

JEPPESEN

26 FEB 16
Eff 3 Mar (10-2)

DME or GNSS ARRIVAL

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

SECTOR A

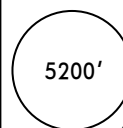
VOR 115.9 AS

NDB 335 AS

Apt. Elev 1789'

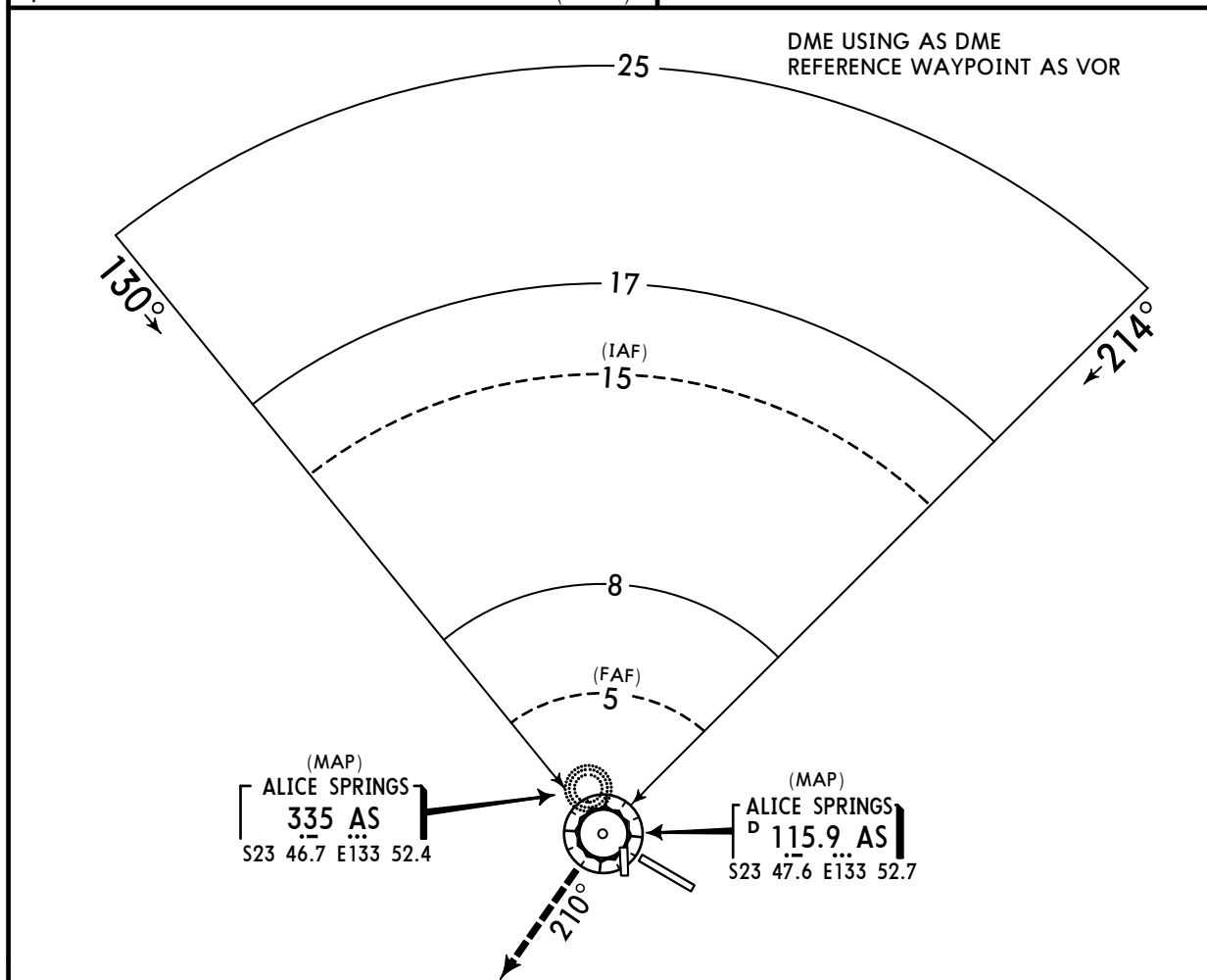
*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

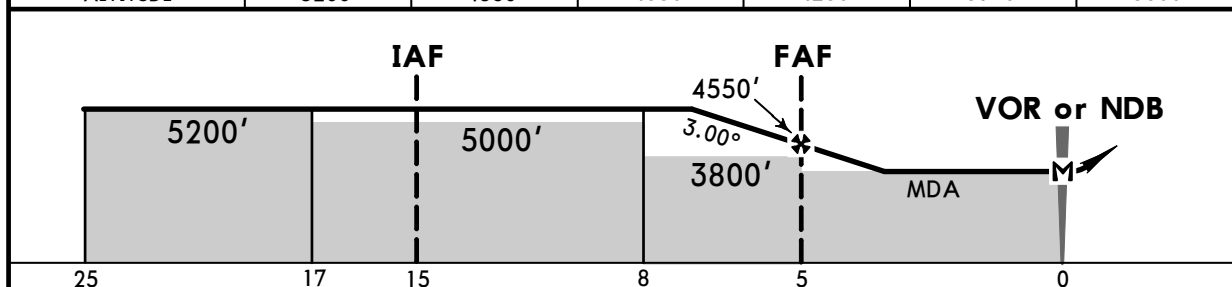


MSA
AS VOR or NDB
4300' Within 10 NM


NOT TO SCALE



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



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

Actual Aero QNH		Forecast Terminal QNH		<div>No Circling North of Rwy 12-30 beyond 3 NM</div> 
MDA(H) 3700' (1911')		MDA(H) 3800' (2011')		
A	2.4 km	2.4 km		
B	4.0 km	4.0 km		
C	5.0 km	5.0 km		
D				

PANS OPS

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

JEPPESEN

26 FEB 16
Eff 3 Mar

10-2A

DME or GNSS ARRIVAL

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

SECTOR B

VOR 115.9 AS

NDB 335 AS

Apt. Elev **1789'**

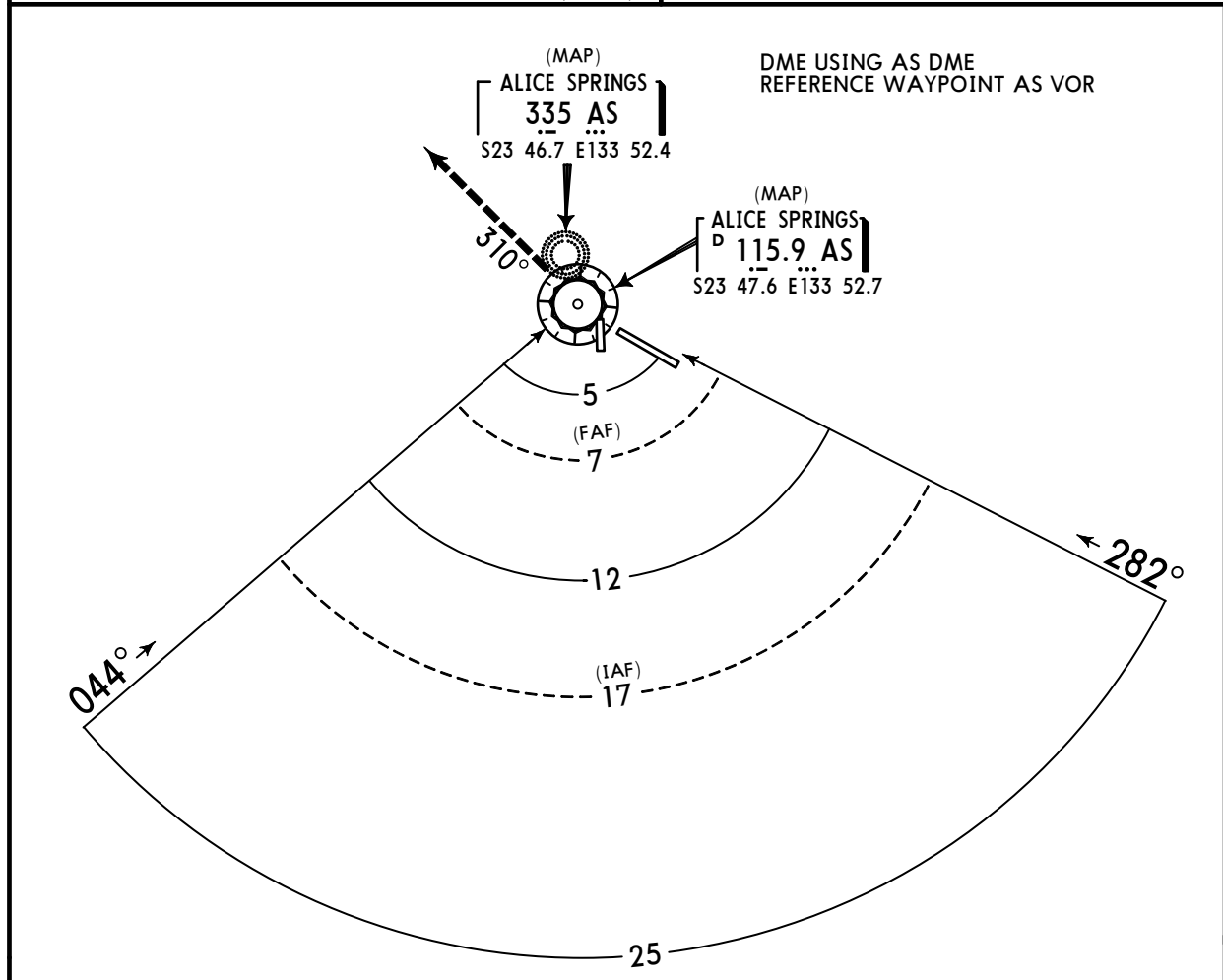
*ATIS 115.9 123.0 335
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MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

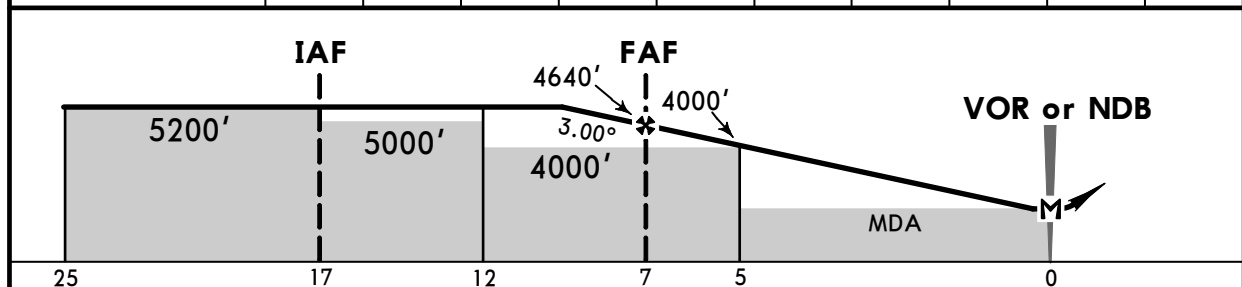
5200'

MSA
AS VOR or NDB
4300' Within 10 NM


NOT TO SCALE



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



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

Actual Aero QNH		CIRCLE-TO-LAND	Forecast Terminal QNH		No Circling North of Rwy 12-30 beyond 3 NM 
A, B: 2700' (911')			A, B: 2800' (1011')		
MDA(H) C: 3200' (1411')			MDA(H) C: 3300' (1511')		
D: 3300' (1511')			D: 3400' (1611')		
A	2.4 km		2.4 km		
B					
C	4.0 km		4.0 km		
D	5.0 km		5.0 km		

PANS OPS

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

JEPPESEN

26 FEB 16
Eff 3 Mar

(10-2B)

DME or GNSS ARRIVAL

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

SECTOR C

VOR 115.9 AS

NDB 335 AS

Apt. Elev **1789'**

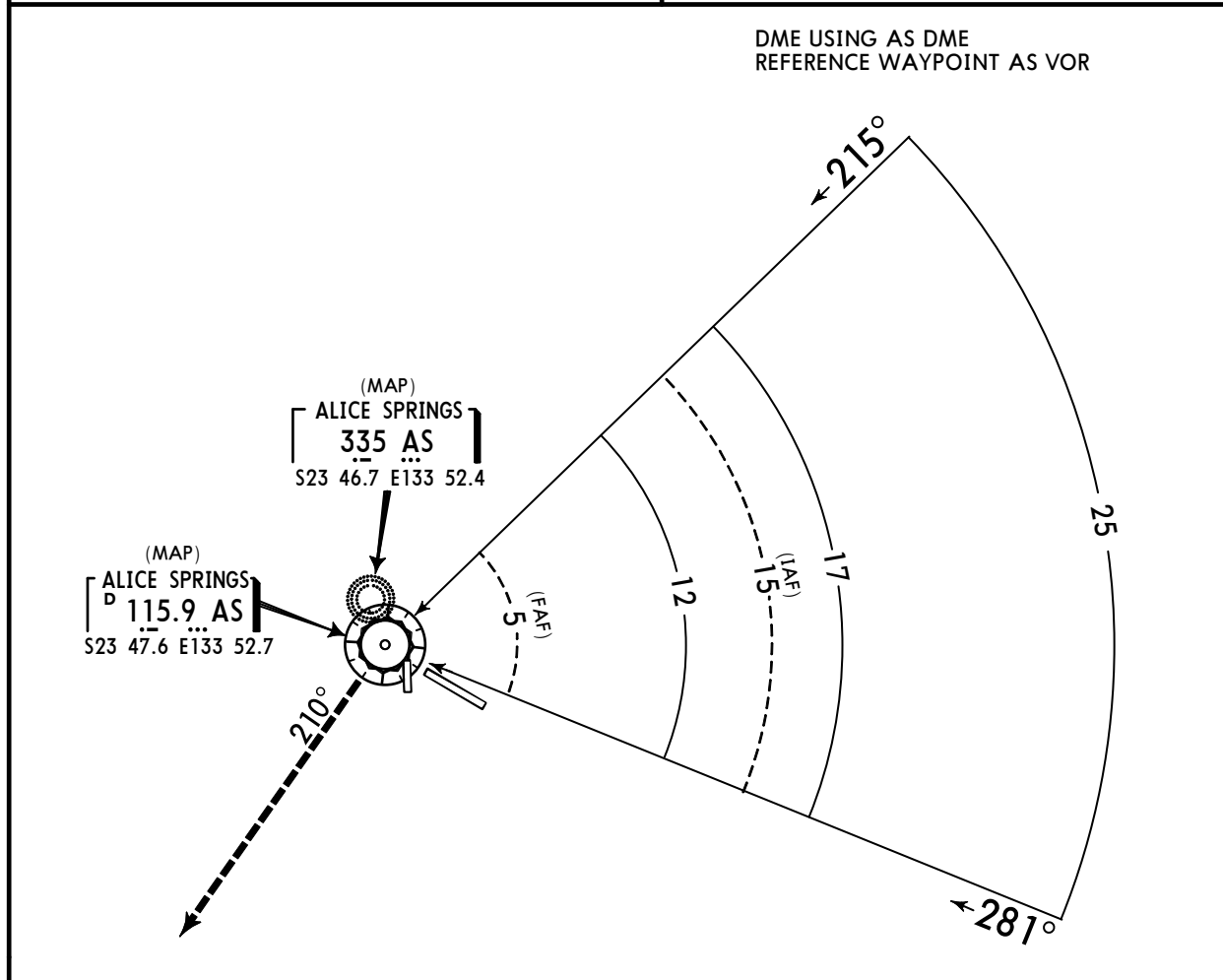
*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

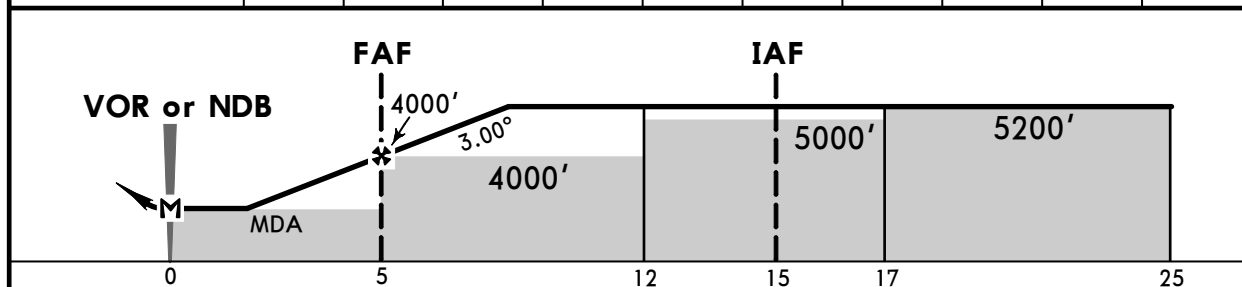
5200'

MSA
AS VOR or NDB
4300' Within 10 NM

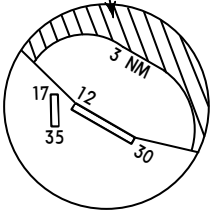
NOT TO SCALE



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

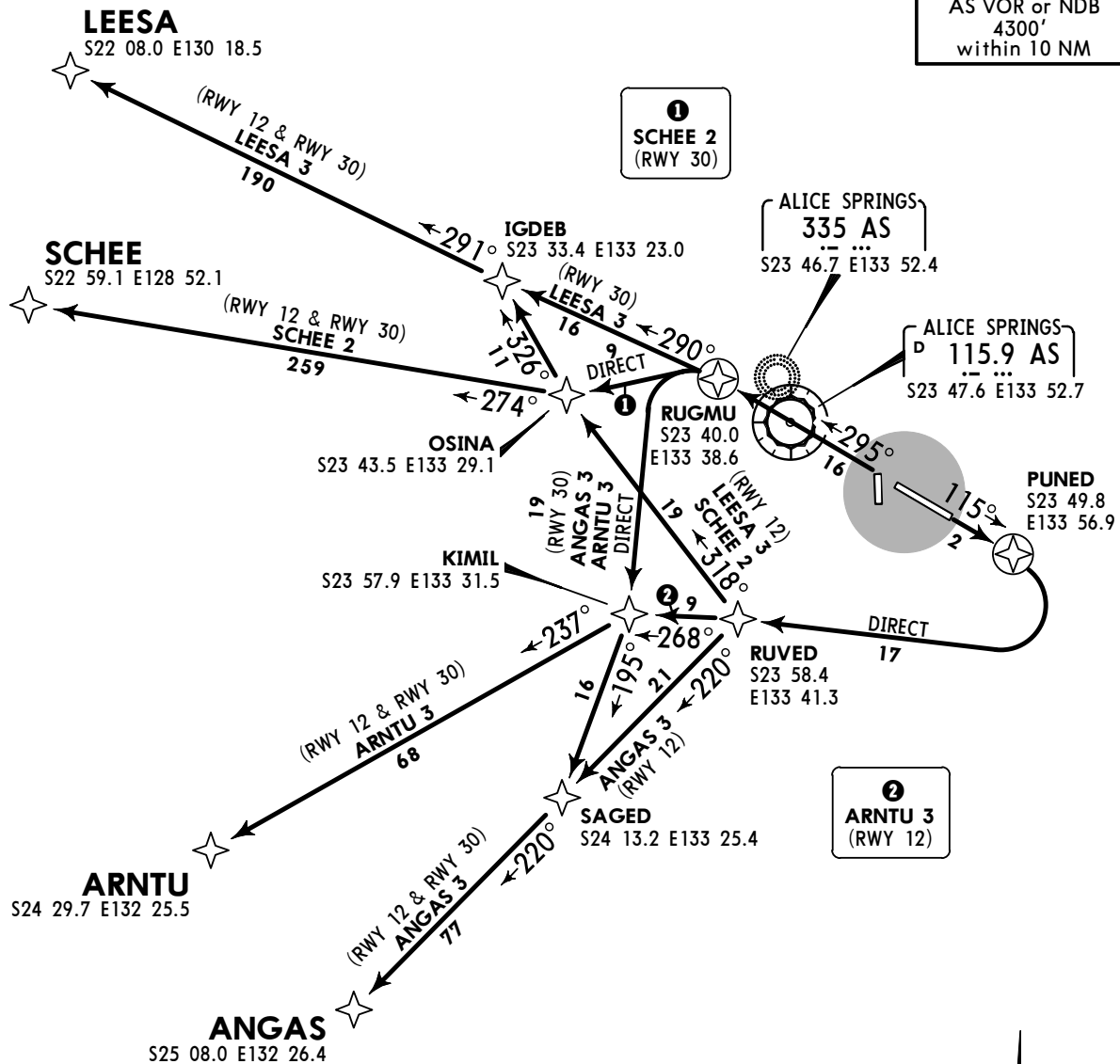


MISSED APPROACH: Track 210° AS VOR or NDB, climb to 5200'.

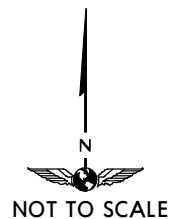
Actual Aero QNH				CIRCLE-TO-LAND				Forecast Terminal QNH				<div>No Circling North of Rwy 12-30 beyond 3 NM </div>		
A, B: 3000' (1211')								A, B: 3100' (1311')						
C: 3200' (1411')								C: 3300' (1511')						
D: 3300' (1511')								D: 3400' (1611')						
MDA(H)								MDA(H)						
A	2.4 km							2.4 km						
B	2.4 km							2.4 km						
C	4.0 km							4.0 km						
D	5.0 km							5.0 km						
Gnd speed-Kts		70	90	100	120	140	160							
Descent angle 3.00°		372	478	531	637	743	849							
MAP at VOR or NDB														

YBAS/ASP
ALICE SPRINGSJEPPESEN ALICE SPRINGS, NT, AUSTRALIA
12 AUG 16 10-3 Eff 18 Aug

SID

Apt Elev
1789'Trans level: FL110 Trans alt: 10000'
Rwy 12/30 WEST.ANGAS 3 [ANGAS3], ARNTU 3 [ARNTU3]
LEESA 3 [LEESA3], SCHEE 2 [SCHEE2]
DEPARTURESThese SIDs require a minimum climb gradient:
Rwy 30: 3.9% to 3300'.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185



RWY	INITIAL CLIMB
12	Track 115° to PUNED. Turn RIGHT, track direct to RUVED. For ANGAS: From RUVED turn LEFT, track 220° to SAGED. Track 220° to ANGAS, then as cleared. For ARNTU: From RUVED track 268° to KIMIL. Turn LEFT, track 237° to ARNTU, then as cleared. For LEESA: From RUVED turn RIGHT, track 318° to OSINA. Track 326° to IGDEB, turn LEFT, track 291° to LEESA, then as cleared. For SCHEE: From RUVED turn RIGHT, track 318° to OSINA. Turn LEFT, track 274° to SCHEE, then as cleared.
30	Track 295° to RUGMU. For ANGAS: From RUGMU turn LEFT, track direct to KIMIL. Track 195° to SAGED, turn RIGHT, track 220° to ANGAS, then as cleared. For ARNTU: From RUGMU turn LEFT, track direct to KIMIL. Turn RIGHT, track 237° to ARNTU, then as cleared. For LEESA: From RUGMU track 290° to IGDEB. Track 291° to LEESA, then as cleared. For SCHEE: From RUGMU turn LEFT, track direct to OSINA. Turn RIGHT, track 274° to SCHEE, then as cleared.



12 AUG 16
Eff 18 Aug

10-3A

ALICE SPRINGS, NT, AUSTRALIA

YBAS

ALICE SPRINGS

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

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

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

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

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

For DESET, IDANU, KALUG:

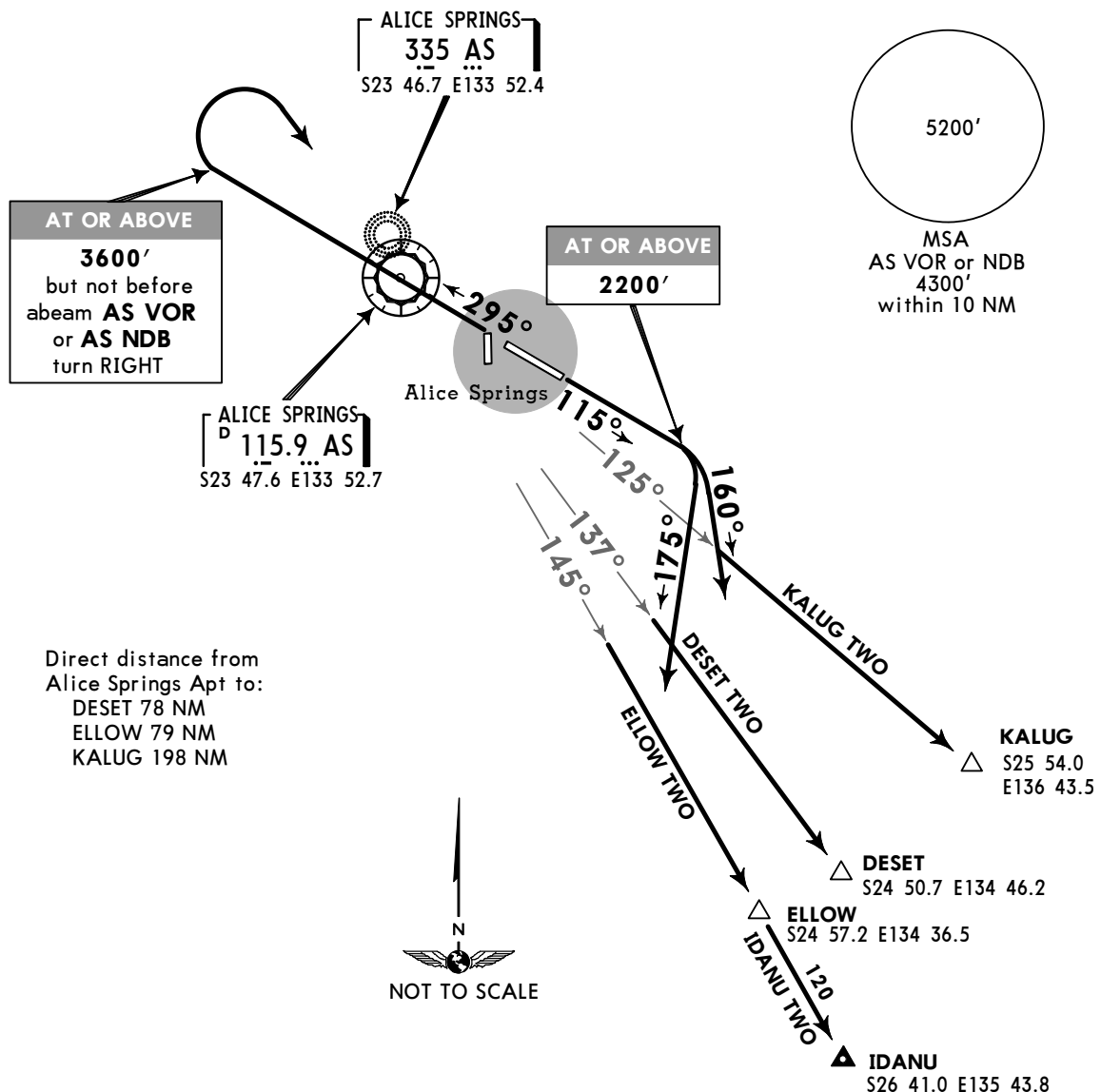
Turn RIGHT, track 160°, intercept cleared route.

For ELLOW: Turn RIGHT, track 175°, intercept cleared route.

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

For DESET, ELLOW, IDANU, KALUG:

Track direct to AS VOR or AS NDB. Overhead AS VOR or AS NDB, intercept cleared route.



TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

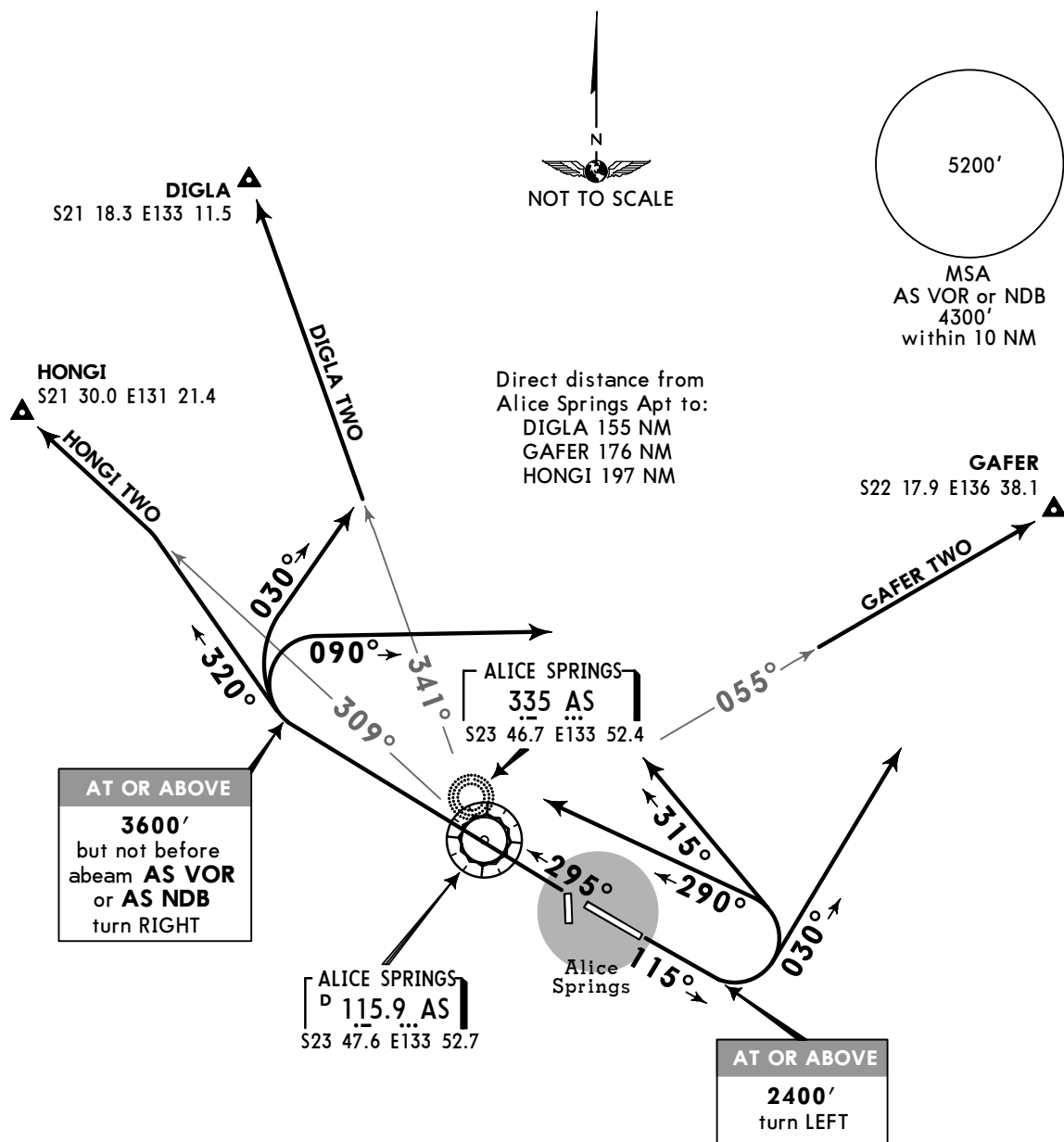
**DIGLA TWO [DIGLA2],
GAFER TWO [GAFER2],
HONGI TWO [HONGI2]
DEPARTURES**

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

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

RWY 12: Track 115°. At or above 2400' turn LEFT.
For DIGLA: Track 315°, intercept cleared route.
For GAFER: Track 030°, intercept cleared route.
For HONGI: Track 290°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.
For DIGLA: Track 030°, intercept cleared route.
For GAFER: Track 090°, intercept cleared route.
For HONGI: Track 320°, intercept cleared route.



TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

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

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

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

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

For PULOL and STEEL:

Turn LEFT, intercept cleared route.

For SADEL and SARAH:

Turn RIGHT, track 175°, intercept cleared route.

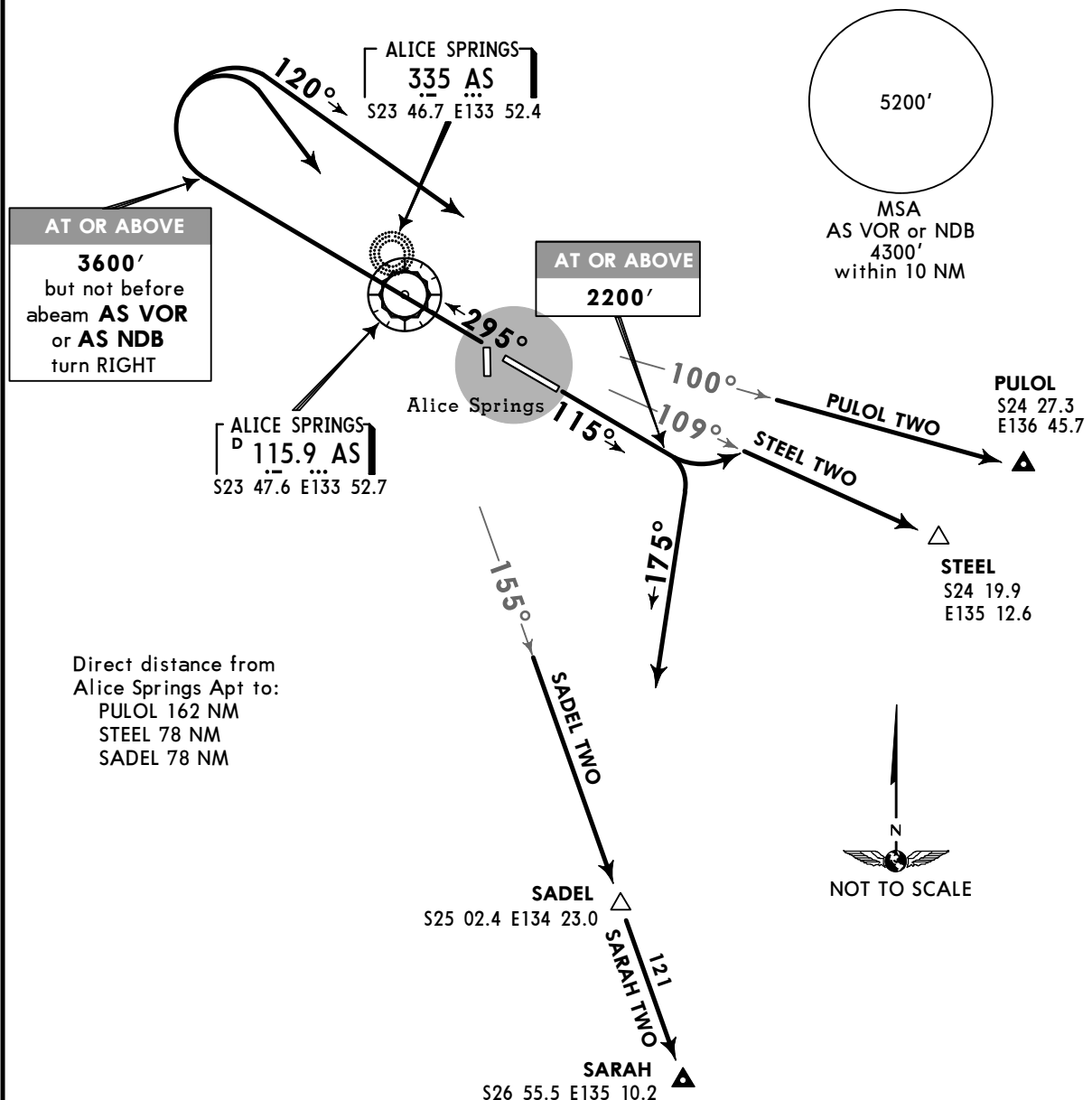
RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.

For PULOL and STEEL:

Track 120°, intercept cleared route.

For SADEL and SARAH:

Track direct to AS VOR or AS NDB. Overhead AS VOR or AS NDB, intercept cleared route.



TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

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

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

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

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

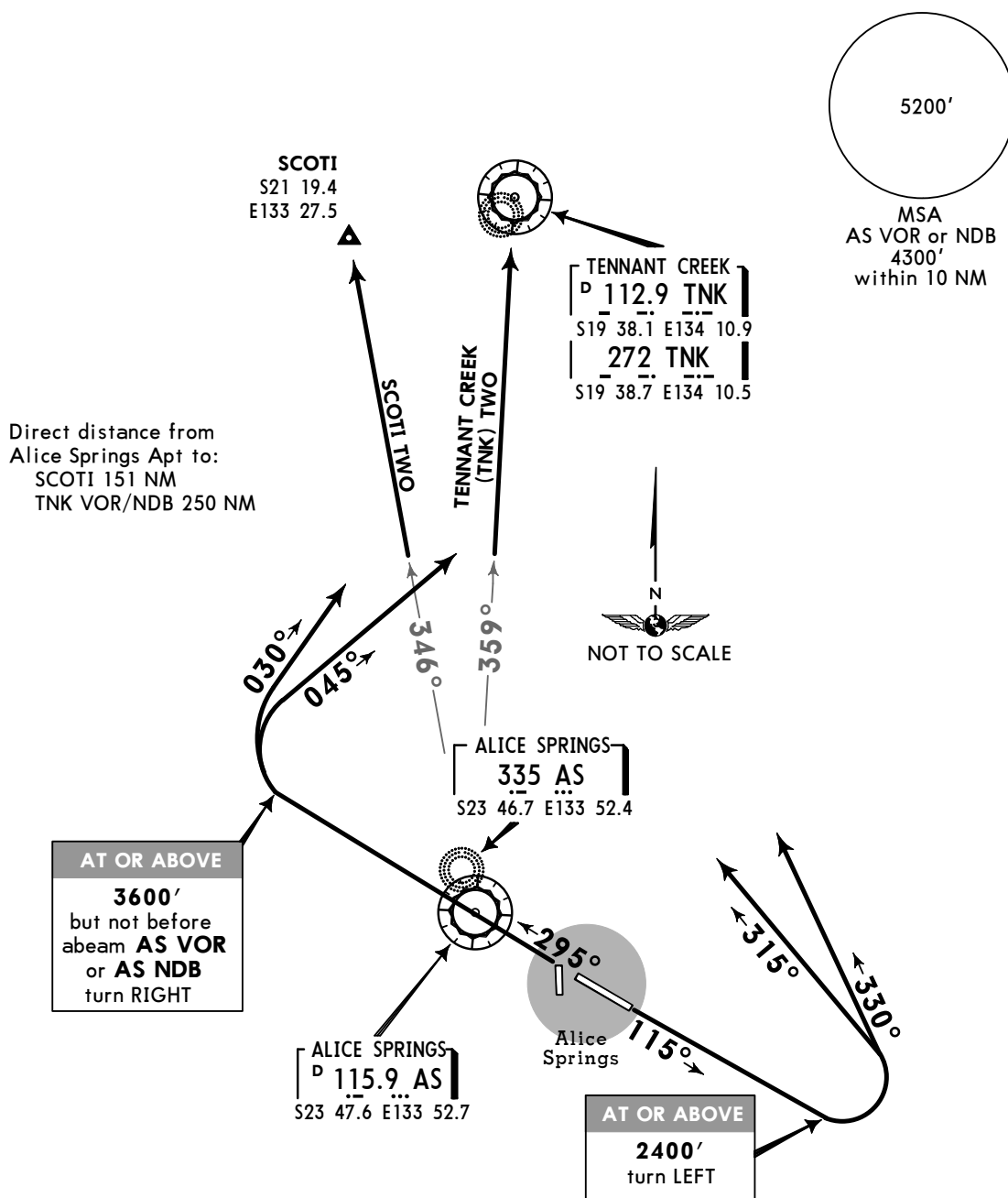
For SCOTI: Track 315°, intercept cleared route.

For TNK: Track 330°, intercept cleared route.

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

For SCOTI: Track 030°, intercept cleared route.

For TNK: Track 045°, intercept cleared route.



YBAS/ASP

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

JEPPesen

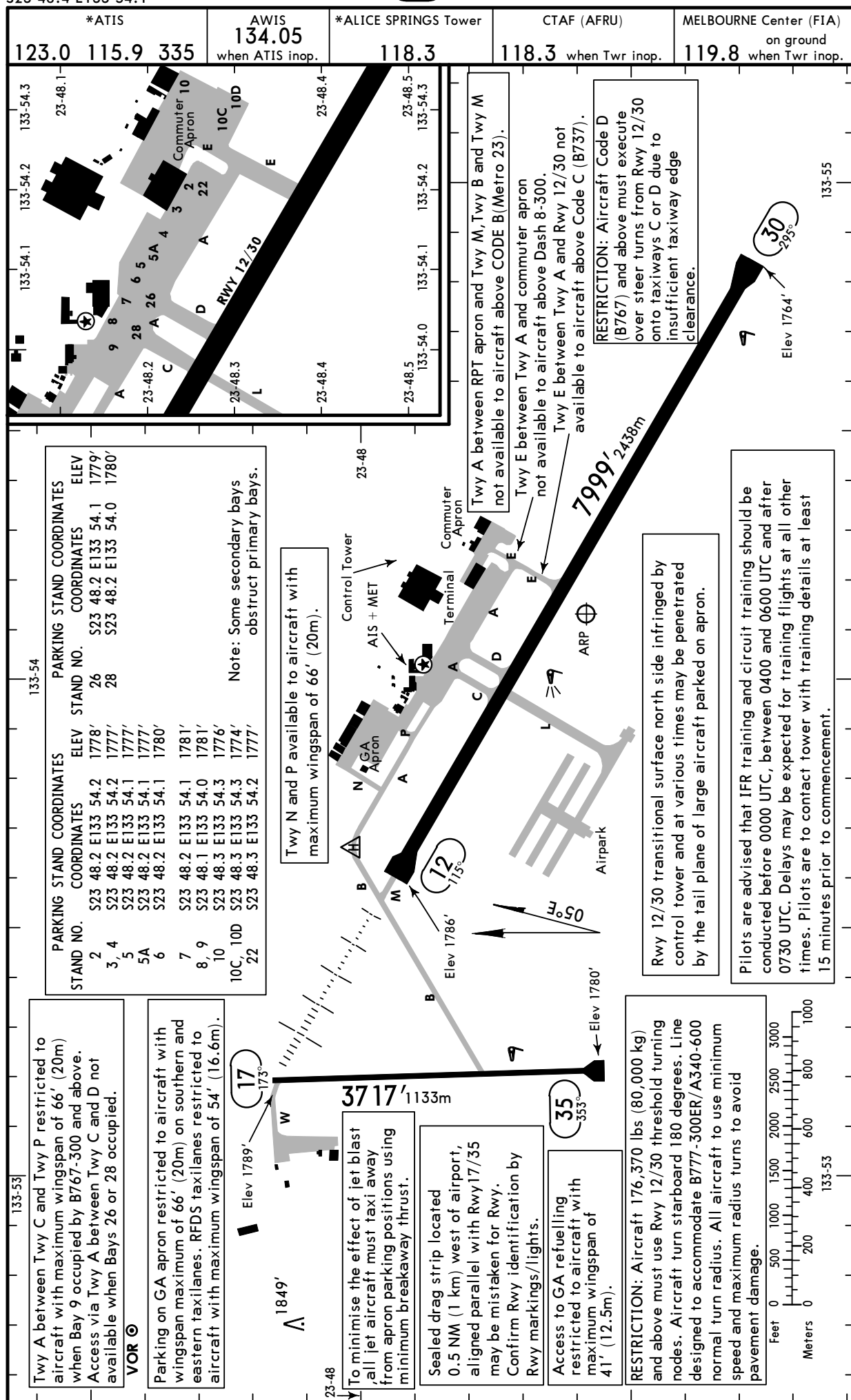
ALICE SPRINGS, NT, AUST

24 FEB 17

10-9

Eff 2 Mar

ALICE SPRINGS



YBAS/ASP

24 FEB 17

JEPPesen**10-9A****Eff 2 Mar****ALICE SPRINGS, NT, AUST**
ALICE SPRINGS**GENERAL**

Simultaneous use of Twy C and Twy D not available to aircraft above 171' (52m) wingspan.

