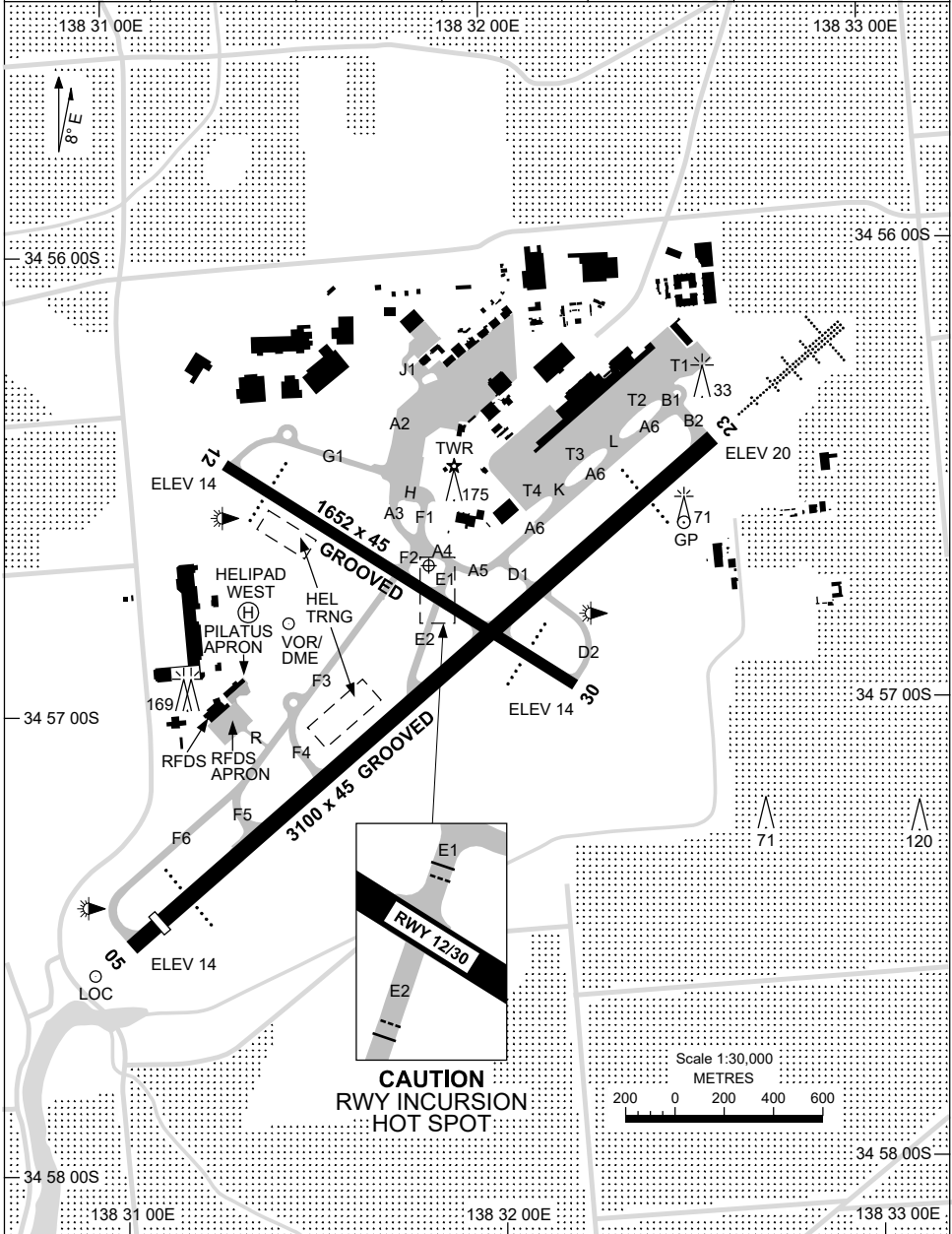


25 MAR 2021

AD ELEV 20
34 56 42S 138 31 50E

AERODROME CHART - Page 1
ADELAIDE, SA (YPAD)

ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5	Bearings are Magnetic Elevations in FEET AMSL
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Changes: PILATUS APRON ADDED, Editorial.

PADAD01-166

15 JUN 2023

AD ELEV 20
34 56 42S 138 31 50E

AERODROME CHART - Page 2
ADELAIDE, SA (YPAD)

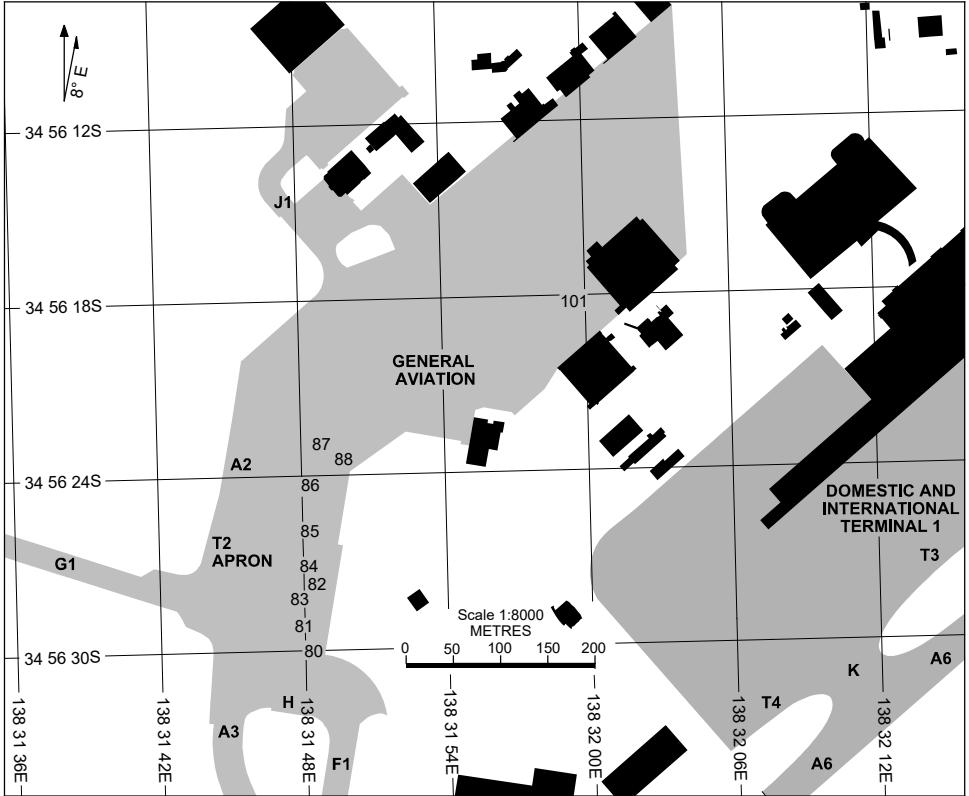
ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5		Bearings are Magnetic Elevations in FEET AMSL
RWY	AERODROME LIGHTING				
	ABN : ALTN W/G 8 SEC TAXIWAY : GREEN CENTRELINE , RUNWAY GUARD LGT RL : MAN , SDBY (DURING LVP 1 SEC, OTHER TIMES 15 SEC)				
05 ⁰⁴²	PAPI 3.0° 61FT HIRL MIRL				
222 23	PAPI 3.0° 59FT HIRL MIRL HIAL - CAT 1				
12 ¹¹⁵	PAPI 3.0° 51FT MIRL				
295 30	PAPI 3.0° 51FT MIRL				
<p>NOTES</p> <p>1. RWY 23 HIAL NON-STANDARD 4 BAR SYSTEM. 2. HIAL CAT-I ALIGNED WITH ILS GP.</p>					

Changes: REMOVED HSL.

PADAD02-175

APRON CHART - TERMINAL 2
ADELAIDE, SA (YPAD)

1 DEC 2022



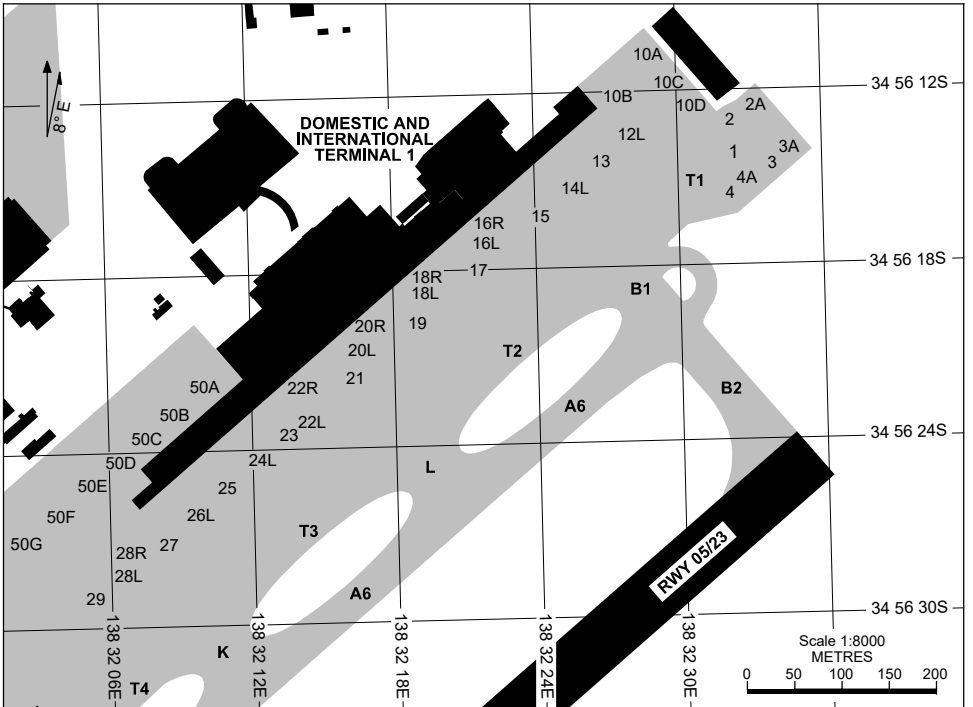
PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
80	34 56 30.88S 138 31 49.07E	15	A320 ALL-B737 ALL	NIL	MARSHALLER
81	34 56 30.04S 138 31 48.46E	15	A320 ALL-B737 ALL	NIL	MARSHALLER
82	34 56 28.65S 138 31 49.17E	15	A340-600-B777-300	NIL	MARSHALLER
83	34 56 29.04S 138 31 48.41E	15	A320 ALL-B737 ALL	NIL	MARSHALLER
84	34 56 27.94S 138 31 48.62E	15	A320 ALL-B737 ALL	NIL	MARSHALLER
85	34 56 26.58S 138 31 48.69E	15	A320 ALL-B737 ALL	NIL	MARSHALLER
86	34 56 25.24S 138 31 47.50E	15	B463	NIL	MARSHALLER
87	34 56 23.13S 138 31 49.17E	15	B463	NIL	MARSHALLER
88	34 56 24.36S 138 31 49.19E	15	B463	NIL	MARSHALLER
101	34 56 18.43S 138 31 59.50E	16	A320 ALL-B737 ALL	NIL	MARSHALLER

Changes: STAND 86 CAPACITY.

PADAP01-173

20 MAR 2025



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	34 56 15.86S	138 32 32.96E	20	B747/B767	NIL	MARSHALLER
2	34 56 14.66S	138 32 33.22E	20	B737	NIL	MARSHALLER
2A	34 56 14.40S	138 32 33.56E	20	SF340B	NIL	MARSHALLER
3	34 56 15.71S	138 32 34.30E	20	B737	NIL	MARSHALLER
3A	34 56 15.49S	138 32 34.66E	20	SF340B	NIL	MARSHALLER
4	34 56 16.98S	138 32 32.45E	20	B737	NIL	MARSHALLER
4A	34 56 16.82S	138 32 32.69E	20	SF340B	NIL	MARSHALLER
10A	34 56 12.16S	138 32 28.60E	20	SF340	NIL	MARSHALLER
10B	34 56 14.01S	138 32 28.10E	20	SF340	NIL	MARSHALLER
10C	34 56 13.60S	138 32 29.52E	20	SF340	NIL	MARSHALLER
10D	34 56 13.96S	138 32 30.43E	19	SF340	NIL	MARSHALLER
12L	34 56 14.86S	138 32 27.34E	19	B737	F35	SAFEGATE
13	34 56 15.77S	138 32 26.02E	19	B737	F35	SAFEGATE
14L	34 56 16.67S	138 32 24.70E	19	B737	F35	SAFEGATE
15	34 56 17.57S	138 32 23.39E	19	B737	F35	SAFEGATE
16L	34 56 18.50S	138 32 22.07E	19	B737	F35	SAFEGATE
16R	34 56 17.55S	138 32 22.08E	20	B747/B767	F35	SAFEGATE
17	34 56 19.38S	138 32 20.76E	19	B737	F35	MARSHALLER
18L	34 56 20.25S	138 32 19.49E	19	B737	F35	SAFEGATE
18R	34 56 19.31S	138 32 19.61E	20	B747/B767	F35	SAFEGATE
19	34 56 21.16S	138 32 18.17E	19	B737	F35	SAFEGATE
20L	34 56 22.06S	138 32 16.85E	19	B737	F35	SAFEGATE
20R	34 56 21.04S	138 32 17.10E	20	B747/B767	F35	SAFEGATE
21	34 56 22.97S	138 32 15.54E	19	B737	F35	SAFEGATE
22L	34 56 23.96S	138 32 14.10E	19	B737	F35	SAFEGATE
22R	34 56 22.93S	138 32 14.35E	20	B747/B767	F35	SAFEGATE
23	34 56 24.86S	138 32 12.79E	19	B737	F35	SAFEGATE
24L	34 56 25.77S	138 32 11.47E	19	B737	F35	SAFEGATE
25	34 56 26.67S	138 32 10.15E	19	B737	F35	SAFEGATE
26L	34 56 27.57S	138 32 08.84E	19	B737	F35	SAFEGATE
27	34 56 28.48S	138 32 07.52E	19	B737	F35	SAFEGATE
28L	34 56 29.39S	138 32 06.19E	19	B737	F35	SAFEGATE
28R	34 56 28.43S	138 32 06.34E	20	B747/B767	F35	SAFEGATE
29	34 56 30.30S	138 32 04.87E	19	B737	F35	SAFEGATE

Changes: NIG-APIS++ UPDATED TO SAFEGATE, Editorial.

