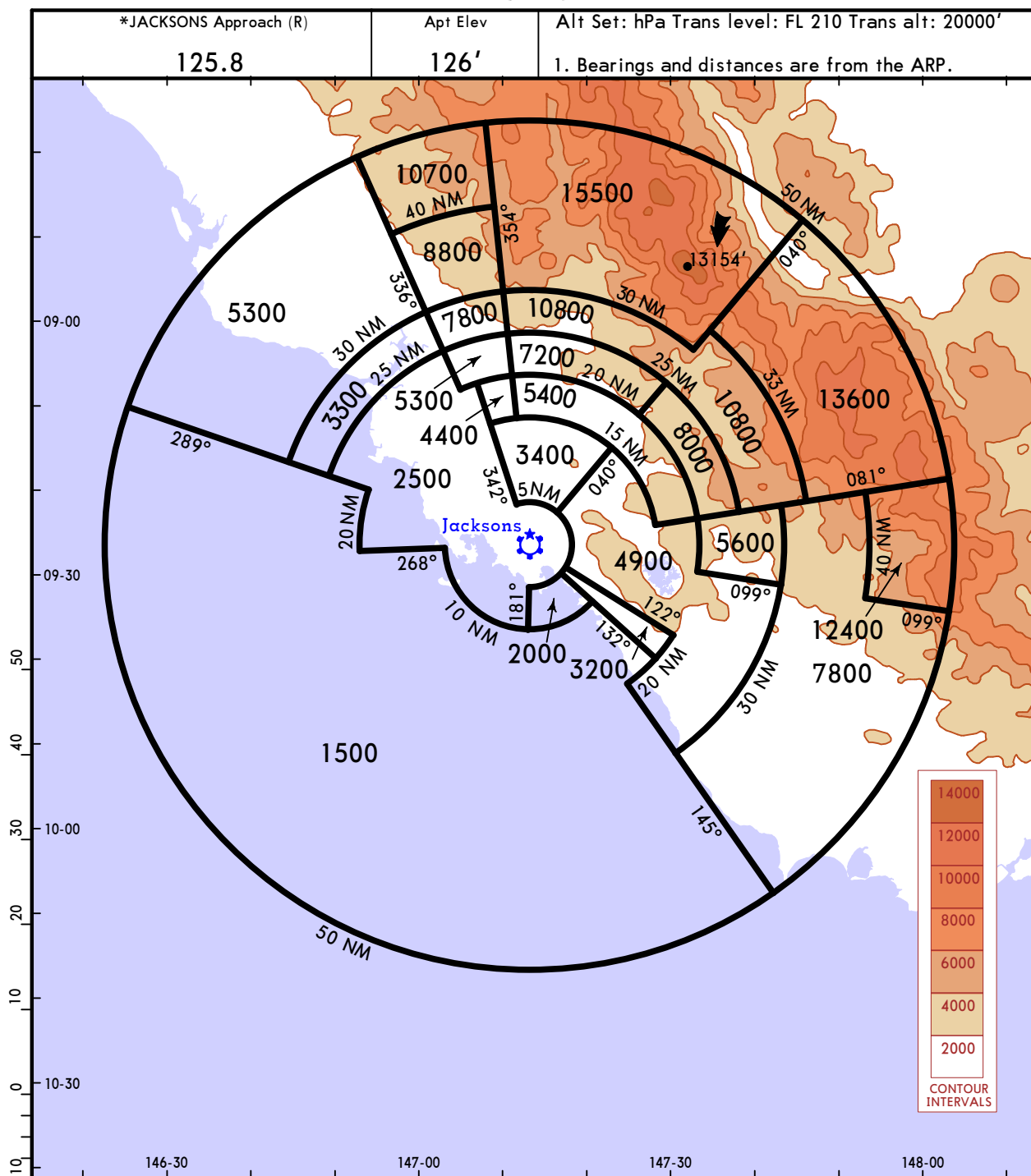




AYPY/POM
JACKSONS

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

PORT MORESBY, PNG
RADAR MINIMUM ALTITUDES



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

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

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

JEPPESEN

20 NOV 15

10-2

DME or GPS ARRIVAL

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

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

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

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

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

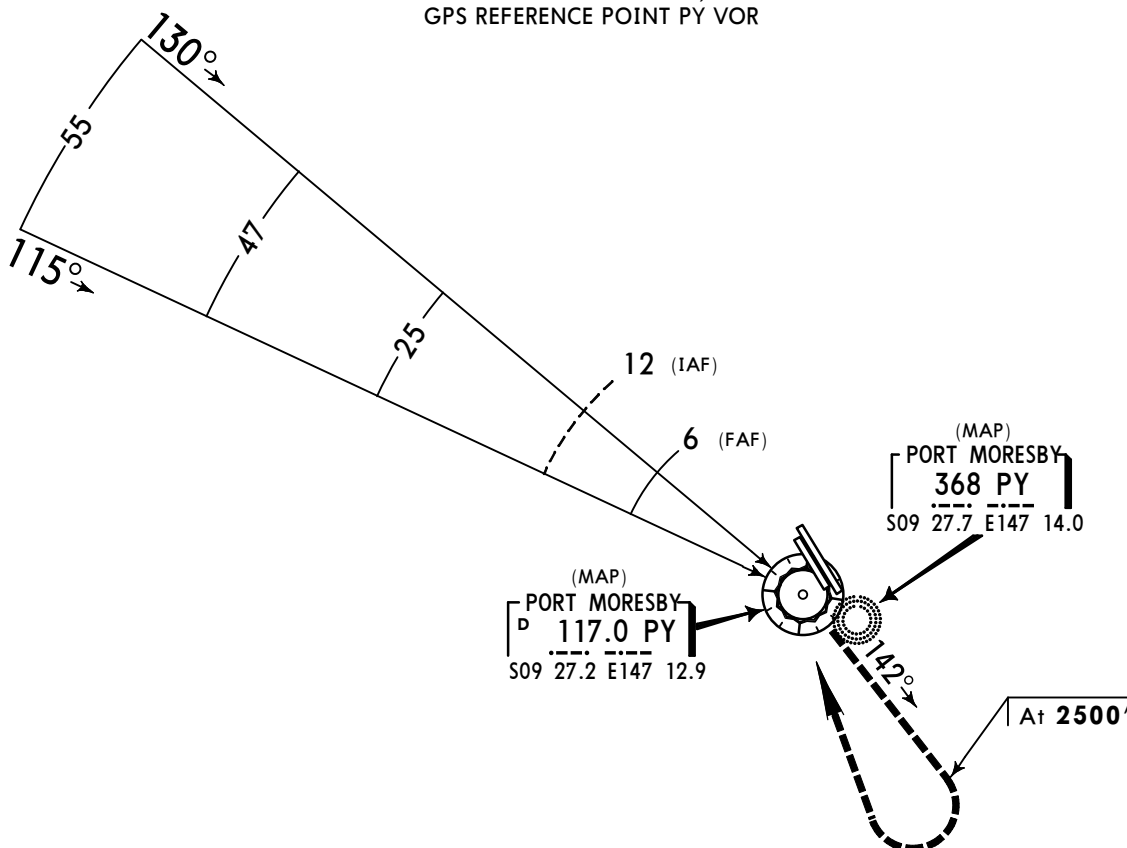
Use PY DME or IFR GPS and PY VOR or PY NDB

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

HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

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

PANS OPS

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

20 NOV 15

10-2A

DME or GPS ARRIVAL

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

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

PORT MORESBY, PNG
JACKSONS
SECTOR B
 SALT
 VOR/NDB
 in 50 NM
 n SECTOR B

VOR 117.0 PY
 NDB 368 PY
 Apt. Elev **126'**

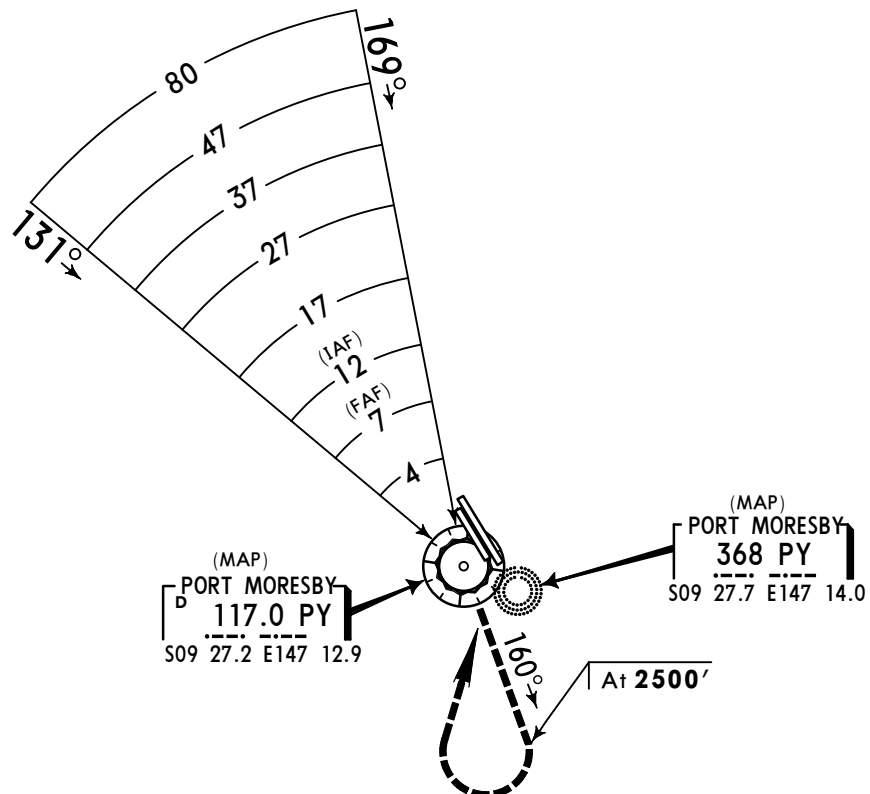
DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



AFTER PASSING:	80	47	37	27	17	12	7	4
DESCEND TO:	16000'	13000'	10000'	8000'	4400'	3400'	2500'	MDA

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

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

A	
B	2400m
C	I 4000m
D	I 5000m

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

MAP at VOR or NDB

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PANS OPS

JEPPESEN

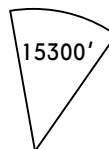
20 NOV 15

10-2B

DME or GPS ARRIVAL

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

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



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

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

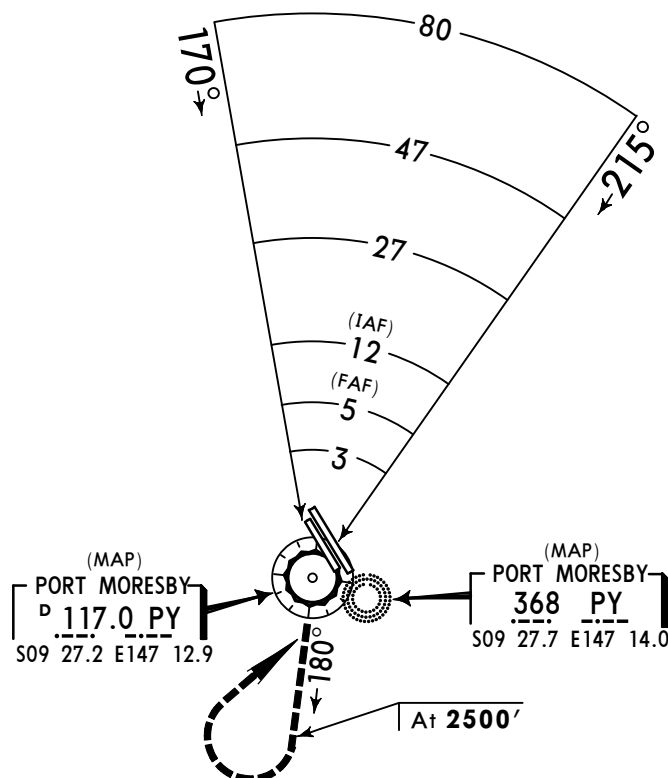
Use PY DME or IFR GPS and PY VOR or PY NDB

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

HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

LANDING

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

PANS OPS

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

JEPPESSEN

20 NOV 15

10-2C

DME or GPS ARRIVAL

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

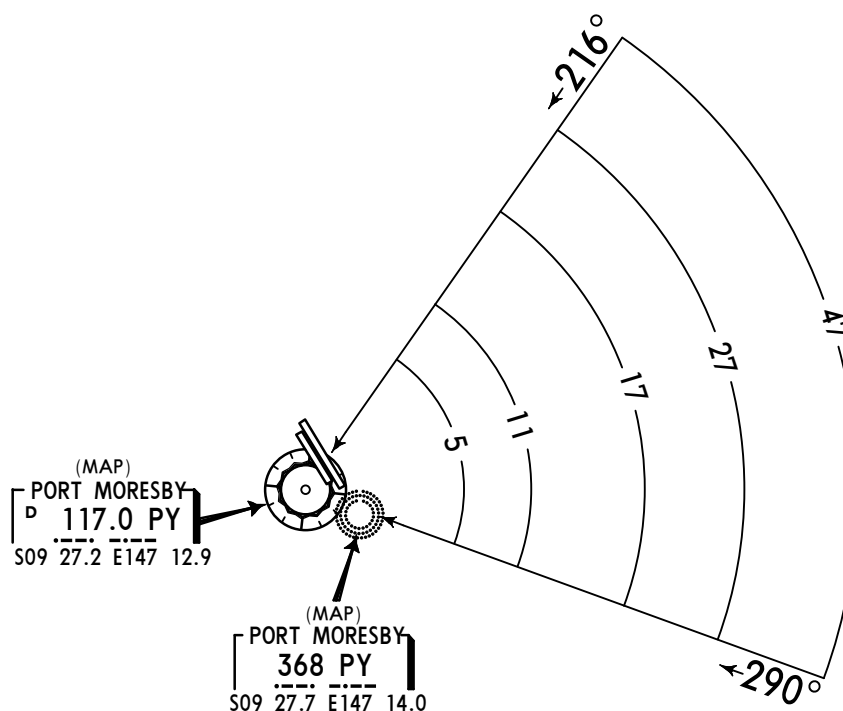
Alt Set: hPa	Trans level: FL 210
Apt Elev: 5 hPa	Trans alt: 20000' (19874')

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

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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



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

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

LANDING

MDA(H) **4100'** (3974')

A	4000m
B	
C	1 5000m
D	

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

MAP at VOR or NDB

CHANGES: Communications.

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NOT TO SCALE

PANS OPS

20 NOV 15

10-2D

DME or GPS ARRIVAL

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

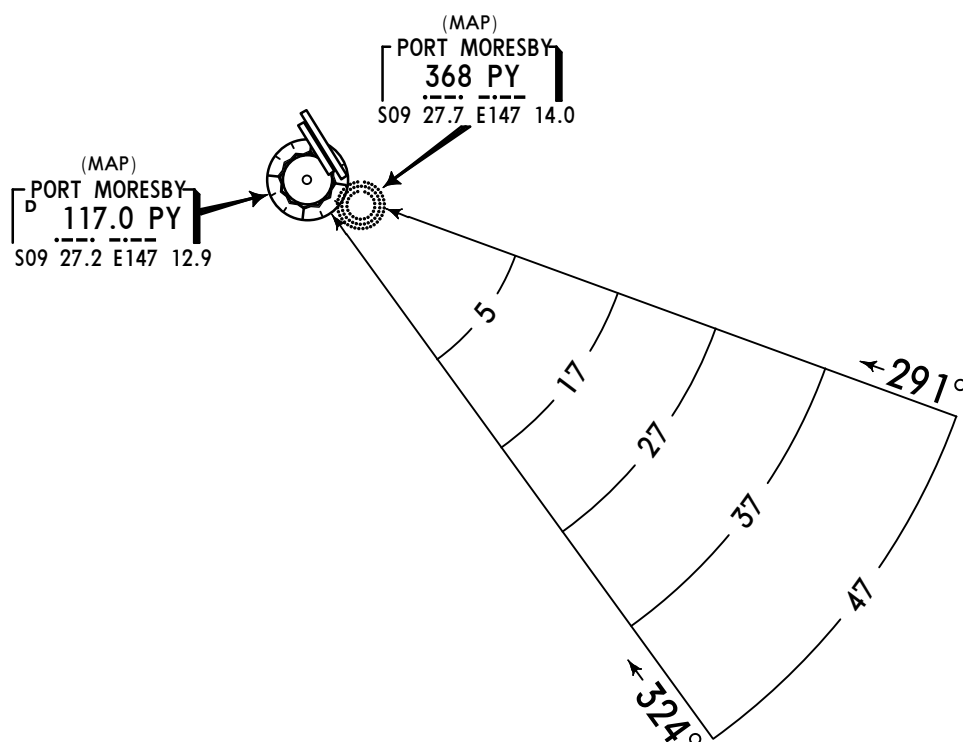
Alt Set: hPa	Trans level: FL 210
Apt Elev: 5 hPa	Trans alt: 20000' (19874')

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

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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



NOT TO SCALE

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

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

LANDING

MDA(H) **4100'** (3974')

A	4000m
B	
C	1 5000m
D	

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

MAP at VOR or NDB

CHANGES: Communications.

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PANS OPS

JEPPESEN

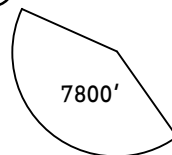
20 NOV 15

10-2E

DME or GPS ARRIVAL

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

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



LSALT
PY VOR/NDB
Within 50 NM
Within SECTOR F

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

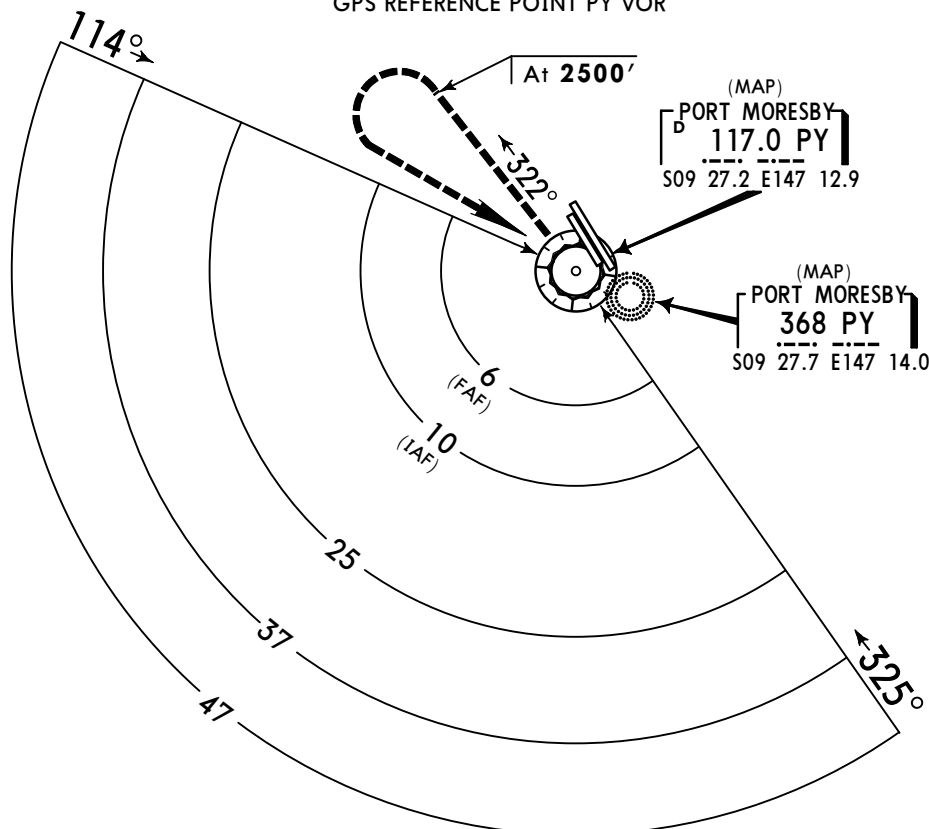
DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



AFTER PASSING:	47	37	25	10	6
DESCEND TO:	8000'	6000'	2400'	2200'	MDA

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

LANDING
A, B: **1500'** (1374')
MDA(H) 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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JEPPESEN

9 SEP 16

10-2F

Eff 15 Sep

DME or GPS ARRIVAL

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

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

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

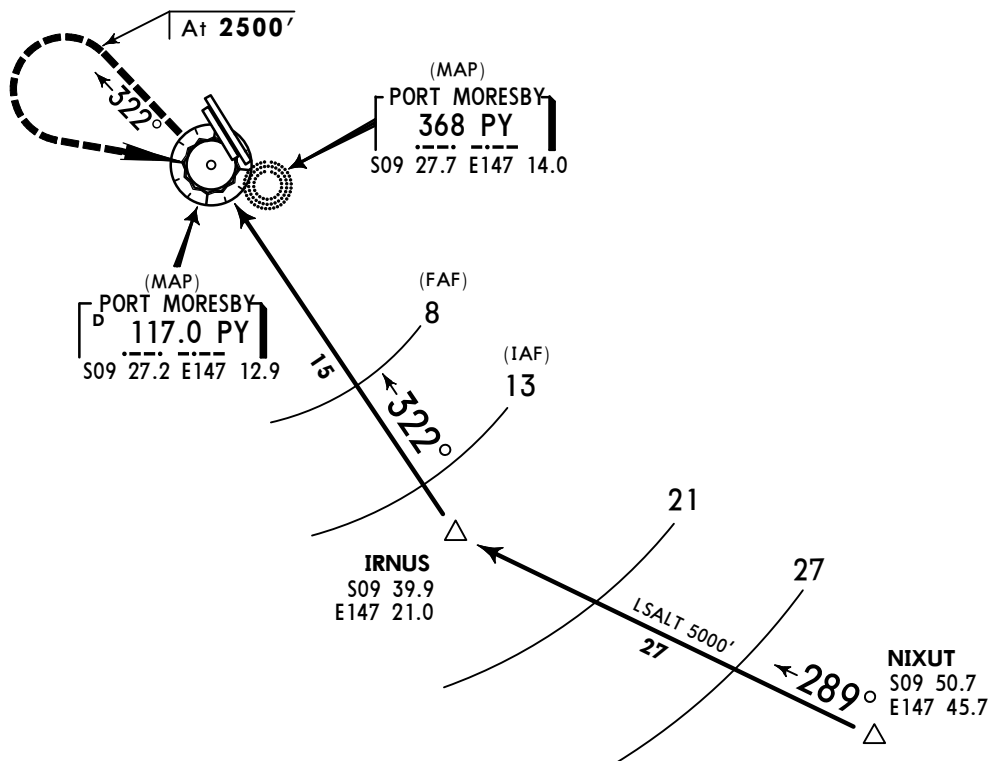
DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

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

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

GPS REFERENCE POINT PY VOR

NOT TO SCALE



8	13	21	27	45
MDA	2200'	3500'	5000'	6000'

AFTER PASSING:

DESCEND TO:

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

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

PANS OPS

A	2400m
B	
C	1 4000m
D	1 5000m

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

MAP at VOR or NDB

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

DME or GPS ARRIVAL

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

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

PORT MORESBY, PNG
JACKSONS
HIRI ARRIVAL
VOR 117.0 PY
Apt. Elev **126'**

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

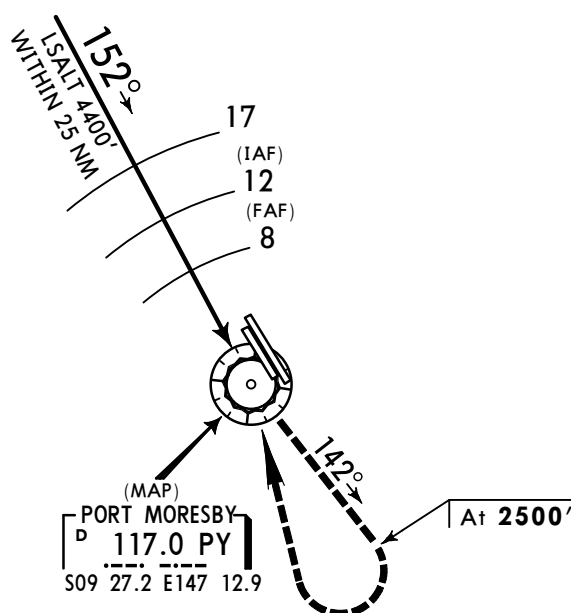
152° to PY VOR

Use PY DME or IFR GPS and PY VOR

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

GPS REFERENCE POINT PY VOR

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

A	
B	2400m
C	1 4000m
D	1 5000m

[illegible]

