

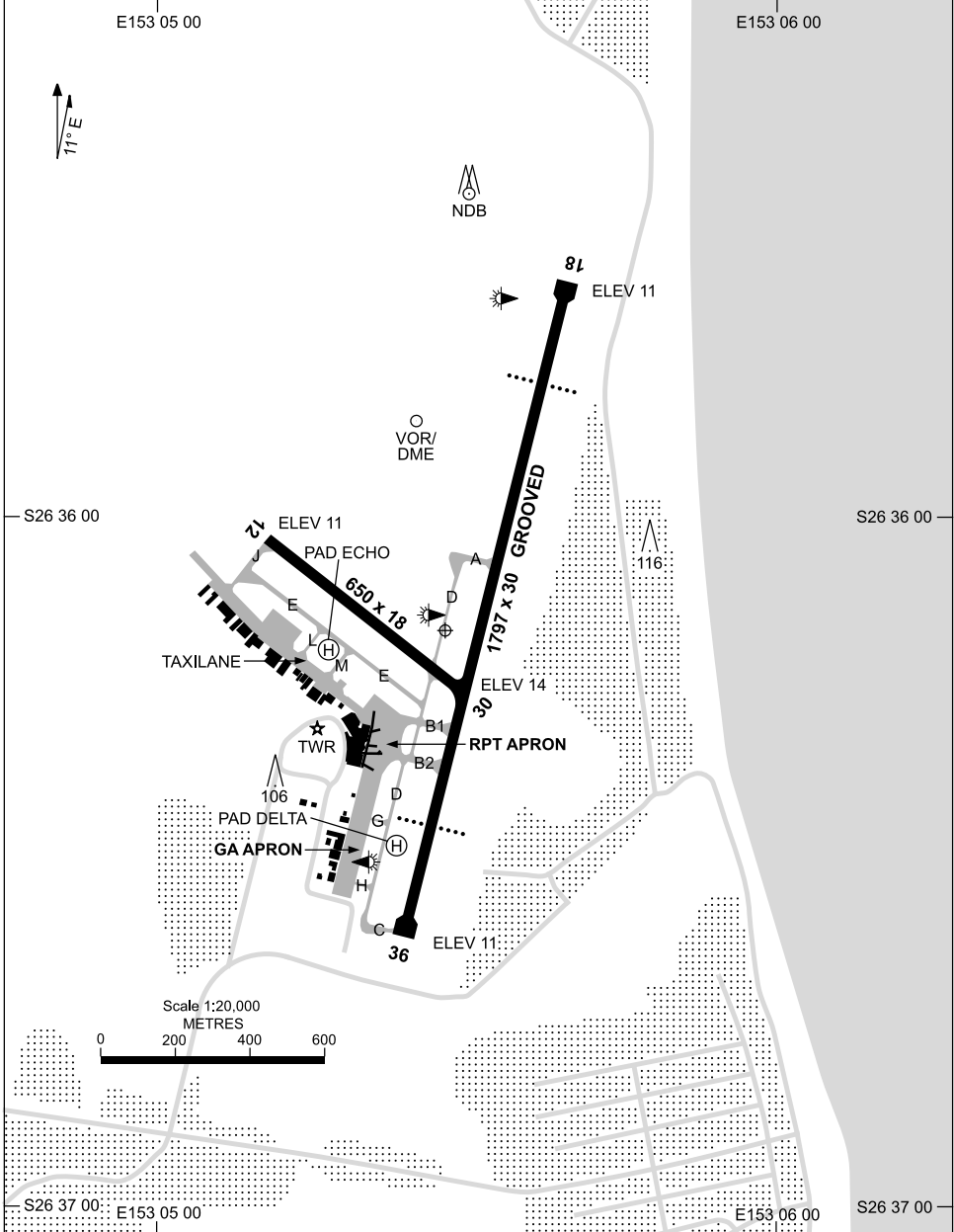
AD ELEV 15

S26 36 12 E153 05 28

SUNSHINE COAST, QLD (YBSU)

8 MAR 2012

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA (AH) BN CEN 129.0 (ON GROUND) BN CEN 123.0 (CCT AREA)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
--------------------------------------	---------------------	---------------------	---	--------------------------------	--------------------------	--



Changes: LOGO, Editorial.