PADAP02-182

24 MAR 2022**PARKING POSITION INFORMATION**

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
50A	34 56 22.91S 138 32 09.77E	18	SF340	NIL	MARSHALLER
50B	34 56 23.75S 138 32 08.50E	18	SF340	NIL	MARSHALLER
50C	34 56 24.55S 138 32 07.31E	18	SF340	NIL	MARSHALLER
50D	34 56 25.58S 138 32 06.38E	18	F50	NIL	MARSHALLER
50E	34 56 26.31S 138 32 05.77E	18	DH8D	NIL	MARSHALLER
50F	34 56 27.95S 138 32 03.77E	18	E190	NIL	MARSHALLER
50G	34 56 28.52S 138 32 03.00E	18	E190	NIL	MARSHALLER

Changes: BAY 50F AND 50G CAPACITY UPDATE.

PADAP03-170

DME or GNSS ARRIVAL PROCEDURES ADELAIDE, SA (YPAD)

25 MAR 2021

ATIS 116.4 134.5	APP 118.2 124.2	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA

AD VOR of YPAD ARP

DME USING AD DME REFERENCE WAYPOINT AD VOR

AD VOR/DME 116.4

* NO CIRCLING SOUTH OF RWY 05/23 BEYOND 4 DME OR BEYOND 3NM FM THR 05/23/30

10 NM MSA 3800

AD ELEV 20

SECTOR A

MISSED APPROACH:

TURN AS REQUIRED, INTERCEPT AND TRACK R-044°. CLIMB TO 3800FT OR AS DIRECTED BY ATC.

LIMITATION:
200KT IAS MAX UNTIL ESTABLISHED ON R-044°

NM TO AD VOR	25	15	10	5	0															
CIRCLING MINIMA	A,B: 900-2.4			C: 1000-4.0		D: 1000-5.0														
NM TO AD VOR	8.1	8	7	6	5	4	3	2.4												
ALT (3° APCH PATH)	2700	2680	2360	2050	1730	1410	1090	900												

SECTOR B

MISSED APPROACH:

TURN LEFT, INTERCEPT AND TRACK R-224°, CLIMB TO 1800FT; OR AS DIRECTED BY ATC.

NM TO AD VOR	25	15	10	7	5	3	0													
CIRCLING MINIMA	A,B: 900-2.4			C: 1000-4.0		D: 1000-5.0														
NM TO AD VOR	9.4	9	8	7	6	5	4	3	2	1	0.3									
ALT (3° APCH PATH)	3800	3680	3360	3040	2720	2410	2090	1770	1450	1130	910									

SECTOR C

MISSED APPROACH:

TURN LEFT, INTERCEPT AND TRACK R-300°, CLIMB TO 1800FT; OR AS DIRECTED BY ATC.

NM TO AD VOR	25	15	8	6	5	4	2	0												
CIRCLING MINIMA	A,B: 900-2.4			C: 1000-4.0		D: 1000-5.0														
NM TO AD VOR	10	9	8	7	6	5	4	3	2	0.9										
ALT (3° APCH PATH)	3800	3480	3160	2840	2520	2210	1890	1570	1250	900										

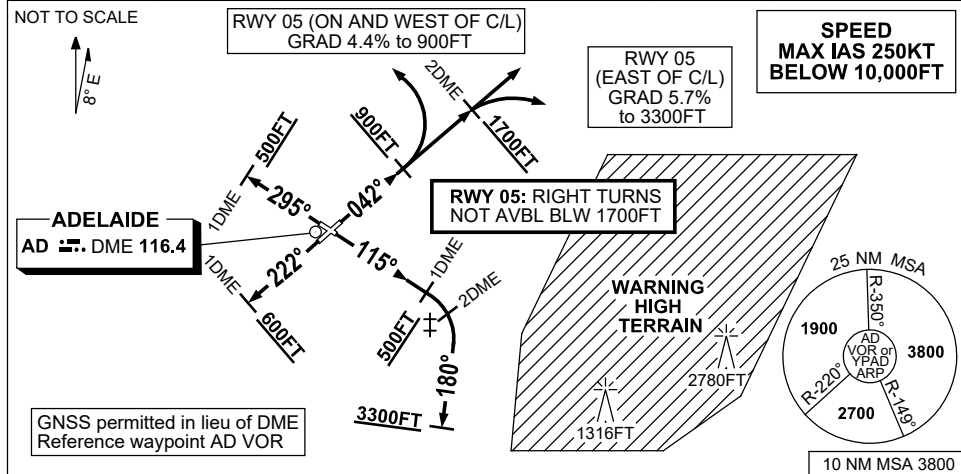
Changes: Editorial

PADDG01-166

**STANDARD INSTRUMENT DEPARTURES (SID)
ADELAIDE FOUR DEPARTURE (RADAR)
ADELAIDE, SA (YPAD)**

17 JUN 2021

ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5	APP (SE) 118.2	APP (NW) 124.2	Bearings are Magnetic Elevations in FEET AMSL
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ADELAIDE FOUR DEPARTURE (RADAR)

- NOTE:**
- FOR RWY 05 DEPS, ACFT WITH FLT PLAN TRACKS IN THE SECTOR 042° THROUGH WEST TO 219° CAN EXPECT A LEFT TURN.
 - JETS DEPARTING FROM RWY 23/30 FOR TRACKS TO THE EAST OF ADELAIDE CAN EXPECT TO BE AT OR ABV 5000FT BY CROSSING R-185°AD or THE COAST EASTBOUND
 - WHEN AD DME NOT AVBL, ON PILOT REQ APP WILL ADVISE PASSING DME DIST BASED ON RADAR OBS.

RWY 05 (DEPS EAST OF RWY C/L)

- GRAD 5.7% to 3300FT thence 3.3%
- Track 042°
- AT or ABV 1700FT **AND** after passing 2 AD DME turn to assigned heading
RIGHT TURNS BLW 1700FT NOT AVBL

RWY 05 (DEPS ON & WEST OF RWY C/L)

- GRAD 4.4% to 900FT thence 3.3%
- Track 042°
- AT or ABV 900FT turn LEFT to assigned heading or track

RWY 12 (MAX IAS 175KT until tracking 180°) ‡

- GRAD 4.7% to 1500FT thence 3.3%
- Track 115°
- ‡AT or ABV 500FT **AND** between 1 AD DME and 2 AD DME turn RIGHT track 180°
- AT or ABV 3300FT turn to assigned heading

RWY 23

- GRAD 4.7% to 3300FT thence 3.3%
- Track 222°
- AT or ABV 600FT **AND** after passing 1 AD DME SW turn to assigned heading or track

RWY 30

- GRAD 4.7% to 3300FT thence 3.3%
- Track 295°
- AT or ABV 500FT **AND** after passing 1 AD DME NW turn to assigned heading or track

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

On recognition of communication failure

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

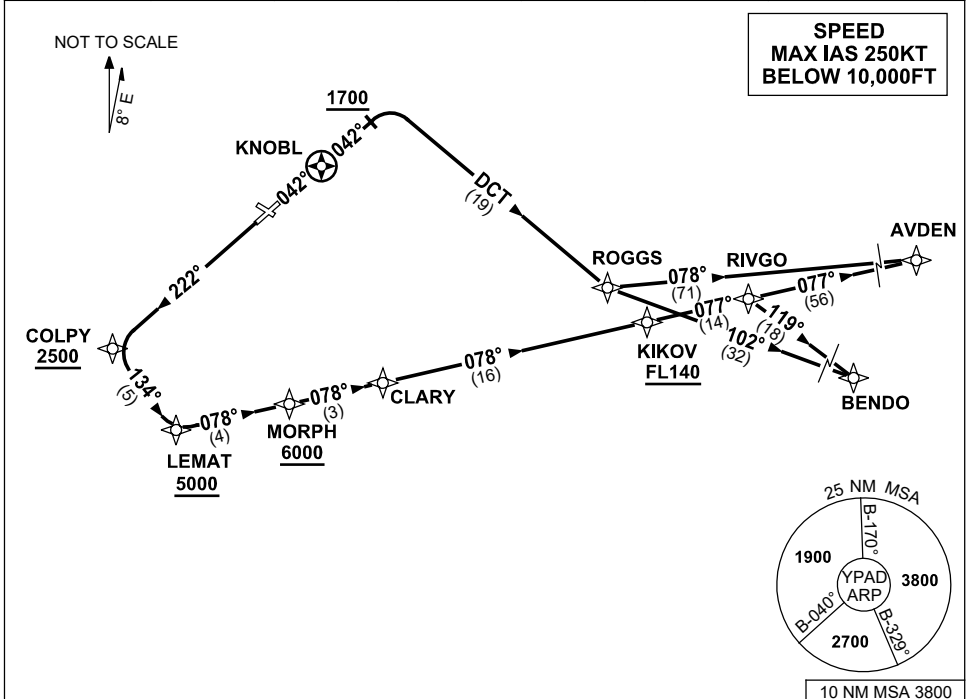
Changes: Editorial.

PADDP01-167

**STANDARD INSTRUMENT DEPARTURES (SID)
RWYS EAST (JET) (RNAV)
ADELAIDE, SA (YPAD)**

13 JUN 2024

ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5	APP 118.2	Bearings are Magnetic Elevations in FEET AMSL
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**SPEED
MAX IAS 250KT
BELOW 10,000FT**

**AVDEN ONE DEPARTURE
BENDO THREE DEPARTURE**

RWY 05

- GRAD 5.7% to 3300ft then 3.3%
- Track 042°
- After passing KNOBL **AND** 1700ft turn **RIGHT**
- Track DCT to ROGGS

For AVDEN

- From ROGGS turn **LEFT** track 078° to AVDEN, then as cleared

For BENDO

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

RWY 23

- GRAD 4.7% to 3300ft then 3.3%
- Track 222° to COLPY
- Turn **LEFT**, track 134° to LEMAT
- Turn **LEFT**, track 078° to MORPH
- Track 078° to CLARY
- Track 078° to KIKOV
- Track 077° to RIVGO

For AVDEN

- From RIVGO track 077° to AVDEN, then as cleared

For BENDO

- From RIVGO turn **RIGHT** track 119° to BENDO, then as cleared

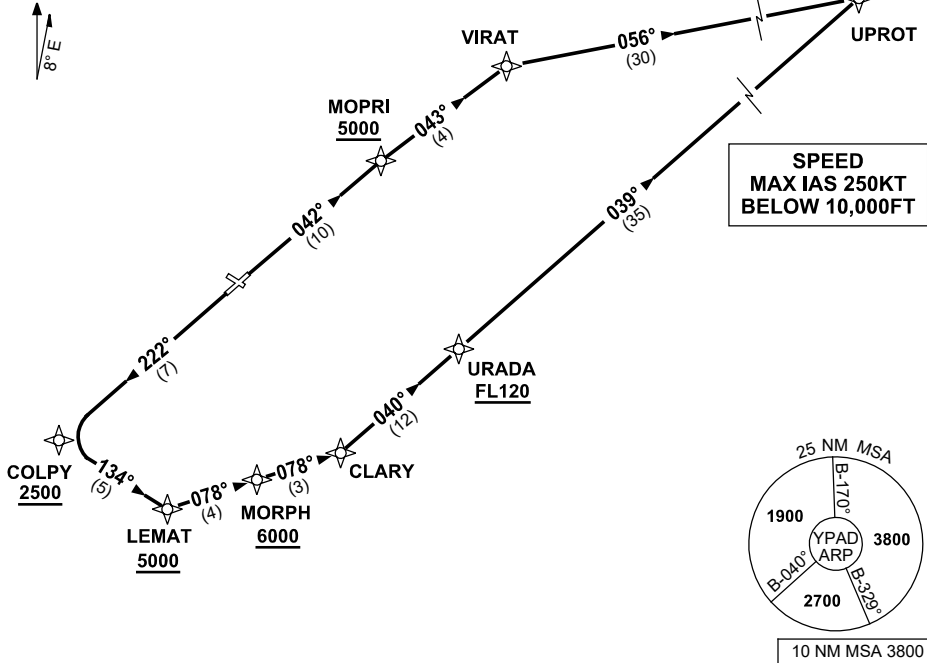
Changes: AVDEN, RIVGO, KIKOV, LEMAT REPLACE PANKI, MURRY, BARKA, SULLY, VALIDITY NUMBER. PADDP02-179

**STANDARD INSTRUMENT DEPARTURES (SID)
UPROT TWO (JET) (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5	APP 118.2		Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



UPROT TWO DEPARTURE

RWY 05

- GRAD 4.4% to 900ft then 3.3%
- Track 042° to MOPRI
 Cross MOPRI AT or ABV 5000ft
- Track 043° to VIRAT
- Turn RIGHT track 056° to UPROT,
 then as cleared

RWY 23

- GRAD 4.7% to 3300ft then 3.3%
- Track 222° to COLPY
 Cross COLPY AT or ABV 2500ft
- Turn LEFT track 134° to LEMAT
 Cross LEMAT AT or ABV 5000ft
- Turn LEFT track 078° to MORPH
 Cross MORPH AT or ABV 6000ft
- Track 078° to CLARY,
- Turn LEFT track 040° to URADA,
 Cross URADA AT or ABV FL120
- Track 039° to UPROT,
 then as cleared

Changes: WAYPOINT NAMES, VALIDITY INDICATOR.

