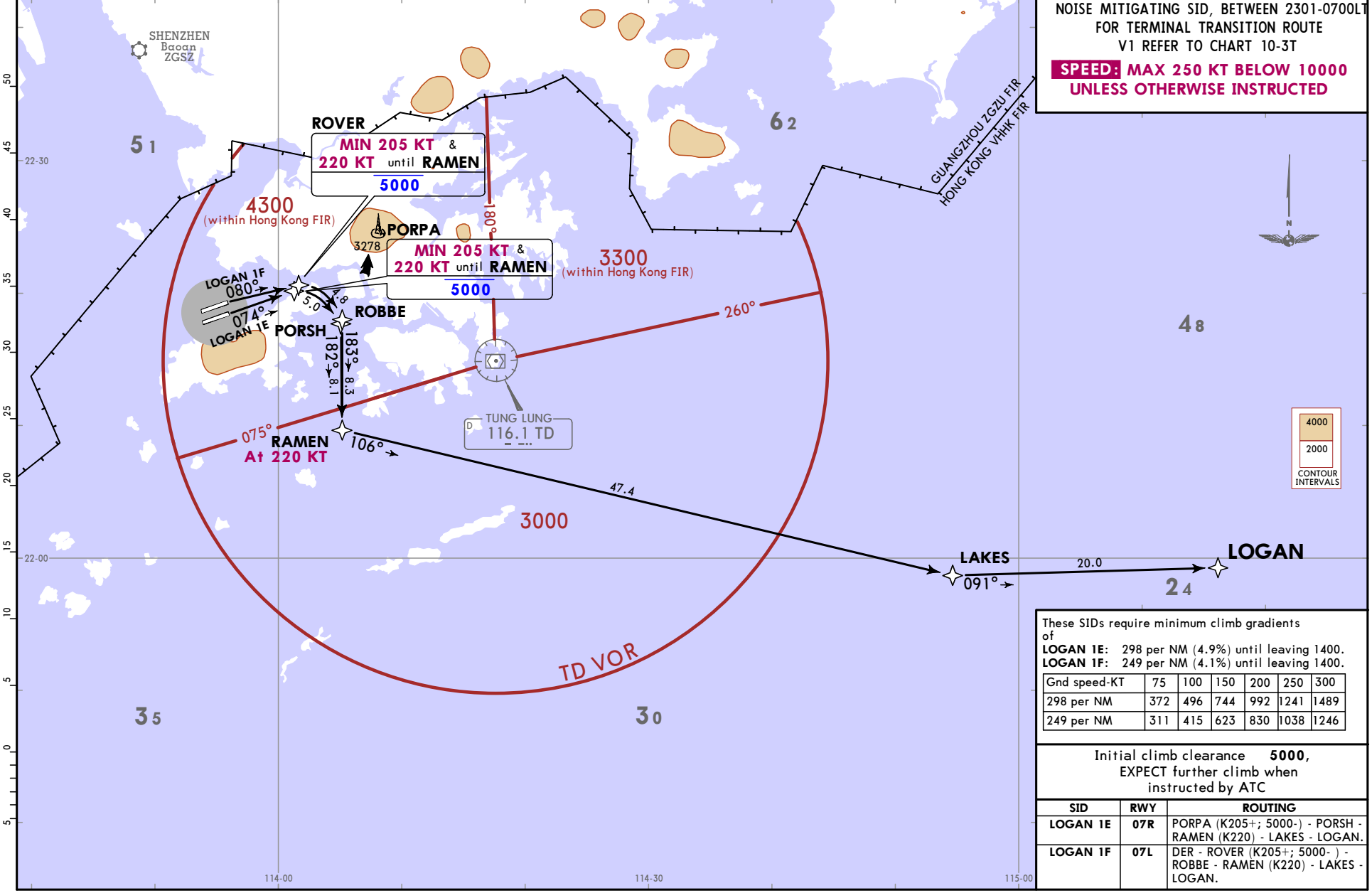
Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LOGAN 1E [LOGA1E]
LOGAN 1F [LOGA1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3F
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTE V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LOGAN 1E: 298 per NM (4.9%) until leaving 1400.
LOGAN 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LOGAN 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - LAKES - LOGAN.
LOGAN 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - LAKES - LOGAN.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 (10-3H) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

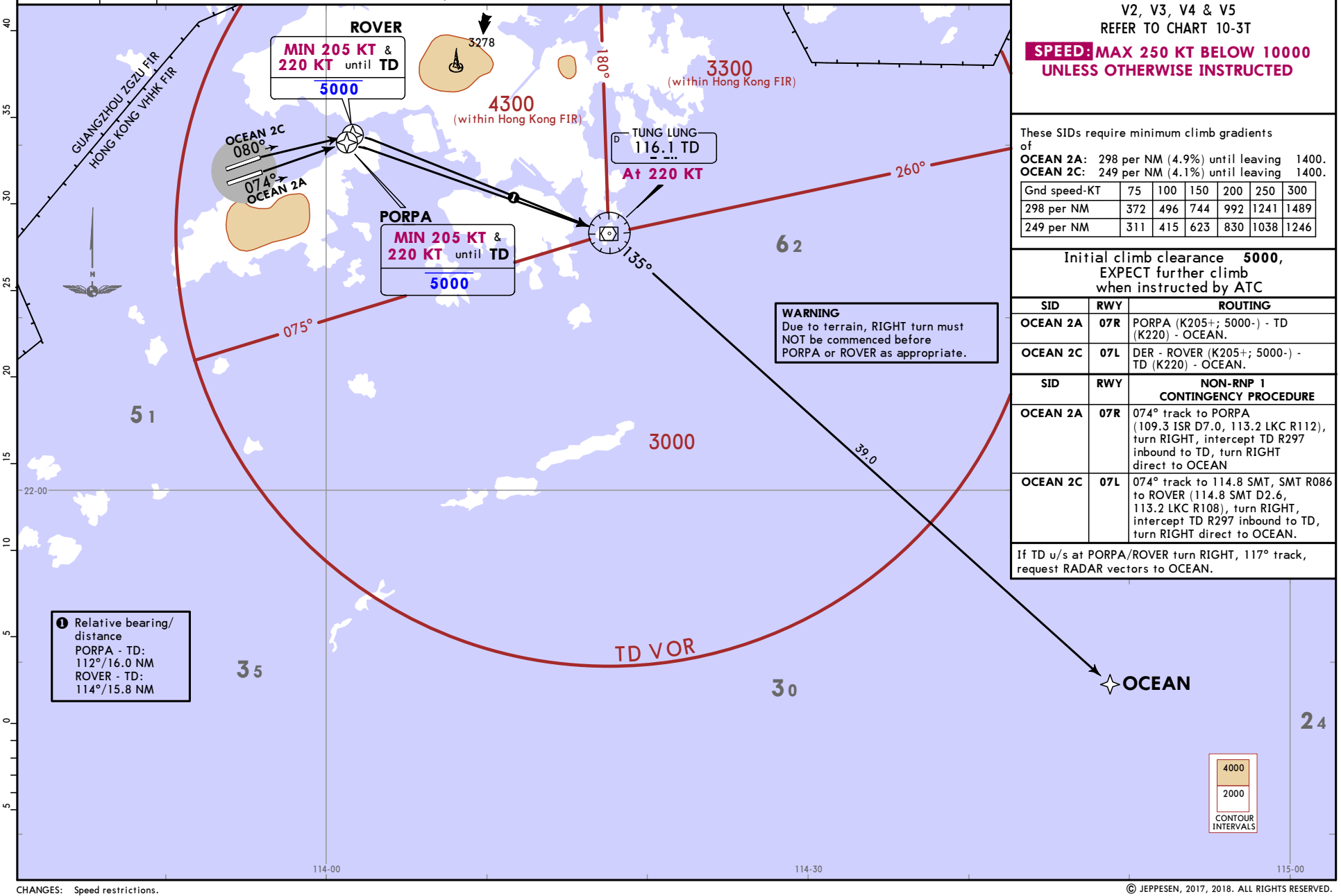
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

OCEAN 2A [OCEA2A]
OCEAN 2C [OCEA2C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
OCEAN 2A: 298 per NM (4.9%) until leaving 1400.
OCEAN 2C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
OCEAN 2A	07R	PORPA (K205+; 5000-) - TD (K220) - OCEAN.
OCEAN 2C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - OCEAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
OCEAN 2A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT, intercept TD R297 inbound to TD, turn RIGHT direct to OCEAN
OCEAN 2C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT, intercept TD R297 inbound to TD, turn RIGHT direct to OCEAN.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to OCEAN.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
20 APR 18 (10-3J) Eff 26 Apr
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

OCEAN 2B [OCEA2B]
OCEAN 2D [OCEA2D]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5 REFER TO CHART 10-3T

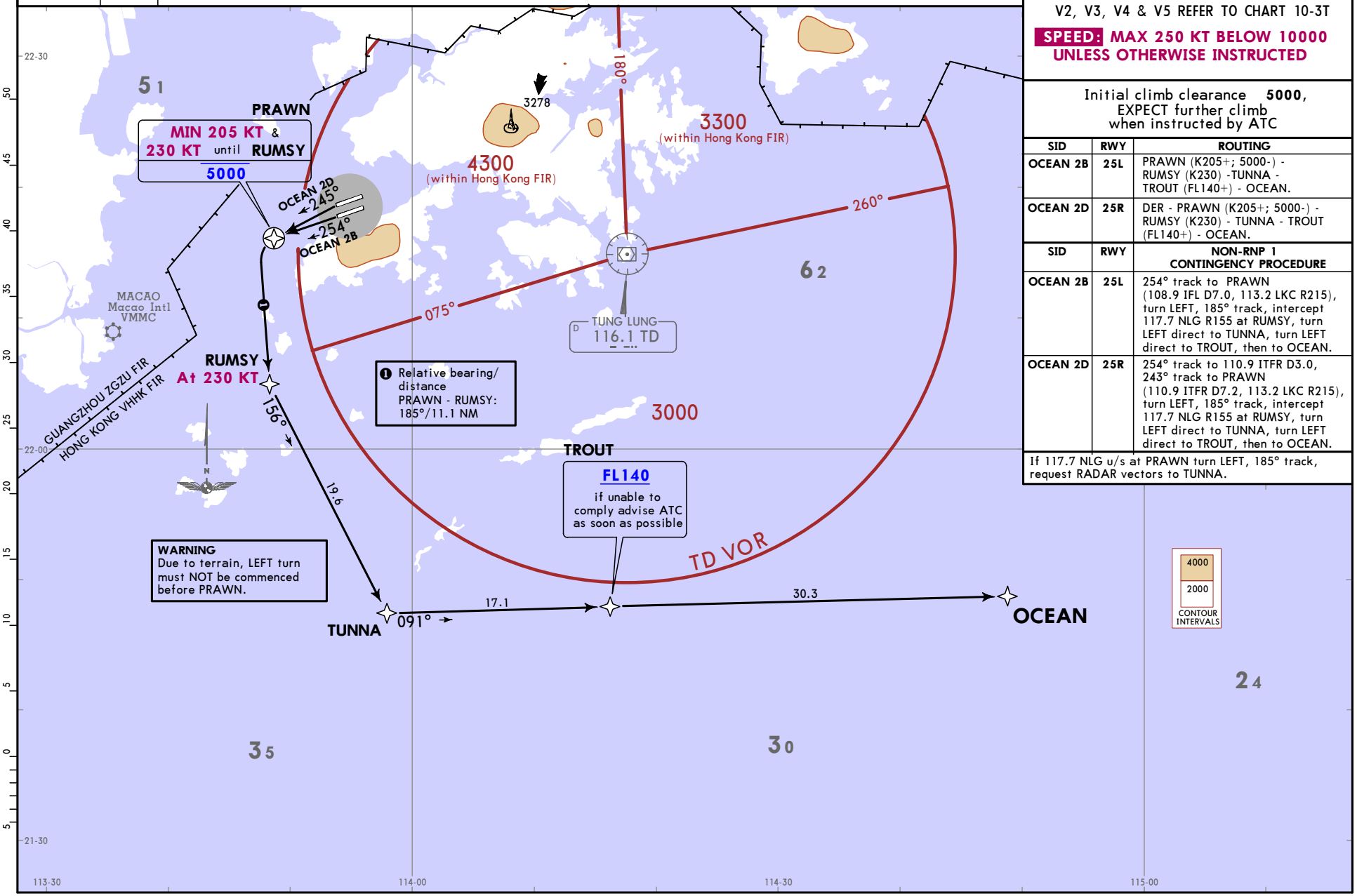
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
OCEAN 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) -TUNNA - TROUT (FL140+) - OCEAN.
OCEAN 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
OCEAN 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, then to OCEAN.
OCEAN 2D	25R	254° track to 110.9 ITFR D3.0, 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, then to OCEAN.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.



CHANGES: Speed restrictions.

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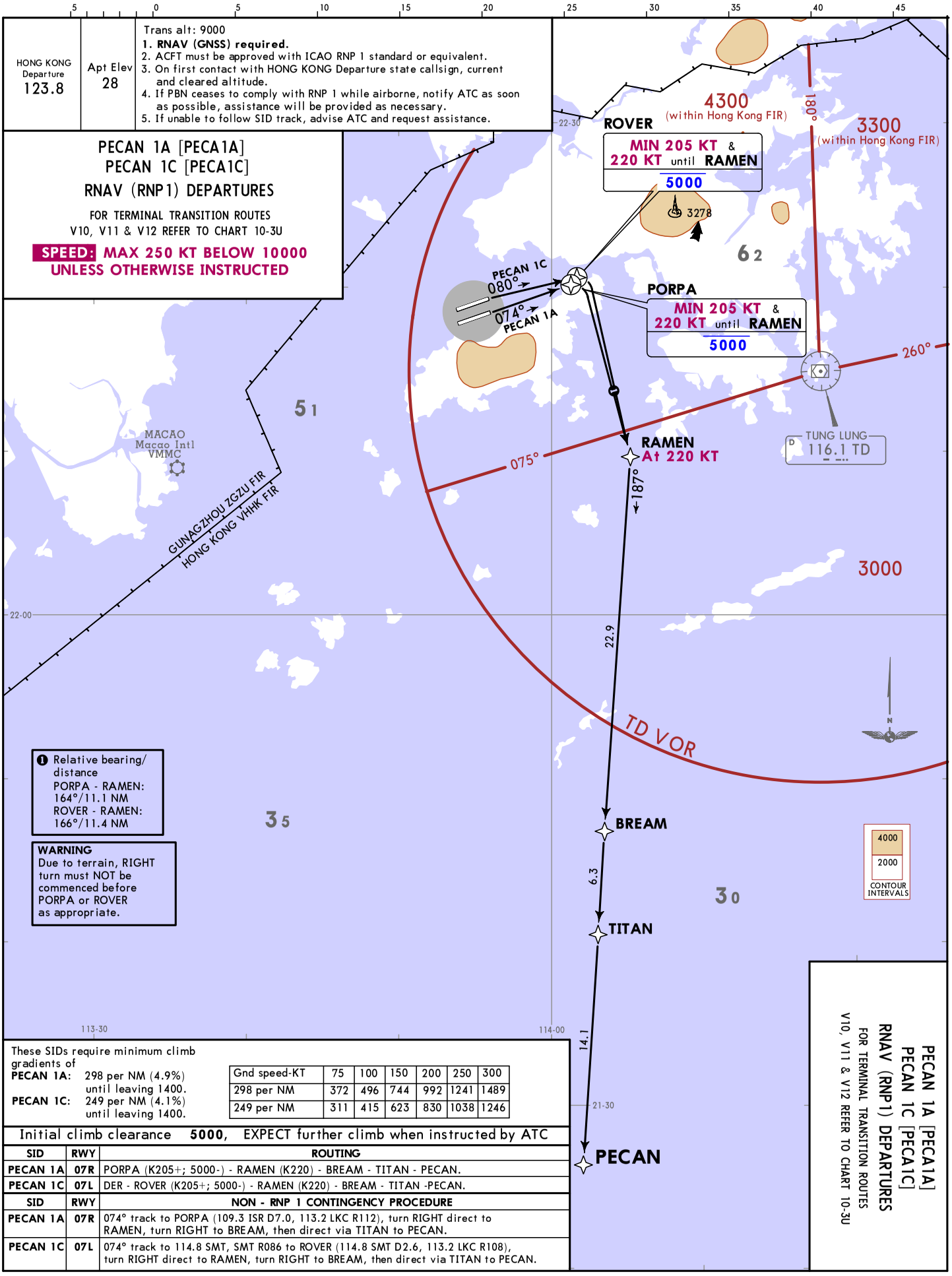
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HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

PECAN 1A [PECA1A]
PECAN 1C [PECA1C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



❶ Relative bearing/ distance
PORPA - RAMEN: 164°/11.1 NM
ROVER - RAMEN: 166°/11.4 NM

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

These SIDs require minimum climb gradients of
PECAN 1A: 298 per NM (4.9%) until leaving 1400.
PECAN 1C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.
PECAN 1C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN -PECAN.
SID	**RWY**	**NON - RNP 1 CONTINGENCY PROCEDURE**
PECAN 1A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then direct via TITAN to PECAN.
PECAN 1C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then direct via TITAN to PECAN.

PECAN 1A [PECA1A]
PECAN 1C [PECA1C]
RNAV (RNP1) DEPARTURES
FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3U

HONG KONG, PR OF CHINA
RNAV SID

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
20 APR 18 (10-3L) Eff 26 Apr
RNAV SID

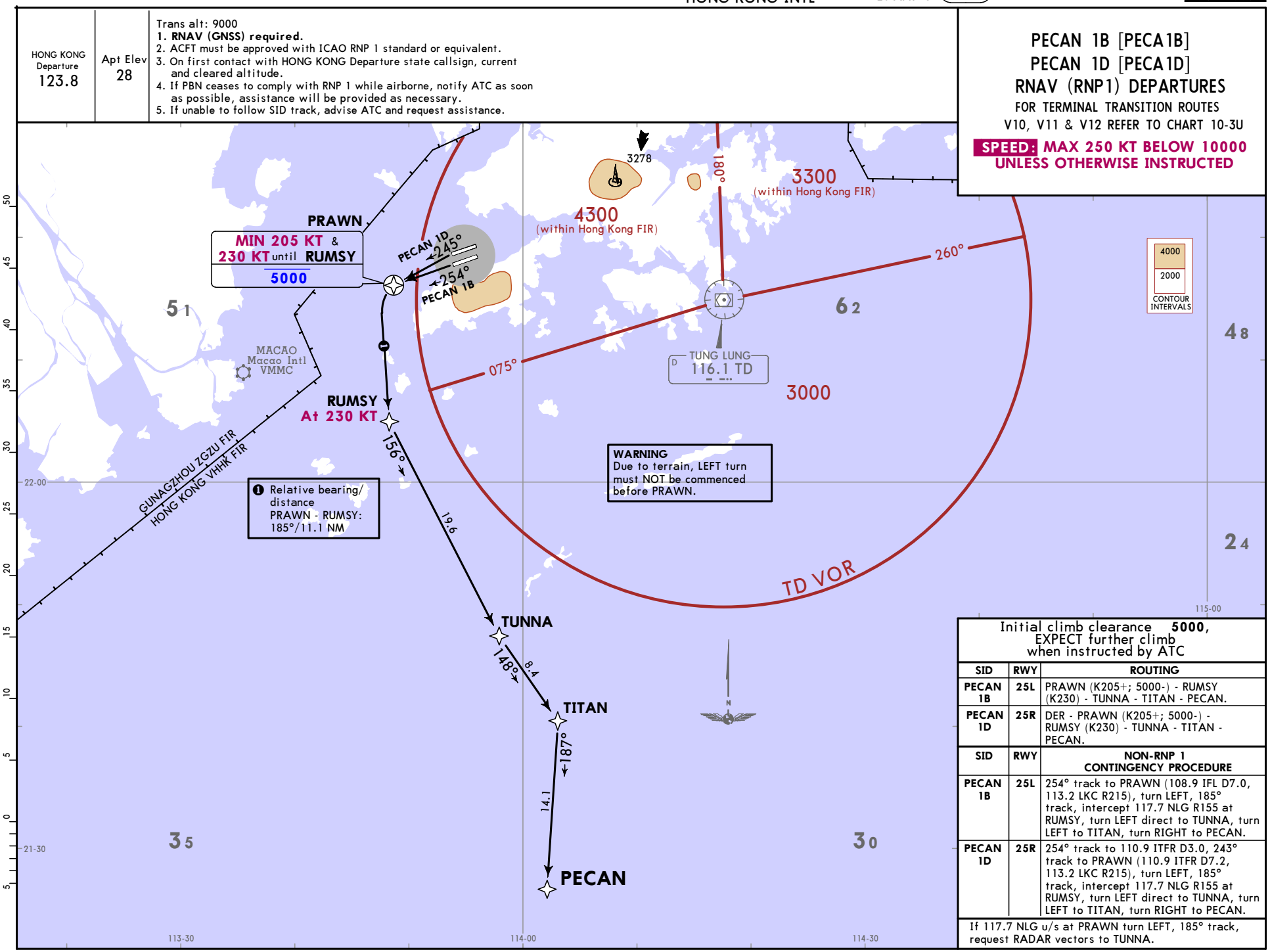
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

PECAN 1B [PECA1B]
PECAN 1D [PECA1D]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.
PECAN 1D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
PECAN 1B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.
PECAN 1D	25R	254° track to 110.9 ITFR D3.0, 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Speed restrictions.

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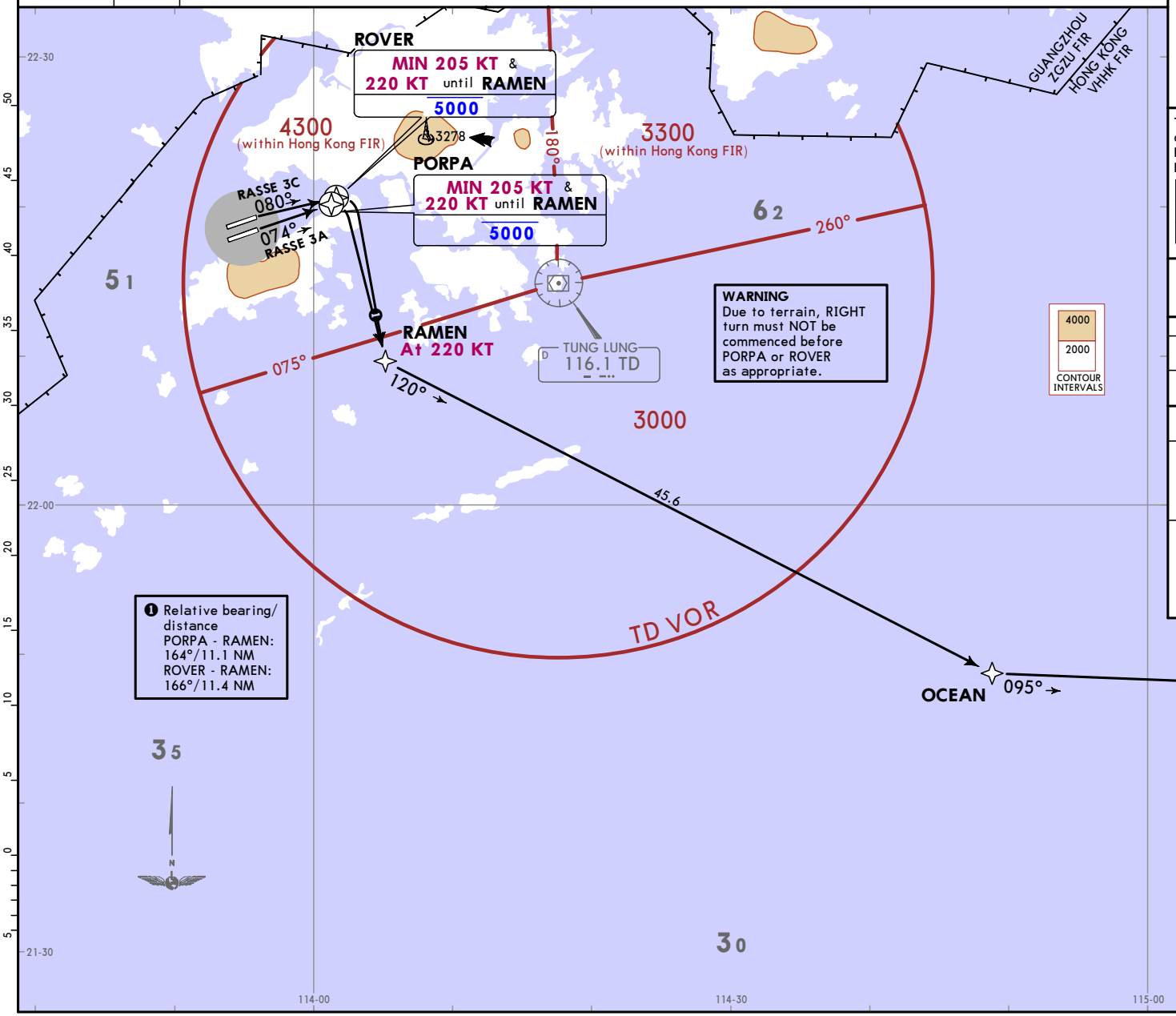
VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 (10-3M) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.



RASSE 3A [RASE3A]
RASSE 3C [RASE3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 &V3
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradients of
RASSE 3A: 298 per NM (4.9%) until leaving 1400.
RASSE 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
RASSE 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.
RASSE 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
RASSE 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT direct to RASSE.
RASSE 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT direct to RASSE.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 10-3N Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

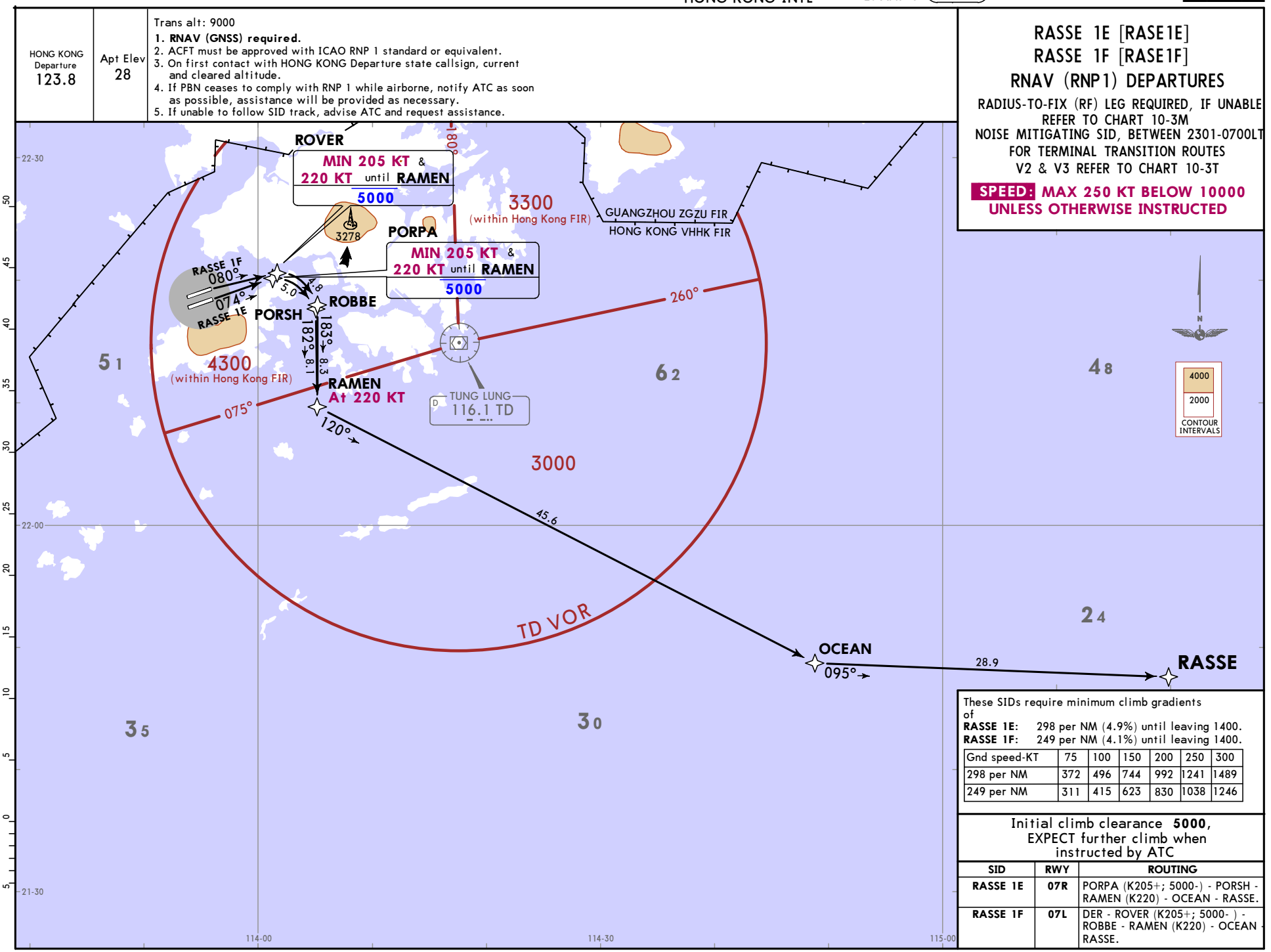
Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

RASSE 1E [RASE1E]
RASSE 1F [RASE1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3M
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
RASSE 1E: 298 per NM (4.9%) until leaving 1400.
RASSE 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
RASSE 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - RASSE.
RASSE 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - OCEAN - RASSE.

CHANGES: Speed restrictions.

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VHHH/HKG HONG KONG INTL

JEPPESEN 20 APR 18 10-3P Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assitance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

SKATE 3A [SKAT3A]
SKATE 3C [SKAT3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 &V5
REFER TO CHART 10-3T

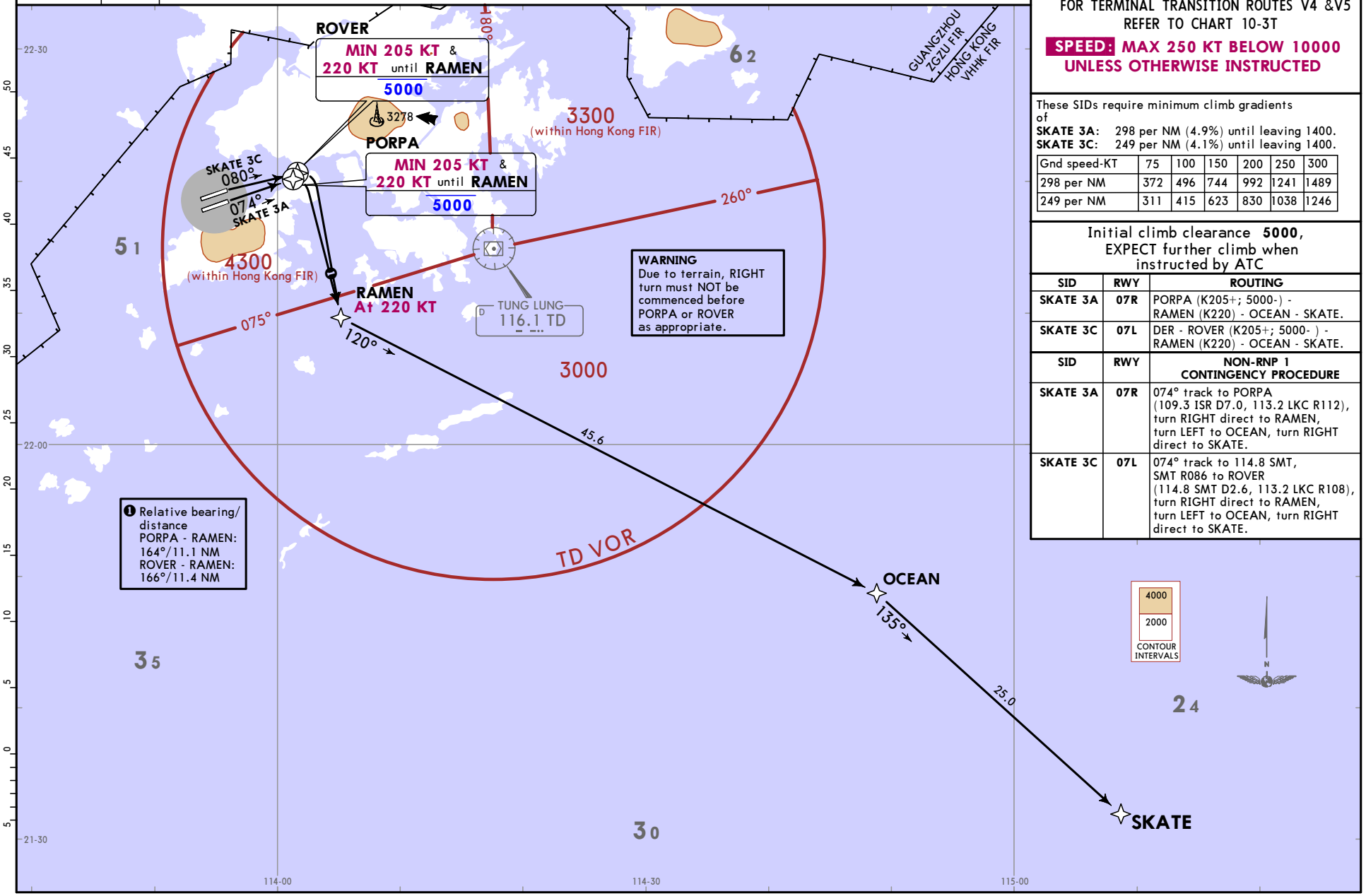
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradients of
SKATE 3A: 298 per NM (4.9%) until leaving 1400.
SKATE 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
SKATE 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.
SKATE 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.
SID	**RWY**	**NON-RNP 1 CONTINGENCY PROCEDURE**
SKATE 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT direct to SKATE.
SKATE 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT direct to SKATE.



CHANGES: Speed restrictions.

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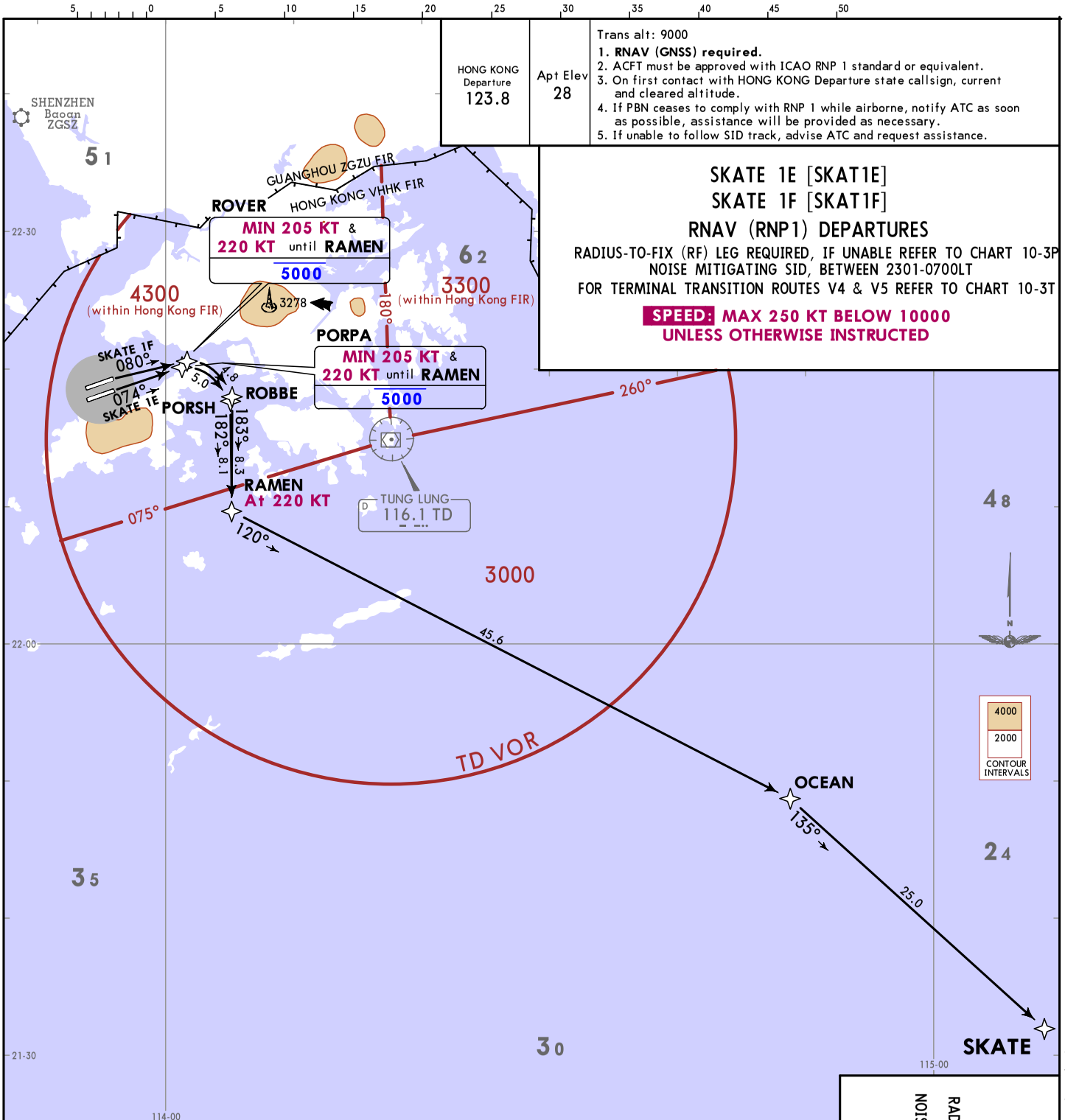
CHANGES: Speed restrictions.

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

SKATE 1E [SKAT1E]
SKATE 1F [SKAT1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3P
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
SKATE 1E: 298 per NM (4.9%) until leaving 1400.
SKATE 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
SKATE 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - SKATE.
SKATE 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - OCEAN - SKATE.

SKATE 1E [SKAT1E]
SKATE 1F [SKAT1F]
RNAV (RNP1) DEPARTURES
RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3P
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3T

VHHH/HKG
HONG KONG INTL

JEPPESEN
20 APR 18 (10-3Q) Eff 26 Apr
HONG KONG, PR OF CHINA
RNAV SID

JEPPESEN
JeppView 3.6.2.0

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VHHH/HKG
HONG KONG INTL 20 APR 18 (10-3S) Eff 26 Apr

JEPPESEN

HONG KONG, PR OF CHINA

RNAV SID

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]

RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

HONG KONG Departure 123.8

Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]

RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]

RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

These SIDs require minimum climb gradients of
TITAN 1E: 298 per NM (4.9%) until leaving 1400.
TITAN 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
TITAN 1E	07R	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - BREAM - TITAN - PECAN.
TITAN 1F	07L	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - BREAM - TITAN - PECAN.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN
20 APR 18 (10-3T) Eff 26 Apr

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V1, V2, V3, V4, V5, V13

HONG KONG Departure 123.8 | Apt Elev 28 | Trans alt: 9000

TERMINAL TRANSITION ROUTES
V1, V2, V3, V4, V5, V13

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

TAIPEI RCAA FIR
HONG KONG VHHK FIR
GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR
MANILA RPHI FIR
HONG KONG VHHK FIR

CONTOUR INTERVALS 6000 4000 2000

DOTMI
LELIM
NUSTO (CRP for non-jet ACFT)
ELATO
ENVAR
KAPLI
AROXA (CRP for non-jet ACFT)
CONGA (CRP for non-jet ACFT)
SOUSA (CRP for non-jet ACFT)
LOGAN (CRP for non-jet ACFT)
RASSE (CRP for non-jet ACFT)
OCEAN (CRP for non-jet ACFT)
LAKES (CRP for non-jet ACFT)
SKATE (CRP for non-jet ACFT)
GRUPA (CRP for non-jet ACFT)
NOMAN
SABNO

V1 41.8 001°
V2 53.6 051°
V3 47.8 070°
V4 64.9 144°
V5 111.4 186°
V13 32.8 032°
V1, V13 51.4 091°
V2 81.3 095°
V3 28.9 135°
V4 61 V5 25 20

within Hong Kong FIR

HONG KONG RADAR 118.925 128.125 V1, V2, V3, V13

HONG KONG RADAR 128.75 132.15 V4, V5

CHEUNG CHAU 112.3 CH

CHVOR 3000 260° 030° 4300

Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary. Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
DOTMI	SOUSA 20 NM before
ELATO	ENVAR 20 NM before
ENVAR	KAPLI 20 NM before
KAPLI	AROXA 20 NM before
LELIM	NOMAN 20 NM before
NOMAN	SABNO 20 NM before
SABNO	

CHANGES: None.

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VHHH/HKG
HONG KONG INTL

JEPPESEN
22 DEC 17 10-3U Eff 4 Jan

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES V10, V11, V12

HONG KONG Departure 123.8
Apt Elev 28
Trans alt: 9000

TERMINAL TRANSITION ROUTES V10, V11, V12

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

CHEUNG CHAU 112.3 CH

CH VOR 260° 030° 3000 4300

SHENZHEN Bao'an ZGSZ

MACAO Macao Intl VMMC

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

1 within Hong Kong FIR

(CRP for non-jet ACFT) PECAN
(CRP for non-jet ACFT) LEMON
(CRP for non-jet ACFT) ALLEY
(CRP for non-jet ACFT) DONKI
SIKOU

(CRP for non-jey ACTF) EPDOS
(CRP for non-jey ACTF) SURFA
(CRP for non-jey ACTF) IDOSI

187° 30 25.3 217°
195° 220°
254°
V 12 118.6
V 11 120.9
V 10 97.3
299° 40.7
22.7

Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
EPDOS	EPDOS
IDOSI	SURFA
SIKOU	DONKI

HONG KONG RADAR 126.3 132.6 V10, V11, V12

CONTOUR INTERVALS 6000 4000 2000

4285

HONG KONG VHHK FIR
SANYA ZJSA FIR

CHANGES: Track update.

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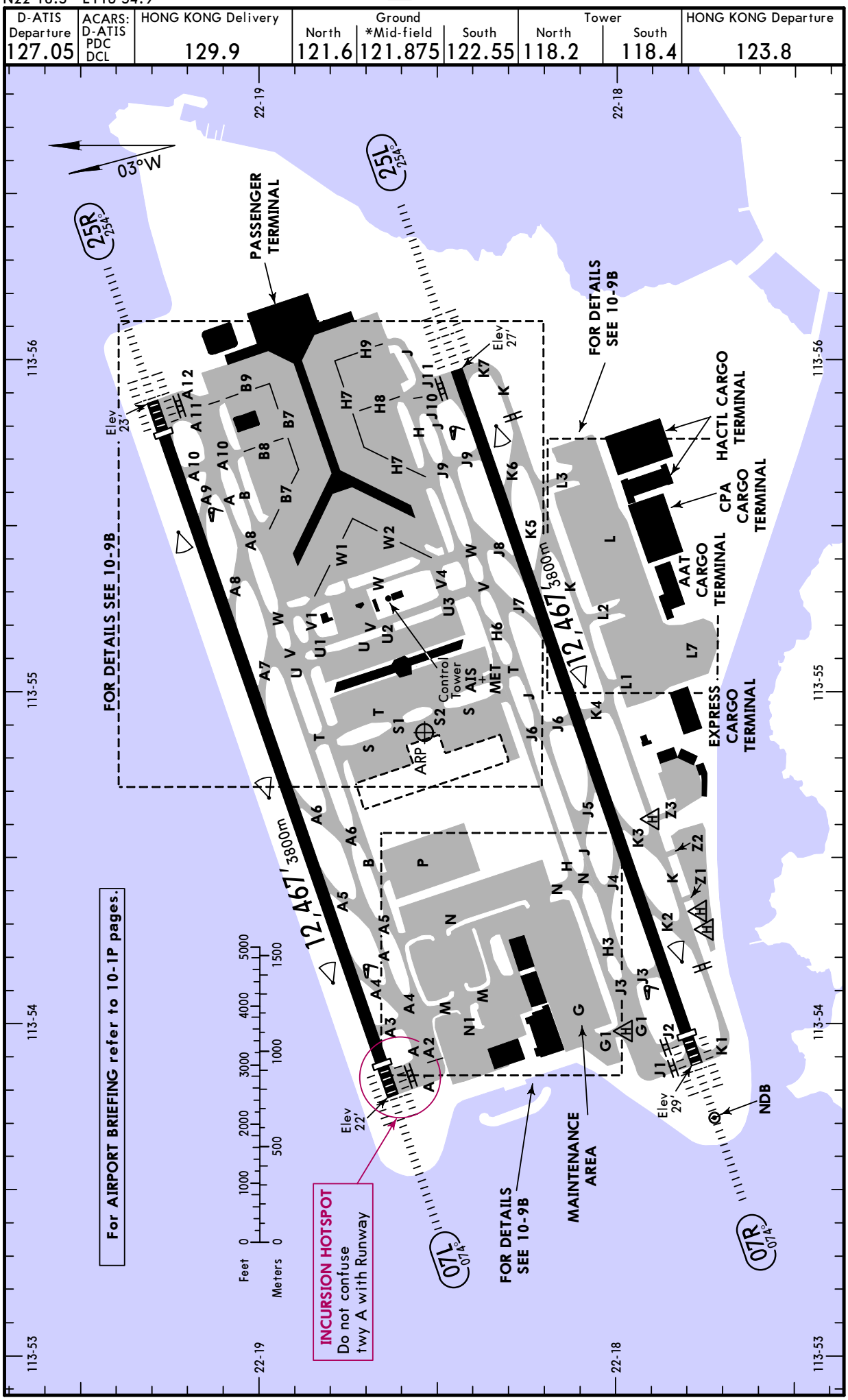
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VHHH/HKG

Apt Elev 28′
N22 18.5 E113 54.9

JEPPESEN HONG KONG, PR OF CHINA
13 JUL 18 (10-9)
HONG KONG INTL

D-ATIS Departure	ACARS: D-ATIS PDC DCL	HONG KONG Delivery	Ground North	Ground *Mid-field	Ground South	Tower North	Tower South	HONG KONG Departure
127.05		129.9	121.6	121.875	122.55	118.2	118.4	123.8



CHANGES: Construction area.

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VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

13 JUL 18 (10-9A)

HONG KONG INTL

ADDITIONAL RUNWAY INFORMATION

RWY								USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07L ❶	HIRL (60m)	CL (15m)	ALSF-II	TDZ	❷	RVR		11,900' 3627m ❹	10,867' 3312m	❻	197' 60m
25R	HIRL (60m)	CL (15m)	ALSF-II	TDZ	❸	RVR		11,896' 3626m ❺	10,863' 3311m		

❶ Rwy grooved.

❷ PAPI-L (3.0°), HST-A7, A8 & A9

❸ PAPI-R (3.0°), HST-A6 (with HSTIL), A5 & A4 (with HSTIL)

❹ LDA to HST
RWY 07L: A7 6437' (1962m)
A8 7979' (2432m)
A9 9521' (2902m)

❺ LDA to HST
RWY 25R: A6 6437' (1962m)
A5 7979' (2432m)
A4 9521' (2902m)

❻ TAKE-OFF RUN AVAILABLE
RWY 07L: From rwy head 12,467' (3800m)
Twy A3 int 10,846' (3306m)
RWY 25R: From rwy head 12,467' (3800m)
Twy A10 int 10,653' (3247m)

RWY								USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07R ❼	HIRL (60m)	CL (30m)	ALSF-II	TDZ	❽	RVR		11,942' 3640m ❿	10,909' 3325m	⓬	197' 60m
25L	HIRL (60m)	CL (30m)	ALSF-II	TDZ	❾	RVR		⓫	11,434' 3485m		

❼ Rwy grooved.

❽ PAPI (3.0°), HST-J7, K5 (with HSTIL), J8 & K6

❾ PAPI (3.0°), HST-J5, K3 (with HSTIL), J4 & K2

❿ LDA to HST
RWY 07R: J7 7208' (2197m)
K5 7966' (2428m)
J8 8320' (2536m)
K6 9505' (2897m)

⓫ LDA to HST
RWY 25L: J5 7208' (2197m)
K3 7966' (2428m)
J4 8520' (2597m)
K2 9505' (2897m)

⓬ TAKE-OFF RUN AVAILABLE
RWY 07R: From rwy head 12,467' (3800m)
Twy J3 int 10,269' (3130m)
Twy K2 int 8924' (2720m)
RWY 25L: From rwy head 12,467' (3800m)
Twy J9 int 10,499' (3200m)
Twy K6 int 9449' (2880m)

TAKE-OFF

	AIR CARRIER (JAA) All Rwys LVP must be in force With HIRL and CL	AIR CARRIER (JAA) All Rwys HIRL or CL	AIR CARRIER (FAR 121) All Rwys		HIRL & CL & RCLM any RVR out, other two req.	CL two RVR req.	Adequate Vis Ref
A	200m	400m	2 Eng		TDZ RVR 200m Mid RVR 200m Roll out RVR 200m	400m	RVR 500m VIS 400m
B							
C			3 & 4 Eng				
D	250m (200m)						

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: None.

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JEPPESEN HONG KONG, PR OF CHINA

13 JUL 18 (10-9B)

HONG KONG INTL

CHANGES: Construction area. Stand D303 added.

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JEPPESEN 13 JUL 18 (10-9C)

HONG KONG, PR OF CHINA

HONG KONG INTL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
C1R	N22 18.0 E113 55.0	M22	N22 18.3 E113 54.0
C2R thru C3R	N22 17.9 E113 55.0	M23	N22 18.4 E113 54.0
C4R, C5R	N22 17.8 E113 55.0	M24	N22 18.3 E113 54.0
C6L	N22 17.7 E113 55.1	M25 thru M27	N22 18.4 E113 54.2
C6R	N22 17.8 E113 55.1	M31	N22 18.4 E113 53.9
C7 thru C8L	N22 17.8 E113 55.2	M32, M33	N22 18.5 E113 53.9
C9, C9R	N22 17.9 E113 55.1	M34	N22 18.5 E113 54.0
C10 thru C11	N22 17.9 E113 55.2	M35, M36	N22 18.5 E113 54.1
C12, C13	N22 17.9 E113 55.3	M37, M38	N22 18.5 E113 54.2
C14	N22 17.9 E113 55.4	N20	N22 18.9 E113 56.0
C15	N22 18.0 E113 55.4	N22, N24	N22 18.9 E113 55.9
C16 thru C18	N22 18.0 E113 55.5	N26, N28	N22 18.9 E113 55.8
C19, C20	N22 18.0 E113 55.6	N30	N22 18.8 E113 55.8
C21	N22 18.0 E113 55.7	N32, N34	N22 18.8 E113 55.7
C22, C23	N22 18.1 E113 55.7	N36, N60	N22 18.8 E113 55.6
C24	N22 18.2 E113 55.6	N62, N64	N22 18.9 E113 55.5
C25 thru C27	N22 18.1 E113 55.5	N66, N68	N22 18.9 E113 55.4
C28, C29	N22 18.1 E113 55.4	N70	N22 18.9 E113 55.3
C30, C31	N22 18.1 E113 55.3	N141, N142	N22 19.0 E113 55.6
C33 thru C33R	N22 18.0 E113 55.2	N143	N22 18.9 E113 55.7
C34 thru C35	N22 18.0 E113 55.1	N144, N145	N22 19.0 E113 55.7
D201 thru D203	N22 18.8 E113 55.0	N501 thru N506	N22 19.0 E113 55.8
D204	N22 18.7 E113 55.0	N507, N508	N22 19.0 E113 55.9
D205	N22 18.7 E113 55.1	N509	N22 19.0 E113 55.8
D206	N22 18.7 E113 55.0	N510	N22 19.1 E113 55.8
D207	N22 18.7 E113 55.1	S21	N22 18.8 E113 56.0
D208	N22 18.7 E113 55.0	S23	N22 18.9 E113 56.0
D209	N22 18.6 E113 55.1	S25, S27	N22 18.8 E113 55.9
D210	N22 18.6 E113 55.0	S29, S31	N22 18.8 E113 55.8
D211	N22 18.6 E113 55.1	S33, S35	N22 18.8 E113 55.7
D212	N22 18.5 E113 55.1	S41, S43	N22 18.7 E113 55.6
D213	N22 18.6 E113 55.1	S45 thru S49	N22 18.6 E113 55.6
D214, D215	N22 18.5 E113 55.1	S101	N22 18.6 E113 56.0
D216	N22 18.4 E113 55.1	S102	N22 18.7 E113 56.0
D217	N22 18.5 E113 55.1	S103 thru S105	N22 18.7 E113 55.9
D218	N22 18.4 E113 55.1	S106	N22 18.6 E113 56.0
D219	N22 18.5 E113 55.2	S107	N22 18.6 E113 55.8
D300	N22 18.6 E113 55.0	S108, S109	N22 18.7 E113 55.8
D301, D302	N22 18.7 E113 54.8	S110, S111	N22 18.6 E113 55.8
D303, D304	N22 18.6 E113 54.8	TW1, TW2	N22 18.6 E113 55.4
D307	N22 18.5 E113 54.8	V131, V132	N22 18.8 E113 55.2
D308, D309	N22 18.4 E113 54.9	V133 thru V135	N22 18.7 E113 55.2
D310	N22 18.3 E113 54.9	W40, W42	N22 18.7 E113 55.6
E1, E2	N22 18.8 E113 56.1	W44 thru W48	N22 18.6 E113 55.5
E3, E4	N22 18.7 E113 56.1	W50	N22 18.5 E113 55.5
E15, E16	N22 19.0 E113 56.0	W61	N22 18.8 E113 55.6
E17 thru E19	N22 19.1 E113 56.0	W63 thru W67	N22 18.8 E113 55.5
M1	N22 18.0 E113 53.9	W69, W71	N22 18.9 E113 55.4
M2	N22 18.0 E113 54.0	W121 thru W125	N22 18.7 E113 55.4
M3	N22 18.1 E113 54.0	W126	N22 18.8 E113 55.3
M4, M5	N22 18.1 E113 54.1	X451	N22 18.6 E113 54.3
M6, M7	N22 18.1 E113 54.2	X452, X453	N22 18.5 E113 54.4
M8, M9	N22 18.1 E113 54.3	X454 thru X456	N22 18.4 E113 54.4
M10	N22 18.2 E113 54.3	X457	N22 18.3 E113 54.4
M21	N22 18.3 E113 54.1	X458	N22 18.3 E113 54.5
		X459	N22 18.2 E113 54.5

CHANGES: Stand D303 added.

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JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (10-9D) Eff 4 Jan

HONG KONG INTL

COLOR-CODED PUSHBACK PROCEDURES

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
E1/E1R	BLUE	TSP ABEAM E2 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
E2/E2R	BLUE	ABEAM E3 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
	GREEN	ABEAM E2 FACING SOUTH
E3/E3R	BLUE	ABEAM E4 FACING NORTH
	RED	ABEAM E2 FACING SOUTH
E4	BLUE	TWY J FACING NORTH
	RED	ABEAM E3 FACING SOUTH
S21	BLUE	TSP ABEAM E2 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
S23/S23R	BLUE	TSP ABEAM E2 FACING NORTH ❶
	RED	ABEAM S25 FACING EAST
S25/S25R	BLUE	TSP ABEAM E2 FACING NORTH ❶
	RED	ABEAM S 27 FACING EAST
	GREEN	ABEAM S 25 FACING WEST
S27/S27R	BLUE	ABEAM S 25 FACING WEST
	RED	ABEAM S 29 FACING EAST
S29/S29R	BLUE	TSP ABEAM S 27 FACING WEST
	RED	ABEAM S 31 FACING EAST
S31/S31R	BLUE	ABEAM S 29 FACING WEST
	RED	TSP ABEAM S 41 FACING NORTH EAST ❶
	GREEN	ABEAM S31 FACING EAST
S33/S33R	BLUE	ABEAM S31 FACING WEST
	RED	TSP ABEAM S41 FACING NORTH EAST ❶
S35/S35R	BLUE	TSP ABEAM S33 FACING WEST
	RED	TSP ABEAM S41 FACING NORTH EAST ❶
S41/S41R	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S43 FACING NORTH EAST
S43/S43R	BLUE	TSP ABEAM S 33 FACING WEST ❶
	RED	ABEAM S 45 FACING NORTH EAST
	GREEN	ABEAM S43 FACING SOUTH WEST
S45/S45R	BLUE	ABEAM S43 FACING SOUTH WEST
	RED	ABEAM S47 FACING NORTH EAST
S47/S47R	BLUE	ABEAM S45 FACING SOUTH WEST
S49/S49R	BLUE	ABEAM S47 FACING SOUTH WEST
S101	BLUE	TWY J FACING NORTH
	RED	TSP ABEAM S102 FACING SOUTH
S102	BLUE	ABEAM S101 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
	GREEN	ABEAM S102 FACING SOUTH
S103	BLUE	ABEAM S102 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶❷
	GREEN	ABEAM S103 FACING SOUTH
S104	BLUE	ABEAM S105 FACING NORTH
	RED	ABEAM S31 FACING EAST ❶
	GREEN	ABEAM S104 FACING SOUTH
S105	BLUE	TSP ABEAM S106 FACING NORTH
	RED	ABEAM S104 FACING SOUTH
S106	RED	ABEAM S105 FACING SOUTH
S107	RED	ABEAM S108 FACING SOUTH
S108	BLUE	ABEAM S107 FACING NORTH
	RED	TSP ABEAM S31 FACING EAST ❶❷
	GREEN	ABEAM S108 FACING SOUTH
S109	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S43 FACING NORTH EAST

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
S110	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S45 FACING NORTH EAST
	GREEN	ABEAM S110 FACING SOUTH WEST
S111	BLUE	ABEAM S110 FACING SOUTH WEST
	RED	ABEAM S47 FACING NORTH EAST
E15	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	TSP ABEAM E17 FACING SOUTH ❶
E16/E16R	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	ABEAM E17 FACING SOUTH
E17/E17R	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	ABEAM E18 FACING SOUTH
	GREEN	ABEAM E17 FACING NORTH
E18	BLUE	ABEAM E17 FACING NORTH
	RED	ABEAM E19 FACING SOUTH
E19	BLUE	ABEAM E18 FACING NORTH
	RED	TWY B FACING EAST
N20	BLUE	ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
N22/N22R	BLUE	ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
N24/N24R	BLUE	ABEAM N26 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
	GREEN	ABEAM N24 FACING WEST
N26/N26R	BLUE	ABEAM N28 FACING EAST
	RED	ABEAM N24 FACING WEST
N28/N28R	BLUE	ABEAM N30 FACING EAST
	RED	ABEAM N26 FACING WEST
N30/N30R	BLUE	TSP ABEAM N36 FACING SOUTH EAST ❶
	RED	ABEAM N28 FACING WEST
	GREEN	ABEAM N30 FACING EAST
N32/N32R	BLUE	TSP ABEAM N36 FACING SOUTH EAST ❶
	RED	ABEAM N30 FACING WEST
N34/N34R	BLUE	TSP ABEAM N36 FACING SOUTH EAST
	RED	ABEAM N32 FACING WEST
N36	BLUE	TWY B7 FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
N60/N60R	BLUE	ABEAM N62 FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
	GREEN	ABEAM N60 FACING NORTH WEST
N62/N62R	BLUE	TSP ABEAM N64 FACING SOUTH EAST
	RED	ABEAM N60 FACING NORTH WEST
N64/N64R	RED	ABEAM N62 FACING NORTH WEST
N66/N66R	RED	TSP ABEAM N64 FACING NORTH WEST
N68/N68R	RED	TSP TWY B FACING WEST
N70/N70R	RED	TWY B FACING WEST
N141	BLUE	TWY B7 FACING SOUTH EAST
	RED	ABEAM N142 FACING NORTH WEST
N142	BLUE	ABEAM N141FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
	GREEN	ABEAM N142 FACING NORTH WEST
N143	BLUE	ABEAM N144 FACING SOUTH
	RED	ABEAM N26 FACING WEST ❶
	GREEN	ABEAM N143 FACING NORTH
N144	BLUE	ABEAM N145 FACING SOUTH
	RED	ABEAM N143 FACING NORTH
N145	RED	ABEAM N144 FACING NORTH
N501	RED	ABEAM N502 FACING NORTH
N502	BLUE	ABEAM N501 FACING SOUTH
	RED	ABEAM N503 FACING NORTH

❶ Extended pushback procedure. ❷ Engine start restriction.

CHANGES: New page.

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COLOR-CODED PUSHBACK PROCEDURES (CONTD)

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
N503	BLUE	ABEAM N502 FACING SOUTH
	RED	ABEAM N504 FACING NORTH
N504	BLUE	ABEAM N504 FACING SOUTH
	RED	ABEAM N26 FACING WEST
N505	BLUE	ABEAM N26 FACING EAST
	RED	ABEAM N24 FACING WEST
N506	BLUE	ABEAM N26 FACING EAST
	RED	ABEAM N24 FACING WEST
N507	BLUE	TSP ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH
N508	BLUE	ABEAM N507 FACING NORTH
	RED	ABEAM N509 FACING SOUTH
N509	BLUE	ABEAM N508 FACING NORTH
	RED	ABEAM N510 FACING SOUTH
N510	BLUE	ABEAM N509 FACING NORTH
	RED	ABEAM N510 FACING SOUTH
W40/ W40R	BLUE	ABEAM W42 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST
W42/ W42R	BLUE	ABEAM W44 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST ❶
W44/ W44R	BLUE	ABEAM W46 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST ❶
W46/ W46R	BLUE	ABEAM W48 FACING NORTH EAST
	RED	TSP ABEAM W44 FACING SOUTH WEST
W48/ W48R	BLUE	ABEAM W50 FACING NORTH EAST
	RED	ABEAM W46 FACING SOUTH WEST
W50	RED	ABEAM W48 FACING SOUTH WEST
W61/ W61R	BLUE	ABEAM W42 FACING NORTH EAST
	RED	TWY W1 FACING SOUTH EAST
W63/ W63R	BLUE	TSP ABEAM W42 FACING NORTH EAST
	RED	ABEAM W65 FACING SOUTH EAST
W65/ W65R	BLUE	TSP ABEAM W42 FACING NORTH EAST ❶
	RED	ABEAM W67 FACING SOUTH EAST
	GREEN	ABEAM W65 FACING NORTH WEST
W67/ W67R	BLUE	ABEAM W65 FACING NORTH WEST
	RED	ABEAM W69 FACING SOUTH EAST
W69/ W69R	BLUE	ABEAM W67 FACING NORTH WEST
	RED	ABEAM W71 FACING SOUTH EAST
W71/W71R	BLUE	ABEAM W69 FACING NORTH WEST
W121/ W121R	BLUE	ABEAM W48 FACING NORTH EAST
	RED	ABEAM W122 FACING SOUTH WEST
W122/ W122L/ W122R	BLUE	ABEAM W121 FACING NORTH EAST
	RED	ABEAM W123 FACING SOUTH WEST
W123/ W123R	BLUE	ABEAM W122 FACING NORTH EAST
W124/ W124L	BLUE	TWY W1 FACING NORTH WEST
	RED	ABEAM W125 FACING SOUTH EAST
W125/ W125L/ W125R	BLUE	ABEAM W124 FACING NORTH WEST
	RED	TWY W1 FACING SOUTH EAST
W126		NO PUSH-BACK REQUIRED

❶ Extended pushback procedure.

CHANGES: New page.

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SAFEGATE DOCKING SYSTEM

GENERAL

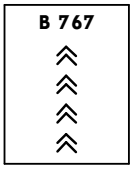
Several stands (named on 10-1P pages) are equipped with a docking guidance system, to enable aircraft to park at the correct main centerline position on the parking bays without the assistance of a marshaller.

The safegate docking system consists of a display screen and laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location relative to the airbridges.

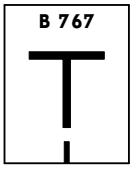
When the system is activated by the marshaller the following information will be displayed on the LED screen :
a. Type of arriving aircraft;
b. Sequential arrows to indicate the system is active;
c. Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
d. Display of the distance to go when the aircraft is within 66'/20m of the correct parking position;
e. STOP indication when the aircraft is at the correct parking position.

TYPE OF AIRCRAFT

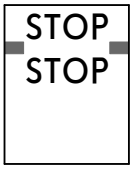
Before the aircraft approaches the parking bay the marshaller enters the type of aircraft into the system and it is displayed on the LED screen. When the aircraft turns into the parking bay the system starts tracking the aircraft, and the laser scanner identifies the type of aircraft.



If the laser unit detects that the type of aircraft corresponds to the type entered into the system, the docking system will continue to function normally.



If the laser unit detects a discrepancy in the type of aircraft or cannot identify the aircraft, the message "STOP" will be displayed on the LED screen.

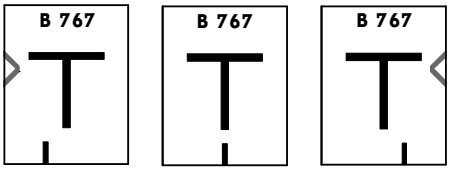


TRACKING MODE

When the system is activated by the marshaller the laser automatically scans the pre-defined docking area in the parking bay to detect the arriving aircraft.
When the aircraft is approximately 262'/80m from the correct parking position the laser starts tracking the aircraft and displays information on the lateral position of the aircraft relative to the parking centerline. An arrow represents the location of the aircraft.
The system continues to track the aircraft to the "STOP" position.

AZIMUTH GUIDANCE INDICATOR

Azimuth guidance is displayed on the LED screen when the aircraft is within 262'/80m of the correct parking position.
An arrow and a chevron indicate the relative position of the aircraft to the centerline "T" symbol.

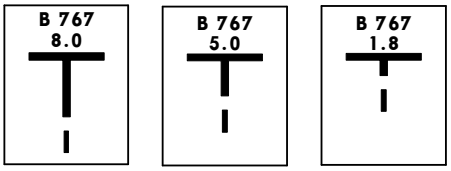


LEFT of centerline | ON centerline | RIGHT of centerline

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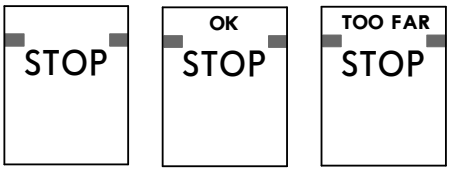
DISTANCE TO GO INDICATOR

Distance to go information is displayed on the LED screen when the aircraft is within 66'/20m of the correct parking position. The distance is displayed above the "T" symbol at 3'/1m intervals between 66'/20m and 7'/2m, then at 0.7'/0.2m intervals up to the STOP position.
The closing rate to the correct parking position is shown by the proportional reduction in length of the centerline "T" symbol when the aircraft is within 39'/12m of the "STOP" position.



STOP POSITION INDICATOR

The correct parking position is displayed on the LED screen by a "STOP" message replacing the azimuth guidance and distance to go information.
The "STOP" message indicates the exact location of the aircraft nose wheel at the correct parking position.
When the system detects the aircraft has stopped, an "OK STOP" message indicates the aircraft is correctly parked . A "TOO FAR STOP" message indicates the aircraft has overshot the correct parking position.



PILOT PROCEDURES

Pilots must follow the parking bay lead-in ground marking as they approach the parking bay to ensure the docking guidance system laser unit starts tracking the aircraft.
Pilots must check that the correct type of aircraft is displayed on the LED screen.
Pilots should maintain a speed of 6 KT whilst using the docking guidance system and slow down to halt when the "STOP" message is displayed.
In case the docking system is not available, or the display panel of the docking system does not show the aircraft type and the sequential arrows, pilots must follow marshallers signal, otherwise do not enter the parking position.
Pilots must not enter the parking position if marshaller is not present in any case.

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JEPPESEN
22 DEC 17
Eff 4 Jan
10-9S

Standard

HONG KONG, PR OF CHINA

HONG KONG INTL

STRAIGHT-IN RWY		A	B	C	D
07L	❶CAT 2 ILS	**122**′(100′)	**122**′(100′)	**122**′(100′)	**122**′(100′)
		RA100′R300m	**RA100′R300m**	**RA100′R300m**	❷ **RA100′R350m**
	❶ILS	**222**′(200′)	**222**′(200′)	**222**′(200′)	**222**′(200′)
	FULL	**R550m V800m**	**R550m V800m**	**R550m V800m**	**R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	**1332**′(1310′)	**1332**′(1310′)	**1332**′(1310′)	**1332**′(1310′)
		1500m	**1500m**	**2400m**	**2400m**
	❹❺LOC	**430**′(408′)	**430**′(408′)	**430**′(408′)	**430**′(408′)
		2400m	**2400m**	**2400m**	**2400m**
	❹ LOC	**1870**′(1848′)	**1870**′(1848′)	**1870**′(1848′)	**1870**′(1848′)
		5000m	**5000m**	**5000m**	**5000m**
	❹❻ RNAV	**420**′(398′)	**420**′(398′)	**420**′(398′)	**420**′(398′)
		2400m	**2400m**	**2400m**	**2400m**
	❹❼VOR	**580**′(552′)	**580**′(552′)	**580**′(552′)	**580**′(552′)
		2800m	**2800m**	**2800m**	**2800m**
	❹VOR	**1340**′(1312′)	**1340**′(1312′)	**1340**′(1312′)	**1340**′(1312′)
		5000m	**5000m**	**5000m**	**5000m**
07R	❽CAT 2 ILS	**127**′(100′)	**127**′(100′)	**127**′(100′)	**127**′(100′)
		❾ **RA99′R350m**	❾ **RA99′R350m**	❾ **RA99′R350m**	❾ **RA99′R350m**
	❽ILS	**227**′(200′)	**227**′(200′)	**227**′(200′)	**227**′(200′)
	FULL	**R550m V800m**	**R550m V800m**	**R550m V800m**	**R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	**347**′(320′)	**347**′(320′)	**347**′(320′)	**347**′(320′)
	FULL	**R700m V800m**	**R700m V800m**	**R700m V800m**	**R700m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1400m	1400m	1400m	1400m
	❹ LOC	**430**′(403′)	**430**′(403′)	**430**′(403′)	**430**′(403′)
		2000m	**2000m**	**2000m**	**2000m**
	❹RNAV	**430**′(403′)	**430**′(403′)	**430**′(403′)	**430**′(403′)
		2000m	**2000m**	**2000m**	**2000m**

❶ Missed apch climb gradient mim 7.0%.
❷ R300m when autoland.
❸ W/o HUD/AP/FD: RVR 750m.
❹ Continuous Descent Final Approach.
❺ Missed apch climb gradient mim 5.7%.
❻ Missed apch climb gradient mim 5.7% up to 4500′.
❼ Missed apch climb gradient mim 3.7% up to 4500′.
❽ Missed apch climb gradient mim 4.0% up to 1300′.
❾ R300m approved by state.

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JEPPESEN 22 DEC 17 Eff 4 Jan (10-9S1)

Standard

HONG KONG, PR OF CHINA

HONG KONG INTL

STRAIGHT-IN RWY		A	B	C	D
25L	❶ CAT 2 ILS	**127′**(100′) **❷RA100′R350m**	**127′**(100′) **❷RA100′R350m**	**127′**(100′) **❷RA100′R350m**	**127′**(100′) **❷RA100′R350m**
	❶ILS FULL	**227′**(200′) **R550m V800m**	**227′**(200′) **R550m V800m**	**227′**(200′) **R550m V800m**	**227′**(200′) **R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	**437′**(410′) **1200m**	**437′**(410′) **1200m**	**437′**(410′) **1200m**	**437′**(410′) **1200m**
	ALS out	1500m	1500m	1900m	1900m
	❹ LOC	**430′**(403′) **2000m**	**430′**(403′) **2000m**	**430′**(403′) **2000m**	**430′**(403′) **2000m**
	LOC	**430′**(403′) **2000m**	**430′**(403′) **2000m**	**430′**(403′) **2000m**	**430′**(403′) **2000m**
	ALS out	2100m	2100m	2300m	2300m
	❹ RNAV	**500′**(473′) **2000m**	**500′**(473′) **2000m**	**500′**(473′) **2000m**	**500′**(473′) **2000m**
	ALS out	2000m	2000m	2200m	2200m
25R	❺ CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	❺ CAT 2 ILS	**122′**(100′) **RA100′R300m**	**122′**(100′) **RA100′R300m**	**122′**(100′) **RA100′R300m**	**122′**(100′) **❻ RA100′R350m**
	❺ILS FULL	**222′**(200′) **R550m V800m**	**222′**(200′) **R550m V800m**	**222′**(200′) **R550m V800m**	**222′**(200′) **R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	**1320′**(1298′) **1500m**	**1320′**(1298′) **1500m**	**1320′**(1298′) **2400m**	**1320′**(1298′) **2400m**
	❹❼LOC	**430′**(408′) **2400m**	**430′**(408′) **2400m**	**430′**(408′) **2400m**	**430′**(408′) **2400m**
	❹LOC	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**
	❹❽RNAV	**500′**(478′) **2400m**	**500′**(478′) **2400m**	**500′**(478′) **2400m**	**500′**(478′) **2400m**
	❹VOR	**500′**(472′) **2400m**	**500′**(472′) **2400m**	**500′**(472′) **2400m**	**500′**(472′) **2400m**

❶Missed apch climb gradient mim 4.0% up to 1800′. ❷R300m approved by state.
❸W/o HUD/AP/FD: RVR 750m. ❹Continuous Descent Final Approach.
❺Missed apch climb gradient mim 5.0% up to 5000′. ❻R300m when autoland.
❼Missed apch climb gradient mim 4.2% up to 5000′.
❽Missed apch climb gradient mim 5.0% up to 4000′.

CIRCLE-TO-LAND	A	B	C	D
	PROHIBITED			

TAKE-OFF RWY 07L/R, 25L/R

	Low Visibility Take-off			
	HIRL & CL	Day: HIRL & RCLM Night: HIRL or CL	Day: HIRL or RCLM Night: HIRL or CL	Adequate vis ref (Day only)
A B C D	R200m	R400m	400m	500m

CHANGES: Minimums.

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VHHH/HKG HONG KONG INTL

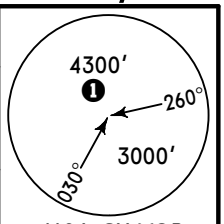
JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (11-1) Eff 4 Jan
ILS or LOC Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC IZSL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 28′
111.1	074°	D4.0 IZSL 1290′ (1268′)	Refer to Minimums	Rwy 22′

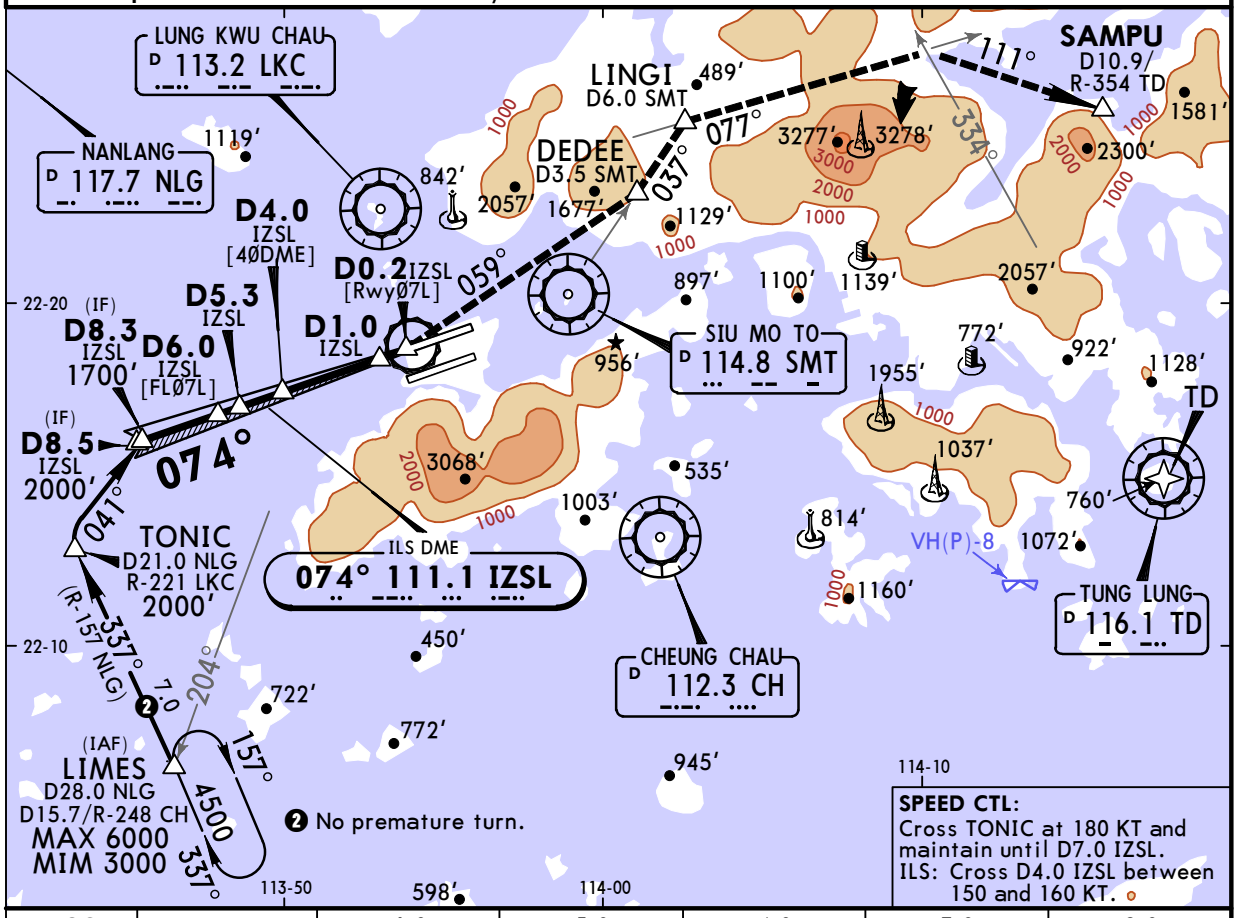
MISSED APCH: Climb to 5000′. ILS: Climb STRAIGHT AHEAD to 400′. ILS & LOC: Turn LEFT onto 059° and (w/o SMT VOR: expect radar vectors.) intercept R-037 SMT to LINGI, then turn RIGHT onto R-077 LKC. When crossing R-334 TD proceed on 111° to SAMPU and expect radar vectors. 230 KT. Do not turn before D0.2 IZSL.



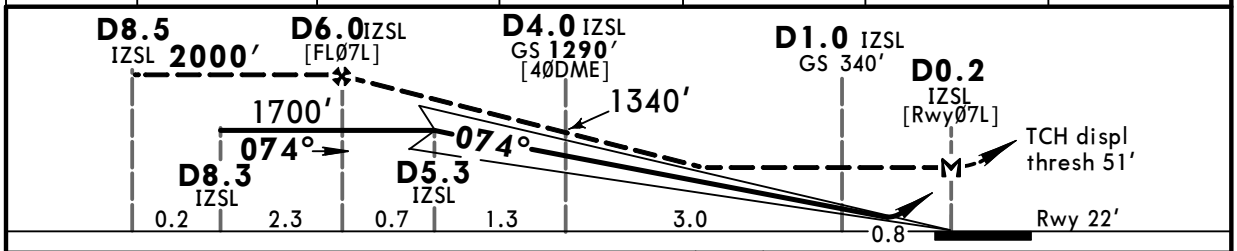
MSA CH VOR
1 within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. LOC IZSL unusable beyond 28° RIGHT of course.



LOC (GS out)	IZSL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000′	1670′	1340′	1010′	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D0.2 IZSL							

ALSF-II
PAPI
230 KT
059° LT
DEDEE

STRAIGHT-IN LANDING RWY 07L

PANS OPS

	ILS Missed apch climb gradient mim 7.0%			ILS Missed apch climb gradient mim 2.5%		LOC (GS out) Missed apch climb gradient mim 5.7%		LOC (GS out) Missed apch climb gradient mim 2.5%		CIRCLE-TO-LAND
	DA(H) 222′ (200′)			DA(H) 1332′ (1310′)		MDA(H) 430′ (408′)		MDA(H) 1870′ (1848′)		
	FULL	TDZ or CL out	ALS out	FULL	ALS out		ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m		2400m		2400m		PROHIBITED
B										
C				4000m	4800m			4000m	4800m	
D										

CHANGES: Bearings.

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HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-1A) Eff 4 Jan

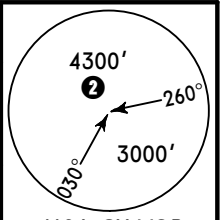
❶ CAT II ILS Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC IZSL	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
111.1	074°	D4.0 IZSL 1290′ (1268′)	RA 100′ DA(H) 122′ (100′)	Rwy 22′

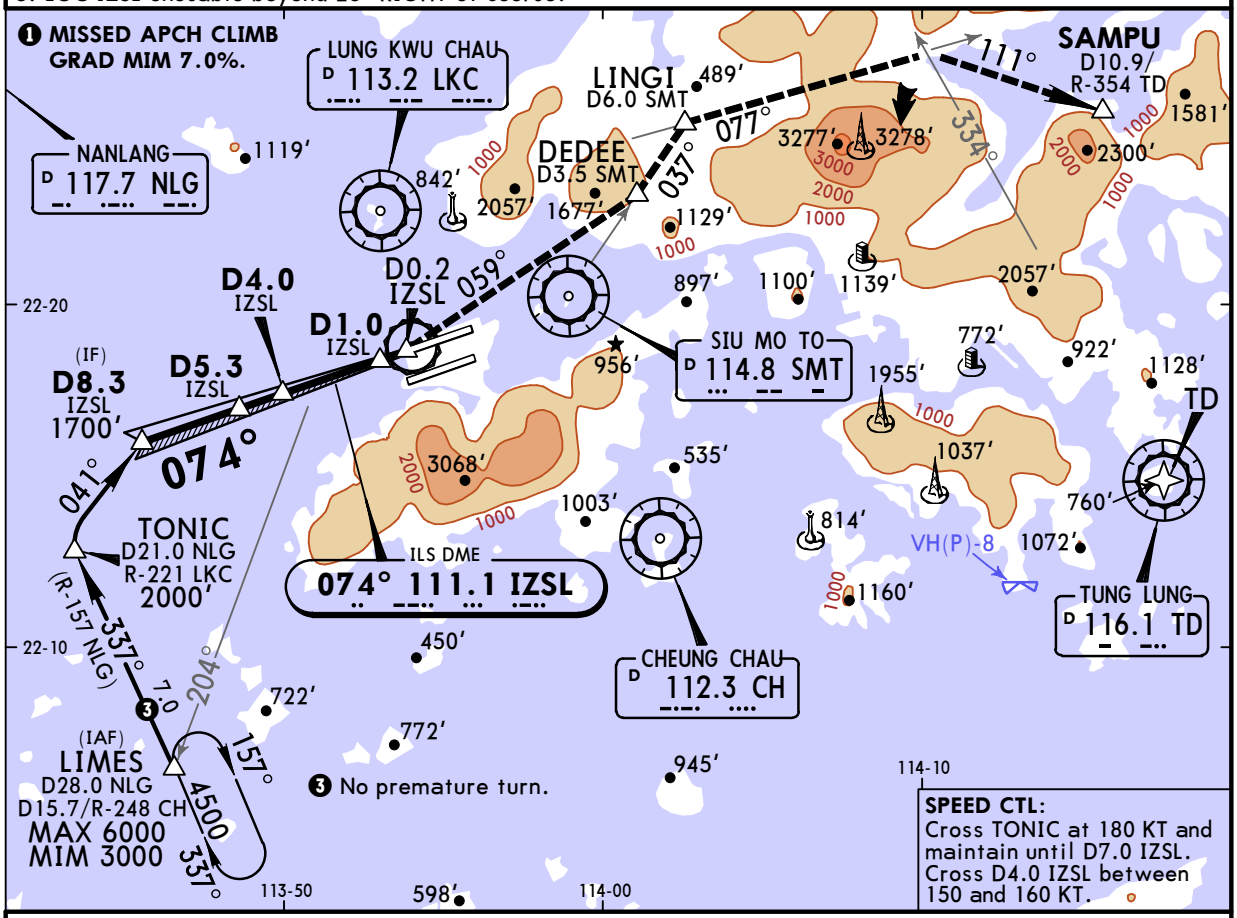
MISSED APCH: Climb to 5000′. Climb STRAIGHT AHEAD to 400′, then turn LEFT onto 059° and (w/o SMT VOR: expect radar vectors.) intercept R-037 SMT to LINGI, then turn RIGHT onto R-077 LKC. When crossing R-334 TD proceed on 111° to SAMPU and expect radar vectors. 230 KT. Do not turn before D0.2 IZSL.

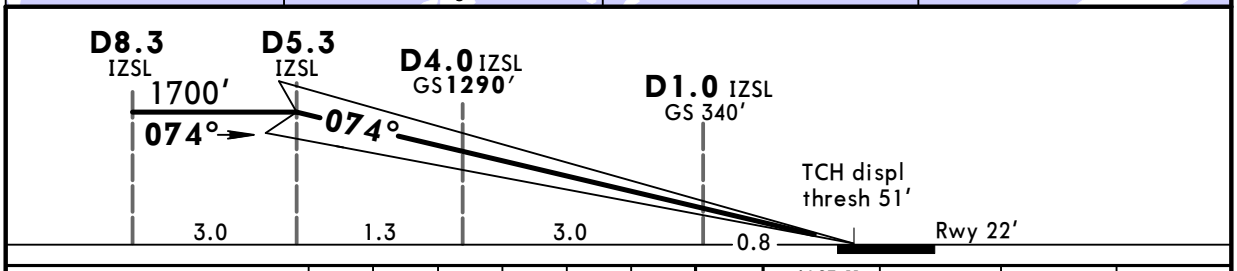


MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. Special Aircrew and Acft Certification Required.
3. LOC IZSL unusable beyond 28° RIGHT of course.





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

ALSF-II | PAPI | 230 KT | 059° LT | DEDEE

PANS OPS

STRAIGHT-IN LANDING RWY **07L**
Missed apch climb gradient mim 7.0%
CAT II ILS

ABC	D
RA 100′ DA(H) 122′ (100′)	RA 100′ DA(H) 122′ (100′)
RVR 300m	RVR 350m ❶

❶ RVR 300m when autoland.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-2) Eff 4 Jan

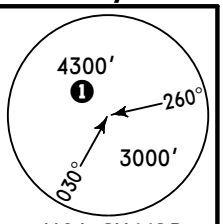
ILS or LOC Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC ISR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 28′
109.3	**074°**	**D4.0 ISR** **1300′** (1273′)	Refer to Minimums	Rwy 27′

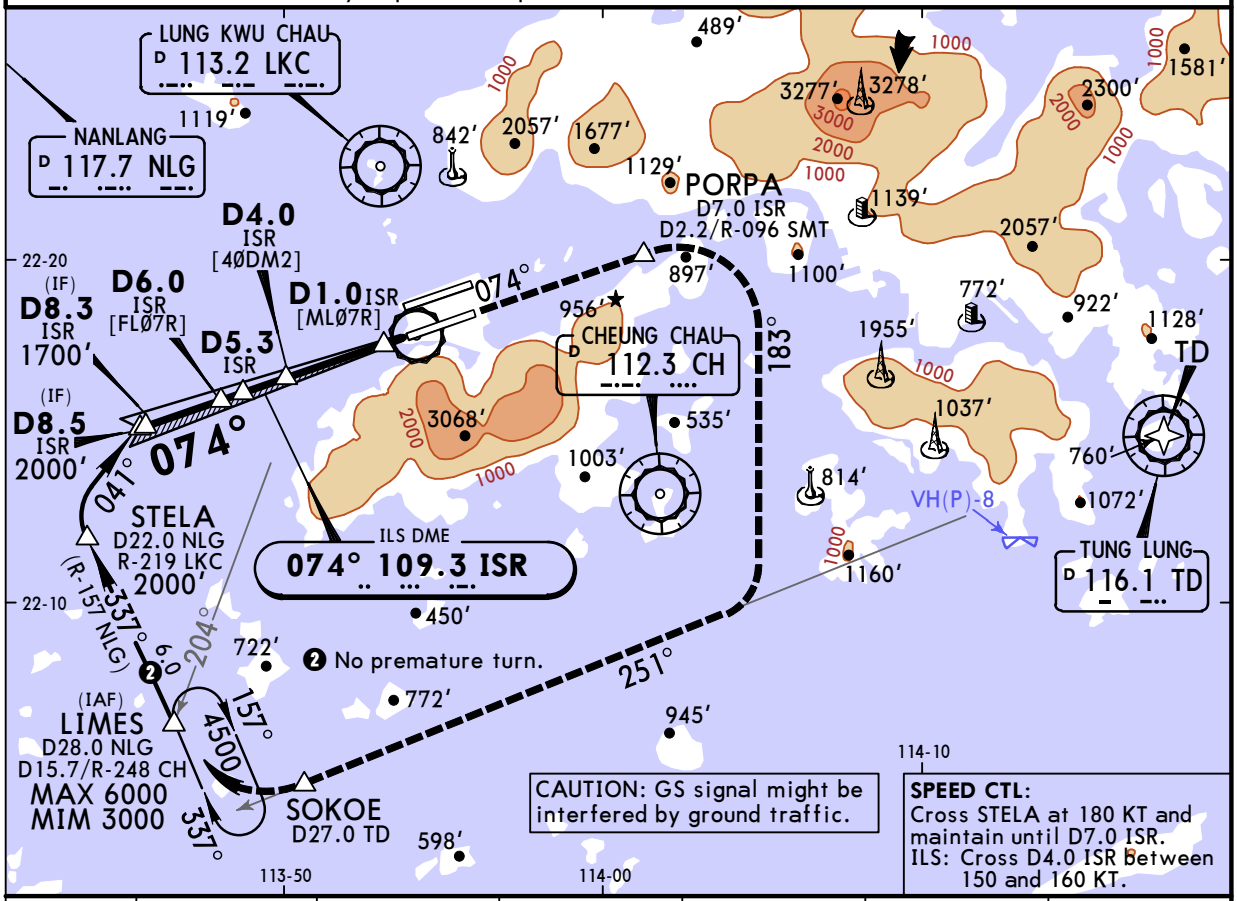
MISSED APCH: Climb to 5000′. Remain on 074° until PORPA, then turn RIGHT onto 183° and (w/o TD VOR: expect radar vectors.) intercept R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed.
Do not turn before PORPA. 210 KT until established on 183°.



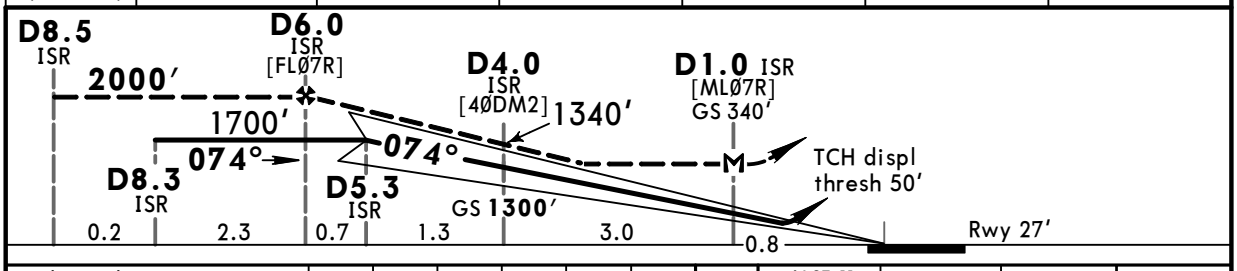
MSA CH VOR
1 within Hong Kong FIR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120 Trans alt: 9000′

1. **DME required.** 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course.
3. Pilots should adhere strictly to prescribed procedure tracks.



LOC (GS out)	ISR DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000′	1670′	1340′	1010′	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 ISR							

ALSF-II PAPI PAPI **210 KT** **PORPA** on **074°**

STRAIGHT-IN LANDING RWY **07R**

	ILS			LOC (GS out)		CIRCLE-TO-LAND
	Missed apch climb gradient mim 4.0% up to 1300′ DA(H) **227′** (200′)			Missed apch climb gradient mim 2.5% DA(H) **347′** (320′)		MDA(H) **430′** (403′)	
	FULL	TDZ or CL out	ALS out	FULL	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m	RVR 1500m VIS 1600m	2000m	A
B							B
C/D							C/D

PROHIBITED

PANS OPS

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

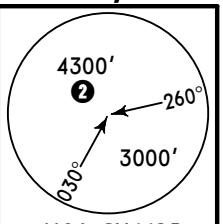
22 DEC 17 (11-2A) Eff 4 Jan ❶CAT II ILS Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC ISR	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
109.3	074°	D4.0 ISR 1300′ (1273′)	RA 99′ DA(H) 127′ (100′)	Rwy 27′

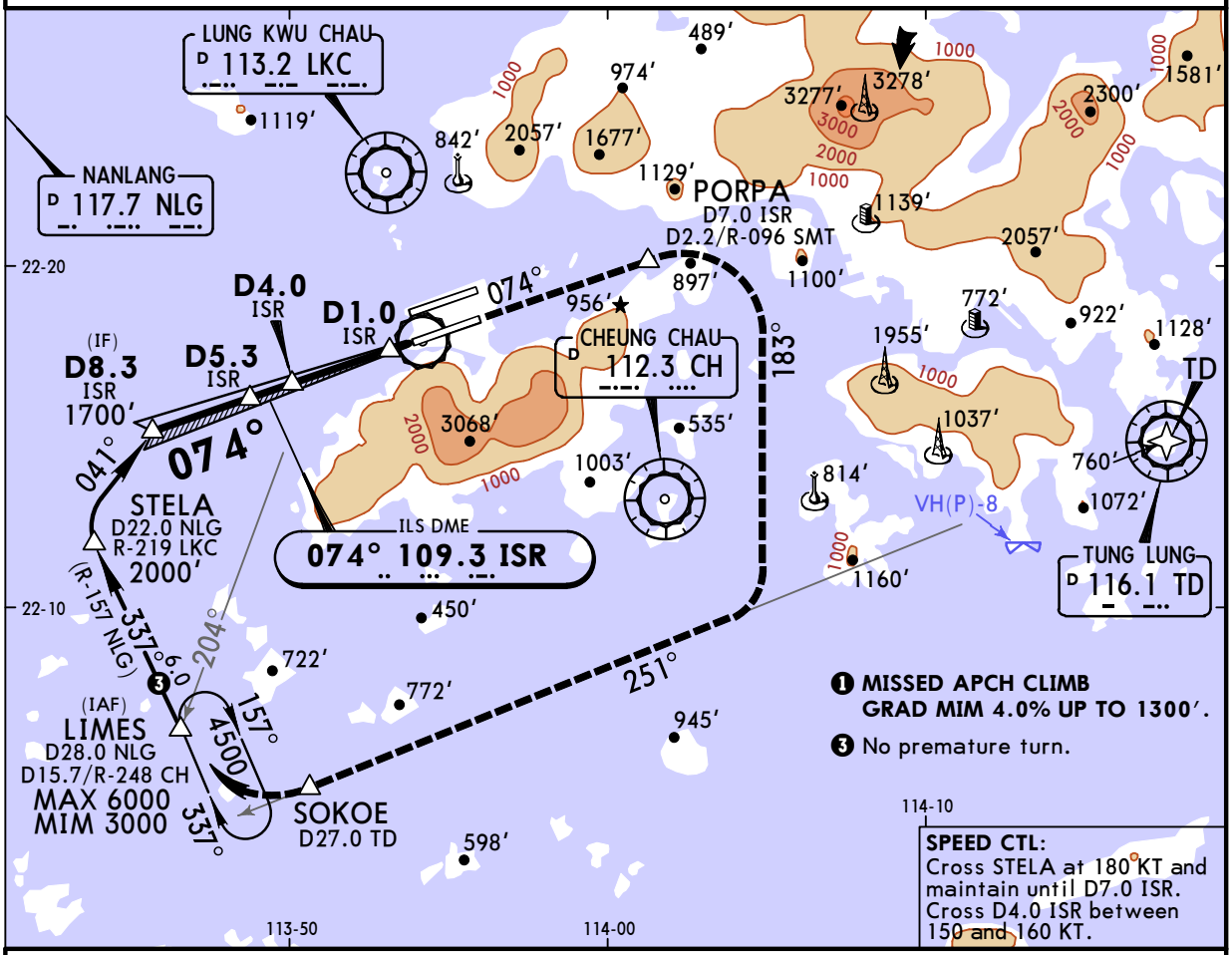
MISSED APCH: Climb to 5000′. Remain on 074° until PORPA, then turn RIGHT onto 183° and (w/o TD VOR: expect radar vectors.) intercept R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed.
Do not turn before PORPA. 210 KT until established on 183°.

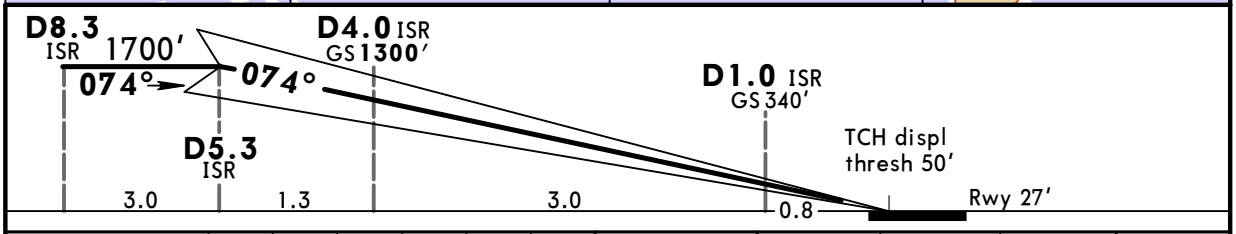


MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120 Trans alt: 9000′

1. Special Aircrew and Acft Certification Required. 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course. 3. Pilots should adhere strictly to prescribed proc tracks. 4. **DME required.**





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

ALSF-II PAPI PAPI **210 KT** **PORPA** on **074°**

STRAIGHT-IN LANDING RWY **07R**
CAT II ILS
Missed apch climb gradient mim 4.0% up to 1300′
RA 99′
DA(H) **127′** (100′)

PANS OPS

RVR 350m ❶

❶ RVR 300m approved by state.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

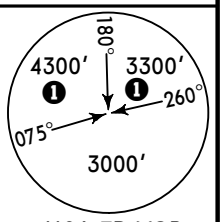
22 DEC 17 (11-3) Eff 4 Jan

ILS Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC IFL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 28′
108.9	**254°**	**D4.0 IFL** **1300′** (1273′)	Refer to Minimums	Rwy 27′

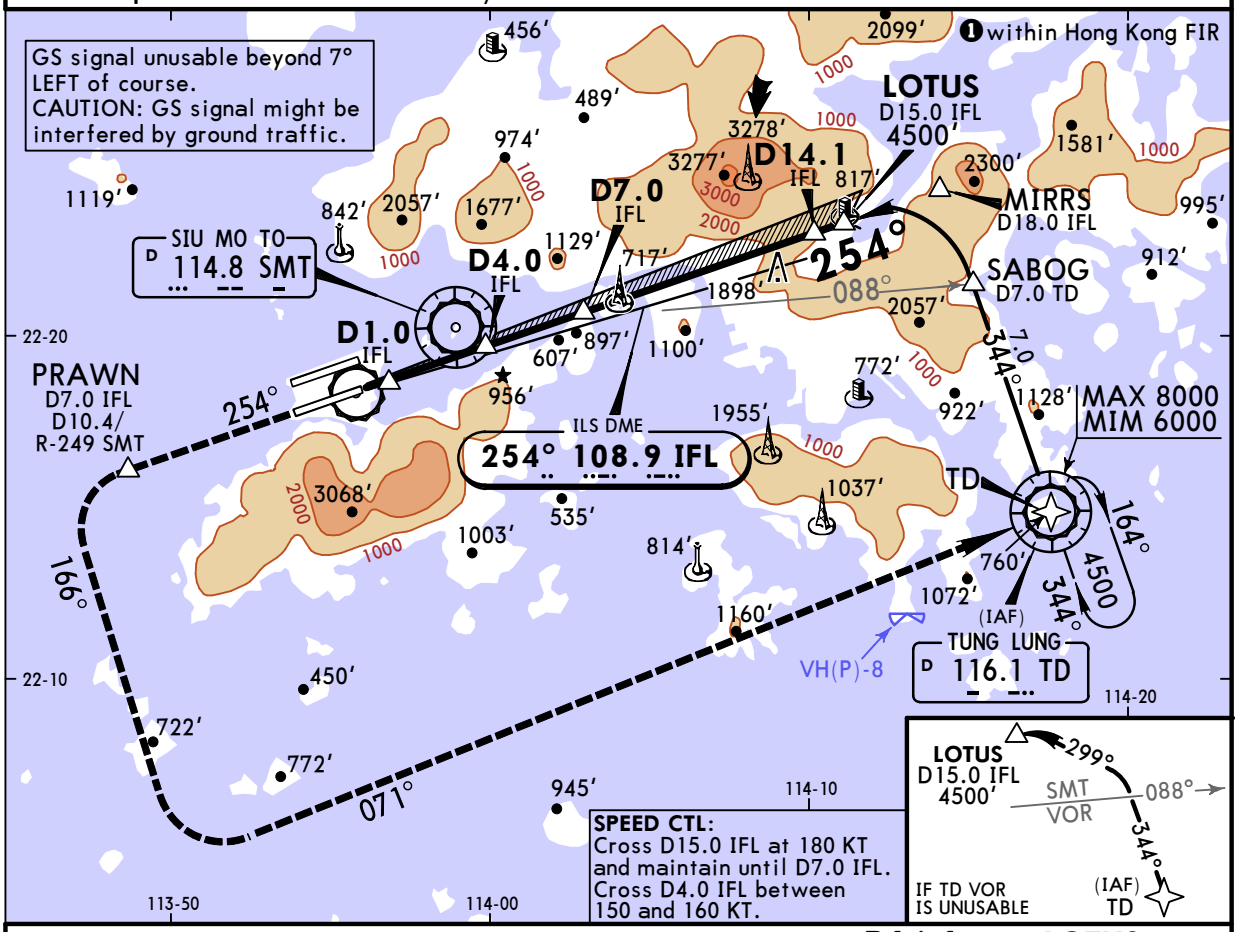


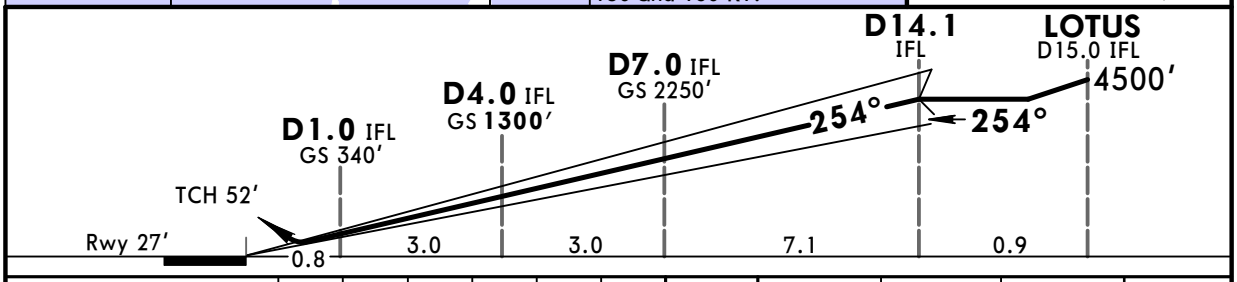
MSA TD VOR

MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. LOC IFL unusable beyond 28° LEFT of course.





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

ALSF-II
PAPI PAPI

185 KT MAX

PRAWN on **254°**

STRAIGHT-IN LANDING RWY 25L

Missed apch climb gradient mim 4.0% [1]

DA(H) **227′** (200′)

	FULL	TDZ or CLout	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

Missed apch climb gradient mim 2.5%

DA(H) **437′** (410′)

	FULL	ALS out
A	1300m	2100m
B		
C		
D		

CIRCLE-TO-LAND

A	PROHIBITED
B	
C	
D	

PANS OPS

[1] Climb gradient up to 1800′.

CHANGES: Bearings.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-3A) Eff 4 Jan

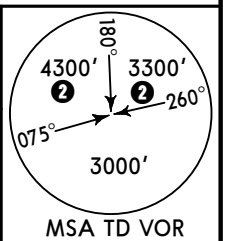
❶CAT II ILS Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC IFL	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
108.9	254°	D4.0 IFL 1300′ (1273′)	RA 100′ DA(H) 127′ (100′)	Rwy 27′

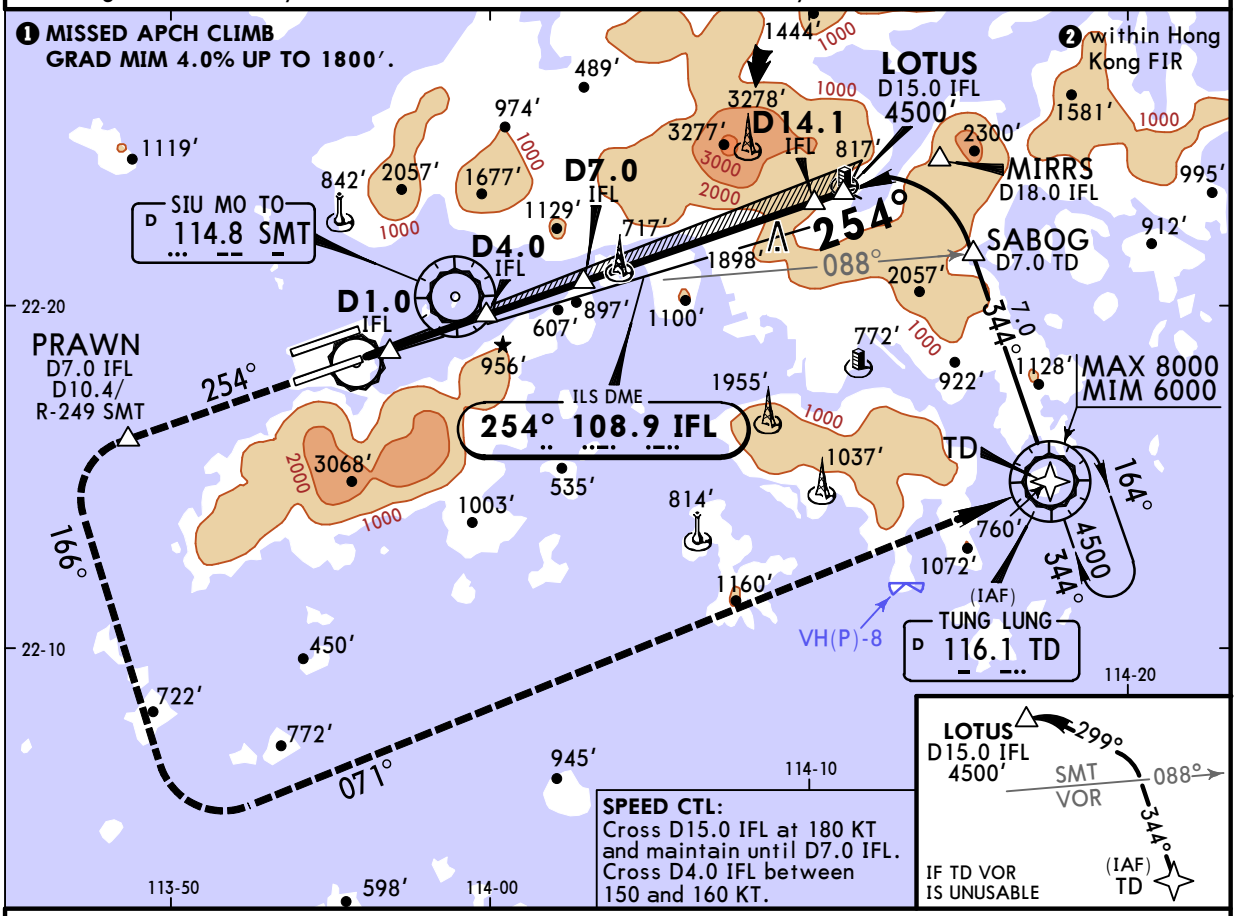
MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

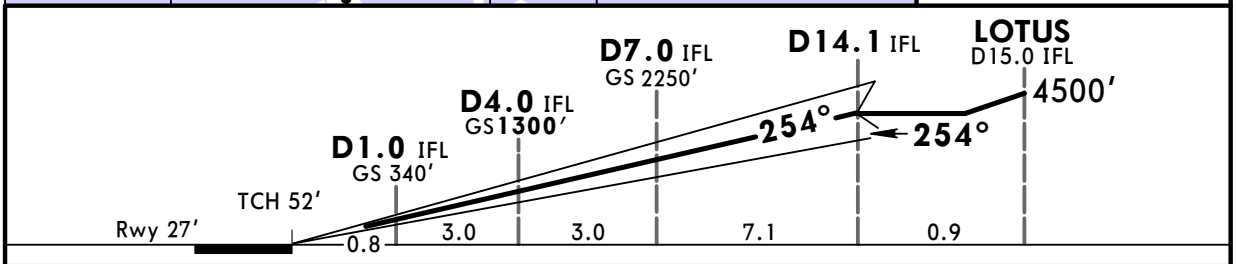


MSA TD VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. Special Aircrew and Acft Certification Required.
3. GS signal unusable beyond 7° LEFT of course. 4. LOC IFL unusable beyond 28° LEFT of course.





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

ALSF-II
PAPI PAPI

185 KT MAX

PRAWN on 254°

STRAIGHT-IN LANDING RWY **25L**
CAT II ILS
Missed apch climb gradient mim 4.0% up to 1800′

RA 100′
DA(H) **127′** (100′)

RVR 350m ❶

PANS OPS

❶ RVR 300m approved by state.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

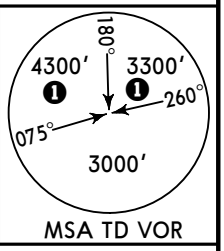
22 DEC 17 (11-4) Eff 4 Jan

LOC Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC IFL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 28′
108.9	**254°**	**D12.0 IFL** **4000′** (3973′)	**430′** (403′)	Rwy 27′

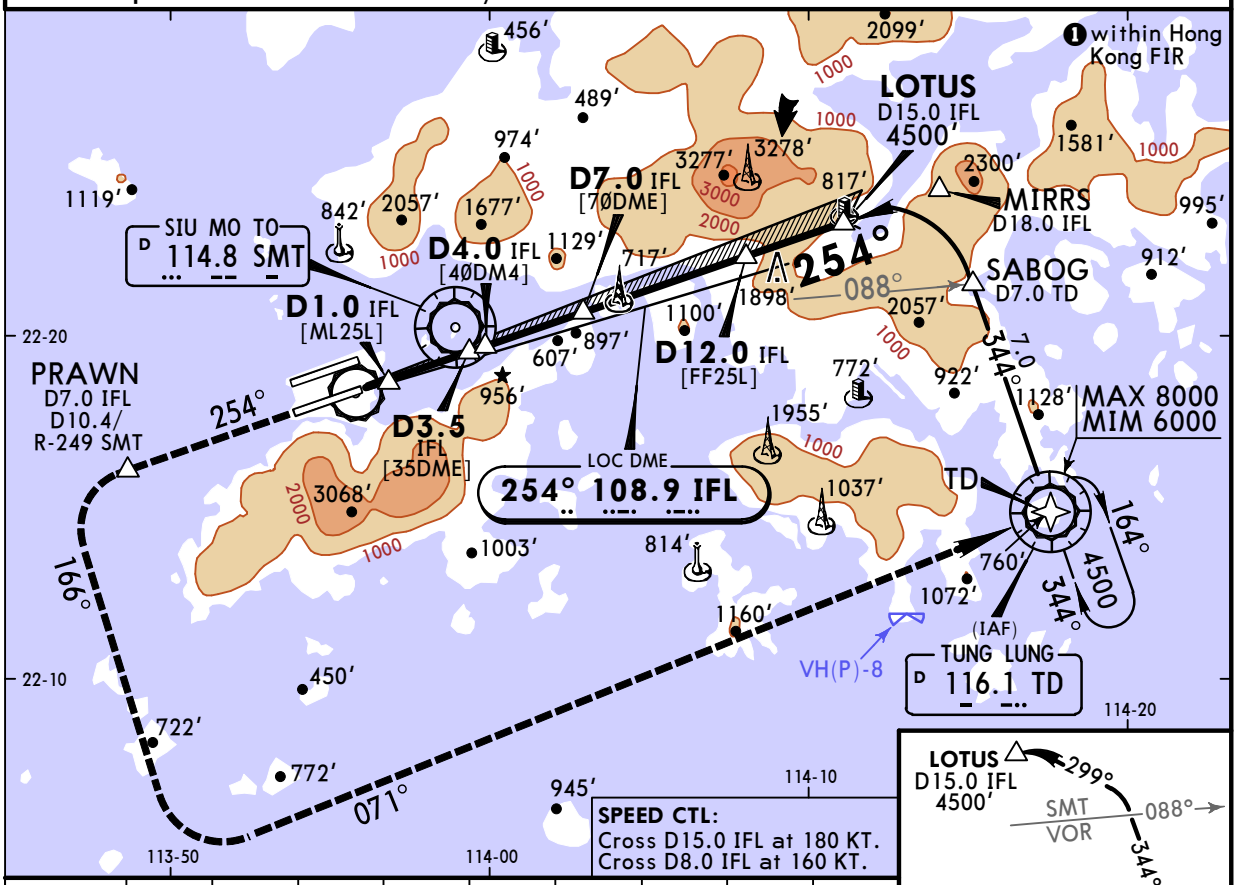


MSA TD VOR

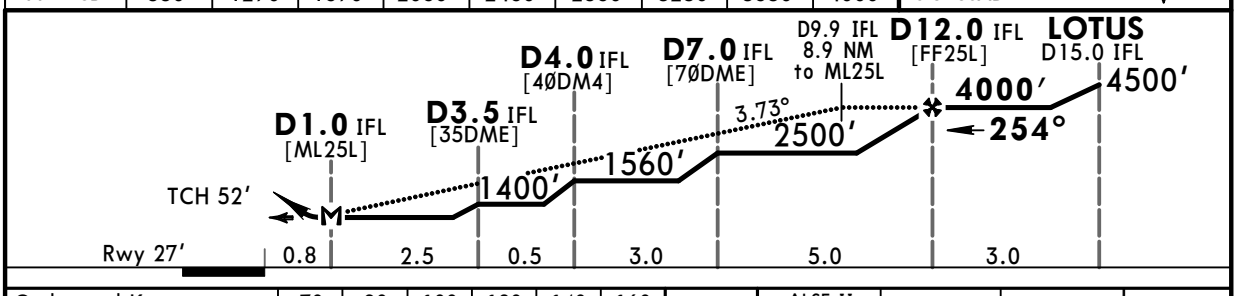
MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. LOC IFL unusable beyond 28° LEFT of course.



IFL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.9
ALTITUDE	880′	1270′	1670′	2060′	2460′	2860′	3250′	3650′	4000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.73°	462	594	660	792	924	1056
MAP at D1.0 IFL							

ALSF-II
PAPI PAPI

185 KT MAX

PRAWN on **254°**

STRAIGHT-IN LANDING RWY **25L**

MDA(H) **430′** (403′)

ALS out

CIRCLE-TO-LAND

PANS OPS

A	2000m
B	
C	
D	

A	PROHIBITED
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-5) Eff 4 Jan

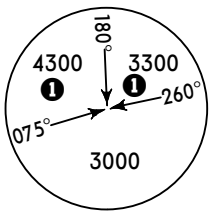
ILS or LOC Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

BRIEFING STRIP™

LOC ITFR	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 28′ Rwy 22′
110.9	254°	D4.0 ITFR 1290′ (1268′)		

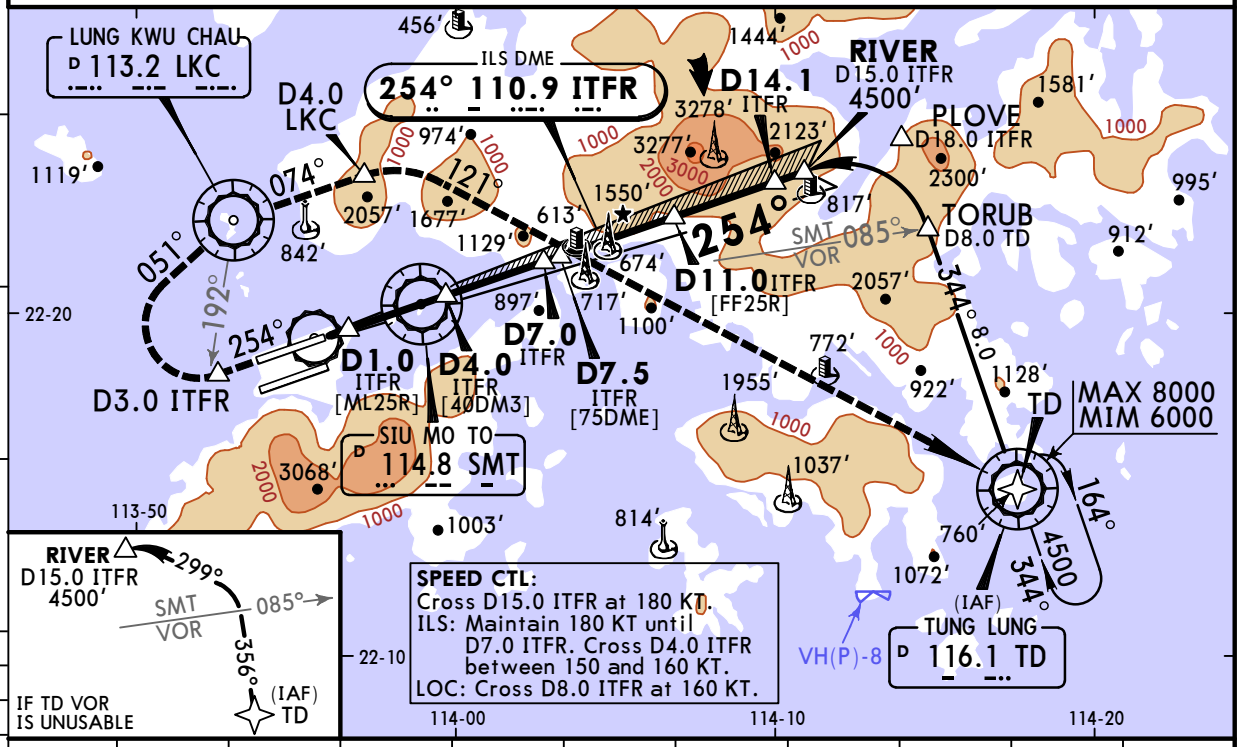
MISSED APCH: Climb to 4000′. Remain on 254°. At D3.0 ITFR/R-192 LKC, turn RIGHT onto R-231 inbound LKC VOR. At LKC VOR continue climb to 5000′. Depart LKC VOR on R-074 LKC to D4.0 LKC, then turn RIGHT to intercept R-301 inbound to TD VOR and hold, or as directed.
Expect radar vectoring to final approach track if TD VOR is u/s.
MAX 185 KT required until established on R-231 inbound LKC VOR.
When LKC VOR is not available:
Climb on 254° to 5000′ and expect radar vectors. 185 KT until advised by ATC.



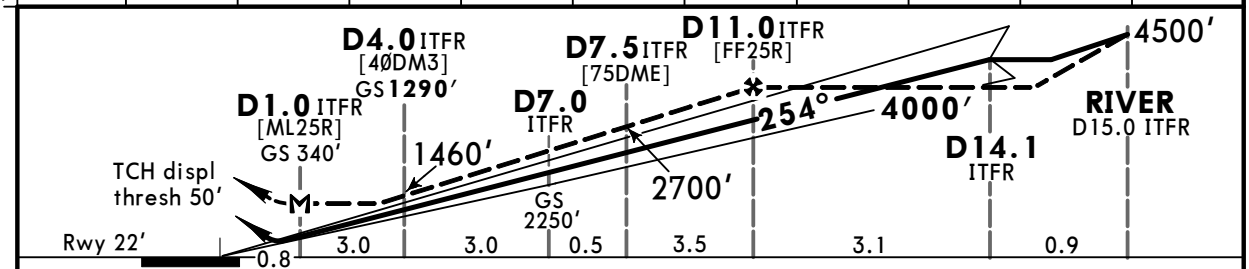
MSA TD VOR
❶ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. GS signal unusable beyond 6° RIGHT of course. 3. LOC ITFR unusable beyond 20 NM below 5500′ from 4° RIGHT of course.



LOC (GS out)	ITFR DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	740′	1100′	1460′	1820′	2180′	2540′	2900′	3260′	3620′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.40°	421	541	602	722	842	963
MAP at D1.0 ITFR							

ALSF-II PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 25R

	ILS			LOC (GS out)		CIRCLE-TO-LAND
	Missed apch climb gradient mim 5.0% up to 5000′		2.5%	Missed apch climb gradient mim 4.2% up to 5000′	2.5%	
	DA(H) 222′ (200′)		DA(H) 1320′ (1298′)	MDA(H) 430′ (408′)	MDA(H) 1750′ (1728′)	
	FULL	TDZ or CL out / ALS out	FULL / ALS out	ALS out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	3200m	2400m	2400m	PROHIBITED
B						
C		1200m	4000m / 4800m		4000m / 4800m	
D						

PANS OPS

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (11-5A)

HONG KONG, PR OF CHINA
❶ CAT II/III ILS Rwy 25R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC ITFR	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
110.9	254°	D4.0 ITFR 1290′ (1268′)	RA 100′ DA(H) 122′ (100′)	Rwy 22′

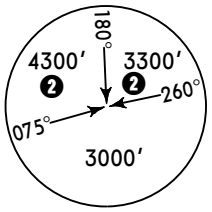
MISSED APCH: Climb to 4000′. Remain on 254°. At D3.0 ITFR/R-192 LKC, turn RIGHT onto R-231 inbound LKC VOR. At LKC VOR continue climb to 5000′. Depart LKC VOR on R-074 LKC to D4.0 LKC, then turn RIGHT to intercept R-301 inbound to TD VOR and hold, or as directed.

Expect radar vectoring to final approach track if TD VOR is u/s.

MAX 185 KT required until established on R-231 inbound LKC VOR.

When LKC VOR is not available:

Climb on 254° to 5000′ and expect radar vectors. 185 KT until advised by ATC.

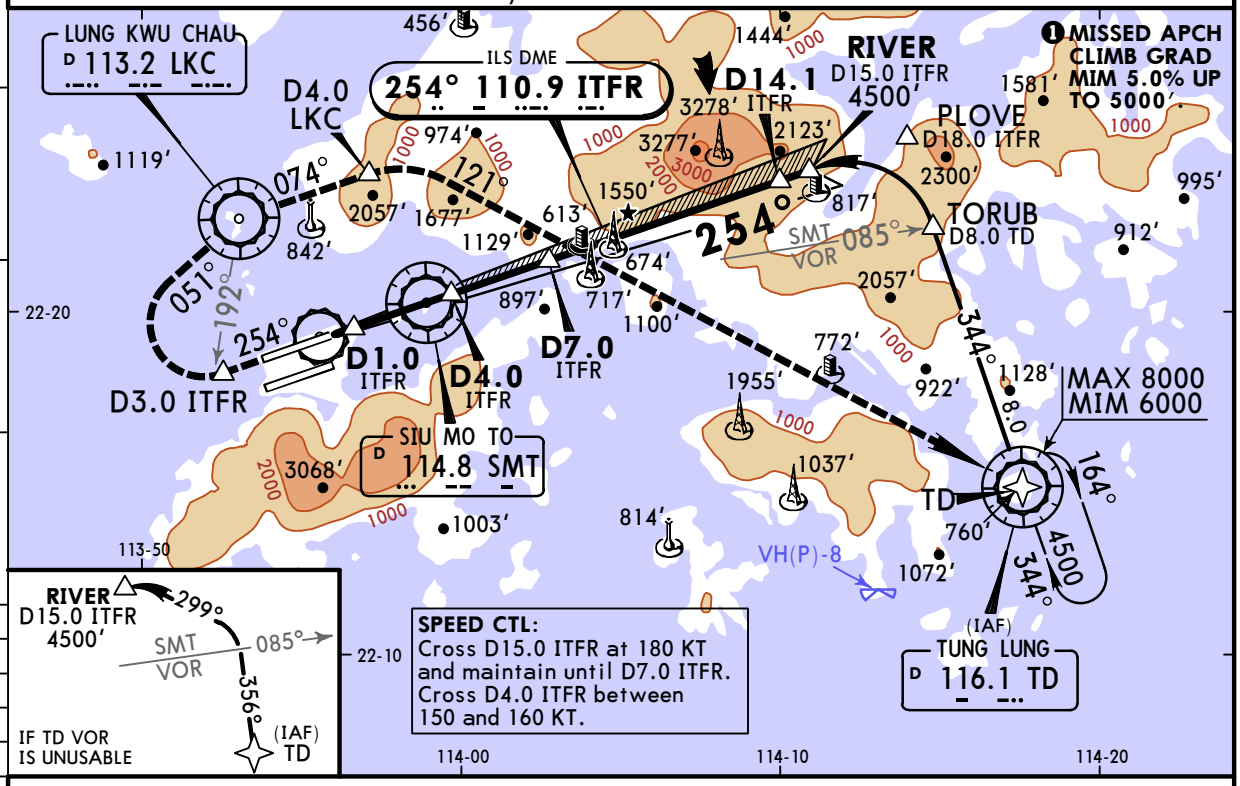


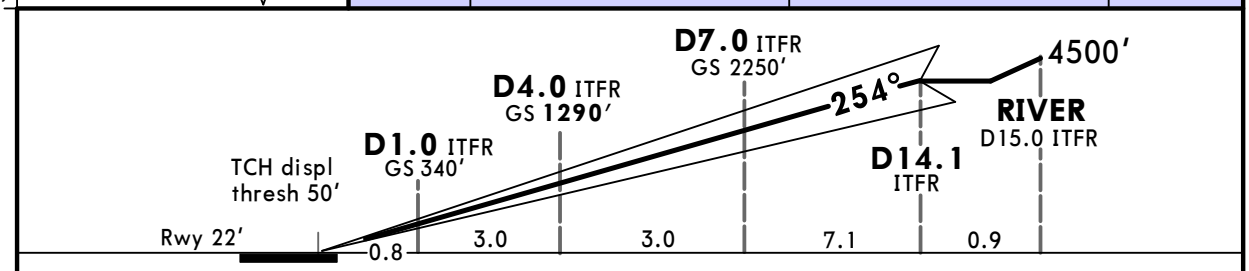
MSA
TD VOR

❷ within Hong Kong FIR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120 Trans alt: 9000′

1. **DME required.** 2. Special Aircrew and Acft Certification Required. 3. GS signal unusable beyond 6° RIGHT of course. 4. LOC ITFR unusable beyond 20 NM below 5500′ from 4° RIGHT of course.





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

ALSF-II PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **25R**

Missed apch climb gradient mim 5.0% up to 5000′

CAT III ILS	CAT II ILS ABC	CAT II ILS D
	RA 100′ DA(H) 122′ (100′)	RA 100′ DA(H) 122′ (100′)
	RVR 300m	RVR 350m 1

1 RVR 300m when autoland.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-20)

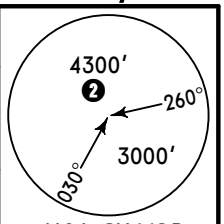
HONG KONG, PR OF CHINA
❶ RNAV (RNP) Z Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	074°	VH711 1600′ (1578′)	420′ (398′)	Rwy 22′

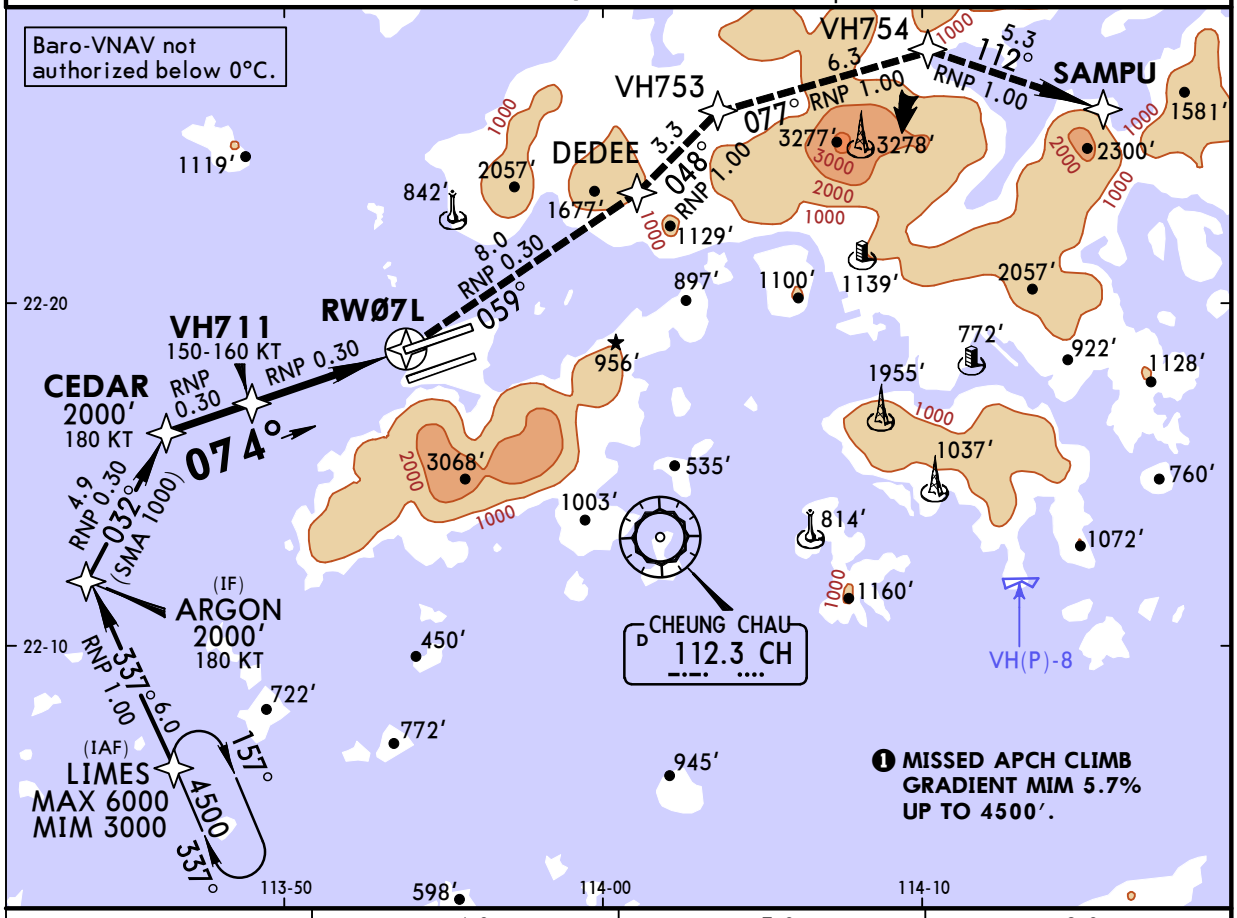
MISSED APCH: Climb to 5000′. Cross DEDEE at or above 2500′, then via VH753 and VH754 to SAMPU. 230 KT.



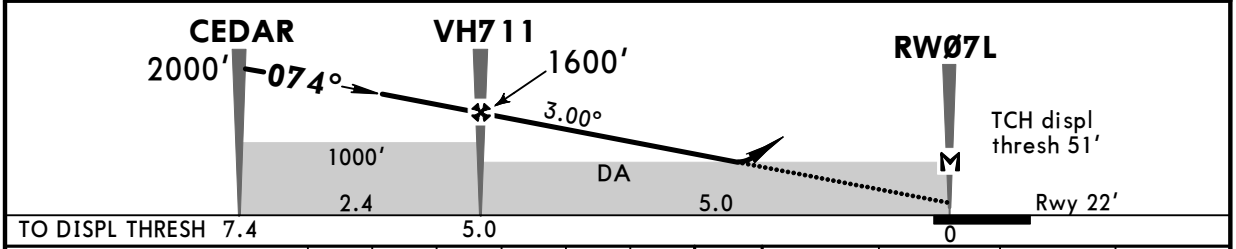
MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside CEDAR.



DIST TO RWØ7L	4.0	3.0	2.0
ALTITUDE	1350′	1030′	710′



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

ALSF-II | PAPI | **230 KT** | MIM **2500′** LT | **DEDEE**

STRAIGHT-IN LANDING RWY **07L**
RNP 0.30
Missed apch climb gradient mim 5.7% up to 4500′
DA(H) **420′** (398′)

ALS out

PANS OPS

A	2400m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-21)

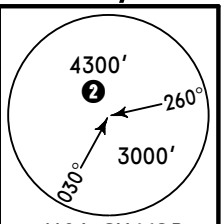
HONG KONG, PR OF CHINA
❶ RNAV (RNP) Y Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′ Rwy 22′
	074°	VH7Ø7 1100′ (1078′)	420′ (398′)	

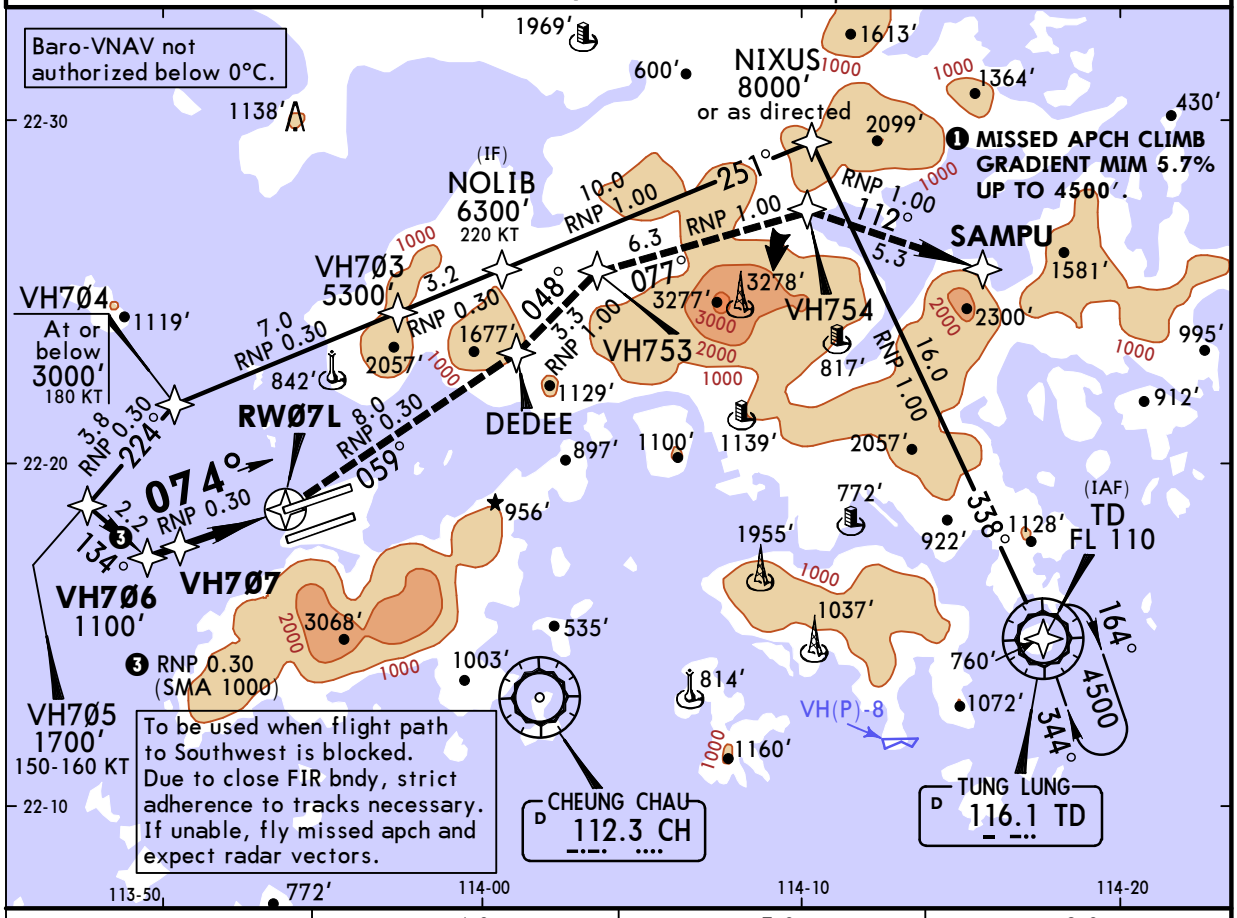
MISSED APCH: Climb to 5000′. Cross DEDEE between 2500′ and 4300′, then cross VH753 at 4300′, then via VH754 to SAMPU.
230 KT.



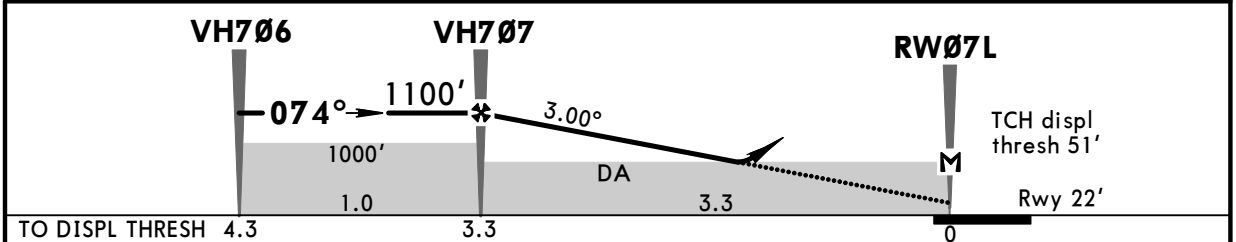
MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside NOLIB.



DIST TO RWØ7L	4.0	3.0	2.0
ALTITUDE	1350′	1030′	710′



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

ALSF-II | PAPI | **230 KT** | **DEDEE** LT | MIM **2500′** MAX **4300′**

STRAIGHT-IN LANDING RWY **07L**
RNP 0.30
Missed apch climb gradient mim 5.7% up to 4500′
DA(H) **420′** (398′)

ALS out

PANS OPS

A	2400m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-22)

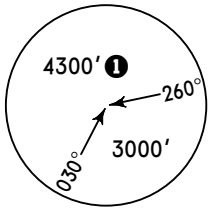
HONG KONG, PR OF CHINA RNAV (RNP) Z Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	074°	VH721 1600′ (1573′)	430′ (403′)	Rwy 27′

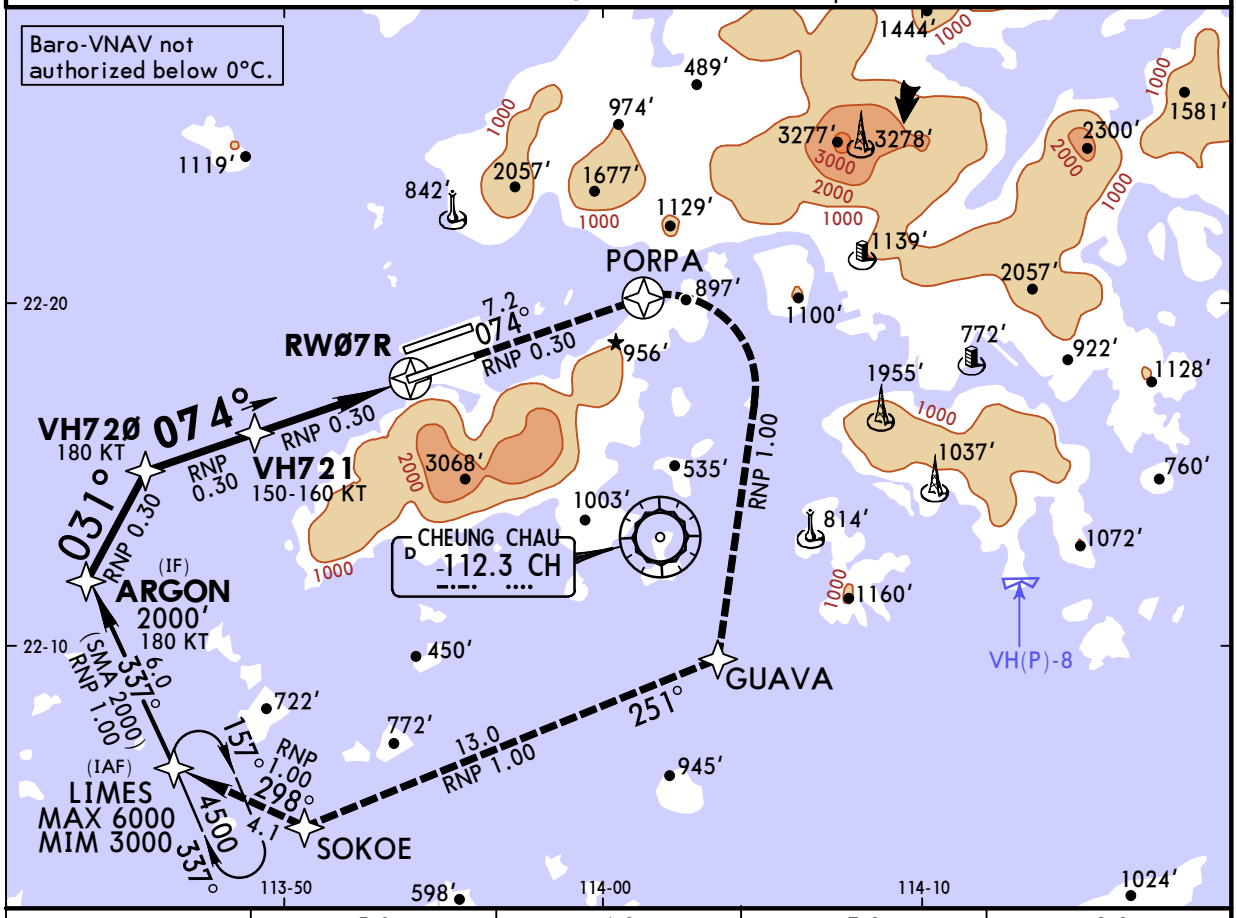
MISSED APCH: Climb to 5000′. Proceed to PORPA, then turn RIGHT direct to GUAVA. Then to SOKOE and LIMES or as directed.
210 KT until track to GUAVA.



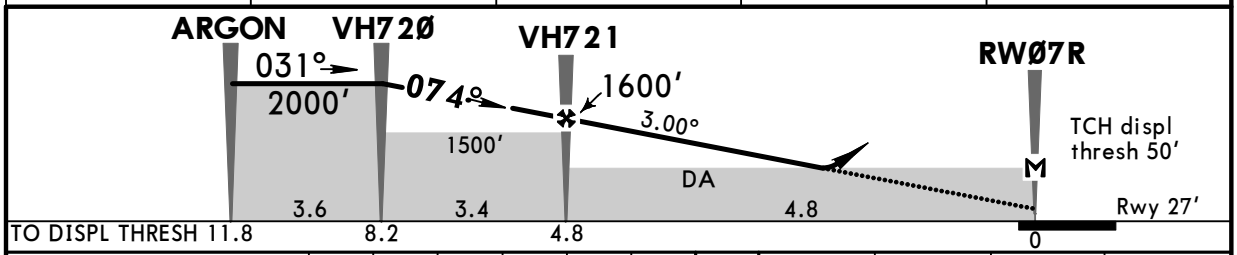
1 MSA CH VOR within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside VH720.



DIST TO RWØ7R	5.0	4.0	3.0	2.0
ALTITUDE	1670′	1350′	1030′	710′



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

ALSF-II PAPI PAPI **210 KT** **PORPA** **GUAVA** RT

STRAIGHT-IN LANDING RWY **07R**
RNP 0.30

DA(H) **430′** (403′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-23)

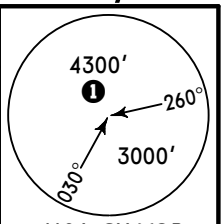
HONG KONG, PR OF CHINA RNAV (RNP) Y Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	074°	VH717 1100′ (1073′)	430′ (403′)	Rwy 27′

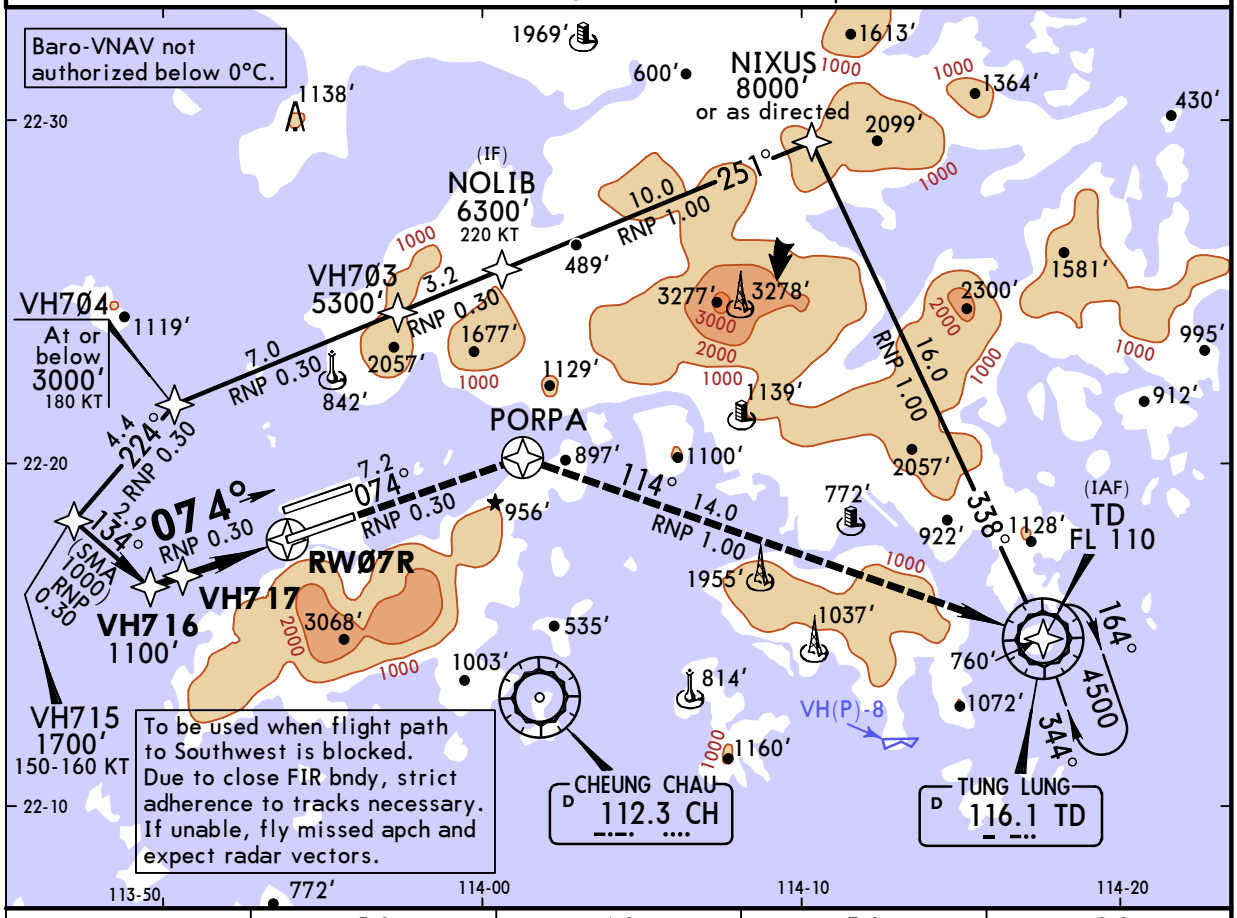
MISSED APCH: Climb to 5000′ via PORPA to TD VOR, or as directed.
220 KT.



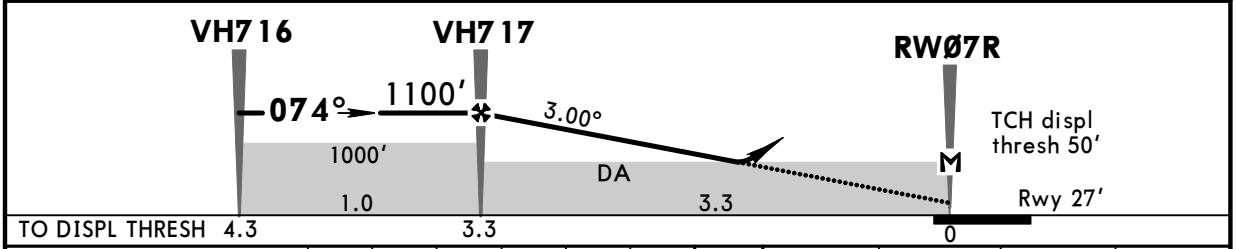
MSA CH VOR
1 within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside NOLIB.



DIST TO RW07R	5.0	4.0	3.0	2.0
ALTITUDE	1670′	1350′	1030′	710′



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

ALSF-II | PAPI | PAPI | 220 KT | 5000′ | PORPA

STRAIGHT-IN LANDING RWY **07R**

RNP 0.30

DA(H) **430′** (403′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-24)

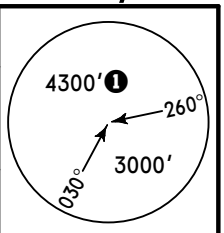
HONG KONG, PR OF CHINA RNAV (RNP) Z Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	VH545 1400′ (1373′)	500′ (473′)	Rwy 27′

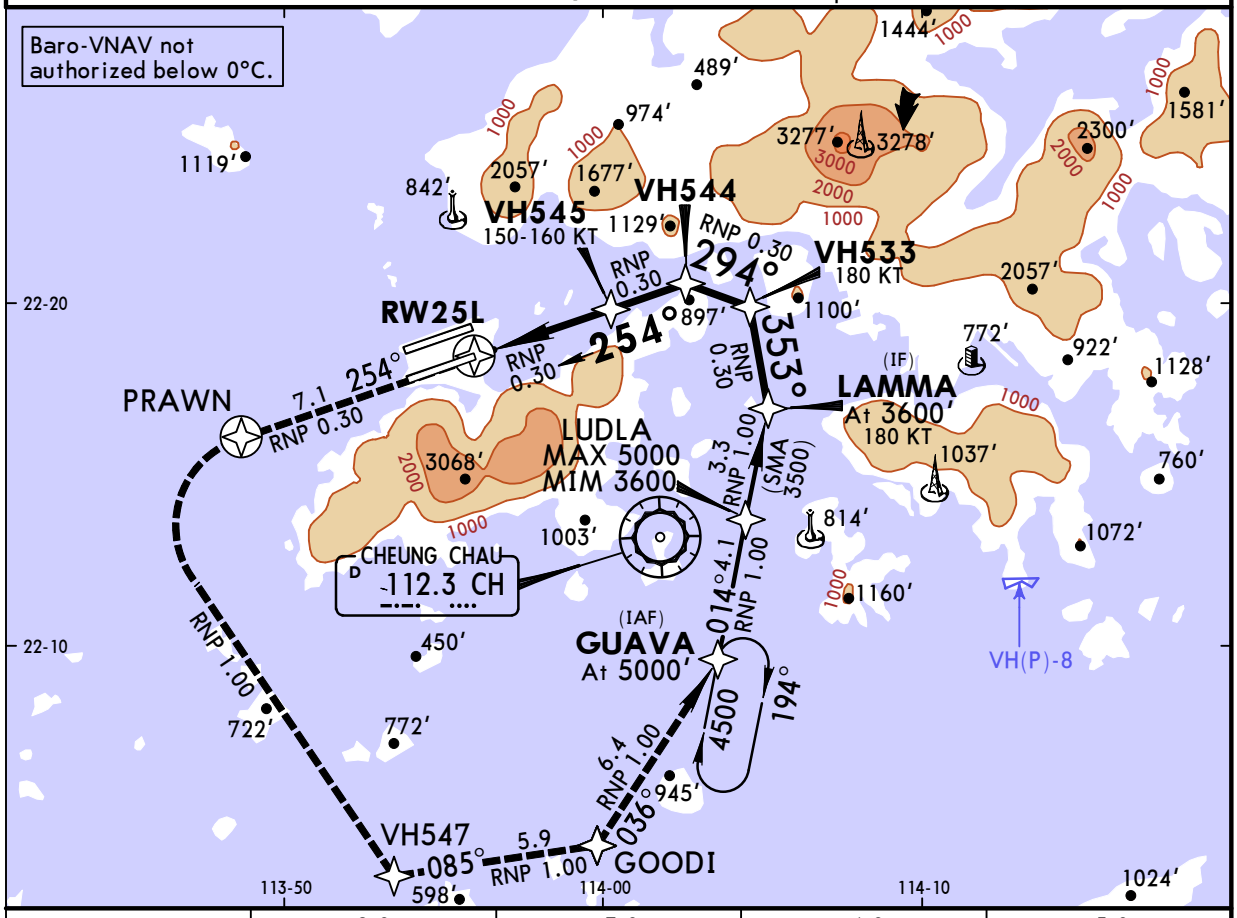
MISSED APCH: Climb to 5000′. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GUAVA or as directed.
185 KT until track to VH547.



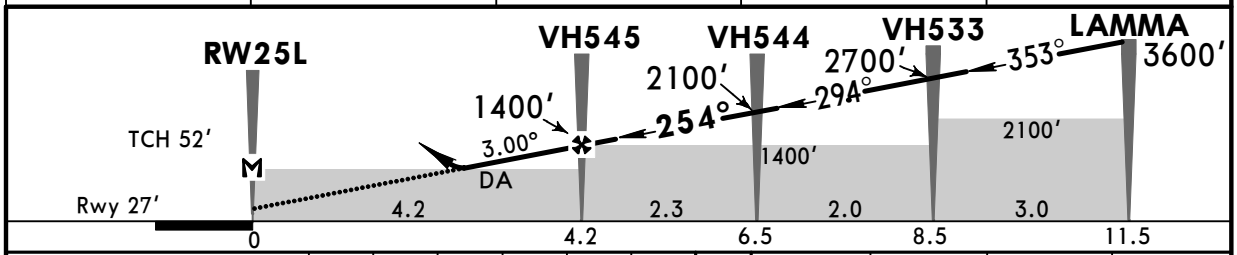
1 MSA CH VOR within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside GUAVA.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1670′



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

ALSF-II PAPI PAPI | 185 KT | PRAWN | VH547 LT

STRAIGHT-IN LANDING RWY 25L
RNP 0.30

DA(H) 500′ (473′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-25)

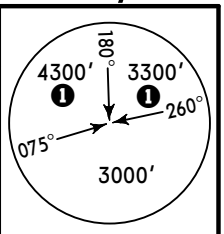
HONG KONG, PR OF CHINA RNAV (RNP) Y Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	VH545 1400′ (1373′)	500′ (473′)	Rwy 27′

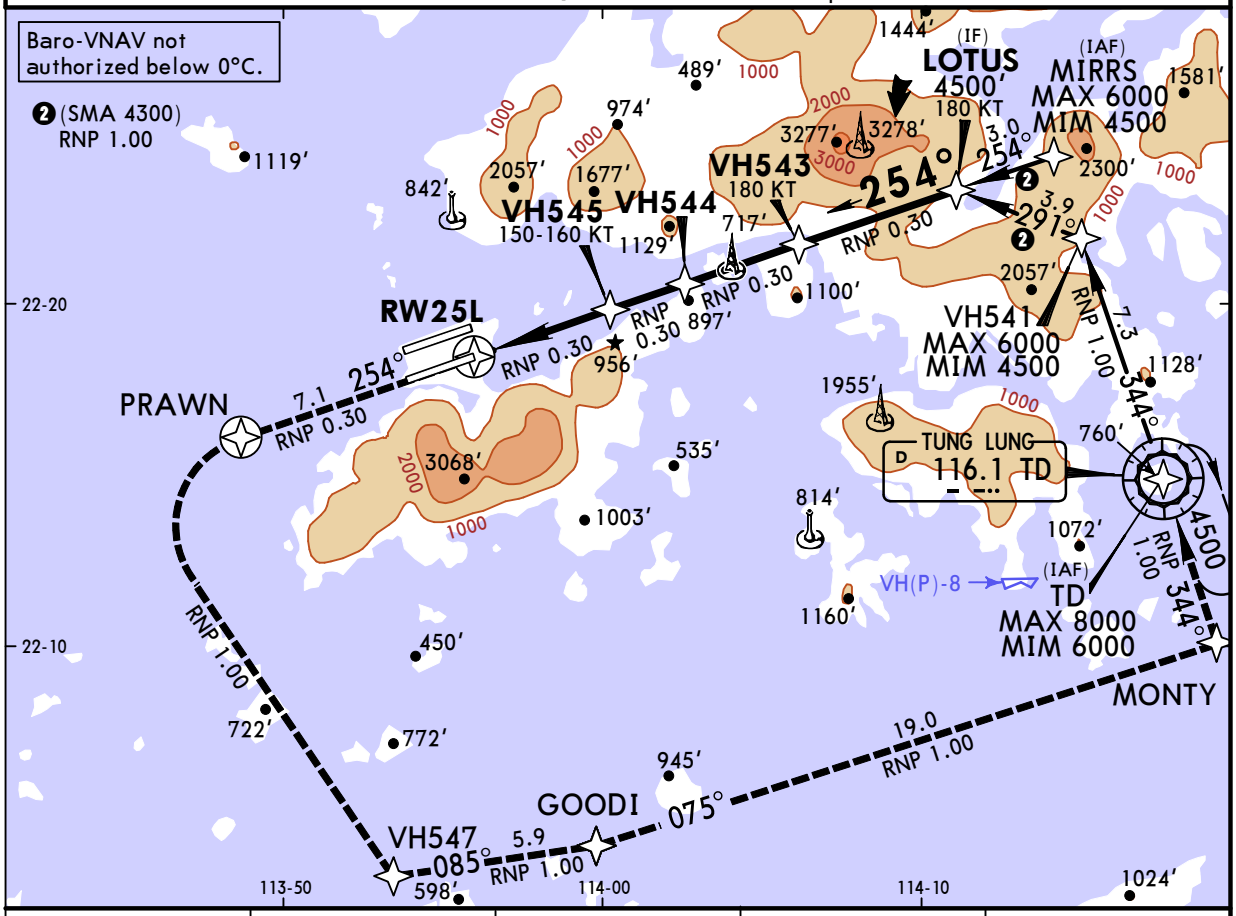
MISSED APCH: Climb to 5000′. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to MONTY, then TD VOR or as directed.
185 KT until track to VH547.



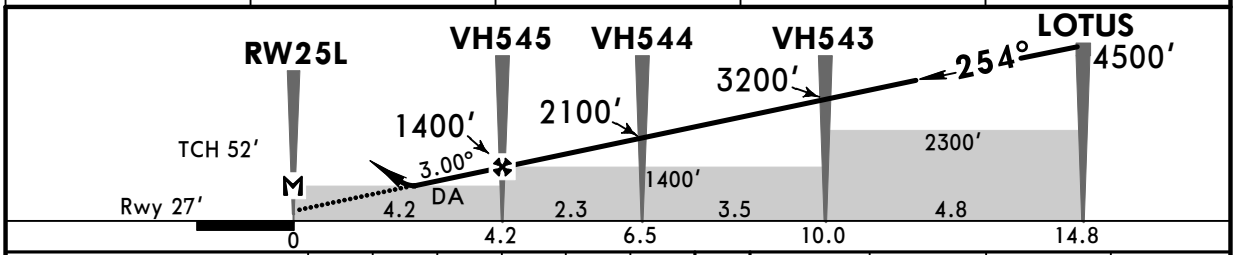
MSA TD VOR
❶ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside LOTUS.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1670′



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

ALSF-II PAPI PAPI | 185 KT | PRAWN | VH547 LT

STRAIGHT-IN LANDING RWY **25L**
RNP 0.30

DA(H) **500′** (473′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

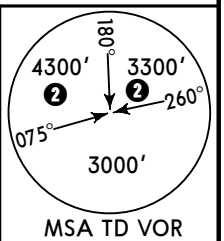
JEPPESEN 22 DEC 17 Eff 4 Jan (12-26)

HONG KONG, PR OF CHINA
❶ RNAV (RNP) Z Rwy 25R

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	**VH514** **2000′** (1978′)	**500′** (478′)	Rwy 22′

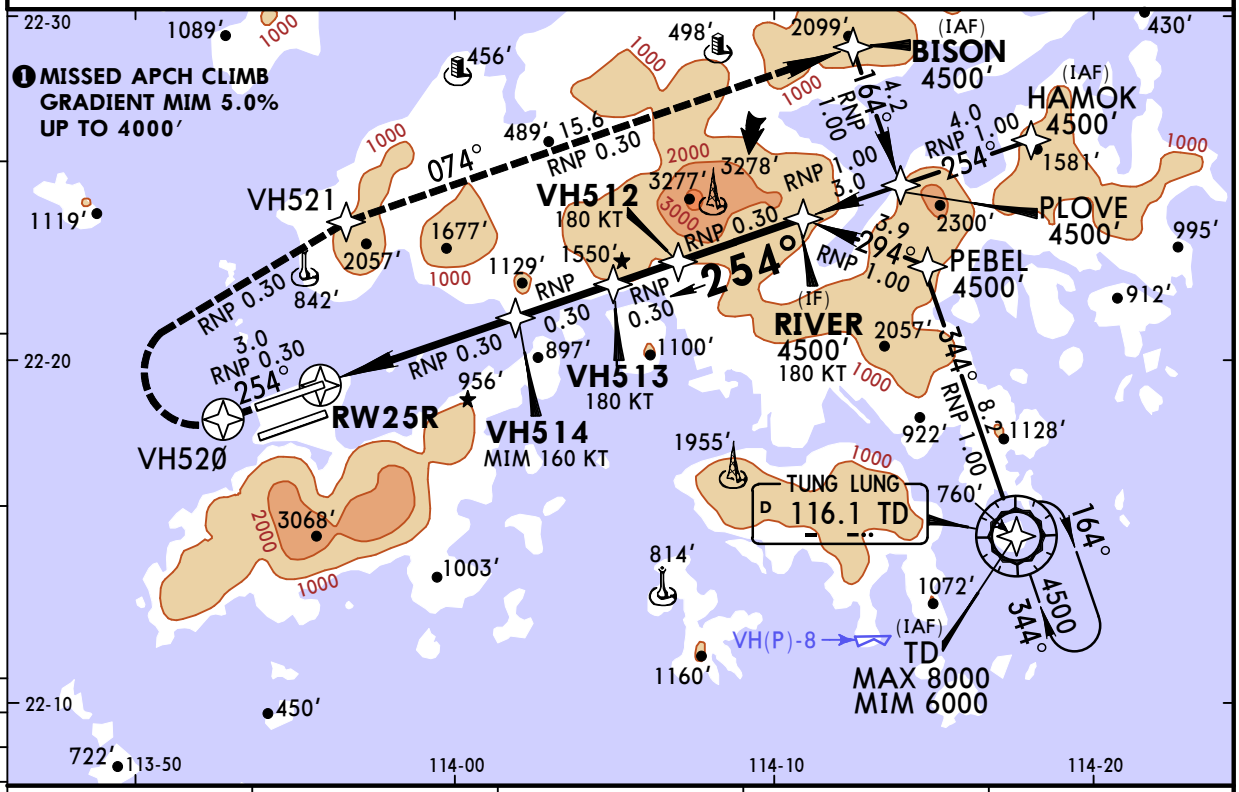


MSA TD VOR
❷ within Hong Kong FIR

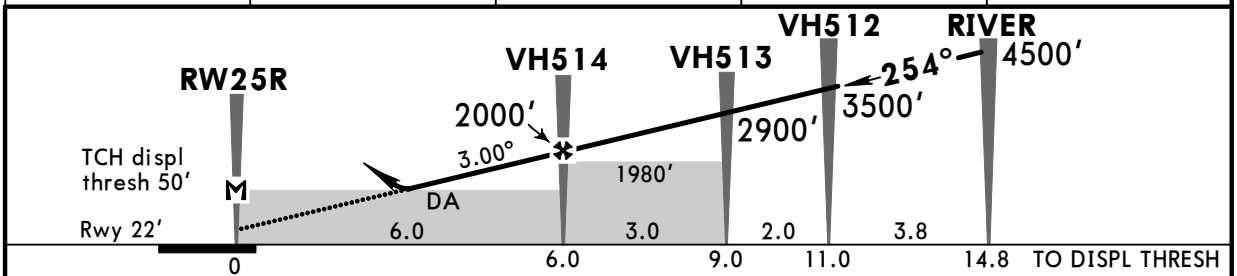
MISSED APCH: Climb initially to 4000′. Proceed to VH52Ø, then turn RIGHT direct to VH521. Cross VH521 at 4000′ and climb to reach BISON at 5000′.
185 KT until VH521, then 220 KT until BISON.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside RIVER. 3. Baro-VNAV not authorized below 0°C.



DIST TO RW25R	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1660′



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

ALSF-II PAPI | **185 KT** | **VH52Ø** | **VH521** RT

STRAIGHT-IN LANDING RWY **25R**
RNP 0.30
Missed apch climb gradient mim 5.0% up to 4000′

DA(H) **500′** (478′)

ALS out

PANS OPS

A	
B	
C	2400m
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-27)

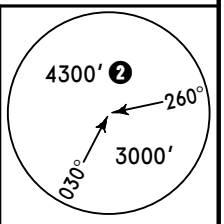
HONG KONG, PR OF CHINA
❶ RNAV (RNP) X Rwy 25R

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	**VH535** **1300′** (1278′)	**500′** (478′)	Rwy 22′

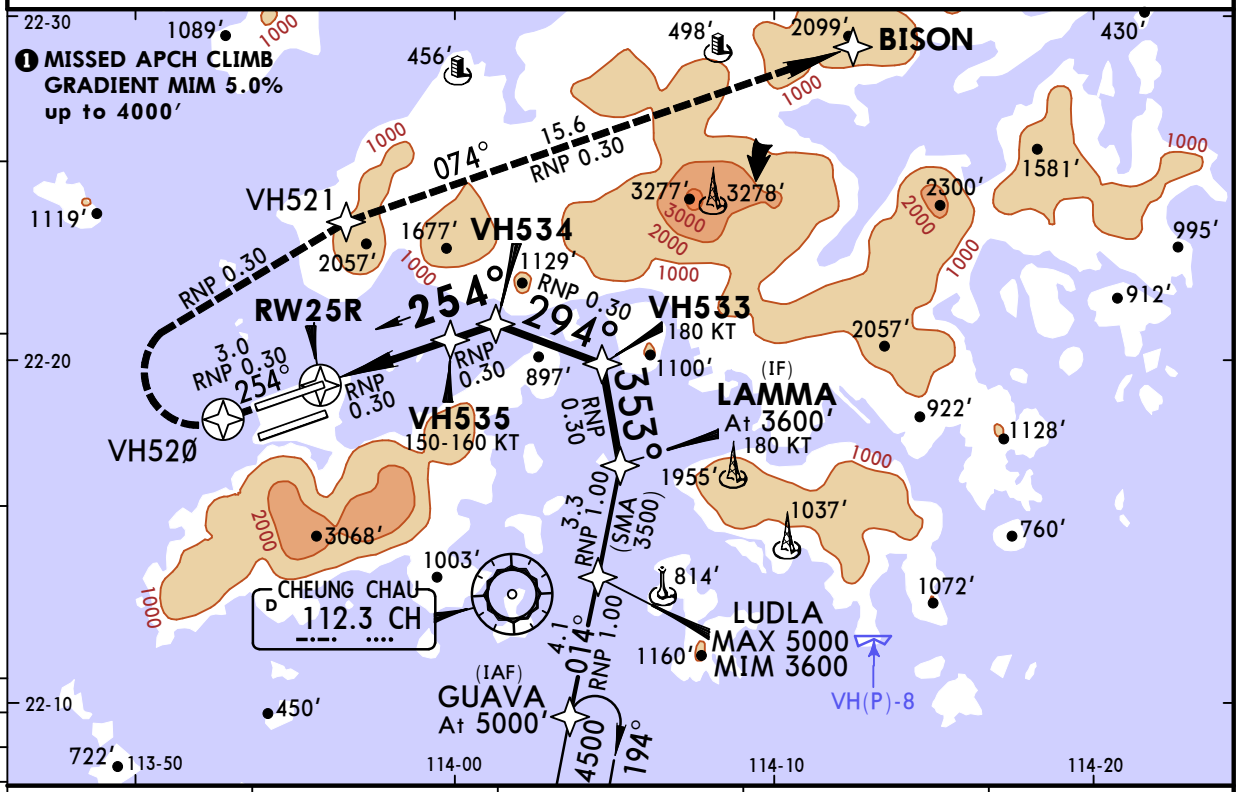
MISSED APCH: Climb initially to 4000′. Proceed to VH52Ø, then turn RIGHT direct to VH521. Cross VH521 at 4000′ and climb to reach BISON at 5000′.
185 KT until VH521, then 220 KT until BISON.



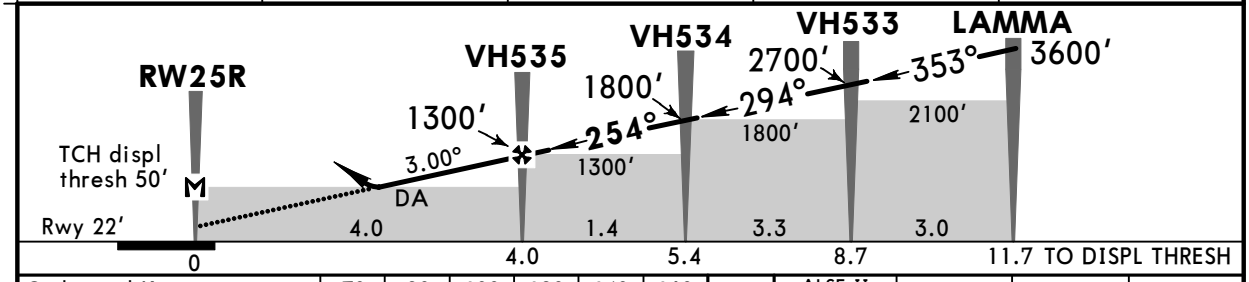
❷ MSA CH VOR within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside GUAVA. 3. Baro-VNAV not authorized below 0°C.



DIST TO RW25R	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1660′



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

ALSF-II PAPI **185 KT** **VH52Ø** **VH521** RT

STRAIGHT-IN LANDING RWY **25R**
RNP 0.30
Missed apch climb gradient mim 5.0% up to 4000′

DA(H) **500′** (478′)

ALS out

PANS OPS

A	2400m
B	
C	
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (13-1) Eff 4 Jan
VOR Rwy 07L

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

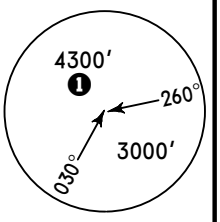
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 28′
SMT 114.8	074°	D11.0 SMT 2000′ (1972′)	Refer to Minimums	

MISSED APCH: Climb to 5000′ on R-254 inbound to SMT VOR. Proceed on R-048 SMT (w/o TD VOR: and expect radar vectors.). At D10.0 SMT turn RIGHT onto R-334 inbound to TD VOR. Proceed on R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed. MAX 220 KT until established on R-334 TD inbound.

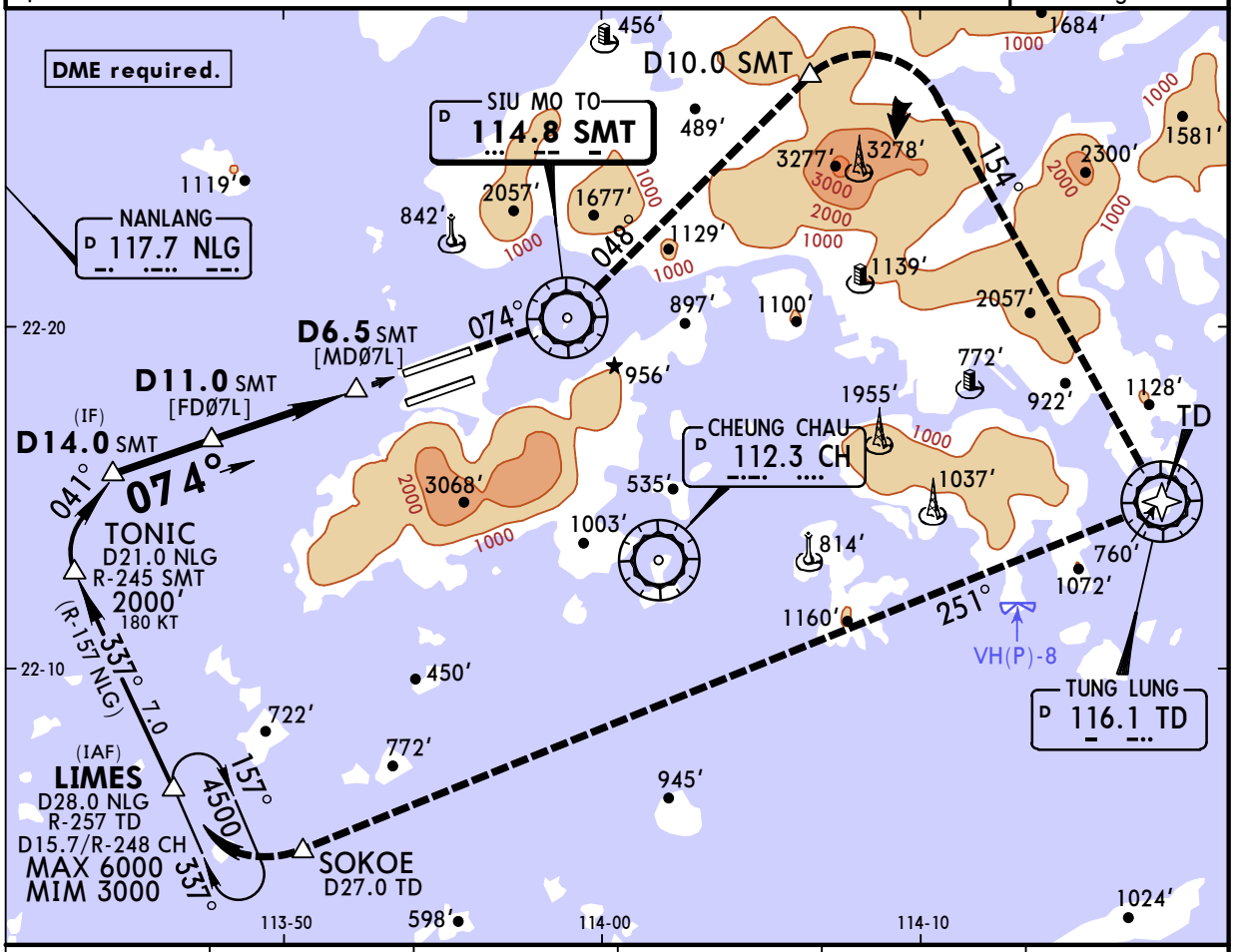
Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120

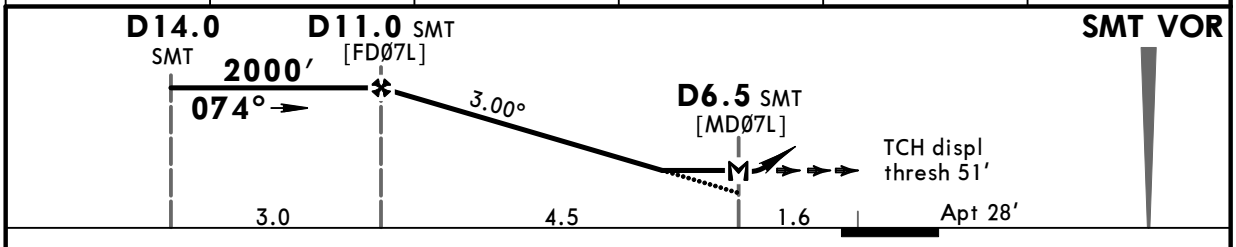
Trans alt: 9000′



MSA
CH VOR
1 within Hong Kong FIR



SMT DME	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2000′	1680′	1360′	1040′	720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D6.5 SMT							

ALSF-II
PAPI

220 KT MAX

SMT 114.8

PANS OPS

STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.7% 1		Missed apch climb gradient mim 2.5%			
MDA(H) 580′ (552′)		MDA(H) 1340′ (1312′)			
	ALS out		ALS out		
A	2800m	2800m	3000m	A	PROHIBITED
B				B	
C		4000m	4800m	C	
D				D	

1 Climb gradient up to 4500′.

CHANGES: Bearings.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (13-2) Eff 4 Jan
VOR Rwy 25R

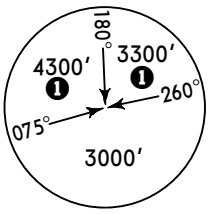
BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

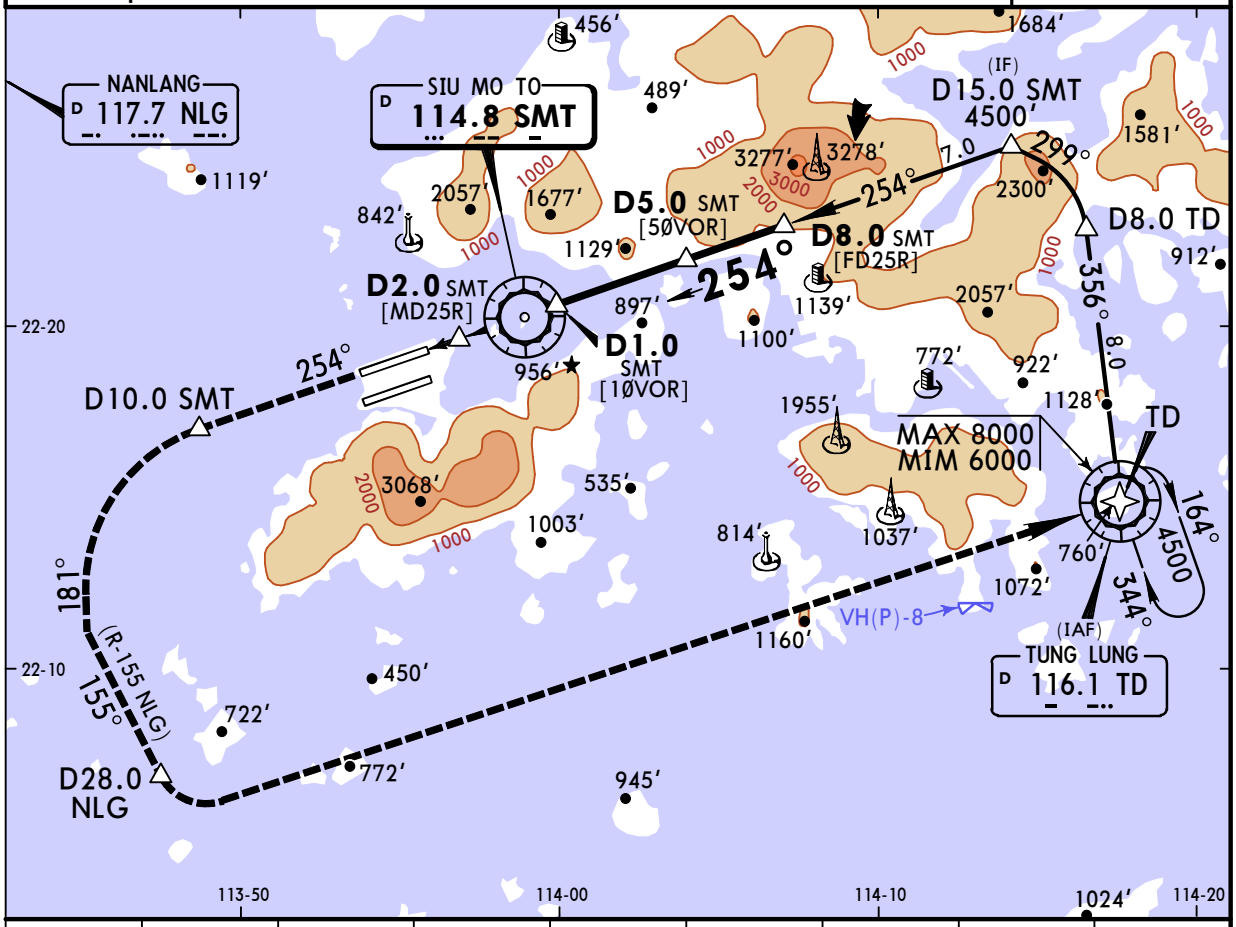
VOR	Final Apch Crs	Minimum Alt	MDA(H)	
SMT		D8.0 SMT		Apt Elev 28′
114.8	254°	4000′ (3972′)	500′ (472′)	

MISSED APCH: Climb on R-254 to 3000′. At D10.0 SMT turn LEFT onto 181° to intercept R-155 NLG, then climb to 5000′. At D28.0 NLG turn LEFT direct to TD VOR and hold, or as directed. MAX 230 KT until on R-155 NLG. When NLG VOR not available, climb on R-254 SMT to 3000′. At D10.0 SMT turn LEFT onto 181° and climb to 5000′. Expect radar vectors to TD VOR.

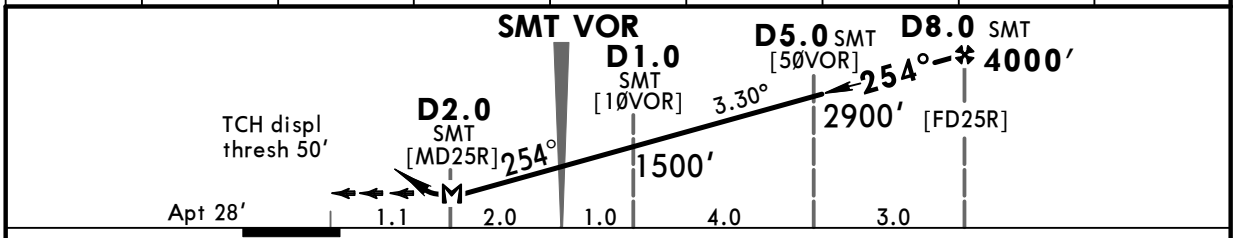
Alt Set: hPa
Apt Elev: 1 hPa
Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
Trans alt: 9000′
1. **DME required.** 2. **SPEED CTL:** Cross D12.0 SMT at 180 KT and D5.0 SMT at 160 KT.



MSA
TD VOR
❶ within Hong Kong FIR



SMT DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1150′	1500′	1850′	2200′	2550′	2900′	3260′	3630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at D2.0 SMT after VOR							

ALSF-II
PAPI

230 KT MAX

3000′ on SMT 114.8 R-254

STRAIGHT-IN LANDING RWY **25R**

MDA(H) **500′ (472′)**

ALS out

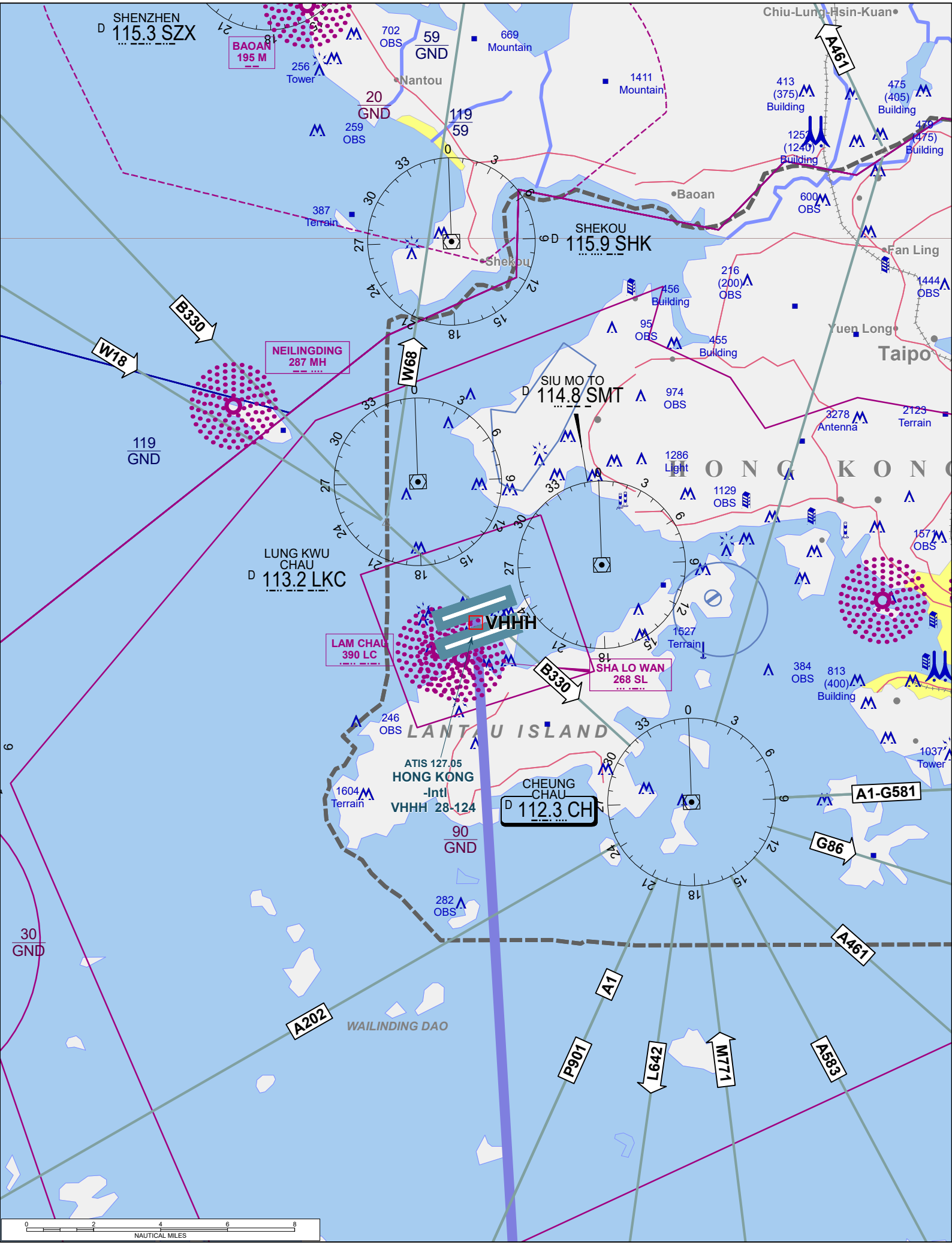
CIRCLE-TO-LAND

PANS OPS

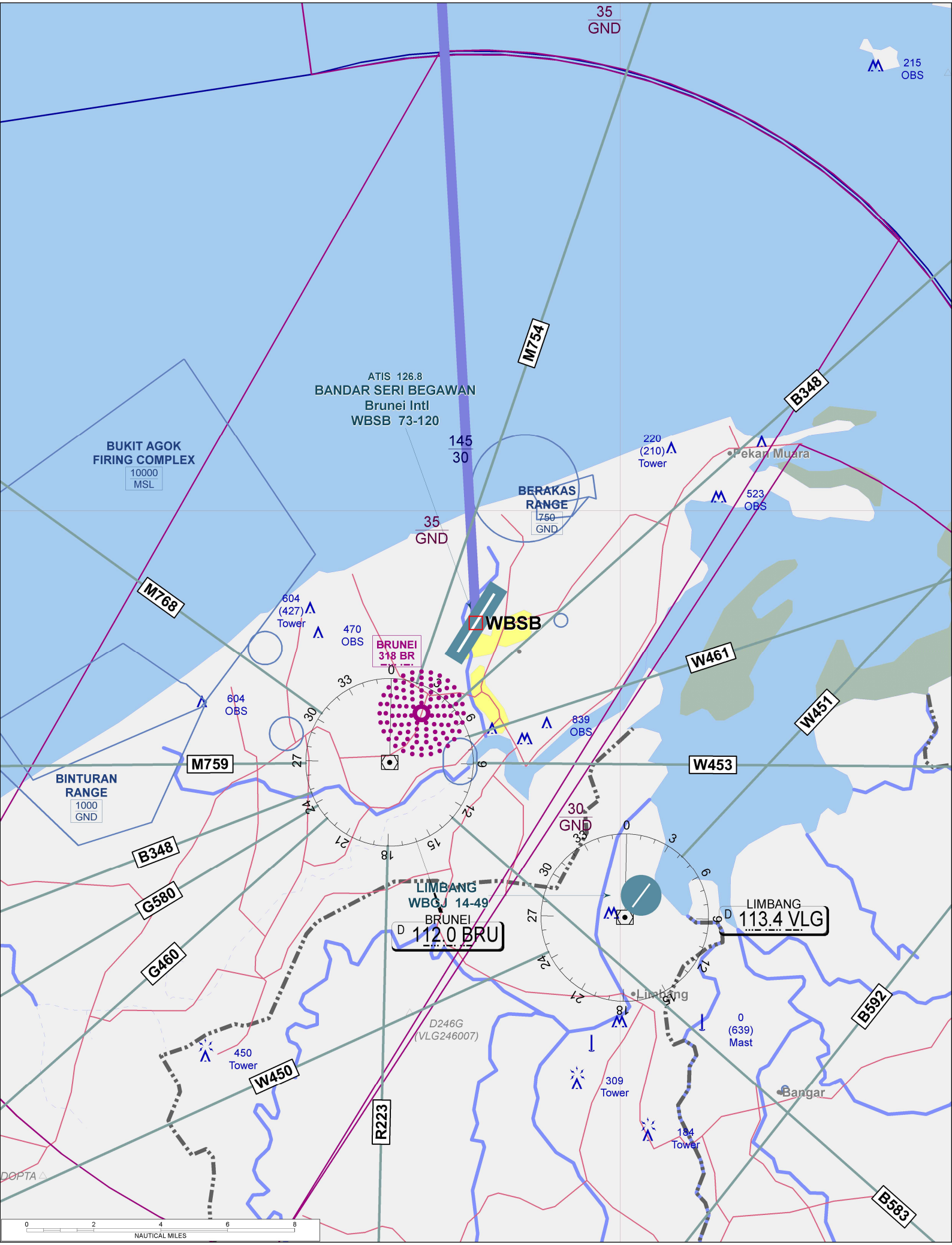
A	2400m	A	PROHIBITED
B		B	
C		C	
D		D	

CHANGES: Bearings. Minimums.

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 128.2
D-ATIS Departure 127.05

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

1.2.1.1. PREFERENTIAL USE OF RWYS 07L/R

As a noise mitigating measure between 0001-0700LT, RWYs 07L/R will be selected as the RWY direction-in-use when the tailwind component is not greater than 5KT.

During this period, RWYs 25L/R may be used if operationally required, e.g. unser-viceability of navigation aids, adverse weather conditions, ACFT performance, traffic situations etc. Pilots can request to use another RWY if they have safety concerns about using a RWY with a tailwind component.

1.2.2. RUN-UP TESTS

Engine run-ups are subject to the following conditions:

- An engine ground run is defined as any engine start-up not associated with a planned ACFT departure.
- Engine ground runs at ground idle power of not more than two engines at a time and for a duration not exceeding ten minutes may be carried out on the Passenger Apron or Cargo Apron.
- Engine runs above ground idle power shall be carried out in the run-up facility and engine ground runs at idle power for a duration in excess of ten minutes shall only be carried out in approved locations.
- All engine ground runs must be fully supervised by ground staff.
- Maintenance or test running of jet engines not mounted on an ACFT is prohibited unless performed in a test cell of adequate design.

Engine Ground Run Procedures

Initial request for a ground engine run should be made to the APT Authority Apron Control Centre (Tel. No.: 2910 1112). The airline, ACFT maintenance agent engineer or mechanic in charge of the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, ACFT, vehicles and equipment in the vicinity are adopted.

When ready to conduct the engine run, the pilot or authorized engineer shall obtain start-up clearance from Apron Control on 121.77 and a listening watch shall be maintained on the frequency throughout the engine run. The ACFT anti-collision beacons must be activated for the entire duration of the ground engine run and Apron Control should be advised on its completion. The ground crew in charge must maintain communication with cockpit personnel and be able to stop the engine run immediately if directed.

1.3. IN CASE OF UNSERVICABILITY OF ACFT OR GROUND EQUIPMENT

1.3.1. ARRIVALS

Inform ATC if unable to comply with STAR and request RADAR assistance.

1.3.2. DEPARTURES

In case of ACFT equipment u/s, request ATC assistance.

In case of ground equipment u/s, ATC will provide an alternative departure clearance or assist by vectoring.

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1. GENERAL

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

Low Visibility Procedures are established for operations in a visibility of less than RVR 550m or a cloudbase of less than 200ft.

Special procedures and safeguards will be applied during CAT II/III operations to protect ACFT operating in low visibility and to avoid interference to the ILS signals.

Pilots shall be informed when:

- Meteorological reports preclude ILS CAT I operations;
- Low Visibility Procedures are in operation;
- There is any unserviceability in a promulgated facility so that they may amend their minima.

Pilots who wish to carry out an ILS CAT III approach shall inform Approach Control on initial contact. Pilots may carry out a practice ILS CAT II/III approach at any time, but the full safeguarding procedures will not be applied and pilots should anticipate the possibility of ILS signal interference.

1.4.2. ARRIVAL

All RWY exit TWYs are available.

All RWY exits have TWY centerline lead-off lights that are colour coded (green/yellow) to indicate that portion of the TWY that is within the ILS sensitive area. Pilots are to delay the 'RWY vacated' call until the ACFT has completely vacated the ILS sensitive area and passed the end of the colour coded TWY centerline lights.

1.4.3. DEPARTURE

ACFT shall normally only enter:

- RWY 07L via TWYs A1 or A2;
- RWY 07R via TWYs J1, J2 or K1;
- RWY 25L via TWYs J10, J11 or K7;
- RWY 25R via TWYs A11 or A12.

Holding positions on TWYs A1, A2, J1, J2, J10 and J11 are CAT I/II holding positions.

Separate CAT II holding positions are provided on TWYs K1, K7 and K.

Holding positions on TWYs A11 and A12 are CAT I/II/III holding positions.

1.5. USE OF MODE S TRANSPONDER AFTER LANDING

ACFT equipped with a 'weight on wheel' switch must continue to have its transponder operating on "AUTO" or "XPNDR" until fully parked at a stand.

1.6. RUNWAY OPERATIONS

The north RWY, RWY 07L/25R, is the normal arrival RWY.

The south RWY, RWY 07R/25L, is the normal departure RWY.

1.7. TAXI PROCEDURES

Taxi with extreme CAUTION and MIM required engines power only.

TWY T available for ACFT with wingspan less than 262'/80m.

TWYs U, U1, U2 and U3 available for ACFT with wingspan less than 213'/65m.

1.8. PARKING INFORMATION

1.8.1. GENERAL

All parking stands on the passenger apron are equipped with an automated docking guidance system for the centerline parking position.

At West Cargo Apron (stands X451 thru X459) all stands except X459 are equipped with docking guidance system.

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3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

To comply with speed requirements at PORPA (RWY 07R), ROVER (RWY 07L), or PRAWN (RWY 25L/R) it is recommended to use NADP 2 or the manufacturer's recommended procedure.

If unable to comply with SID speed requirements inform ATC prior entering the RWY.

RWY 07L/07R

In order to minimize noise on the ground and to ensure safety of flight operations all operators are to adopt either NADP 1 or NADP 2 procedures for all take-offs.

3.2.2. NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

3.2.2.1. NOISE MITIGATING SIDS RWYS 07L/R

As a noise mitigating measure between 2301-0700LT, all departures from RWYs 07L/R eastbound (e.g. via ELATO), northbound (e.g. via BEKOL) or southeast bound (e.g. via NOMAN) may expect the appropriate ATENA, LOGAN, RASSE or SKATE SID routing via RAMEN. These noise mitigating SIDs route over the West Lamma Channel and avoid overflight of densely populated areas.

Pilots flying with on-board FMS/RNAV equipment are reminded that the significant points PORPA and ROVER are 'fly-over' positions. To ensure clearance from terrain, the initial RIGHT turn to RAMEN must not be commenced until passing PORPA or ROVER.

3.2.2.2. SPECIAL ATC HANDLING PROCEDURES FOR RWYS 25L/R DEPARTURES

As a noise mitigating measure between 2301- 0700LT, departures from RWYs 25L/R may expect to remain on the appropriate SID track until passing 9000' or until they are south of Lantau Island, before being provided with radar vectors, as appropriate.

3.3. RWY OPERATIONS

3.3.1. RWY UTILISATION

When instructed to enter the RWY, pilots should commence the manoeuvre without delay.

Pilots should commence take-off roll as soon as take-off clearance is issued by ATC.

To enable efficient handling of departures, all RWYs have a pair of lead-on TWYs at the beginning of the RWY. For application of wake turbulence longitudinal separation, ATC considers ACFT using these two TWYs as departing from a similar position.

RWY	Pair of TWYs	Distance between TWY Lead-on Guidelines at the RWY Centerline
07L	A1 and A2	99m
25R	A11 and A12	99m
07R	J1 and J2	80m
25L	J10 and J11	99m

To provide an expeditious departure sequence, ATC may request a flight to depart from an intersection TWY with a reduced RWY length. In this case and when applicable, the intermediate (intersection) departure wake turbulence longitudinal separation shall be applied.

If a pilot is unable to accept the standard spacing, they must inform ATC prior to entering the RWY.

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3. DEPARTURE

3.4. OTHER INFORMATION

3.4.1. GENERAL

Due to the proximity of the FIR boundary to the West, pilots departing RWY 25L or RWY 25R are advised to maintain a careful cross-check of ACFT position after passing PRAWN. In the event of any weather avoidance manoeuvre, permission must be obtained from ATC prior to making any turn away from the prescribed departure track.

3.4.2. DEPARTURE GROUND HOLDING PROCEDURE

When there is a shortage of vacant stands and a departure is subject to a take-off time delay in excess of 40 minutes, ACFT will be instructed to vacate parking stand and taxi to a location on TWY H between TWY G1 and TWY V or TWY N. Once at the holding location and upon ATC advice, pilots may shut down one or more engines at their discretion and expect engine start clearance approximately 10 minutes prior to their allocated take-off time. Up to 15 ACFT can be held on TWY H and a further 10 ACFT may be held on TWY N.

This procedure is not suitable for ACFT that require ground power for engine start or ACFT services. Pilots of such ACFT shall advise Delivery when Departure Ground Holding Procedure is in operation.

It is expected that holding will not be in excess of 1 hour (operators are advised to plan their fuel strategy accordingly).

Whenever Departure Ground Holding Procedure is implemented, it will be broadcast on Departure ATIS and Delivery will also broadcast the information regularly.

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1. GENERAL

1.8.2. FRONTAL PARKING STANDS

Frontal parking stands are those stands which are served by airbridges with direct access to the passenger terminal building. Frontal parking stands that can accommodate wide-body types of ACFT have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

Some frontal parking stands can also accommodate narrow-body types of ACFT at a separate parking bay location displaced 30'/9m to the RIGHT of the wide-body centerline and indicated by a dashed yellow guidance line. The narrow-body parking stand is referred to by a "R" suffix, e.g. S23R. The following parking stands can accommodate narrow-body types of ACFT:

- South Apron: E1R, E2R, E3R, S23R, S25R, S27R, S29R, S31R, S33R, S35R, S41R, S43R, S45R, S47R and S49R.
- North Apron: E16R, E17R, N22R, N24R, N26R, N28R, N30R, N32R, N34R, N60R, N62R, N64R, N66R, N68R and N70R
- West Apron: W40R, W42R, W44R, W46R, W48R, W61R, W63R, W65R, W67R, W69R and W71R.

1.8.3. REMOTE PARKING STANDS

1.8.3.1. GENERAL

All remote parking stands except W126, and V131-V135 on the passenger apron are equipped with the docking system to the centreline parking position.

1.8.3.2. NORTH/SOUTH APRON

All remote parking stands on the North and South aprons have continuous yellow nosewheel guidance lines.

1.8.3.3. WEST APRON

The remote parking stands on the West apron are configured to accommodate up to 5 wide-body type ACFT or up to 7 narrow-body type ACFT, or a combination of wide and narrow-body type ACFT.

The wide-body parking locations have continuous yellow nosewheel guidance lines to indicate the correct parking centerline.

The narrow-body parking locations are displaced to the LEFT and the RIGHT of the wide-body centerline and are indicated by dashed yellow nosewheel guidance lines. These narrow-body parking stands are referred to by a "L" or "R" suffix, e.g. W121L or W123R.

1.9. OTHER INFORMATION

1.9.1. AVAILABILITY OF RNP-1 & CONVENTIONAL (CONTINGENCY) SID/STARS

Conventional SID/STARs are withdrawn from routine use; approval to operate at VHHH will NOT be granted to non-RNP 1 operators.

RNP 1 operational approval or compliance documentation shall be readily available for inspections.

Exempted from RNP 1 requirement and approved for conventional SID/STARs are

- Humanitarian or SAR flights;
- State ACFT;
- Flight check;
- Maintenance or delivery flights;
- Air tests (e.g. post maintenance);
- Flights with specific prior approval by Director-General of Civil Aviation;
- Flights with failure or degradation of RNP 1 system before departure.

In case of failure of RNP 1 when airborne and dependent upon the system failure or degradation reported to ATC, continued operation with current clearance may be possible. If not, ATC assistance would be provided as necessary.

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1. GENERAL

1.9.2. LOCAL WIND EFFECTS

1.9.2.1. GENERAL WARNING

Due to the proximity of the hilly terrain of Lantau Island to the South and East of APT, significant low-level wind shear and moderate to severe turbulence can be expected along the approaches to and departures from both RWYs when winds blow off these hills, i.e. from East through Southwest at about 15 KT or more. As the hills to the North are further away, they play a less significant role, but nonetheless can create local wind effects when strong winds blow off these hills, i.e. from Northwest through Northeast, at about 20 KT or more.

The terrain-induced wind disturbances from nearby hills can be very small scale, sporadic and transient in nature. Whilst these wind disturbances may be small in physical dimension and correspond to only several seconds of flight time, significant headwind changes (i.e. RWY-orientated wind speed losses and/or gains being 15 KT or greater), can be expected as the ACFT flies through them. The sporadic and transient nature of the terrain-induced wind disturbances results in some ACFT experiencing wind shear and/or turbulence, whilst others do not, even though the broad meteorological conditions are the same. Successive ACFT which experience wind shear and/or turbulence may also encounter a different sequence of events.

Surface winds at the APT are generally not good indicators of the wind that may be experienced during the final phase of the approach. Winds at approximately 2000 ft may be a better representation of the prevailing wind conditions in the region.

Generally, mean wind speed should decrease towards lower altitudes but isolated strong gusts may be expected. Wind direction would also change with altitude due to blocking of the general wind flow by nearby hills or in the presence of low-level temperature inversion which occurs mostly in the cool season (about half of the time or more from November to April). It is possible for the magnitude of wind shear and turbulence to increase towards final approach, resulting in deteriorating rather than improving conditions prior to touchdown.

1.9.2.2. EASTERLY THROUGH SOUTHWESTERLY WINDS

When prevailing winds are from the East through Southwest and with a speed in excess of 15 KT, significant wind shear and moderate turbulence can be expected on the approaches to or on departure from both RWYs. Larger magnitude of wind shear and turbulence is possible when the wind speed is in excess of 30 KT. Because of the closeness to the hills of Lantau, the wind shear and turbulence are more significant over the southern RWY (RWY 07R/25L).

Low-level wind shear and turbulence are expected to be more significant when the wind is from the direction 130° - 210°, especially in the presence of low-level temperature inversion or when the wind speed is more than 30 KT.

1.9.2.3. NORTHWESTERLY THROUGH NORTHEASTERLY WINDS

Significant low-level wind shear and moderate turbulence can be expected when wind speeds exceed 20 KT, especially for approaches to RWY 25L/R and along the departure and missed approach corridors from RWY 07L/R as these approach/departure corridors are closer to the hills to the North as compared with approaches to RWY 07L/R. Larger magnitude of wind shear and turbulence over these approach and departure corridors is possible if the wind speed exceeds 30 KT, especially in the vicinity of "LOTUS".

1.9.2.4. LAND-SEA BREEZE

Land-sea breeze is not a strong wind phenomenon but it can create a complex wind field in the vicinity of the APT and it can cause a significant change in wind direction within a distance of a few kilometers along the approach/departure areas. If the sea breeze opposes the prevailing wind flow, it can result in significant wind shear even if fine weather conditions.

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1. GENERAL

1.9.2.5. LOW-LEVEL JET IN COOL SEASON

During a surge of the winter monsoon, strong low-level jets of northeasterly wind with speeds up to 50 KT occasionally affect the APT. Under such circumstances significant wind shear along the departure corridors of RWY 07L/R can be expected.

1.9.2.6. LOW-LEVEL WIND EFFECTS

Pilots should be aware of building-induced turbulence and wind shear effects when landing at following conditions:

- RWY 07R at strong northwesterly/northerly winds with a background speed of about 15 KT or more;
- RWY 25L at strong northwesterly/northerly winds;
- RWY 25R at strong southwesterly/southerly/southeasterly winds.

1.9.3. WIND SHEAR AND TURBULENCE WARNING SYSTEM (WTWS)

1.9.3.1. MICROBURST/WIND SHEAR ALERTS

The Microburst or Wind Shear Alert passed by ATC includes the type of alert (i.e. microburst or wind shear), the magnitude of the RWY-orientated wind speed difference and the location (final approach, departure or RWY area as appropriate).

When more than one occurence of wind shear is detected for a particular RWY corridor, WTWS provides a consolidated Microburst or Wind Shear Alert for that particular RWY corridor based on a priority system which takes into consideration the severity of the alerts and the confidence level of the different data sources which generate the alerts.

E.g., if a microburst with an intensity of minus 30 KT and a wind shear with an intensity of plus 15 KT are detected, only a Microburst Alert will be issued.

Gain and loss events can co-exist within the same RWY corridor, particularly for terrain-induced wind shear. The WTWS is designed to assign a higher priority to a Wind Shear Alert of wind loss compared to a Wind Shear Alert of wind gain. If the former is issued, pilots are reminded that they may still encounter wind gain events.

1.9.3.2. TURBULENCE ALERTS

The Turbulence Alert passed by ATC includes the intensity and type of alert (i.e. moderate or severe turbulence), and the location (final approach, departure or RWY area as appropriate).

1.9.3.3. MICROBURST/WIND SHEAR ALERT COMBINED WITH TURBULENCE ALERT

When a "Microburst Alert" or a "Wind Shear Alert" is given for a particular RWY and turbulence is also detected for that particular RWY, a "Turbulence Alert" will be passed by ATC together with the "Microburst Alert" or "Wind Shear Alert".

1.9.4. LIGHTNING WARNING SYSTEM

When the system predicts a strong probability of a lightning strike on the APT platform, APT authority will issue a Red Lightning Warning. When airlines and handling agents receive a Red Lightning Warning through SITA they should advise inbound flights of the warning.

If the period of the Red Lightning Warning is forecast to be prolonged, a message will be included on the ATIS broadcast advising of delays to parking and/or push-back.

Because ground crew operations are suspended, the wheels will not be chocked. APU should remain in operation. In the event of an inoperative APU, pilot shall keep one starboard engine running. ACFT unable to comply with this procedure should notify Ground Movement Control on initial contact.

Ground crews will not commence a push-back when a Red Lightning Warning is in force.

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1. GENERAL

1.10. LOW LEVEL TCAS ALERTS WITH HONG KONG CONTROL ZONE

IFR flights sometimes experience TCAS alerts, these may be caused by transponder-equipped VFR or Special VFR flights operating on low-level routes in the vicinity of APT.

Even though separation is provided, ATC will, under such circumstances, issue traffic information to the ACFT concerned whenever practicable so that pilots will be aware of the possible TCAS alerts.

1.11. TERRAIN CLEARANCE

Pilots should be aware that terrain clearance cannot be guaranteed for the mountainous environment if the published procedures are not properly followed. In addition, there is possibility of infringing other traffic in the vicinity. Therefore all SID, STAR and instrument approach procedures must be flown as published once assigned by ATC.

Immediately request ATC for navigation guidance and assistance when track keeping accuracy is in doubt.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1 NOISE MITIGATING MEASURES

The following procedures are implemented daily to reduce ACFT noise levels, when operating conditions permit. Noise mitigating procedures are not applicable to calibration flights.

2.1.1.1. CONTINUOUS DESCENT APPROACH (CDA) FOR RWYS 25L/R

As a noise mitigating measure between 2301-0700LT arrivals to RWYs 25L/R may expect an ILS/DME approach with a CDA procedure subject to the prevailing traffic situation.

- ACFT are expected to achieve a continuous descent profile from a distance of 32NM to touchdwon, approximating a 3° vertical profile from 8000' or higher to intercept the GS at or above 4500'.
- Subject to ATC clearance, low thrust settings and a relatively clean configuration should be maintained to minimize noise.
- If radar vectors are given, pilots can expect to intercept the LLZ outside of the FAF (LOTUS D15 IFL - RWY 25L, RIVER D15 ITFR - RWY 25R). The estimated track miles to touchdown will be passed with descent clearance and further distance information may be given as required.
- The recommended speed for the CDA intermediate approach segment is 210-230 KT; this should permit a relatively clean configuration for as long as practicable. The published speed restrictions for the final approach segment are applicable for the CDA procedure, 180 KT at FAF and between 150-160 KT at 4NM from touchdown.
- If ACFT cannot comply with the CDA procedures or speed limitations, the pilot should advise ATC in good time so that alternative arrangements can be made.

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2. ARRIVAL

2.2. CAT II/III OPERATIONS

RWYs 07L, 07R and 25L approved for CAT II, RWY 25R for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. RWY UTILISATION

Vacate RWY as quickly as practicable.

To facilitate minimum RWY occupancy time, each RWY has multiple rapid exit TWYs. Vacate via the first available rapid exit TWY commensurate with operational conditions, or as instructed.

ACFT vacating the RWY should not stop on the exit TWY until the entire ACFT has passed the RWY holding point.

2.3.2. REDUCED RWY SEPARATION MINIMUMS (RRSM)

RRSM may be applied between a departing ACFT and a succeeding landing ACFT or between two successive landing ACFT on the same RWY provided the following conditions exist:

- visibility of at least 5km;
- ceiling in the departure/missed approach area 3000' or more;
- during daylight hours from 30 minutes after local sunrise to 30 minutes before local sunset;
- the second ACFT will be able to see the first ACFT clearly and continuously until the first is clear of the RWY;
- no unfavorable surface wind conditions (including significant tailwind/turbulence or wind shear, etc.);
- braking action not adversely affected by water or other contaminants (i.e. RRSM will be suspended whenever the RWY is wet or there is pilot report of poor braking action).

When RRSM is applied, the successive landing ACFT may be given clearance to land before the first ACFT has cleared the RWY-in-use after landing or crossed the RWY end on departure provided there is reasonable assurance that the following separation distances will exist when the landing ACFT crosses the THR:

RWY 07L/25R

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2400m from THR (ABEAM TWY A8 for RWY 07L or TWY A5 for RWY 25R).

- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2400m from THR (ABEAM TWY A8 for RWY 07L or TWY A5 for RWY 25R), is in motion and will vacate the RWY without backtracking.

RWY 07R/25L

- Landing following departure:

  The departing ACFT is/will be airborne and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L).

- Landing following landing:

  The preceding ACFT has landed and has passed a point at least 2900m from THR (ABEAM TWY K6 for RWY 07R or TWY K2 for RWY 25L), is in motion and will vacate the RWY without backtracking.

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2. ARRIVAL

ATC will provide warning to the second ACFT when issuing the landing clearance in line with ICAO standard phraseology, e.g:

- (Callsign....), preceding B737 landing about to vacate the RWY, surface wind 090 degrees/11 KT, cleared to land.
- (Callsign....), departing A320 ahead about to rotate, surface wind 230 degrees/6 KT, cleared to land.

Pilots must notify ATC in advance if they anticipate not being able to comply with any of the above requirements.

2.4. OTHER INFORMATION

2.4.1. NOTIFICATION OF ARRIVAL DELAY AND DIVERSION PLANNING

A delay notification message will be included in the Arrival ATIS when the arrival delay is expected to exceed 30 minutes, e.g. "Expect 35 minutes holding due to traffic/extensive frontal weather conditions in the terminal area".

ATC will supplement this information as required on first contact on radiotelephony should there be a possibility of further delay, e.g. high rate of unsuccessful approaches, forecast weather deteriorations etc. to assist pilots to determine if they have sufficient holding fuel to continue or if a diversion is imminent.

Unless informed by the pilots, ATC will consider flights that decide to continue inbound to VHHH will have the required holding fuel to absorb the notified delay and will provide further updates to onward clearance times as needed. If further delay develops, pilots will be informed accordingly.

In the case of delay caused by extensive inclement weather conditions, operators should take into account that other APTs in the Pearl River Delta region would likely be affected by the same weather system and the possibility of using these APTs as alternates could be severely reduced.

2.4.2. ATC CLEARANCE FOR RNAV (RNP) APPROACH

Pilots, who are qualified and wish to fly the RNAV (RNP) approach, shall inform Hong Kong ATC of their intention on initial radio contact. The execution of the requested RNAV (RNP) approach procedure is subject to ATC concurrence, taking into account the prevailing traffic situation.

For RNAV (RNP) Z RWY 25L, pilots and airline operators shall expect that ATC concurrence would normally be granted during off-peak period, e.g. midnight or after, due to the complexities of this particular procedure induced to ATC operation.

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3. DEPARTURE

3.1. START-UP AND PUSH-BACK PROCEDURES

3.1.1. START-UP PROCEDURES

All ACFT other than helicopters and locally light ACFT shall obtain an ATC clearance prior to engine start. Pilots are to inform HONG KONG Ground/Delivery, as appropriate, of callsign, parking stand number/location, identifier of the latest ATIS received unless it has been included in the RCD (request for departure clearance down link) message via datalink, proposed flight level if it is different from the filed flight plan and when applicable, special requirements (e.g. request for another departure RWY or inability to comply with SID climb profile).

Additionally, departures for destinations in China routing via BEKOL shall contact Hong Kong Delivery 15 minutes before Estimated Off-Block Time (EOBT) to obtain advance notification of any flow control restriction that may affect the flight.

Approved ACFT planning to fly the Radius-to-Fix SID shall make request when obtaining ATC clearance, using recommended phraseology - "Request Radius-to-Fix SID". ACFT using PDC shall make such voice request prior to send - ing 'Request for Departure Clearance Downlink' (RCD) message.

A two-way Pre-Departure Clearance (PDC) data link service is available to approved operators. Pilots should send a RCD to ATC not more than 20 minutes prior to EOBT. If the CLD message is not received within 5 minutes or there is any problem with data link exchange, pilot shall inform HONG KONG Delivery.

Pilots not participating in the PDC service shall contact HONG KONG Delivery 5 minutes prior to start to put their ATC clearance on request. Upon receipt of the ATC clearance, the pilot shall read back the following information:

- Callsign, - Destination, - Route, - SID, - SSR code.

Pilots shall comply with instructions issued by HONG KONG Delivery regarding when to contact the relevant HONG KONG Ground frequency.

Once an ATC clearance has been received, unless there is a specific time restriction included in the clearance, any delay in being ready to push-back, start engines or taxi may result in the clearance being cancelled.

Reduced engine taxiing out is strictly prohibited. For departure ACFT, all engine starts must be completed before commencement of taxiing operations.

3.1.2. APT COLLABORATIVE DECISION-MAKING (A-CDM)

- Pilots should follow A-CDM procedures and share real-time information through A-CDM platform.
- Detailed A-CDM guidelines can be downloaded from
  https://extranet.hongkongairport.com
  (Click "Procedure Manual" icon, followed by "A-CDM Operation Guidelines").
- Important milestone is Target Off-Block Time (TOBT). TOBT is the estimated time when ACFT will be ready, all doors closed, boarding bridge removed, push-back tractor available and ready to start-up and push-back immediately upon approval from ATC.
- Provide an accurate TOBT 40 minutes before EOBT. Any subsequent changes must be updated in timely manner.
- Target Start-up Approval Time (TSAT), another important milestone, is the time an ACFT can expect start-up and push-back approval and is displayed on ACFT Docking Guidance System. During the implementation period, the TSATs provided should not be used for any decision-making as they may be subject to revision whilst calculation methodology is refined. Separate announcement will be made when TSAT accuracy is assured and can be used.

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3. DEPARTURE

3.1.3. PUSH-BACK PROCEDURES

Pilots shall contact HONG KONG Ground (South) except when notified it is sectorized, in which case pilots shall contact:

- HONG KONG Ground (North) for North and West aprons.
- HONG KONG Ground (South) for South, Cargo and Business Aviation aprons.

Prior to requesting for push-back or taxi from a parking stand, pilots of ACFT equipped with a "weight-on-wheel" switch must ensure the transponder is operating (on "AUTO" or "XPNDR", and not "STDBY" or "OFF") and the assigned Mode A code is selected. ACFT with Mode S transponder capable of reporting ACFT Identification should have its identification in the ICAO flight plan format entered via FMS or Control Panel.

The majority of parking stands have two standard push-back procedures, push-back BLUE and push-back RED. The normal push-back procedure is to the taxilane ABEAM the adjacent parking stand, but where this would result in the ACFT entering a critical area, the push-back is extended to a Tug Stop Point clear of the critical area. Stands E2, E17, N24, N30, N60, N142, N143, S25, S31, S43, S102 thru S104, S108, S110 and W65 have a push-back/tow-forward procedure, push-back GREEN.

Under certain traffic conditions it may be necessary for Hong Kong Ground to issue non-standard push-back instructions to expedite to flow of traffic. Pilots will be issued a "non-standard push-back" to a defined location and direction.

Pilots shall ensure that the push-back colour code or non-standard push-back instructions issued by HONG KONG Ground are accurately relayed to their ground crew before push-back or engine start commences.

There is a restriction to the starting of engines for ACFT in parking stands S103, S108 and W123. If ACFT in these stands are required to push-back through 180°, only one engine shall be started during the push-back, other engines shall only be started when the push-back maneuver has been completed.

When known conditions exist which necessitate that engine start-up is carried out in the parking stand prior to the commencement of push-back, or greater than idle engine thrust will be required during engine start (e.g. cross-bleed start procedure), the pilot shall advise HONG KONG Ground of the fact when engine start or push-back clearance is requested.

Whilst push-back procedure is being conducted, it is essential for safety reasons that communication contact is maintained between pilot and ground engineer in charge. ATC clearance will not normally be issued to ACFT whilst being pushed back, unless the pilot so requests.

To avoid delay to other traffic using the apron, ACFT should be ready to taxi as soon as the push-back maneuver and engine start procedure are completed. The standard push-back for stands N68 and N70 is into TWY B, therefore to avoid delays to other traffic it is essential that the ACFT should be ready to taxi as soon as the push-back maneuver is complete. If ACFT are unable to comply with this procedure, pilots shall immediately inform HONG KONG Ground in order that alternative taxi instructions may be issued to other traffic.

Pilots are reminded that they should always use minimum power when starting engines or maneuvering within the apron area. It is especially important when commencing to taxi that break-away thrust is kept to an absolute minimum and then reduced to idle thrust as soon as practicable.

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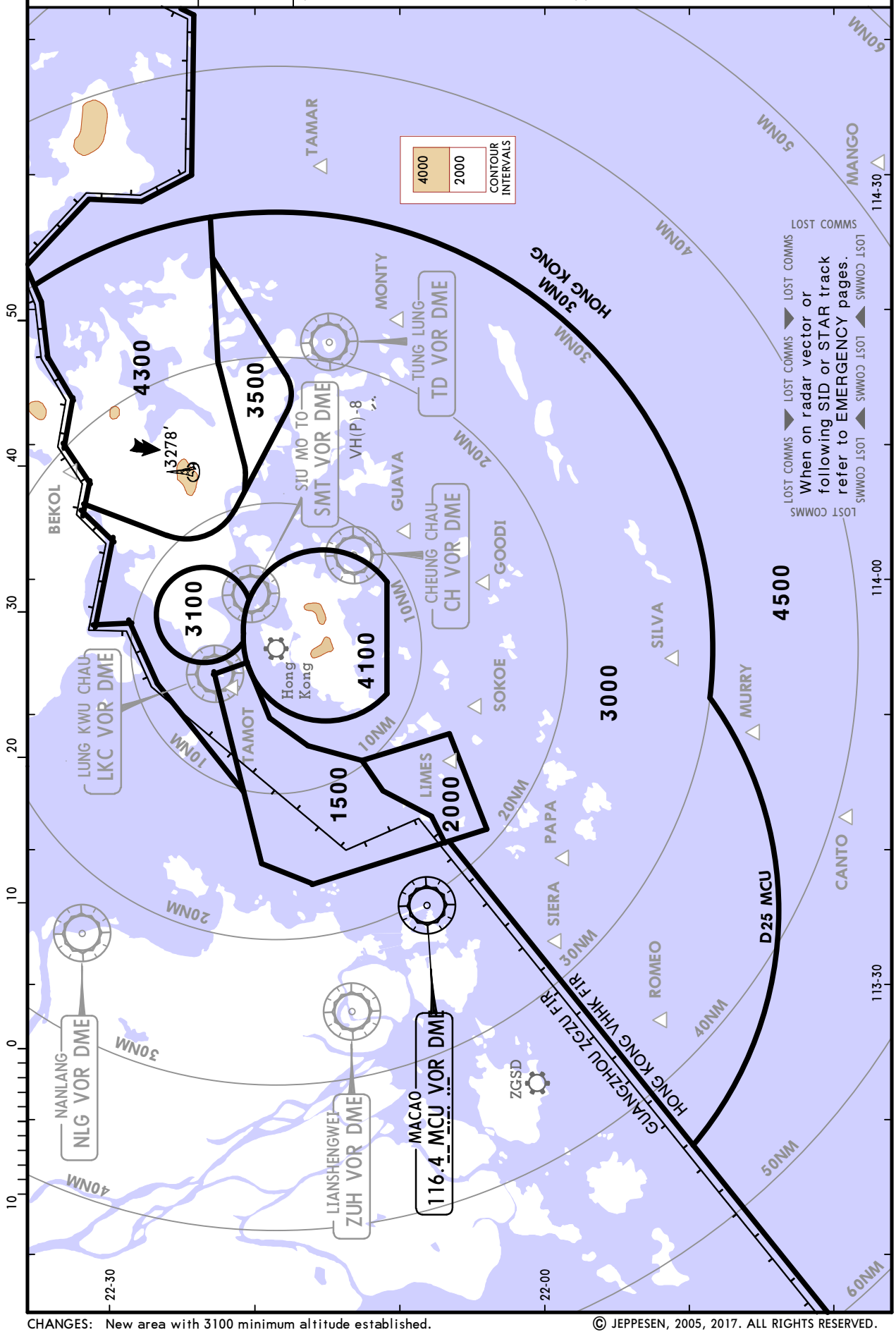
2.1.13 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

VHHH/HKG
HONG KONG INTL

JEPPESEN 22 DEC 17 (10-1R) Eff 4 Jan

HONG KONG, PR OF CHINA
RADAR MINIMUM ALTITUDES

HONG KONG Approach (R) 119.1	Apt Elev 28′	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below Trans alt: 9000′ **1.** Chart only to be used for cross-checking of altitudes assigned while under radar control. **2.** Radar control service can not be provided to aircraft below the applicable minimum altitude.



CHANGES: New area with 3100 minimum altitude established.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 (10-2) Eff 4 Jan

HONG KONG, PR OF CHINA

TERMINAL TRANSITION ROUTE

D-ATIS	Apt Elev	Alt Set: hPa / Trans level:
128.2	28	FL110 980 hPa or above FL120 979 hPa or below

HOLDINGS OVER

ABBEY — **MAX 250 KT.** — **FISHA**

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

ABBEY: MAX FL250, MHA FL90, 091° 10 NM, 271°

MHA FL260, 271°, 091° 10 NM

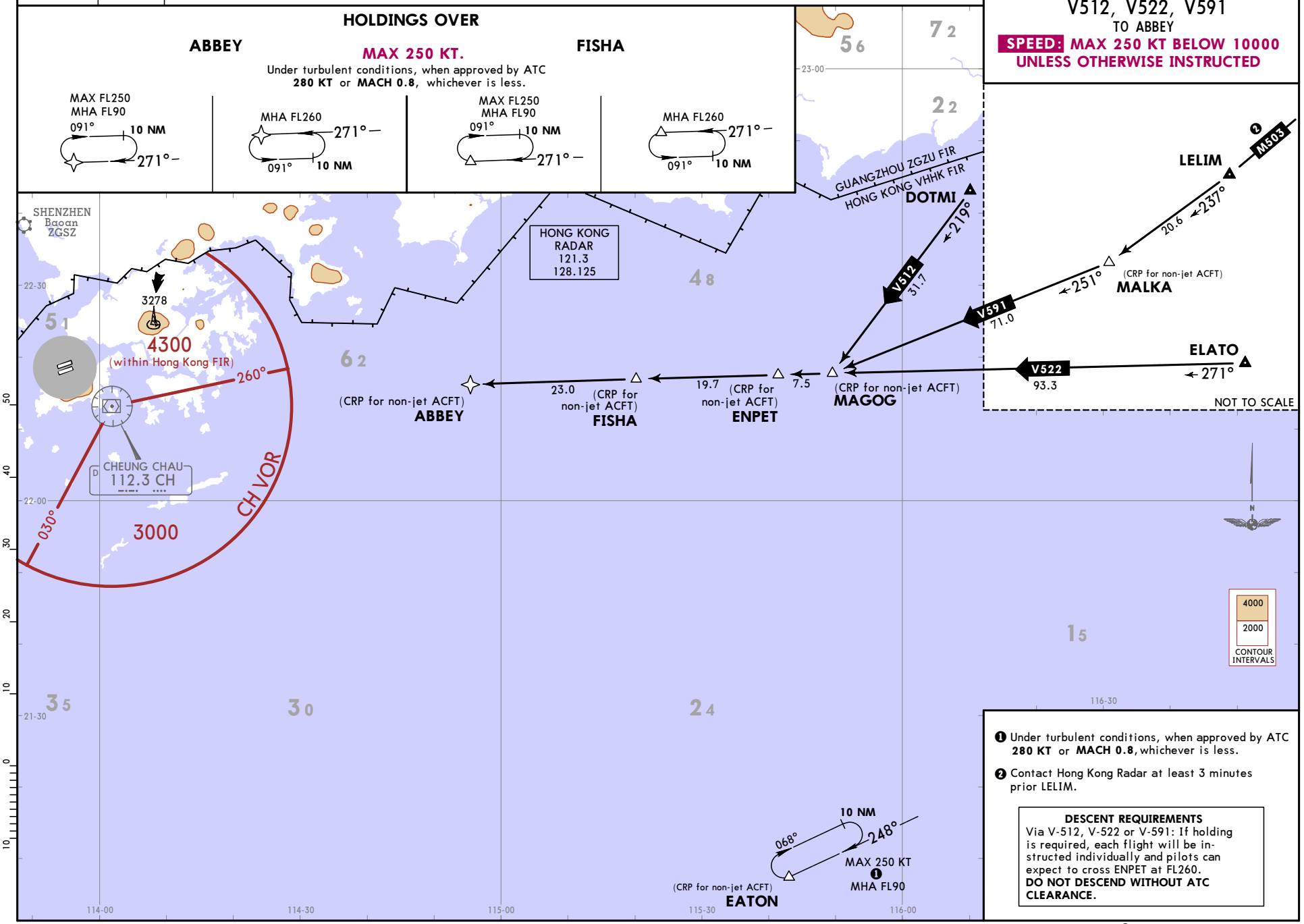
FISHA: MAX FL250, MHA FL90, 091° 10 NM, 271°

MHA FL260, 271°, 091° 10 NM

TERMINAL TRANSITION ROUTES V512, V522, V591

TO ABBEY

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



1. Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.
2. Contact Hong Kong Radar at least 3 minutes prior LELIM.

DESCENT REQUIREMENTS
Via V-512, V-522 or V-591: If holding is required, each flight will be instructed individually and pilots can expect to cross ENPET at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

CHANGES: Track update.

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CHANGES: Track update.

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D-ATIS	Apt Elev	Alt Set: hPa
128.2	28	Trans level: FL110 980 hPa or above FL120 979 hPa or below

TERMINAL TRANSITION ROUTES
V531, V541, V542, V551
TO BETTY

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

DESCENT REQUIREMENTS
Via V-551: cross CYBER at FL 260.
Via V-531 or V-541: cross SONNY at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

❷ within Hong Kong FIR

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

CHEUNG CHAU
112.3 CH

4300 ❷
3000
CH VOR
260°
030°
3068'

(CRP for non-jet ACFT) **BETTY**
(CRP for non-jet ACFT) **BAKER**
(CRP for non-jet ACFT) **SONNY**
(CRP for non-jet ACFT) **EATON**
(CRP for non-jet ACFT) **CYBER**
(CRP for non-jet ACFT) **DOVAR**
(CRP for non-jet ACFT) **HOCKY**
(CRP for non-jet ACFT) **RAMUS**
(CRP for non-jet ACFT) **SUKER**
(CRP for non-jet ACFT) **TOFEE**
(CRP for non-jet ACFT) **CARSO**
NOMAN
SABNO

39.5 318°
38.2 003°
10.0
15.0
178°
MAX 250 KT ❶
MHA FL 90
10 NM
V531 38.2
V541
V542 55.0
V551
V531 76.2 284°
V541 81.2
V542 42.4 BY ATC
V551 40.4 358°
36.6 304° 342°

MAX 250 KT ❶
MHA FL90
10 NM
068°
248°

4000
2000
CONTOUR INTERVALS

HONG KONG RADAR
128.75
132.15
V531, V541, V542

HONG KONG RADAR
125.8
128.75
V551

HONG KONG VHHK FIR
MANILA RPHI FIR

HOLDINGS OVER

BAKER	BETTY	DOVAR
MAX 250 KT		
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.		
MHA FL90 10 NM 165° 345°	MHA FL90 10 NM 165° 345°	MHA FL90 10 NM 162° 342°

TERMINAL TRANSITION ROUTES
V531, V541, V542, V551
TO BETTY

VHHH/HKG
HONG KONG INTL

JEPPESEN
22 DEC 17
Eff 4 Jan
10-2A

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

JEPPESEN
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VHHH/HKG
HONG KONG INTL 22 DEC 17 (10-2B) Eff 4 Jan

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V561, V571
TO CANTO

D-ATIS 128.2 | Apt Elev 28 | Alt Set: hPa | Trans level: FL110 980 hPa or above / FL120 979 hPa or below

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

HOLDINGS OVER CANTO COMBI & GAMBA
MAX 250 KT
Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

MHA FL90 — 048° 228° — 10 NM
MHA FL90 — 067° 247° — 10 NM

CONTOUR INTERVALS 4000 2000

CHEUNG CHAU 112.3 CH

3278

SHENZHEN Bacon ZGSZ

MACAO - Intl VMMC

HONG KONG VHHK FIR

GUANGZHOU ZGZU FIR

(CRP for non-jet ACFT) CANTO

(CRP for non-jet ACFT) ROCCA

(CRP for non-jet ACFT) COMBI

(CRP for non-jet ACFT) MAPLE

(CRP for non-jet ACFT) GAMBA

(CRP for non-jet ACFT) MYWAY

(CRP for non-jet ACFT) IDOSI

(CRP for non-jet ACFT) SIKOU

V561 V571

MHA FL90 10 NM

HONG KONG RADAR 123.7 127.1

Holding at FL340 or below 280 KT or MACH 0.8, whichever is less. Above FL340 MACH 0.83.

DESCENT REQUIREMENTS
Cross MAPLE at FL260.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

SANYA ZJSA FIR

CHANGES: Track update.

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VHHH/HKG
HONG KONG

JEPPESEN
22 DEC 17 (10-2D) Eff 4 Jan

HONG KONG, PR OF CHINA
RNAV STAR

D-ATIS	Apt Elev
128.2	28

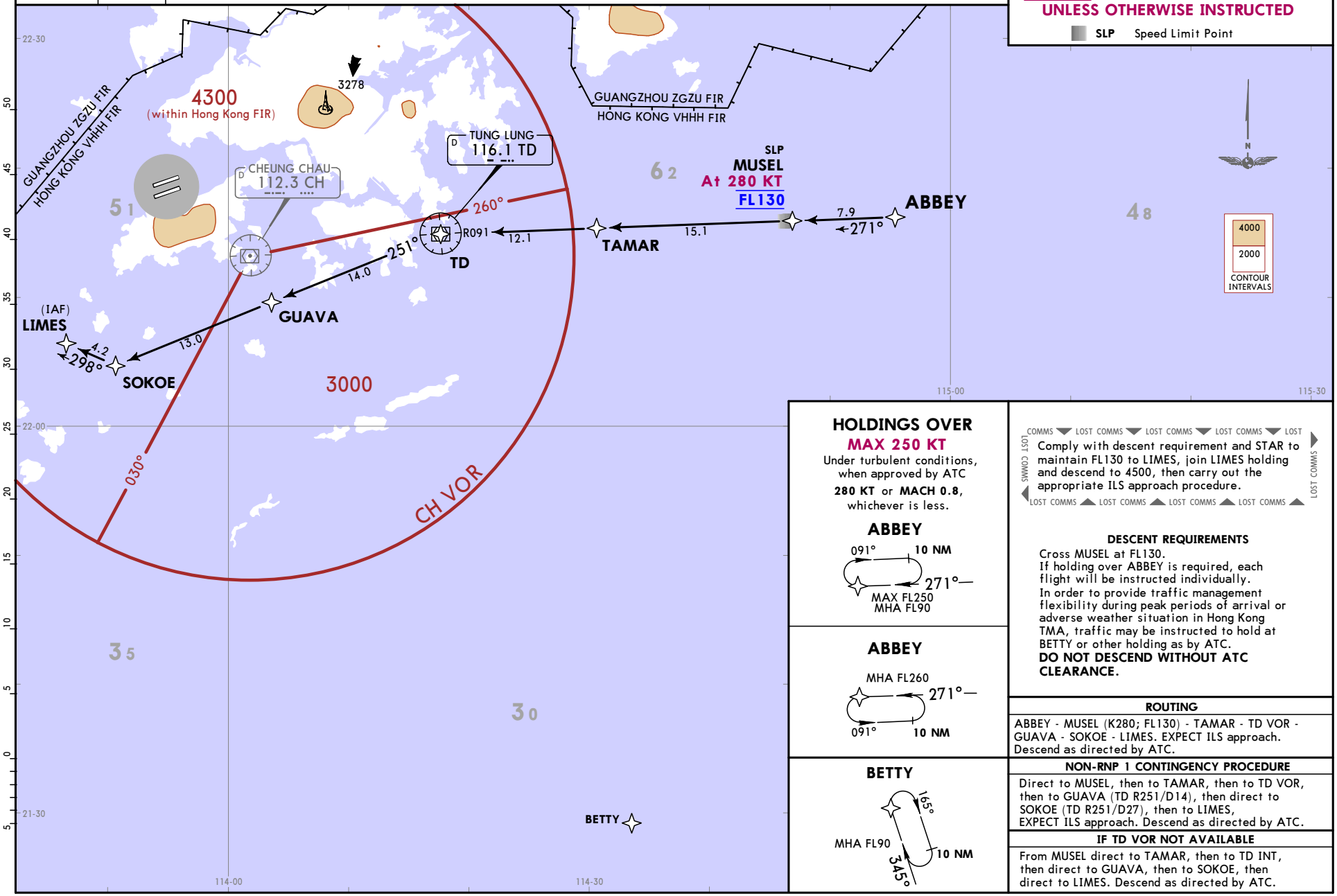
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

ABBEY 3A [ABEY3A]
RWYS 07L/R RNAV (RNP1)
ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



HOLDINGS OVER MAX 250 KT

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

ABBEY

091° 10 NM
271°
MAX FL250
MHA FL90

ABBEY

MHA FL260
271°
091° 10 NM

BETTY

165°
MHA FL90
10 NM
345°

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

Comply with descent requirement and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

DESCENT REQUIREMENTS

Cross MUSEL at FL130.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MUSEL, then to TAMAR, then to TD VOR, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MUSEL direct to TAMAR, then to TD INT, then direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2E | Eff 4 Jan | RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

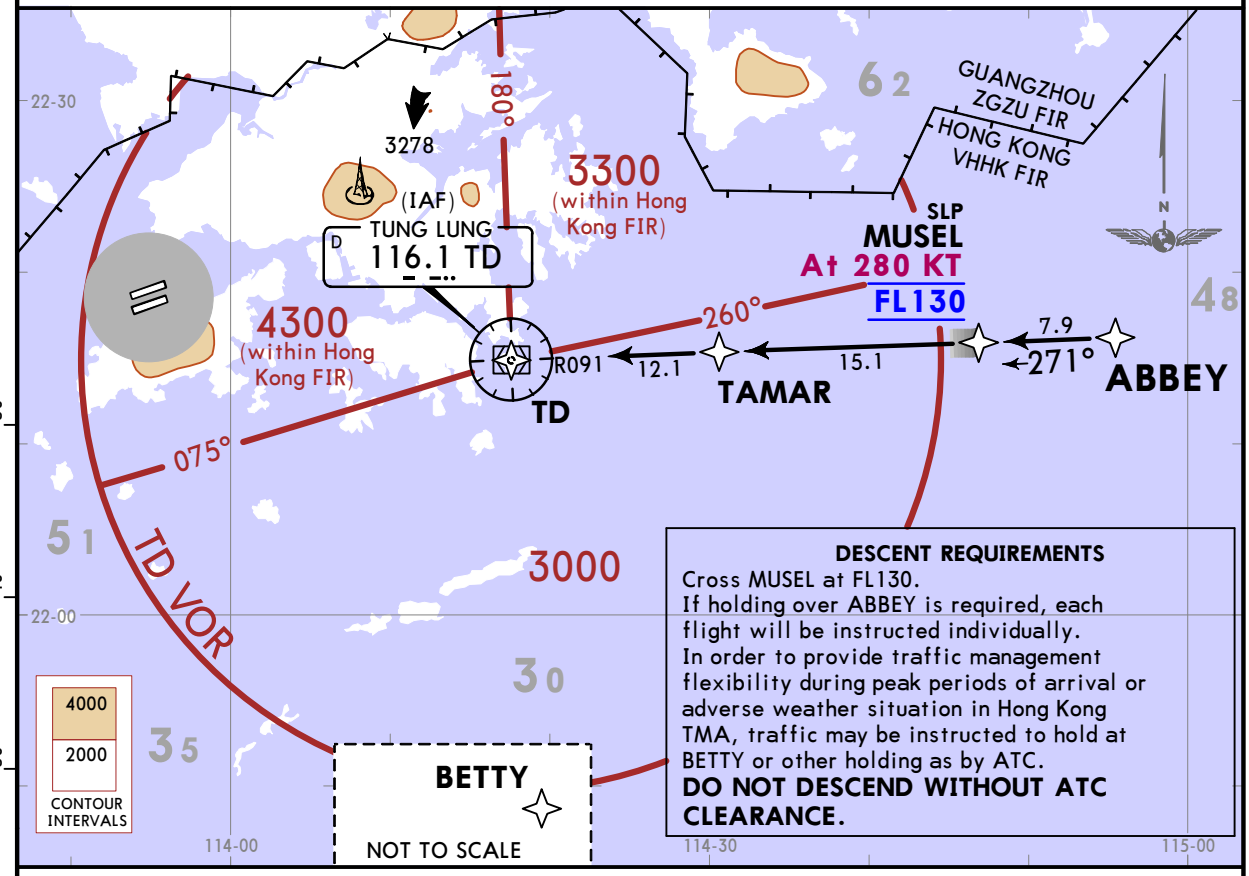
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

ABBEY 2B [ABEY2B]

RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



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

Comply with descent requirement and STAR to maintain FL130 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

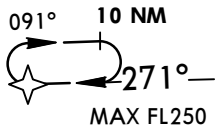
LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST ▲ SWMOC LOST

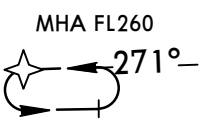
HOLDINGS OVER

ABBEY

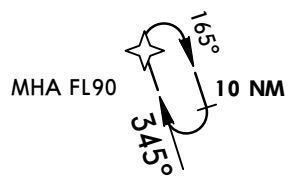
MAX 250 KT

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.





BETTY



ROUTING

ABBEY - MUSEL (K280; FL130) - TAMAR - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MUSEL, then to TAMAR, then direct to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MUSEL direct to TAMAR, then to TD INT. Descend as directed by ATC.

CHANGES: Track update.

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CHANGES: Track update.

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D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

ABBEY 1G [ABEY1G]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

CHEUNG CHAU
112.3 CH

3068

260°

SLP
MUSEL
At 280 KT
FL130

15.1
7.9
271°

ABBEY

TAMAR

11.8
247°

6.5
271°

MONTY

8.0

ALAPI

(IAF)
GUAVA
5000

4300
(within Hong Kong FIR)

3000

030°

CH VOR

22-30
22-00
21-30
115-00
114-30
21-00
114-00

4 8
6 2
5 1
2 4
3 0
3 5

HOLDINGS OVER ABBEY

091° 10 NM
271°
MAX 250 KT ❶
MAX FL250
MHA FL90

MAX 250 KT ❶
MHA FL260
271°
091° 10 NM

4000
2000
CONTOUR INTERVALS

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

DESCENT REQUIREMENTS
Cross MUSEL at FL130 and GUAVA at 5000.
If holding over ABBEY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

BAKER
165°
MAX 250 KT ❶
MHA FL90
10 NM
345°

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING
ABBEY - MUSEL (K280; FL130) - TAMAR - MONTY - ALAPI - GUAVA (5000). EXPECT RNP approach. Descend as directed by ATC.

ABBEY 1G [ABEY1G]
RWYS 25L/R RNAV (RNP1)
ARRIVAL

HONG KONG, PR OF CHINA
RNAV STAR

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CHANGES: Track update.

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D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

BETTY 2A [BETY2A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

GUANGZHOU ZGZU FIR
HONG KONG VHHH FIR

4300
(within Hong Kong FIR)

3278

CHEUNG CHAU
D 112.3 CH

260°

GUAVA

13.0
251°

(IAF)
LIMES
4.2
298°
SOKOE

3000

030°

CH VOR

41.0

CANTO

SLP
MANGO
At 280 KT
FL130

325°

8.0
345°

BETTY

165°
10 NM
345°

MAX 250 KT ❶
MHA FL90

BAKER

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Comply with descent requirements and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

HOLDING OVER CANTO

048°
228°
10 NM
MAX 250 KT ❶
MHA FL90

DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

HOLDING OVER BAKER

MAX 250 KT ❶
MHA FL90
165°
10 NM
345°

ROUTING

BETTY - MANGO (K280; FL130) - GUAVA - SOKOE - LIMES. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MANGO, then to GUAVA (TD R251/D14), then direct to SOKOE (TD R251/D27), then to LIMES, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MANGO direct to GUAVA, then to SOKOE, then direct to LIMES. Descend as directed by ATC.

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VHHH/HKG
HONG KONG INTL
22 DEC 17 (10-2G) Eff 4 Jan

JEPPESEN

HONG KONG, PR OF CHINA
RNAV STAR

BETTY 2A [BETY2A]
RWYS 07L/R RNAV (RNP1) ARRIVAL

JEPPESEN
JeppView 3.6.2.0

VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2H | Eff 4 Jan | RNAV STAR

D-ATIS	Apt Elev
128.2	28

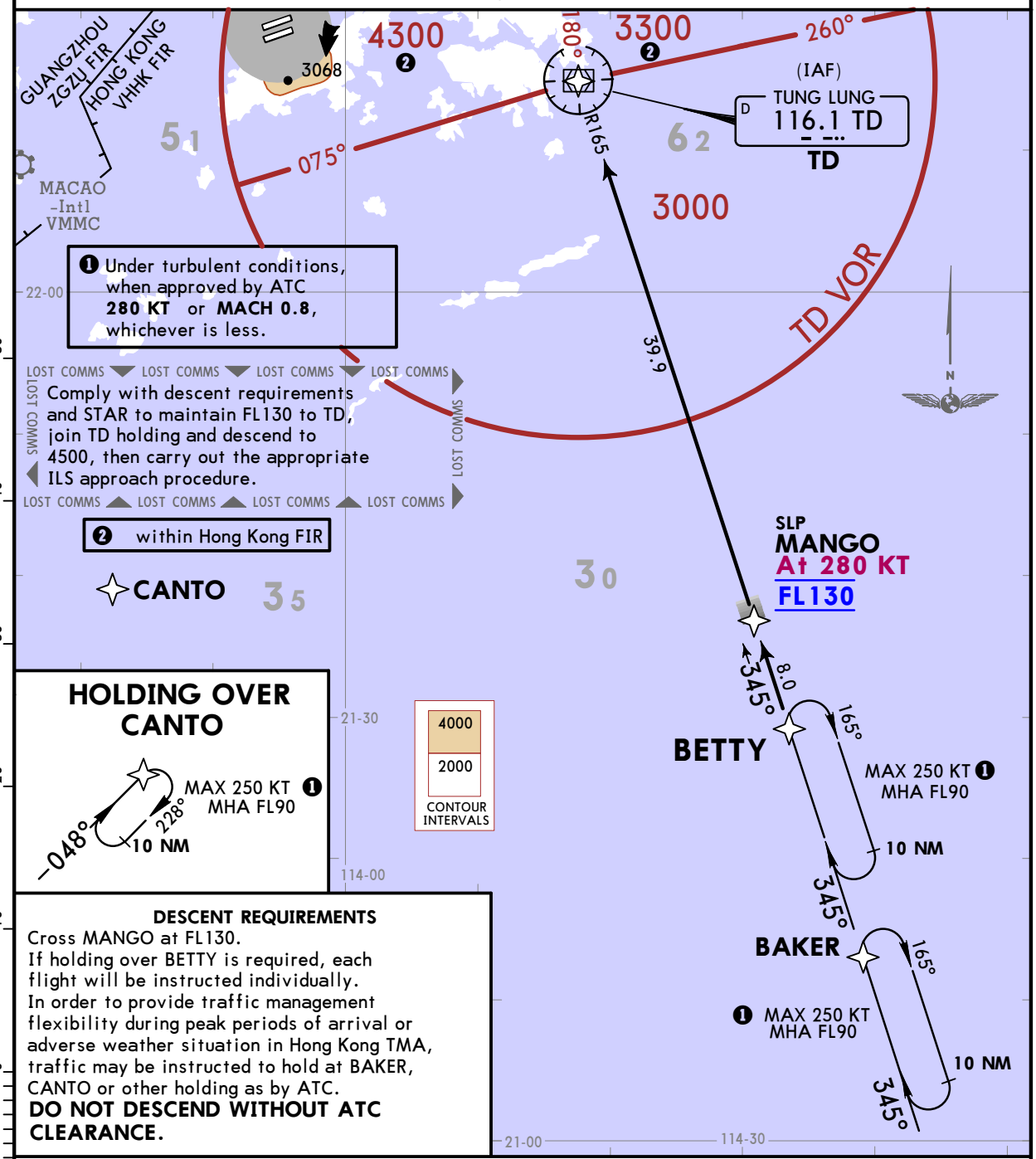
Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

BETTY 2B [BETY2B]
RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENTS

Cross MANGO at FL130.
If holding over BETTY is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

ROUTING

BETTY - MANGO (K280; FL130) - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MANGO, then to TD VOR, EXPECT ILS approach.

IF TD VOR NOT AVAILABLE

From MANGO direct to TD INT. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2J | Eff 4 Jan

RNAV STAR

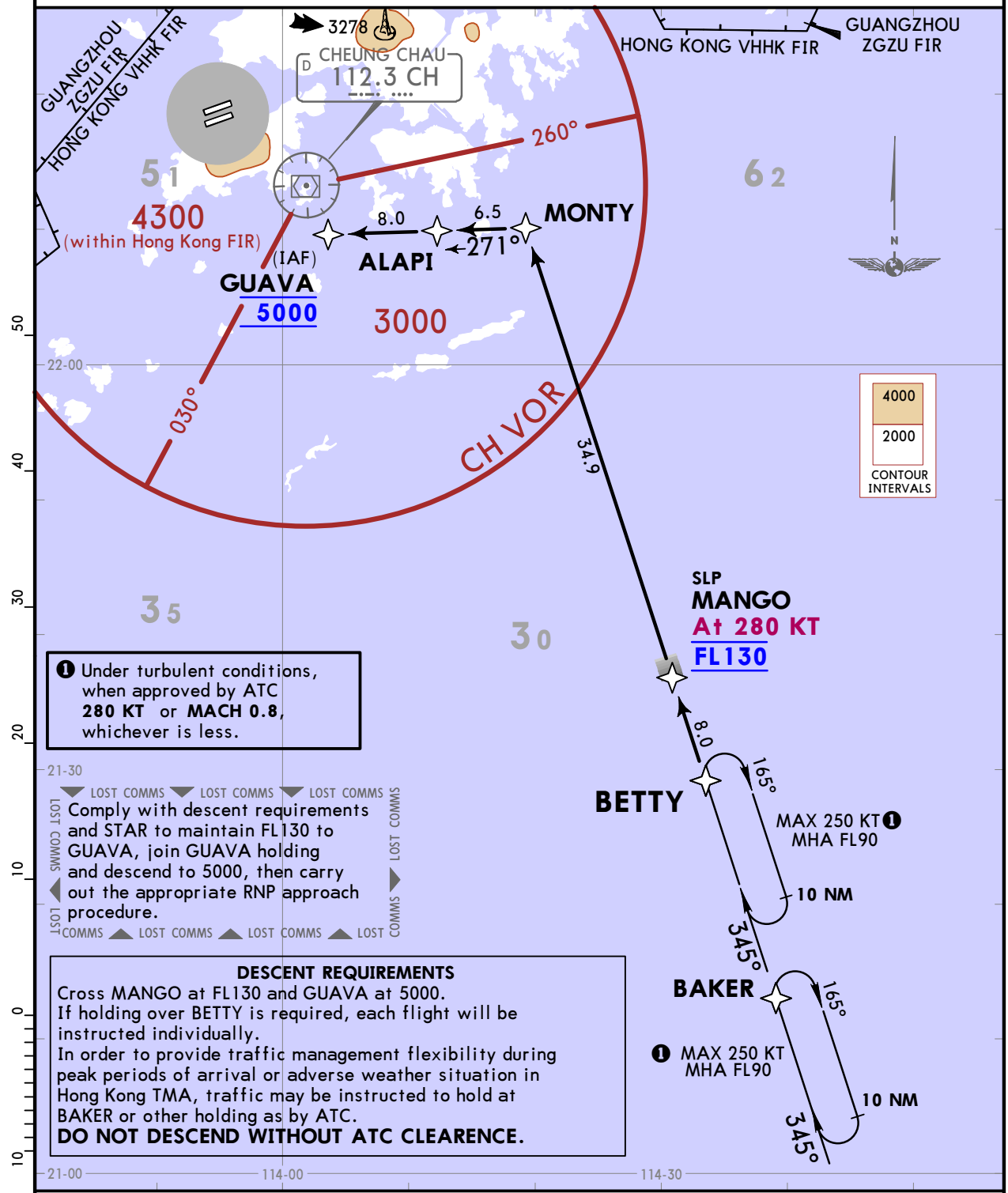
D-ATIS	Apt Elev	
128.2	28	Alt Set: hPa Trans level: FL110 980 hPa or above FL120 979 hPa or below **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

BETTY 1G [BETY1G]

RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



ROUTING

BETTY - MANGO (K280; FL130) - MONTY - ALAPI - GUAVA (5000). EXPECT RNP approach.
Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (10-2K) Eff 4 Jan

RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

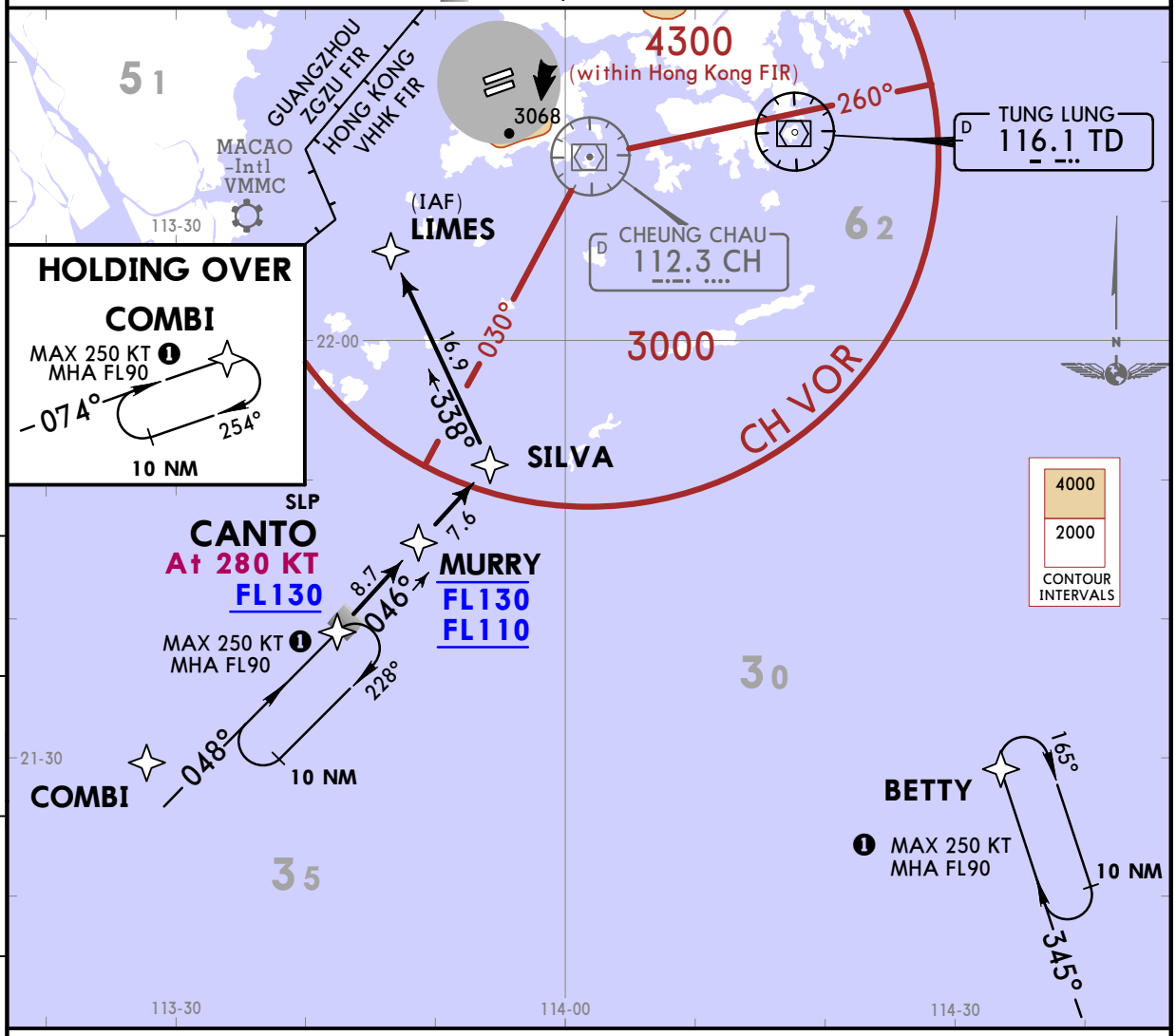
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

CANTO 3A [CANT3A]

RWYS 07L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENT

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holding is established over CANTO. In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARANCE.

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Comply with descent requirement and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS approach procedure.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

CANTO (K280; FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach.
Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MURRY, then to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.

CHANGES: Track update.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 | 10-2L | Eff 4 Jan | RNAV STAR

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

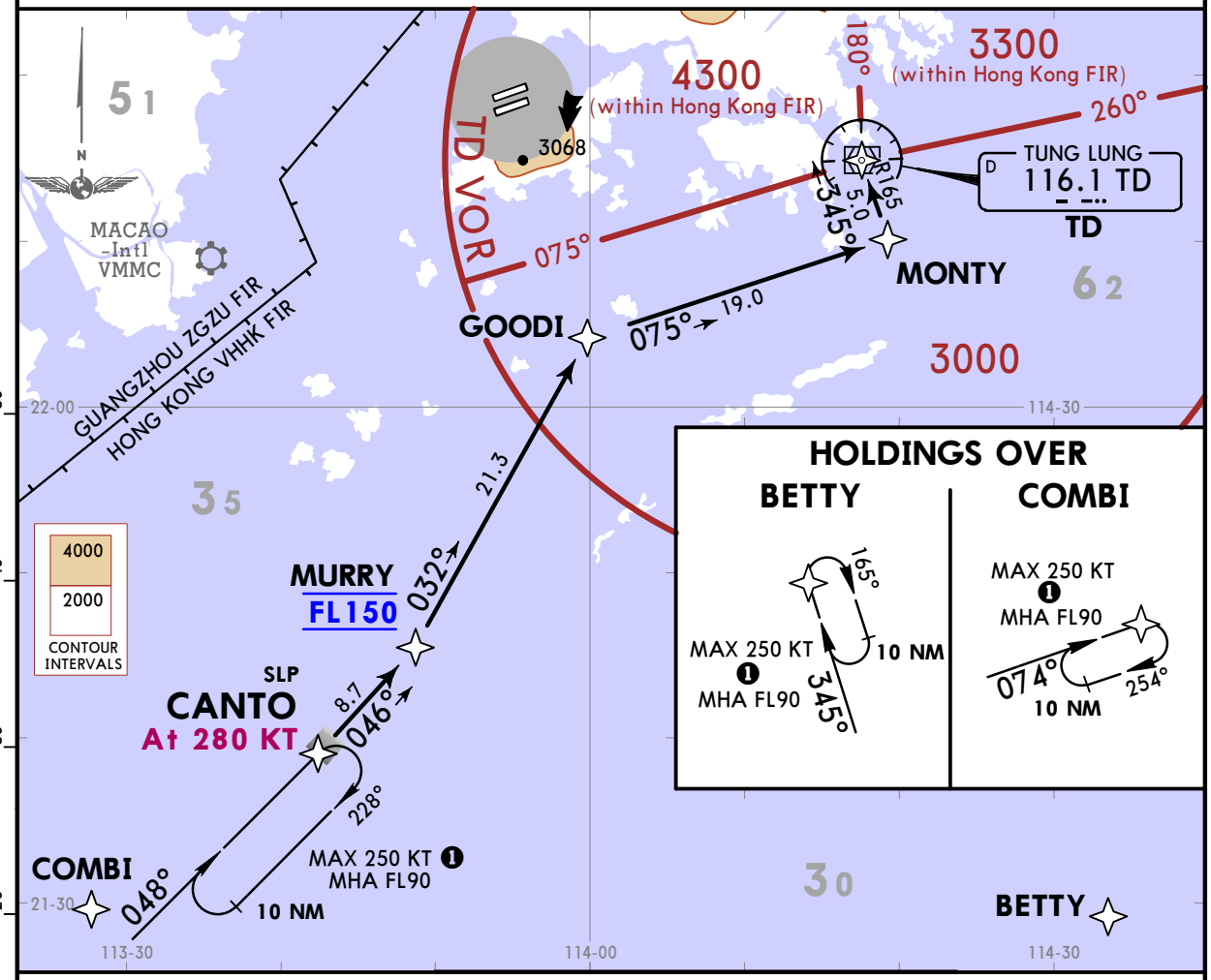
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance would be provided as necessary.

CANTO 2B [CANT2B]

RWYS 25L/R RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point



DESCENT REQUIREMENT

Cross MURRY at FL150.
Holding is established over CANTO. In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, COMBI or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Comply with descent requirement and STAR to maintain FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS approach procedure.

ROUTING

CANTO (K280) - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

NON-RNP 1 CONTINGENCY PROCEDURE

Direct to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MONTY turn LEFT direct to TD INT. Descend as directed by ATC.

CHANGES: Track update.

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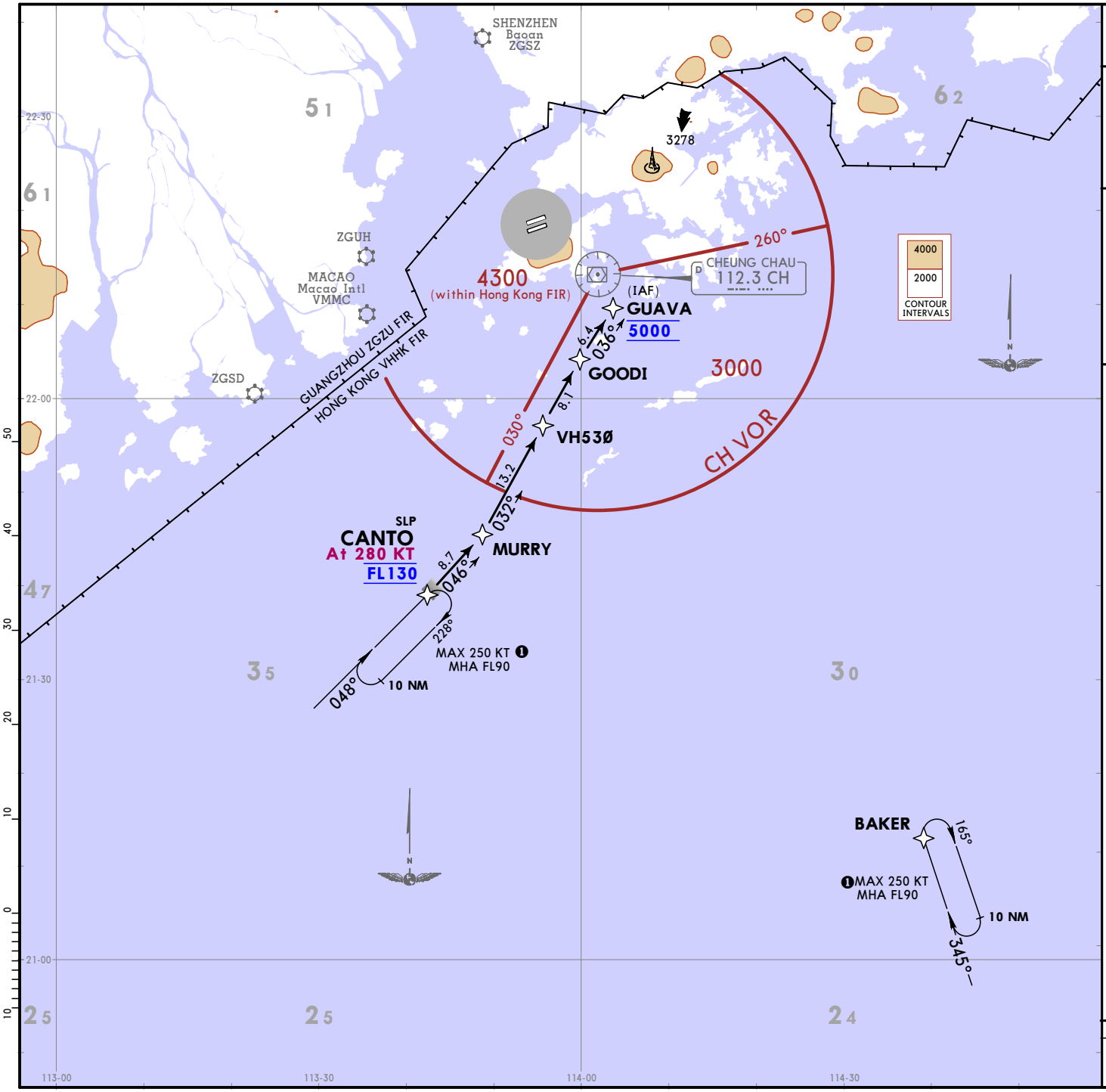
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VHHH/HKG HONG KONG INTL

JEPPESEN 3 AUG 18 (10-2M) Eff 16 Aug

HONG KONG, PR OF CHINA

RNAV STAR



D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

CANTO 1G [CANT1G]
RWYS 25L/R
RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

CANTO (K280; FL130) - MURRY - VH530 - GOODI - GUAVA (5000). EXPECT RNP approach.
Descend as directed by ATC.

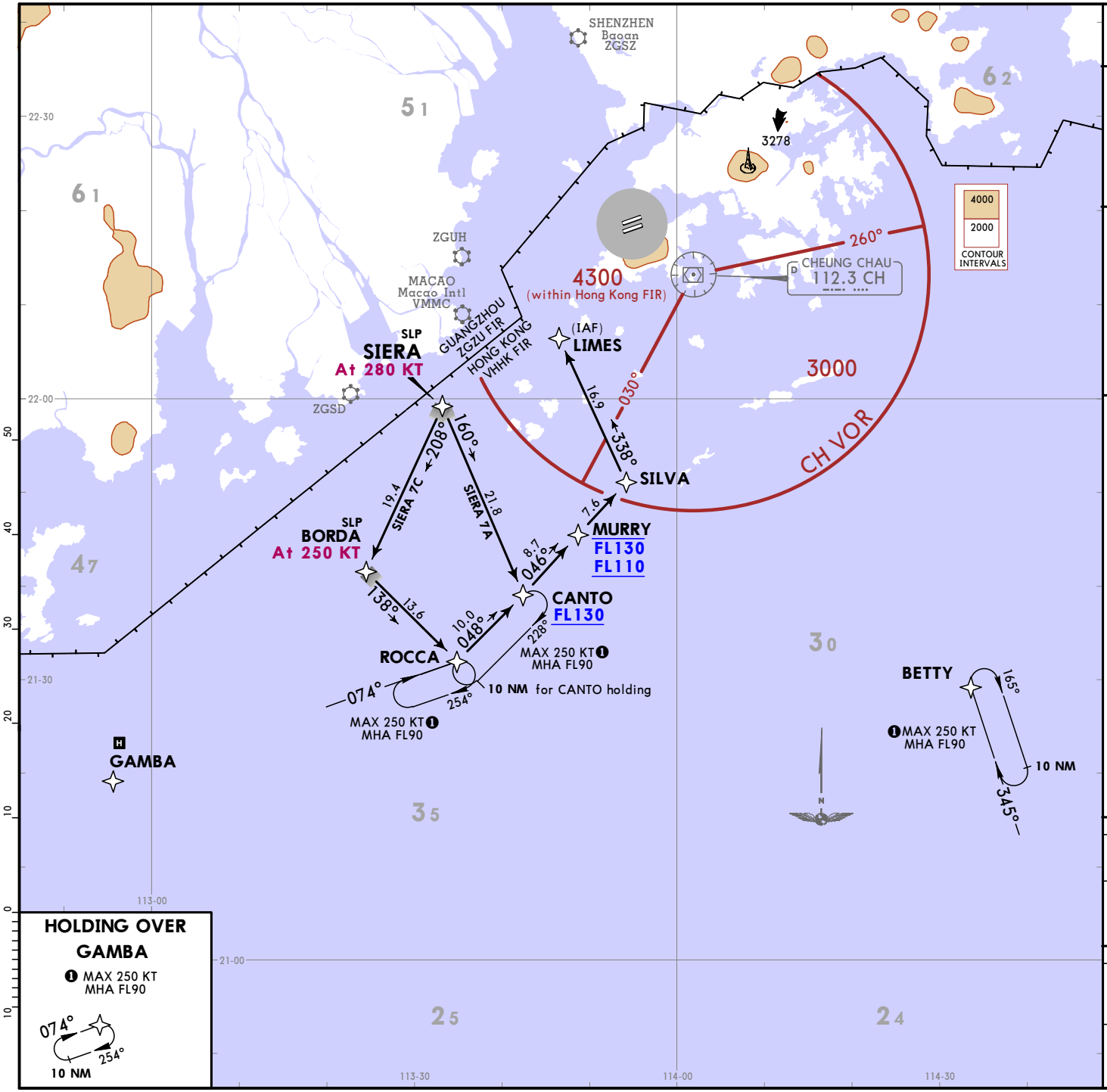
CHANGES: Chart redrawn.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
3 AUG 18 (10-2N) Eff 16 Aug
RNAV STAR



D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC as soon as possible, assistance will be provided.

SIERA 7A [SIER7A]
SIERA 7C [SIER7C]
RWYS 07L/R
RNAV (RNP1) ARRIVALS

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to LIMES, join LIMES holding and descend to 4500, then carry out the appropriate ILS IAP.

DESCENT REQUIREMENTS

Cross CANTO at or above FL130 and MURRY between FL130 & FL110.
Holdings are established over CANTO and ROCCA.
In the event of holding, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY, or GAMBA or other holding as by ATC.
DO NOT DESCEND WITHOUT ATC CLEARENCE.

STAR	ROUTING
SIERA 7A	SIERA (K280) - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	SIERA (K280) - BORDA (K250) - ROCCA - CANTO (FL130+) - MURRY (FL130-; FL110+) - SILVA - LIMES. EXPECT ILS approach. Descend as directed by ATC.

STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 7A	Direct to CANTO, turn LEFT, via MURRY to SILVA, turn LEFT to LIMES, EXPECT ILS approach. Descend as directed by ATC.
SIERA 7C	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then via MURRY to SILVA, turn LEFT to LIMIES, EXPECT ILS approach. Descend as directed by ATC.

HOLDING OVER GAMBA

❶ MAX 250 KT
MHA FL90

CHANGES: ROCCA and GAMBA holdings established; chart redrawn.

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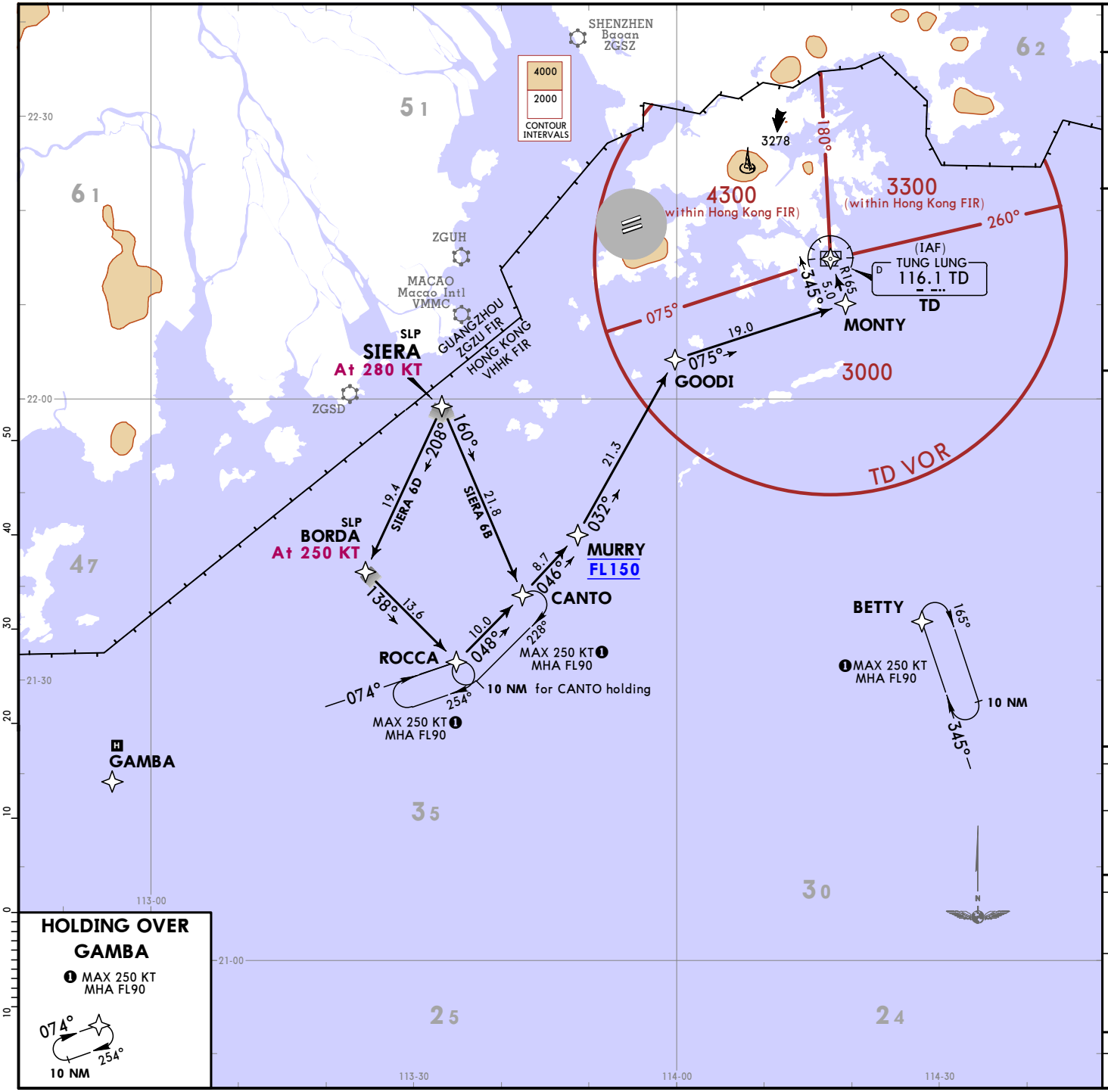
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VHHH/HKG HONG KONG INTL

JEPPESEN 3 AUG 18 (10-2P) Eff 16 Aug

HONG KONG, PR OF CHINA

RNAV STAR



HOLDING OVER GAMBA

MAX 250 KT
MHA FL90

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC as soon as possible, assistance will be provided.

SIERA 6B [SIER6B]
SIERA 6D [SIER6D]
RWYS 25L/R
RNAV (RNP1) ARRIVALS

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirement and STAR to maintain FL150 to TD, join TD holding and descend to 4500, then carry out the appropriate ILS IAP.

DESCENT REQUIREMENTS

Cross MURRY at FL150. If holding over CANTO or ROCCA is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BETTY or GAMBA or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

STAR	ROUTING
SIERA 6B	SIERA (K280) - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.
SIERA 6D	SIERA (K280) - BORDA (K250)- ROCCA - CANTO - MURRY (FL150) - GOODI - MONTY - TD VOR. EXPECT ILS approach. Descend as directed by ATC.

STAR	NON-RNP 1 CONTINGENCY PROCEDURE
SIERA 6B	Direct to CANTO, turn LEFT to MURRY, then to GOODI, then direct to MONTY, turn LEFT to TD VOR, EXPECT ILS approach. Descend as directed by ATC.
SIERA 6D	Direct to BORDA, turn LEFT to ROCCA, then to CANTO, then to MURRY, then to GOODI, then to MONTY, turn LEFT direct to TD VOR, EXPECT ILS approach. Descend as directed by ATC.

IF TD VOR NOT AVAILABLE

From MONTY turn LEFT direct to TD INT.
Descend as directed by ATC.

CHANGES: ROCCA and GAMBA holdings established; chart redrawn.

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VHHH/HKG
HONG KONG INTL

D-ATIS	Apt Elev
128.2	28

Alt Set: hPa
Trans level: FL110 980 hPa or above
FL120 979 hPa or below

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. If PBN performance ceases to comply with RNP 1 inflight, notify ATC, assistance will be provided.

SIERA 1G [SIER1G]
RWYS 25L/R
RNAV (RNP1) ARRIVAL

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

SLP Speed Limit Point

SHENZHEN Baoan ZGSZ
ZGUH
MACAO Macao Intl VMMC
ZGSD
GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR
4300 (within Hong Kong FIR)
3000
CH VOR
CHEUNG CHAU 112.3 CH
CONTOUR INTERVALS 4000 2000
3278
SIERA
160°
21.8
SLP
CANTO
AT 280 KT
FL130
8.7
046°
MURRY
032°
13.2
VH53Ø
030°
8.1
GOODI
036°
6.4
(IAF)
GUAVA
5000
260°
048°
228°
MAX 250 KT ❶
MHA FL90
10 NM
BAKER
165°
345°
10 NM
❶MAX 250 KT
MHA FL90

❶ Under turbulent conditions, when approved by ATC **280 KT** or **MACH 0.8**, whichever is less.

LOST COMMS
Comply with descent requirements and STAR to maintain FL130 to GUAVA, join GUAVA holding and descend to 5000, then carry out the appropriate RNP approach procedure.

DESCENT REQUIREMENTS

Cross CANTO at FL130 and GUAVA at 5000.
If holding over CANTO is required, each flight will be instructed individually.
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER or other holding as by ATC.

DO NOT DESCEND WITHOUT ATC CLEARENCE.

ROUTING

SIERA - CANTO (K280; FL130) - MURRY - VH530 - GOODI - GUAVA (5000). EXPECT RNP approach. Descent as directed by ATC.

CHANGES: Chart redrawn.

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VHHH/HKG HONG KONG INTL

JEPPESEN 20 APR 18 10-3 Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

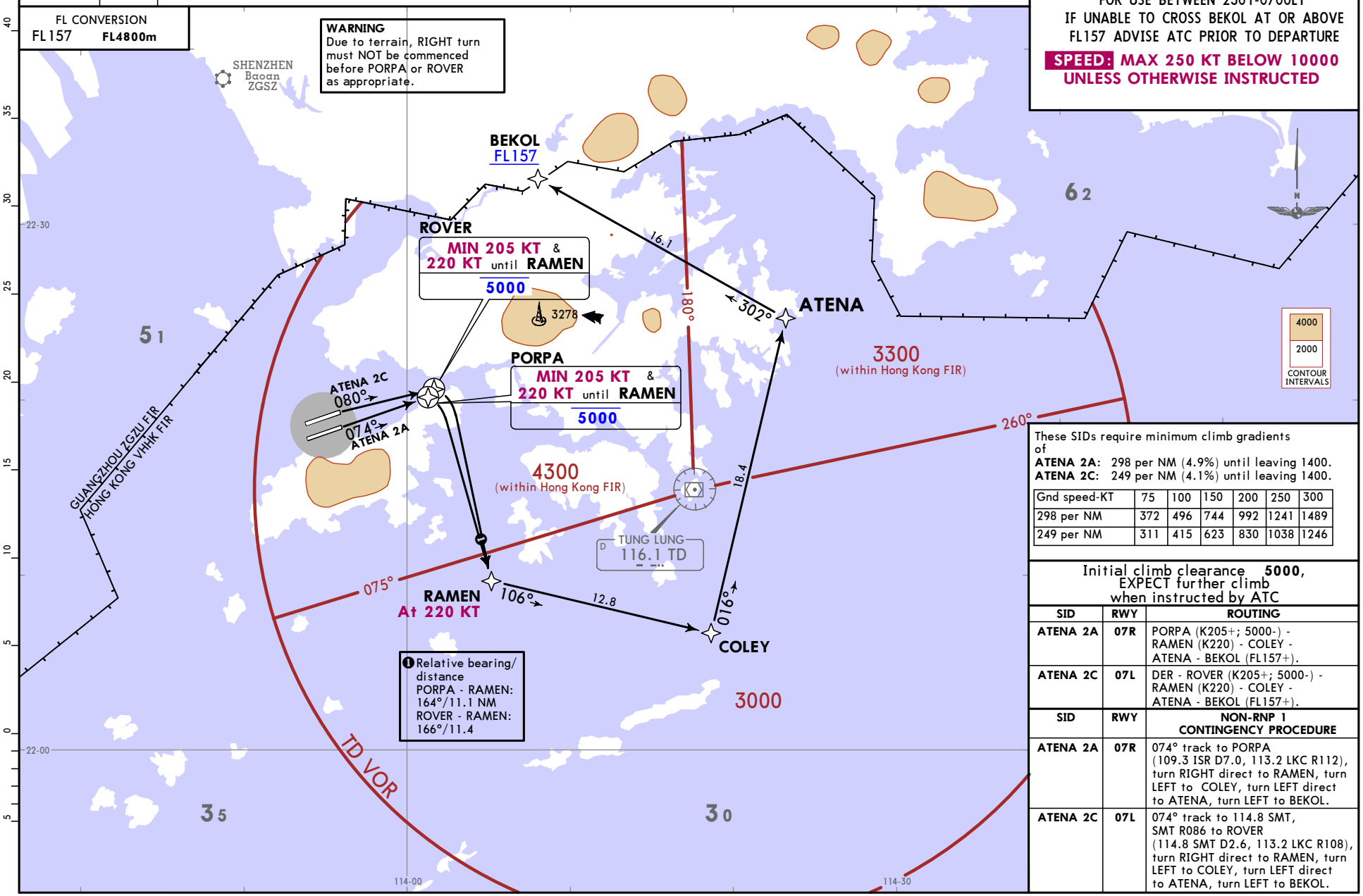
FL CONVERSION
FL157 **FL4800m**

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

ATENA 2A [ATEN2A]
ATENA 2C [ATEN2C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID
FOR USE BETWEEN 2301-0700LT
IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
ATENA 2A: 298 per NM (4.9%) until leaving 1400.
ATENA 2C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
ATENA 2A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).
ATENA 2C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
ATENA 2A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT direct to ATENA, turn LEFT to BEKOL.
ATENA 2C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to COLEY, turn LEFT direct to ATENA, turn LEFT to BEKOL.

ⓘ Relative bearing/distance
PORPA - RAMEN: 164°/11.1 NM
ROVER - RAMEN: 166°/11.4

CHANGES: Speed restrictions.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

20 APR 18 (10-3A) Eff 26 Apr

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

ATENA 1E [ATEN1E], ATENA 1F [ATEN1F]
RNAV (RNP1) DEPARTURES

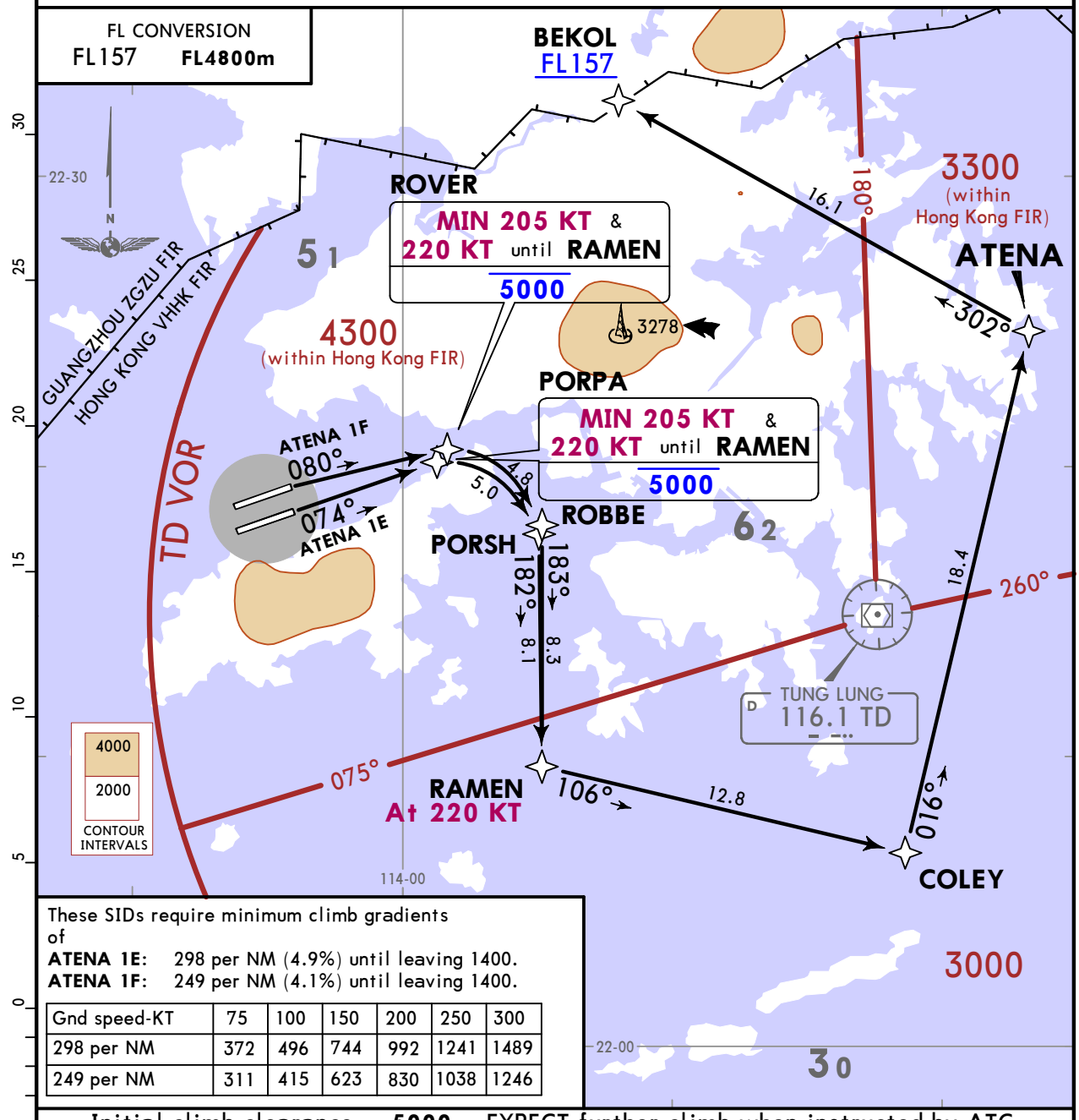
RADIUS-TO-FIX (RF) LEG IS REQUIRED

NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157 ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000

UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of

ATENA 1E: 298 per NM (4.9%) until leaving 1400.

ATENA 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
ATENA 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).
ATENA 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - COLEY - ATENA - BEKOL (FL157+).

CHANGES: Speed restrictions.

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VHHH/HKG HONG KONG INTL

JEPPESEN 20 APR 18 (10-3B) Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

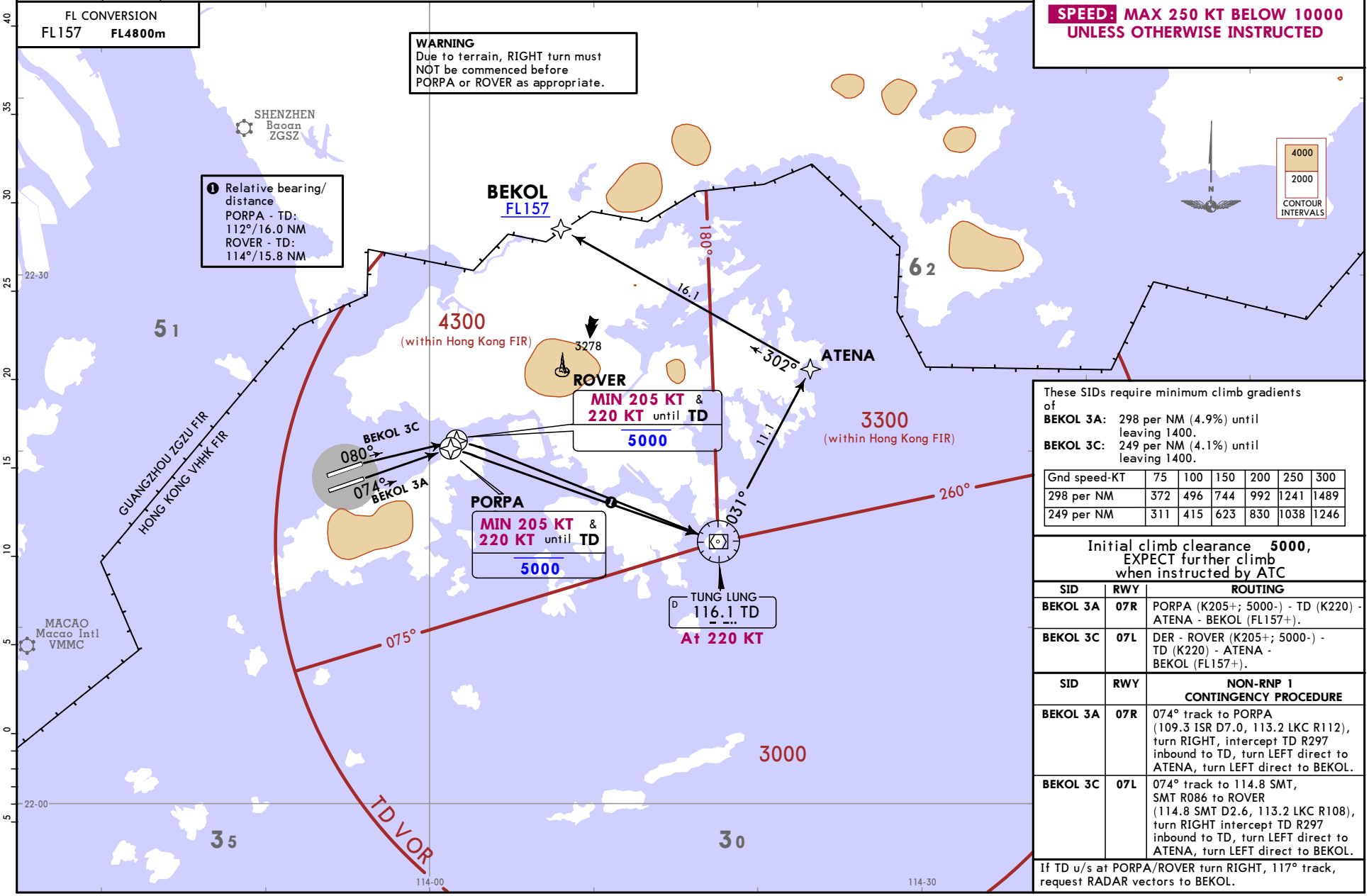
Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

FL CONVERSION
FL157 **FL4800m**

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

BEKOL 3A [BEKO3A]
BEKOL 3C [BEKO3C]
RNAV (RNP1) DEPARTURES

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157
ADVISE ATC PRIOR TO DEPARTURE
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
BEKOL 3A: 298 per NM (4.9%) until leaving 1400.
BEKOL 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
BEKOL 3A	07R	PORPA (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).
BEKOL 3C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - ATENA - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
BEKOL 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT, intercept TD R297 inbound to TD, turn LEFT direct to ATENA, turn LEFT direct to BEKOL.
BEKOL 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT intercept TD R297 inbound to TD, turn LEFT direct to ATENA, turn LEFT direct to BEKOL.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to BEKOL.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 28

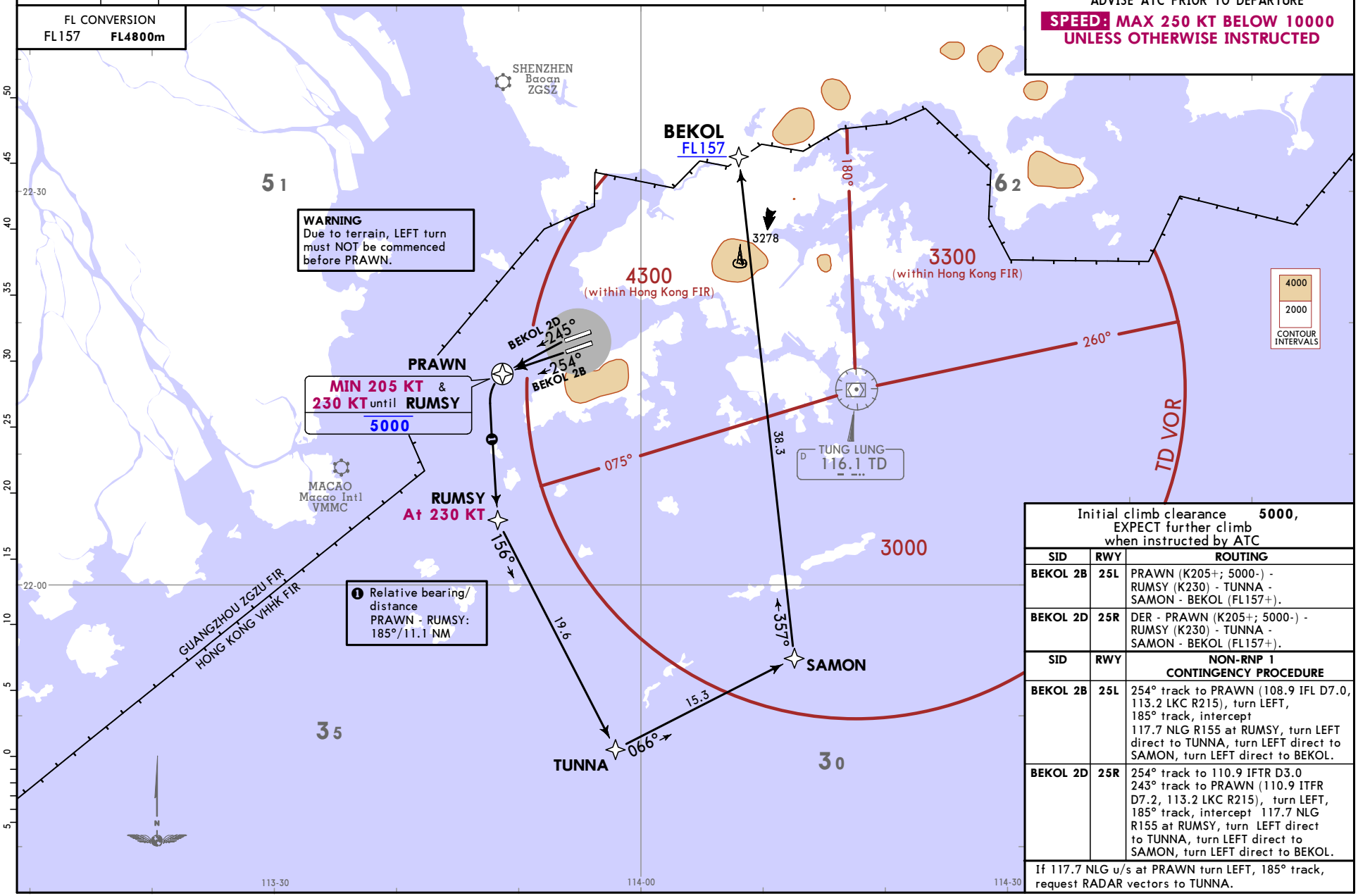
Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

FL CONVERSION
FL157 **FL4800m**

BEKOL 2B [BEKO2B]
BEKOL 2D [BEKO2D]
RNAV (RNP1) DEPARTURES

IF UNABLE TO CROSS BEKOL AT OR ABOVE FL157
ADVISE ATC PRIOR TO DEPARTURE

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000**,
EXPECT further climb
when instructed by ATC

SID	RWY	ROUTING
BEKOL 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).
BEKOL 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - SAMON - BEKOL (FL157+).

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
BEKOL 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to SAMON, turn LEFT direct to BEKOL.
BEKOL 2D	25R	254° track to 110.9 IFTR D3.0 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to SAMON, turn LEFT direct to BEKOL.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 (10-3D) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

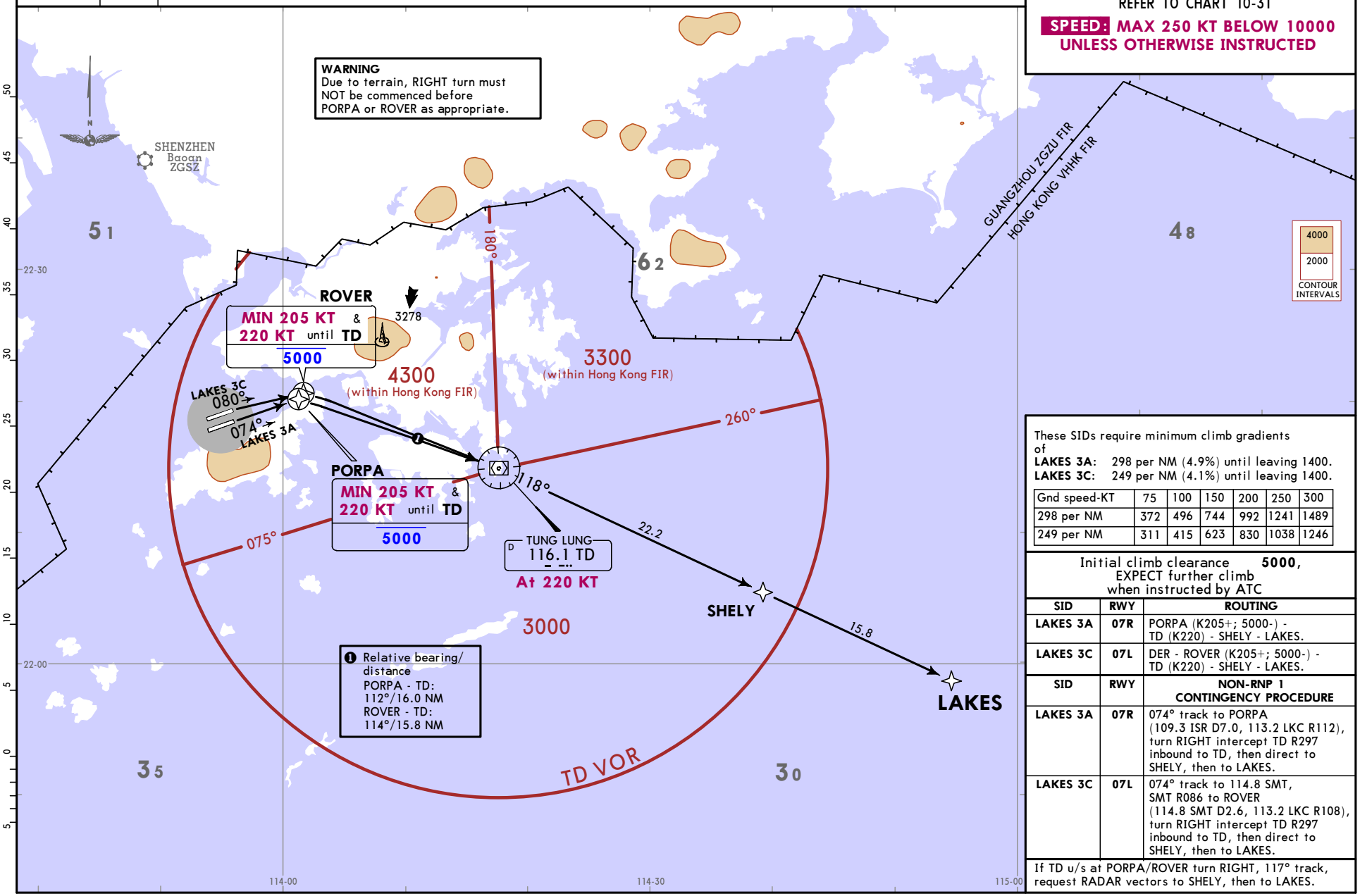
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LAKES 3A [LAKE3A]
LAKES 3C [LAKE3C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTE V1
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LAKES 3A: 298 per NM (4.9%) until leaving 1400.
LAKES 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LAKES 3A	07R	PORPA (K205+; 5000-) - TD (K220) - SHELY - LAKES.
LAKES 3C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - SHELY - LAKES.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LAKES 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT intercept TD R297 inbound to TD, then direct to SHELY, then to LAKES.
LAKES 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT intercept TD R297 inbound to TD, then direct to SHELY, then to LAKES.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to SHELY, then to LAKES.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

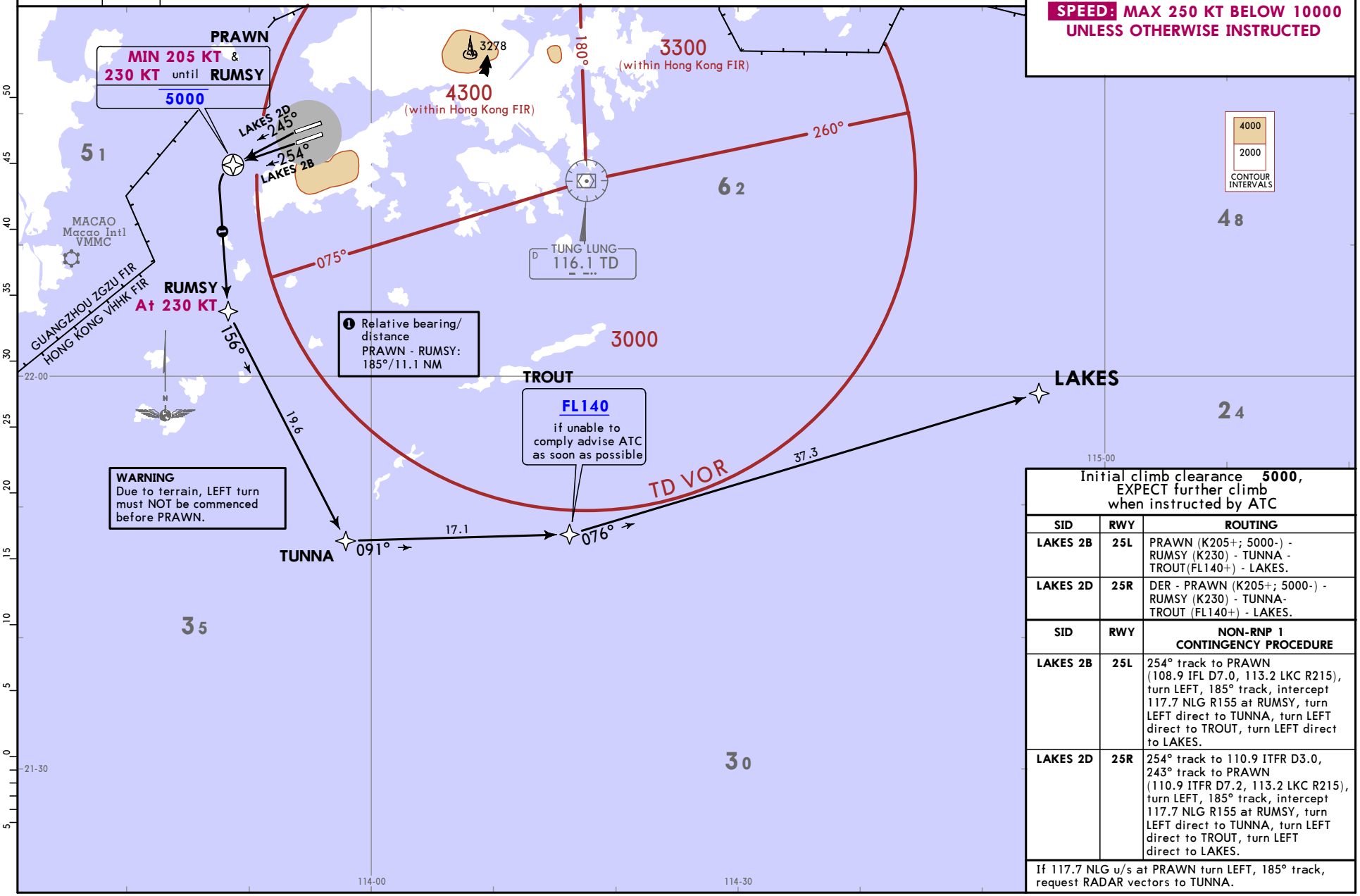
JEPPESEN 20 APR 18 (10-3E) Eff 26 Apr

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LAKES 2B [LAKE2B]
LAKES 2D [LAKE2D]
RNAV (RNP1) DEPARTURES
FOR TERMINAL TRANSITION ROUTE V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LAKES 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT(FL140+) - LAKES.
LAKES 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA- TROUT (FL140+) - LAKES.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LAKES 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, turn LEFT direct to LAKES.
LAKES 2D	25R	254° track to 110.9 ITFR D3.0, 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, turn LEFT direct to LAKES.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL 20 APR 18 10-3F Eff 26 Apr

JEPPESEN

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LOGAN 3A [LOGA3A]
LOGAN 3C [LOGA3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTE
V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

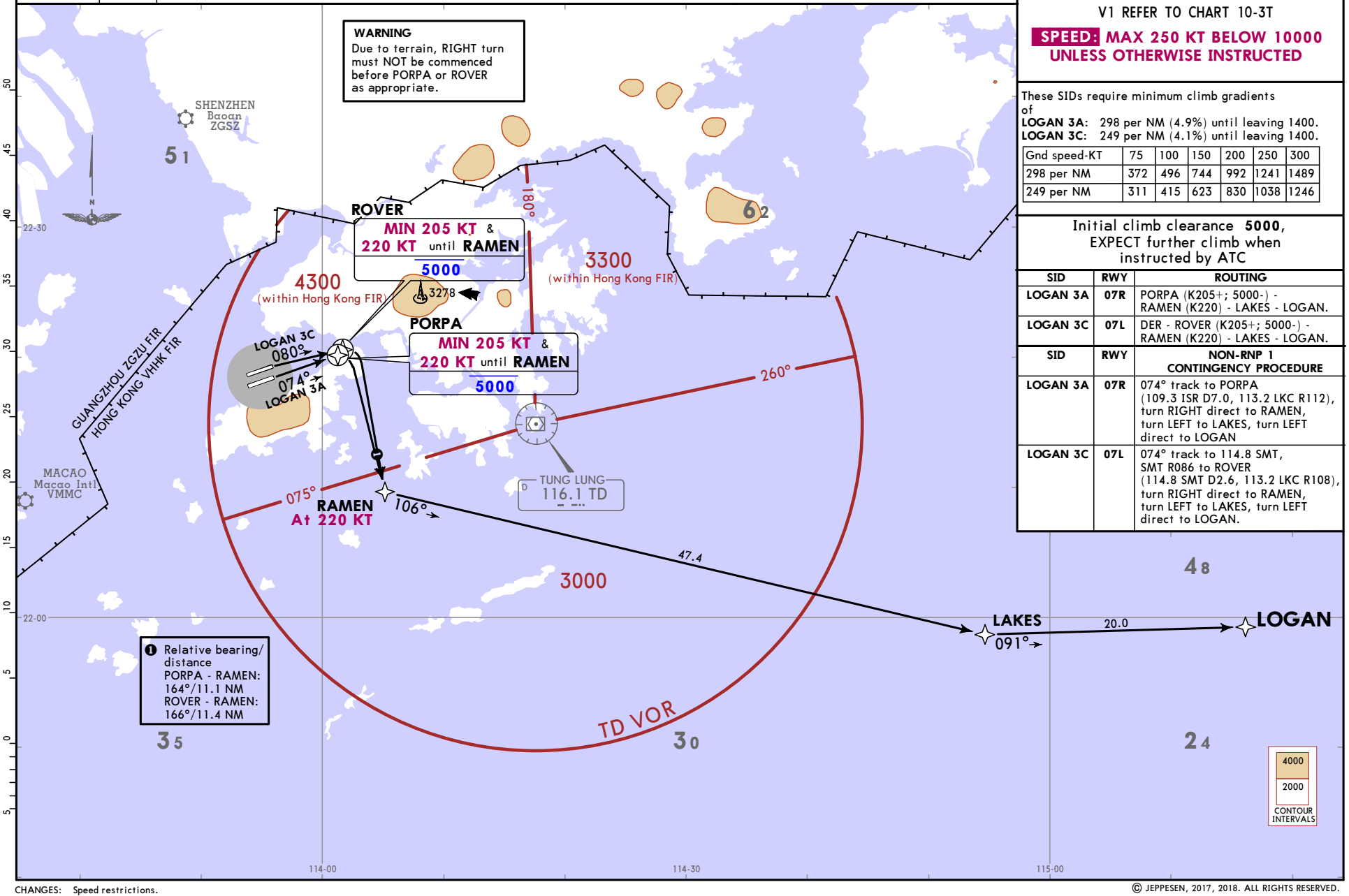
These SIDs require minimum climb gradients of
LOGAN 3A: 298 per NM (4.9%) until leaving 1400.
LOGAN 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LOGAN 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - LAKES - LOGAN.
LOGAN 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - LAKES - LOGAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
LOGAN 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT direct to LOGAN
LOGAN 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to LAKES, turn LEFT direct to LOGAN.



CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

HONG KONG Departure 123.8	Apt Elev 28

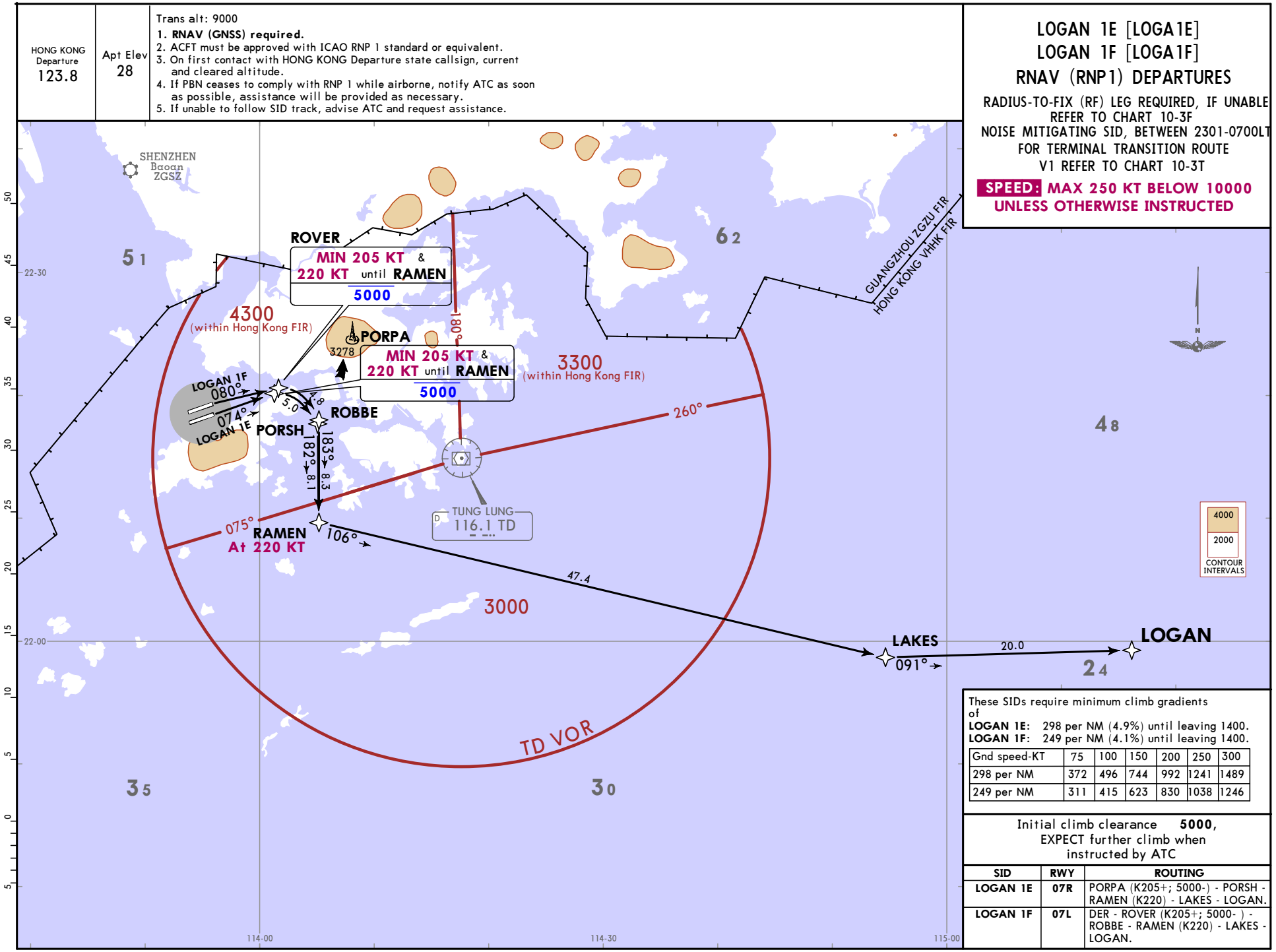
Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

LOGAN 1E [LOGA1E]
LOGAN 1F [LOGA1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3F
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTE
V1 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LOGAN 1E: 298 per NM (4.9%) until leaving 1400.
LOGAN 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**,
EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
LOGAN 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - LAKES - LOGAN.
LOGAN 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - LAKES - LOGAN.

CHANGES: Speed restrictions.

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VHHH/HKG HONG KONG INTL

JEPPESEN
20 APR 18 (10-3H) Eff 26 Apr

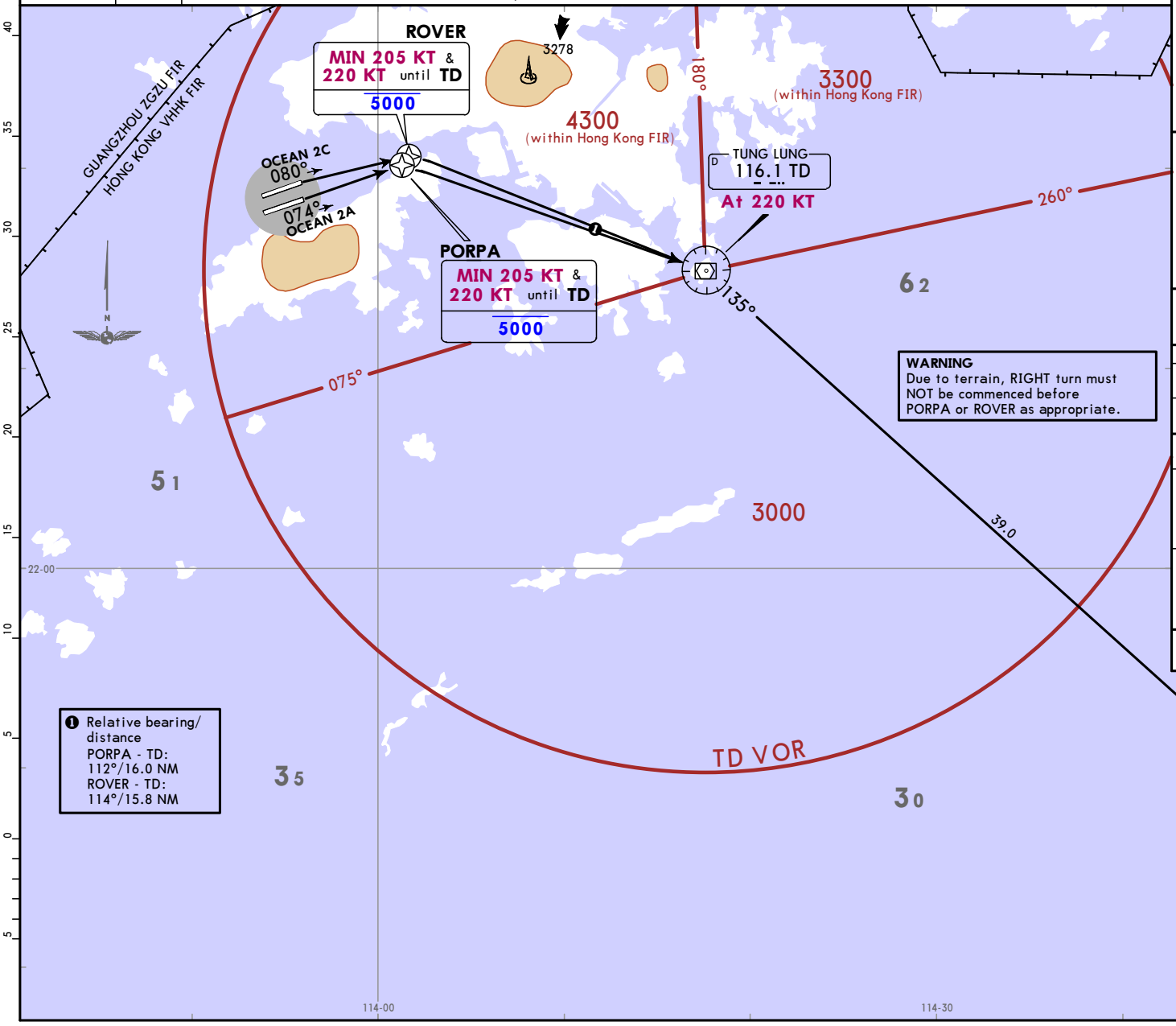
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

OCEAN 2A [OCEA2A]
OCEAN 2C [OCEA2C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
OCEAN 2A: 298 per NM (4.9%) until leaving 1400.
OCEAN 2C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
OCEAN 2A	07R	PORPA (K205+; 5000-) - TD (K220) - OCEAN.
OCEAN 2C	07L	DER - ROVER (K205+; 5000-) - TD (K220) - OCEAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
OCEAN 2A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT, intercept TD R297 inbound to TD, turn RIGHT direct to OCEAN
OCEAN 2C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT, intercept TD R297 inbound to TD, turn RIGHT direct to OCEAN.

If TD u/s at PORPA/ROVER turn RIGHT, 117° track, request RADAR vectors to OCEAN.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
20 APR 18 (10-3J) Eff 26 Apr
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

OCEAN 2B [OCEA2B]
OCEAN 2D [OCEA2D]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V2, V3, V4 & V5 REFER TO CHART 10-3T

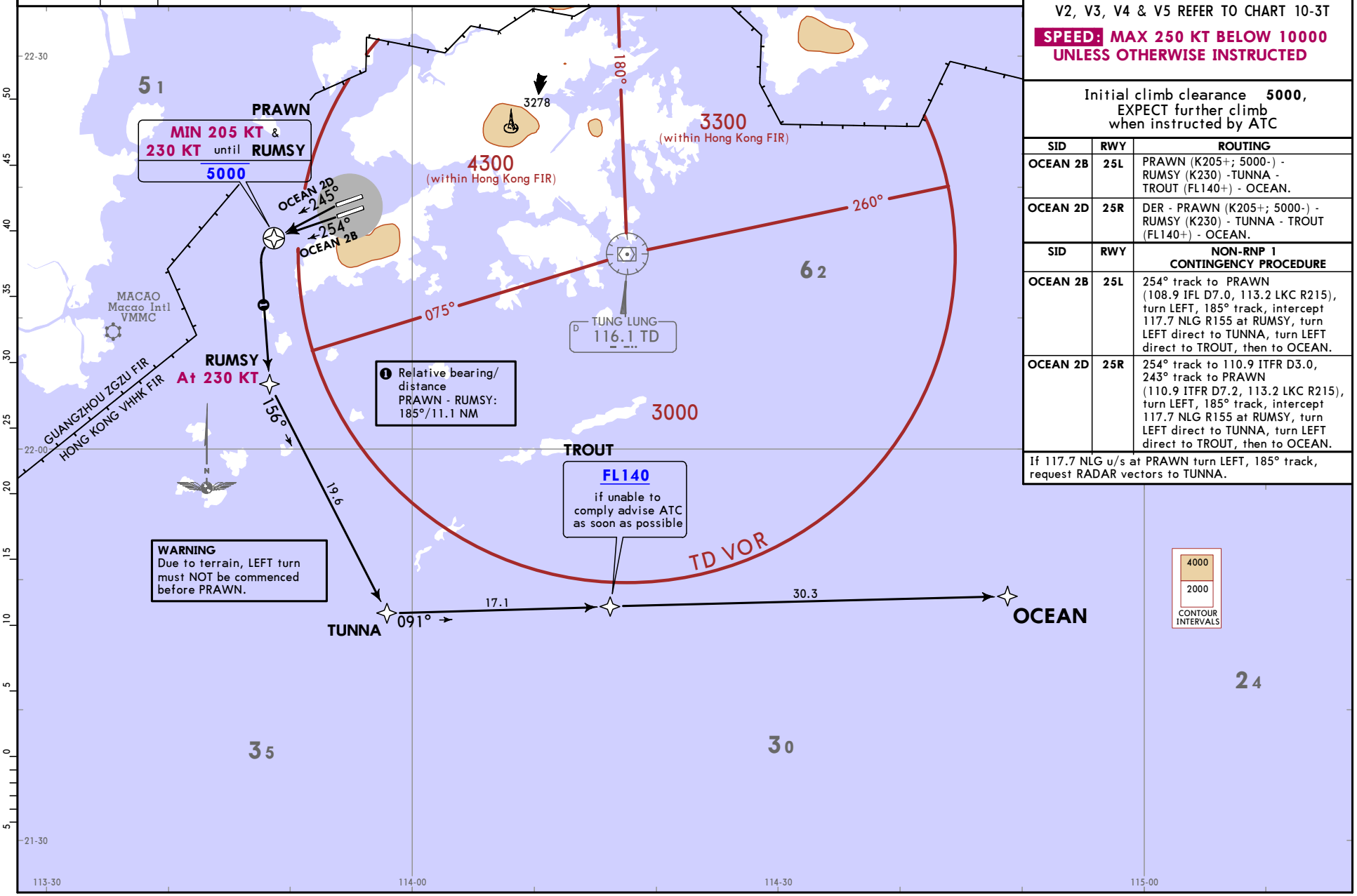
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
OCEAN 2B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) -TUNNA - TROUT (FL140+) - OCEAN.
OCEAN 2D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TROUT (FL140+) - OCEAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
OCEAN 2B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, then to OCEAN.
OCEAN 2D	25R	254° track to 110.9 ITFR D3.0, 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT direct to TROUT, then to OCEAN.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.



CHANGES: Speed restrictions.

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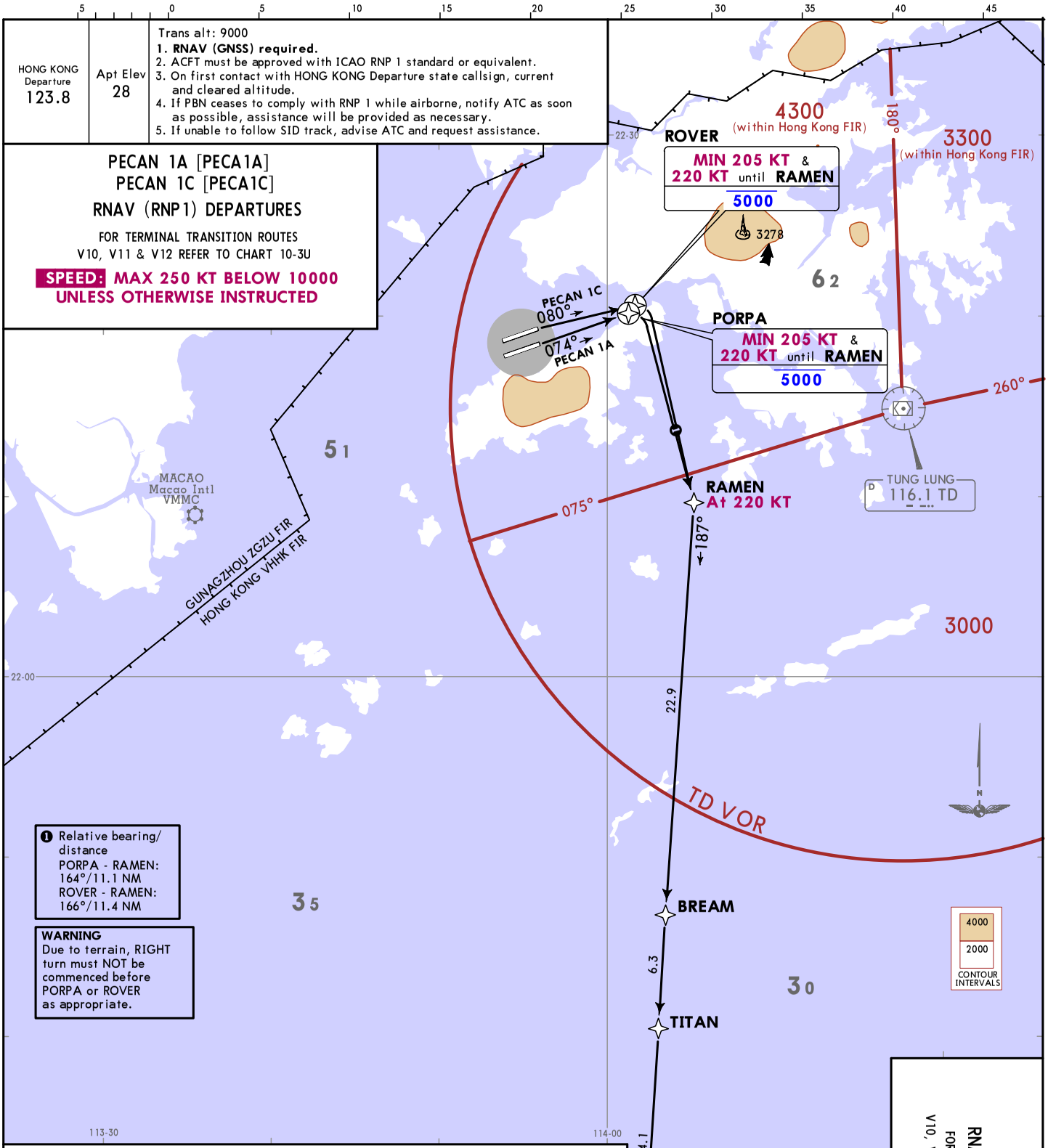
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HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 1. **RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

PECAN 1A [PECA1A]
PECAN 1C [PECA1C]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



❶ Relative bearing/ distance
PORPA - RAMEN: 164°/11.1 NM
ROVER - RAMEN: 166°/11.4 NM

WARNING
Due to terrain, RIGHT turn must NOT be commenced before PORPA or ROVER as appropriate.

These SIDs require minimum climb gradients of
PECAN 1A: 298 per NM (4.9%) until leaving 1400.
PECAN 1C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN - PECAN.
PECAN 1C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - BREAM - TITAN -PECAN.
SID	**RWY**	**NON - RNP 1 CONTINGENCY PROCEDURE**
PECAN 1A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then direct via TITAN to PECAN.
PECAN 1C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn RIGHT to BREAM, then direct via TITAN to PECAN.

PECAN 1A [PECA1A]
PECAN 1C [PECA1C]
RNAV (RNP1) DEPARTURES
FOR TERMINAL TRANSITION ROUTES
V10, V11 & V12 REFER TO CHART 10-3U

HONG KONG, PR OF CHINA
RNAV SID

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
20 APR 18 (10-3L) Eff 26 Apr
RNAV SID

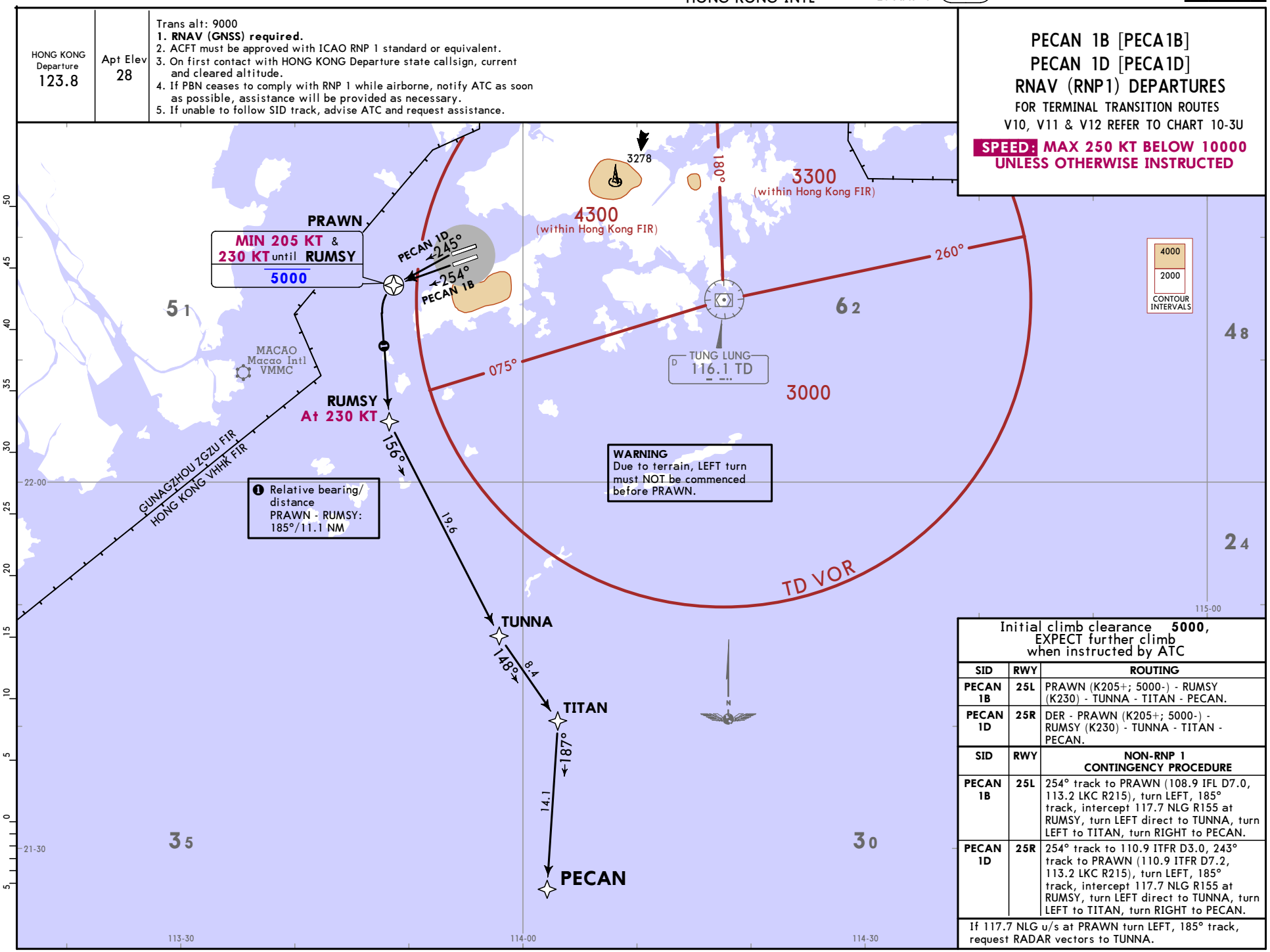
HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

PECAN 1B [PECA1B]
PECAN 1D [PECA1D]
RNAV (RNP1) DEPARTURES

FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
PECAN 1B	25L	PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.
PECAN 1D	25R	DER - PRAWN (K205+; 5000-) - RUMSY (K230) - TUNNA - TITAN - PECAN.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
PECAN 1B	25L	254° track to PRAWN (108.9 IFL D7.0, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.
PECAN 1D	25R	254° track to 110.9 ITFR D3.0, 243° track to PRAWN (110.9 ITFR D7.2, 113.2 LKC R215), turn LEFT, 185° track, intercept 117.7 NLG R155 at RUMSY, turn LEFT direct to TUNNA, turn LEFT to TITAN, turn RIGHT to PECAN.

If 117.7 NLG u/s at PRAWN turn LEFT, 185° track, request RADAR vectors to TUNNA.

CHANGES: Speed restrictions.

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VHHH/HKG HONG KONG INTL

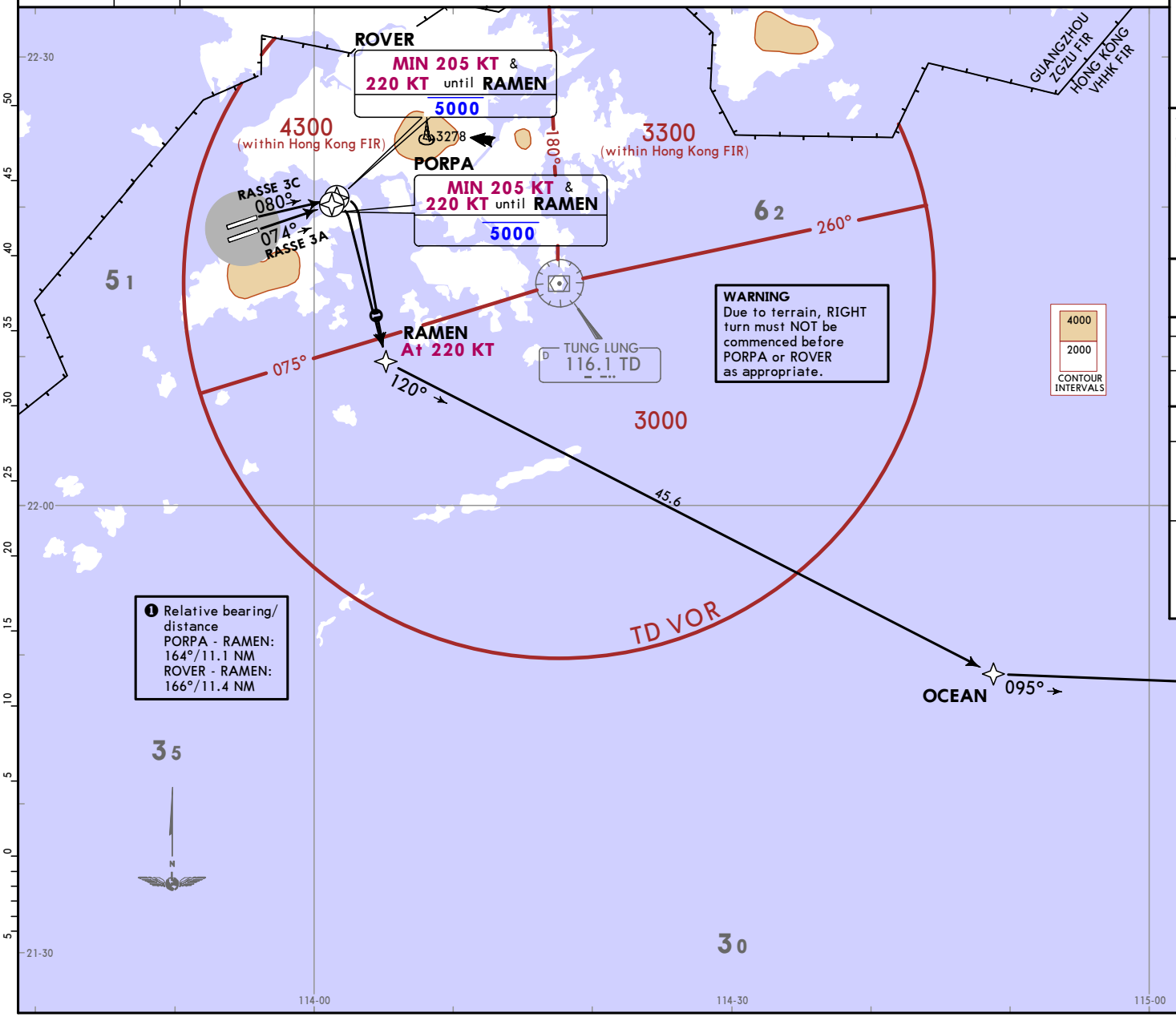
JEPPESEN 20 APR 18 (10-3M) Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.



RASSE 3A [RASE3A]
RASSE 3C [RASE3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 &V3
REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradients of
RASSE 3A: 298 per NM (4.9%) until leaving 1400.
RASSE 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
RASSE 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.
RASSE 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - RASSE.