Manned balloon activity in the vicinity of the circuit area at sunrise and early morning.

Bird hazard exists.

Limited parking for aircraft above 12,566 lbs (5700 kg) maximum take-off weight. Parking restrictions for non-regular public transport aircraft. Prior permission required (obtainable from operations manager, Airport operator, Alice Springs, on at least 48 hours prior notice) for aircraft above 12,566 lbs (5700 kg) maximum take-off weight to remain at or transit Alice Springs except when planned as alternate.

Unscheduled operations diverting into Alice Springs require prior notice to the Airport Rescue & Fire Fighting services (ARFF) and airport management.

ADDITIONAL RUNWAY INFORMATION

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

① Manual; standby power available.

② TAKE-OFF RUN AVAILABLE**RWY 12:**

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

RWY 30:

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

17	③ RL (Portable)				59'
35					18m

③ Sunset to sunrise.

TAKE-OFF**All Rwys****STANDARD**

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

	Special ILS-Z or LOC-Z Rwy 12 ILS-Y or LOC-Y Rwy 12 VOR Rwy 12 VOR Rwy 30	Other	
		Actual Aero QNH	Forecast Terminal QNH
A	800' - 4.0 km	1181' - 4.4 km	1281' - 4.4 km
B			
C		1601' - 6.0 km	1701' - 6.0 km
D		1601' - 7.0 km	1701' - 7.0 km

YBAS/ASP

ALICE SPRINGS

20 MAY 16

(11-1)

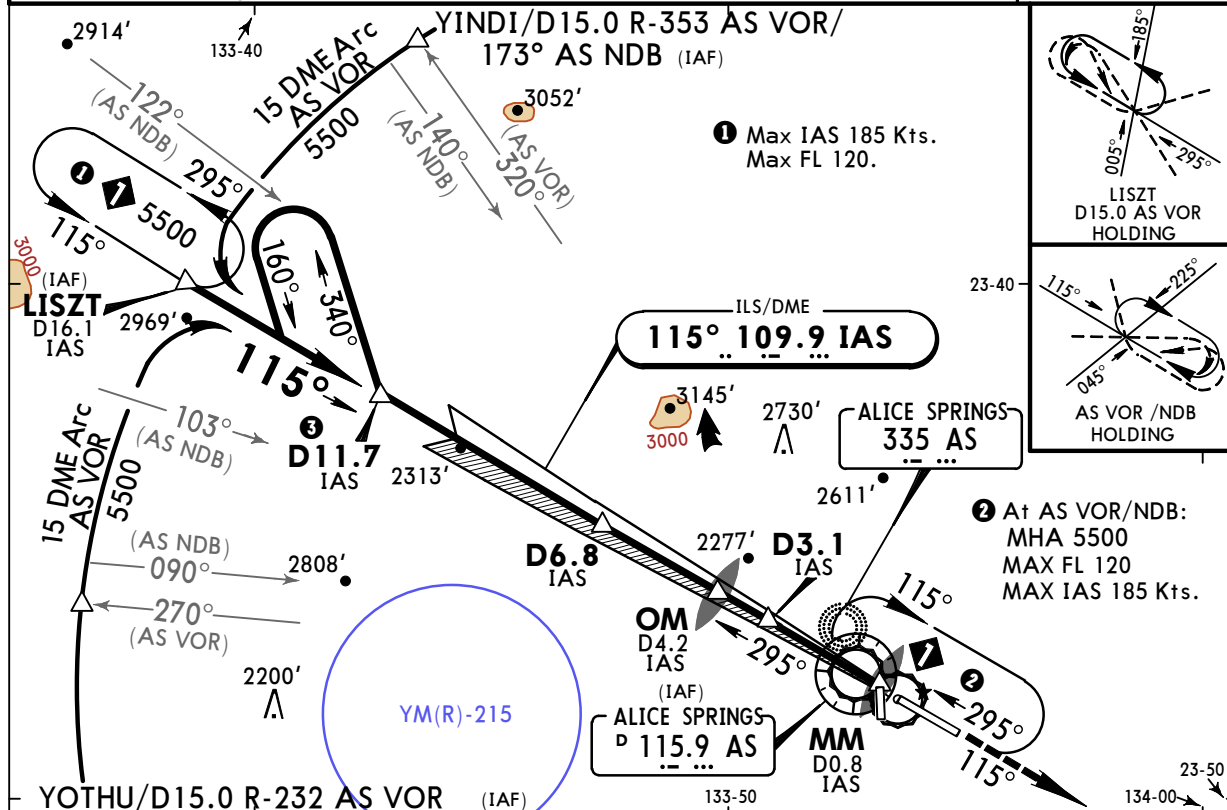
Eff 26 May

ALICE SPRINGS, NT, AUST

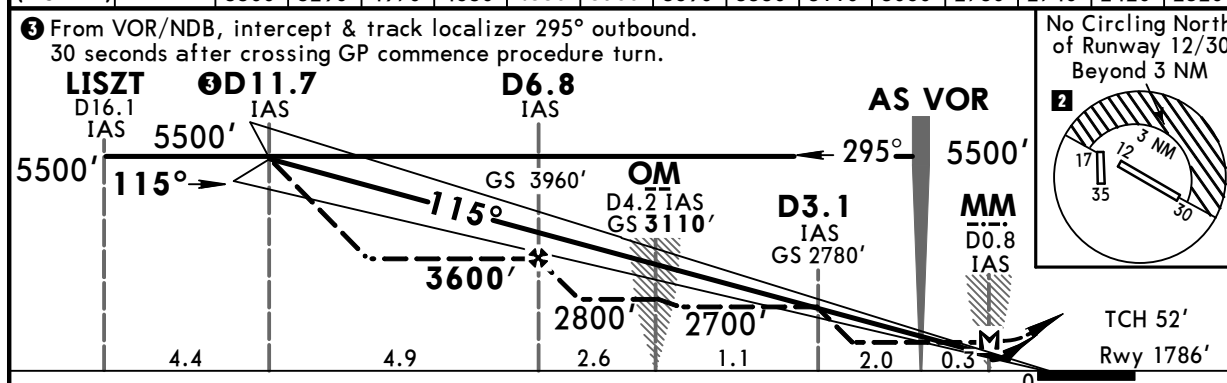
ILS-Z or LOC-Z Rwy 12

BRIEFING STRIP™

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
LOC IAS 109.9	Final Apch Crs 115°	GS OM 3110' (1324')	ILS DA(H) (CONDITIONAL) 2000' (214')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track 115°. Climb to 5500'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. IAS DME REQUIRED (LOC only). 2. NDB AS: possible excessive needle swings near McDonnell Ranges.				
				MSA AS VOR/NDB 4300' within 10 NM



LOC	IAS DME	11.7	11.0	10.0	9.0	8.0	6.8	6.0	5.0	4.2	4.0	3.1	3.0	2.0	1.7
(GS out)	ALTITUDE	5500'	5290'	4970'	4650'	4330'	3960'	3690'	3380'	3110'	3060'	2780'	2740'	2420'	2320'



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

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

YBAS/ASP

ALICE SPRINGS

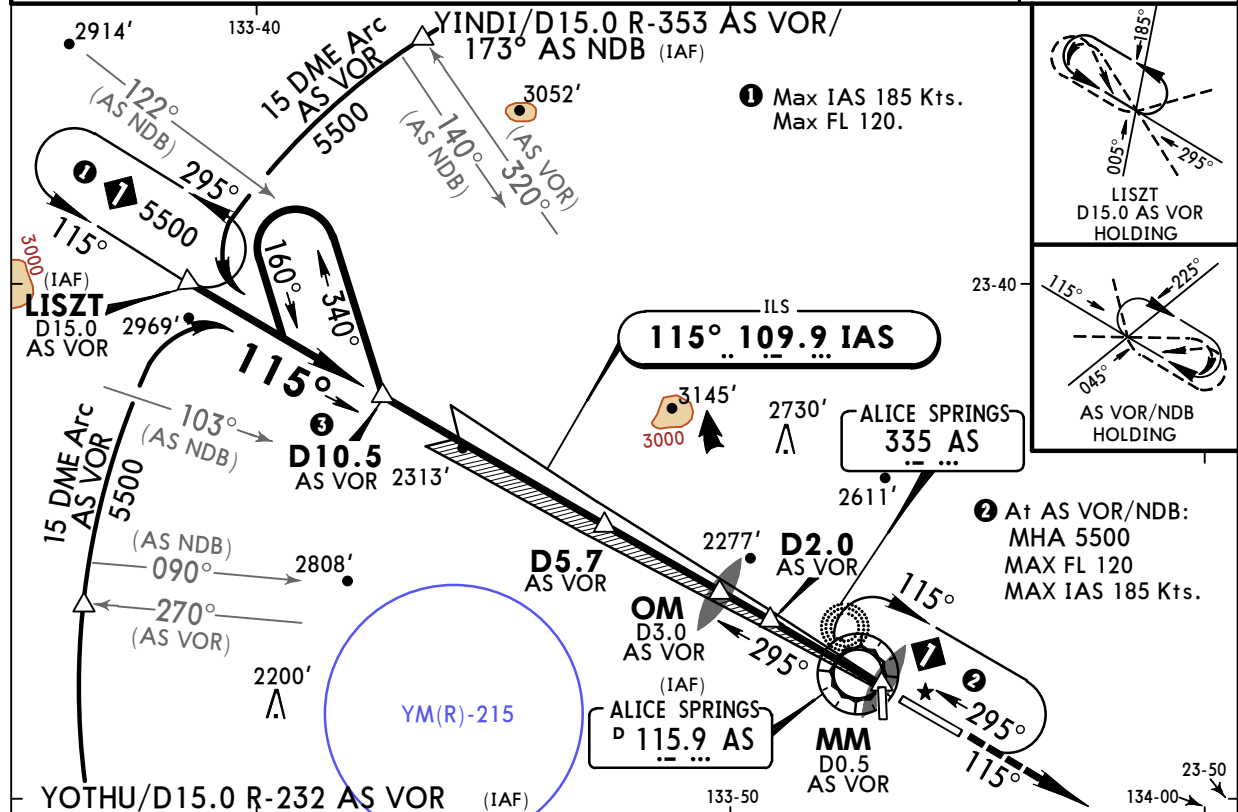
20 MAY 16
Eff 26 May (11-2)

ALICE SPRINGS, NT, AUST

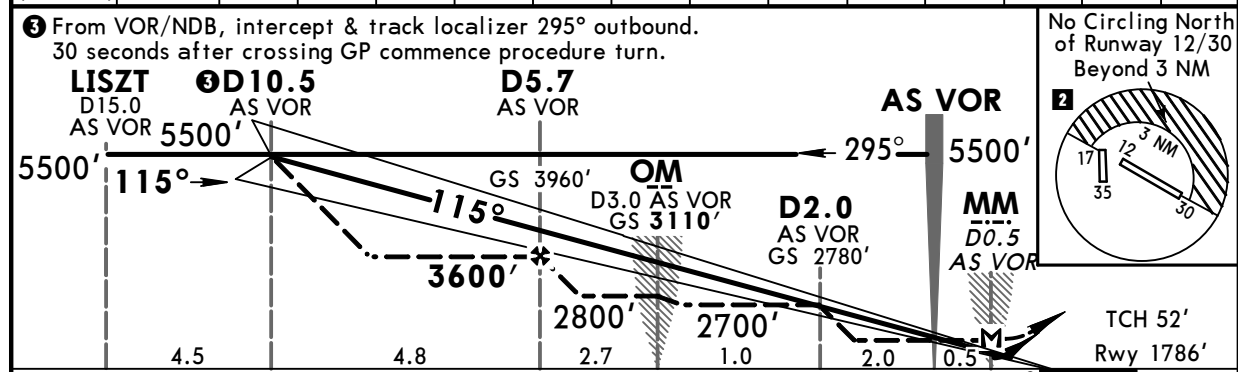
ILS-Y or LOC-Y Rwy 12

BRIEFING STRIP™

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
LOC IAS 109.9	Final Apch Crs 115°	GS OM 3110' (1324')	ILS DA(H) (CONDITIONAL) 2000' (214')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track 115°. Climb to 5500'.				
Alt Set: hPa	Rwy Elev: 64 hPa	Trans level: FL 110	Trans alt: 10000'	
1. AS DME REQUIRED (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint AS VOR. 3. NDB AS: possible excessive needle swings near McDonnell Ranges.				
				MSA AS VOR/NDB 4300' within 10 NM



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



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

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

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

CHANGES: NDB decommissioned.

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YBAS/ASP ALICE SPRINGS

24 FEB 17

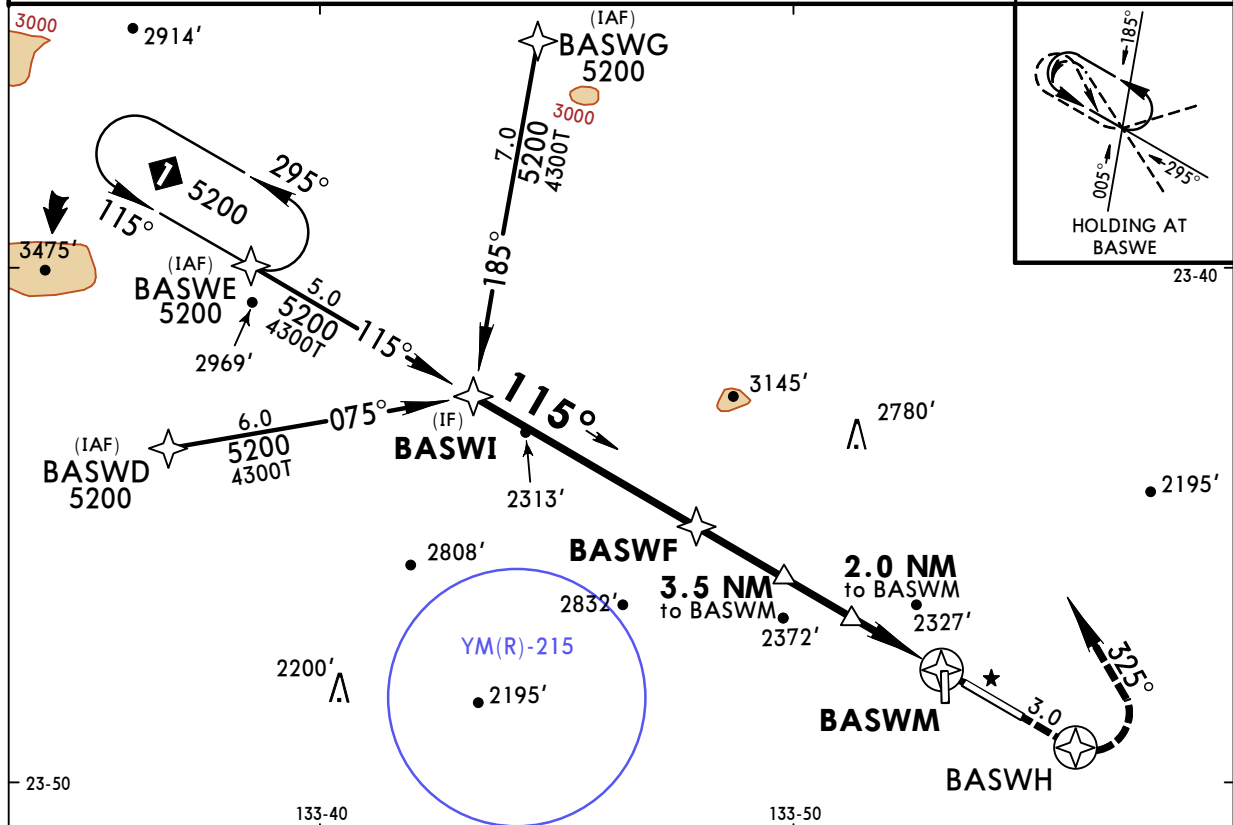
(12-1)

Eff 2 Mar

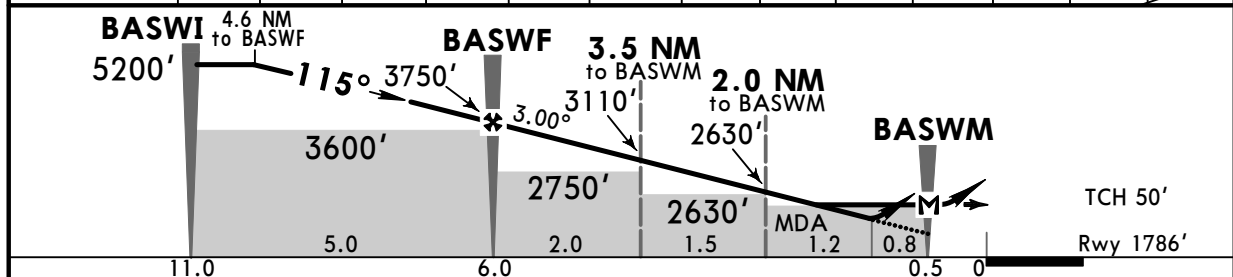
ALICE SPRINGS, NT, AUST RNAV-Z (GNSS) Rwy 12

BRIEFING STRIP

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
RNAV	Final Apch Crs 115°	Procedure Alt BASWF 3750' (1964')	DA(H) LNAV/VNAV 2240' (454')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track direct to BASWH, then turn LEFT, track 325°. Climb to 5200'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 57°C (135°F).				
				MSA ARP 4300' within 10 NM



NM to NEXT WPT	4.6	4.0	3.0	2.0	1.0	BASWF	5.0	4.0	3.0	2.0	1.1	0.8	BASWH
ALTITUDE	5200'	5020'	4700'	4380'	4070'	3750'	3590'	3270'	2950'	2630'	2340'	2240'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		T-VASI		T-VASI		BASWH	
Descent angle	3.00°	372	478	531	637	743								
LNAV/VNAV: MAP at DA														
LNAV MAP at BASWH														

STRAIGHT-IN LANDING RWY 12 LNAV/VNAV				CIRCLE-TO-LAND				<div>No Circling North of Runway 12/30 Beyond 3 NM</div>
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
DA(H) 2240' (454')		MDA(H) 2240' (454')		MDA(H)		MDA(H)		
HIALS out		HIALS out		Max Kts				
A	2.5 km		3.1 km		100	2470' -2.4 km (681')	2570' -2.4 km (781')	
135					2890' -4.0 km (1101')	2990' -4.0 km (1201')		
180					2890' -4.0 km (1101')	2990' -4.0 km (1201')		
205					2890' -5.0 km (1101')	2990' -5.0 km (1201')		

1 Forecast Terminal QNH: MDA(H) 2340' (554').

PANS OPS

YBAS/ASP
ALICE SPRINGS

24 FEB 17

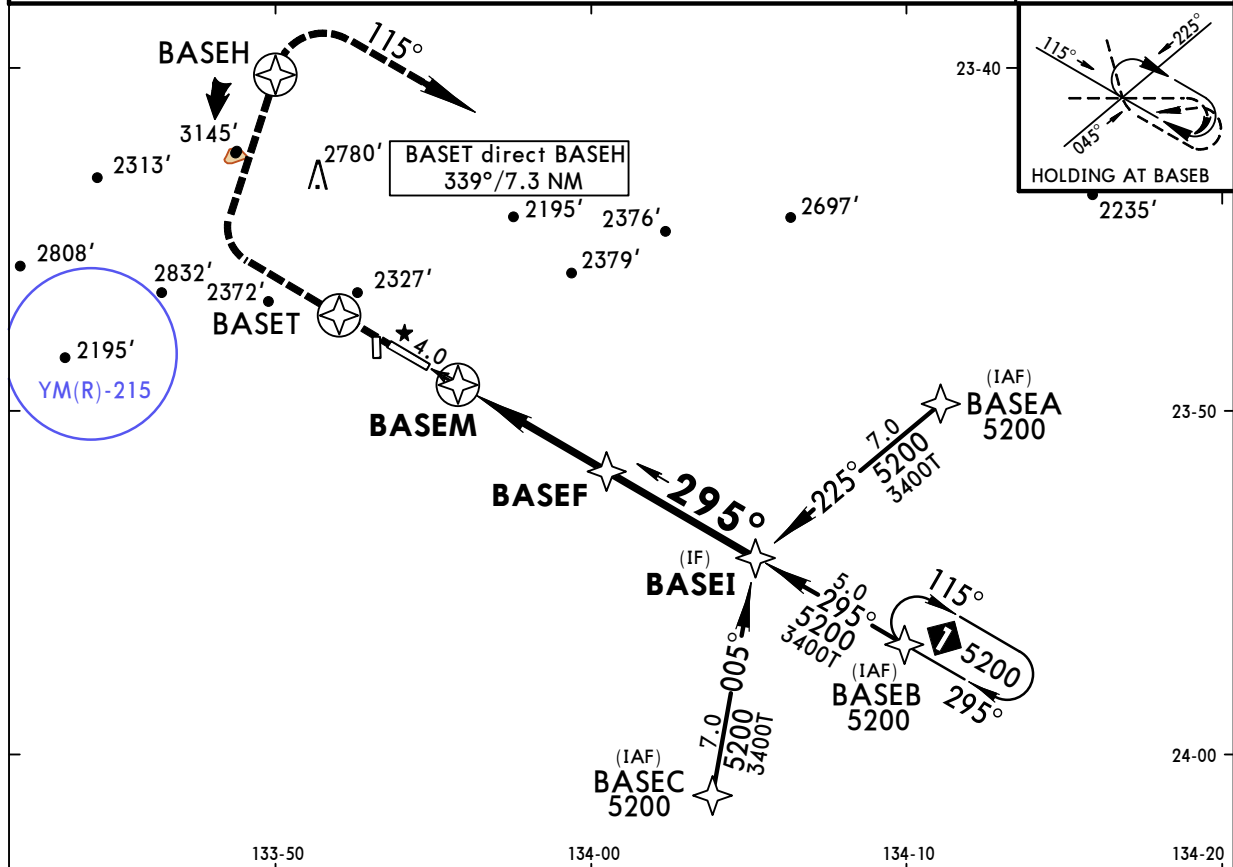
(12-2)

Eff 2 Mar

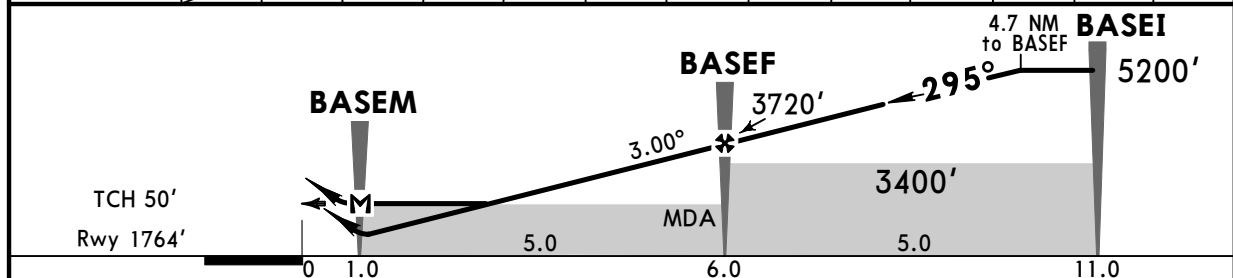
ALICE SPRINGS, NT, AUST
RNAV-Z (GNSS) Rwy 30

BRIEFING STRIP

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
RNAV	Final Apch Crs 295°	Procedure Alt BASEF 3720' (1956')	DA(H) LNAV/VNAV 2110' (346')	Apt Elev 1789' Rwy 1764'
MISSED APCH: Track direct to BASET, after passing BASET and 3500' turn RIGHT, track direct to BASEH, thence 115°. Climb to 5200'.				
Alt Set: hPa Rwy Elev: 63 hPa Trans level: FL 110 Trans alt: 10000'				MSA ARP 4300' within 10 NM
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 57°C (135°F).				



NM to NEXT WPT	BASEM	0.0	0.5	1.0	2.0	3.0	4.0	BASEF	1.0	2.0	3.0	4.0	4.7
ALTITUDE		2110'	2280'	2450'	2770'	3090'	3410'	3720'	4040'	4360'	4680'	5000'	5200'



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 BASEM												

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND		No Circling North of Runway 12/30 Beyond 3 NM	
LNAV/VNAV	LNAV	Actual Aero QNH	Forecast Terminal QNH		
DA(H) 2110' (346')	MDA(H) 2180' (416')	Max Kts	MDA(H)		
1.9 km	2.9 km	100	2470' -2.4 km (681')		
		135	2890' -4.0 km (1101')		
		180	2990' -4.0 km (1201')		
		205	2990' -5.0 km (1201')		

Forecast Terminal QNH: MDA(H) 2280' (516').

CHANGES: LNAV/VNAV added, dist/alt table.

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YBAS/ASP
ALICE SPRINGS

26 FEB 16

13-1

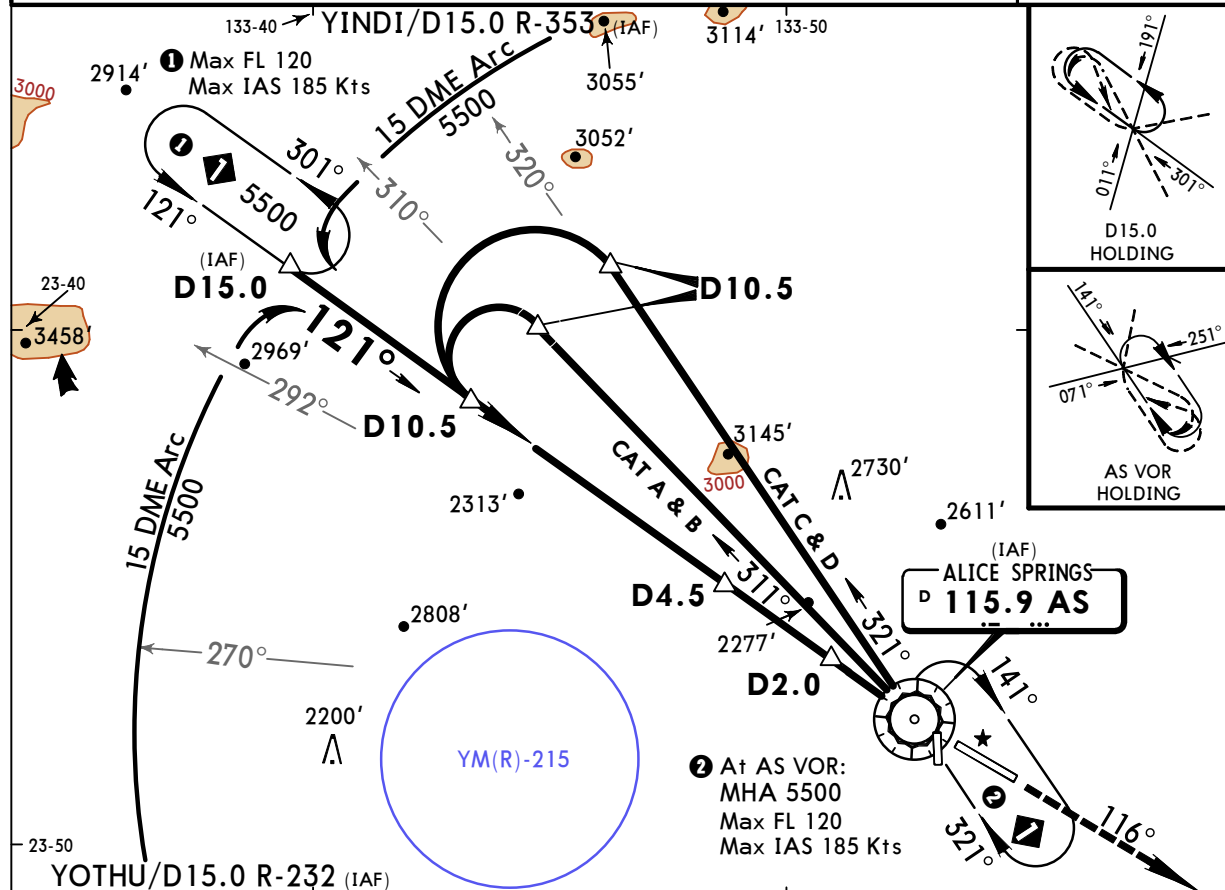
Eff 3 Mar

JEPPesen ALICE SPRINGS, NT, AUST
26 FEB 16 (13-1) Eff 3 Mar VOR Rwy 12

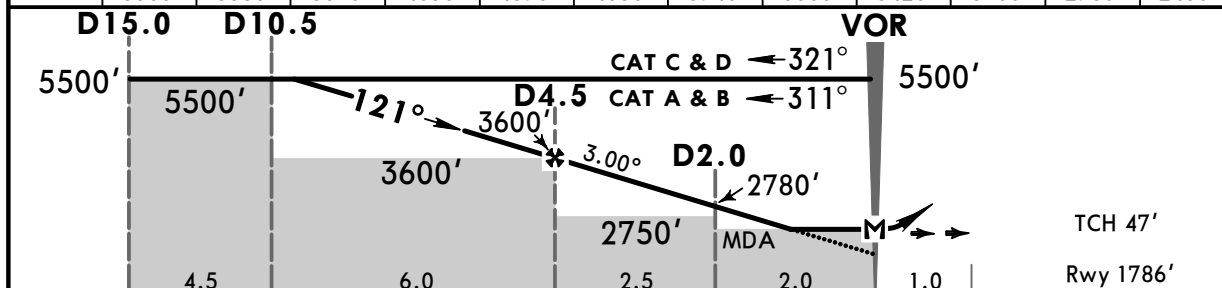
VOR Rwy 12

BRIEFING STRIP


*ATIS		AWIS	*ALICE SPRINGS Tower		MELBOURNE Center (FIA)	CTAF (AFRU)
123.0	115.9	335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
VOR AS 115.9	Final Apch Crs 121°	Procedure Alt D4.5 3600' (1814')	MDA(H) (CONDITIONAL) 2350' (564')	Apt Elev 1789' Rwy 1786'		<div>5200'</div>
MISSED APCH: Track 116°. Climb to 5500'.						
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000' 1. DME REQUIRED. 2. Max for initial: 210 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AS VOR.						
						MSA AS VOR 4300' within 10 NM



AS DME	10.5	10.0	9.0	8.0	7.0	6.0	5.0	4.5	4.0	3.0	2.0	1.0
ALTITUDE	5500'	5330'	5010'	4690'	4370'	4050'	3740'	3600'	3420'	3100'	2780'	2450'



Gnd speed-Kts	70	90	100	120	140	160	<div><div></div><div>HIALS</div><div>T-VASI</div><div>T-VASI</div><div>116°</div><div>5500'</div></div>
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND				No Circling North of Runway 12/30 Beyond 3 NM 
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2350' (564')		MDA(H) 2450' (664')		MDA(H)		MDA(H)		
HIALS out		HIALS out		HIALS out		HIALS out		
A	3.8 km		3.8 km		Max Kts			
B					100	2470'-2.4 km 2570'-2.4 km		
C					135	(681') (781')		
D					180	2890'-4.0 km 2990'-4.0 km		
					205	2890'-5.0 km 2990'-5.0 km		
						(1101') (1201')		

CHANGES: MSA, note, minimums, altitude.

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YBAS/ASP
ALICE SPRINGS

26 FEB 16


JEPPESEN

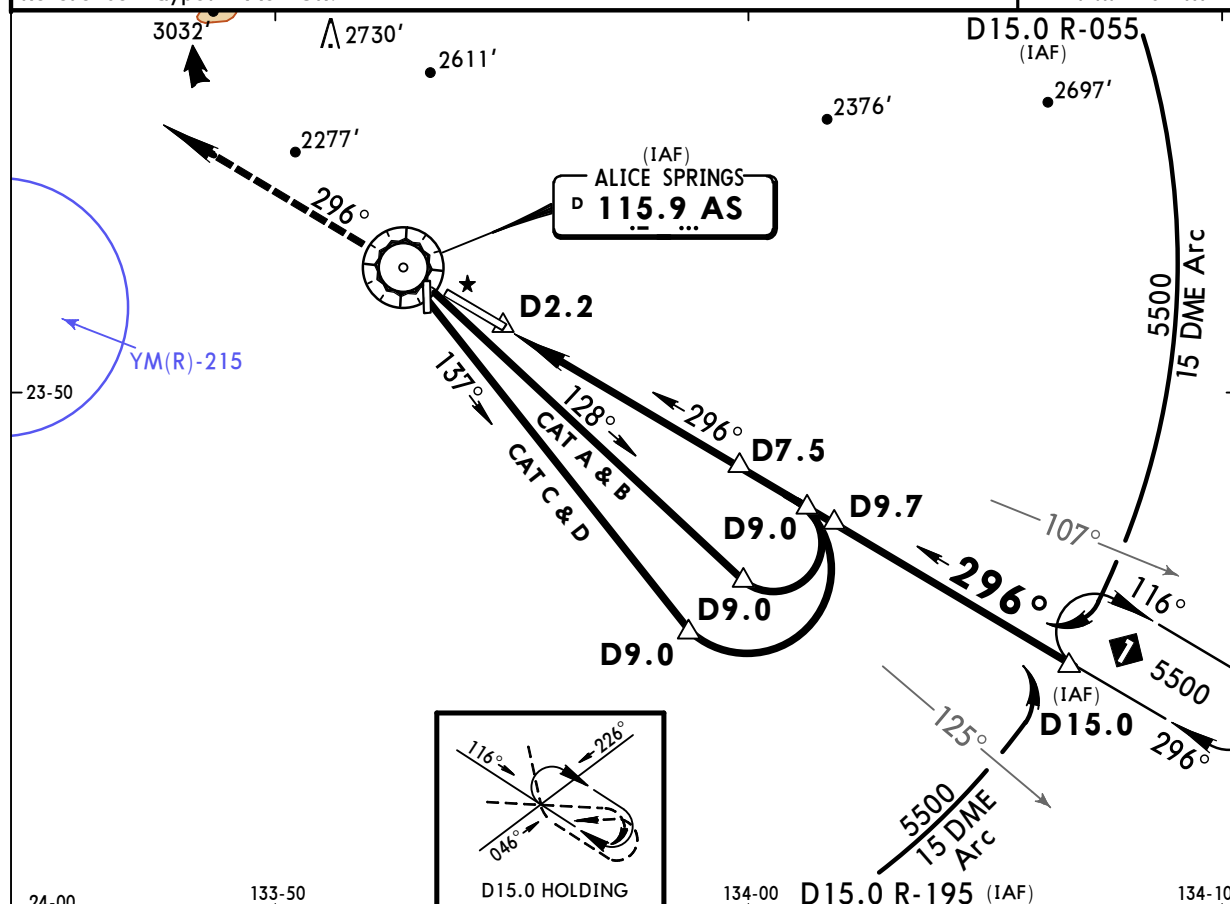
ALICE SPRINGS, NT, AUST
Mar VOR Rwy 30

26 FEB 16 (13-2)

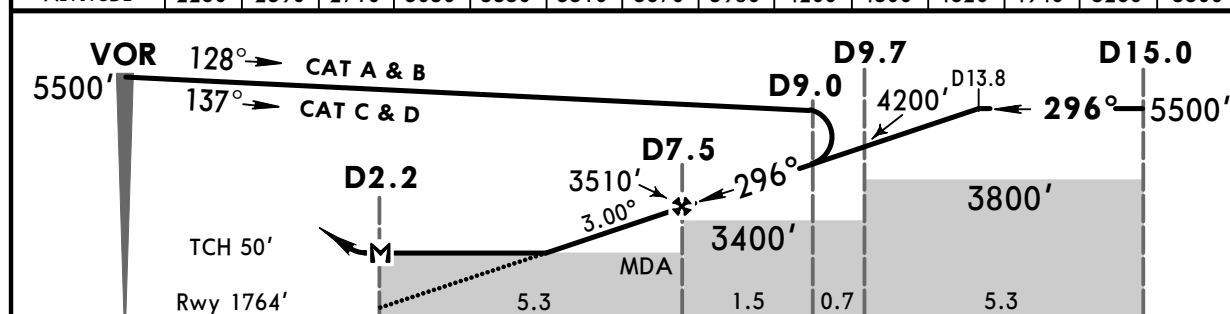
Eff 3 Mar

VOR Rwy 30

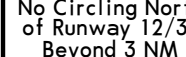
*ATIS 123.0 115.9 335		AWIS 134.05 when ATIS inop.		*ALICE SPRINGS Tower 118.3		MELBOURNE Center (FIA) 119.8 when Twr inop.		CTAF (AFRU) 118.3 when Twr inop.	
VOR AS 115.9		Final Apch Crs 296°		Procedure Alt D7.5 3510' (1746')		MDA(H) (CONDITIONAL) 2160' (396')		Apt Elev 1789' Rwy 1764'	
MISSSED APCH: Track 296°. Climb to 5500'. Alt Set: hPa Rwy Elev: 63 hPa Trans level: FL 110 Trans alt: 10000' 1. DME REQUIRED. 2. Max IAS for initial: 210 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AS VOR.									 MSA AS VOR 4300' within 10 NM



AS DME	3.6	4.0	5.0	6.0	7.0	7.5	8.0	9.0	9.7	10.0	11.0	12.0	13.0	13.8
ALTITUDE	2260'	2390'	2710'	3030'	3350'	3510'	3670'	3980'	4200'	4300'	4620'	4940'	5260'	5500'



Gnd speed-Kts	70	90	100	120	140	160		T-VASI	296°	5500' ↑
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.2										

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		No Circling North of Runway 12/30 Beyond 3 NM 
Actual Aero QNH		Forecast Terminal QNH	Actual Aero QNH	Forecast Terminal QNH	
MDA(H) 2160' (396')		MDA(H) 2260' (496')	MDA(H) _____	MDA(H) _____	
A	2.8 km	2.8 km	100	2470' -2.4 km (681')	2570' -2.4 km (781')
B			135	2890' -4.0 km (1101')	2990' -4.0 km (1201')
C			180	2890' -4.0 km (1101')	2990' -4.0 km (1201')
D			205	2890' -5.0 km (1101')	2990' -5.0 km (1201')

CHANGES: MSA, note, minimums.