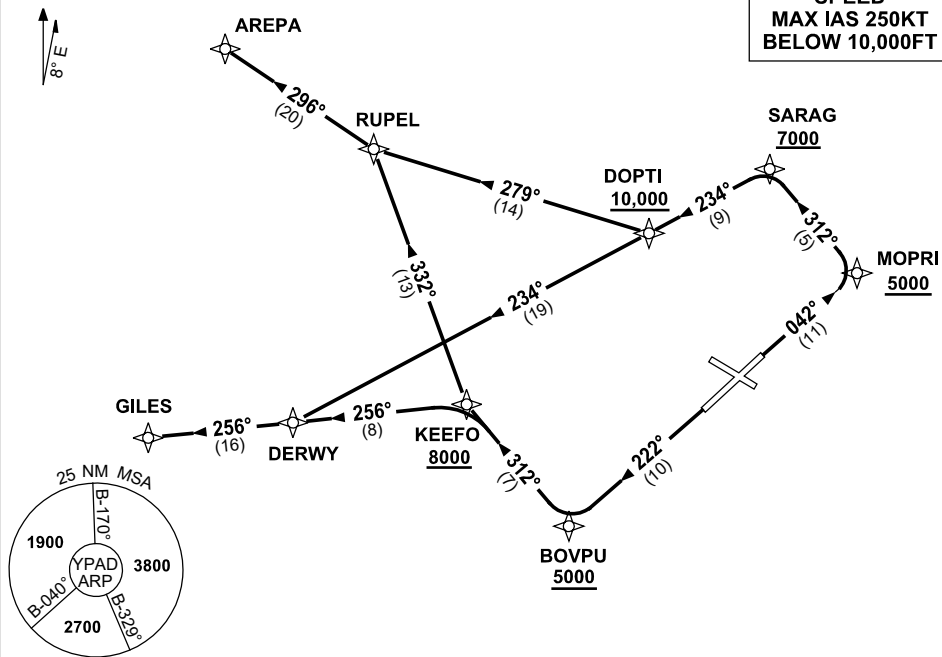
PADDP03-181

STANDARD INSTRUMENT DEPARTURES (SID)
RWYS WEST (JET) (RNAV)
ADELAIDE, SA (YPAD)

13 JUN 2024

ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5	APP 124.2	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**AREPA ONE DEPARTURE
GILES FIVE DEPARTURE**

RWY 05

- GRAD 4.4% to 900ft then 3.3%
- Track 042° to MOPRI
Cross MOPRI AT or ABV 5000ft
- Turn LEFT track 312° to SARAG
Cross SARAG AT or ABV 7000ft
- Turn LEFT track 234° to DOPTI
Cross DOPTI AT or ABV 10,000ft

For AREPA

- Turn RIGHT track 279° to RUPEL
- Turn RIGHT track 296° to AREPA, then as cleared

For GILES

- Track 234° to DERWY
- Turn RIGHT track 256° to GILES, then as cleared

RWY 23

- GRAD 4.7% to 3300ft then 3.3%
- Track 222° to BOVPU
Cross BOVPU AT or ABV 5000ft
- Turn RIGHT track 312° to KEEFO
Cross KEEFO AT or ABV 8000ft

For AREPA

- Turn RIGHT track 332° to RUPEL
- Turn LEFT track 296° to AREPA, then as cleared

For GILES

- Turn LEFT track 256° to DERWY
- Track 256° to GILES, then as cleared

Changes: AREPA, RUPEL, DOPTI, SARAG, BOVPU REPLACE HAWKY, BIGAL, PARKA, SALIS, CORNS, VALIDITY NUMBER.

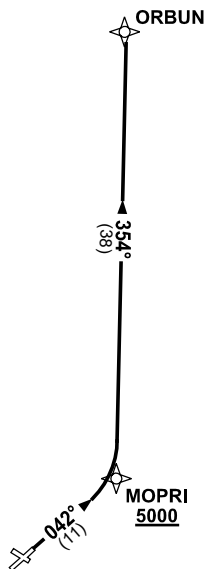
PADDP04-179

STANDARD INSTRUMENT DEPARTURES (SID)
 ORBUN FIVE (JET) (RNAV)
 ADELAIDE, SA (YPAD)

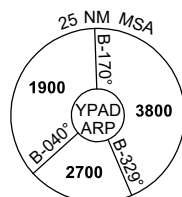
17 JUN 2021

ATIS 116.4 134.5	ACD 126.1	SMC 121.7	TWR 120.5	APP 124.2		Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
 MAX IAS 250KT
 BELOW 10,000FT**



10 NM MSA 3800

ORBUN FIVE DEPARTURE

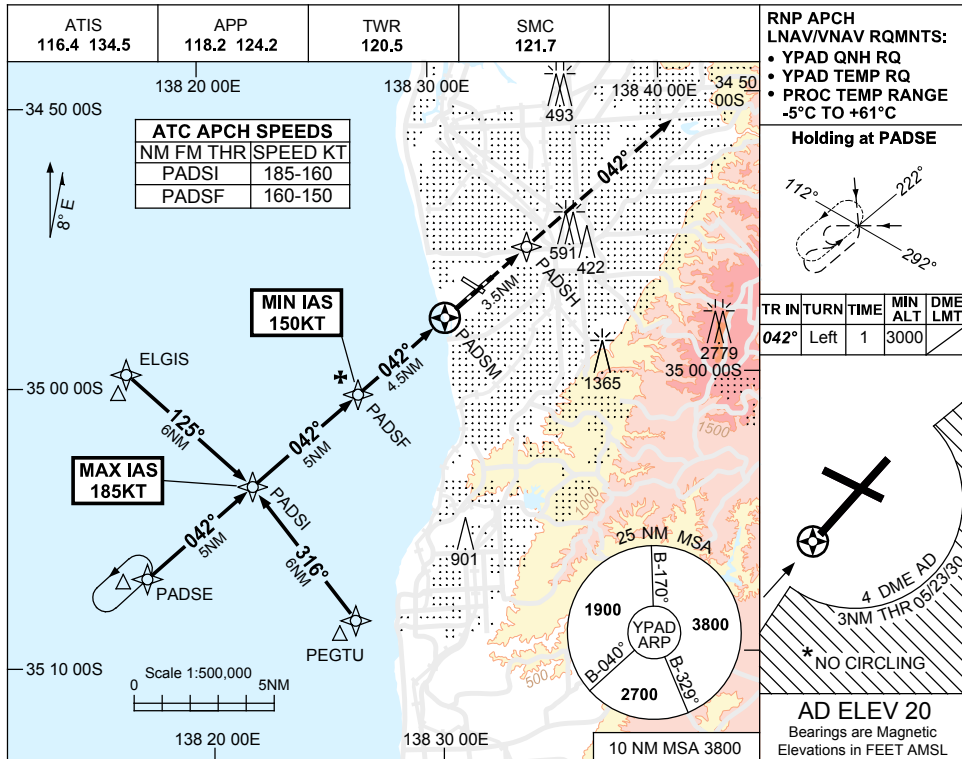
RWY 05

- GRAD 4.4% to 900FT thence 3.3%
- Track 042° to MOPRI
Cross MOPRI AT or ABV 5000FT
- Turn **LEFT** track 354° to ORBUN,
 thence as cleared

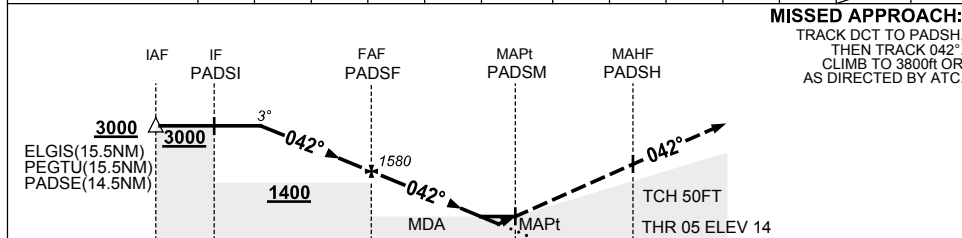
USE QNH

RNP Z RWY 05
ADELAIDE, SA (YPAD)

28 NOV 2024



NM TO NEXT WPT	4.4	4	3	2	1	PADSF	4	3	2	0.9	0.7	PADSM
ALT (3° APCH PATH)	3000	2860	2540	2220	1900	1580	1420	1110	790	450	360	



MISSED APPROACH:
TRACK DCT TO PADSH,
THEN TRACK 042°.
CLIMB TO 3800FT OR
AS DIRECTED BY ATC.

CATEGORY	A	B	C	D
LNAV/VNAV		360 (346-1.9)		
LNAV		450 (430-2.4)		
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE	(1380-4.4)		(1480-6.0)	(1480-7.0)

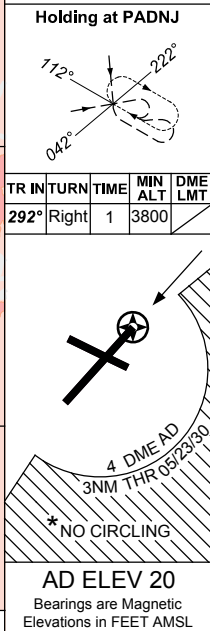
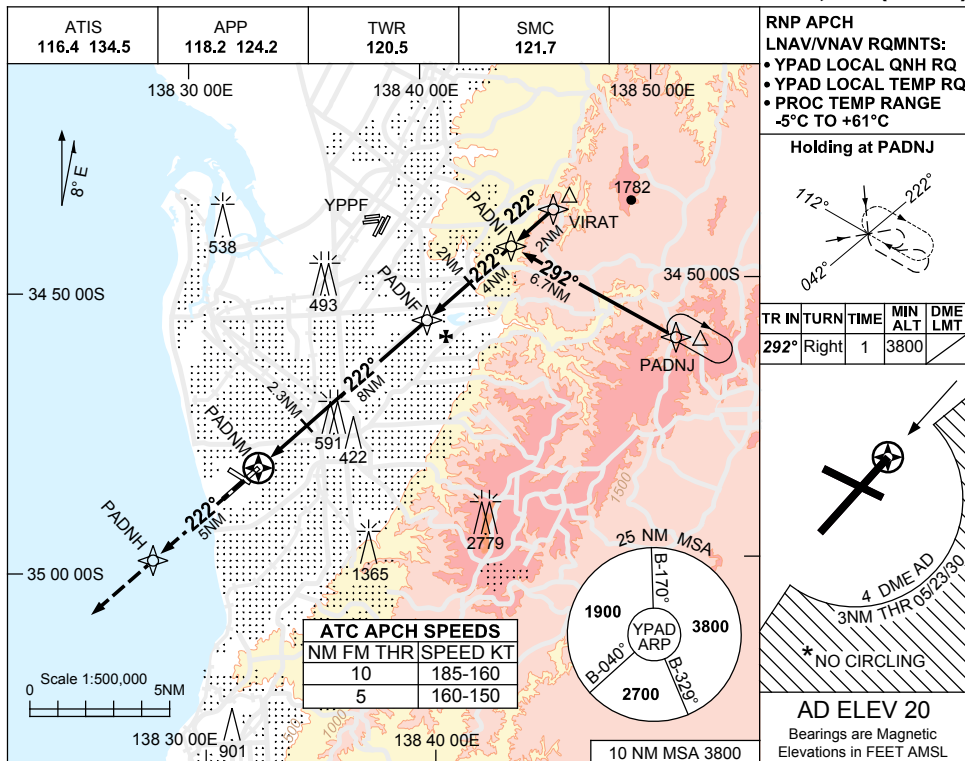
1. MAX IAS:
 INITIAL : 230KT.
 PADSJ : 185KT.
 *2. NO CIRCLING SOUTH OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
 3. HLDG MAY NOT BE CONTAINED IN CTA.
 4. COLOUR: SEE SPEC NOTICES.