SID	RWY	NON-RNP 1 CONTINGENCY PROCEDURE
RASSE 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT direct to RASSE.
RASSE 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn LEFT direct to RASSE.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN 20 APR 18 10-3N Eff 26 Apr

HONG KONG, PR OF CHINA

RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

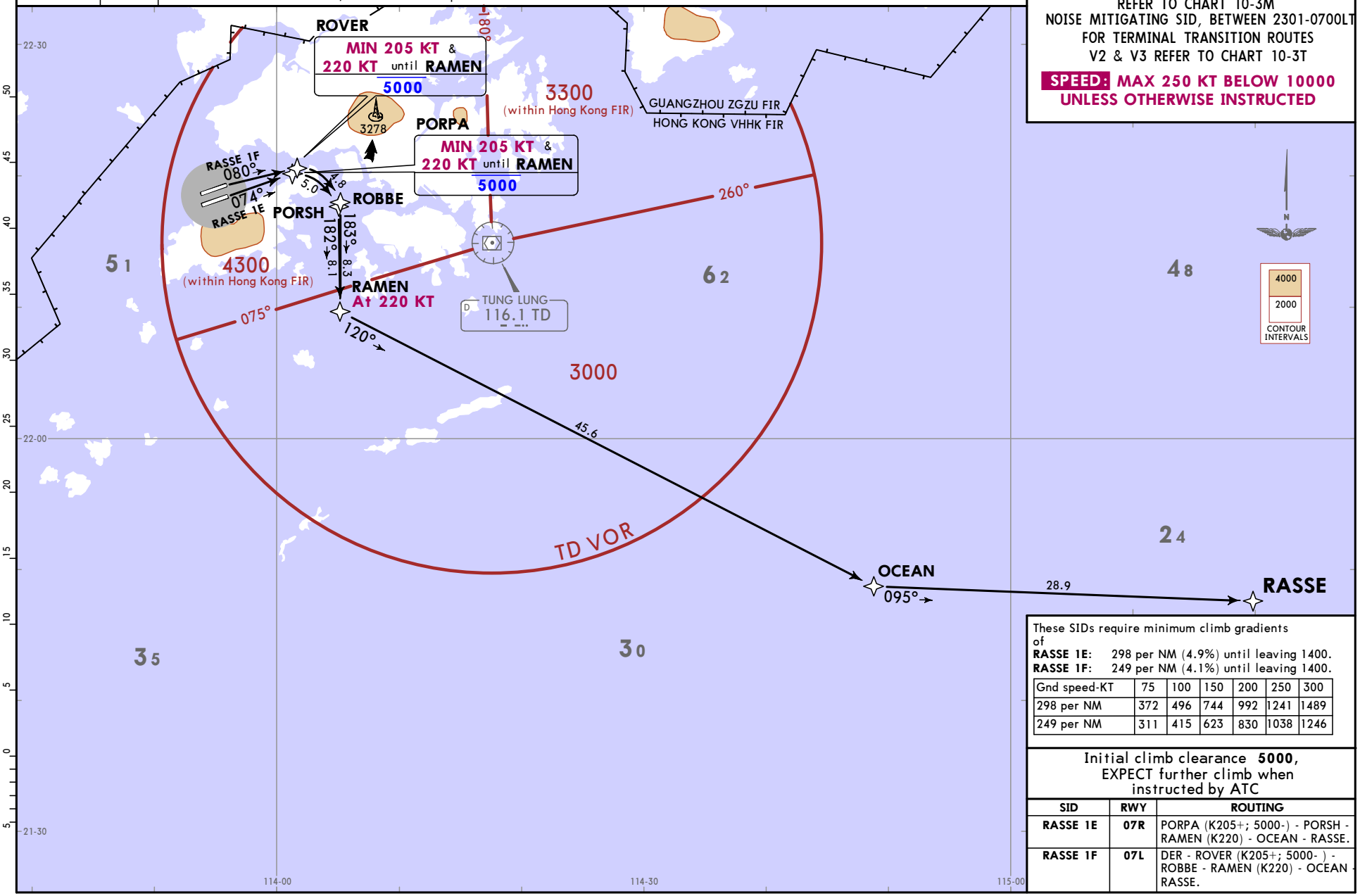
Trans alt: 9000

1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

RASSE 1E [RASE1E]
RASSE 1F [RASE1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3M
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V2 & V3 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
RASSE 1E: 298 per NM (4.9%) until leaving 1400.
RASSE 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
RASSE 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - RASSE.
RASSE 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - OCEAN - RASSE.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN
20 APR 18 (10-3P) Eff 26 Apr

HONG KONG, PR OF CHINA
RNAV SID

HONG KONG Departure 123.8	Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assitance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

SKATE 3A [SKAT3A]
SKATE 3C [SKAT3C]
RNAV (RNP1) DEPARTURES

NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 &V5
REFER TO CHART 10-3T

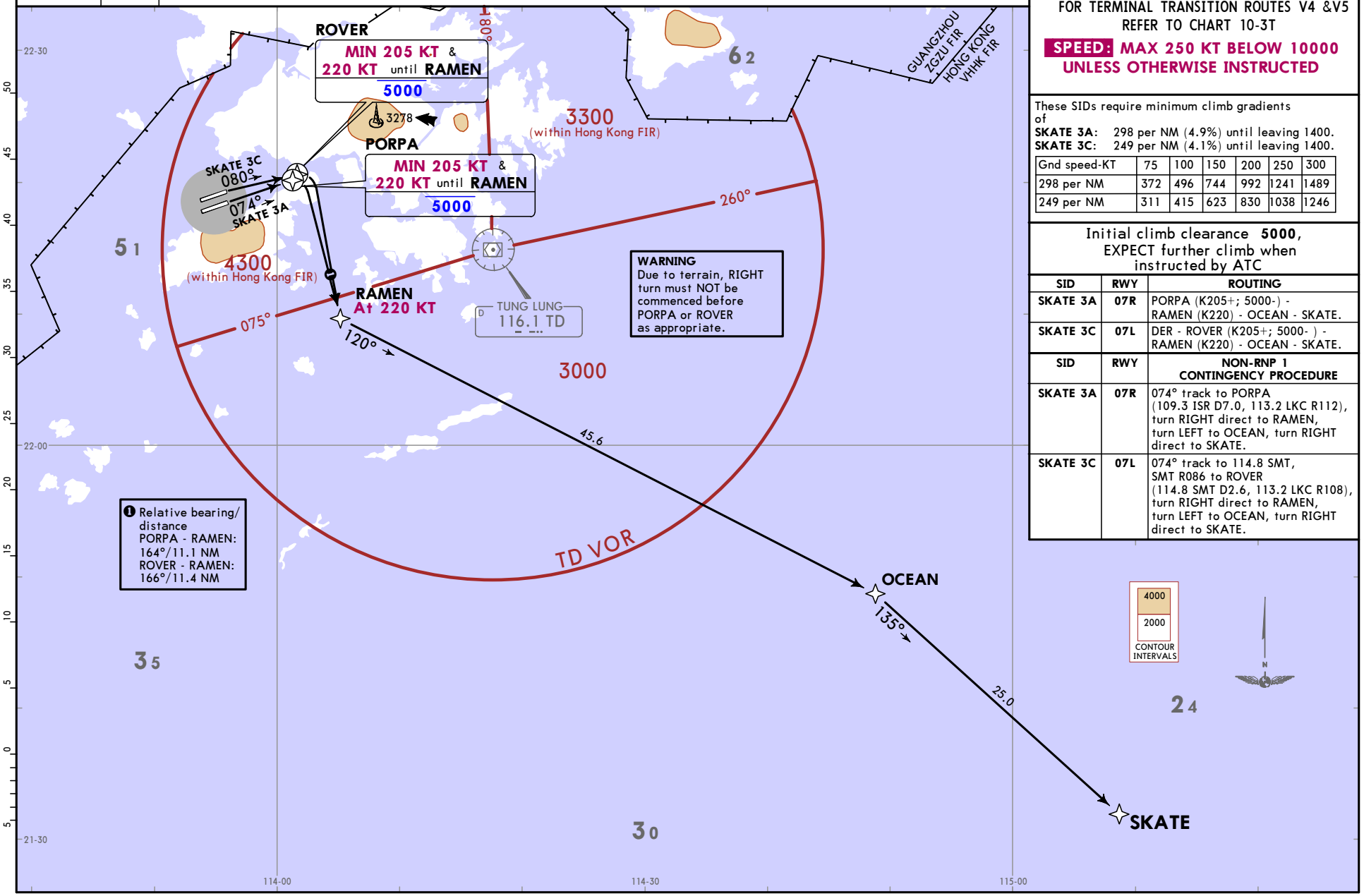
SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradients of
SKATE 3A: 298 per NM (4.9%) until leaving 1400.
SKATE 3C: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
SKATE 3A	07R	PORPA (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.
SKATE 3C	07L	DER - ROVER (K205+; 5000-) - RAMEN (K220) - OCEAN - SKATE.
SID	**RWY**	**NON-RNP 1 CONTINGENCY PROCEDURE**
SKATE 3A	07R	074° track to PORPA (109.3 ISR D7.0, 113.2 LKC R112), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT direct to SKATE.
SKATE 3C	07L	074° track to 114.8 SMT, SMT R086 to ROVER (114.8 SMT D2.6, 113.2 LKC R108), turn RIGHT direct to RAMEN, turn LEFT to OCEAN, turn RIGHT direct to SKATE.



CHANGES: Speed restrictions.

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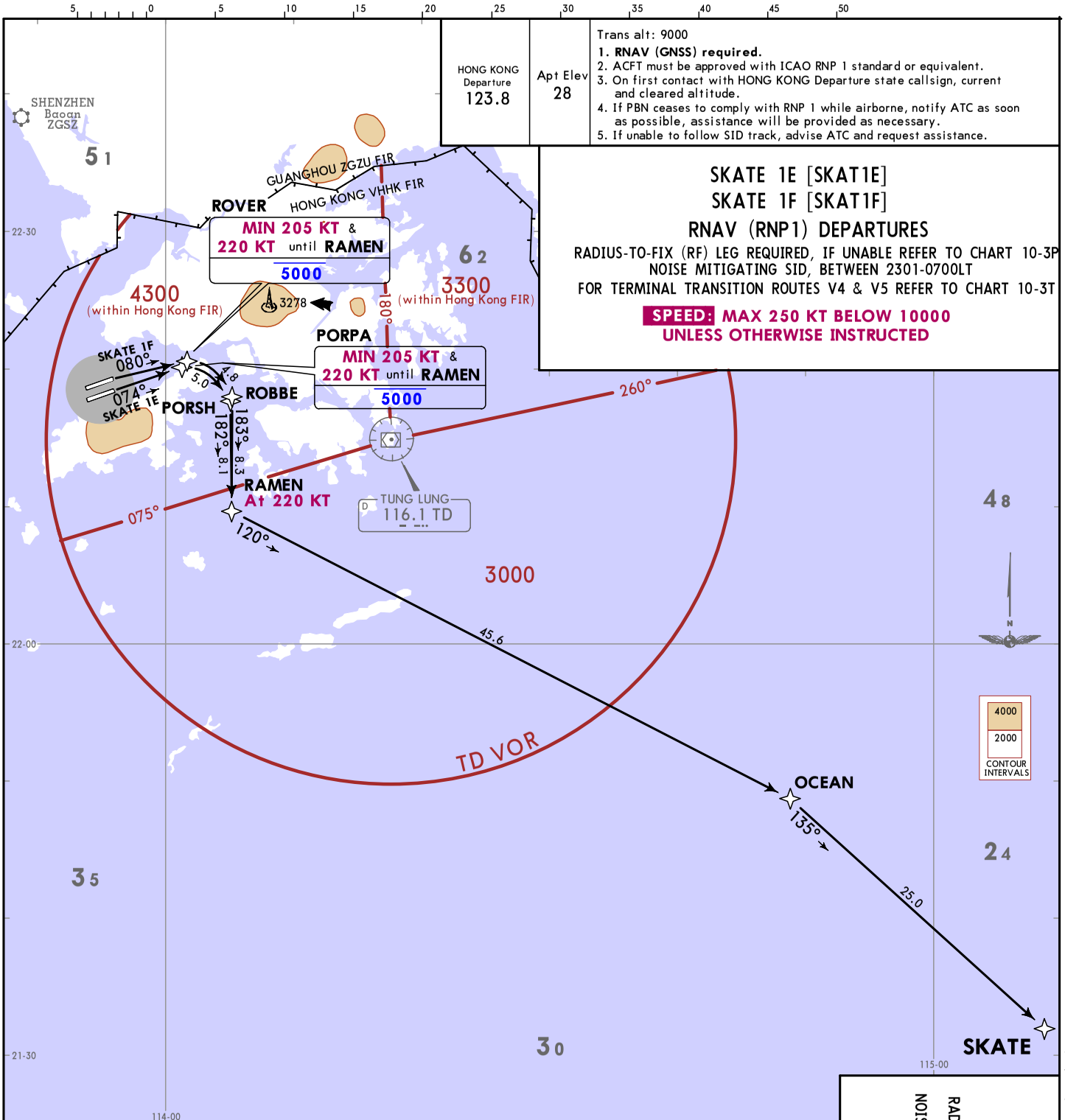
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HONG KONG Departure 123.8	Apt Elev 28	Trans alt: 9000 **1. RNAV (GNSS) required.** 2. ACFT must be approved with ICAO RNP 1 standard or equivalent. 3. On first contact with HONG KONG Departure state callsign, current and cleared altitude. 4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary. 5. If unable to follow SID track, advise ATC and request assistance.

SKATE 1E [SKAT1E]
SKATE 1F [SKAT1F]
RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3P
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3T

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
SKATE 1E: 298 per NM (4.9%) until leaving 1400.
SKATE 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
SKATE 1E	**07R**	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - OCEAN - SKATE.
SKATE 1F	**07L**	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - OCEAN - SKATE.

SKATE 1E [SKAT1E]
SKATE 1F [SKAT1F]
RNAV (RNP1) DEPARTURES
RADIUS-TO-FIX (RF) LEG REQUIRED, IF UNABLE REFER TO CHART 10-3P
NOISE MITIGATING SID, BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V4 & V5 REFER TO CHART 10-3T

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL 20 APR 18 (10-3S) Eff 26 Apr

JEPPESEN

HONG KONG, PR OF CHINA

RNAV SID

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]

RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

HONG KONG Departure 123.8

Apt Elev 28

Trans alt: 9000
1. **RNAV (GNSS) required.**
2. ACFT must be approved with ICAO RNP 1 standard or equivalent.
3. On first contact with HONG KONG Departure state callsign, current and cleared altitude.
4. If PBN ceases to comply with RNP 1 while airborne, notify ATC as soon as possible, assistance will be provided as necessary.
5. If unable to follow SID track, advise ATC and request assistance.

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]

RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

TITAN 1E [TITA1E]
TITAN 1F [TITA1F]

RNAV (RNP1) DEPARTURES

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

RADIUS-TO-FIX (RF) LEG IS REQUIRED, IF UNABLE REFER TO CHART 10-3K (PECAN SIDs)
NOISE MITIGATING SID FOR USE BETWEEN 2301-0700LT
FOR TERMINAL TRANSITION ROUTES V10, V11 & V12 REFER TO CHART 10-3U

These SIDs require minimum climb gradients of
TITAN 1E: 298 per NM (4.9%) until leaving 1400.
TITAN 1F: 249 per NM (4.1%) until leaving 1400.

Gnd speed-KT	75	100	150	200	250	300
298 per NM	372	496	744	992	1241	1489
249 per NM	311	415	623	830	1038	1246

Initial climb clearance **5000**, EXPECT further climb when instructed by ATC

SID	RWY	ROUTING
TITAN 1E	07R	PORPA (K205+; 5000-) - PORSH - RAMEN (K220) - BREAM - TITAN - PECAN.
TITAN 1F	07L	DER - ROVER (K205+; 5000-) - ROBBE - RAMEN (K220) - BREAM - TITAN - PECAN.

CHANGES: Speed restrictions.

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VHHH/HKG
HONG KONG INTL

JEPPESEN
20 APR 18 (10-3T) Eff 26 Apr

HONG KONG, PR OF CHINA
TERMINAL TRANSITION ROUTE

TERMINAL TRANSITION ROUTES
V1, V2, V3, V4, V5, V13

HONG KONG Departure 123.8
Apt Elev 28
Trans alt: 9000

TERMINAL TRANSITION ROUTES
V1, V2, V3, V4, V5, V13

SPEED: MAX 250 KT BELOW 10000 UNLESS OTHERWISE INSTRUCTED

TAIPEI RCAA FIR
HONG KONG VHHK FIR
GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR
MANILA RPHI FIR
HONG KONG VHHK FIR

LELIM
NUSTO (CRP for non-jet ACFT)
ELATO
ENVAR
KAPLI
DOTMI
AROXA (CRP for non-jet ACFT)
CONGA (CRP for non-jet ACFT)
SOUSA (CRP for non-jet ACFT)
LOGAN (CRP for non-jet ACFT)
RASSE (CRP for non-jet ACFT)
OCEAN (CRP for non-jet ACFT)
LAKES (CRP for non-jet ACFT)
SKATE (CRP for non-jet ACFT)
GRUPA (CRP for non-jet ACFT)
NOMAN
SABNO

V1 41.8 001°
V2 53.6 051°
V3 47.8 210°
V13 32.8 032°
V1, V13 51.4 091°
V2 81.3 095°
V3 28.9 135°
V4 61 144°
V5 186°
V4 64.9
V5 111.4

HONG KONG RADAR 118.925 128.125 V1, V2, V3, V13

HONG KONG RADAR 128.75 132.15 V4, V5

within Hong Kong FIR

CHEUNG CHAU 112.3 CH

CHVOR 3000 260° 030° 4300

CONTOUR INTERVALS 6000 4000 2000

Final cruising level will be issued by HONG KONG Radar not later than 10 minutes prior to TMA boundary. Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
DOTMI	SOUSA
ELATO	20 NM before ELATO
ENVAR	20 NM before ENVAR
KAPLI	20 NM before KAPLI
LELIM	AROXA
NOMAN	20 NM before NOMAN
SABNO	20 NM before SABNO

CHANGES: None.

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CHANGES: Track update.

HONG KONG Departure	Apt Elev	Trans alt: 9000
123.8	28	

TERMINAL TRANSITION ROUTES
V10, V11, V12

SPEED: MAX 250 KT BELOW 10000
UNLESS OTHERWISE INSTRUCTED

SHENZHEN
Baoan
ZGSZ

MACAO
Macao Intl
VMMC

6000
4000
2000
CONTOUR INTERVALS

4285

4300 ❶
3000
260°
030°
CH VOR

CHEUNG CHAU
D 112.3 CH

GUANGZHOU ZGZU FIR
HONG KONG VHHK FIR

❶ within Hong Kong FIR

(CRP for non-jet ACFT)
PECAN

217°
25.3
187°
30

(CRP for non-jet ACFT)
ALLEY

254°

(CRP for non-jet ACFT)
LEMON

220°
195°

SIKOU

97.3
V 10

40.7
299°

(CRP for non-jet ACFT)
DONKI

120.9
V 11

118.6
V 12

HONG KONG
RADAR
126.3
132.6
V10, V11, V12

(CRP for non-jey ACTF)
SURFA

22.7

(CRP for non-jey ACTF)
IDOSI

(CRP for non-jey ACTF)
EPDOS

Aircraft are required to reach assigned cruising level at or before TMA boundary as indicated below:

TMA Exit Point	Specified Location
EPDOS	EPDOS
IDOSI	SURFA
SIKOU	DONKI

HONG KONG VHHK FIR
SANYA ZJSA FIR

22-30 22-00 21-30 21-00 20-30 20-00 19-30 19-00 18-30

111-30 112-00 112-30 113-00 113-30 114-00 114-30 115-00

TERMINAL TRANSITION ROUTES
V10, V11, V12

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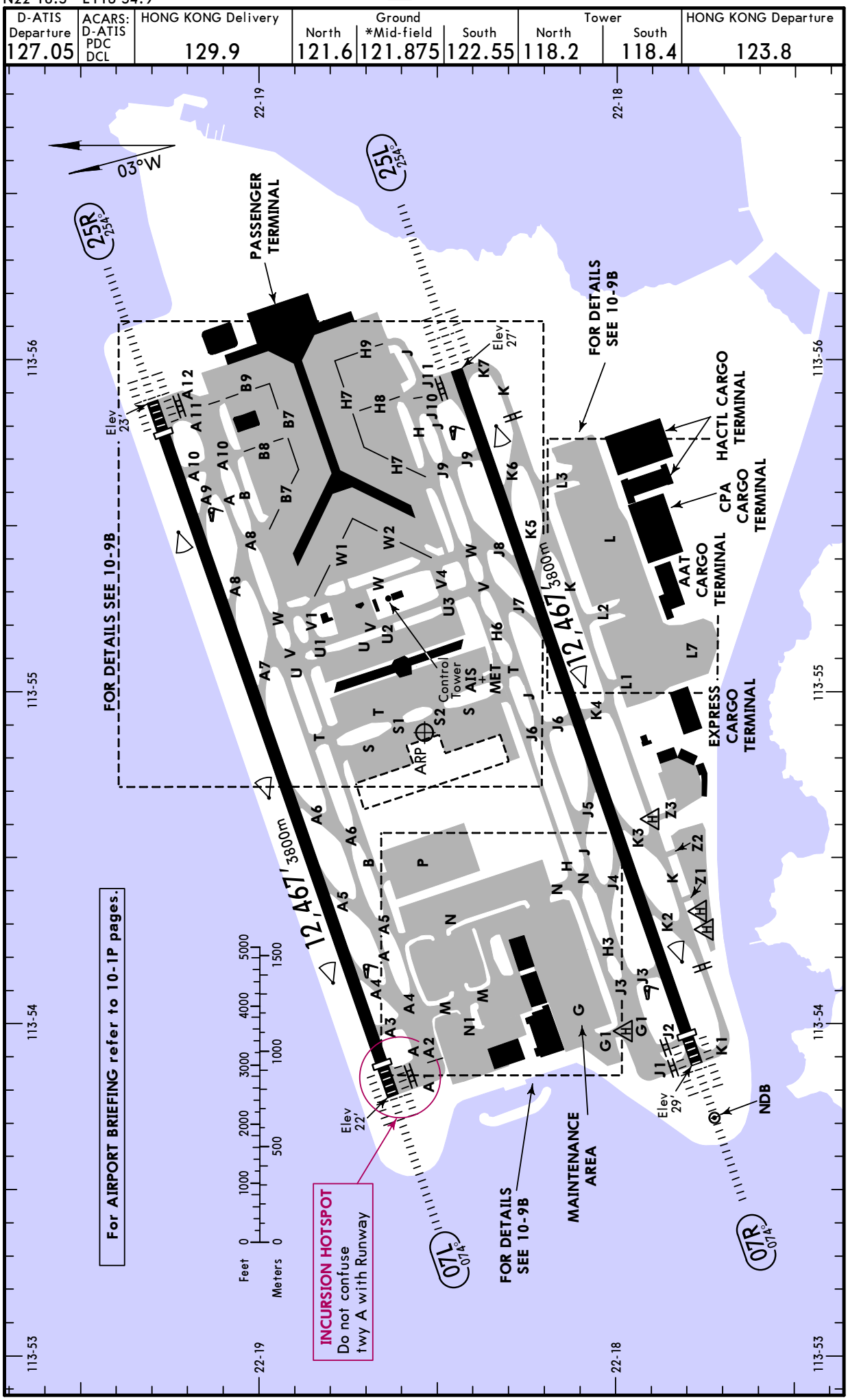
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VHHH/HKG

Apt Elev 28′
N22 18.5 E113 54.9

JEPPESEN HONG KONG, PR OF CHINA
13 JUL 18 (10-9)
HONG KONG INTL

D-ATIS Departure	ACARS: D-ATIS PDC DCL	HONG KONG Delivery	Ground North	Ground *Mid-field	Ground South	Tower North	Tower South	HONG KONG Departure
127.05		129.9	121.6	121.875	122.55	118.2	118.4	123.8



CHANGES: Construction area.

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VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

13 JUL 18 (10-9A)

HONG KONG INTL

ADDITIONAL RUNWAY INFORMATION

RWY								USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07L ❶	HIRL (60m)	CL (15m)	ALSF-II	TDZ	❷	RVR		11,900' 3627m ❹	10,867' 3312m	❻	197' 60m
25R	HIRL (60m)	CL (15m)	ALSF-II	TDZ	❸	RVR		11,896' 3626m ❺	10,863' 3311m		

❶ Rwy grooved.

❷ PAPI-L (3.0°), HST-A7, A8 & A9

❸ PAPI-R (3.0°), HST-A6 (with HSTIL), A5 & A4 (with HSTIL)

❹ LDA to HST
RWY 07L: A7 6437' (1962m)
A8 7979' (2432m)
A9 9521' (2902m)

❺ LDA to HST
RWY 25R: A6 6437' (1962m)
A5 7979' (2432m)
A4 9521' (2902m)

❻ TAKE-OFF RUN AVAILABLE
RWY 07L: From rwy head 12,467' (3800m)
Twy A3 int 10,846' (3306m)
RWY 25R: From rwy head 12,467' (3800m)
Twy A10 int 10,653' (3247m)

RWY								USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07R ❼	HIRL (60m)	CL (30m)	ALSF-II	TDZ	❽	RVR		11,942' 3640m ❿	10,909' 3325m	⓬	197' 60m
25L	HIRL (60m)	CL (30m)	ALSF-II	TDZ	❾	RVR		⓫	11,434' 3485m		

❼ Rwy grooved.

❽ PAPI (3.0°), HST-J7, K5 (with HSTIL), J8 & K6

❾ PAPI (3.0°), HST-J5, K3 (with HSTIL), J4 & K2

❿ LDA to HST
RWY 07R: J7 7208' (2197m)
K5 7966' (2428m)
J8 8320' (2536m)
K6 9505' (2897m)

⓫ LDA to HST
RWY 25L: J5 7208' (2197m)
K3 7966' (2428m)
J4 8520' (2597m)
K2 9505' (2897m)

⓬ TAKE-OFF RUN AVAILABLE
RWY 07R: From rwy head 12,467' (3800m)
Twy J3 int 10,269' (3130m)
Twy K2 int 8924' (2720m)
RWY 25L: From rwy head 12,467' (3800m)
Twy J9 int 10,499' (3200m)
Twy K6 int 9449' (2880m)

TAKE-OFF

	AIR CARRIER (JAA) All Rwys LVP must be in force With HIRL and CL	AIR CARRIER (JAA) All Rwys HIRL or CL	AIR CARRIER (FAR 121) All Rwys		HIRL & CL & RCLM any RVR out, other two req.	CL two RVR req.	Adequate Vis Ref
A	200m	400m	2 Eng		TDZ RVR 200m Mid RVR 200m Roll out RVR 200m	400m	RVR 500m VIS 400m
B							
C			3 & 4 Eng				
D	250m (200m)						

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: None.

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VHHH/HKG

JEPPESEN HONG KONG, PR OF CHINA

13 JUL 18 (10-9B)

HONG KONG INTL

PASSENGER TERMINAL

RWY 07L/25R

RWY 07R/25L

Control Tower

AIS + MET

NOT TO SCALE

MAINTENANCE AREA

INCURSION HOTSPOT
Do not confuse twy A with Runway

CPA CARGO TERMINAL

AAT CARGO TERMINAL

HACTL CARGO TERMINAL

CHANGES: Construction area. Stand D303 added.

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VHHH/HKG

JEPPESEN 13 JUL 18 (10-9C)

HONG KONG, PR OF CHINA

HONG KONG INTL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
C1R	N22 18.0 E113 55.0	M22	N22 18.3 E113 54.0
C2R thru C3R	N22 17.9 E113 55.0	M23	N22 18.4 E113 54.0
C4R, C5R	N22 17.8 E113 55.0	M24	N22 18.3 E113 54.0
C6L	N22 17.7 E113 55.1	M25 thru M27	N22 18.4 E113 54.2
C6R	N22 17.8 E113 55.1	M31	N22 18.4 E113 53.9
C7 thru C8L	N22 17.8 E113 55.2	M32, M33	N22 18.5 E113 53.9
C9, C9R	N22 17.9 E113 55.1	M34	N22 18.5 E113 54.0
C10 thru C11	N22 17.9 E113 55.2	M35, M36	N22 18.5 E113 54.1
C12, C13	N22 17.9 E113 55.3	M37, M38	N22 18.5 E113 54.2
C14	N22 17.9 E113 55.4	N20	N22 18.9 E113 56.0
C15	N22 18.0 E113 55.4	N22, N24	N22 18.9 E113 55.9
C16 thru C18	N22 18.0 E113 55.5	N26, N28	N22 18.9 E113 55.8
C19, C20	N22 18.0 E113 55.6	N30	N22 18.8 E113 55.8
C21	N22 18.0 E113 55.7	N32, N34	N22 18.8 E113 55.7
C22, C23	N22 18.1 E113 55.7	N36, N60	N22 18.8 E113 55.6
C24	N22 18.2 E113 55.6	N62, N64	N22 18.9 E113 55.5
C25 thru C27	N22 18.1 E113 55.5	N66, N68	N22 18.9 E113 55.4
C28, C29	N22 18.1 E113 55.4	N70	N22 18.9 E113 55.3
C30, C31	N22 18.1 E113 55.3	N141, N142	N22 19.0 E113 55.6
C33 thru C33R	N22 18.0 E113 55.2	N143	N22 18.9 E113 55.7
C34 thru C35	N22 18.0 E113 55.1	N144, N145	N22 19.0 E113 55.7
D201 thru D203	N22 18.8 E113 55.0	N501 thru N506	N22 19.0 E113 55.8
D204	N22 18.7 E113 55.0	N507, N508	N22 19.0 E113 55.9
D205	N22 18.7 E113 55.1	N509	N22 19.0 E113 55.8
D206	N22 18.7 E113 55.0	N510	N22 19.1 E113 55.8
D207	N22 18.7 E113 55.1	S21	N22 18.8 E113 56.0
D208	N22 18.7 E113 55.0	S23	N22 18.9 E113 56.0
D209	N22 18.6 E113 55.1	S25, S27	N22 18.8 E113 55.9
D210	N22 18.6 E113 55.0	S29, S31	N22 18.8 E113 55.8
D211	N22 18.6 E113 55.1	S33, S35	N22 18.8 E113 55.7
D212	N22 18.5 E113 55.1	S41, S43	N22 18.7 E113 55.6
D213	N22 18.6 E113 55.1	S45 thru S49	N22 18.6 E113 55.6
D214, D215	N22 18.5 E113 55.1	S101	N22 18.6 E113 56.0
D216	N22 18.4 E113 55.1	S102	N22 18.7 E113 56.0
D217	N22 18.5 E113 55.1	S103 thru S105	N22 18.7 E113 55.9
D218	N22 18.4 E113 55.1	S106	N22 18.6 E113 56.0
D219	N22 18.5 E113 55.2	S107	N22 18.6 E113 55.8
D300	N22 18.6 E113 55.0	S108, S109	N22 18.7 E113 55.8
D301, D302	N22 18.7 E113 54.8	S110, S111	N22 18.6 E113 55.8
D303, D304	N22 18.6 E113 54.8	TW1, TW2	N22 18.6 E113 55.4
D307	N22 18.5 E113 54.8	V131, V132	N22 18.8 E113 55.2
D308, D309	N22 18.4 E113 54.9	V133 thru V135	N22 18.7 E113 55.2
D310	N22 18.3 E113 54.9	W40, W42	N22 18.7 E113 55.6
E1, E2	N22 18.8 E113 56.1	W44 thru W48	N22 18.6 E113 55.5
E3, E4	N22 18.7 E113 56.1	W50	N22 18.5 E113 55.5
E15, E16	N22 19.0 E113 56.0	W61	N22 18.8 E113 55.6
E17 thru E19	N22 19.1 E113 56.0	W63 thru W67	N22 18.8 E113 55.5
M1	N22 18.0 E113 53.9	W69, W71	N22 18.9 E113 55.4
M2	N22 18.0 E113 54.0	W121 thru W125	N22 18.7 E113 55.4
M3	N22 18.1 E113 54.0	W126	N22 18.8 E113 55.3
M4, M5	N22 18.1 E113 54.1	X451	N22 18.6 E113 54.3
M6, M7	N22 18.1 E113 54.2	X452, X453	N22 18.5 E113 54.4
M8, M9	N22 18.1 E113 54.3	X454 thru X456	N22 18.4 E113 54.4
M10	N22 18.2 E113 54.3	X457	N22 18.3 E113 54.4
M21	N22 18.3 E113 54.1	X458	N22 18.3 E113 54.5
		X459	N22 18.2 E113 54.5

CHANGES: Stand D303 added.

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JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (10-9D) Eff 4 Jan

HONG KONG INTL

COLOR-CODED PUSHBACK PROCEDURES

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
E1/E1R	BLUE	TSP ABEAM E2 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
E2/E2R	BLUE	ABEAM E3 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
	GREEN	ABEAM E2 FACING SOUTH
E3/E3R	BLUE	ABEAM E4 FACING NORTH
	RED	ABEAM E2 FACING SOUTH
E4	BLUE	TWY J FACING NORTH
	RED	ABEAM E3 FACING SOUTH
S21	BLUE	TSP ABEAM E2 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
S23/S23R	BLUE	TSP ABEAM E2 FACING NORTH ❶
	RED	ABEAM S25 FACING EAST
S25/S25R	BLUE	TSP ABEAM E2 FACING NORTH ❶
	RED	ABEAM S 27 FACING EAST
	GREEN	ABEAM S 25 FACING WEST
S27/S27R	BLUE	ABEAM S 25 FACING WEST
	RED	ABEAM S 29 FACING EAST
S29/S29R	BLUE	TSP ABEAM S 27 FACING WEST
	RED	ABEAM S 31 FACING EAST
S31/S31R	BLUE	ABEAM S 29 FACING WEST
	RED	TSP ABEAM S 41 FACING NORTH EAST ❶
	GREEN	ABEAM S31 FACING EAST
S33/S33R	BLUE	ABEAM S31 FACING WEST
	RED	TSP ABEAM S41 FACING NORTH EAST ❶
S35/S35R	BLUE	TSP ABEAM S33 FACING WEST
	RED	TSP ABEAM S41 FACING NORTH EAST ❶
S41/S41R	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S43 FACING NORTH EAST
S43/S43R	BLUE	TSP ABEAM S 33 FACING WEST ❶
	RED	ABEAM S 45 FACING NORTH EAST
	GREEN	ABEAM S43 FACING SOUTH WEST
S45/S45R	BLUE	ABEAM S43 FACING SOUTH WEST
	RED	ABEAM S47 FACING NORTH EAST
S47/S47R	BLUE	ABEAM S45 FACING SOUTH WEST
S49/S49R	BLUE	ABEAM S47 FACING SOUTH WEST
S101	BLUE	TWY J FACING NORTH
	RED	TSP ABEAM S102 FACING SOUTH
S102	BLUE	ABEAM S101 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶
	GREEN	ABEAM S102 FACING SOUTH
S103	BLUE	ABEAM S102 FACING NORTH
	RED	TSP ABEAM S25 FACING EAST ❶❷
	GREEN	ABEAM S103 FACING SOUTH
S104	BLUE	ABEAM S105 FACING NORTH
	RED	ABEAM S31 FACING EAST ❶
	GREEN	ABEAM S104 FACING SOUTH
S105	BLUE	TSP ABEAM S106 FACING NORTH
	RED	ABEAM S104 FACING SOUTH
S106	RED	ABEAM S105 FACING SOUTH
S107	RED	ABEAM S108 FACING SOUTH
S108	BLUE	ABEAM S107 FACING NORTH
	RED	TSP ABEAM S31 FACING EAST ❶❷
	GREEN	ABEAM S108 FACING SOUTH
S109	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S43 FACING NORTH EAST

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
S110	BLUE	TSP ABEAM S33 FACING WEST ❶
	RED	ABEAM S45 FACING NORTH EAST
	GREEN	ABEAM S110 FACING SOUTH WEST
S111	BLUE	ABEAM S110 FACING SOUTH WEST
	RED	ABEAM S47 FACING NORTH EAST
E15	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	TSP ABEAM E17 FACING SOUTH ❶
E16/E16R	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	ABEAM E17 FACING SOUTH
E17/E17R	BLUE	TSP ABEAM N24 FACING EAST ❶
	RED	ABEAM E18 FACING SOUTH
	GREEN	ABEAM E17 FACING NORTH
E18	BLUE	ABEAM E17 FACING NORTH
	RED	ABEAM E19 FACING SOUTH
E19	BLUE	ABEAM E18 FACING NORTH
	RED	TWY B FACING EAST
N20	BLUE	ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
N22/N22R	BLUE	ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
N24/N24R	BLUE	ABEAM N26 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH ❶
	GREEN	ABEAM N24 FACING WEST
N26/N26R	BLUE	ABEAM N28 FACING EAST
	RED	ABEAM N24 FACING WEST
N28/N28R	BLUE	ABEAM N30 FACING EAST
	RED	ABEAM N26 FACING WEST
N30/N30R	BLUE	TSP ABEAM N36 FACING SOUTH EAST ❶
	RED	ABEAM N28 FACING WEST
	GREEN	ABEAM N30 FACING EAST
N32/N32R	BLUE	TSP ABEAM N36 FACING SOUTH EAST ❶
	RED	ABEAM N30 FACING WEST
N34/N34R	BLUE	TSP ABEAM N36 FACING SOUTH EAST
	RED	ABEAM N32 FACING WEST
N36	BLUE	TWY B7 FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
N60/N60R	BLUE	ABEAM N62 FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
	GREEN	ABEAM N60 FACING NORTH WEST
N62/N62R	BLUE	TSP ABEAM N64 FACING SOUTH EAST
	RED	ABEAM N60 FACING NORTH WEST
N64/N64R	RED	ABEAM N62 FACING NORTH WEST
N66/N66R	RED	TSP ABEAM N64 FACING NORTH WEST
N68/N68R	RED	TSP TWY B FACING WEST
N70/N70R	RED	TWY B FACING WEST
N141	BLUE	TWY B7 FACING SOUTH EAST
	RED	ABEAM N142 FACING NORTH WEST
N142	BLUE	ABEAM N141FACING SOUTH EAST
	RED	TSP ABEAM N32 FACING WEST ❶
	GREEN	ABEAM N142 FACING NORTH WEST
N143	BLUE	ABEAM N144 FACING SOUTH
	RED	ABEAM N26 FACING WEST ❶
	GREEN	ABEAM N143 FACING NORTH
N144	BLUE	ABEAM N145 FACING SOUTH
	RED	ABEAM N143 FACING NORTH
N145	RED	ABEAM N144 FACING NORTH
N501	RED	ABEAM N502 FACING NORTH
N502	BLUE	ABEAM N501 FACING SOUTH
	RED	ABEAM N503 FACING NORTH

❶ Extended pushback procedure. ❷ Engine start restriction.

CHANGES: New page.

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COLOR-CODED PUSHBACK PROCEDURES (CONTD)

STAND NUMBER AND PUSHBACK DESIGNATION		PUSHBACK LOCATION AND DIRECTION (TSP - TUG STOP POINT)
N503	BLUE	ABEAM N502 FACING SOUTH
	RED	ABEAM N504 FACING NORTH
N504	BLUE	ABEAM N504 FACING SOUTH
	RED	ABEAM N26 FACING WEST
N505	BLUE	ABEAM N26 FACING EAST
	RED	ABEAM N24 FACING WEST
N506	BLUE	ABEAM N26 FACING EAST
	RED	ABEAM N24 FACING WEST
N507	BLUE	TSP ABEAM N24 FACING EAST
	RED	TSP ABEAM E17 FACING SOUTH
N508	BLUE	ABEAM N507 FACING NORTH
	RED	ABEAM N509 FACING SOUTH
N509	BLUE	ABEAM N508 FACING NORTH
	RED	ABEAM N510 FACING SOUTH
N510	BLUE	ABEAM N509 FACING NORTH
	RED	ABEAM N510 FACING SOUTH
W40/ W40R	BLUE	ABEAM W42 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST
W42/ W42R	BLUE	ABEAM W44 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST ❶
W44/ W44R	BLUE	ABEAM W46 FACING NORTH EAST
	RED	TSP TWY W1 FACING SOUTH EAST ❶
W46/ W46R	BLUE	ABEAM W48 FACING NORTH EAST
	RED	TSP ABEAM W44 FACING SOUTH WEST
W48/ W48R	BLUE	ABEAM W50 FACING NORTH EAST
	RED	ABEAM W46 FACING SOUTH WEST
W50	RED	ABEAM W48 FACING SOUTH WEST
W61/ W61R	BLUE	ABEAM W42 FACING NORTH EAST
	RED	TWY W1 FACING SOUTH EAST
W63/ W63R	BLUE	TSP ABEAM W42 FACING NORTH EAST
	RED	ABEAM W65 FACING SOUTH EAST
W65/ W65R	BLUE	TSP ABEAM W42 FACING NORTH EAST ❶
	RED	ABEAM W67 FACING SOUTH EAST
	GREEN	ABEAM W65 FACING NORTH WEST
W67/ W67R	BLUE	ABEAM W65 FACING NORTH WEST
	RED	ABEAM W69 FACING SOUTH EAST
W69/ W69R	BLUE	ABEAM W67 FACING NORTH WEST
	RED	ABEAM W71 FACING SOUTH EAST
W71/W71R	BLUE	ABEAM W69 FACING NORTH WEST
W121/ W121R	BLUE	ABEAM W48 FACING NORTH EAST
	RED	ABEAM W122 FACING SOUTH WEST
W122/ W122L/ W122R	BLUE	ABEAM W121 FACING NORTH EAST
	RED	ABEAM W123 FACING SOUTH WEST
W123/ W123R	BLUE	ABEAM W122 FACING NORTH EAST
W124/ W124L	BLUE	TWY W1 FACING NORTH WEST
	RED	ABEAM W125 FACING SOUTH EAST
W125/ W125L/ W125R	BLUE	ABEAM W124 FACING NORTH WEST
	RED	TWY W1 FACING SOUTH EAST
W126		NO PUSH-BACK REQUIRED

❶ Extended pushback procedure.

CHANGES: New page.

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SAFEGATE DOCKING SYSTEM

GENERAL

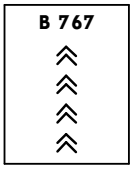
Several stands (named on 10-1P pages) are equipped with a docking guidance system, to enable aircraft to park at the correct main centerline position on the parking bays without the assistance of a marshaller.

The safegate docking system consists of a display screen and laser scanner located at the head of the parking bay to ensure the aircraft stops in the correct location relative to the airbridges.

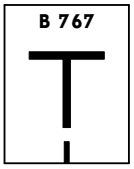
When the system is activated by the marshaller the following information will be displayed on the LED screen :
a. Type of arriving aircraft;
b. Sequential arrows to indicate the system is active;
c. Lateral guidance with an illuminated "T" when the aircraft is within 262'/80m of the correct parking position;
d. Display of the distance to go when the aircraft is within 66'/20m of the correct parking position;
e. STOP indication when the aircraft is at the correct parking position.

TYPE OF AIRCRAFT

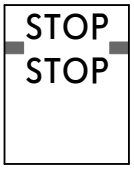
Before the aircraft approaches the parking bay the marshaller enters the type of aircraft into the system and it is displayed on the LED screen. When the aircraft turns into the parking bay the system starts tracking the aircraft, and the laser scanner identifies the type of aircraft.



If the laser unit detects that the type of aircraft corresponds to the type entered into the system, the docking system will continue to function normally.



If the laser unit detects a discrepancy in the type of aircraft or cannot identify the aircraft, the message "STOP" will be displayed on the LED screen.

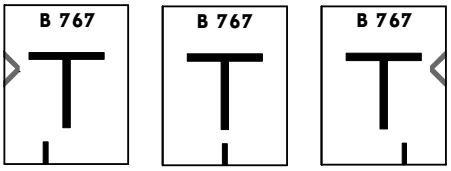


TRACKING MODE

When the system is activated by the marshaller the laser automatically scans the pre-defined docking area in the parking bay to detect the arriving aircraft.
When the aircraft is approximately 262'/80m from the correct parking position the laser starts tracking the aircraft and displays information on the lateral position of the aircraft relative to the parking centerline. An arrow represents the location of the aircraft.
The system continues to track the aircraft to the "STOP" position.

AZIMUTH GUIDANCE INDICATOR

Azimuth guidance is displayed on the LED screen when the aircraft is within 262'/80m of the correct parking position.
An arrow and a chevron indicate the relative position of the aircraft to the centerline "T" symbol.



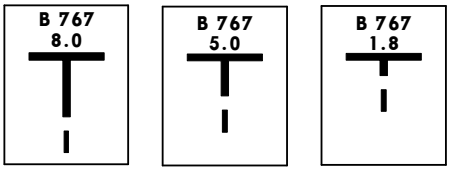
LEFT of centerline | ON centerline | RIGHT of centerline

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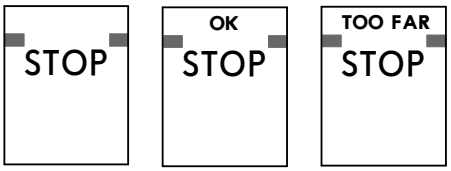
DISTANCE TO GO INDICATOR

Distance to go information is displayed on the LED screen when the aircraft is within 66'/20m of the correct parking position. The distance is displayed above the "T" symbol at 3'/1m intervals between 66'/20m and 7'/2m, then at 0.7'/0.2m intervals up to the STOP position.
The closing rate to the correct parking position is shown by the proportional reduction in length of the centerline "T" symbol when the aircraft is within 39'/12m of the "STOP" position.



STOP POSITION INDICATOR

The correct parking position is displayed on the LED screen by a "STOP" message replacing the azimuth guidance and distance to go information.
The "STOP" message indicates the exact location of the aircraft nose wheel at the correct parking position.
When the system detects the aircraft has stopped, an "OK STOP" message indicates the aircraft is correctly parked . A "TOO FAR STOP" message indicates the aircraft has overshot the correct parking position.



PILOT PROCEDURES

Pilots must follow the parking bay lead-in ground marking as they approach the parking bay to ensure the docking guidance system laser unit starts tracking the aircraft.
Pilots must check that the correct type of aircraft is displayed on the LED screen.
Pilots should maintain a speed of 6 KT whilst using the docking guidance system and slow down to halt when the "STOP" message is displayed.
In case the docking system is not available, or the display panel of the docking system does not show the aircraft type and the sequential arrows, pilots must follow marshallers signal, otherwise do not enter the parking position.
Pilots must not enter the parking position if marshaller is not present in any case.

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JEPPESEN
22 DEC 17
Eff 4 Jan
10-9S

Standard

HONG KONG, PR OF CHINA

HONG KONG INTL

STRAIGHT-IN RWY		A	B	C	D
07L	❶CAT 2 ILS	**122**′(100′) **RA100′R300m**	**122**′(100′) **RA100′R300m**	**122**′(100′) **RA100′R300m**	**122**′(100′) ❷ **RA100′R350m**
	❶ILS FULL	**222**′(200′) **R550m V800m**	**222**′(200′) **R550m V800m**	**222**′(200′) **R550m V800m**	**222**′(200′) **R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS	**1332**′(1310′) **1500m**	**1332**′(1310′) **1500m**	**1332**′(1310′) **2400m**	**1332**′(1310′) **2400m**
	❹❺LOC	**430**′(408′) **2400m**	**430**′(408′) **2400m**	**430**′(408′) **2400m**	**430**′(408′) **2400m**
	❹ LOC	**1870**′(1848′) **5000m**	**1870**′(1848′) **5000m**	**1870**′(1848′) **5000m**	**1870**′(1848′) **5000m**
	❹❻ RNAV	**420**′(398′) **2400m**	**420**′(398′) **2400m**	**420**′(398′) **2400m**	**420**′(398′) **2400m**
	❹❼VOR	**580**′(552′) **2800m**	**580**′(552′) **2800m**	**580**′(552′) **2800m**	**580**′(552′) **2800m**
	❹VOR	**1340**′(1312′) **5000m**	**1340**′(1312′) **5000m**	**1340**′(1312′) **5000m**	**1340**′(1312′) **5000m**
07R	❽CAT 2 ILS	**127**′(100′) ❾ **RA99′R350m**	**127**′(100′) ❾ **RA99′R350m**	**127**′(100′) ❾ **RA99′R350m**	**127**′(100′) ❾ **RA99′R350m**
	❽ILS FULL	**227**′(200′) **R550m V800m**	**227**′(200′) **R550m V800m**	**227**′(200′) **R550m V800m**	**227**′(200′) **R550m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1200m	1200m	1200m	1200m
	ILS FULL	**347**′(320′) **R700m V800m**	**347**′(320′) **R700m V800m**	**347**′(320′) **R700m V800m**	**347**′(320′) **R700m V800m**
	TDZ or CL out	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m	❸ R550mV800m
	ALS out	1400m	1400m	1400m	1400m
	❹LOC	**430**′(403′) **2000m**	**430**′(403′) **2000m**	**430**′(403′) **2000m**	**430**′(403′) **2000m**
	❹RNAV	**430**′(403′) **2000m**	**430**′(403′) **2000m**	**430**′(403′) **2000m**	**430**′(403′) **2000m**

❶ Missed apch climb gradient mim 7.0%.
❷ R300m when autoland.
❸ W/o HUD/AP/FD: RVR 750m.
❹ Continuous Descent Final Approach.
❺ Missed apch climb gradient mim 5.7%.
❻ Missed apch climb gradient mim 5.7% up to 4500′.
❼ Missed apch climb gradient mim 3.7% up to 4500′.
❽ Missed apch climb gradient mim 4.0% up to 1300′.
❾ R300m approved by state.

CHANGES: None.

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VHHH/HKG

JEPPESEN 22 DEC 17 Eff 4 Jan (10-9S1)

Standard

HONG KONG, PR OF CHINA

HONG KONG INTL

STRAIGHT-IN RWY		A	B	C	D
25L	❶ CAT 2 ILS	**127′**(100′) **❷RA100′R350m**	**127′**(100′) **❷RA100′R350m**	**127′**(100′) **❷RA100′R350m**	**127′**(100′) **❷RA100′R350m**
	❶ILS FULL TDZ or CL out ALS out	**227′**(200′) **R550m V800m** ❸ R550mV800m 1200m	**227′**(200′) **R550m V800m** ❸ R550mV800m 1200m	**227′**(200′) **R550m V800m** ❸ R550mV800m 1200m	**227′**(200′) **R550m V800m** ❸ R550mV800m 1200m
	ILS ALS out	**437′**(410′) **1200m** 1500m	**437′**(410′) **1200m** 1500m	**437′**(410′) **1200m** 1900m	**437′**(410′) **1200m** 1900m
	❹ LOC 	**430′**(403′) **2000m**	**430′**(403′) **2000m**	**430′**(403′) **2000m**	**430′**(403′) **2000m**
	LOC ALS out	**430′**(403′) **2000m** 2100m	**430′**(403′) **2000m** 2100m	**430′**(403′) **2000m** 2300m	**430′**(403′) **2000m** 2300m
	❹ RNAV ALS out	**500′**(473′) **2000m** 2000m	**500′**(473′) **2000m** 2000m	**500′**(473′) **2000m** 2200m	**500′**(473′) **2000m** 2200m
25R	❺ CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	❺ CAT 2 ILS	**122′**(100′) **RA100′R300m**	**122′**(100′) **RA100′R300m**	**122′**(100′) **RA100′R300m**	**122′**(100′) **❻ RA100′R350m**
	❺ILS FULL TDZ or CL out ALS out	**222′**(200′) **R550m V800m** ❸ R550mV800m 1200m	**222′**(200′) **R550m V800m** ❸ R550mV800m 1200m	**222′**(200′) **R550m V800m** ❸ R550mV800m 1200m	**222′**(200′) **R550m V800m** ❸ R550mV800m 1200m
	ILS 	**1320′**(1298′) **1500m**	**1320′**(1298′) **1500m**	**1320′**(1298′) **2400m**	**1320′**(1298′) **2400m**
	❹❼LOC 	**430′**(408′) **2400m**	**430′**(408′) **2400m**	**430′**(408′) **2400m**	**430′**(408′) **2400m**
	❹LOC 	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**	**1750′**(1728′) **5000m**
	❹❽RNAV 	**500′**(478′) **2400m**	**500′**(478′) **2400m**	**500′**(478′) **2400m**	**500′**(478′) **2400m**
	❹VOR 	**500′**(472′) **2400m**	**500′**(472′) **2400m**	**500′**(472′) **2400m**	**500′**(472′) **2400m**

❶Missed apch climb gradient mim 4.0% up to 1800′. ❷R300m approved by state.
❸W/o HUD/AP/FD: RVR 750m. ❹Continuous Descent Final Approach.
❺Missed apch climb gradient mim 5.0% up to 5000′. ❻R300m when autoland.
❼Missed apch climb gradient mim 4.2% up to 5000′.
❽Missed apch climb gradient mim 5.0% up to 4000′.

CIRCLE-TO-LAND	A	B	C	D
	PROHIBITED			

TAKE-OFF RWY 07L/R, 25L/R

	Low Visibility Take-off			
	HIRL & CL	Day: HIRL & RCLM Night: HIRL or CL	Day: HIRL or RCLM Night: HIRL or CL	Adequate vis ref (Day only)
A B C D	R200m	R400m	400m	500m

CHANGES: Minimums.

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VHHH/HKG HONG KONG INTL

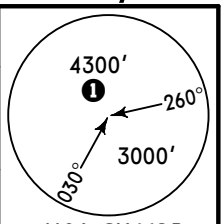
JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (11-1) Eff 4 Jan
ILS or LOC Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC IZSL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 28′
111.1	074°	D4.0 IZSL 1290′ (1268′)	Refer to Minimums	Rwy 22′

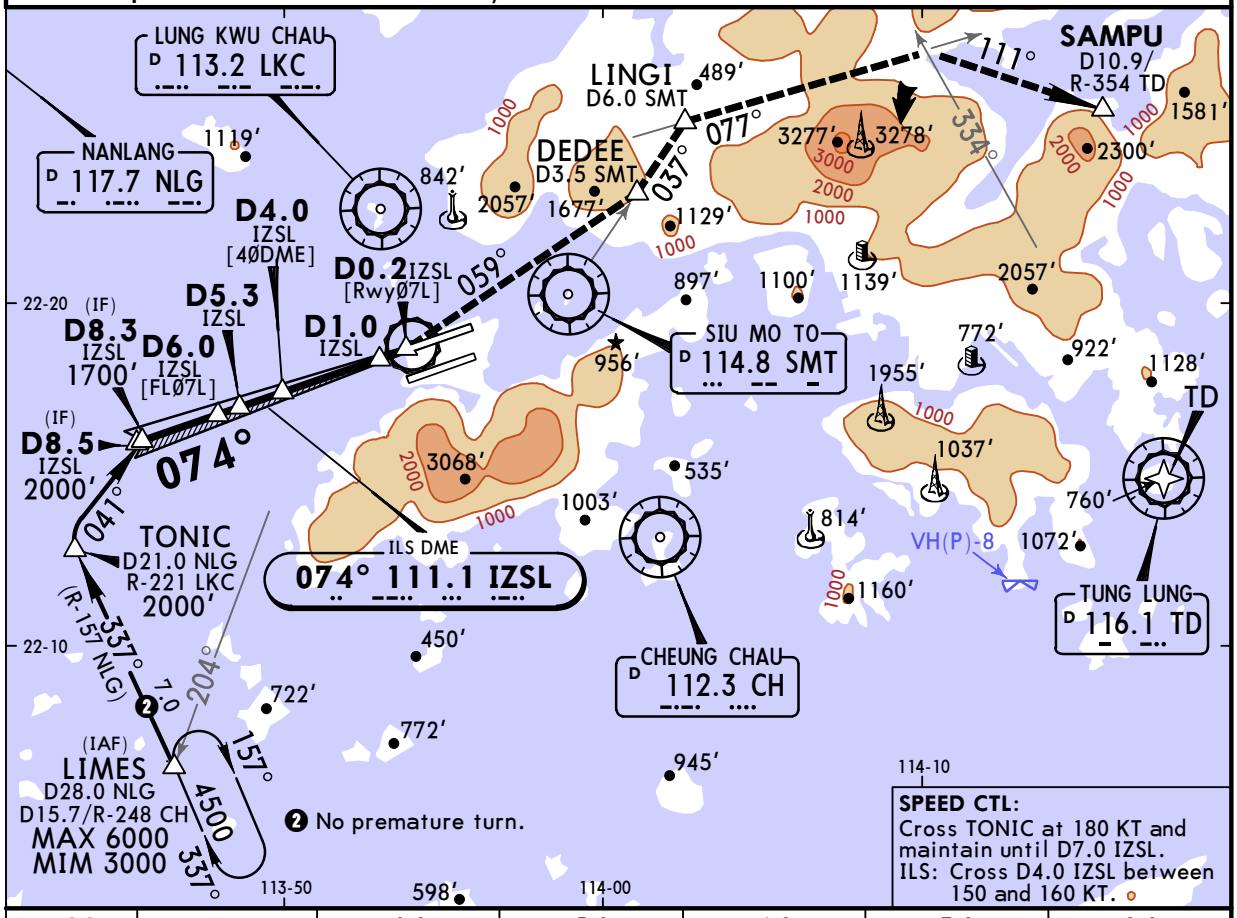
MISSED APCH: Climb to 5000′. ILS: Climb STRAIGHT AHEAD to 400′. ILS & LOC: Turn LEFT onto 059° and (w/o SMT VOR: expect radar vectors.) intercept R-037 SMT to LINGI, then turn RIGHT onto R-077 LKC. When crossing R-334 TD proceed on 111° to SAMPU and expect radar vectors. 230 KT. Do not turn before D0.2 IZSL.



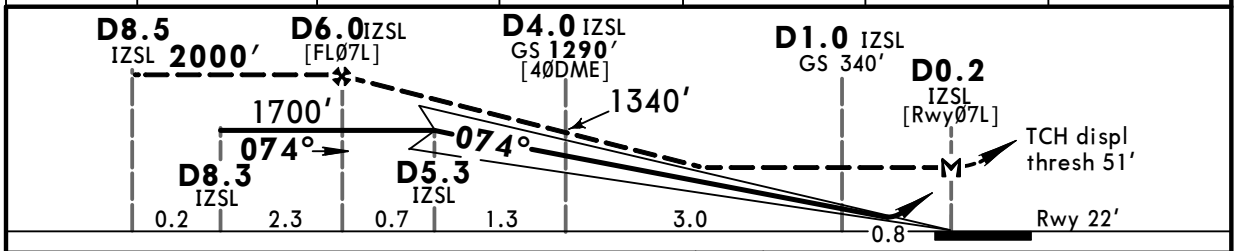
MSA CH VOR
1 within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. LOC IZSL unusable beyond 28° RIGHT of course.



LOC (GS out)	IZSL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000′	1670′	1340′	1010′	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D0.2 IZSL							

ALSF-II
PAPI
230 KT
059° LT
DEDEE

STRAIGHT-IN LANDING RWY 07L

PANS OPS	ILS Missed apch climb gradient mim 7.0%			ILS Missed apch climb gradient mim 2.5%		LOC (GS out) Missed apch climb gradient mim 5.7%		LOC (GS out) Missed apch climb gradient mim 2.5%		CIRCLE-TO-LAND
	DA(H) 222′ (200′)			DA(H) 1332′ (1310′)		MDA(H) 430′ (408′)		MDA(H) 1870′ (1848′)		
	FULL	TDZ or CL out	ALS out	FULL	ALS out		ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	3200m		2400m		2400m		PROHIBITED
B										
C				4000m	4800m			4000m	4800m	
D										

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-1A) Eff 4 Jan

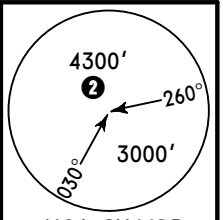
❶ CAT II ILS Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC IZSL	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
111.1	074°	D4.0 IZSL 1290′ (1268′)	RA 100′ DA(H) 122′ (100′)	Rwy 22′

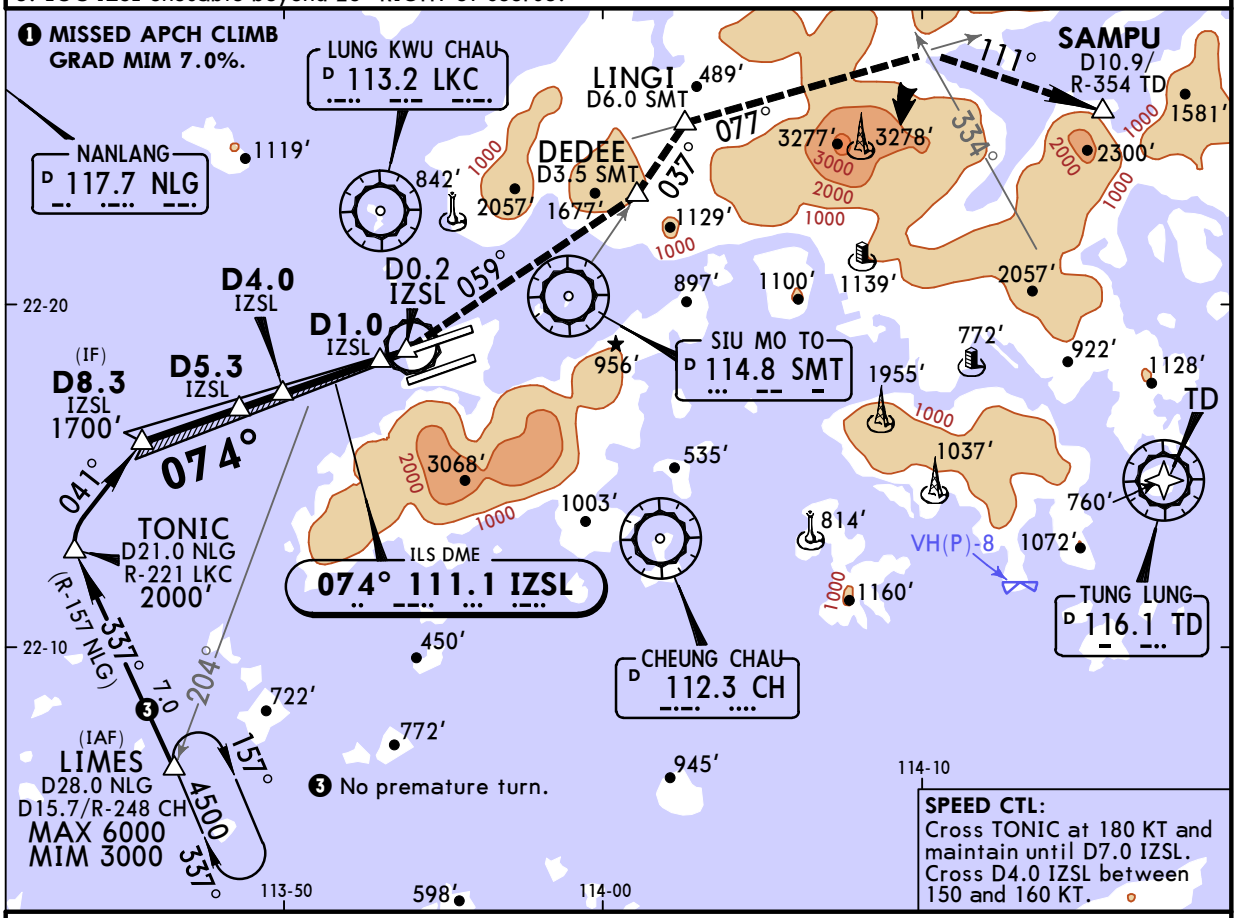
MISSED APCH: Climb to 5000′. Climb STRAIGHT AHEAD to 400′, then turn LEFT onto 059° and (w/o SMT VOR: expect radar vectors.) intercept R-037 SMT to LINGI, then turn RIGHT onto R-077 LKC. When crossing R-334 TD proceed on 111° to SAMPU and expect radar vectors.
230 KT. Do not turn before D0.2 IZSL.

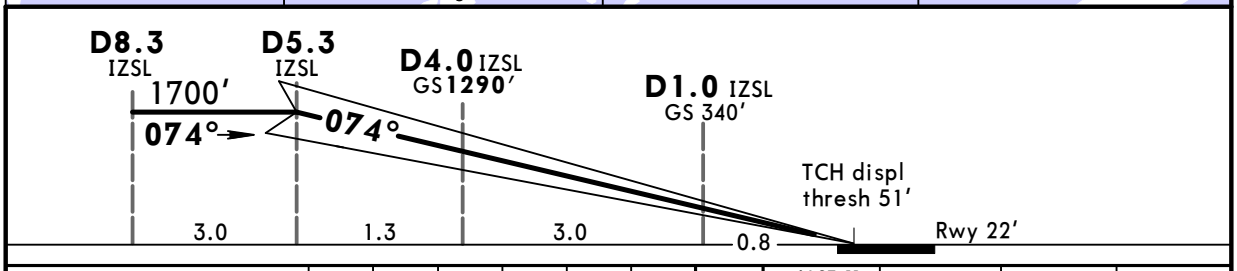


MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. Special Aircrew and Acft Certification Required.
3. LOC IZSL unusable beyond 28° RIGHT of course.





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

ALSF-II | PAPI | 230 KT | 059° LT | DEDEE

PANS OPS

STRAIGHT-IN LANDING RWY **07L**
Missed apch climb gradient mim 7.0%
CAT II ILS

ABC	D
RA 100′ DA(H) 122′ (100′)	RA 100′ DA(H) 122′ (100′)
RVR 300m	RVR 350m ❶

❶ RVR 300m when autoland.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

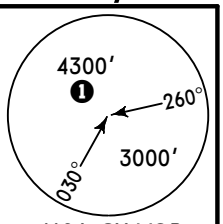
JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (11-2) Eff 4 Jan
ILS or LOC Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC ISR	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 28′
109.3	074°	D4.0 ISR 1300′ (1273′)		Rwy 27′

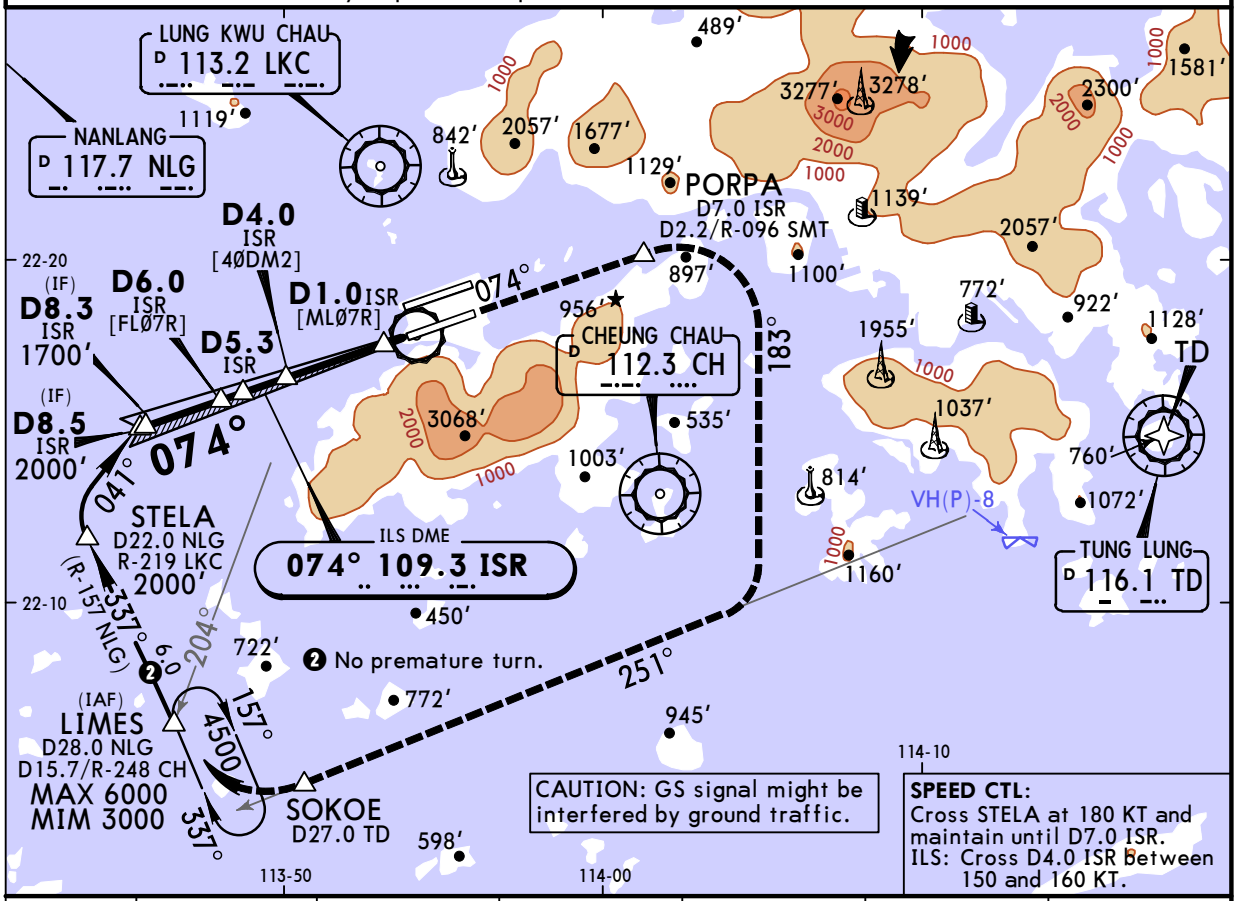
MISSED APCH: Climb to 5000′. Remain on 074° until PORPA, then turn RIGHT onto 183° and (w/o TD VOR: expect radar vectors.) intercept R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed.
Do not turn before PORPA. 210 KT until established on 183°.



MSA CH VOR
1 within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

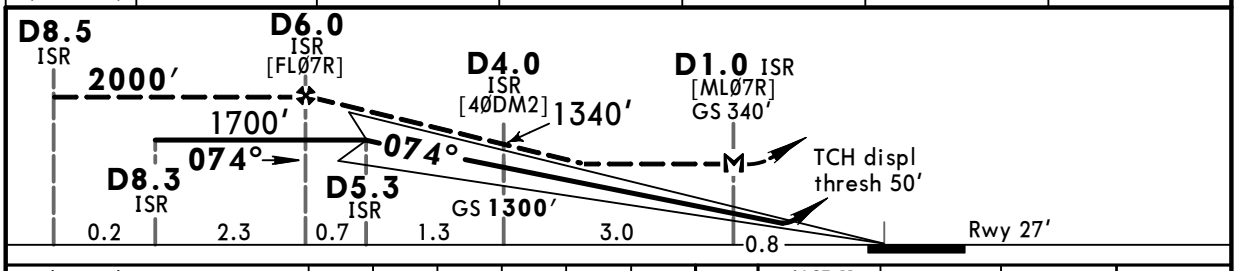
1. **DME required.** 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course.
3. Pilots should adhere strictly to prescribed procedure tracks.



CAUTION: GS signal might be interfered by ground traffic.

SPEED CTL:
Cross STELA at 180 KT and maintain until D7.0 ISR.
ILS: Cross D4.0 ISR between 150 and 160 KT.

LOC (GS out)	ISR DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000′	1670′	1340′	1010′	680′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at D1.0 ISR							

ALSF-II
PAPI PAPI
210 KT
PORPA on **074°**

STRAIGHT-IN LANDING RWY **07R**

	ILS: Missed apch climb gradient mim 4.0% up to 1300′ DA(H) 227′(200′)			ILS: Missed apch climb gradient mim 2.5% DA(H) 347′(320′)		LOC (GS out) MDA(H) 430′(403′)		CIRCLE-TO-LAND
	FULL	TDZ or CL out	ALS out	FULL	ALS out		ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	900m	RVR 1500m VIS 1600m	2000m		PROHIBITED
B								
C/D								

PANS OPS

CHANGES: Bearings.

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VHHH/HKG
HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-2A) Eff 4 Jan

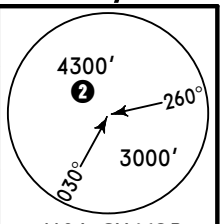
❶CAT II ILS Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC ISR	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
109.3	074°	D4.0 ISR 1300′ (1273′)	RA 99′ DA(H) 127′ (100′)	Rwy 27′

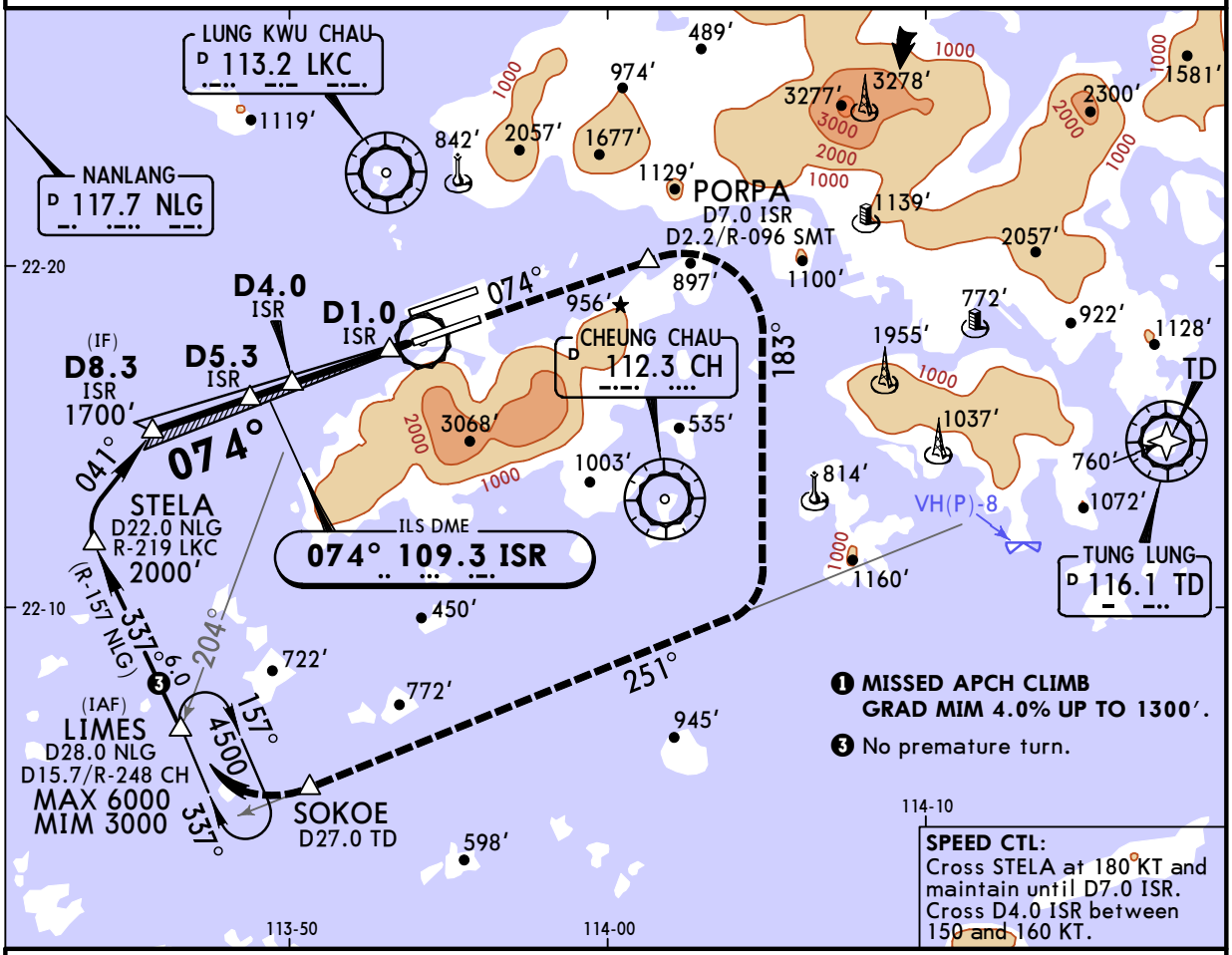
MISSED APCH: Climb to 5000′. Remain on 074° until PORPA, then turn RIGHT onto 183° and (w/o TD VOR: expect radar vectors.) intercept R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed.
Do not turn before PORPA. 210 KT until established on 183°.

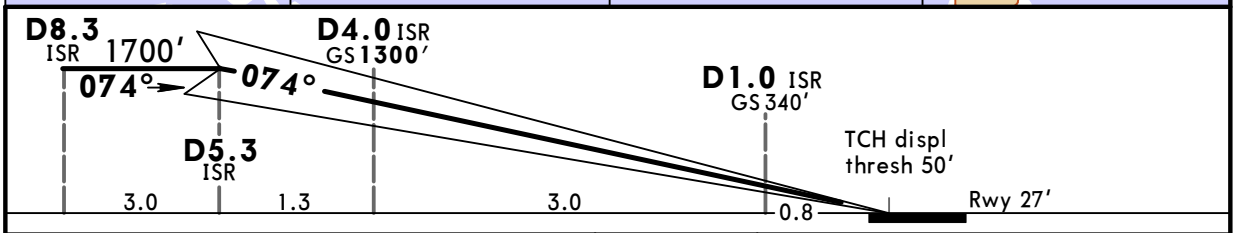


MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 Trans alt: 9000′

1. Special Aircrew and Acft Certification Required. 2. LOC ISR unusable beyond 25° LEFT and 19° RIGHT of course. 3. Pilots should adhere strictly to prescribed proc tracks. 4. **DME required.**





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

ALSF-II PAPI PAPI

210 KT

PORPA on 074°

STRAIGHT-IN LANDING RWY **07R**
CAT II ILS
Missed apch climb gradient mim 4.0% up to 1300′
RA 99′
DA(H) **127′** (100′)

RVR 350m ❶

PANS OPS

❶ RVR 300m approved by state.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

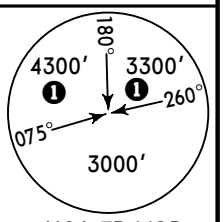
22 DEC 17 (11-3) Eff 4 Jan

ILS Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC IFL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 28′
108.9	**254°**	**D4.0 IFL** **1300′** (1273′)	Refer to Minimums	Rwy 27′

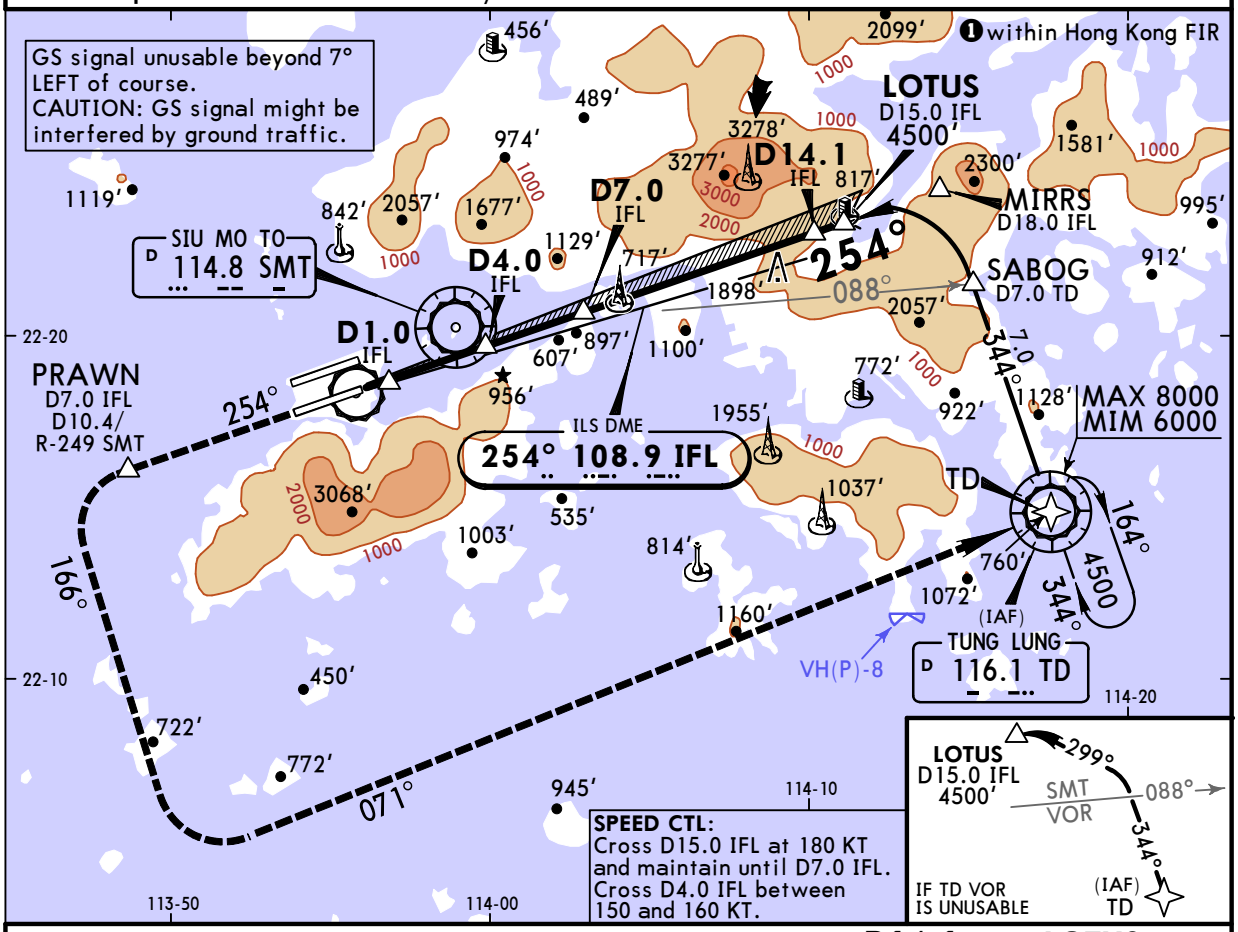


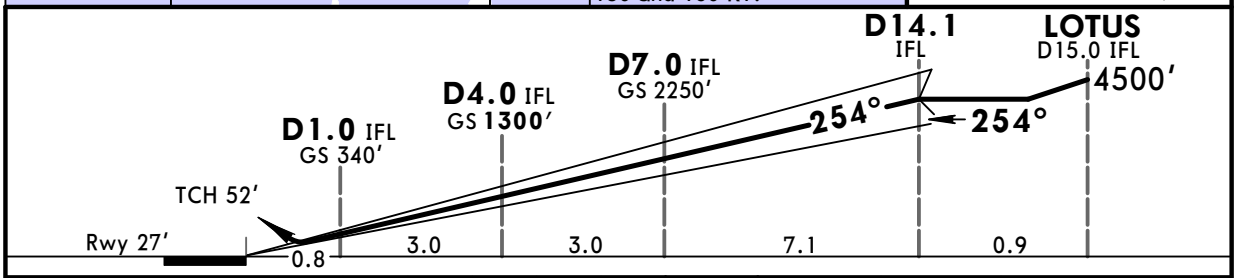
MSA TD VOR

MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. LOC IFL unusable beyond 28° LEFT of course.





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

ALSF-II | PAPI PAPI | **185 KT** MAX | **PRAWN** on **254°**

STRAIGHT-IN LANDING RWY 25L

	Missed apch climb gradient mim 4.0% [1] DA(H) 227′(200′)			Missed apch climb gradient mim 2.5% DA(H) 437′(410′)		CIRCLE-TO-LAND
	FULL	TDZ or CLout	ALS out	FULL	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1300m	2100m	PROHIBITED
B						
C						
D						

PANS OPS

[1] Climb gradient up to 1800′.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

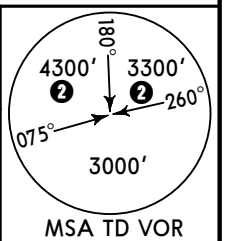
22 DEC 17 (11-3A) Eff 4 Jan ❶CAT II ILS Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC IFL	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
108.9	254°	D4.0 IFL 1300′ (1273′)	RA 100′ DA(H) 127′ (100′)	Rwy 27′

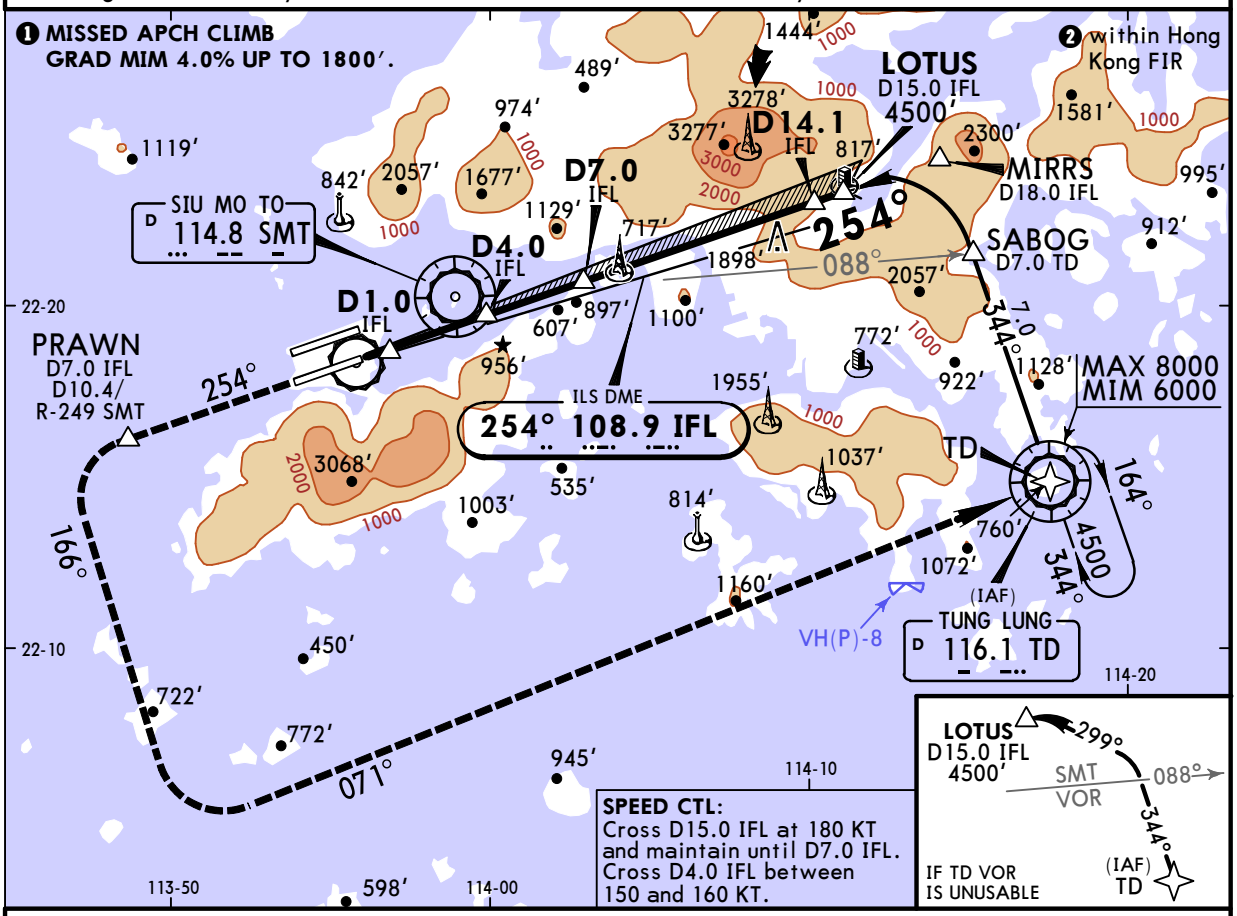
MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

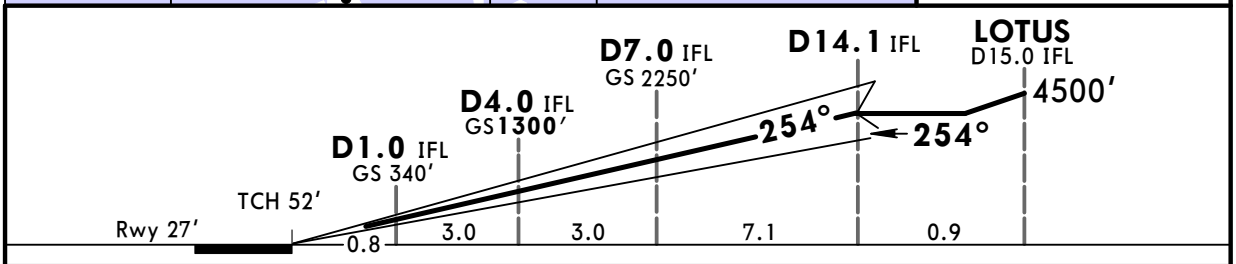


MSA TD VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. Special Aircrew and Acft Certification Required.
3. GS signal unusable beyond 7° LEFT of course. 4. LOC IFL unusable beyond 28° LEFT of course.





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

ALSF-II
PAPI PAPI

185 KT MAX

PRAWN on 254°

STRAIGHT-IN LANDING RWY **25L**
CAT II ILS
Missed apch climb gradient mim 4.0% up to 1800′
RA 100′
DA(H) **127′** (100′)

RVR 350m ❶

PANS OPS

❶ RVR 300m approved by state.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

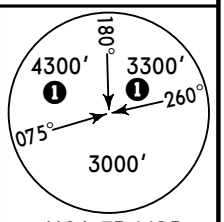
22 DEC 17 (11-4) Eff 4 Jan

LOC Rwy 25L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

LOC IFL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 28′
108.9	254°	D12.0 IFL 4000′ (3973′)	430′ (403′)	Rwy 27′

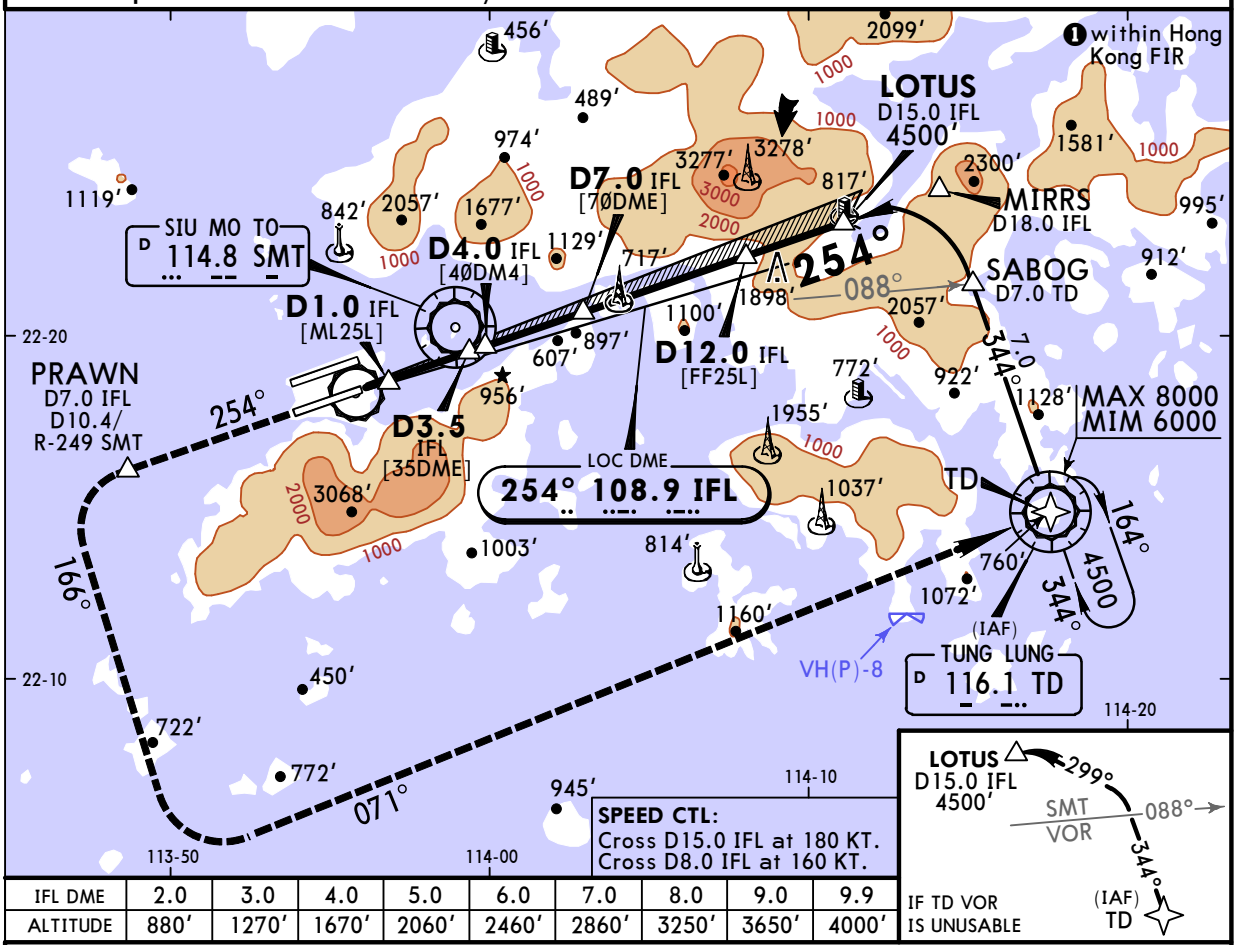


MSA TD VOR

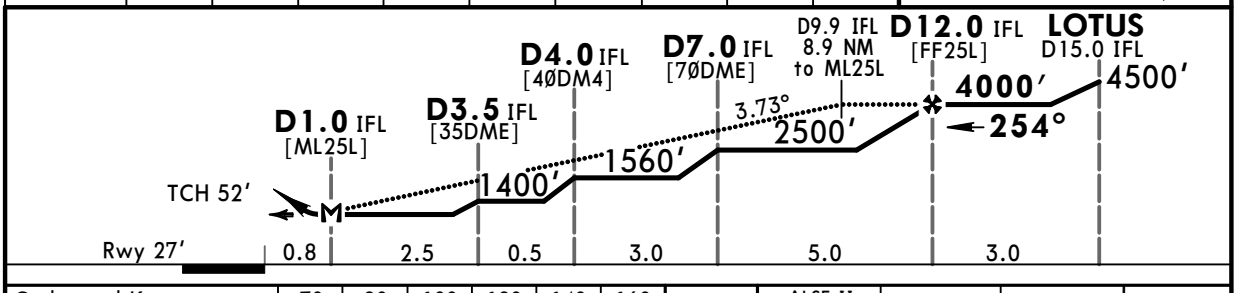
MISSED APCH: Climb to 5000′. Remain on 254°. At PRAWN turn LEFT onto 166° to intercept R-251 inbound to TD VOR and hold, or as directed. MAX 185 KT until established on 166° (expect radar vectoring to final approach track if TD VOR is u/s).

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. LOC IFL unusable beyond 28° LEFT of course.



IFL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.9
ALTITUDE	880′	1270′	1670′	2060′	2460′	2860′	3250′	3650′	4000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.73°	462	594	660	792	924	1056
MAP at D1.0 IFL							

ALSF-II
PAPI PAPI

185 KT MAX

PRAWN on 254°

STRAIGHT-IN LANDING RWY 25L

MDA(H) 430′ (403′)

ALS out

CIRCLE-TO-LAND

PANS OPS

A	2000m
B	
C	
D	

A	PROHIBITED
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA

22 DEC 17 (11-5) Eff 4 Jan

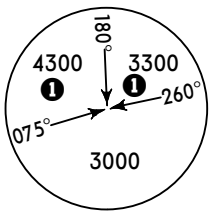
ILS or LOC Rwy 25R

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

BRIEFING STRIP™

LOC ITFR	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 28′ Rwy 22′
110.9	254°	D4.0 ITFR 1290′ (1268′)		

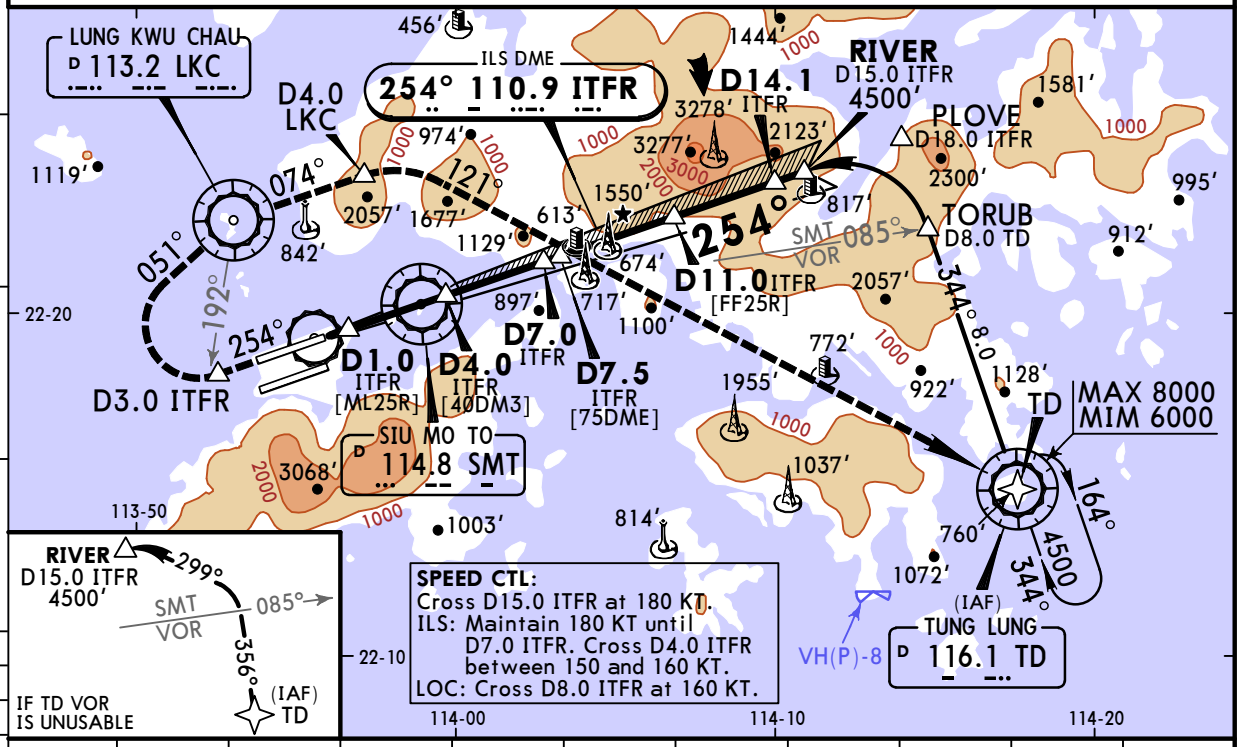
MISSED APCH: Climb to 4000′. Remain on 254°. At D3.0 ITFR/R-192 LKC, turn RIGHT onto R-231 inbound LKC VOR. At LKC VOR continue climb to 5000′. Depart LKC VOR on R-074 LKC to D4.0 LKC, then turn RIGHT to intercept R-301 inbound to TD VOR and hold, or as directed.
Expect radar vectoring to final approach track if TD VOR is u/s.
MAX 185 KT required until established on R-231 inbound LKC VOR.
When LKC VOR is not available:
Climb on 254° to 5000′ and expect radar vectors. 185 KT until advised by ATC.



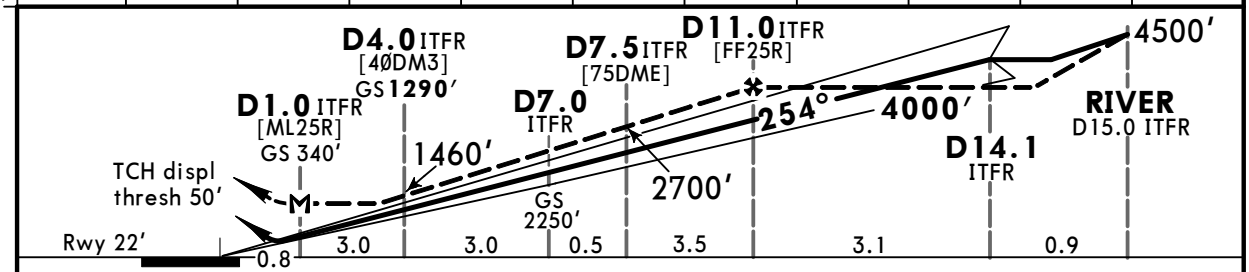
MSA TD VOR
❶ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **DME required.** 2. GS signal unusable beyond 6° RIGHT of course. 3. LOC ITFR unusable beyond 20 NM below 5500′ from 4° RIGHT of course.



LOC (GS out)	ITFR DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
	ALTITUDE	740′	1100′	1460′	1820′	2180′	2540′	2900′	3260′	3620′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.40°	421	541	602	722	842	963
MAP at D1.0 ITFR							

ALSF-II PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 25R

	ILS			LOC (GS out)		CIRCLE-TO-LAND
	Missed apch climb gradient mim 5.0% up to 5000′		2.5%	Missed apch climb gradient mim 4.2% up to 5000′	2.5%	
	DA(H) 222′ (200′)		DA(H) 1320′ (1298′)	MDA(H) 430′ (408′)	MDA(H) 1750′ (1728′)	
	FULL	TDZ or CL out / ALS out	FULL / ALS out	ALS out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	3200m	2400m	2400m	PROHIBITED
B						
C		1200m	4000m / 4800m		4000m / 4800m	
D						

PANS OPS

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (11-5A)

HONG KONG, PR OF CHINA
❶ CAT II/III ILS Rwy 25R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

LOC ITFR	Final Apch Crs	GS	CAT II ILS	Apt Elev 28′
110.9	254°	D4.0 ITFR 1290′ (1268′)	RA 100′ DA(H) 122′ (100′)	Rwy 22′

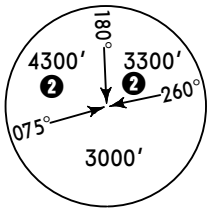
MISSED APCH: Climb to 4000′. Remain on 254°. At D3.0 ITFR/R-192 LKC, turn RIGHT onto R-231 inbound LKC VOR. At LKC VOR continue climb to 5000′. Depart LKC VOR on R-074 LKC to D4.0 LKC, then turn RIGHT to intercept R-301 inbound to TD VOR and hold, or as directed.

Expect radar vectoring to final approach track if TD VOR is u/s.

MAX 185 KT required until established on R-231 inbound LKC VOR.

When LKC VOR is not available:

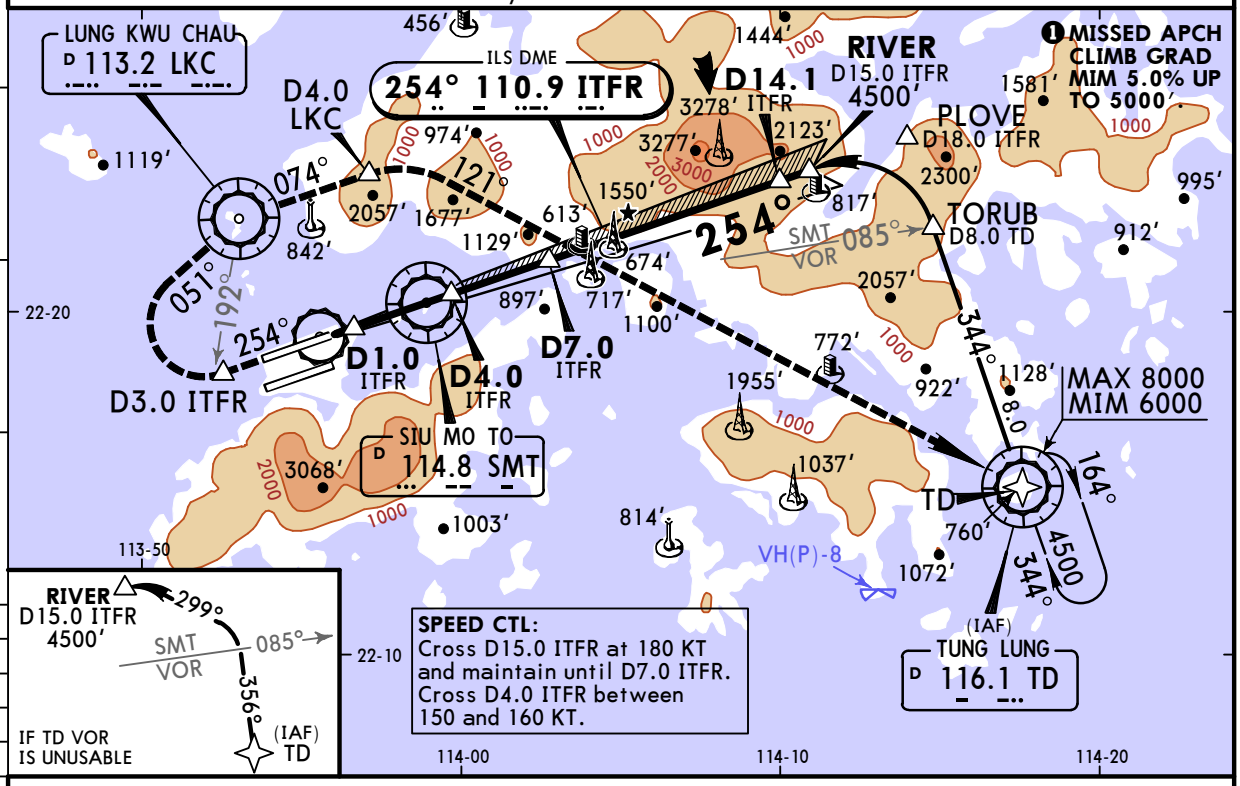
Climb on 254° to 5000′ and expect radar vectors. 185 KT until advised by ATC.

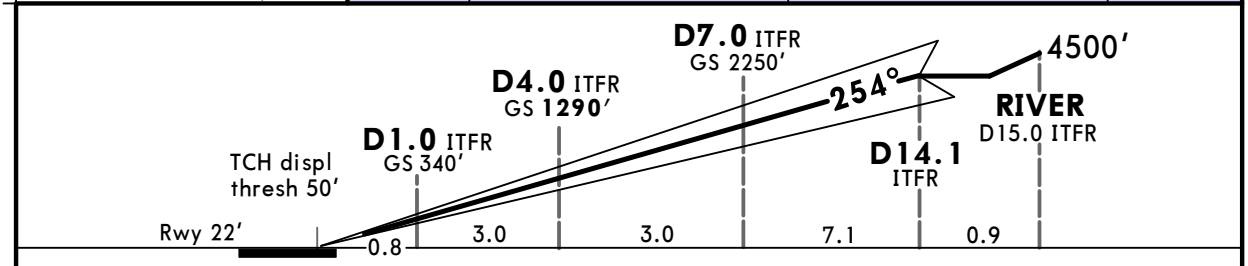


MSA
TD VOR
❷ within Hong Kong FIR

Alt Set: hPa Rwy Elev: 1 hPa Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 Trans alt: 9000′

1. **DME required.** 2. Special Aircrew and Acft Certification Required. 3. GS signal unusable beyond 6° RIGHT of course. 4. LOC ITFR unusable beyond 20 NM below 5500′ from 4° RIGHT of course.





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

ALSF-II PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY **25R**

Missed apch climb gradient mim 5.0% up to 5000′

CAT III ILS	CAT II ILS ABC	CAT II ILS D
	RA 100′ DA(H) 122′ (100′)	RA 100′ DA(H) 122′ (100′)
	RVR 300m	RVR 350m 1

1 RVR 300m when autoland.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-20)

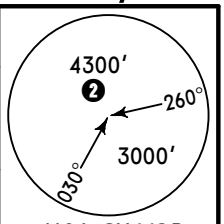
HONG KONG, PR OF CHINA
❶ RNAV (RNP) Z Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	074°	VH711 1600′ (1578′)	420′ (398′)	Rwy 22′

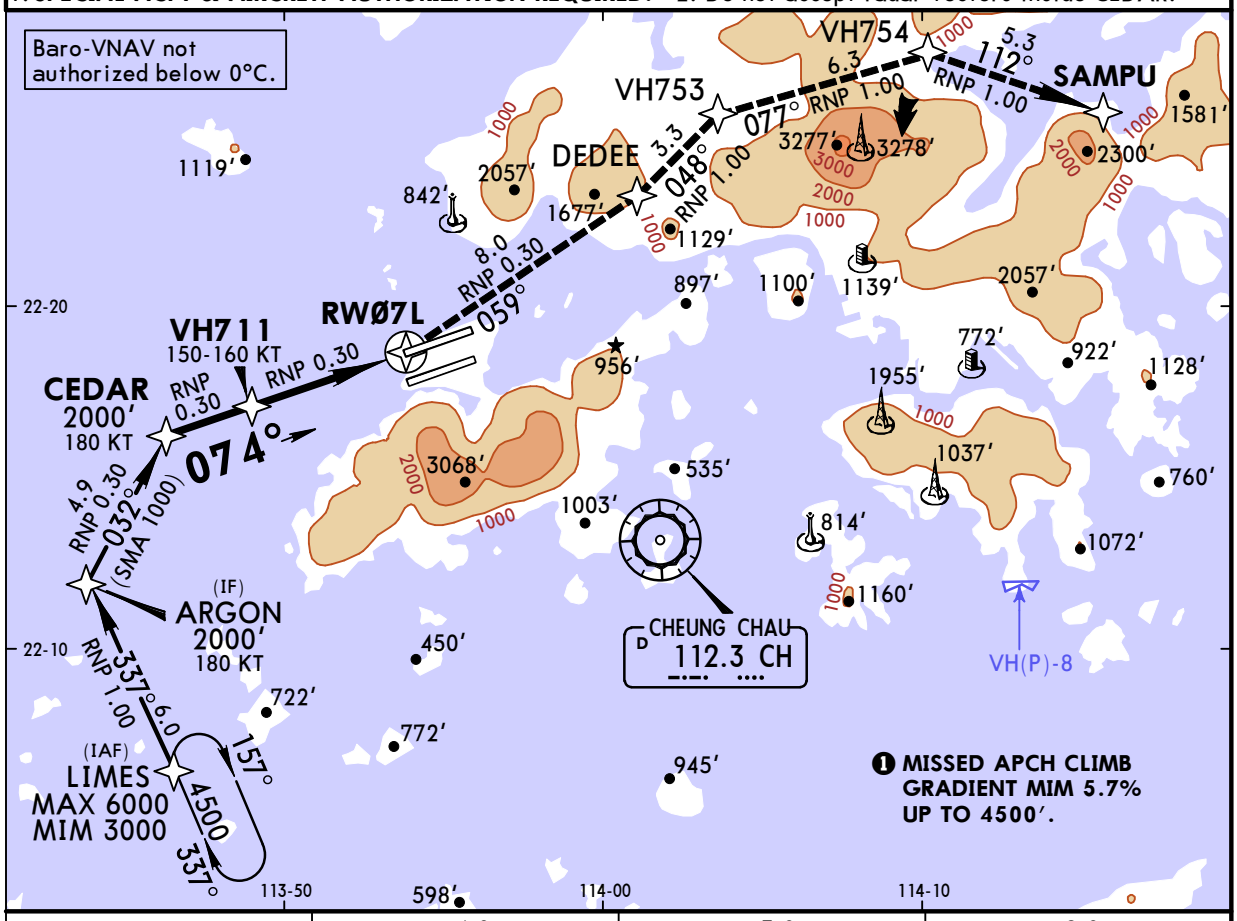
MISSED APCH: Climb to 5000′. Cross DEDEE at or above 2500′, then via VH753 and VH754 to SAMPU. 230 KT.



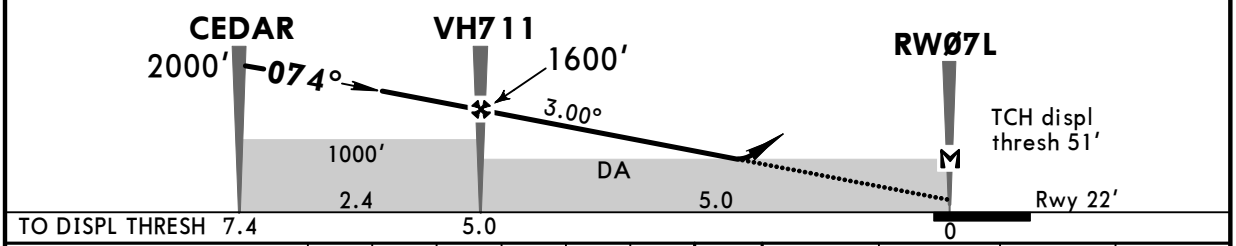
MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside CEDAR.



DIST TO RW07L	4.0	3.0	2.0
ALTITUDE	1350′	1030′	710′



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

ALSF-II | PAPI | 230 KT | MIM 2500′ LT | DEDEE

STRAIGHT-IN LANDING RWY **07L**
RNP 0.30
Missed apch climb gradient mim 5.7% up to 4500′
DA(H) **420′** (398′)

ALS out

PANS OPS

A	2400m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-21)

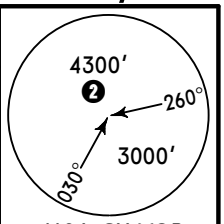
HONG KONG, PR OF CHINA
❶ RNAV (RNP) Y Rwy 07L

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′ Rwy 22′
	074°	VH7Ø7 1100′ (1078′)	420′ (398′)	

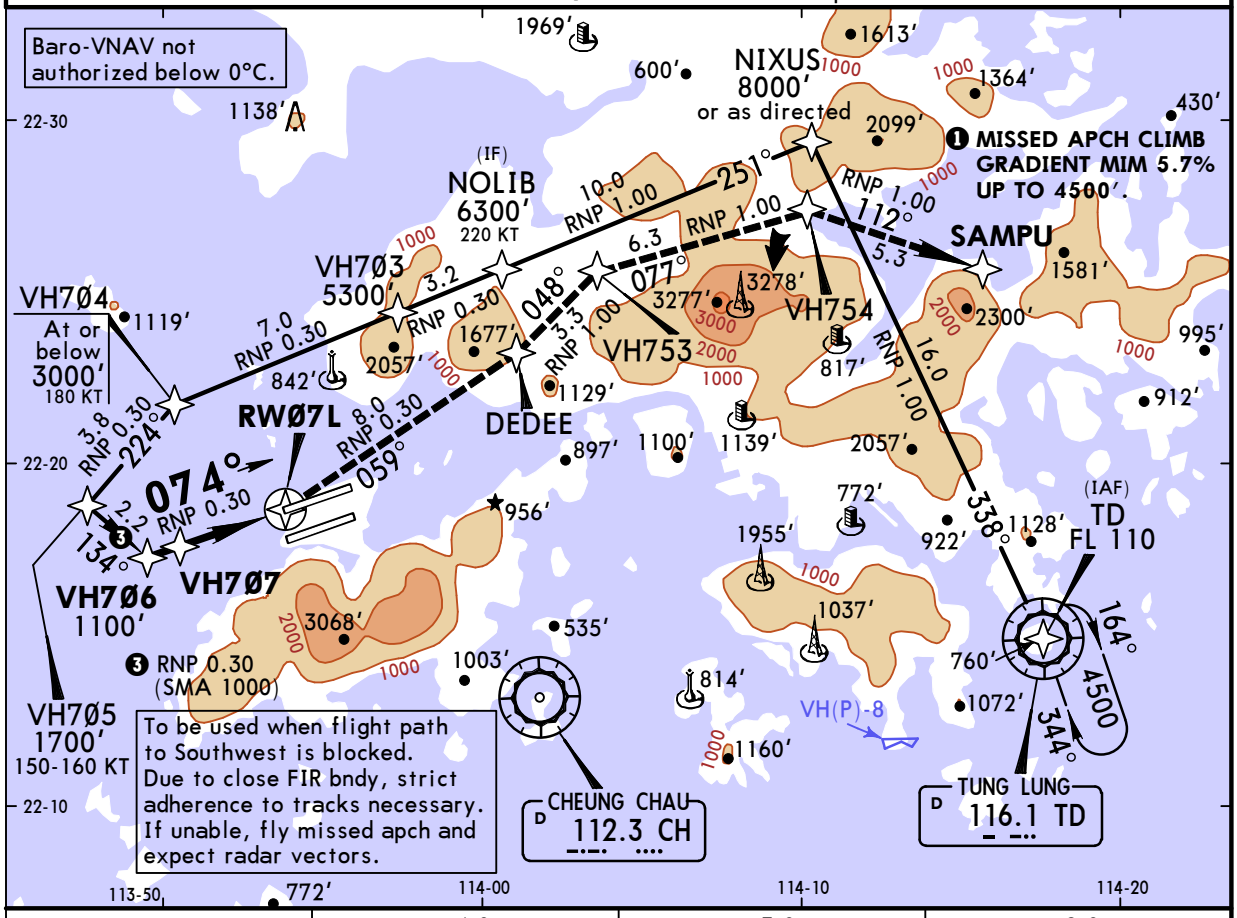
MISSED APCH: Climb to 5000′. Cross DEDEE between 2500′ and 4300′, then cross VH753 at 4300′, then via VH754 to SAMPU.
230 KT.



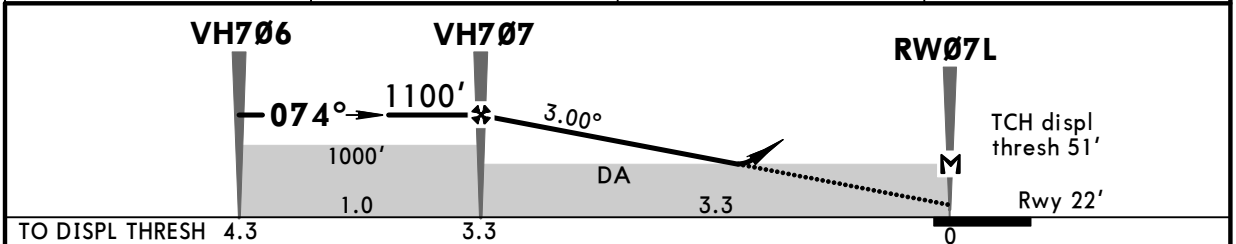
MSA CH VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside NOLIB.



DIST TO RWØ7L	4.0	3.0	2.0
ALTITUDE	1350′	1030′	710′



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

ALSF-II | PAPI | 230 KT | DEDEE LT | MIM 2500′ MAX 4300′

STRAIGHT-IN LANDING RWY **07L**
RNP 0.30
Missed apch climb gradient mim 5.7% up to 4500′
DA(H) **420′** (398′)

ALS out

PANS OPS

A	2400m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-22)

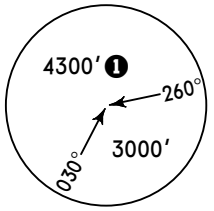
HONG KONG, PR OF CHINA RNAV (RNP) Z Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	074°	VH721 1600′ (1573′)	430′ (403′)	Rwy 27′

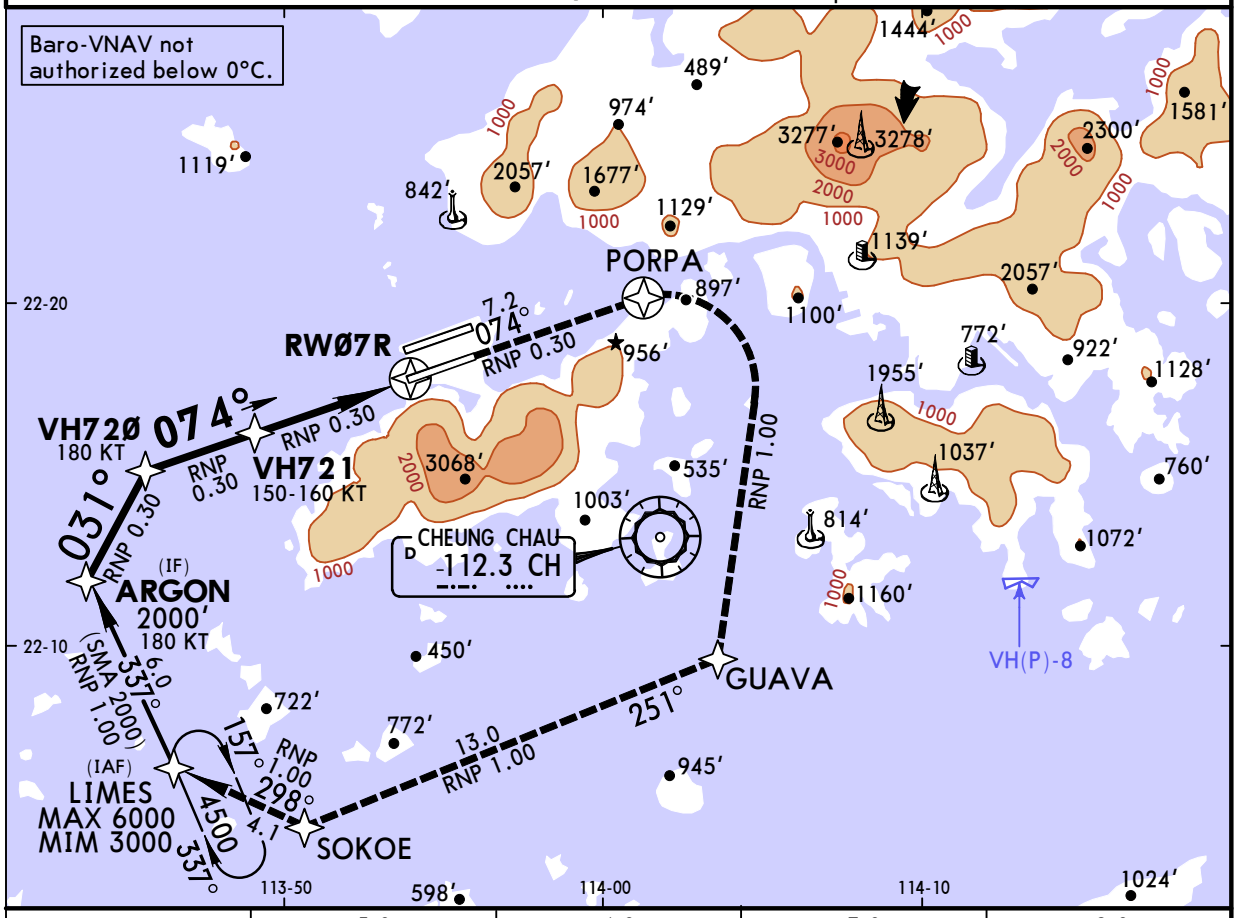
MISSED APCH: Climb to 5000′. Proceed to PORPA, then turn RIGHT direct to GUAVA. Then to SOKOE and LIMES or as directed.
210 KT until track to GUAVA.



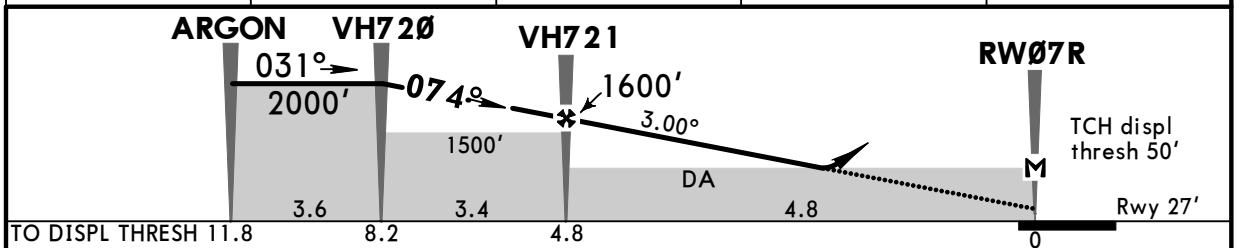
1 MSA CH VOR within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside VH720.



DIST TO RWØ7R	5.0	4.0	3.0	2.0
ALTITUDE	1670′	1350′	1030′	710′



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

ALSF-II PAPI PAPI **210 KT** **PORPA** **GUAVA** RT

STRAIGHT-IN LANDING RWY **07R**
RNP 0.30

DA(H) **430′** (403′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-23)

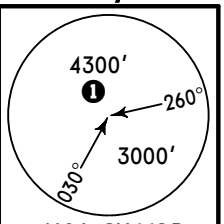
HONG KONG, PR OF CHINA RNAV (RNP) Y Rwy 07R

BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	074°	VH717 1100′ (1073′)	430′ (403′)	Rwy 27′

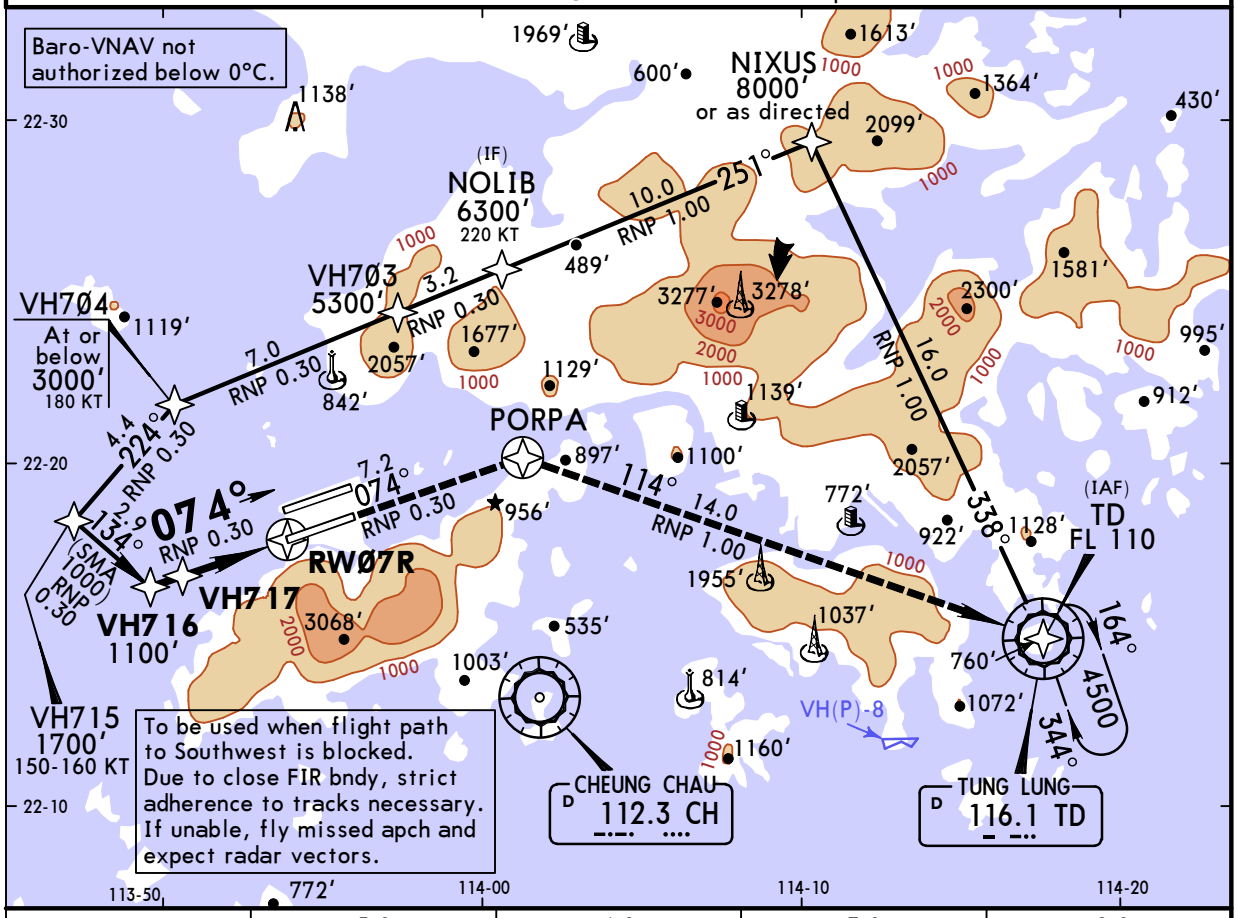
MISSED APCH: Climb to 5000′ via PORPA to TD VOR, or as directed.
220 KT.



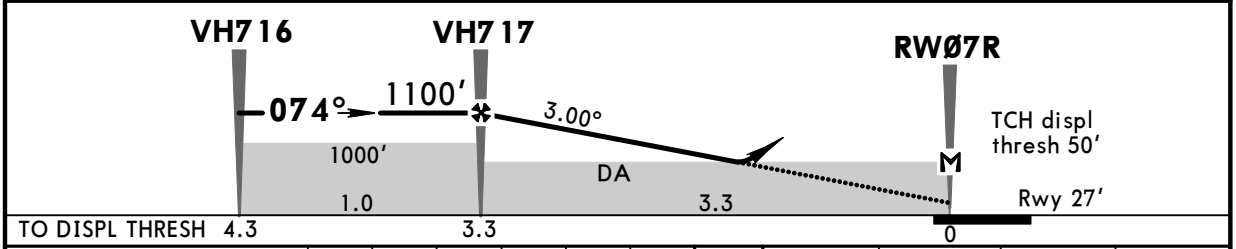
MSA CH VOR
1 within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside NOLIB.



DIST TO RW07R	5.0	4.0	3.0	2.0
ALTITUDE	1670′	1350′	1030′	710′



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

ALSF-II | PAPI | PAPI | 220 KT | 5000′ | PORPA

STRAIGHT-IN LANDING RWY **07R**

RNP 0.30

DA(H) **430′** (403′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-24)

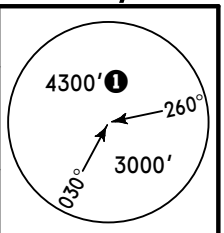
HONG KONG, PR OF CHINA RNAV (RNP) Z Rwy 25L

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	VH545 1400′ (1373′)	500′ (473′)	Rwy 27′

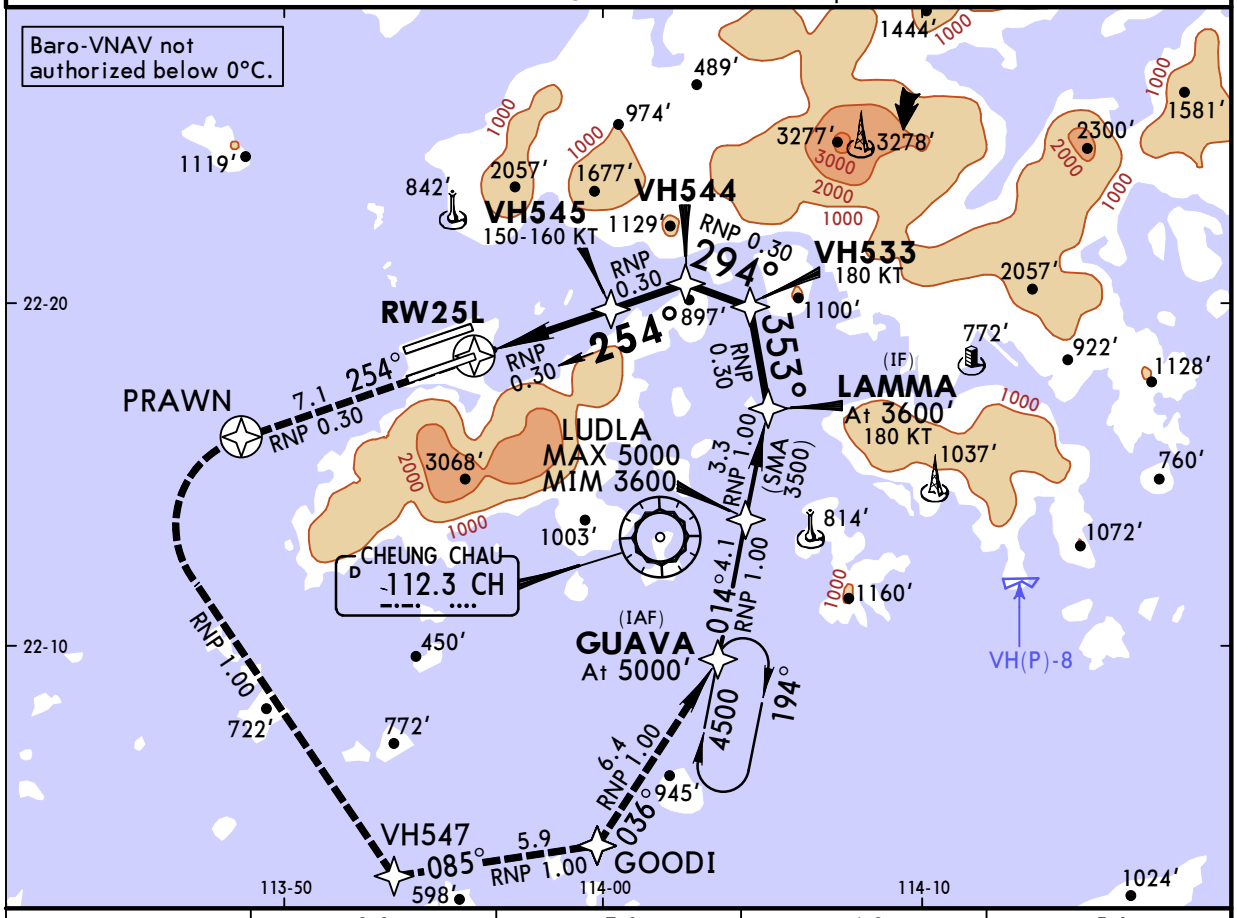
MISSED APCH: Climb to 5000′. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GUAVA or as directed.
185 KT until track to VH547.



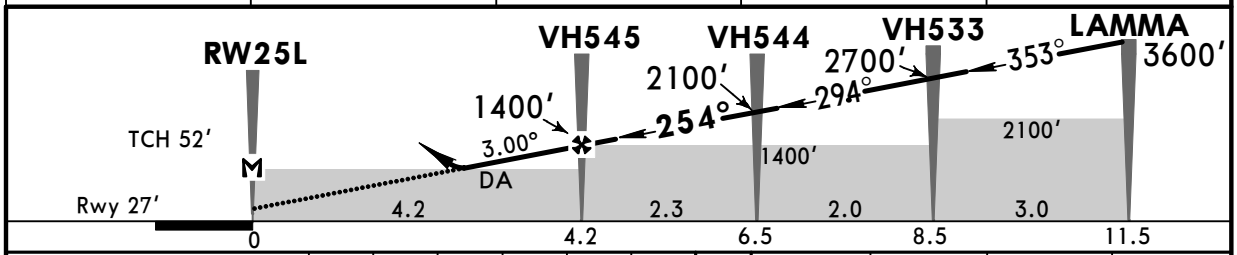
1 MSA CH VOR within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside GUAVA.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1670′



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

ALSF-II PAPI PAPI | 185 KT | PRAWN | VH547 LT

STRAIGHT-IN LANDING RWY 25L
RNP 0.30

DA(H) 500′ (473′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-25)

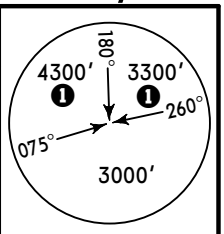
HONG KONG, PR OF CHINA RNAV (RNP) Y Rwy 25L

BRIEFING STRIP TM

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.4	122.55

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	VH545 1400′ (1373′)	500′ (473′)	Rwy 27′

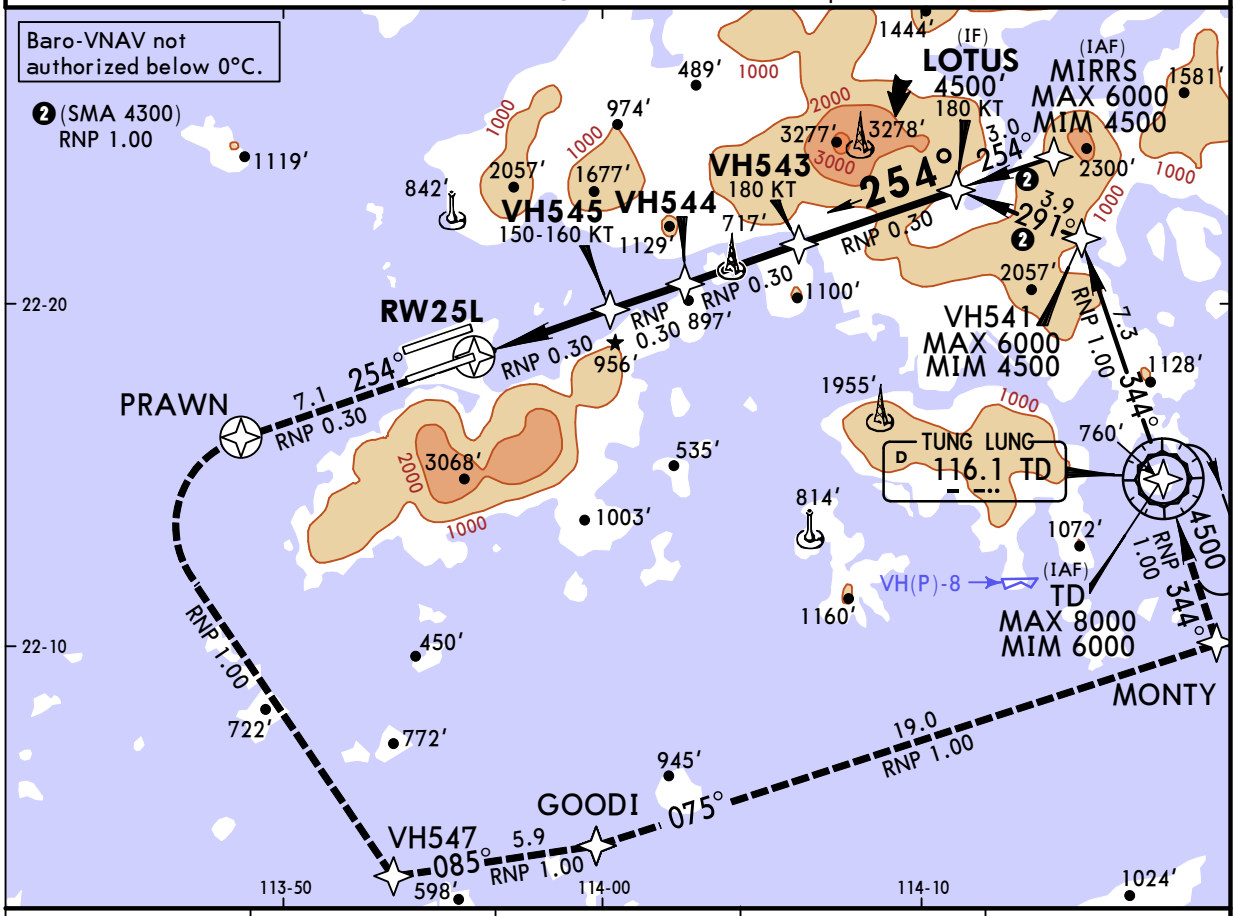
MISSED APCH: Climb to 5000′. Proceed to PRAWN, then turn LEFT to VH547, then turn LEFT to GOODI, then turn LEFT to MONTY, then TD VOR or as directed.
185 KT until track to VH547.



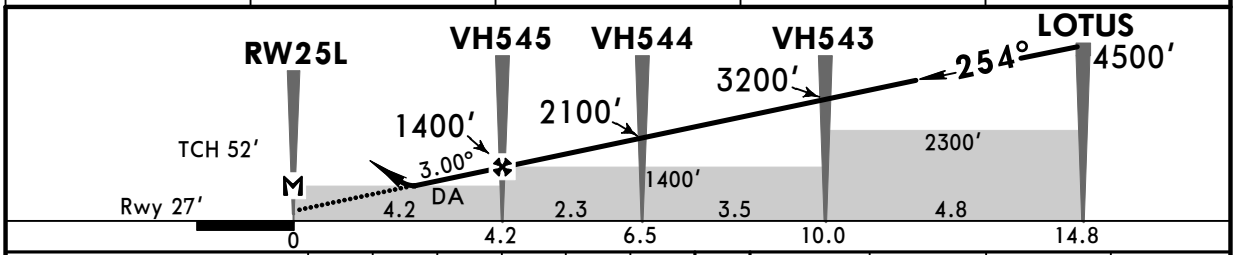
MSA TD VOR
❶ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL ACFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside LOTUS.



DIST to RW25L	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1670′



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

ALSF-II | PAPI | PAPI | 185 KT | PRAWN | VH547 LT

STRAIGHT-IN LANDING RWY 25L
RNP 0.30

DA(H) 500′ (473′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-26)

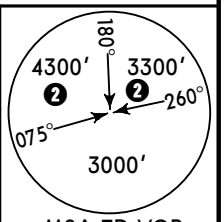
HONG KONG, PR OF CHINA
❶ RNAV (RNP) Z Rwy 25R

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	**VH514** **2000′** (1978′)	**500′** (478′)	Rwy 22′

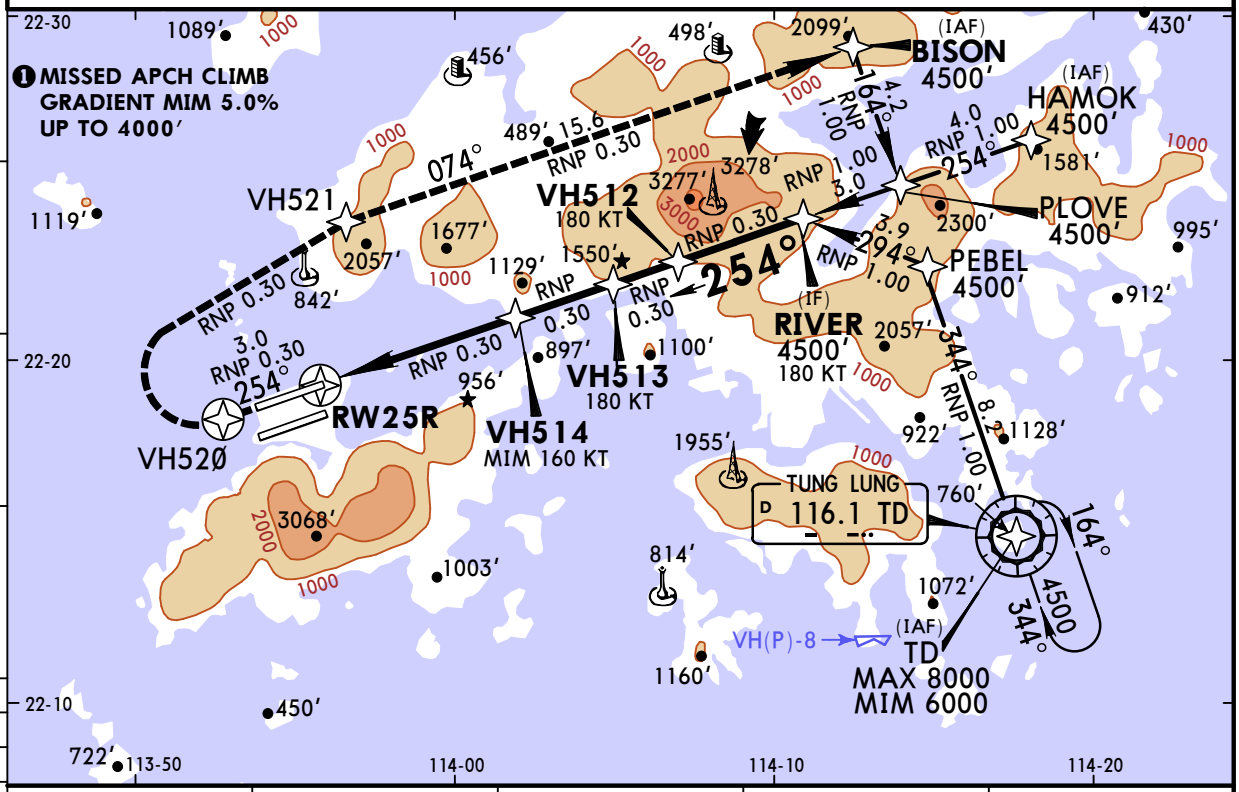
MISSED APCH: Climb initially to 4000′. Proceed to VH52Ø, then turn RIGHT direct to VH521. Cross VH521 at 4000′ and climb to reach BISON at 5000′.
185 KT until VH521, then 220 KT until BISON.



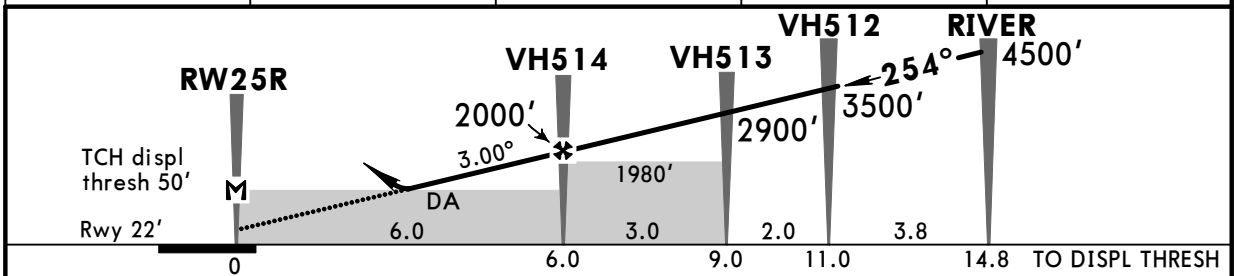
MSA TD VOR
❷ within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside RIVER. 3. Baro-VNAV not authorized below 0°C.



DIST TO RW25R	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1660′



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

ALSF-II PAPI | **185 KT** | **VH52Ø** | **VH521** RT

STRAIGHT-IN LANDING RWY **25R**
RNP 0.30
Missed apch climb gradient mim 5.0% up to 4000′

DA(H) **500′** (478′)

ALS out

PANS OPS

A	
B	
C	2400m
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN 22 DEC 17 Eff 4 Jan (12-27)

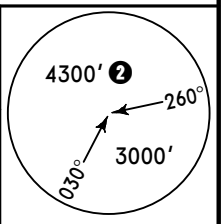
HONG KONG, PR OF CHINA
❶ RNAV (RNP) X Rwy 25R

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 28′
	254°	**VH535** **1300′** (1278′)	**500′** (478′)	Rwy 22′

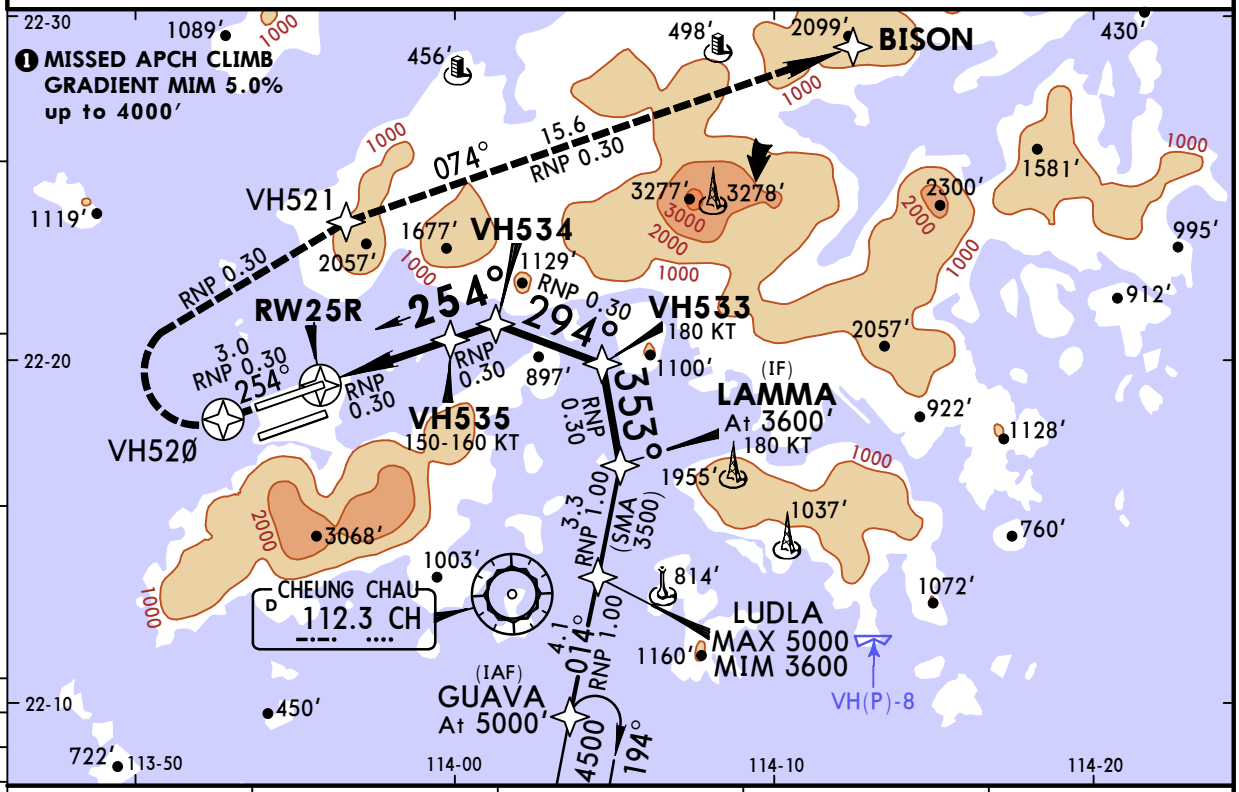
MISSED APCH: Climb initially to 4000′. Proceed to VH52Ø, then turn RIGHT direct to VH521. Cross VH521 at 4000′ and climb to reach BISON at 5000′.
185 KT until VH521, then 220 KT until BISON.



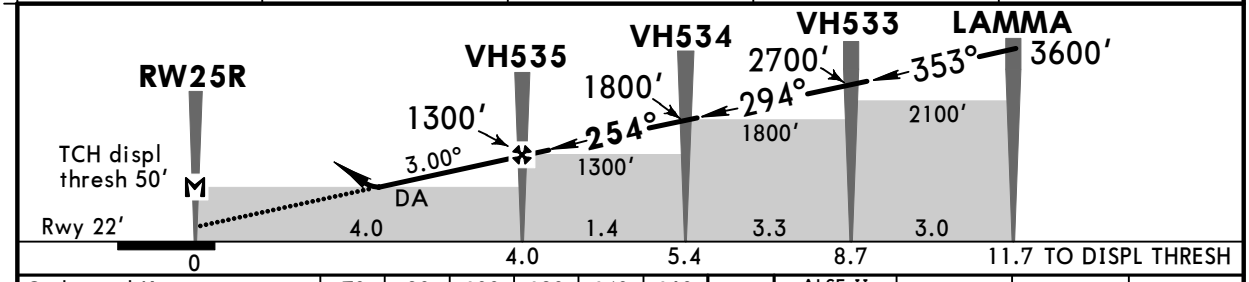
❷ MSA CH VOR within Hong Kong FIR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: 980 hPa or above - FL 110; 979 hPa or below - FL 120 | Trans alt: 9000′

1. **SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED.** 2. Do not accept radar vectors inside GUAVA. 3. Baro-VNAV not authorized below 0°C.



DIST TO RW25R	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1350′	1660′



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

ALSF-II PAPI **185 KT** **VH52Ø** **VH521** RT

STRAIGHT-IN LANDING RWY **25R**
RNP 0.30
Missed apch climb gradient mim 5.0% up to 4000′

DA(H) **500′** (478′)

ALS out

PANS OPS

A	2400m
B	
C	
D	

CHANGES: Bearings. Minimums.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (13-1) Eff 4 Jan
VOR Rwy 07L

BRIEFING STRIP™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

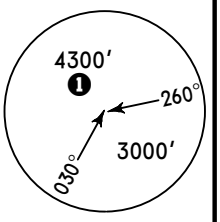
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 28′
SMT 114.8	074°	D11.0 SMT 2000′ (1972′)	Refer to Minimums	

MISSED APCH: Climb to 5000′ on R-254 inbound to SMT VOR. Proceed on R-048 SMT (w/o TD VOR: and expect radar vectors.). At D10.0 SMT turn RIGHT onto R-334 inbound to TD VOR. Proceed on R-251 TD to SOKOE, then turn RIGHT to LIMES and hold, or as directed. MAX 220 KT until established on R-334 TD inbound.

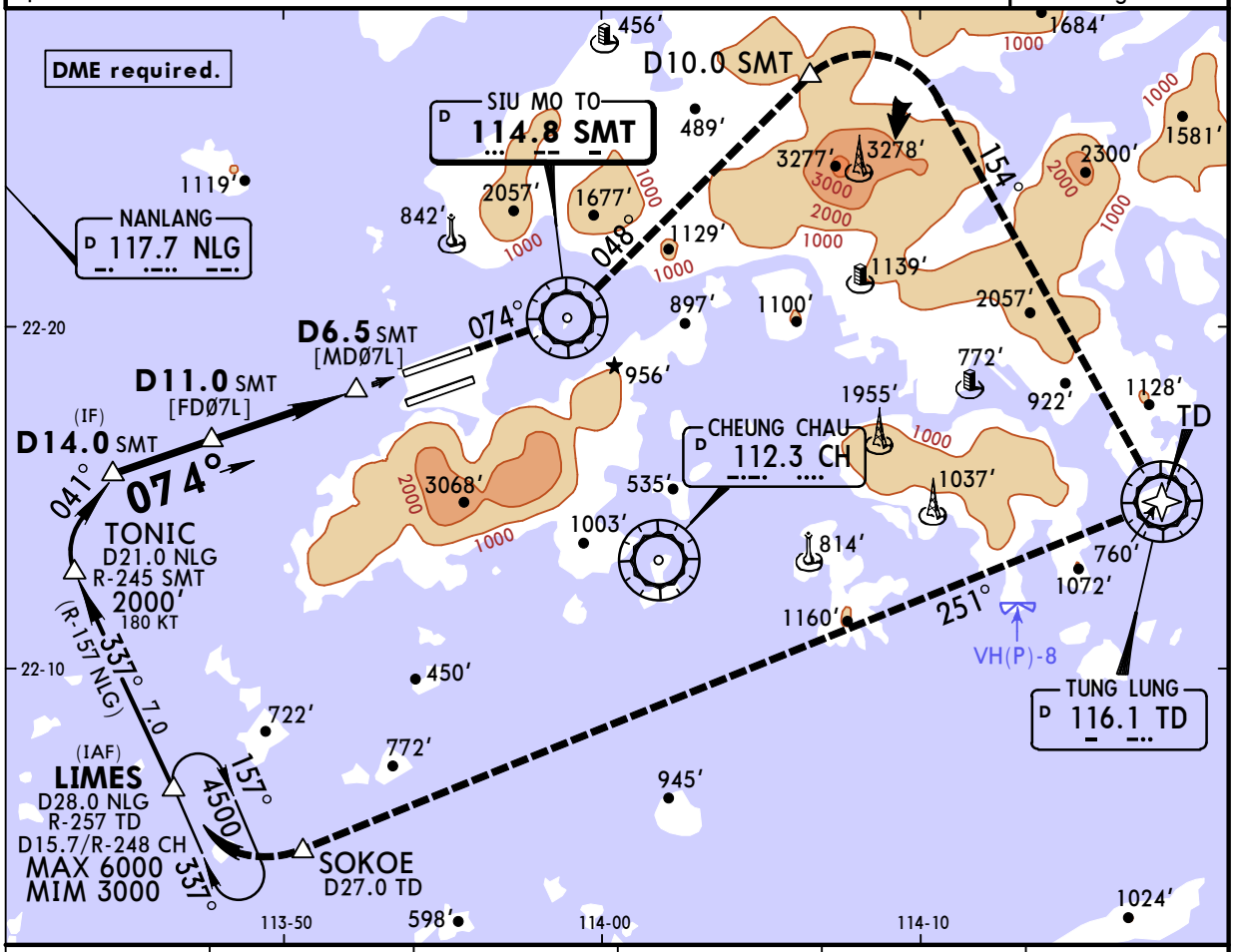
Alt Set: hPa
Apt Elev: 1 hPa

Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120

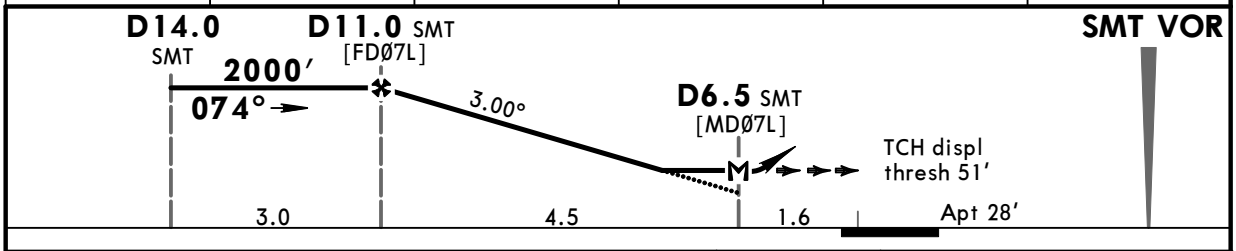
Trans alt: 9000′



MSA
CH VOR
1 within Hong Kong FIR



SMT DME	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2000′	1680′	1360′	1040′	720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D6.5 SMT							

ALSF-II
PAPI

220 KT MAX

SMT 114.8

PANS OPS

STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.7% 1		Missed apch climb gradient mim 2.5%			
MDA(H) 580′ (552′)		MDA(H) 1340′ (1312′)			
	ALS out		ALS out		
A	2800m	2800m	3000m	A	PROHIBITED
B				B	
C		4000m	4800m	C	
D				D	

1 Climb gradient up to 4500′.

CHANGES: Bearings.

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VHHH/HKG HONG KONG INTL

JEPPESEN HONG KONG, PR OF CHINA
22 DEC 17 (13-2) Eff 4 Jan
VOR Rwy 25R

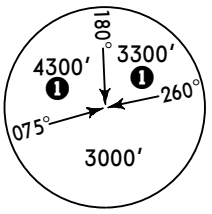
BRIEFING STRIP ™

D-ATIS Arrival	HONG KONG Approach (R)	*HONG KONG Director	HONG KONG Tower	Ground
128.2	119.1	119.5	118.2	121.6

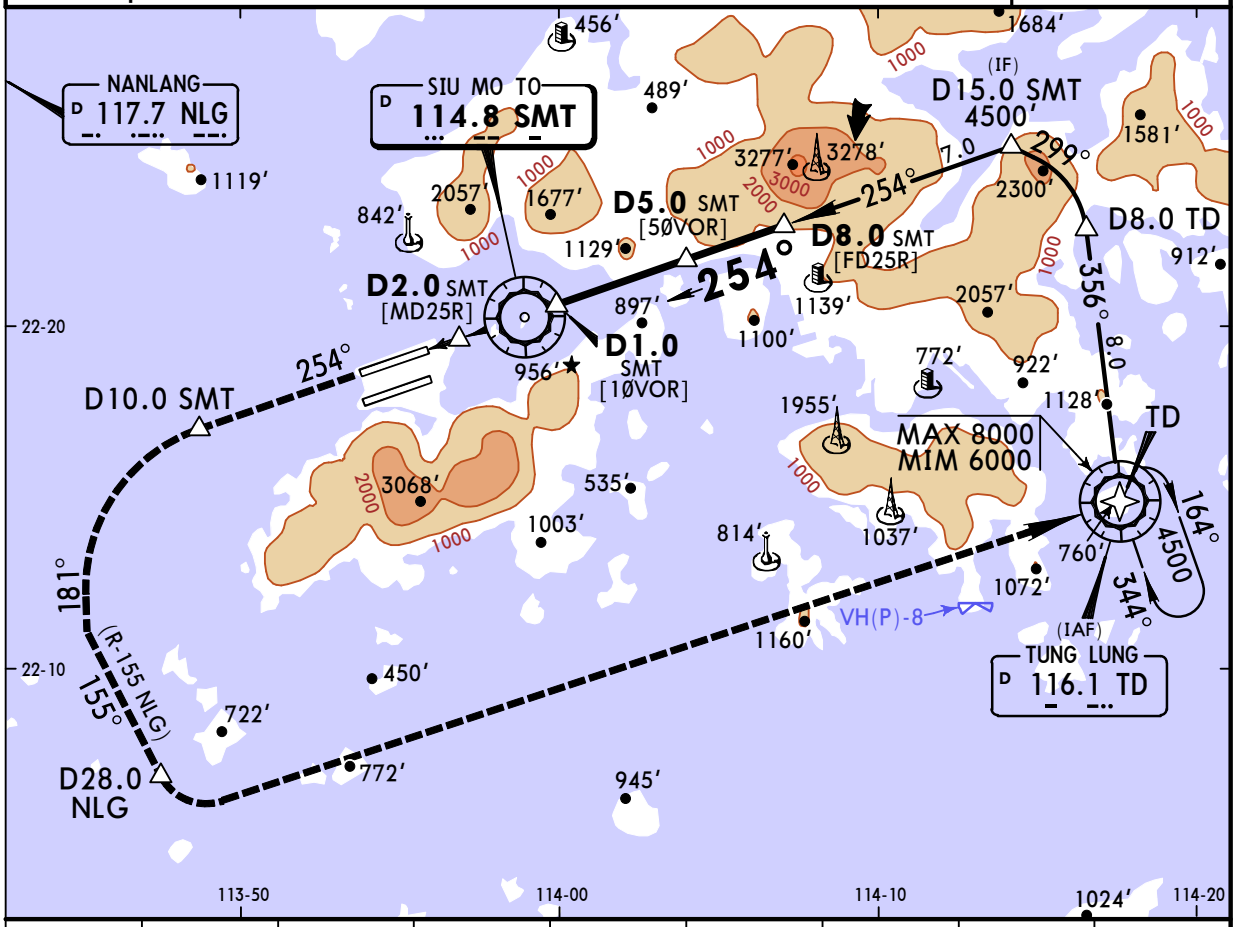
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 28′
SMT 114.8	254°	D8.0 SMT 4000′ (3972′)	500′ (472′)	

MISSED APCH: Climb on R-254 to 3000′. At D10.0 SMT turn LEFT onto 181° to intercept R-155 NLG, then climb to 5000′. At D28.0 NLG turn LEFT direct to TD VOR and hold, or as directed. MAX 230 KT until on R-155 NLG. When NLG VOR not available, climb on R-254 SMT to 3000′. At D10.0 SMT turn LEFT onto 181° and climb to 5000′. Expect radar vectors to TD VOR.

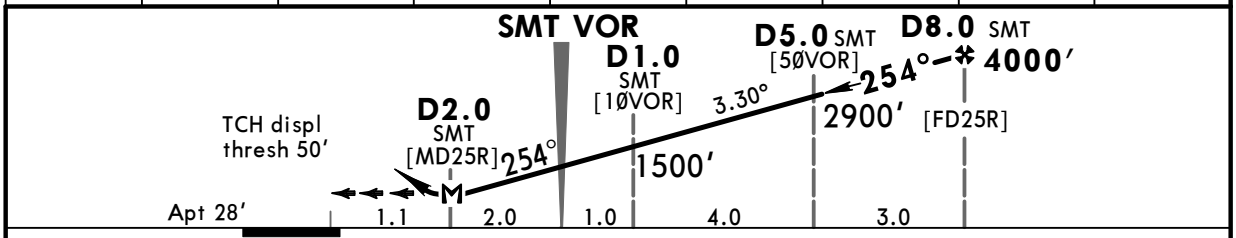
Alt Set: hPa
Apt Elev: 1 hPa
Trans level: 980 hPa or above - FL 110
979 hPa or below - FL 120
Trans alt: 9000′
1. **DME required.** 2. **SPEED CTL:** Cross D12.0 SMT at 180 KT and D5.0 SMT at 160 KT.



MSA
TD VOR
❶ within Hong Kong FIR



SMT DME	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1150′	1500′	1850′	2200′	2550′	2900′	3260′	3630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at D2.0 SMT after VOR							

ALSF-II
PAPI
230 KT MAX
3000′ on SMT 114.8 R-254

STRAIGHT-IN LANDING RWY 25R	CIRCLE-TO-LAND
MDA(H) 500′ (472′)	
ALS out	

PANS OPS

A	2400m	A	PROHIBITED
B		B	
C		C	
D		D	

CHANGES: Bearings. Minimums.

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BRUNEI INTERNATIONAL AIRPORT
REHABILITATION WORKS OF AIRFIELD PAVEMENT
WORK SCHEDULE

The airfield pavement rehabilitation work is undergoing at Brunei International Airport. The works involve the entire length of runway, Northern Parallel Taxiway, widening of Turn pad 21, Taxiways E1, E2, E5 and W2.

The work activities are divided into 6 phases as per the general sequence outlined below.

Aerodrome Closure Period during this rehabilitation works will be from 1730UTC until 0045UTC.

Rehabilitation works of airfield pavement has started since 25 May 2016 1730UTC and will be completed by 15 September 2017 0030UTC.

Work Phases

Phase 1 - Northern Parallel Taxiway

Activity:
- Closure of Northern Parallel Taxiway;
- Rehabilitation of PCC pavement;
- Shoulder widening.

Phase 2 - Taxiway E5

Activity:
- Asphalt shoulder widening.

Phase 3 - Taxiway W2

Activity:
- Closure of Taxiway W2;
- Rehabilitation Works for PCC Pavement;
- Widening and Rehabilitation of Taxiway Shoulder.

Phase 4 - Turn Pad 21, Taxiway E1

Activity (Turn Pad 21):
- Widening of new shoulder;
- Rehabilitation works for PCC pavement;
- Extension shoulder widening;
- Construction of slotted drain;
- Widening and Rehabilitation of taxiway Shoulder.

Activity (Taxiway E1):
- Closure of Taxiway E1;
- Rehabilitation Work of PCC pavement;
- Drainage works.

Phase 5 - Runway

Activity:
- Runway resurfacing during aerodrome closure hours.

Phase 6 - Taxiway E2

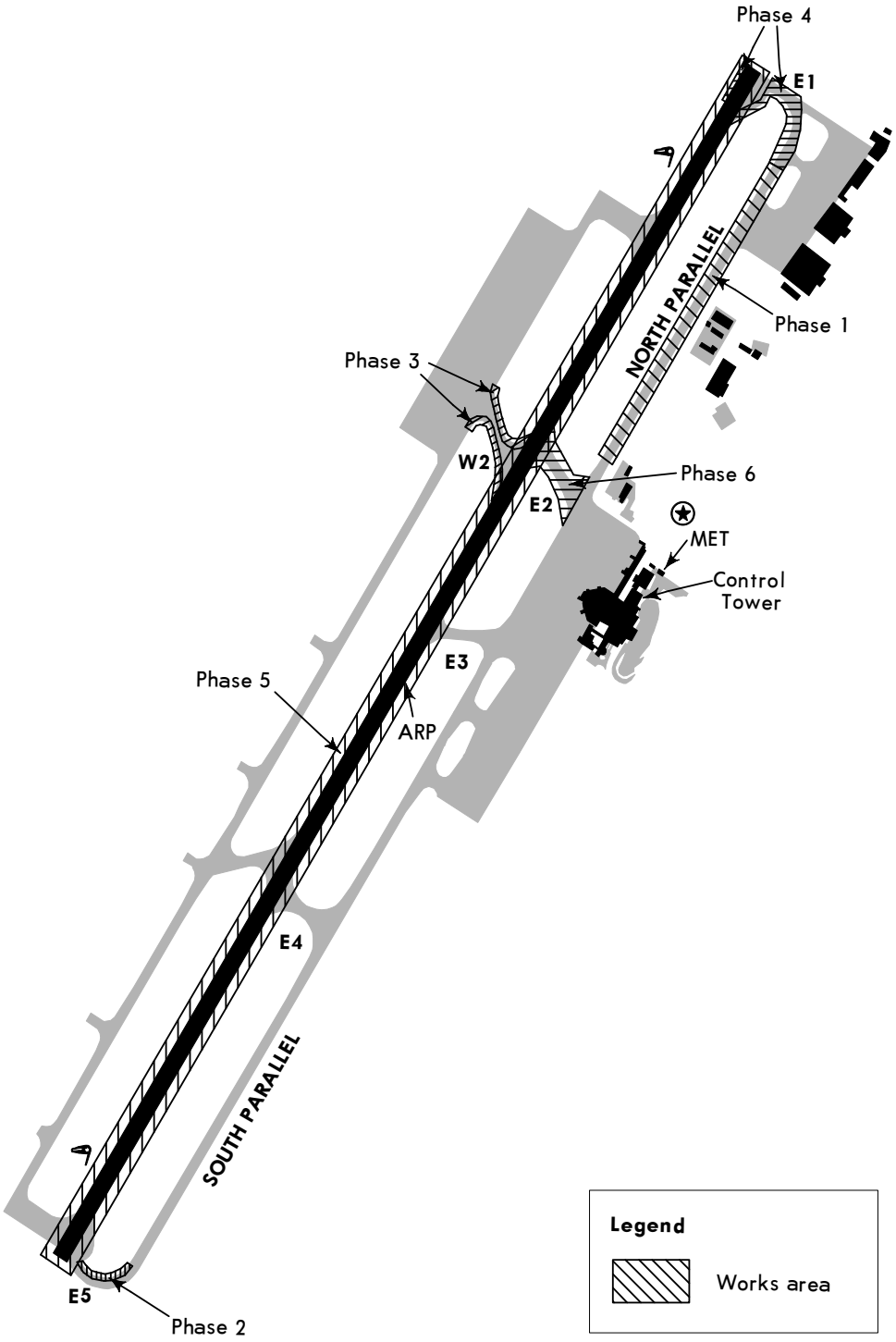
Activity:
- Closure of Taxiway E2;
- Piling works (Turf and shoulder area);
- Rehabilitation works for PCC pavement;
- Widening and Rehabilitation of taxiway shoulder;
- Closure of Northern Parallel Taxiway;
- Closure of portion of the main apron.

Any changes to the contents of this chart will be notified through NOTAM.

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WBSB/BWN JEPPESEN BANDAR SERI BEGAWAN, BRUNEI

BRUNEI INTERNATIONAL AIRPORT
REHABILITATION WORKS OF AIRFIELD PAVEMENT
WORK SCHEDULE (contd.)



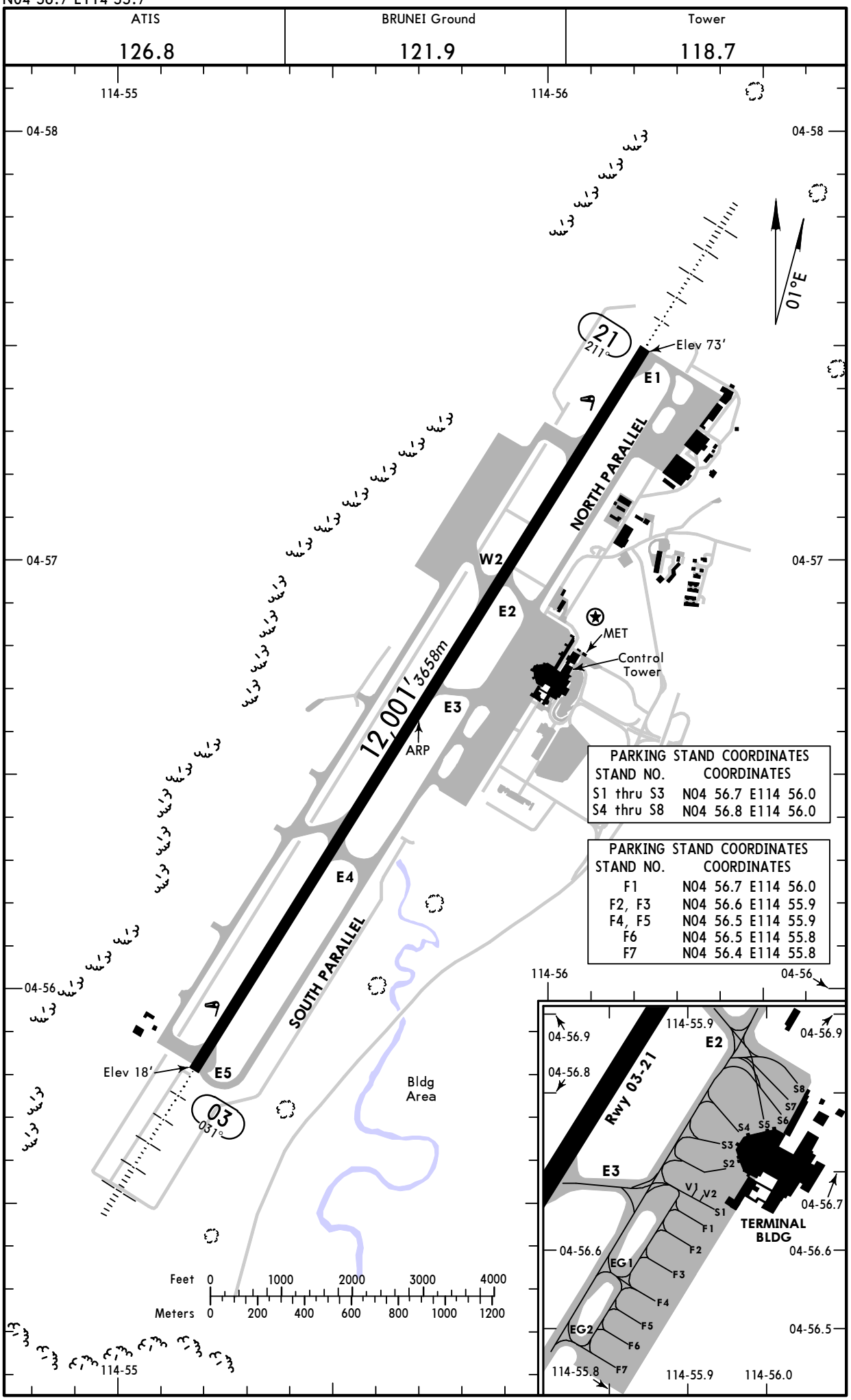
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WBSB/BWN
Apt Elev 73′
N04 56.7 E114 55.7

JEPPESEN BANDAR SERI BEGAWAN, BRUNEI
29 AUG 14 (10-9)
BRUNEI INTL

ATIS	BRUNEI Ground	Tower
126.8	121.9	118.7



PARKING STAND COORDINATES	
STAND NO.	COORDINATES
S1 thru S3	N04 56.7 E114 56.0
S4 thru S8	N04 56.8 E114 56.0

PARKING STAND COORDINATES	
STAND NO.	COORDINATES
F1	N04 56.7 E114 56.0
F2, F3	N04 56.6 E114 55.9
F4, F5	N04 56.5 E114 55.9
F6	N04 56.5 E114 55.8
F7	N04 56.4 E114 55.8

CHANGES: Gate S1 lead-in line.

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WBSB/BWN JEPPESEN BANDAR SERI BEGAWAN, BRUNEI

BRUNEI INTL

GENERAL

Birds in the vicinity of the airport.

Pilots are advised to exercise caution during approach to Runway 03 and departure from Runway 21 due to turbulence and the formation of low stratus type of cloud caused by a turbine-power plant situated 1.2 NM on Runway 03 final approach.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL CL HIALS PAPI (angle 3.0°) RVR		11,047'*3367m* 10,823'*3299m*		151' *46m*

TAKE-OFF

	AIR CARRIER **All Rwys** With HIRL & CL	AIR CARRIER **All Rwys** HIRL or CL	AIR CARRIER (FAR 121) **All Rwys**	CL & RCLM any RVR out other two req.	Adequate Vis Ref
A	RVR *150m*	RVR *250m*	2 Eng	TDZ RVR *175m* Mid RVR *175m* Roll out RVR *175m*	RVR *500m* VIS *400m*
B	RVR *200m (150m)*	RVR *300m (250m)*			
C	RVR *250m (200m)*	RVR *300m (250m)*	3 & 4 Eng		
D	RVR *250m (200m)*	RVR *400m (300m)*			

PUSH BACK PROCEDURE: When an aircraft is ready to pushback within 5 minutes the pilot shall advise ATC of (A) Aircraft call sign, (B) Parking stand, (C) Destination, (D) Proposed altitude or FL, (E) "Ready to pushback in 5 minutes". ATC will inform the pilot whether the pushback is approved or to standby for pushback. After pushback is approved, the aircraft must be pushed back within 5 minutes or pushback clearance will be cancelled. Start up clearance will be issued following the pushback clearance. However with respect to aircraft parked on stand number S6, the pilot-in-command of the said aircraft is not allowed to start up the aircraft engines until the aircraft has been pushed to a position parallel to the runway.

CHANGES: None.

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WBSB/BWN BRUNEI INTL

JEPPESEN 27 MAR 15 (11-1)

BANDAR SERI BEGAWAN, BRUNEI ILS DME Rwy 03

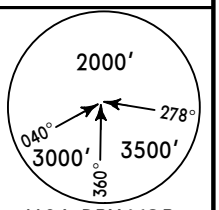
ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP™

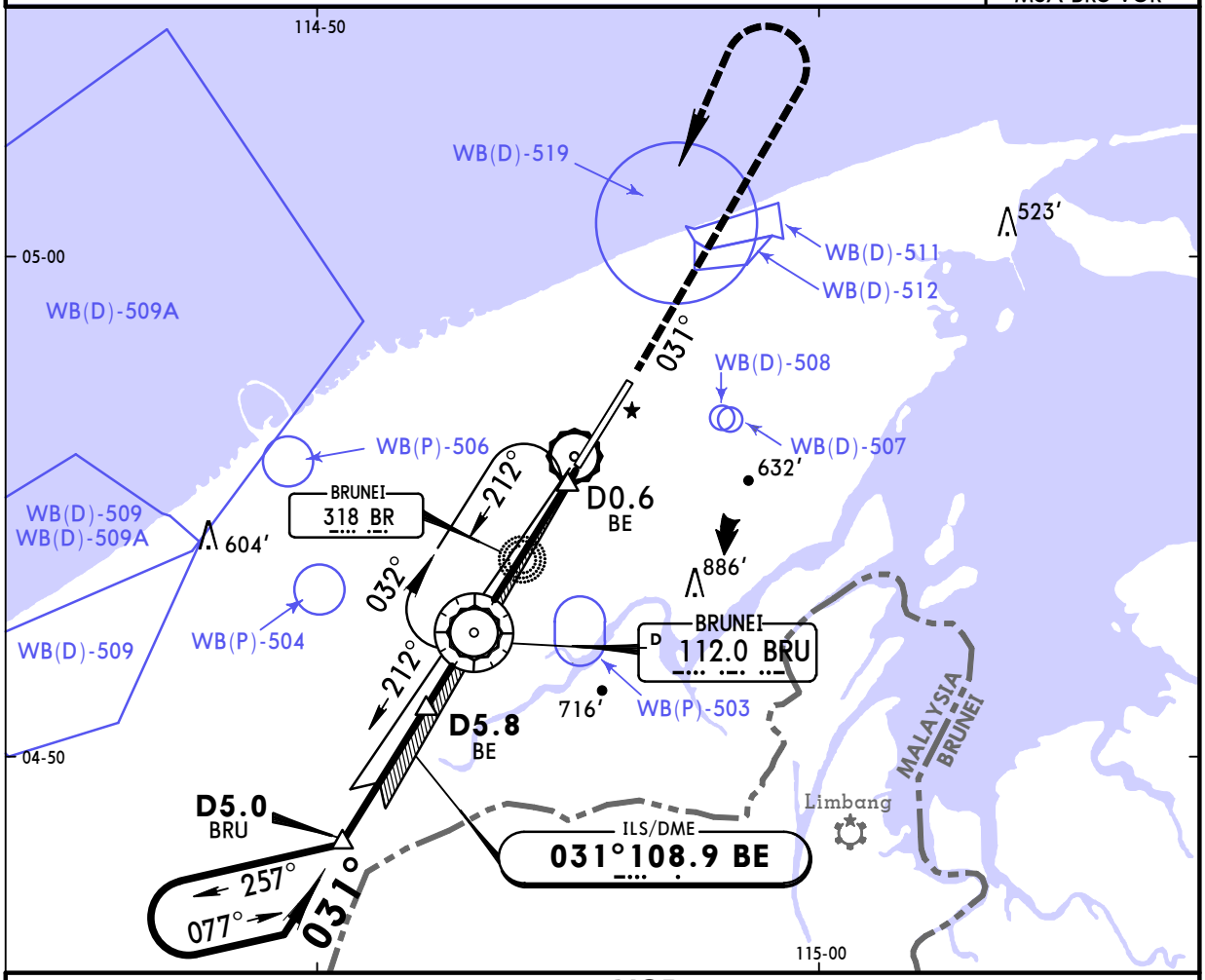
LOC BE	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy 03
108.9	031°	D5.8 2000′ (1982′)		73′ / 18′

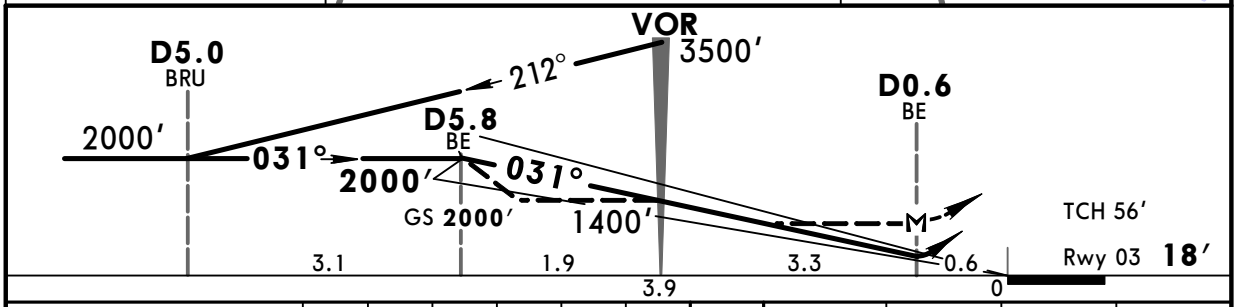
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then LEFT turn to BRU VOR.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′
1. ILS DME colocated with GP.



MSA BRU VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.2° or LOC Descent Gradient 5.6%	396	510	566	679	793	906
MAP at D0.6 BE						

PAPI HIALS | 3500′ | LT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY03

ILS DA(H)
A: 288′ (270′) C: 308′ (290′)
B: 300′ (282′) D: 319′ (301′)

LOC (GS out) MDA(H) 410′ (392′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 720m VIS 800m	1200m	1200m	1600m
B				
C				
D			1500m	2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′ (487′) -1600m
135	650′ (577′) -2000m
180	1280′ (1207′) -2400m
205	1280′ (1207′) -3600m

CHANGES: Morse code.

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WBSB/BWN BRUNEI INTL

JEPPESEN 27 MAR 15 (11-2)

BANDAR SERI BEGAWAN, BRUNEI ILS DME Rwy 21

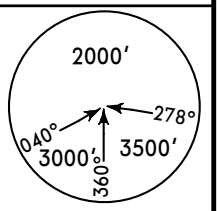
ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP™

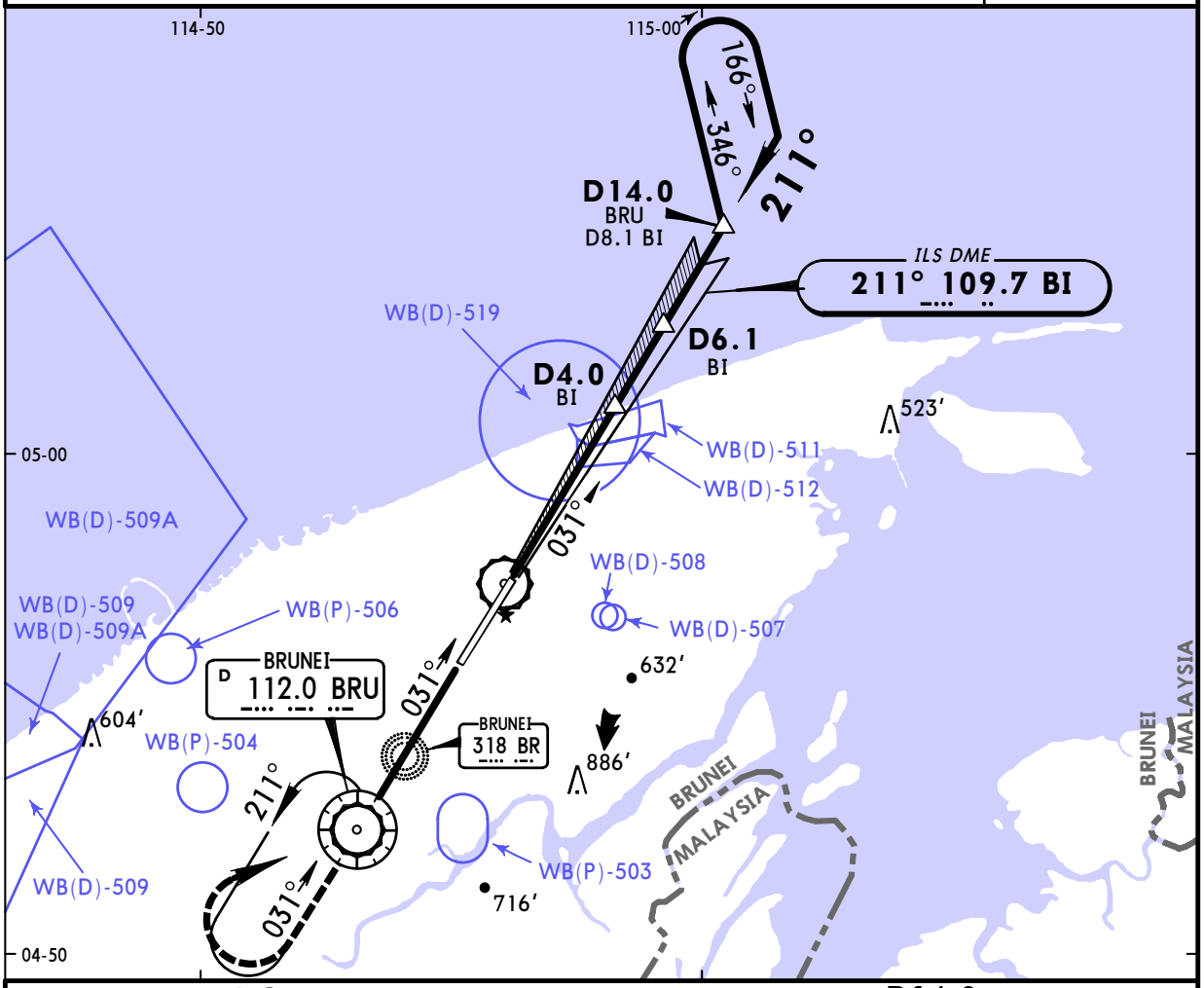
LOC BI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy 21
109.7	211°	D6.1 BI 2000′ (1927′)		73′ / 73′

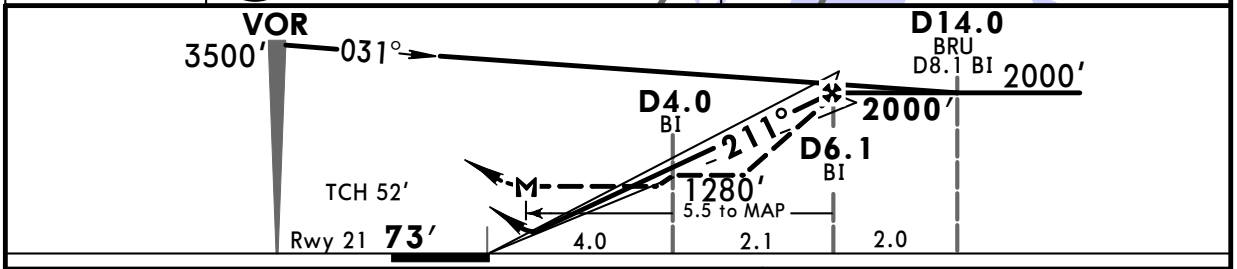
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then RIGHT turn to BRU VOR .

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000′



MSA BRU VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
LOC: FAF to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

PAPI HIALS | 3500′ | RT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY21

ILS
DA(H) A: 273′(200′) C: 289′(216′)
B: 281′(208′) D: 300′(227′)

LOC (GS out)
MDA(H) 390′(317′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR1500m VIS1600m
B				
C				
D			1200m	1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′(487′) -1600m
135	850′(777′) -2000m
180	1280′(1207′) -2400m
205	1280′(1207′) -3600m

CHANGES: None.

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WBSB/BWN BRUNEI INTL

JEPPESEN 13 FEB 15 (13-1)

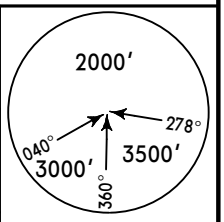
BANDAR SERI BEGAWAN, BRUNEI VOR DME Rwy 03

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP ™

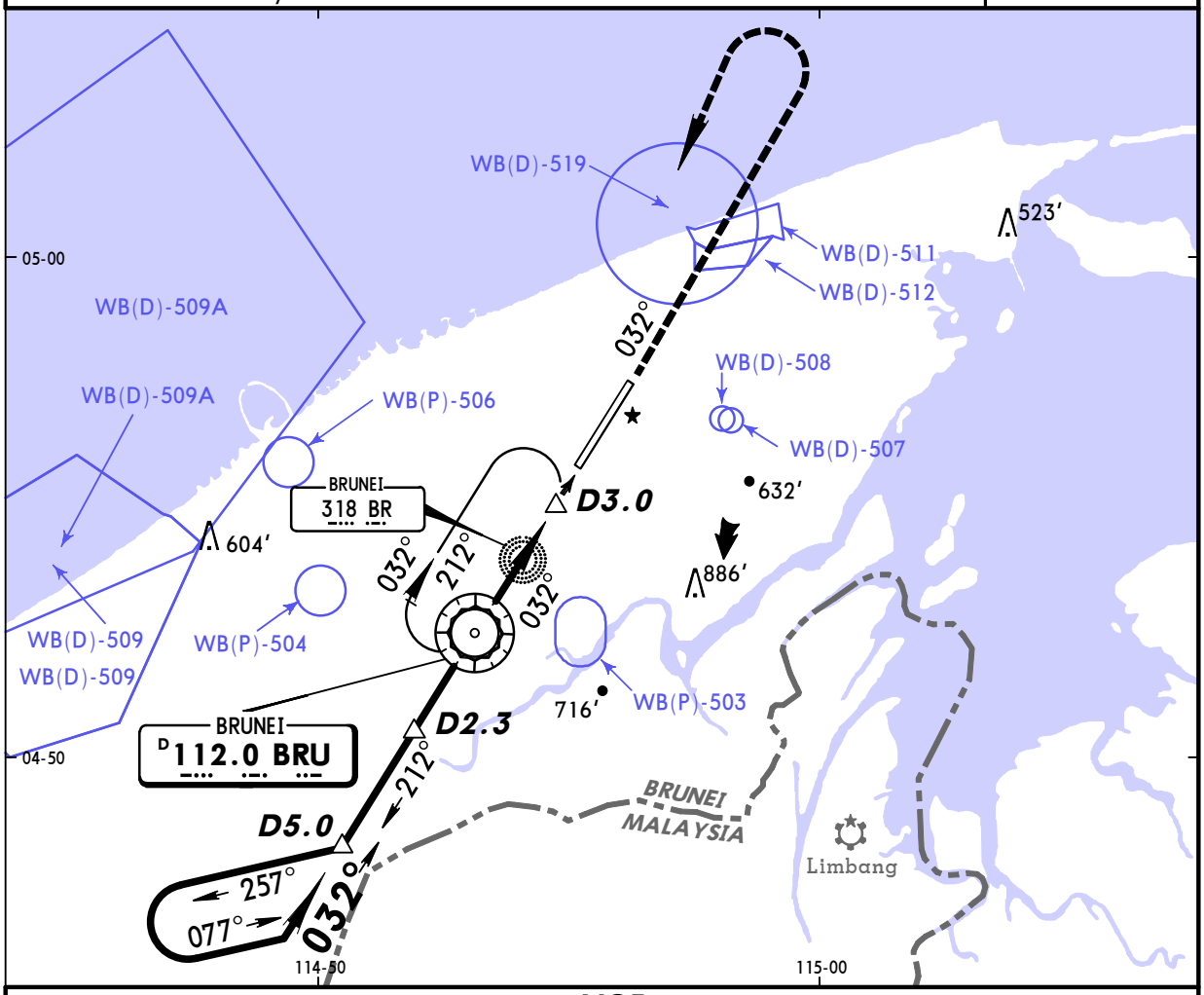
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 73′
BRU 112.0	032°	D2.3 2000′ (1982′)	420′ (402′)	RWY 03 18′

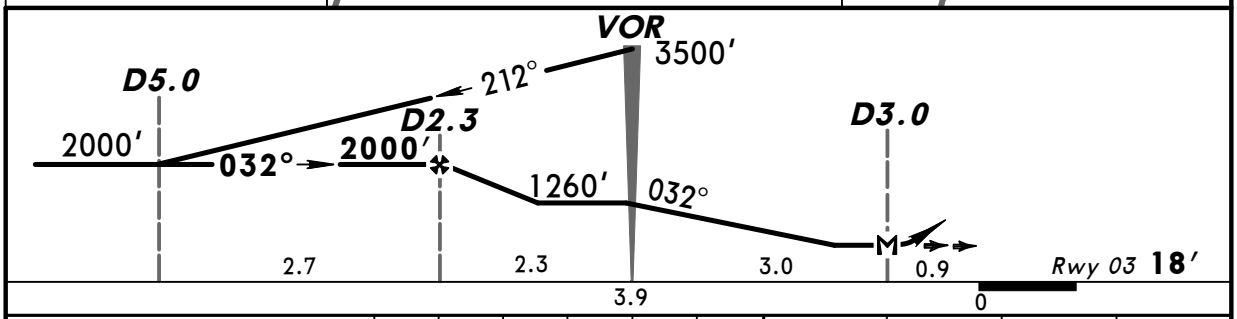
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then LEFT turn to BRU VOR .



MSA BRU VOR

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000′





Gnd speed-Kts		70	90	100	120	140	160
Rate of Descent	5.3%	376	483	537	644	751	859
MAP at D3.0 or FAF to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

PAPI HIALS | 3500′ | LT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 420′ (402′)

		ALS out
A	1200m	1600m
B		
C		2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′ (487′) - 1600m
135	850′ (777′) - 2000m
180	1280′ (1207′) - 4800m
205	

CHANGES: Minimums.

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WBSB/BWN BRUNEI INTL

JEPPESEN 13 FEB 15 (13-2)

BANDAR SERI BEGAWAN, BRUNEI VOR DME Rwy 21

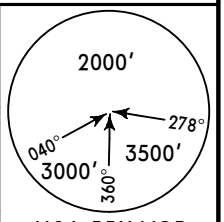
BRIEFING STRIP ™

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

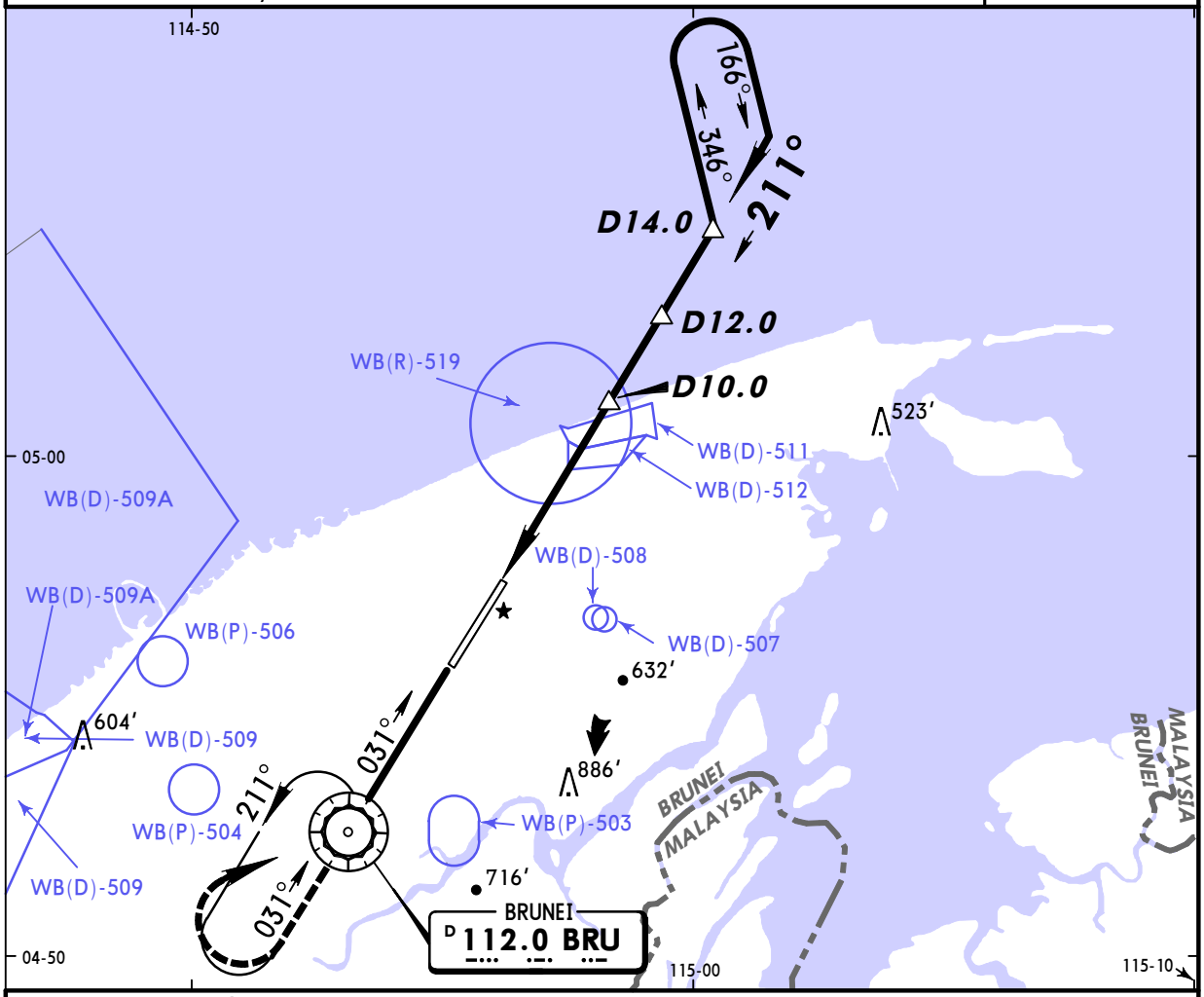
VOR BRU 112.0	Final Apch Crs 211°	Minimum Alt D12.0 2000′ (1927′)	MDA(H) 600′ (527′)	Apt Elev 73′ Rwy 21 73′

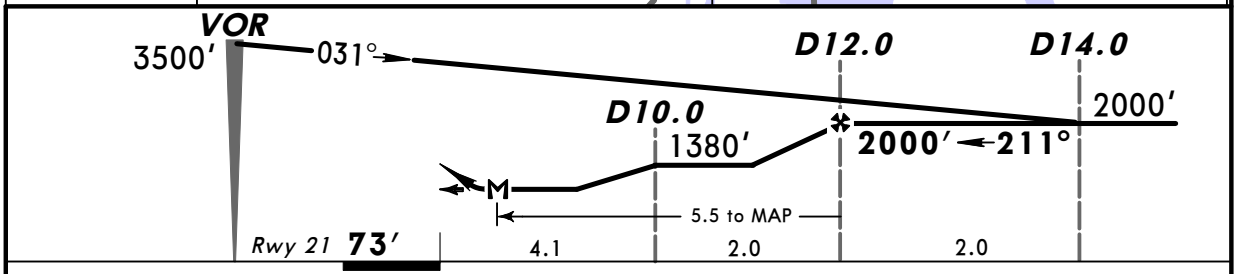
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then RIGHT turn to BRU VOR .

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 130 | Trans alt: 11000′



MSA BRU VOR





Gnd speed-Kts	70	90	100	120	140	160
Rate of Descent 5.2%	369	474	527	632	737	843
FAF to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

PAPI HIALS | 3500′ | RT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY 21

MDA(H) 600′ (527′)

		ALS out
A	1200m	1600m
B		
C	1600m	2400m
D	2000m	2800m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′ (487′) - 1600m
135	650′ (577′) - 2000m
180	1240′ (1167′) - 4800m
205	

CHANGES: Rwy 21 elev, minimums.

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JEPPESEN JeppView 3.6.2.0

WBSB/BWN BRUNEI INTL

JEPPESEN 13 JAN 17 (16-1)

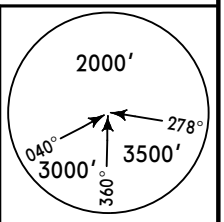
BANDAR SERI BEGAWAN, BRUNEI NDB Rwy 03

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP ™

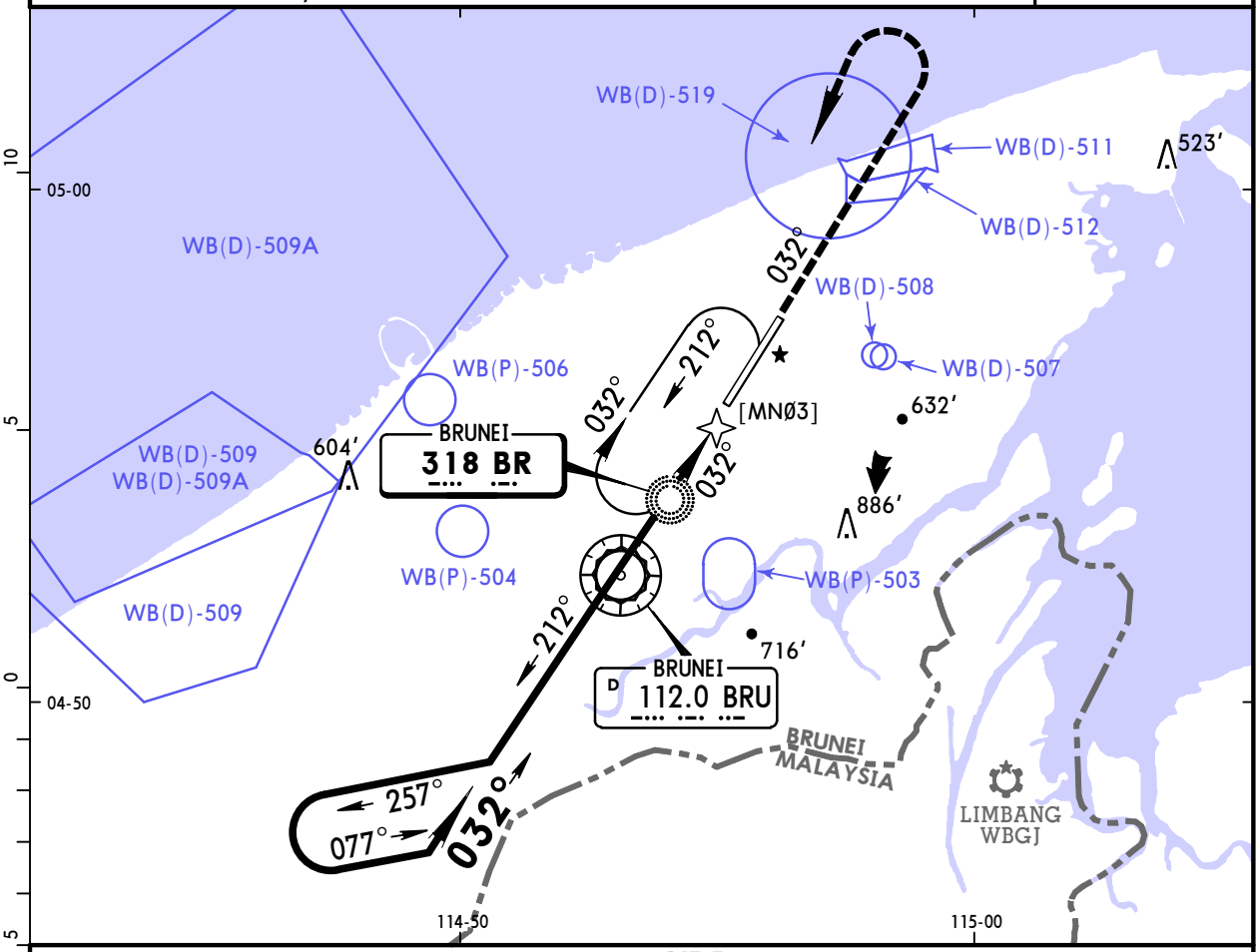
NDB BR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
318	032°	NDB 820′ (802′)	420′ (402′)	Apt Elev 73′ / Rwy 18′

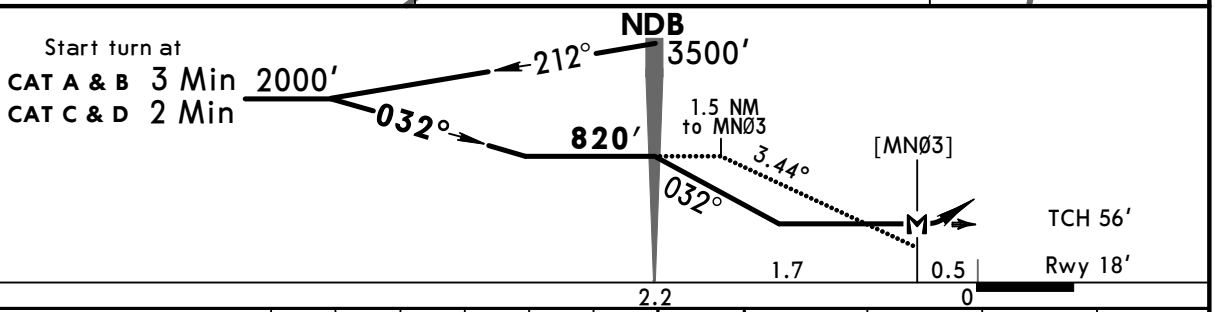
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then LEFT turn to BRU VOR.



MSA BRU VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.0% or Descent angle 3.44°	426	548	609	730	852	974
NDB to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS PAPI PAPI | 3500′ | LT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 420′ (402′)

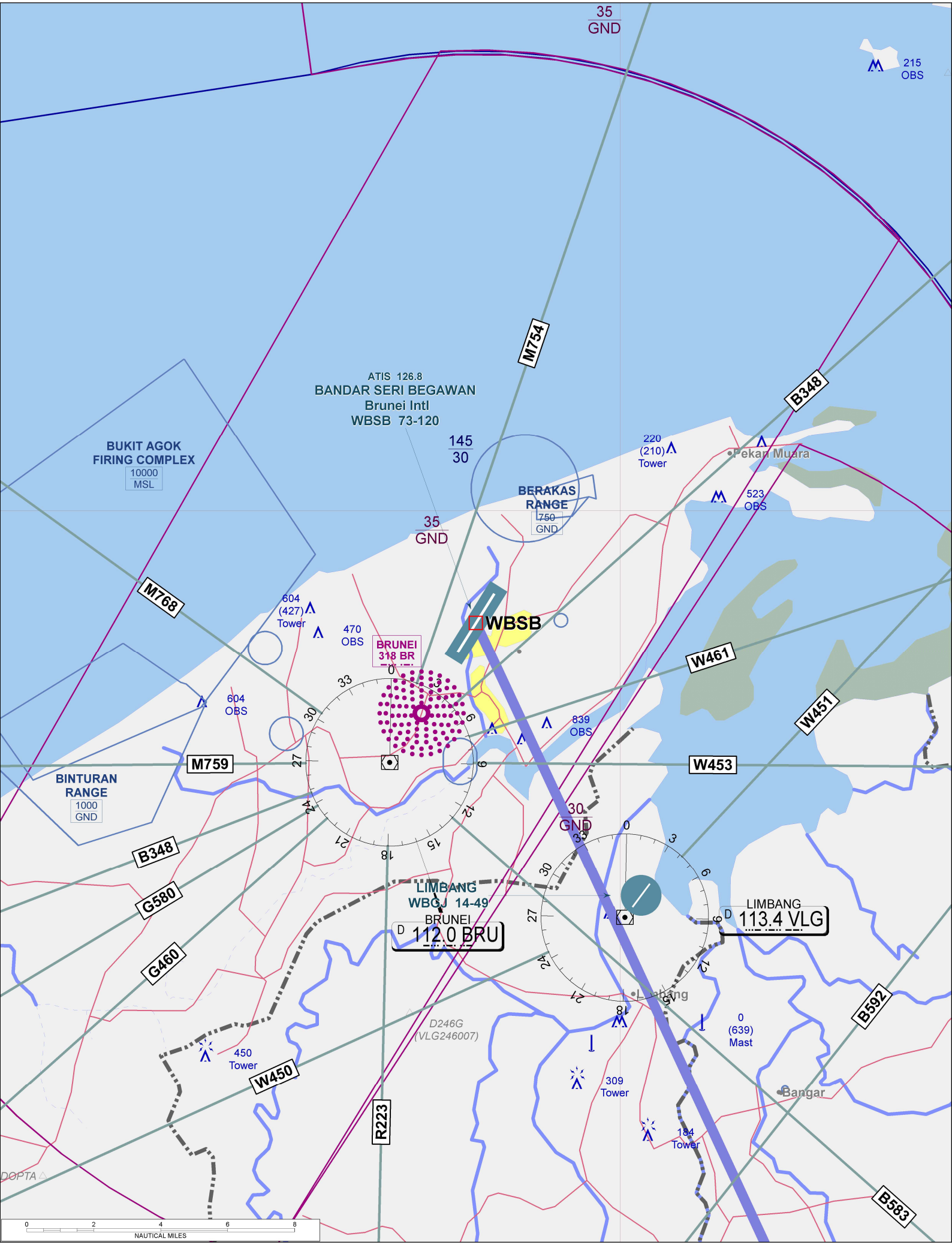
		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

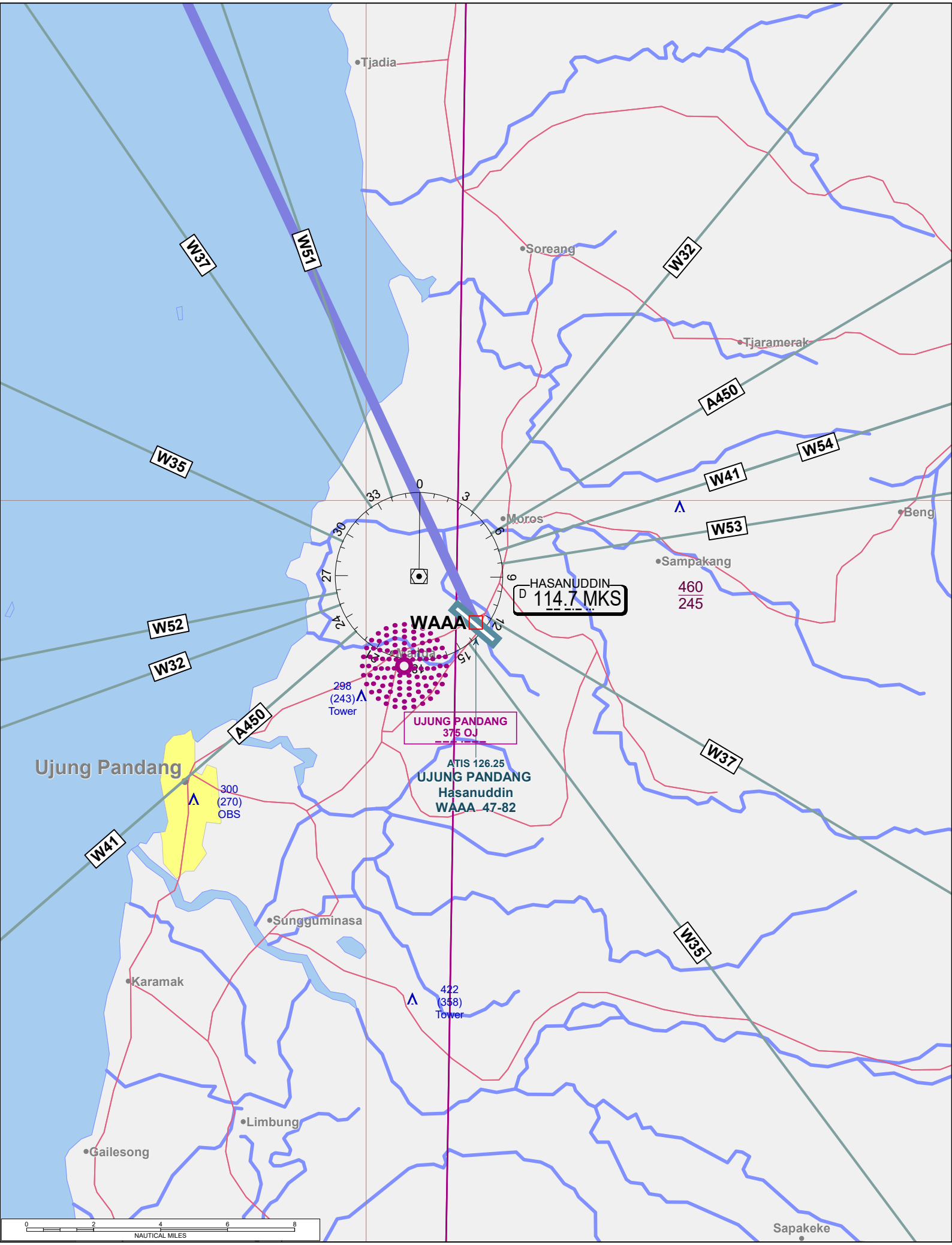
Max Kts	MDA(H)
100	560′ (487′) -1600m
135	850′ (777′) -2000m
180	1280′ (1207′) -4800m
205	

CHANGES: Missed approach.

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BRUNEI INTERNATIONAL AIRPORT
REHABILITATION WORKS OF AIRFIELD PAVEMENT
WORK SCHEDULE

The airfield pavement rehabilitation work is undergoing at Brunei International Airport. The works involve the entire length of runway, Northern Parallel Taxiway, widening of Turn pad 21, Taxiways E1, E2, E5 and W2.

The work activities are divided into 6 phases as per the general sequence outlined below.

Aerodrome Closure Period during this rehabilitation works will be from 1730UTC until 0045UTC.

Rehabilitation works of airfield pavement has started since 25 May 2016 1730UTC and will be completed by 15 September 2017 0030UTC.

Work Phases

Phase 1 - Northern Parallel Taxiway

Activity:
- Closure of Northern Parallel Taxiway;
- Rehabilitation of PCC pavement;
- Shoulder widening.

Phase 2 - Taxiway E5

Activity:
- Asphalt shoulder widening.

Phase 3 - Taxiway W2

Activity:
- Closure of Taxiway W2;
- Rehabilitation Works for PCC Pavement;
- Widening and Rehabilitation of Taxiway Shoulder.

Phase 4 - Turn Pad 21, Taxiway E1

Activity (Turn Pad 21):
- Widening of new shoulder;
- Rehabilitation works for PCC pavement;
- Extension shoulder widening;
- Construction of slotted drain;
- Widening and Rehabilitation of taxiway Shoulder.

Activity (Taxiway E1):
- Closure of Taxiway E1;
- Rehabilitation Work of PCC pavement;
- Drainage works.

Phase 5 - Runway

Activity:
- Runway resurfacing during aerodrome closure hours.

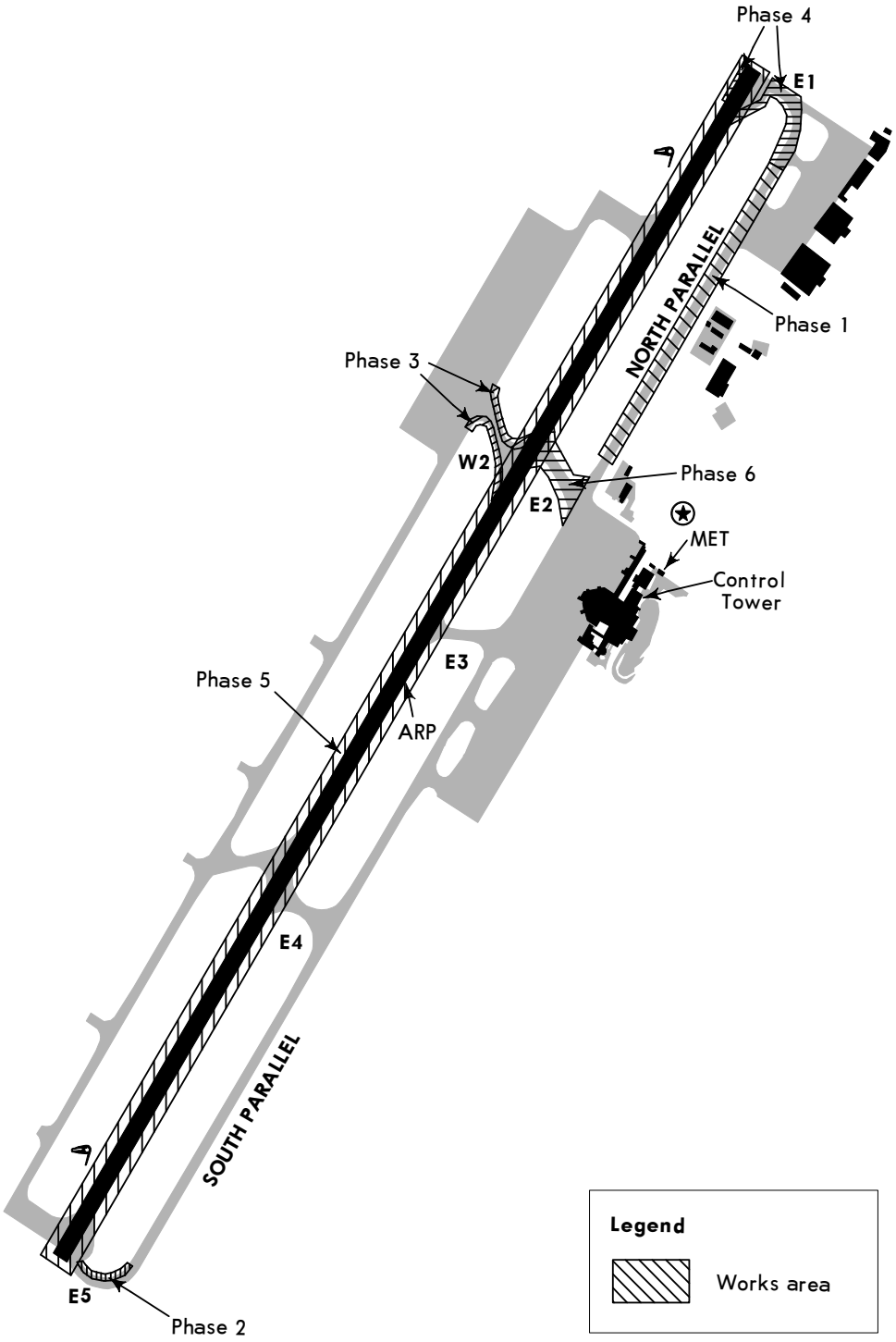
Phase 6 - Taxiway E2

Activity:
- Closure of Taxiway E2;
- Piling works (Turf and shoulder area);
- Rehabilitation works for PCC pavement;
- Widening and Rehabilitation of taxiway shoulder;
- Closure of Northern Parallel Taxiway;
- Closure of portion of the main apron.

Any changes to the contents of this chart will be notified through NOTAM.

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BRUNEI INTERNATIONAL AIRPORT
REHABILITATION WORKS OF AIRFIELD PAVEMENT
WORK SCHEDULE (contd.)



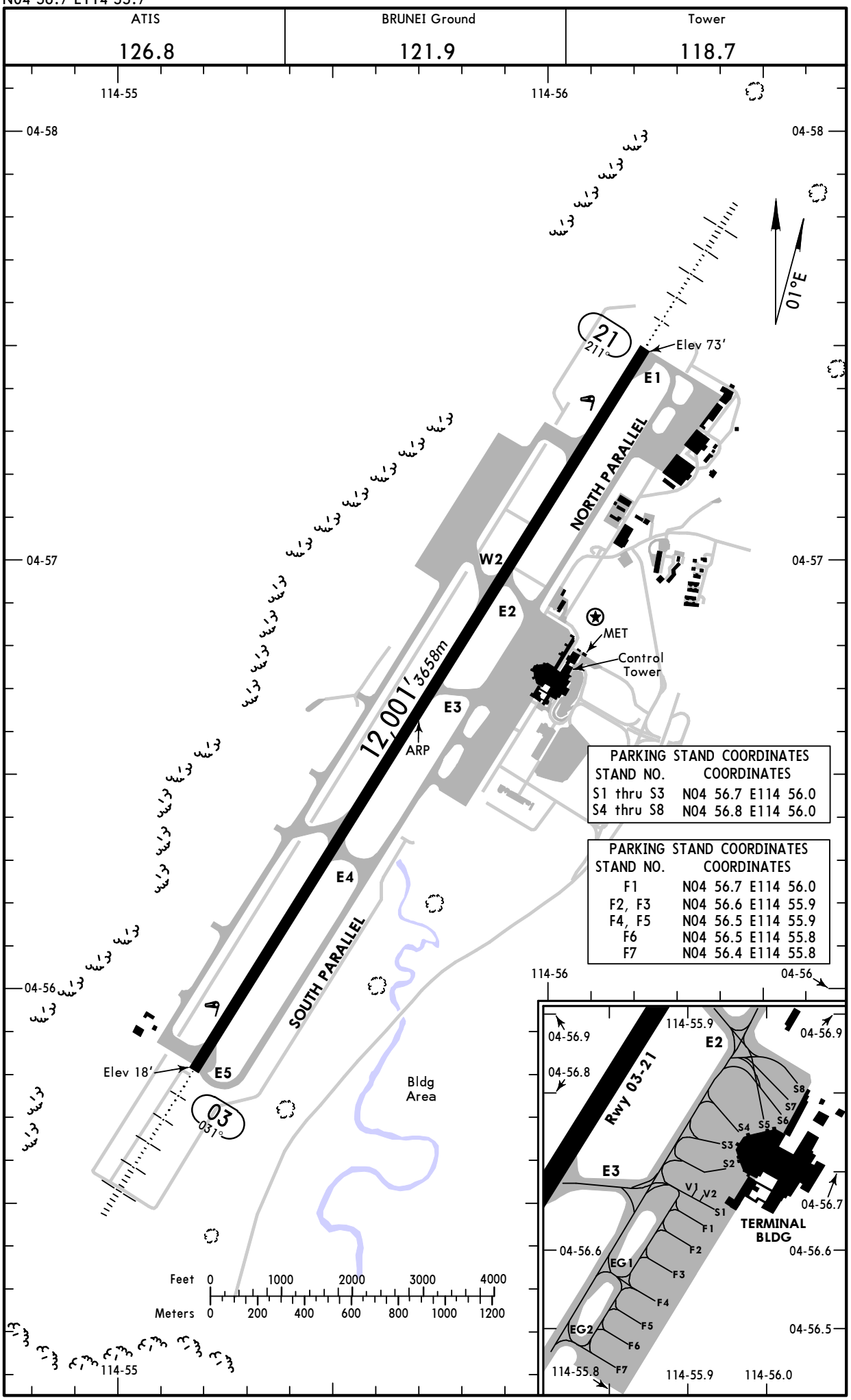
CHANGES: New temporary chart.

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WBSB/BWN
Apt Elev **73′**
N04 56.7 E114 55.7

JEPPESEN **BANDAR SERI BEGAWAN, BRUNEI**
29 AUG 14 (10-9)
BRUNEI INTL

ATIS	BRUNEI Ground	Tower
126.8	121.9	118.7



CHANGES: Gate S1 lead-in line.

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WBSB/BWN JEPPESEN BANDAR SERI BEGAWAN, BRUNEI

BRUNEI INTL

GENERAL

Birds in the vicinity of the airport.

Pilots are advised to exercise caution during approach to Runway 03 and departure from Runway 21 due to turbulence and the formation of low stratus type of cloud caused by a turbine-power plant situated 1.2 NM on Runway 03 final approach.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL CL HIALS PAPI (angle 3.0°) RVR		11,047'*3367m* 10,823'*3299m*		151' *46m*

TAKE-OFF

	AIR CARRIER **All Rwys** With HIRL & CL	AIR CARRIER **All Rwys** HIRL or CL		AIR CARRIER (FAR 121) **All Rwys** CL & RCLM any RVR out other two req.	Adequate Vis Ref
A	RVR *150m*	RVR *250m*	2 Eng	TDZ RVR *175m* Mid RVR *175m* Roll out RVR *175m*	RVR *500m* VIS *400m*
B	RVR *200m (150m)*	RVR *300m (250m)*			
C	RVR *250m (200m)*	RVR *300m (250m)*	3 & 4 Eng		
D	RVR *250m (200m)*	RVR *400m (300m)*			

PUSH BACK PROCEDURE: When an aircraft is ready to pushback within 5 minutes the pilot shall advise ATC of (A) Aircraft call sign, (B) Parking stand, (C) Destination, (D) Proposed altitude or FL, (E) "Ready to pushback in 5 minutes". ATC will inform the pilot whether the pushback is approved or to standby for pushback. After pushback is approved, the aircraft must be pushed back within 5 minutes or pushback clearance will be cancelled. Start up clearance will be issued following the pushback clearance. However with respect to aircraft parked on stand number S6, the pilot-in-command of the said aircraft is not allowed to start up the aircraft engines until the aircraft has been pushed to a position parallel to the runway.

CHANGES: None.

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WBSB/BWN BRUNEI INTL

JEPPESEN 27 MAR 15 (11-1)

BANDAR SERI BEGAWAN, BRUNEI ILS DME Rwy 03

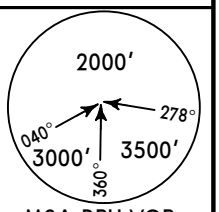
BRIEFING STRIP ™

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

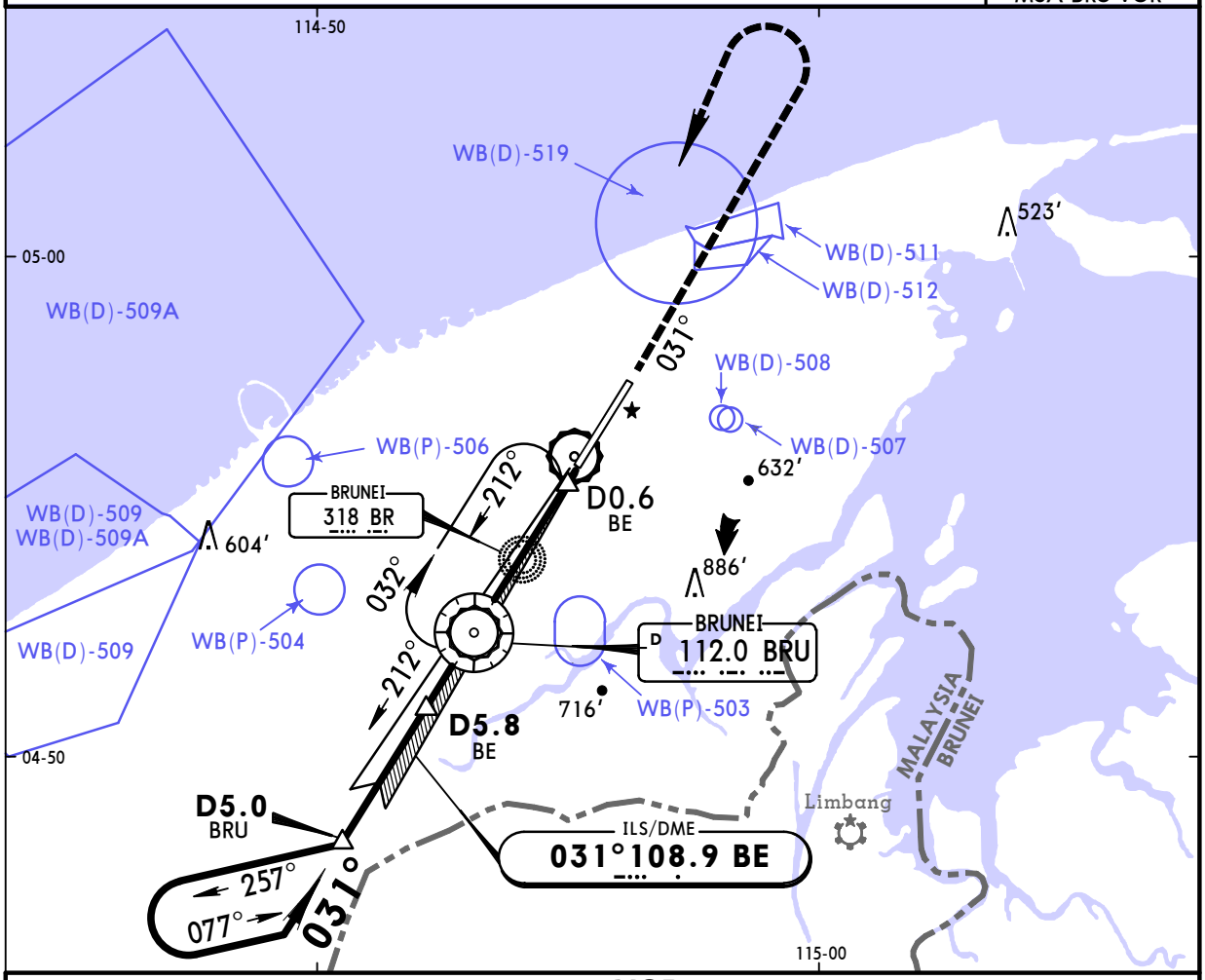
LOC BE	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy 03
108.9	**031°**	**D5.8** **2000′** (1982′)		73′ / **18′**

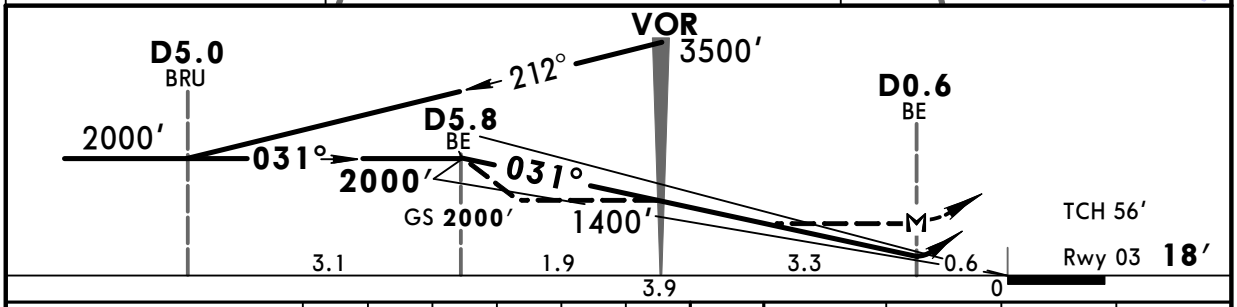
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then LEFT turn to BRU VOR.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′
1. ILS DME colocated with GP.



MSA BRU VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.2° or LOC Descent Gradient 5.6%	396	510	566	679	793	906
MAP at D0.6 BE						

PAPI HIALS | 3500′ | LT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY03

	ILS DA(H)		LOC (GS out) MDA(H)	
	A: **288′** (270′)	C: **308′** (290′)	**410′** (392′)	
	B: **300′** (282′)	D: **319′** (301′)		
	FULL	ALS out		ALS out
A	RVR 720m VIS 800m	1200m	1200m	1600m
B				
C				
D			1500m	2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	**560′** (487′) -1600m
135	**650′** (577′) -2000m
180	**1280′** (1207′) -2400m
205	**1280′** (1207′) -3600m

CHANGES: Morse code.

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WBSB/BWN BRUNEI INTL

JEPPESEN 27 MAR 15 (11-2)

BANDAR SERI BEGAWAN, BRUNEI ILS DME Rwy 21

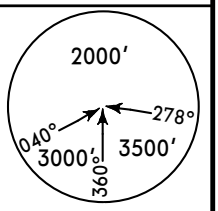
ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP™

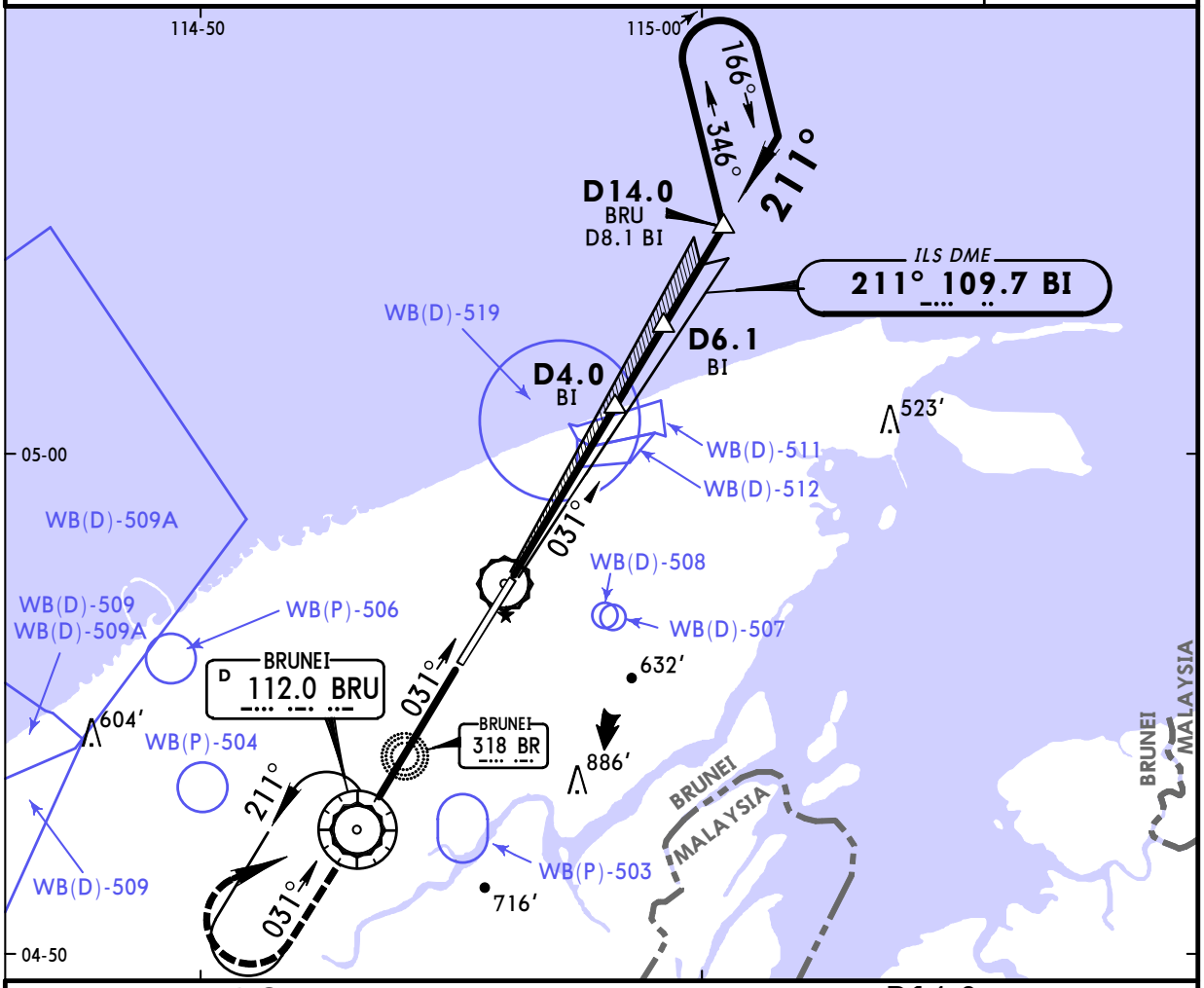
LOC BI	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy 21
109.7	211°	D6.1 BI 2000′ (1927′)		73′ / 73′

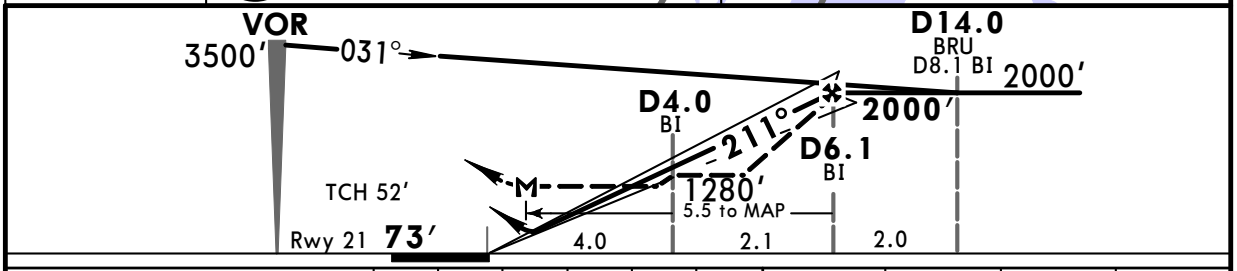
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then RIGHT turn to BRU VOR .

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000′



MSA BRU VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	372	478	531	637	743	849
LOC: FAF to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

PAPI HIALS | 3500′ | RT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY21

ILS
DA(H) A: 273′(200′) C: 289′(216′)
B: 281′(208′) D: 300′(227′)

LOC (GS out)
MDA(H) 390′(317′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C				
D			1200m	1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′(487′) -1600m
135	850′(777′) -2000m
180	1280′(1207′) -2400m
205	1280′(1207′) -3600m

CHANGES: None.

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JEPPESEN JeppView 3.6.2.0

WBSB/BWN BRUNEI INTL

JEPPESEN 13 FEB 15 (13-1)

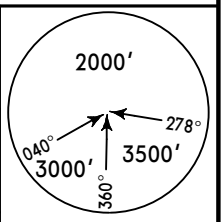
BANDAR SERI BEGAWAN, BRUNEI VOR DME Rwy 03

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP ™

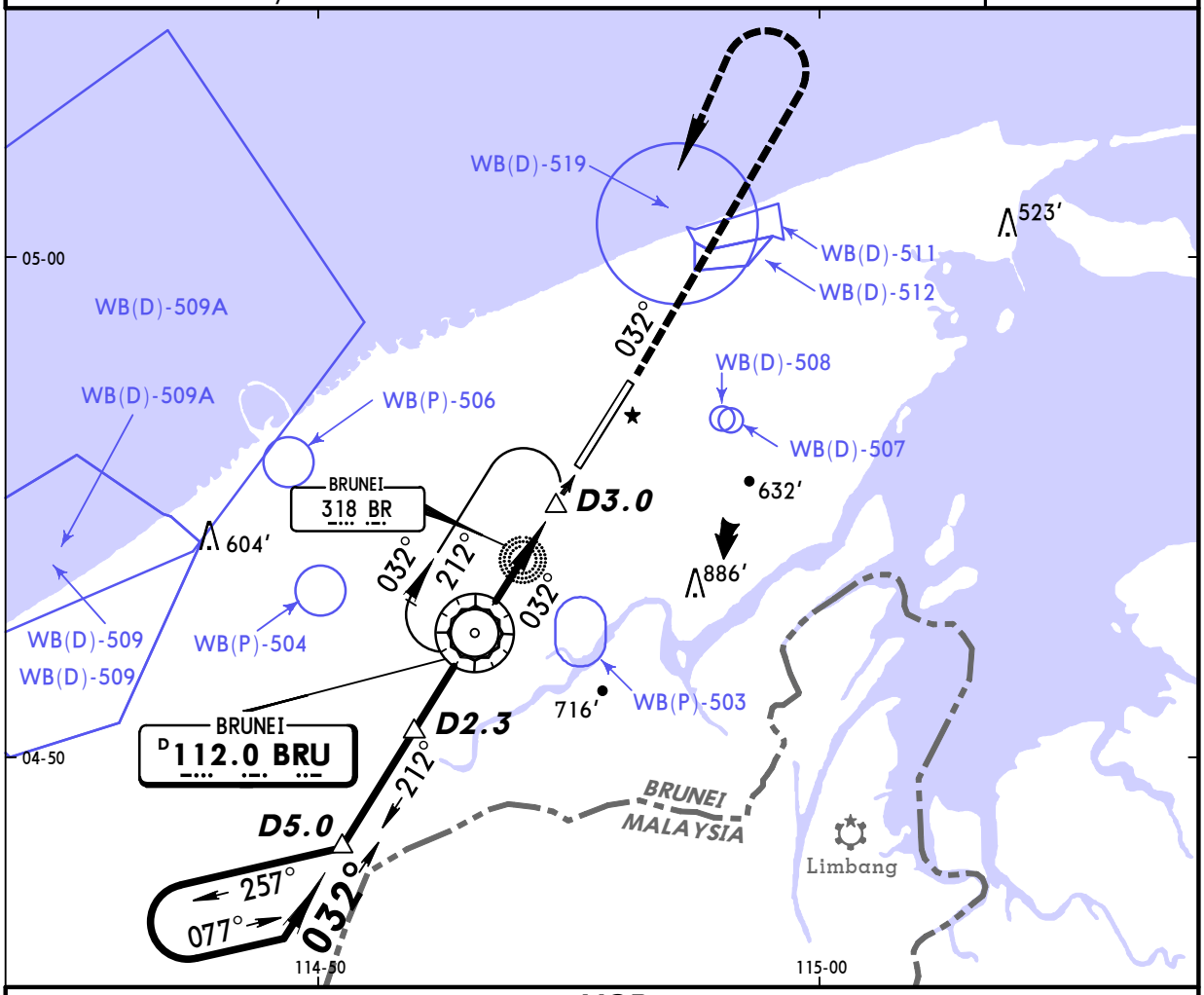
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 73′
BRU 112.0	032°	D2.3 2000′ (1982′)	420′ (402′)	RWY 03 18′

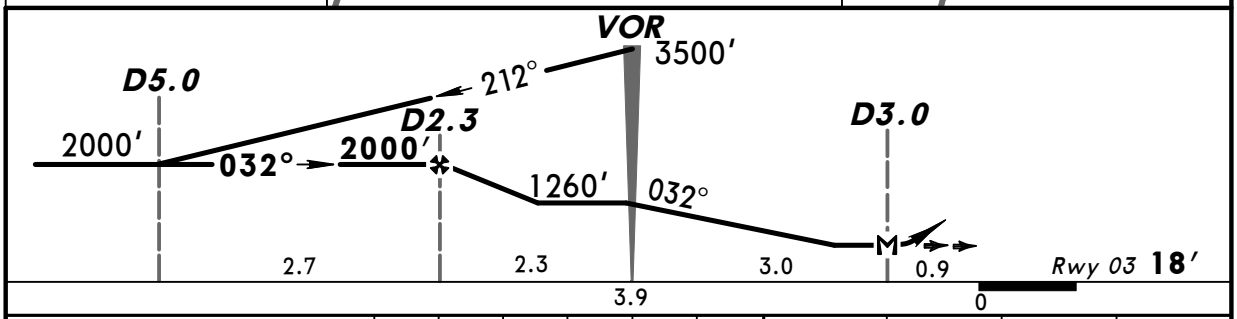
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then LEFT turn to BRU VOR .



MSA BRU VOR

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000′





Gnd speed-Kts		70	90	100	120	140	160
Rate of Descent	5.3%	376	483	537	644	751	859
MAP at D3.0 or FAF to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

PAPI HIALS | 3500′ | LT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 420′ (402′)

		ALS out
A	1200m	1600m
B		
C		2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′ (487′) - 1600m
135	850′ (777′) - 2000m
180	1280′ (1207′) - 4800m
205	

CHANGES: Minimums.

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WBSB/BWN BRUNEI INTL

JEPPESEN 13 FEB 15 (13-2)

BANDAR SERI BEGAWAN, BRUNEI VOR DME Rwy 21

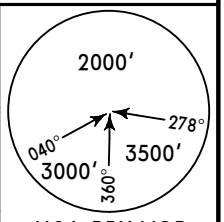
BRIEFING STRIP ™

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

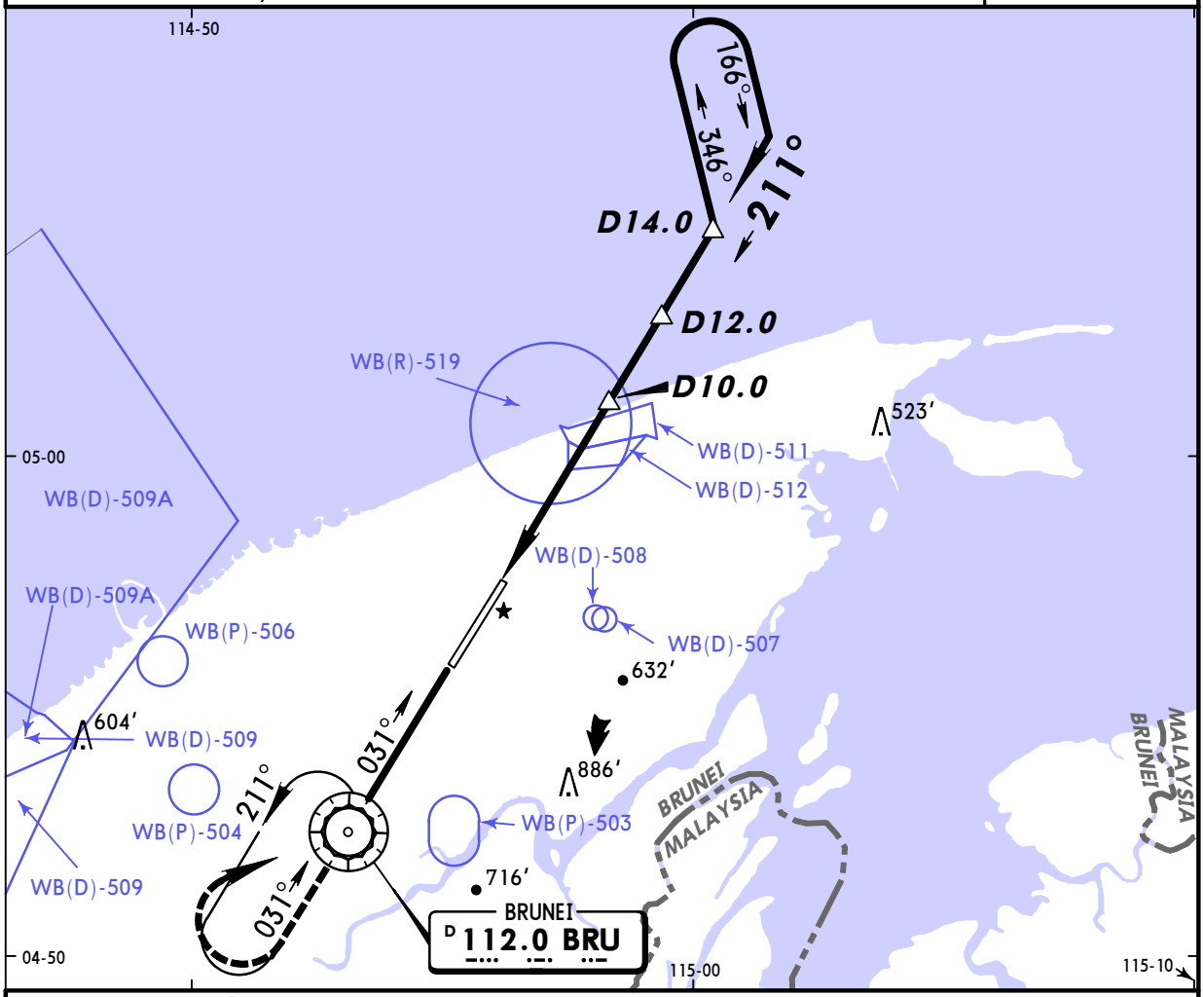
VOR BRU 112.0	Final Apch Crs 211°	Minimum Alt D12.0 2000′ (1927′)	MDA(H) 600′ (527′)	Apt Elev 73′ Rwy 21 73′

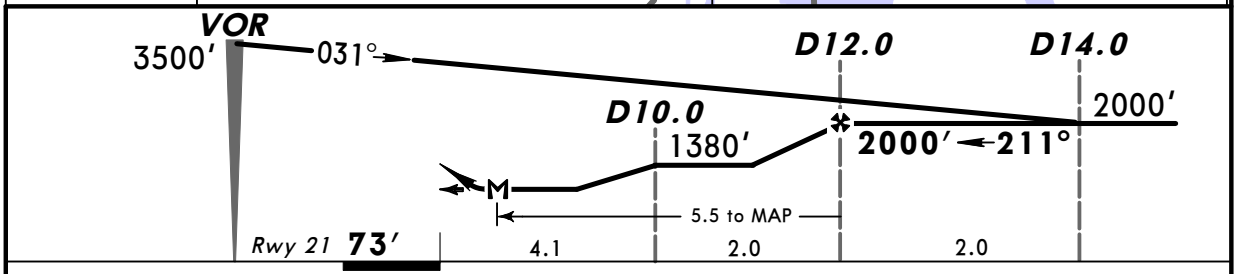
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then RIGHT turn to BRU VOR .

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 130 | Trans alt: 11000′



MSA BRU VOR





Gnd speed-Kts	70	90	100	120	140	160
Rate of Descent 5.2%	369	474	527	632	737	843
FAF to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

PAPI HIALS | 3500′ | RT | BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY 21
MDA(H) 600′ (527′)

	ALS out	
A	1200m	1600m
B		
C	1600m	2400m
D	2000m	2800m

Max Kts	CIRCLE-TO-LAND MDA(H)
100	560′ (487′) - 1600m
135	650′ (577′) - 2000m
180	1240′ (1167′) - 4800m
205	

CHANGES: Rwy 21 elev, minimums.

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WBSB/BWN BRUNEI INTL

JEPPESEN 13 JAN 17 (16-1)

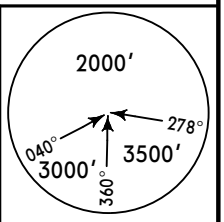
BANDAR SERI BEGAWAN, BRUNEI NDB Rwy 03

ATIS	BRUNEI Radar (APP)	BRUNEI Tower	Ground
126.8	121.3	118.7	121.9

BRIEFING STRIP ™

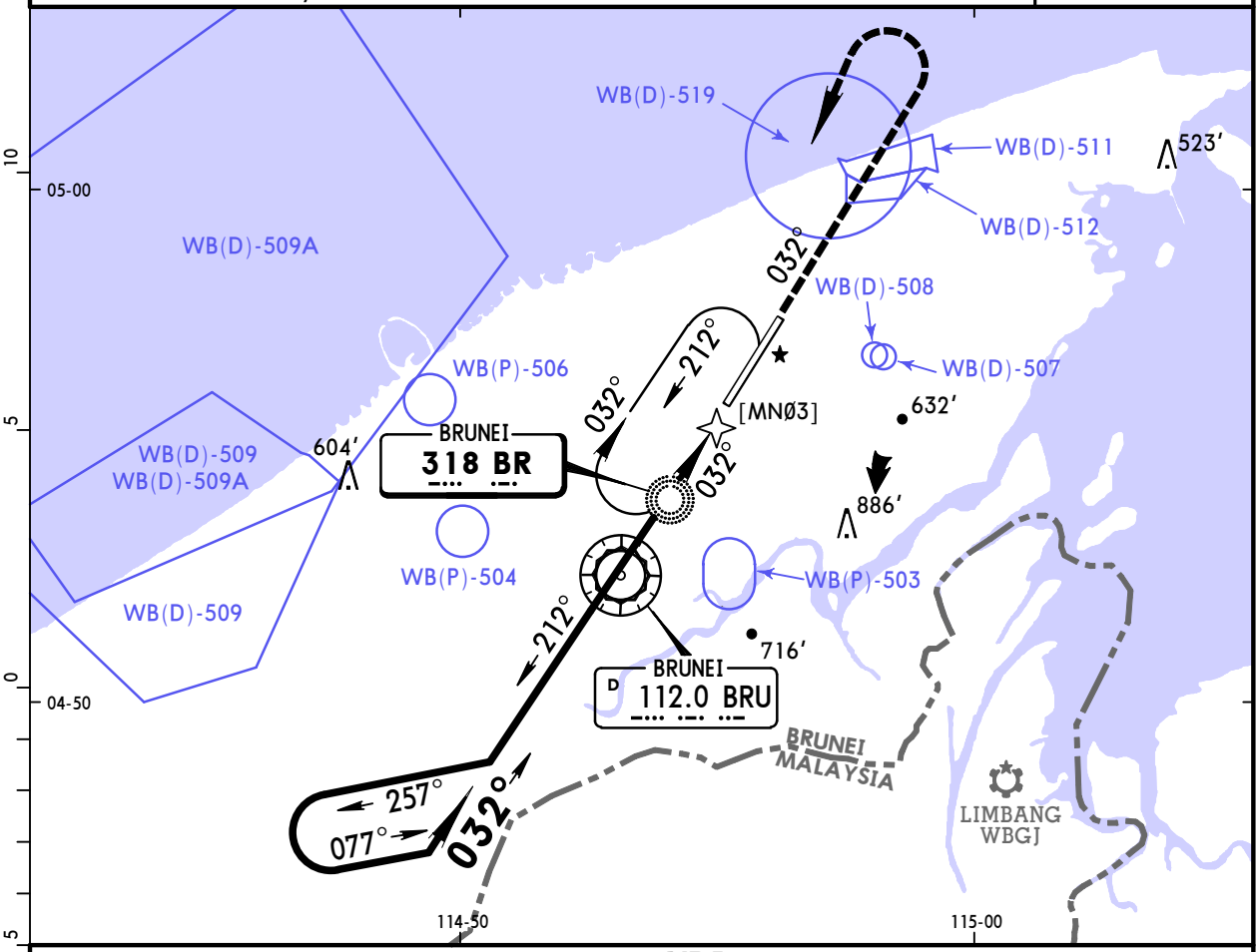
NDB BR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
318	032°	NDB 820′ (802′)	420′ (402′)	Apt Elev 73′ / Rwy 18′

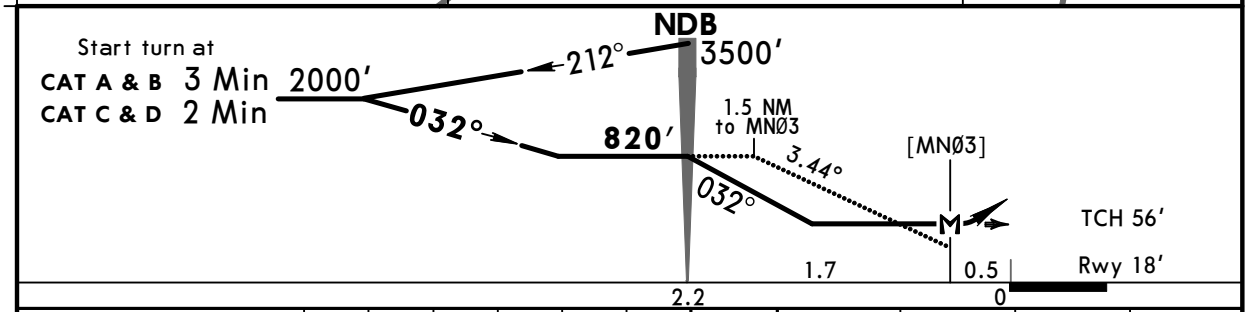
MISSED APCH: Climb STRAIGHT AHEAD to 3500′ and then LEFT turn to BRU VOR.



MSA BRU VOR

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.0% or Descent angle 3.44°	426	548	609	730	852	974
NDB to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS PAPI PAPI 3500′ LT BRU 112.0

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 420′ (402′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	560′ (487′) -1600m
135	850′ (777′) -2000m
180	1280′ (1207′) -4800m
205	

CHANGES: Missed approach.

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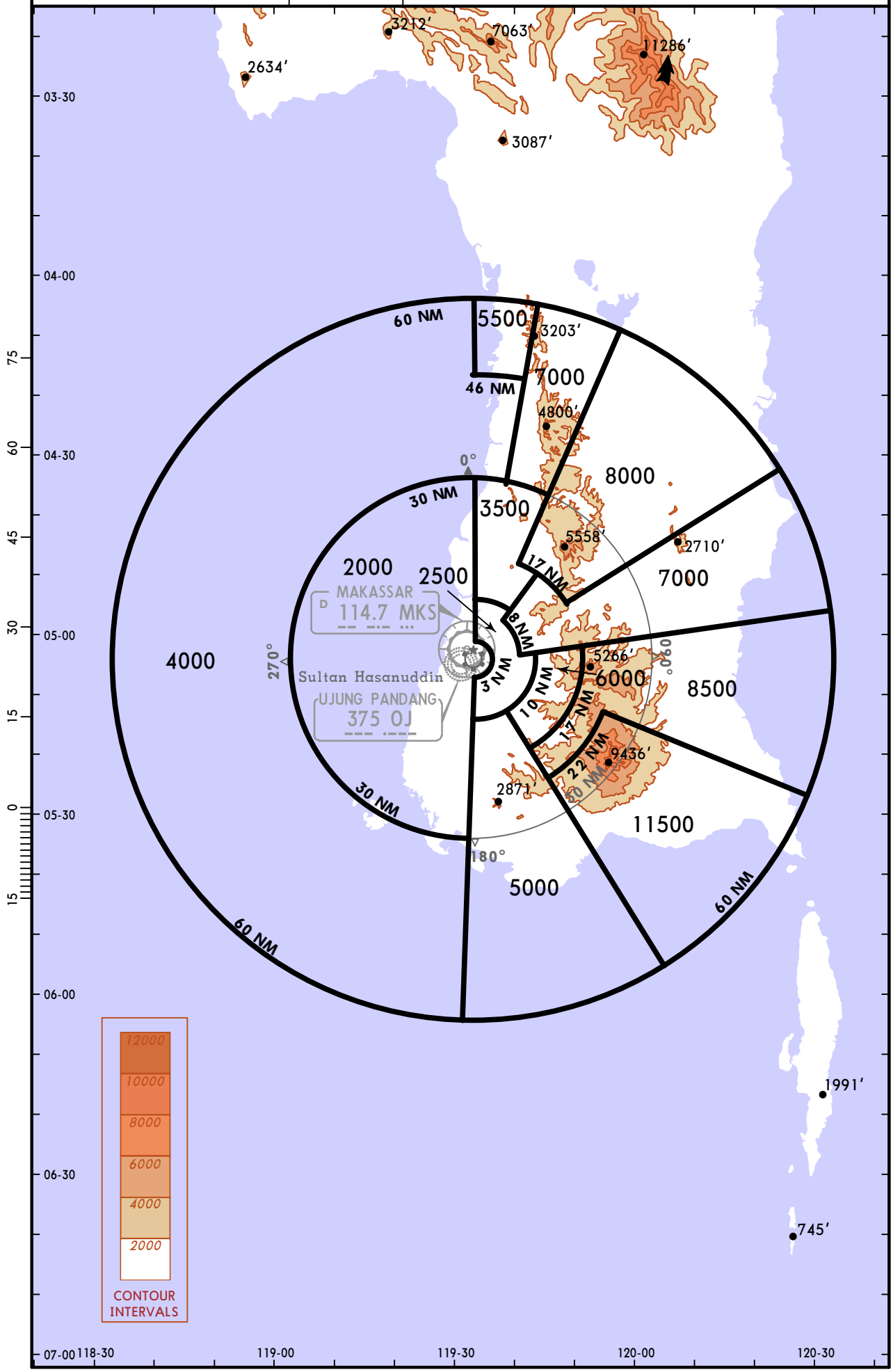
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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
24 DEC 10 (10-1R)

MAKASSAR, INDONESIA
RADAR MINIMUM ALTITUDES

*MAKASSAR Director (R)	Apt Elev	Alt Set: hPa	Trans level: FL 130	Trans alt: 11000′
120.6 119.4	47′			



CHANGES: Radar minimum altitude sector modified.

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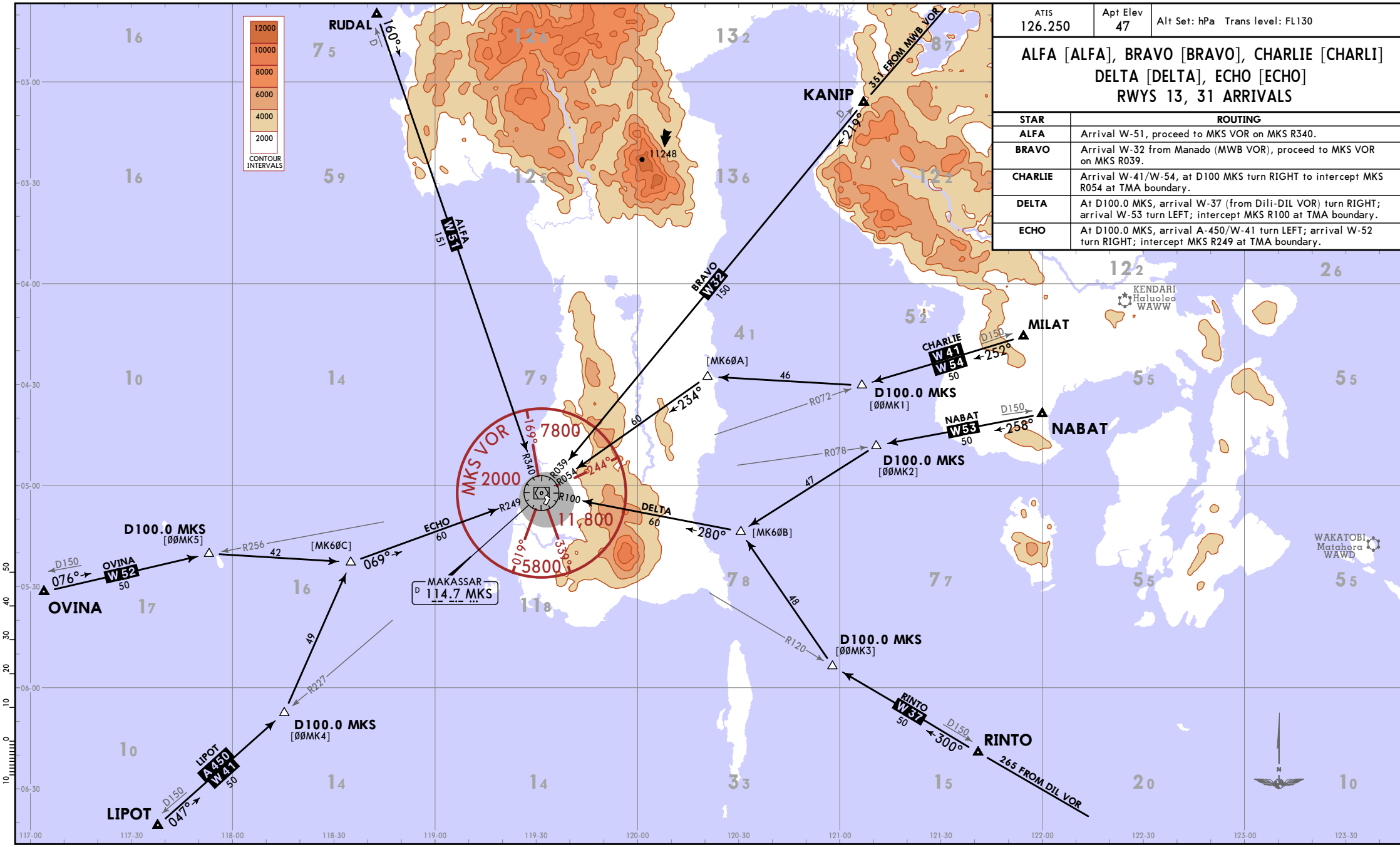
WAAA/UPG JEPPESEN MAKASSAR, INDONESIA

SULTAN HASANUDDIN 10-2 29 JUN 18 STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.250	47	

ALFA [ALFA], BRAVO [BRAVO], CHARLIE [CHARLI] DELTA [DELTA], ECHO [ECHO] RWYS 13, 31 ARRIVALS

STAR	ROUTING
ALFA	Arrival W-51, proceed to MKS VOR on MKS R340.
BRAVO	Arrival W-32 from Manado (MWB VOR), proceed to MKS VOR on MKS R039.
CHARLIE	Arrival W-41/W-54, at D100 MKS turn RIGHT to intercept MKS R054 at TMA boundary.
DELTA	At D100.0 MKS, arrival W-37 (from Dili-DIL VOR) turn RIGHT; arrival W-53 turn LEFT; intercept MKS R100 at TMA boundary.
ECHO	At D100.0 MKS, arrival A-450/W-41 turn LEFT; arrival W-52 turn RIGHT; intercept MKS R249 at TMA boundary.



CHANGES: Procedures transferred, new format.

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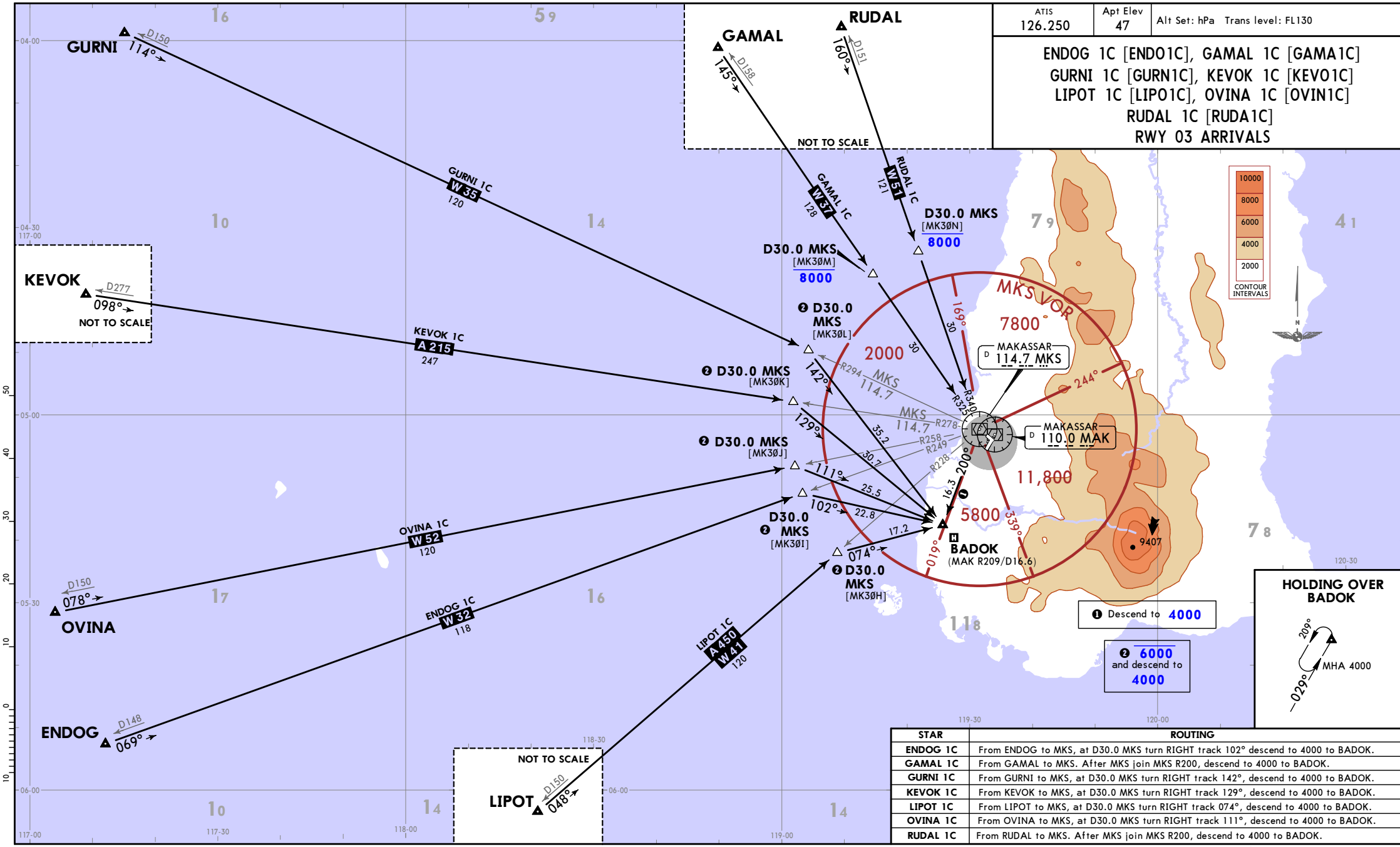
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WAAA/UPG SULTAN HASANUDDIN — JEPPESEN MAKASSAR, INDONESIA

10-2A 29 JUN 18 — STAR

ATIS	Apt Elev	
126.250	47	Alt Set: hPa Trans level: FL130

ENDOG 1C [ENDO1C], GAMAL 1C [GAMA1C]
GURNI 1C [GURN1C], KEVOK 1C [KEVO1C]
LIPOT 1C [LIPO1C], OVINA 1C [OVIN1C]
RUDAL 1C [RUDA1C]
RWY 03 ARRIVALS



STAR	ROUTING
ENDOG 1C	From ENDOG to MKS, at D30.0 MKS turn RIGHT track 102° descend to 4000 to BADOK.
GAMAL 1C	From GAMAL to MKS. After MKS join MKS R200, descend to 4000 to BADOK.
GURNI 1C	From GURNI to MKS, at D30.0 MKS turn RIGHT track 142°, descend to 4000 to BADOK.
KEVOK 1C	From KEVOK to MKS, at D30.0 MKS turn RIGHT track 129°, descend to 4000 to BADOK.
LIPOT 1C	From LIPOT to MKS, at D30.0 MKS turn RIGHT track 074°, descend to 4000 to BADOK.
OVINA 1C	From OVINA to MKS, at D30.0 MKS turn RIGHT track 111°, descend to 4000 to BADOK.
RUDAL 1C	From RUDAL to MKS. After MKS join MKS R200, descend to 4000 to BADOK.

CHANGES: Prodecures transferred, new format.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 29 JUN 18 (10-2B)

MAKASSAR, INDONESIA
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130
126.250	47		

EMONA 1C [EMON1C], KANIP 1C [KANI1C]
KENDO 1C [KEND1C], MILAT 1C [MILA1C]
NABAT 1C [NABA1C], NETTO 1C [NETO1C]
RINTO 1C [RINT1C]
RWY 03 ARRIVALS

CONTOUR INTERVALS: 10000, 8000, 6000, 4000, 2000

KANIP
Descend to 8000
D150 219°
NOT TO SCALE

KENDO
Descend to 8000
D205 238°
NOT TO SCALE

MILAT
Descend to 8000
D150 251°

NABAT
Descend to 9000
D150 260°

EMONA
Descend to 9000
NOT TO SCALE
D281 272°

KANIP 1C W32 150
KENDO 1C A450 205
MILAT 1C W41 W54 150
NABAT 1C W53 150
EMONA 1C A215 281

MKS VOR
169°
244°
339°
200°
019°
7800
2000
11,800
5800

MAKASSAR D 114.7 MKS
MAKASSAR D 110.0 MAK
R059 R058 R071 R080 R092

BADOK
(MAK R209/D16.6)
16.3 17.3 25.6

MKS 114.7 R120 R142 [D142S] 14.4

D30.0 MKS
[MK30F]
12000

269° 9407

D30.0 MKS
[MK30G]
12000
and descend to 4000

289°

RINTO 1C W37 120
NETTO 1C W35 120

NOT TO SCALE
300° D150
RINTO

NOT TO SCALE
322° D150
NETTO

HOLDING OVER BADOK
209°
029°
MHA 4000

ⓘ Descend to 4000

STAR	ROUTING
EMONA 1C	From EMONA descend to 9000 to MKS, join MKS R200, descend to 4000 to BADOK.
KANIP 1C	From KANIP descend to 8000, to MKS, join MKS R200, descend to 4000 to BADOK.
KENDO 1C	From KENDO descend to 8000 to MKS, join MKS R200, descend to 4000 to BADOK.
MILAT 1C	From MILAT descend to 8000 to MKS, join MKS R200, descend to 4000 to BADOK.
NABAT 1C	From NABAT descend to 9000 to MKS, join MKS R200, descend to 4000 to BADOK.
NETTO 1C	From NETTO to MKS descend to 12000 at D30.0 MKS turn LEFT track 289°, descend to 4000 to BADOK.
RINTO 1C	From RINTO to MKS descend to 12000 at D30.0 MKS turn LEFT track 269°, after crossing MKS R142 descend to 4000 to BADOK.

CHANGES: Procedures transferred, new format.

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WAAA/UPG JEPPESEN MAKASSAR, INDONESIA

SULTAN HASANUDDIN (10-2C) 29 JUN 18 — STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.250	47	

ENDOG 1D [END01D], GAMAL 1D [GAMA1D]
GURNI 1D [GURN1D], KEVOK 1D [KEVO1D]
LIPOT 1D [LIPO1D], OVINA 1D [OVIN1D]
RUDAL 1D [RUDA1D]
RWY 21 ARRIVALS

NOT TO SCALE

GURNI D150 114°
GAMAL D158 145°
RUDAL D151 160°
KEVOK D277 098°
OVINA D150 078°
ENDOG D148 069°
LIPOT D150 048°

GURNI 1D W35 120
GAMAL 1D W37 128
RUDAL 1D W51 121
KEVOK 1D A215 247
OVINA 1D W52 120
ENDOG 1D W32 118
LIPOT 1D A450 W41 120

D30.0 MKS ❶ [MK30N] 133°
❶ D30.0 MKS [MK30M] 113°
❶ D30.0 MKS [MK30L] 084°
❶ D30.0 MKS [MK30K] 071°
❷ D30.0 MKS [MK30J]
❷ D30.0 MKS [MK30I]
❷ D30.0 MKS [MK30H]

18.9 22.8 31.2 35.4 30 30 30

COPAK (MAK R004/D16.4)

MKS 114.7 R340 R325 R294 R278 R258 R249 R228 169° 015° 339° 019°

7800 2000 11,800 5800

MAKASSAR 110.0 MAK
MAKASSAR 114.7 MKS
MKS VOR
9407

HOLDING OVER COPAK
MHA 5000
184°
004°

❶ 6000 and descend to 5000
❷ 8000 and descend to 5000

CONTOUR INTERVALS: 10000, 8000, 6000, 4000, 2000

STAR	ROUTING
ENDOG 1D	From ENDOG to MKS, at D30.0 MKS descend to 5000 to overhead MKS, join MKS R013 to COPAK.
GAMAL 1D	From GAMAL to MKS, at D30.0 MKS turn LEFT track 113°, descend to 5000 to COPAK.
GURNI 1D	From GURNI to MKS, at D30.0 MKS turn LEFT track 084°, descend to 5000 to COPAK.
KEVOK 1D	From KEVOK to MKS, at D30.0 MKS turn LEFT track 071°, descend to 5000 to COPAK.
LIPOT 1D	From LIPOT to MKS, at D30.0 MKS descend to 5000 to overhead MKS, join MKS R013 to COPAK.
OVINA 1D	From OVINA to MKS, at D30.0 MKS descend to 5000 to overhead MKS, join MKS R013 to COPAK.
RUDAL 1D	From RUDAL to MKS, at D30.0 MKS turn LEFT track 133°, descend to 5000 to COPAK.

CHANGES: New chart, procedures trasnferred, new format.

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WAAA/UPG SULTAN HASANUDDIN

JEPPESEN 29 JUN 18 (10-2D)

MAKASSAR, INDONESIA

STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130
126.250	47		

EMONA 1D [EMON1D], KANIP 1D [KANI1D]
KENDO 1D [KEND1D], MILAT 1D [MILA1D]
NABAT 1D [NABA1D], NETTO 1D [NETO1D]
RINTO 1D [RINT1D]
RWY 21 ARRIVALS

HOLDING OVER COPAK
MHA 5000
184°
004°

NOT TO SCALE

KANIP
D150
219°

KENDO
D205
238°

MILAT
D150
251°

NABAT
D150
260°

EMONA
D281
271°

RINTO
(MKS)
300°
D150

NETTO
322°
D150

KANIP 1D
W 32
120

KENDO 1D
A 450
175

MILAT 1D
W 41
W 54
120

NABAT 1D
W 53
120

EMONA 1D
A 215
251

RINTO 1D
W 37
125

NETTO 1D
W 35
125

10000
8000
6000
4000
2000
CONTOUR INTERVALS

MKS VOR

COPAK
(MAK R004/D16.4)

7800

2000

11,800

5800

D30.0 MKS ❷
[MK30A]
241°
17.0

D30.0 ❷ MKS
[MK30B]
269°
21.8

D30.0 MKS ❷
[MK30C]
283°
25.4

291°
27.9

301°
30.8

D30.0 MKS ❷
[MK30D]

D30.0 MKS ❷
[MK30E]

D25.0 MKS ❶
[D120Y]

❶ D25.0 MKS
[D142Y]

9407

❷ MAINTAIN
8000

MAKASSAR
D 114.7 MKS

NETTO 1D, RINTO 1D:
descend to
5000

MAKASSAR
D 110.0 MAK

❶ 12000
and descend to
8000

013°
169°
244°
339°
019°
142°
120°
15.9
R039
R056
R071
R080
R091
25
25

STAR	ROUTING
EMONA 1D	From EMONA to MKS, at D30.0 MKS turn RIGHT, track 301°, MAINTAIN 8000 to COPAK.
KANIP 1D	From KANIP to MKS, at D30.0 MKS turn RIGHT, track 241°, MAINTAIN 8000 to COPAK.
KENDO 1D	From KENDO to MKS, at D30.0 MKS turn RIGHT, track 269°, MAINTAIN 8000 to COPAK.
MILAT 1D	From MILAT to MKS, at D30.0 MKS turn RIGHT, track 283°, MAINTAIN 8000 to COPAK.
NABAT 1D	From NABAT to MKS, at D30.0 MKS turn RIGHT, track 291°, MAINTAIN 8000 to COPAK.
NETTO 1D	From NETTO to MKS, MAINTAIN 12000 or above until D25.0 MKS. Then descend to 8000 to overhead MKS, join MKS R013, descend to 5000 to COPAK.
RINTO 1D	From RINTO to MKS, MAINTAIN 12000 or above until D25.0 MKS. Then descend to 8000 to overhead MKS, join MKS R013, descend to 5000 to COPAK.

CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

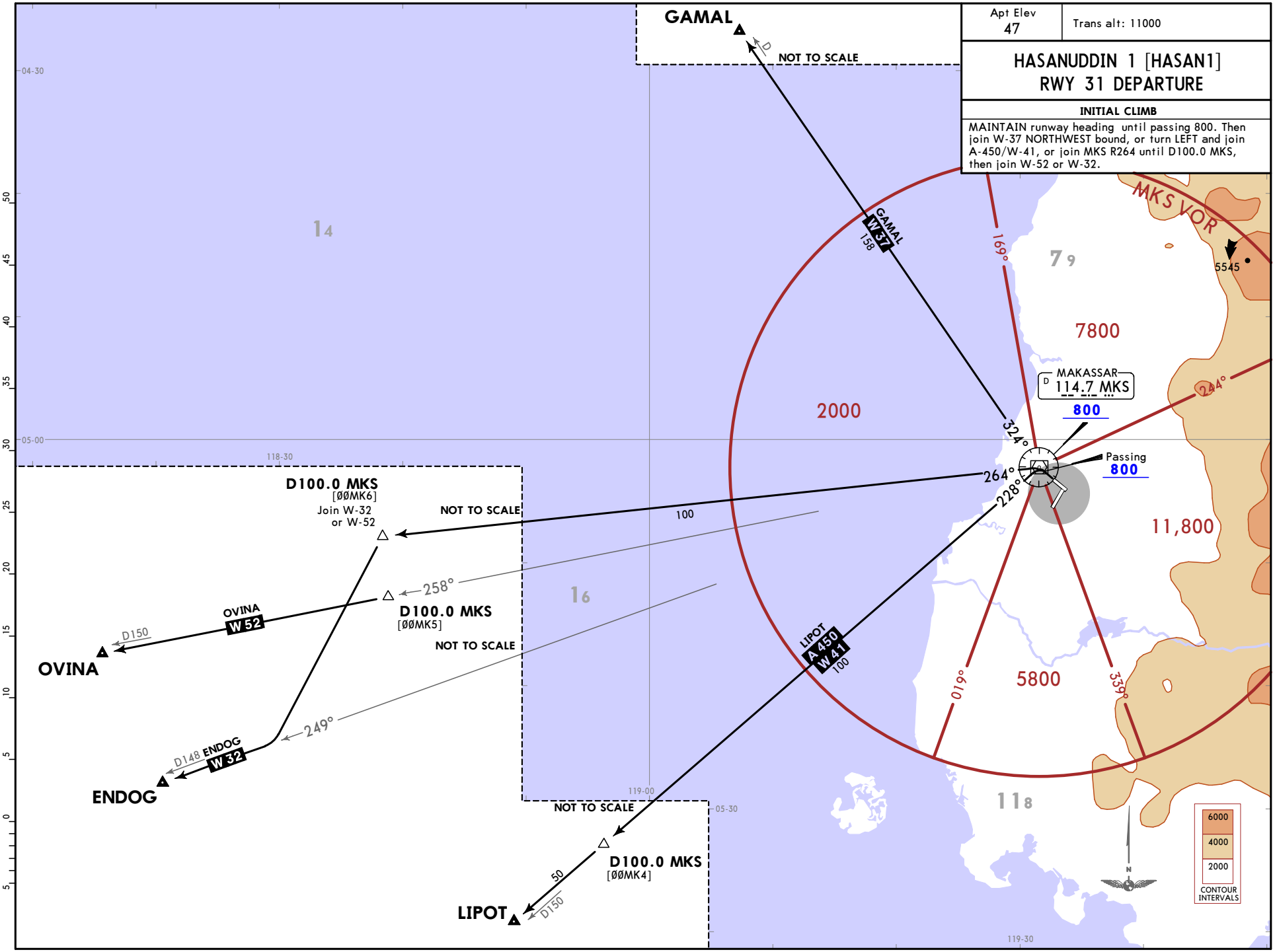
MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 1 [HASAN1]
RWY 31 DEPARTURE

INITIAL CLIMB

MAINTAIN runway heading until passing 800. Then join W-37 NORTHWEST bound, or turn LEFT and join A-450/W-41, or join MKS R264 until D100.0 MKS, then join W-52 or W-32.



CHANGES: Procedure transferred, new format.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3A)

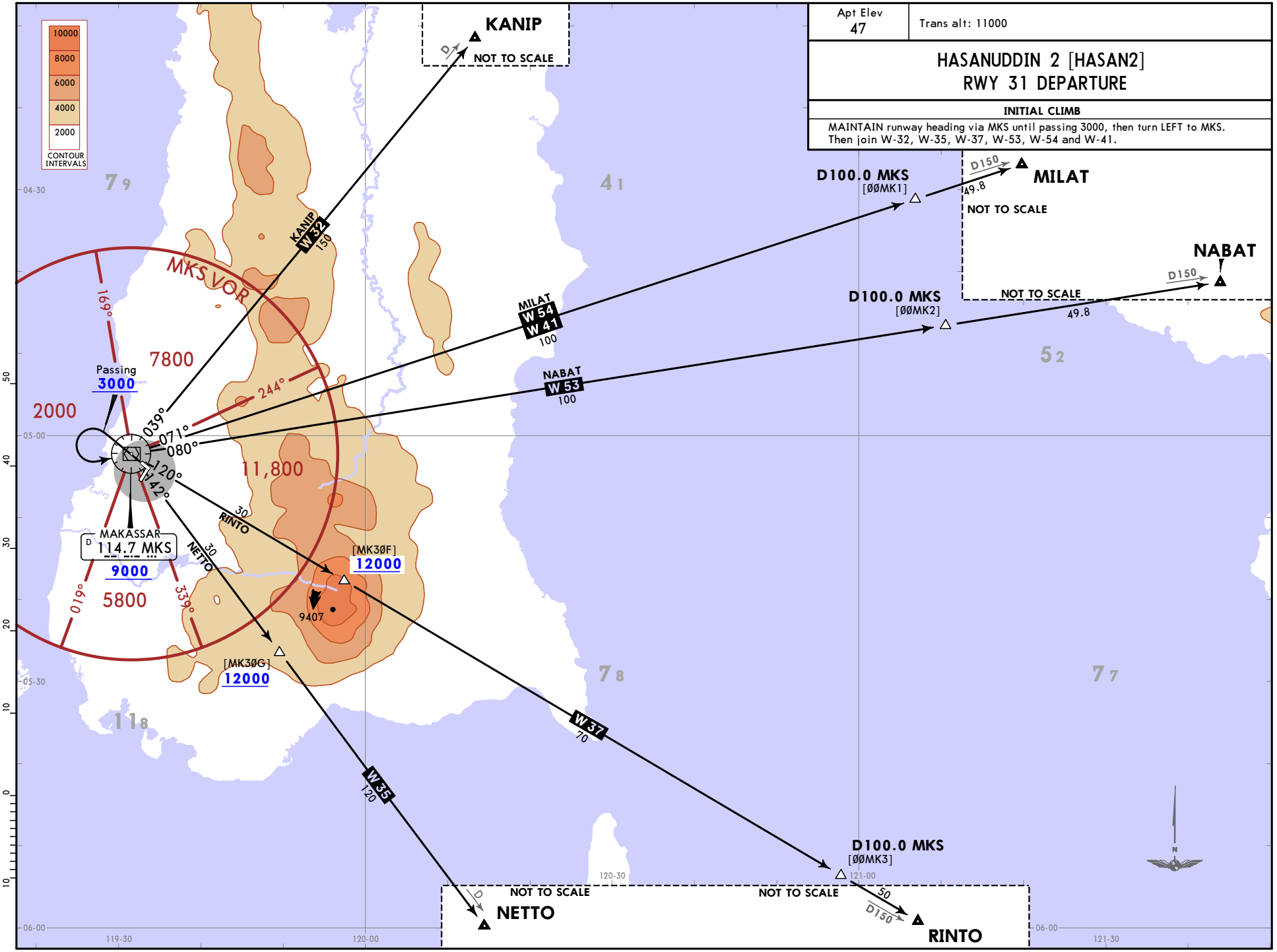
MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 2 [HASAN2]
RWY 31 DEPARTURE

INITIAL CLIMB

MAINTAIN runway heading via MKS until passing 3000, then turn LEFT to MKS.
Then join W-32, W-35, W-37, W-53, W-54 and W-41.



CHANGES: Procedures transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

MAKASSAR, INDONESIA
10-3B 29 JUN 18

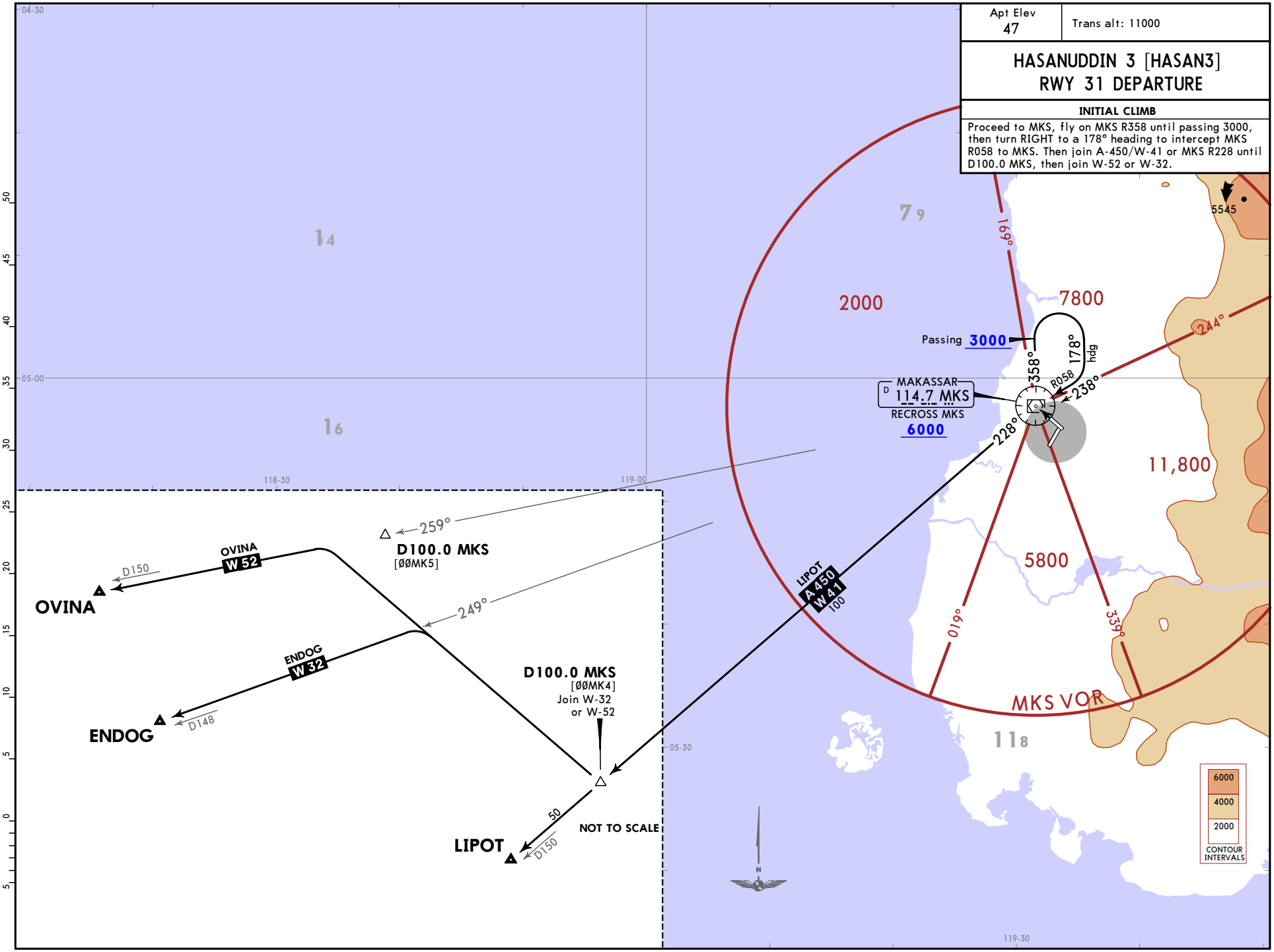
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 3 [HASAN3]
RWY 31 DEPARTURE

INITIAL CLIMB

Proceed to MKS, fly on MKS R358 until passing 3000, then turn RIGHT to a 178° heading to intercept MKS R058 to MKS. Then join A-450/W-41 or MKS R228 until D100.0 MKS, then join W-52 or W-32.



CHANGES: Procedure transferred, new format.

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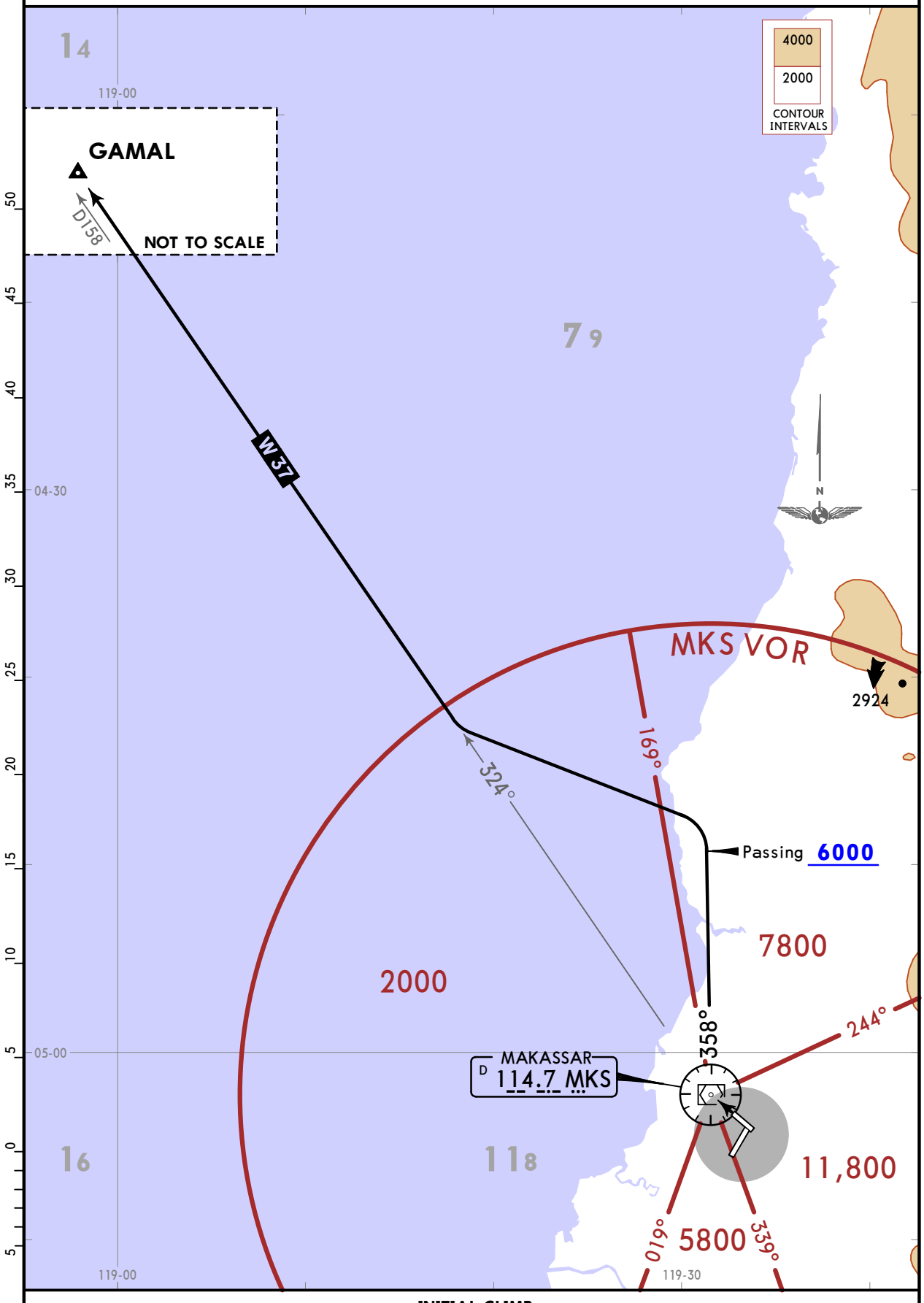
WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3C)

MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 4 [HASAN4]
RWY 31 DEPARTURE



INITIAL CLIMB

Proceed to MKS, fly on MKS R358 until passing 6000, then turn LEFT to join W-37.

CHANGES: Procedure transferred, new format.

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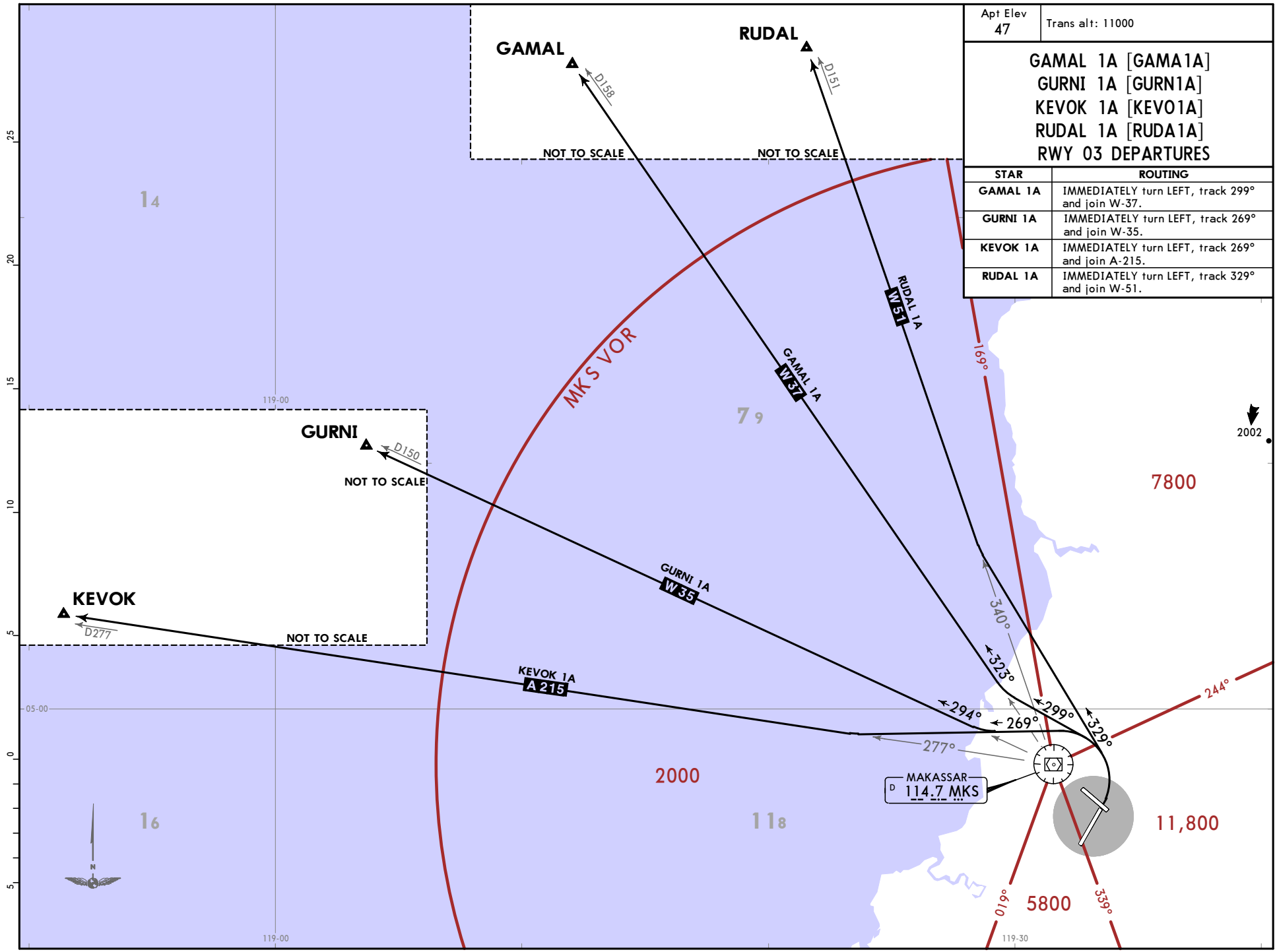
WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

MAKASSAR, INDONESIA
10-3D 29 JUN 18
SID

Apt Elev	Trans alt: 11000
47	

GAMAL 1A [GAMA1A]
GURNI 1A [GURN1A]
KEVOK 1A [KEVO1A]
RUDAL 1A [RUDA1A]
RWY 03 DEPARTURES

STAR	ROUTING
GAMAL 1A	IMMEDIATELY turn LEFT, track 299° and join W-37.
GURNI 1A	IMMEDIATELY turn LEFT, track 269° and join W-35.
KEVOK 1A	IMMEDIATELY turn LEFT, track 269° and join A-215.
RUDAL 1A	IMMEDIATELY turn LEFT, track 329° and join W-51.



CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3E)

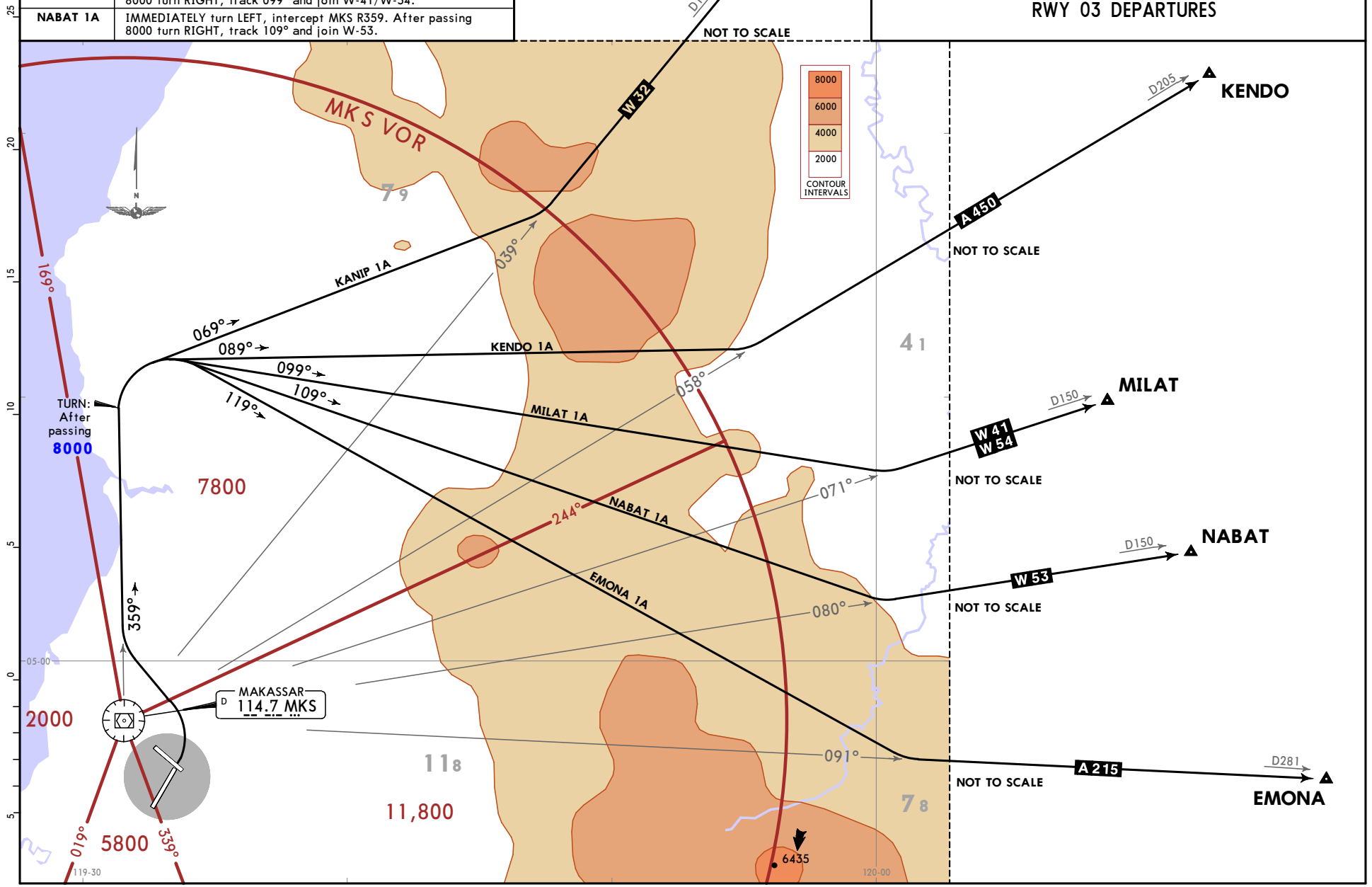
MAKASSAR, INDONESIA
SID

STAR	INITIAL CLIMB
EMONA 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT to proceed on track 119° and join A-215.
KANIP 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 069° and join W-32.
KENDO 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 089° and join A-450.
MILAT 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 099° and join W-41/W-54.
NABAT 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 109° and join W-53.

Apt Elev
47

Trans alt: 11000

EMONA 1A [EMON1A], KANIP 1A [KANI1A]
KENDO 1A [KEND1A], MILAT 1A [MILA1A]
NABAT 1A [NABA1A]
RWY 03 DEPARTURES



CHANGES: New chart, procedures transferred, new format.

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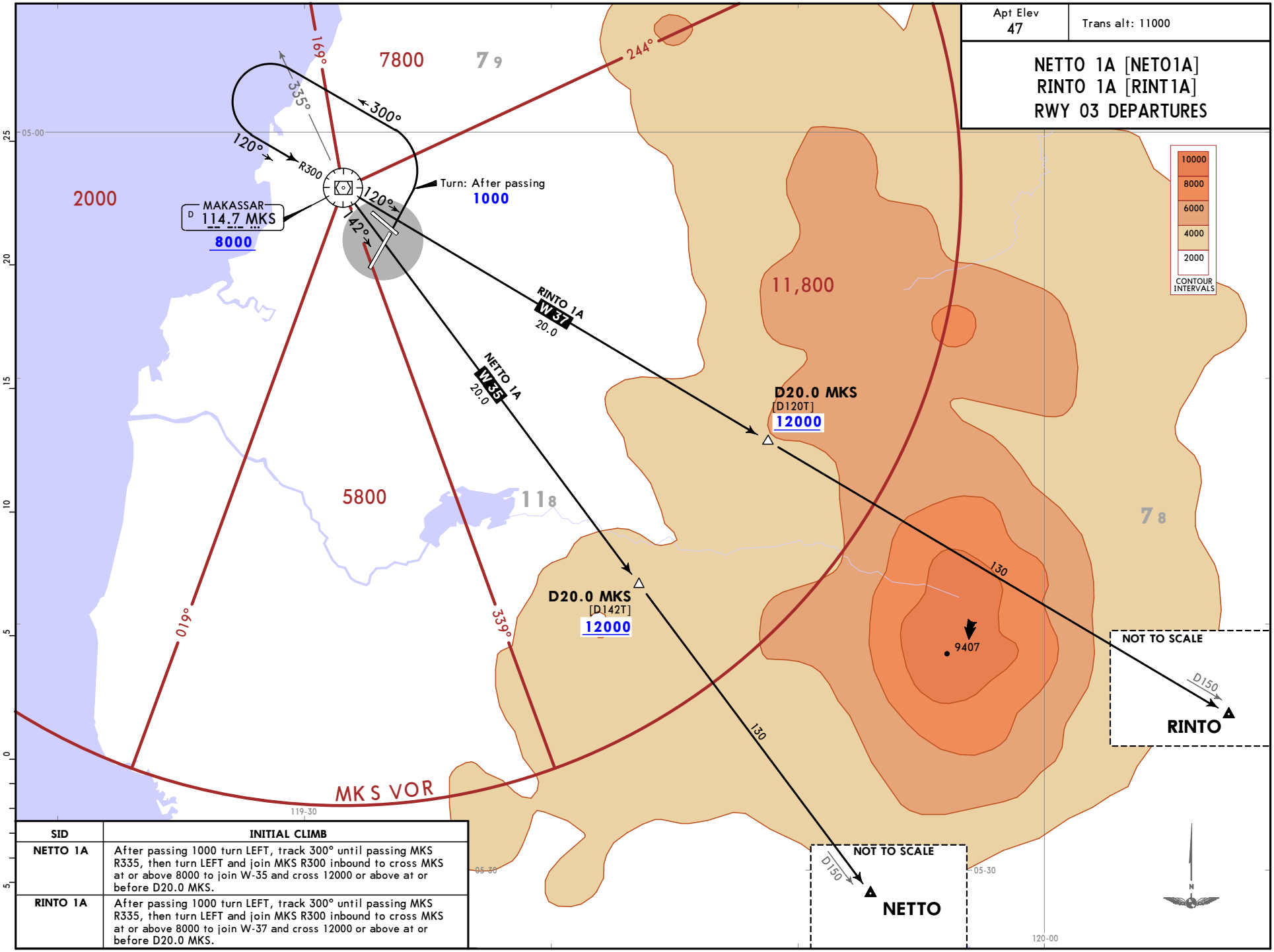
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SULTAN HASANUDDIN

MAKASSAR, INDONESIA
10-3F 29 JUN 18
SID

Apt Elev	Trans alt: 11000
47	

NETTO 1A [NETO1A]
RINTO 1A [RINT1A]
RWY 03 DEPARTURES



SID	INITIAL CLIMB
NETTO 1A	After passing 1000 turn LEFT, track 300° until passing MKS R335, then turn LEFT and join MKS R300 inbound to cross MKS at or above 8000 to join W-35 and cross 12000 or above at or before D20.0 MKS.
RINTO 1A	After passing 1000 turn LEFT, track 300° until passing MKS R335, then turn LEFT and join MKS R300 inbound to cross MKS at or above 8000 to join W-37 and cross 12000 or above at or before D20.0 MKS.

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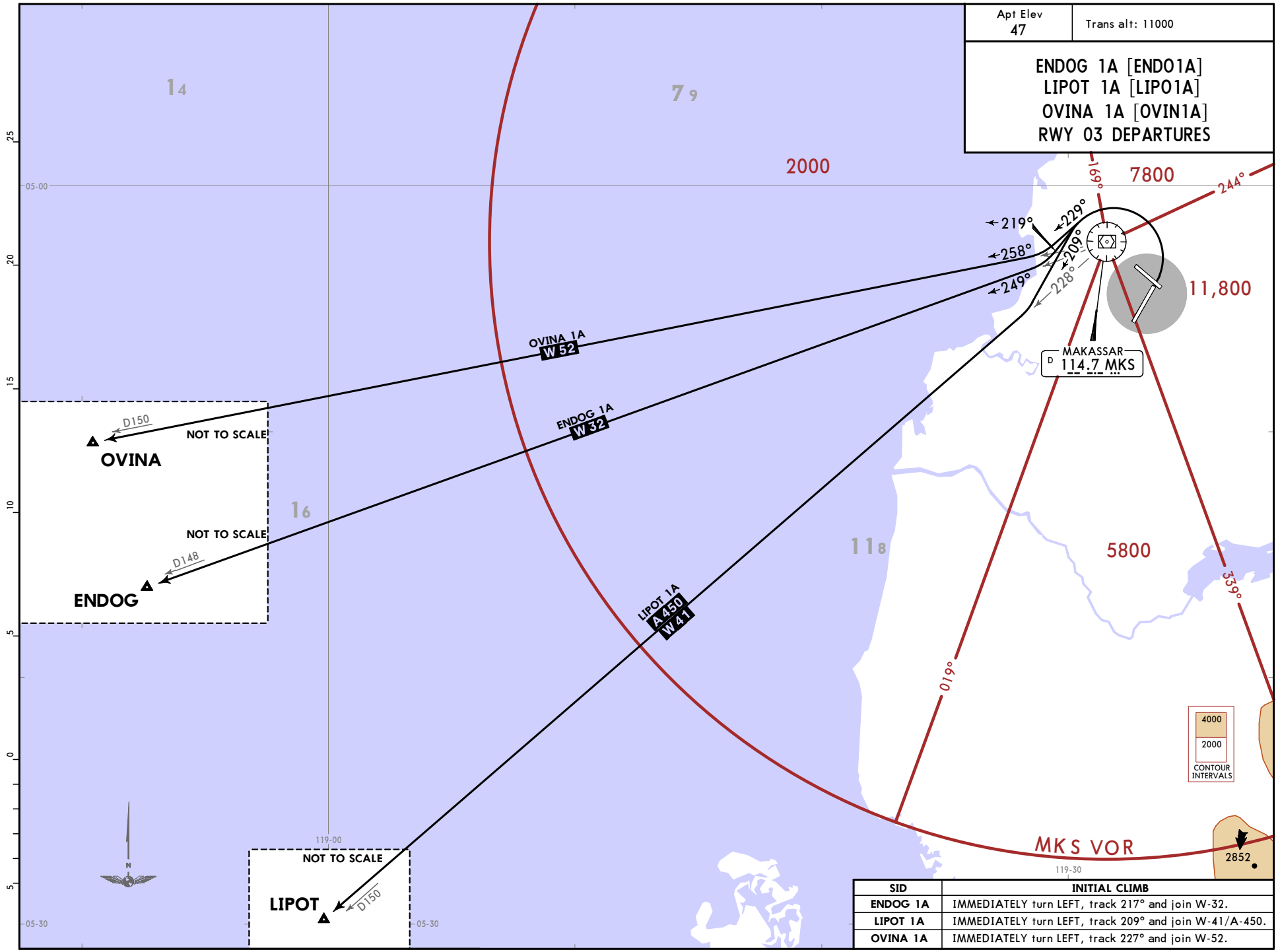
WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3G)

MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

ENDOG 1A [ENDO1A]
LIPOT 1A [LIPO1A]
OVINA 1A [OVIN1A]
RWY 03 DEPARTURES



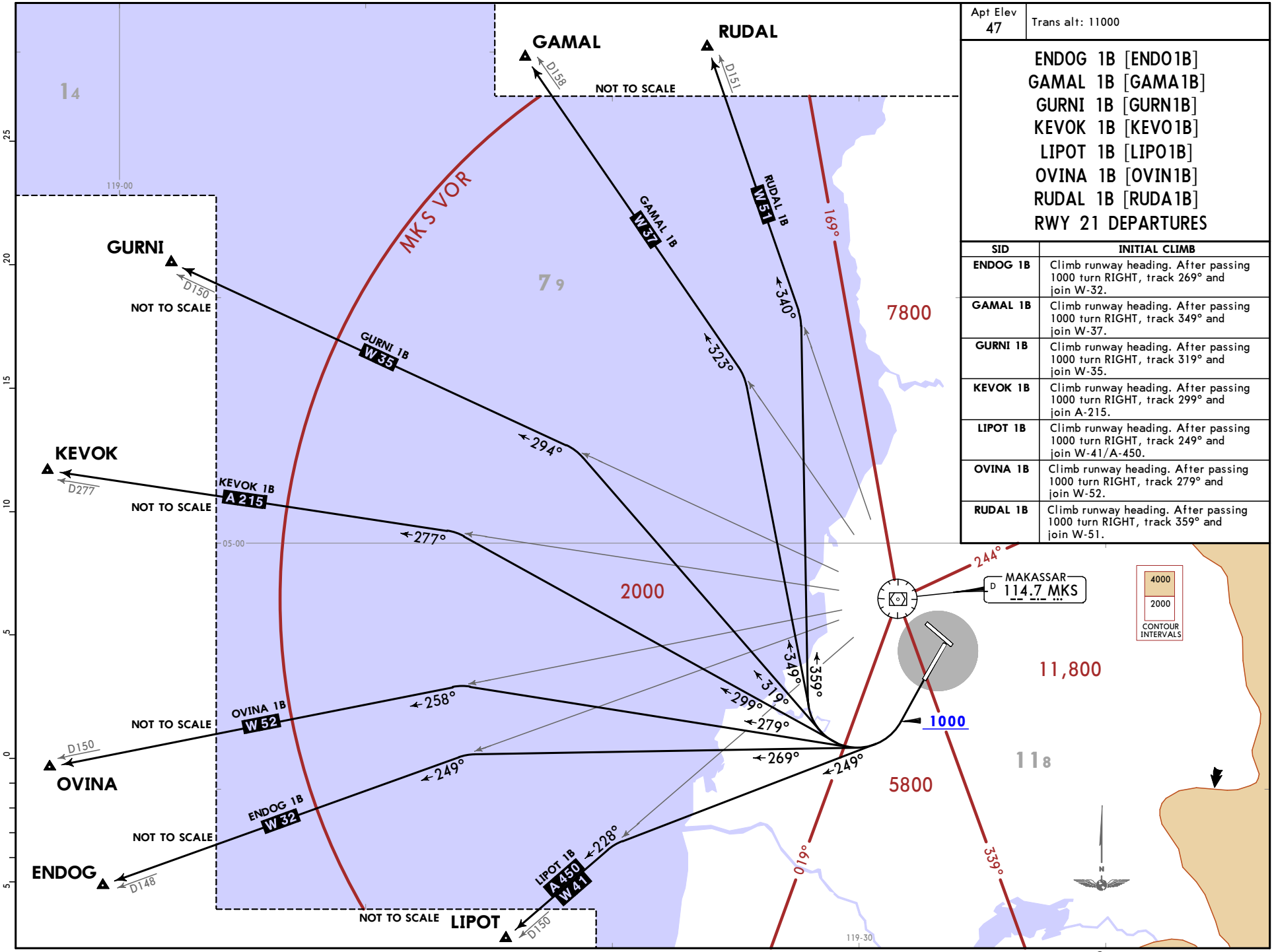
SID	INITIAL CLIMB
ENDOG 1A	IMMEDIATELY turn LEFT, track 217° and join W-32.
LIPOT 1A	IMMEDIATELY turn LEFT, track 209° and join W-41/A-450.
OVINA 1A	IMMEDIATELY turn LEFT, track 227° and join W-52.

CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

MAKASSAR, INDONESIA
10-3H 29 JUN 18 SID



Apt Elev 47 | Trans alt: 11000

ENDOG 1B [ENDO1B]
GAMAL 1B [GAMA1B]
GURNI 1B [GURN1B]
KEVOK 1B [KEVO1B]
LIPOT 1B [LIPO1B]
OVINA 1B [OVIN1B]
RUDAL 1B [RUDA1B]
RWY 21 DEPARTURES

SID	INITIAL CLIMB
ENDOG 1B	Climb runway heading. After passing 1000 turn RIGHT, track 269° and join W-32.
GAMAL 1B	Climb runway heading. After passing 1000 turn RIGHT, track 349° and join W-37.
GURNI 1B	Climb runway heading. After passing 1000 turn RIGHT, track 319° and join W-35.
KEVOK 1B	Climb runway heading. After passing 1000 turn RIGHT, track 299° and join A-215.
LIPOT 1B	Climb runway heading. After passing 1000 turn RIGHT, track 249° and join W-41/A-450.
OVINA 1B	Climb runway heading. After passing 1000 turn RIGHT, track 279° and join W-52.
RUDAL 1B	Climb runway heading. After passing 1000 turn RIGHT, track 359° and join W-51.

CHANGES: New chart, procedures trasnferred, new format.

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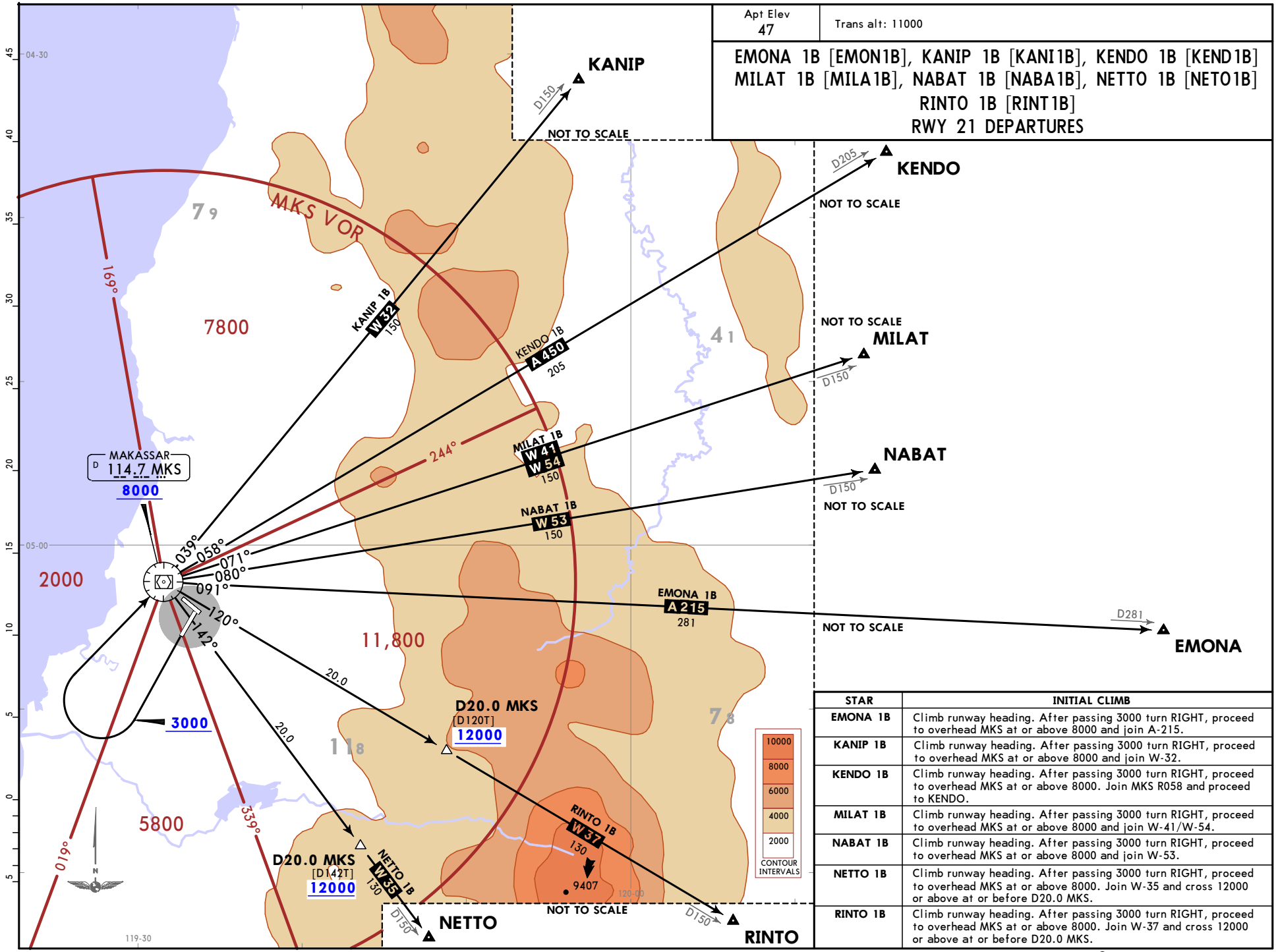
WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3J)

MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

EMONA 1B [EMON1B], KANIP 1B [KANI1B], KENDO 1B [KEND1B]
MILAT 1B [MILA1B], NABAT 1B [NABA1B], NETTO 1B [NETO1B]
RINTO 1B [RINT1B]
RWY 21 DEPARTURES



STAR	INITIAL CLIMB
EMONA 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join A-215.
KANIP 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join W-32.
KENDO 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000. Join MKS R058 and proceed to KENDO.
MILAT 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join W-41/W-54.
NABAT 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join W-53.
NETTO 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000. Join W-35 and cross 12000 or above at or before D20.0 MKS.
RINTO 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000. Join W-37 and cross 12000 or above at or before D20.0 MKS.

CHANGES: New chart, procedure transferred, new format.

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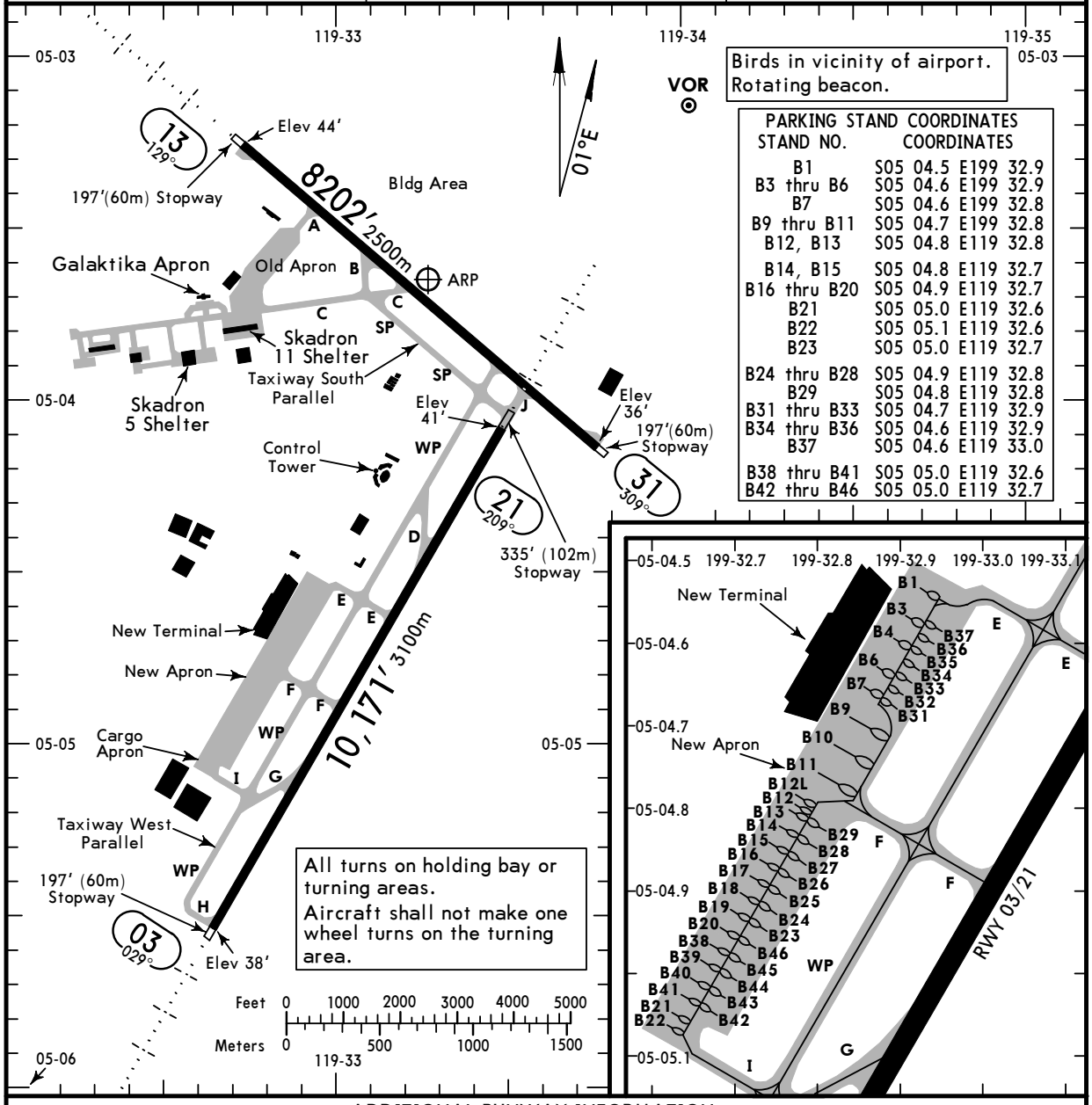
WAAA/UPG MAKASSAR, INDONESIA

JEPPESEN 21 SEP 18 (10-9)

Apt Elev 47′
S05 03.7 E119 33.3

SULTAN HASANUDDIN

ATIS	*SULTAN HASANUDDIN Ground	*SULTAN HASANUDDIN Tower
126.25	121.6	118.1



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	RL	HIALS	PAPI		10,505′ 3202m	9435′ 2876m		148′ 45m
21	RL	HIALS	PAPI			9122′ 2780m		
13	HIRL	HIALS	REIL	PAPI (angle 2.82°)		7226′ 2202m		148′ 45m
31	HIRL	REIL	PAPI (angle 3.07°)					

	TAKE-OFF AIR CARRIER **All Rwys** With HIRL
A	RVR 250m
B	RVR 300m
C	
D	RVR 400m

CHANGES: Buildings near Twy C deleted, New Apron, parking stands added.

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JEPPESEN
5 MAY 17 (10-9A)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing routes - Arrival Runway 03

Apron	Path	Taxi Routes
Cargo	D1	D - WP - I Exit D turn left WP turn right I
	E1	E - WP - I Exit E turn left WP turn right I
	F1	F - WP - I Exit F turn left WP turn right I
	SP1	SP - WP - I Exit SP turn left WP turn right I
New	D2	D - WP - F Exit D turn left WP turn right F
	D3	D - WP - E Exit D turn left WP turn right E
	E2	E - WP - F Exit E turn left WP turn right F
	E3	E Exit E
	F2	F Exit F
	F3	F - WP - E Exit F turn right WP turn left E
	SP2	SP - WP - F Exit SP turn left WP turn right F
	SP3	SP - WP - E Exit SP turn left WP turn right E

Apron	Path	Taxi Routes
Old/Hangar/ Shelter	D4	D - WP - SP - C Exit D turn right WP turn left SP turn left C
	D5	D - WP - SP - B Rwy 13 - A Exit D turn right WP turn left SP turn right B turn left enter back track Rwy 13 turn left A
	E4	E - WP - SP - C Exit E turn right WP turn left SP turn left C
	E5	E - WP - SP - B - Rwy 13 - A Exit E turn right WP tun left SP turn right B turn left enter back track Rwy 13 turn left A
	F4	F - WP - SP - C Exit F turn right WP turn left SP turn left C
	F5	F - WP - SP - B - Rwy 13 - A Exit F turn right WP turn left SP turn right B turn left enter back track Rwy 13 turn left A
	SP4	SP - C Exit SP turn left C
	SP5	SP - B - Rwy 13 - A Exit SP turn right B turn left enter back track Rwy 13 turn left A

CHANGES: Twy K.

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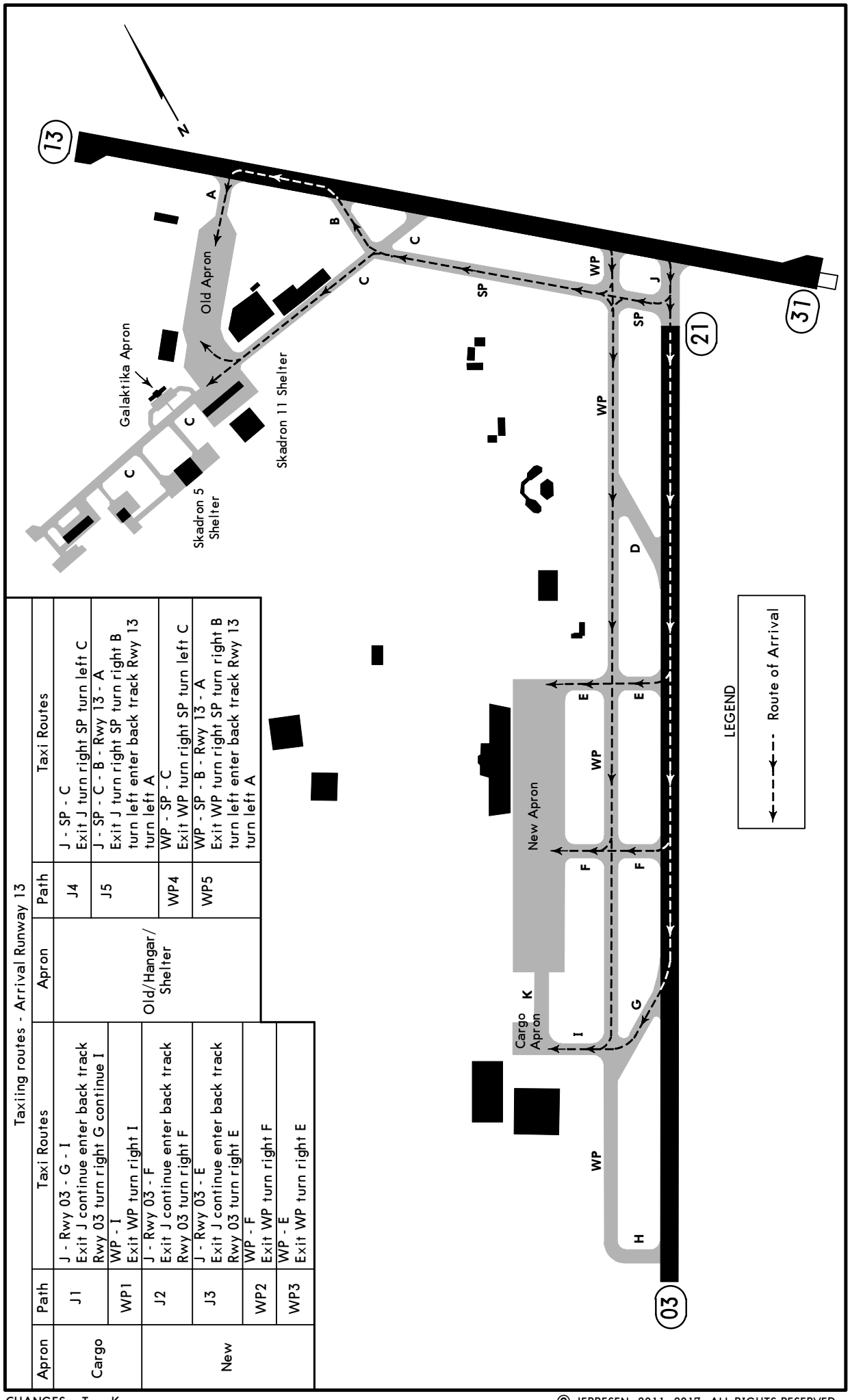
JEPPESEN
5 MAY 17 (10-9B)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing routes - Arrival Runway 13

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	J1	J - Rwy 03 - G - I Exit J continue enter back track Rwy 03 turn right G continue I	Old/Hangar/ Shelter	J4	J - SP - C Exit J turn right SP turn left C
	WP1	WP - I Exit WP turn right I		J5	J - SP - C - B - Rwy 13 - A Exit J turn right SP turn right B turn left enter back track Rwy 13 turn left A
New	J2	J - Rwy 03 - F Exit J continue enter back track Rwy 03 turn right F		WP4	WP - SP - C Exit WP turn right SP turn left C
	J3	J - Rwy 03 - E Exit J continue enter back track Rwy 03 turn right E		WP5	WP - SP - B - Rwy 13 - A Exit WP turn right SP turn right B turn left enter back track Rwy 13 turn left A
	WP2	WP - F Exit WP turn right F			
	WP3	WP - E Exit WP turn right E			



CHANGES: Twy K.

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WAAA/UPG

JEPPESEN
5 MAY 17 (10-9C)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Arrival Runway 21

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	E1	E - WP - I Exit E turn left WP turn right I	Old/Hangar/ Shelter	E4	E - WP - SP - C Exit E turn right WP turn left SP turn left C
	F1	F - WP - I Exit F turn left WP turn right I		E5	E - WP - SP - B - Rwy 13 - A Exit E turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
	G1	G - I Exit G continue I		F4	F - WP - SP - C Exit F turn right WP turn left SP turn left C
	H1	H - WP - I Exit H turn right WP turn left I		F5	F - WP - SP - B - Rwy 13 - A Exit F turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
New	E2	E - WP - F Exit E turn left WP turn right F		G4	G - WP - SP - C Exit G turn right WP turn left SP turn left C
	E3	E Exit E		G5	G - WP - SP - B - Rwy 13 - A Exit G turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
	F2	F Exit F		H4	H - WP - SP - C Exit H turn right WP turn left SP turn left C
	F3	F - WP - E Exit F turn right WP turn left E		H5	H - WP - SP - B - Rwy 13 - A Exit H turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
	G2	G - WP - F Exit G turn right WP turn left F			
	G3	G - WP - E Exit G turn right WP turn left E			
	H2	H - WP - F Exit H turn right WP turn left F			
	H3	H - WP - E Exit H turn right WP turn left E			

CHANGES: Twy K.

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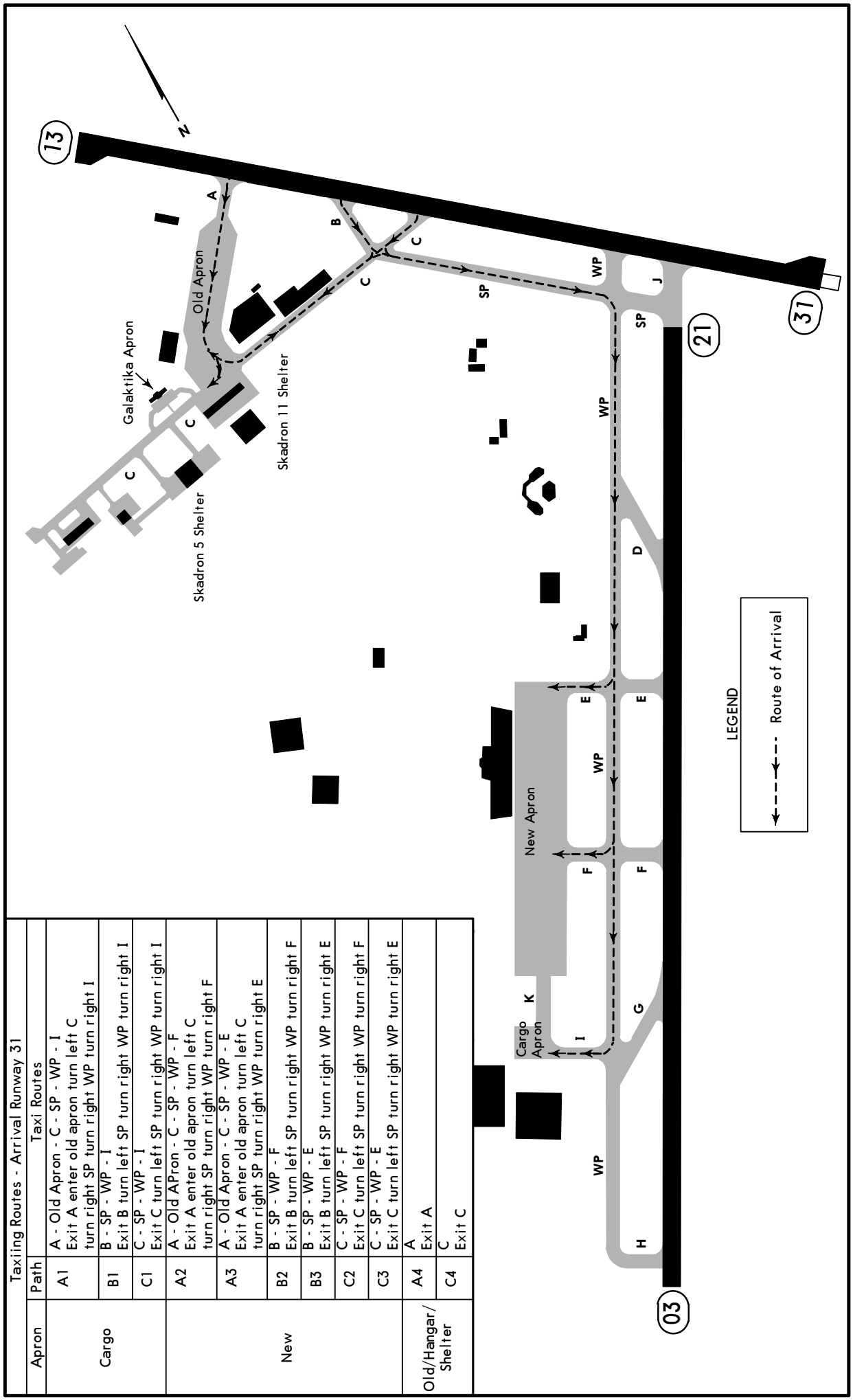
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JEPPESEN
5 MAY 17 (10-9D)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN



Taxiing Routes - Arrival Runway 31		
Apron	Path	Taxi Routes
Cargo	A1	A - Old Apron - C - SP - WP - I Exit A enter old apron turn left C turn right SP turn right WP turn right I
	B1	B - SP - WP - I Exit B turn left SP turn right WP turn right I
	C1	C - SP - WP - I Exit C turn left SP turn right WP turn right I
New	A2	A - Old APron - C - SP - WP - F Exit A enter old apron turn left C turn right SP turn right WP turn right F
	A3	A - Old Apron - C - SP - WP - E Exit A enter old apron turn left C turn right SP turn right WP turn right E
	B2	B - SP - WP - F Exit B turn left SP turn right WP turn right F
	B3	B - SP - WP - E Exit B turn left SP turn right WP turn right E
	C2	C - SP - WP - F Exit C turn left SP turn right WP turn right F
	C3	C - SP - WP - E Exit C turn left SP turn right WP turn right E
Old/Hangar/ Shelter	A4	A Exit A
	C4	C Exit C

CHANGES: Twy K.

