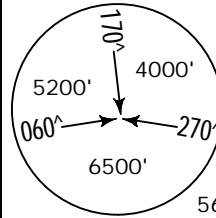


ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

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

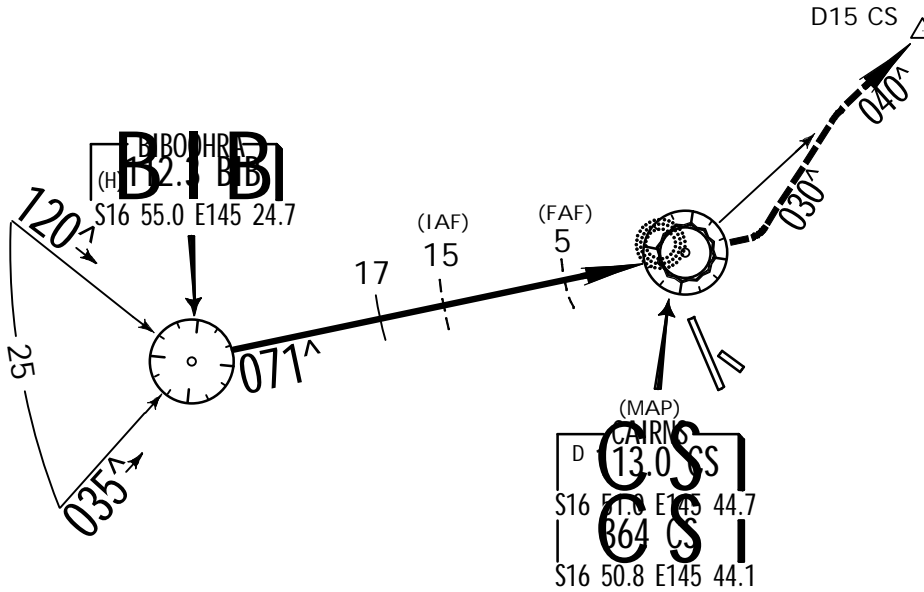


CAIRNS INTL
SECTOR A
VOR 13.0 CS
NDB 364 CS
MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM
Apt. Elev 10'

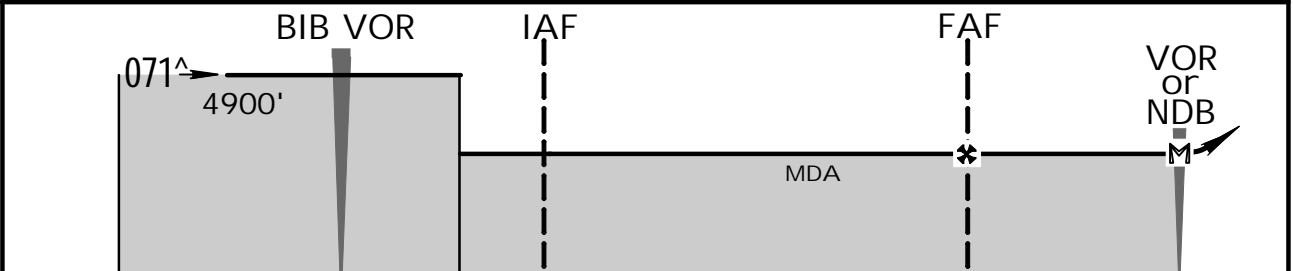
Track to BIB VOR, thence 071^ to CS VOR/NDB

DME USING CS DME
REFERENCE WAYPOINT CS VOR

NOT TO SCALE



NM to VOR	25	20	17	15	5	0
ALTITUDE						

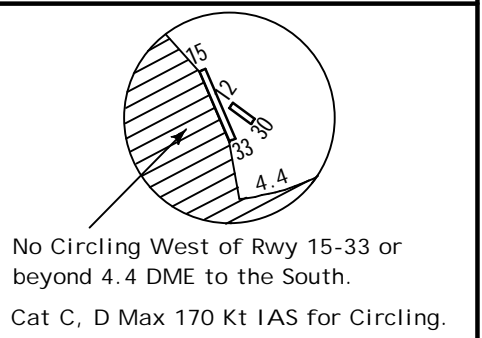


25	20	17	15	5	0
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MISSED APPROACH: Turn LEFT track 030^ to intercept CS VOR R-040.
Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND
MDA(H) 4500' (4490')

A	2.4 km
B	4.0 km
C	5.0 km
D	

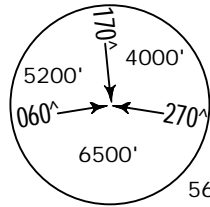


PANS OPS 4

MAP at VOR or NDB						
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CAIRNS, QLD, AUSTRALIA

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



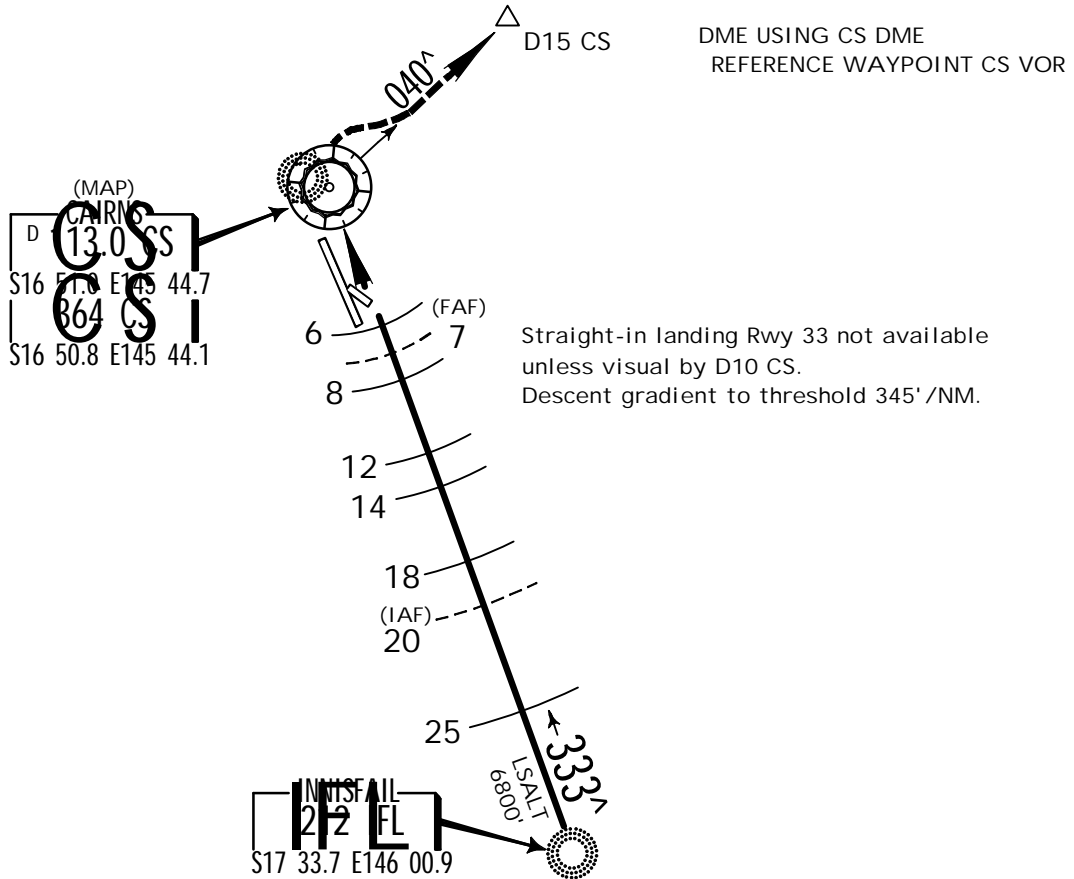
MSA
 CS VOR or NDB
 Within 25 NM
 5600' Within 10 NM

CAIRNS INTL
 VOR 130.0
 NDB 364
 Apt. Elev 10'

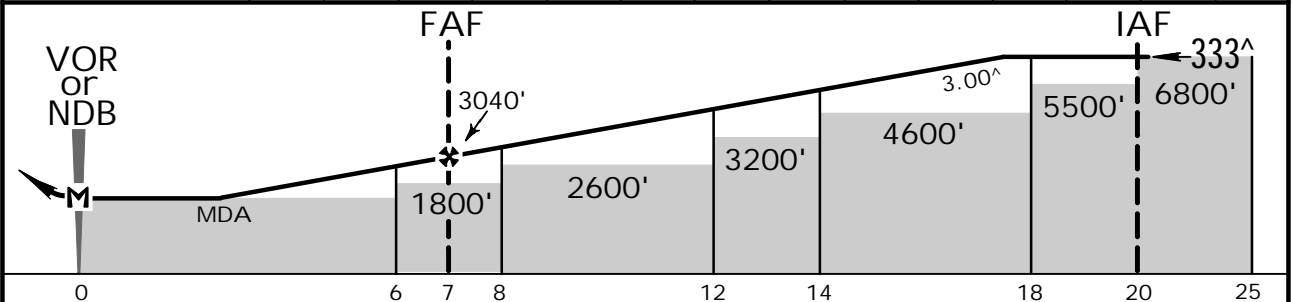
Alt Set: hPa Trans level: FL 110
 Apt Elev: 0 hPa Trans alt: 10000' (9990')

IFL NDB to CS VOR or NDB

NOT TO SCALE



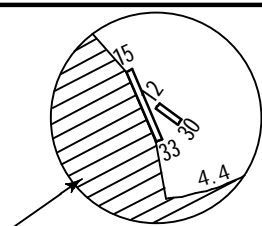
NM to VOR	2.7	2.9	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	14.0	16.0	18.0	18.8
ALTITUDE	1650'	1720'	2080'	2400'	2720'	3040'	3350'	3670'	3990'	4630'	5270'	5900'	6540'	6800'



MISSED APPROACH: Turn RIGHT to intercept CS VOR R-040.
 Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND
 MDA(H) A, B, C: 1650' (1640')
 D: 1720' (1710')

A	2.4 km
B	4.0 km
C	5.0 km
D	



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.
 Cat C, D Max 170 Kt IAS for Circling.

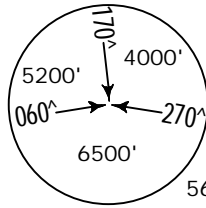
PANS OPS 4

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

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

CAIRNS, QLD, AUSTRALIA

CAIRNS INTL
 VOR 133.0 CS
 NDB 364 CS



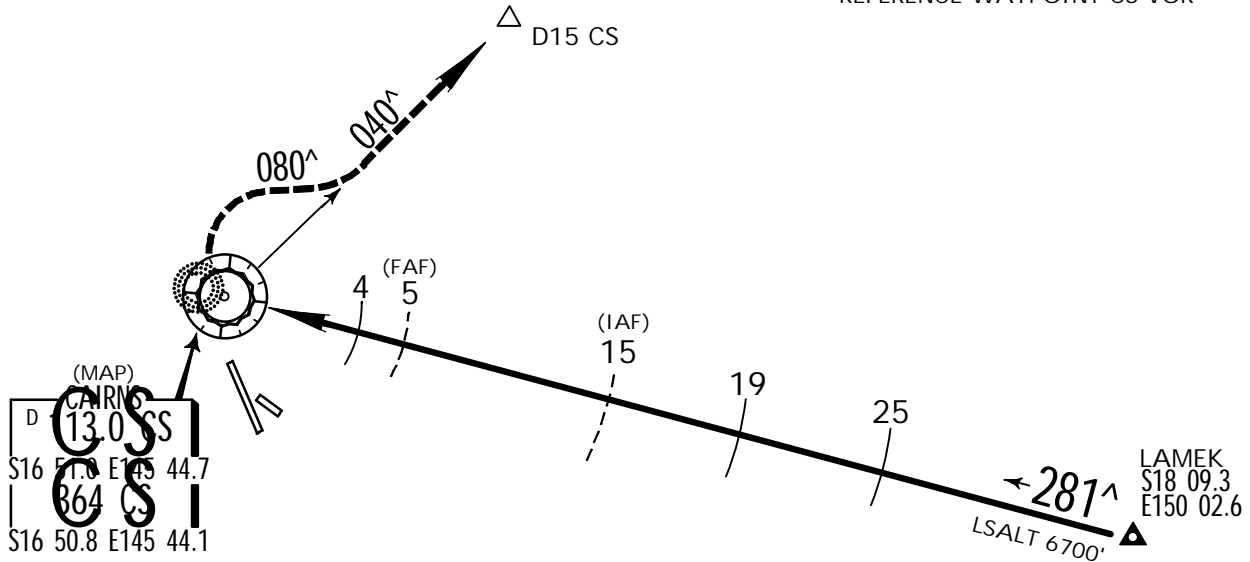
MSA
 CS VOR or NDB
 Within 25 NM
 5600' Within 10 NM Apt. Elev 10'

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

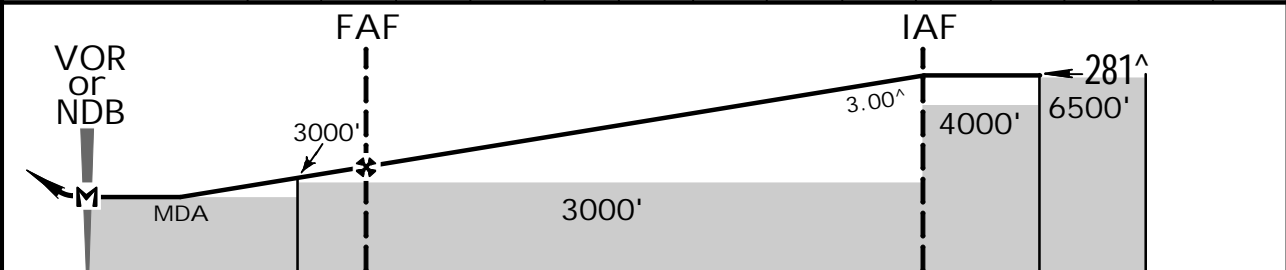
LAMEK to CS VOR or NDB

DME USING CS DME
 REFERENCE WAYPOINT CS VOR

NOT TO SCALE



NM to VOR	2.3	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0
ALTITUDE	2450'	2680'	3000'	3320'	3640'	3960'	4270'	4590'	4910'	5230'	5550'	5870'	6190'	6500'

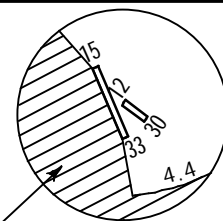


MISSED APPROACH: Turn RIGHT track 080° to intercept CS VOR R-040.
 Climb to 5000' and track to D15 CS or as directed by ATC.

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

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

CIRCLE-TO-LAND	
MDA(H) 2450' (2440')	



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.
 Cat C, D Max 170 Kt IAS for Circling.