Changes: WAYPOINT NAMES, Editorial. PADGN01-181

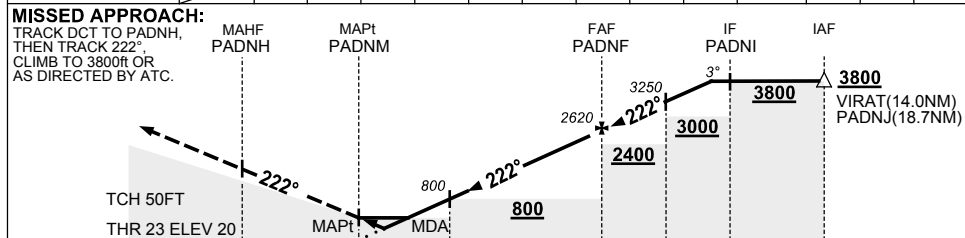
USE QNH

RNP RWY 23
ADELAIDE, SA (YPAD)

28 NOV 2024



NM TO NEXT WPT	PADNM	1.1	1.4	2	2.3	3	4	5	6	7	PADNF	1	2	3.7
ALT (3° APCH PATH)		430	520	710	800	1030	1340	1660	1980	2300	2620	2940	3250	3800



NOTES

1. MAX IAS: INITIAL : 210KT.
- *2. NO CIRCLING SOUTH OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
3. HLDG MAY NOT BE CONTAINED IN CTA.
4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV/VNAV		430 (410-1.5)		
LNAV		520 (500-2.0)		
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE	(1380-4.4)		(1480-6.0)	(1480-7.0)

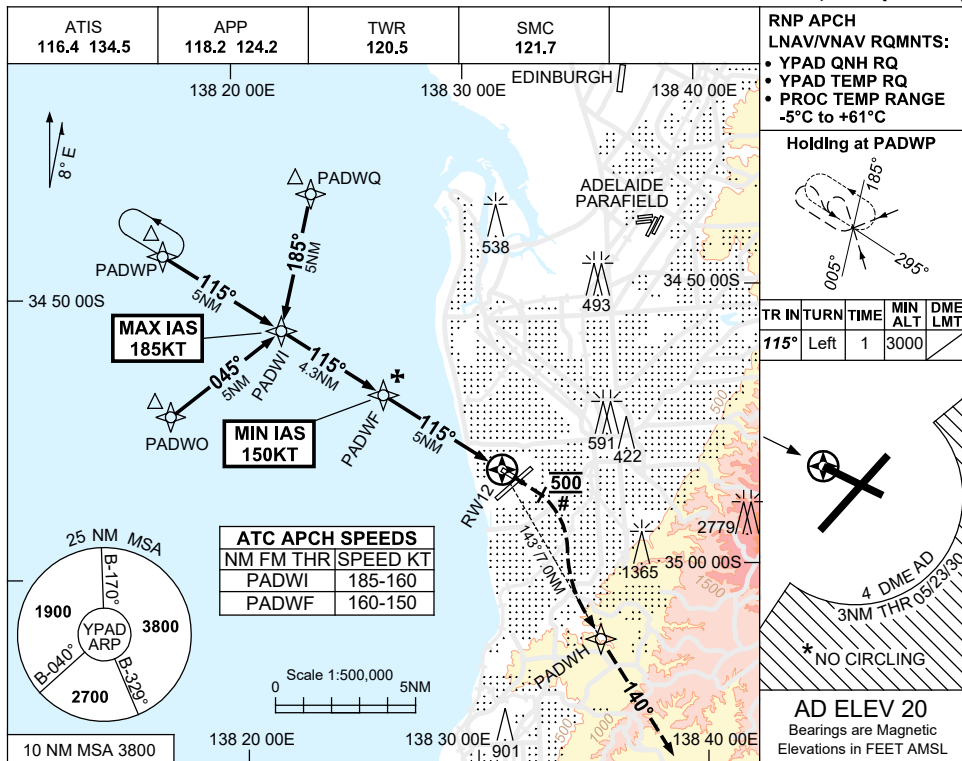
Changes: WAYPOINT NAMES, Editorial.

PADGN02-181

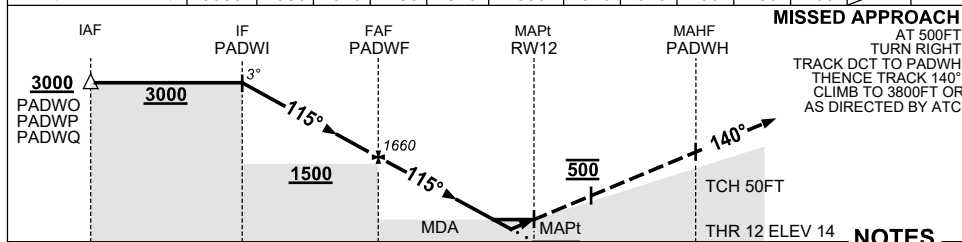
USE QNH

RNP RWY 12
ADELAIDE, SA (YPAD)

1 DEC 2022



NM TO NEXT WPT	PADWI	4	3	2	1	PADWF	4	3	2	1.2	1.1	RW12
ALT (3° APCH PATH)	3000	2930	2610	2290	1970	1660	1340	1020	700	450	400	



- NOTES**
1. MAX IAS:
INITIAL : 210KT.
PADWI : 185KT.
MAP TURN: 190KT.
 - * 2. NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
 3. COLOUR: SEE SPEC NOTICES.
 4. HOLDING MAY NOT BE CONTAINED WITHIN CTA BLW 5000FT.

CATEGORY	A	B	C	D
LNAV/VNAV		400 (386-2.2)		450 (436-2.5)
LNAV		450 (430-2.4)		460 (440-2.5)
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE	(1380-4.4)		(1480-6.0)	(1480-7.0)

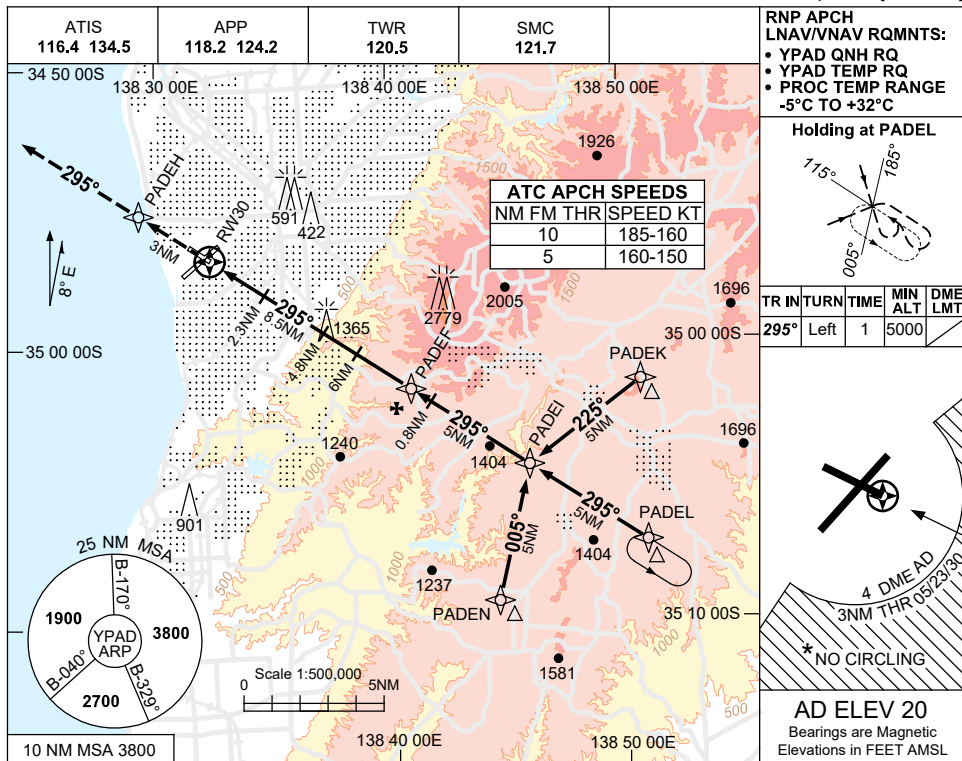
Changes: CHART TITLE, PBN SPECIFICATION BOX.

PADGN03-173

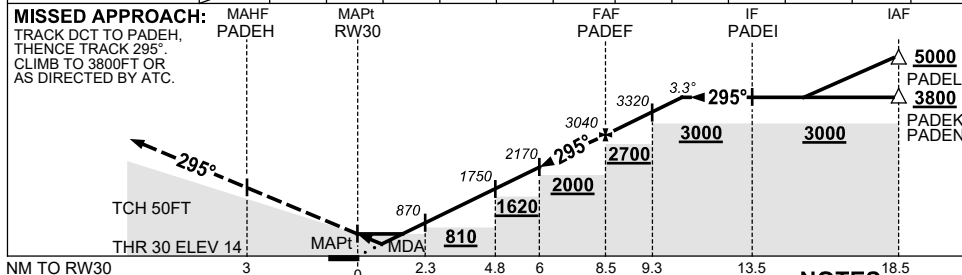
USE QNH

RNP RWY 30
ADELAIDE, SA (YPAD)

1 DEC 2022



NM TO NEXT WPT	RW30	1	1.1	1.3	2.3	3	4	4.8	6	7	PADEF	0.8	2.2
ALT (3.3° APCH PATH)		420	440	520	870	1120	1470	1750	2170	2520	3040	3320	3800



- NOTES**
- MAX IAS:
INITIAL : 210KT.
 - NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
 - APCH PATH ANGLE DOES NOT COINCIDE WITH PAI ON GLIDE SLOPE INDICATION.
 - COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV/VNAV		420 (406-2.1)		440 (426-2.2)
LNAV		520 (500-2.6)		
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE	(1380-4.4)		(1480-6.0)	(1480-7.0)

Changes: CHART TITLE, PBN SPECIFICATION BOX.

PADGN04-173

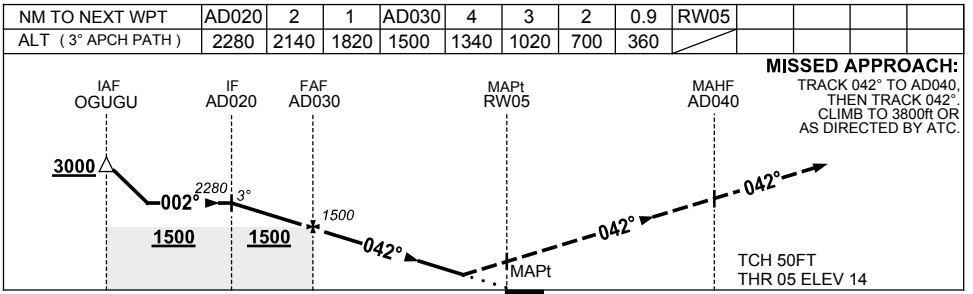
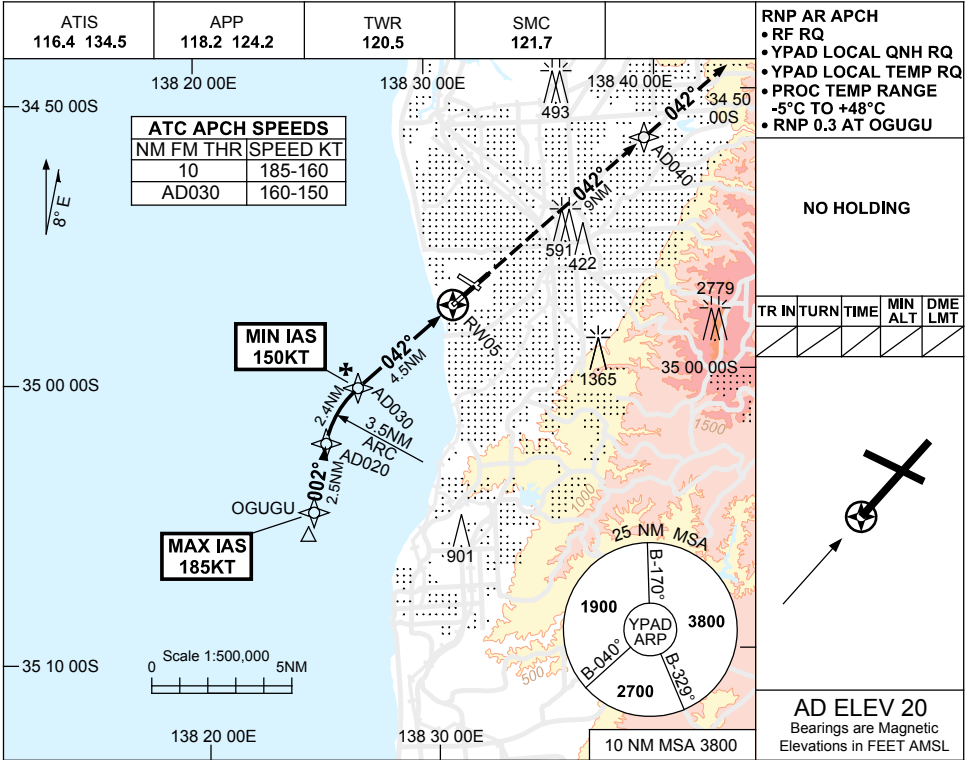
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 05 (AR)

ADELAIDE, SA (YPAD)

28 NOV 2024



CATEGORY	A	B	C	D
RNP (0.3)	360 (346-1.9)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1380-4.4)	(1480-6.0)	(1480-7.0)	

1. MAX IAS:
OGUGU : 185KT.
2. COLOUR: SEE SPEC NOTICES.

Changes: WAYPOINT NAMES, Editorial.