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JEPPESEN
5 MAY 17 (10-9E)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Departure Runway 03

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I1	I - WP - H I turn right WP turn left H	Old/Hangar/ Shelter	C1	C - SP - WP - H C turn right SP turn right WP turn left H
	I2	I - G - Rwy 03 I continue G turn right enter back track Rwy 03		C2	C - SP - WP - G - Rwy 03 C turn right SP turn right WP turn left G turn right enter back track Rwy 03
New	F1	F - WP - H F turn right WP turn left H		C3	C - SP - Rwy 03 C turn right SP turn right enter back track Rwy 03
	F2	F - WP - G - Rwy 03 F turn right WP turn left G turn right enter back track Rwy 03		A1	A - Rwy 31 - B - SP - WP - H A turn right enter back track Rwy 31 turn right B left SP turn right WP turn left H
	F3	F - Rwy 03 F turn right enter back track Rwy 03		A2	A - Rwy 31 - B - SP - WP - G - Rwy 03 A turn right enter back track Rwy 31 turn right B turn left SP turn right WP left G turn right enter back track Rwy 03
	E1	E - WP - H E turn right WP turn left H		A3	A - Rwy 31 - WP - H A turn right enter back track Rwy 31 turn right right WP turn left H
	E2	E - WP - G - Rwy 03 E turn right WP turn left G turn right enter back track Rwy 03			
	E3	E - WP - F - Rwy 03 E turn right WP turn left F turn right enter back track Rwy 03			
	E4	E - Rwy 03 E turn right enter back track Rwy 03			

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WAAA/UPG

JEPPESEN
5 MAY 17 (10-9F)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Departure Runway 13

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I9	I - G - Rwy 21 - J - Rwy 13 I continue G turn left enter back track Rwy 21 continue J turn left enter back track Rwy 13	Old/Hangar/ Shelter	C9	C - Rwy 13 C turn left enter back track Rwy 13
	I10	I - WP - Rwy 13 I turn left WP turn left enter back track Rwy 13		C10	C - B - Rwy 13 C turn left B turn left enter back track Rwy 13
	I11	I - WP - SP - B - Rwy 13 I turn left WP turn left SP turn right B turn left enter back track Rwy 13		A7	A - Rwy 13 A turn right enter back track Rwy 13
New	F8	F - WP - Rwy 13 F turn left WP turn left enter back track Rwy 13		A8	A - Rwy 13 A turn left enter back track Rwy 13
	F9	F - WP - SP - B - Rwy 13 F turn left WP turn left SP turn right B turn left enter back track Rwy 13			
	E9	E - WP - Rwy 13 E turn left WP turn left enter back track Rwy 13			
	E10	E - WP - SP - B - Rwy 13 E turn left WP turn left SP turn right B turn left enter back track Rwy 13			

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JEPPESEN
5 MAY 17 (10-9G)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Departure Runway 21

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I3	I - G - Rwy 21 I continue G turn left enter back track Rwy 21	Old/Hangar/ Shelter	C4	C - SP C turn right SP
	I4	I - WP - F - Rwy 21 I turn left WP turn right F turn left enter back track Rwy 21		C5	C - Rwy 31 - J C turn right enter back track Rwy 13 turn right J
	I5	I - WP - E - Rwy 21 I turn left WP turn right E turn left enter back track Rwy 21		A4	A - Rwy 31 - B - SP A turn right enter back track Rwy 31 turn right B turn left SP
	I6	I - WP - SP I turn left WP turn right SP		A5	A - Rwy 31 - J A turn right enter back track Rwy 31 turn right J
New	F4	F - Rwy 21 F turn left enter back track Rwy 21			
	F5	F - WP - SP F turn left WP turn right SP			
	E5	E - Rwy 21 E turn left enter back track Rwy 21			
	E6	E - WP - SP E turn left WP turn right SP			

CHANGES: Twy K.

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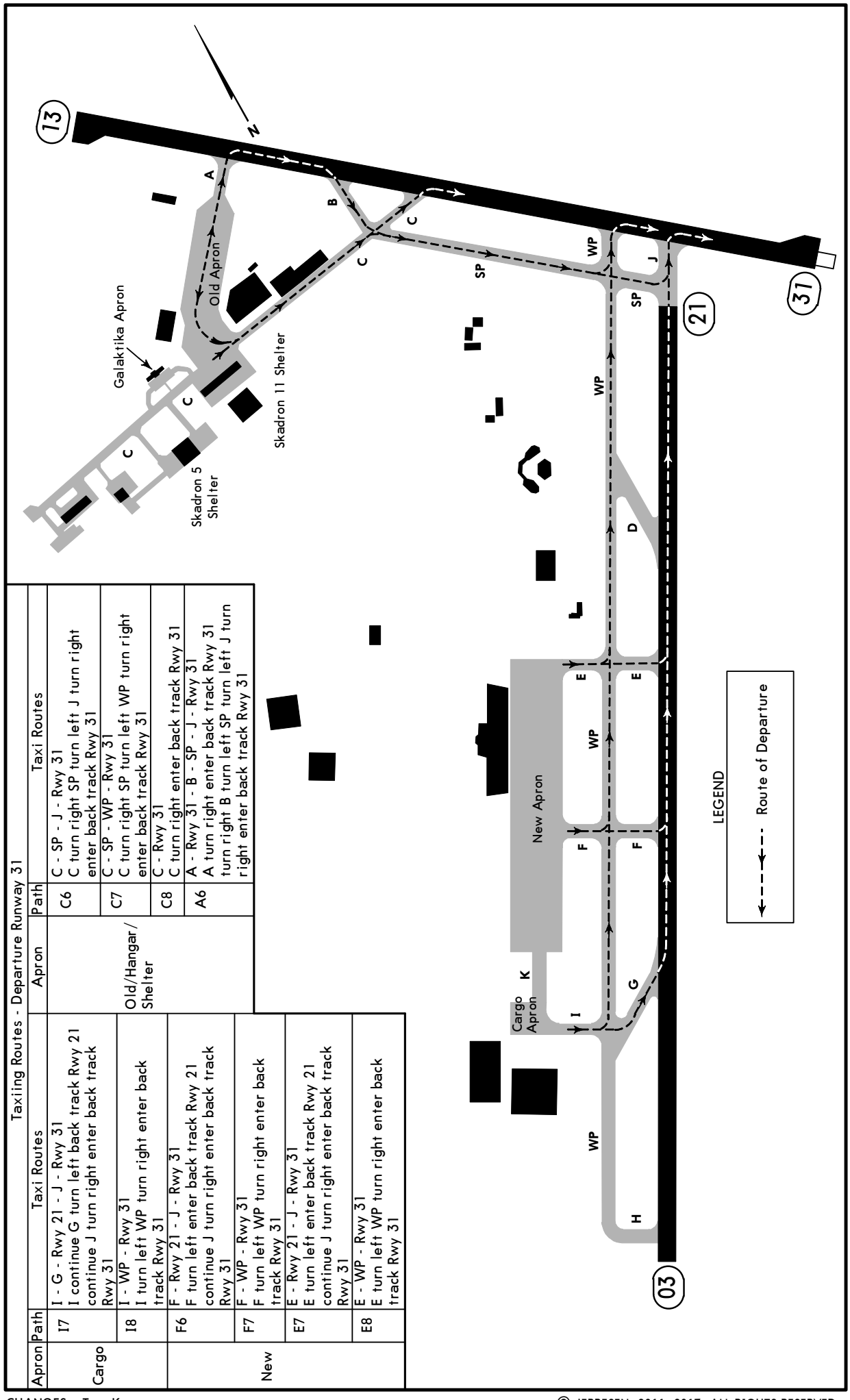
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WAAA/UPG

JEPPESEN
5 MAY 17 (10-9H)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN



Taxiing Routes - Departure Runway 31

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I7	I - G - Rwy 21 - J - Rwy 31 I continue G turn left back track Rwy 21 continue J turn right enter back track Rwy 31	Old/Hangar / Shelter	C6	C - SP - J - Rwy 31 C turn right SP turn left J turn right enter back track Rwy 31
	I8	I - WP - Rwy 31 I turn left WP turn right enter back track Rwy 31		C7	C - SP - WP - Rwy 31 C turn right SP turn left WP turn right enter back track Rwy 31
New	F6	F - Rwy 21 - J - Rwy 31 F turn left enter back track Rwy 21 continue J turn right enter back track Rwy 31		C8	C - Rwy 31 C turn right enter back track Rwy 31
	F7	F - WP - Rwy 31 F turn left WP turn right enter back track Rwy 31		A6	A - Rwy 31 - B - SP - J - Rwy 31 A turn right enter back track Rwy 31 turn right B turn left SP turn left J turn right enter back track Rwy 31
	E7	E - Rwy 21 - J - Rwy 31 E turn left enter back track Rwy 21 continue J turn right enter back track Rwy 31			
	E8	E - WP - Rwy 31 E turn left WP turn right enter back track Rwy 31			

CHANGES: Twy K.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 20 MAY 16 (11-1)

MAKASSAR, INDONESIA
ILS Rwy 03

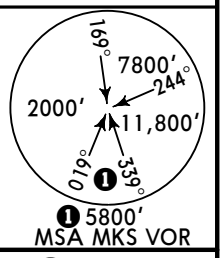
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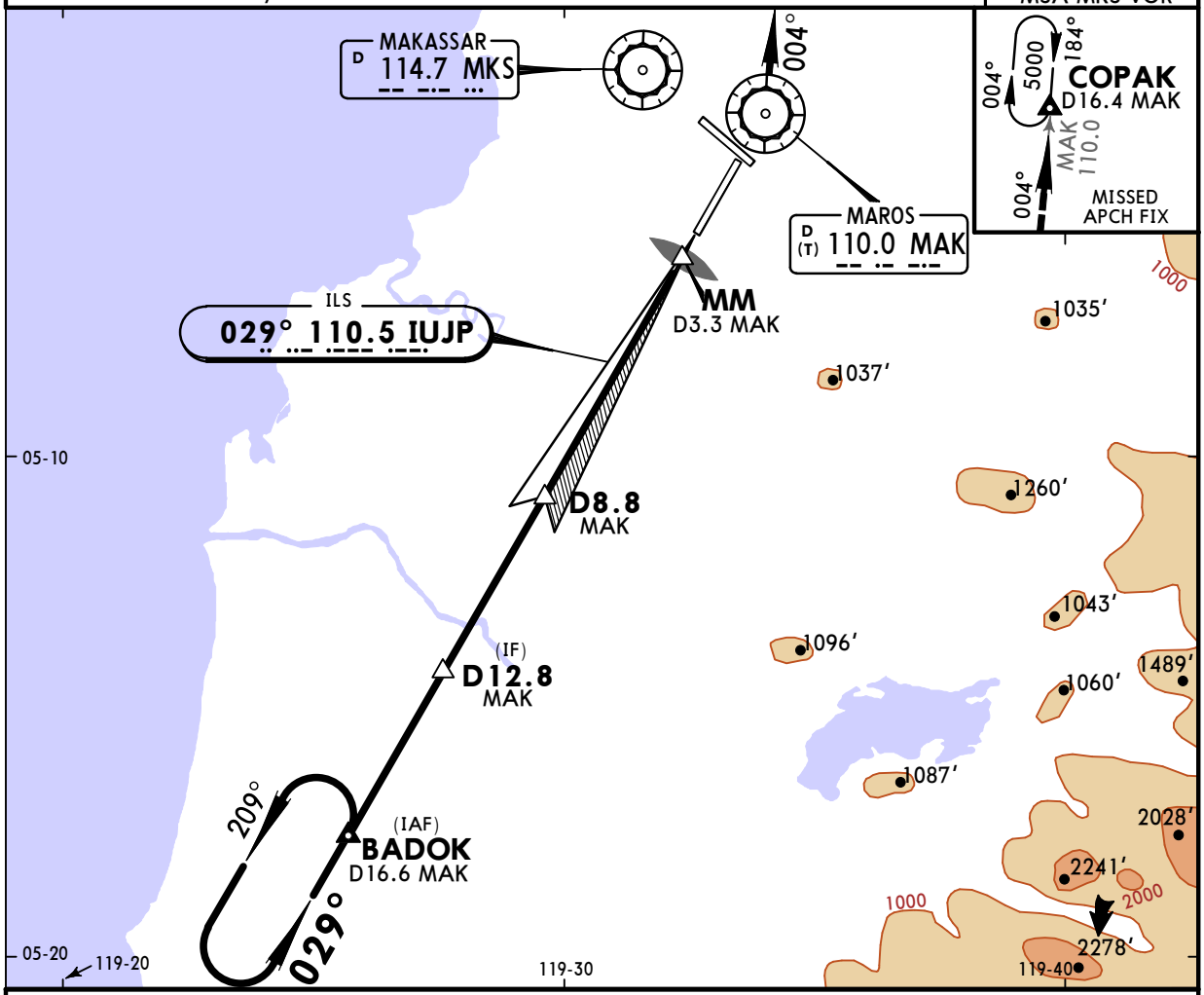
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

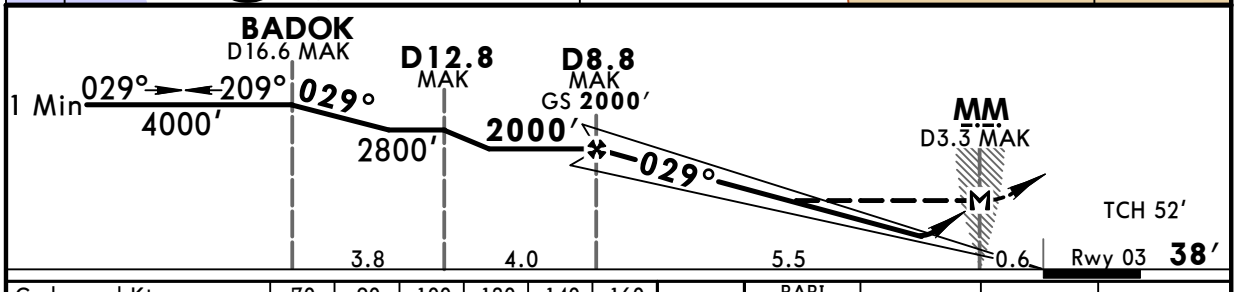
LOC IUJP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy 03
110.5	029°	D8.8 MAK 2000′ (1962′)	270′ (232′)	Apt Elev 47′ / Rwy 03 38′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, after MAK VOR join R-004 outbound to COPAK, 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
GS	3.00°	372	478	531	637	743	849
MAP at MM							

PAPI HIALS | 5000′ | MAK 110.0 | MAK 110.0 R-004

PANS OPS

	STRAIGHT-IN LANDING RWY 03 ILS DA(H) 270′ (232′) FULL	HIALS out	LOC (GS out) MDA(H) 500′ (462′)	HIALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	800m	1200m	1600m		100	1300′ (1253′) -1600m
B					135	
C			2000m		180	1450′ (1403′) -2400m
D			2800m		205	1450′ (1403′) -3800m

CHANGES: Communication, procedure bearings, MSA.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
18 NOV 16 (11-2)

MAKASSAR, INDONESIA
ILS Rwy 13

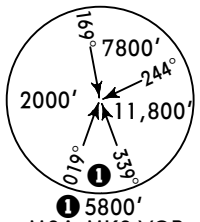
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

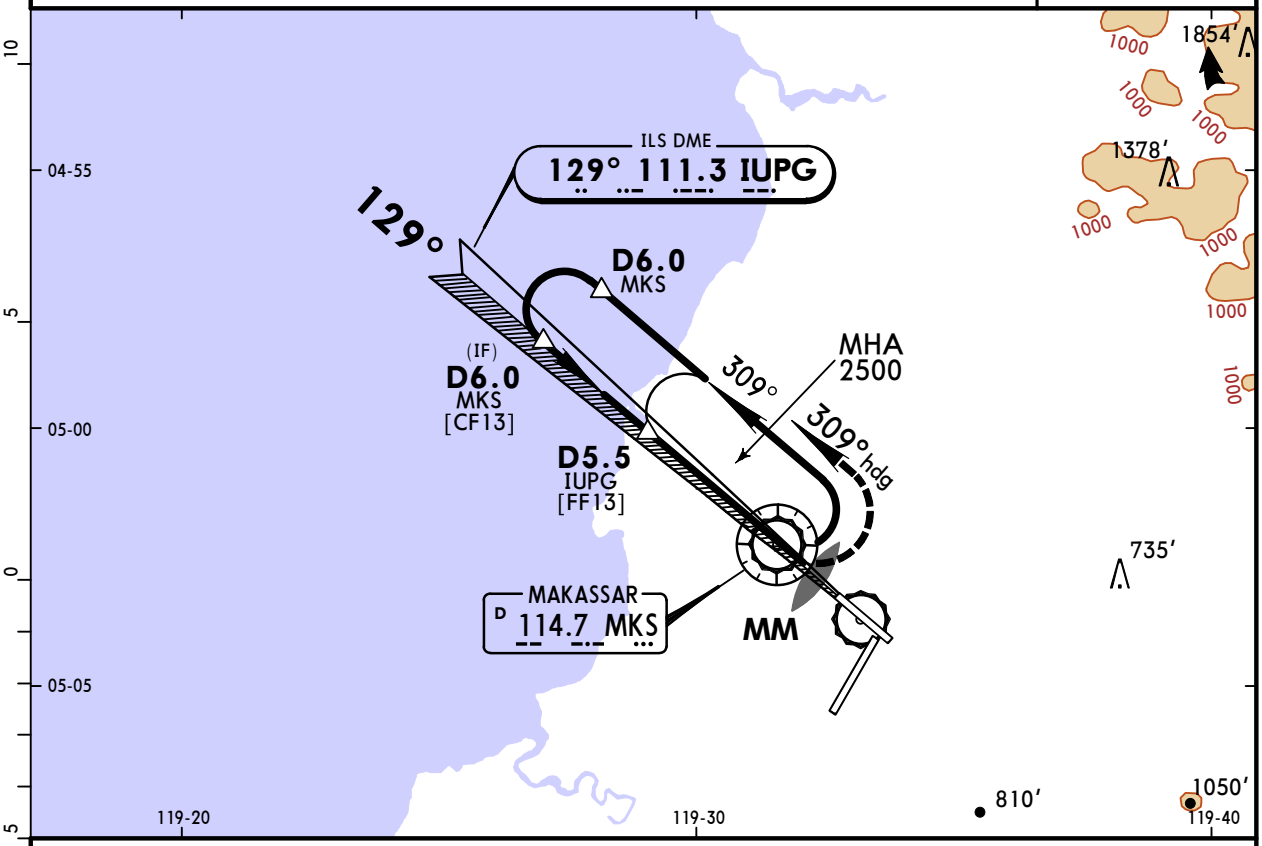
BRIEFING STRIP™

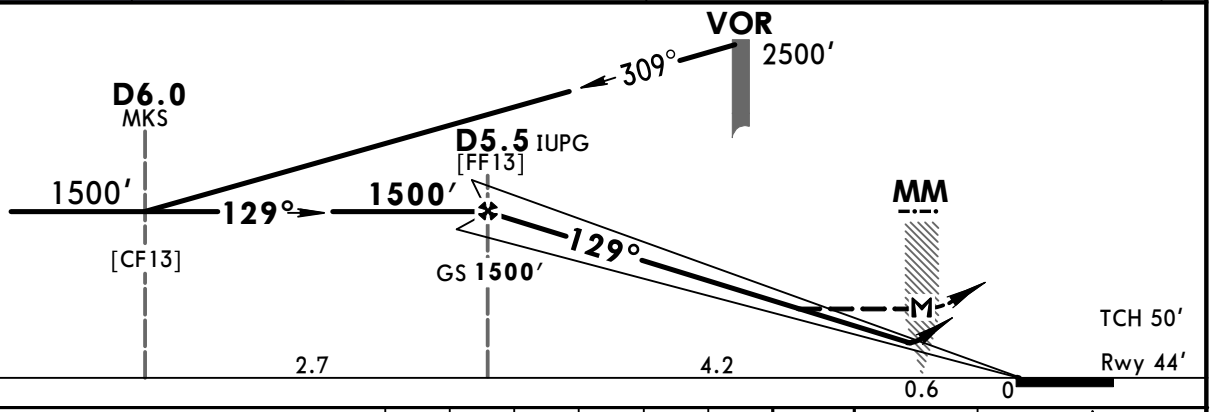
LOC IUPG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 47′
111.3	129°	D5.5 IUPG 1500′ (1456′)	344′ (300′)	Rwy 44′

MISSED APCH: Immediate LEFT climbing turn to 2500′ on 309° heading and contact ATC .

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′







Gnd speed-Kts		70	90	100	120	140	160
GS	2.90°	359	462	513	616	718	821
MAP at MM or D5.5 IUPG to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

PAPI
HIALS
REIL

2500′ LT on 309° hdg

PANS OPS

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 344′ (300′)		LOC (GS out) MDA(H) 645′ (601′)	
	FULL	HIALS out		HIALS out
A	1200m	1500m	3400m	
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1250′ (1203′) -3400m
135	
180	1250′ (1203′) -4000m
205	1450′ (1403′) -5000m

CHANGES: Procedure bearings, missed approach heading, VNAV data.

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WAAA/UPG SULTAN HASANUDDIN

JEPPESEN 18 NOV 16 (11-3)

MAKASSAR, INDONESIA ILS Rwy 21

BRIEFING STRIP ™

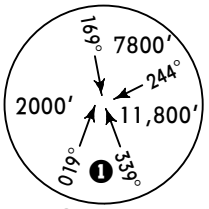
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

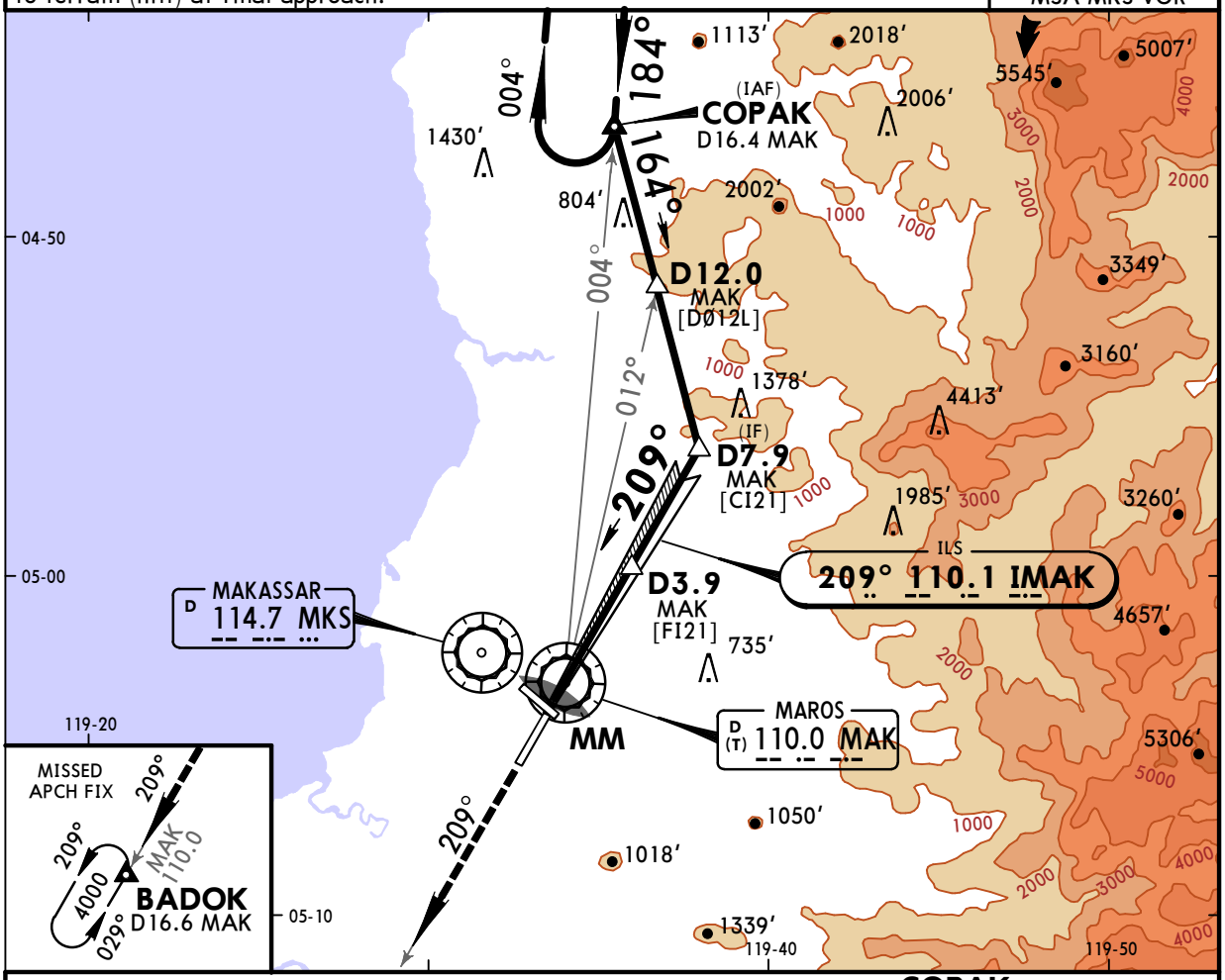
LOC IMAK	Final Apch Crs	GS	ILS DA(H)	Apt Elev 47′
110.1	209°	D3.9 MAK 1700′ (1659′)	380′ (339′)	Rwy 41′

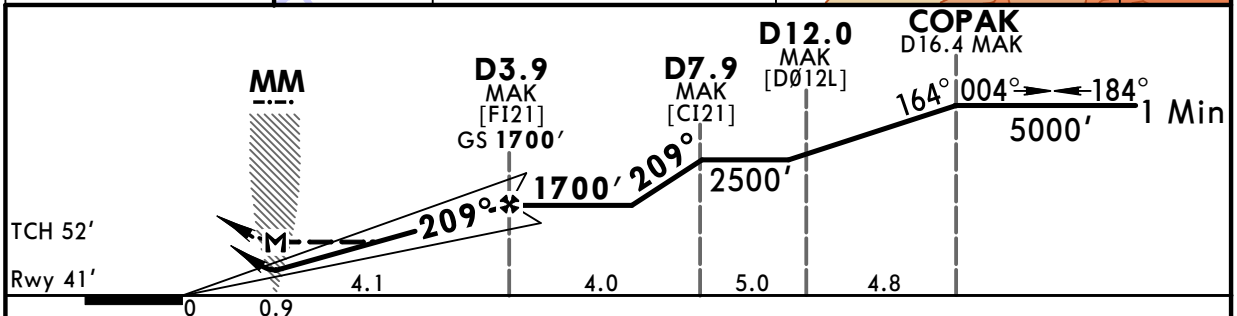
MISSED APCH: Climb to 4000′ outbound on R-209 MAK VOR, proceed to BADOK or as instructed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. ILS Rwy 21 identification "IMAK" on frequency 110.1 classification restricted due to terrain (hill) at final approach.







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

PAPI HIALS

4000′

MAK on 110.0 R-209

BADOK

PANS OPS

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND	
	ILS DA(H) 380′ (339′)		LOC (GS out) MDA(H) 500′ (459′)		
	FULL	HIALS out		HIALS out	Max Kts / MDA(H)
A	1200m		1600m		100 / 135 — 1300′ (1253′) -1600m
B					
C			2000m		180 — 1450′ (1403′) -2400m
D			2800m		205 — 1450′ (1403′) -3800m

CHANGES: VNAV data.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 20 MAY 16 (13-1)

MAKASSAR, INDONESIA
VOR DME Rwy 03

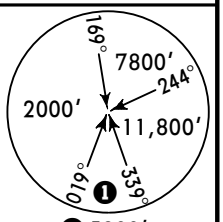
BRIEFING STRIP™

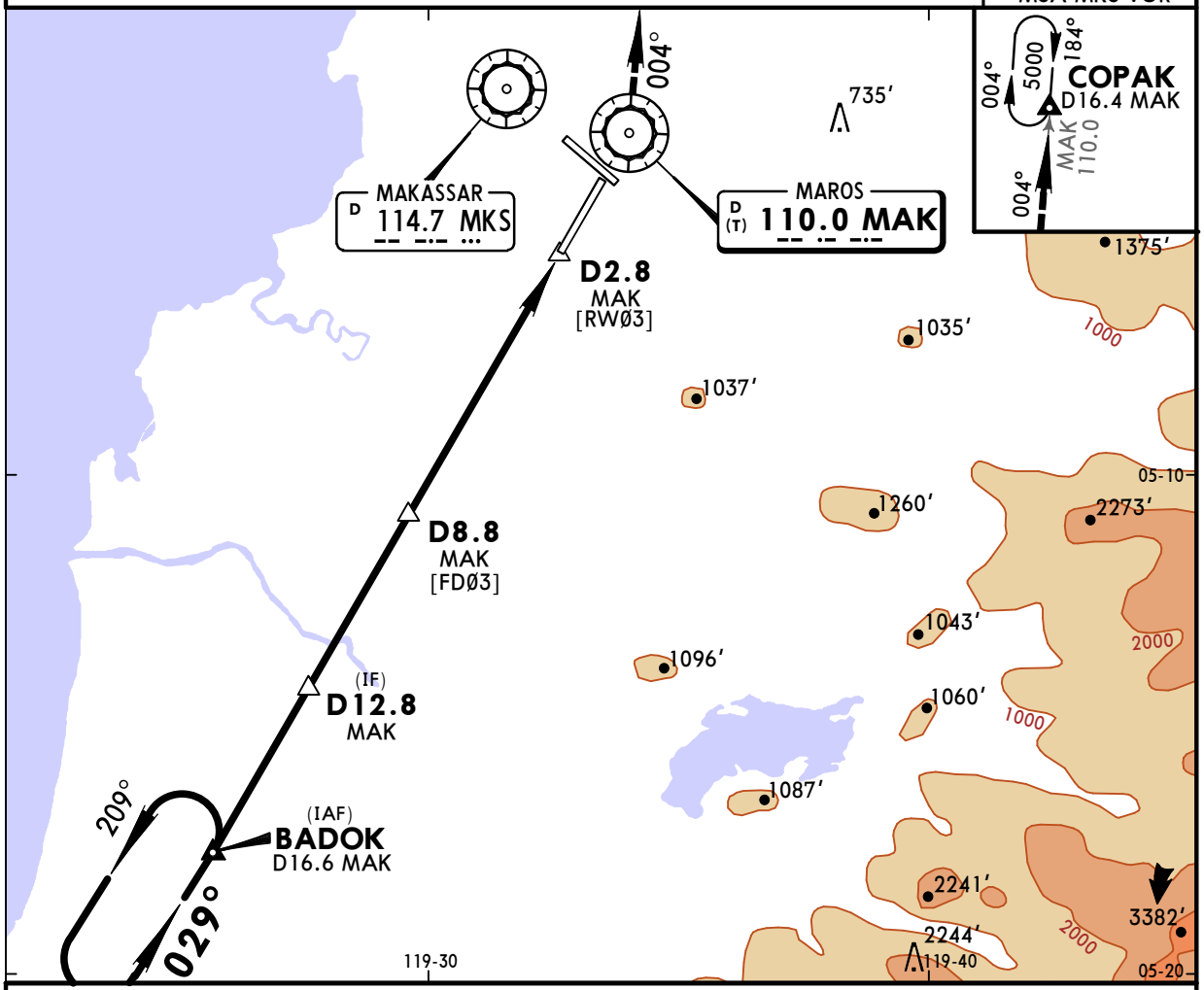
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

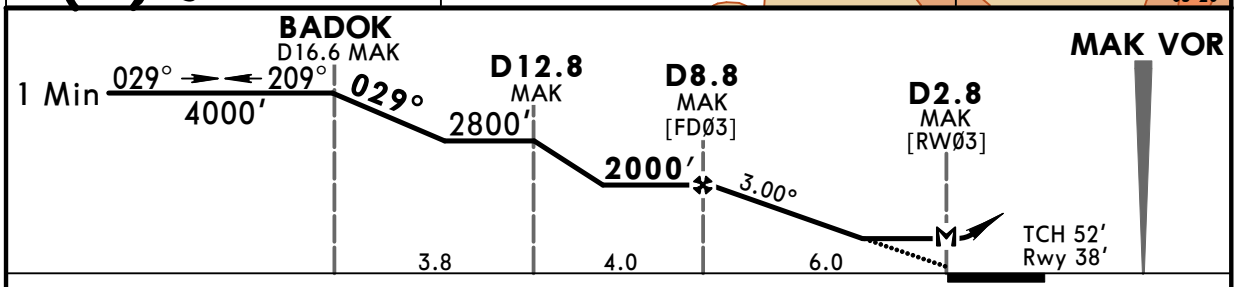
VOR MAK	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 03
110.0	029°	D8.8 MAK 2000′ (1962′)	510′ (472′)	47′ / 38′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, after MAK VOR join R-004 outbound to COPAK, 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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8 MAK or D8.8 MAK to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI HIALS

5000′

MAK 110.0

MAK 110.0 R-004

PANS OPS

	STRAIGHT-IN LANDING RWY03 MDA(H) 510′ (472′) HIALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1600m	100	1300′ (1253′) -1600m
B		135	
C	2000m	180	1450′ (1403′) -2400m
D	2400m	205	1450′ (1403′) -3800m

CHANGES: Communication, procedure bearings, MSA.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 20 MAY 16 (13-2)

MAKASSAR, INDONESIA
VOR DME Rwy 13

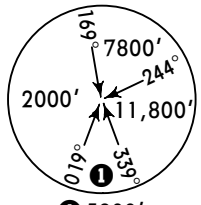
BRIEFING STRIP ™

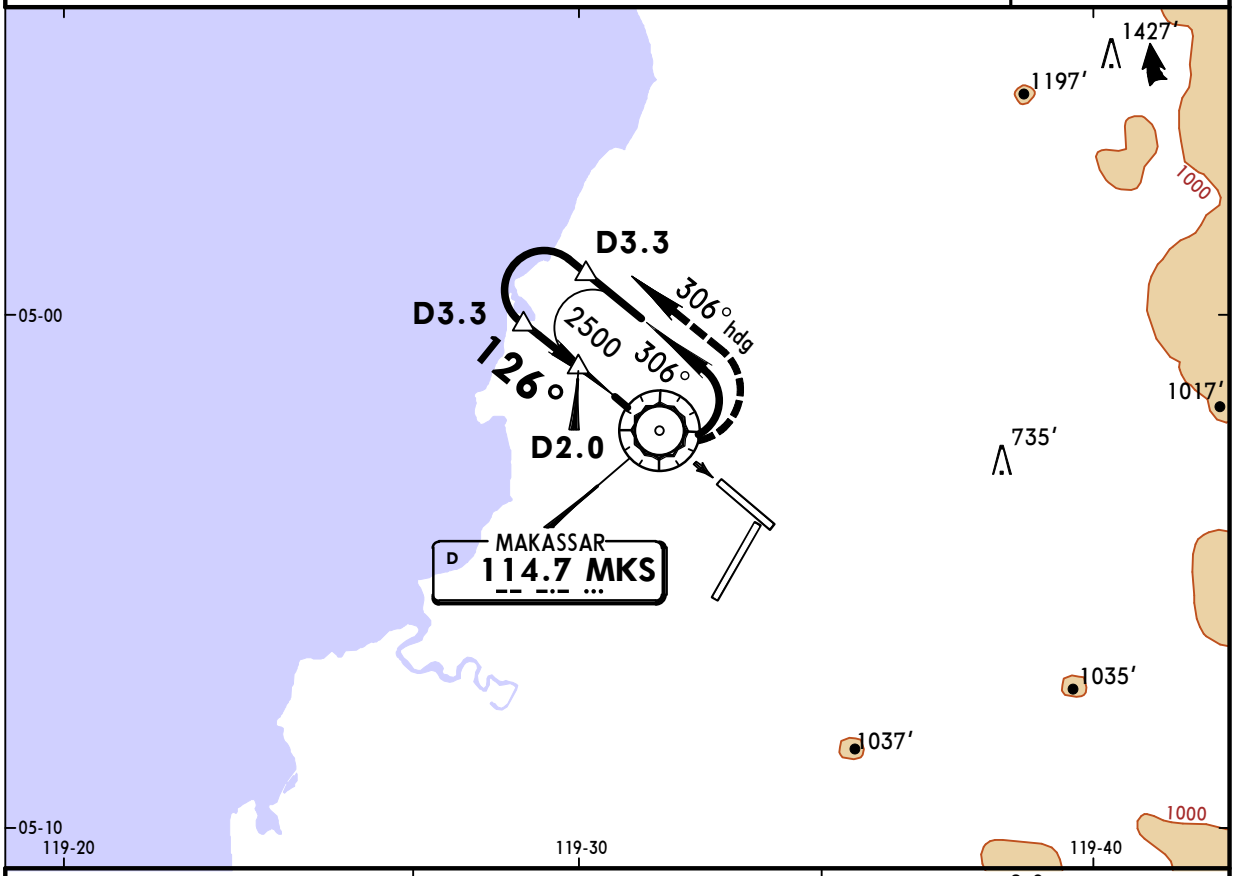
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

VOR MKS	Final Apch Crs	Minimum Alt D3.3	MDA(H)	Apt Elev 47′
114.7	126°	1500′ (1456′)	590′ (546′)	Rwy 13 44′

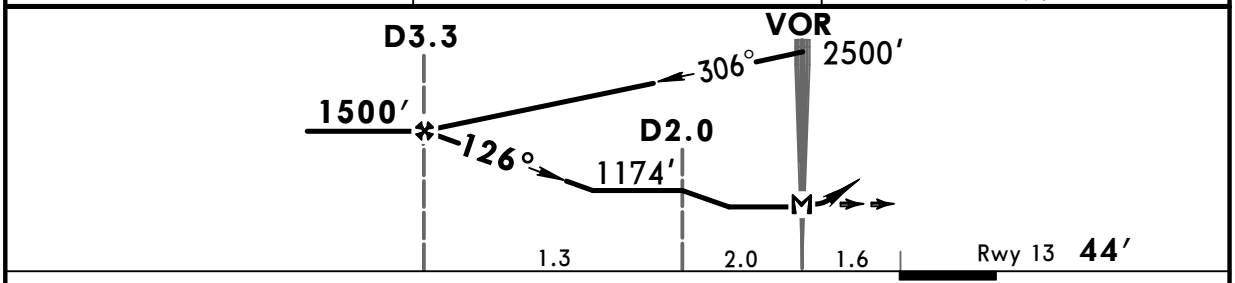
MISSED APCH: Immediate LEFT climbing turn to 2500′ on 306° heading and contact ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′





MKS DME	3.3	2.0
ALTITUDE	1500′	1174′



Gnd speed-Kts	120	130	140	150	160
Rate of descent feet/min	594	643	693	742	792
MAP at VOR					

PAPI HIALS
REIL
2500′ LT on 306° hdg

PANS OPS

STRAIGHT-IN LANDING RWY 13

MDA(H) 590′ (546′)

	HIALS out
A	3100m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1250′ (1203′) -3100m
135	
180	1250′ (1203′) -4000m
205	1450′ (1403′) -5000m

CHANGES: Communication, procedure bearings, MSA.

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WAAA/UPG SULTAN HASANUDDIN

JEPPESEN 3 JUN 16 (13-3)

MAKASSAR, INDONESIA

HIGH LEVEL VOR DME Rwy 13

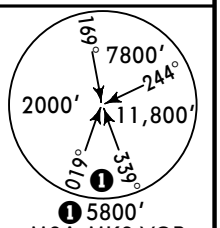
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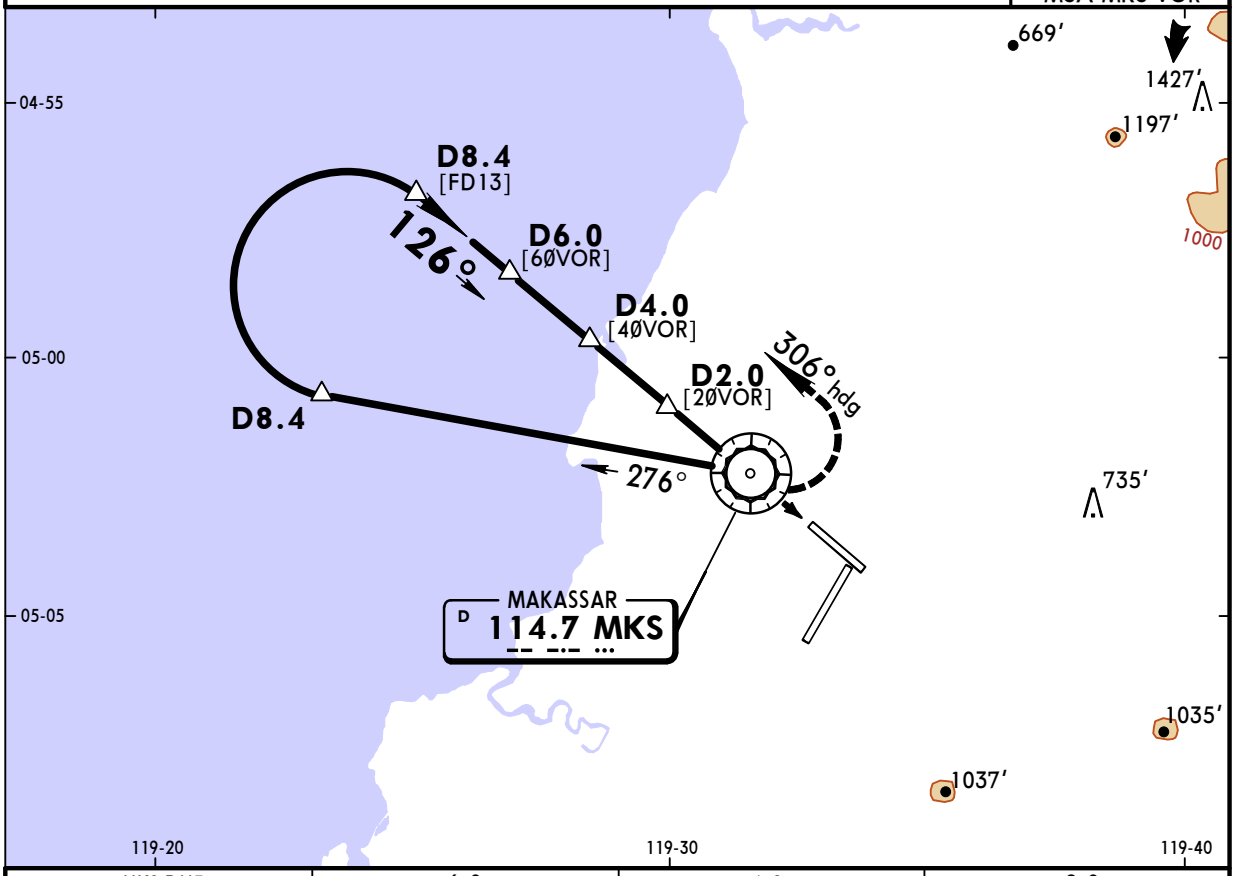
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

VOR MKS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
114.7	126°	D8.4 3000′ (2956′)	590′ (546′)	Apt Elev 47′ Rwy 44′

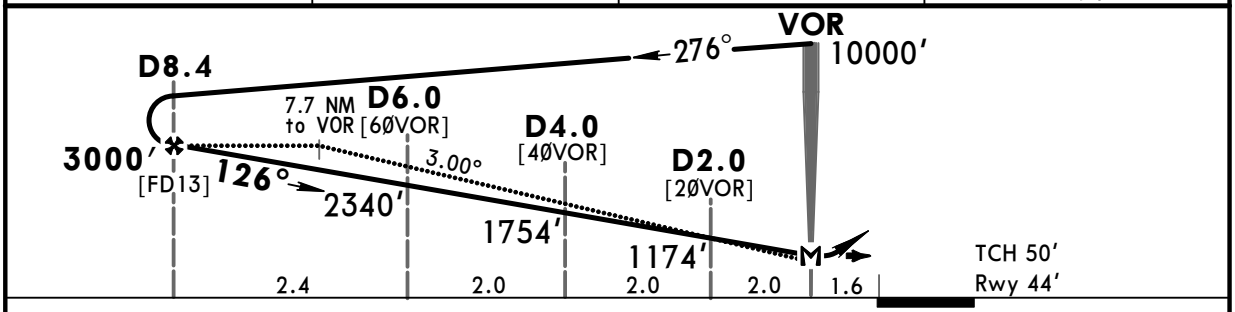
MISSED APCH: Immediate LEFT climbing turn to 2500′ on 306° heading and contact ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′





MKS DME	6.0	4.0	2.0
ALTITUDE	2340′	1754′	1174′



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

PAPI HIALS REIL

2500′ on LT 306° hdg

PANS OPS

STRAIGHT-IN LANDING RWY13

MDA(H) 590′ (546′)

	HIALS out
A	3100m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1250′ (1203′) -3100m
135	
180	1250′ (1203′) -4000m
205	1450′ (1403′) -5000m

CHANGES: VNAV depiction.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 3 JUN 16 (13-4)

MAKASSAR, INDONESIA
VOR DME Rwy 21

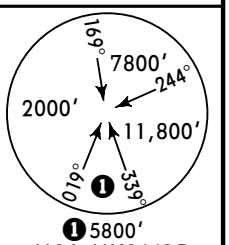
BRIEFING STRIP ™

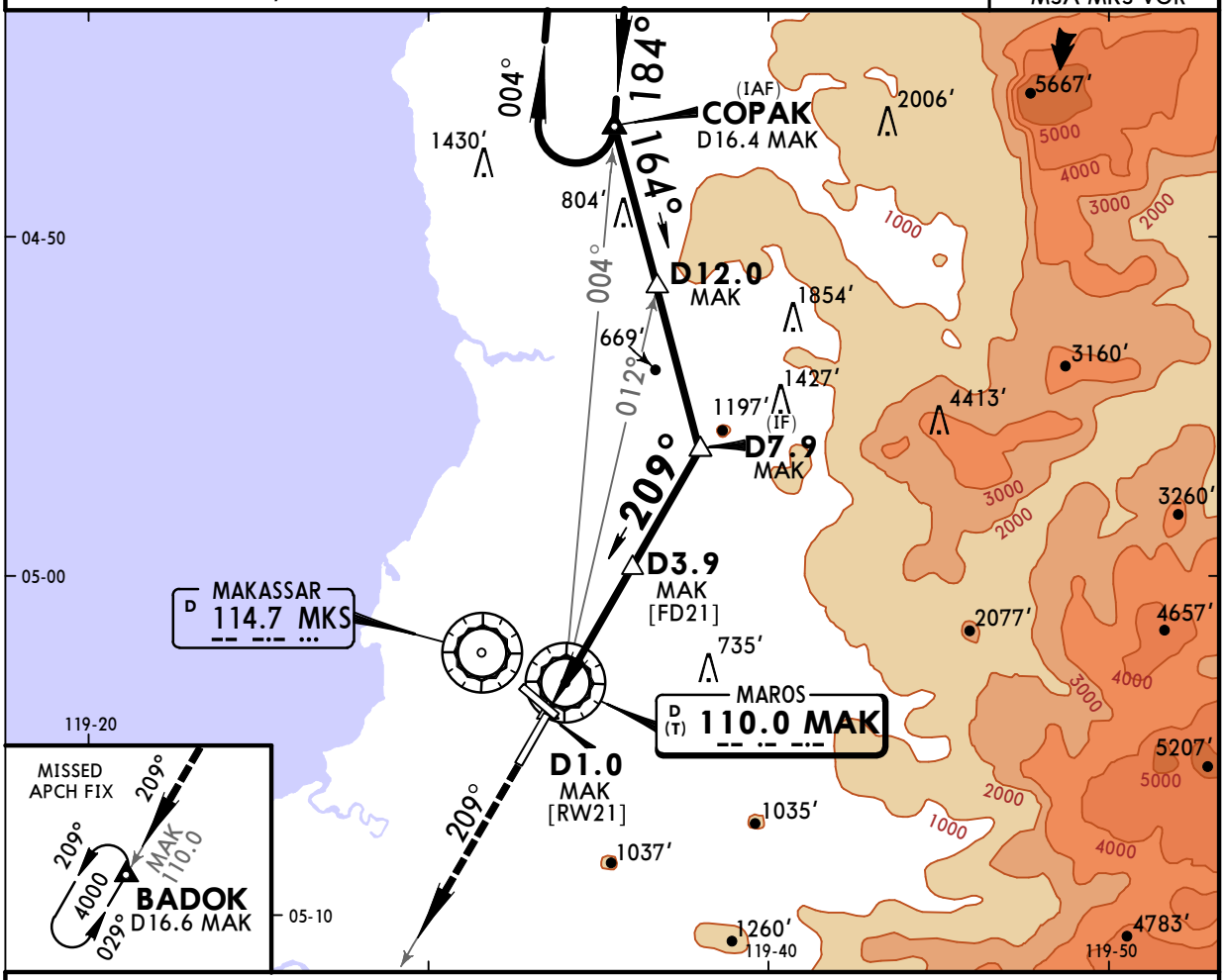
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

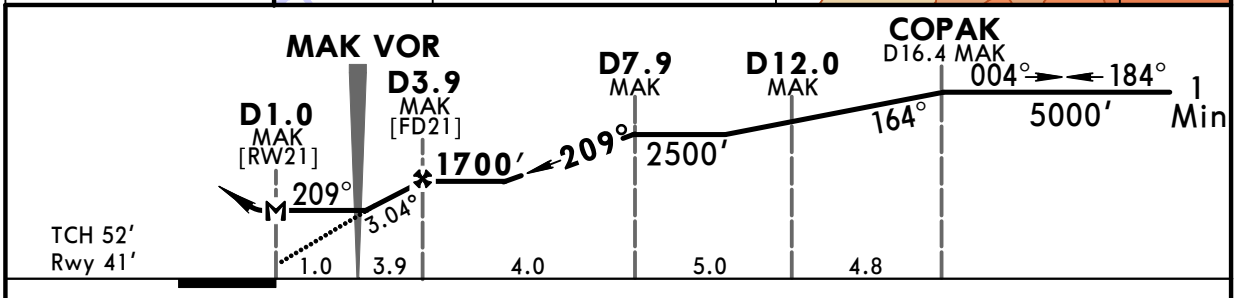
VOR	Final	Minimum Alt	MDA(H)	Apt Elev 47′
MAK	Apch Crs	D3.9 MAK	510′ (469′)	Rwy 41′
110.0	209°	1700′ (1659′)		

MISSED APCH: Climb to 4000′ outbound on R-209 MAK VOR, proceed to BADOK or as instructed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′







Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at D1.0 MAK or D3.9 MAK to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI HIALS | 4000′ | MAK on 110.0 R-209 | BADOK

PANS OPS

STRAIGHT-IN LANDING RWY21		CIRCLE-TO-LAND	
MDA(H) 510′ (469′)	HIALS out	Max Kts	MDA(H)
A	1600m	100	1300′ (1253′) - 1600m
B		135	
C	2000m	180	1450′ (1403′) - 2400m
D	2800m	205	1450′ (1403′) - 3800m

CHANGES: None.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
20 MAY 16 (16-1)

MAKASSAR, INDONESIA
HIGH LEVEL CIRCLING
NDB Rwy 13

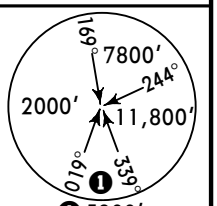
BRIEFING STRIP™

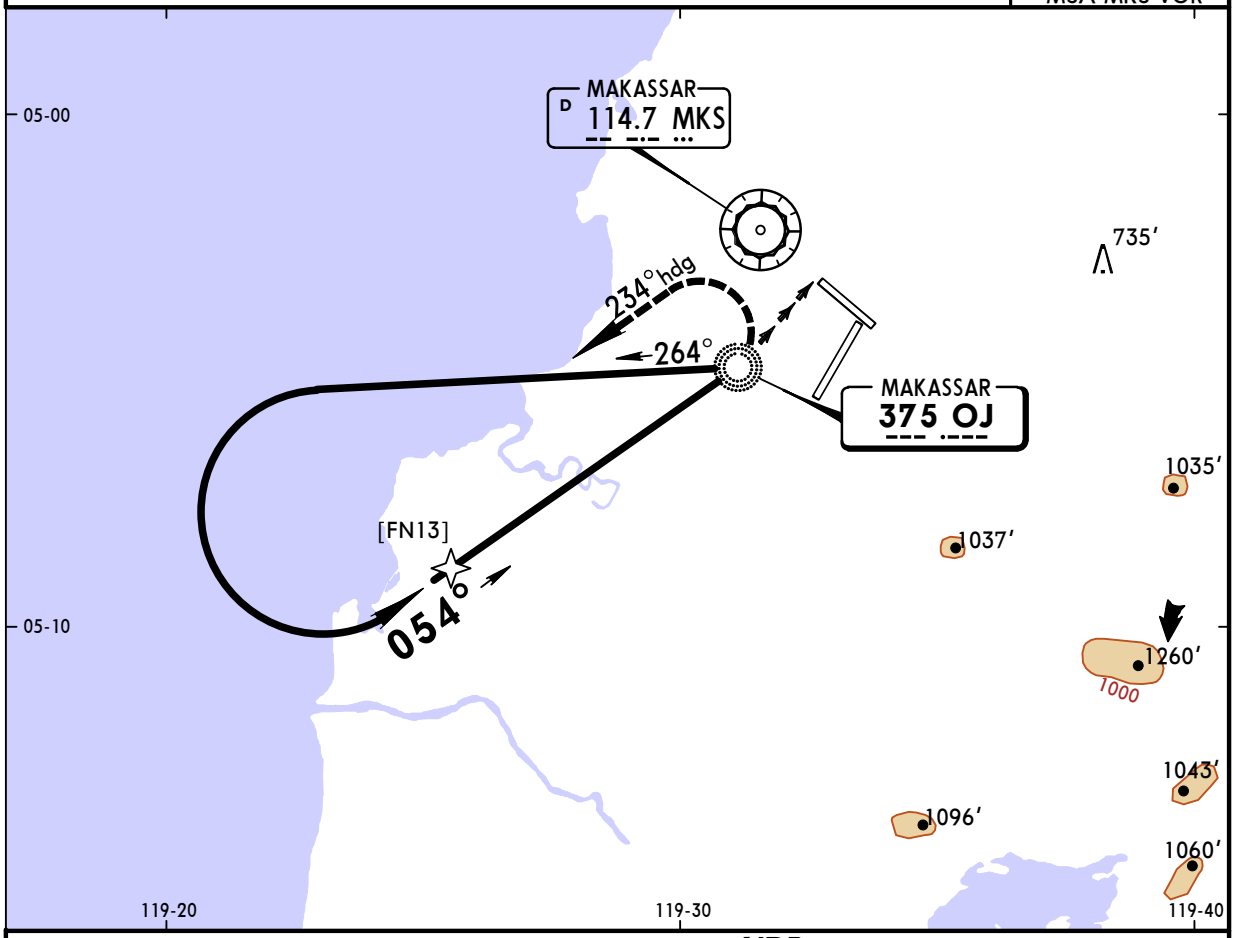
ATIS	MAKASSAR Director (R)	HASANUDDIN Tower	Ground
126.25	120.6 119.4	118.1	121.6

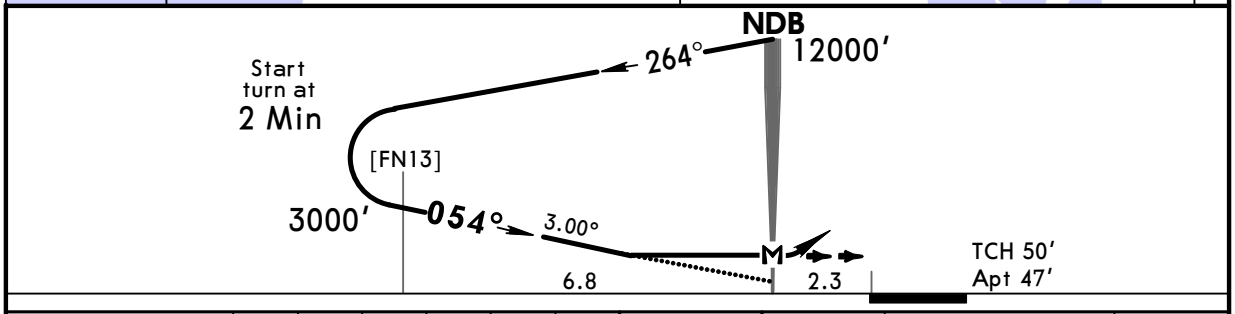
NDB OJ 375	Final Apch Crs 054°	No FAF	MDA(H) Refer to Minimums	Apt Elev 47′

MISSED APCH: Make LEFT turn immediately to 234° heading, climb to 2500′ and contact ATC.

Alt Set: hPa | Apt Elev: 2 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
MAP at NDB						

Lighting - Refer to Airport Chart: LT on 234° hdg 2500′

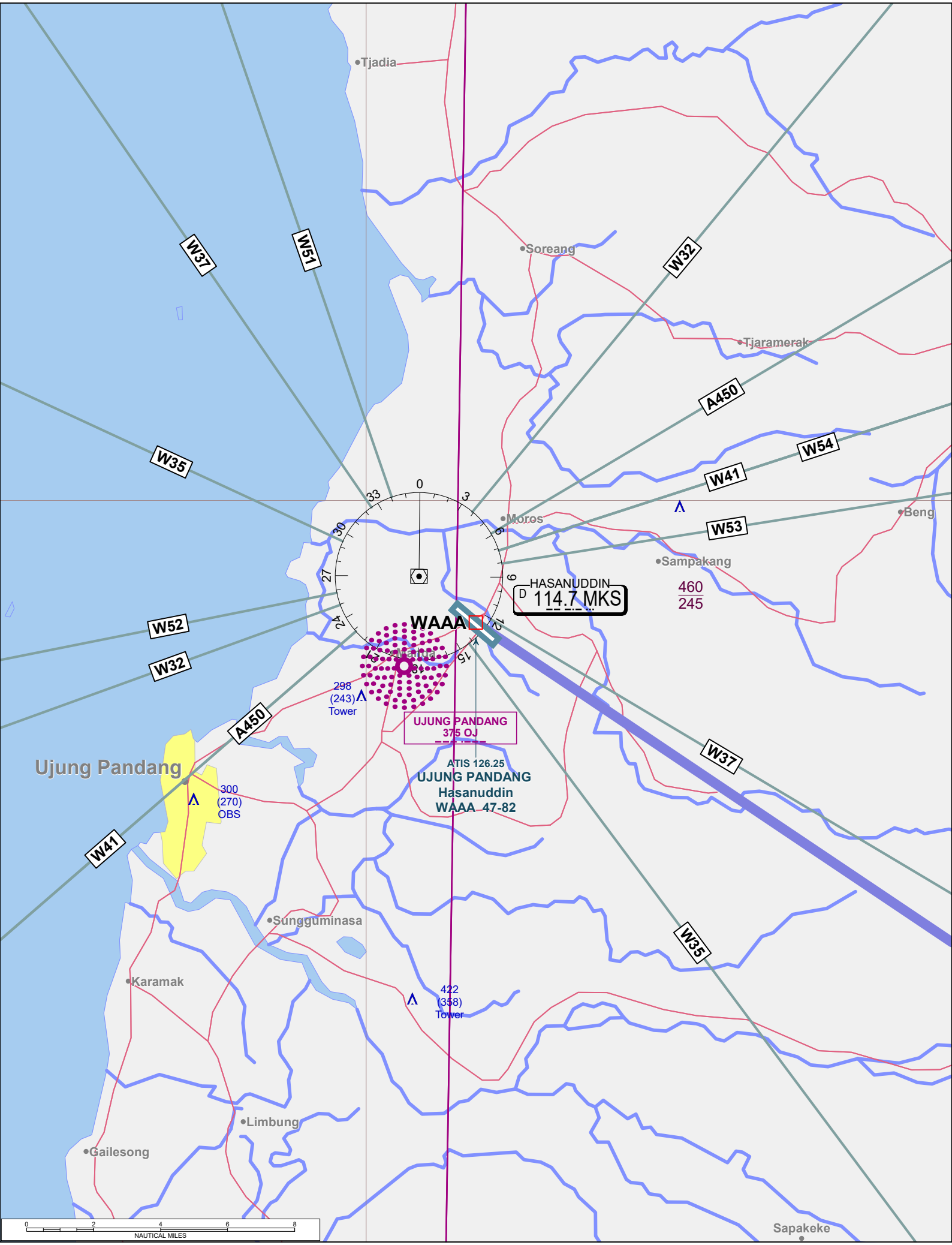
PANS OPS

CIRCLE-TO-LAND

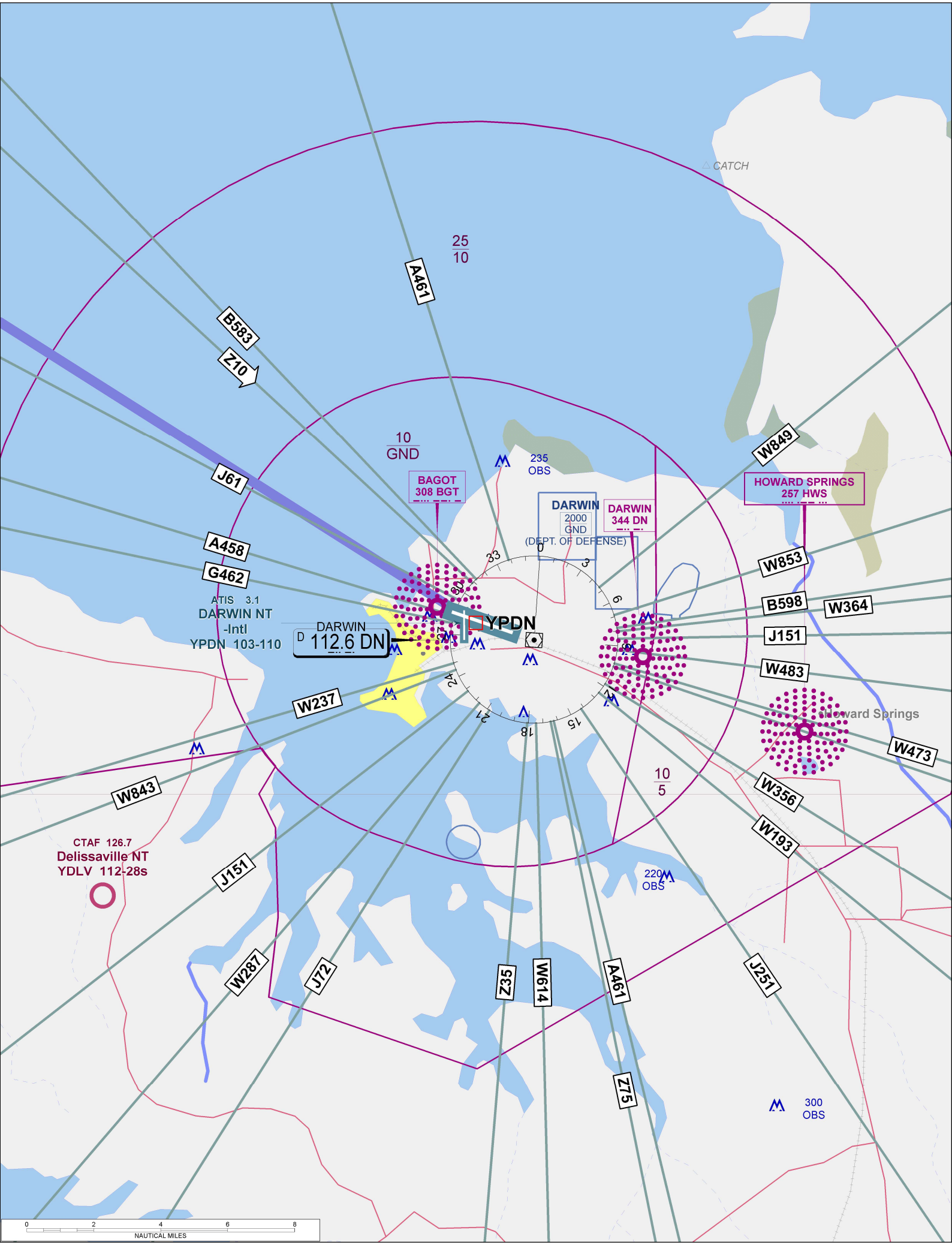
	Max Kts	MDA(H)
A	100	1250′ (1203′) -2000m
B	135	1250′ (1203′) -2400m
C	180	1250′ (1203′) -4800m
D	205	1450′ (1403′) -4800m

CHANGES: Communication, procedure bearings, MSA.

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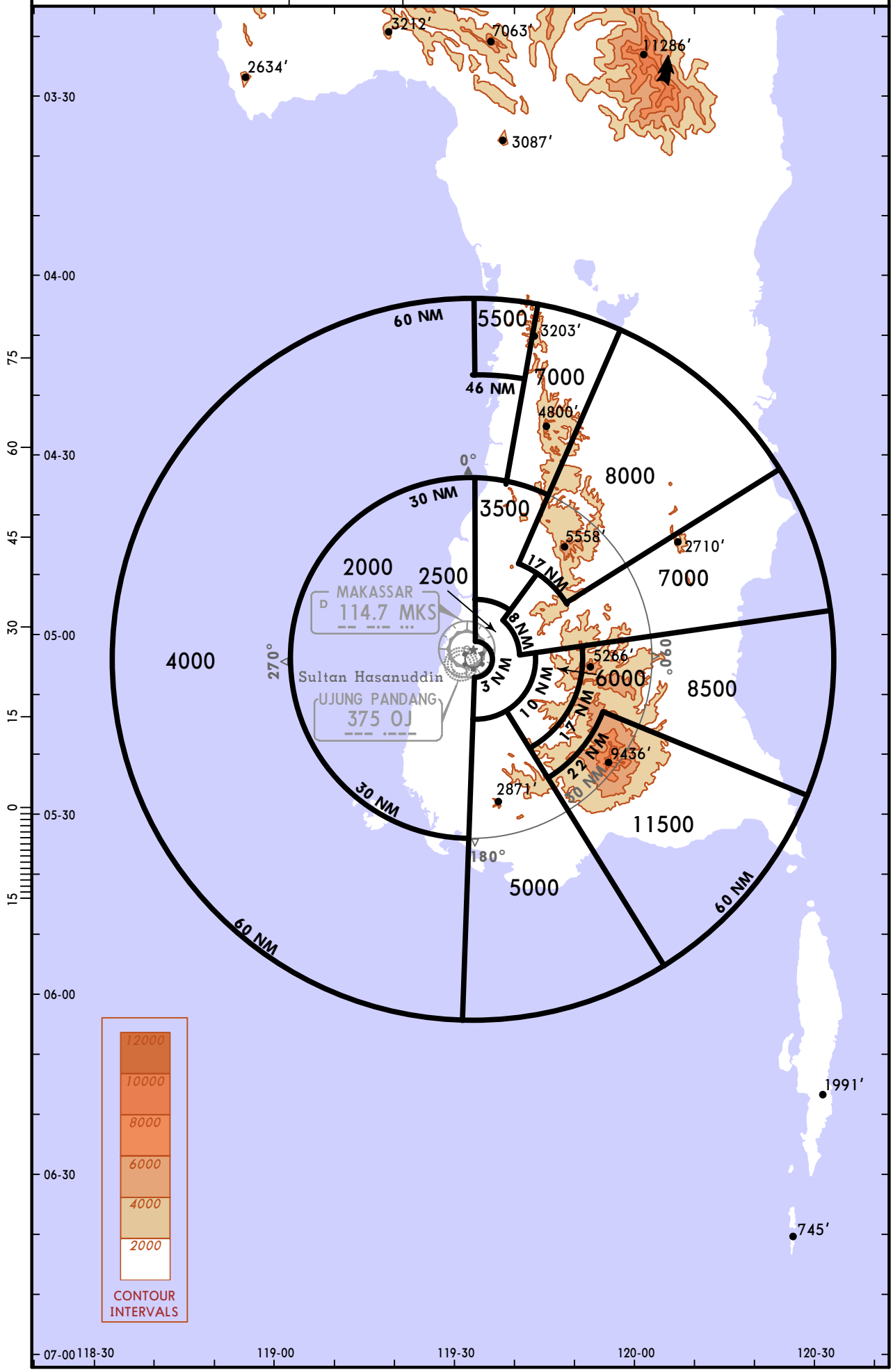
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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
24 DEC 10 (10-1R)

MAKASSAR, INDONESIA
RADAR MINIMUM ALTITUDES

*MAKASSAR Director (R)	Apt Elev	Alt Set: hPa	Trans level: FL 130	Trans alt: 11000′
120.6 119.4	47′			



CHANGES: Radar minimum altitude sector modified.

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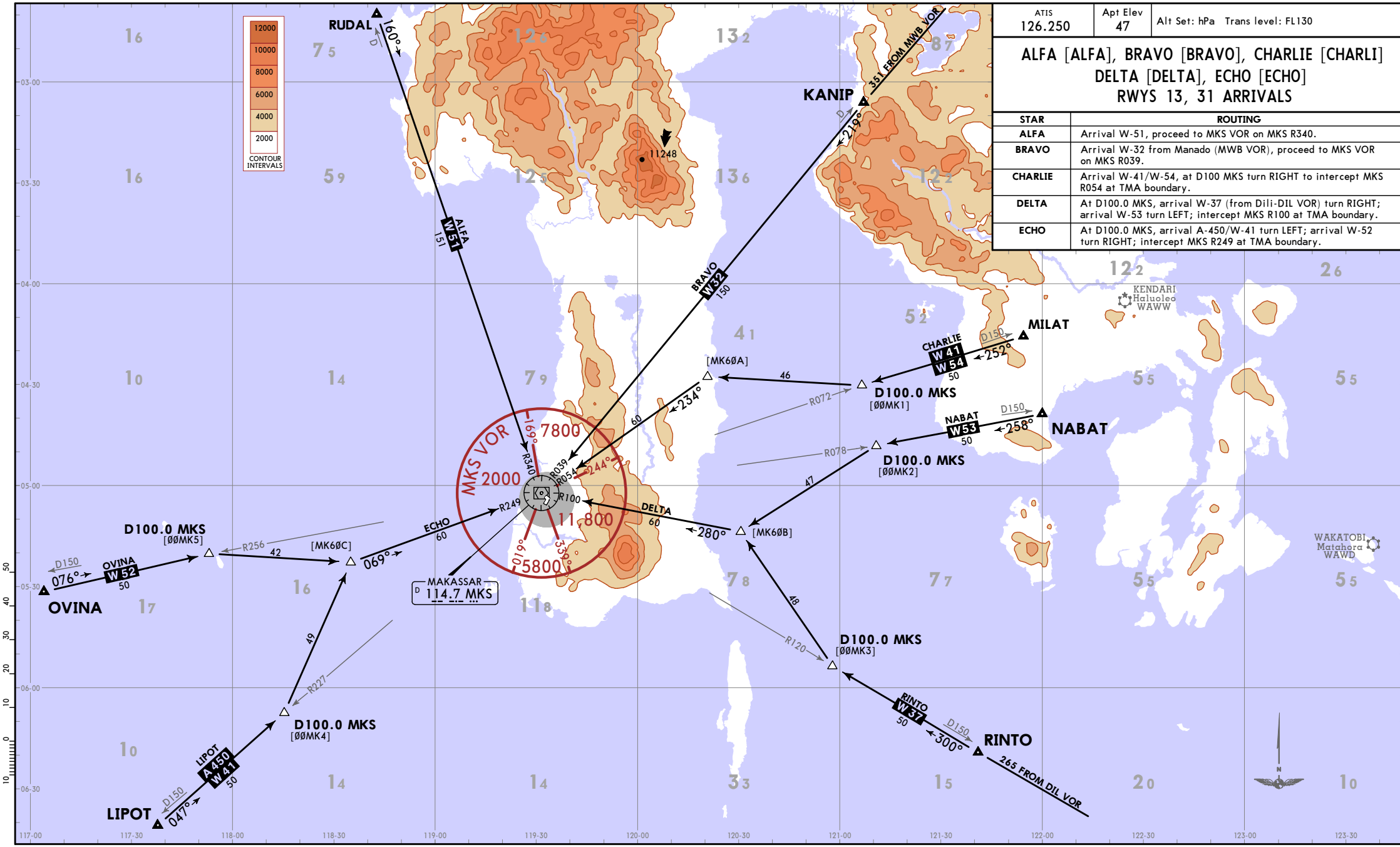
WAAA/UPG JEPPESEN MAKASSAR, INDONESIA

SULTAN HASANUDDIN 10-2 29 JUN 18 STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130
126.250	47	

ALFA [ALFA], BRAVO [BRAVO], CHARLIE [CHARLI] DELTA [DELTA], ECHO [ECHO] RWYS 13, 31 ARRIVALS

STAR	ROUTING
ALFA	Arrival W-51, proceed to MKS VOR on MKS R340.
BRAVO	Arrival W-32 from Manado (MWB VOR), proceed to MKS VOR on MKS R039.
CHARLIE	Arrival W-41/W-54, at D100 MKS turn RIGHT to intercept MKS R054 at TMA boundary.
DELTA	At D100.0 MKS, arrival W-37 (from Dili-DIL VOR) turn RIGHT; arrival W-53 turn LEFT; intercept MKS R100 at TMA boundary.
ECHO	At D100.0 MKS, arrival A-450/W-41 turn LEFT; arrival W-52 turn RIGHT; intercept MKS R249 at TMA boundary.



CHANGES: Procedures transferred, new format.

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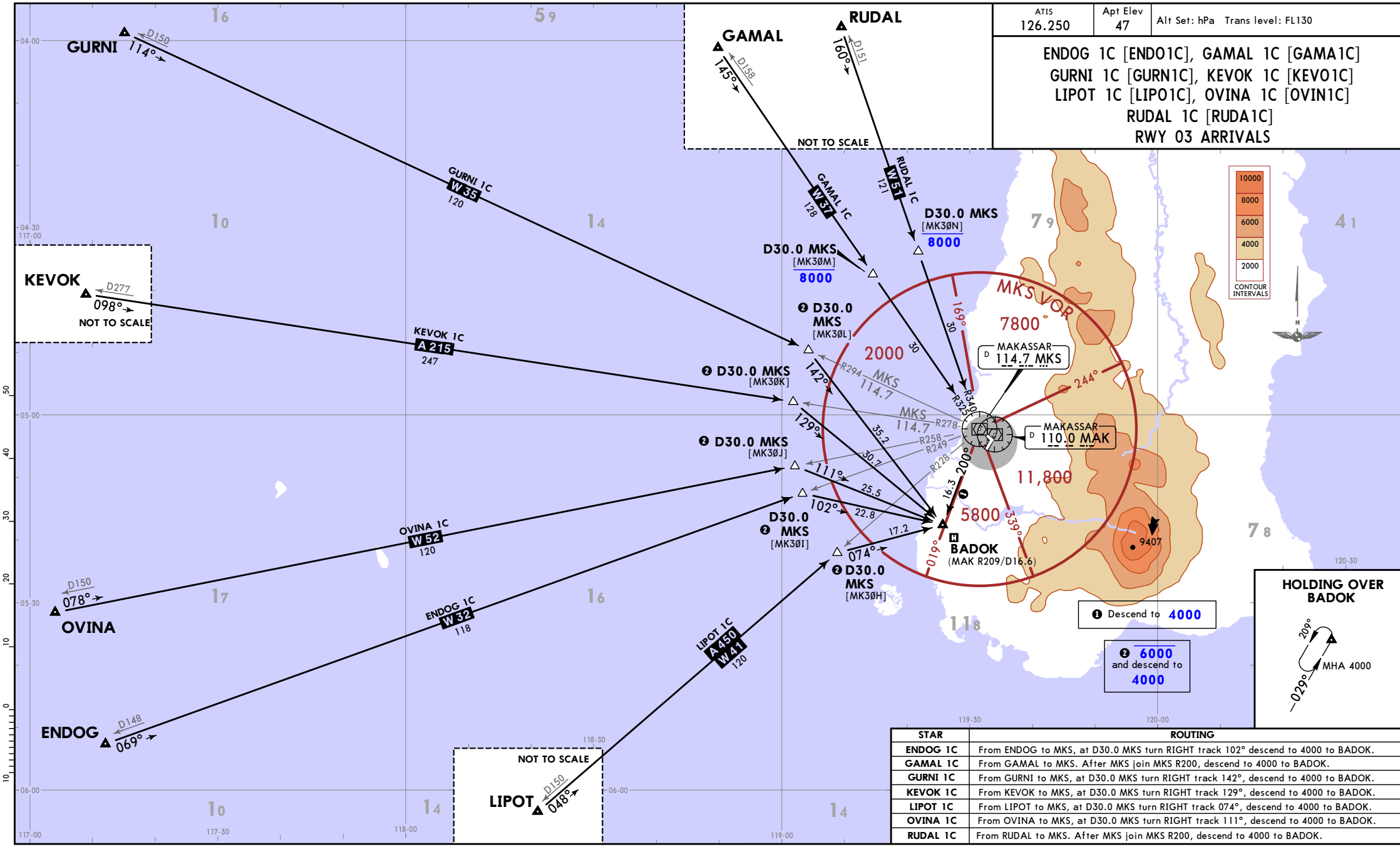
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WAAA/UPG SULTAN HASANUDDIN — JEPPESEN MAKASSAR, INDONESIA

10-2A 29 JUN 18 — STAR

ATIS	Apt Elev	
126.250	47	Alt Set: hPa Trans level: FL130

ENDOG 1C [ENDO1C], GAMAL 1C [GAMA1C]
GURNI 1C [GURN1C], KEVOK 1C [KEVO1C]
LIPOT 1C [LIPO1C], OVINA 1C [OVIN1C]
RUDAL 1C [RUDA1C]
RWY 03 ARRIVALS



STAR	ROUTING
ENDOG 1C	From ENDOG to MKS, at D30.0 MKS turn RIGHT track 102° descend to 4000 to BADOK.
GAMAL 1C	From GAMAL to MKS. After MKS join MKS R200, descend to 4000 to BADOK.
GURNI 1C	From GURNI to MKS, at D30.0 MKS turn RIGHT track 142°, descend to 4000 to BADOK.
KEVOK 1C	From KEVOK to MKS, at D30.0 MKS turn RIGHT track 129°, descend to 4000 to BADOK.
LIPOT 1C	From LIPOT to MKS, at D30.0 MKS turn RIGHT track 074°, descend to 4000 to BADOK.
OVINA 1C	From OVINA to MKS, at D30.0 MKS turn RIGHT track 111°, descend to 4000 to BADOK.
RUDAL 1C	From RUDAL to MKS. After MKS join MKS R200, descend to 4000 to BADOK.

CHANGES: Prodecures transferred, new format.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 29 JUN 18 (10-2B)

MAKASSAR, INDONESIA
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130
126.250	47		

EMONA 1C [EMON1C], KANIP 1C [KANI1C]
KENDO 1C [KEND1C], MILAT 1C [MILA1C]
NABAT 1C [NABA1C], NETTO 1C [NETO1C]
RINTO 1C [RINT1C]
RWY 03 ARRIVALS

CONTOUR INTERVALS: 10000, 8000, 6000, 4000, 2000

KANIP
Descend to 8000
D150 219°
NOT TO SCALE

KENDO
Descend to 8000
D205 238°
NOT TO SCALE

MILAT
Descend to 8000
D150 251°

NABAT
Descend to 9000
D150 260°

EMONA
Descend to 9000
NOT TO SCALE
D281 272°

RINTO
NOT TO SCALE
D150 300°

NETTO
NOT TO SCALE
D150 322°

KANIP 1C W 32 150
KENDO 1C A 450 205
MILAT 1C W 41 W 54 150
NABAT 1C W 53 150
EMONA 1C A 215 281
RINTO 1C W 37 120
NETTO 1C W 35 120

MKS VOR
169°
244°
339°
200°
019°
7800
2000
11,800
5800
R059
R058
R071
R080
R092
R142
R120
MKS 114.7

MAKASSAR D 114.7 MKS
MAKASSAR D 110.0 MAK

BADOK
(MAK R209/D16.6)
16.3
17.3
25.6

[D142S]
14.4
269°
9407

D30.0 MKS
[MK30F]
12000

D30.0 MKS
[MK30G]
12000
and descend to 4000

Descend to 4000

HOLDING OVER BADOK
209°
029°
MHA 4000

STAR	ROUTING
EMONA 1C	From EMONA descend to 9000 to MKS, join MKS R200, descend to 4000 to BADOK.
KANIP 1C	From KANIP descend to 8000, to MKS, join MKS R200, descend to 4000 to BADOK.
KENDO 1C	From KENDO descend to 8000 to MKS, join MKS R200, descend to 4000 to BADOK.
MILAT 1C	From MILAT descend to 8000 to MKS, join MKS R200, descend to 4000 to BADOK.
NABAT 1C	From NABAT descend to 9000 to MKS, join MKS R200, descend to 4000 to BADOK.
NETTO 1C	From NETTO to MKS descend to 12000 at D30.0 MKS turn LEFT track 289°, descend to 4000 to BADOK.
RINTO 1C	From RINTO to MKS descend to 12000 at D30.0 MKS turn LEFT track 269°, after crossing MKS R142 descend to 4000 to BADOK.

CHANGES: Procedures transferred, new format.

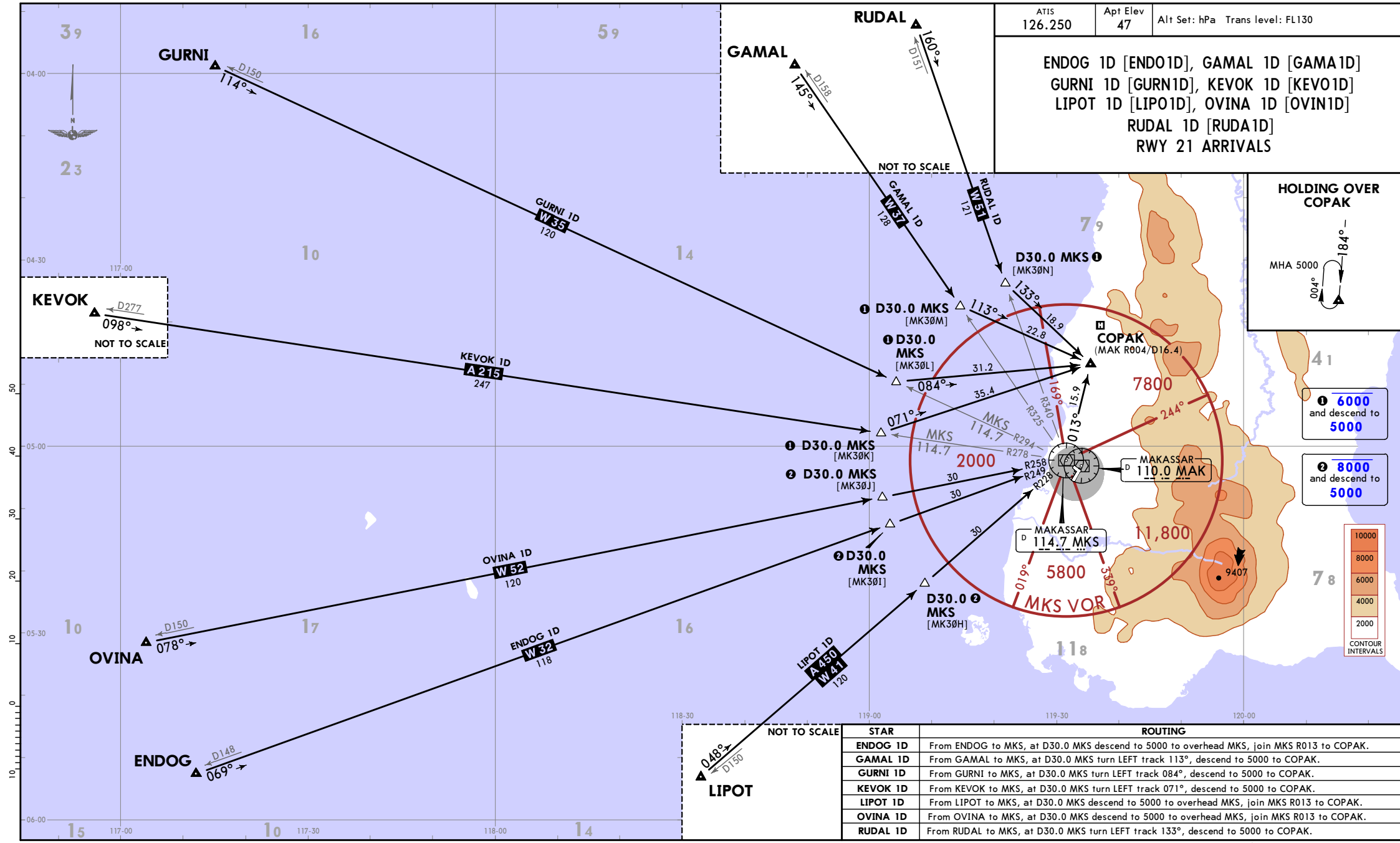
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WAAA/UPG JEPPESEN MAKASSAR, INDONESIA

SULTAN HASANUDDIN (10-2C) 29 JUN 18 — STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130
126.250	47		

ENDOG 1D [ENDO1D], GAMAL 1D [GAMA1D]
GURNI 1D [GURN1D], KEVOK 1D [KEVO1D]
LIPOT 1D [LIPO1D], OVINA 1D [OVIN1D]
RUDAL 1D [RUDA1D]
RWY 21 ARRIVALS



STAR	ROUTING
ENDOG 1D	From ENDOG to MKS, at D30.0 MKS descend to 5000 to overhead MKS, join MKS R013 to COPAK.
GAMAL 1D	From GAMAL to MKS, at D30.0 MKS turn LEFT track 113°, descend to 5000 to COPAK.
GURNI 1D	From GURNI to MKS, at D30.0 MKS turn LEFT track 084°, descend to 5000 to COPAK.
KEVOK 1D	From KEVOK to MKS, at D30.0 MKS turn LEFT track 071°, descend to 5000 to COPAK.
LIPOT 1D	From LIPOT to MKS, at D30.0 MKS descend to 5000 to overhead MKS, join MKS R013 to COPAK.
OVINA 1D	From OVINA to MKS, at D30.0 MKS descend to 5000 to overhead MKS, join MKS R013 to COPAK.
RUDAL 1D	From RUDAL to MKS, at D30.0 MKS turn LEFT track 133°, descend to 5000 to COPAK.

CHANGES: New chart, procedures trasnferred, new format.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 29 JUN 18 (10-2D)

MAKASSAR, INDONESIA
STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130
126.250	47		

EMONA 1D [EMON1D], KANIP 1D [KANI1D]
KENDO 1D [KEND1D], MILAT 1D [MILA1D]
NABAT 1D [NABA1D], NETTO 1D [NETO1D]
RINTO 1D [RINT1D]
RWY 21 ARRIVALS

HOLDING OVER COPAK
MHA 5000
184°
004°

NOT TO SCALE

KANIP
D150
219°

KENDO
D205
238°

MILAT
D150
251°

NABAT
D150
260°

EMONA
D281
271°

RINTO
(MKS)
300°
D150

NETTO
322°
D150

CONTOUR INTERVALS
10000
8000
6000
4000
2000

MKS VOR
COPAK
(MAK R004/D16.4)
7800
2000
11,800
5800
9407

MAKASSAR
D 114.7 MKS
NETTO 1D, RINTO 1D:
descend to
5000

MAKASSAR
D 110.0 MAK

❶ 12000
and descend to
8000

❷ MAINTAIN
8000

D30.0 MKS ❷ [MK30A]
D30.0 MKS ❷ [MK30B]
D30.0 MKS ❷ [MK30C]
D30.0 MKS ❷ [MK30D]
D30.0 MKS ❷ [MK30E]
D25.0 MKS ❶ [D120Y]
❶ D25.0 MKS [D142Y]

KANIP 1D W 32 120
KENDO 1D A 450 175
MILAT 1D W 41 W 54 120
NABAT 1D W 53 120
EMONA 1D A 215 251
RINTO 1D W 37 125
NETTO 1D W 35 125

STAR	ROUTING
EMONA 1D	From EMONA to MKS, at D30.0 MKS turn RIGHT, track 301°, MAINTAIN 8000 to COPAK.
KANIP 1D	From KANIP to MKS, at D30.0 MKS turn RIGHT, track 241°, MAINTAIN 8000 to COPAK.
KENDO 1D	From KENDO to MKS, at D30.0 MKS turn RIGHT, track 269°, MAINTAIN 8000 to COPAK.
MILAT 1D	From MILAT to MKS, at D30.0 MKS turn RIGHT, track 283°, MAINTAIN 8000 to COPAK.
NABAT 1D	From NABAT to MKS, at D30.0 MKS turn RIGHT, track 291°, MAINTAIN 8000 to COPAK.
NETTO 1D	From NETTO to MKS, MAINTAIN 12000 or above until D25.0 MKS. Then descend to 8000 to overhead MKS, join MKS R013, descend to 5000 to COPAK.
RINTO 1D	From RINTO to MKS, MAINTAIN 12000 or above until D25.0 MKS. Then descend to 8000 to overhead MKS, join MKS R013, descend to 5000 to COPAK.

CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

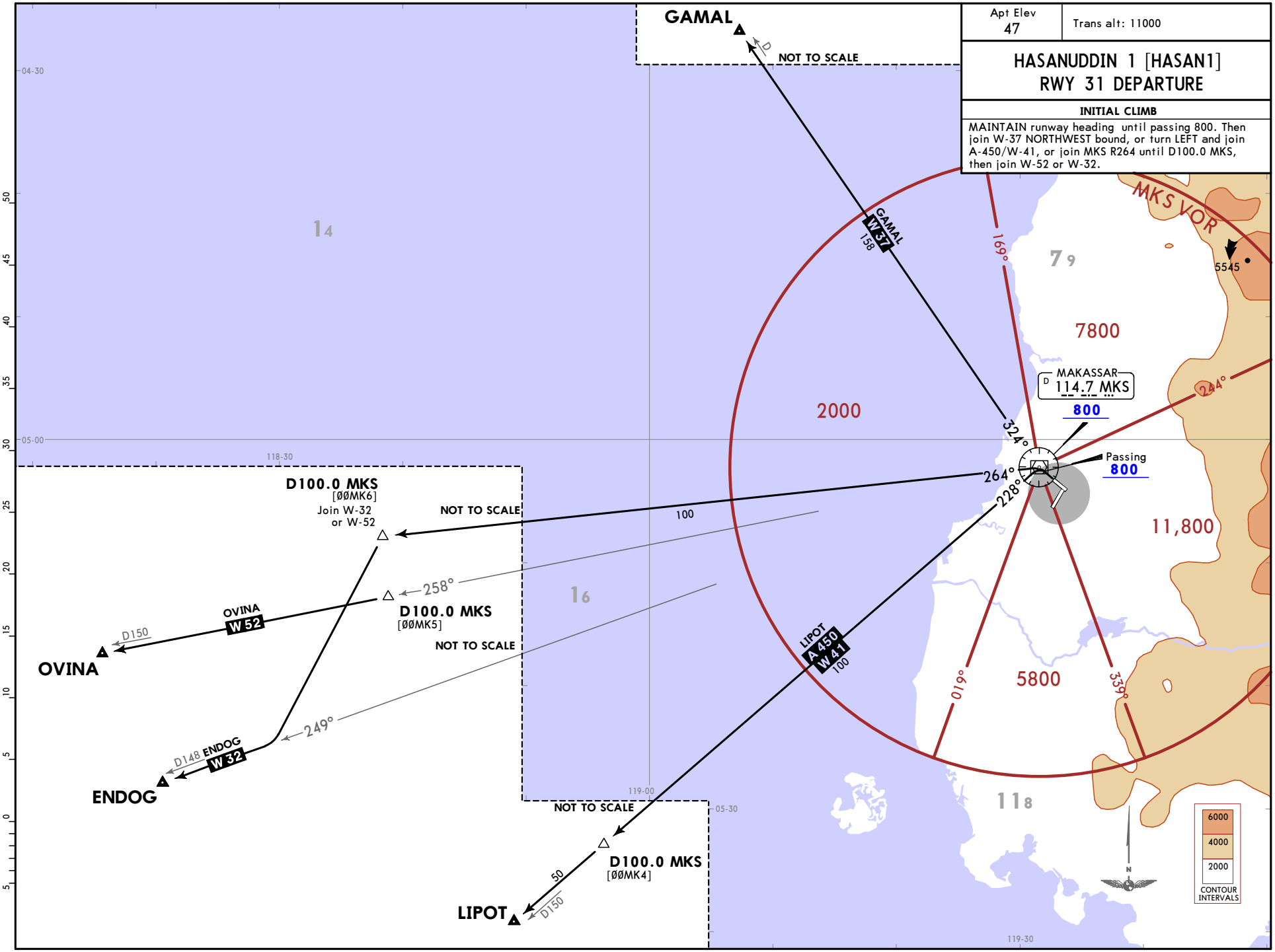
MAKASSAR, INDONESIA
10-3 29 JUN 18
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 1 [HASAN1]
RWY 31 DEPARTURE

INITIAL CLIMB

MAINTAIN runway heading until passing 800. Then join W-37 NORTHWEST bound, or turn LEFT and join A-450/W-41, or join MKS R264 until D100.0 MKS, then join W-52 or W-32.



CHANGES: Procedure transferred, new format.

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JeppView 3.6.2.0

WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3A)

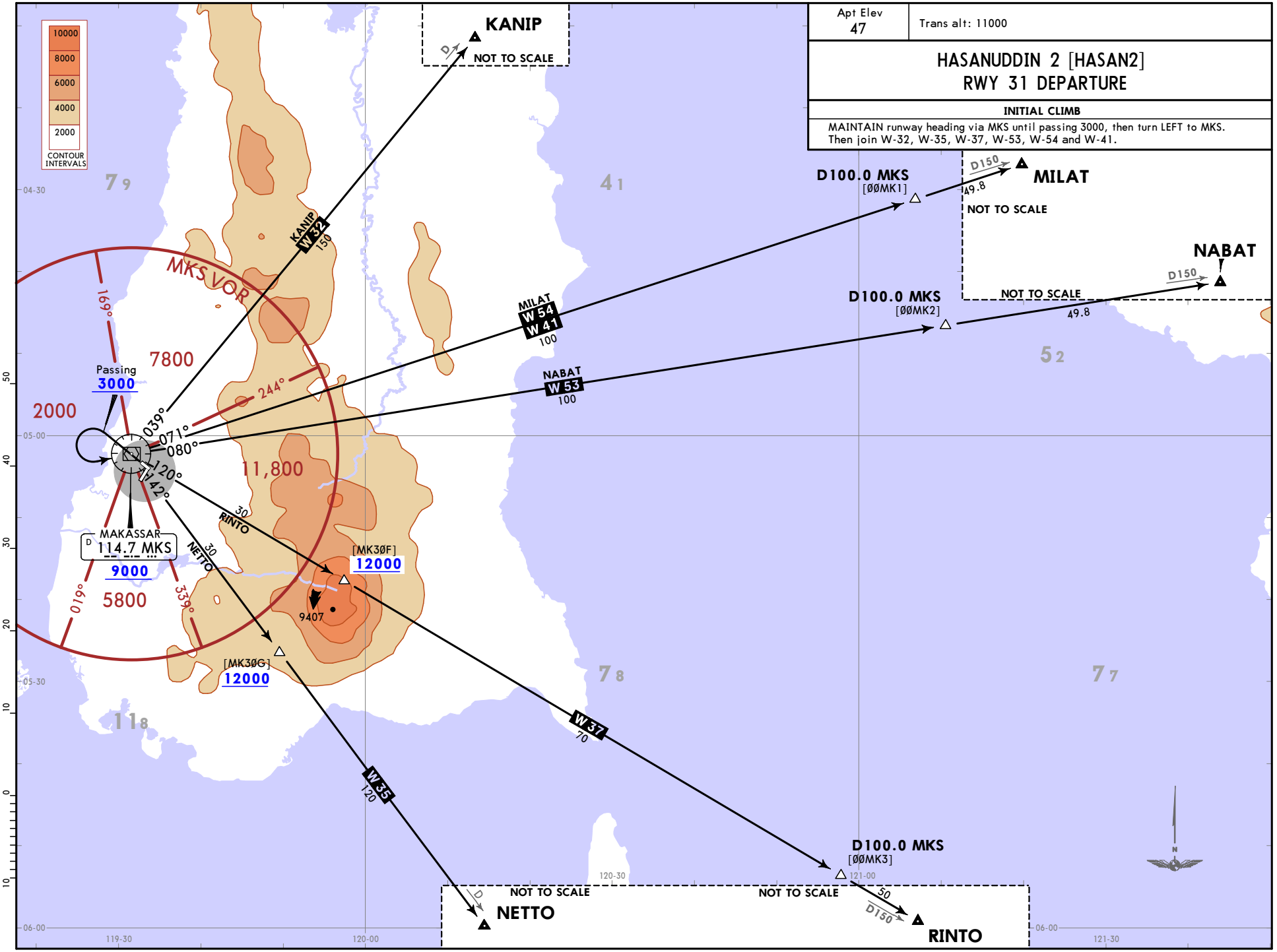
MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 2 [HASAN2]
RWY 31 DEPARTURE

INITIAL CLIMB

MAINTAIN runway heading via MKS until passing 3000, then turn LEFT to MKS.
Then join W-32, W-35, W-37, W-53, W-54 and W-41.



CHANGES: Procedures transferred, new format.

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SULTAN HASANUDDIN

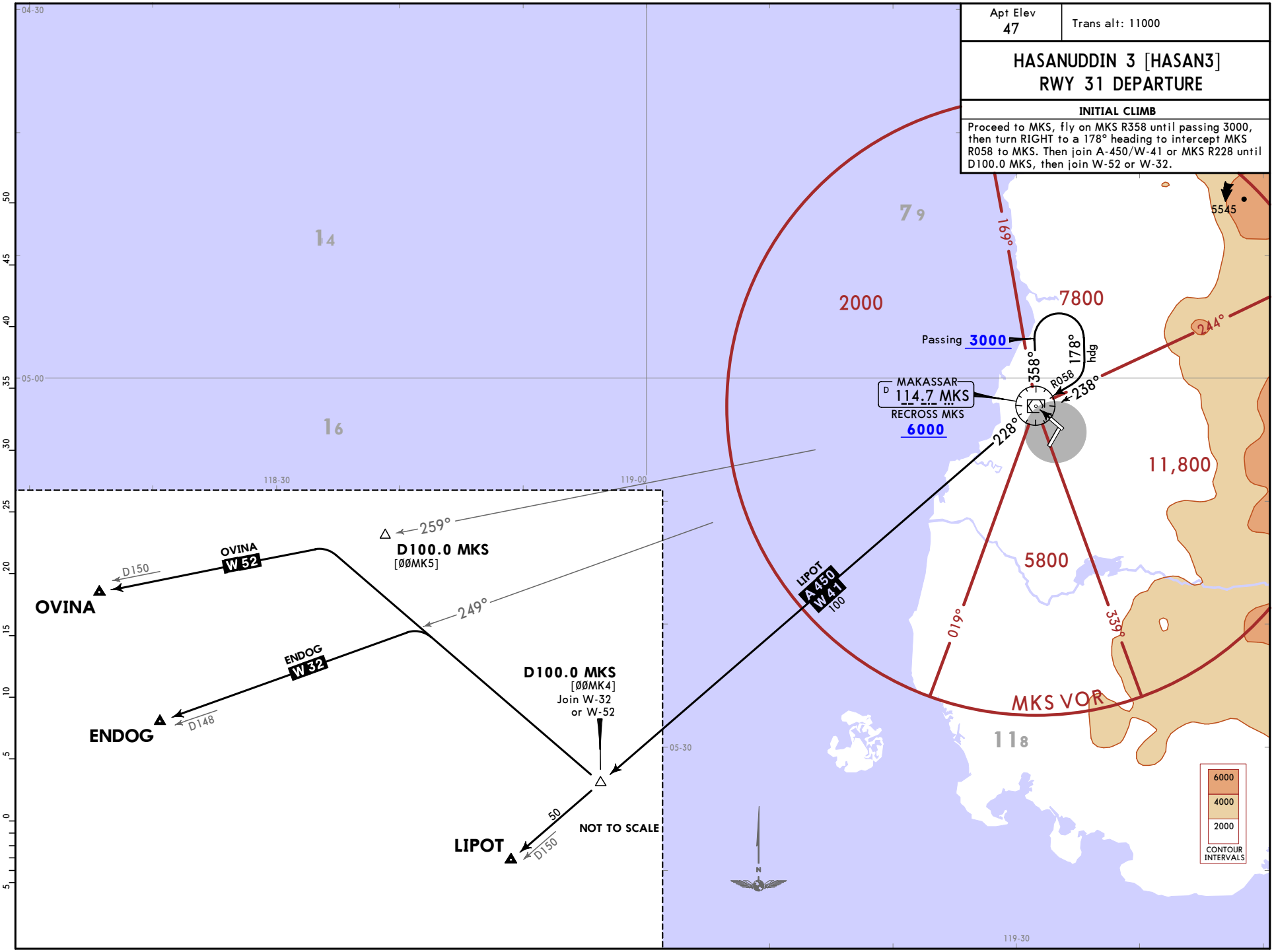
MAKASSAR, INDONESIA
10-3B 29 JUN 18
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 3 [HASAN3]
RWY 31 DEPARTURE

INITIAL CLIMB

Proceed to MKS, fly on MKS R358 until passing 3000, then turn RIGHT to a 178° heading to intercept MKS R058 to MKS. Then join A-450/W-41 or MKS R228 until D100.0 MKS, then join W-52 or W-32.



CHANGES: Procedure transferred, new format.

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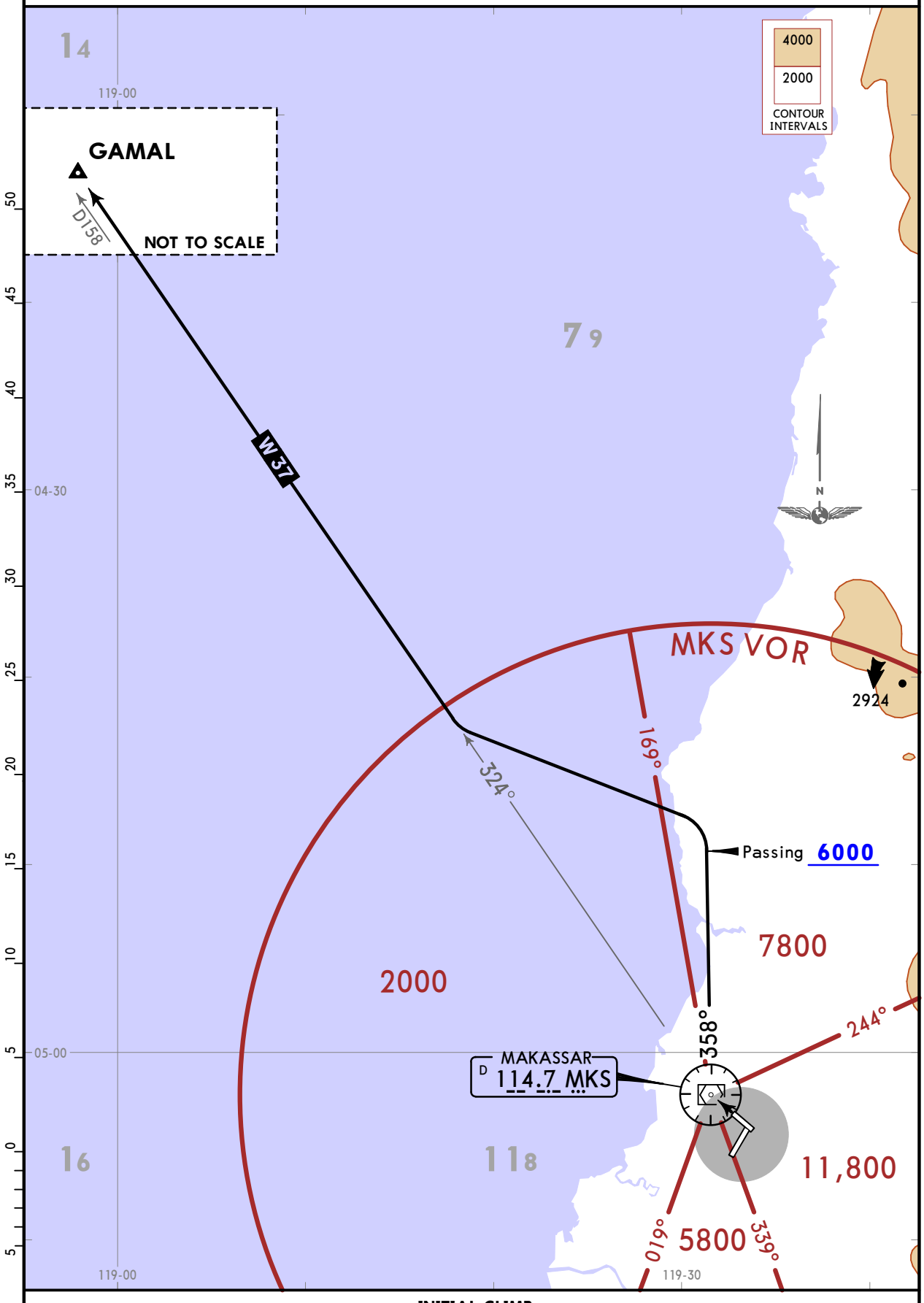
WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3C)

MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

HASANUDDIN 4 [HASAN4]
RWY 31 DEPARTURE



INITIAL CLIMB

Proceed to MKS, fly on MKS R358 until passing 6000, then turn LEFT to join W-37.

CHANGES: Procedure transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

MAKASSAR, INDONESIA
10-3D 29 JUN 18
SID

Apt Elev	Trans alt: 11000
47	

GAMAL 1A [GAMA1A]
GURNI 1A [GURN1A]
KEVOK 1A [KEVO1A]
RUDAL 1A [RUDA1A]
RWY 03 DEPARTURES

STAR	ROUTING
GAMAL 1A	IMMEDIATELY turn LEFT, track 299° and join W-37.
GURNI 1A	IMMEDIATELY turn LEFT, track 269° and join W-35.
KEVOK 1A	IMMEDIATELY turn LEFT, track 269° and join A-215.
RUDAL 1A	IMMEDIATELY turn LEFT, track 329° and join W-51.

GAMAL
D158
NOT TO SCALE
RUDAL
D151
NOT TO SCALE
GURNI
D150
NOT TO SCALE
KEVOK
D277
NOT TO SCALE
MKS VOR
RUDAL 1A W51
GAMAL 1A W37
GURNI 1A W35
KEVOK 1A A215
169°
340°
323°
294°
299°
269°
329°
277°
244°
MAKASSAR D 114.7 MKS
2002
7800
2000
11,800
5800
019°
339°
14
79
16
118
119-00
119-30
05-00
25
20
15
10
5
0
5

CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3E)

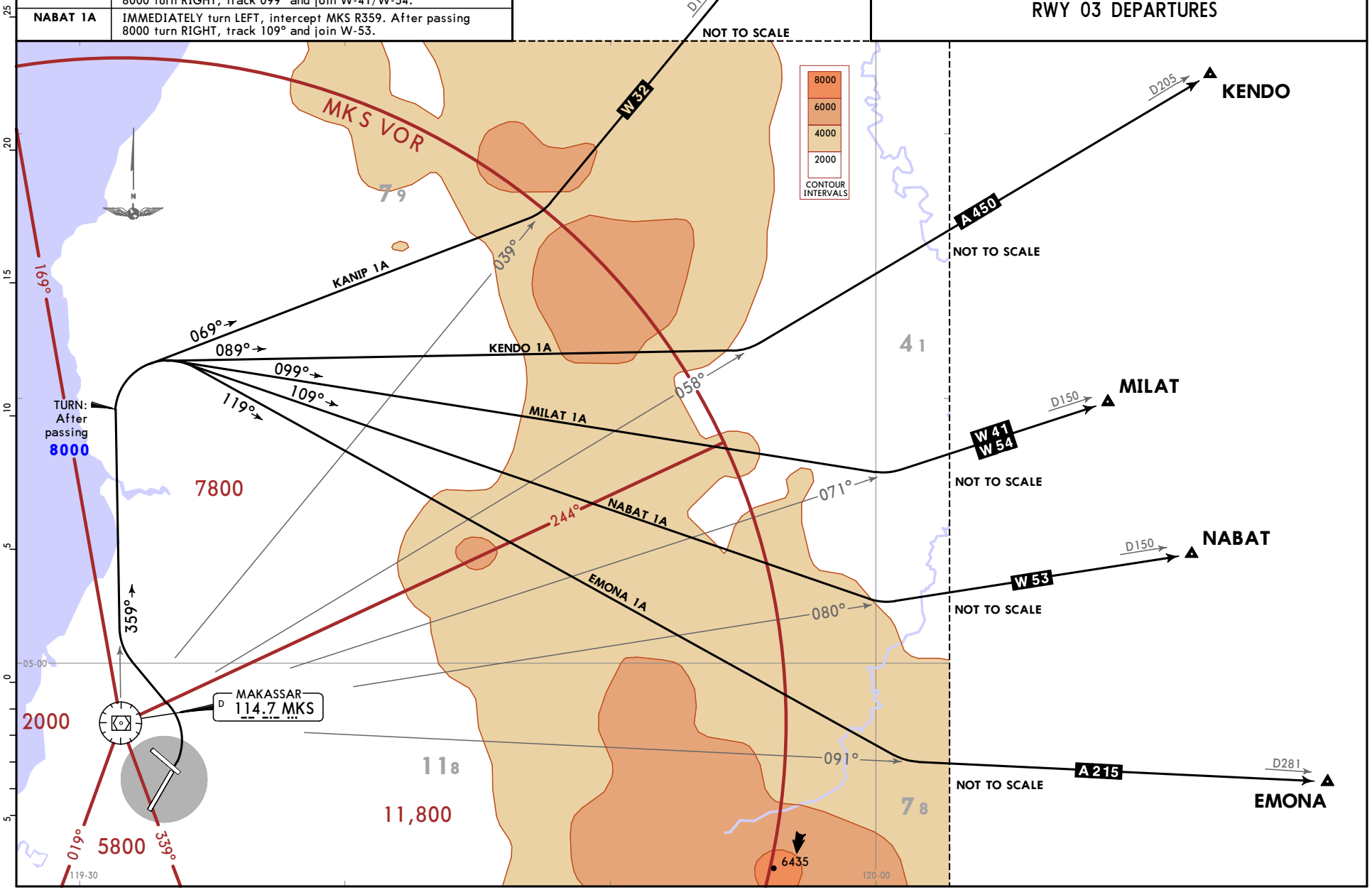
MAKASSAR, INDONESIA
SID

STAR	INITIAL CLIMB
EMONA 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT to proceed on track 119° and join A-215.
KANIP 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 069° and join W-32.
KENDO 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 089° and join A-450.
MILAT 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 099° and join W-41/W-54.
NABAT 1A	IMMEDIATELY turn LEFT, intercept MKS R359. After passing 8000 turn RIGHT, track 109° and join W-53.

Apt Elev 47

Trans alt: 11000

EMONA 1A [EMON1A], KANIP 1A [KANI1A]
KENDO 1A [KEND1A], MILAT 1A [MILA1A]
NABAT 1A [NABA1A]
RWY 03 DEPARTURES



CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

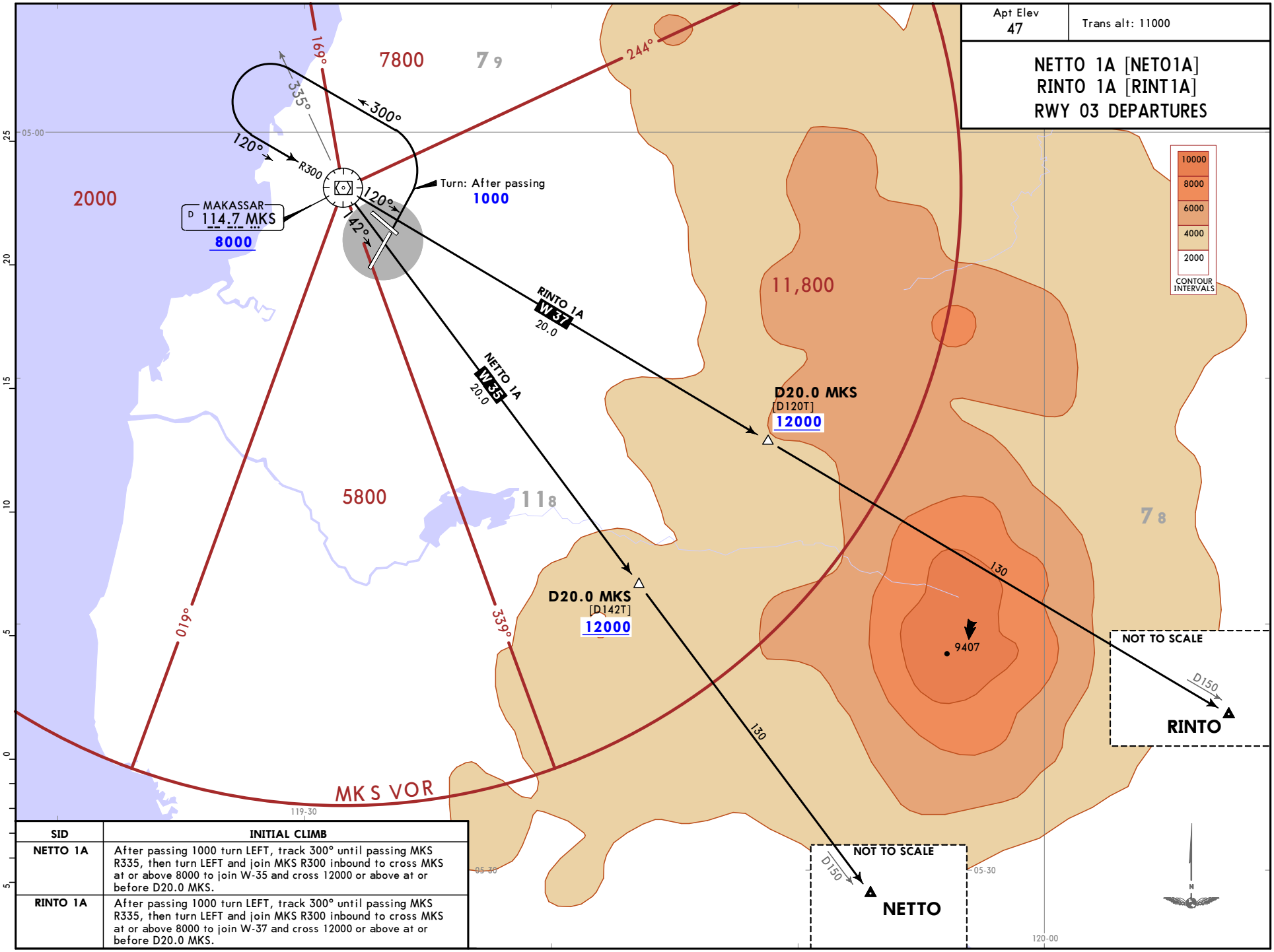
MAKASSAR, INDONESIA

10-3F 29 JUN 18

SID

Apt Elev	Trans alt: 11000
47	

NETTO 1A [NETO1A]
RINTO 1A [RINT1A]
RWY 03 DEPARTURES



SID	INITIAL CLIMB
NETTO 1A	After passing 1000 turn LEFT, track 300° until passing MKS R335, then turn LEFT and join MKS R300 inbound to cross MKS at or above 8000 to join W-35 and cross 12000 or above at or before D20.0 MKS.
RINTO 1A	After passing 1000 turn LEFT, track 300° until passing MKS R335, then turn LEFT and join MKS R300 inbound to cross MKS at or above 8000 to join W-37 and cross 12000 or above at or before D20.0 MKS.

CHANGES: New chart, procedures transferred, new format.

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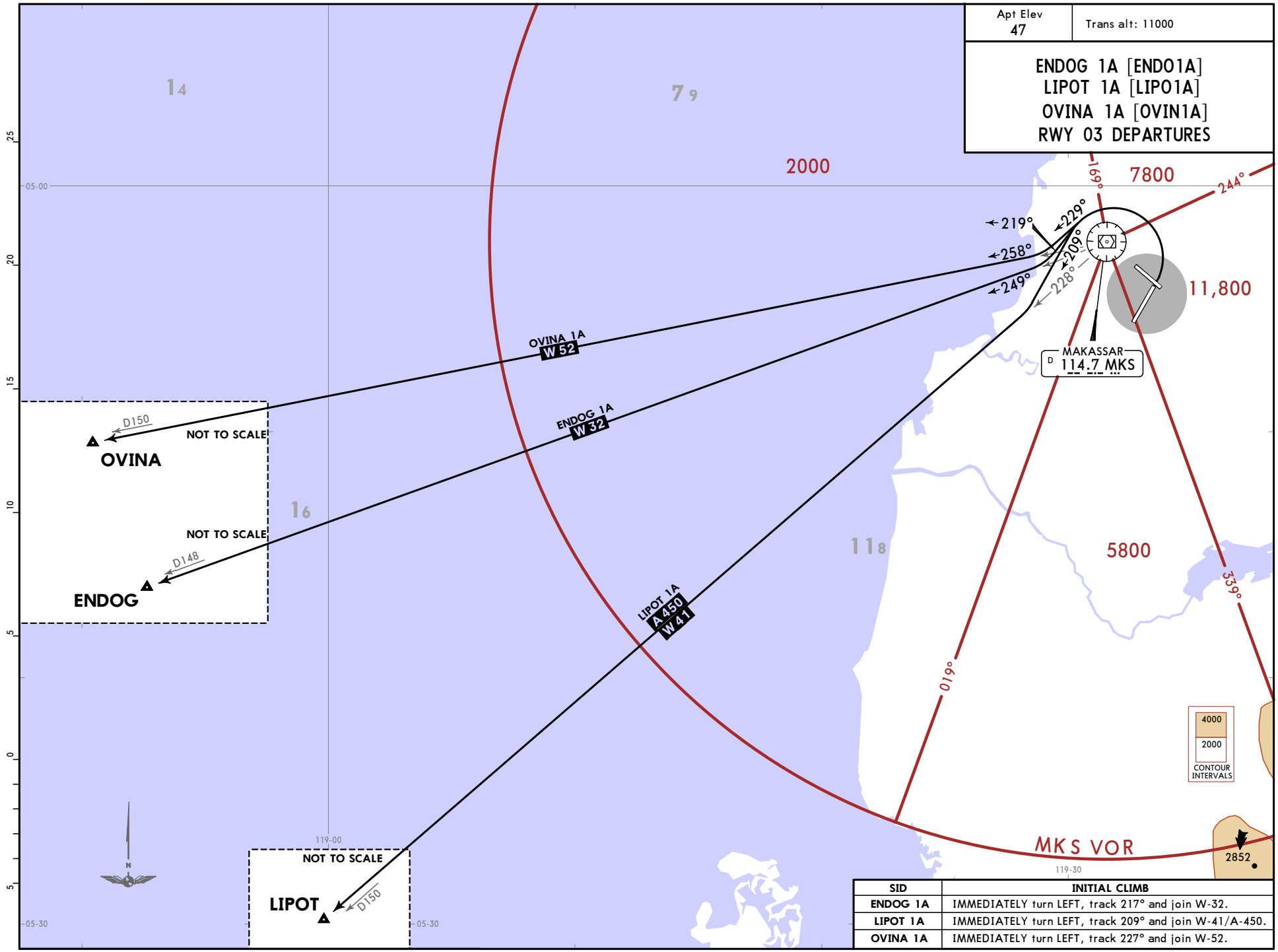
WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3G)

MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

ENDOG 1A [ENDO1A]
LIPOT 1A [LIPO1A]
OVINA 1A [OVIN1A]
RWY 03 DEPARTURES



SID	INITIAL CLIMB
ENDOG 1A	IMMEDIATELY turn LEFT, track 217° and join W-32.
LIPOT 1A	IMMEDIATELY turn LEFT, track 209° and join W-41/A-450.
OVINA 1A	IMMEDIATELY turn LEFT, track 227° and join W-52.

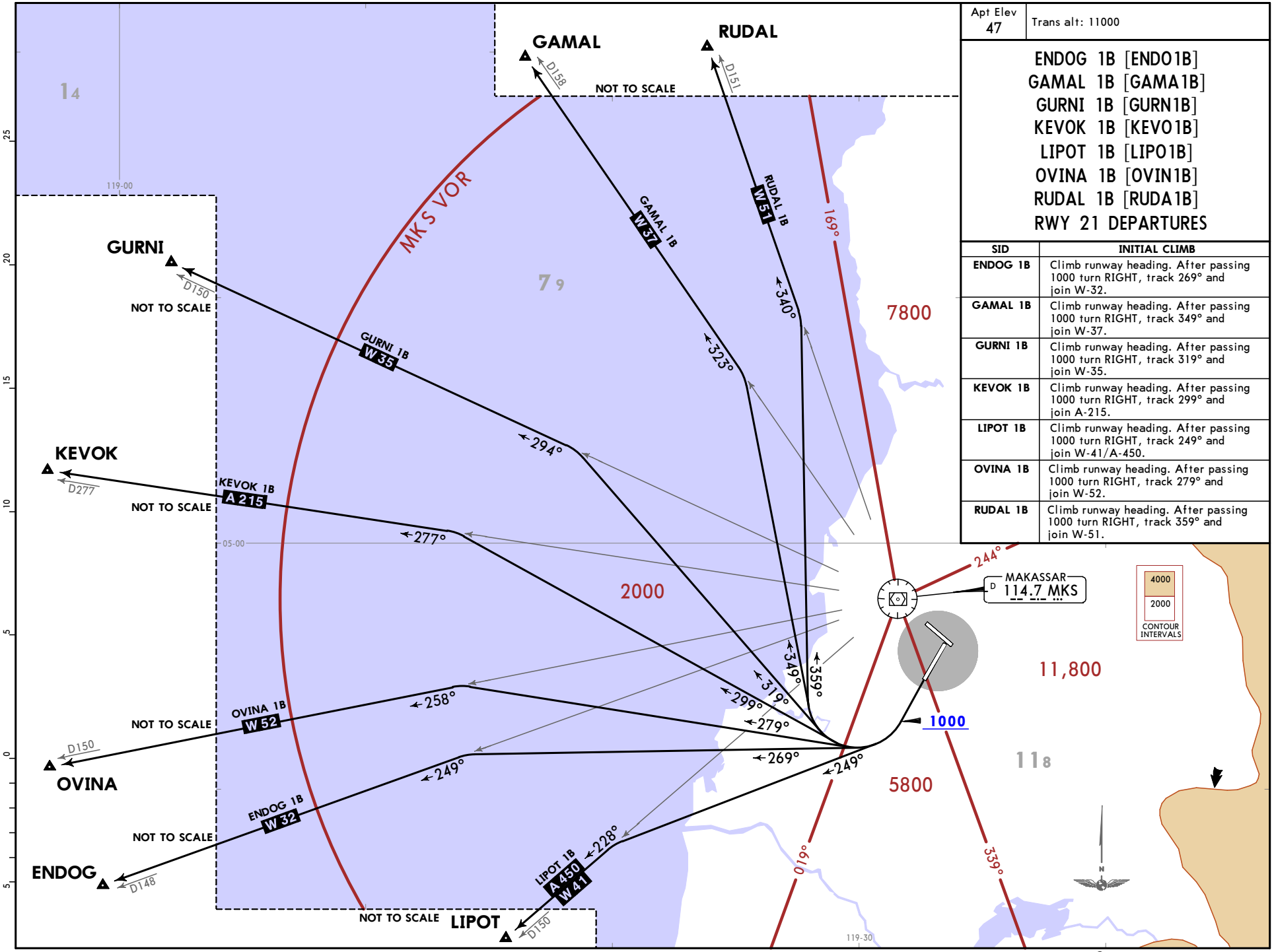
CHANGES: New chart, procedures transferred, new format.

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WAAA/UPG JEPPESEN
SULTAN HASANUDDIN

MAKASSAR, INDONESIA
10-3H 29 JUN 18
SID



Apt Elev	Trans alt: 11000
47	

ENDOG 1B [ENDO1B]
GAMAL 1B [GAMA1B]
GURNI 1B [GURN1B]
KEVOK 1B [KEVO1B]
LIPOT 1B [LIPO1B]
OVINA 1B [OVIN1B]
RUDAL 1B [RUDA1B]
RWY 21 DEPARTURES

SID	INITIAL CLIMB
ENDOG 1B	Climb runway heading. After passing 1000 turn RIGHT, track 269° and join W-32.
GAMAL 1B	Climb runway heading. After passing 1000 turn RIGHT, track 349° and join W-37.
GURNI 1B	Climb runway heading. After passing 1000 turn RIGHT, track 319° and join W-35.
KEVOK 1B	Climb runway heading. After passing 1000 turn RIGHT, track 299° and join A-215.
LIPOT 1B	Climb runway heading. After passing 1000 turn RIGHT, track 249° and join W-41/A-450.
OVINA 1B	Climb runway heading. After passing 1000 turn RIGHT, track 279° and join W-52.
RUDAL 1B	Climb runway heading. After passing 1000 turn RIGHT, track 359° and join W-51.

CHANGES: New chart, procedures trasnferred, new format.

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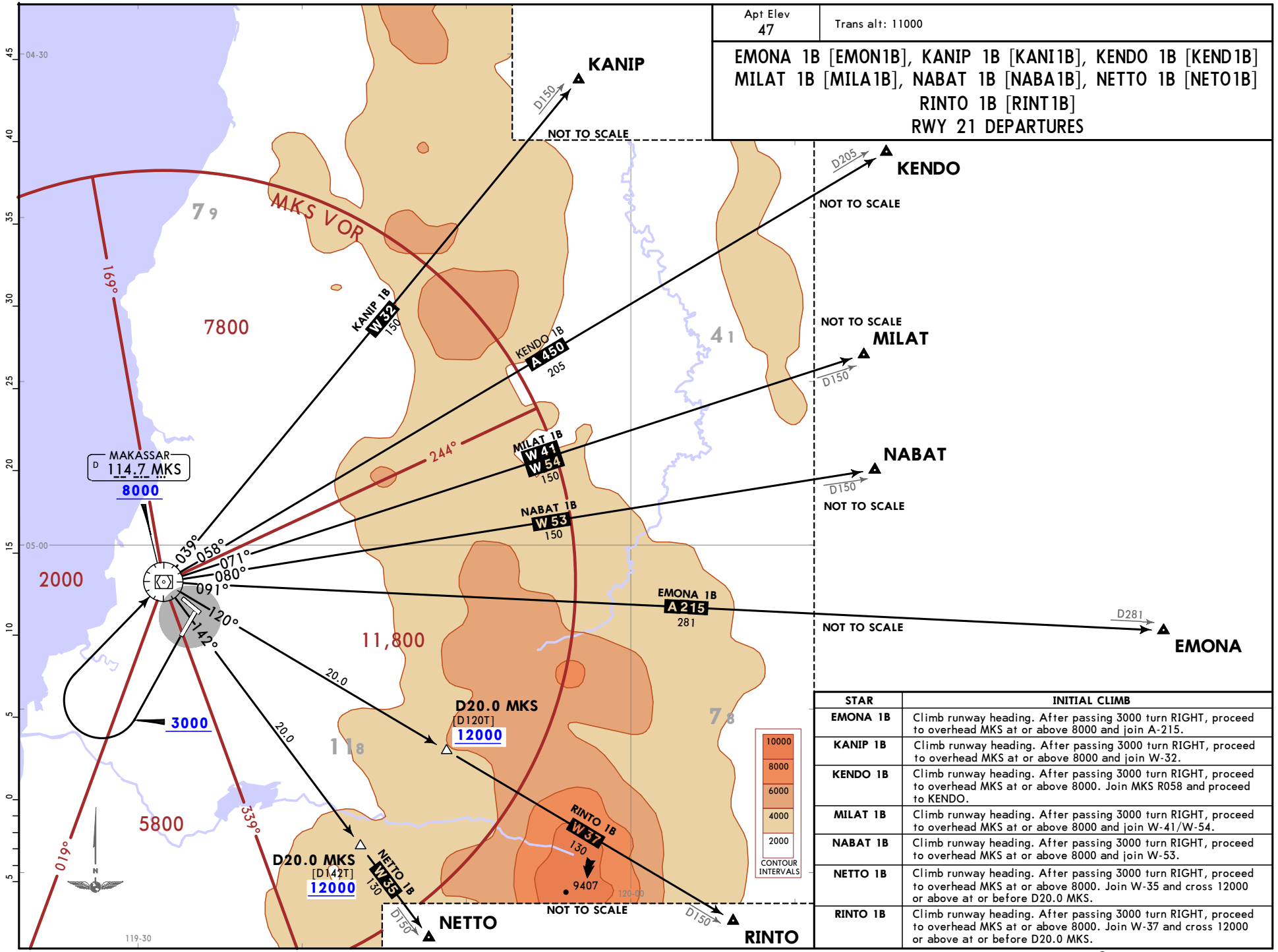
WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
29 JUN 18 (10-3J)

MAKASSAR, INDONESIA
SID

Apt Elev	Trans alt: 11000
47	

EMONA 1B [EMON1B], KANIP 1B [KANI1B], KENDO 1B [KEND1B]
MILAT 1B [MILA1B], NABAT 1B [NABA1B], NETTO 1B [NETO1B]
RINTO 1B [RINT1B]
RWY 21 DEPARTURES



STAR	INITIAL CLIMB
EMONA 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join A-215.
KANIP 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join W-32.
KENDO 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000. Join MKS R058 and proceed to KENDO.
MILAT 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join W-41/W-54.
NABAT 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000 and join W-53.
NETTO 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000. Join W-35 and cross 12000 or above at or before D20.0 MKS.
RINTO 1B	Climb runway heading. After passing 3000 turn RIGHT, proceed to overhead MKS at or above 8000. Join W-37 and cross 12000 or above at or before D20.0 MKS.

CHANGES: New chart, procedure transferred, new format.

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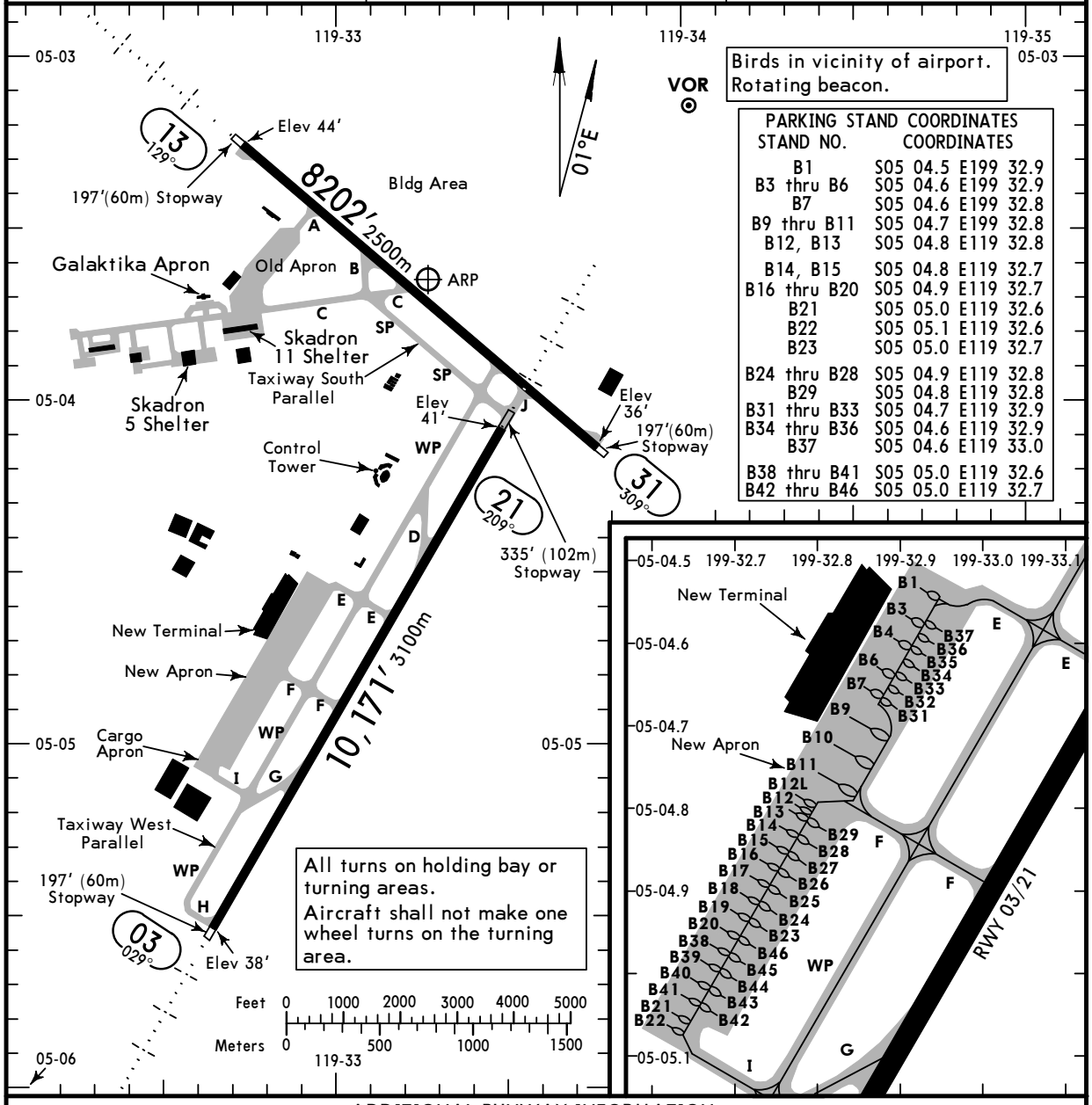
WAAA/UPG MAKASSAR, INDONESIA

JEPPESEN 21 SEP 18 (10-9)

Apt Elev 47′
S05 03.7 E119 33.3

SULTAN HASANUDDIN

ATIS	*SULTAN HASANUDDIN Ground	*SULTAN HASANUDDIN Tower
126.25	121.6	118.1



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	RL	HIALS	PAPI		10,505′ 3202m	9435′ 2876m		148′ 45m
21	RL	HIALS	PAPI			9122′ 2780m		
13	HIRL	HIALS	REIL	PAPI (angle 2.82°)		7226′ 2202m		148′ 45m
31	HIRL	REIL	PAPI (angle 3.07°)					

	TAKE-OFF AIR CARRIER **All Rwys** With HIRL
A	RVR 250m
B	RVR 300m
C	
D	RVR 400m

CHANGES: Buildings near Twy C deleted, New Apron, parking stands added.

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WAAA/UPG

JEPPESEN
5 MAY 17 (10-9A)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing routes - Arrival Runway 03

Apron	Path	Taxi Routes
Cargo	D1	D - WP - I Exit D turn left WP turn right I
	E1	E - WP - I Exit E turn left WP turn right I
	F1	F - WP - I Exit F turn left WP turn right I
	SP1	SP - WP - I Exit SP turn left WP turn right I
New	D2	D - WP - F Exit D turn left WP turn right F
	D3	D - WP - E Exit D turn left WP turn right E
	E2	E - WP - F Exit E turn left WP turn right F
	E3	E Exit E
	F2	F Exit F
	F3	F - WP - E Exit F turn right WP turn left E
	SP2	SP - WP - F Exit SP turn left WP turn right F
	SP3	SP - WP - E Exit SP turn left WP turn right E

Apron	Path	Taxi Routes
Old/Hangar/ Shelter	D4	D - WP - SP - C Exit D turn right WP turn left SP turn left C
	D5	D - WP - SP - B Rwy 13 - A Exit D turn right WP turn left SP turn right B turn left enter back track Rwy 13 turn left A
	E4	E - WP - SP - C Exit E turn right WP turn left SP turn left C
	E5	E - WP - SP - B - Rwy 13 - A Exit E turn right WP tun left SP turn right B turn left enter back track Rwy 13 turn left A
	F4	F - WP - SP - C Exit F turn right WP turn left SP turn left C
	F5	F - WP - SP - B - Rwy 13 - A Exit F turn right WP turn left SP turn right B turn left enter back track Rwy 13 turn left A
	SP4	SP - C Exit SP turn left C
	SP5	SP - B - Rwy 13 - A Exit SP turn right B turn left enter back track Rwy 13 turn left A

CHANGES: Twy K.

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WAAA/UPG

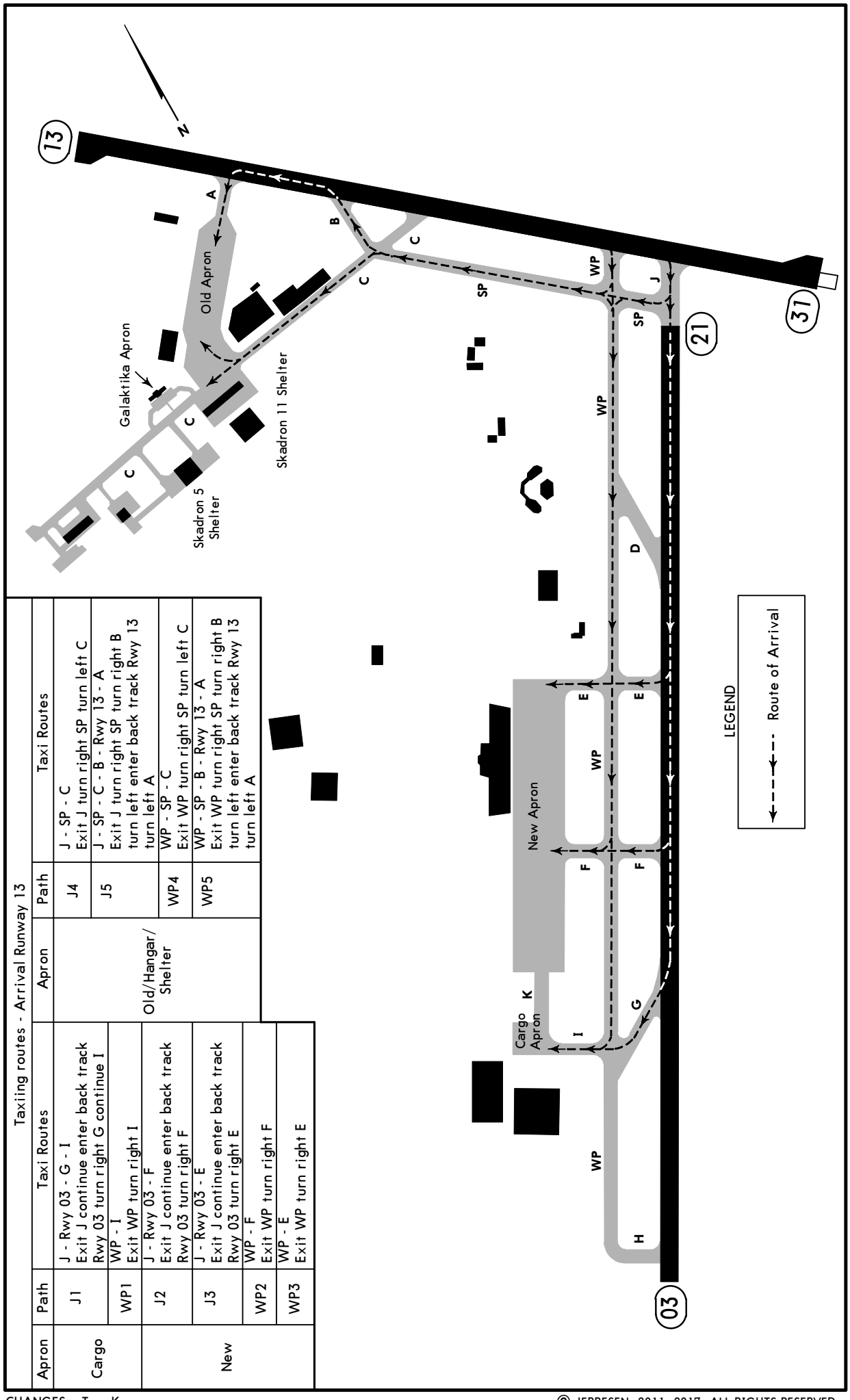
JEPPESEN
5 MAY 17 (10-9B)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing routes - Arrival Runway 13

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	J1	J - Rwy 03 - G - I Exit J continue enter back track Rwy 03 turn right G continue I	Old/Hangar/ Shelter	J4	J - SP - C Exit J turn right SP turn left C
	WP1	WP - I Exit WP turn right I		J5	J - SP - C - B - Rwy 13 - A Exit J turn right SP turn right B turn left enter back track Rwy 13 turn left A
New	J2	J - Rwy 03 - F Exit J continue enter back track Rwy 03 turn right F		WP4	WP - SP - C Exit WP turn right SP turn left C
	J3	J - Rwy 03 - E Exit J continue enter back track Rwy 03 turn right E		WP5	WP - SP - B - Rwy 13 - A Exit WP turn right SP turn right B turn left enter back track Rwy 13 turn left A
	WP2	WP - F Exit WP turn right F			
	WP3	WP - E Exit WP turn right E			



CHANGES: Twy K.

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JEPPESEN
5 MAY 17 (10-9C)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Arrival Runway 21

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	E1	E - WP - I Exit E turn left WP turn right I	Old/Hangar/ Shelter	E4	E - WP - SP - C Exit E turn right WP turn left SP turn left C
	F1	F - WP - I Exit F turn left WP turn right I		E5	E - WP - SP - B - Rwy 13 - A Exit E turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
	G1	G - I Exit G continue I		F4	F - WP - SP - C Exit F turn right WP turn left SP turn left C
	H1	H - WP - I Exit H turn right WP turn left I		F5	F - WP - SP - B - Rwy 13 - A Exit F turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
New	E2	E - WP - F Exit E turn left WP turn right F		G4	G - WP - SP - C Exit G turn right WP turn left SP turn left C
	E3	E Exit E		G5	G - WP - SP - B - Rwy 13 - A Exit G turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
	F2	F Exit F		H4	H - WP - SP - C Exit H turn right WP turn left SP turn left C
	F3	F - WP - E Exit F turn right WP turn left E		H5	H - WP - SP - B - Rwy 13 - A Exit H turn right WP turn left SP turn right B turn left enter back track Rwy 13 Turn left A
	G2	G - WP - F Exit G turn right WP turn left F			
	G3	G - WP - E Exit G turn right WP turn left E			
	H2	H - WP - F Exit H turn right WP turn left F			
	H3	H - WP - E Exit H turn right WP turn left E			

CHANGES: Twy K.

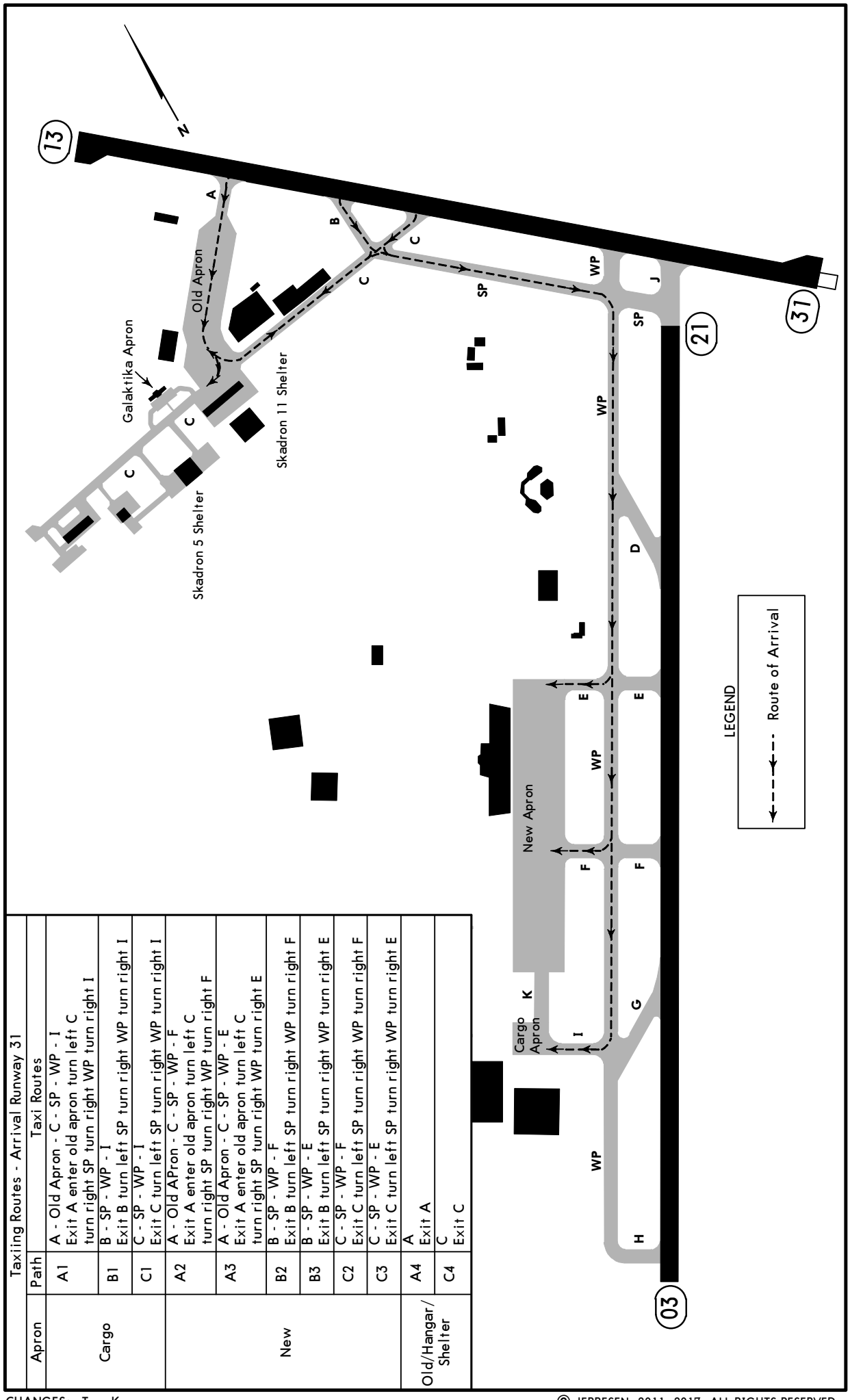
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WAAA/UPG

JEPPESEN
5 MAY 17 (10-9D)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN



Taxiing Routes - Arrival Runway 31

Apron	Path	Taxi Routes
Cargo	A1	A - Old Apron - C - SP - WP - I Exit A enter old apron turn left C turn right SP turn right WP turn right I
	B1	B - SP - WP - I Exit B turn left SP turn right WP turn right I
	C1	C - SP - WP - I Exit C turn left SP turn right WP turn right I
New	A2	A - Old APron - C - SP - WP - F Exit A enter old apron turn left C turn right SP turn right WP turn right F
	A3	A - Old Apron - C - SP - WP - E Exit A enter old apron turn left C turn right SP turn right WP turn right E
	B2	B - SP - WP - F Exit B turn left SP turn right WP turn right F
	B3	B - SP - WP - E Exit B turn left SP turn right WP turn right E
	C2	C - SP - WP - F Exit C turn left SP turn right WP turn right F
	C3	C - SP - WP - E Exit C turn left SP turn right WP turn right E
Old/Hangar/ Shelter	A4	A Exit A
	C4	C Exit C

CHANGES: Twy K.

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JEPPESEN
5 MAY 17 (10-9E)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Departure Runway 03

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I1	I - WP - H I turn right WP turn left H	Old/Hangar/ Shelter	C1	C - SP - WP - H C turn right SP turn right WP turn left H
	I2	I - G - Rwy 03 I continue G turn right enter back track Rwy 03		C2	C - SP - WP - G - Rwy 03 C turn right SP turn right WP turn left G turn right enter back track Rwy 03
New	F1	F - WP - H F turn right WP turn left H		C3	C - SP - Rwy 03 C turn right SP turn right enter back track Rwy 03
	F2	F - WP - G - Rwy 03 F turn right WP turn left G turn right enter back track Rwy 03		A1	A - Rwy 31 - B - SP - WP - H A turn right enter back track Rwy 31 turn right B left SP turn right WP turn left H
	F3	F - Rwy 03 F turn right enter back track Rwy 03		A2	A - Rwy 31 - B - SP - WP - G - Rwy 03 A turn right enter back track Rwy 31 turn right B turn left SP turn right WP left G turn right enter back track Rwy 03
	E1	E - WP - H E turn right WP turn left H		A3	A - Rwy 31 - WP - H A turn right enter back track Rwy 31 turn right right WP turn left H
	E2	E - WP - G - Rwy 03 E turn right WP turn left G turn right enter back track Rwy 03			
	E3	E - WP - F - Rwy 03 E turn right WP turn left F turn right enter back track Rwy 03			
	E4	E - Rwy 03 E turn right enter back track Rwy 03			

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JEPPESEN
5 MAY 17 (10-9F)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Departure Runway 13

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I9	I - G - Rwy 21 - J - Rwy 13 I continue G turn left enter back track Rwy 21 continue J turn left enter back track Rwy 13	Old/Hangar/ Shelter	C9	C - Rwy 13 C turn left enter back track Rwy 13
	I10	I - WP - Rwy 13 I turn left WP turn left enter back track Rwy 13		C10	C - B - Rwy 13 C turn left B turn left enter back track Rwy 13
	I11	I - WP - SP - B - Rwy 13 I turn left WP turn left SP turn right B turn left enter back track Rwy 13		A7	A - Rwy 13 A turn right enter back track Rwy 13
New	F8	F - WP - Rwy 13 F turn left WP turn left enter back track Rwy 13		A8	A - Rwy 13 A turn left enter back track Rwy 13
	F9	F - WP - SP - B - Rwy 13 F turn left WP turn left SP turn right B turn left enter back track Rwy 13			
	E9	E - WP - Rwy 13 E turn left WP turn left enter back track Rwy 13			
	E10	E - WP - SP - B - Rwy 13 E turn left WP turn left SP turn right B turn left enter back track Rwy 13			

CHANGES: Twy K.

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JEPPESEN
5 MAY 17 (10-9G)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN

Taxiing Routes - Departure Runway 21

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I3	I - G - Rwy 21 I continue G turn left enter back track Rwy 21	Old/Hangar/ Shelter	C4	C - SP C turn right SP
	I4	I - WP - F - Rwy 21 I turn left WP turn right F turn left enter back track Rwy 21		C5	C - Rwy 31 - J C turn right enter back track Rwy 13 turn right J
	I5	I - WP - E - Rwy 21 I turn left WP turn right E turn left enter back track Rwy 21		A4	A - Rwy 31 - B - SP A turn right enter back track Rwy 31 turn right B turn left SP
	I6	I - WP - SP I turn left WP turn right SP		A5	A - Rwy 31 - J A turn right enter back track Rwy 31 turn right J
New	F4	F - Rwy 21 F turn left enter back track Rwy 21			
	F5	F - WP - SP F turn left WP turn right SP			
	E5	E - Rwy 21 E turn left enter back track Rwy 21			
	E6	E - WP - SP E turn left WP turn right SP			

CHANGES: Twy K.

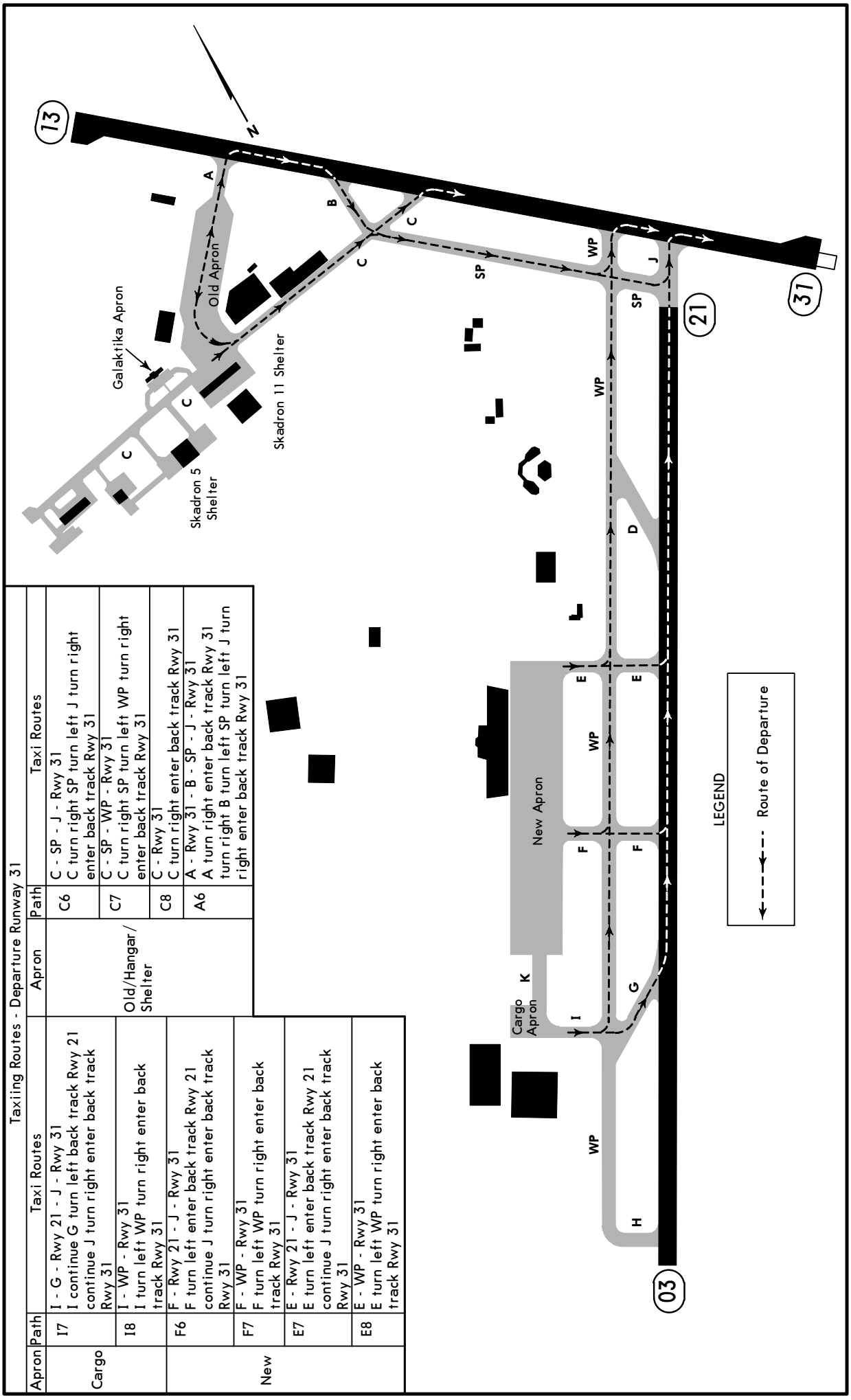
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WAAA/UPG

JEPPESEN
5 MAY 17 (10-9H)

MAKASSAR, INDONESIA

SULTAN HASANUDDIN



Taxiing Routes - Departure Runway 31

Apron	Path	Taxi Routes	Apron	Path	Taxi Routes
Cargo	I7	I - G - Rwy 21 - J - Rwy 31 I continue G turn left back track Rwy 21 continue J turn right enter back track Rwy 31	Old/Hangar / Shelter	C6	C - SP - J - Rwy 31 C turn right SP turn left J turn right enter back track Rwy 31
	I8	I - WP - Rwy 31 I turn left WP turn right enter back track Rwy 31		C7	C - SP - WP - Rwy 31 C turn right SP turn left WP turn right enter back track Rwy 31
New	F6	F - Rwy 21 - J - Rwy 31 F turn left enter back track Rwy 21 continue J turn right enter back track Rwy 31		C8	C - Rwy 31 C turn right enter back track Rwy 31
	F7	F - WP - Rwy 31 F turn left WP turn right enter back track Rwy 31		A6	A - Rwy 31 - B - SP - J - Rwy 31 A turn right enter back track Rwy 31 turn right B turn left SP turn left J turn right enter back track Rwy 31
	E7	E - Rwy 21 - J - Rwy 31 E turn left enter back track Rwy 21 continue J turn right enter back track Rwy 31			
	E8	E - WP - Rwy 31 E turn left WP turn right enter back track Rwy 31			

CHANGES: Twy K.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 20 MAY 16 (11-1)

MAKASSAR, INDONESIA
ILS Rwy 03

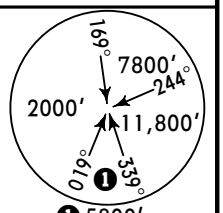
BRIEFING STRIP™

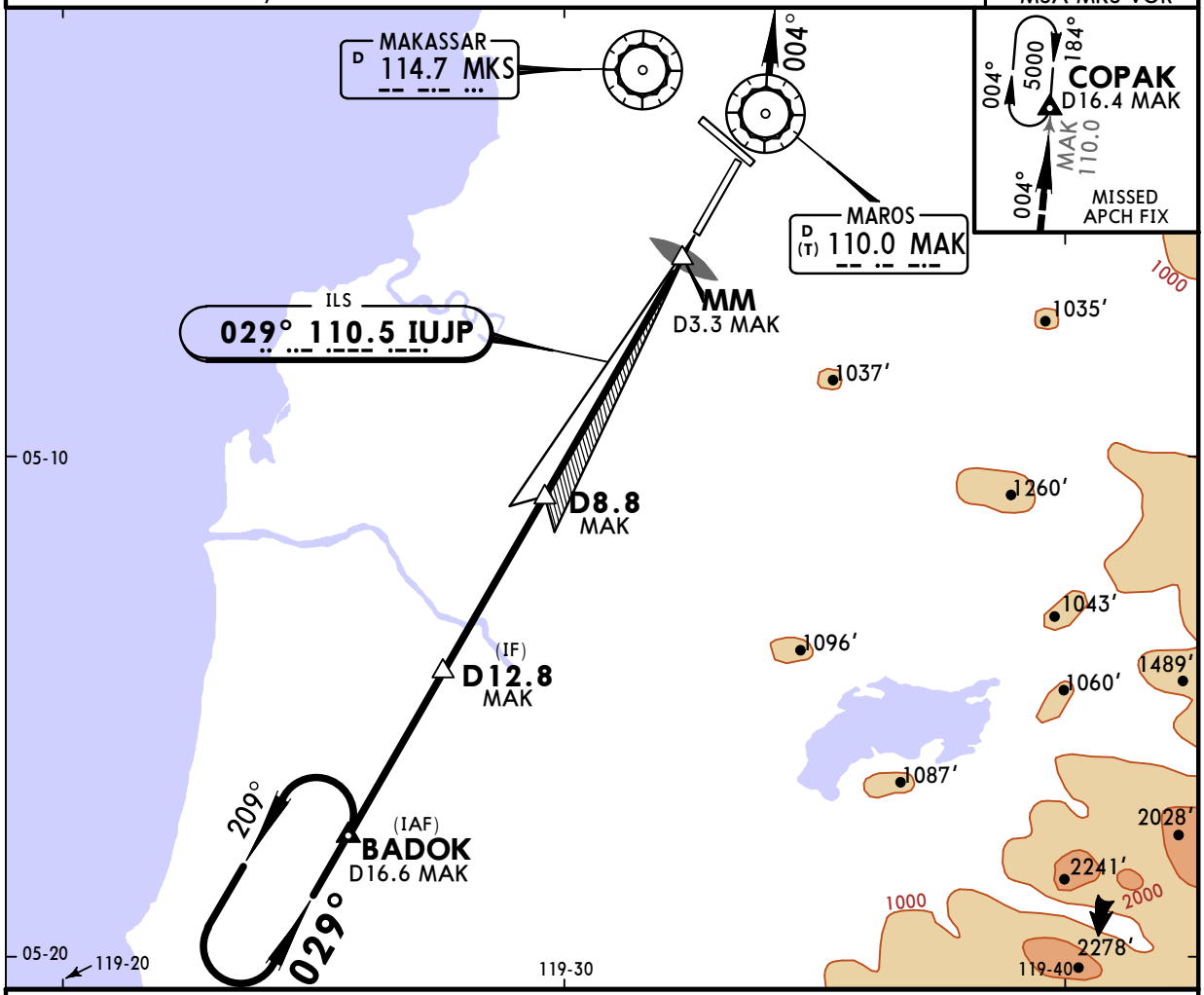
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

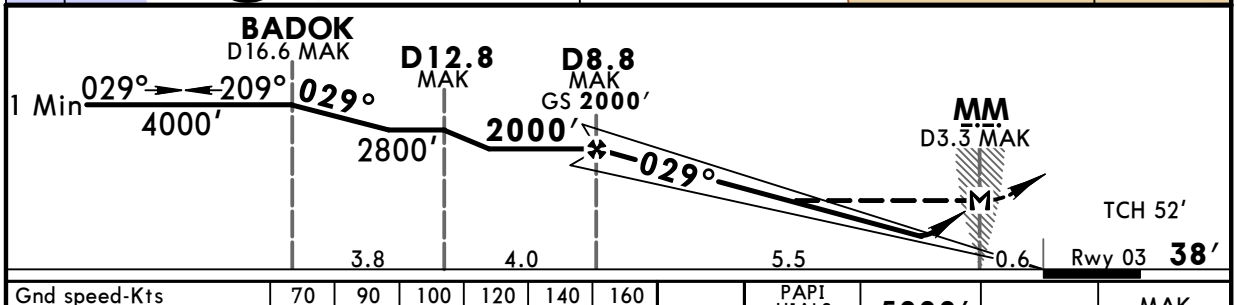
LOC IUJP	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy 03
110.5	029°	D8.8 MAK 2000′ (1962′)	270′ (232′)	Apt Elev 47′ / Rwy 03 38′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, after MAK VOR join R-004 outbound to COPAK, 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
GS	3.00°	372	478	531	637	743	849
MAP at MM							

PAPI HIALS | 5000′ | MAK 110.0 | MAK 110.0 R-004

PANS OPS

	STRAIGHT-IN LANDING RWY 03 ILS DA(H) 270′ (232′) FULL	HIALS out	LOC (GS out) MDA(H) 500′ (462′)	HIALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	800m	1200m	1600m		100	1300′ (1253′) -1600m
B					135	
C			2000m		180	1450′ (1403′) -2400m
D			2800m		205	1450′ (1403′) -3800m

CHANGES: Communication, procedure bearings, MSA.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
18 NOV 16 (11-2)

MAKASSAR, INDONESIA
ILS Rwy 13

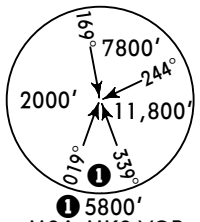
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

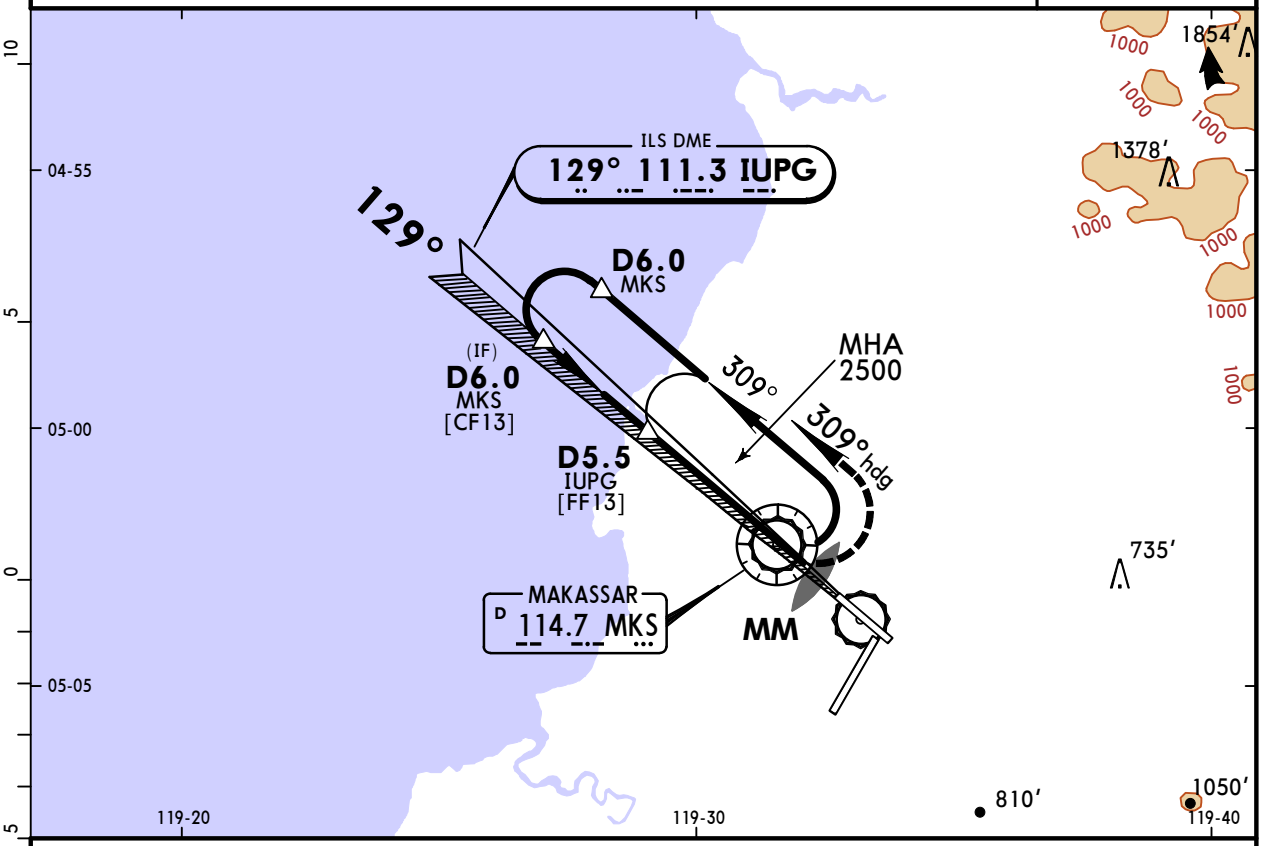
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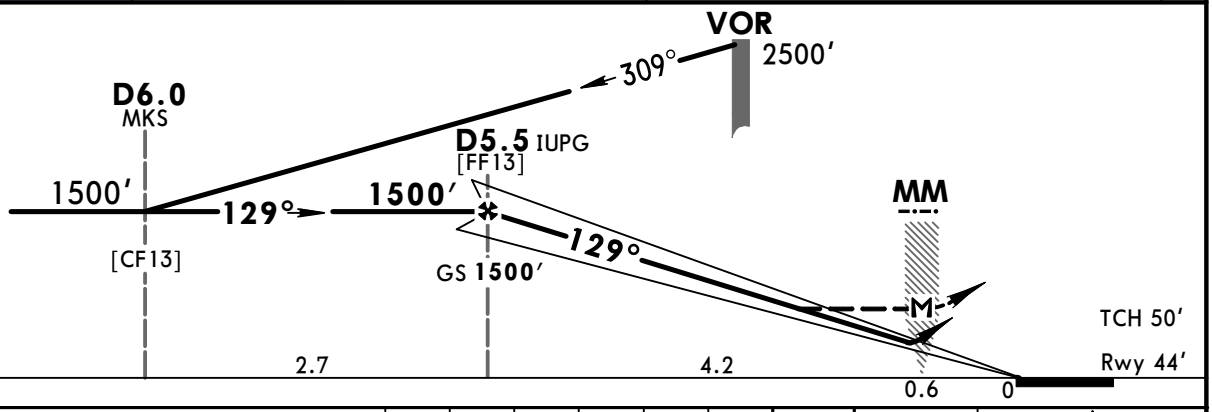
LOC IUPG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 47′
111.3	129°	D5.5 IUPG 1500′ (1456′)	344′ (300′)	Rwy 44′

MISSED APCH: Immediate LEFT climbing turn to 2500′ on 309° heading and contact ATC .

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′







Gnd speed-Kts		70	90	100	120	140	160
GS	2.90°	359	462	513	616	718	821
MAP at MM or D5.5 IUPG to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

PAPI
HIALS
REIL

2500′ LT on 309° hdg

PANS OPS

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 344′ (300′)		LOC (GS out) MDA(H) 645′ (601′)	
	FULL	HIALS out		HIALS out
A	1200m	1500m	3400m	
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1250′ (1203′) -3400m
135	
180	1250′ (1203′) -4000m
205	1450′ (1403′) -5000m

CHANGES: Procedure bearings, missed approach heading, VNAV data.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 18 NOV 16 (11-3)

MAKASSAR, INDONESIA
ILS Rwy 21

BRIEFING STRIP ™

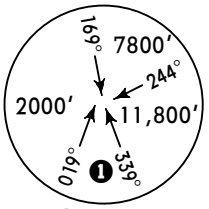
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

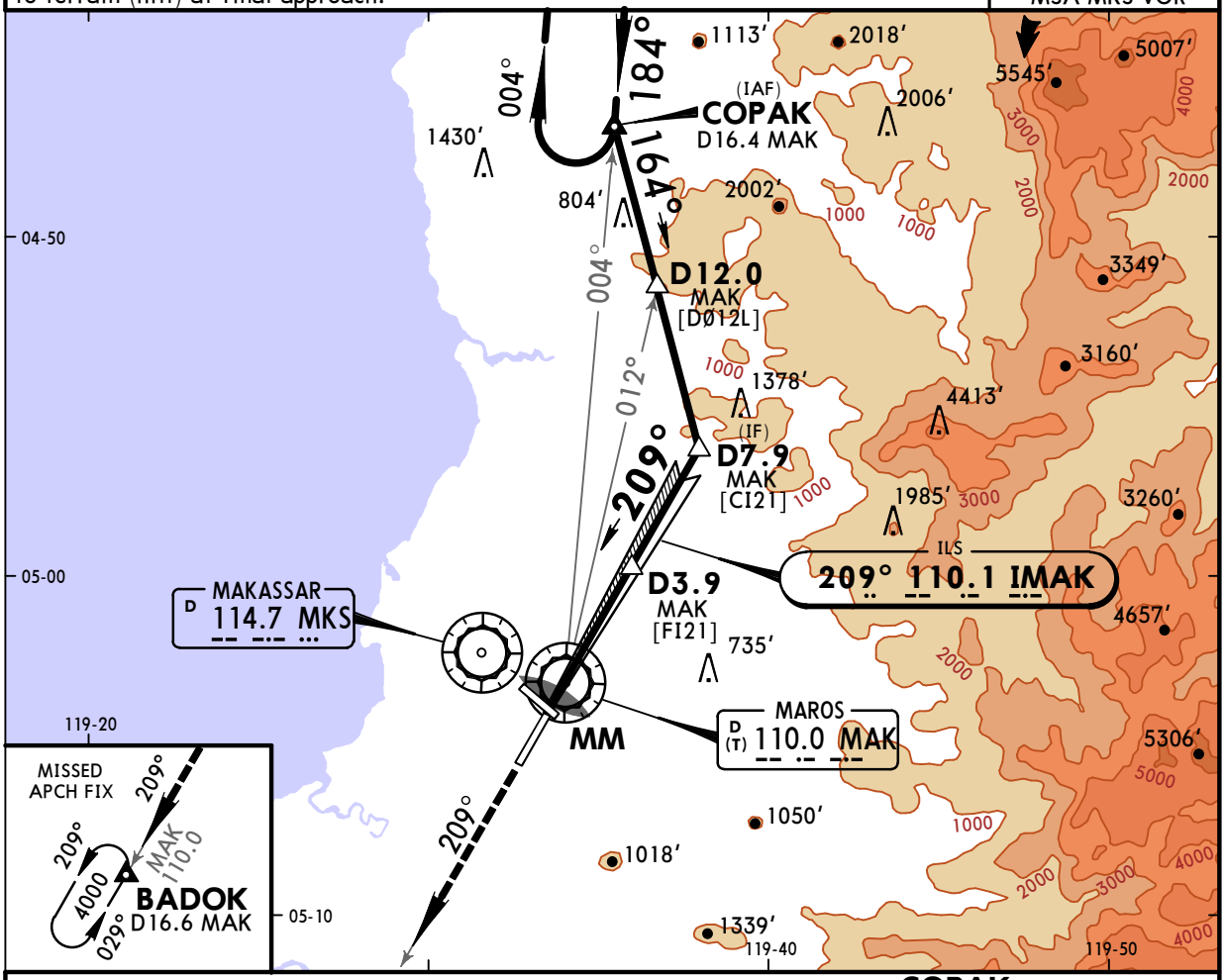
LOC IMAK	Final Apch Crs	GS	ILS DA(H)	Apt Elev 47′
110.1	209°	D3.9 MAK 1700′ (1659′)	380′ (339′)	Rwy 41′

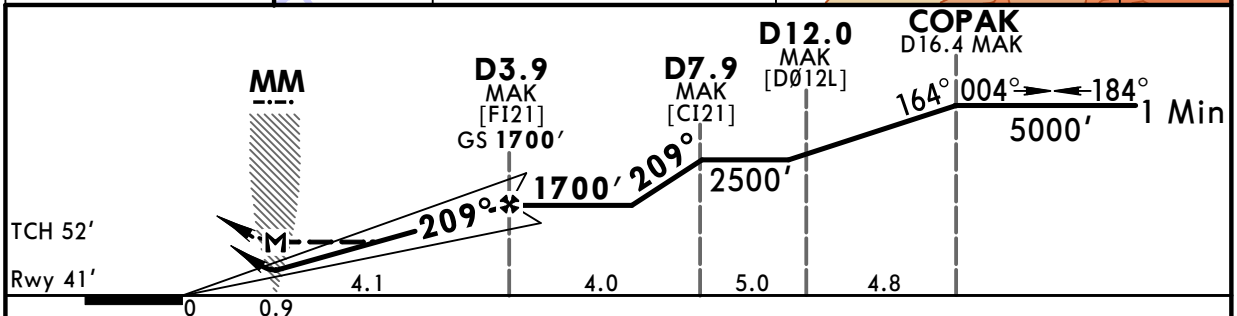
MISSED APCH: Climb to 4000′ outbound on R-209 MAK VOR, proceed to BADOK or as instructed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000′

1. ILS Rwy 21 identification "IMAK" on frequency 110.1 classification restricted due to terrain (hill) at final approach.







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

PAPI HIALS

4000′

MAK on 110.0 R-209

BADOK

PANS OPS

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND	
	ILS DA(H) 380′ (339′)		LOC (GS out) MDA(H) 500′ (459′)		
	FULL	HIALS out		HIALS out	Max Kts	MDA(H)
A	1200m		1600m		100	1300′ (1253′) -1600m
B					135	
C			2000m		180	1450′ (1403′) -2400m
D			2800m		205	1450′ (1403′) -3800m

CHANGES: VNAV data.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
20 MAY 16 (13-1)

MAKASSAR, INDONESIA
VOR DME Rwy 03

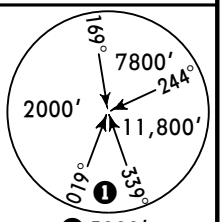
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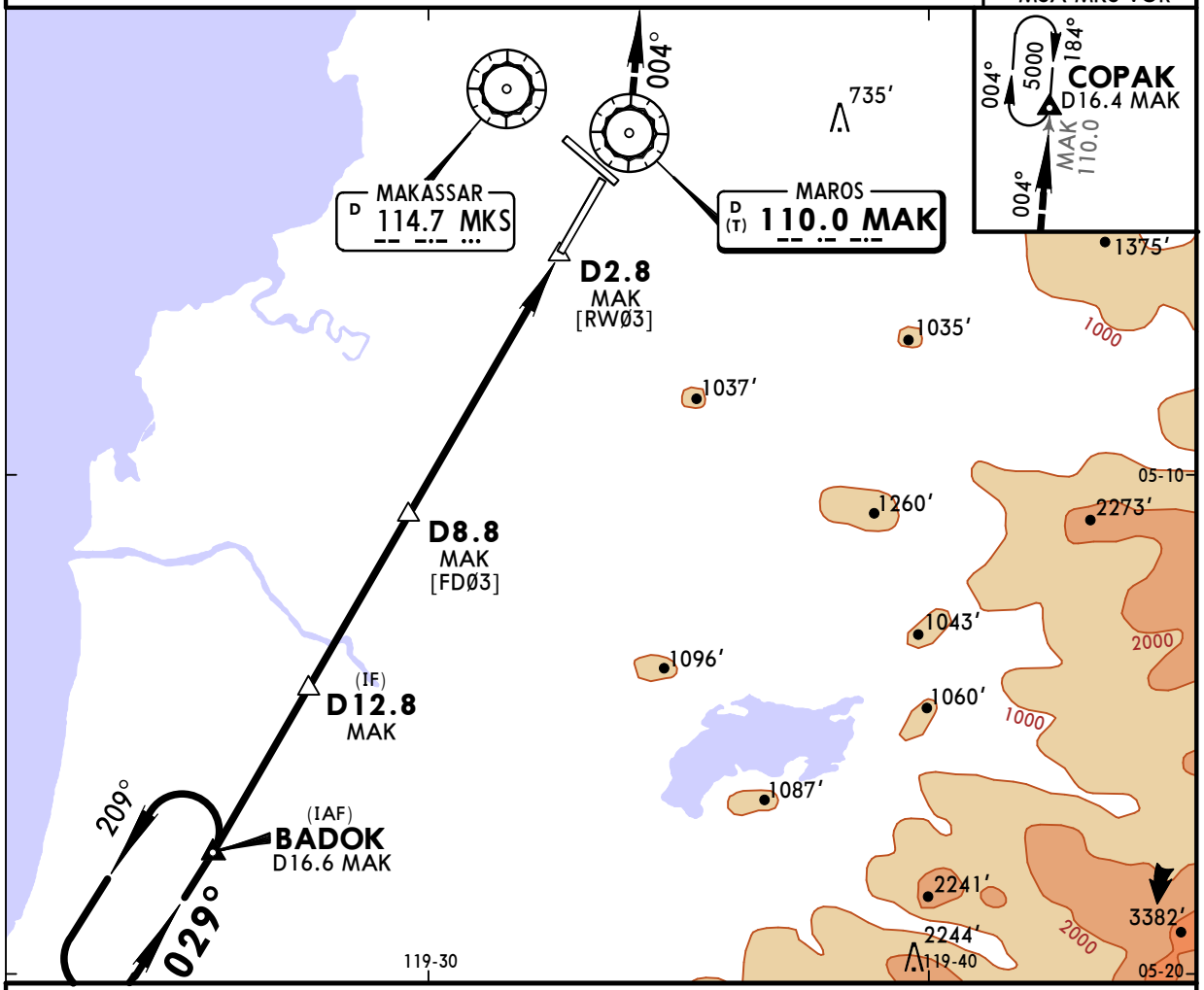
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

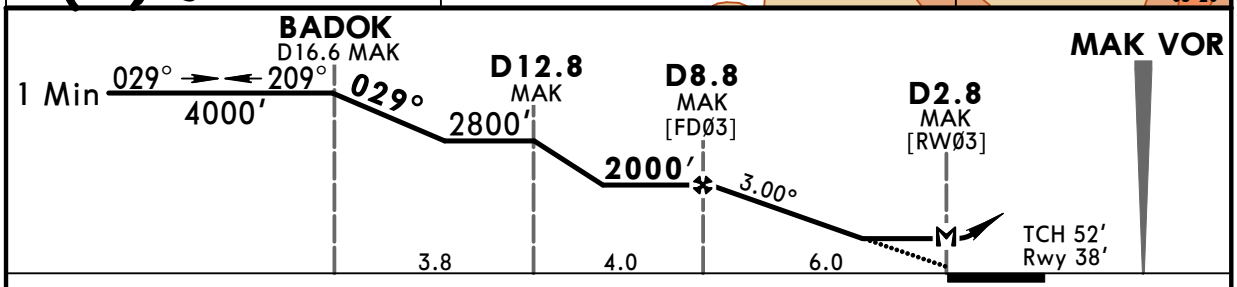
VOR MAK	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 03
110.0	029°	D8.8 MAK 2000′ (1962′)	510′ (472′)	47′ / 38′

MISSED APCH: Climb STRAIGHT AHEAD to 5000′, after MAK VOR join R-004 outbound to COPAK, 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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8 MAK or D8.8 MAK to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

PAPI
HIALS

5000′

MAK 110.0

MAK 110.0
R-004

PANS OPS

STRAIGHT-IN LANDING RWY03 MDA(H) 510′ (472′) HIALS out		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1600m	100	1300′ (1253′) -1600m
B		135	
C	2000m	180	1450′ (1403′) -2400m
D	2400m	205	1450′ (1403′) -3800m

CHANGES: Communication, procedure bearings, MSA.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 20 MAY 16 (13-2)

MAKASSAR, INDONESIA
VOR DME Rwy 13

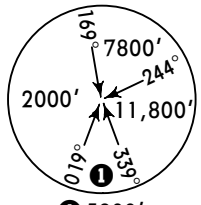
BRIEFING STRIP ™

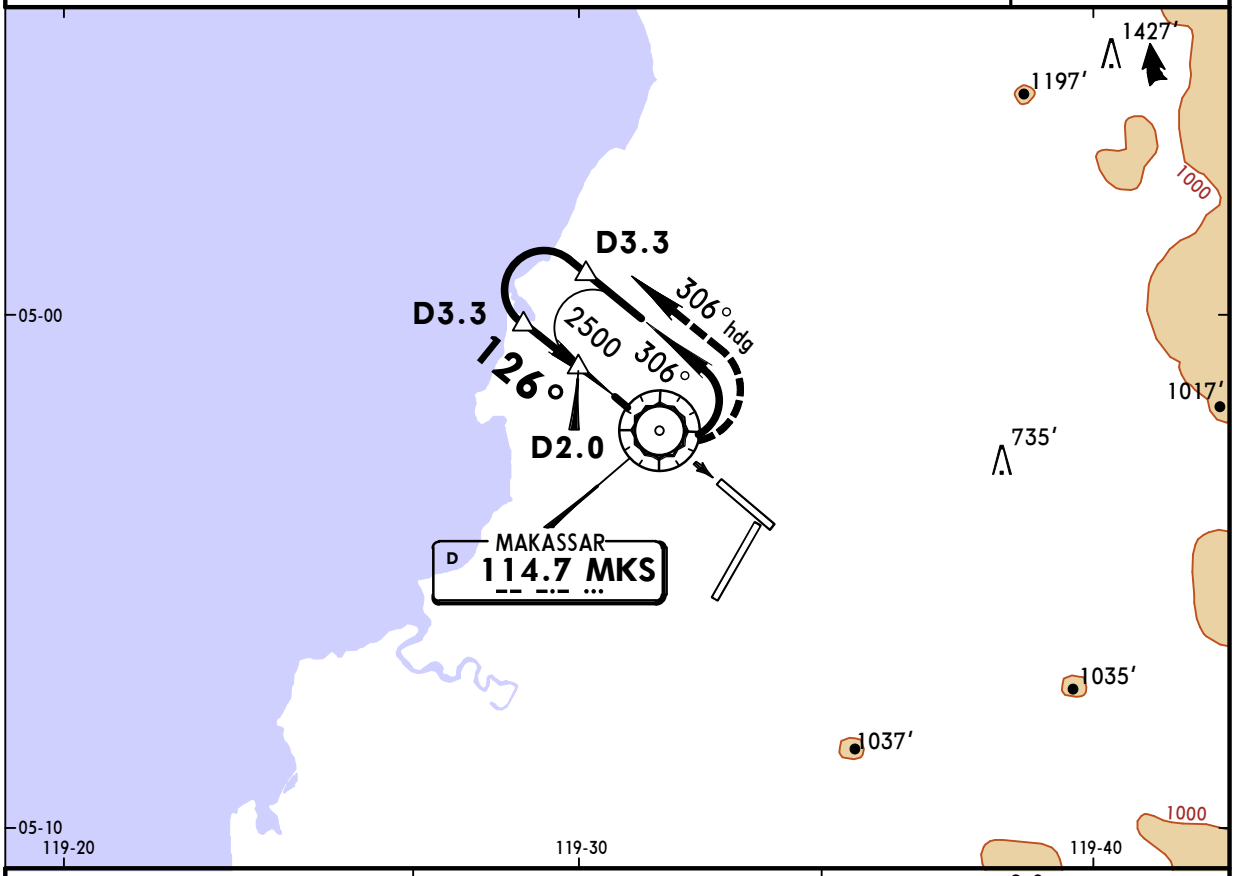
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

VOR MKS	Final Apch Crs	Minimum Alt D3.3	MDA(H)	Apt Elev 47′
114.7	126°	1500′ (1456′)	590′ (546′)	Rwy 13 44′

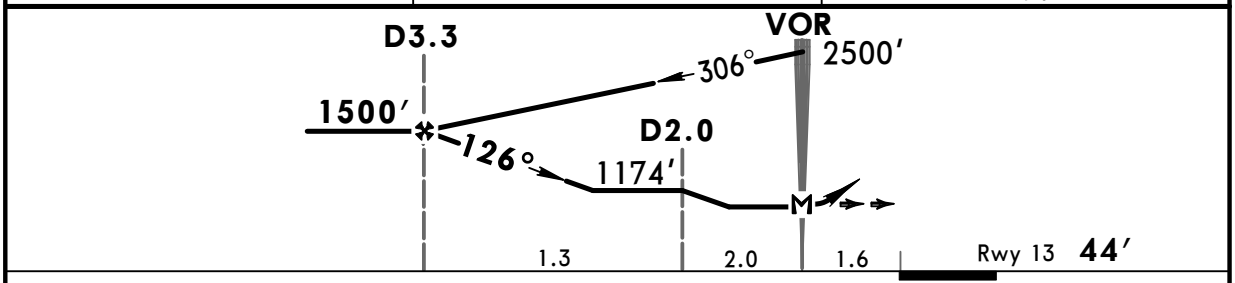
MISSED APCH: Immediate LEFT climbing turn to 2500′ on 306° heading and contact ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′





MKS DME	3.3	2.0
ALTITUDE	1500′	1174′



Gnd speed-Kts	120	130	140	150	160
Rate of descent feet/min	594	643	693	742	792
MAP at VOR					

PAPI HIALS
REIL
2500′ LT on 306° hdg

PANS OPS

STRAIGHT-IN LANDING RWY 13

MDA(H) 590′ (546′)

	HIALS out
A	3100m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1250′ (1203′) -3100m
135	
180	1250′ (1203′) -4000m
205	1450′ (1403′) -5000m

CHANGES: Communication, procedure bearings, MSA.

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JEPPESEN JeppView 3.6.2.0

WAAA/UPG SULTAN HASANUDDIN

JEPPESEN 3 JUN 16 (13-3)

MAKASSAR, INDONESIA

HIGH LEVEL VOR DME Rwy 13

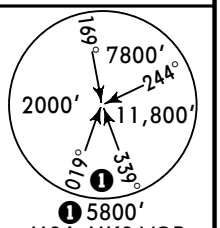
BRIEFING STRIP ™

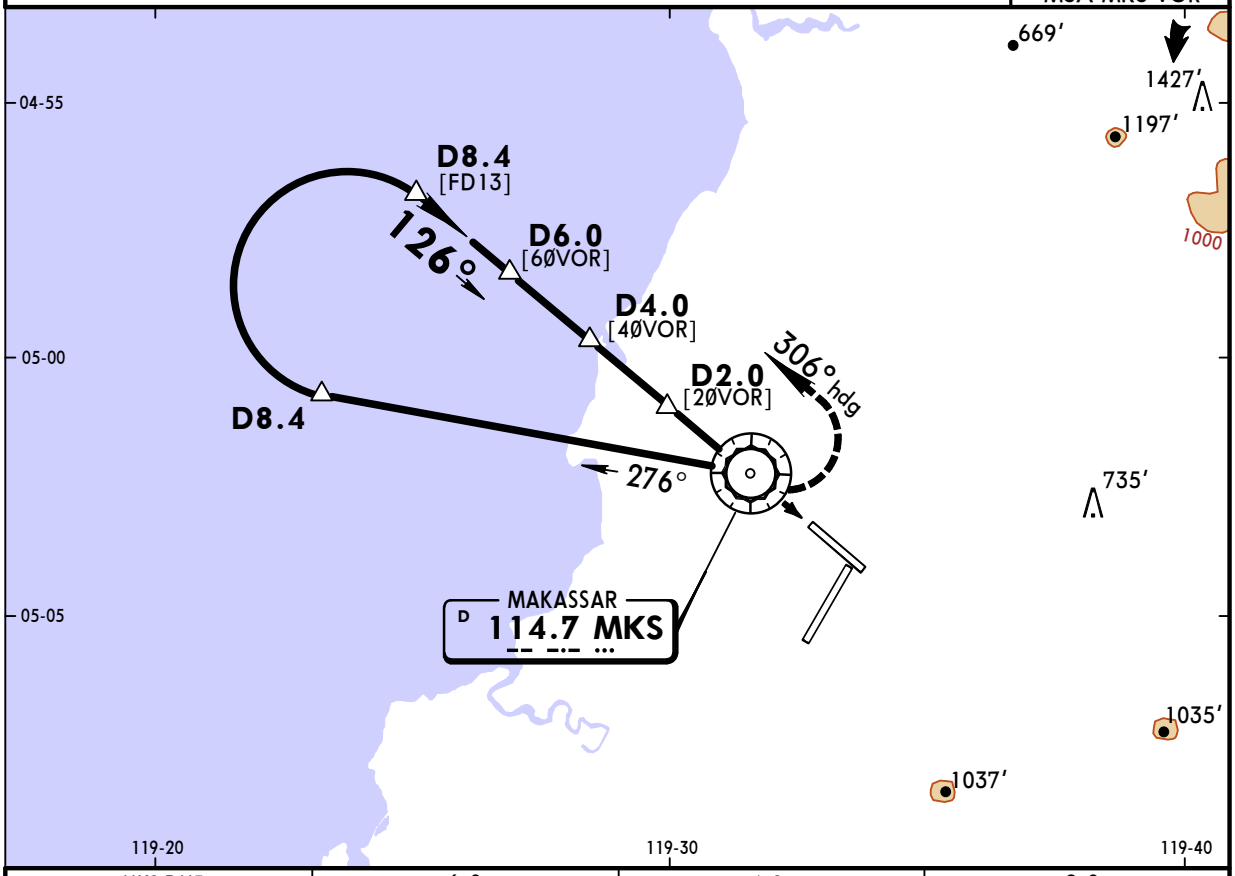
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

VOR MKS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy
114.7	126°	D8.4 3000′ (2956′)	590′ (546′)	Apt Elev 47′ Rwy 44′

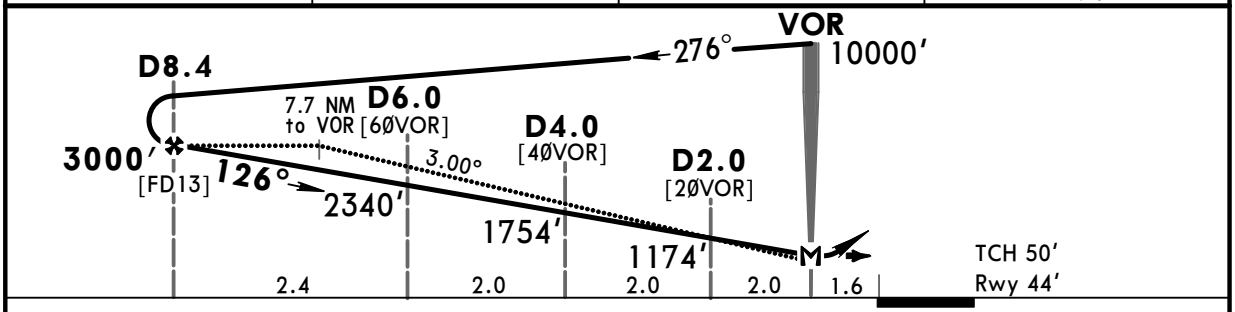
MISSED APCH: Immediate LEFT climbing turn to 2500′ on 306° heading and contact ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′





MKS DME	6.0	4.0	2.0
ALTITUDE	2340′	1754′	1174′



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

PAPI HIALS REIL

2500′ on LT 306° hdg

PANS OPS

STRAIGHT-IN LANDING RWY13

MDA(H) 590′ (546′)

	HIALS out
A	3100m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1250′ (1203′) -3100m
135	
180	1250′ (1203′) -4000m
205	1450′ (1403′) -5000m

CHANGES: VNAV depiction.

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JEPPESEN JeppView 3.6.2.0

WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN 3 JUN 16 (13-4)

MAKASSAR, INDONESIA
VOR DME Rwy 21

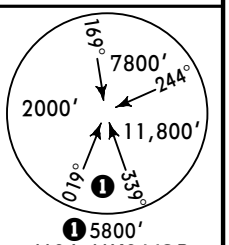
BRIEFING STRIP ™

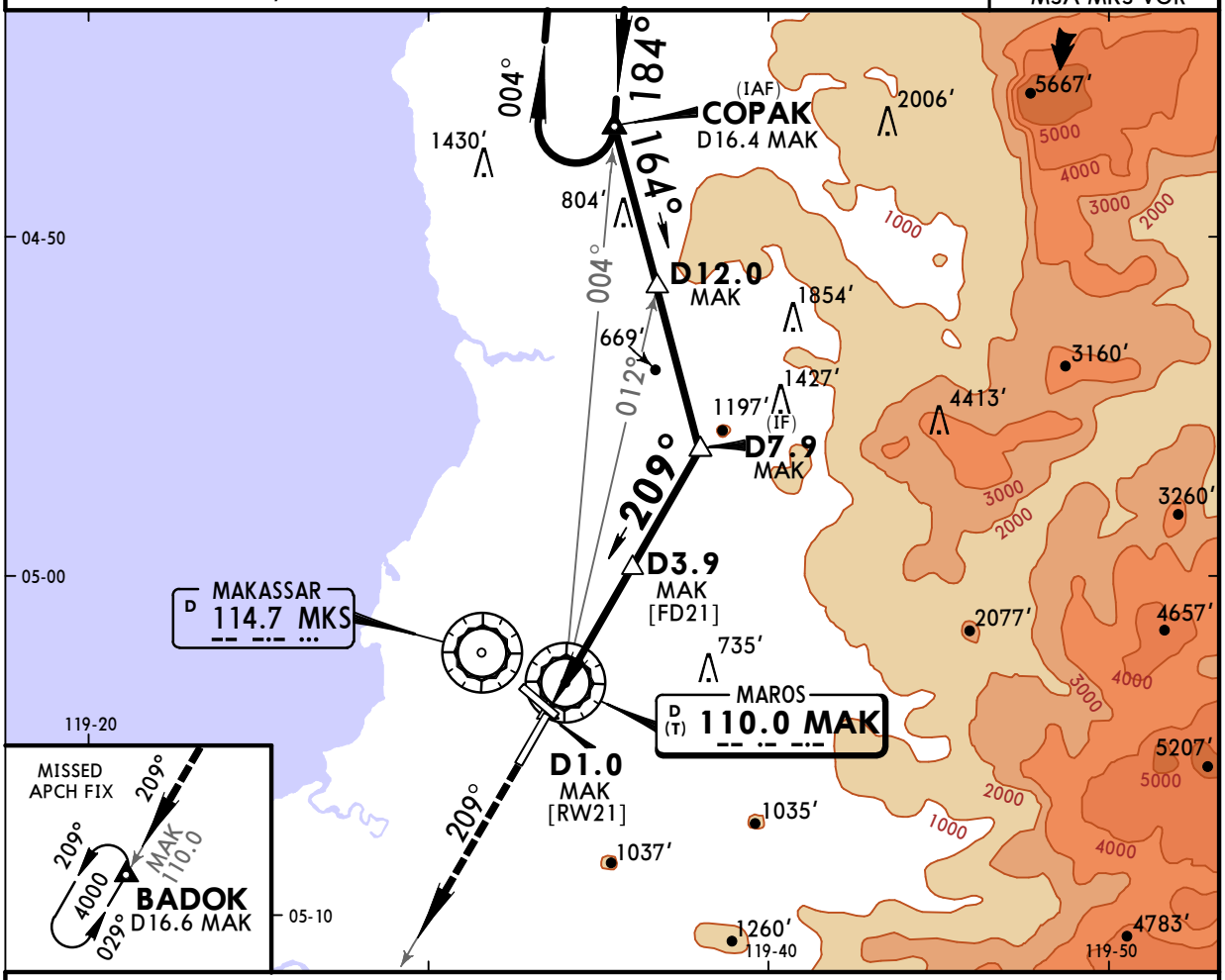
ATIS	MAKASSAR Director (R)		HASANUDDIN Tower	Ground
126.25	120.6	119.4	118.1	121.6

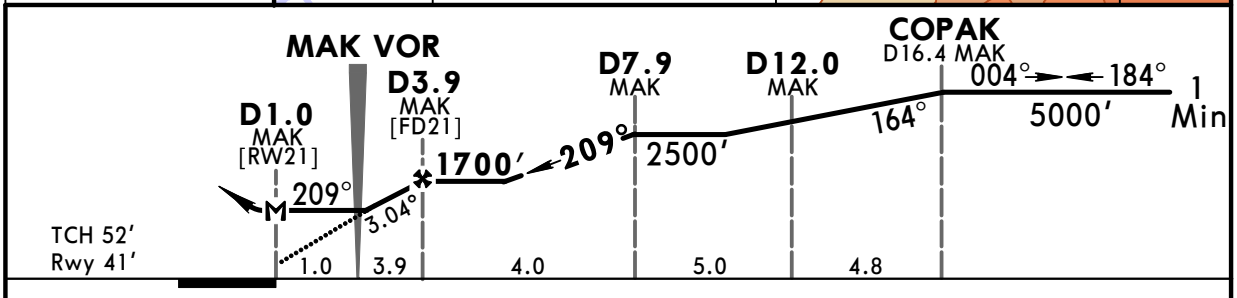
VOR	Final	Minimum Alt	MDA(H)	Apt Elev 47′
MAK	Apch Crs	D3.9 MAK		Rwy 41′
110.0	209°	1700′ (1659′)	510′ (469′)	

MISSED APCH: Climb to 4000′ outbound on R-209 MAK VOR, proceed to BADOK or as instructed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 130 | Trans alt: 11000′







Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at D1.0 MAK or D3.9 MAK to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI HIALS | 4000′ | MAK on 110.0 R-209 | BADOK

PANS OPS

STRAIGHT-IN LANDING RWY21		CIRCLE-TO-LAND	
MDA(H) 510′ (469′)	HIALS out	Max Kts	MDA(H)
A	1600m	100	1300′ (1253′) - 1600m
B		135	
C	2000m	180	1450′ (1403′) - 2400m
D	2800m	205	1450′ (1403′) - 3800m

CHANGES: None.

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WAAA/UPG
SULTAN HASANUDDIN

JEPPESEN
20 MAY 16 (16-1)

MAKASSAR, INDONESIA
HIGH LEVEL CIRCLING
NDB Rwy 13

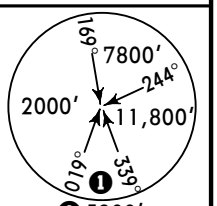
BRIEFING STRIP™

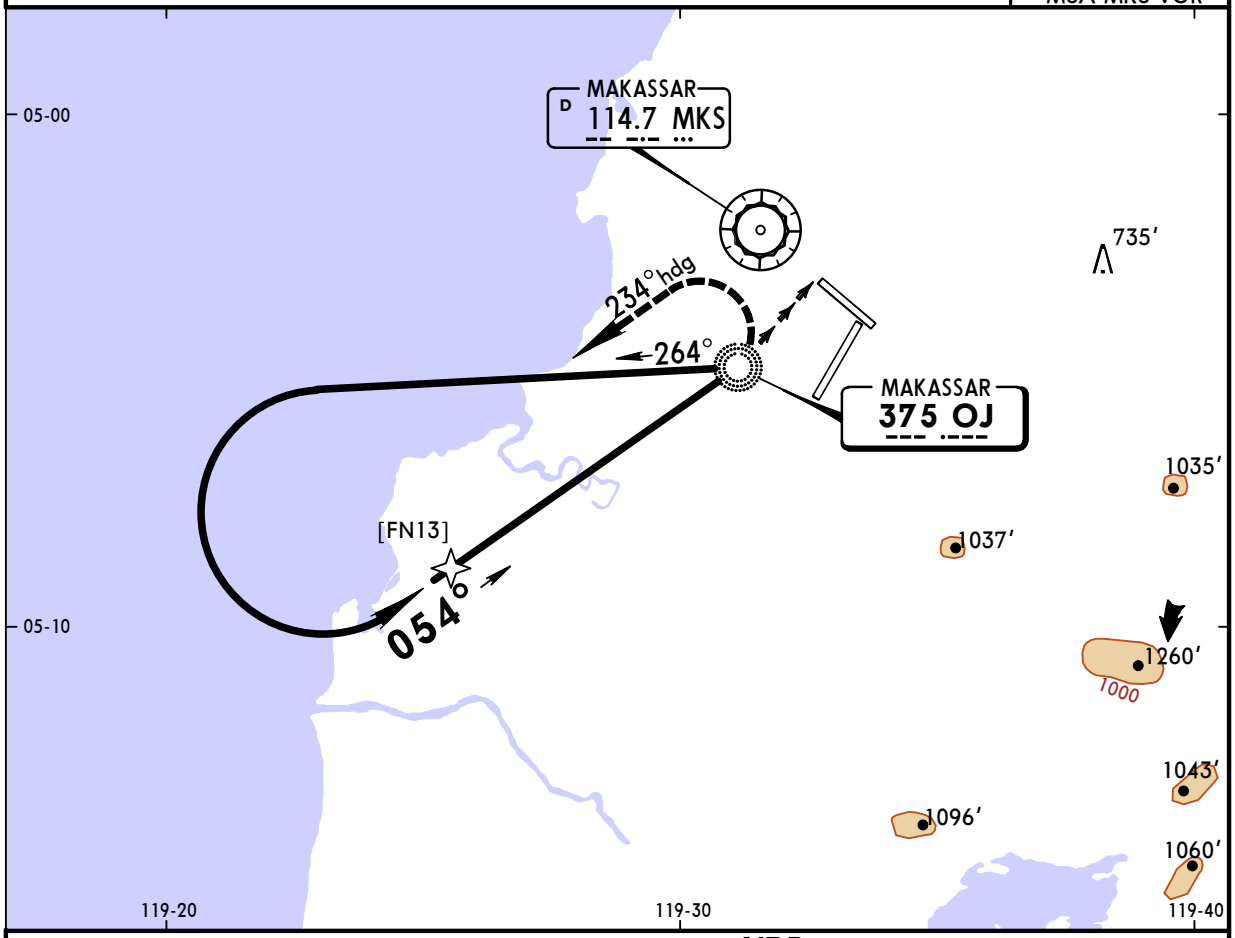
ATIS	MAKASSAR Director (R)	HASANUDDIN Tower	Ground
126.25	120.6 119.4	118.1	121.6

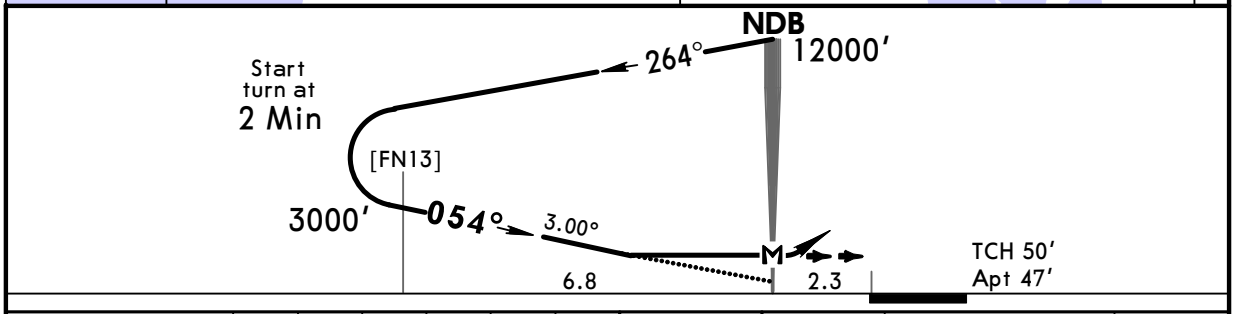
NDB OJ 375	Final Apch Crs 054°	No FAF	MDA(H) Refer to Minimums	Apt Elev 47′

MISSED APCH: Make LEFT turn immediately to 234° heading, climb to 2500′ and contact ATC.

Alt Set: hPa | Apt Elev: 2 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
MAP at NDB						

Lighting - Refer to Airport Chart: LT on 234° hdg 2500′

PANS OPS

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	100	1250′ (1203′) -2000m
B	135	1250′ (1203′) -2400m
C	180	1250′ (1203′) -4800m
D	205	1450′ (1403′) -4800m

CHANGES: Communication, procedure bearings, MSA.

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JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z 10-2

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

SECTOR A

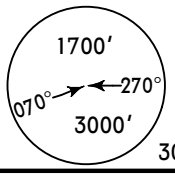
VOR 112.6 DN

Apt. Elev 103′

ATIS	128.25 308 316.2
BRISBANE Center (FIA)	118.15
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1
*DARWIN Traffic (Approach Sequencing)	123.0
DARWIN Tower	133.1
Ground	121.8

Alt Set: hPa
Apt Elev: 4 hPa

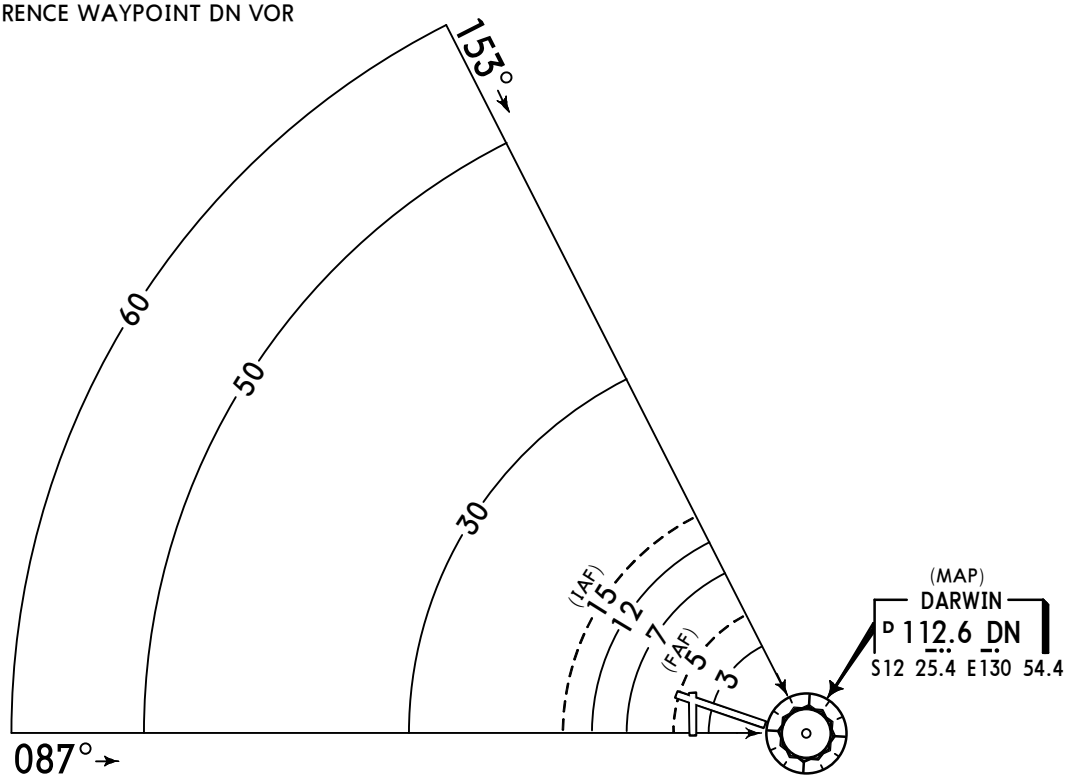
Trans level: FL110
Trans alt: 10000′ (9897′)



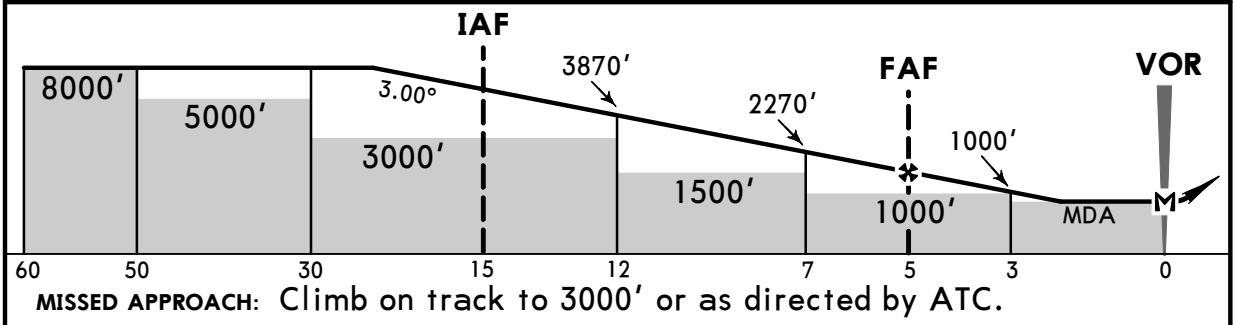
MSA
DN VOR
3000′ within 10 NM

DME USING DN DME
REFERENCE WAYPOINT DN VOR

NOT TO SCALE



NM to VOR	25.0	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.4	2.0
ALTITUDE	8000′	6410′	4820′	3230′	2910′	2590′	2270′	1960′	1640′	1320′	1000′	800′	700′

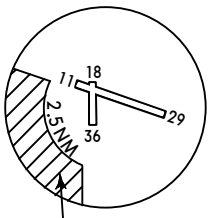


MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

MDA(H)

CIRCLE-TO-LAND
A, B: 700′ (597′)
C: 800′ (697′)
D: 1000′ (897′)

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

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

CHANGES: Sector A, MSA revised.

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JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (10-2A)

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

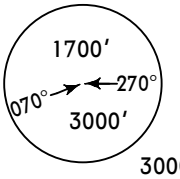
SECTOR B

VOR 112.6 DN

ATIS	128.25 308 316.2
BRISBANE Center (FIA)	118.15
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1
*DARWIN Traffic (Approach Sequencing)	123.0
DARWIN Tower	133.1
Ground	121.8

Alt Set: hPa
Apt Elev: 4 hPa

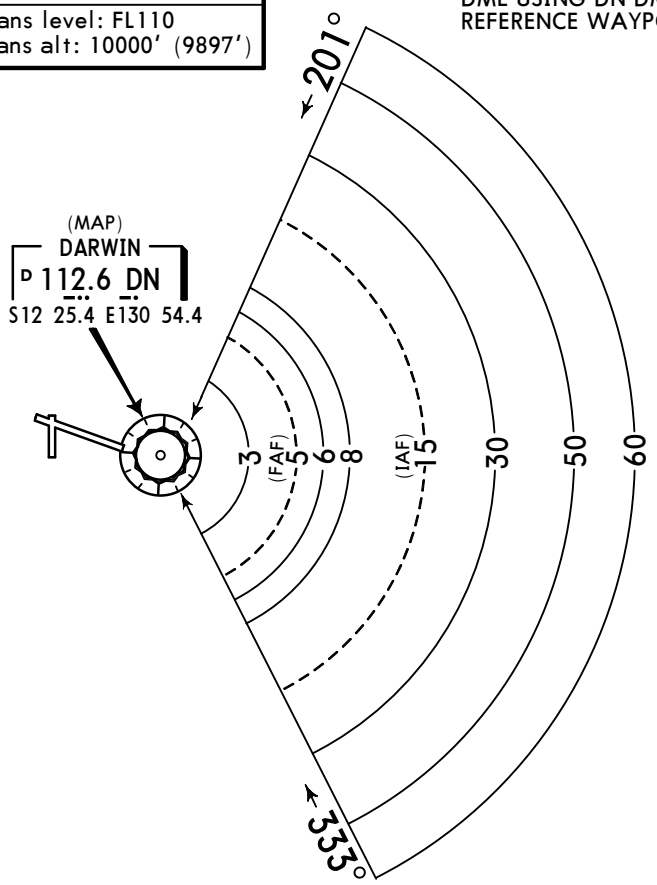
Trans level: FL110
Trans alt: 10000′ (9897′)



MSA
DN VOR
3000′ within 10 NM

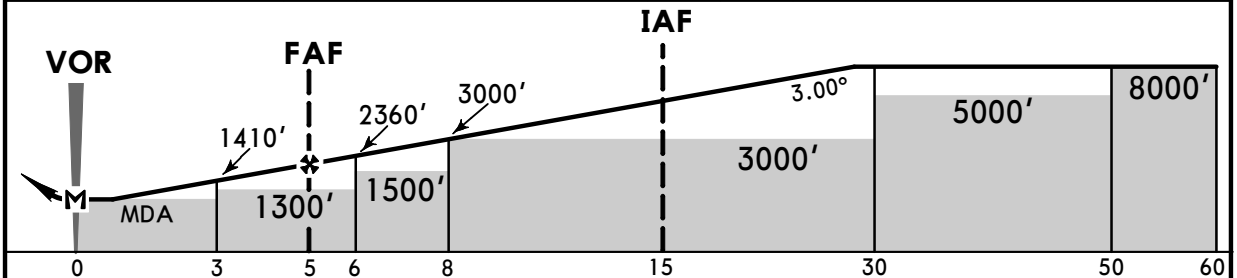
Apt. Elev 103′

DME USING DN DME
REFERENCE WAYPOINT DN VOR



NOT TO SCALE

NM to VOR	0.8	1.1	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	15.0	20.0	23.7
ALTITUDE	700′	800′	1000′	1090′	1410′	1730′	2050′	2360′	2680′	3000′	3320′	3640′	5230′	6820′	8000′

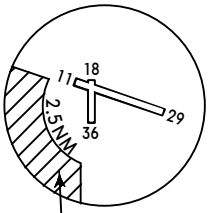


MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

MDA(H)

CIRCLE-TO-LAND
A, B: 700′ (597′)
C: 800′ (697′)
D: 1000′ (897′)

A B	2.4 km
C	4.0 km
D	5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

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

CHANGES: Sector B, MSA revised.

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JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (10-2B)

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

SECTOR C

VOR 112.6 DN

Apt. Elev 103′

ATIS	128.25 308 316.2
BRISBANE Center (FIA)	118.15
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1
*DARWIN Traffic (Approach Sequencing)	123.0
DARWIN Tower	133.1
Ground	121.8

Alt Set: hPa
Apt Elev: 4 hPa

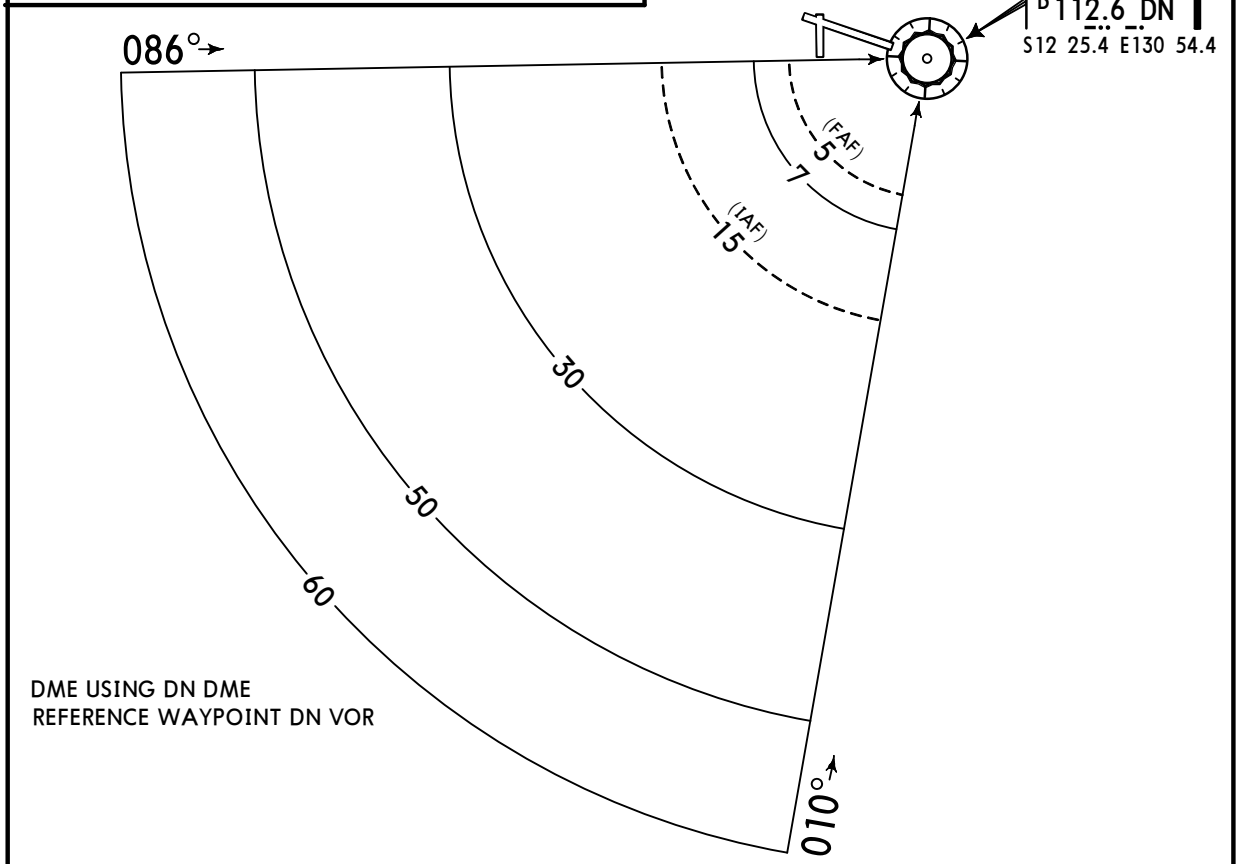
Trans level: FL110
Trans alt: 10000′ (9897′)

1700′
070° 270°
3000′

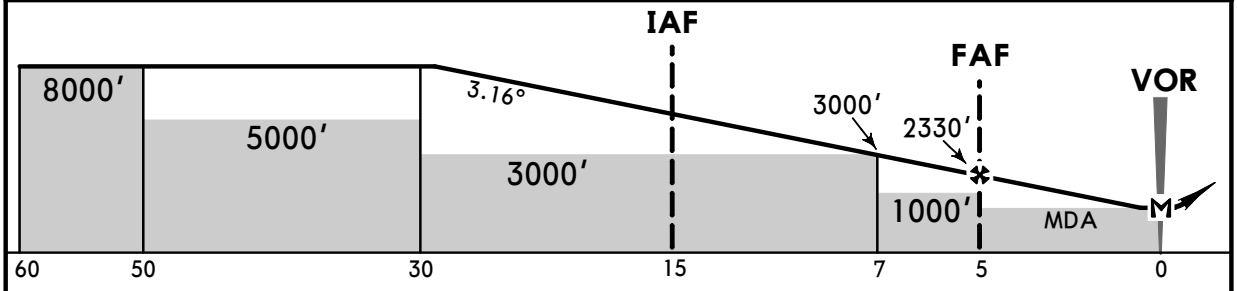
MSA
DN VOR
3000′ within 10 NM

(MAP)
DARWIN
D 112.6 DN
S12 25.4 E130 54.4

NOT TO SCALE



NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000′	7360′	5680′	4010′	3670′	3340′	3000′	2660′	2330′	1990′	1660′	1320′	1000′	850′

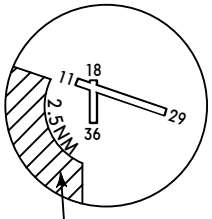


MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B, C: 850′ (747′)
D: 1000′ (897′)

A B	2.4 km
C	4.0 km
D	5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.16°	391	503	559	671	783	895
MAP at VOR						

CHANGES: Sector C, MSA revised.

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JEPPESEN 2 DEC 16 (10-2C) Eff 7 Dec 1600Z RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

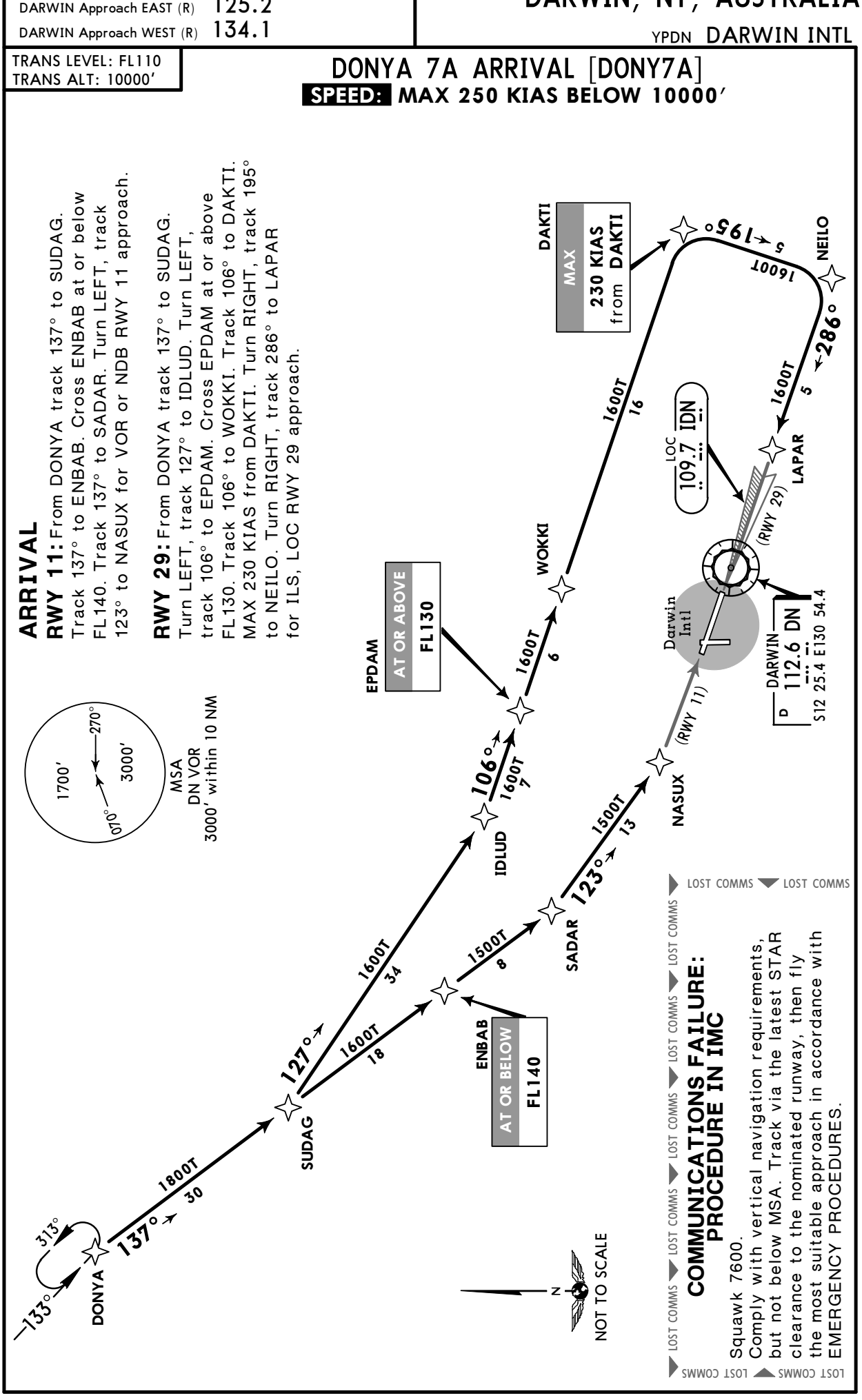
DONYA 7A ARRIVAL [DONY7A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT, track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Track 106° to DAKTI. MAX 230 KIAS from DAKTI. Turn RIGHT, track 195° to NEILO. Turn RIGHT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS

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

CHANGES: MSA revised.

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JEPPESEN 2 DEC 16 (10-2D) Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000′

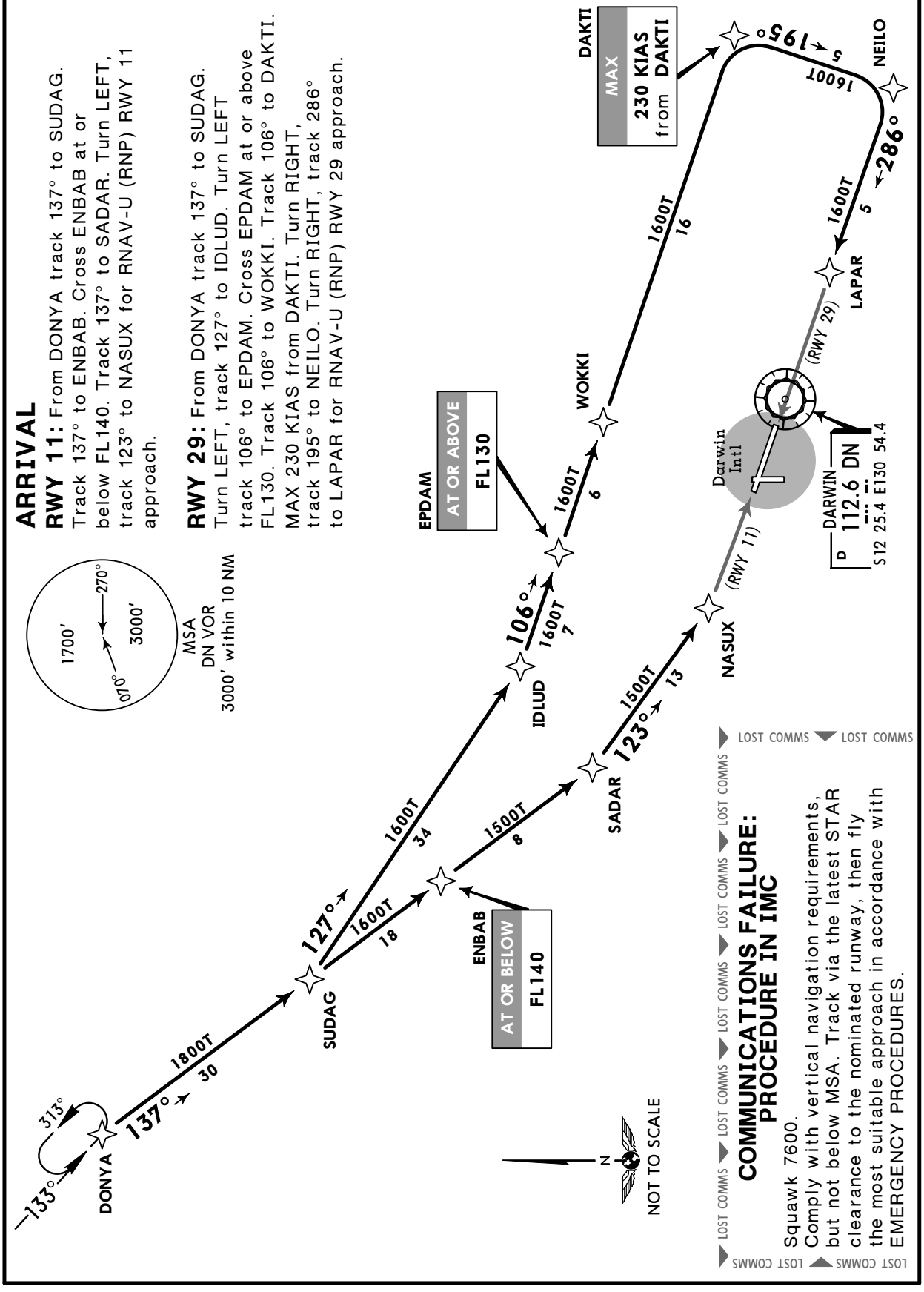
DONYA 7U ARRIVAL [DONY7U]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Track 106° to DAKTI. MAX 230 KIAS from DAKTI. Turn RIGHT, track 286° to NEILO. Turn RIGHT, track 195° to LAPAR for RNAV-U (RNP) RWY 29 approach.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS ▼ LOST COMMS
LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS
LOST COMMS ▲ LOST COMMS

CHANGES: MSA revised.

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DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

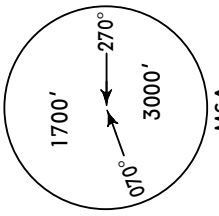
GATOR SEVEN ALPHA ARRIVAL [GATO7A]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From GATOR track 272° to KOOLI. Turn RIGHT, track 286° to VIKUV. Cross VIKUV at or above 9000′. Track 286° to ELGUM, MAX 230 KIAS from ELGUM. Turn LEFT track 196° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From GATOR track 265° to BIDSA. Cross BIDSA at or below FL130. Track 265° to SARRE. Turn RIGHT track 286° to LAPAR for ILS, LOC RWY 29 approach.



MSA
DN VOR
3000′ within 10 NM

NOT TO SCALE

Direct distance to Darwin Intl from:
LAPAR 10 NM
NASUX 10 NM

GATOR
S12 27.7
E131 45.4

272°
265°
1600T
9

BIDSA
S12 28.0
E131 36.7

AT OR BELOW
FL130

38
1600T

31
1600T

KOOLI
S12 24.2
E131 06.7

SARRE
S12 28.9
E131 05.0

286°
8
1600T

286°
2.5
1600T

VIKUV
S12 21.5
E130 58.4

AT OR ABOVE
9000′

LAPAR
S12 28.1
E131 02.6

(RWY 29)

LOC
109.7 IDN

Darwin Intl

15
1600T

(RWY 11)

DARWIN
D 112.6 DN
S12 25.4 E130 54.4

ELGUM
S12 16.7
E130 44.4

MAX
230 KIAS
from ELGUM

196°
5
1600T

NASUX
S12 21.5
E130 42.8

LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

CHANGES: MSA revised.

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DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

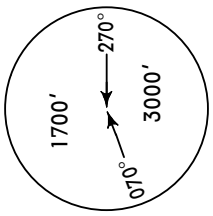
GATOR SEVEN UNIFORM ARRIVAL [GATO7U]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From GATOR track 272° to KOOLI. Turn RIGHT, track 286° to VIKUV. Cross VIKUV at or above 9000′. Track 286° to ELGUM, MAX 230 KIAS from ELGUM. Turn LEFT track 196° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29: From GATOR track 265° to BIDSA. Cross BIDSA at or below FL130. Track 265° to SARRE. Turn RIGHT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000′ within 10 NM

Direct distance to Darwin Intl from:
LAPAR 10 NM
NASUX 10 NM

NOT TO SCALE

GATOR
S12 27.7
E131 45.4

272° 265°
1600T 9

BIDSA
S12 28.0
E131 36.7

AT OR BELOW FL130

38 1600T

31 1600T

KOOLI
S12 24.2
E131 06.7

SARRE
S12 28.9
E131 05.0

286° 8 1600T

2.5 1600T 286°

VIKUV
S12 21.5
E130 58.4

AT OR ABOVE 9000′

LAPAR
S12 28.1
E131 02.6

(RWY 29)

15 1600T

Darwin Intl

DARWIN
D 112.6 DN
S12 25.4 E130 54.4

ELGUM
S12 16.7
E130 44.4

MAX 230 KIAS from ELGUM

196° 5 1600T

(RWY 11)

NASUX
S12 21.5
E130 42.8

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

CHANGES: MSA revised.

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JEPPESEN 2 DEC 16 (10-2G) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

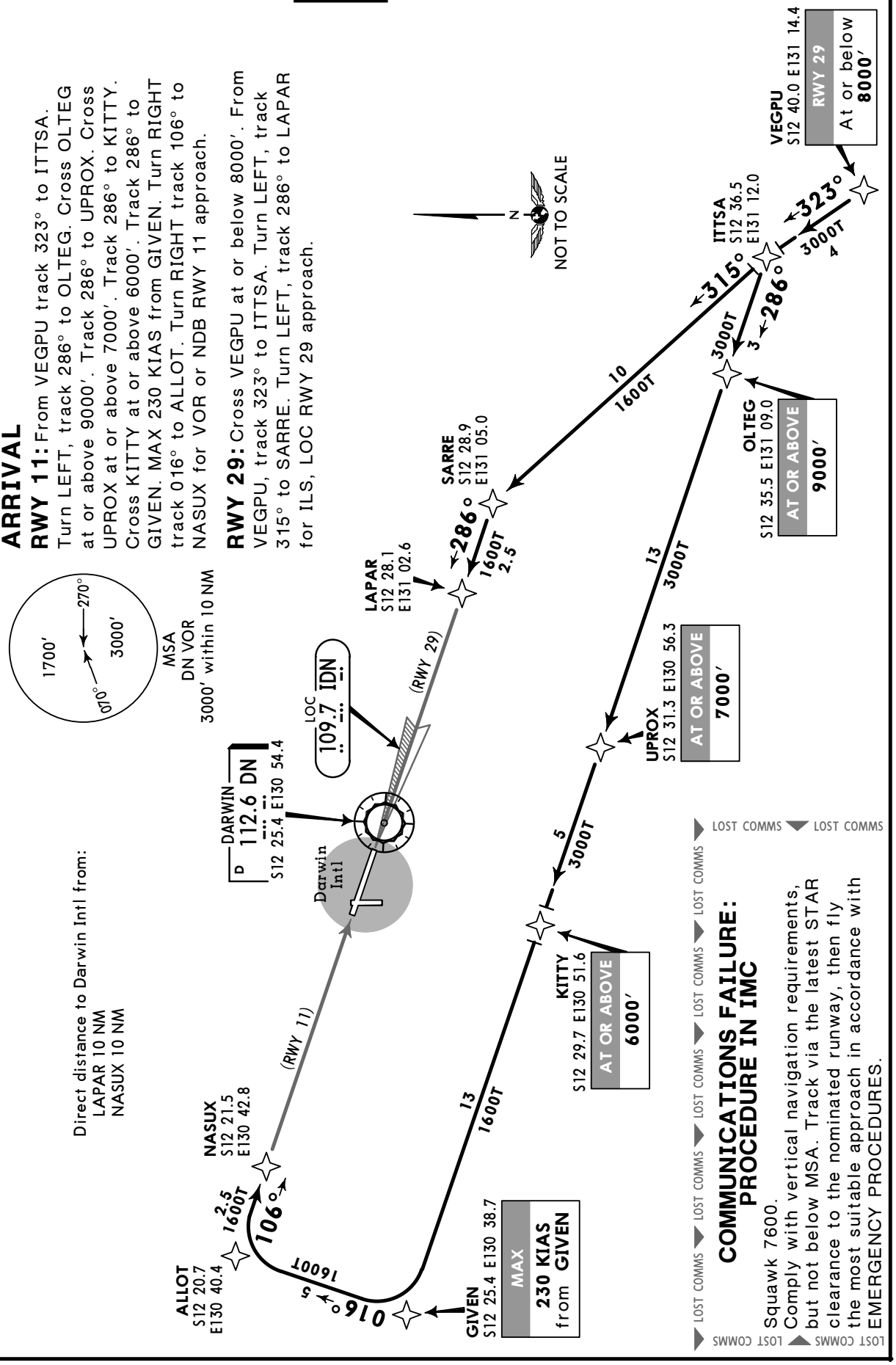
VEGPU FIVE ALPHA ARRIVAL [VEGP5A]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000′. Track 286° to UPROX. Cross UPROX at or above 7000′. Track 286° to KITTY. Cross KITTY at or above 6000′. Track 286° to GIVEN. MAX 230 KIAS from GIVEN. Turn RIGHT track 016° to ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: Cross VEGPU at or below 8000′. From VEGPU, track 323° to ITTSA. Turn LEFT, track 315° to SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



CHANGES: Procedure revised, renumbered, MSA revised.

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JEPPESEN 2 DEC 16 (10-2H) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS	128.25 308 316.2
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

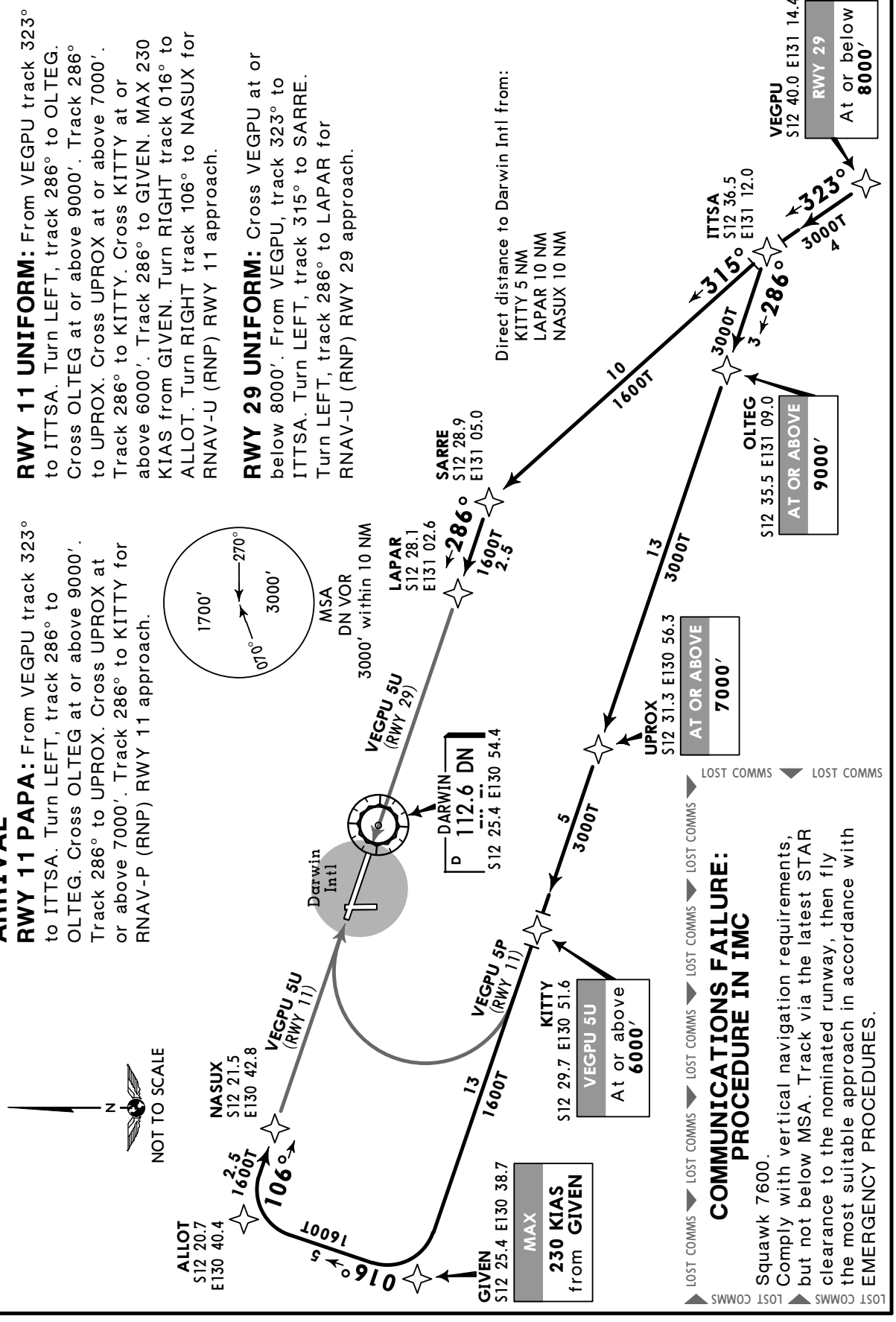
VEGPU FIVE PAPA [VEGP5P], VEGPU FIVE UNIFORM [VEGP5U] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

RWY 11 UNIFORM: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000′. Track 286° to UPROX. Cross UPROX at or above 7000′. Track 286° to KITTY. Cross KITTY at or above 6000′. Track 286° to GIVEN. MAX 230 KIAS from GIVEN. Turn RIGHT track 016° to ALLOT. Turn RIGHT track 106° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29 UNIFORM: Cross VEGPU at or below 8000′. From VEGPU, track 323° to ITTSA. Turn LEFT, track 315° to SARRE. Turn LEFT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.

ARRIVAL
RWY 11 PAPA: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000′. Track 286° to UPROX. Cross UPROX at or above 7000′. Track 286° to KITTY for RNAV-P (RNP) RWY 11 approach.



CHANGES: Procedures revised, renumbered, MSA revised.

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JEPPESEN 2 DEC 16 (10-2J) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

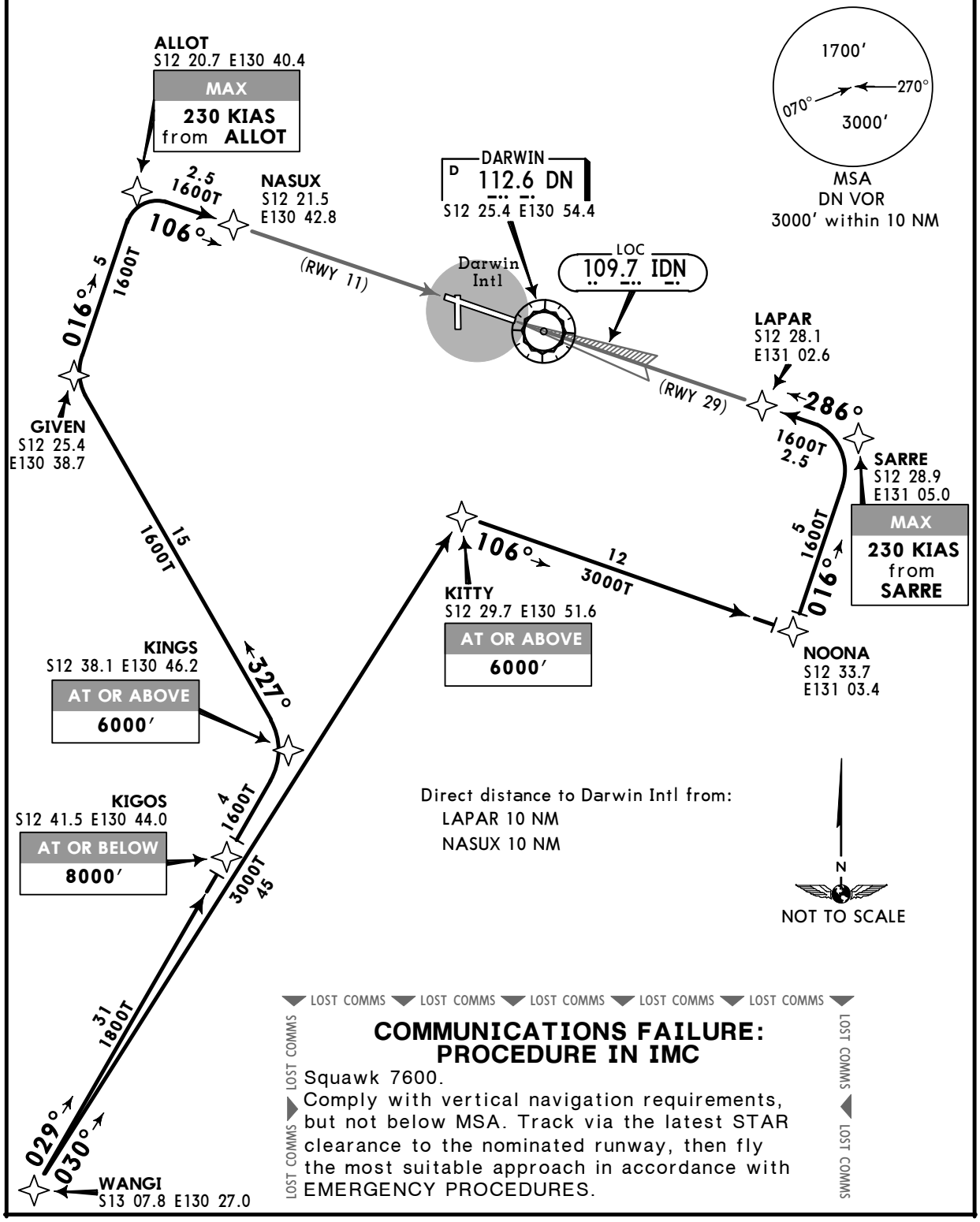
WANGI SEVEN ALPHA ARRIVAL[WANG7A]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000′. Track 029° to KINGS. Cross KINGS at or above 6000′. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From WANGI track 030° to KITTY. Cross KITTY at or above 6000′. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS LOST COMMS LOST COMMS

CHANGES: Procedure revised, renumbered, MSA revised.

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JEPPESEN 2 DEC 16 (10-2K) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

RUNWAY 11

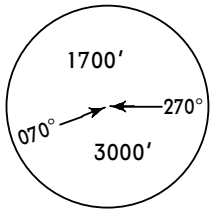
WANGI SEVEN PAPA [WANG7P], WANGI SEVEN UNIFORM [WANG7U] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11 PAPA: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000′. Track 029° to KINGS for RNAV-P (RNP) RWY 11 approach.

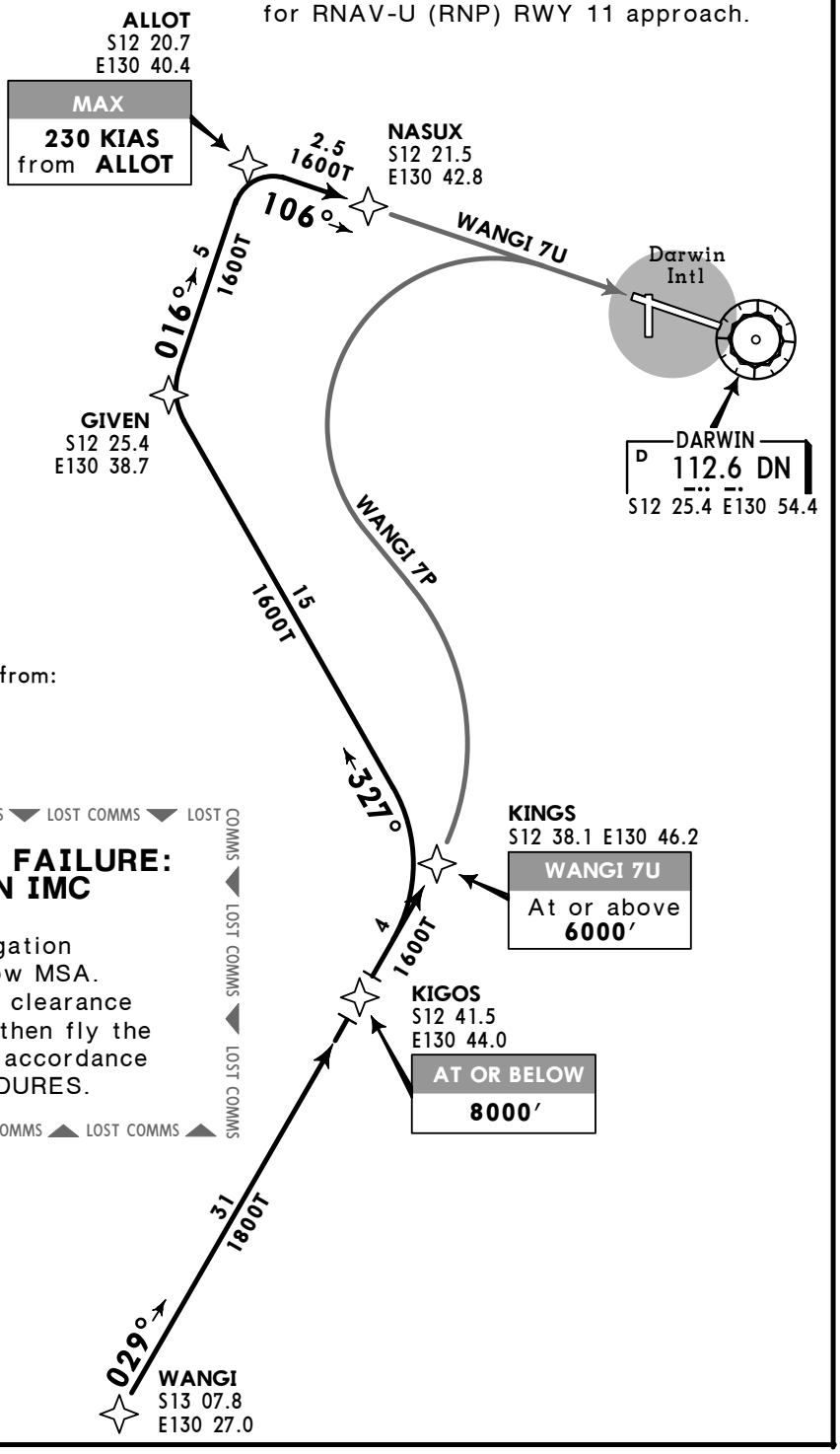
RWY 11 UNIFORM: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000′. Track 029° to KINGS. Cross KINGS at or above 6000′. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for RNAV-U (RNP) RWY 11 approach.



MSA
DN VOR
3000′ within 10 NM



NOT TO SCALE



Direct distance to Darwin Intl from:
KINGS 15 NM
NASUX 10 NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Procedures renumbered, MSA revised.

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JEPPESEN 2 DEC 16 (10-2L) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

RUNWAY 29

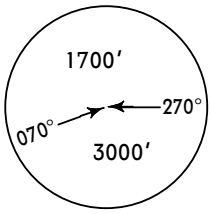
WANGI SEVEN PAPA [WANG7P], WANGI SEVEN UNIFORM [WANG7U] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

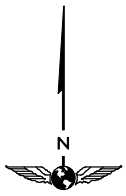
ARRIVAL

RWY 29 PAPA: From WANGI track 030° to KITTY for RNAV-P (RNP) RWY 29 approach. Cross KITTY at or above 6000′.

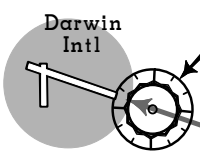
RWY 29 UNIFORM: From WANGI track 030° to KITTY. Cross KITTY at or above 6000′. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000′ within 10 NM



NOT TO SCALE



DARWIN
D 112.6 DN
S12 25.4 E130 54.4

LAPAR
S12 28.1
E131 02.6

WANGI 7U

286°
1600T
2.5

SARRE
S12 28.9
E131 05.0

MAX
230 KIAS
from
SARRE

KITTY
S12 29.7
E130 51.6

AT OR ABOVE
6000′

WANGI 7P

106°
12
3000T

5
1600T

016°

NOONA
S12 33.7
E131 03.4

Direct distance to Darwin Intl from:
KITTY 5 NM
LAPAR 10 NM

045°
30
3000T

030°

WANGI
S13 07.8
E130 27.0

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS LOST COMMS LOST COMMS

LOST COMMS LOST COMMS LOST COMMS

CHANGES: Procedures revised, renumbered, MSA revised.

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DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Departure (R) 123.0

TRANS LEVEL: FL110
TRANS ALT: 10000′

ALL RUNWAYS

DARWIN SIX DEPARTURE (RADAR) [DN6]

SPEED: MAX 250 KT BELOW 10000′

(Jets includes turbo prop aircraft above 25000 kg (55,116lbs) MTOW)

This SID requires the following take-off minimums (for standard minimums, refer to airport chart):
❶ Rwy 18: Ceiling 50′ visibility 1000m or Standard, whichever is greater.
❶ Rwy 36: Ceiling 50′ visibility 700m or Standard, whichever is greater.

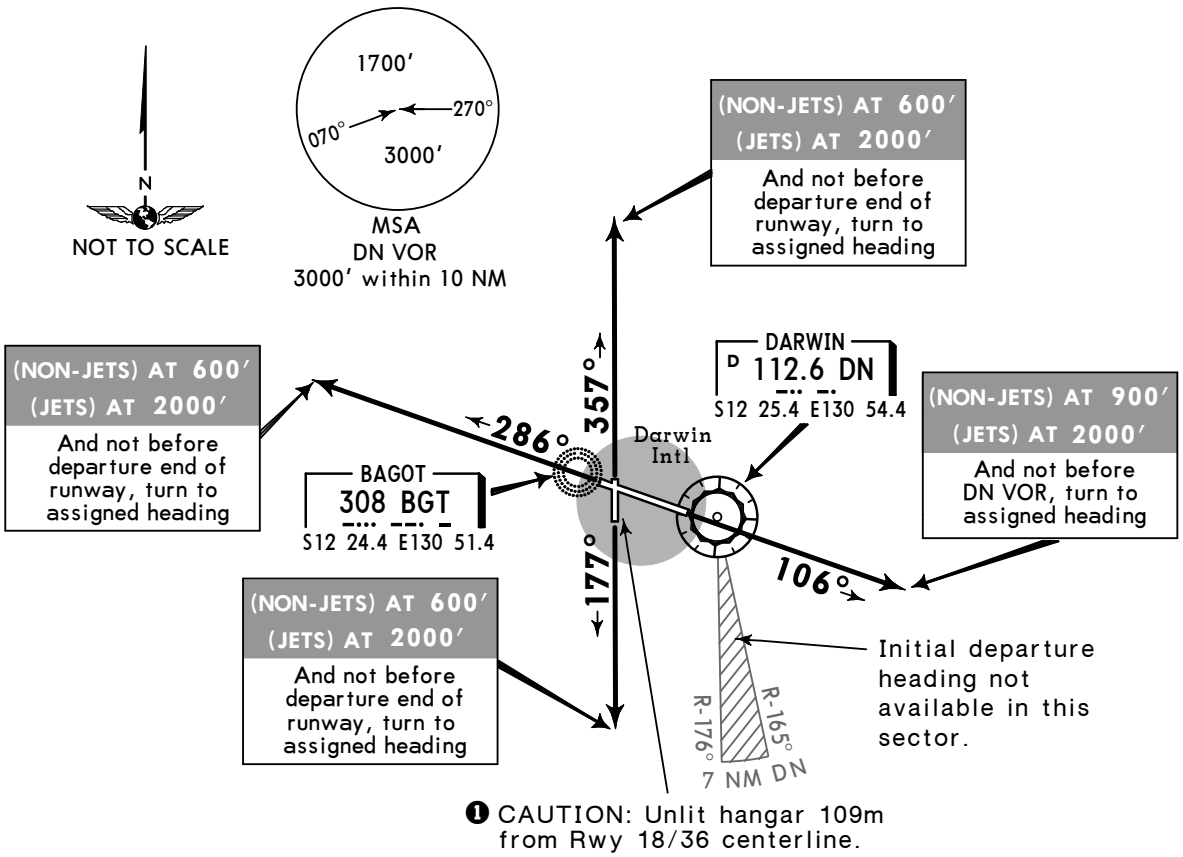
Noise abatement procedures apply, and take precedence for Military Strike/Fighter Aircraft.

RWY 11: Track 106°.
At 900′ (2000′ for Jet Aircraft) and not before DN VOR, turn to assigned heading. When instructed, contact Approach for RADAR vectors.

RWY 29: Track 286°.
At 600′ (2000′ for Jet Aircraft) and not before departure end of runway, turn to assigned heading. When instructed, contact Approach for RADAR vectors.

RWY 18 (HJ ONLY): Track 177°.
At 600′ (2000′ for Jet Aircraft) and not before departure end of runway, turn to assigned heading. When instructed, contact Approach for RADAR vectors.

RWY 36 (HJ ONLY): Track 357°.
At 600′ (2000′ for Jet Aircraft) and not before departure end of runway, turn to assigned heading. When instructed, contact Approach for RADAR vectors.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

On recognition of communication failure
-Squawk 7600.
-MAINTAIN last assigned vector for two minutes, and
-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then
-proceed in accordance with the latest ATC route clearance acknowledged.

CHANGES: Speed restriction added.

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JEPPESEN 10-3A 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance	126.8
DARWIN Approach EAST (R) (DEP)	125.2
DARWIN Approach WEST (R) (DEP)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

BIRDY THREE DEPARTURE [BIRDY3]

SPEED: MAX 250 KT BELOW 10000′

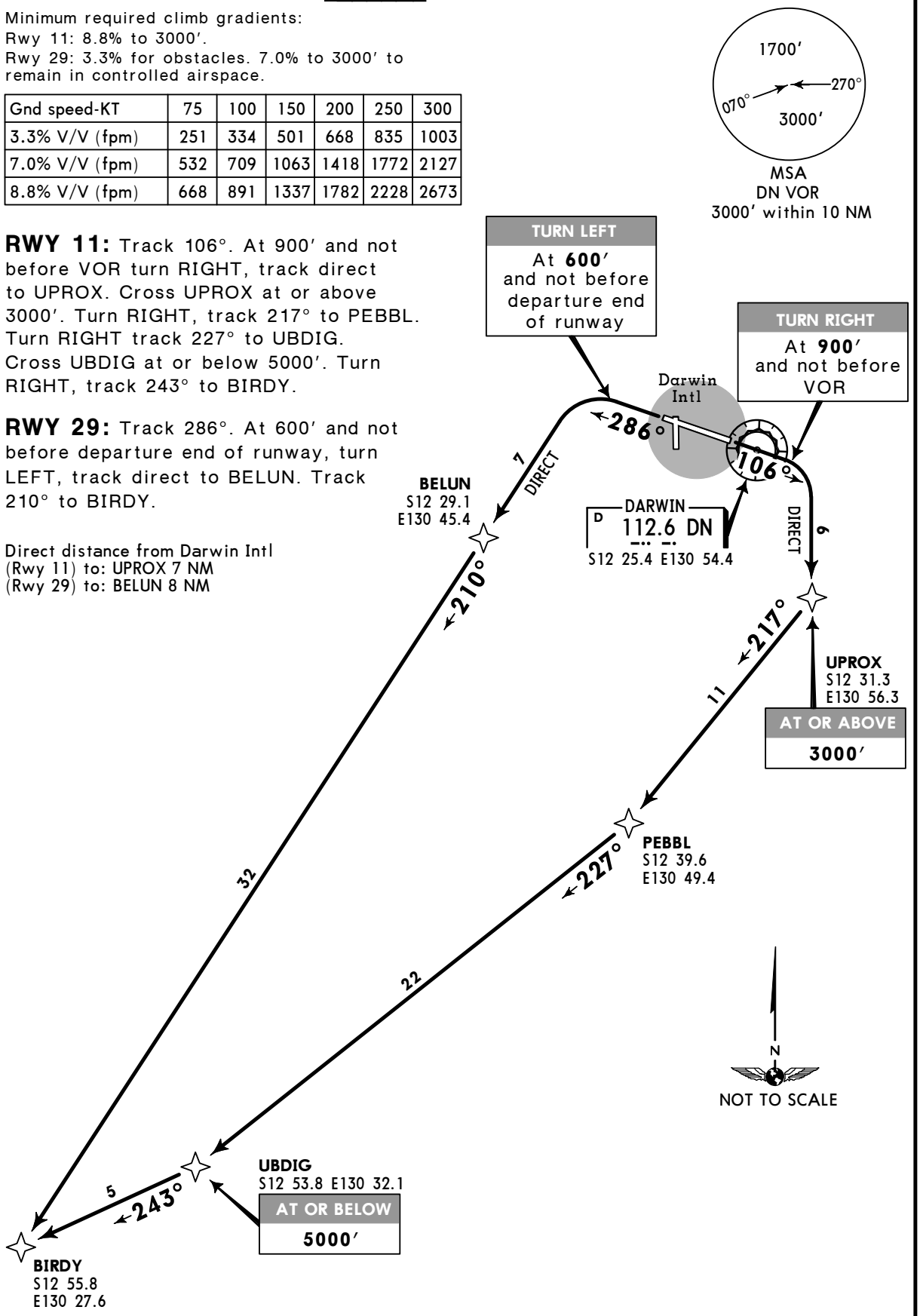
Minimum required climb gradients:
Rwy 11: 8.8% to 3000′.
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

RWY 11: Track 106°. At 900′ and not before VOR turn RIGHT, track direct to UPROX. Cross UPROX at or above 3000′. Turn RIGHT, track 217° to PEBBL. Turn RIGHT track 227° to UBDIG. Cross UBDIG at or below 5000′. Turn RIGHT, track 243° to BIRDY.

RWY 29: Track 286°. At 600′ and not before departure end of runway, turn LEFT, track direct to BELUN. Track 210° to BIRDY.

Direct distance from Darwin Intl
(Rwy 11) to: UPROX 7 NM
(Rwy 29) to: BELUN 8 NM



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN

10-3B

3 NOV 17
Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

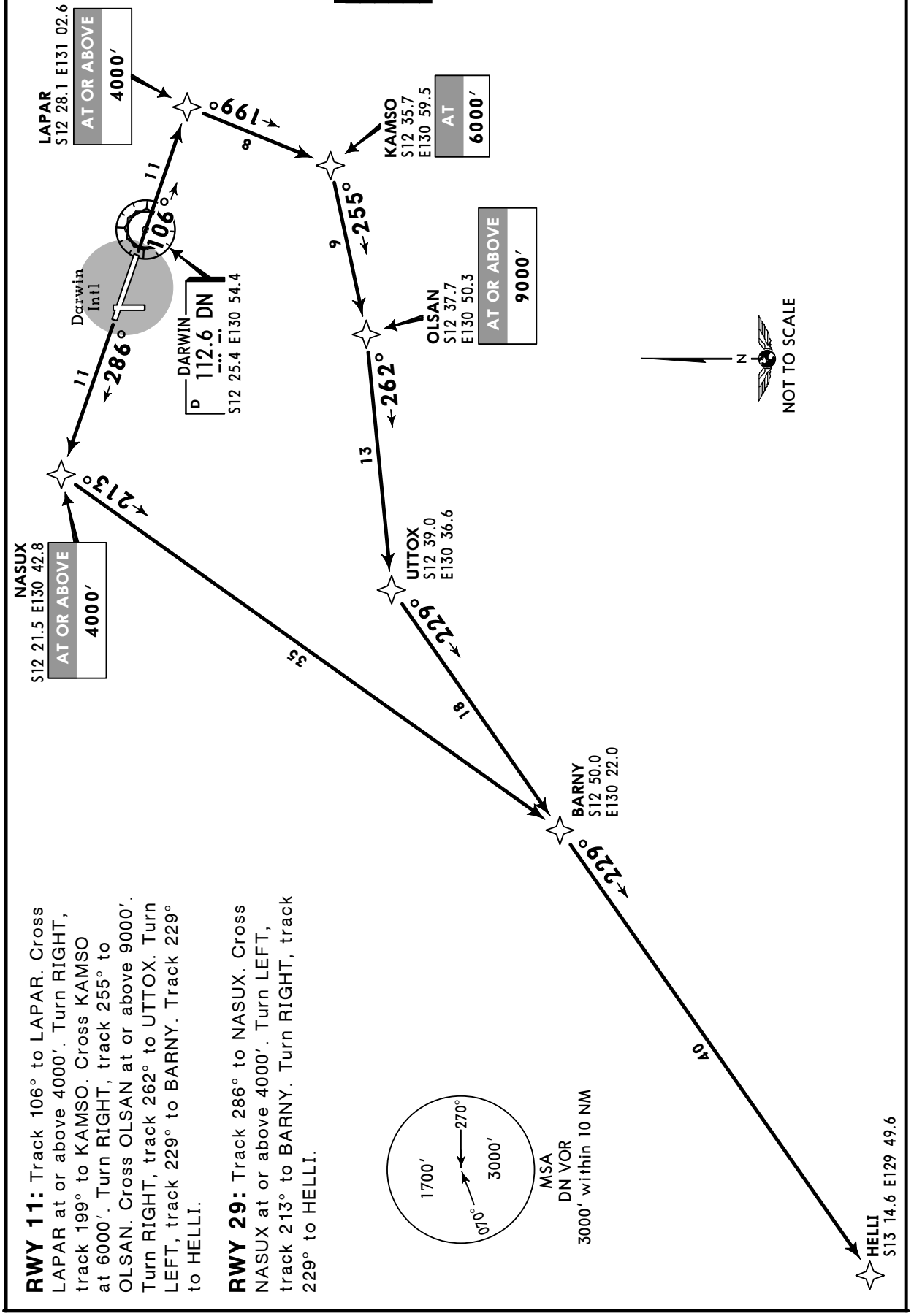
DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

JETS ONLY

HELLI FOUR DEPARTURE [HELLI4]

SPEED: MAX 250 KT BELOW 10000′



RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn RIGHT, track 199° to KAMSO. Cross KAMSO at 6000′. Turn RIGHT, track 255° to OLSAN. Cross OLSAN at or above 9000′. Turn RIGHT, track 262° to UTTOX. Turn LEFT, track 229° to BARNY. Track 229° to HELLI.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn LEFT, track 213° to BARNY. Turn RIGHT, track 229° to HELLI.

CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN

10-3C

3 NOV 17
Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

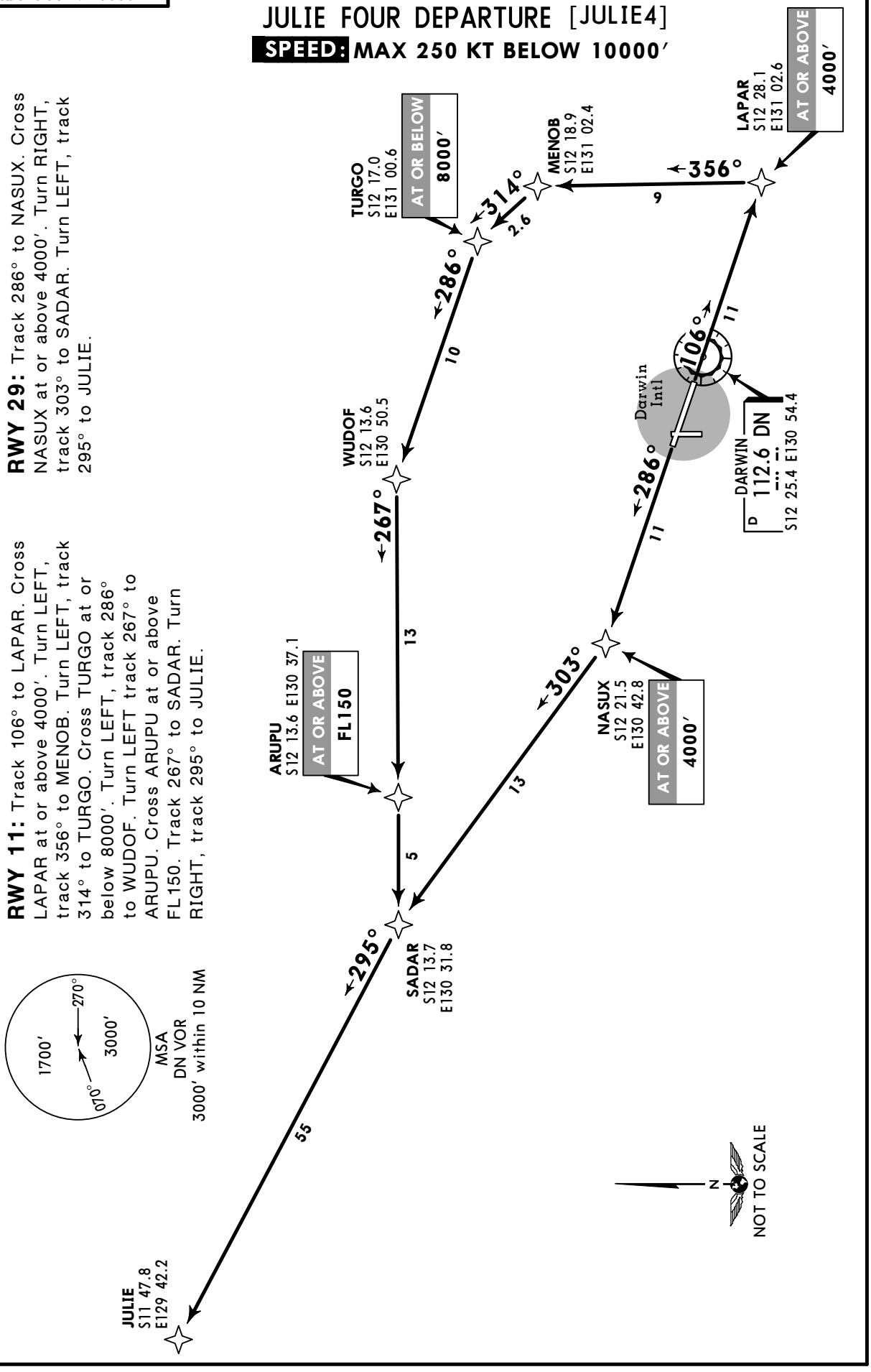
JETS ONLY

JULIE FOUR DEPARTURE [JULIE4]

SPEED: MAX 250 KT BELOW 10000′

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn RIGHT, track 303° to SADAR. Turn LEFT, track 295° to JULIE.

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000′. Turn LEFT, track 286° to WUDOF. Turn LEFT track 267° to ARUPU. Cross ARUPU at or above FL150. Track 267° to SADAR. Turn RIGHT, track 295° to JULIE.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN JeppView 3.6.2.0

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance	126.8
DARWIN Approach EAST (R) (DEP)	125.2
DARWIN Approach WEST (R) (DEP)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

LAKUP FOUR DEPARTURE [LAKUP4]

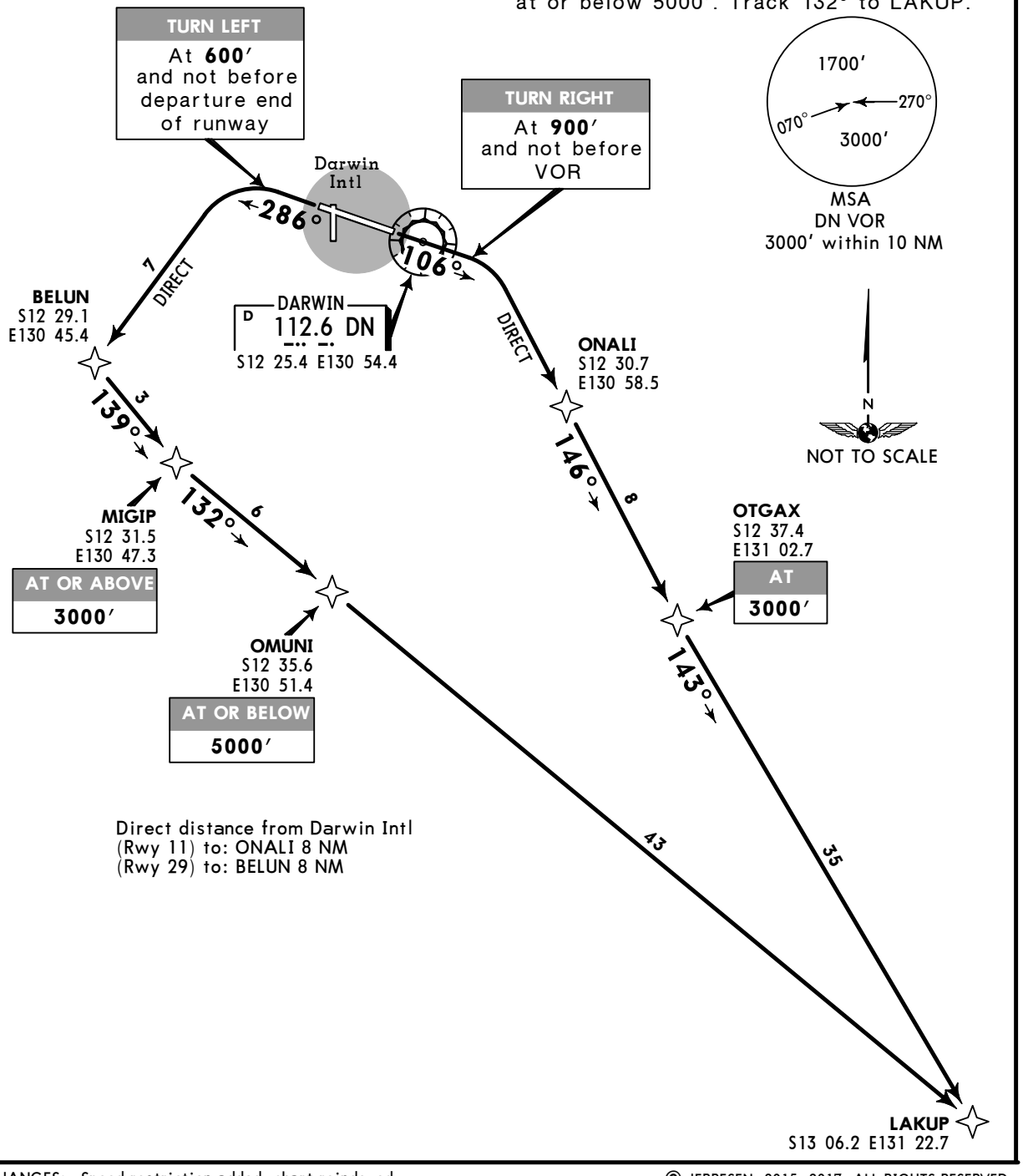
SPEED: MAX 250 KT BELOW 10000′

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ 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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900′ and not before VOR turn RIGHT, track direct to ONALI. Track 146° to OTGAX. Cross OTGAX at 3000′. Track 143° to LAKUP.

RWY 29: Track 286°. At 600′ and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000′. Turn LEFT, track 132° to OMUNI. Cross OMUNI at or below 5000′. Track 132° to LAKUP.



Direct distance from Darwin Intl
(Rwy 11) to: ONALI 8 NM
(Rwy 29) to: BELUN 8 NM

CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3E 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

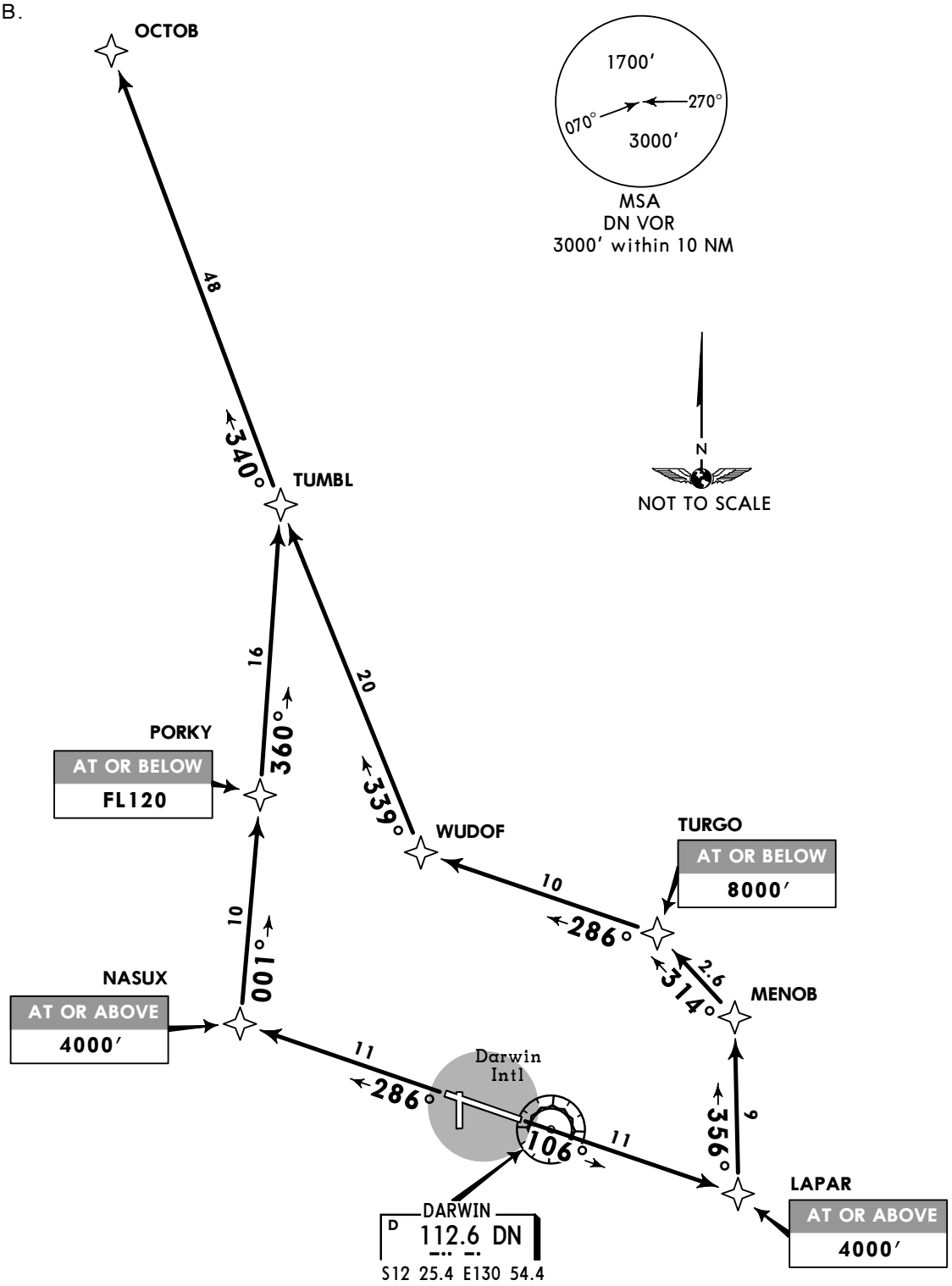
JETS ONLY

OCTOB 6 DEPARTURE [OCTOB6]

SPEED: MAX 250 KT BELOW 10000′

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000′. Turn LEFT, track 286° to WUDOF. Turn RIGHT, track 339° to TUMBL. Turn RIGHT, track 340° to OCTOB.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn RIGHT, track 001° to PORKY. Cross PORKY at or below FL120. Track 360° to TUMBL. Turn LEFT track 340° to OCTOB.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3F 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

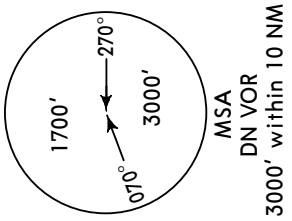
JETS ONLY

PALGA 6 DEPARTURE [PALGA6]

SPEED: MAX 250 KT BELOW 10000′

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn LEFT, track 096° to SNICK. Turn RIGHT, track 103° to PALGA.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn RIGHT, track 001° to UBGUX. Turn RIGHT, track 070° to LEMUX. Cross LEMUX at or below FL120. Turn RIGHT, track 106° to BAXIB. Cross BAXIB at or above FL180. Turn RIGHT, track 110° to SNICK. Turn LEFT, track 103° to PALGA.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3G 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

RUSKA 5 DEPARTURE [RUSKA5]

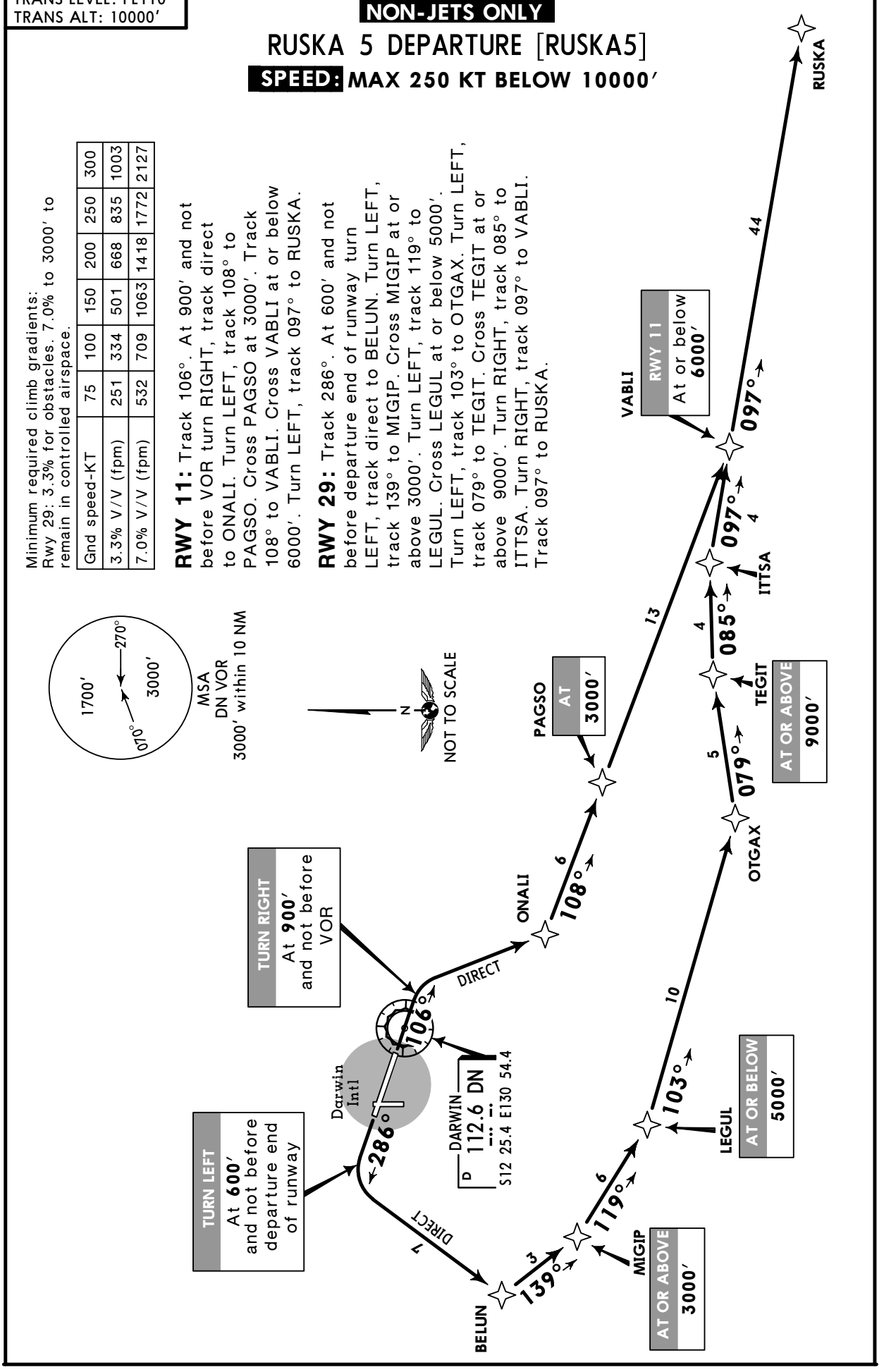
SPEED: MAX 250 KT BELOW 10000′

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ 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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900′ and not before VOR turn RIGHT, track direct to ONALI. Turn LEFT, track 108° to PAGSO. Cross PAGSO at 3000′. Track 108° to VABLI. Cross VABLI at or below 6000′. Turn LEFT, track 097° to RUSKA.

RWY 29: Track 286°. At 600′ and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000′. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000′. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000′. Turn RIGHT, track 085° to ITTSA. Turn RIGHT, track 097° to VABLI. Track 097° to RUSKA.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3H 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

VANDI 5 DEPARTURE [VANDI5]

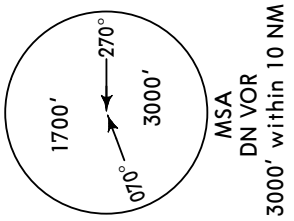
SPEED: MAX 250 KT BELOW 10000′

RWY 29: Track 286°. At 600′ and not before departure end of runway, turn LEFT track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000′. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000′. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000′. Turn LEFT, track 060° to DUGAM. Cross DUGAM at or above FL140. Track 060° to BURBA. Cross BURBA at or below FL170. Turn RIGHT, track 071° to VANDI.

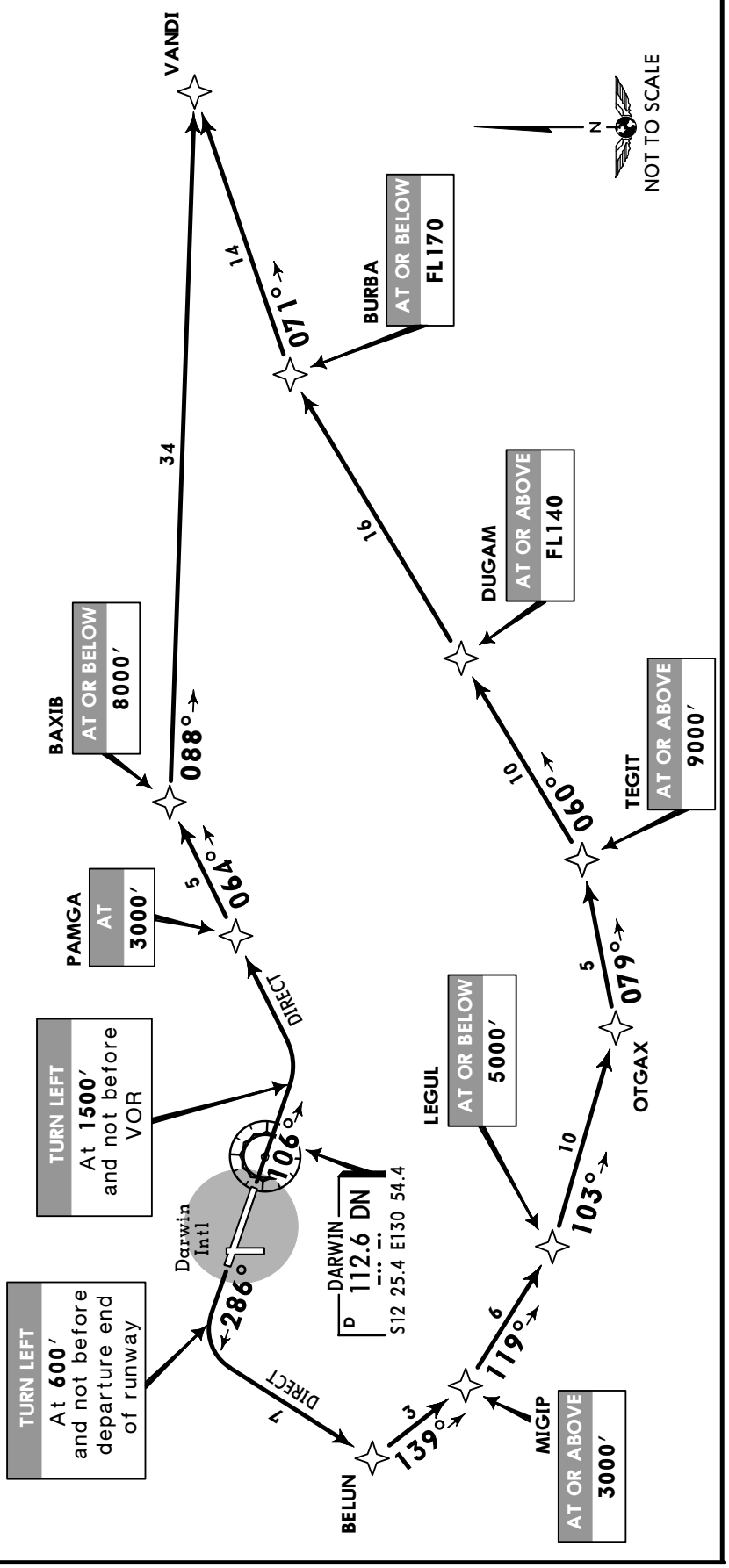
RWY 11: Track 106°. At 1500′ and not before VOR turn LEFT, track direct to PAMGA. Cross PAMGA at 3000′. Track 064° to BAXIB. Cross BAXIB at or below 8000′. Turn RIGHT, track 088° to VANDI.

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ 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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



MSA
DN VOR
3000′ within 10 NM



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN
JeppView 3.6.2.0

NOISE ABATEMENT PROCEDURES

LOCAL TIME minus 9 1/2 HOURS = UTC

1. PREFERRED RUNWAYS

1.1 LANDING

Runway 11 for arrival tracks within the sector 200° through NORTH to 020°.
Runway 29 for arrival tracks within the sector 021° through SOUTH to 199°.

1.2 TAKE-OFF

Runway 11 for departure tracks within the sector 021° through SOUTH to 199°.
Runway 29 for departure tracks within the sector 200° through NORTH to 020°.

2. PREFERRED FLIGHT PATHS

2.1 ARRIVING AIRCRAFT

2.1.1 Preferred runway requirements apply.

2.1.2 Arriving aircraft at night: All JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) arriving from the WEST to land Rwy 29, or arriving from the EAST to land Rwy 11 can expect radar vectoring NORTH of built up areas or SOUTH over water, sunset to sunrise.

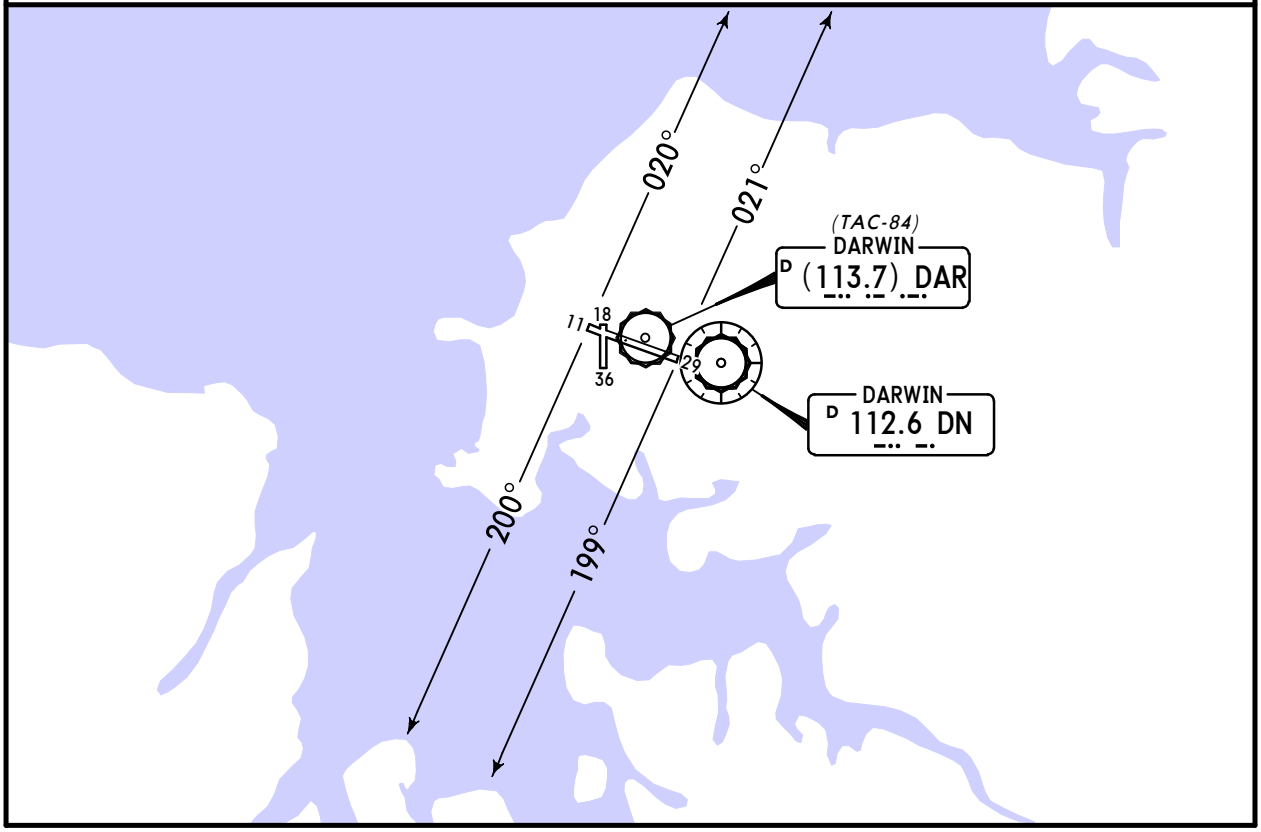
2.1.3 Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000′ AMSL, proceed for further straight-in approach. If fuel limited, make circuit SOUTH of Runway 11/29.

2.2 DEPARTING AIRCRAFT

2.2.1 All runways: IFR category aircraft can expect to be instructed by ATC to track via Standard Instrument Departure (SID).

2.2.2. Unless cleared via SID, all JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) are to maintain runway heading until 2000′ AMSL and:

(a) D2.0 DN/D3.0 DAR TACAN off Runway 11 between 2030 and 1230 UTC.
(b) D7.0 DN/D8.0 DAR TACAN off Runway 11 between 1230 and 2030 UTC.
(c) D5.0 DN/D3.0 DAR TACAN off Runway 29.



CHANGES: Departing aircraft procedures revised.

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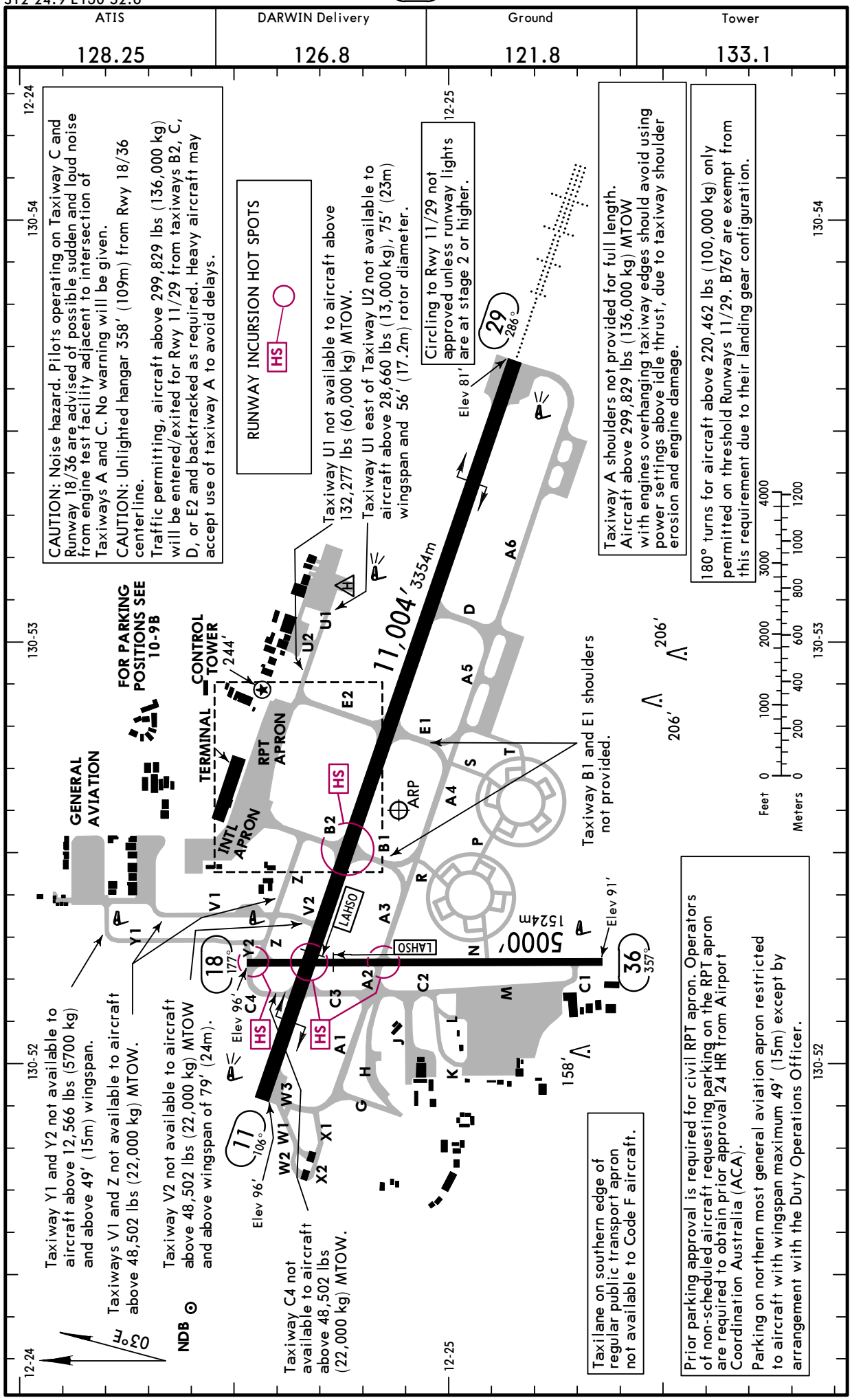
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YPDN/DRW
Apt Elev **103′**
S12 24.9 E130 52.6

JEPPESEN
10 AUG 18
(10-9)

DARWIN, NT, AUSTRALIA
DARWIN INTL

ATIS	DARWIN Delivery	Ground	Tower
128.25	126.8	121.8	133.1



CHANGES: Note moved to chart 10-9B.

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YPDN/DRW JEPPESEN DARWIN, NT, AUSTRALIA

10 AUG 18 (10-9A) DARWIN INTL

GENERAL

CAUTION: Possibility of wind shear/turbulence on short final for all runways.
CAUTION: Model aircraft operate at East Point (ETP) surface to 400' AGL 270°/2.9 NM from ARP.
CAUTION: High velocity gas plumes located Bladin Point magnetic bearing 156°, 6.7 NM from aerodrome, within 0.5 NM radius of S12 31.2 E130 55.1, continuous day and night.
Bird hazard exists.
PPR for civil and foreign military aircraft transiting RAAF Darwin from Base Command Post. 72 hours prior notice.
Hours of operation: Civil airport 24 hours. Military airfield daily 2130-1230. Other times PPR 72 hours prior notice.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
11 ❶ 29	HIRL PAPI (angle 3.0°, MEHT 57') HIRL HIALS PAPI (angle 3.0°, MEHT 59')		9994' 3046m	18/36 8816' 2687m		197' 60m
18 36				11/29 3760' 1146m		98' 30m

❶ Grooved.

Standby power available. Portable in emergency with 45 minutes prior notice.

TAKE-OFF

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

FOR FILING AS ALTERNATE

	Special ILS Z or LOC Z Rwy 29 ILS X or LOC X Rwy 29 VOR Z Rwy 29 VOR Rwy 11 NDB Rwy 11	ILS Z or LOC Z Rwy 29 ILS X or LOC X Rwy 29 VOR Z Rwy 29 VOR Rwy 11 NDB Rwy 11 RNAV-Z (GNSS) Rwy 11 RNAV-Z (GNSS) Rwy 29 RNAV-Z (GNSS) Rwy 36	VOR Y Rwy 29
A	800' - 4.0 km	1097' - 4.4 km	1397' - 4.4 km
B			
C		1197' - 6.0 km	1397' - 6.0 km
D		❶ 1397' - 7.0 km	1397' - 7.0 km

❶ CAT D not applicable for RNAV Rwy 36.

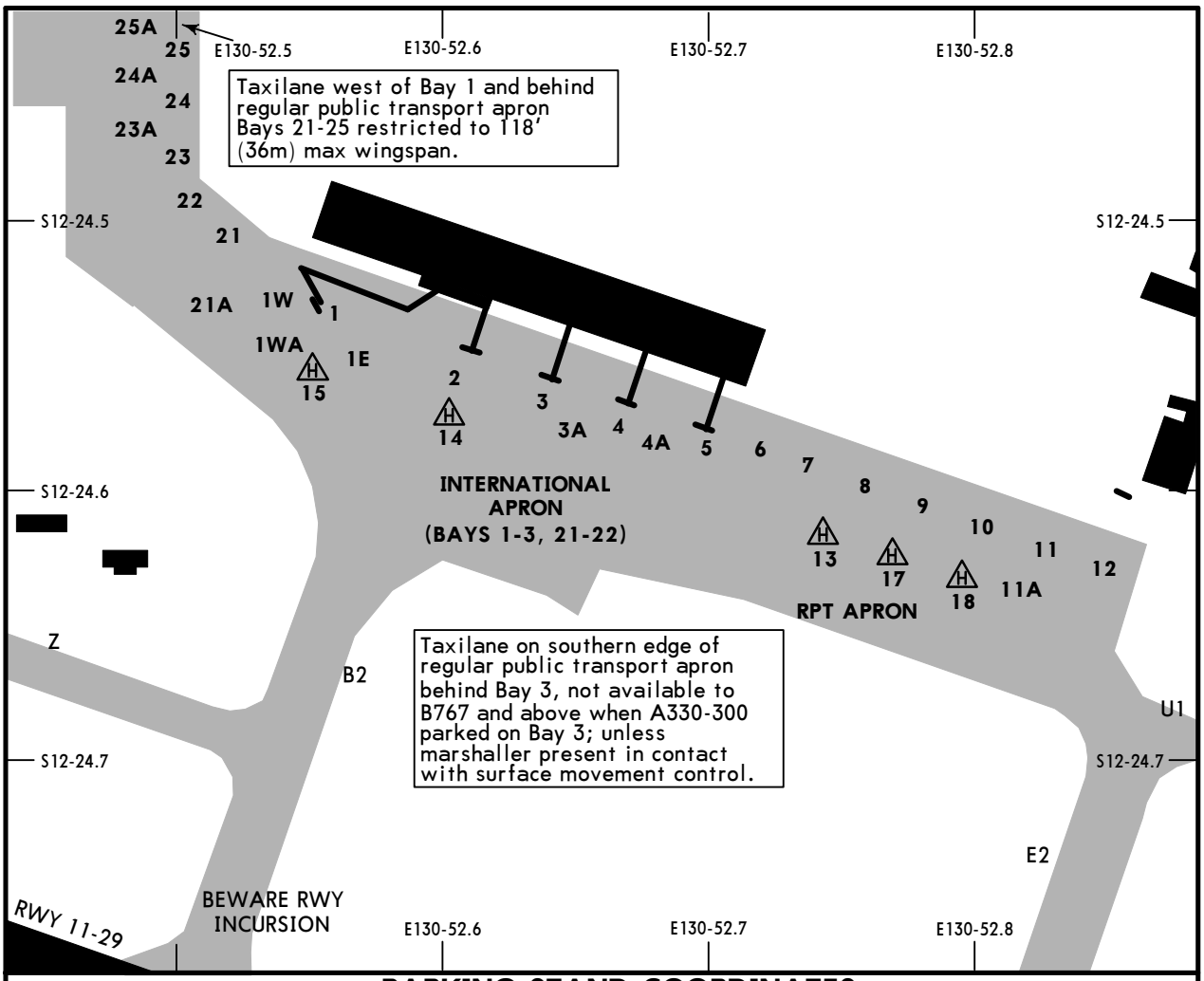
CHANGES: None.

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YPDN/DRW

JEPPESEN
10 AUG 18 (10-9B)

DARWIN, NT, AUSTRALIA
DARWIN INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	CAPACITY	DOCKING SYSTEM
1	S12 24.5 E130 52.6	73′	A380/AN124	SAFEGATE DGS
1E	S12 24.5 E130 52.6	73′	A321	
1W	S12 24.5 E130 52.6	73′	A321/B738	
1WA	S12 24.5 E130 52.5	74′	DH8C	
2	S12 24.5 E130 52.6	73′	B744	SAFEGATE DGS
3	S12 24.5 E130 52.7	72′	B763	SAFEGATE DGS
3A	S12 24.5 E130 52.7	72′	SF34/E120	
4	S12 24.5 E130 52.7	72′	A321/B738	SAFEGATE DGS
4A	S12 24.6 E130 52.7	72′	SF34/E120	
5	S12 24.6 E130 52.7	72′	A321/B738	SAFEGATE DGS
6	S12 24.6 E130 52.7	72′	A321/B738	
7	S12 24.6 E130 52.8	72′	A321/B738	
8	S12 24.6 E130 52.8	72′	B717	
9 thru 11	S12 24.6 E130 52.8	72′	A321/B738	
11A	S12 24.6 E130 52.8	72′	B763	
12	S12 24.6 E130 52.9	72′	A320/B738	
H13	S12 24.6 E130 52.8	72′	AS332/EC 225	
H14	S12 24.5 E130 52.6	72′	AS332/EC 225	
H15	S12 24.5 E130 52.6	74′	AS332/EC 225	
H17, H18	S12 24.6 E130 52.8	72′	AS332/EC 225	
21	S12 24.5 E130 52.5	74′	A321/B738	
21A	S12 24.5 E130 52.5	74′	SF34/E120	
22, 23	S12 24.5 E130 52.5	73′	A321/B738	
23A	S12 24.5 E130 52.5	73′	SF34/E120	
24A	S12 24.4 E130 52.5	73′	SF34/E120	
24	S12 24.4 E130 52.5	73′	A321/B738	
25	S12 24.4 E130 52.5	72′	A321/B738	
25A	S12 24.4 E130 52.5	72′	SF34/E120	

For specific aircraft operating capabilities and procedures, contact Darwin International Airport Management.

CHANGES: Notes added.

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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:

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

The Position Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

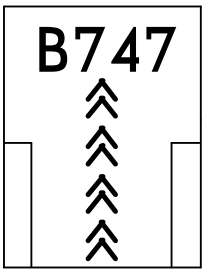
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VISUAL DOCKING GUIDANCE SYSTEMS

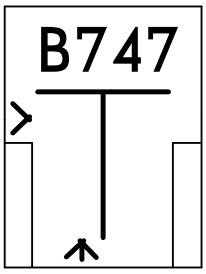
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

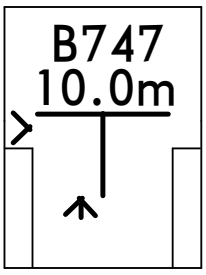
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



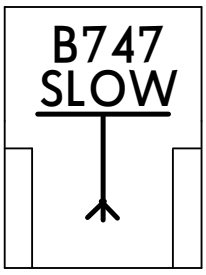
CAPTURE
Searching for aircraft



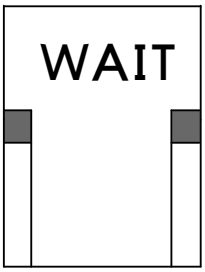
TRACKING AIRCRAFT
Aircraft left of centerline



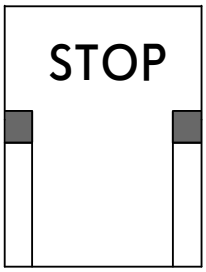
CLOSING RATE



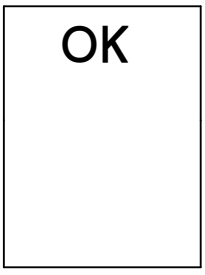
SLOW (DECREASE SPEED)



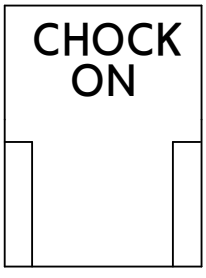
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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JEPPESEN JeppView 3.6.2.0

YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (11-1)

DARWIN, NT, AUSTRALIA ILS-Z or LOC-Z Rwy 29

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

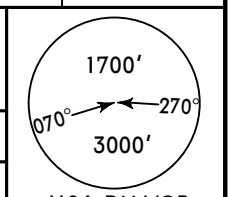
BRIEFING STRIP™

LOC IDN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 103′
109.7	286°	OM 1320′ (1239′)	290′ (209′)	Rwy 81′

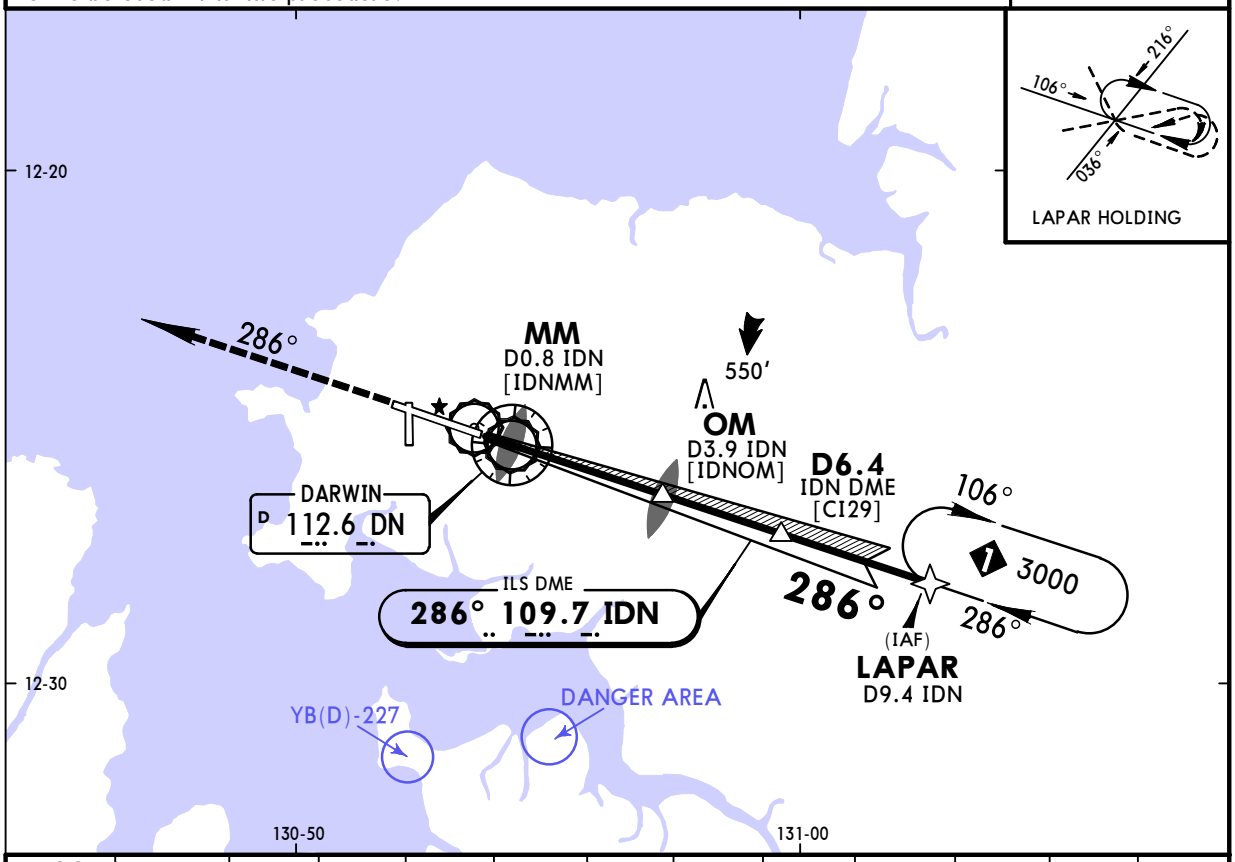
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. **IDN DME REQUIRED.** 2. CAUTION: VFR helo ops up to 500′ AGL east of MM.
3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure.

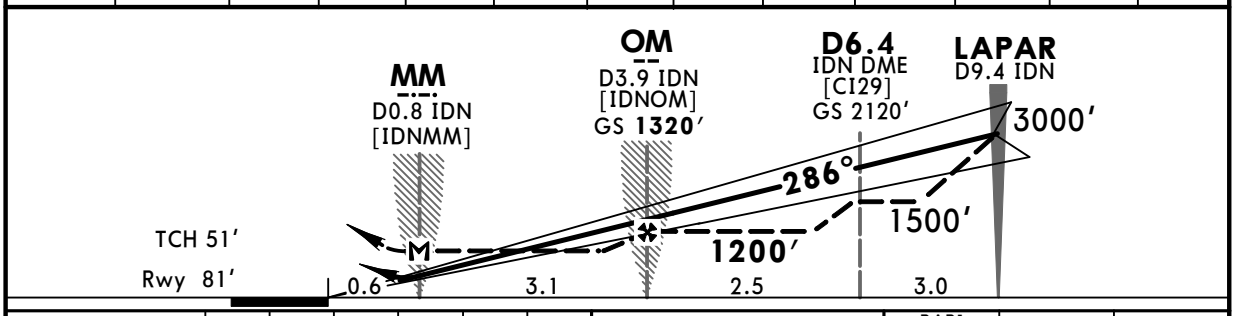


MSA DN VOR 3000′ within 10 NM



LAPAR HOLDING

LOC (GS out)	IDN DME	1.5	2.0	3.0	3.9	5.0	6.0	6.4	7.0	8.0	9.0	9.2
	ALTITUDE	550′	720′	1030′	1320′	1670′	1990′	2120′	2310′	2630′	2940′	3000′



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

PAPI HIALS

286° 3000′

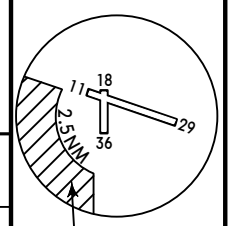
PANS OPS

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 290′ (209′)			LOC (GS out) MDA(H) 550′ (469′)	
	FULL	HIRL out	HIALS out		HIALS out
A	0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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JEPPESEN JeppView 3.6.2.0

YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (11-2)

DARWIN, NT, AUSTRALIA ILS-X or LOC-X Rwy 29

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

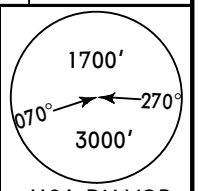
BRIEFING STRIP™

LOC IDN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 103′ Rwy 81′
109.7	286°	1320′ (1239′)	290′ (209′)	

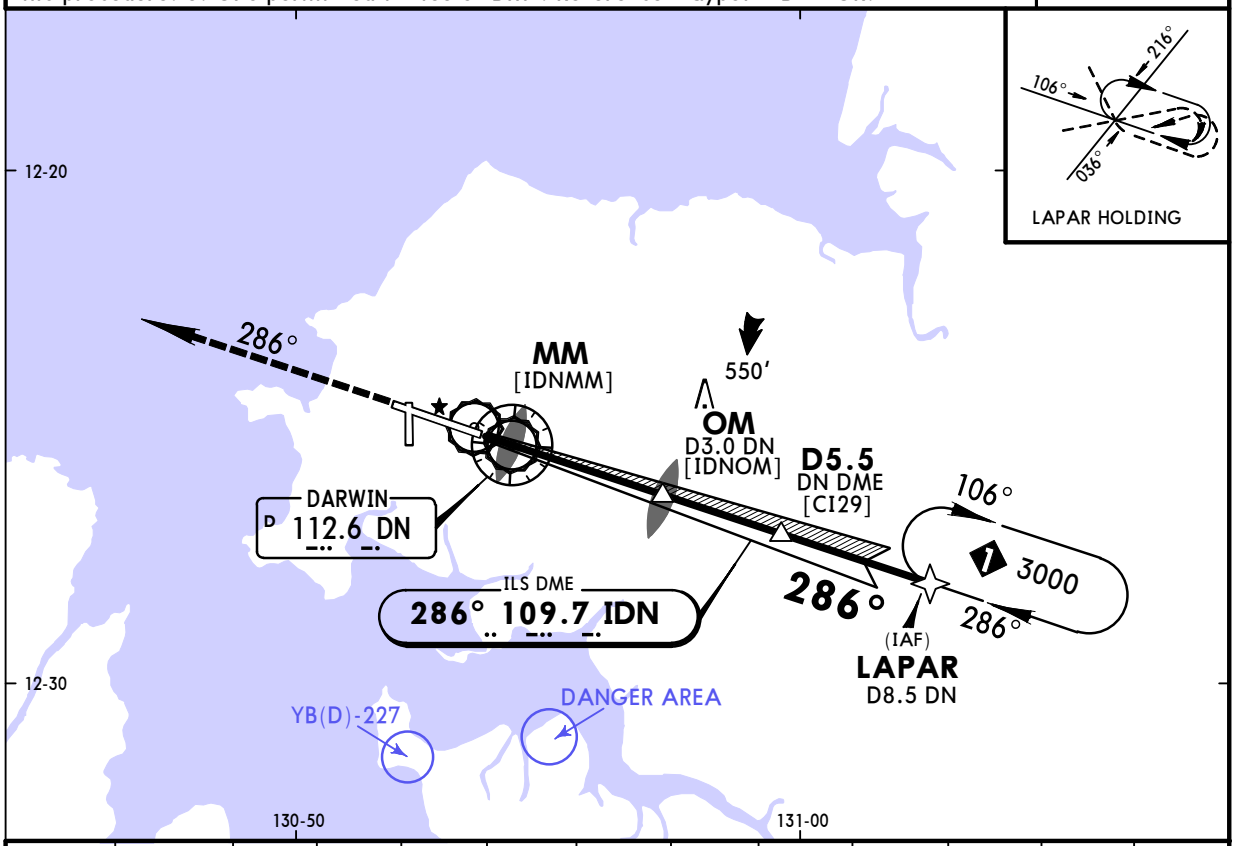
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500′ AGL east of MM. 3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GPS permitted in lieu of DME. Reference waypoint DN VOR.

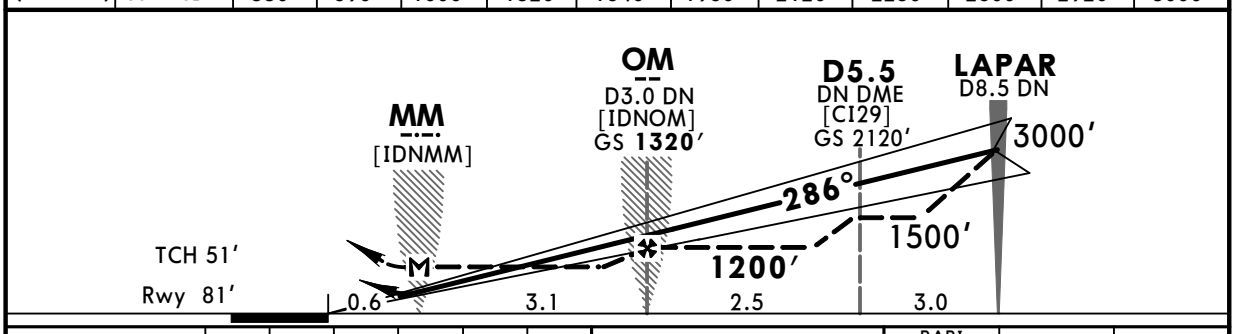


MSA DN VOR 3000′ within 10 NM



LAPAR HOLDING

LOC (GS out)	DN DME	0.6	1.0	2.0	3.0	4.0	5.0	5.5	6.0	7.0	8.0	8.3
	ALTITUDE	550′	690′	1000′	1320′	1640′	1960′	2120′	2280′	2600′	2920′	3000′



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

PAPI HIALS

286° 3000′

STRAIGHT-IN LANDING RWY 29

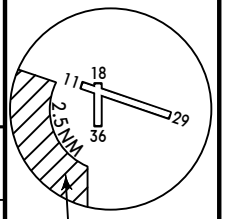
ILS DA(H) **290′** (209′)

LOC (GS out) MDA(H) **550′** (469′)

	ILS FULL	ILS HIRL out	ILS HIALS out	LOC (GS out)	LOC (GS out) HIALS out
A	0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

CHANGES: MSA, danger area.

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YPDN/DRW DARWIN INTL

JEPPESEN 24 FEB 17 Eff 2 Mar (12-1)

DARWIN, NT, AUSTRALIA RNAV-Z (GNSS) Rwy 11

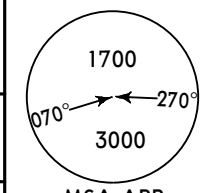
BRIEFING STRIP ™

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

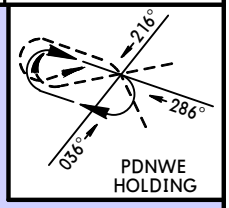
RNAV	Final Apch Crs	Procedure Alt PDNWF	LNAV/VNAV DA(H)	Apt Elev 103′ Rwy 96′
	106°	1820′ (1724′)	430′ (334′)	

MISSED APCH: Track direct to PDNWH, then track 106°. Climb to 3000′.

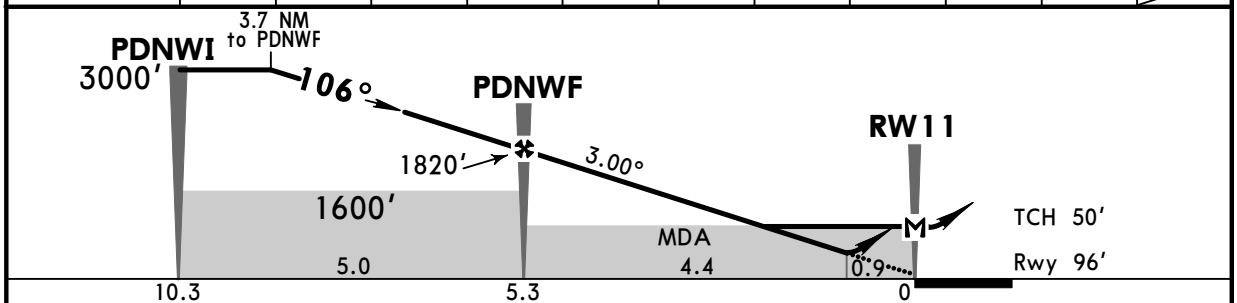
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.



MSA ARP 3000 within 10 NM



NM to NEXT WPT	3.7	3.0	2.0	1.0	PDNWF	4.0	3.0	2.0	1.2	0.9	RW11
ALTITUDE	3000′	2780′	2460′	2140′	1820′	1420′	1100′	780′	520′	430′	



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 RW11						

PAPI D PDNWH

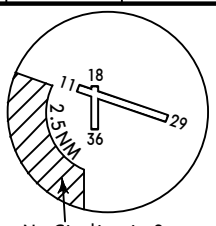
PANS OPS

STRAIGHT-IN LANDING RWY 11

	LNAV/VNAV DA(H) 430′ (334′)	LNAV MDA(H) 520′ (424′)
A	1.9 km	2.3 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, minimums, distance altitude band, MAP, notes.

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YPDN/DRW DARWIN INTL

JEPPESEN 24 FEB 17 Eff 2 Mar (12-2)

DARWIN, NT, AUSTRALIA RNAV-Z (GNSS) Rwy 29

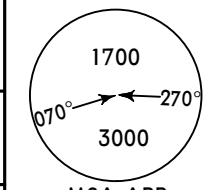
BRIEFING STRIP ™

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

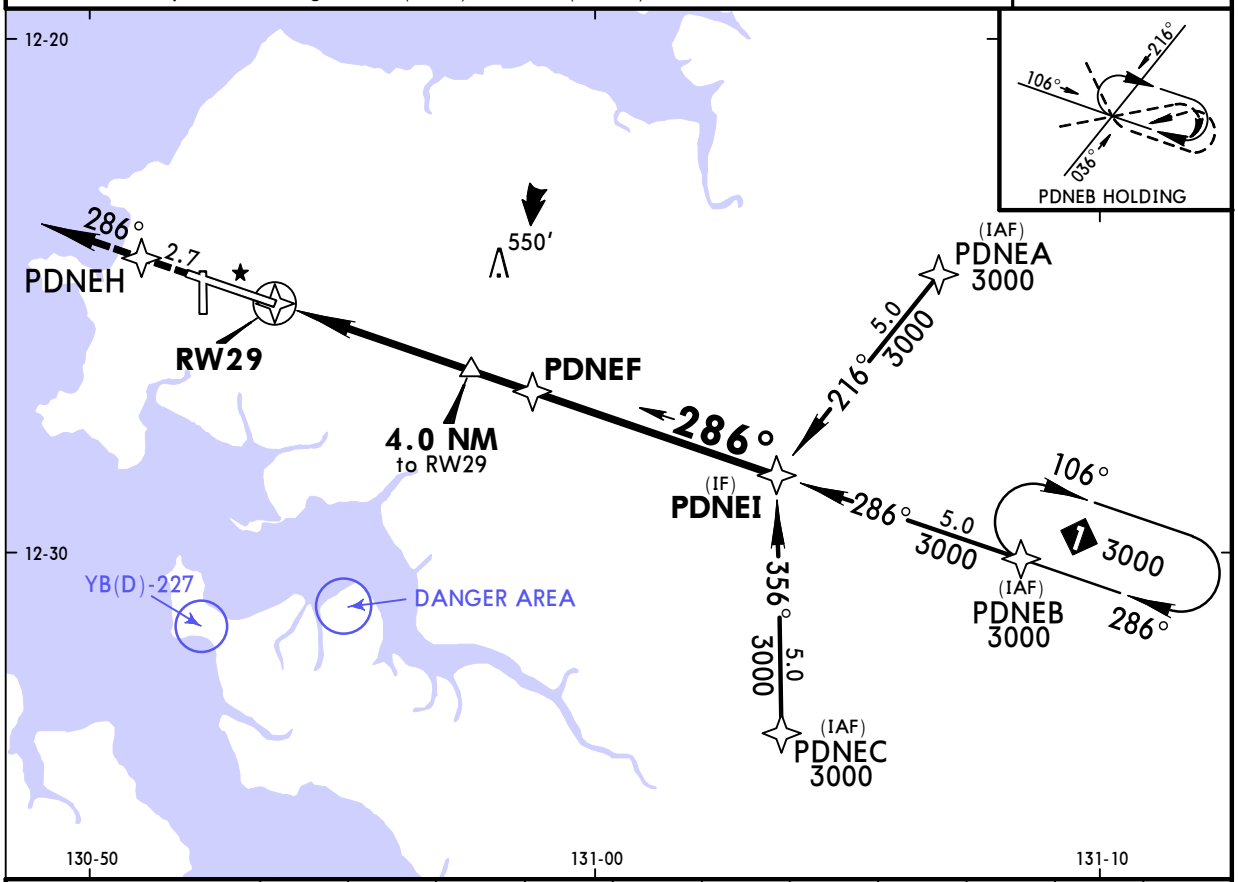
RNAV	Final Apch Crs	Procedure Alt PDNEF	LNAV/VNAV DA(H)	Apt Elev 103′ Rwy 81′
	286°	1810′ (1729′)	430′ (349′)	

MISSED APCH: Track direct to PDNEH, then track 286°. Climb to 3000′.

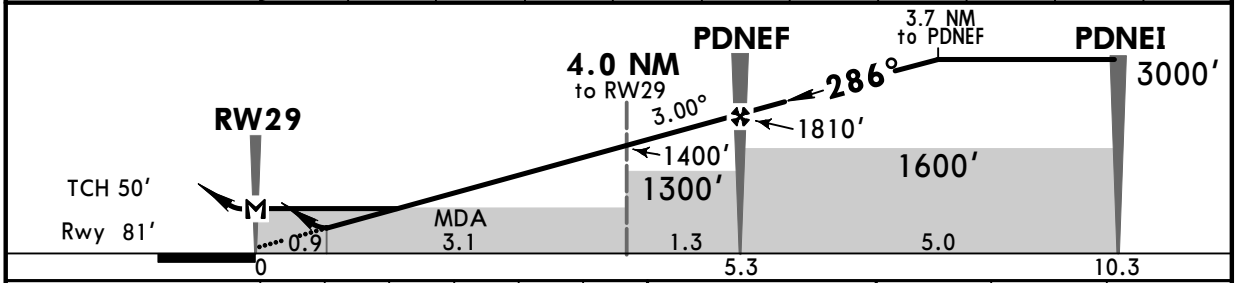
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.



MSA ARP 3000 within 10 NM



NM to NEXT WPT	RW29	0.9	1.3	2.0	3.0	4.0	PDNEF	1.0	2.0	3.0	3.7
ALTITUDE		430′	530′	770′	1090′	1400′	1810′	2130′	2450′	2760′	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 RW29						

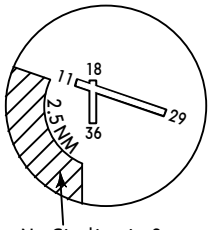
PAPI HIALS

D PDNEH

PANS OPS

STRAIGHT-IN LANDING RWY29	LNAV/VNAV DA(H) 430′ (349′) HIALS out	LNAV MDA(H) 530′ (449′) HIALS out
A	1.9 km	2.5 km
B		
C		
D		

CIRCLE-TO-LAND Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, minimums, distance altitude band, MAP, notes.

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YPDN/DRW DARWIN INTL

JEPPESEN 19 MAY 17 Eff 25 May (12-3) CAT A, B & C

DARWIN, NT, AUSTRALIA RNAV-Z (GNSS) Rwy 36

BRIEFING STRIP ™

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

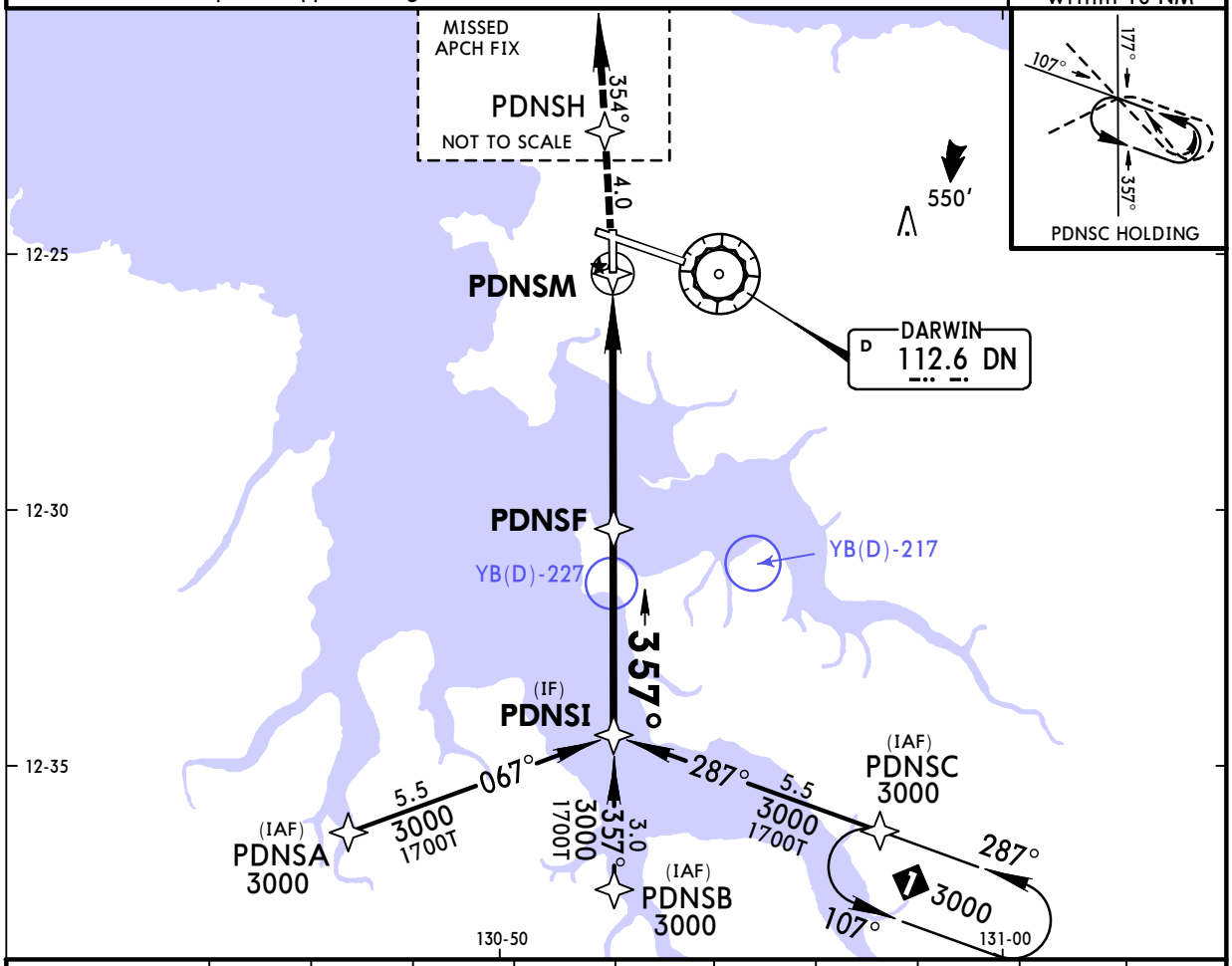
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 103′
	357°	PDNSF 1730′ (1639′)	610′ (519′)	Rwy 91′

MISSED APCH: Track direct to PDNSH, then 354°. Climb to 3000′.

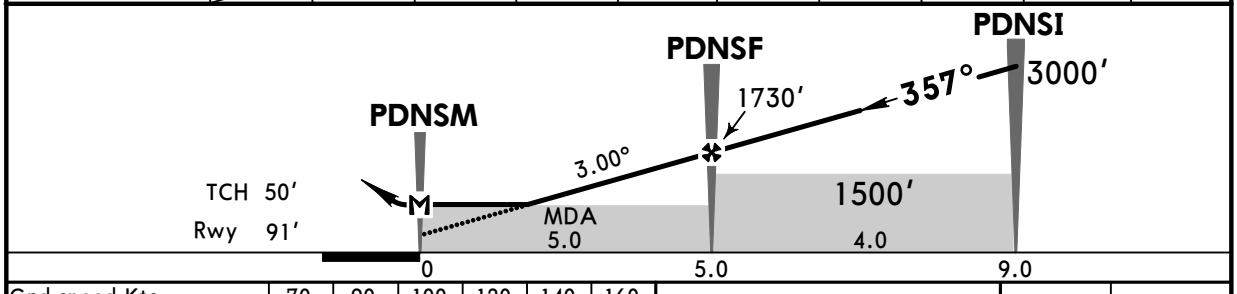
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. CAUTION: Gas plume approaching FAF.

1700
070° 270°
3000
MSA ARP
3000
within 10 NM



NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610′	780′	1100′	1410′	1730′	2050′	2370′	2690′	3000′

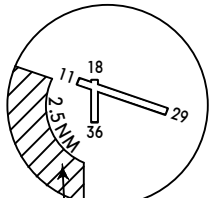


Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at PDNSM						

D PDNSH

PANS OPS

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
MDA(H) 610′ (519′)		Max Kts	MDA(H)
A	2.9 km	100	700′ (597′) -2.4 km
B		135	
C		180	800′ (697′) -4.0 km
D	NOT APPLICABLE	D	NOT APPLICABLE



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area ident.

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YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (13-1)

DARWIN, NT, AUSTRALIA VOR Rwy 11

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

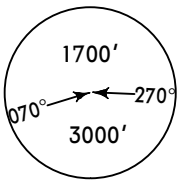
BRIEFING STRIP ™

VOR DN	Final Apch Crs	Minimum Alt	VOR DME MDA(H)	Apt Elev 103′
112.6	106°	D8.0 Refer to Profile	520′ (424′)	Rwy 96′

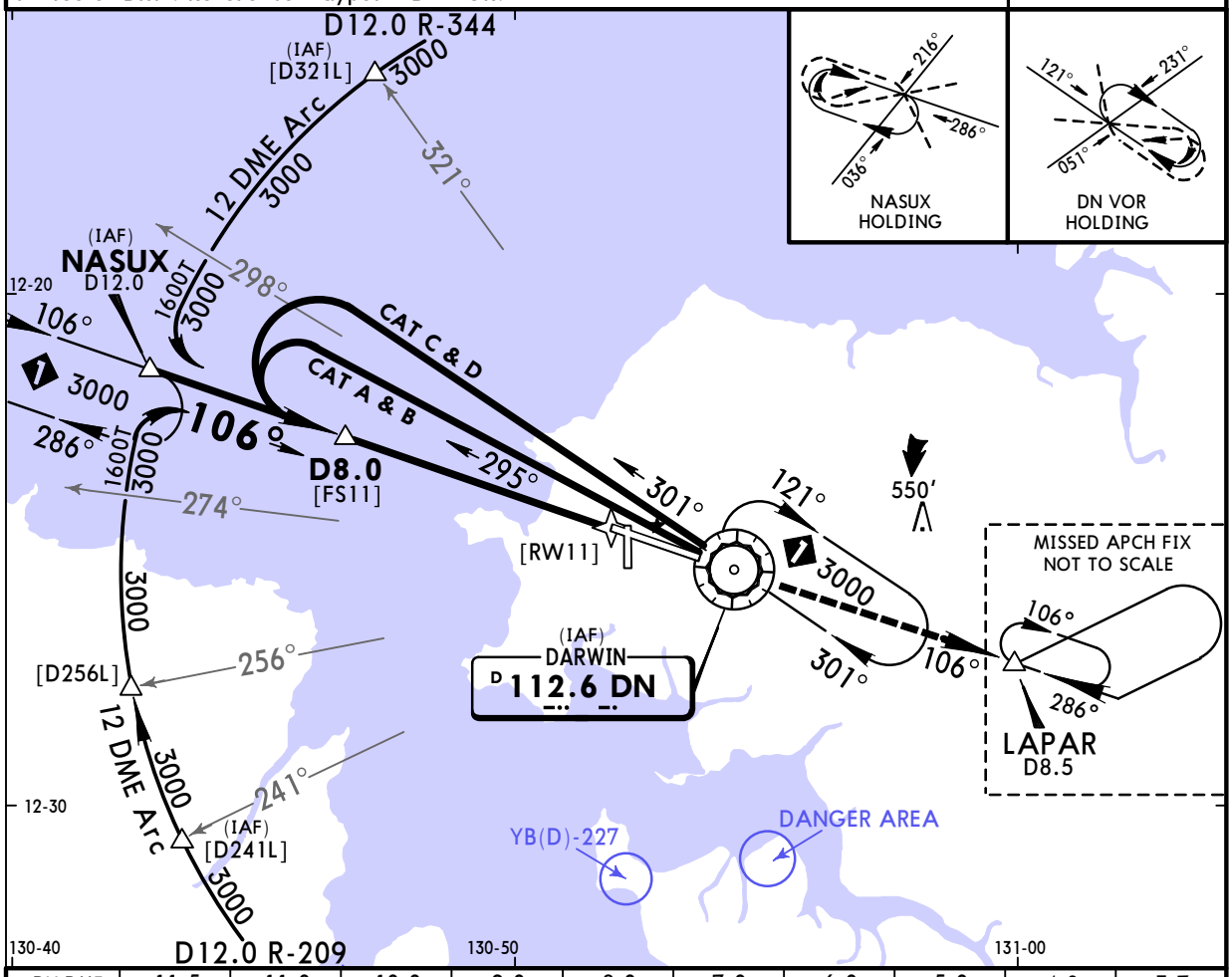
MISSED APCH: Track 106°, climb to 3000′. Hold at LAPAR or as directed by ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000′

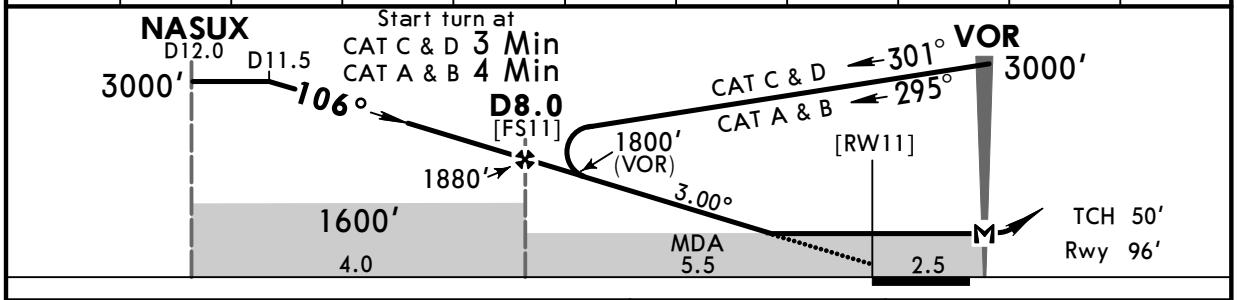
1. Max IAS for initial: 210 KT. 2. Aircraft may be RADAR vectored to final. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.