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

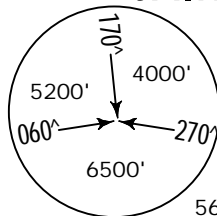
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

PANS OPS 4

CAIRNS, QLD, AUSTRALIA

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

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



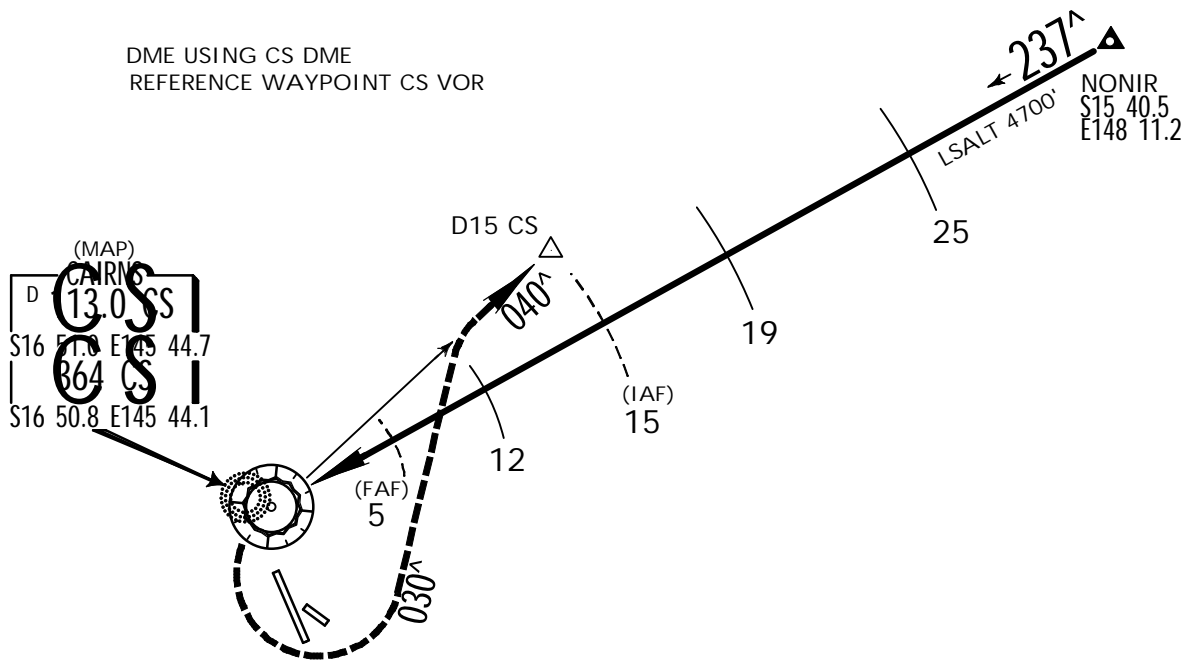
CAIRNS INTL
 VOR 13.0 CS
 NDB 364 CS

MSA
 CS VOR or NDB
 Within 25 NM
 5600' Within 10 NM Apt. Elev 10'

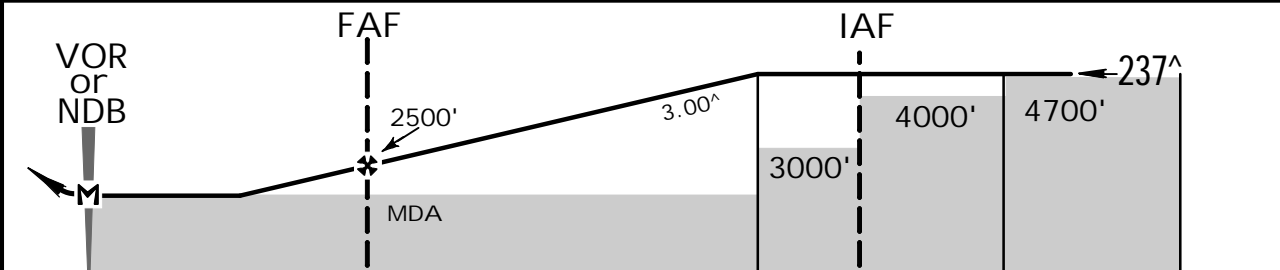
NONIR to CS VOR or NDB

DME USING CS DME
 REFERENCE WAYPOINT CS VOR

NOT TO SCALE



NM to VOR	2.7	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	1750'	1860'	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'	4700'

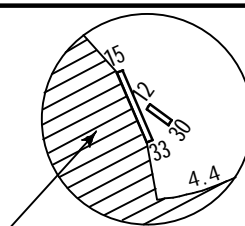


MISSED APPROACH: Turn LEFT track 030° to intercept CS VOR R-040.
 Climb to 5000' and track to D15 CS or as directed by ATC.

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

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

CIRCLE-TO-LAND
 MDA(H) 1750' (1740')



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.
 Cat C, D Max 170 Kt IAS for Circling.

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

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

PANS OPS 4

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

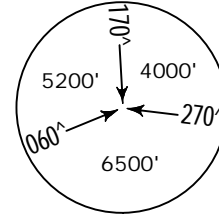
YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BIBOOHRA (BIB) TWO PAPA ARRIVAL [BIB2P] BIBOOHRA (BIB) TWO UNIFORM ARRIVAL [BIB2U] **SPEED:** MAX IAS 250 KT BELOW 10000'

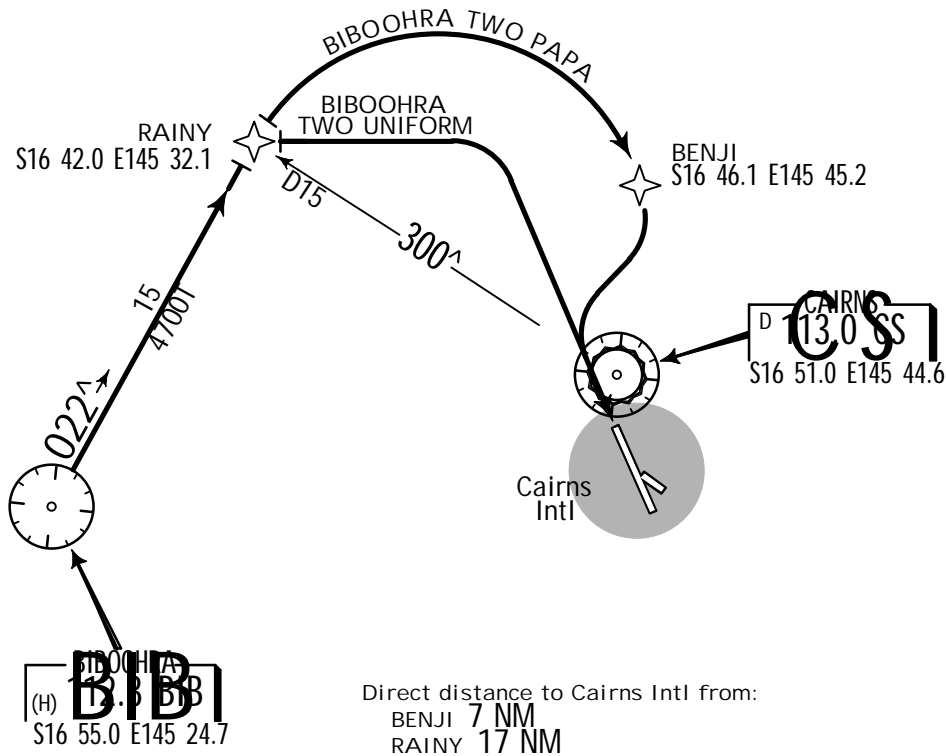
BIBOOHRA (BIB) TWO PAPA
RWY 15: From BIB VOR track 022^
to RAINY. From RAINY, track via
RNAV-P (RNP) RWY 15.

BIBOOHRA (BIB) TWO UNIFORM
RWY 15: From BIB VOR track 022^
to RAINY. From RAINY, track via
RNAV-U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most
suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CODIE FOUR ALPHA ARRIVAL [CODI4A], CODIE FOUR ZULU ARRIVAL [CODI4Z]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 090° to CODIE.

DREWS: From DREWS track 142° to CODIE.

KONDA: From KONDA track 076° to CODIE.

LAKED: From LAKED track 120° to CODIE.

LOCKA: From LOCKA track 174° to CODIE.

ZANEY: From ZANEY track 203° to CODIE.

ARRIVAL:

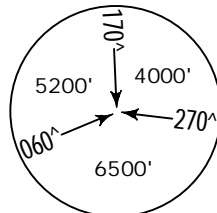
CODIE FOUR ALPHA

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

CODIE FOUR ZULU

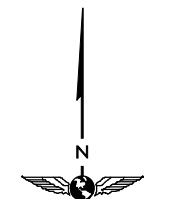
RWY 15: From CODIE, track 149° to CNSNC for RNAV Z (GNSS) RWY 15.

FOLLOW ARRIVAL INSTRUCTIONS

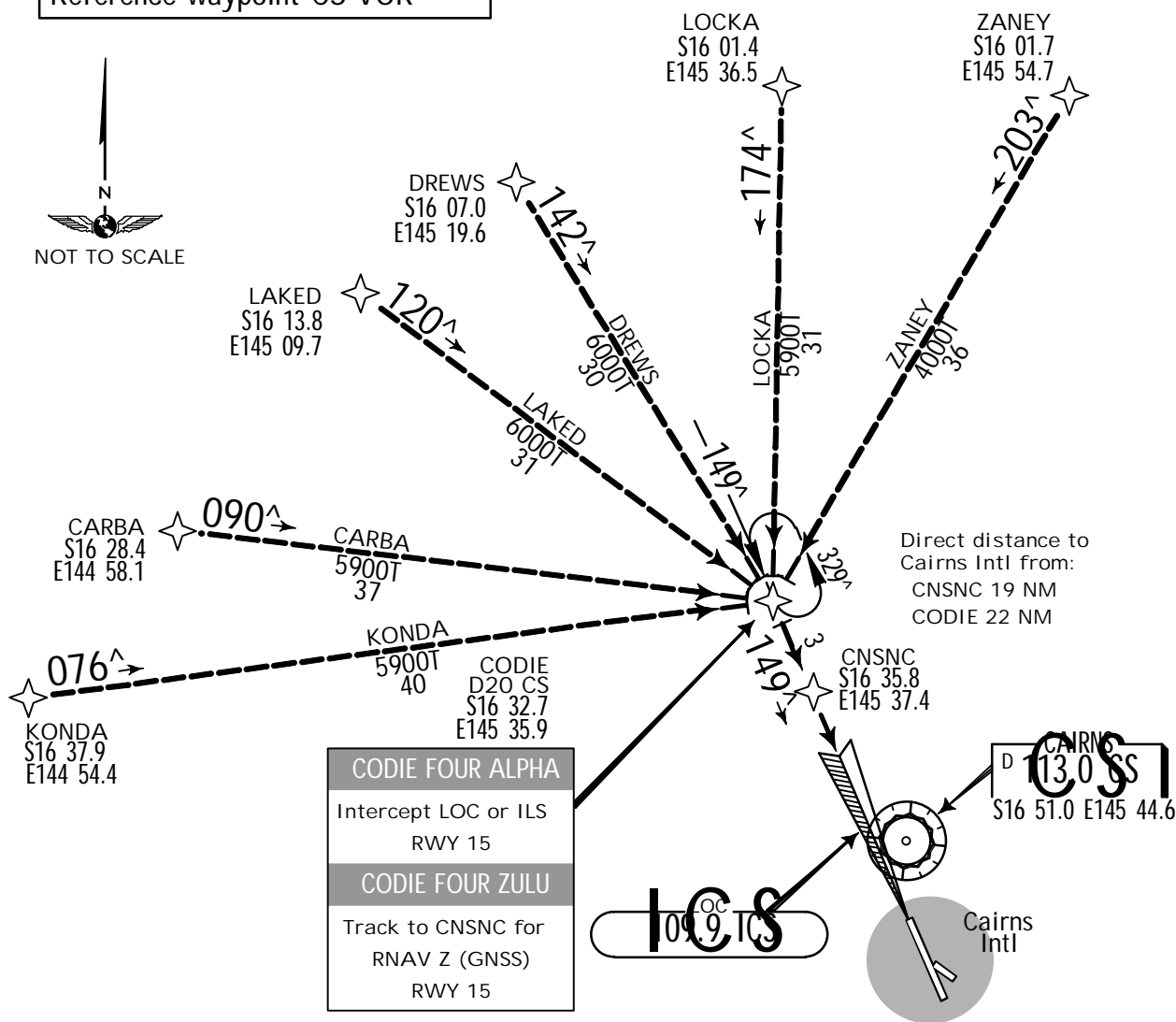


MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



NOT TO SCALE



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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

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

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CODIE FOUR UNIFORM ARRIVAL [CODI4U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 090° to CODIE.

DREWS: From DREWS track 142° to CODIE.

KONDA: From KONDA track 076° to CODIE.

LAKED: From LAKED track 120° to CODIE.

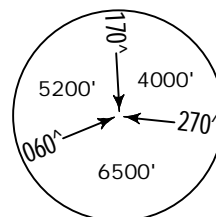
LOCKA: From LOCKA track 174° to CODIE.

ZANEY: From ZANEY track 203° to CODIE.

FOLLOW ARRIVAL INSTRUCTIONS

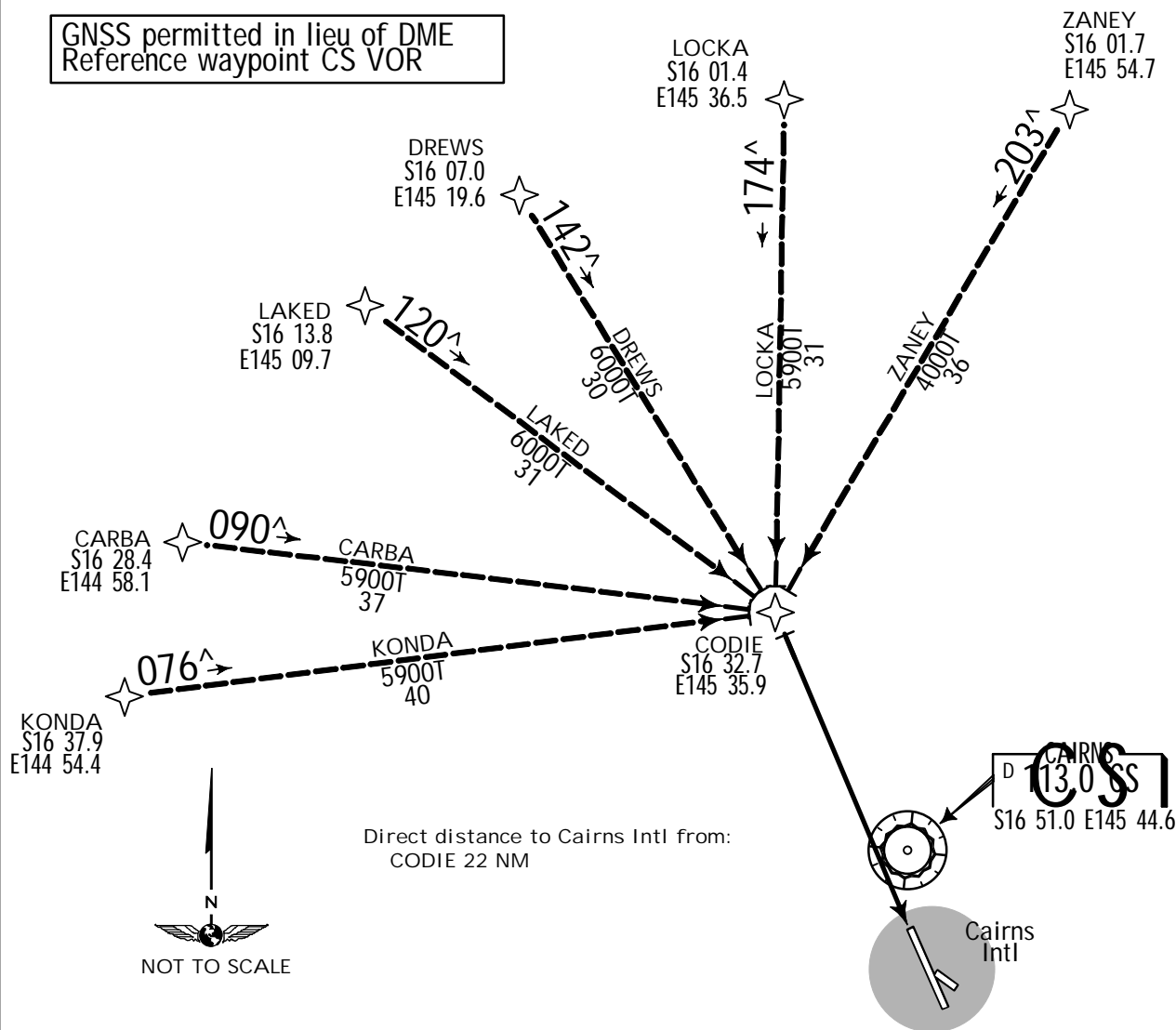
ARRIVAL:

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



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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

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

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO FIVE UNIFORM ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262[^] to ROLFE. Cross ROLFE at or below 10000'. Track 262[^] to HENDO.

BULOK: From BULOK track 069[^] to HENDO.

CARBA: From CARBA track 129[^] to BIB, turn RIGHT, track 139[^] to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005[^] to HENDO.