PADGN11-181

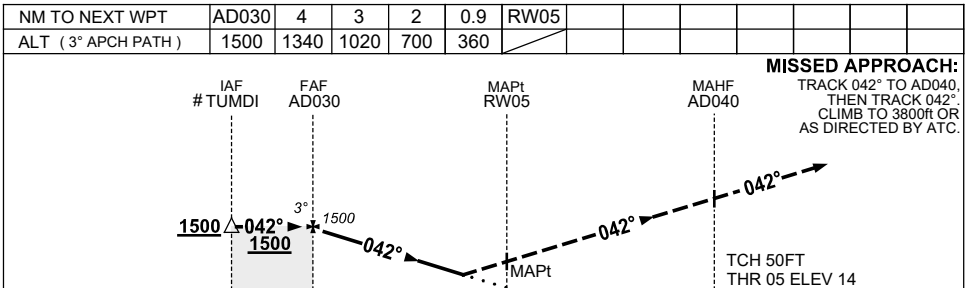
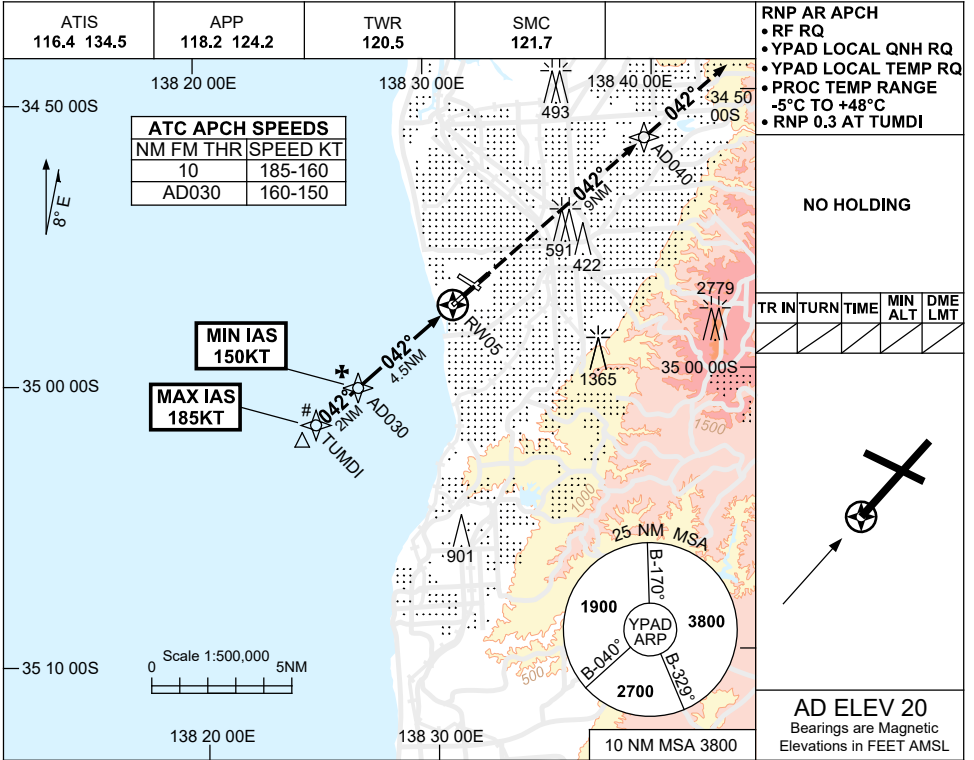
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 05 (AR)

ADELAIDE, SA (YPAD)

28 NOV 2024



NM TO RW05 6.5 4.5 0 9

CATEGORY	A	B	C	D
RNP (0.3)	360 (346-1.9)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1380-4.4)		(1480-6.0)	(1480-7.0)

- NOTES**
- MAX IAS:
TUMDI : 185KT.
 - ACFT WILL BE RADAR VECTORED TO TUMDI.
 - COLOUR: SEE SPEC NOTICES.

Changes: Editorial.

PADGN12-181

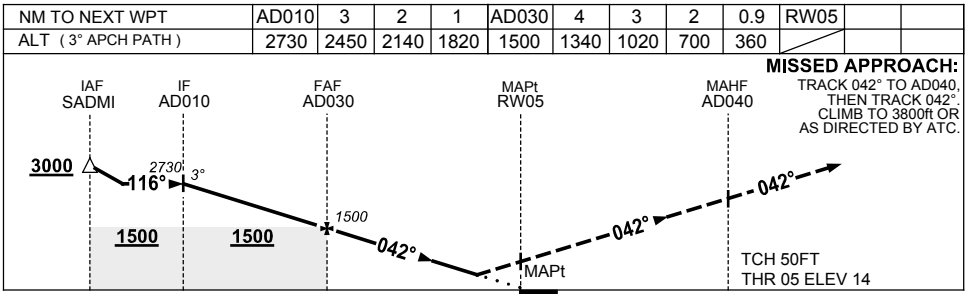
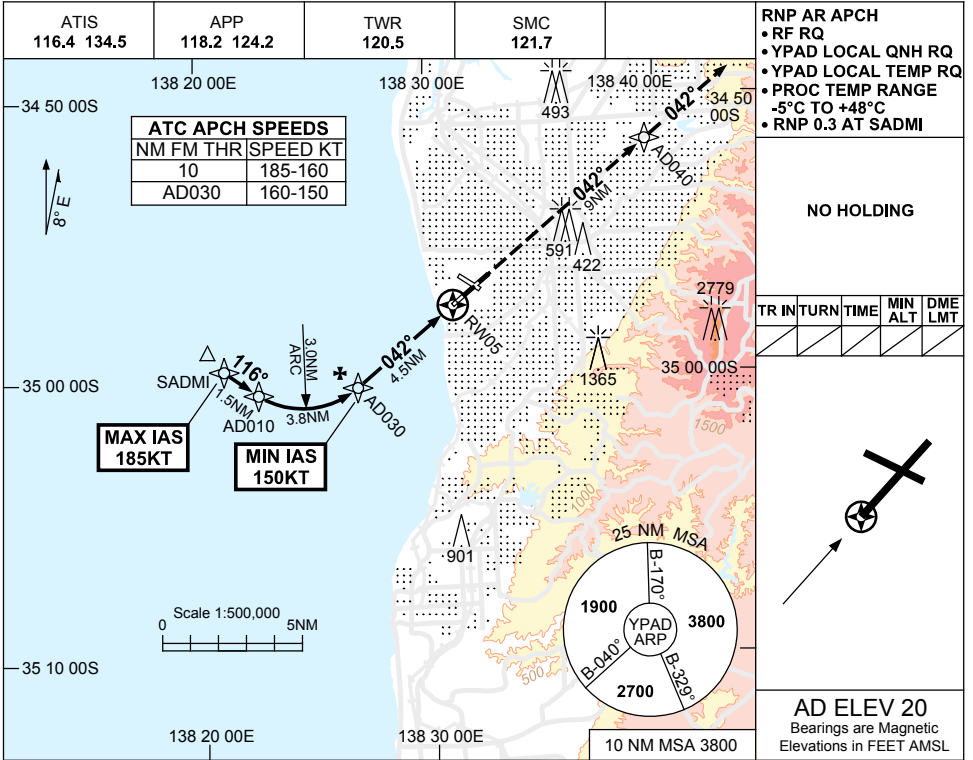
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 05 (AR)

ADELAIDE, SA (YPAD)

28 NOV 2024



CATEGORY	A	B	C	D
RNP (0.3)	360 (346-1.9)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1380-4.4)		(1480-6.0) (1480-7.0)	

- NOTES**
- MAX IAS:
SADMI : 185KT.
 - COLOUR: SEE SPEC NOTICES.

Changes: WAYPOINT NAMES, Editorial.

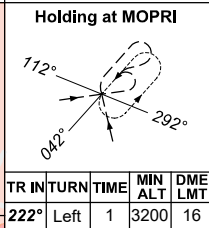
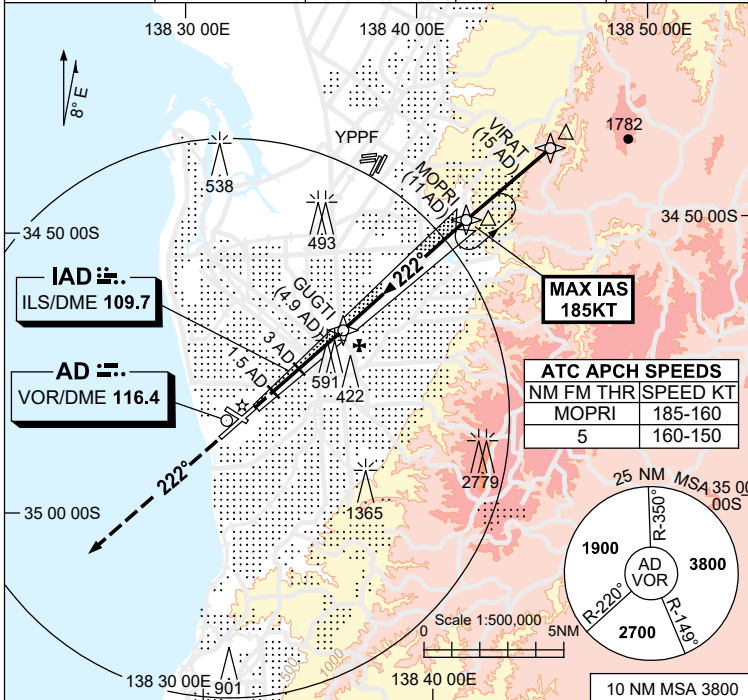
PADGN17-181

USE QNH

ILS-Y or LOC-Y RWY 23
ADELAIDE, SA (YPAD)

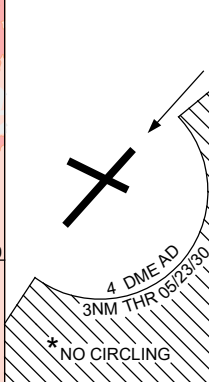
20 MAR 2025

ATIS 116.4 134.5	APP 118.2 124.2	TWR 120.5	SMC 121.7	NAVAID RQ: • DME or GNSS
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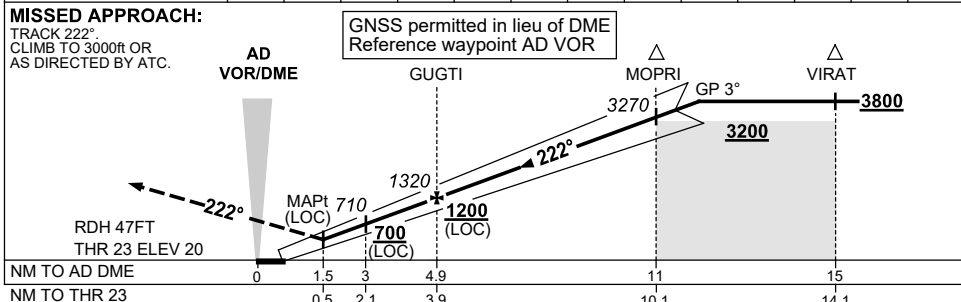
ATC APCH SPEEDS

NM	FM	THR	SPEED	KT
MOPRI	185-160			
	5	160-150		



AD ELEV 20
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO AD DME	2.4	3	4	4.9	6	7	8	9	10	10.8	11	12	12.7
ALT (3° APCH PATH)	520	710	1030	1320	1670	1990	2310	2630	2940	3200	3270	3580	3800



- NOTES**
- MAX IAS: MOPRI : 185KT.
 - NO CIRCLING S OF RWY 05 / 23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
 - SPECIAL ALTN MNM 850/4.0KM.
 - COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D/DL
S-I ILS		270 (250) 0.8		
S-I LOC		520 (500-2.0)		
CIRCLING*	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE*	(1380-4.4)		(1480-6.0)	(1480-7.0)

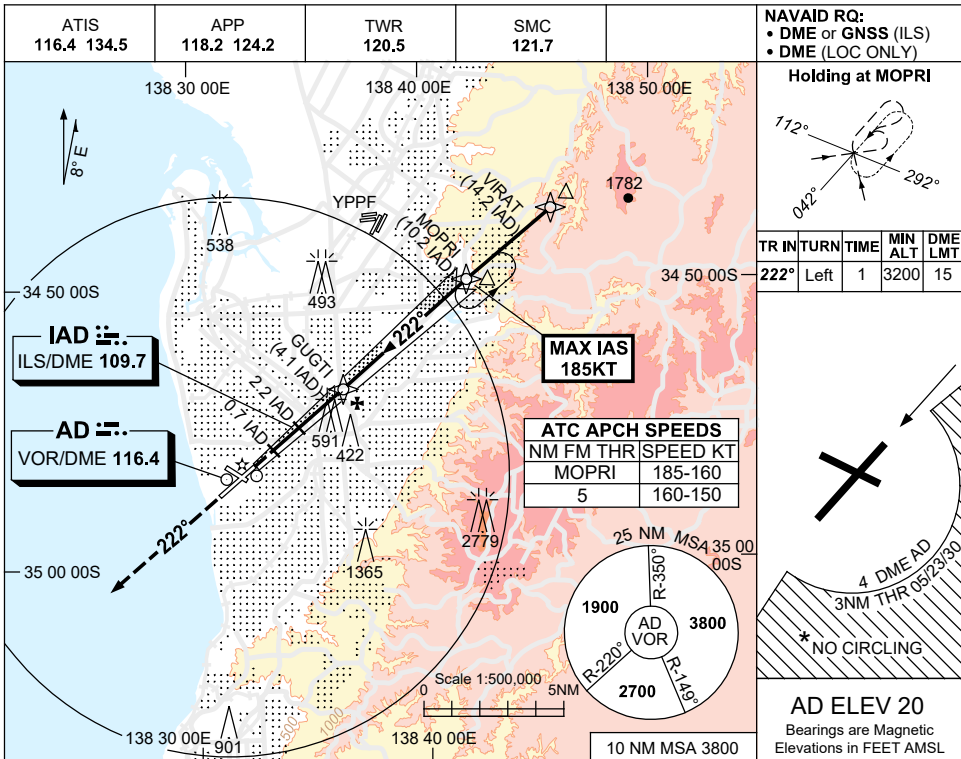
Changes: CAT DL.