JEPPESEN

21 APR 17

(10-2H)

DME or GPS ARRIVAL

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

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

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

DESCENT STEPS ARE AT DME OR GPS DISTANCES IN NAUTICAL MILES

229° GUA NDB to PY VOR/NDB

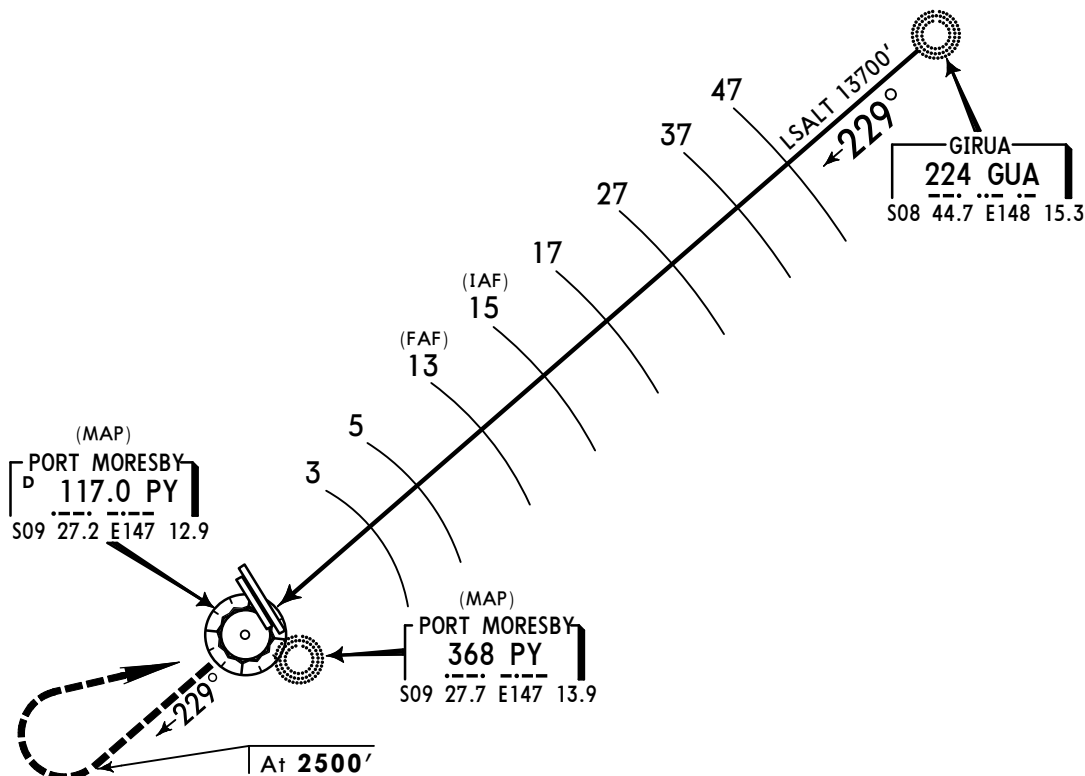
Use PY DME or IFR GPS and PY VOR

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

HOLDING 210 KT)

GPS REFERENCE POINT PY VOR

NOT TO SCALE



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

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

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

PANS OPS

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

**AYPY/POM
JACKSONS**

JEPPESEN
21 APR 17 10-2K

PORT MORESBY, PNG
DME OR GPS ARRIVAL

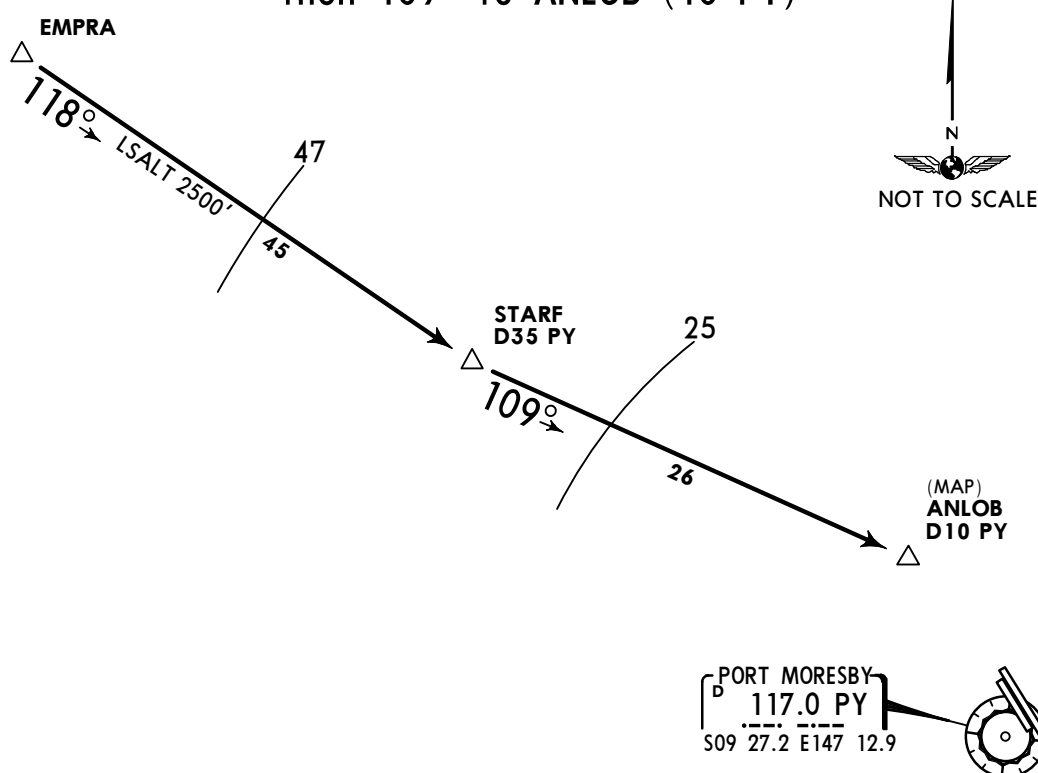
ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9		
DME PY (117.0)		Final Aptch Crs Refer to Plan View	No FAF	MDA(H) Refer to minimums		Apt Elev 117'	

MISSED APCH: Not applicable. EXPECT standard instrument approach.

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

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

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



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

[illegible]

LANDING

MDA(H) **2500'** (2383')

A	3800m
B	
C	1 5000m
D	

PANS OPS

**AYPY/POM
JACKSONS**

JEPPESEN
21 APR 17 (10-2L)

PORT MORESBY, PNG
DME OR GPS ARRIVAL

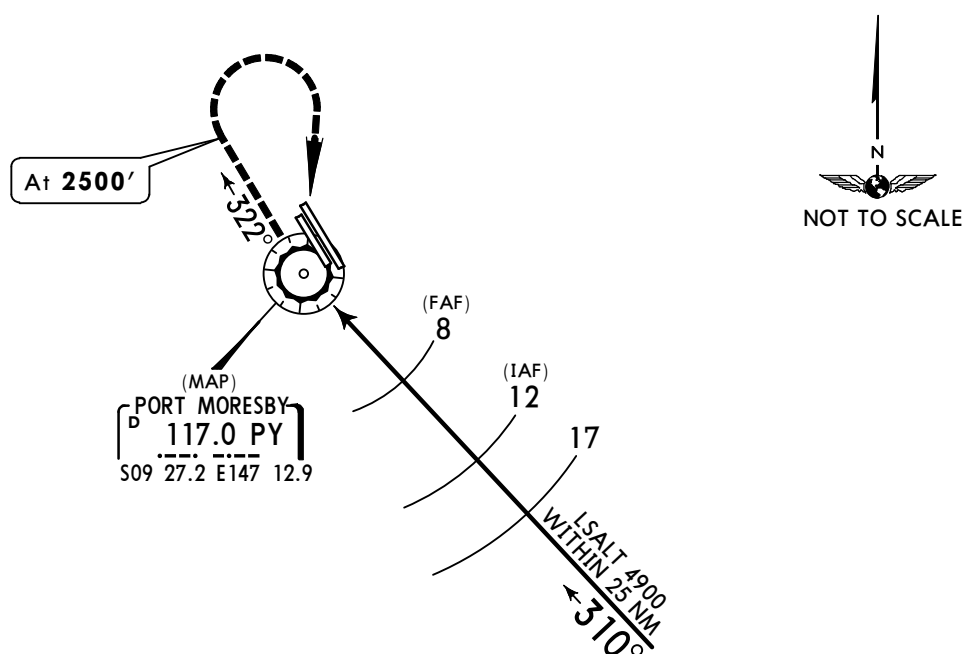
ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9		
DME PY (117.0)		Final Aptch Crs Refer to Plan View	No FAF		MDA(H) Refer to minimums		Apt Elev 117'

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

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

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

**MAGI ARRIVAL
310° to PY VOR**



<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> 8 MDA </div> <div style="text-align: center;"> 12 3200' </div> <div style="text-align: center;"> 17 4900' </div> <div style="text-align: center;"> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> AFTER PASSING: </div> </div>						
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> 1 MAP at VOR </div> <div style="text-align: center;"> 2 </div> <div style="text-align: center;"> 3 </div> <div style="text-align: center;"> 4 </div> <div style="text-align: center;"> 5 </div> <div style="text-align: center;"> 6 </div> <div style="text-align: center;"> 7 </div> <div style="border: 1px solid black; padding: 5px;"> 1 Max 180 KT inbound to PY from any designated IAF. </div> </div>						
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> DESCEND TO: </div> </div>						

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

PANS OPS	A	
	B	2400m
	C	1 4000m
	D	1 5000m

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

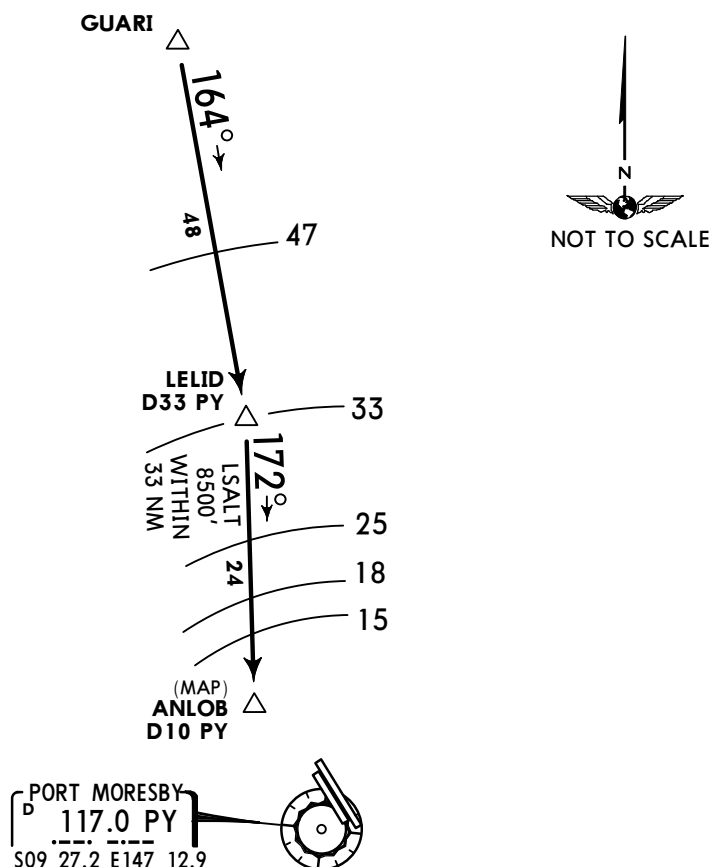
ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9
DME PY (117.0)	Final Apch Crs Refer to Plan View	No FAF	MDA(H) Refer to minimums	Apt Elev 117'	

MISSED APCH: Not applicable. EXPECT standard instrument approach.

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

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

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



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

**AYPY/POM
JACKSONS**

JEPPESEN
21 APR 17 (10-2N)

PORT MORESBY, PNG

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

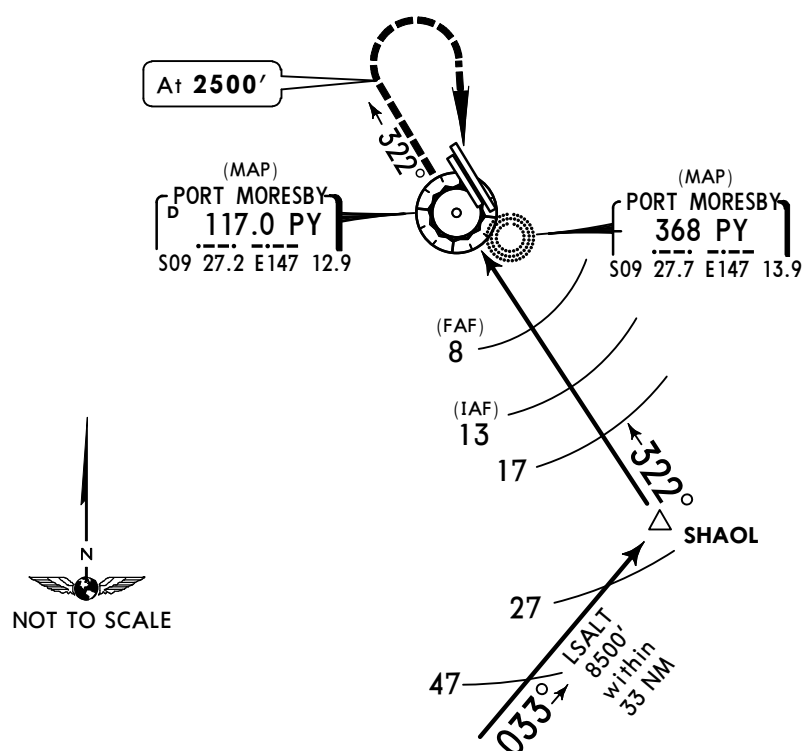
MISSED APCH: Climb on 322° from PY VOR/NDB to 2500' before RIGHT turn, direct to PY VOR/NDB, on climb to 4000'.


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

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

TAVAI INTERCEPT

033° to SHAOL then 322° to PY VOR/NDB



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

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

LANDING

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

TRANS OPS	A	
	B	2400m
	C	1 4000m
	D	1 5000m

CHANGES: Airport elevation, communications.

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JEPPESEN

22 DEC 00

(10-3)

DME or GPS DEPARTURE

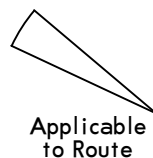
*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

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



PORT MORESBY, PNG
JACKSONS INTL

VOR 117.0 PY

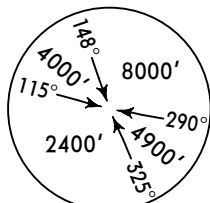
NDB 368 PY

Apt. Elev **126'**

LSALT
PY VOR or
PY NDB

SECTOR A

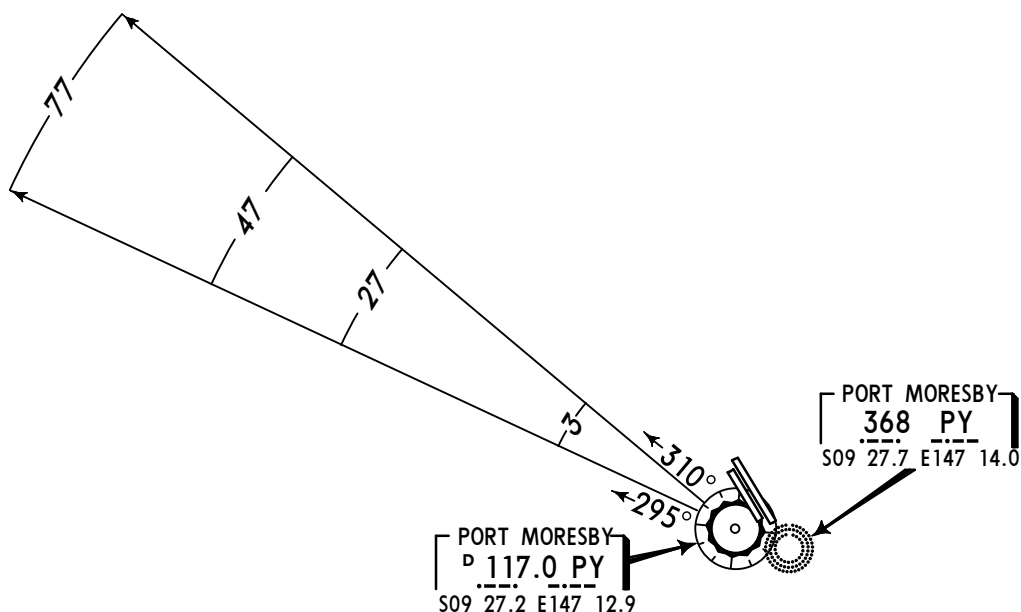
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



77

47

27

3

16000'

10000'

6000'

2500'

**BEFORE
REACHING:**

**CLIMB
TO:**

JEPPESEN

22 DEC 00

(10-3A)

DME or GPS DEPARTURE

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

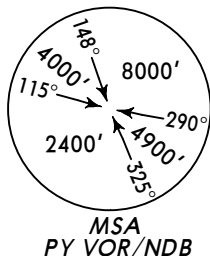
Alt Set: hPa (IN on req) Trans level: FL 210
Apt Elev: 5 hPa Trans alt: 20000' (19874')

Applicable
to Route
LSALT
PY VOR or
PY NDB

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

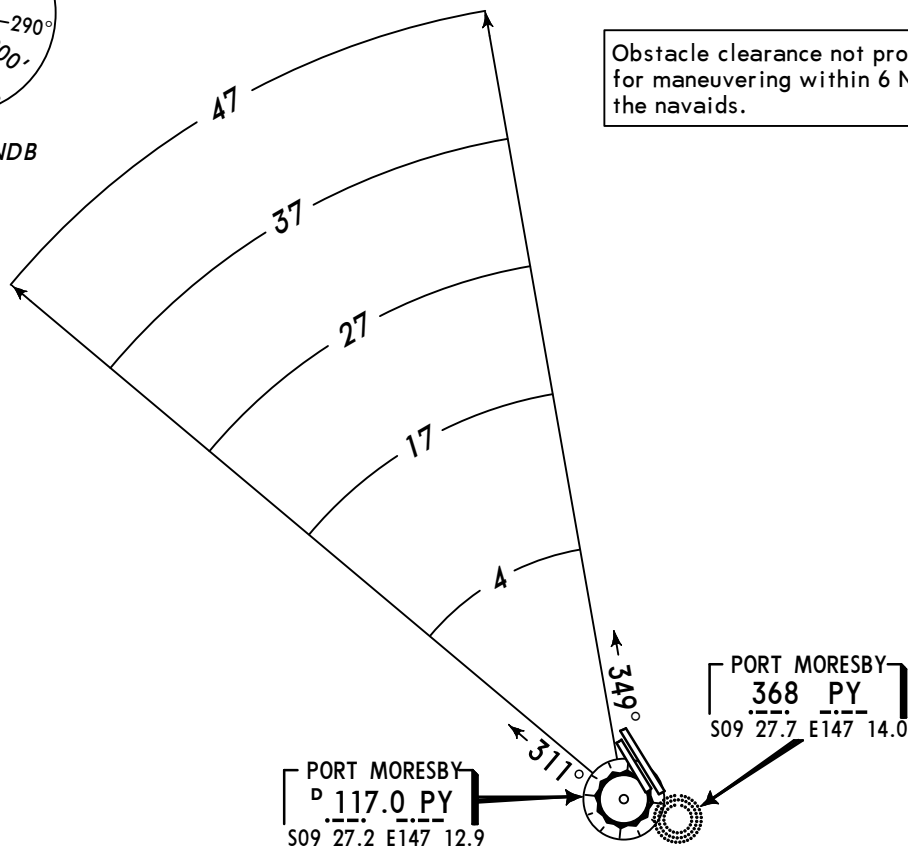
SECTOR B

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



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

NOT TO SCALE



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

BEFORE
REACHING:

CLIMB
TO:

JEPPESEN

2 FEB 01

(10-3B)

DME or GPS DEPARTURE

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

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

Applicable
to Route

LSALT
PY VOR or
PY NDB

PORT MORESBY, PNG
JACKSONS INTL

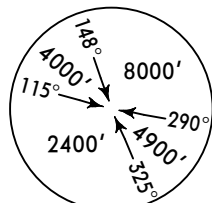
VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

SECTOR C

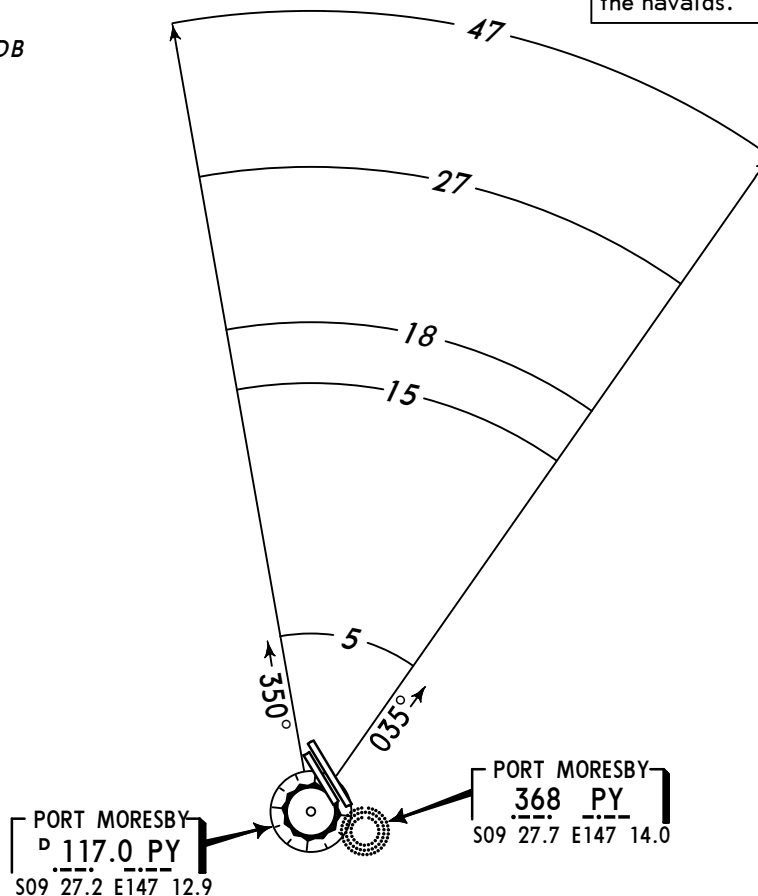
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



BEFORE
REACHING:

CLIMB
TO:

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

JEPPESEN

2 FEB 01

(10-3C)

DME or GPS DEPARTURE

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

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

Applicable
to Route

PORT MORESBY, PNG
JACKSONS INTL

VOR 117.0 PY

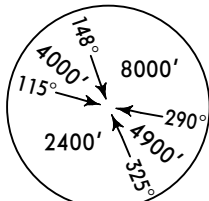
NDB 368 PY

Apt. Elev **126'**

LSALT
PY VOR or
PY NDB

SECTOR D

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



MSA
PY VOR/NDB

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

NOT TO SCALE

PORT MORESBY
D 117.0 PY
S09 27.2 E147 12.9

PORT MORESBY
368 PY
S09 27.7 E147 14.0

BEFORE
REACHING:

CLIMB
TO:

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

JEPPESEN

16 FEB 01

(10-3D)

DME or GPS DEPARTURE

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

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

Applicable
to Route

LSALT
PY VOR or
PY NDB

PORT MORESBY, PNG
JACKSONS INTL

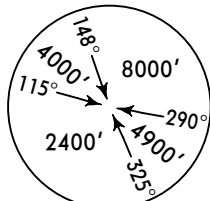
VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