KONDA: From KONDA track 113[^] to BIB, turn RIGHT, track 139[^] to TOTTY, then via CS VOR 24 DME Arc to HENDO.

LAKED: From LAKED track 154[^] to BIB, turn LEFT, track 139[^] to TOTTY, then via CS VOR 24 DME Arc to HENDO.

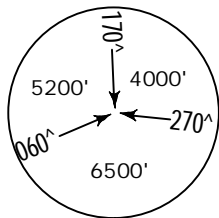
NORMA: From NORMA track 031[^] to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

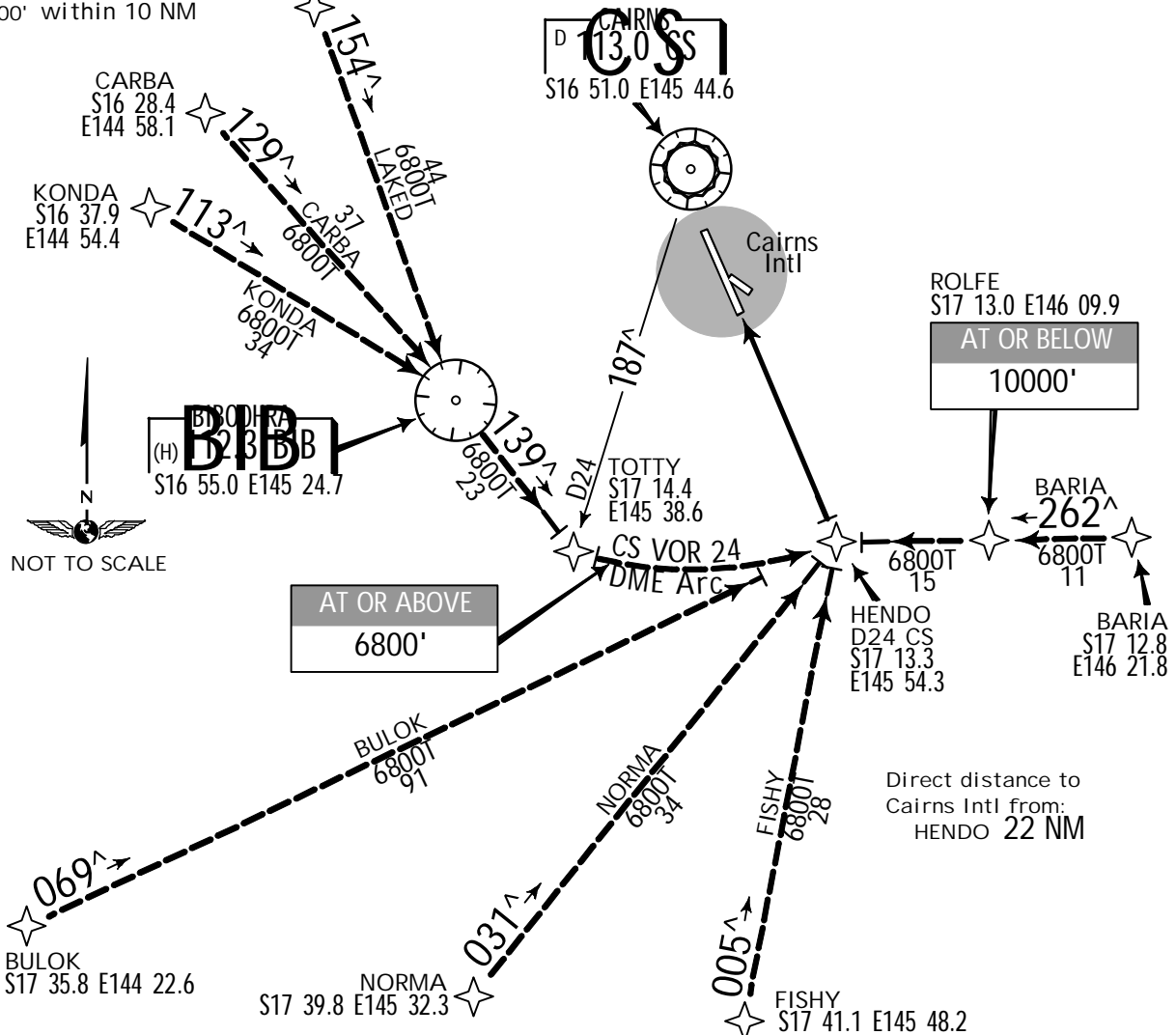
ARRIVAL:

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

GPS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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

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

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEEWI SIX PAPA ARRIVAL [KEWI6P], KEEWI SIX UNIFORM ARRIVAL [KEWI6U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

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

DREWS: From DREWS track 131° to SUNNY then track 130° to KEEWI.

KONDA: From KONDA track 081° to SUNNY then track 130° to KEEWI.

LAKED: From LAKED track 115° to SUNNY then track 130° to KEEWI.

LOCKA: From LOCKA track 150° to KEEWI.

ZANEY: From ZANEY track 171° to KEEWI.

ARRIVALS:

KEEWI SIX PAPA:

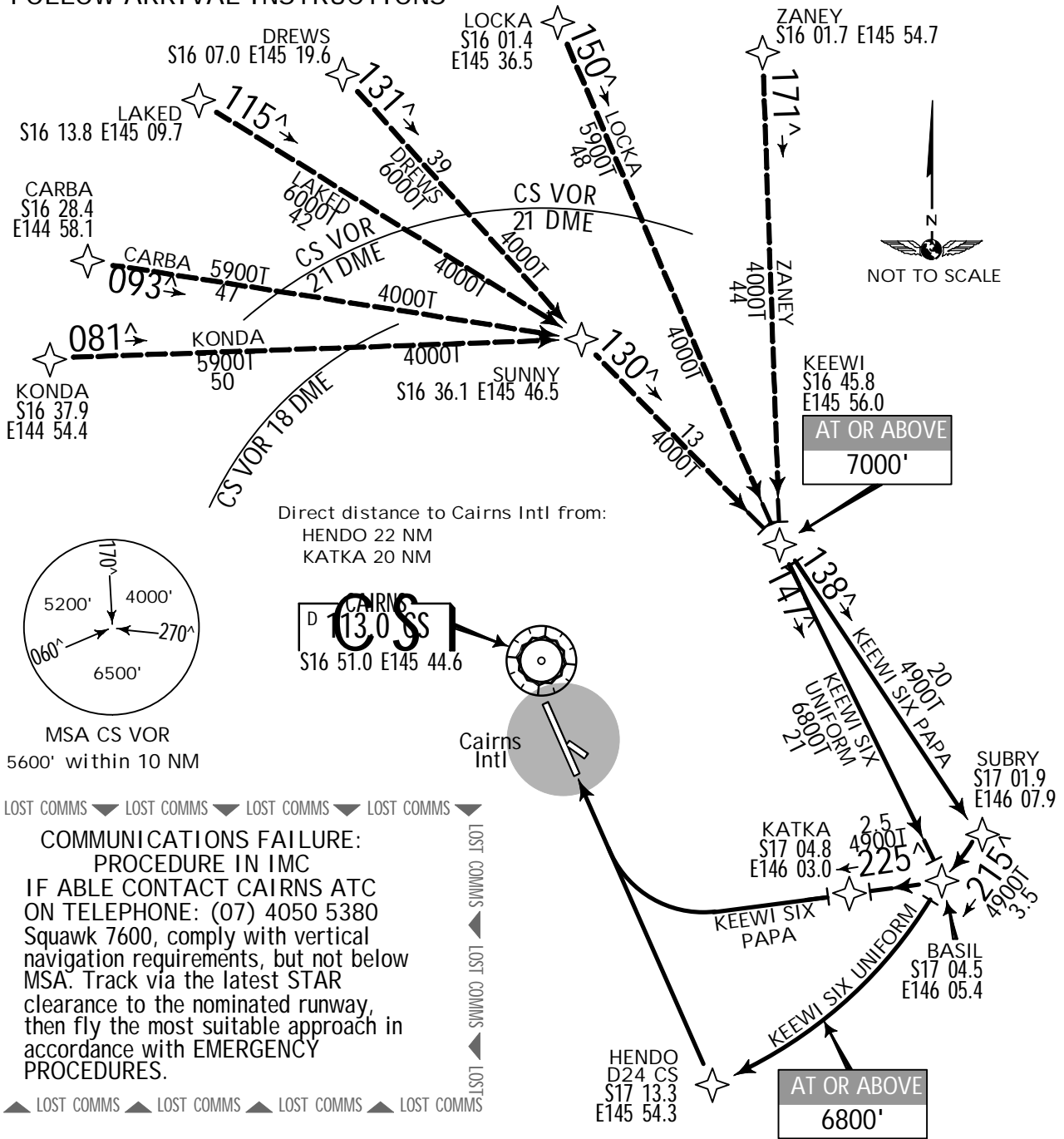
RWY 33: Cross KEEWI at or above 7000'.
From KEEWI track 138° to SUBRY, turn RIGHT, track 215° to BASIL, thence 255° to KATKA. Track via RNAV-P (RNP) RWY 33.

KEEWI SIX UNIFORM:

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

GNSS permitted in lieu of DME
Reference waypoint CS VOR

FOLLOW ARRIVAL INSTRUCTIONS



ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

SUNNY THREE BRAVO ARRIVAL[SUNY3B], SUNNY THREE VICTOR ARRIVAL[SUNY3V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093[^] to SUNNY.

DREWS: From DREWS track 131[^] to SUNNY.

KONDA: From KONDA track 081[^] to SUNNY.

LAKED: From LAKED track 115[^] to SUNNY.

LOCKA: From LOCKA track 157[^] to SUNNY.

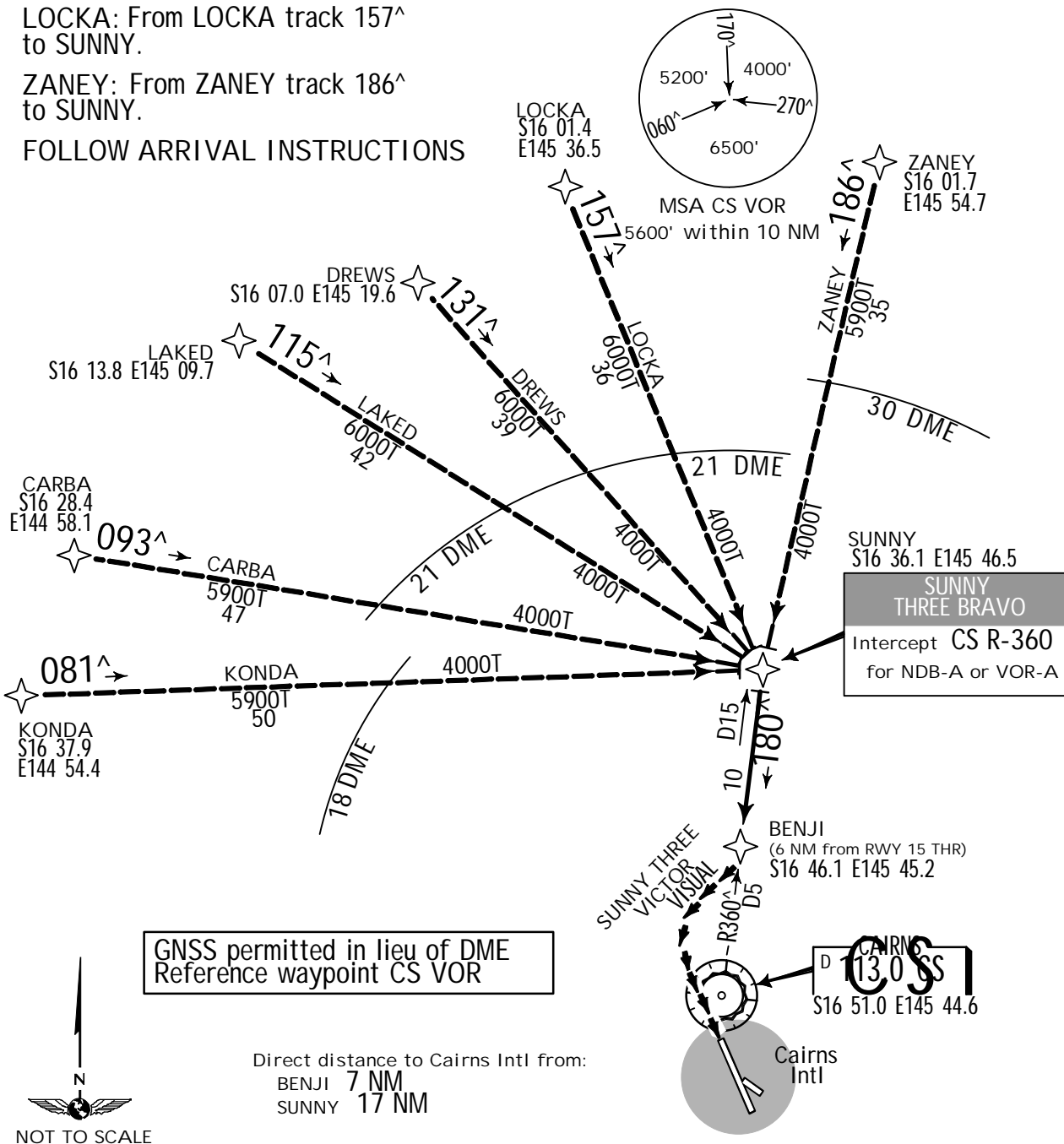
ZANEY: From ZANEY track 186[^] to SUNNY.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

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

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



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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

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

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SUNNY THREE PAPA ARRIVAL [SUNY3P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093[^] to SUNNY.

DREWS: From DREWS track 131[^] to SUNNY.

KONDA: From KONDA track 081[^] to SUNNY.

LAKED: From LAKED track 115[^] to SUNNY.

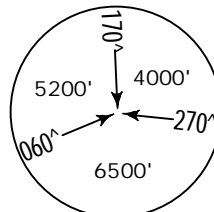
LOCKA: From LOCKA track 157[^] to SUNNY.

ZANEY: From ZANEY track 186[^] to SUNNY.