PADI01-182

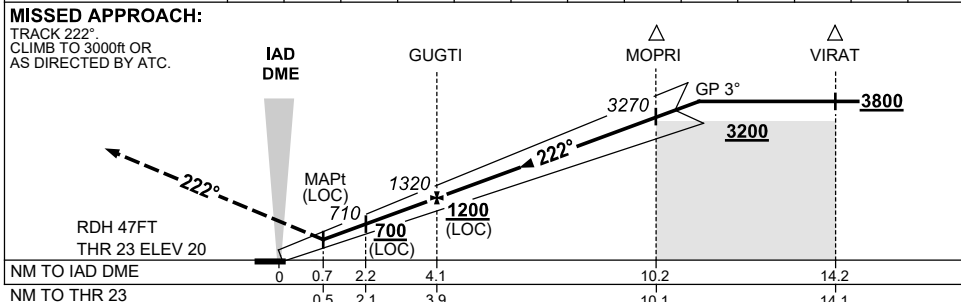
USE QNH

ILS-Z or LOC-Z RWY 23
ADELAIDE, SA (YPAD)

20 MAR 2025



NM TO IAD DME	1.6	2.2	3	4.1	5	6	7	8	9	10	10.2	11	11.9
ALT (3° APCH PATH)	520	710	970	1320	1600	1920	2240	2560	2880	3200	3270	3510	3800



CATEGORY	A	B	C	D/DL
S-I ILS		270 (250) 0.8		
S-I LOC		520 (500-2.0)		
CIRCLING*	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE**	(1380-4.4)		(1480-6.0)	(1480-7.0)

NOTES

1. MAX IAS: MOPRI : 185KT.
- *2. NO CIRCLING S OF RWY 05 / 23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
- *3. SPECIAL ALTN MNM 850/4.0KM.
4. COLOUR: SEE SPEC NOTICES.

Changes: CAT DL. PADI02-182

NOISE ABATEMENT PROCEDURES

ADELAIDE

1. INTRODUCTION.

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

2. PREFERRED RUNWAYS

- 2.1 Between the hours of 0600 and 2300 LOCAL TIME the Preferred runways are:

1. RWY 23
2. RWY 05

- 2.1.1 When RWY 23 is the duty runway aircraft may land RWY 05. When RWY 05 is the duty runway aircraft may take-off RWY 23

- 2.2 In the event of the non availability of RWY 05/23 the preferred runways are:

1. RWY 30
2. RWY 12

- 2.2.1 When RWY 30 is the duty runway aircraft may land RWY 12.
When RWY 12 is the duty runway aircraft may take-off RWY 30.

- 2.3 Jet noise abatement climb procedures apply on runways 05, 12 and 30

- 2.4 During the hours of 0600 to 0700 and 2100 to 2300 LOCAL TIME shoulder periods exist.

- 2.4.1 During these times:

- (a). When RWY 23 is the duty runway non-jet aircraft below 32,000kg MTOW may land on runways other than RWY 23.
- (b). When RWY 05 is the duty runway non-jet aircraft below 32,000kg MTOW may take-off on runways other than runway 05.

- 2.5 Between 0700 and 2100 LOCAL TIME preferred runways may be waived for non-jet aircraft below 32,000kg MTOW.

3. PREFERRED FLIGHT PATHS.

- 3.1 Preferred flight paths do not apply to single engine aircraft less than 1750kg MTOW.

- 3.2 Preferred flight paths may be waived for non-jet aircraft less than 32,000kg MTOW, between 0700 and 2100 local time.

3.3 ARRIVING AIRCRAFT.

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

- (a) RWY 23

From the East-Intercept the RWY 23 LOC at or beyond MOPRI or the 047R (RWY 23 VOR) at or beyond 10nm. Aircraft shall not be cleared below 3000FT until passing MOPRI or 10 NM.

From the West - Right circuit/base.

(b) RWY 05

- I From the East-Track via PEGTU to intercept runway centreline at, or beyond, 5NM for jets and 3NM for non-jets, (AD215R for VOR RWY 05 approach).

Descent below 3000FT is not available until west of the coast.

From the West-Intercept runway centreline at, or beyond, 5NM jets and 3NM non-jets, (AD215R for VOR RWY 05 approach).

(c) Runway 12.

From the East-Intercept the 10 DME AD ARC thence intercept runway centreline at, or beyond, 5NM jets and 3NM non-jets, (AD304R for instrument approach).

Descent below 3000FT is not available until west of the coast.

From the West-Intercept runway centreline at, or beyond, 5NM jets and 3NM non jets, (AD304R for instrument approach).

(d) Runway 30.

From the East-Intercept runway centreline at, or beyond, 10NM.(AD110R for instrument approach).

From the West-As determined by traffic management requirements.

3.4 DEPARTING AIRCRAFT.

(a). RWY 23

East: Jets maintain runway heading/track until at least 6 NM then via LEMAT.

Non-jets maintain runway heading/track until at least 3 NM, then seawards of the coast and then via LEMAT. West: Maintain runway heading/track until at least 3 NM.

(b). RWY 30

Maintain runway heading/track until at least 3NM.

(c). RWY 05 and 12.

No requirements.

(d). Aircraft departing RWY 23 or 30 for tracks to the east of the coastline will be required to be at or above 3000FT for non-jets or 5000FT for jets before crossing the coastline east bound.

4. TRAINING FLIGHTS.

- 4.1 Flying training (See AIP ERSA).

5. CURFEW

2300-0600 Local

5.1 APPLICATION.

- 5.1.1 The Adelaide Airport Curfew Act and Regulations commenced on 27 August 2000. From that time, the curfew provides that between 2300 and 0600 Local no landing or take-offs are permitted at Adelaide Airport except for the following under 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.5, 5.6 and 5.7:

7 SEP 2023

- 5.1.2 A maximum of 8 international aircraft (refer definitions at 5.8) landings during curfew shoulder periods (2300-midnight and 0500-0600) may be permitted per week. Prior approval through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) is required for operations in this category; and
- 5.1.3 A maximum of 25 landings and 15 take-offs each week by low noise heavy freight aircraft (refer 5.8) may be permitted. Prior approval through DITRDCA is required; and
- 5.1.4 Propeller driven aircraft with a maximum take-off weight (MTOW) of 34,000kg or less, that meet specified ICAO noise standards; and
- 5.1.5 Jets with a MTOW of 34,000kg or less which meet International Civil Aviation Organization Chapter 4 or Chapter 14 noise standards as specified in *Annex 16, Volume I*.

3 MAR 2016**5.2 RUNWAY SELECTION.**

- 5.2.1 Landings by approved international aircraft (refer 5.8) 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.
- 5.2.2 Movements to approved low noise heavy freight aircraft (refer 5.8) during curfew periods, in relation to (i) take-offs - must be from runway 23, and (ii) 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.
- 5.2.3 Where an approved international aircraft (refer 5.8) or an approved low noise heavy freight aircraft (refer 5.8) 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 the wind conditions at the time, and
 - (e) the down wind limits for landing specified in the aircraft's flight manual.
- 5.2.4 Jet aircraft movements during curfew periods other than to approved international aircraft, and approved low noise heavy freight aircraft, in relation to:
- (a) take offs - should be from runway 23, and
 - (b) landings - should be onto runway 05 unless meteorological conditions require the aircraft to land on another runway.
- 5.2.5 For Non-Jet aircraft, the preferred runways are:
runway 23 for take-offs; and
runway 05 for landings.
- 5.2.6 When runway 23 is the duty runway for landing, non-jet aircraft less than 25,000kgs MTOW may land on runway 12.
- 5.2.7 When runway 05 is the duty runway for take-off, non-jet aircraft less than 25,000kgs MTOW may take-off from runway 30.
- 5.2.8 In the event of the unavailability of runway 05/23, the preferred runways are:
runway 30 for take-offs; and
runway 12 for landings.

5.3 PREFERRED FLIGHT PATHS

- 5.3.1 During the curfew, the preferred flight paths in section 3 will apply to all arriving and departing aircraft, except single engine aircraft of less than 1,750kg MTOW.

5.4 TAKE-OFF WHEN TAXI CLEARANCE RECEIVED BEFORE START OF CURFEW PERIOD

- 5.4.1 An aircraft may take off during a curfew period if it received taxi clearance before the start of the curfew period.

PADNA04-146

13 JUN 2024

5.5 USE OF ADELAIDE AS AN ALTERNATE

- 5.5.1 Adelaide Airport may be nominated and used as a planned or unplanned alternate airport during the curfew. In the case of international operations, landings and subsequent take-offs are permitted during the curfew. For domestic operations, only landings during the curfew are permitted.
- 5.5.2 The use of Adelaide Airport 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 Airport as an alternate, where ever possible, the Noise Abatement Procedures for Adelaide Airport set out in this section should be followed.

5.6 EXEMPTIONS

- 5.6.1 Curfew restrictions do not apply to an aircraft under the following circumstances, and prior approval from Department of Infrastructure, Transport, Regional Development, Communications and the Arts is not required:
- (a) the aircraft is being used for, or in connection with:
 - (i) a search and rescue operation; or
 - (ii) a medical emergency; or
 - (iii) a natural disaster; or
 - (b) the pilot of the aircraft has declared an in-flight emergency; or
 - (c) the aircraft has insufficient fuel to be diverted to another airport; or
 - (d) there is an urgent need for the aircraft to land or take off:
 - (i) to ensure the safety or security of the aircraft or any person; or
 - (ii) to avoid damage to property.

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

5.7 DISPENSATIONS

- 5.7.1 A dispensation may be granted authorising an aircraft to land at, or take off from, Adelaide Airport in exceptional circumstances. Prior approval is required
- 5.7.2 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Adelaide Airport during the curfew. All dispensation requests should be made through PH: 0466 548 063 (24 HRS), or by email to: chapter2@infrastructure.gov.au

5.8 DEFINITIONS

- 5.8.1 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 licence 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

PADNA05-179

13 JUN 2024

- (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 take-off 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 take-off from Adelaide Airport - the first or second port of call of the aircraft after taking off from Adelaide Airport is outside Australia; and
- (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.

5.8.2 An aircraft is a low noise heavy freight aircraft if it is a jet aircraft that:

- (a) has a maximum take-of weight that is 34,000kgs 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.

5.9 FURTHER INFORMATION

5.9.1 Any enquiries relating to Adelaide Airport curfew arrangements should be directed to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on PH: 0466 548 063 during normal business hours or email: chapter2@infrastructure.gov.au

**STANDARD INSTRUMENT ARRIVAL (STAR)
KAKLU ONE ALPHA, ZULU ARRIVALS (RNAV)
ADELAIDE, SA (YPAD)**

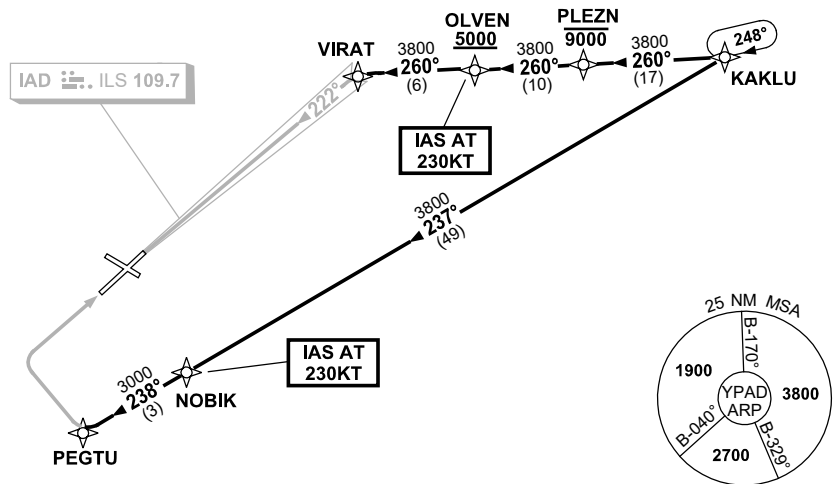
28 NOV 2024

ATIS 116.4 134.5	APP (SE) 118.2	TWR 120.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**



ARRIVAL: KAKLU ONE

RWY 05 ZULU:

- From KAKLU track 237° to NOBIK
IAS AT 230KT from NOBIK
- Track 238° to PEGTU
- Track via RNP Z RWY 05

RWY 23 ALPHA:

- From KAKLU track 260° to PLEZN
Cross PLEZN AT or BLW 9000ft
- Track 260° to OLVEN
Cross OLVEN AT or ABV 5000ft
IAS AT 230KT from OLVEN
- Track 260° to VIRAT
- Turn LEFT, intercept LOC RWY 23

RWY 23 ZULU:

- From KAKLU track 260° to PLEZN
Cross PLEZN AT or BLW 9000ft
- Track 260° to OLVEN
Cross OLVEN AT or ABV 5000ft
IAS AT 230KT from OLVEN
- Track 260° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

PADSR02-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
DRINA ONE ALPHA, ZULU ARRIVALS (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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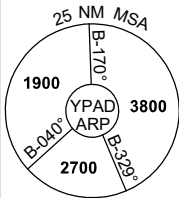
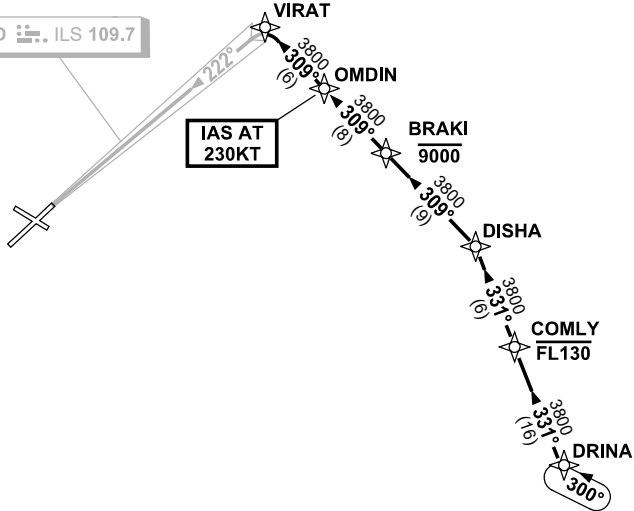
NOT TO SCALE