BSUAD01-130

8 MAR 2012

AD ELEV 15
S26 36 12 E153 05 28

AERODROME CHART - Page 2
SUNSHINE COAST, QLD (YBSU)

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA (AH) BN CEN 129.0 (ON GROUND) BN CEN 123.0 (CCT AREA)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
--------------------------------------	---------------------	---------------------	---	--------------------------------	--------------------------	--

--	--	--	--	--	--	--

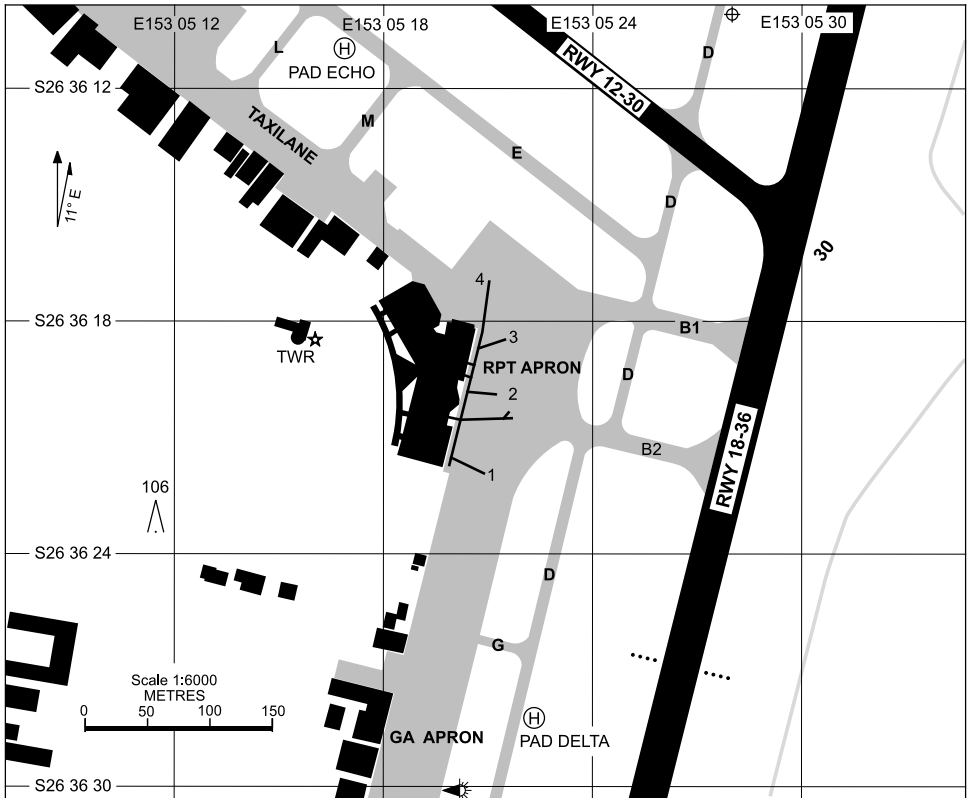
RWY		AERODROME LIGHTING				
		ABN : ALTN W/G 10 SEC TAXIWAY : CENTRELINE GREEN, SIDELINE BLUE TWY B1, B2 RL : AFRU+PAL 124.4 , SDBY				
18	¹⁸³	PAPI 3.0° 45FT RTIL				
⁰⁰³ 36		PAPI 3.0° 50FT RTIL				
12	¹¹⁷	NIL				
²⁹⁷ 30		NIL				

NOTES						
1. RIGHT HAND CIRCUIT RWY 36 EXCEPT AS DIRECTED BY ATC. 2. ACFT ABV 23,000KG MTOW RQ TO MAKE MAX RAD TURNS FOLLOWING YELLOW LINES AT RWY END TURNING NODES.						

Changes: TWY LIGHTING, Editorial, LOGO.

BSUAD02-130

8 MAR 2012



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL
1	S26 36.4 E153 05.4	12	DH8/B462	NIL
2	S26 36.3 E153 05.4	12	B737-800	NIL
3	S26 36.3 E153 05.4	12	B737-800	NIL
4	S26 36.3 E153 05.4	12	B737-800	NIL

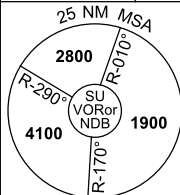
Changes: LOGO.