ARRIVAL:

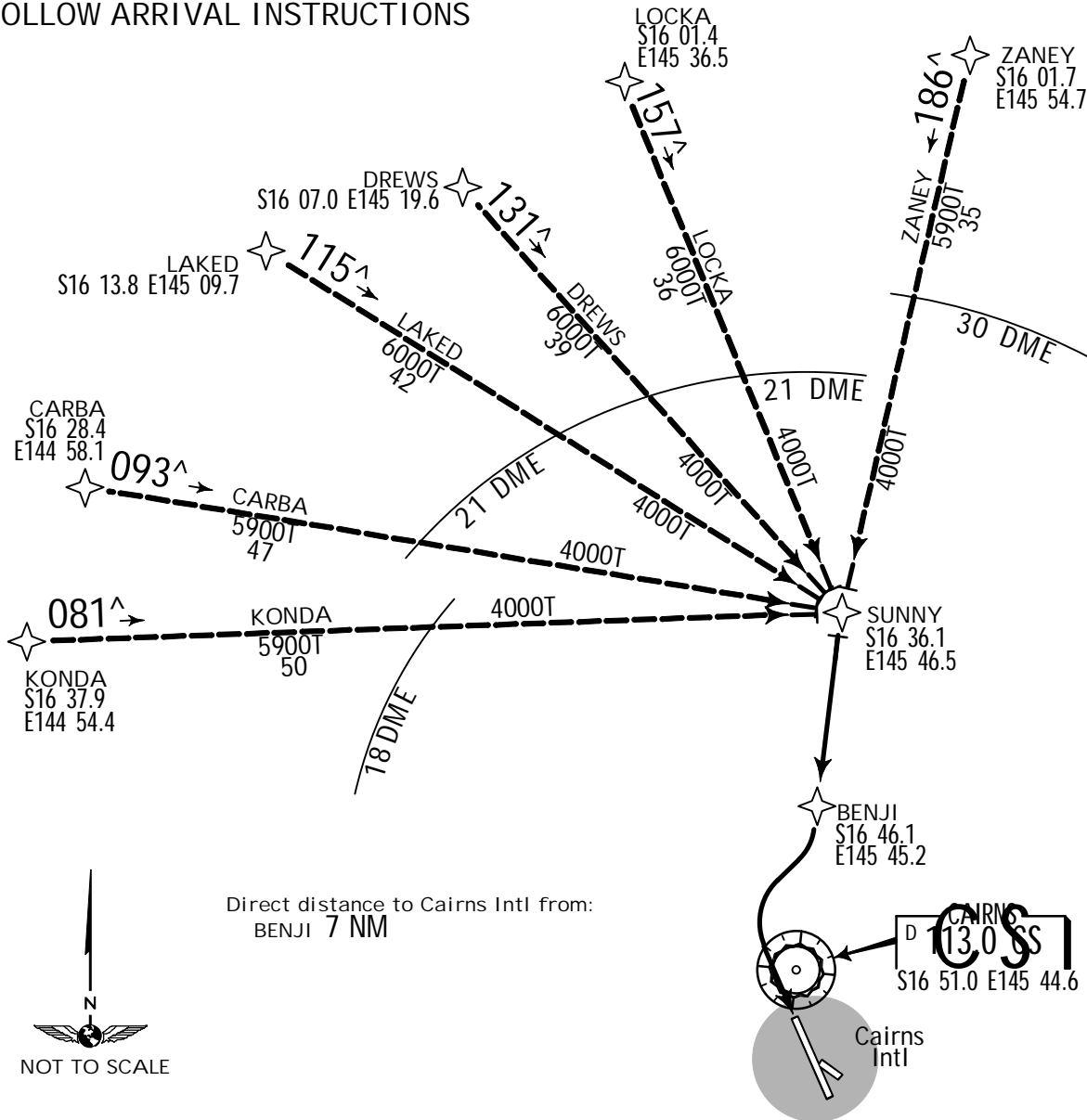
RWY 15: From SUNNY track via RNAV-P (RNP) RWY 15.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM

FOLLOW ARRIVAL INSTRUCTIONS



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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

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

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

UPOLO FIVE PAPA ARRIVAL [UPOL5P], UPOLO FIVE UNIFORM ARRIVAL [UPOL5U] **SPEED:** MAX IAS 250 KT BELOW 10000'

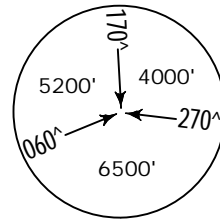
ARRIVAL:

UPOLO FIVE PAPA

RWY 15: From UPOLO, track 300° to FOGGI, then via RNAV-P (RNP) RWY 15.

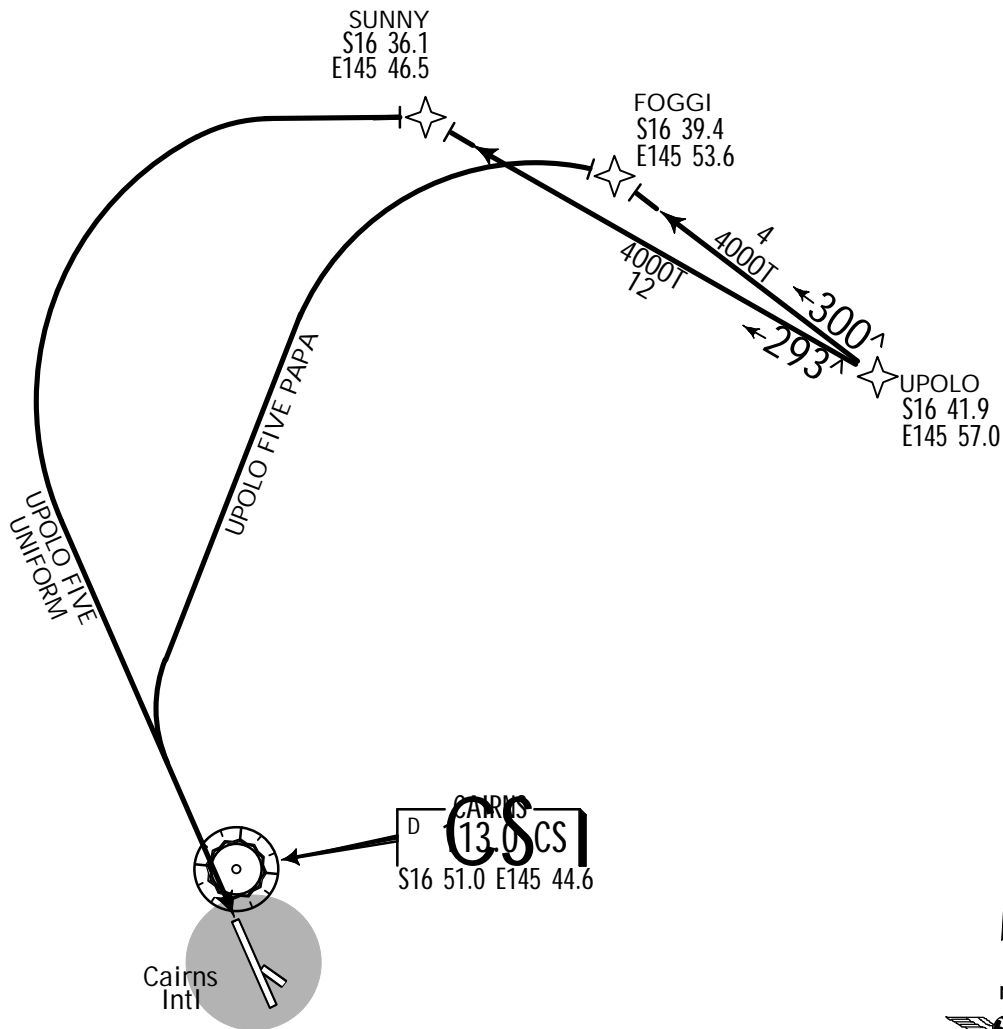
UPOLO FIVE UNIFORM

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



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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

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 CAIRNS ATC ON TELEPHONE: (07) 4050 5380

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

ATIS 113.0 131.1

24 MAY 13
.Eff.29.May.1600Z.

YBCS CAIRNS INTL.

CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

TOTTY ONE PAPA ARRIVAL [TOTY1P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BULOK: From BULOK to TOTTY
Track 067[^] to TOTTY.

CARBA: From CARBA to TOTTY
Track 129[^] to BIB. Turn RIGHT,
track 139[^] to TOTTY.

FISHY: From FISHY to TOTTY
Track 334[^] to TOTTY.

KONDA: From KONDA to TOTTY
Track 113[^] to BIB. Turn RIGHT,
track 139[^] to TOTTY.

LAKED: From LAKED to TOTTY
Track 154[^] to BIB. Turn LEFT,
track 139[^] to TOTTY.

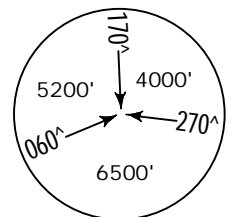
NORMA: From NORMA to TOTTY
Track 006[^] to TOTTY.

FOLLOW ARRIVAL INSTRUCTIONS

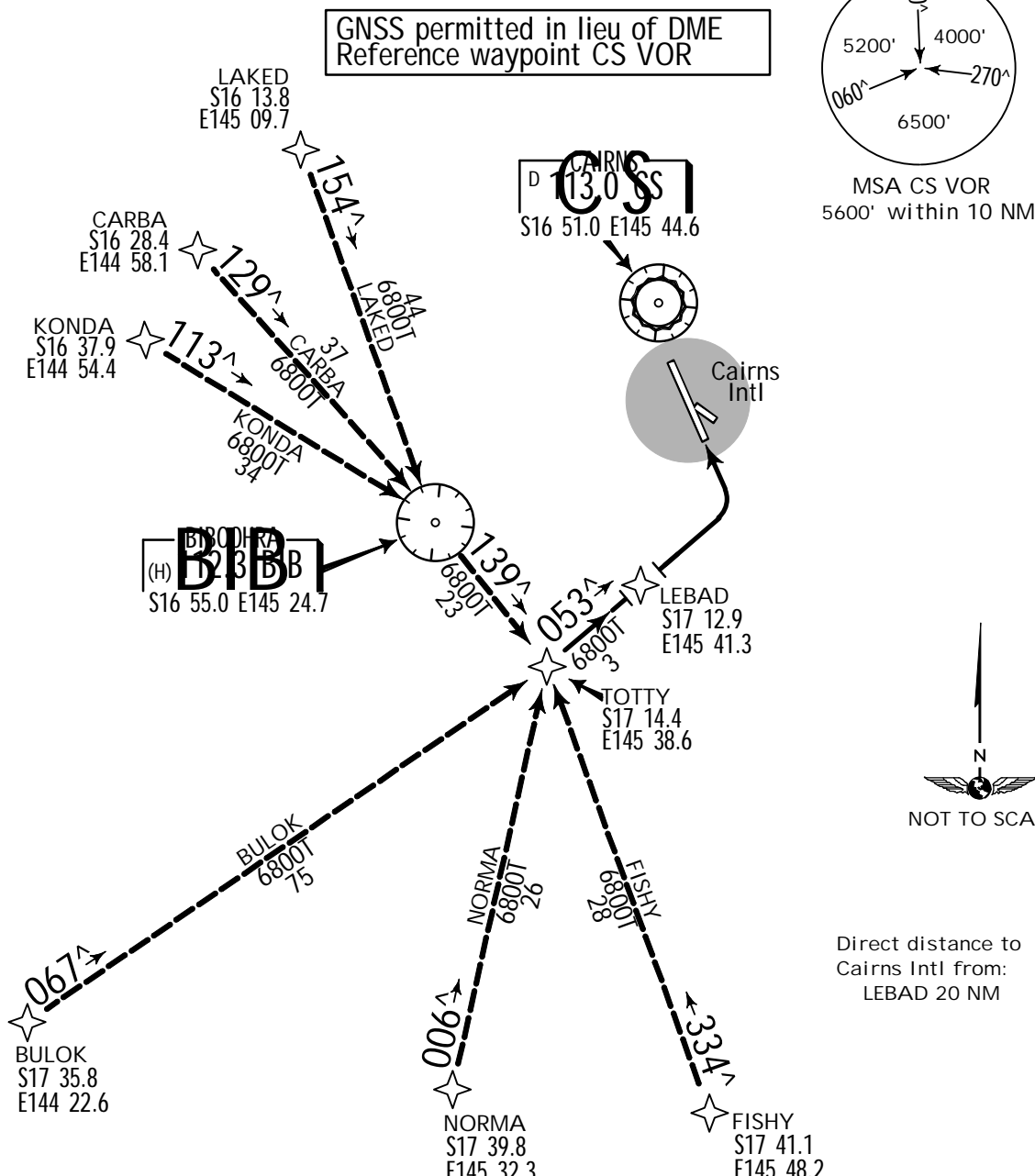
ARRIVAL:

RWY 33: From TOTTY track 053[^] to
LEBAD, thence via RNAV-P (RNP)
RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



Direct distance to
Cairns Intl from:
LEBAD 20 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

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

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

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

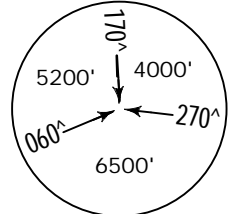
CAIRNS NINE DEPARTURE (RADAR)

RUNWAYS 15, 33

Minimum required climb gradients:
Rwy 15: 4.0% to 600', then 3.3%.
Rwy 33: 4.6% to 2000', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1398

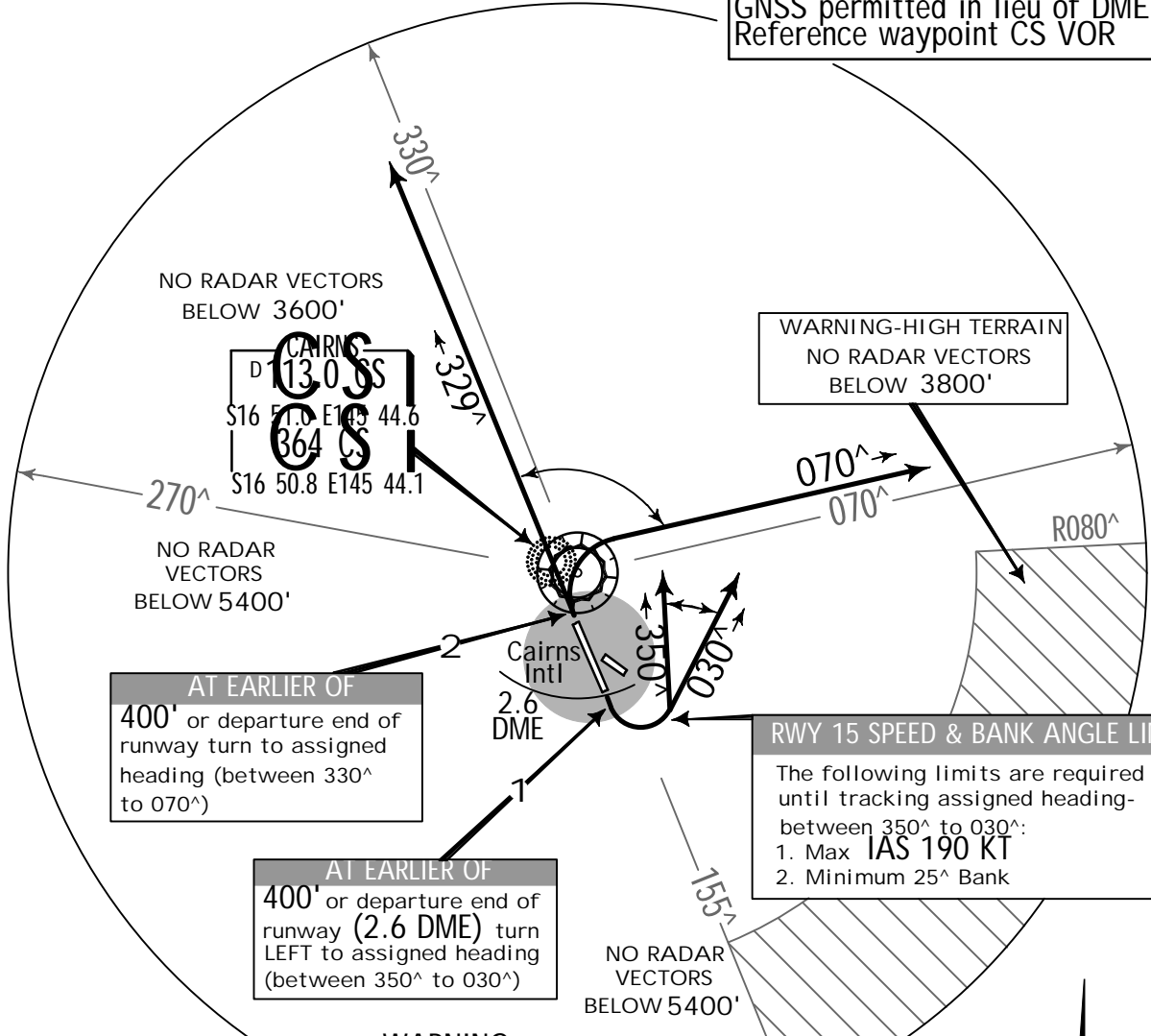
RWY 33: Track 329°. 2 At earlier of 400' or departure end of runway turn to assigned heading (between 330° to 070°). When directed, contact Departure for RADAR vectors.



MSA CS VOR
5600' within 10 NM

RWY 15: Track 149°. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT to assigned heading (between 350° to 030°). When directed, contact Departure for RADAR vectors.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



AT EARLIER OF
400' or departure end of runway turn to assigned heading (between 330° to 070°)

AT EARLIER OF
400' or departure end of runway (2.6 DME) turn LEFT to assigned heading (between 350° to 030°)

1 WARNING:
Rwy 15
DO NOT DELAY TURN TO ASSIGNED HEADING BEYOND DEPARTURE END OF RUNWAY DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT

RWY 15 SPEED & BANK ANGLE LIMITS
The following limits are required until tracking assigned heading-between 350° to 030°:
1. Max IAS 190 KT
2. Minimum 25° Bank

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

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 15 (NON-JETS)

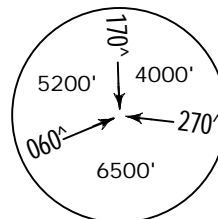
NON-JETS ONLY

BIBOOHRA (BIB) ONE DEPARTURE [BIB1]

Minimum required climb gradient 4.0% to 600', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 149°. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT track 030°. At or above 3000' turn LEFT. Track to CS VOR/NDB.