SECTOR E

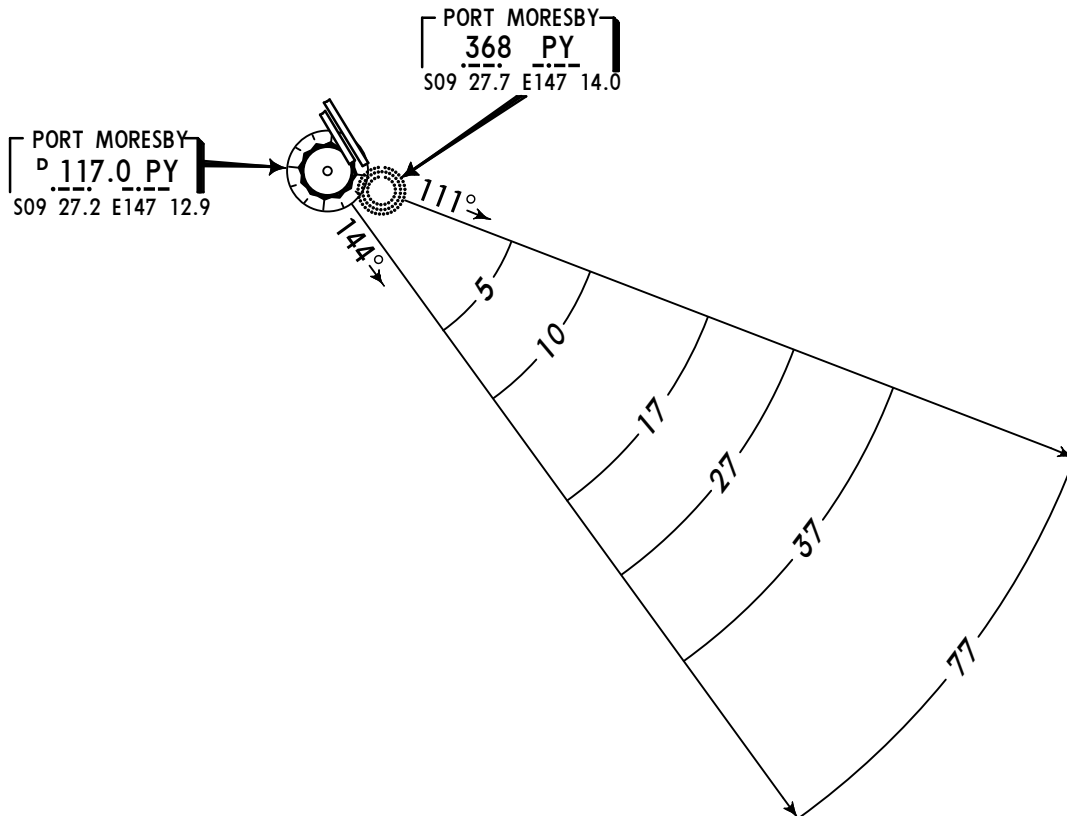
Use PY DME or GPS and PY VOR or PY NDB
GPS REFERENCE POINT PY VOR



MSA
PY VOR/NDB

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

NOT TO SCALE



BEFORE
REACHING:

CLIMB
TO:

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

JEPPESEN

16 FEB 01

10-3E

DME or GPS DEPARTURE

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

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

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

Applicable
to Route

PORT MORESBY, PNG
JACKSONS INTL

VOR 117.0 PY

NDB 368 PY

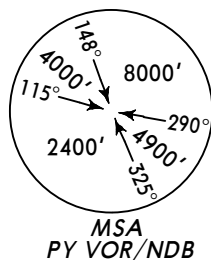
Apt. Elev **126'**

LSALT
PY VOR or
PY NDB

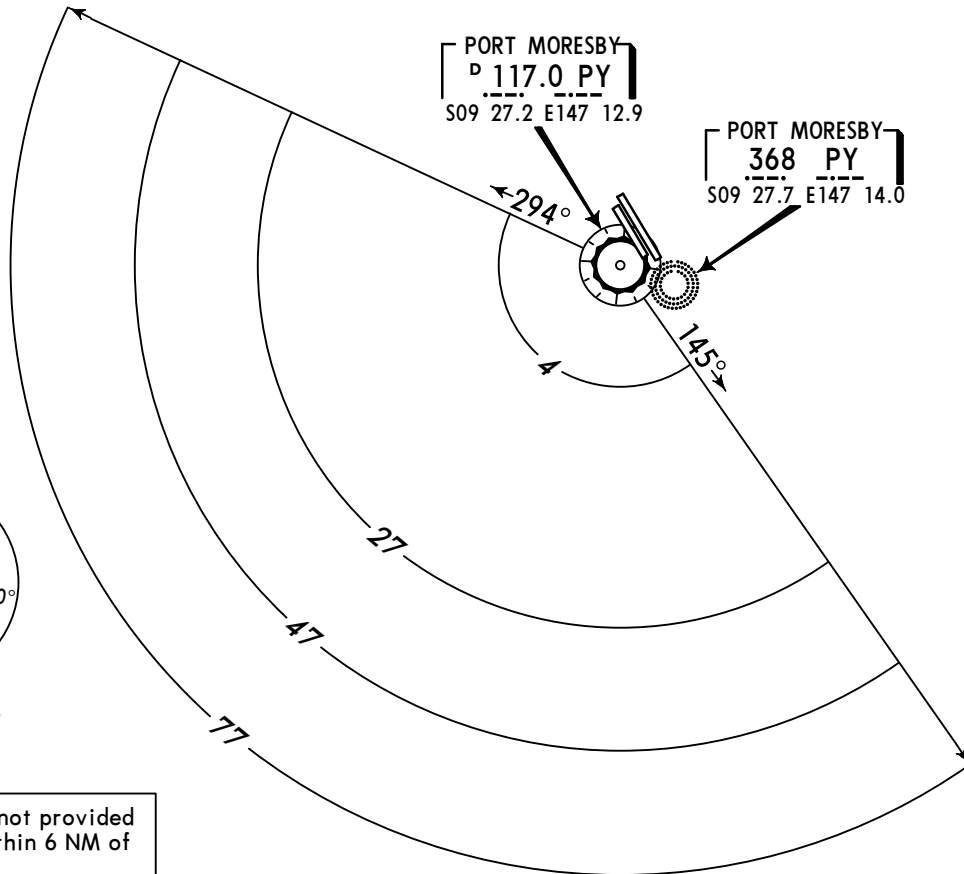
SECTOR F

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

NOT TO SCALE



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



77

47

27

4

**BEFORE
REACHING:**

16000'

10000'

6000'

2500'

**CLIMB
TO:**

JEPPESEN

21 APR 17 (10-3F)

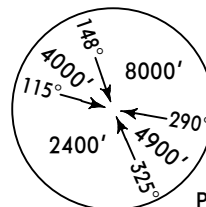
DME or GPS DEPARTURE

Ground 121.7

JACKSONS Tower 118.1

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

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



PORT MORESBY, PNG
JACKSONS INTL

VOR 117.0 PY

NDB 368 PY

MSA
PY VOR/NDB

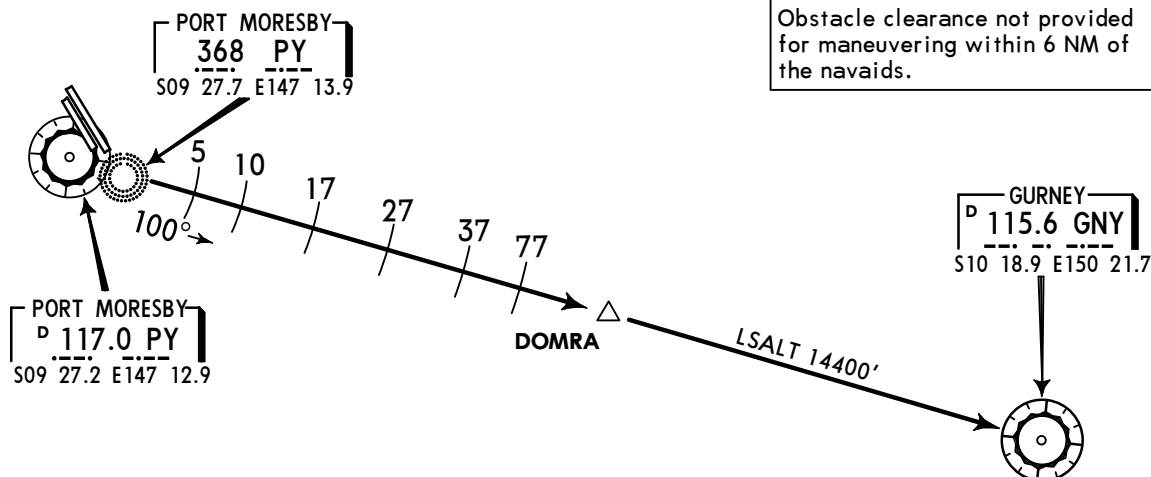
Apt. Elev 117'

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

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

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

NOT TO SCALE



**BEFORE
REACHING:**

**CLIMB
TO:**

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

PANS OPS

JEPPESEN

21 APR 17 (10-3G)

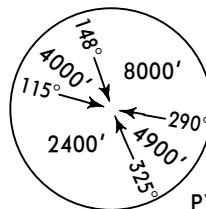
DME or GPS DEPARTURE

Ground 121.7

JACKSONS Tower 118.1

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

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



PORT MORESBY, PNG
JACKSONS INTL

VOR 117.0 PY

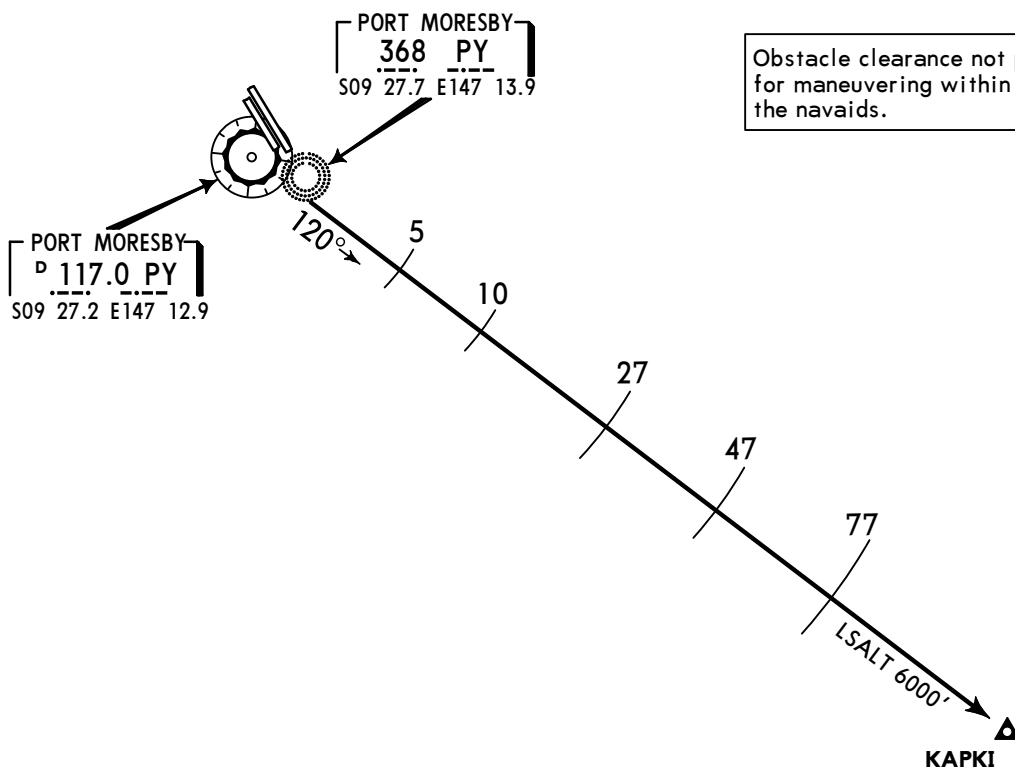
NDB 368 PY

MSA
PY VOR/NDB

Apt. Elev 117'

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

NOT TO SCALE



BEFORE
REACHING:

CLIMB
TO:

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

PANS OPS

JEPPESEN

21 APR 17 (10-3H)

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

Apt. Elev **126'**

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

Alt Set: hPa (IN on req)

Trans level: FL 210

Apt Elev: 5 hPa

Trans alt: 20000' (19874')

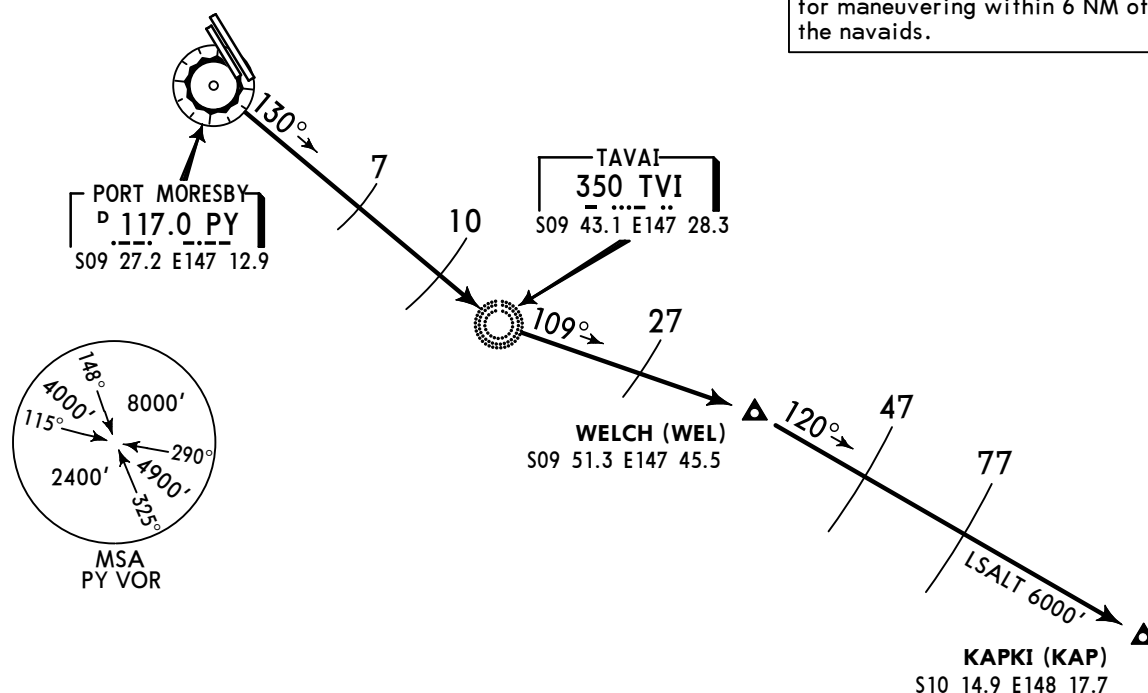
ASTROLABE 3 DEPARTURE

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

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

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

NOT TO SCALE



**BEFORE
REACHING:**

7 10 27 47 77

**CLIMB
TO:**

4700' 4900' 6000' 12000' 16000'

JEPPESEN

21 APR 17

10-3J

DME or GPS DEPARTURE

PORT MORESBY, PNG

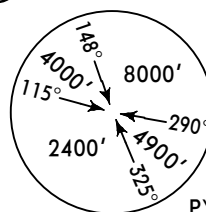
JACKSONS INTL

Ground 121.7

JACKSONS Tower 118.1

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

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



MSA
PY VOR/NDB

VOR 117.0 PY

Apt. Elev 117'

GALLEY DEPARTURE

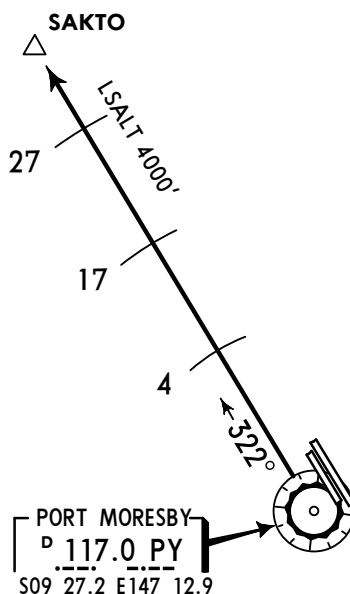
322° from PY VOR to SAKTO

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

GPS REFERENCE POINT PY VOR

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

NOT TO SCALE



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

JEPPESEN

2 FEB 01

10-3K

DME or GPS DEPARTURE

PORT MORESBY, PNG

JACKSONS INTL

VOR 117.0 PY

NDB 368 PY

Apt. Elev **126'**

*ATIS **117.0 128.0**

*JACKSONS Ground **121.7**

*Tower **118.1**

Alt Set: hPa (IN on req)

Trans level: FL 210

Apt Elev: 5 hPa

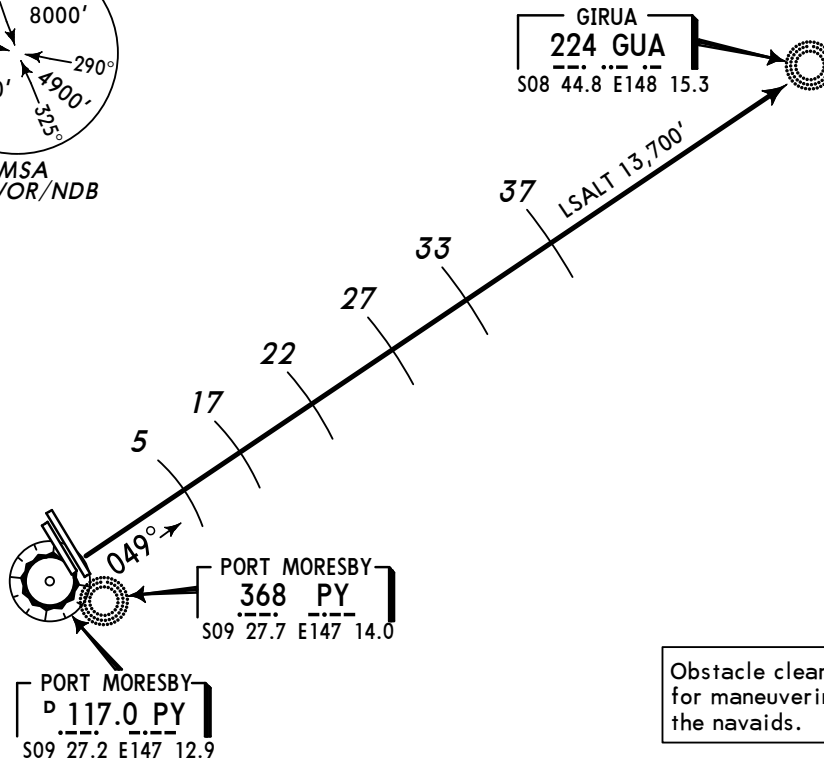
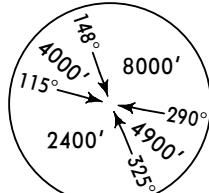
Trans alt: 20000' (19874')

KOKODA DEPARTURE

049° from PY VOR or PY NDB to GUA NDB

Use PY DME or GPS and PY VOR or PY NDB

GPS REFERENCE POINT PY VOR



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

BEFORE REACHING:

5

17

22

27

33

37

CLIMB TO:

4100'

8000'

10800'

13000'

13700'

15000'

AYPY/POM

23 SEP 05

JEPPESEN

10-4

PORT MORESBY, PNG
JACKSONS**NOISE****NOISE ABATEMENT PROCEDURES**

STANDARD: LT minus 10 HOURS = UTC

APPLICATION

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

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

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

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

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

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

PREFERRED RUNWAYS

Take-off - Runway 14L or 14R.

Landing - Runway 32L or 32R.

PREFERRED FLIGHT PATHS

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

AYPY/POM

23 SEP 05

JEPPESEN

10-4A

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

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

2100 - 2300 UTC, and

0100 - 0400 UTC Monday to Saturday inclusive.

Training flight details are to be submitted by telephone to:

During radar hours - 3244822/3244832

Outside radar hours - 3244827

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

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

Circuit aircraft will normally operate as follows:

Runway 14L and 32L - Left hand circuit *

Runway 14R and 32R - Right hand circuit *

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

AYPY/POM

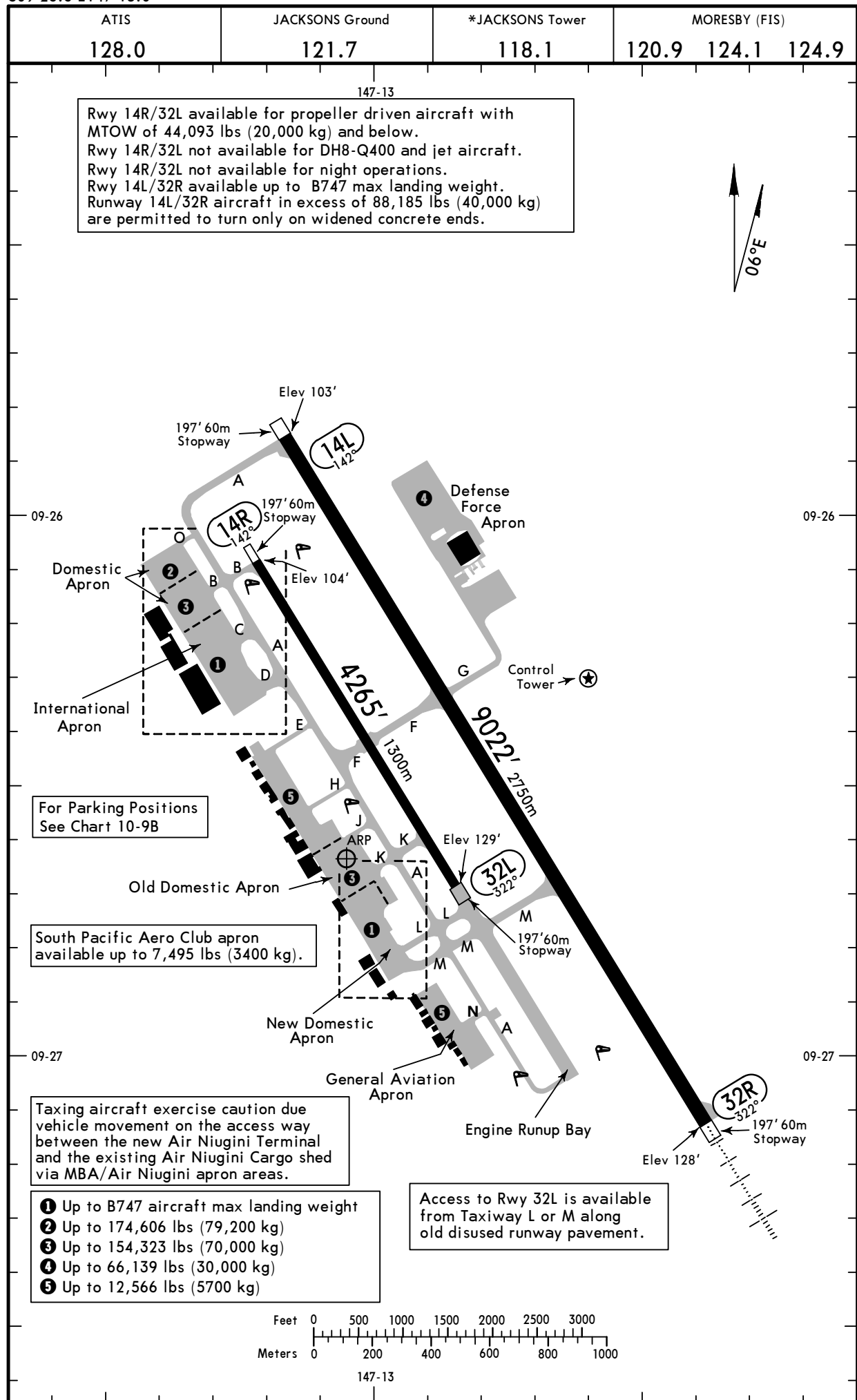
Apt Elev **117'**
S09 26.6 E147 13.0

JEPPesen

21 APR 17 (10-9)

PORT MORESBY, PNG

JACKSONS



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

ADDITIONAL RUNWAY INFORMATION

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

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

① Not available.