BSUAP01-130

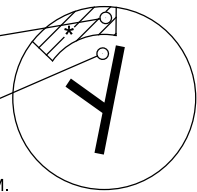
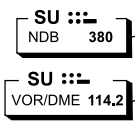
DME or GNSS ARRIVAL PROCEDURES SUNSHINE COAST, QLD (YBSU) Page 1

8 MAR 2012

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA (AH) BN CEN 129.0 (ON GROUND) BN CEN 123.0 (CCT AREA)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
-------------------------------	--------------	--------------	---	-------------------------	-------------------	--



**DME USING SU DME
REFERENCE WAYPOINT SU VOR**



* NO CIRCLING
BETWEEN RWY 12
& 18 BEYOND 1 NM.

10 NM MSA 2700

AD ELEV 15

MYB TO SU		MISSED APPROACH: TURN LEFT, TRACK 090°. CLIMB TO 3000FT.																																								
		NOTE: Procedure partially OCTA during TWR HR.																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">CIRCLING MINIMA</td> <td style="width: 16.5%;">A,B: 1080-2.4</td> <td style="width: 16.5%;">C: 1160-4.0</td> <td style="width: 16.5%;">D: 1220-5.0</td> </tr> <tr> <td>NM FM VOR</td> <td>7.5</td> <td>7</td> <td>6</td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>2800</td> <td>2640</td> <td>2320</td> </tr> </table>		CIRCLING MINIMA	A,B: 1080-2.4	C: 1160-4.0	D: 1220-5.0	NM FM VOR	7.5	7	6	ALT (3° APCH PATH)	2800	2640	2320																													
CIRCLING MINIMA	A,B: 1080-2.4	C: 1160-4.0	D: 1220-5.0																																							
NM FM VOR	7.5	7	6																																							
ALT (3° APCH PATH)	2800	2640	2320																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%;">NM FM VOR</td> <td style="width: 12.5%;">7.5</td> <td style="width: 12.5%;">7</td> <td style="width: 12.5%;">6</td> <td style="width: 12.5%;">5</td> <td style="width: 12.5%;">4</td> <td style="width: 12.5%;">3</td> <td style="width: 12.5%;">2.6</td> <td style="width: 12.5%;">2.4</td> <td style="width: 12.5%;">2.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>2800</td> <td>2640</td> <td>2320</td> <td>2000</td> <td>1680</td> <td>1360</td> <td>1220</td> <td>1160</td> <td>1080</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		NM FM VOR	7.5	7	6	5	4	3	2.6	2.4	2.1											ALT (3° APCH PATH)	2800	2640	2320	2000	1680	1360	1220	1160	1080											
NM FM VOR	7.5	7	6	5	4	3	2.6	2.4	2.1																																	
ALT (3° APCH PATH)	2800	2640	2320	2000	1680	1360	1220	1160	1080																																	

CREDY TO SU		MISSED APPROACH: TURN LEFT, TRACK 090°. CLIMB TO 3000FT.																																								
		NOTE: Procedure partially OCTA during TWR HR.																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">CIRCLING MINIMA</td> <td style="width: 16.5%;">A,B: 1080-2.4</td> <td style="width: 16.5%;">C: 1160-4.0</td> <td style="width: 16.5%;">D: 1220-5.0</td> </tr> <tr> <td>NM FM VOR</td> <td>5.6</td> <td>5</td> <td>4</td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>2200</td> <td>2000</td> <td>1680</td> </tr> </table>		CIRCLING MINIMA	A,B: 1080-2.4	C: 1160-4.0	D: 1220-5.0	NM FM VOR	5.6	5	4	ALT (3° APCH PATH)	2200	2000	1680																													
CIRCLING MINIMA	A,B: 1080-2.4	C: 1160-4.0	D: 1220-5.0																																							
NM FM VOR	5.6	5	4																																							
ALT (3° APCH PATH)	2200	2000	1680																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%;">NM FM VOR</td> <td style="width: 12.5%;">5.6</td> <td style="width: 12.5%;">5</td> <td style="width: 12.5%;">4</td> <td style="width: 12.5%;">3</td> <td style="width: 12.5%;">2.6</td> <td style="width: 12.5%;">2.4</td> <td style="width: 12.5%;">2.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>2200</td> <td>2000</td> <td>1680</td> <td>1360</td> <td>1220</td> <td>1160</td> <td>1080</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		NM FM VOR	5.6	5	4	3	2.6	2.4	2.1													ALT (3° APCH PATH)	2200	2000	1680	1360	1220	1160	1080													
NM FM VOR	5.6	5	4	3	2.6	2.4	2.1																																			
ALT (3° APCH PATH)	2200	2000	1680	1360	1220	1160	1080																																			