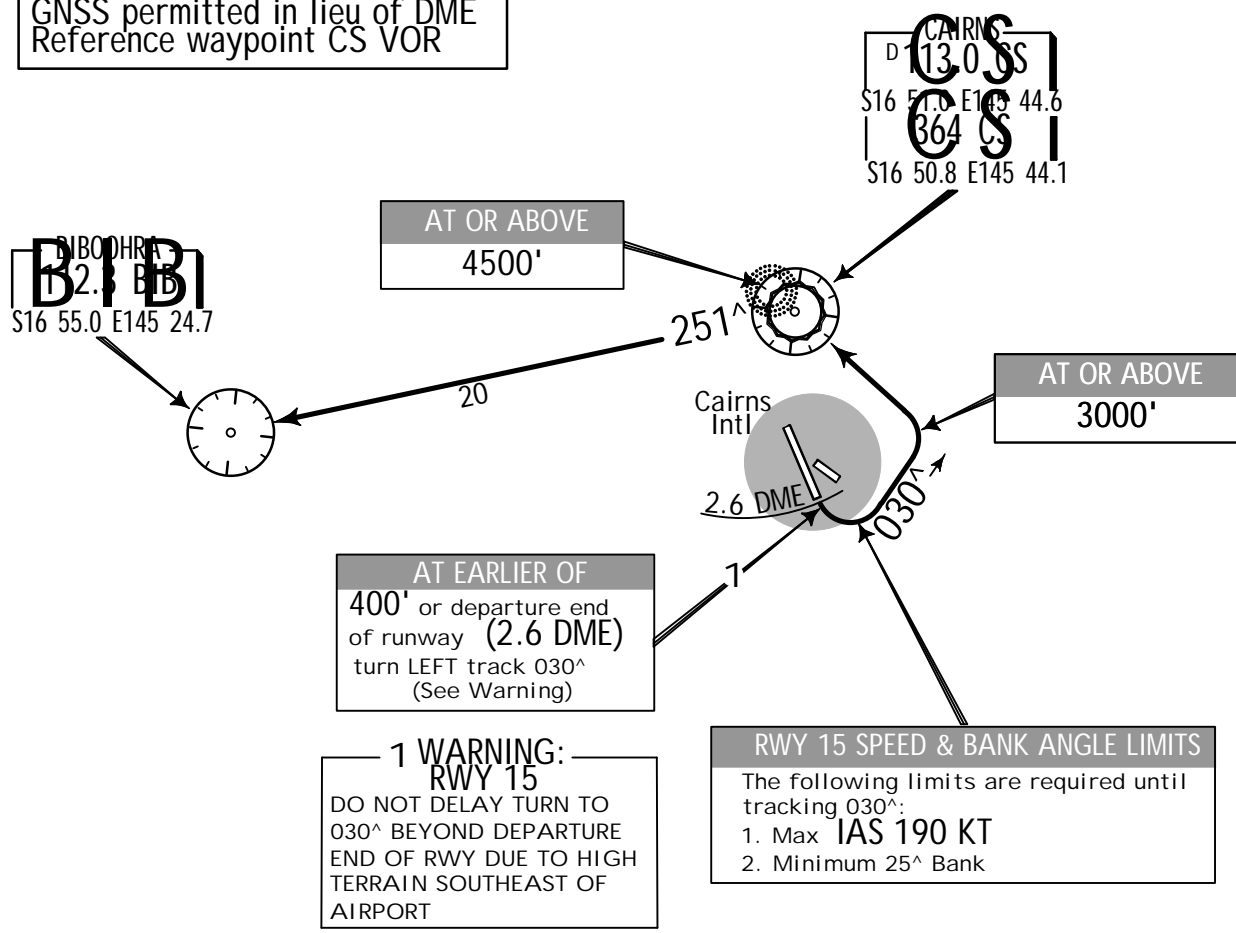


MSA CS VOR
5600' within 10 NM

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

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

GNSS permitted in lieu of DME
Reference waypoint CS VOR



FOR CASA APPROVED OPERATORS ONLY

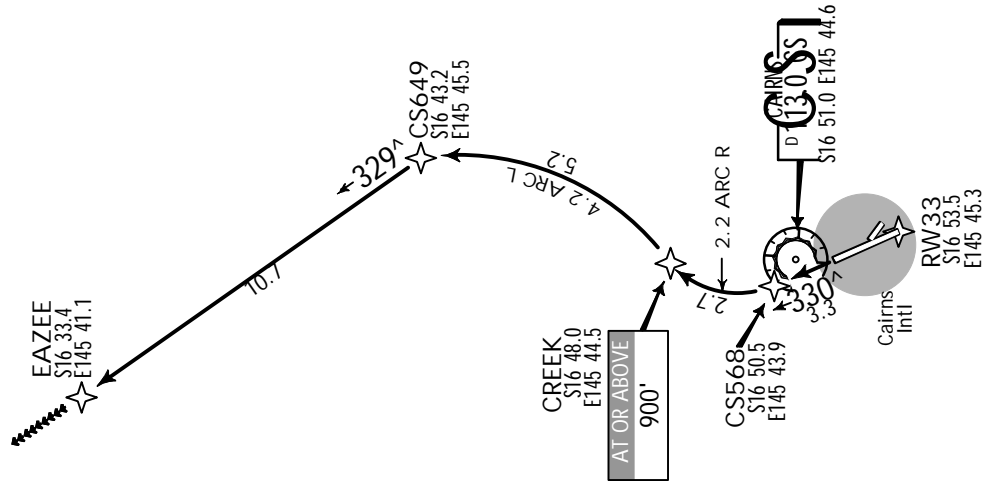
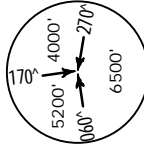
**CREEK FOUR RNAV (RNP 0.3) DEPARTURE
(RWY 33)**

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

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

TRANSITION:
RADAR: From EAZEE thence as cleared.

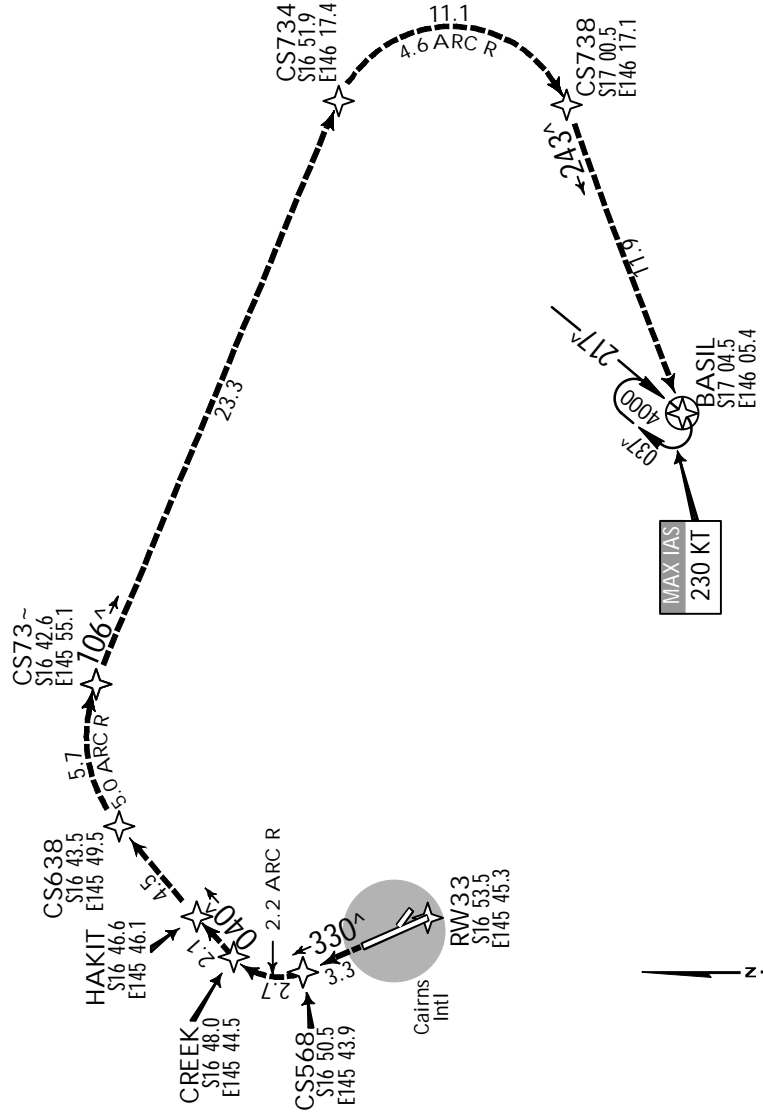
MSA CS VOR
5600' within 10 NMI



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

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

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



CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

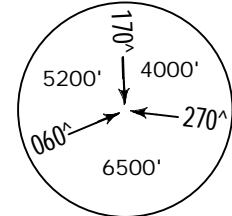
RUNWAY 33

JETS ONLY EAEZEE ONE DEPARTURE

SPEED: MAX IAS 220 KT UNTIL HAKIT

Minimum required climb gradient 4.6% to 2000', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.6% V/V (fpm)	349	466	699	932	1165	1398



MSA CS VOR
5600' within 10 NM

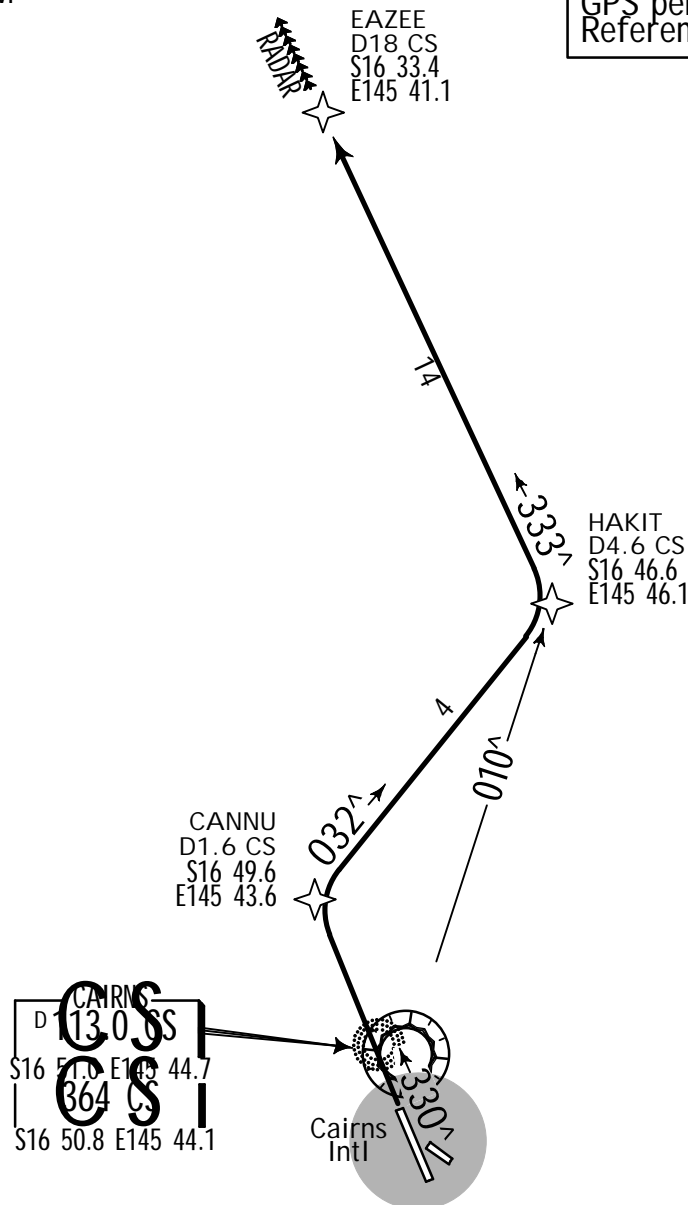
RWY 33: Track 330° to CANNU. Turn RIGHT, track 032° to HAKIT. Turn LEFT, track 333° to EAEZEE. When directed, contact Departure.

TRANSITION:

RADAR: From EAEZEE, EXPECT RADAR vectors to cleared route.

Direct distance from Cairns Intl to:
CANNU 4 NM

GPS permitted in lieu of DME
Reference waypoint CS VOR



CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

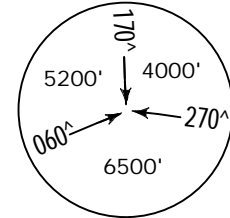
RUNWAY 15 (JETS)

JETS ONLY SWIFT SEVEN DEPARTURE

Minimum required climb gradient 4.0% to 600'.
Then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

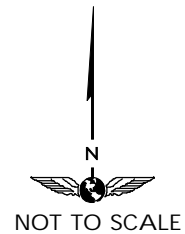
RWY 15: Track 149°. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT, track 030°, intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT, track direct to SWIFT. Then as cleared.



MSA CS VOR
5600' within 10 NM

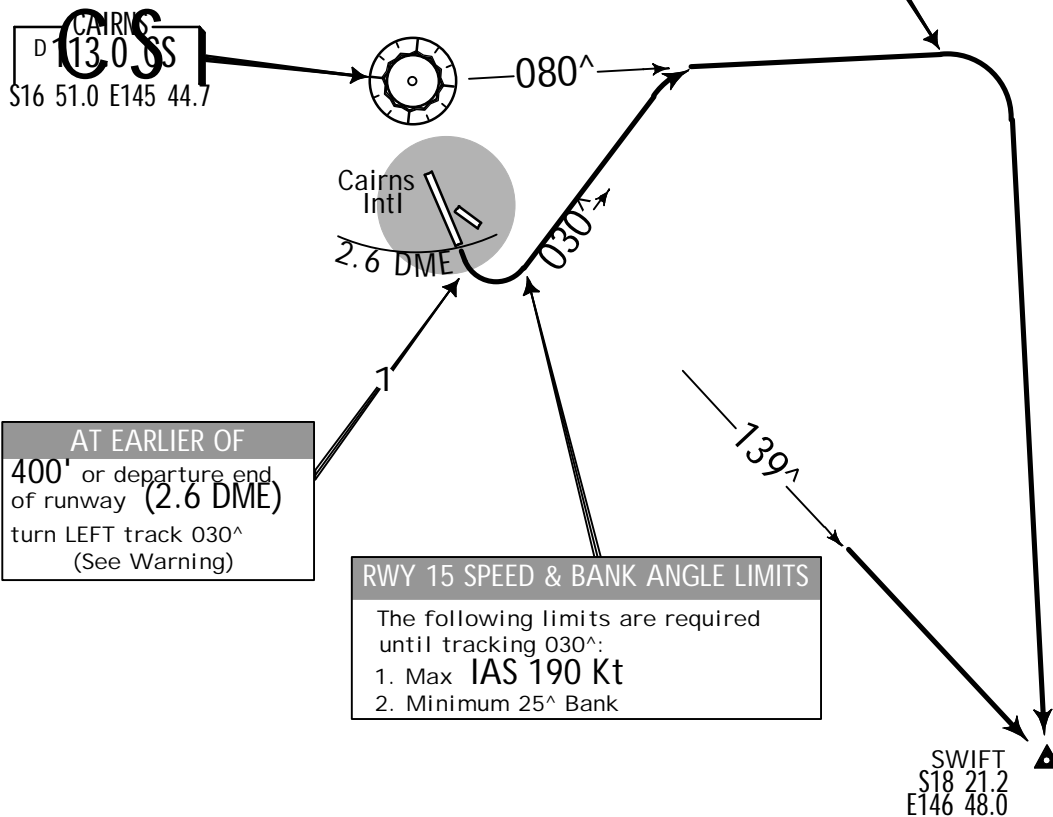
Direct distance from Cairns Intl to:
SWIFT 106 NM