TAKE-OFF

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

FOR FILING AS ALTERNATE

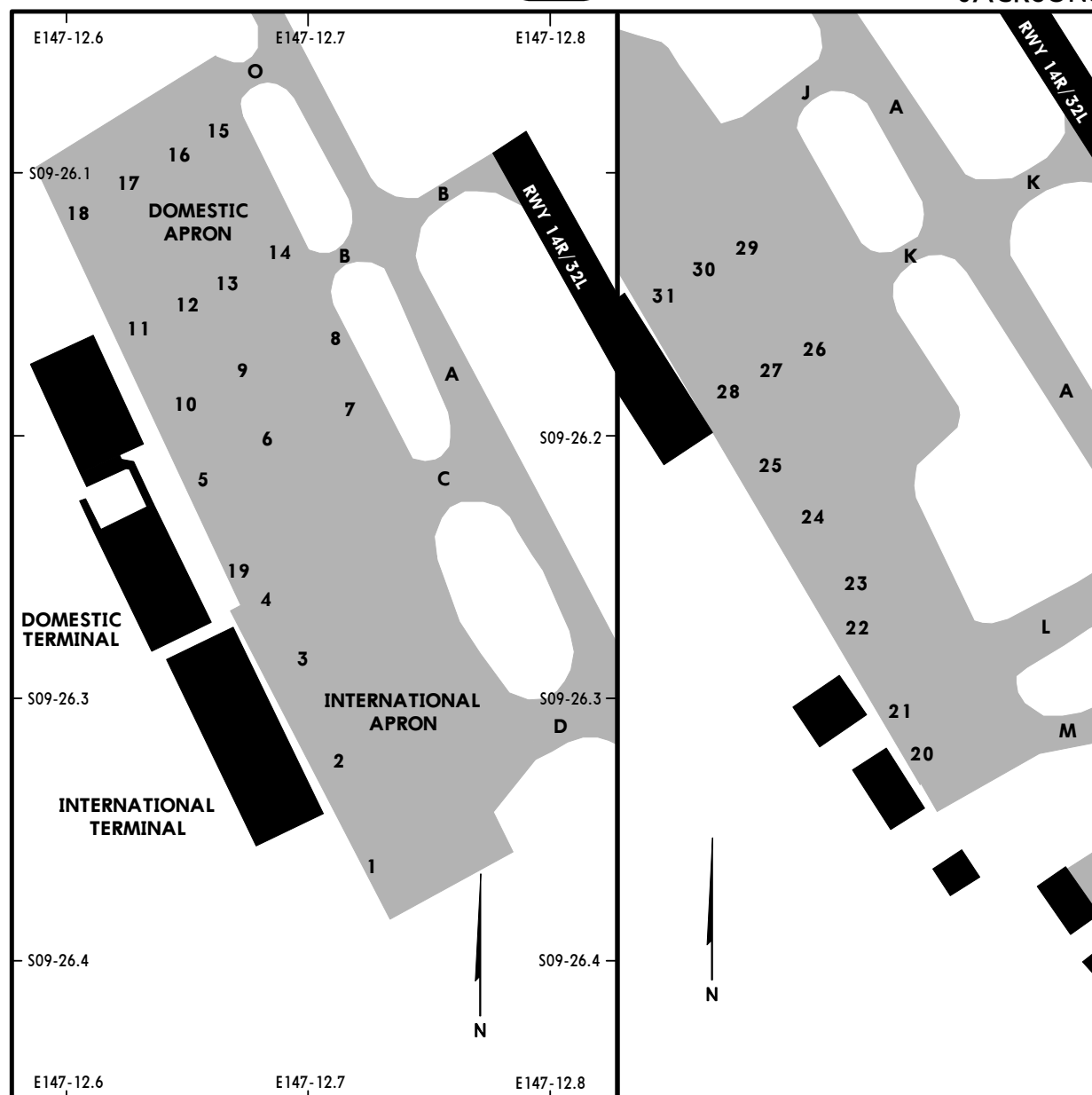
	SPECIAL	Other
A	1350' - 4500m	1874' - 4400m
B		
C		1974' - 6000m
D		2224' - 7000m

AYPY/POM

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

PORT MORESBY, PNG

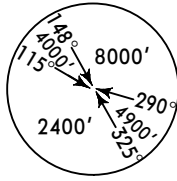
JACKSONS

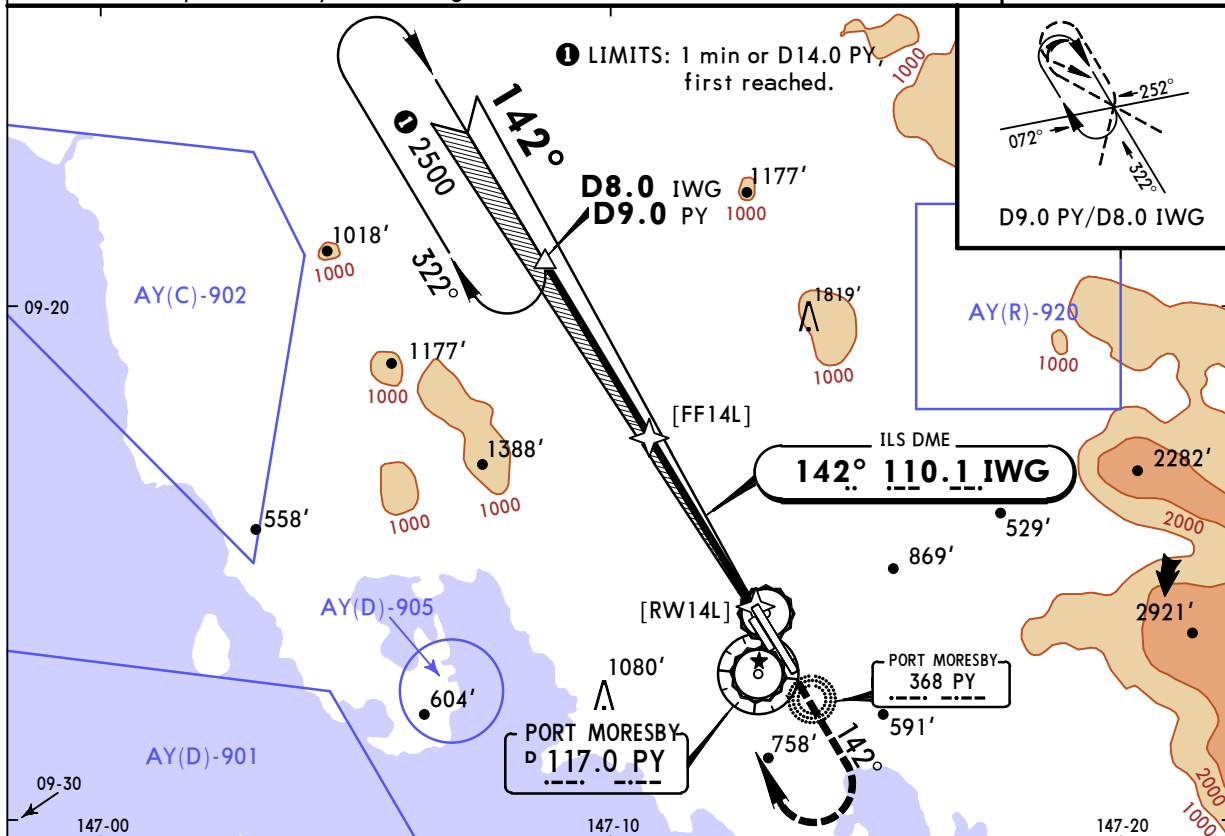
**PARKING STAND COORDINATES**

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

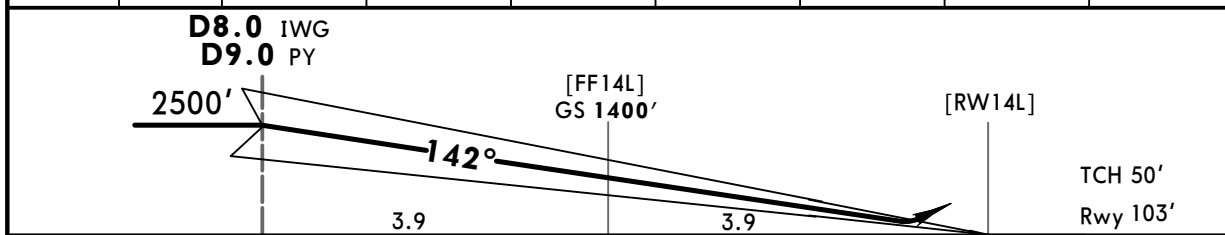
AYPY/POM
JACKSONSJEPPesen
21 APR 17 (11-1)PORT MORESBY, PNG
ILS Rwy 14L

BRIEFING STRIP™

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



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



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

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

PANS OPS

CHANGES: Apt elev, markers deleted.

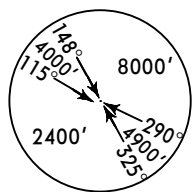
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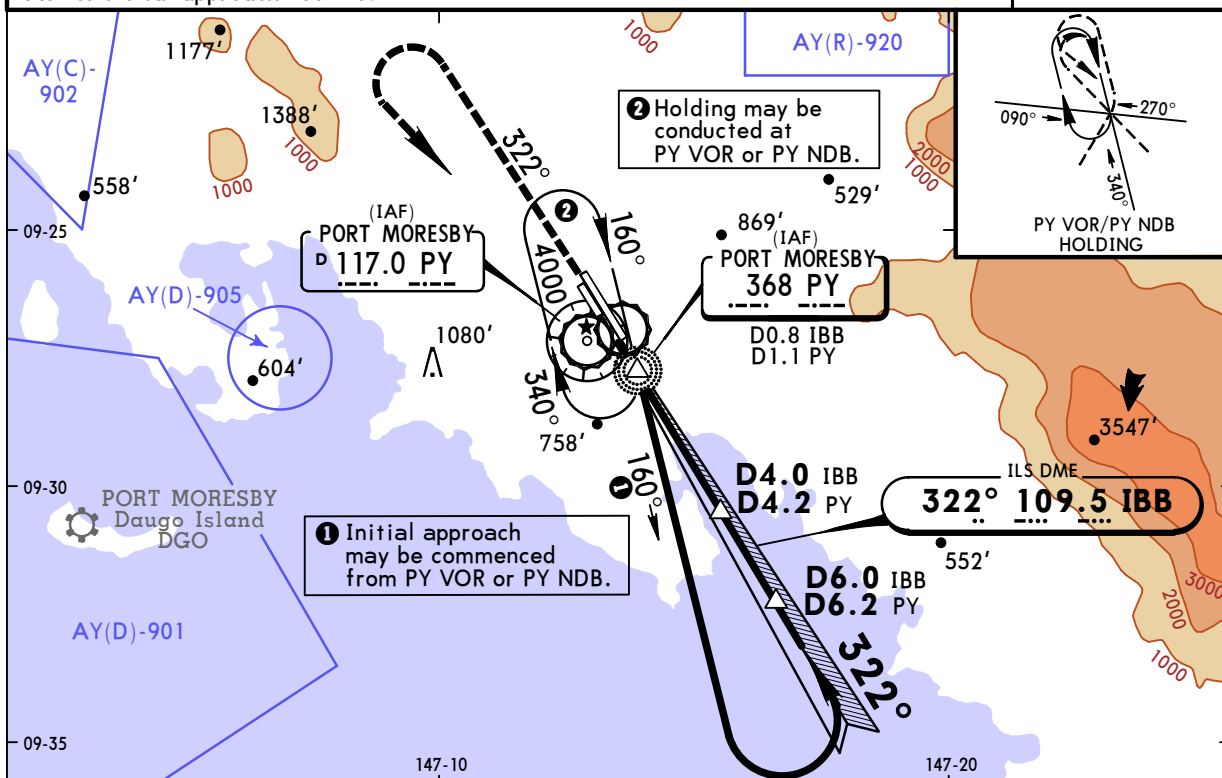
AYPY/POM
JACKSONS

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

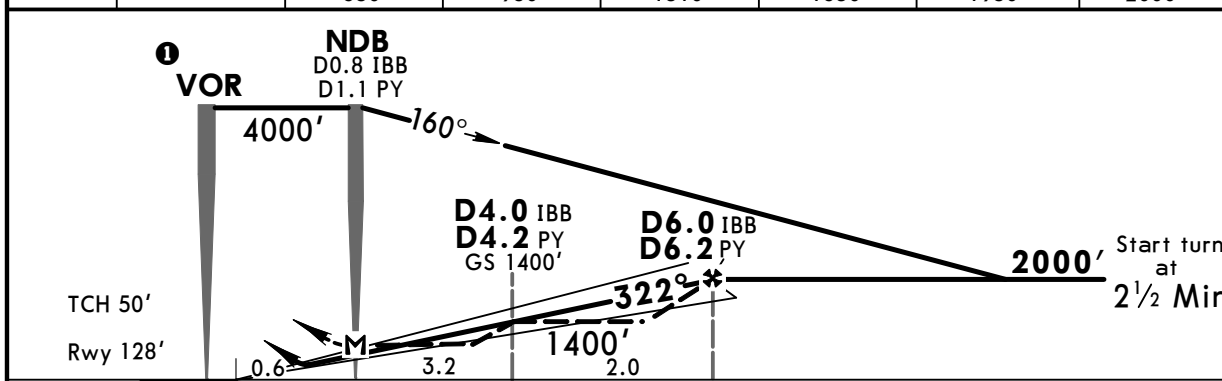
PORT MORESBY, PNG
ILS Rwy 32R PROCEDURE A

BRIEFING STRIP

ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	*JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9
LOC IBB 109.5	Final Apch Crs 322°	Minimum Alt D6.0 IBB D6.2 PY 2000' (1872')	ILS DA(H) 450' (322')	Apt Elev 117' Rwy 128'	
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 IAS for pattern entry and holding at or below 8000' 210 kts. 2. Cat C & D Max IAS for initial approach 180 kts.					
					MSA PY VOR 4900' Within 10NM



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



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

HIALS

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

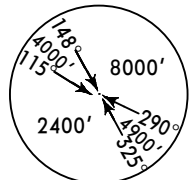
PANS OPS

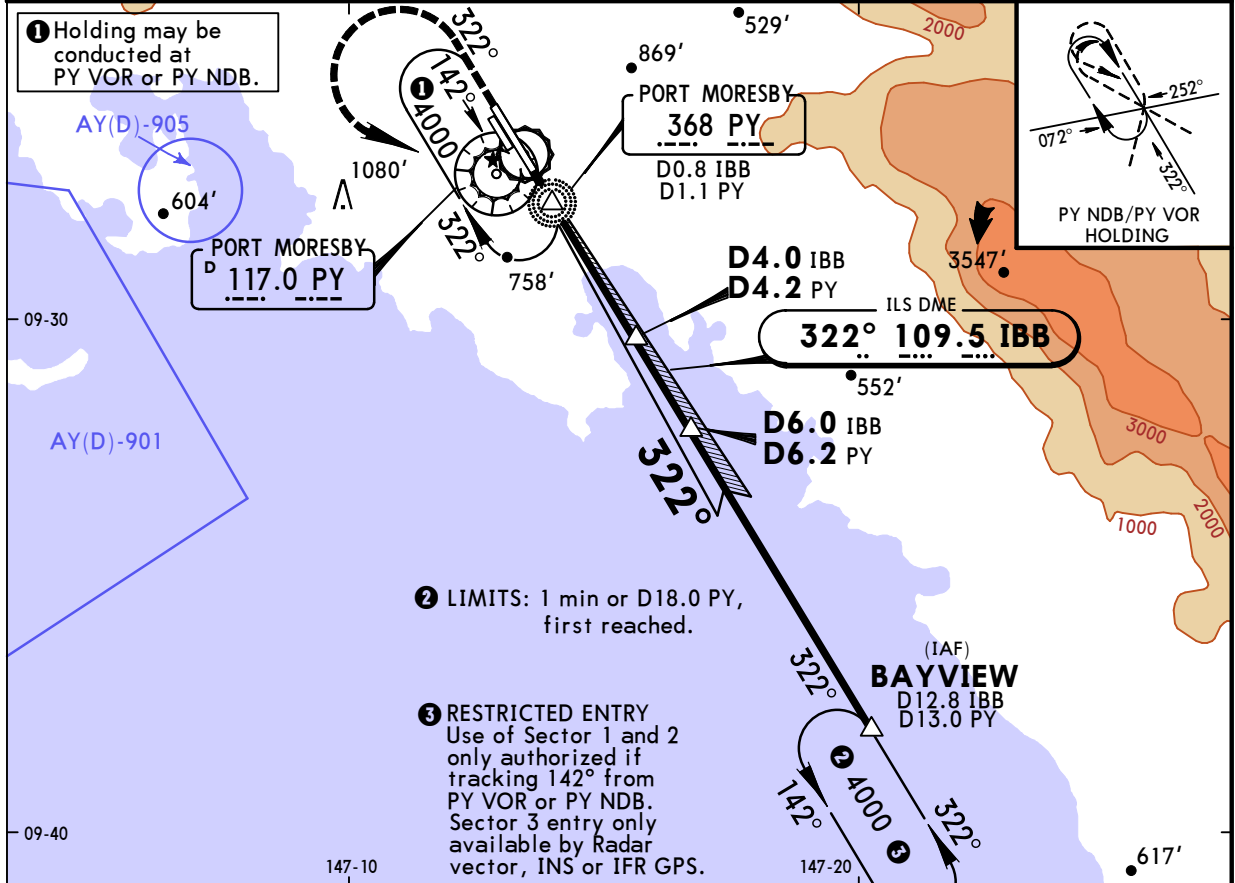
AYPY/POM JACKSONS

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

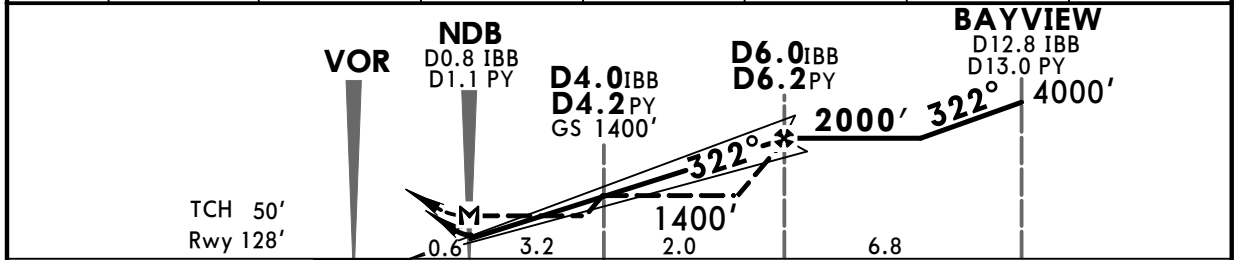
PORT MORESBY, PNG ILS Rwy 32R PROCEDURE B

BRIEFING STRIP

ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	*JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9
LOC IBB 109.5	Final Apch Crs 322°	Minimum Alt D6.0 IBB D6.2 PY 2000' (1872')	ILS DA(H) 450' (322')	Apt Elev 117' Rwy 128'	
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 IAS for entry to, or holding at, BAYVIEW and PY VOR or PY NDB at or below 8000'-210 kts.					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 NDB						

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

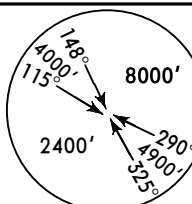
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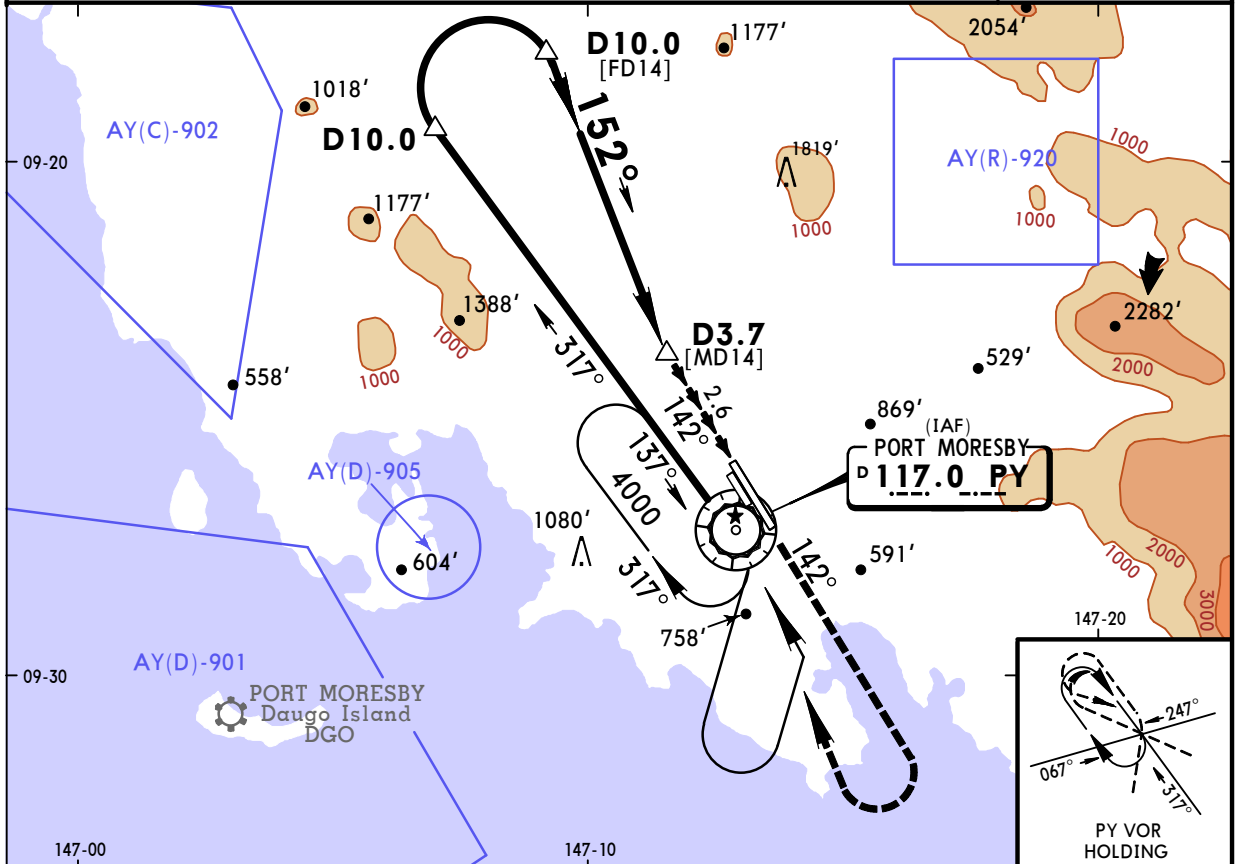
**AYPY/POM
JACKSONS**