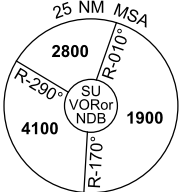
HOLIS TO SU		MISSED APPROACH: TURN RIGHT, TRACK 090°. CLIMB TO 3000FT.																																								
		NOTE: Procedure partially OCTA during TWR HR.																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">CIRCLING MINIMA</td> <td style="width: 16.5%;">A,B: 880-2.4</td> <td style="width: 16.5%;">C: 1160-4.0</td> <td style="width: 16.5%;">D: 1220-5.0</td> </tr> <tr> <td>NM FM VOR</td> <td>5.9</td> <td>5</td> <td>4</td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>1900</td> <td>1630</td> <td>1310</td> </tr> </table>		CIRCLING MINIMA	A,B: 880-2.4	C: 1160-4.0	D: 1220-5.0	NM FM VOR	5.9	5	4	ALT (3° APCH PATH)	1900	1630	1310																													
CIRCLING MINIMA	A,B: 880-2.4	C: 1160-4.0	D: 1220-5.0																																							
NM FM VOR	5.9	5	4																																							
ALT (3° APCH PATH)	1900	1630	1310																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%;">NM FM VOR</td> <td style="width: 12.5%;">5.9</td> <td style="width: 12.5%;">5</td> <td style="width: 12.5%;">4</td> <td style="width: 12.5%;">3.7</td> <td style="width: 12.5%;">3.5</td> <td style="width: 12.5%;">3</td> <td style="width: 12.5%;">2.7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>1900</td> <td>1630</td> <td>1310</td> <td>1220</td> <td>1160</td> <td>990</td> <td>880</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		NM FM VOR	5.9	5	4	3.7	3.5	3	2.7													ALT (3° APCH PATH)	1900	1630	1310	1220	1160	990	880													
NM FM VOR	5.9	5	4	3.7	3.5	3	2.7																																			
ALT (3° APCH PATH)	1900	1630	1310	1220	1160	990	880																																			

BSUDG01-130

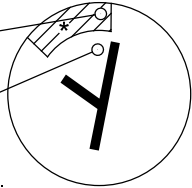
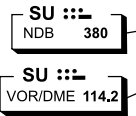
DME or GNSS ARRIVAL PROCEDURES SUNSHINE COAST, QLD (YBSU) Page 2

8 MAR 2012

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA (AH) BN CEN 129.0 (ON GROUND) BN CEN 123.0 (CCT AREA)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
-------------------------------	--------------	--------------	---	-------------------------	-------------------	--



**DME USING SU DME
REFERENCE WAYPOINT SU VOR**



* NO CIRCLING
BETWEEN RWY 12
& 18 BEYOND 1 NM.

10 NM MSA 2700

AD ELEV 15

BN TO SU	VOR or NDB								MISSED APPROACH:				
									TURN RIGHT, TRACK 090°. CLIMB TO 1900FT. NOTE: Procedure partially OCTA during TWR HR.				
	NM FM VOR	25	20	15	11	8	5	0					
CIRCLING MINIMA	A,B: 880-2.4			C: 1160-4.0			D: 1220-5.0						
NM FM VOR	7.1	7	6	5	4	3.7	3.5	3	2.7				
ALT (3° APCH PATH)	2300	2260	1940	1630	1310	1220	1160	990	880				

SECTOR A	VOR or NDB								MISSED APPROACH:				
									TURN AS NECESSARY TRACK 090°. CLIMB TO 1900FT. NOTE: Procedure partially OCTA during TWR HR.				
	NM FM VOR	25	15	8	5	4	0						
CIRCLING MINIMA	A,B: 1120-2.4			C: 1160-4.0			D: 1220-5.0						
NM FM VOR	5.1	5	4	3	2.8	2.7							
ALT (3° APCH PATH)	1900	1860	1540	1220	1160	1120							