MSA DN VOR 3000′ within 10 NM



DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000′	2840′	2520′	2200′	1880′	1560′	1240′	930′	610′	520′



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

PAPI 106° 3000′

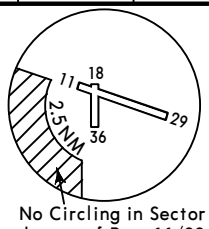
PANS OPS

STRAIGHT-IN LANDING RWY 11

	VOR DME MDA(H) 520′ (424′)	VOR MDA(H) 560′ (464′)
A	2.3 km	2.6 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 (13-2) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA VOR-Z Rwy 29

BRIEFING STRIP™

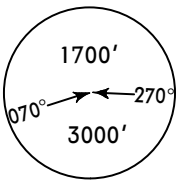
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

VOR DN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 103′
112.6	286°	D5.0 1960′ (1879′)	560′ (479′)	Rwy 81′

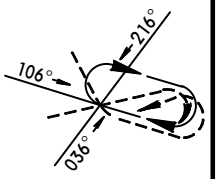
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500′ AGL east of 3 NM step. 3. Aircraft may be RADAR vectored to final. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GNSS permitted in lieu of DME. Reference waypoint DN VOR.

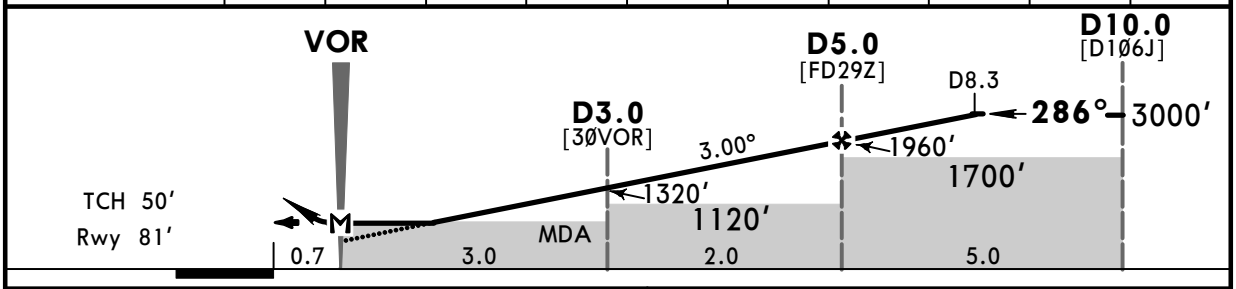


MSA DN VOR 3000′ within 10 NM



D10.0 HOLDING

DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560′	690′	1000′	1320′	1640′	1960′	2280′	2600′	2910′	3000′



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

HIALS PAPI PAPI

286° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 29

VOR DME

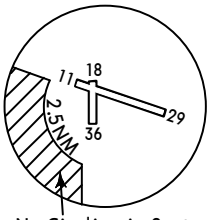
MDA(H) 560′ (479′)

HIALS out

A	2.7 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 (13-3) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA VOR-Y Rwy 29

BRIEFING STRIP™

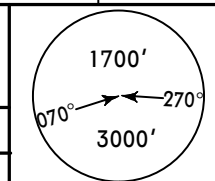
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

VOR DN	Final Apch Crs	No FAF	MDA(H)	Apt Elev 103′
112.6	286°		1000′ (919′)	Rwy 81′

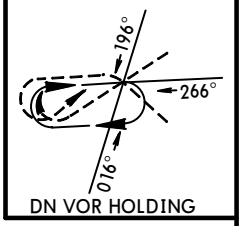
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

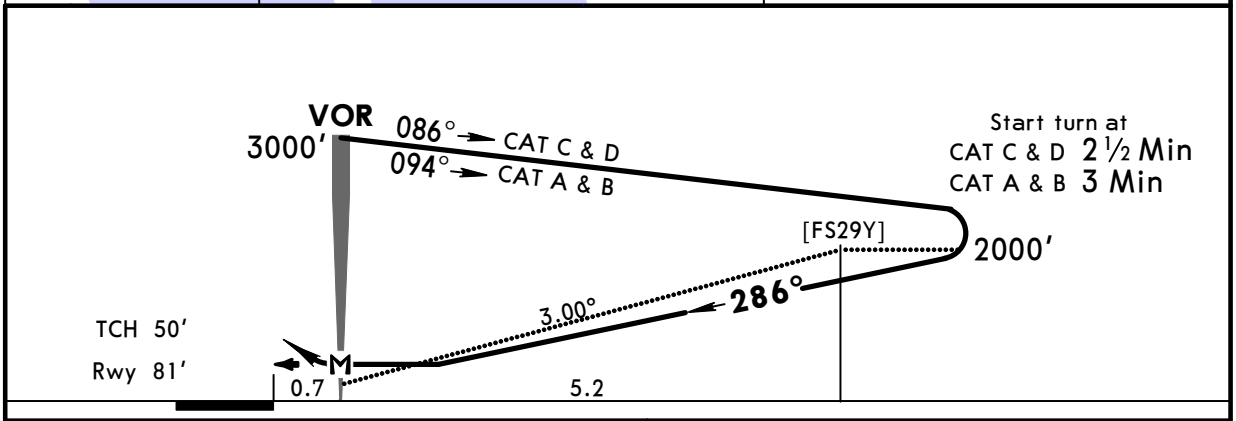
1. CAUTION: VFR helo ops up to 500′ AGL east of 3 NM step. 2. Aircraft may be RADAR vectored to final.



MSA DN VOR 3000′ within 10 NM



DN VOR HOLDING



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

HIALS PAPI PAPI

286° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 29

VOR

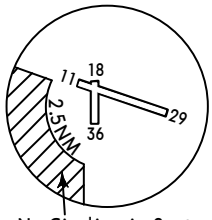
MDA(H) 1000′ (919′)

HIALS out

A	5.0 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1000′ (897′) -2.4 km
135	
180	1000′ (897′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA.

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JEPPESEN JeppView 3.6.2.0

YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 (16-1) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA NDB Rwy 11

BRIEFING STRIP ™

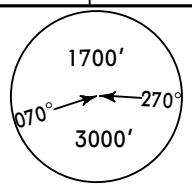
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

NDB BGT	Final Apch Crs	Minimum Alt	NDB DME MDA(H)	Apt Elev / Rwy
308	106°	D8.0 Refer to Profile	520′ (424′)	Apt Elev 103′ Rwy 96′

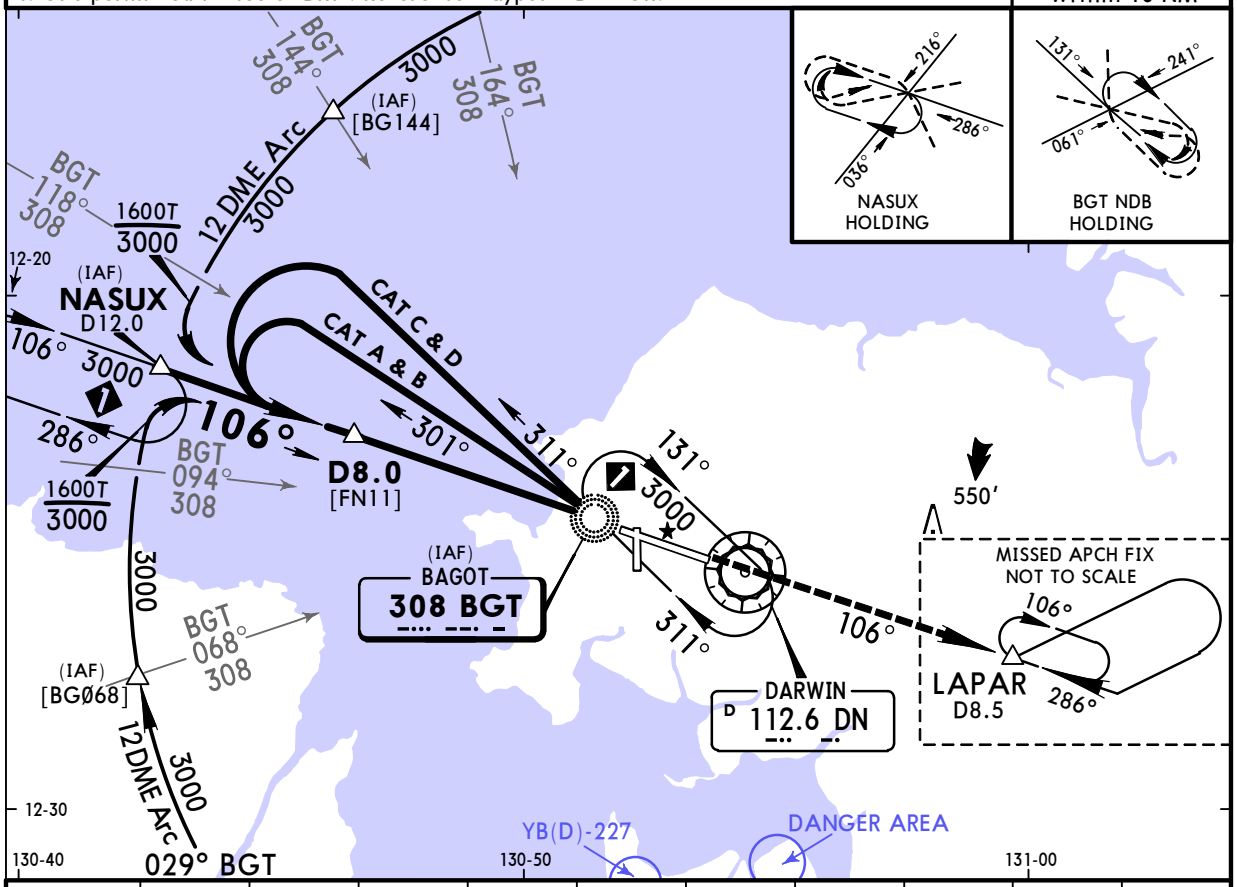
MISSED APCH: Track 106°, climb to 3000′, hold at LAPAR or as directed by ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000′

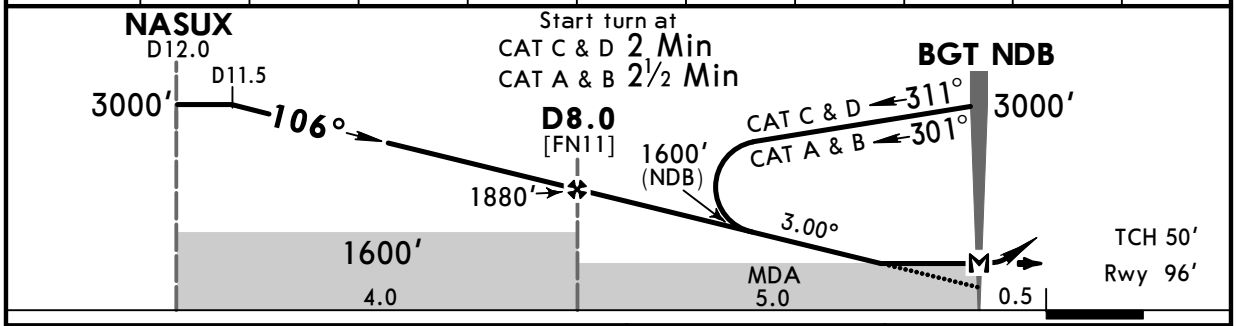
1. Max IAS for initial: 210 KT. 2. Aircraft may be RADAR vectored to final.
3. DME Ch 84X (113.7) not to be used with this procedure.
4. GPS permitted in lieu of DME. Reference waypoint DN VOR.



MSA DN VOR 3000′ within 10 NM



DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000′	2840′	2520′	2200′	1880′	1560′	1240′	930′	610′	520′



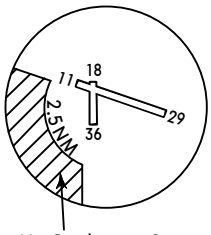
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at BGT NDB							

PAPI 106° 3000′

PANS OPS

	STRAIGHT-IN LANDING RWY11 NDB DME MDA(H) 520′ (424′)	STRAIGHT-IN LANDING RWY11 NDB MDA(H) 560′ (464′)
A	2.3 km	2.6 km
B		
C		
D		

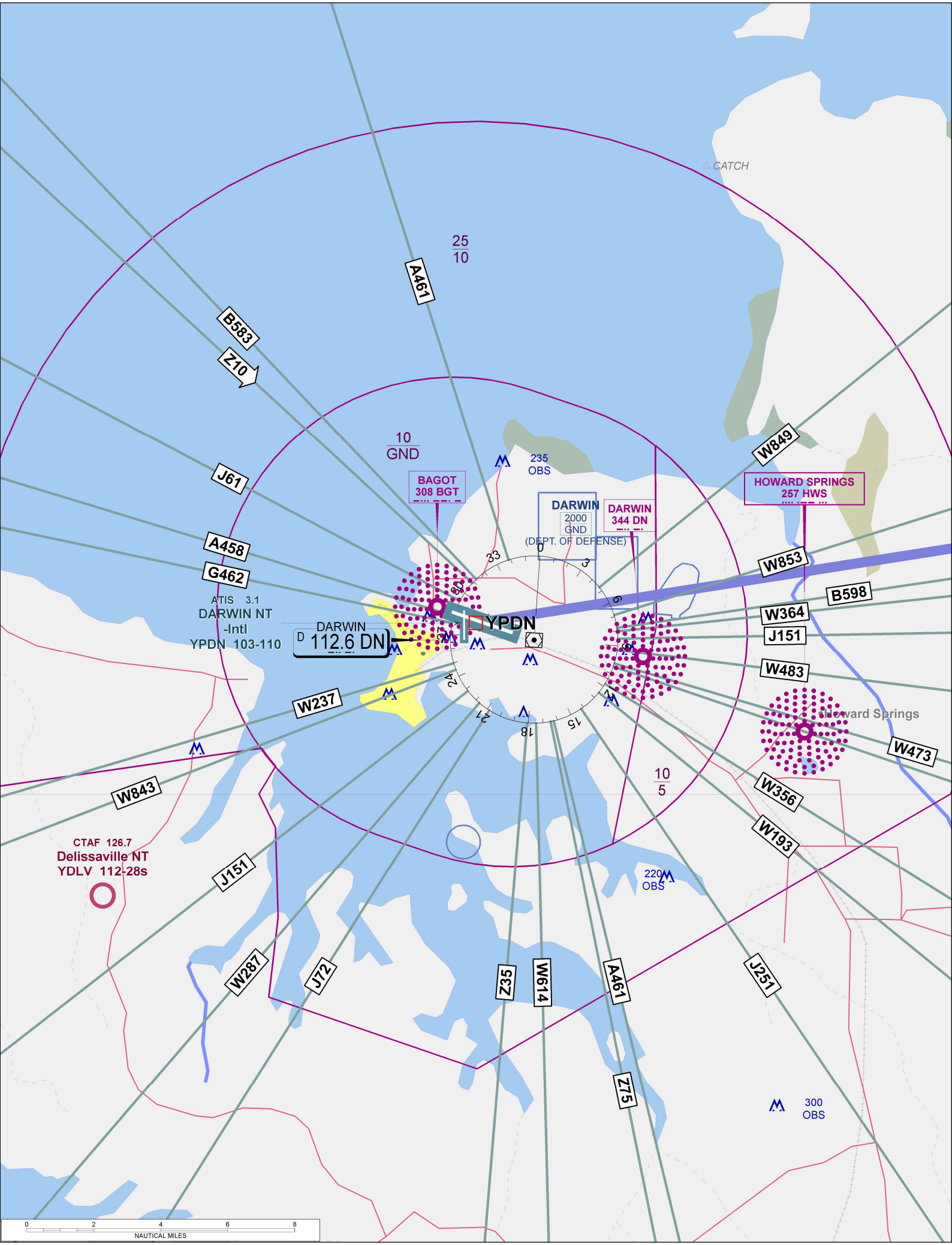
CIRCLE-TO-LAND Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



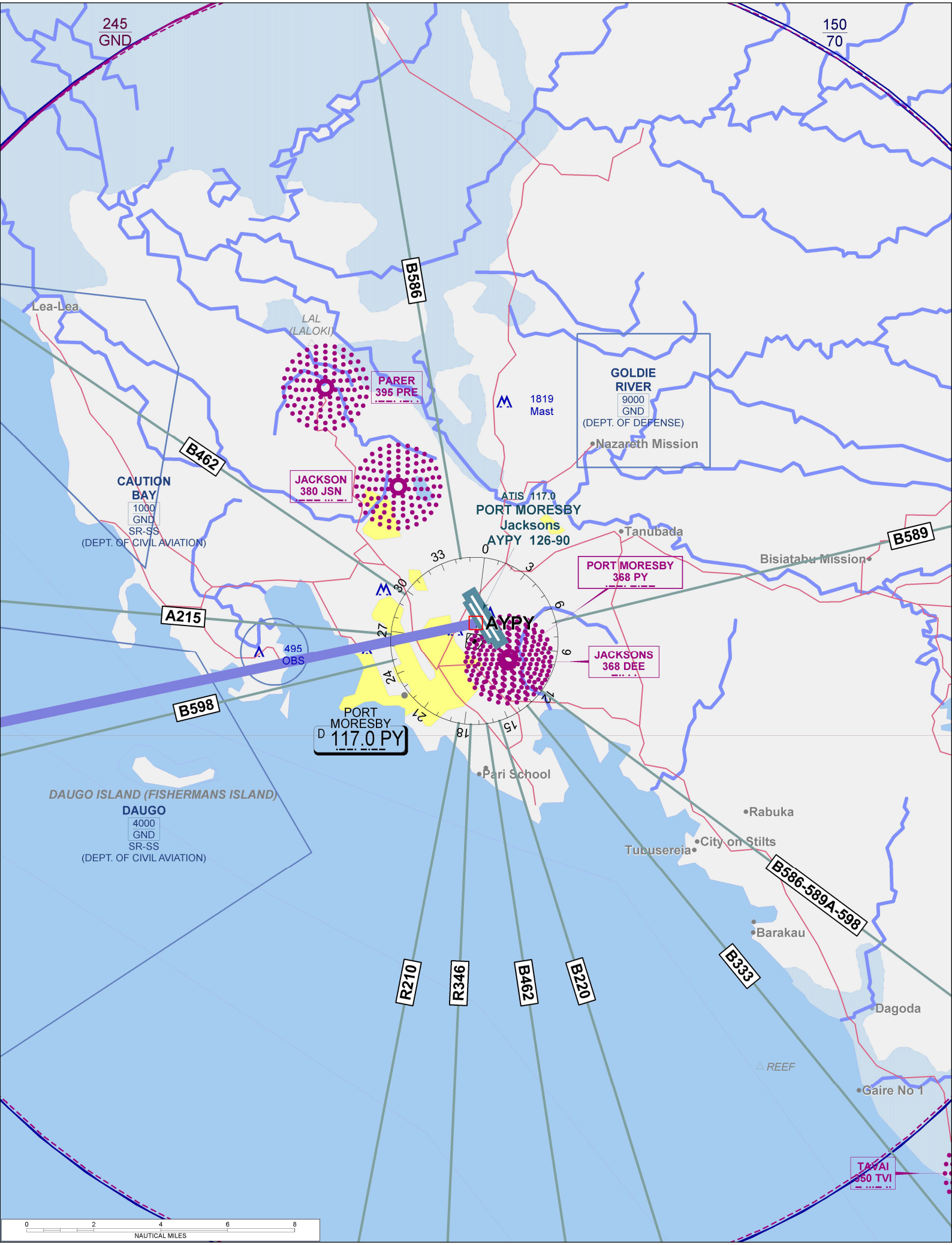
No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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JEPPESEN JeppView 3.6.2.0

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

SECTOR A

VOR 112.6 DN

Apt. Elev 103′

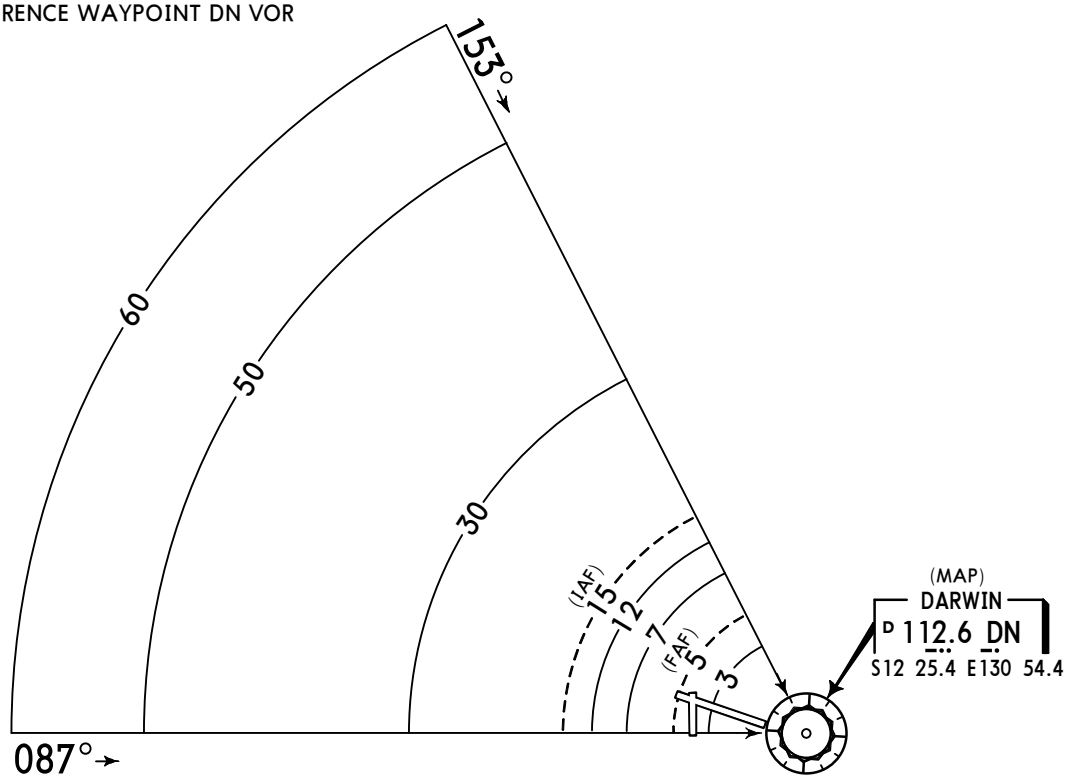
ATIS	128.25 308 316.2
BRISBANE Center (FIA)	118.15
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1
*DARWIN Traffic (Approach Sequencing)	123.0
DARWIN Tower	133.1
Ground	121.8

MSA
DN VOR
3000′ within 10 NM

Alt Set: hPa
Apt Elev: 4 hPa

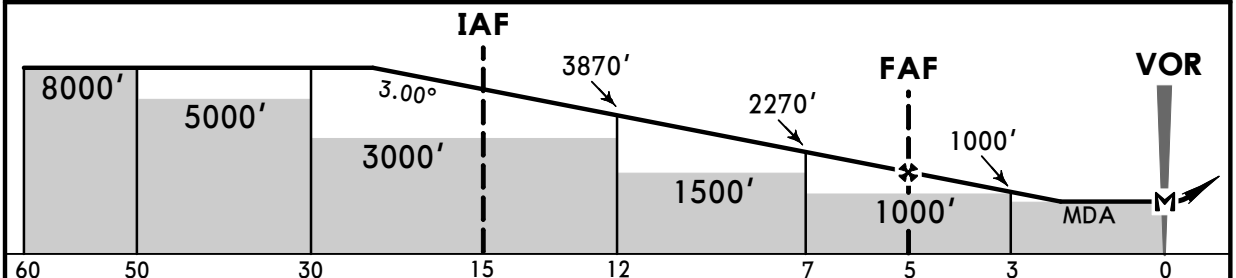
Trans level: FL110
Trans alt: 10000′ (9897′)

DME USING DN DME
REFERENCE WAYPOINT DN VOR



NOT TO SCALE

NM to VOR	25.0	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.4	2.0
ALTITUDE	8000′	6410′	4820′	3230′	2910′	2590′	2270′	1960′	1640′	1320′	1000′	800′	700′

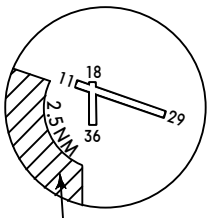


MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)
A, B: 700′ (597′)
C: 800′ (697′)
D: 1000′ (897′)

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

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

CHANGES: Sector A, MSA revised.

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JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (10-2A)

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

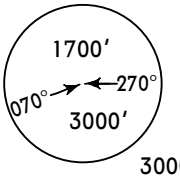
SECTOR B

VOR 112.6 DN

ATIS	128.25 308 316.2
BRISBANE Center (FIA)	118.15
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1
*DARWIN Traffic (Approach Sequencing)	123.0
DARWIN Tower	133.1
Ground	121.8

Alt Set: hPa
Apt Elev: 4 hPa

Trans level: FL110
Trans alt: 10000′ (9897′)

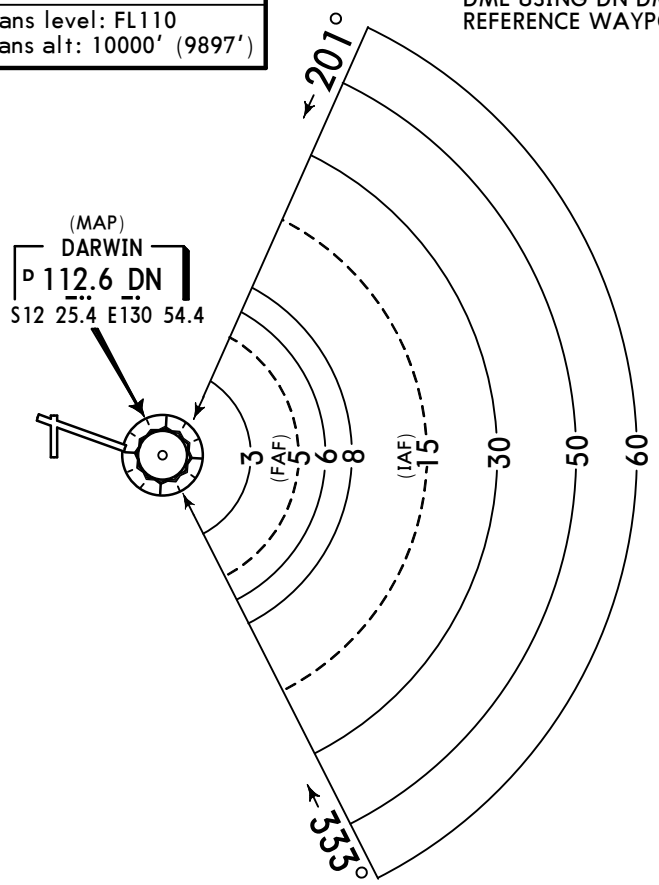


MSA
DN VOR
3000′ within 10 NM

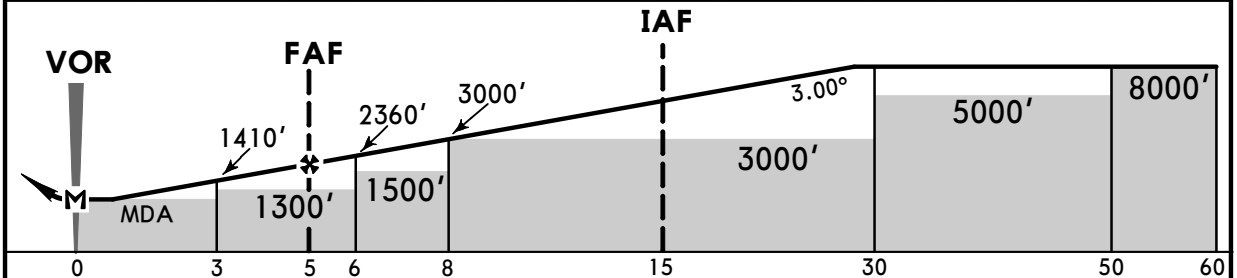
Apt. Elev 103′

DME USING DN DME
REFERENCE WAYPOINT DN VOR

NOT TO SCALE



NM to VOR	0.8	1.1	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	15.0	20.0	23.7
ALTITUDE	700′	800′	1000′	1090′	1410′	1730′	2050′	2360′	2680′	3000′	3320′	3640′	5230′	6820′	8000′

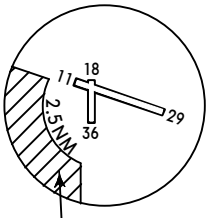


MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

MDA(H)

CIRCLE-TO-LAND
A, B: 700′ (597′)
C: 800′ (697′)
D: 1000′ (897′)

A B	2.4 km
C	4.0 km
D	5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

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

CHANGES: Sector B, MSA revised.

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JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z 10-2B

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

SECTOR C

VOR 112.6 DN

Apt. Elev 103′

ATIS	128.25 308 316.2
BRISBANE Center (FIA)	118.15
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1
*DARWIN Traffic (Approach Sequencing)	123.0
DARWIN Tower	133.1
Ground	121.8

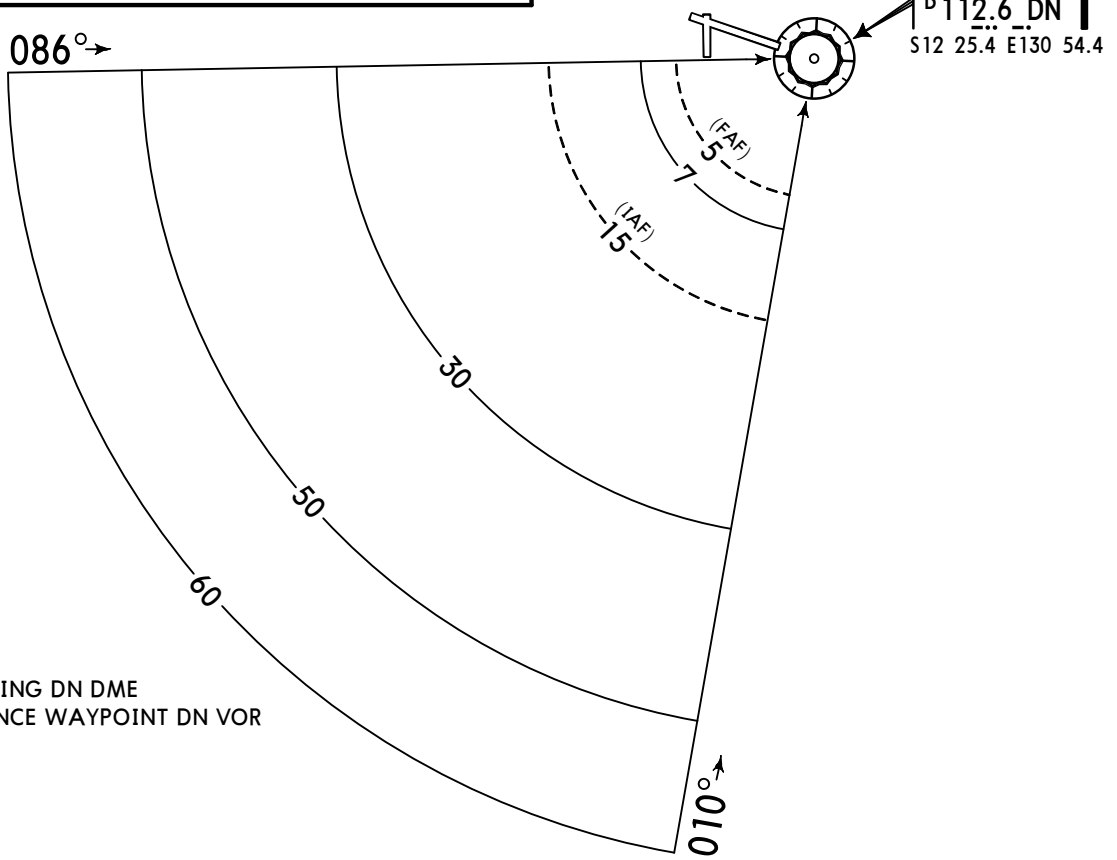
Alt Set: hPa
Apt Elev: 4 hPa

Trans level: FL110
Trans alt: 10000′ (9897′)

1700′ 270° 070° 3000′

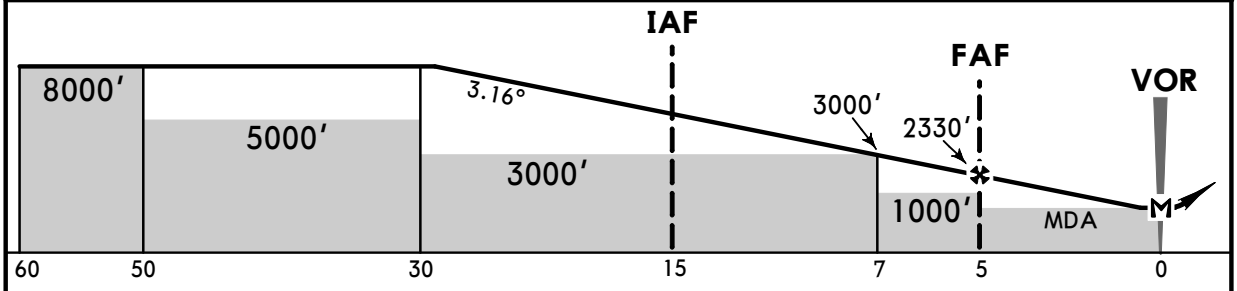
MSA
DN VOR
3000′ within 10 NM

(MAP)
DARWIN
D 112.6 DN
S12 25.4 E130 54.4



NOT TO SCALE

NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000′	7360′	5680′	4010′	3670′	3340′	3000′	2660′	2330′	1990′	1660′	1320′	1000′	850′

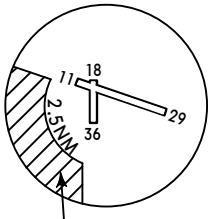


MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B, C: 850′ (747′)
D: 1000′ (897′)

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.16°	391	503	559	671	783	895
MAP at VOR						

CHANGES: Sector C, MSA revised.

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JEPPESEN 2 DEC 16 (10-2C) Eff 7 Dec 1600Z RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

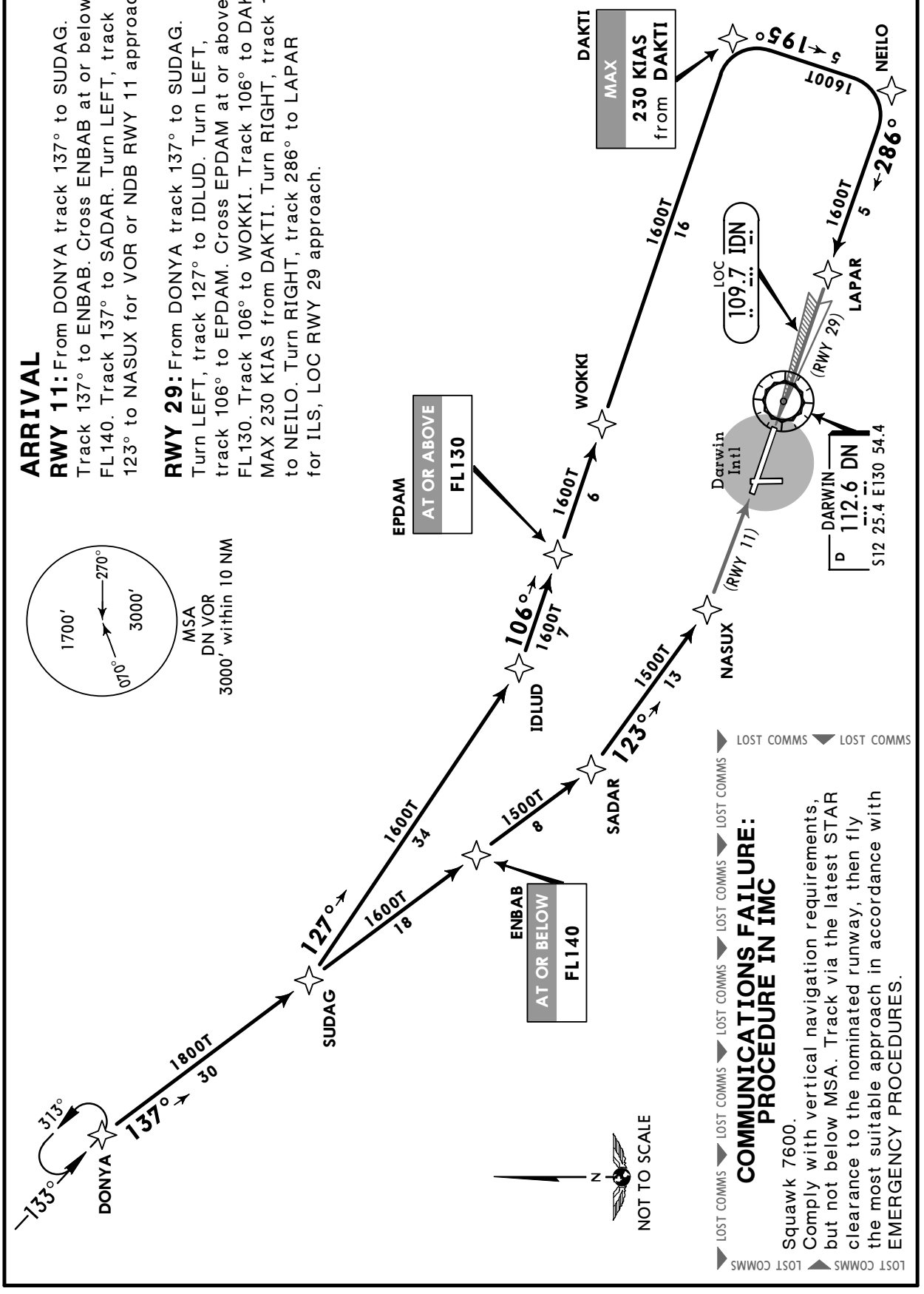
DONYA 7A ARRIVAL [DONY7A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT, track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Track 106° to DAKTI. MAX 230 KIAS from DAKTI. Turn RIGHT, track 195° to NEILO. Turn RIGHT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

CHANGES: MSA revised.

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JEPPESEN 2 DEC 16 (10-2D) Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

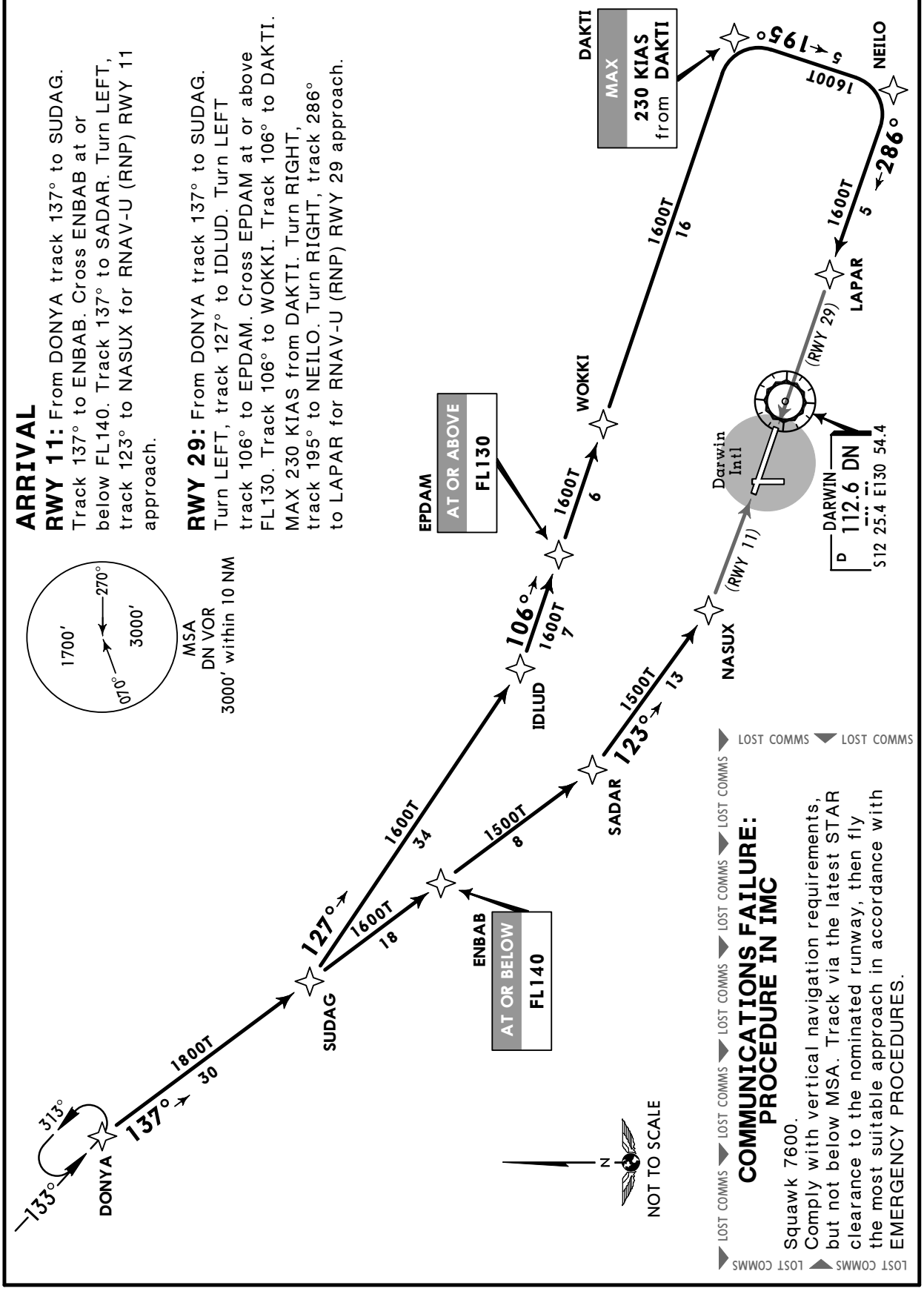
DONYA 7U ARRIVAL [DONY7U]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Track 106° to DAKTI. MAX 230 KIAS from DAKTI. Turn RIGHT, track 286° to NEILO. Turn RIGHT, track 195° to LAPAR for RNAV-U (RNP) RWY 29 approach.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

CHANGES: MSA revised.

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JEPPESEN 2 DEC 16 (10-2E) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

GATOR SEVEN ALPHA ARRIVAL [GATO7A]

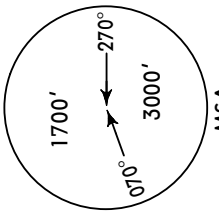
SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From GATOR track 272° to KOOLI. Turn RIGHT, track 286° to VIKUV. Cross VIKUV at or above 9000′. Track 286° to ELGUM, MAX 230 KIAS from ELGUM. Turn LEFT track 196° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From GATOR track 265° to BIDSA. Cross BIDSA at or below FL130. Track 265° to SARRE. Turn RIGHT track 286° to LAPAR for ILS, LOC RWY 29 approach.

MSA
DN VOR
3000′ within 10 NM



NOT TO SCALE

Direct distance to Darwin Intl from:
LAPAR 10 NM
NASUX 10 NM

GATOR
S12 27.7
E131 45.4

BIDSA
S12 28.0
E131 36.7

AT OR BELOW
FL130

SARRE
S12 28.9
E131 05.0

KOOLI
S12 24.2
E131 06.7

VIKUV
S12 21.5
E130 58.4

AT OR ABOVE
9000′

LAPAR
S12 28.1
E131 02.6

ELGUM
S12 16.7
E130 44.4

MAX
230 KIAS
from ELGUM

NASUX
S12 21.5
E130 42.8

DARWIN
D 112.6 DN
S12 25.4 E130 54.4

LOC
109.7 IDN

Darwin Intl

(RWY 11)
(RWY 29)

272° 38 1600T
265° 1600T 9
31 1600T
286° 2.5 1600T
286° 8 1600T
196° 15 1600T 5

LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS ◥◤ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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JEPPESEN 2 DEC 16 (10-2F) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

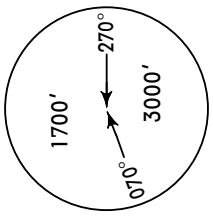
GATOR SEVEN UNIFORM ARRIVAL [GATO7U]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From GATOR track 272° to KOOLI. Turn RIGHT, track 286° to VIKUV. Cross VIKUV at or above 9000′. Track 286° to ELGUM, MAX 230 KIAS from ELGUM. Turn LEFT track 196° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29: From GATOR track 265° to BIDSA. Cross BIDSA at or below FL130. Track 265° to SARRE. Turn RIGHT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000′ within 10 NM

Direct distance to Darwin Intl from:
LAPAR 10 NM
NASUX 10 NM

NOT TO SCALE

GATOR
S12 27.7
E131 45.4

272°
265°
1600T
9

BIDSA
S12 28.0
E131 36.7

AT OR BELOW
FL130

38
1600T

31
1600T

KOOLI
S12 24.2
E131 06.7

SARRE
S12 28.9
E131 05.0

286°
8
1600T

2.5
1600T
286°

VIKUV
S12 21.5
E130 58.4

AT OR ABOVE
9000′

LAPAR
S12 28.1
E131 02.6

(RWY 29)

15
1600T

Darwin Intl

DARWIN
D 112.6 DN
S12 25.4 E130 54.4

196°
5
1600T

(RWY 11)

ELGUM
S12 16.7
E130 44.4

MAX
230 KIAS
from ELGUM

NASUX
S12 21.5
E130 42.8

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

CHANGES: MSA revised.

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JEPPESEN 2 DEC 16 (10-2G) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

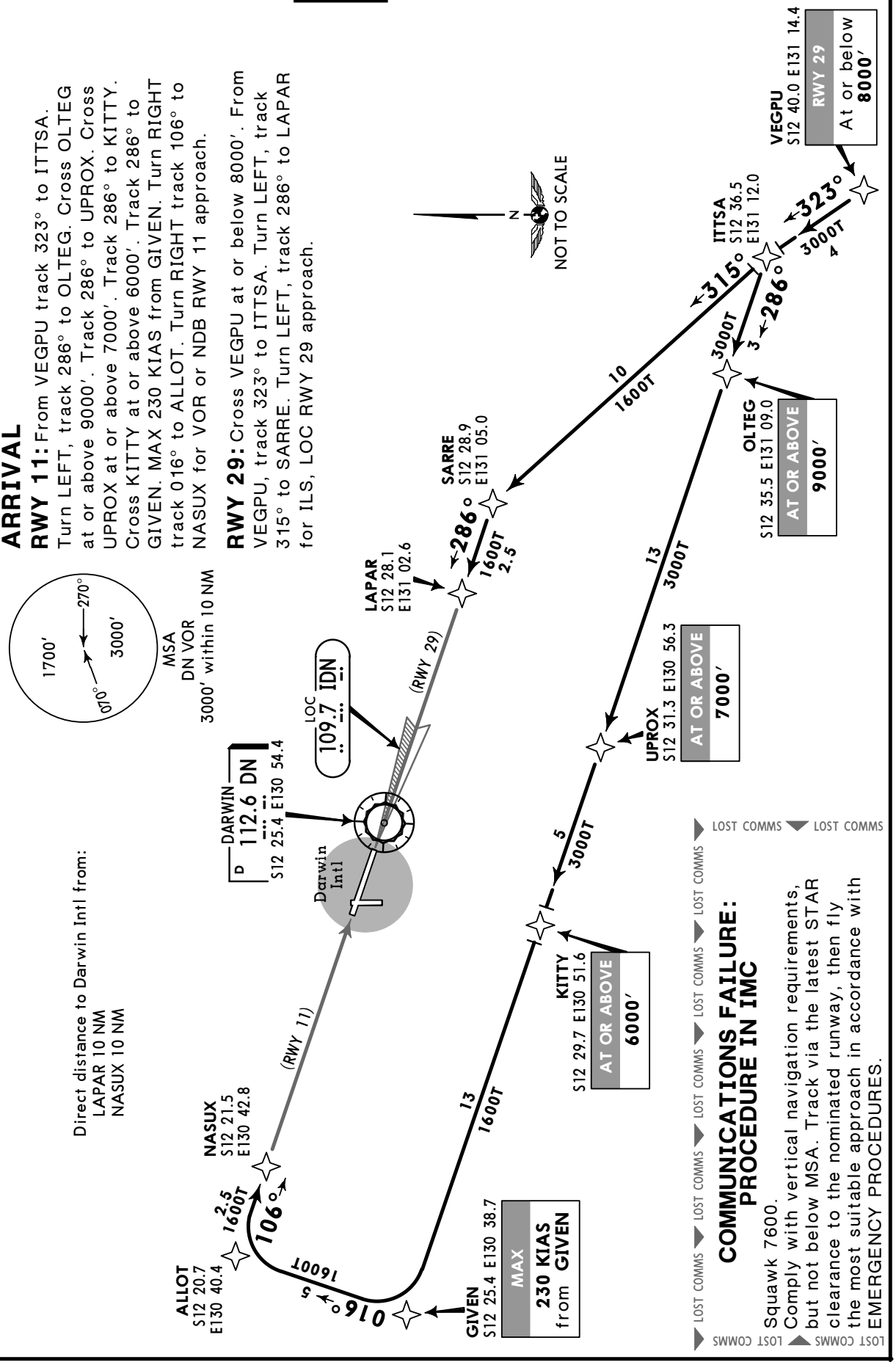
VEGPU FIVE ALPHA ARRIVAL [VEGP5A]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000′. Track 286° to UPROX. Cross UPROX at or above 7000′. Track 286° to KITTY. Cross KITTY at or above 6000′. Track 286° to GIVEN. MAX 230 KIAS from GIVEN. Turn RIGHT track 016° to ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: Cross VEGPU at or below 8000′. From VEGPU, track 323° to ITTSA. Turn LEFT, track 315° to SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



CHANGES: Procedure revised, renumbered, MSA revised.

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JEPPESEN 2 DEC 16 (10-2H) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS	128.25 308 316.2
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

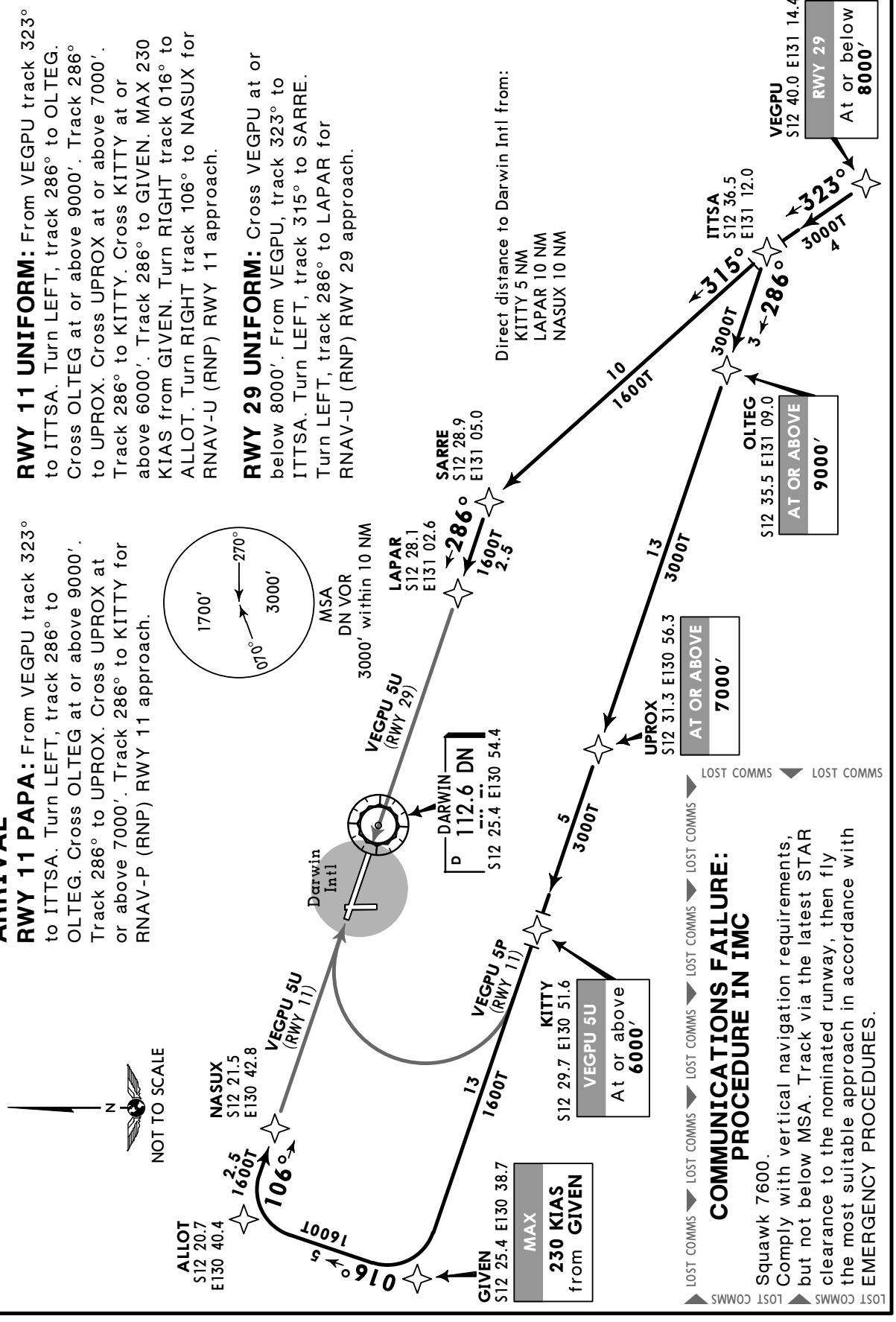
VEGPU FIVE PAPA [VEGP5P], VEGPU FIVE UNIFORM [VEGP5U] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

RWY 11 UNIFORM: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000′. Track 286° to UPROX. Cross UPROX at or above 7000′. Track 286° to KITTY. Cross KITTY at or above 6000′. Track 286° to GIVEN. MAX 230 KIAS from GIVEN. Turn RIGHT track 016° to ALLOT. Turn RIGHT track 106° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29 UNIFORM: Cross VEGPU at or below 8000′. From VEGPU, track 323° to ITTSA. Turn LEFT, track 315° to SARRE. Turn LEFT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.

ARRIVAL
RWY 11 PAPA: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000′. Track 286° to UPROX. Cross UPROX at or above 7000′. Track 286° to KITTY for RNAV-P (RNP) RWY 11 approach.



CHANGES: Procedures revised, renumbered, MSA revised.

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RNAV STAR

JEPPESEN 2 DEC 16 (10-2J) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

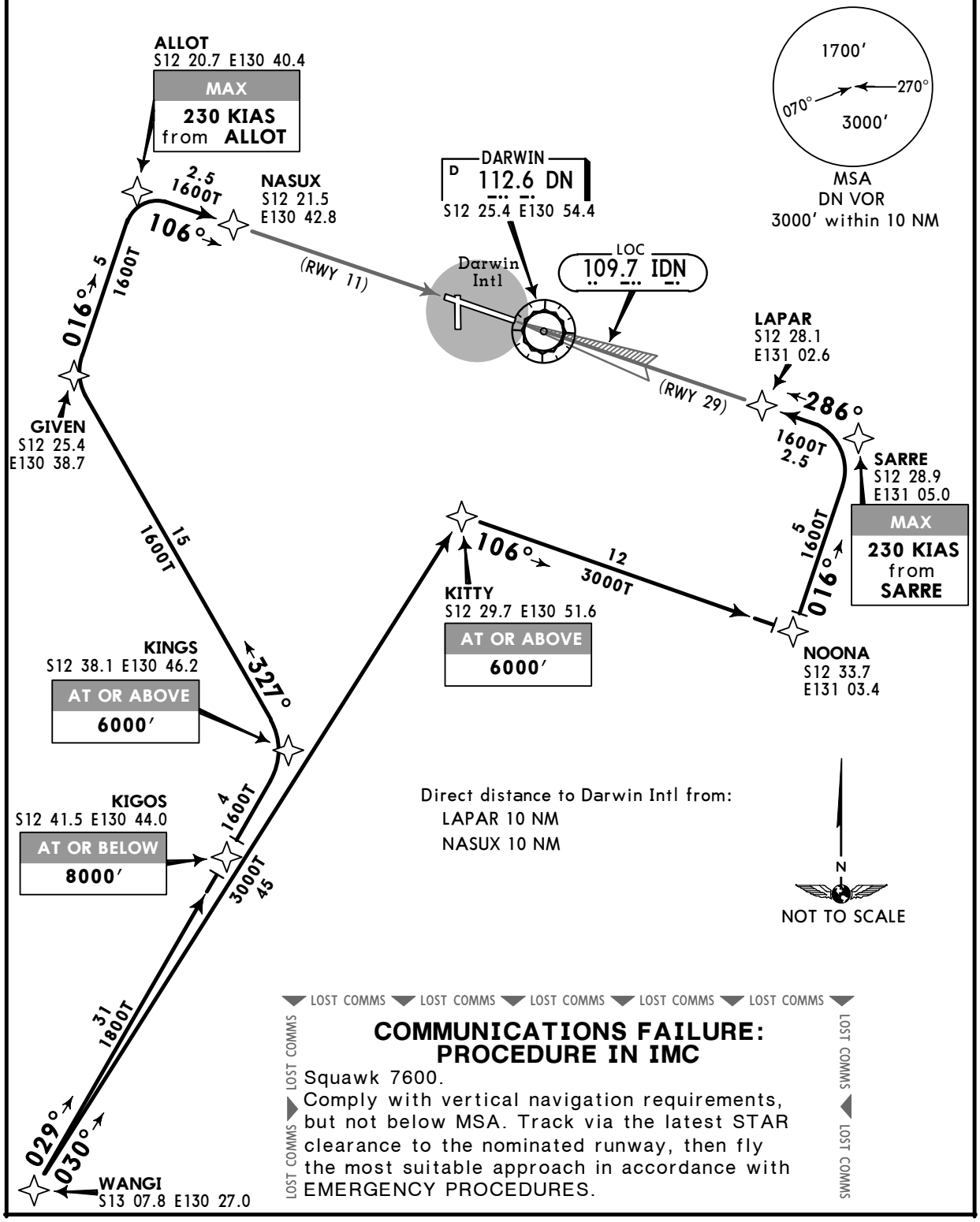
WANGI SEVEN ALPHA ARRIVAL [WANG7A]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000′. Track 029° to KINGS. Cross KINGS at or above 6000′. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From WANGI track 030° to KITTY. Cross KITTY at or above 6000′. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Procedure revised, renumbered, MSA revised.

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JEPPESEN 2 DEC 16 (10-2K) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS	128.25 308 316.2
DARWIN Approach EAST (R)	125.2
DARWIN Approach WEST (R)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

RUNWAY 11

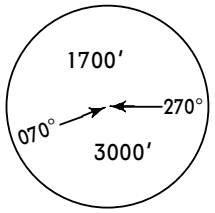
WANGI SEVEN PAPA [WANG7P], WANGI SEVEN UNIFORM [WANG7U] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 11 PAPA: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000′. Track 029° to KINGS for RNAV-P (RNP) RWY 11 approach.

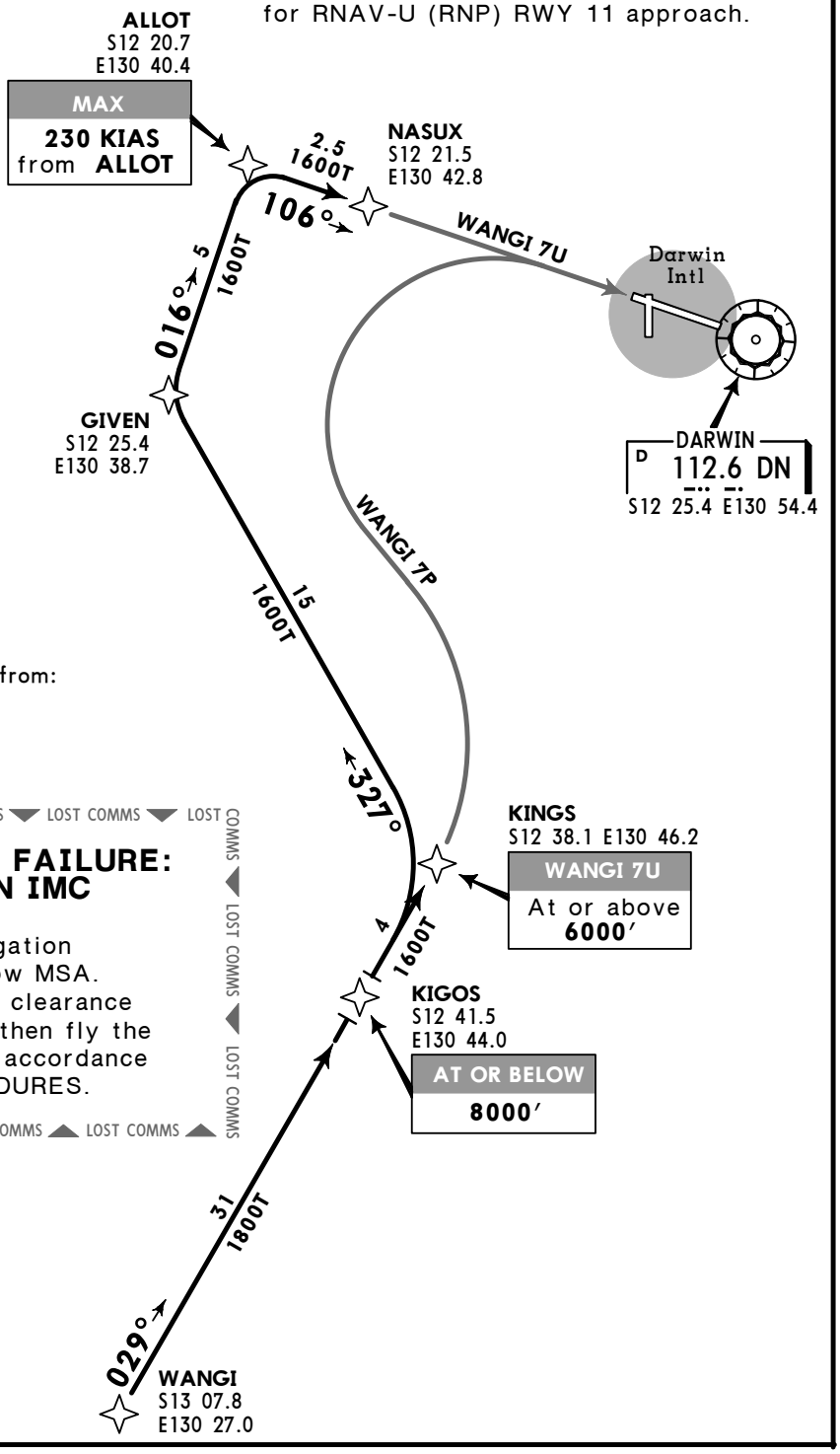
RWY 11 UNIFORM: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000′. Track 029° to KINGS. Cross KINGS at or above 6000′. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for RNAV-U (RNP) RWY 11 approach.



MSA
DN VOR
3000′ within 10 NM



NOT TO SCALE



Direct distance to Darwin Intl from:
KINGS 15 NM
NASUX 10 NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Procedures renumbered, MSA revised.

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RNAV STAR

JEPPESEN 2 DEC 16 (10-2L) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

RUNWAY 29

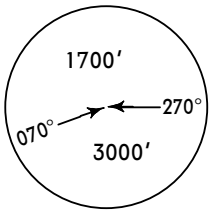
WANGI SEVEN PAPA [WANG7P], WANGI SEVEN UNIFORM [WANG7U] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

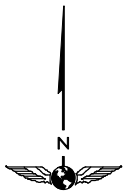
ARRIVAL

RWY 29 PAPA: From WANGI track 030° to KITTY for RNAV-P (RNP) RWY 29 approach. Cross KITTY at or above 6000′.

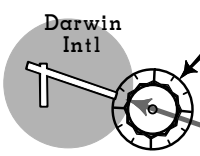
RWY 29 UNIFORM: From WANGI track 030° to KITTY. Cross KITTY at or above 6000′. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000′ within 10 NM



NOT TO SCALE



DARWIN
D 112.6 DN
S12 25.4 E130 54.4

LAPAR
S12 28.1
E131 02.6

WANGI 7U

286°
1600T
2.5

SARRE
S12 28.9
E131 05.0

MAX
230 KIAS
from
SARRE

KITTY
S12 29.7
E130 51.6

AT OR ABOVE
6000′

WANGI 7P

106°
12
3000T

5
1600T

016°

NOONA
S12 33.7
E131 03.4

Direct distance to Darwin Intl from:
KITTY 5 NM
LAPAR 10 NM

45
3000T

030°

WANGI
S13 07.8
E130 27.0

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS LOST COMMS LOST COMMS

LOST COMMS LOST COMMS LOST COMMS

CHANGES: Procedures revised, renumbered, MSA revised.

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JEPPESEN JeppView 3.6.2.0

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Departure (R) 123.0

TRANS LEVEL: FL110
TRANS ALT: 10000′

ALL RUNWAYS

DARWIN SIX DEPARTURE (RADAR) [DN6]

SPEED: MAX 250 KT BELOW 10000′

(Jets includes turbo prop aircraft above 25000 kg (55,116lbs) MTOW)

This SID requires the following take-off minimums (for standard minimums, refer to airport chart):
❶ Rwy 18: Ceiling 50′ visibility 1000m or Standard, whichever is greater.
❶ Rwy 36: Ceiling 50′ visibility 700m or Standard, whichever is greater.

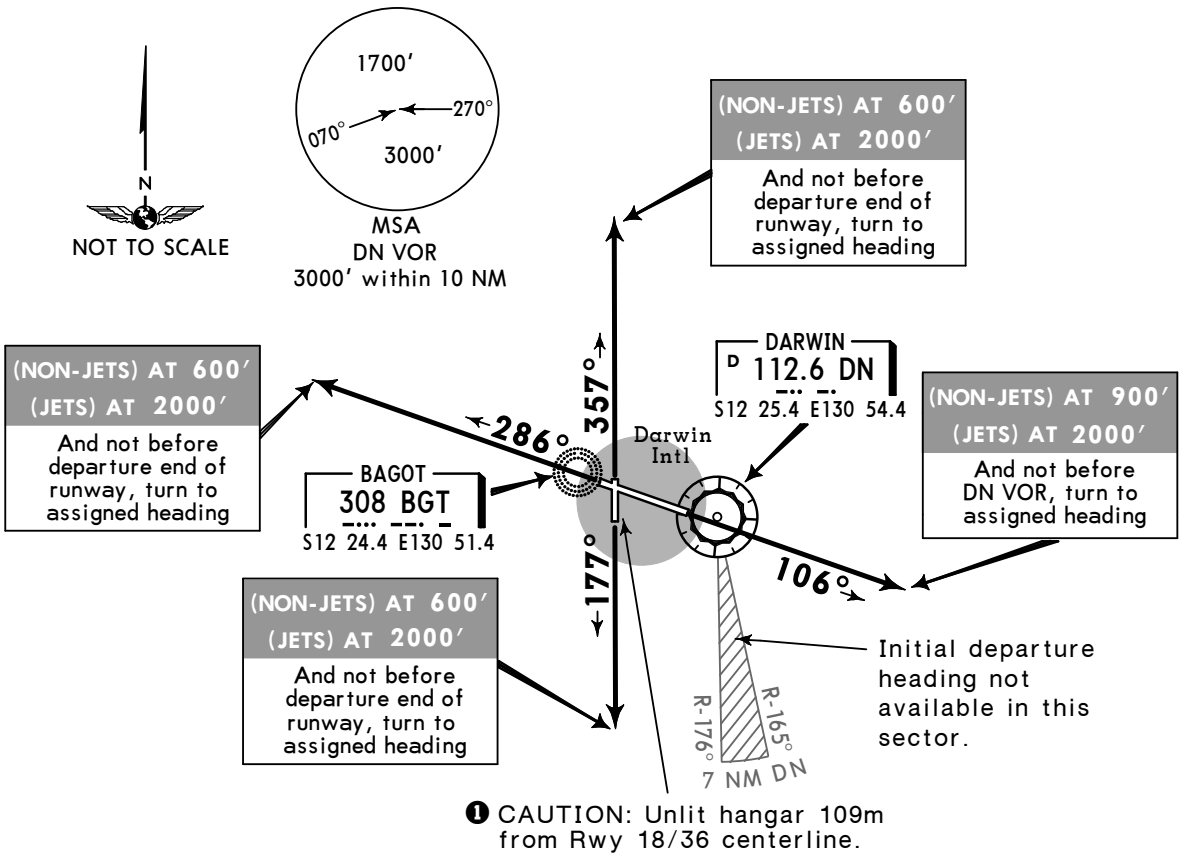
Noise abatement procedures apply, and take precedence for Military Strike/Fighter Aircraft.

RWY 11: Track 106°.
At 900′ (2000′ for Jet Aircraft) and not before DN VOR, turn to assigned heading. When instructed, contact Approach for RADAR vectors.

RWY 29: Track 286°.
At 600′ (2000′ for Jet Aircraft) and not before departure end of runway, turn to assigned heading. When instructed, contact Approach for RADAR vectors.

RWY 18 (HJ ONLY): Track 177°.
At 600′ (2000′ for Jet Aircraft) and not before departure end of runway, turn to assigned heading. When instructed, contact Approach for RADAR vectors.

RWY 36 (HJ ONLY): Track 357°.
At 600′ (2000′ for Jet Aircraft) and not before departure end of runway, turn to assigned heading. When instructed, contact Approach for RADAR vectors.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

On recognition of communication failure
-Squawk 7600.
-MAINTAIN last assigned vector for two minutes, and
-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then
-proceed in accordance with the latest ATC route clearance acknowledged.

CHANGES: Speed restriction added.

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JEPPESEN 10-3A 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance	126.8
DARWIN Approach EAST (R) (DEP)	125.2
DARWIN Approach WEST (R) (DEP)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

BIRDY THREE DEPARTURE [BIRDY3]

SPEED: MAX 250 KT BELOW 10000′

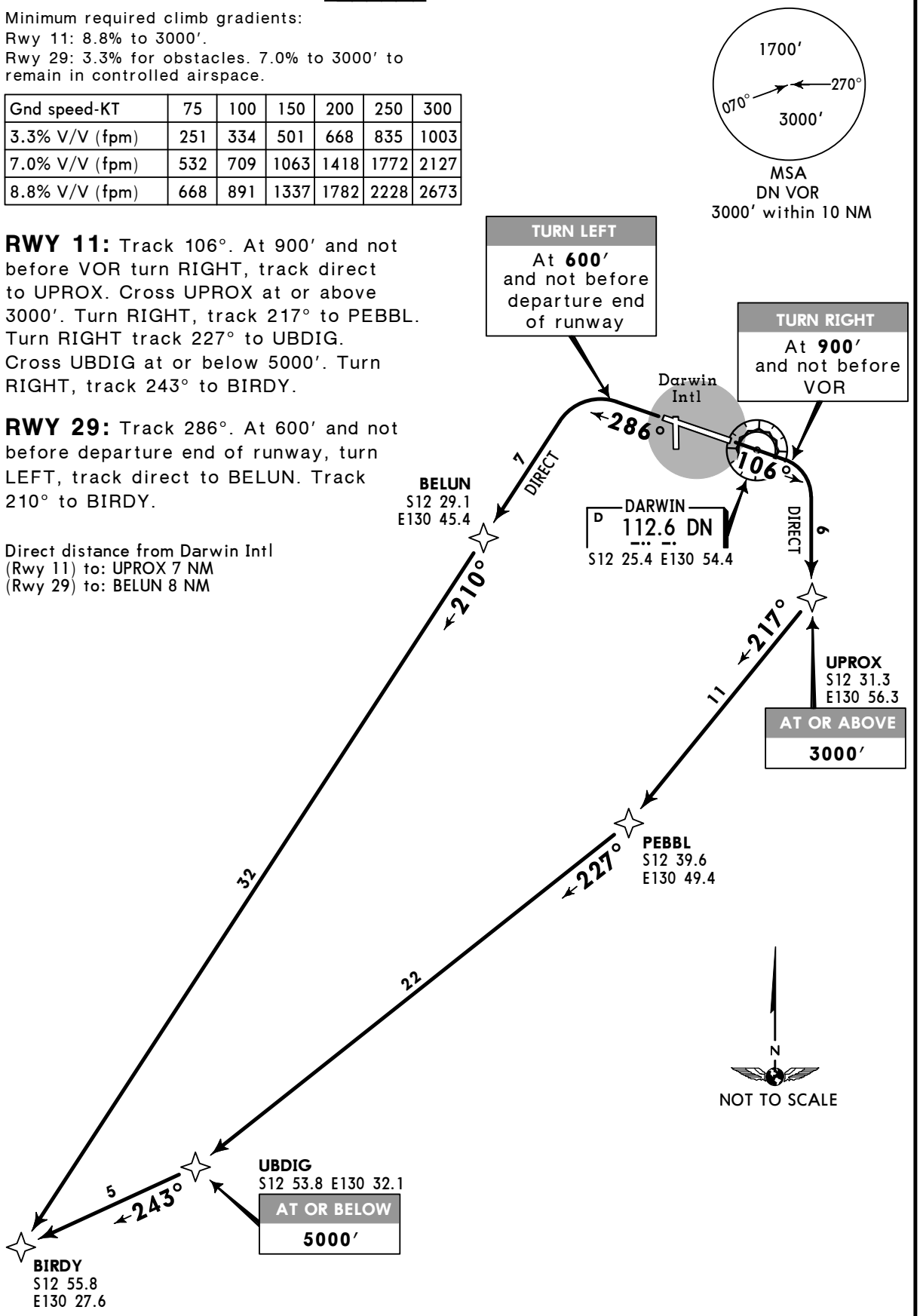
Minimum required climb gradients:
Rwy 11: 8.8% to 3000′.
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

RWY 11: Track 106°. At 900′ and not before VOR turn RIGHT, track direct to UPROX. Cross UPROX at or above 3000′. Turn RIGHT, track 217° to PEBBL. Turn RIGHT track 227° to UBDIG. Cross UBDIG at or below 5000′. Turn RIGHT, track 243° to BIRDY.

RWY 29: Track 286°. At 600′ and not before departure end of runway, turn LEFT, track direct to BELUN. Track 210° to BIRDY.

Direct distance from Darwin Intl
(Rwy 11) to: UPROX 7 NM
(Rwy 29) to: BELUN 8 NM



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3B

3 NOV 17
Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

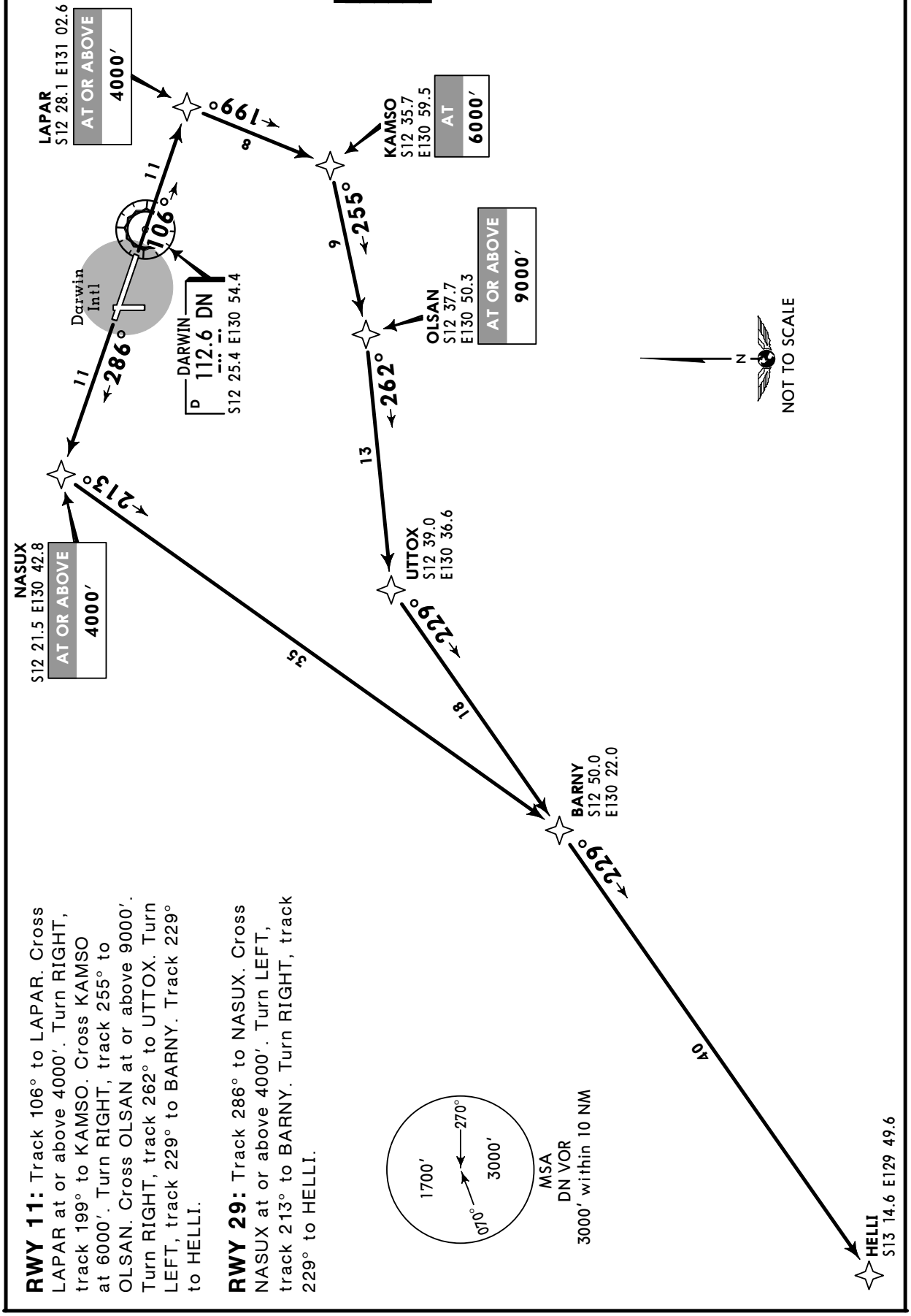
DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

JETS ONLY

HELLI FOUR DEPARTURE [HELLI4]

SPEED: MAX 250 KT BELOW 10000′



RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn RIGHT, track 199° to KAMSO. Cross KAMSO at 6000′. Turn RIGHT, track 255° to OLSAN. Cross OLSAN at or above 9000′. Turn RIGHT, track 262° to UTTOX. Turn LEFT, track 229° to BARNY. Track 229° to HELLI.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn LEFT, track 213° to BARNY. Turn RIGHT, track 229° to HELLI.

CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN

10-3C

3 NOV 17
Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

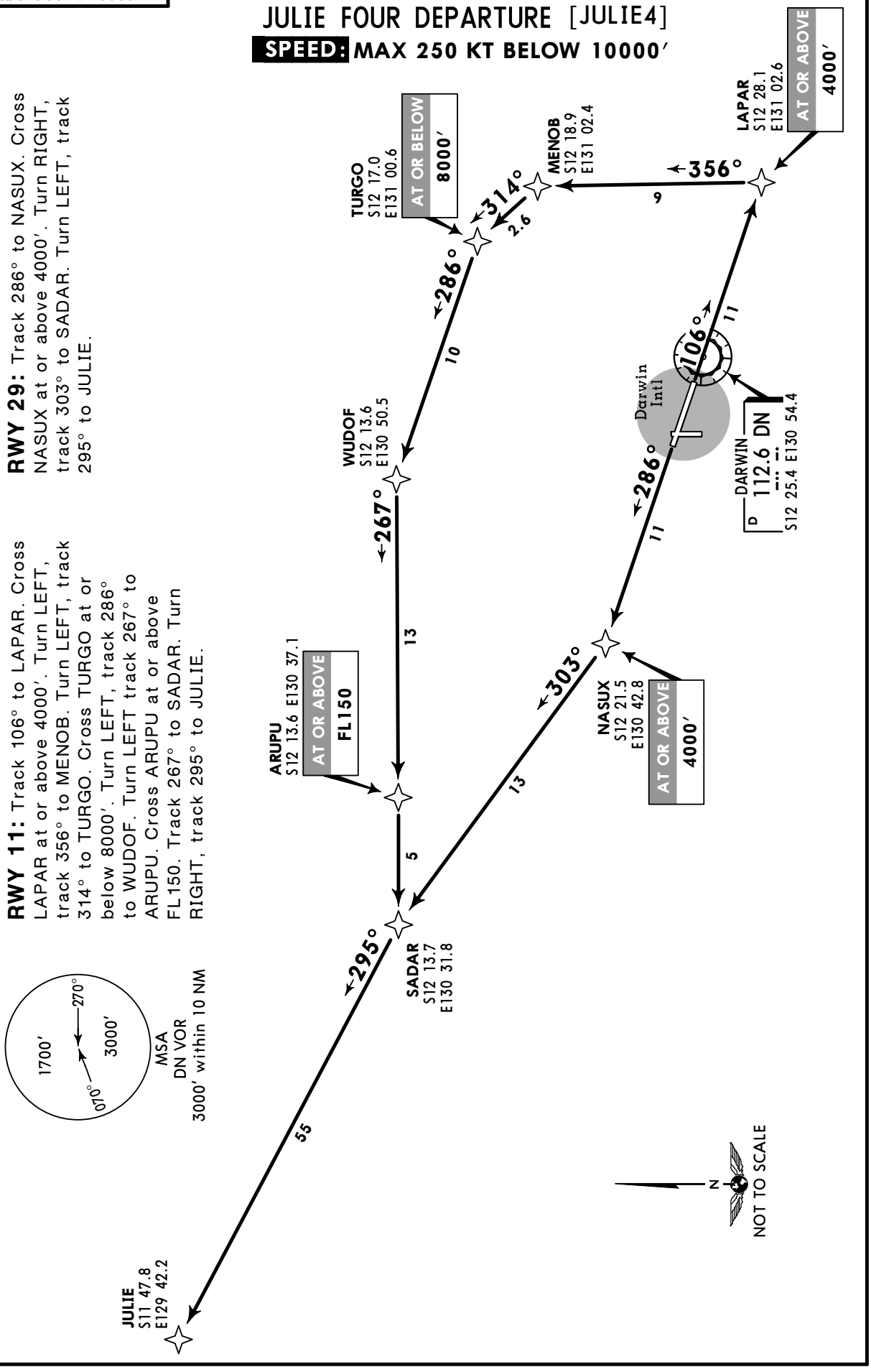
JETS ONLY

JULIE FOUR DEPARTURE [JULIE4]

SPEED: MAX 250 KT BELOW 10000′

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn RIGHT, track 303° to SADAR. Turn LEFT, track 295° to JULIE.

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000′. Turn LEFT, track 286° to WUDOF. Turn LEFT track 267° to ARUPU. Cross ARUPU at or above FL150. Track 267° to SADAR. Turn RIGHT, track 295° to JULIE.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN (10-3D) 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance	126.8
DARWIN Approach EAST (R) (DEP)	125.2
DARWIN Approach WEST (R) (DEP)	134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

LAKUP FOUR DEPARTURE [LAKUP4]

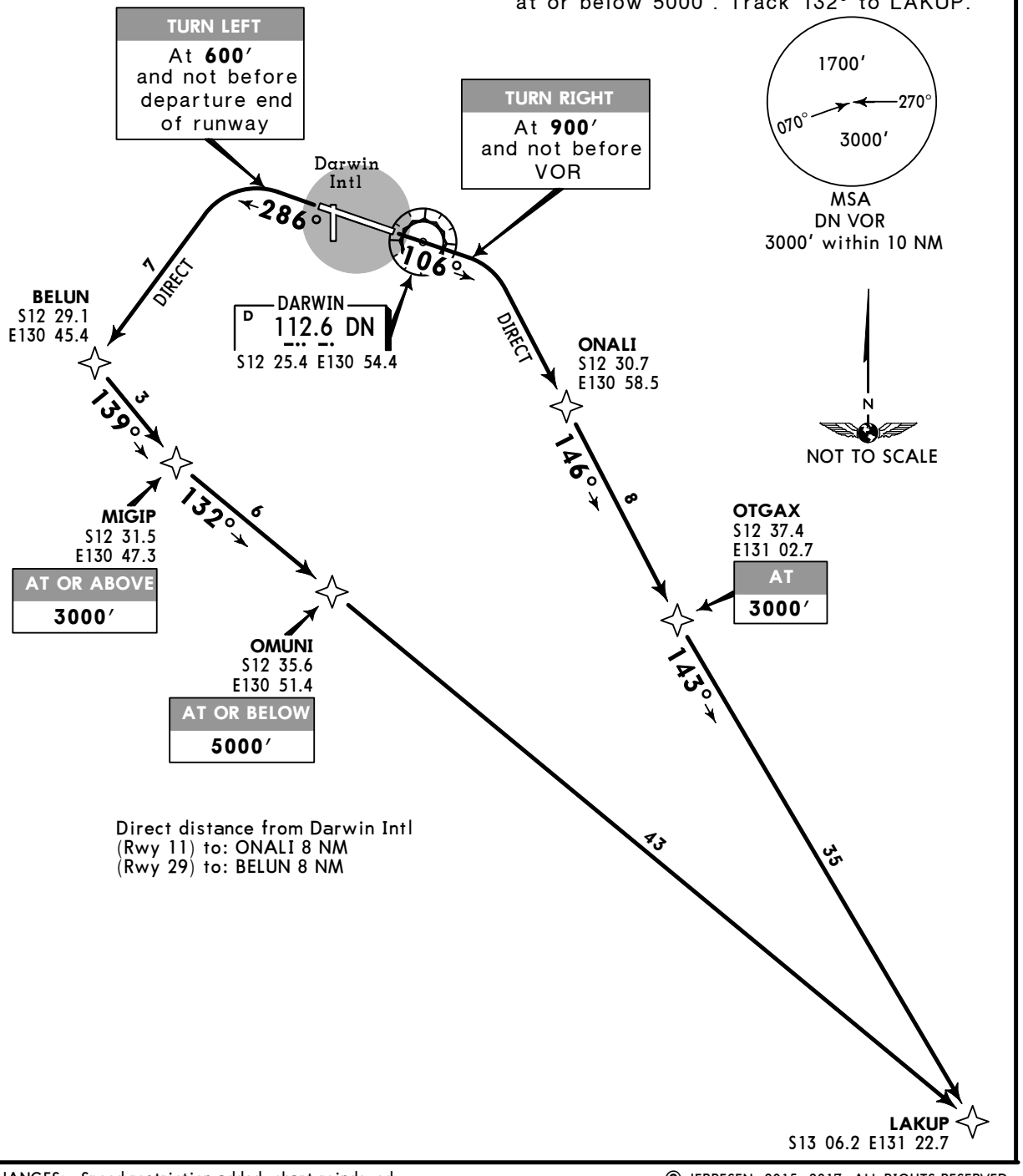
SPEED: MAX 250 KT BELOW 10000′

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ 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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900′ and not before VOR turn RIGHT, track direct to ONALI. Track 146° to OTGAX. Cross OTGAX at 3000′. Track 143° to LAKUP.

RWY 29: Track 286°. At 600′ and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000′. Turn LEFT, track 132° to OMUNI. Cross OMUNI at or below 5000′. Track 132° to LAKUP.



Direct distance from Darwin Intl
(Rwy 11) to: ONALI 8 NM
(Rwy 29) to: BELUN 8 NM

CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3E 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

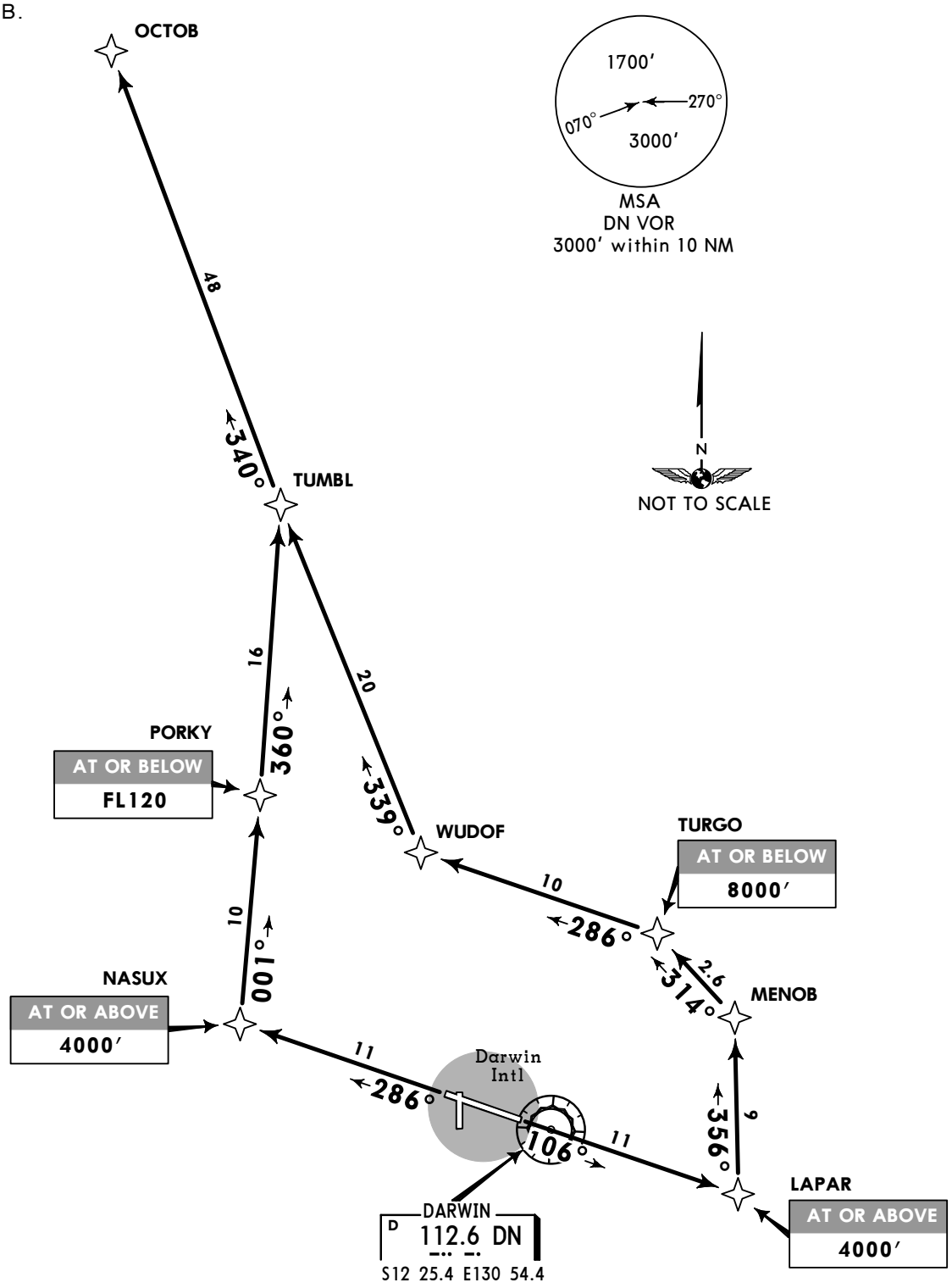
JETS ONLY

OCTOB 6 DEPARTURE [OCTOB6]

SPEED: MAX 250 KT BELOW 10000′

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000′. Turn LEFT, track 286° to WUDOF. Turn RIGHT, track 339° to TUMBL. Turn RIGHT, track 340° to OCTOB.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn RIGHT, track 001° to PORKY. Cross PORKY at or below FL120. Track 360° to TUMBL. Turn LEFT track 340° to OCTOB.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3F 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

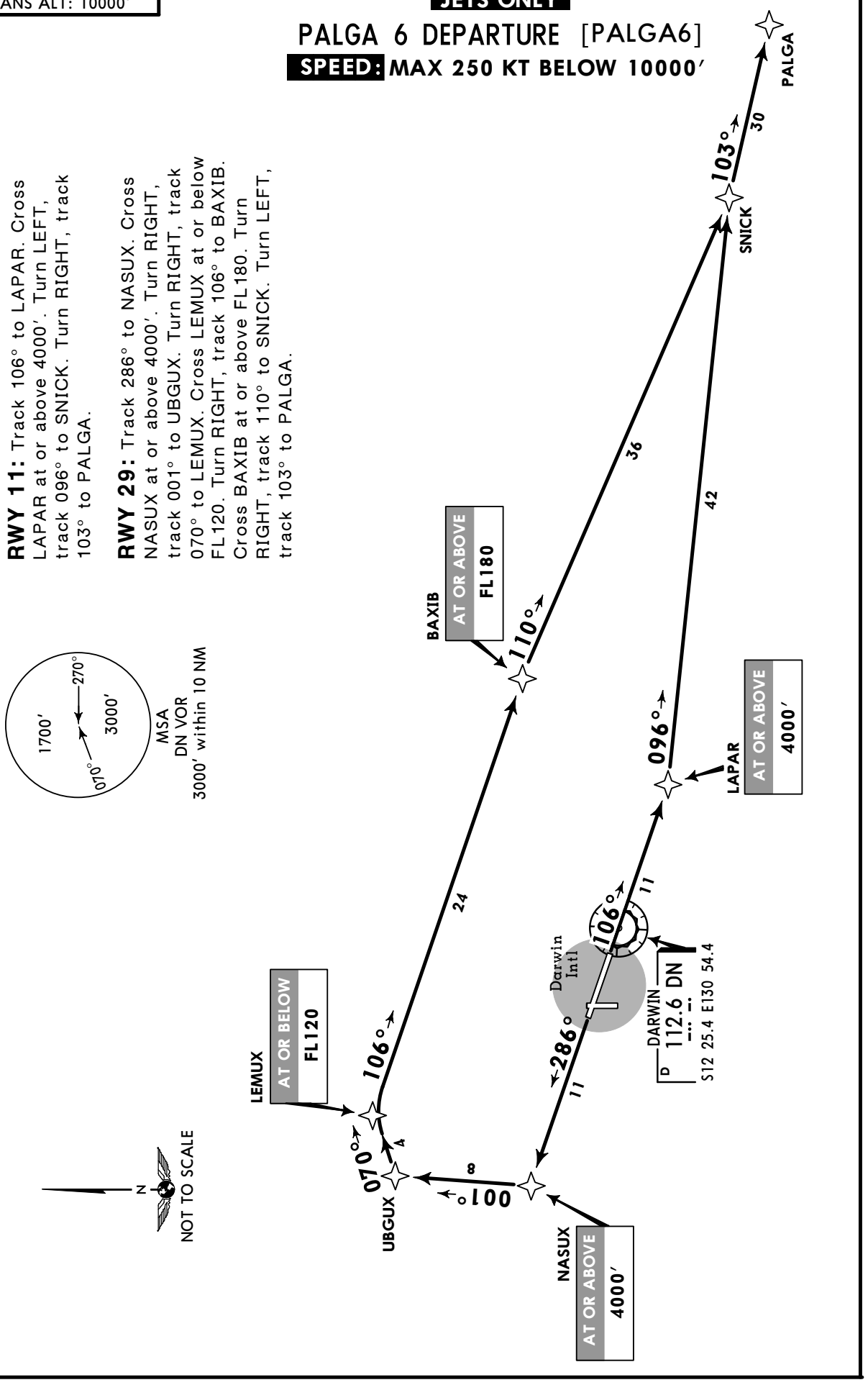
JETS ONLY

PALGA 6 DEPARTURE [PALGA6]

SPEED: MAX 250 KT BELOW 10000′

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000′. Turn LEFT, track 096° to SNICK. Turn RIGHT, track 103° to PALGA.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000′. Turn RIGHT, track 001° to UBGUX. Turn RIGHT, track 070° to LEMUX. Cross LEMUX at or below FL120. Turn RIGHT, track 106° to BAXIB. Cross BAXIB at or above FL180. Turn RIGHT, track 110° to SNICK. Turn LEFT, track 103° to PALGA.



CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3G 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

RUSKA 5 DEPARTURE [RUSKA5]

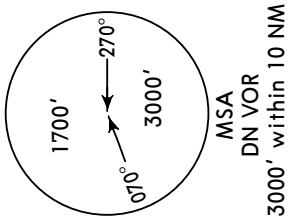
SPEED: MAX 250 KT BELOW 10000′

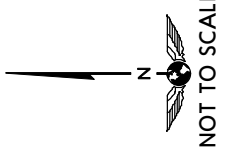
Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900′ and not before VOR turn RIGHT, track direct to ONALI. Turn LEFT, track 108° to PAGSO. Cross PAGSO at 3000′. Track 108° to VABLI. Cross VABLI at or below 6000′. Turn LEFT, track 097° to RUSKA.

RWY 29: Track 286°. At 600′ and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000′. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000′. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000′. Turn RIGHT, track 085° to ITTSA. Turn RIGHT, track 097° to VABLI. Track 097° to RUSKA.





CHANGES: Speed restriction added, chart reindexed.

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JEPPESEN 10-3H 3 NOV 17 Eff 9 Nov

RNAV SID

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL110
TRANS ALT: 10000′

NON-JETS ONLY

VANDI 5 DEPARTURE [VANDI5]

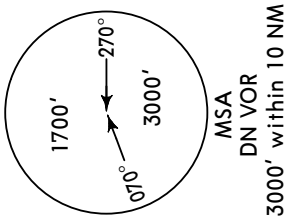
SPEED: MAX 250 KT BELOW 10000′

RWY 29: Track 286°. At 600′ and not before departure end of runway, turn LEFT track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000′. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000′. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000′. Turn LEFT, track 060° to DUGAM. Cross DUGAM at or above FL140. Track 060° to BURBA. Cross BURBA at or below FL170. Turn RIGHT, track 071° to VANDI.

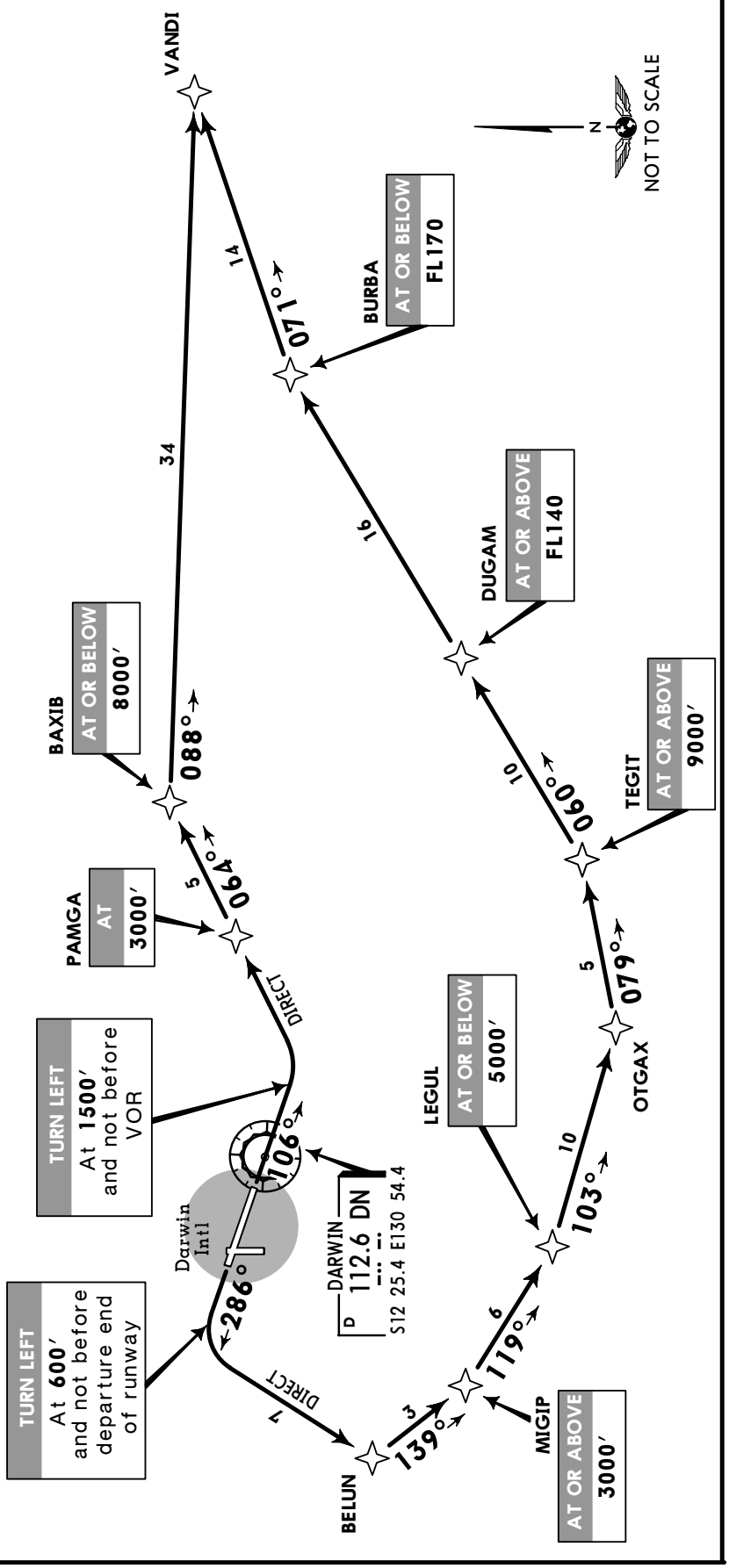
RWY 11: Track 106°. At 1500′ and not before VOR turn LEFT, track direct to PAMGA. Cross PAMGA at 3000′. Track 064° to BAXIB. Cross BAXIB at or below 8000′. Turn RIGHT, track 088° to VANDI.

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000′ 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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



MSA
DN VOR
3000′ within 10 NM



CHANGES: Speed restriction added, chart reindexed.

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NOISE ABATEMENT PROCEDURES

LOCAL TIME minus 9 1/2 HOURS = UTC

1. PREFERRED RUNWAYS

1.1 LANDING

Runway 11 for arrival tracks within the sector 200° through NORTH to 020°.
Runway 29 for arrival tracks within the sector 021° through SOUTH to 199°.

1.2 TAKE-OFF

Runway 11 for departure tracks within the sector 021° through SOUTH to 199°.
Runway 29 for departure tracks within the sector 200° through NORTH to 020°.

2. PREFERRED FLIGHT PATHS

2.1 ARRIVING AIRCRAFT

2.1.1 Preferred runway requirements apply.

2.1.2 Arriving aircraft at night: All JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) arriving from the WEST to land Rwy 29, or arriving from the EAST to land Rwy 11 can expect radar vectoring NORTH of built up areas or SOUTH over water, sunset to sunrise.

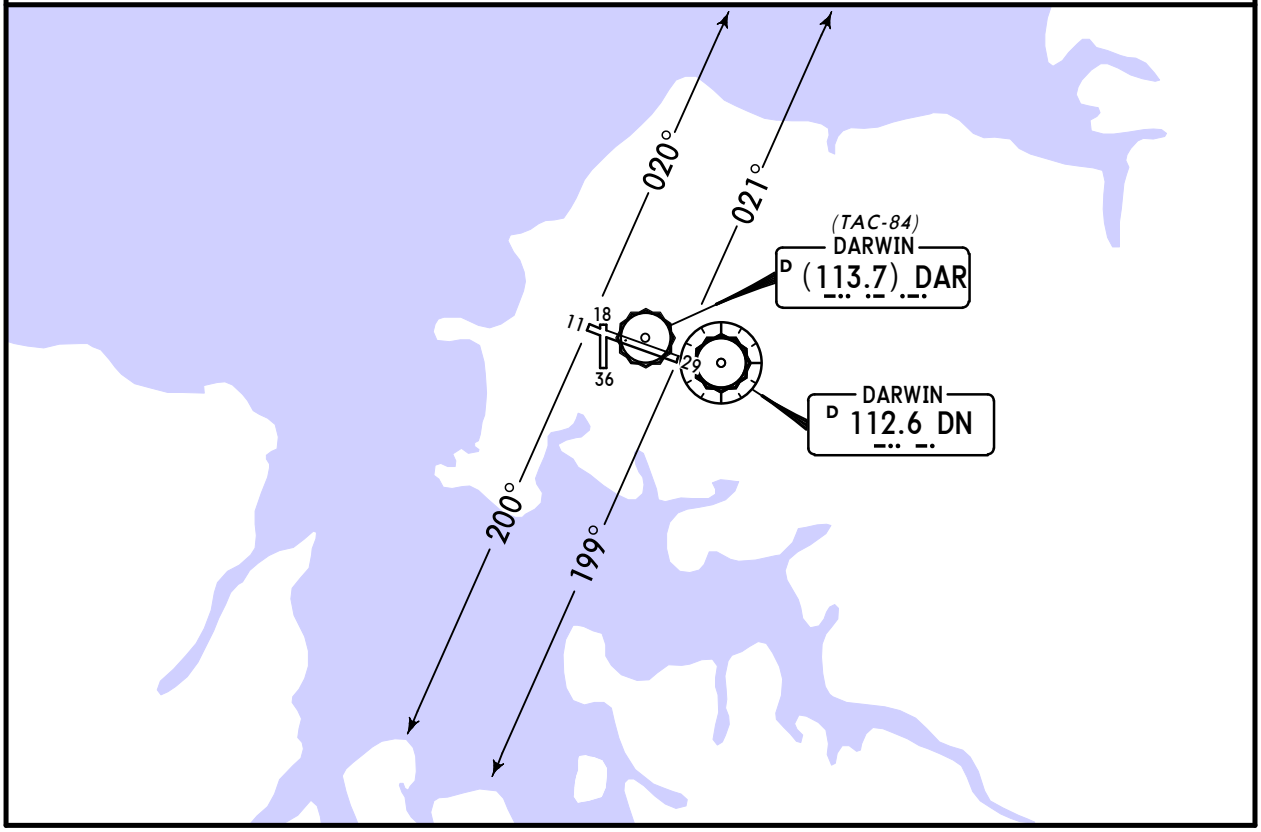
2.1.3 Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000′ AMSL, proceed for further straight-in approach. If fuel limited, make circuit SOUTH of Runway 11/29.

2.2 DEPARTING AIRCRAFT

2.2.1 All runways: IFR category aircraft can expect to be instructed by ATC to track via Standard Instrument Departure (SID).

2.2.2. Unless cleared via SID, all JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) are to maintain runway heading until 2000′ AMSL and:

(a) D2.0 DN/D3.0 DAR TACAN off Runway 11 between 2030 and 1230 UTC.
(b) D7.0 DN/D8.0 DAR TACAN off Runway 11 between 1230 and 2030 UTC.
(c) D5.0 DN/D3.0 DAR TACAN off Runway 29.



CHANGES: Departing aircraft procedures revised.

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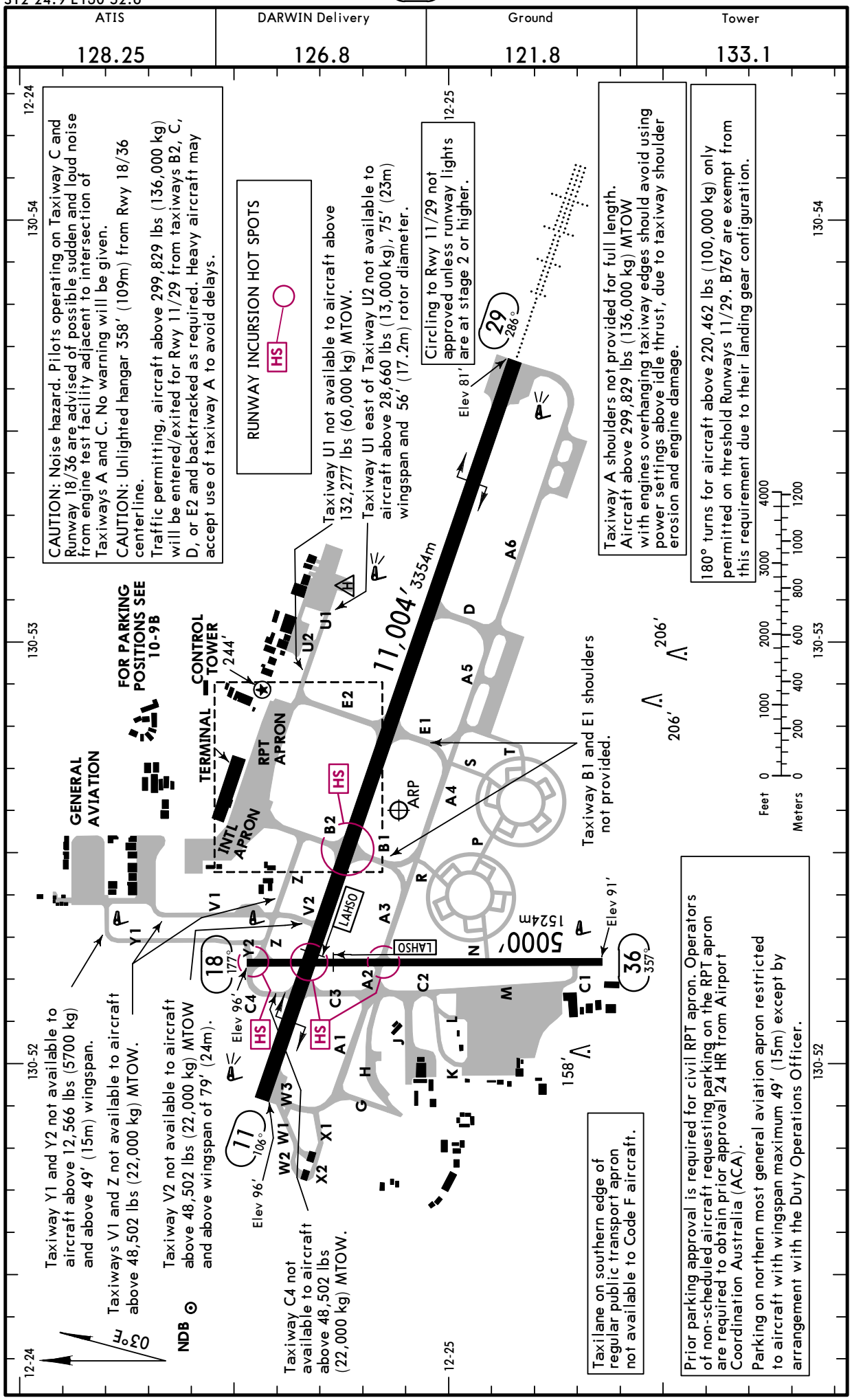
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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

YPDN/DRW
Apt Elev **103′**
S12 24.9 E130 52.6

JEPPESEN
10 AUG 18
(10-9)

DARWIN, NT, AUSTRALIA
DARWIN INTL

ATIS	DARWIN Delivery	Ground	Tower
128.25	126.8	121.8	133.1



CHANGES: Note moved to chart 10-9B.

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YPDN/DRW JEPPESEN DARWIN, NT, AUSTRALIA

10 AUG 18 (10-9A) DARWIN INTL

GENERAL

CAUTION: Possibility of wind shear/turbulence on short final for all runways.
CAUTION: Model aircraft operate at East Point (ETP) surface to 400' AGL 270°/2.9 NM from ARP.
CAUTION: High velocity gas plumes located Bladin Point magnetic bearing 156°, 6.7 NM from aerodrome, within 0.5 NM radius of S12 31.2 E130 55.1, continuous day and night.
Bird hazard exists.
PPR for civil and foreign military aircraft transiting RAAF Darwin from Base Command Post. 72 hours prior notice.
Hours of operation: Civil airport 24 hours. Military airfield daily 2130-1230. Other times PPR 72 hours prior notice.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
11 ❶ 29	HIRL PAPI (angle 3.0°, MEHT 57') HIRL HIALS PAPI (angle 3.0°, MEHT 59')		9994' 3046m	18/36 8816' 2687m		197' 60m
18 36				11/29 3760' 1146m		98' 30m

❶ Grooved.

Standby power available. Portable in emergency with 45 minutes prior notice.

TAKE-OFF

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

FOR FILING AS ALTERNATE

	Special ILS Z or LOC Z Rwy 29 ILS X or LOC X Rwy 29 VOR Z Rwy 29 VOR Rwy 11 NDB Rwy 11	ILS Z or LOC Z Rwy 29 ILS X or LOC X Rwy 29 VOR Z Rwy 29 VOR Rwy 11 NDB Rwy 11 RNAV-Z (GNSS) Rwy 11 RNAV-Z (GNSS) Rwy 29 RNAV-Z (GNSS) Rwy 36	VOR Y Rwy 29
A	800' - 4.0 km	1097' - 4.4 km	1397' - 4.4 km
B			
C		1197' - 6.0 km	1397' - 6.0 km
D		❶ 1397' - 7.0 km	1397' - 7.0 km

❶ CAT D not applicable for RNAV Rwy 36.

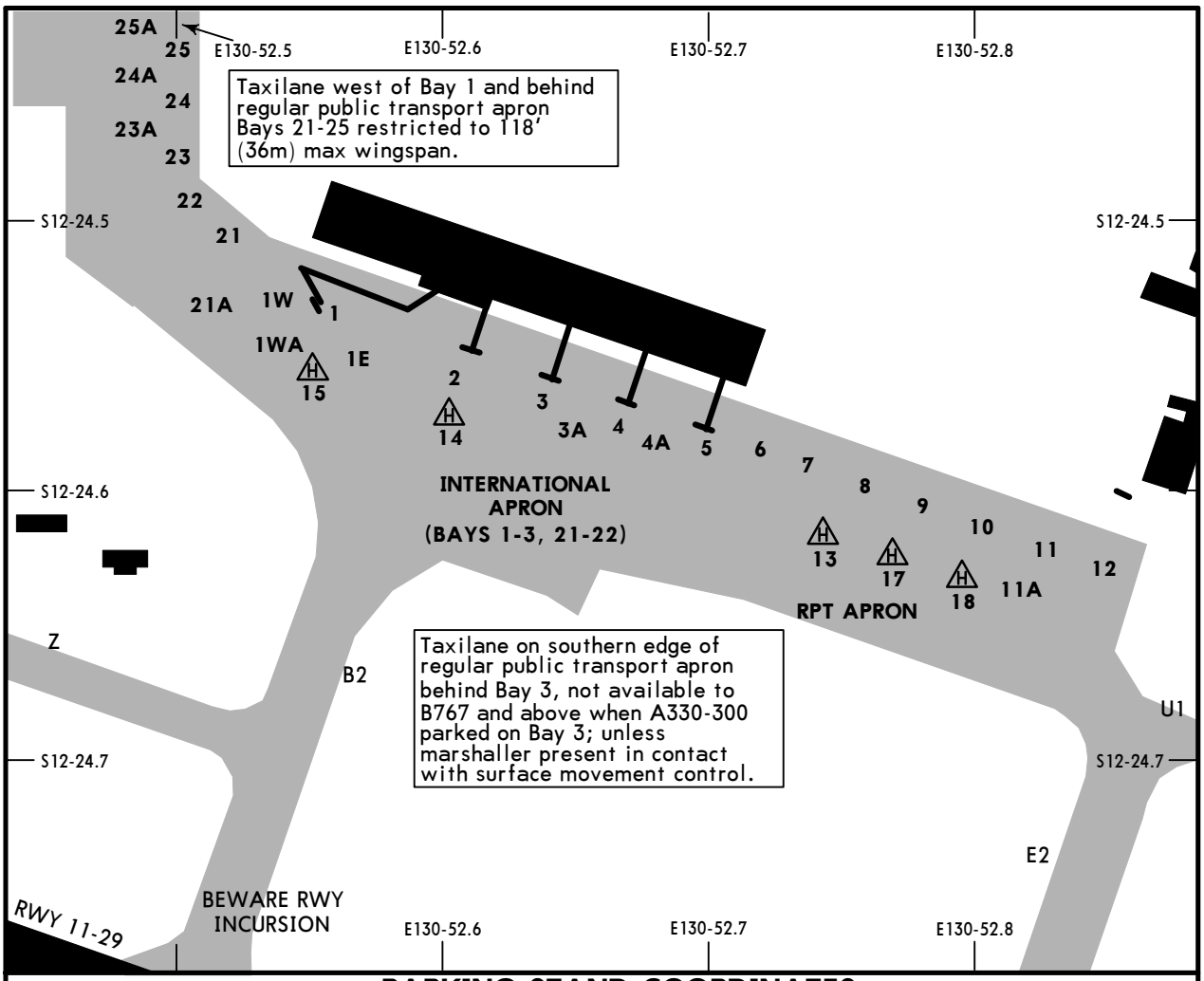
CHANGES: None.

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YPDN/DRW

JEPPESEN
10 AUG 18 (10-9B)

DARWIN, NT, AUSTRALIA
DARWIN INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	CAPACITY	DOCKING SYSTEM
1	S12 24.5 E130 52.6	73′	A380/AN124	SAFEGATE DGS
1E	S12 24.5 E130 52.6	73′	A321	
1W	S12 24.5 E130 52.6	73′	A321/B738	
1WA	S12 24.5 E130 52.5	74′	DH8C	
2	S12 24.5 E130 52.6	73′	B744	SAFEGATE DGS
3	S12 24.5 E130 52.7	72′	B763	SAFEGATE DGS
3A	S12 24.5 E130 52.7	72′	SF34/E120	
4	S12 24.5 E130 52.7	72′	A321/B738	SAFEGATE DGS
4A	S12 24.6 E130 52.7	72′	SF34/E120	
5	S12 24.6 E130 52.7	72′	A321/B738	SAFEGATE DGS
6	S12 24.6 E130 52.7	72′	A321/B738	
7	S12 24.6 E130 52.8	72′	A321/B738	
8	S12 24.6 E130 52.8	72′	B717	
9 thru 11	S12 24.6 E130 52.8	72′	A321/B738	
11A	S12 24.6 E130 52.8	72′	B763	
12	S12 24.6 E130 52.9	72′	A320/B738	
H13	S12 24.6 E130 52.8	72′	AS332/EC 225	
H14	S12 24.5 E130 52.6	72′	AS332/EC 225	
H15	S12 24.5 E130 52.6	74′	AS332/EC 225	
H17, H18	S12 24.6 E130 52.8	72′	AS332/EC 225	
21	S12 24.5 E130 52.5	74′	A321/B738	
21A	S12 24.5 E130 52.5	74′	SF34/E120	
22, 23	S12 24.5 E130 52.5	73′	A321/B738	
23A	S12 24.5 E130 52.5	73′	SF34/E120	
24A	S12 24.4 E130 52.5	73′	SF34/E120	
24	S12 24.4 E130 52.5	73′	A321/B738	
25	S12 24.4 E130 52.5	72′	A321/B738	
25A	S12 24.4 E130 52.5	72′	SF34/E120	

For specific aircraft operating capabilities and procedures, contact Darwin International Airport Management.

CHANGES: Notes added.

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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:

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

The Position Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

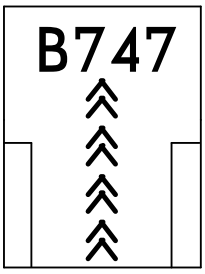
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VISUAL DOCKING GUIDANCE SYSTEMS

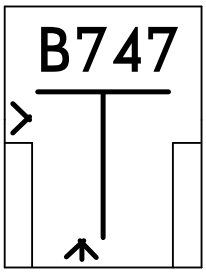
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

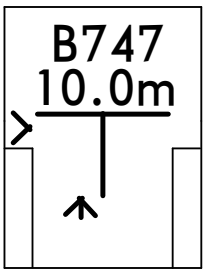
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



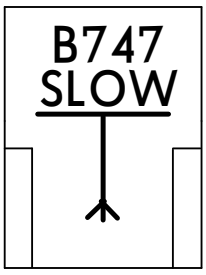
CAPTURE
Searching for aircraft



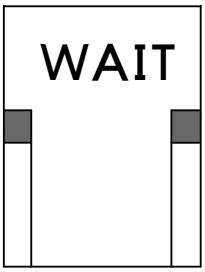
TRACKING AIRCRAFT
Aircraft left of centerline



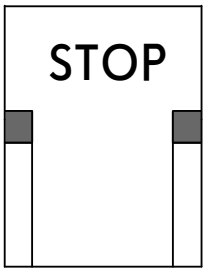
CLOSING RATE



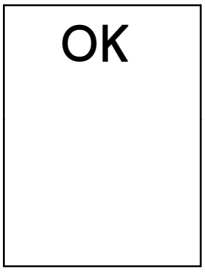
SLOW (DECREASE SPEED)



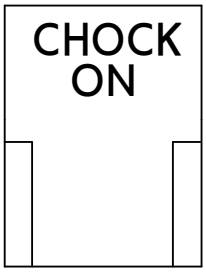
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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YPDN/DRW
DARWIN INTL

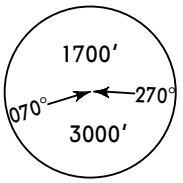
JEPPESEN
2 DEC 16
Eff 7 Dec 1600Z
(11-1)

DARWIN, NT, AUSTRALIA
ILS-Z or LOC-Z Rwy 29

BRIEFING STRIP™

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

LOC IDN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 103′
109.7	286°	OM 1320′ (1239′)	290′ (209′)	Rwy 81′

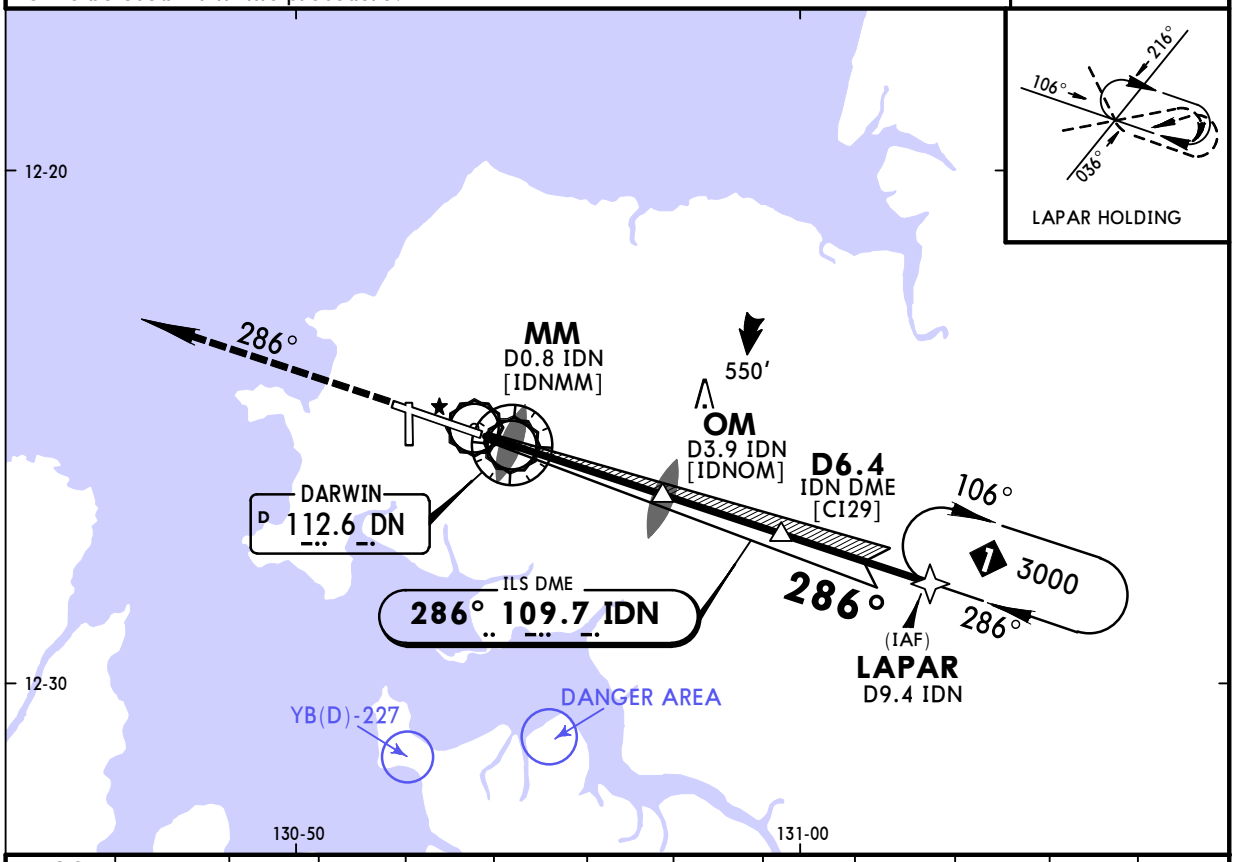


MSA DN VOR
3000′
within 10 NM

MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

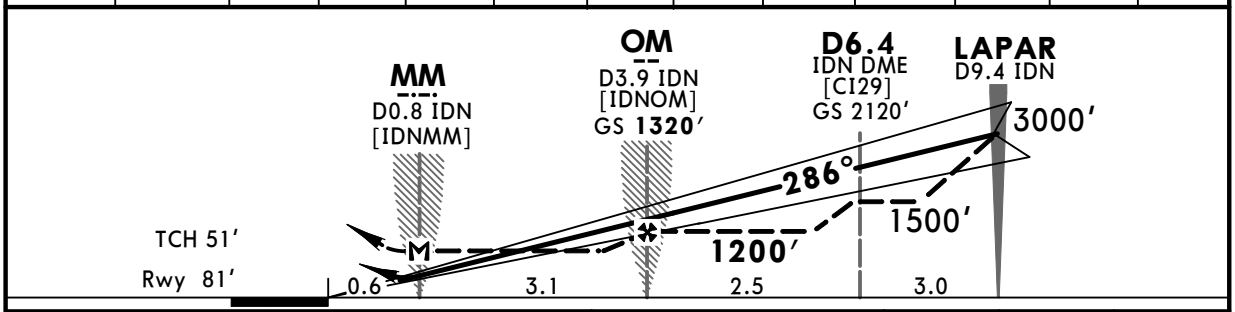
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. **IDN DME REQUIRED.** 2. CAUTION: VFR helo ops up to 500′ AGL east of MM.
3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure.



LAPAR HOLDING

LOC (GS out)	IDN DME	1.5	2.0	3.0	3.9	5.0	6.0	6.4	7.0	8.0	9.0	9.2
	ALTITUDE	550′	720′	1030′	1320′	1670′	1990′	2120′	2310′	2630′	2940′	3000′



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

PAPI HIALS

286°

3000′

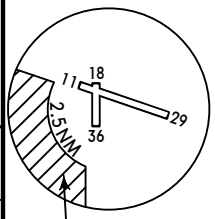
PANS OPS

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 290′ (209′)			LOC (GS out) MDA(H) 550′ (469′)	
	FULL	HIRL out	HIALS out		HIALS out
A	0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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JEPPESEN JeppView 3.6.2.0

YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (11-2)

DARWIN, NT, AUSTRALIA ILS-X or LOC-X Rwy 29

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

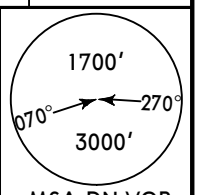
BRIEFING STRIP™

LOC IDN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 103′ Rwy 81′
109.7	286°	1320′ (1239′)	290′ (209′)	

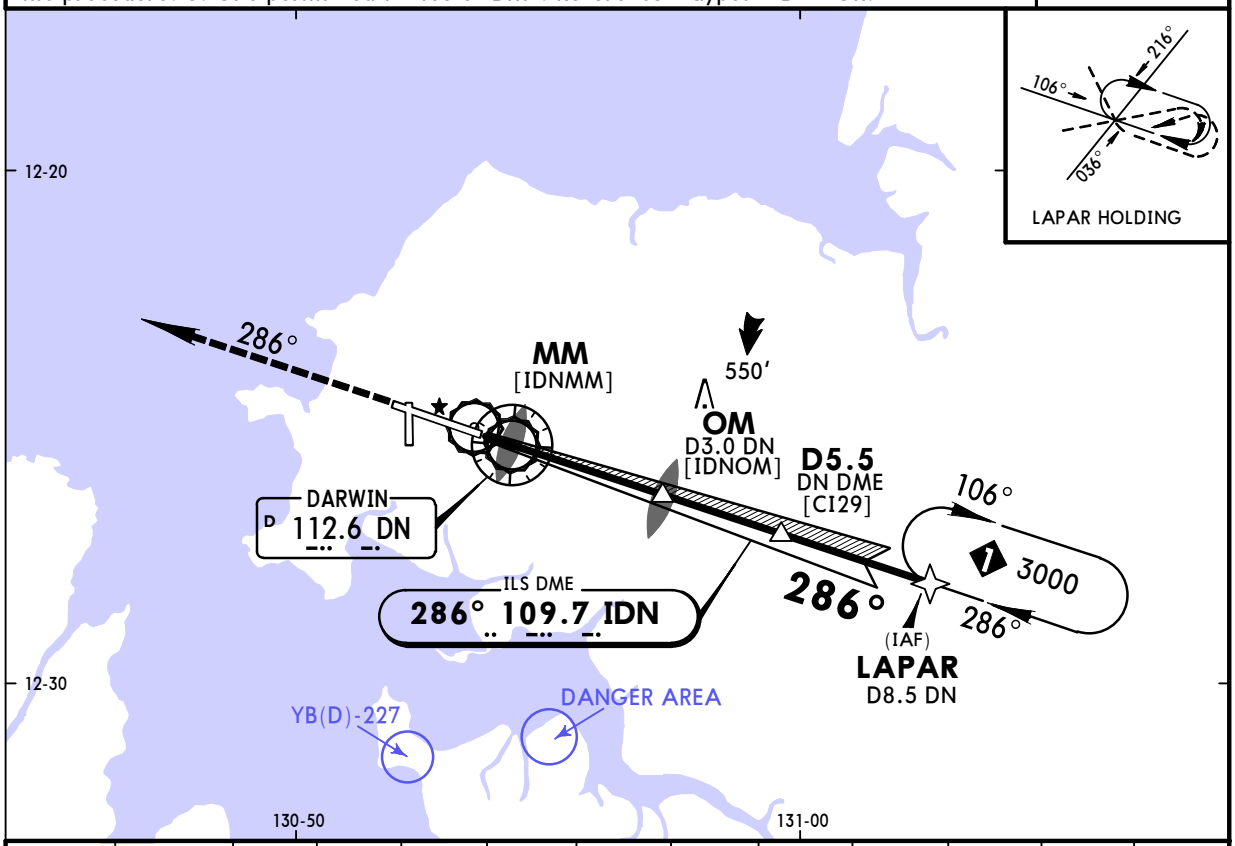
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500′ AGL east of MM. 3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GPS permitted in lieu of DME. Reference waypoint DN VOR.

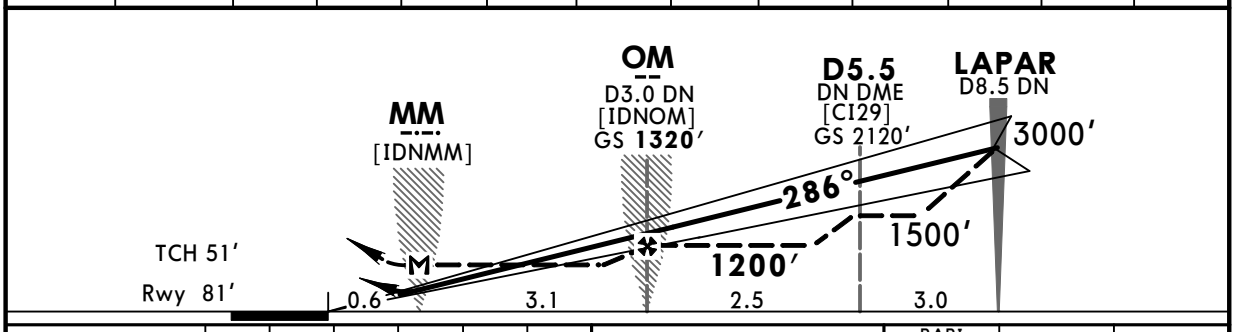


MSA DN VOR 3000′ within 10 NM



LAPAR HOLDING

LOC (GS out)	DN DME	0.6	1.0	2.0	3.0	4.0	5.0	5.5	6.0	7.0	8.0	8.3
	ALTITUDE	550′	690′	1000′	1320′	1640′	1960′	2120′	2280′	2600′	2920′	3000′



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

PAPI HIALS

286°

3000′

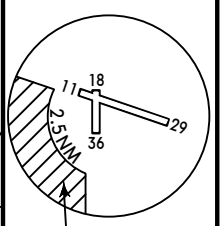
PANS OPS

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 290′ (209′) FULL	ILS DA(H) 290′ (209′) HIRL out	ILS DA(H) 290′ (209′) HIALS out	LOC (GS out) MDA(H) 550′ (469′)	LOC (GS out) MDA(H) 550′ (469′) HIALS out
A	0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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YPDN/DRW
DARWIN INTL

JEPPESEN
24 FEB 17
Eff 2 Mar
12-1

DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 11

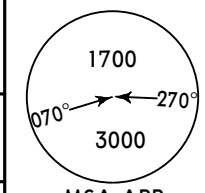
BRIEFING STRIP ™

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

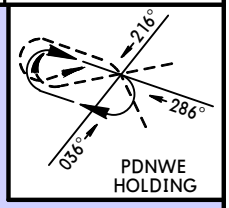
RNAV	Final Apch Crs	Procedure Alt PDNWF	LNAV/VNAV DA(H)	Apt Elev 103′ Rwy 96′
	106°	1820′ (1724′)	430′ (334′)	

MISSED APCH: Track direct to PDNWH, then track 106°. Climb to 3000′.

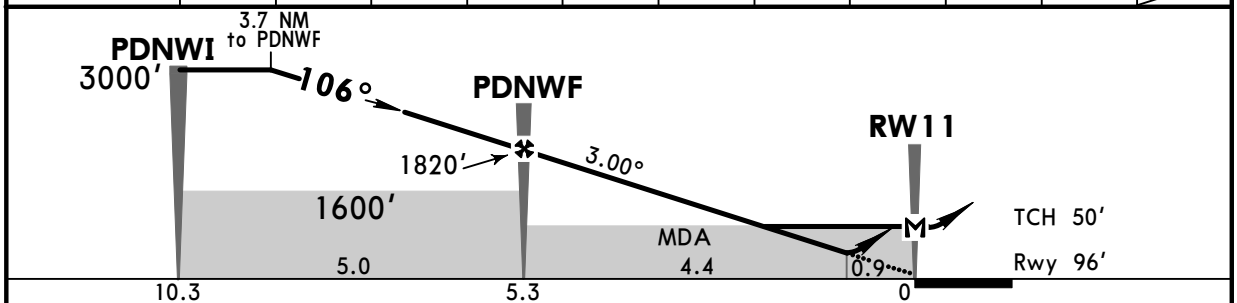
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.



MSA ARP
3000
within 10 NM



NM to NEXT WPT	3.7	3.0	2.0	1.0	PDNWF	4.0	3.0	2.0	1.2	0.9	RW11
ALTITUDE	3000′	2780′	2460′	2140′	1820′	1420′	1100′	780′	520′	430′	



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 RW11						

PAPI PDNWH

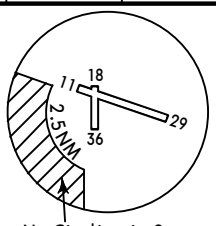
PANS OPS

STRAIGHT-IN LANDING RWY 11

	LNAV/VNAV DA(H) 430′ (334′)	LNAV MDA(H) 520′ (424′)
A	1.9 km	2.3 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, minimums, distance altitude band, MAP, notes.

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JEPPESEN JeppView 3.6.2.0

YPDN/DRW
DARWIN INTL

JEPPESEN
24 FEB 17
Eff 2 Mar
12-2

DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 29

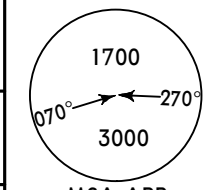
BRIEFING STRIP ™

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

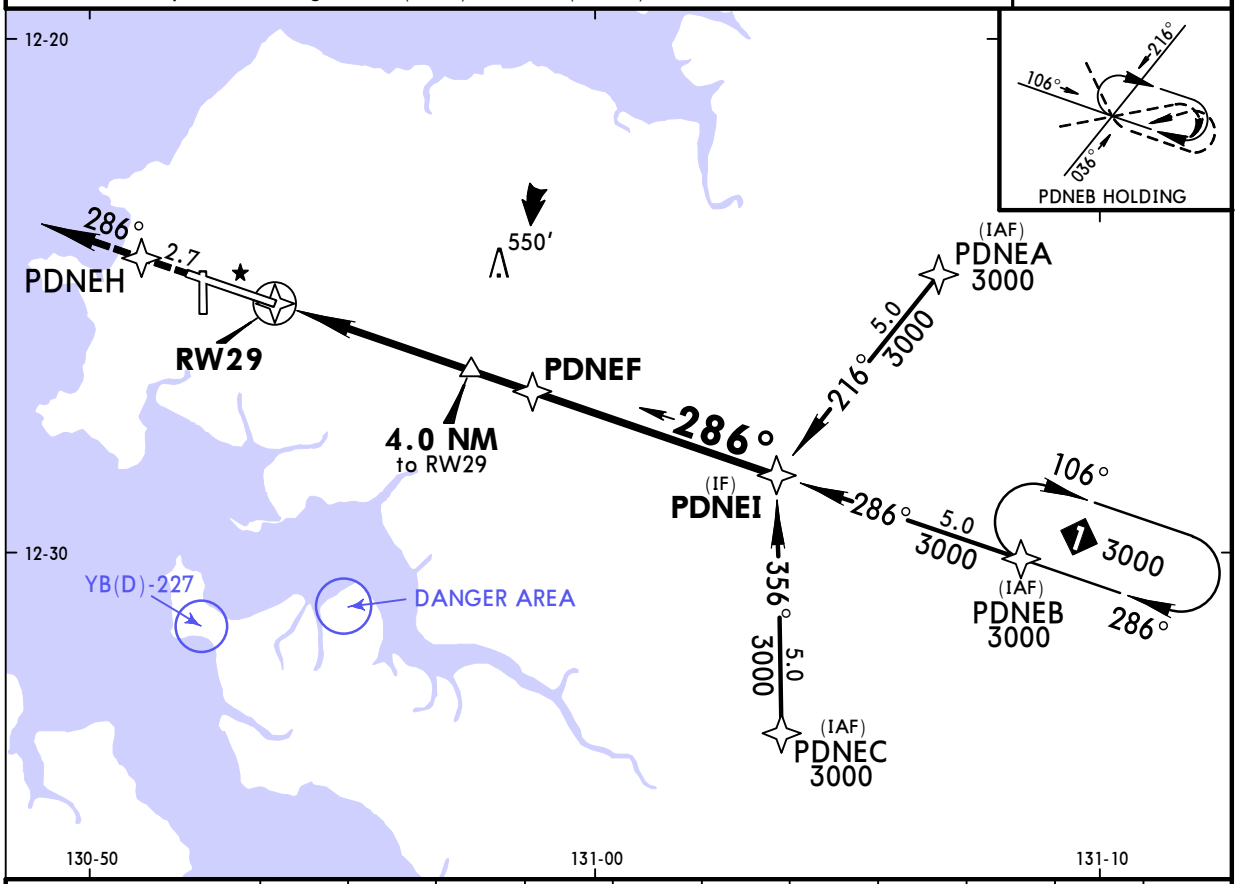
RNAV	Final Apch Crs	Procedure Alt PDNEF	LNAV/VNAV DA(H)	Apt Elev 103′ Rwy 81′
	286°	1810′ (1729′)	430′ (349′)	

MISSED APCH: Track direct to PDNEH, then track 286°. Climb to 3000′.

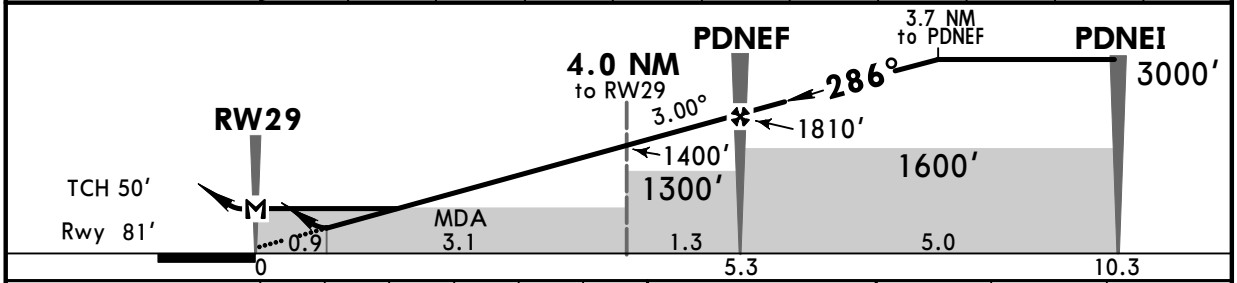
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.



MSA ARP
3000
within 10 NM



NM to NEXT WPT	RW29	0.9	1.3	2.0	3.0	4.0	PDNEF	1.0	2.0	3.0	3.7
ALTITUDE		430′	530′	770′	1090′	1400′	1810′	2130′	2450′	2760′	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 RW29							

PAPI
HIALS

D → PDNEH

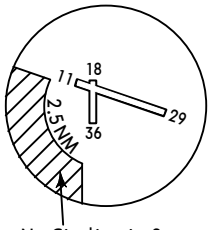
PANS OPS

STRAIGHT-IN LANDING RWY29

	LNAV/VNAV DA(H) 430′ (349′)	LNAV MDA(H) 530′ (449′)
	HIALS out	HIALS out
A	1.9 km	2.5 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, minimums, distance altitude band, MAP, notes.

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JEPPESEN JeppView 3.6.2.0

YPDN/DRW DARWIN INTL — DARWIN, NT, AUSTRALIA

JEPPESEN 19 MAY 17 Eff 25 May (12-3) CAT A, B & C

RNAV-Z (GNSS) Rwy 36

ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

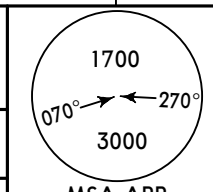
BRIEFING STRIP ™

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 103′
	357°	PDNSF 1730′ (1639′)	610′ (519′)	Rwy 91′

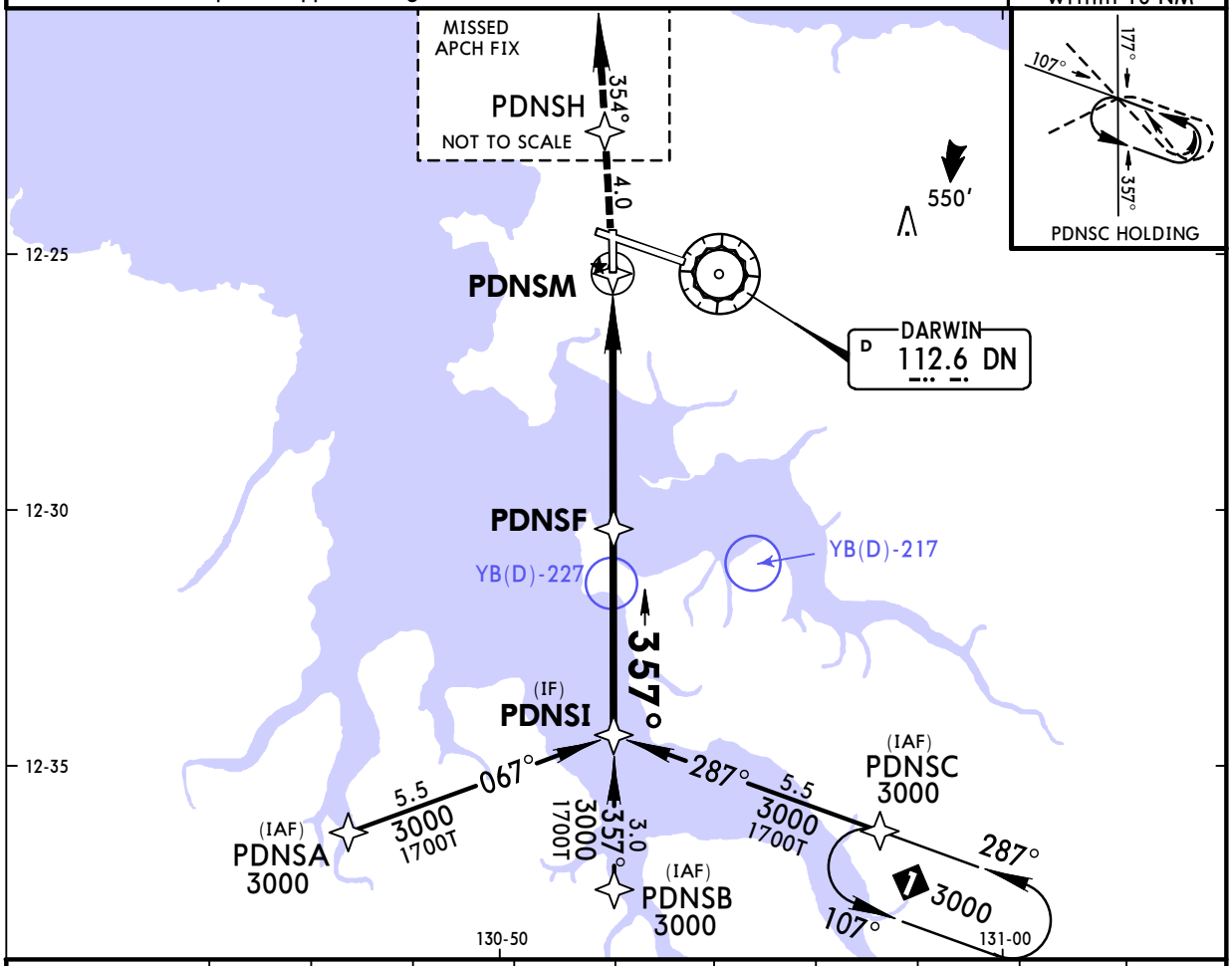
MISSED APCH: Track direct to PDNSH, then 354°. Climb to 3000′.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

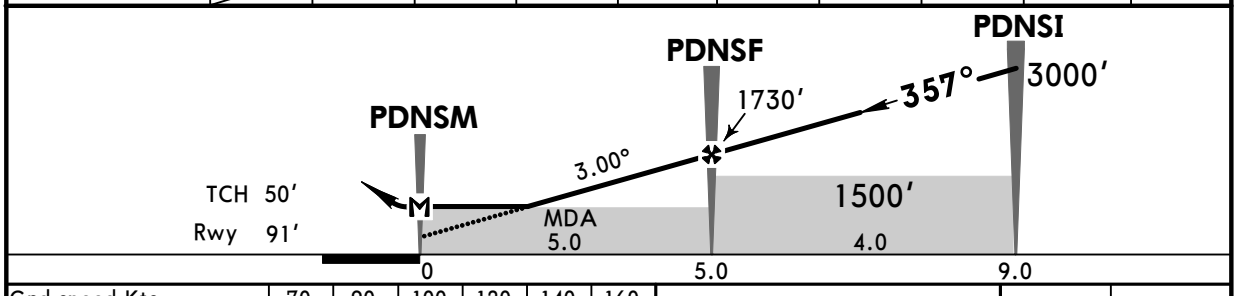
1. CAUTION: Gas plume approaching FAF.



MSA ARP 3000 within 10 NM



NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610′	780′	1100′	1410′	1730′	2050′	2370′	2690′	3000′

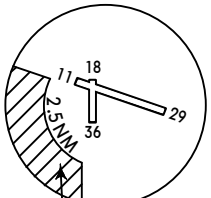


Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at PDNSM						

D PDNSH

PANS OPS

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
MDA(H) 610′ (519′)		Max Kts	MDA(H)
A	2.9 km	100	700′ (597′) -2.4 km
B		135	
C		180	800′ (697′) -4.0 km
D	NOT APPLICABLE	D	NOT APPLICABLE



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area ident.

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YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 Eff 7 Dec 1600Z (13-1)

DARWIN, NT, AUSTRALIA VOR Rwy 11

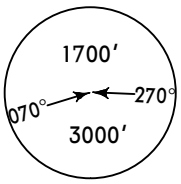
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

VOR DN	Final Apch Crs	Minimum Alt	VOR DME MDA(H)	Apt Elev 103′
112.6	106°	D8.0 Refer to Profile	520′ (424′)	Rwy 96′

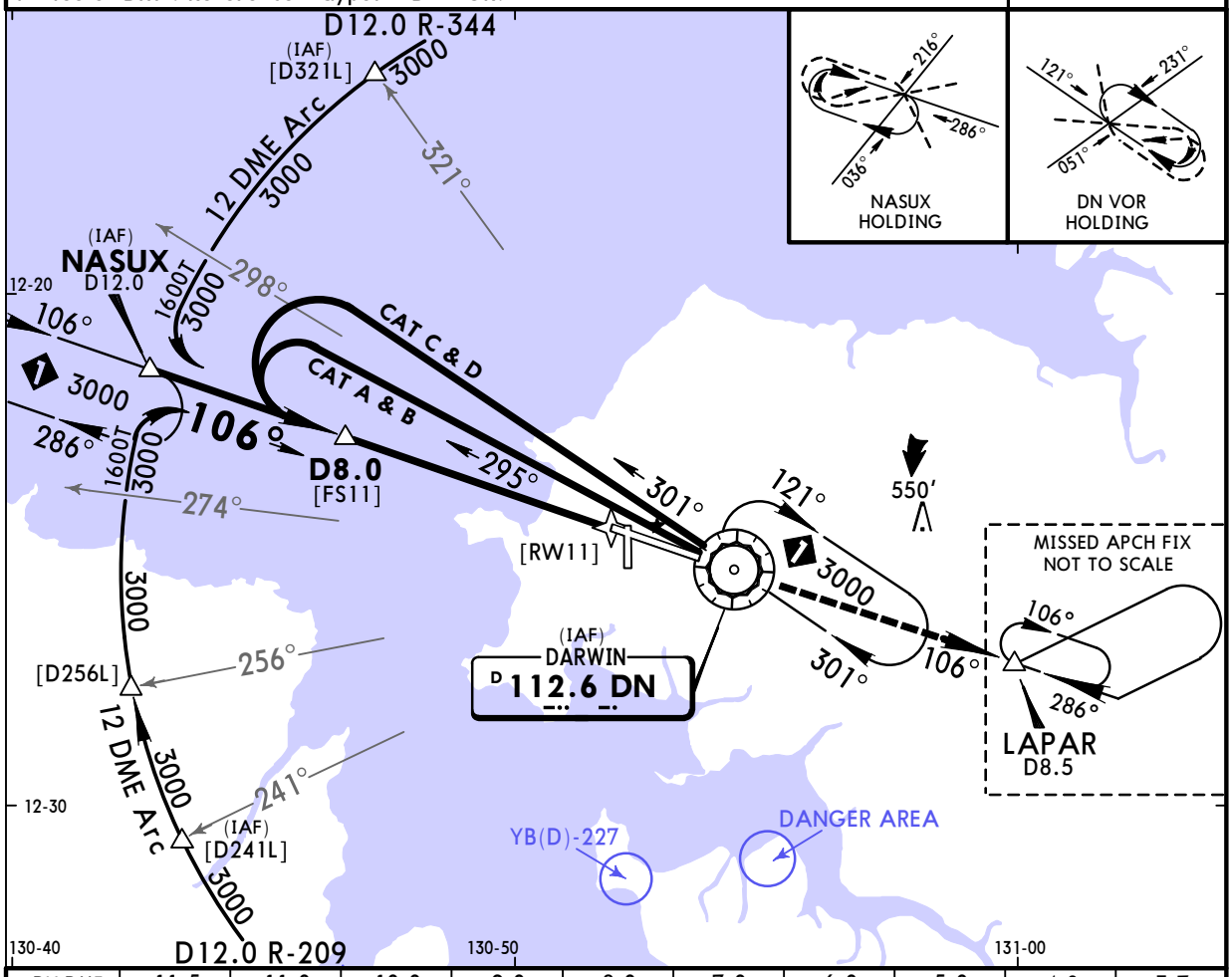
MISSED APCH: Track 106°, climb to 3000′. Hold at LAPAR or as directed by ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000′

1. Max IAS for initial: 210 KT. 2. Aircraft may be RADAR vectored to final. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.



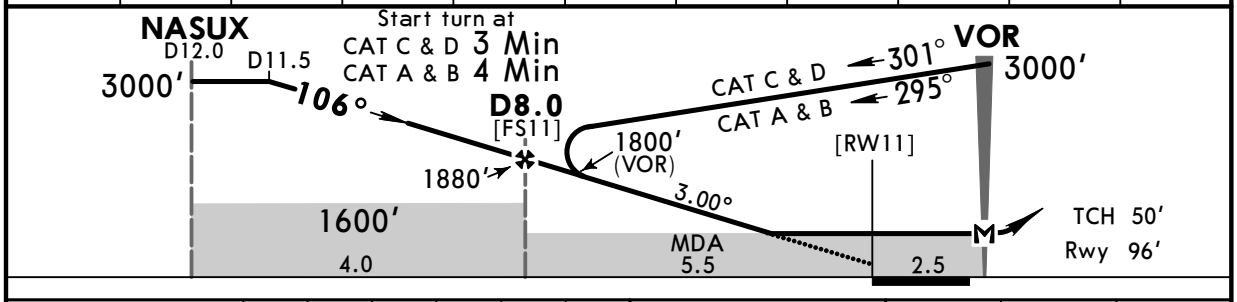
MSA DN VOR 3000′ within 10 NM



NASUX HOLDING

DN VOR HOLDING

DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000′	2840′	2520′	2200′	1880′	1560′	1240′	930′	610′	520′



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

PAPI 106° 3000′

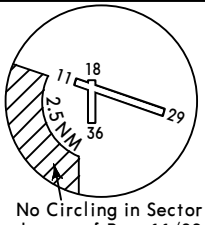
PANS OPS

STRAIGHT-IN LANDING RWY 11

	VOR DME MDA(H) 520′ (424′)	VOR MDA(H) 560′ (464′)
A	2.3 km	2.6 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 (13-2) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA VOR-Z Rwy 29

BRIEFING STRIP™

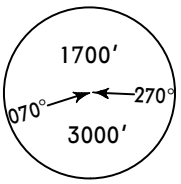
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

VOR DN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 103′
112.6	286°	D5.0 1960′ (1879′)	560′ (479′)	Rwy 81′

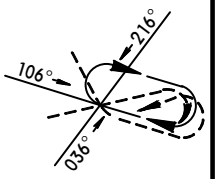
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

1. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500′ AGL east of 3 NM step. 3. Aircraft may be RADAR vectored to final. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GNSS permitted in lieu of DME. Reference waypoint DN VOR.

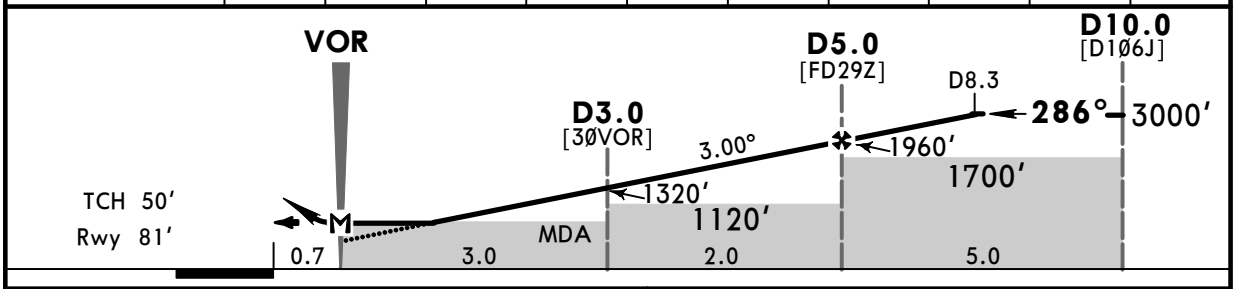


MSA DN VOR 3000′ within 10 NM



D10.0 HOLDING

DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560′	690′	1000′	1320′	1640′	1960′	2280′	2600′	2910′	3000′



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

HIALS PAPI PAPI

286° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 29

VOR DME

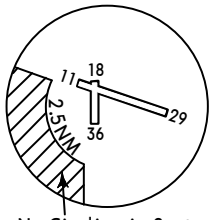
MDA(H) 560′ (479′)

HIALS out

A	2.7 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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YPDN/DRW
DARWIN INTL

JEPPESEN 2 DEC 16 (13-3) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA
VOR-Y Rwy 29

BRIEFING STRIP™

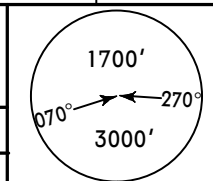
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

VOR DN	Final Apch Crs	No FAF	MDA(H)	Apt Elev 103′
112.6	**286°**		**1000′** (919′)	Rwy 81′

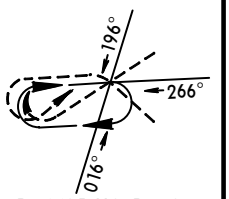
MISSED APCH: Track 286°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000′

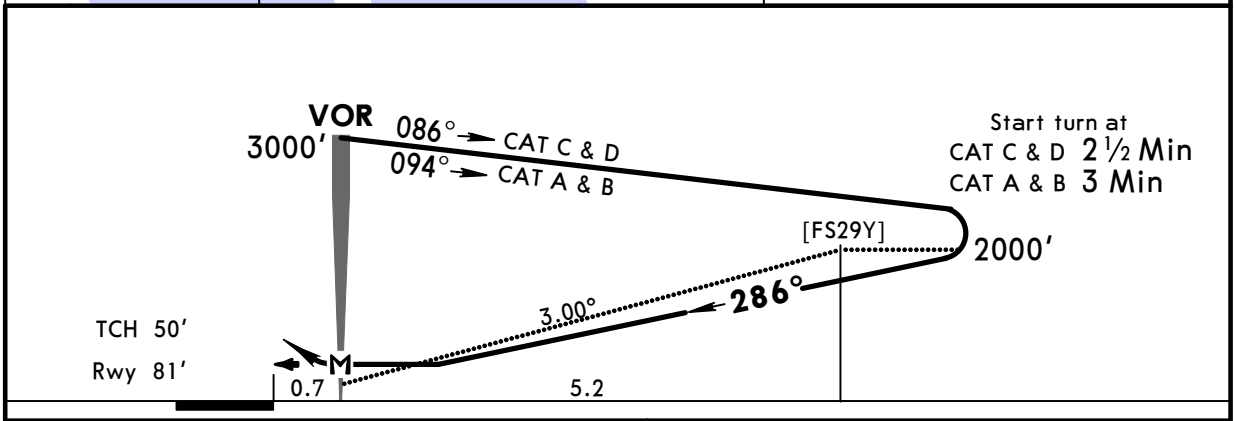
1. CAUTION: VFR helo ops up to 500′ AGL east of 3 NM step. 2. Aircraft may be RADAR vectored to final.



MSA DN VOR 3000′ within 10 NM



DN VOR HOLDING



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

HIALS PAPI PAPI

286° 3000′

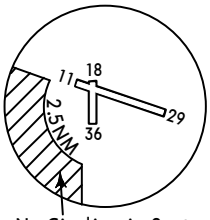
PANS OPS

STRAIGHT-IN LANDING RWY 29
VOR
MDA(H) **1000′** (919′)
HIALS out

A	5.0 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1000′ (897′) -2.4 km
135	
180	1000′ (897′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA.

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YPDN/DRW DARWIN INTL

JEPPESEN 2 DEC 16 (16-1) Eff 7 Dec 1600Z

DARWIN, NT, AUSTRALIA NDB Rwy 11

BRIEFING STRIP ™

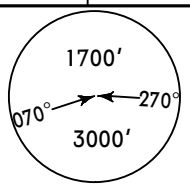
ATIS	DARWIN Approach (R) West	DARWIN Approach (R) East	*DARWIN Traffic (Approach Sequencing)	DARWIN Tower	Ground
128.25	134.1	125.2	123.0	133.1	121.8

NDB BGT	Final Apch Crs	Minimum Alt	NDB DME MDA(H)	Apt Elev / Rwy
308	106°	D8.0 Refer to Profile	520′ (424′)	Apt Elev 103′ Rwy 96′

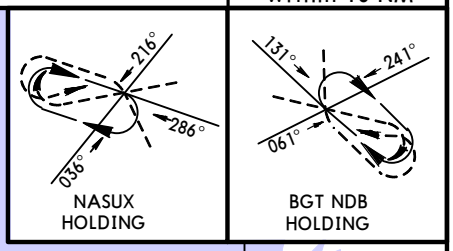
MISSED APCH: Track 106°, climb to 3000′, hold at LAPAR or as directed by ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000′

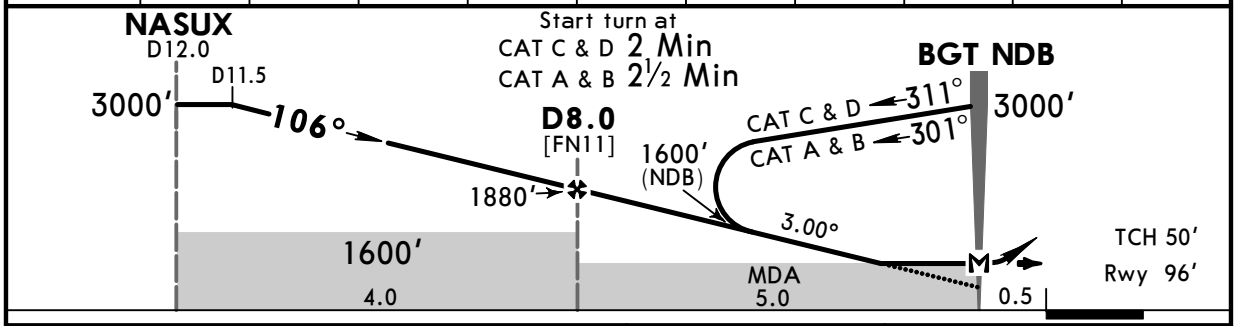
1. Max IAS for initial: 210 KT. 2. Aircraft may be RADAR vectored to final.
3. DME Ch 84X (113.7) not to be used with this procedure.
4. GPS permitted in lieu of DME. Reference waypoint DN VOR.



MSA DN VOR 3000′ within 10 NM



DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000′	2840′	2520′	2200′	1880′	1560′	1240′	930′	610′	520′



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

PAPI 106° 3000′

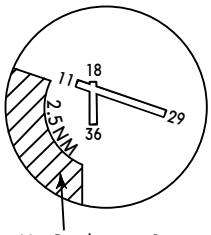
PANS OPS

STRAIGHT-IN LANDING RWY11

	NDB DME MDA(H) 520′ (424′)	NDB MDA(H) 560′ (464′)
A	2.3 km	2.6 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700′ (597′) -2.4 km
135	
180	800′ (697′) -4.0 km
205	1000′ (897′) -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

CHANGES: MSA, danger area.

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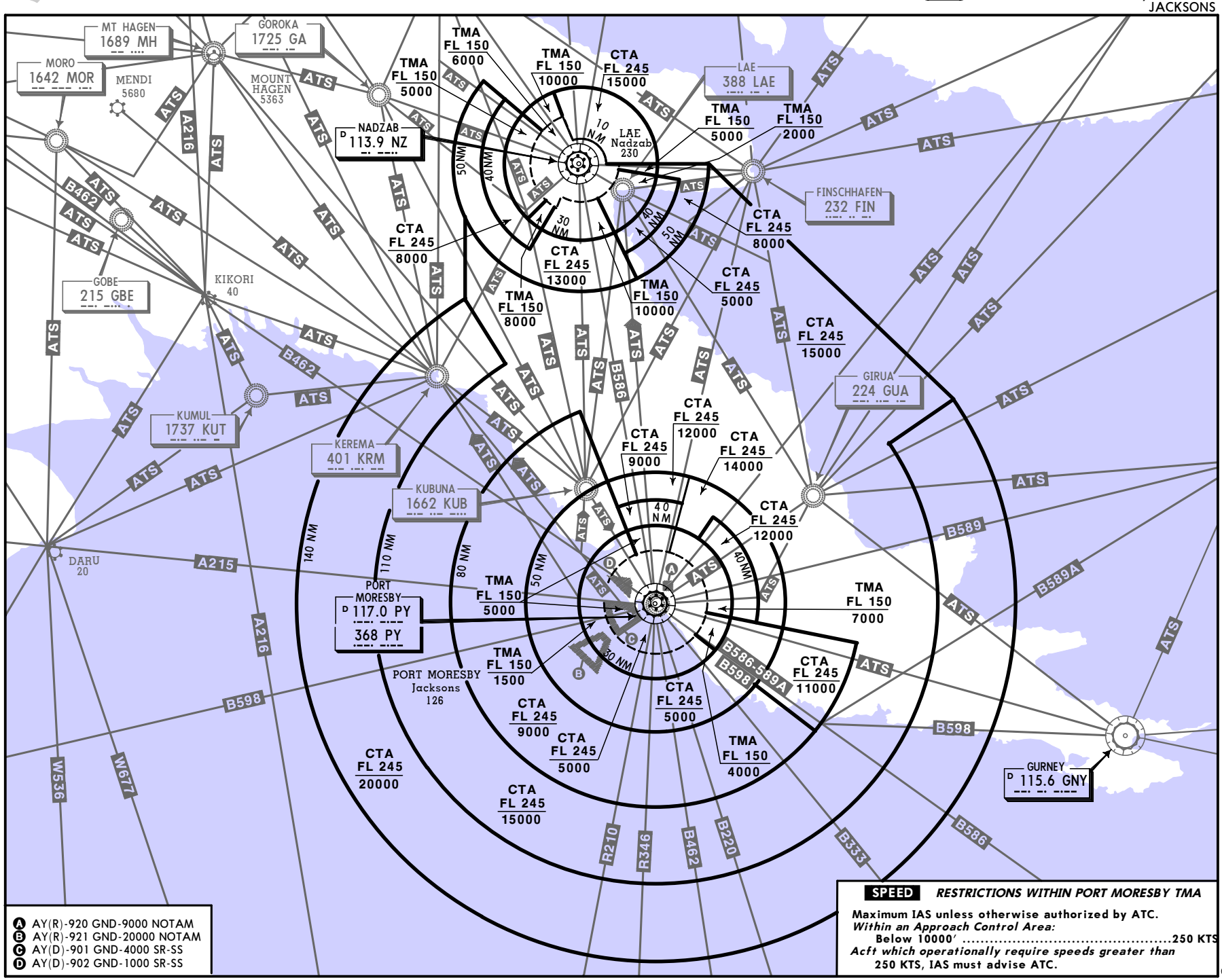
JEPPESEN

29 APR 11

10-1B

PORT MORESBY, P.N.G.

JACKSONS



A AY(R)-920 GND-9000 NOTAM
B AY(R)-921 GND-20000 NOTAM
C AY(D)-901 GND-4000 SR-SS
D AY(D)-902 GND-1000 SR-SS

SPEED ***RESTRICTIONS WITHIN PORT MORESBY TMA***

Maximum IAS unless otherwise authorized by ATC.
Within an Approach Control Area:
Below 10000′ .....250 KTS
Acft which operationally require speeds greater than 250 KTS, IAS must advise ATC.

CHANGES: Speed restriction.

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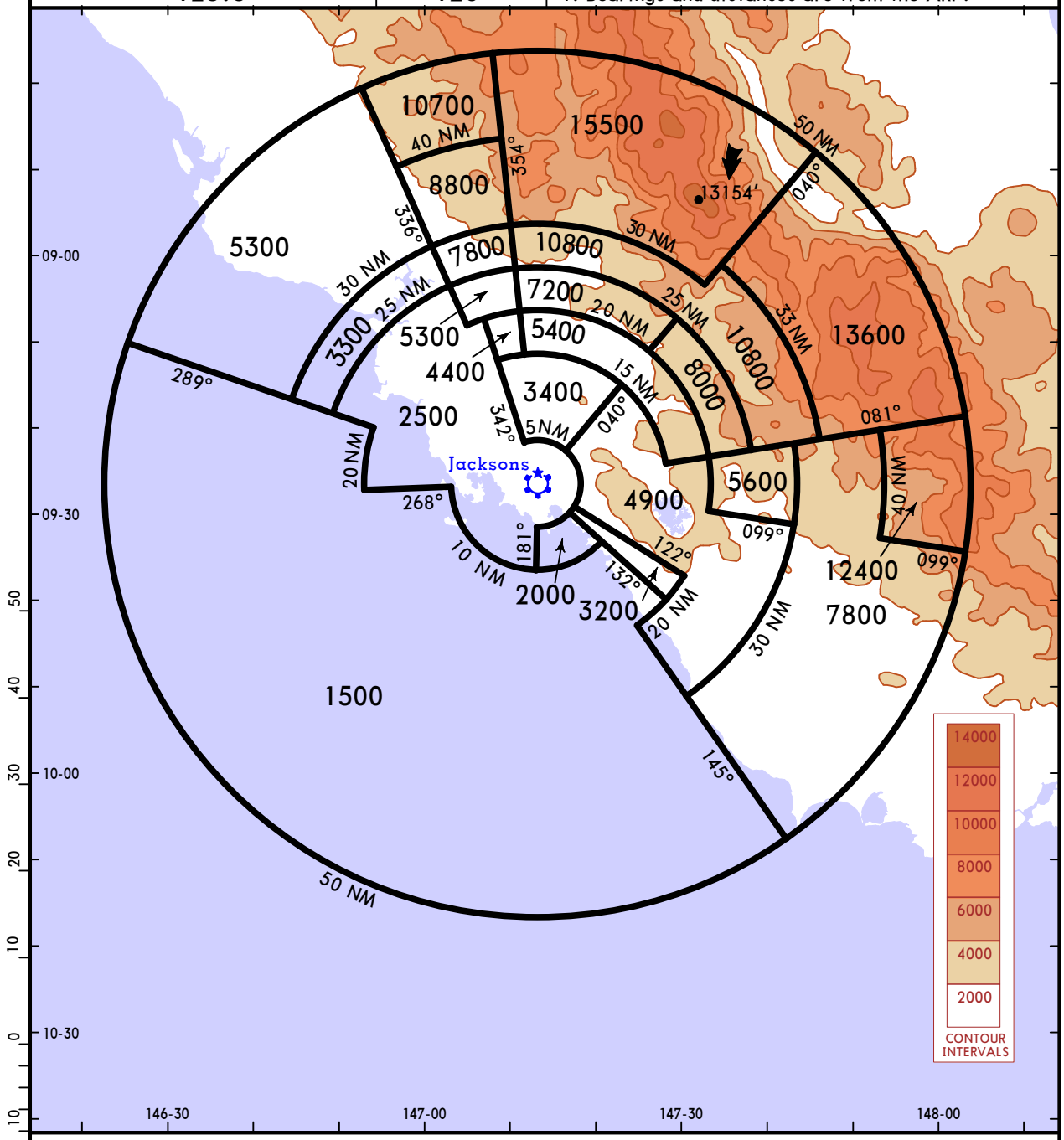
5.2.2 Licensed to Pilot. Printed on 05 Oct 2018.
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AYPY/POM
JACKSONS

JEPPESEN
4 DEC 15 (10-1R)

PORT MORESBY, PNG
RADAR MINIMUM ALTITUDES

*JACKSONS Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL 210 Trans alt: 20000'
125.8	126'	1. Bearings and distances are from the ARP.



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

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

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

CHANGES: Altitude.

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JEPPESEN 20 NOV 15 (10-2)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR A

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

Alt Set: hPa
Apt Elev: 5 hPa

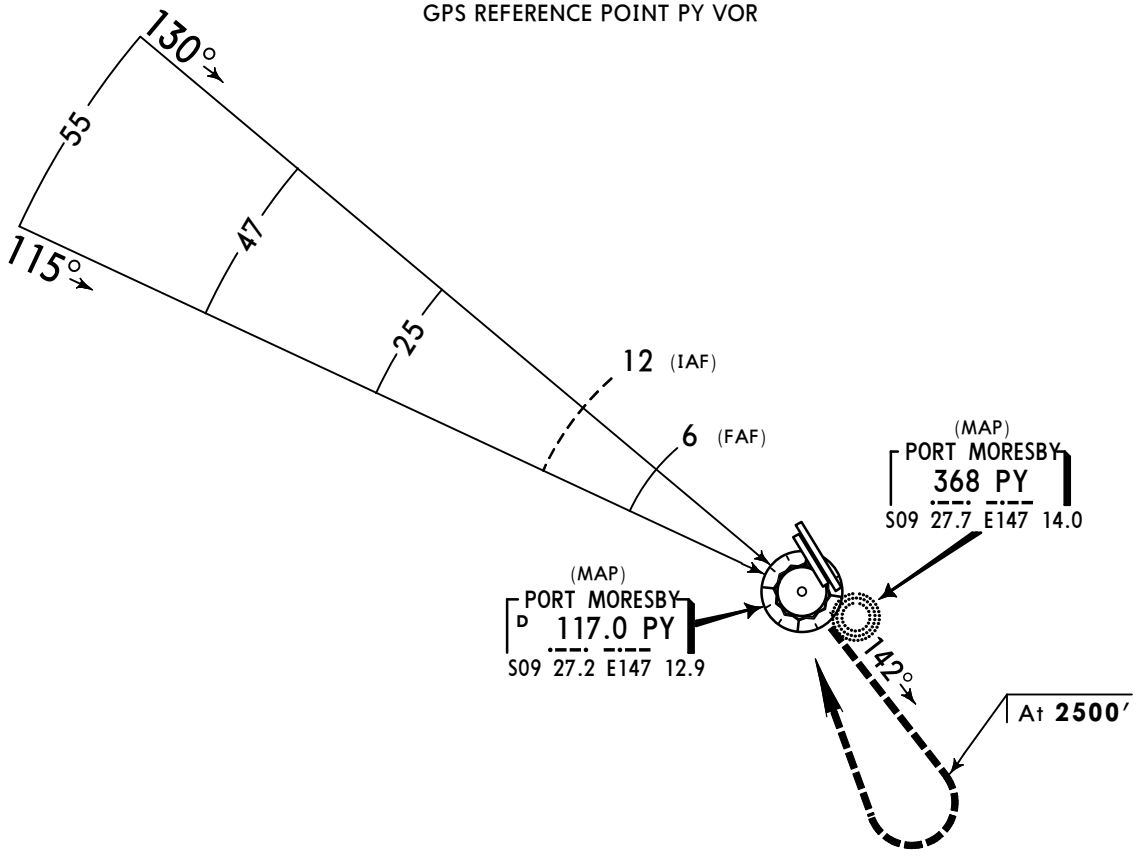
Trans level: FL 210
Trans alt: 20000′ (19874′)

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

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2A)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR B

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

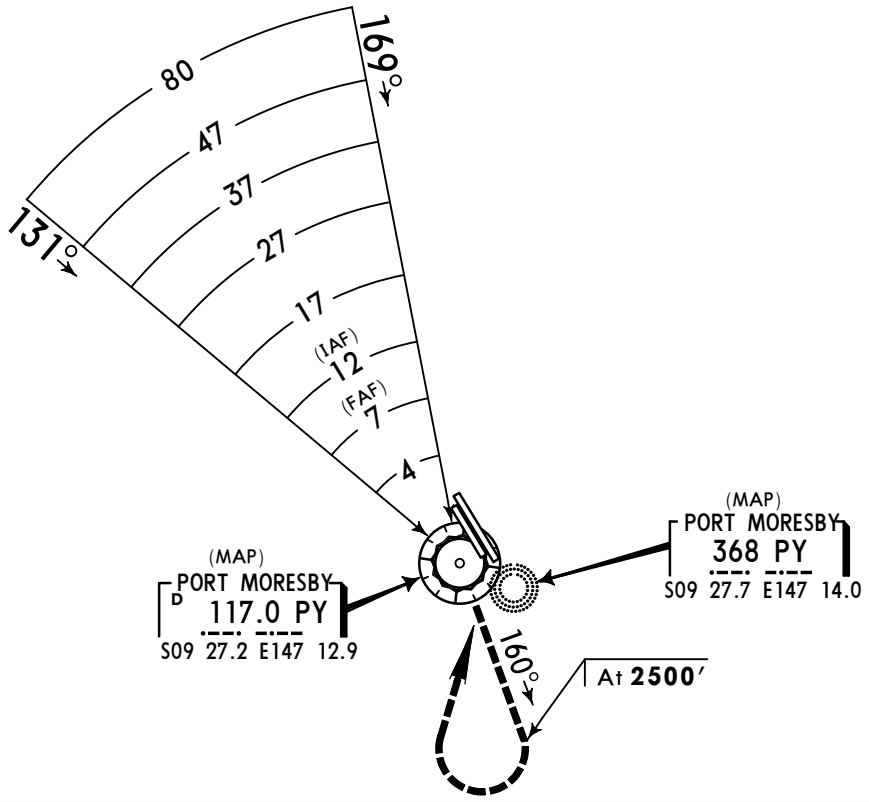
Trans level: FL 210
Trans alt: 20000′ (19874′)

15300′

LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR B

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



AFTER PASSING:	80	47	37	27	17	12	7	4
DESCEND TO:	16000′	13000′	10000′	8000′	4400′	3400′	2500′	MDA

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

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

MAP at VOR or NDB							

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2B)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR C

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

Alt Set: hPa
Apt Elev: 5 hPa

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

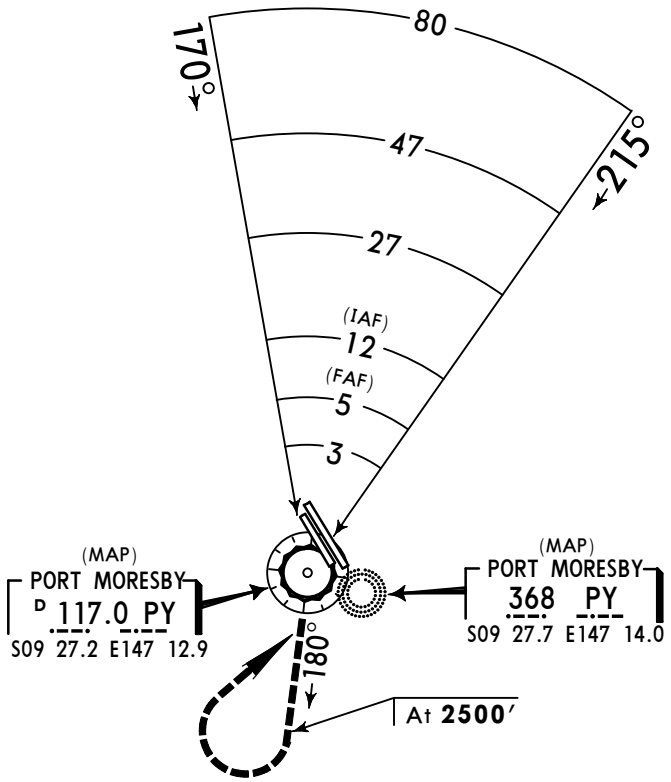
15300′

LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR C

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2C)

DME or GPS ARRIVAL

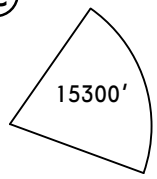
PORT MORESBY, PNG
JACKSONS
SECTOR D

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

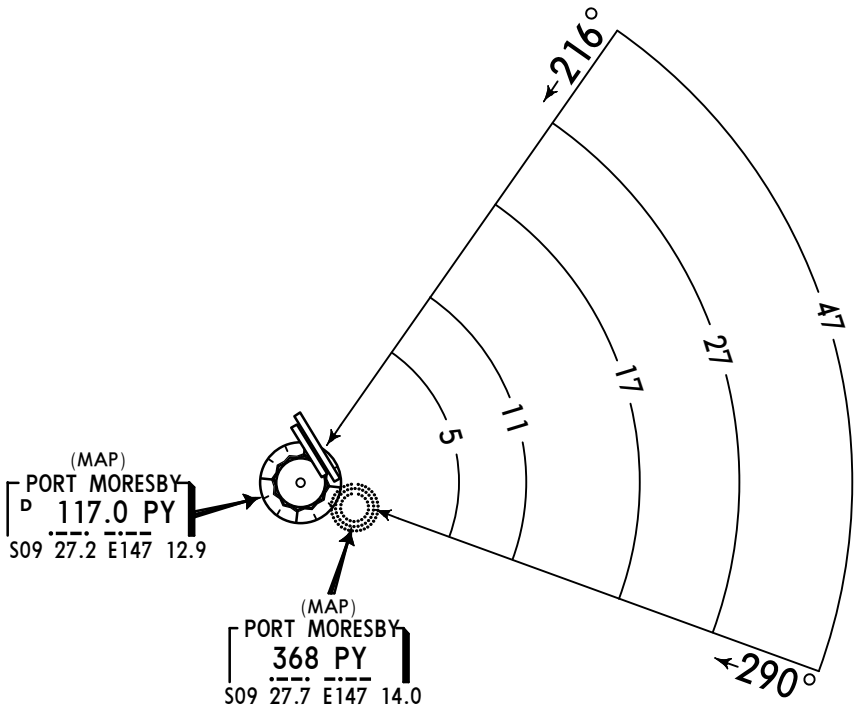
Trans level: FL 210
Trans alt: 20000′ (19874′)



LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR D

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT). (DESCENT BELOW DME STEPS IS AVAILABLE UNDER RADAR VECTORING, WITHIN AYPY TMA, IN ACCORDANCE WITH AYPY RTCC AND AIR TRAFFIC SEPARATION CRITERIA.)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



5	11	17	27	47	AFTER PASSING:
MDA 4100′	4900′	5400′	8000′	15300′	DESCEND TO:

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

LANDING

MDA(H) 4100′ (3974′)

A	4000m
B	
C	1 5000m
D	

PANS OPS

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

CHANGES: Communications.

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DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR E

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

Alt Set: hPa
Apt Elev: 5 hPa

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

12400′

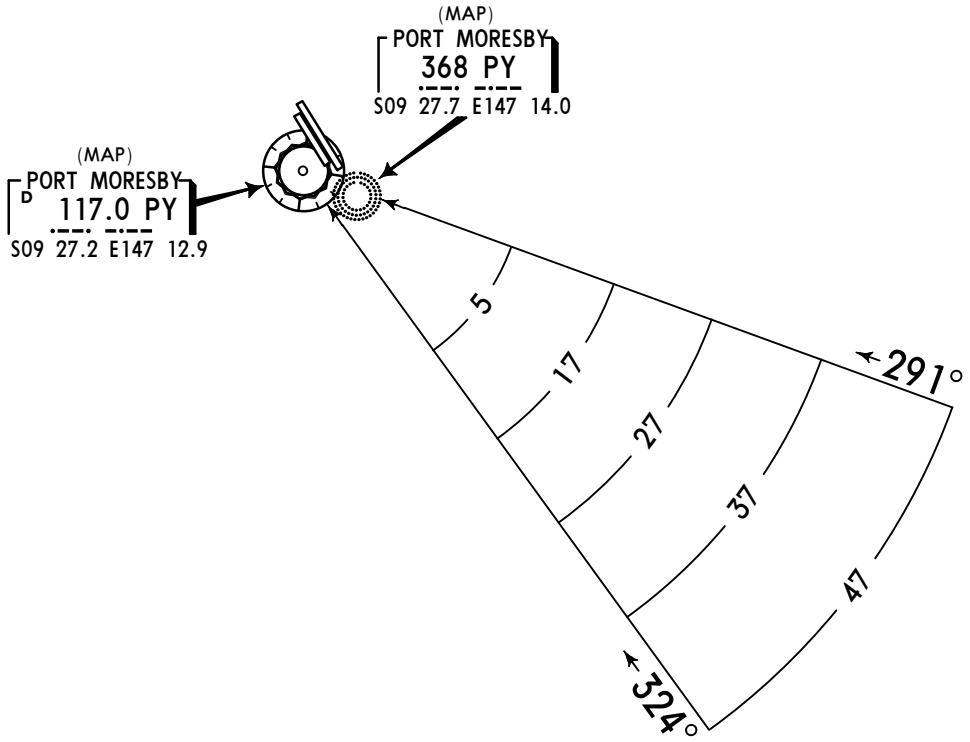
LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR E

VOR 117.0 PY
NDB 368 PY
Apt. Elev **126′**

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB

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

GPS REFERENCE POINT PY VOR



NOT TO SCALE

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

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

LANDING

MDA(H) 4100′ (3974′)

A	4000m
B	
C	1 5000m
D	

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

PANS OPS

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2E)

DME or GPS ARRIVAL

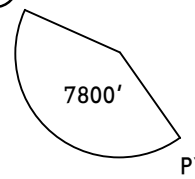
PORT MORESBY, PNG
JACKSONS
SECTOR F

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

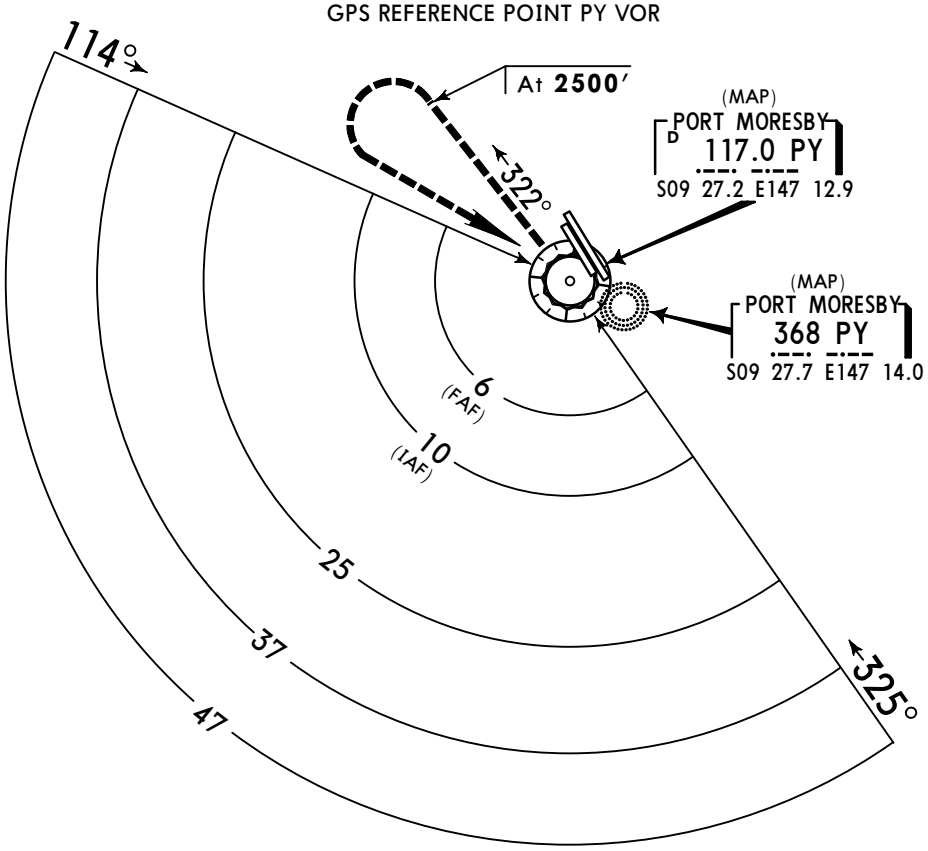
Trans level: FL 210
Trans alt: 20000′ (19874′)



LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR F

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



AFTER PASSING:	47	37	25	10	6
DESCEND TO:	8000′	6000′	2400′	2200′	MDA

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

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

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

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

CHANGES: Communications.

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DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
ASTROLABE ARRIVAL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

Trans level: FL210
Trans alt: 20000′ (19874′)

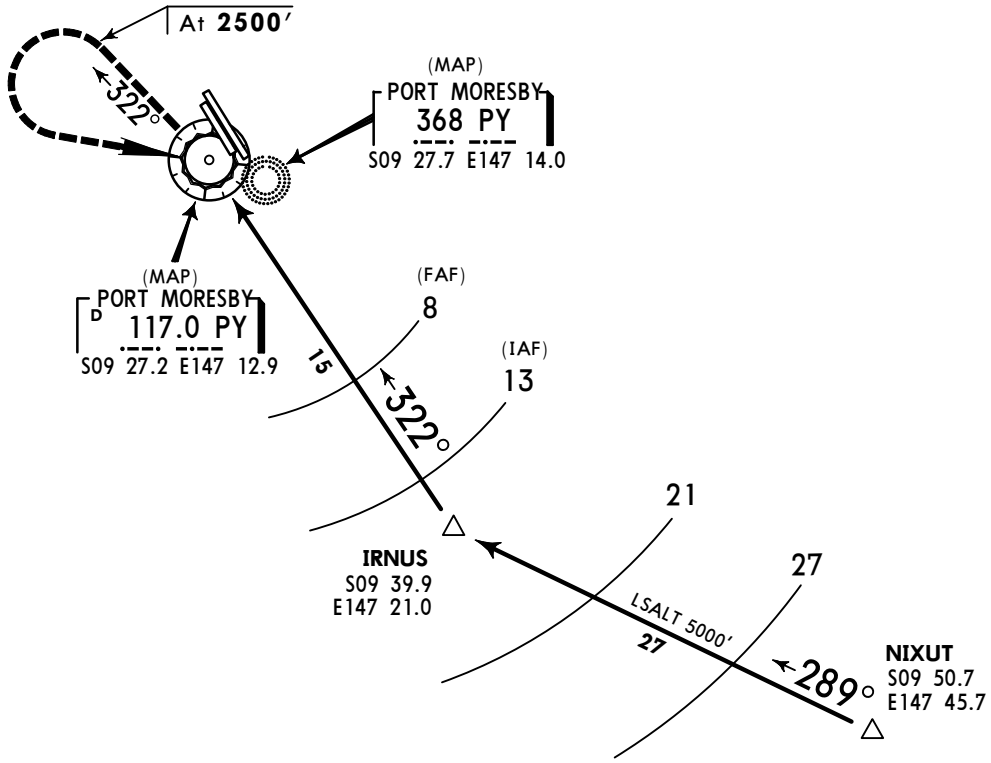
DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

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

CHANGES: REEF, WELCH waypoints replaced by IRNUS, NIXUT.

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DME or GPS ARRIVAL

PORT MORESBY, PNG

JACKSONS

HIRI ARRIVAL

VOR 117.0 PY

Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

Trans level: FL210
Trans alt: 20000′ (19874′)

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

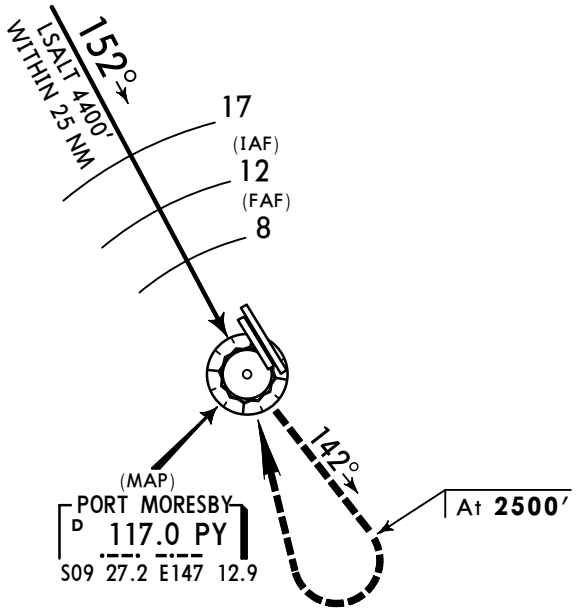
152° to PY VOR

Use PY DME or IFR GPS and PY VOR

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

							1 Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR							

CHANGES: None.

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DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
KOKODA ARRIVAL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 117′

ATIS	128.0
JACKSONS Approach (R)	125.8
MORESBY Control	123.4
JACKSONS Tower	118.1
Ground	121.7
Alt Set: hPa	Trans level: FL210
Apt Elev: 4 hPa	Trans alt: 20000′ (19883′)

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

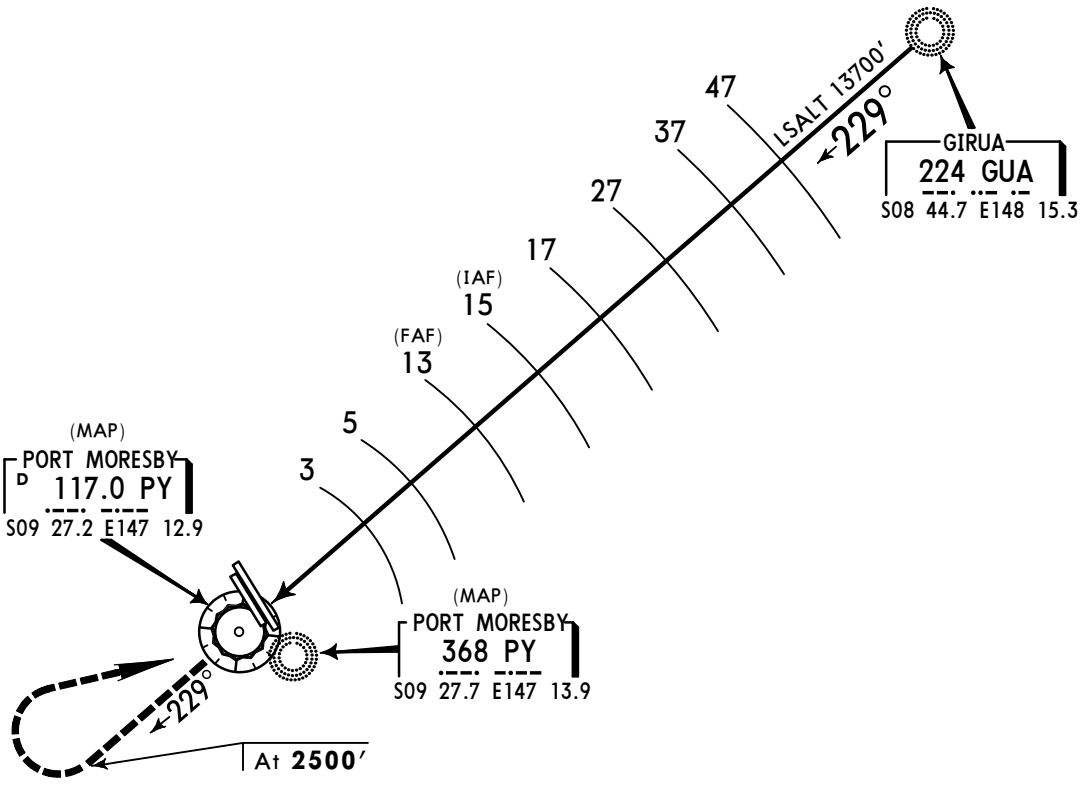
229° GUA NDB to PY VOR/NDB

Use PY DME or IFR GPS and PY VOR

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

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

CHANGES: Chart sequence (KUBUNA DME OR GPS ARRIVAL canceled).

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AYPY/POM
JACKSONS

JEPPESEN
19 MAY 17 (10-2K)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

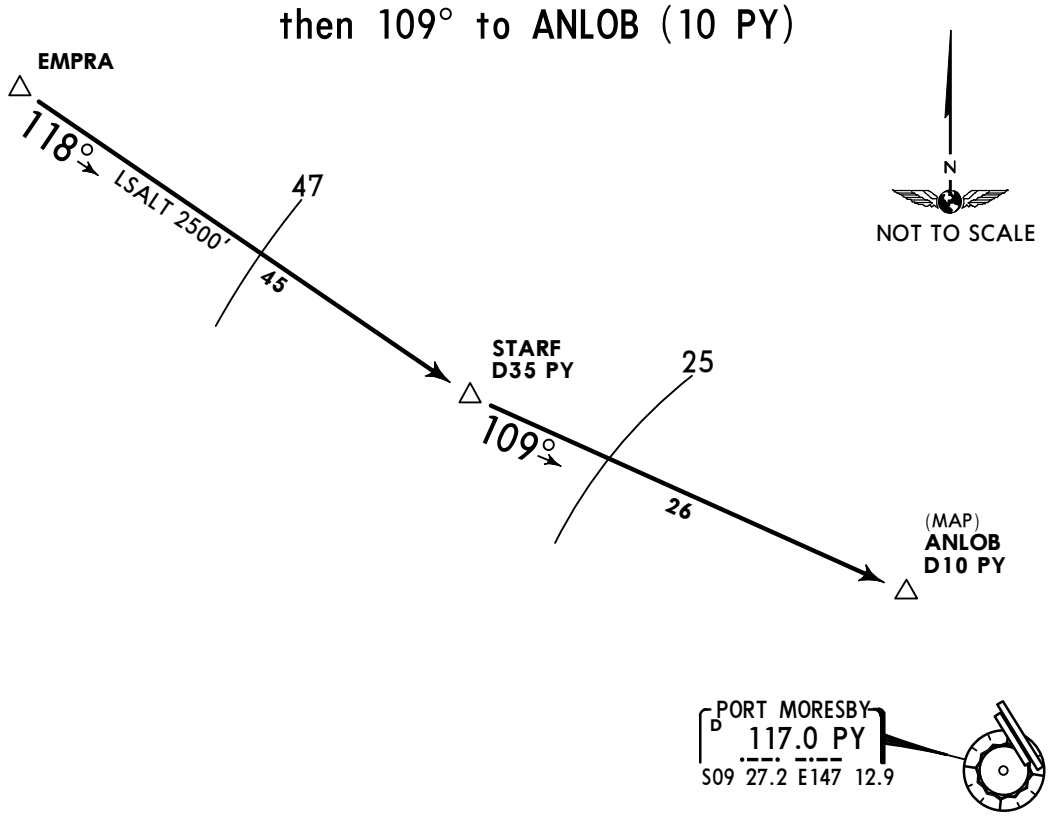
DME				
PY **(117.0)**	Final Apch Crs Refer to Plan View	No FAF	MDA(H) **2500′** (2371′)	Apt Elev 129′

MISSED APCH: Not applicable. EXPECT further descent via SAKTO Arrival or standard instrument approach.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

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



AFTER PASSING:	47	25
DESCEND TO:	6000′	MDA 2500′

MAP at 10 NM PY							

1 MAX 180 KT inbound to PY from any designated IAF.

LANDING

MDA(H) 2500′ (2371′)

PANS OPS

A B	3800m
C D	1 5000m

CHANGES: Missed approach, airport elevation.

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AYPY/POM
JACKSONS

JEPPESEN 19 MAY 17 (10-2L)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

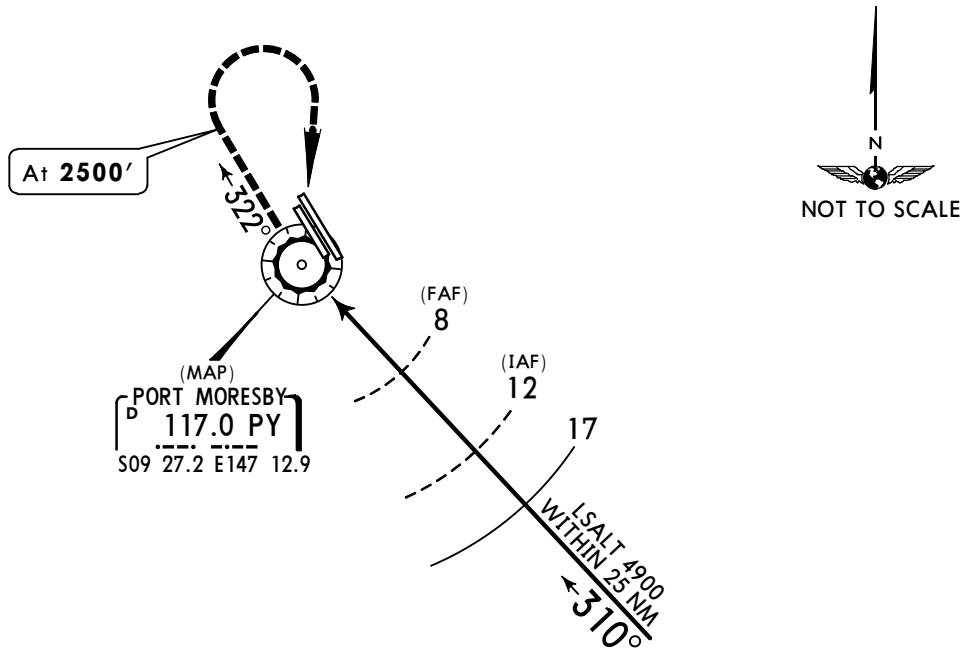
DME PY (117.0)	Final Apch Crs 310°	No FAF	MDA(H) Refer to minimums	Apt Elev 129′

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

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

MAGI ARRIVAL
310° to PY VOR



	8	12	17	AFTER PASSING:
MDA		3200′	4900′	DESCEND TO:

								[1] MAX 180 KT inbound to PY from any designated IAF.
MAP at VOR								

2500′ on 322°

LANDING
MDA(H) A, B: 1500′ (1371′)
C: 1600′ (1471′)
D: 1850′ (1721′)

PANS OPS

A	2400m
B	
C	[1] 4000m
D	[1] 5000m

CHANGES: Airport elevation.

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AYPY/POM
JACKSONS

JEPPESEN
29 DEC 17 (10-2M)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

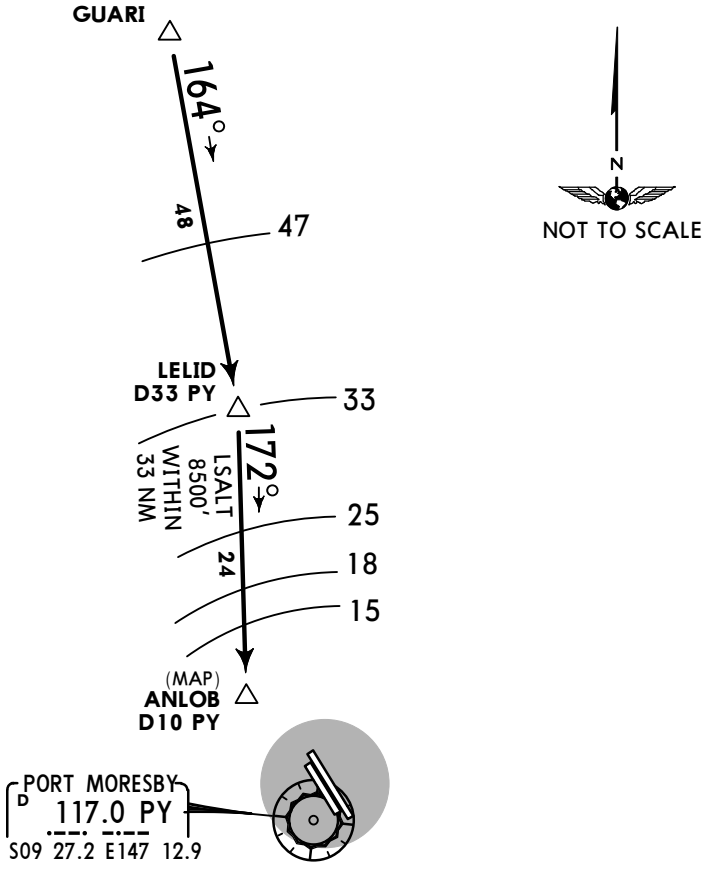
DME	Final		MDA(H)	
PY	Apch Crs	No FAF	**2500′** (2371′)	Apt Elev. 129′
(117.0)	Refer to Plan View			

MISSED APCH: Not applicable. EXPECT further descent via SAKTO Arrival or standard instrument approach.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

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



AFTER PASSING:	47	33	25	18	15
DESCEND TO:	13000′	10000′	8000′	4400′	MDA 2500′

MAP at 10 NM PY							

1 MAX 180 KT inbound to PY from any designated IAF.

LANDING

MDA(H) **2500′** (2371′)

PANS OPS

A B	3800m
C D	1 5000m

CHANGES: None.

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AYPY/POM
JACKSONS

JEPPESEN
29 DEC 17 (10-2N)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

BRIEFING STRIP ™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

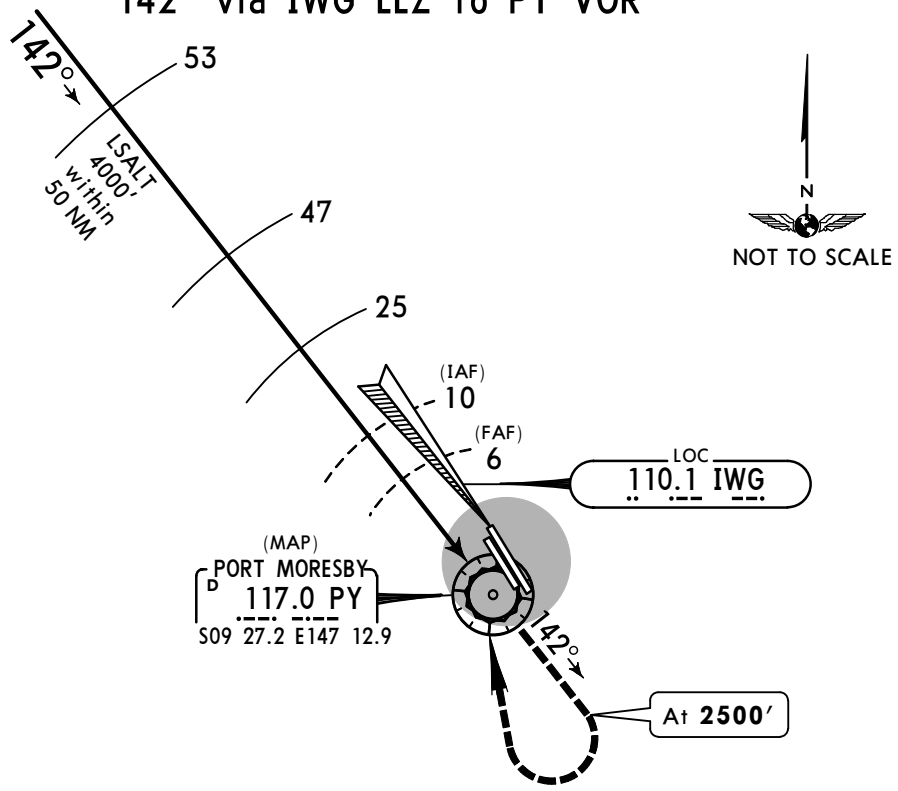
DME PY	Final Apch Crs	No FAF	MDA(H) Refer to minimums	Apt Elev 129′
(117.0)	**142°**			

MISSED APCH: Climb on 142° from PY VOR to 2500′ before RIGHT turn, direct to PY VOR, on climb to 4000′.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

SAKTO ARRIVAL
142° via IWG LLZ to PY VOR



AFTER PASSING:	53	47	25	6
DESCEND TO:	10000′	6000′	2500′	MDA

MAP at VOR								

1 MAX 180 KT inbound to PY from any designated IAF.

2500′ on 142°

LANDING
MDA(H)
A, B: 1500′ (1371′)
C: 1600′ (1471′)
D: 1850′ (1721′)

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

CHANGES: Reissued.

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AYPY/POM
JACKSONS

JEPPESEN
19 MAY 17 (10-2P)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

DME	Final		MDA(H)	
PY	Apch Crs	No FAF	Refer to	Apt Elev 129′
(117.0)	**322°**		minimums	

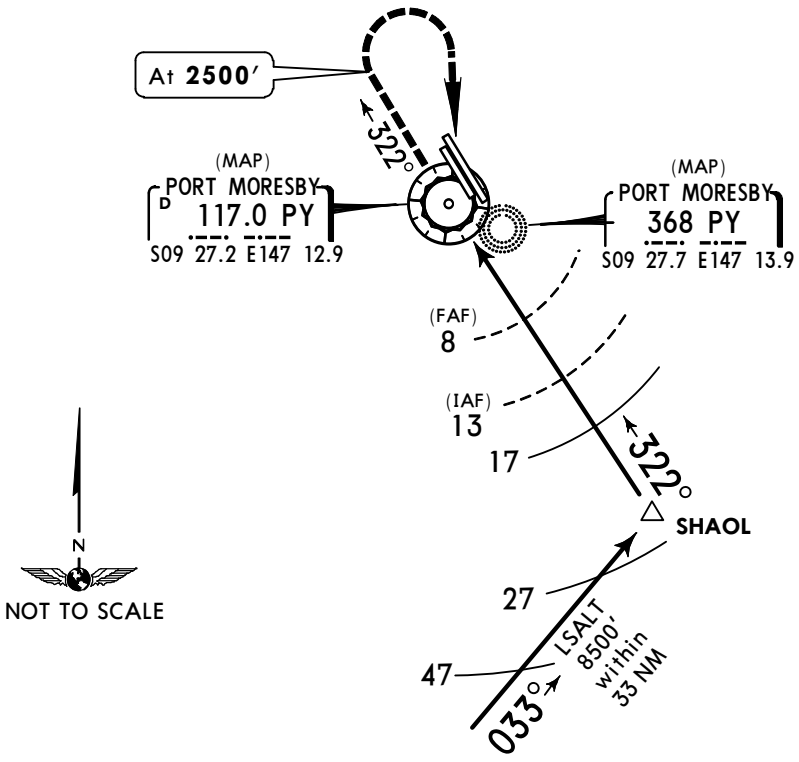
MISSED APCH: Climb on 322° from PY VOR/NDB to 2500′ before RIGHT turn, direct to PY VOR/NDB, on climb to 4000′.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

TAVAI INTERCEPT

033° to SHAOL then 322° to PY VOR/NDB



	8	13	17	27	47	AFTER PASSING:
MDA	2200′	3200′	5000′	6000′		DESCEND TO:

MAP at VOR or NDB								

1 MAX 180 KT inbound to PY from any designated IAF.

2500′ on 322°

LANDING
MDA(H) A, B: 1500′ (1371′)
C: 1600′ (1471′)
D: 1850′ (1721′)

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

CHANGES: Chart reindexed, airport elevation.

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JEPPESEN 22 DEC 00 (10-3)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

NDB 368 PY

Apt. Elev **126′**

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

Trans level: FL 210
Trans alt: 20000′ *(19874′)*

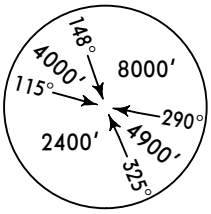
Applicable to Route

LSALT PY VOR or PY NDB

SECTOR A

Use PY DME or GPS and PY VOR or PY NDB

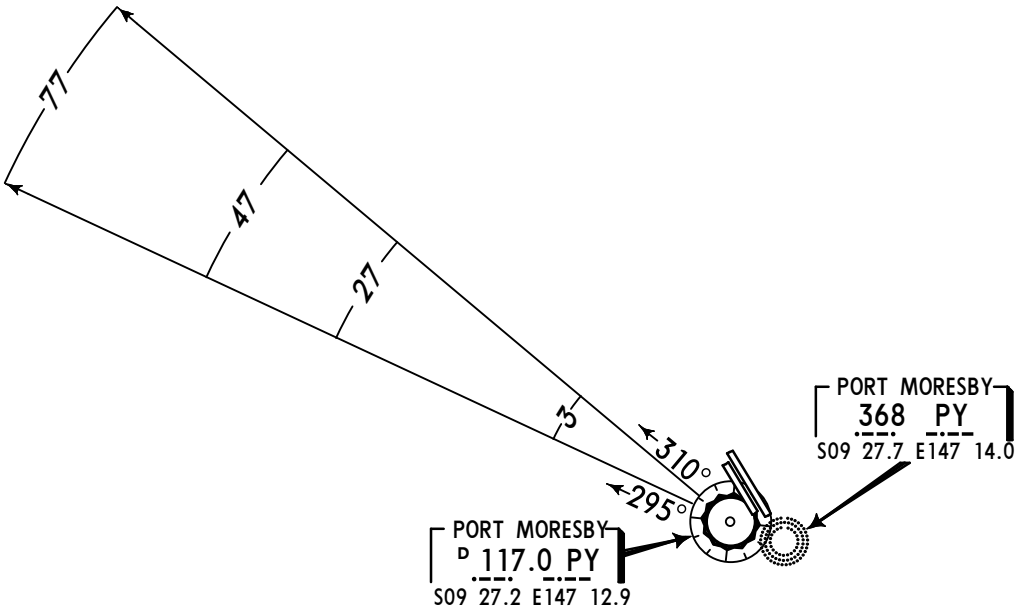
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



77	47	27	3	BEFORE REACHING:
16000′	10000′	6000′	2500′	CLIMB TO:

CHANGES: New procedure.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

*ATIS 117.0 128.0
*JACKSONS Ground 121.7
*Tower 118.1

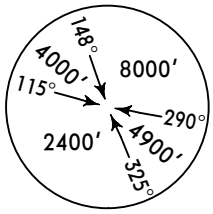
Alt Set: hPa (IN on req)
Apt Elev: 5 hPa
Trans level: FL 210
Trans alt: 20000′ (19874′)

Applicable to Route

LSALT PY VOR or PY NDB

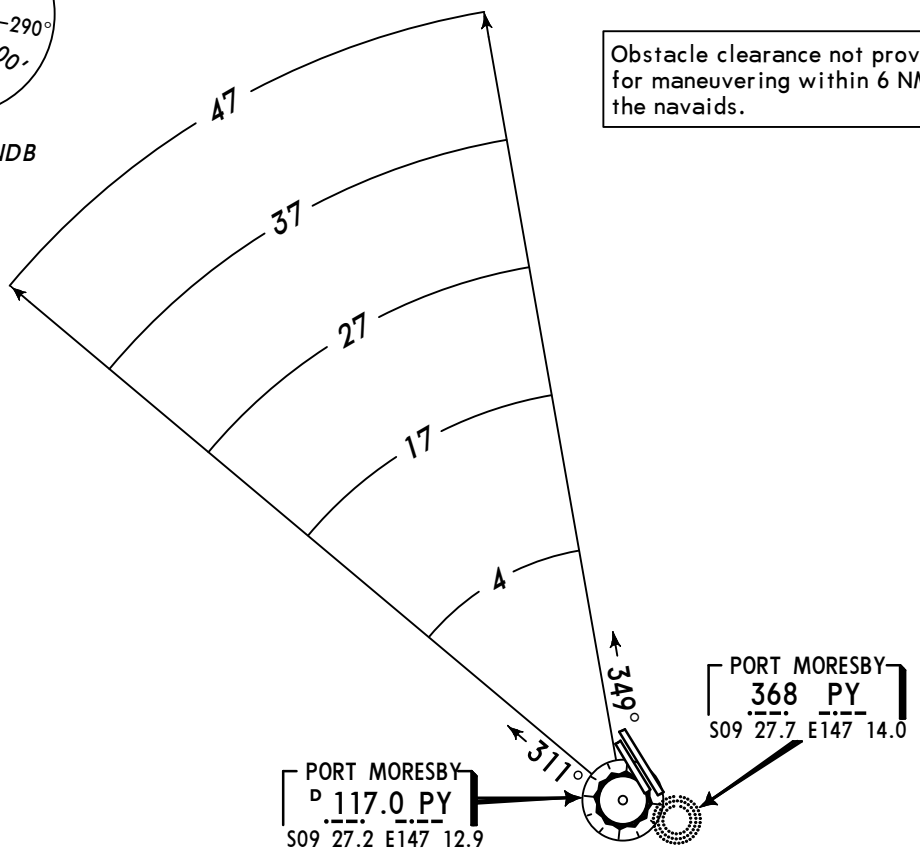
SECTOR B

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



MSA
PY VOR/NDB

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



NOT TO SCALE

47	37	27	17	4	BEFORE REACHING:
16000′	13000′	10000′	6000′	2800′	CLIMB TO:

CHANGES: New procedure.

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JEPPESEN JeppView 3.6.2.0

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

*ATIS 117.0 128.0
*JACKSONS Ground 121.7
*Tower 118.1

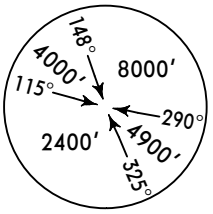
Alt Set: hPa (IN on req)
Apt Elev: 5 hPa
Trans level: FL 210
Trans alt: 20000′ (19874′)

Applicable to Route

LSALT PY VOR or PY NDB

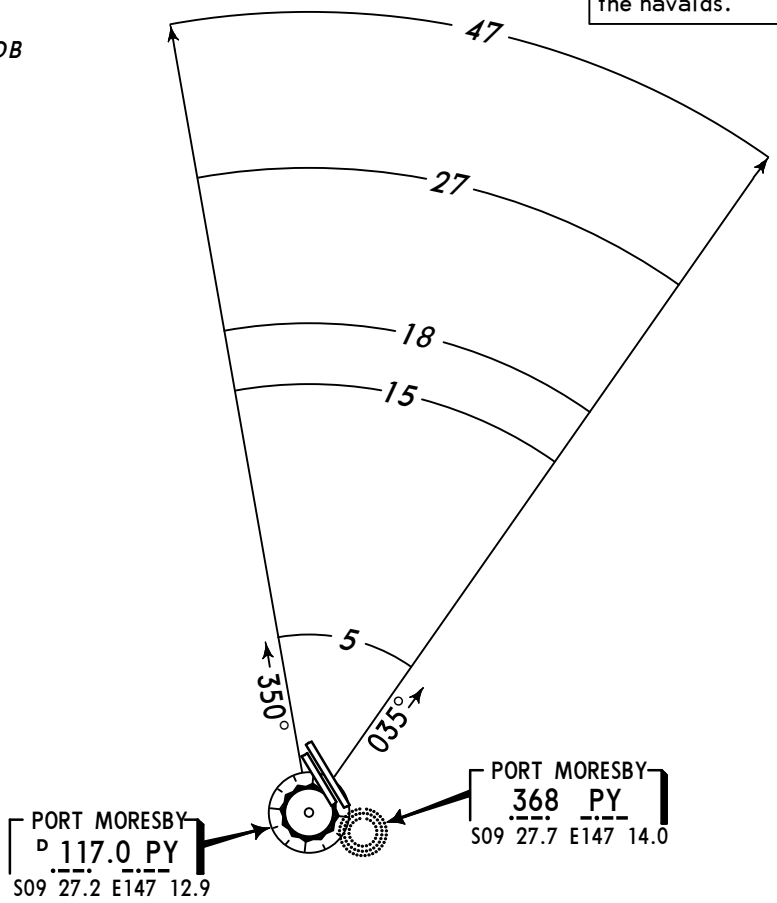
SECTOR C

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



MSA
PY VOR/NDB

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



NOT TO SCALE

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

CHANGES: Crossing altitude.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

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

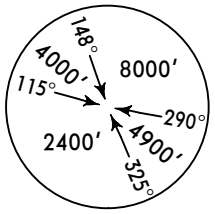
Applicable to Route

LSALT
PY VOR or
PY NDB

VOR 117.0 PY
NDB 368 PY
Apt. Elev **126'**

SECTOR D

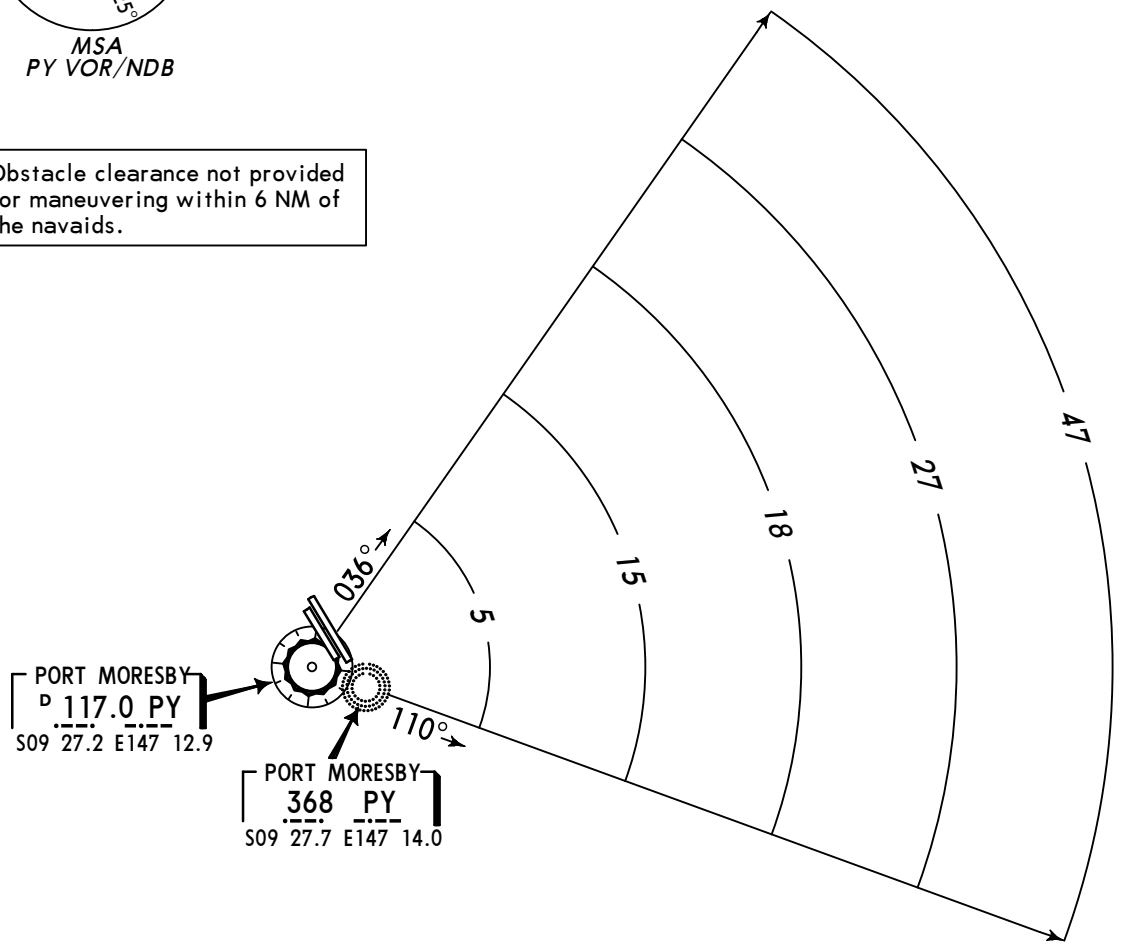
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



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

CHANGES: Crossing altitude.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

*ATIS 117.0 128.0
*JACKSONS Ground 121.7
*Tower 118.1

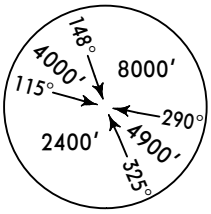
Alt Set: hPa (IN on req)
Apt Elev: 5 hPa
Trans level: FL 210
Trans alt: 20000′ (19874′)

Applicable to Route

LSALT PY VOR or PY NDB

SECTOR E

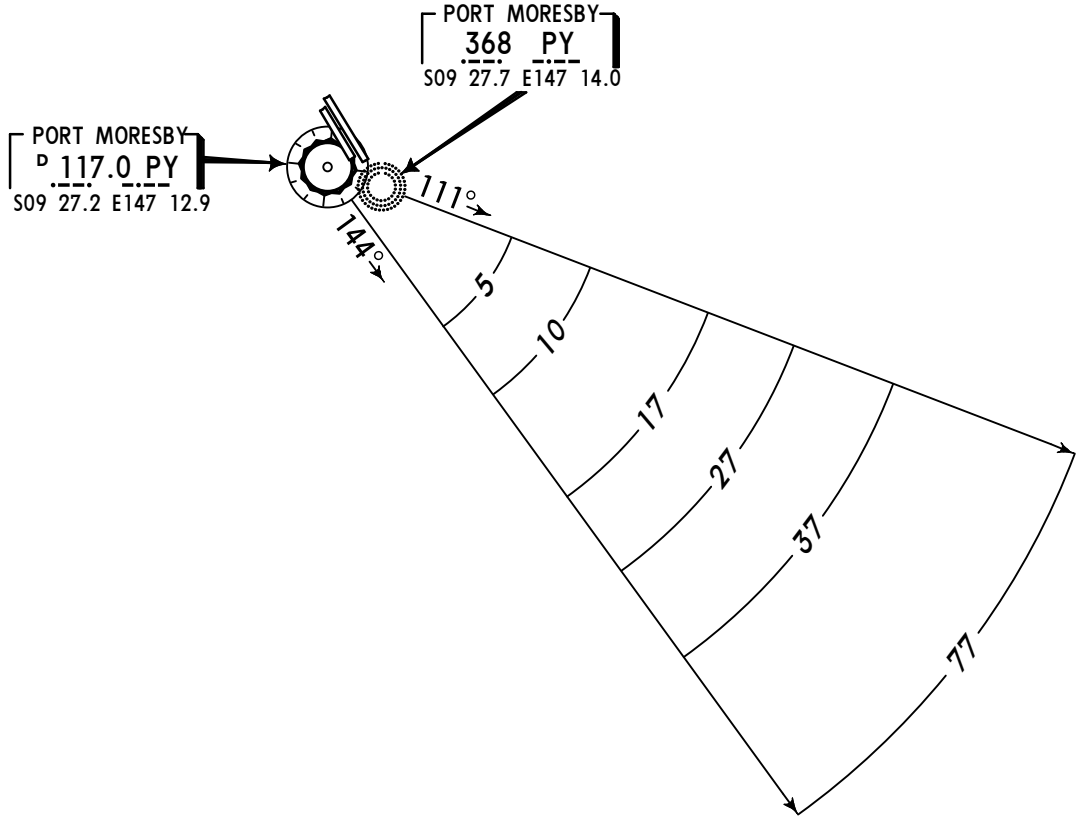
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



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

CHANGES: Crossing altitudes, distances.

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JEPPESEN 16 FEB 01 (10-3E)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

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

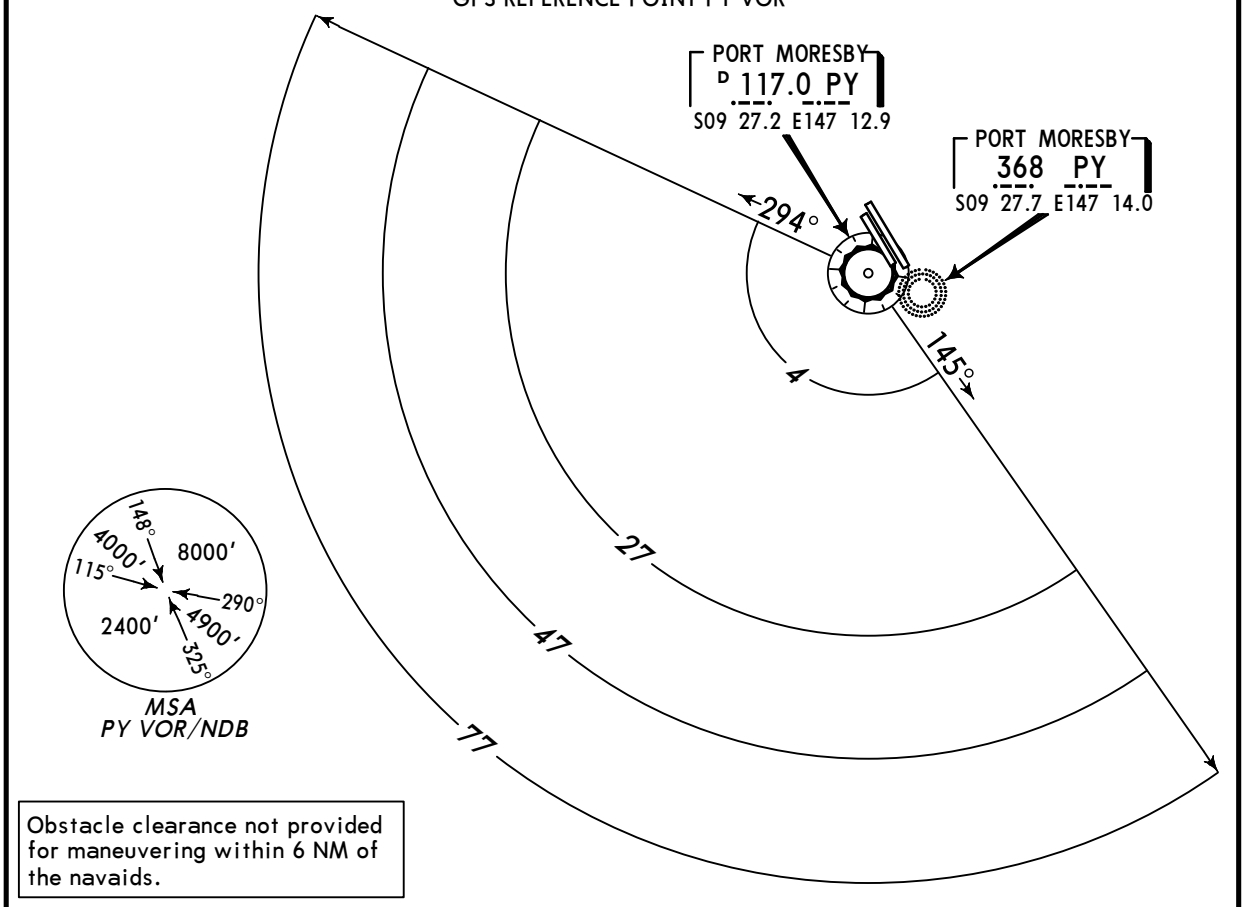
Applicable to Route

LSALT PY VOR or PY NDB

SECTOR F

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

NOT TO SCALE



MSA PY VOR/NDB

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

77	47	27	4	BEFORE REACHING:
16000′	10000′	6000′	2500′	CLIMB TO:

CHANGES: See other side.

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JEPPESEN 21 APR 17 (10-3F)

DME or GPS DEPARTURE

PORT MORESBY, PNG
JACKSONS INTL

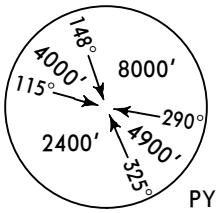
VOR 117.0 PY
NDB 368 PY
Apt. Elev 117′

Ground 121.7

JACKSONS Tower 118.1

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

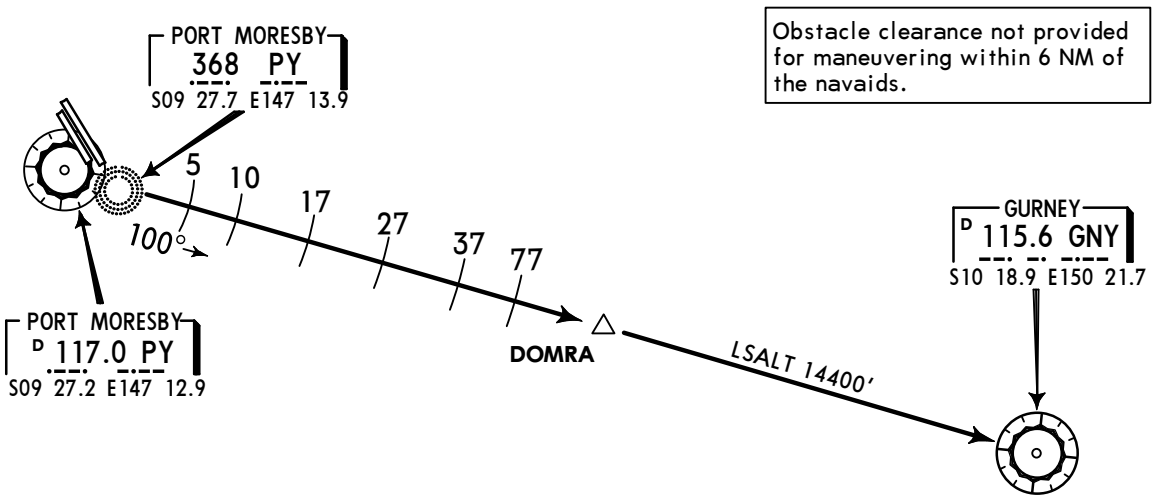
Trans level: FL 210
Trans alt: 20000′ (19883′)



MSA
PY VOR/NDB

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

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



NOT TO SCALE

BEFORE REACHING:	5	10	17	27	37	77
CLIMB TO:	4100′	4900′	8000′	13000′	15000′	16000′

PANS OPS

CHANGES: Bearings, airport elevation, GNY NDB decomissioned.

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JEPPESEN 21 APR 17 (10-3G)

DME or GPS DEPARTURE

PORT MORESBY, PNG
JACKSONS INTL

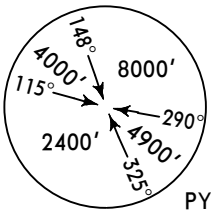
VOR 117.0 PY
NDB 368 PY
Apt. Elev 117′

Ground 121.7

JACKSONS Tower 118.1

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

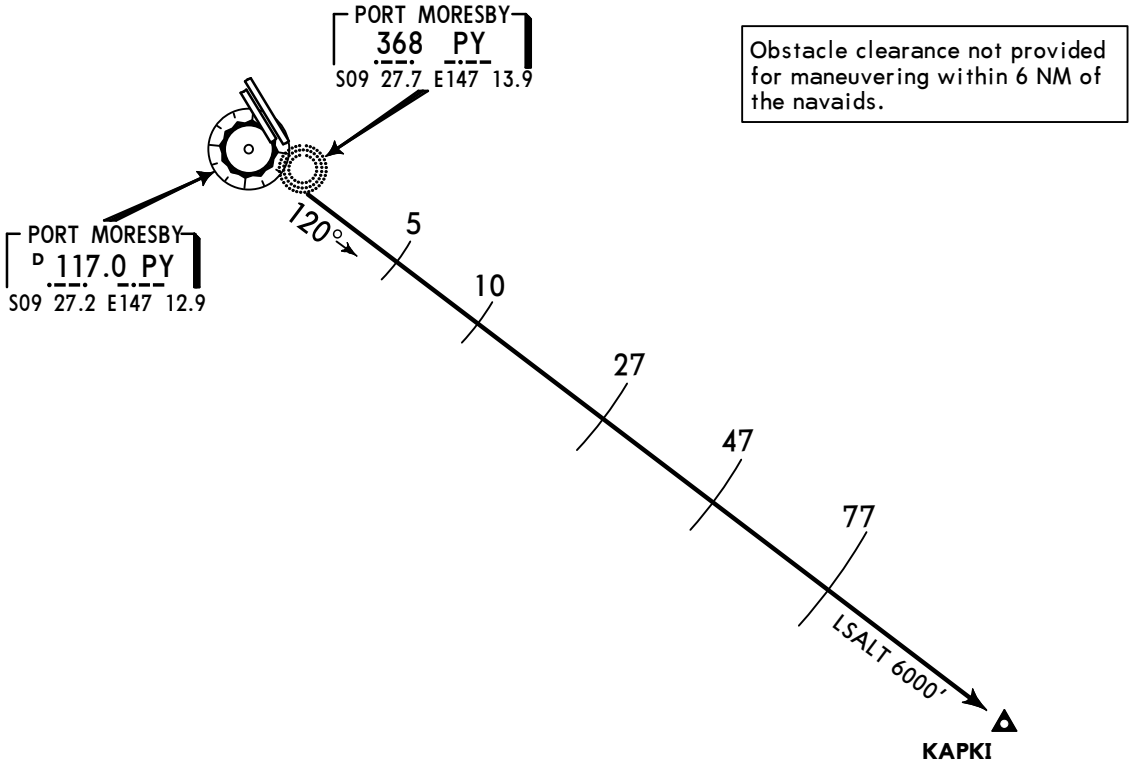
Trans level: FL 210
Trans alt: 20000′ (19883′)



MSA
PY VOR/NDB

ASTROLABE 2 DEPARTURE
120° from PY VOR or PY NDB to KAPKI

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



NOT TO SCALE

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

PANS OPS

CHANGES: KAPKI (KAP) waypoint renamed KAPKI, airport elevation.

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JEPPESEN 21 APR 17 (10-3H)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

Apt. Elev 126′

*ATIS 117.0 128.0

*JACKSONS Ground 121.7

*Tower 118.1

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

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

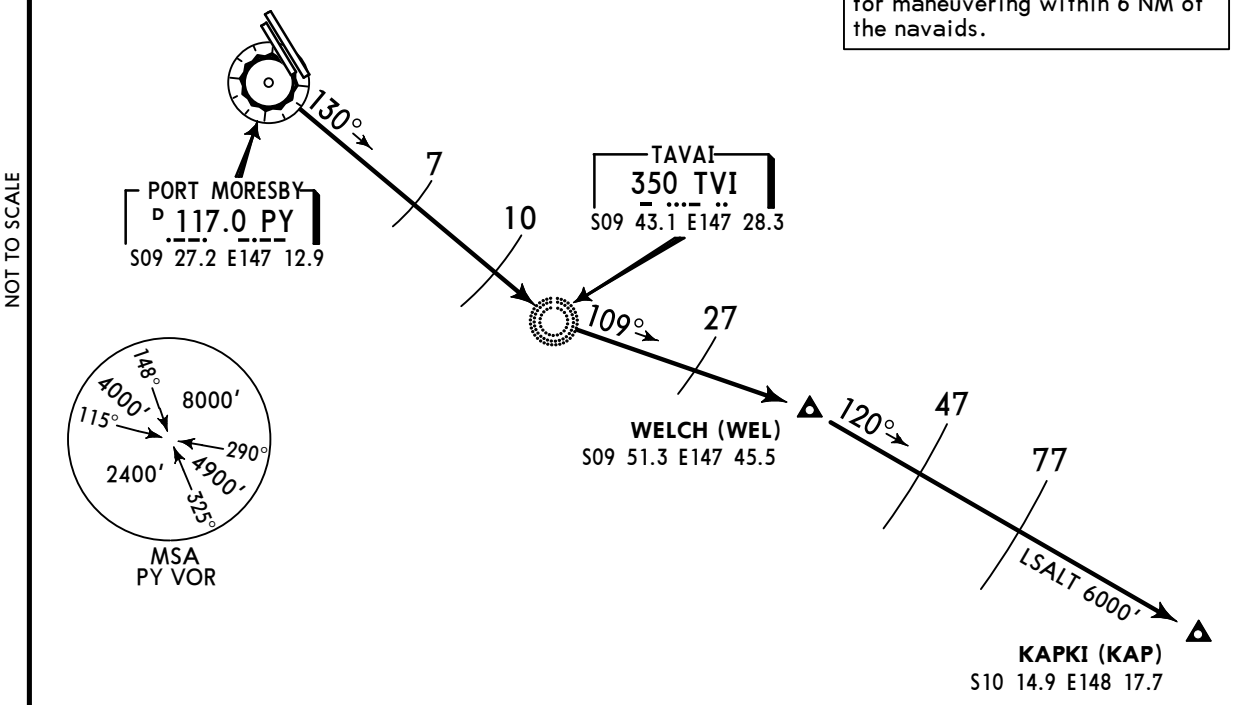
ASTROLABE 3 DEPARTURE
130° from PY VOR to TVI Lctr, then 109° to WELCH (WEL), then 120° to KAPKI (KAP)

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

GPS REFERENCE POINT PY VOR

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

NOT TO SCALE



BEFORE REACHING:	7	10	27	47	77
CLIMB TO:	4700′	4900′	6000′	12000′	16000′

CHANGES: None.

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JEPPESEN 21 APR 17 (10-3J)

DME or GPS DEPARTURE

PORT MORESBY, PNG

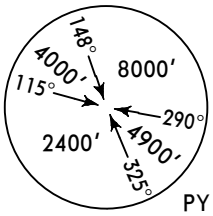
JACKSONS INTL

Ground 121.7

JACKSONS Tower 118.1

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

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



MSA
PY VOR/NDB

VOR 117.0 PY

Apt. Elev 117′

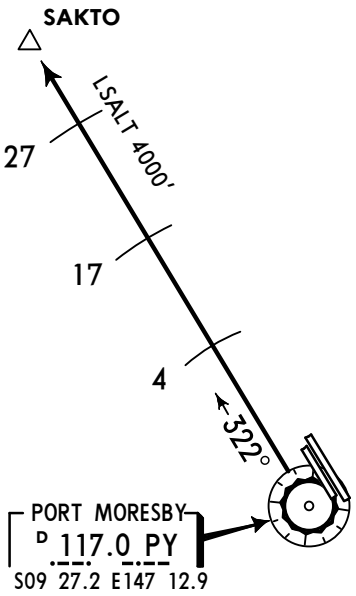
GALLEY DEPARTURE
322° from PY VOR to SAKTO

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

GPS REFERENCE POINT PY VOR

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

NOT TO SCALE



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

CHANGES: KUB NDB replaced by SAKTO waypoint, airport elevation.

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JEPPESEN JeppView 3.6.2.0

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

NDB 368 PY

Apt. Elev 126′

*ATIS 117.0 128.0

*JACKSONS Ground 121.7

*Tower 118.1

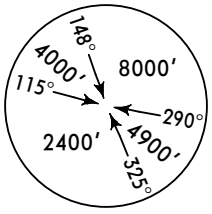
Alt Set: hPa (IN on req)
Apt Elev: 5 hPa

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

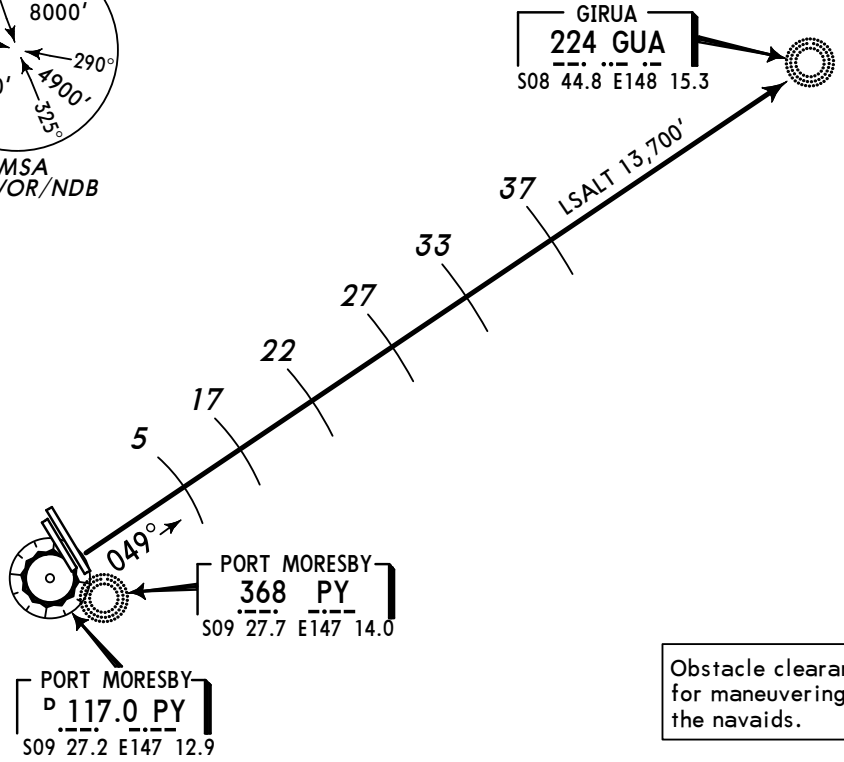
KOKODA DEPARTURE
049° from PY VOR or PY NDB to GUA NDB

Use PY DME or GPS and PY VOR or PY NDB

GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB



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

BEFORE REACHING:	5	17	22	27	33	37
CLIMB TO:	4100′	8000′	10800′	13000′	13700′	15000′

CHANGES: Resequenced.

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NOISE ABATEMENT PROCEDURES

STANDARD: LT minus **10 HOURS** = UTC

APPLICATION

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

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

a. In conditions of low cloud, thunderstorms and/or poor visibility;

b. For runway conditions that are completely dry:

   1. When the crosswind component, including gusts, exceeds 15 kts.

   2. When the downwind component, including gusts, exceeds 5 kts.

c. For runway conditions that are not completely dry:

   1. When the crosswind component, including gusts, exceeds 10 kts.

   2. When there is any downwind component, including gusts.

d. When wind shear has been reported.

e. When, in the opinion of the pilot-in-command, safety would be prejudiced by runway conditions or any other operational consideration.

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

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

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

PREFERRED RUNWAYS

Take-off - Runway 14L or 14R.

Landing - Runway 32L or 32R.

PREFERRED FLIGHT PATHS

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

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NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

INSTRUMENT AND CIRCUIT TRAINING

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

2100 - 2300 UTC, and

0100 - 0400 UTC Monday to Saturday inclusive.

Training flight details are to be submitted by telephone to:

During radar hours - 3244822/3244832

Outside radar hours - 3244827

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

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

Circuit aircraft will normally operate as follows:

Runway 14L and 32L - Left hand circuit *

Runway 14R and 32R - Right hand circuit *

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

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PORT MORESBY INTERNATIONAL AIRPORT (PMIA) ASPHALT OVERLAY WORKS
(MOWP 04/18)

WORKS INFORMATION
It is expected that the works will commence on the movement areas in April 2018 and will take approximately six (6) months to complete. Generally, all works on the Runway 14L/32R will be during the night, commencing after the last flight and cleared available for the first flight in the next morning.
Asphalt overlay works on operational movement areas will normally be carried out from Monday to Sunday commencing each evening at 21:00 local hours and terminating at 05:00 hours local time (1100 to 1900 UTC).
Concrete apron parking bays and taxiway Alpha works including other associated works may be undertaken during daylight hours from Monday to Sundays commencing each morning at 05:00 hours local time to 21:00 hours (1900 to 1100 UTC).
The actual timing of the work will be advised at least forty-eight (48) hours in advance by NOTAM prior to commencement of works.

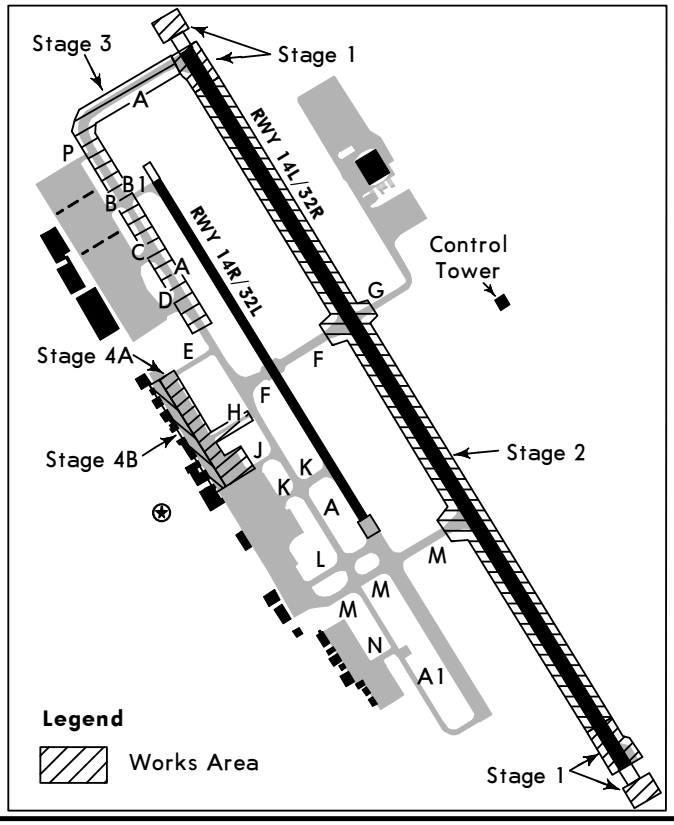
RESTRICTIONS TO AIRCRAFT
Stage 1
Construction of New RESA at both ends of the main runway and maintenance of joints on the concrete thresholds.
Restrictions to aircraft movement: Nil. Time limited works. Men and equipment will vacate works areas for all aircraft operations 20 minutes recall.

Stage 2
Asphalt overlay of runway commencing from threshold RWY 32R towards the center, overlay of Taxiway intersections for Foxtrot, Mike, Golf and towards threshold RWY 14L. No works will be undertaken during the day.
Restrictions to aircraft movement: Restricted aircraft operations during hours of works. Full runway length will be available for all daily RPT operations. Runway will not be available for all night operations between 8pm and 5am (local time) subject to RPT schedules.

Stage 3
Asphalt overlay of Taxiway Alpha commencing from between Taxiway Delta and Echo towards threshold RWY 14L.
Restrictions to aircraft movement: No works may be undertaken during the day. Full taxiway Alpha will be available for all daily RPT operations. Taxiway will not be available for all night operations between 6pm and 5am (local time).

Stage 4A
Reconstruction of GA Apron and Taxiway Hotel pavements and bituminous sealing works.
Restrictions to aircraft movement: GA aircraft to access terminal area as denoted by red and white cone markers.

Stage 4B
Bituminous resealing works of the rest of the GA apron including pavement marking.
Restrictions to aircraft movement: GA aircraft to access terminal area as denoted by red and white cone markers.



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AYPY/POM
Apt Elev 129′
S09 26.5 E147 13.1

JEPPESEN
7 SEP 18 (10-9)

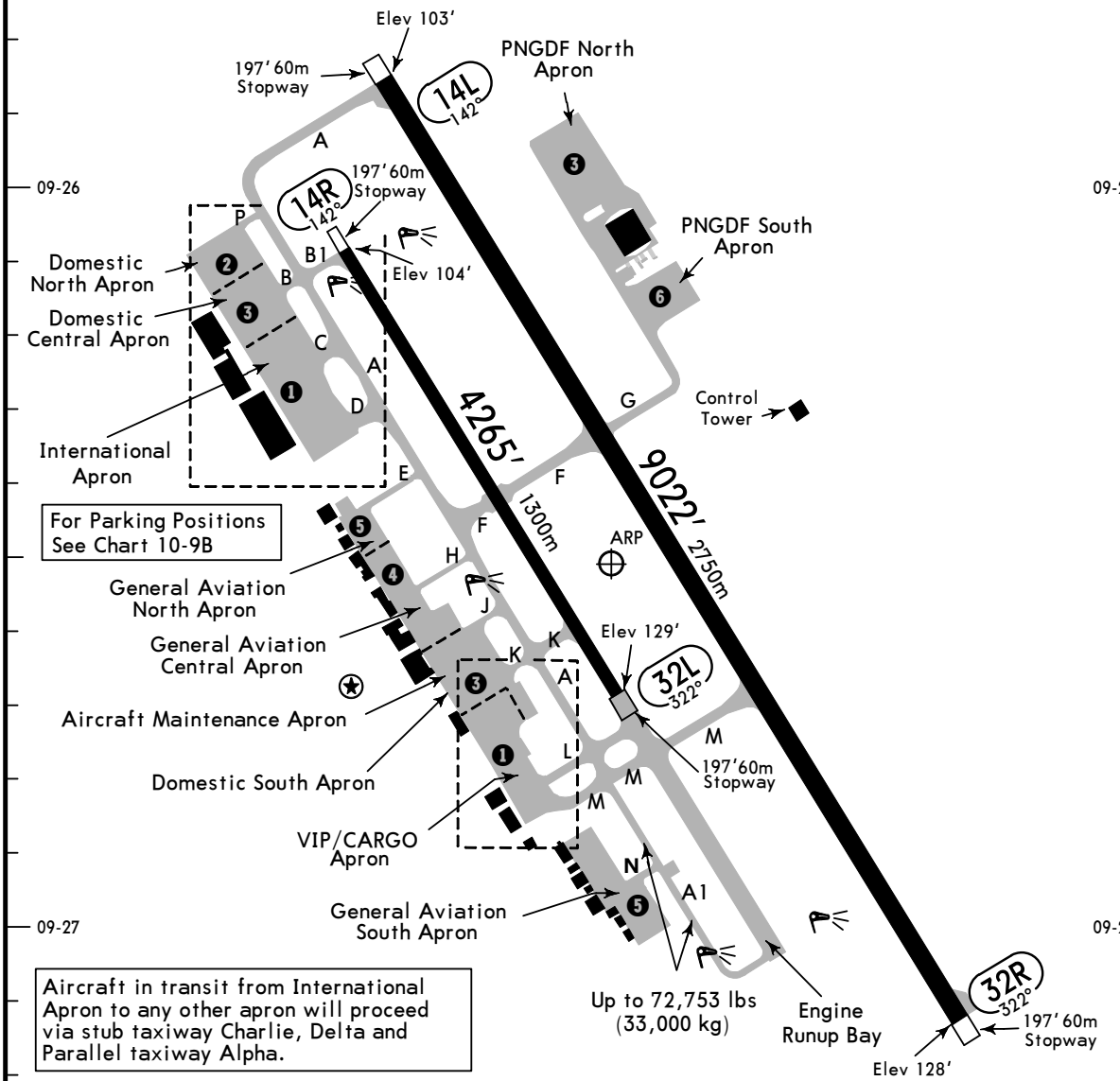
PORT MORESBY, PNG
JACKSONS

ATIS	JACKSONS Ground	JACKSONS Tower	MORESBY (FIS)
128.0	121.7	118.1	120.9 124.1 124.9

147-13

CAUTION: New road aligned with Rwy 14L in vicinity of final approach area.

Rwy 14R/32L available for propeller driven aircraft with MTOW of 44,093 lbs (20,000 kg) and below.
Rwy 14R/32L not available for DH8-Q400 and jet aircraft.
Rwy 14R/32L not available for night operations.
Rwy 14L/32R available up to B747 max landing weight.
Runway 14L/32R aircraft in excess of 88,185 lbs (40,000 kg) are permitted to turn only on widened concrete ends.



Aircraft in transit from International Apron to any other apron will proceed via stub taxiway Charlie, Delta and Parallel taxiway Alpha.

Taxing aircraft exercise caution due vehicle movements on the access way along the eastern edge of North and Central General Aviation Aprons, Aircraft Maintenance Apron, Domestic South Apron and VIP/ Cargo Apron.

❶ Up to B747 aircraft max landing weight
❷ Up to 174,606 lbs (79,200 kg)
❸ Up to 72,753 lbs (33,000 kg)
❹ Up to 50,706 lbs (23,000 kg)
❺ Up to 12,566 lbs (5700 kg)
❻ Up to 132,277 lbs (60,000 kg)

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

147-13

CHANGES: Twy ident A1, B1, P, aprons label, notes.

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AYPY/POM

PORT MORESBY, PNG
JACKSONS

GENERAL

CAUTION: Birds in vicinity of airport.
Right hand circuit Rwy 14R and 32R.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14R 32L	❶ RL				98′ 30m
14L 32R	❶ RL PAPI (angle 3.0°) grooved		7969′ 2429m 8067′ 2459m		150′ 45m

❶ Emergency only.

TAKE-OFF

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

FOR FILING AS ALTERNATE

	SPECIAL	Other
A	1350′ - 4500m	1871′ - 4400m
B		
C		1971′ - 6000m
D		2221′ - 7000m

CHANGES: None.

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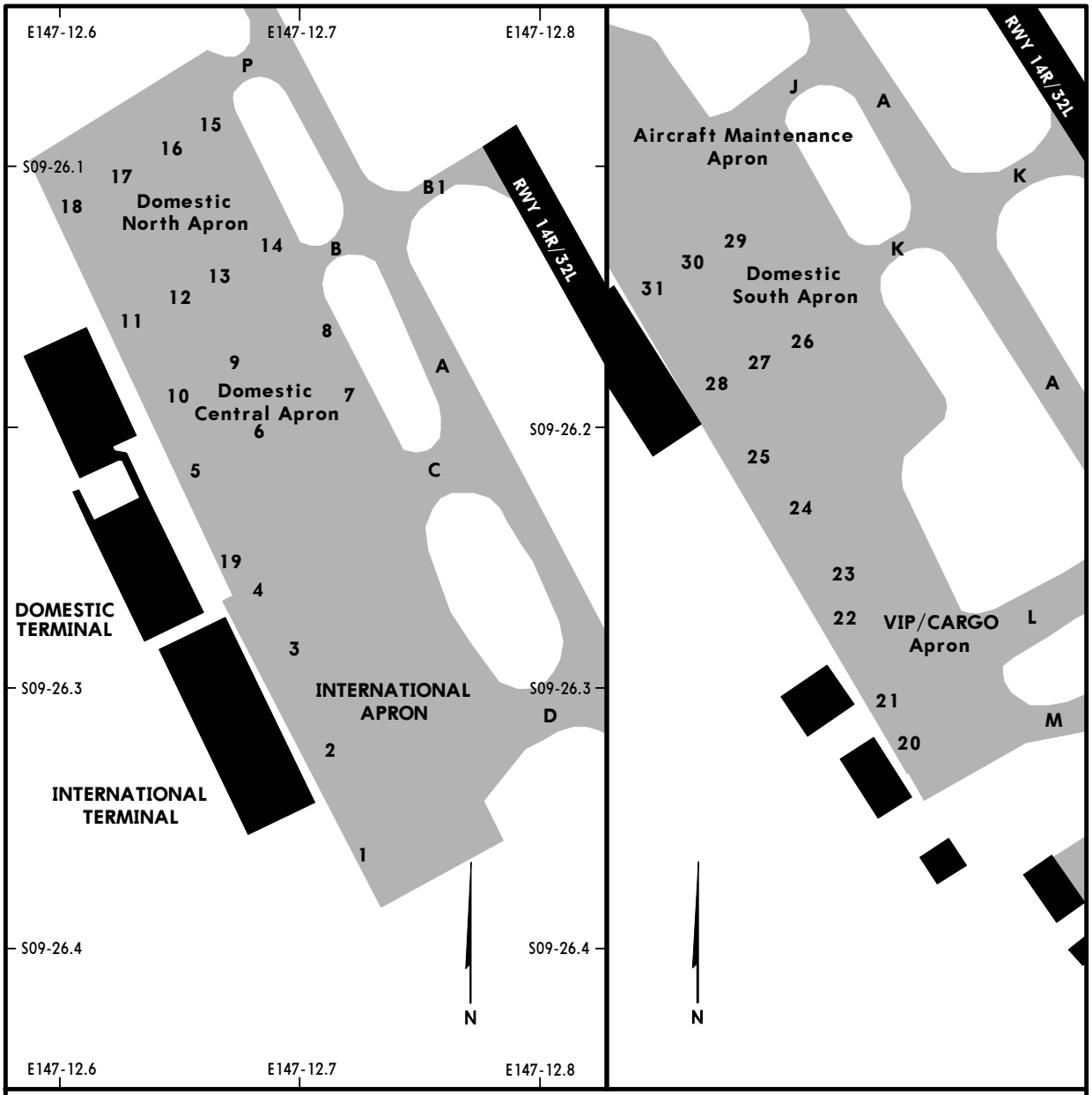
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AYPY/POM

JEPPESEN
7 SEP 18 (10-9B)

PORT MORESBY, PNG

JACKSONS



PARKING STAND COORDINATES

INTERNATIONAL APRON

STAND No.	COORDINATES
1	S09 26.4 E147 12.7
2, 3, 4	S09 26.3 E147 12.7
19	S09 26.2 E147 12.7

DOMESTIC CENTRAL APRON

STAND No.	COORDINATES
5 thru 10	S09 26.2 E147 12.7

DOMESTIC NORTH APRON

STAND No.	COORDINATES
11	S09 26.2 E147 12.6
12	S09 26.1 E147 12.6
13 thru 15	S09 26.1 E147 12.7
16 thru 18	S09 26.1 E147 12.6

VIP/CARGO APRON

STAND No.	COORDINATES
20 thru 23	S09 26.8 E147 13.0
24 thru 28	S09 26.7 E147 13.0

DOMESTIC SOUTH APRON

STAND No.	COORDINATES
29	S09 26.6 E147 13.0
30	S09 26.6 E147 12.9
31	S09 26.7 E147 12.9

CHANGES: Twy ident A1, B1, P, aprons label, notes.

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AYPY/POM
JACKSONS

JEPPESEN
18 MAY 18 (11-1)

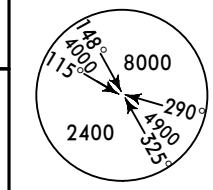
PORT MORESBY, PNG
ILS Rwy 14L

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

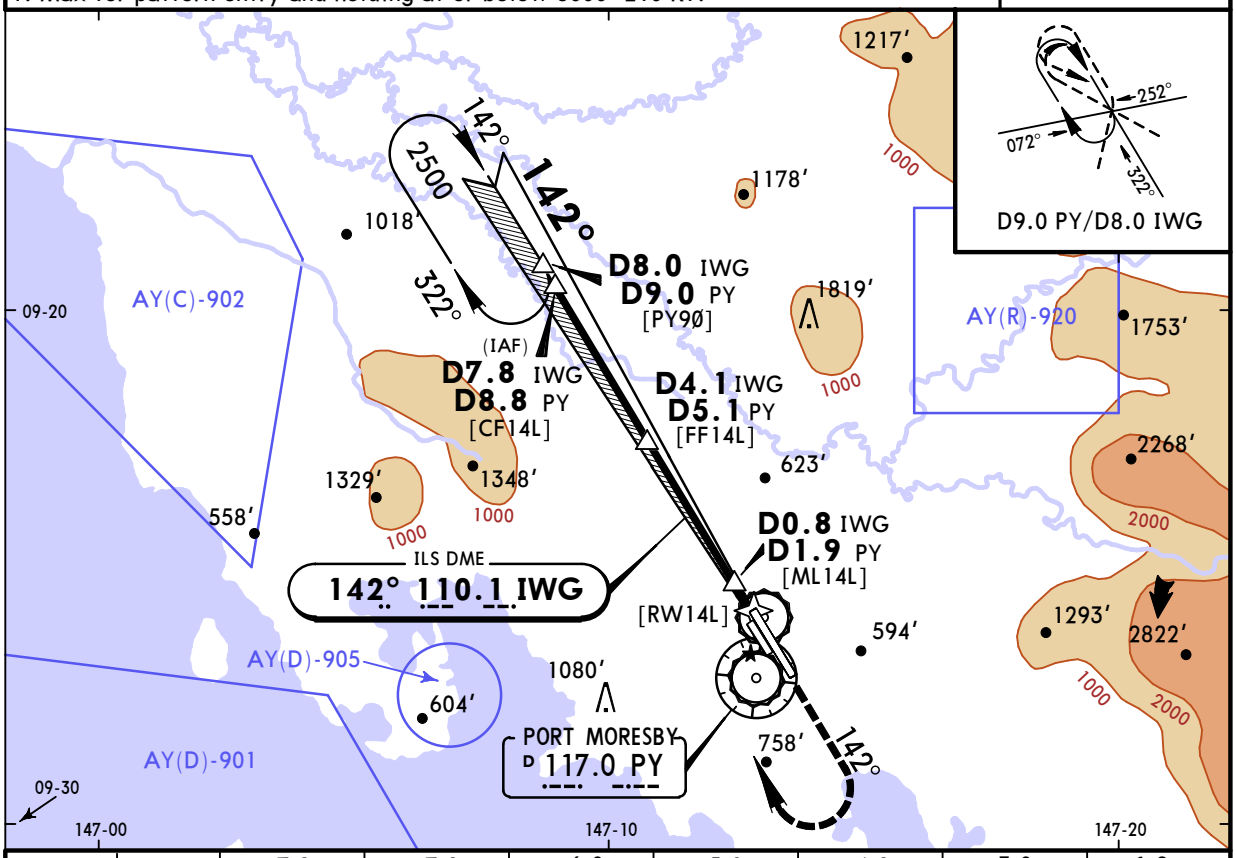
LOC IWG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 129′
110.1	142°	D4.1 IWG D5.1 PY 1400′ (1297′)	450′ (347′)	Rwy 103′

MISSED APCH: Climb on 142° dead reckoning track to 1500′, then, or unless otherwise directed by ATC, turn RIGHT onto 322° dead reckoning track, continue climb to 2500′, at or beyond D9.0 PY. Turn RIGHT for pilot intercept of 142° localizer track and hold at D9.0 PY.

Alt Set: hPa Rwy 14L Elev: 4 hPa Trans level: FL 210 Trans alt: 20000′
1. Max for pattern entry and holding at or below 8000′ 210 KT.

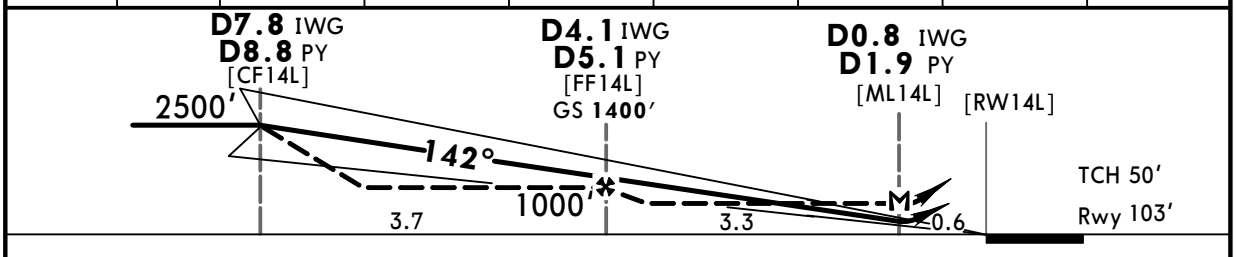


MSA PY VOR
4900
Within 10NM



D9.0 PY/D8.0 IWG

LOC (GS out)							
IWG DME	7.8	7.0	6.0	5.0	4.0	3.0	1.9
PY DME	8.8	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2500′	2320′	2000′	1680′	1360′	1040′	710′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.8 IWG/D1.9 PY							

PAPI 1500′ on 142°

STRAIGHT-IN LANDING RWY14L

ILS	LOC(GS out)
DA(H) 450′(347′)	MDA(H) 660′(557′)

CIRCLE-TO-LAND

			Max Kts	MDA(H)
A	1500m	2400m	100	1500′(1371′) -2400m
B			135	
C			180	1600′(1471′) -4000m
D			205	1850′(1721′) -5000m

PANS OPS

CHANGES: LOC (GS out) minimums.

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AYPY/POM JACKSONS

JEPPESEN 18 MAY 18 (11-2)

PORT MORESBY, PNG ILS Rwy 32R PROCEDURE A

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

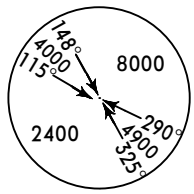
BRIEFING STRIP™

LOC IBB	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 129′
109.5	322°	D6.0 IBB D6.2 PY 2000′ (1872′)	450′ (322′)	Rwy 128′

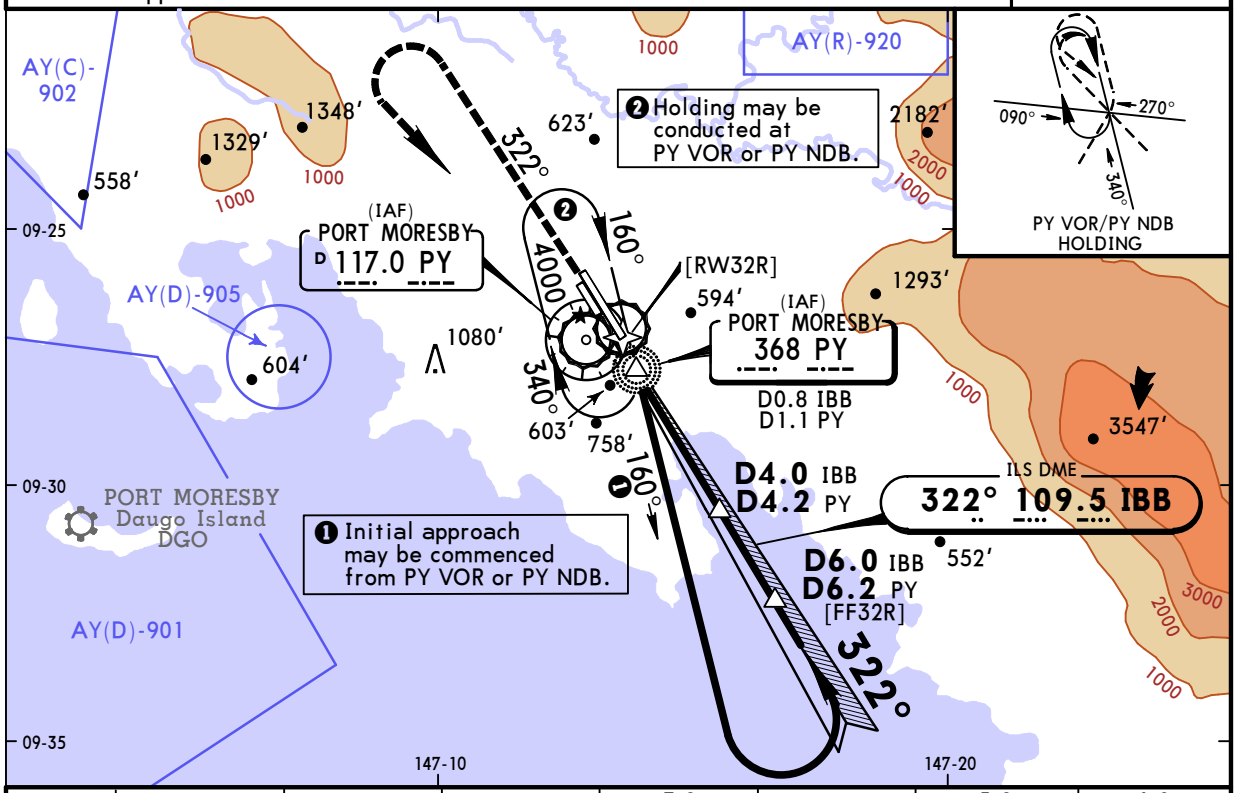
MISSED APCH: Climb on 322° dead reckoning track to 2500′ before LEFT turn to PY VOR or PY NDB. Continue climb to cross PY VOR or PY NDB at 4000′, or as instructed by ATC.

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

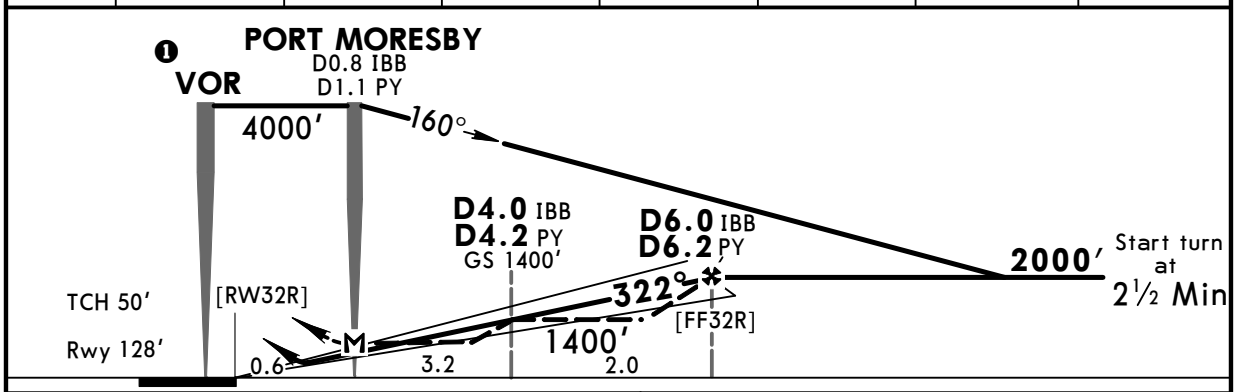
1. Max for pattern entry and holding at or below 8000′ 210 KT. 2. Cat C & D Max for initial approach 180 KT.



MSA PY VOR 4900 Within 10NM



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at PORT MORESBY/ D0.8 IBB/D1.1 PY						

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY32R

	ILS	LOC(GS out)
	DA(H) 450′ (322′)	MDA(H) 550′ (422′)
A	1500m	2300m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1500′ (1371′) - 2400m
135	
180	1600′ (1471′) - 4000m
205	1850′ (1721′) - 5000m

CHANGES: None.

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AYPY/POM JACKSONS

JEPPESEN 18 MAY 18 (11-3)

PORT MORESBY, PNG
ILS Rwy 32R PROCEDURE B

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

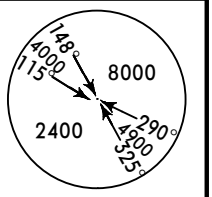
BRIEFING STRIP ™

LOC IBB	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 129′ Rwy 128′
109.5	322°	D6.0 IBB D6.2 PY 2000′ (1872′)	450′ (322′)	

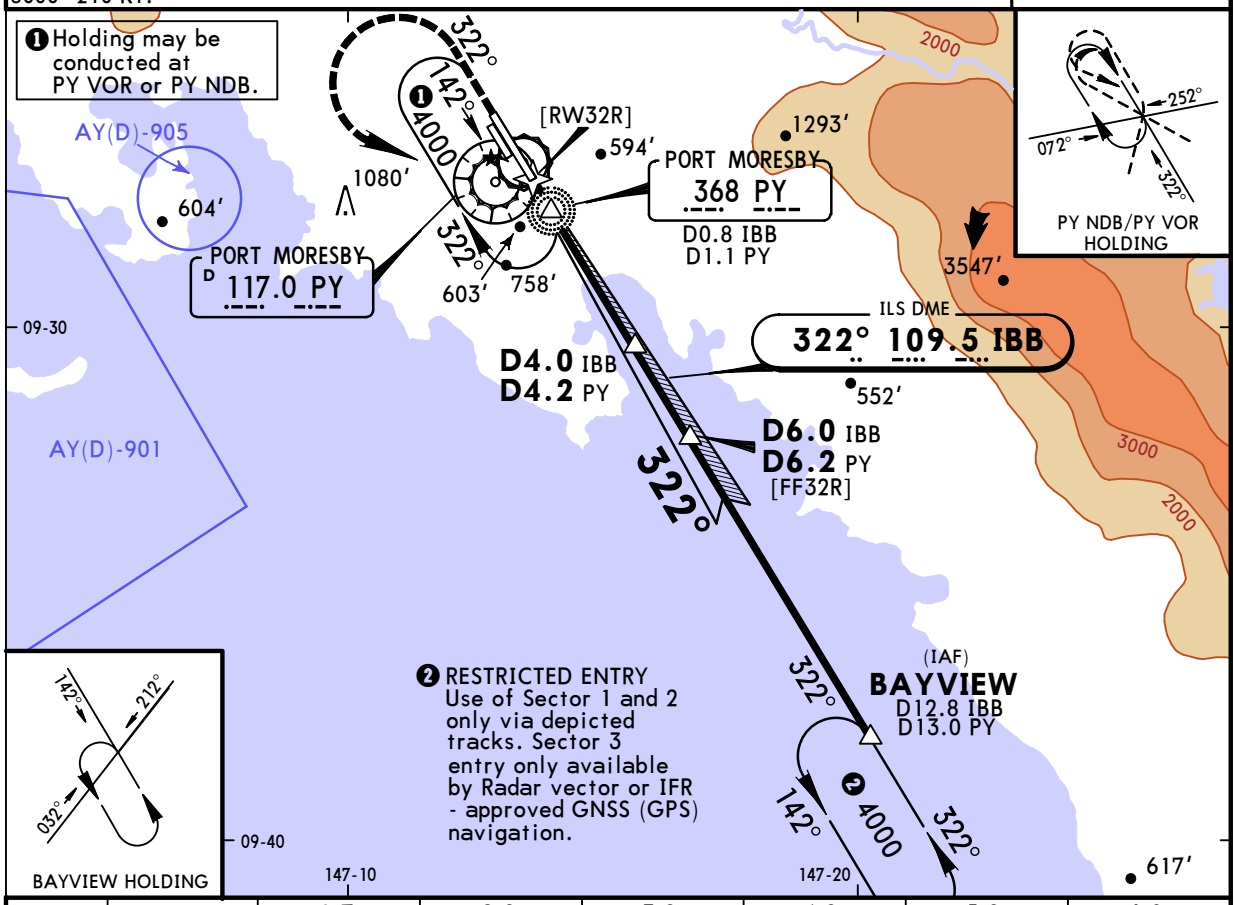
MISSED APCH: Climb on 322° dead reckoning track to 2500′ before LEFT turn to PY VOR or PY NDB. Continue climb to cross PY VOR or PY NDB at 4000′, or as instructed by ATC.

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

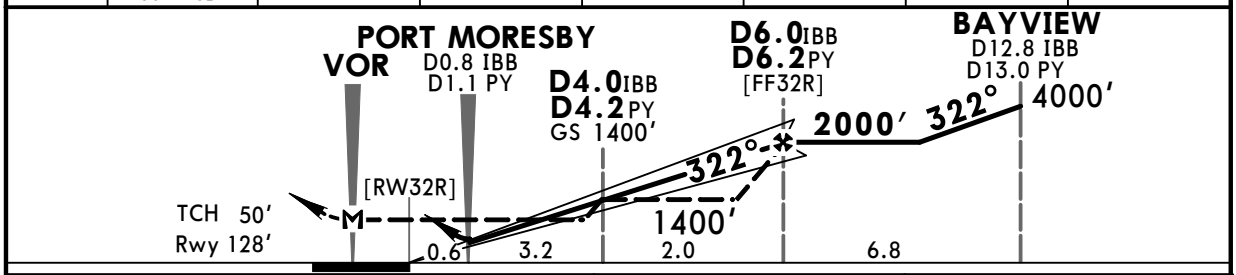
1. Max for entry to, or holding at, BAYVIEW and PY VOR or PY NDB at or below 8000′-210 KT.



MSA PY VOR/LMM
4900
Within 10 NM



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



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

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY32R

	ILS	LOC(GS out)
	DA(H) 450′ (322′)	MDA(H) 550′ (422′)
A	1500m	2300m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1500′ (1371′) -2400m
135	
180	1600′ (1471′) -4000m
205	1850′ (1721′) -5000m

CHANGES: None.

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AYPY/POM JACKSONS

JEPPESEN
18 MAY 18 (13-1)

PORT MORESBY, PNG VOR DME Rwy 14L

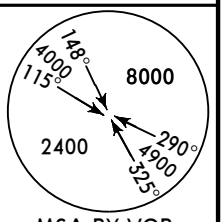
BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)		
128.0	125.8	123.4	118.1	121.7	120.9	124.1	124.9

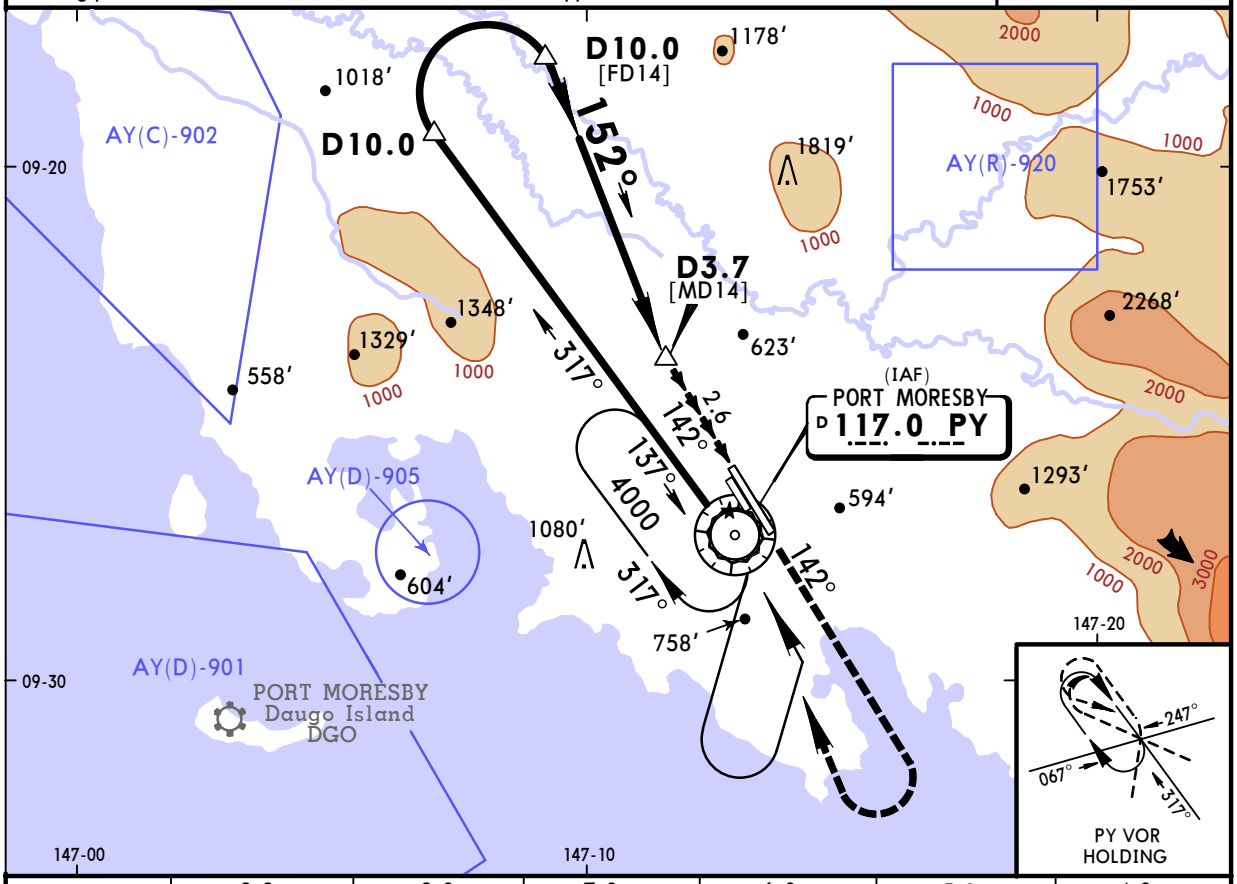
VOR PY	Final Apch Crs	Minimum Alt D10.0	MDA(H)	Apt Elev 129′ Rwy 103′
117.0	152°	2500′(2397′)	950′(847′)	

MISSED APCH: Climb on 142° dead reckoning track to 2500′ before RIGHT turn, direct to PY VOR and continue climb to 4000′.

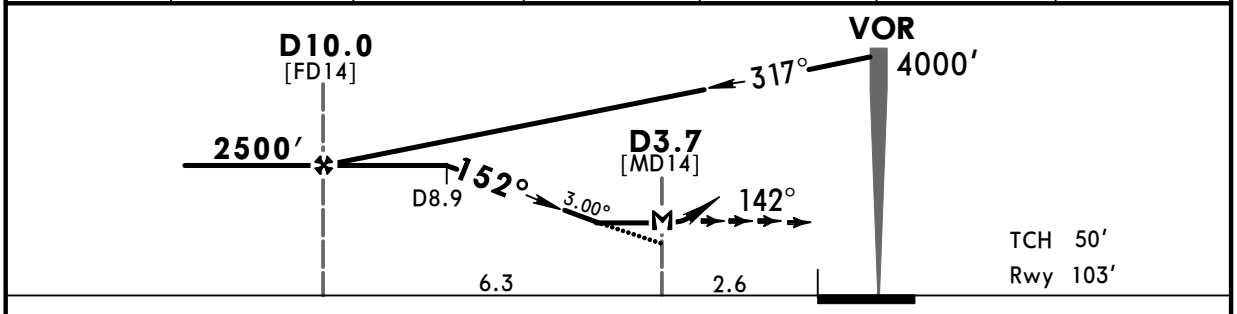
Alt Set: hPa Rwy 14L Elev: 4 hPa Trans level: FL 210 Trans alt: 20000′
1. MAX for pattern entry and holding below 8000′ 210 KT. 2. MAX in reversal from holding pattern 180 KT. 3. Cat C & D MAX for initial approach 180 KT.



MSA PY VOR
4900 within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.7						

PAPI 2500′ on 142°

PANS OPS

STRAIGHT-IN LANDING RWY14L

MDA(H) 950′(847′)

CIRCLE-TO-LAND

		Max Kts	MDA (H)
A	2400m	100	1500′(1371′)- 2400m
B		135	
C	4000m	180	1600′(1471′)- 4000m
D	4800m	205	1850′(1721′)- 5000m

CHANGES: Profile view, descent angle.

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AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (13-2)

PORT MORESBY, PNG VOR DME Rwy 32R

BRIEFING STRIP ™

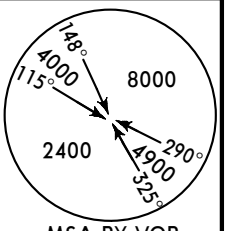
ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

VOR PY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 129′
117.0	310°	D8.0 2400′(2272′)	900′(772′)	Rwy 128′

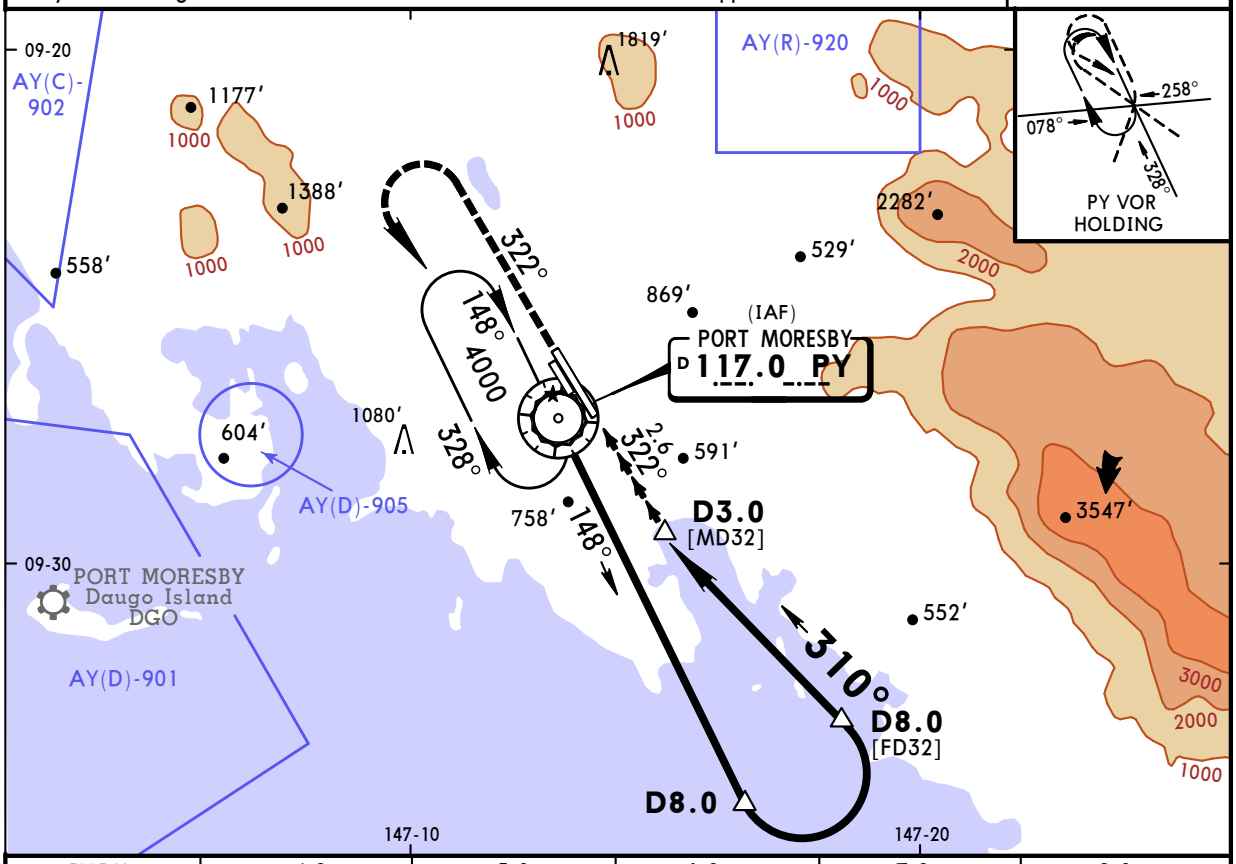
MISSED APCH: Climb on 322° dead reckoning track to 2500′ before LEFT turn, direct PY VOR, continue climb to 4000′.

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

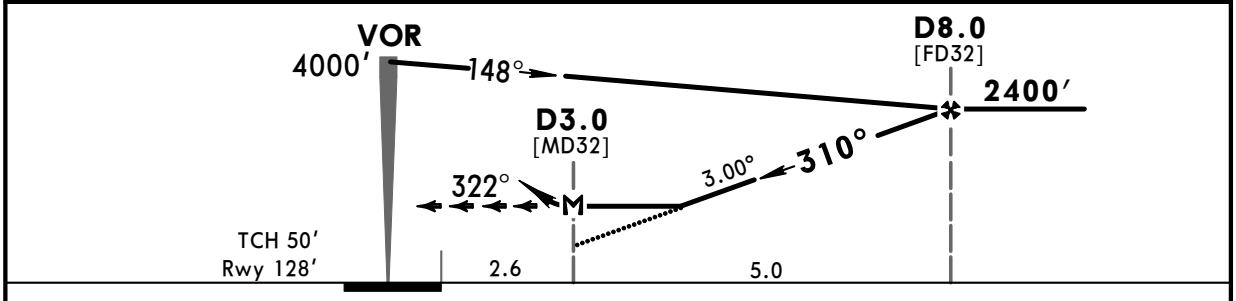
1. CAUTION: At MDA, aircraft may be below 3° approach path to the landing threshold. If so, maintain MDA until established on proper descent path to the runway. 2. Max for pattern entry and holding below 8000′ 210 KT. 3. Cat C & D Max for initial approach 180 KT.



MSA PY VOR 4900 within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY 32R

MDA(H) 900′(772′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′(1371′)- 2400m
B		135	
C	4000m	180	1600′(1471′)- 4000m
D	4400m	205	1850′(1721)- 5000m

CHANGES: HIALS deleted, ABN, VNAV data added, apt elev.

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AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (13-3)

PORT MORESBY, PNG VOR Rwy 32R

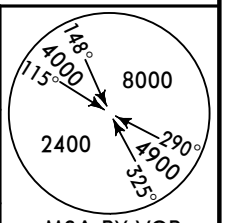
BRIEFING STRIP ™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

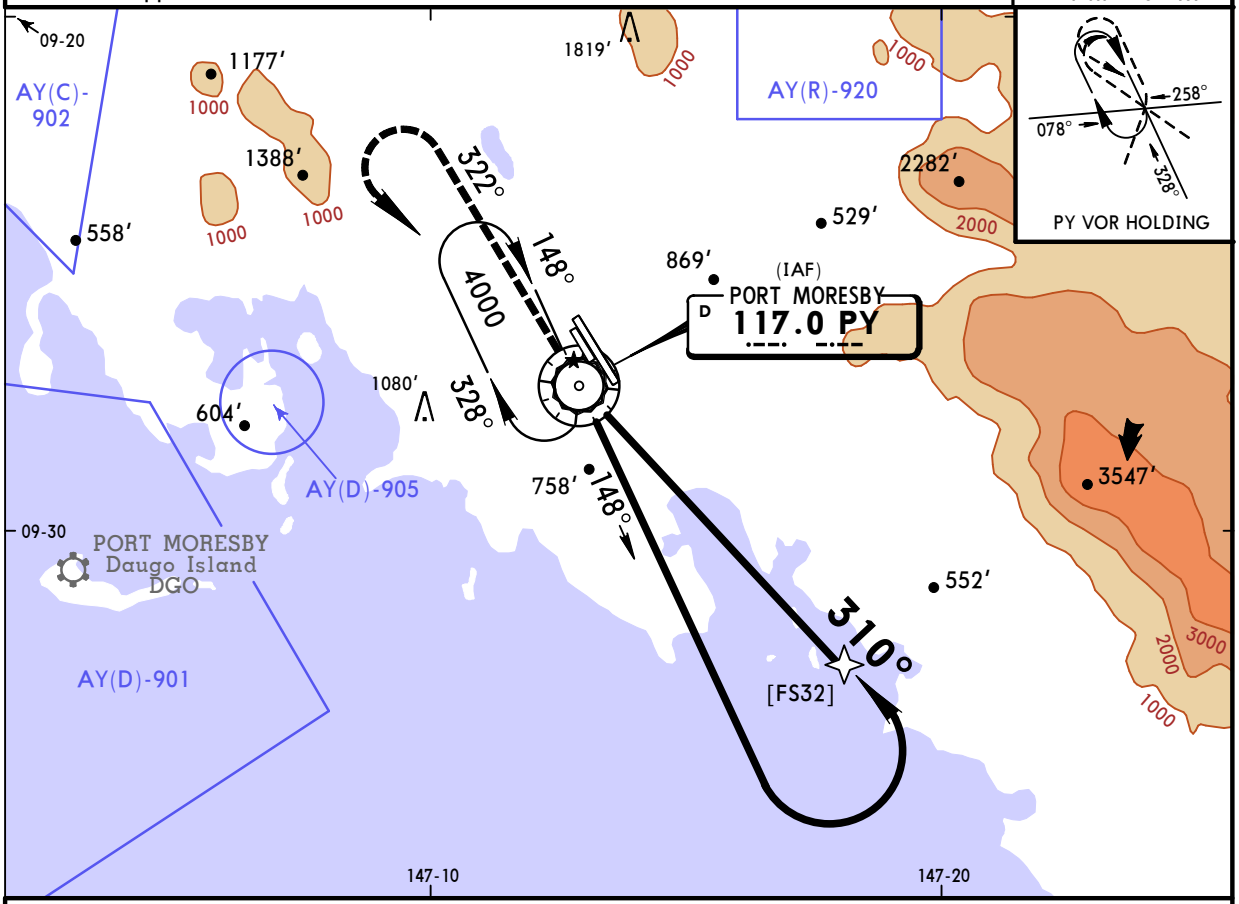
VOR PY 117.0	Final Apch Crs 310°	No FAF	MDA(H) 1000′(872′)	Apt Elev 129′ Rwy 128′

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

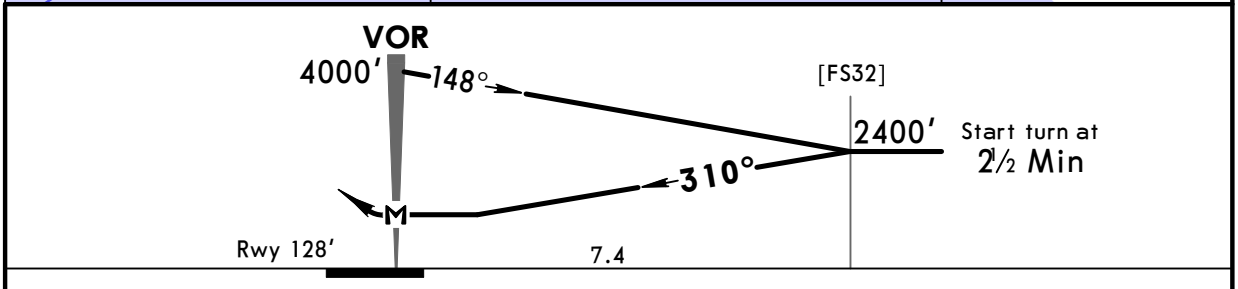
Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000′
1. Max for pattern entry and holding below 8000′ 210 KT. 2. Cat C & D Max for initial approach 180 KT.



MSA PY VOR 4900 within 10 NM



PY VOR HOLDING



MAP at VOR							PAPI	2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY 32R MDA(H) 1000′(872′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	5000m	205	1850′(1721′) -5000m

CHANGES: HIALS deleted, VNAV data, ABN.

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AYPY/POM JACKSONS

JEPPESEN 18 MAY 18 (16-1)

PORT MORESBY, PNG NDB DME Rwy 32R

BRIEFING STRIP ™

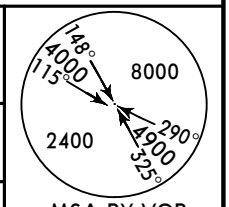
ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 129′
PY **368**	**322°**	**D8.0** **2000′**(1872′)	**1000′**(872′)	Rwy 128′

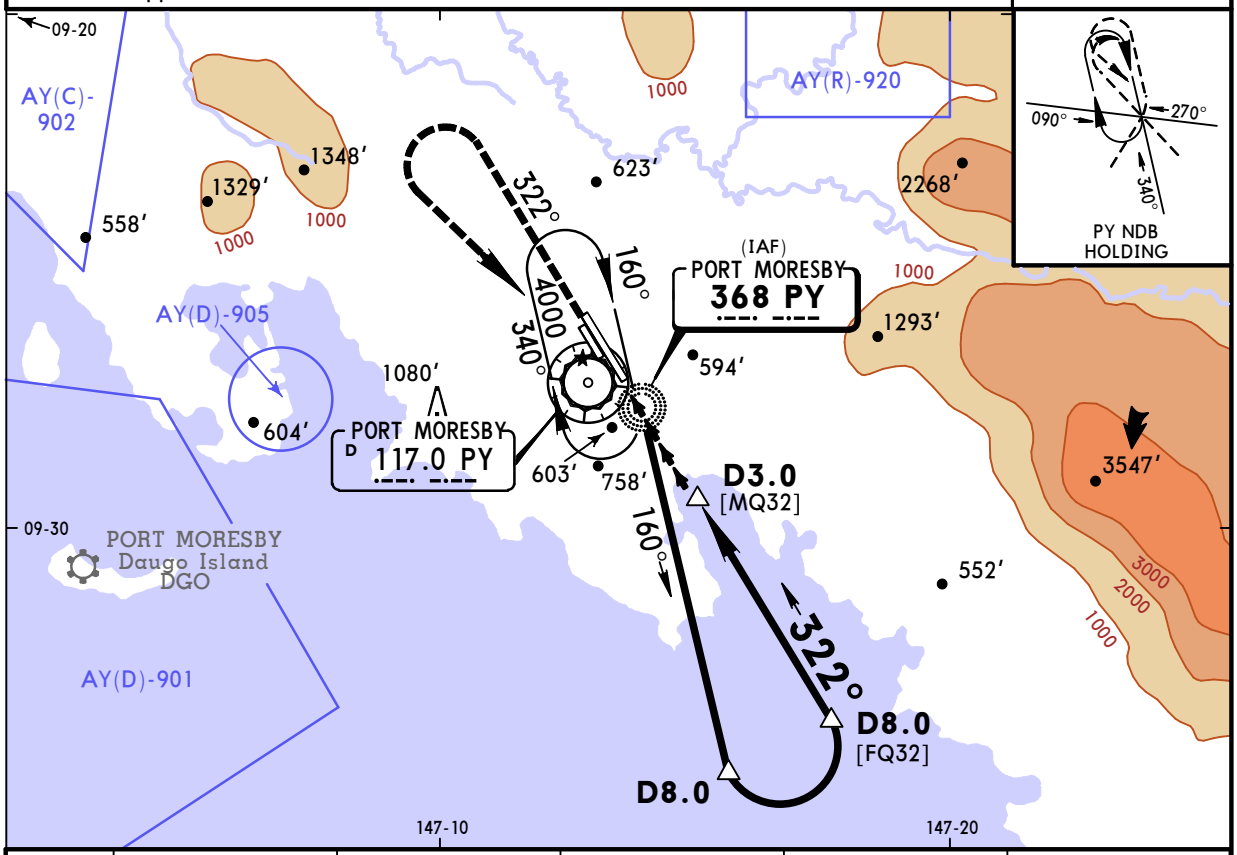
MISSED APCH: Climb to 2500′ on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000′.

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

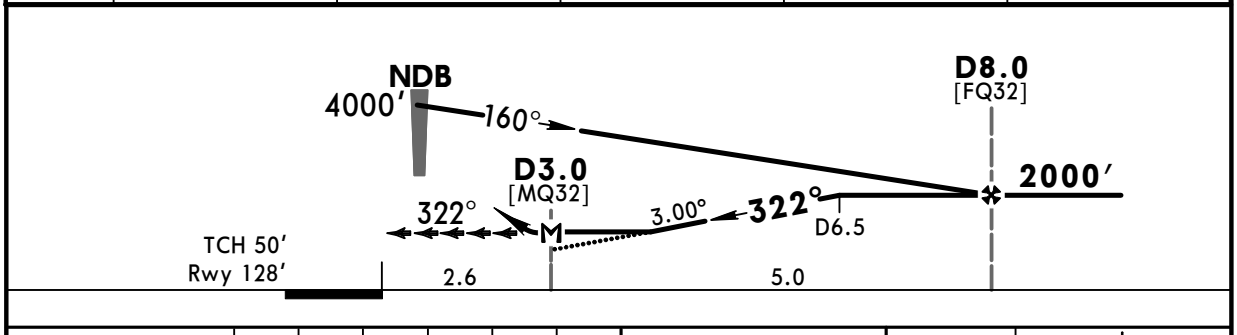
1. MAX for pattern entry and holding below 8000′ 210 KT. 2. Cat C & D MAX for initial approach 180 KT.



MSA PY VOR
4900
Within 10 NM



PY DME	3.0	4.0	5.0	6.0	6.5
ALTITUDE	900′	1220′	1540′	1860′	2000′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY32R		CIRCLE-TO-LAND	
MDA(H) **1000′**(872′)		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	5000m	205	1850′(1721′) -5000m

CHANGES: Dist/alt table, profile view.

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AYPY/POM JACKSONS

JEPPESEN 18 MAY 18 (16-2)

PORT MORESBY, PNG NDB Rwy 32R

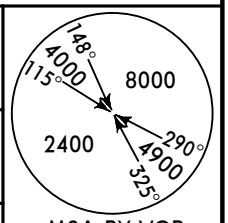
BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

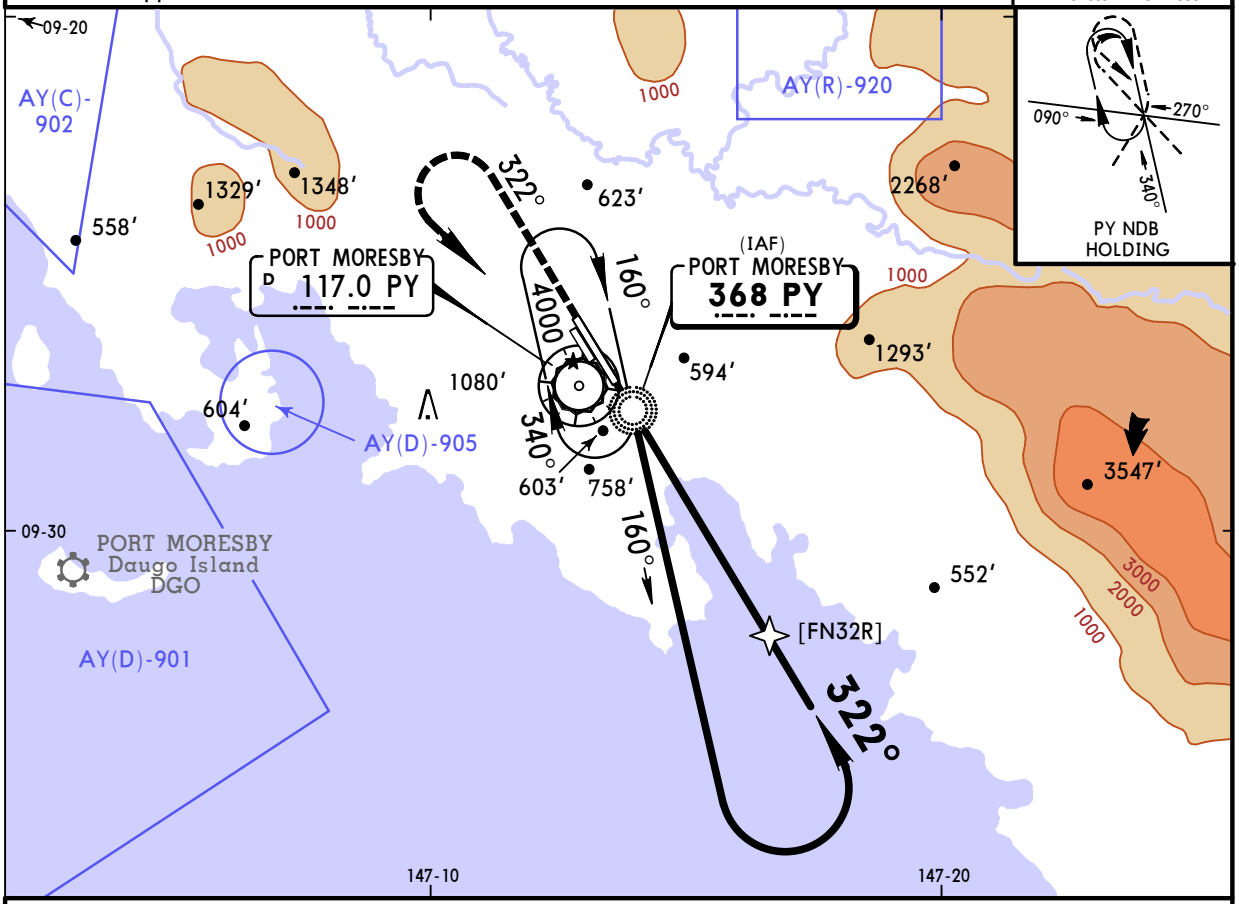
NDB PY 368	Final Apch Crs 322°	No FAF	MDA(H) 1150′(1022′)	Apt Elev 129′ Rwy 128′

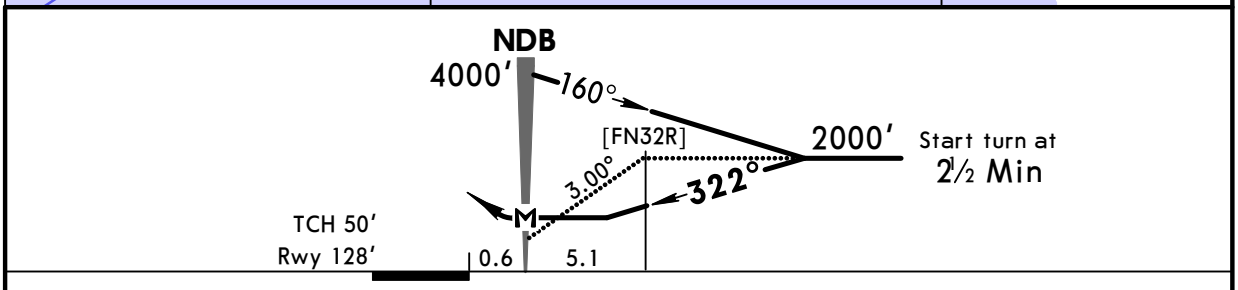
MISSED APCH: Climb to 2500′ on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000′.

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



MSA PY VOR 4900 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							

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY32R

MDA(H) 1150′(1022′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	5000m	205	1850′(1721′) -5000m

CHANGES: None.

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AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (18-1)

PORT MORESBY, PNG GPS Rwy 14L

BRIEFING STRIP TM

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

GPS	Final Apch Crs	Minimum Alt YPYWF	MDA(H)	Apt Elev 129′ Rwy 103′
	142°	1300′(1197′)	850′(747′)	

MISSED APCH: Climb on 142° dead reckoning track to 1500′. At YPYWT turn RIGHT to track to YPYWH, on climb to 2500′.
ATC may use radar vectors at or above 1500′.

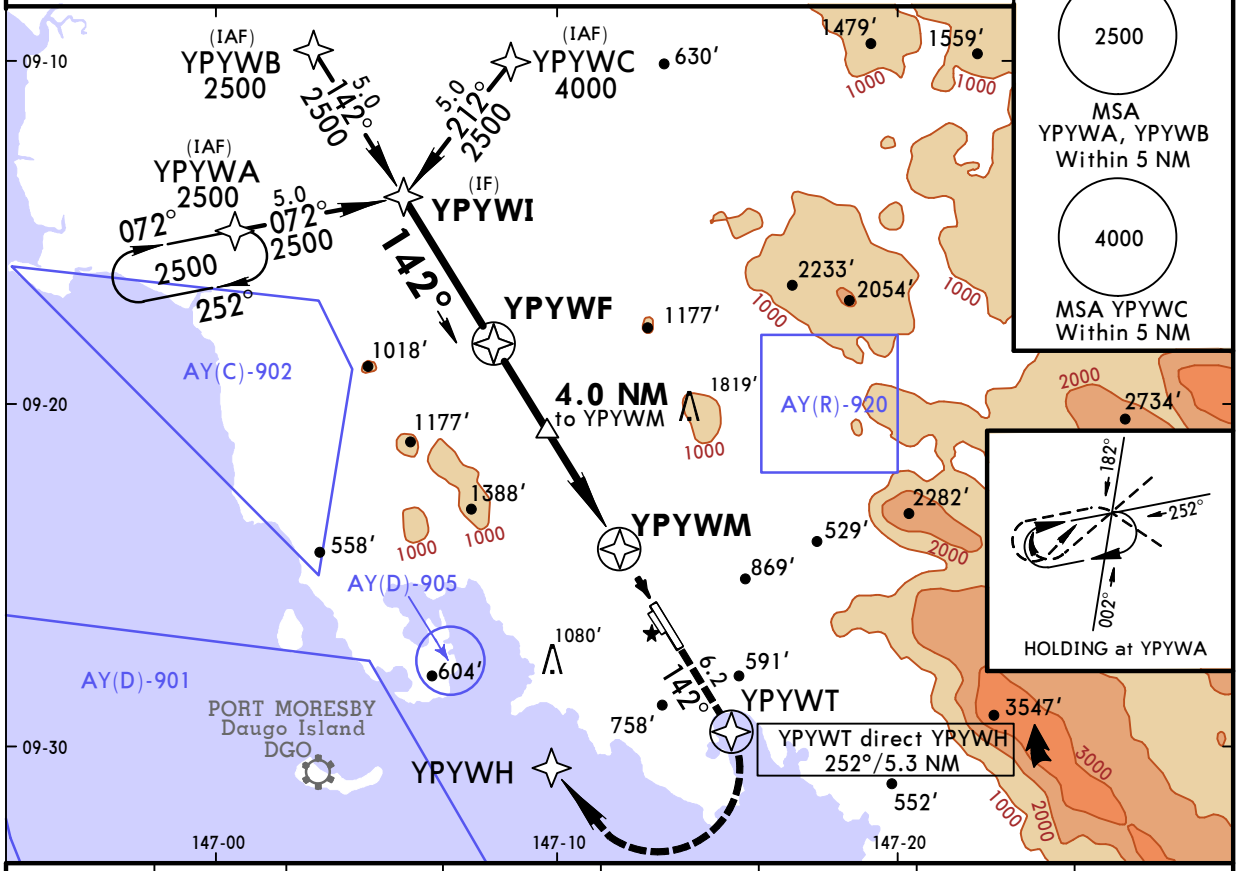
Alt Set: hPa | Rwy 14L Elev: 4 hPa | Trans level: FL 210 | Trans alt: 20000′

1. Max for pattern entry and holding below 8000′ 230 KT.

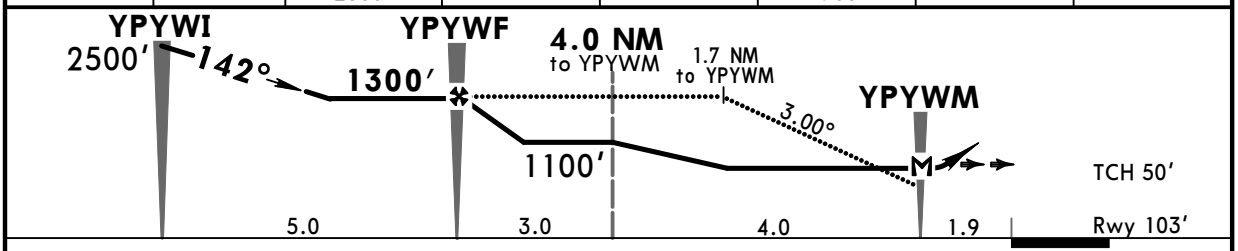
8000
MSA AYPY
5500
Within 19 NM
4900
Within 10 NM

2500
MSA
YPYWA, YPYWB
Within 5 NM

4000
MSA YPYWC
Within 5 NM



NM to YPYWM	USING	5.5	5.0	4.0	3.0	2.0	1.0
ALTITUDE	LOCAL QNH	2500′	2340′	2020′	1700′	1380′	1070′



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

PAPI 1500′ on 142°

STRAIGHT-IN LANDING RWY 14L

MDA(H) 850′(747′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	4200m	205	1850′(1721′) -5000m

PANS OPS

CHANGES: HIALS deleted, ABN, apt elev.

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AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (18-2)

PORT MORESBY, PNG GPS Rwy 32R

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 129′
	322°	YPYEF 1500′ (1372′)	900′ (772′)	Rwy 128′

MISSED APCH: Climb on 322° dead reckoning track to 1700′. At YPYET turn LEFT to track to YPYEH and climb to 4000′.
ATC may use radar vectors at or above 1700′.

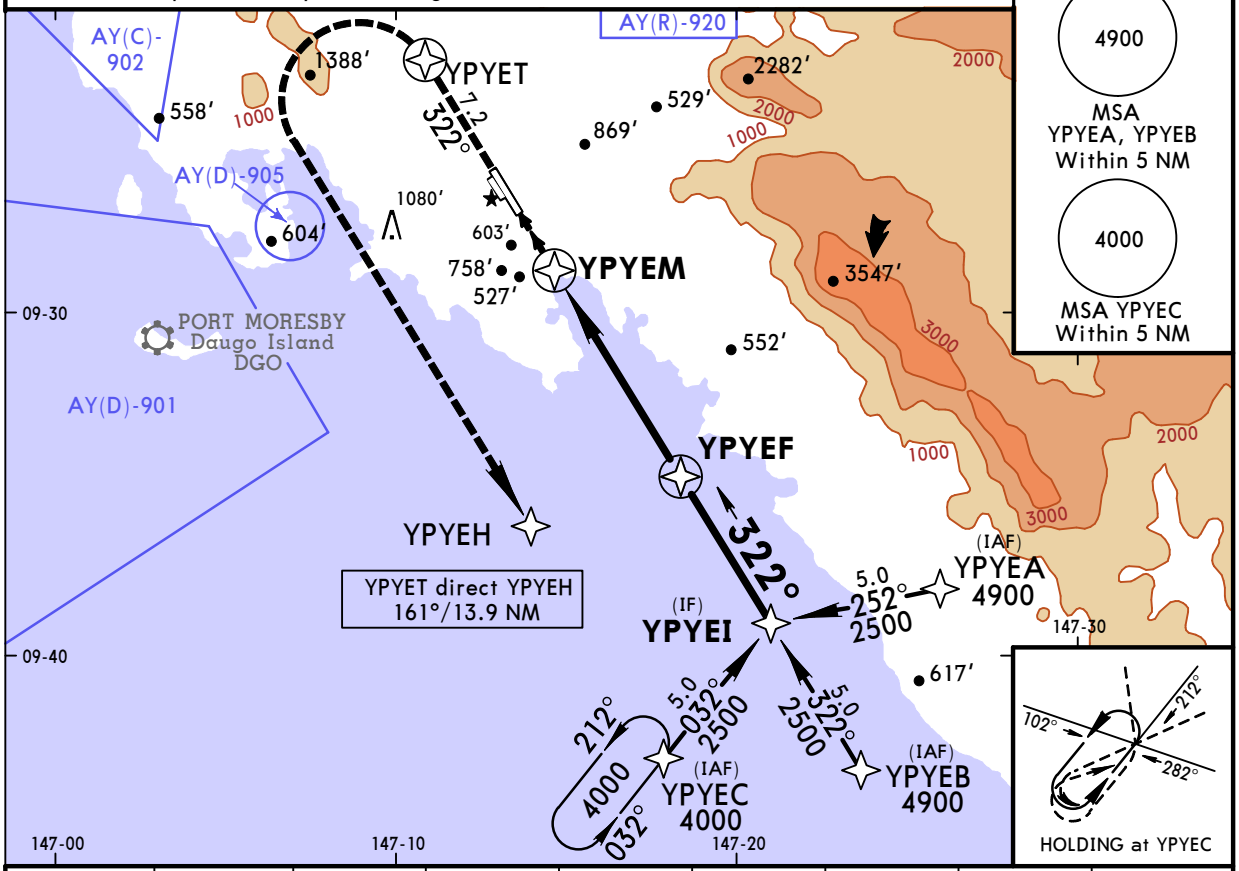
Alt Set: hPa | Rwy 32R Elev: 5 hPa | Trans level: FL 210 | Trans alt: 20000′

1. Max for pattern entry and holding below 8000′ 230 KT.

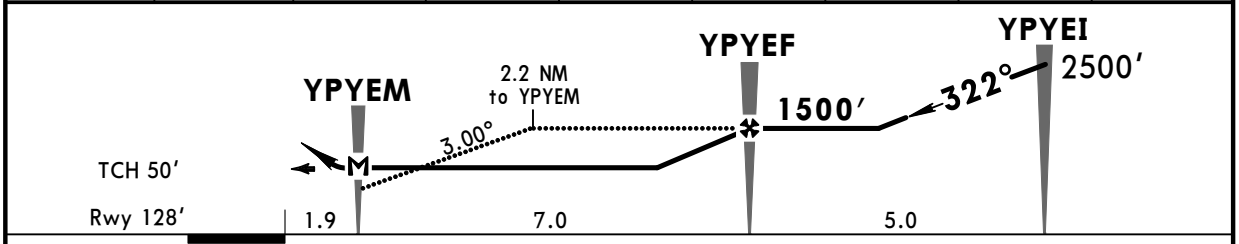
8000
MSA AYPY
5500
Within 19 NM
4900
Within 10 NM

4900
MSA
YPYEA, YPYEB
Within 5 NM

4000
MSA YPYEC
Within 5 NM



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



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

PAPI 1700′ on 322°

STRAIGHT-IN LANDING RWY 32R

MDA(H) 900′ (772′)

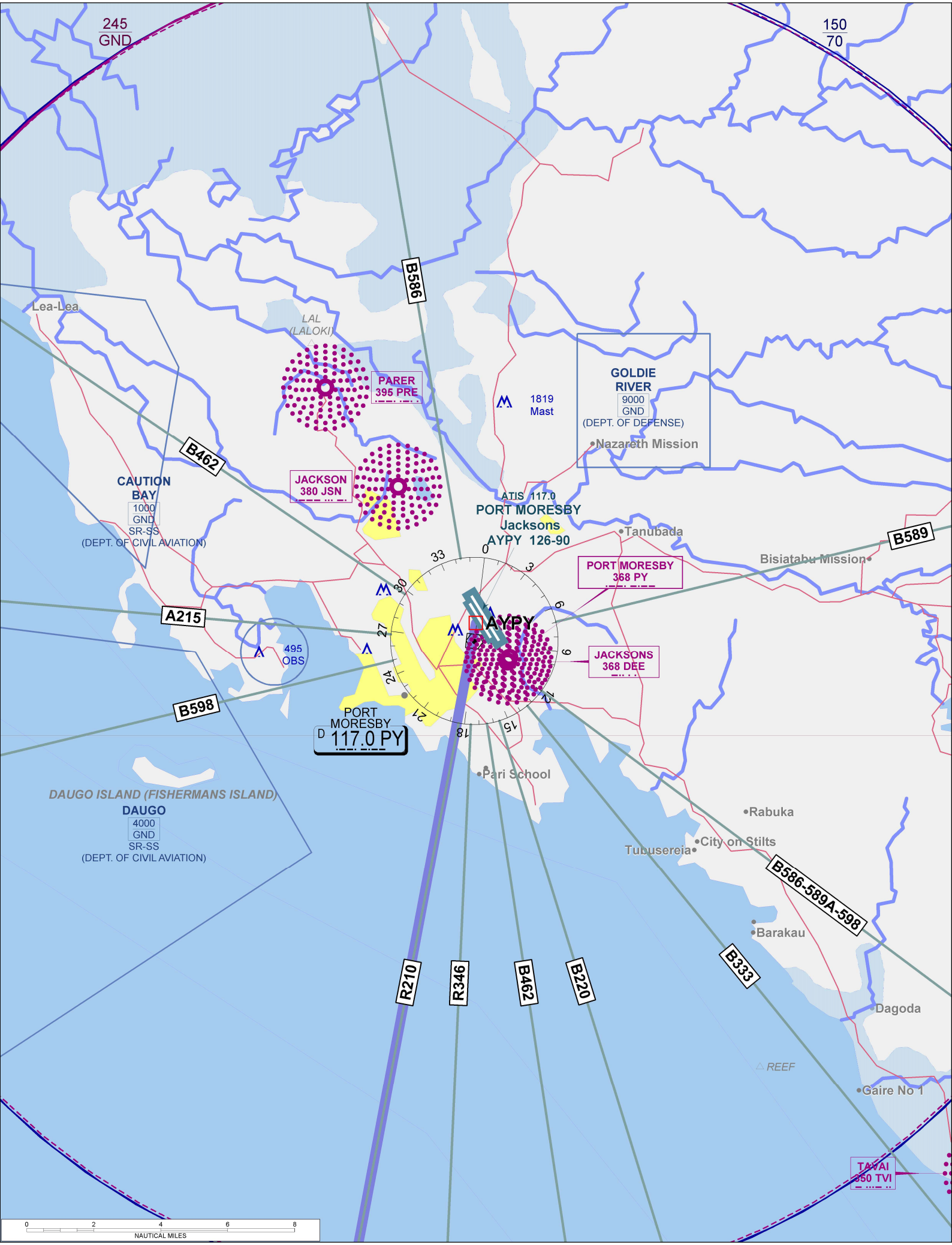
CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′ (1371′) -2400m
B		135	
C	4000m	180	1600′ (1471′) -4000m
D	4400m	205	1850′ (1721′) -5000m

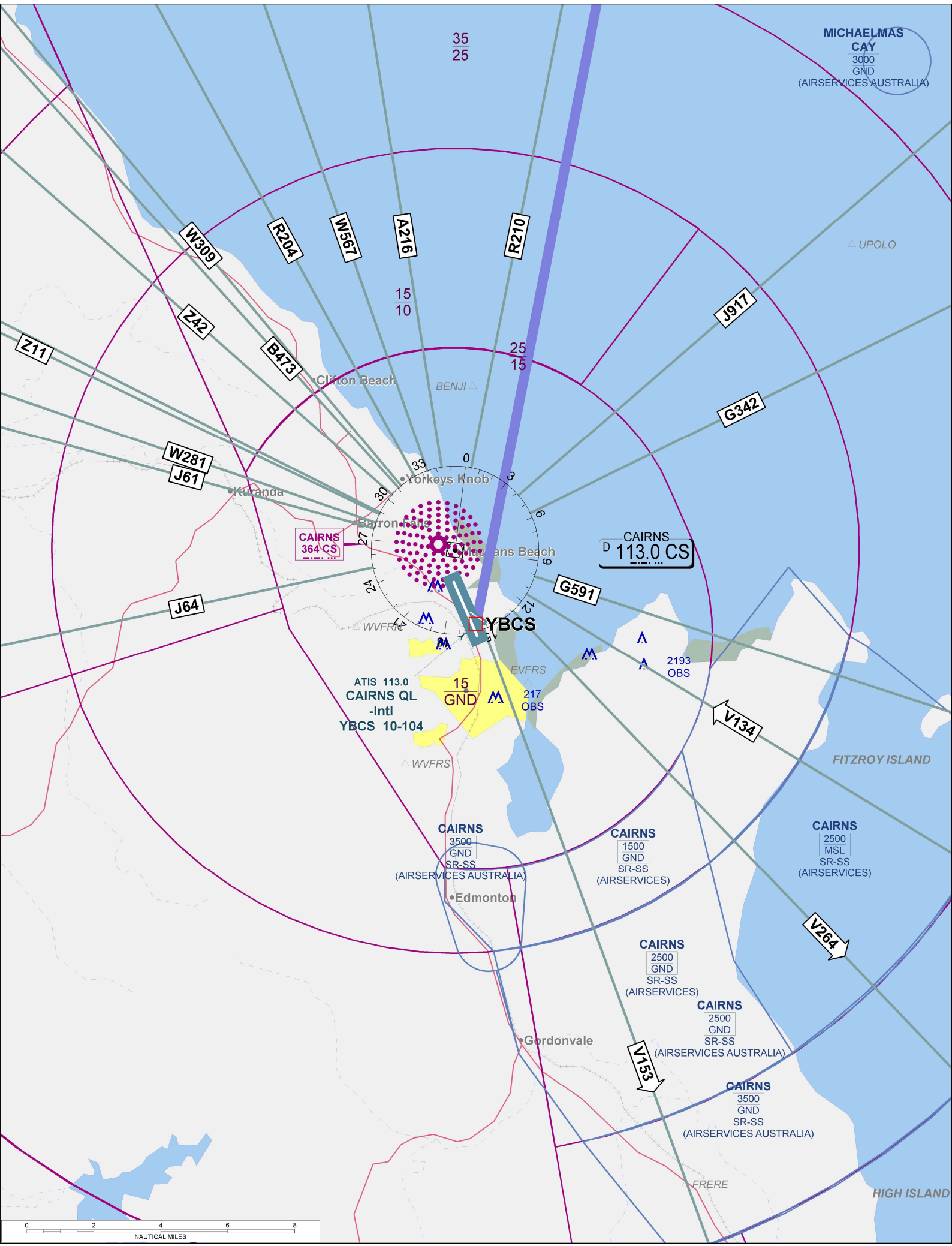
PANS OPS

CHANGES: HIALS del, ABN, apt elev.

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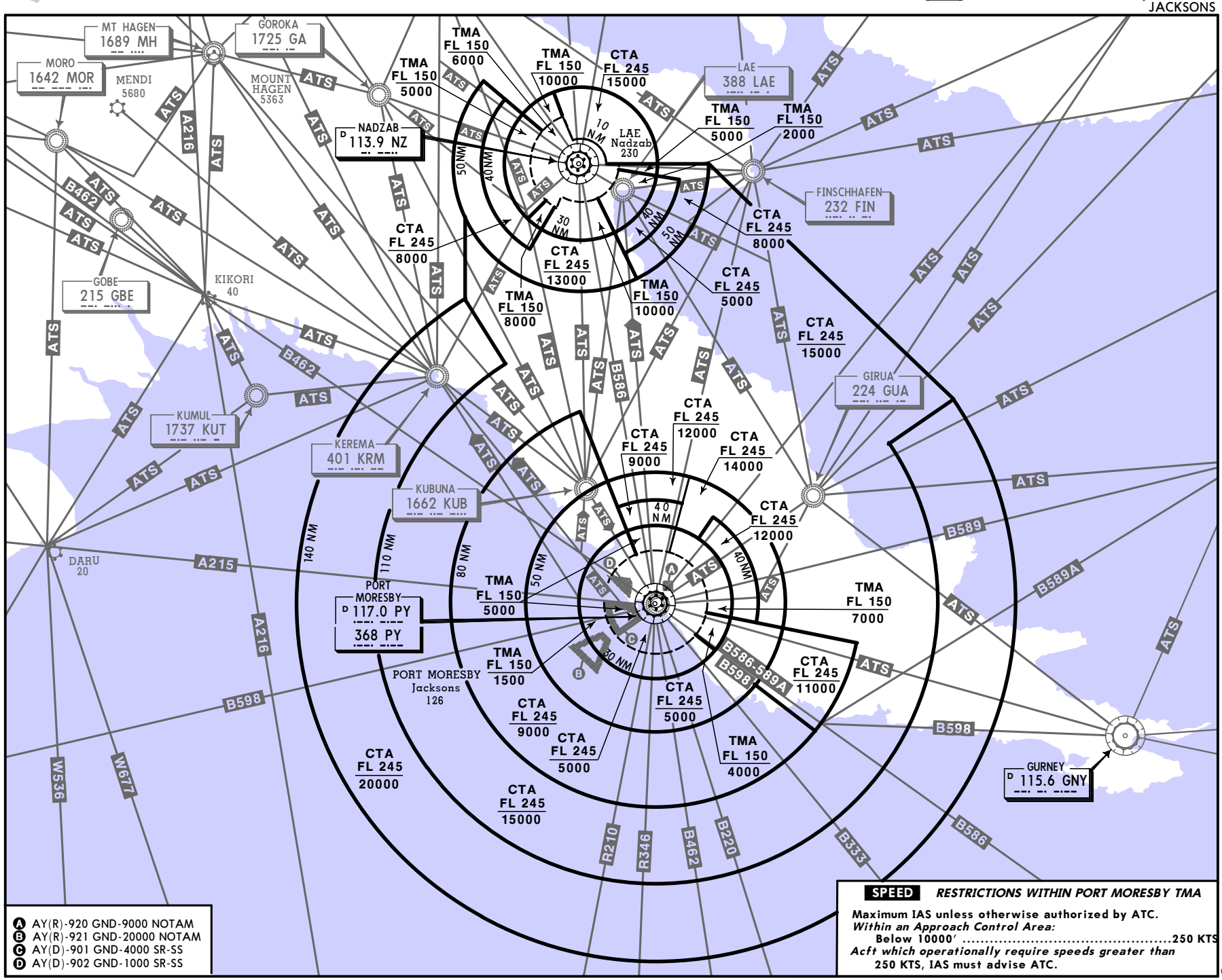
JEPPESEN

29 APR 11

10-1B

PORT MORESBY, P.N.G.

JACKSONS



A AY(R)-920 GND-9000 NOTAM
B AY(R)-921 GND-20000 NOTAM
C AY(D)-901 GND-4000 SR-SS
D AY(D)-902 GND-1000 SR-SS

SPEED ***RESTRICTIONS WITHIN PORT MORESBY TMA***

Maximum IAS unless otherwise authorized by ATC.
Within an Approach Control Area:
Below 10000′ .....250 KTS
Acft which operationally require speeds greater than 250 KTS, IAS must advise ATC.

CHANGES: Speed restriction.

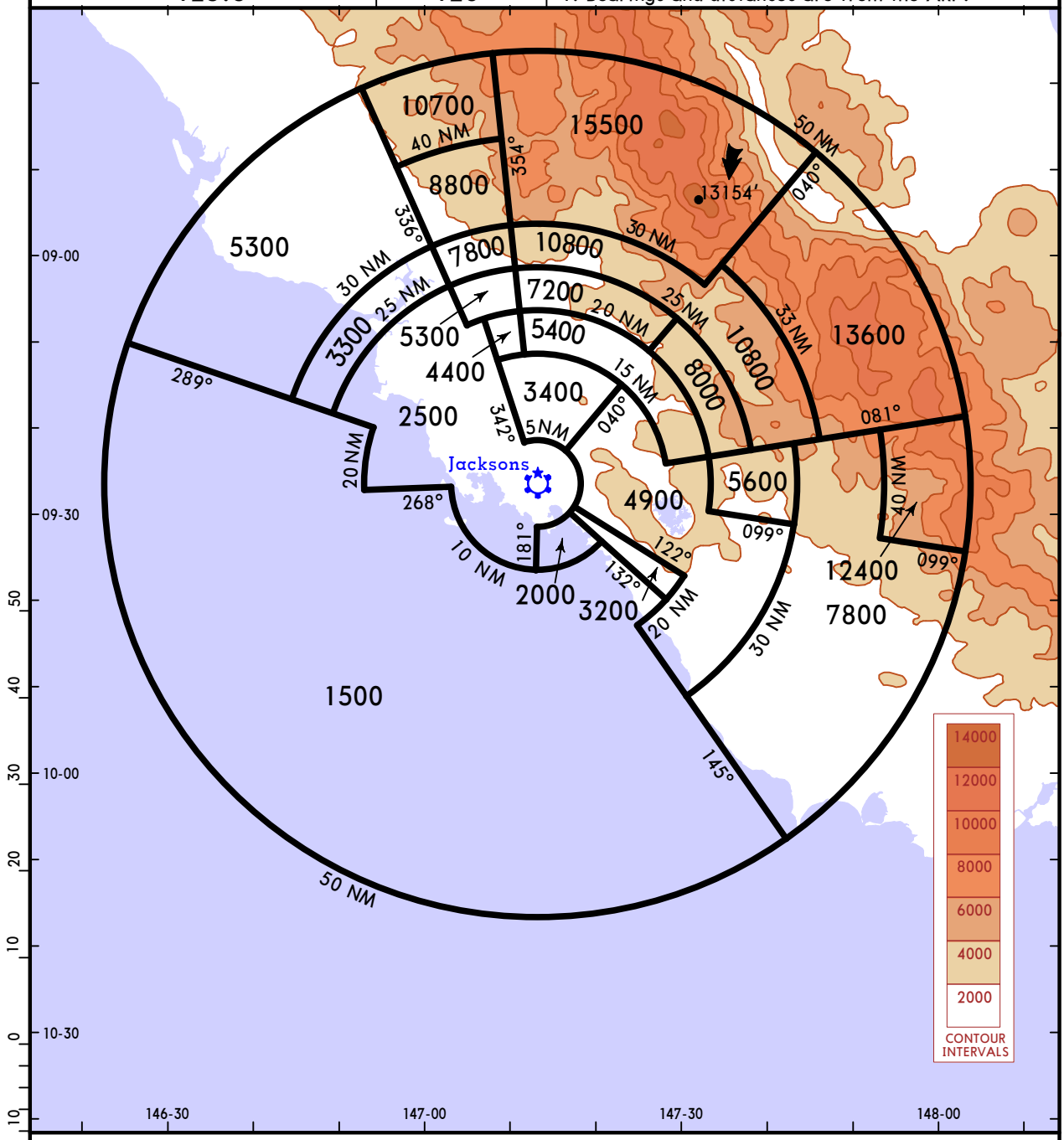
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AYPY/POM
JACKSONS

JEPPESEN
4 DEC 15 (10-1R)

PORT MORESBY, PNG
RADAR MINIMUM ALTITUDES

*JACKSONS Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL 210 Trans alt: 20000'
125.8	126'	1. Bearings and distances are from the ARP.



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

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

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

CHANGES: Altitude.