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

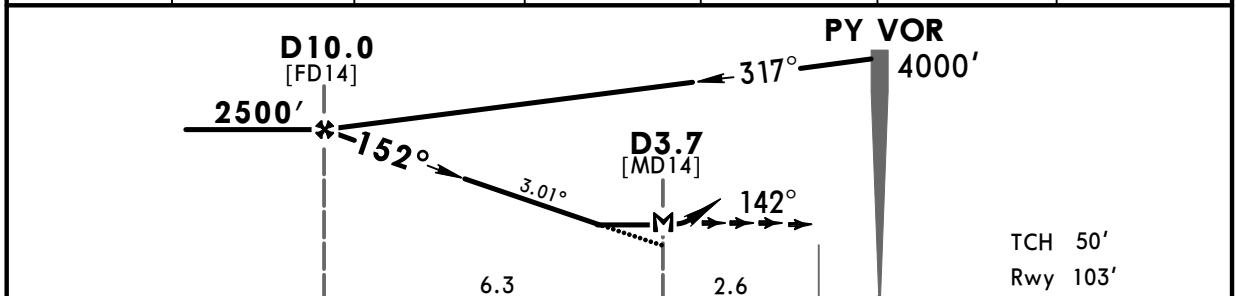
**PORT MORESBY, PNG
VOR DME Rwy 14L**

BRIEFING STRIP

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



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at D3.7						

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

PANS OPS

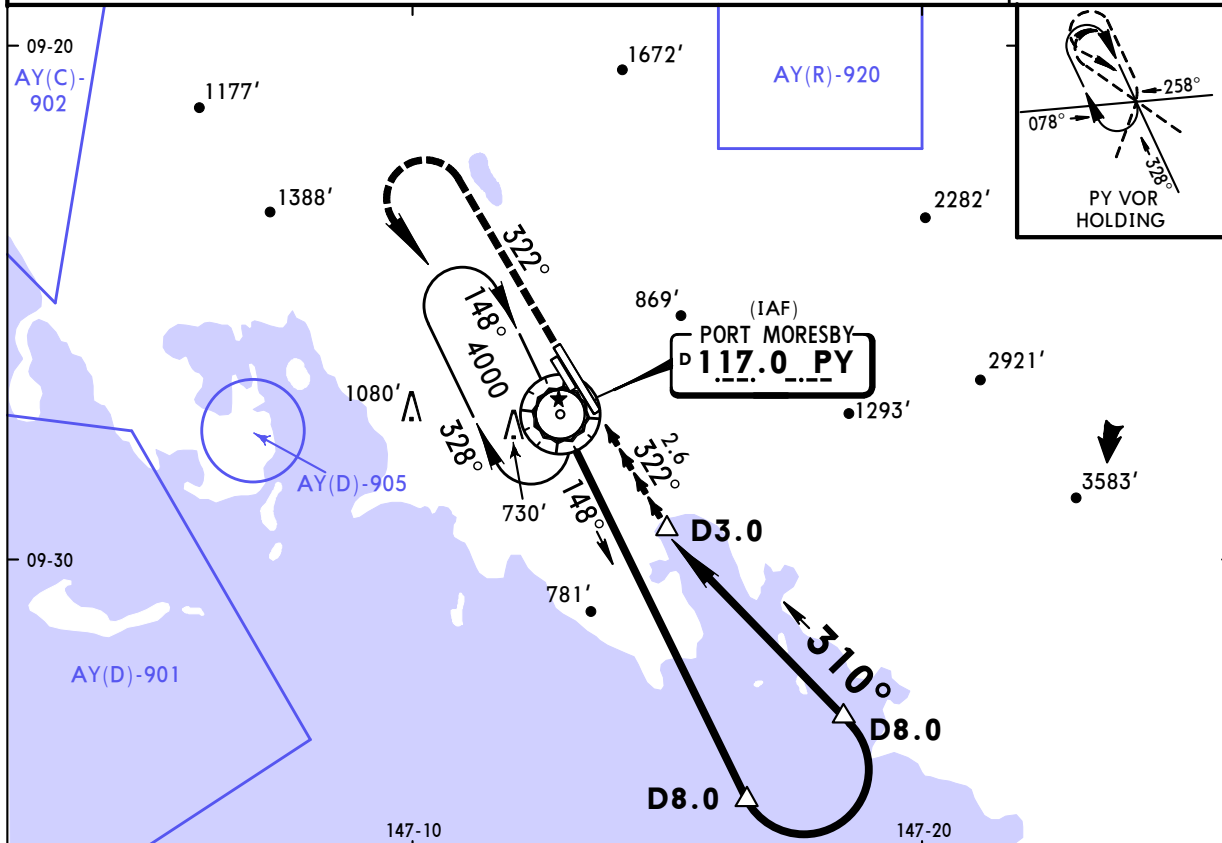
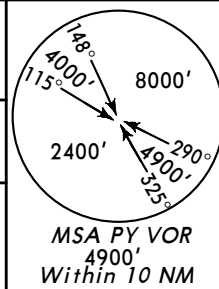
AYPY/POM
JACKSONS

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

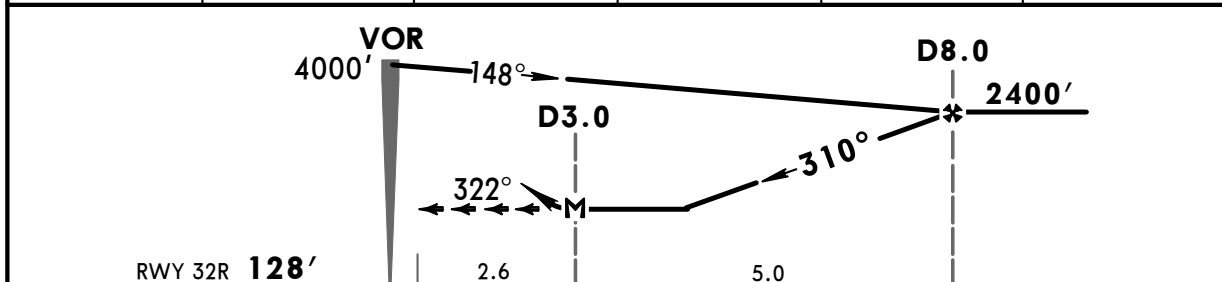
PORT MORESBY, PNG
VOR DME Rwy 32R

BRIEFING STRIP™

ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS)	
VOR PY 117.0	Final Apch Crs 310°	Minimum Alt D8.0 2400' (2272')	MDA(H) 900' (772')	Apt Elev 126' Rwy 32R 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 IAS for pattern entry and holding below 8000' 210 kts. 3. Cat C & D Max IAS for initial approach 180 kts.						



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



					HIALS	2500' on 322°
					PAPI	PAPI
MAP at D3.0						

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

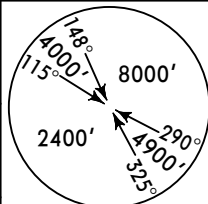
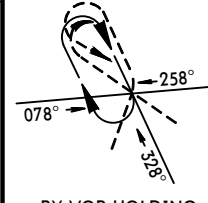
PANS OPS

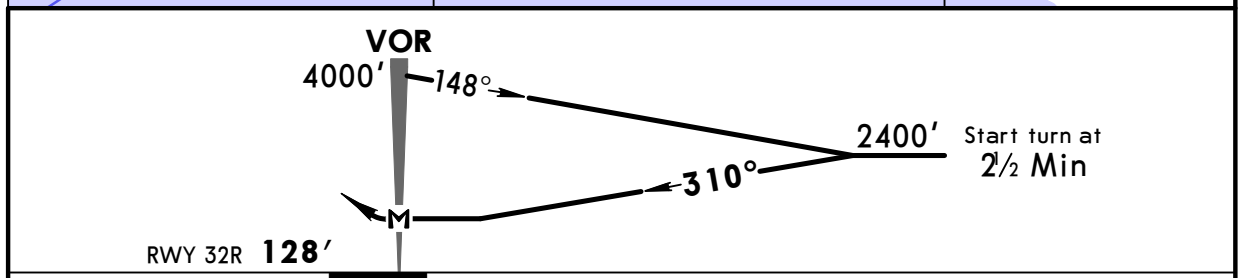
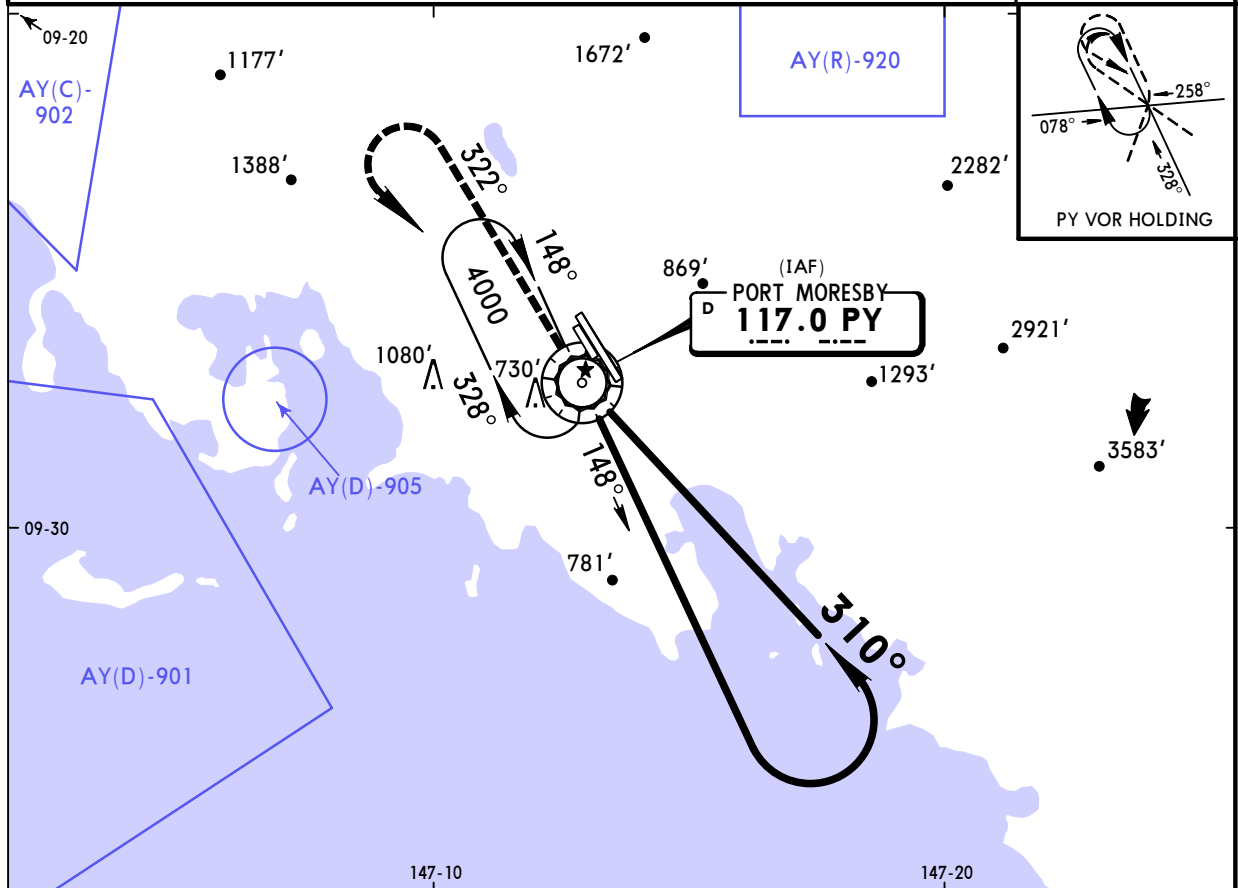
AYPY/POM
JACKSONS

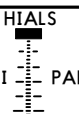
JEPPESEN
20 NOV 15 **(13-3)**

PORT MORESBY, PNG
VOR Rwy 32R

BRIEFING STRIP

ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS)	
VOR PY 117.0	Final Apch Crs 310°	No FAF	MDA(H) 1000' (872')	Apt Elev 126' Rwy 32R 128'		
MISSED APCH: Climb to 2500' on 322° dead reckoning track before LEFT turn, direct to PY VOR, climb to 4000'.						MSA PY VOR 4900' Within 10 NM
Alt Set: hPa Rwy 32R Elev: 5 hPa Trans level: FL 210 Trans alt: 20000' 1. Max IAS for pattern entry and holding below 8000' 210 kts. 2. Cat C & D Max IAS for initial approach 180 kts.						




									<div>HIALS </div>		<div>2500' ↑ on 322°</div>	
									PAPI		PAPI	
MAP at VOR												
STRAIGHT-IN LANDING RWY32R									CIRCLE-TO-LAND			
MDA(H) 1000'(872')												
							HIALS out		Max Kts	MDA(H)		
A								100		1500'(1374') -2400m		
B	2400m							135				
C	4000m							180		1600'(1474') -4000m		
D	5000m							205		1850'(1724') -5000m		

PANS OPS

**AYPY/POM
JACKSONS**

JEPPESEN
20 NOV 15 (16-1)

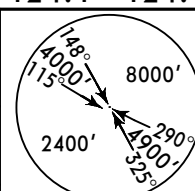
PORT MORESBY, PNG
NDB DME Rwy 32R

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

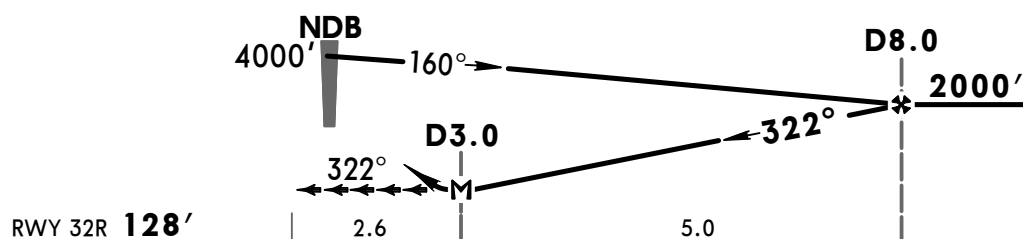
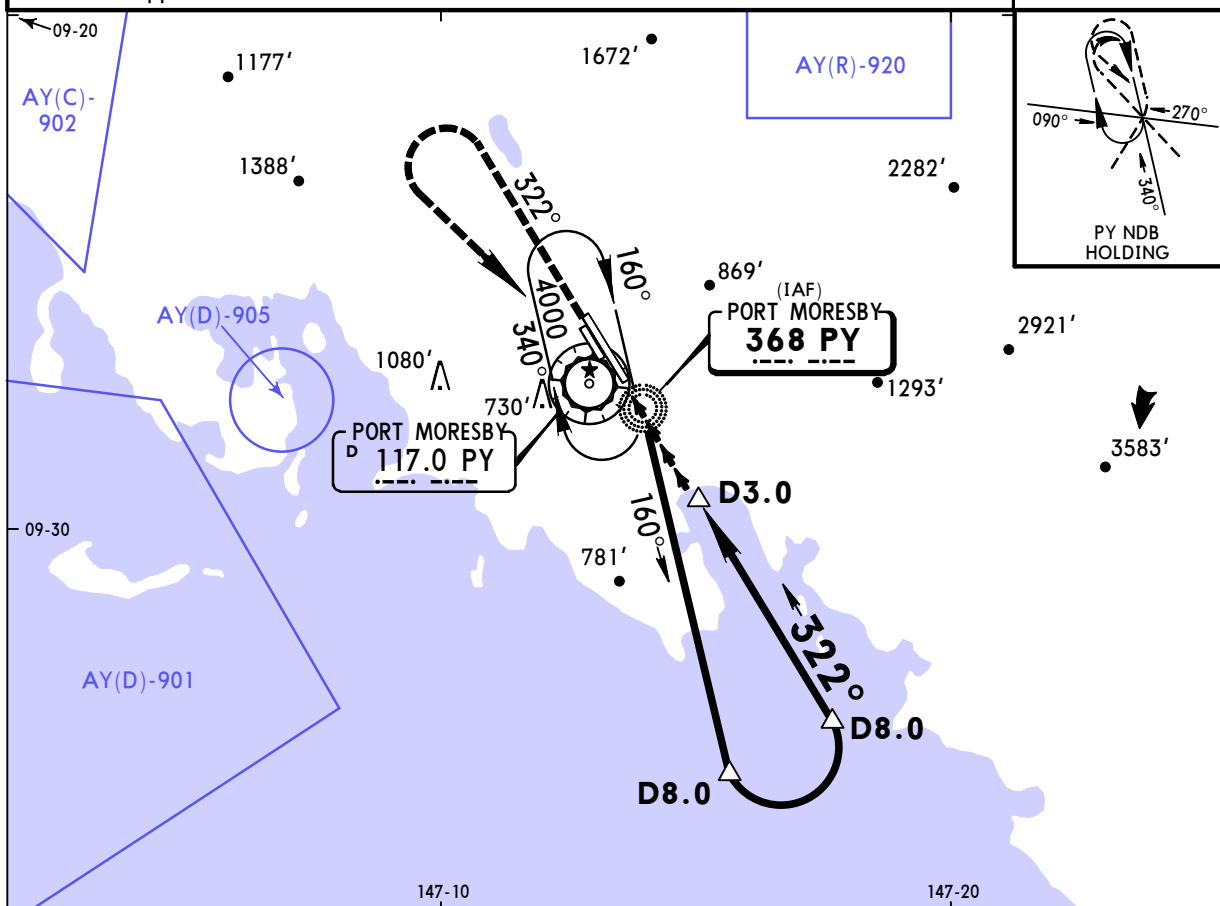
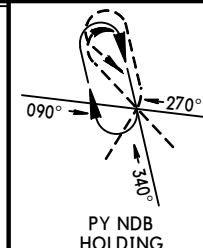
MISSED APCH: Climb to 2500' on 322° dead reckoning track before LEFT turn, direct to PY NDB, climb to 4000'.

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

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



MSA PY VOR
4900'
Within 10 NM



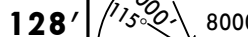
						HIALS	2500'	on	322°
						PAPI	↑		
MAP at D3.0									

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

**AYPY/POM
JACKSONS**

JEPPESSEN
20 NOV 15 (16-2)

PORT MORESBY, PNG
NDB Rwy 32R

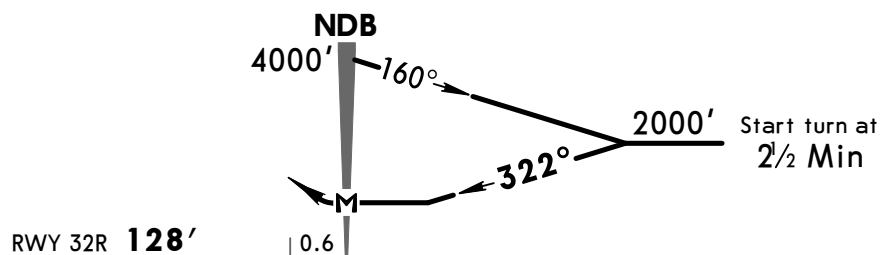
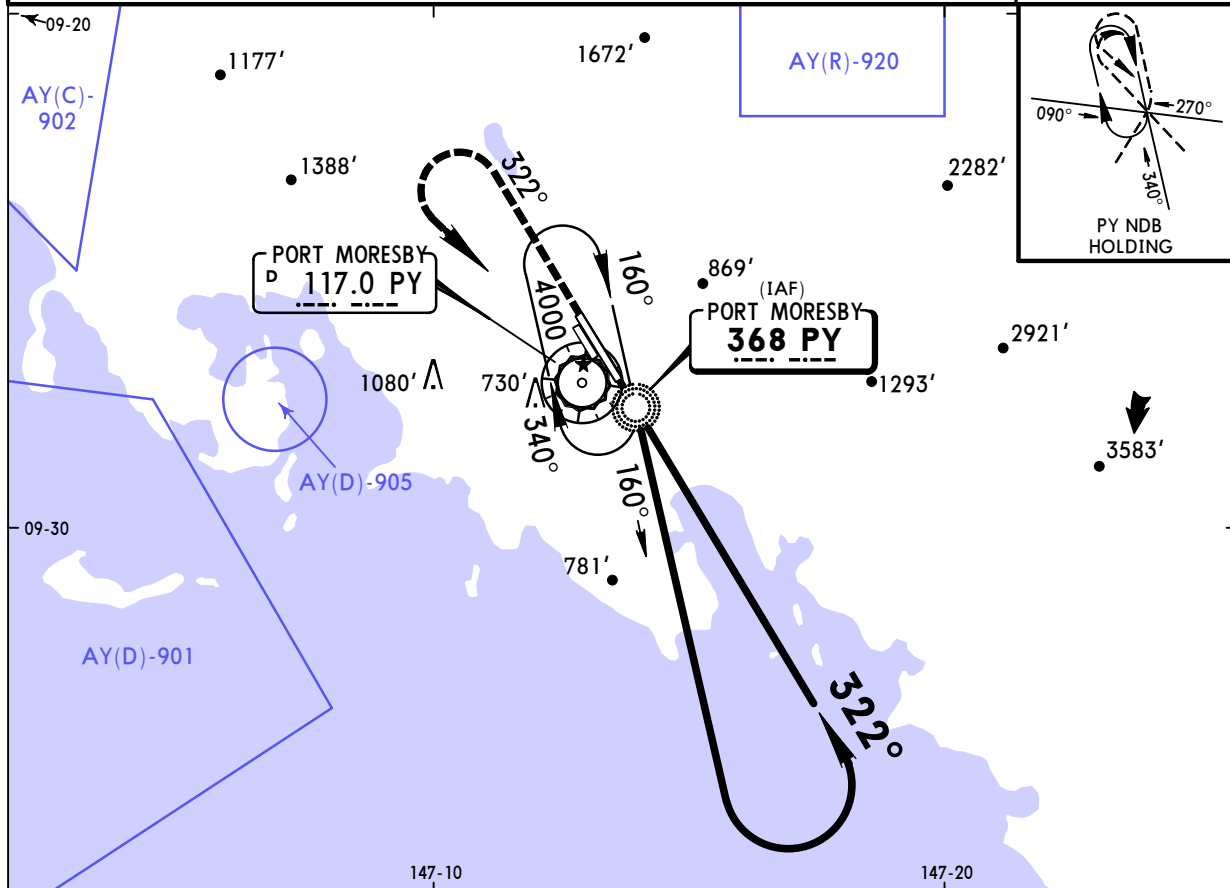
ATIS 128.0	JACKSONS Approach (R) 125.8	MORESBY Center 123.4	JACKSONS Tower 118.1	Ground 121.7	MORESBY (FIS) 120.9 124.1 124.9
NDB PY 368	Final Apch Crs 322°	No FAF	MDA(H) 1150' (1022')	Apt Elev 126' Rwy 32R 128'	

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

MSA PY VOR
4900'
Within 10 NM

[illegible]

STRAIGHT-IN LANDING RWY32R

CIRCLE-TO-LAND

MDA(H) **1150'**(1022')

HIALS out

Max Kts	100
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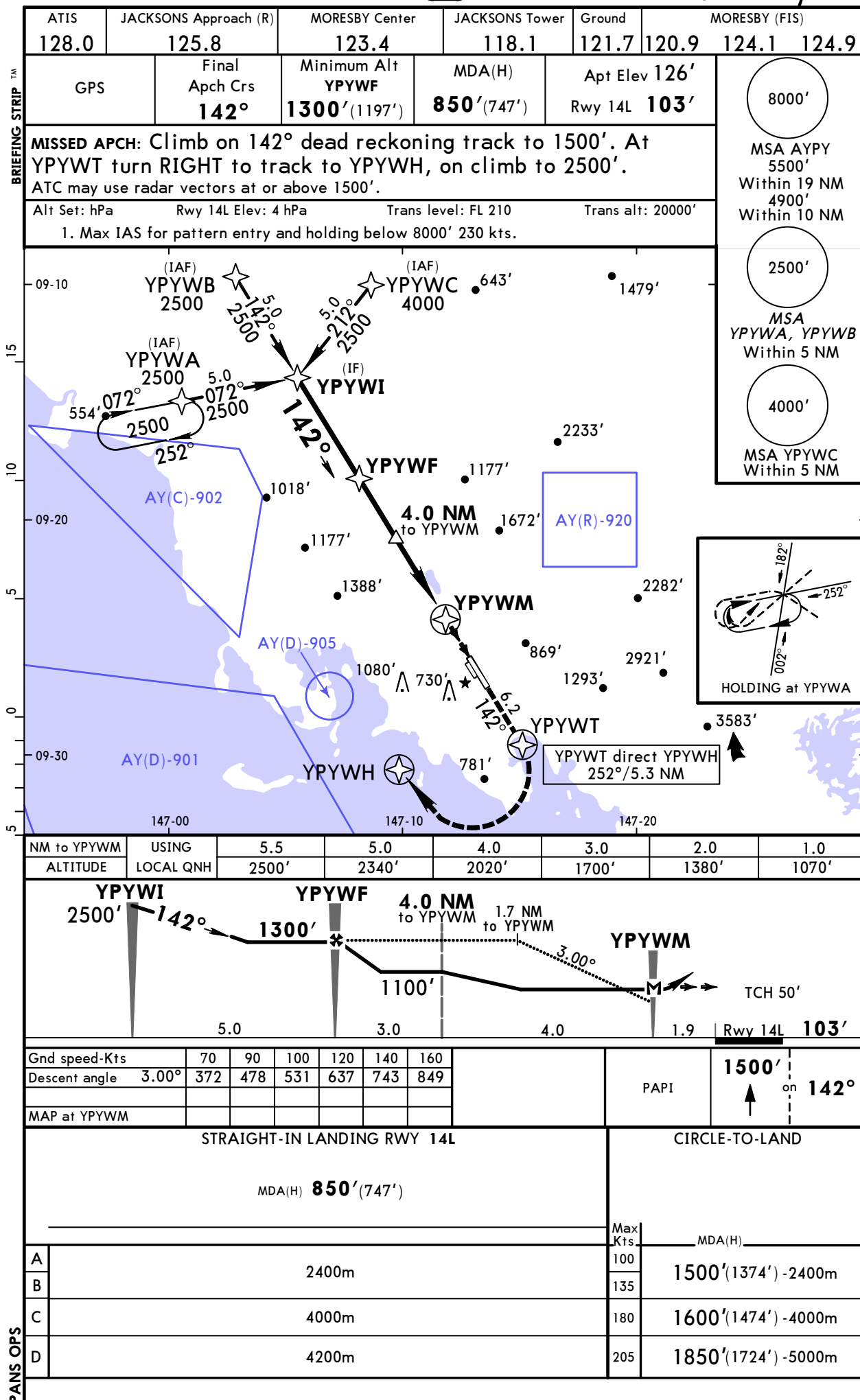
—MDA(H).