IAD ILS 109.7

**IAS AT
230KT**

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



10 NM MSA 3800

ARRIVAL: DRINA ONE

RWY 23 ALPHA:

- From DRINA track 331° to COMLY
- Cross** COMLY AT or BLW FL130
- Track 331° to DISHA
- Turn LEFT, track 309° to BRAKI
- Cross** BRAKI AT or BLW 9000ft
- Track 309° to OMDIN
- IAS AT** 230KT from OMDIN
- Track 309° to VIRAT
- Turn LEFT, intercept LOC RWY 23

RWY 23 ZULU:

- From DRINA track 331° to COMLY
- Cross** COMLY AT or BLW FL130
- Track 331° to DISHA
- Turn LEFT, track 309° to BRAKI
- Cross** BRAKI AT or BLW 9000ft
- Track 309° to OMDIN
- IAS AT** 230KT from OMDIN
- Track 309° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

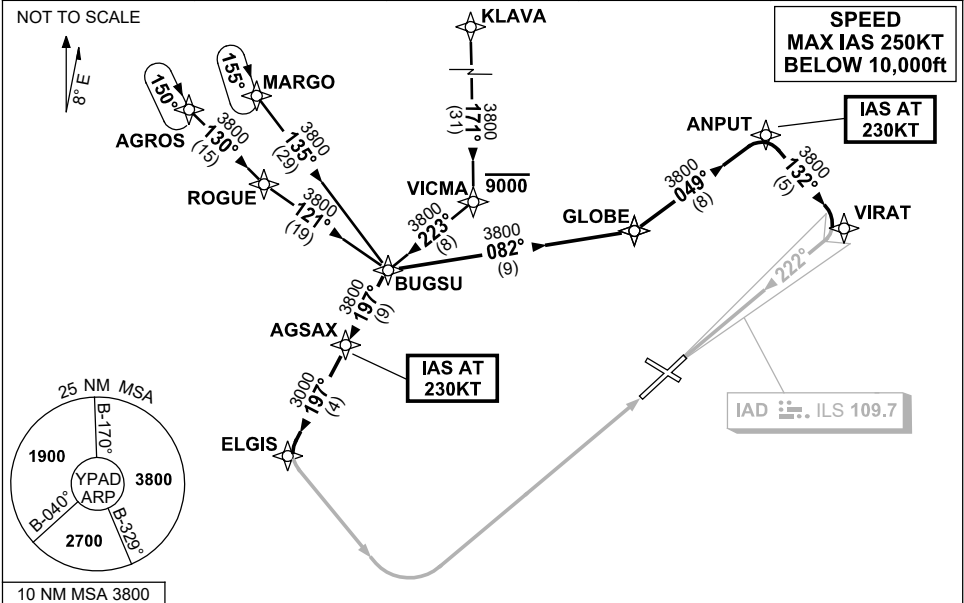
Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR03-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
BUGSU ONE ALPHA, ZULU ARRIVALS (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

MARGO: From MARGO to BUGSU:
Track 135° to BUGSU
Then follow ARRIVAL instructions

AGROS: From AGROS to BUGSU:
Track 130° to ROGUE
Turn LEFT, track 121° to BUGSU
Then follow ARRIVAL instructions

KLAVA: From KLAVA to BUGSU:
(RWY 05 ONLY) Track 171° to VICMA
Cross VICMA AT or BLW 9000ft
Turn RIGHT, track 223° to BUGSU
Then follow ARRIVAL instructions

ARRIVAL: BUGSU ONE

RWY 05 ZULU:

- From BUGSU turn RIGHT, track 197° to AGSAX
IAS AT 230KT from AGSAX
- Track 197° to ELGIS
- Track via RNP Z RWY 05

RWY 23 ALPHA:

- From BUGSU turn LEFT, track 082° to GLOBE
- Turn LEFT, track 049° to ANPUT
IAS AT 230KT from ANPUT
- Turn RIGHT, track 132° to VIRAT
- Turn RIGHT, intercept LOC RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

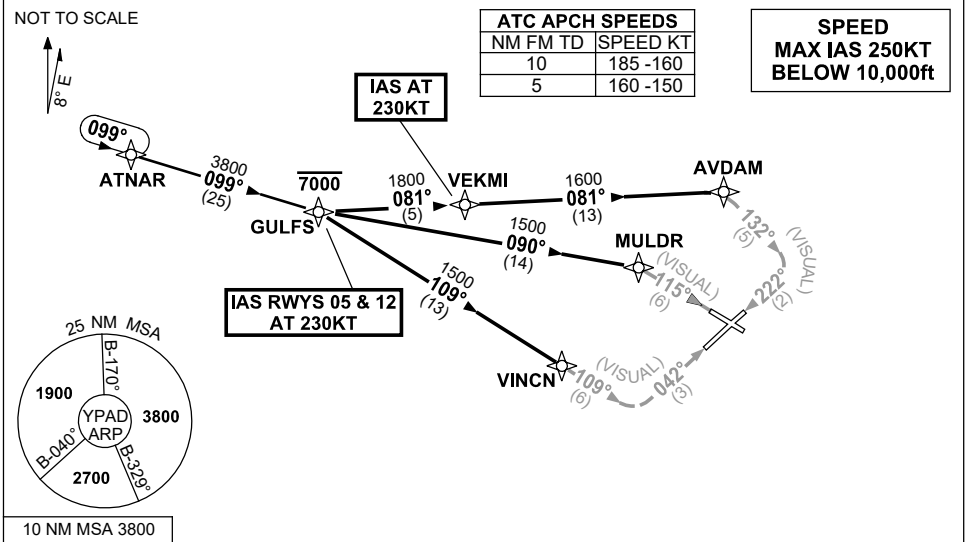
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR05-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
GULFS EIGHT VICTOR ARRIVAL (NON-JET) (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

ATNAR: **From ATNAR to GULFS**
Track 099° to GULFS
Then follow ARRIVAL instructions

ARRIVAL: **GULFS EIGHT**
Cross GULFS AT or BLW 7000ft

RWY 05 VICTOR: **IAS AT 230KT from GULFS**
From GULFS track 109° to VINCEN
• Track 109° VISUAL to intercept final RWY 05

RWY 12 VICTOR: **IAS AT 230KT from GULFS**
From GULFS track 090° to MULDR
• Turn RIGHT, track 115° VISUAL for final RWY 12

RWY 23 VICTOR: From GULFS track 081° to VEKMI
IAS AT 230KT from VEKMI
• Track 081° to AVDAM
• Turn RIGHT, track 132° VISUAL to intercept final RWY 23

NOTE: When instrument APCH required, expect radar vectors after GULFS to IAF for appropriate instrument APCH.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, VALIDITY INDICATOR.

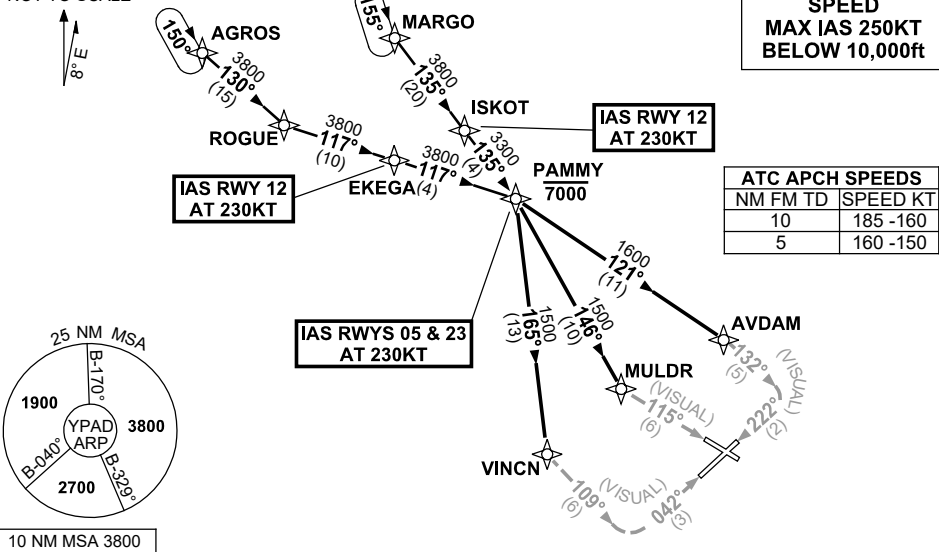
PADSR07-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
PAMMY SEVEN VICTOR ARRIVAL (NON-JET) (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



TRANSITIONS:

MARGO: From MARGO to PAMMY
Track 135° to ISKOT
RWY 12 ONLY: IAS AT 230KT from ISKOT
Track 135° to PAMMY
Cross PAMMY AT or BLW 7000ft
Then follow ARRIVAL instructions

AGROS: From AGROS to PAMMY
Track 130° to ROGUE
Turn LEFT, track 117° to EKEGA
RWY 12 ONLY: IAS AT 230KT from EKEGA
Track 117° to PAMMY
Cross PAMMY AT or BLW 7000ft
Then follow ARRIVAL instructions

ARRIVAL: PAMMY SEVEN

RWY 05 VICTOR: IAS AT 230KT from PAMMY
From PAMMY track 165° to VINCEN
• Turn LEFT, track 109° VISUAL to intercept final RWY 05

RWY 12 VICTOR: From PAMMY track 146° to MULDR
• Turn LEFT, track 115° VISUAL for final RWY 12

RWY 23 VICTOR: IAS AT 230KT from PAMMY
From PAMMY track 121° to AVDAM
• Turn RIGHT, track 132° VISUAL to intercept final RWY 23

NOTE: When instrument APCH required, expect radar vectors after PAMMY to IAF for appropriate instrument APCH

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR08-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
RAYNA THREE ALPHA, ZULU ARRIVALS (RNAV)
ADELAIDE, SA (YPAD)**

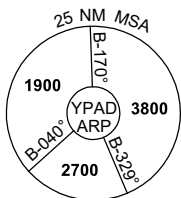
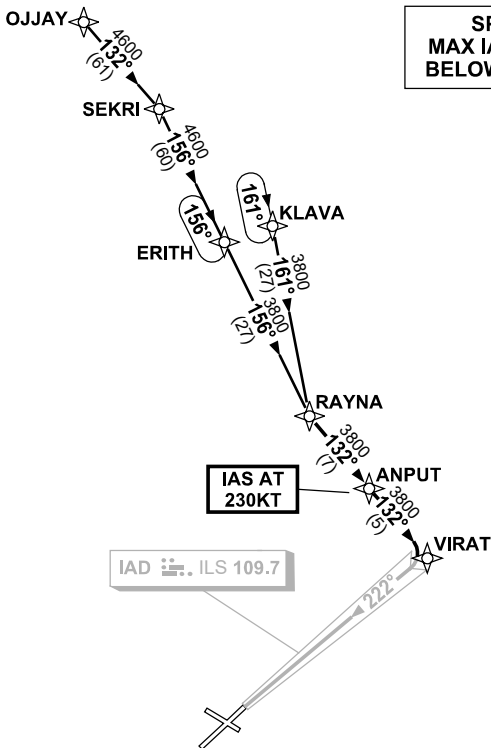
28 NOV 2024

ATIS 116.4 134.5	APP 128.6	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**



10 NM MSA 3800

TRANSITIONS:

OJJAY: **From OJJAY to RAYNA**
Track 132° to SEKRI
Turn RIGHT, track 156° to ERITH
Track 156° RAYNA
Then follow ARRIVAL instructions

KLAVA: **From KLAVA to RAYNA**
Track 161° to RAYNA
Then follow ARRIVAL instructions

ARRIVAL: **RAYNA THREE**

RWY 23 ALPHA:

- From RAYNA track 132° to ANPUT
- **IAS AT 230KT** from ANPUT
- Track 132° to VIRAT
- Turn RIGHT, intercept LOC RWY 23

RWY 23 ZULU:

- From RAYNA track 132° to ANPUT
- **IAS AT 230KT** from ANPUT
- Track 132° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, VALIDTY INDICATOR.