GPS permitted in lieu of DME
Reference waypoint CS VOR



1 WARNING:
RWY 15
DO NOT DELAY TURN TO 030° BEYOND DEPARTURE END OF RWY DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT

AFTER PASSING
4000'
Turn RIGHT



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

RWY 15 SPEED & BANK ANGLE LIMITS
The following limits are required
until tracking 030°:
1. Max IAS 190 Kt
2. Minimum 25° Bank

NOISE ABATEMENT PROCEDURES

Local Time minus 10 HOURS = UTC

1. PREFERRED RUNWAYS

Landing Runway 15
Take-off Runway 15-Jet Noise Abatement climb procedures apply

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

2. PREFERRED FLIGHT PLANS

2.1 Arriving Aircraft

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

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

2.2 Departing Aircraft-Jets

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

3. TRAINING FLIGHTS

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

3.2 Circuit training preferred directions:

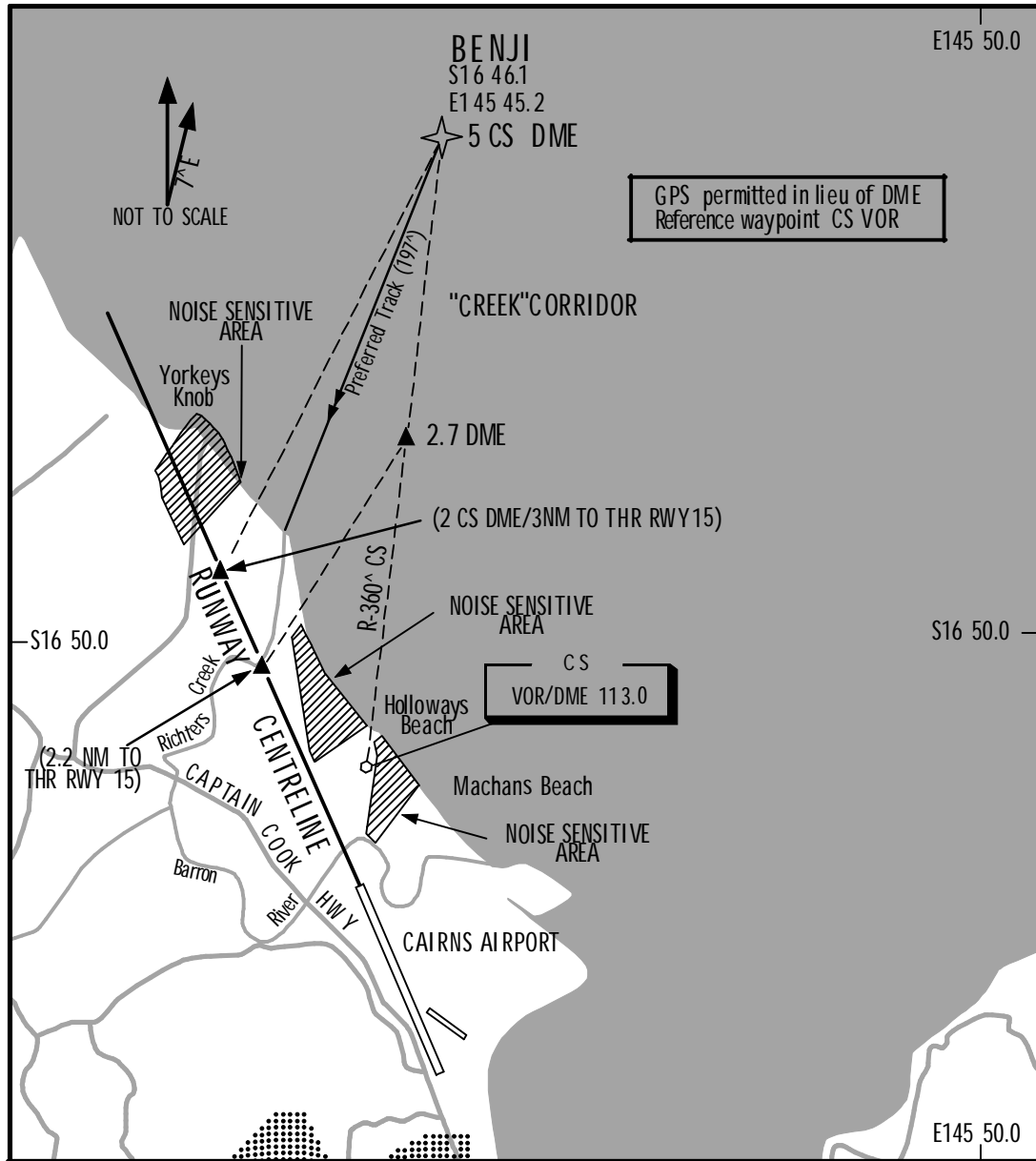
- (a) RWY 15 & RWY 12 - Left hand circuits.
- (b) RWY 33 & RWY 30 - Right hand circuits.

NOISE ABATEMENT PROCEDURES

4. OTHER RESTRICTIONS

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

NOISE ABATEMENT PROCEDURES



GENERAL

Birds in vicinity of airport.
 Western run-up bay not available to turbine engine aircraft except for normal pre-flight checks associated with departure.
 Aircraft departing from YBCS shall obtain an airways clearance from Cairns Ground prior to taxi clearance request.
 All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
 All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118' (36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node clockwise turn only.
 Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.
 Rwy 15-False course indication may occur outside 035° either side of LLZ-Pilot monitored outside ATS hours of operation.
 Right-hand circuits Rwy 30 & 33.

ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND		USABLE LENGTHS		WIDTH
	Threshold	Glide Slope	TAKE-OFF		
12 1 30					59' 18m

1 Not available to aircraft above 12,566 lbs (5700 kg) MTOW.

15	HIRL HIALS PAPI (angle 3.0°, MEHT 53')	grooved	9237'	2815m	148'
33	HIRL PAPI (angle 3.0°, MEHT 62')	grooved			45m

Standby power available.

1 TAKE-OFF

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

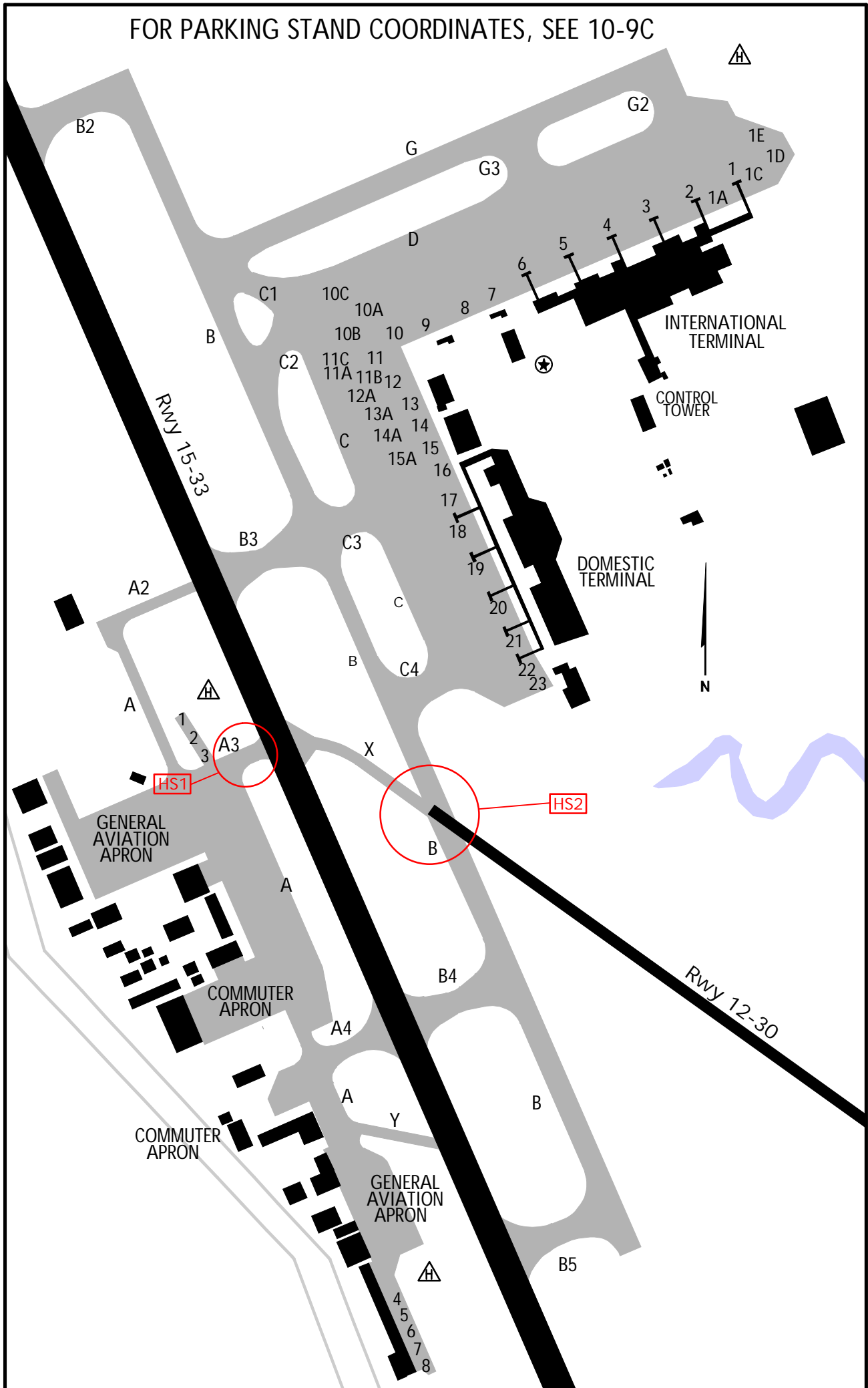
1 Rwy 12-30 night NA.

FOR FILING AS ALTERNATE

ILS or LOC Rwy 15 RNAV-P (RNP) Rwy 15 RNAV-U (RNP) Rwy 15 RNAV-P (RNP) Rwy 33 RNAV-U (RNP) Rwy 33		NDB-A or VOR-A	LOC-Y Rwy 33
A	1220' - 4.4 km	1220' - 7.0 km	1220' - 4.4 km
B			
C	1400' - 6.0 km	1400' - 7.0 km	NOT APPLICABLE
D	2210' - 7.0 km	2210' - 7.0 km	

RNAV-Z (GNSS) Rwy 15		LOC-Z Rwy 33	NDB-B or VOR-B
A	2110' - 4.4 km	NOT APPLICABLE	2150' - 4.4 km
B			
C	2210' - 6.0 km	1400' - 6.0 km	2210' - 6.0 km
D	2210' - 7.0 km	2210' - 7.0 km	2210' - 7.0 km

FOR PARKING STAND COORDINATES, SEE 10-9C



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL			INTERNATIONAL TERMINAL		
11	S16 52.4 E145 45.1	11'	11	S16 52.4 E145 45.3	10'
11A, 11B, 11C	S16 52.5 E145 45.1	10'	1A	S16 52.3 E145 45.4	10'
12, 13	S16 52.5 E145 45.1	11'	1C	S16 52.3 E145 45.4	9
12A, 13A	S16 52.5 E145 45.1	10'	1D	S16 52.3 E145 45.5	9
14, 15	S16 52.5 E145 45.1	11'	1E	S16 52.3 E145 45.4	9
14A, 15A	S16 52.5 E145 45.1	10'	12	S16 52.3 E145 45.4	11'
16, 17	S16 52.6 E145 45.1	11'	2B	S16 52.3 E145 45.4	11'
118, 18A	S16 52.6 E145 45.2	11'	13	S16 52.3 E145 45.3	11'
119, 19A	S16 52.6 E145 45.2	11'	3B	S16 52.3 E145 45.3	11'
120, 20A	S16 52.7 E145 45.2	11'	14	S16 52.4 E145 45.3	11'
121, 21A	S16 52.7 E145 45.2	11'	4B	S16 52.3 E145 45.3	11'
122, 22A	S16 52.7 E145 45.2	11'	15	S16 52.4 E145 45.3	11'
23	S16 52.7 E145 45.2	11'	5B, 16, 6B	S16 52.4 E145 45.2	11'
GENERAL AVIATION APRON			7, 7B	S16 52.4 E145 45.2	12'
1	S16 52.8 E145 44.9	8'	8	S16 52.4 E145 45.1	12'
2, 3	S16 52.8 E145 44.9	7'	9	S16 52.4 E145 45.1	11'
4 thru 8	S16 53.3 E145 45.1	6'	10, 10A, 10B	S16 52.4 E145 45.1	10'
			10C	S16 52.4 E145 45.1	9

1 Safegate Docking Guidance System

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

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

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

System Description

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

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

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

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

Aircraft Types

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

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

System Operation

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

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

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

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

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

VISUAL DOCKING GUIDANCE SYSTEMS

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.

- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 20 meters from the STOP position.

NOTE: If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

- i. When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5 meters closing rate.

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

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

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

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

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

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

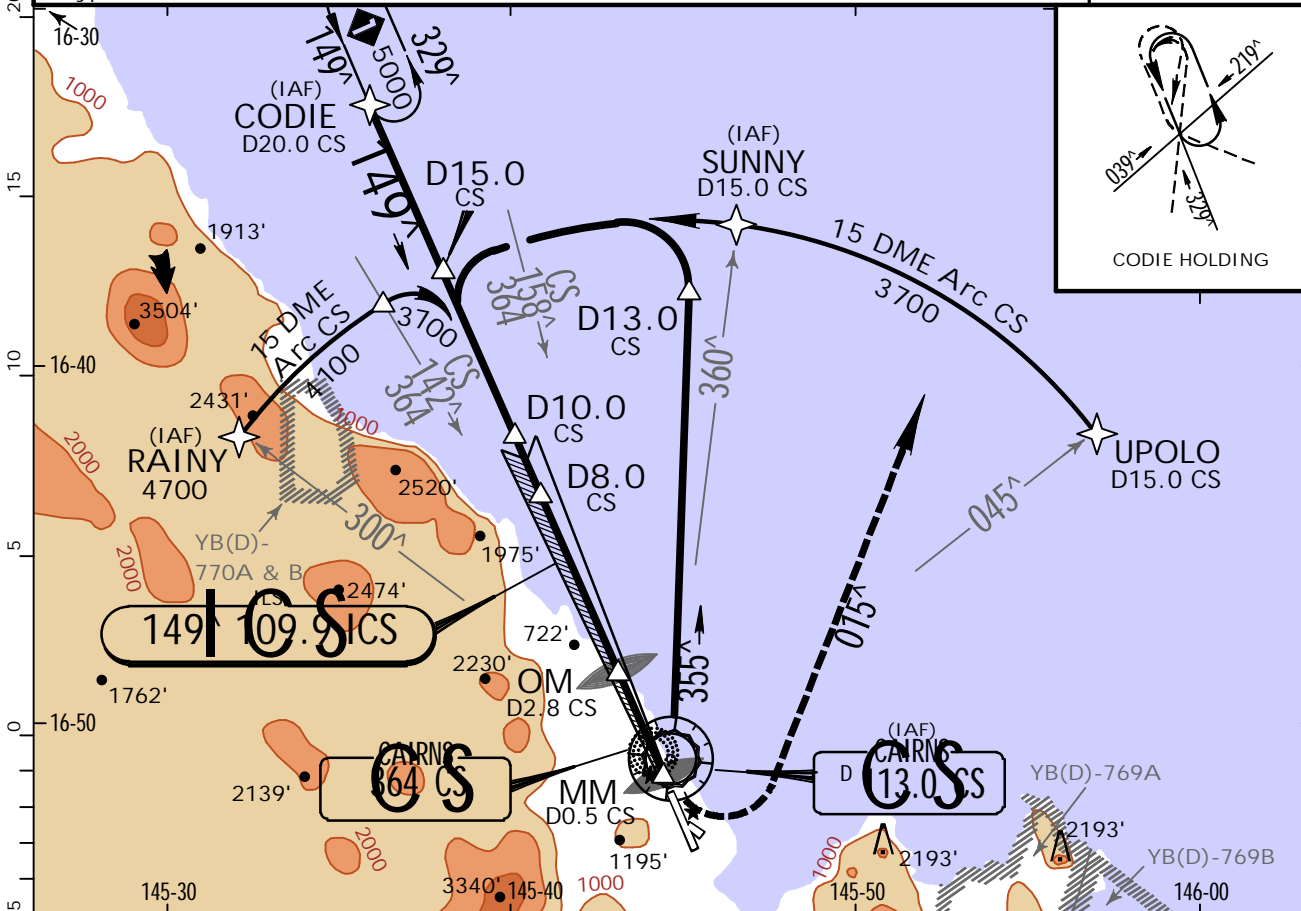
NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