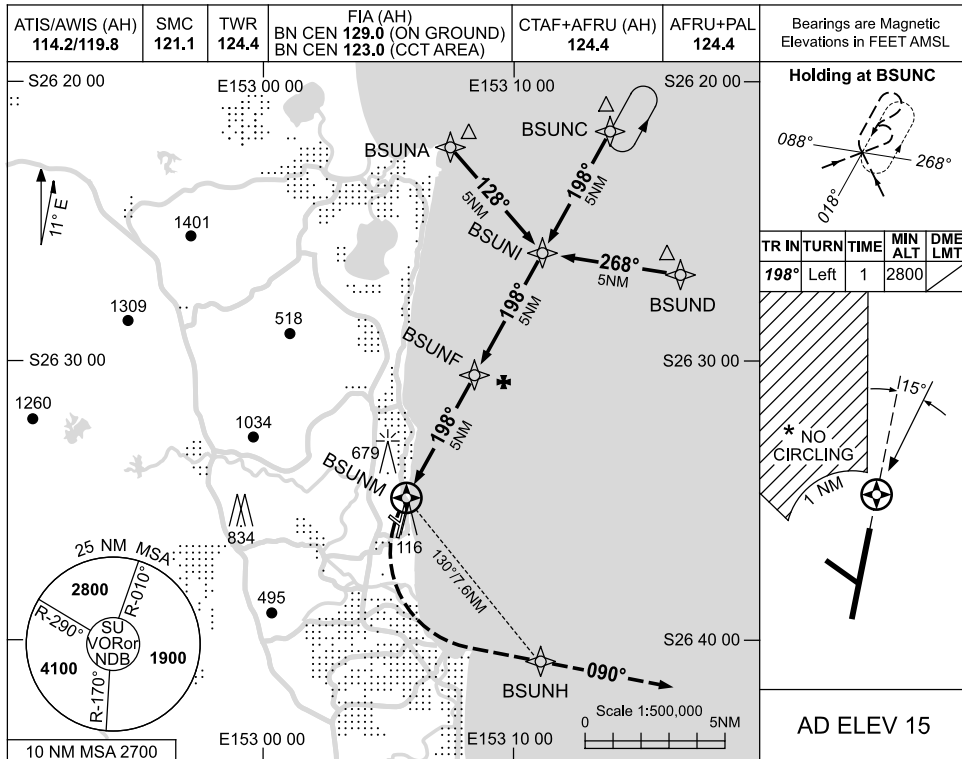
BSUDG02-130

USE QNH

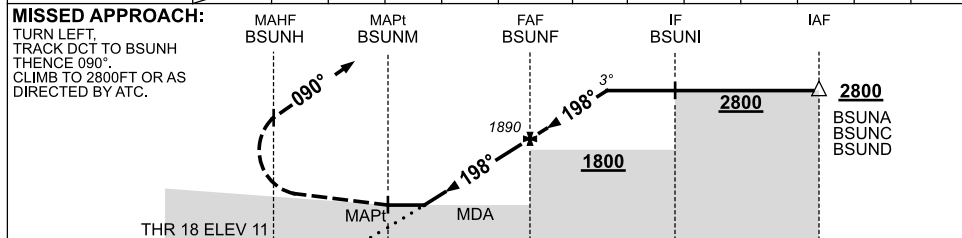
RNAV_(GNSS) RWY 18

SUNSHINE COAST, QLD (YBSU)

8 MAR 2012



NM TO NEXT WPT	BSUNM	1.7	2	3	4	BSUNF	1	2	2.8			
ALT (3° APCH PATH)		840	940	1250	1570	1890	2210	2530	2800			



NM FM MAPt	0.8	0	5	10	15
------------	-----	---	---	----	----

NOTES

1. MAX IAS:
INITIAL : 210KT.
2. PROC COMMENCES
OCTA DURING TWR
HRS.
- * 3. NO CIRCLING
BETWEEN RWY 12 &
18 BEYOND 1 NM.

CATEGORY	A	B	C	D
S-I GNSS	840 (825-4.7)			
CIRCLING*	840 (825-2.4)	1160 (1145-4.0)	1220 (1205-5.0)	
ALTERNATE	(1325-4.4)	(1645-6.0)	(1705-7.0)	

Changes: LOGO, Editorial.

BSUGN01-130

NOISE ABATEMENT PROCEDURES**SUNSHINE COAST****1. PREFERRED RUNWAYS**

1.1 FOR JET AIRCRAFT:

Landing - Runway 36

Take-off - Runway 18

2. PREFERRED FLIGHT PATHS FOR ACFT ABOVE 5700KG

2.1 Where possible all arriving and departing aircraft track seawards of the coast.

2.2 Departing Runway 18 - SU TO MOOLO:

UNLESS OTHERWISE DIRECTED BY ATC;

(a) Jet aircraft shall at 500FT, turn left heading 090° M to intercept track.
If not able to intercept track from this heading, then maintain heading
090° until 4 DME before turning to intercept track.