	MAXES (m)	RTS	MDA(H)
A	2400m	100	1500' (1374') - 2400m
B		135	
C	4000m	180	1600' (1474') - 4000m
D	5000m	205	1850' (1724') - 5000m

AYPY/POM **JACKSONS**

JEPPesen
20 NOV 15 (18-1)

PORT MORESBY, PNG
GPS Rwy 14L



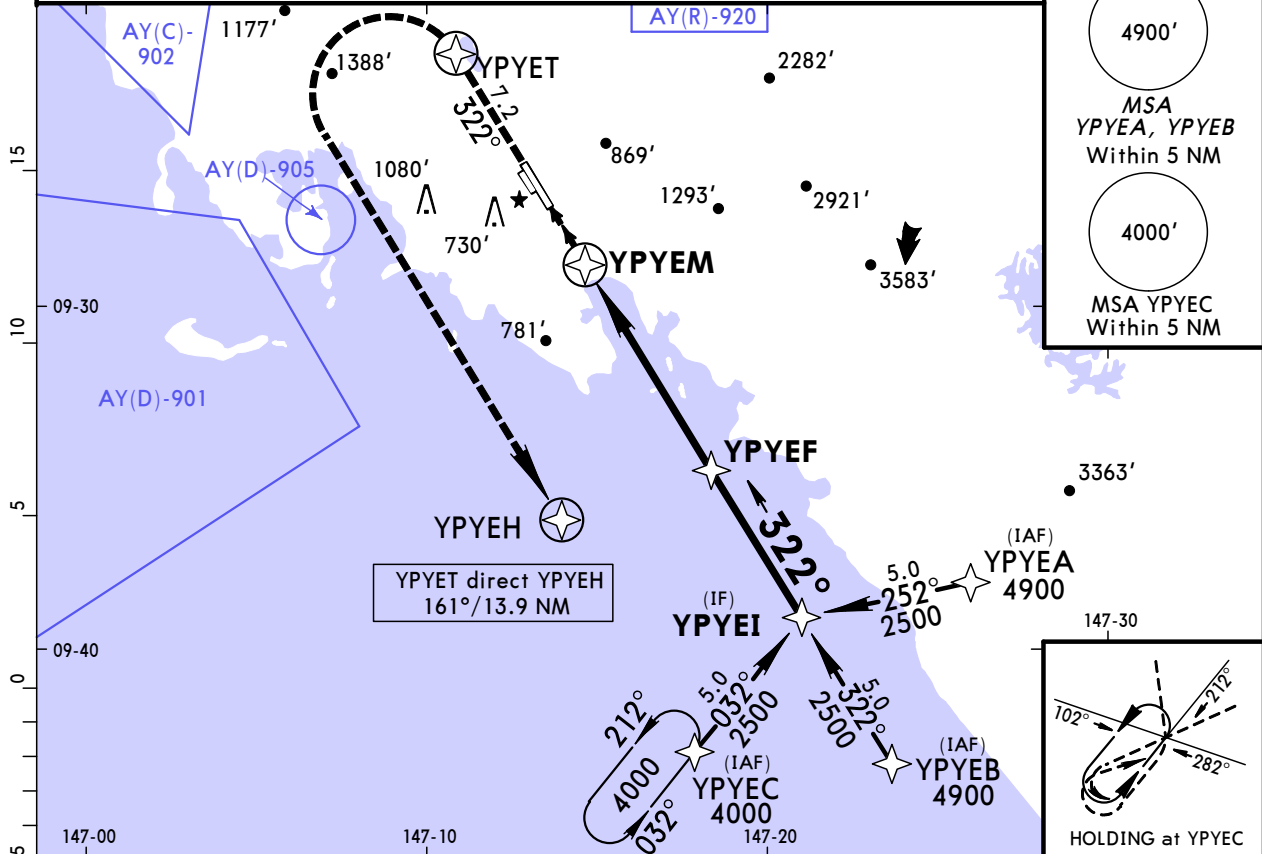
AYPY/POM **JACKSONS**

JEPPesen
20 NOV 15 (18-2)

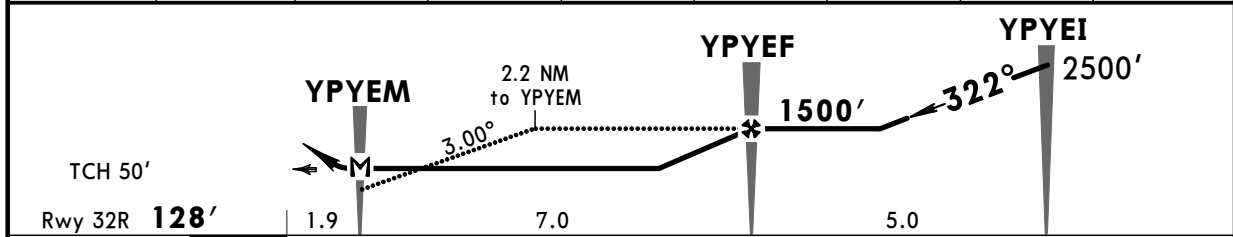
PORT MORESBY, PNG
GPS Rwy 32R

BRIEFING STRIP™

ATIS	JACKSONS Approach (R)	MORESBY Center	JACKSONS Tower	Ground	MORESBY (FIS)		
128.0	125.8	123.4	118.1	121.7	120.9	124.1	124.9
GPS	Final Apch Crs 322°	Minimum Alt YPYEF 1500' (1372')	MDA(H) 900' (772')	Apt Elev 126' Rwy 32R 128'		<div><div>8000'</div><div>MSA AYPY 5500' Within 19 NM 4900' Within 10 NM</div></div>	
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 IAS for pattern entry and holding below 8000' 230 kts.							



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



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

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

PANS OPS

WABB/BIK
FRANS KAISIEPO

JEPPESSEN
13 JAN 17 **10-2**

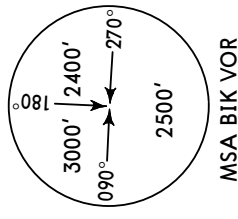
BIAK, INDONESIA

STAR

*ATIS
126.5

Apt Elev
46'

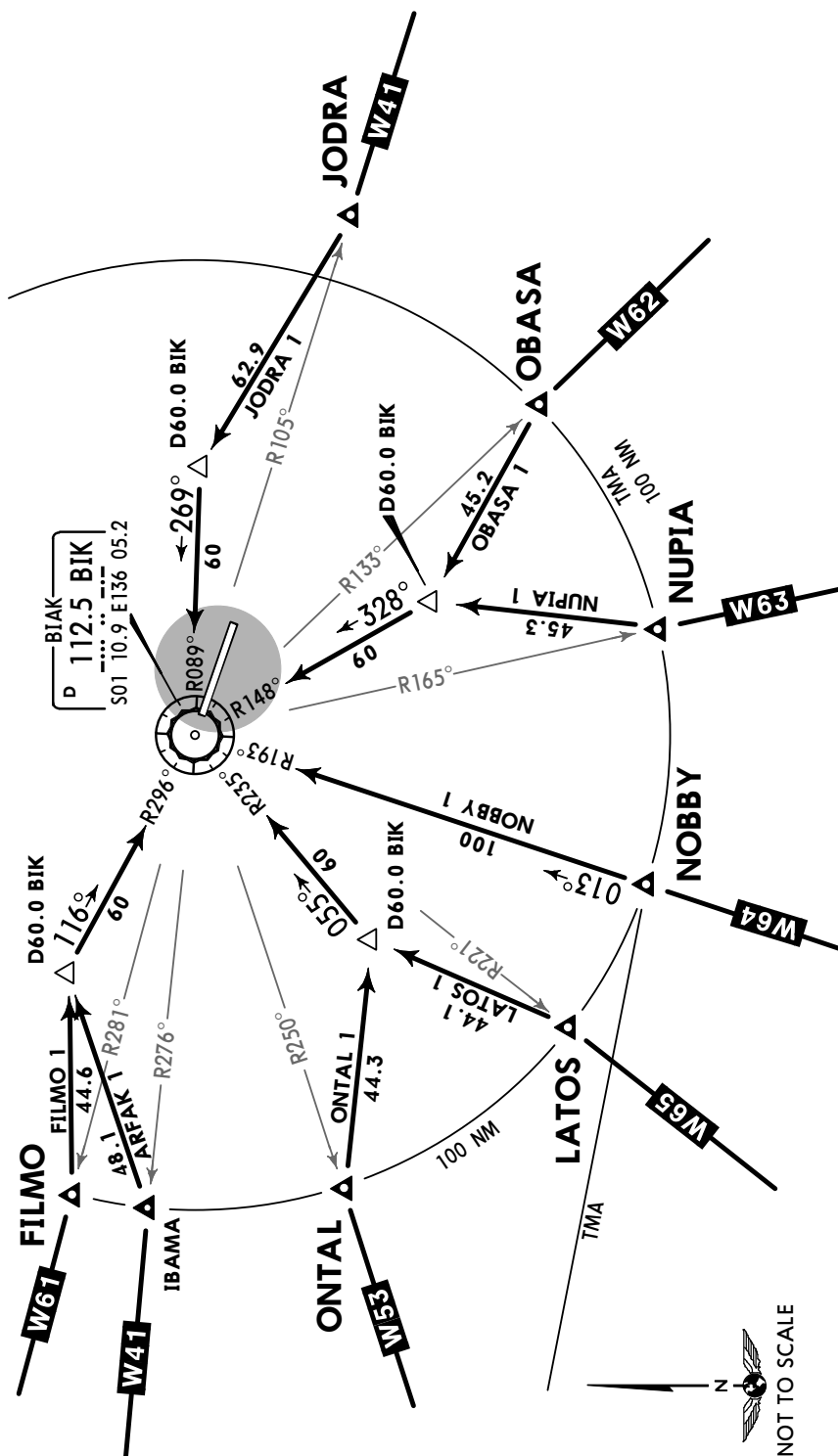
Alt set: hPa Trans Level: FL180 Trans alt: 18000'



MSA BIK VOR

ARFAK 1 [ARFAK1], FILMO 1 [FILMO1]
JODRA 1 [JODRA1], LATOS 1 [LATOS1]
NOBBY 1 [NOBBY1], NUPIA 1 [NUPIA1]
OBASA 1 [OBASA1], ONTAL 1 [ONTAL1]

ARRIVALS



ROUTING

STAR	ROUTING
ARFAK 1	Arriving aircraft from W-41 (eastbound) over IBAMA turn LEFT to intercept BIK R-296 at D60.0 BIK then proceed to BIK VOR.
FILMO 1	Arriving aircraft from W-61 (eastbound) over FILMO turn LEFT to intercept BIK R-296 at D60.0 BIK then proceed to BIK VOR.
JODRA 1	Arriving aircraft from W-41 (westbound) over JODRA turn RIGHT to intercept BIK R-089 at D60.0 BIK then proceed to BIK VOR.
LATOS 1	Arriving aircraft from W-65 over LATOS turn LEFT to intercept BIK R-235 at D60.0 BIK then proceed to BIK VOR.
NOBBY 1	Arriving aircraft from W-64 over NOBBY intercept and MAINTAIN BIK R-193 proceed to BIK VOR.
NUPIA 1	Arriving aircraft from W-63 over NUPIA turn RIGHT to intercept BIK R-148 at D60.0 BIK then proceed to BIK VOR.
OBASA 1	Arriving aircraft from W-62 over OBASA turn LEFT to intercept BIK R-148 at D60.0 BIK then proceed to BIK VOR.
ONTAL 1	Arriving aircraft from W-53 over ONTAL turn RIGHT to intercept BIK R-235 at D60.0 BIK then proceed to BIK VOR.

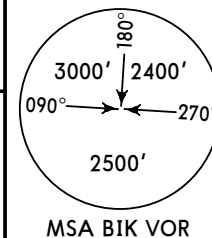
WABB/BIK
FRANS KAISIEPO

JEPPESEN
13 JAN 17 **10-3**

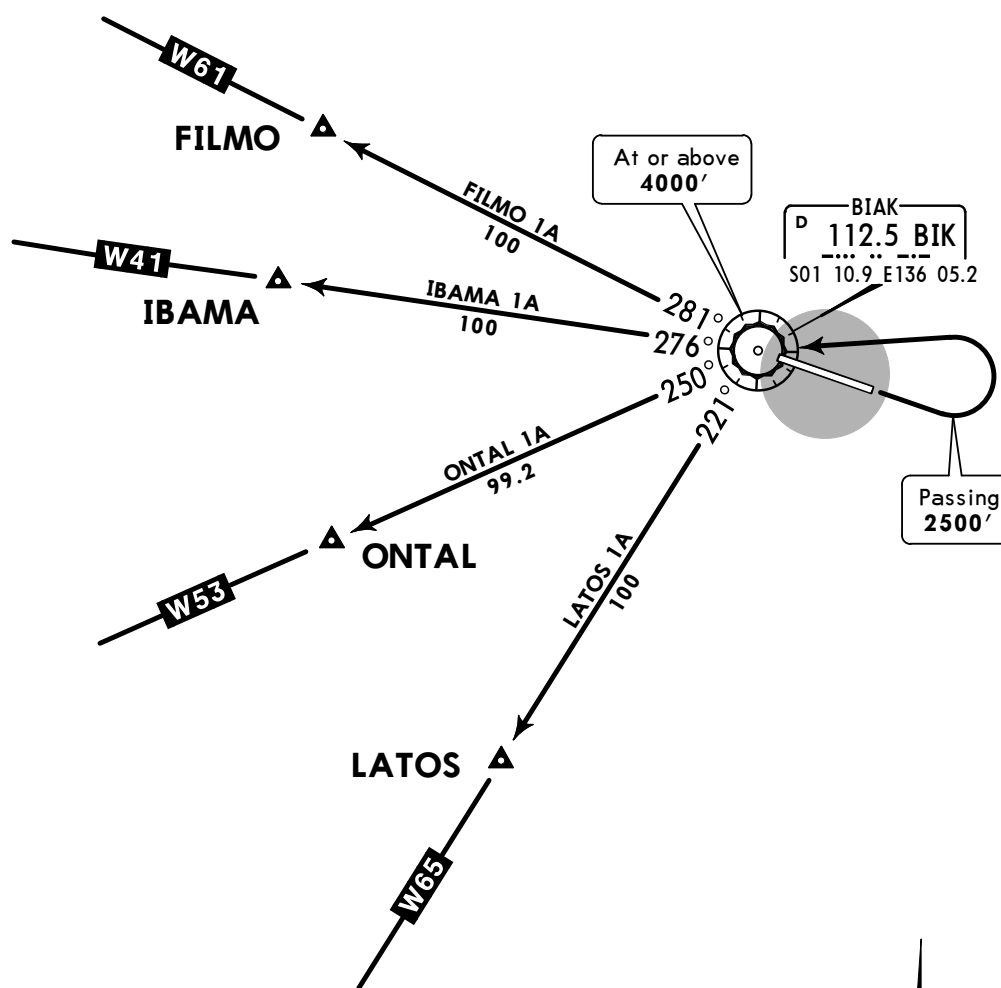
BIAK, INDONESIA
SID

Apt Elev
46'

Trans Level: FL180 Trans alt: 18000'



FILMO 1A [FILM1A], IBAMA 1A [IBAM1A]
LATOS 1A [LATO1A], ONTAL 1A [ONTA1A]
DEPARTURES
(RWY 11)



INITIAL CLIMB

MAINTAIN runway heading until passing 2500' then turn LEFT, proceed to BIK VOR at or above 4000'.

SID	ROUTING
FILMO 1A	At BIK VOR, intercept BIK R-281 to FILMO, join W-61.
IBAMA 1A	At BIK VOR, intercept BIK R-276 to IBAMA, join W-41.
LATOS 1A	At BIK VOR, intercept BIK R-221 to LATOS, join W-65.
ONTAL 1A	At BIK VOR, intercept BIK R-250 to ONTAL, join W-53.

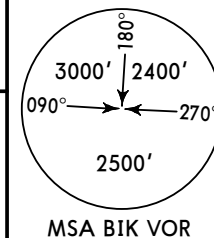
WABB/BIK
FRANS KAISIEPO

JEPPESEN
13 JAN 17 **(10-3A)**

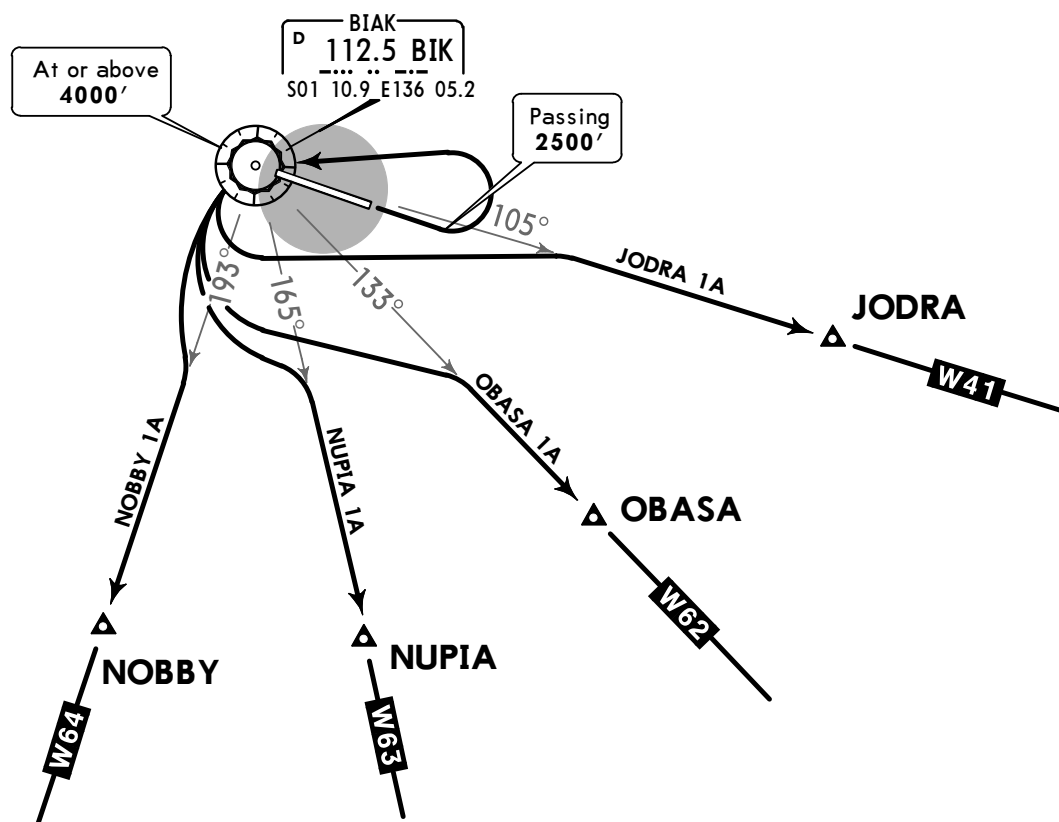
BIAK, INDONESIA
SID

Apt Elev
46'

Trans Level: FL180 Trans alt: 18000'



**JODRA 1A [JODR1A], NOBBY 1A [NOBB1A]
NUPIA 1A [NUPI1A], OBASA 1A [OBAS1A]
DEPARTURES
(RWY 11)**



INITIAL CLIMB

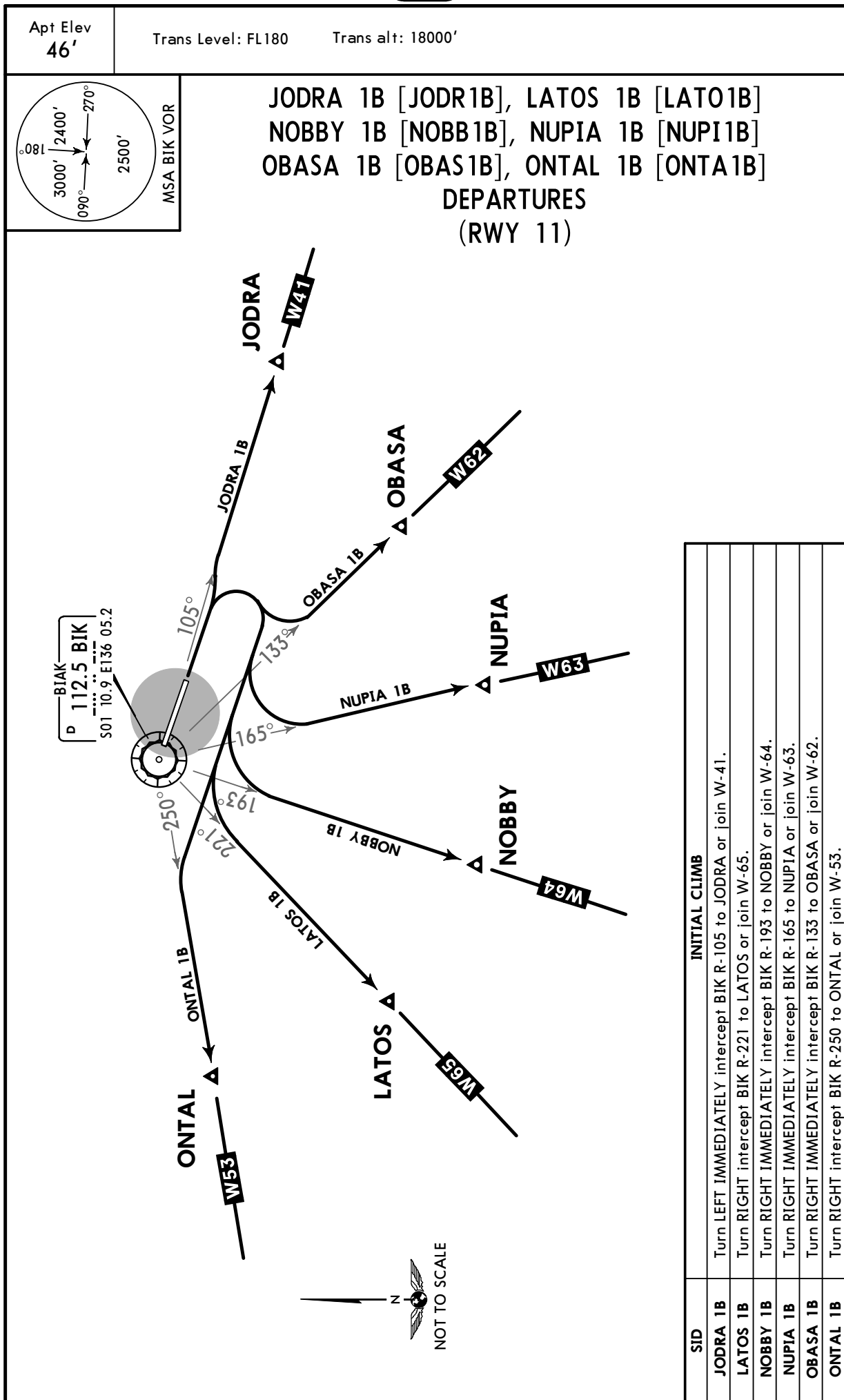
MAINTAIN runway heading until passing 2500' then turn LEFT, proceed to BIK VOR at or above 4000'.