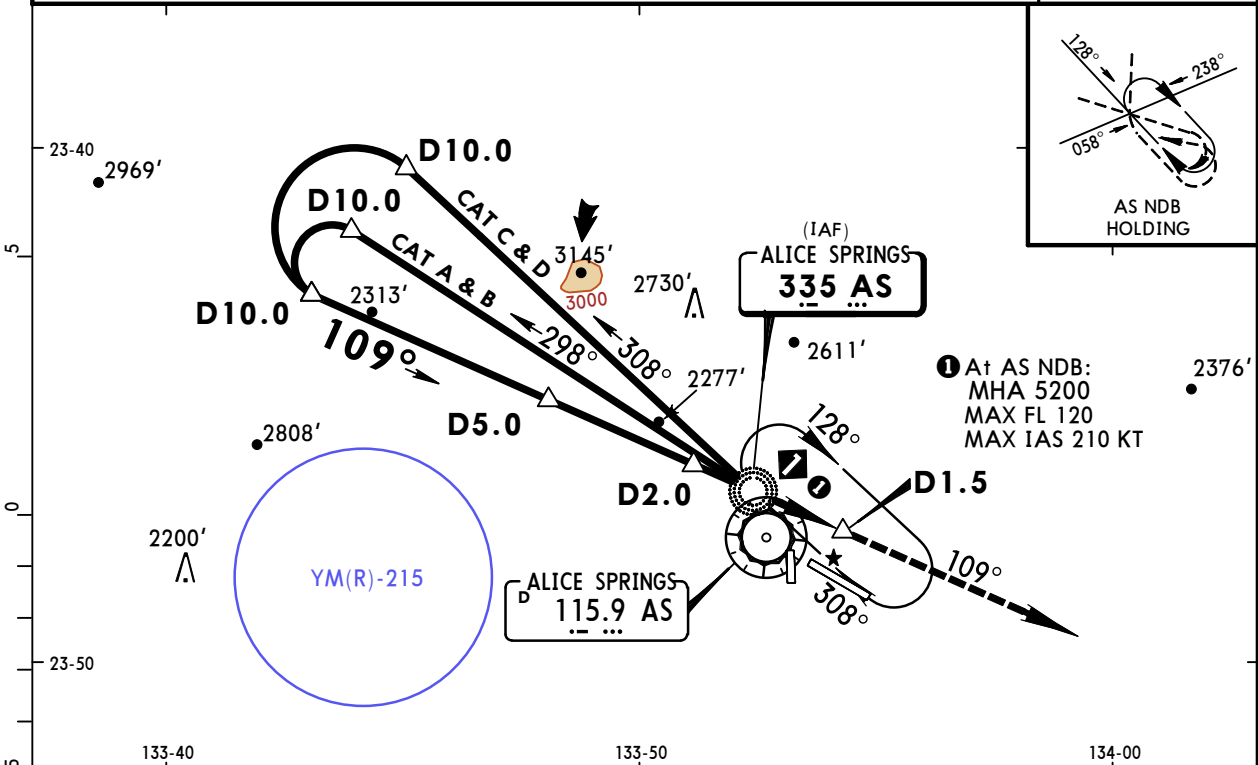
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YBAS/ASP ALICE SPRINGS

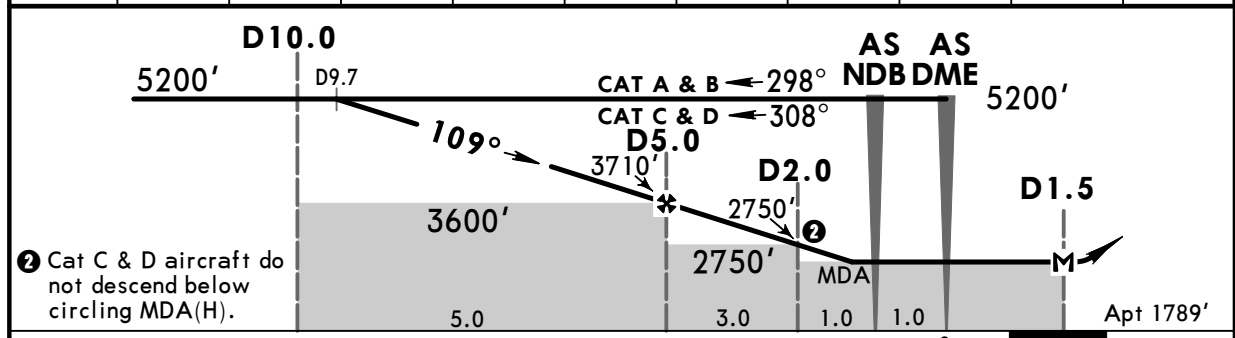
JEPPesen ALICE SPRINGS, NT, AUST
20 MAY 16 (16-1) Eff 26 May NDB-B

BRIEFING STRIP

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
NDB AS 335	Final Apch Crs 109°	Procedure Alt D5.0 3710' (1921')	MDA(H) Refer to Minimums	Apt Elev 1789'
MISSED APCH: Track 109°. Climb to 5200'.				
Alt Set: hPa Apt Elev: 64 hPa Trans level: FL 110 Trans alt: 10000' 1. DME REQUIRED. 2. NDB AS: Possible excessive needle swings near McDonnell ranges. 3. Max IAS for initial: 210 KT. 4. GNSS permitted in lieu of DME Reference waypoint AS VOR.				
5200' MSA AS NDB 4300' within 10 NM				



AS DME	9.7	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.4
ALTITUDE	5200'	4980'	4660'	4340'	4030'	3710'	3390'	3070'	2750'	2570'



MAP at D1.5					Lighting - Refer to Airport Chart	109°	5200'
-------------	--	--	--	--	--	------	-------

		CIRCLE-TO-LAND		No Circling North of Runway 12/30 Beyond 3 NM
		Actual Aero QNH	Forecast Terminal QNH	
Max Kts	MDA(H)			
A 100		2470' (681') -2.4 km	2570' (781') -2.4 km	
B 135				
C 180		2890' (1101') -4.0 km	2990' (1201') -4.0 km	
D 205		2890' (1101') -5.0 km	2990' (1201') -5.0 km	

JEPPESEN

6 NOV 15 (10-2)

Eff 12 Nov

DME or GNSS ARRIVAL

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2
NW of Rwy 05/23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa Trans level: FL 110
Apt Elev: 1 hPa Trans alt: 10000' (9980')

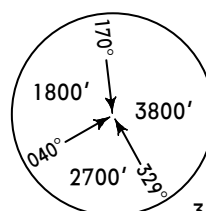
ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

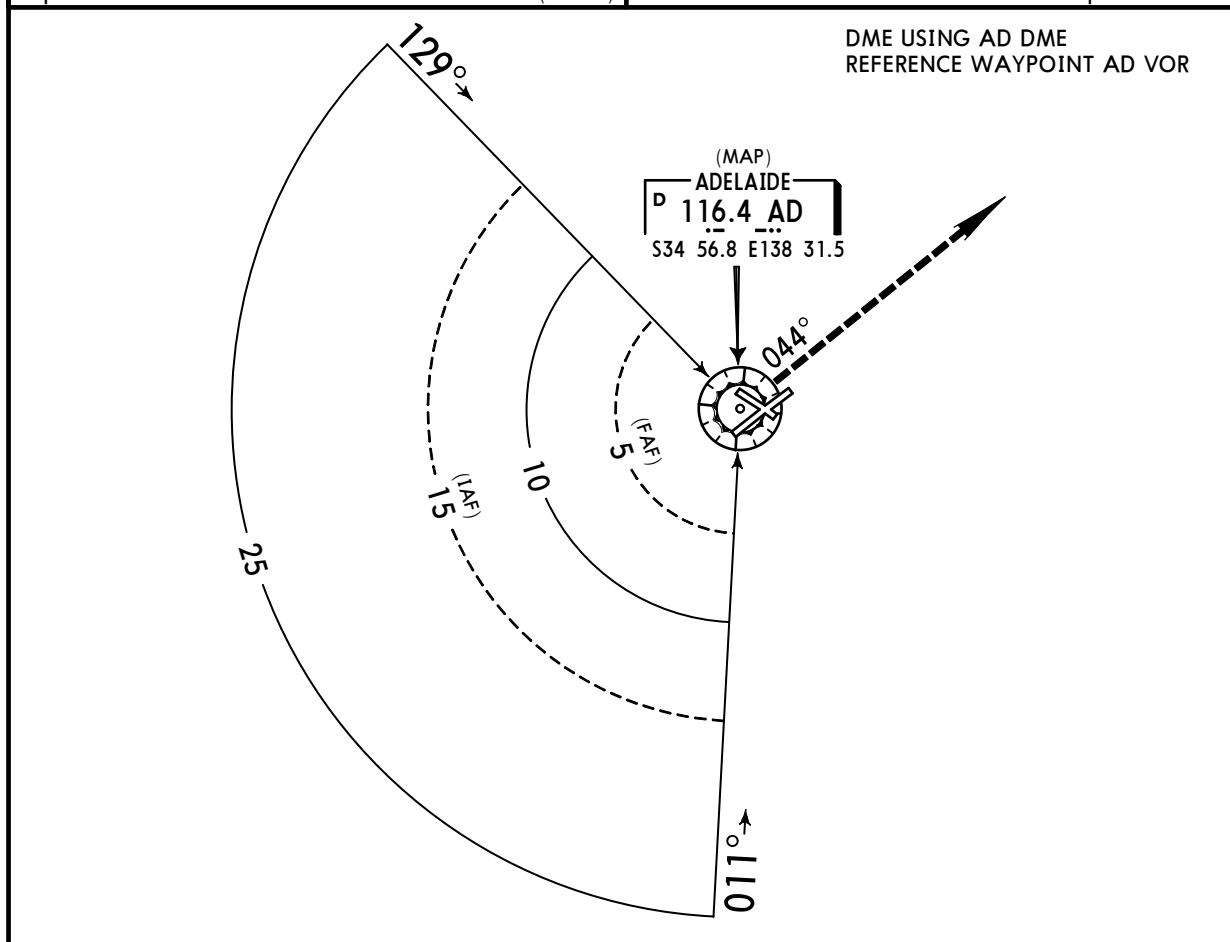
SECTOR A

VOR 116.4 AD

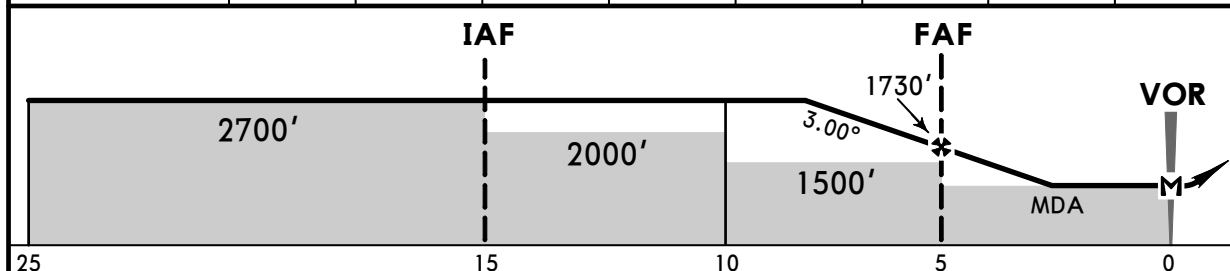
MSA AD VOR
3800' Within 10 NM Apt. Elev 20'



NOT TO SCALE

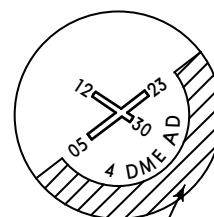


NM to VOR	8.1	8.0	7.0	6.0	5.0	4.0	3.0	2.4
ALTITUDE	2700'	2680'	2360'	2050'	1730'	1410'	1090'	900'



MISSED APPROACH: Turn as required, intercept and track AD R-044.
Climb to 3800' or as directed by ATC.
LIMITATION: MAX 200 KIAS until established on AD R-044.

CIRCLE-TO-LAND							
MDA(H)		A, B: 900' (880')					
		C, D: 1000' (980')					
A	2.4 km						
B	4.0 km						
C	5.0 km						
D							
Gnd speed-Kts		70	90	100	120	140	160
Descent angle 3.00°		372	478	531	637	743	849
MAP at VOR							



No Circling SOUTH of Rwy 05/23 beyond 4 DME or beyond 3NM of threshold of Rwy 05/23/30.

JEPPESEN

6 NOV 15 **(10-2A)**

Eff 12 Nov

DME or GNSS ARRIVAL

ATIS **116.4 134.5**
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 **118.2**
NW of Rwy 05-23 **124.2**
ADELAIDE Tower **120.5**
Ground **121.7**

Alt Set: hPa Trans level: FL 110
Apt Elev: 1 hPa Trans alt: 10000' (9980')

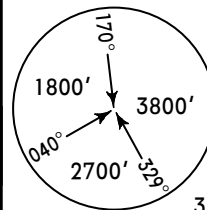
ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

SECTOR B

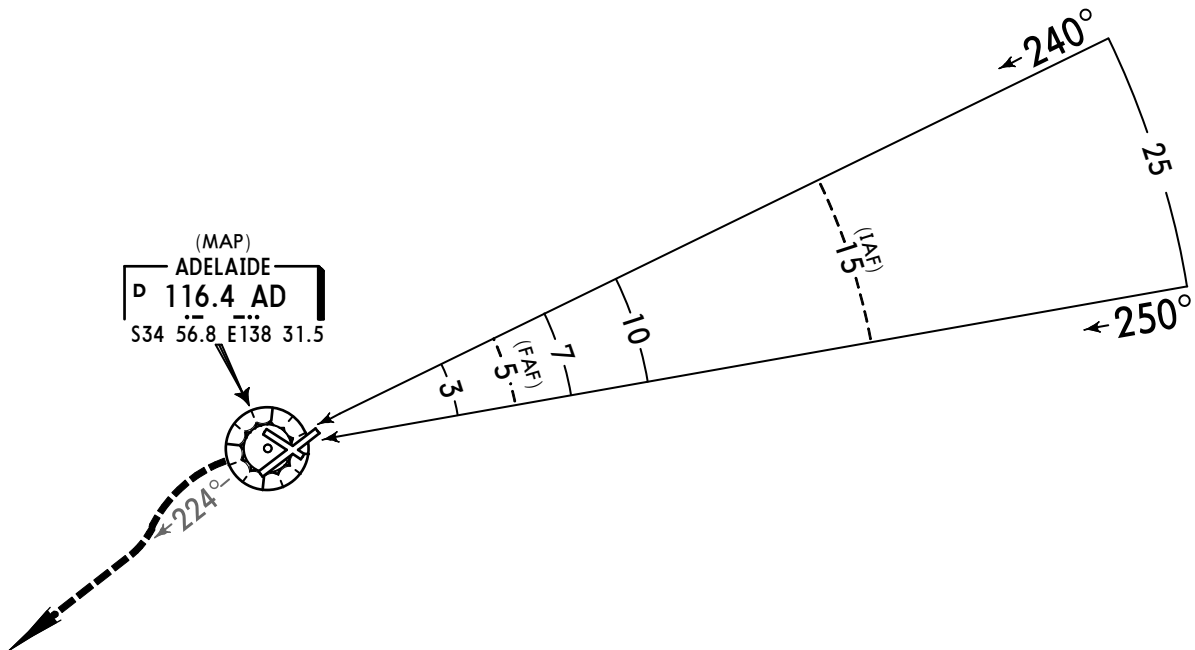
VOR 116.4 AD

MSA AD VOR 3800' Within 10 NM Apt. Elev **20'**

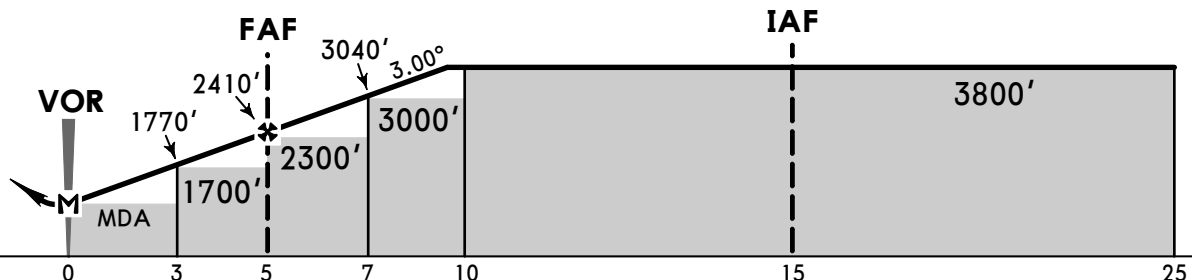


DME USING AD DME
REFERENCE WAYPOINT AD VOR

NOT TO SCALE



NM to VOR	0.3	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	910'	1130'	1450'	1770'	2090'	2410'	2720'	3040'	3360'	3680'	3800'



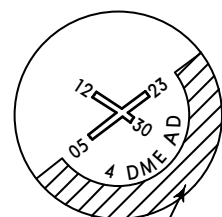
MISSED APPROACH: Turn LEFT, intercept and track AD R-224, climb to 1800'; or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B: **900'** (880')
C, D: **1000'** (980')

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

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



No Circling SOUTH of Rwy 05/23 beyond 4 DME or beyond 3NM of threshold of Rwy 05/23/30.

JEPPESEN

6 NOV 15 **(10-2B)**

Eff 12 Nov

DME or GNSS ARRIVAL

ADELAIDE, SA, AUSTRALIA

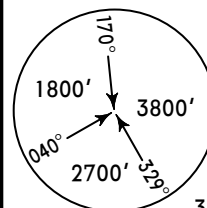
ADELAIDE INTL

SECTOR C

VOR 116.4 AD

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2
NW of Rwy 05-23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa Trans level: FL 110
Apt Elev: 1 hPa Trans alt: 10000' (9980')

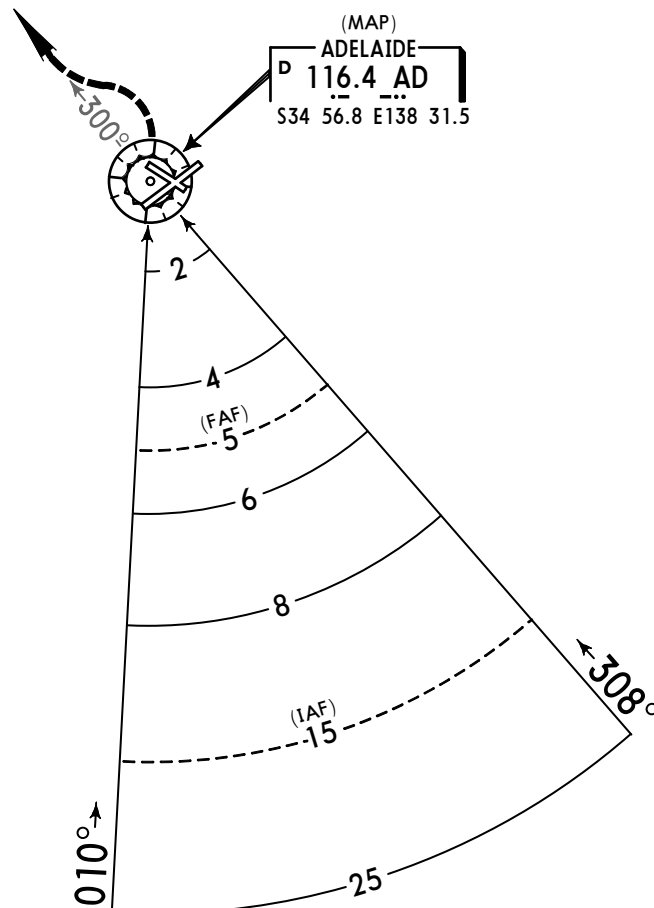


MSA AD VOR
3800' Within 10 NM

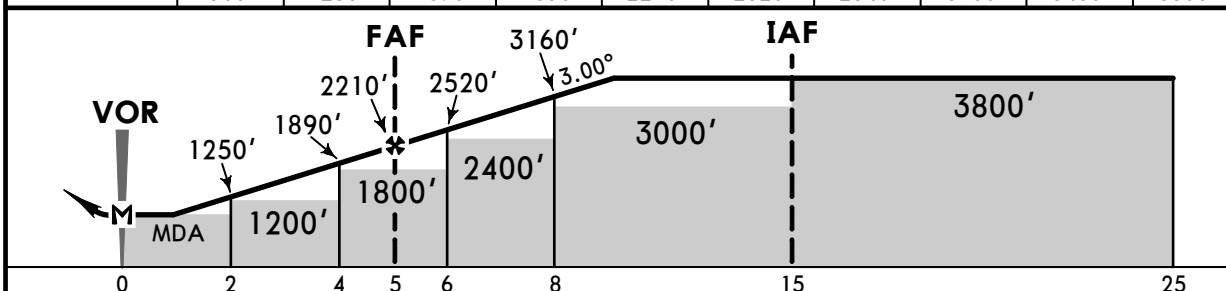
Apt. Elev **20'**

NOT TO SCALE

DME USING AD DME
REFERENCE WAYPOINT AD VOR



NM to VOR	0.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	900'	1250'	1570'	1890'	2210'	2520'	2840'	3160'	3480'	3800'



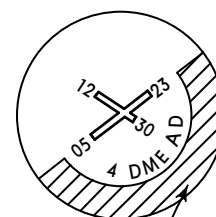
MISSED APPROACH: Turn LEFT, intercept and track AD R-300, climb to 1800'; or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B: 900' (880')
C, D: 1000' (980')

	A	B	C	D
2.4 km				
4.0 km				
5.0 km				

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



No Circling SOUTH of Rwy 05/23 beyond 4 DME or beyond 3NM of threshold of Rwy 05/23/30.

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
SE of Rwy 05/23	118.2	

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ALEXI EIGHT BRAVO [ALEX8B],
ALEXI EIGHT ZULU [ALEX8Z]
ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000'

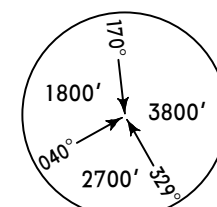
TRANSITION

DUKES: From DUKES track 285° to ALEXI.
Then follow arrival instructions.

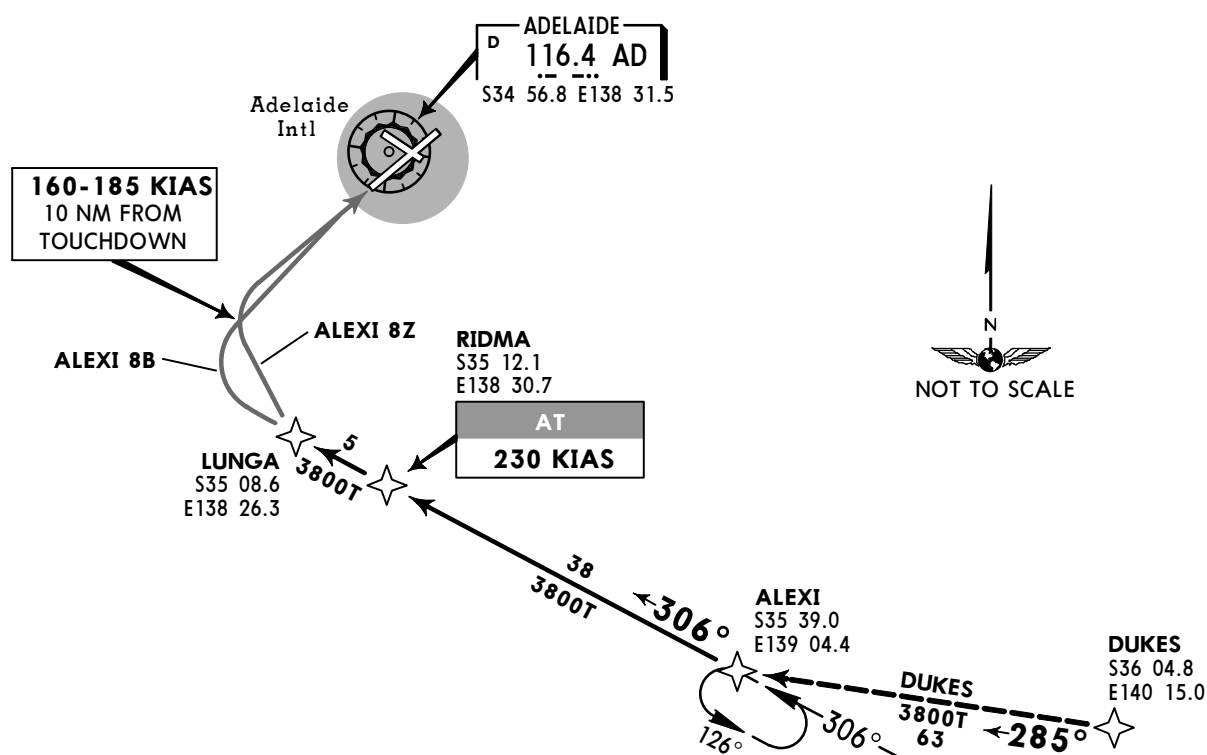
ARRIVAL

RWY 05 BRAVO: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track 306° to LUNGA. Track via VOR RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 05 ZULU: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track 306° to LUNGA. Track via RNAV-Z (GNSS) RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800' within 10 NM



Direct distance to Adelaide Intl from:
LUNGA 13 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

JEPPESEN

10-2D

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ALEXI EIGHT MIKE ARRIVAL

[ALEX8M]

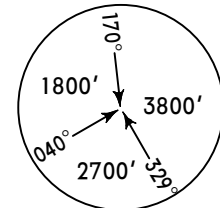
SPEED: MAX 250 KIAS BELOW 10000'

TRANSITION

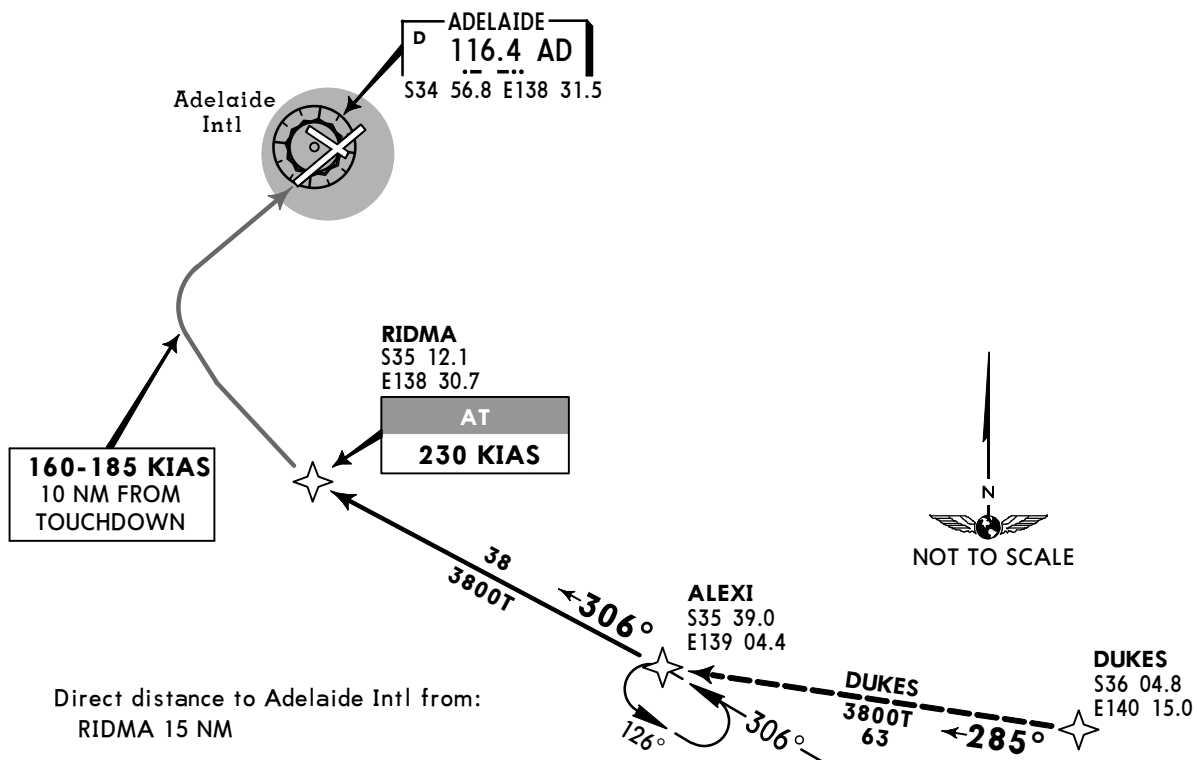
DUKES: From DUKES track 285° to ALEXI.
Then follow arrival instructions.

ARRIVAL

RWY 05: From ALEXI turn RIGHT,
track 306° to RIDMA. At 230 KIAS from
RIDMA. Track via RNAV-M (RNP) RWY 05.
160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800' within 10 NM



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

LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

LOST COMMS ▼

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
SE of Rwy 05/23		118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ALEXI EIGHT VICTOR ARRIVAL

[ALEX8V]

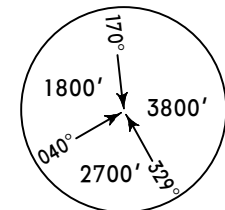
SPEED: MAX 250 KIAS BELOW 10000'

TRANSITION

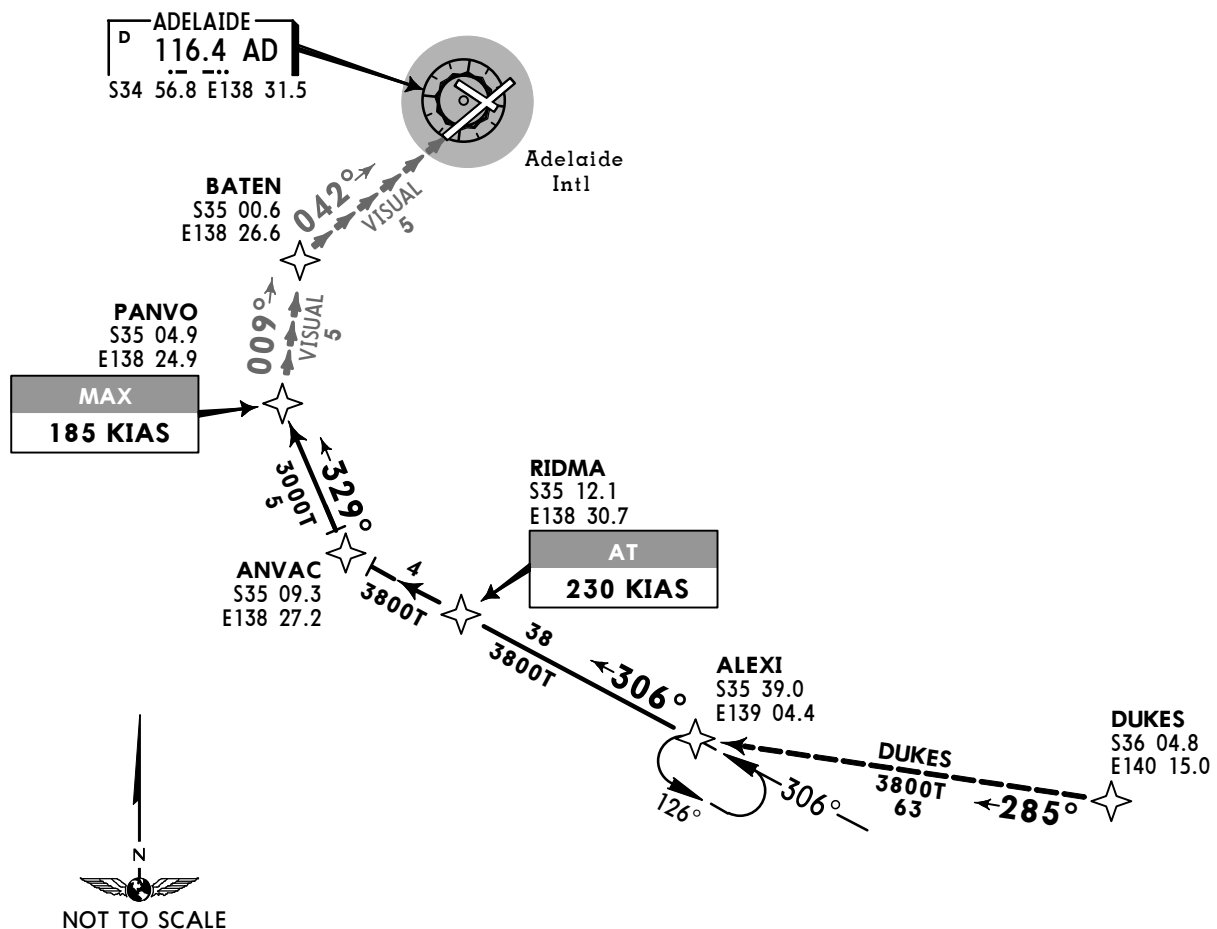
DUKES: From DUKES track 285° to ALEXI.
Then follow arrival instructions.

ARRIVAL

RWY 05: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track 306° to ANVAC. Turn RIGHT, track 329° to PANVO. MAX 185 KIAS from PANVO. Turn RIGHT, track 009° VISUAL to BATEN. Turn RIGHT, intercept VISUAL final RWY 05.



MSA AD VOR
3800' within 10 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
SE of Rwy 05/23	118.2	

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

ATPIP TWO ARRIVAL
[ATPIP2]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

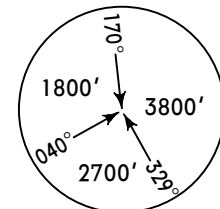
ALL RWYS:

From ATPIP track 319° to KASBU.

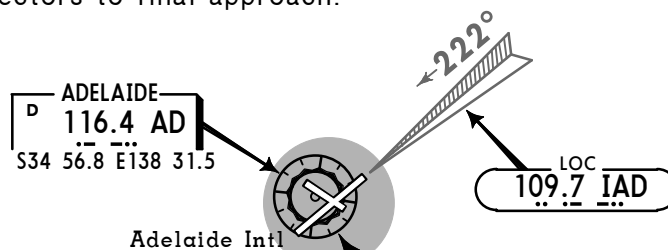
Cross KASBU at or below 5000'.

At 230 KIAS from 20NM to TOUCHDOWN.

Track 319° to AD VOR. 160-185 KIAS
from 10NM to TOUCHDOWN. EXPECT
RADAR vectors to final approach.



MSA AD VOR
3800' within 10 NM



Adelaide Intl

LOC
9.7 IAD

13
38001
EXPECT vectors
to final

KASBU
S35 09.5
E138 41.3

AT OR BELOW
5000'

ATC ARRIVAL SPEEDS	
NM from touchdown	SPEED KIAS
20	AT 230
10	160-185



NOT TO SCALE

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

JEPPESEN

10-2G

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIAYPAD **ADELAIDE INTL**

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLACK EIGHT ALPHA [BLAC8A], BLACK EIGHT BRAVO [BLAC8B], BLACK EIGHT ZULU [BLAC8Z] ARRIVALS

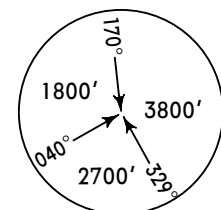
SPEED: MAX 250 KIAS BELOW 10000'**ARRIVAL**

RWY 05 BRAVO: From BLACK track 237° to STANZ. At 230 KIAS from STANZ. Track 238° to LUNGA. Track via VOR RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.

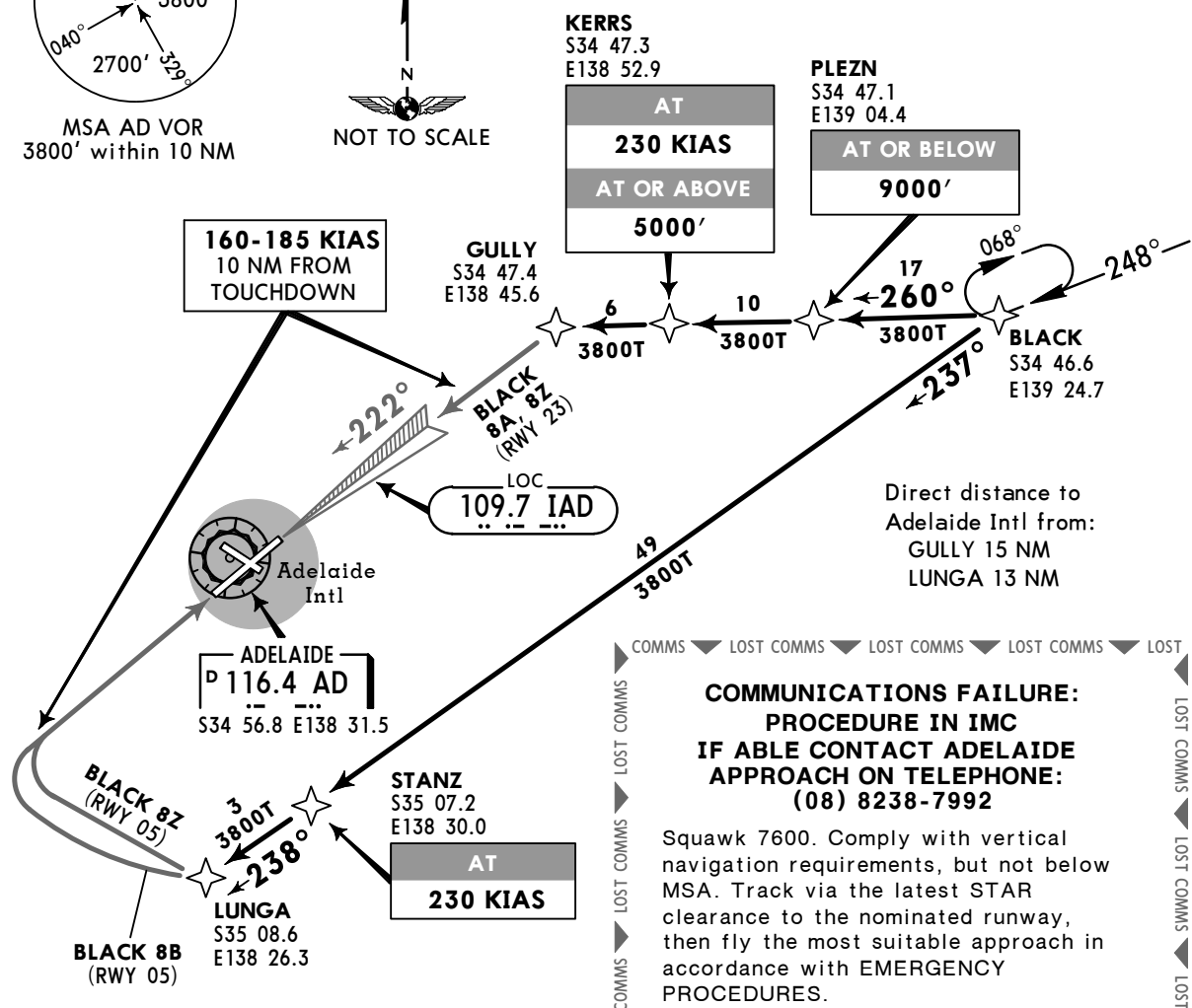
RWY 05 ZULU: From BLACK track 237° to STANZ. At 230 KIAS from STANZ. Track 238° to LUNGA. Track via RNAV-Z (GNSS) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ALPHA: From BLACK track 260° to PLEZN. Cross PLEZN at or below 9000'. Track 260° to KERRS. Cross KERRS at or above 5000'. At 230 KIAS from KERRS. Track 260° to GULLY. Turn LEFT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From BLACK track 260° to PLEZN. Cross PLEZN at or below 9000'. Track 260° to KERRS. Cross KERRS at or above 5000'. At 230 KIAS from KERRS. Track 260° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800' within 10 NM





10-2H

24 FEB 17

RNAV STAR

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
SE of Rwy 05/23		118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

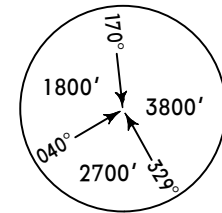
TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLACK EIGHT MIKE ARRIVAL
[BLAC8M]

SPEED: MAX 250 KIAS BELOW 10000'

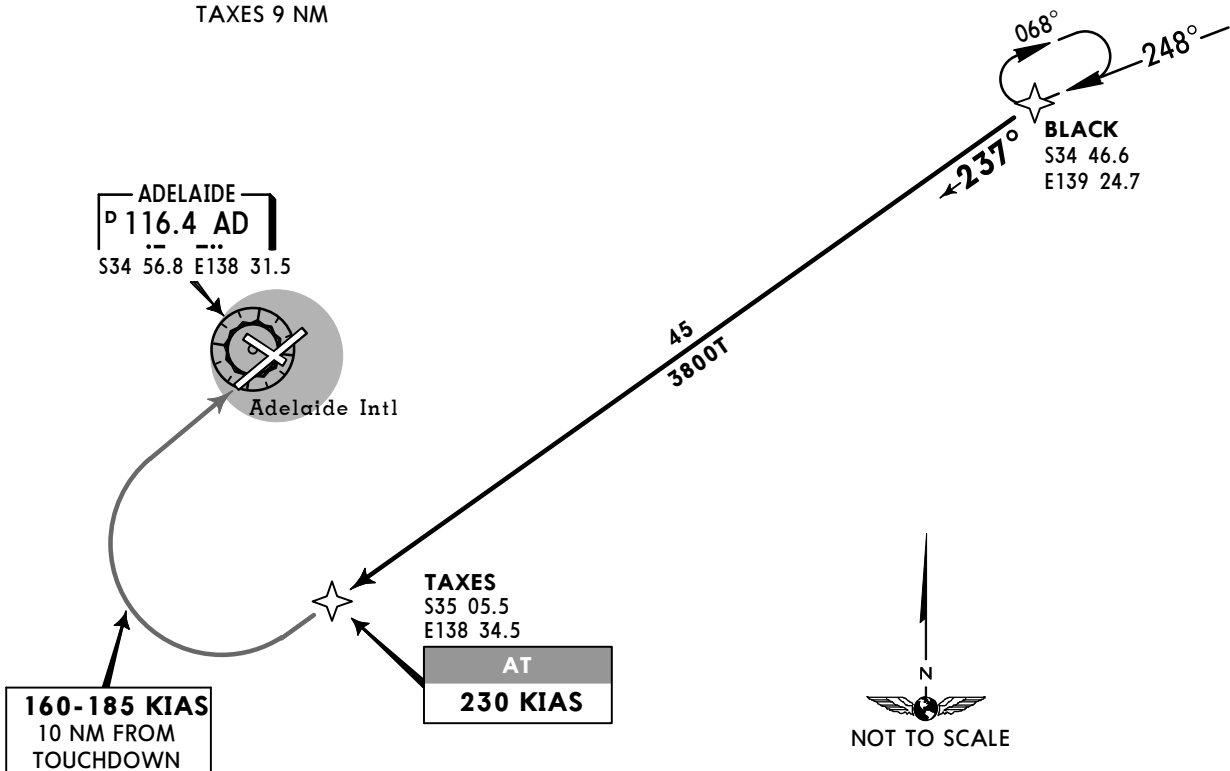
ARRIVAL

RWY 05: From BLACK track 237° to TAXES. At 230 KIAS from TAXES. Track via RNAV-M (RNP) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800' within 10 NM

Direct distance to Adelaide Intl from:
TAXES 9 NM



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

JEPPESSEN

10-2J

24 FEB 17

RNAV STAR

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
SE of Rwy 05/23	118.2	

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

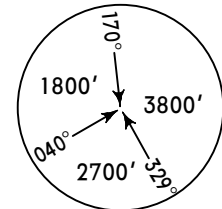
BLACK EIGHT VICTOR ARRIVAL

[BLAC8V]

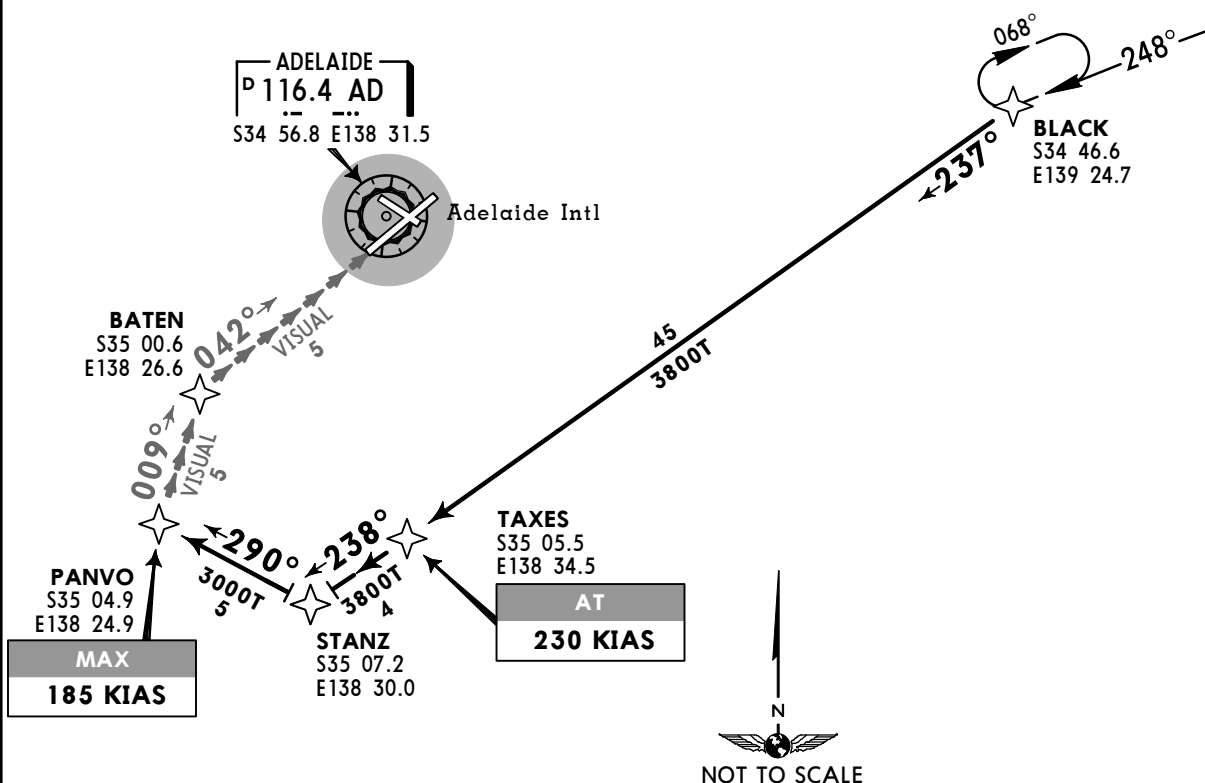
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 05: From BLACK track 237° to TAXES. At 230 KIAS from TAXES. Track 238° to STANZ. Turn RIGHT, track 290° to PANVO. MAX 185 KIAS from PANVO. Turn RIGHT, track 009° VISUAL to BATEN. Turn RIGHT, intercept VISUAL final to RWY 05.