(b) All other aircraft are requested to turn prior to the Maroochy river.

3. TRAINING FLIGHTS

See AIP/ERSA

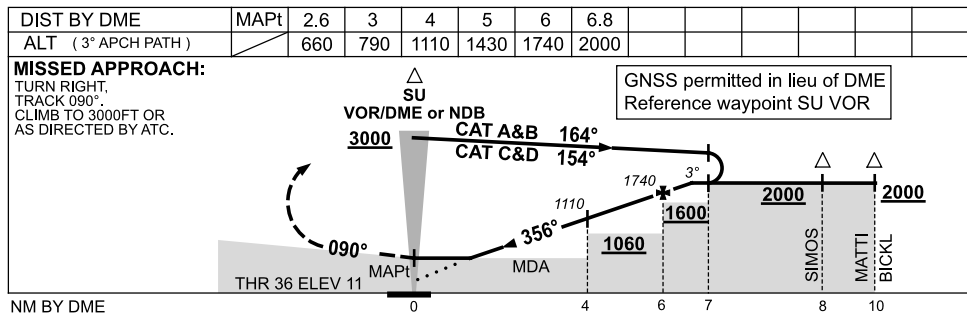
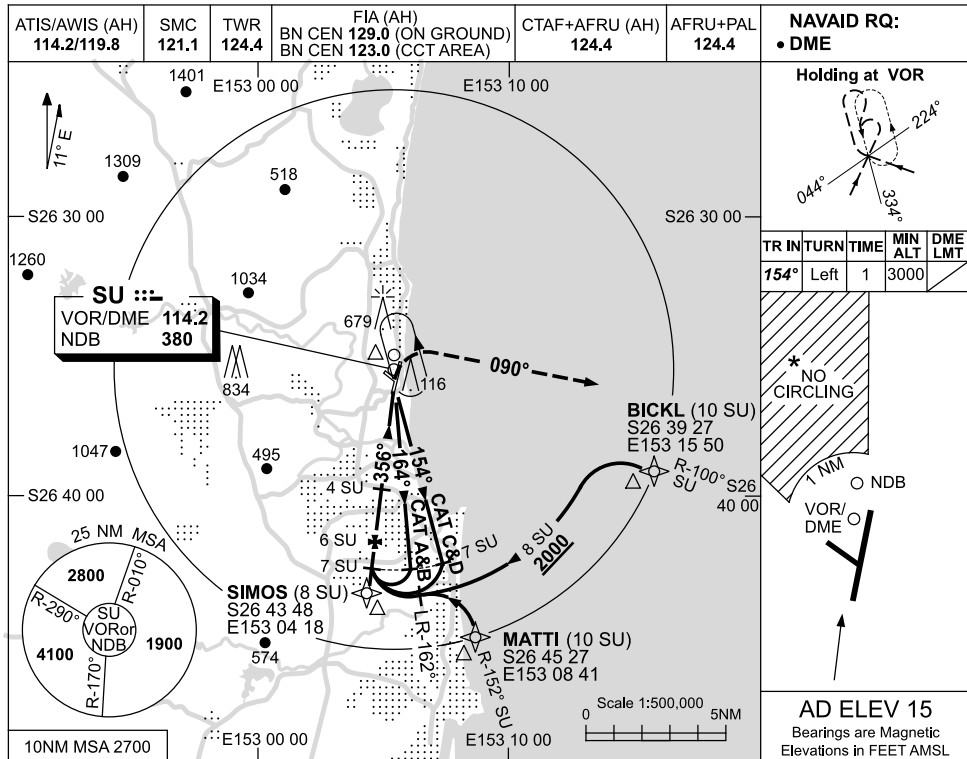
4. CURFEW4.1 Aircraft above 5700KG operating between 2200 and 0700 HR local time
require prior approval from Sunshine Coast Regional Council.

USE QNH

NDB or VOR RWY 36

8 MAR 2012

SUNSHINE COAST, QLD (YBSU)



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME or NDB/DME	660 (645-3.6)			
CIRCLING *	840 (825-2.4)	1160 (1145-4.0)	1220 (1205-5.0)	
ALTERNATE	(1325-4.4)		(1705-7.0)	

1. PROC PARTIALLY OCTA DURING TWR HR.
- * 2. NO CIRCLING BETWEEN RWY 12 & 18 BEYOND 1 NM.

Changes: GNSS, LOGO, Editorial.