SID	ROUTING
JODRA 1A	At BIK VOR, intercept BIK R-105 to JODRA, join W-41.
NOBBY 1A	At BIK VOR, intercept BIK R-193 to NOBBY, join W-64.
NUPIA 1A	At BIK VOR, intercept BIK R-165 to NUPIA, join W-63.
OBASA 1A	At BIK VOR, intercept BIK R-133 to OBASA, join W-62.

WABB/BIK
FRANS KAISIEPO

JEPPESSEN
 13 JAN 17 **10-3B**

BIAK, INDONESIA
SID



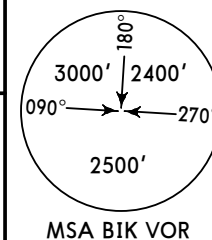
WABB/BIK
FRANS KAISIEPO

JEPPESEN
 13 JAN 17 **(10-3C)**

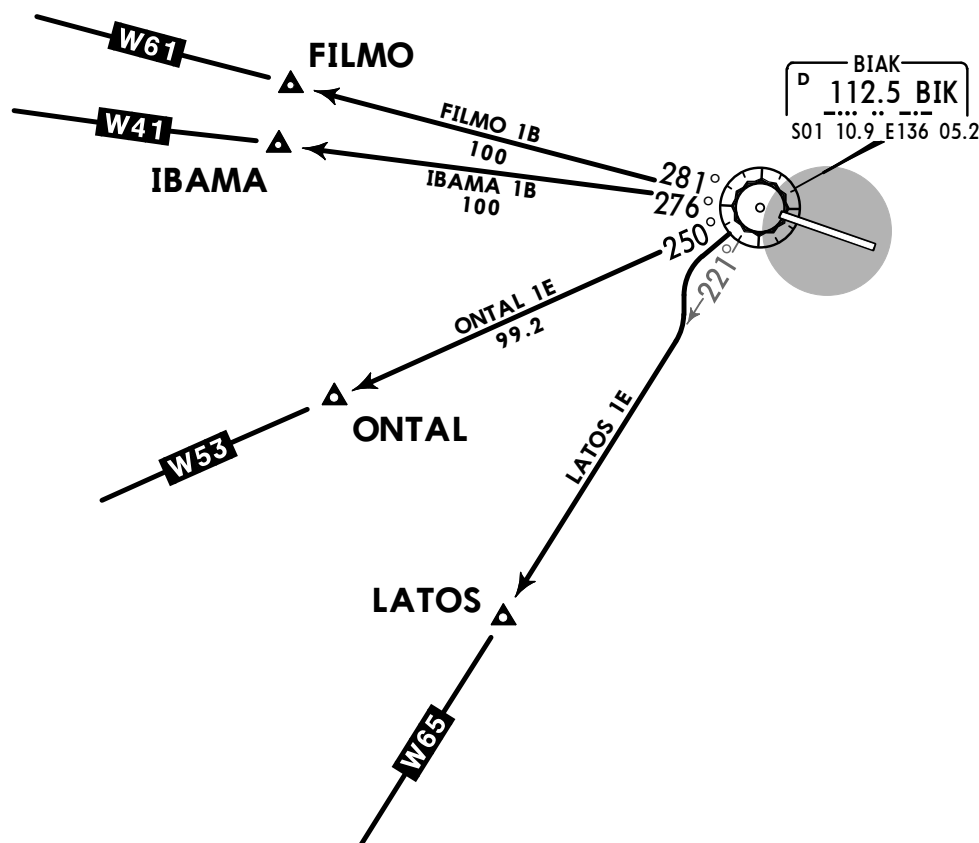
BIAK, INDONESIA
SID

Apt Elev
 46'

Trans Level: FL180 Trans alt: 18000'



**FILMO 1B [FILM1B], IBAMA 1B [IBAM1B]
 LATOS 1E [LATO1E], ONTAL 1E [ONTA1E]
 DEPARTURES
 (RWY 29)**



INITIAL CLIMB

After passing BIK VOR turn LEFT IMMEDIATELY.

SID	ROUTING
FILMO 1B	Intercept BIK R-281 to FILMO or join W-61.
IBAMA 1B	Intercept BIK R-276 to IBAMA or join W-41 westbound.
LATOS 1E	Intercept BIK R-221 to LATOS or join W-65.
ONTAL 1E	Intercept BIK R-250 to ONTAL or join W-53.

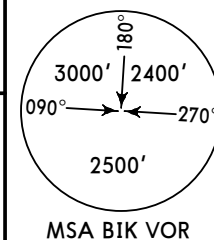
WABB/BIK
FRANS KAISIEPO

JEPPESEN
13 JAN 17 (10-3D)

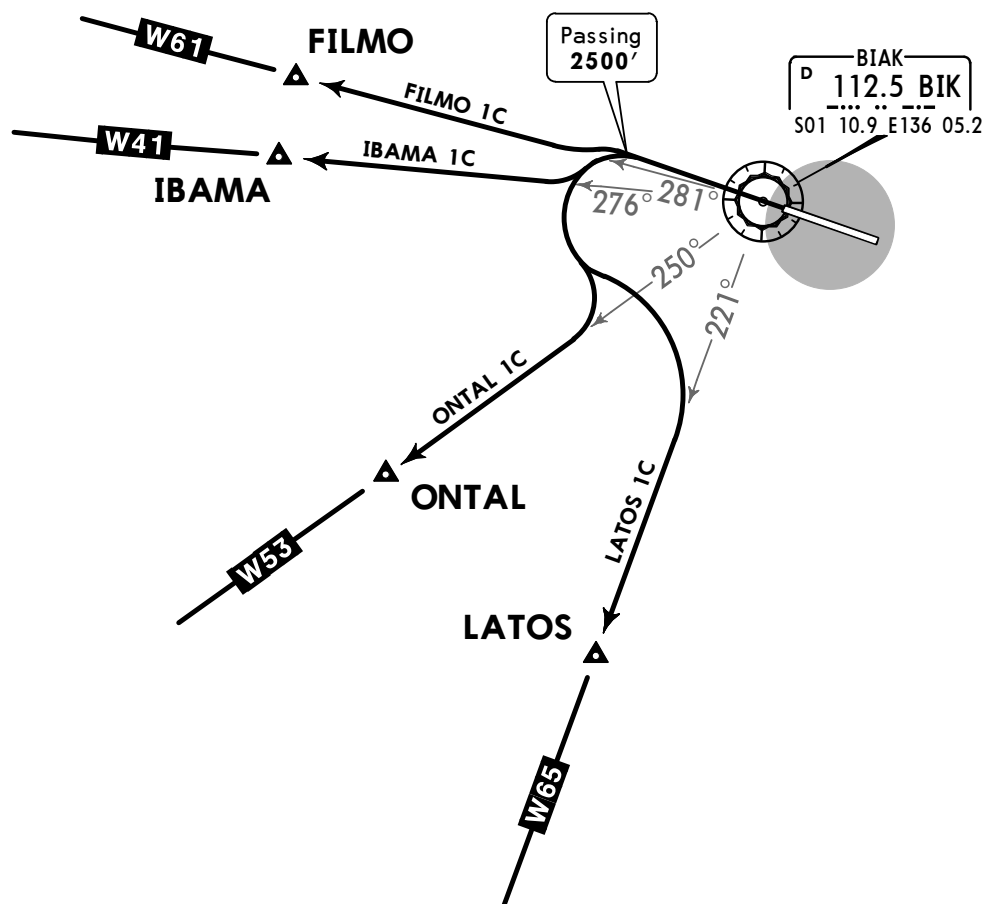
BIAK, INDONESIA
SID

Apt Elev
46'

Trans Level: FL180 Trans alt: 18000'



FILMO 1C [FILM1C], IBAMA 1C [IBAM1C]
LATOS 1C [LATO1C], ONTAL 1C [ONTA1C]
DEPARTURES
(RWY 29)



INITIAL CLIMB

MAINTAIN runway heading until passing 2500' then turn LEFT.

SID	ROUTING
FILMO 1C	Intercept BIK R-281 to FILMO or join W-61.
IBAMA 1C	Intercept BIK R-276 to IBAMA or join W-41 westbound.
LATOS 1C	Intercept BIK R-221 to LATOS or join W-65.
ONTAL 1C	Intercept BIK R-250 to ONTAL or join W-53.

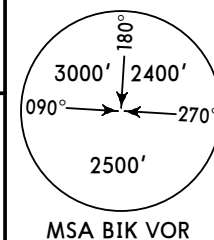
WABB/BIK
FRANS KAISIEPO

JEPPESEN
 13 JAN 17 (10-3E)

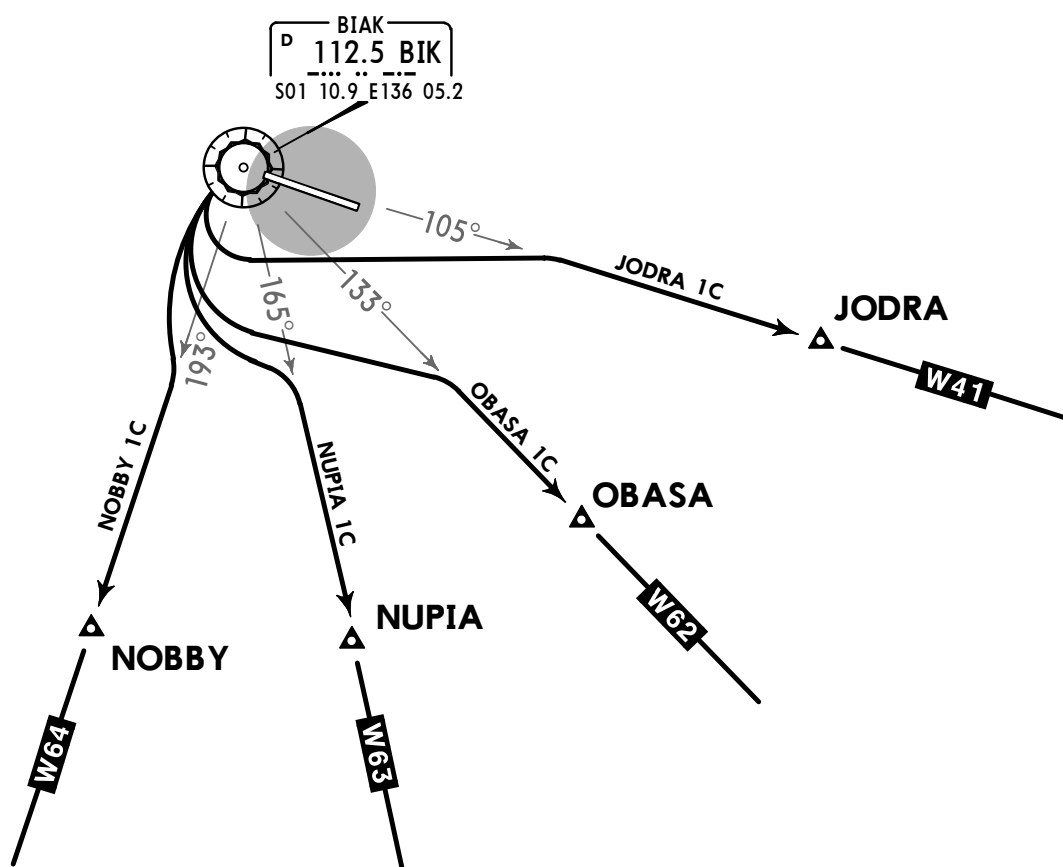
BIAK, INDONESIA
SID

Apt Elev
 46'

Trans Level: FL180 Trans alt: 18000'



**JODRA 1C [JODR1C], NOBBY 1C [NOBB1C]
 NUPIA 1C [NUPI1C], OBASA 1C [OBAS1C]
 DEPARTURES
 (RWY 29)**



INITIAL CLIMB

After passing BIK VOR turn LEFT IMMEDIATELY.

SID	ROUTING
JODRA 1C	Intercept BIK R-105 to JODRA or join W-41 eastbound.
NOBBY 1C	Intercept BIK R-193 to NOBBY or join W-64.
NUPIA 1C	Intercept BIK R-165 to NUPIA or join W-63.
OBASA 1C	Intercept BIK R-133 to OBASA or join W-62.

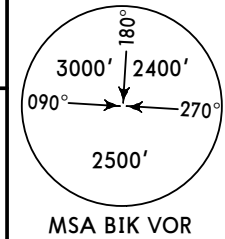
WABB/BIK
FRANS KAISIEPO

JEPPESEN
 13 JAN 17 (10-3F)

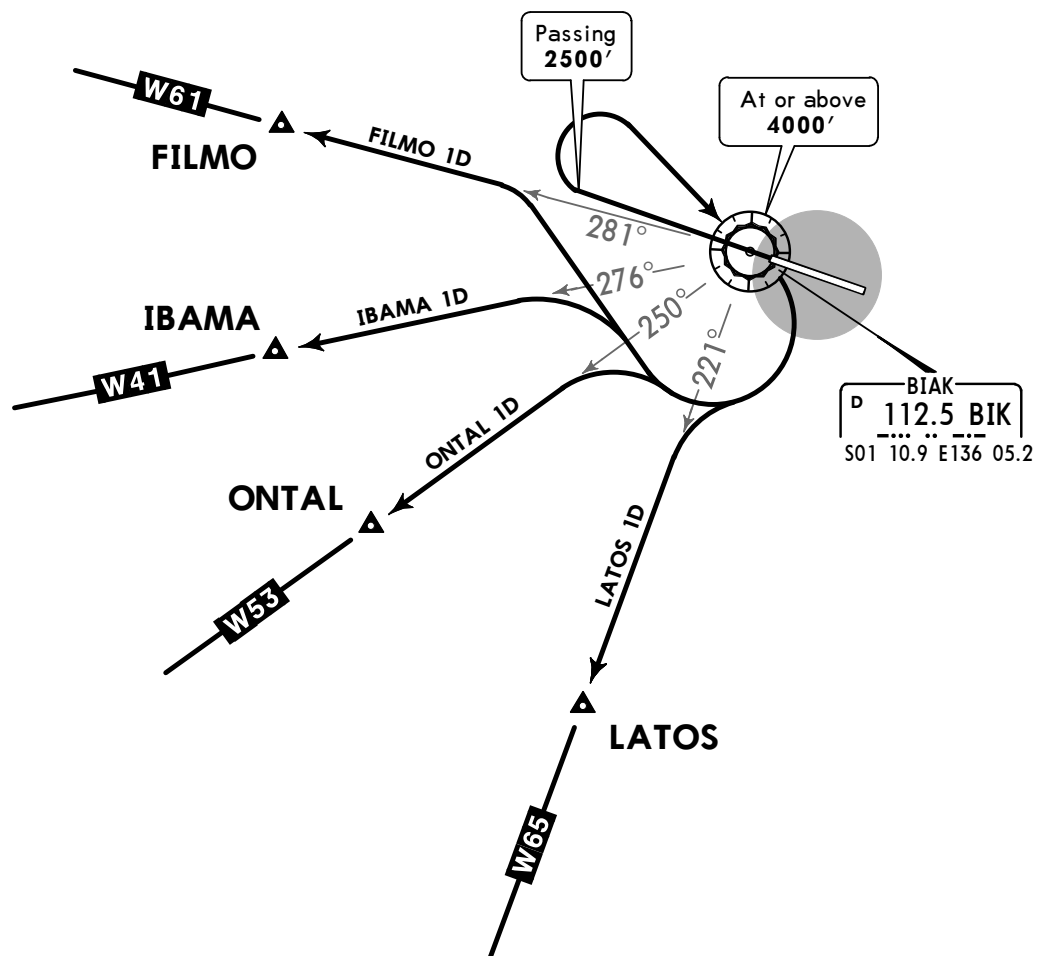
BIAK, INDONESIA
SID

Apt Elev
 46'

Trans Level: FL180 Trans alt: 18000'



**FILMO 1D [FILM1D], IBAMA 1D [IBAM1D]
 LATOS 1D [LATO1D], ONTAL 1D [ONTA1D]
 DEPARTURES
 (RWY 29)**



INITIAL CLIMB

MAINTAIN runway heading until passing 2500' turn RIGHT, proceed to BIK VOR at or above 4000'.

SID	ROUTING
FILMO 1D	At BIK VOR, intercept BIK R-281 to FILMO or join W-61.
IBAMA 1D	At BIK VOR, intercept BIK R-276 to IBAMA or join W-41 westbound.
LATOS 1D	At BIK VOR, intercept BIK R-221 to LATOS or join W-65.
ONTAL 1D	At BIK VOR, intercept BIK R-250 to ONTAL or join W-53.

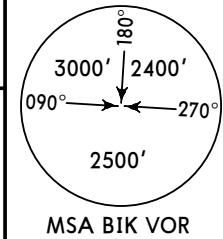
WABB/BIK
FRANS KAISIEPO

JEPPESEN
 13 JAN 17 **(10-3G)**

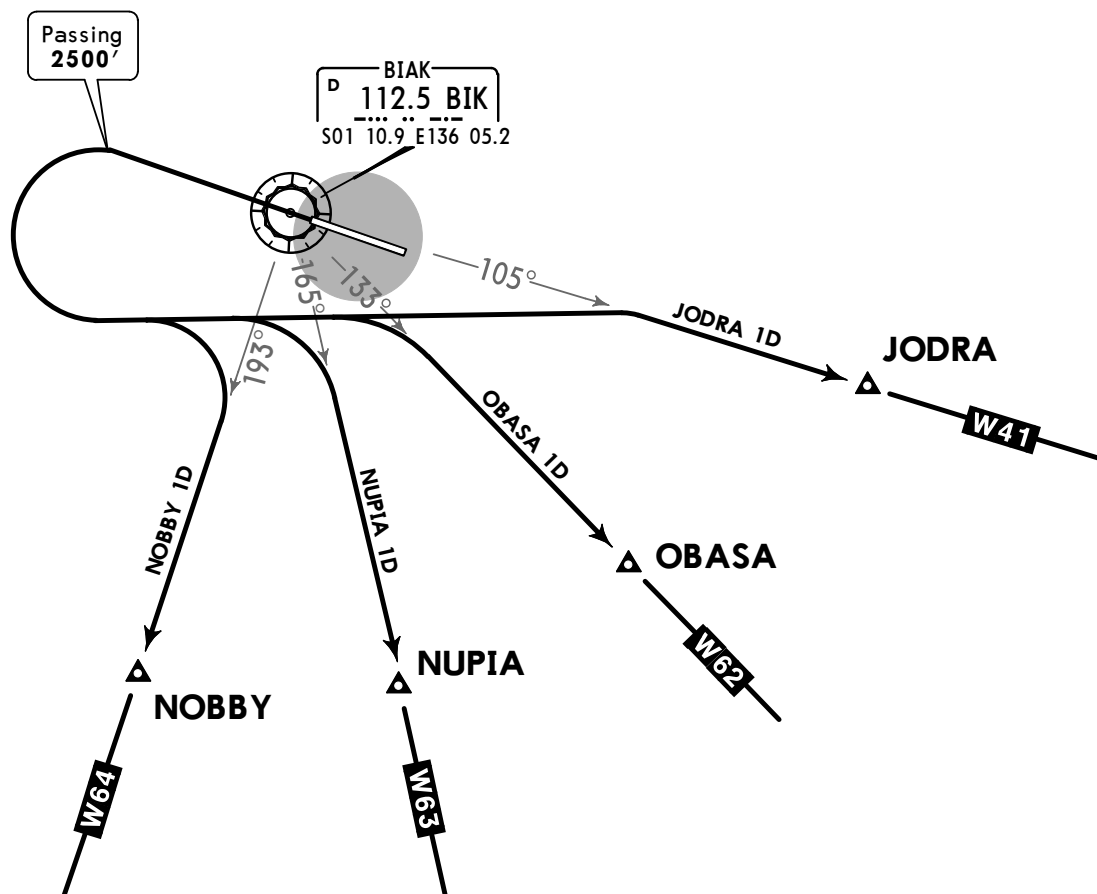
BIAK, INDONESIA
SID

Apt Elev
 46'

Trans Level: FL180 Trans alt: 18000'



**JODRA 1D [JODR1D], NOBBY 1D [NOBB1D]
 NUPIA 1D [NUPI1D], OBASA 1D [OBAS1D]
 DEPARTURES
 (RWY 29)**



INITIAL CLIMB

MAINTAIN runway heading until passing 2500' then turn LEFT.

SID	ROUTING
JODRA 1D	Intercept BIK R-105 to JODRA or join W-41.
NOBBY 1D	Intercept BIK R-193 to NOBBY or join W-64.
NUPIA 1D	Intercept BIK R-165 to NUPIA or join W-63.
OBASA 1D	Intercept BIK R-133 to OBASA or join W-62.

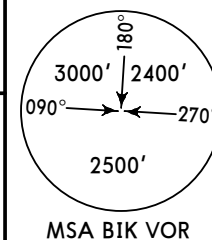
WABB/BIK
FRANS KAISIEPO

JEPPESEN
13 JAN 17 **(10-3H)**

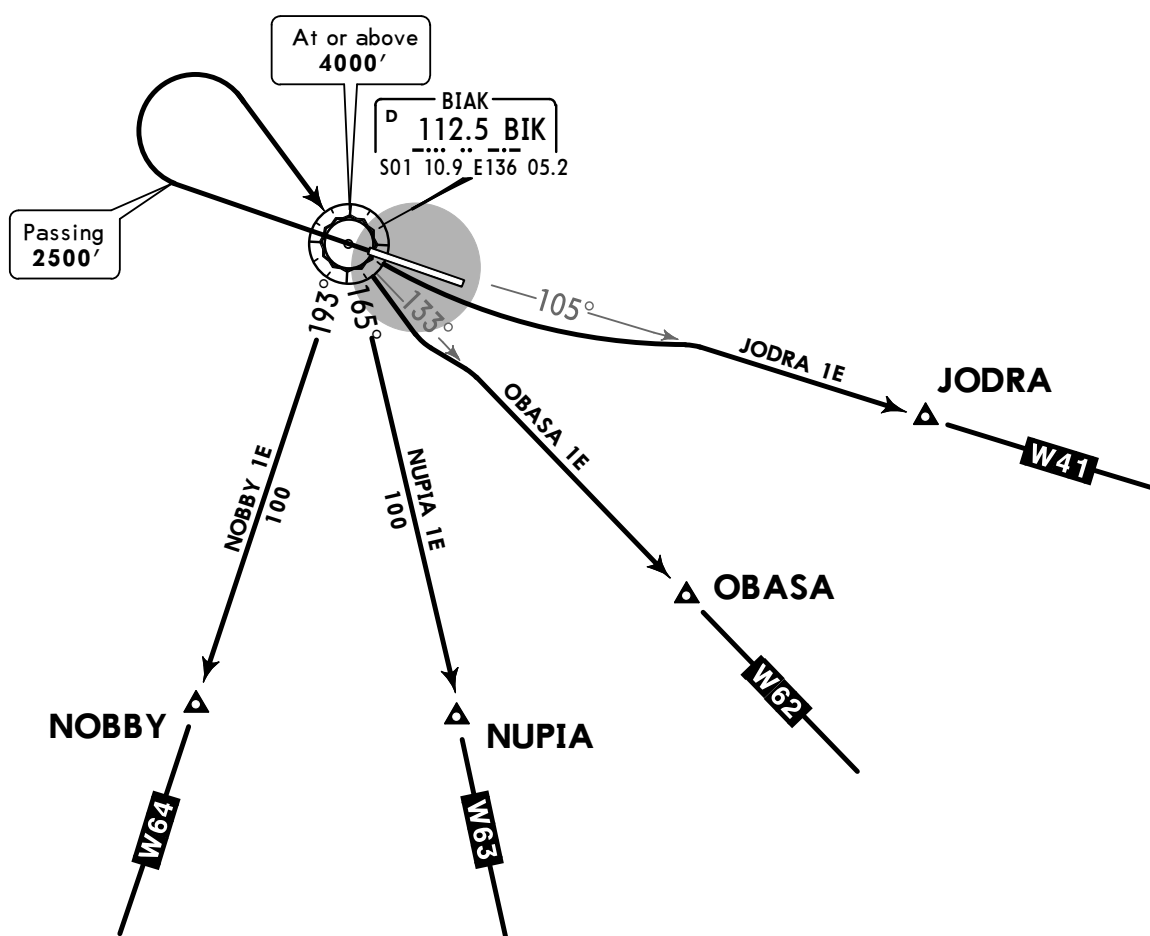
BIAK, INDONESIA
SID

Apt Elev
46'

Trans Level: FL180 Trans alt: 18000'



**JODRA 1E [JODR1E], NOBBY 1E [NOBB1E]
NUPIA 1E [NUPI1E], OBASA 1E [OBAS1E]
DEPARTURES
(RWY 29)**



INITIAL CLIMB

MAINTAIN runway heading until passing 2500' turn RIGHT, proceed to BIK VOR at or above 4000'.