MSA AD VOR
3800' within 10 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

JEPPESEN

10-2K

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

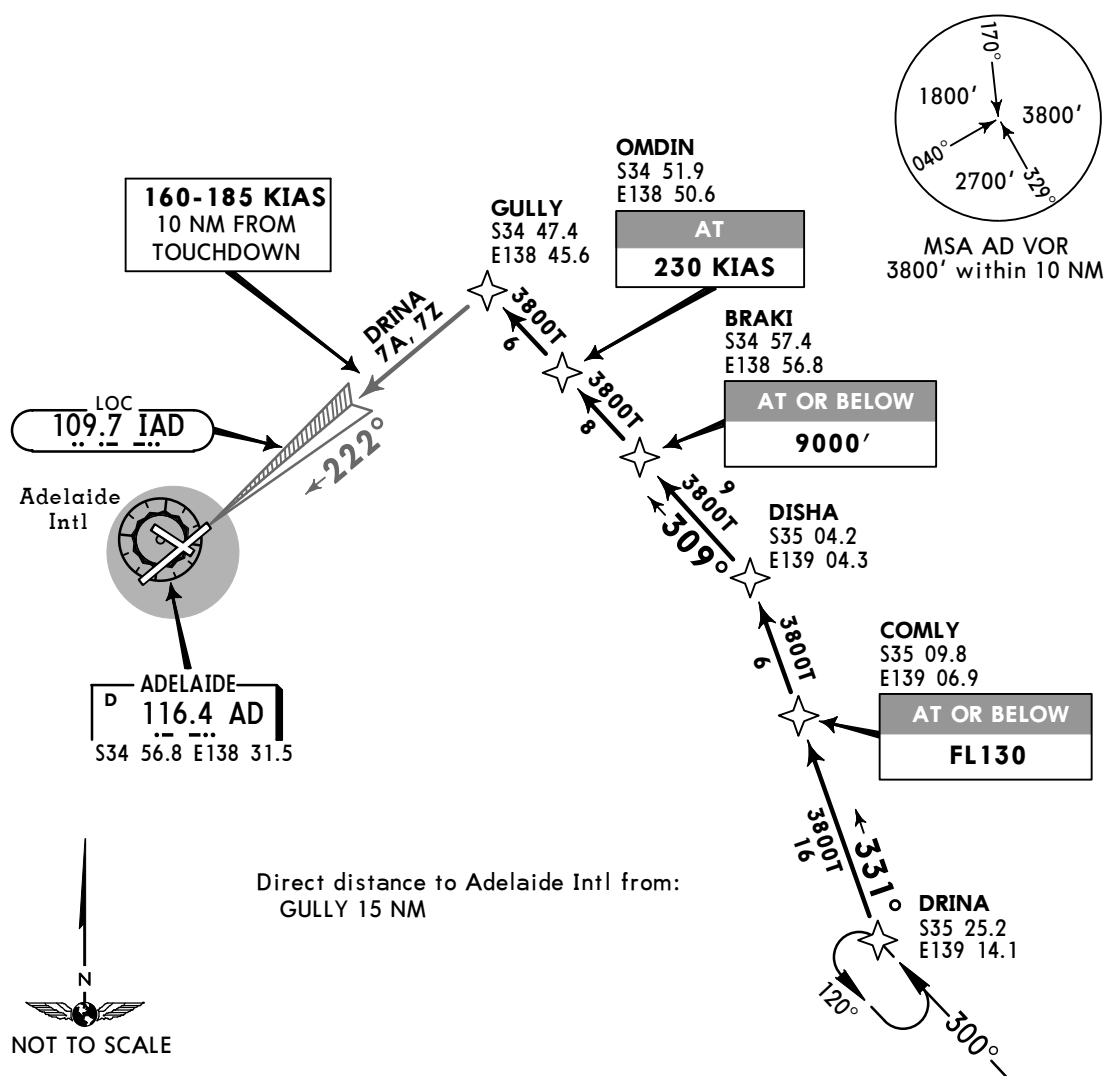
DRINA SEVEN ALPHA[DRIN7A], DRINA SEVEN ZULU[DRIN7Z] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 23 ALPHA: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000'. Track 309° to OMDIN. At 230 KIAS from OMDIN. Track 309° to GULLY. Turn LEFT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000'. Track 309° to OMDIN. At 230 KIAS from OMDIN. Track 309° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



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

LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

JEPPesen

10-2L

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

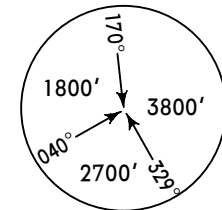
DRINA SEVEN MIKE ARRIVAL

[DRIN7M]

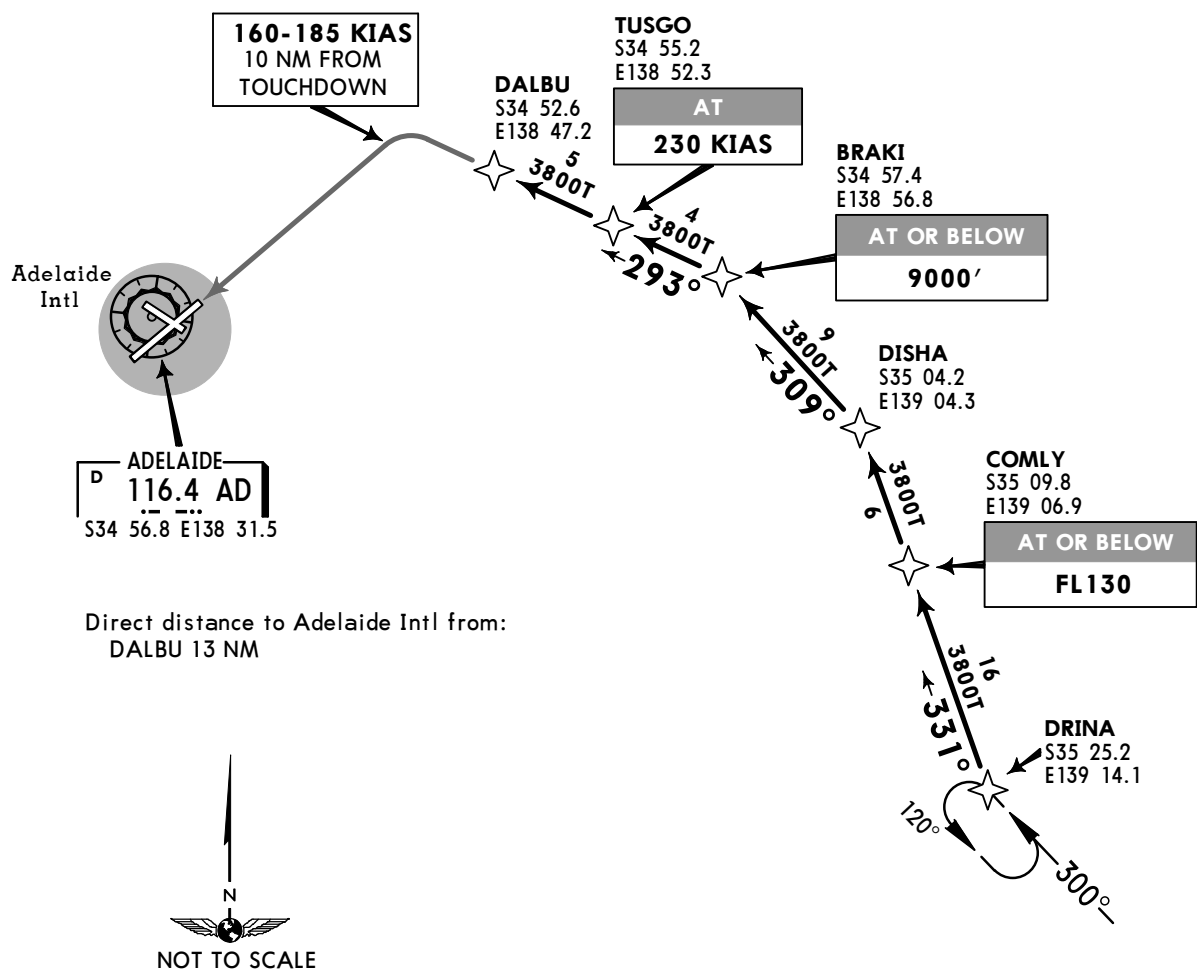
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 23 MIKE: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000'. Turn LEFT, track 293° to TUSGO. At 230 KIAS from TUSGO. Track 293° to DALBU. Track via RNAV-M (RNP) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800' within 10 NM



COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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: JETS ONLY note removed.

JEPPesen

10-2M

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

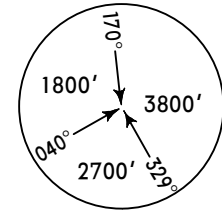
DRINA SEVEN VICTOR ARRIVAL

[DRIN7V]

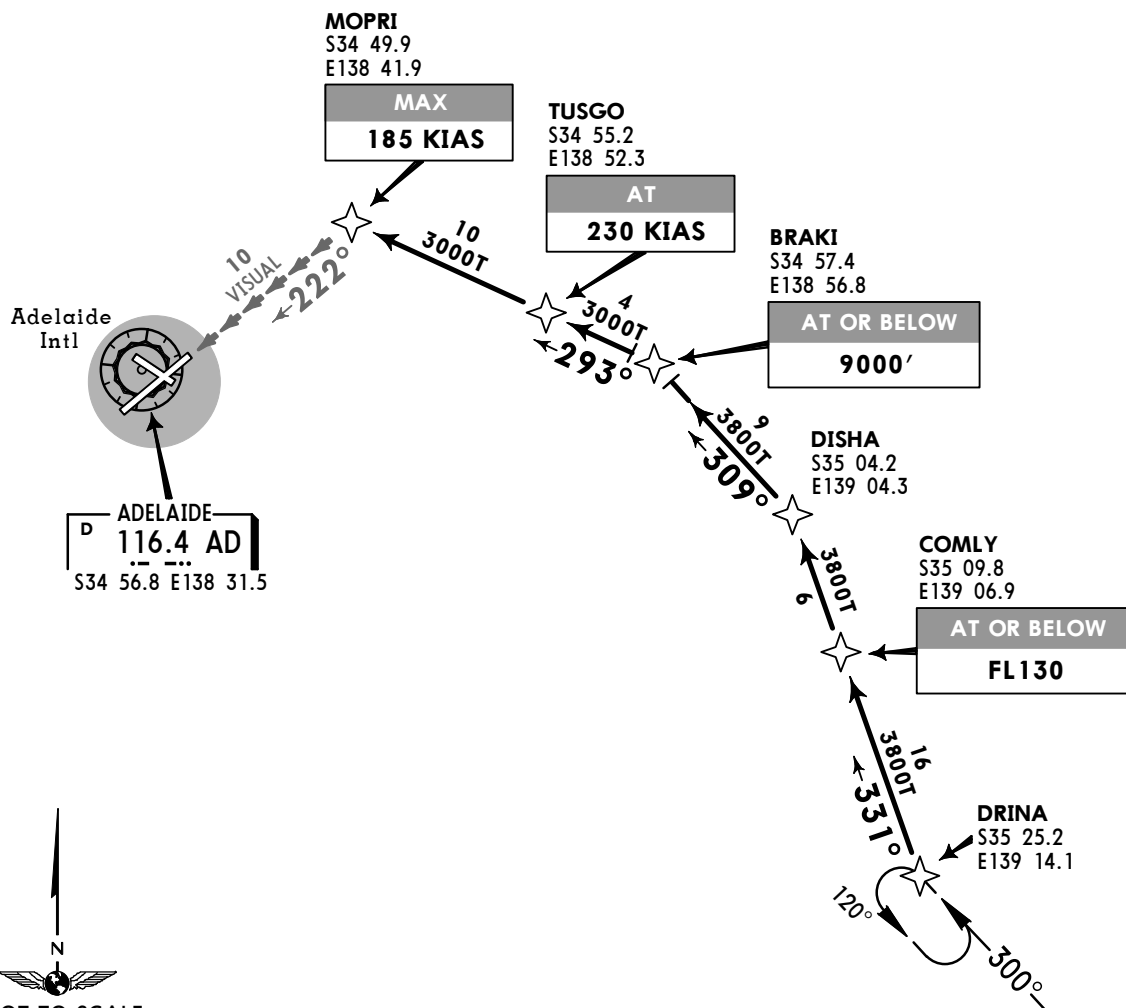
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 23 VICTOR: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000'. Turn LEFT, track 293° to TUSGO. At 230 KIAS from TUSGO. Track 293° to MOPRI. MAX 185 KIAS from MOPRI. Turn LEFT, intercept VISUAL final RWY 23.



MSA AD VOR
3800' within 10 NM



COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

JEPPESEN

10-2N

4 NOV 16

Eff 10 Nov

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

ELROX TWO ARRIVAL

[ELROX2]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

From ELROX track 042° to TROUB.
Cross TROUB at or above 5000'.

RWY 05 VICTOR:

At 230 KIAS from TROUB. From TROUB, track 042° to RUDIE. Cross RUDIE at or below 4000'. Turn RIGHT, track 085° to COLPY. Turn LEFT, track 042° VISUAL for final RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

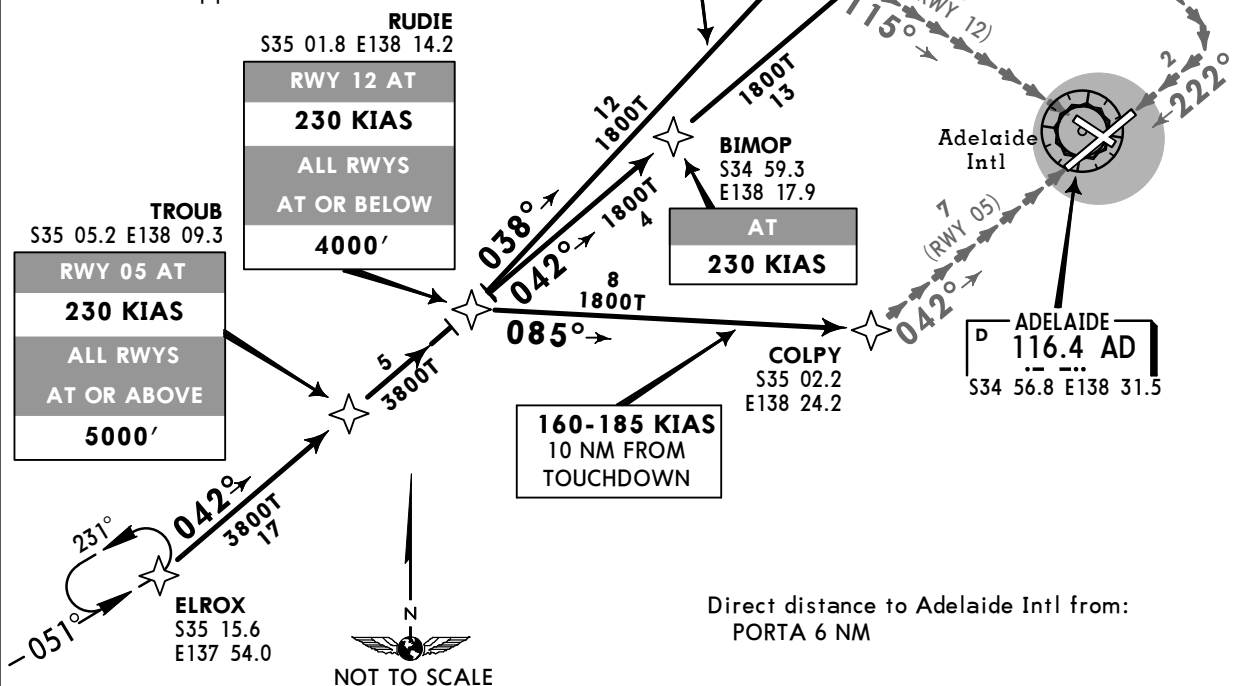
RWY 12 VICTOR:

From TROUB, track 042° to RUDIE. Cross RUDIE at or below 4000'. At 230 KIAS from RUDIE. Track 038° to MULDR. Turn RIGHT, track 115° VISUAL for final RWY 12. 160-185 KIAS from 10 NM to TOUCHDOWN.

NOTE: When instrument approach required, EXPECT RADAR vectors after RUDIE to IAF for appropriate instrument approach.

RWY 23 VICTOR:

From TROUB, track 042° to RUDIE. Cross RUDIE at or below 4000'. Track 042° to BIMOP. At 230 KIAS from BIMOP. Track 042° to PORTA. Turn RIGHT, track 132° VISUAL to intercept final RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



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

LOST COMMS ▼

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
NW of Rwy 05/23		124.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

PAMMY FOUR ARRIVAL

[PAMMY4]

SPEED: MAX 250 KIAS BELOW 10000'

TRANSITIONS

AGROS: From AGROS to PAMMY:

Track 130° to ROGUE. Turn LEFT, track 117° to EKEGA. RWY 12 only: at 230 KIAS from EKEGA. Track 117° to PAMMY. Cross PAMMY at or below 7000'. Then follow arrival instructions.

MARGO: From MARGO to PAMMY:

Track 135° to ISKOT. RWY 12 only:
at 230 KIAS from ISKOT. Track 135°
to PAMMY. Cross PAMMY at or below
7000'. Then follow arrival instructions.

ARRIVAL

RWY 05 VICTOR:

At 230 KIAS from PAMMY. From PAMMY track 165° to VINCN. Turn LEFT, track 109° VISUAL to intercept final RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

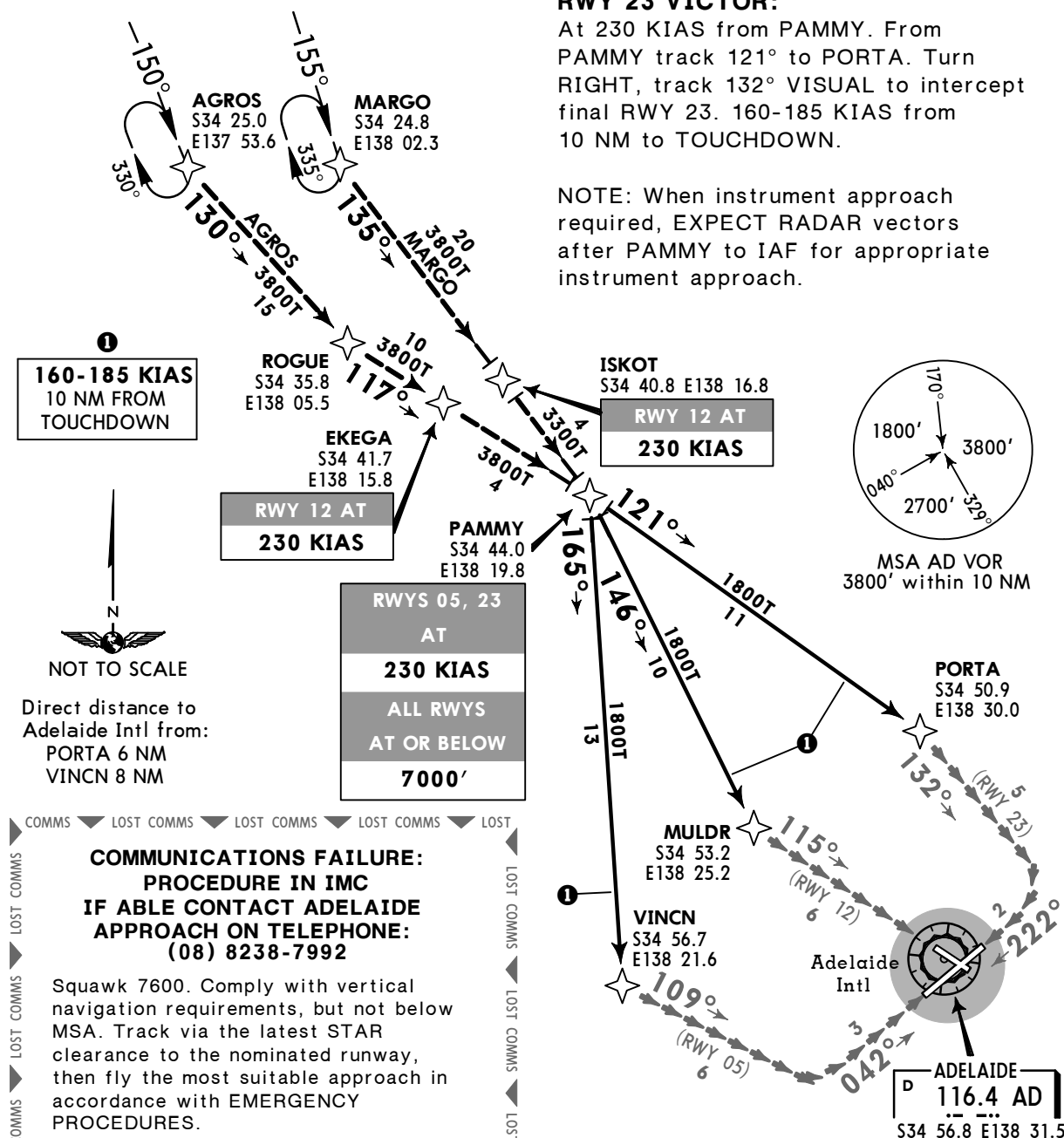
RWY 12 VICTOR:

From PAMMY track 146° to MULDR.
Turn LEFT, track 115° VISUAL for
final RWY 12. 160-185 KIAS from
10 NM to TOUCHDOWN.

RWY 23 VICTOR:

At 230 KIAS from PAMMY. From PAMMY track 121° to PORTA. Turn RIGHT, track 132° VISUAL to intercept final RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

NOTE: When instrument approach required, EXPECT RADAR vectors after PAMMY to IAF for appropriate instrument approach.



JEPPESEN

10-2S

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) 128.6

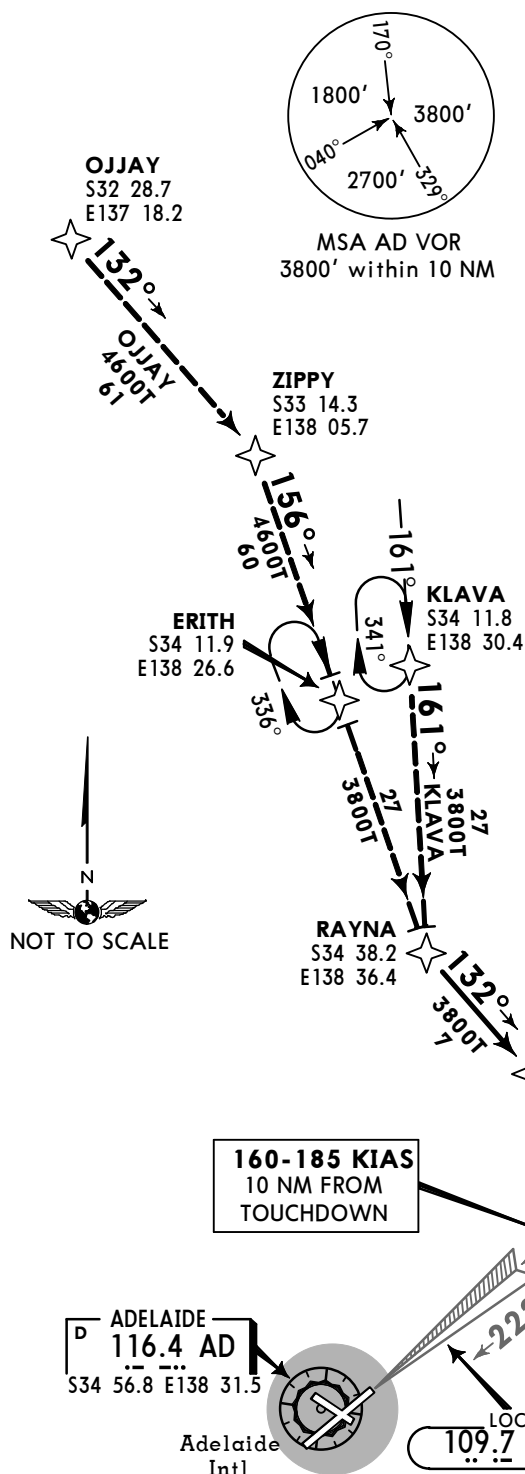
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

**RAYNA NINE ALPHA [RAYN9A],
RAYNA NINE ZULU [RAYN9Z]
ARRIVALS**

SPEED: MAX 250 KIAS BELOW 10000'



TRANSITIONS

KLAVA: From KLAVA to RAYNA:

Track 161° to RAYNA. Then follow arrival instructions.

OJJAY: From OJJAY to RAYNA:

Track 132° to ZIPPY. Turn RIGHT, track 156° to ERITH. Track 156° to RAYNA. Then follow arrival instructions.

ARRIVAL

RWY 23 ALPHA: From RAYNA track 132° to ELIZA. At 230 KIAS from ELIZA. Track 132° to GULLY. Turn RIGHT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From RAYNA track 132° to ELIZA. At 230 KIAS from ELIZA. Track 132° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

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

JEPPesen

10-2T

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) 128.6

ADELAIDE, SA, AUSTRALIA

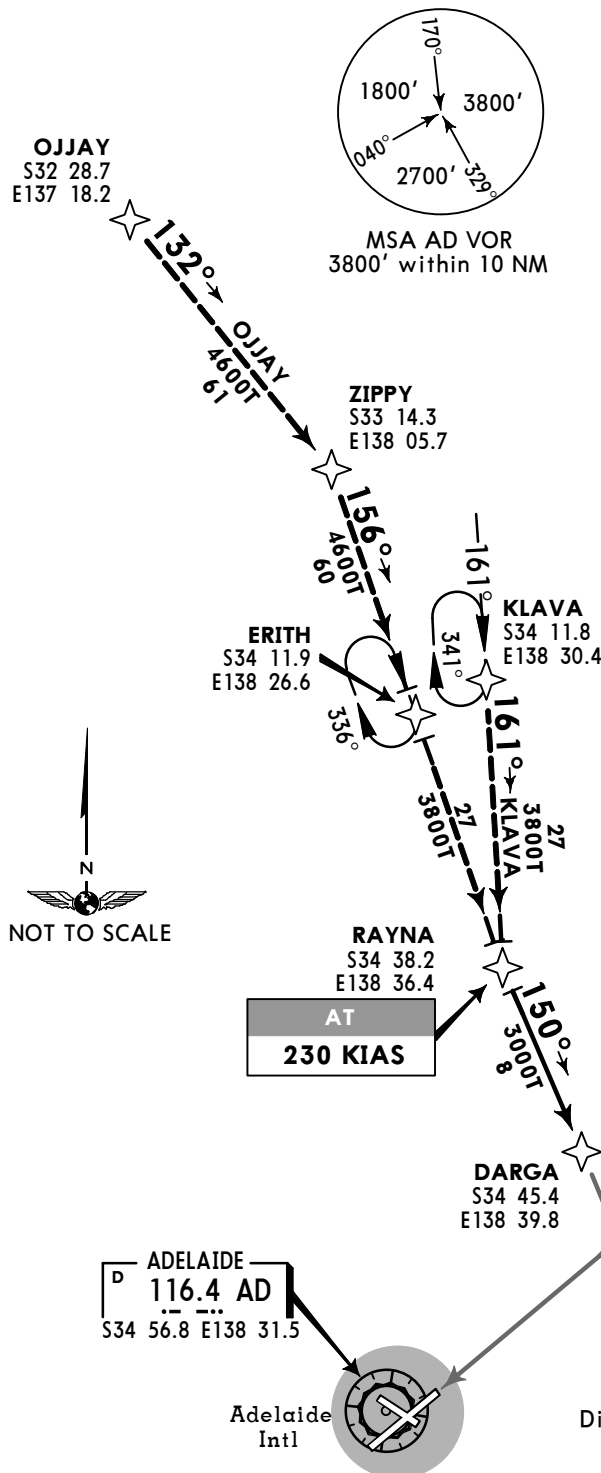
YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RAYNA NINE MIKE ARRIVAL

[RAYN9M]

SPEED: MAX 250 KIAS BELOW 10000'



TRANSITIONS

KLAVA: From KLAVA to RAYNA:

Track 161° to RAYNA. Then follow arrival instructions.

OJJAY: From OJJAY to RAYNA:

Track 132° to ZIPPY. Turn RIGHT, track 156° to ERITH. Track 156° to RAYNA. Then follow arrival instructions.

ARRIVAL

RWY 23: At 230 KIAS from RAYNA. From RAYNA track 150° to DARGA. Track via RNAV-M (RNP) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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

JEPPESEN

10-2T1

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) 128.6

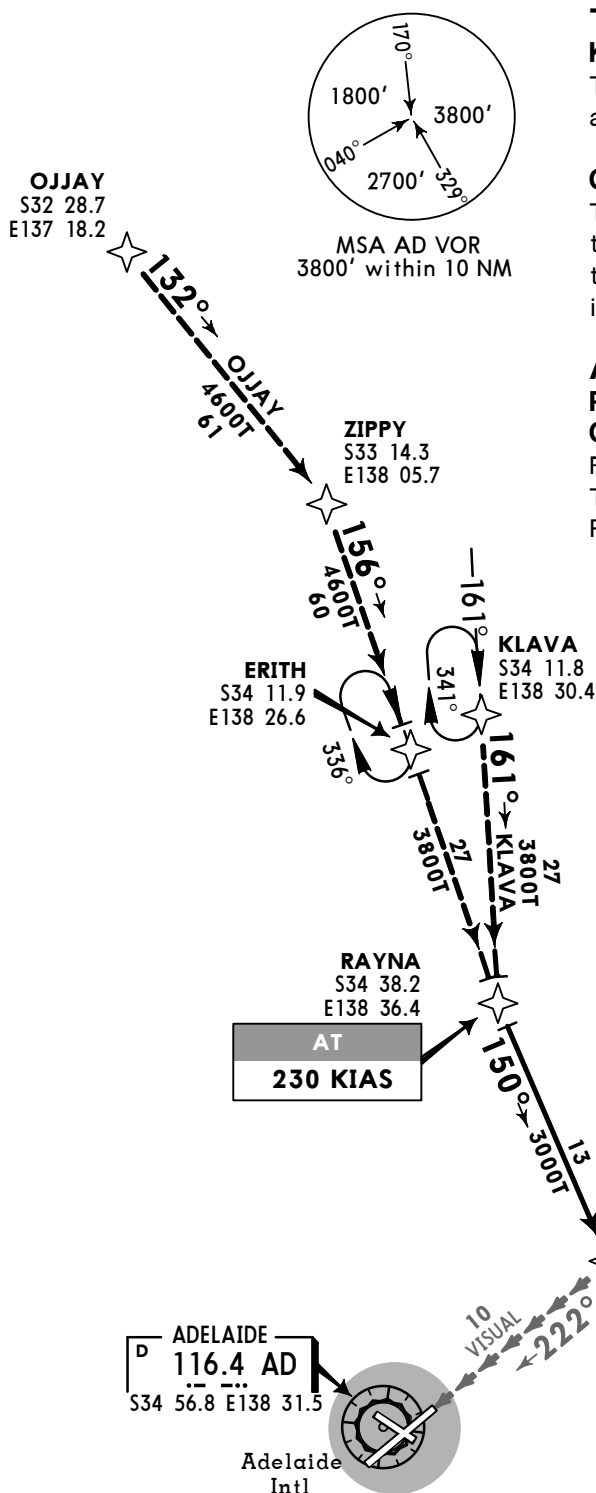
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RAYNA NINE VICTOR [RAYN9V] ARRIVAL

SPEED: MAX 250 KIAS BELOW 10000'



TRANSITIONS

KLAVA: From KLAVA to RAYNA:
Track 161° to RAYNA. Then follow arrival instructions.

OJJAY: From OJJAY to RAYNA:
Track 132° to ZIPPY. Turn RIGHT, track 156° to ERITH. Track 156° to RAYNA. Then follow arrival instructions.

ARRIVALS

RWY 23 (SUNRISE TO SUNSET ONLY): At 230 KIAS from RAYNA. From RAYNA track 150° to MOPRI. Turn RIGHT, track VISUAL for final RWY 23. MAX 185 KIAS from MOPRI.

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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

YPAD/ADL
ADELAIDE INTL

JEPPESEN

24 FEB 17

(10-2U)

Eff 2 Mar

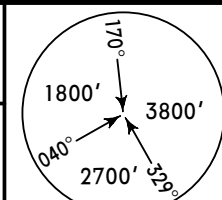
ADELAIDE, SA, AUSTRALIA

RNAV STAR

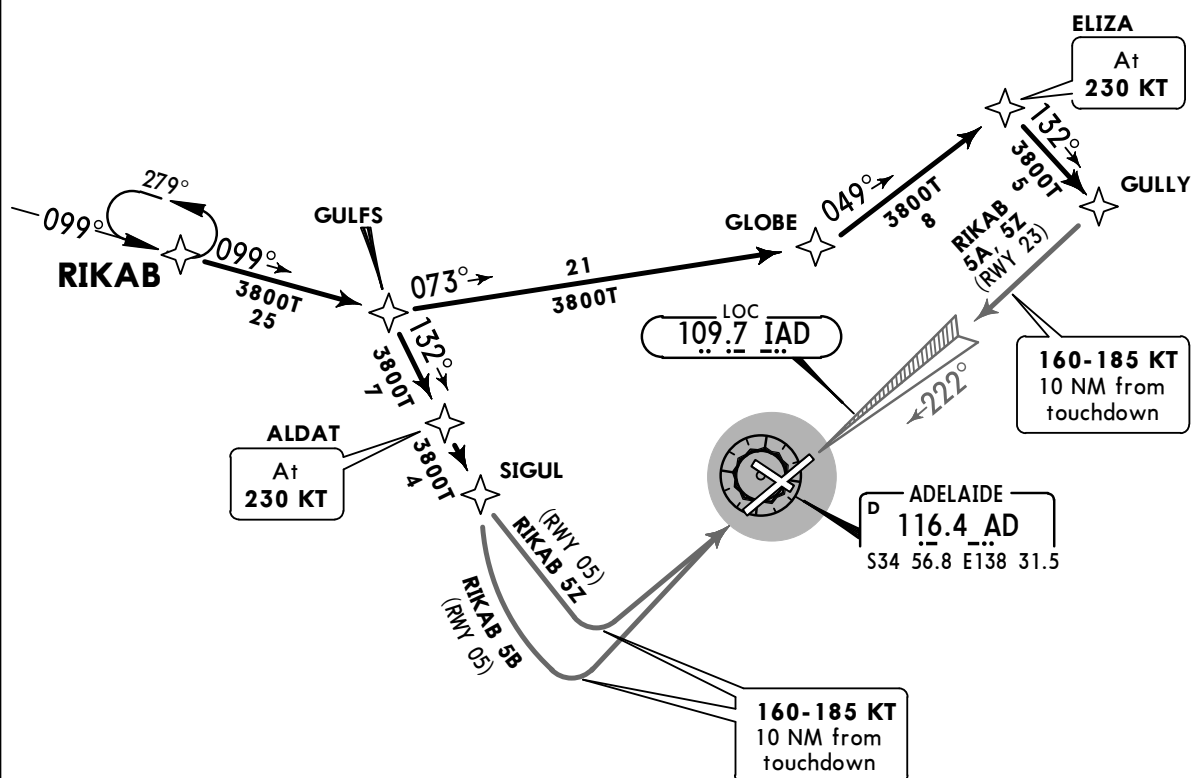
ATIS
116.4
134.5

Apt Elev
20'

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

MSA AD VOR
3800' within 10 NM

RIKAB 5A [RIKA5A]
RIKAB 5B [RIKA5B]
RIKAB 5Z [RIKA5Z] (RNAV) ARRIVALS
SPEED: MAX 250 KT BELOW 10000'



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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992**

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



ROUTING

Track 099° to GULFS.

STAR	RWY	LANDING
RIKAB 5A	23	From GULFS turn LEFT, track 073° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KT from ELIZA. Turn RIGHT, track 132° to GULLY. Turn RIGHT, intercept LOC RWY 23. 160-185 KT from 10 NM to TOUCHDOWN.
RIKAB 5B	05	From GULFS turn RIGHT, track 132° to ALDAT. At 230 KT from ALDAT. Track 132° to SIGUL. Track via VOR RWY 05 Approach. 160-185 KT from 10 NM to TOUCHDOWN.
RIKAB 5Z	05	From GULFS turn RIGHT, track 132° to ALDAT. At 230 KT from ALDAT. Track 132° to SIGUL. Track via RNAV-Z (GNSS) RWY 05. 160-185 KT from 10 NM to TOUCHDOWN.
	23	From GULFS turn LEFT, track 073° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KT from ELIZA. Turn RIGHT, track 132° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

YPAD/ADL
ADELAIDE INTL

JEPPESEN

24 FEB 17

10-2V

Eff 2 Mar

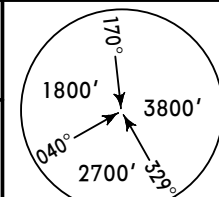
ADELAIDE, SA, AUSTRALIA

RNAV STAR

ATIS
116.4
134.5

Apt Elev
20'

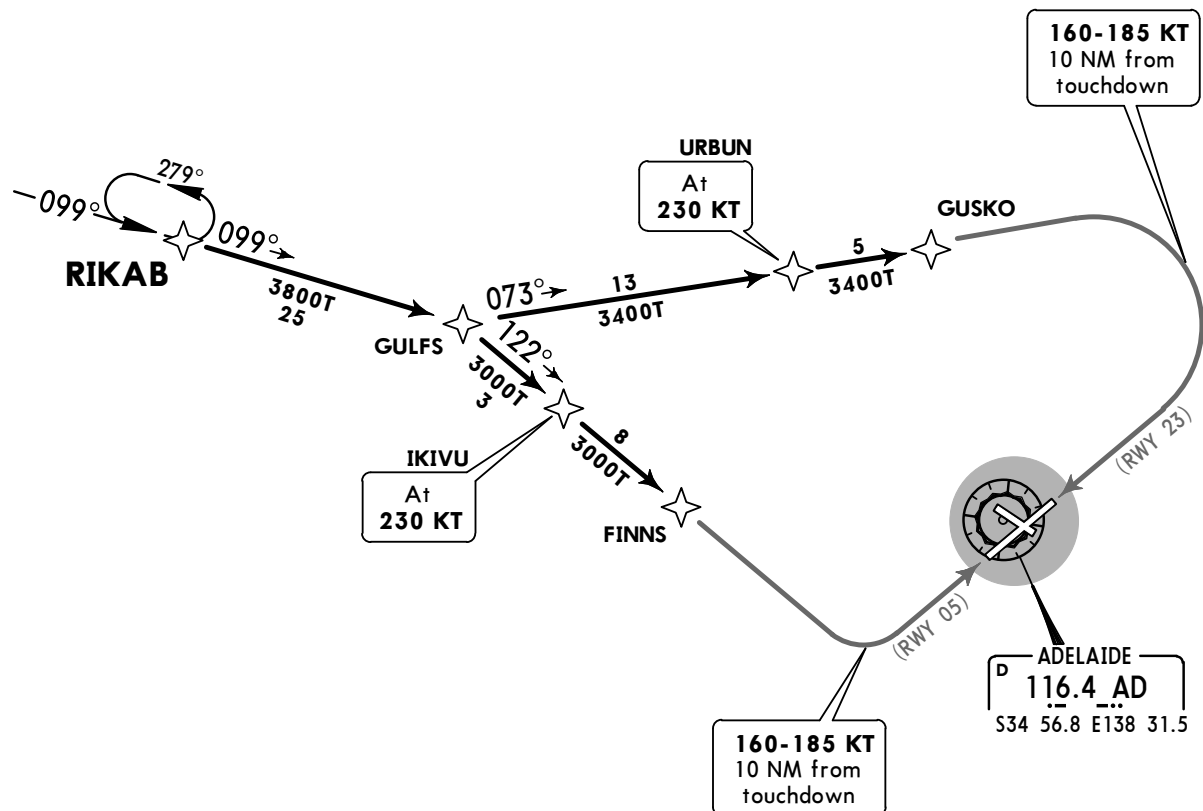
Alt Set: hPa Trans level: FL110 Trans alt: 10000'



MSA AD VOR
3800' within 10 NM

RIKAB 5P [RIKA5P]
(RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000'



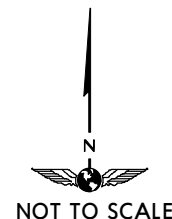
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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



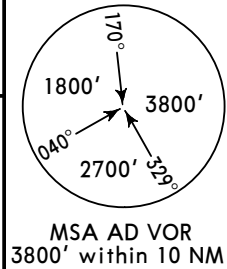
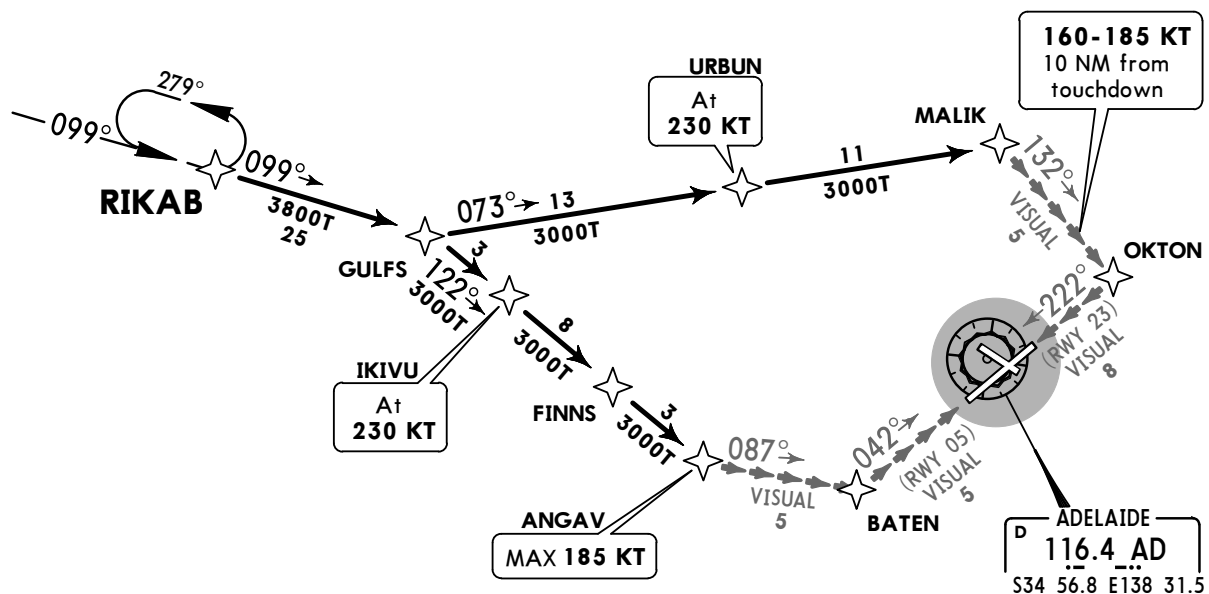
ROUTING

Track 099° to GULFS.