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

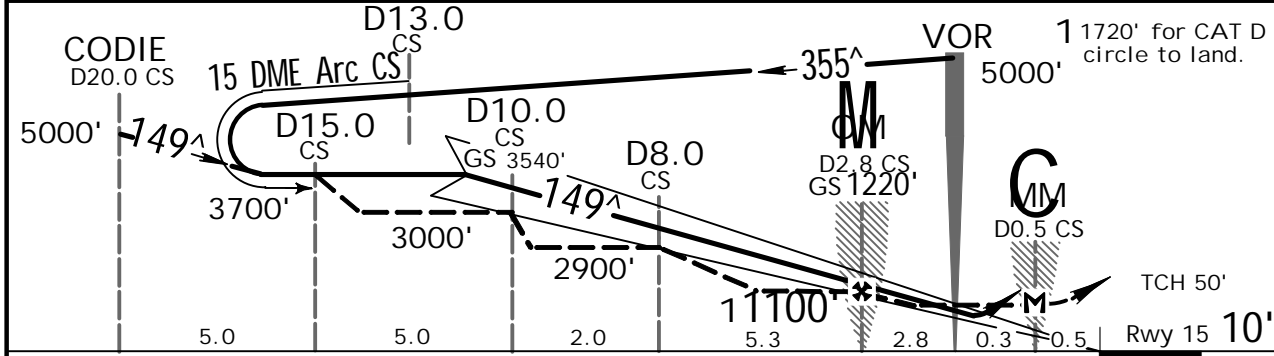
Parking Restrictions

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

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4 126.1 (as advised)		CAIRNS Tower 124.9	Ground 121.7
LOC ICS 109.9	Final Apch Crs 149 [^]	GS OM 1220' (1210')	ILS DA(H) 320' (310')	Apt Elev 10' Rwy 15 10'	
MISSED APCH: Turn LEFT, track 015 [^] . Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. CS DME REQUIRED (LOC only). 2. Max IAS Cat C & D circling 170 Kts. 3. Max IAS 180 Kts from 1000' on final until tracking 015 [^] in missed approach. 4. Aircraft may be RADAR vectored to D14.0 final at 3700'. 5. GNSS permitted in lieu of DME. Reference waypoint CS VOR.					MSA CS VOR/NDB 5600' within 10 NM



LOC (GS out)	CS DME	14.5	13.6	12.0	10.5	10.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.8
	ALTITUDE	5000'	4700'	4180'	3700'	3540'	2900'	2580'	2260'	1930'	1610'	1290'	960'	630'	550'



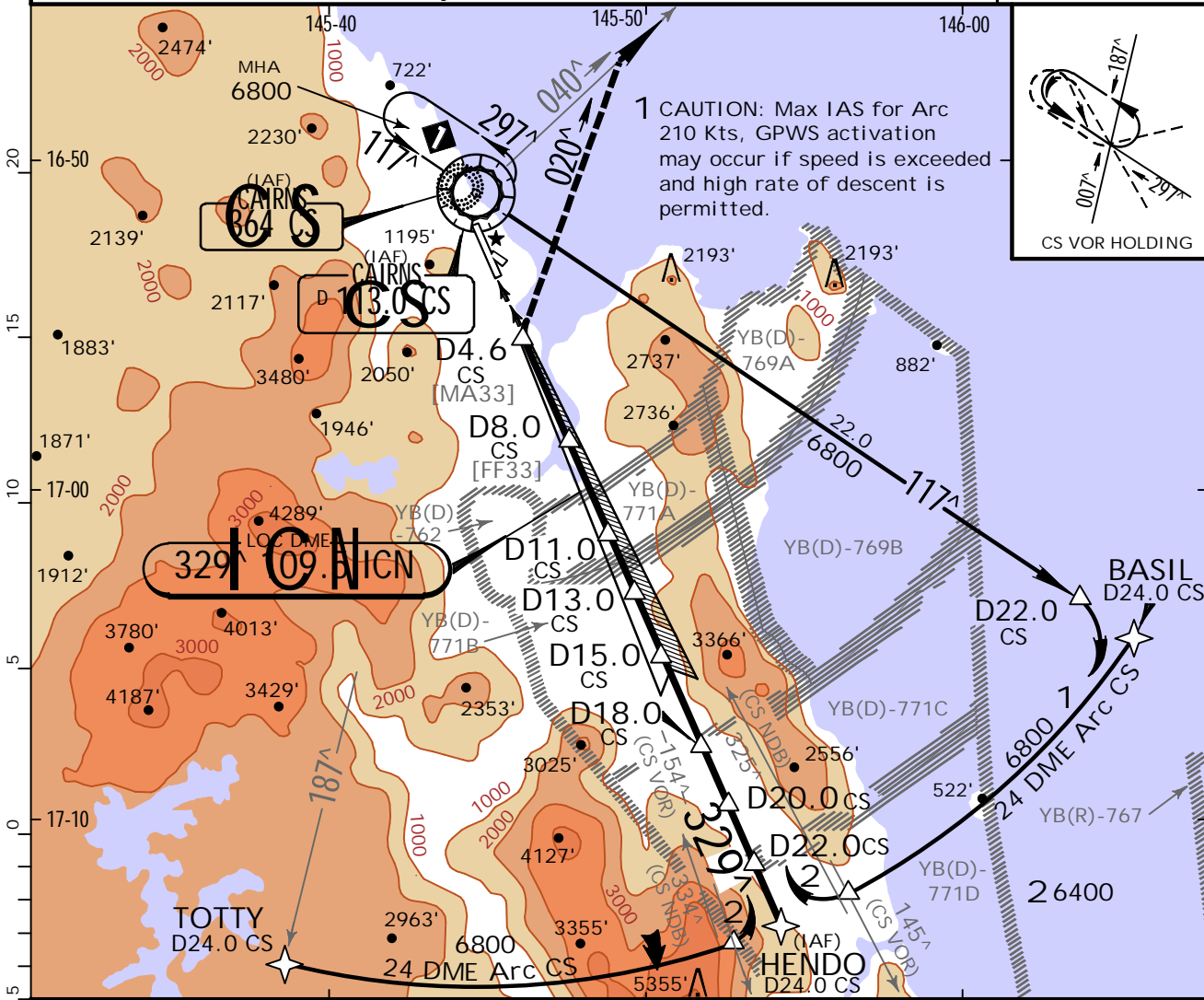
Gnd speed-Kts	70	90	100	120	140	160	HIALS 	LT 015 [^]
GS	3.00 [^]	372	478	531	637	849		
MAP at MM								

STRAIGHT-IN LANDING RWY15				CIRCLE-TO-LAND			
ILS DA(H) 320' (310')		LOC (GS out) DME MDA(H) 550' (540')					
FULL	HIRL out	HIALS out	HIALS out	Max Kts	MDA(H)		
A				100	730' (720') -2.4 km		
B				135	910' (900') -4.0 km		
C	1.2 km	1.7 km	2.1 km	170	1720' (1710') -5.0 km		
D				170	1720' (1710') -5.0 km		

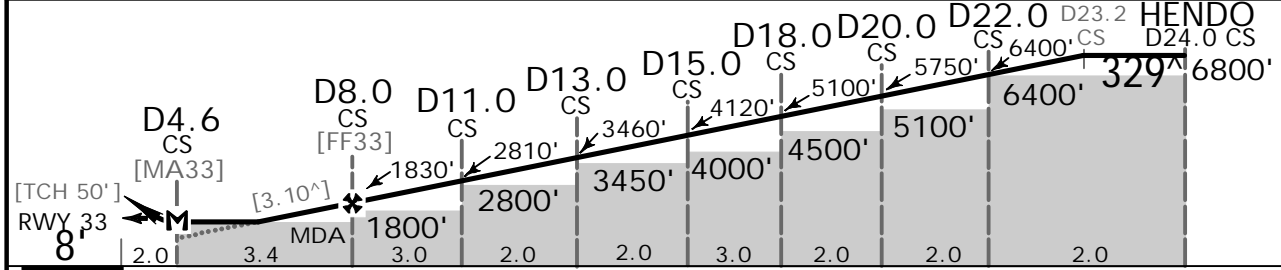
No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South.

PANS OPS

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
LOC ICN 109.5	Final Apch Crs 329[^]	Procedure Alt D8.0 CS 1830' (1822')	MDA(H) 730' (722')	Apt Elev 10' Rwy 33 8'			
MISSED APCH: Track 020 [^] . Intercept CS VOR R-040 outbound (040 [^] bearing from CS NDB). Climb to 4000' or as directed by ATC.							MSA CS VOR/NDB 5600' within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. CS or ICN DME REQUIRED. 2. Max IAS for missed approach 140 Kts. 3. GPS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30 [^] .							



CS/ICN DME	4.6	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.2
ALTITUDE	730'	850'	1180'	1500'	1830'	2160'	2480'	2810'	3460'	4120'	5100'	5750'	6400'	6800'



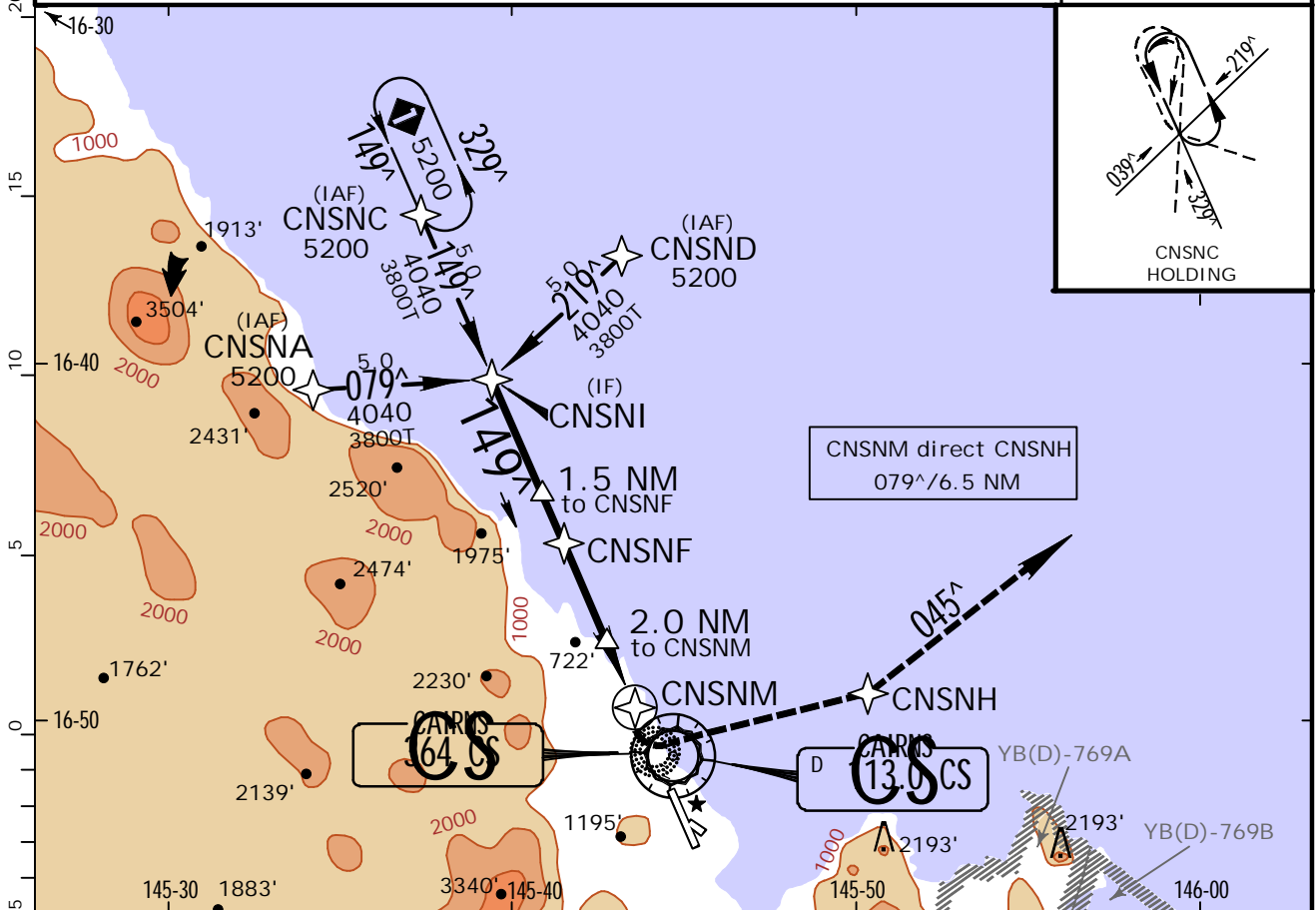
Gnd speed-Kts	70	90	100	120	140	160	PAPI		020[^]
Descent angle	[3.10 [^]]	384	494	548	658	768			
MAP at D4.6 CS									

STRAIGHT-IN LANDING RWY33 LOC DME MDA(H) 730' (722')		CIRCLE-TO-LAND Max Kts _____ MDA(H) _____		<p>No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South.</p>	
A	4.1 km		100		730' (720') - 2.4 km
B			135		
C	NOT APPLICABLE		C		NOT APPLICABLE
D			D	NOT APPLICABLE	

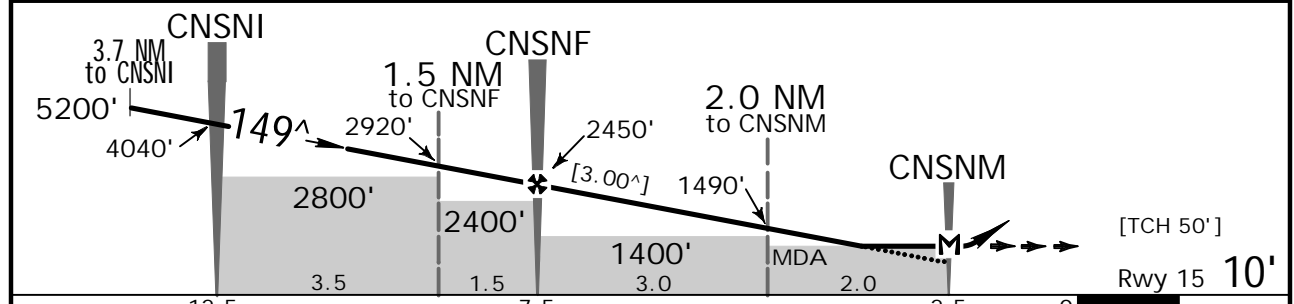
ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
RNAV	Final Apch Crs 149[^]	Procedure Alt CNSNF 2450' (2440')	MDA(H) (CONDITIONAL) 860' (850')	Apt Elev 10'	Rwy 15 10'		

BRIEFING STRIP
MISSED APCH: Turn LEFT, track direct to CNSNH, thence track 045°. Climb to 5200' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial 210 Kts, for MAP turn 190 Kts, for holding 230 kts.