SID	ROUTING
JODRA 1E	At BIK VOR, intercept BIK R-105 to JODRA or join W-41 eastbound.
NOBBY 1E	At BIK VOR, intercept BIK R-193 to NOBBY or join W-64.
NUPIA 1E	At BIK VOR, intercept BIK R-165 to NUPIA or join W-63.
OBASA 1E	At BIK VOR, intercept BIK R-133 to OBASA or join W-62.

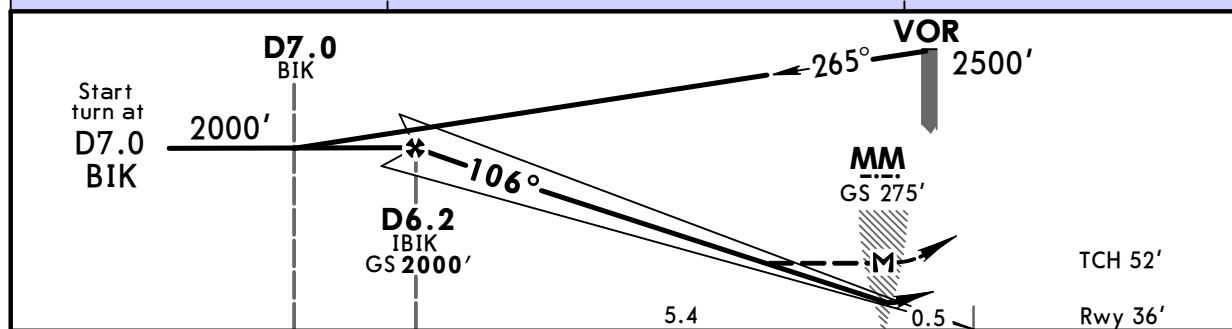
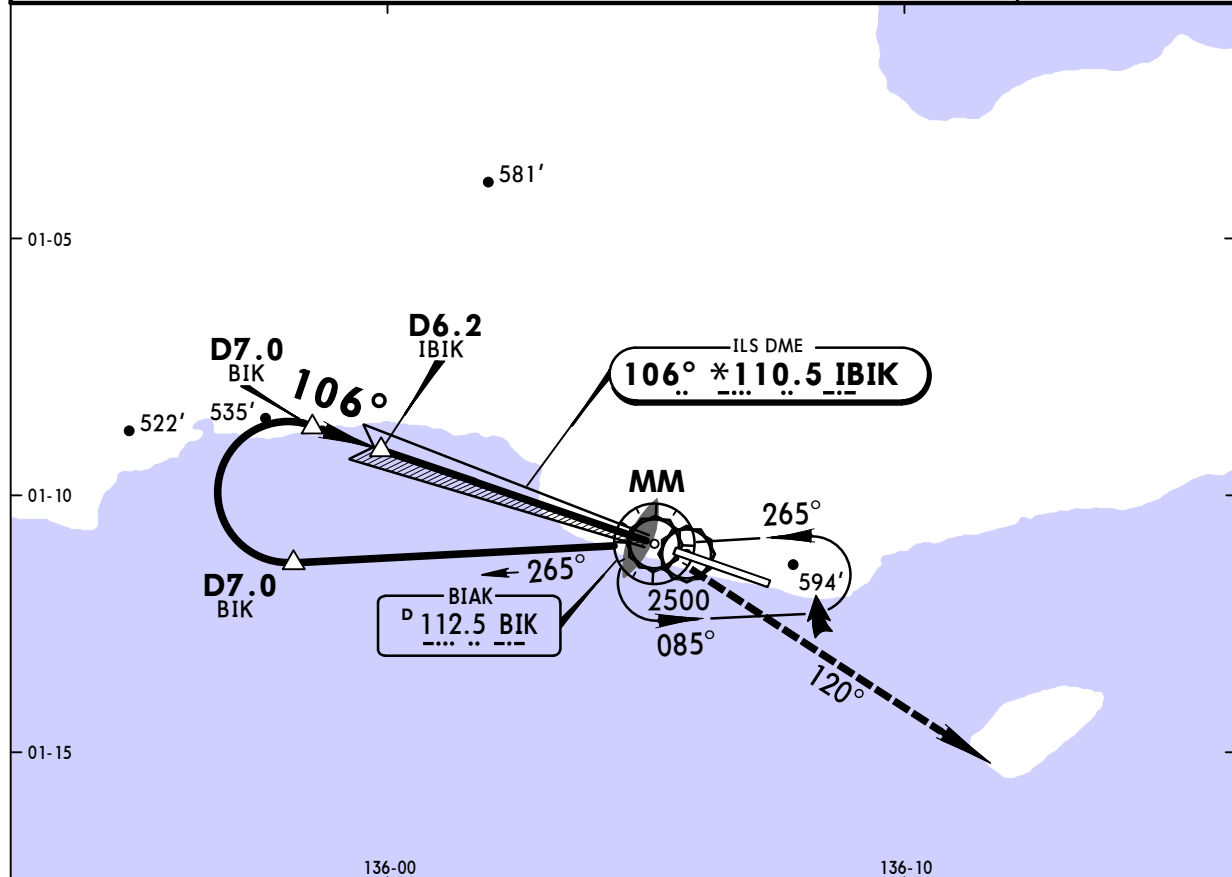
WABB/BIK
FRANS KAISIEPO

JEPPesen
13 JAN 17 **(11-1)**

BIAK, INDONESIA
ILS Rwy 11

BRIEFING STRIP

*ATIS 126.5		*BIAK Approach (R) 121.2		*FRANS Tower 121.2	
LOC IBIK *110.5	Final Apch Crs 106°	GS D6.2 IBIK 2000' (1964')	ILS DA(H) 275' (239')	Apt Elev 46' Rwy 36'	<p>3000' 2400' 2500' 090° 180° 270°</p>
MISSED APCH: Climb on 120° to 2500' and contact ATC for further instructions.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 180	Trans alt: 18000'	
MSA BIK VOR					



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00°	372	478	531	637	743	849	
MAP at MM or D6.2 IBIK to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02	

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS DA(H) 275' (239')		LOC (GS out) MDA(H) 640' (604')		Max Kts	MDA(H)
FULL	ALS out		ALS out	100	1050' (1004') -4900m
				135	
1300m		3400m		180	1050' (1004') -5000m
				205	

PANS OPS

WABB/BIK

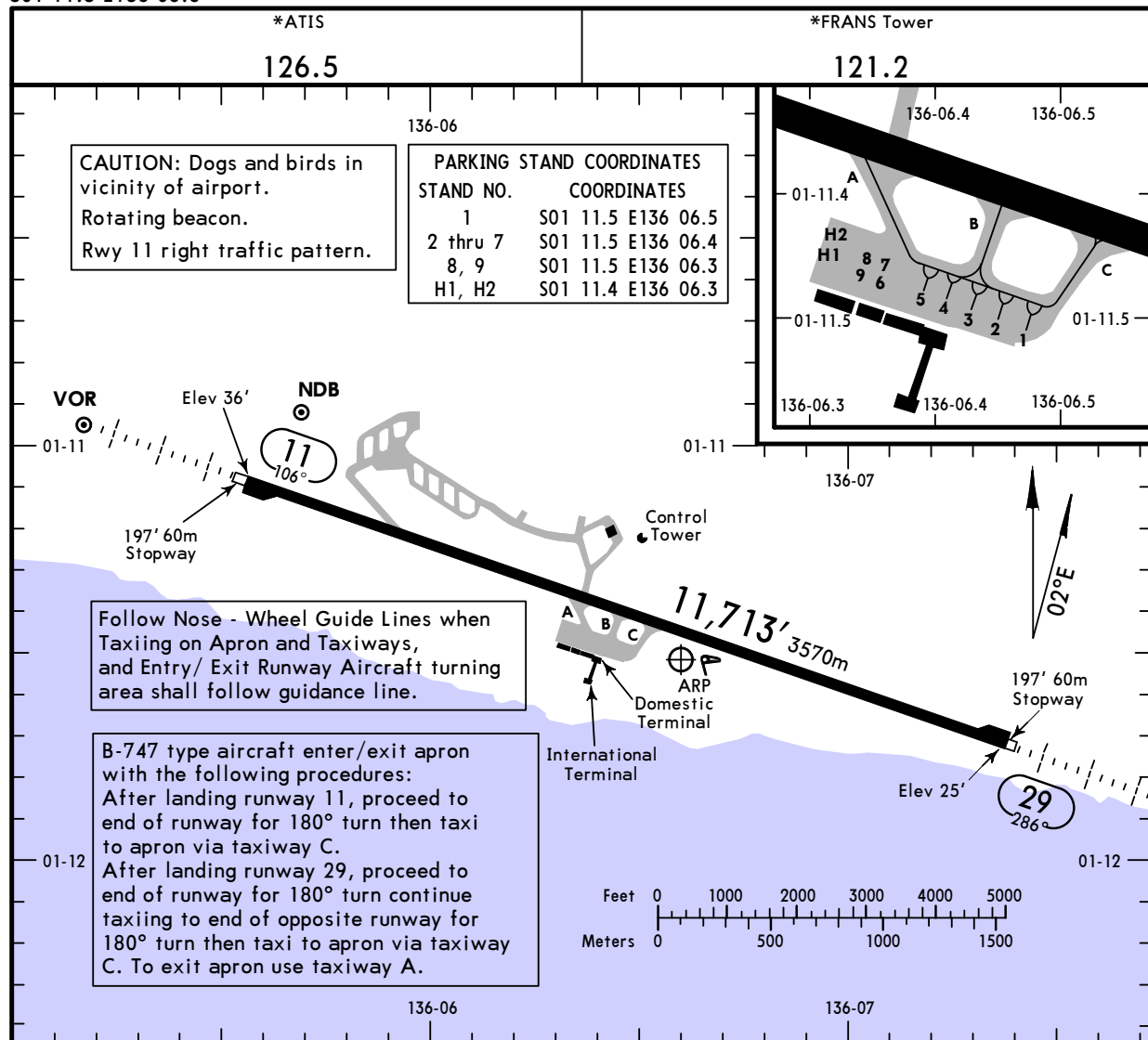
Apt Elev **46'**
S01 11.5 E136 06.6

JEPPesen

13 JAN 17 **(11-1)**

BIAK, INDONESIA

FRANS KAISIEPO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
11	RL ALS PAPI-L				148'
29					45m

TAKE-OFF

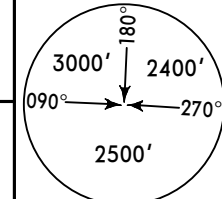
AIR CARRIER (JAA)			AIR CARRIER (FAR 121)	
LVP must be in force All Rwys RCLM (Day only) or RL		All Rwys RCLM (Day only) or RL	All Rwys Adequate Vis Ref	
A			2 Eng	
B	250m			
C		400m	3 & 4 Eng	400m
D	300m			

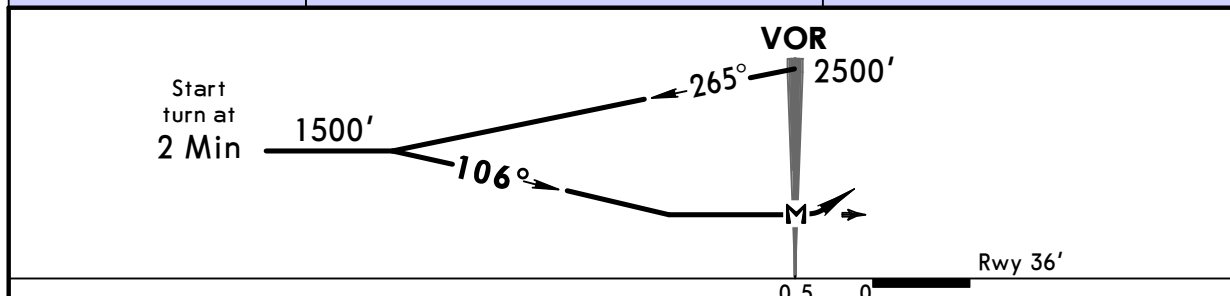
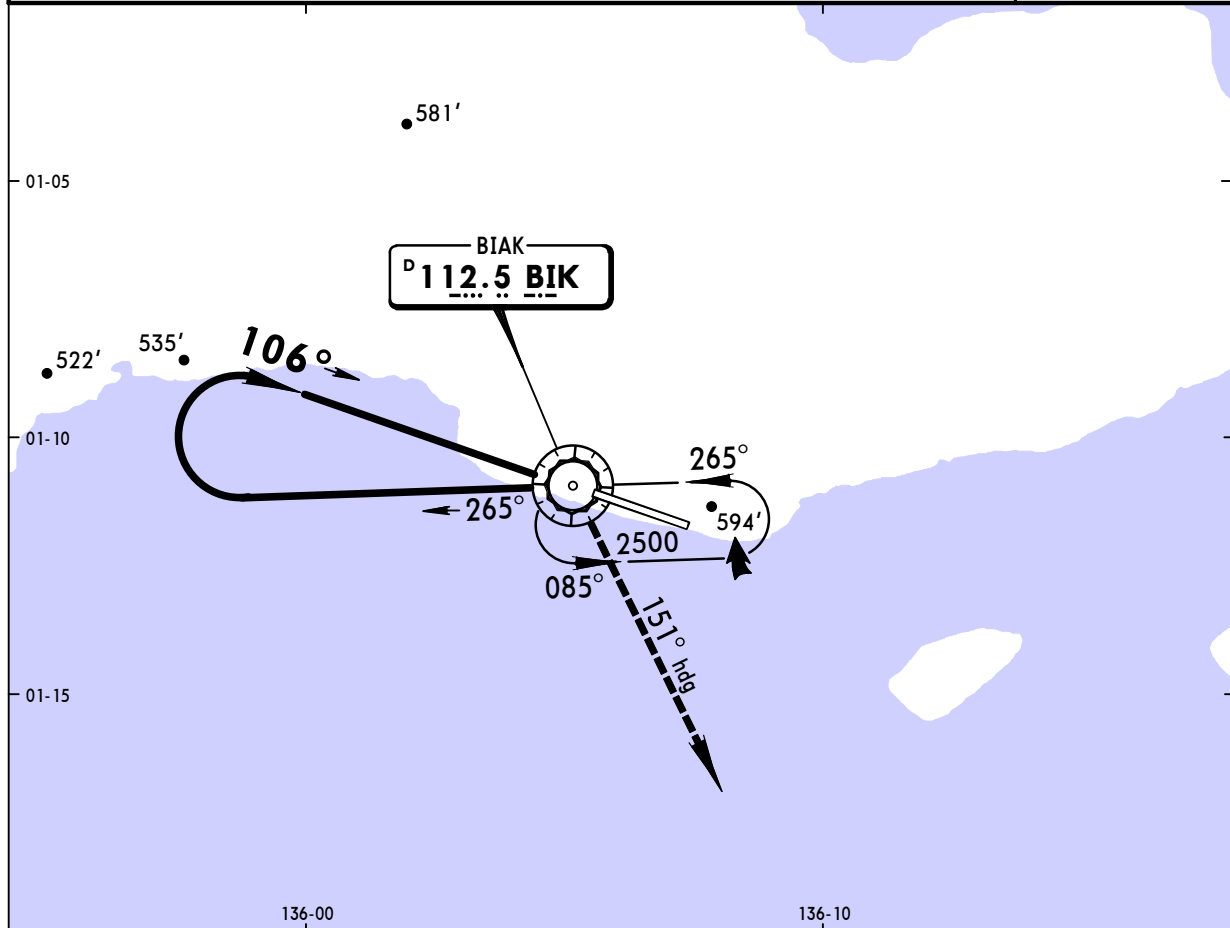
WABB/BIK
FRANS KAISIEPO

JEPPESEN
13 JAN 17 **(13-1)**

BIAK, INDONESIA
VOR Rwy 11

BRIEFING STRIP

*ATIS 126.5		*BIAK Approach (R) 121.2		*FRANS Tower 121.2	
VOR BIK 112.5	Final Apch Crs 106°	No FAF	MDA(H) 880' (844')	Apt Elev 46' Rwy 36'	
MISSED APCH: Turn RIGHT heading 151° climbing to 2500' and contact ATC for further instructions.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 180	Trans alt: 18000'	MSA BIK VOR	



Gnd speed-Kts	70	90	100	120	140	160		2500' RT	151° hdg
Rate of descent on final (feet/min)	341	438	487	584	682	779			
MAP at VOR									

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 880' (844')				MDA(H)			
ALS out				Max Kts			
4800m				100	1050' (1004') -4900m		
				135			
				180			
				205	1050' (1004') -5000m		

PANS OPS

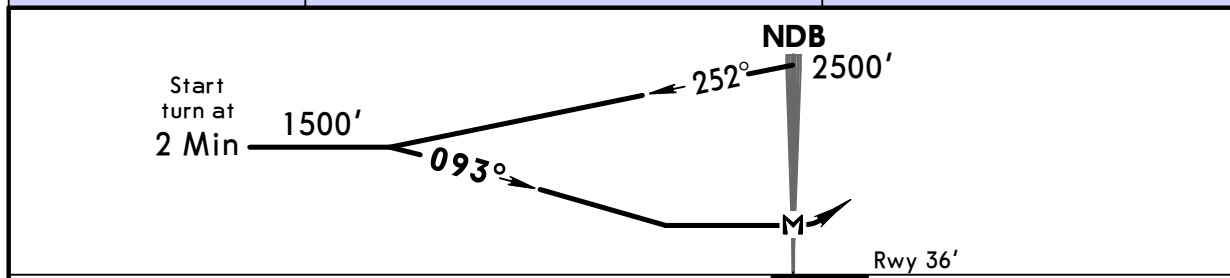
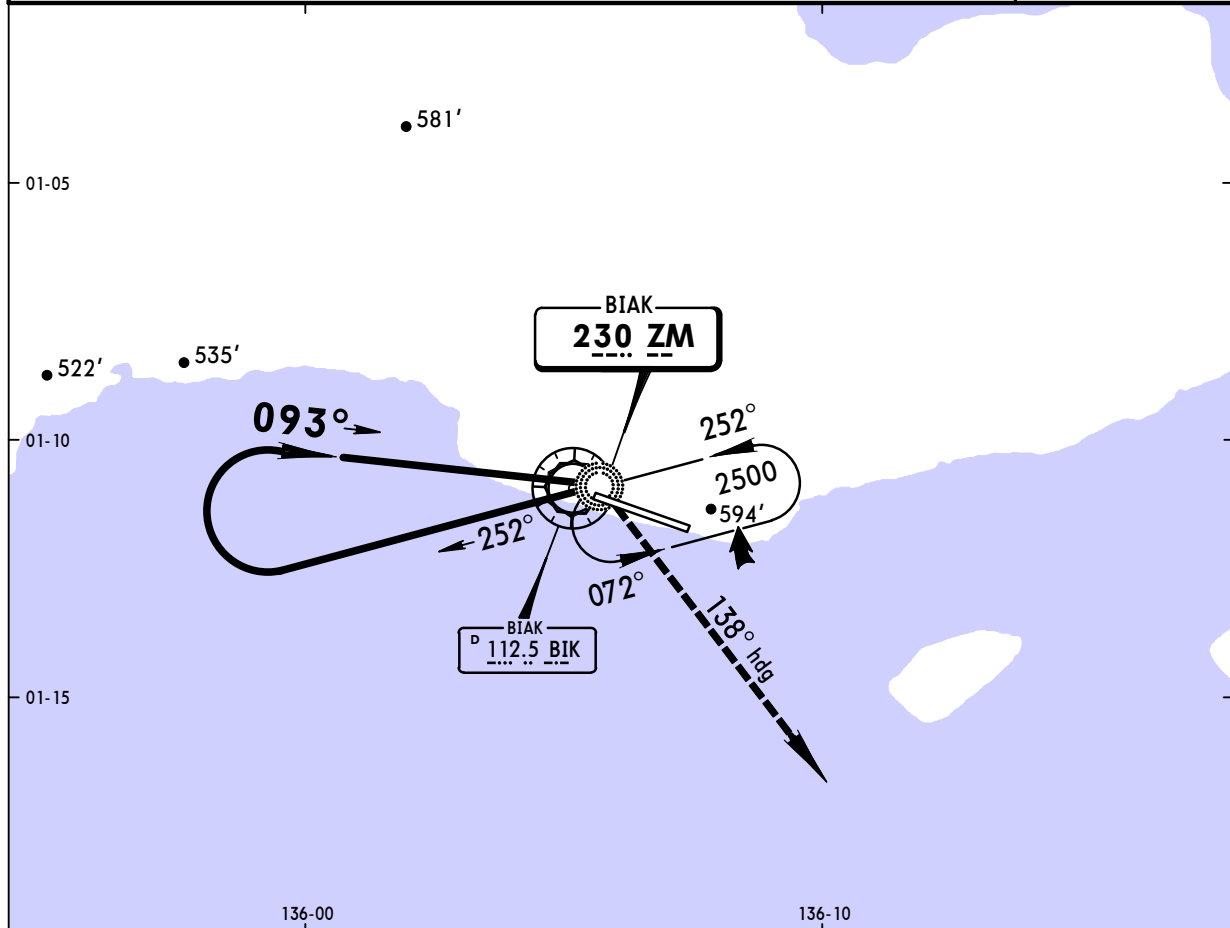
WABB/BIK
FRANS KAISIEPO

JEPPesen
13 JAN 17 **(16-1)**

BIAK, INDONESIA
NDB Rwy 11

BRIEFING STRIP

*ATIS 126.5		*BIAK Approach (R) 121.2		*FRANS Tower 121.2	
NDB ZM 230	Final Apch Crs 093°	No FAF	MDA(H) 890' (854')	Apt Elev 46' Rwy 36'	<p>A circular compass rose with a vertical line pointing to 180° and a horizontal line pointing to 090° and 270°. The altitudes 3000', 2400', and 2500' are marked near the 180° line.</p>
MISSED APCH: Turn RIGHT heading 138° climbing to 2500' and contact ATC for further instructions.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 180	Trans alt: 18000'	MSA ZM NDB	



Gnd speed-Kts	70	90	100	120	140	160		ALS	2500'	138°
Rate of descent on final (feet/min)	341	438	487	584	682	779		PAPI	RT	hdg
MAP at NDB										

STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND			
MDA(H) 890' (854')				MDA(H)			
ALS out				Max Kts			
4900m				100	1050' (1004') -4900m		
				135			
				180			
				205	1050' (1004') -5000m		

PANS OPS