STAR	RWY	LANDING
RIKAB 5P	05	From GULFS turn RIGHT, track 122° to IKIVU. At 230 KT from IKIVU. Track 122° to FINNS. Track via RNAV-P (RNP) RWY 05. 160-185 KT from 10 NM to TOUCHDOWN.
	23	From GULFS turn LEFT, track 073° to URBUN. At 230 KT from URBUN. Track 073° to GUSKO. Track via RNAV-P (RNP) RWY 23. 160-185 KT from 10 NM to TOUCHDOWN.

YPAD/ADL
ADELAIDE INTLJEPPESEN
24 FEB 17 (10-2W)

Eff 2 Mar

ADELAIDE, SA, AUSTRALIA
RNAV STARATIS
116.4
134.5Apt Elev
20'Alt Set: hPa Trans level: FL110 Trans alt: 10000'
RWY 23 arrival available sunrise to sunset only.RIKAB 5V [RIKA5V]
(RNAV) ARRIVAL**SPEED: MAX 250 KT BELOW 10000'**

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992**

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

**ROUTING**

Track 099° to GULFS.

STAR	RWY	LANDING
RIKAB 5V	05	From GULFS turn RIGHT, track 122° to IKIVU. At 230 KT from IKIVU. Track 122° to FINNS. Track 122° to ANGAV. MAX 185 KT from ANGAV. Turn LEFT, track 087° VISUAL to BATEN. Turn LEFT, intercept VISUAL final RWY 05.
	23	From GULFS turn LEFT, track 073° to URBUN. At 230 KT from URBUN. Track 073° to MALIK. Turn RIGHT, track 132° VISUAL to OKTON. Turn RIGHT, intercept VISUAL final RWY 23. 160-185 KT from 10 NM to TOUCHDOWN.

JEPPESEN

10-2X

24 FEB 17
Eff 2 Mar

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

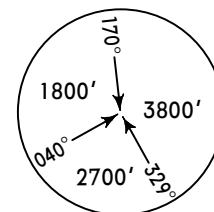
RUSSL TWO ARRIVAL
[RUSSL2]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

ALL RWYS:

From RUSSL track 212° to LUFFY.
Track 212° to AD VOR. At 230 KIAS
from 20 NM to TOUCHDOWN.
160-185 KIAS from 10 NM to
TOUCHDOWN. EXPECT RADAR
vectors to final approach.

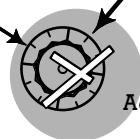


MSA AD VOR
3800' within 10 NM

RUSSL
S34 18.8
E139 11.0

LUFFY
S34 41.7
E138 47.3

ADELAIDE
D 116.4 AD
S34 56.8 E138 31.5



Adelaide Intl

30
3800T

20
3800T
EXPECT vectors
to final

ATC ARRIVAL SPEEDS

NM from touchdown	SPEED KIAS
20	AT 230
10	160-185



NOT TO SCALE

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LOST COMMS ▼

LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

RNAV STARADELAIDE, SA,
AUSTRALIA

24 FEB 17

(10-2Y

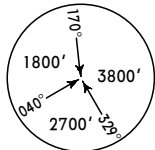
YPAD ADELAIDE INTL

ATIS 116.4 134.5

ADELAIDE Approach (R) Within 36 NM:

NW of Rwy 05/23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000'



MSA AD VOR
3800' within 10 NM

TRANSITIONS

AGROS: From AGROS to SALTY:

Track 130° to ROGUE.
Turn LEFT, track 121° to SALTY.
Then follow arrival instructions.

KLAVA (RWY 05 ONLY):

From KLAVA to SALTY:

Track 171° to VICMA.
Cross VICMA at or below 9000'.
Turn RIGHT, track 223° to SALT.
Then follow arrival instructions.

MARGO: From MARGO to SALTY:

Track 135° to SALTY.
Then follow arrival instructions.

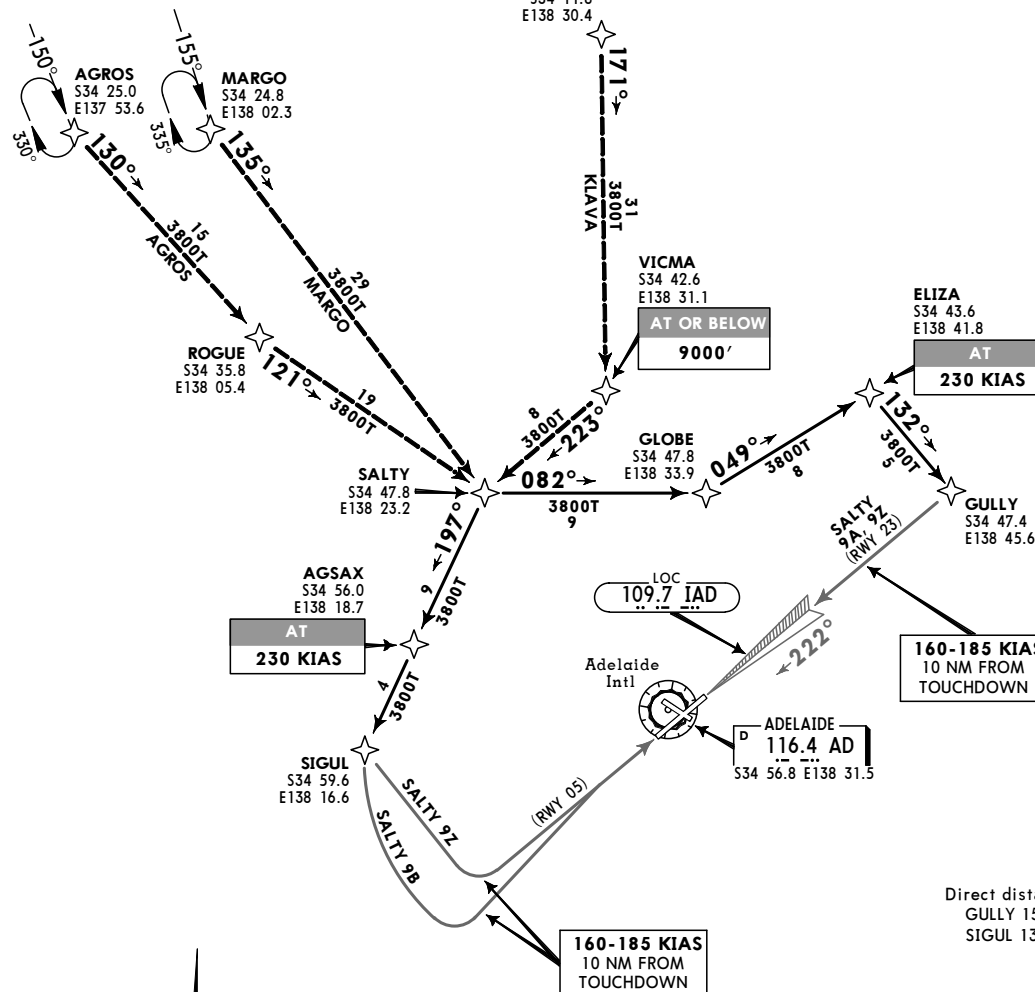
ARRIVAL

RWY 05 BRAVO: From SALTY turn RIGHT, track 197° to AGSAX. At 230 KIAS from AGSAX. Track 197° to SIGUL. Track via VOR RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 05 ZULU: From SALTY turn RIGHT, track 197° to AGSAX. At 230 KIAS from AGSAX. Track 197° to SIGUL. Track via RNAV-Z (GNSS) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ALPHA: From SALTY turn LEFT, track 082° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KIAS from ELIZA. Turn RIGHT, track 132° to GULLY. Turn RIGHT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From SALTY turn LEFT, track 082° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KIAS from ELIZA. Turn RIGHT, track 132° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



Direct distance to Adelaide Intl from:
GULLY 15 NM
SIGUL 13 NM



COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST
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 COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST COMMMS ▼ LOST
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
 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.

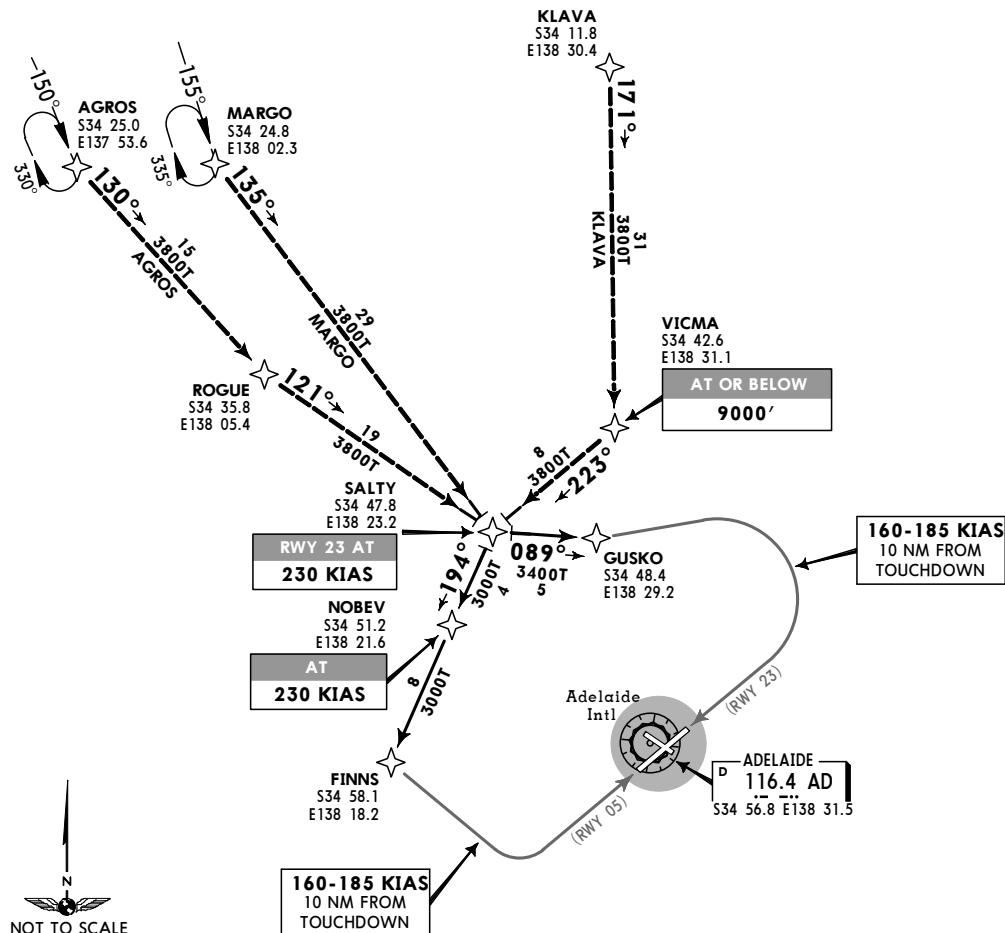


YPAD ADELAIDE INTL

24 FEB 17 (10-2Z)

SALTY NINE PAPA ARRIVAL
[SALT9P]

SPEED: MAX 250 KIAS BELOW 10000'



Direct distance to Adelaide Intl from:
FINNS 11 NM
GUSKO 9 NM

RWY 23: At 230 KIAS from SALTY. From SALTY turn LEFT, track 089° to GUSKO. Track via RNAV-P (RNP) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

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

JEPPESEN

10-2Z1

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SALTY NINE VICTOR ARRIVAL[SALT9V]

SPEED: MAX 250 KIAS BELOW 10000'

TRANSITIONS

AGROS: From AGROS to SALTY:

Track 130° to ROGUE. Turn LEFT, track 121° to SALTY. Then follow arrival instructions.

KLAVA (RWY 05 ONLY):

From KLAVA to SALTY:

Track 171° to VICMA. Cross VICMA at or below 9000'. Turn RIGHT, track 223° to SALTY. Then follow arrival instructions.

MARGO: From MARGO to SALTY:

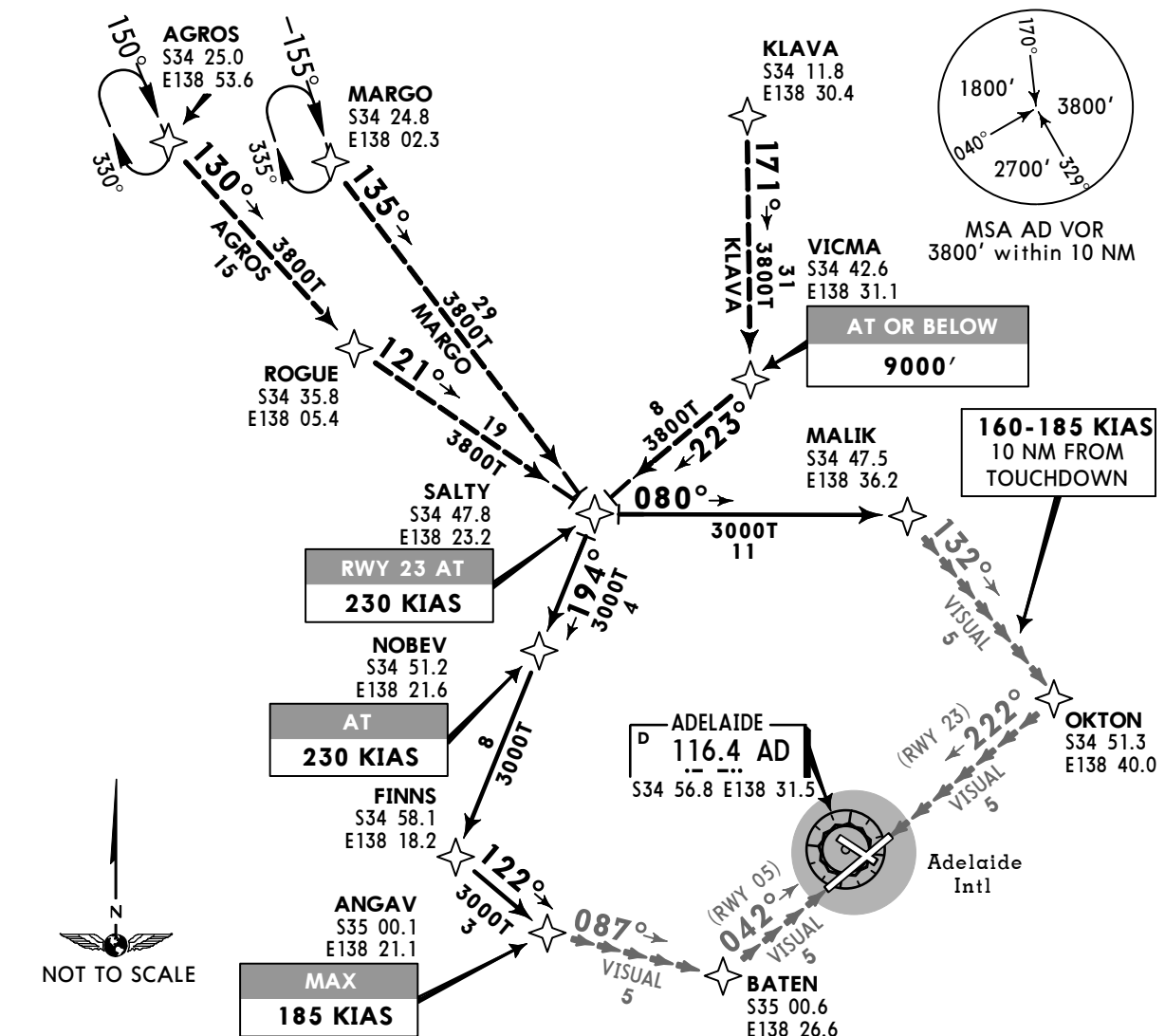
Track 135° to SALTY. Then follow arrival instructions.

ARRIVAL

RWY 05: From SALTY turn RIGHT, track 194° to NOBEV. At 230 KIAS from NOBEV. Track 194° to FINNS. Turn LEFT, track 122° to ANGAV. MAX 185 KIAS from ANGAV. Turn LEFT, track 087° VISUAL to BATEN. Turn LEFT, intercept VISUAL final RWY 05.

RWY 23 (SUNRISE TO SUNSET ONLY):

At 230 KIAS from SALTY. From SALTY turn LEFT, track 080° to MALIK. Turn RIGHT, track 132° VISUAL to OKTON. 160-185 KIAS from 10 NM to TOUCH-DOWN. Turn RIGHT, intercept VISUAL final RWY 23.



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

ATIS	116.4	134.5
ADELAIDE Approach (R) Within 36 NM:		
SE of Rwy 05/23		118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

SURGN TWO ARRIVAL
[SURGN2]

SPEED: MAX 250 KIAS BELOW 10000'

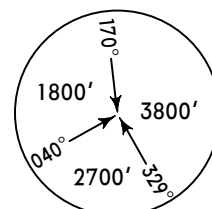
TRANSITION

BLACK: From BLACK track 248° to SURGN. Cross SURGN at or below FL110. Then follow arrival instructions.

ARRIVAL

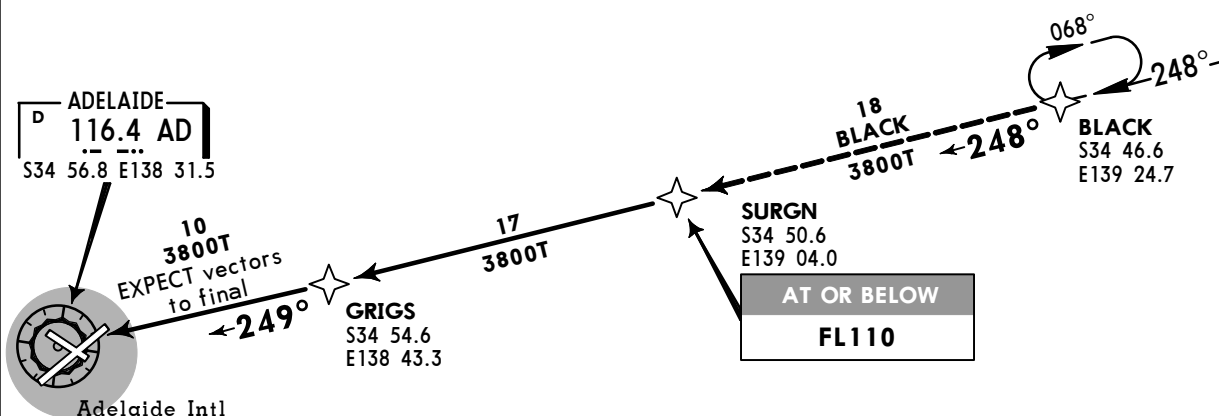
ALL RWYS:

From SURGN track 248° to GRIGS.
At 230 KIAS from 20NM to TOUCHDOWN.
Track 249° to AD VOR. 160-185 KIAS
from 10 NM to TOUCHDOWN. EXPECT
RADAR vectors to final approach.



MSA AD VOR
3800' within 10 NM

ATC ARRIVAL SPEEDS	
NM from touchdown	SPEED KIAS
20	AT 230
10	160-185



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 ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

ADELAIDE Clearance 126.1
 Approach (R) (DEP) Within 36 NM:
 NW of Rwy 05/23 124.2
 SE of Rwy 05/23 118.2

STANDARD INSTRUMENT DEPARTURE (RADAR) **SID(R)**

ADELAIDE, SA, AUSTRALIA
YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ADELAIDE THREE DEPARTURE (RADAR) ALL RUNWAYS
[AD3]

Minimum required climb gradients:

Rwy 05: (EAST of Rwy centerline) 5.7% to 3300'.

Rwy 05: (On and WEST of Rwy centerline) 4.4%
to 900'.

Rwy 12: 4.7% to 1500'.

Rwys 23/30: 4.7% to 3300'.

Gnd speed-Kts	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.7% V/V (fpm)	433	577	866	1155	1443	1732

NOTES:

1. For Rwy 05 departures, aircraft with flight plan tracks in the sector 042° through WEST to 219° can EXPECT a LEFT turn.

2. Jets departing from Rwy 23/30 for tracks to the EAST of Adelaide can EXPECT to be at or above 5000' by crossing AD R-185, or the coast EASTBOUND.

3. When AD DME not available, upon pilot request approach will advise passing DME distances based on RADAR observation.

RWY 05: (Departures EAST of RWY centerline)

Track 042°. At or above 1700' and after passing AD 2 DME, turn to assigned heading. RIGHT turns below 1700' not available.

RWY 05: (Departures on and WEST of RWY centerline)

Track 042°. At or above 900', turn LEFT to assigned heading (Heading 042° also available).

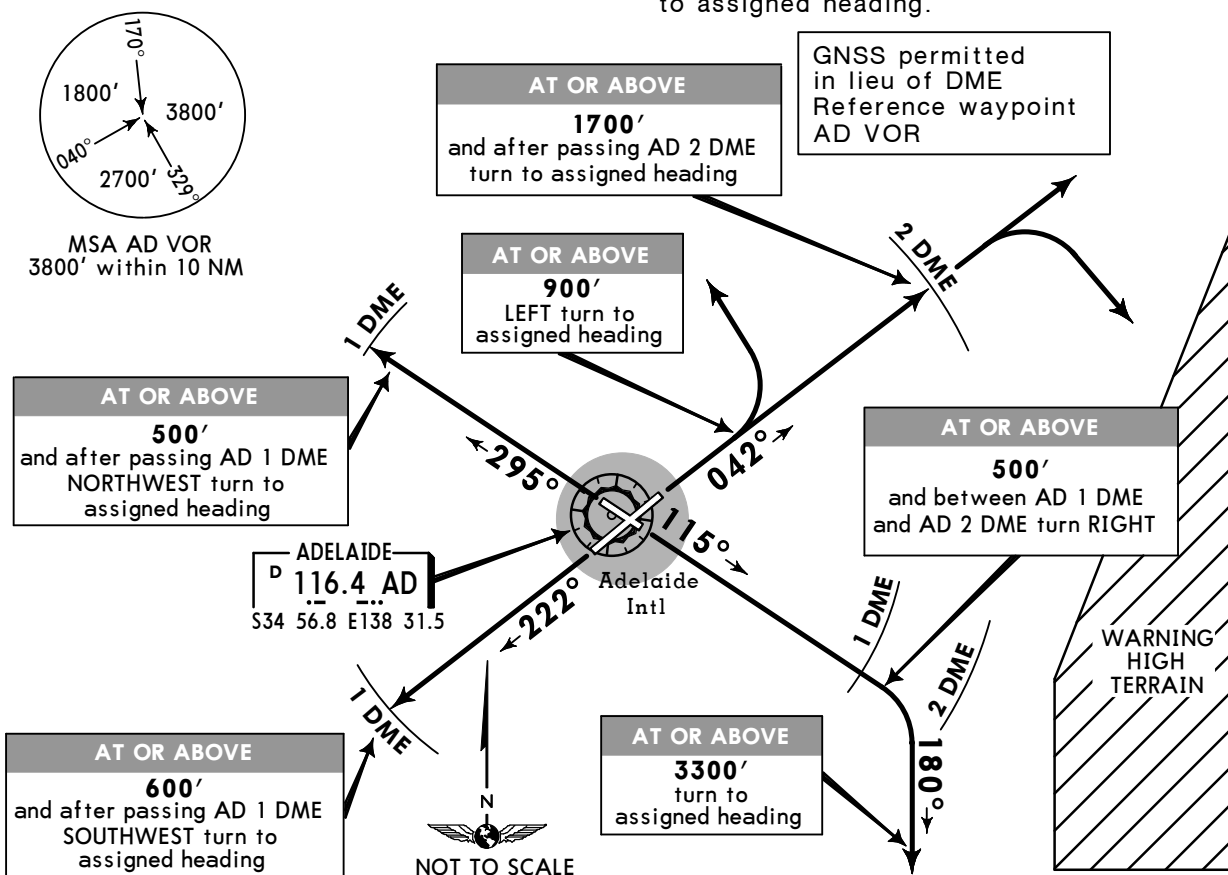
RWY 12: (MAX 175 KIAS until tracking 180°). Track 115°. At or above 500' and between AD 1 DME and AD 2 DME turn RIGHT track 180°. At or above 3300' turn to assigned heading.

RWY 23:

Track 222°. At or above 600' and after passing AD 1 DME SOUTHWEST, turn to assigned heading.

RWY 30:

Track 295°. At or above 500' and after passing AD 1 DME NORTHWEST, turn to assigned heading.



1ST LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT ADELAIDE ATC ON TELEPHONE: (08) 8238-7992

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.

JEPPESSEN 4 NOV 16 **10-3A**

Eff 10 Nov

RNAV SID

ADELAIDE Clearance **126.1**
Approach (R) (DEP) Within 36 NM:
SE of Rwy 05/23 **118.2**

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

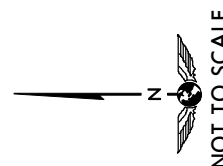
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS EAST

**BENDO TWO [BENDO2],
PANKI THREE [PANKI3] DEPARTURES**

SPEED: MAX 250 KIAS BELOW 10000'



RWY 23:
Track 222° to COLPY. Cross COLPY at or above 2500'. Turn LEFT, track 134° to SULLY. Cross SULLY at at or above 5000'. Turn LEFT, track 077° to MORPH. Cross MORPH at or above 6000'. Track 077° to CLARY. Track 077° to BARKA. Cross BARKA at or above FL140. Track 077° to MURRY.

For BENDO:

From MURRY turn RIGHT track 119° to BENDO, then as cleared.

For PANKI:

From MURRY track 077° to PANKI, then as cleared.

Minimum required climb gradient:

Rwy 05: 5.7% to 3300'.

Rwy 23: 4.7% to 3300'.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.7% V/V (fpm)	433	577	866	1154	1443	1732

RWY 05:

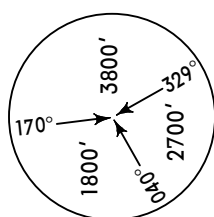
Track 042°. After passing KNOBL and 1700', turn RIGHT. Track direct to ROGGS.

For BENDO:

From ROGGS turn as required, track 102° to BENDO, then as cleared.

For PANKI:

From ROGGS turn LEFT track 078° to PANKI, then as cleared.



MSA AD VOR
3800' within 10 NM

KNOBL
TURN RIGHT
After passing
KNOBL
and 1700'

S34 55.8 E138 33.6

ADELAIDE
D 116.4 AD
S34 56.8 E138 31.5

COLPY
S35 02.2 E138 24.2
AT OR ABOVE
2500'

MORPH
S35 06.2 E138 32.8
AT OR ABOVE
6000'

SULLY
S35 06.5 E138 28.3
AT OR ABOVE
5000'

CLARY
S35 06.0 E138 36.4

BARKA
S35 04.7 E138 55.8
AT OR ABOVE
FL140

ROGGS
S35 03.7 E138 54.3

PANKI THREE
(RWY 05)

PANKI
S34 58.6 E140 21.0

MURRY
S35 03.6 E139 12.8

BENDO TWO
(RWY 23)

BENDO
S35 14.6 E139 30.6

JEPPesen 4 NOV 16 **10-3B**

Eff 10 Nov

RNAV SID

ADELAIDE Clearance **126.1**
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05/23 **124.2**

ADELAIDE, SA, AUSTRALIA

YPAD **ADELAIDE INTL**

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS WEST

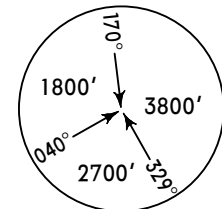
**GILES FOUR [GILES4],
HAWKY FIVE [HAWKY5]
DEPARTURES**

SPEED: MAX 250 KIAS BELOW 10000'

Minimum required climb gradients:

Rwy 05: 4.4% to 900',
Rwy 23: 4.7% to 3300'.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428



MSA AD VOR
3800' within 10 NM

RWY 05:

Track 042° to MOPRI. Cross MOPRI at or above 5000'. Turn LEFT track 312° to SALIS. Cross SALIS at or above 7000'. Turn LEFT, track 234° to PARKA. Cross PARKA at or above 10000'.

For GILES:

Track 234° to DERWY. Turn RIGHT track 256° to GILES, thence as cleared.

For HAWKY:

Turn RIGHT, track 279° to BIGAL. Turn RIGHT track 296° to HAWKY, thence as cleared.

RWY 23:

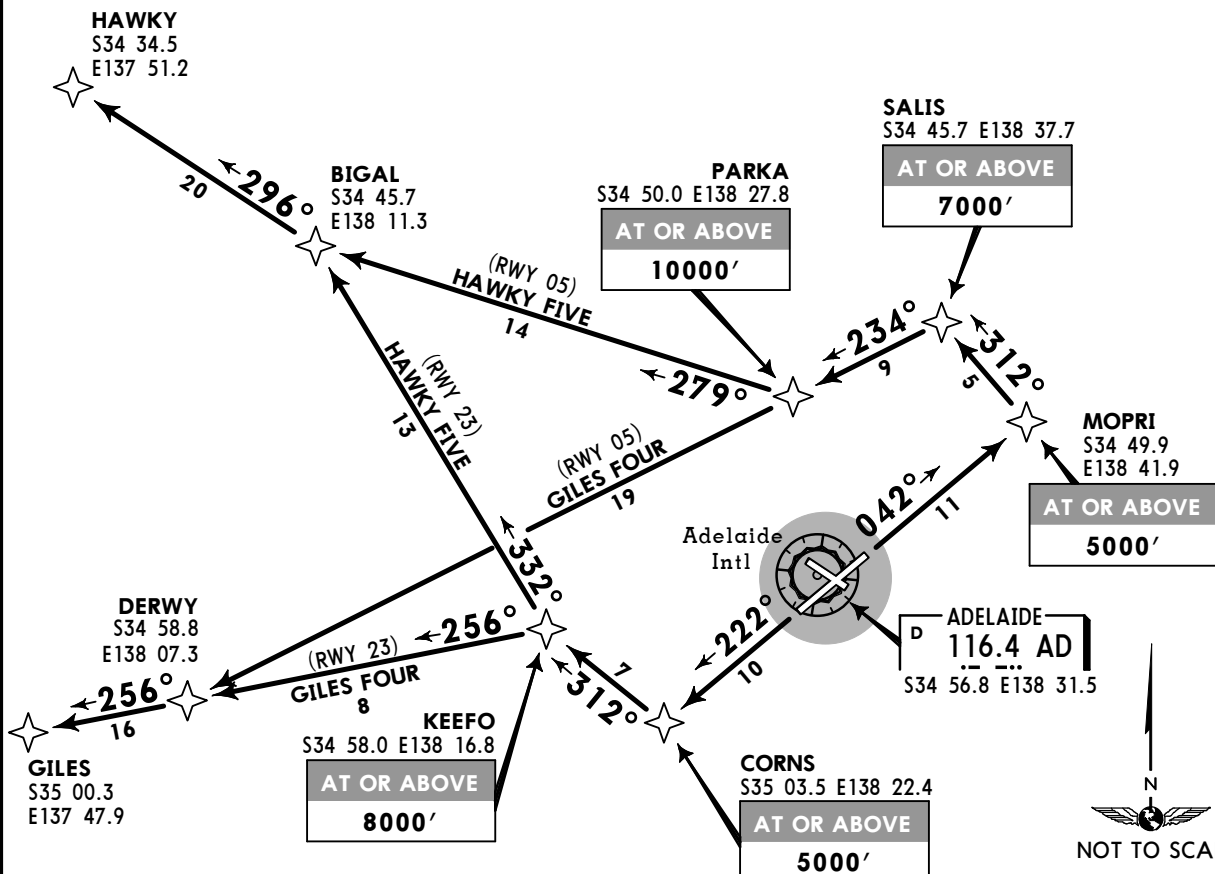
Track 222° to CORNS. Cross CORNS at or above 5000'. Turn RIGHT track 312° to KEEFO. Cross KEEFO at or above 8000'.

For GILES:

Turn LEFT track 256° to DERWY. Track 256° to GILES, thence as cleared.

For HAWKY:

Turn RIGHT track 332° to BIGAL. Turn LEFT track 296° to HAWKY, thence as cleared.



JEPPESEN

10-3C

4 NOV 16
Eff 10 Nov

RNAV SID

ADELAIDE Clearance **126.1**
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05/23 **124.2**

ADELAIDE, SA, AUSTRALIA

YPAD **ADELAIDE INTL**

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

ORBUN FIVE DEPARTURE
[ORBUN5]

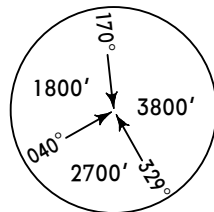
SPEED: MAX 250 KIAS BELOW 10000'

Minimum required climb gradient:
4.4% to 900'.

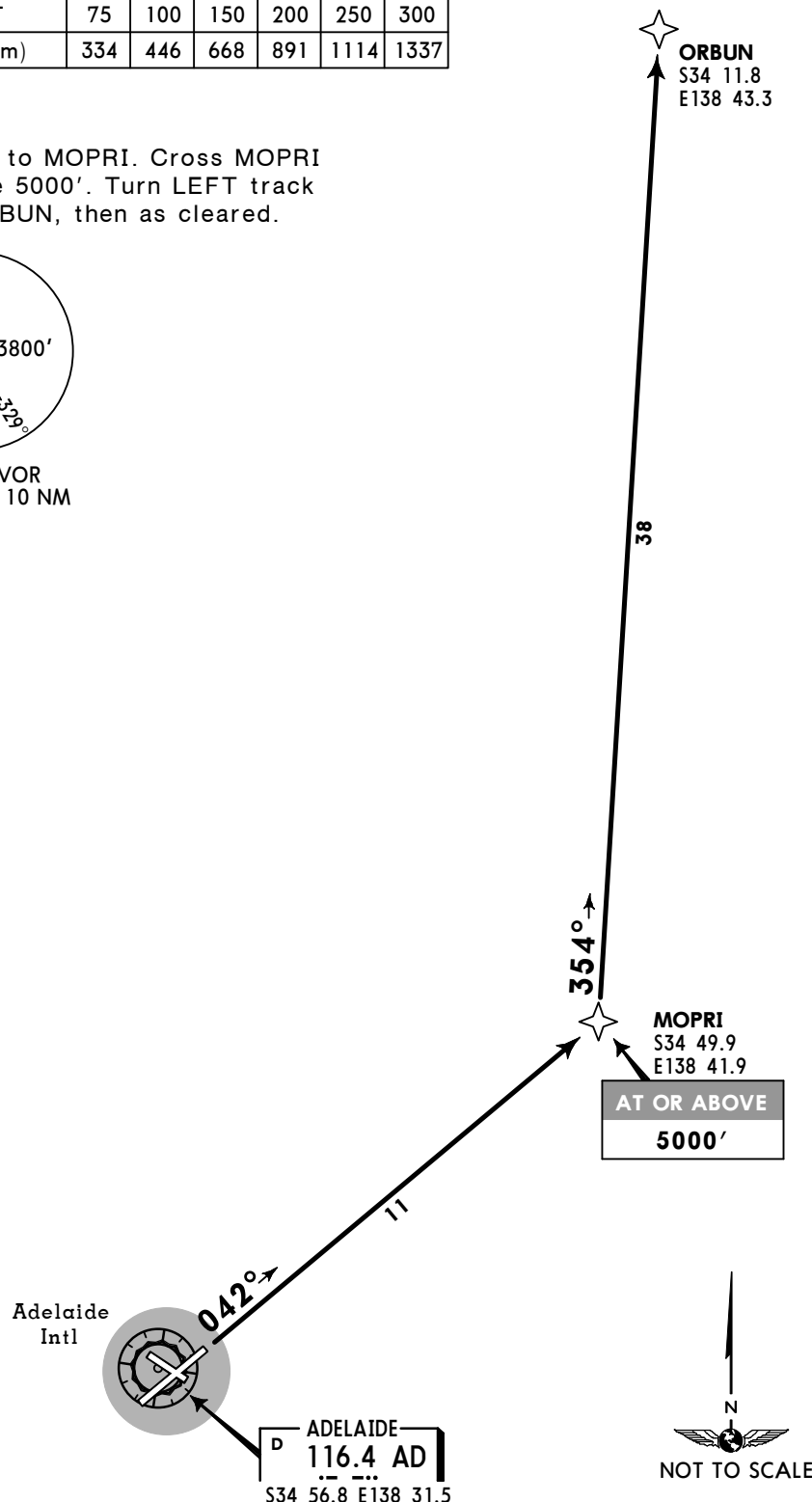
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

RWY 05:

Track 042° to MOPRI. Cross MOPRI
at or above 5000'. Turn LEFT track
354° to ORBUN, then as cleared.



MSA AD VOR
3800' within 10 NM



JEPPESEN

10-3D

4 NOV 16
Eff 10 Nov

RNAV SID

ADELAIDE Clearance **126.1**
Approach (R) (DEP) Within 36 NM:
SE of Rwy 05/23 **118.2**

ADELAIDE, SA, AUSTRALIA
YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

SEDAN TWO DEPARTURE [SEDAN2]

SPEED: MAX 250 KIAS BELOW 10000'

Minimum required climb gradient:

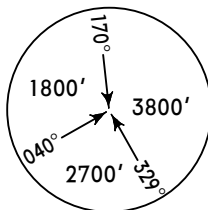
Rwy 05: 4.4% to 900',

Rwy 23: 4.7% to 3300'.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 05:

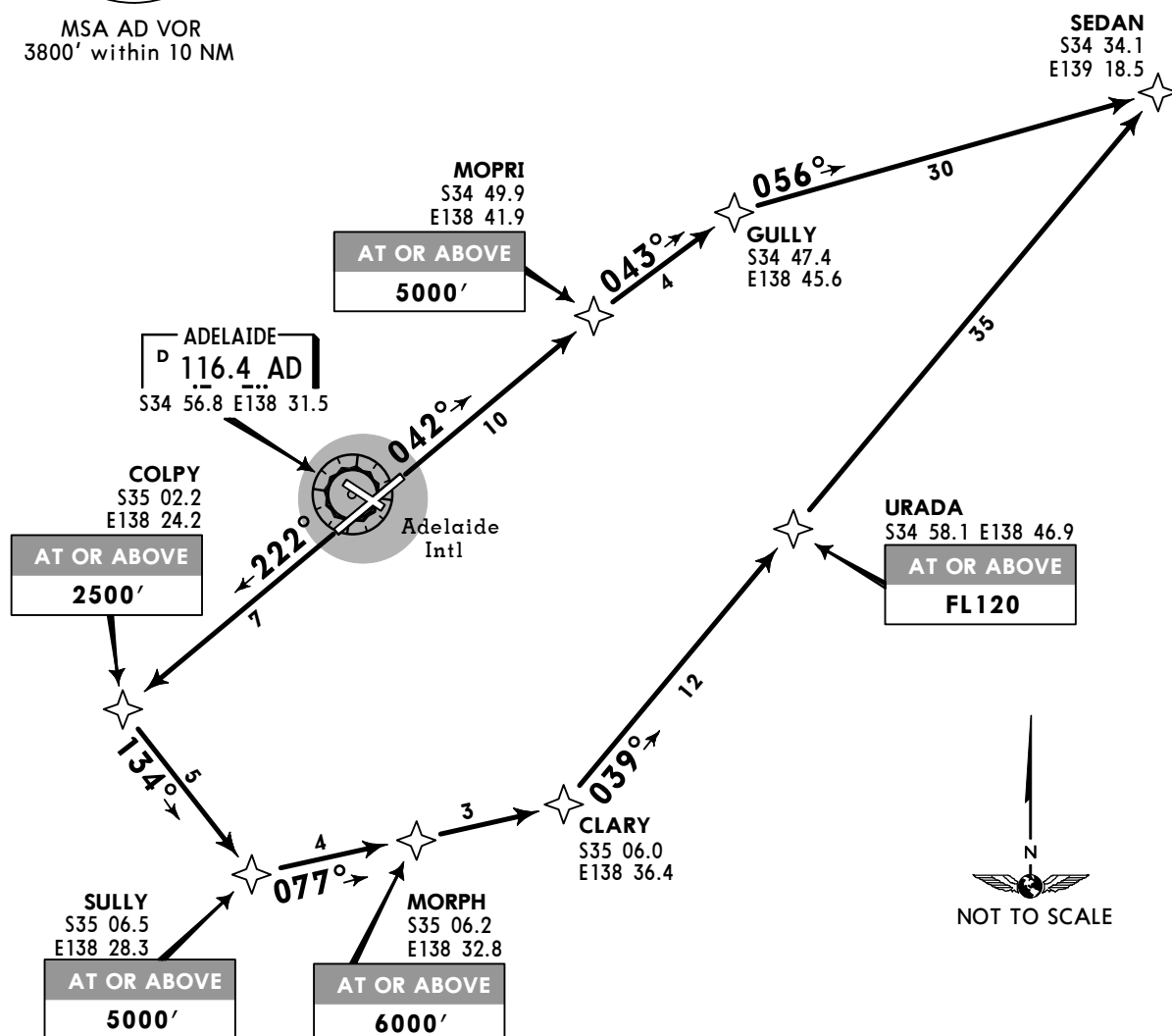
Track 042° to MOPRI. Cross MOPRI at or above 5000'. Track 043° to GULLY. Turn RIGHT track 056° to SEDAN, then as cleared.



MSA AD VOR
3800' within 10 NM

RWY 23:

Track 222° to COLPY. Cross COLPY at or above 2500'. Turn LEFT track 134° to SULLY. Cross SULLY at or above 5000'. Turn LEFT track 077° to MORPH. Cross MORPH at or above 6000'. Track 077° to CLARY. Turn LEFT, track 039° to URADA. Cross URADA at or above FL120. Track 039° to SEDAN, then as cleared.