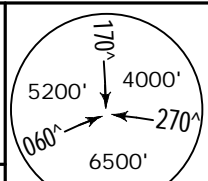
NM to NEXT WPT	3.7	CNSNI	4.0	3.0	2.0	1.0	CNSNF	4.0	3.0	2.0	0.5	CNSNM
ALTITUDE	5200'	4040'	3720'	3400'	3080'	2770'	2450'	2130'	1810'	1490'	1030'	860'

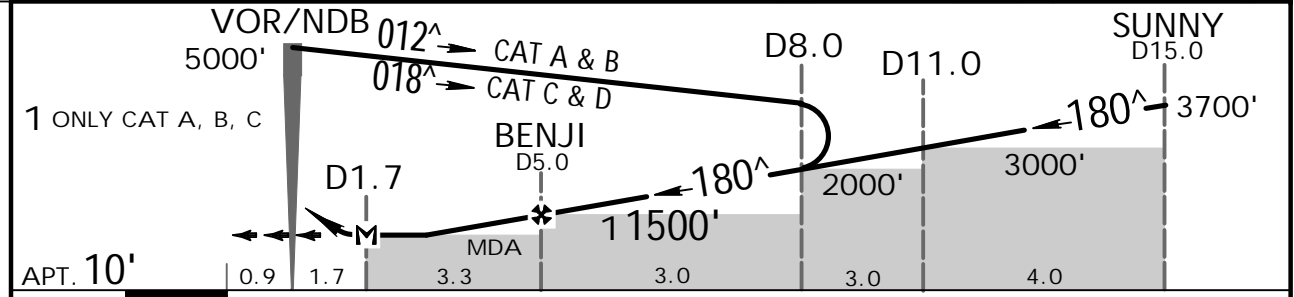
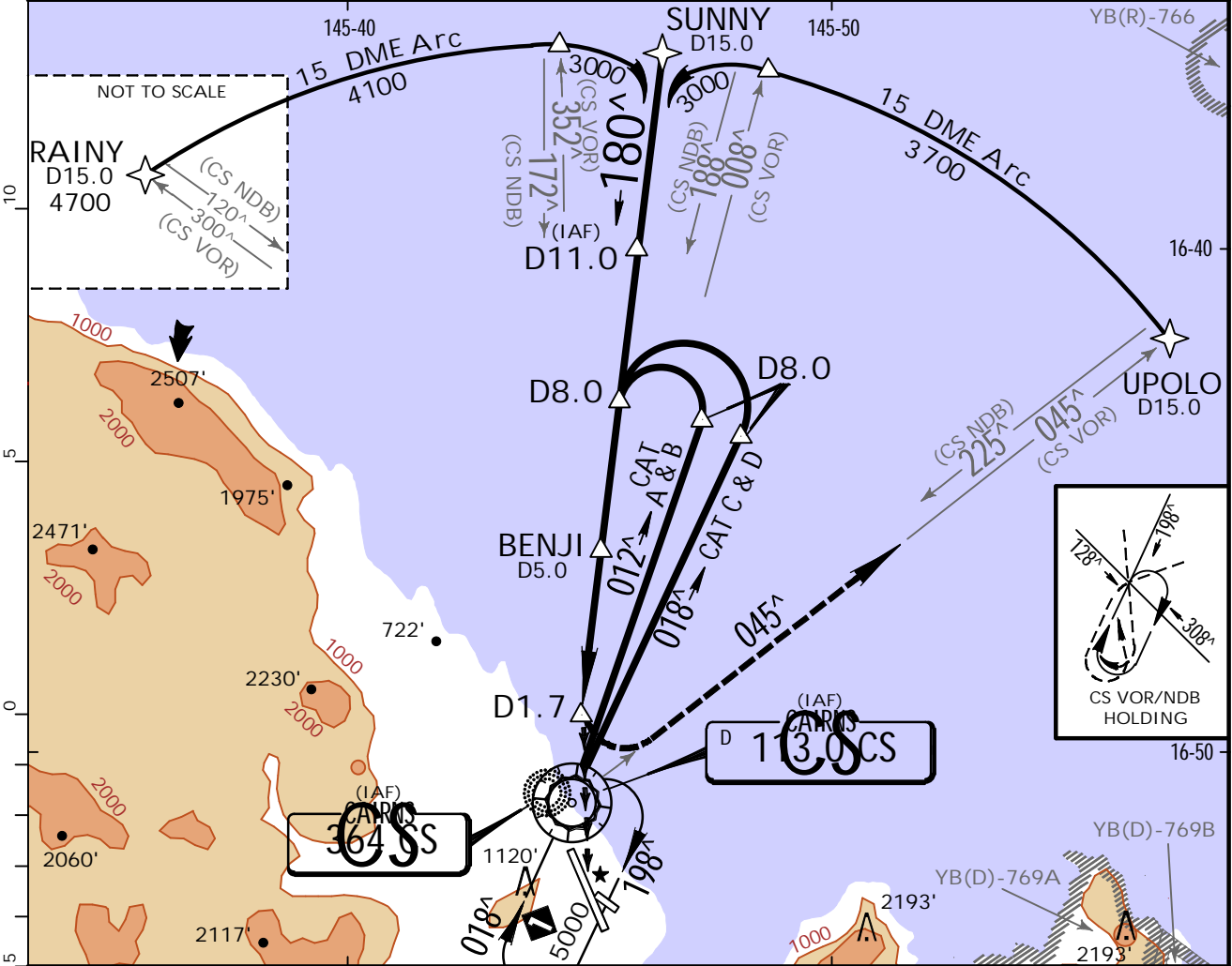


Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI	PAPI	LT	D	CNSNH
Descent angle [3.00 [^]]	372	478	531	637	743	849							
MAP at CNSNM													

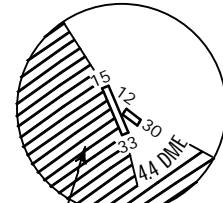
STRAIGHT-IN LANDING RWY15				CIRCLE-TO-LAND				<p>No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).</p>
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%		MDA(H) 860' (850')		MDA(H) 1030' (1020')		
HIALS out		HIALS out		Max Kts	MDA(H)			
A	4.9 km		5.9 km		100	1620'(1610')-2.4 km		
B					135	1720'(1710')-4.0 km		
C					180	1720'(1710')-5.0 km		
D					205	1720'(1710')-5.0 km		

PANS OPS 4

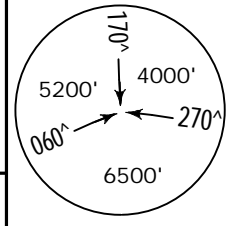
ATIS 113.0 131.1		CAIRNS Approach (R) 118.4 126.1 (as advised)		CAIRNS Tower 124.9	Ground 121.7
VOR CS 113.0	Final Apch Crs 180[^]	Minimum Alt (CONDITIONAL) BENJI 1500' (1490')	MDA(H) Refer to Minimums	Apt Elev 10'	
NDB CS 364					
MISSED APCH: Turn LEFT, intercept and track CS VOR R-045 (045 [^] bearing from CS NDB), climb to 4000' or as directed by ATC.					MSA CS VOR/NDB 5600' within 10 NM
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. CS DME REQUIRED. 2. Max IAS Cat C&D circling: 170 Kts. 3. Max IAS holding 185 Kts, missed apch Cat C 165 Kts. 4. GPS permitted in lieu of DME. Reference waypoint CS VOR.					



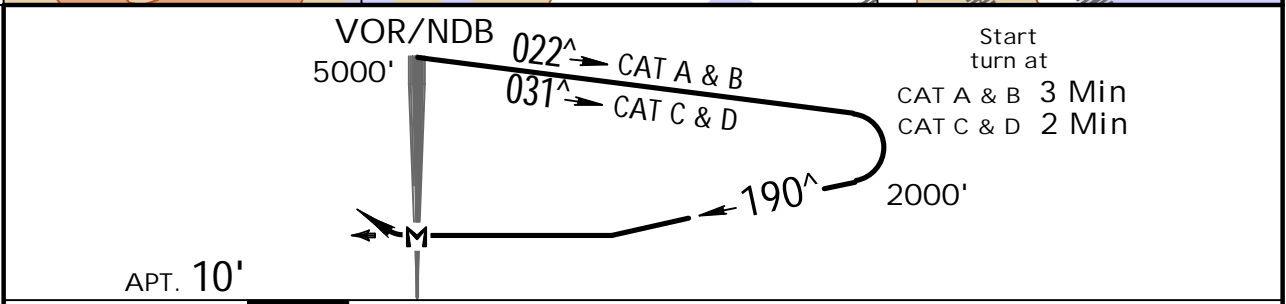
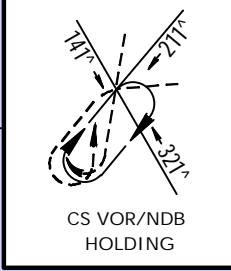
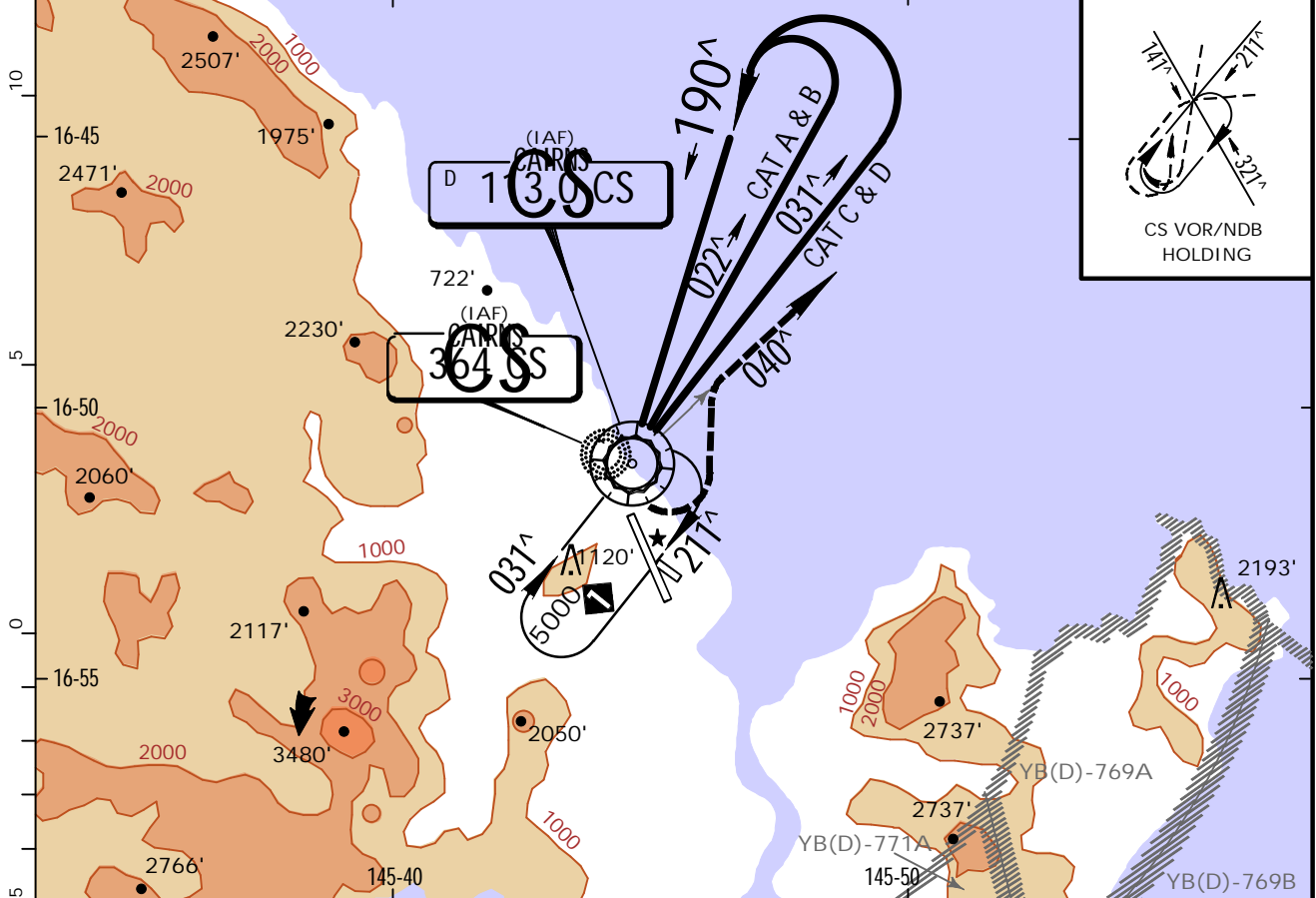
MAP at D1.7	Lighting - Refer to Airport Chart	LT	CS 113.0 or 364 R-045 or 045 [^]
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PANS OPS 4	CIRCLE-TO-LAND		
	Max Kts	MDA(H)	
	A 100	730'(720')-5.0 km	
	B 135	910'(900')-5.0 km	
	C 170	1720'(1710')-5.0 km	

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4	CAIRNS Tower 124.9	Ground 121.7	
BRIEFING STRIP™	VOR CS 113.0	Final Apch Crs 190°	No FAF	MDA(H) Refer to Minimums	Apt Elev 10'
	NDB CS 364				
<p>MISSED APCH: Turn LEFT to intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.</p>					
<p>Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. Max IAS initial Cat A & B: 140 Kts. 2. Max IAS Cat C & D circling: 170 Kts. 3. Max IAS holding at CS NDB or VOR: 185 Kts.</p>					



MSA CS VOR/NDB
5600'
within 10 NM



MAP at VOR/NDB	Lighting - Refer to Airport Chart	LT	CS 113.0 or 364 R-040 or 040°
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PANS OPS 4	CIRCLE-TO-LAND		<p>No Circling West of Rwy 15-33 or Beyond 4.4 DME or 2 NM south of threshold Rwy 33.</p>
	Max Kts.	MDA(H)	
	A 100	1660' (1650') -2.4 km	
	B 135	1720' (1710') -4.0 km	
C 170	1720' (1710') -5.0 km		
D 170	1720' (1710') -5.0 km		

Chart changes since cycle 10-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CAIRNS, QL (CAIRNS INTL - YBCS)				
DEL	CODIE 3A & 3Z ARRS	10-2F	24 May 2013	29 May 2013
ADD	CODIE 4A & 4Z ARRS	10-2F	24 May 2013	29 May 2013
DEL	CODIE 3U ARR	10-2G	24 May 2013	29 May 2013
ADD	CODIE 4U ARR	10-2G	24 May 2013	29 May 2013
DEL	KEEWI 5A & 5V RNAV ARRS	10-2K	24 May 2013	29 May 2013
ADD	KEEWI 6A & 6V RNAV ARRS	10-2K	24 May 2013	29 May 2013
DEL	KEEWI 5U RNAV ARR	10-2L	24 May 2013	29 May 2013
ADD	KEEWI 6P & 6U RNAV ARRS	10-2L	24 May 2013	29 May 2013
DEL	UPOLO 4A, 4B & 4V ARRS	10-2P	24 May 2013	29 May 2013
ADD	UPOLO 5A, 5B & 5V ARRS	10-2P	24 May 2013	29 May 2013
DEL	UPOLO 4P & 4U ARRS	10-2Q	24 May 2013	29 May 2013
ADD	UPOLO 5P & 5U ARRS	10-2Q	24 May 2013	29 May 2013
ADD	TOTTY 1P ARR	10-2S	24 May 2013	29 May 2013
REV	CAIRNS 9 DEP (RADAR)	10-3	24 May 2013	
REV	BIBOOHRA 1 DEP	10-3A	24 May 2013	
ADD	CREEK 4 RNAV (RNP) DEP	10-3A-1	24 May 2013	29 May 2013
REV	AIRPORT, AIRPORT INFO	10-9	24 May 2013	29 May 2013
REV	AIRPORT INFO (CONTD), TAK...	10-9A	24 May 2013	29 May 2013
ADD	RNAV-P (RNP) RWY 15	12-20	24 May 2013	29 May 2013
ADD	RNAV-U (RNP) RWY 15	12-21	24 May 2013	29 May 2013
ADD	RNAV-P (RNP) RWY 33	12-22	24 May 2013	29 May 2013
ADD	RNAV-U (RNP) RWY 33	12-23	24 May 2013	29 May 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YBCS

Chart Change Notices for Country AUS

Type: General

Effectivity: Permanent

Begin Date: 20100603

End Date: No end date

Commencing with the 3 JUN 10 effective date the CTAF (R) concept for Australia will be retired and replaced by CTAF. This is expected to be phased in over the next few months. Jeppesen will process CTAF changes on an as revise basis along with more flight critical revision activity.