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DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR A

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

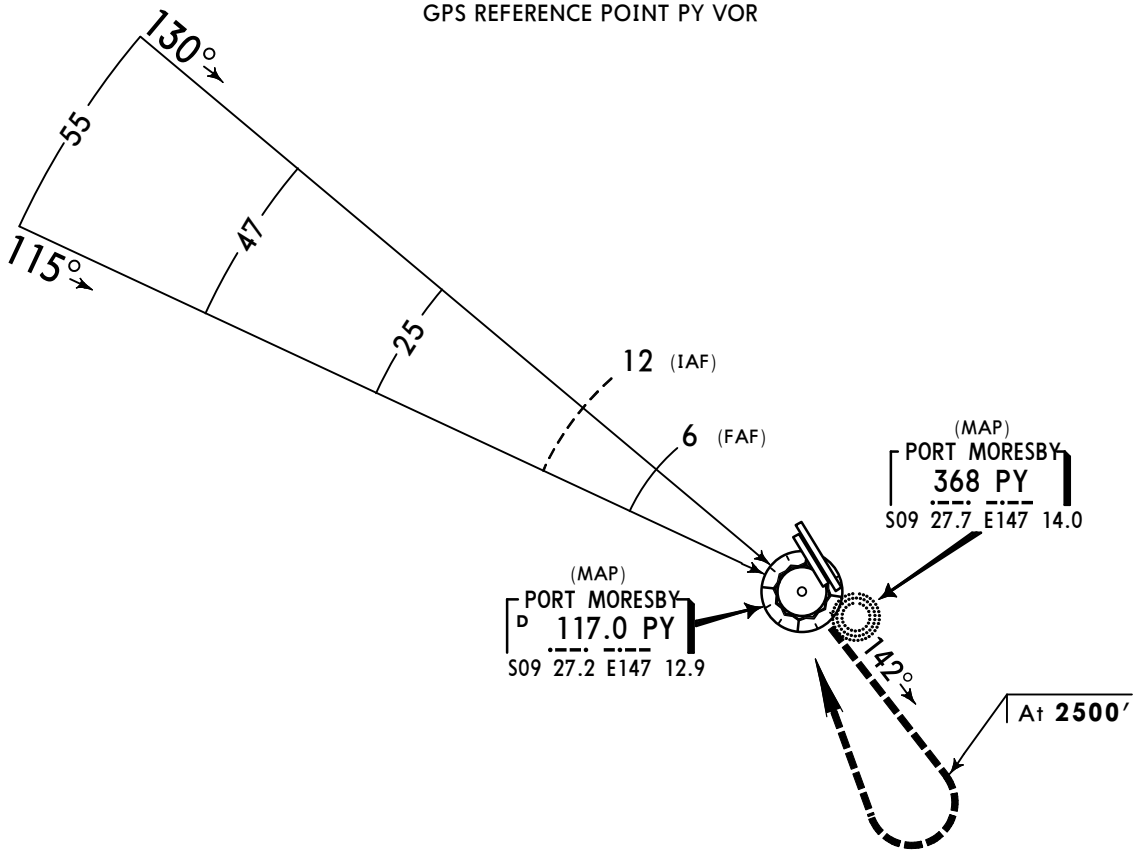
Alt Set: hPa
Apt Elev: 5 hPa

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

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

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2A)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR B

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

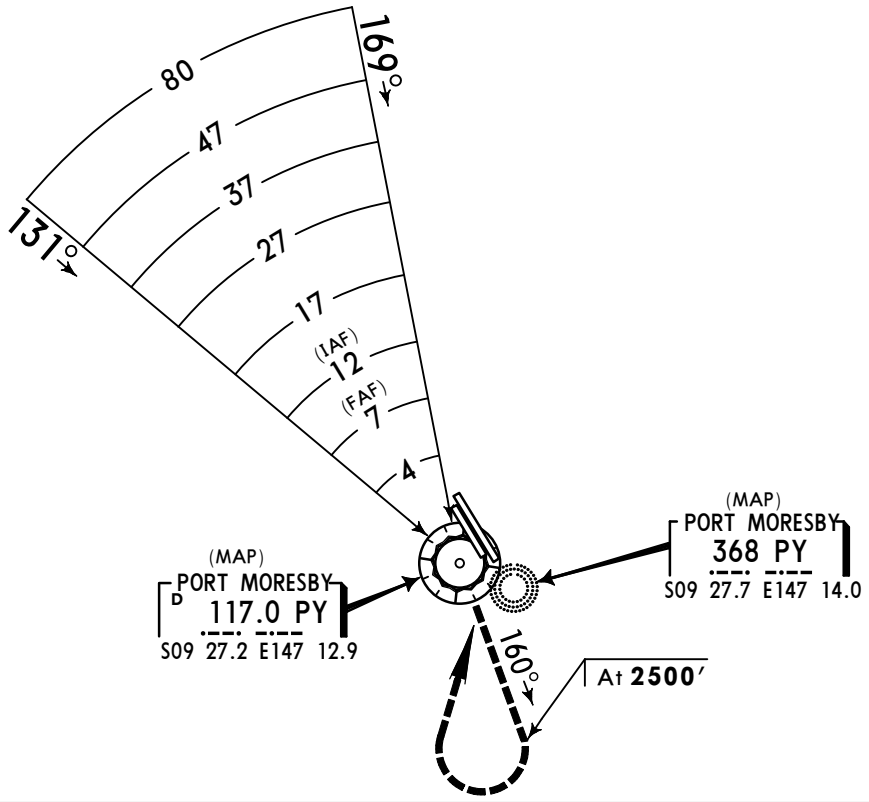
Trans level: FL 210
Trans alt: 20000′ (19874′)

15300′

LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR B

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



AFTER PASSING:	80	47	37	27	17	12	7	4
DESCEND TO:	16000′	13000′	10000′	8000′	4400′	3400′	2500′	MDA

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

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

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

MAP at VOR or NDB							

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2B)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR C

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

Alt Set: hPa
Apt Elev: 5 hPa

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

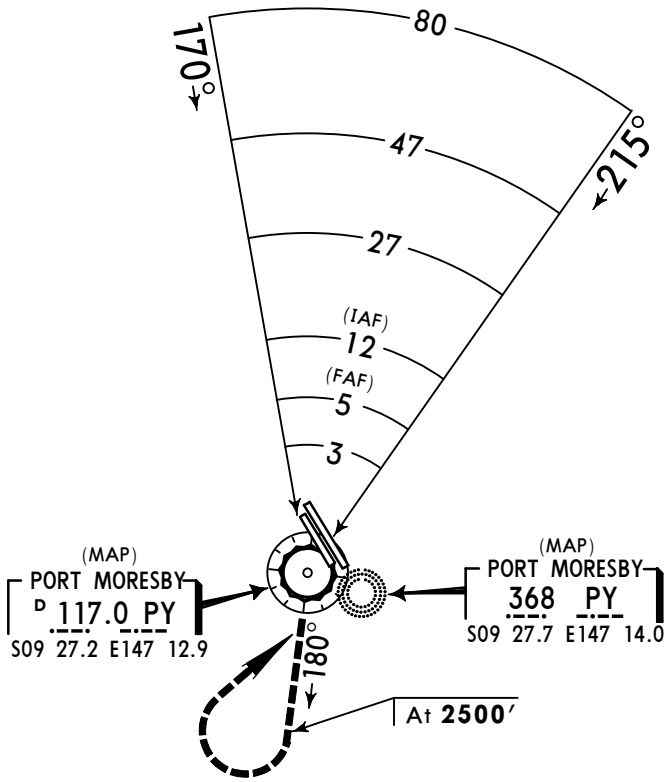
15300′

LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR C

VOR 117.0 PY
NDB 368 PY
Apt. Elev **126′**

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

A	2400m
B	
C	[1] 4000m
D	[1] 5000m

							[1] Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR or NDB							

PANS OPS

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2C)

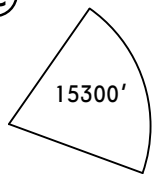
DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR D

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

Alt Set: hPa
Apt Elev: 5 hPa

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

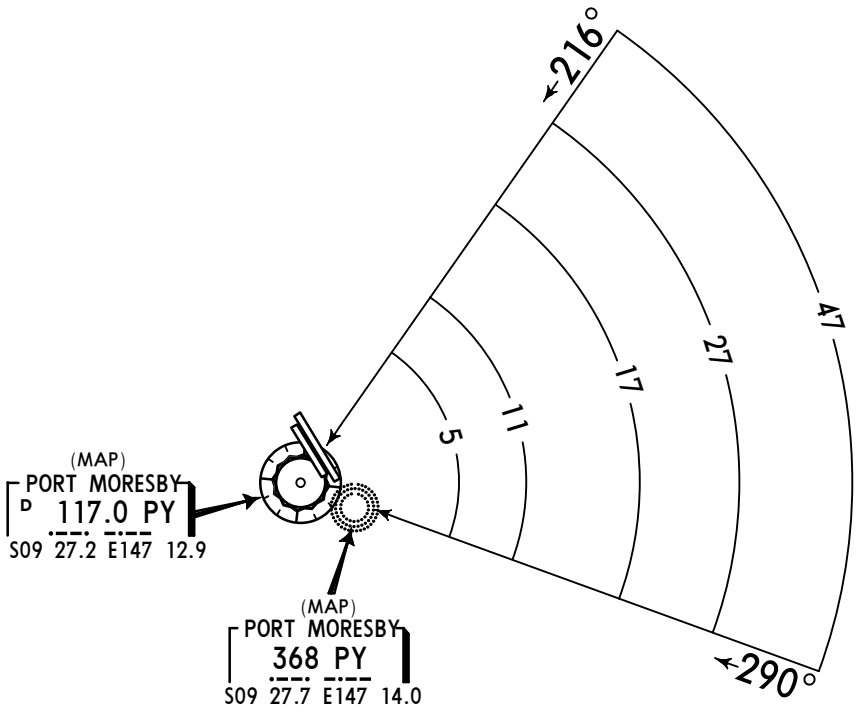


LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR D

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT). (DESCENT BELOW DME STEPS IS AVAILABLE UNDER RADAR VECTORING, WITHIN AYPY TMA, IN ACCORDANCE WITH AYPY RTCC AND AIR TRAFFIC SEPARATION CRITERIA.)
GPS REFERENCE POINT PY VOR

NOT TO SCALE



5	11	17	27	47	AFTER PASSING:
MDA 4100′	4900′	5400′	8000′	15300′	DESCEND TO:

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

LANDING

MDA(H) 4100′ (3974′)

A	4000m
B	
C	1 5000m
D	

PANS OPS

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2D)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
SECTOR E

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

Alt Set: hPa
Apt Elev: 5 hPa

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

12400′

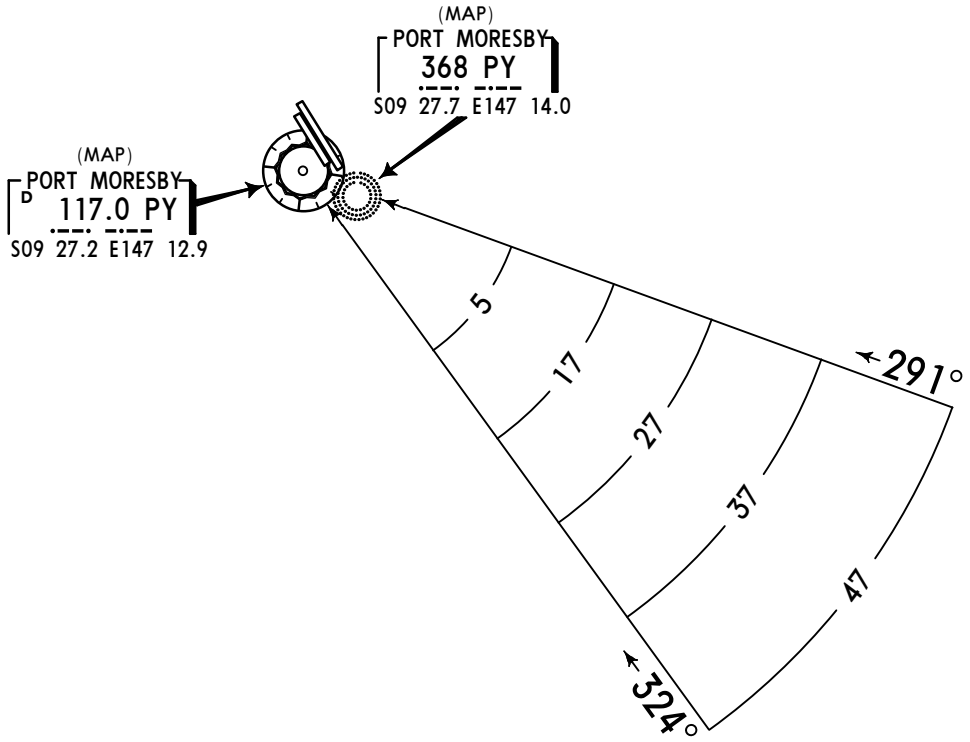
LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR E

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB

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

GPS REFERENCE POINT PY VOR



NOT TO SCALE

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

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

LANDING

MDA(H) 4100′ (3974′)

A	4000m
B	
C	1 5000m
D	

PANS OPS

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

CHANGES: Communications.

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JEPPESEN 20 NOV 15 (10-2E)

DME or GPS ARRIVAL

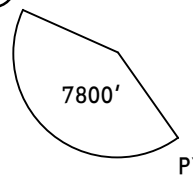
PORT MORESBY, PNG
JACKSONS
SECTOR F

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

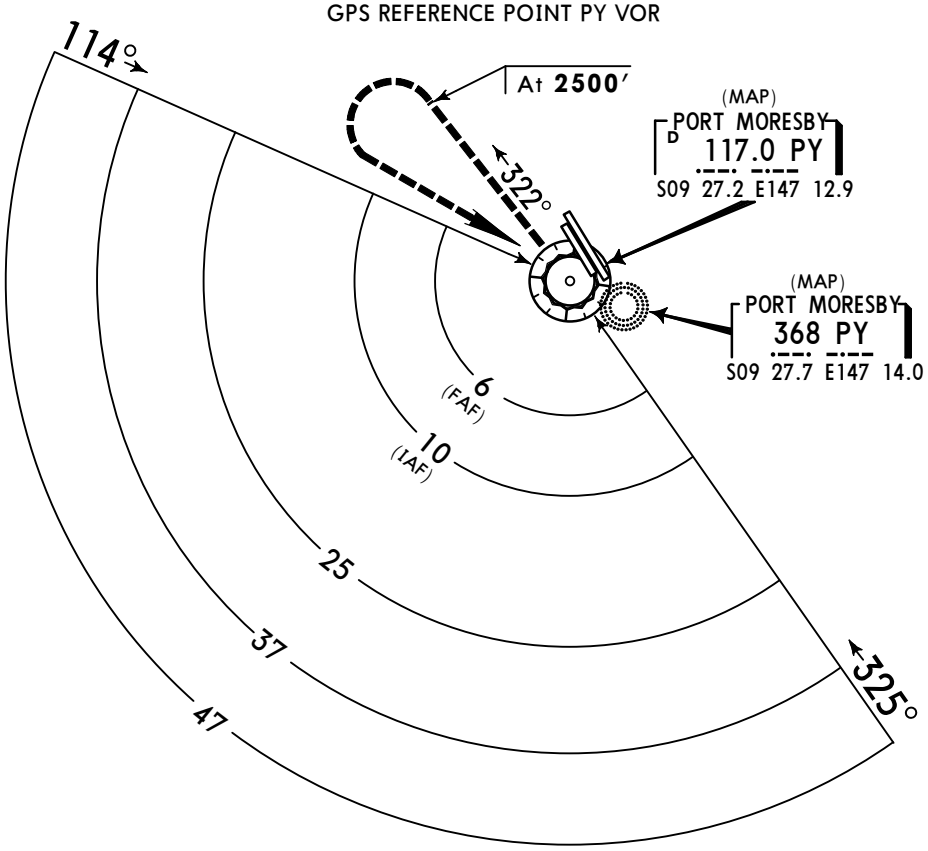
Alt Set: hPa
Apt Elev: 5 hPa

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



LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR F

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES
Use PY DME or IFR GPS and PY VOR or PY NDB
(IF HOLDING IS NECESSARY BELOW 8000′, MAX IAS FOR PATTERN ENTRY AND HOLDING 210 KT)
GPS REFERENCE POINT PY VOR



NOT TO SCALE

AFTER PASSING:	47	37	25	10	6
DESCEND TO:	8000′	6000′	2400′	2200′	MDA

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

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

A	2400m
B	
C	1 4000m
D	1 5000m

PANS OPS

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

CHANGES: Communications.

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JEPPESEN JeppView 3.6.2.0

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
ASTROLABE ARRIVAL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

Trans level: FL210
Trans alt: 20000′ (19874′)

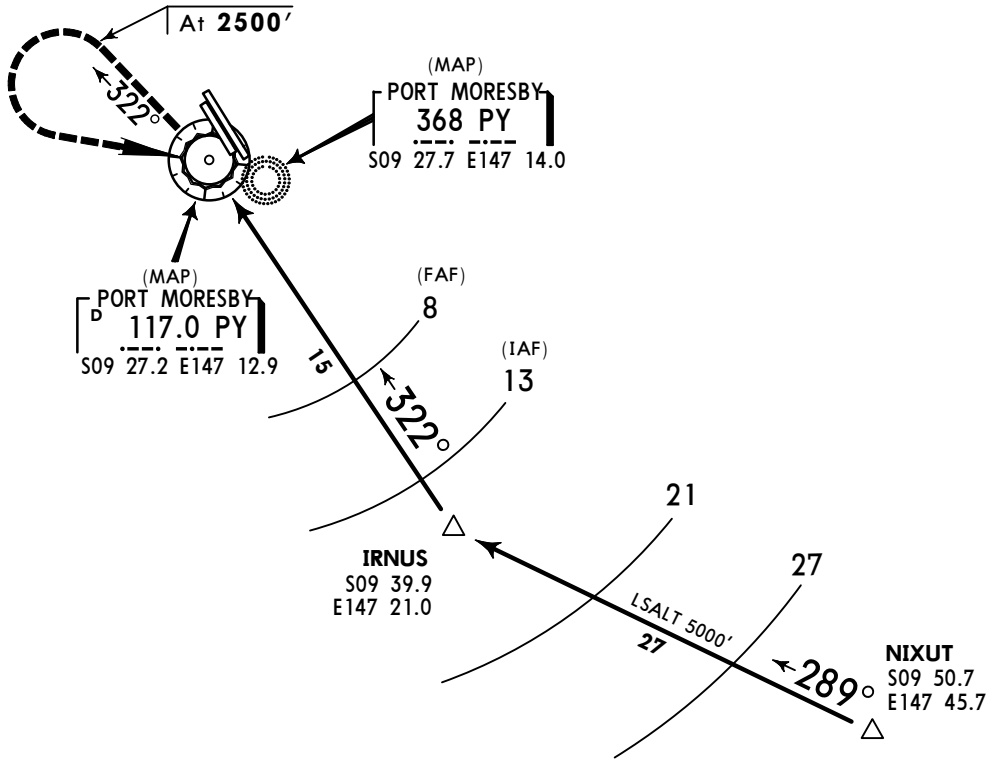
DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

MAP at VOR or NDB							

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

CHANGES: REEF, WELCH waypoints replaced by IRNUS, NIXUT.

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JEPPESEN JeppView 3.6.2.0

DME or GPS ARRIVAL

PORT MORESBY, PNG

JACKSONS

HIRI ARRIVAL

VOR 117.0 PY

Apt. Elev 126′

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

Alt Set: hPa
Apt Elev: 5 hPa

Trans level: FL210
Trans alt: 20000′ (19874′)

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

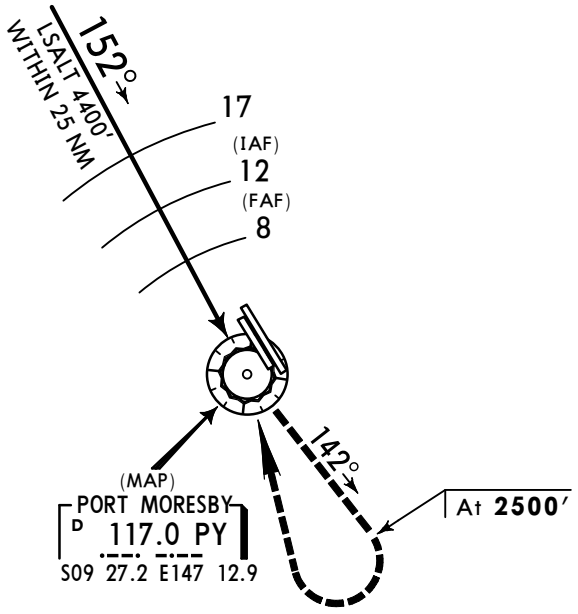
152° to PY VOR

Use PY DME or IFR GPS and PY VOR

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

MDA(H)

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

A	2400m
B	
C	1 4000m
D	1 5000m

							1 Max IAS 180 KT inbound to PY from any designated IAF.
MAP at VOR							

PANS OPS

CHANGES: None.

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JEPPESEN 21 APR 17 (10-2H)

DME or GPS ARRIVAL

PORT MORESBY, PNG
JACKSONS
KOKODA ARRIVAL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 117′

ATIS	128.0
JACKSONS Approach (R)	125.8
MORESBY Control	123.4
JACKSONS Tower	118.1
Ground	121.7
Alt Set: hPa	Trans level: FL210
Apt Elev: 4 hPa	Trans alt: 20000′ (19883′)

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

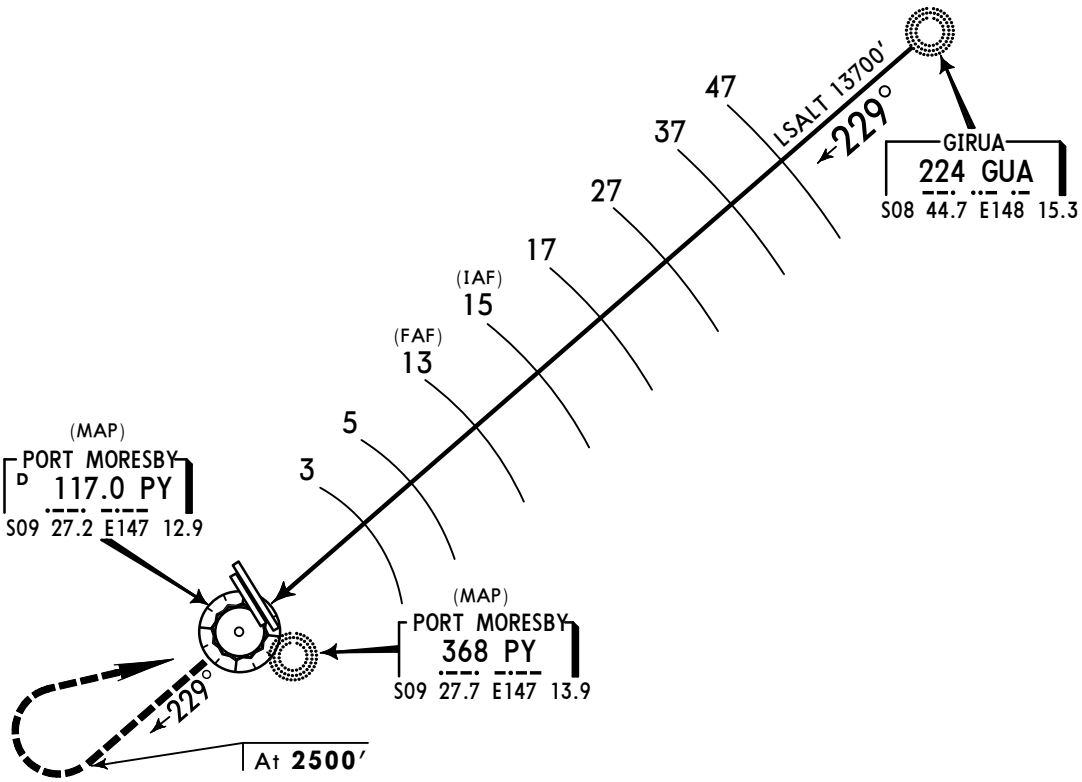
229° GUA NDB to PY VOR/NDB

Use PY DME or IFR GPS and PY VOR

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

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

CHANGES: Chart sequence (KUBUNA DME OR GPS ARRIVAL canceled).

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AYPY/POM
JACKSONS

JEPPESEN
19 MAY 17 (10-2K)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

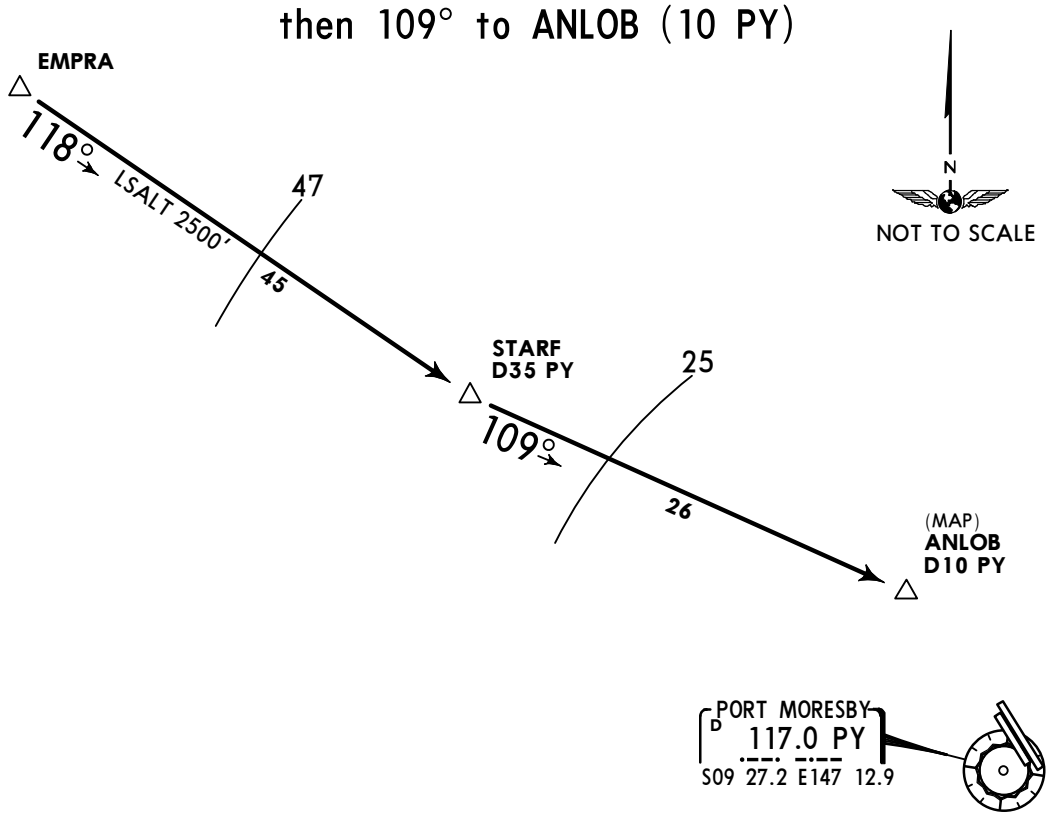
DME				
PY **(117.0)**	Final Apch Crs Refer to Plan View	No FAF	MDA(H) **2500′** (2371′)	Apt Elev 129′

MISSED APCH: Not applicable. EXPECT further descent via SAKTO Arrival or standard instrument approach.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

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



AFTER PASSING:	47	25
DESCEND TO:	6000′	MDA 2500′

MAP at 10 NM PY							

1 MAX 180 KT inbound to PY from any designated IAF.

LANDING

MDA(H) 2500′ (2371′)

PANS OPS

A B	3800m
C D	1 5000m

CHANGES: Missed approach, airport elevation.

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AYPY/POM
JACKSONS

JEPPESEN 19 MAY 17 (10-2L)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

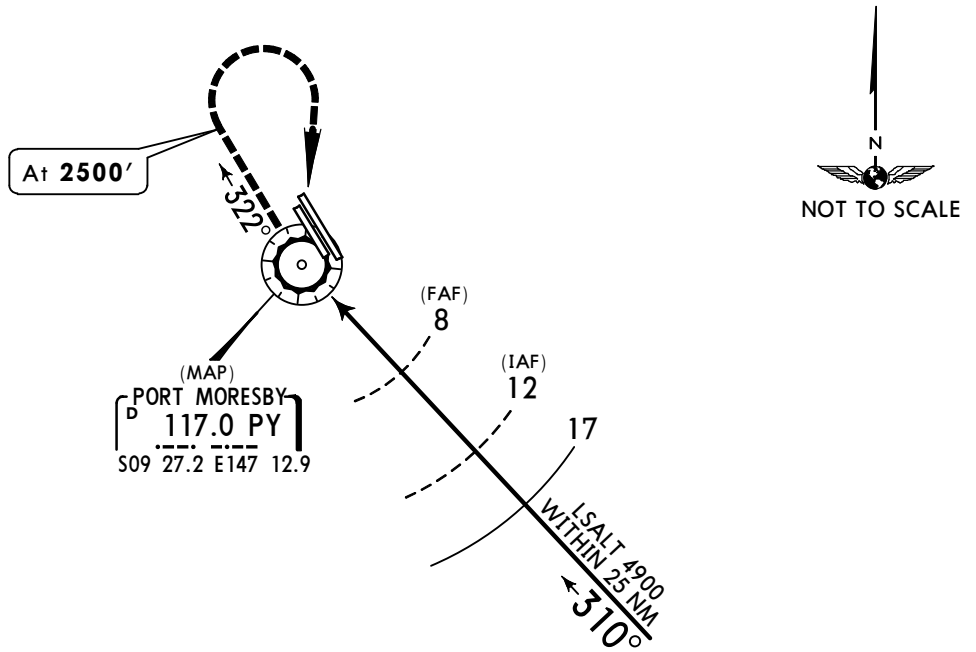
DME PY (117.0)	Final Apch Crs 310°	No FAF	MDA(H) Refer to minimums	Apt Elev 129′

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

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

MAGI ARRIVAL
310° to PY VOR



	8	12	17	AFTER PASSING:
	MDA	3200′	4900′	DESCEND TO:

								[1] MAX 180 KT inbound to PY from any designated IAF.
MAP at VOR								

2500′ on 322°

LANDING
MDA(H) A, B: 1500′ (1371′)
C: 1600′ (1471′)
D: 1850′ (1721′)

PANS OPS

A	2400m
B	
C	[1] 4000m
D	[1] 5000m

CHANGES: Airport elevation.

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AYPY/POM JACKSONS

JEPPESEN 29 DEC 17 (10-2M)

PORT MORESBY, PNG

DME OR GPS ARRIVAL

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

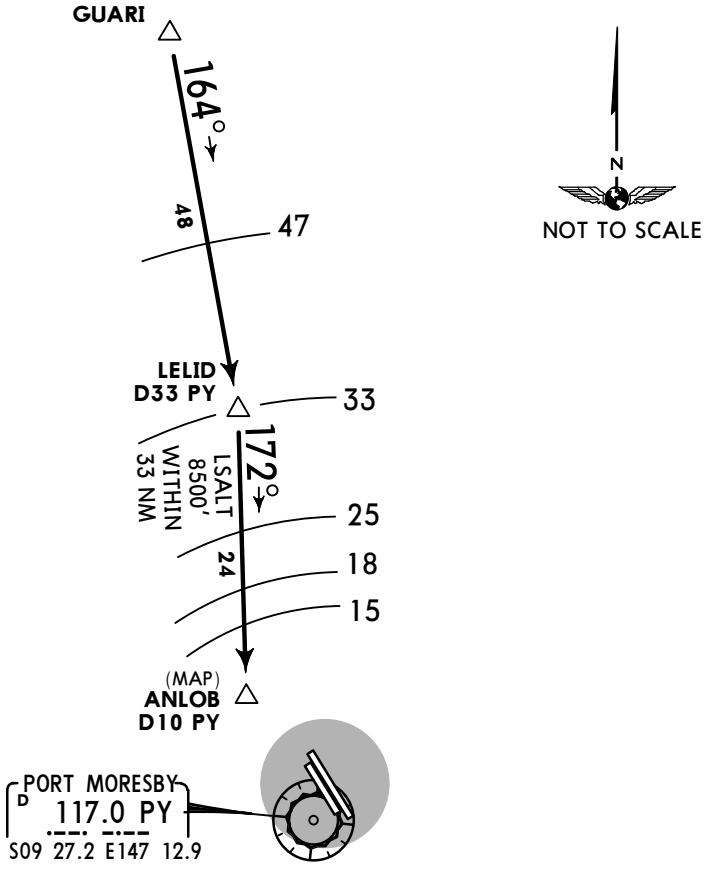
DME	Final		MDA(H)	
PY (117.0)	Apch Crs Refer to Plan View	No FAF	**2500′** (2371′)	Apt Elev. 129′

MISSED APCH: Not applicable. EXPECT further descent via SAKTO Arrival or standard instrument approach.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

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



AFTER PASSING:	47	33	25	18	15
DESCEND TO:	13000′	10000′	8000′	4400′	MDA 2500′

MAP at 10 NM PY							

1 MAX 180 KT inbound to PY from any designated IAF.

LANDING

MDA(H) **2500′** (2371′)

PANS OPS

A B	3800m
C D	1 5000m

CHANGES: None.

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AYPY/POM
JACKSONS

JEPPESEN
29 DEC 17 (10-2N)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

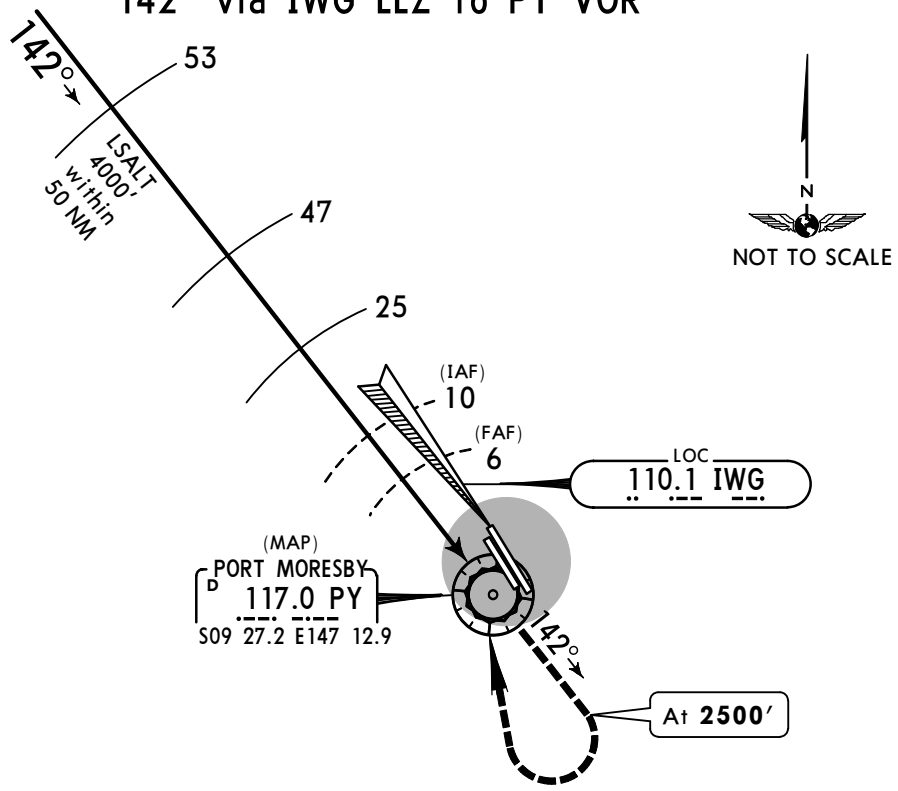
DME PY	Final Apch Crs	No FAF	MDA(H) Refer to minimums	Apt Elev 129′
(117.0)	**142°**			

MISSED APCH: Climb on 142° from PY VOR to 2500′ before RIGHT turn, direct to PY VOR, on climb to 4000′.

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

SAKTO ARRIVAL
142° via IWG LLZ to PY VOR



AFTER PASSING:	53	47	25	6
DESCEND TO:	10000′	6000′	2500′	MDA

MAP at VOR								

[1] MAX 180 KT inbound to PY from any designated IAF.

2500′ on 142°

LANDING
MDA(H) A, B: 1500′ (1371′)
C: 1600′ (1471′)
D: 1850′ (1721′)

PANS OPS

A	2400m
B	
C	[1] 4000m
D	[1] 5000m

CHANGES: Reissued.

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AYPY/POM
JACKSONS

JEPPESEN
19 MAY 17 (10-2P)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

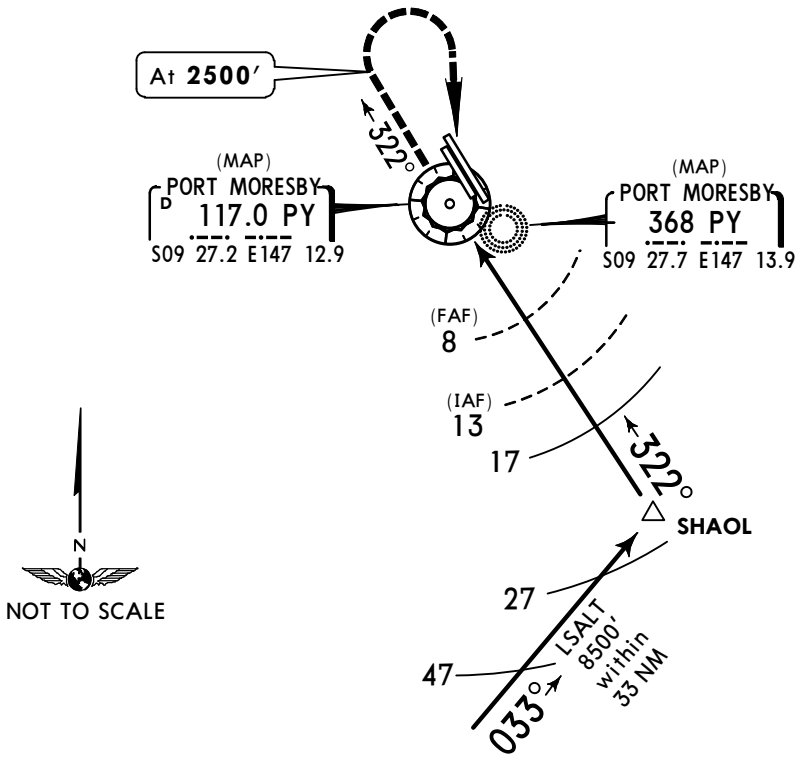
DME PY (117.0)	Final Apch Crs 322°	No FAF	MDA(H) Refer to minimums	Apt Elev 129′

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

Alt Set: hPa Apt Elev: 5 hPa Trans level: FL210 Trans alt: 20000′

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

TAVAI INTERCEPT
033° to SHAOL then 322° to PY VOR/NDB



	8	13	17	27	47	AFTER PASSING:
MDA	2200′	3200′	5000′	6000′		DESCEND TO:

MAP at VOR or NDB								

1 MAX 180 KT inbound to PY from any designated IAF.

2500′ on 322°

LANDING
MDA(H) A, B: 1500′ (1371′)
C: 1600′ (1471′)
D: 1850′ (1721′)

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

CHANGES: Chart reindexed, airport elevation.

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JEPPESEN 22 DEC 00 (10-3)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

NDB 368 PY

Apt. Elev **126′**

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

Trans level: FL 210
Trans alt: 20000′ *(19874′)*

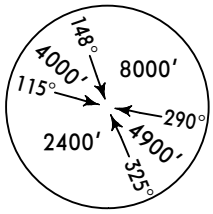
Applicable to Route

LSALT PY VOR or PY NDB

SECTOR A

Use PY DME or GPS and PY VOR or PY NDB

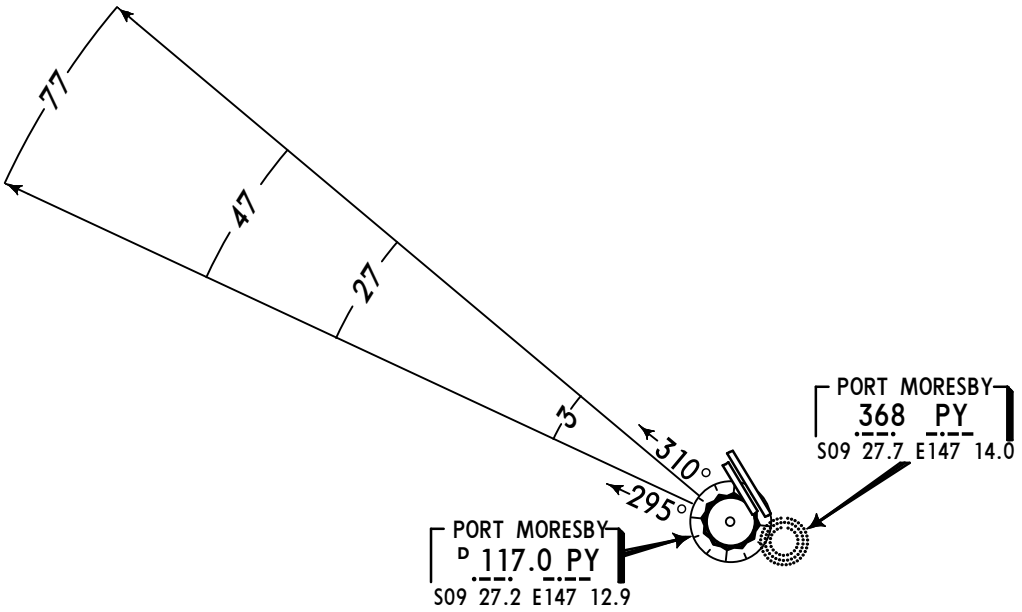
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



77	47	27	3	BEFORE REACHING:
16000′	10000′	6000′	2500′	CLIMB TO:

CHANGES: New procedure.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

*ATIS 117.0 128.0
*JACKSONS Ground 121.7
*Tower 118.1

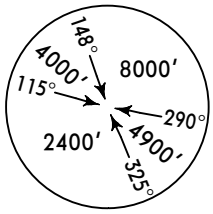
Alt Set: hPa (IN on req)
Apt Elev: 5 hPa
Trans level: FL 210
Trans alt: 20000′ (19874′)

Applicable to Route

LSALT PY VOR or PY NDB

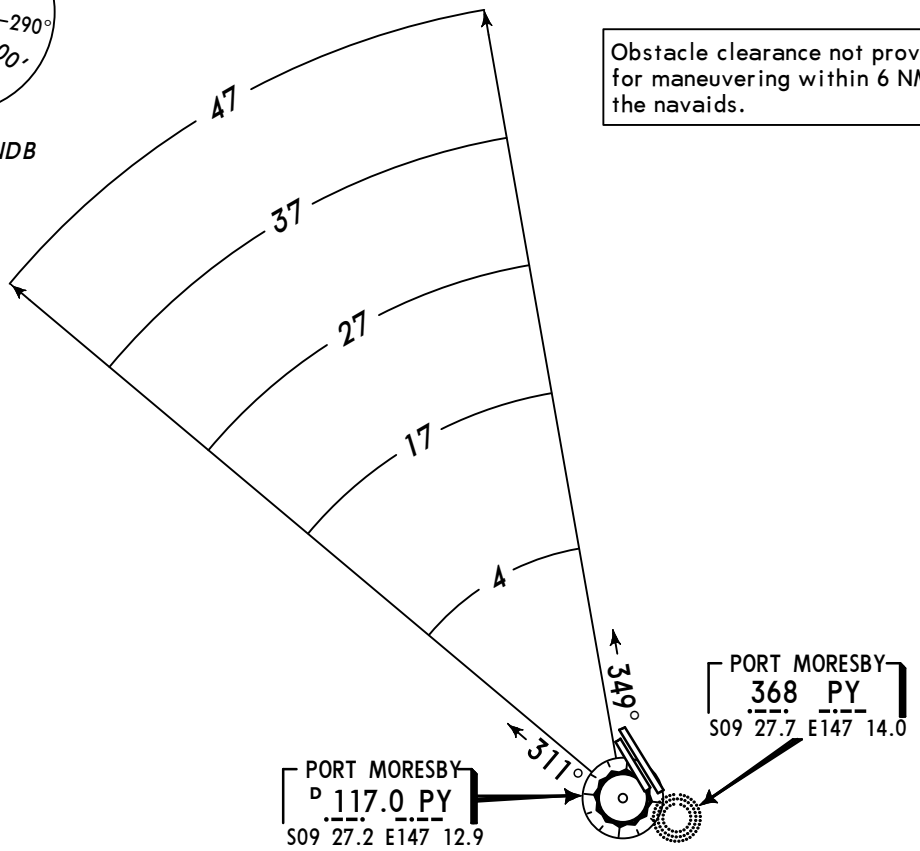
SECTOR B

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



MSA
PY VOR/NDB

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



NOT TO SCALE

47	37	27	17	4	BEFORE REACHING:
16000′	13000′	10000′	6000′	2800′	CLIMB TO:

CHANGES: New procedure.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

Trans level: FL 210
Trans alt: 20000′ *(19874′)*

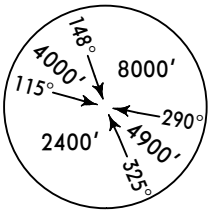
Applicable to Route

LSALT
PY VOR or PY NDB

VOR 117.0 PY
NDB 368 PY
Apt. Elev **126′**

SECTOR C

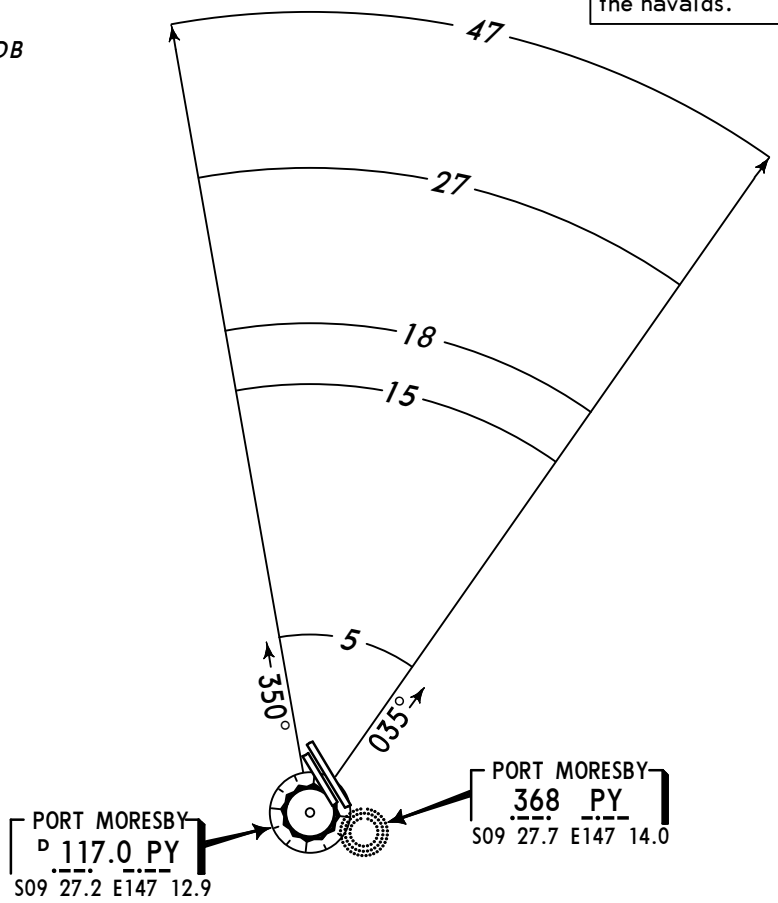
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



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

CHANGES: Crossing altitude.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

Trans level: FL 210
Trans alt: 20000′ *(19874′)*

Applicable to Route

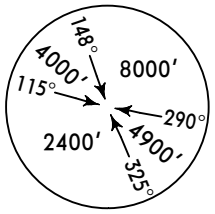
LSALT
PY VOR or PY NDB

VOR 117.0 PY
NDB 368 PY
Apt. Elev **126′**

NOT TO SCALE

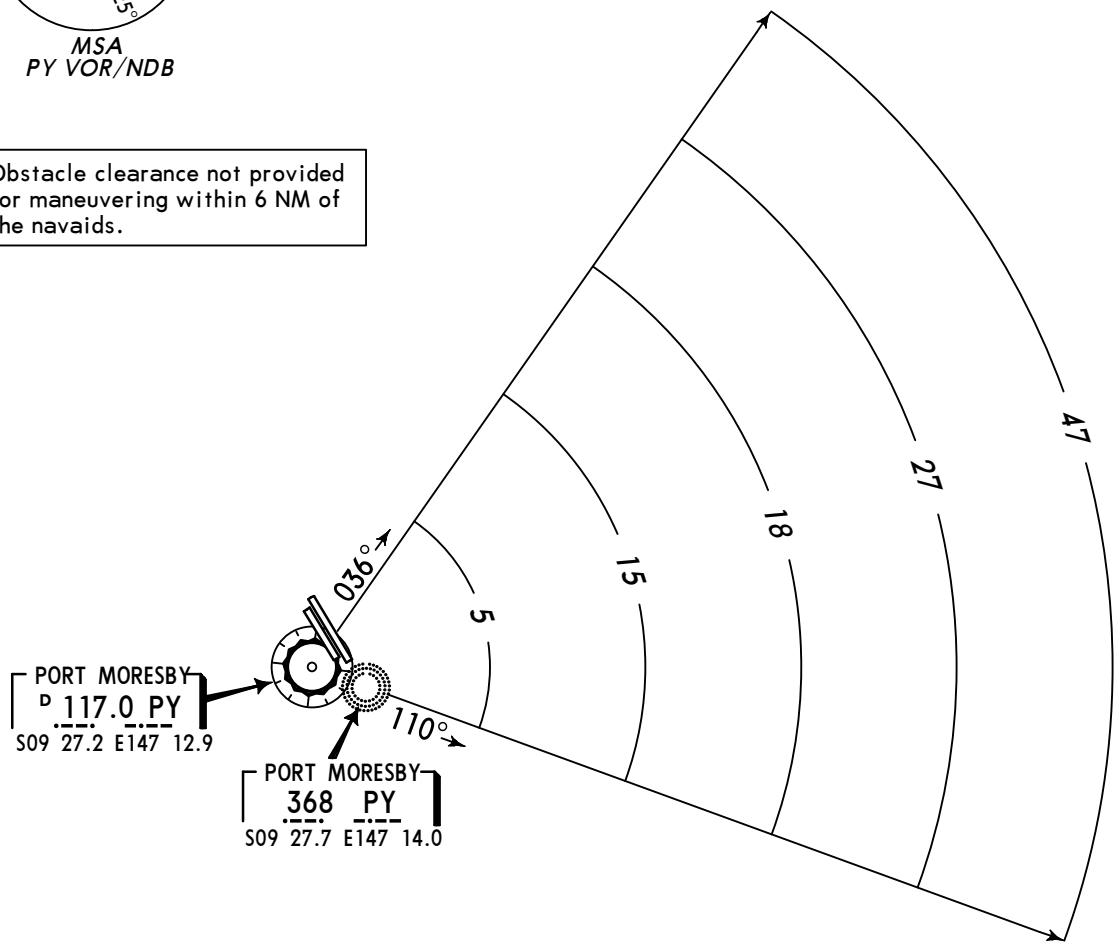
SECTOR D

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



MSA
PY VOR/NDB

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



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

CHANGES: Crossing altitude.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

*ATIS 117.0 128.0
*JACKSONS Ground 121.7
*Tower 118.1

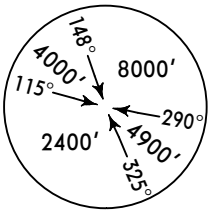
Alt Set: hPa (IN on req)
Apt Elev: 5 hPa
Trans level: FL 210
Trans alt: 20000′ (19874′)

Applicable to Route

LSALT PY VOR or PY NDB

SECTOR E

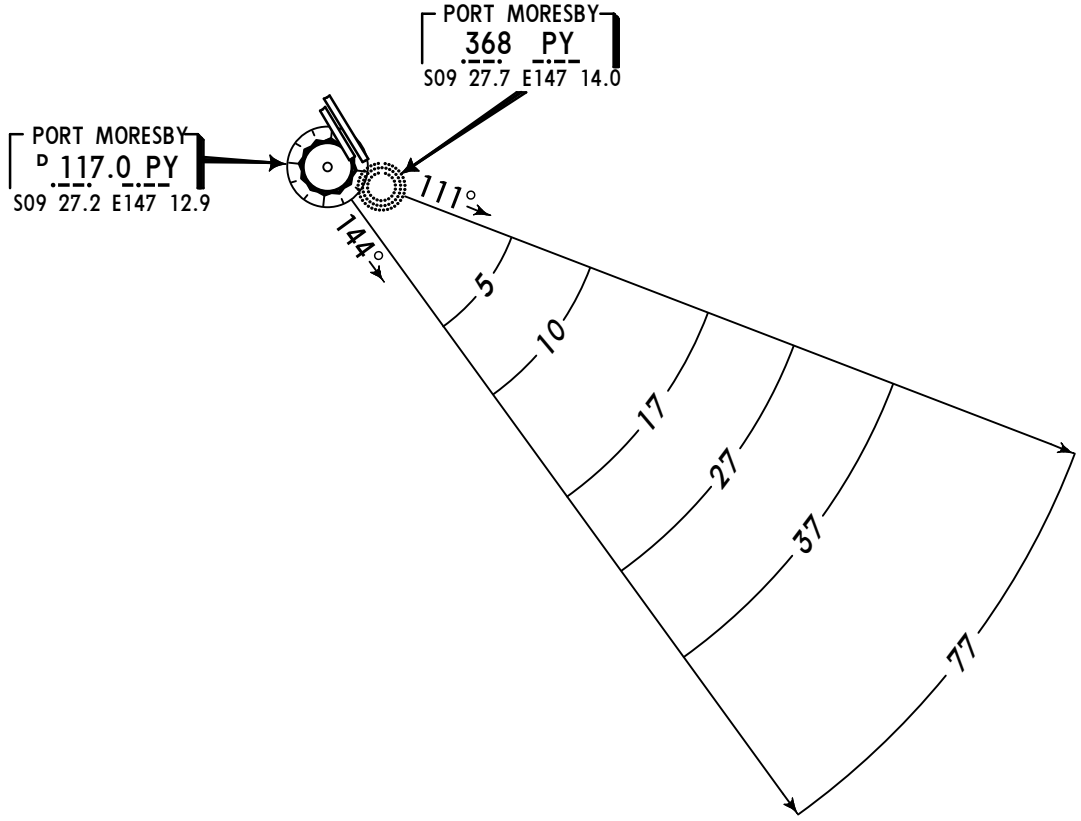
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



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

CHANGES: Crossing altitudes, distances.

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JEPPESEN 16 FEB 01 (10-3E)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

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

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

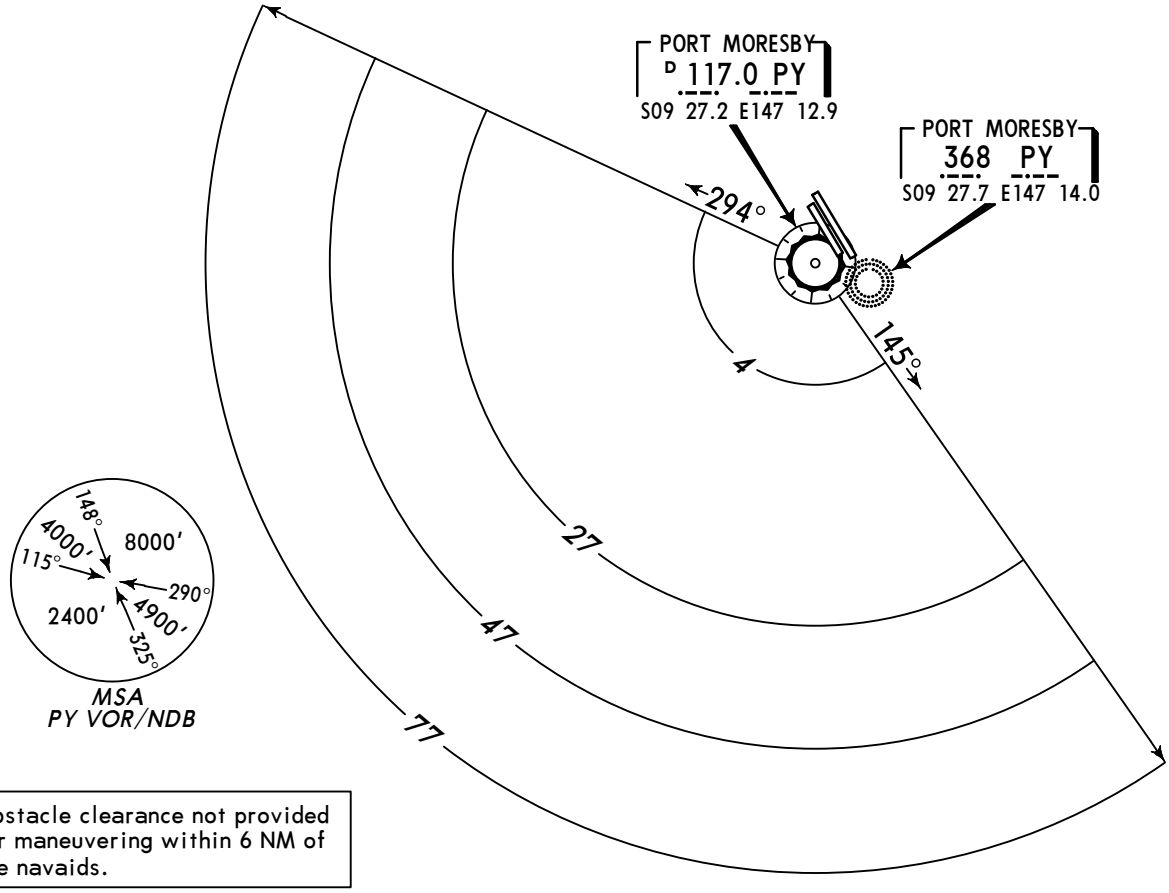
Applicable to Route

LSALT PY VOR or PY NDB

NOT TO SCALE

SECTOR F

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



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

77	47	27	4	BEFORE REACHING:
16000′	10000′	6000′	2500′	CLIMB TO:

CHANGES: See other side.

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JEPPESEN 21 APR 17 (10-3F)

DME or GPS DEPARTURE

PORT MORESBY, PNG
JACKSONS INTL

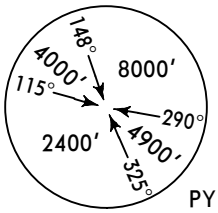
VOR 117.0 PY
NDB 368 PY
Apt. Elev 117′

Ground 121.7

JACKSONS Tower 118.1

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

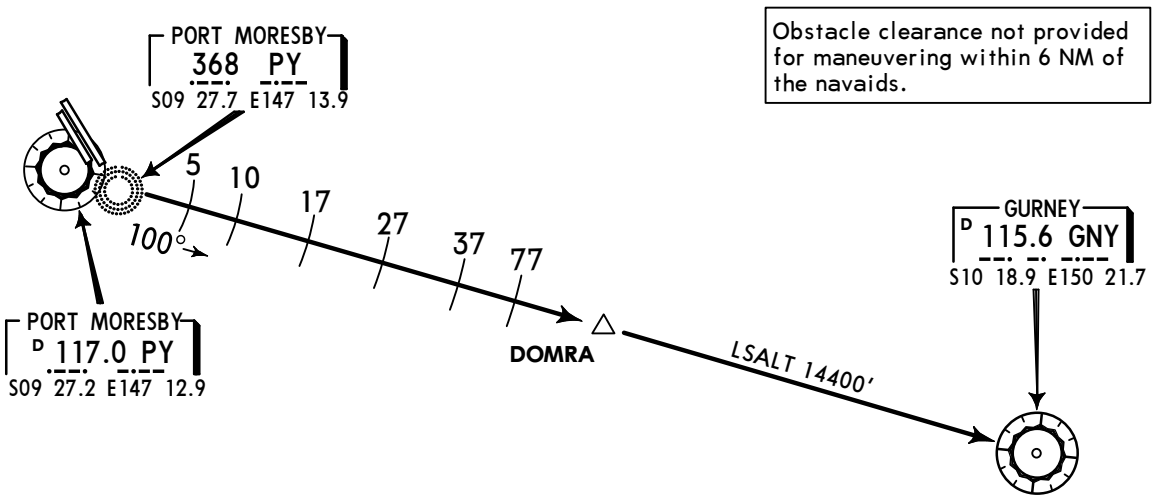
Trans level: FL 210
Trans alt: 20000′ (19883′)



MSA
PY VOR/NDB

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

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



NOT TO SCALE

BEFORE REACHING:	5	10	17	27	37	77
CLIMB TO:	4100′	4900′	8000′	13000′	15000′	16000′

PANS OPS

CHANGES: Bearings, airport elevation, GNY NDB decomissioned.

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JEPPESEN 21 APR 17 (10-3G)

DME or GPS DEPARTURE

PORT MORESBY, PNG
JACKSONS INTL

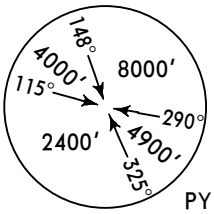
VOR 117.0 PY
NDB 368 PY
Apt. Elev 117′

Ground 121.7

JACKSONS Tower 118.1

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

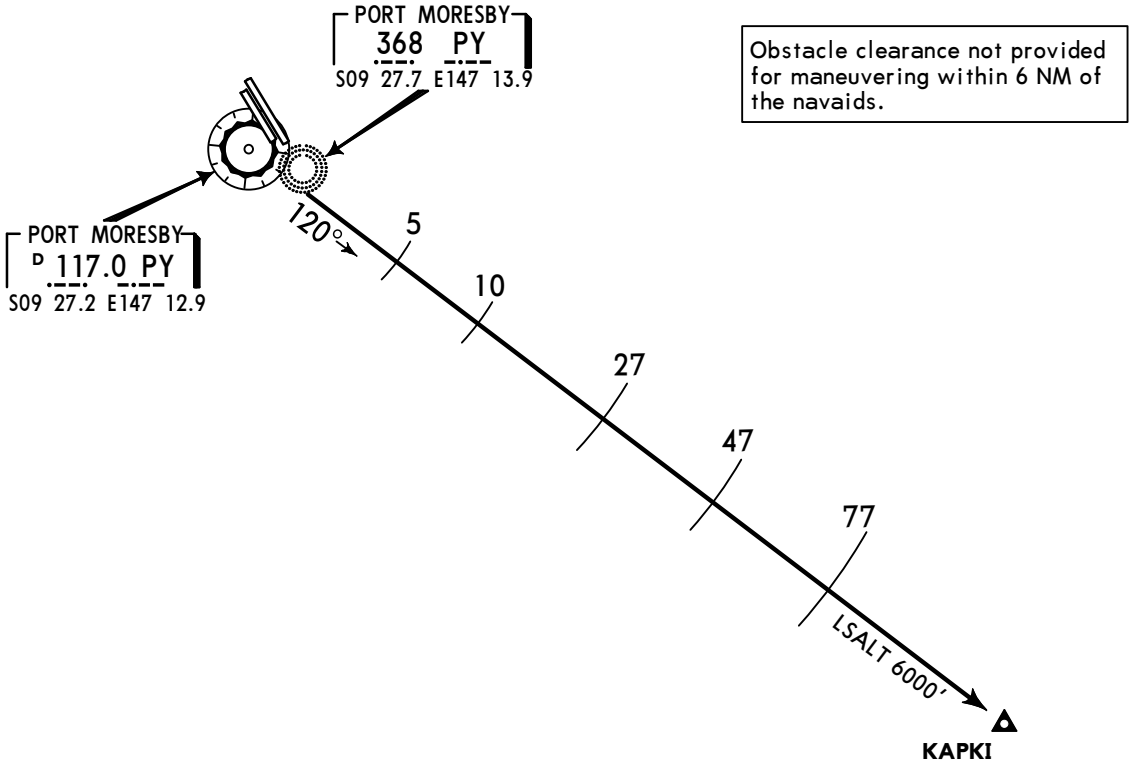
Trans level: FL 210
Trans alt: 20000′ (19883′)



MSA
PY VOR/NDB

ASTROLABE 2 DEPARTURE
120° from PY VOR or PY NDB to KAPKI

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



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

NOT TO SCALE

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

PANS OPS

CHANGES: KAPKI (KAP) waypoint renamed KAPKI, airport elevation.

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JEPPESEN 21 APR 17 (10-3H)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

Apt. Elev 126′

*ATIS 117.0 128.0

*JACKSONS Ground 121.7

*Tower 118.1

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

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

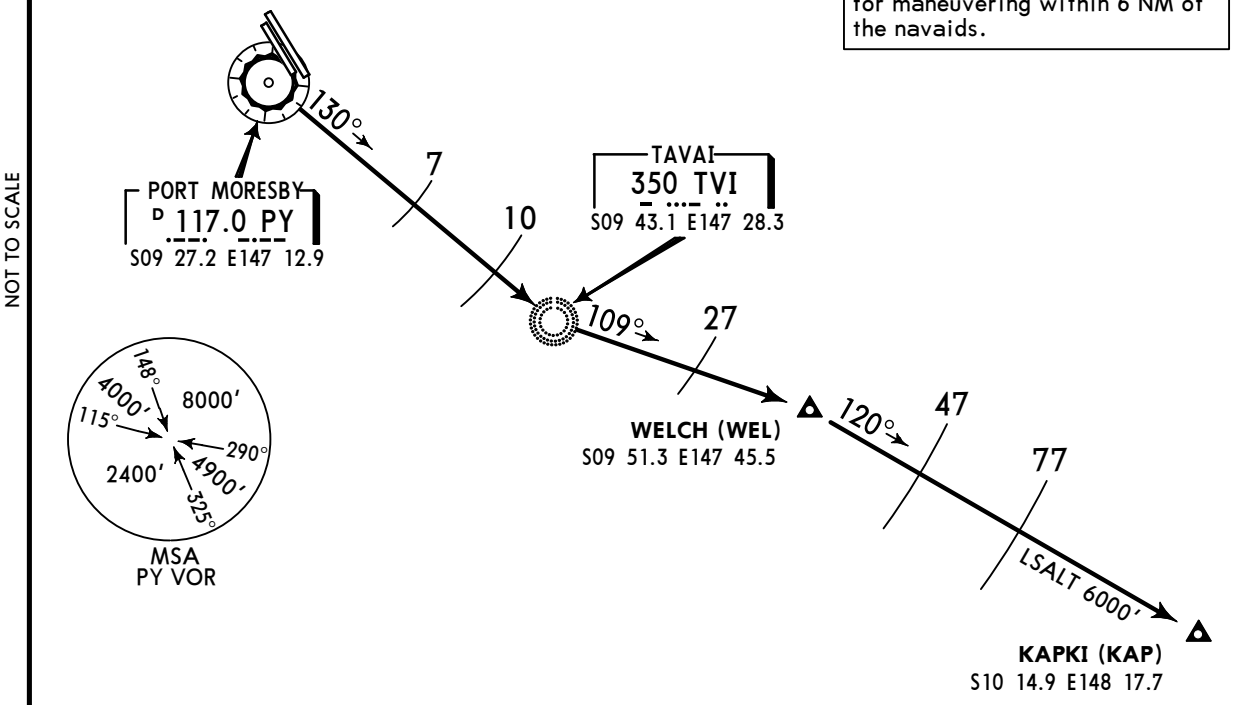
ASTROLABE 3 DEPARTURE
130° from PY VOR to TVI Lctr, then 109° to WELCH (WEL), then 120° to KAPKI (KAP)

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

GPS REFERENCE POINT PY VOR

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

NOT TO SCALE



BEFORE REACHING:	7	10	27	47	77
CLIMB TO:	4700′	4900′	6000′	12000′	16000′

CHANGES: None.

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JEPPESEN 21 APR 17 (10-3J)

DME or GPS DEPARTURE

PORT MORESBY, PNG

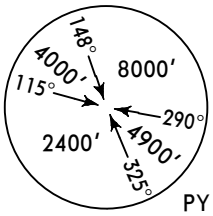
JACKSONS INTL

Ground 121.7

JACKSONS Tower 118.1

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

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



MSA
PY VOR/NDB

VOR 117.0 PY

Apt. Elev 117′

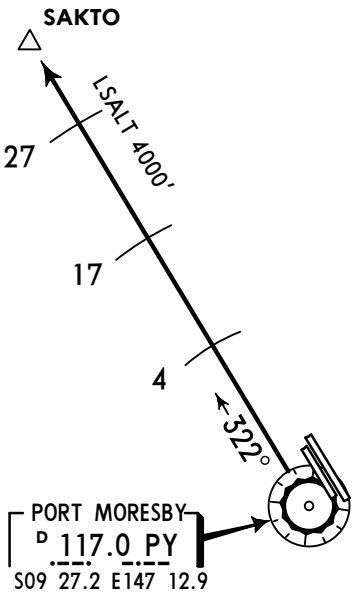
GALLEY DEPARTURE
322° from PY VOR to SAKTO

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

GPS REFERENCE POINT PY VOR

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

NOT TO SCALE



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

CHANGES: KUB NDB replaced by SAKTO waypoint, airport elevation.

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DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

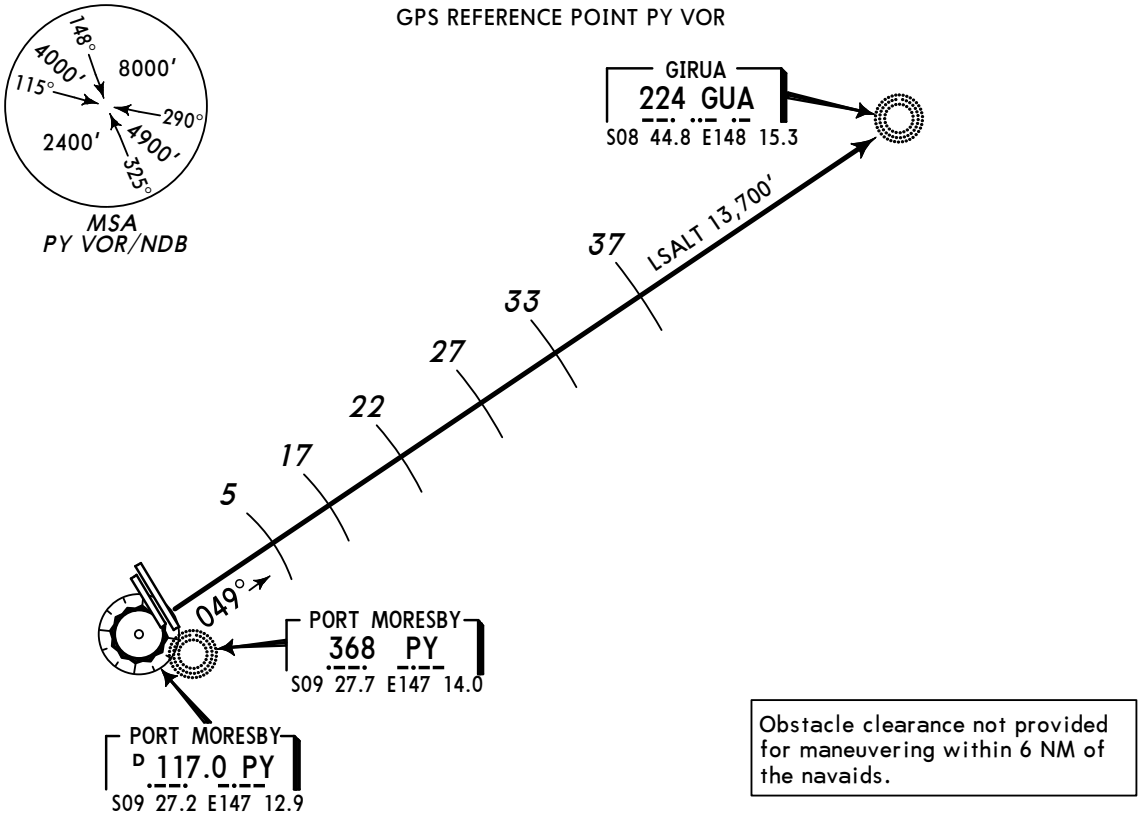
VOR 117.0 PY
NDB 368 PY
Apt. Elev 126′

*ATIS 117.0 128.0
*JACKSONS Ground 121.7
*Tower 118.1

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

KOKODA DEPARTURE
049° from PY VOR or PY NDB to GUA NDB

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



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

BEFORE REACHING:	5	17	22	27	33	37
CLIMB TO:	4100′	8000′	10800′	13000′	13700′	15000′

CHANGES: Resequenced.

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NOISE ABATEMENT PROCEDURES

STANDARD: LT minus **10 HOURS** = UTC

APPLICATION

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

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

a. In conditions of low cloud, thunderstorms and/or poor visibility;

b. For runway conditions that are completely dry:

   1. When the crosswind component, including gusts, exceeds 15 kts.

   2. When the downwind component, including gusts, exceeds 5 kts.

c. For runway conditions that are not completely dry:

   1. When the crosswind component, including gusts, exceeds 10 kts.

   2. When there is any downwind component, including gusts.

d. When wind shear has been reported.

e. When, in the opinion of the pilot-in-command, safety would be prejudiced by runway conditions or any other operational consideration.

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

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

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

PREFERRED RUNWAYS

Take-off - Runway 14L or 14R.

Landing - Runway 32L or 32R.

PREFERRED FLIGHT PATHS

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

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NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

INSTRUMENT AND CIRCUIT TRAINING

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

2100 - 2300 UTC, and

0100 - 0400 UTC Monday to Saturday inclusive.

Training flight details are to be submitted by telephone to:

During radar hours - 3244822/3244832

Outside radar hours - 3244827

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

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

Circuit aircraft will normally operate as follows:

Runway 14L and 32L - Left hand circuit *

Runway 14R and 32R - Right hand circuit *

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

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PORT MORESBY INTERNATIONAL AIRPORT (PMIA) ASPHALT OVERLAY WORKS
(MOWP 04/18)

WORKS INFORMATION
It is expected that the works will commence on the movement areas in April 2018 and will take approximately six (6) months to complete. Generally, all works on the Runway 14L/32R will be during the night, commencing after the last flight and cleared available for the first flight in the next morning.
Asphalt overlay works on operational movement areas will normally be carried out from Monday to Sunday commencing each evening at 21:00 local hours and terminating at 05:00 hours local time (1100 to 1900 UTC).
Concrete apron parking bays and taxiway Alpha works including other associated works may be undertaken during daylight hours from Monday to Sundays commencing each morning at 05:00 hours local time to 21:00 hours (1900 to 1100 UTC).
The actual timing of the work will be advised at least forty-eight (48) hours in advance by NOTAM prior to commencement of works.

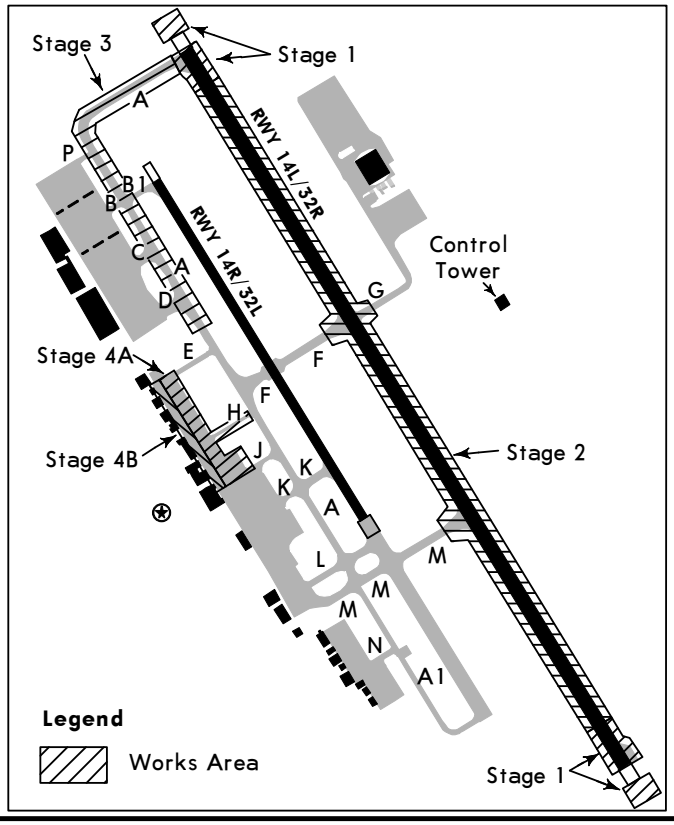
RESTRICTIONS TO AIRCRAFT
Stage 1
Construction of New RESA at both ends of the main runway and maintenance of joints on the concrete thresholds.
Restrictions to aircraft movement: Nil. Time limited works. Men and equipment will vacate works areas for all aircraft operations 20 minutes recall.

Stage 2
Asphalt overlay of runway commencing from threshold RWY 32R towards the center, overlay of Taxiway intersections for Foxtrot, Mike, Golf and towards threshold RWY 14L. No works will be undertaken during the day.
Restrictions to aircraft movement: Restricted aircraft operations during hours of works. Full runway length will be available for all daily RPT operations. Runway will not be available for all night operations between 8pm and 5am (local time) subject to RPT schedules.

Stage 3
Asphalt overlay of Taxiway Alpha commencing from between Taxiway Delta and Echo towards threshold RWY 14L.
Restrictions to aircraft movement: No works may be undertaken during the day. Full taxiway Alpha will be available for all daily RPT operations. Taxiway will not be available for all night operations between 6pm and 5am (local time).

Stage 4A
Reconstruction of GA Apron and Taxiway Hotel pavements and bituminous sealing works.
Restrictions to aircraft movement: GA aircraft to access terminal area as denoted by red and white cone markers.

Stage 4B
Bituminous resealing works of the rest of the GA apron including pavement marking.
Restrictions to aircraft movement: GA aircraft to access terminal area as denoted by red and white cone markers.



CHANGES: Twy A1, B1, P idents.

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JEPPESEN
JeppView 3.6.2.0

AYPY/POM
Apt Elev 129′
S09 26.5 E147 13.1

JEPPESEN
7 SEP 18 (10-9)

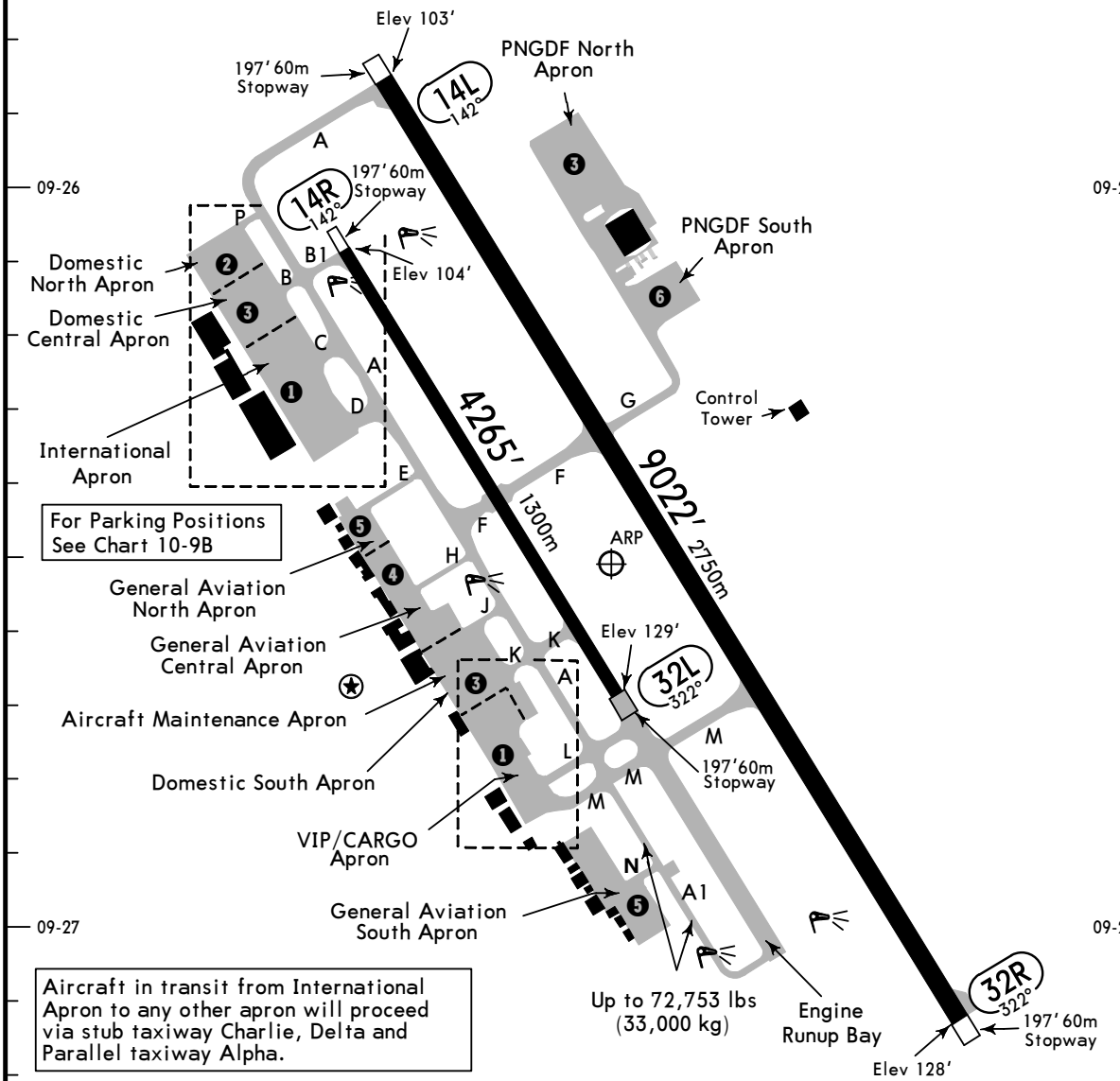
PORT MORESBY, PNG
JACKSONS

ATIS	JACKSONS Ground	JACKSONS Tower	MORESBY (FIS)
128.0	121.7	118.1	120.9 124.1 124.9

147-13

CAUTION: New road aligned with Rwy 14L in vicinity of final approach area.

Rwy 14R/32L available for propeller driven aircraft with MTOW of 44,093 lbs (20,000 kg) and below.
Rwy 14R/32L not available for DH8-Q400 and jet aircraft.
Rwy 14R/32L not available for night operations.
Rwy 14L/32R available up to B747 max landing weight.
Runway 14L/32R aircraft in excess of 88,185 lbs (40,000 kg) are permitted to turn only on widened concrete ends.



Aircraft in transit from International Apron to any other apron will proceed via stub taxiway Charlie, Delta and Parallel taxiway Alpha.

Taxing aircraft exercise caution due vehicle movements on the access way along the eastern edge of North and Central General Aviation Aprons, Aircraft Maintenance Apron, Domestic South Apron and VIP/ Cargo Apron.

❶ Up to B747 aircraft max landing weight
❷ Up to 174,606 lbs (79,200 kg)
❸ Up to 72,753 lbs (33,000 kg)
❹ Up to 50,706 lbs (23,000 kg)
❺ Up to 12,566 lbs (5700 kg)
❻ Up to 132,277 lbs (60,000 kg)

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

147-13

CHANGES: Twy ident A1, B1, P, aprons label, notes.

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AYPY/POM

PORT MORESBY, PNG
JACKSONS

GENERAL

CAUTION: Birds in vicinity of airport.
Right hand circuit Rwy 14R and 32R.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14R 32L	❶ RL				98′ 30m
14L 32R	❶ RL PAPI (angle 3.0°) grooved		7969′ 2429m 8067′ 2459m		150′ 45m

❶ Emergency only.

TAKE-OFF

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

FOR FILING AS ALTERNATE

	SPECIAL	Other
A	1350′ - 4500m	1871′ - 4400m
B		
C		1971′ - 6000m
D		2221′ - 7000m

CHANGES: None.

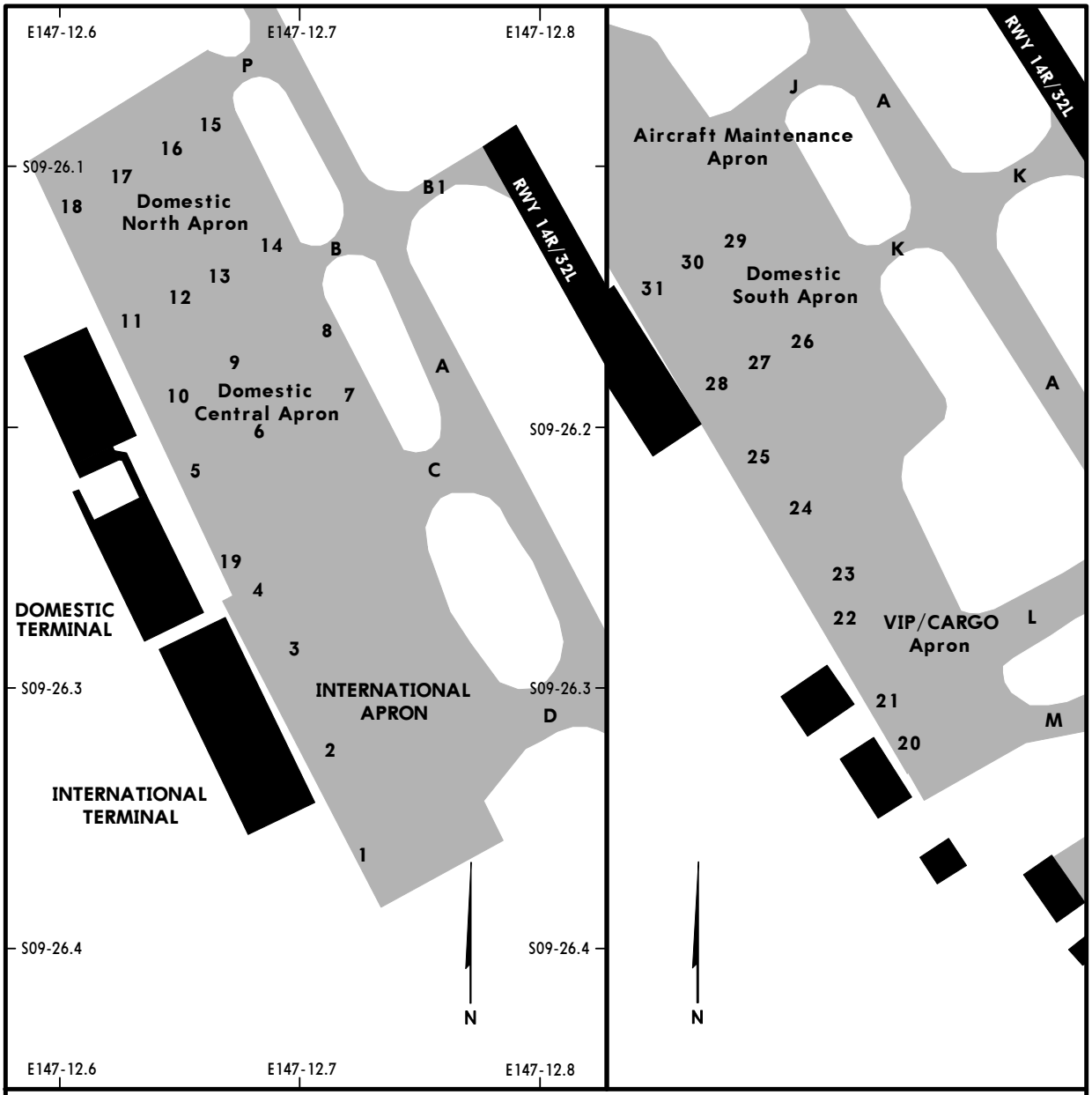
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AYPY/POM

JEPPESEN
7 SEP 18 (10-9B)

PORT MORESBY, PNG

JACKSONS



PARKING STAND COORDINATES

INTERNATIONAL APRON

STAND No.	COORDINATES
1	S09 26.4 E147 12.7
2, 3, 4	S09 26.3 E147 12.7
19	S09 26.2 E147 12.7

DOMESTIC CENTRAL APRON

STAND No.	COORDINATES
5 thru 10	S09 26.2 E147 12.7

DOMESTIC NORTH APRON

STAND No.	COORDINATES
11	S09 26.2 E147 12.6
12	S09 26.1 E147 12.6
13 thru 15	S09 26.1 E147 12.7
16 thru 18	S09 26.1 E147 12.6

VIP/CARGO APRON

STAND No.	COORDINATES
20 thru 23	S09 26.8 E147 13.0
24 thru 28	S09 26.7 E147 13.0

DOMESTIC SOUTH APRON

STAND No.	COORDINATES
29	S09 26.6 E147 13.0
30	S09 26.6 E147 12.9
31	S09 26.7 E147 12.9

CHANGES: Twy ident A1, B1, P, aprons label, notes.

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AYPY/POM
JACKSONS

JEPPESEN
18 MAY 18 (11-1)

PORT MORESBY, PNG
ILS Rwy 14L

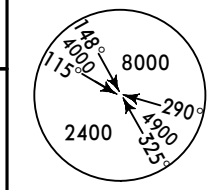
ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

LOC IWG	Final Apch Crs	GS	ILS DA(H)	
110.1	142°	D4.1 IWG D5.1 PY 1400′ (1297′)	450′ (347′)	Apt Elev 129′ Rwy 103′

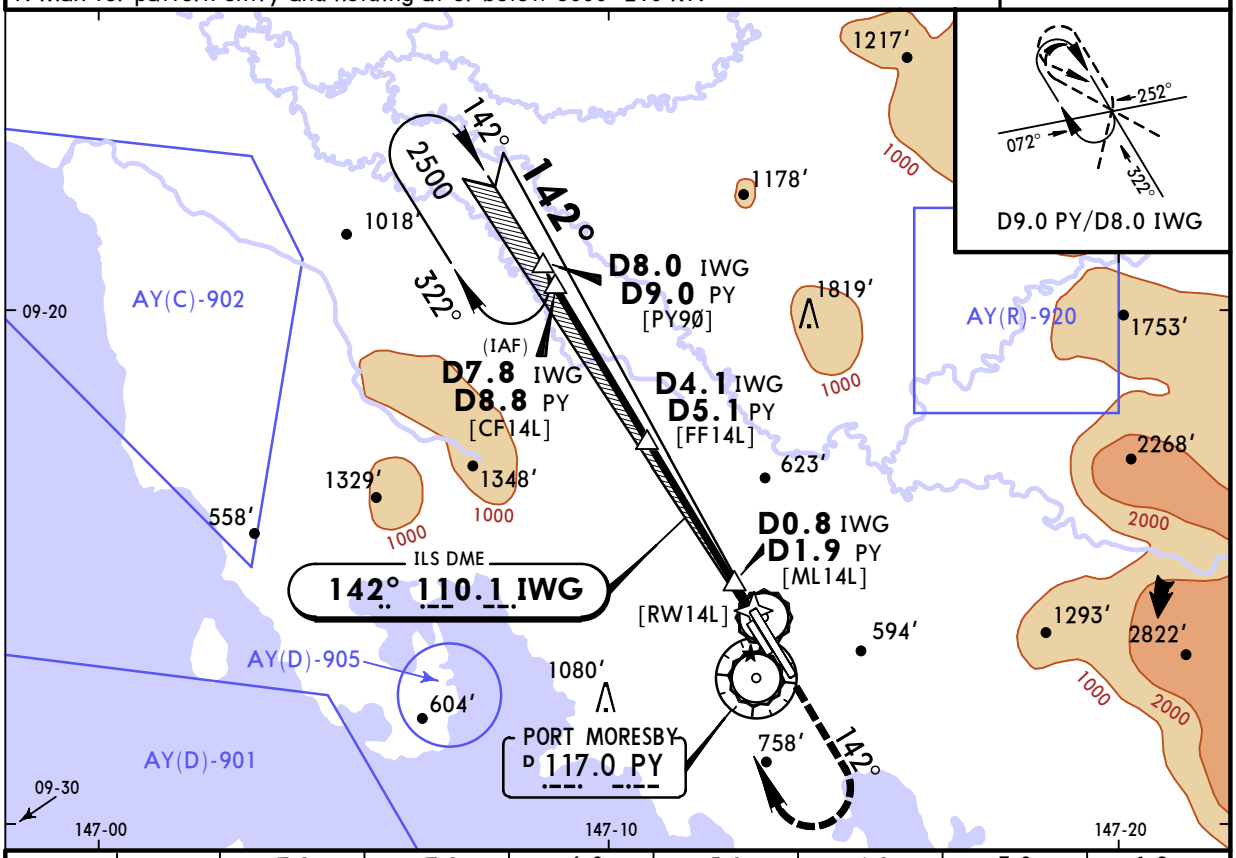
BRIEFING STRIP™

MISSED APCH: Climb on 142° dead reckoning track to 1500′, then, or unless otherwise directed by ATC, turn RIGHT onto 322° dead reckoning track, continue climb to 2500′, at or beyond D9.0 PY. Turn RIGHT for pilot intercept of 142° localizer track and hold at D9.0 PY.

Alt Set: hPa Rwy 14L Elev: 4 hPa Trans level: FL 210 Trans alt: 20000′
1. Max for pattern entry and holding at or below 8000′ 210 KT.

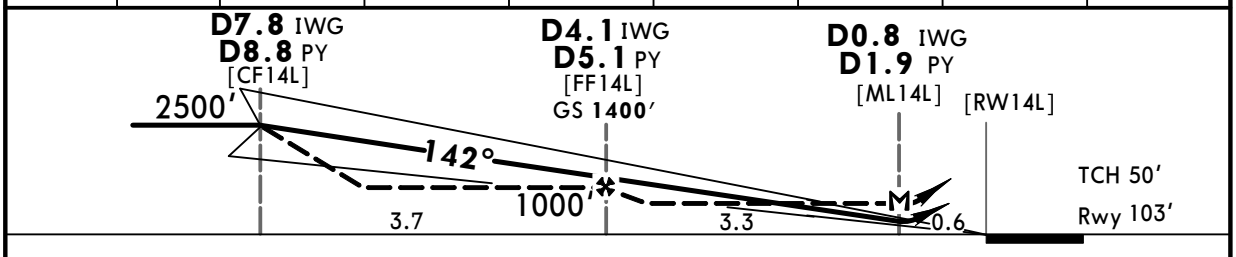


MSA PY VOR
4900
Within 10NM



D9.0 PY/D8.0 IWG

LOC (GS out)							
IWG DME	7.8	7.0	6.0	5.0	4.0	3.0	1.9
PY DME	8.8	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2500′	2320′	2000′	1680′	1360′	1040′	710′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.8 IWG/D1.9 PY							

PAPI 1500′ on 142°

PANS OPS

STRAIGHT-IN LANDING RWY14L

	ILS DA(H) 450′ (347′)	LOC(GS out) MDA(H) 660′ (557′)
A	1500m	2400m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	1500′ (1371′) -2400m
180	1600′ (1471′) -4000m
205	1850′ (1721′) -5000m

CHANGES: LOC (GS out) minimums.

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AYPY/POM JACKSONS

JEPPESEN 18 MAY 18 (11-2)

PORT MORESBY, PNG ILS Rwy 32R PROCEDURE A

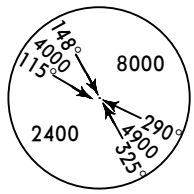
ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

LOC IBB	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 129′
109.5	322°	D6.0 IBB D6.2 PY 2000′ (1872′)	450′ (322′)	Rwy 128′

MISSED APCH: Climb on 322° dead reckoning track to 2500′ before LEFT turn to PY VOR or PY NDB. Continue climb to cross PY VOR or PY NDB at 4000′, or as instructed by ATC.

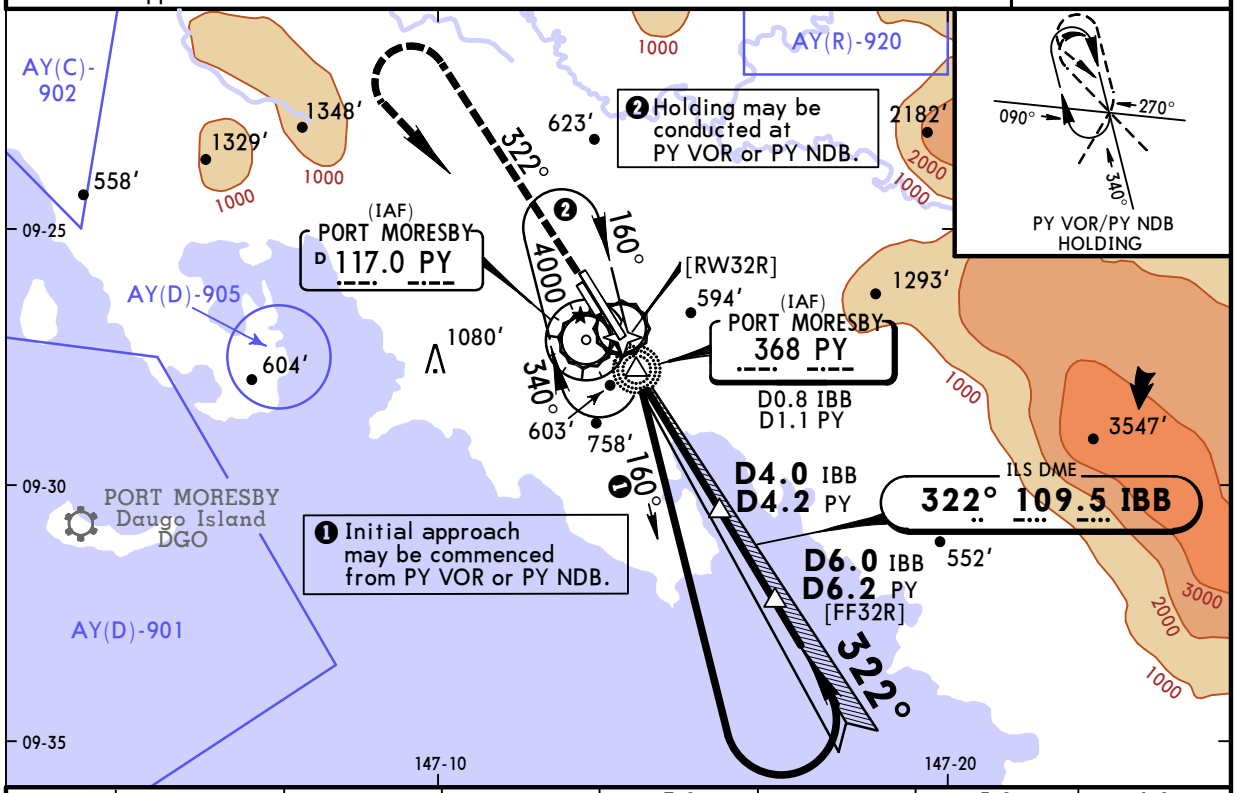
Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000′

1. Max for pattern entry and holding at or below 8000′ 210 KT. 2. Cat C & D Max for initial approach 180 KT.

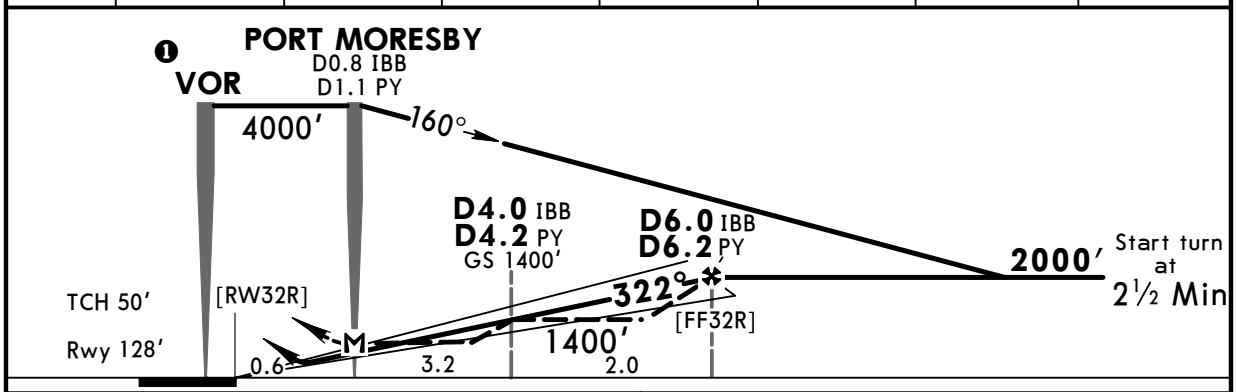


MSA PY VOR 4900 Within 10NM

BRIEFING STRIP™



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at PORT MORESBY/ D0.8 IBB/D1.1 PY						

PAPI 2500′ on 322°

STRAIGHT-IN LANDING RWY32R

ILS	LOC(GS out)
DA(H) 450′ (322′)	MDA(H) 550′ (422′)

CIRCLE-TO-LAND

PANS OPS			Max Kts	MDA(H)
A	1500m	2300m	100	1500′ (1371′) - 2400m
B			135	
C			180	1600′ (1471′) - 4000m
D			205	1850′ (1721′) - 5000m

CHANGES: None.

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AYPY/POM
JACKSONS

JEPPESEN 18 MAY 18 (11-3)

PORT MORESBY, PNG
ILS Rwy 32R PROCEDURE B

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

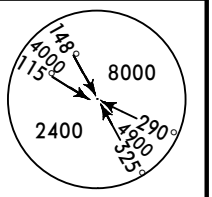
BRIEFING STRIP ™

LOC IBB	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 129′ Rwy 128′
109.5	322°	D6.0 IBB D6.2 PY 2000′ (1872′)	450′ (322′)	

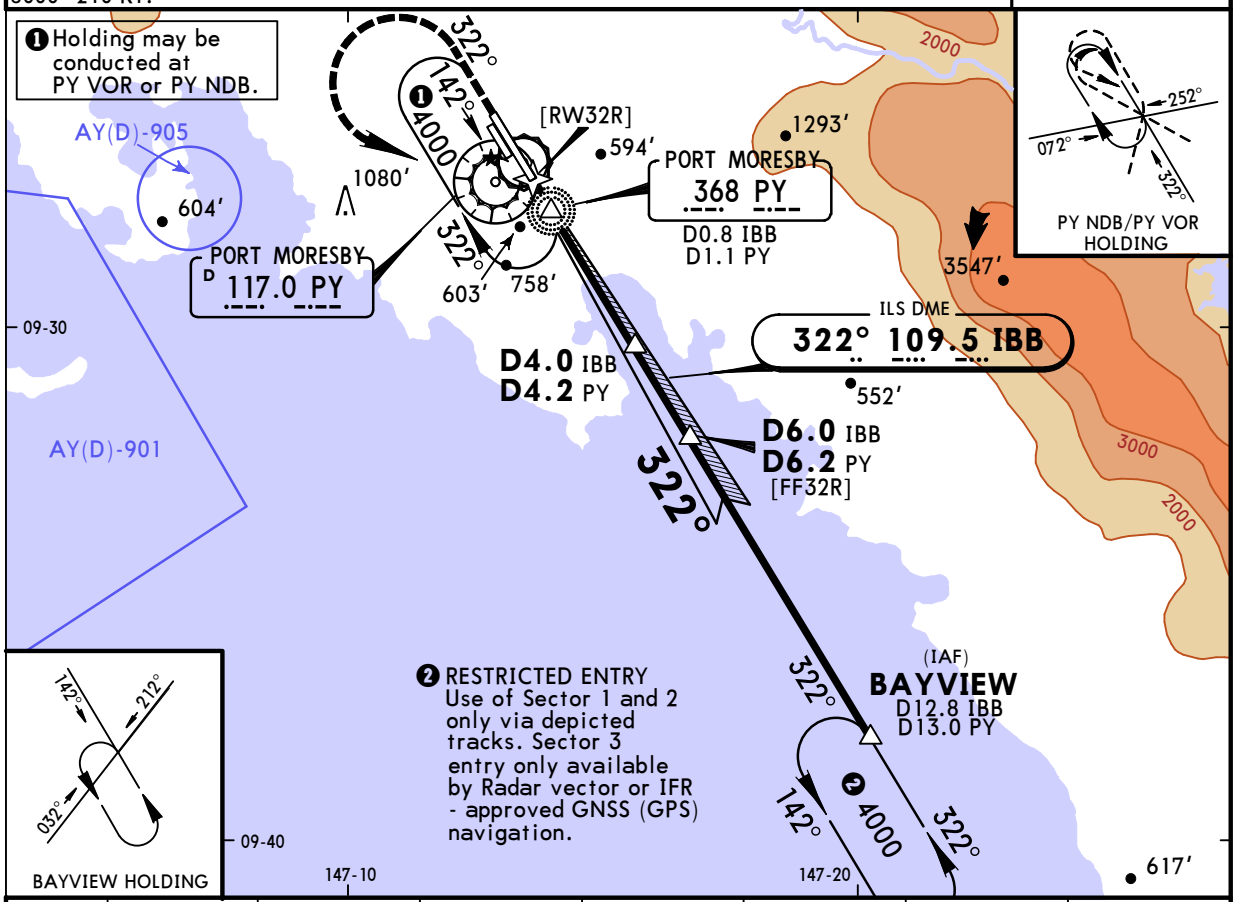
MISSED APCH: Climb on 322° dead reckoning track to 2500′ before LEFT turn to PY VOR or PY NDB. Continue climb to cross PY VOR or PY NDB at 4000′, or as instructed by ATC.

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

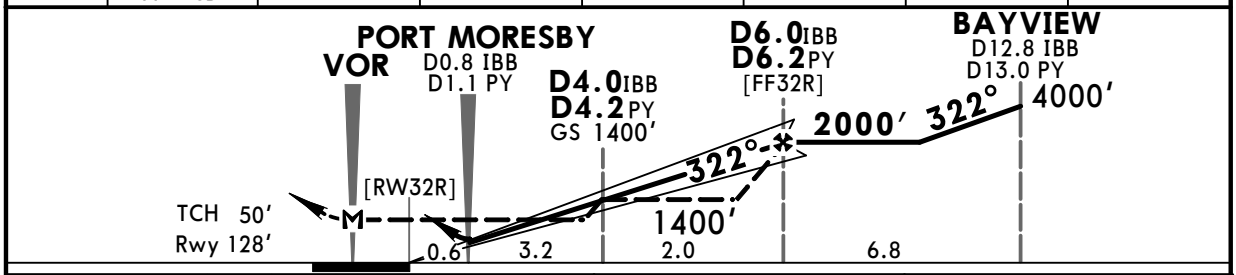
1. Max for entry to, or holding at, BAYVIEW and PY VOR or PY NDB at or below 8000′-210 KT.



MSA PY VOR/LMM
4900
Within 10 NM



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



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

PAPI 2500′ on 322°

STRAIGHT-IN LANDING RWY32R

ILS	LOC(GS out)
DA(H) 450′ (322′)	MDA(H) 550′ (422′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
PANS OPS	A	100	1500′ (1371′) -2400m
	B	135	
	C	180	1600′ (1471′) -4000m
	D	205	1850′ (1721′) -5000m
		1500m	2300m

CHANGES: None.

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AYPY/POM JACKSONS

JEPPESEN
18 MAY 18 (13-1)

PORT MORESBY, PNG
VOR DME Rwy 14L

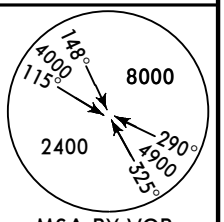
BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)		
128.0	125.8	123.4	118.1	121.7	120.9	124.1	124.9

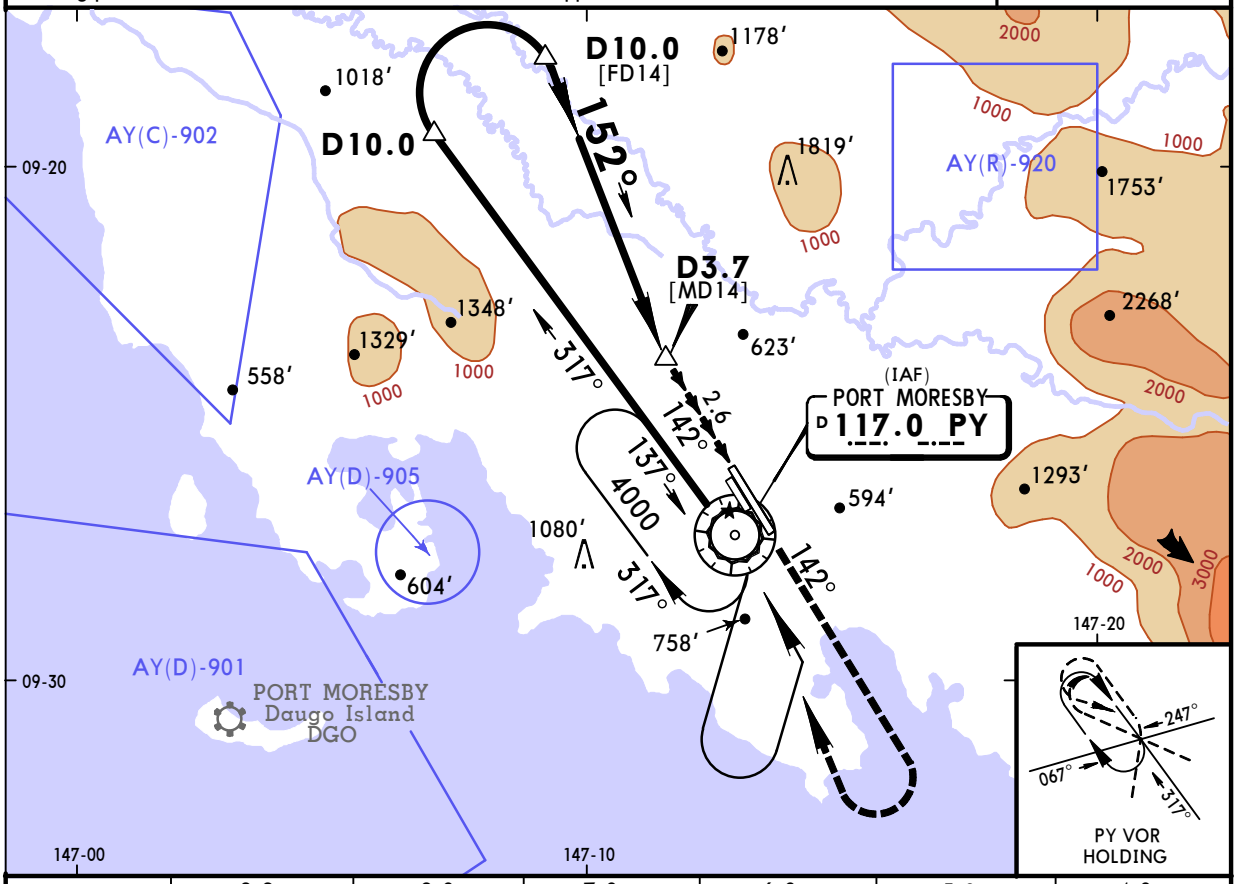
VOR PY	Final Apch Crs	Minimum Alt D10.0	MDA(H)	Apt Elev 129′ Rwy 103′
117.0	152°	2500′(2397′)	950′(847′)	

MISSED APCH: Climb on 142° dead reckoning track to 2500′ before RIGHT turn, direct to PY VOR and continue climb to 4000′.

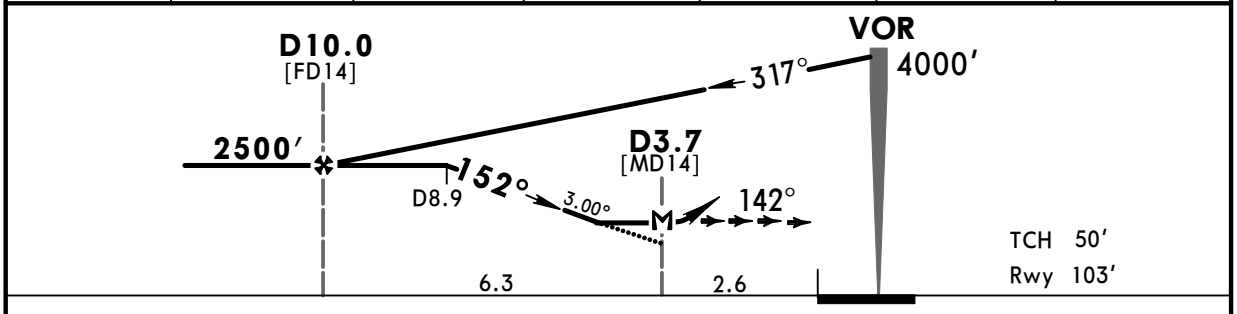
Alt Set: hPa Rwy 14L Elev: 4 hPa Trans level: FL 210 Trans alt: 20000′
1. MAX for pattern entry and holding below 8000′ 210 KT. 2. MAX in reversal from holding pattern 180 KT. 3. Cat C & D MAX for initial approach 180 KT.



MSA PY VOR
4900 within 10 NM



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.7							

PAPI 2500′ on 142°

PANS OPS

	STRAIGHT-IN LANDING RWY14L MDA(H) 950′(847′)	CIRCLE-TO-LAND Max Kts	MDA (H)
A	2400m	100	1500′(1371′)- 2400m
B		135	
C	4000m	180	1600′(1471′)- 4000m
D	4800m	205	1850′(1721′)- 5000m

CHANGES: Profile view, descent angle.

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AYPY/POM
JACKSONS

JEPPESEN
11 AUG 17 (13-2)

PORT MORESBY, PNG
VOR DME Rwy 32R

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

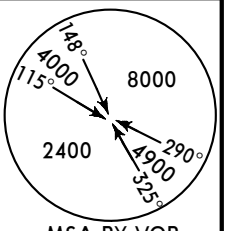
BRIEFING STRIP ™

VOR PY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 129′
117.0	310°	D8.0 2400′(2272′)	900′(772′)	Rwy 128′

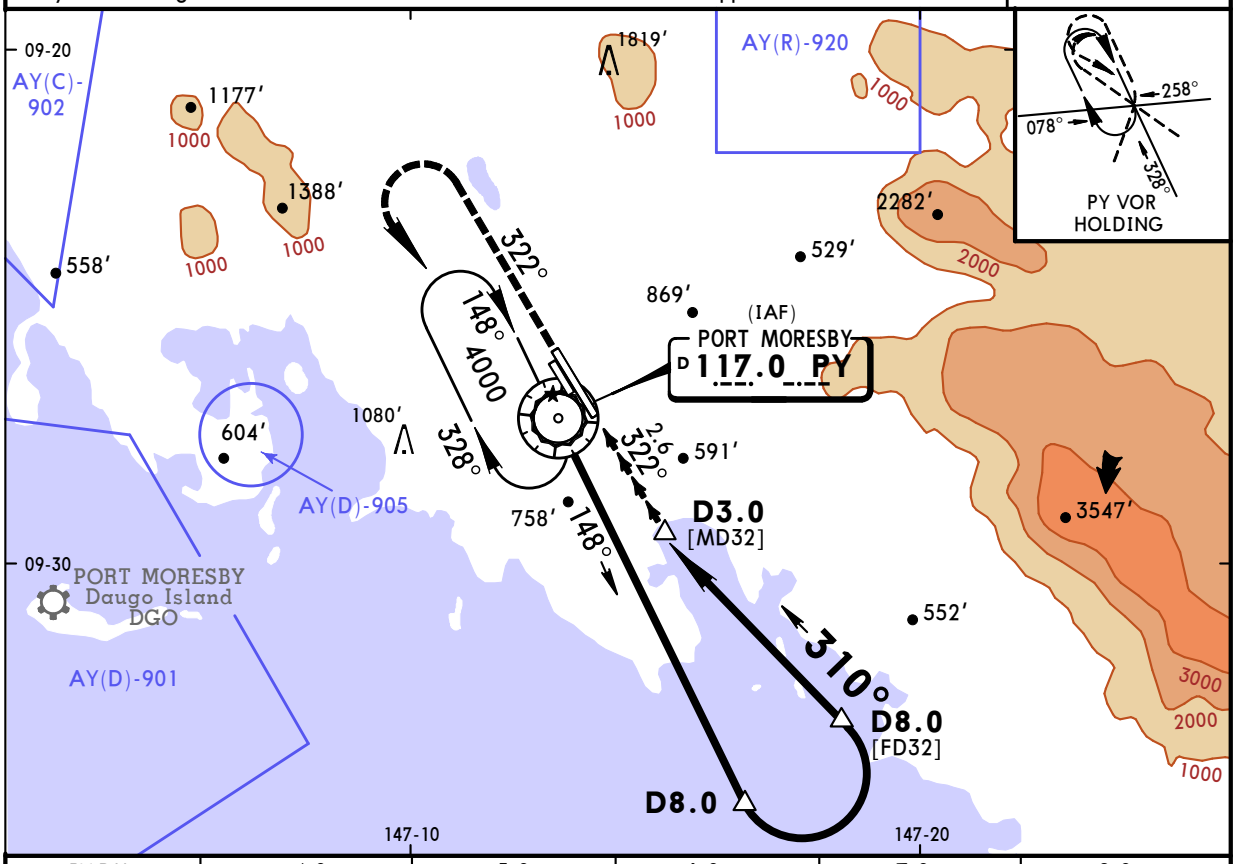
MISSED APCH: Climb on 322° dead reckoning track to 2500′ before LEFT turn, direct PY VOR, continue climb to 4000′.

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

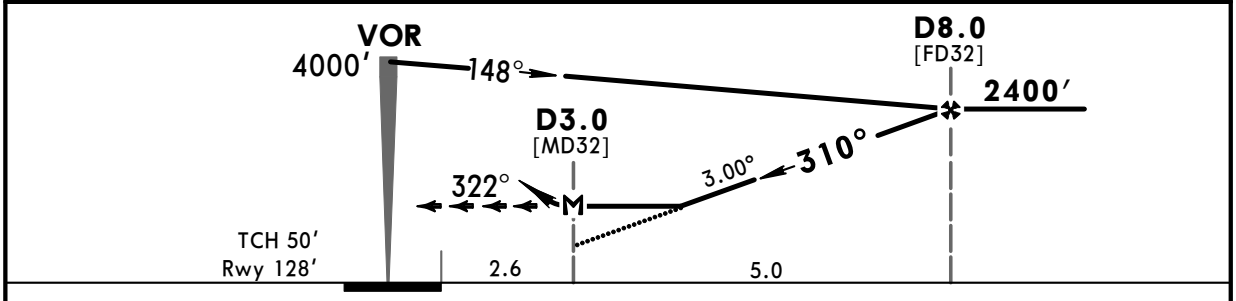
1. CAUTION: At MDA, aircraft may be below 3° approach path to the landing threshold. If so, maintain MDA until established on proper descent path to the runway. 2. Max for pattern entry and holding below 8000′ 210 KT. 3. Cat C & D Max for initial approach 180 KT.



MSA PY VOR
4900
within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY **32R**

MDA(H) **900′**(772′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′(1371′)- 2400m
B		135	
C	4000m	180	1600′(1471′)- 4000m
D	4400m	205	1850′(1721)- 5000m

CHANGES: HIALS deleted, ABN, VNAV data added, apt elev.

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AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (13-3)

PORT MORESBY, PNG VOR Rwy 32R

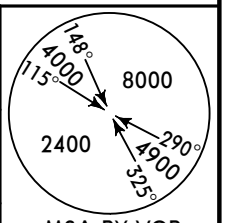
BRIEFING STRIP ™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

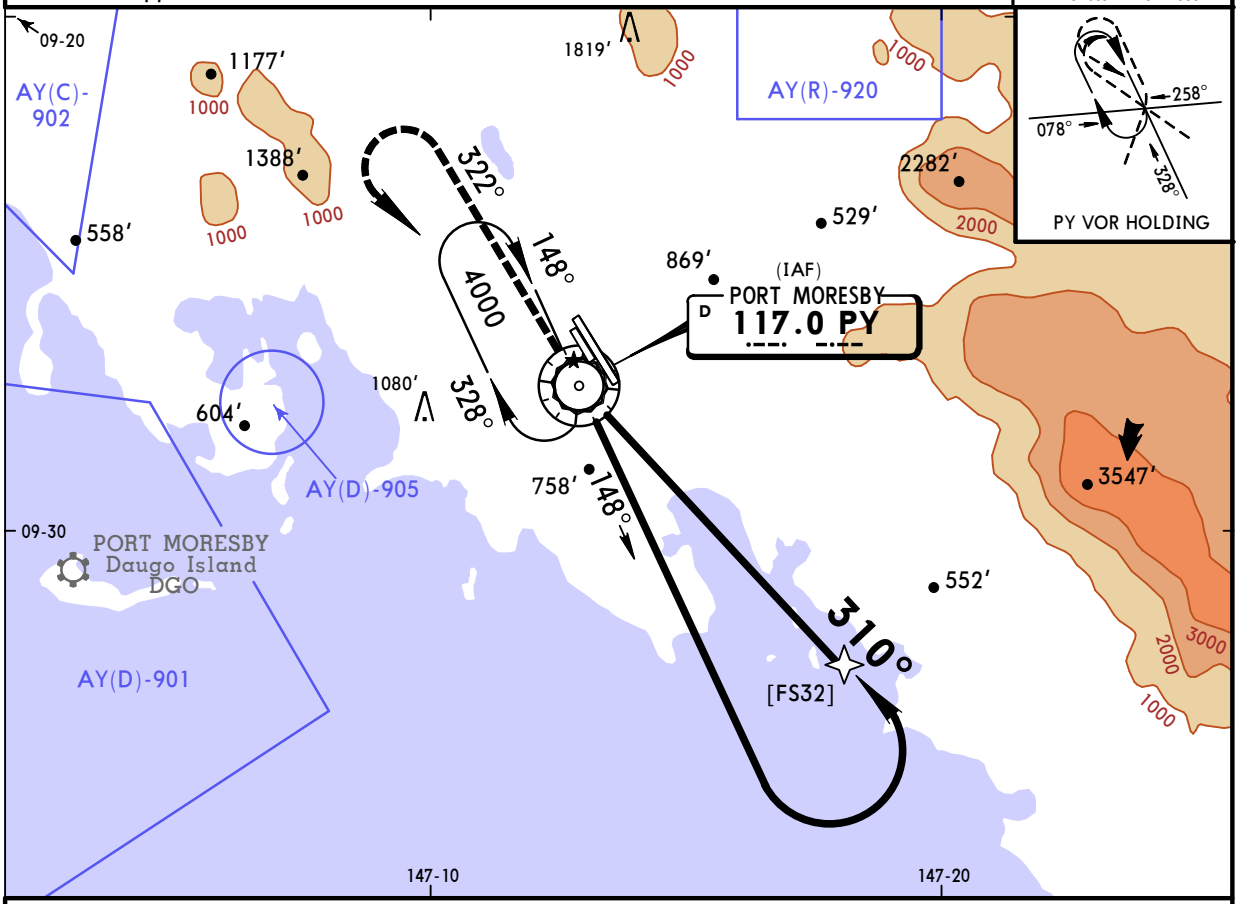
VOR PY 117.0	Final Apch Crs 310°	No FAF	MDA(H) 1000′(872′)	Apt Elev 129′ Rwy 128′

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

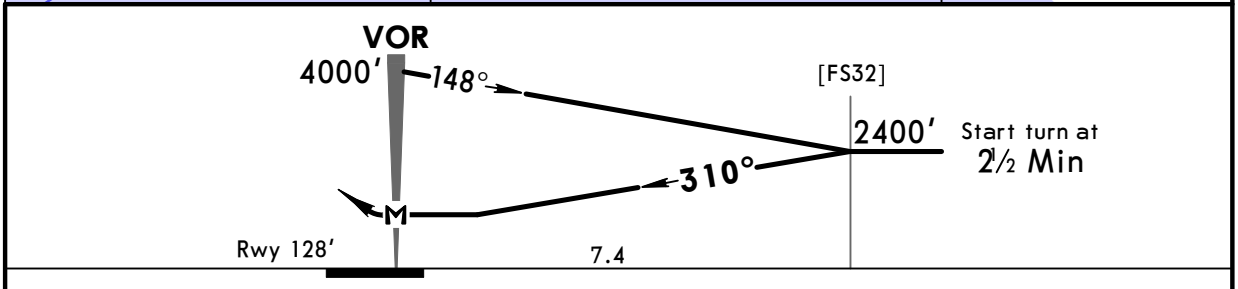
Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000′
1. Max for pattern entry and holding below 8000′ 210 KT. 2. Cat C & D Max for initial approach 180 KT.



MSA PY VOR 4900 within 10 NM



PY VOR HOLDING



MAP at VOR							PAPI	2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY 32R MDA(H) 1000′(872′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	5000m	205	1850′(1721′) -5000m

CHANGES: HIALS deleted, VNAV data, ABN.

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JEPPESEN JeppView 3.6.2.0

AYPY/POM JACKSONS

JEPPESEN 18 MAY 18 (16-1)

PORT MORESBY, PNG NDB DME Rwy 32R

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)		
128.0	125.8	123.4	118.1	121.7	120.9	124.1	124.9

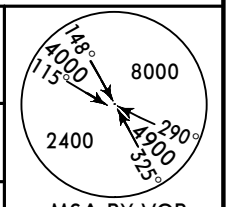
BRIEFING STRIP ™

NDB PY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 129′
368	**322°**	**D8.0** **2000′**(1872′)	**1000′**(872′)	Rwy 128′

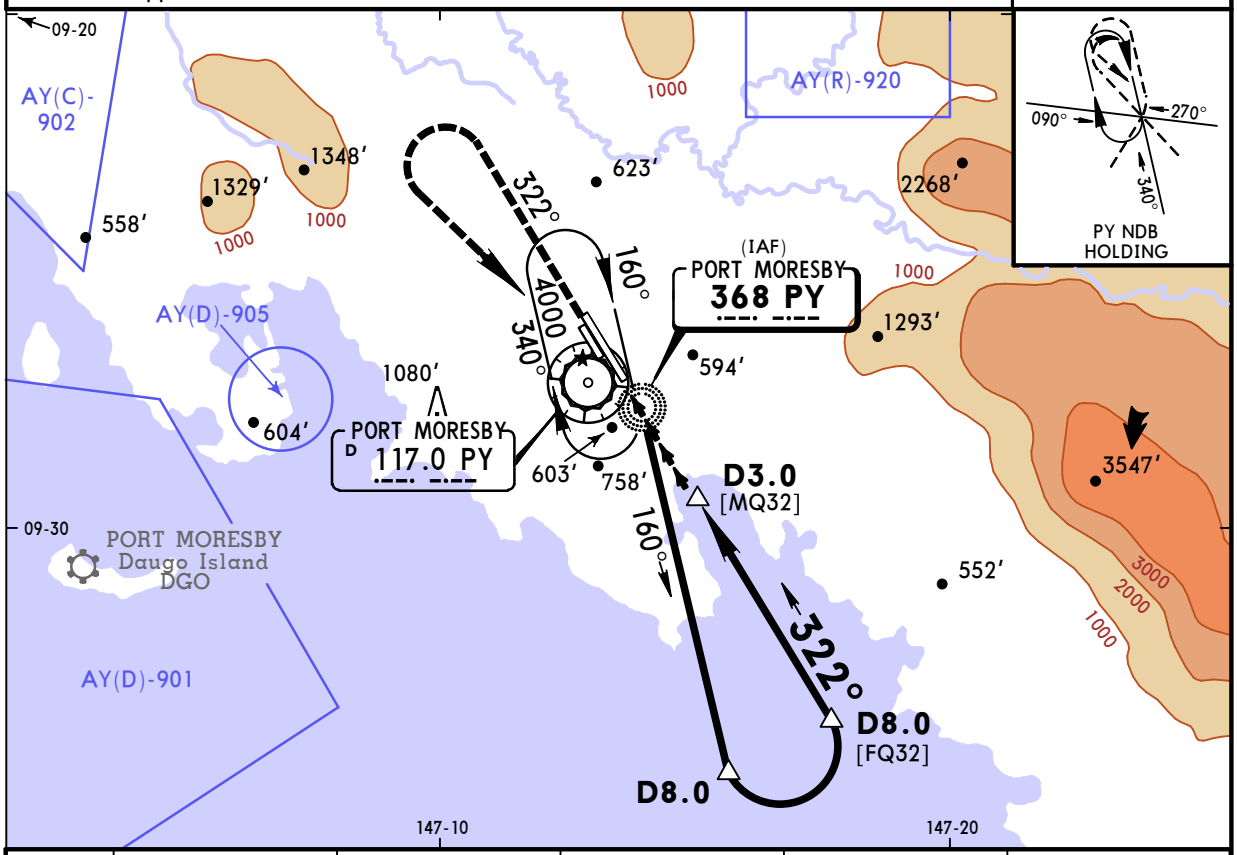
MISSED APCH: Climb to 2500′ on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000′.

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

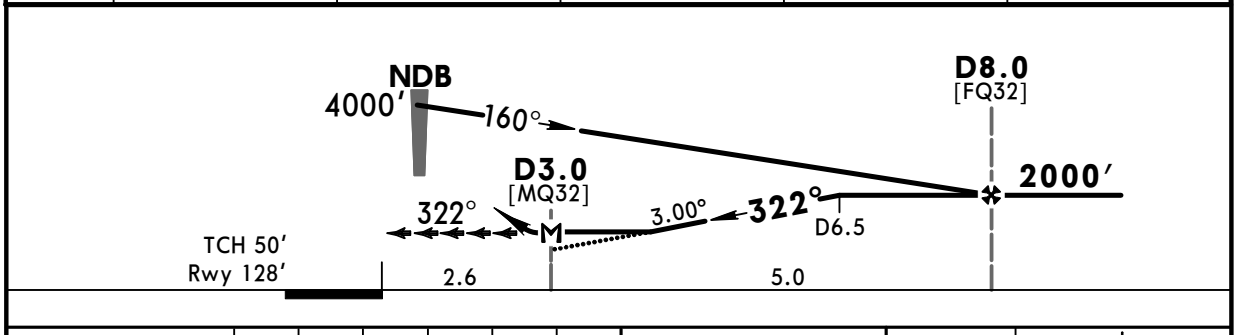
1. MAX for pattern entry and holding below 8000′ 210 KT. 2. Cat C & D MAX for initial approach 180 KT.



MSA PY VOR
4900
Within 10 NM



PY DME	3.0	4.0	5.0	6.0	6.5
ALTITUDE	900′	1220′	1540′	1860′	2000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

PAPI 2500′ on 322°

PANS OPS

	STRAIGHT-IN LANDING RWY32R MDA(H) 1000′(872′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	5000m	205	1850′(1721′) -5000m

CHANGES: Dist/alt table, profile view.

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AYPY/POM
JACKSONS

JEPPESEN
18 MAY 18 (16-2)

PORT MORESBY, PNG
NDB Rwy 32R

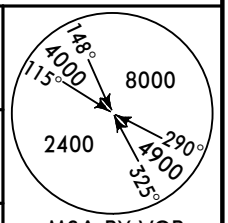
BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

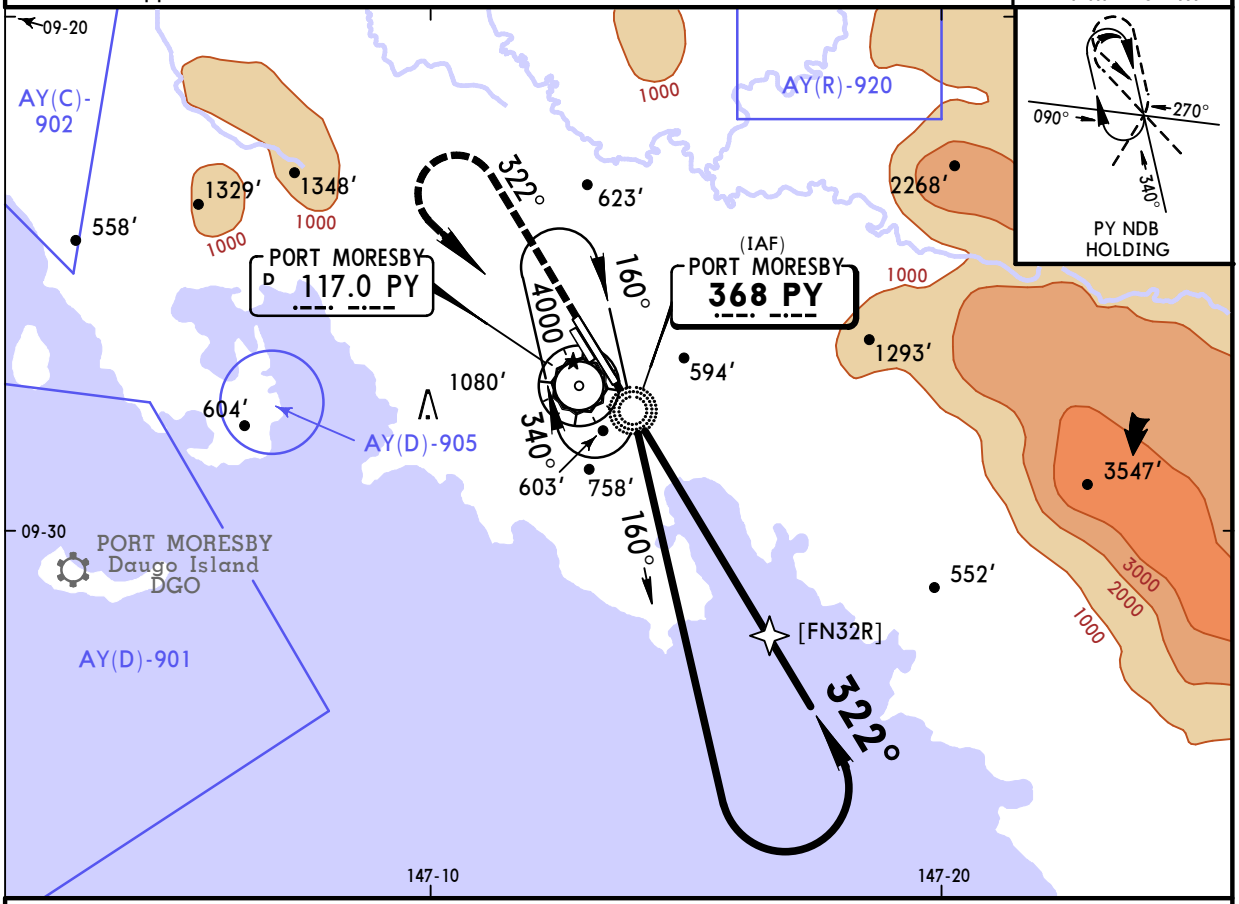
NDB PY	Final Apch Crs	No FAF	MDA(H)	Apt Elev 129′
368	**322°**		**1150′**(1022′)	Rwy 128′

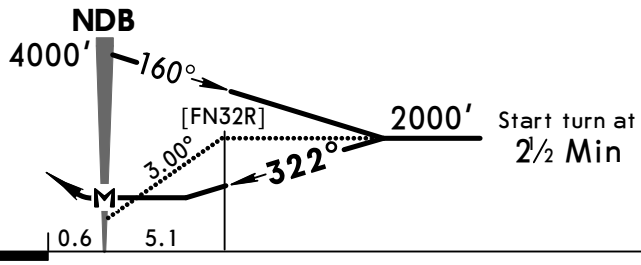
MISSED APCH: Climb to 2500′ on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000′.

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



MSA PY VOR
4900
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							

PAPI 2500′ on 322°

PANS OPS

STRAIGHT-IN LANDING RWY32R

MDA(H) **1150′**(1022′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	5000m	205	1850′(1721′) -5000m

CHANGES: None.

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AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (18-1)

PORT MORESBY, PNG GPS Rwy 14L

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)		
128.0	125.8	123.4	118.1	121.7	120.9	124.1	124.9

GPS	Final Apch Crs	Minimum Alt YPYWF	MDA(H)	Apt Elev 129′ Rwy 103′
	142°	1300′(1197′)	850′(747′)	

MISSED APCH: Climb on 142° dead reckoning track to 1500′. At YPYWT turn RIGHT to track to YPYWH, on climb to 2500′.
ATC may use radar vectors at or above 1500′.

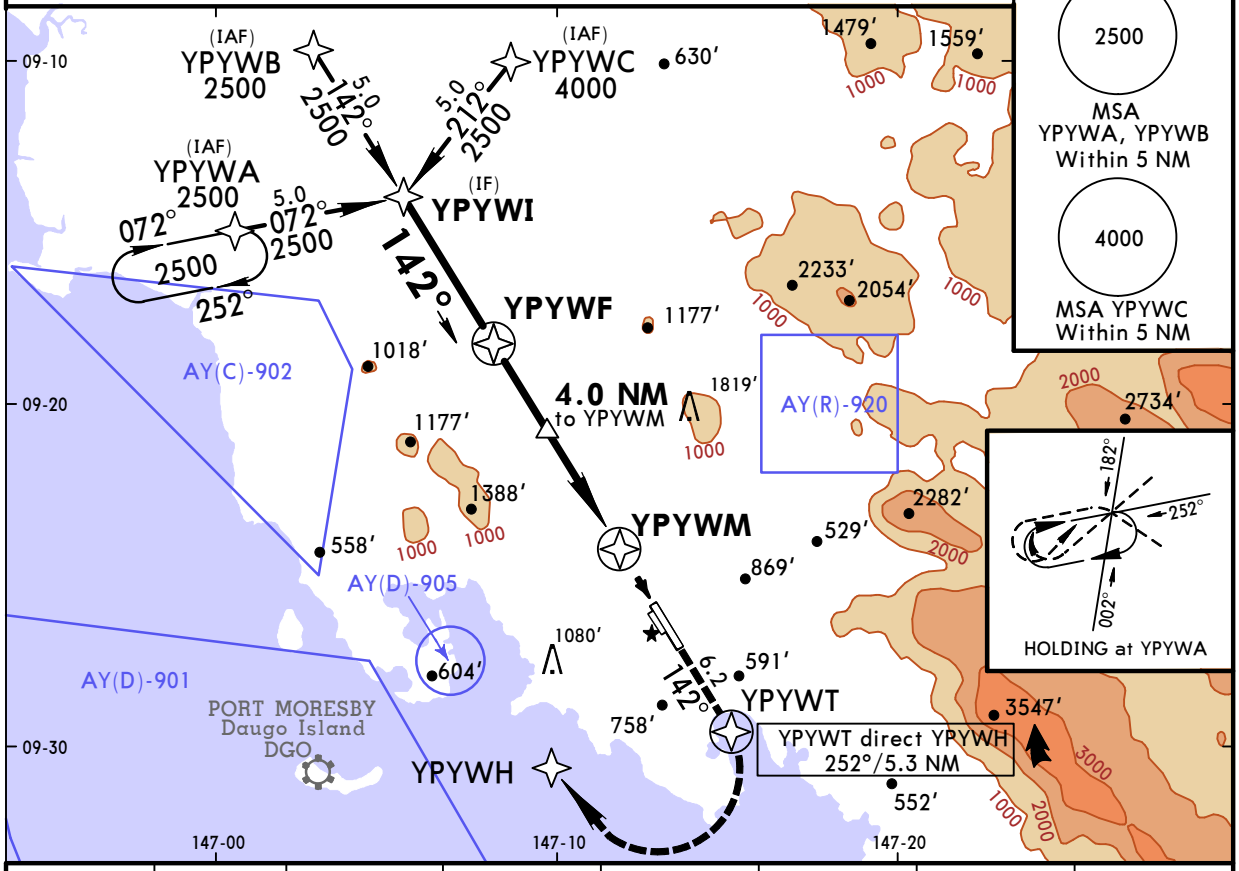
Alt Set: hPa | Rwy 14L Elev: 4 hPa | Trans level: FL 210 | Trans alt: 20000′

1. Max for pattern entry and holding below 8000′ 230 KT.

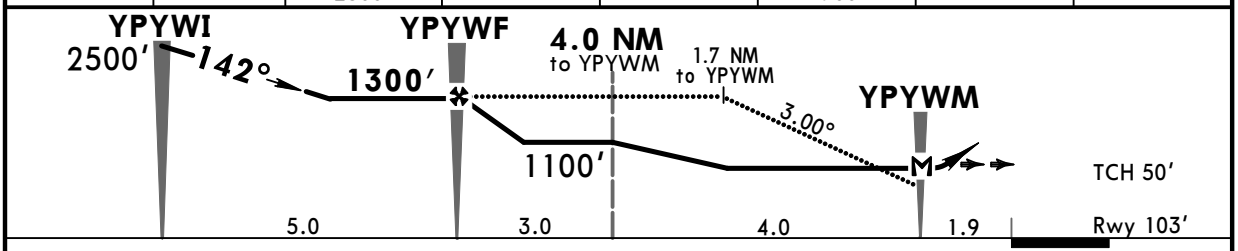
8000
MSA AYPY
5500
Within 19 NM
4900
Within 10 NM

2500
MSA
YPYWA, YPYWB
Within 5 NM

4000
MSA YPYWC
Within 5 NM



NM to YPYWM	USING	5.5	5.0	4.0	3.0	2.0	1.0
ALTITUDE	LOCAL QNH	2500′	2340′	2020′	1700′	1380′	1070′



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

PAPI 1500′ on 142°

STRAIGHT-IN LANDING RWY 14L

MDA(H) 850′(747′)

CIRCLE-TO-LAND

		Max Kts	MDA(H)
A	2400m	100	1500′(1371′) -2400m
B		135	
C	4000m	180	1600′(1471′) -4000m
D	4200m	205	1850′(1721′) -5000m

PANS OPS

CHANGES: HIALS deleted, ABN, apt elev.

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JEPPESEN JeppView 3.6.2.0

AYPY/POM JACKSONS

JEPPESEN 11 AUG 17 (18-2)

PORT MORESBY, PNG GPS Rwy 32R

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)
128.0	125.8	123.4	118.1	121.7	120.9 124.1 124.9

GPS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 129′
	322°	YPYEF 1500′ (1372′)	900′ (772′)	Rwy 128′

MISSED APCH: Climb on 322° dead reckoning track to 1700′. At YPYET turn LEFT to track to YPYEH and climb to 4000′.
ATC may use radar vectors at or above 1700′.

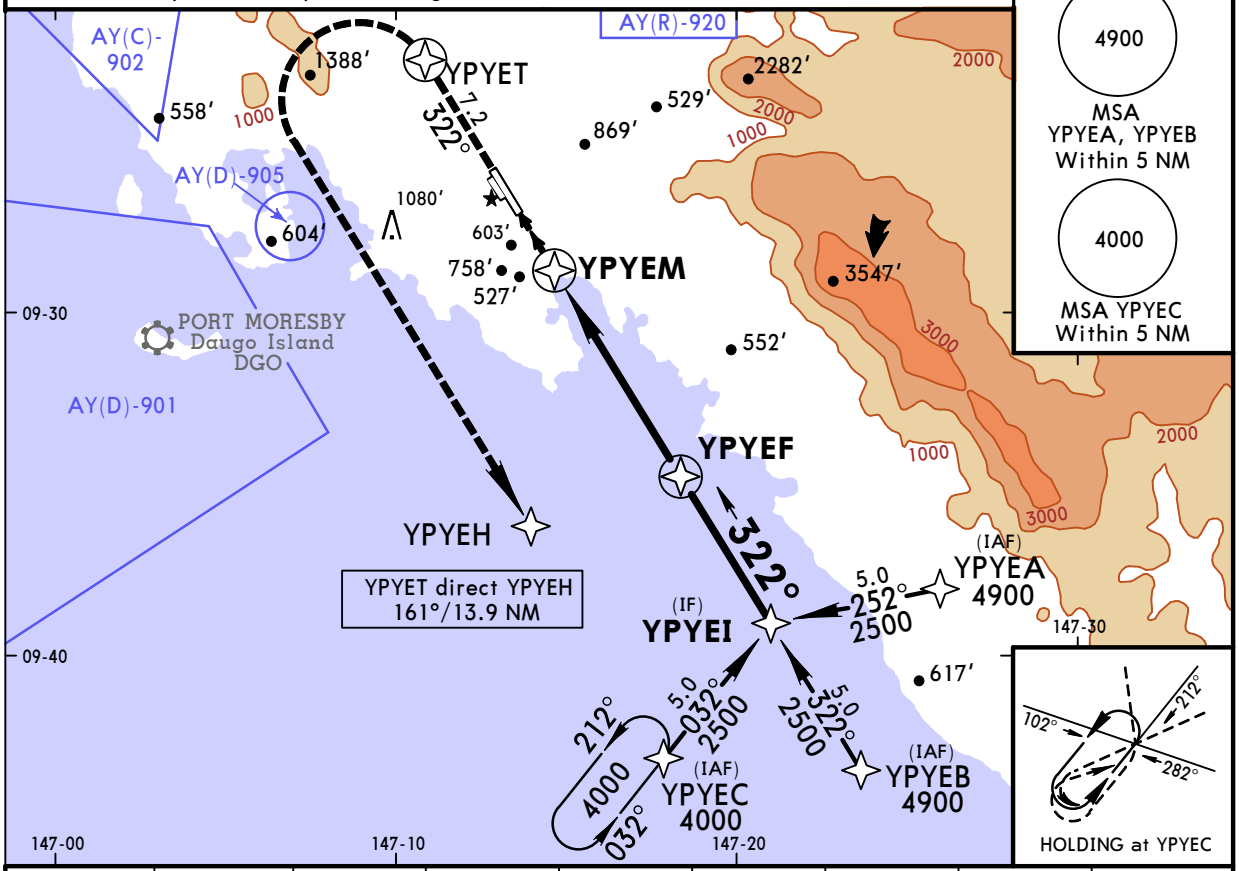
Alt Set: hPa | Rwy 32R Elev: 5 hPa | Trans level: FL 210 | Trans alt: 20000′

1. Max for pattern entry and holding below 8000′ 230 KT.

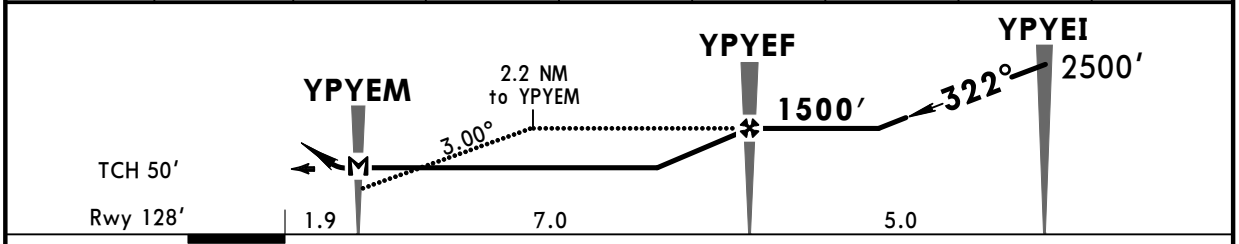
8000
MSA AYPY
5500
Within 19 NM
4900
Within 10 NM

4900
MSA
YPYEA, YPYEB
Within 5 NM

4000
MSA YPYEC
Within 5 NM



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



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

PAPI 1700′ on 322°

STRAIGHT-IN LANDING RWY 32R		CIRCLE-TO-LAND	
MDA(H) 900′ (772′)			
		Max Kts	MDA(H)
A	2400m	100	1500′ (1371′) -2400m
B		135	
C	4000m	180	1600′ (1471′) -4000m
D	4400m	205	1850′ (1721′) -5000m

PANS OPS

CHANGES: HIALS del, ABN, apt elev.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 (10-2) Eff 21 Jun 1600Z

CAIRNS, QLD, AUSTRALIA

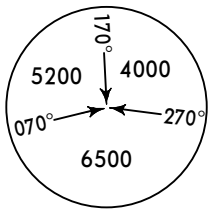
DME or GNSS ARRIVAL

BRIEFING STRIP™

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

VOR CS	NDB CS	Final Apch Crs	Procedure Alt FAF	MDA(H) Refer to Minimums	Apt Elev 10′
113.0	364	333°	3040′ (3030′)		

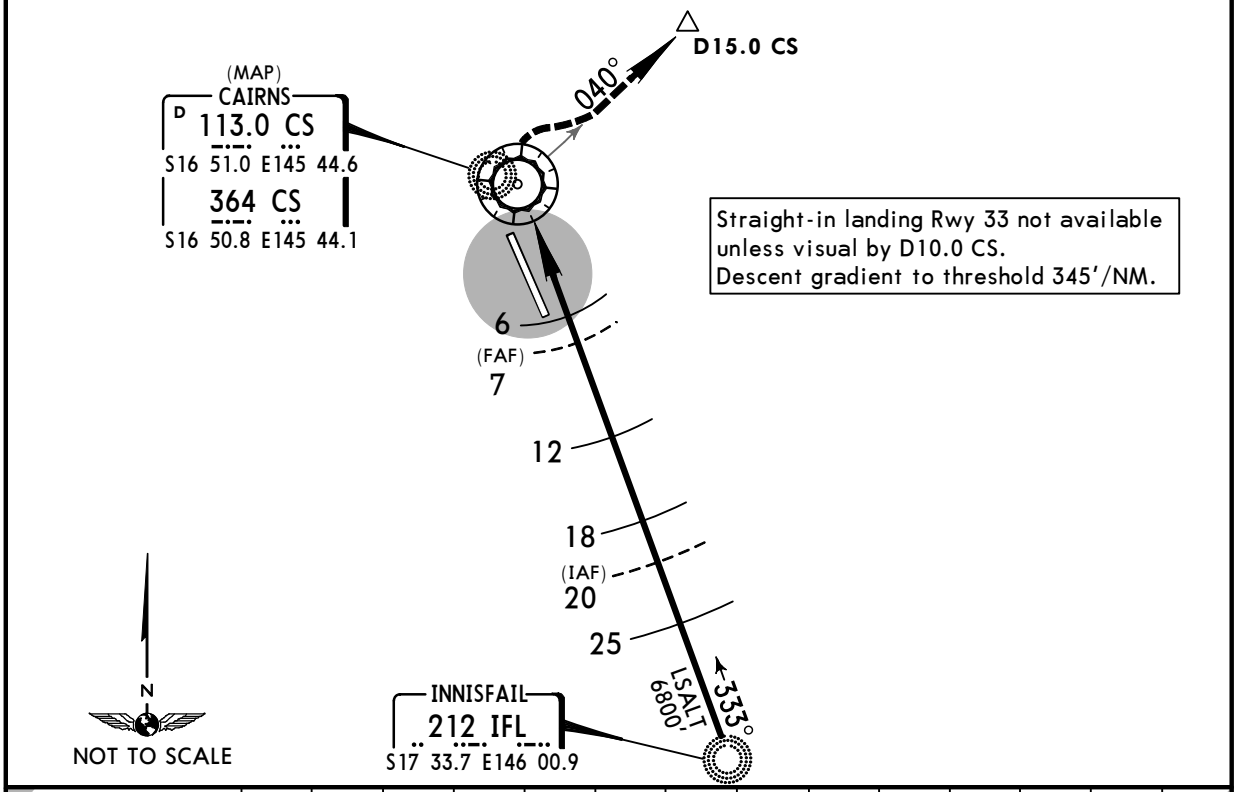
MISSED APCH: Turn RIGHT to intercept and track 040° from CS VOR or NDB, climb to 5000′ and track to D15.0 CS or as directed by ATC.



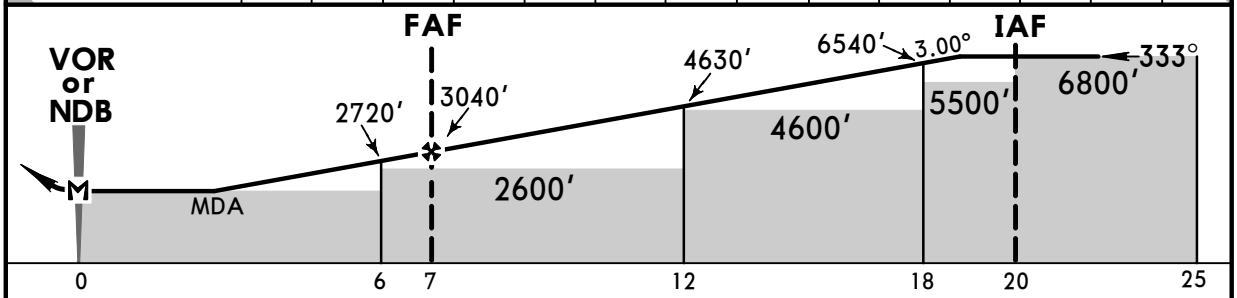
MSA CS VOR or CS NDB 5600 within 10 NM

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or NDB							

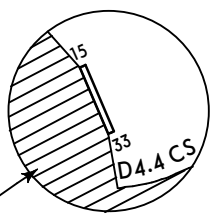
RT

CS	or	CS
113.0 R-040		364 040°

CIRCLE-TO-LAND

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

	Max Kts	
A	100	2.4 km
B	135	
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

CHANGES: MSA, new format.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 (10-2A) Eff 21 Jun 1600Z

CAIRNS, QLD, AUSTRALIA

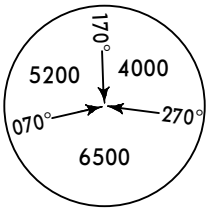
DME or GNSS ARRIVAL

BRIEFING STRIP™

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

VOR CS	NDB CS	Final Apch Crs	Procedure Alt FAF	MDA(H) Refer to Minimums	Apt Elev 10′
113.0	364	281°	3000′ (2990′)		

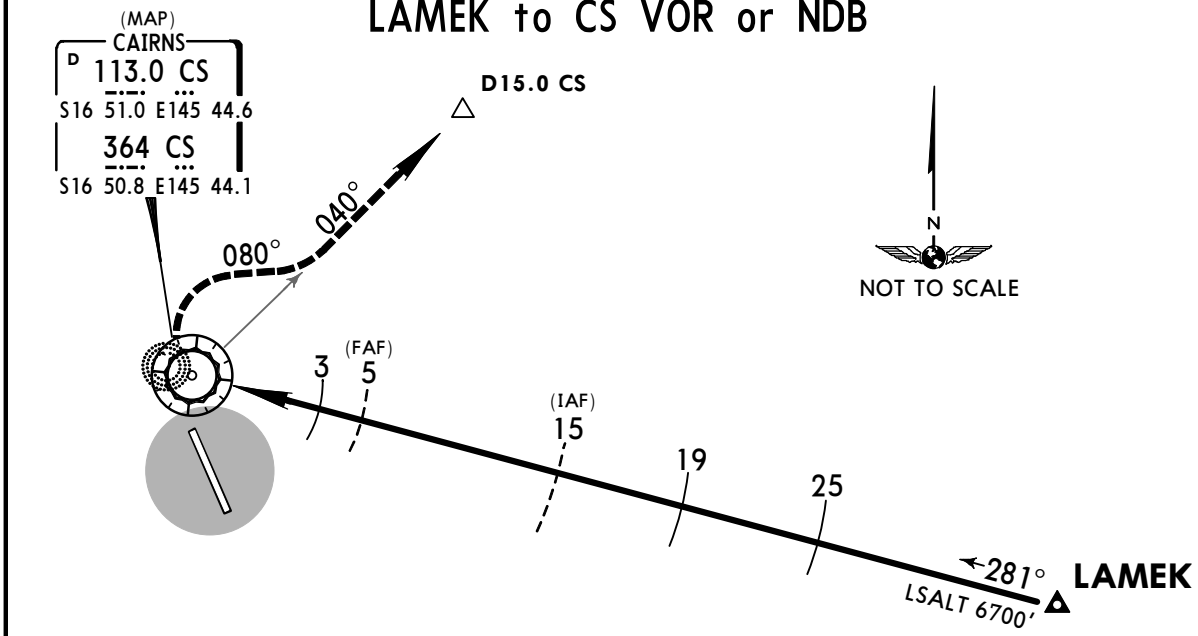
MISSED APCH: Turn RIGHT track 080° to intercept and track 040° from CS VOR or NDB, climb to 5000′ and track to D15.0 CS or as directed by ATC.
LIMITATION: MAX 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).
CAUTION: Do not delay turn onto 080° due to high terrain WEST of missed approach area.



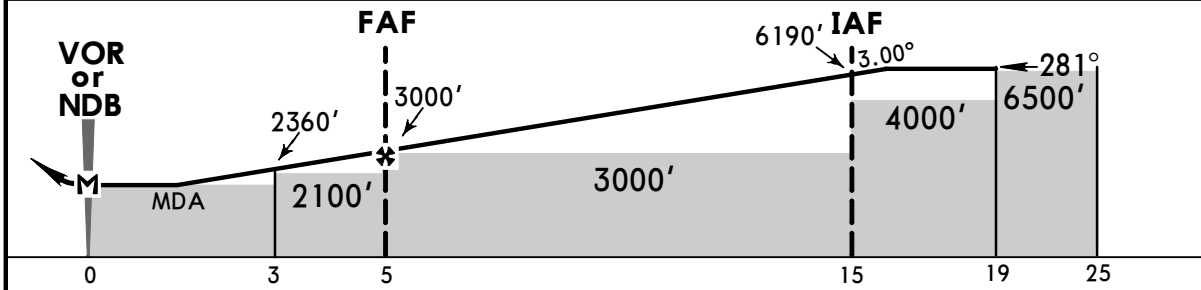
MSA CS VOR or CS NDB 5600 within 10 NM

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000′
DME using CS DME. Reference waypoint CS VOR.

LAMEK to CS VOR or NDB



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

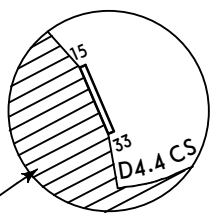
RT **080°** CS **113.0** **R-040** or CS **364** **040°**

PANS OPS

CIRCLE-TO-LAND

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

	Max Kts	
A	100	2.4 km
B	135	
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.

CHANGES: Chart reindexed, MSA, new format.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 (10-2B) Eff 21 Jun 1600Z

CAIRNS, QLD, AUSTRALIA

DME or GNSS ARRIVAL

BRIEFING STRIP™

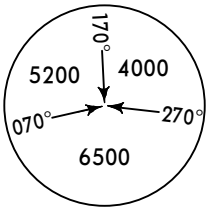
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

VOR CS	NDB CS	Final Apch Crs	Procedure Alt FAF	MDA(H)	Apt Elev 10′
113.0	364	237°	2500′ (2490′)	1780′ (1770′)	

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.

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

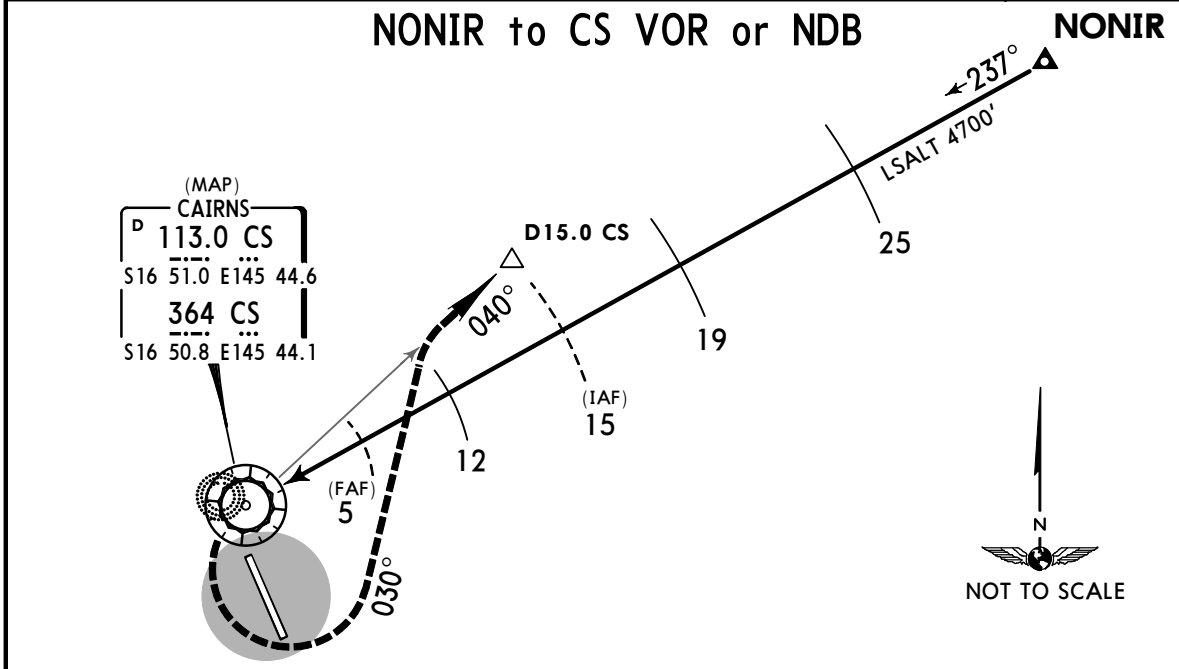
CAUTION: Do not delay turn onto 030° due to high terrain WEST of missed approach area.



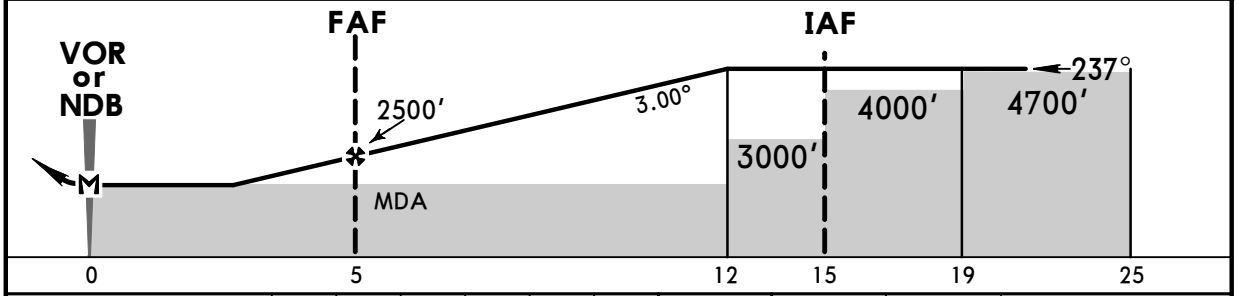
MSA CS VOR or CS NDB 5600 within 10 NM

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



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′



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

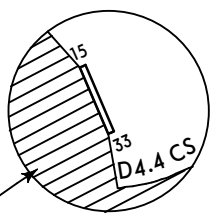
LT 030° CS 113.0 R-040 or CS 364 040°

PANS OPS

CIRCLE-TO-LAND

MDA(H) 1780′ (1770′)

	Max Kts	
A	100	2.4 km
B	135	
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.

CHANGES: Chart reindexed, MSA, new format.

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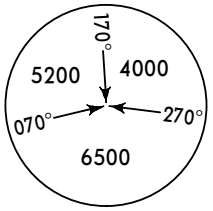
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2C) Eff 21 Jun 1600Z

RNAV STAR

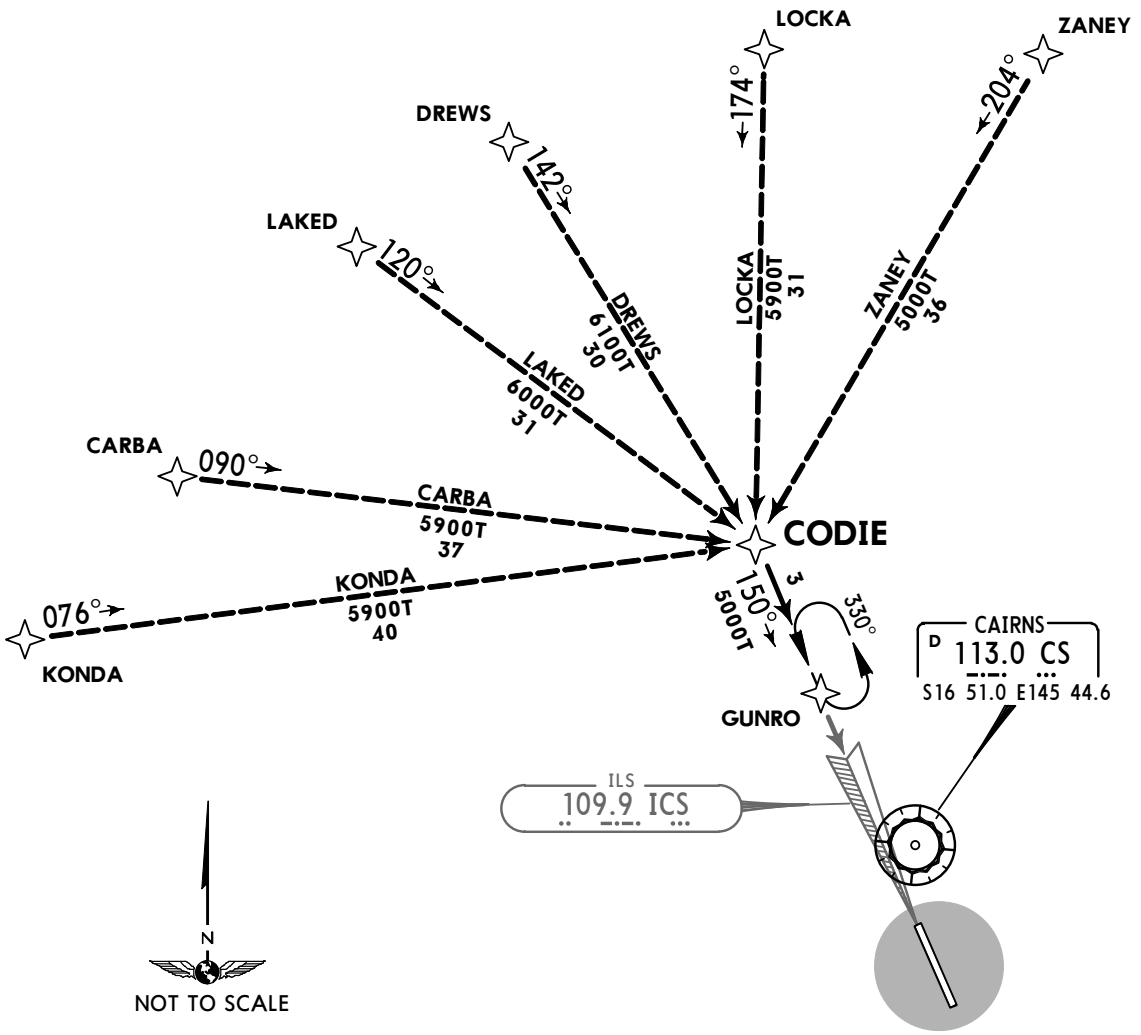
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA ARP or CS VOR 5600 within 10 NM

CODIE 7A (RNAV) ARRIVAL
[CODI7A]
(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 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. Track via ILS RWY 15 or LOC RWY 15.

CHANGES: Chart reindexed, procedure renumbered and revised, MSA, new format.

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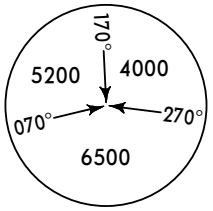
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2D) Eff 21 Jun 1600Z

RNAV STAR

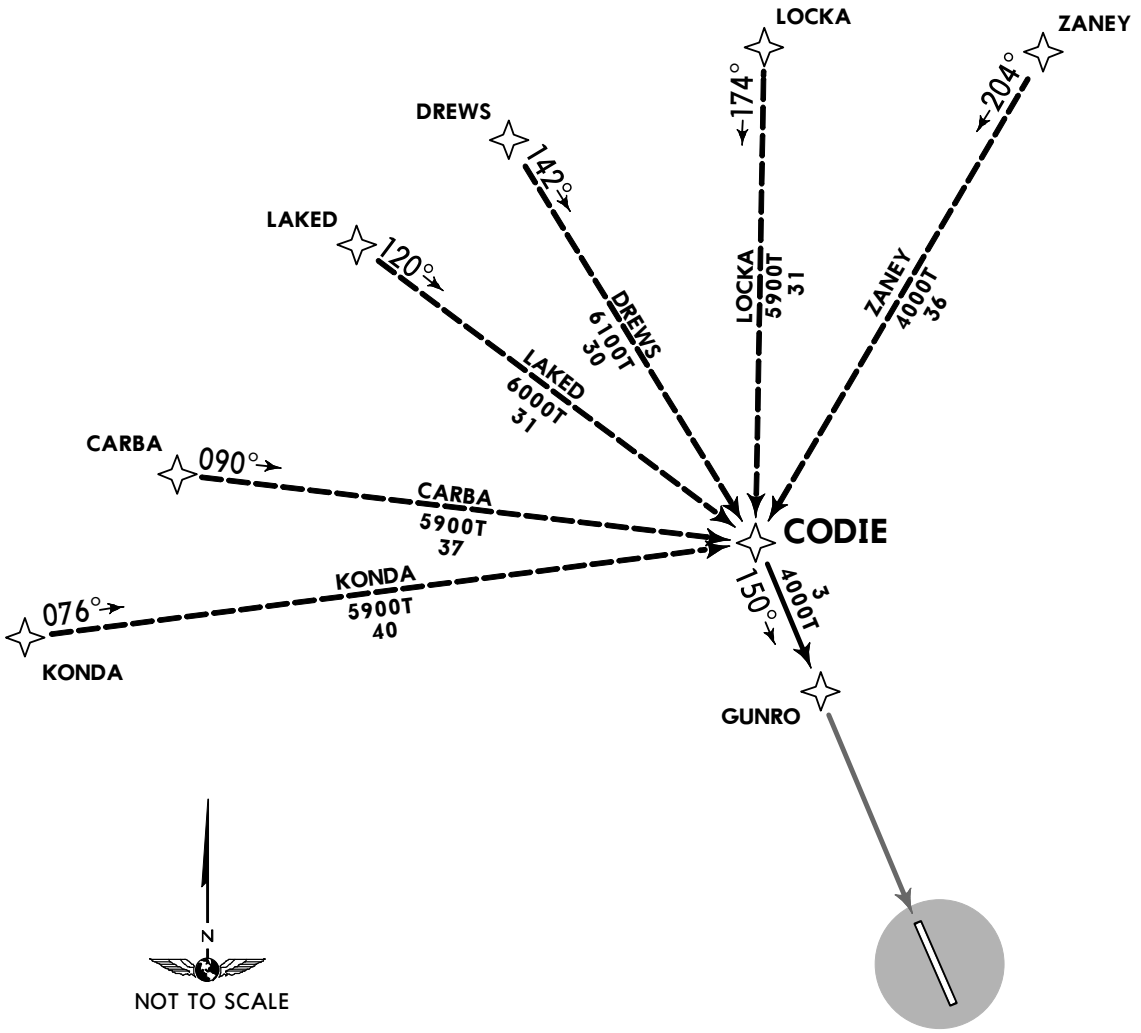
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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 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.

CHANGES: New procedure at this airport.

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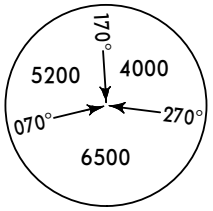
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2E) Eff 21 Jun 1600Z

RNAV STAR

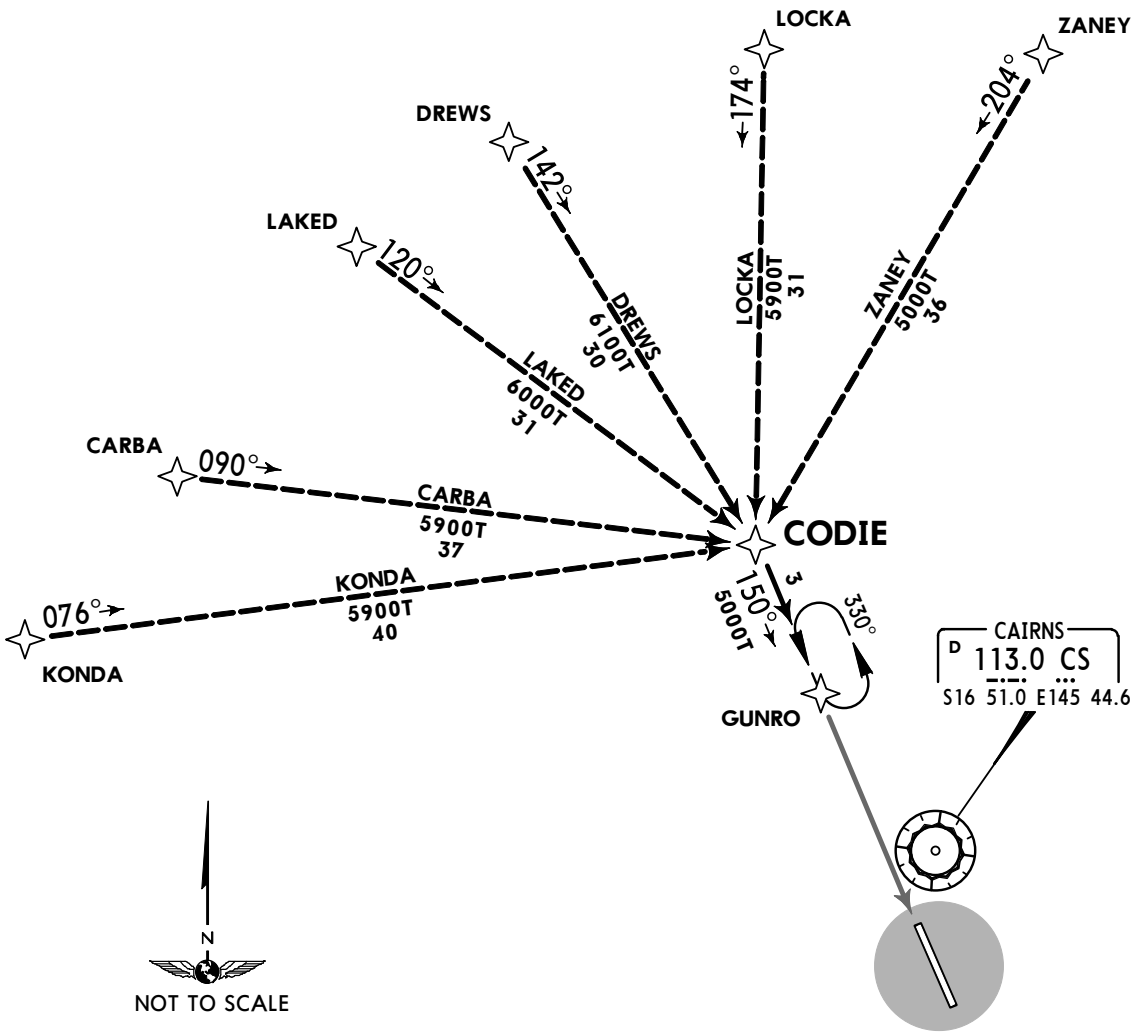
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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

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. Track via RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.

CHANGES: Chart reindexed, procedure renumbered and revised, MSA, new format.

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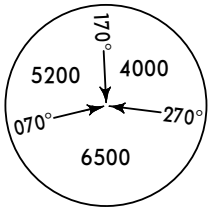
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2F) Eff 21 Jun 1600Z

RNAV STAR

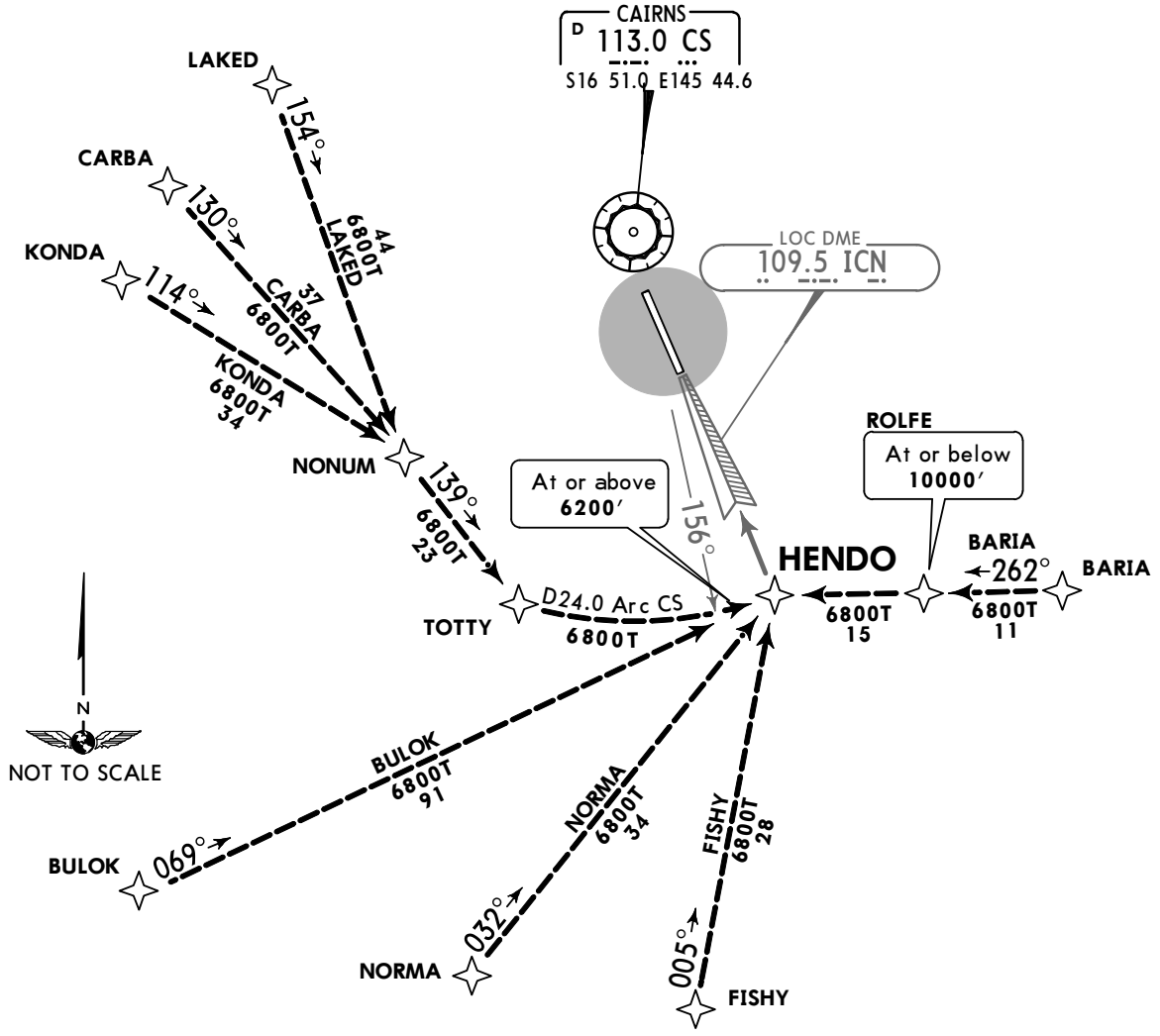
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA ARP
or CS VOR
5600 within
10 NM

HENDO 8A (RNAV) ARRIVAL
[HEND8A]
(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
BARIA	From BARIA to HENDO: Track 262° to ROLFE. Cross ROLFE at or below 10000′. Track 262° to HENDO.
BULOK	From BULOK 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 intercept LOC RWY 33.

CHANGES: Chart reindexed, procedure renumbered and revised, MSA, new format.

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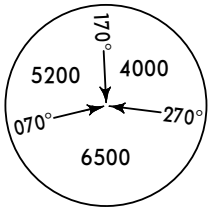
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2G) Eff 1 Mar

RNAV STAR

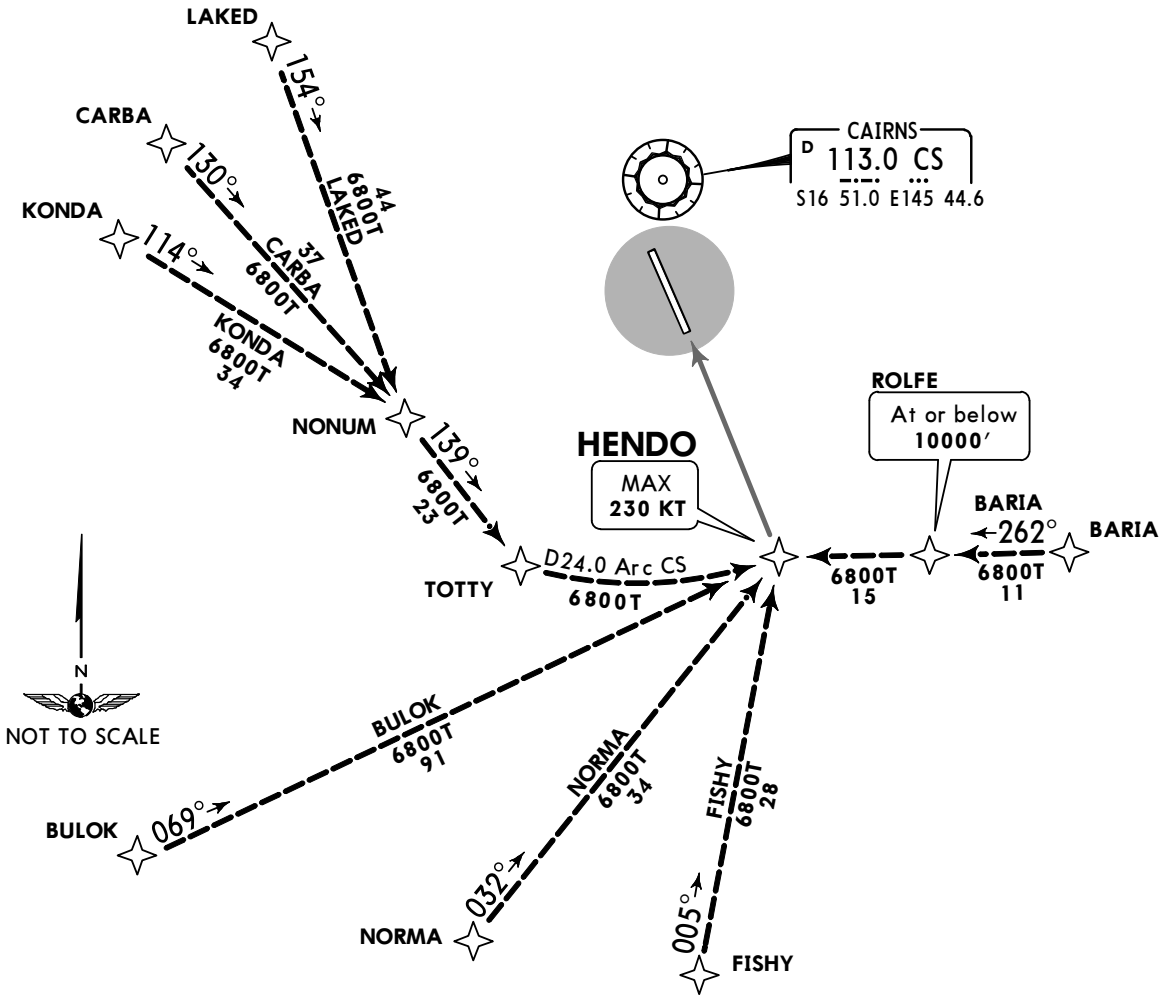
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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

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
BARIA	From BARIA to HENDO: Track 262° to ROLFE. Cross ROLFE at or below 10000′. Track 262° to HENDO.
BULOK	From BULOK 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.

CHANGES: None.

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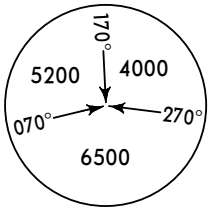
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2H) Eff 1 Mar

RNAV STAR

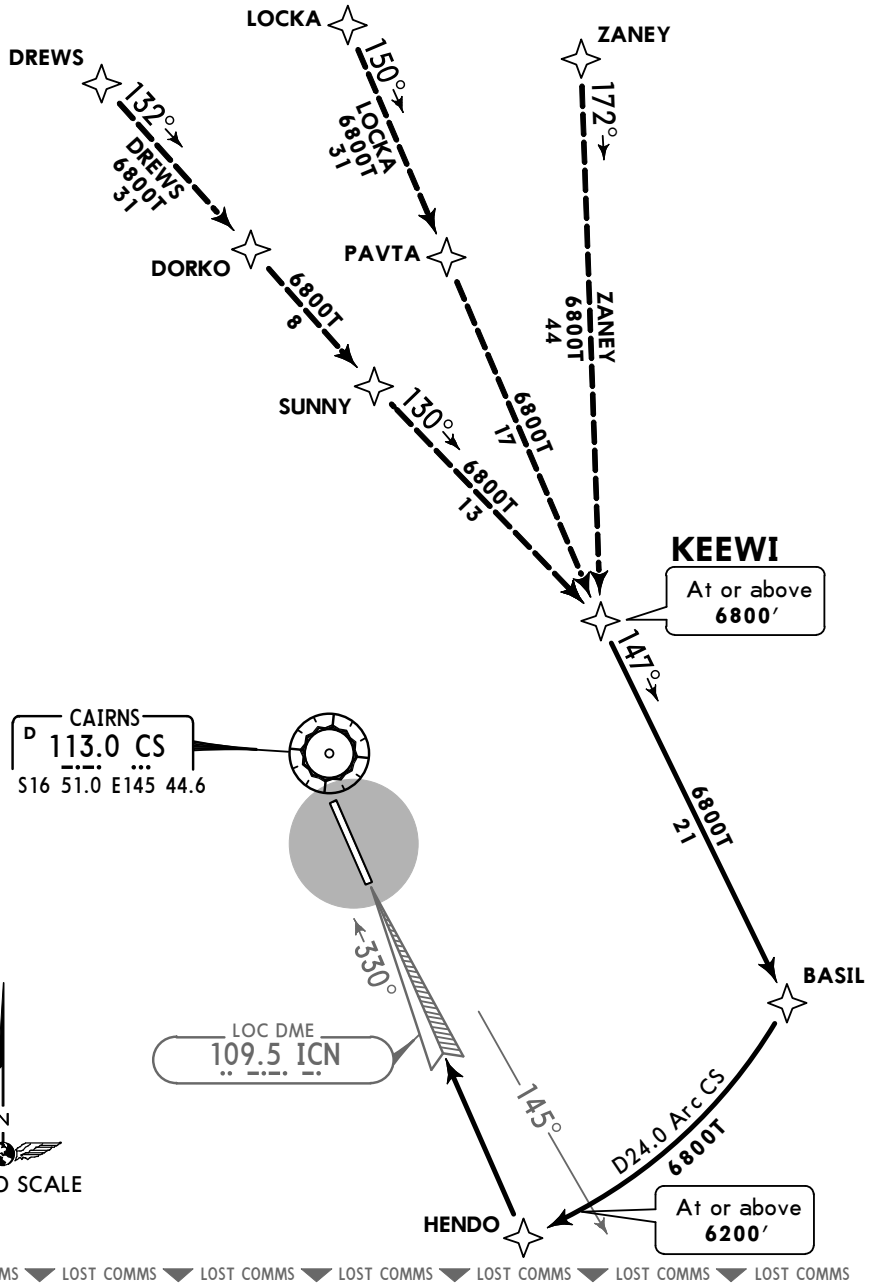
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
113.0 131.1	10′	



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 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.
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.

CHANGES: Procedure renumbered, transitions revised, DORKO and PAVTA added.

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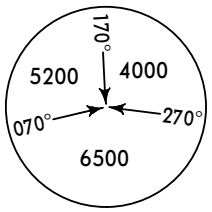
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2J) Eff 1 Mar

RNAV STAR

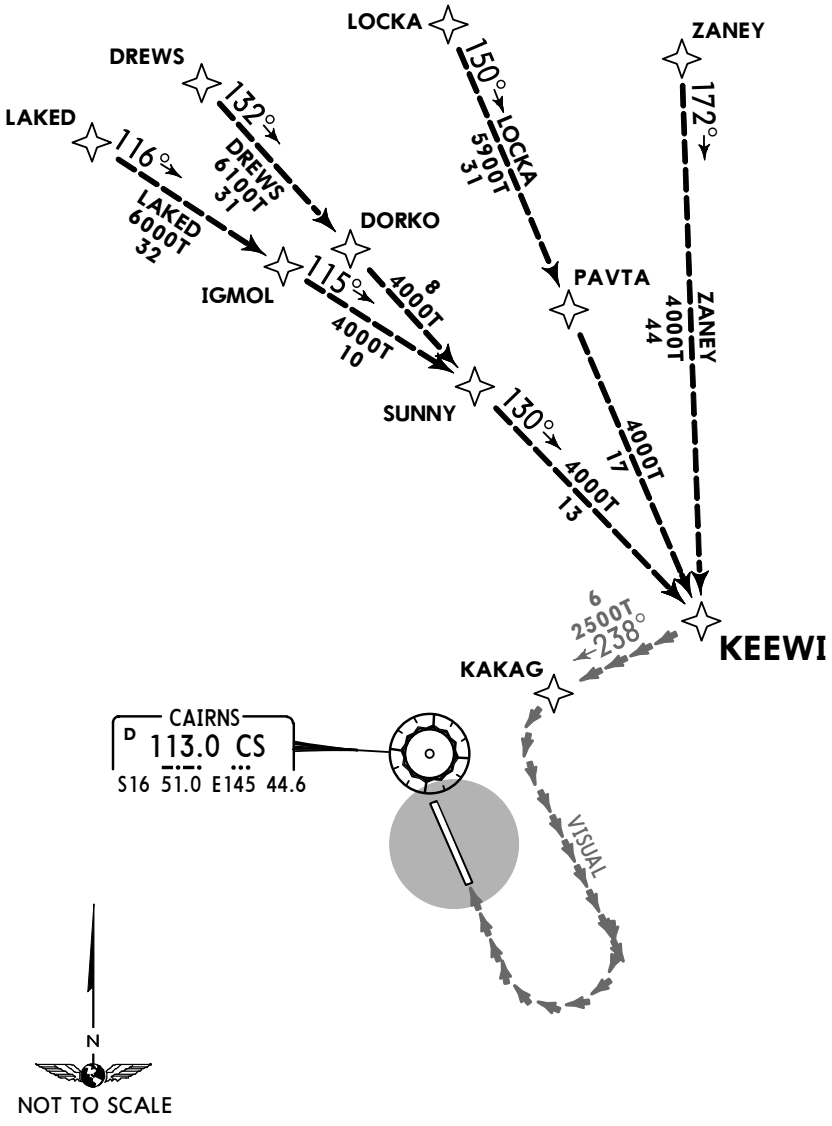
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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.
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.

CHANGES: Procedure renumbered, transitions, DORKO, IGMOL and PAVTA added.

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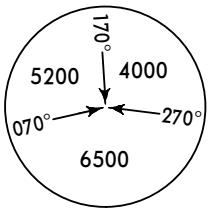
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2K) Eff 1 Mar

RNAV STAR

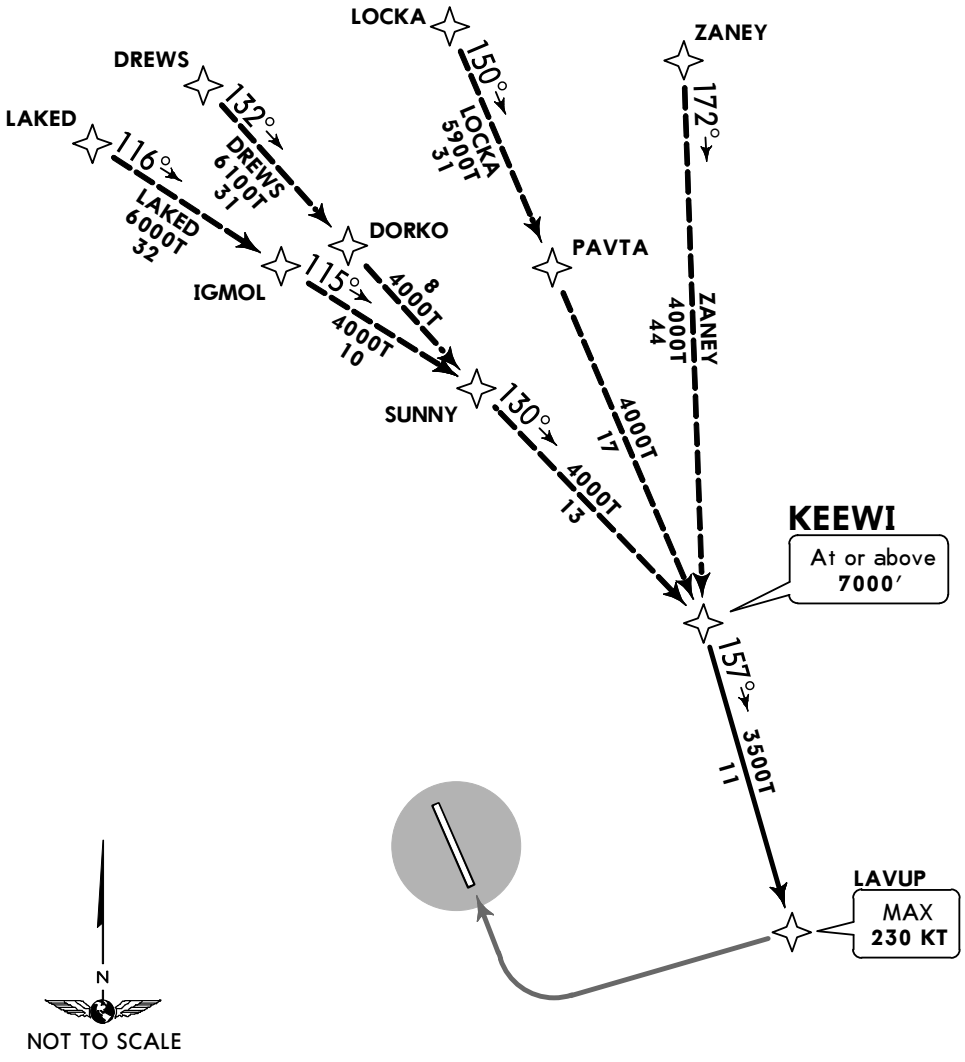
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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.
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.

CHANGES: Procedure renumbered, transitions, IGMOL, DORKO and PAVTA added.

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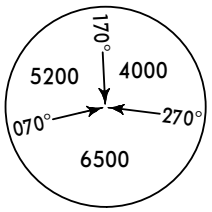
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2L) Eff 1 Mar

RNAV STAR

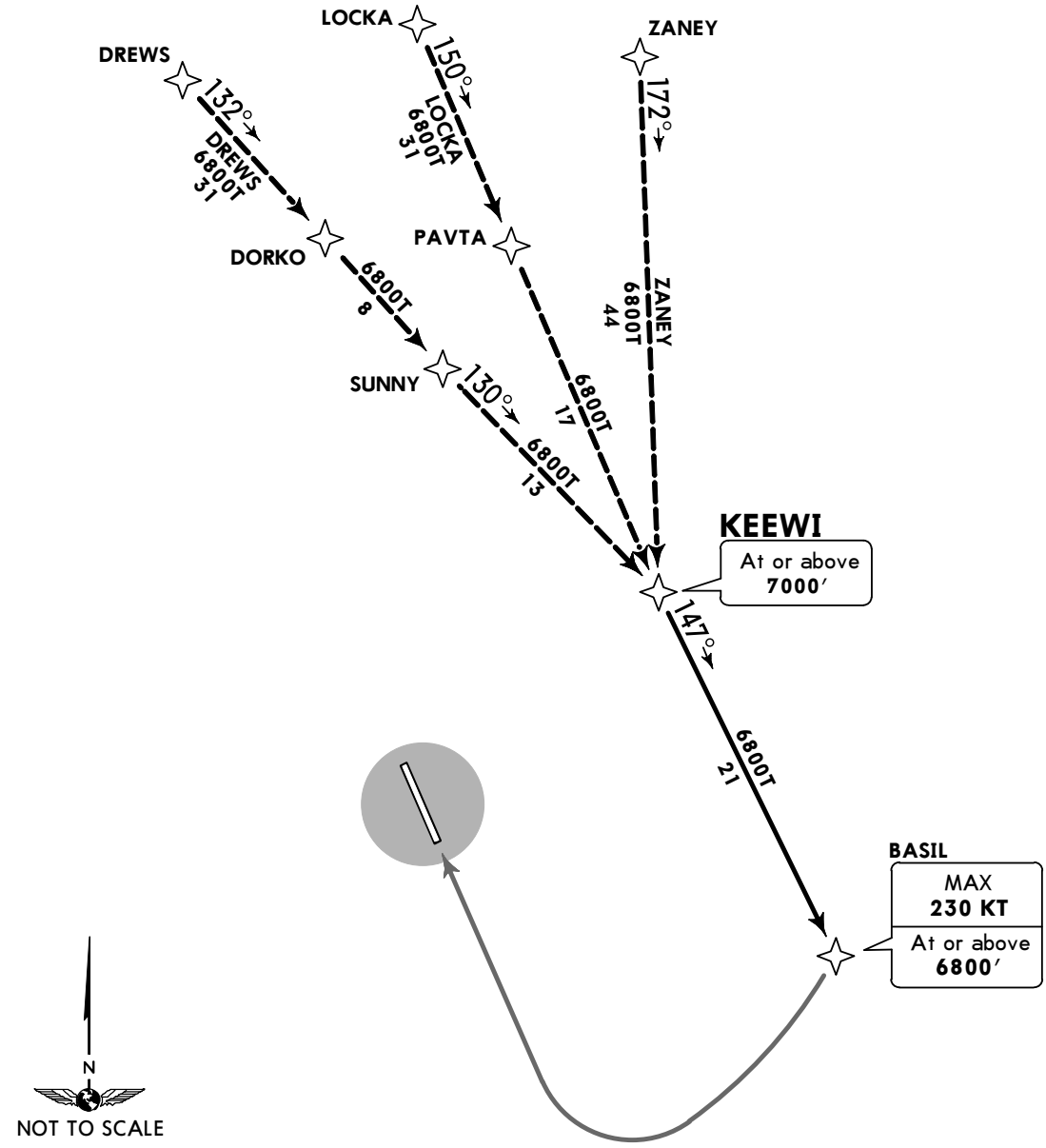
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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.

CHANGES: Procedure renumbered, DORKO and PAVTA added, transitions revised.

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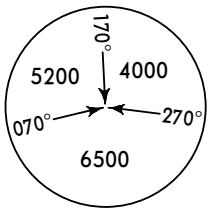
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

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

RNAV STAR

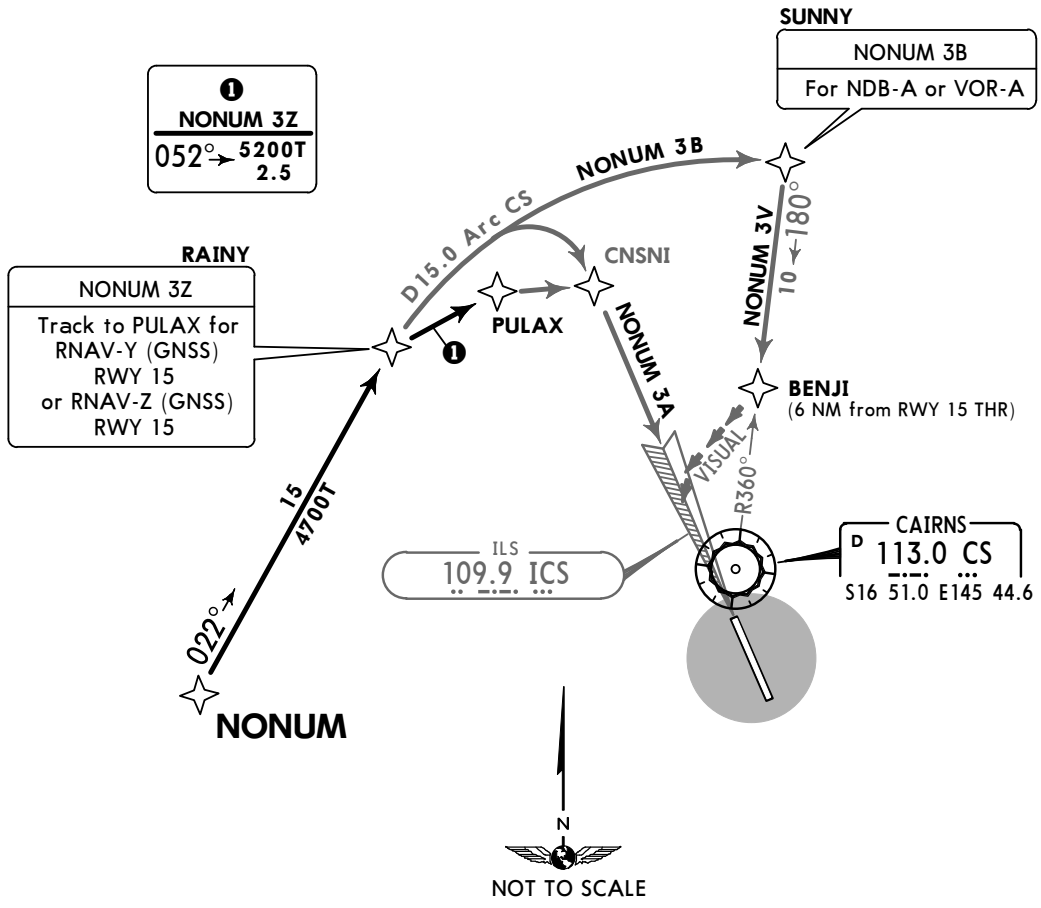
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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

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.

CHANGES: Procedures upnumbered, CNSNA renamed to PULAX, routing text.

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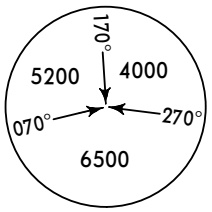
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2N) Eff 1 Mar

RNAV STAR

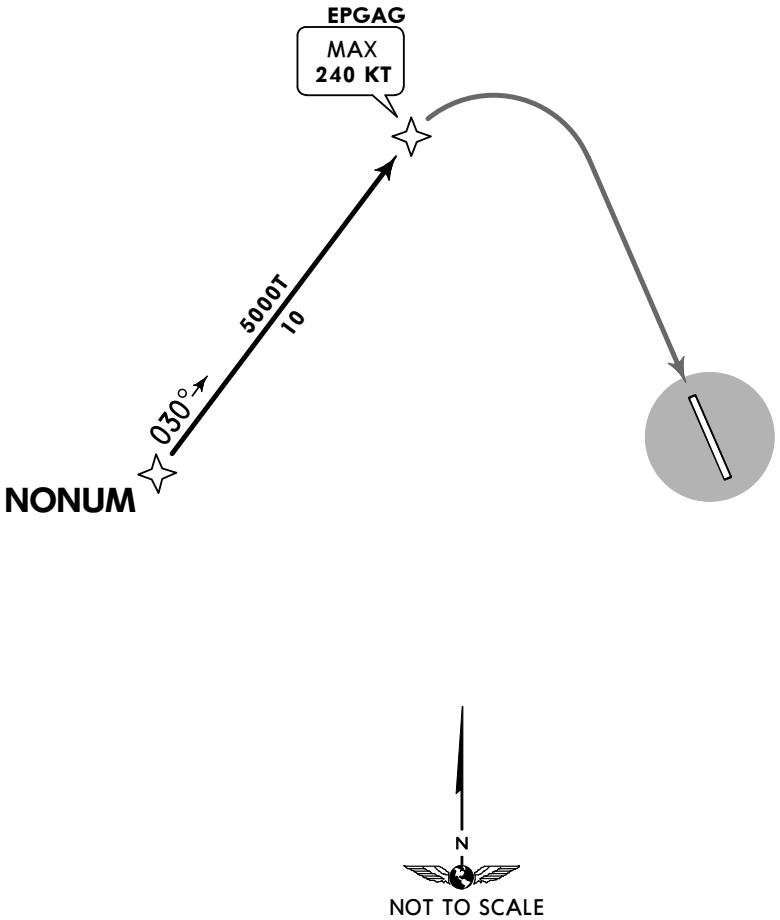
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



MSA ARP
5600 within
10 NM

NONUM 3W (RNAV) ARRIVAL
[NONU3W]
(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 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

ROUTING

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

CHANGES: Procedure upnumbered.

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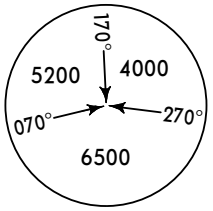
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2P) Eff 1 Mar

RNAV STAR

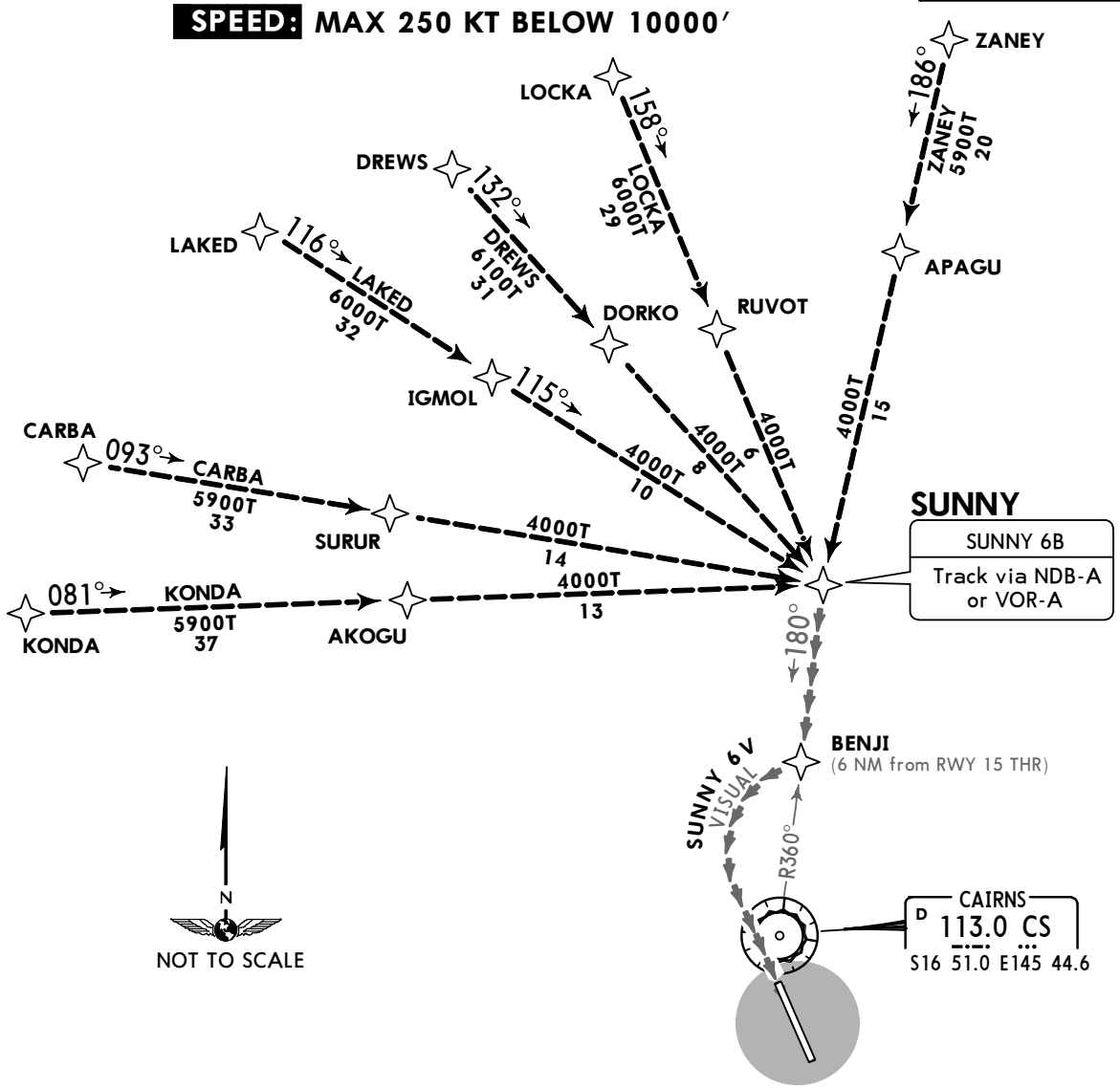
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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 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).

CHANGES: Procedures upnumbered, waypoints added, transitions, routing text.

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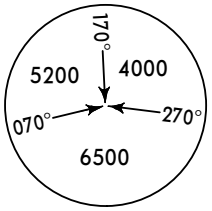
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2Q) Eff 1 Mar

RNAV STAR

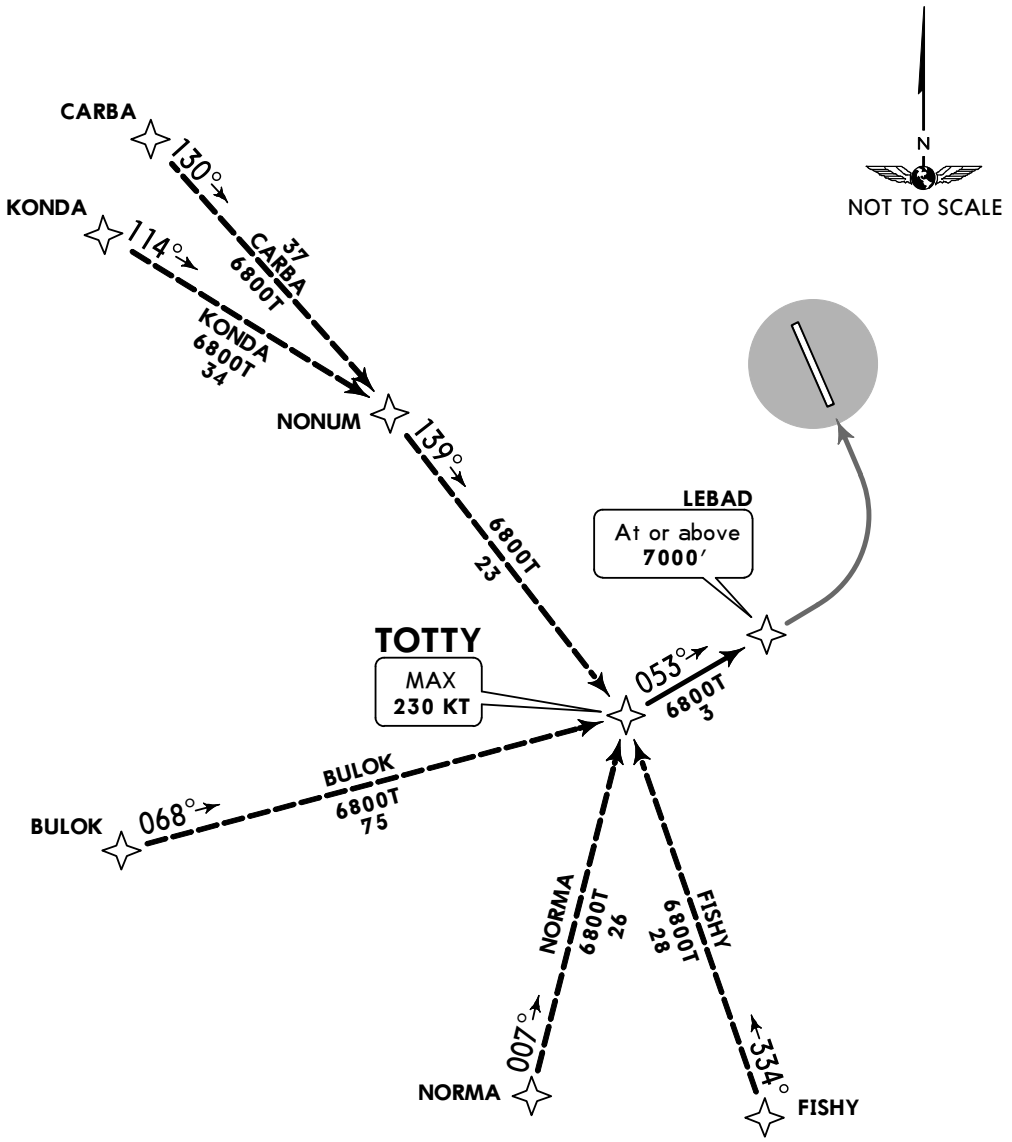
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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 MC
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
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.

CHANGES: None.

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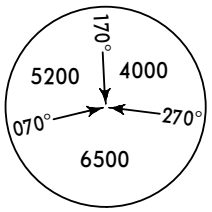
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2S) Eff 1 Mar

RNAV STAR

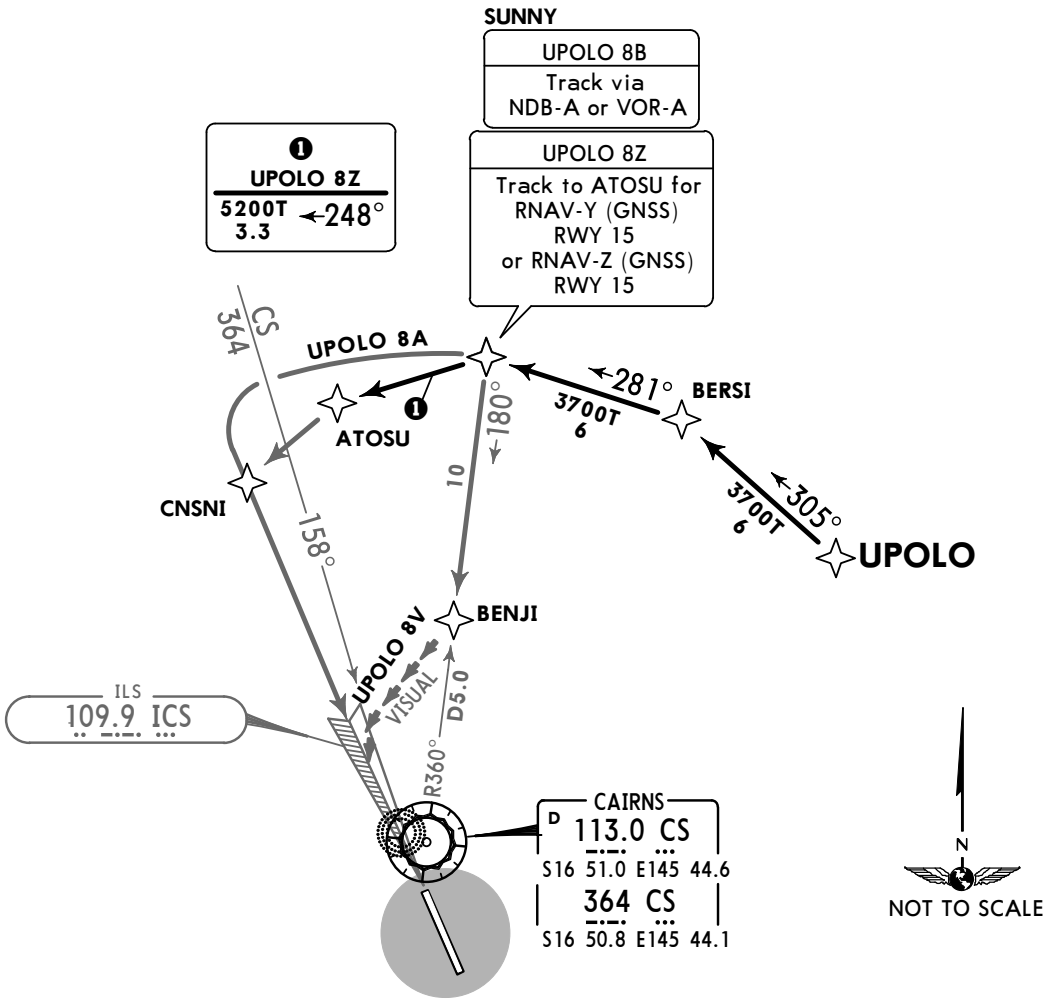
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
113.0 131.1	10′	



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

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

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.

CHANGES: Procedures upnumbered and revised, CNSND renamed to ATOSU.

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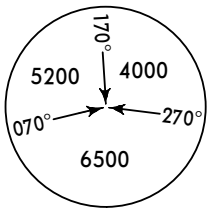
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2T) Eff 1 Mar

RNAV STAR

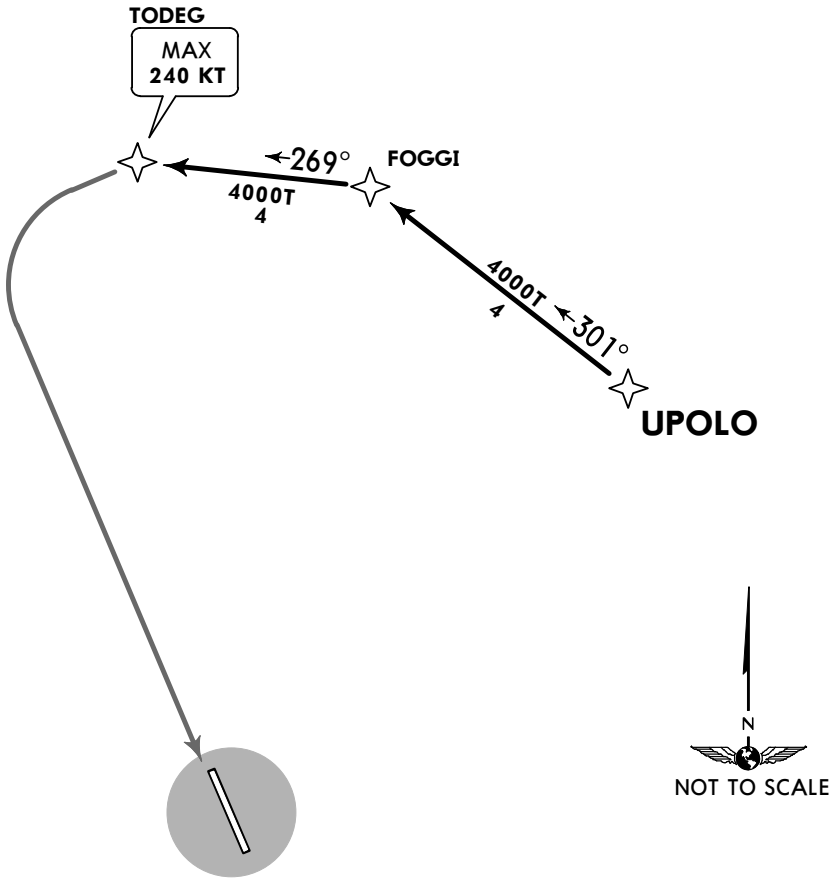
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN MIC
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

ROUTING

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

CHANGES: Procedure upnumbered.

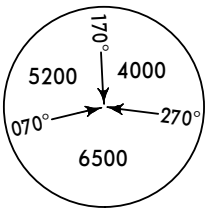
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3) Eff 9 Nov SID

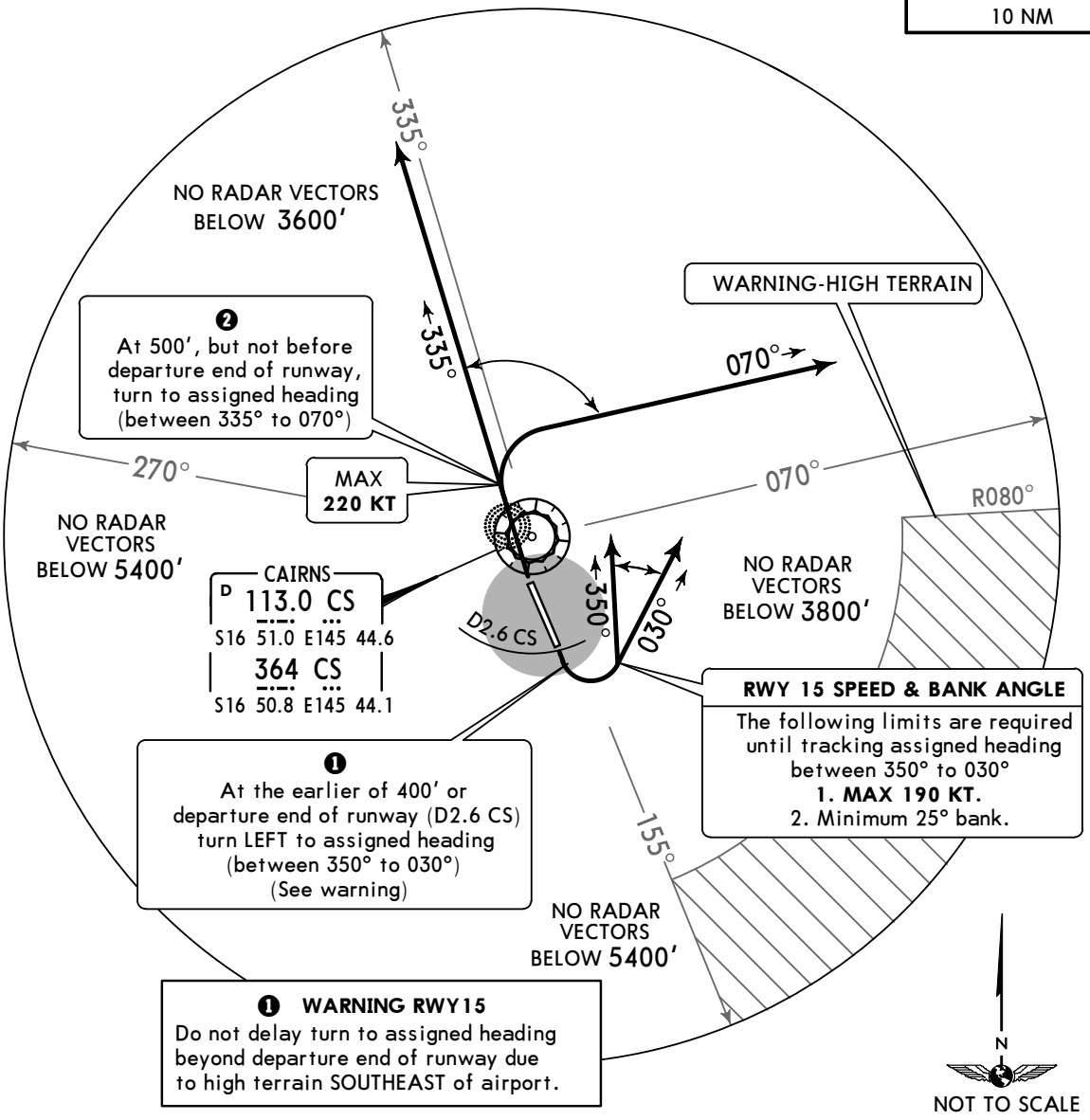
CAIRNS Departure (R)	Apt Elev	
118.4 126.1 (as advised)	10′	Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA CS VOR
5600 within
10 NM

CAIRNS 2 DEPARTURE (RADAR)

SPEED: MAX 250 KT BELOW 10000′



This SID requires minimum climb gradients:
RWY 15: 4.0% to 600′.
RWY 33: 4.6% to 2000′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397

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

LOST COMMS

COMMUNICATIONS FAILURE PROCEDURE

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.

LOST COMMS

RWY	INITIAL CLIMB
15	Track 150°. ❶ At the earlier of 400′ or departure end of runway (D2.6 CS) turn LEFT to assigned heading (between 350° to 030°). When directed, contact Departures for RADAR vectors.
33	MAX 220 KT. Track 330°. ❷ At 500′, but not before departure end of runway, turn to assigned heading (between 335° to 070°). When directed, contact Departures for RADAR vectors.

CHANGES: Speed restriction added.

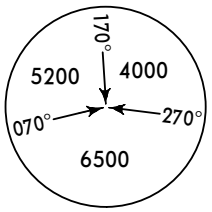
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3A) Eff 9 Nov SID

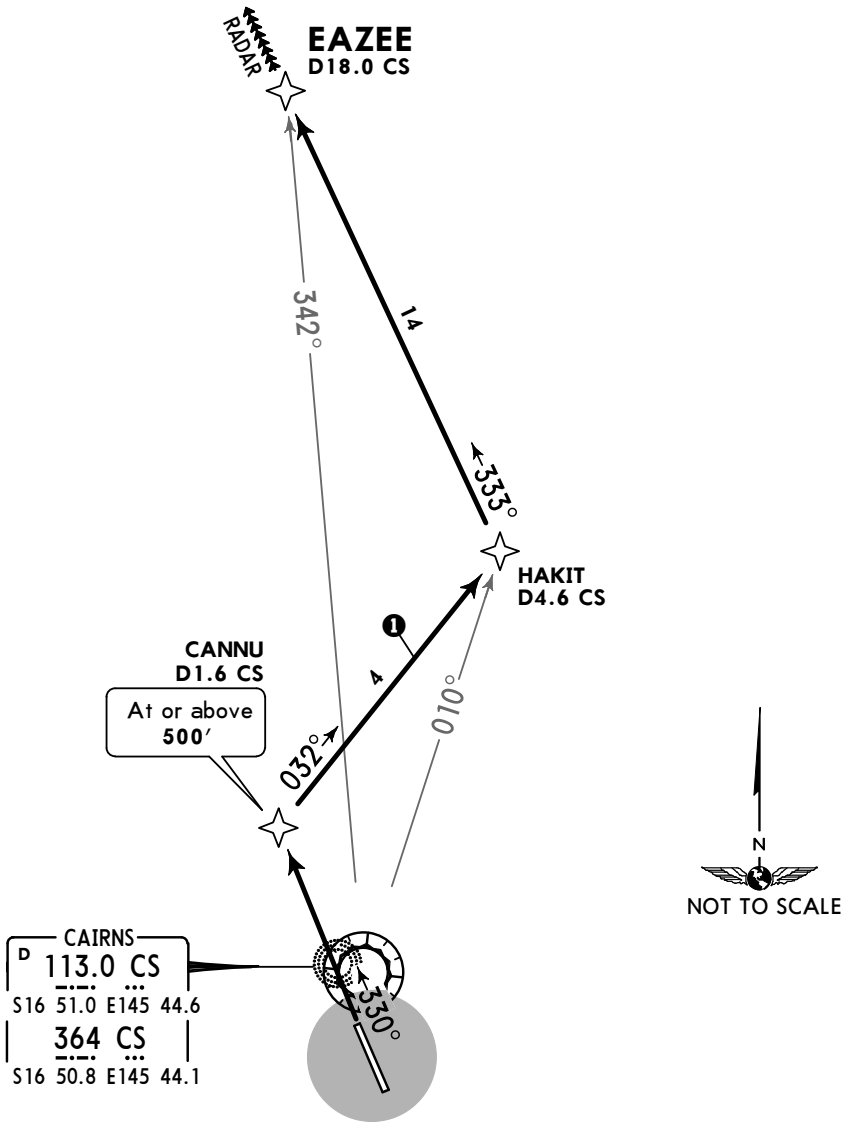
CAIRNS Departure (R)	Apt Elev	
118.4 126.1 (as advised)	10′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA CS VOR
5600 within
10 NM

EAZEE 2 DEPARTURE
[EAZEE2]
(RWY 33)

SPEED: MAX 250 KT BELOW 10000′
MAX 220 KT UNTIL HAKIT



This 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

❶ 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.

CHANGES: Speed restriction added.

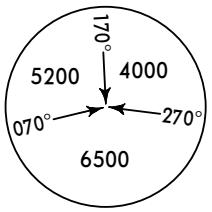
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YBCS/CNS CAIRNS INTL

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3 NOV 17 (10-3B) Eff 9 Nov SID

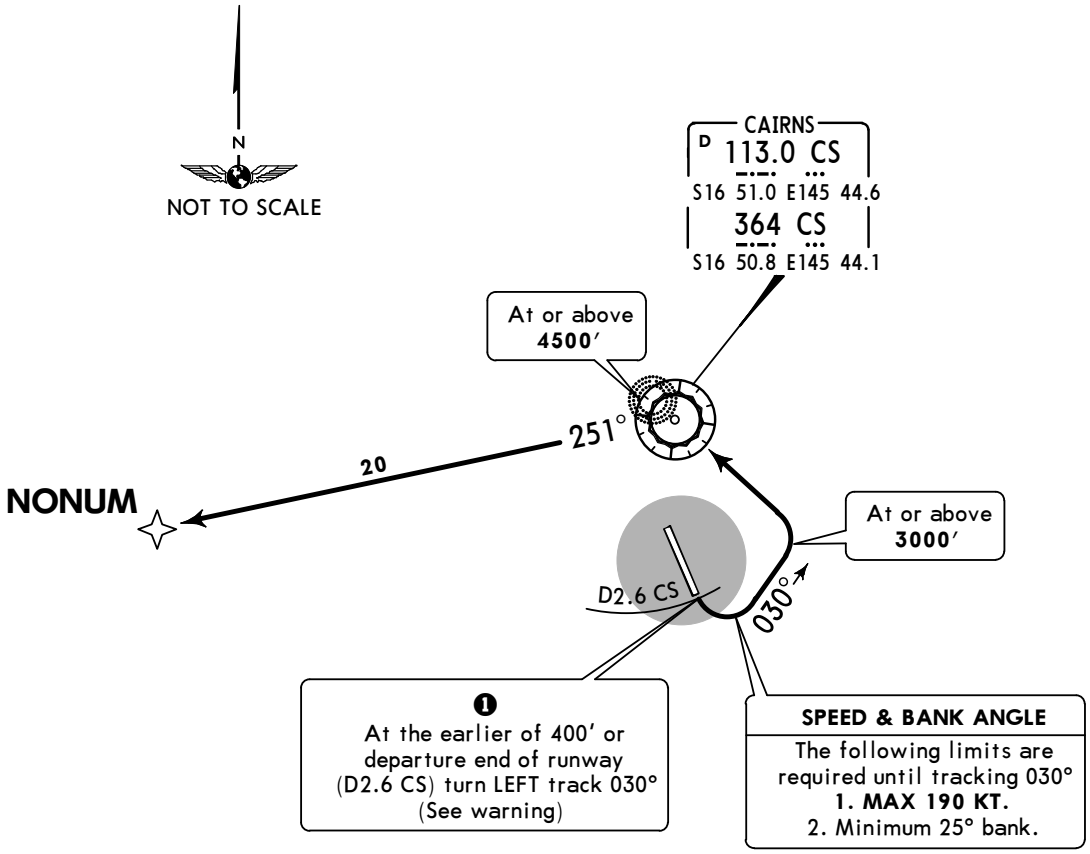
CAIRNS Departure (R) 118.4 126.1 (as advised)	Apt Elev 10′	Trans level: FL110 Trans alt: 10000′ 1. Non-jets only. 2. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA CS VOR
5600 within
10 NM

NONUM 1 DEPARTURE
[NONUM1]
(RWY 15)

SPEED: MAX 250 KT BELOW 10000′



❶ 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°. ❶ 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.

CHANGES: Speed restriction added.

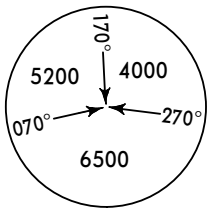
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3C) Eff 9 Nov SID

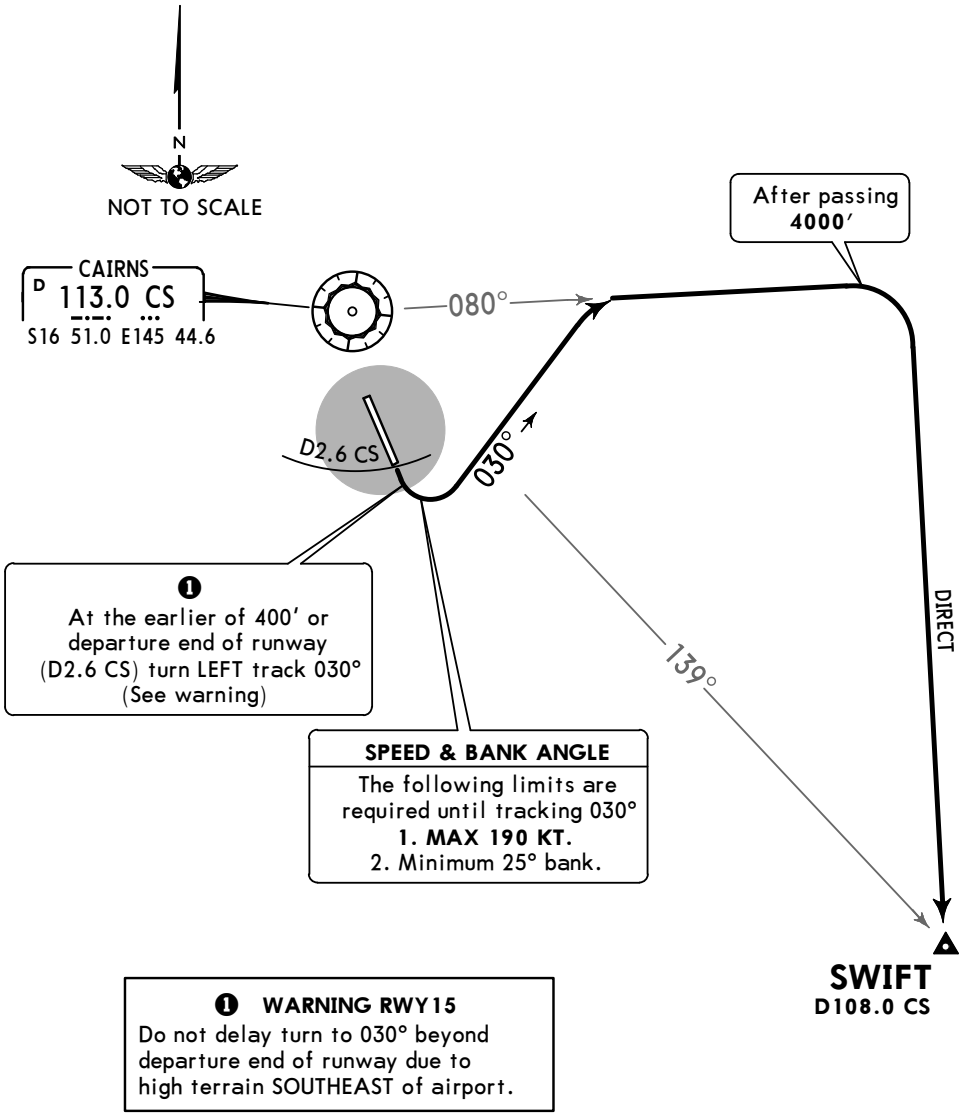
CAIRNS Departure (R)	Apt Elev	
118.4 126.1 (as advised)	10′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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.

CHANGES: Speed restriction added.

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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.

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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.

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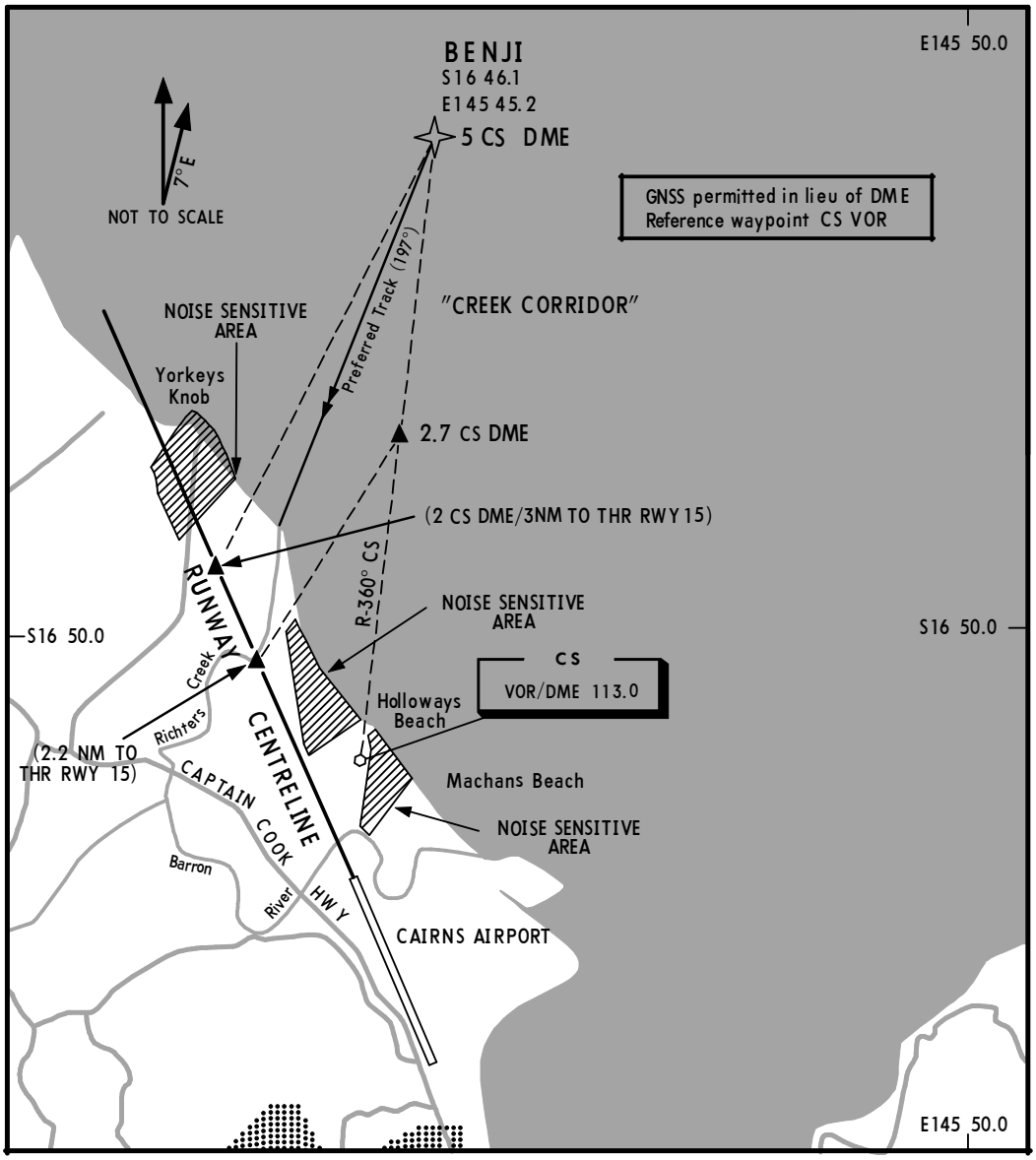
YBCS/CNS

JEPPESEN CAIRNS, QLD, AUSTRALIA

22 MAY 15 (10-4B) Eff 28 May

CAIRNS INTL

NOISE ABATEMENT PROCEDURES



CHANGES: Runway 12/30 decommissioned.

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YBCS/CNS

Apt Elev 10′
S16 53.2 E145 45.3

JEPPESEN CAIRNS, QLD, AUSTRALIA

9 MAR 18 (10-9)

CAIRNS INTL

ATIS	CAIRNS Delivery	CAIRNS Ground	Tower	CAIRNS Departure (R)
113.0 131.1	128.75	121.7	124.9	118.4

145-45

CAUTION: Restricted wingtip clearance when taxiing on Twy B if another acft holding at Twy B3 or B4 hold points.

Elev 10′

15 150°

16-52

16-53

63′

757′

521′

10,485′ 3196m

FOR PARKING STANDS AND COORDINATES SEE CHART 10-9B, 10-9C

INTERNATIONAL TERMINAL

CONTROL TOWER

DOMESTIC TERMINAL

GENERAL AVIATION APRON

ARP

07°E

Taxiway A2 and A between A2 and A3 not available to aircraft above 15,433 lbs (7000 kg).

Taxiway A3 not available to aircraft above 50,706 lbs (23,000 kg).

Taxiway A4 not available to aircraft above 198,416 lbs (90,000 kg).

Taxiway A south of A4, Max wingspan 72′ (22m).

Taxiway Y not available to aircraft above 22,046 lbs (10,000 kg).

131′ 40m

Elev 8′

33 330°

HS1

A3

Rwy 15/33

Feet 0 500 1000 1500 2000 2500 3000

Meters 0 200 400 600 800 1000

145-45

CHANGES: CAIRNS Delivery call sign.

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YBCS/CNS JEPPESEN CAIRNS, QLD, AUSTRALIA

9 MAR 18 (10-9A) 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 positon/gate number to ATC on acknowledgement of airways clearance.
All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118'(36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node direction clockwise turn only.
Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.
Rwy 15-False course indication may occur outside 035° either side of LLZ-Pilot monitored outside ATS hours of operation.
Right-hand circuit Rwy 33.

ADDITIONAL RUNWAY INFORMATION

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

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 B	1010' - 4.4 km	1220' - 4.4 km	1280' - 4.4 km	NOT APPLICABLE
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 B	NOT APPLICABLE	1520' - 4.4 km		2110' - 4.4 km
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.

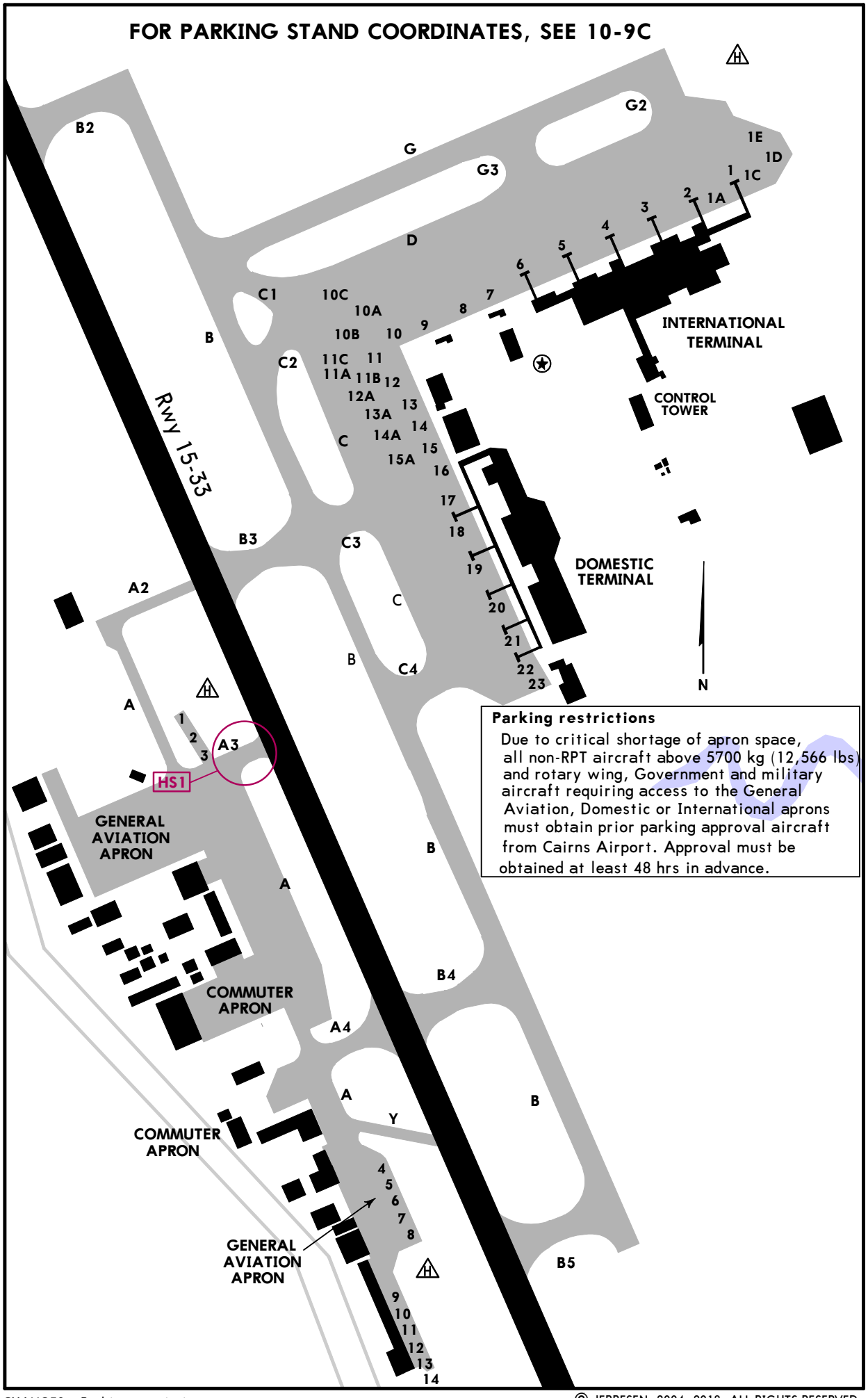
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YBCS/CNS JEPPESEN CAIRNS, QLD, AUSTRALIA

10 AUG 18 (10-9B)

CAIRNS INTL

FOR PARKING STAND COORDINATES, SEE 10-9C



Parking restrictions

Due to critical shortage of apron space, all non-RPT aircraft above 5700 kg (12,566 lbs) and rotary wing, Government and military aircraft requiring access to the General Aviation, Domestic or International aprons must obtain prior parking approval aircraft from Cairns Airport. Approval must be obtained at least 48 hrs in advance.

CHANGES: Parking restrictions note.

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YBCS/CNS JEPPESEN CAIRNS, QLD, AUSTRALIA

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL		
11	S16 52.4 E145 45.1	11′
11A, 11B, 11C	S16 52.5 E145 45.1	10′
12, 13	S16 52.5 E145 45.1	11′
12A, 13A	S16 52.5 E145 45.1	10′
14, 15	S16 52.5 E145 45.1	11′
14A, 15A	S16 52.5 E145 45.1	10′
16,17	S16 52.6 E145 45.1	11′
❶18, 18A	S16 52.6 E145 45.2	11′
❶19, 19A	S16 52.6 E145 45.2	11′
❶20, 20A	S16 52.7 E145 45.2	11′
❶21, 21A	S16 52.7 E145 45.2	11′
❶22, 22A	S16 52.7 E145 45.2	11′
23	S16 52.7 E145 45.2	11′
GENERAL AVIATION APRON		
1	S16 52.8 E145 44.9	8′
2, 3	S16 52.8 E145 44.9	7′
4 thru 8	S16 53.2 E145 45.1	6′
9 thru 13	S16 53.3 E145 45.1	6′
14	S16 53.3 E145 45.1	3′

STAND No.	COORDINATES	ELEV
INTERNATIONAL TERMINAL		
❶1	S16 52.4 E145 45.3	10′
1A	S16 52.3 E145 45.4	10′
1C	S16 52.3 E145 45.4	9′
1D	S16 52.3 E145 45.5	9′
1E	S16 52.3 E145 45.4	9′
❶2	S16 52.3 E145 45.4	11′
2B	S16 52.3 E145 45.4	11′
❶3	S16 52.3 E145 45.3	11′
3B	S16 52.3 E145 45.3	11′
❶4	S16 52.4 E145 45.3	11′
4B	S16 52.3 E145 45.3	11′
❶5	S16 52.4 E145 45.3	11′
5B, ❶6, 6B	S16 52.4 E145 45.2	11′
7, 7B	S16 52.4 E145 45.2	12′
8	S16 52.4 E145 45.1	12′
9	S16 52.4 E145 45.1	11′
10, 10A, 10B	S16 52.4 E145 45.1	10′
10C	S16 52.4 E145 45.1	9′

❶ Safegate Docking Guidance System

CHANGES: None.

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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 Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

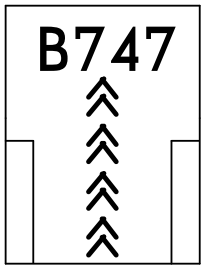
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VISUAL DOCKING GUIDANCE SYSTEMS

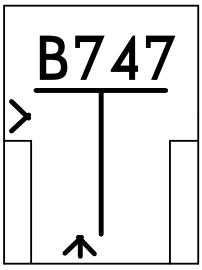
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

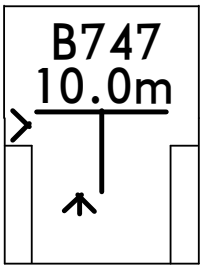
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



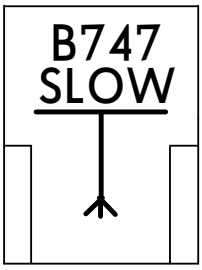
CAPTURE
Searching for aircraft



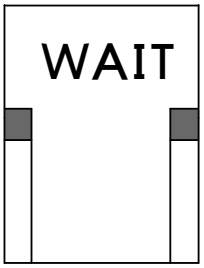
TRACKING AIRCRAFT
Aircraft left of centerline



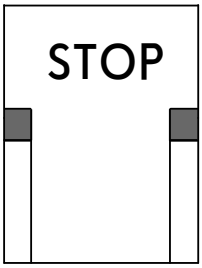
CLOSING RATE



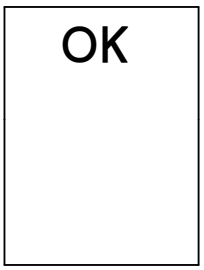
SLOW (DECREASE SPEED)



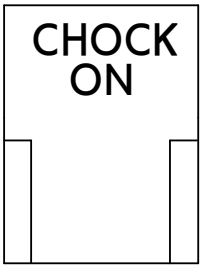
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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YBCS/CNS CAIRNS INTL — CAIRNS, QLD, AUSTRALIA — ILS-Z or LOC-Z Rwy 15

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-1) CAT C & D

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

BRIEFING STRIP ™

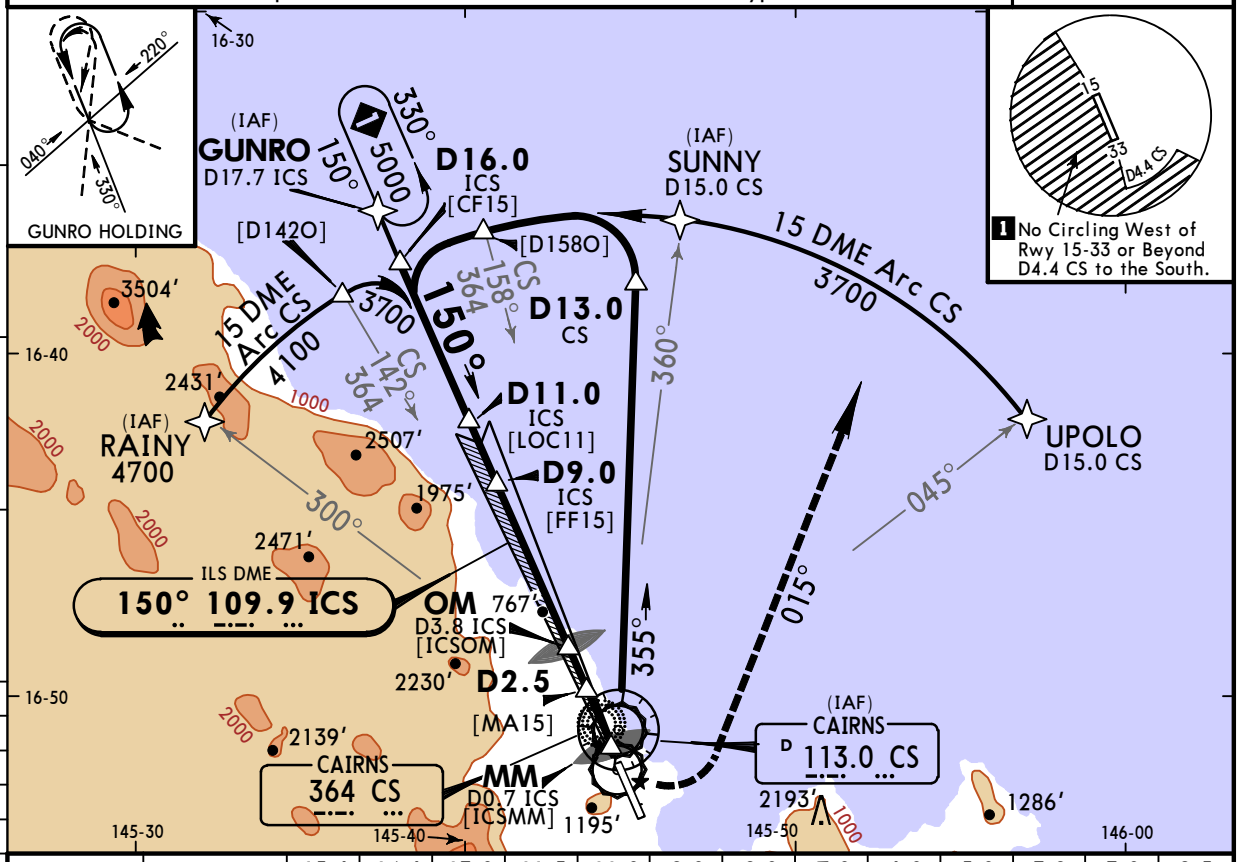
LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D9.0 2900′ (2890′)	390′ (380′)	

MISSED APCH: Turn LEFT, track 015°. 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.

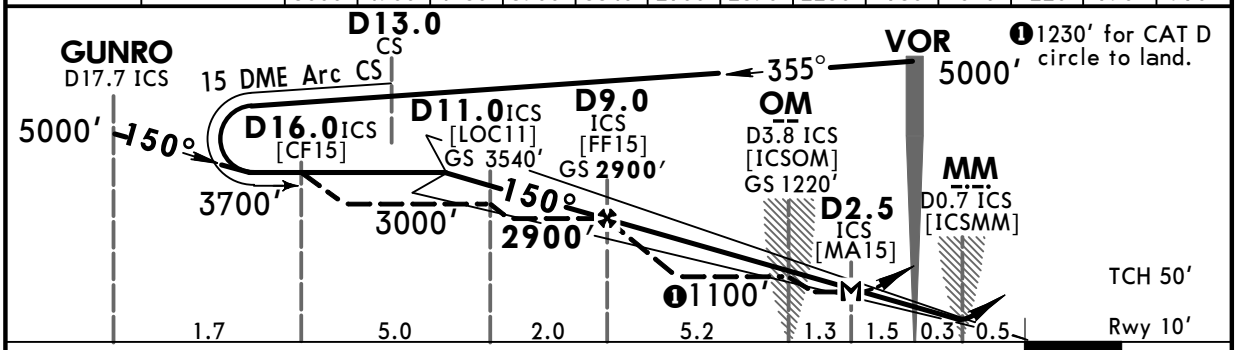
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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. MAX 180 KT from 1000′ on final until tracking 015° in missed approach. 5. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 6. 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						

HIALS PAPI PAPI LT 015°

STRAIGHT-IN LANDING RWY15

ILS			LOC (GS out) DME	
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%		
DA(H) 390′ (380′)		DA(H) 470′ (460′)	MDA(H) 790′ (780′)	
FULL | HIRL out | HIALS out		FULL | HIRL out | HIALS out	HIALS out	
A B	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	
C	1.3 km	1.5 km	1.7 km	3.5 km 4.4 km
D				

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
A B	NOT APPLICABLE
180	790′ (780′) -4.0 km
205	1230′ (1220′) -5.0 km

PANS OPS

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

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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

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

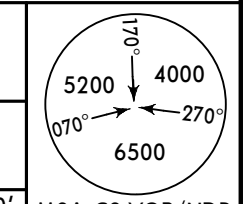
BRIEFING STRIP™

LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D9.0 2900′ (2890′)	390′ (380′)	

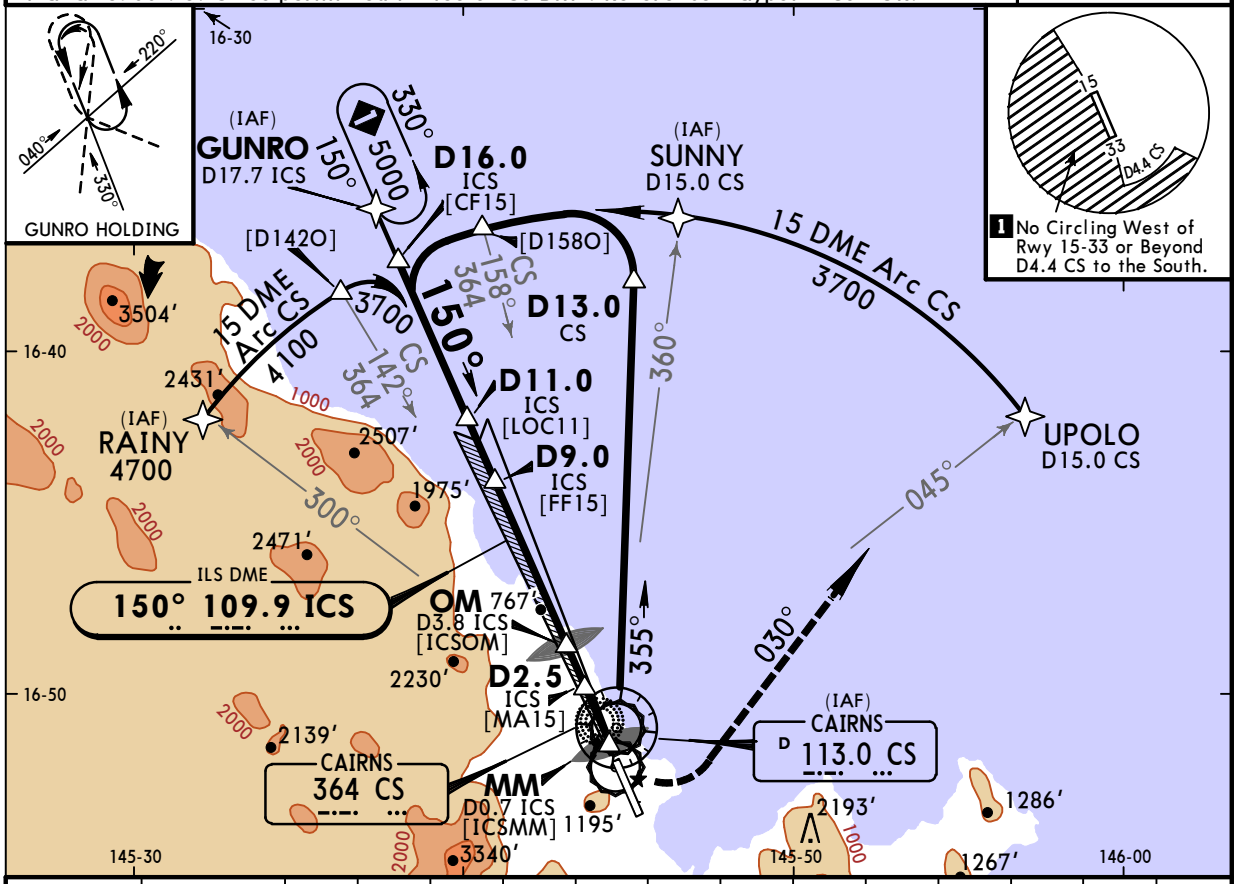
MISSED APCH: Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700′ or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

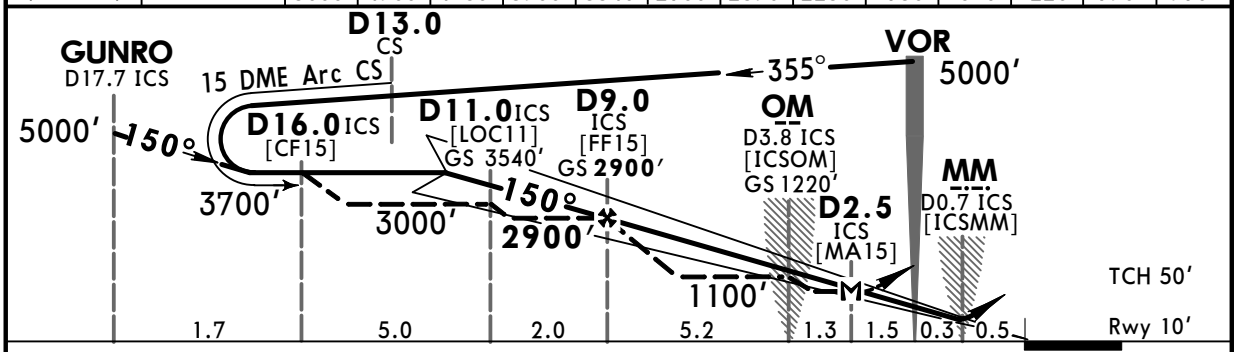
1. ICS DME REQUIRED. 2. CAUTION: High terrain 1195′, West of Rwy 15/33. 3. ICS DME - poor coverage beyond 25° West of Rwy centerline. ICS LOC - poor coverage beyond 10° West of Rwy centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 5. GNSS permitted in lieu of CS DME. Reference 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							

HIALS PAPI PAPI LT 030°

PANS OPS

STRAIGHT-IN LANDING RWY15 ILS

	Missed apch climb gradient mim 4.0% DA(H) 390′ (380′) FULL	HIRL out	HIALS out	Missed apch climb gradient mim 2.5% DA(H) 470′ (460′) FULL	HIRL out	HIALS out
A B	1.3 km		1.5 km	1.7 km		
C D	NOT APPLICABLE			NOT APPLICABLE		

LOC (GS out) DME MDA(H) 790′ (780′)		
		HIALS out
A B	3.5 km	4.4 km
C D	NOT APPLICABLE	

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
A B 100 135	790′ (780′) -2.4 km
C D	NOT APPLICABLE

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

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YBCS/CNS CAIRNS INTL — JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 **Eff 21 Jun 1600Z** (11-3) CAT C & D

ILS-X or LOC-X Rwy 15

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

BRIEFING STRIP ™

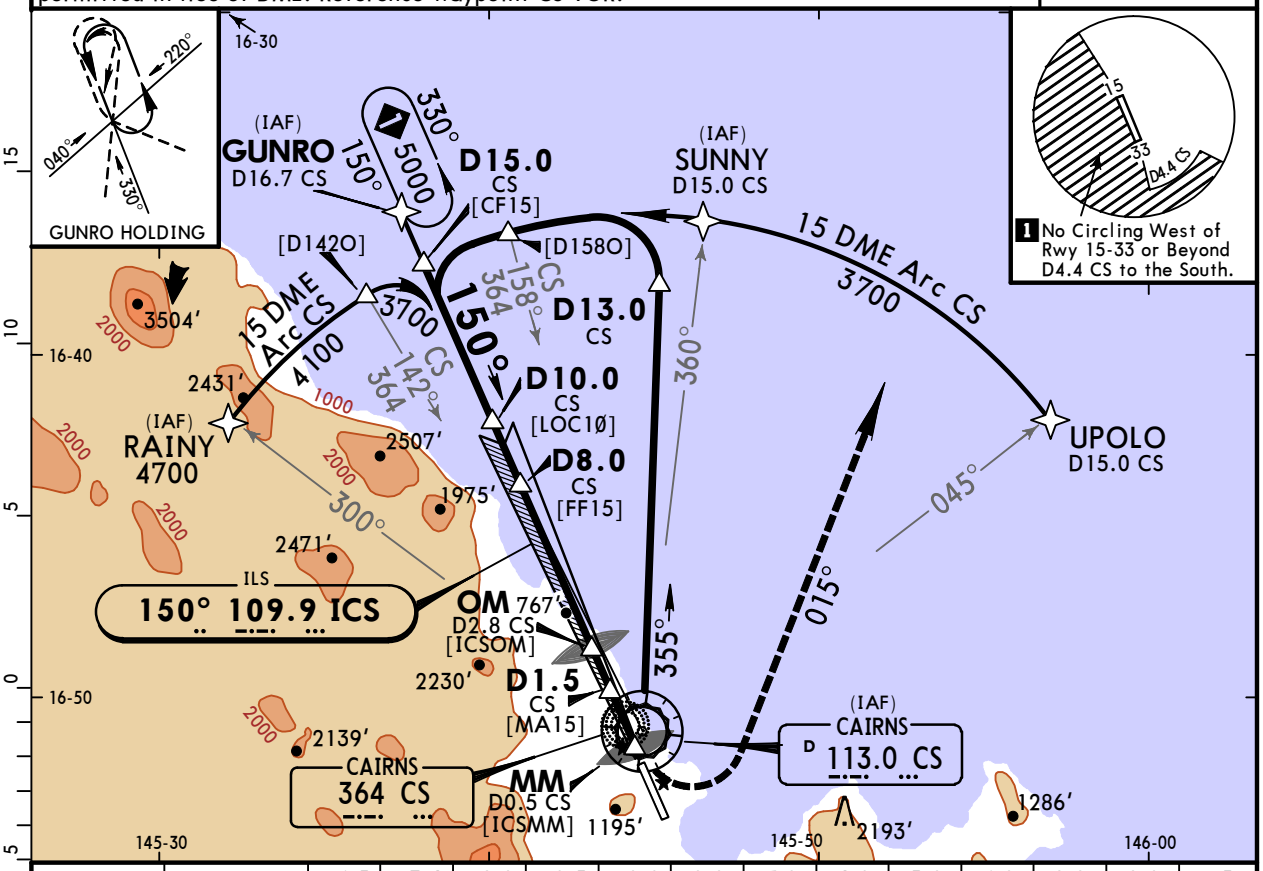
LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	**150°**	**D8.0** **2900′** (2890′)	**390′** (380′)	

MISSED APCH: Turn LEFT, track 015°. 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.

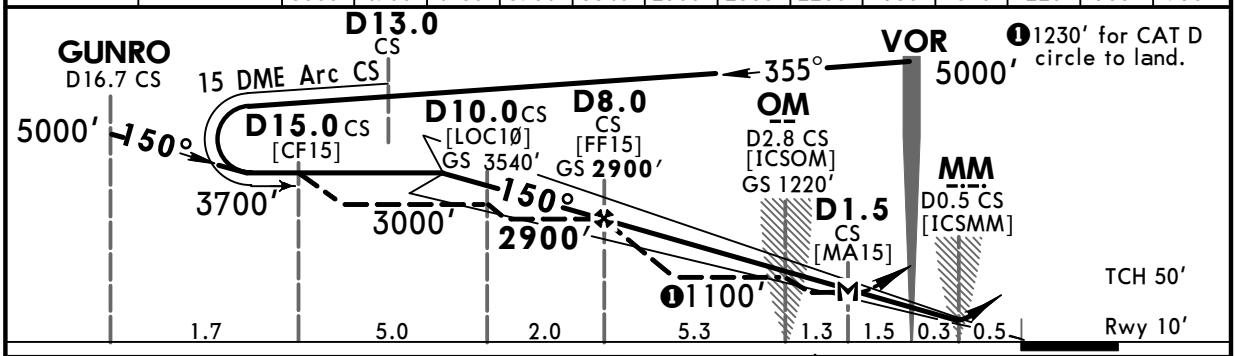
MSA CS VOR/NDB 5600 within 10 NM

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. MAX 180 KT from 1000′ on final until tracking 015° in missed approach. 5. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 6. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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



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

HIALS PAPI PAPI LT **015°**

STRAIGHT-IN LANDING RWY 15 ILS

PANS OPS	Missed apch climb gradient mim 4.0% DA(H) 390′ (380′) FULL	HIRL out	HIALS out	Missed apch climb gradient mim 2.5% DA(H) 470′ (460′) FULL	HIRL out	HIALS out
A	NOT APPLICABLE			NOT APPLICABLE		
B						
C	1.3 km		1.5 km	1.7 km		
D						

LOC (GS out) DME MDA(H) 790′ (780′)	HIALS out
NOT APPLICABLE	
3.5 km	4.4 km

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
A B	NOT APPLICABLE
180	790′ (780′) -4.0 km
205	1230′ (1220′) -5.0 km

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

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-4)

CAIRNS, QLD, AUSTRALIA

CAT A & B **ILS-W or LOC-W Rwy 15**

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

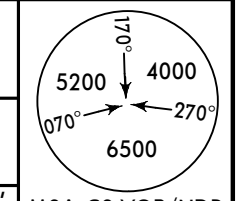
BRIEFING STRIP ™

LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D8.0 2900′ (2890′)	390′ (380′)	

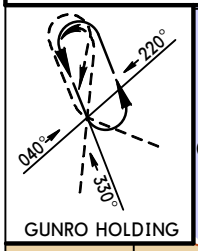
MISSED APCH: Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700′ or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

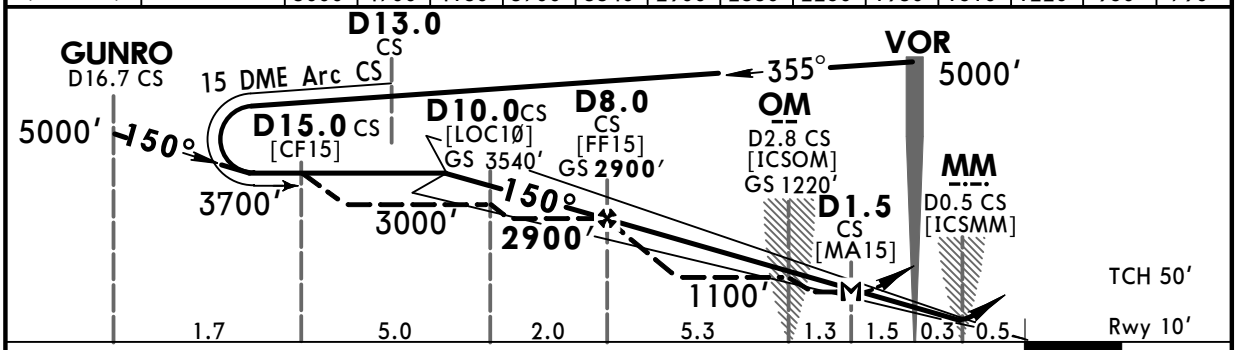
1. **CS DME REQUIRED.** 2. CAUTION: High terrain 1195′, west of Rwy 15/33. 3. DME 'ICS' limitation - poor coverage below 5000′ beyond 25° west of runway centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 5. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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							

HIALS PAPI PAPI LT 030°

PANS OPS

STRAIGHT-IN LANDING RWY15

	ILS Missed apch climb gradient mim 4.0% DA(H) 390′ (380′)			ILS Missed apch climb gradient mim 2.5% DA(H) 470′ (460′)			LOC (GS out) DME MDA(H) 790′ (780′)	
	FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out		HIALS out
A B	1.3 km		1.5 km	1.7 km			3.5 km	4.4 km
C D	NOT APPLICABLE			NOT APPLICABLE			NOT APPLICABLE	

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	790′ (780′) -2.4 km
C D	NOT APPLICABLE

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

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YBCS/CNS CAIRNS INTL

JEPPESEN 20 APR 18 (11-5)

CAIRNS, QLD, AUSTRALIA

CAT C & D **LOC-Z Rwy 33**

BRIEFING STRIP ™

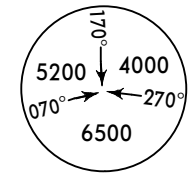
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	**330°**	**D6.9 ICN 1850′** (1842′)	**800′** (792′)	Rwy 8′

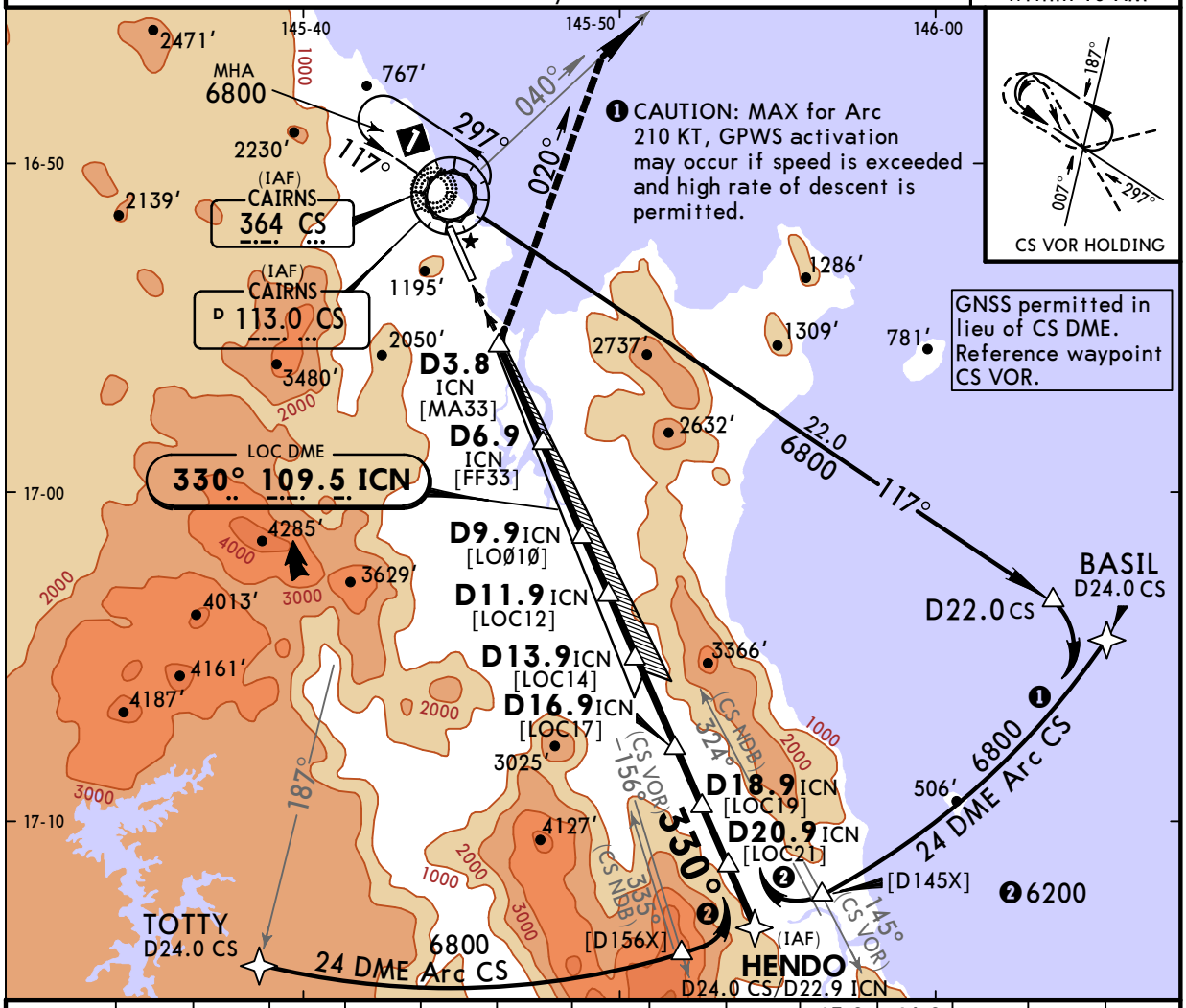
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

1. ICN DME REQUIRED. 2. MAX for missed approach turn 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.

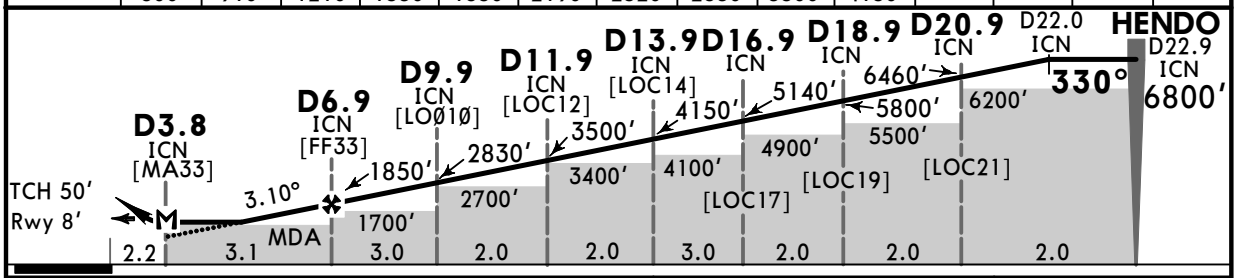


MSA CS VOR/NDB
5600
within 10 NM



CS VOR HOLDING

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	878
MAP at D3.8 ICN							

PAPI **020°**

PANS OPS

STRAIGHT-IN LANDING RWY33

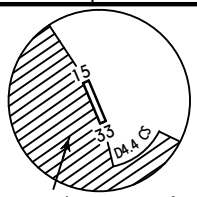
LOC DME

MDA(H) **800′** (792′)

A/B	NOT APPLICABLE
C	4.5 km
D	

CIRCLE-TO-LAND

Max Kts	A/B	MDA(H) NOT APPLICABLE
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.

CHANGES: HENDO ICN DME distance.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 20 APR 18 (11-6)

CAIRNS, QLD, AUSTRALIA

CAT A & B

LOC-Y Rwy 33

BRIEFING STRIP ™

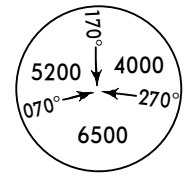
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	330°	D6.9 ICN 1850′ (1842′)	730′ (722′)	Rwy 8′

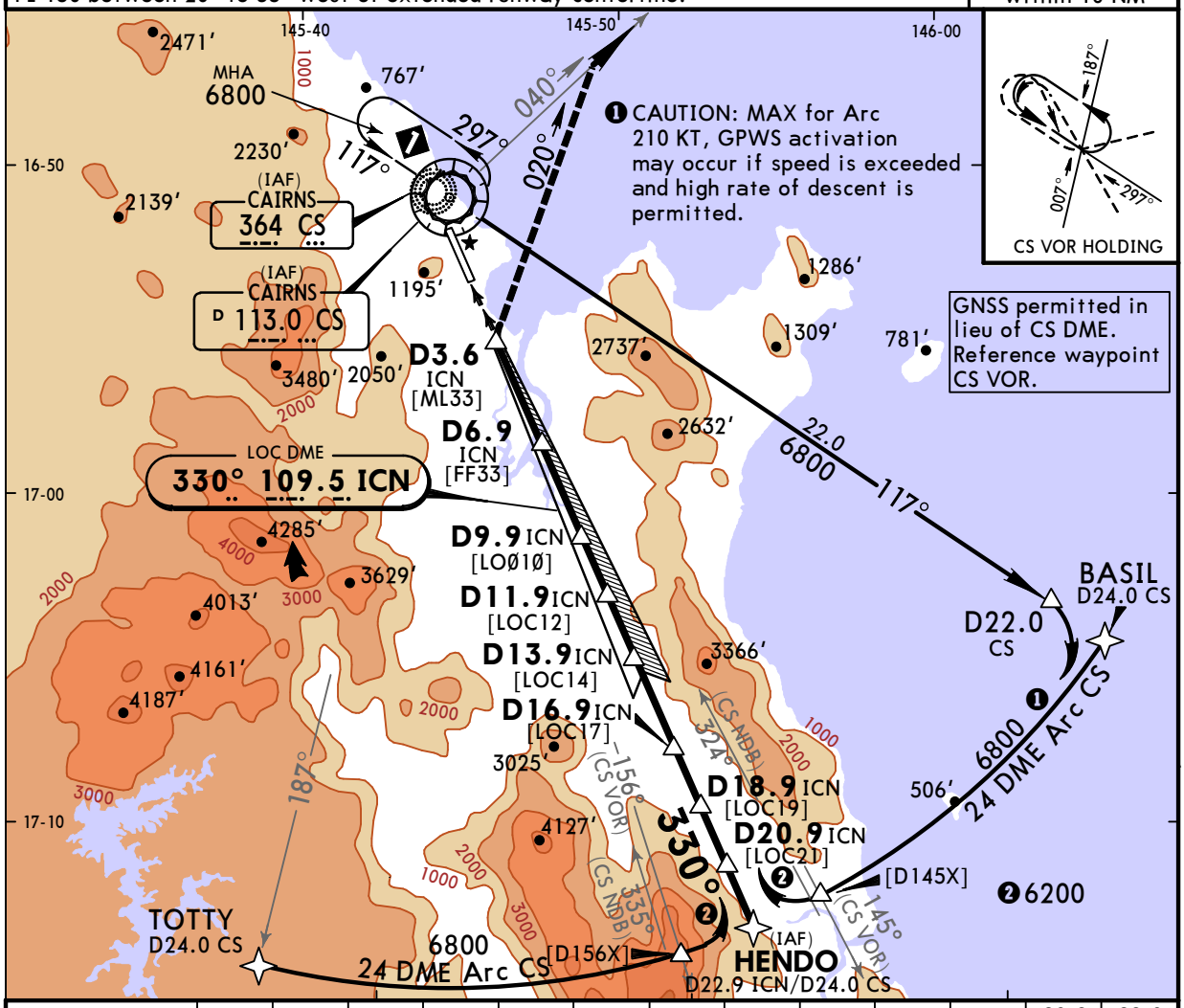
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

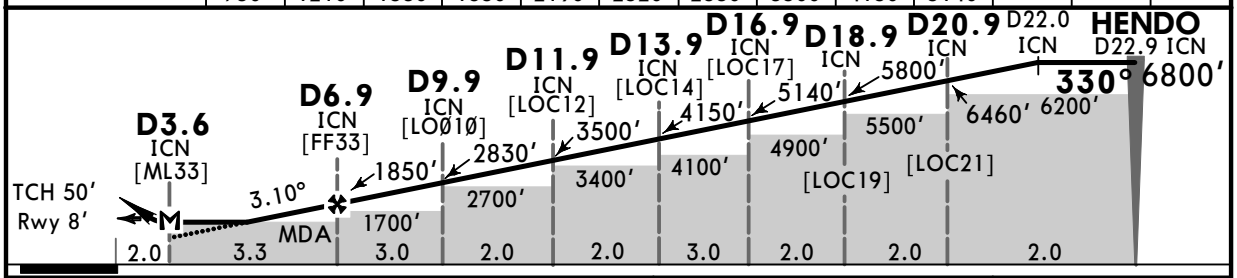
1. ICN DME REQUIRED. 2. MAX for missed approach turn 140 KT. 3. Use of LOC restricted: West of Rwy centerline within 30°. 4. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.



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′

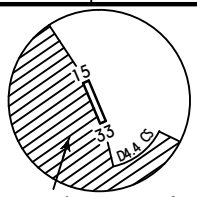


Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.10°	384	494	548	658	768	878
MAP at D3.6 ICN							

PAPI 020°

PANS OPS

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



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

CHANGES: None.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-7)

CAIRNS, QLD, AUSTRALIA

CAT C & D

LOC-X Rwy 33

BRIEFING STRIP ™

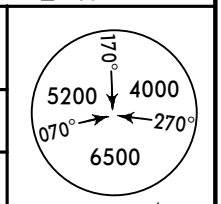
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	330°	D8.0 CS 1850′ (1842′)	800′ (792′)	Rwy 8′

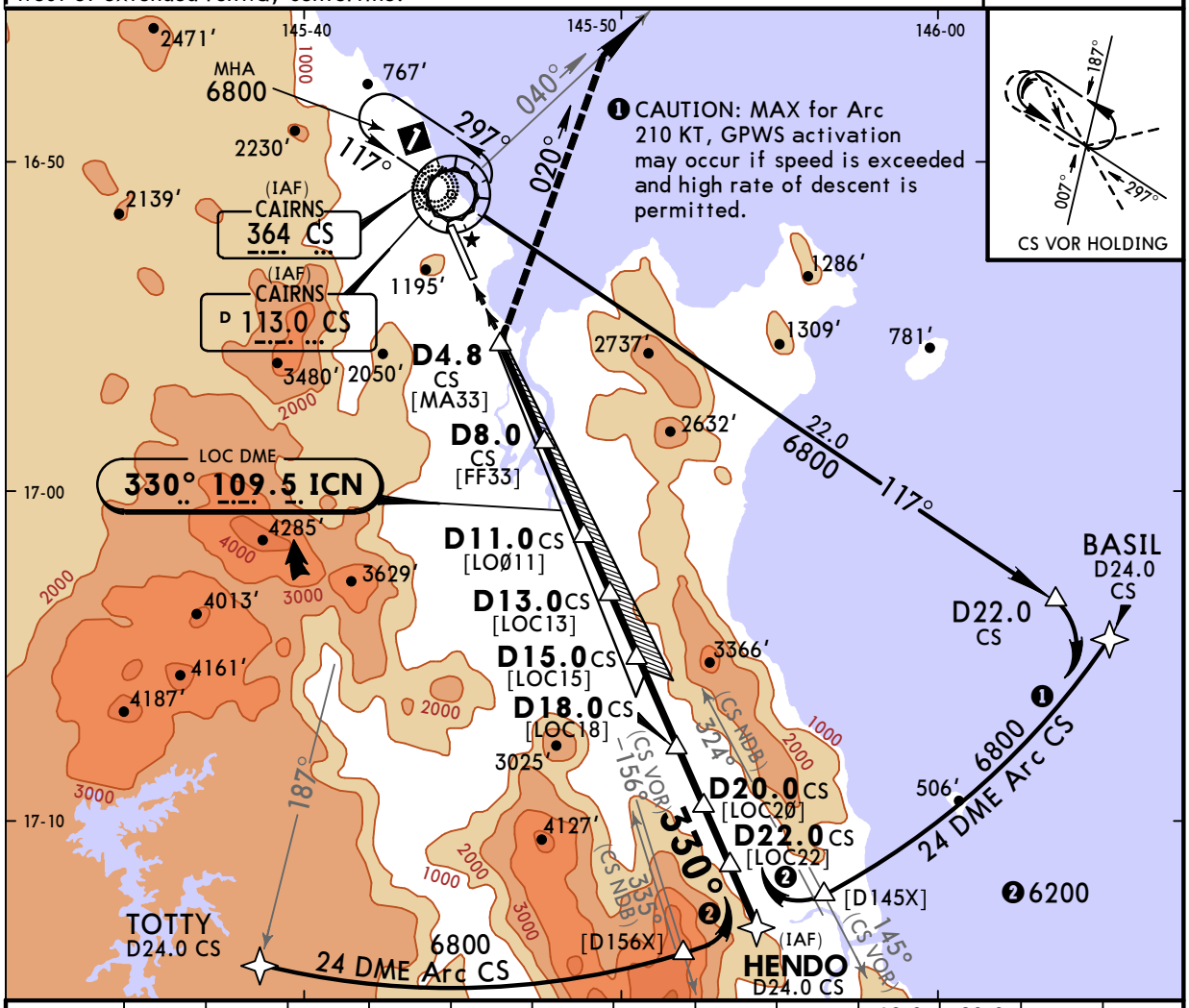
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

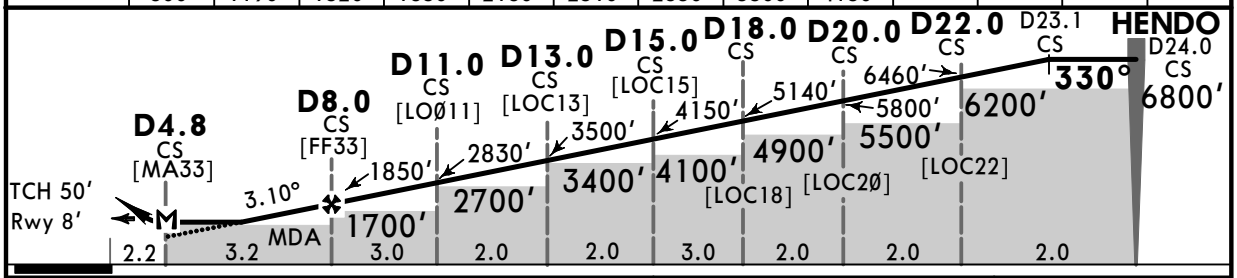
1. CS DME REQUIRED. 2. MAX for missed approach turn 185 KT. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30°. 5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.



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
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D4.8 CS							

PAPI 020°

PANS OPS

STRAIGHT-IN LANDING RWY33

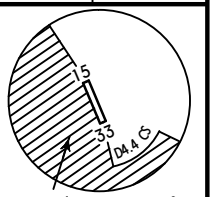
LOC DME

MDA(H) 800′ (792′)

A/B	NOT APPLICABLE
C	4.5 km
D	

CIRCLE-TO-LAND

Max Kts	A/B	MDA(H)
	A/B	NOT APPLICABLE
180	C	800′ (790′) -4.0 km
205	D	1230′ (1220′) -5.0 km



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

CHANGES: MSA.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
16 JUN 17
Eff 21 Jun 1600Z
(11-8)

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

BRIEFING STRIP ™

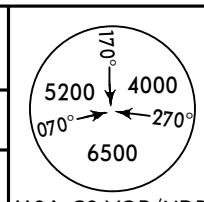
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	330°	D8.0 CS 1850′ (1842′)	730′ (722′)	Rwy 8′

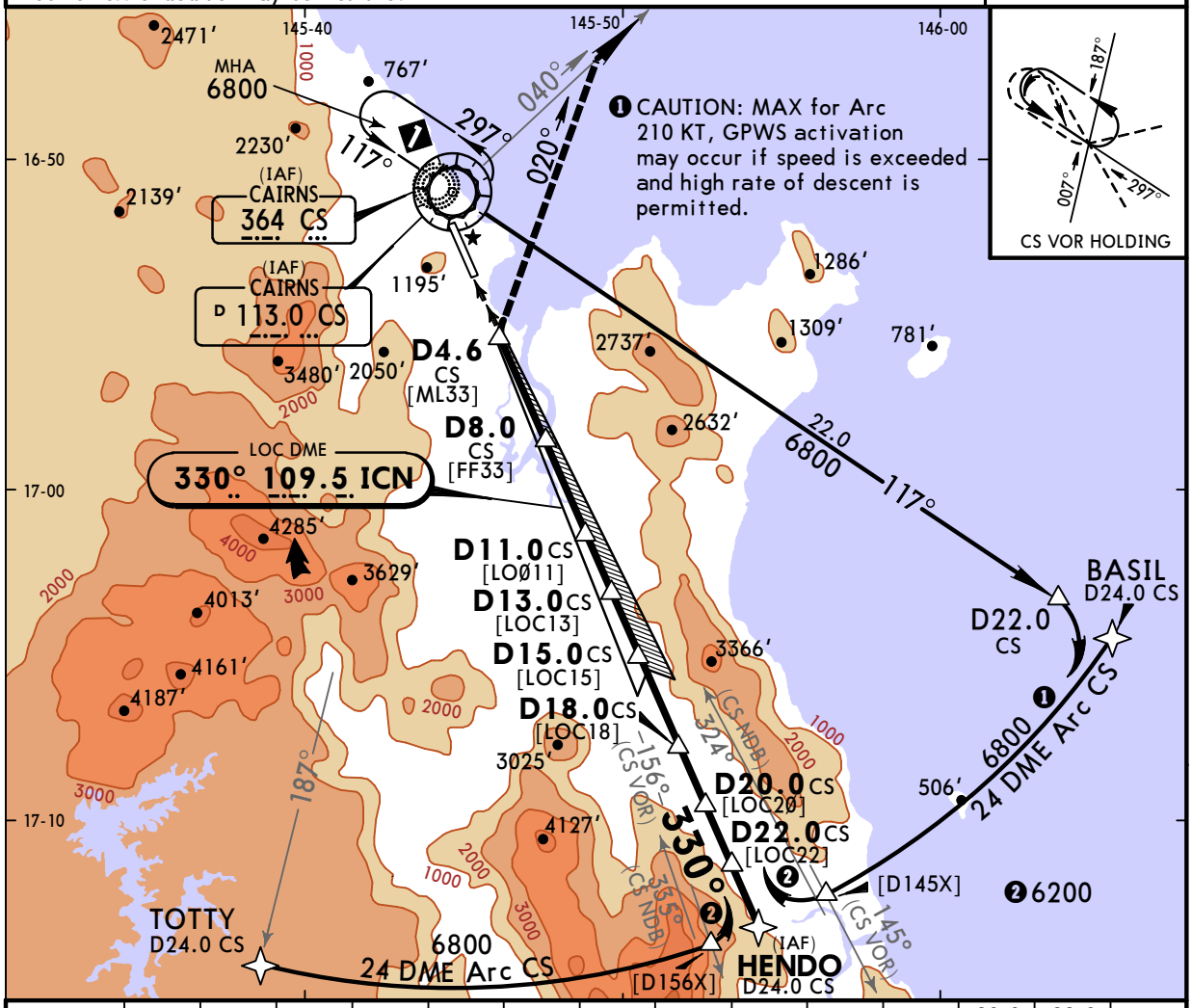
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

1. CS DME REQUIRED. 2. MAX for missed approach turn 140 KT. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30°. 5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.

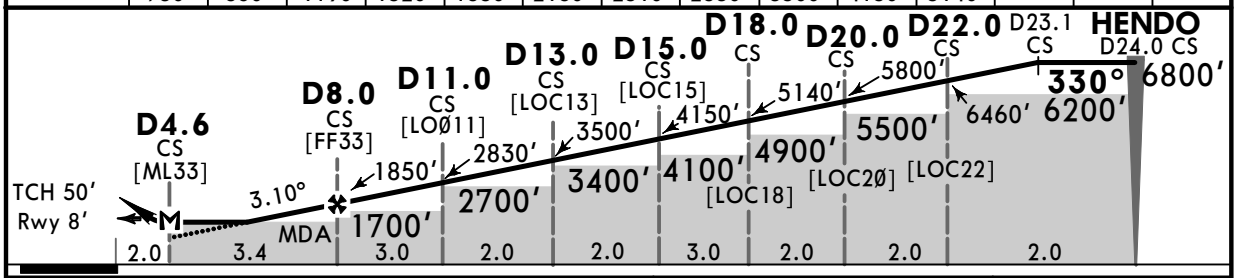


MSA CS VOR/NDB
5600
within 10 NM



CS VOR HOLDING

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′

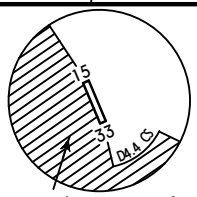


Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.10°	384	494	548	658	768	878
MAP at D4.6 CS							

PAPI 020°

PANS OPS

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



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

CHANGES: MSA.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-1)

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

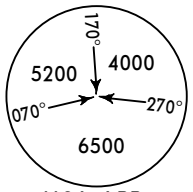
BRIEFING STRIP ™

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

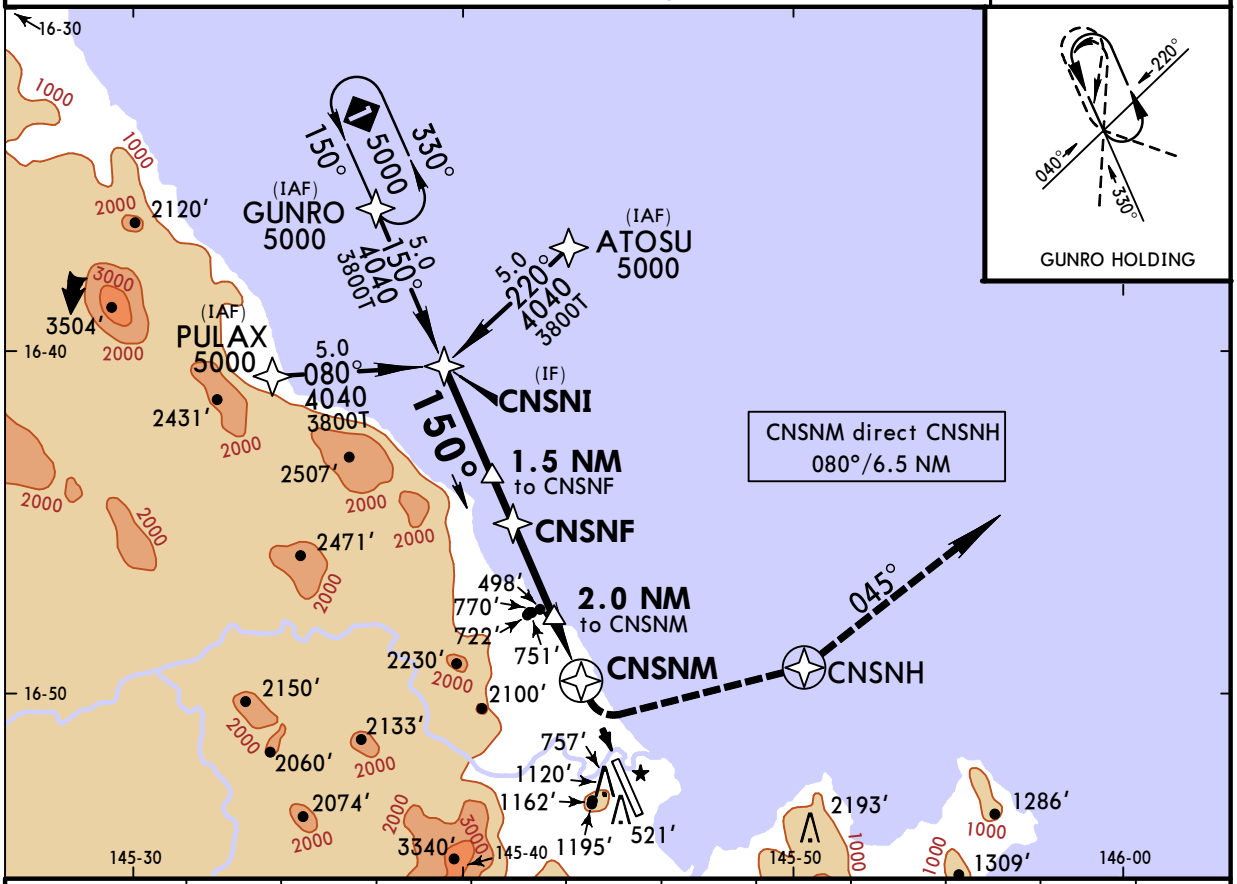
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 10′
	150°	CNSNF 2450′ (2440′)	860′ (850′)	Rwy 10′

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. MAX for initial 210 KT, for MAP turn 190 KT, for holding 230 KT.

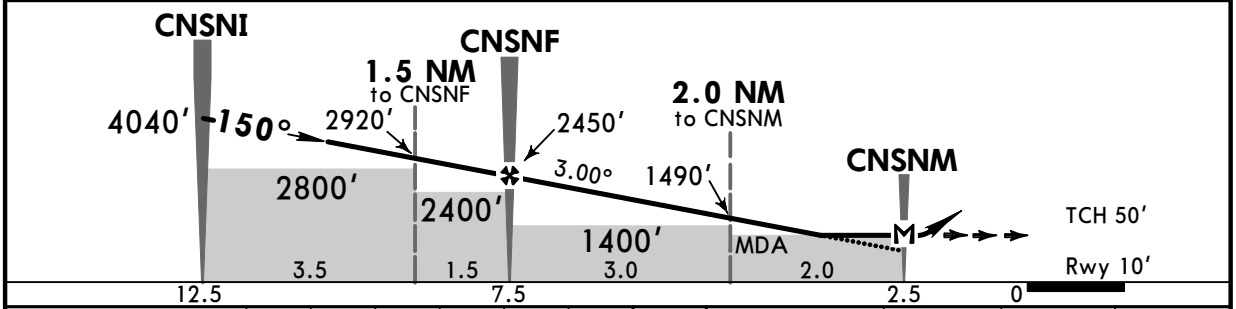


MSA ARP
5600
within 10 NM



GUNRO HOLDING

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
Descent angle 3.00°	372	478	531	637	743	849
MAP at CNSNM						

HIALS PAPI PAPI LT CNSNH

STRAIGHT-IN LANDING RWY 15

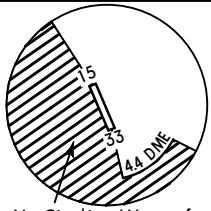
LNAV

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
B		
C		
D		

CIRCLE-TO-LAND

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).

PANS OPS

CHANGES: PULAX and ATOSU renamed.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-2)

CAIRNS, QLD, AUSTRALIA RNAV-Y (GNSS) Rwy 15

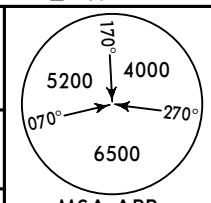
BRIEFING STRIP ™

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

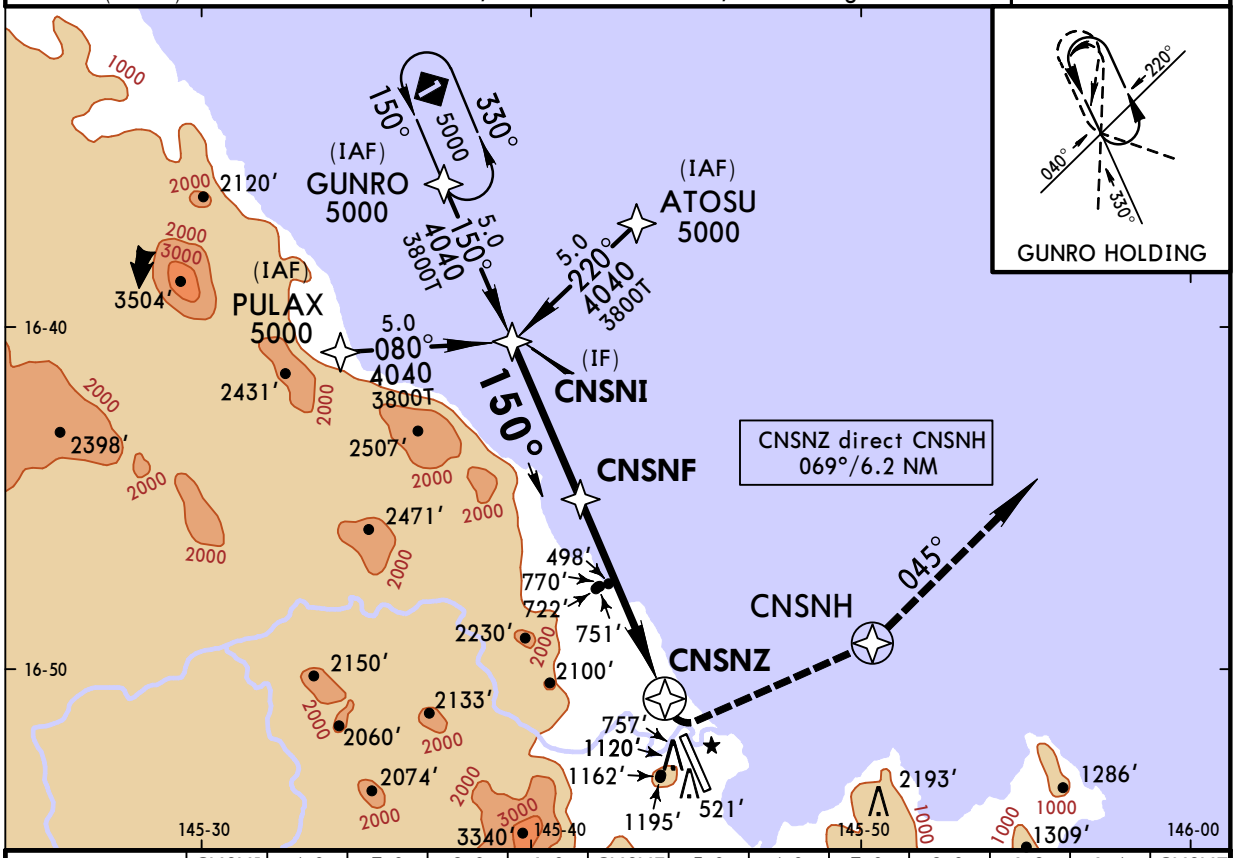
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) (CONDITIONAL)	Apt Elev 10′ / Rwy 10′
	150°	CNSNF 2450′ (2440′)	880′ (870′)	

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.

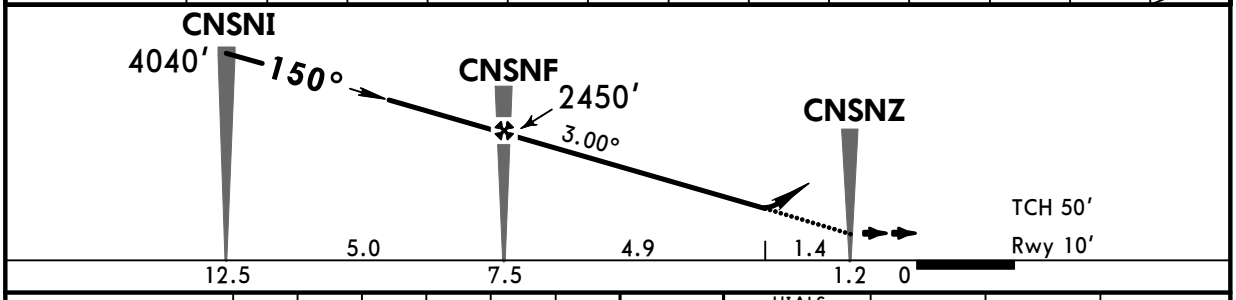


MSA ARP
5600
within 10 NM



GUNRO HOLDING

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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS PAPI PAPI LT D CNSNH

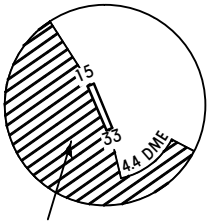
PANS OPS

STRAIGHT-IN LANDING RWY 15
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
B		
C		
D		

CIRCLE-TO-LAND

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).

CHANGES: ATOSU and PULAX renamed.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (12-20)

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

BRIEFING STRIP ™

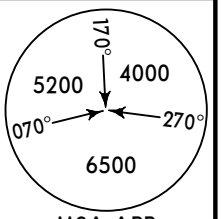
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev 10′
	150°	CS407 1900′ (1890′)	Refer to Minimums	Rwy 10′

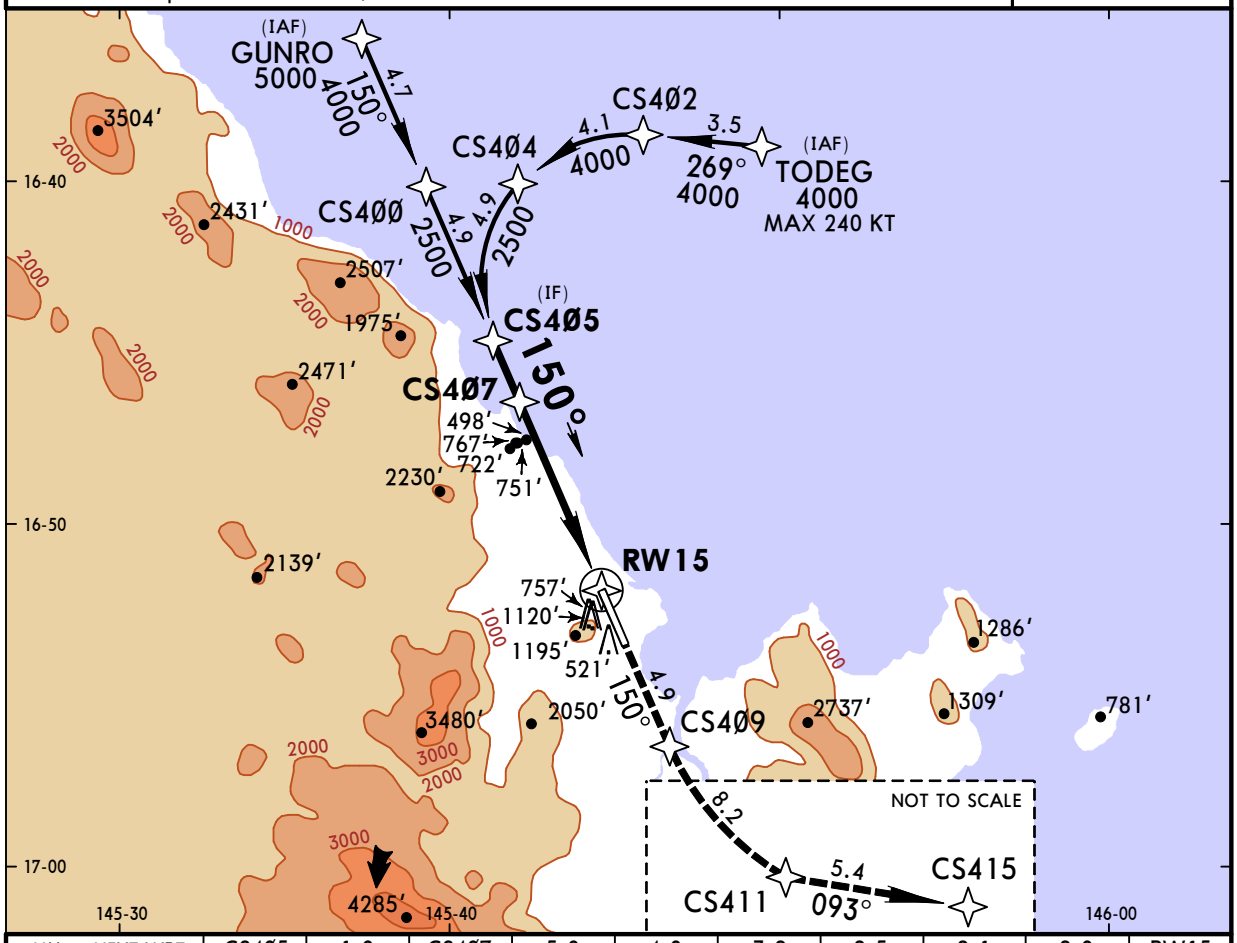
MISSED APCH: Track 150° to CS409, then via RNAV (RNP) missed approach track to CS415. Climb to 5000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

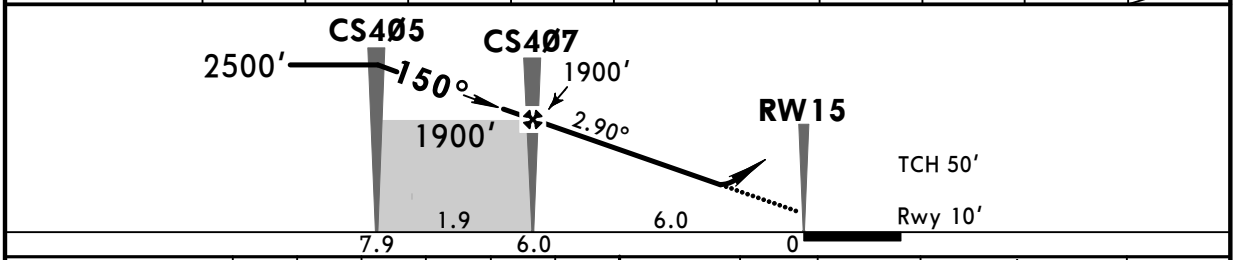
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS400/CS404 to CS409.



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
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS PAPI PAPI 150° CS409 5000′ via RNP RNAV TRACK CS415

STRAIGHT-IN LANDING RWY 15

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)	CIRCLE-TO-LAND
A,B,C: 680′(670′) D: 700′(690′) HIALS out	A,B,C: 1060′(1050′) D: 840′(830′) HIALS out	

PANS OPS

A	3.9 km	5.0 km	A
B			B
C			C
D	4.1 km	4.9 km	D

NOT AUTHORIZED

CHANGES: New procedure.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (12-21)

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

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

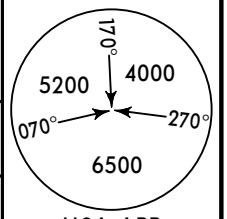
BRIEFING STRIP™

RNAV	Final Apch Crs **150°**	Procedure Alt **CS4Ø7** **1900′** (1890′)	RNP DA(H) Refer to Minimums	Apt Elev 10′ Rwy 10′

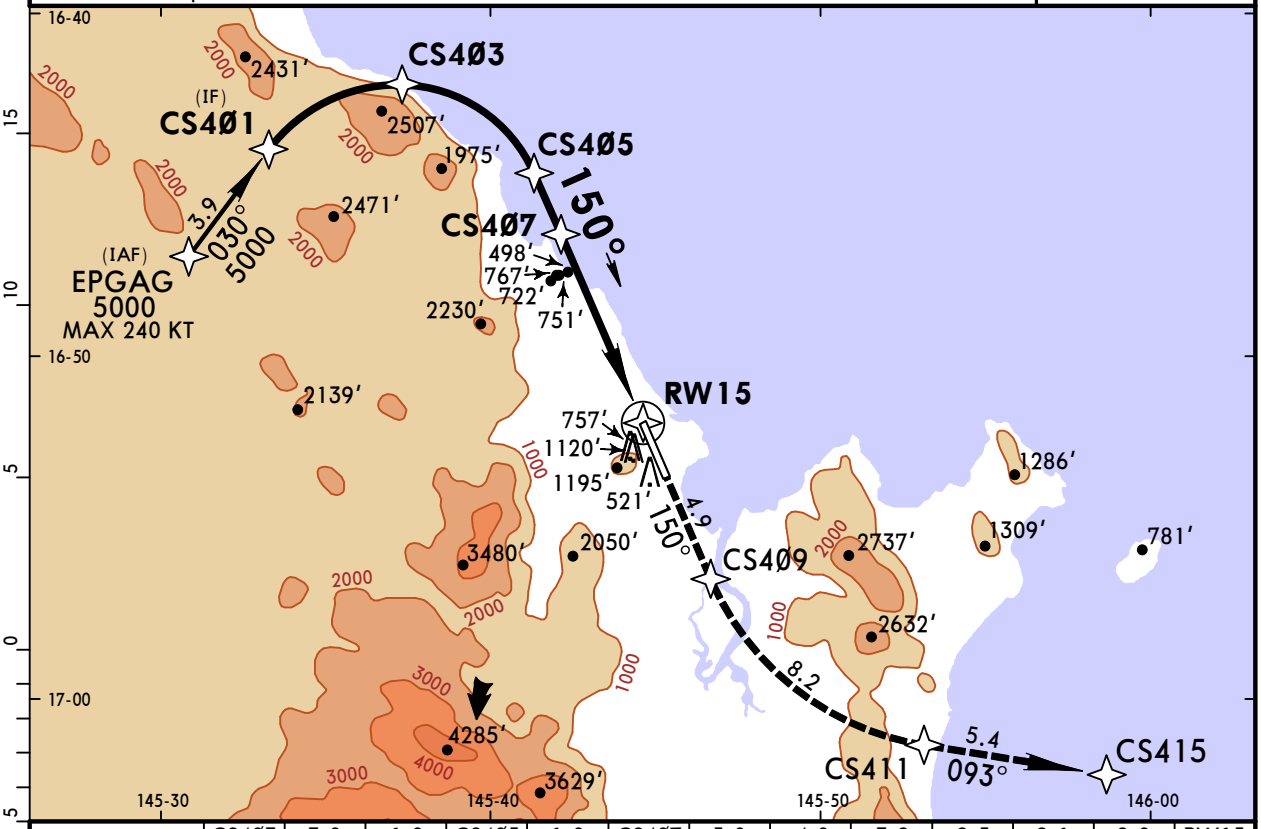
MISSED APCH: Track 150° to CS4Ø9, then via RNAV (RNP) missed approach track to CS415. Climb to 5000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

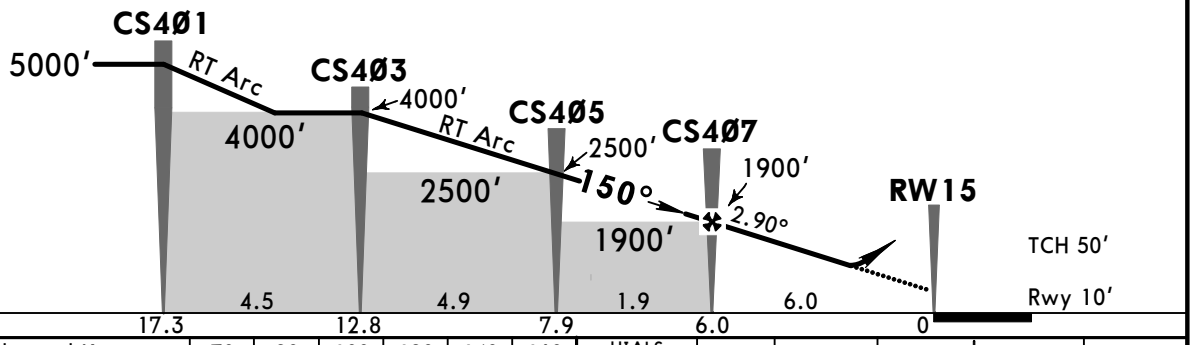
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS4Ø1 to CS4Ø9.



MSA ARP 5600 within 10 NM



NM to NEXT WPT	CS4Ø3	3.0	1.0	CS4Ø5	1.0	CS4Ø7	5.0	4.0	3.2	2.5	2.1	2.0	RW15
ALTITUDE	4000′	3420′	2800′	2500′	2200′	1900′	1600′	1290′	1060′	840′	700′	680′	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS PAPI PAPI 150° CS4Ø9 5000′ via RNP RNAV TRACK CS415

STRAIGHT-IN LANDING RWY 15

Missed apch climb gradient mim 5.0% to 1400′, then 2.5%
RNP 0.30
DA(H)
A,B,C: **680′** (670′) D: **700′** (690′)
HIALS out

Missed apch climb gradient mim 2.5%
RNP 0.30
DA(H)
A,B,C: **1060′** (1050′) D: **840′** (830′)
HIALS out

CIRCLE-TO-LAND

PANS OPS

A	3.9 km	5.0 km
B		
C		
D	4.1 km	4.9 km

A	NOT AUTHORIZED
B	
C	
D	

CHANGES: New procedure.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-22)

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

BRIEFING STRIP ™

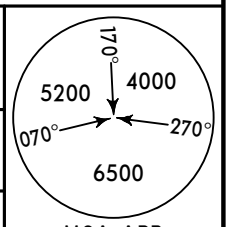
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev 10′
	330°	**CS541** **1960′** (1952′)	Refer to Minimums	Rwy 8′

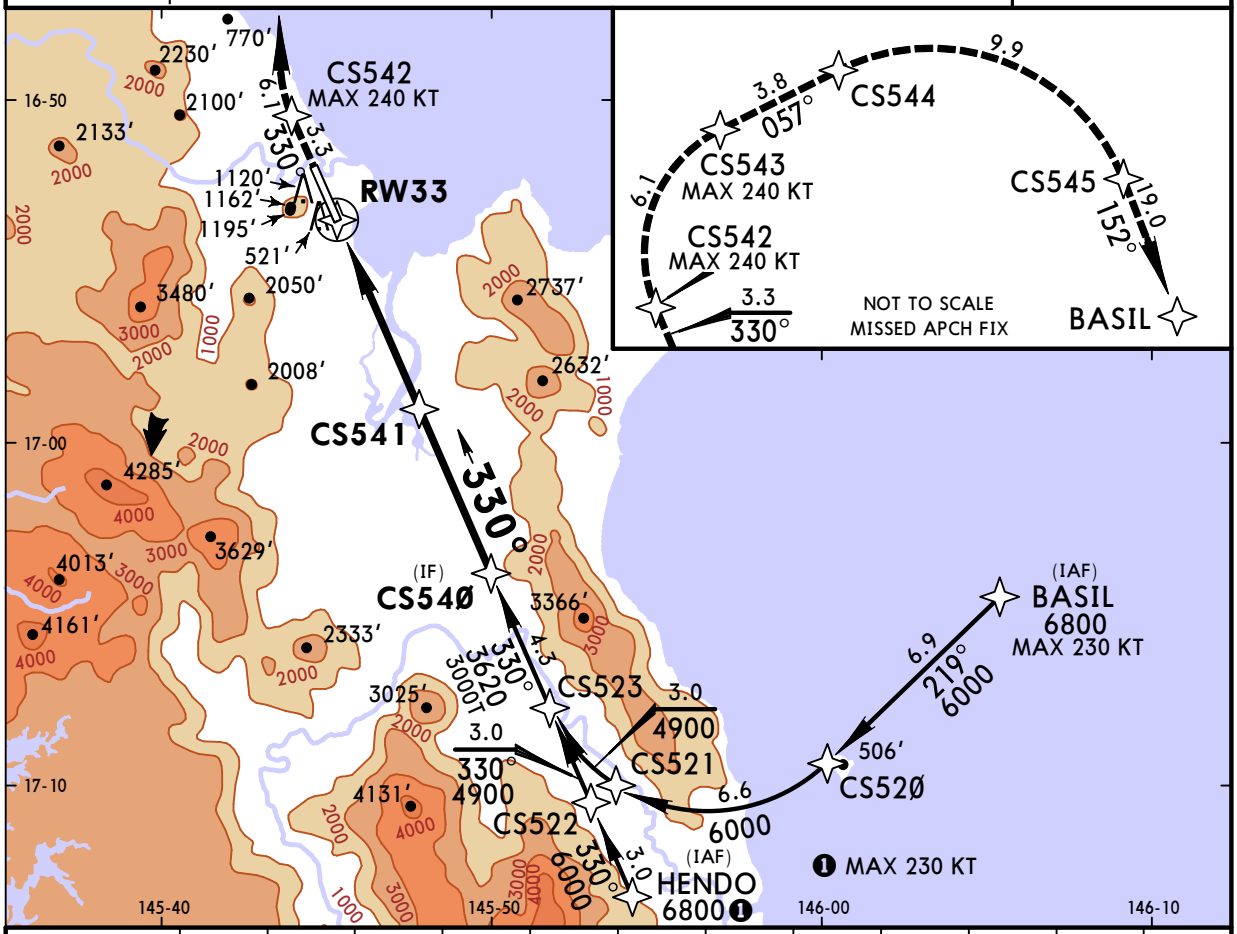
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800′ or as directed by ATC. MAP until CS543: 240KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

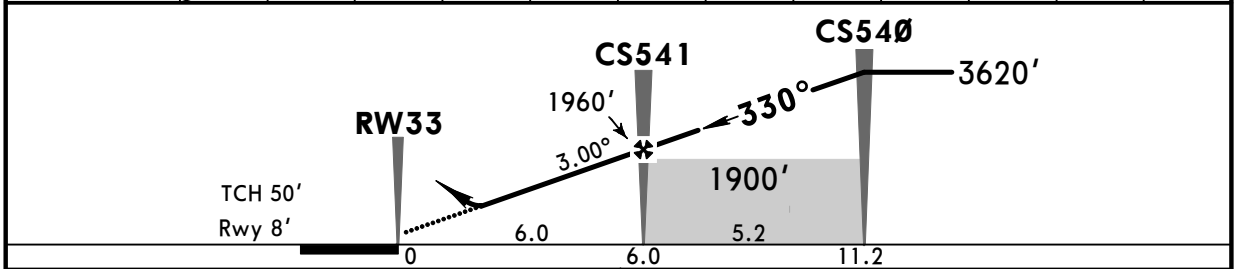
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 49°C (120°F). 5. RNP 0.3 required from CS523 to CS542.



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	CS54Ø
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
MAP at DA							

PAPI	330°	CS542	6800′	via	RNP RNAV TRACK	BASIL

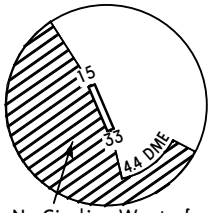
PANS OPS

STRAIGHT-IN LANDING RWY 33

	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′)	A,B,C: **1060′** (1052′) D: **830′** (822′)
A	4.1 km	5.0 km
B		
C		
D	4.3 km	4.8 km

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	
D	



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

CHANGES: Proc temperature note, descent angle, altitudes.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-23)

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

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

BRIEFING STRIP™

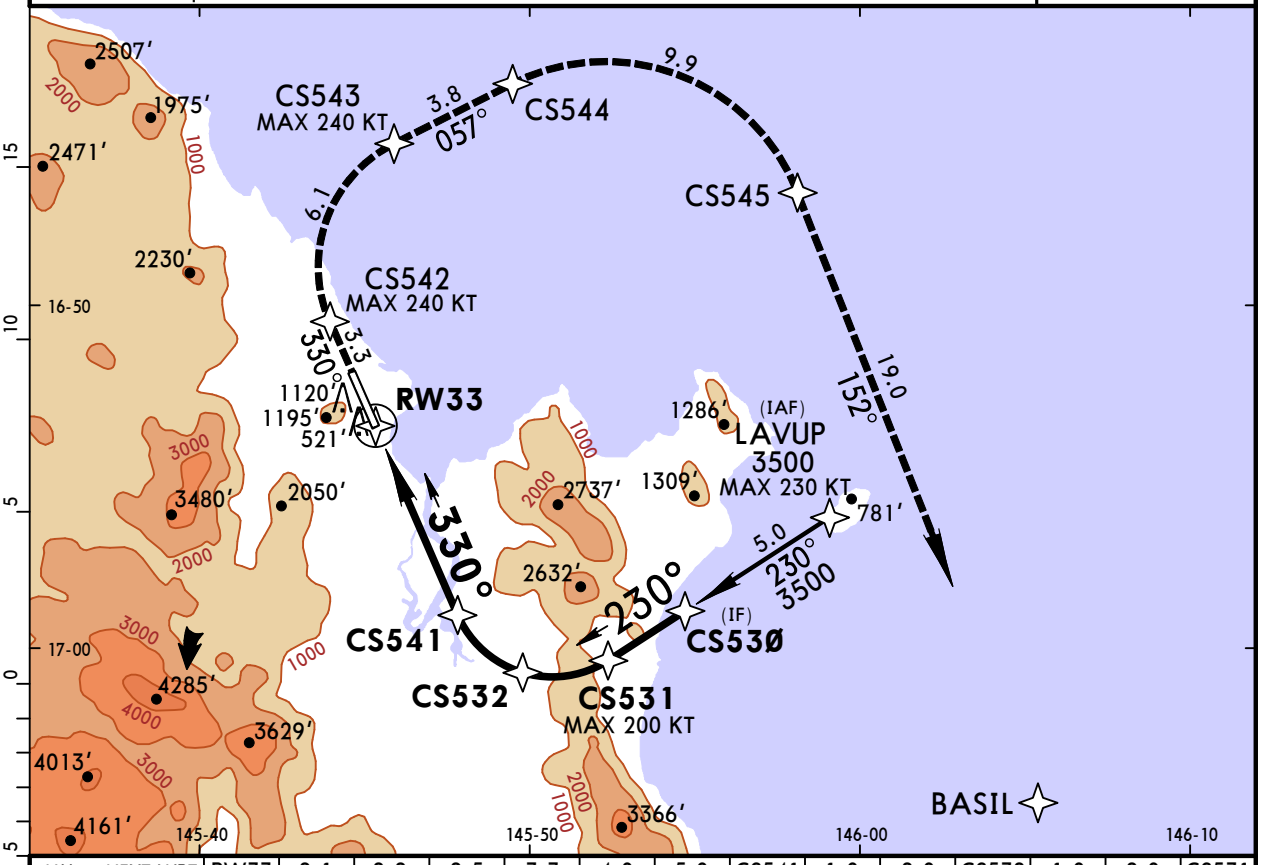
RNAV	Final Apch Crs 330°	Procedure Alt CS541 1900′ (1892′)	RNP DA(H) Refer to Minimums	Apt Elev 10′ Rwy 8′

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.

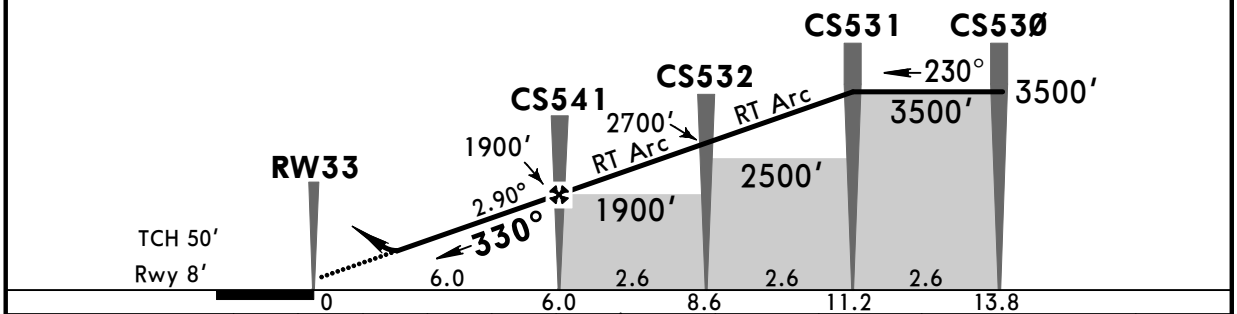
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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
170° 4000 270° 6500 070° 5200



NM to NEXT WPT	RW33	2.1	2.2	2.5	3.3	4.0	5.0	CS541	1.0	2.0	CS532	1.0	2.0	CS531
ALTITUDE		710′	740′	830′	1060′	1290′	1600′	1900′	2210′	2520′	2700′	3010′	3320′	3500′



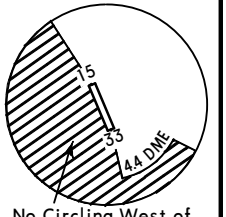
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

PAPI | 330° | CS542 | 6800′ via | RNP RNAV TRACK | BASIL

PANS OPS

STRAIGHT-IN LANDING RWY 33

	Missed apch climb gradient mim 5.0% RNP 0.30	Missed apch climb gradient mim 2.5% RNP 0.30	CIRCLE-TO-LAND
DA(H)	A,B,C: 710′ (702′) D: 740′ (732′)	A,B,C: 1060′ (1052′) D: 830′ (822′)	
A	4.1 km	5.0 km	NOT AUTHORIZED
B			
C			
D	4.3 km	4.8 km	



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

CHANGES: None.

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YBCS/CNS
CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-24)

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

BRIEFING STRIP™

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

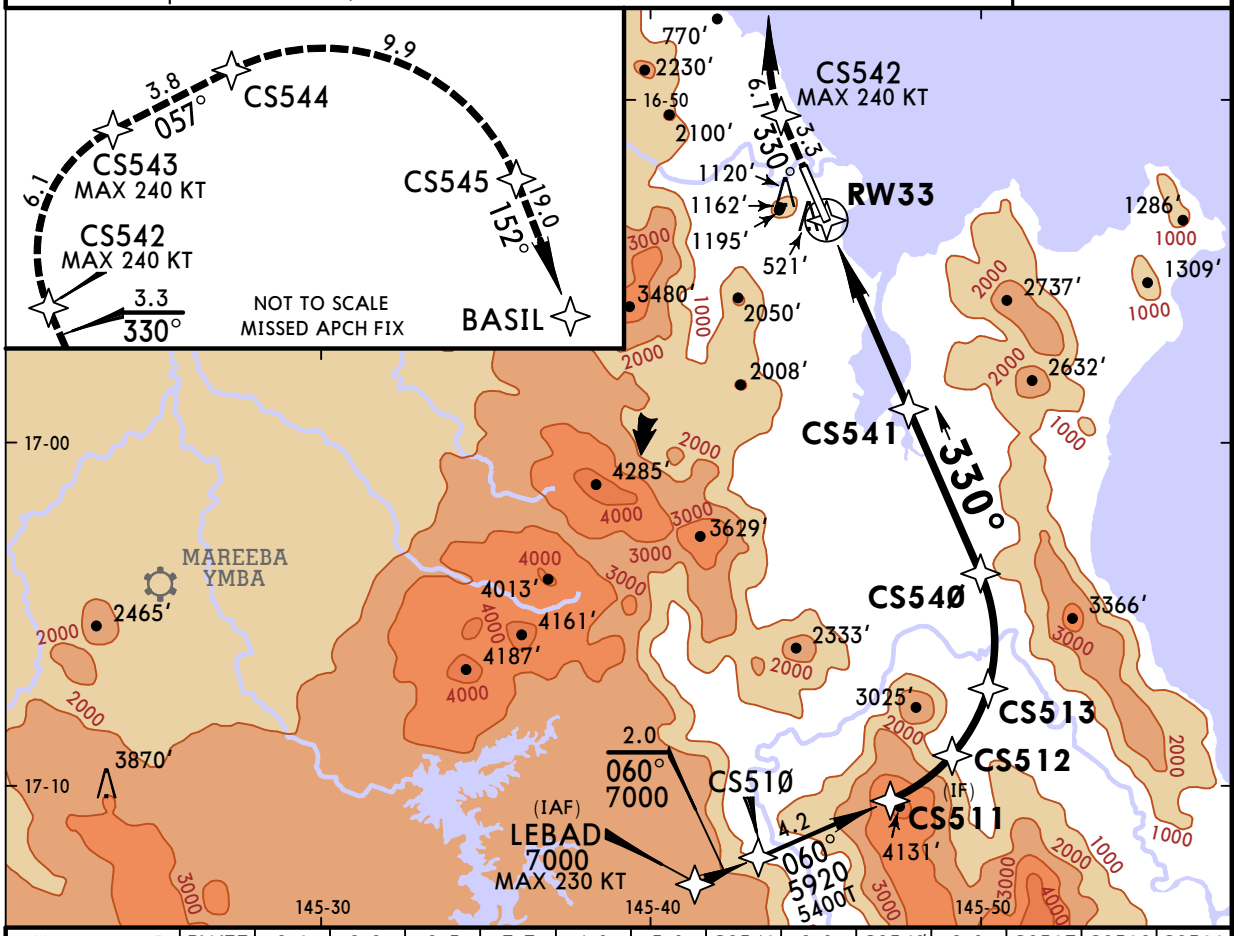
RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev 10′
	330°	CS541 1900′ (1892′)	Refer to Minimums	Rwy 8′

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.

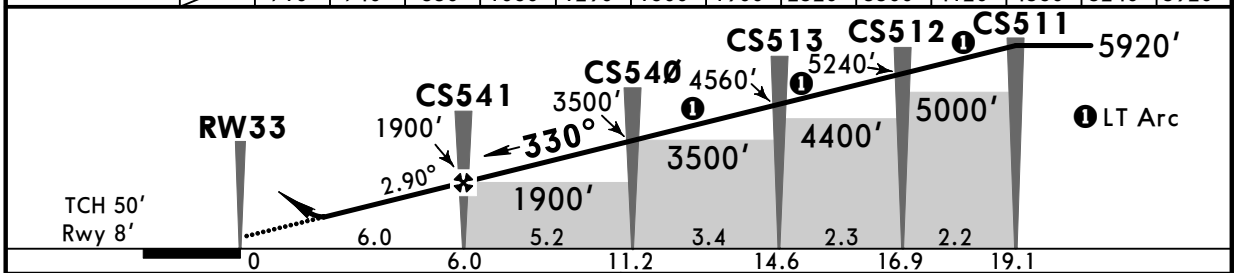
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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.

MSA ARP
5600
within 10 NM
(170°–4000, 270°–6500, 070°–5200)



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′

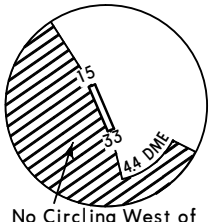


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

PAPI | 330° | CS542 | 6800′ | via RNP RNAV TRACK | BASIL

PANS OPS

STRAIGHT-IN LANDING RWY 33		CIRCLE-TO-LAND
Missed apch climb gradient mim 5.0% **RNP 0.30** DA(H) A,B,C: **710′** (702′) D: **740′** (732′)	**Missed apch climb gradient mim 2.5%** **RNP 0.30** DA(H) A,B,C: **1060′** (1052′) D: **830′** (822′)	
A,B,C: 4.1 km	A,B,C: 5.0 km	A,B,C: NOT AUTHORIZED
D: 4.3 km	D: 4.8 km	D: NOT AUTHORIZED



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

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	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

BRIEFING STRIP ™

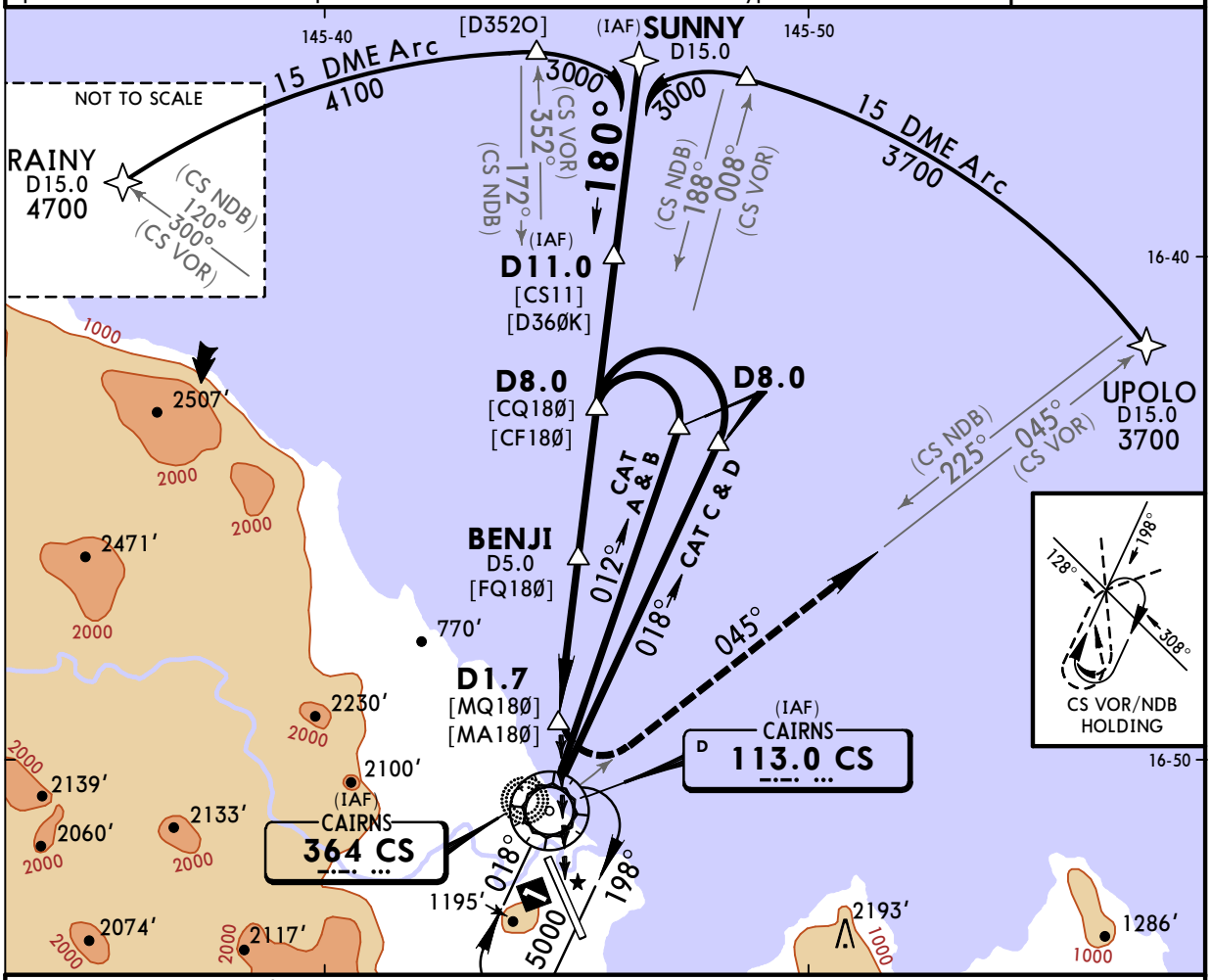
VOR CS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10′
113.0	180°	BENJI 1500′ (1490′)	Refer to Minimums	
NDB CS 364				

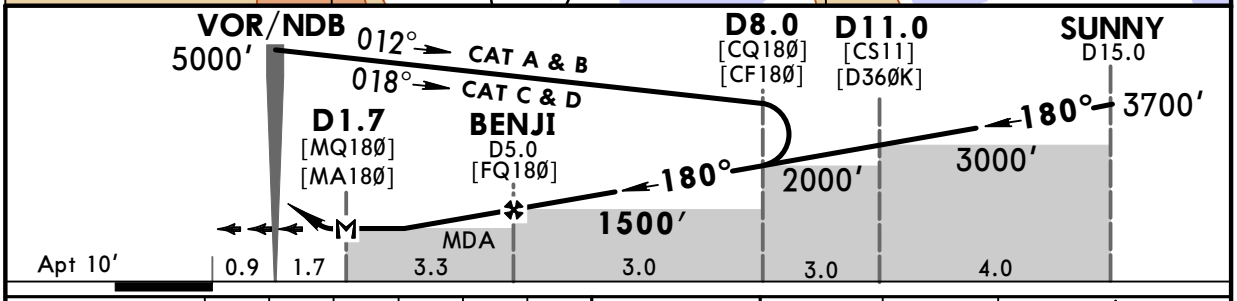
MISSED APCH: Turn LEFT, intercept and track CS VOR R-045 (045° bearing from CS NDB), climb to 4000′ or as directed by ATC.

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.