YPAD/ADL

 **JEPPESEN**
20 MAY 16 (10-4)
Eff 26 May**ADELAIDE, SA, AUSTRALIA**
ADELAIDE INTL**NOISE****NOISE ABATEMENT PROCEDURES**

Noise Abatement Procedures shall apply to all aircraft except where specifically exempted in the following paragraphs.

PREFERRED RUNWAYS

a. Between the hours of 0600 - 2300 LT, the preferred runways are:

1. Runway 23
2. Runway 05

When Runway 23 is the duty runway, aircraft may land Runway 05. When Runway 05 is the duty runway, aircraft may take-off Runway 23.

In the event of the non-availability of Runway 05/23, the preferred runways are:

1. Runway 30
2. Runway 12

When Runway 30 is the duty runway, aircraft may land Runway 12. When Runway 12 is the duty runway, aircraft may take-off Runway 30.

Jet noise abatement climb procedures apply on Runways 05, 12 and 30.

b. During the hours of 0600 - 0700 LT and 2100 - 2300 LT, shoulder periods exist.

1. When Runway 23 is the duty runway, non-jet aircraft below 32,000kg (70,548 lbs) MTOW may land on runways other than Runway 23.
2. When Runway 05 is the duty runway, non-jet aircraft below 32,000kg (70,548 lbs) MTOW may take-off on runways other than Runway 05.

c. Between 0700 - 2100 LT, preferred runways may be waived for non-jet aircraft below 32,000kg (70,548 lbs) MTOW.

YPAD/ADL


JEPPESEN
 20 MAY 16
Eff 26 May

10-4A

ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL**NOISE****NOISE ABATEMENT PROCEDURES****PREFERRED FLIGHT PATHS**

Preferred flight paths do not apply to single engine aircraft less than 1750kg (3858 lbs) MTOW.

Preferred flight paths may be waived for non-jet aircraft less than 32,000kg (70,548 lbs) MTOW, between 0700 - 2100 LT.

a. Arriving Aircraft

Via a STAR where available otherwise in compliance with the following provisions:

Landing Runway 23

From the east - Intercept the Runway 23 localizer at or beyond the MOPRI or the R047 (Rwy 23 VOR) at or beyond 10 NM. Aircraft shall not be cleared below 3000 ft until passing MOPRI or 10 NM.

From the west - Right circuit/base.

Landing Runway 05

From the east - Track via LUNGA to intercept runway centerline at or beyond 5 NM for jet aircraft and 3 NM for non-jets (AD R215 for VOR Rwy 05 approach). Descent below 3000 ft is not available until west of the coast.

From the west - Intercept runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R215 for VOR Rwy 05 approach).

Landing Runway 12

From the east - Intercept the AD 10 DME arc, thence intercept the runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R304 for instrument approach). Descent below 3000 ft is not available until west of the coast.

From the west - Intercept runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R304 for instrument approach).

Landing Runway 30

From the east - Intercept the runway centerline at, or beyond, 10 NM (AD R110 for instrument approach).

From the west - As determined by traffic management requirements.

b. Departing Aircraft

Runway 23 - East: Jets maintain runway heading/track until at least 6 NM then via SULLY. Non-jets maintain runway heading/track until at least 3 NM, then seawards of the coast and then via SULLY. West: Maintain runway heading/track until at least 3 NM.

Runway 30 - Maintain runway heading/track until at least 3 NM.

Runway 05 and 12 - No requirements.

Aircraft departing Runway 23 or 30 for tracks to the east of the coastline will be required to be at or above 3000 ft for non-jets or 5000 ft for jets before crossing the coastline eastbound.

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 Eff 3 Mar

10-4B

ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL**NOISE****NOISE ABATEMENT PROCEDURES****TRAINING FLIGHTS**

- a. AWK TRNG involving instrument approach procedures is only permitted during designated periods between 0700 and 2300 local. Preferred RWY and preferred flight paths may be waived. A single practice instrument approach by ARR ACFT, other than AWK TRNG flights, may be approved at any time during this period. Requests should be made as early as possible, preferably at the flight planning stage.
- b. AWK TRNG flights conducting approaches to a RWY, including touch and go, bailed, circling and missed approach maneuvers in Adelaide CTR and VFR AWK training traffic within the lateral limits of the Adelaide CTR below A060, shall be scheduled as follows:
1. MON-FRI 0830-0930 and 1700-1900 local: NOT TO BE PLANNED;
 2. MON-FRI 0700-0830, 0930-1100, 1600-1700 and 1900-2100 local normally limited to 1 ACFT at any one time.
 3. Remaining AVBL AWK TRNG times: normally no more than 2 ACFT may conduct approaches at any one time.
- Note: MON-FRI 1000-1700 local, up to 2 ACFT at any one time may conduct AWK TRNG at Edinburgh in addition to the number of ACFT specified in para (2) and (3) ABV, SUBJ MIL TFC.
- c. Training flights involving an approach to the reciprocal end of the runway nominated for departures are not permitted.
- d. NAVID tacking TRNG and IFR AWK TRNG involving other than published YPAD/IAL procedures is not permitted within the lateral limits of Adelaide CTR.
- e. Circuit training is permitted at Adelaide only BTN 0700-0830, 0930-1700 and 1900-2100 local (extended to 2200 local Daylight Saving). Preferred RWY and preferred flight paths may be waived.

CURFEW 2300-0600 LT

- a. Application
1. The Adelaide Airport Curfew Act and Regulations commenced on 27 August 2000. From that time, the curfew provides that between 2300 and 0600 local time no landing or takeoffs are permitted at Adelaide Intl except for the following under paragraphs a., 2., 3., 4., 5., e., f., and g.
 2. A maximum of 8 international aircraft (refer to definitions in paragraph h.) landings during curfew shoulder periods (2300-midnight and 0500-0600) may be permitted per week. Prior approval through the Department of Infrastructure and Regional Development (DIRD) is required for operations in this category; and
 3. A maximum of 25 landings and 15 takeoffs each week by low noise heavy freight aircraft (refer paragraph h.) may be permitted. Prior approval through DIRD is required; and
 4. Propeller driven aircraft with a maximum takeoff weight (MTOW) of 34,000 kg (74,957 lbs) or less, that meet specified ICAO noise standards; and

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10-4C

ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL**NOISE****NOISE ABATEMENT PROCEDURES**

5. The following types of jet aircraft with a maximum takeoff weight (MTOW) of 34,000 kg (74,957 lbs) or less:

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

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

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

Beechcraft 4000

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

Canadair Challenger 300/601/604

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

Dassault Falcon Mystere 20 series C++/Mystere 20 Series D++/Mystere 20 Series E++/
Mystere 20 Series F++/Mystere 20 Series G++/10/20C-C5/20-D5/20-E5/20-F5/50EX/
200/900/2000/7X/900C/900EX/2000EX/Embraer 145/145ER/145MR/145LR/135ER/135LR/135KE/135KL/135BJ/145XR/145MP/
145EP/500/505

Global Express

Global 5000

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

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

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

Legacy EMB-135

Mitsubishi MU-300**

Premier 1/1A

Westwind 1121/1121B/1123/1124/1124A/1125/AstraSPX

**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.

b. Runway Selection

1. Landings by approved international aircraft (refer to para. h.) during the curfew shoulder periods should be on Runway 05, unless meteorological conditions require the aircraft to land on another runway, and aircraft should not use reverse thrust greater than idle reverse thrust.
2. Movements to approved low noise heavy freight aircraft (refer to para. h.) during curfew periods, in relation to
 - (a) takeoffs - must be from Runway 23, and
 - (b) landings - should be on Runway 05 unless the meteorological conditions require the aircraft to land on another runway. Aircraft should not use reverse thrust greater than idle reverse thrust.
3. Where an approved international aircraft (refer to para. h.) or an approved low noise heavy freight aircraft (refer to para. h.) lands on a runway other than Runway 05, the operator of the aircraft must, within 7 days after the landing, give to Airservices Australia a return that states:
 - (a) the date and time of the landing; and
 - (b) the runway on which the landing occurred; and
 - (c) the aircraft's registration mark, its operator, and its type; and
 - (d) the reason for landing on a runway other than Runway 05, including wind conditions at the time; and
 - (e) the down wind limits for landing specified in the aircraft's flight manual.

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10-4D

ADELAIDE, SA, AUSTRALIA
ADELAIDE INTL**NOISE****NOISE ABATEMENT PROCEDURES**

4. Jet aircraft movements during curfew periods other than to approved international aircraft, and approved low noise heavy freight aircraft, in relation to:

- (a) takeoffs - should be from Runway 23, and
- (b) landings - should be onto Runway 05 unless meteorological conditions require the aircraft to land on another runway.

5. For Non-Jet aircraft, preferred runways are:

- Runway 23 for takeoffs; and
- Runway 05 for landings.

6. When Runway 23 is the duty runway for landing, non-jet aircraft less than 25,000 kg (55,116 lbs) MTOW may land on Runway 12.

7. When Runway 05 is the duty runway for takeoff, non-jet aircraft less than 25,000 kg (55,116 lbs) MTOW may takeoff on Runway 30.

8. In the event of the unavailability of Runway 05/23, the preferred runways are:

- Runway 30 for takeoffs; and
- Runway 12 for landings.

c. Preferred Flight Paths

During the curfew, the preferred flight paths described earlier in this document will apply to all arriving and departing aircraft, except single engine aircraft of less than 1750 kg (3858 lbs) MTOW.

d. Takeoff When Taxi Clearance Received Before Start of Curfew Period

An aircraft may takeoff during a curfew period if it received taxi clearance before the start of the curfew period.

e. Use of Adelaide Intl as an Alternate

1. Adelaide Intl may be nominated and used as a planned or unplanned alternate airport during the curfew. In the case of international operations, landings and subsequent takeoffs are permitted during the curfew. For domestic operations, only landings during the curfew are permitted.
2. The use of Adelaide Intl as an alternate during the curfew relates to situations where there is an urgent need for an aircraft to land. If an aircraft uses Adelaide Intl as an alternate, wherever possible, the Noise Abatement Procedures for Adelaide Intl set out in this document should be followed.

f. Exemptions

Curfew restrictions do not apply to an aircraft under the following circumstances, and prior approval from DIRD is not required:

1. the aircraft is being used for, or in connection with:
 - (a) a search and rescue operation; or
 - (b) a medical emergency; or
 - (c) a natural disaster; or
2. the pilot of the aircraft has declared an in-flight emergency; or
3. the aircraft has insufficient fuel to be diverted to another airport; or
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.

An aircraft, having landed subject to the above conditions (i.e. dispensation not required), may resume its flight once the emergency has been resolved.

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 26 FEB 16
 Eff 3 Mar

10-4E

ADELAIDE, SA, AUSTRALIA
 ADELAIDE INTL
NOISE**NOISE ABATEMENT PROCEDURES****g. Dispensations**

1. A dispensation may be granted authorizing an aircraft to land at, or takeoff from, Adelaide Intl in exceptional circumstances. Prior approval is required.
2. An operator may apply to the Department of Infrastructure and Regional Development for a dispensation to land at, or takeoff from, Adelaide 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

h. Definitions

1. An aircraft is an international aircraft if:
 - (a) the aircraft is being used for an international air service to carry passengers or freight (or both) for hire or reward, to or from the airport, and
 - (b) one of the following applies:
 - (i) the operator of the aircraft has an international airline license granted under section 12 of the Air Navigation Act 1920; or
 - (ii) the operator of the aircraft has a permission under section 15D of that Act; or
 - (iii) the operator of the flight in question is covered by a permission under section 17 of that Act; or
 - (iv) the flight in question is covered by a determination under subsection 17 (1B) of that Act; and
 - (c) the aircraft complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the maximum takeoff weight of the aircraft (whether or not the Chapter is expressed to apply to the aircraft); and
 - (d) if the aircraft is being used solely for the purpose of carrying freight - the aircraft is not a low noise heavy freight aircraft; and
 - (e) for a takeoff from Adelaide Airport - the first or second port of call of the aircraft taking off from Adelaide Airport is outside Australia; or
 - (f) for a landing at Adelaide Airport - the last or second last port of call of the aircraft before landing at Adelaide Airport was outside Australia.
2. An aircraft is a low noise heavy freight aircraft if it is a jet aircraft that:
 - (a) has a maximum takeoff weight that is 34,000kg (74,957 lbs) or more; and
 - (b) is being used solely for the purpose of carrying freight; and
 - (c) complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the aircraft (whether or not the Chapter is expressed to the aircraft); and
 - (d) complies with the 90-95 noise level rule.

i. Further Information

Any inquiries relating to Adelaide Airport curfew arrangements should be directed to the Department of Infrastructure and Regional Development on telephone number +61 2 6274 6550 or curfews@infrastructure.gov.au during normal business hours.

YPAD / ADL

Apt Elev **20'**
S34 56.7 E138 31.8

12 AUG 16

10-9

Eff 18 Aug
JEPPESSEN

ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

ATIS		ADELAIDE Clearance	Ground	Tower
116.4	134.5	126.1	121.7	120.5

ADELAIDE Approach (Dep) (R) within 36 NM:	
NW of Rwy 05-23	SE of Rwy 05-23
124.2	118.2

138-31

138-32

Restriction: Aircraft with a wingspan greater than 171' (52m) to use Twy A3 to A6, Twy B, Twy F2 to F6 except F4, Twy T1 to T3, Twy K and Twy L only. Special approval B767 and EA30 aircraft may use Rwy 12-30 for landing if Rwy 05-23 is operationally unsuitable. Rwy 12-30 may then be vacated by Twys G1 and D2 if necessary.

Rwy 05/23 Rwy guard lights at all Twy/Rwy intersections.

Restriction: Aircraft with a wingspan greater than 118' (36m) to execute 180° turns at Rwy 23 threshold, Rwy 05 end and adjacent Twy F5.

Restriction: Rwy 12-30 not available to aircraft with a wingspan greater than 118' (36m) (take-off) and 171' (52m) (landing).

The following taxi restrictions apply to aircraft with wingspan less than 118' (36m) pushed back from Terminal 1. Twy B1 not available from Bays 15 to 27, Twy B1 and Twy L not available from Bays 22 to 27.

FOR PARKING POSITIONS
SEE CHARTS 10-9B/10-9C

34-56

Twy A2 NE of Twy G1,
Twy H, and F1 not
available to aircraft
with a wingspan greater
than 118' (36m)
(B737) aircraft.

Twy R not available to aircraft with a wingspan greater than 59' (18m).

Helicopter
Training
Areas

169'Δ

F4

Two F4 not available to aircraft with a wingspan greater than 171' (52m).

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

Twys D1, E1 & E2 not available to aircraft with a wingspan greater than 118' (36m).

HS

B



CAUTION
Rwy incursion
hot spot

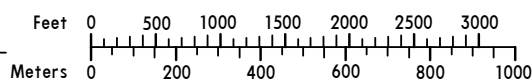
34-57

71' A

T1-Apron all aircraft with wingspan 79' (24m) up to but not including 118' (36m) are required to push back in east direction only.

Twy A6 to B2 and Twy B2 to A6 not available to aircraft type A340-500 series, A340-600 series, A350-900 series, A380 series, B747-800 and B777-300 series due to insufficient Twy edge clearance.

Aircraft landing Rwy 05 first available
Twy is E2 unless otherwise advised by ATC.



138-31

138-32

YPAD/ADL



JEPPesen

ADELAIDE, SA, AUSTRALIA

12 AUG 16

10-9A

Eff 18 Aug

ADELAIDE INTL

GENERAL

Birds in vicinity of airport.

Jet aircraft curfew 2300-0600LT.

Engine start involving use of more than idle power requires ATC clearance.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope			
05 1	3 HIRL 3 PAPI (angle 3.0°, MEHT 61')	9678' 2950m		12/30 5492' 1674m		148'
2 23	3 HIRL HIALS (non-std) 3 4 PAPI		9122' 2780m			45m

1 Hold short lights Rwy 05.**2** Grooved.**3** Standby power available.**4** Angle 3.0°, MEHT 59'

12 5 30	6 MIRL 6 7 PAPI	grooved		05/23 3727' 1136m		148'
						45m

5 Hold short lights Rwy 12.**6** Standby power available.**7** Angle 3.0°, MEHT 51'TAKE-OFF **1**

	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

FOR FILING AS ALTERNATE

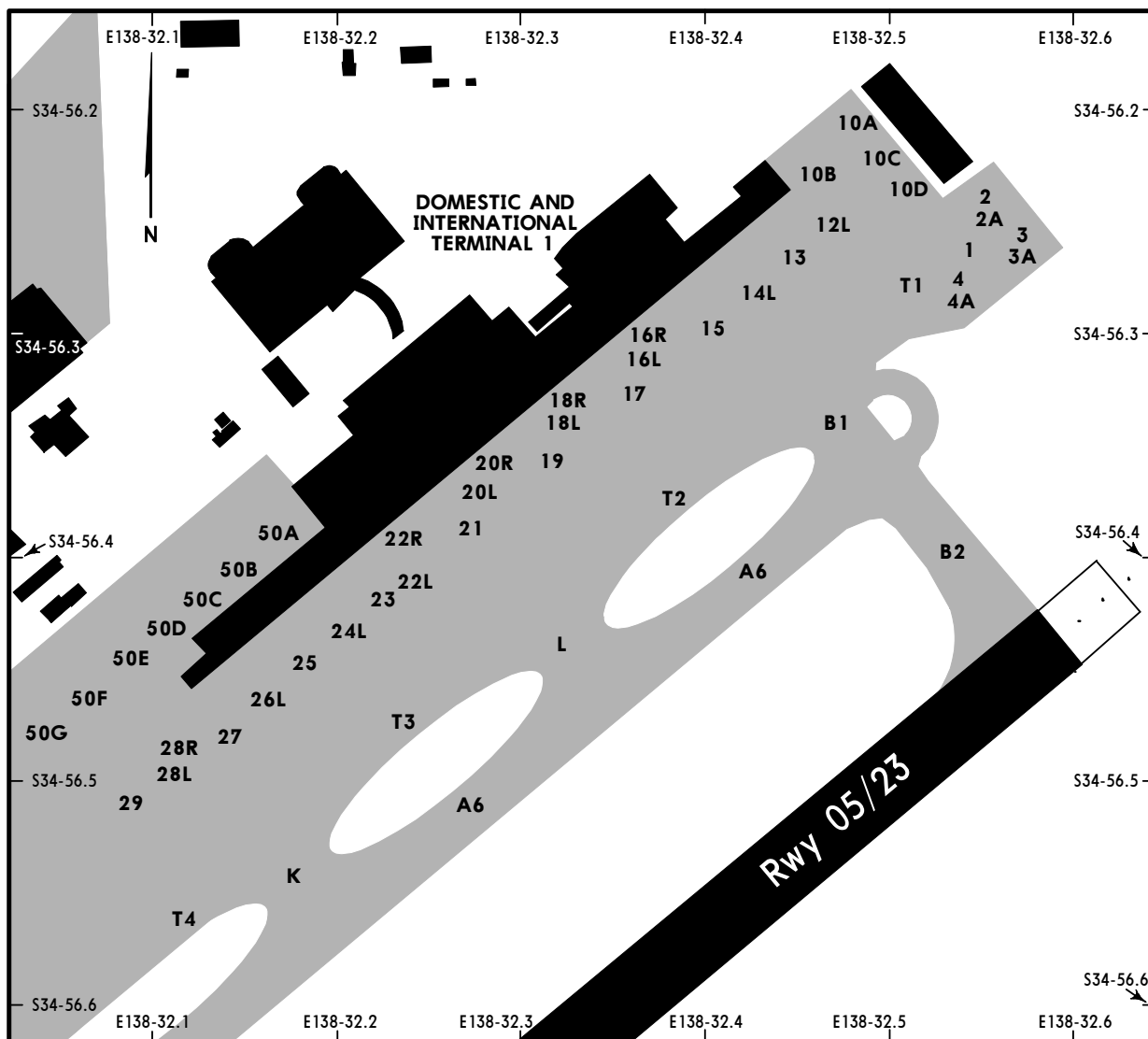
	Special	ILS-Z or LOC-Z Rwy 23 ILS-Y or LOC-Y Rwy 23 RNAV-Z (GNSS) Rwy 05 RNAV-Z (GNSS) Rwy 12 RNAV-Z (GNSS) Rwy 23 RNAV-Z (GNSS) Rwy 30 VOR Rwy 05 VOR Rwy 12 VOR Rwy 23 VOR Rwy 30	RNAV-M (RNP) Rwy 05 RNAV-P (RNP) Rwy 05 RNAV-M (RNP) Rwy 23 RNAV-P (RNP) Rwy 23 2 RNAV-U (RNP) Rwy 30
A	850' - 4.0 km	1380' - 4.4 km	NA
B			
C		1480' - 6.0 km	1480' - 6.0 km
D		1480' - 7.0 km	1480' - 7.0 km

1 For CASA APV operators, all RUNWAYS are capable of supporting take-offs with an RVR/RWY VIS of not less than 350 m.**2** CAT D- Not Authorized.

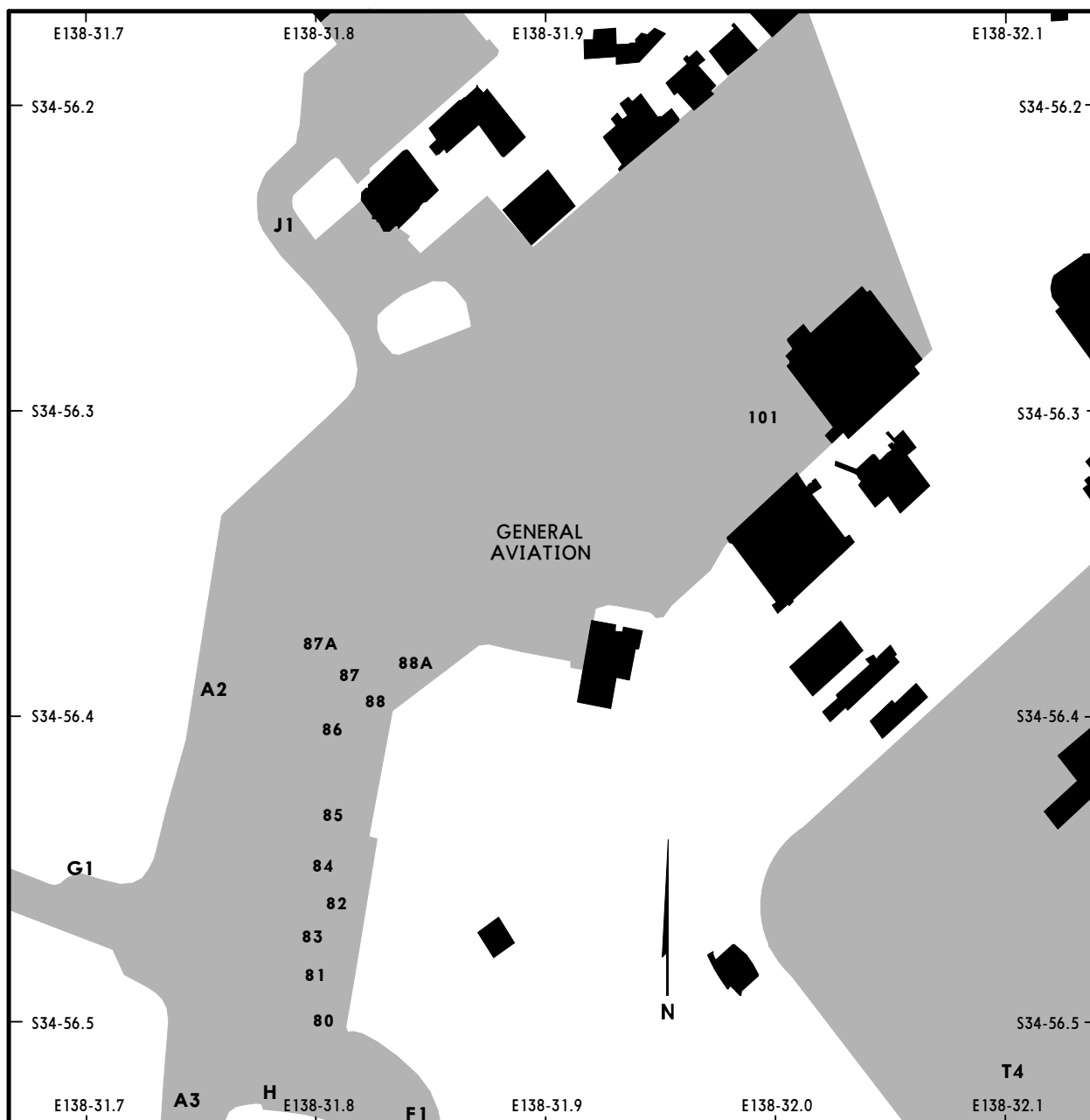
YPAD/ADL

**JEPPESSEN ADELAIDE, SA, AUSTRALIA**

12 AUG 16

10-9B**Eff 18 Aug****ADELAIDE INTL****PARKING POSITION INFORMATION**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	S34 56.2 E138 32.3	20	22L	S34 56.4 E138 32.2	19
2, 2A	S34 56.1 E138 32.3	20	23 thru 25	S34 56.4 E138 32.2	19
3 thru 4A	S34 56.2 E138 32.3	20	26L, 27	S34 56.5 E138 32.1	19
10A thru 10C	S34 56.2 E138 32.5	20	28R	S34 56.5 E138 32.1	20
10D, 12L	S34 56.2 E138 32.5	19	28L, 29	S34 56.5 E138 32.1	19
13 thru 15	S34 56.3 E138 32.4	19	50A	S34 56.4 E138 32.2	18
16R	S34 56.3 E138 32.4	20	50B thru 50E	S34 56.4 E138 32.1	18
16L	S34 56.3 E138 32.4	19	50F, 50G	S34 56.5 E138 32.1	18
17	S34 56.3 E138 32.3	19			
18R	S34 56.3 E138 32.3	20			
18L	S34 56.3 E138 32.3	19			
19	S34 56.4 E138 32.3	19			
20R	S34 56.4 E138 32.3	20			
20L, 21	S34 56.4 E138 32.3	19			
22R	S34 56.4 E138 32.2	20			

YPAD/ADL**JEPPESEN ADELAIDE, SA, AUSTRALIA**
12 AUG 16 **10-9C** Eff 18 Aug
ADELAIDE INTL**PARKING POSITION INFORMATION**

STAND No.	COORDINATES	ELEV			
80, 81, 82	S34 56.5 E138 31.8	15			
83, 84	S34 56.5 E138 31.8	15			
85, 86, 87	S34 56.4 E138 31.8	15			
87A, 88	S34 56.4 E138 31.8	15			
88A	S34 56.4 E138 31.8	15			
101	S34 56.3 E138 32.0	16			

YPAD/ADL **JEPPesenADELAIDE, SA, AUSTRALIA**
26 JUN 09 **(10-9D)****ADELAIDE INTL****VISUAL DOCKING GUIDANCE SYSTEM****AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)**

1. APIS is a Nose-In Guidance (NIG) system installed at Adelaide Airport Terminal 1 - Bays 12L, 13, 14L, 15, 16R, 16L, 18R, 18L, 19, 20R, 20L, 21, 22R, 22L, 23, 24L, 25 and 26L (it is NOT installed at Bay 17). The APIS is based on a centerline guidance sub-display. The steering and stop indications are 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.
2. 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 on 10-9E).
3. 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 arrowheads 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.

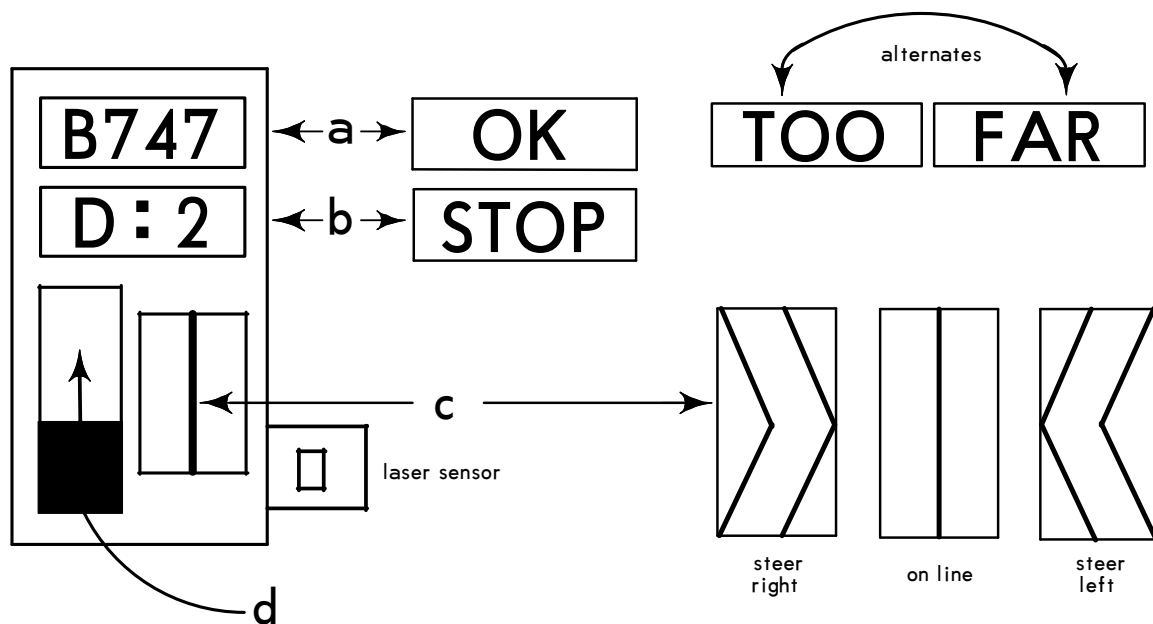
NOTE: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

YPAD/ADL

JEPPESEN ADELAIDE, SA, AUSTRALIA
26 JUN 09 (10-9E) ADELAIDE INTL

VISUAL DOCKING GUIDANCE SYSTEM

APIS Diagram



- a. Display: ACFT type, OK or TOO/FAR.
- b. Display: Door Number or STOP.
- c. Centerline Beacon: Steering guidance.
- d. 'Thermometer': Closing rate indication - stopping guidance.

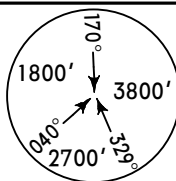
NOTE: The lettering is yellow on a black background. The 'thermometer' is yellow and goes black from bottom to top. The centerline beacon is a central black band surrounded by yellow.

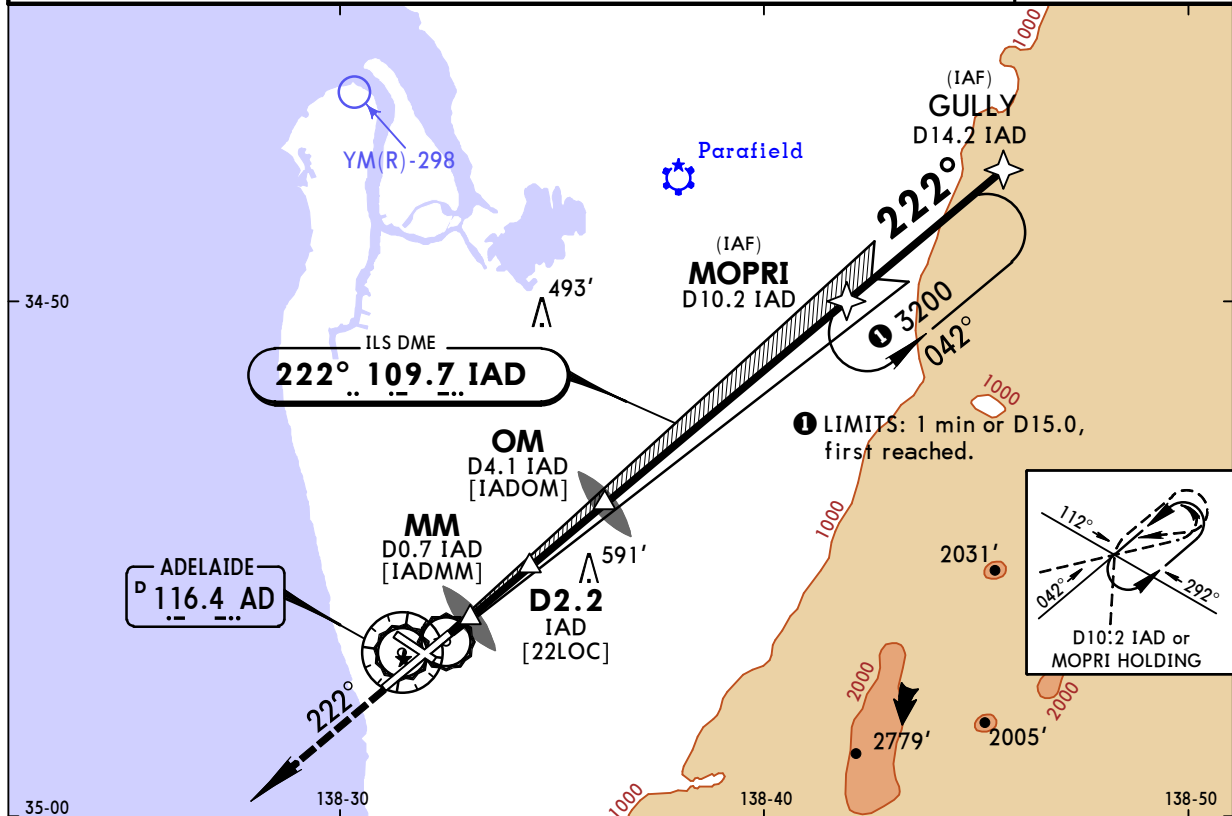
YPAD/ADL
ADELAIDE INTL

JEPPESSEN
4 NOV 16 **(11-1)** Eff 10 Nov

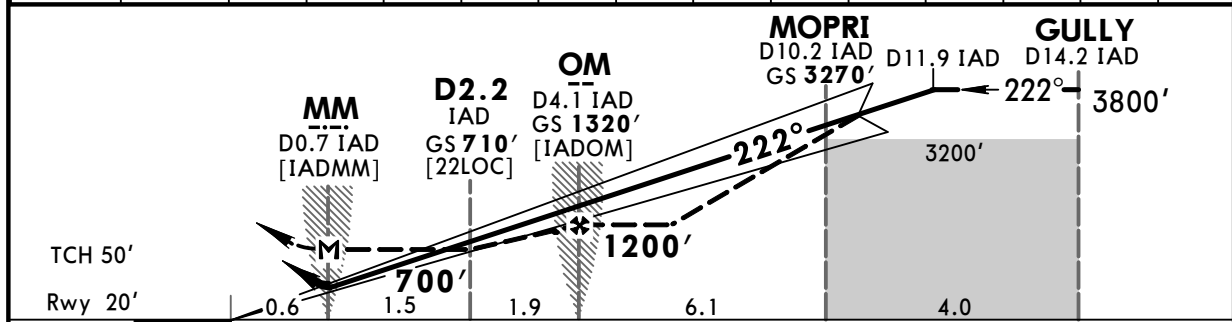
ADELAIDE, SA, AUSTRALIA
ILS-Z or LOC-Z Rwy 23

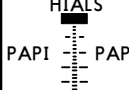
BRIEFING STRIP

ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower		Ground
116.4	134.5	118.2	124.2	120.5	121.7	
LOC IAD 109.7	Final Apch Crs 222°	GS OM 1320' (1300')	ILS DA(H) 270' (250')	Apt Elev 20' Rwy 20'		
MISSED APCH: Track 222°, climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. IAD DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT.						
MSA AD VOR 3800' within 10 NM						

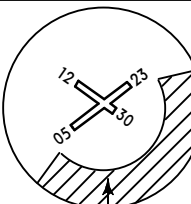


LOC (GS out)	IAD DME	1.6	2.2	3.0	4.1	5.0	6.0	7.0	8.0	9.0	10.0	10.2	11.0	11.9
	ALTITUDE	520'	710'	970'	1320'	1610'	1930'	2240'	2560'	2880'	3200'	3270'	3520'	3800'



Gnd speed-Kts	70	90	100	120	140	160			222° 3000'	
GS	3.00°	372	478	531	637	743				
MAP at MM										

PANS OPS

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Max Kts	MDA(H)	
DA(H)	270'(250')		MDA(H)	520'(500')				
	FULL	HIRL out	HIALS out		HIALS out			
A	0.8 km	1.2 km	1.5 km	2.8 km	3.7 km	100	900'(880') - 2.4 km	
B						135		
C						180	1000'(980') - 4.0 km	
D						205	1000'(980') - 5.0 km	
No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30								

CHANGES: Holding limit.

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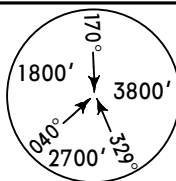
No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30

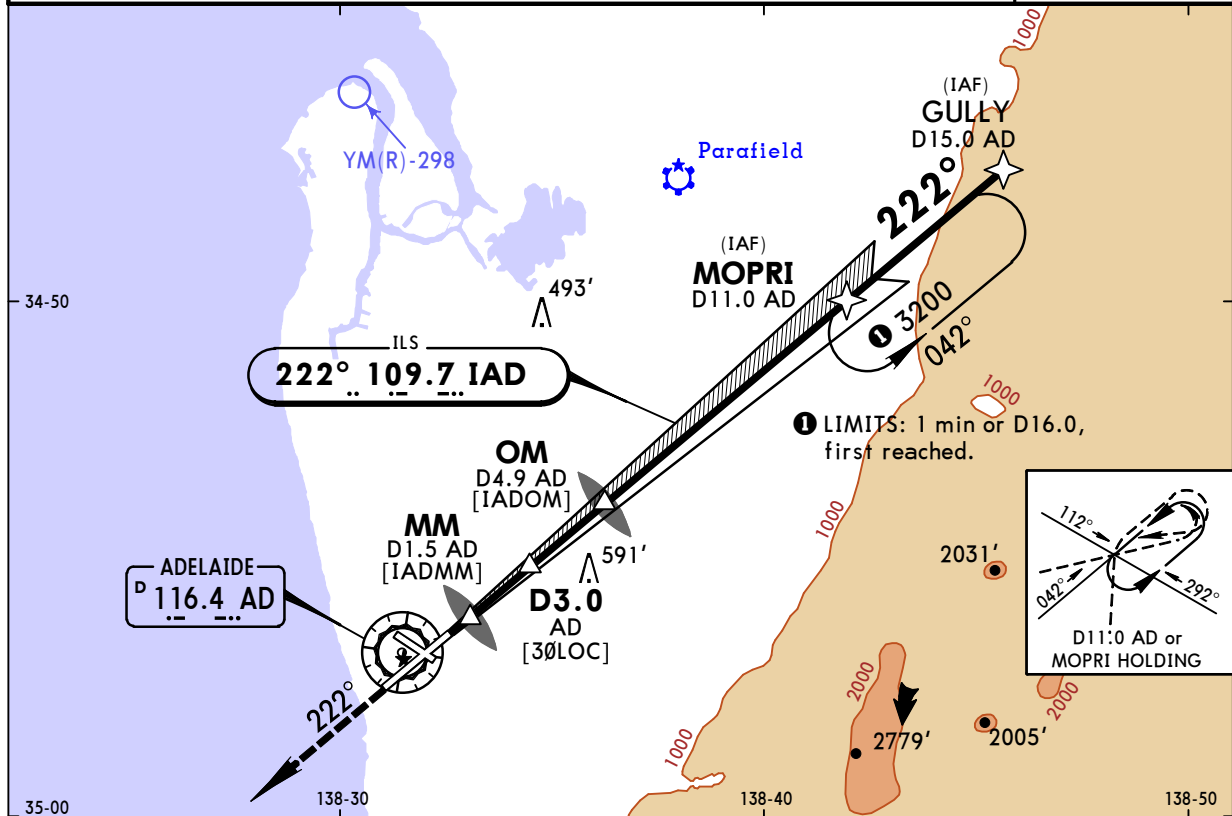
YPAD/ADL
ADELAIDE INTL

JEPPesen
4 NOV 16 **(11-2)** Eff 10 Nov

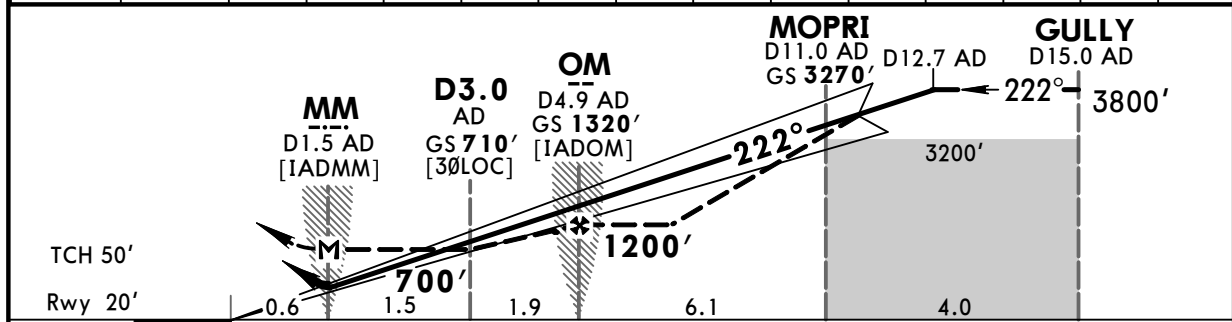
ADELAIDE, SA, AUSTRALIA
ILS-Y or LOC-Y Rwy 23

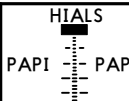
BRIEFING STRIP

ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower		Ground
116.4	134.5	118.2	124.2	120.5		121.7
LOC IAD 109.7	Final Apch Crs 222°	GS OM 1320' (1300')	ILS DA(H) 270' (250')	Apt Elev 20' Rwy 20'		
MISSED APCH: Track 222°, climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. AD DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AD VOR.						
						MSA AD VOR 3800' within 10 NM

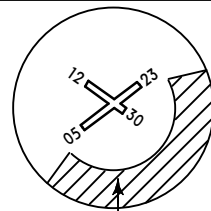


LOC (GS out)	AD DME	2.4	3.0	4.0	4.9	6.0	7.0	8.0	9.0	10.0	10.8	11.0	12.0	12.7
	ALTITUDE	520'	710'	1030'	1320'	1670'	1990'	2310'	2630'	2950'	3200'	3270'	3580'	3800'



Gnd speed-Kts	70	90	100	120	140	160			222° 3000'	
GS	3.00°	372	478	531	637	743				
MAP at MM										

PANS OPS

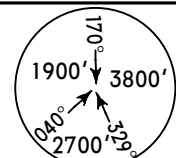
STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Max Kts	MDA(H)	
DA(H)	270' (250')		MDA(H)	520' (500')				
	FULL	HIRL out	HIALS out		HIALS out			
A	0.8 km	1.2 km	1.5 km	2.8 km	3.7 km	100	900' (880') - 2.4 km	
B						135		
C						180	1000' (980') - 4.0 km	
D						205	1000' (980') - 5.0 km	
No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30								

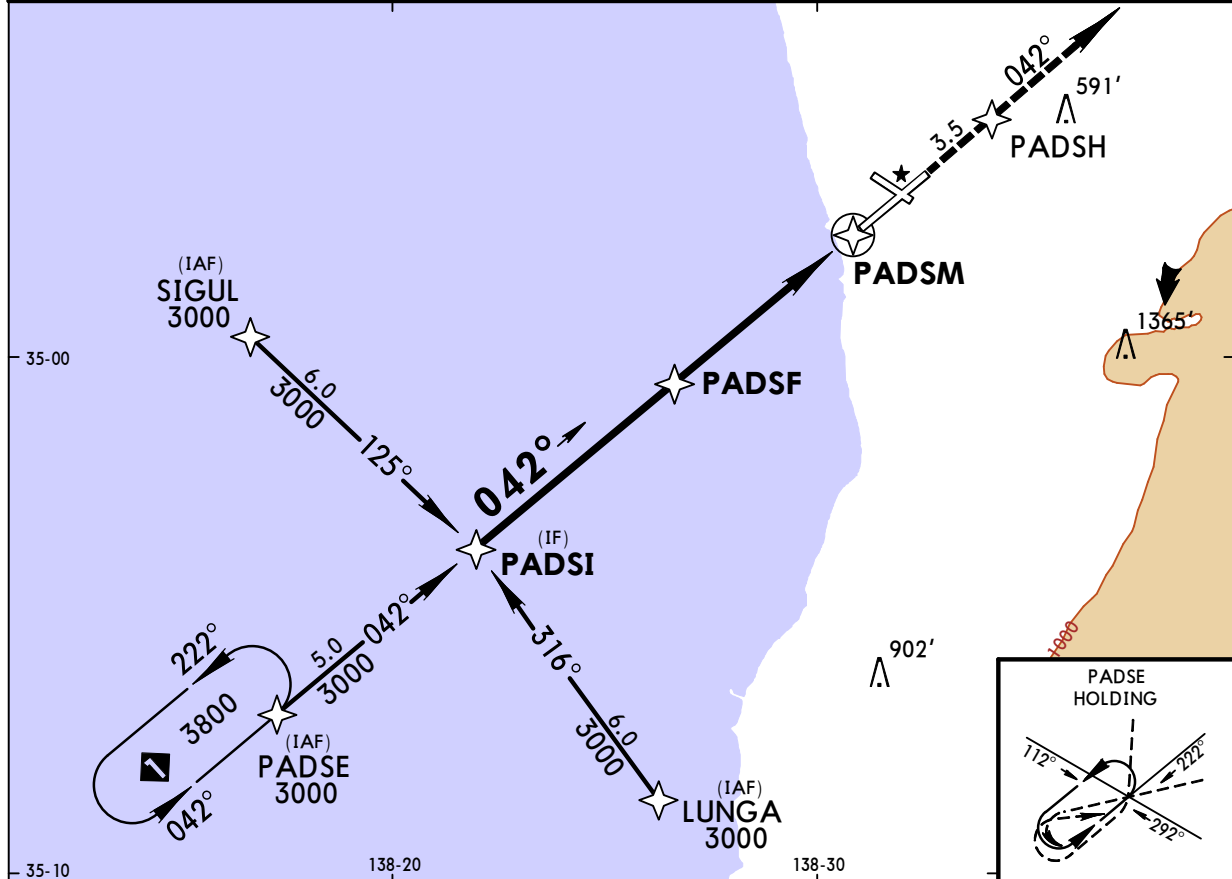
YPAD/ADL
ADELAIDE INTL

JEPPesen
20 MAY 16 (12-1) Eff 26 May

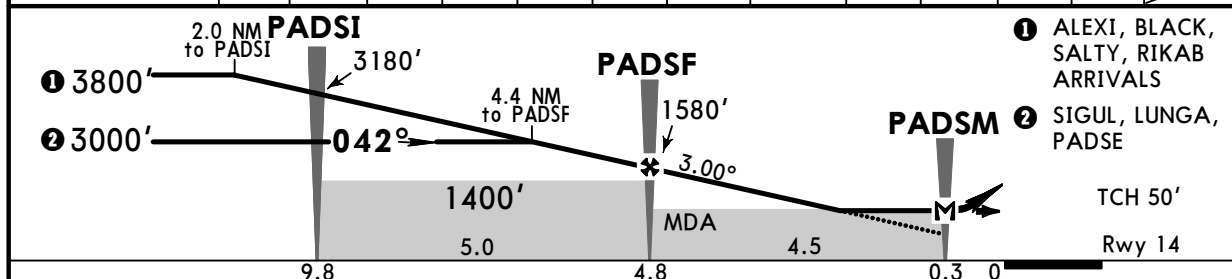
ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 05


BRIEFING STRIP™

ATIS 116.4 134.5		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 042°	Procedure Alt PADSF 1580' (1566')	MDA(H) 450' (436')	Apt Elev 20' Rwy 14'	 MSA ARP 3800' within 10 NM		
MISSED APCH: Track direct to PADSH, thence track 042°, climb to 3800', or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial: 230 KT. 2. ATC Approach Speeds: At PADS1 185 - 160 KT, at PADSF 160 - 150 KT.							