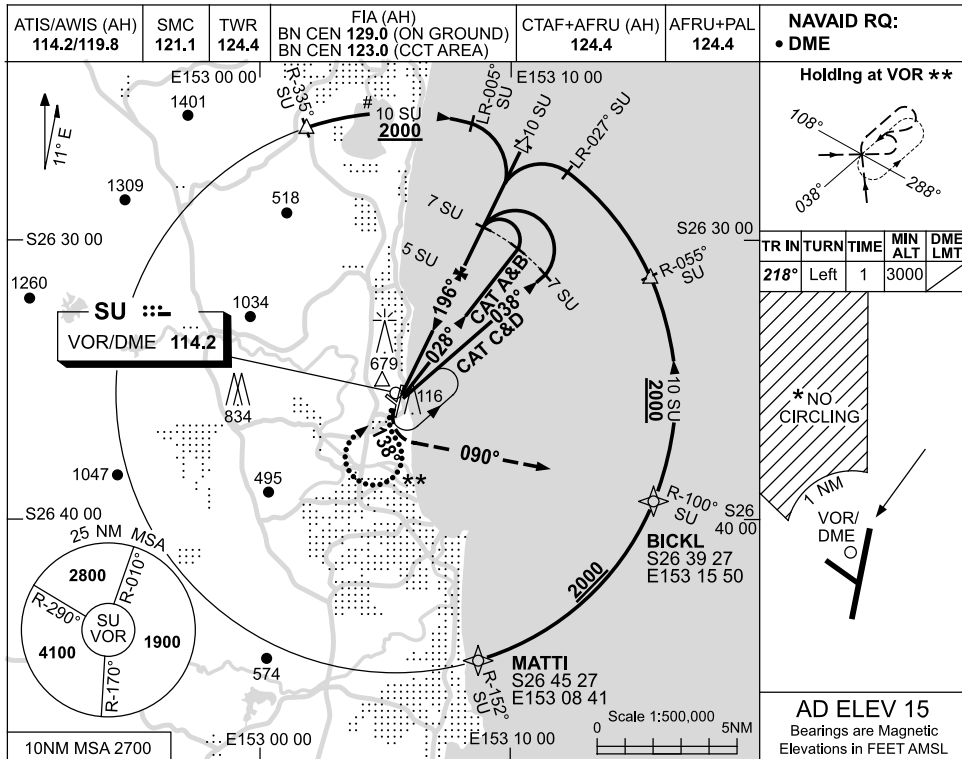
BSUNB02-130

USE QNH

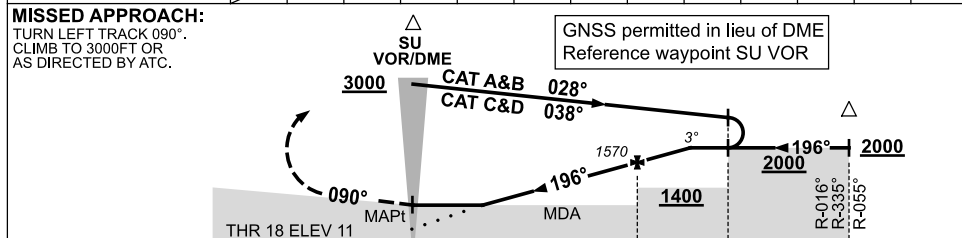
VOR RWY 18

8 MAR 2012

SUNSHINE COAST, QLD (YBSU)



DIST BY DME	MAPt	2.7	3	4	5	6	6.4		
ALT (3° APCH PATH)		830	930	1250	1570	1890	2000		



NM BY DME

CATEGORY	A	B	C	D
S-I VOR/DME	830 (815-4.0)			
CIRCLING *	840 (825-2.4)	1160 (1145-4.0)	1220 (1205-5.0)	
ALTERNATE	(1325-4.4)	(1645-6.0)	(1705-7.0)	

- NOTES**
- *1. NO CIRCLING BETWEEN RWY 12 & 18 BEYOND 1 NM.
 - #2. PROC PARTIALLY OCTA DURING TWR HR.
 - **3. PROC TURN (80°/260°) RQ TO JOIN PROC FROM HOLD.

Changes: GNSS, LOGO, Editorial.

BSUV001-130