MSA CS VOR/NDB 5600 within 10 NM





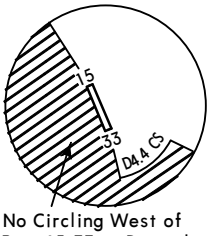
MAP at D1.7								Lighting - Refer to Airport Chart	LT

CS	CS
113.0 or R-045	364 045°

PANS OPS

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 INTL

JEPPESEN 23 FEB 18 (13-2) Eff 1 Mar

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

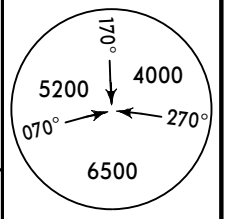
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

BRIEFING STRIP™

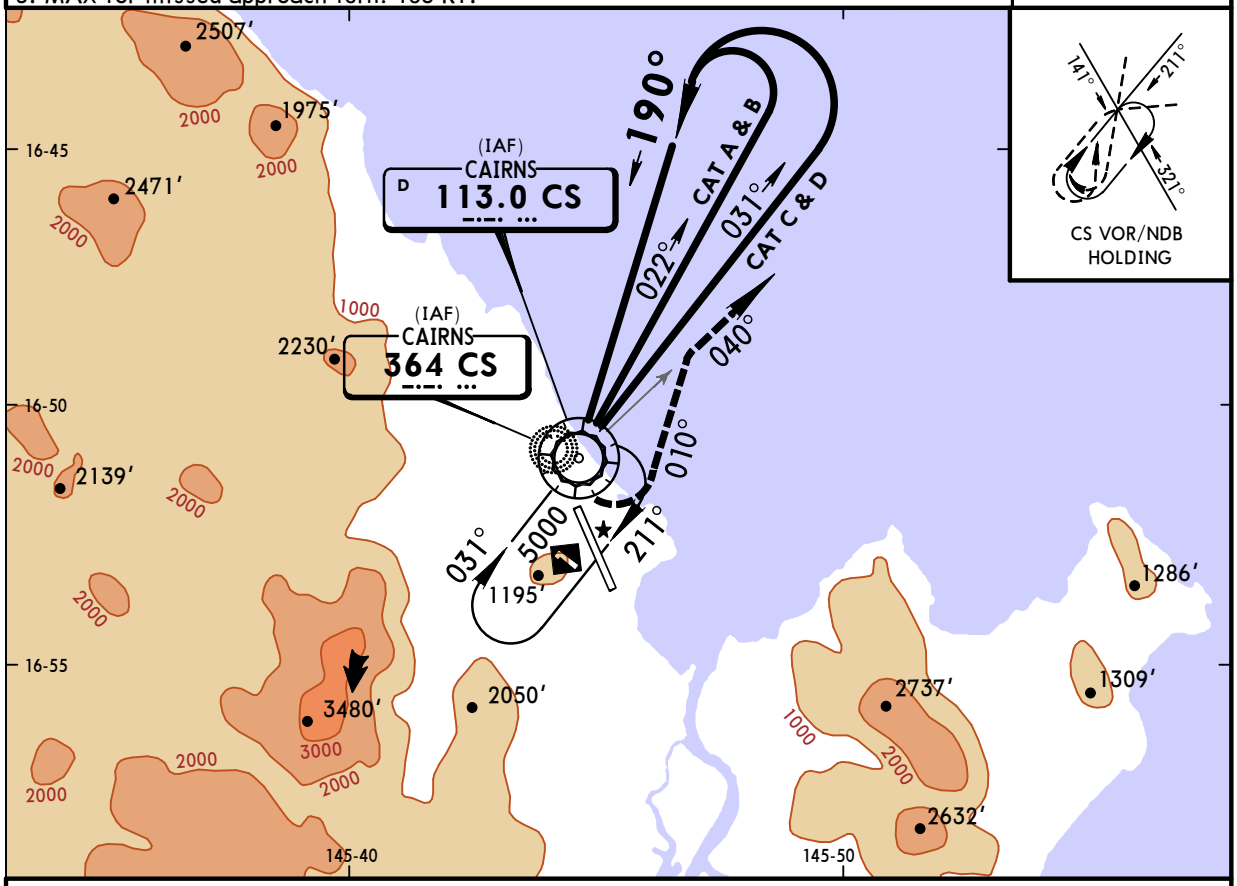
VOR CS	Final Apch Crs	No FAF	MDA(H)	Apt Elev 10′
113.0	190°		Refer to Minimums	
NDB CS 364				

MISSED APCH: Turn LEFT track 010°, intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

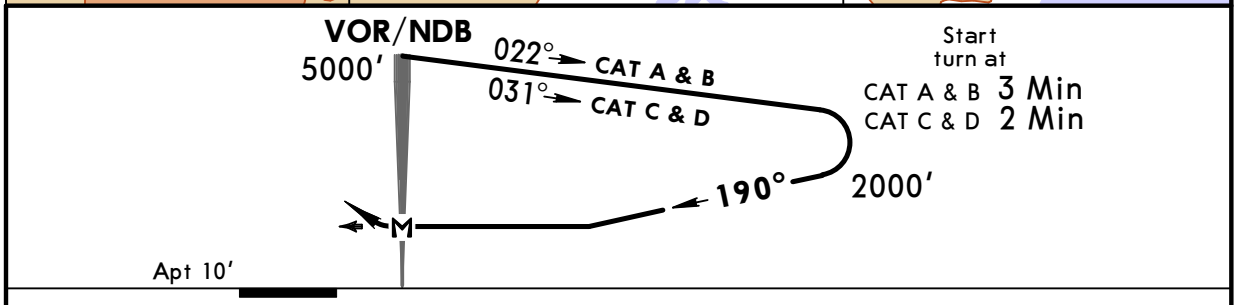
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial Cat A & B: 140 KT. 2. MAX for holding: 185 KT.
3. MAX for missed approach turn: 185 KT.



MSA CS VOR/NDB
5600
within 10 NM



CS VOR/NDB
HOLDING

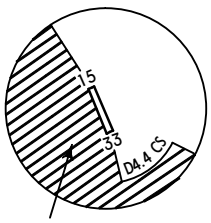


MAP at VOR/NDB								Lighting - Refer to Airport Chart	LT	010°	CS 113.0 R-040 or CS 364 040°

CIRCLE-TO-LAND

PANS OPS

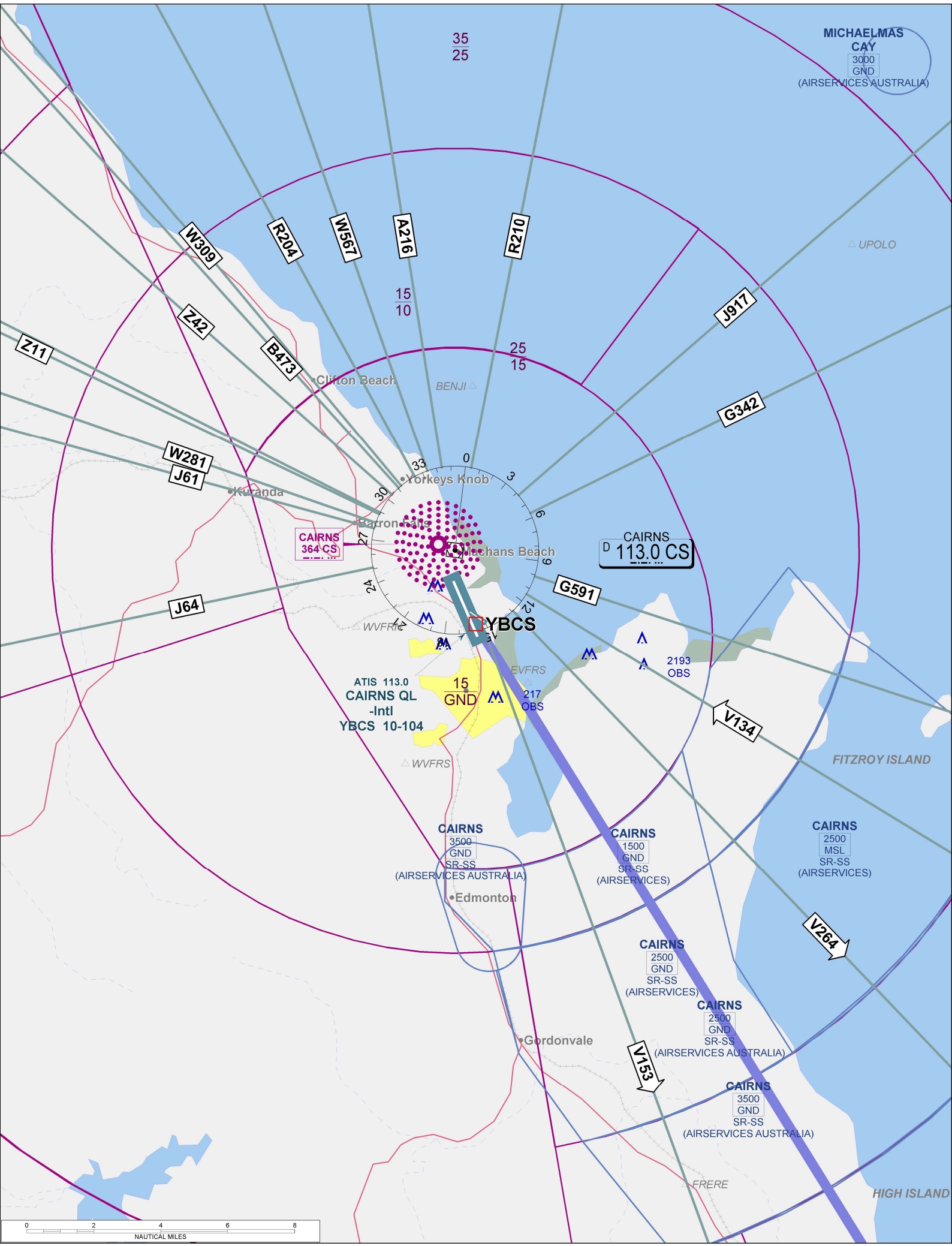
	Max Kts	MDA(H)
A	100	1620′ (1610′) -2.4 km
B	135	1620′ (1610′) -4.0 km
C	180	1620′ (1610′) -5.0 km
D	205	1620′ (1610′) -5.0 km



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

CHANGES: None.

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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

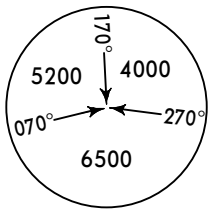
BRIEFING STRIP ™

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

VOR CS	NDB CS	Final Apch Crs	Procedure Alt FAF	MDA(H) Refer to Minimums	Apt Elev 10′
113.0	364	333°	3040′ (3030′)		

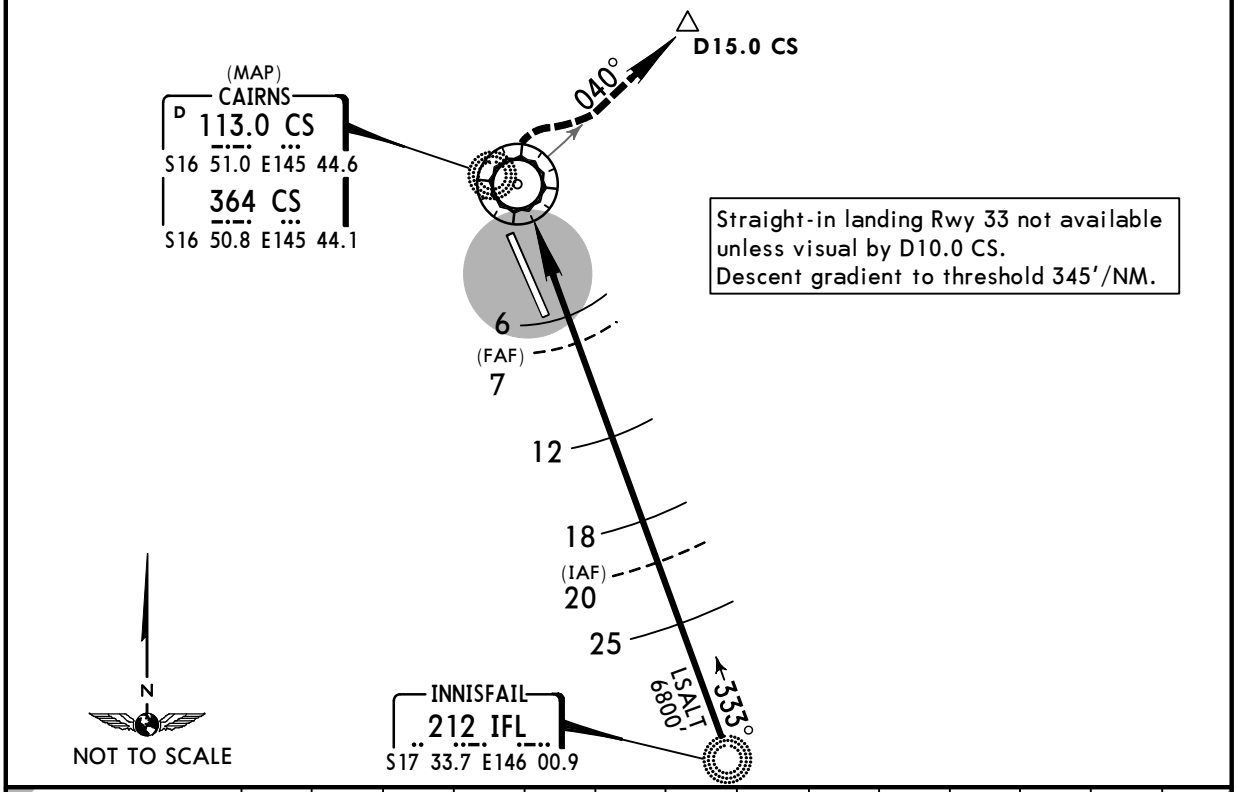
MISSED APCH: Turn RIGHT to intercept and track 040° from CS VOR or NDB, climb to 5000′ and track to D15.0 CS or as directed by ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000′
DME using CS DME. Reference waypoint CS VOR.

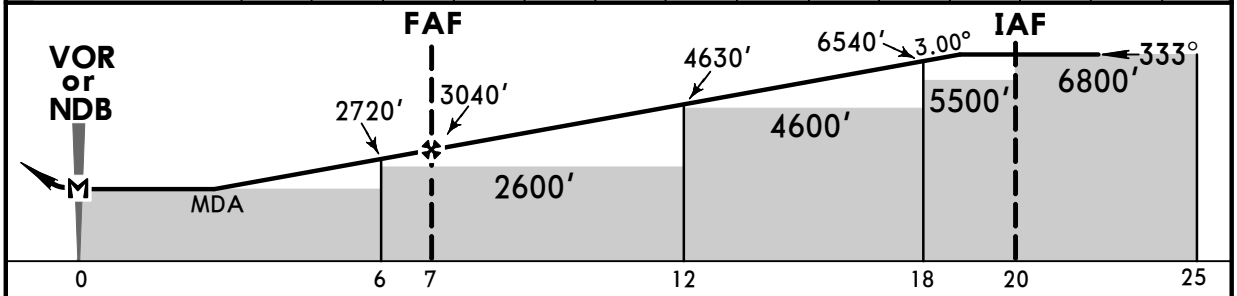


MSA CS VOR or CS NDB 5600 within 10 NM

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR or NDB							

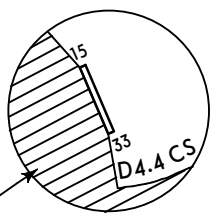
RT

CS	or	CS
113.0 R-040		364 040°

CIRCLE-TO-LAND

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

	Max Kts	
A	100	2.4 km
B	135	
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

CHANGES: MSA, new format.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 (10-2A) Eff 21 Jun 1600Z

CAIRNS, QLD, AUSTRALIA

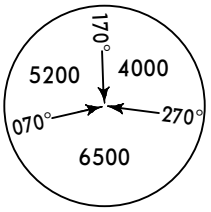
DME or GNSS ARRIVAL

BRIEFING STRIP™

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

VOR CS	NDB CS	Final Apch Crs	Procedure Alt FAF	MDA(H) Refer to Minimums	Apt Elev 10′
113.0	364	281°	3000′ (2990′)		

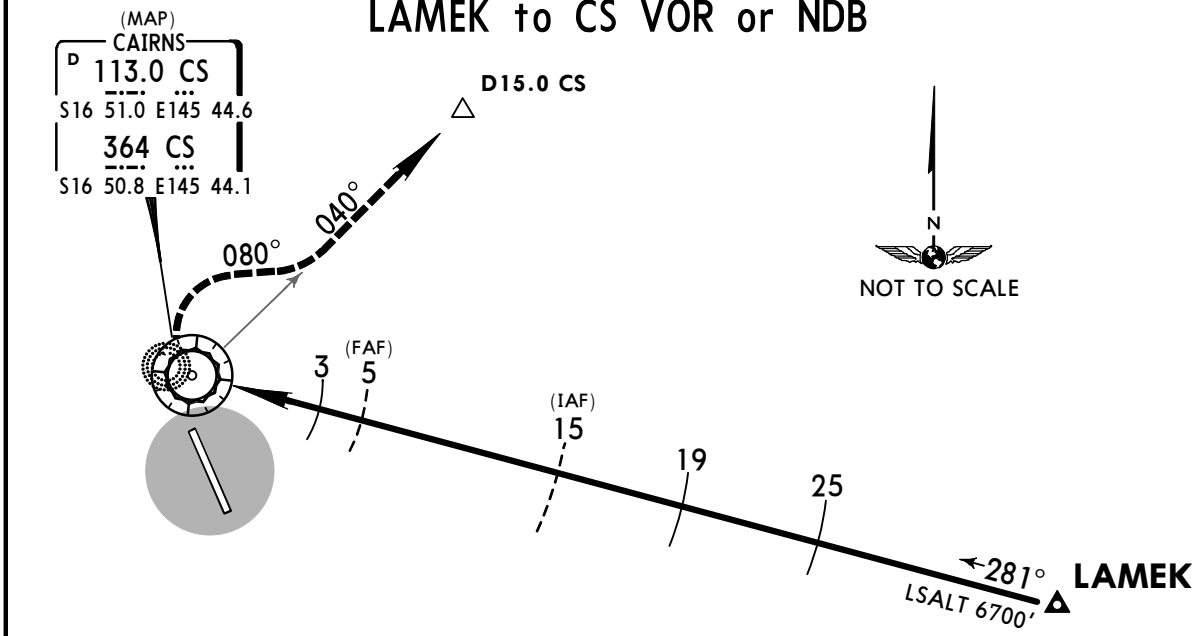
MISSED APCH: Turn RIGHT track 080° to intercept and track 040° from CS VOR or NDB, climb to 5000′ and track to D15.0 CS or as directed by ATC.
LIMITATION: MAX 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).
CAUTION: Do not delay turn onto 080° due to high terrain WEST of missed approach area.



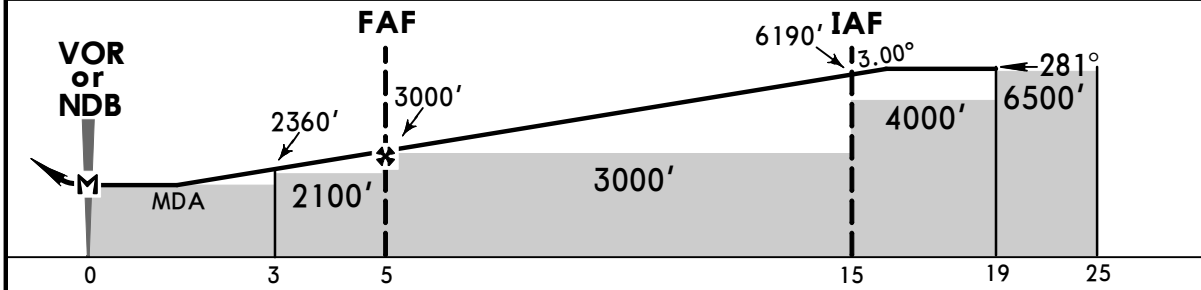
MSA CS VOR or CS NDB 5600 within 10 NM

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL110 Trans alt: 10000′
DME using CS DME. Reference waypoint CS VOR.

LAMEK to CS VOR or NDB



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

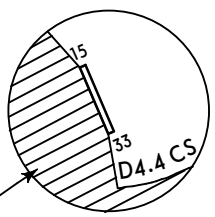
RT **080°** CS **113.0** or CS **364** **R-040** **040°**

PANS OPS

CIRCLE-TO-LAND

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

	Max Kts	
A	100	2.4 km
B	135	
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.

CHANGES: Chart reindexed, MSA, new format.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 (10-2B) Eff 21 Jun 1600Z

CAIRNS, QLD, AUSTRALIA

DME or GNSS ARRIVAL

BRIEFING STRIP™

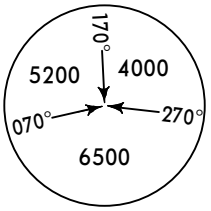
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

VOR CS	NDB CS	Final Apch Crs	Procedure Alt FAF	MDA(H)	Apt Elev 10′
113.0	364	237°	2500′ (2490′)	1780′ (1770′)	

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.

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

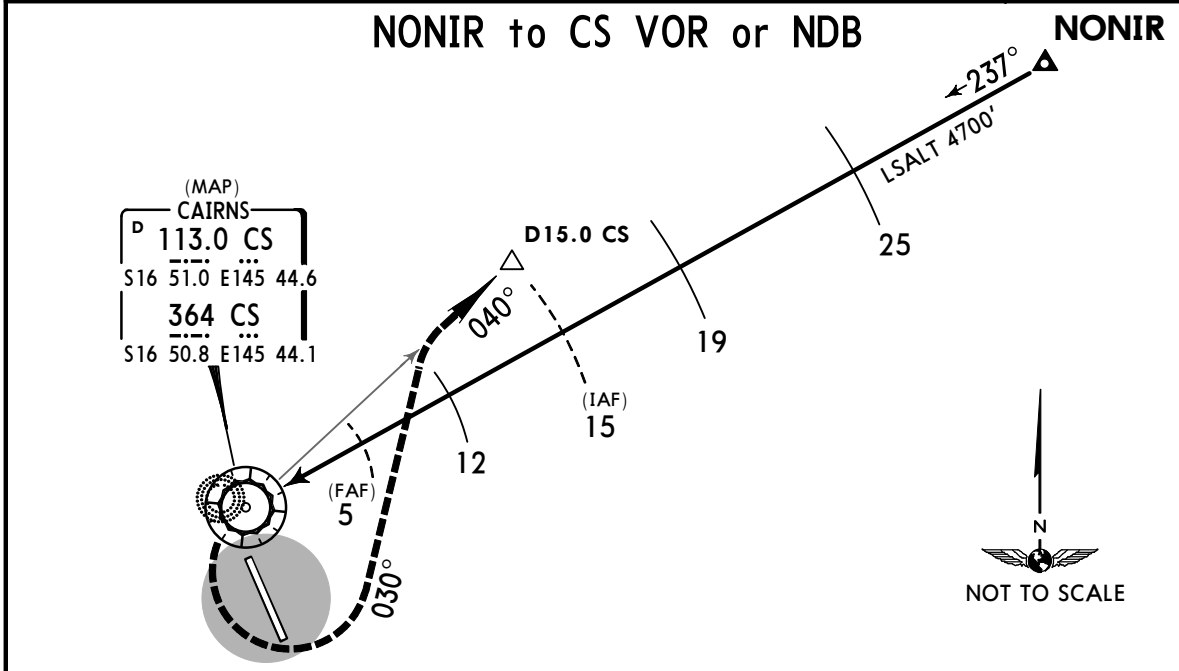
CAUTION: Do not delay turn onto 030° due to high terrain WEST of missed approach area.



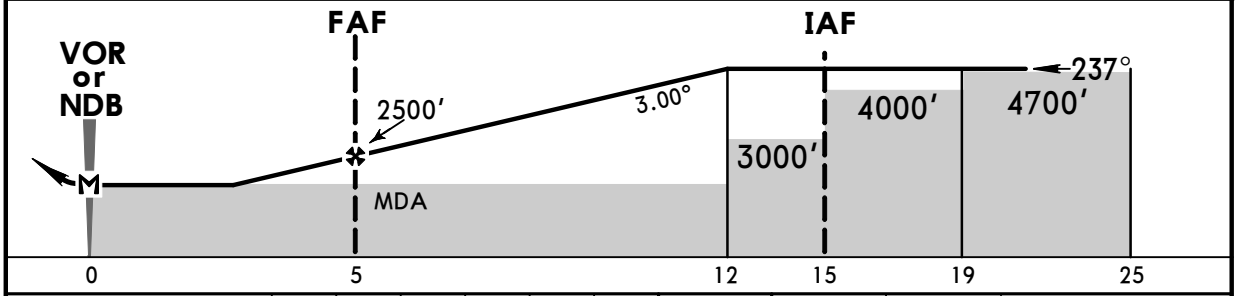
MSA CS VOR or CS NDB 5600 within 10 NM

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



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′



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

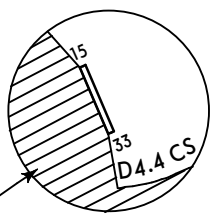
LT 030° CS 113.0 R-040 or CS 364 040°

PANS OPS

CIRCLE-TO-LAND

MDA(H) 1780′ (1770′)

	Max Kts	
A	100	2.4 km
B	135	
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.

CHANGES: Chart reindexed, MSA, new format.

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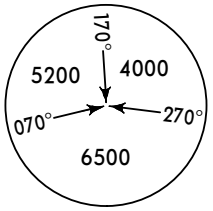
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2C) Eff 21 Jun 1600Z

RNAV STAR

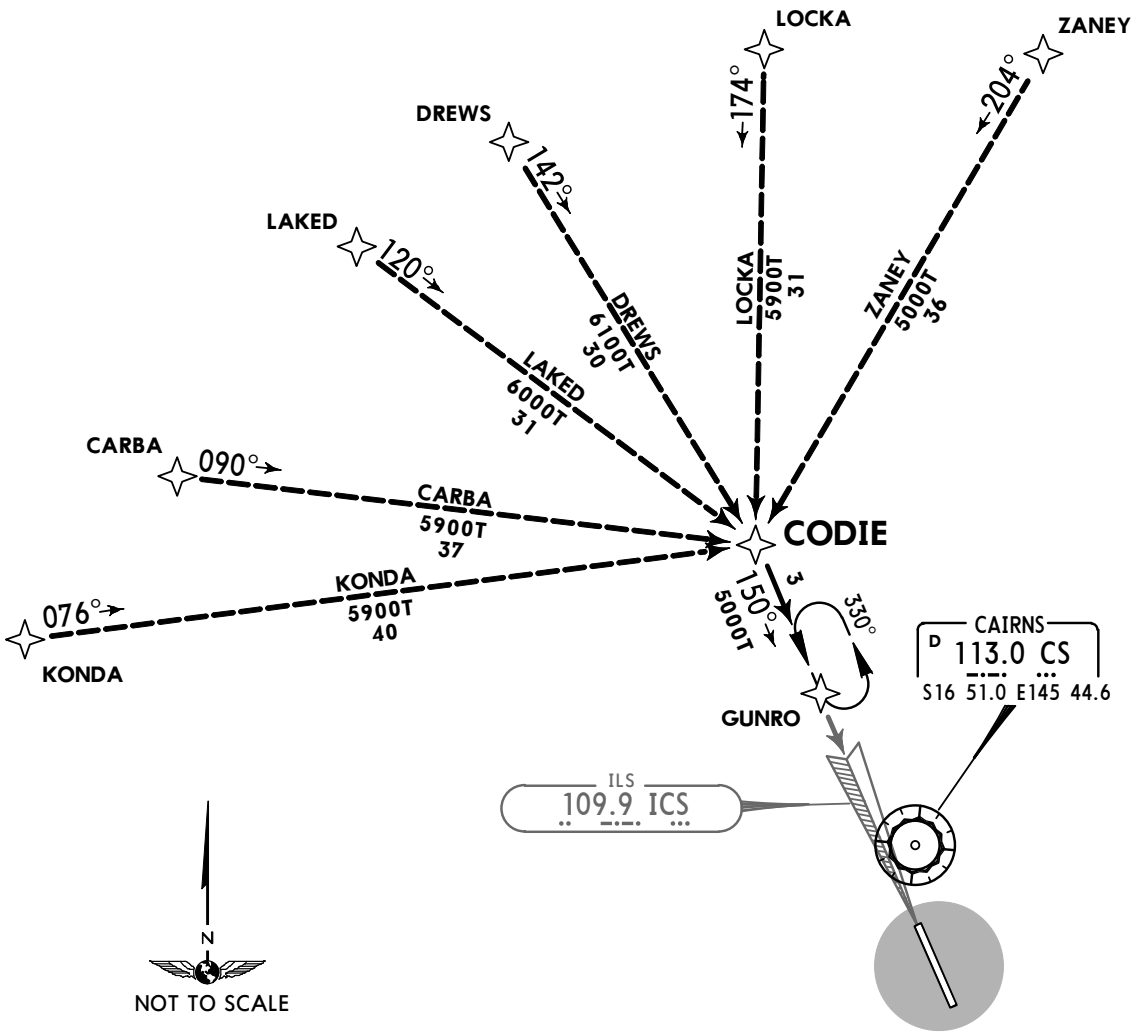
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA ARP or CS VOR 5600 within 10 NM

CODIE 7A (RNAV) ARRIVAL
[CODI7A]
(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 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. Track via ILS RWY 15 or LOC RWY 15.

CHANGES: Chart reindexed, procedure renumbered and revised, MSA, new format.

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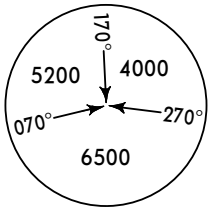
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2D) Eff 21 Jun 1600Z

RNAV STAR

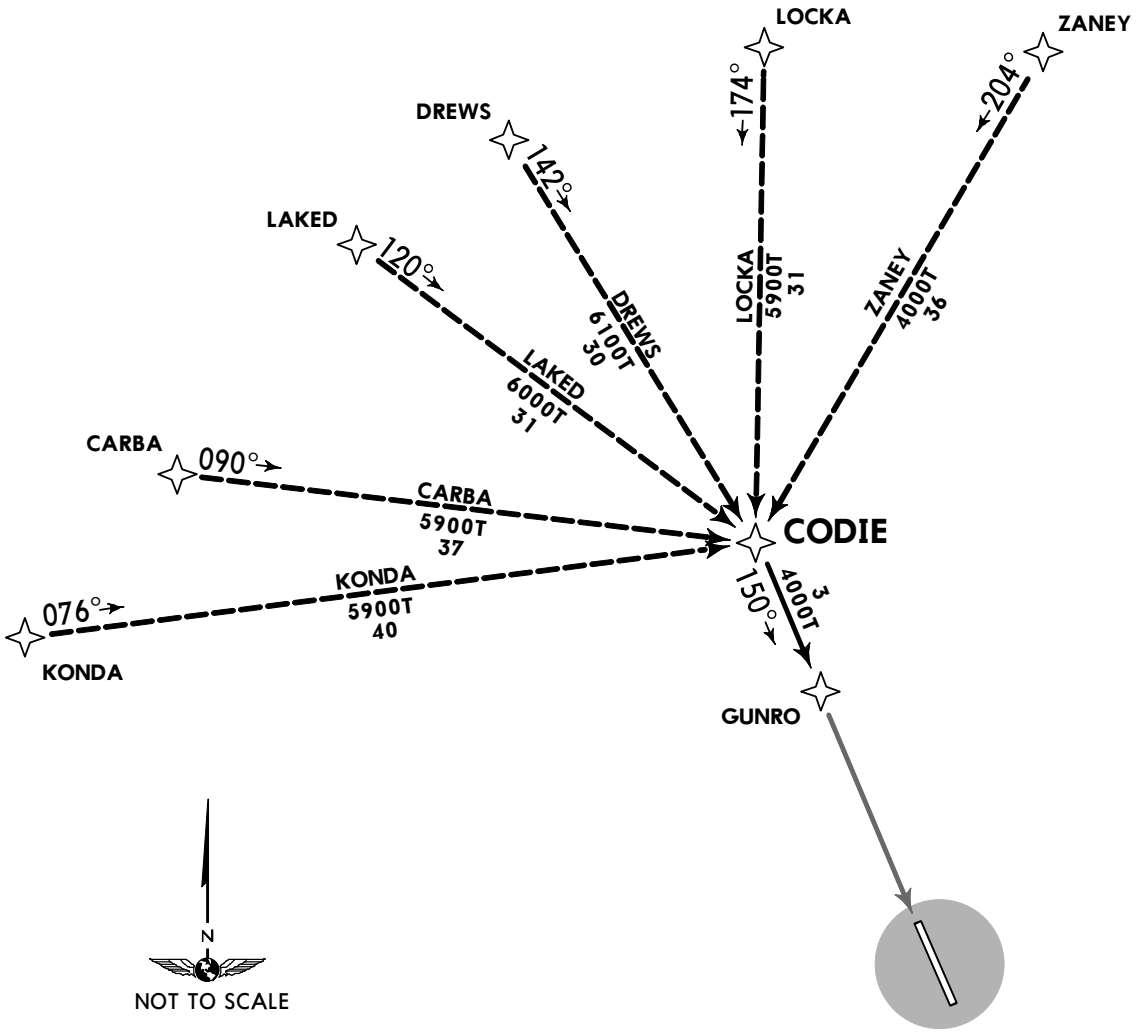
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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 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.

CHANGES: New procedure at this airport.

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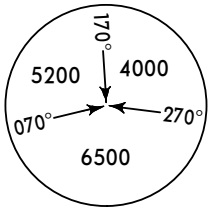
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2E) Eff 21 Jun 1600Z

RNAV STAR

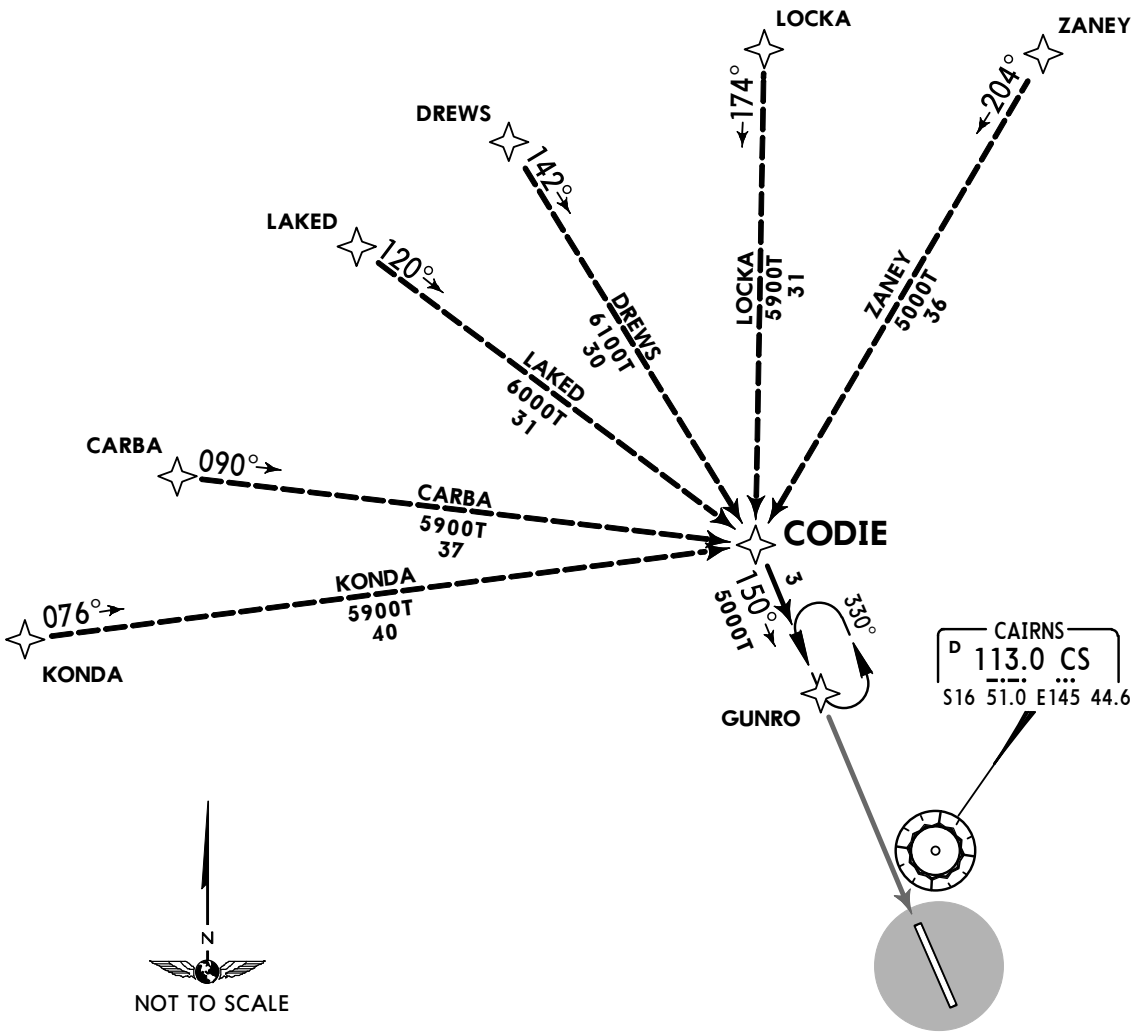
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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

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. Track via RNAV-Y (GNSS) RWY 15 or RNAV-Z (GNSS) RWY 15.

CHANGES: Chart reindexed, procedure renumbered and revised, MSA, new format.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

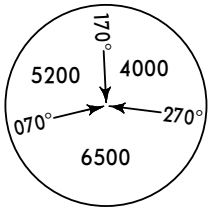
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 (10-2F) Eff 21 Jun 1600Z

RNAV STAR

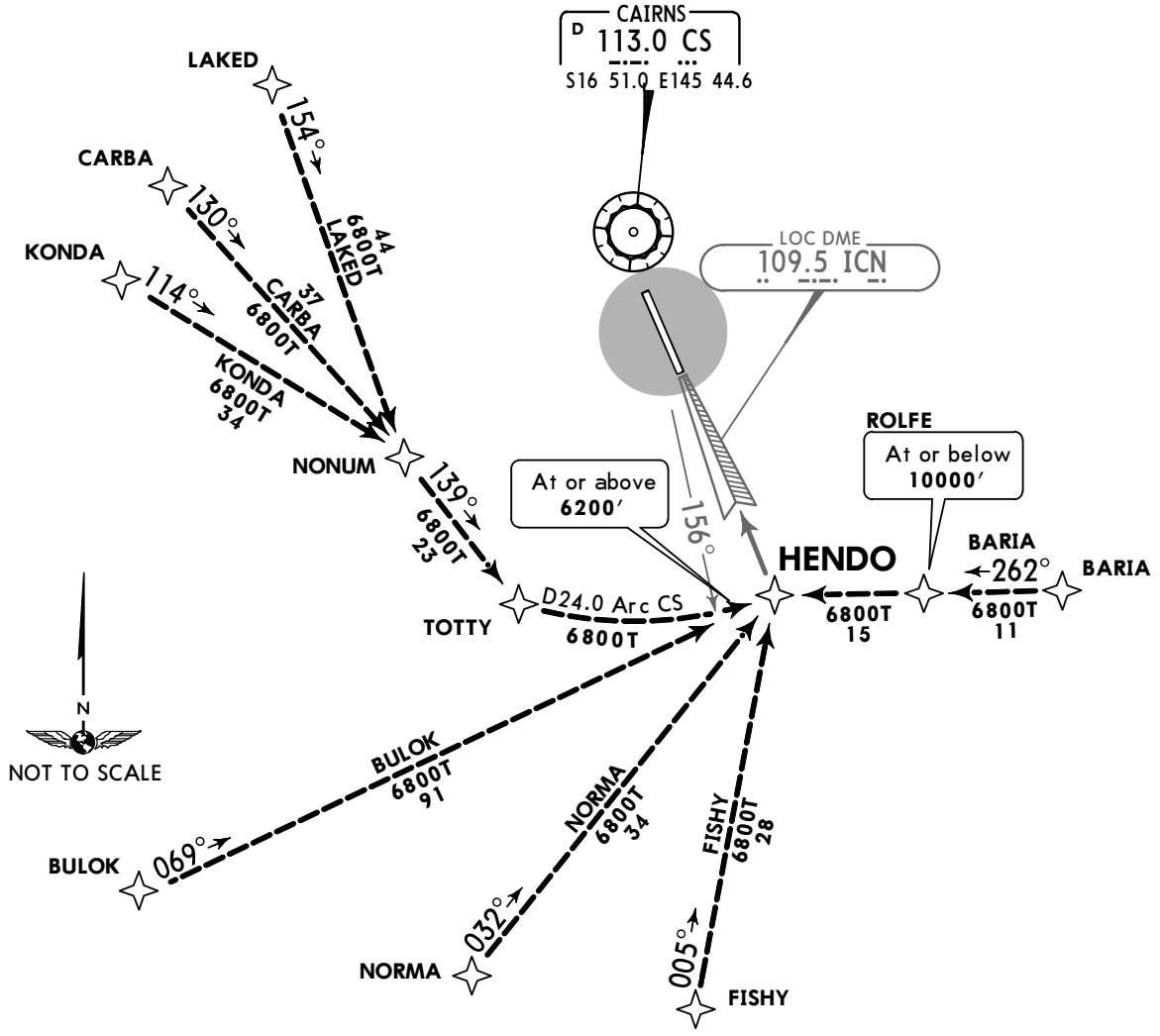
ATIS	Apt Elev	
113.0 131.1	10′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA ARP
or CS VOR
5600 within
10 NM

HENDO 8A (RNAV) ARRIVAL
[HEND8A]
(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
BARIA	From BARIA to HENDO: Track 262° to ROLFE. Cross ROLFE at or below 10000′. Track 262° to HENDO.
BULOK	From BULOK 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 intercept LOC RWY 33.

CHANGES: Chart reindexed, procedure renumbered and revised, MSA, new format.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

YBCS/CNS
CAIRNS INTL

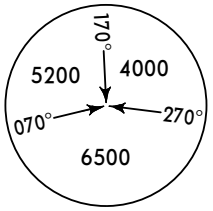
JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2G) Eff 1 Mar

RNAV STAR

ATIS	Apt Elev
113.0 131.1	10′

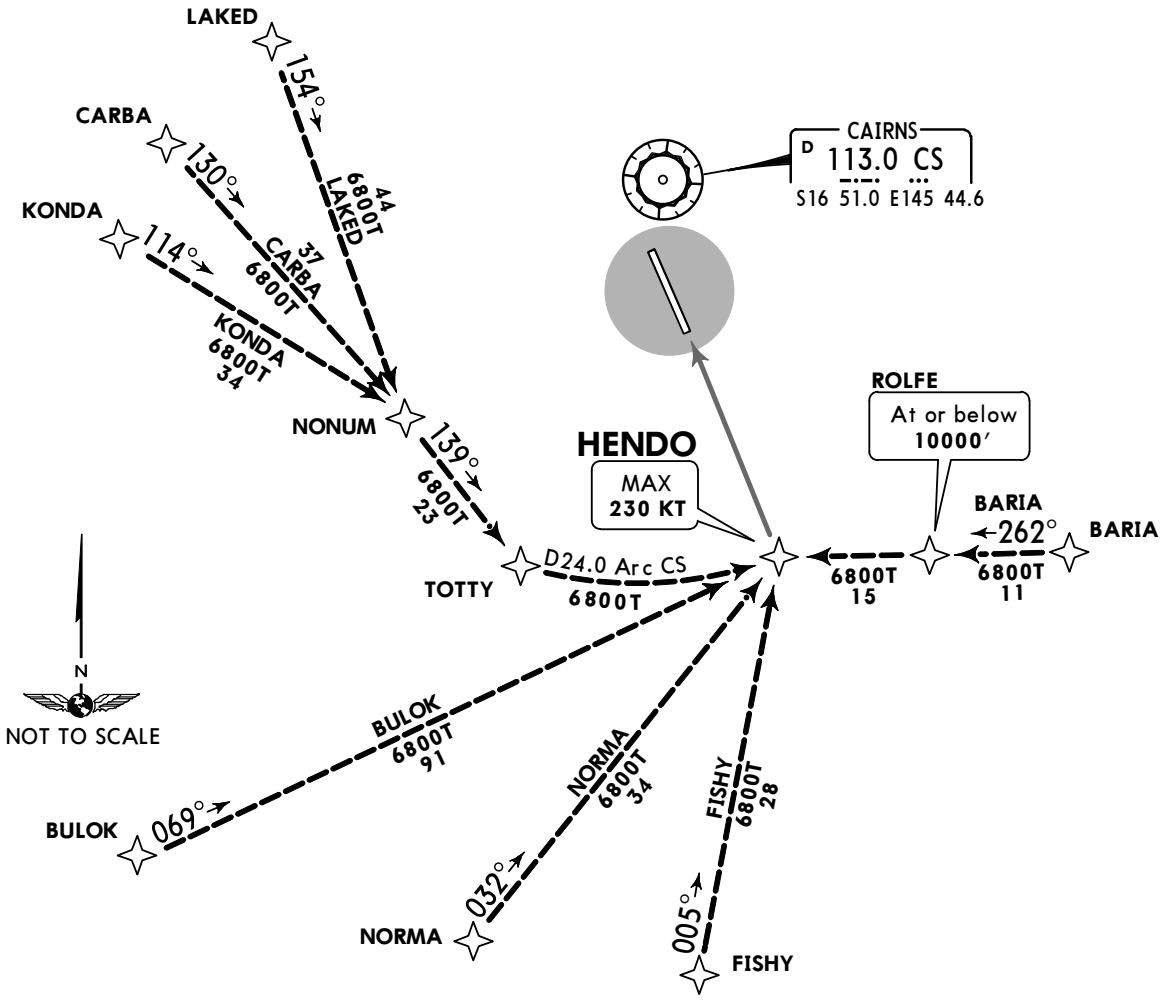
Alt Set: hPa Trans level: FL110 Trans alt: 10000′
GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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

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
BARIA	From BARIA to HENDO: Track 262° to ROLFE. Cross ROLFE at or below 10000′. Track 262° to HENDO.
BULOK	From BULOK 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.

CHANGES: None.

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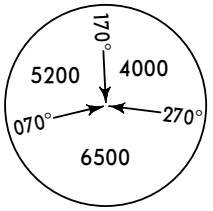
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2H) Eff 1 Mar

RNAV STAR

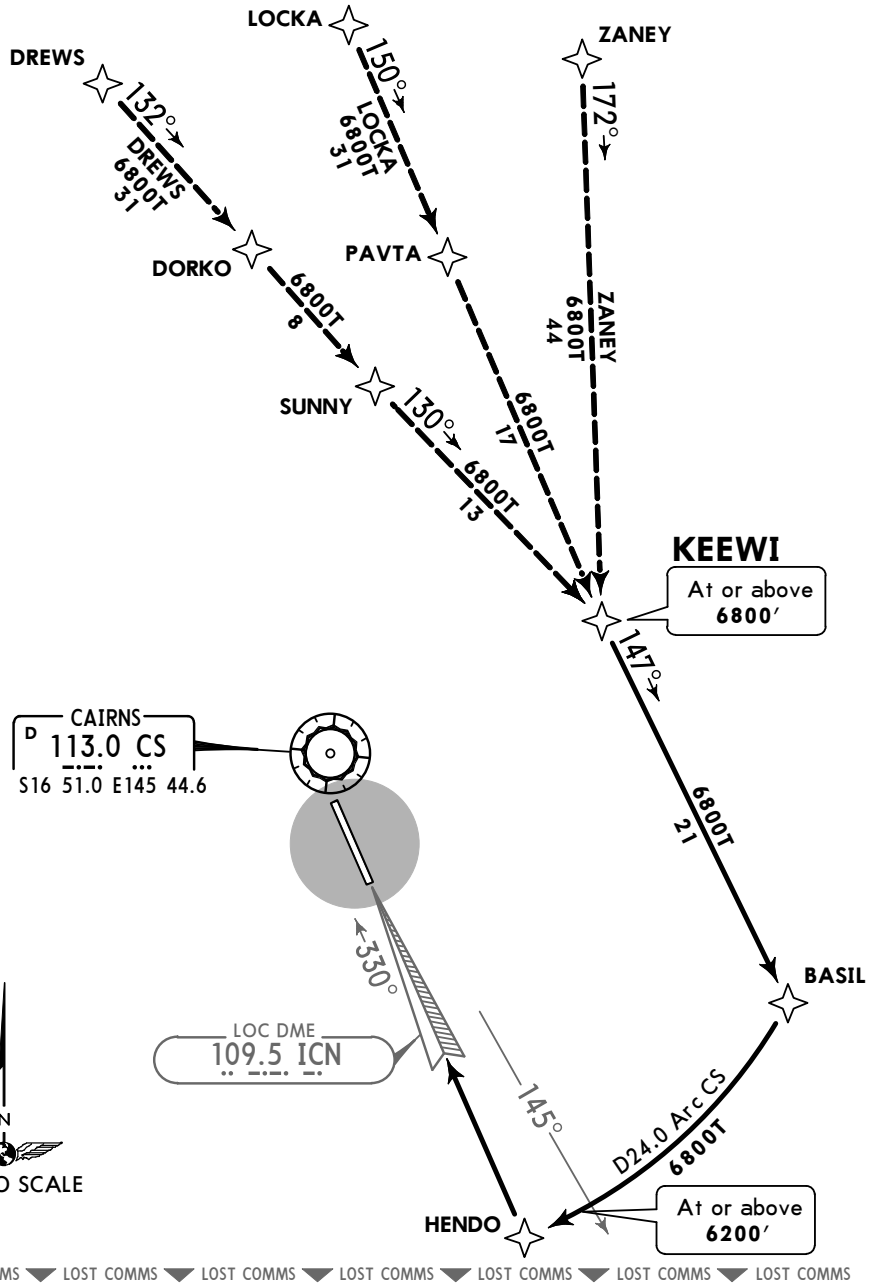
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
113.0 131.1	10′	



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 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.
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.

CHANGES: Procedure renumbered, transitions revised, DORKO and PAVTA added.

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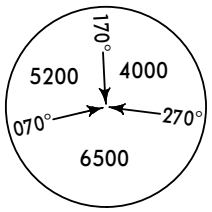
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2J) Eff 1 Mar

RNAV STAR

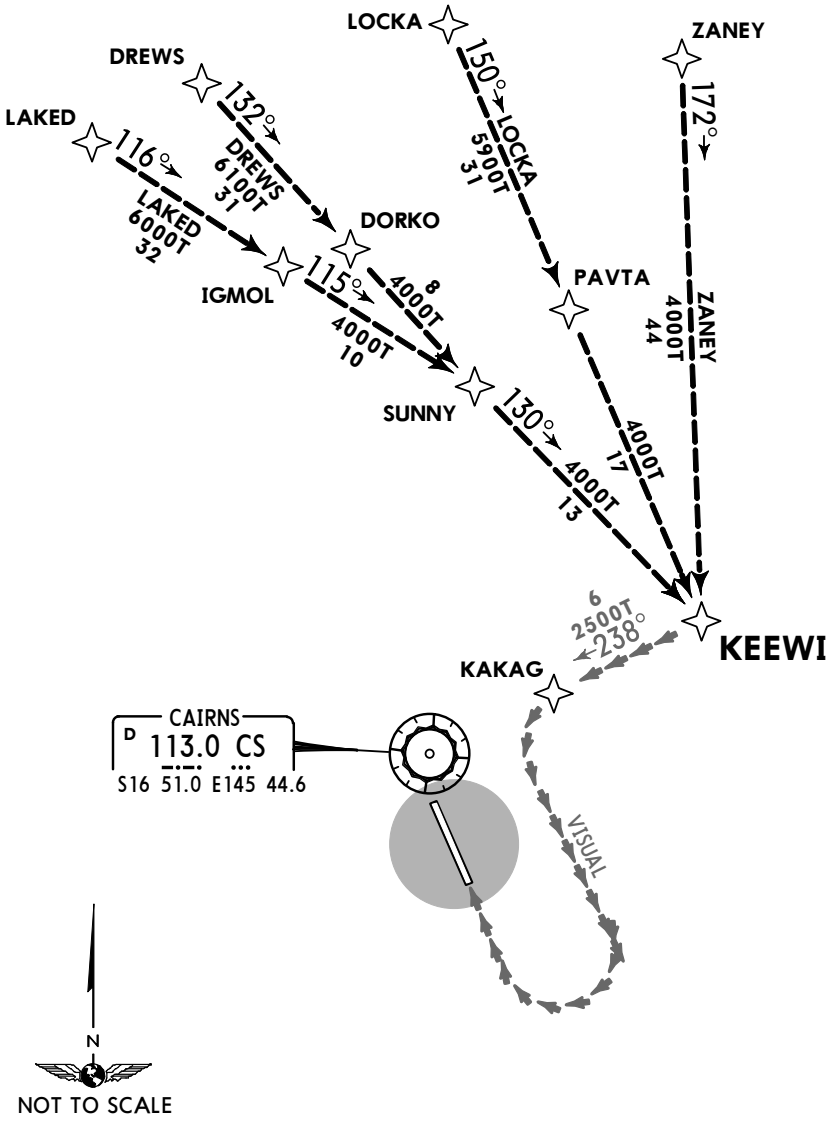
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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.
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.

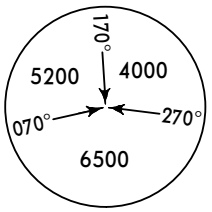
ROUTING
Turn RIGHT, track 238° to KAKAG. At KAKAG turn LEFT track for RIGHT base RWY 33.

CHANGES: Procedure renumbered, transitions, DORKO, IGMOL and PAVTA added.

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JEPPESEN JeppView 3.6.2.0

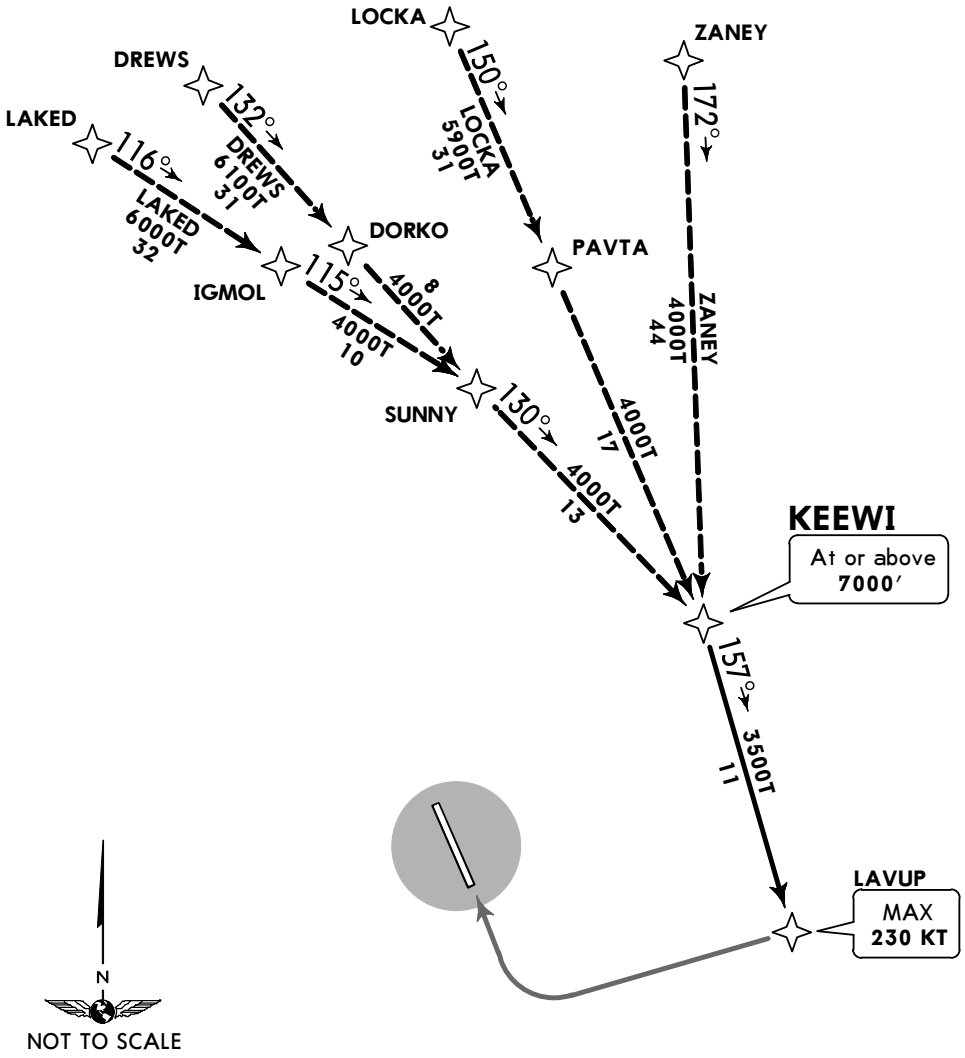
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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.
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.

CHANGES: Procedure renumbered, transitions, IGMOL, DORKO and PAVTA added.

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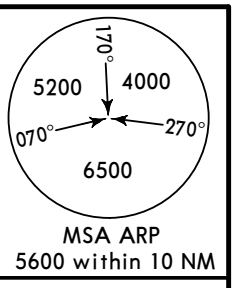
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2L) Eff 1 Mar

RNAV STAR

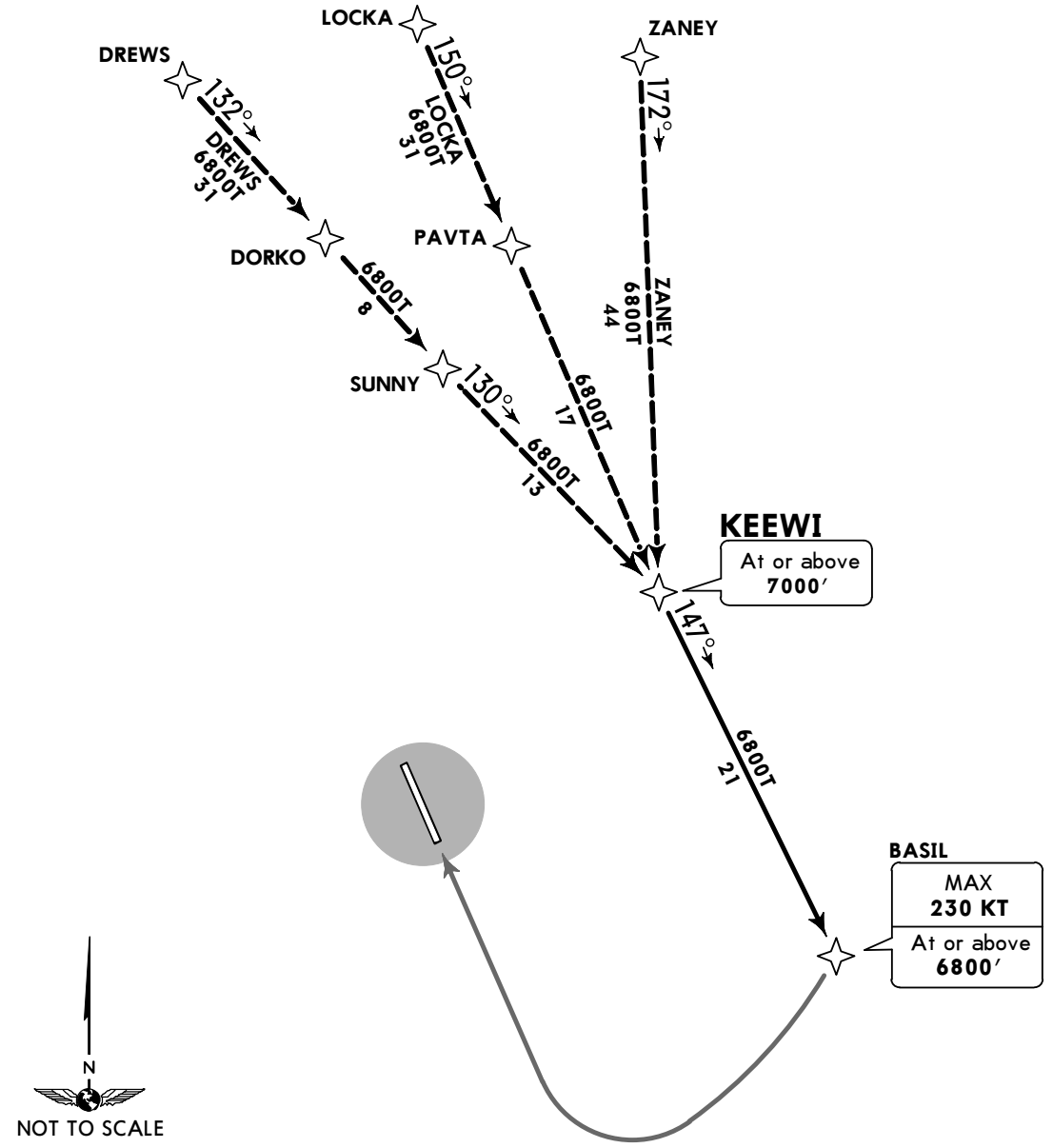
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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.

CHANGES: Procedure renumbered, DORKO and PAVTA added, transitions revised.

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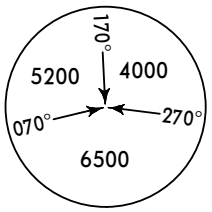
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

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

RNAV STAR

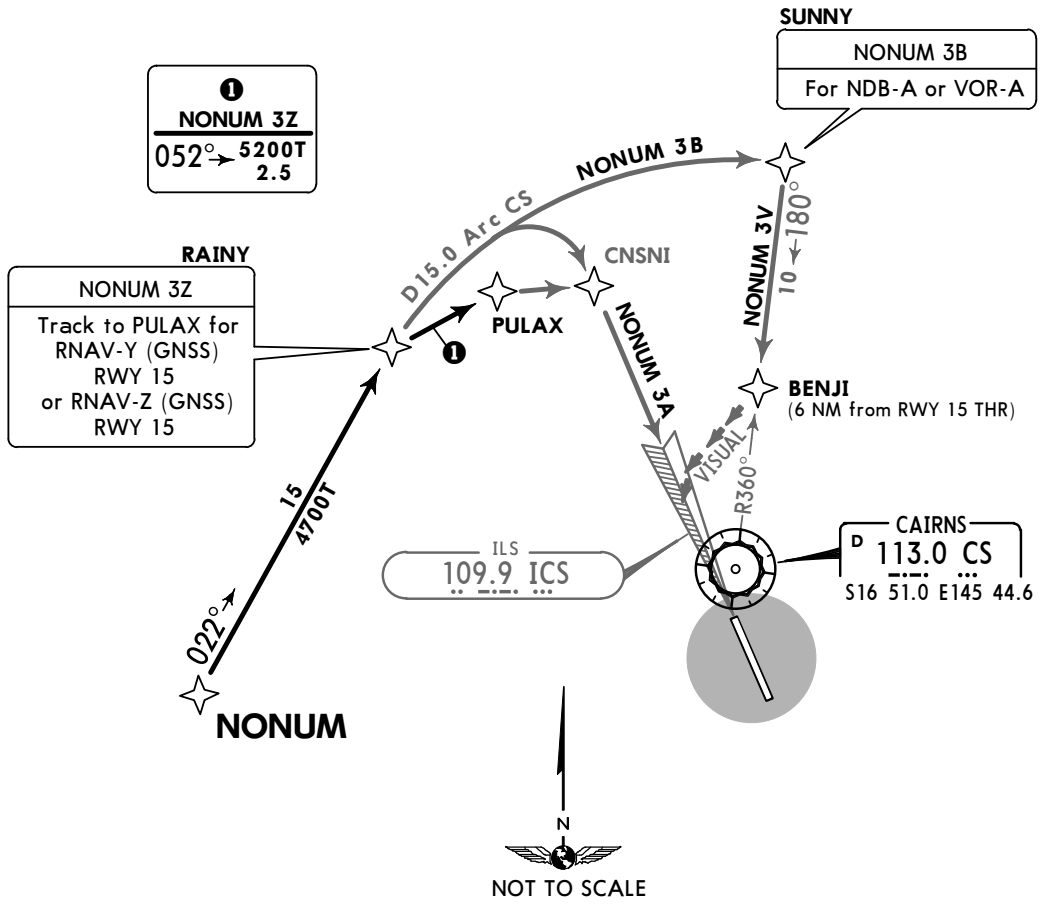
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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

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.

CHANGES: Procedures upnumbered, CNSNA renamed to PULAX, routing text.

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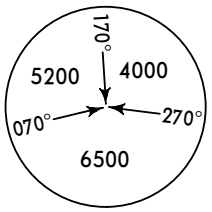
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2N) Eff 1 Mar

RNAV STAR

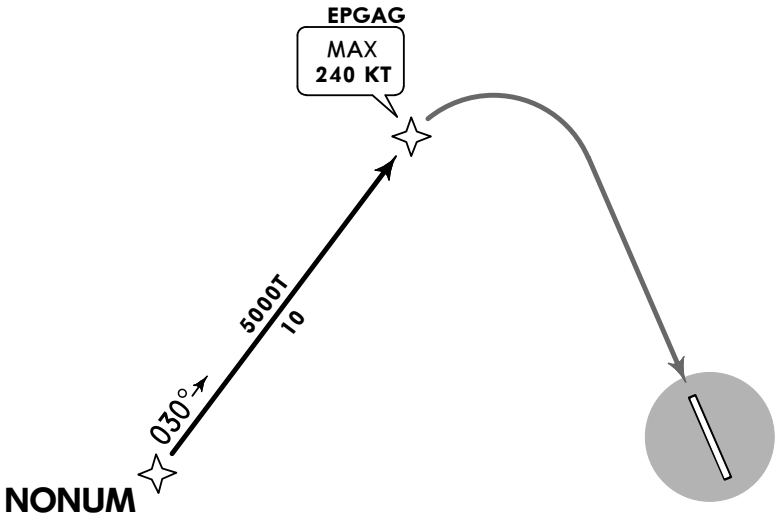
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
113.0 131.1	10′	



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 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

ROUTING

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

CHANGES: Procedure upnumbered.

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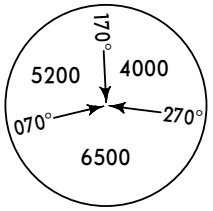
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2P) Eff 1 Mar

RNAV STAR

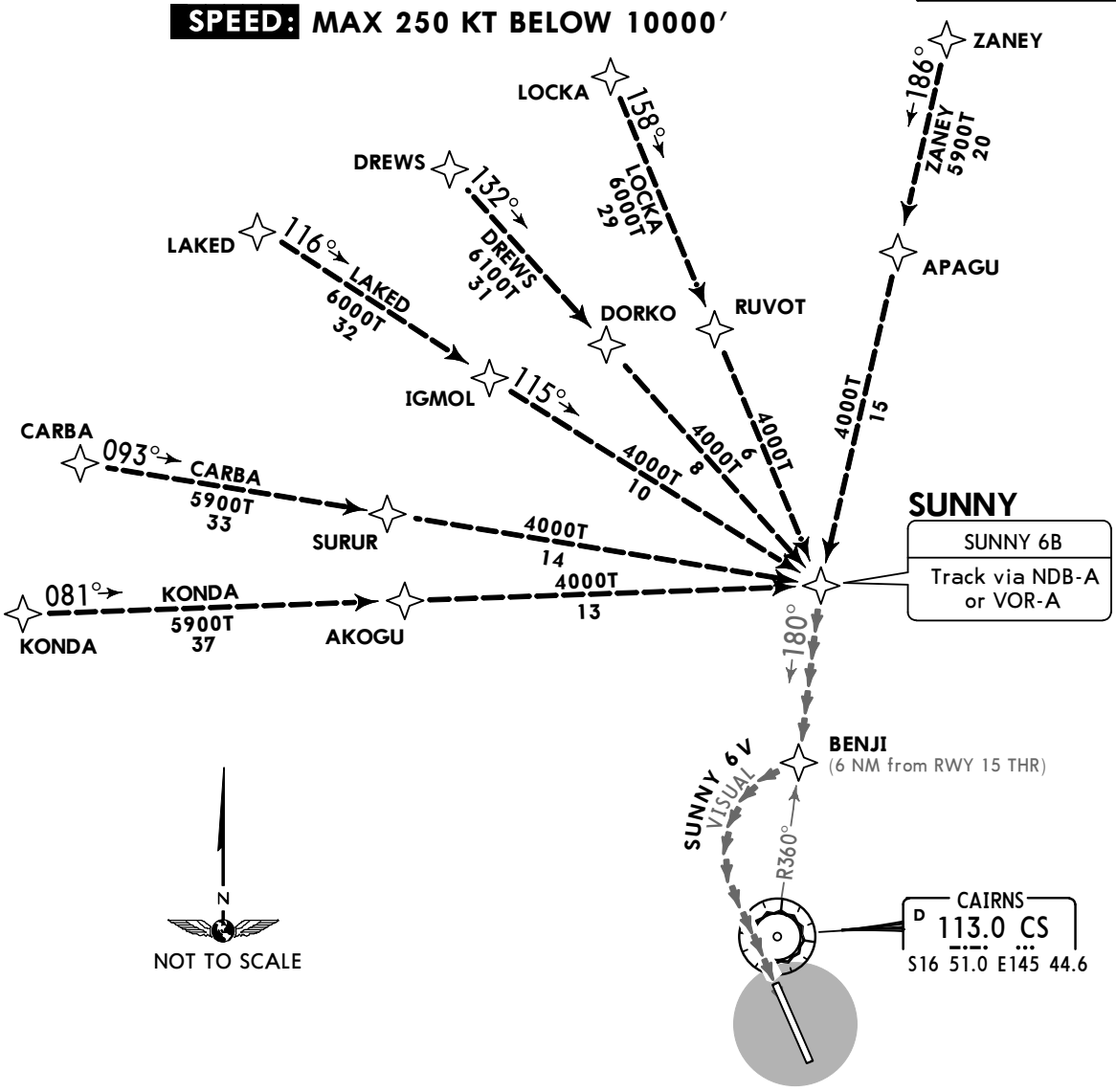
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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 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).

CHANGES: Procedures upnumbered, waypoints added, transitions, routing text.

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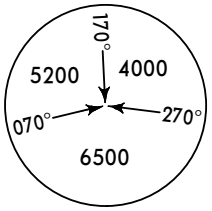
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2Q) Eff 1 Mar

RNAV STAR

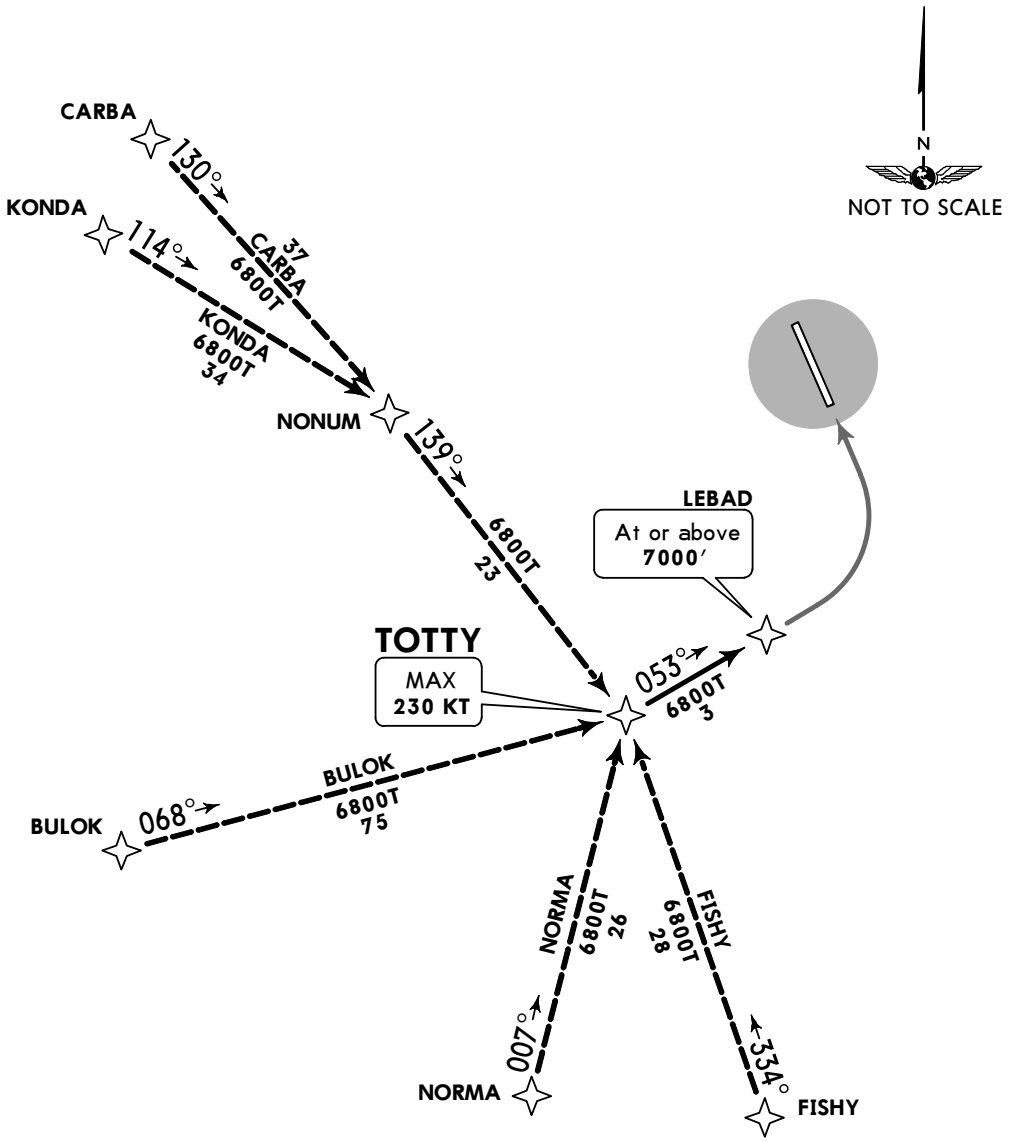
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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 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
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.

CHANGES: None.

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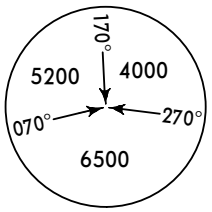
YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2S) Eff 1 Mar

RNAV STAR

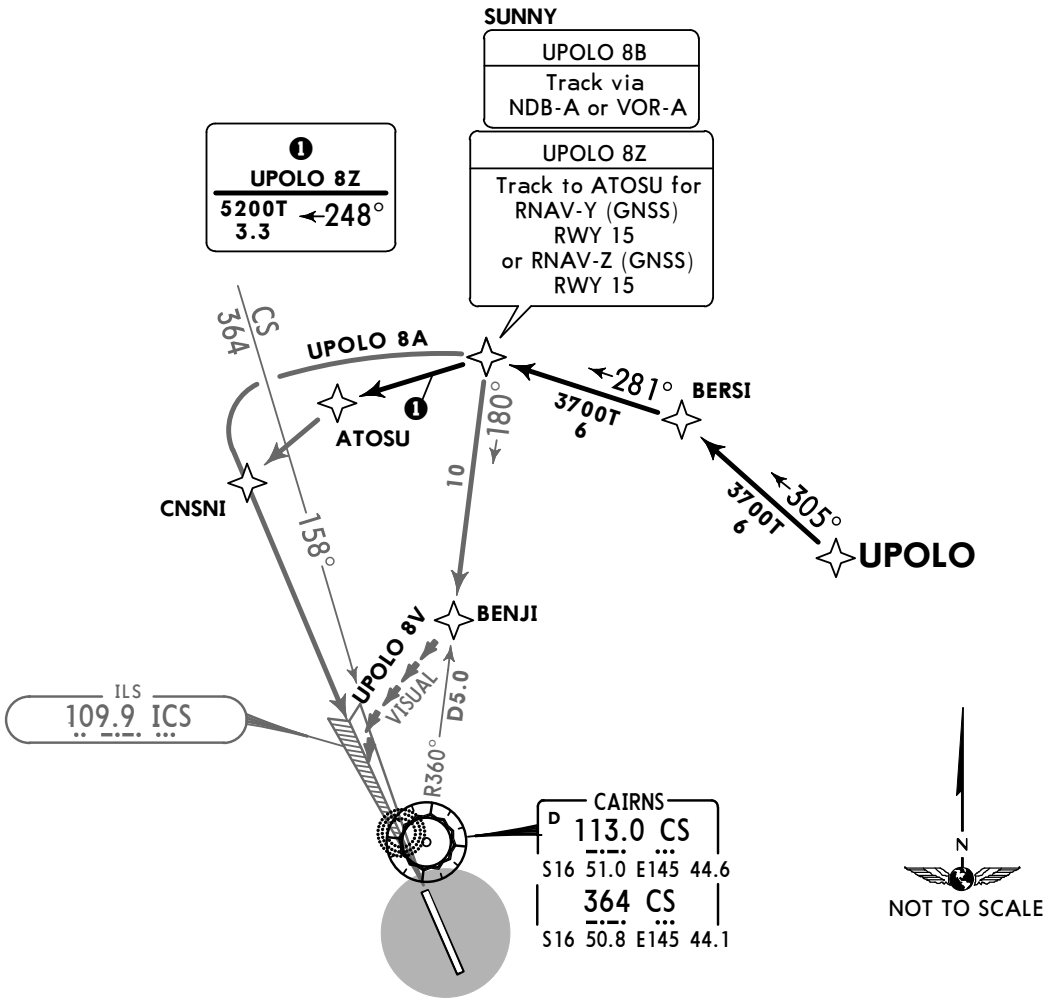
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
113.0 131.1	10′	



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

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

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.

CHANGES: Procedures upnumbered and revised, CNSND renamed to ATOSU.

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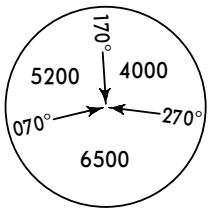
YBCS/CNS
CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

23 FEB 18 (10-2T) Eff 1 Mar

RNAV STAR

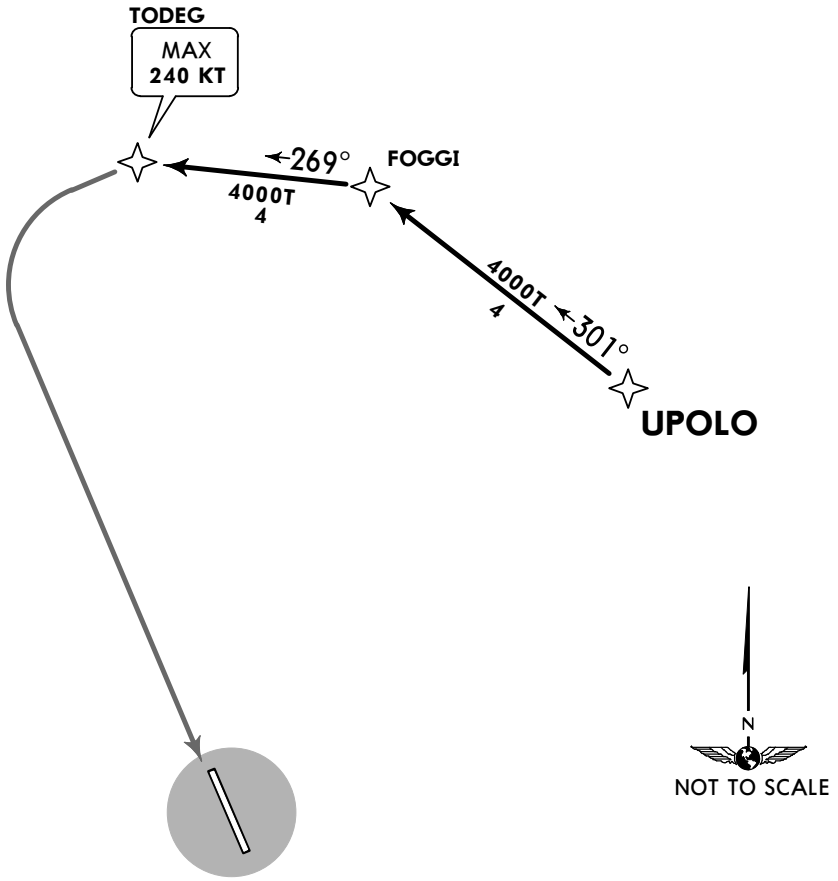
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110	Trans alt: 10000′
113.0 131.1	10′			



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

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

ROUTING

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

CHANGES: Procedure upnumbered.

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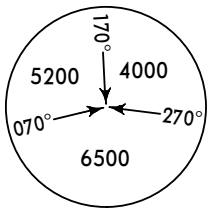
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3) Eff 9 Nov SID

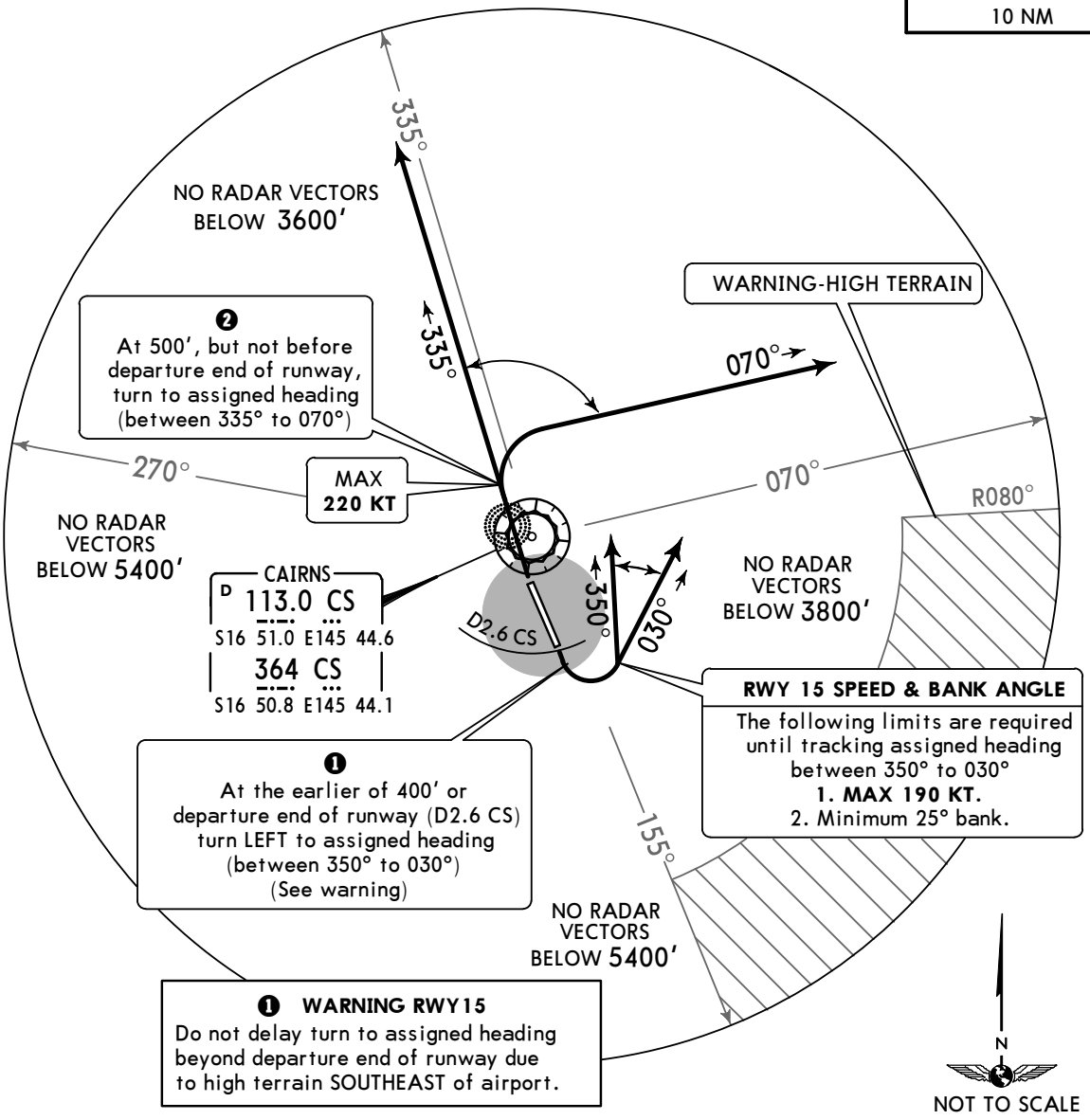
CAIRNS Departure (R)	Apt Elev	
118.4 126.1 (as advised)	10′	Trans level: FL110 Trans alt: 10000′ GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA CS VOR
5600 within
10 NM

CAIRNS 2 DEPARTURE (RADAR)

SPEED: MAX 250 KT BELOW 10000′



NOT TO SCALE

This SID requires minimum climb gradients:
RWY 15: 4.0% to 600′.
RWY 33: 4.6% to 2000′.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397

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

LOST COMMS

COMMUNICATIONS FAILURE PROCEDURE

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.

LOST COMMS

RWY	INITIAL CLIMB
15	Track 150°. ❶ At the earlier of 400′ or departure end of runway (D2.6 CS) turn LEFT to assigned heading (between 350° to 030°). When directed, contact Departures for RADAR vectors.
33	MAX 220 KT. Track 330°. ❷ At 500′, but not before departure end of runway, turn to assigned heading (between 335° to 070°). When directed, contact Departures for RADAR vectors.

CHANGES: Speed restriction added.

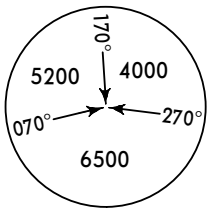
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3A) Eff 9 Nov SID

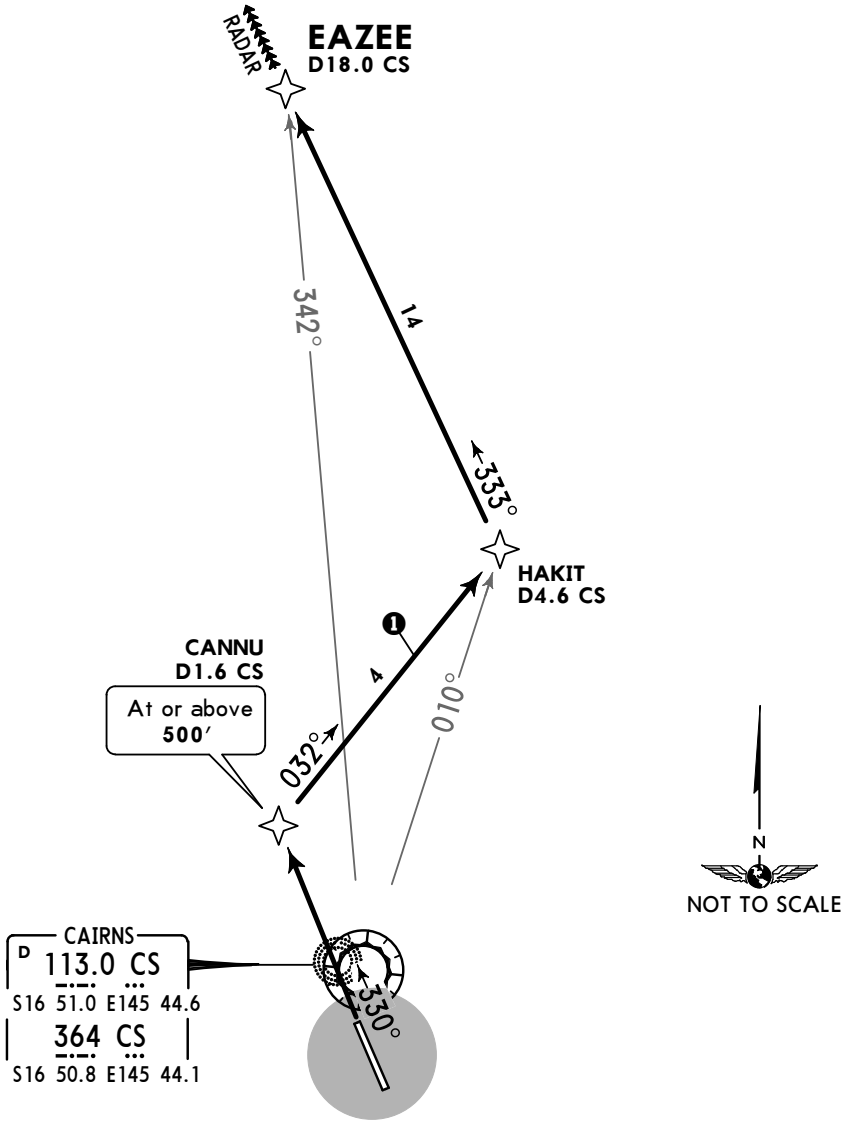
CAIRNS Departure (R) 118.4 126.1 (as advised)	Apt Elev 10′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA CS VOR
5600 within
10 NM

EAZEE 2 DEPARTURE
[EAZEE2]
(RWY 33)

SPEED: MAX 250 KT BELOW 10000′
MAX 220 KT UNTIL HAKIT



This 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

❶ 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.

CHANGES: Speed restriction added.

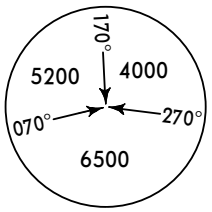
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3B) Eff 9 Nov SID

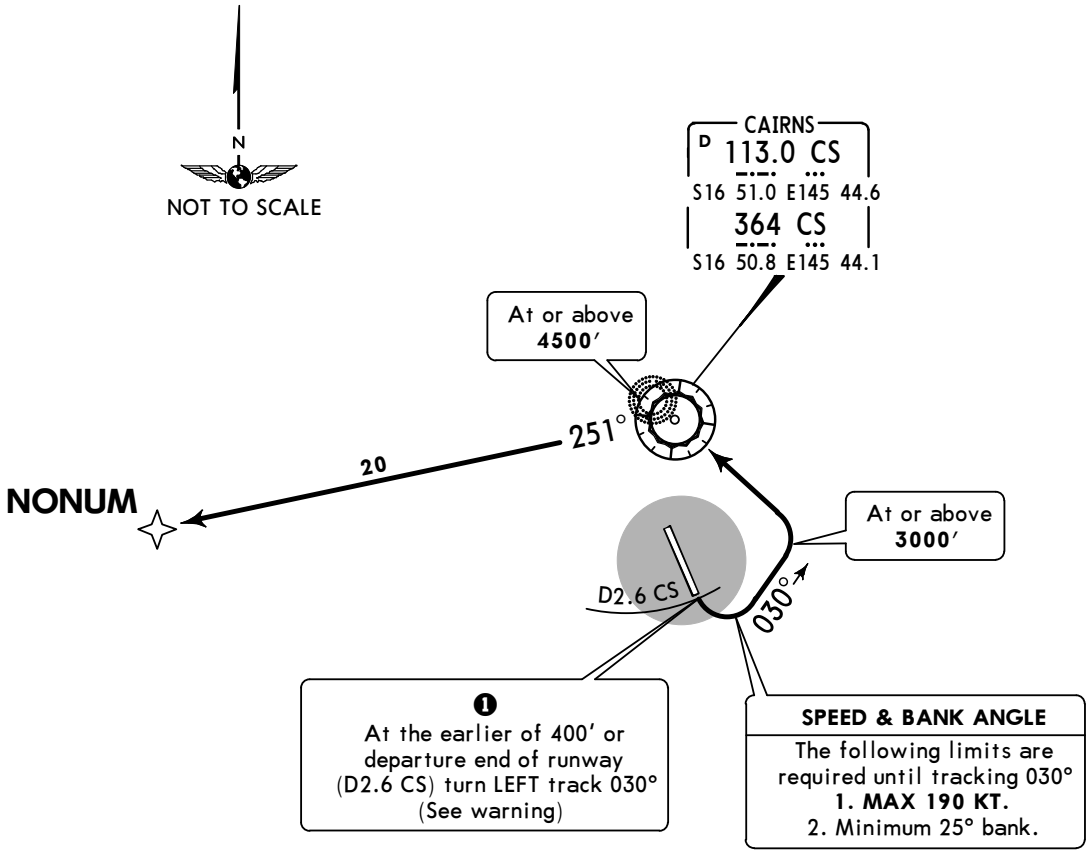
CAIRNS Departure (R) 118.4 126.1 (as advised)	Apt Elev 10′	Trans level: FL110 Trans alt: 10000′ 1. Non-jets only. 2. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



MSA CS VOR
5600 within
10 NM

NONUM 1 DEPARTURE
[NONUM1]
(RWY 15)

SPEED: MAX 250 KT BELOW 10000′



❶ 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°. ❶ 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.

CHANGES: Speed restriction added.

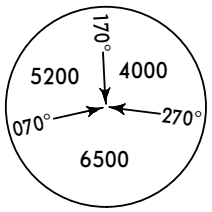
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YBCS/CNS CAIRNS INTL

JEPPESEN CAIRNS, QLD, AUSTRALIA

3 NOV 17 (10-3C) Eff 9 Nov SID

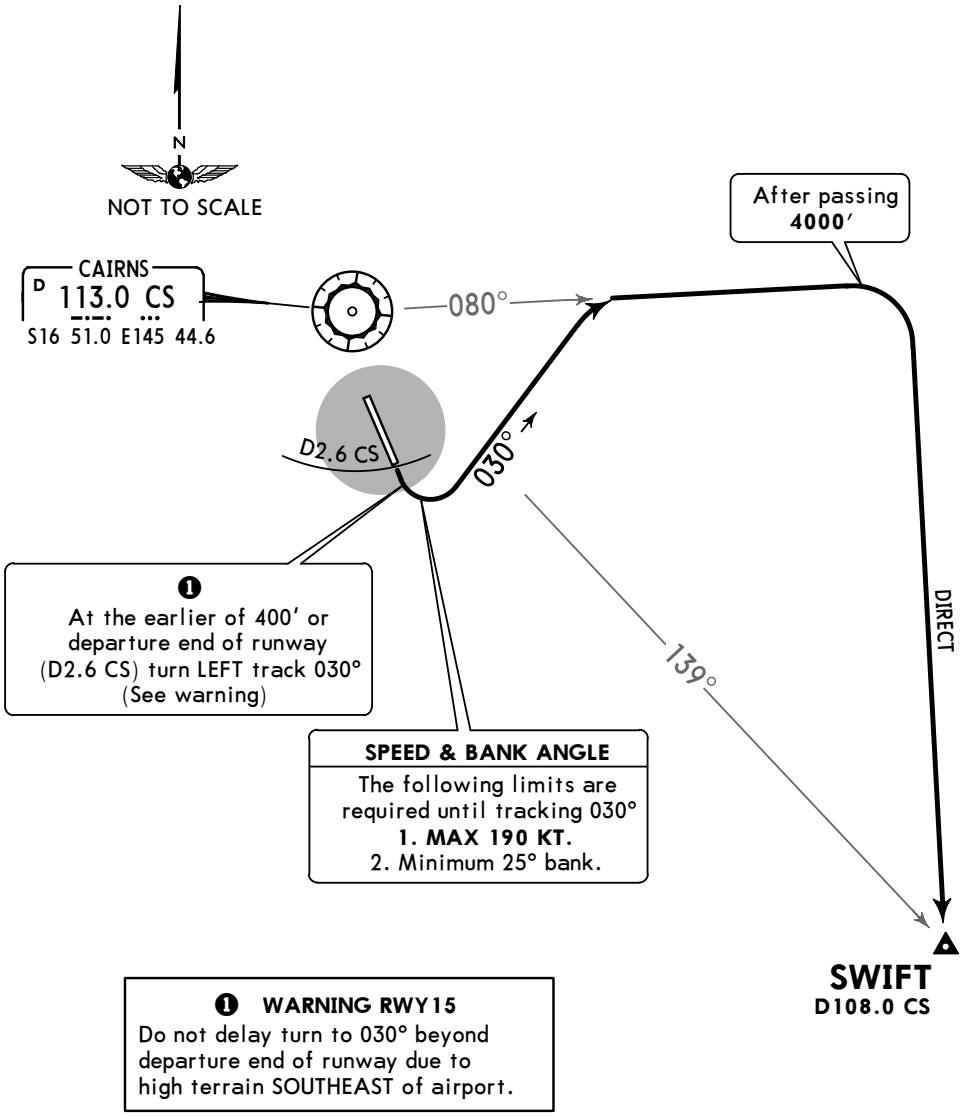
CAIRNS Departure (R)	Apt Elev	
118.4 126.1 (as advised)	10′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. GNSS permitted in lieu of DME. Reference waypoint CS VOR.



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.

CHANGES: Speed restriction added.

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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.

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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.

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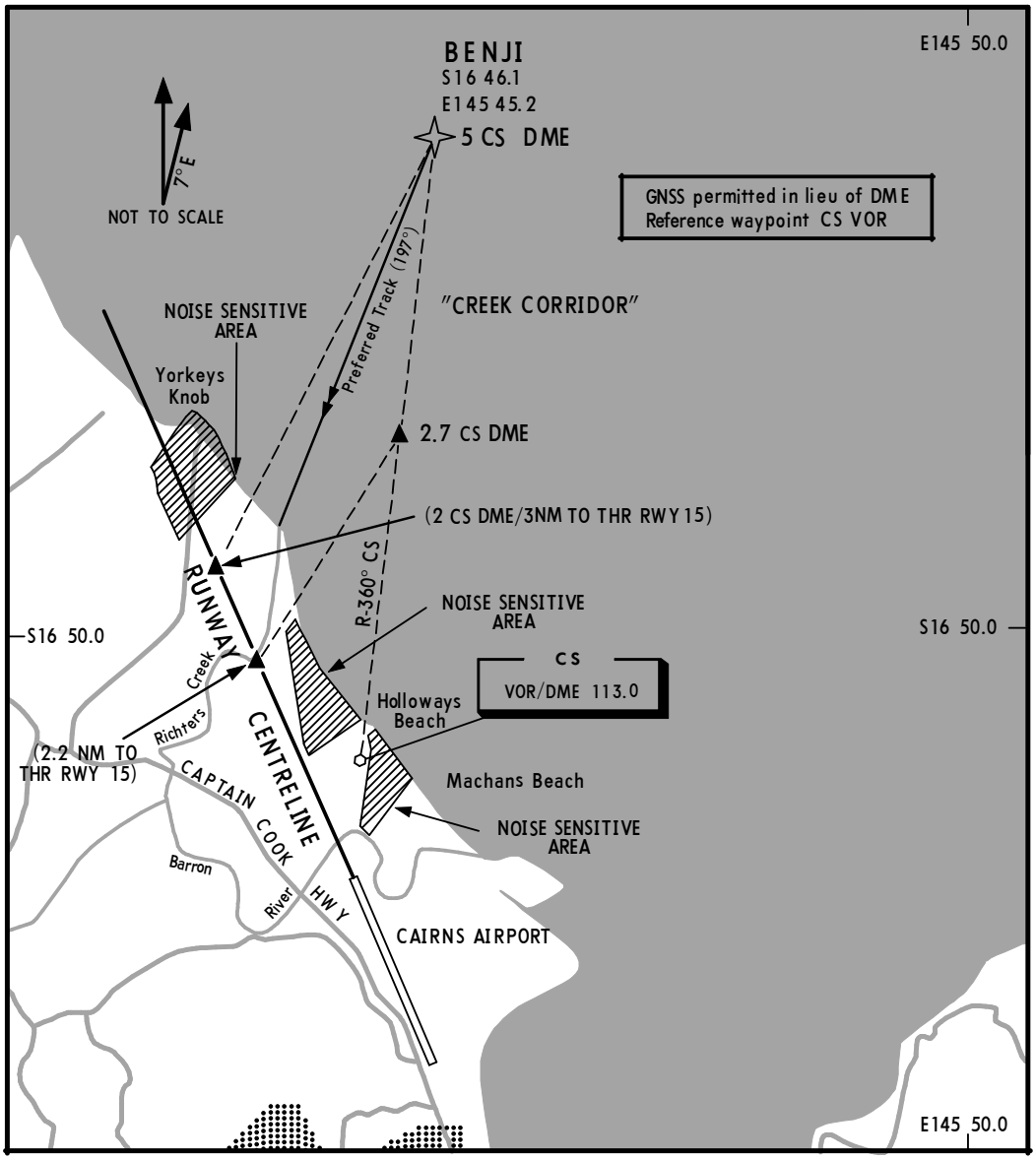
YBCS/CNS

JEPPESEN CAIRNS, QLD, AUSTRALIA

22 MAY 15 (10-4B) Eff 28 May

CAIRNS INTL

NOISE ABATEMENT PROCEDURES



CHANGES: Runway 12/30 decommissioned.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS

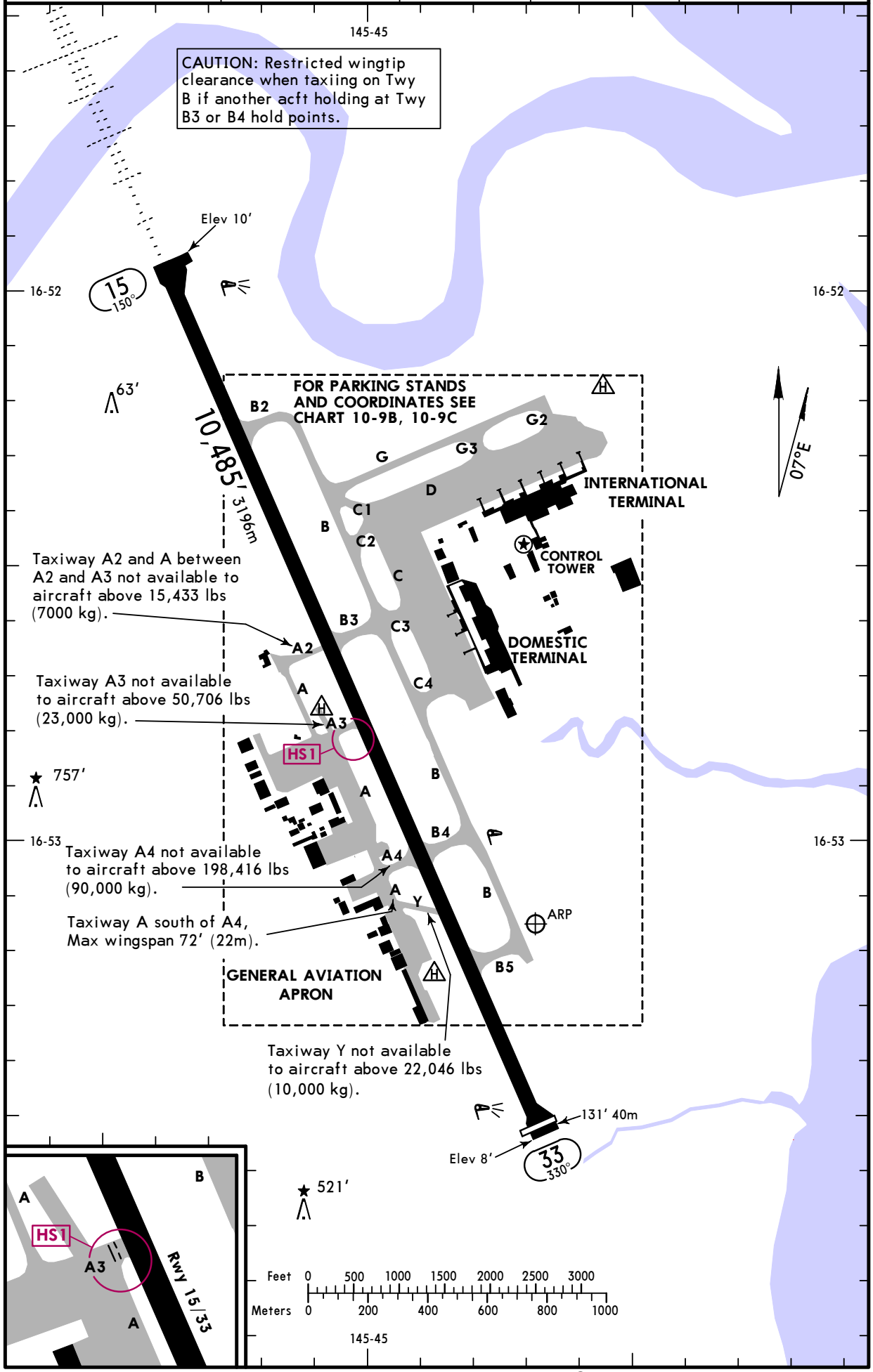
Apt Elev 10′
S16 53.2 E145 45.3

JEPPESEN CAIRNS, QLD, AUSTRALIA

9 MAR 18 (10-9)

CAIRNS INTL

ATIS	CAIRNS Delivery	CAIRNS Ground	Tower	CAIRNS Departure (R)
113.0 131.1	128.75	121.7	124.9	118.4



CHANGES: CAIRNS Delivery call sign.

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YBCS/CNS JEPPESEN CAIRNS, QLD, AUSTRALIA

9 MAR 18 (10-9A) 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 positon/gate number to ATC on acknowledgement of airways clearance.
All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118'(36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node direction clockwise turn only.
Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.
Rwy 15-False course indication may occur outside 035° either side of LLZ-Pilot monitored outside ATS hours of operation.
Right-hand circuit Rwy 33.

ADDITIONAL RUNWAY INFORMATION

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

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 B	1010' - 4.4 km	1220' - 4.4 km	1280' - 4.4 km	NOT APPLICABLE
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 B	NOT APPLICABLE	1520' - 4.4 km		2110' - 4.4 km
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

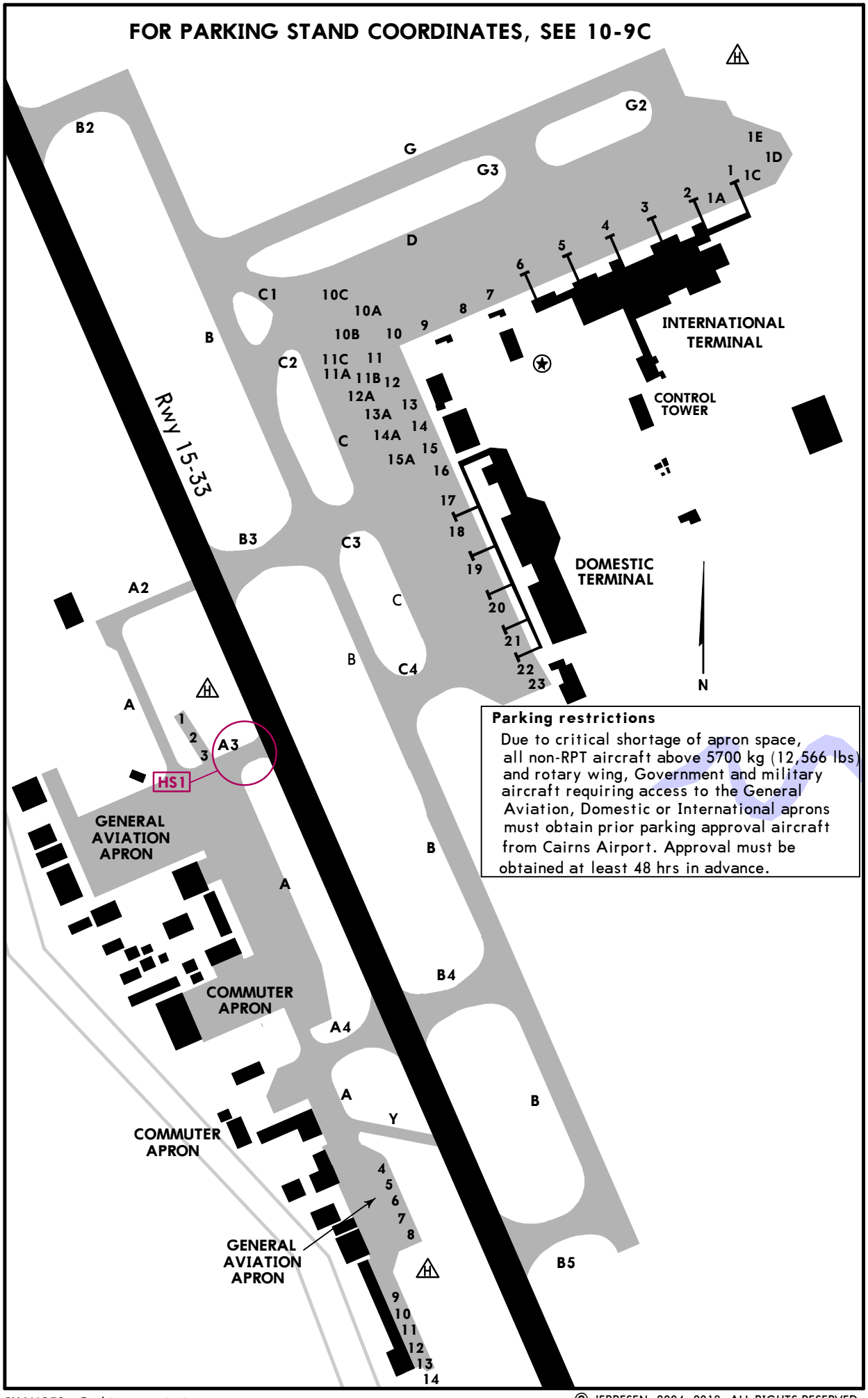
CHANGES: None.

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YBCS/CNS JEPPESEN CAIRNS, QLD, AUSTRALIA

10 AUG 18 (10-9B)

CAIRNS INTL



CHANGES: Parking restrictions note.

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YBCS/CNS JEPPESEN CAIRNS, QLD, AUSTRALIA

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL		
11	S16 52.4 E145 45.1	11′
11A, 11B, 11C	S16 52.5 E145 45.1	10′
12, 13	S16 52.5 E145 45.1	11′
12A, 13A	S16 52.5 E145 45.1	10′
14, 15	S16 52.5 E145 45.1	11′
14A, 15A	S16 52.5 E145 45.1	10′
16,17	S16 52.6 E145 45.1	11′
❶18, 18A	S16 52.6 E145 45.2	11′
❶19, 19A	S16 52.6 E145 45.2	11′
❶20, 20A	S16 52.7 E145 45.2	11′
❶21, 21A	S16 52.7 E145 45.2	11′
❶22, 22A	S16 52.7 E145 45.2	11′
23	S16 52.7 E145 45.2	11′
GENERAL AVIATION APRON		
1	S16 52.8 E145 44.9	8′
2, 3	S16 52.8 E145 44.9	7′
4 thru 8	S16 53.2 E145 45.1	6′
9 thru 13	S16 53.3 E145 45.1	6′
14	S16 53.3 E145 45.1	3′

STAND No.	COORDINATES	ELEV
INTERNATIONAL TERMINAL		
❶1	S16 52.4 E145 45.3	10′
1A	S16 52.3 E145 45.4	10′
1C	S16 52.3 E145 45.4	9′
1D	S16 52.3 E145 45.5	9′
1E	S16 52.3 E145 45.4	9′
❶2	S16 52.3 E145 45.4	11′
2B	S16 52.3 E145 45.4	11′
❶3	S16 52.3 E145 45.3	11′
3B	S16 52.3 E145 45.3	11′
❶4	S16 52.4 E145 45.3	11′
4B	S16 52.3 E145 45.3	11′
❶5	S16 52.4 E145 45.3	11′
5B, ❶6, 6B	S16 52.4 E145 45.2	11′
7, 7B	S16 52.4 E145 45.2	12′
8	S16 52.4 E145 45.1	12′
9	S16 52.4 E145 45.1	11′
10, 10A, 10B	S16 52.4 E145 45.1	10′
10C	S16 52.4 E145 45.1	9′

❶ Safegate Docking Guidance System

CHANGES: None.

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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 Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

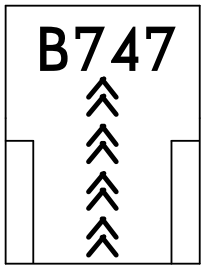
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VISUAL DOCKING GUIDANCE SYSTEMS

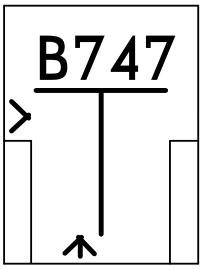
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

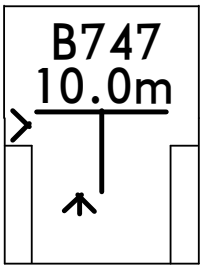
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



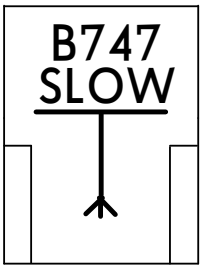
CAPTURE
Searching for aircraft



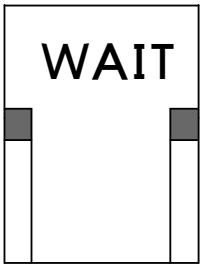
TRACKING AIRCRAFT
Aircraft left of centerline



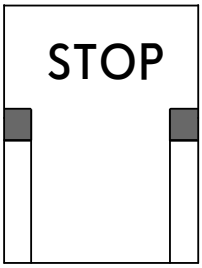
CLOSING RATE



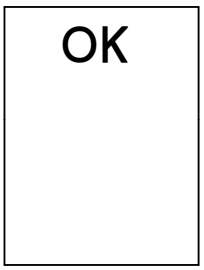
SLOW (DECREASE SPEED)



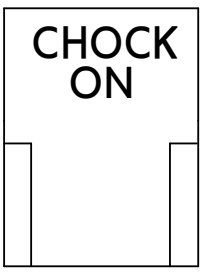
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL — CAIRNS, QLD, AUSTRALIA — ILS-Z or LOC-Z Rwy 15

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-1) CAT C & D

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

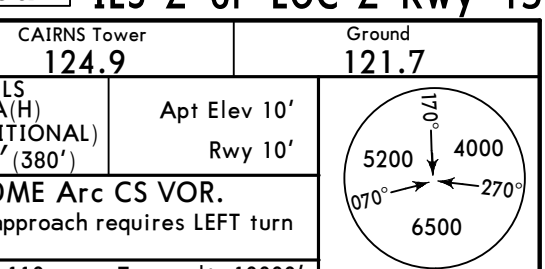
BRIEFING STRIP™

LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D9.0 2900′ (2890′)	390′ (380′)	

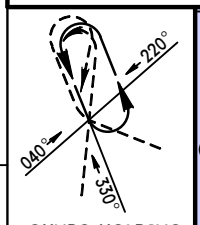
MISSED APCH: Turn LEFT, track 015°. Intercept 15 DME Arc CS VOR. Climb to 3700′ or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.

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. MAX 180 KT from 1000′ on final until tracking 015° in missed approach. 5. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 6. GNSS permitted in lieu of CS DME. Reference waypoint CS VOR.



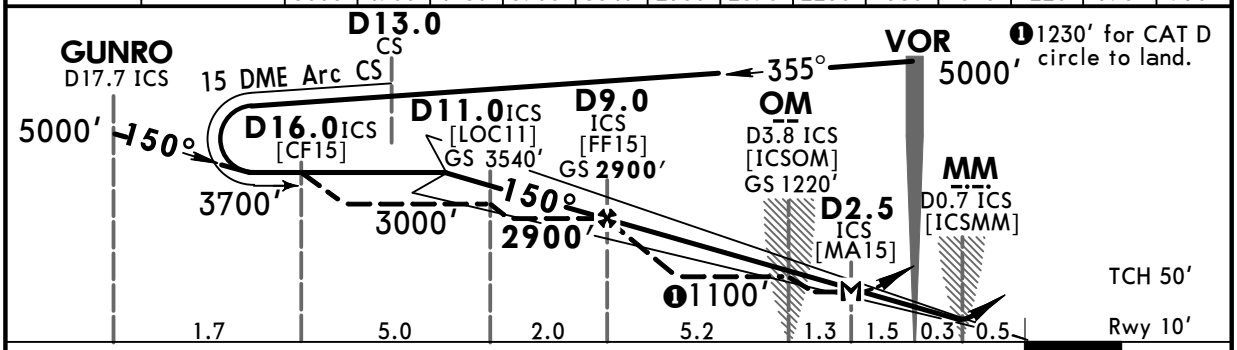
MSA CS VOR/NDB
5600
within 10 NM



GUNRO HOLDING

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

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							

HIALS PAPI PAPI LT 015°

STRAIGHT-IN LANDING RWY15

ILS			LOC (GS out) DME		1 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′)	Max Kts	MDA(H)
FULL | HIRL out | HIALS out		FULL | HIRL out | HIALS out		HIALS out		
A B	NOT APPLICABLE	NOT APPLICABLE		NOT APPLICABLE	A B	NOT APPLICABLE
C D	1.3 km | 1.5 km	1.7 km		3.5 km | 4.4 km	180	790′ (780′) -4.0 km
					205	1230′ (1220′) -5.0 km

PANS OPS

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

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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

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

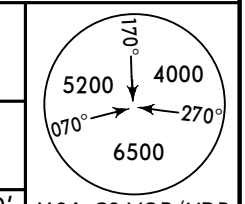
BRIEFING STRIP™

LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D9.0 2900′ (2890′)	390′ (380′)	

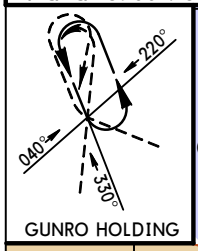
MISSED APCH: Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700′ or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

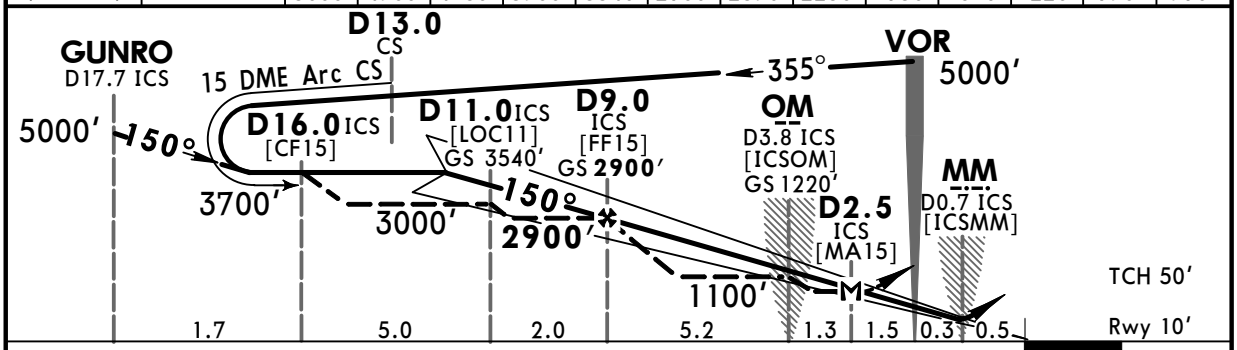
1. ICS DME REQUIRED. 2. CAUTION: High terrain 1195′, West of Rwy 15/33. 3. ICS DME - poor coverage beyond 25° West of Rwy centerline. ICS LOC - poor coverage beyond 10° West of Rwy centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 5. GNSS permitted in lieu of CS DME. Reference 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							

HIALS PAPI PAPI LT 030°

PANS OPS

STRAIGHT-IN LANDING RWY15 ILS

	Missed apch climb gradient mim 4.0% DA(H) 390′ (380′)		Missed apch climb gradient mim 2.5% DA(H) 470′ (460′)		LOC (GS out) DME MDA(H) 790′ (780′)	
	FULL / HIRL out	HIALS out	FULL / HIRL out	HIALS out		HIALS out
A B	1.3 km	1.5 km	1.7 km		3.5 km	4.4 km
C D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	790′ (780′) -2.4 km
C D	NOT APPLICABLE

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

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YBCS/CNS CAIRNS INTL — JEPPESEN CAIRNS, QLD, AUSTRALIA

16 JUN 17 **Eff 21 Jun 1600Z** (11-3) CAT C & D

ILS-X or LOC-X Rwy 15

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

BRIEFING STRIP ™

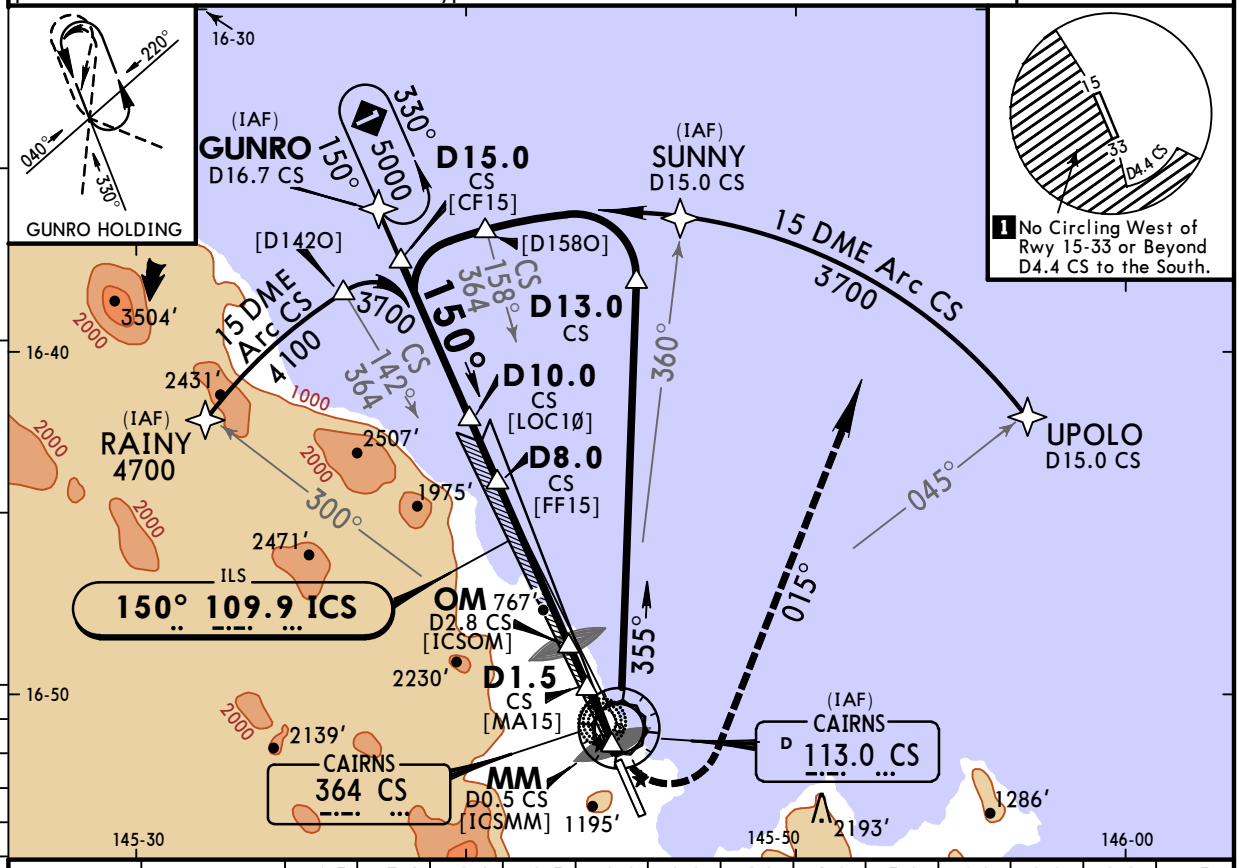
LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D8.0 2900′ (2890′)	390′ (380′)	

MISSED APCH: Turn LEFT, track 015°. 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.

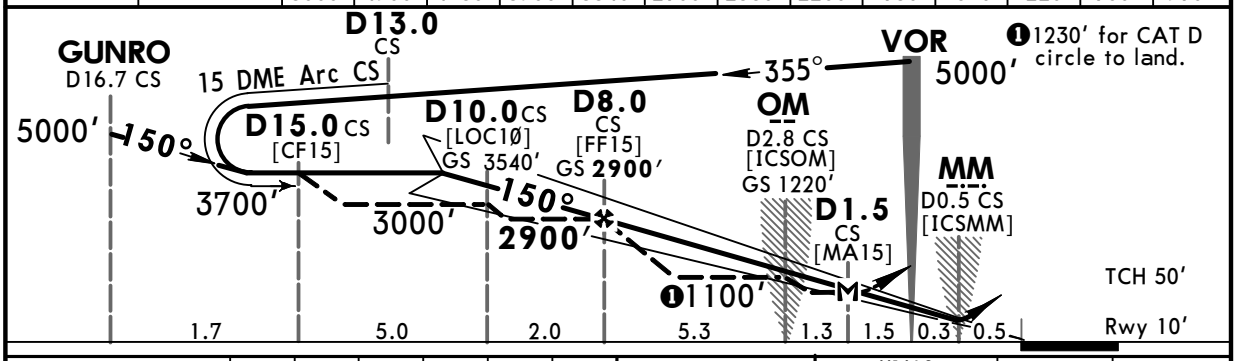
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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. MAX 180 KT from 1000′ on final until tracking 015° in missed approach. 5. Aircraft may be RADAR vectored to D14.0 CS final at 3700′. 6. GNSS permitted in lieu of DME. Reference waypoint CS VOR.

MSA CS VOR/NDB 5600 within 10 NM
170° 4000 270° 6500 5200 070°



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							

HIALS PAPI PAPI LT 015°

STRAIGHT-IN LANDING RWY 15

ILS

	Missed apch climb gradient mim 4.0% DA(H) 390′ (380′)		Missed apch climb gradient mim 2.5% DA(H) 470′ (460′)		LOC (GS out) DME MDA(H) 790′ (780′)
	FULL | HIRL out	HIALS out	FULL | HIRL out	HIALS out	HIALS out
A B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE
C D	1.3 km	1.5 km	1.7 km		3.5 km 4.4 km

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
A B	NOT APPLICABLE
180	790′ (780′) -4.0 km
205	1230′ (1220′) -5.0 km

PANS OPS

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

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-4)

CAIRNS, QLD, AUSTRALIA

CAT A & B ILS-W or LOC-W Rwy 15

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

BRIEFING STRIP ™

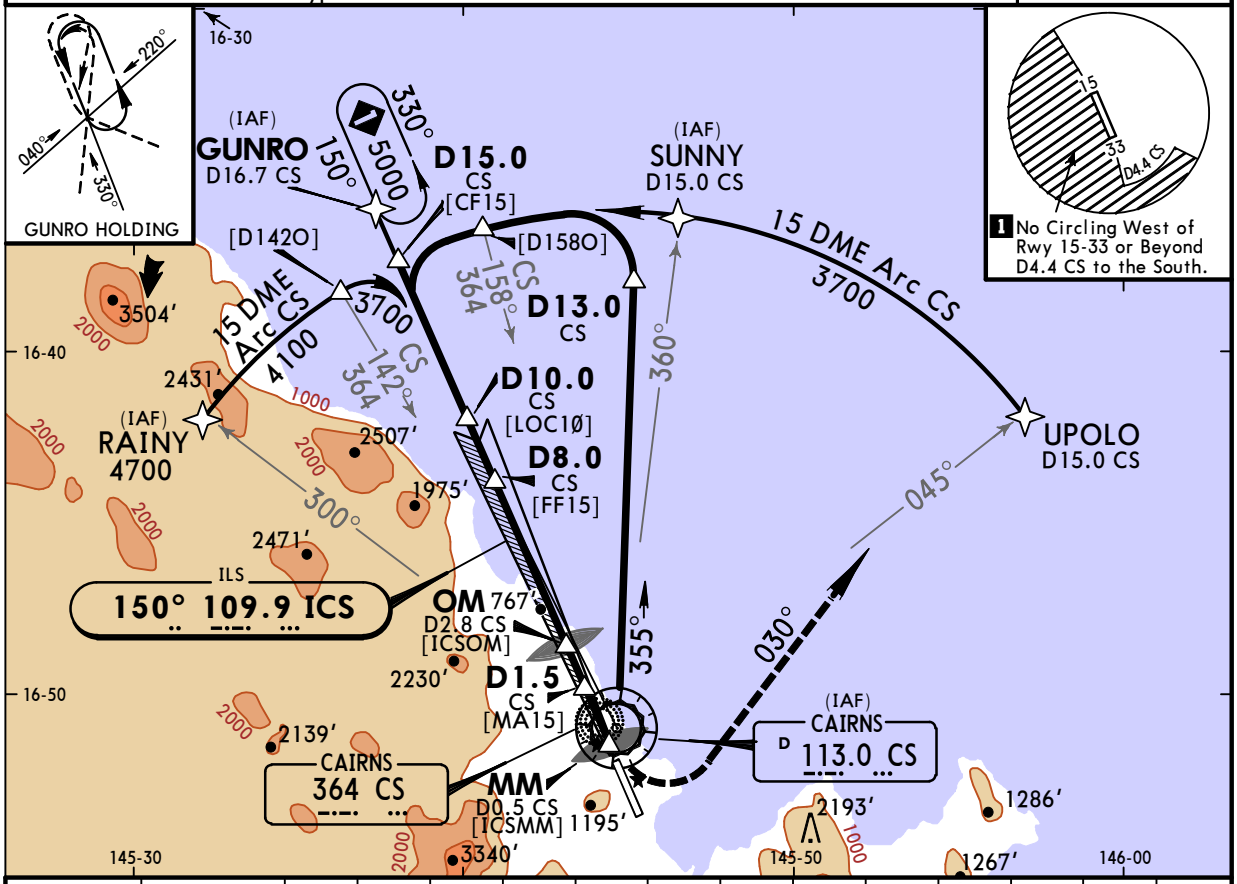
LOC ICS	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 10′ Rwy 10′
109.9	150°	D8.0 2900′ (2890′)	390′ (380′)	

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.

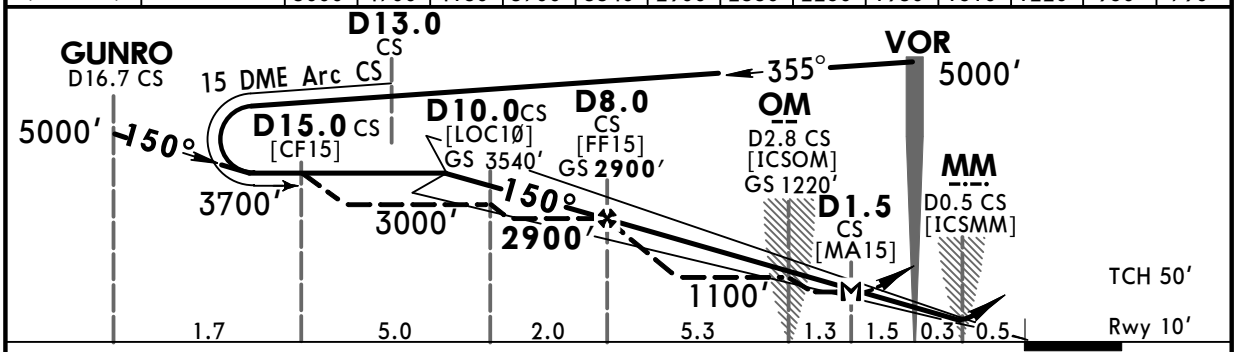
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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							

HIALS PAPI PAPI LT 030°

PANS OPS

STRAIGHT-IN LANDING RWY15

	ILS Missed apch climb gradient mim 4.0% DA(H) 390′ (380′)		ILS Missed apch climb gradient mim 2.5% DA(H) 470′ (460′)		LOC (GS out) DME MDA(H) 790′ (780′)	
	FULL / HIRL out	HIALS out	FULL / HIRL out	HIALS out		HIALS out
A B	1.3 km	1.5 km	1.7 km		3.5 km	4.4 km
C D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	790′ (780′) -2.4 km
C D	NOT APPLICABLE

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

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YBCS/CNS CAIRNS INTL

JEPPESEN 20 APR 18 (11-5)

CAIRNS, QLD, AUSTRALIA

CAT C & D **LOC-Z Rwy 33**

BRIEFING STRIP ™

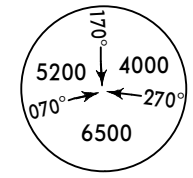
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	**330°**	**D6.9 ICN 1850′** (1842′)	**800′** (792′)	Rwy 8′

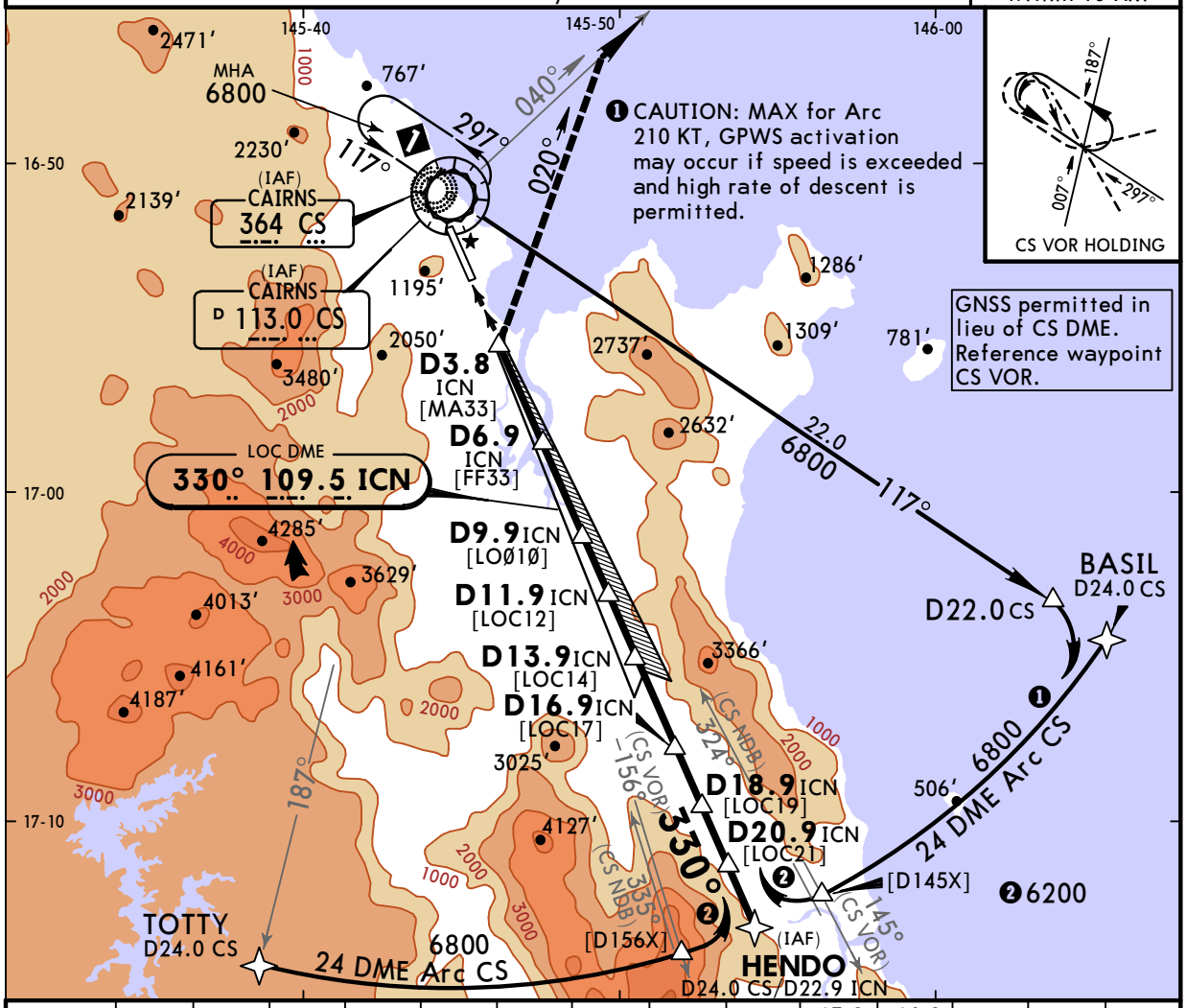
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

1. ICN DME REQUIRED. 2. MAX for missed approach turn 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.

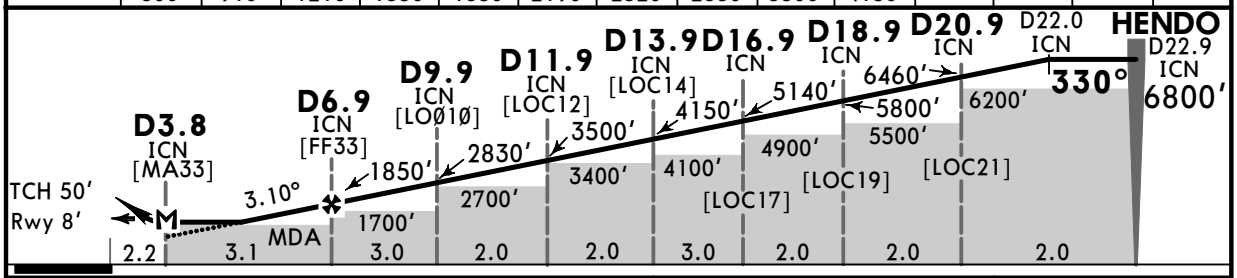


MSA CS VOR/NDB
5600
within 10 NM



CS VOR HOLDING

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′

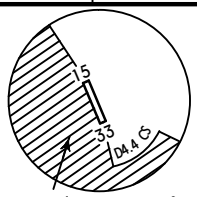


Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D3.8 ICN							

PAPI **020°**

PANS OPS

STRAIGHT-IN LANDING RWY33 LOC DME MDA(H) 800′ (792′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A/B	NOT APPLICABLE	A/B	NOT APPLICABLE
C 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.

CHANGES: HENDO ICN DME distance.

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YBCS/CNS CAIRNS INTL

JEPPESEN 20 APR 18 (11-6)

CAIRNS, QLD, AUSTRALIA

CAT A & B

LOC-Y Rwy 33

BRIEFING STRIP ™

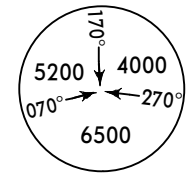
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	330°	D6.9 ICN 1850′ (1842′)	730′ (722′)	Rwy 8′

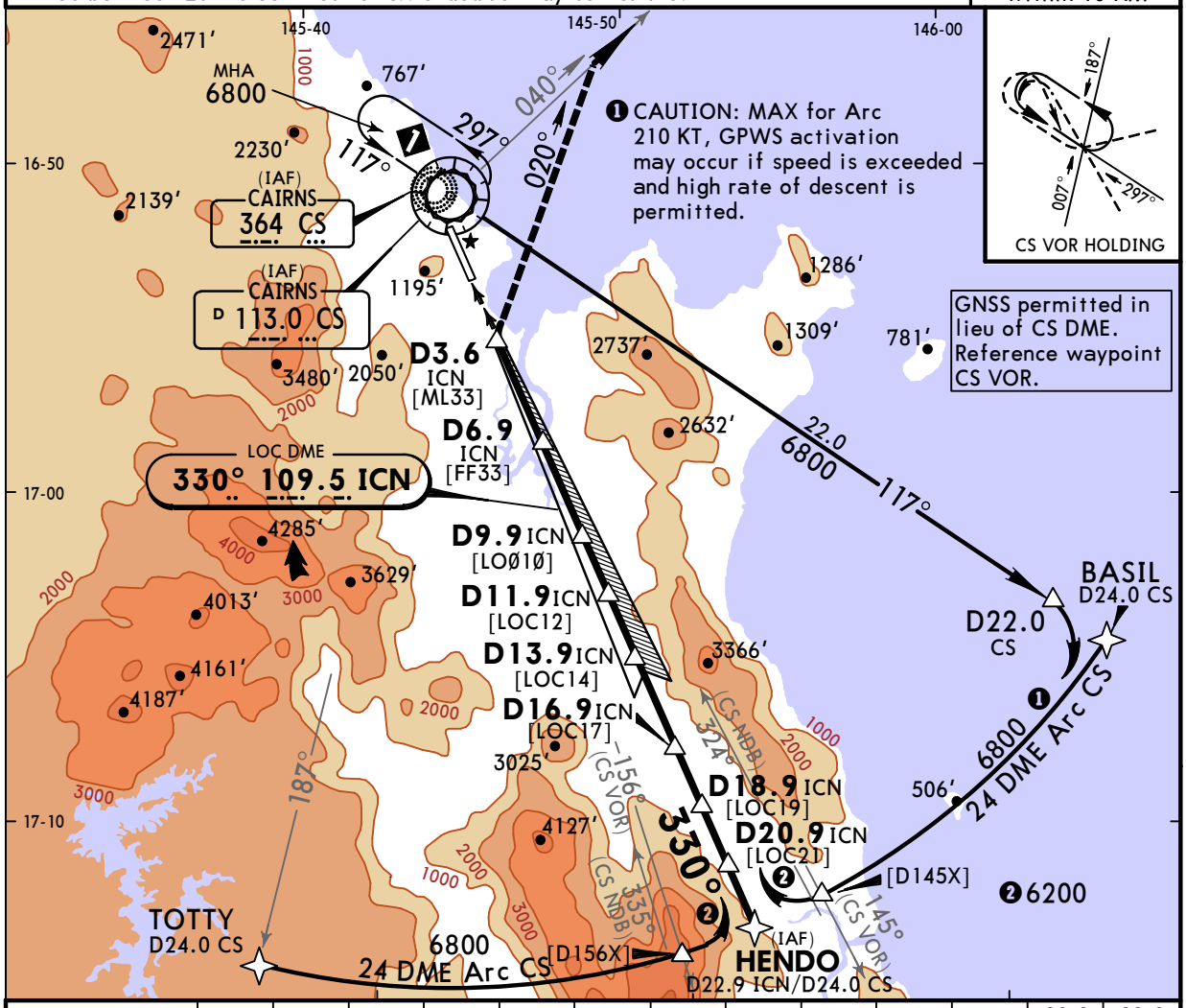
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

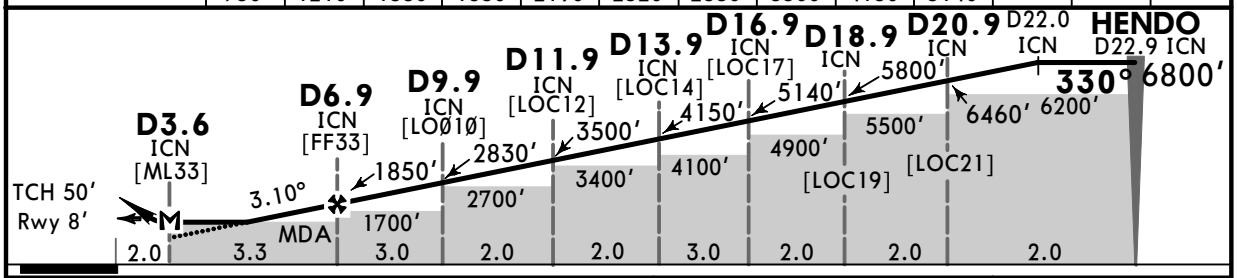
1. ICN DME REQUIRED. 2. MAX for missed approach turn 140 KT. 3. Use of LOC restricted: West of Rwy centerline within 30°. 4. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.



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′

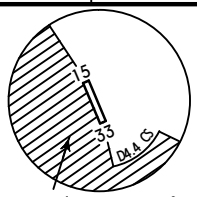


Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.10°	384	494	548	658	768	878
MAP at D3.6 ICN							

PAPI 020°

PANS OPS

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



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

CHANGES: None.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-7)

CAIRNS, QLD, AUSTRALIA

CAT C & D LOC-X Rwy 33

BRIEFING STRIP ™

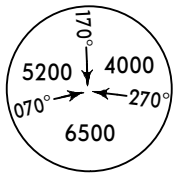
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	330°	D8.0 CS 1850′ (1842′)	800′ (792′)	Rwy 8′

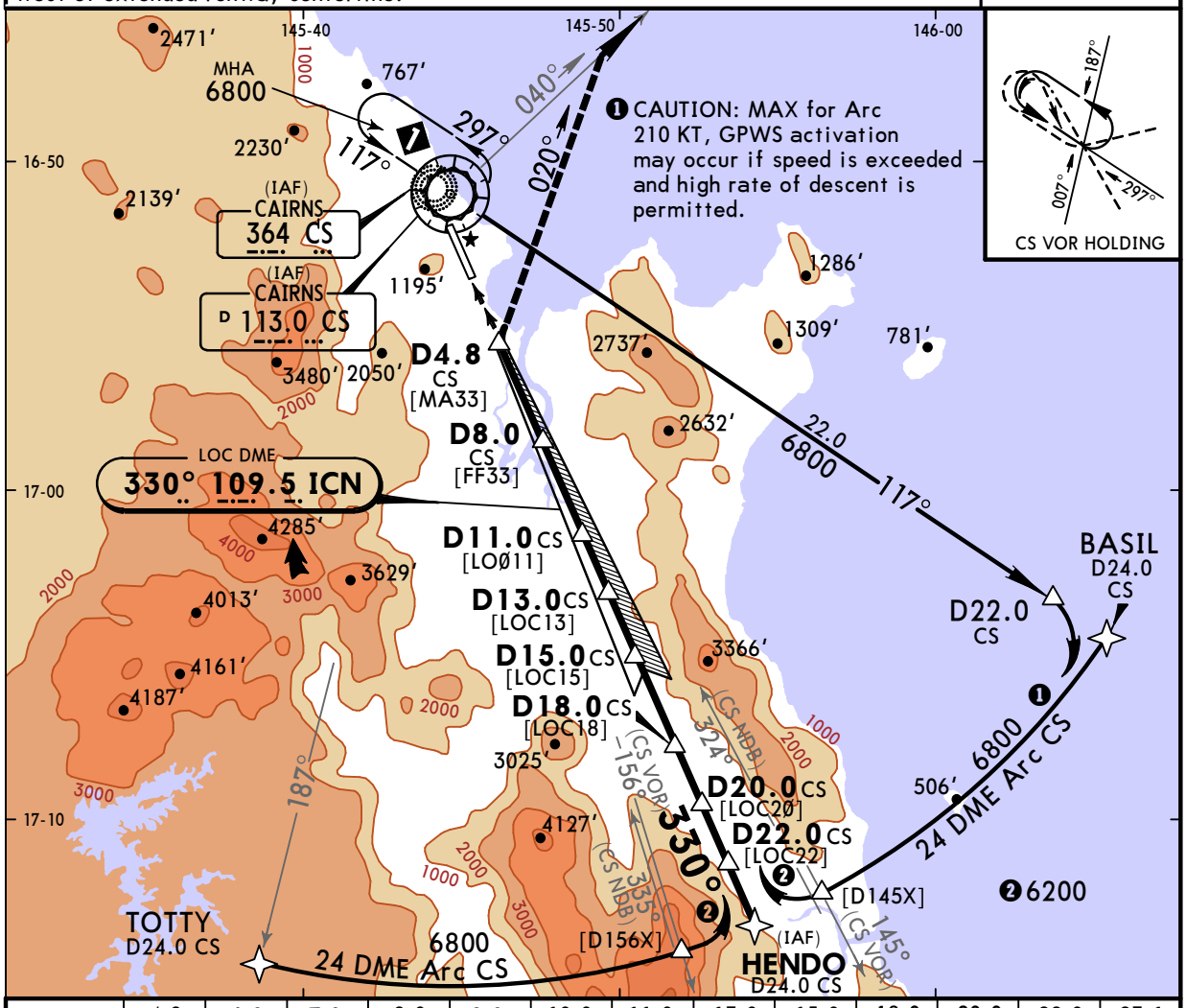
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

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.

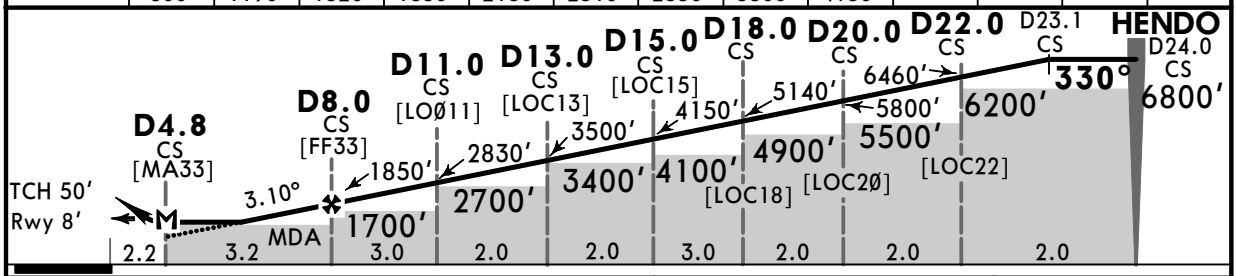


MSA CS VOR/NDB 5600 within 10 NM



CS VOR HOLDING

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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D4.8 CS							

PAPI 020°

PANS OPS

STRAIGHT-IN LANDING RWY33

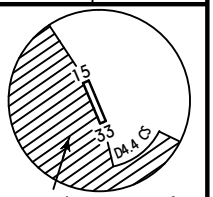
LOC DME

MDA(H) **800′** (792′)

A/B	NOT APPLICABLE
C	4.5 km
D	

CIRCLE-TO-LAND

Max Kts	A/B	MDA(H)
	A/B	NOT APPLICABLE
180	C	800′ (790′) -4.0 km
205	D	1230′ (1220′) -5.0 km



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

CHANGES: MSA.

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YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (11-8)

CAIRNS, QLD, AUSTRALIA

CAT A & B

LOC-W Rwy 33

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

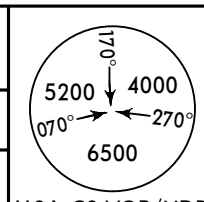
BRIEFING STRIP™

LOC ICN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 10′
109.5	330°	D8.0 CS 1850′ (1842′)	730′ (722′)	Rwy 8′

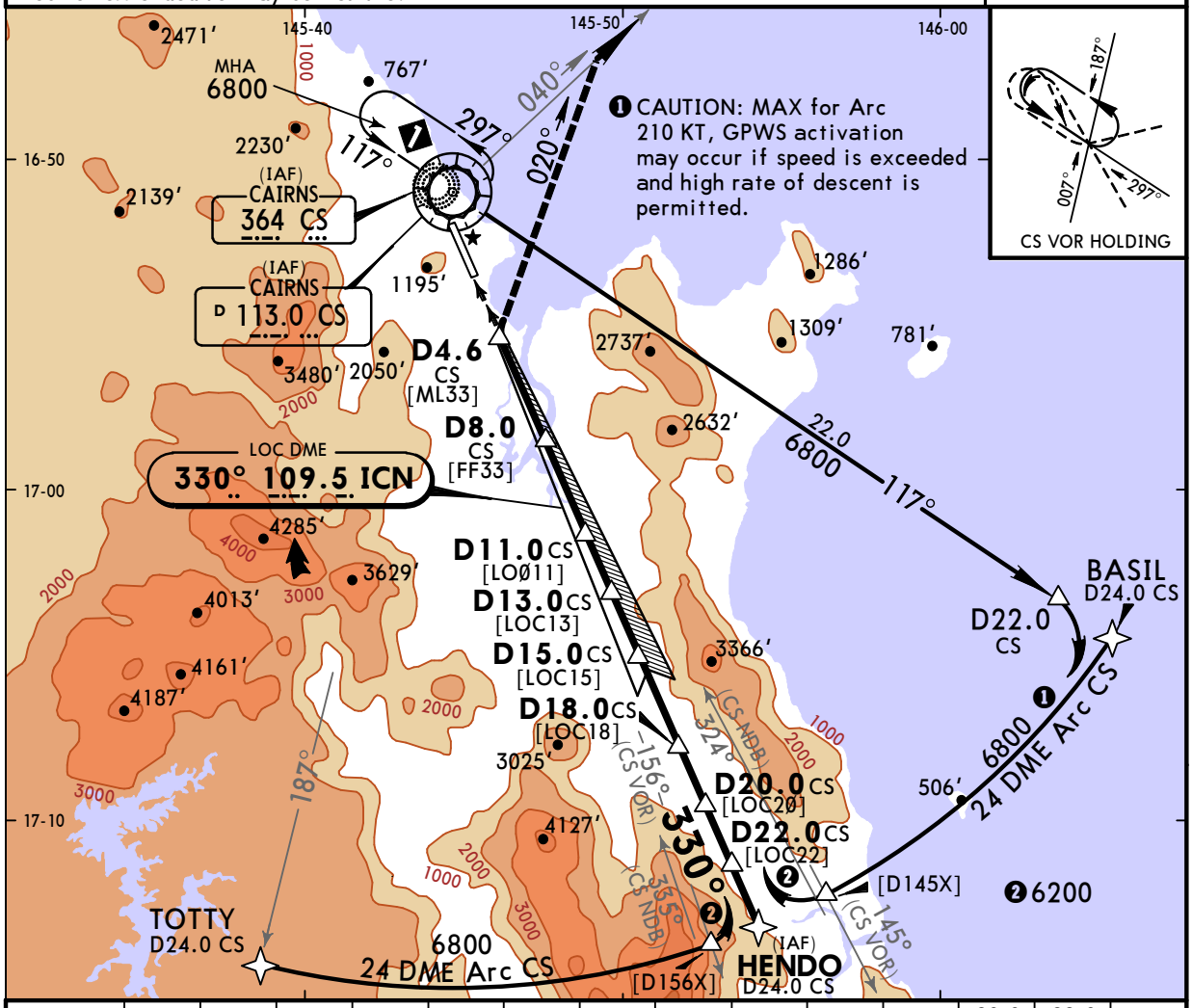
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

1. CS DME REQUIRED. 2. MAX for missed approach turn 140 KT. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30°. 5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.

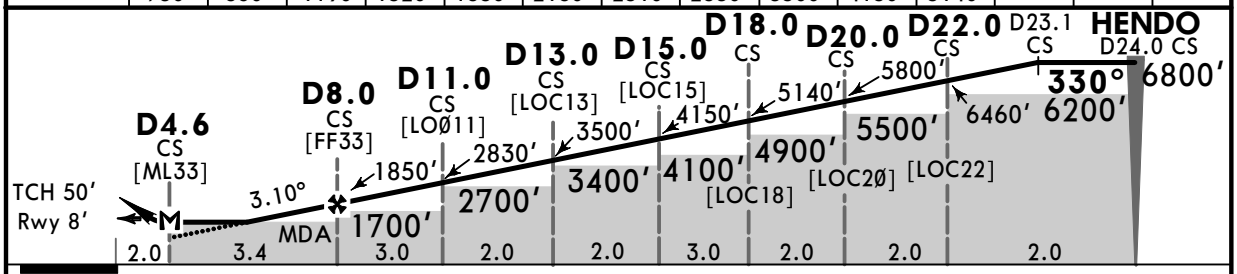


MSA CS VOR/NDB 5600 within 10 NM



CS VOR HOLDING

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′

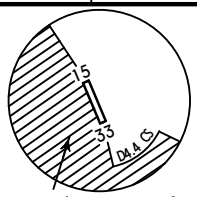


Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.10°	384	494	548	658	768	878
MAP at D4.6 CS							

PAPI 020°

PANS OPS

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



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

CHANGES: MSA.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-1)

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

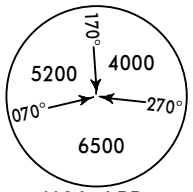
BRIEFING STRIP ™

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

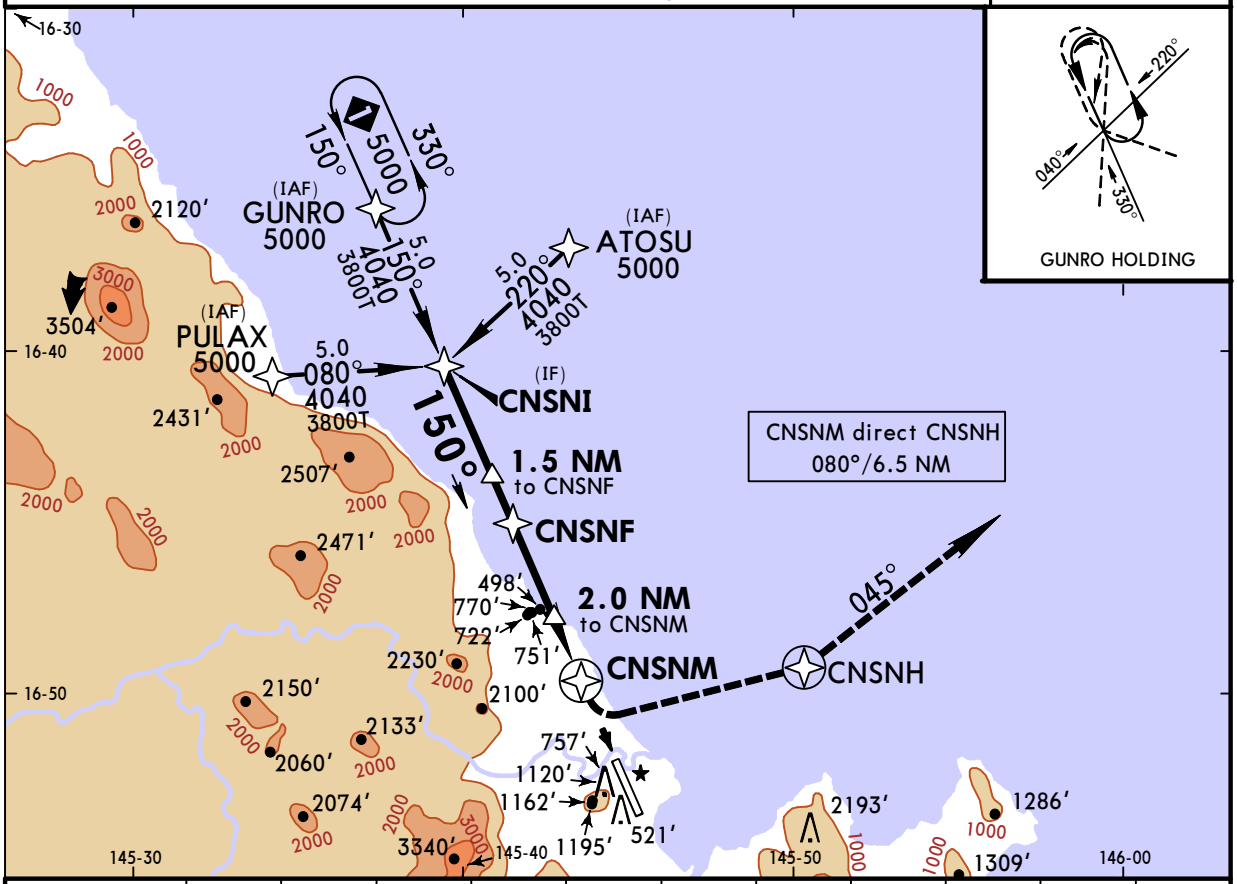
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 10′ / Rwy 10′
	150°	CNSNF 2450′ (2440′)	860′ (850′)	

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.



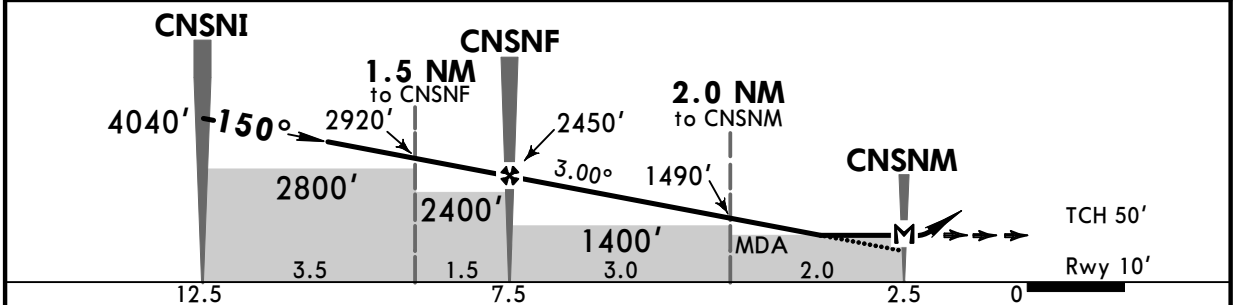
MSA ARP 5600 within 10 NM



GUNRO HOLDING

CNSNM direct CNSNH
080°/6.5 NM

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
Descent angle 3.00°	372	478	531	637	743	849
MAP at CNSNM						

HIALS PAPI PAPI LT CNSNH

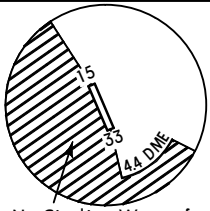
PANS OPS

STRAIGHT-IN LANDING RWY 15 LNAV

	Missed apch climb gradient mim 4.0%	Missed apch climb gradient mim 2.5%
MDA(H)	860′ (850′)	1030′ (1020′)
	HIALS out	HIALS out
A	4.9 km	5.0 km
B		
C		
D		

CIRCLE-TO-LAND

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).

CHANGES: PULAX and ATOSU renamed.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-2)

CAIRNS, QLD, AUSTRALIA RNAV-Y (GNSS) Rwy 15

BRIEFING STRIP ™

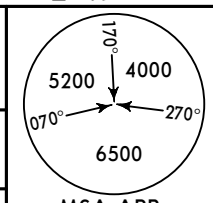
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H) (CONDITIONAL)	Apt Elev 10′ / Rwy 10′
	150°	CNSNF 2450′ (2440′)	880′ (870′)	

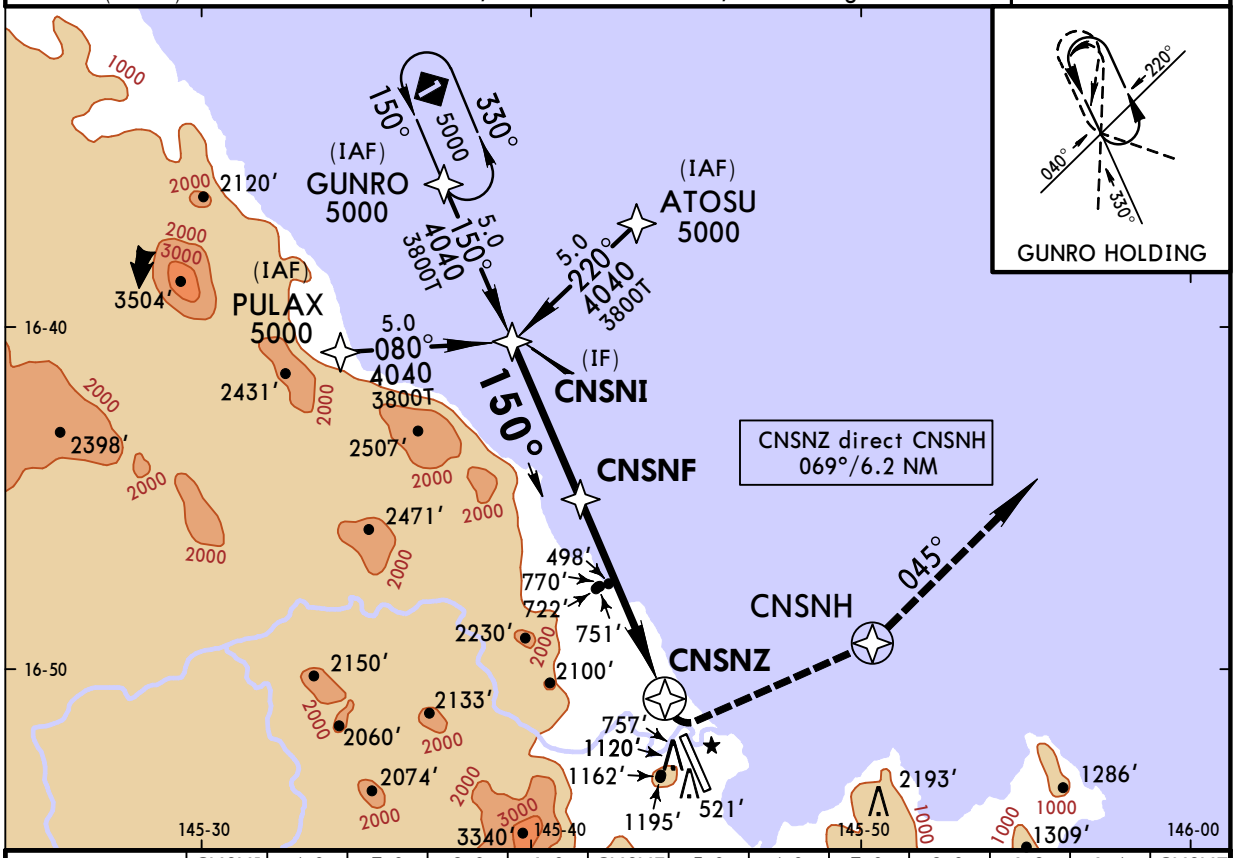
MISSED APCH: Turn LEFT, track direct to CNSNH, then track 045°. Climb to 5200′ or as directed by ATC.

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.

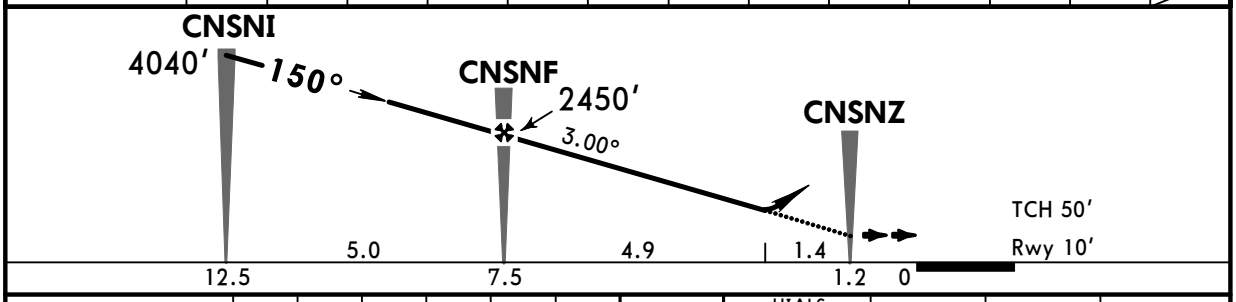


MSA ARP 5600 within 10 NM



GUNRO HOLDING

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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS PAPI PAPI LT D CNSNH

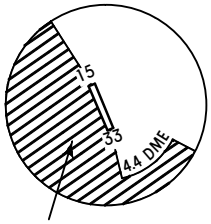
PANS OPS

STRAIGHT-IN LANDING RWY 15
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
B		
C		
D		

CIRCLE-TO-LAND

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).

CHANGES: ATOSU and PULAX renamed.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (12-20)

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

BRIEFING STRIP ™

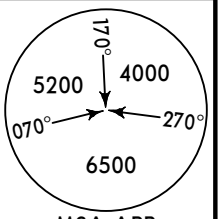
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev 10′
	150°	CS407 1900′ (1890′)	Refer to Minimums	Rwy 10′

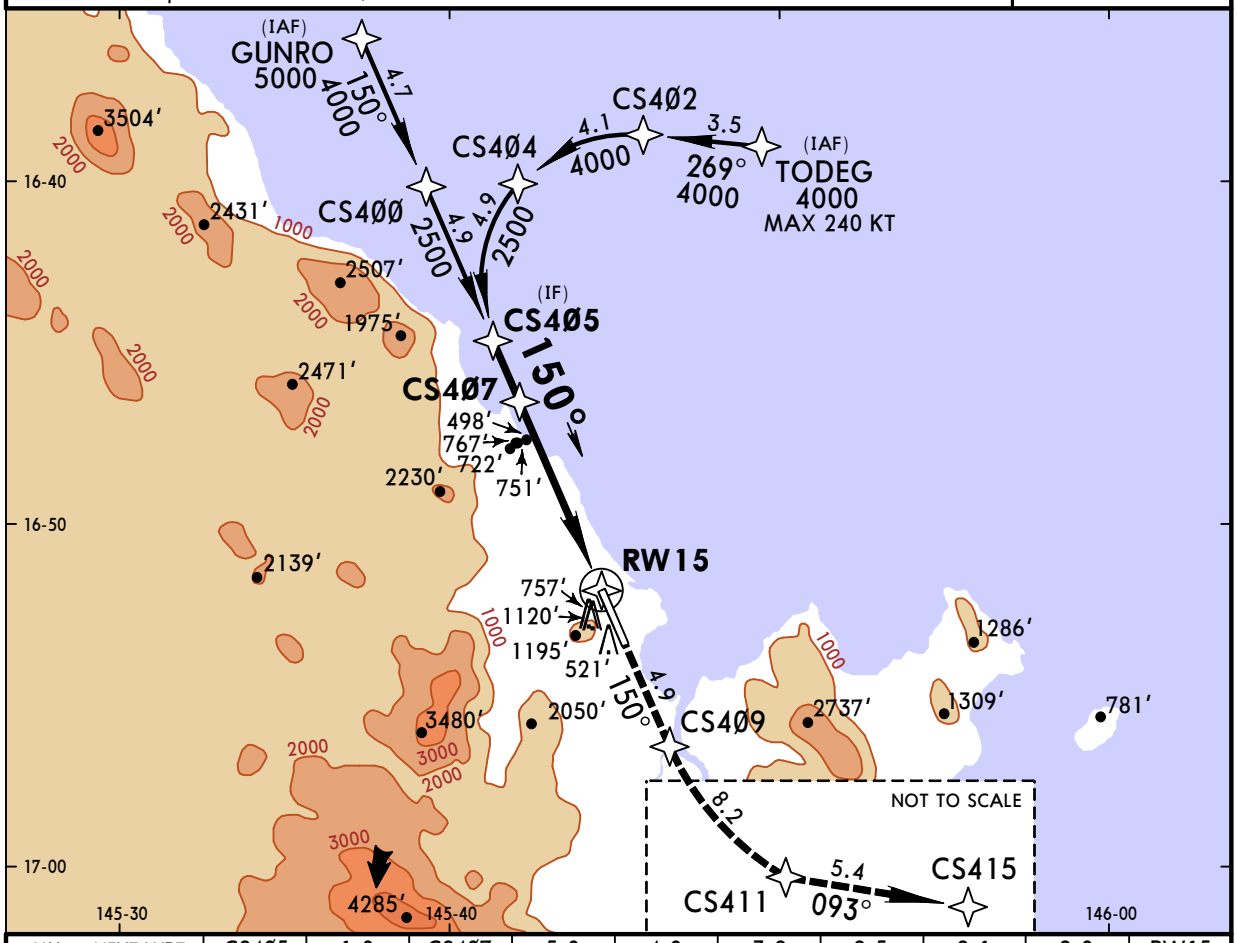
MISSED APCH: Track 150° to CS409, then via RNAV (RNP) missed approach track to CS415. Climb to 5000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

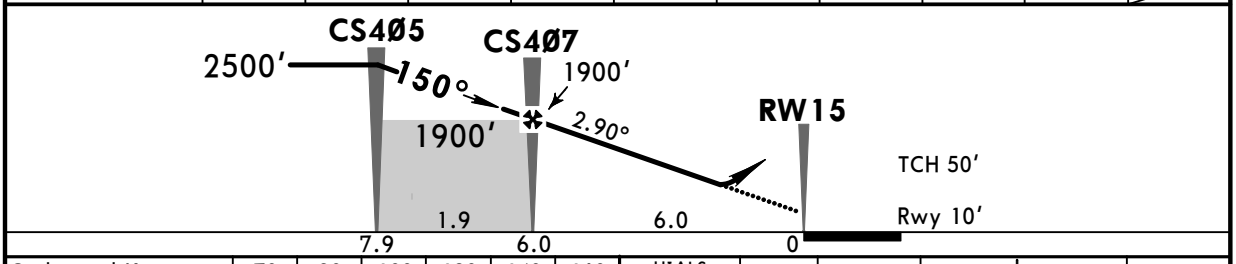
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS400/CS404 to CS409.



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
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS PAPI PAPI | 150° | CS409 | 5000′ via RNP RNAV TRACK | CS415

STRAIGHT-IN LANDING RWY 15

Missed apch climb gradient mim 5.0% to 1400′, then 2.5% RNP 0.30 DA(H) A,B,C: 680′(670′) D: 700′(690′) HIALS out	Missed apch climb gradient mim 2.5% RNP 0.30 DA(H) A,B,C: 1060′(1050′) D: 840′(830′) HIALS out
A, B, C: 3.9 km	A, B, C: 5.0 km
D: 4.1 km	D: 4.9 km

CIRCLE-TO-LAND

A, B, C, D
NOT AUTHORIZED

PANS OPS

CHANGES: New procedure.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 16 JUN 17 Eff 21 Jun 1600Z (12-21)

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

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

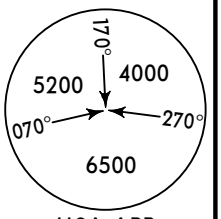
BRIEFING STRIP™

RNAV	Final Apch Crs **150°**	Procedure Alt **CS4Ø7** **1900′** (1890′)	RNP DA(H) Refer to Minimums	Apt Elev 10′ Rwy 10′

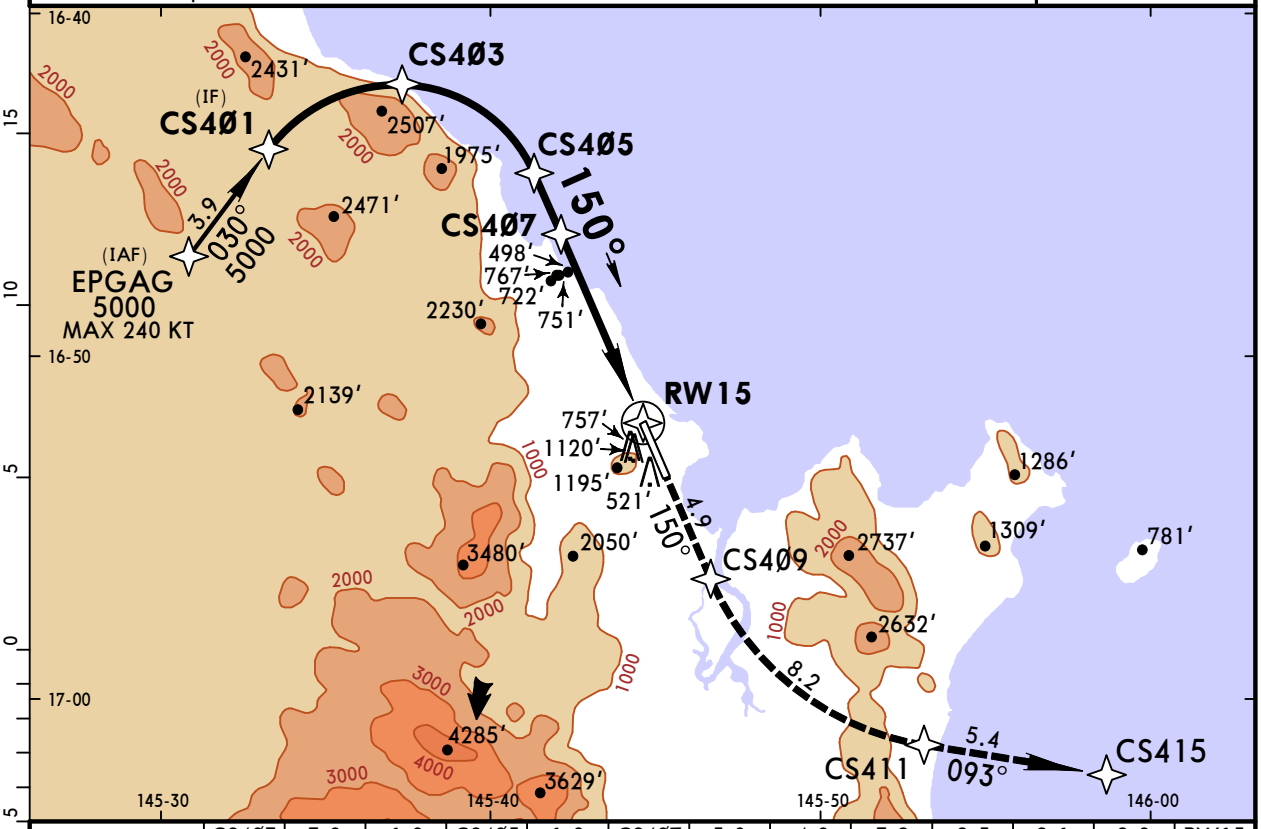
MISSED APCH: Track 150° to CS4Ø9, then via RNAV (RNP) missed approach track to CS415. Climb to 5000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

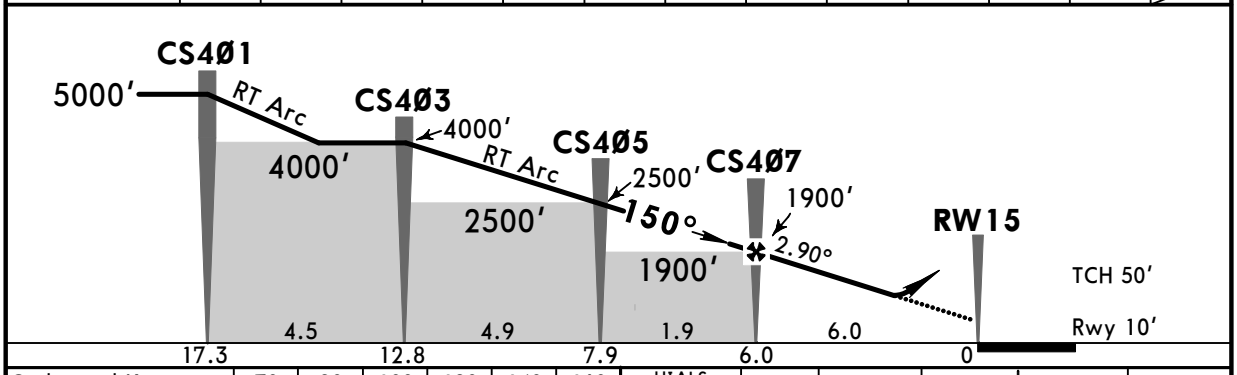
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS4Ø1 to CS4Ø9.



MSA ARP 5600 within 10 NM



NM to NEXT WPT	CS4Ø3	3.0	1.0	CS4Ø5	1.0	CS4Ø7	5.0	4.0	3.2	2.5	2.1	2.0	RW15
ALTITUDE	4000′	3420′	2800′	2500′	2200′	1900′	1600′	1290′	1060′	840′	700′	680′	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS PAPI PAPI 150° CS4Ø9 5000′ via RNP RNAV TRACK CS415

STRAIGHT-IN LANDING RWY 15

Missed apch climb gradient mim 5.0% to 1400′, then 2.5%
RNP 0.30
DA(H)
A,B,C: **680′** (670′) D: **700′** (690′)
HIALS out

Missed apch climb gradient mim 2.5%
RNP 0.30
DA(H)
A,B,C: **1060′** (1050′) D: **840′** (830′)
HIALS out

CIRCLE-TO-LAND

PANS OPS

A	3.9 km	5.0 km
B		
C		
D	4.1 km	4.9 km

A	NOT AUTHORIZED
B	
C	
D	

CHANGES: New procedure.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-22)

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

BRIEFING STRIP ™

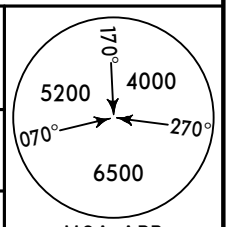
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev 10′
	330°	**CS541** **1960′** (1952′)	Refer to Minimums	Rwy 8′

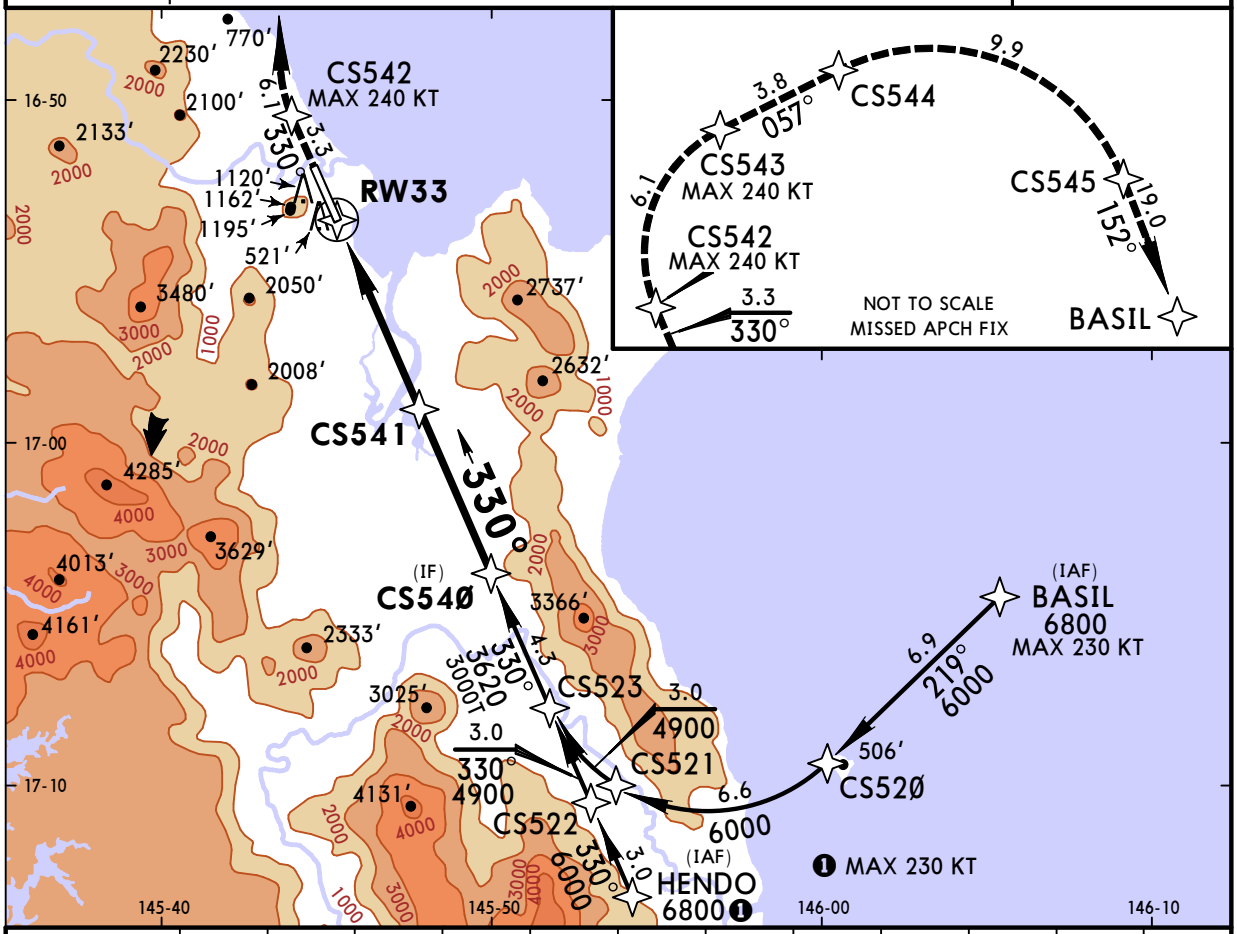
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800′ or as directed by ATC. MAP until CS543: 240KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

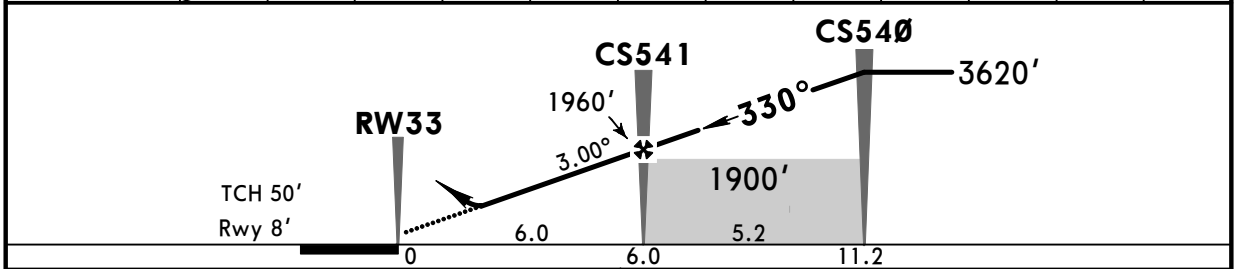
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 49°C (120°F). 5. RNP 0.3 required from CS523 to CS542.



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	CS54Ø
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
MAP at DA							

PAPI	330°	CS542	6800′	via	RNP RNAV TRACK	BASIL

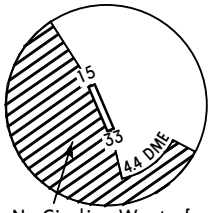
PANS OPS

STRAIGHT-IN LANDING RWY 33

	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′)	A,B,C: **1060′** (1052′) D: **830′** (822′)
A	4.1 km	5.0 km
B		
C		
D	4.3 km	4.8 km

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	
D	



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

CHANGES: Proc temperature note, descent angle, altitudes.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-23)

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

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

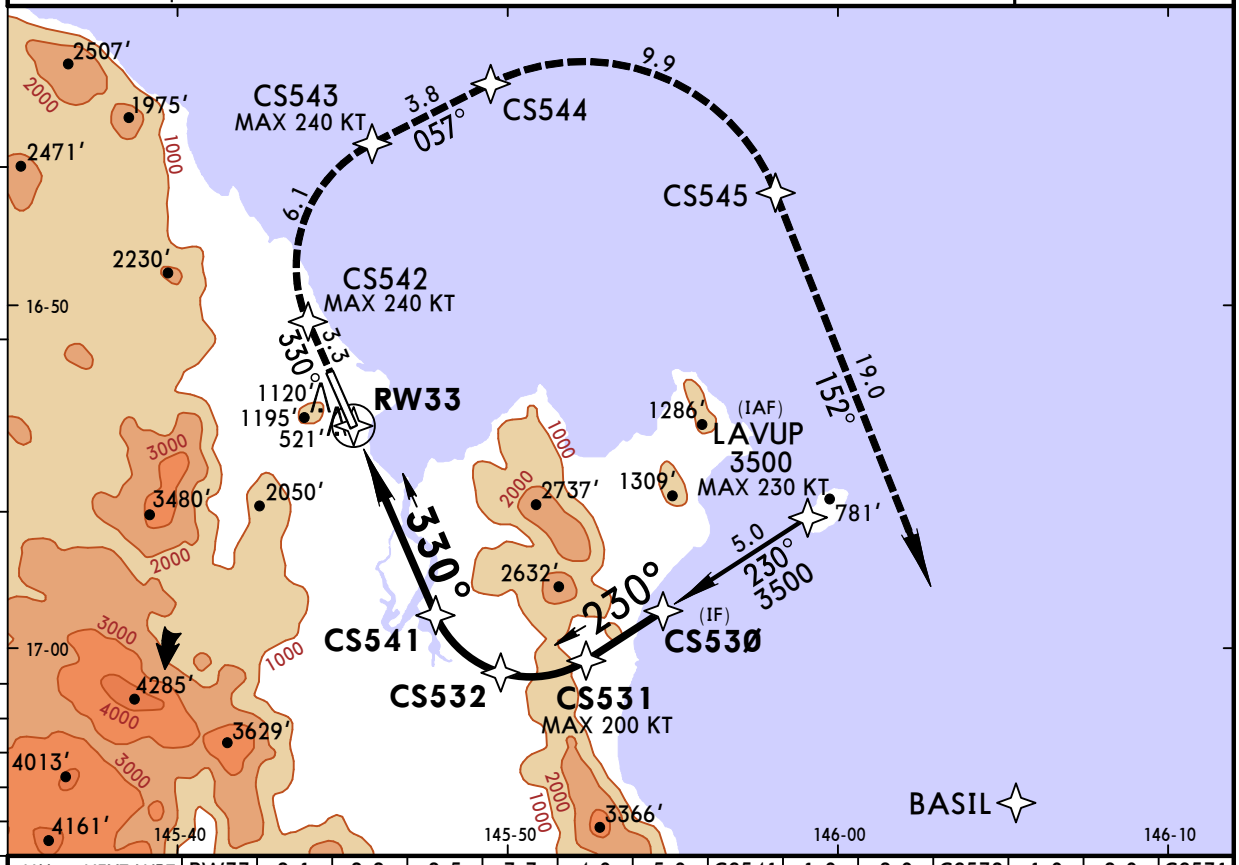
BRIEFING STRIP™

RNAV	Final Apch Crs **330°**	Procedure Alt **CS541** **1900′** (1892′)	RNP DA(H) Refer to Minimums	Apt Elev 10′ Rwy 8′

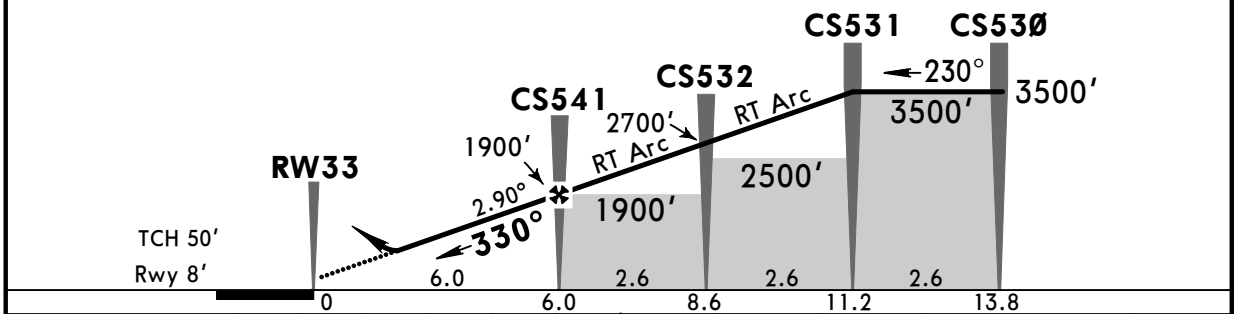
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800′ or as directed by ATC. MAP until CS543: 240KT.

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.



NM to NEXT WPT	RW33	2.1	2.2	2.5	3.3	4.0	5.0	CS541	1.0	2.0	CS532	1.0	2.0	CS531
ALTITUDE		710′	740′	830′	1060′	1290′	1600′	1900′	2210′	2520′	2700′	3010′	3320′	3500′

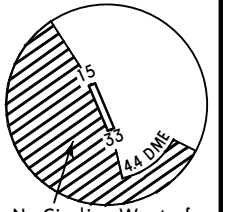


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

PAPI | 330° | CS542 | 6800′ via | RNP RNAV TRACK | BASIL

PANS OPS

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

CHANGES: None.

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 Eff 1 Mar (12-24)

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

BRIEFING STRIP™

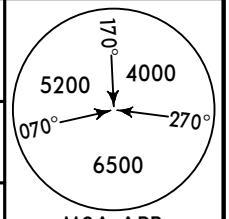
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev 10′
	330°	CS541 1900′ (1892′)	Refer to Minimums	Rwy 8′

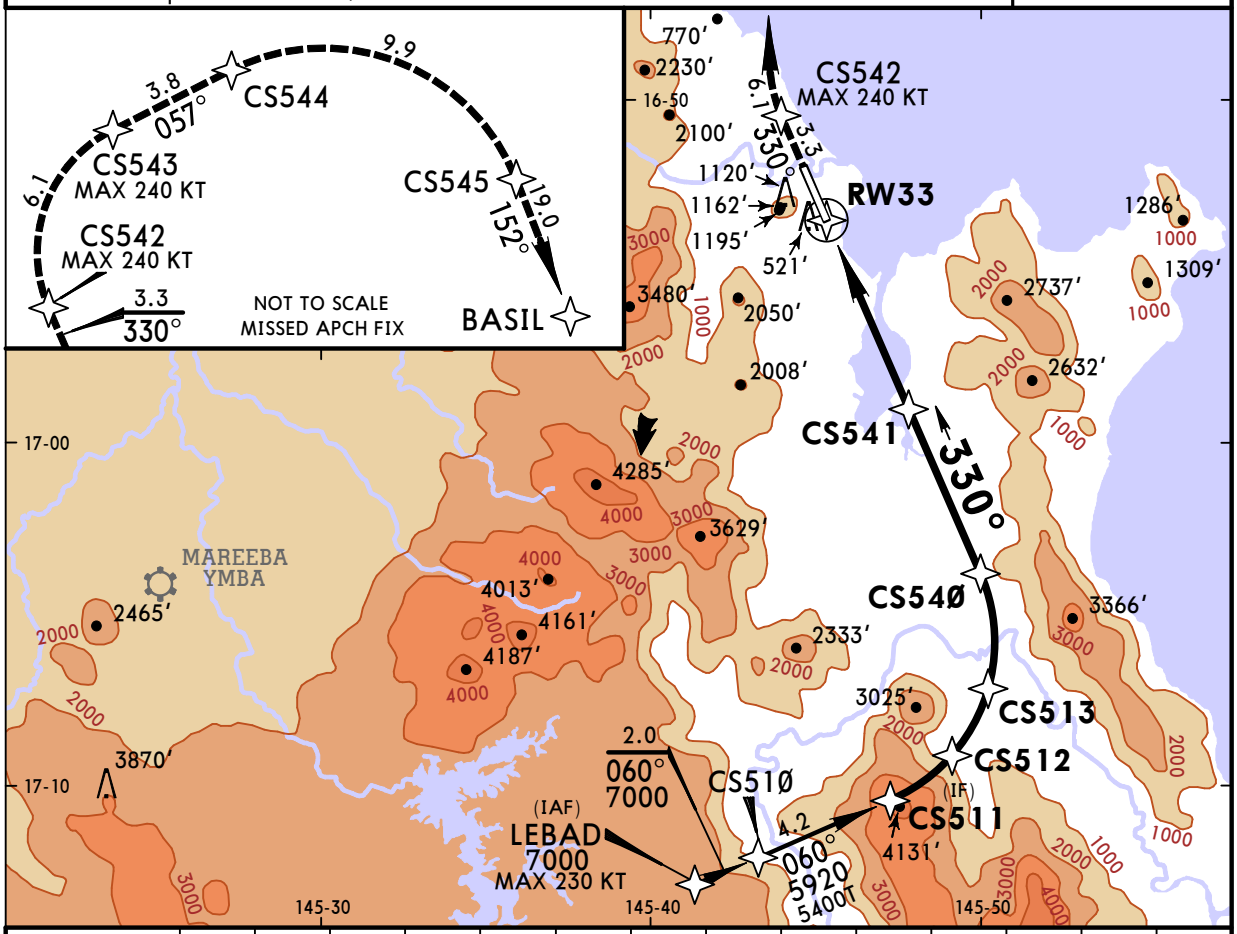
MISSED APCH: Track 330° to CS542, then via RNAV (RNP) missed approach track to BASIL. Climb to 6800′ or as directed by ATC. MAP until CS543: 240KT.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

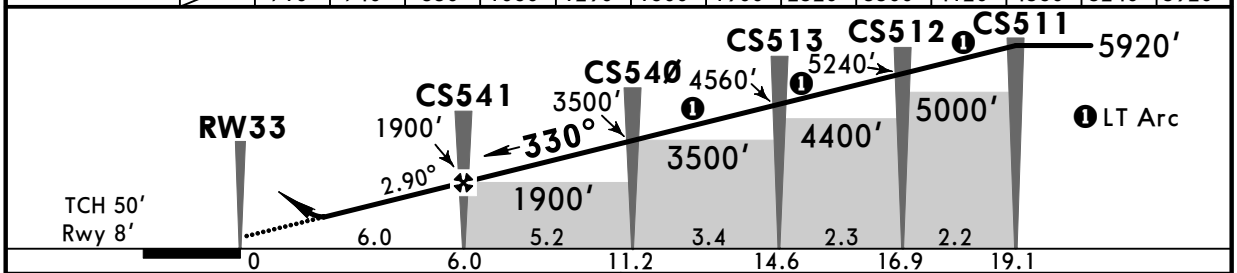
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. YBCS QNH and temperature REQUIRED. 4. Procedure temperature range 5°C (41°F) to 59°C (138°F). 5. RNP 0.3 required from CS540 to CS542.



MSA ARP 5600 within 10 NM



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′

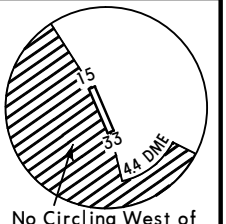


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

PAPI | 330° | CS542 | 6800′ | via RNP RNAV TRACK | BASIL

PANS OPS

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

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	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

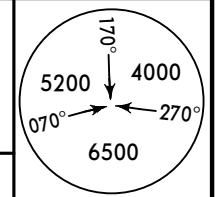
BRIEFING STRIP ™

VOR CS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 10′
113.0	180°	BENJI 1500′ (1490′)	Refer to Minimums	
NDB CS 364				

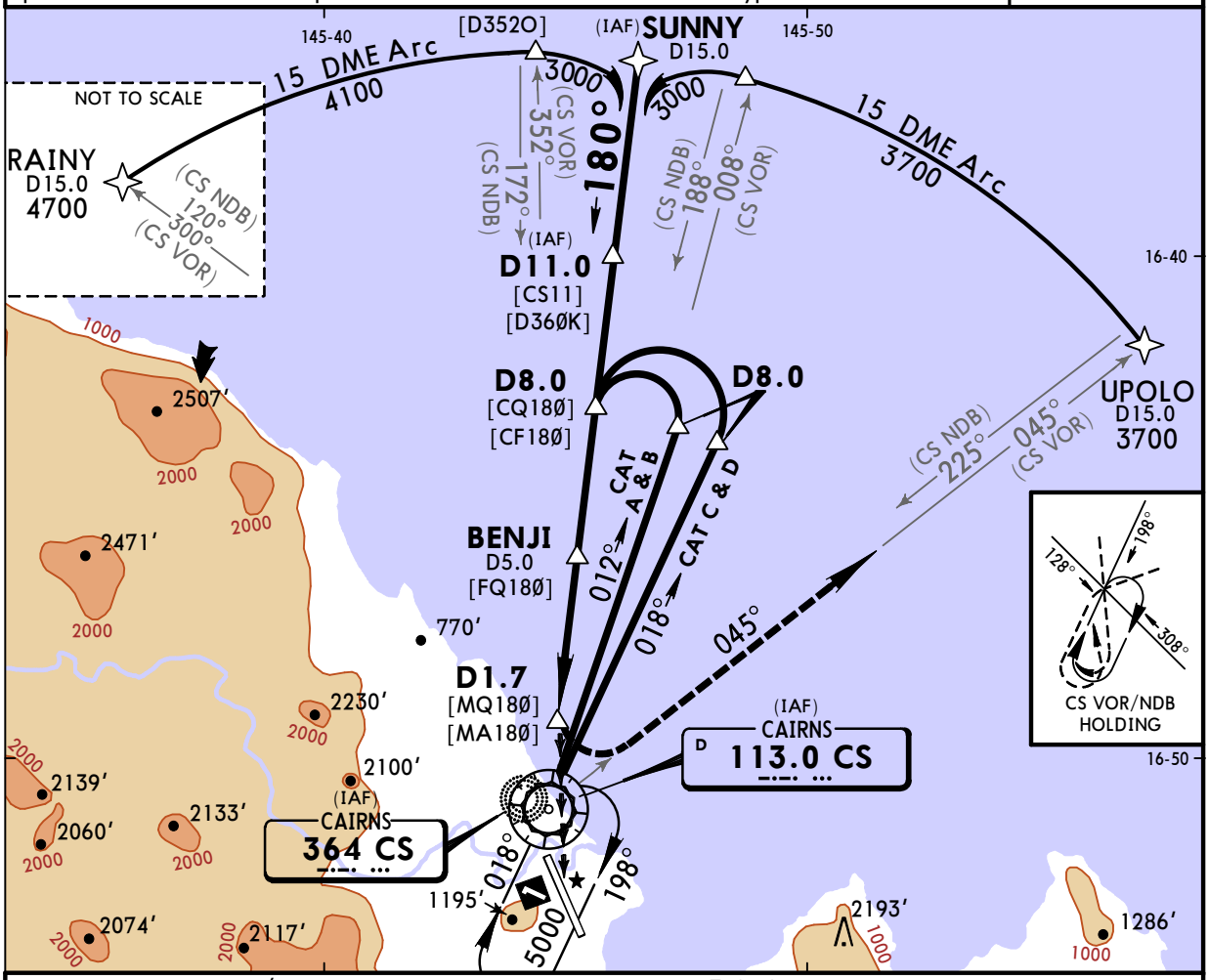
MISSED APCH: Turn LEFT, intercept and track CS VOR R-045 (045° bearing from CS NDB), climb to 4000′ or as directed by ATC.

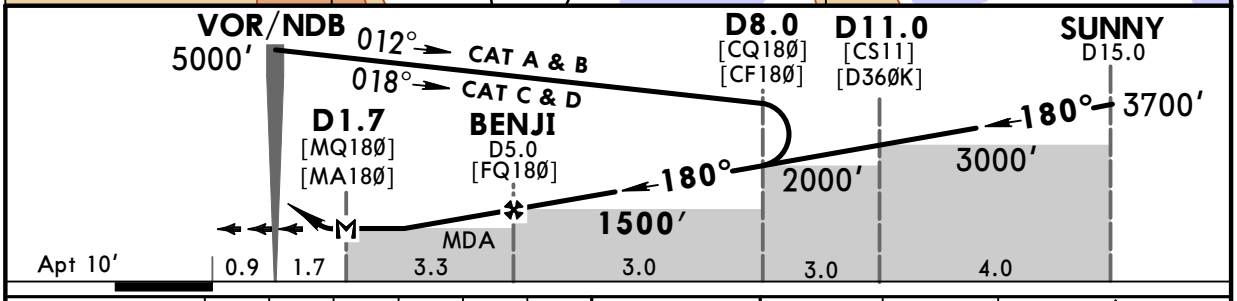
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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.



MSA CS VOR/NDB
5600
within 10 NM





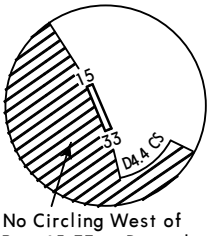
MAP at D1.7								Lighting - Refer to Airport Chart	LT

CS	CS
113.0 or R-045	364 045°

PANS OPS

CIRCLE-TO-LAND

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



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

CHANGES: SUNNY IAF.

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JEPPESEN JeppView 3.6.2.0

YBCS/CNS CAIRNS INTL

JEPPESEN 23 FEB 18 (13-2) Eff 1 Mar

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

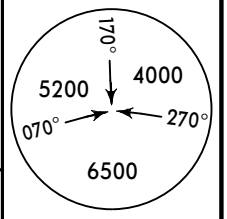
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

BRIEFING STRIP™

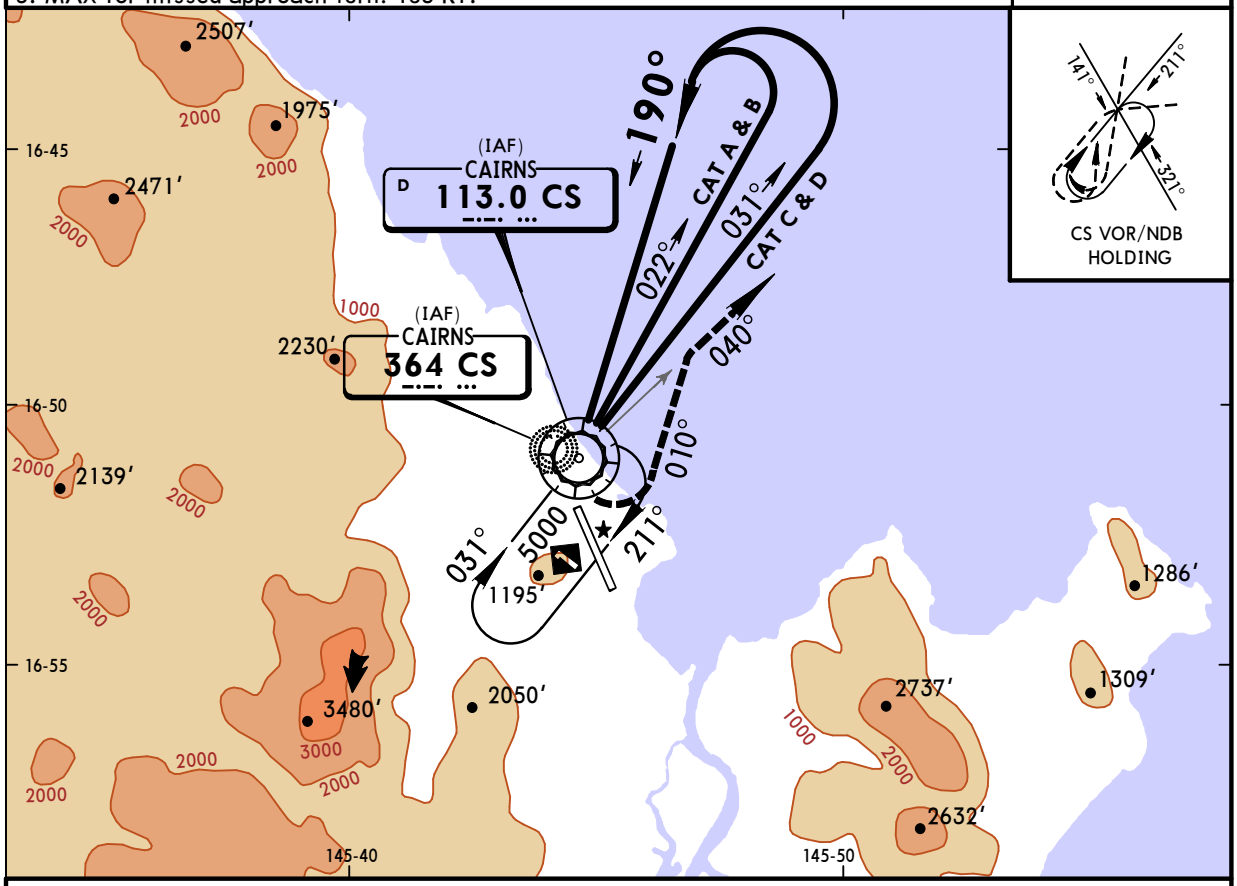
VOR CS	Final Apch Crs	No FAF	MDA(H)	Apt Elev 10′
113.0	190°		Refer to Minimums	
NDB CS 364				

MISSED APCH: Turn LEFT track 010°, intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000′ or as directed by ATC.

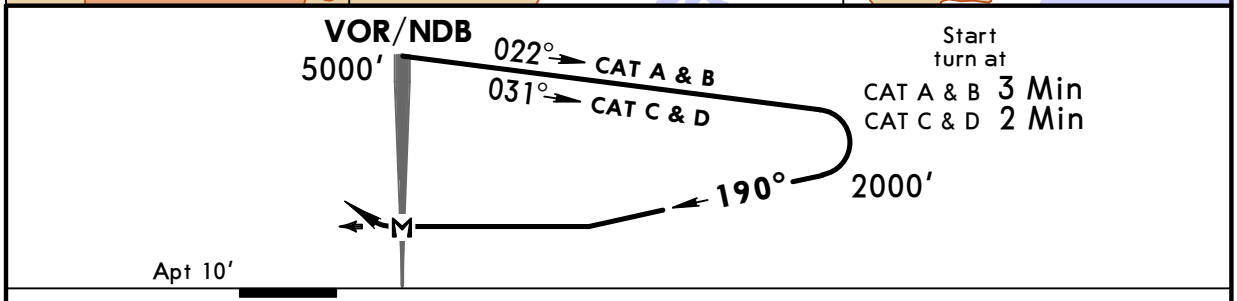
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial Cat A & B: 140 KT. 2. MAX for holding: 185 KT.
3. MAX for missed approach turn: 185 KT.



MSA CS VOR/NDB
5600
within 10 NM



CS VOR/NDB
HOLDING

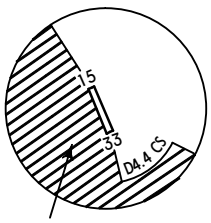


MAP at VOR/NDB								Lighting - Refer to Airport Chart	LT	010°	CS 113.0 R-040 or	CS 364 040°

CIRCLE-TO-LAND

PANS OPS

	Max Kts	MDA(H)
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.

CHANGES: None.

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AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and aircraft operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. General Aviation (GA) apron operations are subject to runway/apron slot management. Approved slot holders operating on the GA apron are to confirm allocated parking with Brisbane Airport Corporation on 07 3406 3171 prior to arrival.

For full information regarding the Brisbane RDMS see BAC website: http://www.bne.com.au/corporate/airlines-aviation/runway-demand-management-scheme.

Ground Delay Program (GDP)

The Brisbane Ground Delay Program Arrival (GDP-A) applies to all fixed wing, non-priority flights departing from all Australian domestic airport and arriving at Brisbane between 2000-1300 UTC Sunday-Friday and on an ad-hoc basis for Saturday.

A GDP-A for Saturday will be declared by NOTAM when required.

The decision to run either of these programmes will be made by 0800 UTC on the day prior, with notification via NOTAM.

After 0800 UTC, changes to facilities or forecasts affecting the arrival rate will be managed either tactically or an ad-hoc GDP.

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

The following additional requirements apply:

a. Flights departing from Archerfield for a landing at Brisbane must contact the Brisbane Flow Controller on 07 3866 3588 prior to starting engines.

b. Pilots of inbound flights to Brisbane from airports within a radius of 160 NM must contact the Brisbane Flow Controller on 07 3866 3588 to validate their COBT and confirm a Flow tactical landing slot.

c. Pilots of all inbound RFDS flights with a duration of 90 min or less must contact the Brisbane Flow Controller on 07 3866 3588 as soon as possible with an updated ACFT operating time.

For full information regarding the Ground Delay Program see AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

7874′ (2400m) Runway Separation.

ICAO provides conditions for the application of reduced runway separation. The 7874′ (2400m) runway separation standard applies to arriving aircraft where the lead aircraft is greater than 15,432 lbs (7000 kg), which complements existing Australian standards.

Effective 28 April 2016 (1604271600Z) the 7874′ (2400m) runway separation standard will be able to be used at Brisbane Airport on Rwy 01/19. The standard will not be used on Rwy 14/32 due to insufficient length.

The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 15,432 lbs (7000 kg) or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking.

The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

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2.5 NM Separation Standard

The 2.5NM standard may be applied to subsequent aircraft, arriving to the same runway, provided the aircraft are established on the same final approach track within 10 NM of the runway end. Other conditions must be met and are expanded upon below.

The 2.5NM standard is complementary to existing separation standards within the ATC rule-set and represents a reduction from 3NM separation minimum currently used, potentially increasing efficiency. Additionally, the ICAO 7874' (2400m) reduced runway standard was implemented at Brisbane on the 28th April 2016 and these two standards are complementary.

Each runway at each individual location must be assessed to ensure the ATC operation meets the associated criteria and the standard can be safety used. Initial implementation will only be for Brisbane. Subsequent locations may implement the standard with local safety work completed and approved by appropriate authorities.

Wake turbulence separation is unchanged by the introduction of the 2.5NM standard.

Effective 23 June 2016 the 2.5NM standard will be implemented at Brisbane Airport.

It may only be used for aircraft arriving to Rwy 01/19.

The same conditions for the application of the existing 3NM standard also apply to the 2.5NM standard. Additional conditions for the 2.5NM standard must also be met as follows:

1. The runway is dry or the braking action is reported as good;

2. The aerodrome controller is able to observe the runway-in-use and associated exit and entry taxiways:

   a. visually; or

   b. by Aerodrome Ground Surveillance System (AGSS);

Note: Brisbane Airport has A-SMGCS which is an AGSS.

3. Aircraft are established on the same final approach track within 10 NM of the runway end;

Note: The 'same final approach track' means both aircraft are inbound on the same instrument approach or both aircraft are aligned with the runway centreline. Aircraft on different approaches may only have the standard applied once they are both aligned with the runway centerline.

4. The average runway occupancy time of landing aircraft does not exceed 50 sec; and

Note: The runway occupancy times for Brisbane are monitored and reviewed periodically. Current occupancy is around 38 sec.

5. Aircraft operators and pilots have been instructed to exit the runway in an expeditious manner.

Note 1: Met through existing Airport Efficiency Procedures on 10-9A page.
Note 2: The 7874' (2400m) runway separation standard may allow two aircraft to occupy the runway at the same time.

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JEPPESEN 10-2

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

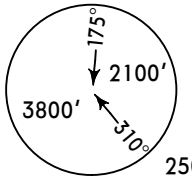
BRISBANE INTL

SECTOR A

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

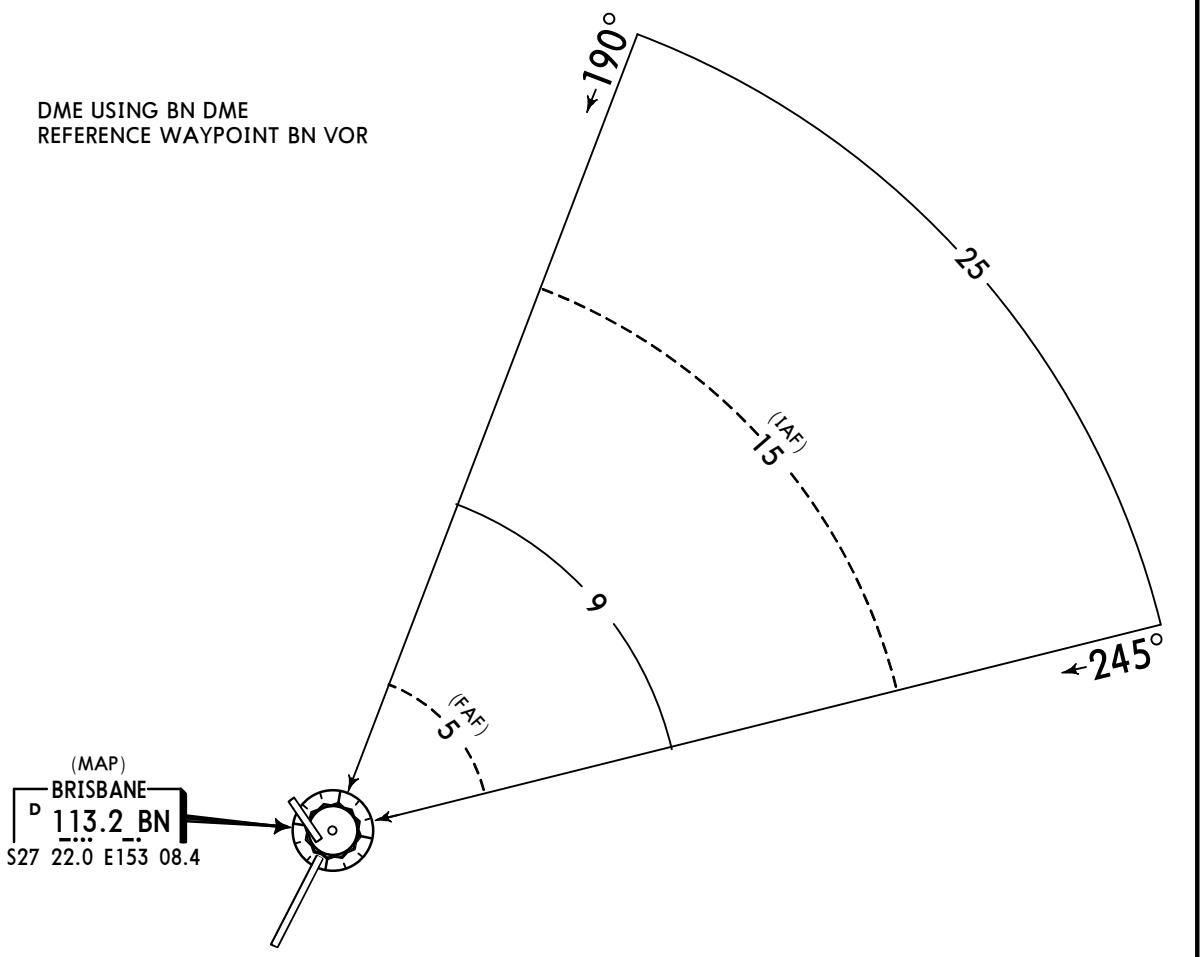
Trans level: FL110
Trans alt: 10000' (9987')



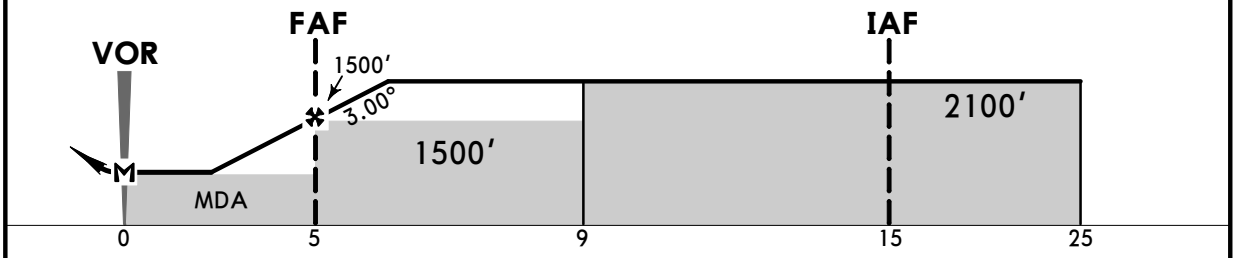
MSA
BN VOR
2500' within 10 NM

VOR 113.2 BN
Apt. Elev 13'

NOT TO SCALE



NM to VOR	2.4	2.7	3.0	4.0	5.0	6.0	6.9
ALTITUDE	660'	780'	850'	1180'	1500'	1820'	2100'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)
A, B: 660' (647')
C: 780' (767')
D: 850' (837')

A, B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN 10-2A

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

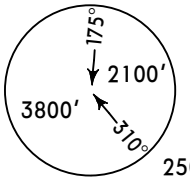
BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR B

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

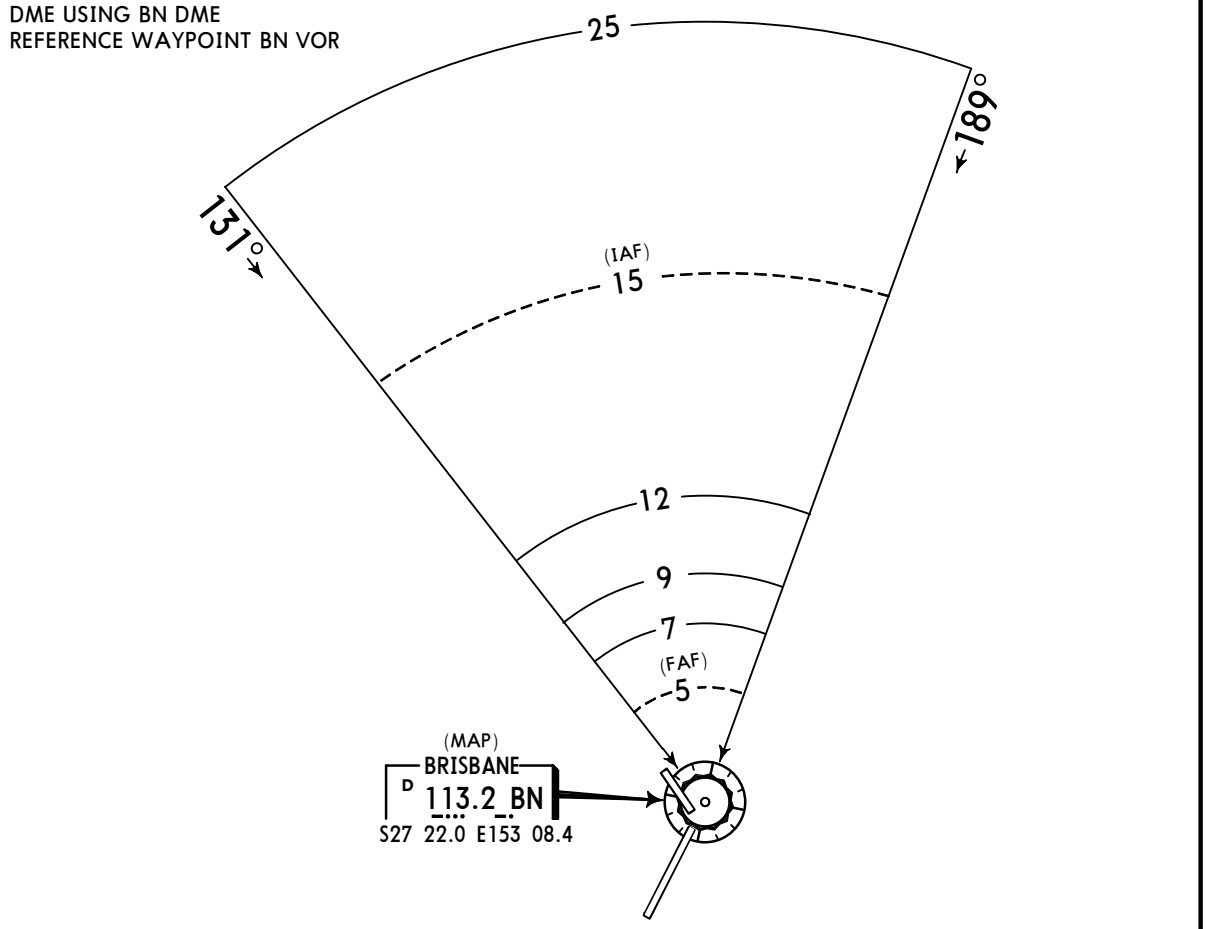
Alt Set: hPa
Apt Elev: 0 hPa
Trans level: FL110
Trans alt: 10000′ (9987′)



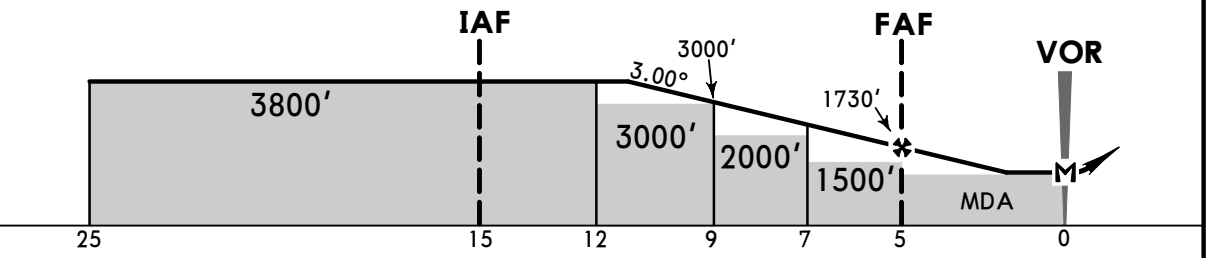
MSA
BN VOR
2500′ within 10 NM

VOR 113.2 BN
Apt. Elev 13′

NOT TO SCALE



NM to VOR	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.6	
ALTITUDE	3800′	3640′	3320′	3000′	2690′	2370′	2050′	1730′	1410′	1100′	850′	780′	650′	



MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND
MDA(H)
A, B: 650′ (637′)
C: 780′ (767′)
D: 850′ (837′)

A B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN 10-2B

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

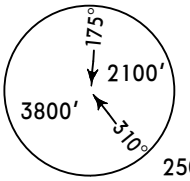
BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR C

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

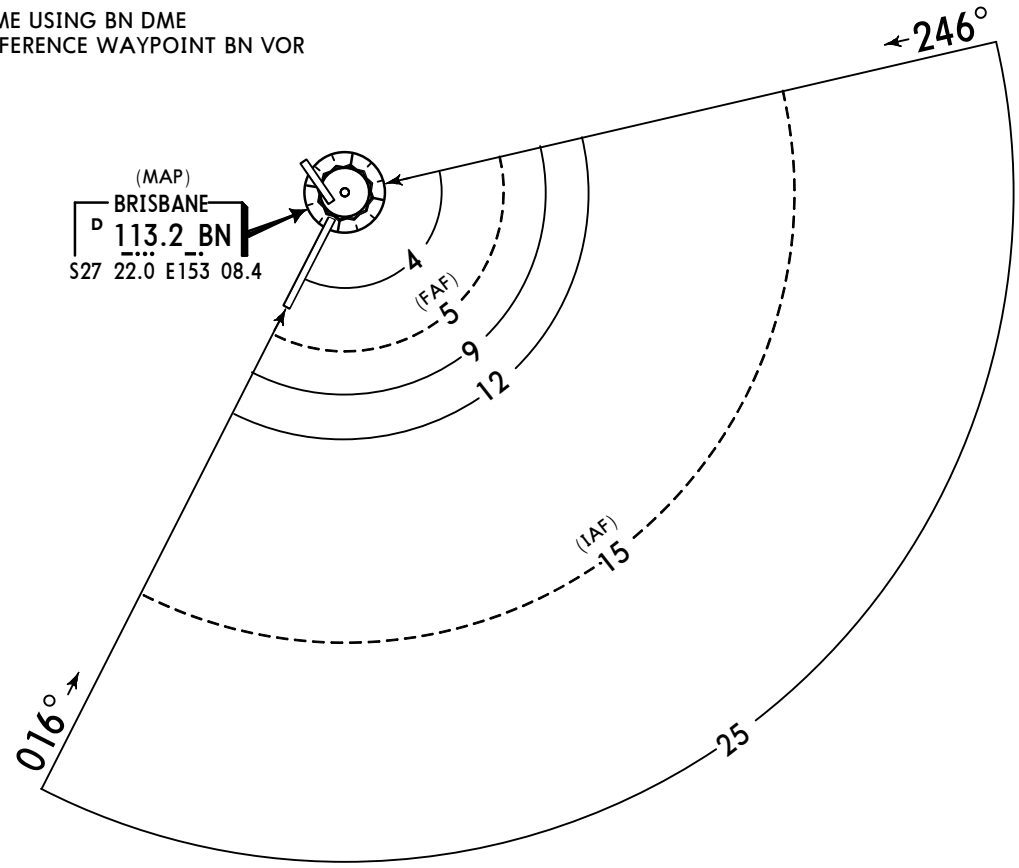
Alt Set: hPa
Apt Elev: 0 hPa
Trans level: FL110
Trans alt: 10000' (9987')



MSA
BN VOR
2500' within 10 NM

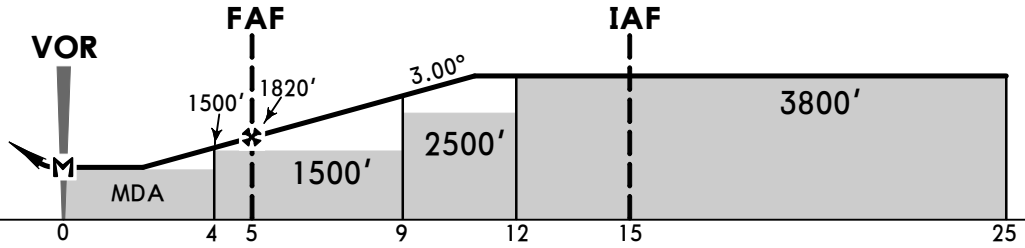
VOR 113.2 BN
Apt. Elev 13'

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NOT TO SCALE

NM to VOR	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.2
ALTITUDE	900'	1190'	1500'	1820'	2140'	2460'	2780'	3090'	3410'	3730'	3800'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 900' (887')

A B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN 10-2C

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

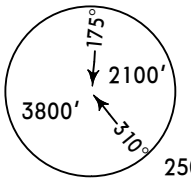
BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

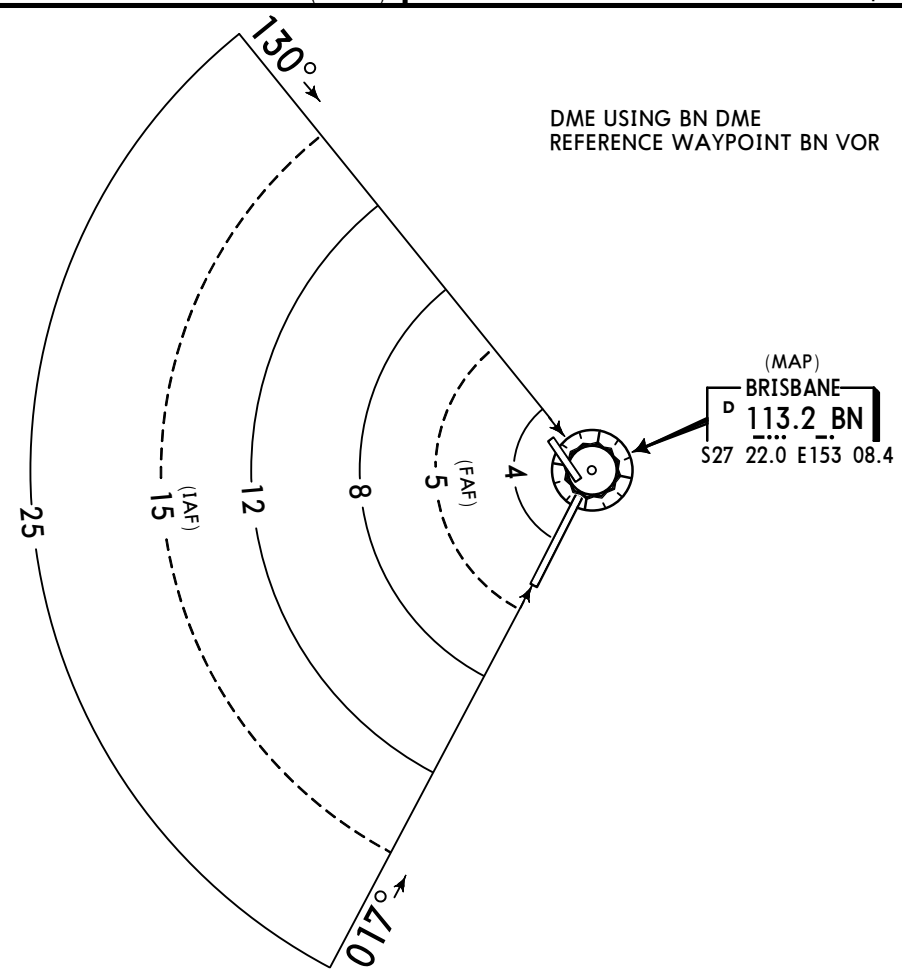
Alt Set: hPa
Apt Elev: 0 hPa
Trans level: FL110
Trans alt: 10000′ (9987′)



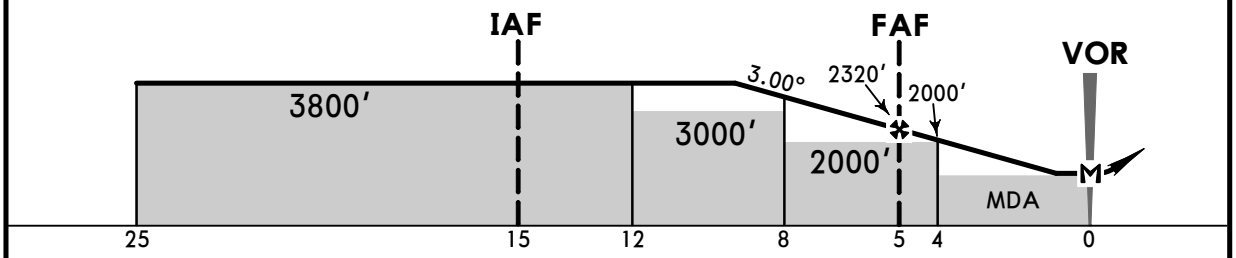
MSA
BN VOR
2500′ within 10 NM

VOR 113.2 BN
Apt. Elev 13′

NOT TO SCALE



NM to VOR	9.6	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3800′	3590′	3280′	2960′	2640′	2320′	2000′	1690′	1370′	1050′	1000′



MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 1000′ (987′)

PANS OPS

A	2.4 km
B	
C	4.0 km
D	5.0 km

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

CHANGES: None.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

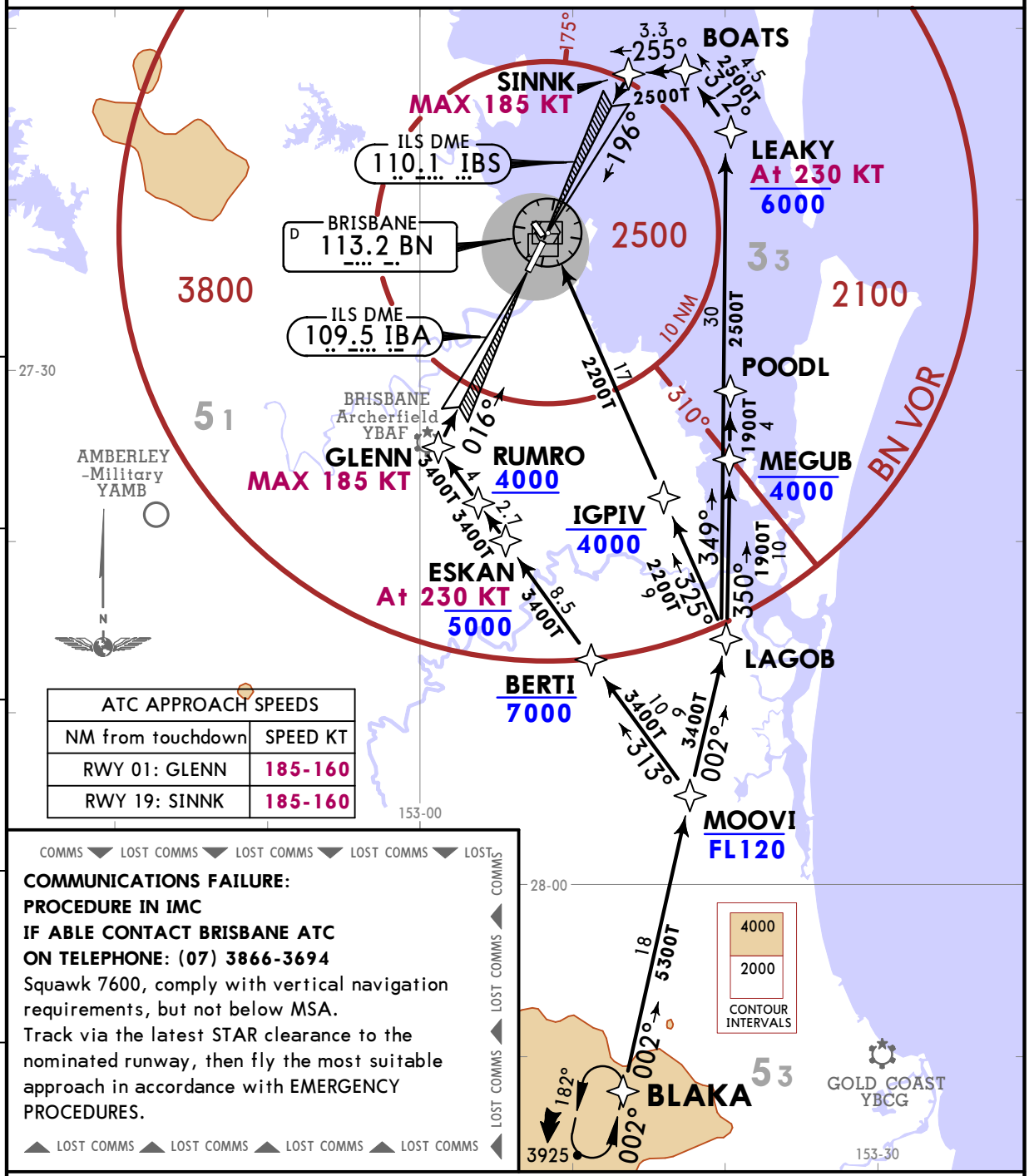
10 AUG 18 (10-2D) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

BLAKA 2A [BLAK2A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING

From BLAKA track 002° to MOOVI, cross MOOVI at or below FL120.

RWY	LANDING
01	From MOOVI, turn LEFT, track 313° to BERTI. Cross BERTI at or below 7000. Track 313° to ESKAN, at 230 KT from ESKAN. Cross ESKAN at or below 5000. Track 313° to RUMRO. Cross RUMRO at or above 4000. Track 313° to GLENN, MAX 185 KT from GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach.
14	From MOOVI, track 002° to LAGOB. Turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000. Track 325° to BN VOR for VOR RWY 14 approach.
19	From MOOVI, track 002° to LAGOB. Turn LEFT, track 349° to LEAKY. At 230 KT from LEAKY. Cross LEAKY at or below 6000. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK. MAX 185 KT from SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach.
32	From MOOVI, track 002° to LAGOB. Turn LEFT, track 350° to MEGUB. Cross MEGUB at or below 4000. Track 350° to POODL for RNAV-Z (GNSS) RWY 32 approach.

CHANGES: Procedure renumbered, revised.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

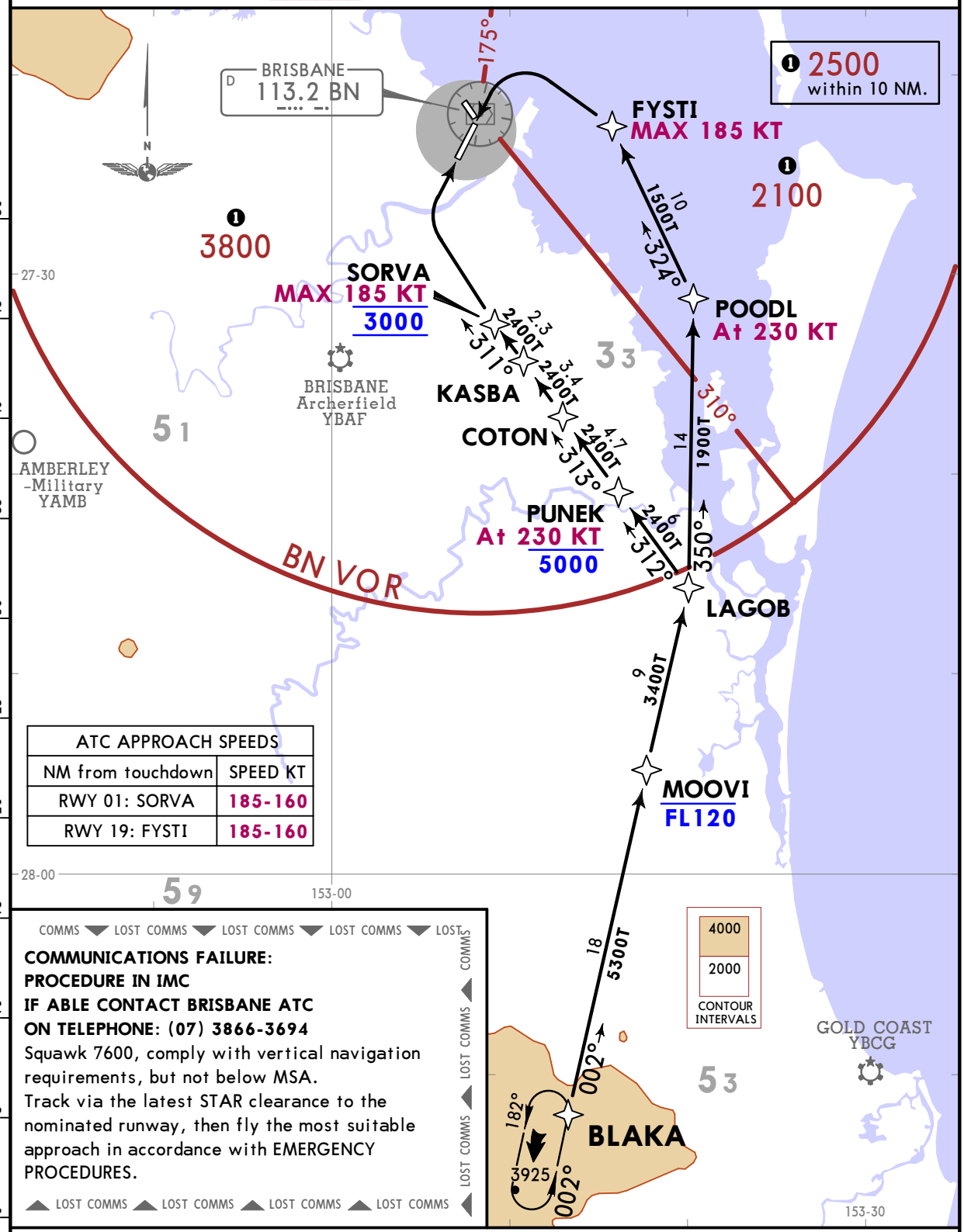
10 AUG 18 (10-2E) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

BLAKA 2P [BLAK2P] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING

From BLAKA track 002° to MOOVI. Cross MOOVI at or below FL120. From MOOVI track 002° to LAGOB.

RWY	LANDING
01	From LAGOB track 312° to PUNEK. At 230 KT from PUNEK. Cross PUNEK at or below 5000. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at 3000. From SORVA track via RNAV-P (RNP) RWY 01. MAX 185 KT from SORVA.
19	From LAGOB track 350° to POODL. At 230 KT from POODL. Track 324° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KT from FYSTI.

CHANGES: Procedure renumbered, bearing between BLAKA and MOOVI.

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YBBN/BNE
BRISBANE INTL

BRISBANE, QLD, AUSTRALIA
RNAV STAR

BLAKA 2V [BLAK2V] (RNAV) ARRIVAL

ATIS 113.2 125.5 | Apt Elev 13 | Alt Set: hPa | Trans level: FL110

SPEED: MAX 250 KT BELOW 10000

ROUTING

From BLAKA track 002° to MOOVI. Cross MOOVI at or below FL120. Track 002° to LAGOB.

LANDING

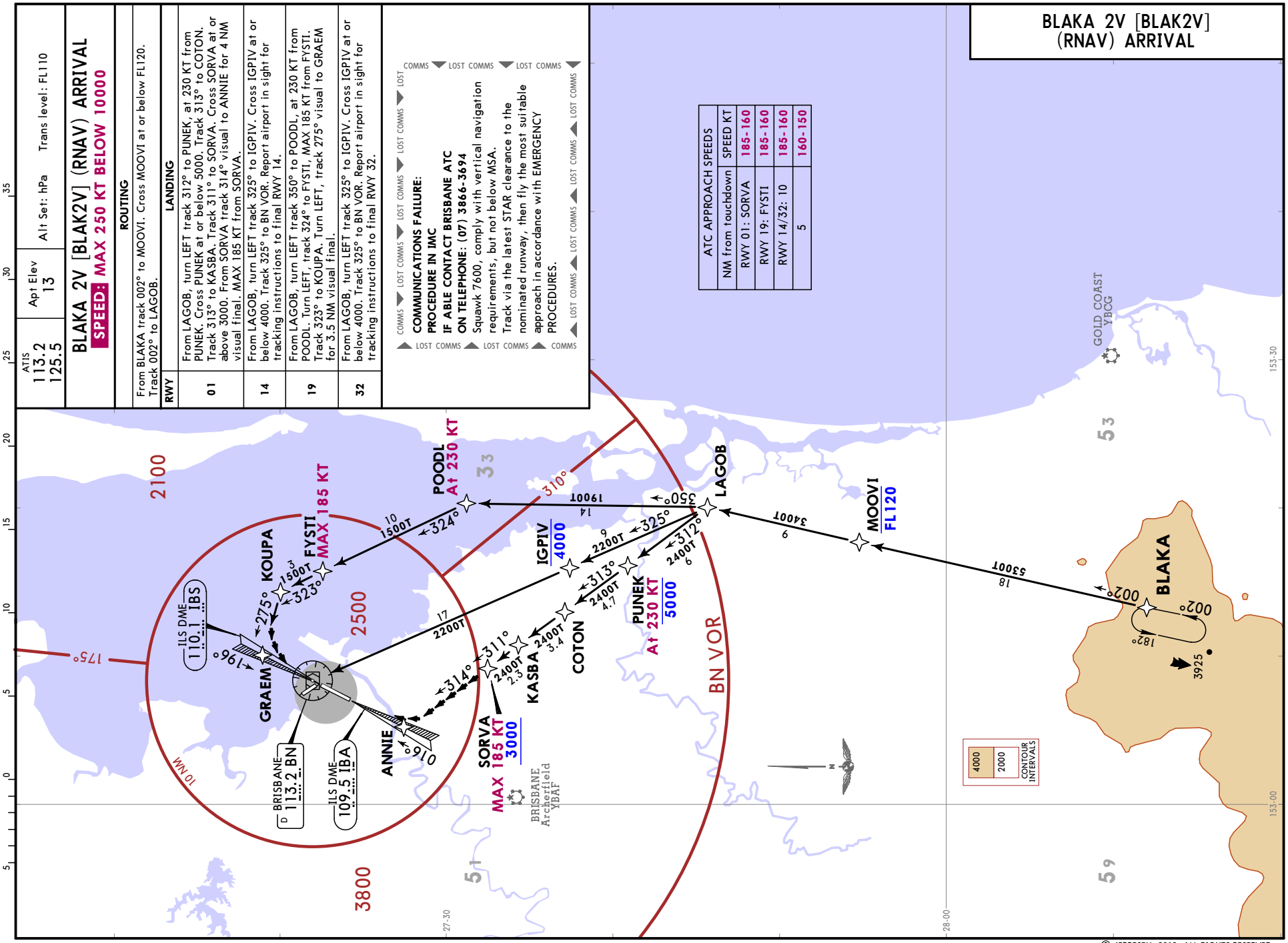
RWY	
01	From LAGOB, turn LEFT track 312° to PUNEK, at 230 KT from PUNEK. Cross PUNEK at or below 5000. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at or above 3000. From SORVA track 314° visual to ANNIE for 4 NM visual final. MAX 185 KT from SORVA.
14	From LAGOB, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.
19	From LAGOB, turn LEFT track 350° to POODL, at 230 KT from POODL. Turn LEFT, track 324° to FYSTI, MAX 185 KT from FYSTI. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.
32	From LAGOB, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160
RWY 14/32: 10	185-160
5	160-150



CHANGES: Procedure renumbered, bearing between BLAKA and MOOVI.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

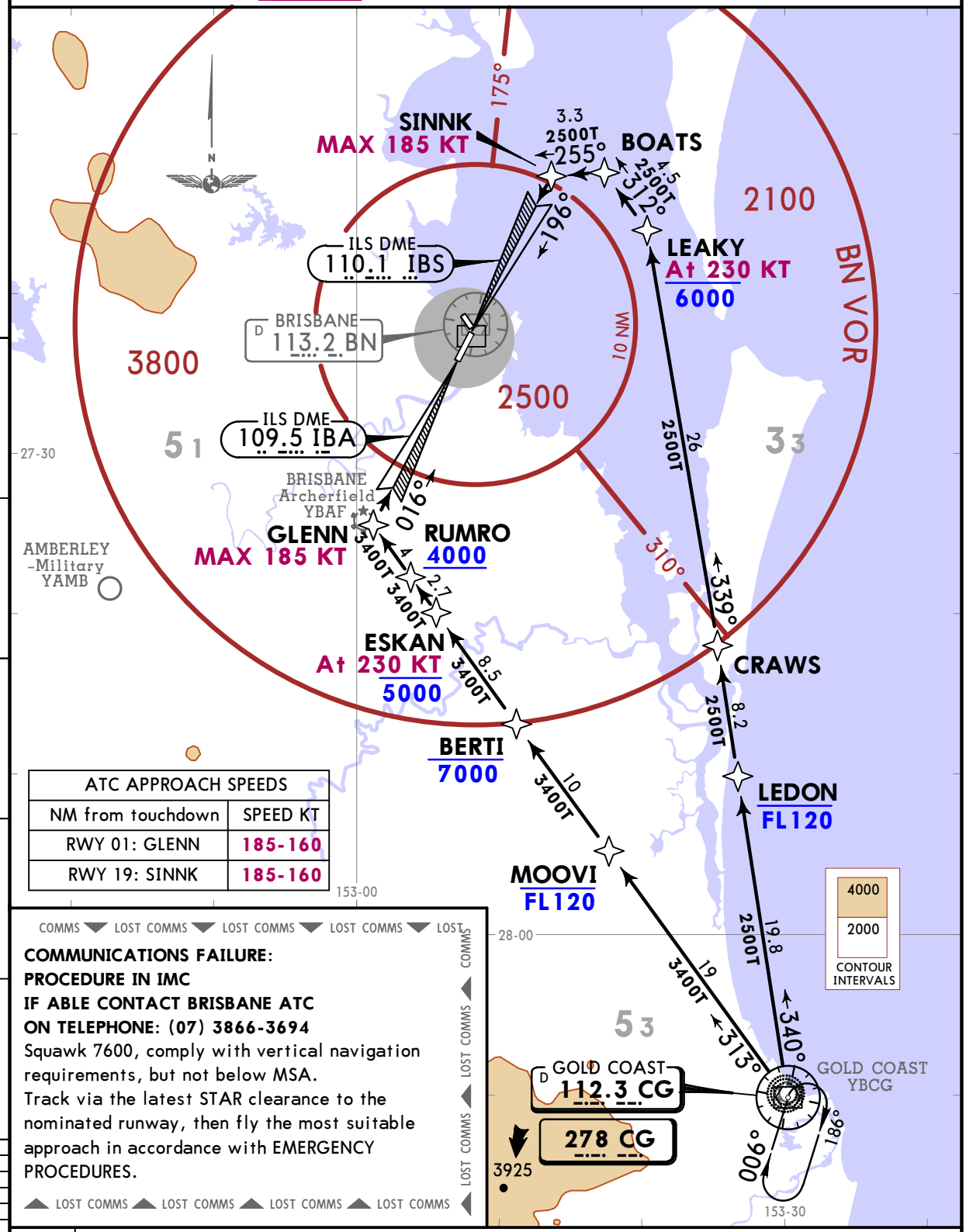
10 AUG 18 (10-2G) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2A [CG2A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	ROUTING
01	From CG VOR track 313° to MOOVI. Cross MOOVI at or below FL120. Track 313° BERTI. Cross BERTI at or below 7000. Track 313° to ESKAN. Cross ESKAN at or below 5000. At 230 KT from ESKAN. Track 313° to RUMRO. Cross RUMRO at or above 4000. Track 313° to GLENN for ILS, RNAV-Z, LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
19	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Track 339° to LEAKY. Cross LEAKY at or below 6000. At 230 KT from LEAKY. Turn LEFT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for ILS, RNAV-Z, LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: Procedure renumbered, revised.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

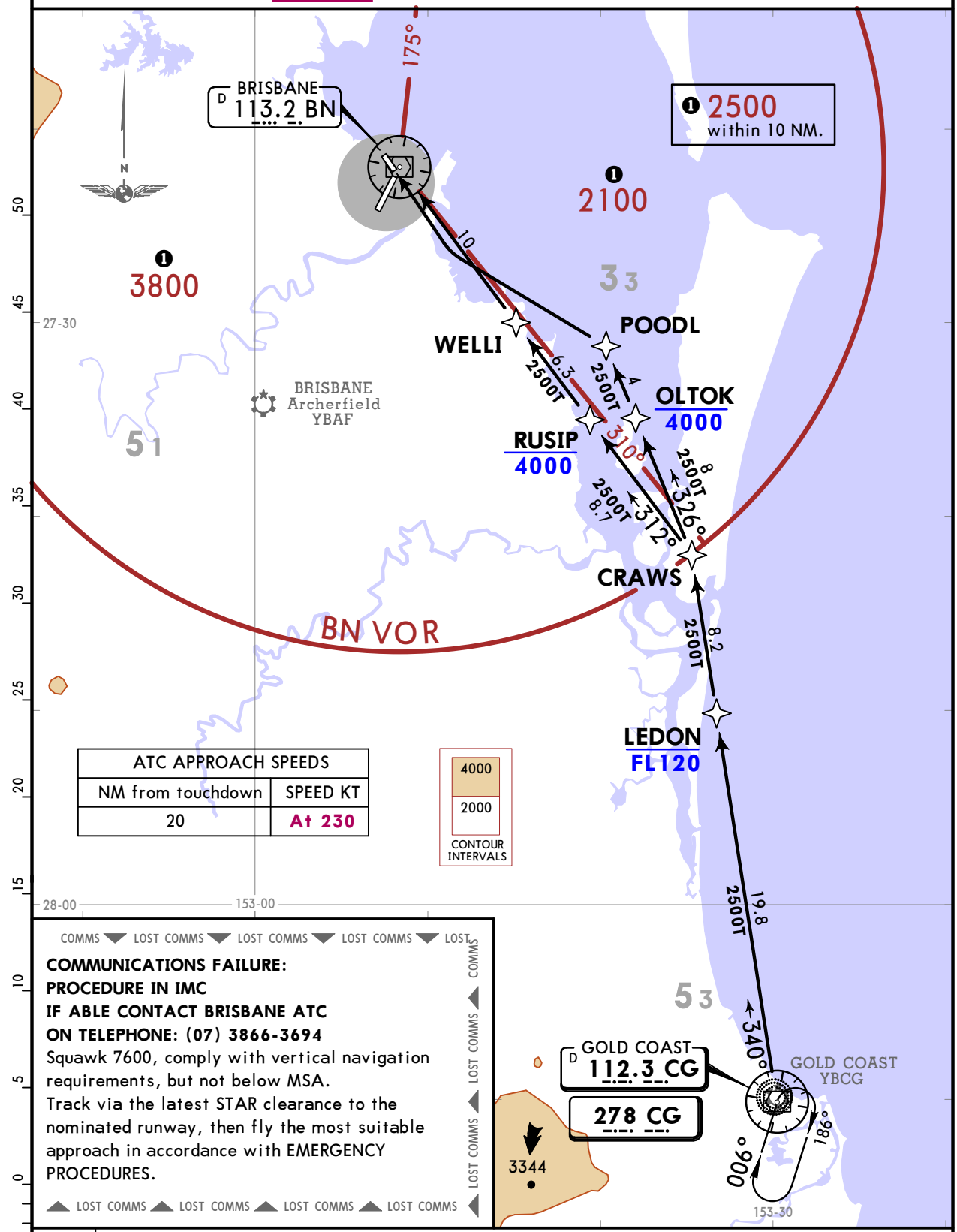
10 AUG 18 (10-2G1) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2A [CG2A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	ROUTING
14	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000. Track 312° to WELLI, thence 312° to BN VOR RWY 14 approach.
32	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

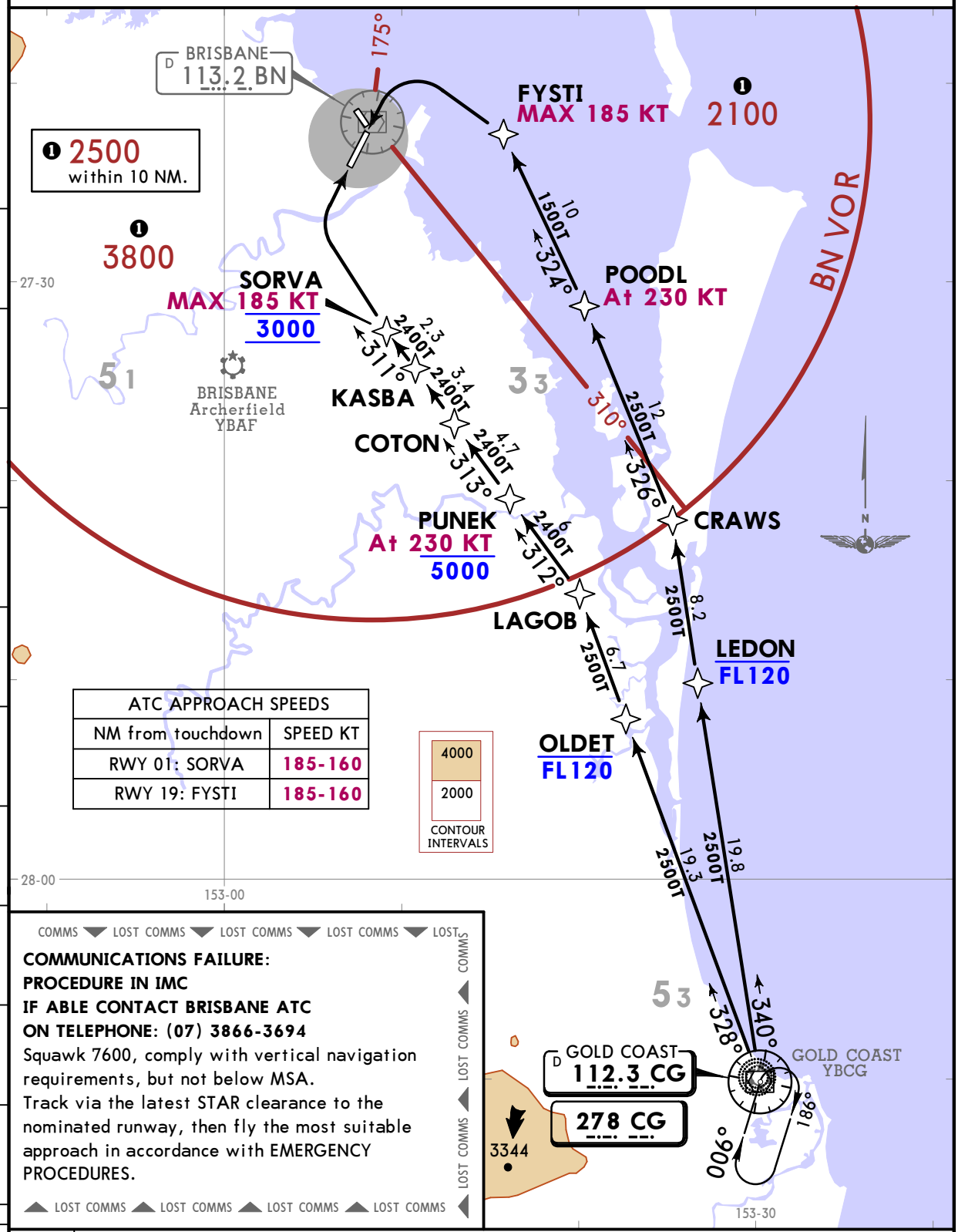
10 AUG 18 (10-2H) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2P [CG2P] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	ROUTING
01	From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to LAGOB. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000. At 230 KT from PUNEK. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at 3000. MAX 185 KT from SORVA. From SORVA track via RNAV-P (RNP) RWY 01.
19	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 326° to POODL. At 230 KT from POODL. Track 324° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KT from FYSTI.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

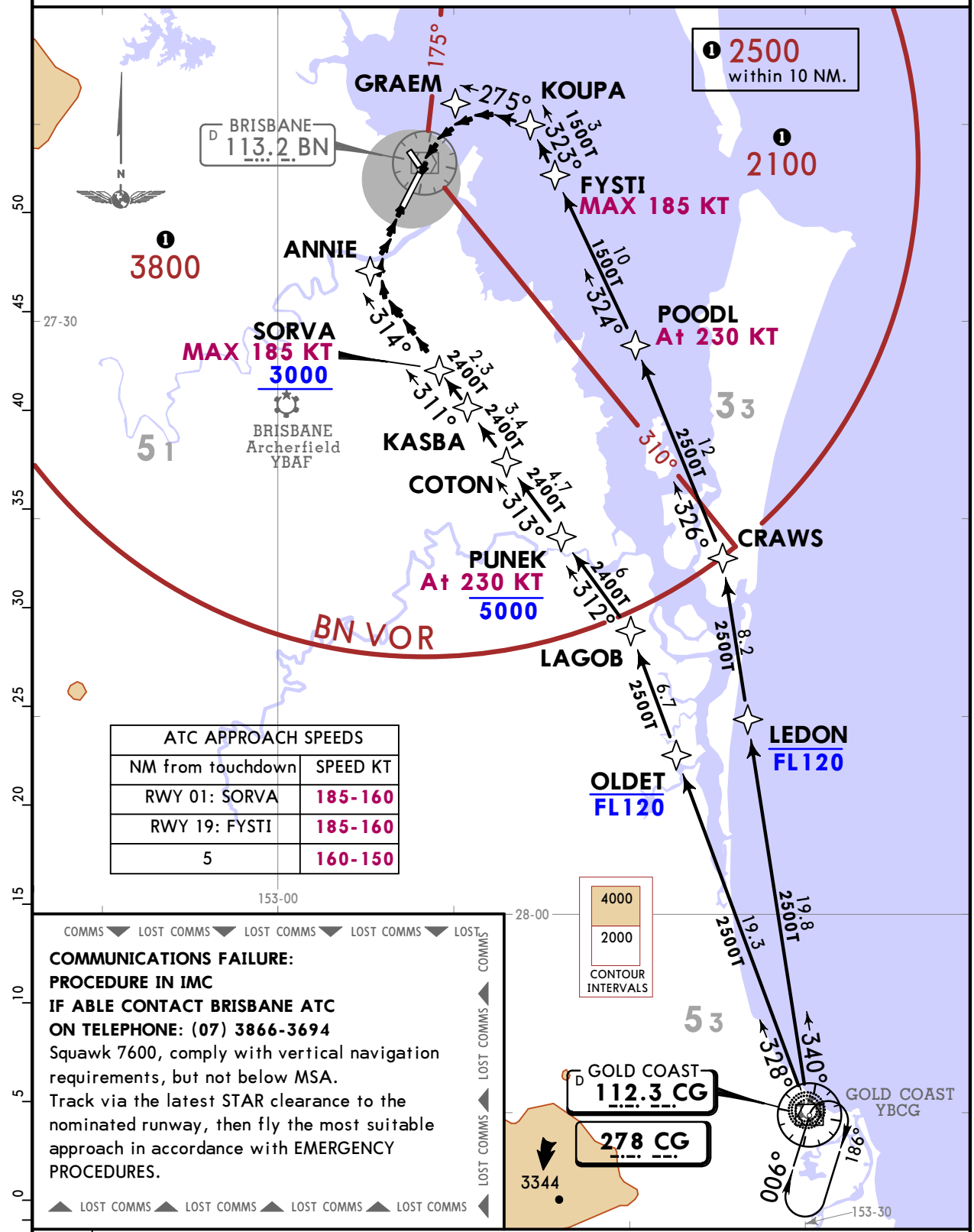
10 AUG 18 (10-2J) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Ale Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2V [CG2V] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160
5	160-150

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	ROUTING
01	From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to LAGOB. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000. At 230 KT from PUNEK. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at or above 3000. MAX 185 KT from SORVA. From SORVA track 314° visual to ANNIE for 4 NM visual final.
19	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT track 326° to POODL. At 230 KT from POODL. Turn LEFT track 324° to FYSTI. MAX 185 KT from FYSTI. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

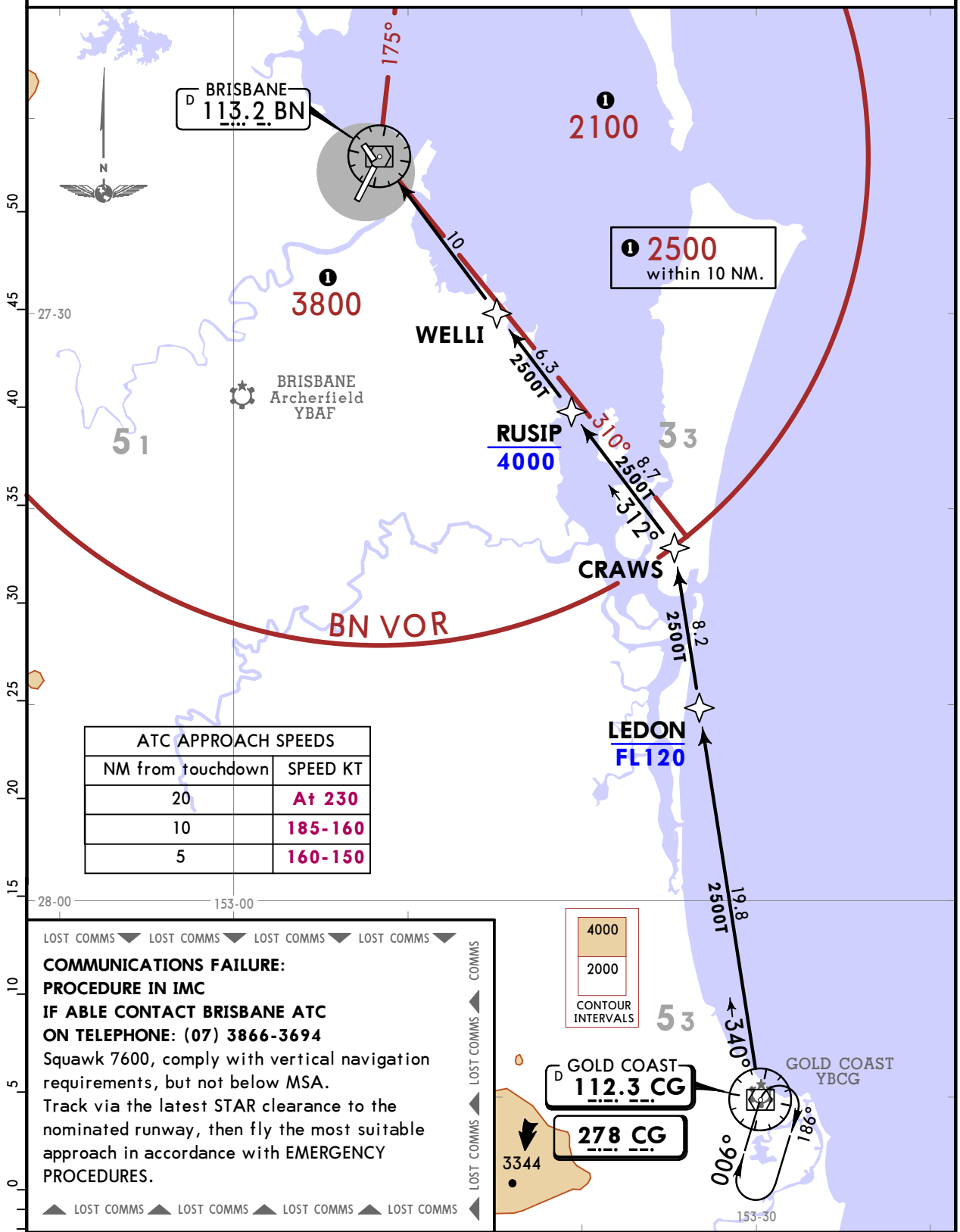
10 AUG 18 (10-2J1) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2V [CG2V] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
20	At 230
10	185-160
5	160-150

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LOST COMMS LOST COMMS LOST COMMS

RWY	LANDING
14	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.
32	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT track 312° to RUSIP. Cross RUSIP at or below 4000. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

CHANGES: Procedure renumbered.

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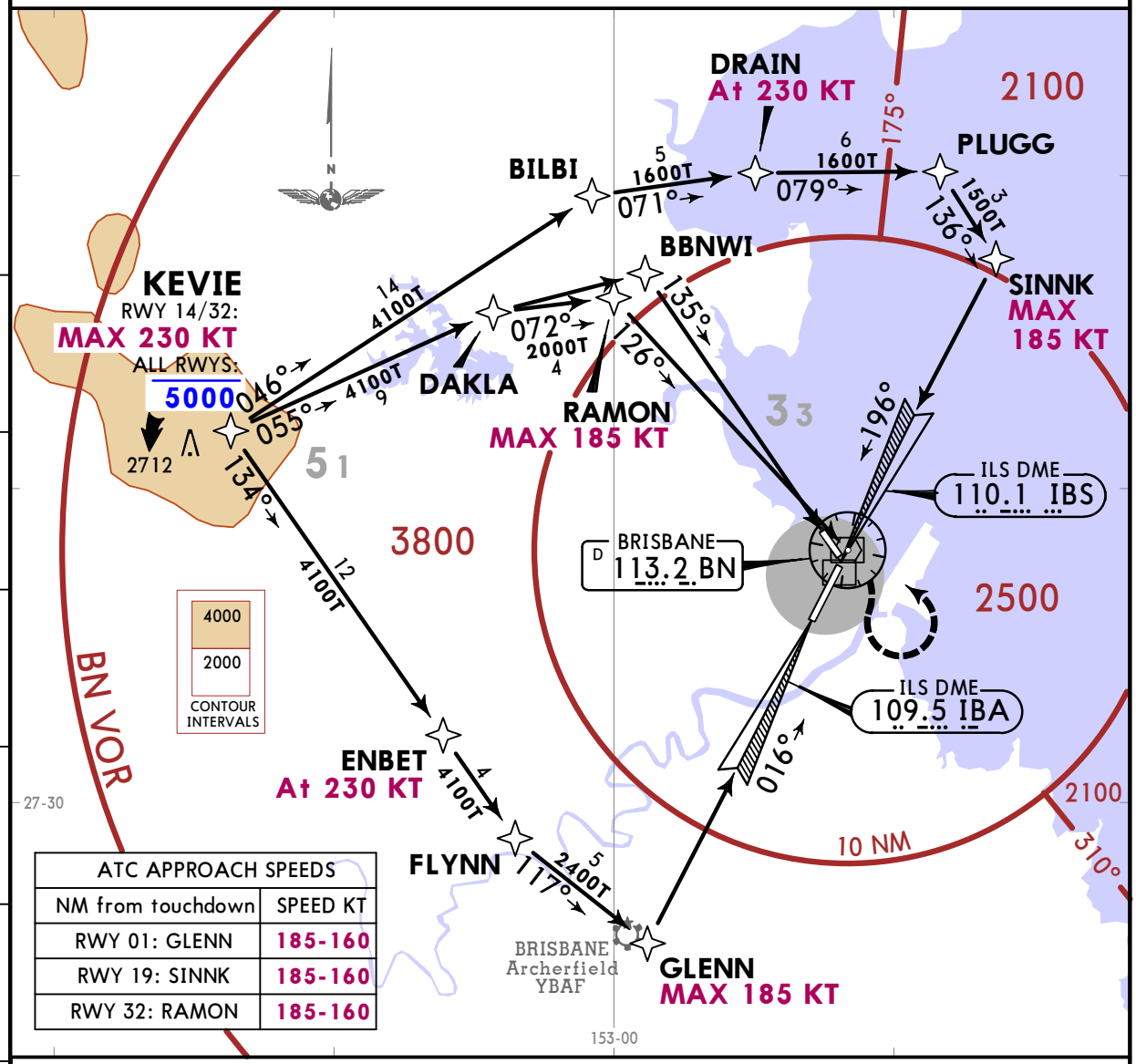
YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2K)
RNAV STAR

ATIS	Apt Elev	Trans level: FL110
113.2 125.5	13	

KEVIE 4A [KEVI4A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160
RWY 32: RAMON	185-160

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

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

LOST COMMS ▶ COMMS
LOST COMMS ◀ COMMS

ROUTING

RWY 14/32: MAX 230 KT from KEVIE. Cross KEVIE at or below 5000.

RWY	LANDING
01	From KEVIE track 134° to ENBET. At 230 KT from ENBET. Track 134° to FLYNN. Turn LEFT, track 117° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
14	From KEVIE track 055° to DAKLA for RNAV-Z (GNSS) RWY 14 approach or: (On pilot request) Track 055° to DAKLA. Turn RIGHT, track 072° to RAMON for VOR RWY 14 approach. MAX 185 KT from RAMON.
19	From KEVIE track 046° to BILBI. Turn RIGHT, track 071° to DRAIN. At 230 KT from DRAIN. Turn RIGHT, track 079° to PLUGG. Turn RIGHT, track 136° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.
32	From KEVIE track 055° to DAKLA. Turn RIGHT, track 072° to RAMON. MAX 185 KT from RAMON. Turn RIGHT, track 126° to BN VOR. From BN VOR track LEFT base RWY 32.

CHANGES: New format.

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YBBN/BNE
BRISBANE INTL

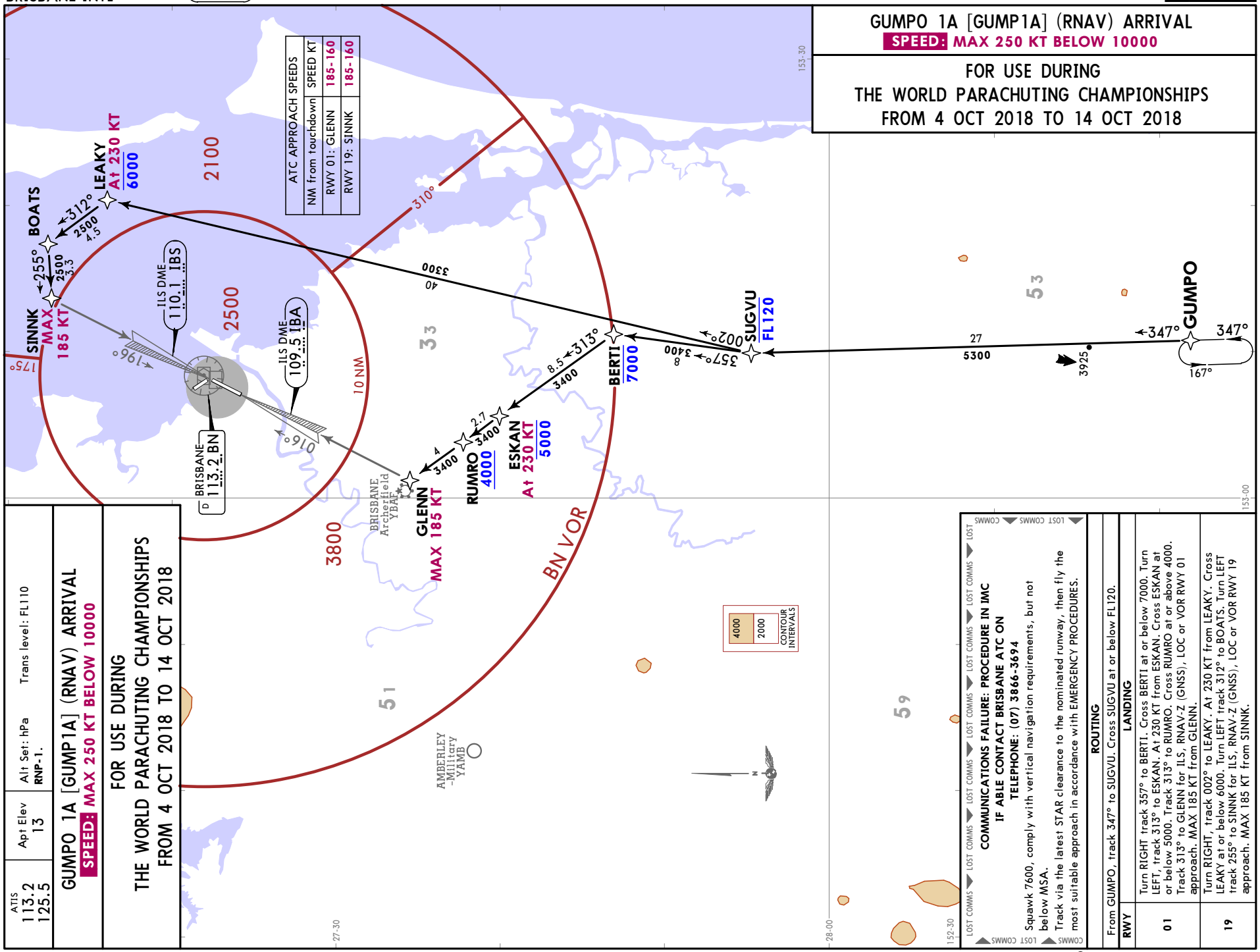
JEPPESEN
21 SEP 18 (10-2K-0)

BRISBANE, QLD, AUSTRALIA
RNAV STAR

GUMPO 1A [GUMP1A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000

FOR USE DURING
THE WORLD PARACHUTING CHAMPIONSHIPS
FROM 4 OCT 2018 TO 14 OCT 2018



ATIS 113.2 125.5 | Apt Elev 13 | Alt Set: hPa | Trans level: FL110 | RNP-1.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ROUTING

From GUMPO, track 347° to SUGVU. Cross SUGVU at or below FL120.

LANDING

RWY	
01	Turn RIGHT track 357° to BERTI. Cross BERTI at or below 7000. Turn LEFT, track 313° to ESKAN. At 230 KT from ESKAN. Cross ESKAN at or below 5000. Track 313° to RUMRO. Cross RUMRO at or above 4000. Track 313° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
19	Turn RIGHT, track 002° to LEAKY. At 230 KT from LEAKY. Cross LEAKY at or below 6000. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: New temporary procedure.

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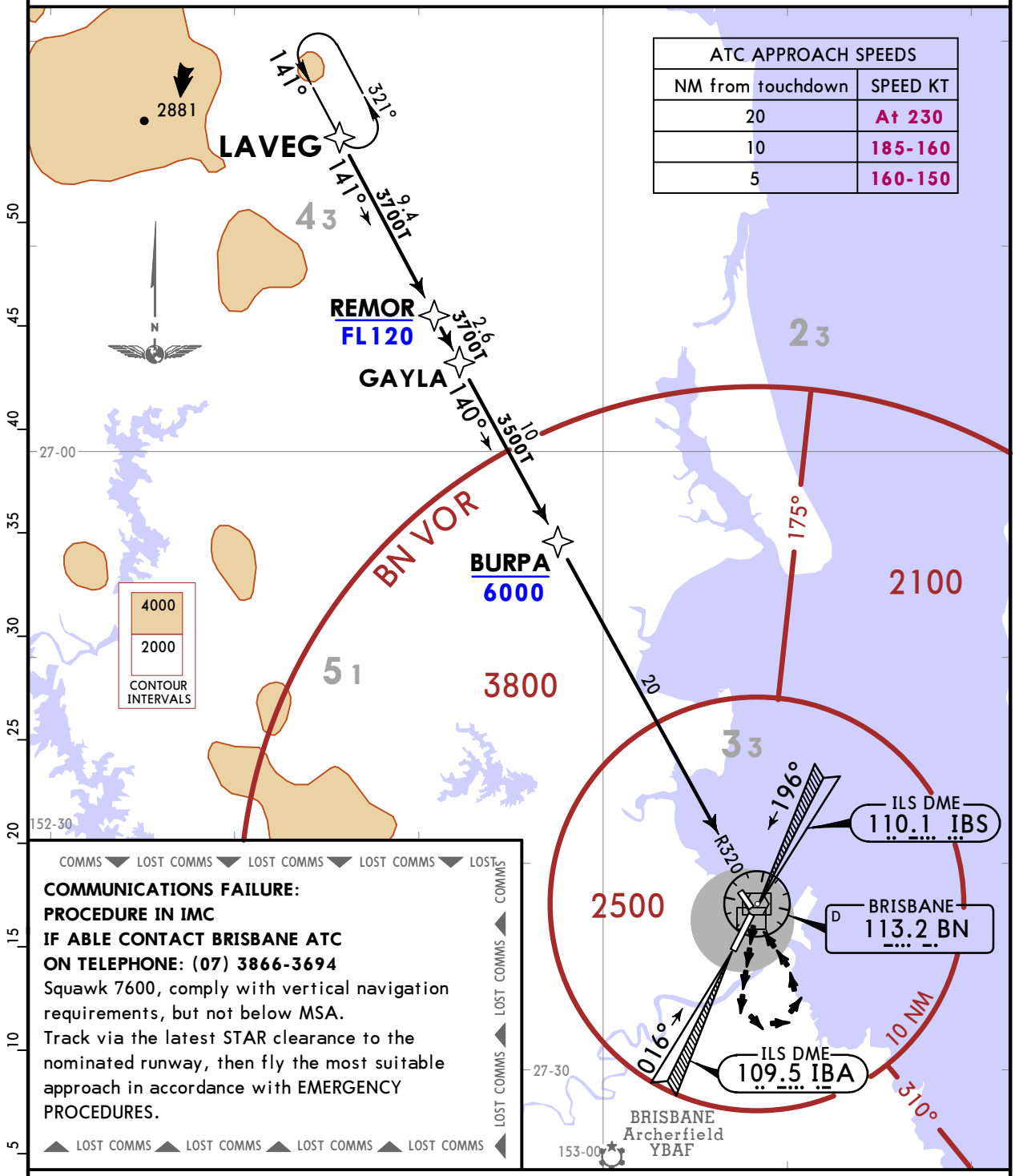
YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2L)
RNAV STAR

ATIS	Apt Elev	
113.2 125.5	13	Trans level: FL110 GNSS permitted in lieu of DME. Reference waypoint BN VOR.

LAVEG 1 [LAVEG1] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING

From LAVEG track 141° to REMOR. Cross REMOR at or below FL120. Track 141° to GAYLA. From GAYLA track 140° to BURPA. Cross BURPA at or below 6000.

RWY	LANDING
01	From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 01. In VMC EXPECT tracking instructions to final RWY 01.
14	From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 14. In VMC EXPECT tracking instructions to final RWY 14.
19	From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 19. In VMC EXPECT tracking instructions to final RWY 19.
32 (VISUAL)	From BURPA track 140° to BN VOR. From BN VOR track for LEFT base RWY 32.

CHANGES: New format.

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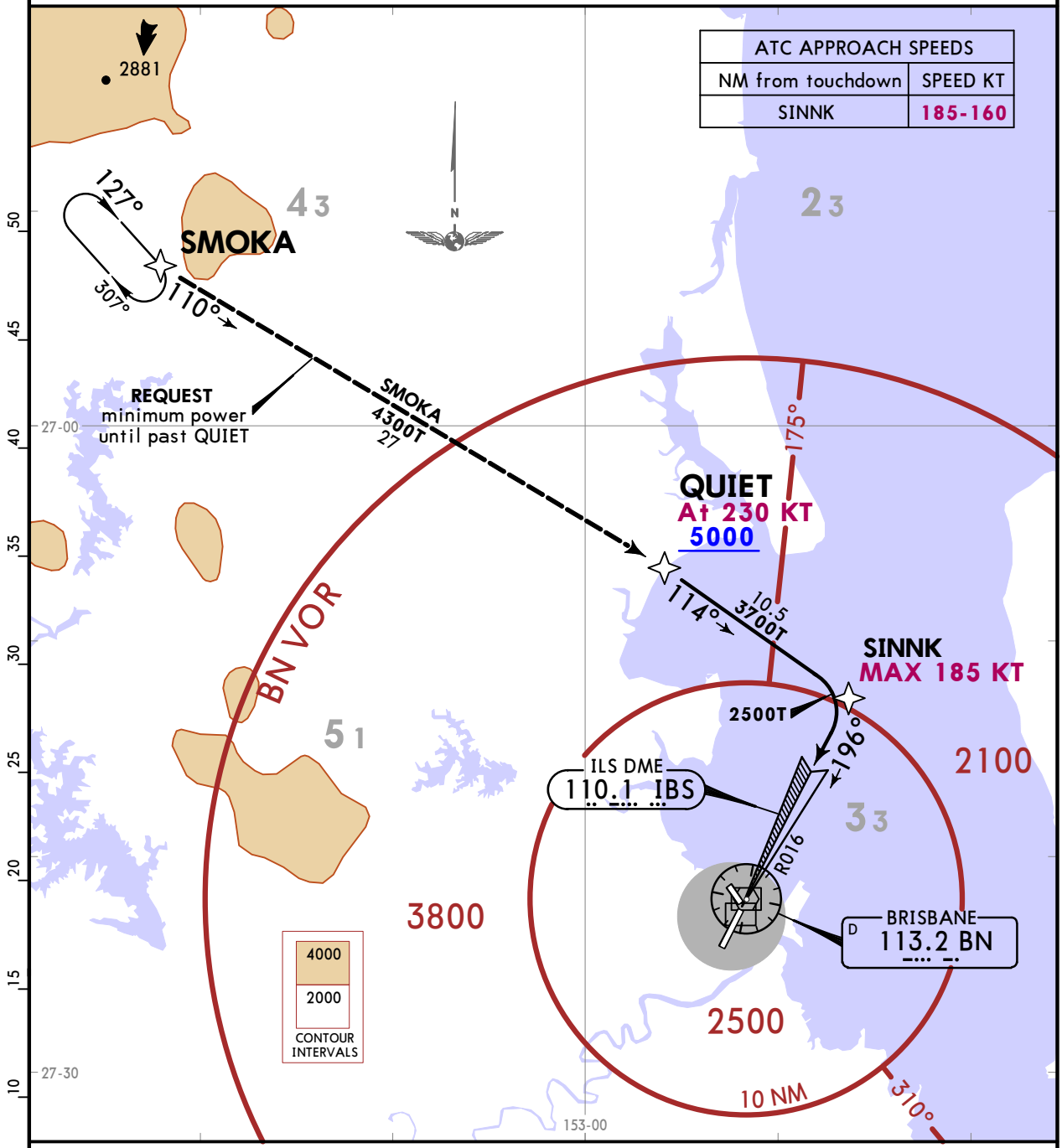
YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2M)
RNAV STAR

ATIS	Apt Elev	Trans level: FL110
113.2 125.5	13	

QUIET 4A [QUIE4A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

TRANSITION	
SMOKA	From SMOKA Track 110° to QUIET. Cross QUIET at or above 5000, at 230 KT from QUIET, then follow arrival instructions.

RWY	ROUTING
19	From QUIET track 114° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: New format.

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CHANGES: New format.

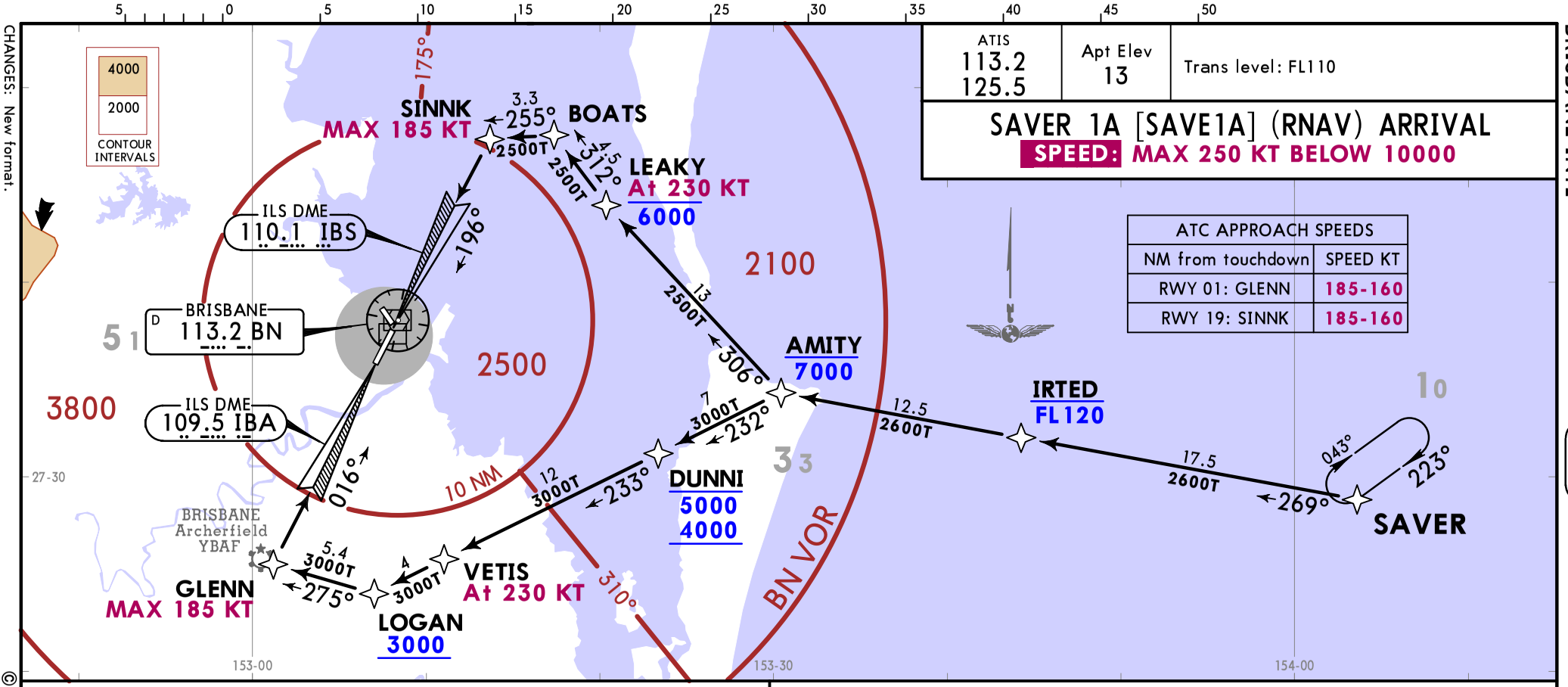
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YBBN/BNE BRISBANE INTL

SAVER 1A [SAVE1A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000

ATIS	Apt Elev	Trans level: FL110
113.2 125.5	13	



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

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

ROUTING

From SAVER track 269° to IRTED. Cross IRTED at or below FL120. Track 269° to AMITY. Cross AMITY at or below 7000.

RWY	LANDING
01	From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000 and 4000. Track 233° to VETIS. At 230 KT from VETIS. Track 233° to LOGAN. Cross LOGAN at or above 3000. Turn RIGHT, track 275° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
19	From AMITY, turn RIGHT track 306° to LEAKY. At 230 KT from LEAKY. Cross LEAKY at or below 6000. Turn RIGHT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

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JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2N)
RNAV STAR
JEPPESEN JeppView 3.6.2.0

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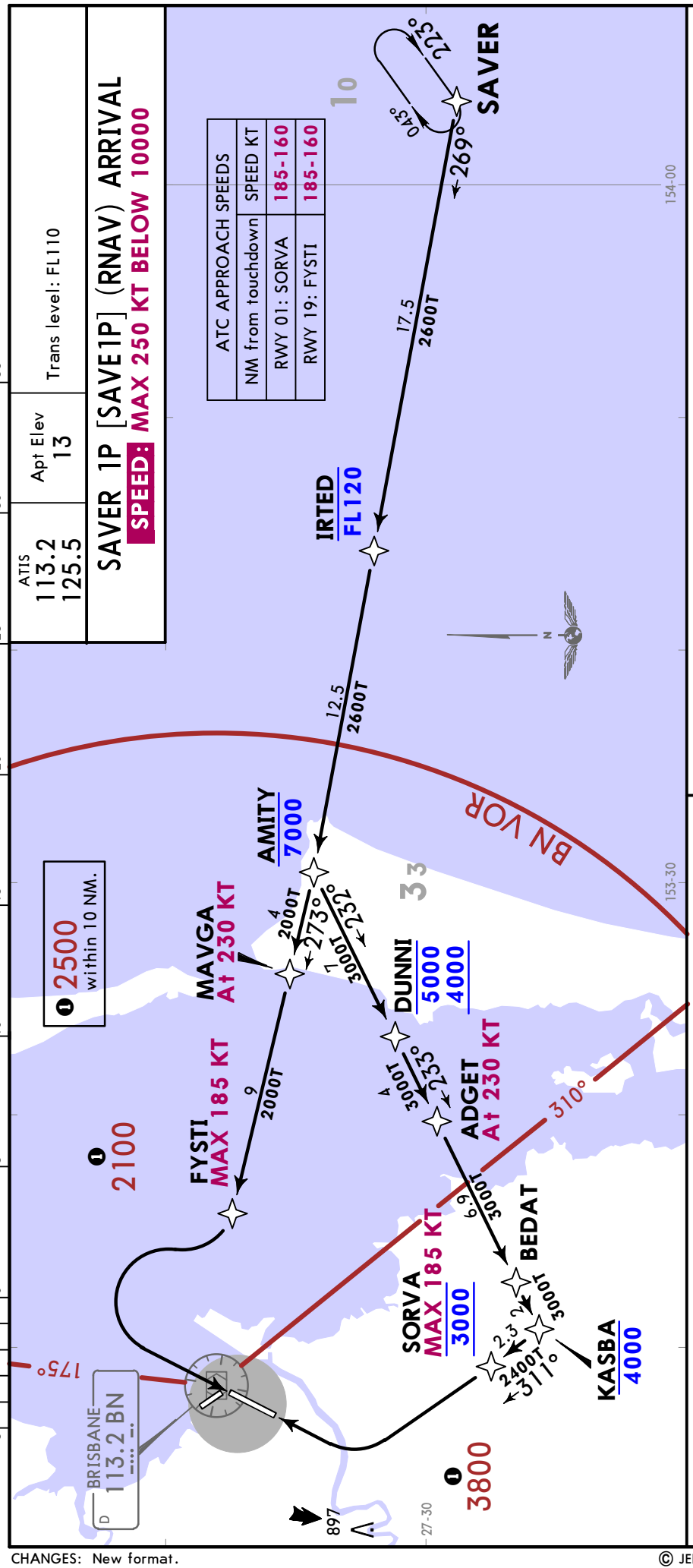
YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2P)
RNAV STAR

ATIS 113.2 125.5
Apt Elev 13
Trans level: FL110

SAVER 1P [SAVE1P] (RNAV) ARRIVAL
SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	SPEED KT
NM from touchdown	
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160



ROUTING

From SAVER track 269° to IRTED. Cross IRTED at or below FL120. Track 269° to AMITY. Cross AMITY at or below 7000.

RWY	LANDING
01	From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000 and 4000. Track 233° to ADGET. At 230 KT from ADGET. Track 233° to BEDAT. Track 233° to KASBA. Cross KASBA at or below 4000. Turn RIGHT, track 311° to SORVA. Cross SORVA at 3000. MAX 185 KT from SORVA. From SORVA track via RNAV-P (RNP) RWY 01.
19	From AMITY track 273° to MAVGA. At 230 KT from MAVGA. Track 273° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KT from FYSTI.

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

CHANGES: New format.

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YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2Q)
RNAV STAR

ATIS 113.2 125.5
Apt Elev 13
Trans level: FL110

SAVER 1V [SAVE1V] (RNAV) ARRIVAL
SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160
5	160-150

ROUTING

From SAVER track 269° to IRTED. Cross IRTED at or below FL120. Track 269° to AMITY. Cross AMITY at or below 7000.

LANDING

RWY	
01	From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000 and 4000. Track 233° to ADGET. At 230 KT from ADGET. Track 233° to BEDAT. Track 233° to KASBA. Cross KASBA at or below 4000. Turn RIGHT, track 311° to SORVA. Cross SORVA at or above 3000. MAX 185 KT from SORVA. Turn RIGHT, track 314° visual to ANNIE for 4 NM visual final.
19	From AMITY, turn RIGHT track 273° to MAVGA. At 230 KT from MAVGA. Track 273° to FYSTI. MAX 185 KT from FYSTI. Turn RIGHT, track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ COMMS ▼ LOST COMMS ▼ COMMS

SAVER
269°
17.5
2600T
IRTED
FL120
12.5
2600T
AMITY
7000
4
2000T
273°
7
3000T
232°
DUNNI
5000
4000
4
3000T
233°
ADGET
At 230 KT
9.9
3000T
BEDAT
3000T
KASBA
4000
2.3
2400T
311°
314°
SORVA
MAX 185 KT
3000
2.2
3000T
MAVGA
At 230 KT
9
2000T
FYSTI
MAX 185 KT
3.3
1600T
323°
KOUPA
275°
GRAEM
196°
175°
ANNIE
016°
897
ILS DME 110.1 IBS
ILS DME 109.5 IBA
BRISBANE D 113.2 BN
2500 within 10 NM.
2100
3800
BN VOR
310°
153-30
154-00
27-30
040°
225°
10
33

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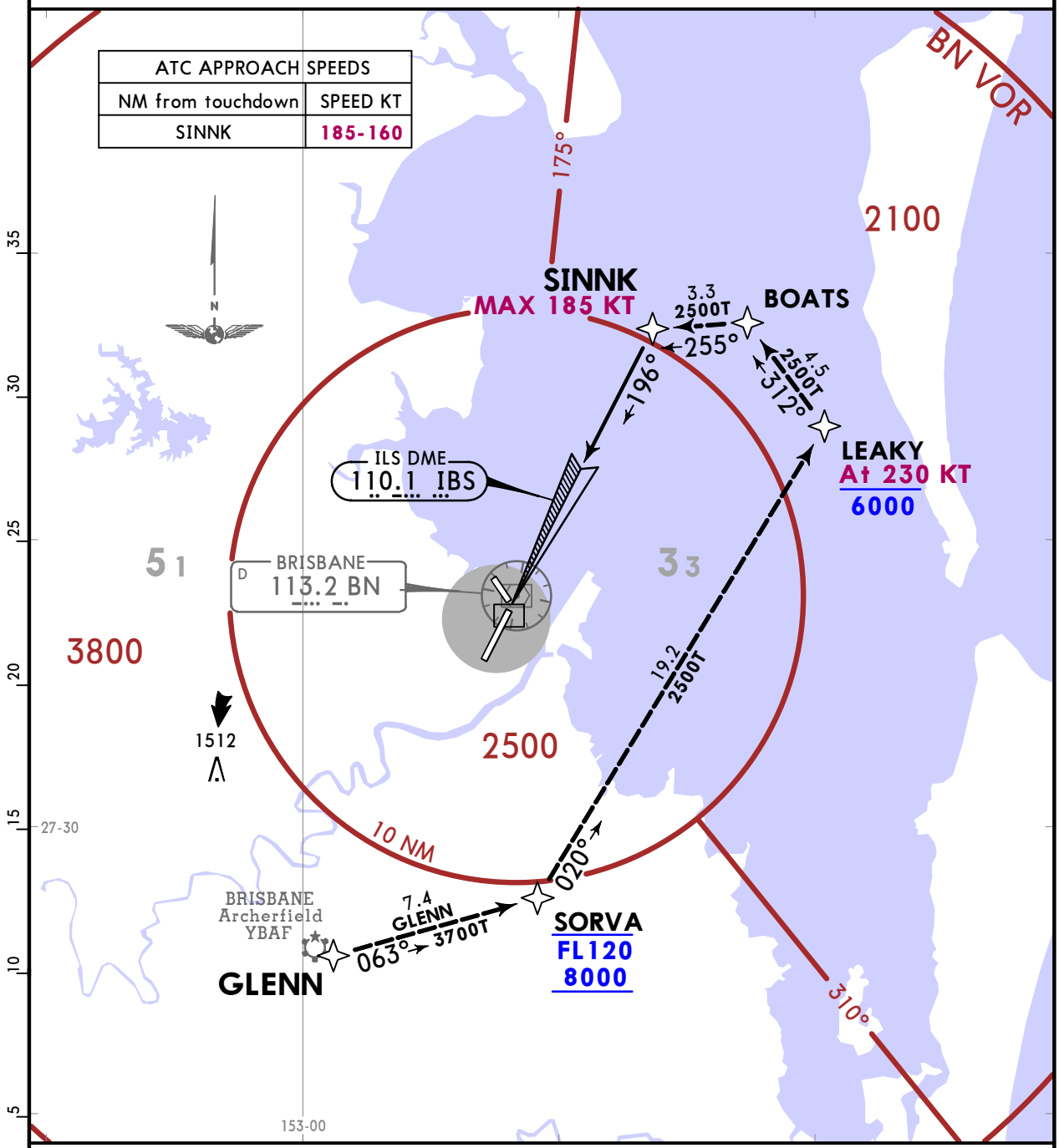
YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
10 AUG 18 (10-2S) Eff 16 Aug
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SINNK 9 [SINNK9] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

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

TRANSITION	
GLENN	From GLENN track 063° to SORVA. Cross SORVA between FL120 and 8000. Turn LEFT, track 020° to LEAKY. Cross LEAKY at or below 6000. At 230 KT from LEAKY. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK, then follow arrival instructions. MAX 185 KT from SINNK.
RWY	**LANDING**
19	From SINNK track via ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach.

CHANGES: None.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

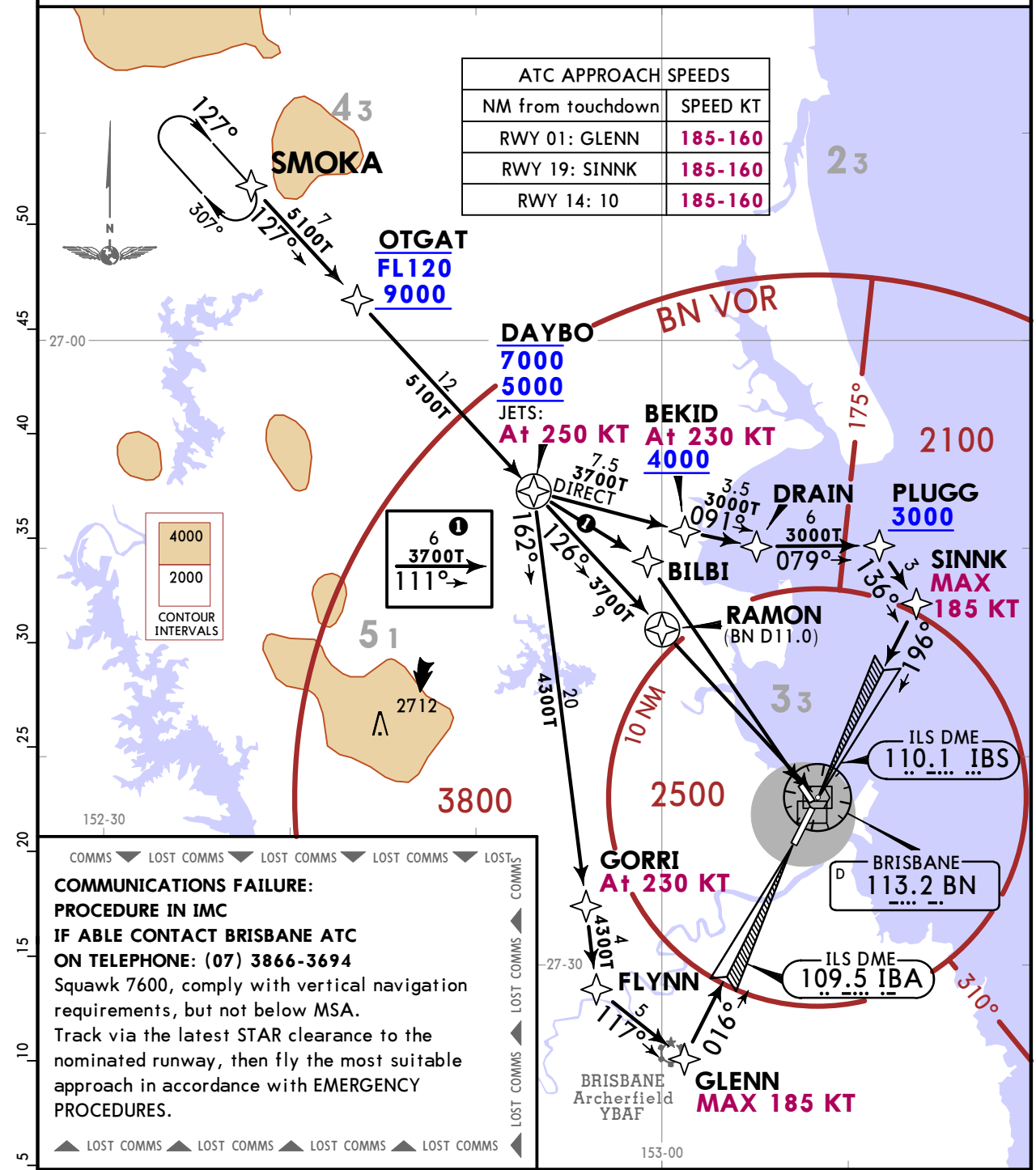
10 AUG 18 (10-2T) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SMOKA 7A [SMOK7A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

ROUTING

From SMOKA track 127° to OTGAT. Cross OTGAT between 9000 and FL120. Track 127° to DAYBO. Cross DAYBO between 5000 and 7000, JETS at 250 KT.

RWY	LANDING
01	From DAYBO, turn RIGHT, track 162° to GORRI. At 230 KT from GORRI. Track 162° to FLYNN. From FLYNN, track 117° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
14	From DAYBO, track 126° to RAMON for VOR RWY 14 approach. OR ON REQUEST: From DAYBO track 111° to BILBI for RNAV-Z (GNSS) RWY 14 approach.
19	From DAYBO, turn LEFT, track direct to BEKID. Cross BEKID at or above 4000. At 230 KT from BEKID. Track 091° to DRAIN. Turn LEFT, track 079° to PLUGG. Cross PLUGG at or above 3000. From PLUGG, track 136° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: Procedure renumbered, revised.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

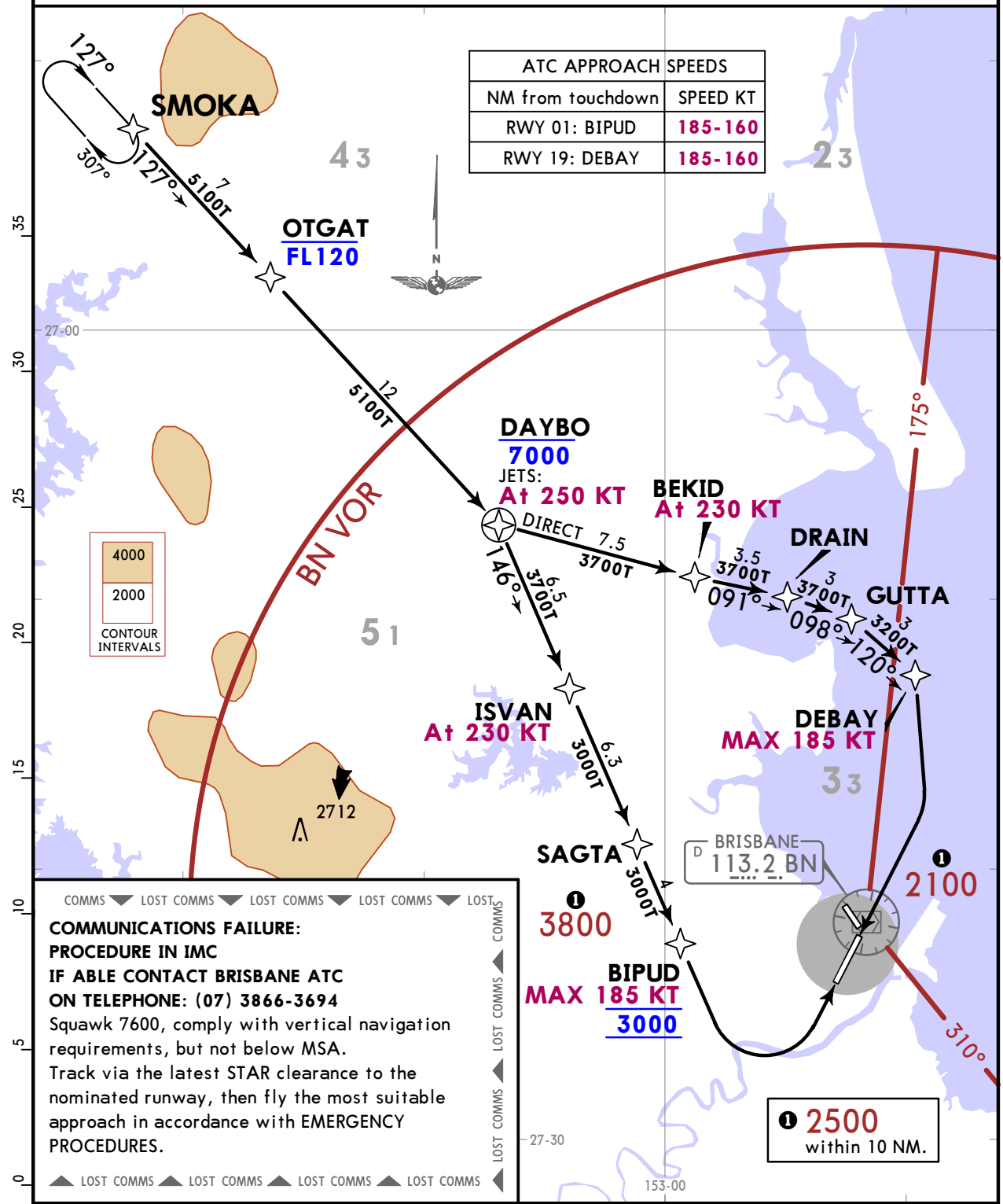
10 AUG 18 (10-2U) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SMOKA 7M [SMOK7M] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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ROUTING

From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000, JETS at 250 KT.

RWY	LANDING
01	From DAYBO, turn RIGHT, track 146° to ISVAN. At 230 KT from ISVAN. Track 146° to SAGTA, track 146° to BIPUD. Cross BIPUD at 3000. MAX 185 KT from BIPUD. Track via RNAV-M (RNP) RWY 01.
19	From DAYBO, turn LEFT, track direct to BEKID. At 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX 185 KT from DEBAY. Track via RNAV-M (RNP) RWY 19.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

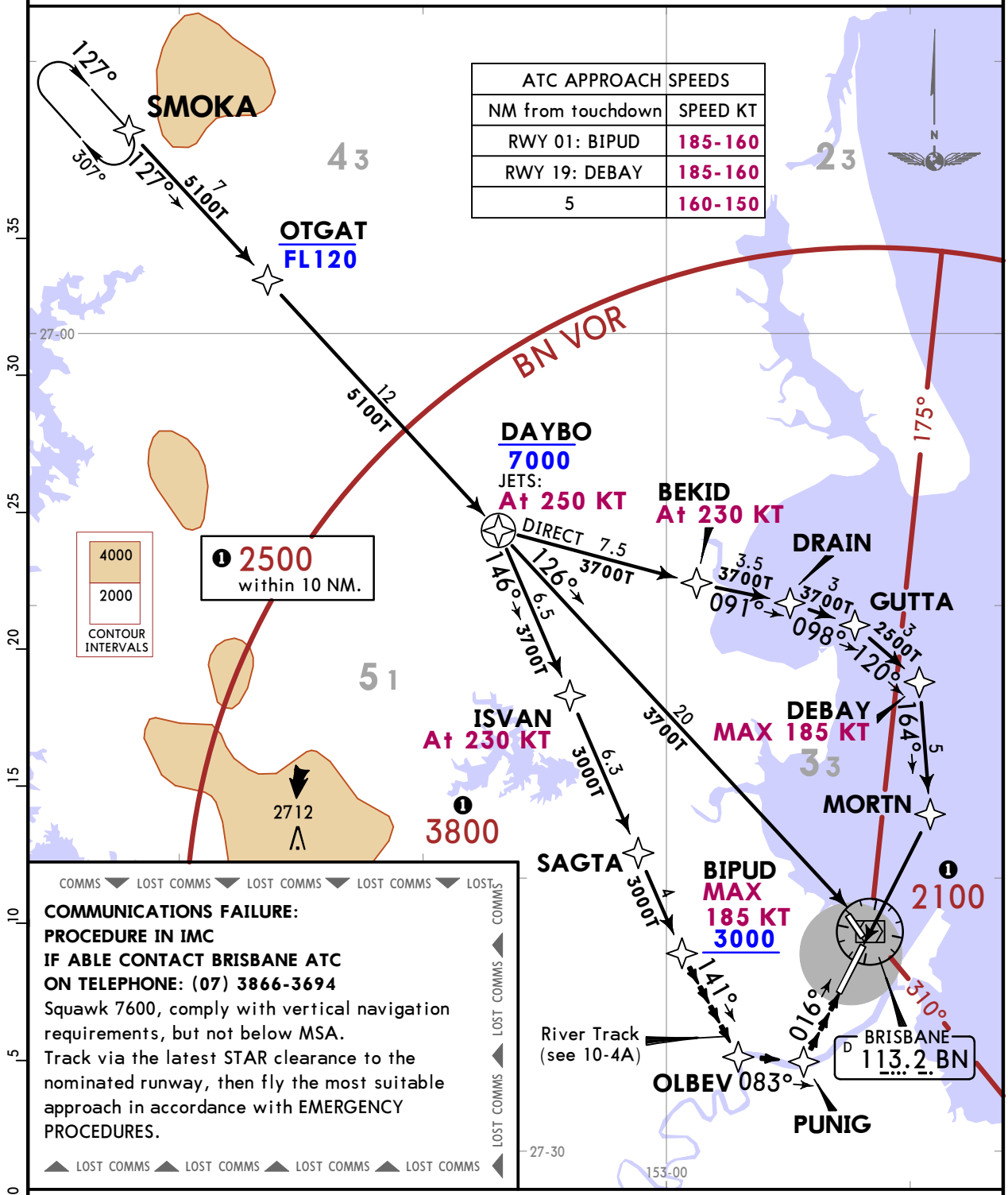
10 AUG 18 (10-2V) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SMOKA 7V [SMOK7V] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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ROUTING

From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000, JETS at 250 KT.

RWY	LANDING
01	From DAYBO, turn RIGHT, track 146° to ISVAN. At 230 KT from ISVAN. Track 146° to SAGTA. Track 146° to BIPUD. Cross BIPUD at or above 3000 visual. MAX 185 KT from BIPUD. Track 141° and intercept "River Track" (See 10-4A).
14	From DAYBO, track 126° to BN VOR. Report runway in sight for tracking instructions.
19	From DAYBO, turn LEFT, track direct to BEKID. At 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX 185 KT from DEBAY. Turn RIGHT, track 164° to MORTN for 5.5 NM final.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

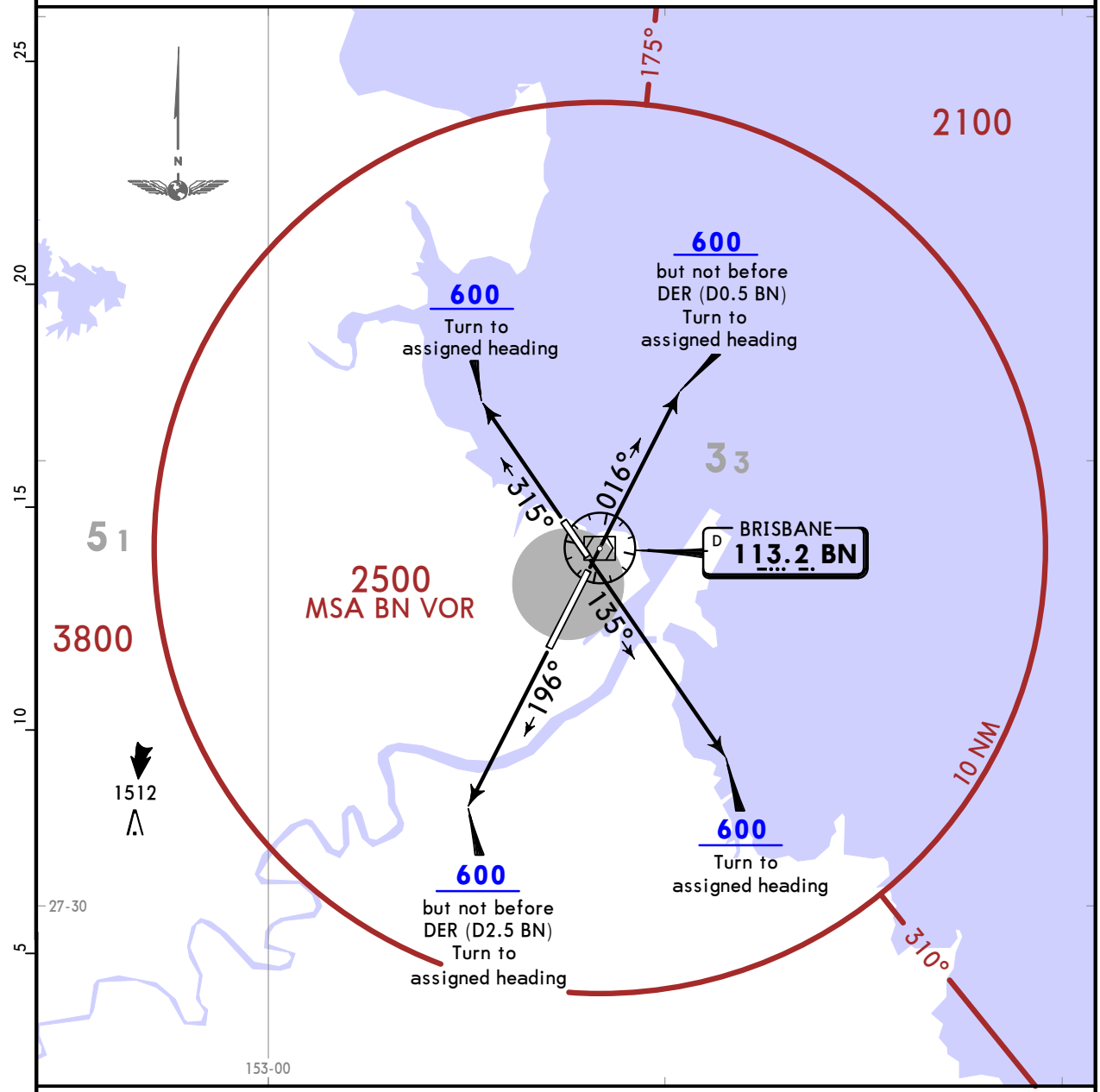
27 JUL 18 (10-3)

SID

BRISBANE Departure (R)	Apt Elev	Trans alt: 10000
118.45 128.3 124.7 125.6	13	1. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 2. Noise abatement procedures apply.

BRISBANE 2 [BN2] (RADAR) DEPARTURE

SPEED: MAX 250 KT BELOW 10000



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On recognition of communications failure.
-Squawk 7600.
-MAINTAIN last assigned vector for two minutes, and
-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then
-proceed in accordance with the latest ATC route clearance acknowledged.

LOST COMMS ▲ LOST COMMS

RWY	INITIAL CLIMB
01	Track 016°. At 600 but not before the departure end of runway (D0.5 BN) turn to assigned heading. When directed, contact Departure for RADAR vectors.
14	Track 135°. At 600 turn to assigned heading. When directed, contact Departure for RADAR vectors.
19	Track 196°. At 600 but not before the departure end of runway (D2.5 BN), turn to assigned heading. When directed, contact Departure for RADAR vectors.
32	Track 315°. At 600 turn to assigned heading. When directed, contact Departure for RADAR vectors.

CHANGES: New format.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

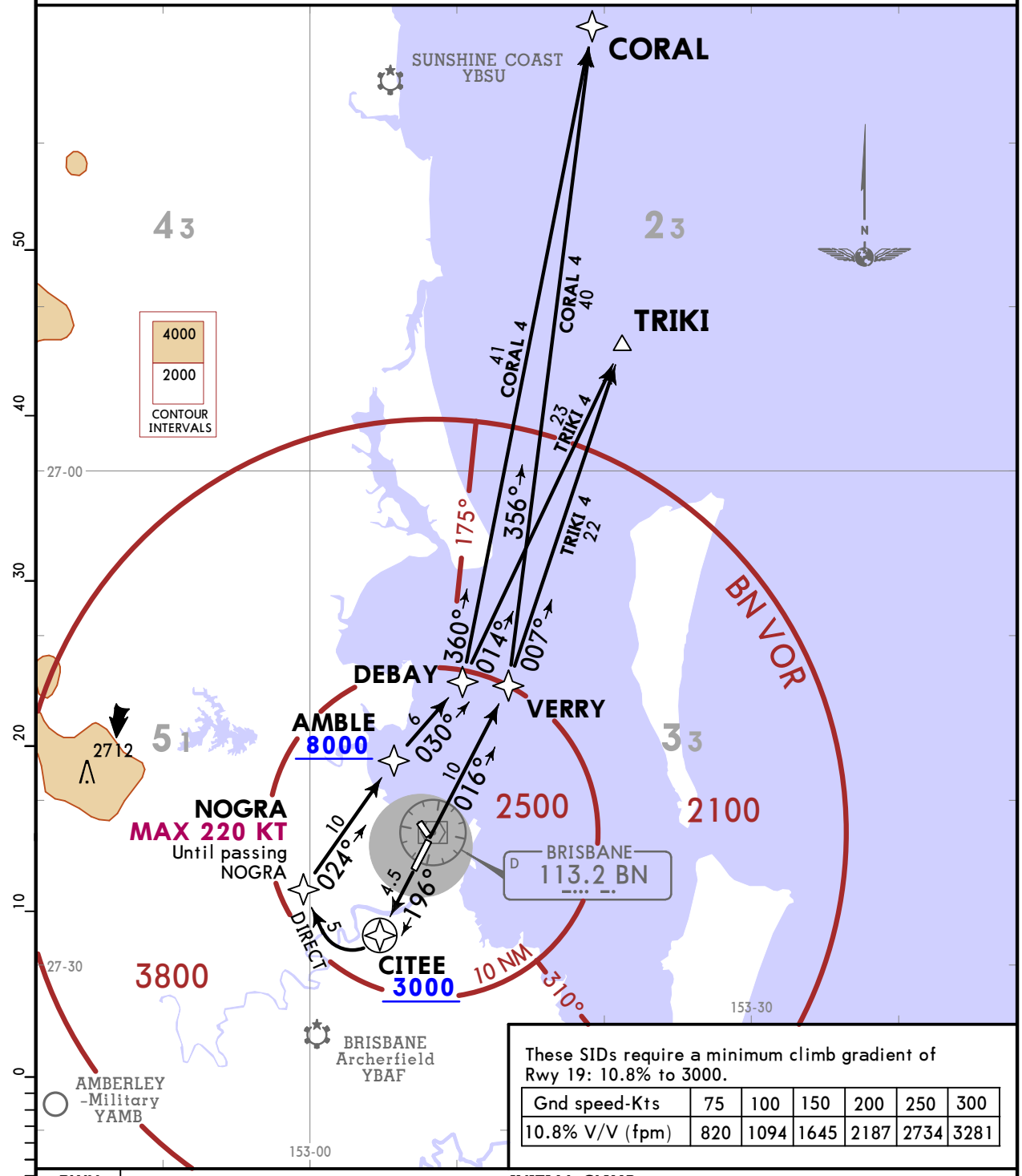
27 JUL 18 (10-3A)

RNAV SID

BRISBANE Departure (R)	Apt Elev	Trans alt: 10000
128.3	13	Jets only.

CORAL 4 [CORAL4], TRIKI 4 [TRIKI4] (RNAV) DEPARTURES

SPEED: MAX 250 KT BELOW 10000
MAX 220 KT UNTIL PASSING NOGRA



These SIDs require a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY	INITIAL CLIMB
01	Track 016° to VERRY. From VERRY turn LEFT. **For CORAL:** Track 356° to CORAL. **For TRIKI:** Track 007° to TRIKI.
19	MAX 220 KT until passing NOGRA. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE turn RIGHT. Track direct to NOGRA. Track 024° to AMBLE. Cross AMBLE at or above 8000. From AMBLE turn RIGHT, track 030° to DEBAY. From DEBAY turn LEFT. **For CORAL:** Track 360° to CORAL. **For TRIKI:** Track 014° to TRIKI.

CHANGES: New format.

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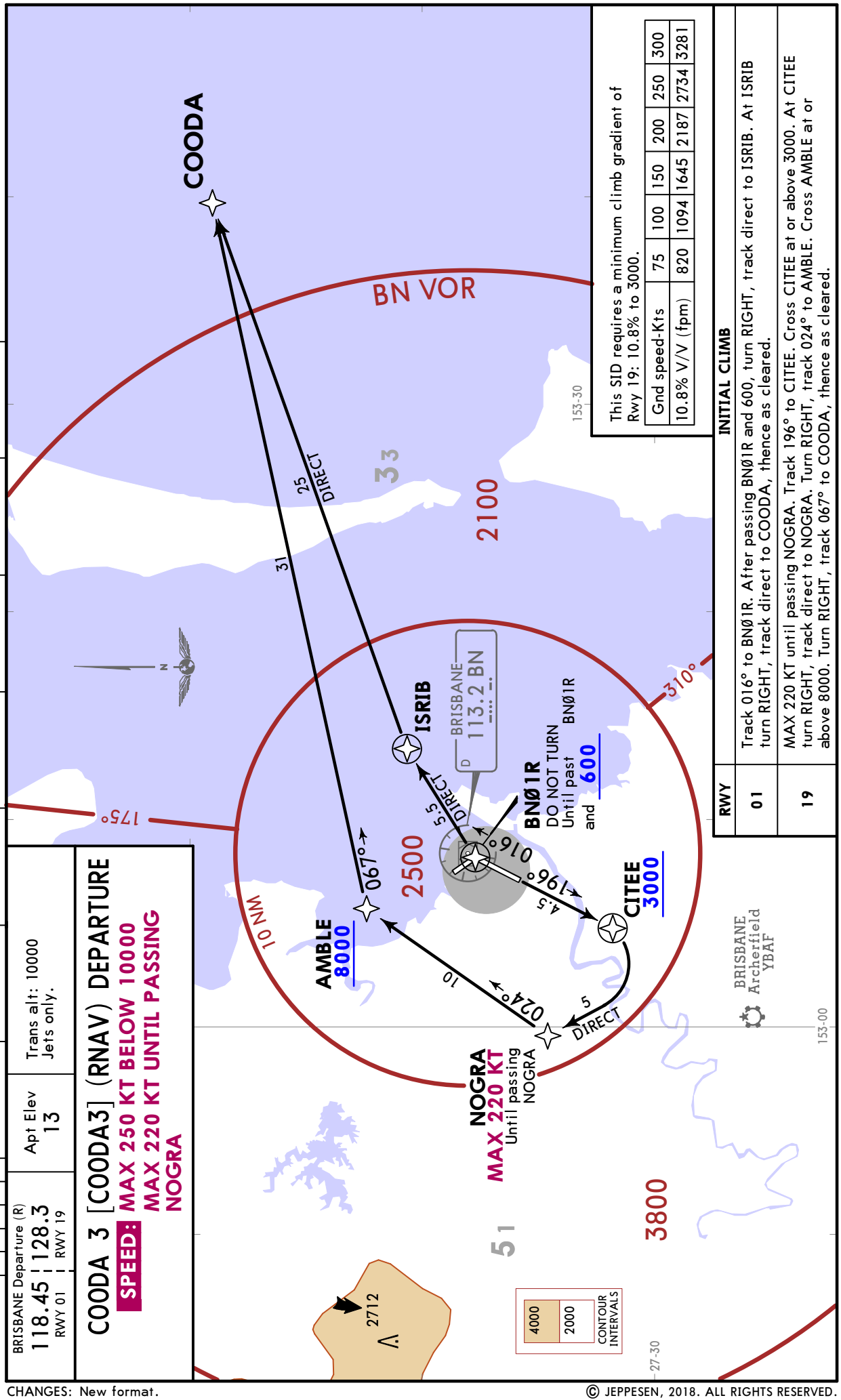
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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

27 JUL 18 (10-3B)

RNAV SID



This SID requires a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

INITIAL CLIMB

RWY	
01	Track 016° to BN01R. After passing BN01R and 600, turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to COODA, thence as cleared.
19	MAX 220 KT until passing NOGRA. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE turn RIGHT, track direct to NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000. Turn RIGHT, track 067° to COODA, thence as cleared.

BRISBANE Departure (R)
118.45 | 128.3
RWY 01 | RWY 19

Apt Elev 13

Trans alt: 10000
Jets only.

COODA 3 [COODA3] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000
MAX 220 KT UNTIL PASSING NOGRA

CHANGES: New format.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

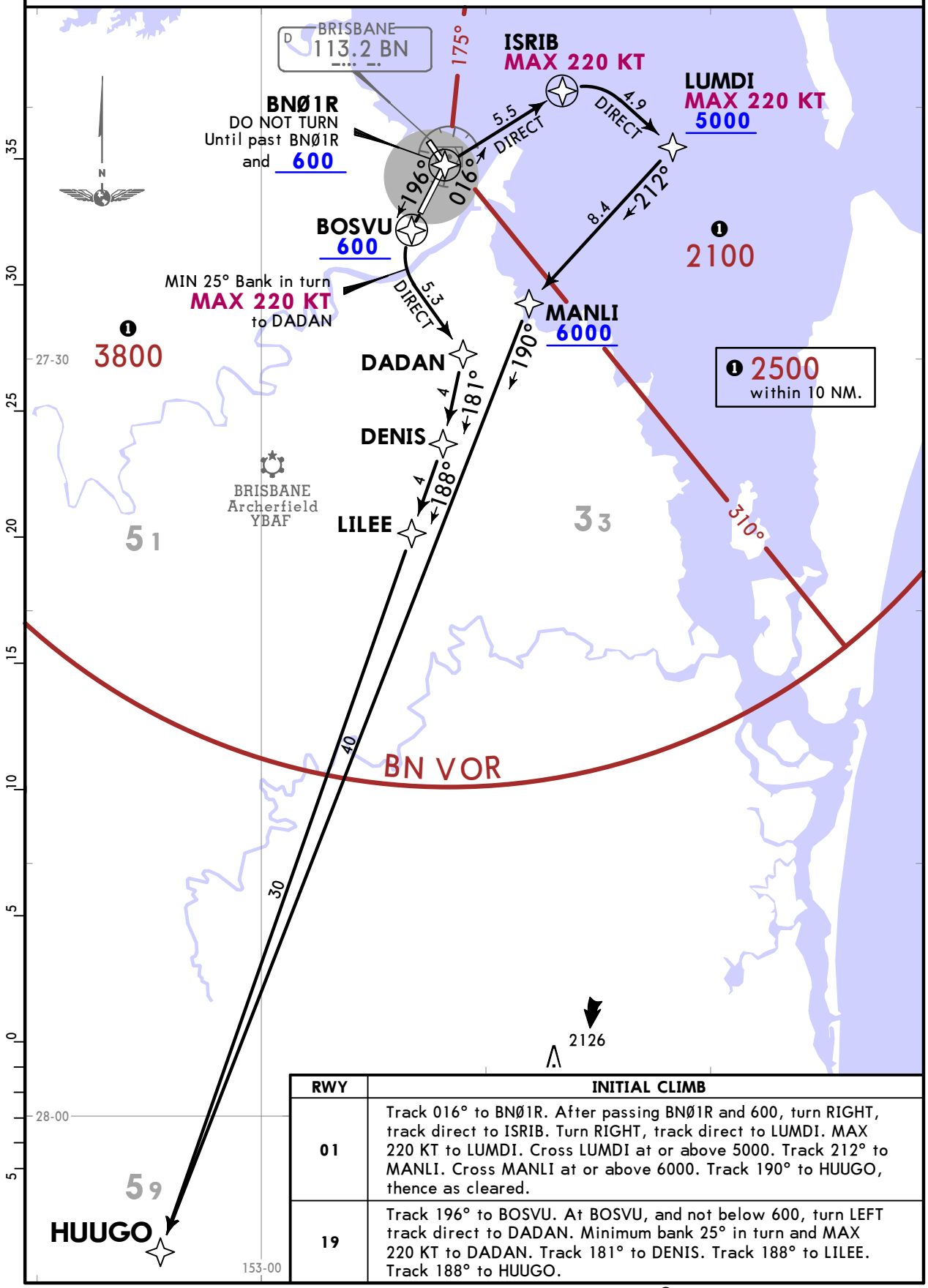
27 JUL 18 (10-3C)

RNAV SID

BRISBANE Departure (R)	Apt Elev	Trans alt: 10000
118.45	13	1. Jets only. 2. To remain in controlled airspace reach 1500 or above by D7.0 BN.

HUUGO 5 [HUUGO5] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000



RWY	INITIAL CLIMB
01	Track 016° to BNØ1R. After passing BNØ1R and 600, turn RIGHT, track direct to ISRIB. Turn RIGHT, track direct to LUMDI. MAX 220 KT to LUMDI. Cross LUMDI at or above 5000. Track 212° to MANLI. Cross MANLI at or above 6000. Track 190° to HUUGO, thence as cleared.
19	Track 196° to BOSVU. At BOSVU, and not below 600, turn LEFT track direct to DADAN. Minimum bank 25° in turn and MAX 220 KT to DADAN. Track 181° to DENIS. Track 188° to LILEE. Track 188° to HUUGO.

CHANGES: New format.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

YBBN/BNE
BRISBANE INTL

JEPPESEN
10 AUG 18 (10-3D)

BRISBANE, QLD, AUSTRALIA

RNAV SID

BRISBANE Departure (R)		Apt Elev	Trans alt: 10000
118.45 RWY 01	128.3 RWY 19	13	Jets only.

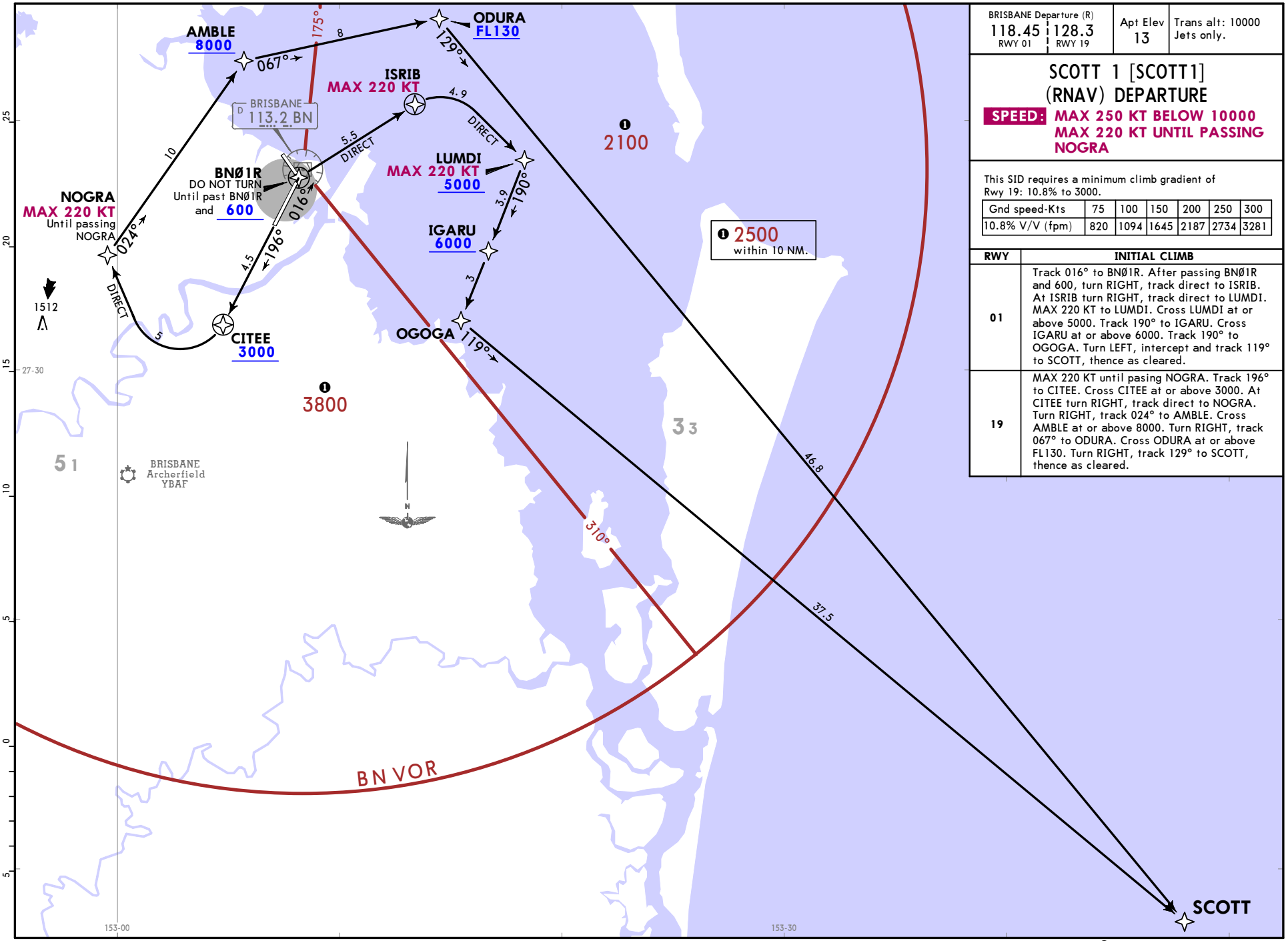
SCOTT 1 [SCOTT1] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000
MAX 220 KT UNTIL PASSING NOGRA

This SID requires a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	1767	2187	2734	3281

RWY	INITIAL CLIMB
01	Track 016° to BNØ1R. After passing BNØ1R and 600, turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. MAX 220 KT to LUMDI. Cross LUMDI at or above 5000. Track 190° to IGARU. Cross IGARU at or above 6000. Track 190° to OGOGA. Turn LEFT, intercept and track 119° to SCOTT, thence as cleared.
19	MAX 220 KT until pasing NOGRA. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE turn RIGHT, track direct to NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000. Turn RIGHT, track 067° to ODURA. Cross ODURA at or above FL130. Turn RIGHT, track 129° to SCOTT, thence as cleared.