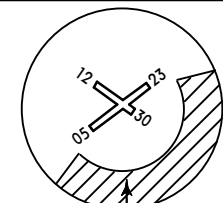


NM to NEXT WPT	2.0	PADS1	4.4	4.0	3.0	2.0	1.0	PADSF	4.0	3.0	2.0	0.9	PADSM
ALTITUDE	3800'	3180'	3000'	2860'	2540'	2220'	1900'	1580'	1420'	1110'	790'	450'	



Gnd Speed-Kts	70	90	100	120	140	160	PAPI		 PADSH	
Descent Angle	3.00°	372	478	531	637	743				
MAP at PADSM										

PANS OPS

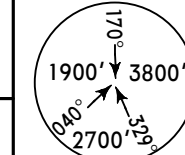
STRAIGHT-IN LANDING RWY05		CIRCLE-TO-LAND		 No Circling South of Rwy 05/23 beyond 4 DME AD or beyond 3 NM from Thr 05/23/30.
MDA(H) 450' (436')		MDA(H)		
A	2.4 km	Max Kts		
B		100	900' (880') - 2.4 km	
C		135	1000' (980') - 4.0 km	
D		180	1000' (980') - 5.0 km	
		205	1000' (980') - 5.0 km	

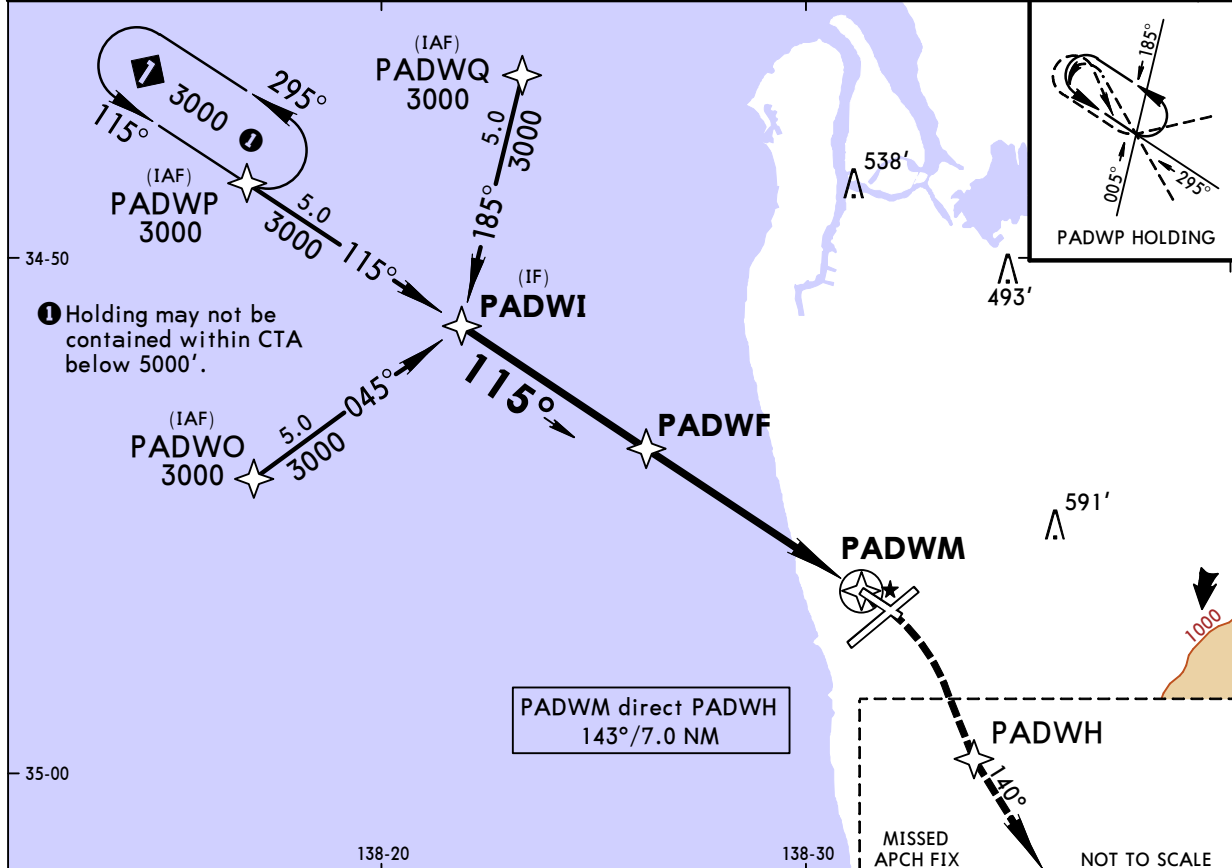
YPAD/ADL
ADELAIDE INTL

JEPPesen
20 MAY 16 **(12-2)** Eff 26 May

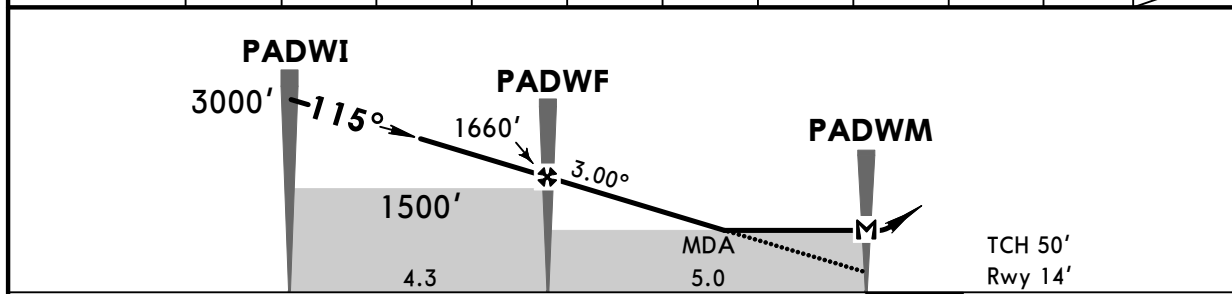
ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 12

BRIEFING STRIP


ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7
RNAV	Final Apch Crs 115°	Procedure Alt PADWF 1660' (1646')	MDA(H) 450' (436')	Apt Elev 20' Rwy 14'	
MISSED APCH: Turn RIGHT, track direct to PADWH, thence track 140°. Climb to 3800' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial 210 KT, for missed approach turn: 190 KT. 2. ATC Approach Speeds: At PADWI 185 - 160 KT, at PADWF 160 - 150 KT.					
					MSA ARP 3800' within 10 NM



NM to NEXT WPT	PADWI	4.0	3.0	2.0	1.0	PADWF	4.0	3.0	2.0	1.2	PADWM
ALTITUDE	3000'	2930'	2610'	2290'	1970'	1660'	1340'	1020'	700'	450'	



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

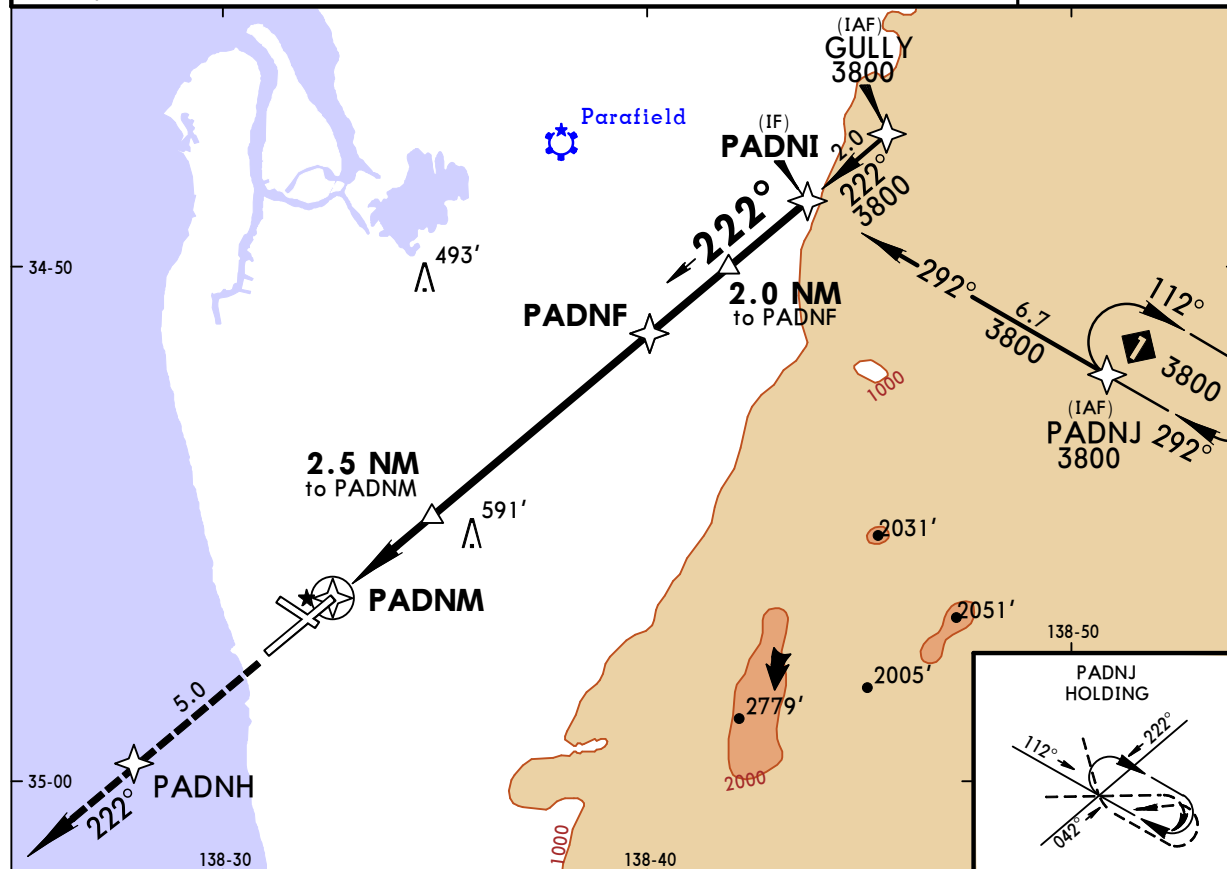
STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND		 <p>No Circling South of Rwy 05/23 beyond 4 DME AD or beyond 3 NM from Thr 05/23/30.</p>
MDA(H) 450' (436')		Max Kts	MDA(H)	
A	2.4 km	100	900' (880') - 2.4 km	
B		135		
C		180	1000' (980') - 4.0 km	
D		205	1000' (980') - 5.0 km	

PANS OPS

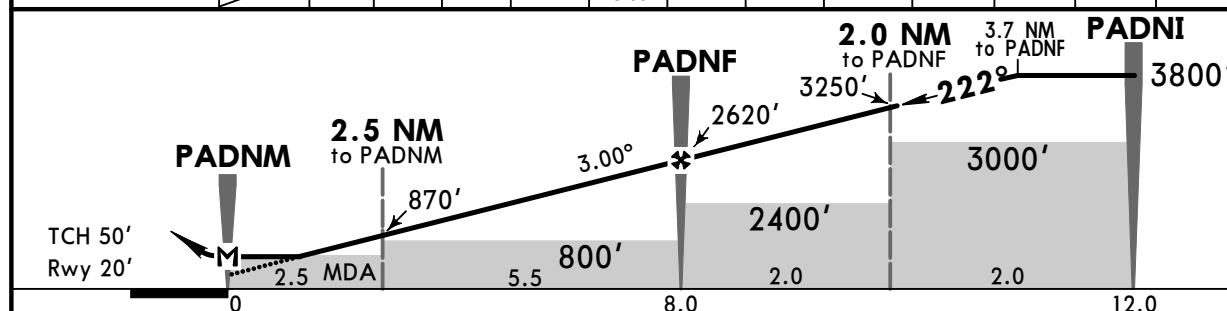
YPAD/ADL
ADELAIDE INTL

JEPPESSEN ADELAIDE, SA, AUSTRALIA
20 MAY 16 (12-3) Eff 26 May RNAV-Z (GNSS) Rwy 23


ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7
RNAV	Final ApcH Crs 222°	Procedure Alt PADNF 2620' (2600')	MDA(H) 520' (500')	Apt Elev 20' Rwy 20'	
MISSED APCH: Track direct to PADNF, thence track 222°, climb to 3800', or as directed by ATC.					MSA ARP 3800' within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial: 210 KT. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT.					



NM to NEXT WPT	PADNM	1.4	2.0	2.5	3.0	4.0	5.0	6.0	7.0	PADNF	1.0	2.0	3.7
Altitude		520'	710'	870'	1030'	1340'	1660'	1980'	2300'	2620'	2940'	3250'	3800'



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

STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND		
MDA(H) 520' (500')		Max	MDA(H)	
HIALS out		Kts		
A	2.8 km	100	900'(880') - 2.4 km	
B		135		
C		180	1000'(980') - 4.0 km	
D		205	1000'(980') - 5.0 km	

CHANGES: Notes, PADNH fly by.

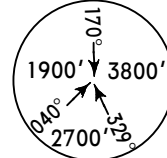
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YPAD/ADL ADELAIDE INTL

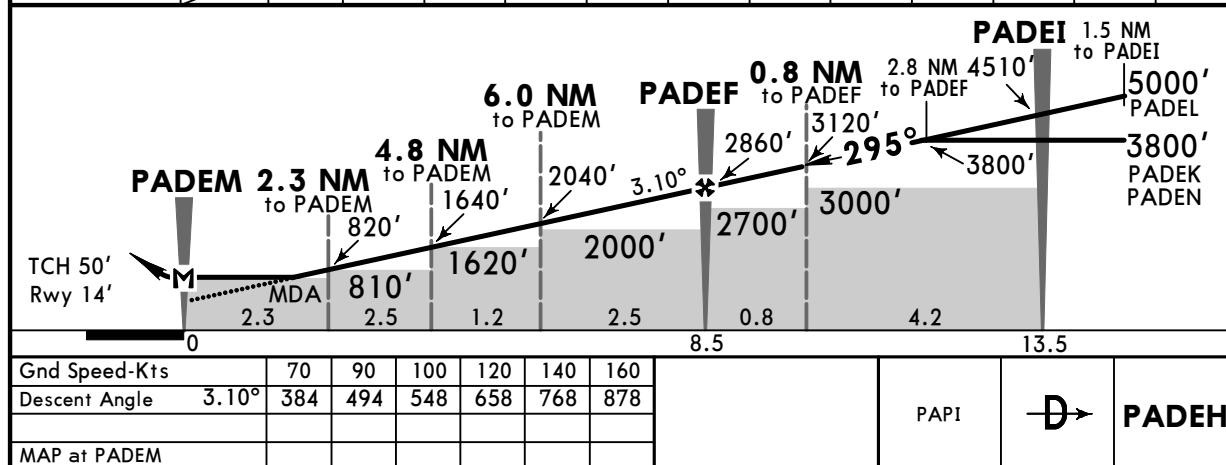
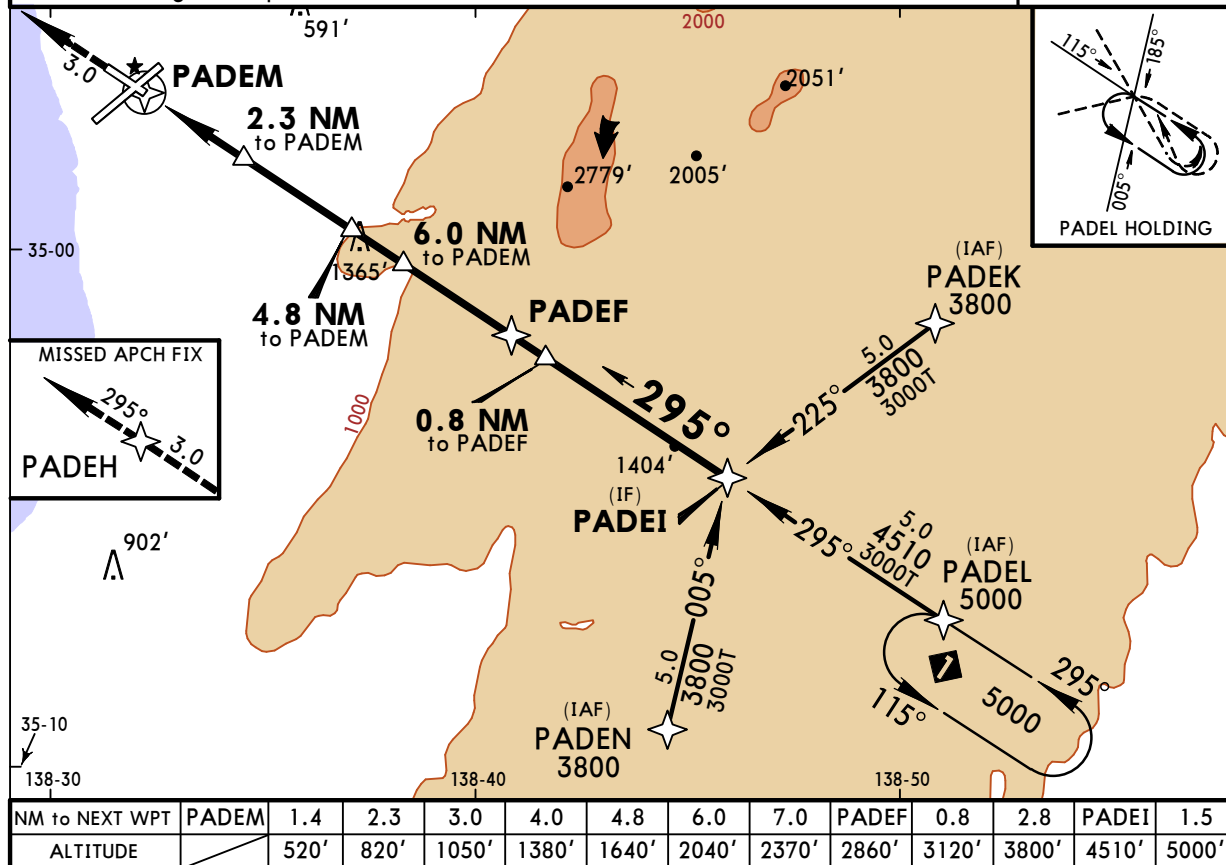
JEPPesen
20 MAY 16 (12-4) Eff 26 May

ADELAIDE, SA, AUSTRALIA RNAV-Z (GNSS) Rwy 30

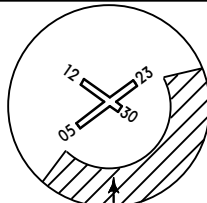
BRIEFING STRIP™

ATIS 116.4 134.5		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 295°	Procedure Alt PADEF 2860' (2846')	MDA(H) 520' (506')	Apt Elev 20' Rwy 14'	
MISSED APCH: Track direct to PADEF, thence track 295°. Climb to 3800', or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial: 210 KT. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Approach path angle does not coincide with PAPI on glide slope indication.					

MSA YPAD ARP
3800'
within 10 NM



PANS OPS

STRAIGHT-IN LANDING RWY30		CIRCLE-TO-LAND		 No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30
MDA(H) 520' (506')		Max Kts	MDA(H)	
A	2.7 km	100	900' (880') -2.4 km	
B		135		
C		180	1000' (980') -4.0 km	
D		205	1000' (980') -5.0 km	

YPAD/ADL
ADELAIDE INTL (12-20) 24 MAY 13
Eff 29 May 1600Z

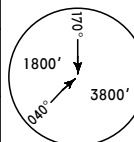
MISSD APCH CLIMB
GRADIENT MIN 7.3%

ADELAIDE, SA, AUSTRALIA
CAT C & D RNAV-M (RNP) Rwy 05

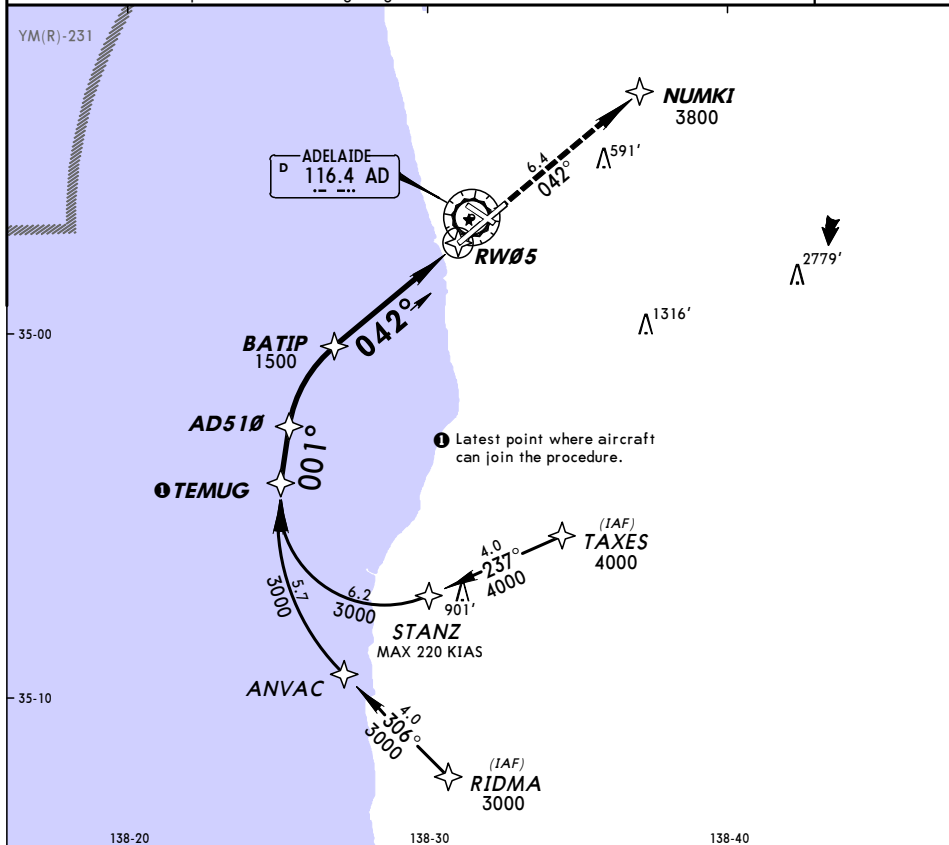
ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower		Ground
116.4 134.5	SE of Rwy 05-23	118.2	NW of Rwy 05-23	124.2	120.5 121.7
RNAV	Final	Procedure Alt	RNP DA(H)	Apt Elev	20'
RNV M 05	Apch Crs	BATIP	Refer to	Rwy 05	14'
	042°	1500' (1486')	Minimums		

MISSD APCH: Track via the RNAV (RNP) missed approach track to NUMKI, then track 042°. Climb to 3800' or as directed by ATC.
Acceleration altitude 1500' QNH.

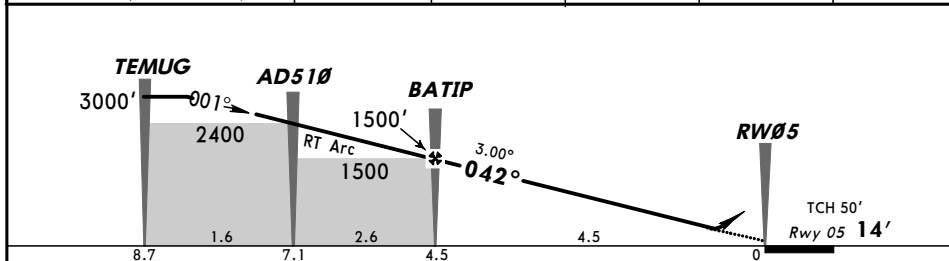
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



MSA AD VOR
1800'
within 10 NM



Dist to Threshold	TEMUG	AD510	BATIP	1.4	1.2
ALTITUDE (3.0° APCH PATH)	3000'	2400'	1500'	502'	436'



ENGINE OUT MISSD APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FINNS and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 3000', or as directed by ATC.



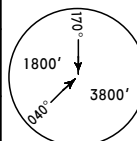
Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 05		
Missed apch climb gradient (All Engines) mim 7.3% to 3800'		
RNP 0.10	RNP 0.30	
1 CAT C: DA(H) 436' (422')	1 CAT C: DA(H) 497' (483')	
2 CAT C/D: DA(H) 441' (427')	2 CAT C/D: DA(H) 502' (488')	
C	2.2 km	2.6 km
C/D		
CIRCLE-TO-LAND: NOT AUTHORIZED		
1 MVD-N (Narrow-body jet aircraft)		2 MVD-2 (2 engine wide-body aircraft)

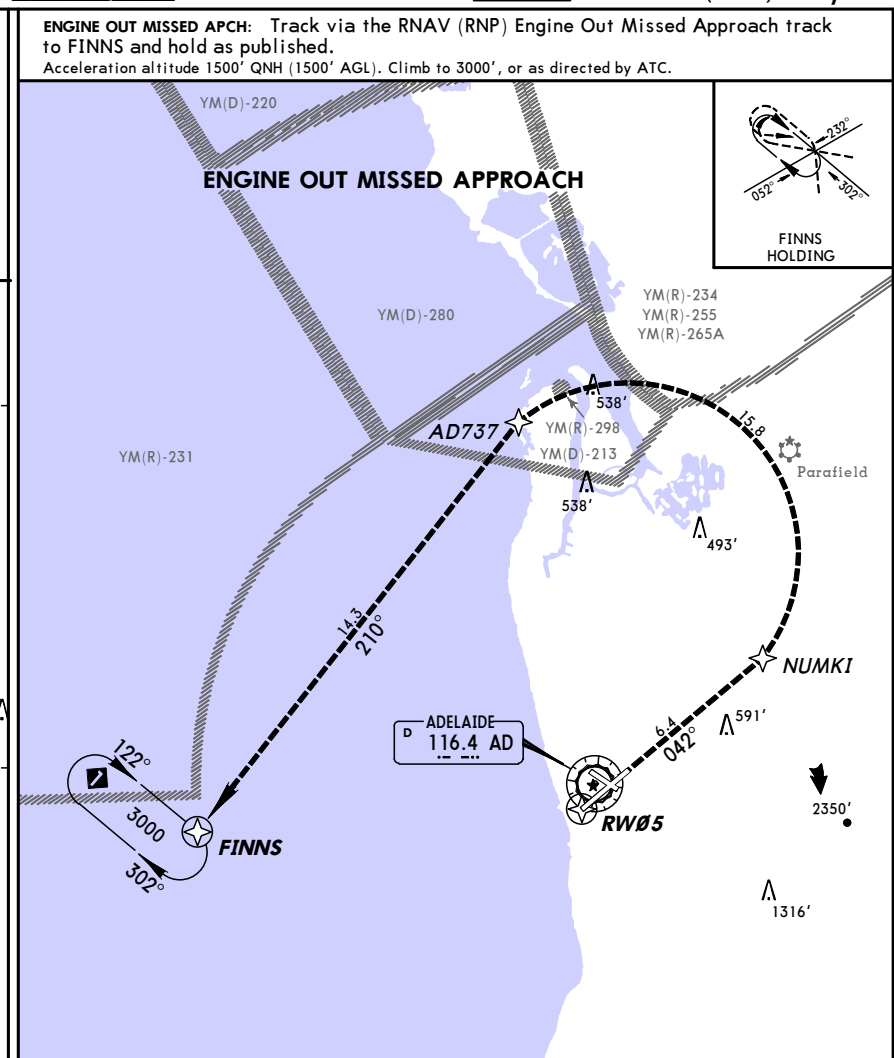
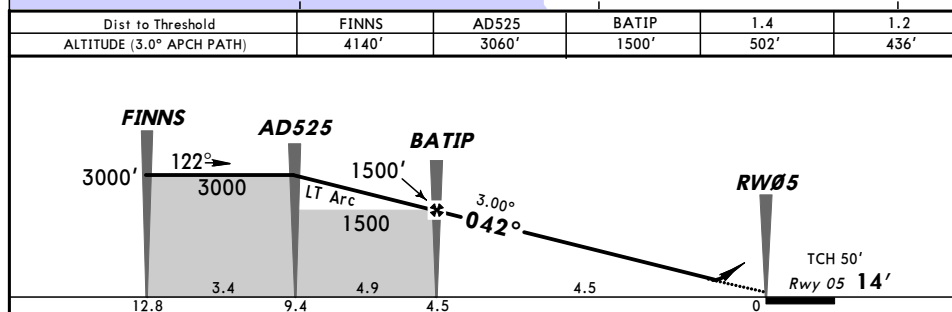
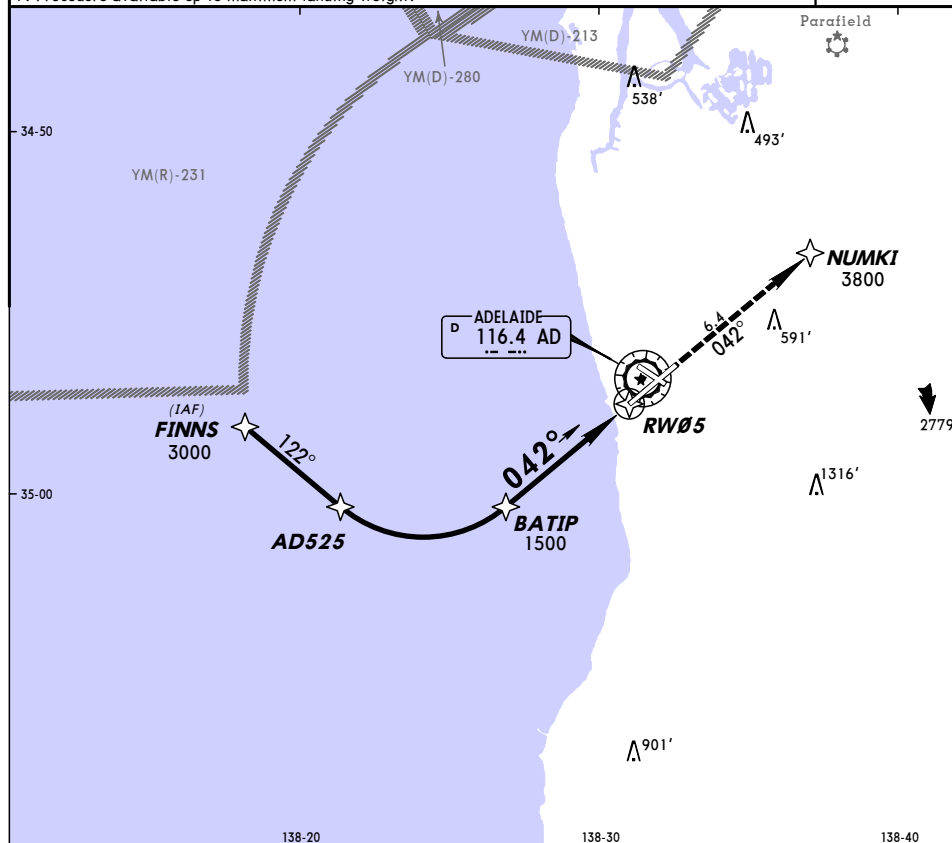
YPAD/ADL
ADELAIDE INTL

24 MAY 13
Eff 29 May 1600Z (12-21)
MISSED APCH CLIMB GRADIENT MIN 7.3%
ADELAIDE, SA, AUSTRALIA
CAT C & D RNAV-P (RNP) Rwy 05

BRIEFING STRIP	ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
	116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7
	RNAV RNV P 05	Final Apch Crs 042°	Procedure Alt BATIP 1500' (1486')	RNP DA(H) Refer to Minimums	Apt Elev 20' Rwy 05 14'
MISSED APCH: Track via the RNAV (RNP) missed approach track to NUMKI, then track 042°. Climb to 3800' or as directed by ATC. Acceleration altitude 1500' QNH.					
Alt Set: hPa Rwy Elev: 1 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 43°C (109°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.					



MSA AD VOR
3800'
within 10 NM



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA							PAPI	042°	NUMKI
STRAIGHT-IN LANDING RWY 05									
Missed apch climb gradient (All Engines) min 7.3% to 3800'									
RNP 0.10					RNP 0.30				
1 CAT C: DA(H) 436' (422')					1 CAT C: DA(H) 497' (483')				
2 CAT C/D: DA(H) 441' (427')					2 CAT C/D: DA(H) 502' (488')				
C	2.2 km					2.6 km			
C/D									
CIRCLE-TO-LAND: NOT AUTHORIZED									
1 MVD-N (Narrow-body jet aircraft)					2 MVD-2 (2 engine wide-body aircraft)				

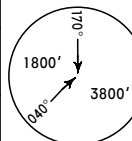
YPAD/ADL
ADELAIDE INTL 12-22 24 MAY 13
Eff 29 May 1600Z

MISSED APCH CLIMB GRADIENT MIN 5.6%
ADELAIDE, SA, AUSTRALIA
CAT C & D RNAV-M (RNP) Rwy 23

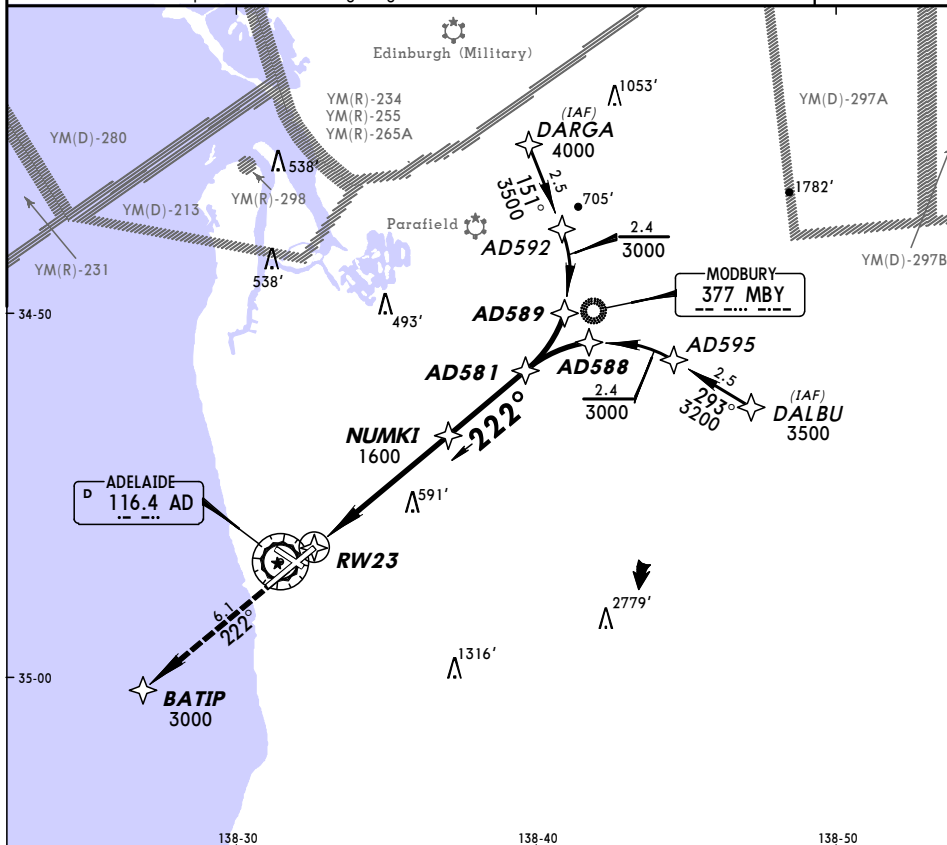
ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower		Ground
116.4 134.5	SE of Rwy 05-23	118.2	NW of Rwy 05-23	124.2	120.5 121.7
RNAV	Final	Procedure Alt	RNP DA(H)	Apt Elev	20'
RNV M 23	Apch Crs	NUMKI	Refer to	Rwy 23	20'
	222°	1600' (1580')	Minimums		

MISSED APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000' or as directed by ATC.
Acceleration altitude 1500' QNH.

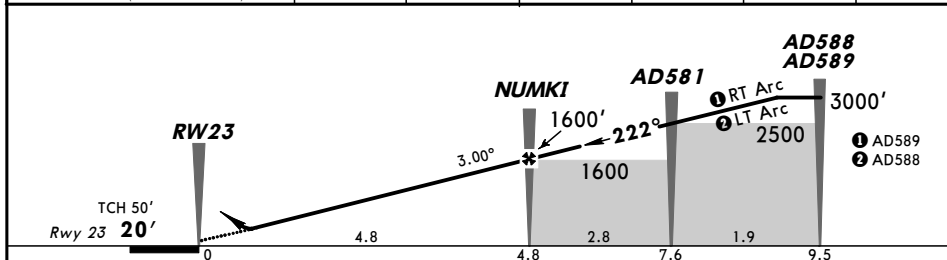
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



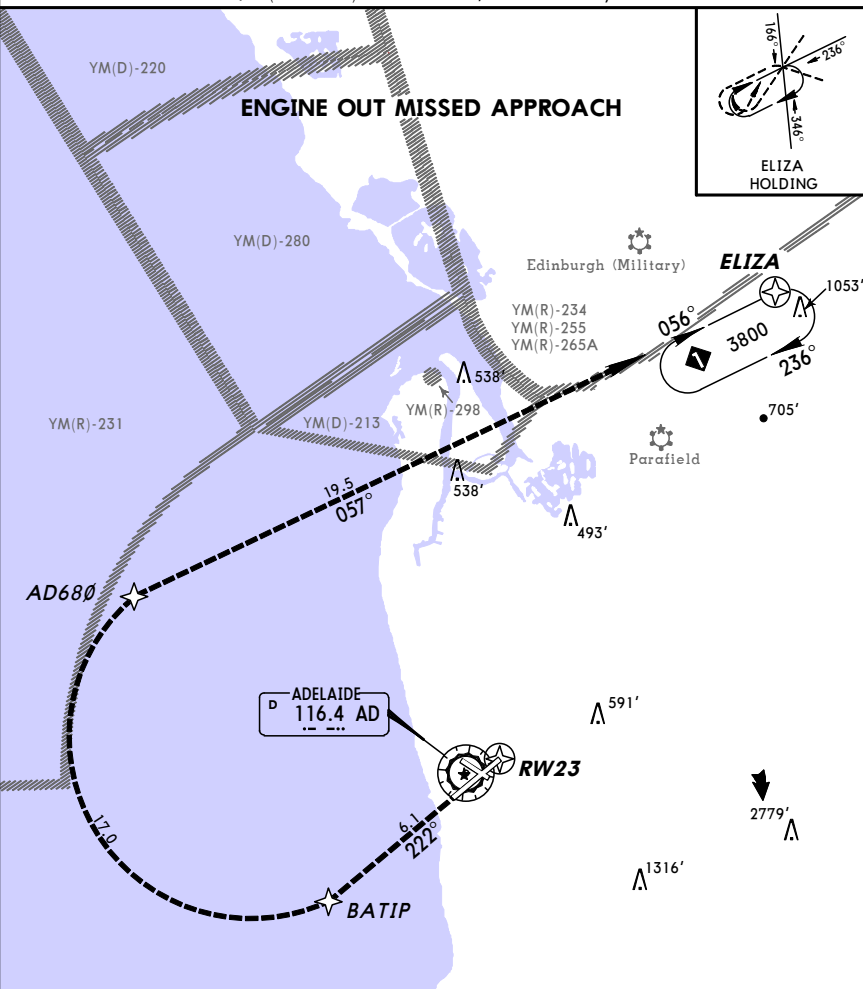
MSA AD VOR
3800'
within 10 NM



Dist to Threshold	1.5	1.7	NUMKI	AD581	AD588	AD589
ALTITUDE (3.0° APCH PATH)	496'	569'	1600'	2500'	3100'	3100'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to ELIZA and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 3800', or as directed by ATC.



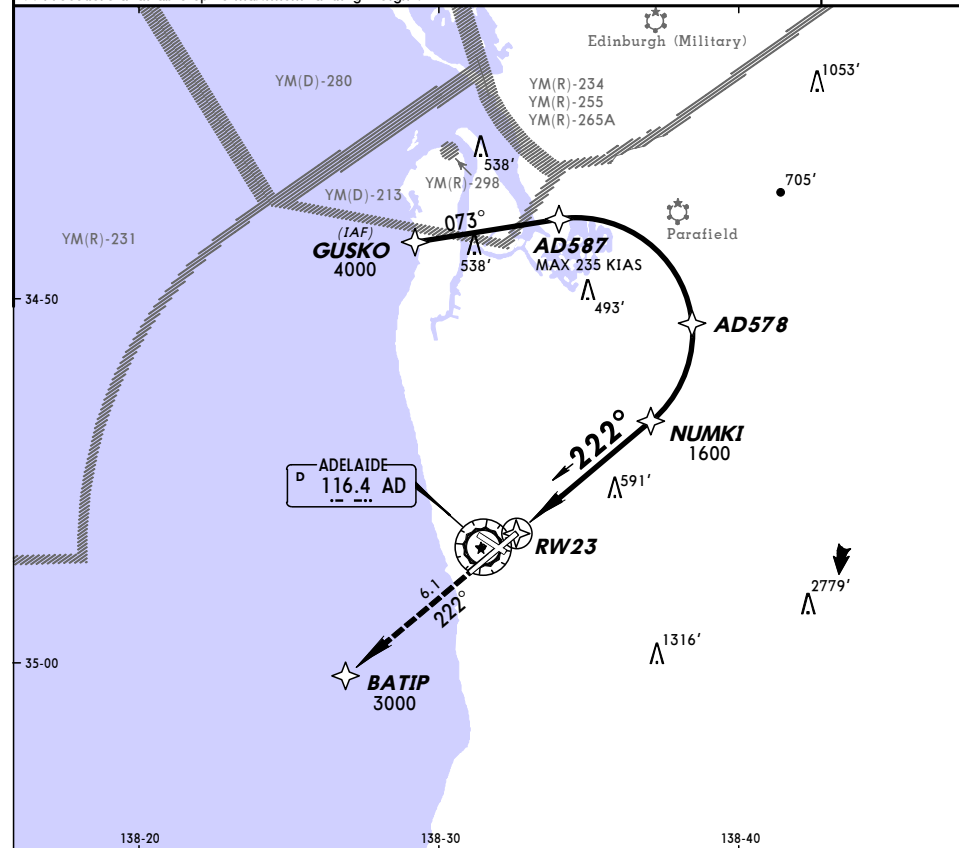
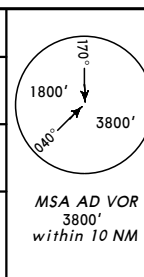
Gnd speed-Kts	70	90	100	120	140	160
Descent angle (3.00°)	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 23					
Missed apch climb gradient (All Engines) mim 5.6% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 496' (476')			1 CAT C: DA(H) 563' (543')		
2 CAT C/D: DA(H) 500' (480')			2 CAT C/D: DA(H) 569' (549')		
		HIRL out	HIALS out		
C	1.7 km		2.1 km		
C/D					
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft)			2 MVD-2 (2 engine wide-body aircraft)		

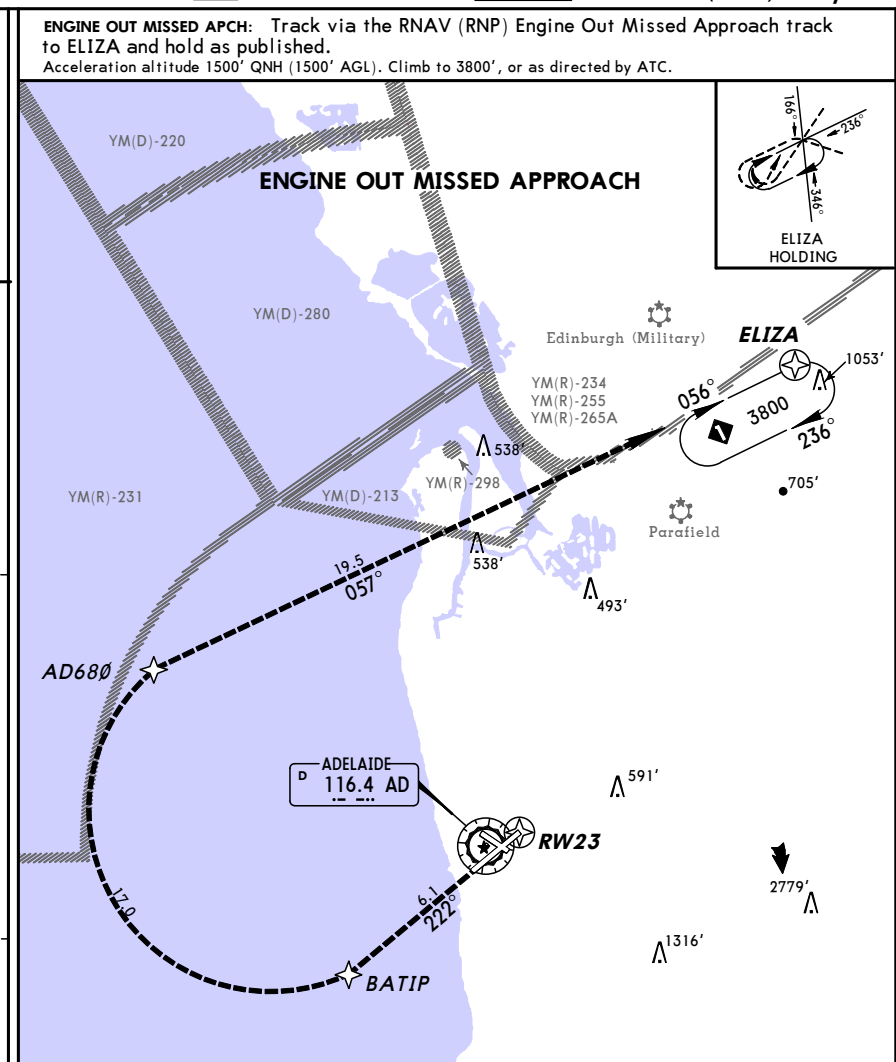
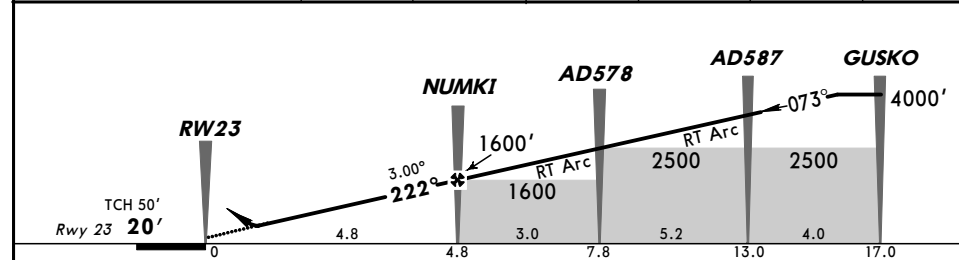
YPAD/ADL
ADELAIDE INTL

24 MAY 13
Eff 29 May 1600Z (12-23)
MISSD APCH CLIMB GRADIENT MIN 5.6%
ADELAIDE, SA, AUSTRALIA
CAT C & D RNAV-P (RNP) Rwy 23

ATIS 116.4 134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 118.2 NW of Rwy 05-23 124.2		ADELAIDE Tower 120.5	Ground 121.7
RNAV RNV P 23	Final Apch Crs 222°	Procedure Alt NUMKI 1600' (1580')	RNP DA(H) Refer to Minimums	Apt Elev 20' Rwy 23 20'
MISSD APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000' or as directed by ATC. Acceleration altitude 1500' QNH.				
Alt Set: hPa Rwy Elev: 1 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 43°C (109°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.				



Dist to Threshold	1.5	1.7	NUMKI	AD578	AD587	GUSKO
ALTITUDE (3.0° APCH PATH)	496'	569'	1600'	2550'	4210'	5480'



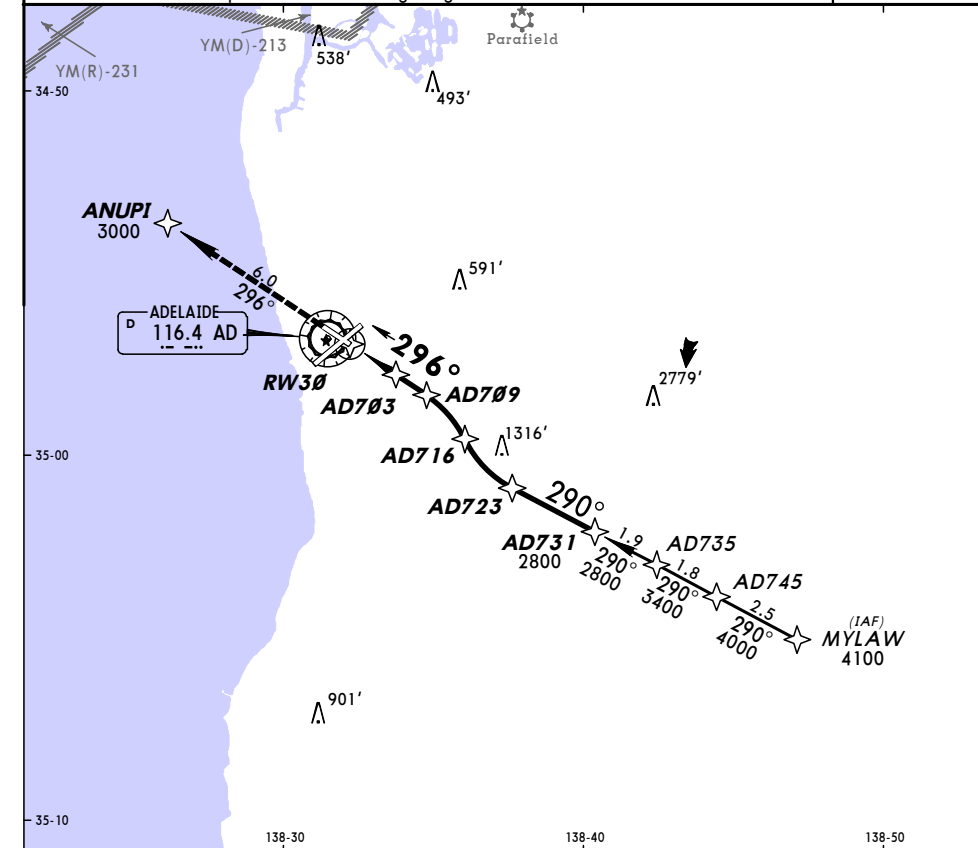
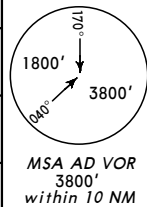
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 23					
Missed apch climb gradient (All Engines) min 5.6% to 3000'					
RNP 0.15			RNP 0.30		
1 CAT C: DA(H) 496' (476')			1 CAT C: DA(H) 563' (543')		
2 CAT C/D: DA(H) 500' (480')			2 CAT C/D: DA(H) 569' (549')		
		HIRL out	HIALS out		
C	1.7 km			HIRL out	
C/D				HIALS out	
2.1 km					
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft)			2 MVD-2 (2 engine wide-body aircraft)		

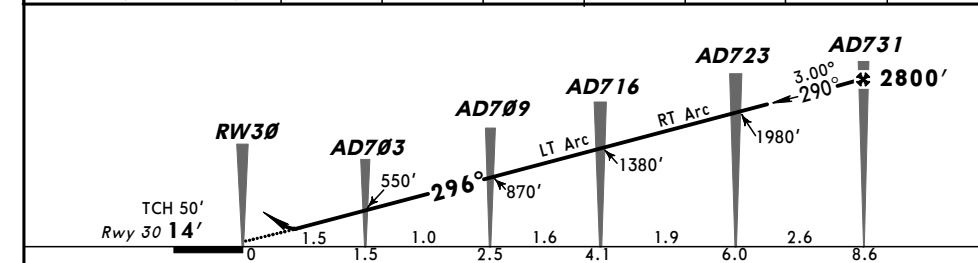
YPAD/ADL
ADELAIDE INTL 10 OCT 14 (12-24)

MISSED APCH CLIMB GRADIENT ADELAIDE, SA, AUSTRALIA
(ALL ENGINES) MIM 7.7%
CAT C RNAV-U (RNP) Rwy 30

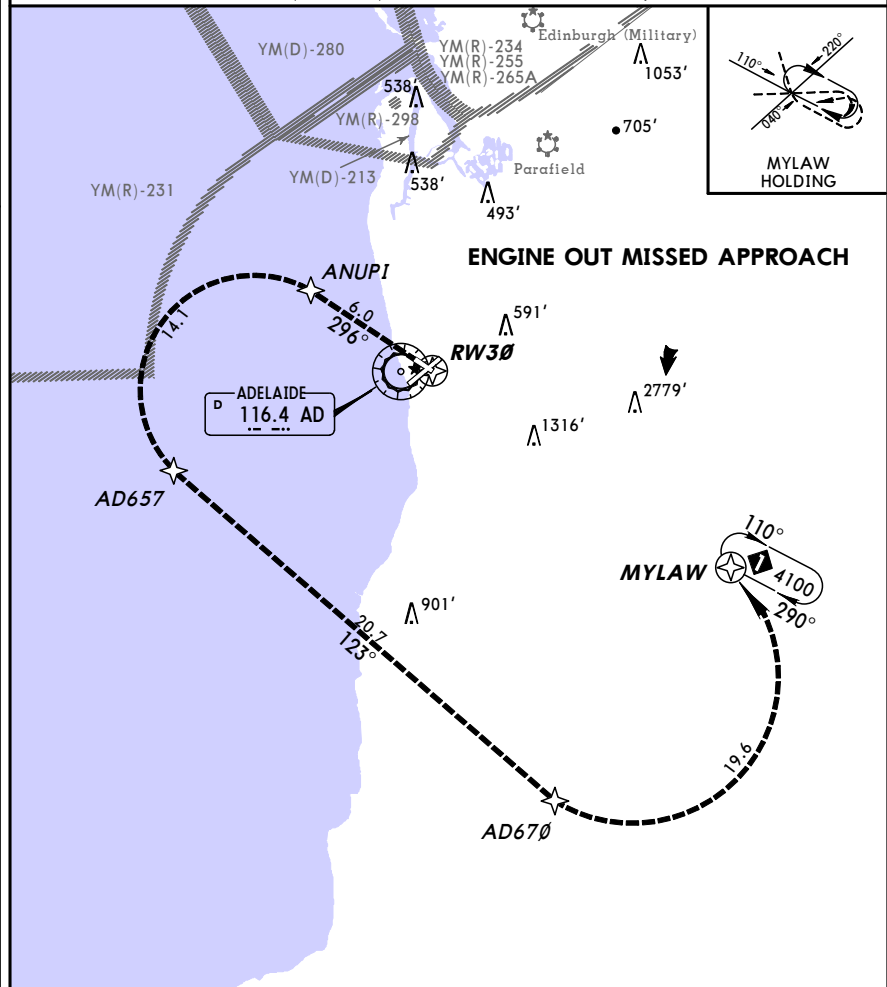
ATIS	ADELAIDE Approach (R) Within 36 NM:			ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2		120.5	121.7
RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev	
RNV U 30	296°	AD731 2800' (2786')	Refer to Minimums	20'	
				Rwy 30 14'	
MISSED APCH: Track via the RNAV (RNP) missed approach track to ANUPI, then track 296°. Climb to 3000', or as directed by ATC. Acceleration altitude 1500' QNH.					
Alt Set: hPa Rwy Elev: 1 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 43°C (109°F).					
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.					
7. Procedure available up to maximum landing weight.					



Dist to Threshold	1.7	1.9	AD703	AD709	AD716	AD723	AD731
ALTITUDE (3.0° APCH PATH)	544'	604'	550'	870'	1380'	1980'	2800'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track
to MYLAW and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 4100', or as directed by ATC.



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

STRAIGHT-IN LANDING RWY30		
Missed apch climb gradient (All Engines) mim 7.7% to 3000'		
RNP 0.15		RNP 0.30
CAT C: DA(H) 544' (530')		CAT C: DA(H) 604' (590')
C	2.8 km	3.2 km
CIRCLE-TO-LAND: NOT AUTHORIZED		
MVD-N (Narrow-body jet aircraft)		

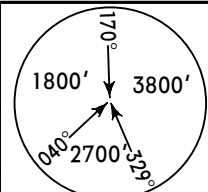
YPAD/ADL
ADELAIDE INTL

JEPPesen 20 MAY 16 **(13-1)** Eff 26 May

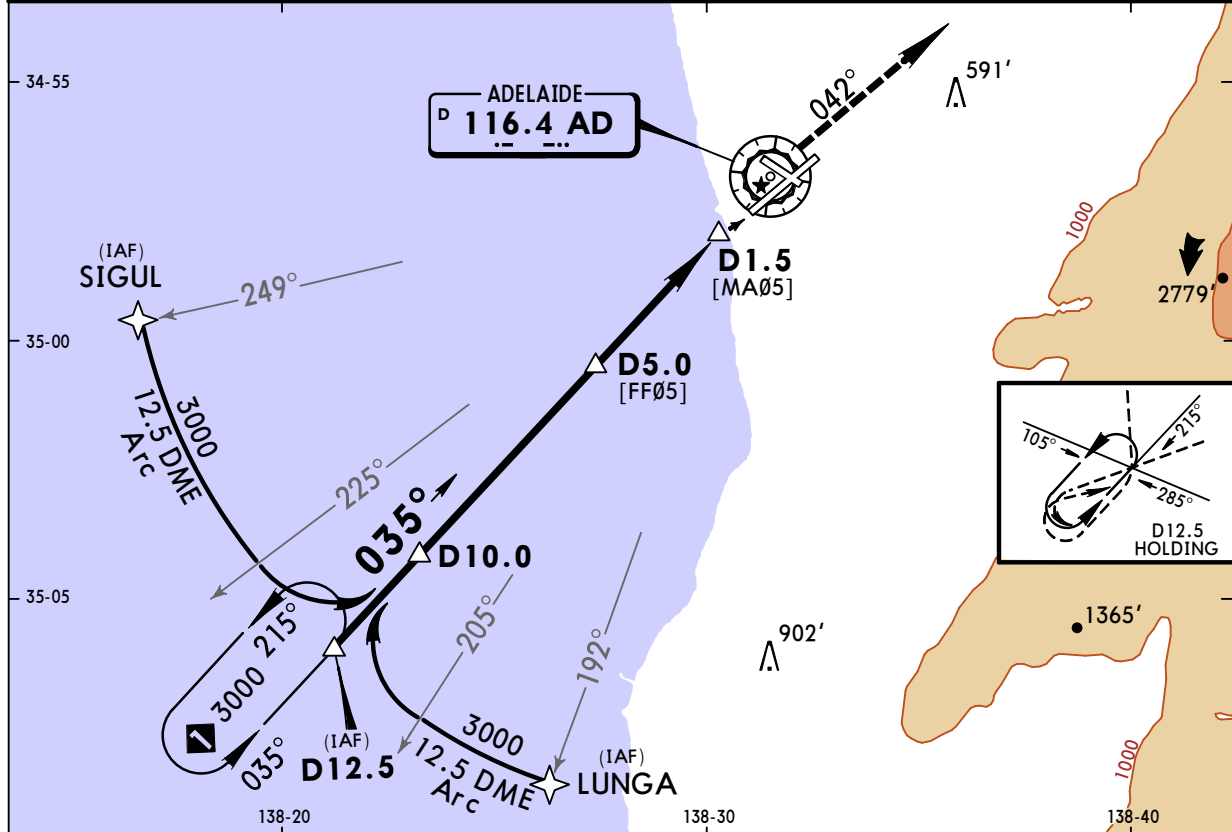
ADELAIDE, SA, AUSTRALIA
VOR Rwy 05

BRIEFING STRIP

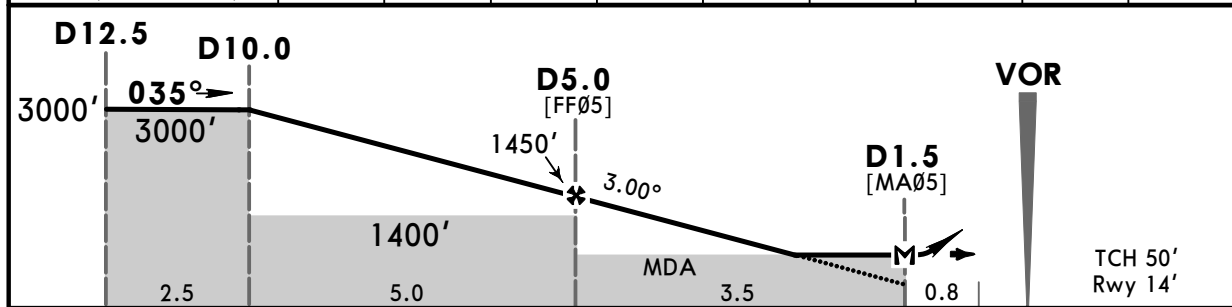
ATIS 116.4 134.5	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5	Ground 121.7
VOR AD 116.4	Final Apch Crs 035°	Procedure Alt D5.0 1450' (1436')	MDA(H) 450' (436')	Apt Elev 20' Rwy 14'
MISSED APCH: Track to AD VOR then turn RIGHT, track outbound on AD VOR R-042, climb to 3800' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Aircraft may be RADAR vectored to Final. 4. GNSS permitted in lieu of DME. Reference waypoint AD VOR.				



MSA AD VOR
3800'
within 10 NM



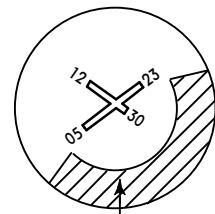
AD DME	9.9	9.0	8.0	7.0	6.0	5.0	4.0	3.0	1.9
ALT (3° APCH PATH)	3000'	2730'	2410'	2090'	1770'	1450'	1140'	820'	450'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D1.5									
							PAPI	AD 116.4	AD 116.4 R-042

PANS OPS

STRAIGHT-IN LANDING RWY05		CIRCLE-TO-LAND	
MDA(H) 450' (436')		Max Kts	
2.4 km		100	900' (880') -2.4 km
		135	
		180	1000' (980') -4.0 km
		205	1000' (980') -5.0 km



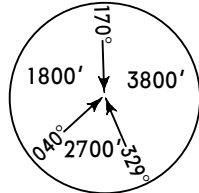
No Circling beyond
4 DME AD South of
Rwy 05-23 or beyond
3 NM of Thr 05/23/30

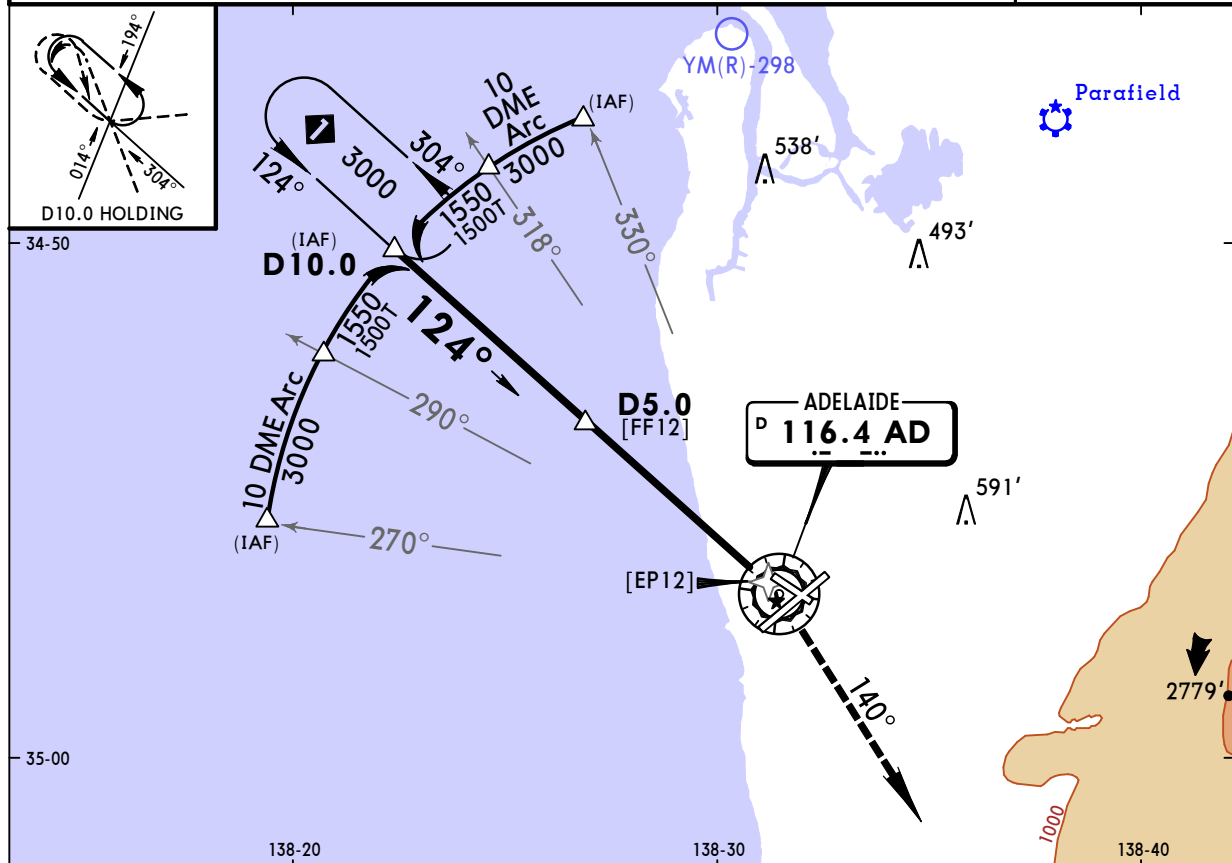
YPAD/ADL
ADELAIDE INTL

JEPPESSEN
20 MAY 16 **(13-2)** Eff 26 May

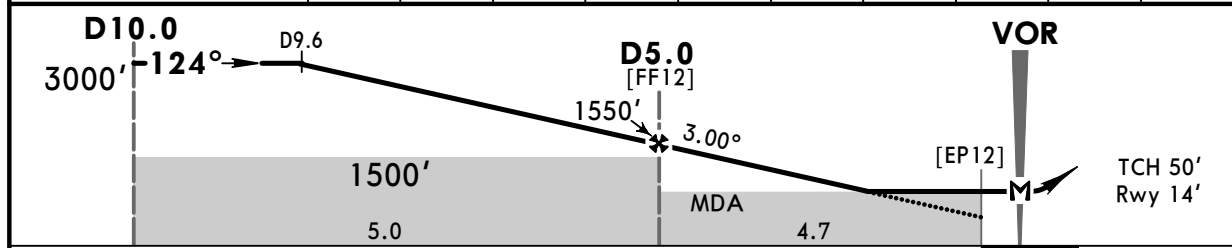
ADELAIDE, SA, AUSTRALIA
VOR Rwy 12

BRIEFING STRIP™

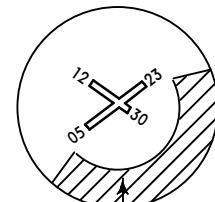
ATIS 116.4 134.5		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23 118.2 124.2		ADELAIDE Tower 120.5		Ground 121.7				
VOR AD 116.4		Final Apch Crs 124°		Procedure Alt D5.0 1550' (1536')		MDA(H) 450' (436')		Apt Elev 20' Rwy 14'		
MISSED APCH: Turn RIGHT to track 140°, climb to 3800' or as directed by ATC.									 <p>MSA AD VOR 3800' within 10 NM</p>	
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'										
1. DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Aircraft may be RADAR vectored to Final. 4. GNSS permitted in lieu of DME. Reference waypoint AD VOR.										



AD DME	9.6	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.5
ALT (3° APCH PATH)	3000'	2830'	2510'	2190'	1870'	1550'	1230'	910'	600'	450'



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

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND		
MDA(H) 450' (436')		Max Kts	MDA(H)	
A	2.4 km	100	900' (880') - 2.4 km	
B		135		
C		180	1000' (980') - 4.0 km	
D		205	1000' (980') - 5.0 km	

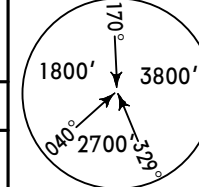
PANS OPS

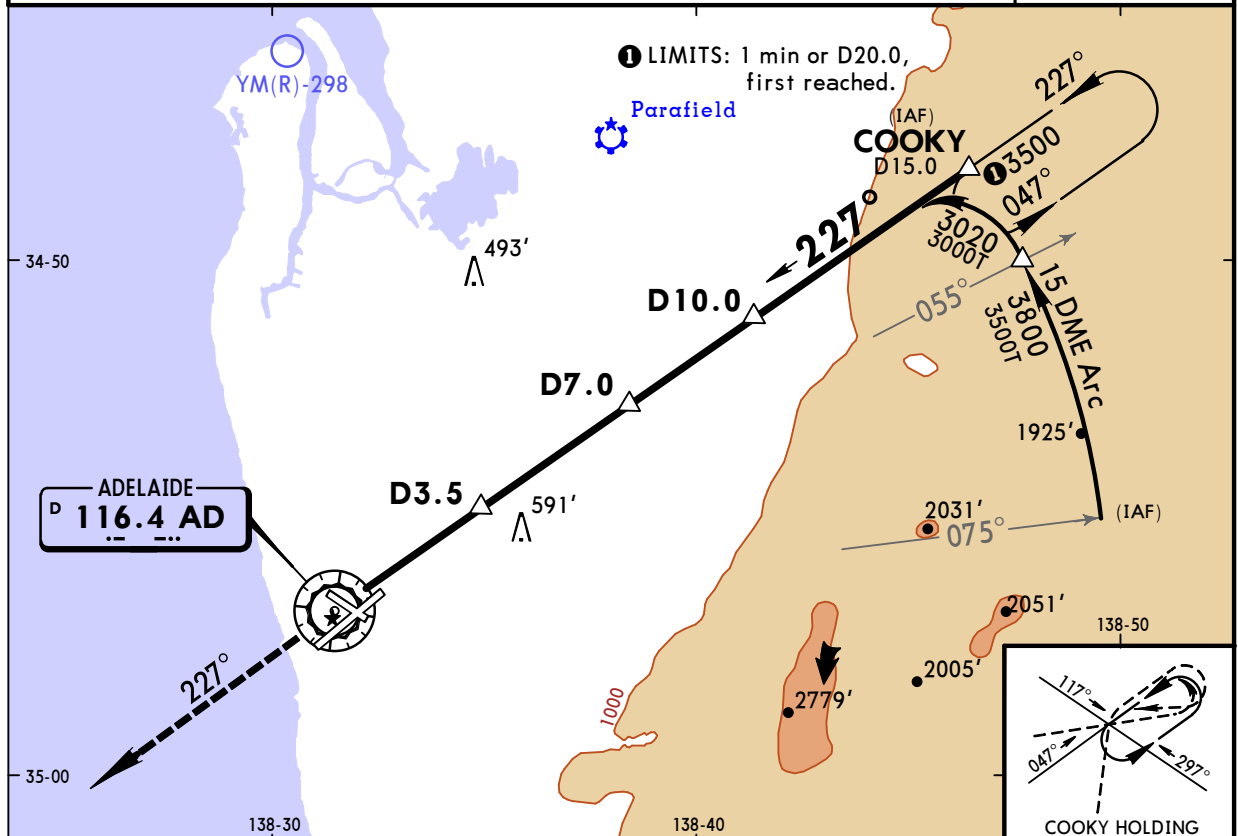
YPAD/ADL
ADELAIDE INTL

JEPPESSEN
20 MAY 16 **(13-3)** Eff 26 May

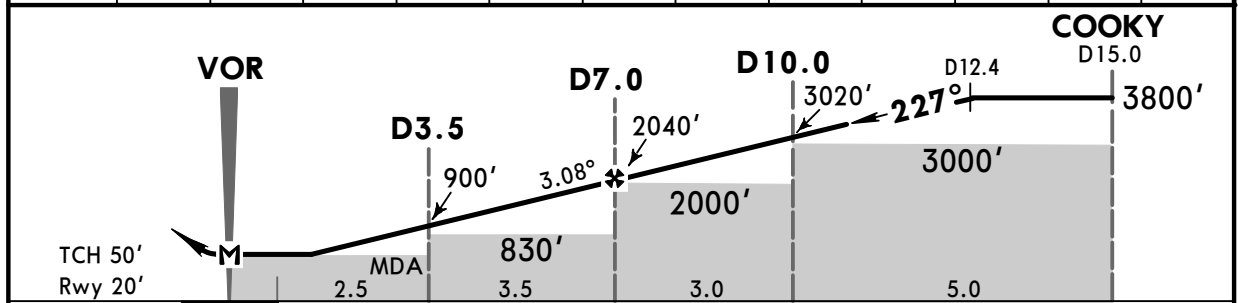
ADELAIDE, SA, AUSTRALIA
VOR Rwy 23

BRIEFING STRIP

ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7
VOR AD 116.4	Final Apch Crs 227°	Procedure Alt D7.0 2040' (2020')	MDA(H) 580' (560')	Apt Elev 20' Rwy 20'	 MSA AD VOR 3800' within 10 NM
MISSED APCH: Track 227°, climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. DME required. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Aircraft may be RADAR vectored to D10.0 final. 4. GNSS permitted in lieu of DME. Reference waypoint AD VOR. 5. Approach path angle does not coincide with PAPI on glide slope indication.					

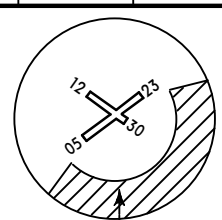


AD DME	2.5	3.5	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.4
ALTITUDE	580'	900'	1060'	1390'	1710'	2040'	2370'	2690'	3020'	3350'	3670'	3800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 227°	3000' ↑
Descent Angle	3.08°	379	487	541	650	866		
MAP at VOR								

STRAIGHT-IN LANDING RWY23			CIRCLE-TO-LAND		
MDA(H) 580' (560')					
HIALS out			Max Kts	MDA(H)	
A	3.1 km		100	900' (880') -2.4 km	
B			135		
C			180	1000' (980') -4.0 km	
D			205	1000' (980') -5.0 km	



No Circling beyond
4 DME AD South of
Rwy 05-23 or beyond
3 NM of Thr 05/23/30

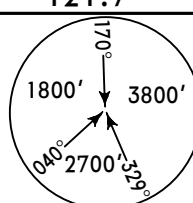
PANS OPS

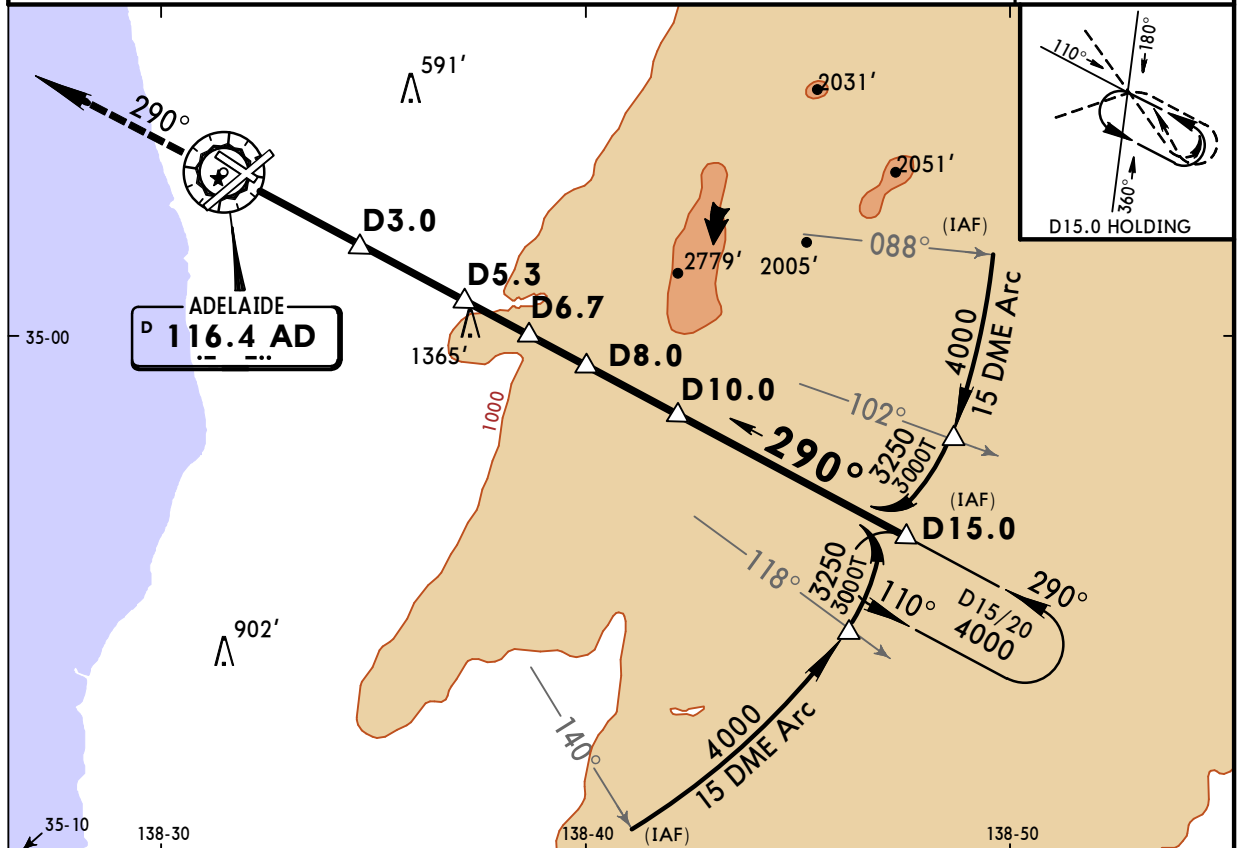
YPAD/ADL ADELAIDE INTL

JEPPesen 20 MAY 16 **(13-4)** Eff 26 May

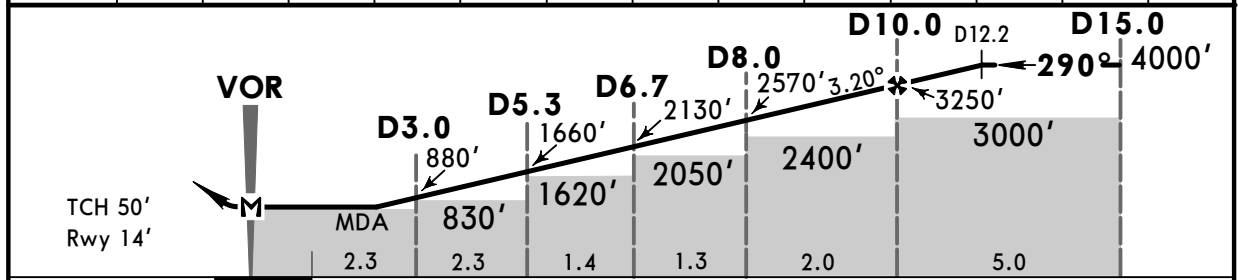
ADELAIDE, SA, AUSTRALIA
VOR Rwy 30

BRIEFING STRIP

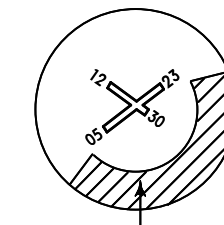
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 NW of Rwy 05-23		ADELAIDE Tower		Ground	
116.4 134.5		118.2 124.2		120.5		121.7	
VOR AD 116.4	Final Apch Crs 290°	Procedure Alt D10.0 3250' (3236')	MDA(H) 520' (506')	Apt Elev 20' Rwy 14'		 MSA AD VOR 3800' within 10 NM	
MISSED APCH: Track 290°, climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. DME required. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AD VOR. 4. Approach path angle does not coincide with PAPIs on glide slope indication.							



AD DME	2.0	3.0	4.0	5.3	6.0	6.7	7.0	8.0	9.0	10.0	11.0	12.0	12.2
ALTITUDE	520'	880'	1220'	1660'	1890'	2130'	2230'	2570'	2910'	3250'	3590'	3930'	4000'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.20°	421	541	602	722	842	963				
MAP at VOR										

STRAIGHT-IN LANDING RWY30		CIRCLE-TO-LAND		
MDA(H) 520' (506')				
A	2.7 km	Max Kts	MDA(H)	
B		100	900' (880') -2.4 km	
C		135	1000' (980') -4.0 km	
D		180	1000' (980') -5.0 km	