CHANGES: Reissue.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

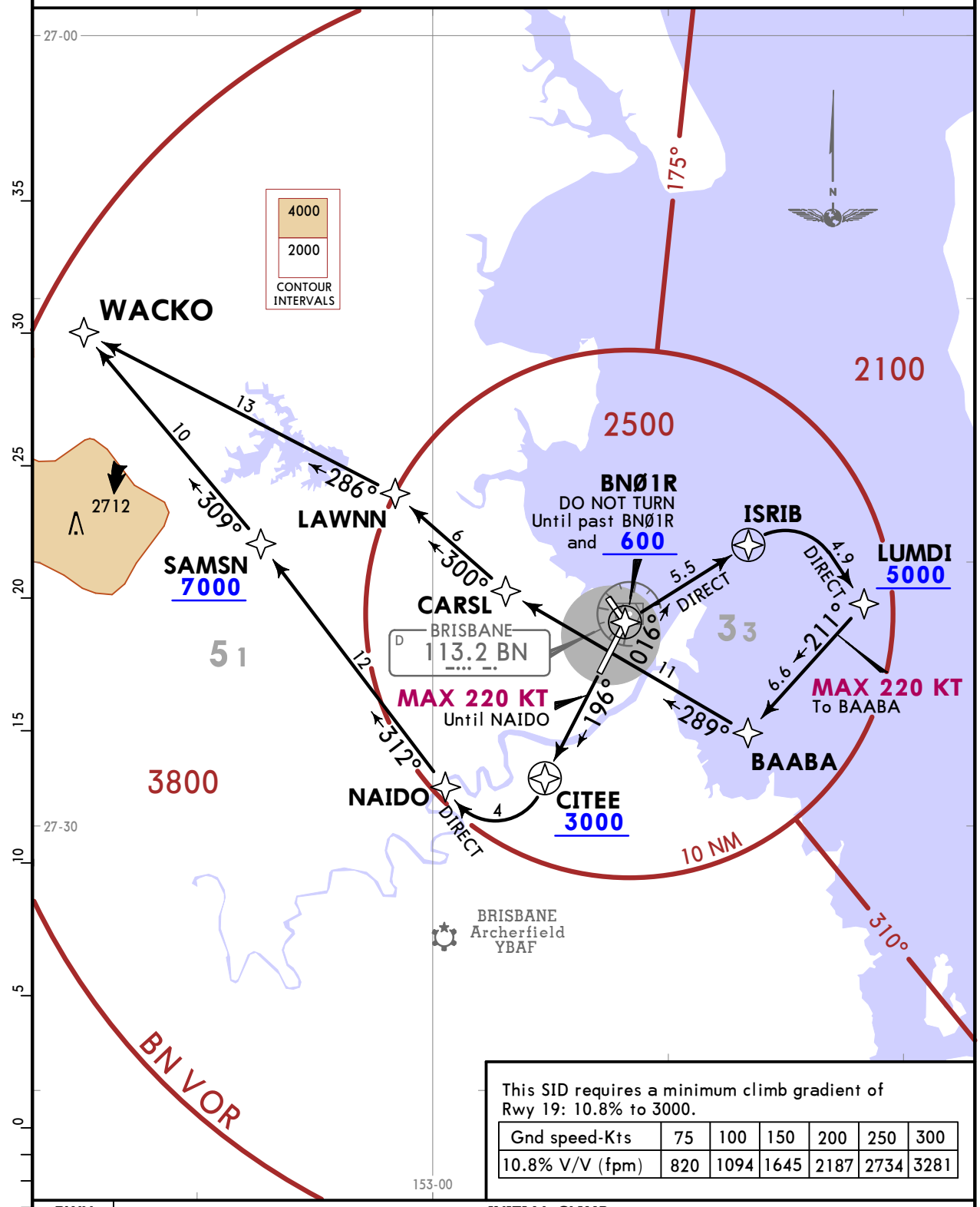
10 AUG 18 (10-3E)

RNAV SID

BRISBANE Departure (R)		Apt Elev	Trans alt: 10000
118.45 RWY 01	128.3 RWY 19	13	Jets only.

WACKO 1 [WACKO1] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY	INITIAL CLIMB
01	Track 016° to BNØ1R. After passing BNØ1R and 600, turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000. Turn RIGHT, track 211° to BAABA. MAX 220 KT to BAABA. Turn RIGHT, track 289° to CARSL. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO.
19	MAX 220 KT until NAIDO. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE, turn RIGHT, track direct to NAIDO. Track 312° to SAMSN. Cross SAMSN at or above 7000. Turn LEFT, track 309° to WACKO.

CHANGES: Reissue.

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YBBN/BNE

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

Airservices Air Traffic Control will facilitate over water operations and maximize the use of preferred flight paths wherever possible.

1. - PREFERRED RUNWAYS OPERATIONS

0600-2200 HR local Monday to Friday; and
0600-2100 HR local Saturday and Sunday. Refer Mode1.

Mode 1		
Priority	**Landing**	**Take-off**
1	Runway 01	Runway 01
2 (equal)	Runway 14	Runway 14
2 (equal)	Runway 32	Runway 32
3	Runway 19	Runway 19

All other times refer Mode 2

Mode 2		
Priority	**Landing**	**Take-off**
1	Runway 19	Runway 01
2	Runway 32	Runway 14
3	Runway 14	Runway 32
4	Runway 01	Runway 19

Reciprocal Runway Operations

During Mode 2, Reciprocal Runway Operations (RRO's) are the preferred runway mode. RRO's require:

- Downwind component does not exceed 10 knots (including gusts) and
- Runway surface completely dry.

Note: Traffic Management of RRO's - where safety requirements permit, airborne holding and start clearances will be employed to enable RRO'S.

Noise abatement will not be a determining factor in runway selection at Brisbane under the following circumstances:

1. During Thunderstorms and Low Visibility Procedures
2. MEDEVAC priority aircraft
3. Where traffic management procedures are required to safely manage ATC workload.

Where noise abatement procedures are prescribed, and ATC traffic management safety requirements permit, the following runway nomination provisions will be applied.

Jet Noise Abatement climb procedures apply 24 hours Runway 19.

Intersection departures on Runway 19 are not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW during Mode 1 and by all aircraft during Mode 2 - exception: jet aircraft not exceeding ICAO Code letter C aerodrome reference code are permitted to depart from A1 or intersection A3 during Mode 1.

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YBBN/BNE

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

2. - PREFERRED FLIGHT PATHS

2.1 - Arriving Aircraft

1. Landing Runway 19:

- During mode 1, all jet aircraft will not normally be descended below 3000′ until east of the coast to avoid noise sensitive areas.
- During mode 2, descent below 5000′ is not permitted for all jet aircraft until east of the coast.
- During mode 2, descent below 3000′ is not permitted for all non-jet aircraft until east of the coast.

2. Landing Runway 32:

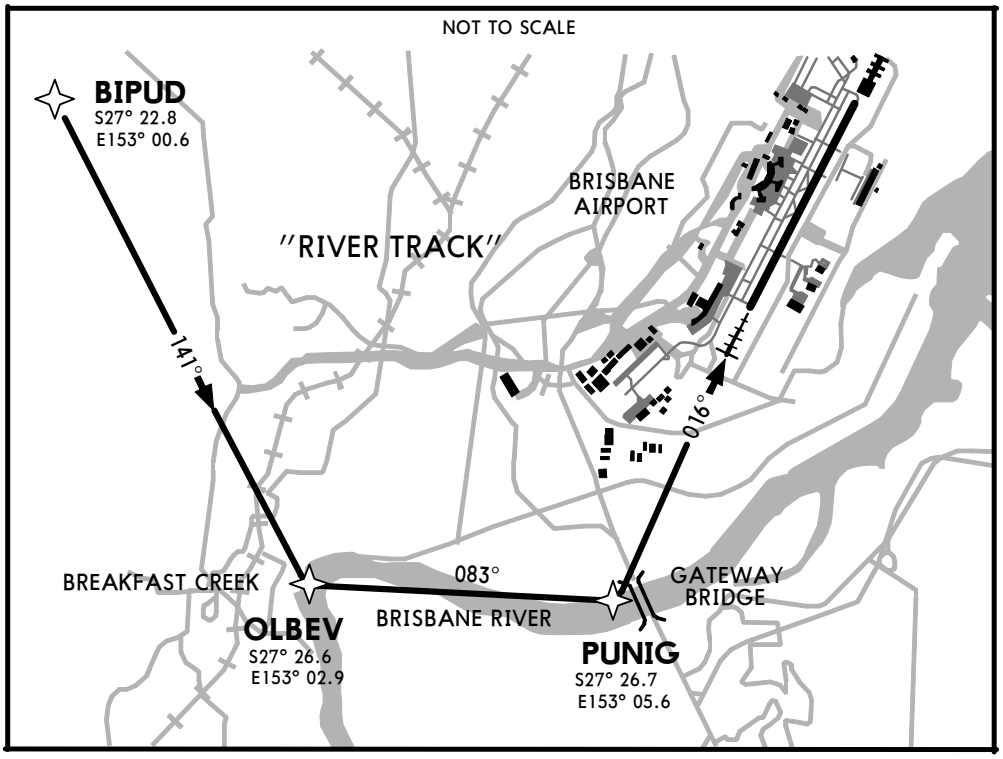
- During mode2, all aircraft will be normally tracked for right base.

3. Landing Runway 14:

- During mode 2, all aircraft will be normally tracked for left base.

4. Landing Runway 01:

- Jet aircraft arriving from the north on the SMOKA V ARRIVAL will be routed via "River Track" from waypoint BIPUD for a visual approach (see depiction below).
- During mode 2 when landing RWY 01, all aircraft shall not descend below 3000′ until aligned with the runway.



NOTE: To satisfy the requirements of 2.1(1) and (3) for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JCW-POODL-BN.

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YBBN/BNE

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS (CONTD)

2.2 - Departing Aircraft

1. Departing runway 19:

- Jet aircraft will normally be assigned a procedural SID.
- NON-JET aircraft will normally be assigned a SID RADAR.

2. Departing runway 14/32:

- All aircraft will be assigned a SID RADAR.
- Jet aircraft will normally be contained within a sector 360°-120°, over water until above 5000′.
- During mode 2, all aircraft will be contained within a sector 360°-120°, over water until above 5000′.

3. Departing Runway 01:

- Jet aircraft will normally be assigned a procedural SID.
- Non-jet aircraft will normally be assigned a SID RADAR.
- During mode 2, all aircraft will be contained within a sector 360°-120°, over water until above 5000′.

NOTE 1: In the above procedures the term ″all aircraft″ applies to all aircraft categories described in AIP ENR 1.5, para 9.1.1 and all other fixed wing aircraft having two or more engines.

NOTE 2: Procedural SID's issued to jet aircraft all have preferred noise abatement procedure flight paths.

NOTE 3: Jet aircraft may be cleared via a SID RADAR when required for weather or traffic management. When this occurs, they will be processed as closely as possible to comply with the applicable Mode 1 or Mode 2 Operations (NAP).

TRAINING FLIGHTS

a. Circuit training available 0000-0200 UTC and 0400-0700 UTC. Bookings required. Phone Brisbane TMA (07) 3866 3694.

b. Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on runway 01.

c. Jet and turbo-prop training and flight test operations not requiring runway or instrument approach procedures shall be flight planned in either.

(i) Low Performance Area (LPA) - within the minor arc between Brisbane VOR R-030 and R-100 from 15 to 30 DME; or

(ii) High performance Area (HPA) - within Class C and Class A airspace within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.

d. Arriving aircraft may request an instrument approach for training or license renewal. The request should be made as early as possible, preferably at flight planning.

e. Instrument approach and landing training not available Monday to Friday. Available Saturday 0100-0900 UTC and Sunday 2300-0600 UTC due to traffic. For other than arriving aircraft, Instrumen Approach and Landing training approvalshall be obtain from the National Operations Centre (NOC) Phone: 1800 020 626.

f. Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. Tower will advise if traffic disposition allows for a missed approach.

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TAXIWAY HOTEL - CODE E UPGRADE (MOWP 02/17)

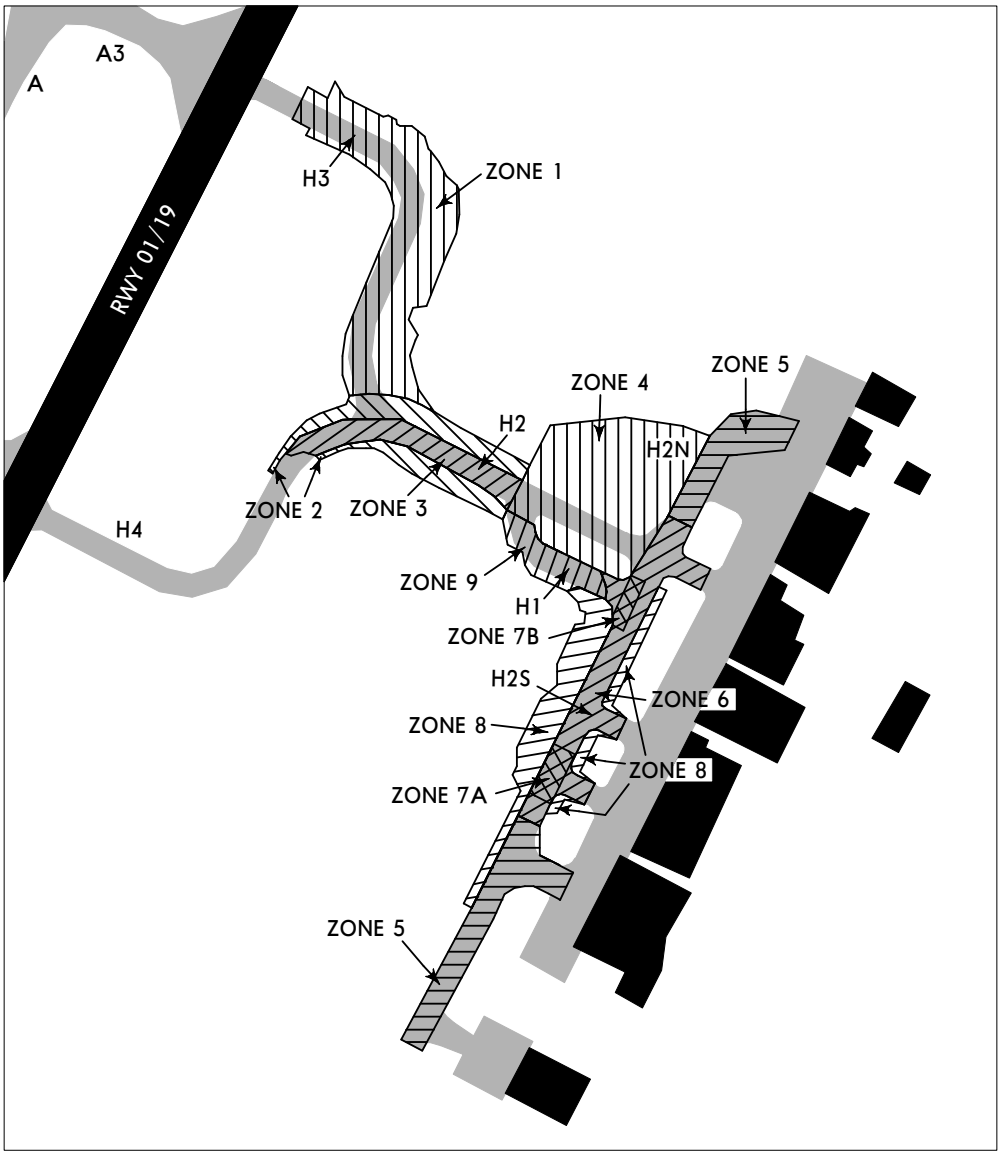
Works Information

This chart covers the construction works associated with the code E Upgrade of Taxiway Hotel to provide access to aircraft maintenance facilities for larger aircraft.

Scope of Works

The project includes the design, planning and construction of the Taxiway Hotel Code E Upgrade to enable larger aircraft to access the Virgin Hangar. Works include:

- Establish a site compound with appropriate temporary facilities to resource and administer the project;
- Construction of new taxiway high strength, shoulder strength and blast protection pavements;
- Installation of new aeronautical ground lighting and movement area guidance signs (MAGS);
- Construction of new stormwater drainage structures;
- Construction of lateral restraint kerbs;
- Line marking;
- Regrading, turfing, topsoiling, hydromulching and spraying with bitumen emulsion beyond the edges of the pavements where necessary;
- Demolition of existing pavement and removal of existing services and aeronautical ground lighting (as required).



CHANGES: Zones scope.

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TAXIWAY HOTEL - CODE E UPGRADE (CONTINUED) (MOWP 02/17)

STAGE 1

Permanent Taxiway Closures:
- Zone 1
- Zone 4 - unless required for trenching works on H1

Temporary Taxiway Closures:
- Zone 3 - 2030 to 0730 UTC Weekdays

STAGE 2

Permanent Taxiway Closures:
- Zone 1
- Zone 4

Temporary Taxiway Closures:
- Zone 8 - 2030 to 0730 UTC Weekdays
- Taxiway H2 - 2030 to 0730 UTC Weekdays

STAGE 3

Permanent Taxiway Closures:
- Zone 1
- Zone 9

Temporary Taxiway Closures:
- Zone 7A - Weekend 48 hour closure
- Zone 7B - Weekend 48 hour closure
- Zone 3 - Weekend 48 hour closure
- Zone 8 - 2030 to 0730 UTC Weekdays
- Taxiway H2 - 2030 to 0730 UTC Weekdays

STAGE 4

Permanent Taxiway Closures:
- Zone 1
- Zone 9 - H1

Temporary Taxiway Closures:
- Zone 2 & 4 - 2030 to 0730 UTC Weekdays
- Zone 3 - 2030 to 0730 UTC Weekdays

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NEW PARALLEL RUNWAY (NPR) CONSTRUCTION WORKS BETWEEN TWY A AND TWY B CONNECTIONS TO EXISTING AIRCRAFT PAVEMENTS AND ASSOCIATED WORKS

(MOWP 18/04)

WORKS INFORMATION

This chart covers the works associated with the construction of New Parallel Runway Twy's Y and Z and interfaces with existing Twy's A, B and B3.
The works included within this chart are the first phase of the overall works to tie-in the New Parallel Runway into the existing Rwy 01/19. The first phase is programmed to occur between, June 18 and January 19. Works are proposed to be undertaken each night, Sunday to Thursday between 1200-1900 UTC (2200-0500 AEST).

The Actual date and time for commencing works will be advised by NOTAM to be issued for each stage a minimum of 48 hours prior to commencing works.

RESTRICTIONS TO AIRCRAFT OPERATIONS

All works will be completed at night with Twy A or B Closures commencing at 1200 UTC (2200 AEST) and Twy Operational by 1900 UTC (0500 AEST) hours the following day. During the works Twy A or B will be restricted to Code C Aircraft.
Outside Twy A or B Closures the Twy's will be restricted to a Code C aircraft operations the clear and graded strip width will be reduced to a minimum total width of 73′ (22,4m) for Twy A or B.

Stage 1A

Eastern Side Twy B, construction of Drainage, Subgrade, Pavements.
Outside not available times of Twy B reduced to Code C.
Restrictions:
- Between hours Daily Sunday to Friday 1200 UTC to 1900 UTC Twy B not available between Twy W and B2. Twy B3 not available.
- Between hours Daily Monday to Thursday 1900 UTC 1200 UTC + 1 and Friday 1900 UTC to Sunday 1200 UTC Twy B between Twy C1 and B2 and Twy B3 restricted to Code C Aircraft.

Stage 1B

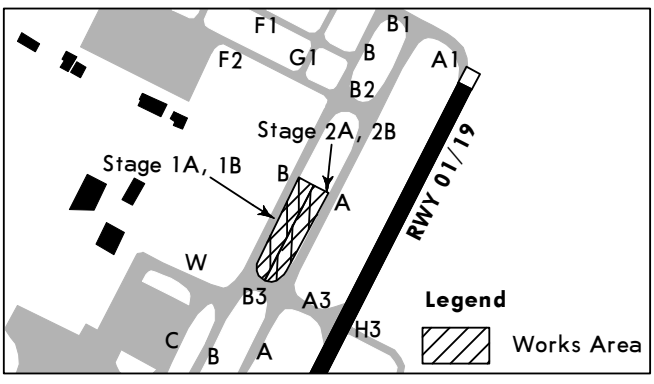
Eastern Side Twy B, construction of Twy Z stub and associated fillet works.
Outside not available times of Twy B Reduced to Code C and 37′ (11.2m) Clear and Graded Strip.
Restrictions:
- Between hours Daily Sunday to Thursday 1200 UTC to 1900 UTC Twy B not available between Twy W and B2. Twy B3 not available.
- Between hours Daily Monday to Thursday 1900 UTC 1200 UTC +1 and Friday 1900 UTC to Sunday 1200 UTC Twy B between Twy C1 and B2 and Twy B3 restricted to Code C Aircraft and 37′ (11.2m) Clear and Graded Strip.

Stage 2A

Western Side Twy A, Construction of Drainage, Subgrade, Pavements.
Outside not available times of Twy A Reduced to Code C.
Restrictions:
- Between hours 1200 UTC to 1900 UTC (2200 UTC to 0500 AEST) Twy A not available between Twy B2 and A3. Twy B3 not available.
- Between hours Daily Sunday to Thursday 1900 UTC 1200 UTC +1 and Friday 1900 UTC to Sunday 1200 UTC Twy A between Twy B2 and A3 and Twy B3 restricted to Code C Aircraft.

Stage 2B

Western Side Twy A, construction of Twy Z stub and associated fillet works.
Outside not available times of Twy A Reduced to Code C 37′ (11.2m) Clear and Graded Strip.
Restrictions:
- Between hours 1200 UTC to 1900 UTC (2200 to 0500 AEST) Twy A not available between Twy B2 and A3. Twy B3 not available.
- Between hours Daily Sunday to Thursday 1900 UTC 1200 UTC +1 and Friday 1900 UTC to Sunday 1200 UTC Twy A between Twy B2 and A3 and Twy B3 restricted to Code C Aircraft.
- Between 22/12/18 to 03/01/19 Twy A, B and B3 unrestricted (no civil works during this period).



CHANGES: Stage 2A restrictions, stage 1B, 2A, 2B depiction.

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CONSTRUCTION OF NPR AIRFIELD WORKS RWY 14/32 CLOSURE

(MOWP 07/18)

WORKS INFORMATION

This chart covers the New Parallel Runway (NPR) Airfield works adjacent to Runway (RWY) 14/32 and the restrictions that will be applied during the construction works. The works included within this chart are the 4th Phase of the NPR Airfield works and are programmed to occur from Friday 10th August to Monday 17th September 2018

WORK STAGES

Restrictions for Civil Works from Land Area

Rwy 14/32 and Twy D1, D2 and D3 not available commencing at 2000 Thursday 09/08/2018 (UTC) and operational by 0200 Monday 17/09/2018 (UTC).

Restrictions for Marine Works access from Moreton Bay Area

Rwy 14/32 and Twy D1, D2 and D3 not available commencing at 2000Thursday 09/08/2018 (UTC) and operational by 0200 Monday 17/09/2018 (UTC).

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

YBBN/BNE

Apt Elev 13′
S27 23.0 E153 07.1

JEPPESEN
24 AUG 18
10-9

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

ATIS	BRISBANE Delivery	Ground
113.2 125.5	118.6	121.7

Tower	BRISBANE Departure (R)	
	Northwest of extended C/L Rwy 01/19	Southeast of extended C/L Rwy 01/19
120.5	128.3	118.45

For AIRPORT BRIEFING refer to 10-1P page.

180° turns only available at turning node end of Rwy 32 for ATR72/DHC-8 (Code C) aircraft and above.

Twy D between Twy B1 and Twy D1 not available sunset to sunrise to northbound traffic.

Twy E between Twy D and Twy E1 not available sunset to sunrise to northbound traffic.

CAUTION: Heavy aircraft must turn right at B1.

Twy H2 not available to aircraft above following MAX weight limitations:
A330 317,466 lbs (144,000 kg)
B777 434,311 lbs (197,000 kg)

Rapid exit Twy A5S not marked with hold point.

❶ Twy H2N and H2S and Twy M east of the perimeter road designated as apron for vehicle movements only due to lack of access road to and from maintenance hangars.

❷ Twys H2, H2N, H2S, H3 and H4 not available for acft above 88,185 lbs (40,000 kg) and 1000 kPa. All F28, BAE 146, F100, B717 and B737 acft movements to be under tow only.

❸ Twy M not available to aircraft above following MAX weight limitations:
A330 340,270 lbs (154,344 kg)
A340 537,341 lbs (260,063 kg)
A350 401,241 lbs (182,000 kg)
A380 707,688 lbs (321,002 kg)
B737 174,165 lbs (79,000 kg)
B747 739,960 lbs (335,640 kg)
B767 312,891 lbs (141,925 kg)
B777 401,775 lbs (182,242 kg)
B787 357,149 lbs (162,000 kg)

❺ Twy H3 restricted to max B777-300ER (code E) aircraft.

❻ Twy H4 restricted to max B737/A320 (code C) aircraft, available for Dash 8.

When Rwy 19 is nominated, Twy A4 not available for arriving acft unless directed by ATC.
B737 aircraft and above not to execute 180° turns on Rwy 14/32 or Rwy 01/19.
Ground running of engines require prior approval.
Twys D, E, F1 and F2 not available for aircraft above 145,505 lbs (66,000 kg) and 1475 kPa.
B777-300, A340-600 and A380-800 operations: Twys associated with Rwy 01/19 are 75′ (23m) wide. Due to excessive acft wheelbase, normal twy safety edge margin not available. Pilots should apply judgmental oversteer when negotiating twy intersections at B/C9, B/C10 and on Intl Apron. Pilots should request marshalling assistance from a fixed base operator (FBO) if acft ground maneuvering cameras are not available.

All aircraft vacating international apron required continuous taxi on Twy C9 and 10 using minimum power.

Aircraft to use minimum power when entering, exiting and operating on all aprons.

All twys: Outboard engines on B747 and A340 ACFT to be operated at low power to prevent twy erosion and engine ingestion.

General Aviation apron operations are subject to runway/apron slot management.

❹ Unless operational requirements, the taxi lane between Twy F2 and Twy F4 is not to be used for transiting taxiing aircraft to service Rwy 14/32.

Twy A is to be used in the same direction as the duty runway and Twy B is to be used in the opposite direction, unless otherwise instructed by ATC.

A380 (Code F acft) operations using Intl Apron to use Twy C9 and Twy C8 only to Intl Apron. A380-compatible Bays 72, 73, 74, 75 and 76.

Twy C10 and Intl Apron taxilane not available to A380 (Code F acft) operations.

Twy C3T and apron taxilane between Twy C3 and Twy C4 available to Max Acft B737/A321.

Twy C4 restricted max A330 aircraft.

Twy C6 restricted to max B737/A321 (code C) aircraft.

Twy L at Twy P intersection reduced wing tip clearance to 25′ (7.5m) on east side of Twy L for A380 (code F) aircraft.

Twy P reduced wing tip CLR to 7.5M on western side for A380 (code F) ACFT.

Aircraft cannot turn from Twy P onto Twy L at Twy J or Twy L onto Twy P at Twy J due to no fillet pavement. Turn-around loop available for aircraft up to and including B747 on Logistics Apron.

FOR PARKING POSITIONS SEE CHART 10-9A1

FOR PARKING POSITIONS SEE CHART 10-9A2

FOR PARKING POSITIONS SEE CHART 10-9A3

FOR PARKING POSITIONS SEE CHART 10-9A2

General Aviation Maintenance Area

Airline Maintenance Area

General Aviation

Domestic Apron

Control Tower

International Apron

Lima Twy Loop

Logistics Apron

VOR

ARP

Elev 11′

Elev 9′

Elev 12′

5577′/1700m

11,680′/3560m

14/32

19/01

110°

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Twy H3, H4 restriction notes.

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YBBN/BNE BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

GENERAL

Significant bird hazard exists.
All aircraft must provide their parked position/gate number to ATC on acknowledgment of airways clearance.
Pilots of aircraft landing on Rwy 14-32 shall report "Runway Vacated" on Ground frequency.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶ 19	❷HIRL CL HIALS REIL ❸PAPI (angle 3.0°)	11,483' 3500m	10,254' 3125m	❹	148' 45m
	❷HIRL CL HIALS TDZ ❸ PAPI (angle 3.0°)		10,579' 3224m		

❶ Grooved.
❷ Manual.
❸ MEHT 64'.
Standby power available.

❹TAKE-OFF RUN AVAILABLE

RWY 01:
From rwy head 11,483' 3500m
Twy M 8809' 2685m
Twy A7 8822' 2689m
Twy A6 6174' 1882m
Twy A5 4632' 1412m
Twy A4 4196' 1279m
Twy A3 2654' 809m

RWY 19:
From rwy head 11,680' 3560m
Twy H4 7559' 2304m
Twy H3 9101' 2774m
Twy A4S 6476' 1974m
Twy A4 7582' 2311m
Twy A3 9124' 2781m

14 32	❺ MIRL PAPI (angle 3.0°, MEHT 51')	5577' 1700m		5577' 1700m	98' 30m

❺ Manual.
Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT
1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
1.4 Commence the take off roll as soon as take off clearance is issued.
2. ARRIVING AIRCRAFT
2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 01/19. Both aircraft may occupy the runway during application of the standard.
2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 01/19. 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 required, 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	TWY Exits	LED
01	Turboprop, Jet	❻❼ A5S	4839' 1475m
	Jet, Heavy	❻❼ A4S	6381' 1945m
		A4	7536' 2297m
		A3	9131' 2783m
19	Turboprop, Jet	❻❼ A5	4734' 1443m
	Jet, Heavy	❻❼ A6	6276' 1913m
		A7	9016' 2748m

❻ Preferred exits.
❼ Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50 KT.

TAKE-OFF

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

❶ For CASA approved operators, RWY 01/19 is capable of supporting take-offs with an RVR/RV of not less than 350 meters.

FOR FILING AS ALTERNATE

	Special ILS-Y or LOC-Y Rwy 01 ILS-Y or LOC-Y Rwy 19 ILS-Z or LOC-Z Rwy 01 ILS-Z or LOC-Z Rwy 19 VOR Rwy 19	Other
A	700'-2.5 km	1137'-4.4 km
B		
C		1267'-6.0 km
D		1337'-7.0 km

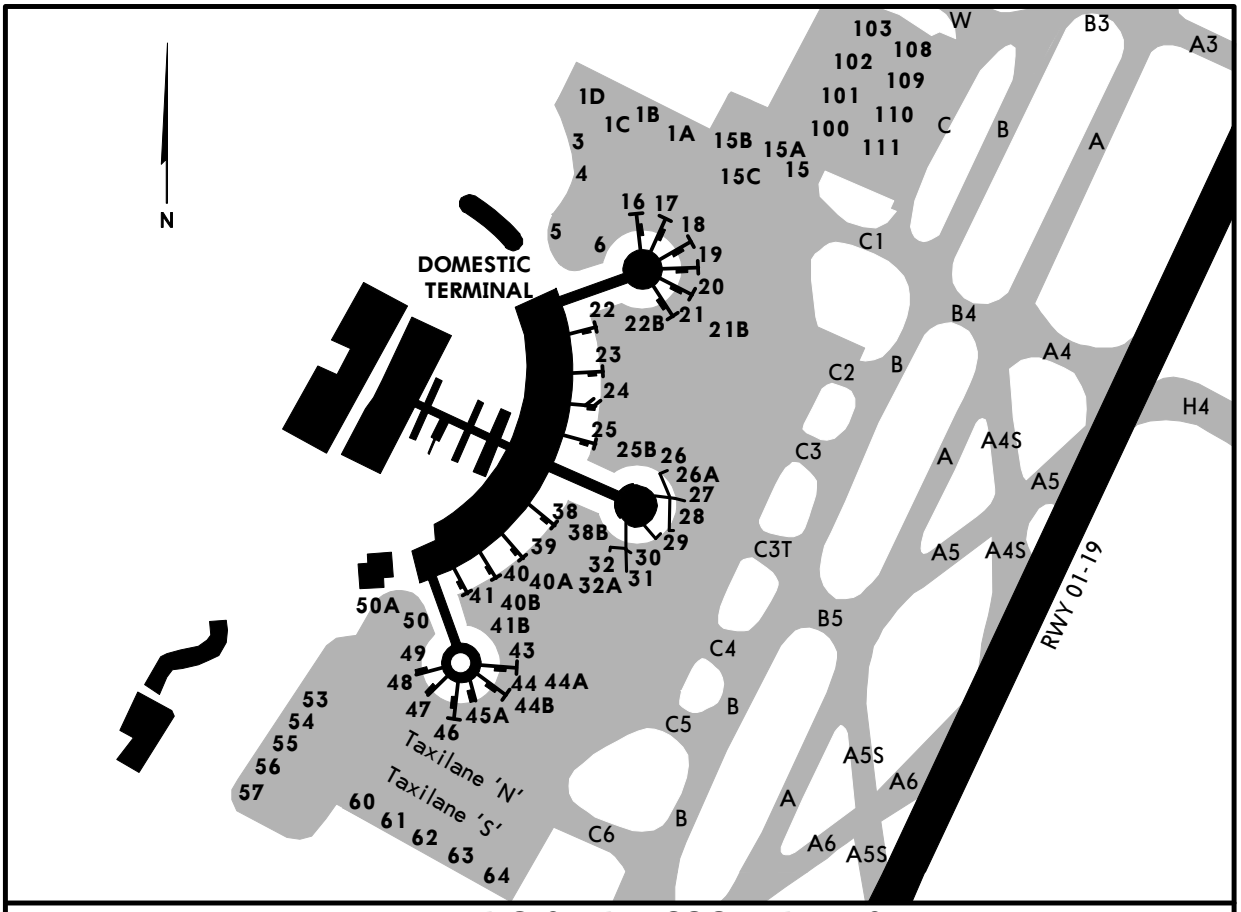
CHANGES: None.

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YBBN/BNE JEPPESEN BRISBANE, QLD, AUSTRALIA

23 FEB 18 (10-9A1) **Eff 1 Mar**

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	NOSE IN GUIDANCE
1A	S27 22.9 E153 07.4	12′	MARSHALLED
1B, 1C, 1D, 3, 4	S27 22.9 E153 07.3	12′	MARSHALLED
5, 6	S27 23.0 E153 07.3	12′	MARSHALLED
15	S27 22.9 E153 07.4	11′	MARSHALLED
15A, 15B	S27 22.9 E153 07.4	10′	MARSHALLED
15C	S27 22.9 E153 07.4	12′	MARSHALLED
16	S27 23.0 E153 07.3	12′	MARSHALLED
17	S27 23.0 E153 07.3	12′	APIS
18, 19	S27 23.0 E153 07.4	12′	CENTERLINE + SIDEMARKER
20	S27 23.0 E153 07.4	12′	APIS
21	S27 23.0 E153 07.4	12′	CENTERLINE + SIDEMARKER
21B	S27 23.0 E153 07.4	12′	MARSHALLED
22	S27 23.0 E153 07.3	12′	CENTERLINE + SIDEMARKER
22B	S27 23.0 E153 07.3	12′	MARSHALLED
23	S27 23.1 E153 07.3	12′	CENTERLINE + SIDEMARKER
24	S27 23.1 E153 07.3	12′	APIS
25	S27 23.1 E153 07.3	12′	SAFEGATE
25B	S27 23.1 E153 07.3	12′	MARSHALLED
26, 26A	S27 23.1 E153 07.4	12′	MARSHALLED
27 thru 29	S27 23.2 E153 07.4	12′	MARSHALLED
30 thru 32A, 38B	S27 23.2 E153 07.3	12′	MARSHALLED
38	S27 23.2 E153 07.3	12′	SAFEGATE
39	S27 23.2 E153 07.2	12′	CENTERLINE + SIDEMARKER
40, 40A/B	S27 23.2 E153 07.2	12′	SAFEGATE
41	S27 23.2 E153 07.2	12′	CENTERLINE + SIDEMARKER
41B	S27 23.3 E153 07.2	12′	MARSHALLED
43	S27 23.3 E153 07.2	12′	CENTERLINE + SIDEMARKER
44, 44A/B, 45A	S27 23.3 E153 07.2	12′	SAFEGATE
46	S27 23.3 E153 07.2	12′	CENTERLINE + SIDEMARKER
47, 48	S27 23.3 E153 07.1	12′	SAFEGATE
49	S27 23.3 E153 07.1	11′	MARSHALLED
50, 50A	S27 23.2 E153 07.1	11′	MARSHALLED
53	S27 23.3 E153 07.1	12′	MARSHALLED
54, 55	S27 23.3 E153 07.0	12′	MARSHALLED
56, 57	S27 23.4 E153 07.0	12′	MARSHALLED
60, 61, 62	S27 23.4 E153 07.1	12′	MARSHALLED
63, 64	S27 23.4 E153 07.2	12′	MARSHALLED
100, 101	S27 22.9 E153 07.5	12′	MARSHALLED
102, 103, 108	S27 22.8 E153 07.5	12′	MARSHALLED
109 thru 111	S27 22.9 E153 07.5	12′	MARSHALLED

CHANGES: None.

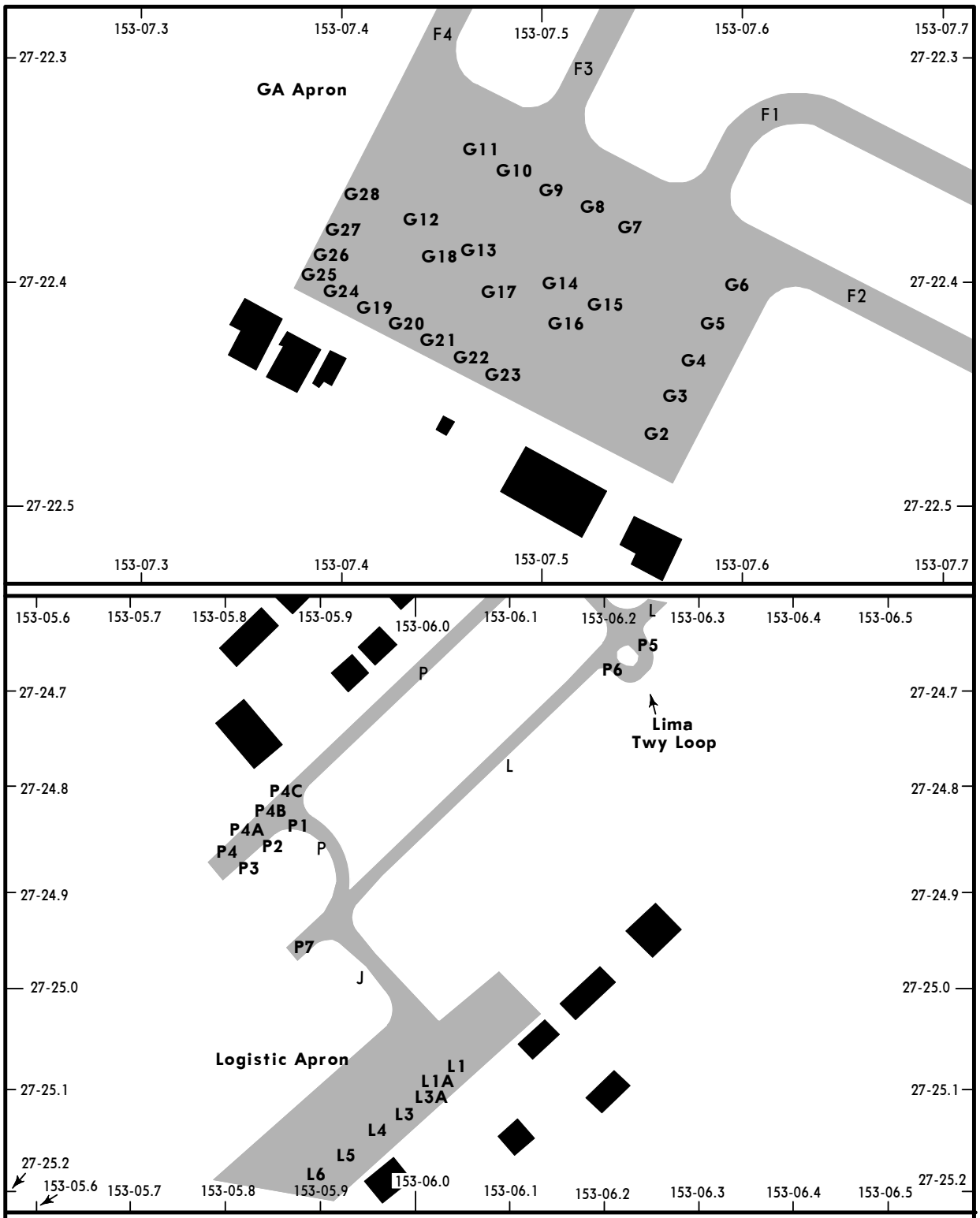
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YBBN/BNE JEPPESEN BRISBANE, QLD, AUSTRALIA

23 FEB 18 (10-9A2) Eff 1 Mar

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
	GA APRON			**LOGISTIC APRON**	
G2 thru G4	S27 22.5 E153 07.6	12′	L1	S27 25.1 E153 06.1	12′
G5	S27 22.4 E153 07.6	12′	L1A, L3, L3A	S27 25.1 E153 06.0	12′
G6	S27 22.4 E153 07.6	13′	L4	S27 25.2 E153 06.0	12′
G7	S27 22.4 E153 07.5	13′	L5, L6	S27 25.2 E153 05.9	13′
G8 thru G11	S27 22.4 E153 07.5	12′	P1	S27 24.8 E153 05.9	12′
G12	S27 22.4 E153 07.4	12′	P2 thru P4	S27 24.9 E153 05.8	9′
G13 thru G18	S27 22.4 E153 07.5	12′	P4A, P4B	S27 24.9 E153 05.8	9′
G19, G20	S27 22.4 E153 07.4	12′	P4C	S27 24.8 E153 05.8	9′
G21 thru G23	S27 22.5 E153 07.5	12′	P5	S27 24.7 E153 06.3	9′
G24 thru G28	S27 22.4 E153 07.4	12′	P6	S27 24.7 E153 06.2	9′
			P7	S27 24.9 E153 05.9	9′

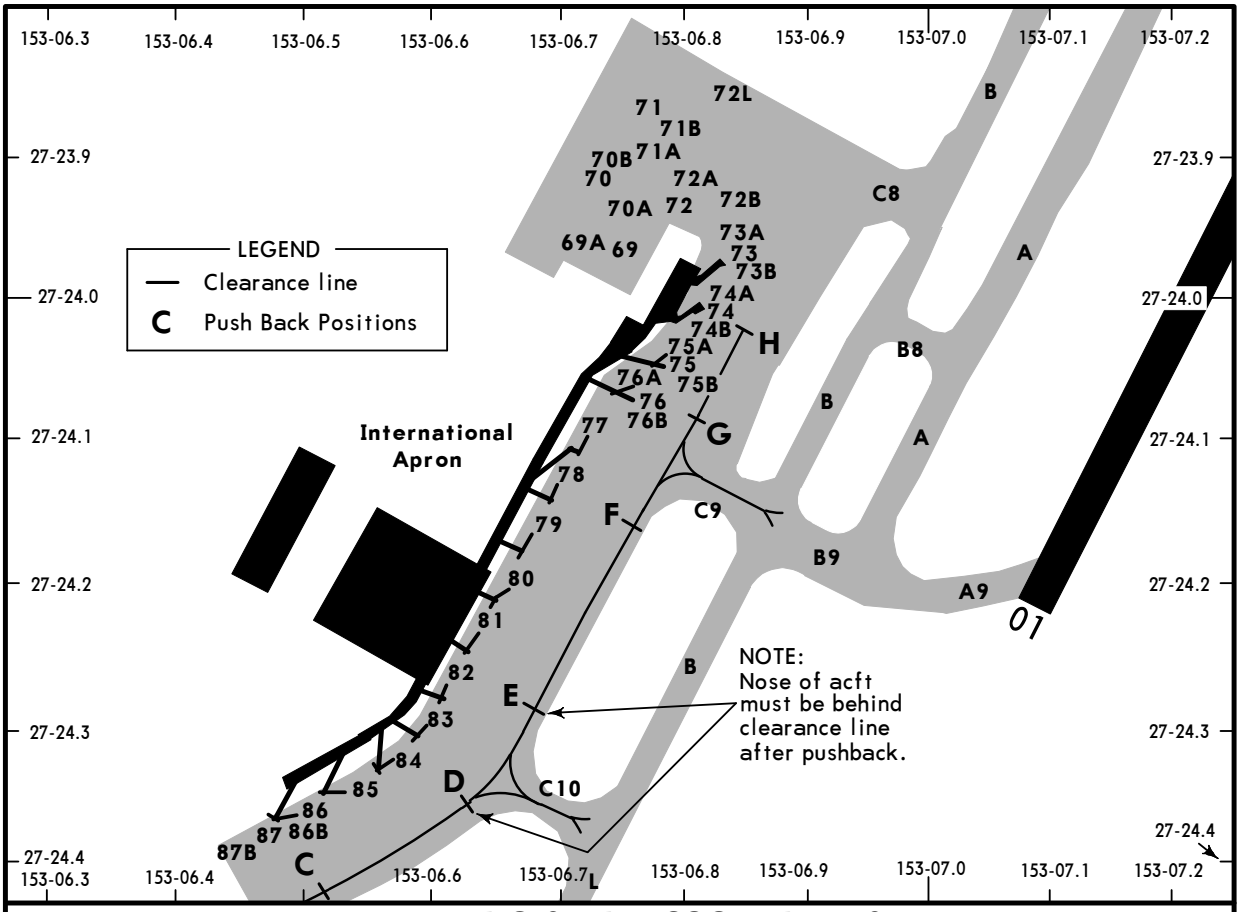
CHANGES: Logistic Apron inset moved from 10-9 chart, L3A stand established.

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YBBN/BNE JEPPESEN BRISBANE, QLD, AUSTRALIA

23 FEB 18 (10-9A3) Eff 1 Mar

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	NOSE IN GUIDANCE
69	S27 24.0 E153 06.8	15′	MARSHALLER
69A	S27 24.0 E153 06.7	15′	MARSHALLER
70 thru 72A	S27 23.9 E153 06.8	15′	MARSHALLER
72B	S27 23.9 E153 06.9	15′	MARSHALLER
72L	S27 23.9 E153 06.8	15′	MARSHALLER
73, 73A	S27 23.9 E153 06.9	15′	SAFEGATE
73B	S27 24.0 E153 06.9	15′	SAFEGATE
74 thru 75A	S27 24.0 E153 06.8	15′	SAFEGATE
75B, 76, 76A, 76B	S27 24.1 E153 06.8	15′	SAFEGATE
77, 78	S27 24.1 E153 06.7	15′	SAFEGATE
79 thru 81	S27 24.2 E153 06.7	15′	SAFEGATE
82 thru 84	S27 24.3 E153 06.6	15′	SAFEGATE
85, 86	S27 24.4 E153 06.5	15′	SAFEGATE
86B, 87, 87B	S27 24.4 E153 06.5	15′	MARSHALLER

CHANGES: New chart.

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VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems (VDGS) used at Brisbane iclude:

- 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 + Sidemaker'. 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 Centreline 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.



RED/GREEN
Left of centerline

GREEN/GREEN
On centerline

GREEN/RED
Right of centerline

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.



DULL GREEN | INTENSE GREEN | GREEN | WHITE | RED

Figure 2. Side Marker Lights.

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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.

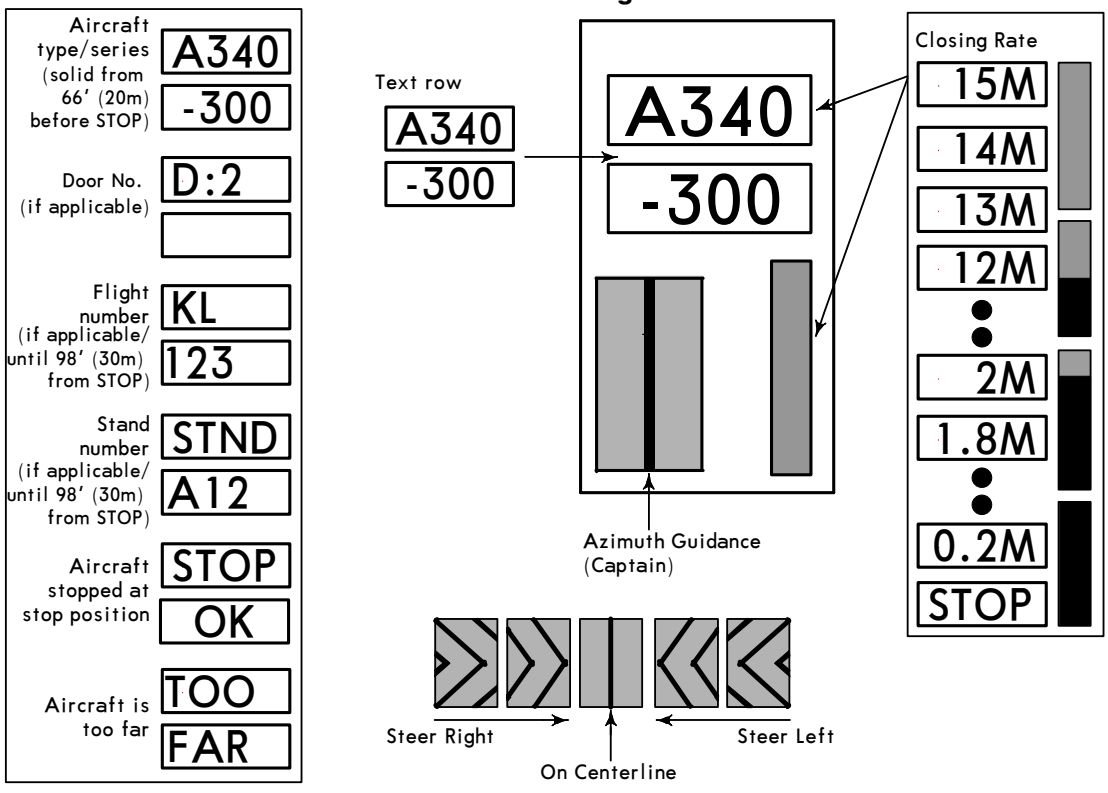
On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric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

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

a. Identify the correct parking position.
b. Ensure that the aerobridge retraction light indicates green.
c. Follow the taxi-in line and watch the centreline beacon.
d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
e. About 66' (20m) before STOP, the aircraft type display goes steady and the door number disappears.
f. Follow the azimuth guidance display. The black 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.
g. The full closing rate 'thermometer' indicates at least 43' (13m) to STOP.
h. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
i. The deletion of each 'thermometer' bar indicates about one half metre progression.
j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
l. The entire display automatically shuts down after some seconds.

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

APIS Diagram



APIS++ Visual Docking Guidance System - typical configuration
NOTE: Some APIS++ installations have a signal row of text information.

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VISUAL DOCKING GUIDANCE SYSTEMS

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 Unit.

The Position Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

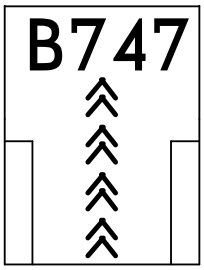
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VISUAL DOCKING GUIDANCE SYSTEMS

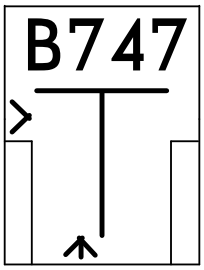
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

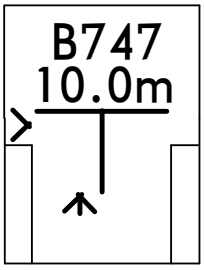
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



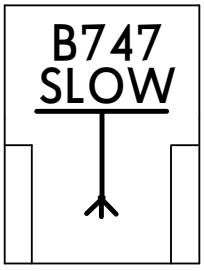
CAPTURE
Searching for aircraft



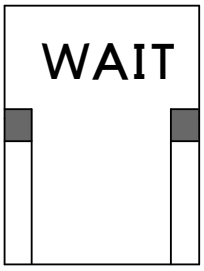
TRACKING AIRCRAFT
Aircraft left of centerline



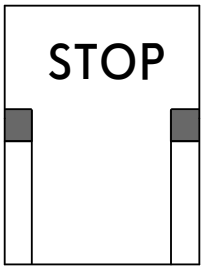
CLOSING RATE



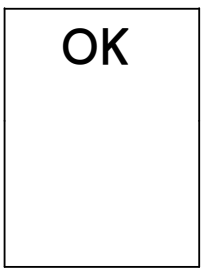
SLOW (DECREASE SPEED)



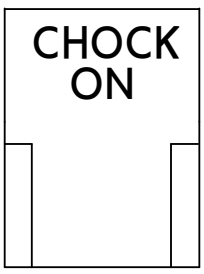
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-1) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Z or LOC-Z Rwy 01

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

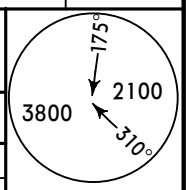
BRIEFING STRIP™

LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 13′
109.5	016°	1220′ (1208′)	220′ (208′)	Rwy 12′

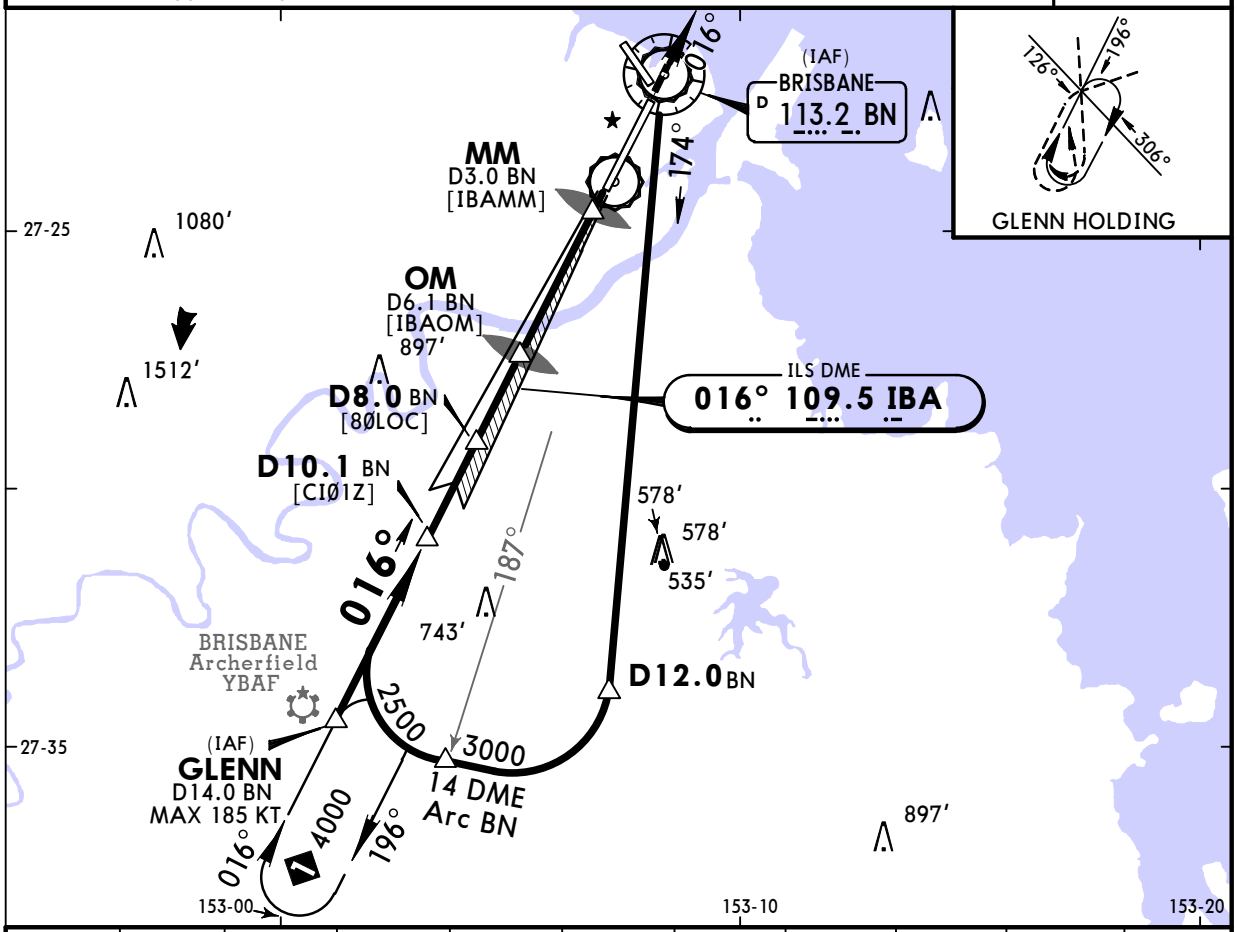
MISSED APCH: Track 016°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

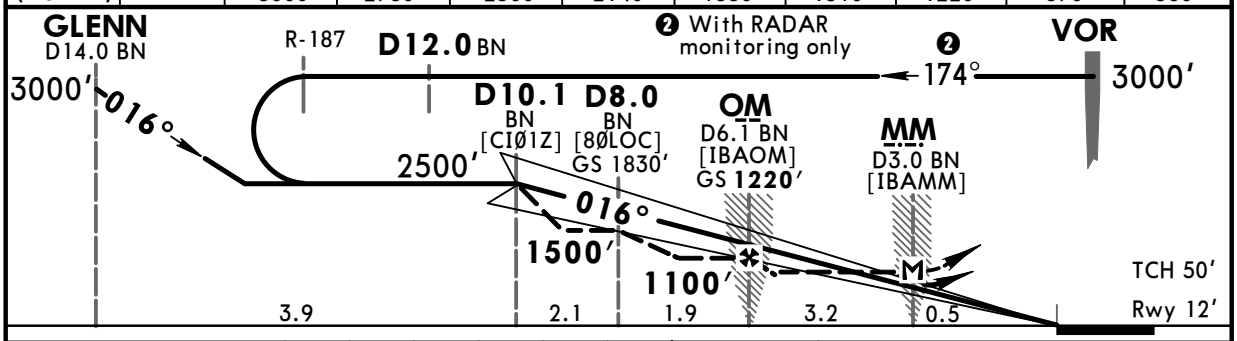
1. BN DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA BN VOR 2500 within 10 NM



LOC (GS out)	BN DME	11.7	11.0	10.1	9.0	8.0	7.0	6.1	5.0	4.1
	ALTITUDE	3000′	2780′	2500′	2140′	1830′	1510′	1220′	870′	560′



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/D3.0 BN							

HIALS PAPI PAPI 016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 220′ (208′) FULL	ILS DA(H) 220′ (208′) HIRL out	ILS DA(H) 220′ (208′) HIALS out	LOC (GS out) DME MDA(H) 560′ (548′)	LOC (GS out) DME MDA(H) 560′ (548′) HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	2.2 km	3.1 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-2) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Y or LOC-Y Rwy 01

BRIEFING STRIP™

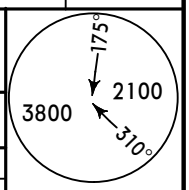
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	
109.5	016°	1220′ (1208′)	220′ (208′)	Apt Elev 13′ Rwy 12′

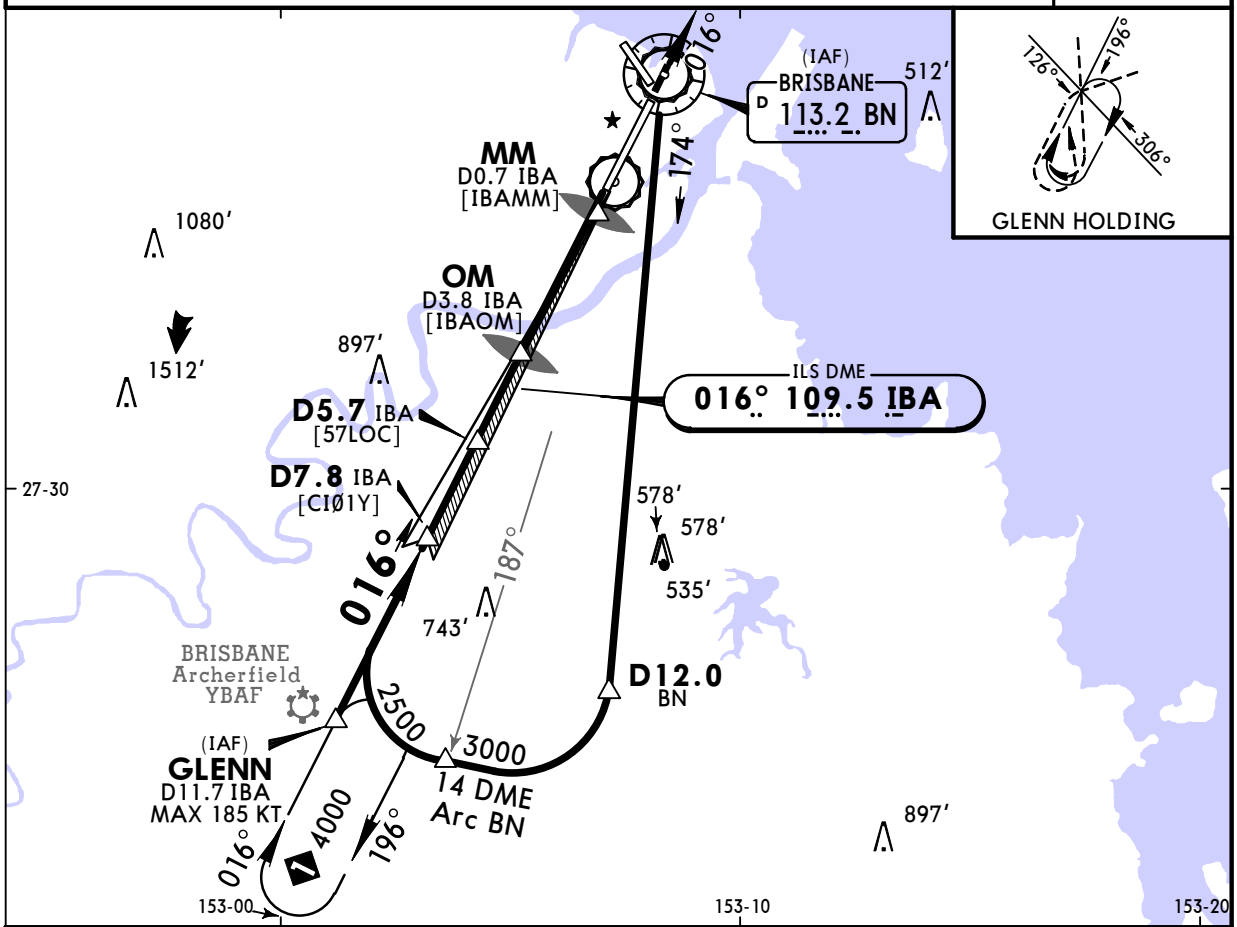
MISSED APCH: Track 016°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

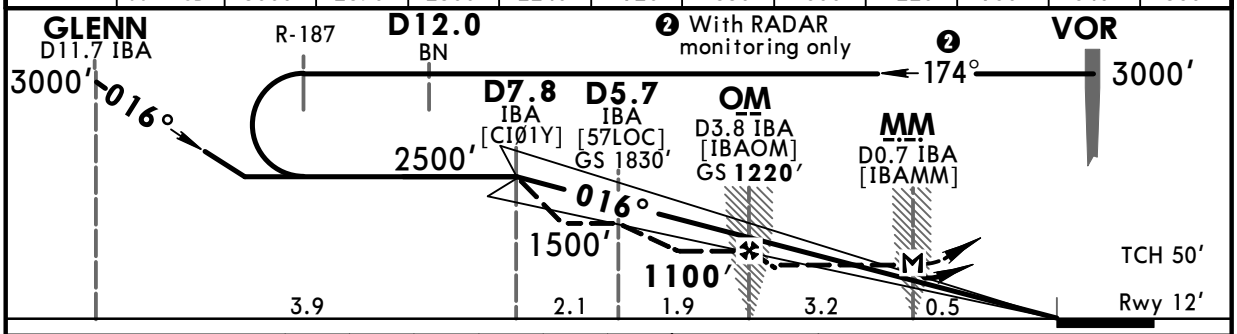
1. IBA DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA BN VOR 2500 within 10 NM



LOC (GS out)	IBA DME	9.4	9.0	7.8	7.0	6.0	5.7	5.0	3.8	3.0	2.0	1.7
	ALTITUDE	3000′	2870′	2500′	2240′	1920′	1830′	1600′	1220′	960′	640′	560′



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 IBA							

HIALS PAPI PAPI 016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 220′ (208′) FULL	ILS DA(H) 220′ (208′) HIRL out	ILS DA(H) 220′ (208′) HIALS out	LOC (GS out) DME MDA(H) 560′ (548′)	LOC (GS out) DME MDA(H) 560′ (548′) HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	2.2 km	3.1 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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JEPPESEN JeppView 3.6.2.0

YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-3) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Z or LOC-Z Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

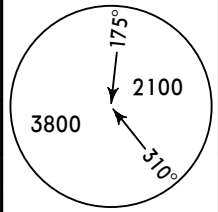
BRIEFING STRIP™

LOC IBS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
110.1	196°	D4.0 1520′ (1509′)	220′ (209′)	Rwy 11′

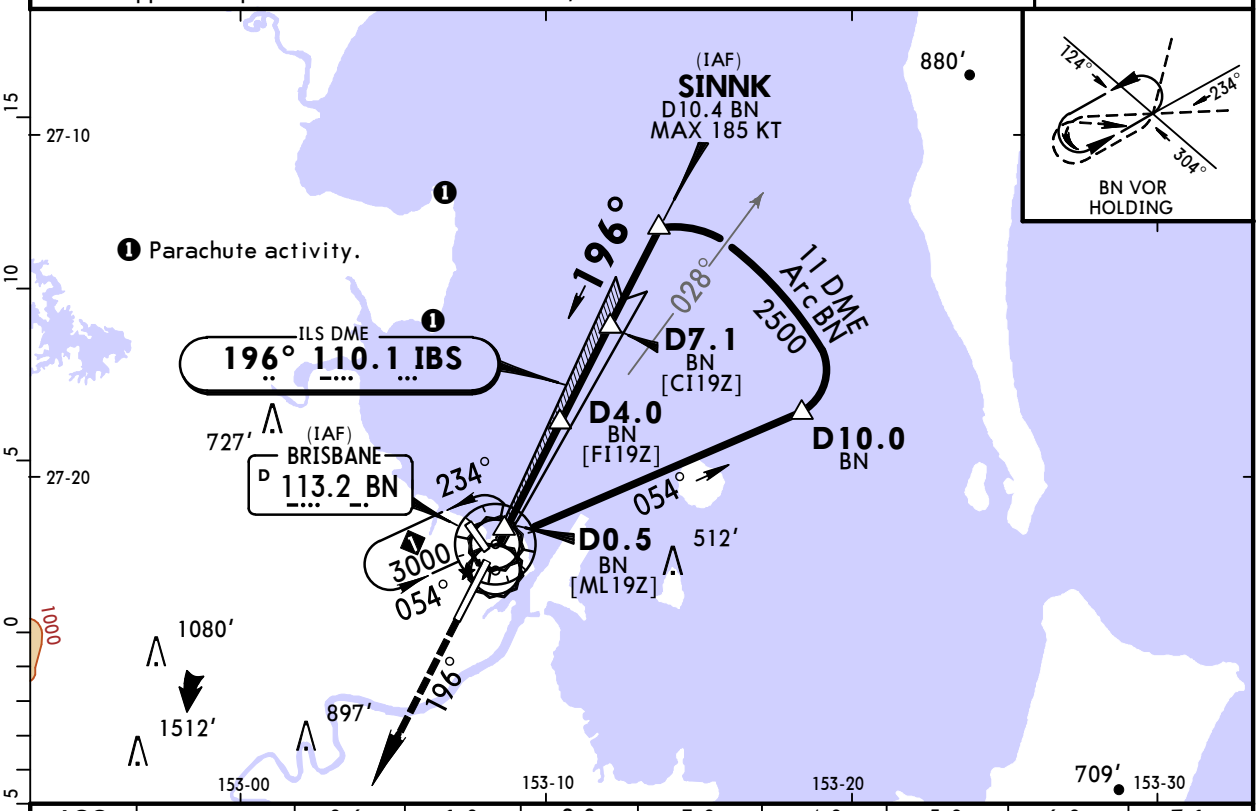
MISSED APCH: Track 196°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

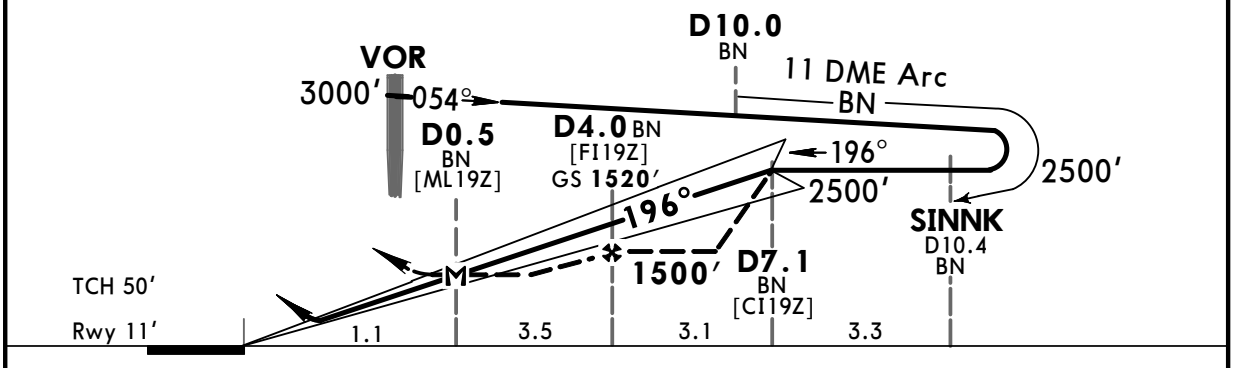
1. BN DME Required. 2. Caution: Scalloping and possible false course capture observed beyond 9 NM between R-330 and R-350 BN below 4000′. 3. Aircraft may be RADAR vectored to FAF. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Thr160 - 150 KT.



MSA BN VOR 2500 within 10 NM



LOC (GS out)	BN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.1
	ALTITUDE	430′	570′	890′	1200′	1520′	1840′	2160′	2500′



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 D0.5 BN							

HIALS PAPI PAPI 196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY19

	ILS DME DA(H) 220′ (209′)			LOC (GS out) DME MDA(H) 430′ (419′)	
	FULL	HIRL out	HIALS out		HIALS out
A B C D	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.4 km	2.3 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-4) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Y or LOC-Y Rwy 19

BRIEFING STRIP™

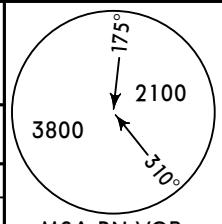
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

LOC IBS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
110.1	196°	D5.0 1600′ (1589′)	220′ (209′)	Rwy 11′

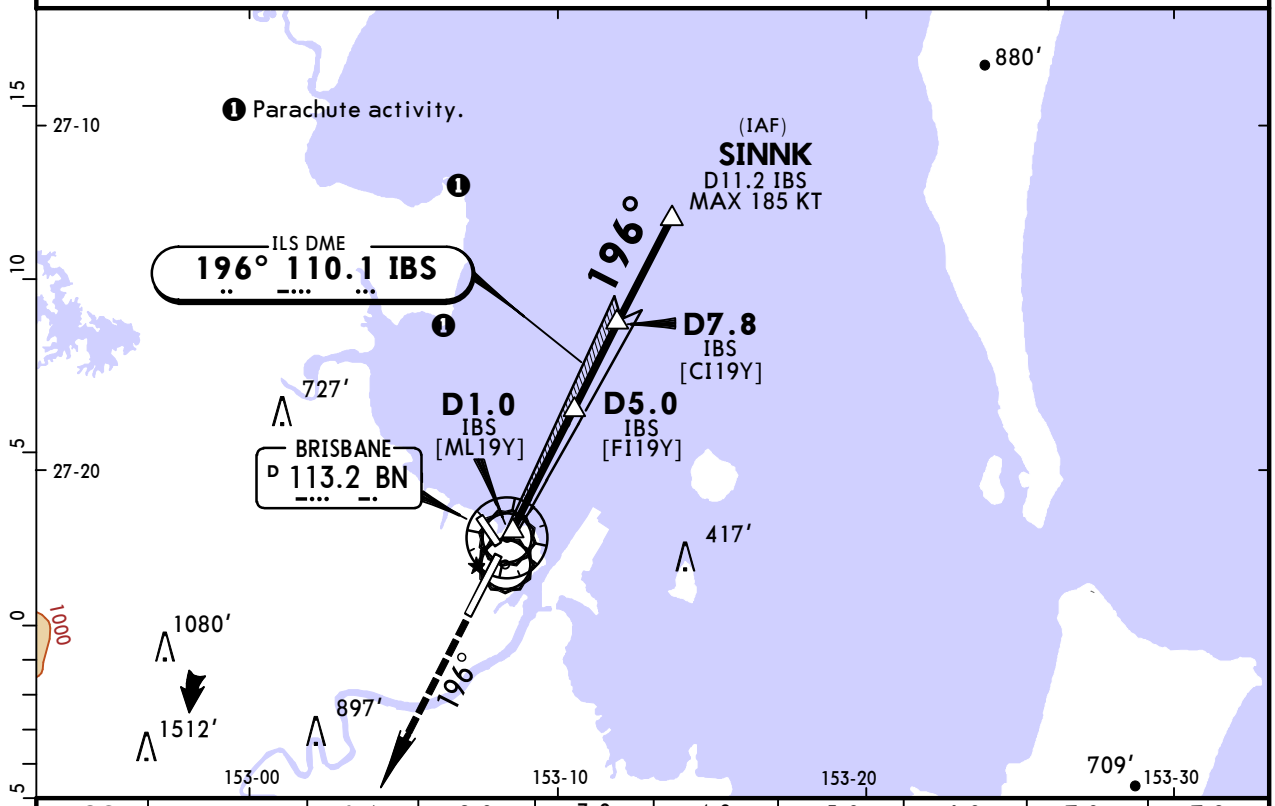
MISSED APCH: Track 196°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

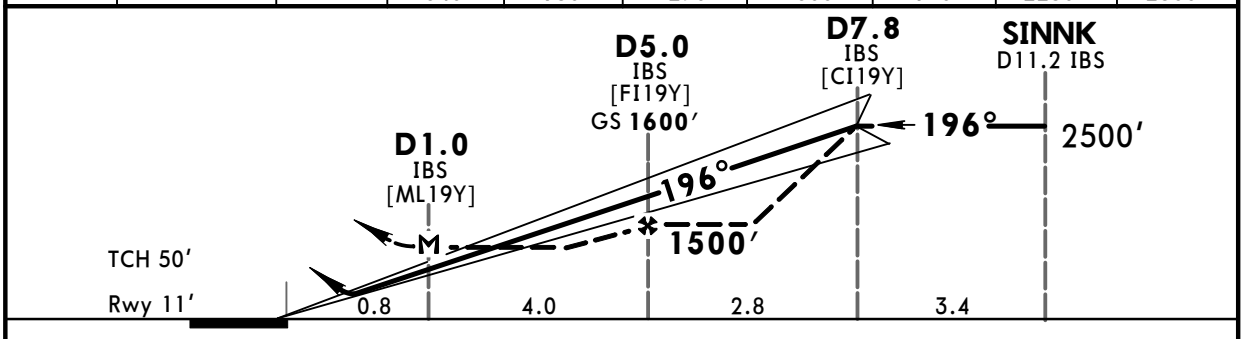
1. IBS DME Required. 2. Caution: Scalloping and possible false course capture observed beyond 9 BN between R-330 and R-350 BN below 4000′. 3. Aircraft may be RADAR vectored to FAF. 4. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA BN VOR
2500
within 10 NM



LOC (GS out)	IBS DME	1.4	2.0	3.0	4.0	5.0	6.0	7.0	7.8
	ALTITUDE	430′	640′	950′	1270′	1600′	1910′	2230′	2500′



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 D1.0 IBS							

HIALS PAPI PAPI 196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY19

	ILS DME DA(H) 220′ (209′)			LOC (GS out) DME MDA(H) 430′ (419′)	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.4 km	2.3 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-1) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 01

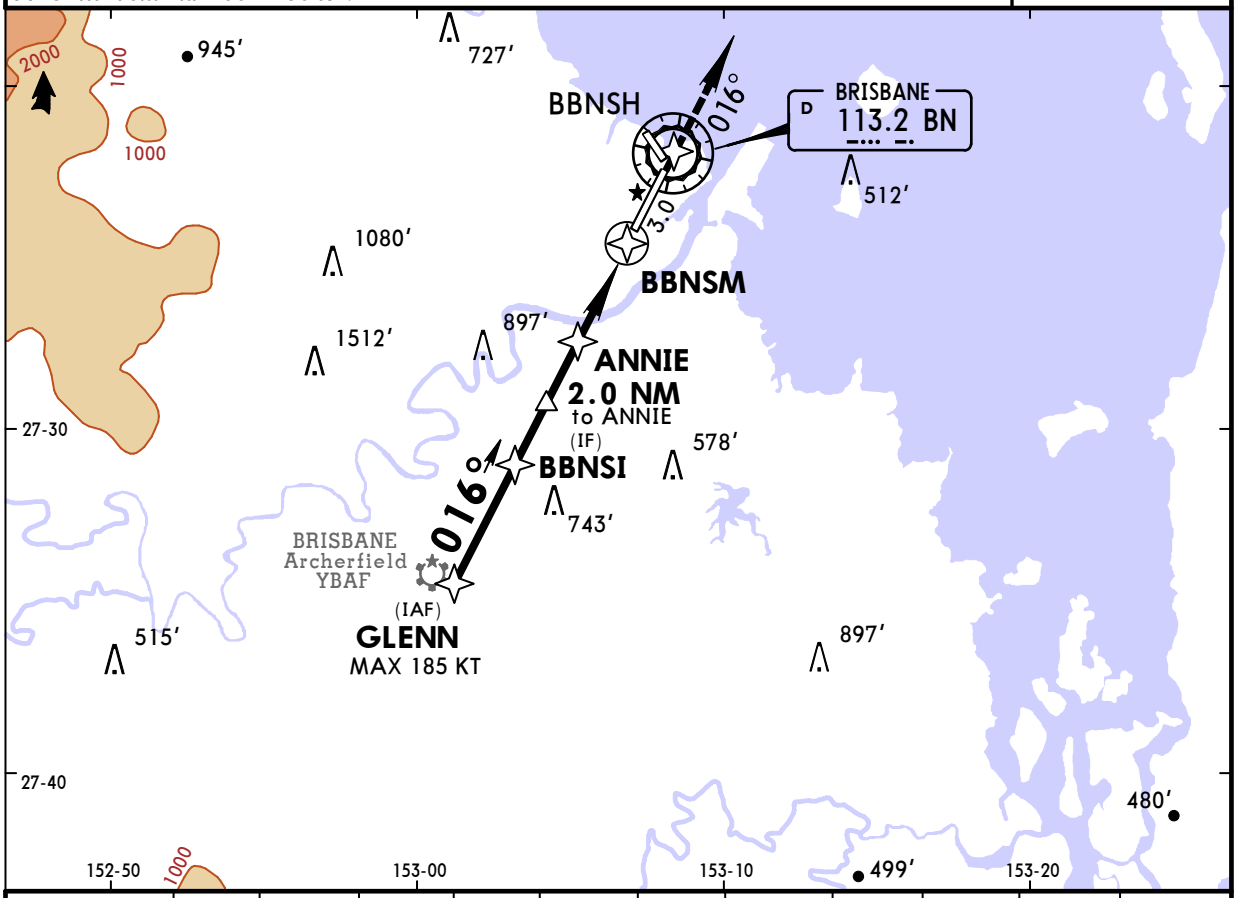
BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

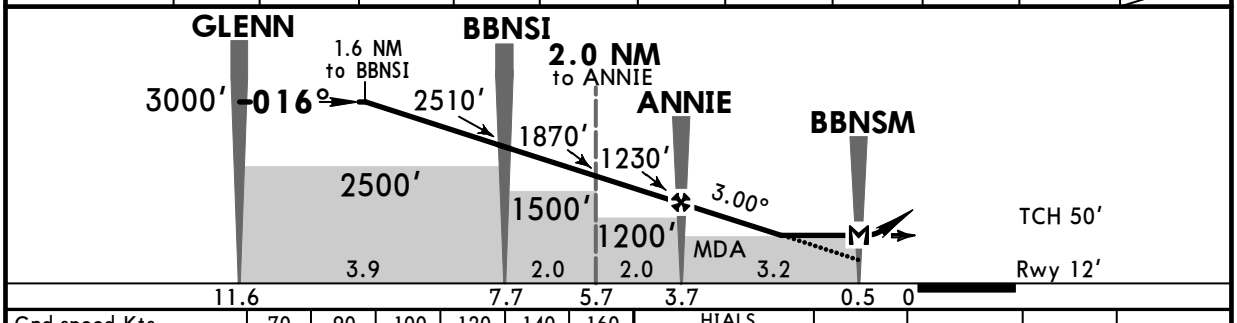
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	016°	ANNIE 1230′(1218′)	560′(548′)	Rwy 12′

MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 185 KT. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



NM to NEXT WPT	1.6	1.0	BBNSI	3.0	2.0	1.0	ANNIE	3.0	2.0	1.1	BBNSM
ALTITUDE	3000′	2830′	2510′	2190′	1870′	1550′	1230′	1170′	850′	560′	



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

HIALS
PAPI PAPI

D BBNSH 016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 01
LNAV
MDA(H) 560′(548′)

	HIALS out
A	3.1 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′(637′) -2.4 km
135	
180	780′(767′) -4.0 km
205	850′(837′) -5.0 km

CHANGES: Speed restrictions, LNAV label.

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JEPPESEN JeppView 3.6.2.0

YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-2) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 14

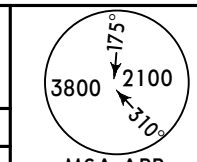
BRIEFING STRIP ™

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

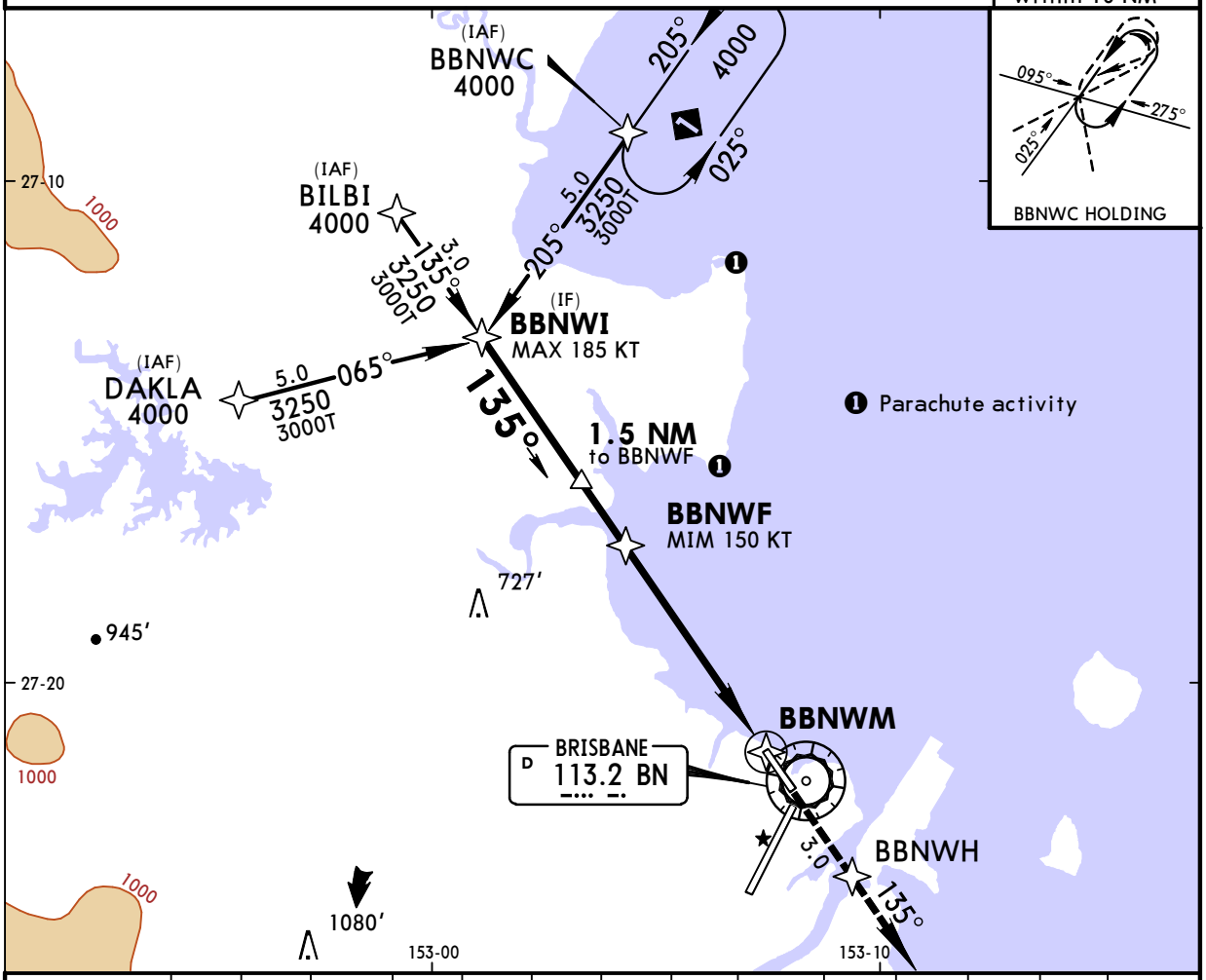
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	135°	BBNWF 1650′ (1639′)	430′ (419′)	Rwy 11′

MISSED APCH: Track to BBNWH, thence 135°, climb to 3000′.

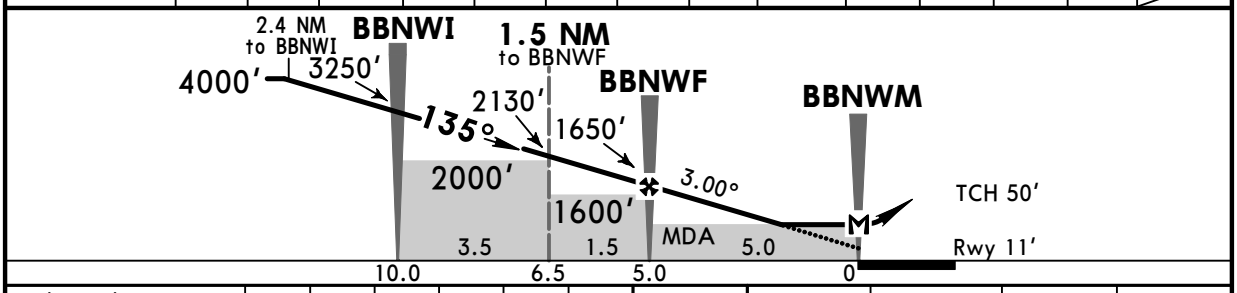
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 220 KT. 2. ATC Approach Speeds: BBNWI 185 - 160 KT, At BBNWF 160 - 150 KT.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	2.4	1.0	BBNWI	4.0	3.0	2.0	1.5	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000′	3560′	3250′	2930′	2610′	2290′	2130′	1970′	1650′	1330′	1020′	700′	430′	



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

PAPI | BBNWH | 135° | 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 14

LNAV

MDA(H) 430′ (419′)

A	2.3 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) - 2.4 km
135	
180	780′ (767′) - 4.0 km
205	850′ (837′) - 5.0 km

CHANGES: Speed restrictions, LNAV label.

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YBBN/BNE
BRISBANE INTL

JEPPESEN 18 MAY 18 (12-3) Eff 24 May

BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 19

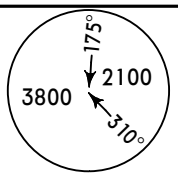
BRIEFING STRIP ™

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

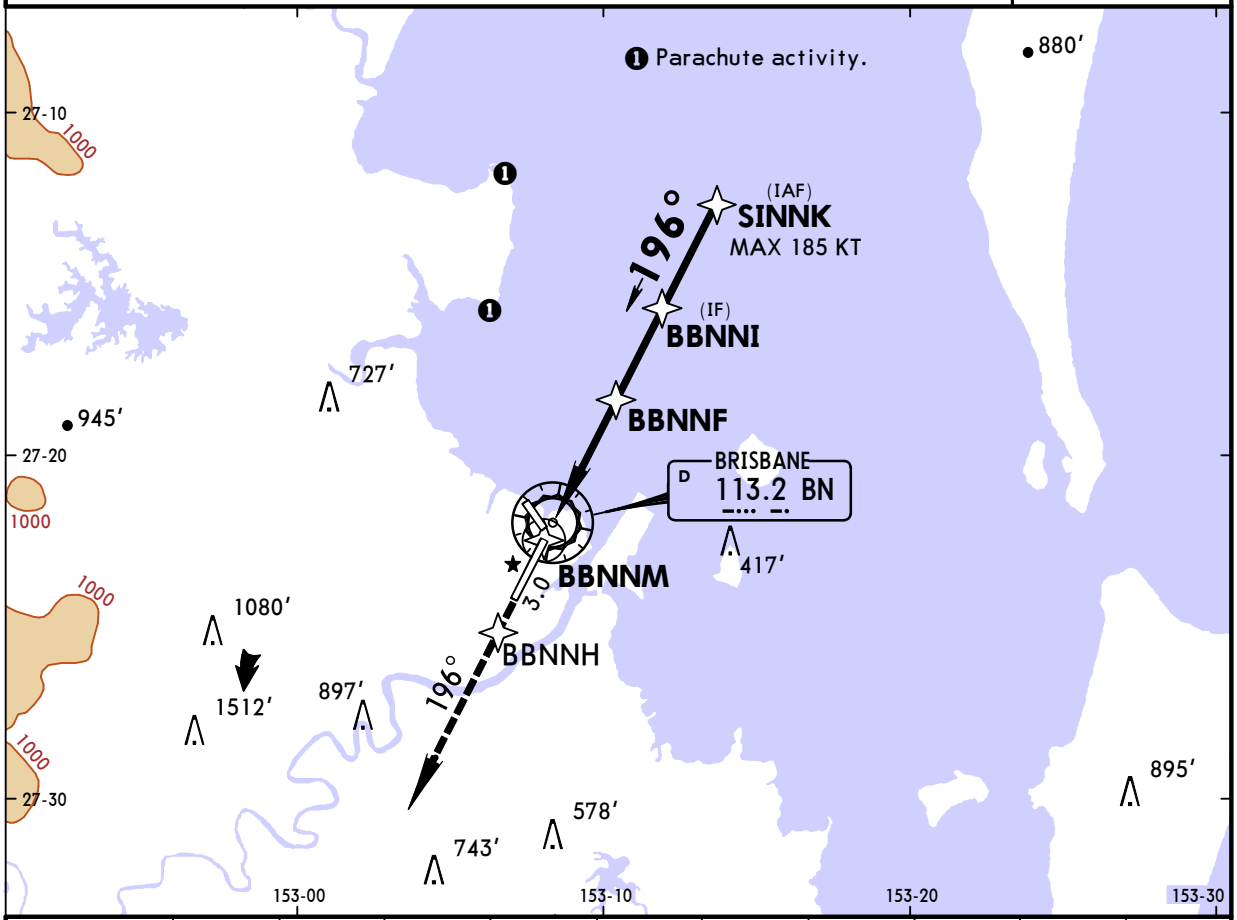
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	196°	BBNNF 1530′ (1519′)	430′ (419′)	Rwy 11′

MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3000′.

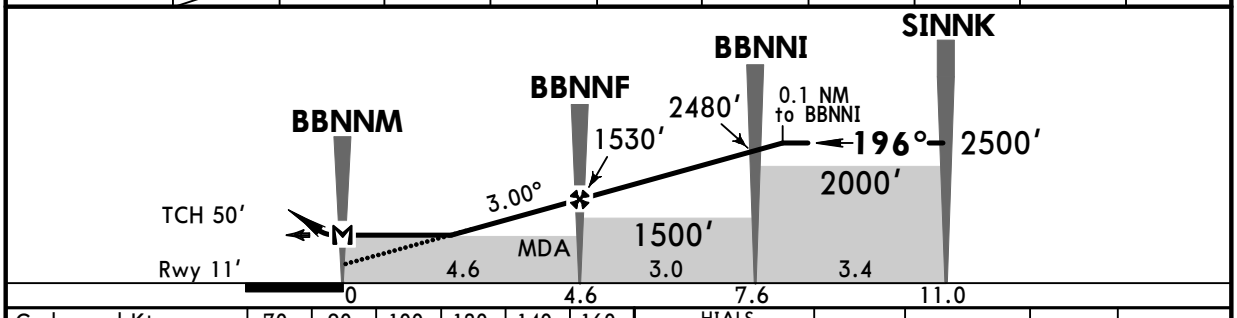
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 185 KT. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	BBNNM	1.2	2.0	3.0	4.0	BBNNF	1.0	2.0	BBNNI	0.1
ALTITUDE		430′	700′	1020′	1340′	1530′	1850′	2160′	2480′	2500′



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

HIALS
PAPI PAPI

D → BBNNH 196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 19
LNAV
MDA(H) 430′ (419′)

	HIALS out
A	2.3 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: Speed restrictions, LNAV label.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-4) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 32

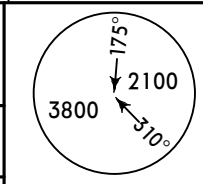
BRIEFING STRIP TM

ATIS	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19	BRISBANE Tower	Ground
113.2 125.5	124.7	125.6	120.5	121.7

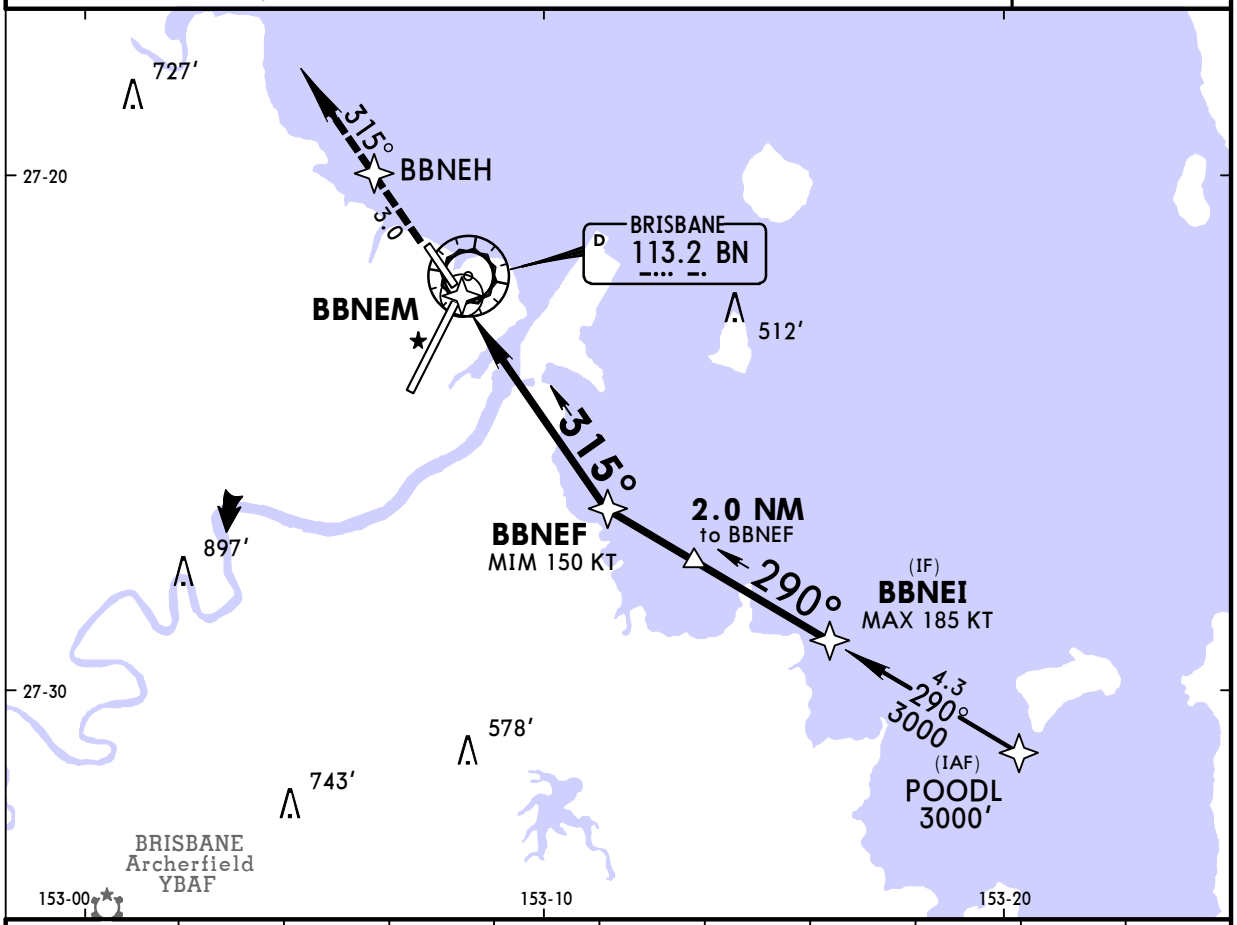
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	315°	BBNEF 1740′ (1731′)	490′ (481′)	Rwy 9′

MISSED APCH: Track direct to BBNEH, thence 315° or as directed by ATC. Climb to 3000′.

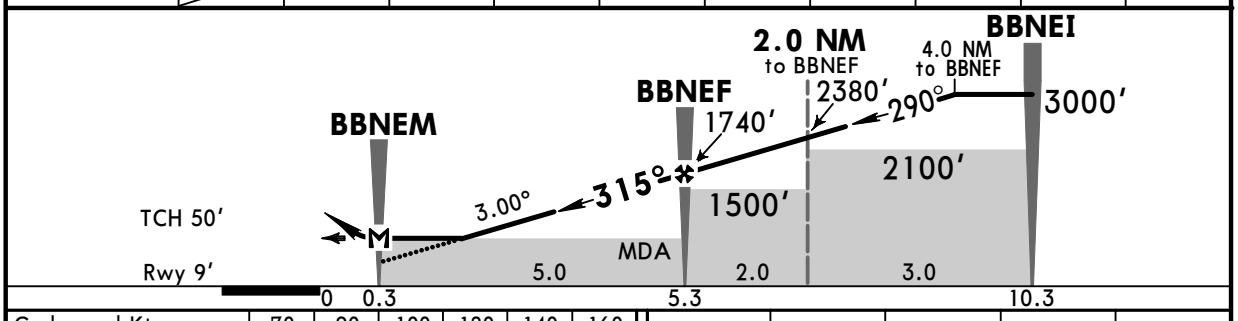
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 210 KT. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At BBNEI 185 - 160 KT, At BBNEF 160 - 150 KT.



MSA ARP 2500 within 10 NM



NM to NEXT WPT	BBNEM	1.1	2.0	3.0	4.0	BBNEF	1.0	2.0	3.0	4.0
ALTITUDE		490′	790′	1100′	1420′	1740′	2060′	2380′	2700′	3000′



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

PAPI | D | BBNEH | 315° | 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 32 LNAV MDA(H) 490′ (481′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	2.7 km	100	650′ (637′) -2.4 km
B		135	
C		180	780′ (767′) -4.0 km
D		205	850′ (837′) -5.0 km

CHANGES: Speed restrictions, LNAV label.

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JEPPESEN JeppView 3.6.2.0

YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-20) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-P (RNP) Rwy 01

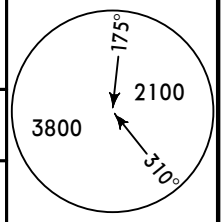
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 13′
	016°	BN712 1800′ (1788′)	380′ (368′)	Rwy 12′

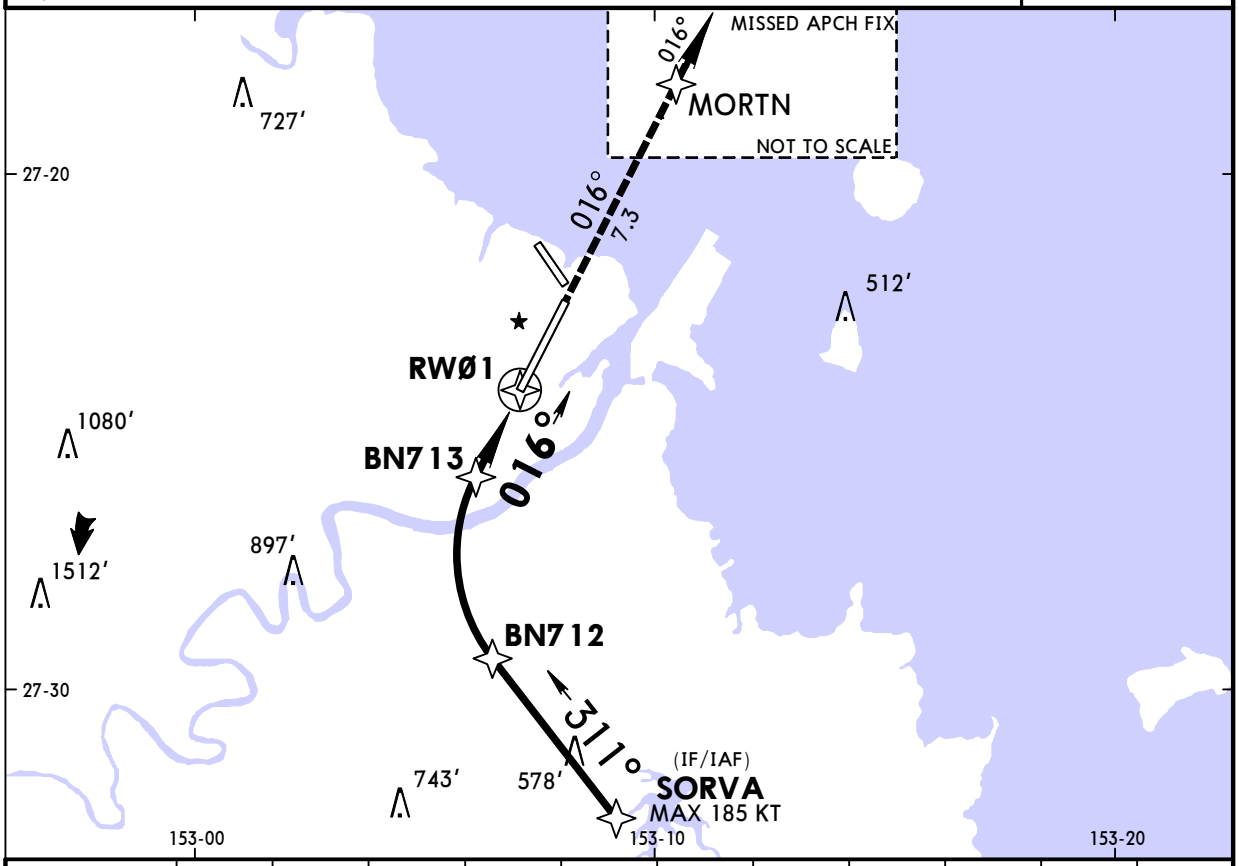
MISSED APCH: Track 016° to MORTN, thence track 016°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

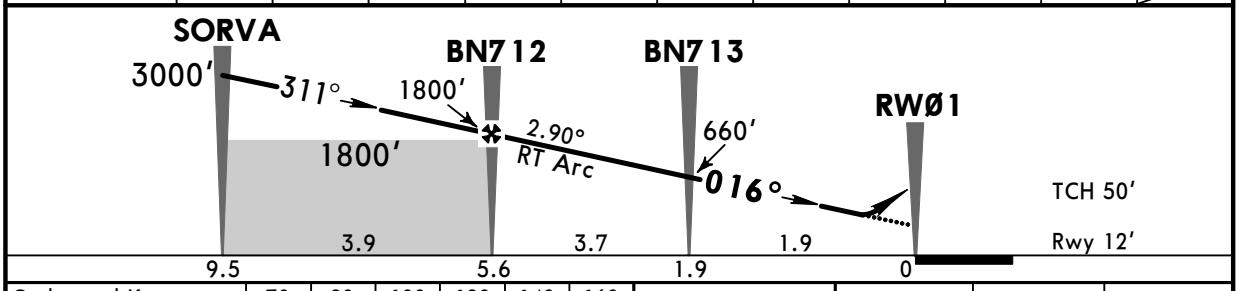
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. MAX for initial: 185 KT. 7. ATC Approach Speeds: at 10 NM from Thr: 185-160 KT, at 5 NM from Thr: 160-150 KT. 8. Approach glide path angle does not coincide with PAPI.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	SORVA	3.0	2.0	1.0	BN712	3.0	2.0	1.0	BN713	1.0	RWØ1
ALTITUDE	3000′	2720′	2420′	2110′	1800′	1580′	1270′	960′	660′	380′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at DA							

HIALS
REIL PAPI PAPI

016° MORTN

STRAIGHT-IN LANDING RWY 01

RNP 0.30

DA(H) **380′** (368′)

ALS out

CIRCLE-TO-LAND

MDA(H)

PANS OPS	Max Kts	
A	A	
B	B	
C	C	
D	D	
2.1 km		NOT AUTHORIZED

CHANGES: Chart reindexed, SORVA speed restriction.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-21) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-M (RNP) Rwy 01

BRIEFING STRIP™

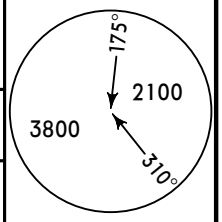
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 13′
	016°	**BN7Ø6** **2030′** (2018′)	**380′** (368′)	Rwy 12′

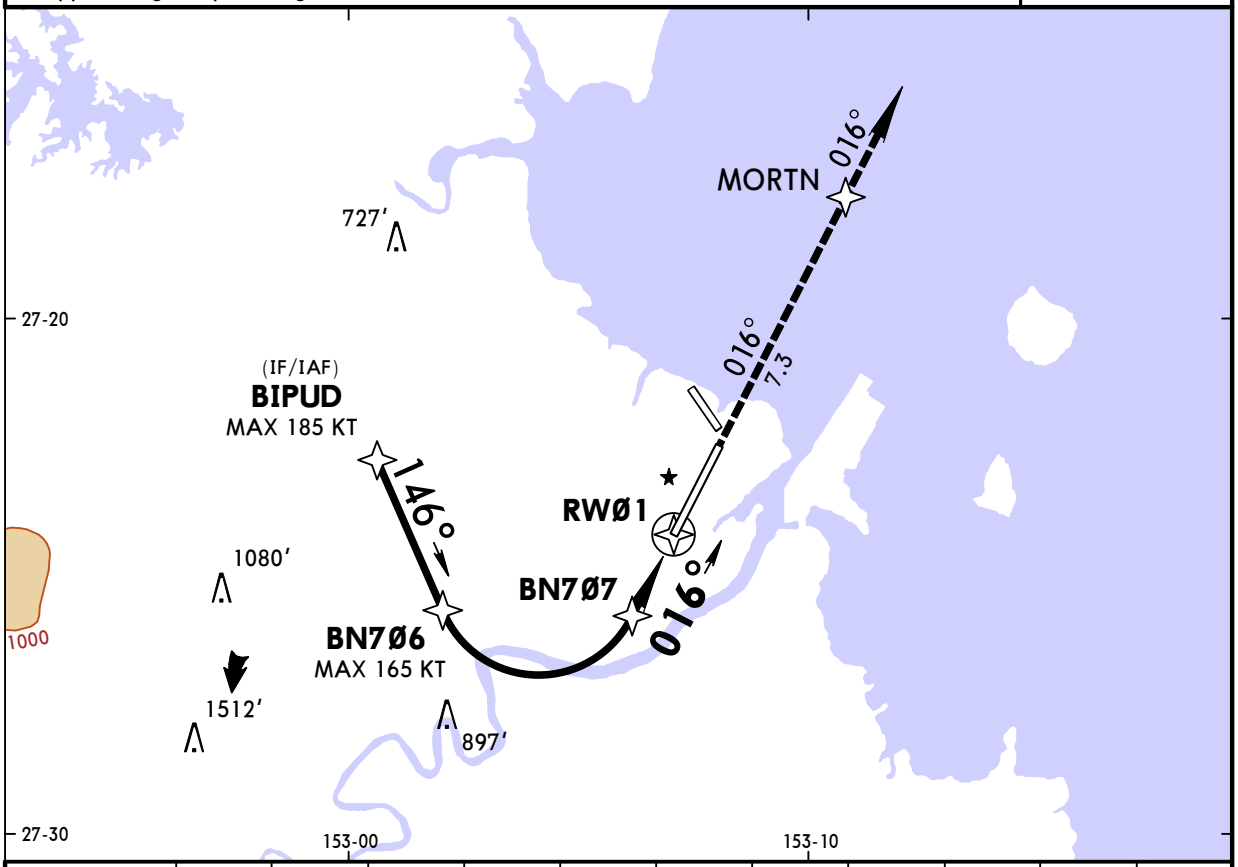
MISSED APCH: Track 016° to MORTN, thence track 016°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

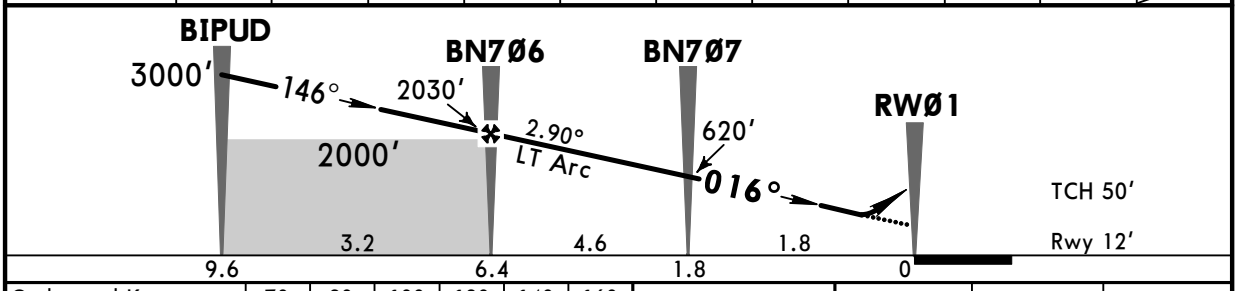
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. MAX for initial: 185 KT, MAX for final: 165 KT. 7. ATC Approach Speeds: at BIPUD: 185-160 KT, at 5 NM from Thr: 160-150 KT. 8. Approach glide path angle does not coincide with PAPI.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	BIPUD	2.0	1.0	BN7Ø6	4.0	3.0	2.0	1.0	BN7Ø7	1.0	RWØ1
ALTITUDE	3000′	2650′	2340′	2030′	1850′	1540′	1230′	920′	620′	380′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at DA							

HIALS
REIL PAPI PAPI

016° **MORTN**

STRAIGHT-IN LANDING RWY 01

RNP 0.30

DA(H) **380′** (368′)

ALS out

A	2.1 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
A	
B	
C	NOT AUTHORIZED
D	

PANS OPS

CHANGES: Chart reindexed, speed restrictions.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-22) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-P (RNP) Rwy 19

BRIEFING STRIP™

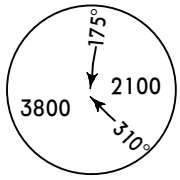
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 13′ Rwy 11′
	196°	BN451 1500′ (1489′)	370′ (359′)	

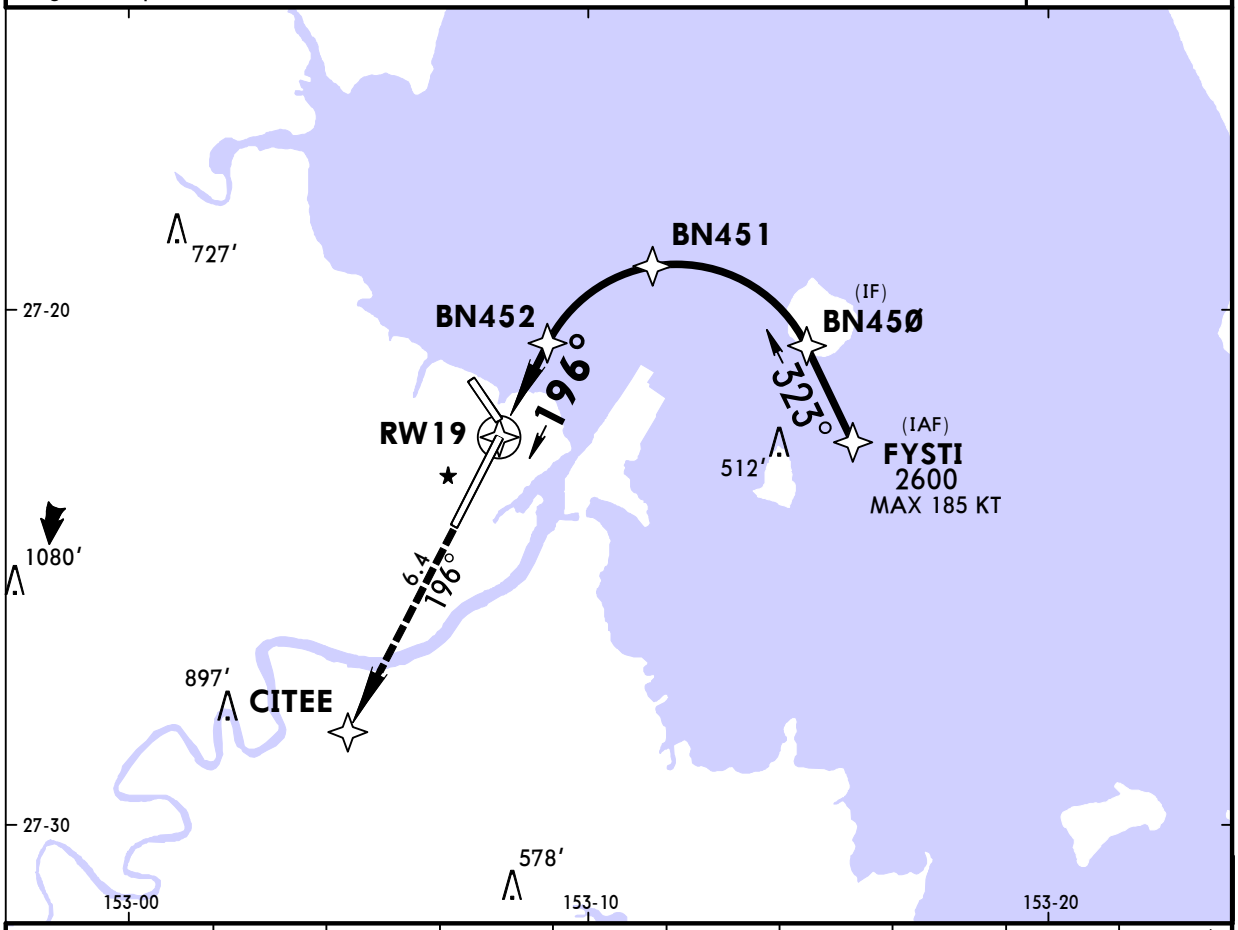
MISSED APCH: Track 196° to CITEE. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

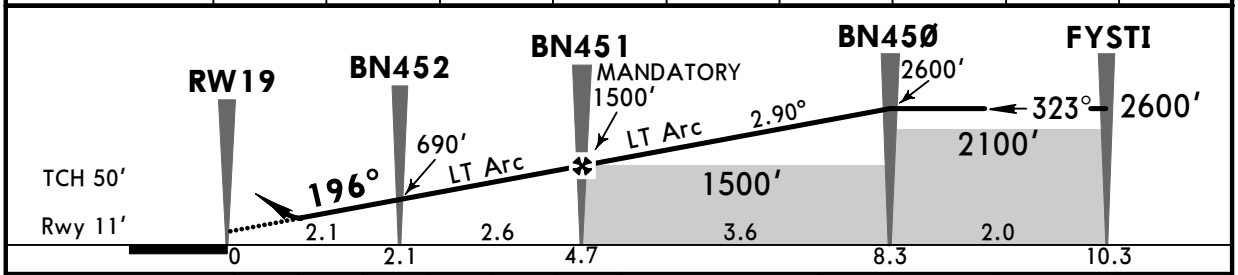
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. MAX for FYSTI: 185 KT. 7. ATC Approach Speeds: at FYSTI: 185-160 KT, at 5 NM from Thr: 160-150 KT. 8. Approach path angle does not coincide with PAPI on glide slope indication.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	1.0	BN452	1.0	2.0	BN451	1.0	2.0	3.0	BN45Ø
ALTITUDE	370′	690′	980′	1290′	1500′	1800′	2110′	2420′	2600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS
PAPI PAPI

196° CITEE

STRAIGHT-IN LANDING RWY19
RNP 0.30
DA(H) 370′ (359′)
FULL | HIALS out

CIRCLE-TO-LAND

PANS OPS

A	2.1 km
B	
C	
D	

A	NOT AUTHORIZED
B	
C	
D	

CHANGES: Speed restrictions.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-23) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-M (RNP) Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	Southeast of extended C/L Rwy 01-19 125.6	120.5	121.7

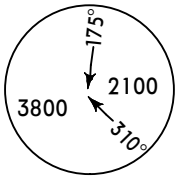
BRIEFING STRIP™

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 13′ Rwy 11′
	196°	BN41Ø 2000′ (1989′)	370′ (359′)	

MISSED APCH: Track 196° to CITEE. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

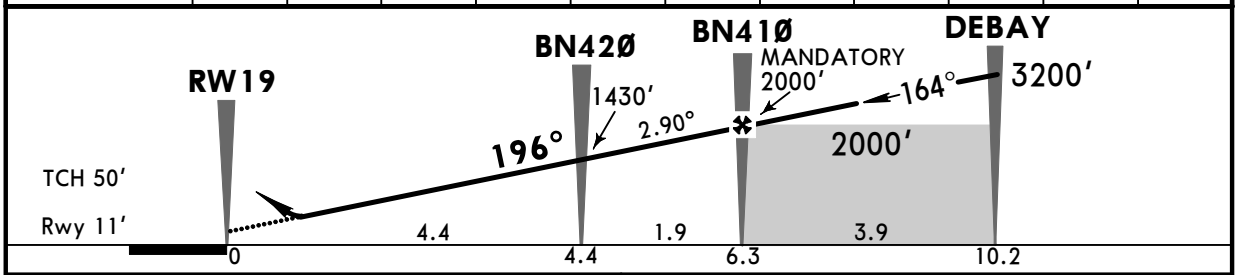
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. ATC Approach Speeds: at DEBAY: 185-160 KT, at 5 NM from Thr: 160-150 KT. 7. Approach path angle does not coincide with PAPI on glide slope indication.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	1.0	2.0	3.0	4.0	BN42Ø	1.0	BN41Ø	1.0	2.0	3.0	DEBAY
ALTITUDE	370′	680′	980′	1290′	1430′	1740′	2000′	2310′	2620′	2930′	3200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS PAPI PAPI

196° CITEE

STRAIGHT-IN LANDING RWY19
RNP 0.30
DA(H) 370′ (359′)
FULL | HIALS out

CIRCLE-TO-LAND

PANS OPS

A	2.1 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: Speed restrictions.

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JEPPESEN JeppView 3.6.2.0

YBBN/BNE BRISBANE INTL

JEPPESEN 24 FEB 17 (13-1) Eff 2 Mar

BRISBANE, QLD, AUSTRALIA VOR Rwy 01

BRIEFING STRIP™

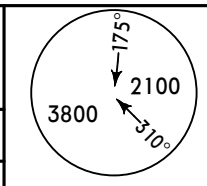
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
BN	016°	D6.0	570′ (558′)	Apt Elev 13′
113.2		1190′ (1178′)		Rwy 12′

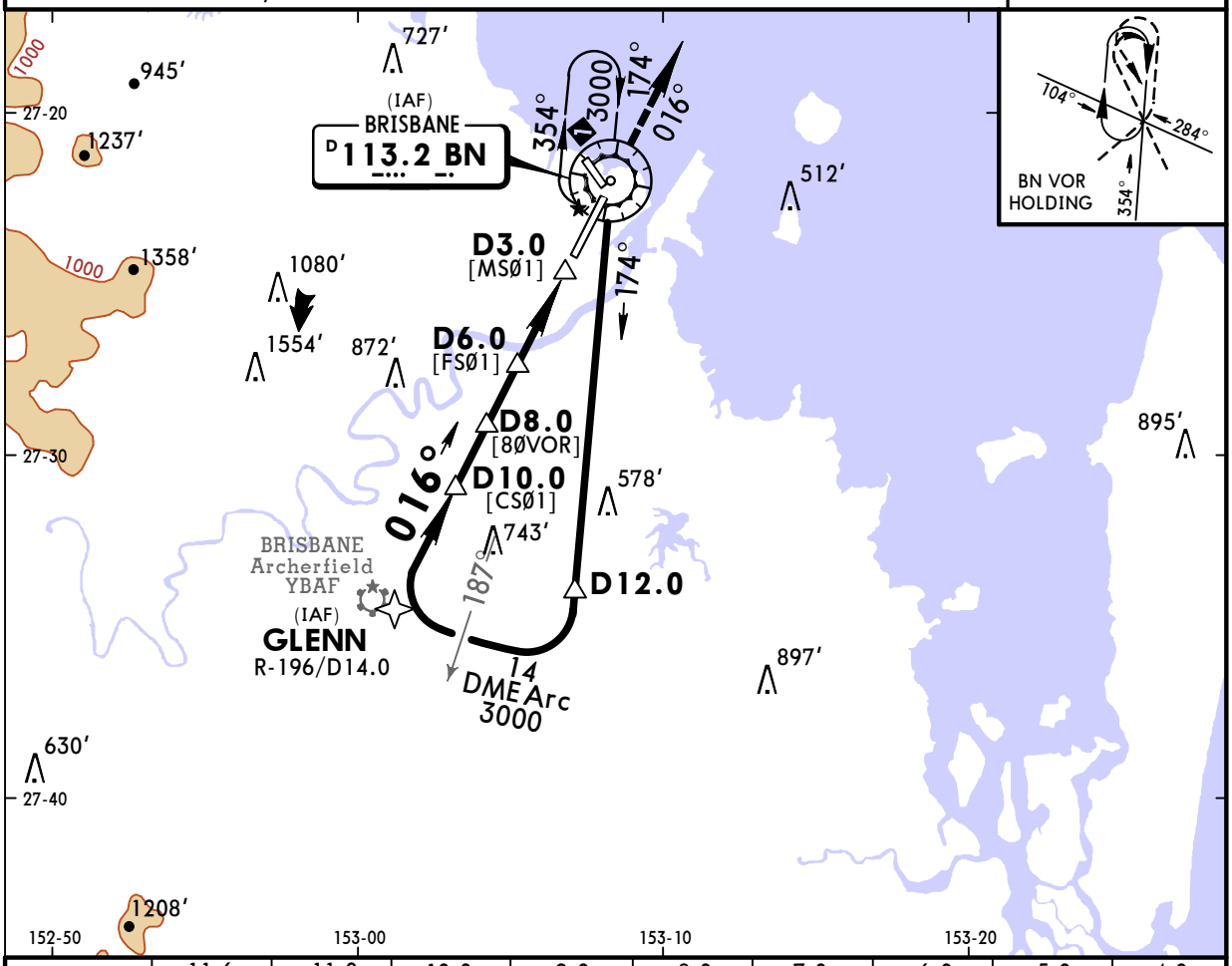
MISSED APCH: Track 016°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

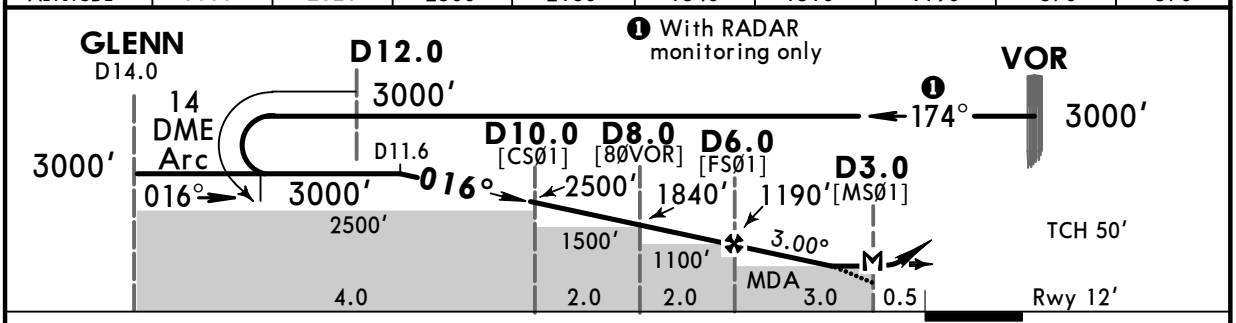
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA BN VOR 2500 within 10 NM



BN DME	11.6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3000′	2820′	2500′	2160′	1840′	1510′	1190′	870′	570′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

HIALS PAPI PAPI

016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY01		CIRCLE-TO-LAND	
MDA(H) 570′ (558′)			
	HIALS out	Max Kts	MDA(H)
A B C D	3.2 km	100	650′ (637′) -2.4 km
	3.2 km	135	780′ (767′) -4.0 km
		180	780′ (767′) -4.0 km
		205	850′ (837′) -5.0 km

CHANGES: APCH transition withdrawn.

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YBBN/BNE BRISBANE INTL

JEPPESEN 24 FEB 17 (13-2) Eff 2 Mar

BRISBANE, QLD, AUSTRALIA VOR Rwy 14

BRIEFING STRIP ™

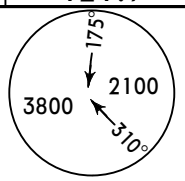
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

VOR	Final	Procedure Alt	MDA(H)	Apt Elev 13′
BN	Apch Crs	D6.0		Rwy 11′
113.2	126°	1690′ (1679′)	600′ (589′)	

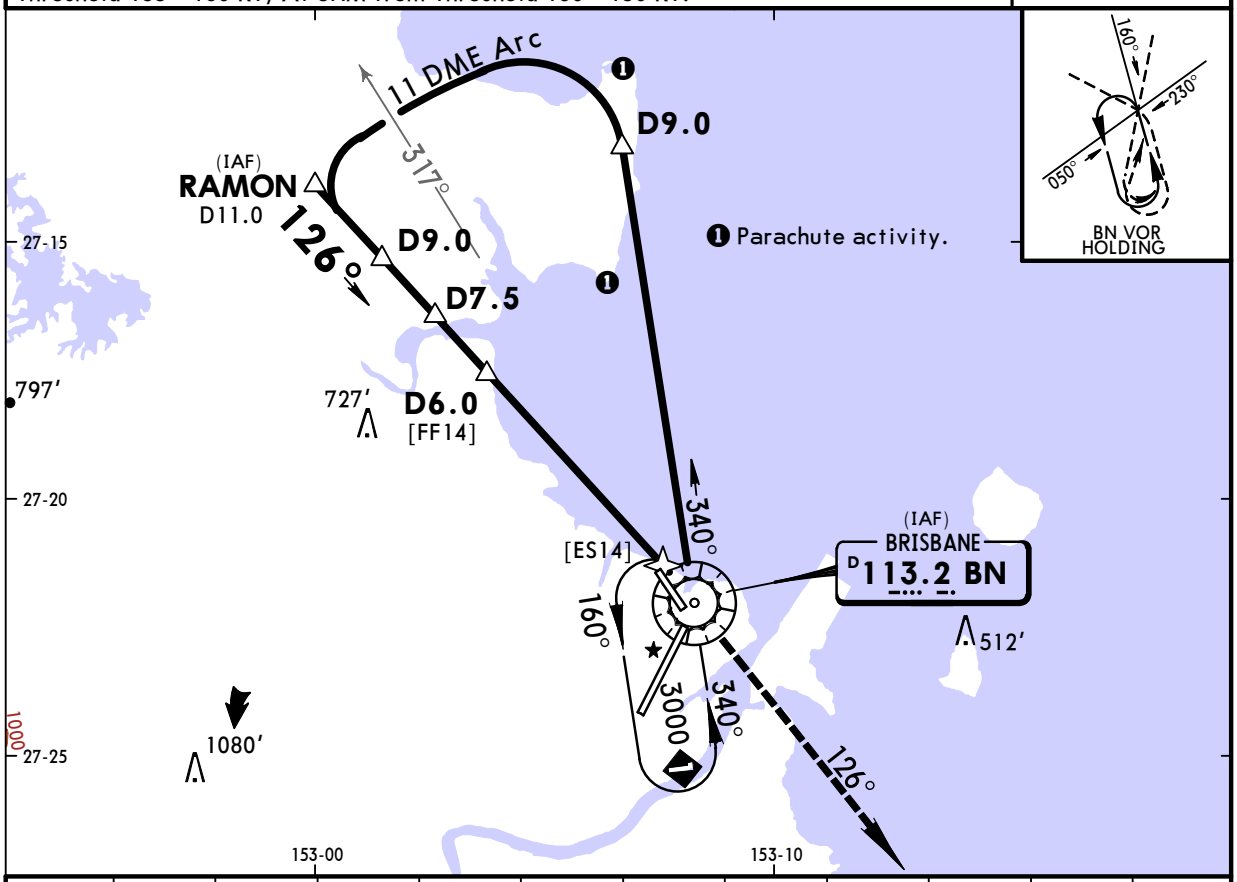
MISSED APCH: Track 126°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

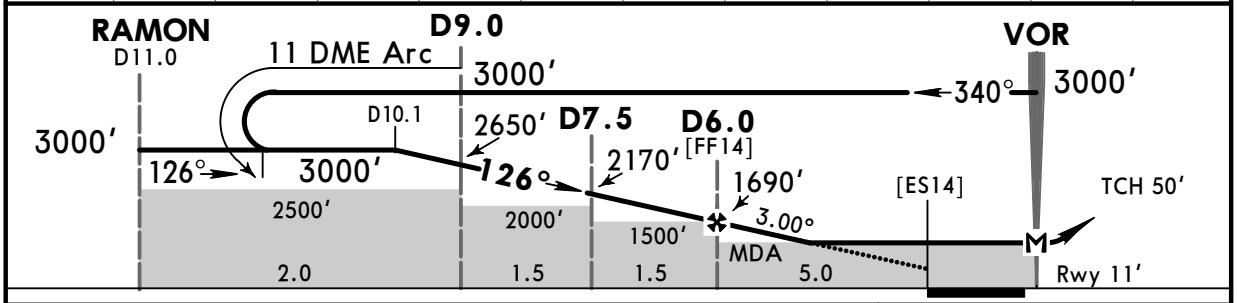
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA BN VOR 2500 within 10 NM



BN DME	10.1	10.0	9.0	8.0	7.5	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000′	2960′	2650′	2330′	2170′	2010′	1690′	1370′	1060′	740′	600′



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

PAPI 126° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 14

MDA(H) 600′ (589′)

		Max Kts	MDA(H)
A	3.3 km	100	650′ (637′) -2.4 km
B		135	
C		180	780′ (767′) -4.0 km
D		205	850′ (837′) -5.0 km

CIRCLE-TO-LAND

CHANGES: None.

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YBBN/BNE BRISBANE INTL

JEPPESEN 4 NOV 16 (13-3) Eff 10 Nov

BRISBANE, QLD, AUSTRALIA VOR Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

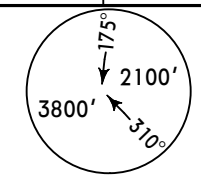
BRIEFING STRIP™

VOR BN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 13′
113.2	196°	D5.0 1840′(1829′)	430′(419′)	Rwy 11′

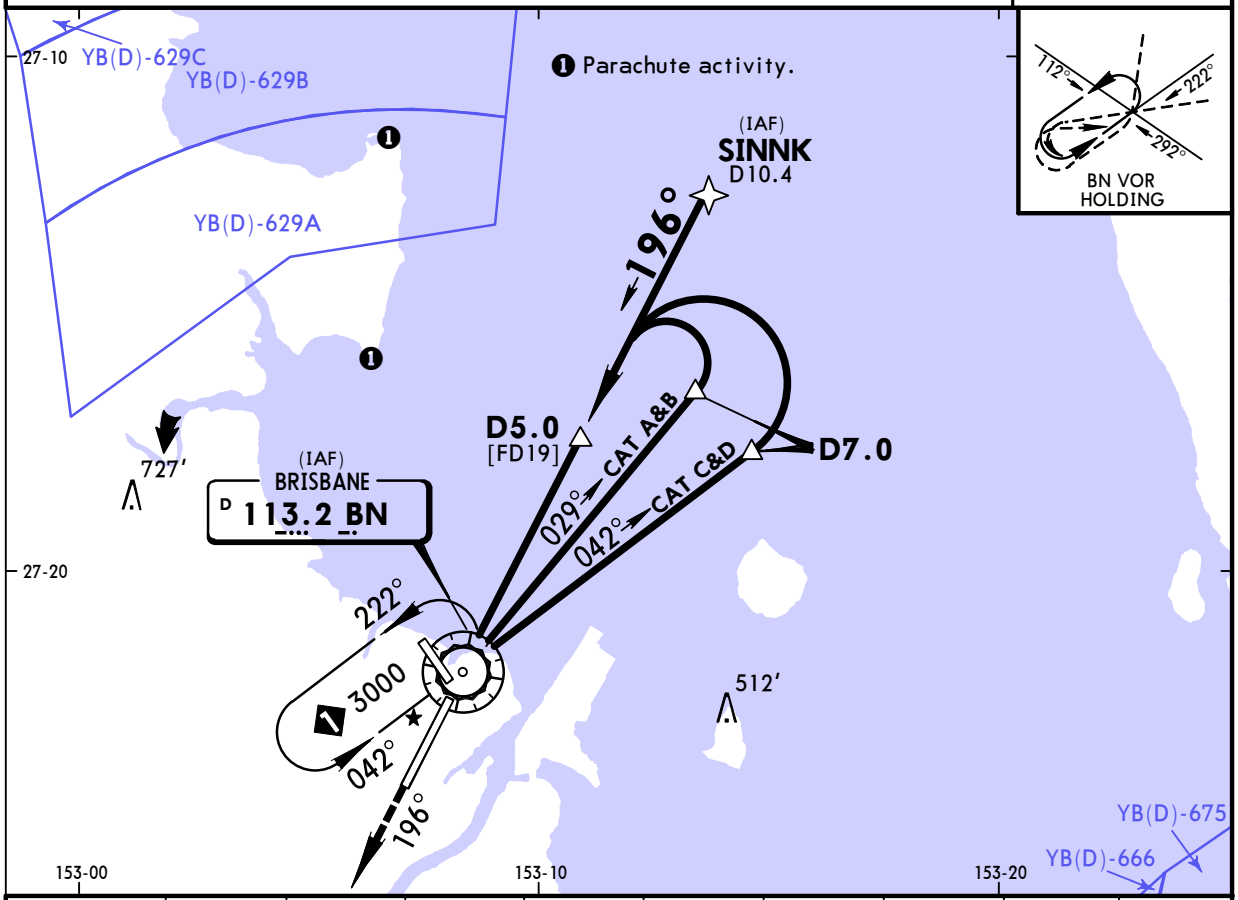
MISSED APCH: Track 196°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

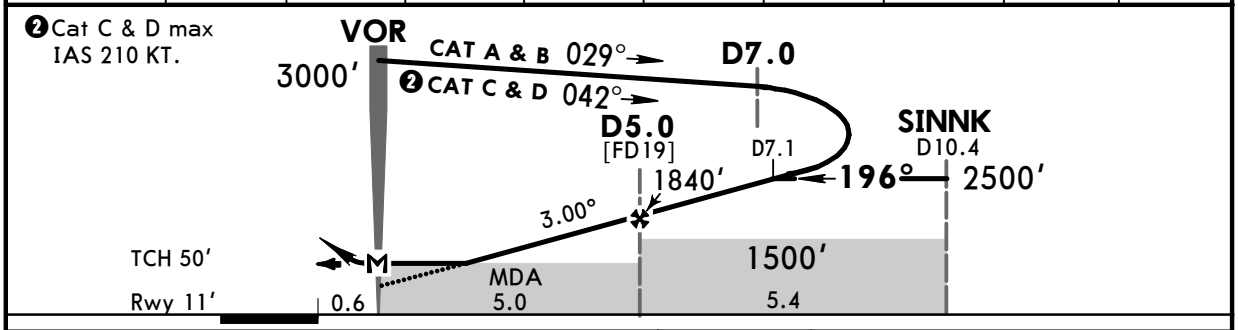
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA BN VOR
2500′
within 10 NM



BN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	430′	570′	890′	1210′	1530′	1840′	2160′	2480′	2500′



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

HIALS PAPI PAPI 196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 19

MDA(H) 430′(419′)

	HIALS out
A	2.3 km
B	
C	2.3 km
D	

CIRCLE-TO-LAND

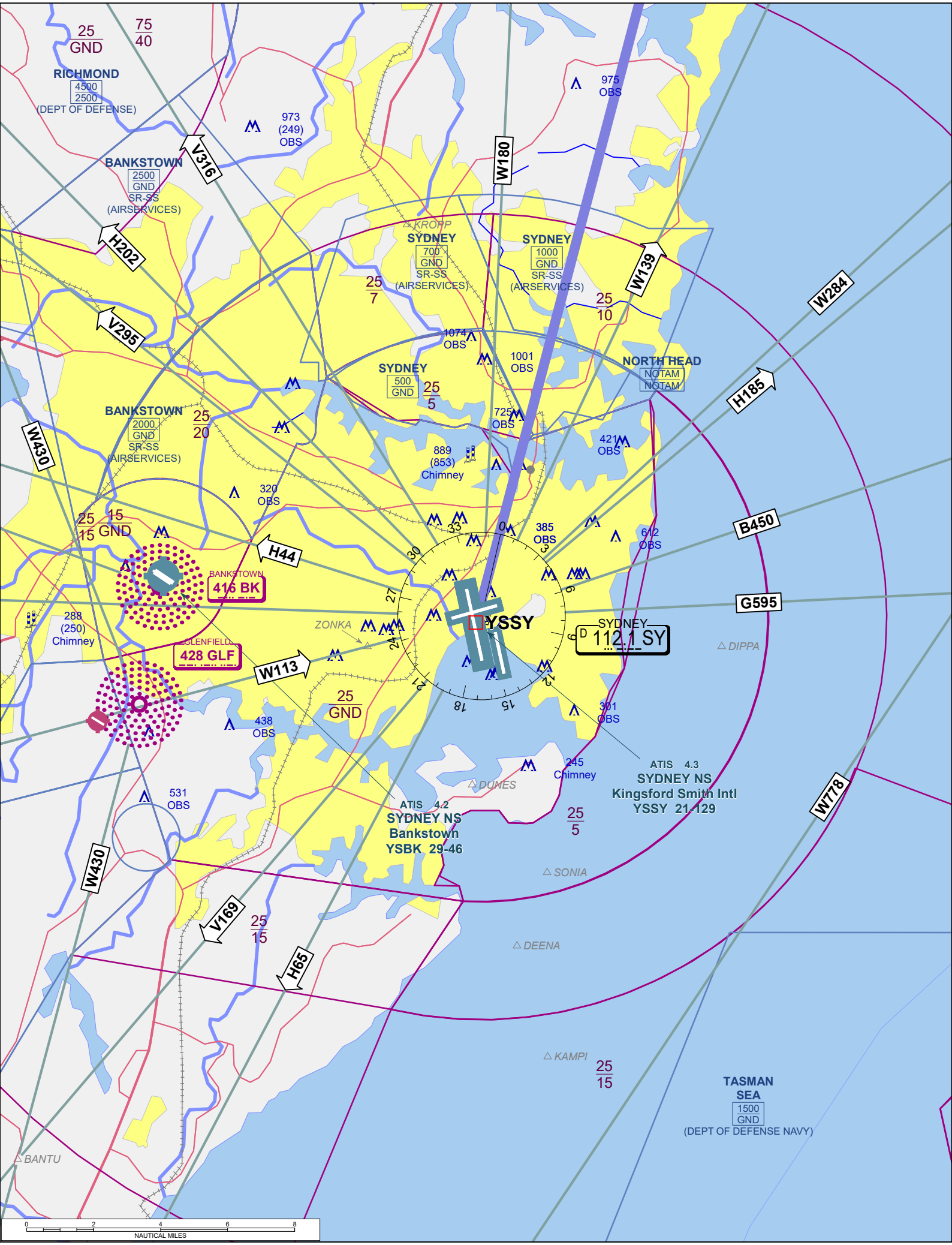
Max Kts	MDA(H)
100	650′(637′) -2.4 km
135	
180	780′(767′) -4.0 km
205	850′(837′) -5.0 km

CHANGES: Missed apch altitude, VNAV data.

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AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and aircraft operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. General Aviation (GA) apron operations are subject to runway/apron slot management. Approved slot holders operating on the GA apron are to confirm allocated parking with Brisbane Airport Corporation on 07 3406 3171 prior to arrival.

For full information regarding the Brisbane RDMS see BAC website: http://www.bne.com.au/corporate/airlines-aviation/runway-demand-management-scheme.

Ground Delay Program (GDP)

The Brisbane Ground Delay Program Arrival (GDP-A) applies to all fixed wing, non-priority flights departing from all Australian domestic airport and arriving at Brisbane between 2000-1300 UTC Sunday-Friday and on an ad-hoc basis for Saturday.

A GDP-A for Saturday will be declared by NOTAM when required.

The decision to run either of these programmes will be made by 0800 UTC on the day prior, with notification via NOTAM.

After 0800 UTC, changes to facilities or forecasts affecting the arrival rate will be managed either tactically or an ad-hoc GDP.

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

The following additional requirements apply:

a. Flights departing from Archerfield for a landing at Brisbane must contact the Brisbane Flow Controller on 07 3866 3588 prior to starting engines.

b. Pilots of inbound flights to Brisbane from airports within a radius of 160 NM must contact the Brisbane Flow Controller on 07 3866 3588 to validate their COBT and confirm a Flow tactical landing slot.

c. Pilots of all inbound RFDS flights with a duration of 90 min or less must contact the Brisbane Flow Controller on 07 3866 3588 as soon as possible with an updated ACFT operating time.

For full information regarding the Ground Delay Program see AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

7874′ (2400m) Runway Separation.

ICAO provides conditions for the application of reduced runway separation. The 7874′ (2400m) runway separation standard applies to arriving aircraft where the lead aircraft is greater than 15,432 lbs (7000 kg), which complements existing Australian standards.

Effective 28 April 2016 (1604271600Z) the 7874′ (2400m) runway separation standard will be able to be used at Brisbane Airport on Rwy 01/19. The standard will not be used on Rwy 14/32 due to insufficient length.

The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 15,432 lbs (7000 kg) or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking.

The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

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2.5 NM Separation Standard

The 2.5NM standard may be applied to subsequent aircraft, arriving to the same runway, provided the aircraft are established on the same final approach track within 10 NM of the runway end. Other conditions must be met and are expanded upon below.

The 2.5NM standard is complementary to existing separation standards within the ATC rule-set and represents a reduction from 3NM separation minimum currently used, potentially increasing efficiency. Additionally, the ICAO 7874' (2400m) reduced runway standard was implemented at Brisbane on the 28th April 2016 and these two standards are complementary.

Each runway at each individual location must be assessed to ensure the ATC operation meets the associated criteria and the standard can be safety used. Initial implementation will only be for Brisbane. Subsequent locations may implement the standard with local safety work completed and approved by appropriate authorities.

Wake turbulence separation is unchanged by the introduction of the 2.5NM standard.

Effective 23 June 2016 the 2.5NM standard will be implemented at Brisbane Airport.

It may only be used for aircraft arriving to Rwy 01/19.

The same conditions for the application of the existing 3NM standard also apply to the 2.5NM standard. Additional conditions for the 2.5NM standard must also be met as follows:

1. The runway is dry or the braking action is reported as good;

2. The aerodrome controller is able to observe the runway-in-use and associated exit and entry taxiways:

   a. visually; or

   b. by Aerodrome Ground Surveillance System (AGSS);

Note: Brisbane Airport has A-SMGCS which is an AGSS.

3. Aircraft are established on the same final approach track within 10 NM of the runway end;

Note: The 'same final approach track' means both aircraft are inbound on the same instrument approach or both aircraft are aligned with the runway centreline. Aircraft on different approaches may only have the standard applied once they are both aligned with the runway centerline.

4. The average runway occupancy time of landing aircraft does not exceed 50 sec; and

Note: The runway occupancy times for Brisbane are monitored and reviewed periodically. Current occupancy is around 38 sec.

5. Aircraft operators and pilots have been instructed to exit the runway in an expeditious manner.

Note 1: Met through existing Airport Efficiency Procedures on 10-9A page.
Note 2: The 7874' (2400m) runway separation standard may allow two aircraft to occupy the runway at the same time.

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JEPPESEN 10-2

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

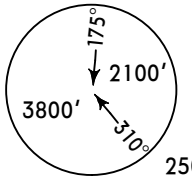
BRISBANE INTL

SECTOR A

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

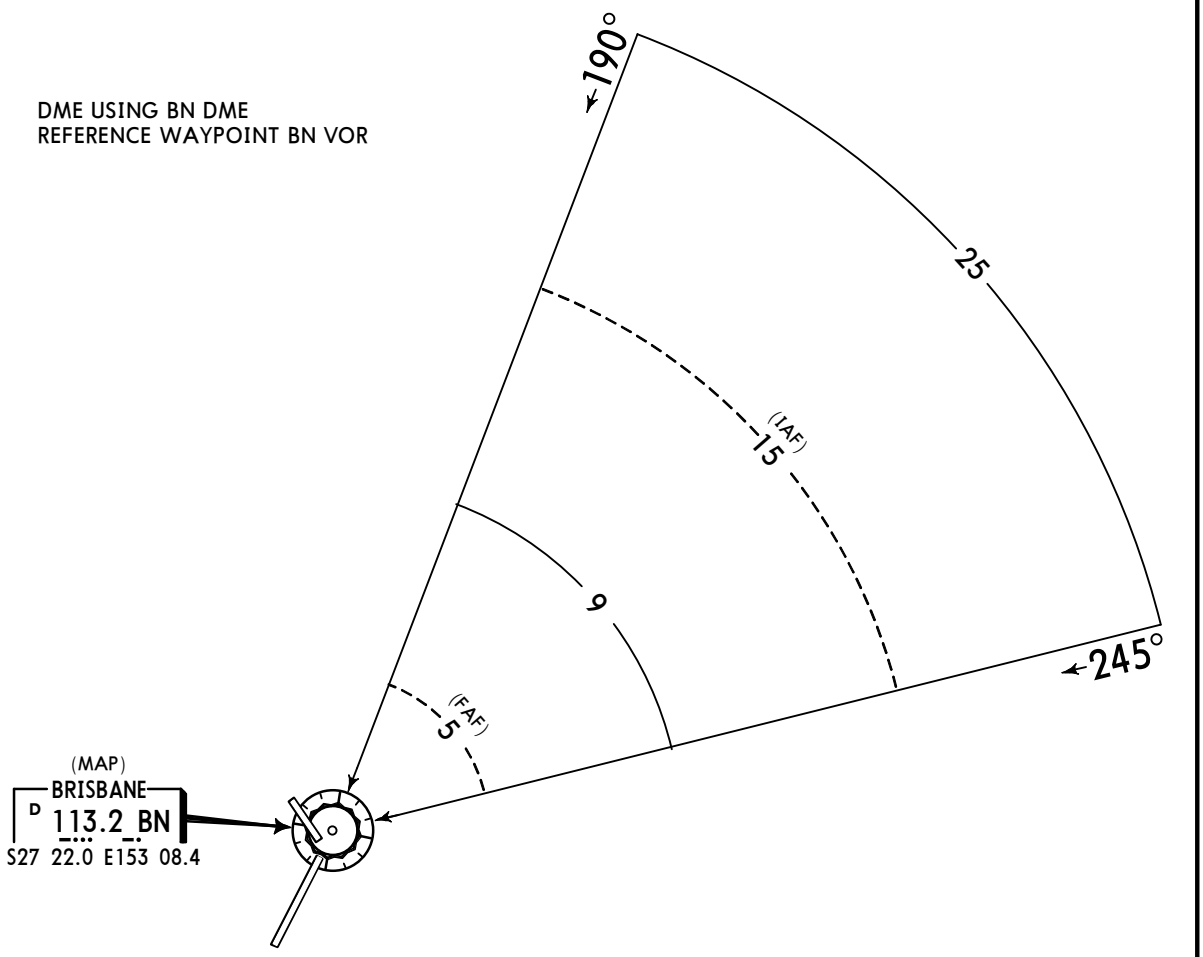
Trans level: FL110
Trans alt: 10000' (9987')



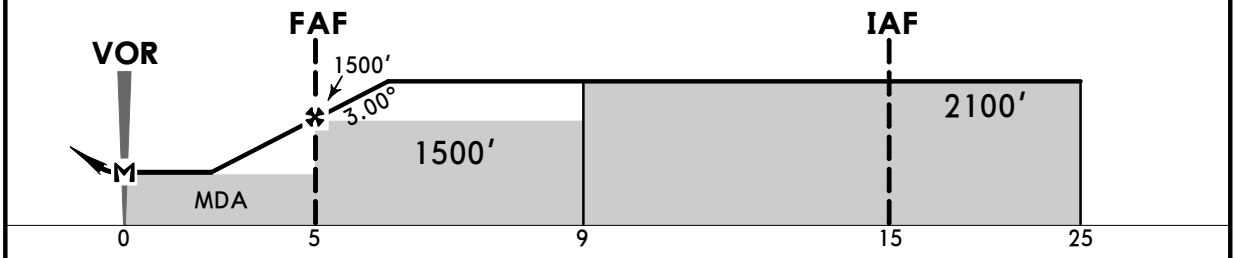
MSA
BN VOR
2500' within 10 NM

VOR 113.2 BN
Apt. Elev 13'

NOT TO SCALE



NM to VOR	2.4	2.7	3.0	4.0	5.0	6.0	6.9
ALTITUDE	660'	780'	850'	1180'	1500'	1820'	2100'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)
A, B: 660' (647')
C: 780' (767')
D: 850' (837')

A B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN 10-2A

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

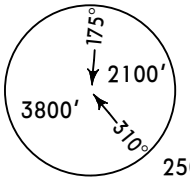
BRISBANE INTL

SECTOR B

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

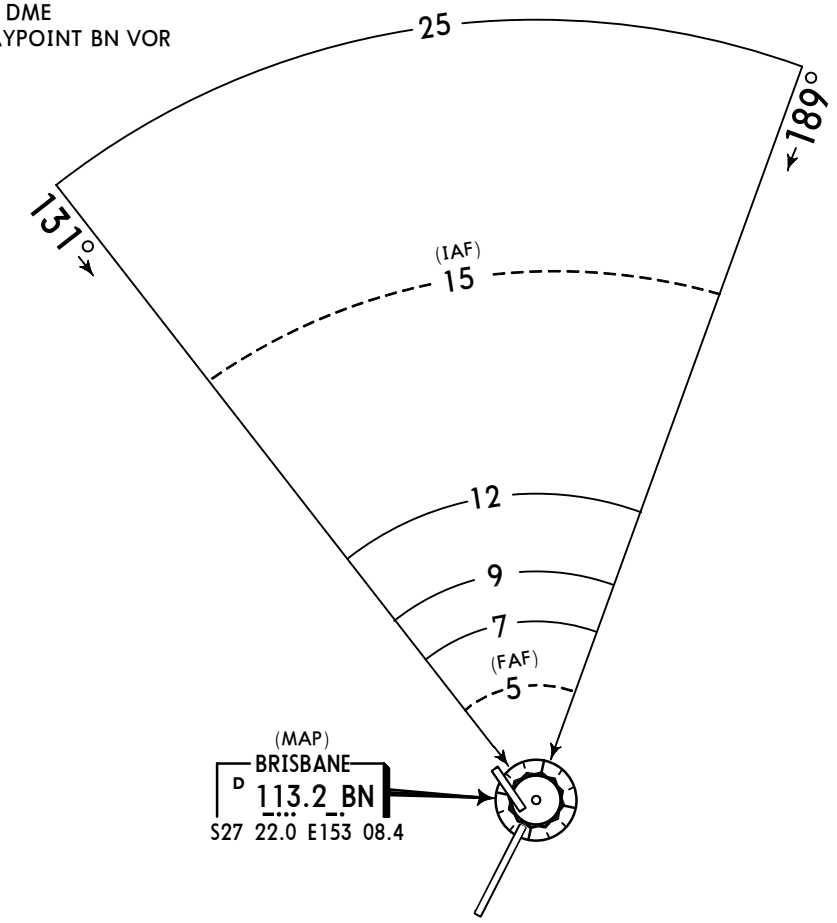
Trans level: FL110
Trans alt: 10000′ (9987′)



MSA
BN VOR
2500′ within 10 NM

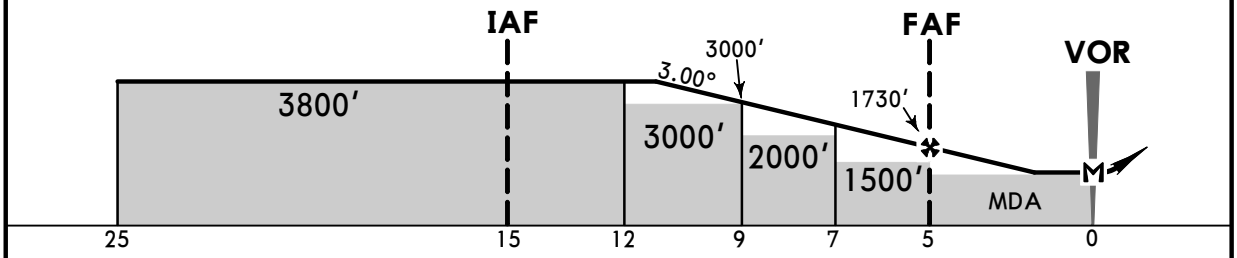
VOR 113.2 BN
Apt. Elev 13′

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NOT TO SCALE

NM to VOR	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.6	
ALTITUDE	3800′	3640′	3320′	3000′	2690′	2370′	2050′	1730′	1410′	1100′	850′	780′	650′	



MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND
MDA(H)
A, B: 650′ (637′)
C: 780′ (767′)
D: 850′ (837′)

A B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN 10-2B

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

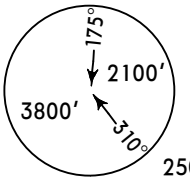
BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR C

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

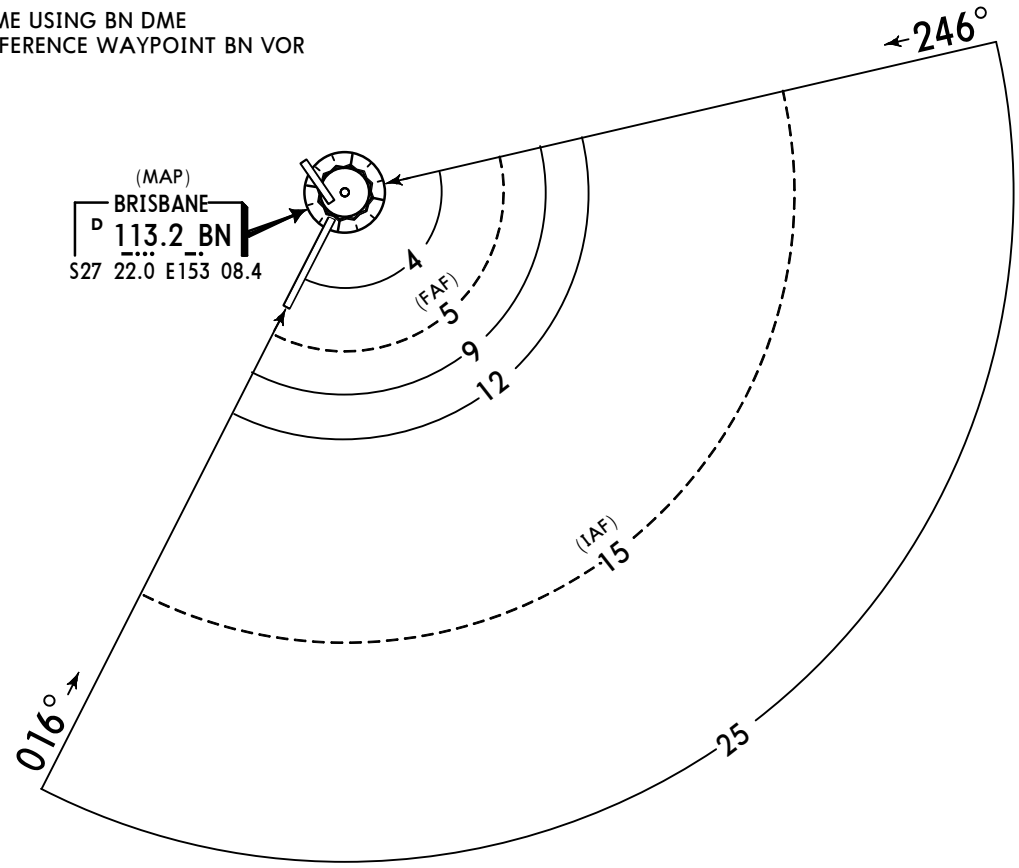
Alt Set: hPa
Apt Elev: 0 hPa
Trans level: FL110
Trans alt: 10000' (9987')



MSA
BN VOR
2500' within 10 NM

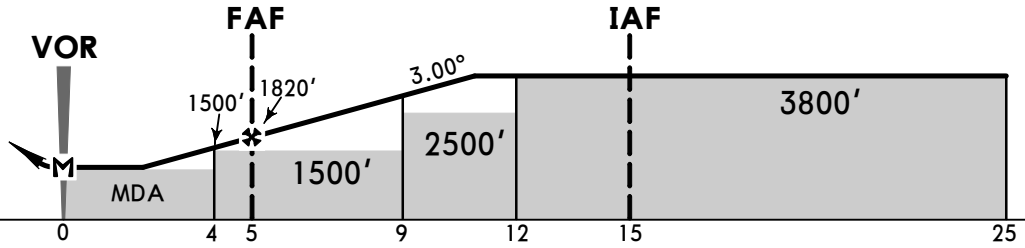
VOR 113.2 BN
Apt. Elev 13'

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NOT TO SCALE

NM to VOR	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.2
ALTITUDE	900'	1190'	1500'	1820'	2140'	2460'	2780'	3090'	3410'	3730'	3800'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 900'(887')

A B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN 10-2C

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

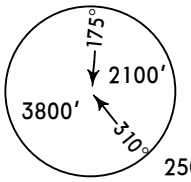
BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

ATIS 113.2 125.5
BRISBANE Approach (R) Within 30 NM:
Northwest of extended C/L Rwy 01/19 124.7
Southeast of extended C/L Rwy 01/19 125.6
BRISBANE Tower 120.5
Ground 121.7

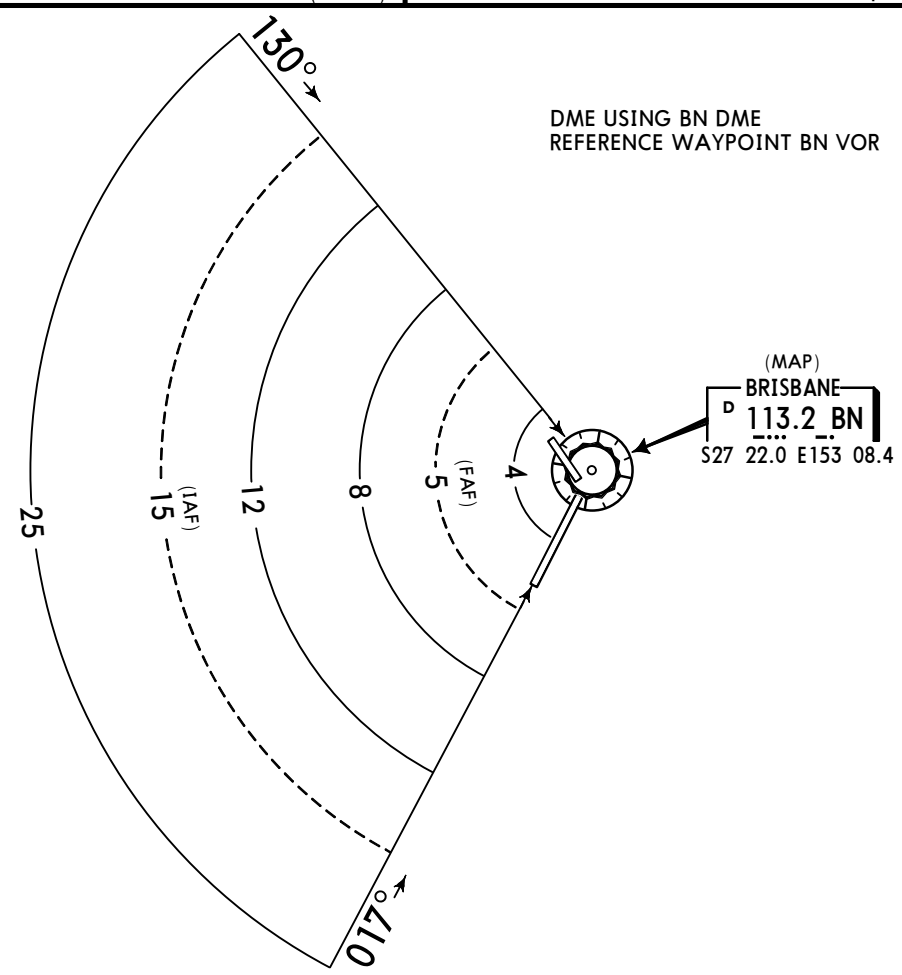
Alt Set: hPa
Apt Elev: 0 hPa
Trans level: FL110
Trans alt: 10000′ (9987′)



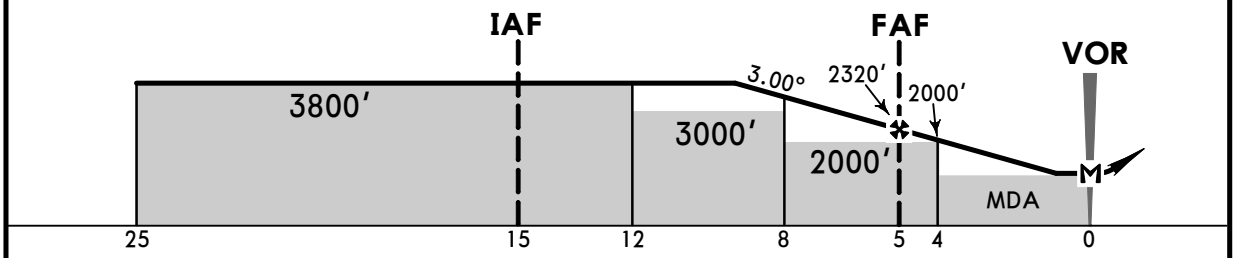
MSA
BN VOR
2500′ within 10 NM

VOR 113.2 BN
Apt. Elev 13′

NOT TO SCALE



NM to VOR	9.6	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3800′	3590′	3280′	2960′	2640′	2320′	2000′	1690′	1370′	1050′	1000′



MISSED APPROACH: Climb on track to 3000′ or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 1000′ (987′)

A B	2.4 km
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: None.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

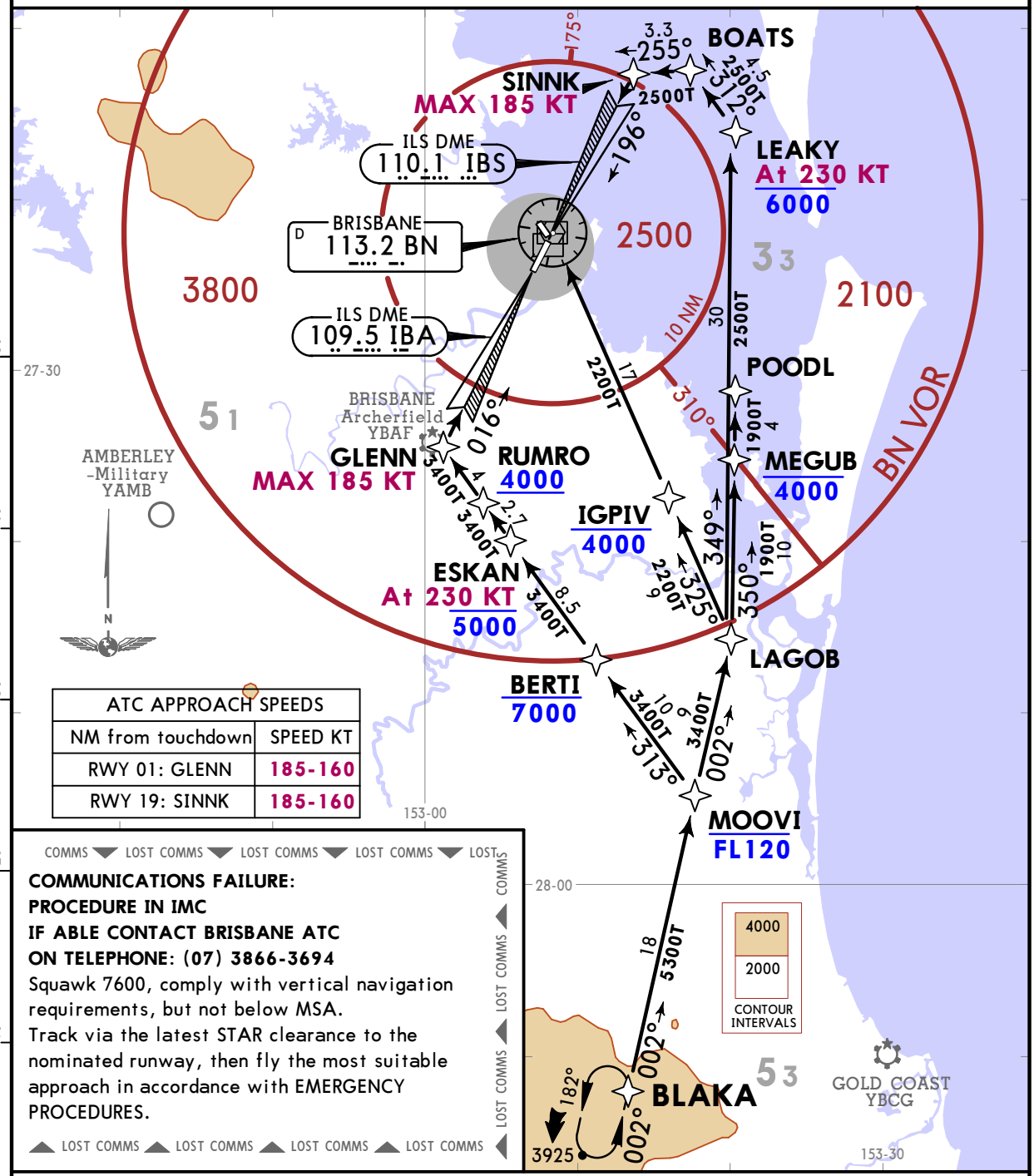
10 AUG 18 (10-2D) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

BLAKA 2A [BLAK2A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS

ROUTING

From BLAKA track 002° to MOOVI, cross MOOVI at or below FL120.

RWY	LANDING
01	From MOOVI, turn LEFT, track 313° to BERTI. Cross BERTI at or below 7000. Track 313° to ESKAN, at 230 KT from ESKAN. Cross ESKAN at or below 5000. Track 313° to RUMRO. Cross RUMRO at or above 4000. Track 313° to GLENN, MAX 185 KT from GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach.
14	From MOOVI, track 002° to LAGOB. Turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000. Track 325° to BN VOR for VOR RWY 14 approach.
19	From MOOVI, track 002° to LAGOB. Turn LEFT, track 349° to LEAKY. At 230 KT from LEAKY. Cross LEAKY at or below 6000. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK. MAX 185 KT from SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach.
32	From MOOVI, track 002° to LAGOB. Turn LEFT, track 350° to MEGUB. Cross MEGUB at or below 4000. Track 350° to POODL for RNAV-Z (GNSS) RWY 32 approach.

CHANGES: Procedure renumbered, revised.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

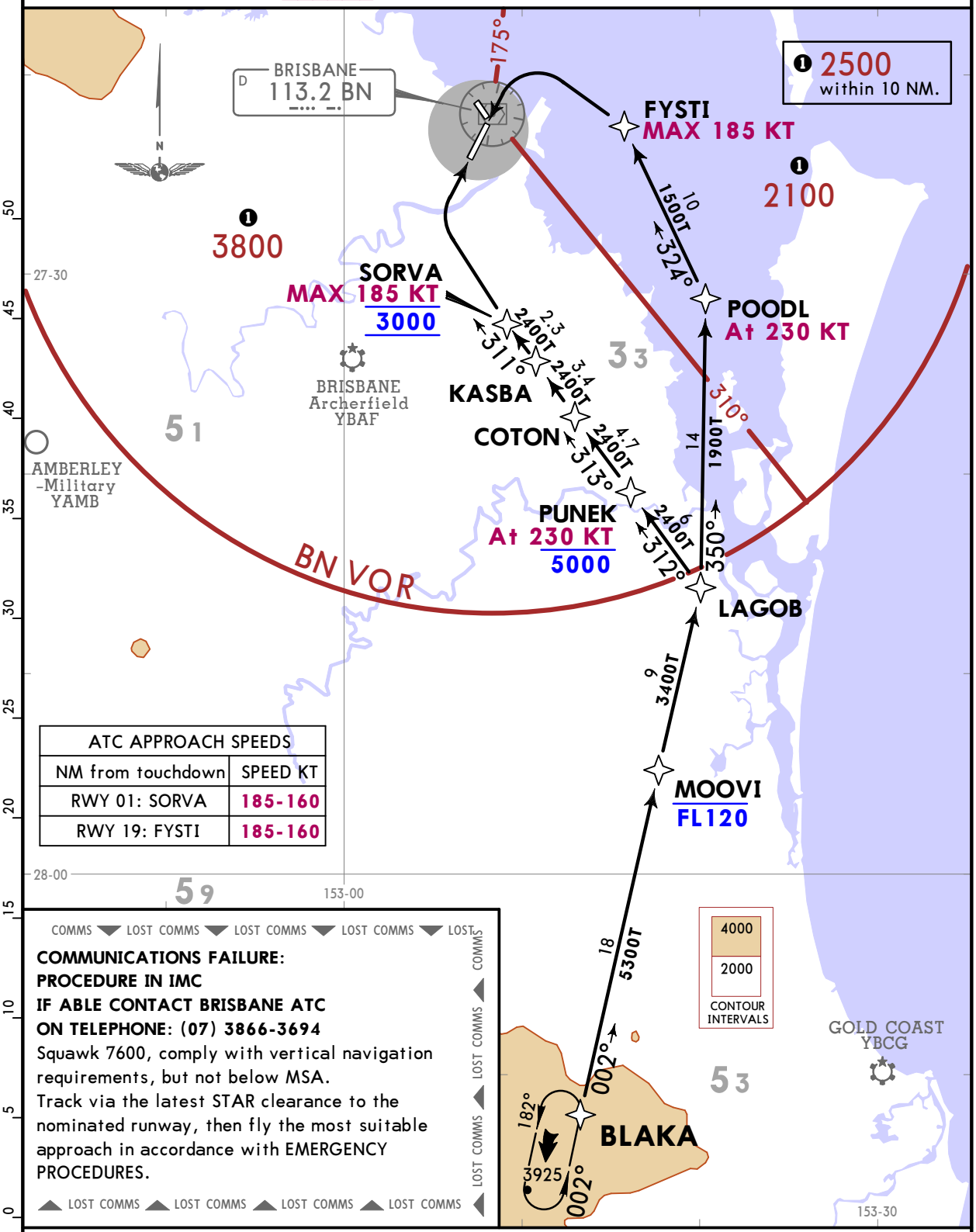
10 AUG 18 (10-2E) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

BLAKA 2P [BLAK2P] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING

From BLAKA track 002° to MOOVI. Cross MOOVI at or below FL120. From MOOVI track 002° to LAGOB.

RWY	LANDING
01	From LAGOB track 312° to PUNEK. At 230 KT from PUNEK. Cross PUNEK at or below 5000. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at 3000. From SORVA track via RNAV-P (RNP) RWY 01. MAX 185 KT from SORVA.
19	From LAGOB track 350° to POODL. At 230 KT from POODL. Track 324° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KT from FYSTI.

CHANGES: Procedure renumbered, bearing between BLAKA and MOOVI.

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YBBN/BNE
BRISBANE INTL

JEPPESEN
10 AUG 18 (10-2F) Eff 16 Aug

BRISBANE, QLD, AUSTRALIA
RNAV STAR

BLAKA 2V [BLAK2V] (RNAV) ARRIVAL

ATIS 113.2 125.5 | Apt Elev 13 | Alt Set: hPa | Trans level: FL110

SPEED: MAX 250 KT BELOW 10000

ROUTING

From BLAKA track 002° to MOOVI. Cross MOOVI at or below FL120. Track 002° to LAGOB.

LANDING

RWY	
01	From LAGOB, turn LEFT track 312° to PUNEK, at 230 KT from PUNEK. Cross PUNEK at or below 5000. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at or above 3000. From SORVA track 314° visual to ANNIE for 4 NM visual final. MAX 185 KT from SORVA.
14	From LAGOB, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.
19	From LAGOB, turn LEFT track 350° to POODL, at 230 KT from POODL. Turn LEFT, track 324° to FYSTI, MAX 185 KT from FYSTI. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.
32	From LAGOB, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

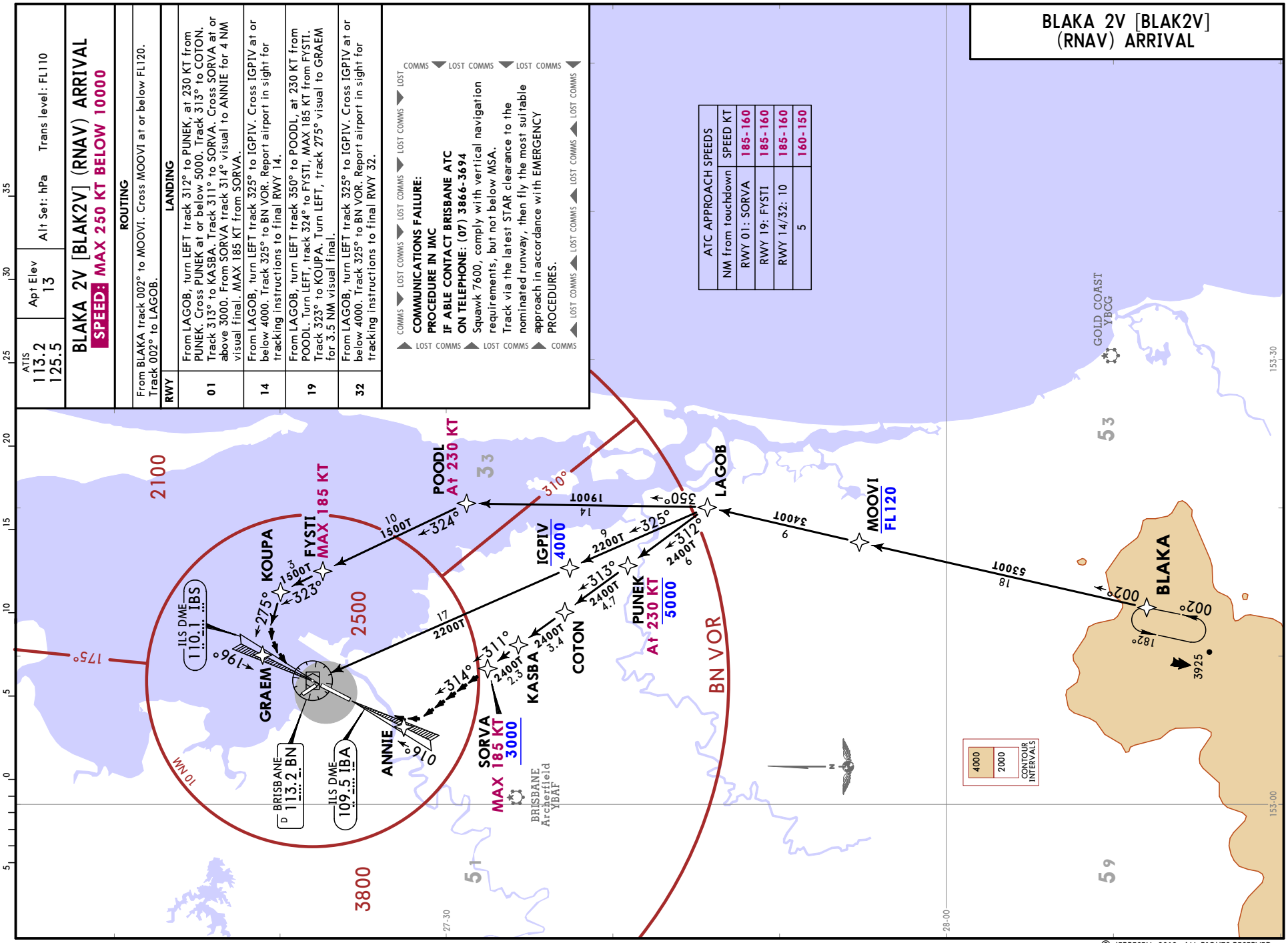
COMMS ▼ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ COMMS

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160
RWY 14/32: 10	185-160
5	160-150

BLAKA 2V [BLAK2V]
(RNAV) ARRIVAL



CHANGES: Procedure renumbered, bearing between BLAKA and MOOVI.

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YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

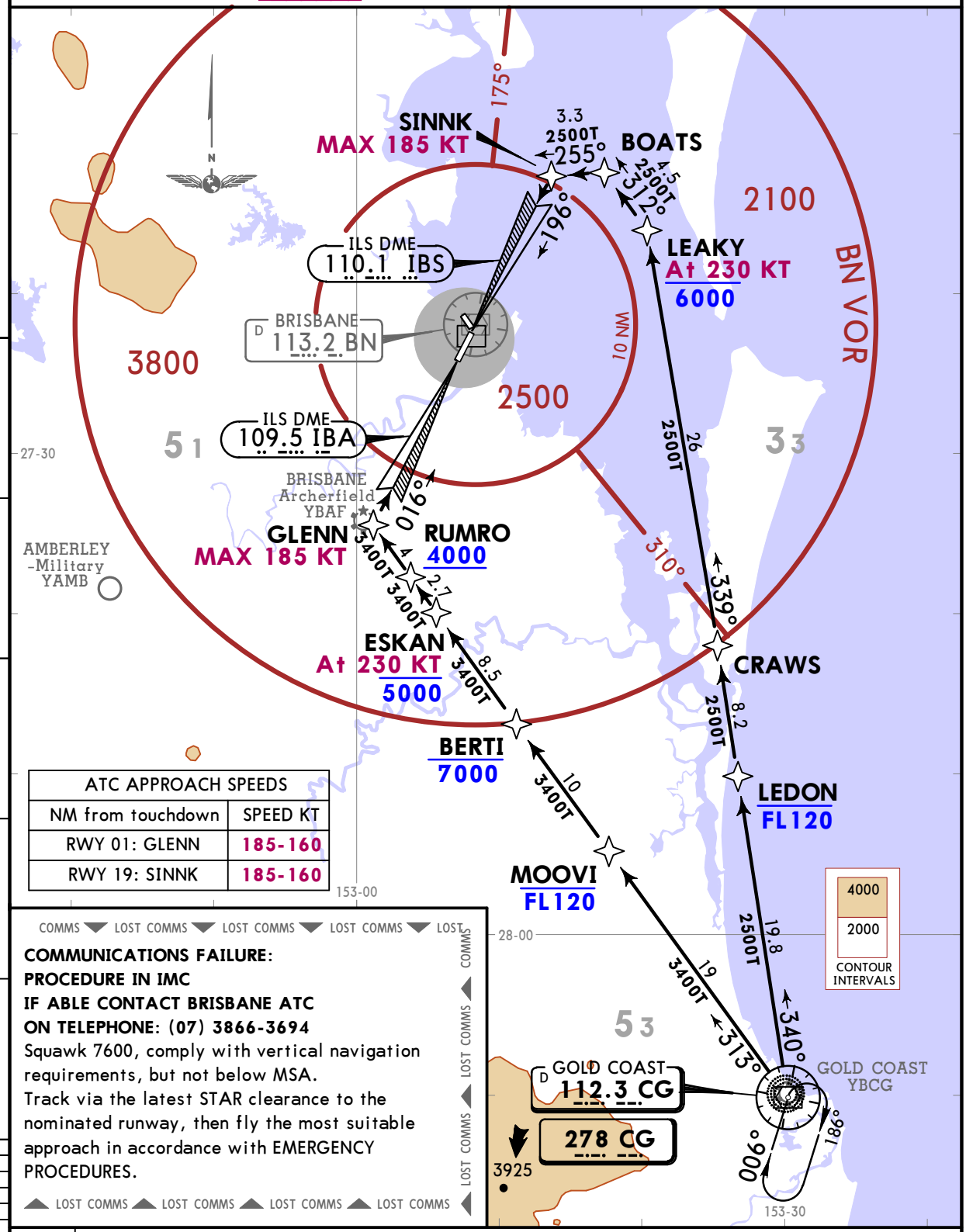
10 AUG 18 (10-2G) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2A [CG2A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	ROUTING
01	From CG VOR track 313° to MOOVI. Cross MOOVI at or below FL120. Track 313° BERTI. Cross BERTI at or below 7000. Track 313° to ESKAN. Cross ESKAN at or below 5000. At 230 KT from ESKAN. Track 313° to RUMRO. Cross RUMRO at or above 4000. Track 313° to GLENN for ILS, RNAV-Z, LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
19	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Track 339° to LEAKY. Cross LEAKY at or below 6000. At 230 KT from LEAKY. Turn LEFT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for ILS, RNAV-Z, LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: Procedure renumbered, revised.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

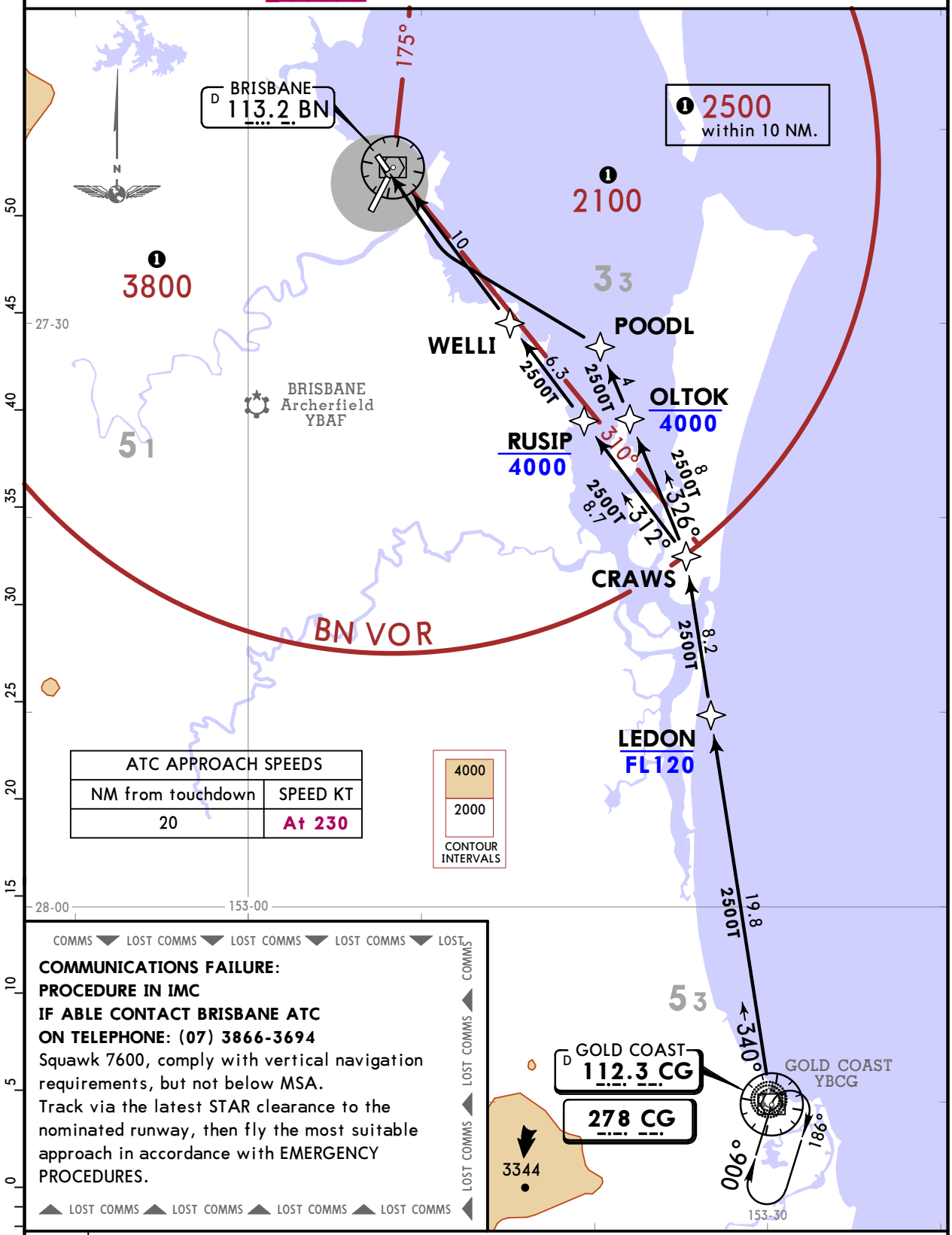
10 AUG 18 (10-2G1) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2A [CG2A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	ROUTING
14	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000. Track 312° to WELLI, thence 312° to BN VOR RWY 14 approach.
32	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

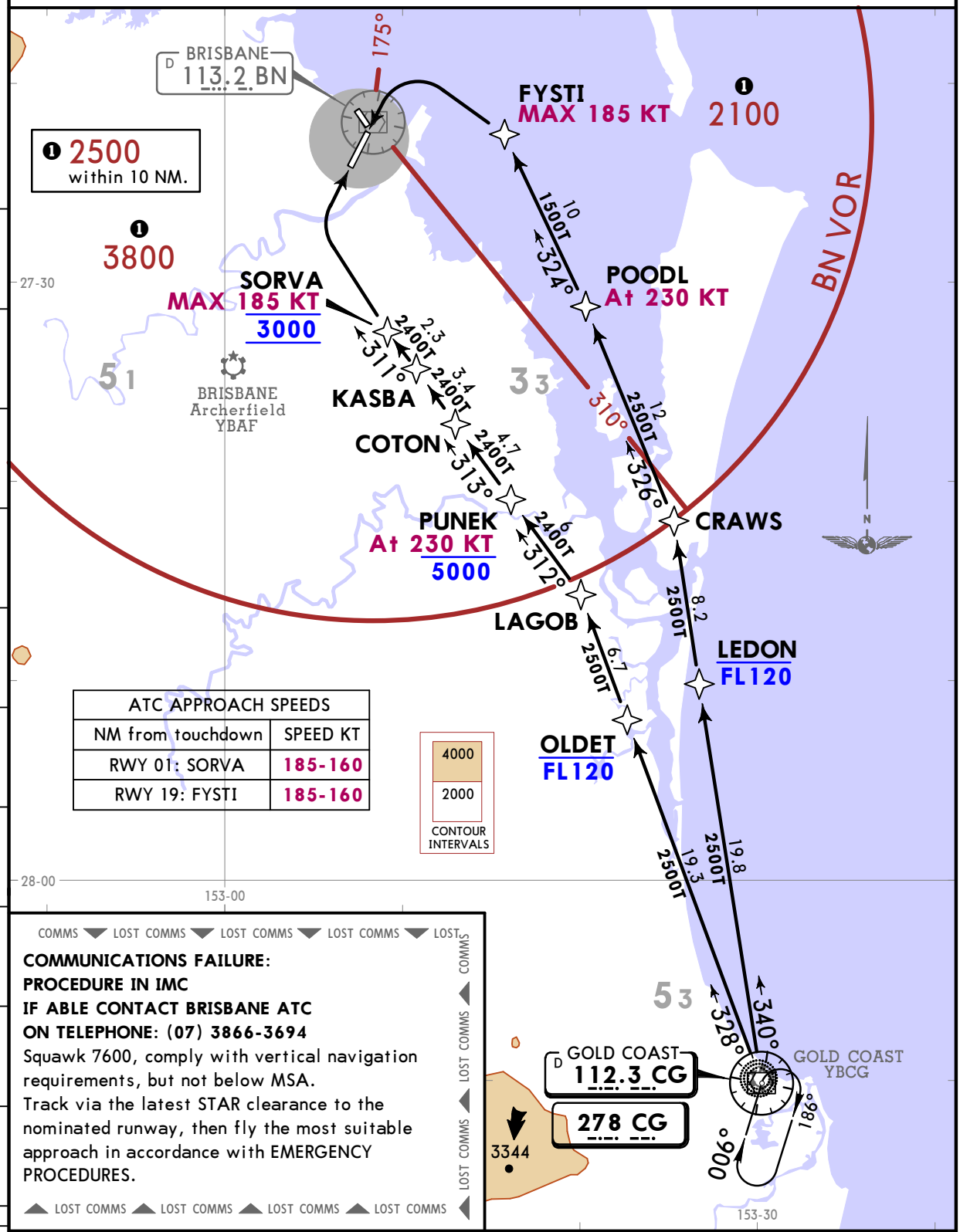
10 AUG 18 (10-2H) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2P [CG2P] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

RWY	ROUTING
01	From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to LAGOB. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000. At 230 KT from PUNEK. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at 3000. MAX 185 KT from SORVA. From SORVA track via RNAV-P (RNP) RWY 01.
19	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 326° to POODL. At 230 KT from POODL. Track 324° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KT from FYSTI.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

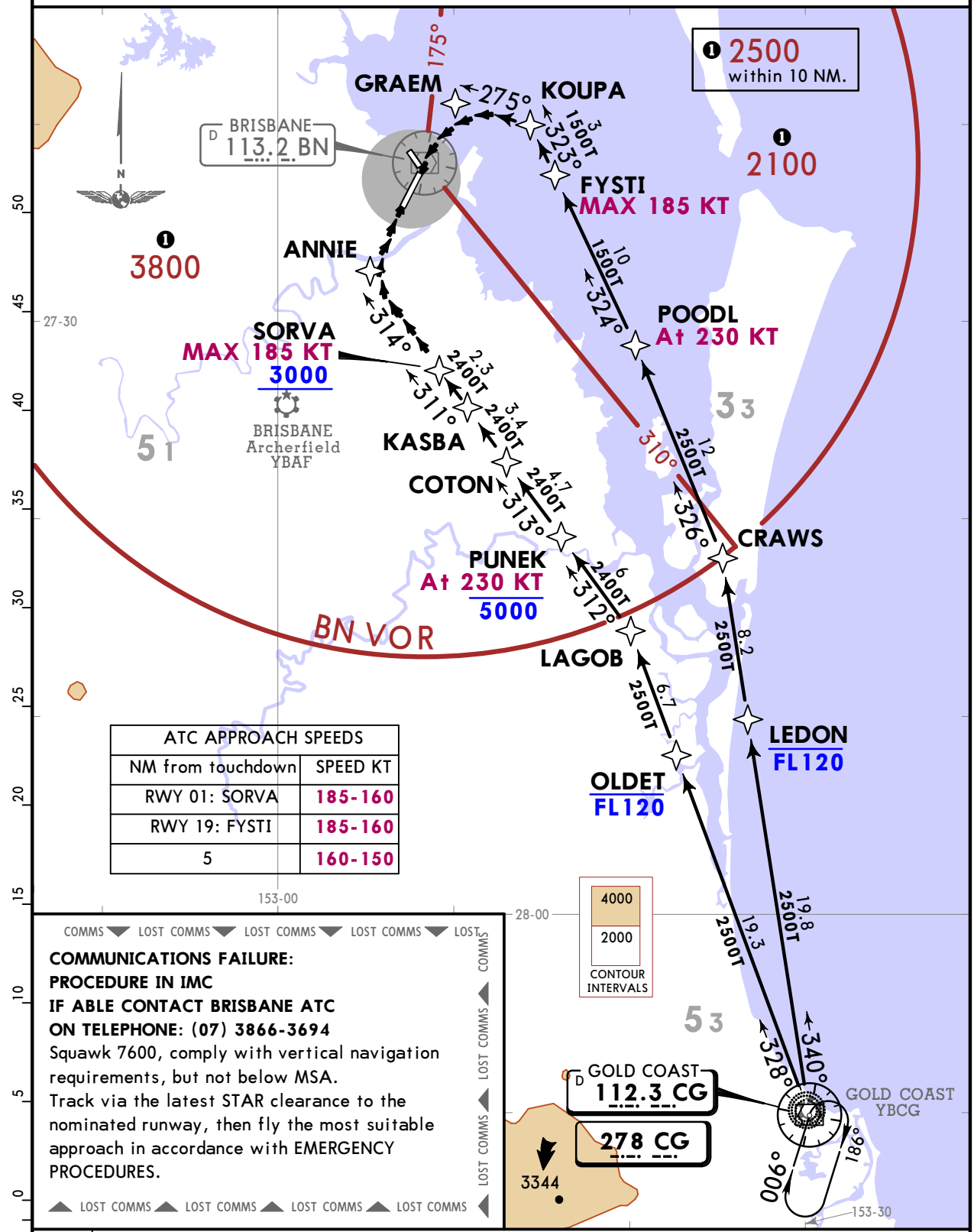
10 AUG 18 (10-2J) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Ale Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2V [CG2V] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160
5	160-150

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS

RWY	ROUTING
01	From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to LAGOB. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000. At 230 KT from PUNEK. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at or above 3000. MAX 185 KT from SORVA. From SORVA track 314° visual to ANNIE for 4 NM visual final.
19	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT track 326° to POODL. At 230 KT from POODL. Turn LEFT track 324° to FYSTI. MAX 185 KT from FYSTI. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

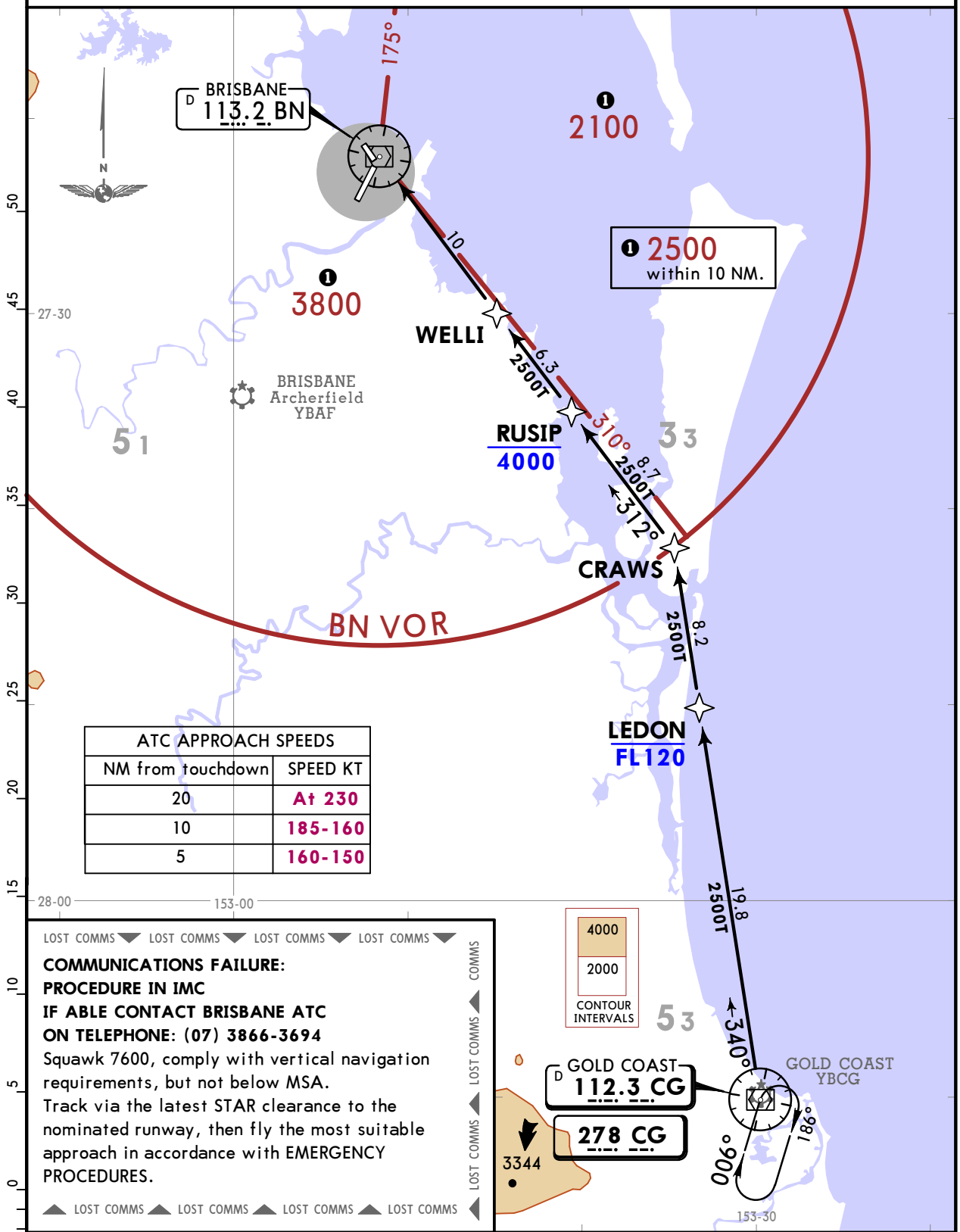
10 AUG 18 (10-2J1) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

GOLD COAST (CG) 2V [CG2V] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
20	At 230
10	185-160
5	160-150

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	LANDING
14	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.
32	From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWS. Turn LEFT track 312° to RUSIP. Cross RUSIP at or below 4000. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

CHANGES: Procedure renumbered.

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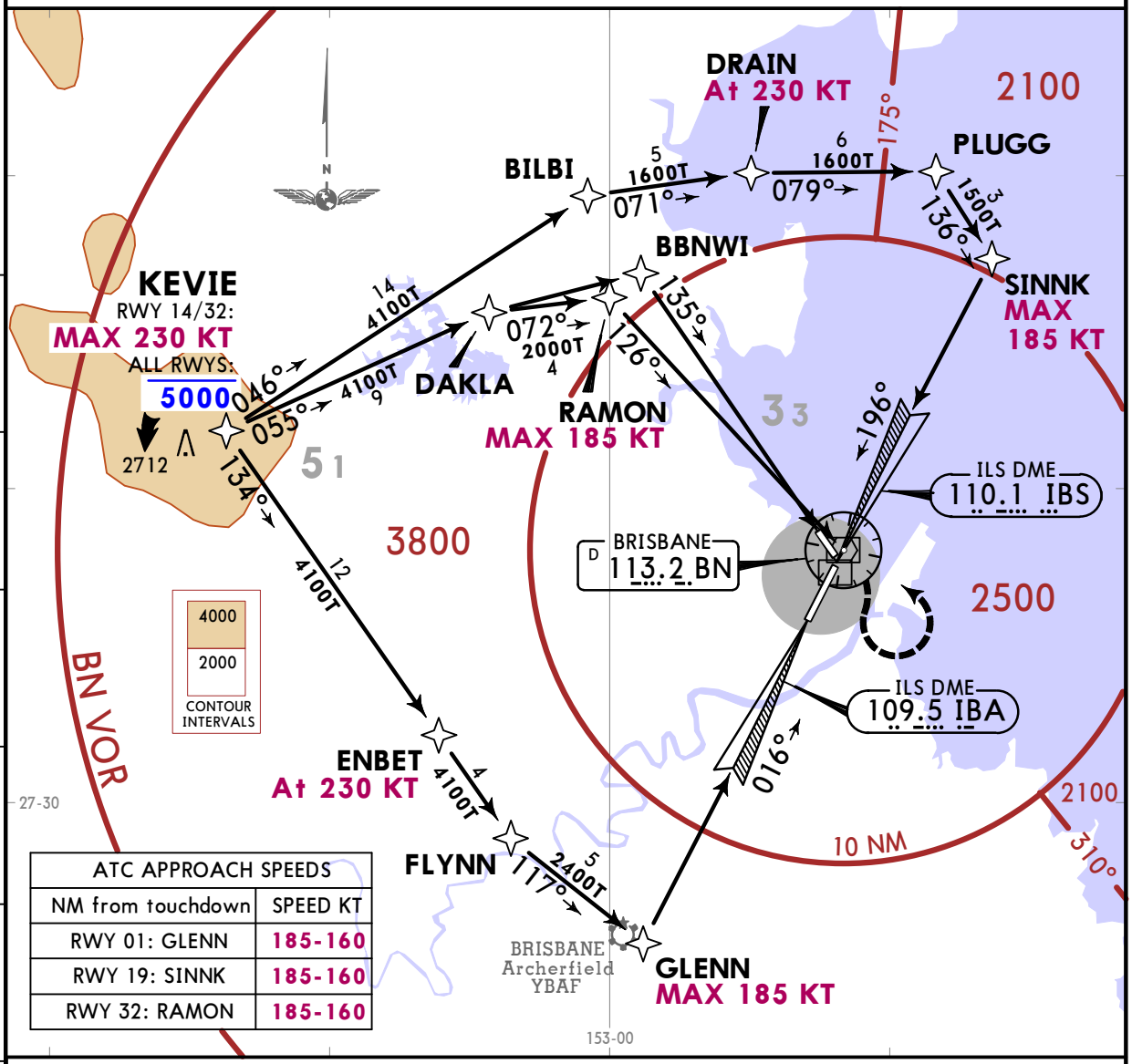
YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2K)
RNAV STAR

ATIS	Apt Elev	Trans level: FL110
113.2 125.5	13	

KEVIE 4A [KEVI4A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160
RWY 32: RAMON	185-160

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

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

LOST COMMS ▶ COMMS
LOST COMMS ◀ COMMS

ROUTING

RWY 14/32: MAX 230 KT from KEVIE. Cross KEVIE at or below 5000.

RWY	LANDING
01	From KEVIE track 134° to ENBET. At 230 KT from ENBET. Track 134° to FLYNN. Turn LEFT, track 117° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
14	From KEVIE track 055° to DAKLA for RNAV-Z (GNSS) RWY 14 approach or: (On pilot request) Track 055° to DAKLA. Turn RIGHT, track 072° to RAMON for VOR RWY 14 approach. MAX 185 KT from RAMON.
19	From KEVIE track 046° to BILBI. Turn RIGHT, track 071° to DRAIN. At 230 KT from DRAIN. Turn RIGHT, track 079° to PLUGG. Turn RIGHT, track 136° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.
32	From KEVIE track 055° to DAKLA. Turn RIGHT, track 072° to RAMON. MAX 185 KT from RAMON. Turn RIGHT, track 126° to BN VOR. From BN VOR track LEFT base RWY 32.

CHANGES: New format.

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YBBN/BNE
BRISBANE INTL

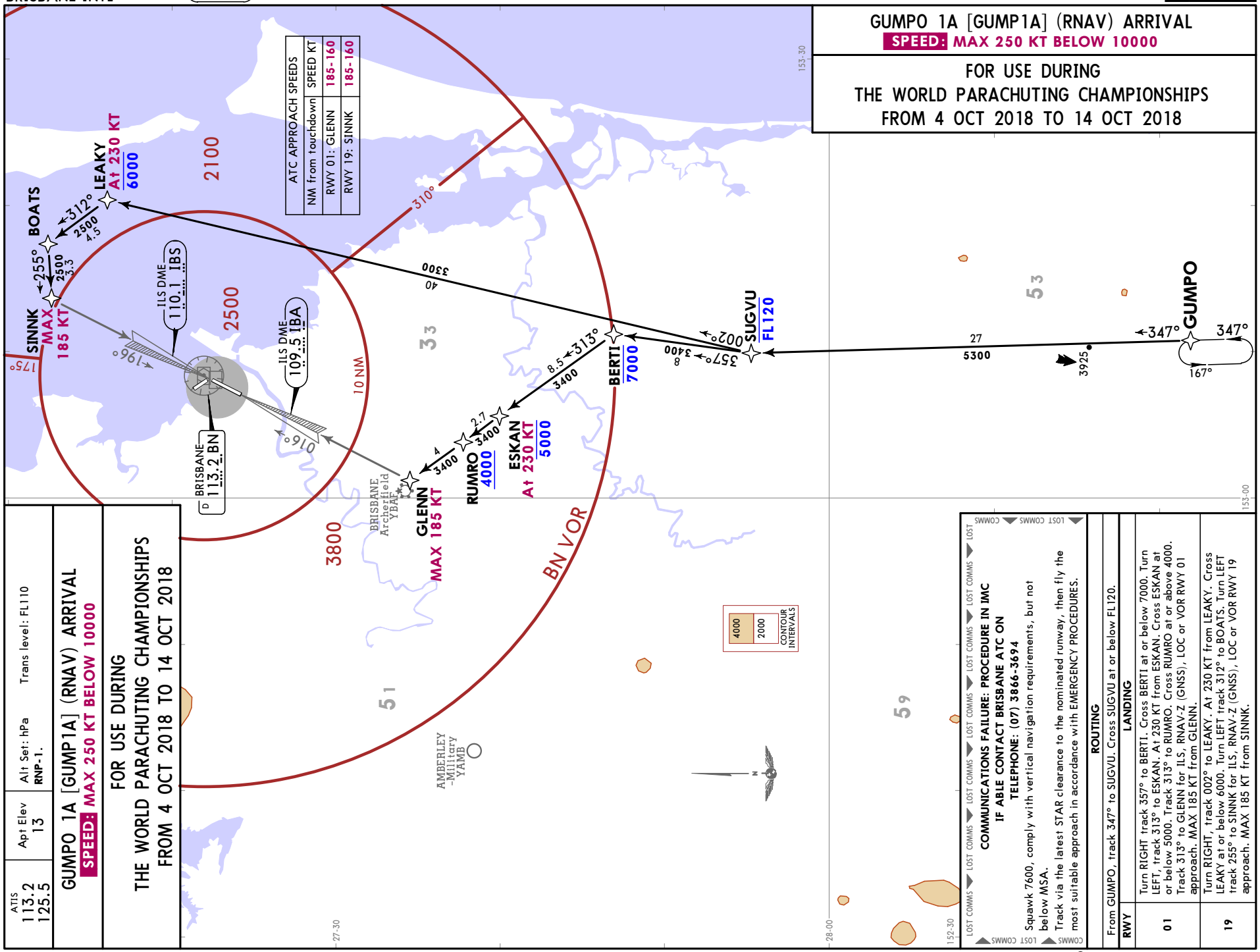
JEPPESEN
21 SEP 18 (10-2K-0)

BRISBANE, QLD, AUSTRALIA
RNAV STAR

GUMPO 1A [GUMP1A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000

FOR USE DURING
THE WORLD PARACHUTING CHAMPIONSHIPS
FROM 4 OCT 2018 TO 14 OCT 2018



ATIS 113.2 125.5

Apt Elev 13

Alt Set: hPa
RNP-1.

Trans level: FL110

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ROUTING

From GUMPO, track 347° to SUGVU. Cross SUGVU at or below FL120.

LANDING

RWY	
01	Turn RIGHT track 357° to BERTI. Cross BERTI at or below 7000. Turn LEFT, track 313° to ESKAN. At 230 KT from ESKAN. Cross ESKAN at or below 5000. Track 313° to RUMRO. Cross RUMRO at or above 4000. Track 313° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
19	Turn RIGHT, track 002° to LEAKY. At 230 KT from LEAKY. Cross LEAKY at or below 6000. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: New temporary procedure.

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JEPPESEN JeppView 3.6.2.0

YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

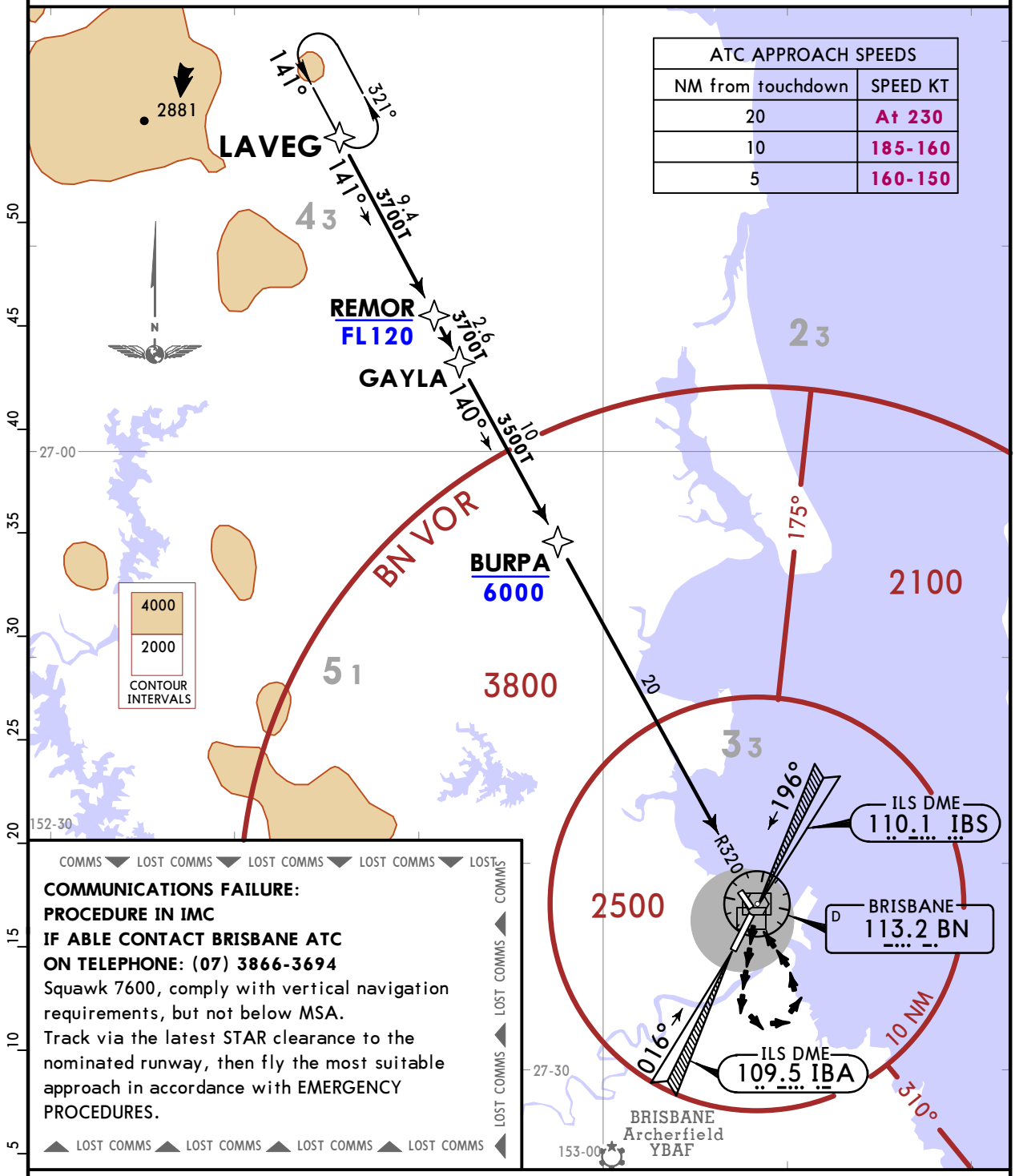
27 JUL 18 (10-2L)

RNAV STAR

ATIS	Apt Elev	
113.2 125.5	13	Trans level: FL110 GNSS permitted in lieu of DME. Reference waypoint BN VOR.

LAVEG 1 [LAVEG1] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING

From LAVEG track 141° to REMOR. Cross REMOR at or below FL120. Track 141° to GAYLA. From GAYLA track 140° to BURPA. Cross BURPA at or below 6000.

RWY	LANDING
01	From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 01. In VMC EXPECT tracking instructions to final RWY 01.
14	From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 14. In VMC EXPECT tracking instructions to final RWY 14.
19	From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 19. In VMC EXPECT tracking instructions to final RWY 19.
32 (VISUAL)	From BURPA track 140° to BN VOR. From BN VOR track for LEFT base RWY 32.

CHANGES: New format.

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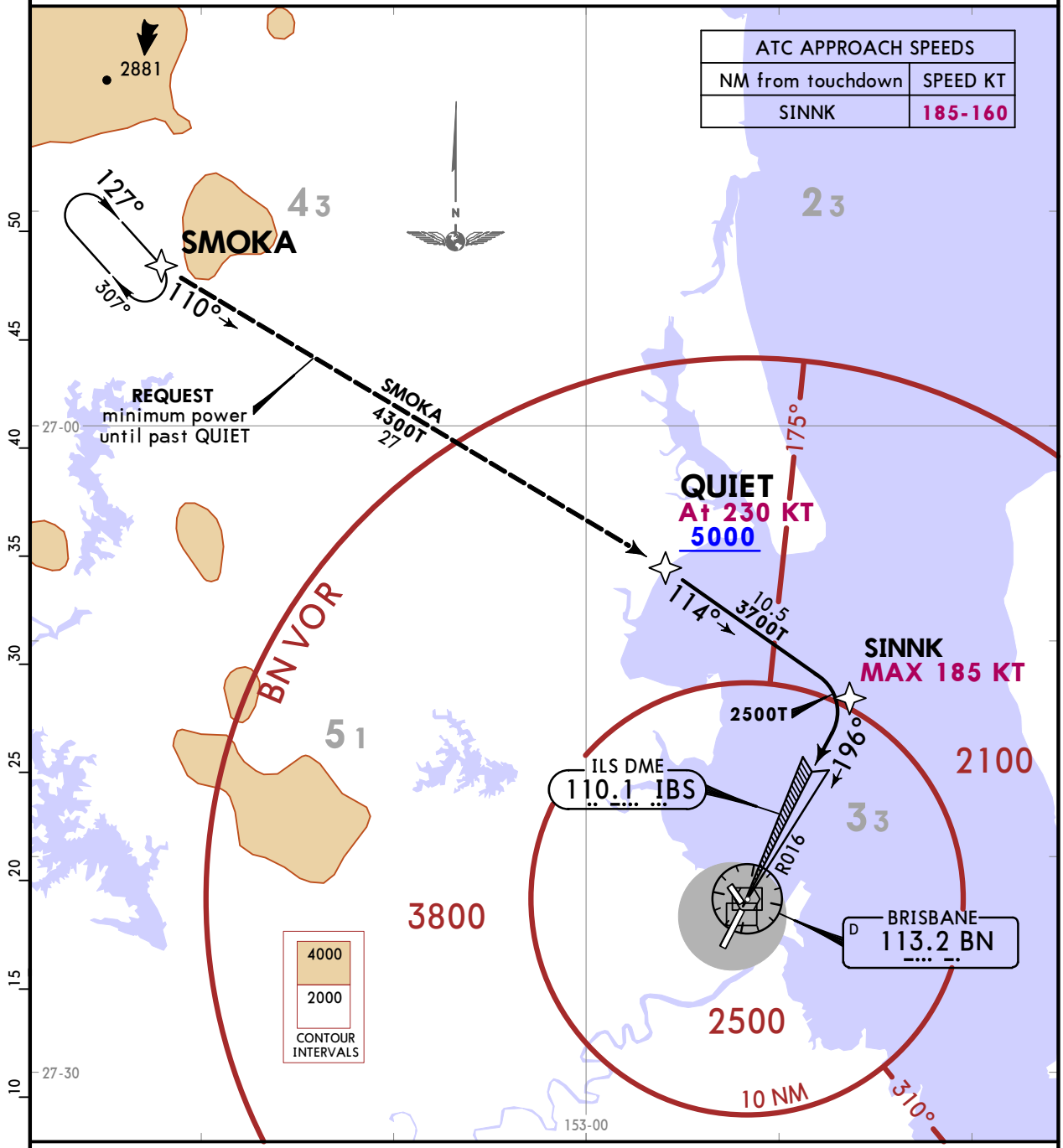
YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2M)
RNAV STAR

ATIS	Apt Elev	Trans level: FL110
113.2 125.5	13	

QUIET 4A [QUIE4A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

TRANSITION	
SMOKA	From SMOKA Track 110° to QUIET. Cross QUIET at or above 5000, at 230 KT from QUIET, then follow arrival instructions.

RWY	ROUTING
19	From QUIET track 114° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: New format.

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CHANGES: New format.

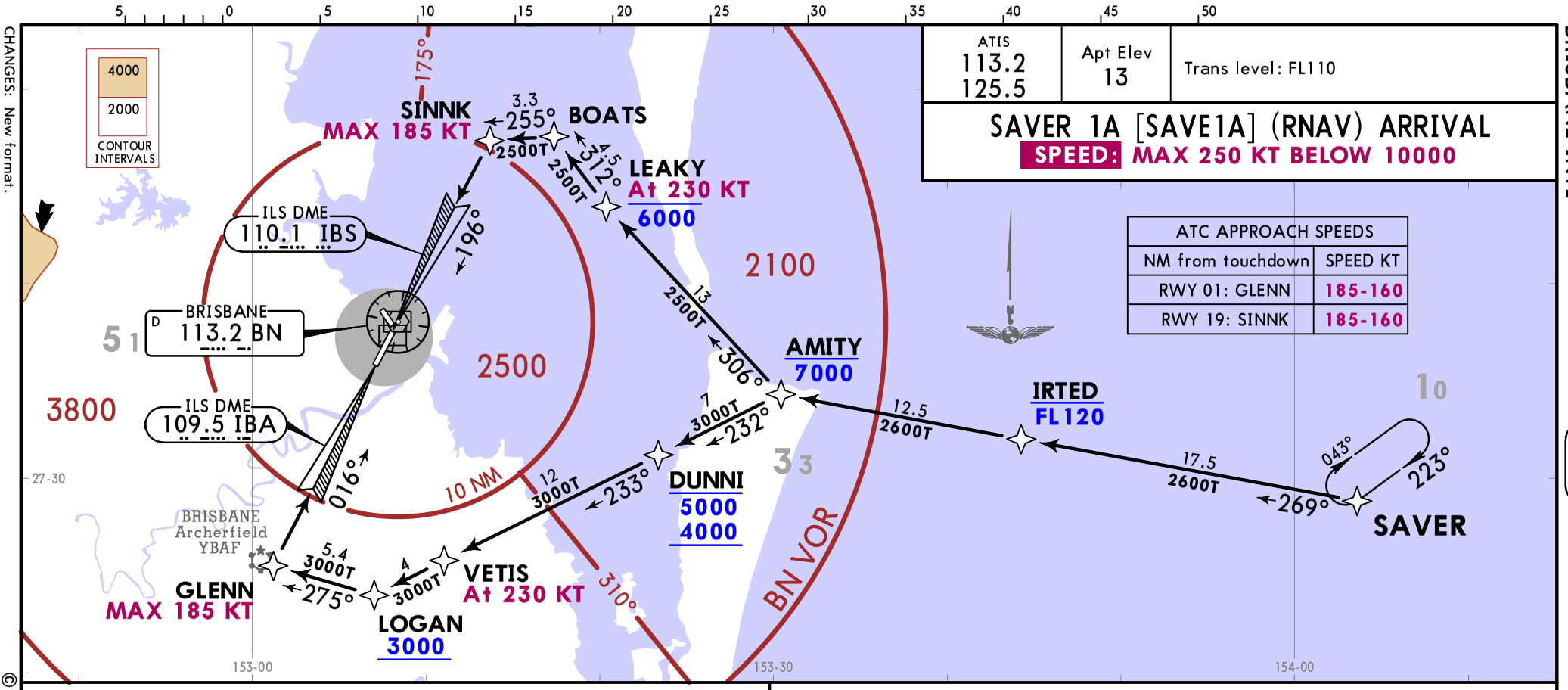
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YBBN/BNE BRISBANE INTL

ATIS	Apt Elev	Trans level: FL110
113.2 125.5	13	

SAVER 1A [SAVE1A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: GLENN	185-160
RWY 19: SINNK	185-160

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

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

ROUTING

From SAVER track 269° to IRTED. Cross IRTED at or below FL120. Track 269° to AMITY. Cross AMITY at or below 7000.

RWY	LANDING
01	From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000 and 4000. Track 233° to VETIS. At 230 KT from VETIS. Track 233° to LOGAN. Cross LOGAN at or above 3000. Turn RIGHT, track 275° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
19	From AMITY, turn RIGHT track 306° to LEAKY. At 230 KT from LEAKY. Cross LEAKY at or below 6000. Turn RIGHT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

27 JUL 18 (10-2N)
JEPPESEN BRISBANE, QLD, AUSTRALIA
RNAV STAR
JEPPESEN JeppView 3.6.2.0

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YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2P)
RNAV STAR

SAVER 1P [SAVE1P] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000

Trans level: FL110
Apt Elev 13
ATIS 113.2 125.5

ATC APPROACH SPEEDS	SPEED KT
NM from touchdown	
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160

ROUTING

From SAVER track 269° to IRTED. Cross IRTED at or below FL120. Track 269° to AMITY. Cross AMITY at or below 7000.

RWY	LANDING
01	From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000 and 4000. Track 233° to ADGET. At 230 KT from ADGET. Track 233° to BEDAT. Track 233° to KASBA. Cross KASBA at or below 4000. Turn RIGHT, track 311° to SORVA. Cross SORVA at 3000. MAX 185 KT from SORVA. From SORVA track via RNAV-P (RNP) RWY 01.
19	From AMITY track 273° to MAVGA. At 230 KT from MAVGA. Track 273° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KT from FYSTI.

SAVER
IRTED FL120
AMITY 7000
MAVGA At 230 KT
DUNNI 5000 4000
ADGET At 230 KT
BEDAT
KASBA 4000
SORVA MAX 185 KT 3000
FYSTI MAX 185 KT
BN VOR
2500 within 10 NM.
2100
3800
BRISBANE 113.2 BN

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ COMMS
COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ COMMS

CHANGES: New format.

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YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-2Q)
RNAV STAR

ATIS 113.2 125.5
Apt Elev 13
Trans level: FL110

SAVER 1V [SAVE1V] (RNAV) ARRIVAL
SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: SORVA	185-160
RWY 19: FYSTI	185-160
5	160-150

ROUTING

From SAVER track 269° to IRTED. Cross IRTED at or below FL120. Track 269° to AMITY. Cross AMITY at or below 7000.

LANDING

RWY	
01	From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000 and 4000. Track 233° to ADGET. At 230 KT from ADGET. Track 233° to BEDAT. Track 233° to KASBA. Cross KASBA at or below 4000. Turn RIGHT, track 311° to SORVA. Cross SORVA at or above 3000. MAX 185 KT from SORVA. Turn RIGHT, track 314° visual to ANNIE for 4 NM visual final.
19	From AMITY, turn RIGHT track 273° to MAVGA. At 230 KT from MAVGA. Track 273° to FYSTI. MAX 185 KT from FYSTI. Turn RIGHT, track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ COMMS

SAVER
269°
17.5
2600T
IRTED
FL120
12.5
2600T
AMITY
7000
4
2000T
273°
7
3000T
232°
MAVGA
At 230 KT
9
2000T
DUNNI
5000
4000
4
3000T
233°
ADGET
At 230 KT
9.6
3000T
BEDAT
3000T
KASBA
4000
2.3
2400T
311°
SORVA
MAX 185 KT
3000
314°
FYSTI
MAX 185 KT
3.3
323°
1600T
KOUPA
275°
GRAEM
196°
175°
ANNIE
016°
897
ILS DME 110.1 IBS
ILS DME 109.5 IBA
BRISBANE D 113.2 BN
2500 within 10 NM.
2100
3800
BN VOR
310°
153-30
154-00
27-30

CHANGES: New format.

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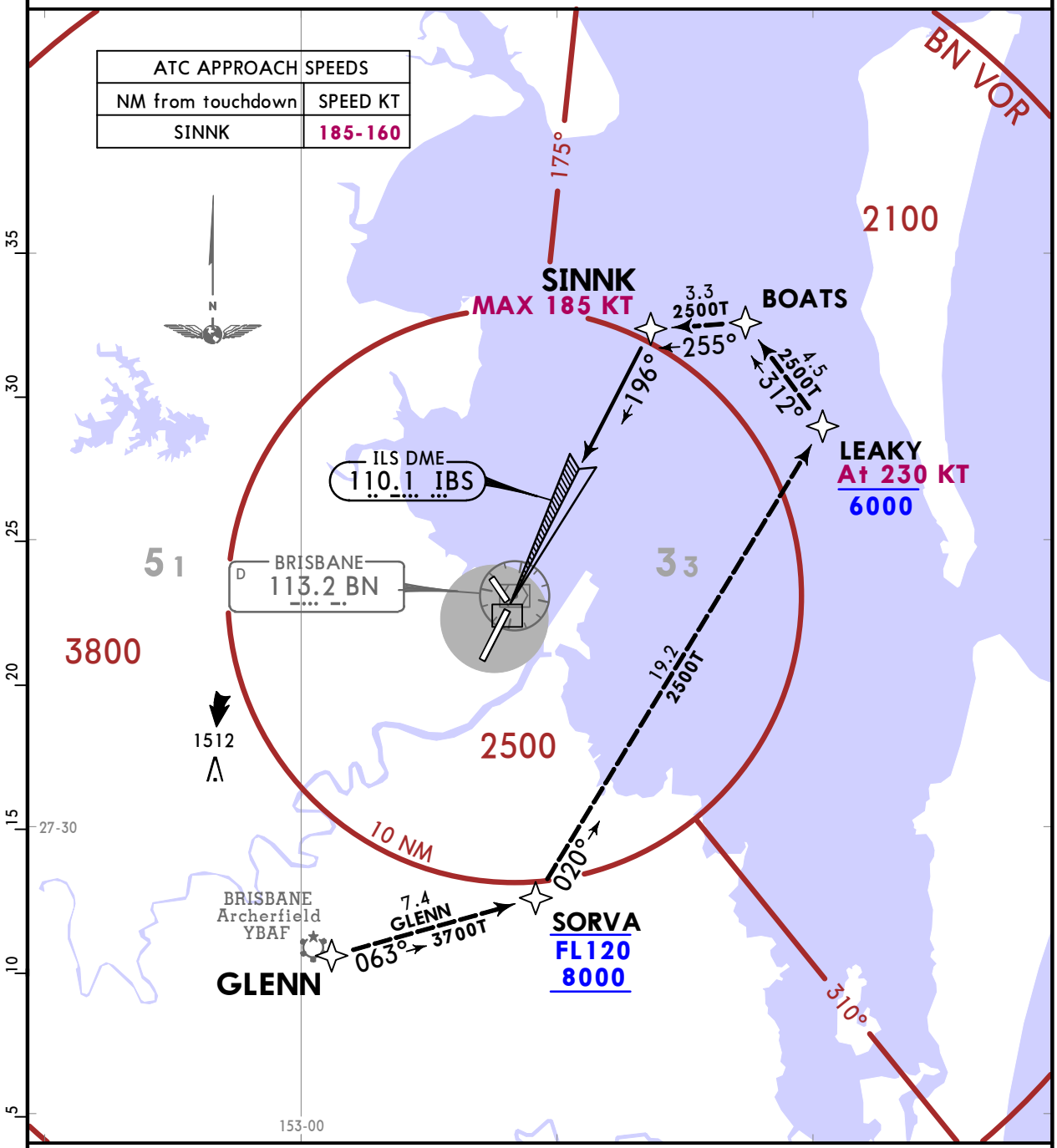
YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
10 AUG 18 (10-2S) Eff 16 Aug
RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SINNK 9 [SINNK9] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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

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

TRANSITION	
GLENN	From GLENN track 063° to SORVA. Cross SORVA between FL120 and 8000. Turn LEFT, track 020° to LEAKY. Cross LEAKY at or below 6000. At 230 KT from LEAKY. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK, then follow arrival instructions. MAX 185 KT from SINNK.
RWY	**LANDING**
19	From SINNK track via ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach.

CHANGES: None.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

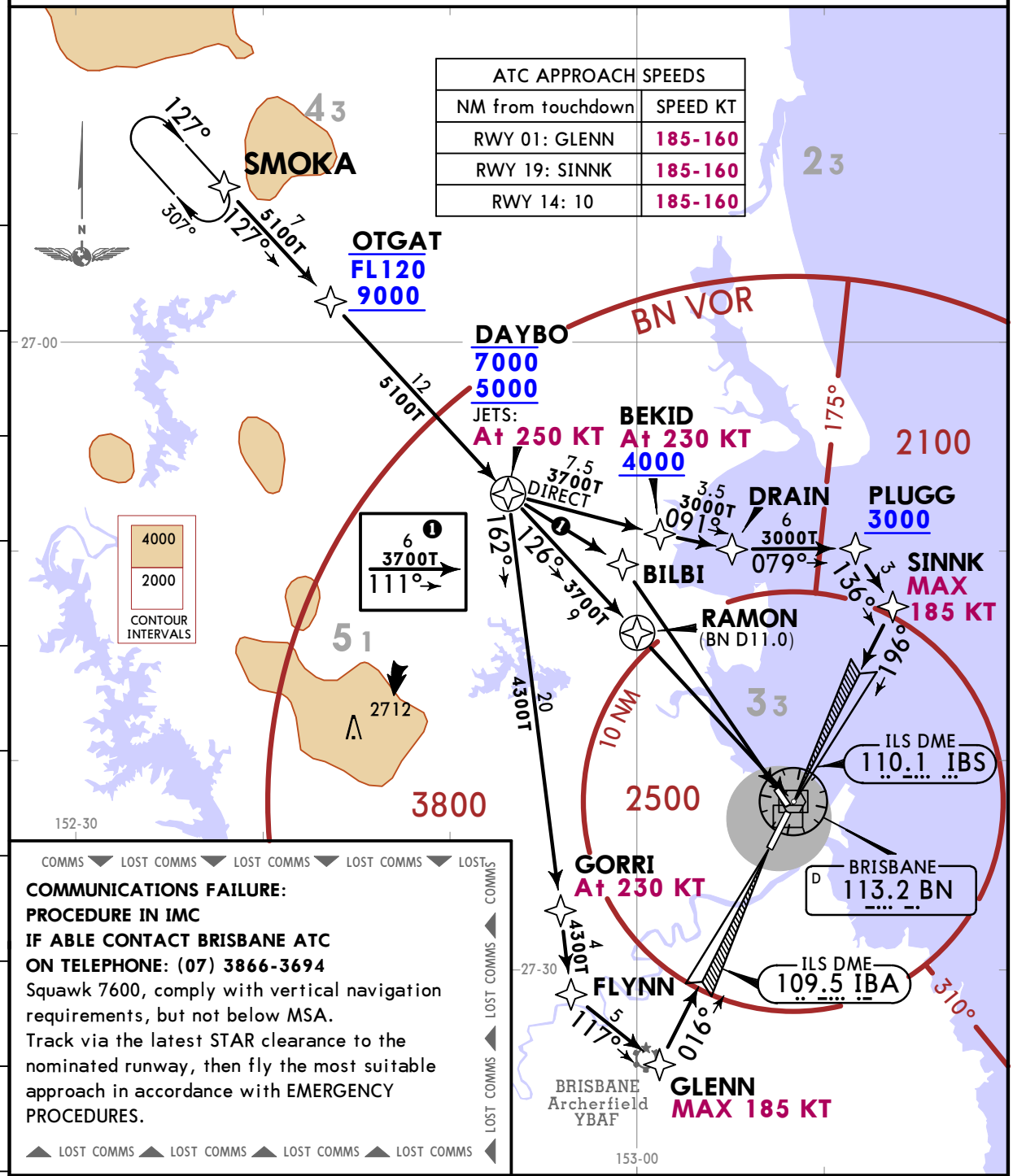
10 AUG 18 (10-2T) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SMOKA 7A [SMOK7A] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ROUTING

From SMOKA track 127° to OTGAT. Cross OTGAT between 9000 and FL120. Track 127° to DAYBO. Cross DAYBO between 5000 and 7000, JETS at 250 KT.

RWY	LANDING
01	From DAYBO, turn RIGHT, track 162° to GORRI. At 230 KT from GORRI. Track 162° to FLYNN. From FLYNN, track 117° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KT from GLENN.
14	From DAYBO, track 126° to RAMON for VOR RWY 14 approach. OR ON REQUEST: From DAYBO track 111° to BILBI for RNAV-Z (GNSS) RWY 14 approach.
19	From DAYBO, turn LEFT, track direct to BEKID. Cross BEKID at or above 4000. At 230 KT from BEKID. Track 091° to DRAIN. Turn LEFT, track 079° to PLUGG. Cross PLUGG at or above 3000. From PLUGG, track 136° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KT from SINNK.

CHANGES: Procedure renumbered, revised.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

10 AUG 18 (10-2U) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SMOKA 7M [SMOK7M] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 01: BIPUD	185-160
RWY 19: DEBAY	185-160

SMOKA
127°
307°
127°
7
5100T
OTGAT
FL120
12
5100T
DAYBO
7000
JETS:
At 250 KT
DIRECT 7.5
3700T
BEKID
At 230 KT
3.5
3700T
091°
DRAIN
3
3700T
098°
GUTTA
3
3200T
120°
146°
6.5
3700T
ISVAN
At 230 KT
6.3
3000T
SAGTA
4
3000T
BIPUD
MAX 185 KT
3000
DEBAY
MAX 185 KT
175°
310°
BN VOR
BRISBANE
113.2 BN
2712
4000
2000
CONTOUR INTERVALS
27-00
27-30
153-00
4 3
2 3
5 1
3 3
3800
2100
2500
within 10 NM.

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ COMMS

ROUTING

From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000, JETS at 250 KT.

RWY	LANDING
01	From DAYBO, turn RIGHT, track 146° to ISVAN. At 230 KT from ISVAN. Track 146° to SAGTA, track 146° to BIPUD. Cross BIPUD at 3000. MAX 185 KT from BIPUD. Track via RNAV-M (RNP) RWY 01.
19	From DAYBO, turn LEFT, track direct to BEKID. At 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX 185 KT from DEBAY. Track via RNAV-M (RNP) RWY 19.

CHANGES: Procedure renumbered.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

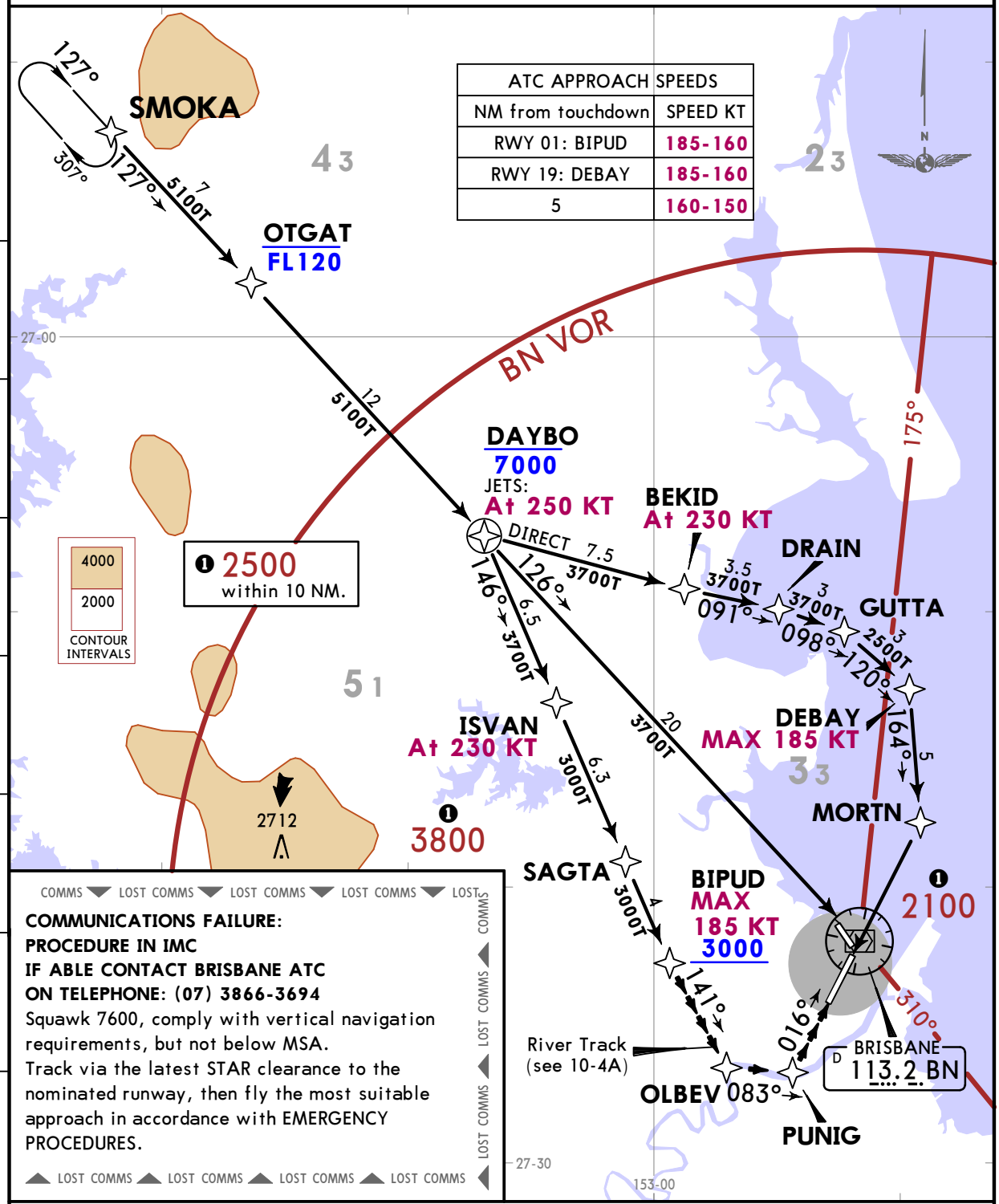
10 AUG 18 (10-2V) Eff 16 Aug

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2 125.5	13		

SMOKA 7V [SMOK7V] (RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING

From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000, JETS at 250 KT.

RWY	LANDING
01	From DAYBO, turn RIGHT, track 146° to ISVAN. At 230 KT from ISVAN. Track 146° to SAGTA. Track 146° to BIPUD. Cross BIPUD at or above 3000 visual. MAX 185 KT from BIPUD. Track 141° and intercept "River Track" (See 10-4A).
14	From DAYBO, track 126° to BN VOR. Report runway in sight for tracking instructions.
19	From DAYBO, turn LEFT, track direct to BEKID. At 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX 185 KT from DEBAY. Turn RIGHT, track 164° to MORTN for 5.5 NM final.

CHANGES: Procedure renumbered.

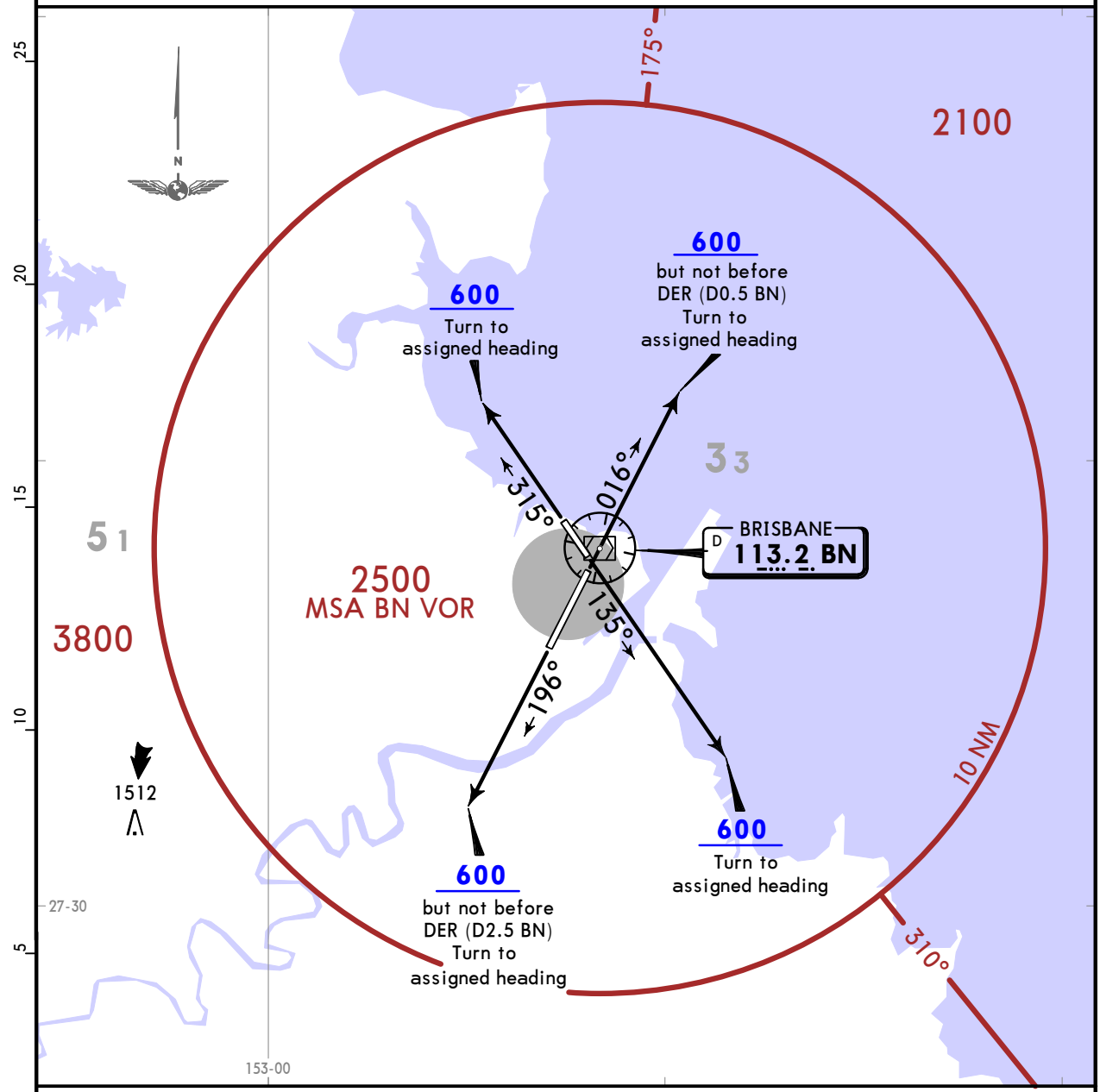
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YBBN/BNE BRISBANE INTL

BRISBANE Departure (R)	Apt Elev	
118.45 128.3 124.7 125.6	13	Trans alt: 10000 1. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 2. Noise abatement procedures apply.

BRISBANE 2 [BN2] (RADAR) DEPARTURE

SPEED: MAX 250 KT BELOW 10000



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

On recognition of communications failure.
-Squawk 7600.
-MAINTAIN last assigned vector for two minutes, and
-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then
-proceed in accordance with the latest ATC route clearance acknowledged.

RWY	INITIAL CLIMB
01	Track 016°. At 600 but not before the departure end of runway (D0.5 BN) turn to assigned heading. When directed, contact Departure for RADAR vectors.
14	Track 135°. At 600 turn to assigned heading. When directed, contact Departure for RADAR vectors.
19	Track 196°. At 600 but not before the departure end of runway (D2.5 BN), turn to assigned heading. When directed, contact Departure for RADAR vectors.
32	Track 315°. At 600 turn to assigned heading. When directed, contact Departure for RADAR vectors.

CHANGES: New format.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

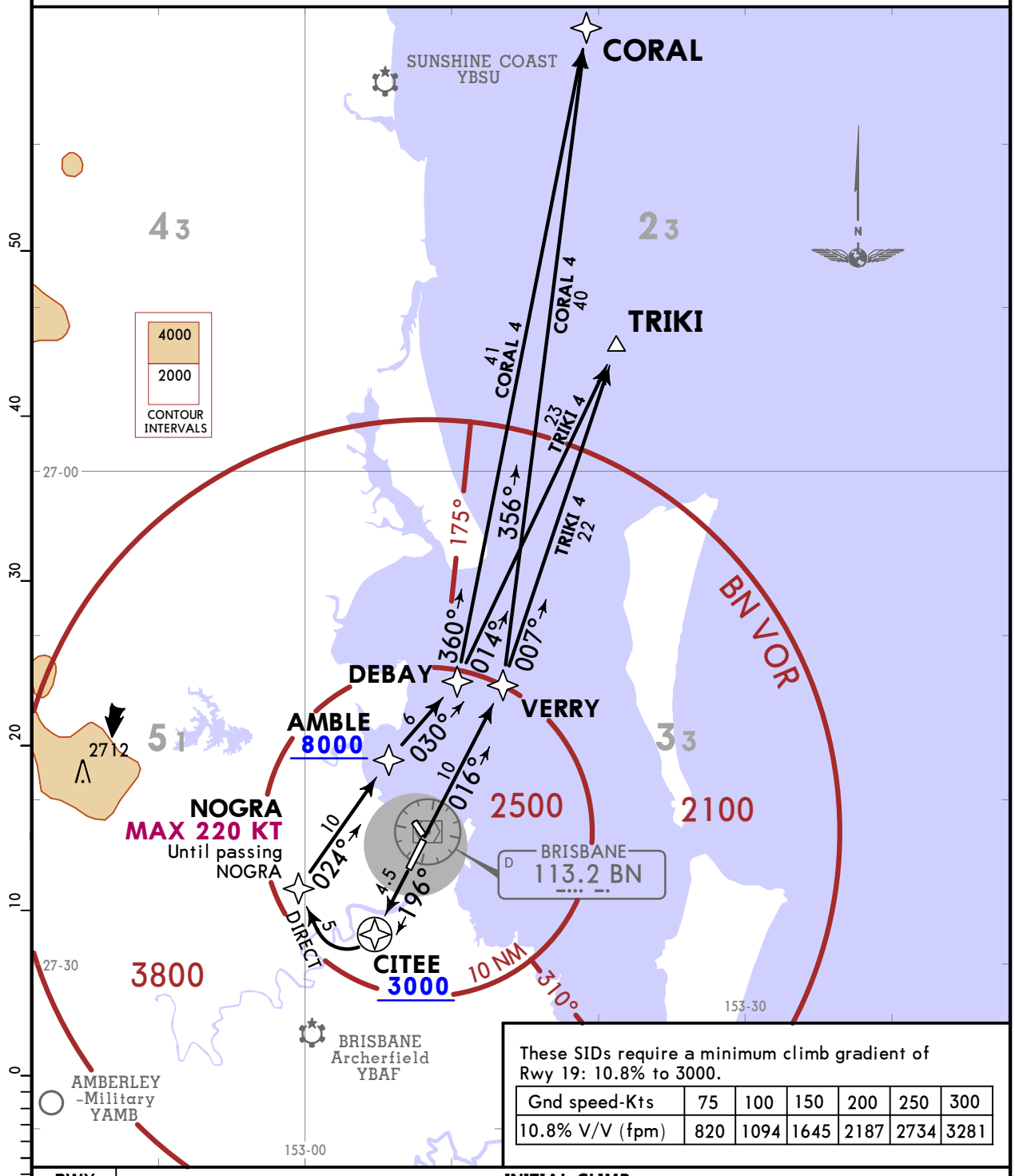
27 JUL 18 (10-3A)

RNAV SID

BRISBANE Departure (R)	Apt Elev	Trans alt: 10000
128.3	13	Jets only.

CORAL 4 [CORAL4], TRIKI 4 [TRIKI4] (RNAV) DEPARTURES

SPEED: MAX 250 KT BELOW 10000
MAX 220 KT UNTIL PASSING NOGRA



These SIDs require a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY	INITIAL CLIMB
01	Track 016° to VERRY. From VERRY turn LEFT. **For CORAL:** Track 356° to CORAL. **For TRIKI:** Track 007° to TRIKI.
19	MAX 220 KT until passing NOGRA. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE turn RIGHT. Track direct to NOGRA. Track 024° to AMBLE. Cross AMBLE at or above 8000. From AMBLE turn RIGHT, track 030° to DEBAY. From DEBAY turn LEFT. **For CORAL:** Track 360° to CORAL. **For TRIKI:** Track 014° to TRIKI.

CHANGES: New format.

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YBBN/BNE
BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
27 JUL 18 (10-3B)
RNAV SID

COODA 3 [COODA3] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000
MAX 220 KT UNTIL PASSING NOGRA

BRISBANE Departure (R)
118.45 | 128.3
RWY 01 | RWY 19

Apt Elev 13

Trans alt: 10000
Jets only.

This SID requires a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

INITIAL CLIMB

RWY	
01	Track 016° to BNØ1R and 600, turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to COODA, thence as cleared.
19	MAX 220 KT until passing NOGRA. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE turn RIGHT, track direct to NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000. Turn RIGHT, track 067° to COODA, thence as cleared.

COODA
BN VOR
25 DIRECT
31
33
2100
153-30
ISRIB
BRISBANE
113.2 BN
DIRECT
5.5
BNØ1R
DO NOT TURN
Until past BNØ1R
and 600
016°
196°
4.5
CITEE
3000
067°
2500
175°
310°
10 NM
AMBLE
8000
10
024°
5
DIRECT
NOGRA
MAX 220 KT
Until passing
NOGRA
BRISBANE
Archerfield
YBAF
153-00
3800
51
2712
CONTOUR INTERVALS
4000
2000
27-30

CHANGES: New format.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

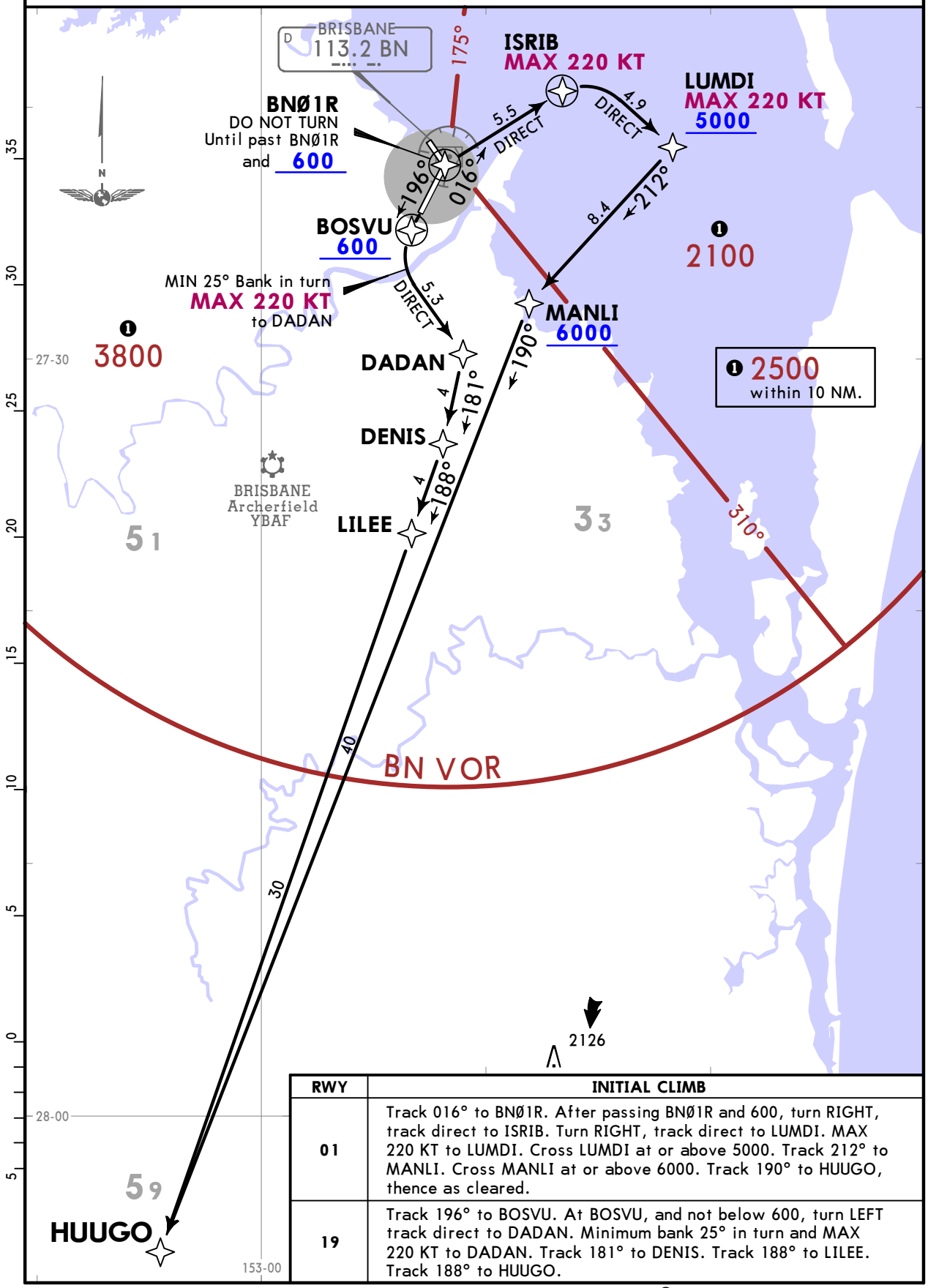
27 JUL 18 (10-3C)

RNAV SID

BRISBANE Departure (R)	Apt Elev	Trans alt: 10000
118.45	13	1. Jets only. 2. To remain in controlled airspace reach 1500 or above by D7.0 BN.

HUUGO 5 [HUUGO5] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000



RWY	INITIAL CLIMB
01	Track 016° to BNØ1R. After passing BNØ1R and 600, turn RIGHT, track direct to ISRIB. Turn RIGHT, track direct to LUMDI. MAX 220 KT to LUMDI. Cross LUMDI at or above 5000. Track 212° to MANLI. Cross MANLI at or above 6000. Track 190° to HUUGO, thence as cleared.
19	Track 196° to BOSVU. At BOSVU, and not below 600, turn LEFT track direct to DADAN. Minimum bank 25° in turn and MAX 220 KT to DADAN. Track 181° to DENIS. Track 188° to LILEE. Track 188° to HUUGO.

CHANGES: New format.

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BRISBANE INTL

JEPPESEN
10 AUG 18 (10-3D)

BRISBANE, QLD, AUSTRALIA

RNAV SID

BRISBANE Departure (R)		Apt Elev	Trans alt: 10000
118.45 RWY 01	128.3 RWY 19	13	Jets only.

SCOTT 1 [SCOTT1] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000
MAX 220 KT UNTIL PASSING NOGRA

This SID requires a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY	INITIAL CLIMB
01	Track 016° to BNØ1R. After passing BNØ1R and 600, turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. MAX 220 KT to LUMDI. Cross LUMDI at or above 5000. Track 190° to IGARU. Cross IGARU at or above 6000. Track 190° to OGOGA. Turn LEFT, intercept and track 119° to SCOTT, thence as cleared.
19	MAX 220 KT until pasing NOGRA. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE turn RIGHT, track direct to NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000. Turn RIGHT, track 067° to ODURA. Cross ODURA at or above FL130. Turn RIGHT, track 129° to SCOTT, thence as cleared.

AMBLE
8000

ODURA
FL130

ISRIB
MAX 220 KT

LUMDI
MAX 220 KT
5000

IGARU
6000

CITEE
3000

OGOGA

NOGRA
MAX 220 KT
Until passing NOGRA

BNØ1R
DO NOT TURN
Until past BNØ1R
and 600

BRISBANE
113.2 BN

SCOTT

2100

2500
within 10 NM.

3800

1512

BRISBANE
Archerfield
YBAF

BN VOR

CHANGES: Reissue.
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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

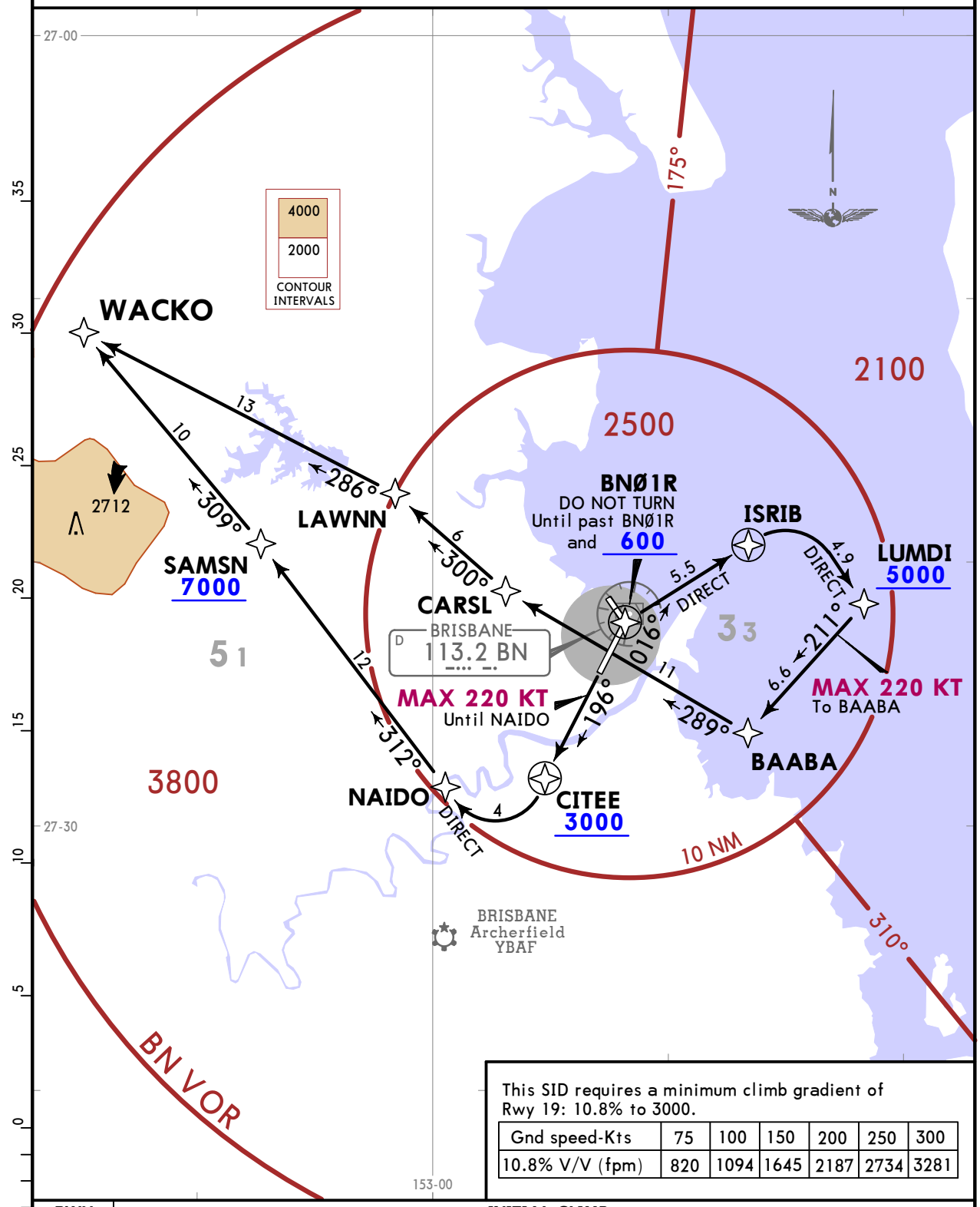
10 AUG 18 (10-3E)

RNAV SID

BRISBANE Departure (R)		Apt Elev	Trans alt: 10000
118.45 RWY 01	128.3 RWY 19	13	Jets only.

WACKO 1 [WACKO1] (RNAV) DEPARTURE

SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradient of Rwy 19: 10.8% to 3000.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY	INITIAL CLIMB
01	Track 016° to BNØ1R. After passing BNØ1R and 600, turn RIGHT, track direct to ISRIB. At ISRIB turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000. Turn RIGHT, track 211° to BAABA. MAX 220 KT to BAABA. Turn RIGHT, track 289° to CARSL. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO.
19	MAX 220 KT until NAIDO. Track 196° to CITEE. Cross CITEE at or above 3000. At CITEE, turn RIGHT, track direct to NAIDO. Track 312° to SAMSN. Cross SAMSN at or above 7000. Turn LEFT, track 309° to WACKO.

CHANGES: Reissue.

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YBBN/BNE

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

Airservices Air Traffic Control will facilitate over water operations and maximize the use of preferred flight paths wherever possible.

1. - PREFERRED RUNWAYS OPERATIONS

0600-2200 HR local Monday to Friday; and
0600-2100 HR local Saturday and Sunday. Refer Mode1.

Mode 1		
Priority	**Landing**	**Take-off**
1	Runway 01	Runway 01
2 (equal)	Runway 14	Runway 14
2 (equal)	Runway 32	Runway 32
3	Runway 19	Runway 19

All other times refer Mode 2

Mode 2		
Priority	**Landing**	**Take-off**
1	Runway 19	Runway 01
2	Runway 32	Runway 14
3	Runway 14	Runway 32
4	Runway 01	Runway 19

Reciprocal Runway Operations

During Mode 2, Reciprocal Runway Operations (RRO's) are the preferred runway mode. RRO's require:

- Downwind component does not exceed 10 knots (including gusts) and
- Runway surface completely dry.

Note: Traffic Management of RRO's - where safety requirements permit, airborne holding and start clearances will be employed to enable RRO'S.

Noise abatement will not be a determining factor in runway selection at Brisbane under the following circumstances:

1. During Thunderstorms and Low Visibility Procedures
2. MEDEVAC priority aircraft
3. Where traffic management procedures are required to safely manage ATC workload.

Where noise abatement procedures are prescribed, and ATC traffic management safety requirements permit, the following runway nomination provisions will be applied.

Jet Noise Abatement climb procedures apply 24 hours Runway 19.

Intersection departures on Runway 19 are not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW during Mode 1 and by all aircraft during Mode 2 - exception: jet aircraft not exceeding ICAO Code letter C aerodrome reference code are permitted to depart from A1 or intersection A3 during Mode 1.

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YBBN/BNE

JEPPESEN 26 FEB 16 (10-4A) Eff 3 Mar

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

2. - PREFERRED FLIGHT PATHS

2.1 - Arriving Aircraft

1. Landing Runway 19:

- During mode 1, all jet aircraft will not normally be descended below 3000′ until east of the coast to avoid noise sensitive areas.
- During mode 2, descent below 5000′ is not permitted for all jet aircraft until east of the coast.
- During mode 2, descent below 3000′ is not permitted for all non-jet aircraft until east of the coast.

2. Landing Runway 32:

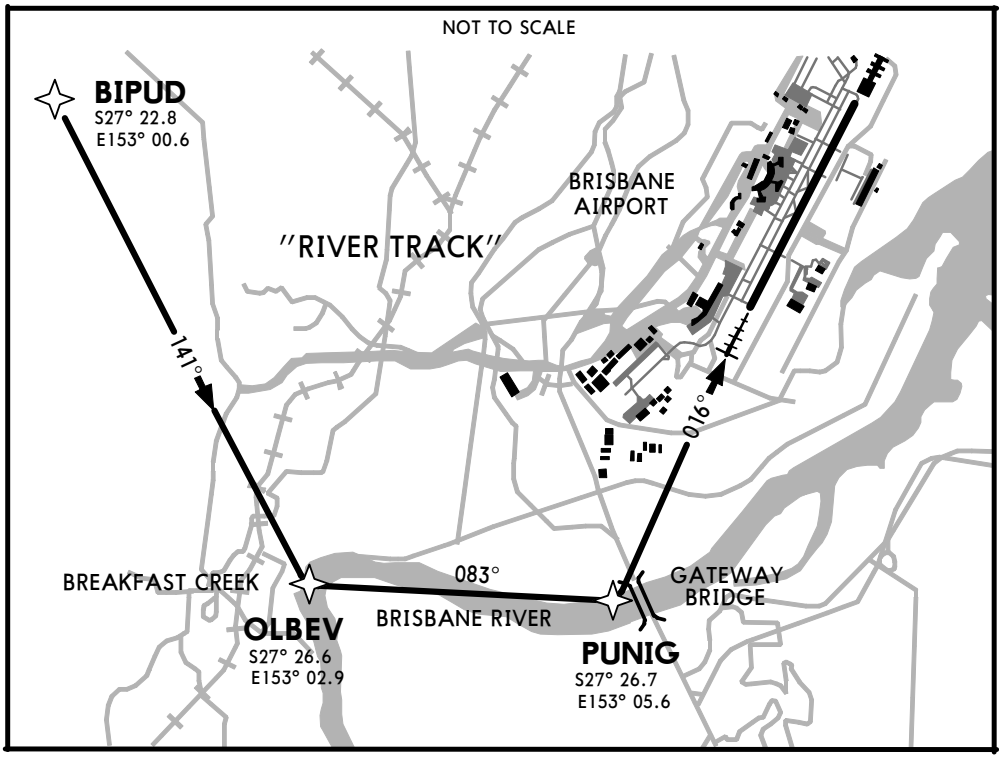
- During mode2, all aircraft will be normally tracked for right base.

3. Landing Runway 14:

- During mode 2, all aircraft will be normally tracked for left base.

4. Landing Runway 01:

- Jet aircraft arriving from the north on the SMOKA V ARRIVAL will be routed via "River Track" from waypoint BIPUD for a visual approach (see depiction below).
- During mode 2 when landing RWY 01, all aircraft shall not descend below 3000′ until aligned with the runway.



NOTE: To satisfy the requirements of 2.1(1) and (3) for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JCW-POODL-BN.

CHANGES: Preferred flight paths note, bearings, waypoints.

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YBBN/BNE

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS (CONTD)

2.2 - Departing Aircraft

1. Departing runway 19:

- Jet aircraft will normally be assigned a procedural SID.
- NON-JET aircraft will normally be assigned a SID RADAR.

2. Departing runway 14/32:

- All aircraft will be assigned a SID RADAR.
- Jet aircraft will normally be contained within a sector 360°-120°, over water until above 5000′.
- During mode 2, all aircraft will be contained within a sector 360°-120°, over water until above 5000′.

3. Departing Runway 01:

- Jet aircraft will normally be assigned a procedural SID.
- Non-jet aircraft will normally be assigned a SID RADAR.
- During mode 2, all aircraft will be contained within a sector 360°-120°, over water until above 5000′.

NOTE 1: In the above procedures the term ″all aircraft″ applies to all aircraft categories described in AIP ENR 1.5, para 9.1.1 and all other fixed wing aircraft having two or more engines.

NOTE 2: Procedural SID's issued to jet aircraft all have preferred noise abatement procedure flight paths.

NOTE 3: Jet aircraft may be cleared via a SID RADAR when required for weather or traffic management. When this occurs, they will be processed as closely as possible to comply with the applicable Mode 1 or Mode 2 Operations (NAP).

TRAINING FLIGHTS

a. Circuit training available 0000-0200 UTC and 0400-0700 UTC. Bookings required. Phone Brisbane TMA (07) 3866 3694.

b. Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on runway 01.

c. Jet and turbo-prop training and flight test operations not requiring runway or instrument approach procedures shall be flight planned in either.

(i) Low Performance Area (LPA) - within the minor arc between Brisbane VOR R-030 and R-100 from 15 to 30 DME; or

(ii) High performance Area (HPA) - within Class C and Class A airspace within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.

d. Arriving aircraft may request an instrument approach for training or license renewal. The request should be made as early as possible, preferably at flight planning.

e. Instrument approach and landing training not available Monday to Friday. Available Saturday 0100-0900 UTC and Sunday 2300-0600 UTC due to traffic. For other than arriving aircraft, Instrumen Approach and Landing training approvalshall be obtain from the National Operations Centre (NOC) Phone: 1800 020 626.

f. Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. Tower will advise if traffic disposition allows for a missed approach.

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BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

TAXIWAY HOTEL - CODE E UPGRADE (MOWP 02/17)

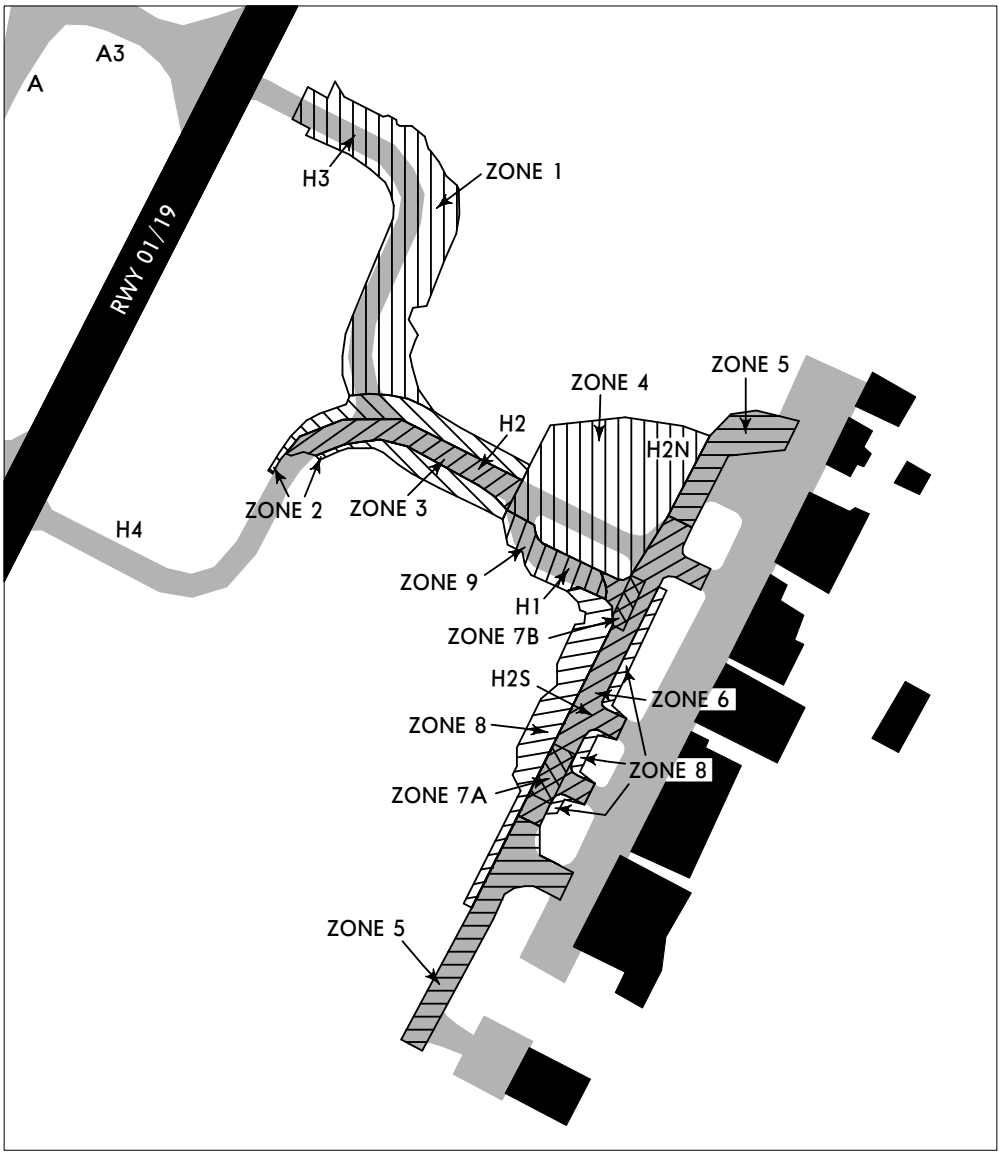
Works Information

This chart covers the construction works associated with the code E Upgrade of Taxiway Hotel to provide access to aircraft maintenance facilities for larger aircraft.

Scope of Works

The project includes the design, planning and construction of the Taxiway Hotel Code E Upgrade to enable larger aircraft to access the Virgin Hangar. Works include:

- Establish a site compound with appropriate temporary facilities to resource and administer the project;
- Construction of new taxiway high strength, shoulder strength and blast protection pavements;
- Installation of new aeronautical ground lighting and movement area guidance signs (MAGS);
- Construction of new stormwater drainage structures;
- Construction of lateral restraint kerbs;
- Line marking;
- Regrading, turfing, topsoiling, hydromulching and spraying with bitumen emulsion beyond the edges of the pavements where necessary;
- Demolition of existing pavement and removal of existing services and aeronautical ground lighting (as required).



CHANGES: Zones scope.

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TAXIWAY HOTEL - CODE E UPGRADE (CONTINUED) (MOWP 02/17)

STAGE 1

Permanent Taxiway Closures:
- Zone 1
- Zone 4 - unless required for trenching works on H1

Temporary Taxiway Closures:
- Zone 3 - 2030 to 0730 UTC Weekdays

STAGE 2

Permanent Taxiway Closures:
- Zone 1
- Zone 4

Temporary Taxiway Closures:
- Zone 8 - 2030 to 0730 UTC Weekdays
- Taxiway H2 - 2030 to 0730 UTC Weekdays

STAGE 3

Permanent Taxiway Closures:
- Zone 1
- Zone 9

Temporary Taxiway Closures:
- Zone 7A - Weekend 48 hour closure
- Zone 7B - Weekend 48 hour closure
- Zone 3 - Weekend 48 hour closure
- Zone 8 - 2030 to 0730 UTC Weekdays
- Taxiway H2 - 2030 to 0730 UTC Weekdays

STAGE 4

Permanent Taxiway Closures:
- Zone 1
- Zone 9 - H1

Temporary Taxiway Closures:
- Zone 2 & 4 - 2030 to 0730 UTC Weekdays
- Zone 3 - 2030 to 0730 UTC Weekdays

CHANGES: Stage 5 removed, other stages updated.

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NEW PARALLEL RUNWAY (NPR) CONSTRUCTION WORKS BETWEEN TWY A AND TWY B CONNECTIONS TO EXISTING AIRCRAFT PAVEMENTS AND ASSOCIATED WORKS

(MOWP 18/04)

WORKS INFORMATION

This chart covers the works associated with the construction of New Parallel Runway Twy's Y and Z and interfaces with existing Twy's A, B and B3.
The works included within this chart are the first phase of the overall works to tie-in the New Parallel Runway into the existing Rwy 01/19. The first phase is programmed to occur between, June 18 and January 19. Works are proposed to be undertaken each night, Sunday to Thursday between 1200-1900 UTC (2200-0500 AEST).

The Actual date and time for commencing works will be advised by NOTAM to be issued for each stage a minimum of 48 hours prior to commencing works.

RESTRICTIONS TO AIRCRAFT OPERATIONS

All works will be completed at night with Twy A or B Closures commencing at 1200 UTC (2200 AEST) and Twy Operational by 1900 UTC (0500 AEST) hours the following day. During the works Twy A or B will be restricted to Code C Aircraft.
Outside Twy A or B Closures the Twy's will be restricted to a Code C aircraft operations the clear and graded strip width will be reduced to a minimum total width of 73′ (22,4m) for Twy A or B.

Stage 1A

Eastern Side Twy B, construction of Drainage, Subgrade, Pavements.
Outside not available times of Twy B reduced to Code C.
Restrictions:
- Between hours Daily Sunday to Friday 1200 UTC to 1900 UTC Twy B not available between Twy W and B2. Twy B3 not available.
- Between hours Daily Monday to Thursday 1900 UTC 1200 UTC + 1 and Friday 1900 UTC to Sunday 1200 UTC Twy B between Twy C1 and B2 and Twy B3 restricted to Code C Aircraft.

Stage 1B

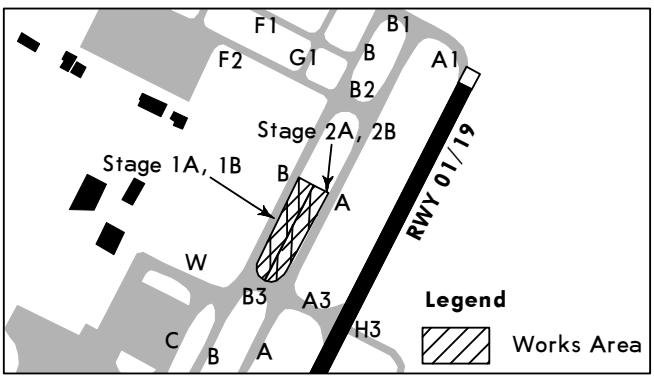
Eastern Side Twy B, construction of Twy Z stub and associated fillet works.
Outside not available times of Twy B Reduced to Code C and 37′ (11.2m) Clear and Graded Strip.
Restrictions:
- Between hours Daily Sunday to Thursday 1200 UTC to 1900 UTC Twy B not available between Twy W and B2. Twy B3 not available.
- Between hours Daily Monday to Thursday 1900 UTC 1200 UTC +1 and Friday 1900 UTC to Sunday 1200 UTC Twy B between Twy C1 and B2 and Twy B3 restricted to Code C Aircraft and 37′ (11.2m) Clear and Graded Strip.

Stage 2A

Western Side Twy A, Construction of Drainage, Subgrade, Pavements.
Outside not available times of Twy A Reduced to Code C.
Restrictions:
- Between hours 1200 UTC to 1900 UTC (2200 UTC to 0500 AEST) Twy A not available between Twy B2 and A3. Twy B3 not available.
- Between hours Daily Sunday to Thursday 1900 UTC 1200 UTC +1 and Friday 1900 UTC to Sunday 1200 UTC Twy A between Twy B2 and A3 and Twy B3 restricted to Code C Aircraft.

Stage 2B

Western Side Twy A, construction of Twy Z stub and associated fillet works.
Outside not available times of Twy A Reduced to Code C 37′ (11.2m) Clear and Graded Strip.
Restrictions:
- Between hours 1200 UTC to 1900 UTC (2200 to 0500 AEST) Twy A not available between Twy B2 and A3. Twy B3 not available.
- Between hours Daily Sunday to Thursday 1900 UTC 1200 UTC +1 and Friday 1900 UTC to Sunday 1200 UTC Twy A between Twy B2 and A3 and Twy B3 restricted to Code C Aircraft.
- Between 22/12/18 to 03/01/19 Twy A, B and B3 unrestricted (no civil works during this period).



CHANGES: Stage 2A restrictions, stage 1B, 2A, 2B depiction.

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CONSTRUCTION OF NPR AIRFIELD WORKS RWY 14/32 CLOSURE

(MOWP 07/18)

WORKS INFORMATION

This chart covers the New Parallel Runway (NPR) Airfield works adjacent to Runway (RWY) 14/32 and the restrictions that will be applied during the construction works. The works included within this chart are the 4th Phase of the NPR Airfield works and are programmed to occur from Friday 10th August to Monday 17th September 2018

WORK STAGES

Restrictions for Civil Works from Land Area

Rwy 14/32 and Twy D1, D2 and D3 not available commencing at 2000 Thursday 09/08/2018 (UTC) and operational by 0200 Monday 17/09/2018 (UTC).

Restrictions for Marine Works access from Moreton Bay Area

Rwy 14/32 and Twy D1, D2 and D3 not available commencing at 2000Thursday 09/08/2018 (UTC) and operational by 0200 Monday 17/09/2018 (UTC).

CHANGES: New temporary chart.

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BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

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CHANGES: Twy H3, H4 restriction notes.

ATIS	Tower	BRISBANE Delivery	Ground
113.2	120.5	118.6	121.7
125.5			

Northwest of extended C/L Rwy 01/19
Southeast of extended C/L Rwy 01/19
BRISBANE Departure (R)
128.3
118.45

153-05 153-06 153-07 153-08 153-09

27-21 27-22 27-23 27-24 27-25

Aircraft to use minimum power when entering, exiting and operating on all aprons.

All twys: Outboard engines on B747 and A340 ACFT to be operated at low power to prevent twy erosion and engine ingestion.

For AIRPORT BRIEFING refer to 10-1P page.

180° turns only available at turning node end of Rwy 32 for ATR72/DHC-8 (Code C) aircraft and above.

General Aviation apron operations are subject to runway/apron slot management.

11°E

4 Unless operational requirements, the taxi lane between Twy F2 and Twy F4 is not to be used for transiting taxiing aircraft to service Rwy 14/32.

Twy F3 not available.

Twy D between Twy B1 and Twy D1 not available sunset to sunrise to northbound traffic.

Twy E between Twy D and Twy E1 not available sunset to sunrise to northbound traffic.

CAUTION: Heavy aircraft must turn right at B1.

Twy H2 not available to aircraft above following MAX weight limitations:
A330 317,466 lbs (144,000 kg)
B777 434,311 lbs (197,000 kg)

Twy C3T and apron taxilane between Twy C3 and Twy C4 available to Max Acft B737/A321.

Twy C4 restricted max A330 aircraft.

Twy C6 restricted to max B737/A321 (code C) aircraft.

Twy A is to be used in the same direction as the duty runway and Twy B is to be used in the opposite direction, unless otherwise instructed by ATC.

A380 (Code F acft) operations using Intl Apron to use Twy C9 and Twy C8 only to Intl Apron. A380-compatible Bays 72, 73, 74, 75 and 76.

Twy C10 and Intl Apron taxilane not available to A380 (Code F acft) operations.

Twy P reduced wing tip CLR to 7.5M on western side for A380 (code F) ACFT.

Aircraft cannot turn from Twy P onto Twy L at Twy J or Twy L onto Twy P at Twy J due to no fillet pavement. Turn-around loop available for aircraft up to and including B747 on Logistics Apron.

Twy L at Twy P intersection reduced wing tip clearance to 25' (7.5m) on east side of Twy L for A380 (code F) aircraft.

All aircraft vacating international apron required continuous taxi on Twy C9 and 10 using minimum power.

Rapid exit Twy A5S not marked with hold point.

1 Twy H2N and H2S and Twy M east of the perimeter road designated as apron for vehicle movements only due to lack of access road to and from maintenance hangars.

2 Twys H2, H2N, H2S, H3 and H4 not available for acft above 88,185 lbs (40,000 kg) and 1000 kPa. All F28, BAE 146, F100, B717 and B737 acft movements to be under tow only.

3 Twy M not available to aircraft above following MAX weight limitations:
A330 340,270 lbs (154,344 kg)
A340 537,341 lbs (260,063 kg)
A350 401,241 lbs (182,000 kg)
A380 707,688 lbs (321,002 kg)
B737 174,165 lbs (79,000 kg)
B747 739,960 lbs (335,640 kg)
B767 312,891 lbs (141,925 kg)
B777 401,775 lbs (182,242 kg)
B787 357,149 lbs (162,000 kg)

5 Twy H3 restricted to max B777-300ER (code E) aircraft.

6 Twy H4 restricted to max B737/A320 (code C) aircraft, available for Dash 8.

When Rwy 19 is nominated, Twy A4 not available for arriving acft unless directed by ATC.
B737 aircraft and above not to execute 180° turns on Rwy 14/32 or Rwy 01/19.
Ground running of engines require prior approval.
Twys D, E, F1 and F2 not available for aircraft above 145,505 lbs (66,000 kg) and 1475 kPa.
B777-300, A340-600 and A380-800 operations: Twys associated with Rwy 01/19 are 75' (23m) wide. Due to excessive acft wheelbase, normal twy safety edge margin not available. Pilots should apply judgmental oversteer when negotiating twy intersections at B/C9, B/C10 and on Intl Apron. Pilots should request marshalling assistance from a fixed base operator (FBO) if acft ground maneuvering cameras are not available.

FOR PARKING POSITIONS SEE CHART 10-9A1
FOR PARKING POSITIONS SEE CHART 10-9A2
FOR PARKING POSITIONS SEE CHART 10-9A3
FOR PARKING POSITIONS SEE CHART 10-9A2

General Aviation
Domestic Apron
Control Tower
International Apron
Lima Twy Loop
Logistics Apron
Airline Maintenance Area
General Aviation Maintenance Area

14 135° Elev 11'
32 315° VOR Elev 9'
19 196° 197'/60m Stopway Elev 11'
01 016° Elev 12'
5577'/1700m
11,680'/3560m

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

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YBBN/BNE BRISBANE, QLD, AUSTRALIA

GENERAL

Significant bird hazard exists.
All aircraft must provide their parked position/gate number to ATC on acknowledgment of airways clearance.
Pilots of aircraft landing on Rwy 14-32 shall report "Runway Vacated" on Ground frequency.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶ 19	❷HIRL CL HIALS REIL ❸PAPI (angle 3.0°)	11,483' 3500m	10,254' 3125m	❹	148' 45m
	❷HIRL CL HIALS TDZ ❸ PAPI (angle 3.0°)		10,579' 3224m		

❶ Grooved.
❷ Manual.
❸ MEHT 64'.
Standby power available.

❹TAKE-OFF RUN AVAILABLE

RWY 01:
From rwy head 11,483' 3500m
Twy M 8809' 2685m
Twy A7 8822' 2689m
Twy A6 6174' 1882m
Twy A5 4632' 1412m
Twy A4 4196' 1279m
Twy A3 2654' 809m

RWY 19:
From rwy head 11,680' 3560m
Twy H4 7559' 2304m
Twy H3 9101' 2774m
Twy A4S 6476' 1974m
Twy A4 7582' 2311m
Twy A3 9124' 2781m

14 32	❺ MIRL PAPI (angle 3.0°, MEHT 51')	5577' 1700m		5577' 1700m	98' 30m

❺ Manual.
Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT
1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
1.4 Commence the take off roll as soon as take off clearance is issued.
2. ARRIVING AIRCRAFT
2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 01/19. Both aircraft may occupy the runway during application of the standard.
2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 01/19. 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 required, 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	TWY Exits	LED
01	Turboprop, Jet	❻❼ A5S	4839' 1475m
	Jet, Heavy	❻❼ A4S	6381' 1945m
		A4	7536' 2297m
		A3	9131' 2783m
19	Turboprop, Jet	❻❼ A5	4734' 1443m
	Jet, Heavy	❻❼ A6	6276' 1913m
		A7	9016' 2748m

❻ Preferred exits.
❼ Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50 KT.

TAKE-OFF

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

❶ For CASA approved operators, RWY 01/19 is capable of supporting take-offs with an RVR/RV of not less than 350 meters.

FOR FILING AS ALTERNATE

	Special ILS-Y or LOC-Y Rwy 01, ILS-Y or LOC-Y Rwy 19, ILS-Z or LOC-Z Rwy 01, ILS-Z or LOC-Z Rwy 19, VOR Rwy 19	Other
A	700' - 2.5 km	1137' - 4.4 km
B		
C		1267' - 6.0 km
D		1337' - 7.0 km

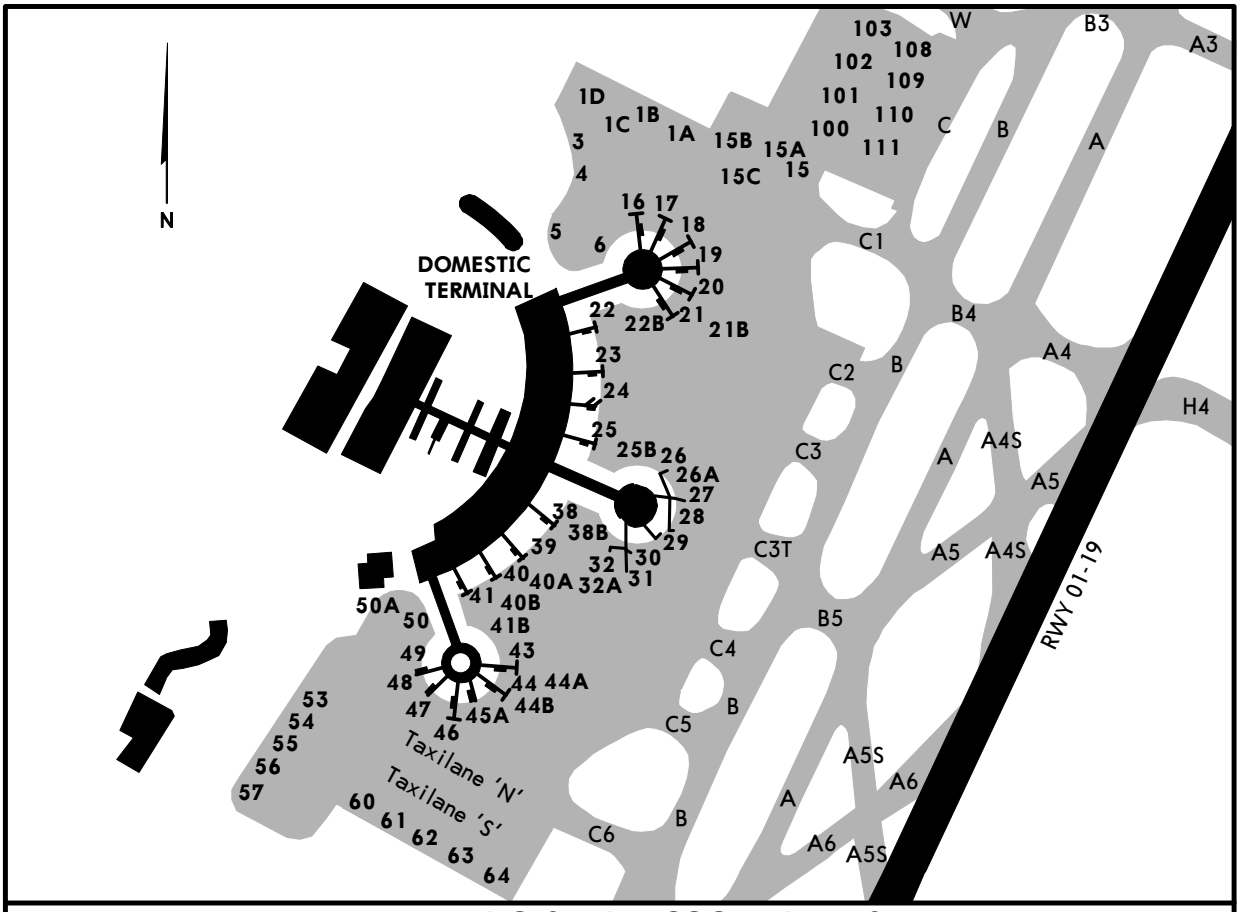
CHANGES: None.

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YBBN/BNE JEPPESEN BRISBANE, QLD, AUSTRALIA

23 FEB 18 (10-9A1) **Eff 1 Mar**

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	NOSE IN GUIDANCE
1A	S27 22.9 E153 07.4	12′	MARSHALLED
1B, 1C, 1D, 3, 4	S27 22.9 E153 07.3	12′	MARSHALLED
5, 6	S27 23.0 E153 07.3	12′	MARSHALLED
15	S27 22.9 E153 07.4	11′	MARSHALLED
15A, 15B	S27 22.9 E153 07.4	10′	MARSHALLED
15C	S27 22.9 E153 07.4	12′	MARSHALLED
16	S27 23.0 E153 07.3	12′	MARSHALLED
17	S27 23.0 E153 07.3	12′	APIS
18, 19	S27 23.0 E153 07.4	12′	CENTERLINE + SIDEMARKER
20	S27 23.0 E153 07.4	12′	APIS
21	S27 23.0 E153 07.4	12′	CENTERLINE + SIDEMARKER
21B	S27 23.0 E153 07.4	12′	MARSHALLED
22	S27 23.0 E153 07.3	12′	CENTERLINE + SIDEMARKER
22B	S27 23.0 E153 07.3	12′	MARSHALLED
23	S27 23.1 E153 07.3	12′	CENTERLINE + SIDEMARKER
24	S27 23.1 E153 07.3	12′	APIS
25	S27 23.1 E153 07.3	12′	SAFEGATE
25B	S27 23.1 E153 07.3	12′	MARSHALLED
26, 26A	S27 23.1 E153 07.4	12′	MARSHALLED
27 thru 29	S27 23.2 E153 07.4	12′	MARSHALLED
30 thru 32A, 38B	S27 23.2 E153 07.3	12′	MARSHALLED
38	S27 23.2 E153 07.3	12′	SAFEGATE
39	S27 23.2 E153 07.2	12′	CENTERLINE + SIDEMARKER
40, 40A/B	S27 23.2 E153 07.2	12′	SAFEGATE
41	S27 23.2 E153 07.2	12′	CENTERLINE + SIDEMARKER
41B	S27 23.3 E153 07.2	12′	MARSHALLED
43	S27 23.3 E153 07.2	12′	CENTERLINE + SIDEMARKER
44, 44A/B, 45A	S27 23.3 E153 07.2	12′	SAFEGATE
46	S27 23.3 E153 07.2	12′	CENTERLINE + SIDEMARKER
47, 48	S27 23.3 E153 07.1	12′	SAFEGATE
49	S27 23.3 E153 07.1	11′	MARSHALLED
50, 50A	S27 23.2 E153 07.1	11′	MARSHALLED
53	S27 23.3 E153 07.1	12′	MARSHALLED
54, 55	S27 23.3 E153 07.0	12′	MARSHALLED
56, 57	S27 23.4 E153 07.0	12′	MARSHALLED
60, 61, 62	S27 23.4 E153 07.1	12′	MARSHALLED
63, 64	S27 23.4 E153 07.2	12′	MARSHALLED
100, 101	S27 22.9 E153 07.5	12′	MARSHALLED
102, 103, 108	S27 22.8 E153 07.5	12′	MARSHALLED
109 thru 111	S27 22.9 E153 07.5	12′	MARSHALLED

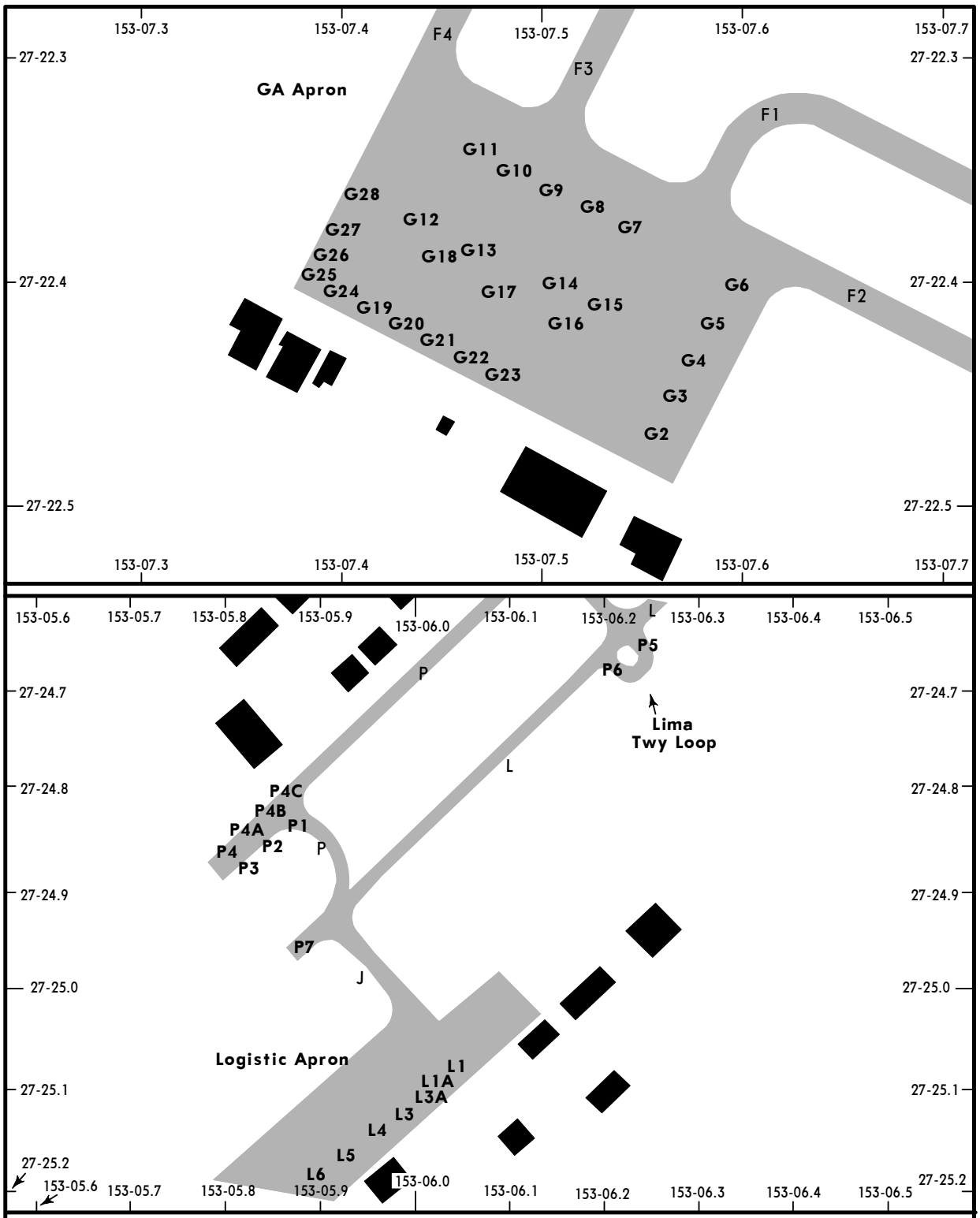
CHANGES: None.

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YBBN/BNE JEPPESEN BRISBANE, QLD, AUSTRALIA

23 FEB 18 (10-9A2) Eff 1 Mar

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
	GA APRON			**LOGISTIC APRON**	
G2 thru G4	S27 22.5 E153 07.6	12′	L1	S27 25.1 E153 06.1	12′
G5	S27 22.4 E153 07.6	12′	L1A, L3, L3A	S27 25.1 E153 06.0	12′
G6	S27 22.4 E153 07.6	13′	L4	S27 25.2 E153 06.0	12′
G7	S27 22.4 E153 07.5	13′	L5, L6	S27 25.2 E153 05.9	13′
G8 thru G11	S27 22.4 E153 07.5	12′	P1	S27 24.8 E153 05.9	12′
G12	S27 22.4 E153 07.4	12′	P2 thru P4	S27 24.9 E153 05.8	9′
G13 thru G18	S27 22.4 E153 07.5	12′	P4A, P4B	S27 24.9 E153 05.8	9′
G19, G20	S27 22.4 E153 07.4	12′	P4C	S27 24.8 E153 05.8	9′
G21 thru G23	S27 22.5 E153 07.5	12′	P5	S27 24.7 E153 06.3	9′
G24 thru G28	S27 22.4 E153 07.4	12′	P6	S27 24.7 E153 06.2	9′
			P7	S27 24.9 E153 05.9	9′

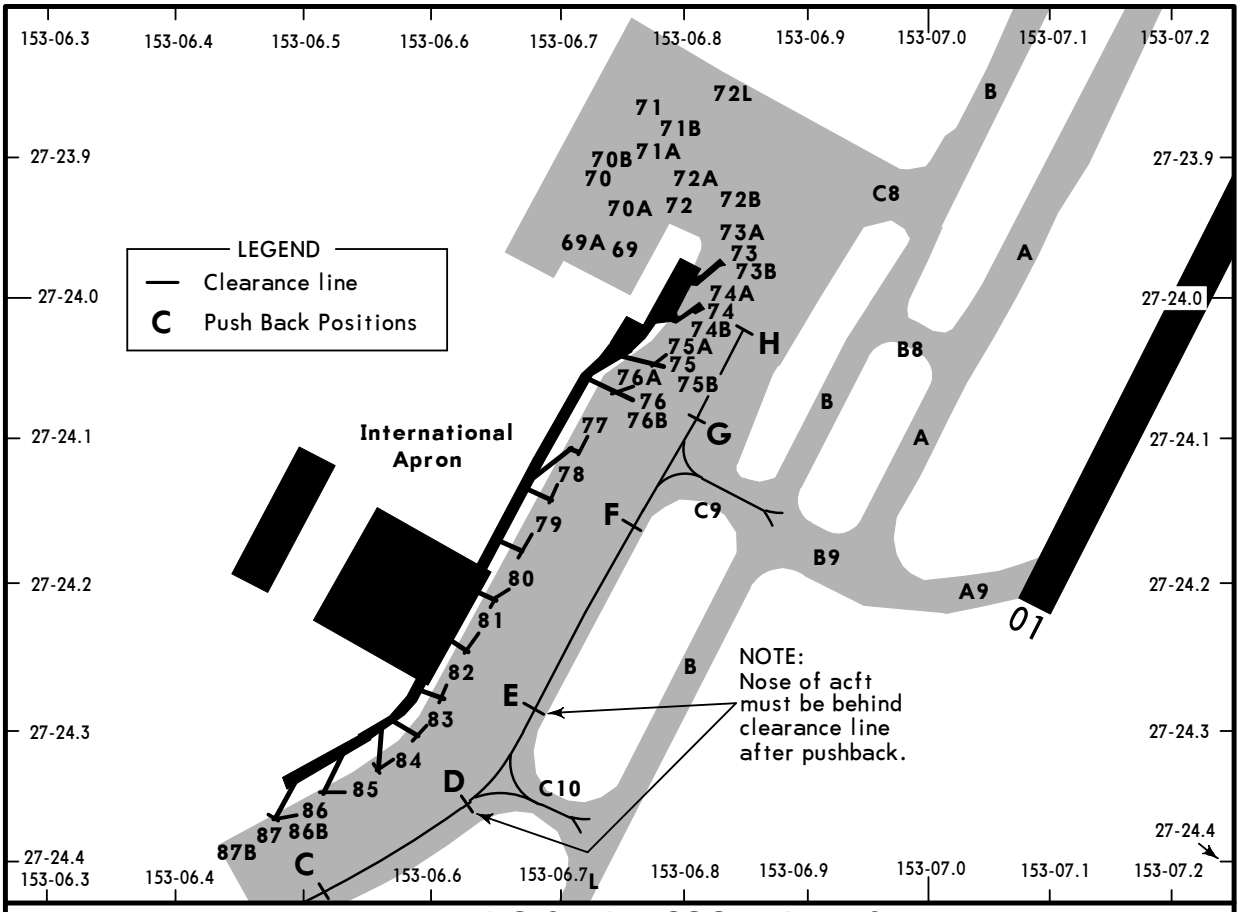
CHANGES: Logistic Apron inset moved from 10-9 chart, L3A stand established.

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YBBN/BNE JEPPESEN BRISBANE, QLD, AUSTRALIA

23 FEB 18 (10-9A3) Eff 1 Mar

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	NOSE IN GUIDANCE
69	S27 24.0 E153 06.8	15′	MARSHALLER
69A	S27 24.0 E153 06.7	15′	MARSHALLER
70 thru 72A	S27 23.9 E153 06.8	15′	MARSHALLER
72B	S27 23.9 E153 06.9	15′	MARSHALLER
72L	S27 23.9 E153 06.8	15′	MARSHALLER
73, 73A	S27 23.9 E153 06.9	15′	SAFEGATE
73B	S27 24.0 E153 06.9	15′	SAFEGATE
74 thru 75A	S27 24.0 E153 06.8	15′	SAFEGATE
75B, 76, 76A, 76B	S27 24.1 E153 06.8	15′	SAFEGATE
77, 78	S27 24.1 E153 06.7	15′	SAFEGATE
79 thru 81	S27 24.2 E153 06.7	15′	SAFEGATE
82 thru 84	S27 24.3 E153 06.6	15′	SAFEGATE
85, 86	S27 24.4 E153 06.5	15′	SAFEGATE
86B, 87, 87B	S27 24.4 E153 06.5	15′	MARSHALLER

CHANGES: New chart.

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VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems (VDGS) used at Brisbane iclude:

- 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 + Sidemaker'. 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 Centreline 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.



RED/GREEN
Left of centerline

GREEN/GREEN
On centerline

GREEN/RED
Right of centerline

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.



DULL GREEN | INTENSE GREEN | GREEN | WHITE | RED

Figure 2. Side Marker Lights.

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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.

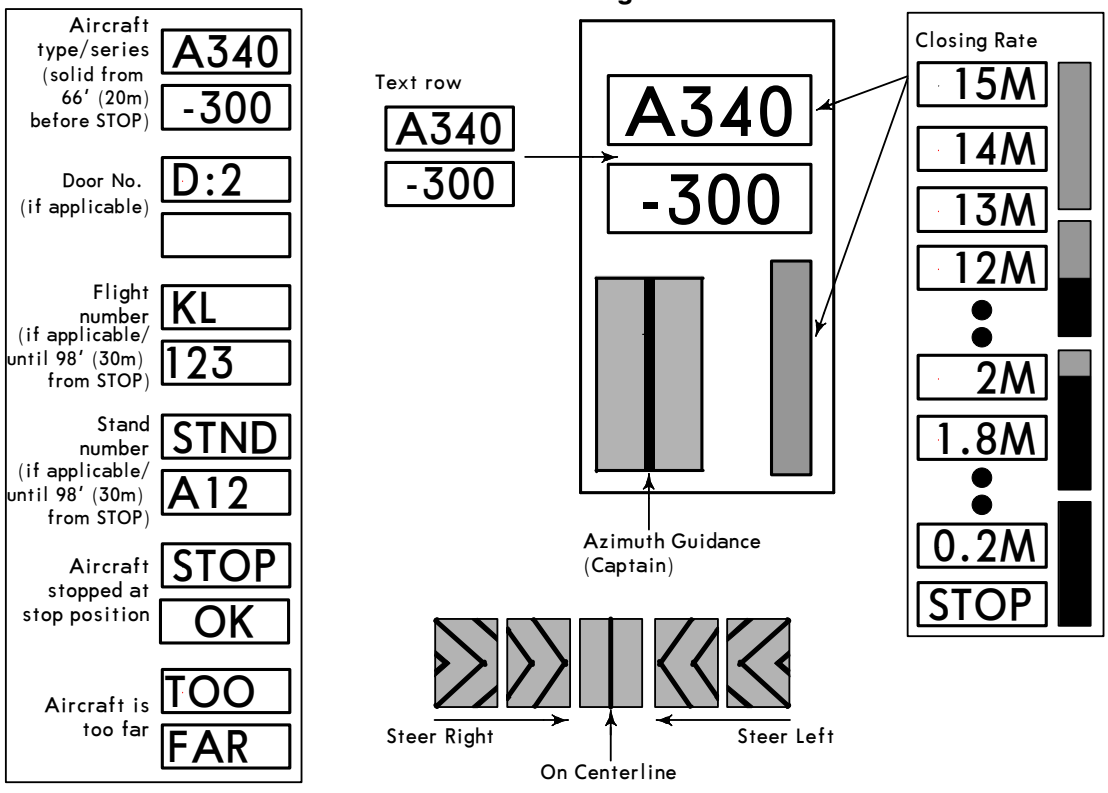
On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric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

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

a. Identify the correct parking position.
b. Ensure that the aerobridge retraction light indicates green.
c. Follow the taxi-in line and watch the centreline beacon.
d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
e. About 66' (20m) before STOP, the aircraft type display goes steady and the door number disappears.
f. Follow the azimuth guidance display. The black 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.
g. The full closing rate 'thermometer' indicates at least 43' (13m) to STOP.
h. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
i. The deletion of each 'thermometer' bar indicates about one half metre progression.
j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
l. The entire display automatically shuts down after some seconds.

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

APIS Diagram



APIS++ Visual Docking Guidance System - typical configuration
NOTE: Some APIS++ installations have a signal row of text information.

CHANGES: Chart revised.

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VISUAL DOCKING GUIDANCE SYSTEMS

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 Unit.

The Position Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

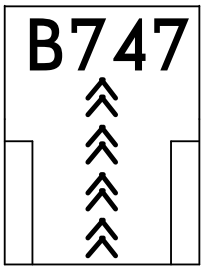
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VISUAL DOCKING GUIDANCE SYSTEMS

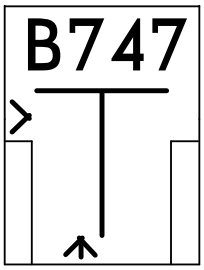
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

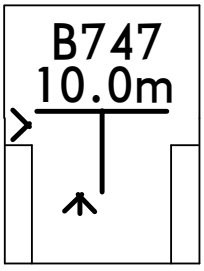
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



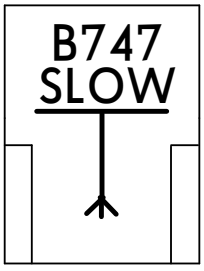
CAPTURE
Searching for aircraft



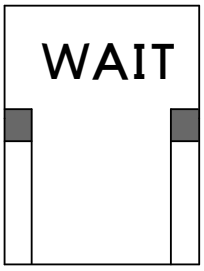
TRACKING AIRCRAFT
Aircraft left of centerline



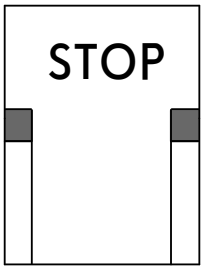
CLOSING RATE



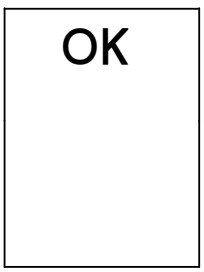
SLOW (DECREASE SPEED)



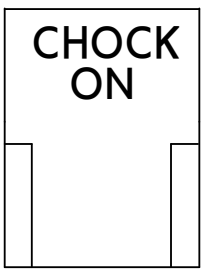
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-1) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Z or LOC-Z Rwy 01

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

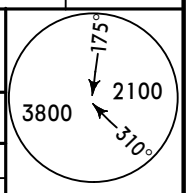
BRIEFING STRIP™

LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 13′
109.5	016°	1220′ (1208′)	220′ (208′)	Rwy 12′

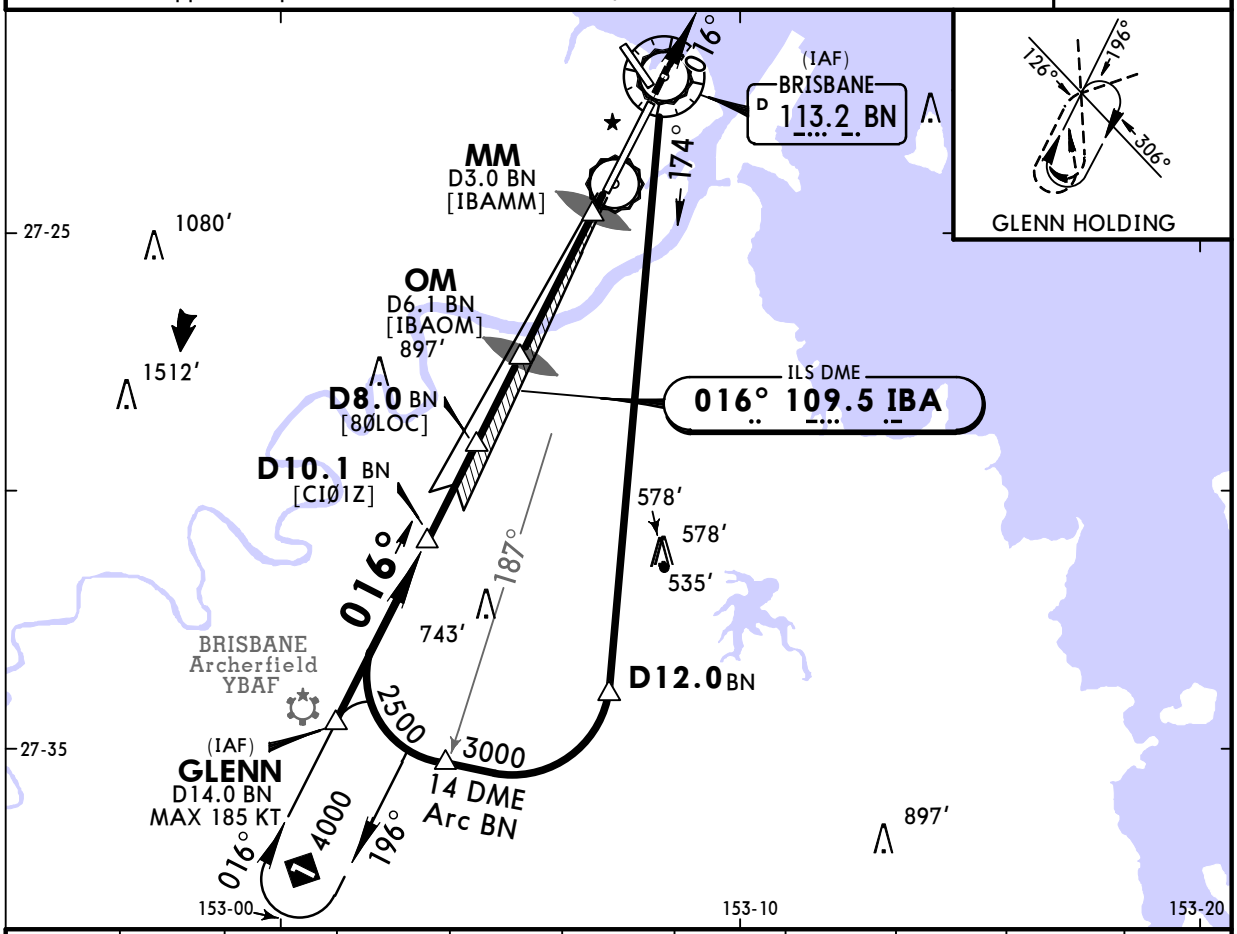
MISSED APCH: Track 016°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

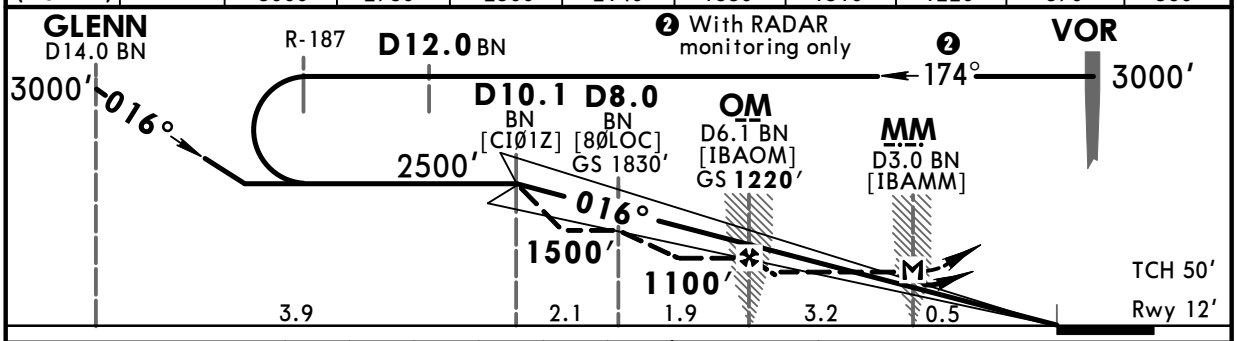
1. BN DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA BN VOR 2500 within 10 NM



LOC (GS out)	BN DME	11.7	11.0	10.1	9.0	8.0	7.0	6.1	5.0	4.1
	ALTITUDE	3000′	2780′	2500′	2140′	1830′	1510′	1220′	870′	560′



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/D3.0 BN							

HIALS PAPI PAPI 016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 220′ (208′) FULL	ILS DA(H) 220′ (208′) HIRL out	ILS DA(H) 220′ (208′) HIALS out	LOC (GS out) DME MDA(H) 560′ (548′)	LOC (GS out) DME MDA(H) 560′ (548′) HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	2.2 km	3.1 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-2) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Y or LOC-Y Rwy 01

BRIEFING STRIP™

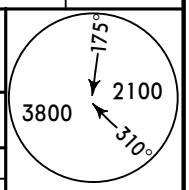
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	
109.5	016°	1220′ (1208′)	220′ (208′)	Apt Elev 13′ Rwy 12′

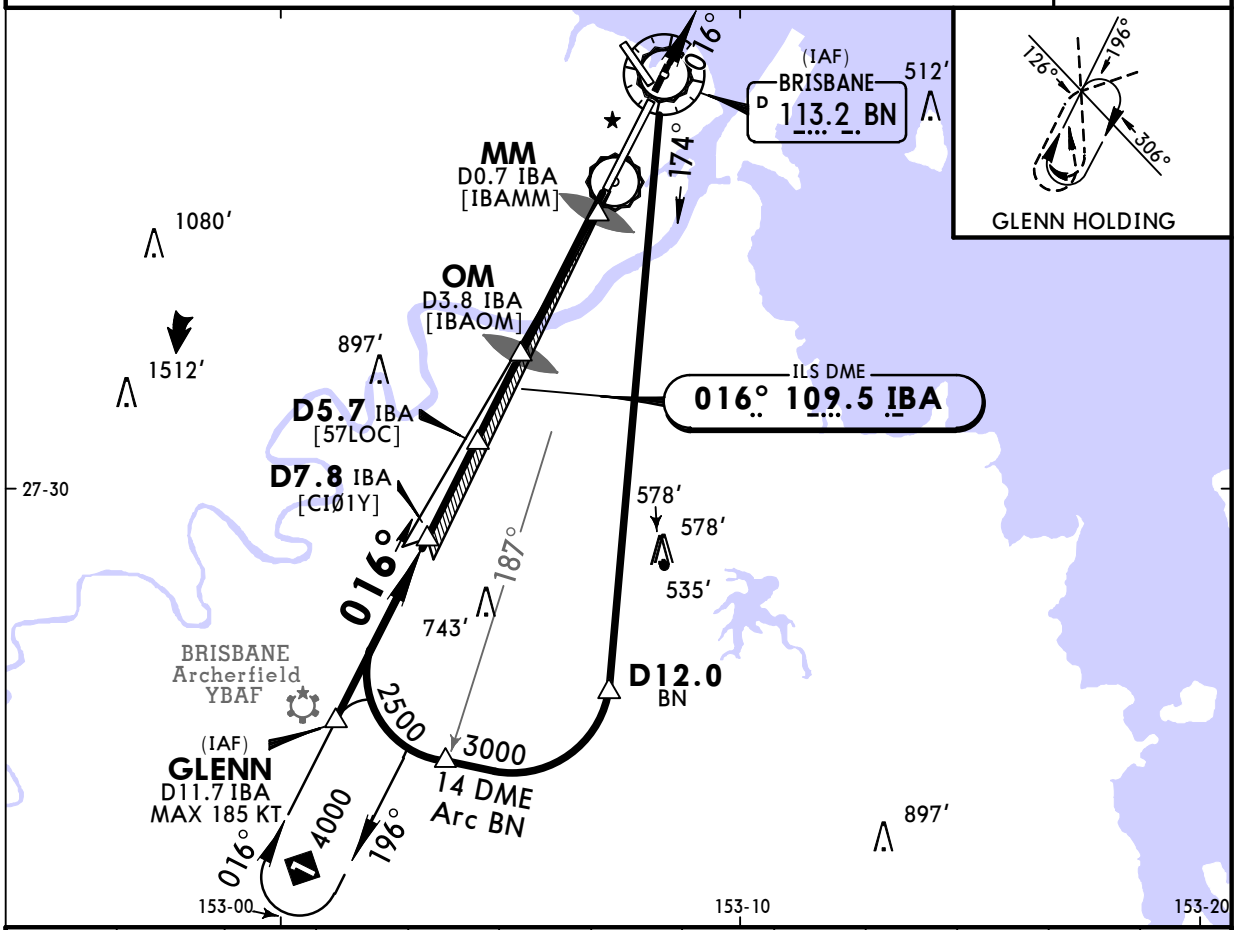
MISSED APCH: Track 016°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

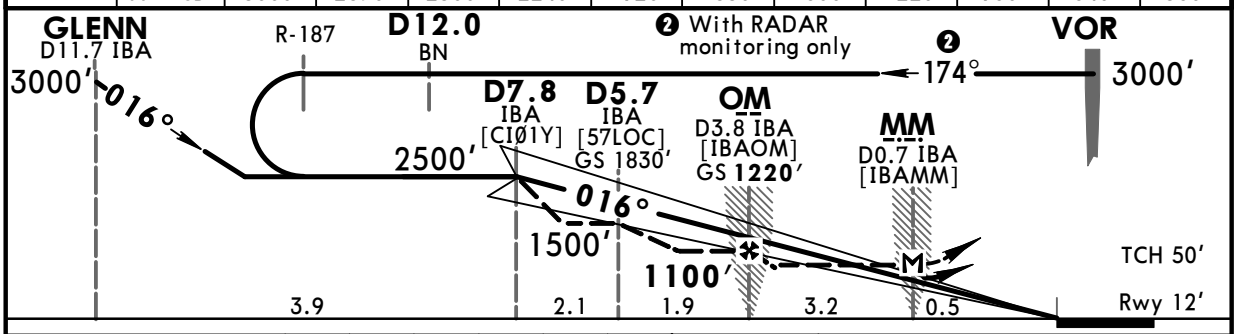
1. IBA DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA BN VOR
2500
within 10 NM



LOC (GS out)	IBA DME	9.4	9.0	7.8	7.0	6.0	5.7	5.0	3.8	3.0	2.0	1.7
	ALTITUDE	3000′	2870′	2500′	2240′	1920′	1830′	1600′	1220′	960′	640′	560′



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 IBA							

HIALS PAPI PAPI 016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 220′ (208′) FULL	ILS DA(H) 220′ (208′) HIRL out	ILS DA(H) 220′ (208′) HIALS out	LOC (GS out) DME MDA(H) 560′ (548′)	LOC (GS out) DME MDA(H) 560′ (548′) HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	2.2 km	3.1 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-3) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Z or LOC-Z Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

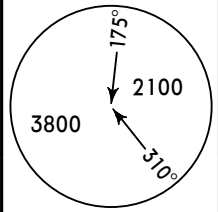
BRIEFING STRIP™

LOC IBS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
110.1	196°	D4.0 1520′ (1509′)	220′ (209′)	Rwy 11′

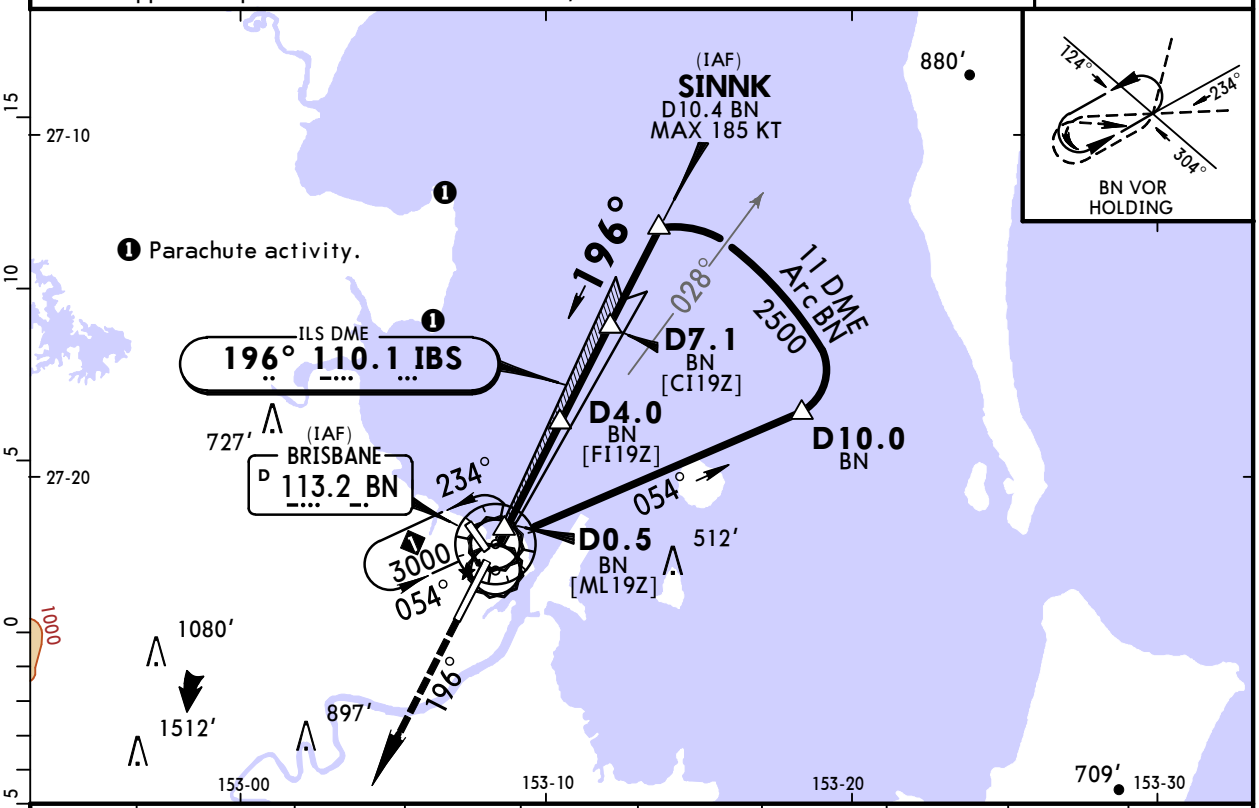
MISSED APCH: Track 196°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

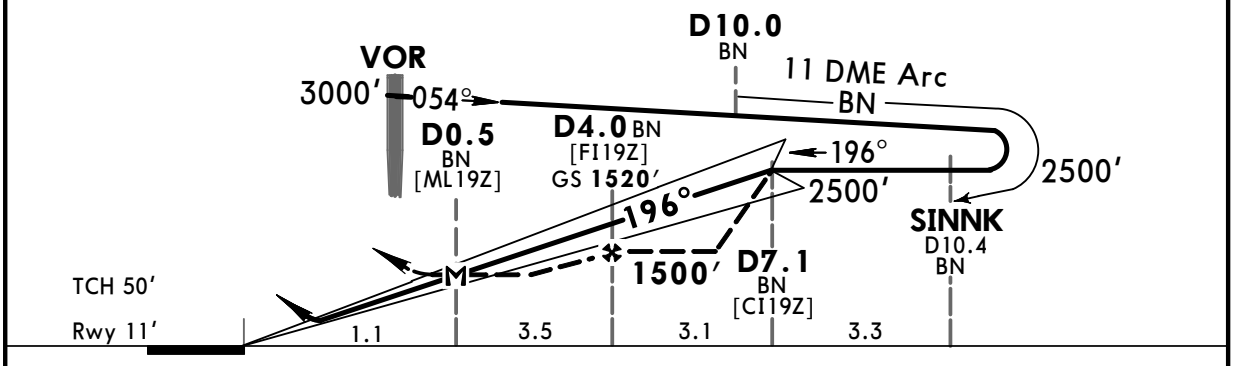
1. BN DME Required. 2. Caution: Scalloping and possible false course capture observed beyond 9 NM between R-330 and R-350 BN below 4000′. 3. Aircraft may be RADAR vectored to FAF. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Thr160 - 150 KT.



MSA BN VOR 2500 within 10 NM



LOC (GS out)	BN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.1
	ALTITUDE	430′	570′	890′	1200′	1520′	1840′	2160′	2500′



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 D0.5 BN							

HIALS PAPI PAPI 196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY19

	ILS DME DA(H) 220′ (209′) FULL	ILS DME DA(H) 220′ (209′) HIRL out	ILS DME DA(H) 220′ (209′) HIALS out	LOC (GS out) DME MDA(H) 430′ (419′)	LOC (GS out) DME MDA(H) 430′ (419′) HIALS out
A B C D	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.4 km	2.3 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 13 JUL 18 (11-4) Eff 19 Jul

BRISBANE, QLD, AUSTRALIA ILS-Y or LOC-Y Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

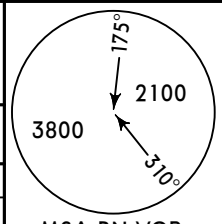
BRIEFING STRIP™

LOC IBS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13′
110.1	196°	D5.0 1600′ (1589′)	220′ (209′)	Rwy 11′

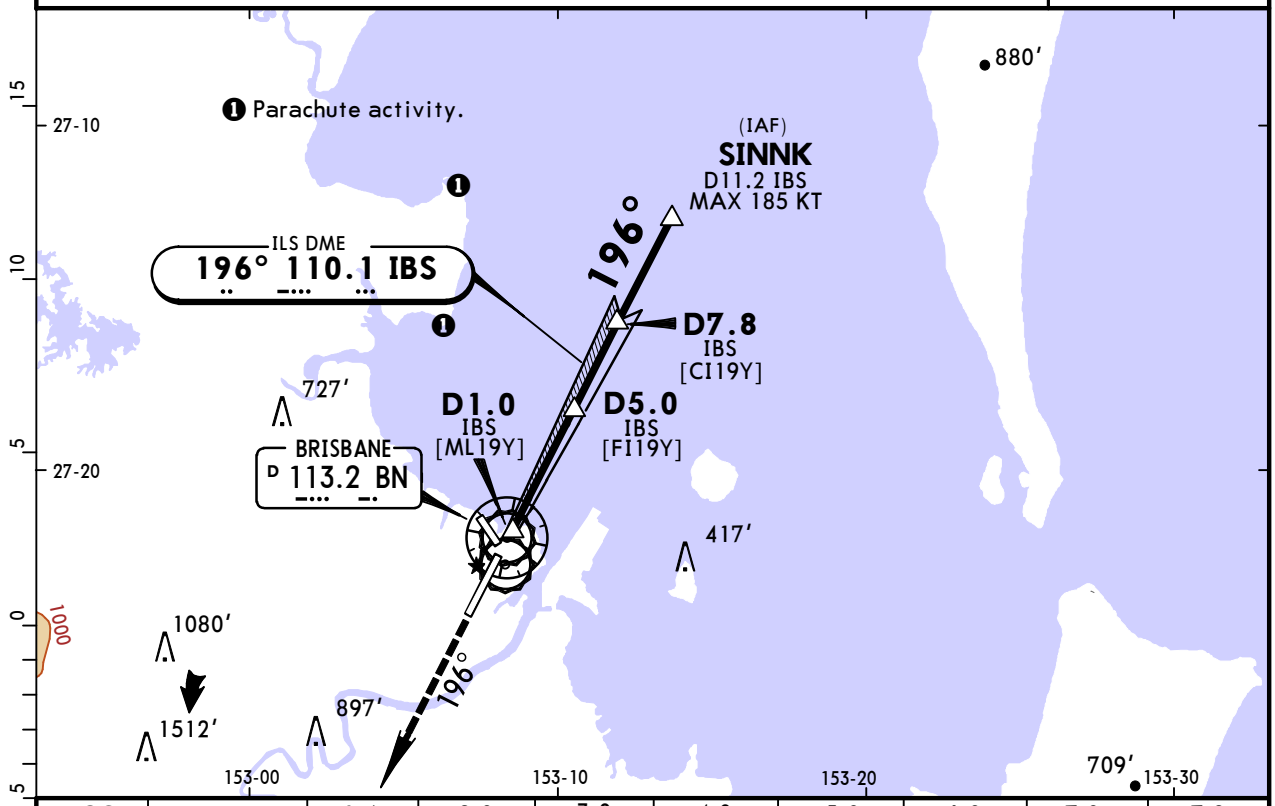
MISSED APCH: Track 196°, climb to 3000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

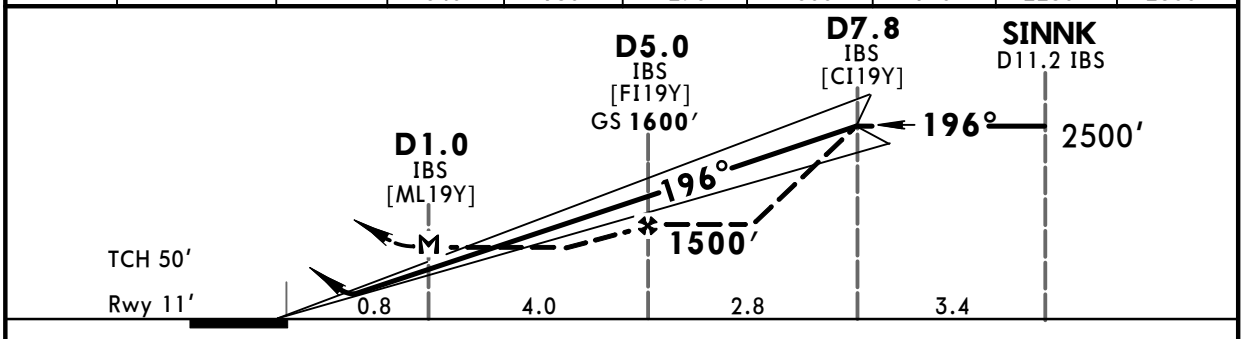
1. IBS DME Required. 2. Caution: Scalloping and possible false course capture observed beyond 9 BN between R-330 and R-350 BN below 4000′. 3. Aircraft may be RADAR vectored to FAF. 4. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA BN VOR
2500
within 10 NM



LOC (GS out)	IBS DME	1.4	2.0	3.0	4.0	5.0	6.0	7.0	7.8
	ALTITUDE	430′	640′	950′	1270′	1600′	1910′	2230′	2500′



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 D1.0 IBS							

HIALS PAPI PAPI | 196° | 3000′

PANS OPS

STRAIGHT-IN LANDING RWY19

	ILS DME DA(H) 220′ (209′)			LOC (GS out) DME MDA(H) 430′ (419′)	
	FULL	HIRL out	HIALS out		HIALS out
A B C D	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.4 km	2.3 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	650′ (637′) -2.4 km
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: RVR added.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-1) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 01

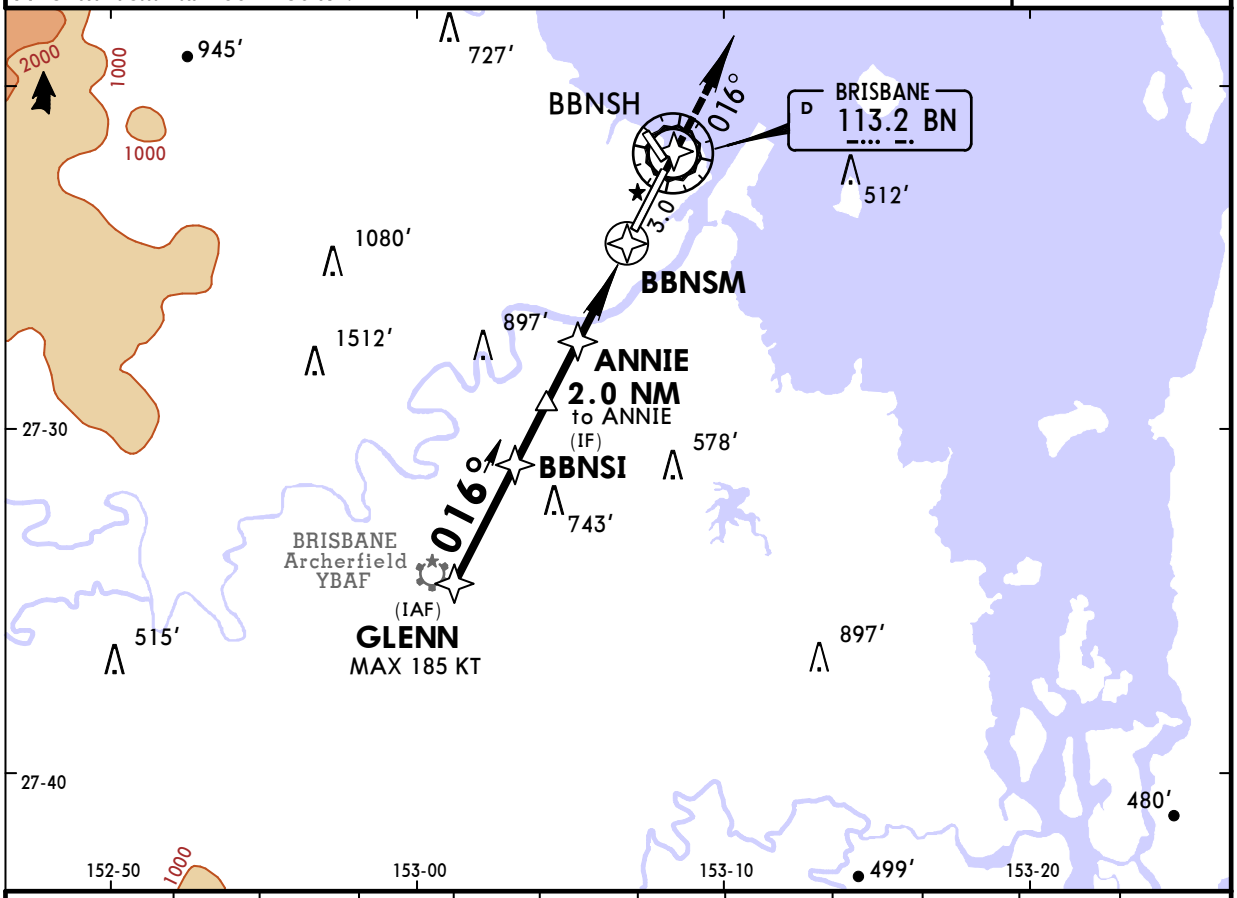
BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

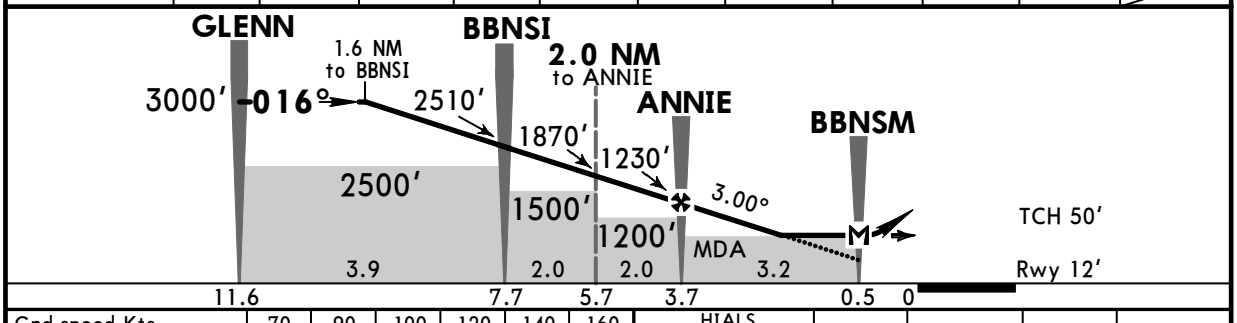
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	016°	ANNIE 1230′(1218′)	560′(548′)	Rwy 12′

MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 185 KT. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



NM to NEXT WPT	1.6	1.0	BBNSI	3.0	2.0	1.0	ANNIE	3.0	2.0	1.1	BBNSM
ALTITUDE	3000′	2830′	2510′	2190′	1870′	1550′	1230′	1170′	850′	560′	



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

HIALS
PAPI PAPI

D BBNSH 016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 01
LNAV
MDA(H) 560′(548′)

	HIALS out
A	3.1 km
B	
C	
D	

CIRCLE-TO-LAND	
Max Kts	MDA(H)
100	650′(637′) -2.4 km
135	
180	780′(767′) -4.0 km
205	850′(837′) -5.0 km

CHANGES: Speed restrictions, LNAV label.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-2) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 14

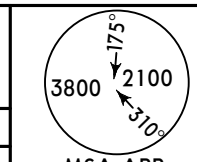
BRIEFING STRIP ™

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

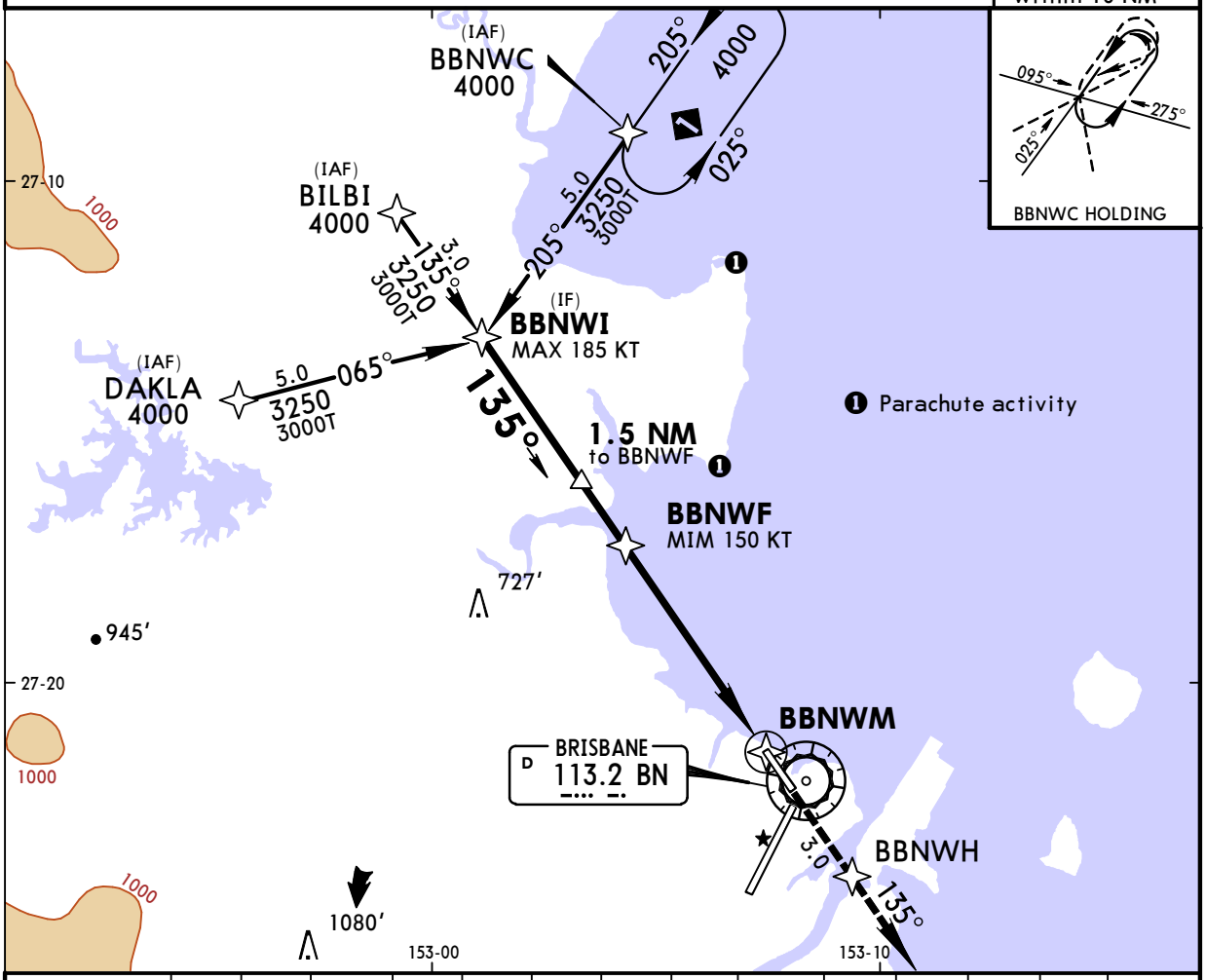
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	135°	BBNWF 1650′ (1639′)	430′ (419′)	Rwy 11′

MISSED APCH: Track to BBNWH, thence 135°, climb to 3000′.

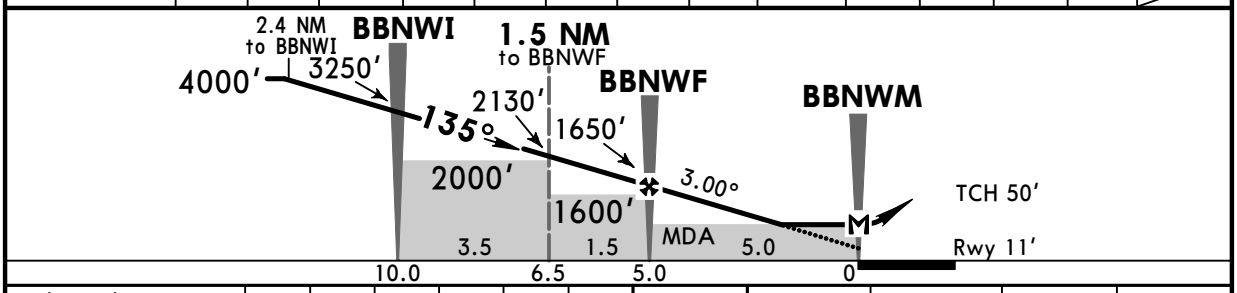
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 220 KT. 2. ATC Approach Speeds: BBNWI 185 - 160 KT, At BBNWF 160 - 150 KT.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	2.4	1.0	BBNWI	4.0	3.0	2.0	1.5	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000′	3560′	3250′	2930′	2610′	2290′	2130′	1970′	1650′	1330′	1020′	700′	430′	



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

PAPI | BBNWH | 135° | 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 14

LNAV

MDA(H) 430′ (419′)

A	2.3 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) - 2.4 km
135	
180	780′ (767′) - 4.0 km
205	850′ (837′) - 5.0 km

CHANGES: Speed restrictions, LNAV label.

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YBBN/BNE
BRISBANE INTL

JEPPESEN 18 MAY 18 (12-3) Eff 24 May

BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 19

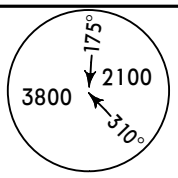
BRIEFING STRIP ™

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

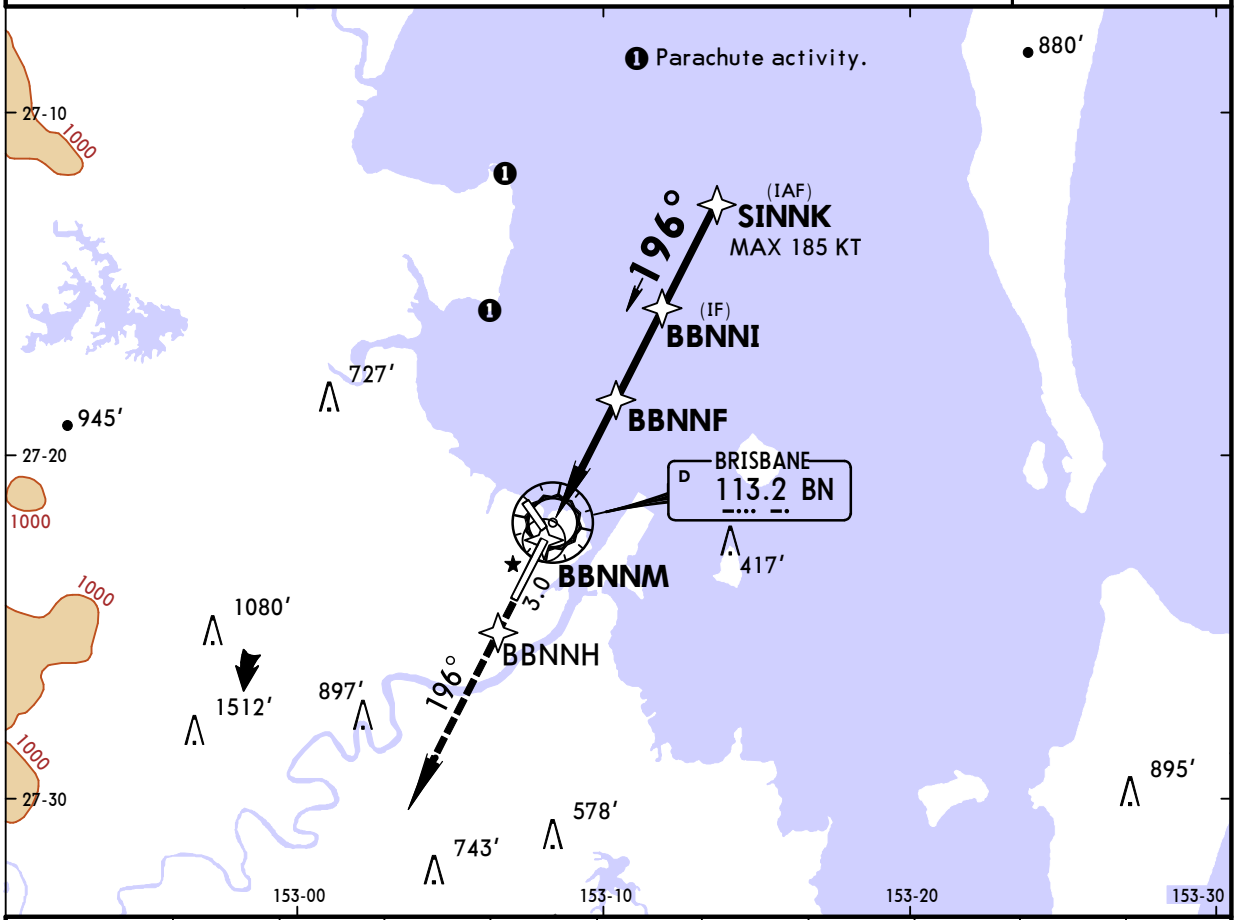
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′
	196°	BBNNF 1530′ (1519′)	430′ (419′)	Rwy 11′

MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3000′.

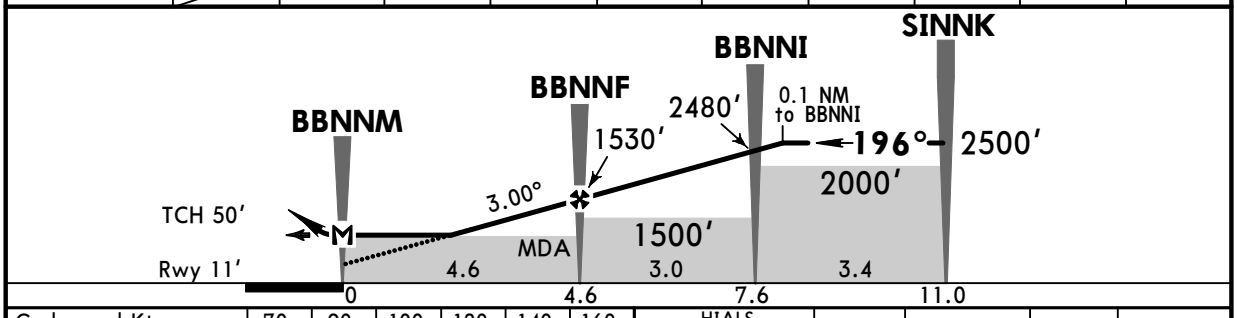
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 185 KT. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Thr 160 - 150 KT.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	BBNNM	1.2	2.0	3.0	4.0	BBNNF	1.0	2.0	BBNNI	0.1
ALTITUDE		430′	700′	1020′	1340′	1530′	1850′	2160′	2480′	2500′



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

HIALS PAPI PAPI

D → BBNNH 196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 19
LNAV
MDA(H) 430′ (419′)

	HIALS out
A	2.3 km
B	2.3 km
C	2.3 km
D	2.3 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: Speed restrictions, LNAV label.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-4) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 32

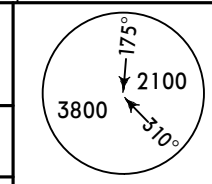
BRIEFING STRIP TM

ATIS	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19	BRISBANE Tower	Ground
113.2 125.5	124.7	125.6	120.5	121.7

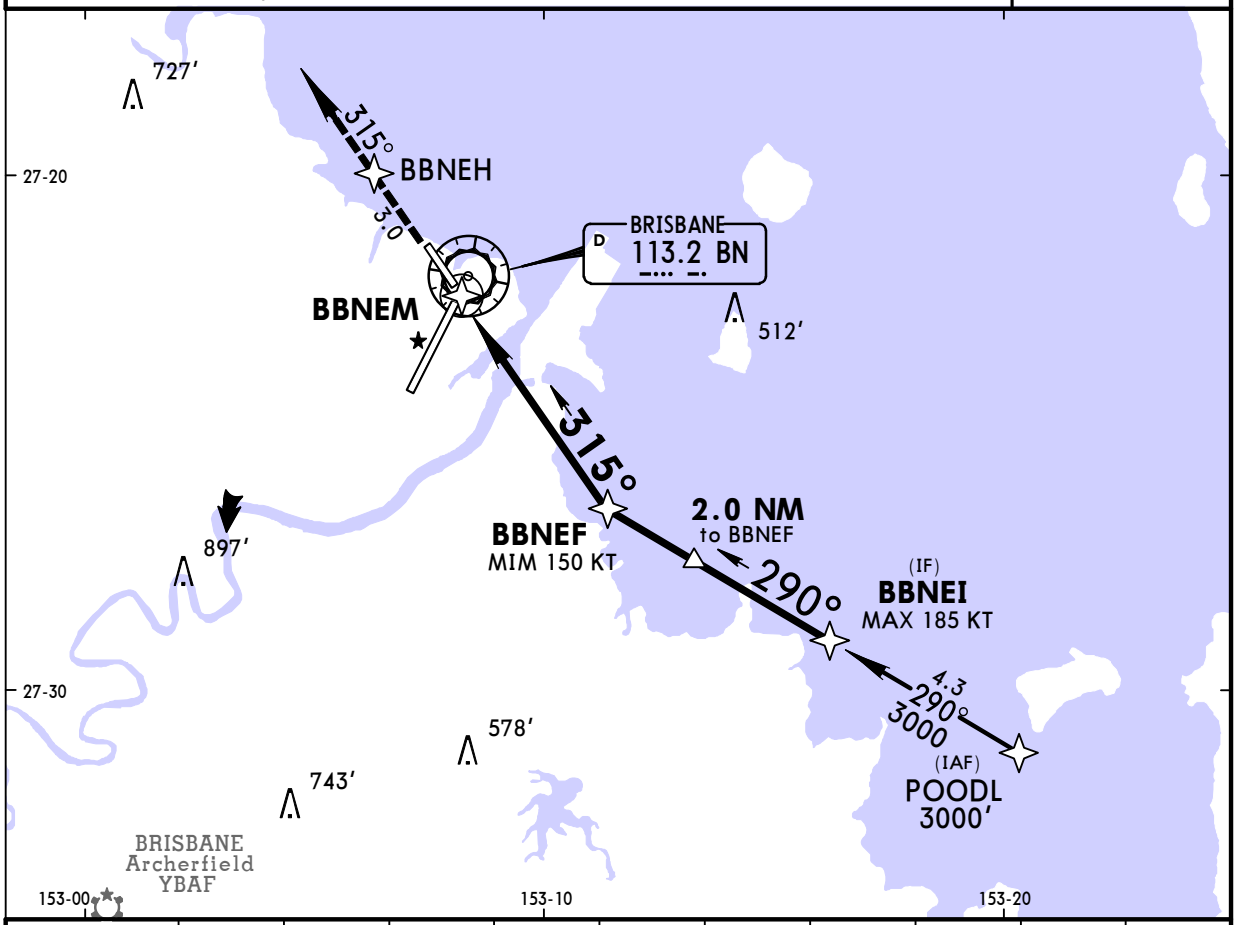
RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 13′ Rwy 9′
	315°	BBNEF 1740′ (1731′)	490′ (481′)	

MISSED APCH: Track direct to BBNEH, thence 315° or as directed by ATC. Climb to 3000′.

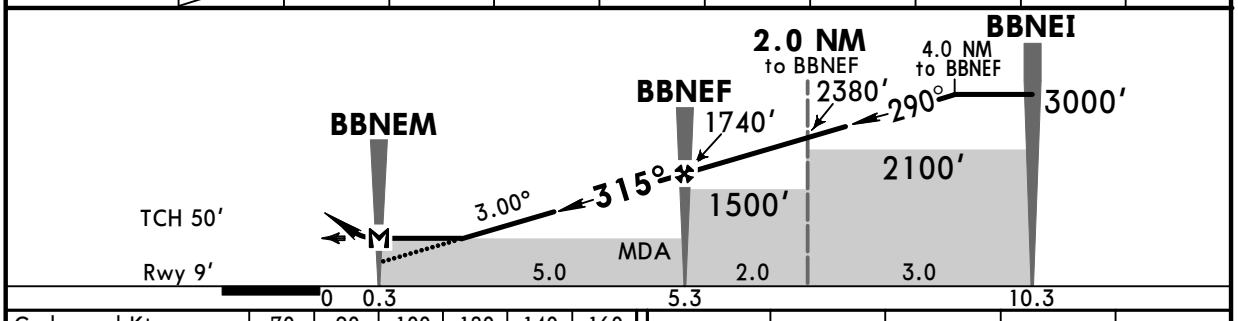
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. MAX for initial: 210 KT. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At BBNEI 185 - 160 KT, At BBNEF 160 - 150 KT.



MSA ARP 2500 within 10 NM



NM to NEXT WPT	BBNEM	1.1	2.0	3.0	4.0	BBNEF	1.0	2.0	3.0	4.0
ALTITUDE		490′	790′	1100′	1420′	1740′	2060′	2380′	2700′	3000′



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

PAPI | D | BBNEH | 315° | 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 32
LNAV
MDA(H) **490′** (481′)

A	2.7 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′ (637′) -2.4 km
135	
180	780′ (767′) -4.0 km
205	850′ (837′) -5.0 km

CHANGES: Speed restrictions, LNAV label.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-20) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-P (RNP) Rwy 01

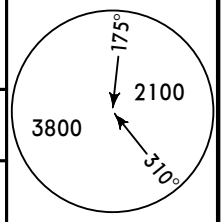
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 13′
	016°	BN712 1800′ (1788′)	380′ (368′)	Rwy 12′

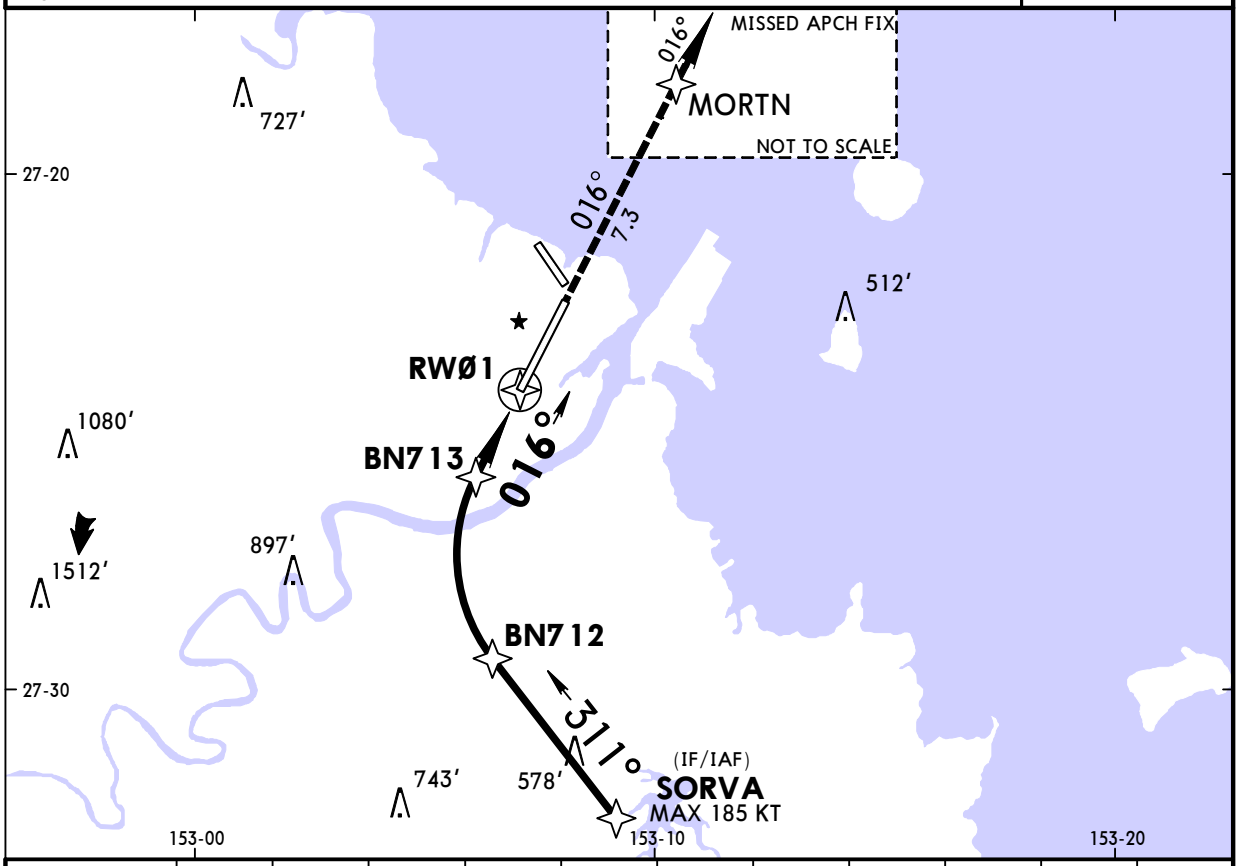
MISSED APCH: Track 016° to MORTN, thence track 016°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

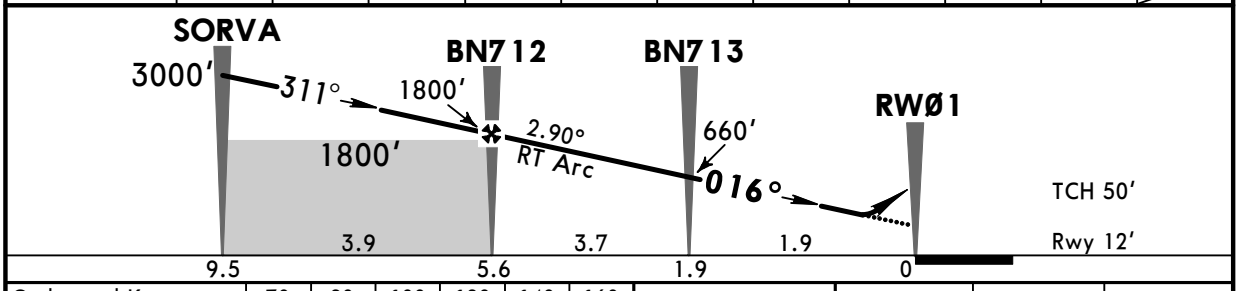
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. MAX for initial: 185 KT. 7. ATC Approach Speeds: at 10 NM from Thr: 185-160 KT, at 5 NM from Thr: 160-150 KT. 8. Approach glide path angle does not coincide with PAPI.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	SORVA	3.0	2.0	1.0	BN712	3.0	2.0	1.0	BN713	1.0	RWØ1
ALTITUDE	3000′	2720′	2420′	2110′	1800′	1580′	1270′	960′	660′	380′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at DA							

HIALS
REIL PAPI PAPI

016° MORTN

STRAIGHT-IN LANDING RWY 01

RNP 0.30

DA(H) **380′** (368′)

ALS out

CIRCLE-TO-LAND

MDA(H)

PANS OPS	Max Kts	
A	A	
B	B	
C	C	
D	D	
2.1 km		NOT AUTHORIZED

CHANGES: Chart reindexed, SORVA speed restriction.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-21) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-M (RNP) Rwy 01

BRIEFING STRIP™

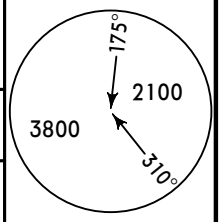
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP 0.30 DA(H)	Apt Elev 13′
	016°	**BN7Ø6** **2030′** (2018′)	**380′** (368′)	Rwy 12′

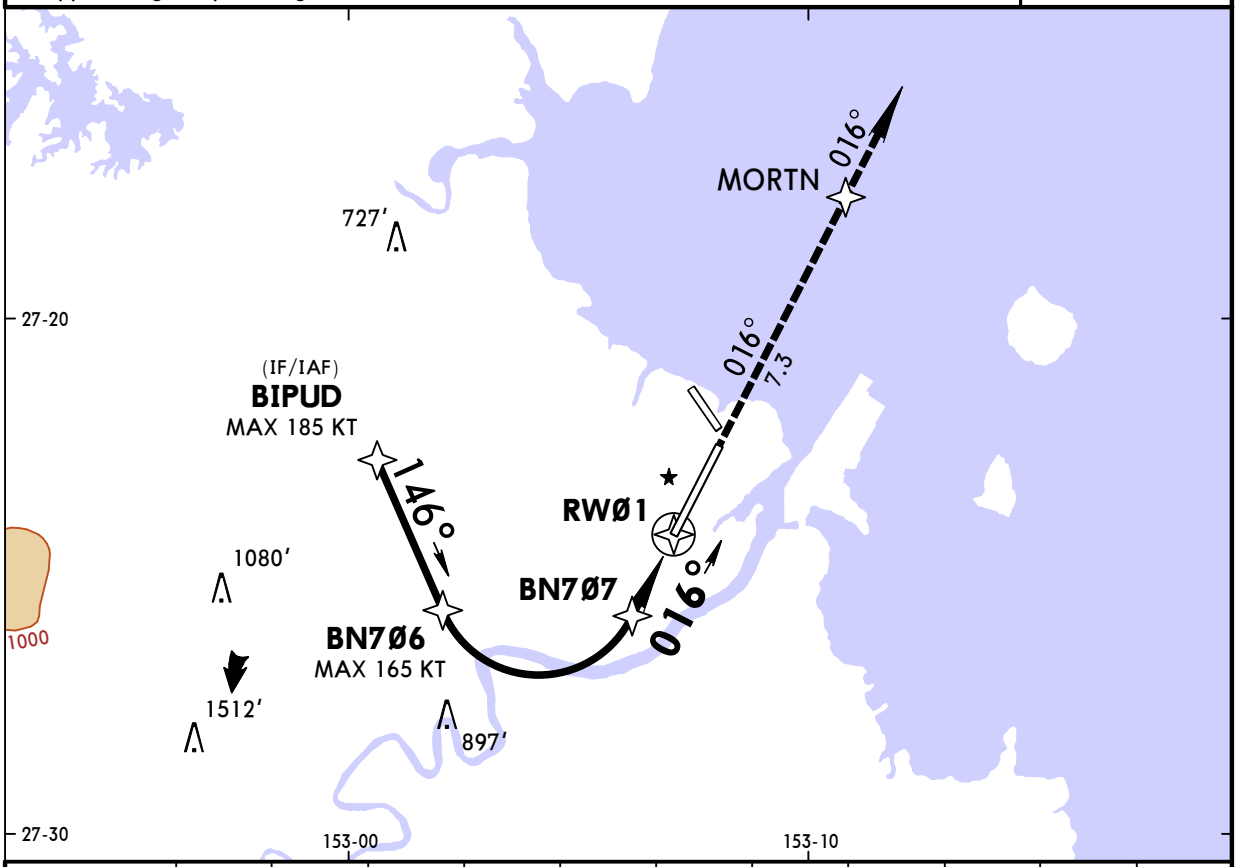
MISSED APCH: Track 016° to MORTN, thence track 016°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

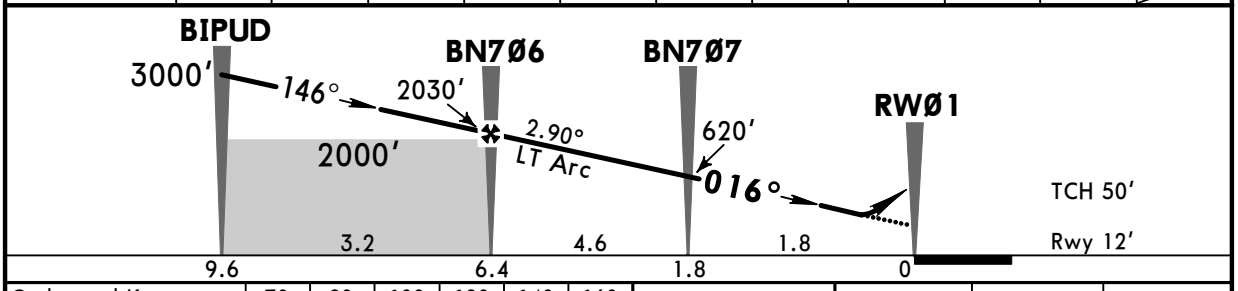
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. MAX for initial: 185 KT, MAX for final: 165 KT. 7. ATC Approach Speeds: at BIPUD: 185-160 KT, at 5 NM from Thr: 160-150 KT. 8. Approach glide path angle does not coincide with PAPI.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	BIPUD	2.0	1.0	BN7Ø6	4.0	3.0	2.0	1.0	BN7Ø7	1.0	RWØ1
ALTITUDE	3000′	2650′	2340′	2030′	1850′	1540′	1230′	920′	620′	380′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at DA							

HIALS
REIL PAPI PAPI

016° **MORTN**

STRAIGHT-IN LANDING RWY 01

RNP 0.30

DA(H) **380′** (368′)

ALS out

A	2.1 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
A	
B	
C	NOT AUTHORIZED
D	

PANS OPS

CHANGES: Chart reindexed, speed restrictions.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-22) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-P (RNP) Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

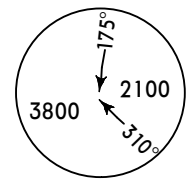
BRIEFING STRIP™

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 13′ Rwy 11′
	196°	BN451 1500′ (1489′)	370′ (359′)	

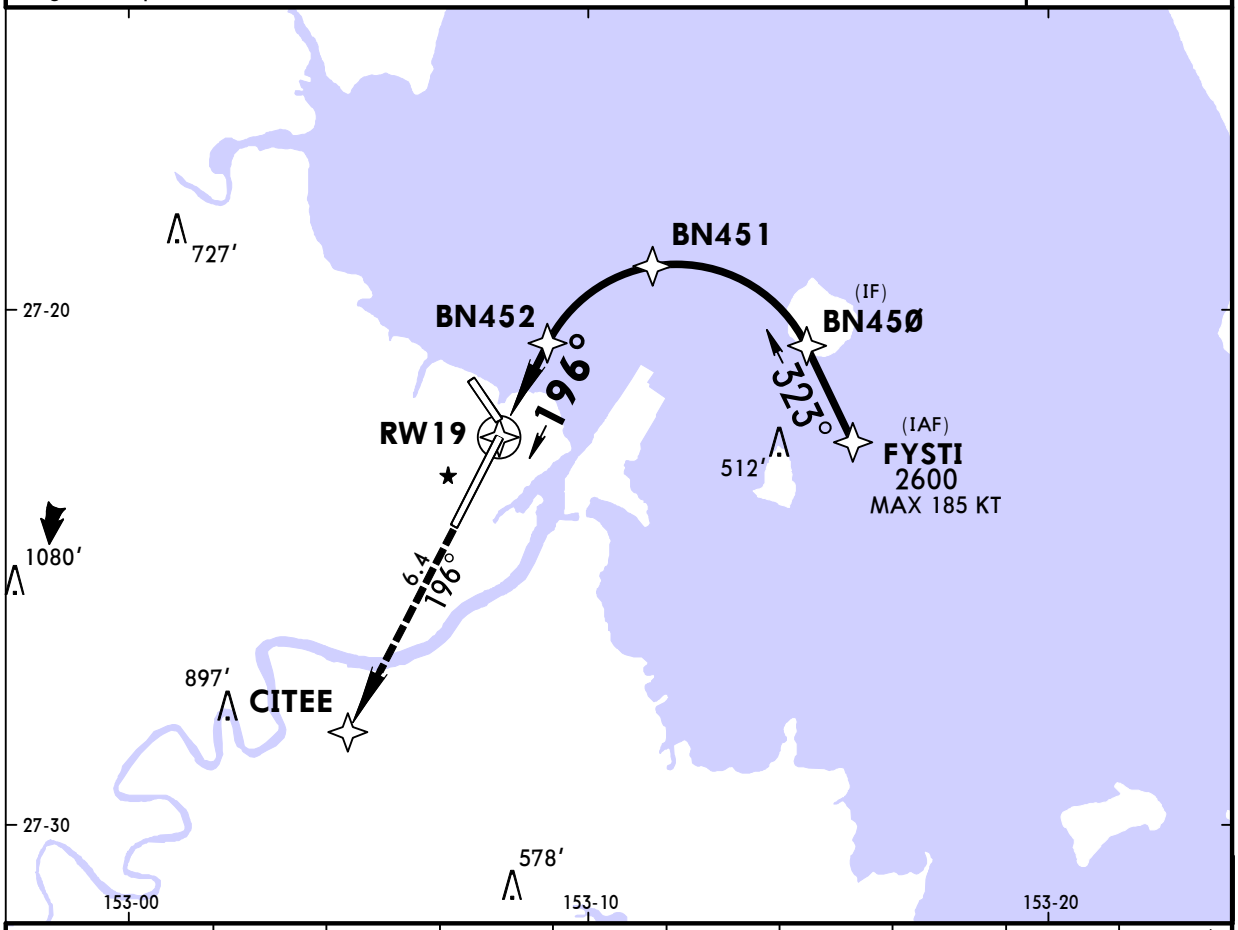
MISSED APCH: Track 196° to CITEE. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

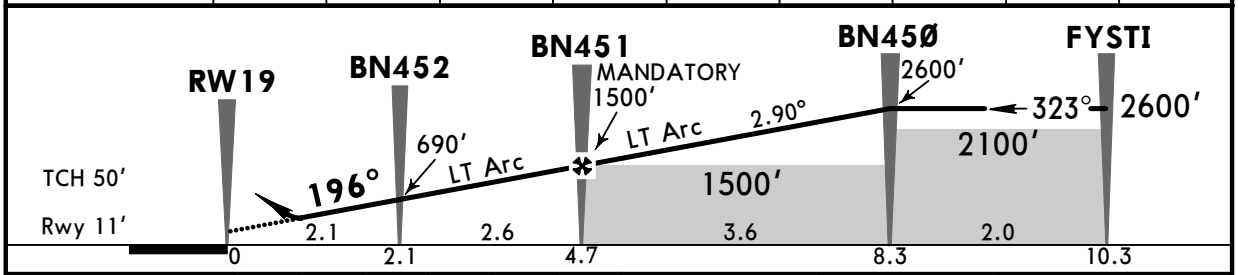
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. MAX for FYSTI: 185 KT. 7. ATC Approach Speeds: at FYSTI: 185-160 KT, at 5 NM from Thr: 160-150 KT. 8. Approach path angle does not coincide with PAPI on glide slope indication.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	1.0	BN452	1.0	2.0	BN451	1.0	2.0	3.0	BN45Ø
ALTITUDE	370′	690′	980′	1290′	1500′	1800′	2110′	2420′	2600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS
PAPI PAPI

196° CITEE

STRAIGHT-IN LANDING RWY19
RNP 0.30
DA(H) 370′ (359′)
FULL | HIALS out

CIRCLE-TO-LAND

PANS OPS

A	2.1 km
B	
C	
D	

A	NOT AUTHORIZED
B	
C	
D	

CHANGES: Speed restrictions.

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YBBN/BNE BRISBANE INTL

JEPPESEN 18 MAY 18 (12-23) Eff 24 May

BRISBANE, QLD, AUSTRALIA RNAV-M (RNP) Rwy 19

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	Southeast of extended C/L Rwy 01-19 125.6	120.5	121.7

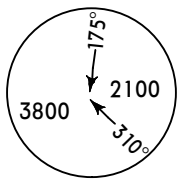
BRIEFING STRIP™

RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 13′ Rwy 11′
	196°	BN41Ø 2000′ (1989′)	370′ (359′)	

MISSED APCH: Track 196° to CITEE. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

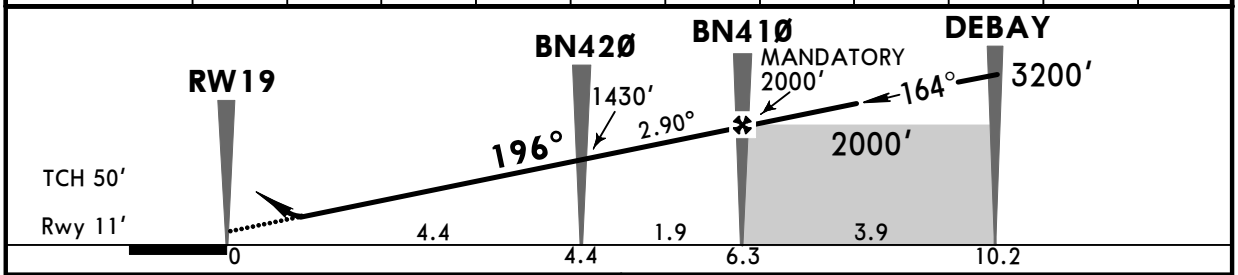
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. ATC Approach Speeds: at DEBAY: 185-160 KT, at 5 NM from Thr: 160-150 KT. 7. Approach path angle does not coincide with PAPI on glide slope indication.



MSA ARP
2500
within 10 NM



NM to NEXT WPT	1.0	2.0	3.0	4.0	BN42Ø	1.0	BN41Ø	1.0	2.0	3.0	DEBAY
ALTITUDE	370′	680′	980′	1290′	1430′	1740′	2000′	2310′	2620′	2930′	3200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.90°	359	462	513	616	718	821
MAP at DA						

HIALS
PAPI PAPI

196° CITEE

STRAIGHT-IN LANDING RWY19
RNP 0.30
DA(H) **370′** (359′)
FULL | HIALS out

CIRCLE-TO-LAND

PANS OPS

A	2.1 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: Speed restrictions.

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YBBN/BNE BRISBANE INTL

JEPPESEN 24 FEB 17 (13-1) Eff 2 Mar

BRISBANE, QLD, AUSTRALIA VOR Rwy 01

BRIEFING STRIP™

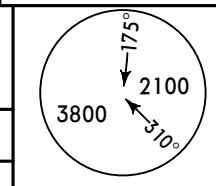
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

VOR	Final	Procedure Alt	MDA(H)	Apt Elev 13′
BN	Apch Crs	D6.0		Rwy 12′
113.2	016°	1190′(1178′)	570′(558′)	

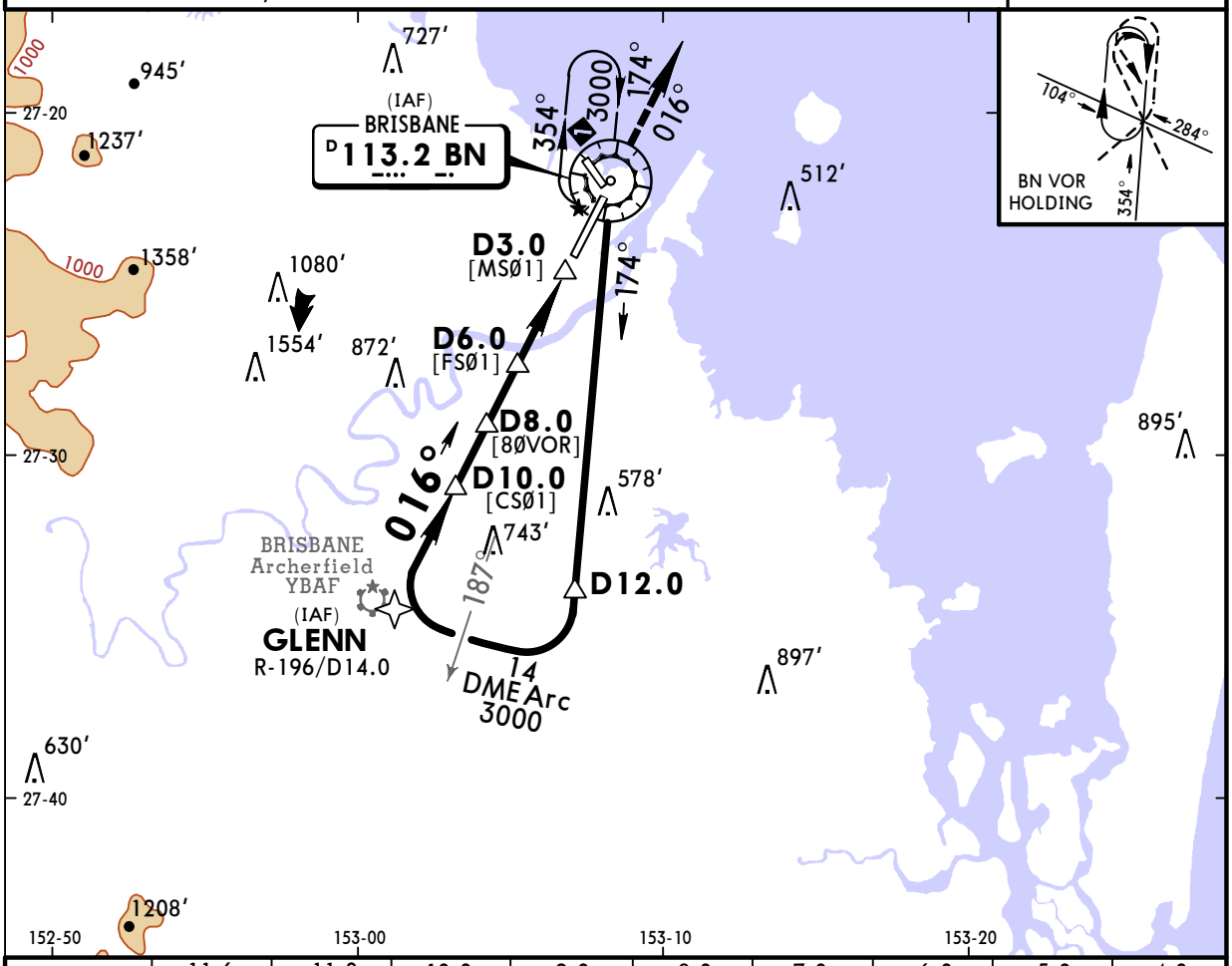
MISSED APCH: Track 016°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

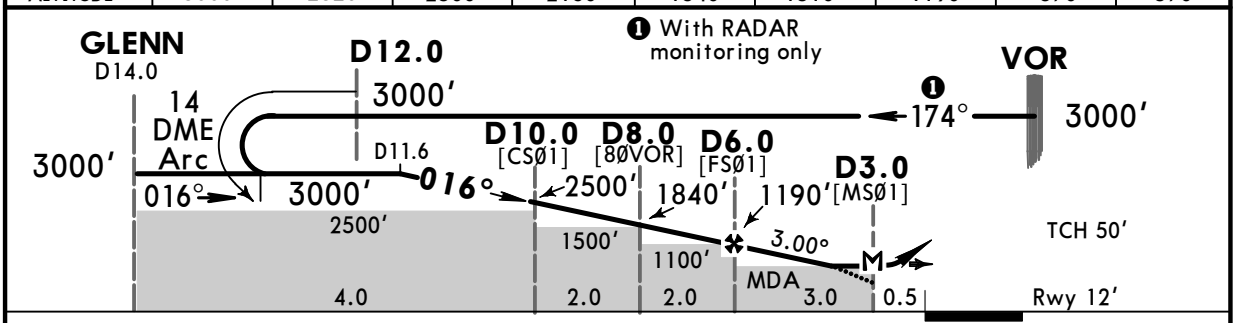
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA BN VOR 2500 within 10 NM



BN DME	11.6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3000′	2820′	2500′	2160′	1840′	1510′	1190′	870′	570′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

HIALS PAPI PAPI

016° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY01

MDA(H) 570′(558′)

	HIALS out
A B C D	3.2 km / 3.2 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′(637′) -2.4 km
135	
180	780′(767′) -4.0 km
205	850′(837′) -5.0 km

CHANGES: APCH transition withdrawn.

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YBBN/BNE BRISBANE INTL

JEPPESEN 24 FEB 17 (13-2) Eff 2 Mar

BRISBANE, QLD, AUSTRALIA VOR Rwy 14

BRIEFING STRIP ™

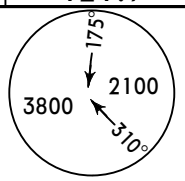
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

VOR	Final	Procedure Alt	MDA(H)	Apt Elev 13′
BN	Apch Crs	D6.0		Rwy 11′
113.2	126°	1690′ (1679′)	600′ (589′)	

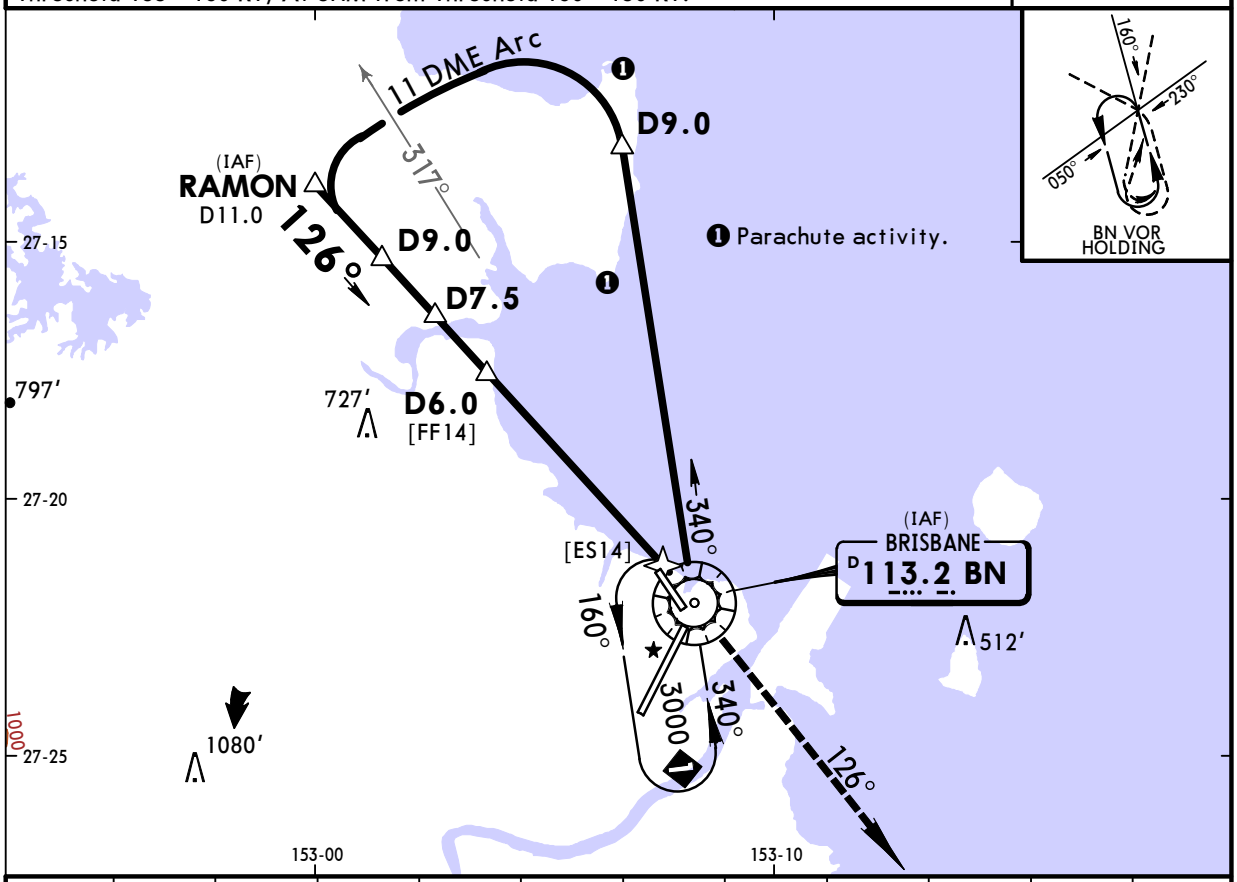
MISSED APCH: Track 126°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

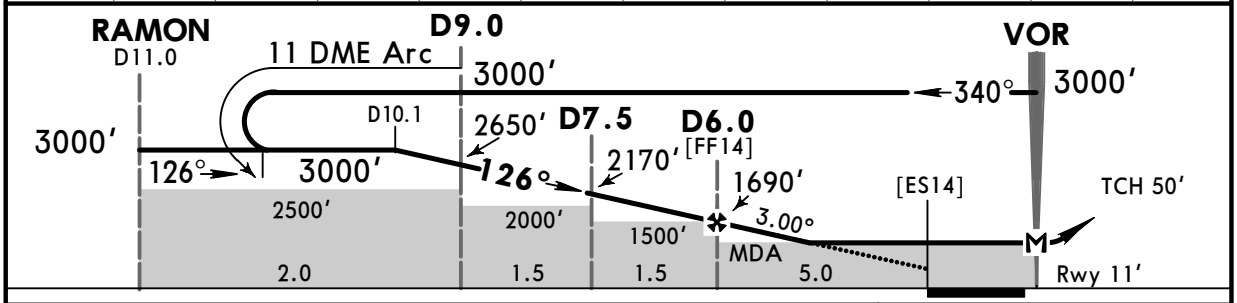
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA BN VOR
2500
within 10 NM



BN DME	10.1	10.0	9.0	8.0	7.5	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000′	2960′	2650′	2330′	2170′	2010′	1690′	1370′	1060′	740′	600′



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

PAPI 126° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 14

MDA(H) 600′ (589′)

		Max Kts	MDA(H)
A	3.3 km	100	650′ (637′) -2.4 km
B		135	
C		180	780′ (767′) -4.0 km
D		205	850′ (837′) -5.0 km

CIRCLE-TO-LAND

CHANGES: None.

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YBBN/BNE BRISBANE INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA

4 NOV 16 (13-3) Eff 10 Nov

VOR Rwy 19

BRIEFING STRIP ™

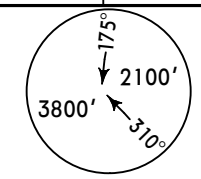
ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19		
113.2 125.5	124.7	125.6	120.5	121.7

VOR BN	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 13′
113.2	196°	D5.0 1840′(1829′)	430′(419′)	Rwy 11′

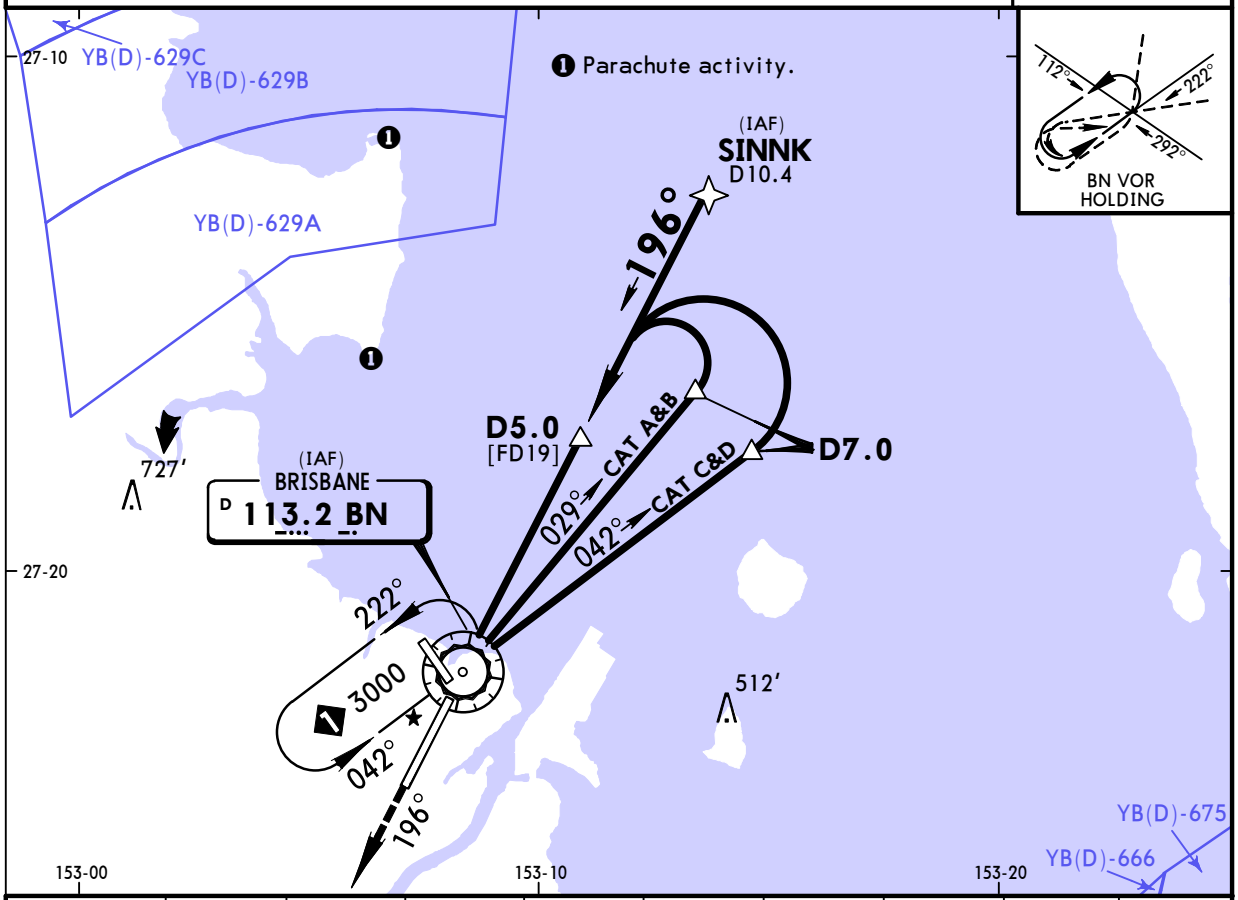
MISSED APCH: Track 196°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

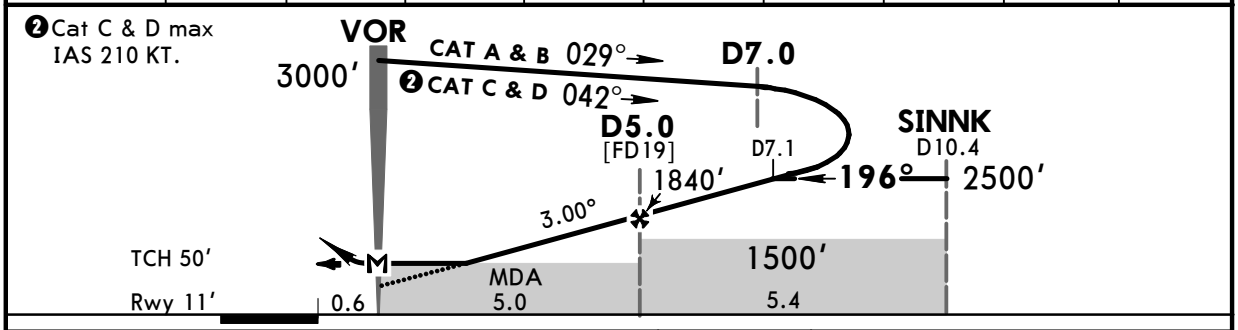
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA BN VOR
2500′
within 10 NM



BN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	430′	570′	890′	1210′	1530′	1840′	2160′	2480′	2500′



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

HIALS PAPI PAPI

196° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 19

MDA(H) 430′(419′)

	HIALS out
A	2.3 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	650′(637′) -2.4 km
135	
180	780′(767′) -4.0 km
205	850′(837′) -5.0 km

CHANGES: Missed apch altitude, VNAV data.

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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.

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YSSY/SYD -(KINGSFORD SMITH) INTL

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.

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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.

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YSSY/SYD
- (KINGSFORD SMITH) INTL

JEPPESEN
18 MAY 18 (10-2) Eff 24 May

SYDNEY, NSW, AUSTRALIA
RNAV STAR

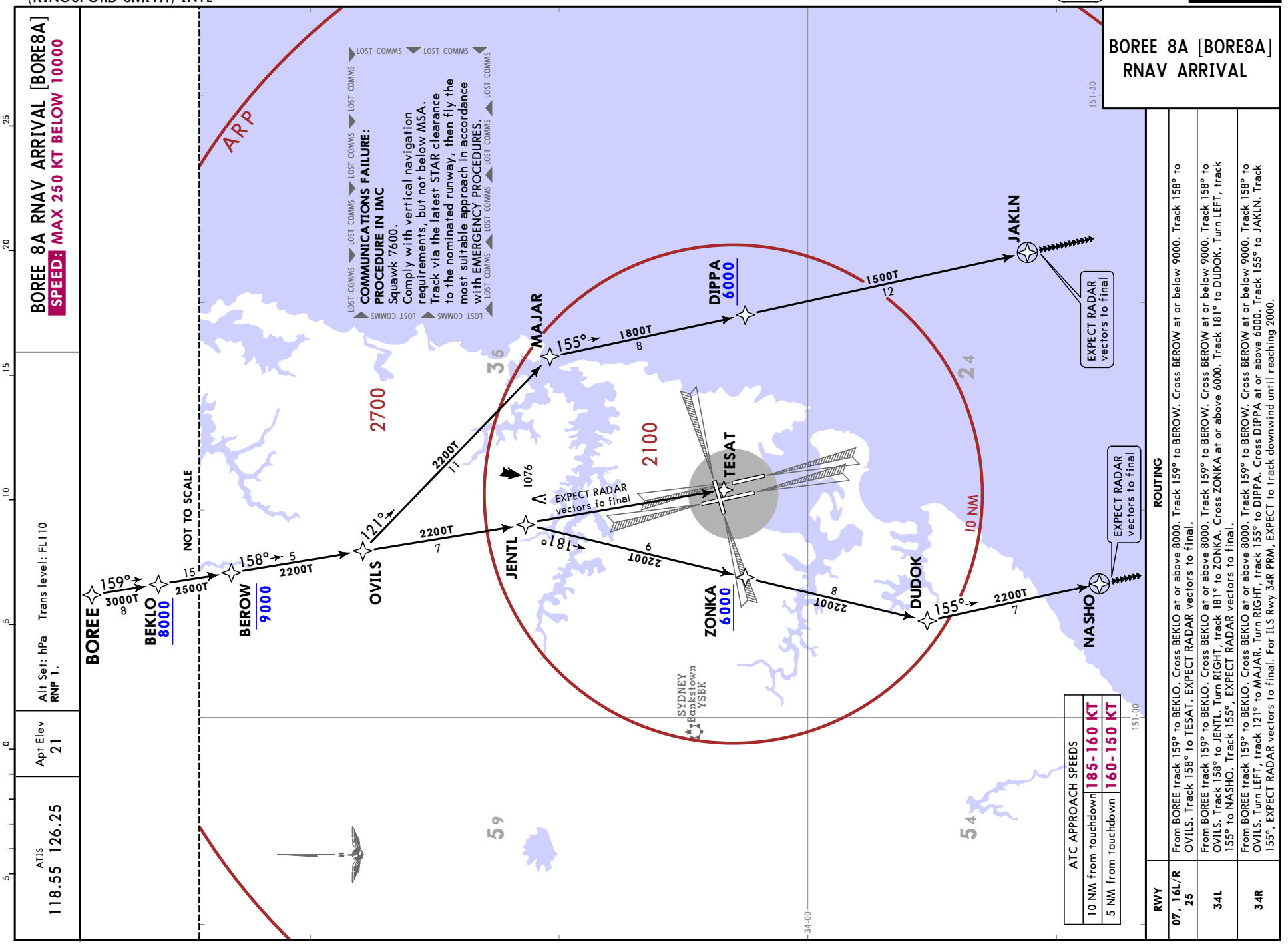
BOREE 8A [BORE8A] RNAV ARRIVAL

BOREE 8A RNAV ARRIVAL [BORE8A]
SPEED: MAX 250 KT BELOW 10000

Alt Set: hPa Trans level: FL110
RNP 1.

Apt Elev 21

ATIS 118.55 126.25



ATC APPROACH SPEEDS	
10 NM from touchdown	185-160 KT
5 NM from touchdown	160-150 KT

RWY	ROUTING
07, 16L/R 25	From BOREE track 159° to BEKLO. Cross BEKLO at or above 8000. Track 159° to BEROW. Cross BEROW at or below 9000. Track 158° to OVILS. Track 158° to TESAT. EXPECT RADAR vectors to final.
34L	From BOREE track 159° to BEKLO. Cross BEKLO at or above 8000. Track 159° to BEROW. Cross BEROW at or below 9000. Track 158° to OVILS. Track 158° to JENTL. Turn RIGHT, track 181° to ZONKA. Cross ZONKA at or above 6000. Track 181° to DUDOK. Turn LEFT, track 155° to NASHO. Track 155°, EXPECT RADAR vectors to final.
34R	From BOREE track 159° to BEKLO. Cross BEKLO at or above 8000. Track 159° to BEROW. Cross BEROW at or below 9000. Track 158° to OVILS. Turn LEFT, track 121° to MAJAR. Turn RIGHT, track 155° to DIPPA. Cross DIPPA at or above 6000. Track 155° to JAKLN. Track 155°, EXPECT RADAR vectors to final. For ILS Rwy 34R PRM, EXPECT to track downwind until reaching 2000.

CHANGES: Procedure renumbered, waypoint BEKLO added, MOCAs, procedure note, routing text.

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YSSY/SYD - (KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

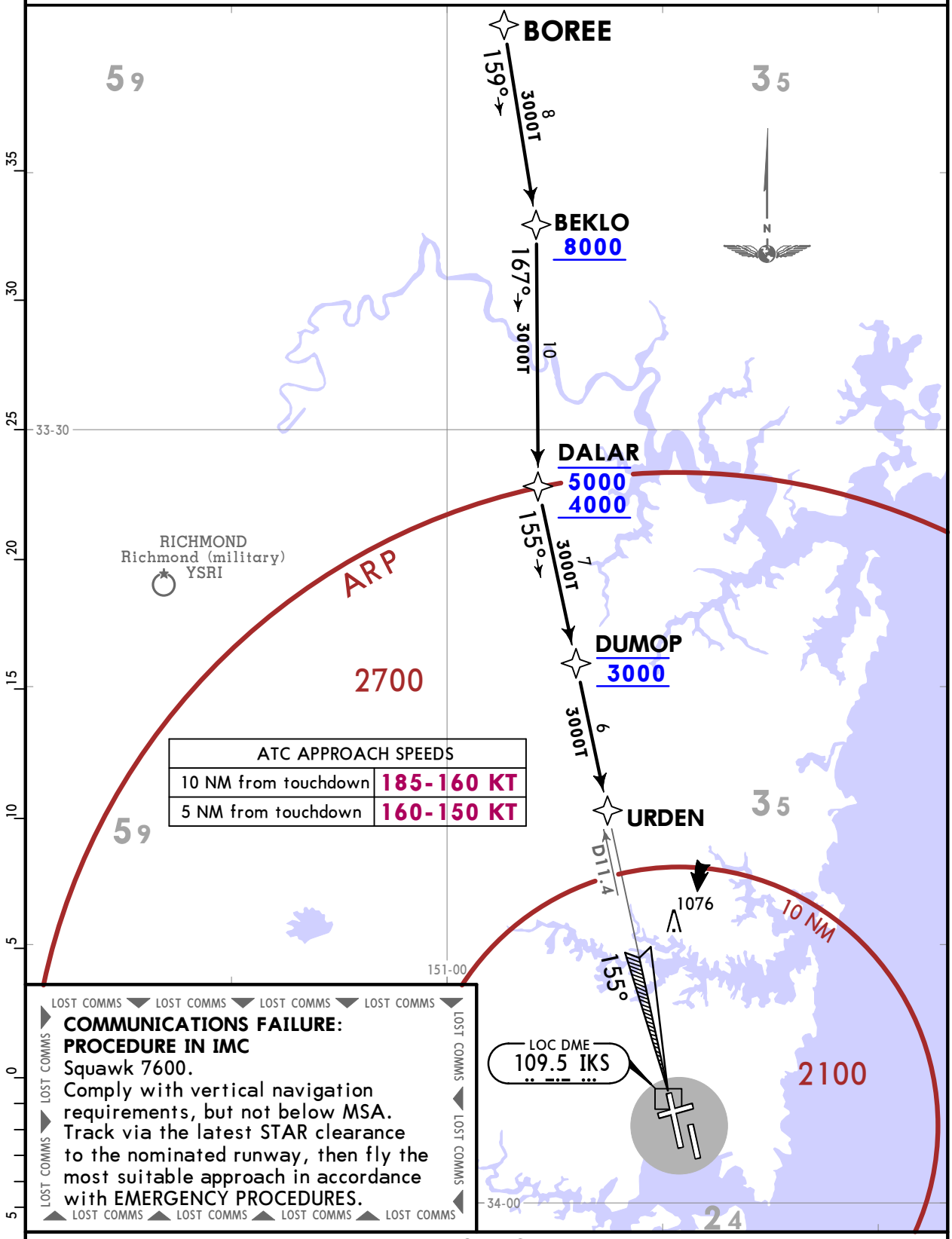
18 MAY 18 (10-2A) Eff 24 May

RNAV STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
118.55 126.25	21	1. RNP 1. 2. PRM OPS: Dual VHF commnications required. See chart 11-0 for additional requirements.

BOREE 8P RNAV ARRIVAL [BORE8P]
RWY 16R

SPEED: MAX 250 KT BELOW 10000



ROUTING

From BOREE track 159° to BEKLO. Cross BEKLO at or above 8000. Turn RIGHT, track 167° to DALAR. Cross DALAR between 5000 and 4000. Turn LEFT, track 155° to DUMOP. Cross DUMOP at 3000. From DUMOP track 155° IKS LOC to URDEN. Track via ILS PRM RWY 16R.

CHANGES: Procedure renumbered.

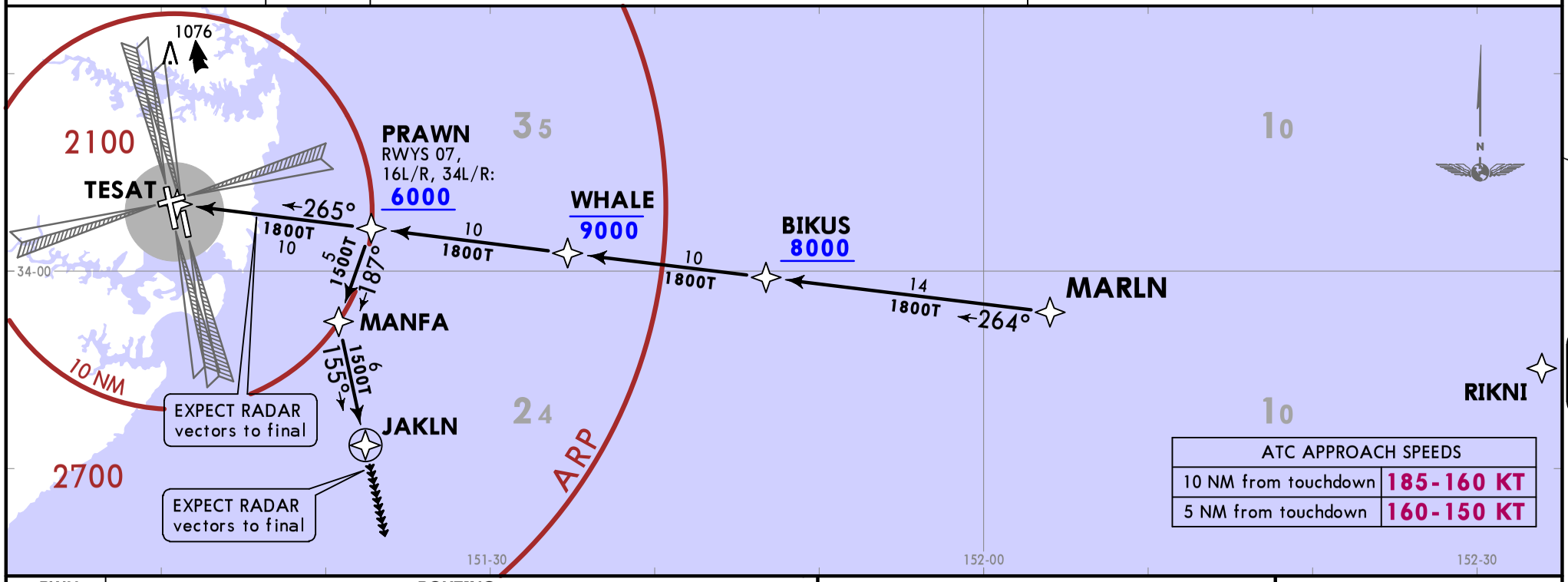
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CHANGES: Procedure renumbered, revised, chart reindexed.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
118.55 126.25	21	1. **RNP 1.** 2. Tracking via RIKNI subject to ATC clearance.

MARLN 3 RNAV ARRIVAL [MARLN3]

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
10 NM from touchdown	185-160 KT
5 NM from touchdown	160-150 KT

RWY	ROUTING
07, 16L/R 34L	From MARLN track 264° to BIKUS. Cross BIKUS at or above 8000. Track 264° to WHALE. Cross WHALE at or below 9000. Track 264° to PRAWN. Cross PRAWN at or above 6000. Track 265° to TESAT. EXPECT RADAR vectors to final.
25	From MARLN track 264° to BIKUS. Cross BIKUS at or above 8000. Track 264° to WHALE. Cross WHALE at or below 9000. Track 264° to PRAWN. Track 265° to TESAT. EXPECT RADAR vectors to final.
34R	From MARLN track 264° to BIKUS. Cross BIKUS at or above 8000. Track 264° to WHALE. Cross WHALE at or below 9000. Track 264° to PRAWN. Cross PRAWN at or above 6000. Turn LEFT, track 187° to MANFA. Turn LEFT, track 155° to JAKLN. Track 155°, EXPECT RADAR vectors to final. For ILS Rwy 34R PRM, EXPECT to track downwind until reaching 2000.

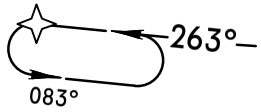
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

HOLDING OVER RIKNI



YSSY/SYD - (KINGSFORD SMITH) INTL 18 MAY 18 (10-2B) Eff 24 May

JEPPESEN SYDNEY, NSW, AUSTRALIA

RNAV STAR

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YSSY/SYD - (KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

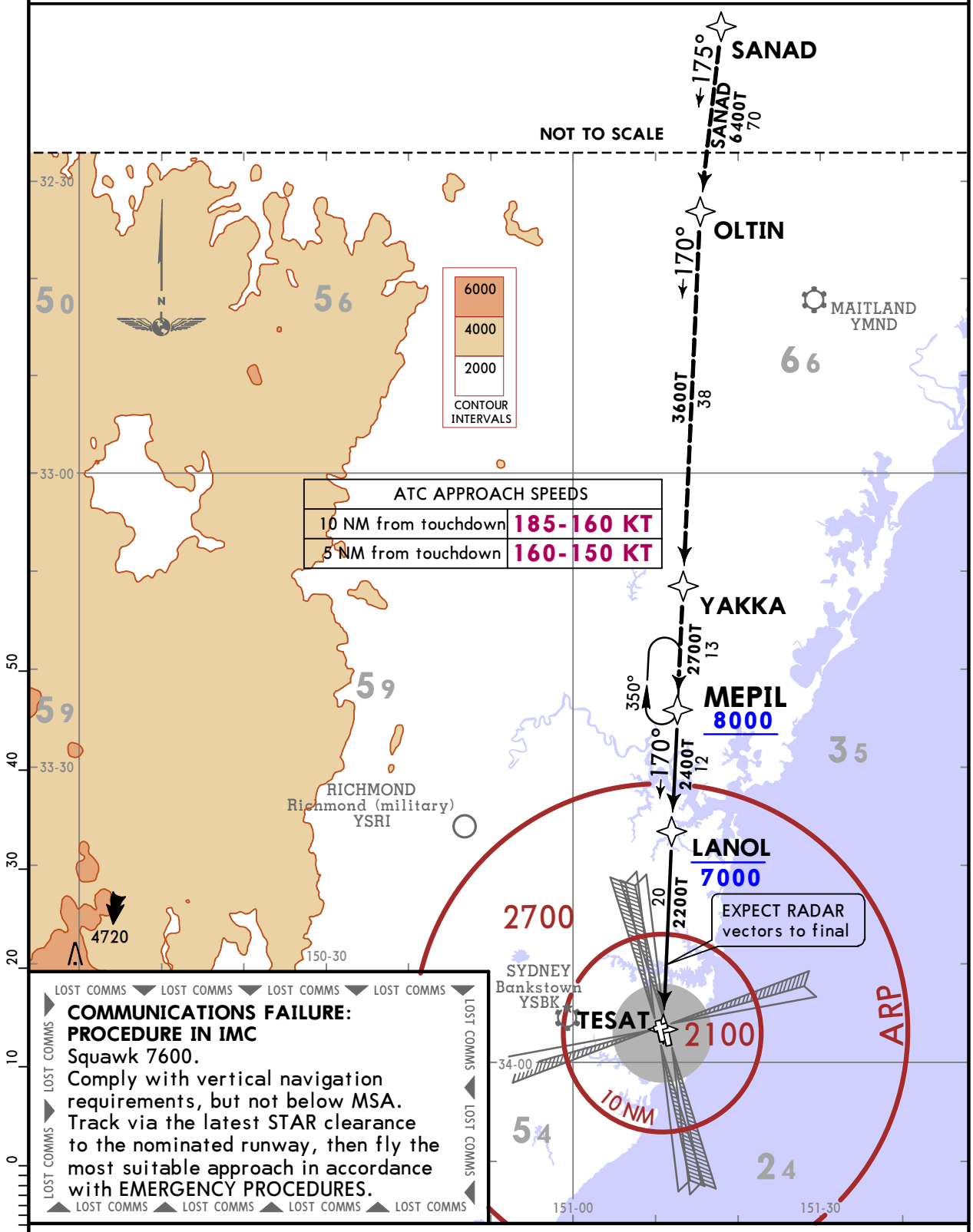
18 MAY 18 (10-2C) Eff 24 May

RNAV STAR

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

MEPIL 3 RNAV ARRIVAL [MEPIL3]

SPEED: MAX 250 KT BELOW 10000



TRANSITION

SANAD	From SANAD to MEPIL: Track 175° to OLTIN. Turn LEFT track 170° to YAKKA. Track 170° to MEPIL. Cross MEPIL at or above 8000. Then follow arrival instructions.

ROUTING

From MEPIL track 170° to LANOL. Cross LANOL at or below 7000. Track 170° to TESAT. EXPECT RADAR vectors to final approach course after LANOL.

CHANGES: Procedure renumbered, revised, chart reindexed.

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YSSY/SYD - (KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-2D) Eff 24 May

RNAV STAR

ODALE 7 RNAV ARRIVAL [ODALE7]

SPEED: MAX 250 KT BELOW 10000

ATIS 118.55 126.25

Apt Elev 21

Alt Set: hPa
RNP 1.

Trans level: FL110

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS

ATC APPROACH SPEEDS

10 NM from touchdown	185-160 KT
5 NM from touchdown	160-150 KT

TESAT

1076

2100

2700

SYDNEY Bankstown YSBK

CAMDEN YSCN

10 NM

ARP

EXPECT RADAR vectors to final

10 1900T 063°

ANKUB

10 2100T 062°

MITSA 7000

9 2500T

KABLO 8000

4 2900T 063°

ODALE

151-00

34-00

150-30

ROUTING

From ODALE track 063° to KABLO. Cross KABLO at or above 8000. Track 063° to MITSA. Cross MITSA at or below 7000. Track 062° to ANKUB. Track 063° to TESAT. EXPECT RADAR vectors to final approach course after MITSA.

CHANGES: Procedure renumbered, revised, chart reindexed.

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YSSY/SYD - (KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-2E) Eff 24 May

RNAV STAR

RIVET 3 RNAV ARRIVAL [RIVET3]

SPEED: MAX 250 KT BELOW 10000

Alt Set: hPa
RNP 1.

Trans level: FL110

Apt Elev
21

ATIS
118.55 126.25

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS

ATC APPROACH SPEEDS

10 NM from touchdown	185-160 KT
5 NM from touchdown	160-150 KT

ROUTING

RWY	
07	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. Track 049° to BOOGI. Track 049° to TESAT. EXPECT RADAR vectors to final.
16L/R, 25	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. Track 049° to BOOGI. Cross BOOGI at or above 6000. Track 049° to TESAT. EXPECT RADAR vectors to final.
34L/R	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. Track 049° to BOOGI. Cross BOOGI at or above 6000. Turn RIGHT, track 121° to DUDOK. Turn RIGHT, track 155° to NASHO. Track 155°. EXPECT RADAR vectors to final.

RIVET
049°
13
3600T
BIGEM
8000
10
2600T
TAMMI
9000
10
2200T
BOOGI
RWYS 16L/R, 25, 34L/R:
6000
121°
5
2200T
DUDOK
155°
7
2200T
NASHO
10
2200T
TESAT
EXPECT RADAR vectors to final
EXPECT RADAR vectors to final
10 NM
ARP
2100
2700
SYDNEY Bankstown YSBK
CAMDEN YSCN
CONTOUR INTERVALS 4000 2000

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YSSY/SYD - (KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

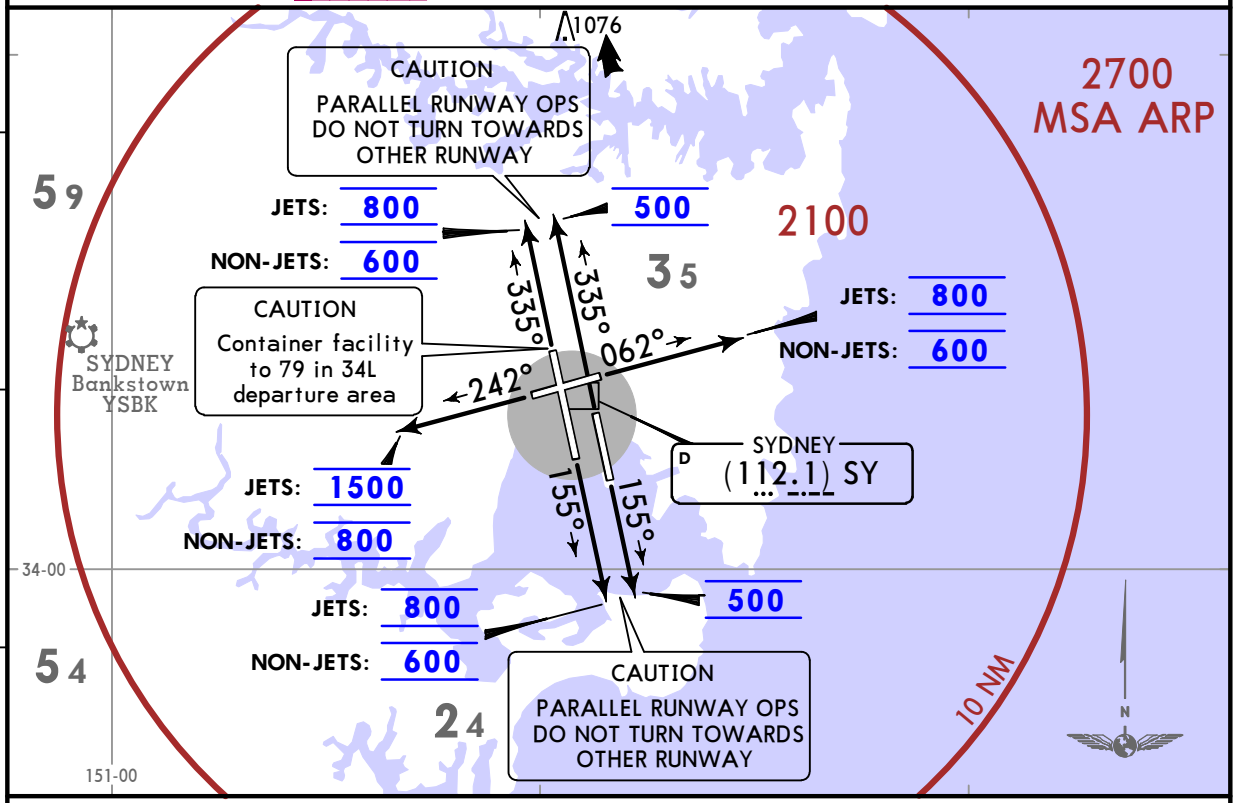
27 JUL 18 (10-3)

SID

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

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.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

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

Ⓐ 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. Ⓐ
16L	Track 155°. At 500 turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. Ⓐ
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. Ⓐ
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. Ⓐ
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. Ⓐ
34R	Track 335°. At 500 turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA, MATLA, MISIT or WLM NDB see SPECIAL REQUIREMENT. Ⓐ

CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

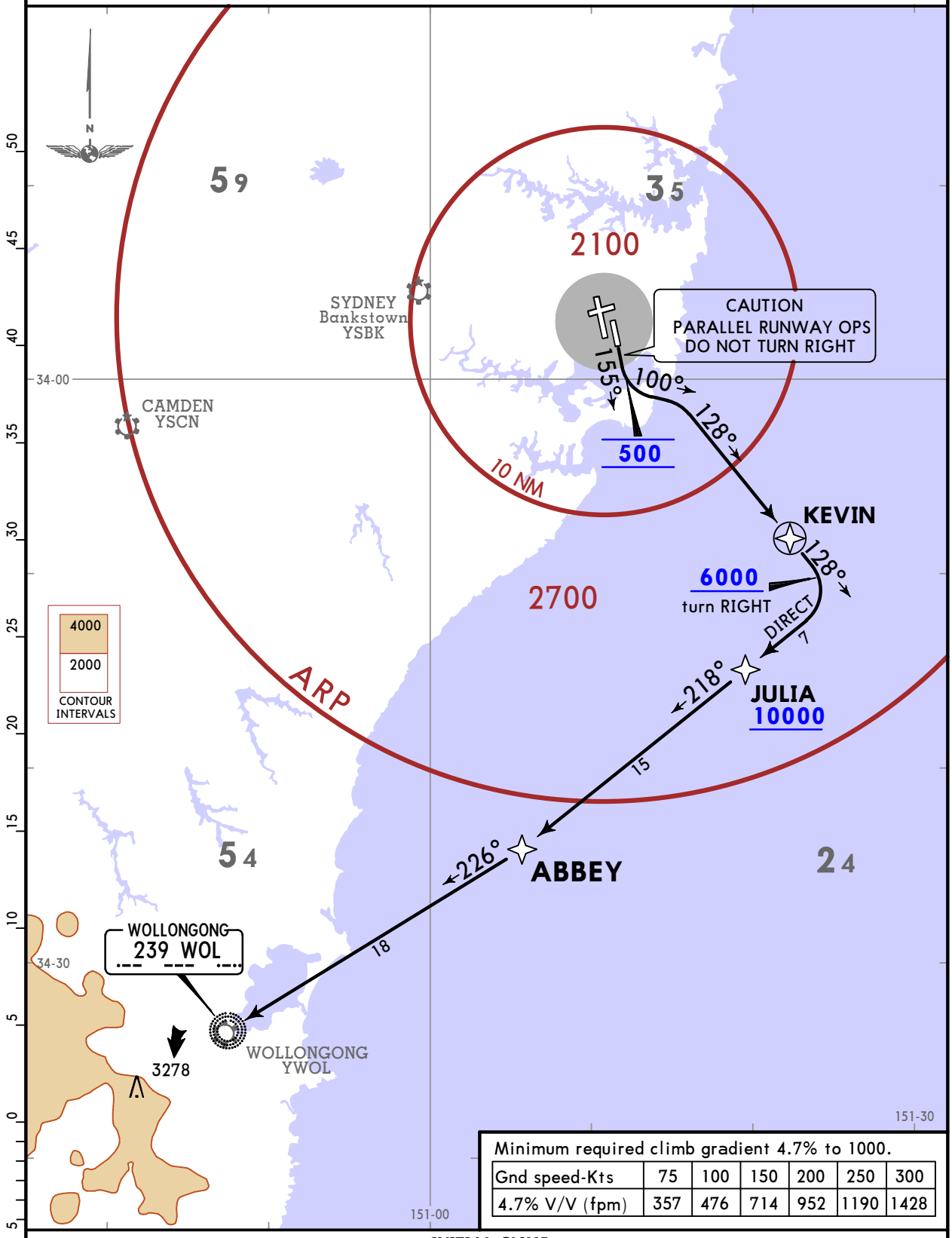
27 JUL 18 (10-3A)

RNAV SID

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

ABBEY 3 [ABBEY3]
RWY 16L (RNAV) DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000



Minimum required climb gradient 4.7% to 1000.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

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.

CHANGES: Initial turn altitude.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

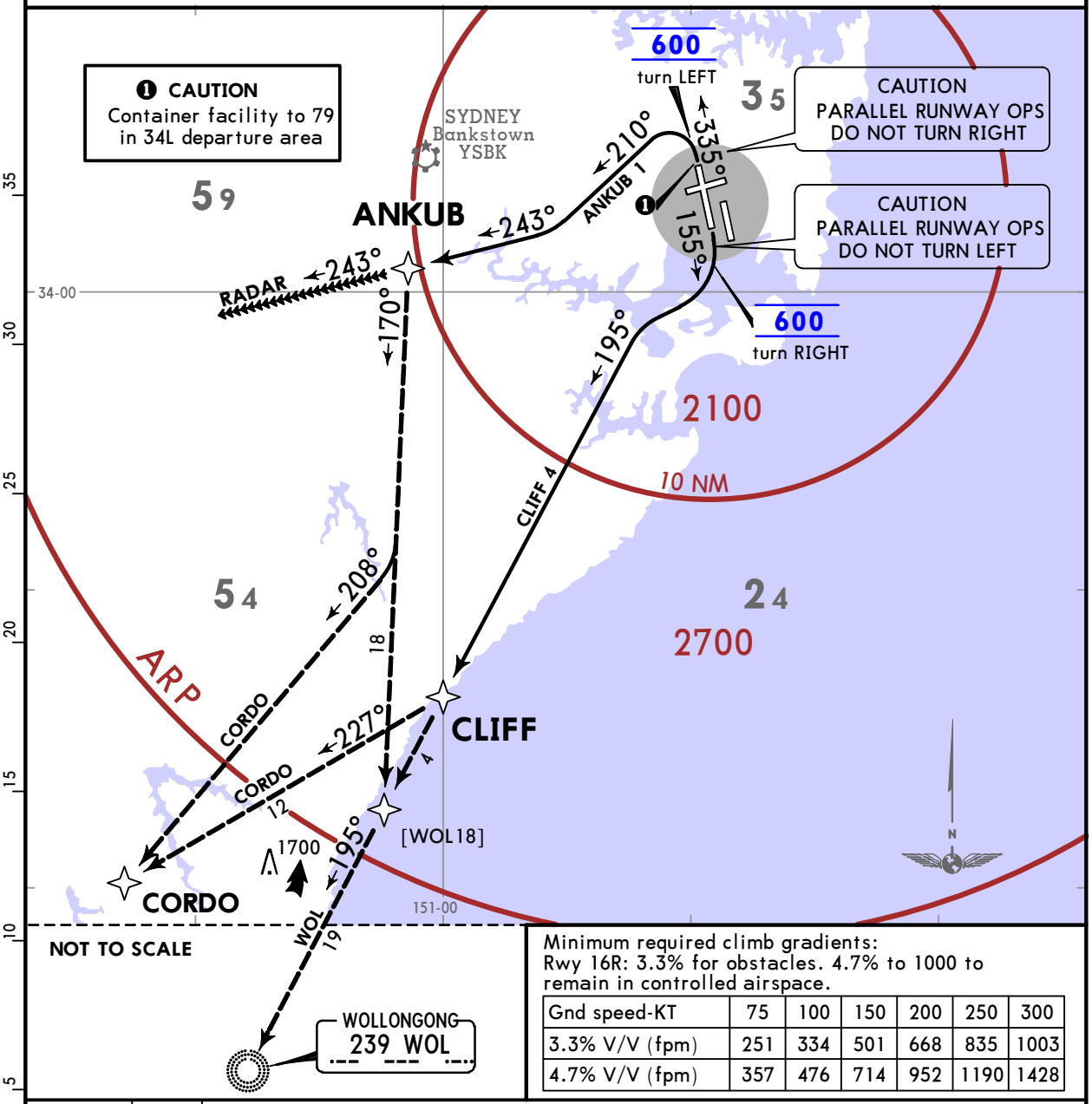
18 MAY 18 (10-3B) Eff 24 May

RNAV SID

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

ANKUB 1 [ANKUB1], CLIFF 4 [CLIFF4]
RNAV DEPARTURES
(RWYS 16R, 34L SOUTH)

SPEED: MAX IAS 250 KT BELOW 10000



Minimum required climb gradients:
Rwy 16R: 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

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.

CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-3C) Eff 24 May

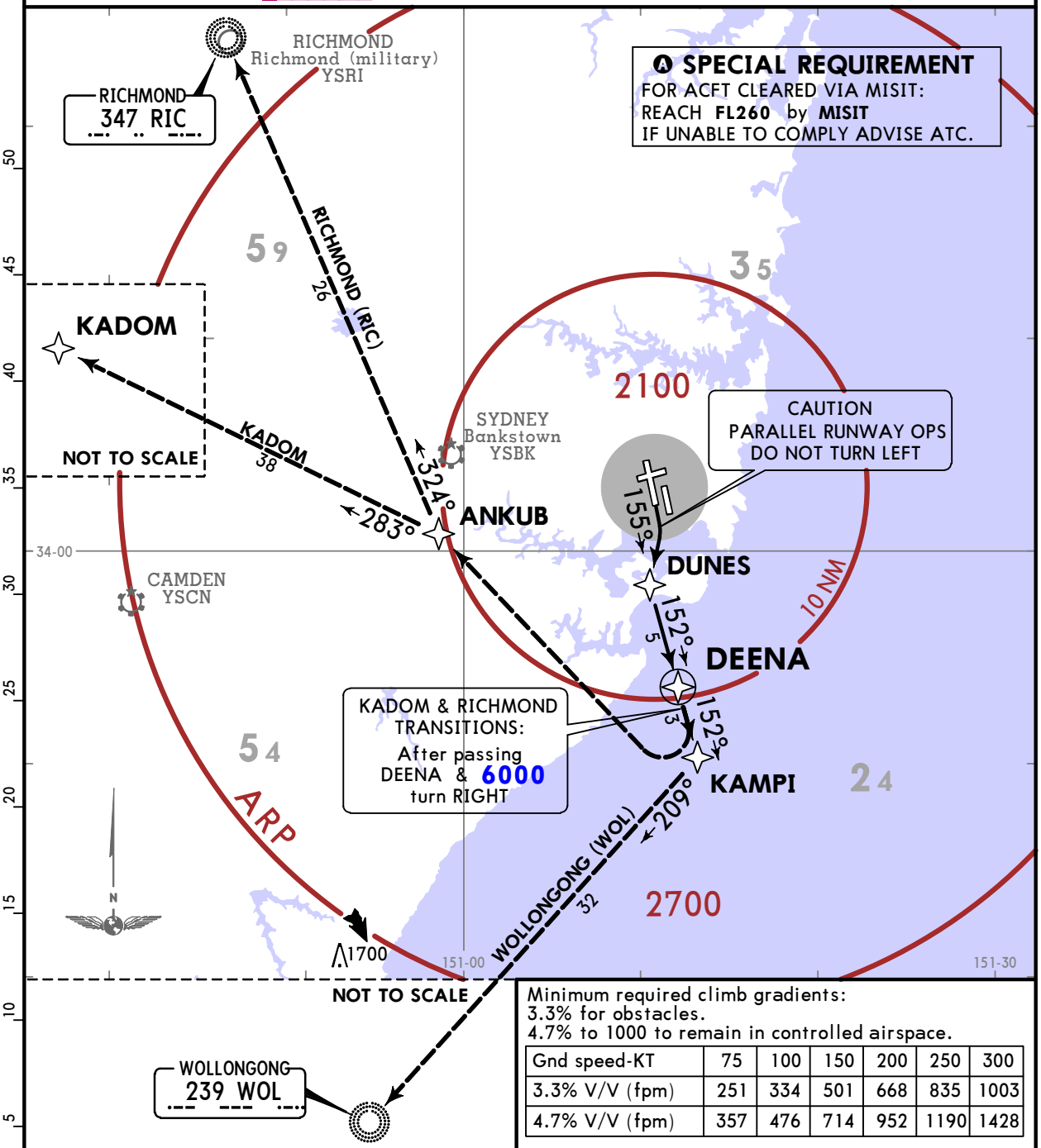
RNAV SID

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

DEENA 7 RNAV DEPARTURE [DEENA7]

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

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 155°. As soon as practicable turn RIGHT, track direct to DUNES. From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

TRANSITIONS

KADOM	At DEENA, turn RIGHT if through 6000, OR track 152° until past 6000 then turn RIGHT, track direct to ANKUB. From ANKUB track 283° to KADOM, then as cleared.
RICHMOND (RIC)	At DEENA, turn RIGHT if through 6000, OR track 152° until past 6000 then turn RIGHT, track to ANKUB. From ANKUB track 324° to RIC NDB, then as cleared. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. Ⓐ
WOLLONGONG (WOL)	At DEENA track 152° to KAMPI. From KAMPI turn RIGHT track 209° to WOL NDB, then as cleared.

CHANGES: Chart reindexed.

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YSSY/SYD
-(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-3D) Eff 24 May

RNAV SID

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

33-30

ARP

A ENTRA

35

2700

30

25

20

1076

HALAS

060°

038°

CAUTION
PARALLEL RUNWAY OPS
DO NOT TURN LEFT

023°

500
turn RIGHT

335°

15

2100

10

34-00

D SYDNEY
(112.1) SY

10 NM

5

0

5

151-30

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

CHANGES: Chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-3E) Eff 24 May

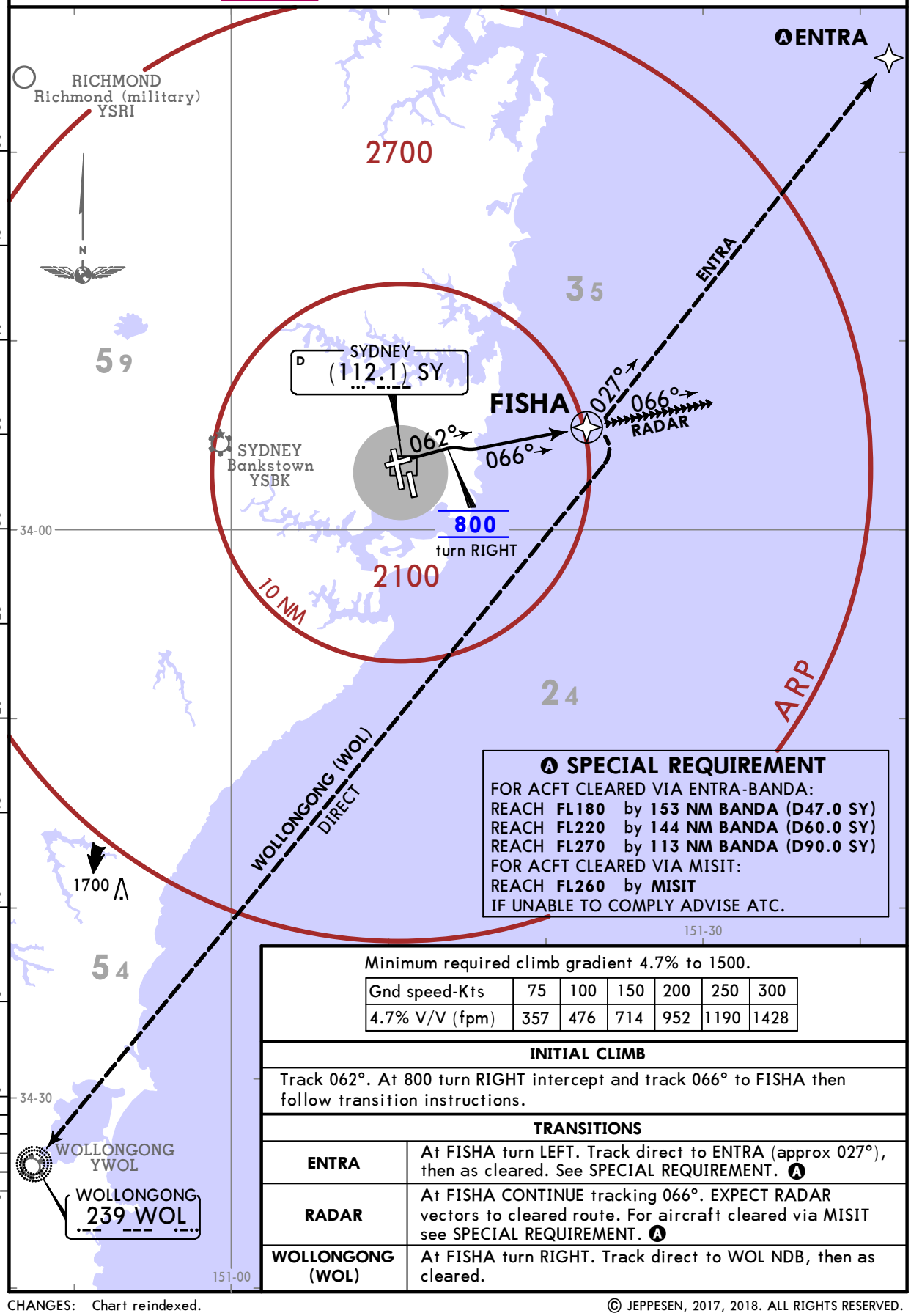
RNAV SID

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

FISHA 8 RNAV DEPARTURE [FISHA8]

RWY 07

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)**
FOR ACFT CLEARED VIA MISIT:
REACH **FL260** by **MISIT**
IF UNABLE TO COMPLY ADVISE ATC.

Minimum required climb gradient 4.7% to 1500.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Track 062°. At 800 turn RIGHT intercept and track 066° to FISHA then follow transition instructions.

TRANSITIONS

ENTRA	At FISHA turn LEFT. Track direct to ENTRA (approx 027°), then as cleared. See SPECIAL REQUIREMENT. A
RADAR	At FISHA CONTINUE tracking 066°. EXPECT RADAR vectors to cleared route. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. A
WOLLONGONG (WOL)	At FISHA turn RIGHT. Track direct to WOL NDB, then as cleared.

CHANGES: Chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

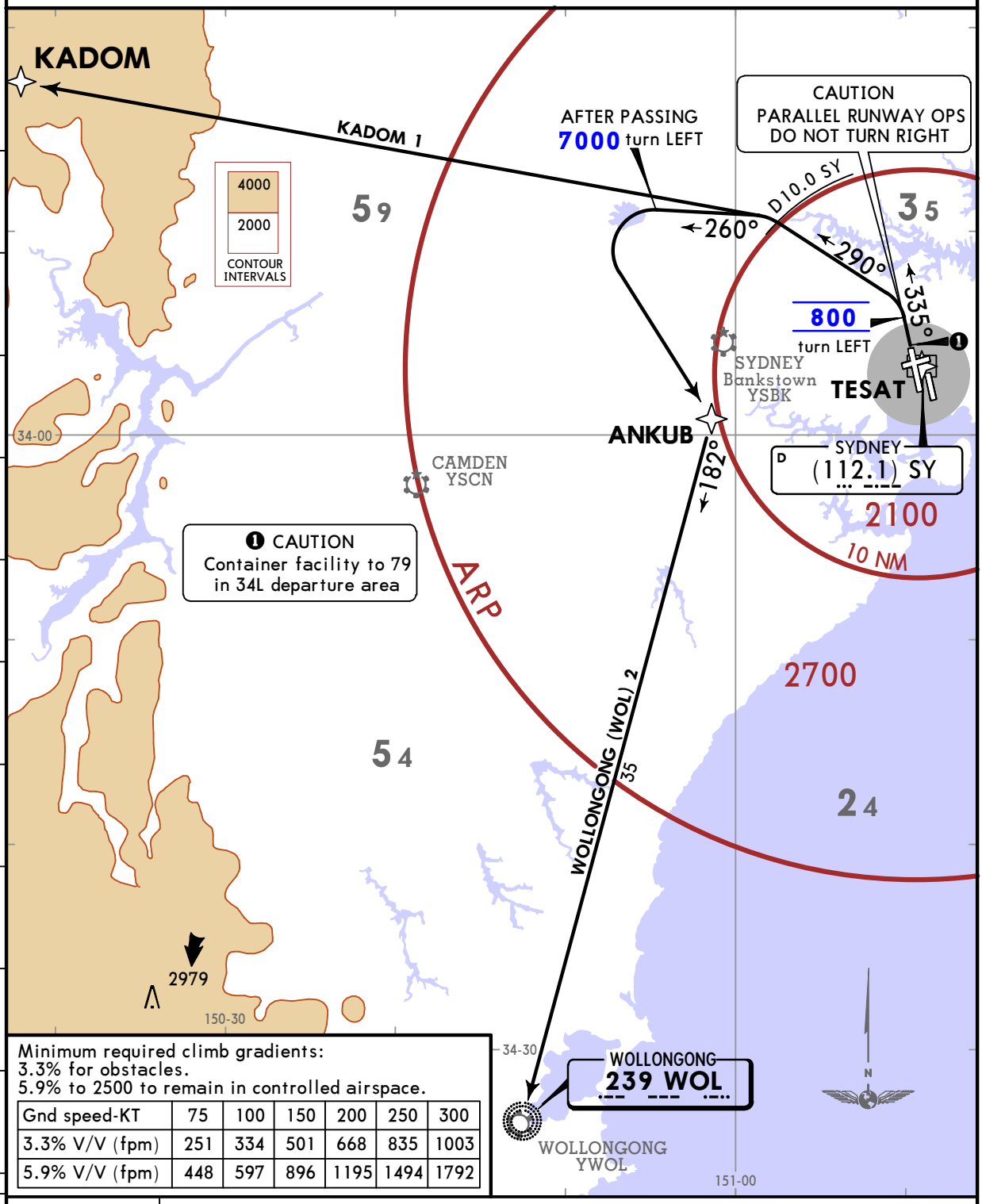
18 MAY 18 (10-3F) Eff 24 May

SID

Departure (R) South	Apt Elev	
129.7	21	Trans 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



Minimum required climb gradients:
3.3% for obstacles.
5.9% 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
5.9% V/V (fpm)	448	597	896	1195	1494	1792

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.

CHANGES: Chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-3G) Eff 24 May

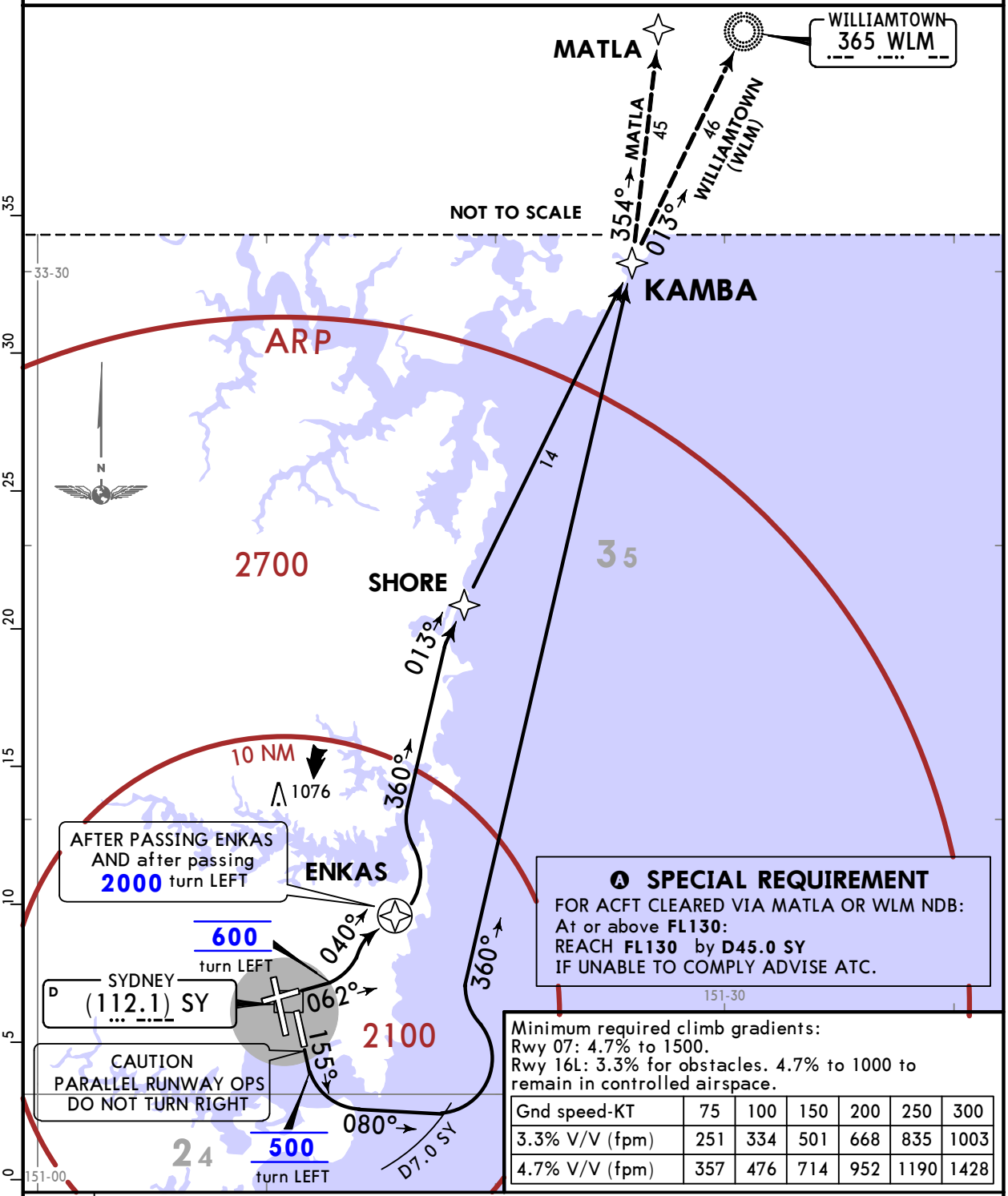
RNAV SID

Departure (R) North	Apt Elev	Trans alt: 10000
123.0	21	Non-jets only.

KAMBA 9 RNAV DEPARTURE [KAMBA9]

RWYS 07, 16L

SPEED: MAX IAS 250 KT BELOW 10000



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

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.

CHANGES: Chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

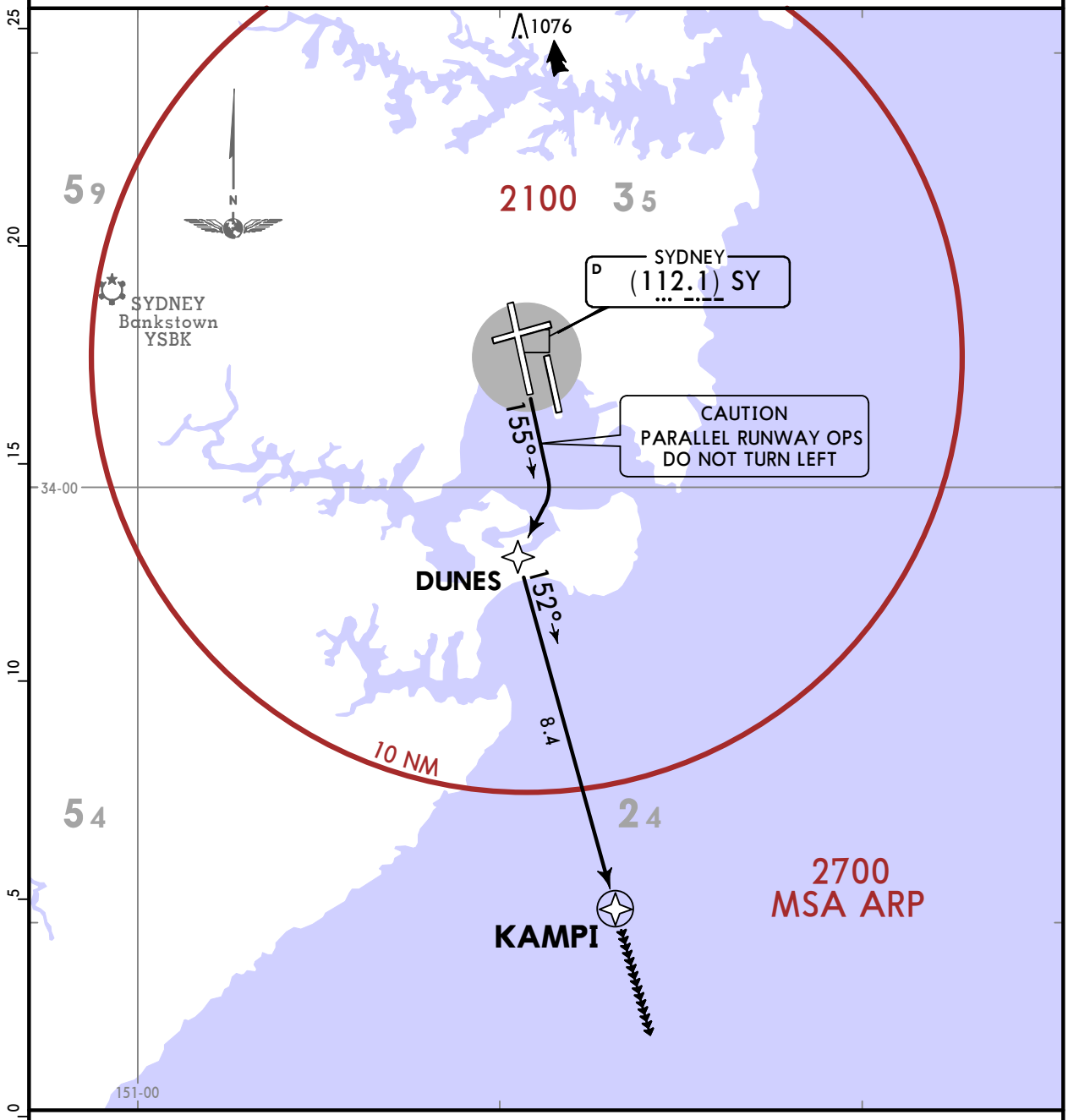
18 MAY 18 (10-3H) Eff 24 May

RNAV SID

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

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. Ⓐ

CHANGES: Procedure renumbered, KAMPI waypoint, chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (10-3J) Eff 24 May

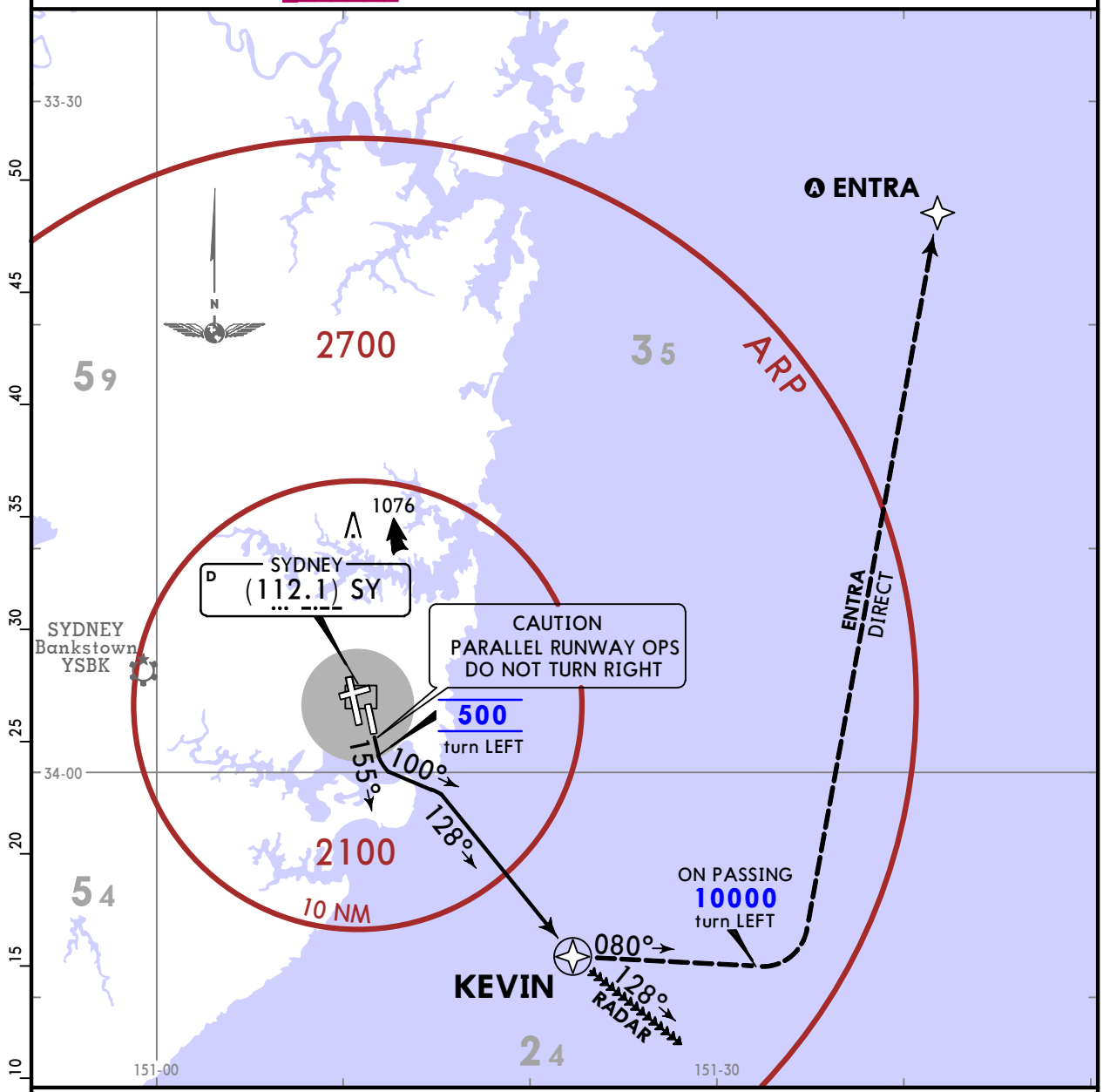
RNAV SID

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

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 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 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 ENTRA, 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

CHANGES: Chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

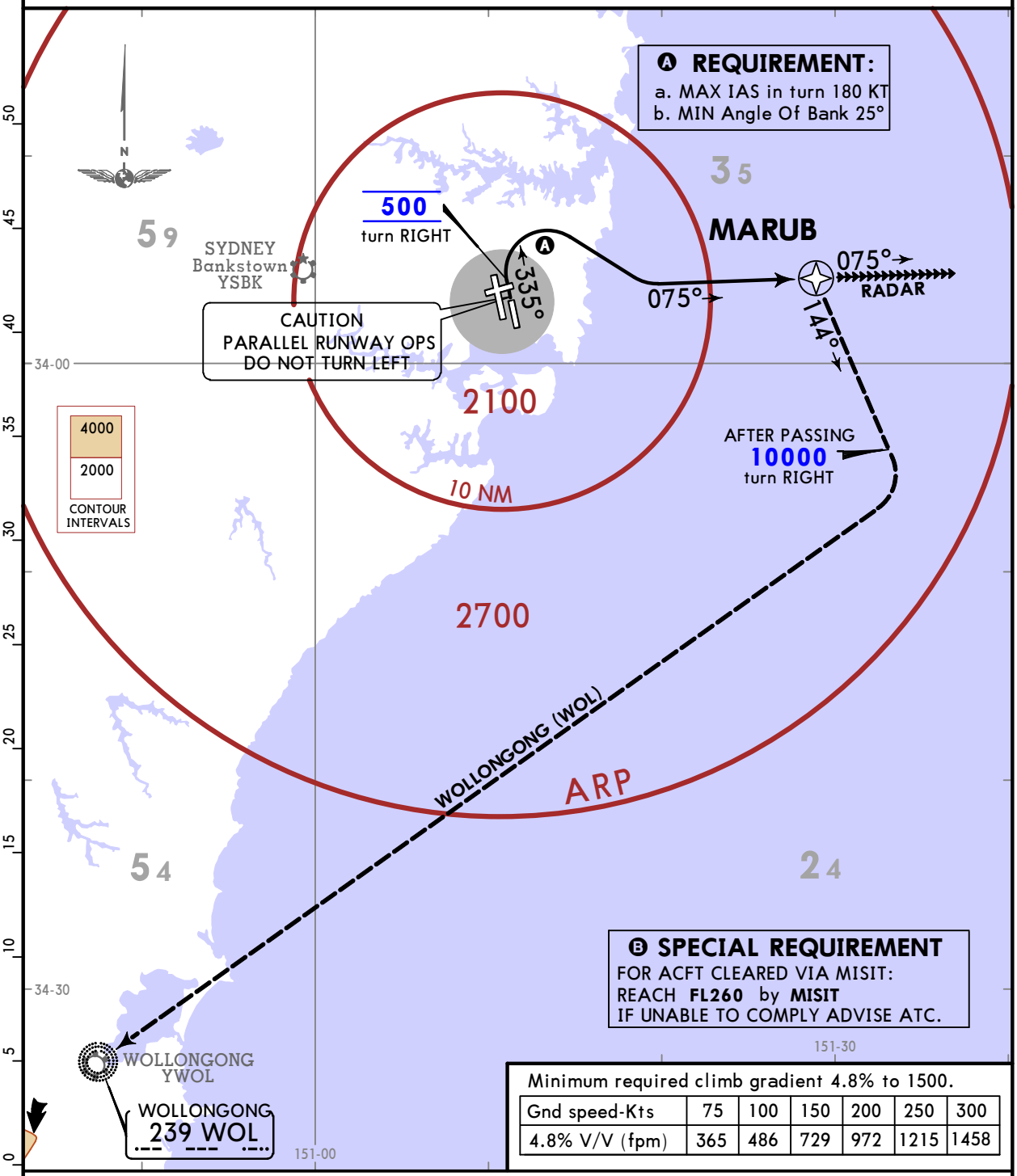
18 MAY 18 (10-3K) Eff 24 May

RNAV SID

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

MARUB 6 RNAV DEPARTURE
[MARUB6]
RWY 34R

SPEED: MAX IAS 250 KT BELOW 10000



Minimum required climb gradient 4.8% to 1500.

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

INITIAL CLIMB

CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 335°. At 500 turn RIGHT Ⓐ 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. Ⓑ
WOLLONGONG (WOL)	At MARUB turn RIGHT track 144°. After passing 10000 turn RIGHT track to WOL NDB, then as cleared.

CHANGES: Chart reindexed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

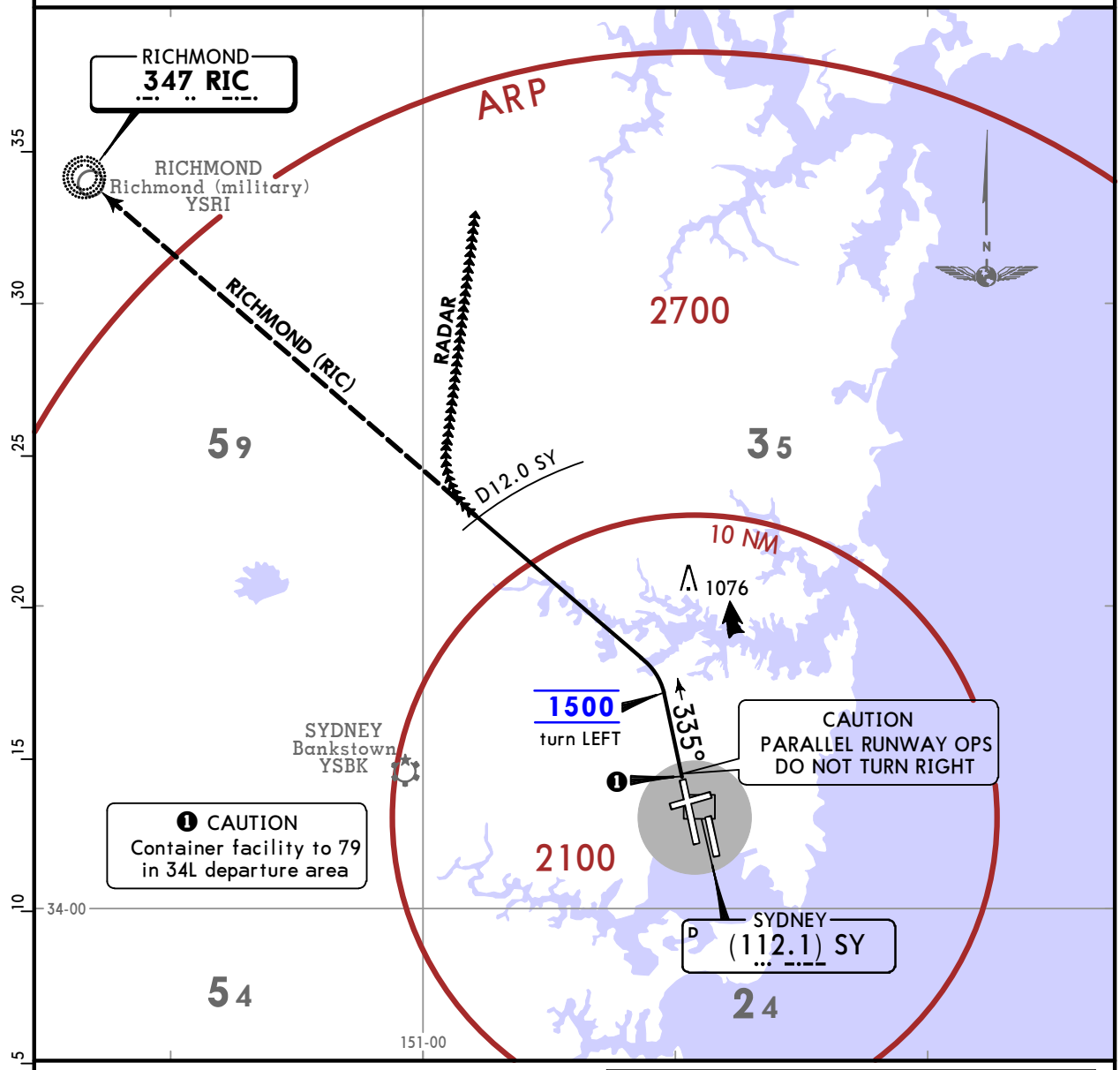
18 MAY 18 (10-3L) Eff 24 May

SID

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

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

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 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. A
RICHMOND (RIC)	Track to RIC NDB, then as cleared. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. A

CHANGES: Chart reindexed.

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NOISE ABATEMENT PROCEDURES

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

PREFERRED RUNWAYS

a. 2300-0600 LT (applicable to all aircraft)

	Landing	Take-off
1.	Runway 34L	Runway 16R

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

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

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

	Landing	Take-off
1.	Runway 34L	Runway 16L
2.	Runway 07	Runways 16L and 16R
	Runways 34L and 34R	Runway 25
	Runway 25	Runways 16L and 16R
3.	Runways 16L and 16R	Runways 16L and 16R
	Runway 34L and 34R	Runways 34L and 34R
4.	Runway 07 or 25	Runway 07 or 25

d. 2200-2245 LT Sat and Sun

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

e. 2245-2300 LT

	Landing	Take-off
1.	Runway 34L	Runway 16L
2.	Runway 34L	Runways 16L and 16R
3.	Runway 25	Runways 16L and 16R
	Runway 07	Runways 16L and 16R
4.	Runways 16L and 16R	Runways 16L and 16R

Jet noise abatement climb procedures apply for the following runways:

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

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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 between1900 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.

CHANGES: Downwind renamed to tailwind.

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NOISE

YSSY/SYD

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

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

a. Training is not permitted at Sydney except as set out in the following paragraphs.

b. At any time, arriving scheduled aircraft may be permitted to carry out a practice ILS or LOC approach at the conclusion of each leg of flights to Sydney, provided that:

1. the pilot-in-command has stated that the approach is required for license renewal purposes; or

2. the aircraft lands straight ahead and does not use a runway other than the runway currently in use, merely for the purpose of carrying out the practice.

c. All training is at the discretion of ATC as traffic and workload permit.

d. ILS training is also available at Richmond, NSW. See Richmond, NSW 10-4 for conditions.

e. Flying Operations Inspector test and check flights are permitted on any of the aids in the Sydney Terminal Area, subject to appropriate warning and ATC traffic handling capacity.

f. No helicopter training is permitted to or from the heliport.

g. Airline companies may carry out aircraft checking and testing flights, other than under asymmetric conditions, but these will be limited to two circuits by any one company in one day.

h. Military aircraft on practice ILS or LOC approach must intercept the LOC at or above 3000 feet.

CURFEW

a. Introduction

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

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

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

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

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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/

Embraer145/145ER/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 Rwys 16R or 16L, unless another runway is nominated by Air Traffic Control;
   (b) 2245-2300 local time (Daily) only Rwys 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.

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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.

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NOISE

YSSY/SYD

JEPPESEN 10-4E

SYDNEY, NSW, AUSTRALIA -(KINGSFORD SMITH) INTL

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.

CHANGES: Flight corridors.

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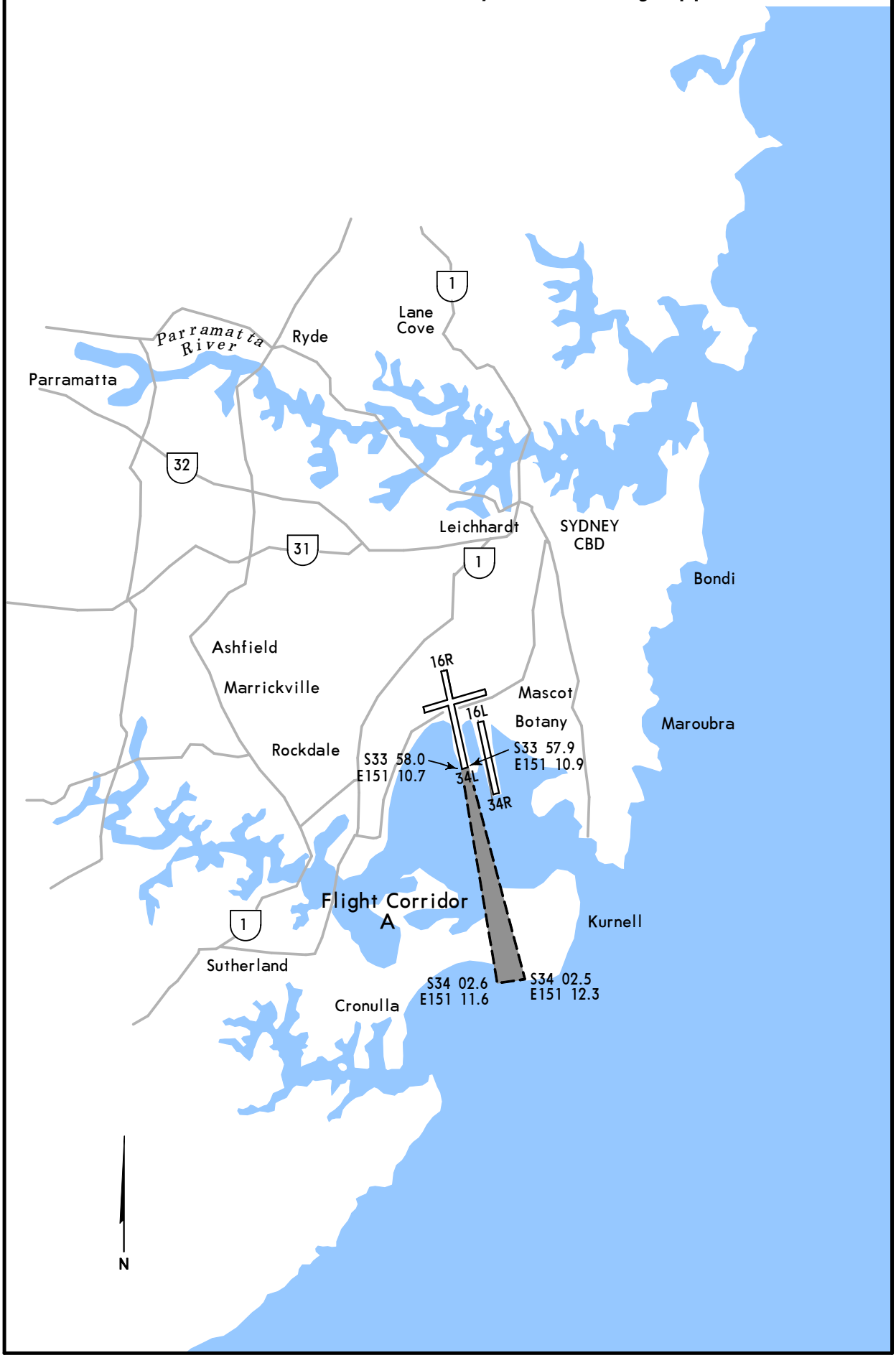
8.2.28 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

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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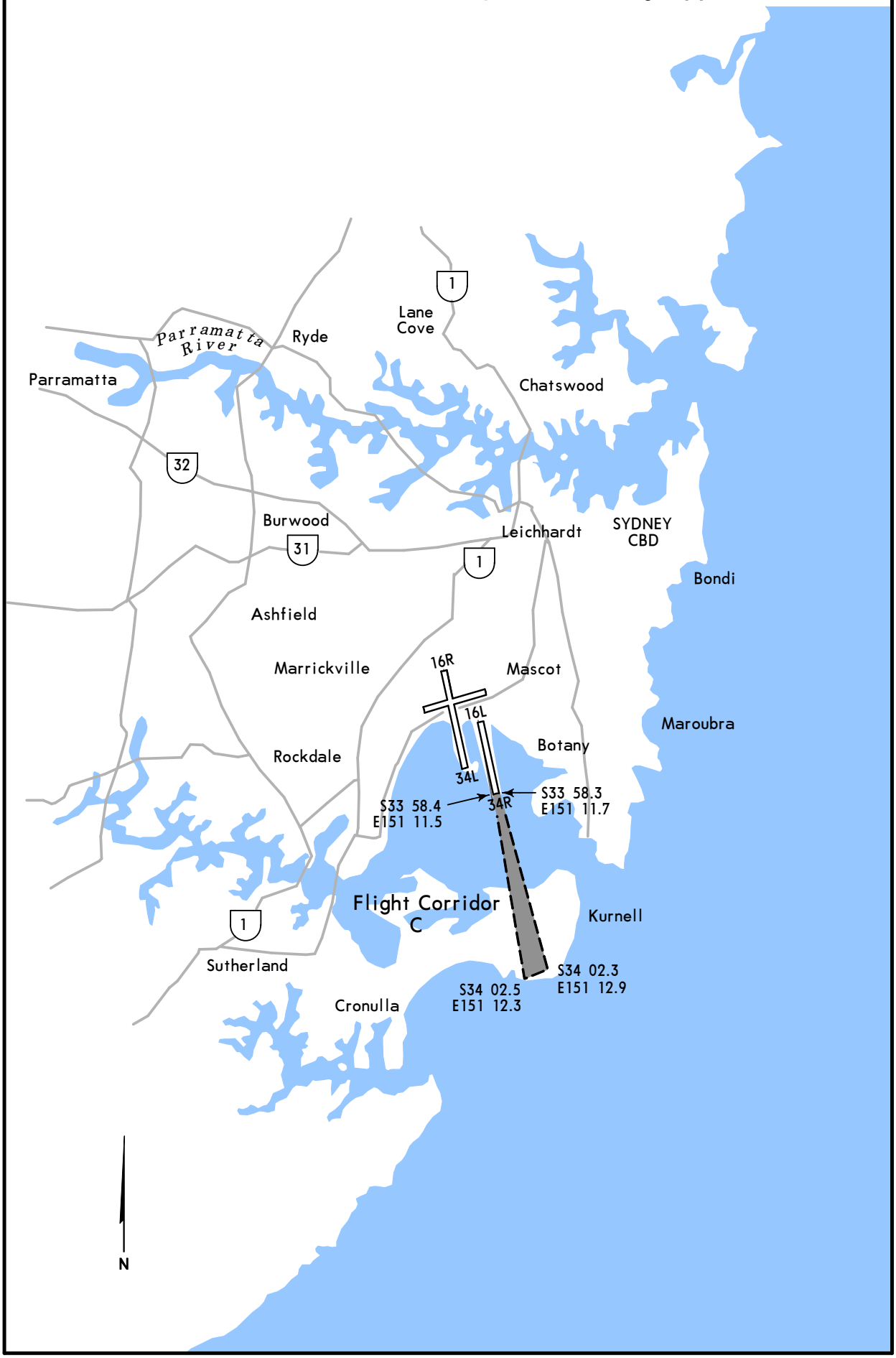
8.2.29 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

JEPPESEN 19 APR 96 (10-4G)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR C (Runway 34R-landing approach)



CHANGES: Northern Flight Corridor D cancelled.

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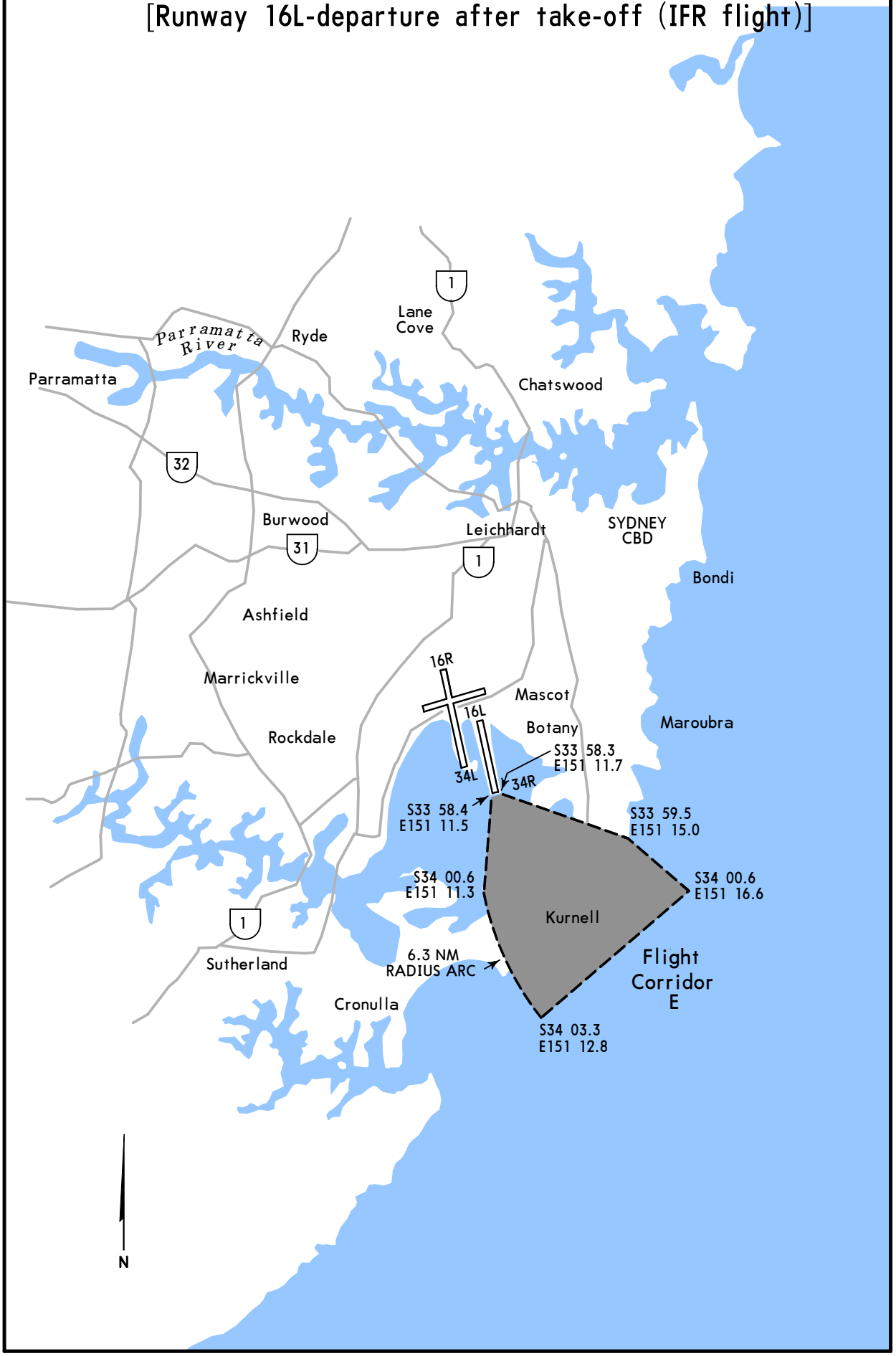
8.2.30 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

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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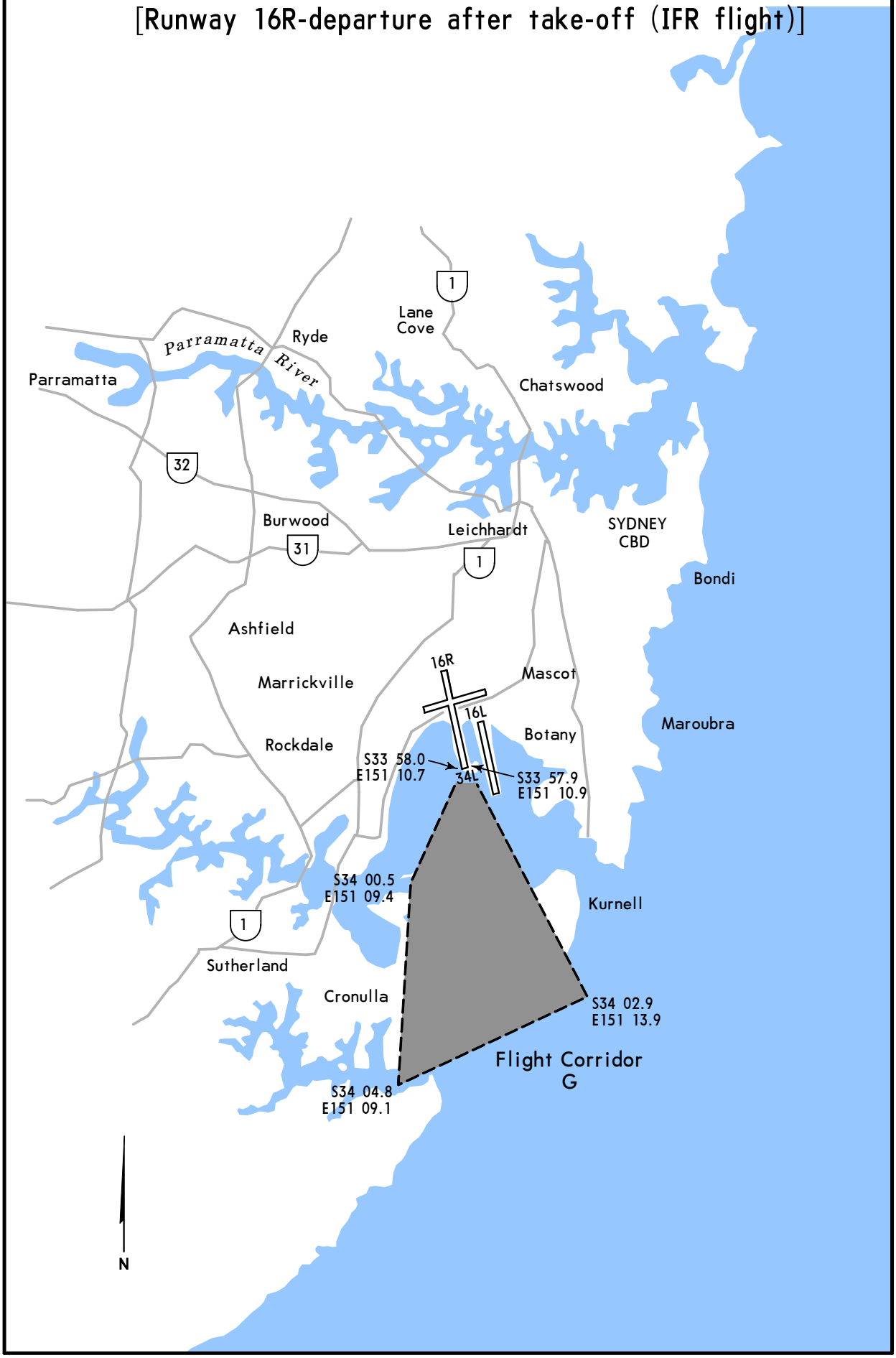
8.2.31 Licensed to Pilot. Printed on 05 Oct 2018.
Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

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)]



CHANGES: Chart reindexed.

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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.	

CHANGES: Supplementary information.

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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

CHANGES: None.

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YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA

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.

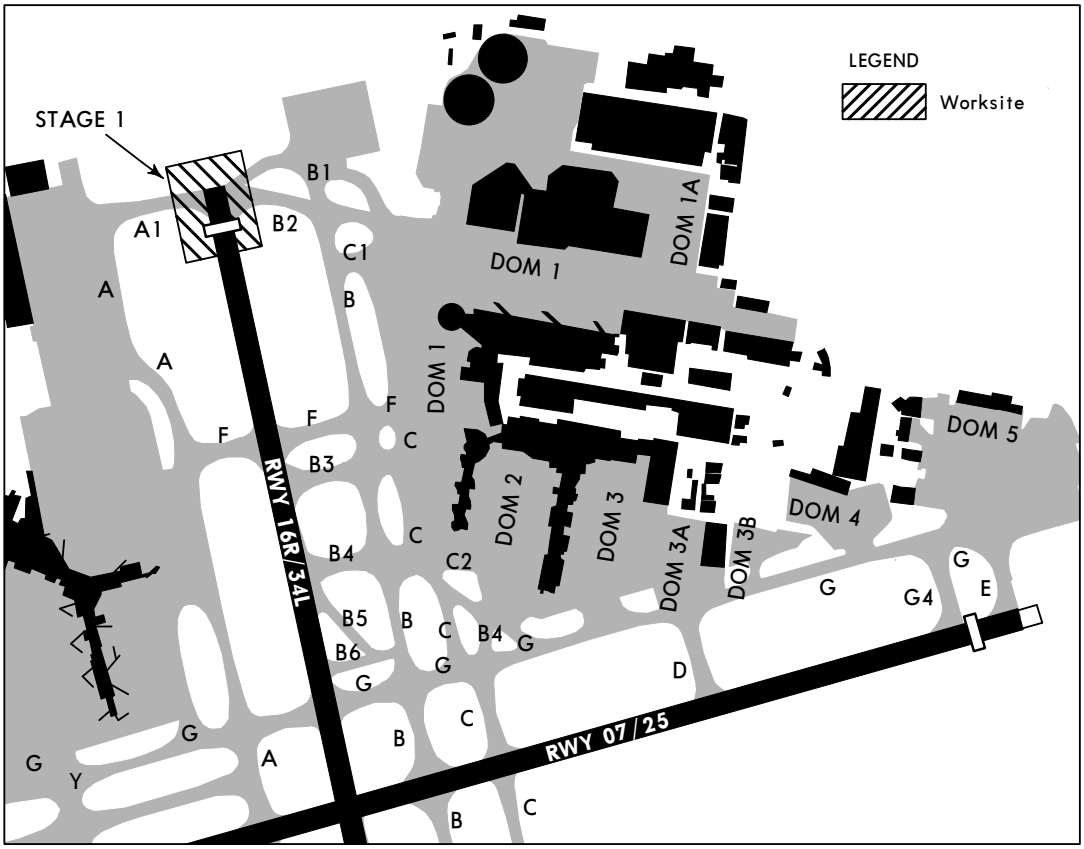
Actual dates and times of commencement of works for the stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

Restrictions to aircraft operations:

a. Stage 1 will require part of Runway 16R/34L and associated Taxiways to be temporarily closed to facilitate works.

b. 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.

c. The Runway 16R Glide Path must be turned off during works period.



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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.

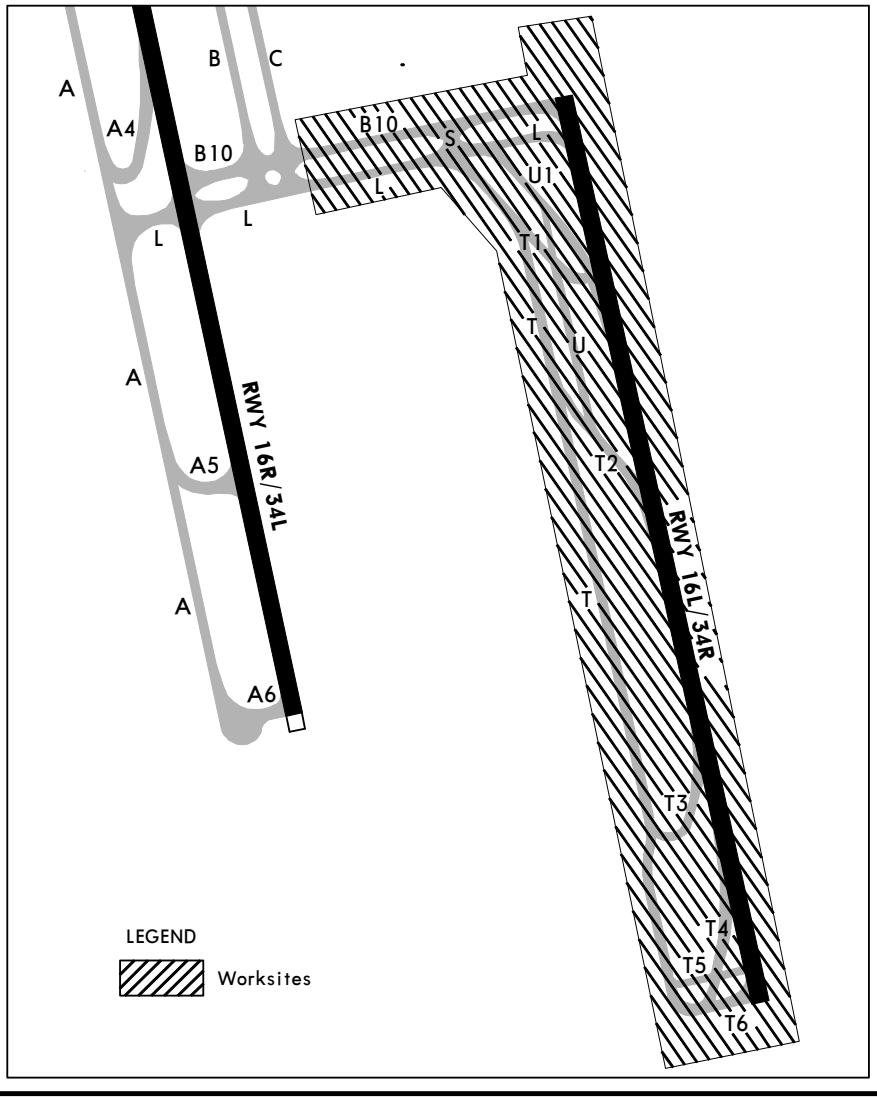
These closures will be notified by Notam.

Restrictions to aircraft operations:

a. Runway 16L/34R 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 S not available to aircraft during work periods.



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YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA

6 APR 18 (10-8B) -(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.

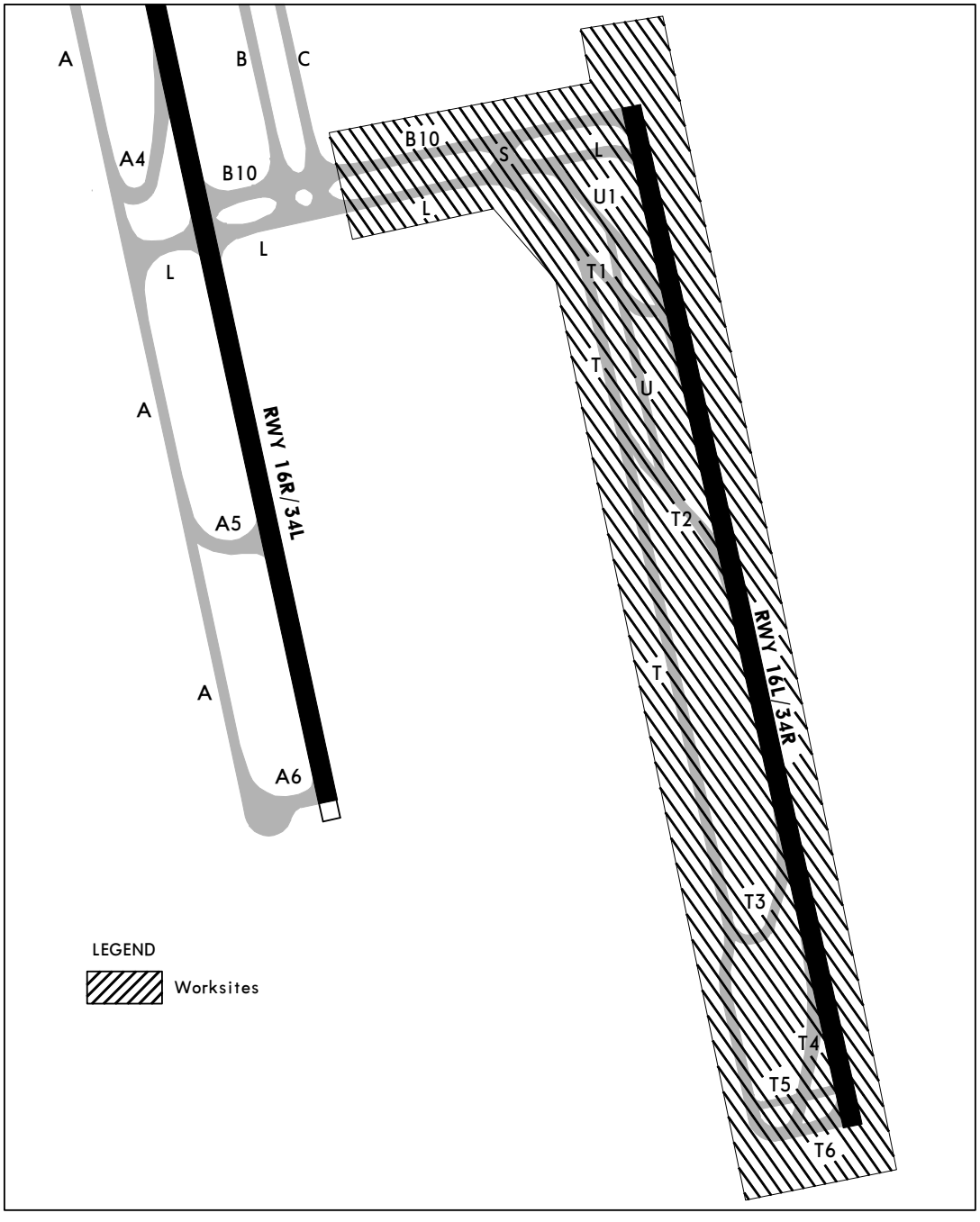
The works will be carried out in one stage and will be conducted during curfew hours.

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.



CHANGES: None.

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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.

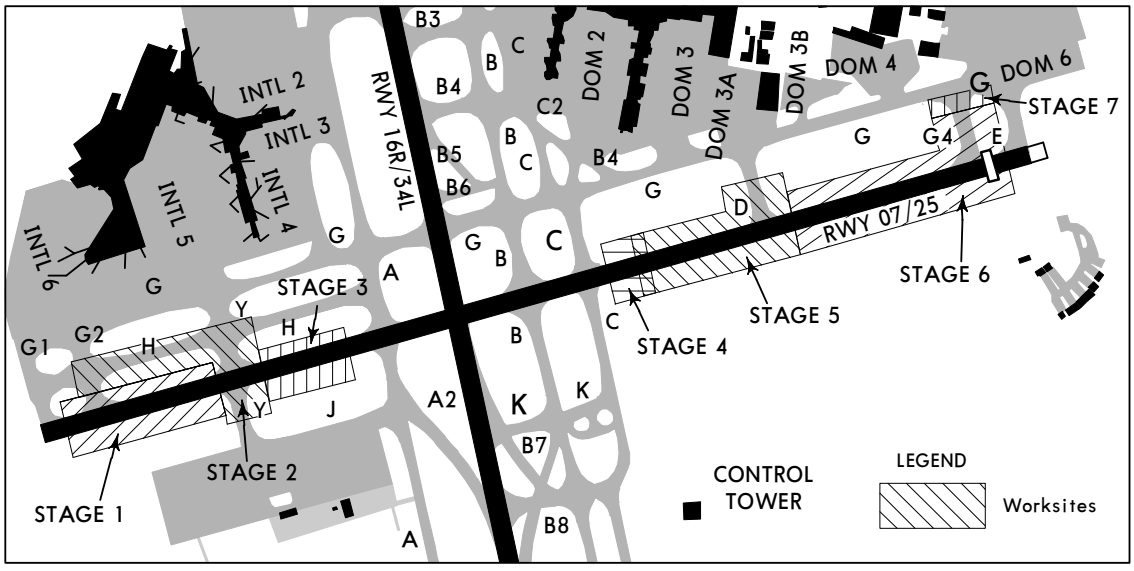
c. Stages 2 and 4 will be carried out during curfew hours.

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.



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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 faciltate works.
These closures will be notified by NOTAM.

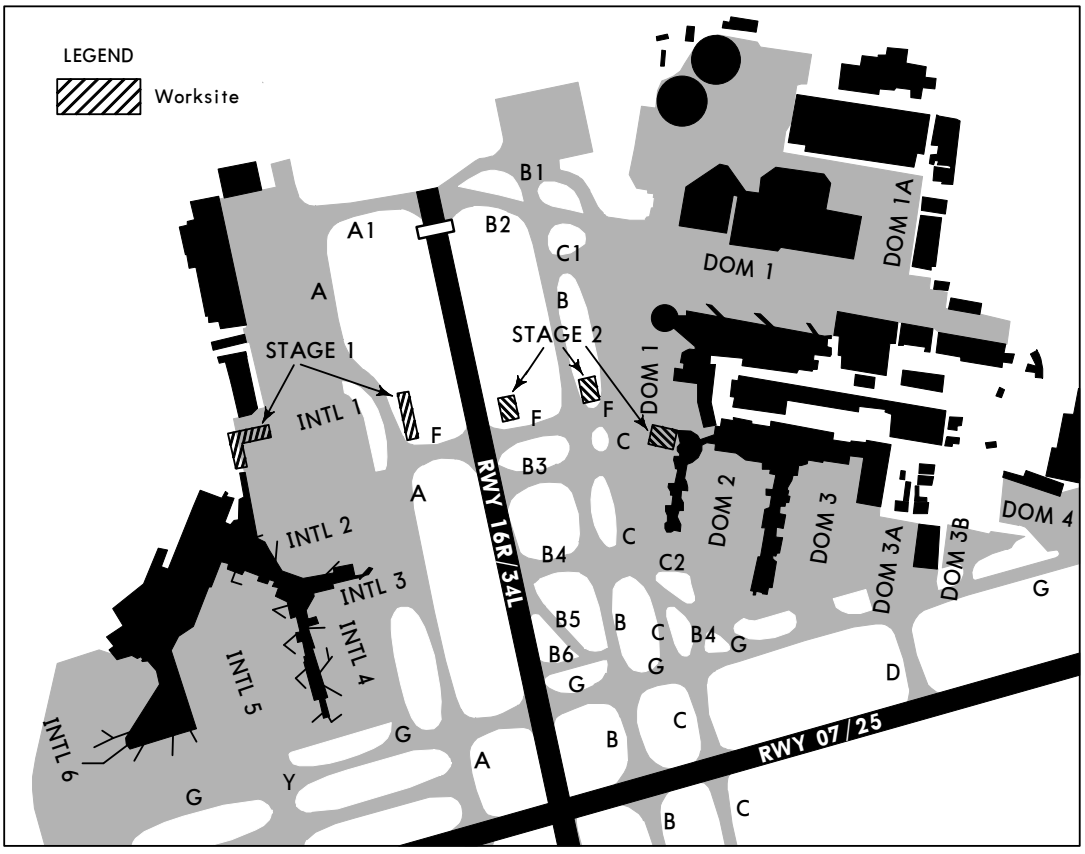
Hours of Work

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.



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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.

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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.

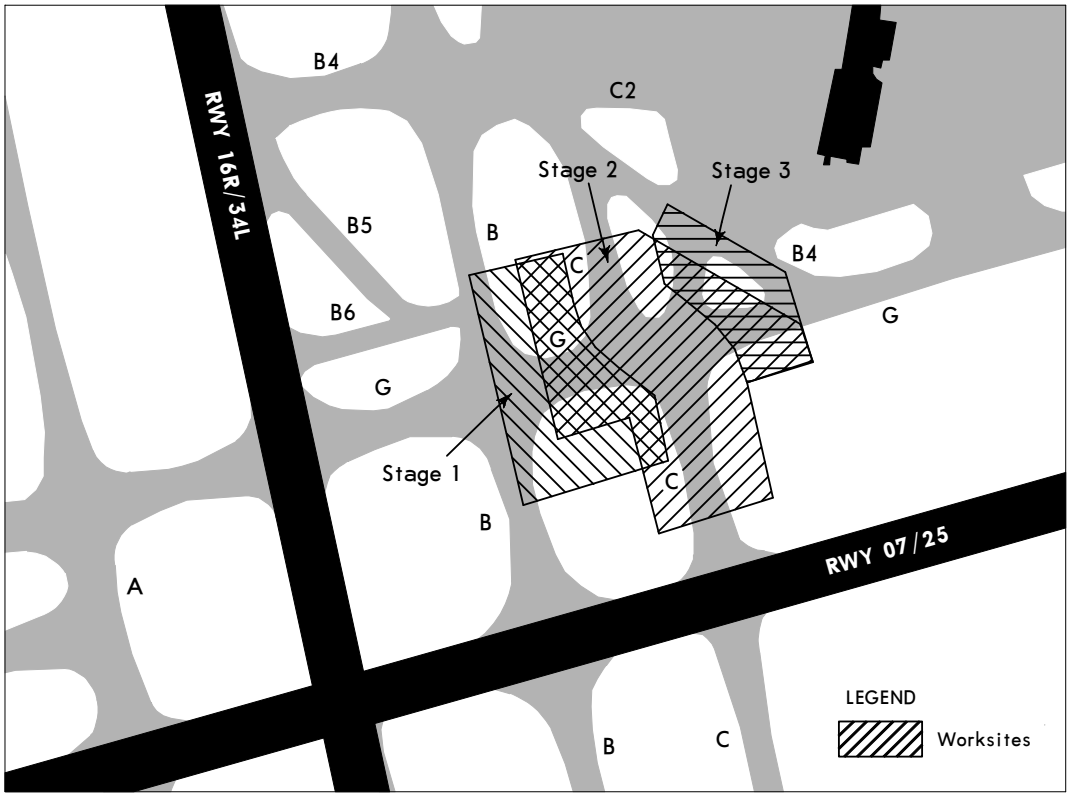
The works will be carried out in three (3) stages.

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;



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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.

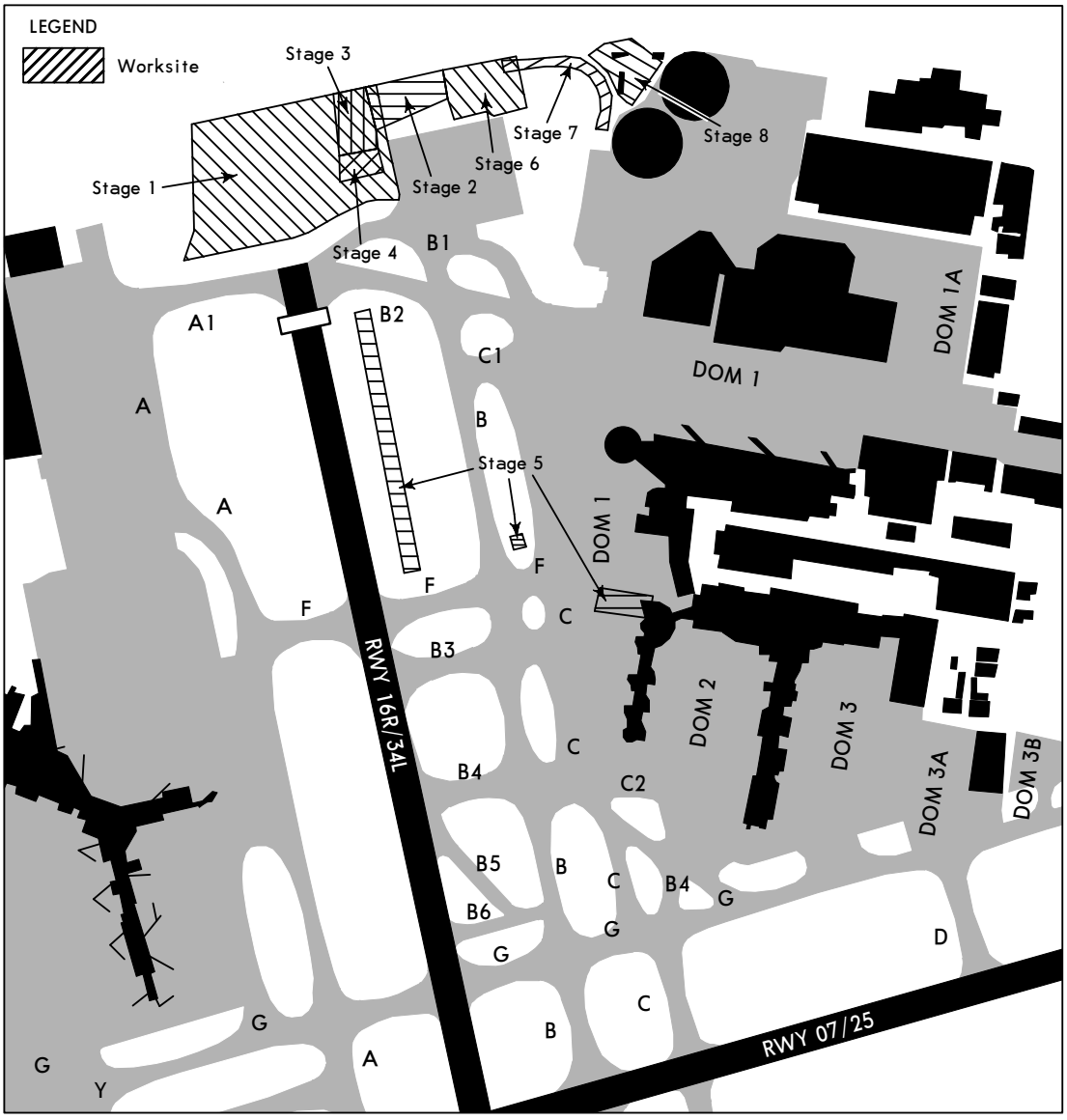
RESTRICTIONS TO AIRCRAFT OPERATIONS

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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YSSY/SYD 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, form 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.

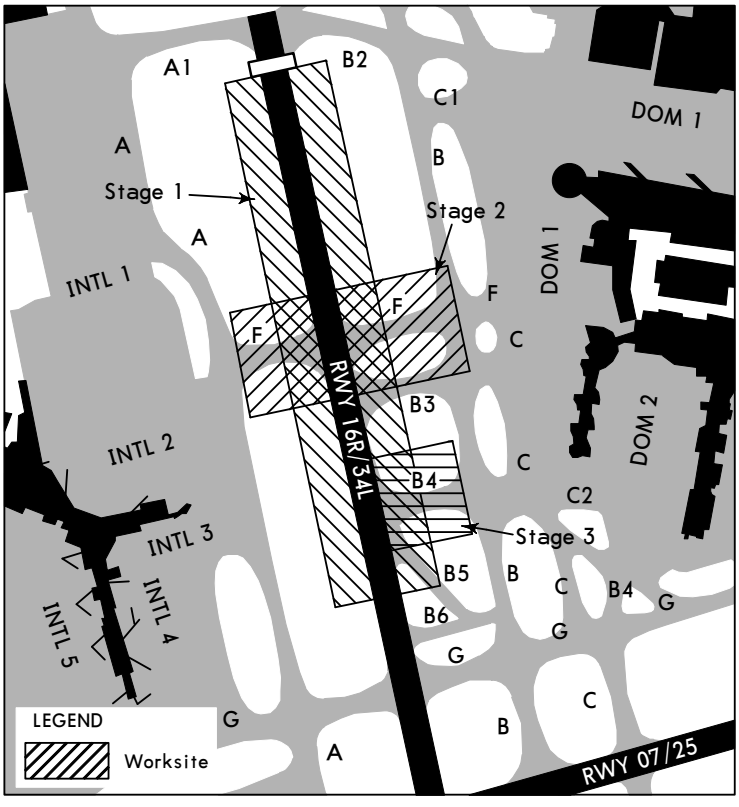
Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

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.



CHANGES: New temporary chart.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

YSSY/SYD

Apt Elev 21′
S33 56.8 E151 10.6

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INT

ATIS	SYDNEY Delivery	SYDNEY Ground	Ground
118.55 126.25	133.8	121.7 when Delivery inop	East of Rwy 16R/34L 121.7 / West of Rwy 16R/34L 126.5

Tower		SYDNEY Departure (R)		
Rwy 16R/34L and 07/25	Rwy 16L/34R	Rte North & East	Rte South, West, Northwest	Rte South, West, Northwest outside 15 NM Sydney
120.5	124.7	123.0	129.7	118.4

1 INTL NORTHERN APRON
2 INTL EASTERN APRON
3 INTL SOUTHERN APRON
4 INTL WESTERN APRON

INTERNATIONAL CARGO
FOR PARKING POSITIONS SEE 10-9B
INTERNATIONAL TERMINAL
DOMESTIC AREA
FOR PARKING POSITIONS SEE 10-9C1
FOR PARKING POSITIONS SEE 10-9C5
HELICOPTER AREA
CONTROL TOWER 171′
HELI 1
Elev 7′
Elev 20′
Elev 16′
Elev 14′
Elev 13′
98′ 30m Stopway
Compass anomaly for turboprop aircraft on intersection departure Rwy 16R at Twy F East, Twy B3 and Twy G East.
Aircraft turning from Twy G into Twy G2 use minimum power.
Twy K run up bay restricted to max 75′ (23m) wingspan.
Remain on Tower frequency until West of Twy S then contact ground.
Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.
Rwy 16L - heading south right turn onto Twy L, T2, and U1 not available except T2 sunrise to sunset only to non-jet aircraft with 98′ (30m) max wingspan.
Intersection departures Rwy 16L from Twy T1 not available sunset to sunrise.

16R 155° — 8301′ 2530m — 07 062°
16L 155° — 12,999′ 3962m — 25 242°
34L 335° — 7999′ 2438m — 34R 335°

HS1 CAUTION RWY INCURSION HOT SPOT
Rwy 16R/34L
Rwy 07/25

HS2 CAUTION RWY INCURSION HOT SPOT
Rwy 16R/34L

GROUND CONTROL

1. Unless directed otherwise by ATC, the following taxiway routes apply:
   - Twy B- Northbound
   - Twy C- Southbound
   - Twy B10- Eastbound between Twy C and Rwy 16L/34R
   - Twy L- Westbound between Rwy 16L/34R and Twy B

Twy B5 and Twy B6 not available to aircraft above 48,502 lbs (22,000 kg) MTOW. Max tire pressure 203 PSI (1400 kPa).

⓮ Rwys 16R/34L and 07/25 aircraft greater than 118′ (36m) wingspan U-turns on the runway not permitted.

Unless directed otherwise by ATC, the following preferred Rwy 16R/34L twy exits apply to INTL aircraft:
All INTL arrivals Rwy 34L vacate via Twy A2.
All INTL arrivals Rwy 16R vacate via Twy A4.
INTL arrivals Rwy 16R/34L must advise Sydney Tower on first contact if another twy exit is required.

TURNING RESTRICTIONS

❺ Twy B - heading south - right turn onto Twy B2 not available.
Twy B1 - west end - left turn onto Twy B2 not available.
Twy B2 - west end - right turn onto Twy B1 not available.
Twy B2 - heading east - left turns onto Twys B and C not available.
Twy C - heading south - right turn onto Twy B2 not available.

❻ Twy B5 - right turn onto Twy B6 not available.
Twy B5 - left turn onto Rwy 16R/34L not available.
Twy B6 - left turn onto Twy B5 not available.
Rwy 34L - right turn onto Twy B5 not available.

❼ Twy B - turning into Twy B9 not available.
Twy B7 - left turn onto Twy K not available.
Twy B7 - right turn onto Twy B8 not available.
Twy B7 - turning onto Twy B9 not available.
Twy B8 - turning into Twy B7 and Twy B9 not available.
Twy B9 - turning into Twy B7 and Twy B8 not available.

❽ Twy A - heading north - right turn onto Twys A2, A3, A4, and A5, not available.
Twy A2 - no entry from Twy A or Twy J.
Twy A2 - left turn onto Rwy 16R/34L not available.
Twys A2, A3, A4, and A5 - left turn onto Twy A not available.
Rwy 16R - heading south right turn onto Twy A2 not available.

❾ Twys L, T1, T2, T3, and T5 - left turn onto Twy T not available.
Twy T - heading north - right turn onto Twys L, T1, T2, T3 and T5 not available.
Twy T1 - turning onto Twy U not available.
Twy T1 - is not available to aircraft exiting Rwy 34R.
Twy T1 - is not available to aircraft on Twy T.
Twys T3 and T4 - right turn onto Rwy 16L/34R not available.
Twy T4 - turning onto Twy T5 not available.
Twy T4 - left turn onto Twy T6 not available.
Twy T5 - turning onto Twy T4 not available.
Twy T6 - right turn onto Twy T4 not available.
Twy U1 - turning onto Twy U not available.
Rwy 16L - heading south right turn onto Twy T5 not available.
Rwy 34R - left turn onto Twys T4, T5, or T3 not available.

WINGSPAN RESTRICTIONS

For aircraft at 118′ (36m) wingspan or above.

⓾ Intersection departure Rwy 16R/34L from Twys B3, B4, and B10 restricted to 118′ (36m) max wingspan.
Twy B turning west into Twy B3, Twy B4, and Twy B10 restricted to max 118′ (36m) wingspan.
Twy B4 - right turn onto Twy G restricted to max 118′ (36m) wingspan.
Twy B4 - heading north - left turn onto Twy C restricted to max 118′ (36m) wingspan.
Twy C - heading north - right turn onto Twy B4 restricted to max 118′ (36m) wingspan.
Twy C between Twy B2 and Twy F is restricted to aircraft with max 148′ (45m) wingspan when an aircraft with 213′ (65m) or greater wingspan operating on Twy B between TWY B2 and Twy F.
Twy C between Twy F and Twy B4 speed restriction max 20 Kts applies to all aircraft above 171′ (52m) wingspan.
Twy C between Twy F and Twy B4 restricted to 198′ (60.4m) max wingspan.
⓫ Twy G - left turn onto Twy B4 restricted to max 118′ (36m) wingspan.
Twy G - right turn onto Twy DOM2 restricted to max 118′ (36m) wingspan.
Twy C2 restricted to max 118′ (36m) wingspan.
⓬ Twy T1 restricted to 171′ (52m) max wingspan.

⓭ WINGSPAN & WHEEL BASE RESTRICTIONS

Twys T2, T3, T5 and U restricted to aircraft with less than 59′ (18m) wheel base and max 118′ (36m) wingspan due to 49′ (15m) wide twy.

⓯ Rwy 16L/34R all aircraft U-turns on runway not permitted.

EXITING Rwy 34L

When aircraft are exiting Rwy 34L on Twy A2, aircraft northbound on Twy A must hold short of Twy A2 at intermediate holding position marking and aircraft southbound on Twy A must hold short of Twy J or North of Rwy 07/25.

Aircraft landing Rwy 16L/34R are to remain on Tower frequency 124.7 until West of Twy S then contact Ground frequency 121.7.

Aircraft up to and including A330/B787/B772 type may be processed to land on either of the parallel runways 16L/R or 34L/R.

SPECIFIC AIRCRAFT RESTRICTIONS

Twy F West restrictions - B747/B767 type aircraft - Twy not available for intersection departures or taxiing East towards Rwy 16R/34L. Aircraft under tow permitted.
Twy B and Twy C, between Rwy 07/25 and Twy B10, not available to A380 aircraft due to weight limitations.
DC-10/MD-11 type aircraft under power not permitted to turn from Twy C to Twy F or Twy B3 due to jet blast on apron.
Pilots of aircraft larger than B737/A320 types to exercise caution at all twy intersections when taxiing on Twy B between Twy B3 and Rwy 07/25 or on Twy A. When aircraft larger than B737/A320 types are holding short of the associated rwy, no aircraft larger than B737/A320 types should taxi behind due to insufficient wing tip clearance.
A340-600/B777-300/ER Operational Restriction:
In circumstances where no other rwy is available, Rwy 16L/34R is available for landings.
Twy T6, L, B10 and T available when vacating rwy. For aircraft vacating Rwy 34R from Twy B10, left turn into Twy S, then right turn into Twy L, then via Twy A.
Take-off Rwy 16L taxi route available via Twy L - left turn onto Twy S and right onto Twy B10 or depart from Twy L.
A340-600, A380-800, B777-300, Antonov AN124 and B747-800 aircraft operational restrictions and specific taxi routes apply. Contact Aerodrome Operations for Aircraft Operations Restriction document.
When an A380 or B747-800 is on Twy B2, Twy B1 restricted to aircraft max 171′ (52m) wingspan.
During LVP the following Twy restrictions apply to A380 aircraft:
1. A380 aircraft to depart from Twy A1 and Twy A6 when operating Rwy 16R/34L. 2. Twy F not available for intersection departure.
3. A380 aircraft under tow not permitted to cross Rwy 16R/34L.

For AIRPORT BRIEFING refer to 10-1P page.

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: None.

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YSSY/SYD

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

GENERAL

CAUTION: Birds in vicinity of airport.

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

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 — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07	❶HIRL ❶REIL ❶PAPI (angle 3.0°, MEHT 64′) RVR		7240′ 2207m	❷	148′ 45m
	grooved				
25	❶HIRL ❶PAPI (angle 3.0°, MEHT 64′) RVR	7969′ 2429m	6882′ 2098m		

❶ Standby power available.

16R ❸ 34L	HIRL ❹CL HIALS TDZ ❺PAPI grooved RVR	12,720′ 3877m	11,765′ 3586m	❷	148′ 45m
			12,031′ 3667m		

❸ Standby power available.
❹ 15M spacing.
❺ (angle 3.0°, MEHT 64′)

16L ❻ 34R	HIRL ❼CL HIALS ❽PAPI RVR	7241′ 2207m	6217′ 1895m	❷	148′ 45m
	grooved				
	HIRL ❼CL HIALS REIL TDZ ❽PAPI RVR	7874′ 2400m	6851′ 2088m		

❻ Standby power available, except REIL.❽ (angle 3.0°, MEHT 53′)
❼ 15M spacing.

❷TAKE-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	❾ T3	5272′ 1607m
	Jet	❿ ❾ T3	5272′ 1607m
	Jet	T4	6444′ 1964m
16R	Domestic Terminal - All aircraft types	⓫ 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	❾ T2	4498′ 1371m
	Jet	U1	6430′ 1960m

❾ 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.
❿ Less than 59′ (18m) wheel base and max 118′ (36m) wingspan.
⓫ 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.

❶ TAKE-OFF

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

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

FOR FILING AS ALTERNATE

	❷ Special	GLS Rwy 07 GLS Rwy 16L GLS Rwy 16R / GLS Rwy 25 GLS Rwy 34L GLS Rwy 34R	Other
A	700′-2.5 km	1479′-7.0 km	1189′-4.4 km
B			
C			1479′-6.0 km
D			1479′-7.0 km

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

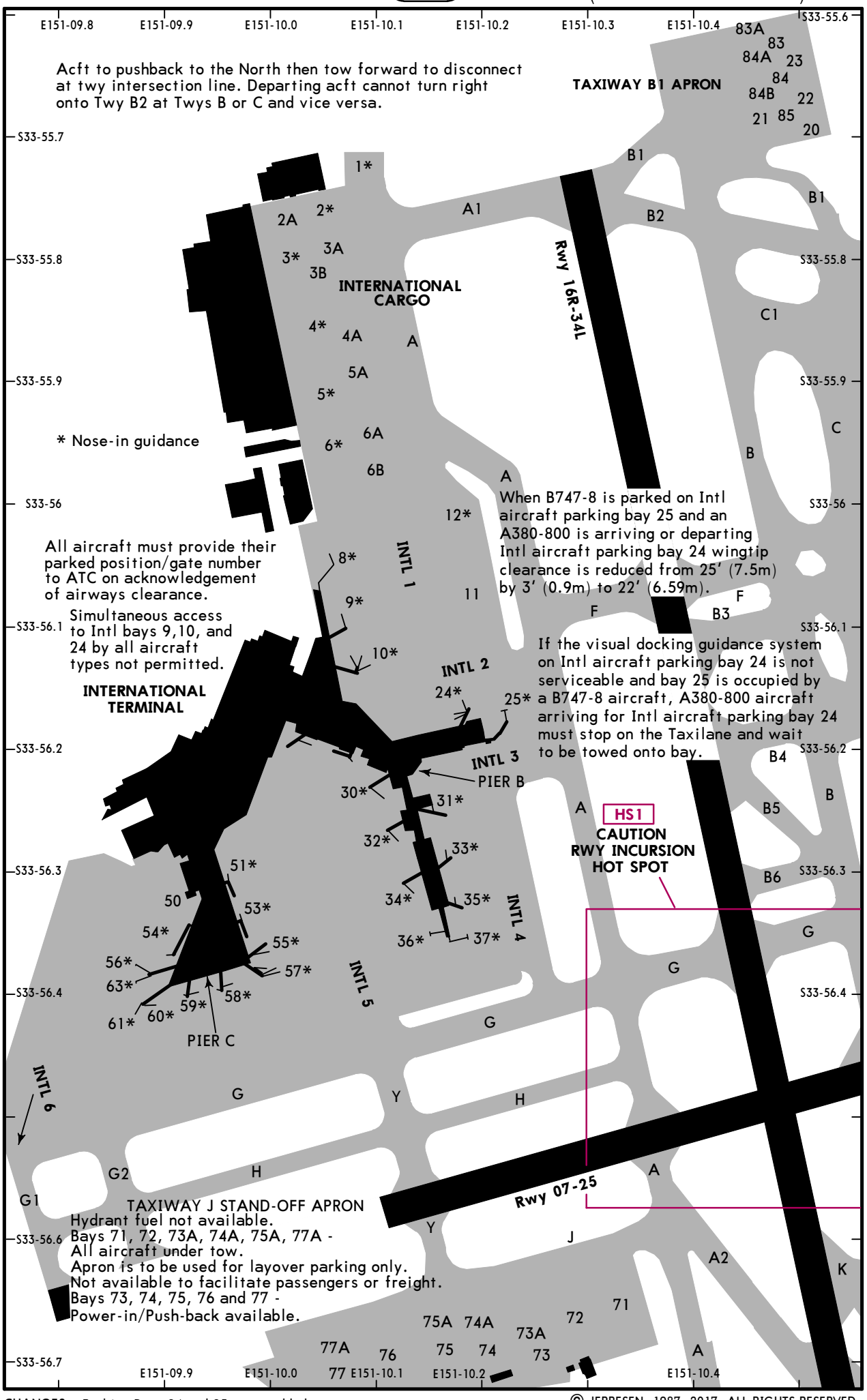
CHANGES: Rwy 34R CL spacing, TDZ.

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Notice: After 12 Oct 2018 0901Z, this chart may no longer be valid. Disc 19-2018

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

20 OCT 17 (10-9B)



CHANGES: Parking Bays 24 and 25 notes added.

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YSSY/SYD

JEPPESEN 20 OCT 17 (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.

CHANGES: None.

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YSSY/SYD

JEPPESEN

18 MAY 18 (10-9C-1) Eff 24 May

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

CHANGES: None.

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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.

CHANGES: Stands 16, 55B, 31A, 33, 35A, 52.

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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.

CHANGES: Nose in guidance on Bay F1.

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YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA

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.

CHANGES: None.

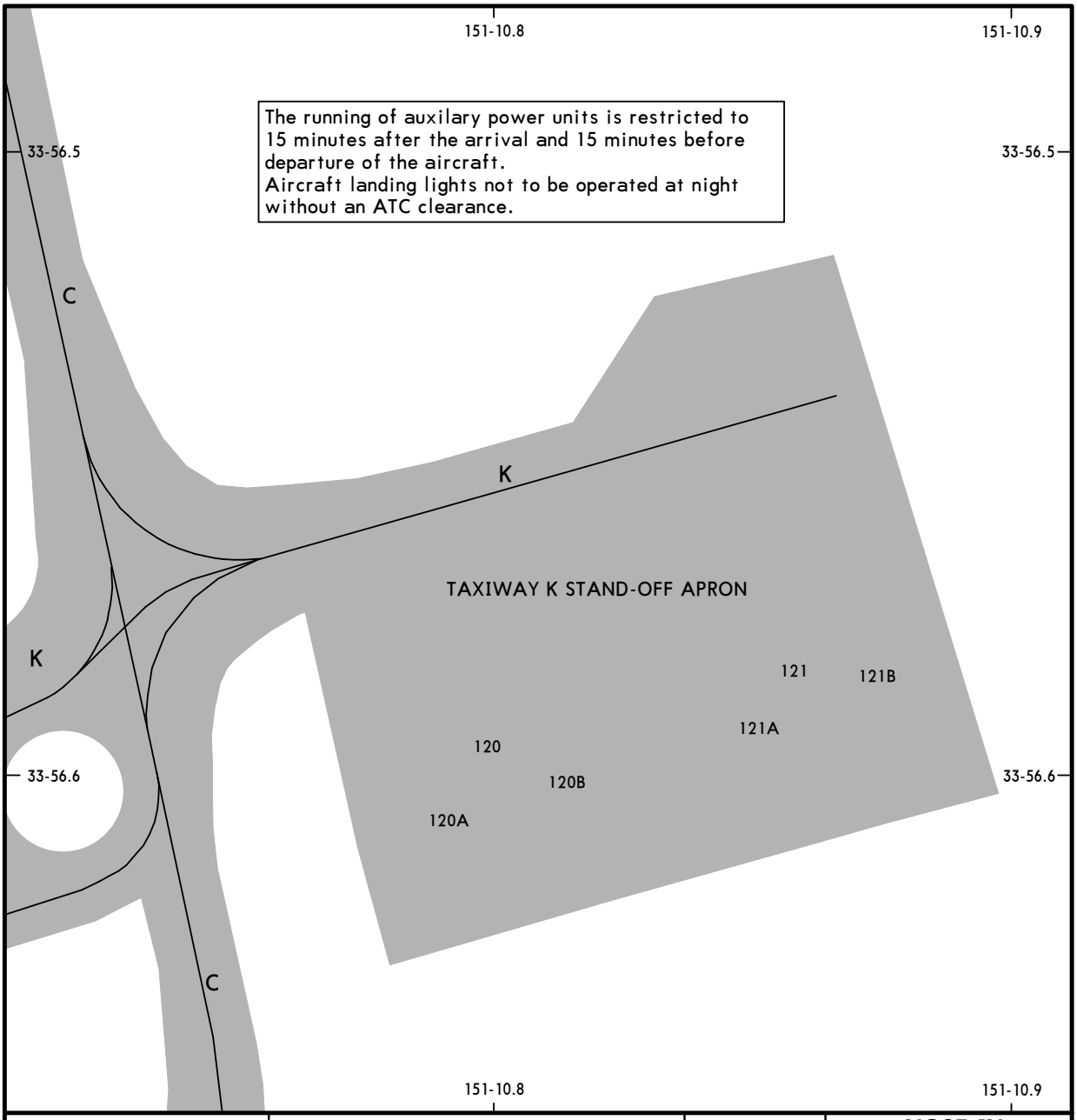
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YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18
Eff 24 May

10-9C-5

-(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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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.

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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.

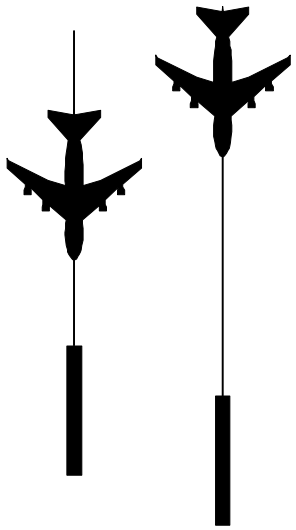
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YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA

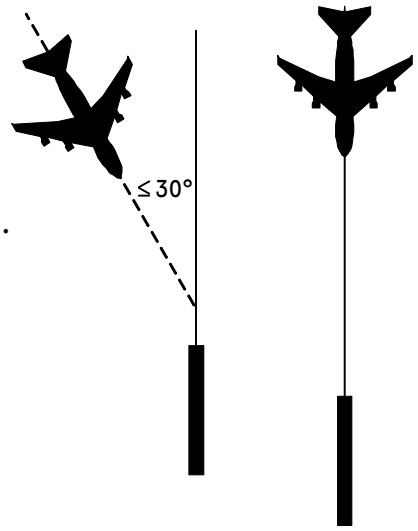
-(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

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

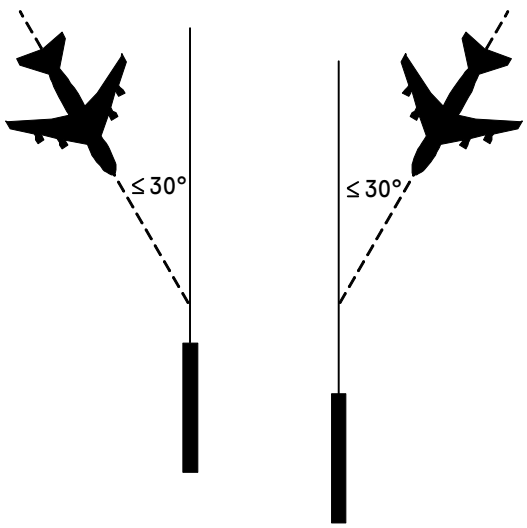


This aircraft must have reported runway in sight.



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

Both aircraft have to report runway in sight.



CHANGES: Chart reindexed, printing sequence.

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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

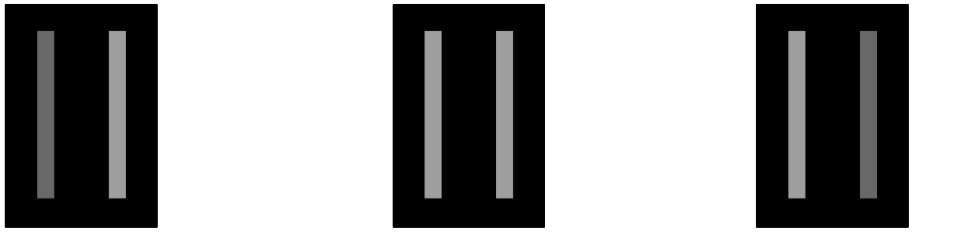
This system is identified on Parking bays & coords charts either as 'NIG' or 'Centerline+Sidemarker'. It includes the following elements:
- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light unit
- One or more Side Marker Light units.

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.



RED/GREEN
Left of centerline

GREEN/GREEN
On centerline

GREEN/RED
Right of centerline

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.



DULL GREEN INTENSE GREEN GREEN WHITE RED

Side Marker Lights.

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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.

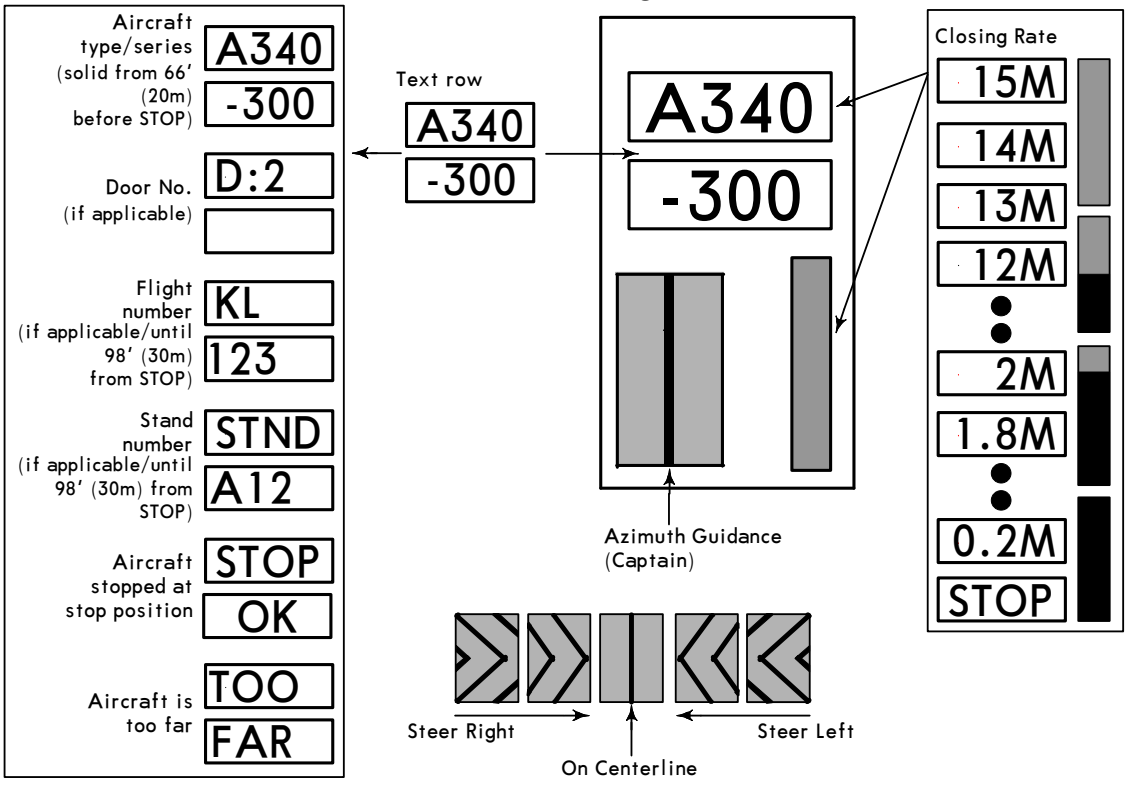
On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric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

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

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

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

APIS Diagram



APIS++ Visual Docking Guidance System - typical configuration
NOTE: Some APIS++ installations have a single row of text information.

CHANGES: Printing sequence.

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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 Indentification 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 indentifies 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 overshot the position, TOO FAR will be displayed.

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

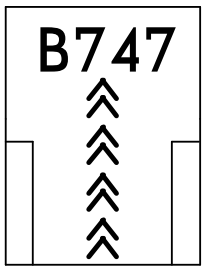
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VISUAL DOCKING GUIDANCE SYSTEMS

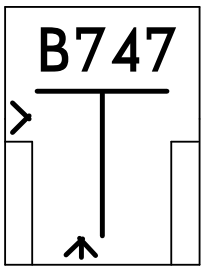
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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.

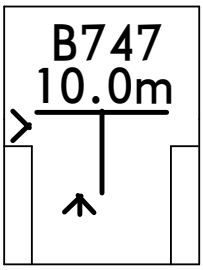
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



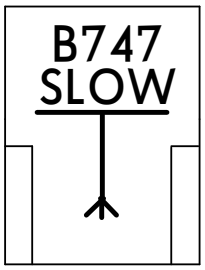
CAPTURE
Searching for aircraft



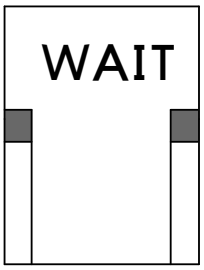
TRACKING AIRCRAFT
Aircraft left of centerline



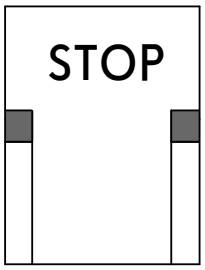
CLOSING RATE



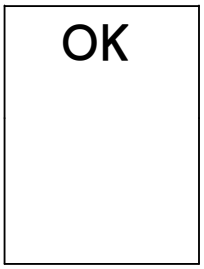
SLOW (DECREASE SPEED)



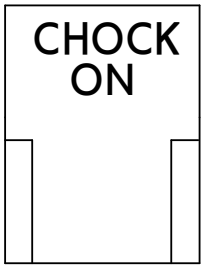
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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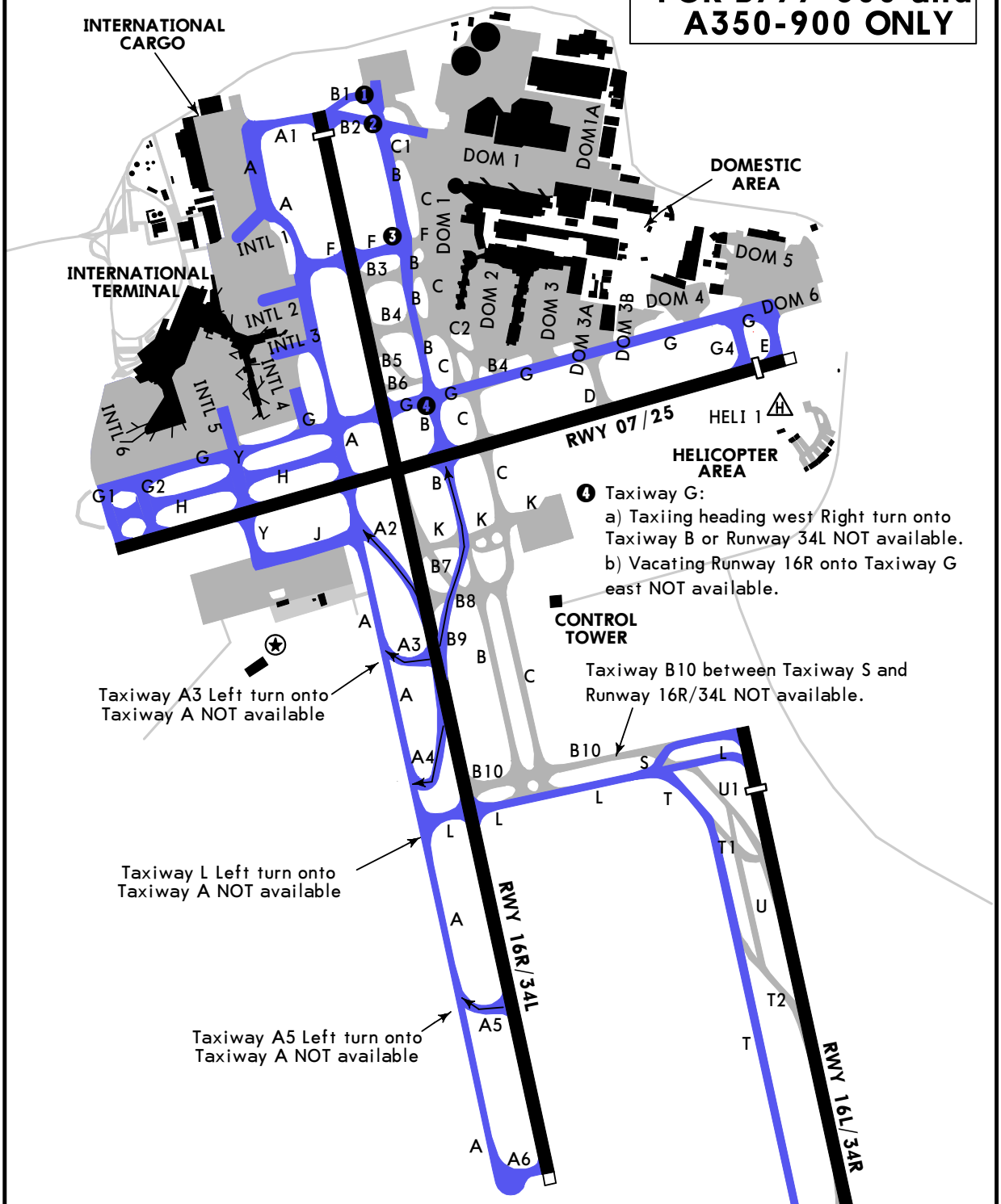
YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA

10 AUG 18 | 10-9M | Eff 16 Aug | -(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



❹ Taxiway G:
a) Taxiing heading west Right turn onto Taxiway B or Runway 34L NOT available.
b) Vacating Runway 16R onto Taxiway G east NOT available.

❸ Taxiway F between Runway 16R/34L and Taxiway B:
a) Taxiing heading east Right turn onto Taxiway B NOT available.
b) Taxiing heading west Left turn onto Runway 16R NOT available.
Taxiway B: taxiing heading north on Taxiway B Left turn onto Taxiway F NOT available.

LEGEND
B777-300 and A350-900 taxi route
One way taxiway

CHANGES: Reindex, Kilo apron.

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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)"**

CHANGES: ILS PRM minima note added.

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JEPPESEN JeppView 3.6.2.0

YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 23 MAR 18 Eff 29 Mar (11-1)

SYDNEY, NSW, AUSTRALIA ILS or LOC 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

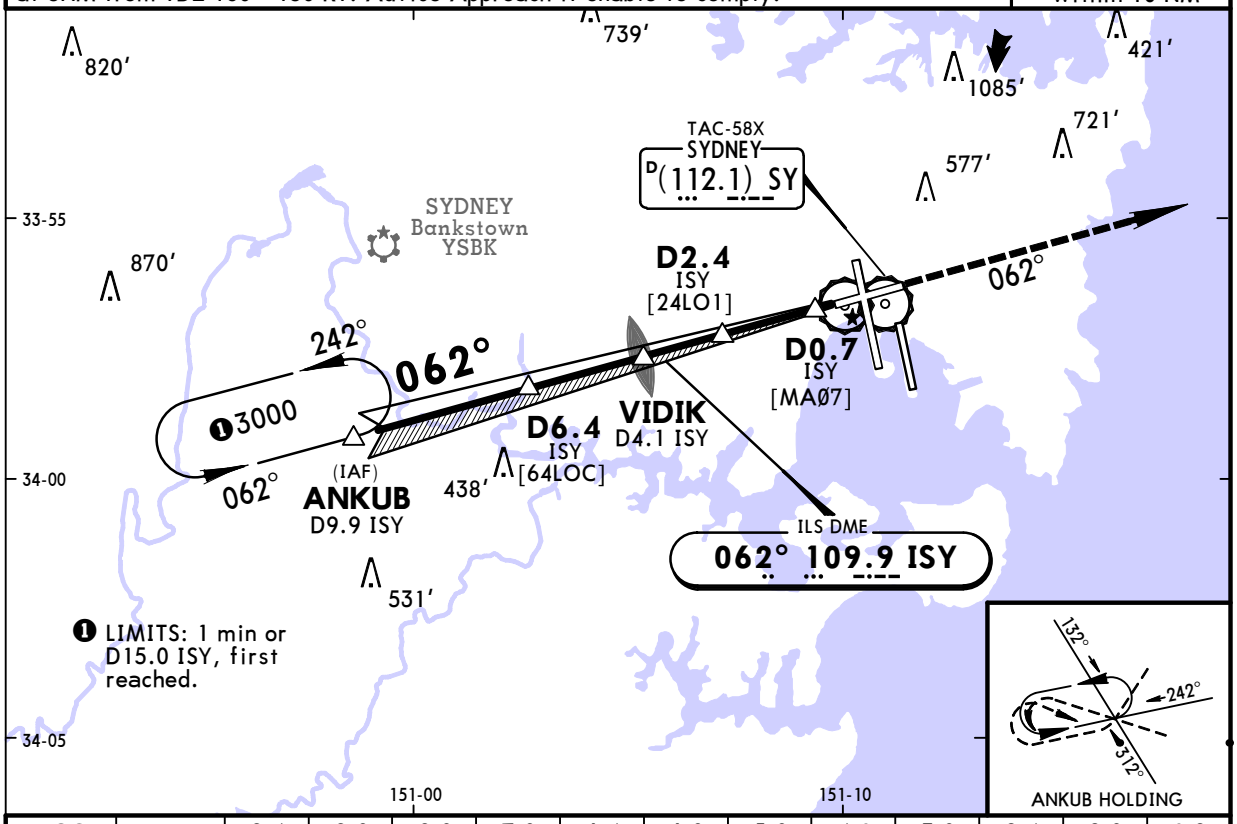
SYDNEY Tower				Ground			
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7

LOC ISY	Final Apch Crs	GS VIDIK	ILS DA(H)	Apt Elev 21′
109.9	**062°**	**1320′**(1304′)	**270′**(254′)	Rwy 16′

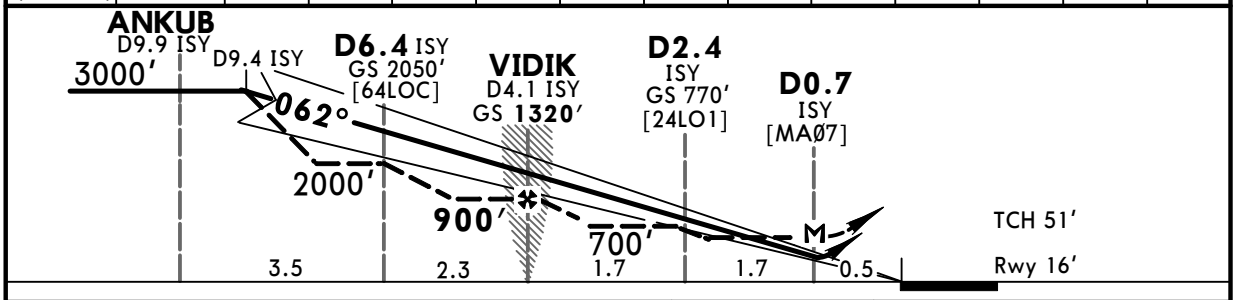
MISSED APCH: Track 062°. Climb to 2000′ or as directed by ATC.

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
2700



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 ISY							

REIL
PAPI

062°

2000′

PANS OPS

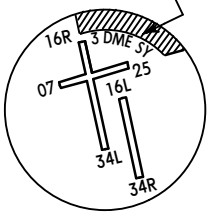
STRAIGHT-IN LANDING RWY 07

	ILS DA(H)	LOC (GS out) DME MDA(H)
	270′(254′)	**600′**(584′)
A	1.5 km	3.3 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: Waypoints, reverse page removed.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 23 MAR 18 Eff 29 Mar (11-2)

SYDNEY, NSW, AUSTRALIA ILS or LOC Rwy 16L

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

BRIEFING STRIP™

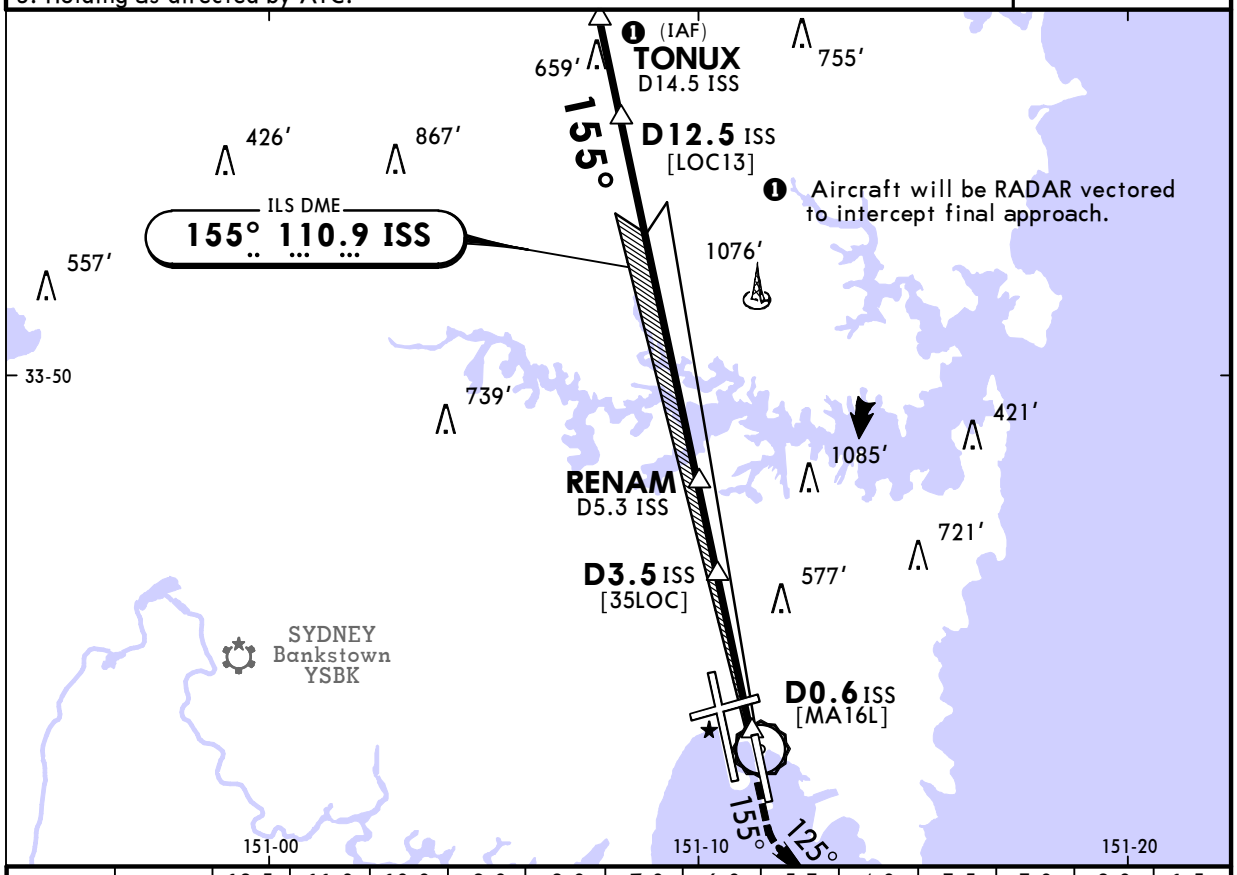
LOC ISS	Final Apch Crs	GS RENAM	ILS DA(H)	Apt Elev 21′
110.9	155°	1700′ (1684′)	220′ (204′)	Rwy 16′

MISSED APCH: Track 155°. At MANDATORY 600′, turn LEFT track 125°. Climb to 3000′ or as directed by ATC.

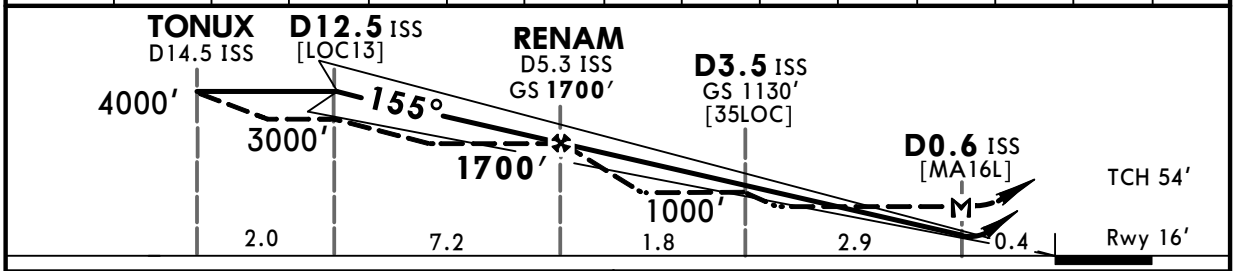
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

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.

2700
MSA ARP
2100
within 10 NM



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		
ILS GS or 3.00° LOC Descent Angle	372	478	531	637	743	849	PAPI	PAPI	155°	600′	125° LT / 3000′
MAP at D0.6 ISS											

PANS OPS

STRAIGHT-IN LANDING RWY 16L

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

CHANGES: Note, waypoints, TCH, recommended altitudes.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

23 MAR 18 Eff 29 Mar (11-2A)

ILS Rwy 16L SA CAT I & SA CAT II

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

BRIEFING STRIP™

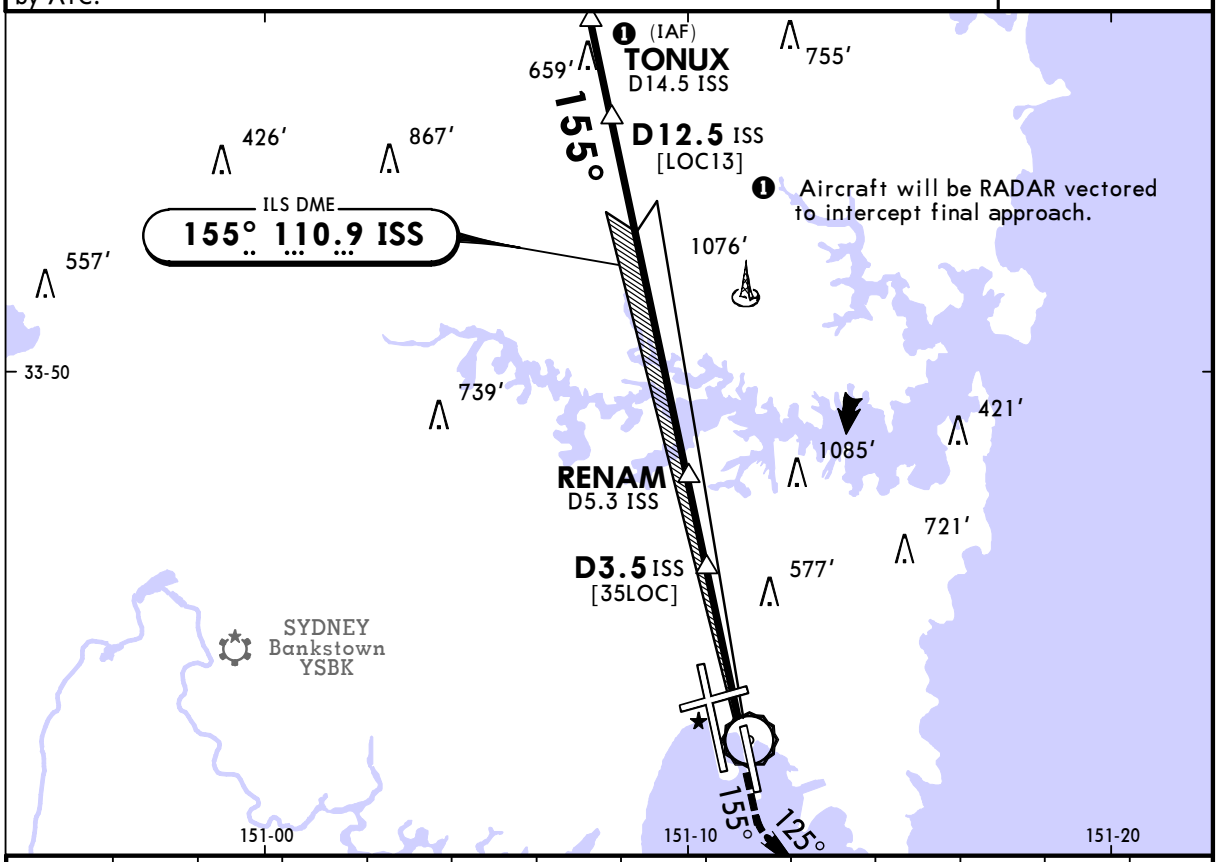
LOC ISS	Final Apch Crs	GS	SA CAT I & SA CAT II	Apt Elev 21′
110.9	155°	RENAM 1700′ (1684′)	Refer to Minimums	Rwy 16′

MISSED APCH: Track 155°. At MANDATORY 600′, turn LEFT track 125°. Climb to 3000′ or as directed by ATC.

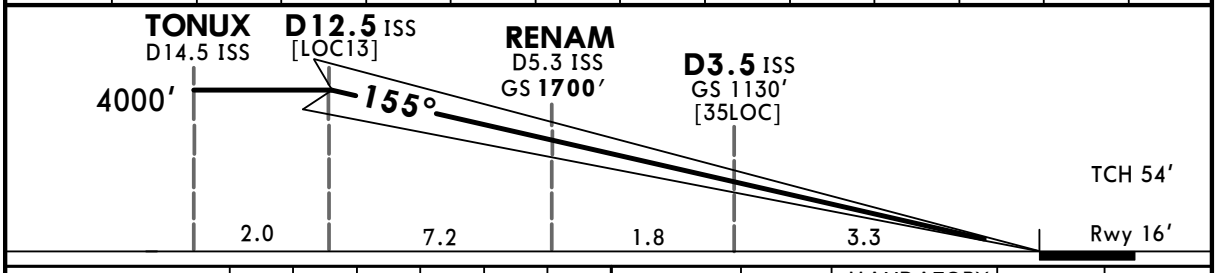
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

1. 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.

MSA ARP 2100 within 10 NM



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		
GS	3.00°	372	478	531	637	743	849	PAPI PAPI	155°	600′	125° LT	3000′

STRAIGHT-IN LANDING RWY 16L

	SA CAT I ILS	SA CAT II ILS
	RA 152′ DA(H) 166′ (150′)	RA 101′ DA(H) 116′ (100′)
PANS OPS A	RVR 450m	RVR 350m
PANS OPS B		
PANS OPS C		RVR 400m
PANS OPS D		

CHANGES: New procedure.

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JEPPESEN JeppView 3.6.2.0

YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 3 NOV 17 (11-3) Eff 9 Nov

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

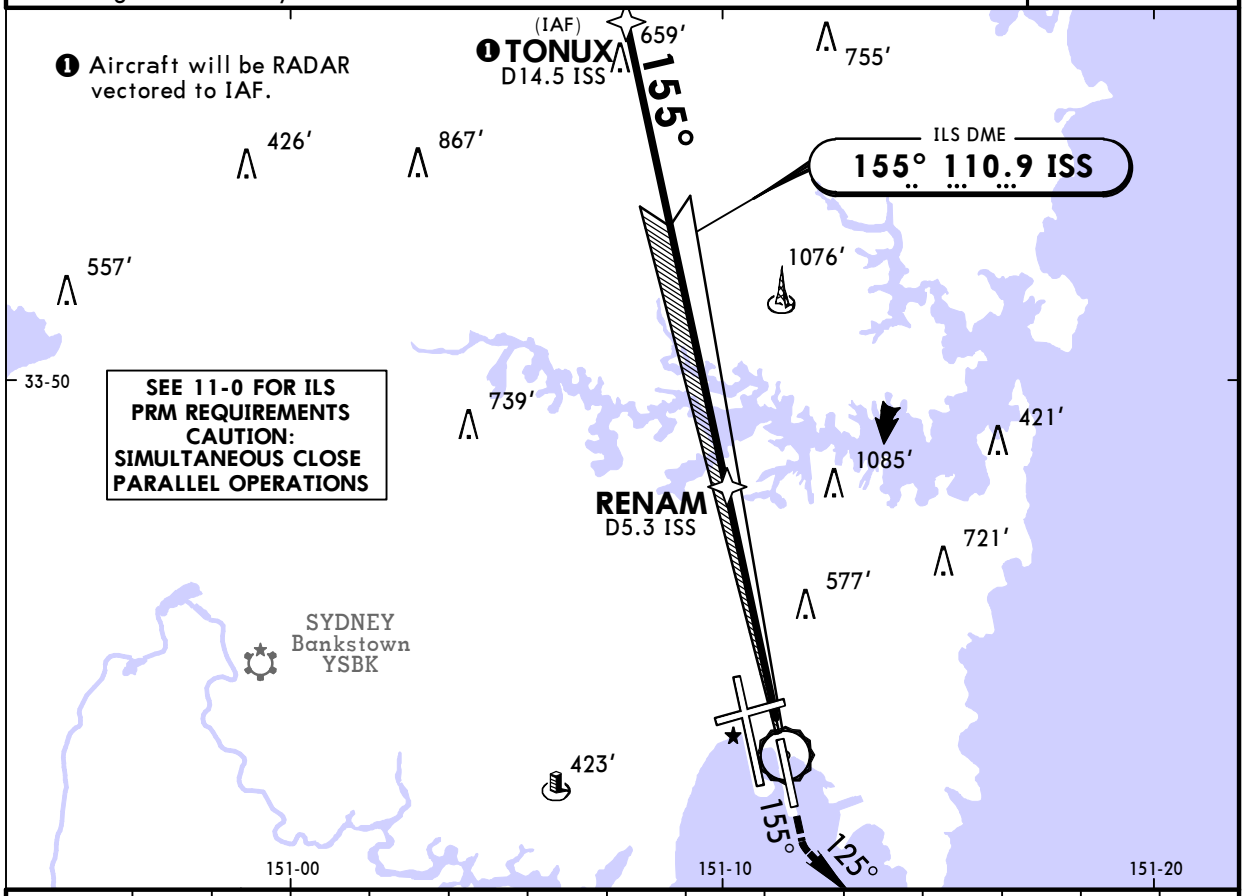
LOC ISS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
110.9	155°	RENAM 1700′ (1684′)	220′ (204′)	Rwy 16′

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′

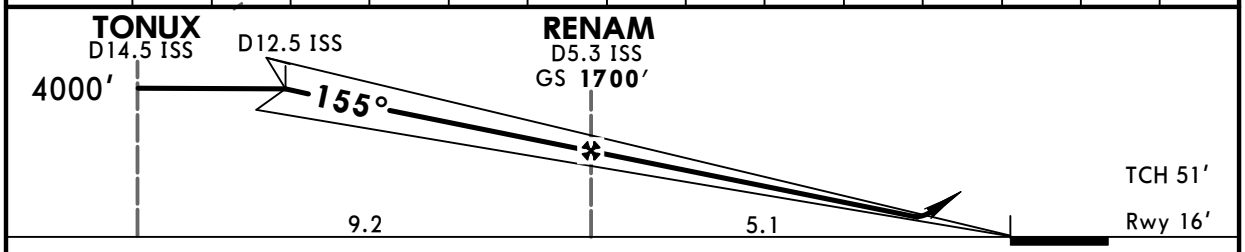
1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.

2700
MSA ARP
2100
within 10 NM



Aircraft will be RADAR vectored to IAF.

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
GS	3.00°	372	478	531	637	743	849

HIALS PAPI PAPI | 155° | MANDATORY 600′ | 125° LT | 3000′

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

PANS OPS

CHANGES: Procedure designtor, GS alt, procedure revised.

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JEPPESEN JeppView 3.6.2.0

YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (11-4) Eff 24 May ILS or LOC Rwy 16R

BRIEFING STRIP TM

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

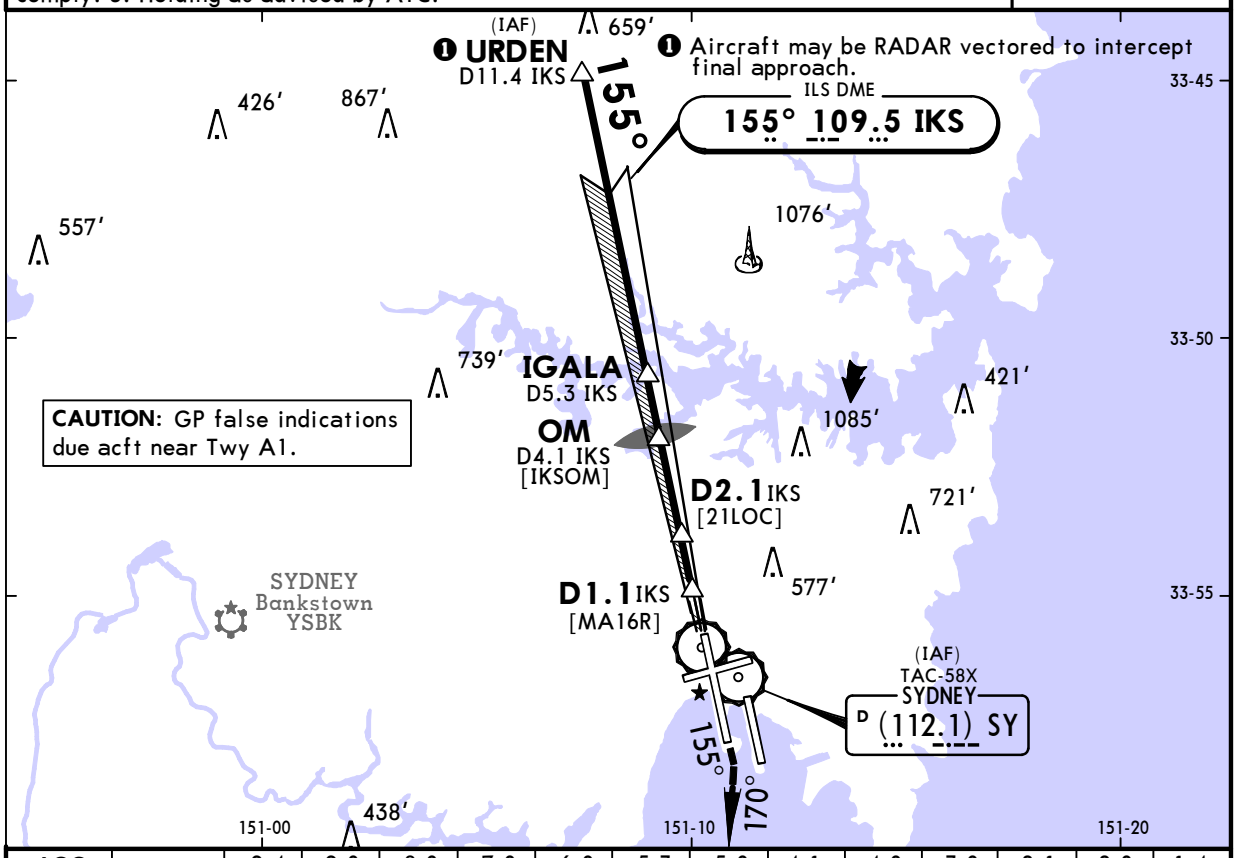
LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21′ Rwy 7′
109.5	155°	1310′ (1303′)	210′ (203′)	

MISSED APCH: Track 155°, at MANDATORY 600′, turn RIGHT track 170°. Climb to 3000′ or as directed by ATC.

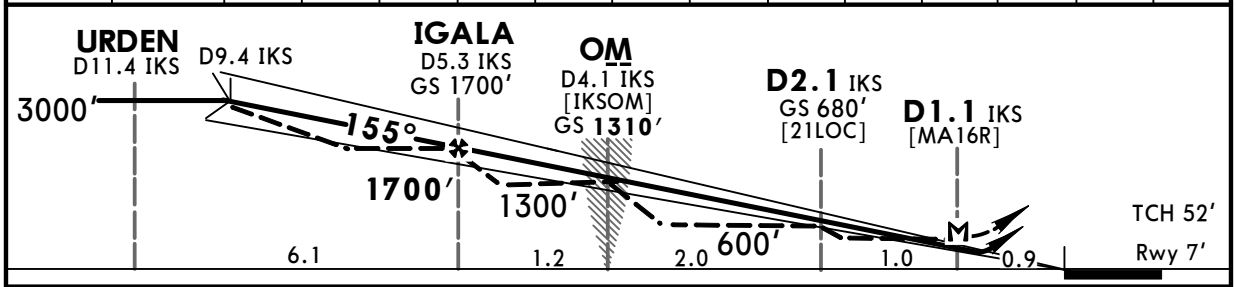
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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.

MSA ARP 2100 within 10 NM: 2700



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IKS							

ALSF-II PAPI PAPI

155°

MANDATORY 600′

170° RT

3000′

PANS OPS

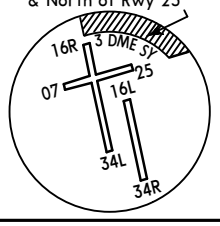
STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 210′ (203′)		LOC (GS out) DME MDA(H) 460′ (453′)	
	FULL	HIRL out	HIALS out	HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: Caution note added.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (11-4A) Eff 24 May

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

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

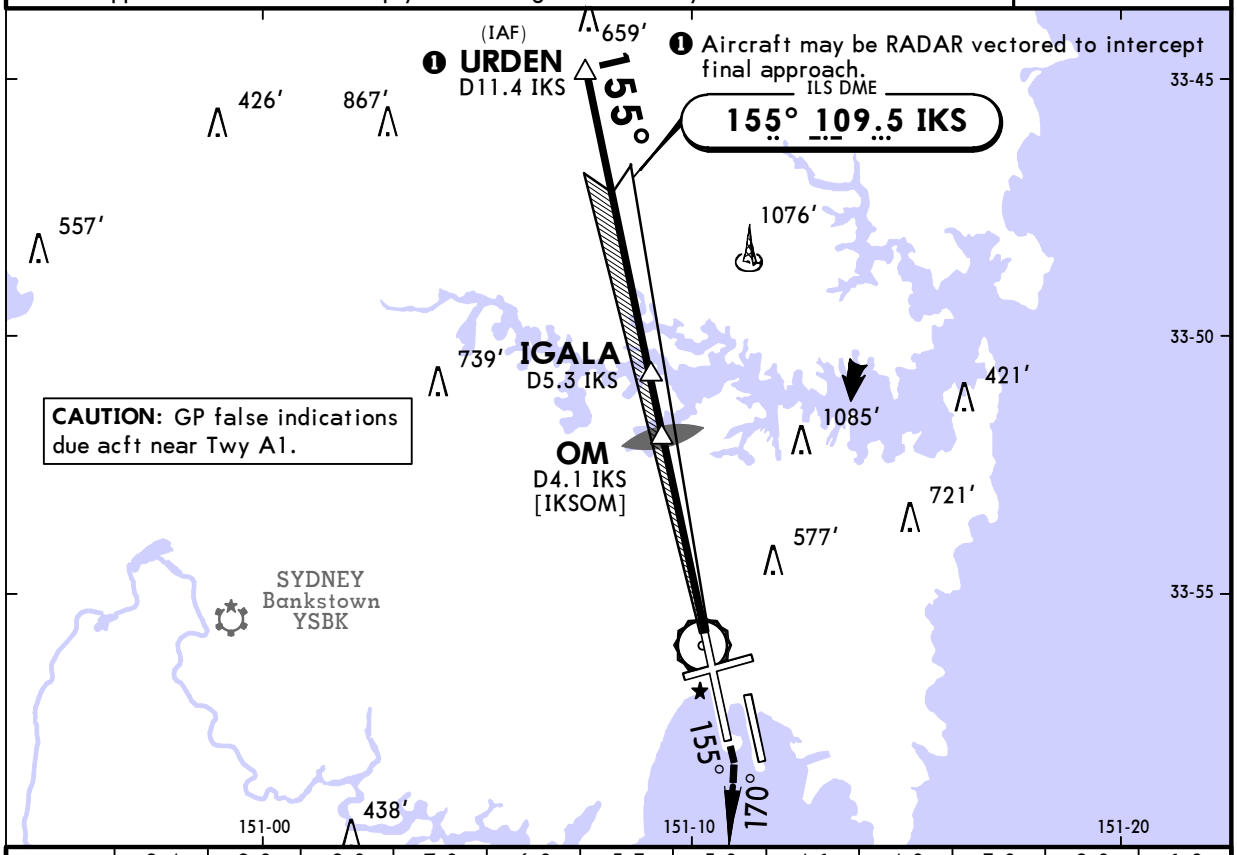
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310′ (1303′)	SA CAT I & CAT II & SA CAT II Refer to Minimums	Apt Elev 21′ Rwy 7′

MISSED APCH: Track 155°, at MANDATORY 600′, turn RIGHT track 170°. Climb to 3000′ or as directed by ATC.

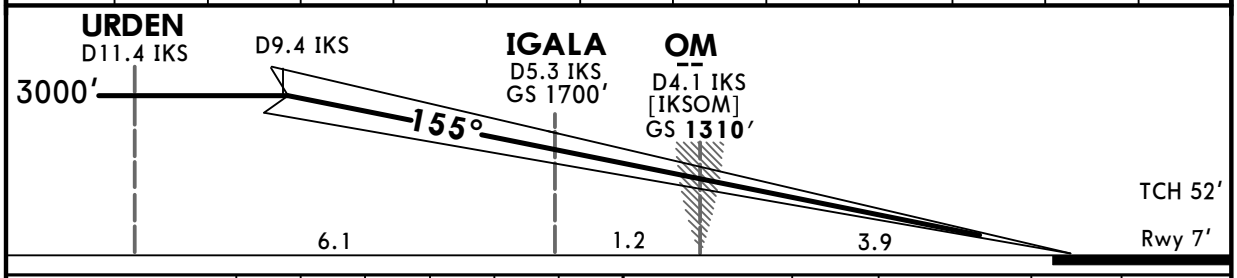
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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.

MSA ARP 2100 within 10 NM



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	ALSF-II		MANDATORY		
GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	155°	600′	170° RT	3000′

PANS OPS

STRAIGHT-IN LANDING RWY 16R

	SA CAT I ILS	CAT II ILS	SA CAT II ILS
	RA 148′ DA(H) 157′ (150′)	RA 101′ DA(H) 107′ (100′)	RA 101′ DA(H) 107′ (100′)
A	RVR 450m	RVR 300m	RVR 350m
B			
C			
D			RVR 400m

CHANGES: Caution note added.

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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	**MONITOR PRM 119.45**	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21′
109.5	**155°**	**1310′** (1303′)	**210′** (203′)	Rwy 7′

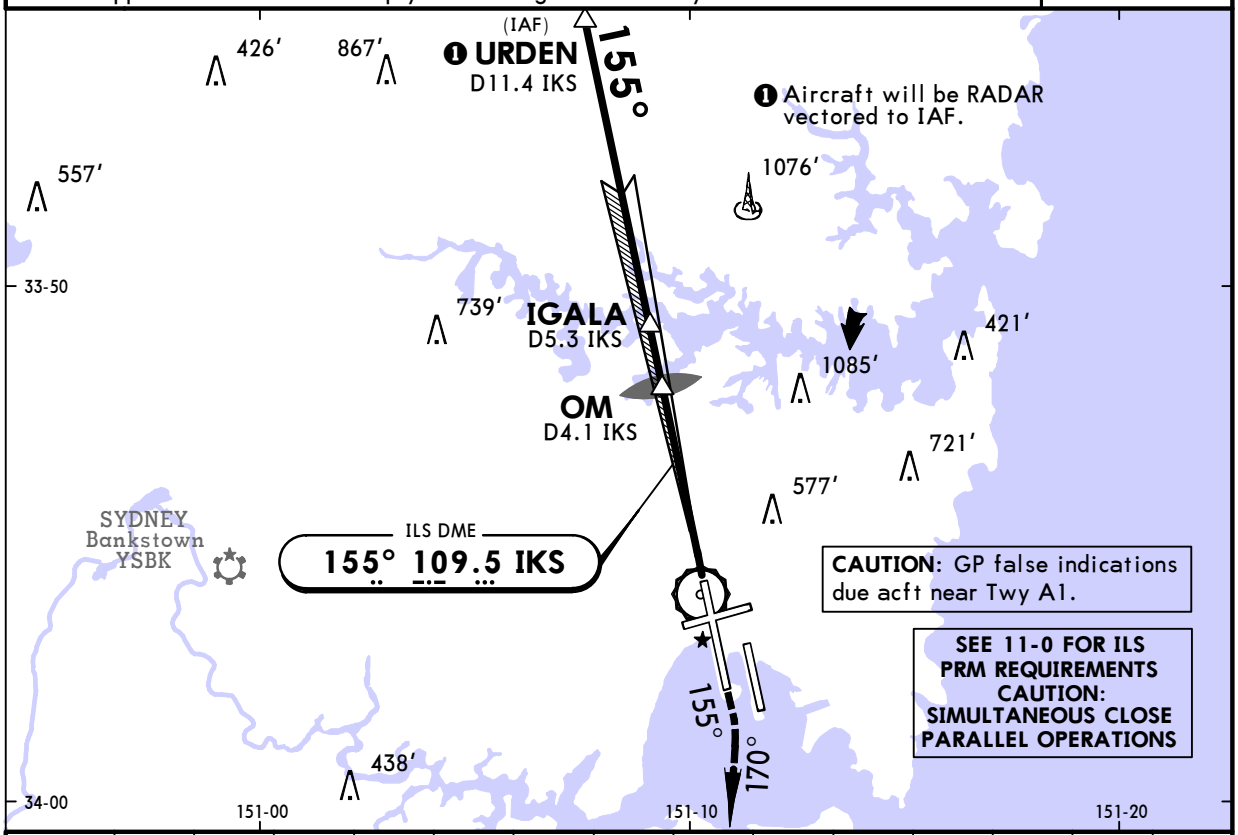
MISSED APCH: Track 155°, at MANDATORY 600′ turn RIGHT, track 170°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

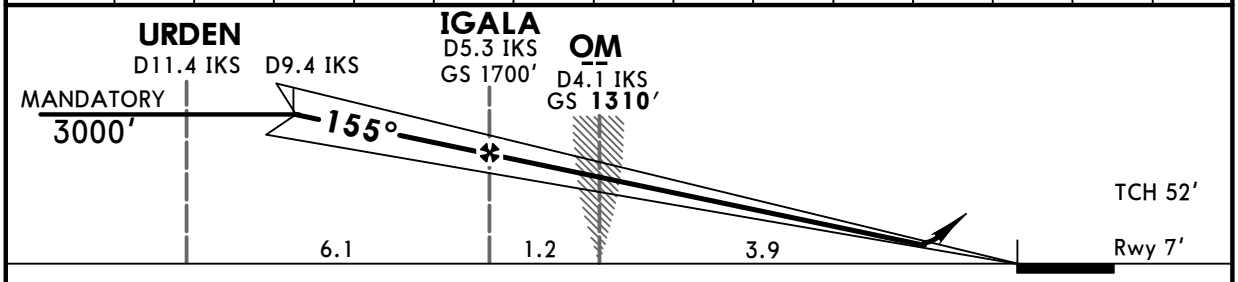
1. Dual VHF communications required. 2. See 11-0 for "ILS PRM USER INSTRUCTIONS". 3. ATC Approach Speeds: At 10 NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.

2700

MSA ARP 2100 within 10 NM



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
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI PAPI

155°

MANDATORY 600′

170° RT

3000′

STRAIGHT-IN LANDING RWY 16R

ILS DME

DA(H) **210′** (203′)

	FULL	HIRL out	HIALS out
A, B, C, D	RVR 550m VIS 0.8 km	1.2 km	1.5 km

CIRCLE-TO-LAND

A, B, C, D	NOT AUTHORIZED

PANS OPS

CHANGES: Caution note added, waypoints depiction.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (11-6) Eff 24 May

ILS or LOC Rwy 25

BRIEFING STRIP™

ATIS		SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
118.55	126.25	124.4	128.3	126.1	125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25 120.5	Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

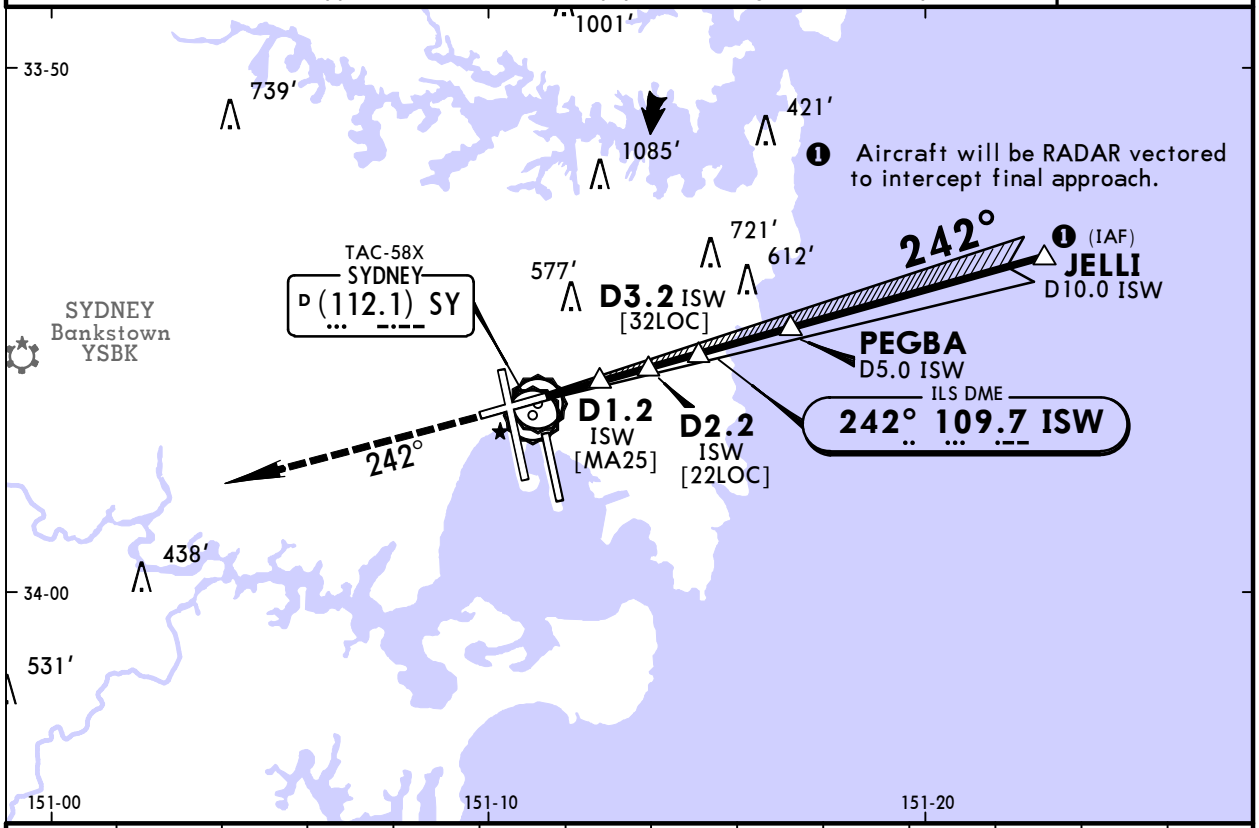
LOC ISW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
109.7	242°	PEGBA 1610′ (1590′)	270′ (250′)	Rwy 20′

MISSED APCH: Track 242°. Climb to 3000′ or as directed by ATC.

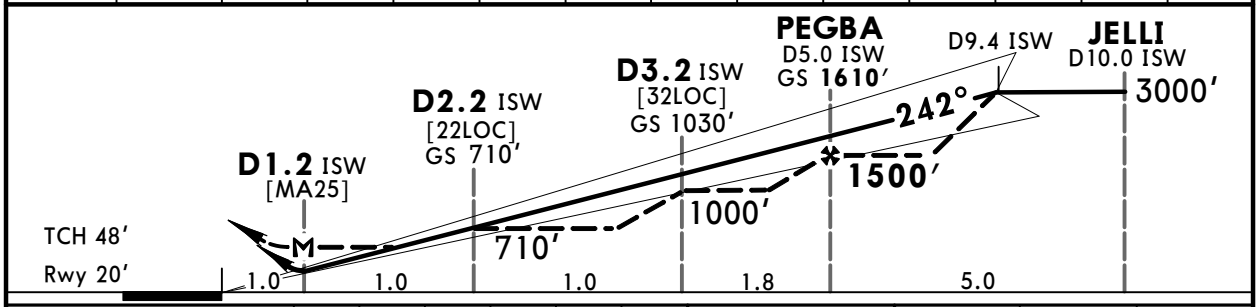
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

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 LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at 1.2 ISW							

PAPI 242° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY 25

ILS DME	LOC (GS out) DME
DA(H) 270′ (250′)	MDA(H) 580′ (560′)

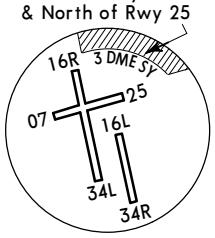
A	1.5 km
B	
C	
D	

3.2 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: Waypoints depiction.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 18 MAY 18 Eff 24 May (11-7)

SYDNEY, NSW, AUSTRALIA ILS or LOC Rwy 34L

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 & Rwy 07/25 120.5	Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

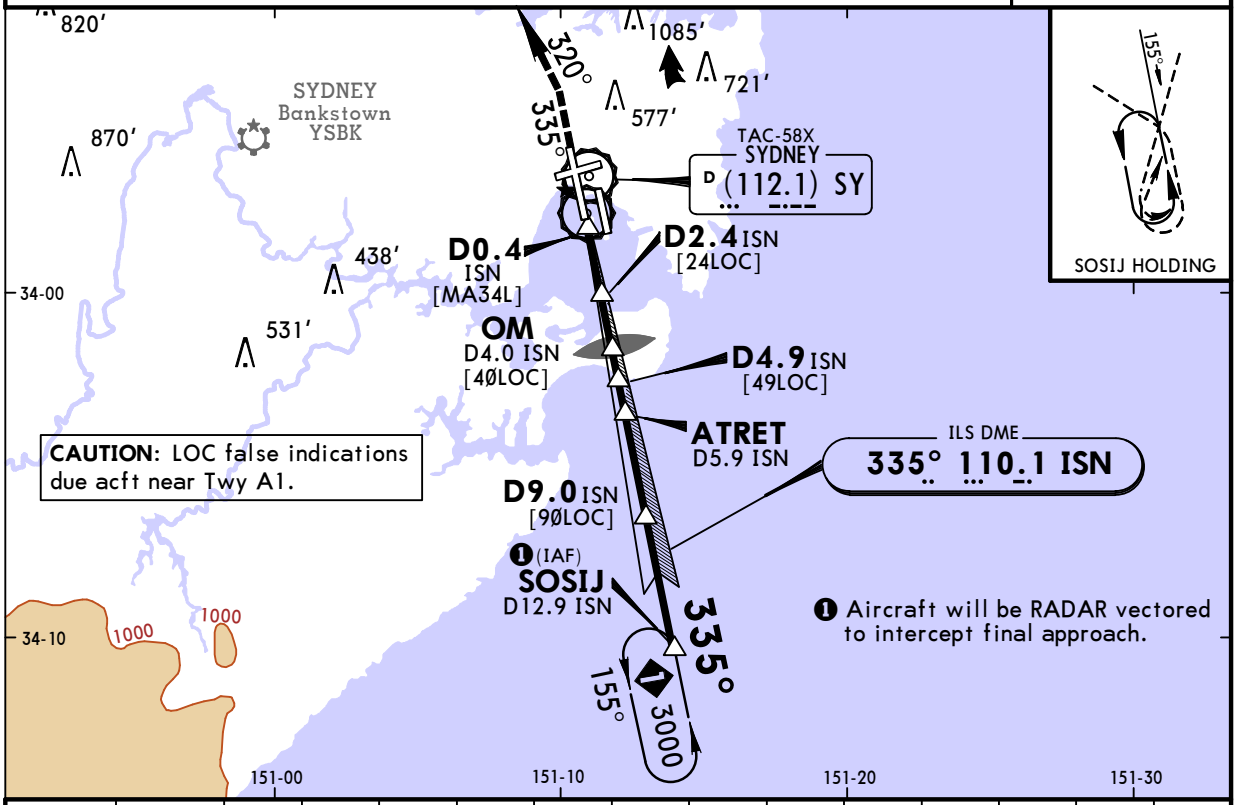
LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21′
110.1	335°	1270′ (1256′)	220′ (206′)	Rwy 14′

MISSED APCH: Track 335°. At MANDATORY 500′ turn LEFT track 320°. Climb to 3000′ or as directed by ATC.

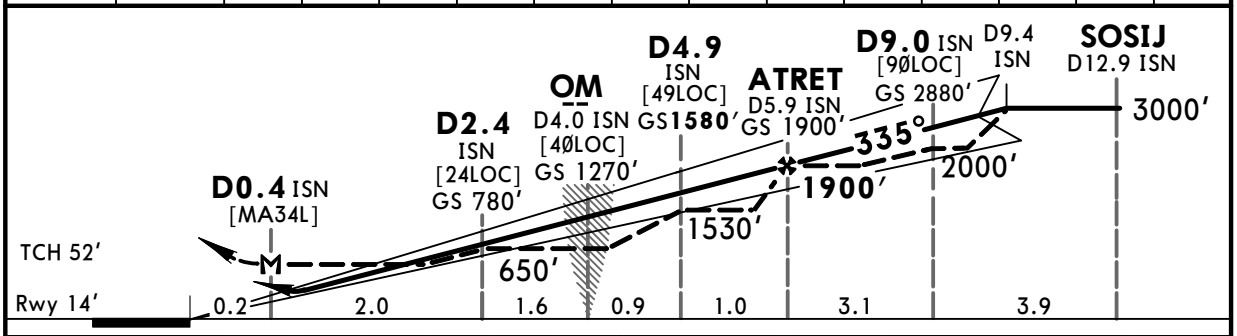
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 110 | Trans alt: 10000′

1. **LOC: ISN DME 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.

2700
MSA ARP 2100 within 10 NM



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	9.0	9.4
	ALTITUDE	400′	650′	780′	970′	1270′	1580′	1610′	1900′	1930′	2240′	2560′	2880′	3000′



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 D0.4 ISN						

HIALS PAPI PAPI | 335° | MANDATORY 500′ | 320° LT | 3000′

PANS OPS

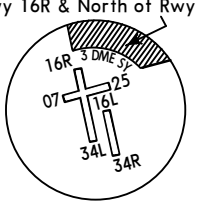
STRAIGHT-IN LANDING RWY 34L

	ILS DME DA(H) 220′ (206′) FULL	ILS DME DA(H) 220′ (206′) HIRL out	ILS DME DA(H) 220′ (206′) HIALS out	LOC (GS out) DME MDA(H) 400′ (386′)	LOC (GS out) DME MDA(H) 400′ (386′) HIALS out
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: Caution note added, waypoints depiction.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 Eff 24 May (11-7A)

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

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 & Rwy 07/25 120.5	Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC ISN	Final Apch Crs	GS	SA CAT I & CAT II & SA CAT II	Apt Elev 21′
110.1	335°	OM 1270′ (1256′)	Refer to Minimums	Rwy 14′

BRIEFING STRIP ™

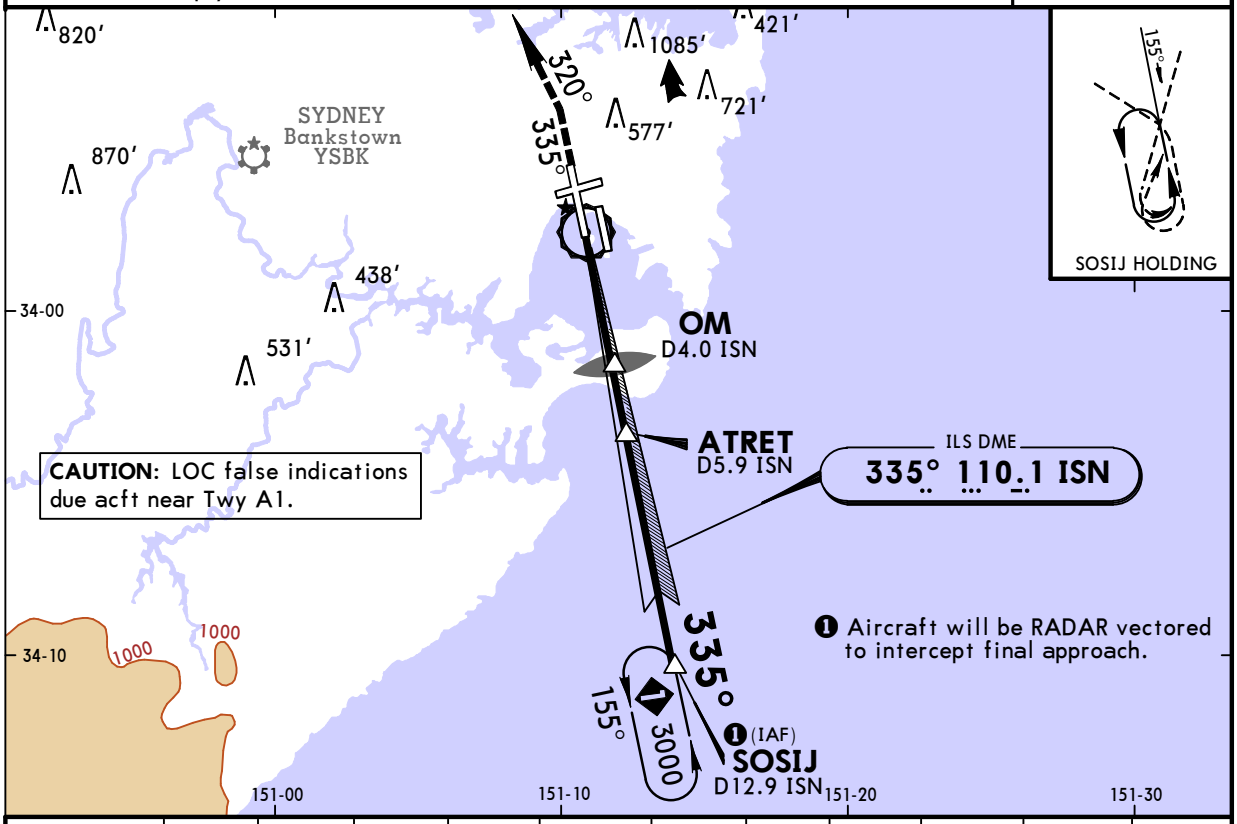
MISSED APCH: Track 335°. At MANDATORY 500′ turn LEFT track 320°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

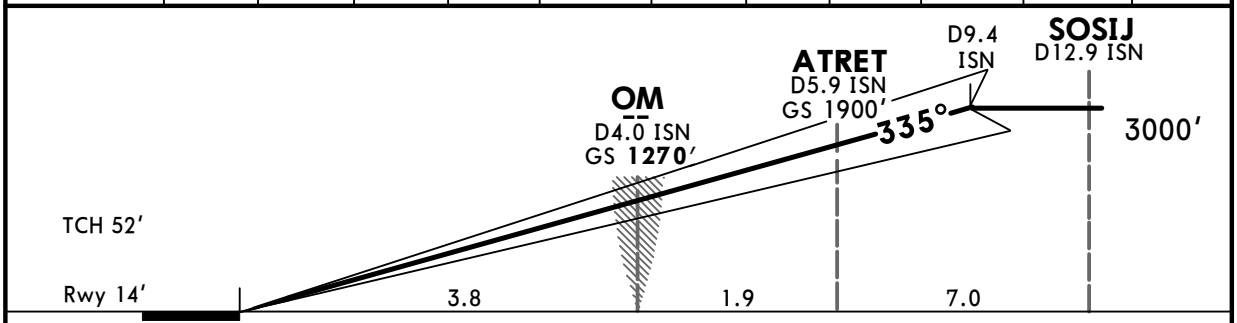
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply.

2700

MSA ARP 2100 within 10 NM



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′



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

HIALS PAPI PAPI | 335° | MANDATORY 500′ | 320° LT | 3000′

STRAIGHT-IN LANDING RWY 34L

SA CAT I ILS	CAT II ILS	SA CAT II ILS
RA 163′	RA 102′	RA 102′
DA(H) 164′ (150′)	DA(H) 114′ (100′)	DA(H) 114′ (100′)

PANS OPS

	SA CAT I ILS	CAT II ILS	SA CAT II ILS
A B C D	RVR 650m	RVR 300m	RVR 600m

CHANGES: Caution note added, waypoints depiction.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (11-8) Eff 24 May

ILS PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP TM

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		MONITOR	Ground	
120.5	Rwy 16L/34R 124.7		PRM 119.45	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC ISN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
110.1	335°	OM 1270′ (1256′)	220′ (206′)	Rwy 14′

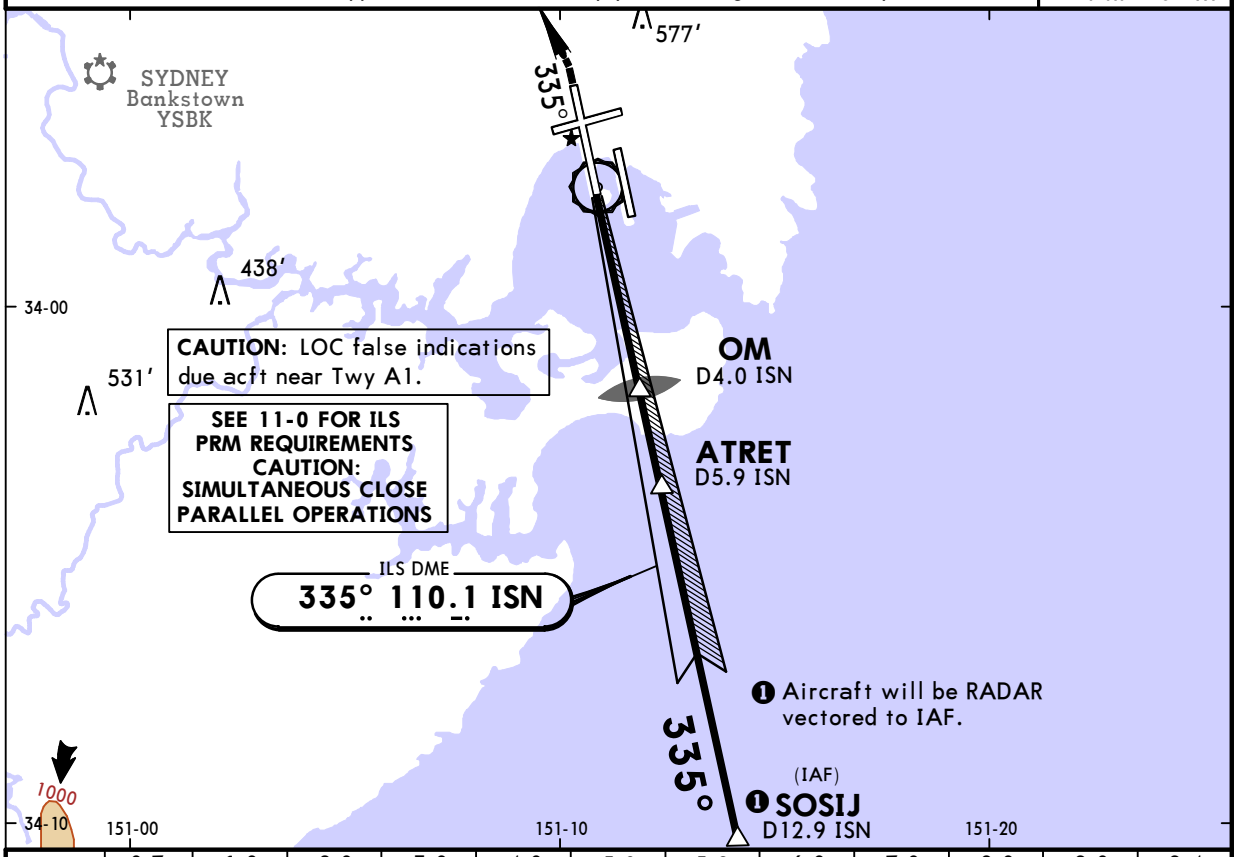
MISSED APCH: Track 335°. At MANDATORY 500′ turn LEFT track 320°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

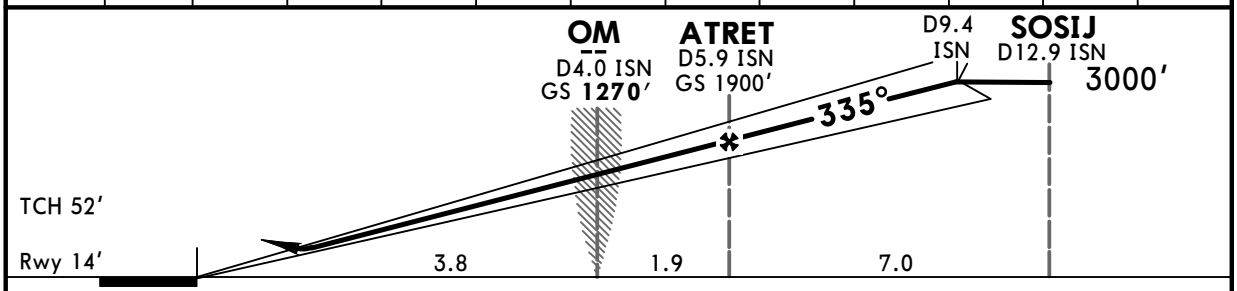
1. ISN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At D10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.

2700

MSA ARP 2100 within 10 NM



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		
GS 3.00°	372	478	531	637	743	849	PAPI	PAPI	335°	500′	320° LT	3000′

STRAIGHT-IN LANDING RWY **34L**
ILS DME
DA(H) **220′** (206′)

CIRCLE-TO-LAND

PANS OPS

	FULL	HIRL out	HIALS out
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km
B			
C			
D			

A	NOT AUTHORIZED
B	
C	
D	

CHANGES: Caution note added.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 1 JUN 18 (11-9)

SYDNEY, NSW, AUSTRALIA ILS or LOC Rwy 34R

BRIEFING STRIP TM

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

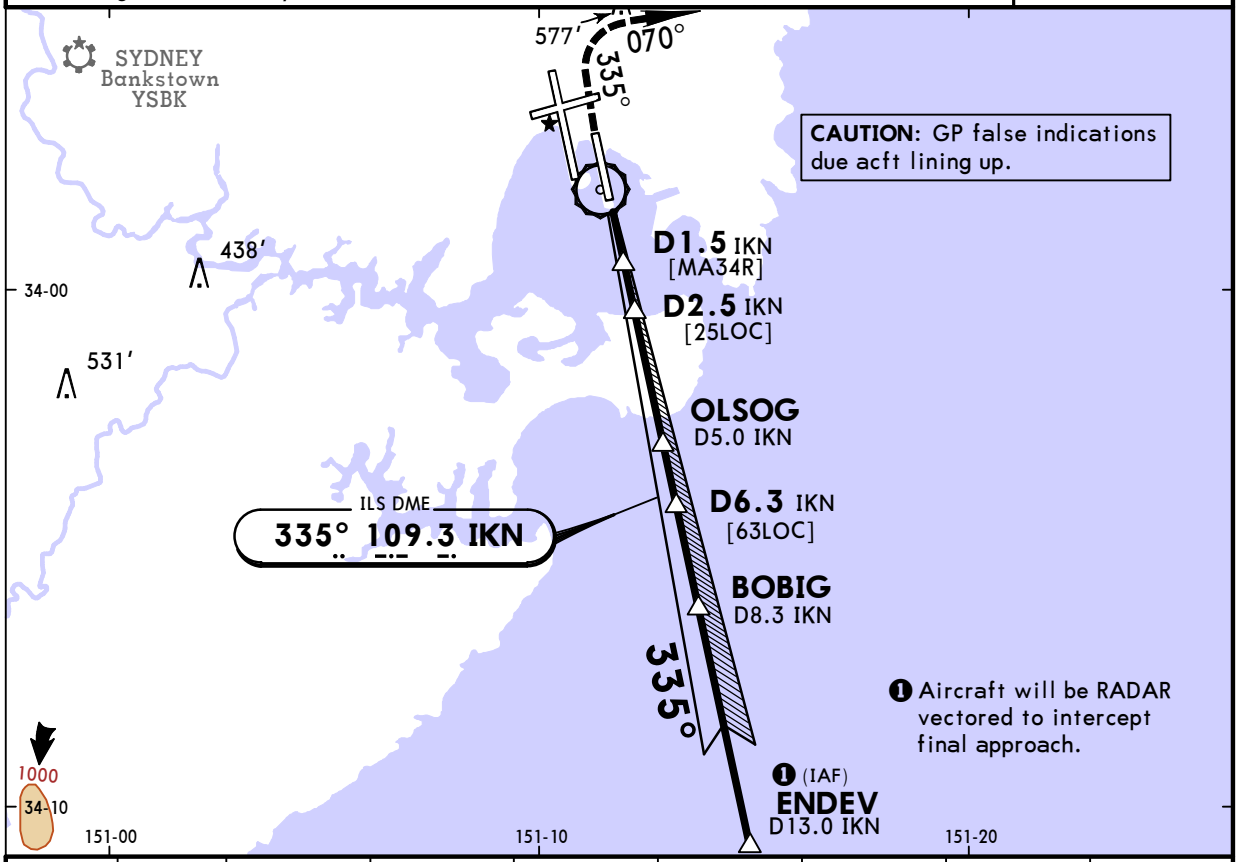
LOC IKN	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 21′
109.3	335°	OLSOG 1600′ (1587′)	270′ (257′)	Rwy 13′

MISSED APCH: Track 335°. At MANDATORY 600′ turn RIGHT track 070°. Climb to 2000′ or as directed by ATC.

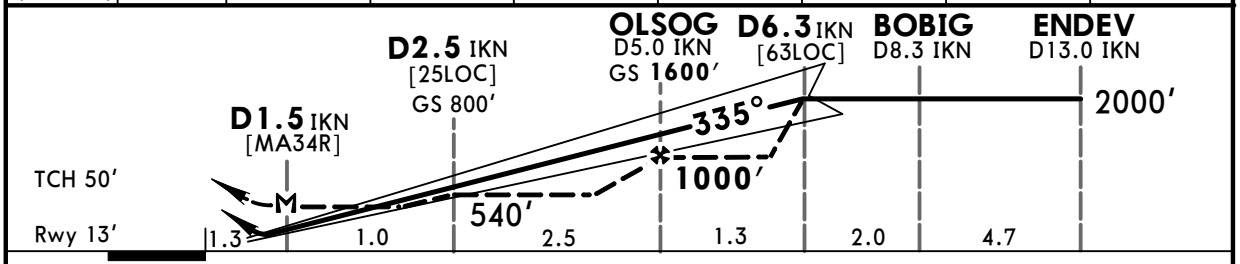
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

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.

2700
MSA ARP
2100
within 10 NM



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
ILS GS or 3.00° LOC Descent Angle	372	478	531	637	743	849
MAP at D1.5 IKN						

HIALS REIL PAPI PAPI

335°

MANDATORY 600′

070° RT

2000′

STRAIGHT-IN LANDING RWY 34R

ILS DME

Missed approach requires a minimum climb gradient of 3.3%
DA(H) 270′ (257′)

	FULL	HIRL out	HIALS out
A	RVR 1000m VIS 1.2 km	1.2 km	RVR 1500m VIS 1.5 km
B			
C			
D			

Missed approach requires a minimum climb gradient of 2.5%
DA(H) 460′ (447′)

FULL	HIRL out	HIALS out
2.2 km	2.5 km	2.5 km

LOC (GS out) DME

MDA(H) 500′ (487′)

	HIALS out
A	2.4 km
B	
C	
D	

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	
D	

PANS OPS

CHANGES: Minimums.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

1 JUN 18 (11-9A)

ILS Rwy 34R SA CAT I & SA CAT II

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	Final Apch Crs	GS OLSOG	SA CAT I & SA CAT II Refer to Minimums	Apt Elev 21′ Rwy 13′
109.3	335°	1600′ (1587′)		

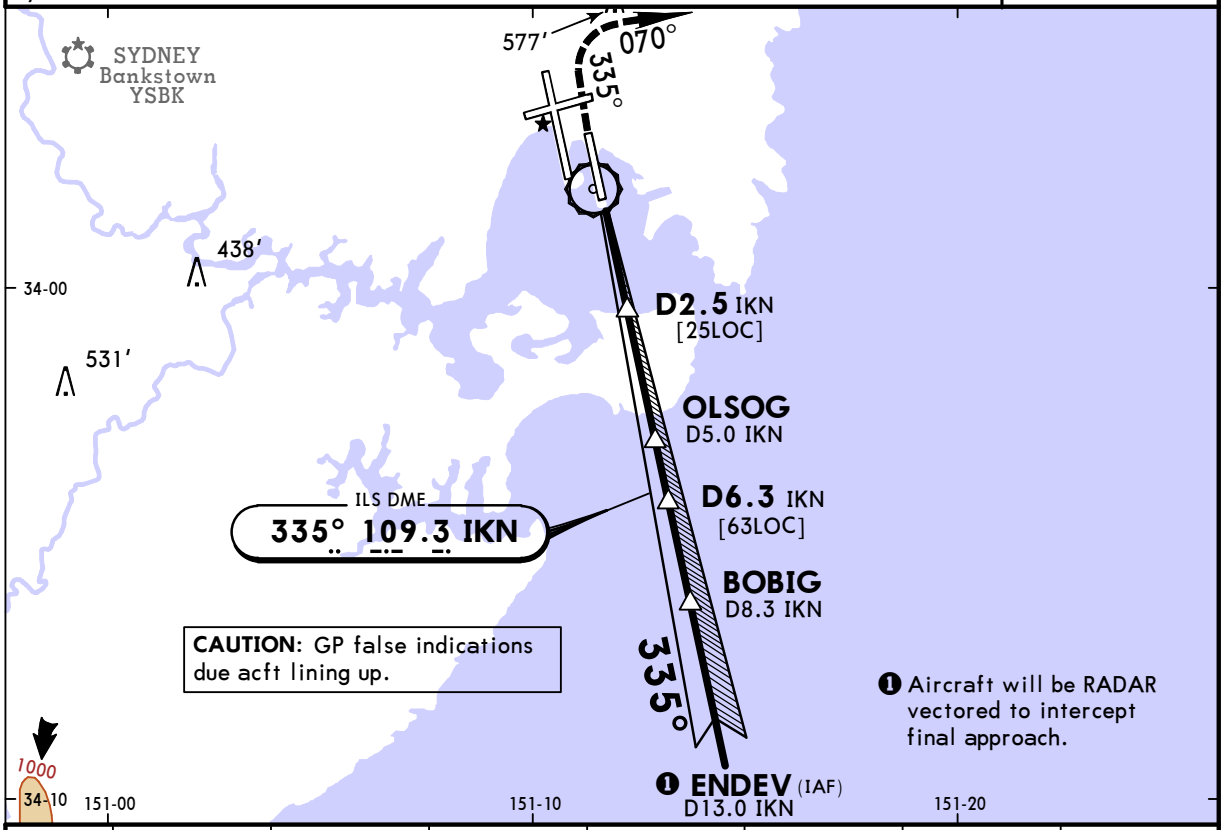
MISSED APCH: Track 335°. At MANDATORY 600′ turn RIGHT track 070°. Climb to 2000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

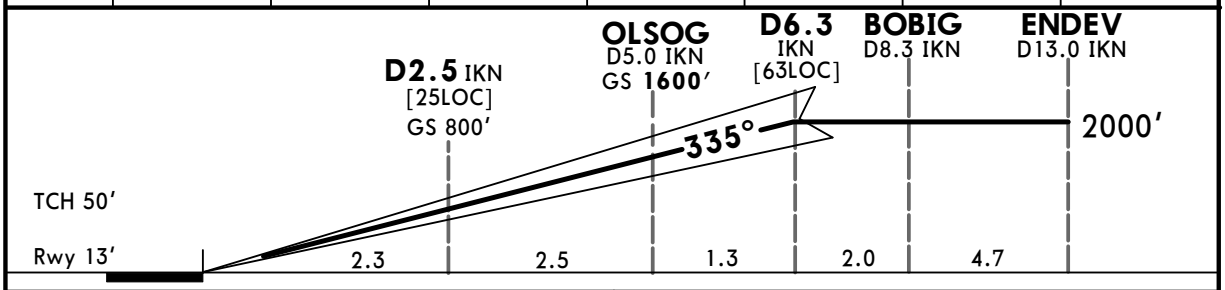
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. IKN DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.

2700

MSA ARP 2100 within 10 NM



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
GS	3.00°	372	478	531	637	743	849

HIALS
REIL PAPI PAPI

335°

MANDATORY 600′

070° RT

2000′

STRAIGHT-IN LANDING RWY34R

SA CAT I ILS	SA CAT II ILS
Missed approach requires a minimum climb gradient of 3.4%	Missed approach requires a minimum climb gradient of 3.7%
RA 158′	RA 101′
DA(H) 163′ (150′)	DA(H) 113′ (100′)

PANS OPS

	FULL	HIALS out	FULL	HIALS out
A B C D	RVR 650m	RVR 800m	RVR 600m	RVR 700m

CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAY 18 (11-10) Eff 24 May

ILS PRM Rwy 34R

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 & Rwy 07/25 120.5	MONITOR PRM 133.95	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC IKN	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 21′
109.3	335°	OLSOG 1600′ (1587′)	270′ (257′)	Rwy 13′

MISSED APCH: Track 335°. At MANDATORY 600′ turn RIGHT track 070°. Climb to 2000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

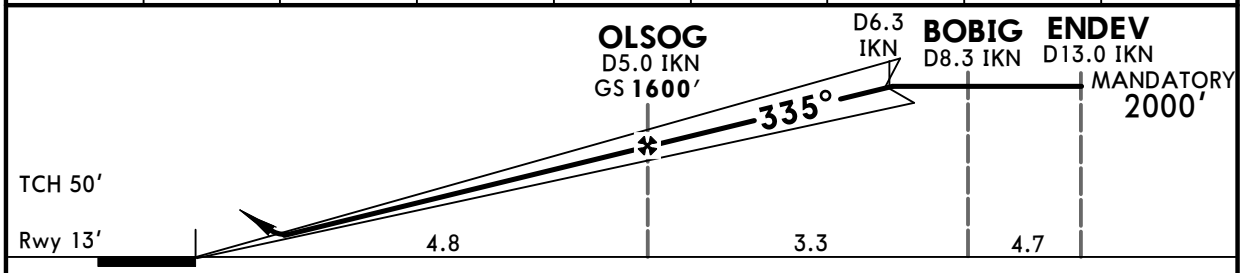
1. IKN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.

2700

MSA ARP 2100 within 10 NM



IKN DME	0.8	1.0	2.0	3.0	4.0	5.0	6.0	6.3
ALTITUDE	270′	330′	640′	960′	1280′	1600′	1920′	2000′



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

HIALS REIL PAPI PAPI

335°

MANDATORY 600′ | 070° RT | 2000′

STRAIGHT-IN LANDING RWY 34R ILS DME

Missed approach requires a minimum climb gradient of 3.3% DA(H) 270′ (257′)			Missed approach requires a minimum climb gradient of 2.5% DA(H) 460′ (447′)		
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out

CIRCLE-TO-LAND

PANS OPS

A	1.5 km		2.5 km	A	NOT AUTHORIZED
B				B	
C				C	
D				D	

CHANGES: Caution note added, waypoints depiction, approach lights.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 3 NOV 17 Eff 9 Nov (12-1)

SYDNEY, NSW, AUSTRALIA RNAV-Z (GNSS) Rwy 07

BRIEFING STRIP™

ATIS		SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
118.55	126.25	124.4	128.3	126.1	125.3

SYDNEY Tower Rwy 16R/34L & 07/25	SYDNEY Tower Rwy 16L/34R	Ground West of Rwy 16R/34L	Ground East of Rwy 16R/34L
120.5	124.7	126.5	121.7

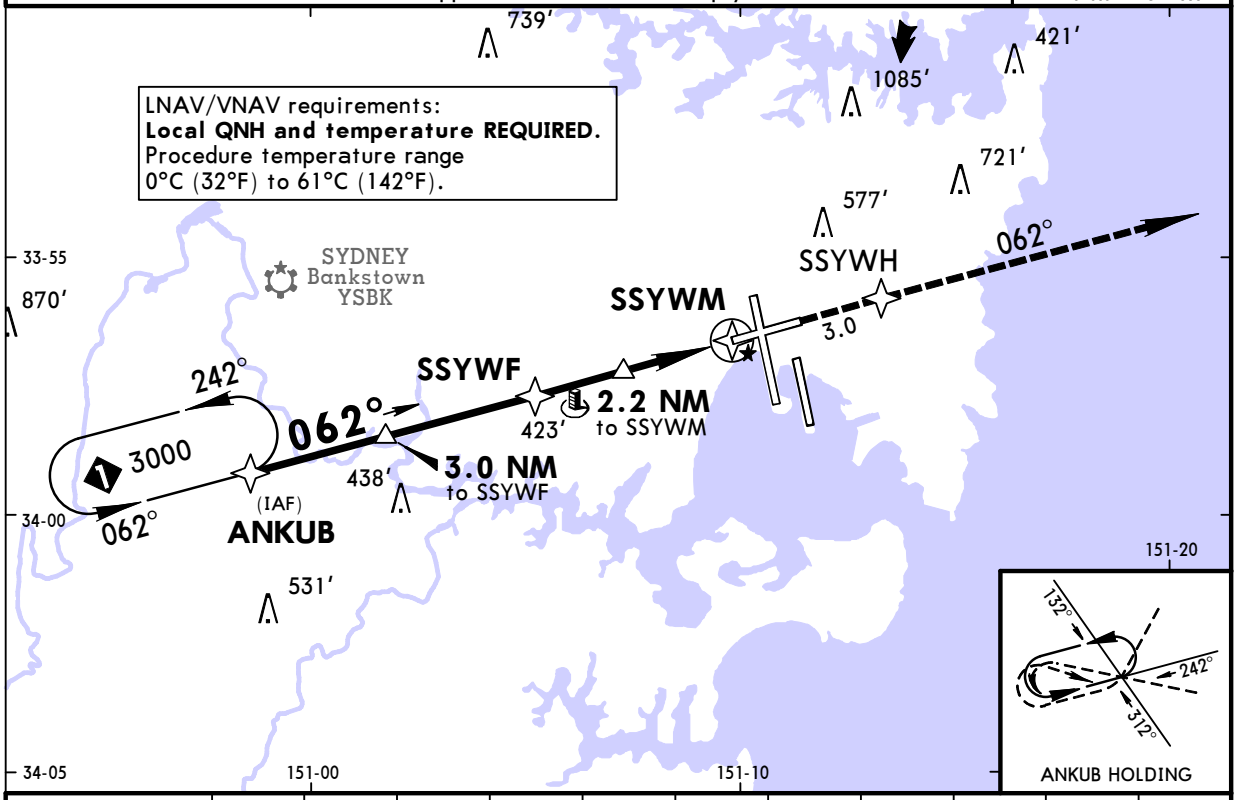
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 21' Rwy 16'
	062°	SSYWF 1330' (1314')	500' (484')	

MISSED APCH: Track direct to SSYWH, then track 062°. Climb to 2000' or as directed by ATC.

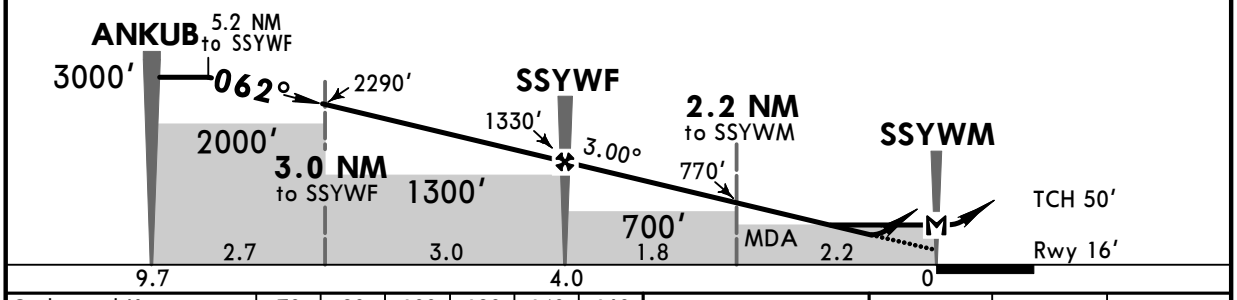
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. Max 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.

2700
MSA ARP
2100
within 10 NM



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						

REIL
PAPI
SSYWH

PANS OPS

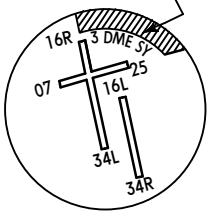
STRAIGHT-IN LANDING RWY 07

	LNAV/VNAV DA(H) 500' (484')	LNAV MDA(H) 580' (564')
A	2.7 km	3.2 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 3 NOV 17 Eff 9 Nov (12-2)

SYDNEY, NSW, AUSTRALIA RNAV-Z (GNSS) Rwy 16L

BRIEFING STRIP ™

ATIS		SYDNEY Approach (R)		Director	
		North	South	West	East
118.55	126.25	124.4	128.3	126.1	125.3

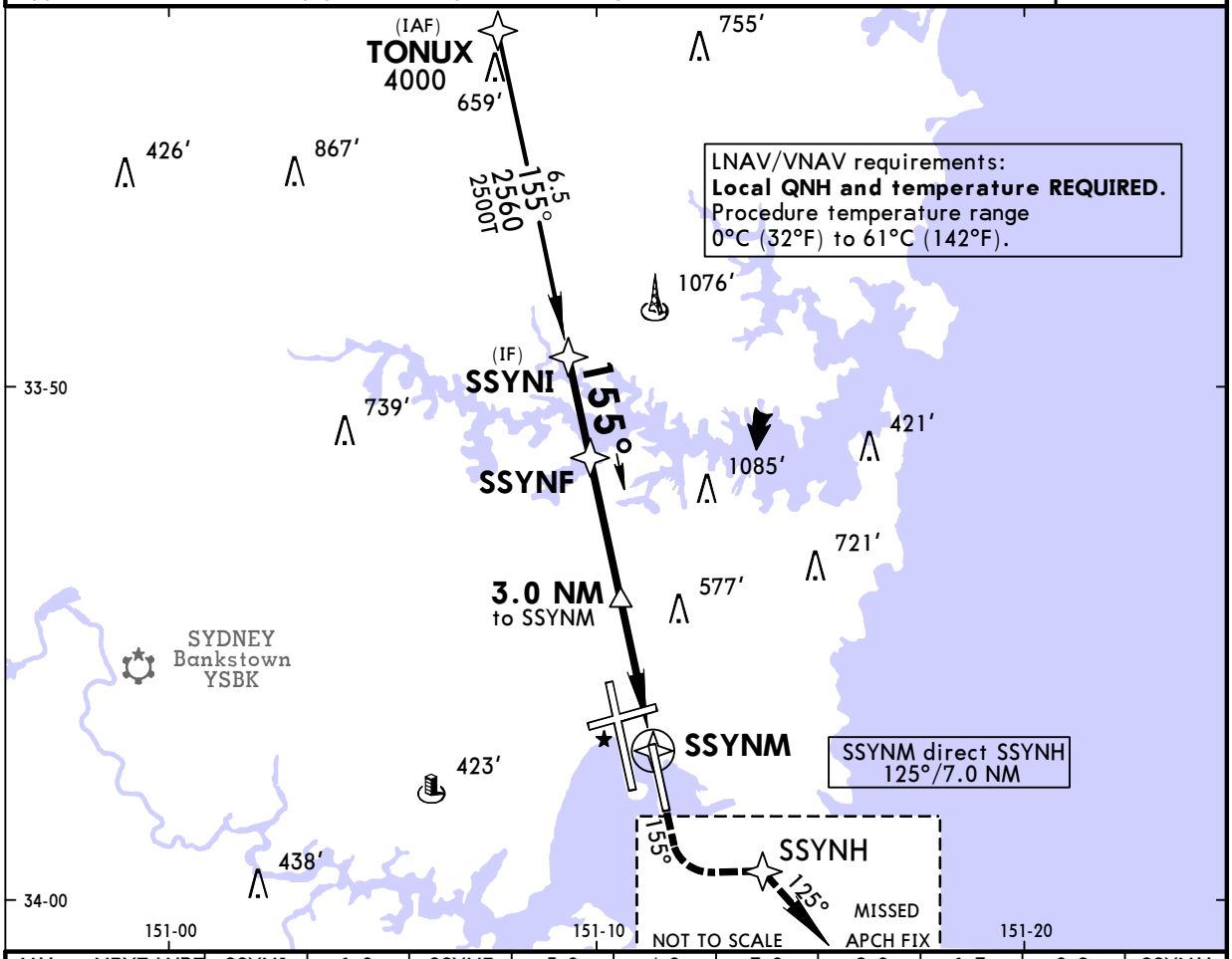
SYDNEY Tower		Ground	
Rwy 16L/34R	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

RNAV	Final Apch Crs	Procedure Alt SSYNF	LNAV/VNAV DA(H)	Apt Elev 21′ Rwy 16′
	155°	1930′ (1914′)	340′ (324′)	

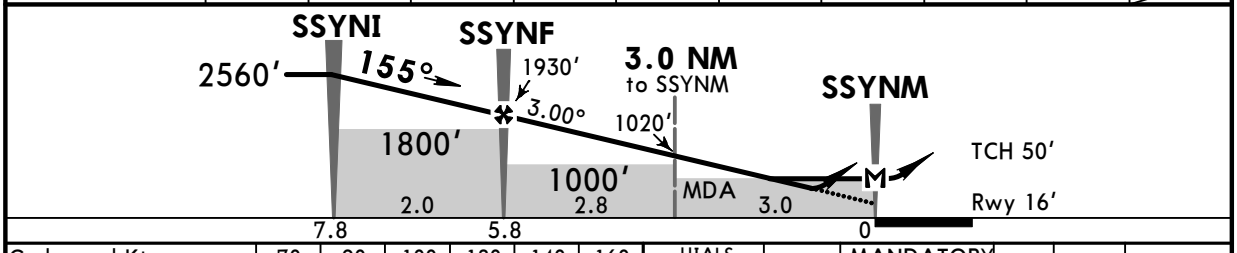
MISSED APCH: Track 155°, at MANDATORY 600′ turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000′ or as directed by ATC.

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.

2700
MSA ARP 2100 within 10 NM



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
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at SSYNM						

HIALS PAPI PAPI 155° MANDATORY 600′ LT D SSYNH

STRAIGHT-IN LANDING RWY 16L

LNAV/VNAV	LNAV	CIRCLE-TO-LAND
DA(H) 340′ (324′)	MDA(H) 480′ (464′)	
HIALS out	HIALS out	

PANS OPS

	LNAV/VNAV	LNAV	CIRCLE-TO-LAND
A	1.8 km	2.6 km	NOT AUTHORIZED
B			
C			
D			

CHANGES: TONUX waypoint,approach speeds.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 3 NOV 17 Eff 9 Nov (12-3)

SYDNEY, NSW, AUSTRALIA RNAV-Z (GNSS) Rwy 16R

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

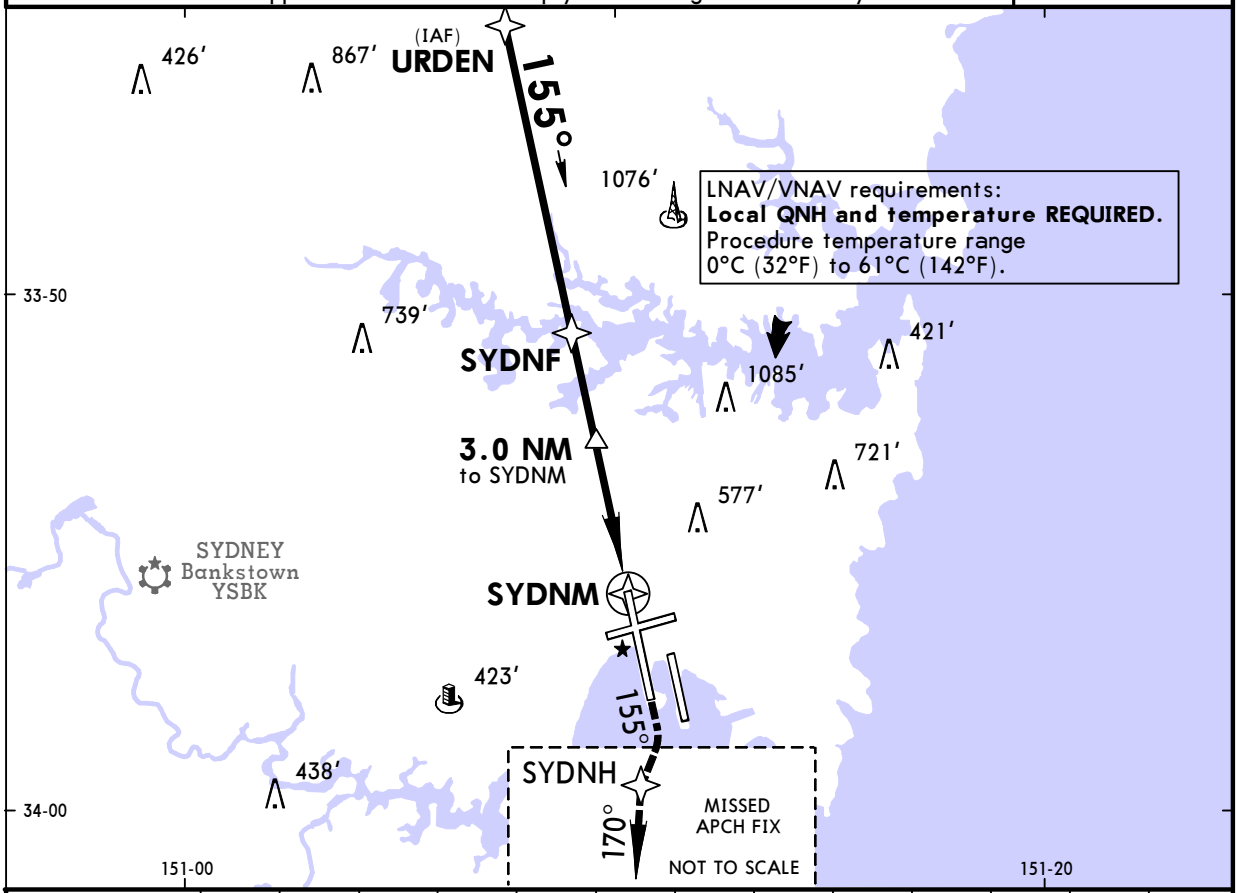
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 21′
	155°	**SYDNF** **1700′** (1693′)	**370′** (363′)	Rwy 7′

MISSED APCH: Track 155°, at MANDATORY 600′ turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000′ or as directed by ATC.

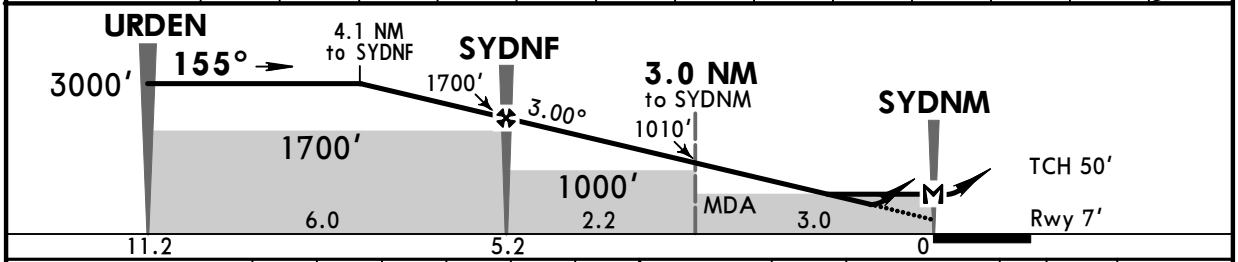
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. Max for initial 210 KT, for missed approach turn: 200 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700

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
Descent angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at SYDNM						

ALSF-II PAPI PAPI **155°** MANDATORY **600′** RT D **SYDNH**

PANS OPS

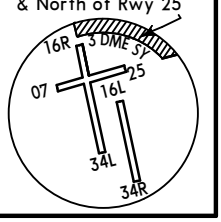
STRAIGHT-IN LANDING RWY **16R**

	LNAV/VNAV DA(H) **370′** (363′) HIALS out	LNAV MDA(H) **520′** (513′) HIALS out
A	2.0 km	2.9 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: URDEN waypoint, approach speeds, altitude.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 3 NOV 17 Eff 9 Nov (12-4)

SYDNEY, NSW, AUSTRALIA 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

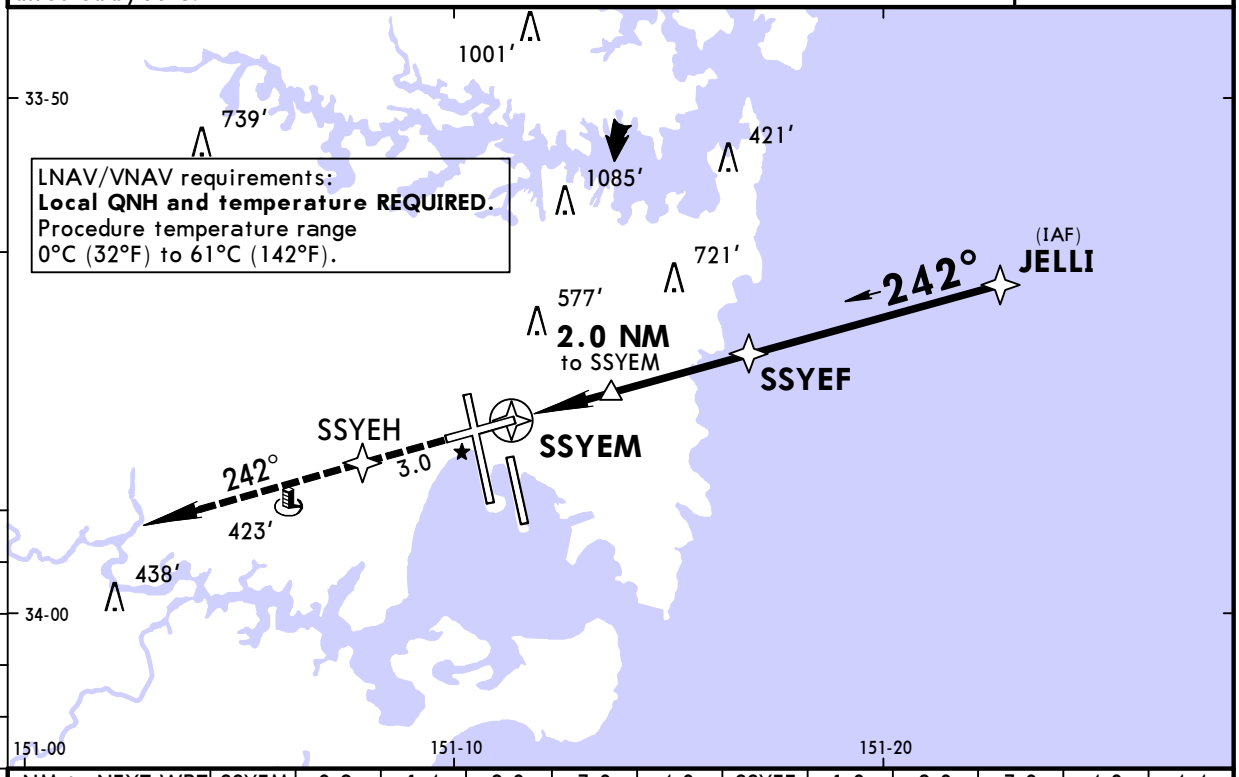
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 21′
	242°	**SSYEF** **1590′** (1570′)	**360′** (340′)	Rwy 20′

MISSED APCH: Track direct to SSYEH, thence track 242°. Climb to 3000′ or as directed by ATC.

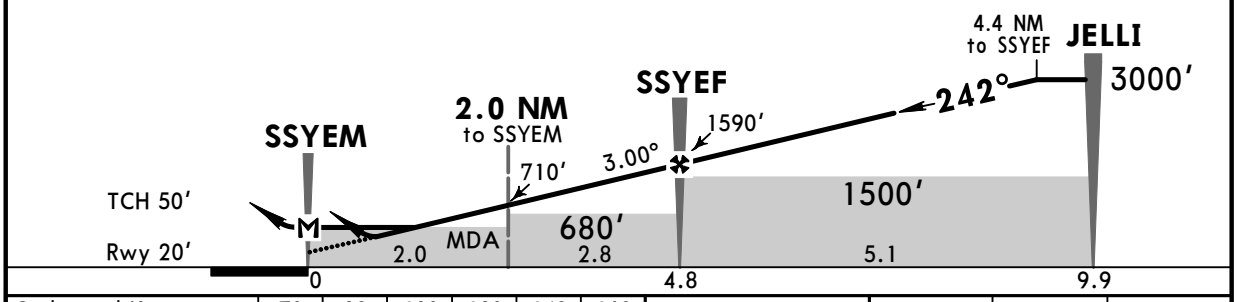
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. Max for initial 210 KT. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from Threshold, 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700

MSA ARP 2100 within 10 NM



NM to NEXT WPT	SSYEM	0.9	1.4	2.0	3.0	4.0	SSYEF	1.0	2.0	3.0	4.0	4.4
ALTITUDE		360′	520′	710′	1030′	1340′	1590′	1910′	2230′	2550′	2860′	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 SSYEH						

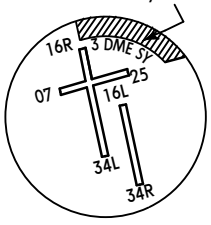
PAPI

PANS OPS

STRAIGHT-IN LANDING RWY 25		
	LNAV/VNAV DA(H) **360′** (340′)	**LNAV** MDA(H) **520′** (500′)
A	1.9 km	2.8 km
B		
C		
D		

CIRCLE-TO-LAND	
Max Kts	MDA(H)
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



CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 18 MAY 18 Eff 24 May (12-5)

SYDNEY, NSW, AUSTRALIA RNAV-Z (GNSS) Rwy 34L

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

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 21′
	335°	SYDSF 1900′ (1886′)	370′ (356′)	Rwy 14′

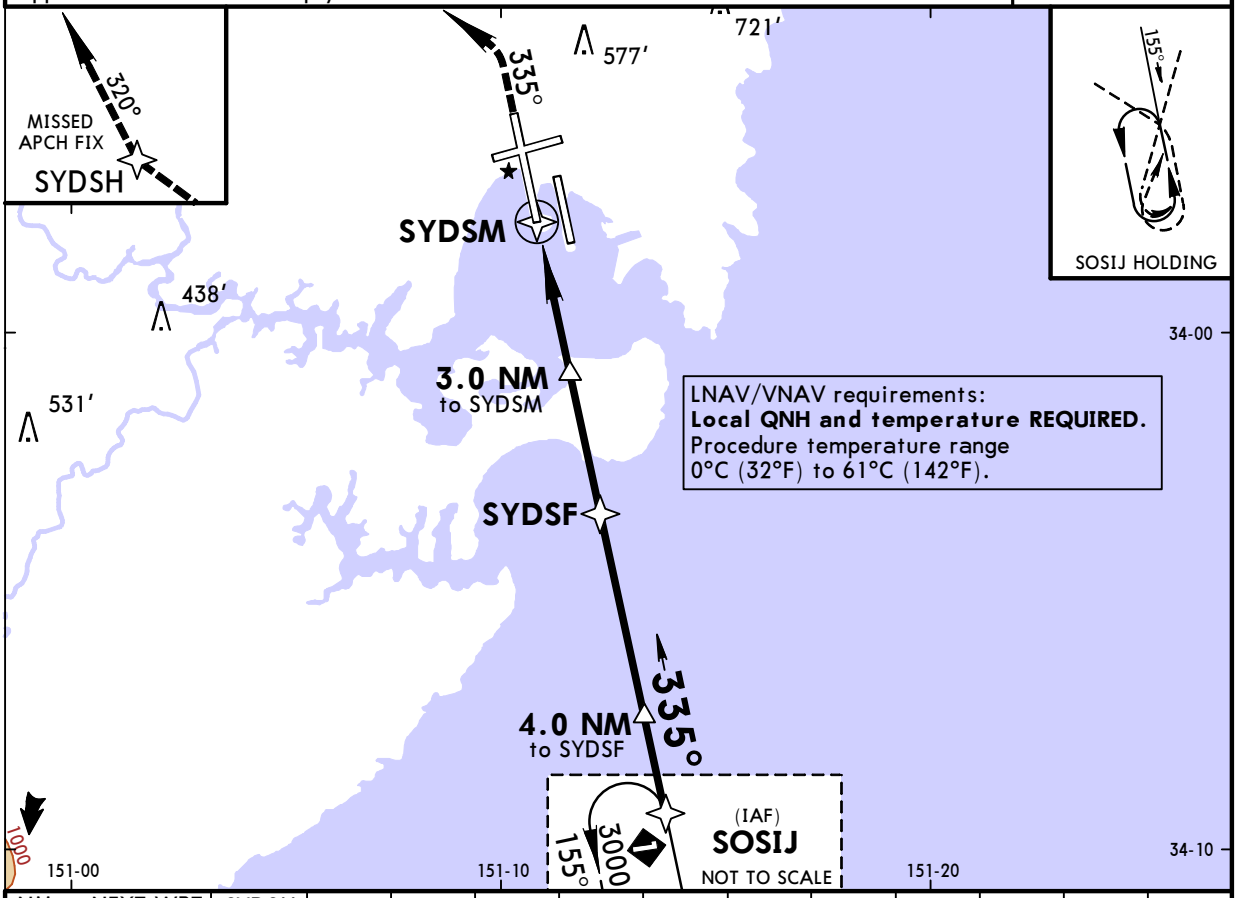
MISSED APCH: Track 335°, at MANDATORY 500′ turn LEFT, track direct to SYDSH, then track 320°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

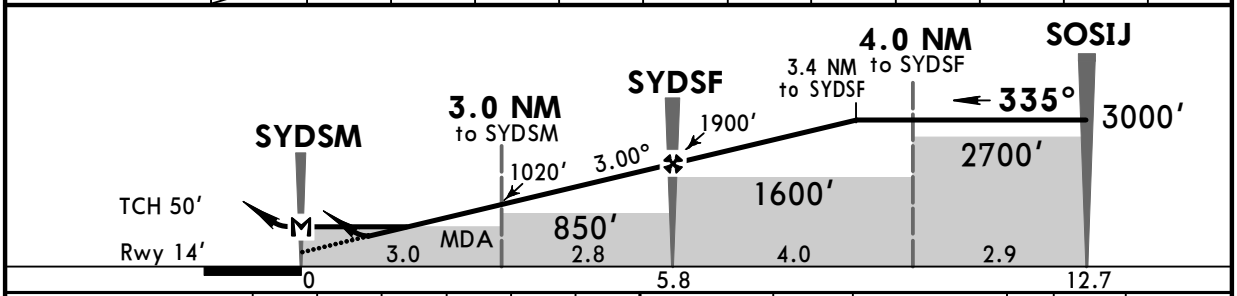
1. Max for initial and holding: 210 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.

2700

MSA ARP 2100 within 10 NM



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
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at SYDSM						

HIALS PAPI PAPI 335° MANDATORY 500′ LT D SYDSH

PANS OPS

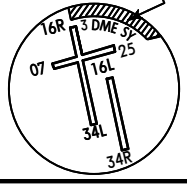
STRAIGHT-IN LANDING RWY 34L

	LNAV/VNAV DA(H) 370′ (356′) HIALS out	LNAV MDA(H) 450′ (436′) HIALS out
A	2.0 km	2.5 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 18 MAY 18 Eff 24 May (12-6)

SYDNEY, NSW, AUSTRALIA RNAV-Z (GNSS) 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

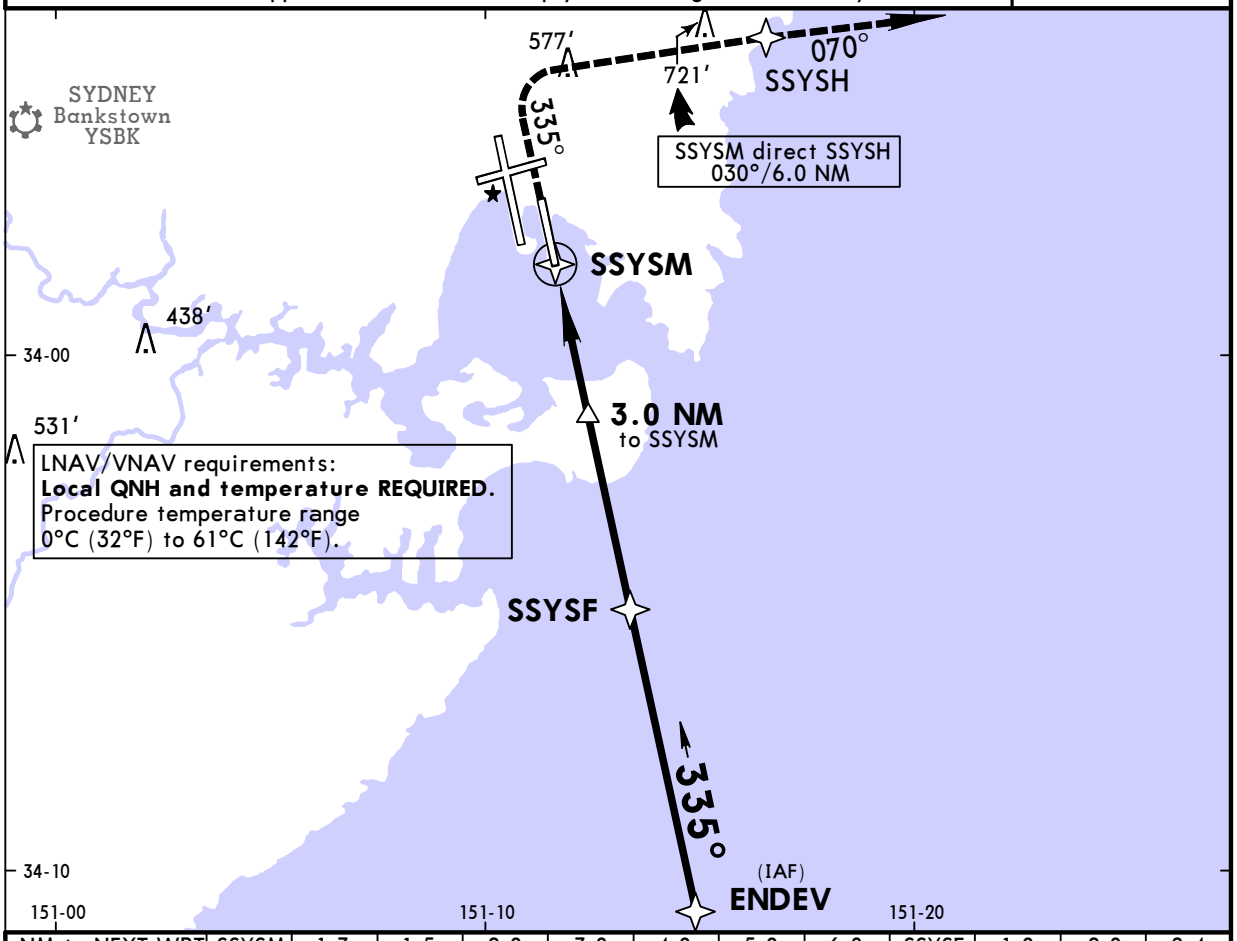
SYDNEY Tower		Ground	
Rwy 16L/34R	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 21′
	335°	SSYSF 2240′ (2227′)	470′ (457′)	Rwy 13′

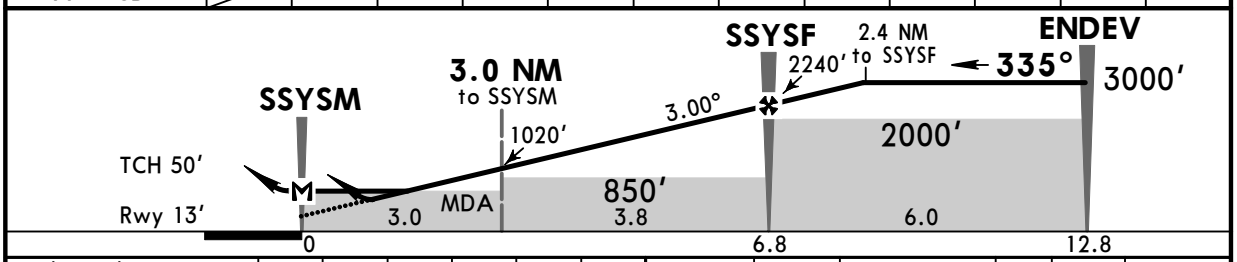
MISSED APCH: Track 335°, at MANDATORY 600′ turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′
1. Max 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.

2700
MSA ARP 2100 within 10 NM



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
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at SSYSM						

HIALS REIL PAPI PAPI | 335° | MANDATORY 600′ | RT | D | SSYSH

STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND
LNAV/VNAV DA(H) 470′ (457′) HIALS out	LNAV MDA(H) 550′ (537′) HIALS out	

PANS OPS

A	2.6 km	3.0 km	NOT AUTHORIZED
B			
C			
D			

CHANGES: Approach lights.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

3 NOV 17 (12-40) Eff 9 Nov

GLS Rwy 07

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

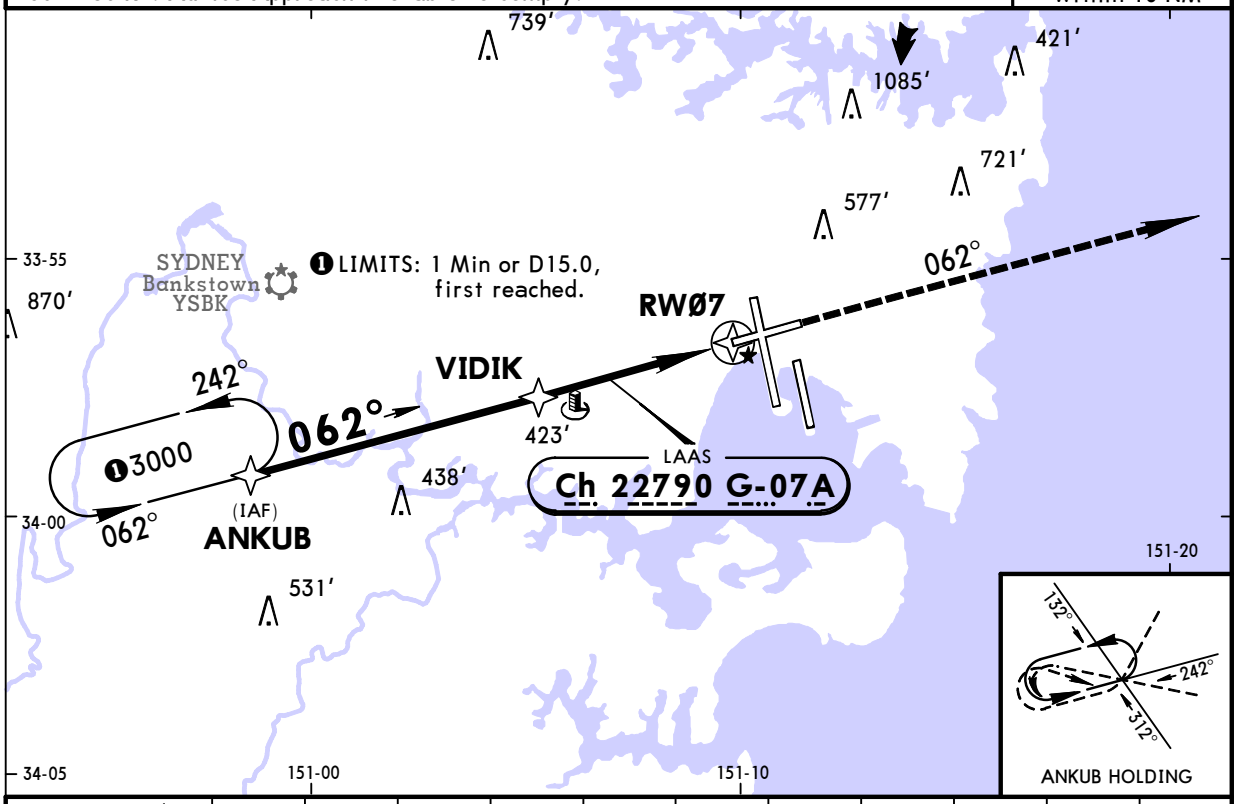
LAAS	Final Apch Crs	GP	GLS DA(H)	Apt Elev 21′
Ch 22790 G-07A	**062°**	**VIDIK** **1320′** (1304′)	**270′** (254′)	Rwy 16′

MISSED APCH: Track 062°. Climb to 2000′ or as directed by ATC.

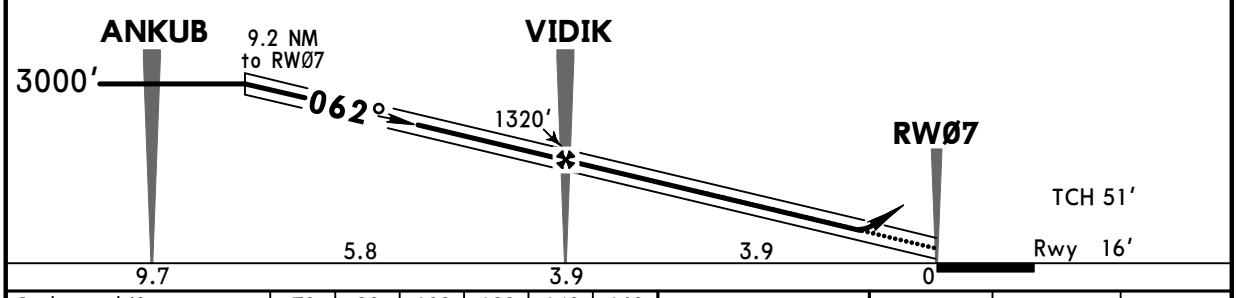
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

1. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.

2700
MSA ARP
2100
within 10 NM



NM to RWØ7	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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

REIL
PAPI

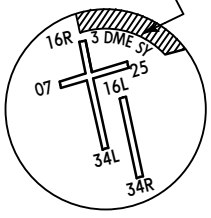
062°

2000′

PANS OPS

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

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



CHANGES: VIDIK waypoint and altitude, approach speeds, profile.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

3 NOV 17 (12-41) Eff 9 Nov

GLS 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	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

LAAS	Final Apch Crs	GP	GLS DA(H)	Apt Elev 21′
Ch 20735 G-16B	155°	RENAM 1700′ (1684′)	220′ (204′)	Rwy 16′

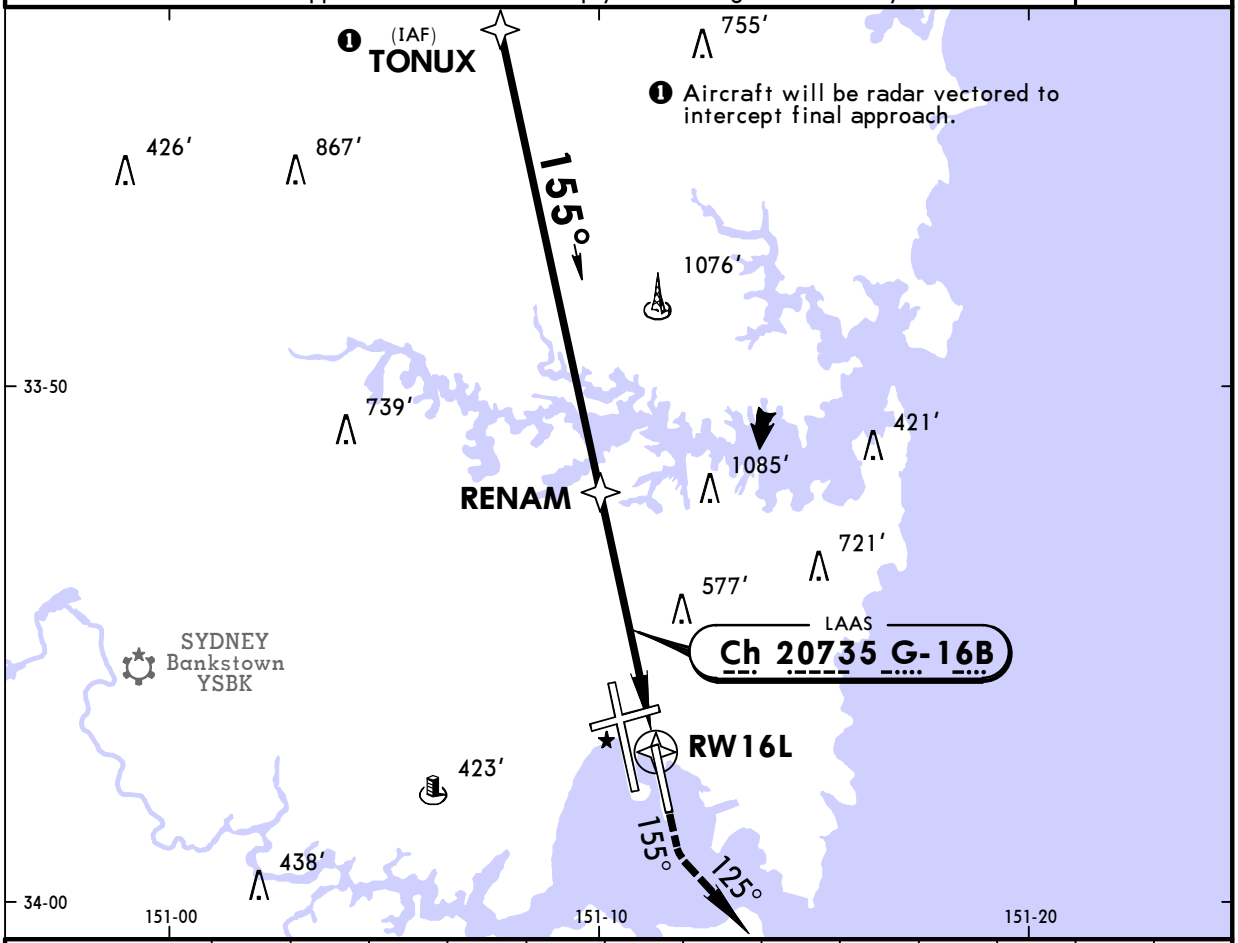
2700

MSA ARP 2100 within 10 NM

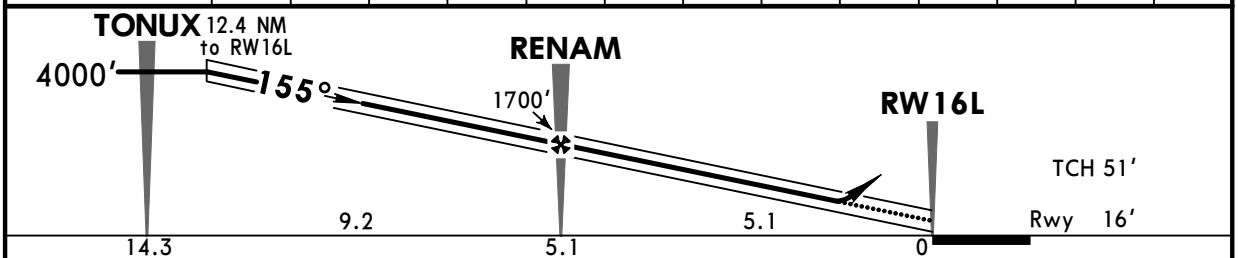
MISSED APCH: Track 155°. At MANDATORY 600′ turn LEFT, track 125°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

1. 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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS PAPI PAPI 155° MANDATORY 600′ LT 125°

PANS OPS

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

CHANGES: TONUX and RENAM waypoints, altitudes, approach speeds.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

3 NOV 17 (12-42) Eff 9 Nov

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	Final Apch Crs	GP	GLS DA(H)	Apt Elev 21′
Ch 21146 G-16A	155°	IGALA 1700′ (1693′)	210′ (203′)	Rwy 7′

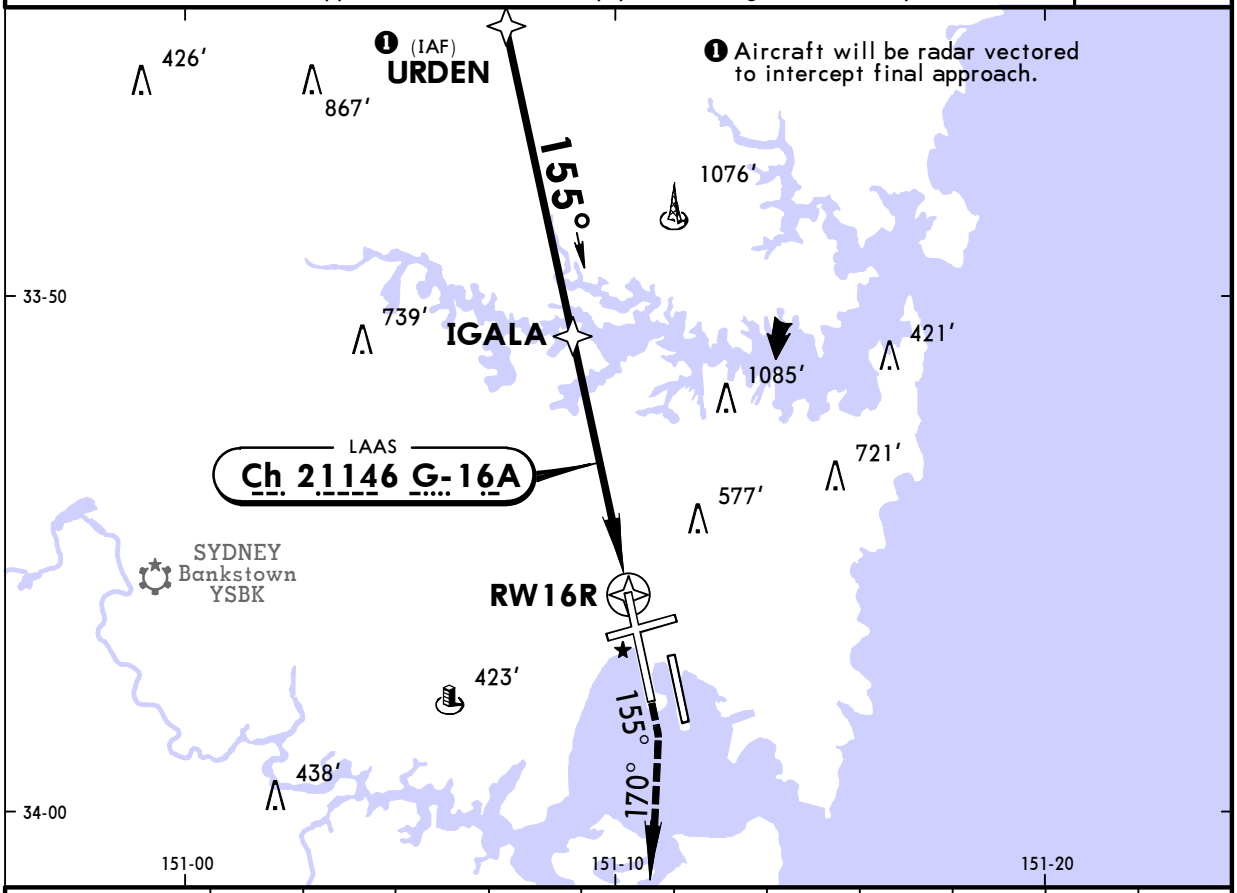
MISSED APCH: Track 155°. At MANDATORY 600′ turn RIGHT, track 170°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000′

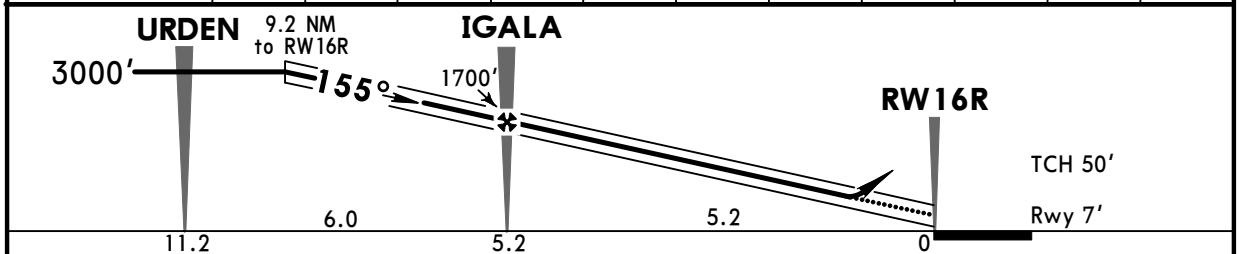
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700

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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI PAPI 155° MANDATORY 600′ RT 170°

PANS OPS

STRAIGHT-IN LANDING RWY 16R

GLS

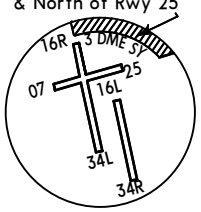
DA(H) 210′ (203′)

	FULL	HIRL out	HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



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

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

3 NOV 17 (12-43) Eff 9 Nov

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		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

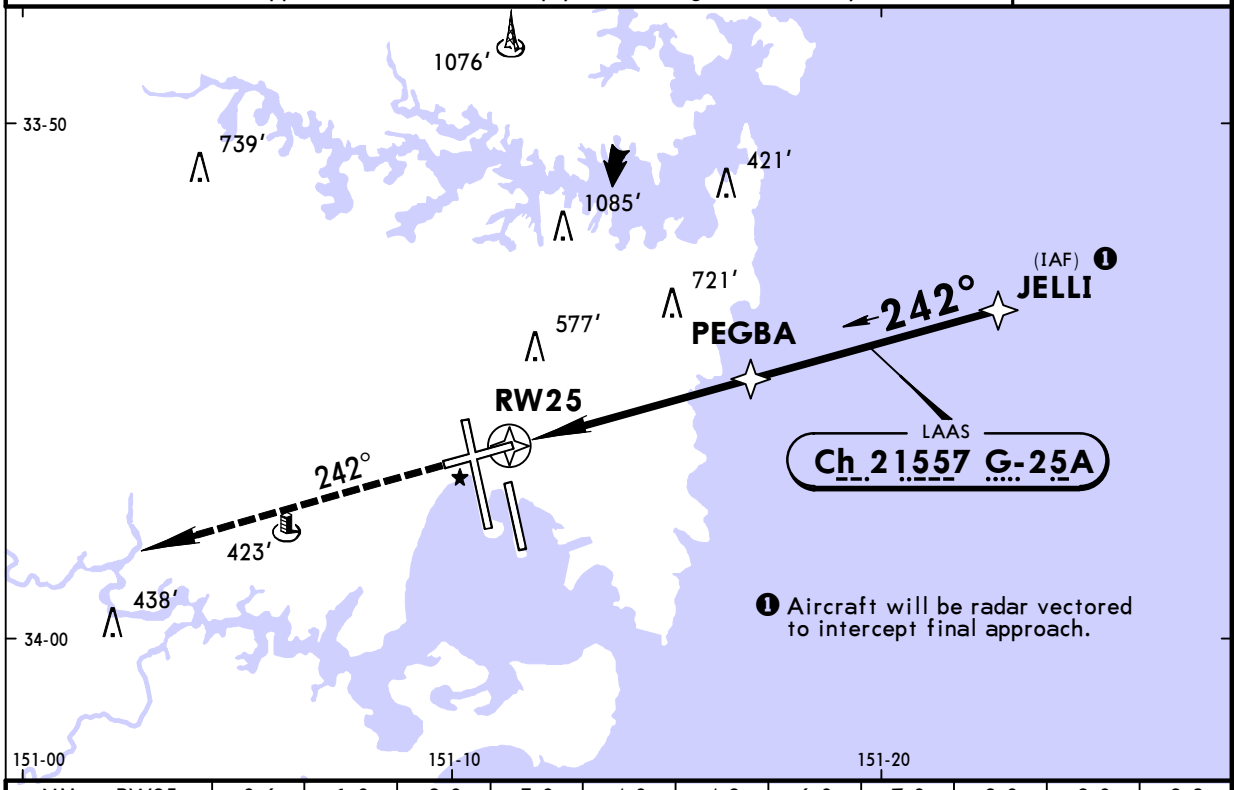
LAAS	Final Apch Crs	GP	GLS DA(H)	Apt Elev 21′
Ch 21557 G-25A	**242°**	**PEGBA** **1610′** (1590′)	**270′** (250′)	Rwy 20′

MISSED APCH: Track 242°. Climb to 3000′ or as directed by ATC.

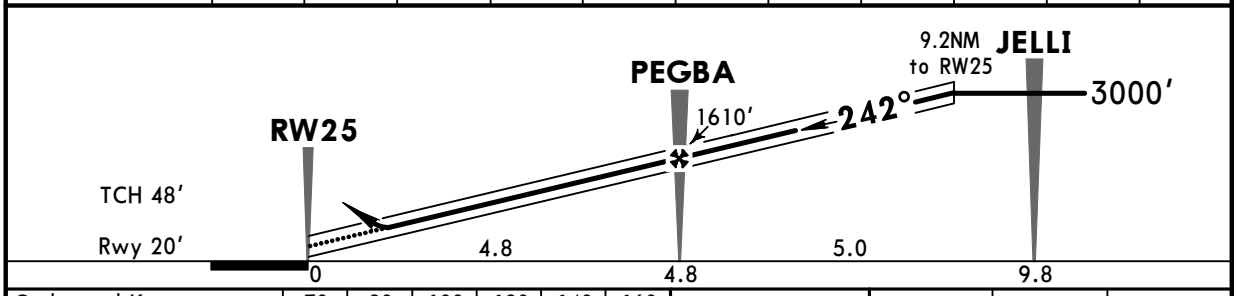
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700

MSA ARP 2100 within 10 NM



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



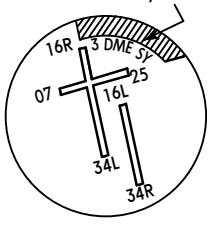
Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

PAPI **242°** **3000′**

PANS OPS

STRAIGHT-IN LANDING RWY 25 GLS DA(H) 270′ (250′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	1.5 km	100	710′ (689′) -2.4 km
B		135	
C		180	1000′ (979′) -4.0 km
D		205	1000′ (979′) -5.0 km

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



CHANGES: PEGBA waypoint, approach speeds, profile.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

10 AUG 18 (12-44)

GLS Rwy 34L

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	Final Apch Crs	GP	GLS DA(H)	Apt Elev 21′ Rwy 14′
Ch 21968 G-34A	335°	ATRET 1900′ (1886′)	220′ (206′)	

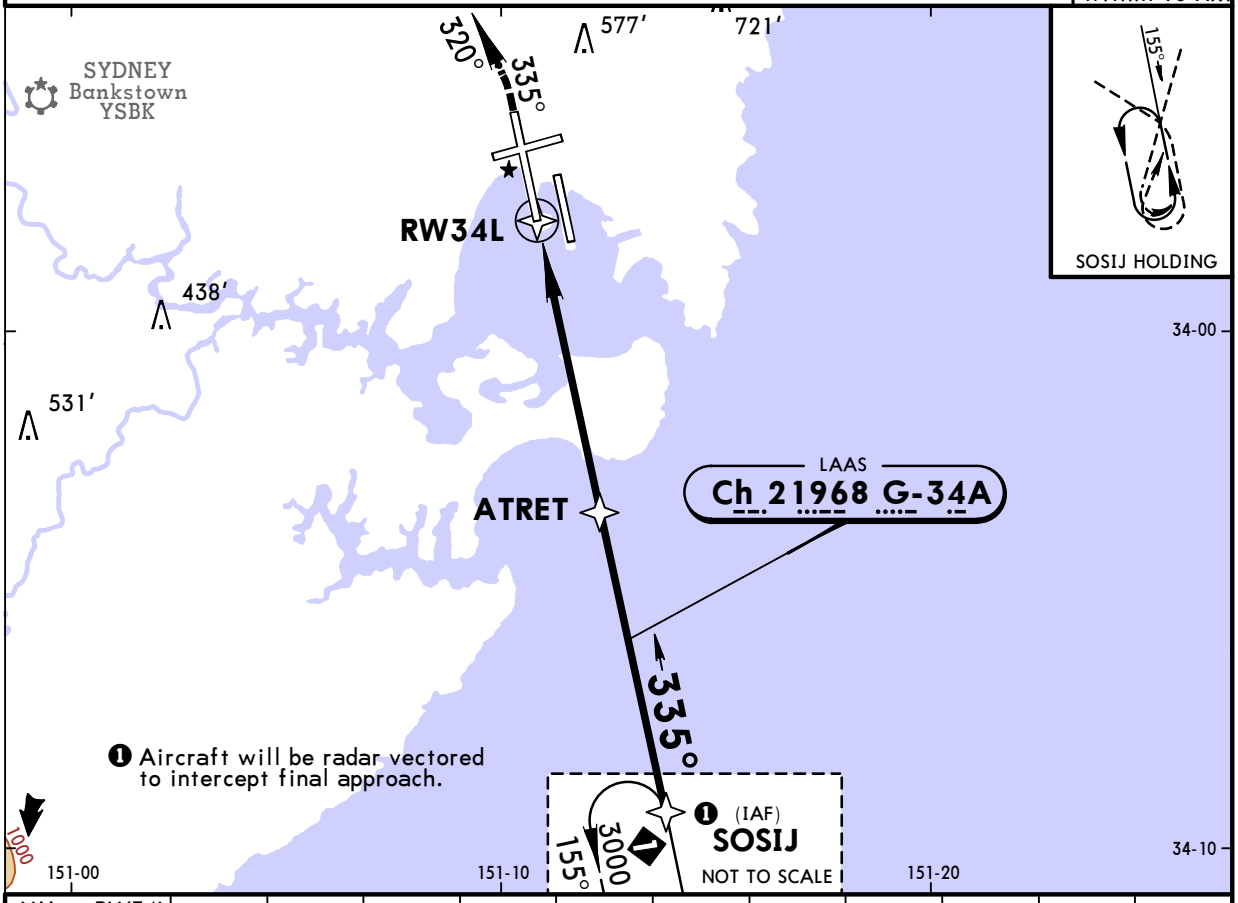
2700

MSA ARP 2100 within 10 NM

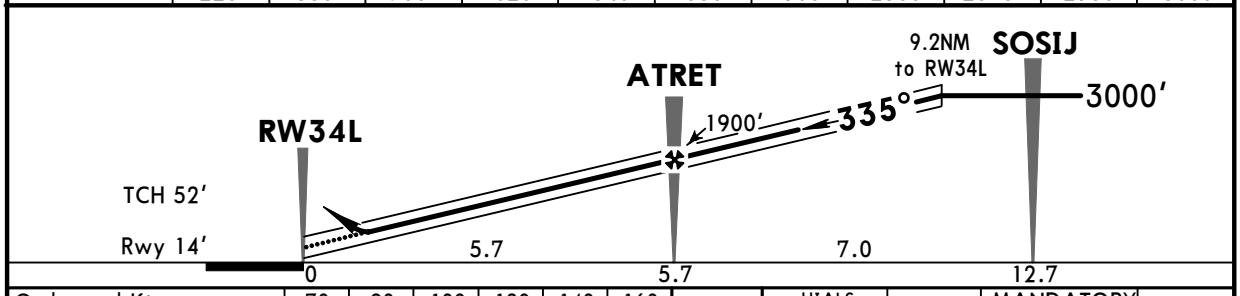
MISSED APCH: Track 335°. At MANDATORY 500′ turn LEFT, track 320°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

1. 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′



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

HIALS PAPI PAPI 335°

MANDATORY 500′ LT 320°

PANS OPS

STRAIGHT-IN LANDING RWY 34L

GLS

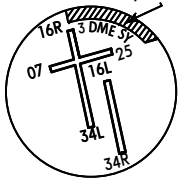
DA(H) 220′ (206′)

	FULL	HIRL out	HIALS out
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
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



CHANGES: None.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA

10 AUG 18 (12-45)

GLS 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	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

LAAS	Final Apch Crs	GP	GLS DA(H) (CONDITIONAL)	Apt Elev 21′
Ch 22379 G-34B	**335°**	**OLSOG** **1600′** (1587′)	**270′** (257′)	Rwy 13′

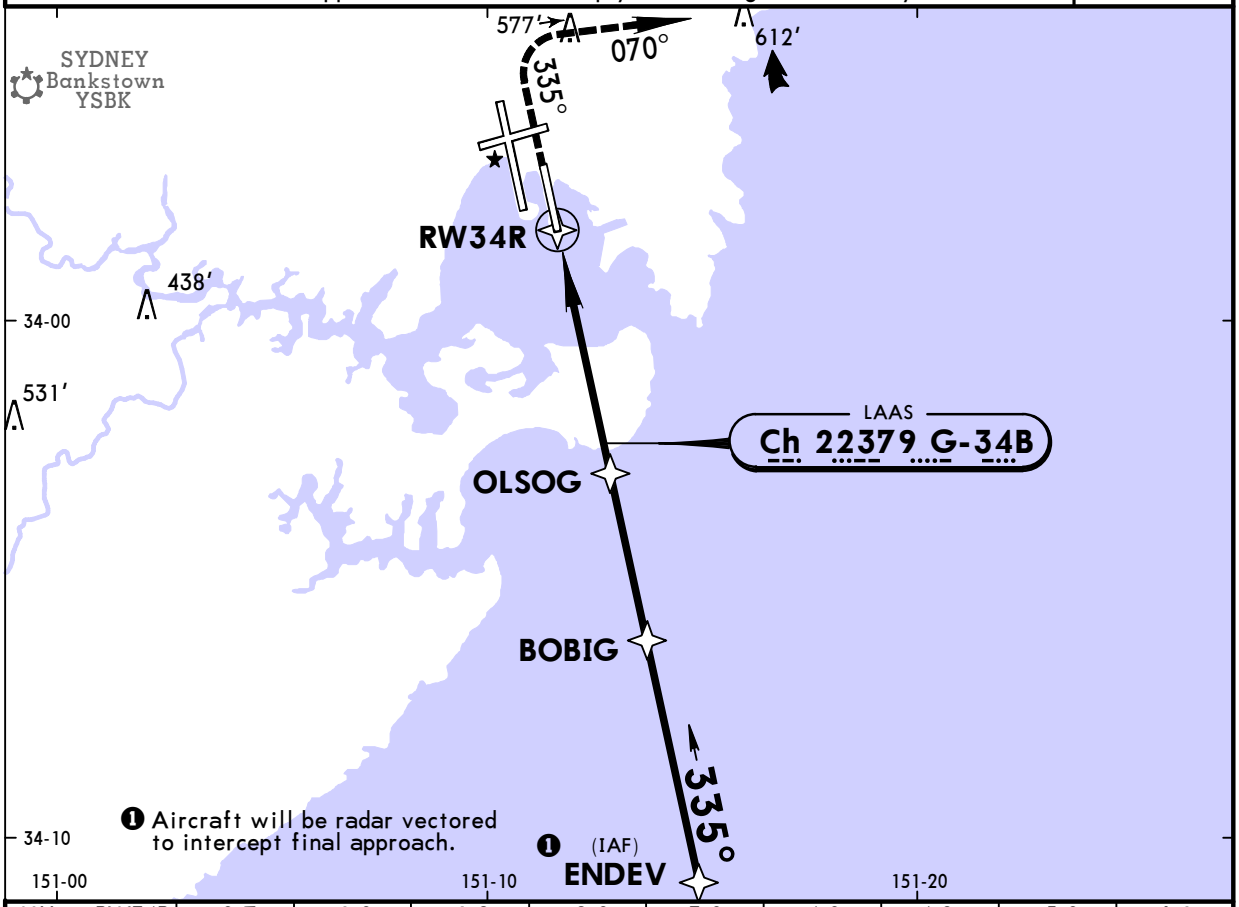
MISSED APCH: Track 335°. At MANDATORY 600′ turn RIGHT, track 070°. Climb to 2000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 110 | Trans alt: 10000′

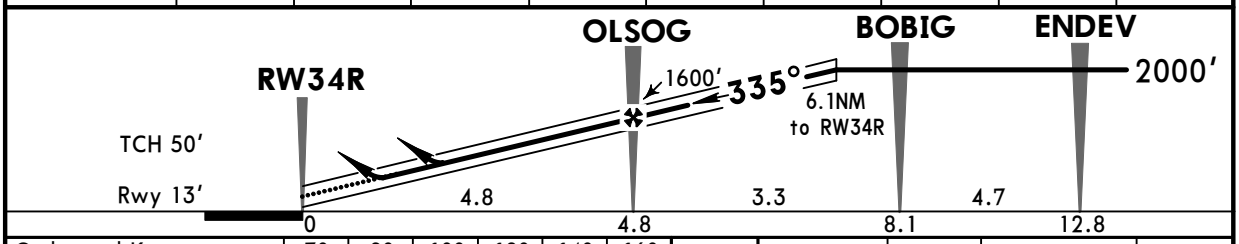
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700

MSA ARP 2100 within 10 NM



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							

HIALS
REIL PAPI PAPI

335°

MANDATORY 600′ RT

070°

PANS OPS

STRAIGHT-IN LANDING RWY 34R

GLS

	Missed approach climb gradient 3.3% DA(H) 270′ (257′)			Missed approach climb gradient 2.5% DA(H) 460′ (447′)		
	FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out
A	RVR 1000m VIS 1.2 km	1.2 km	RVR 1500m VIS 1.5 km	2.2 km	2.5 km	
B						
C						
D						

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	
D	

CHANGES: Minimums.

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