PADSR11-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
ATNAR ONE ALPHA, ZULU ARRIVALS (RNAV)
ADELAIDE, SA (YPAD)**

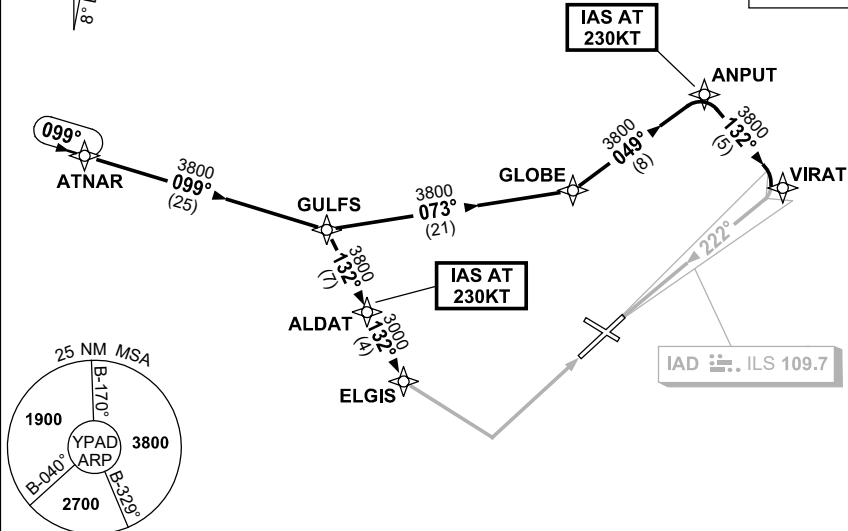
28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**



10 NM MSA 3800

ARRIVAL: ATNAR ONE

RWY 05 ZULU:

- Track 099° to GULFS
- Turn RIGHT, track 132° to ALDAT
IAS AT 230KT from ALDAT
- Track 132° to ELGIS
- Track via RNP Z RWY 05

RWY 23 ALPHA:

- Track 099° to GULFS
- Turn LEFT, track 073° to GLOBE
- Turn LEFT, track 049° to ANPUT
IAS AT 230KT from ANPUT
- Turn RIGHT, track 132° to VIRAT
- Turn RIGHT, intercept LOC RWY 23

RWY 23 ZULU:

- Track 099° to GULFS
- Turn LEFT, track 073° to GLOBE
- Turn LEFT, track 049° to ANPUT
IAS AT 230KT from ANPUT
- Turn RIGHT, track 132° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

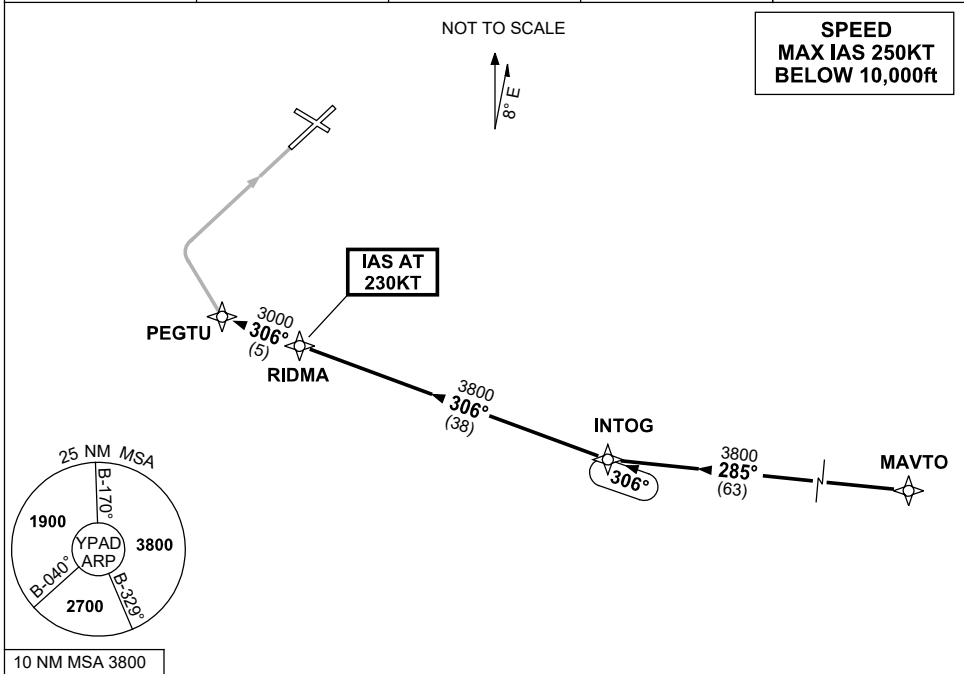
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR12-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
INTOG ONE ZULU ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITION:

MAVTO: From MAVTO track 285° to INTOG
Then follow ARRIVAL instructions

ARRIVAL: INTOG ONE

RWY 05 ZULU:

- From INTOG turn RIGHT, track 306° to RIDMA
IAS AT 230KT from RIDMA
- Track 306° to PEGTU
- Track via RNP Z RWY 05 APCH

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

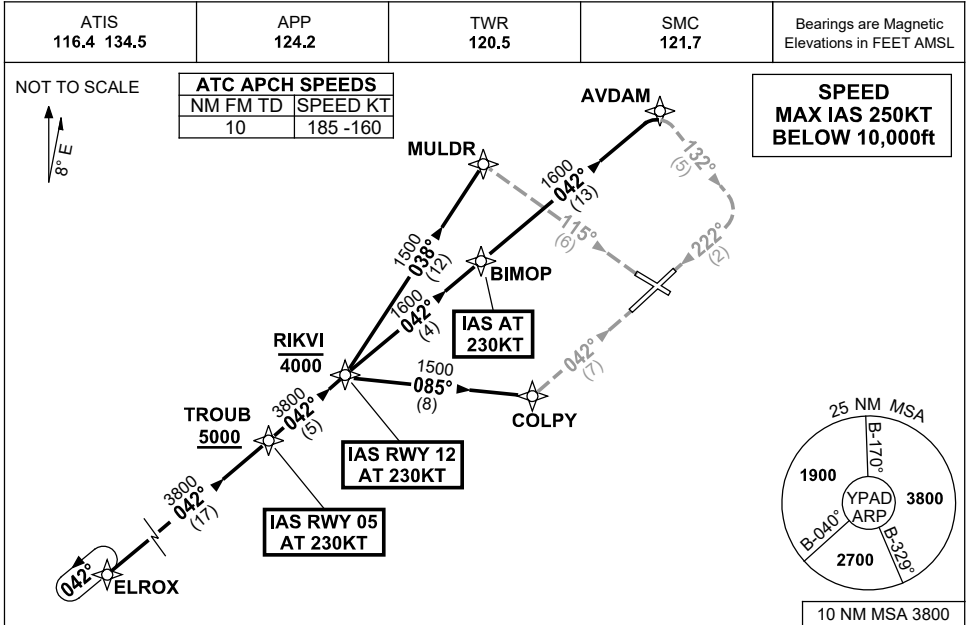
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR13-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
ELROX FIVE VICTOR ARRIVAL (NON-JET) (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

Bearings are Magnetic
Elevations in FEET AMSL



ARRIVAL:

ELROX FIVE

From ELROX track 042° to TROUB
Cross TROUB AT or ABV 5000ft, then

RWY 05 VICTOR:

IAS AT 230KT from TROUB
From TROUB, track 042° to RIKVI
Cross RIKVI AT or BLW 4000ft

- Turn RIGHT, track 085° to COLPY
- Turn LEFT, track 042° VISUAL for final RWY 05

RWY 12 VICTOR:

From TROUB, track 042° to RIKVI
Cross RIKVI AT or BLW 4000ft
IAS AT 230KT from RIKVI

- Track 038° to MULDR
- Turn RIGHT, track 115° VISUAL for final RWY 12

RWY 23 VICTOR:

From TROUB, track 042° to RIKVI
Cross RIKVI AT or BLW 4000ft

- Track 042° to BIMOP
- IAS AT 230KT** from BIMOP
- Track 042° to AVDAM
- Turn RIGHT, track 132° VISUAL to intercept final RWY 23

NOTE: When instrument APCH required, expect radar vectors after RIKVI to IAF for appropriate instrument APCH

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, VALIDITY INDICATOR.

PADSR14-131

**STANDARD INSTRUMENT ARRIVAL (STAR)
BEVSO ONE ARRIVAL (NON-JET) (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

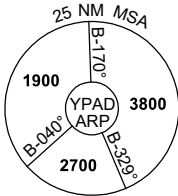
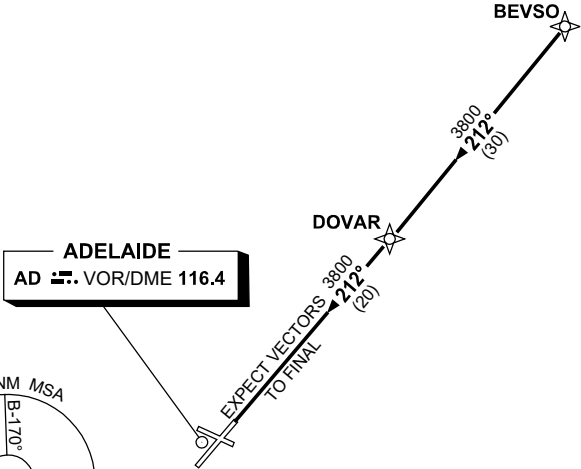
ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ATC APCH SPEEDS	
NM FM TD	SPEED KT
20	AT 230
10	185-160
5	160-150



10 NM MSA 3800

- ARRIVAL:** BEVSO ONE
- ALL RWYS:** From BEVSO track 212° to DOVAR
- Track 212° to AD VOR
 - Expect radar vectors to final approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

STANDARD INSTRUMENT ARRIVAL (STAR)
 ATPIP THREE ARRIVAL (NON-JET) (RNAV)
ADELAIDE, SA (YPAD)

17 JUN 2021

ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

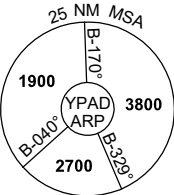


ADELAIDE
 AD VOR/DME 116.4

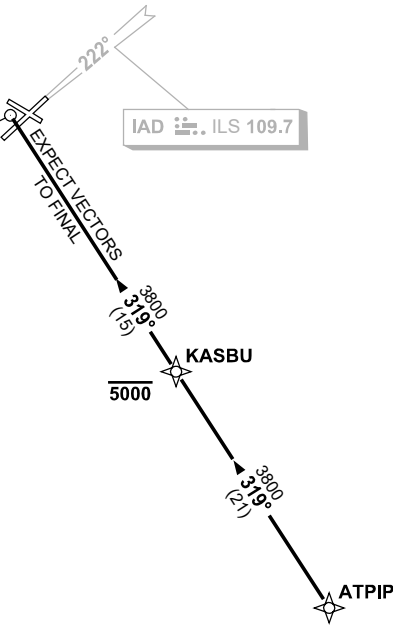
IAD ILS 109.7

SPEED
 MAX IAS 250KT
 BELOW 10,000FT

ATC APCH SPEEDS	
NM FM TD	SPEED KT
20	AT 230
10	185-160
5	160-150



10 NM MSA 3800



- ARRIVAL:** ATPIP THREE
- ALL RWYS:** From ATPIP track 319° to KASBU
Cross KASBU AT or BLW 5000FT
- Track 319° to AD VOR
 - Expect radar vectors to final approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
 IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
SURGN FOUR ARRIVAL (NON-JET)(RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

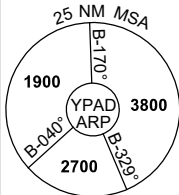
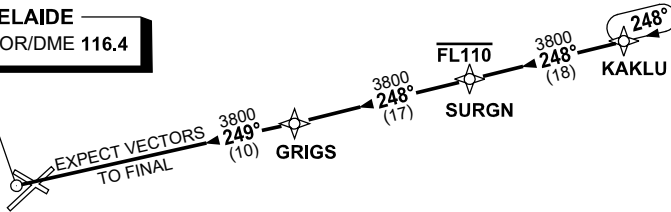
ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ADELAIDE
AD VOR/DME 116.4



ATC APCH SPEEDS	
NM FM TD	SPEED KT
20	AT 230
10	185-160
5	160-150

10 NM MSA 3800

TRANSITION:

KAKLU: From KAKLU track 248° to SURGN
Cross SURGN AT or BLW FL110
Then follow ARRIVAL instructions

ARRIVAL: SURGN FOUR

ALL RWYS:

- From SURGN track 248° to GRIGS
- Track 249° to AD VOR
- Expect radar vectors to final approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

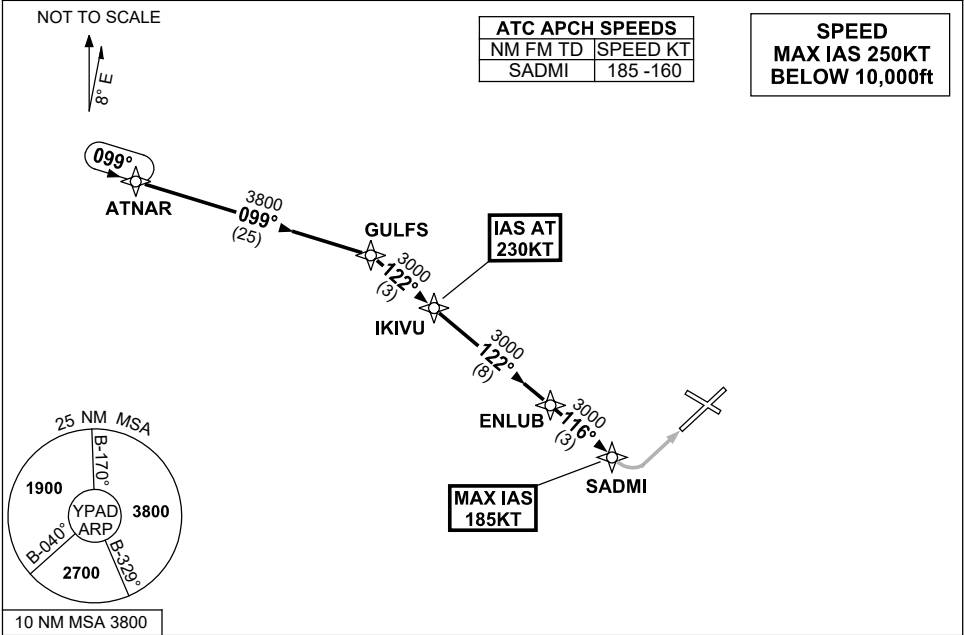
Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR17-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
ATNAR ONE WHISKEY ARRIVALS (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: ATNAR ONE

RWY 05 WHISKEY:

- Track 099° to GULFS
- Turn RIGHT, track 122° to IKIVU
- **IAS AT 230KT** from IKIVU
- Track 122° to ENLUB
- From ENLUB turn LEFT track 116° to SADMI
- **MAX IAS 185KT** from SADMI
- Track via RNP W RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

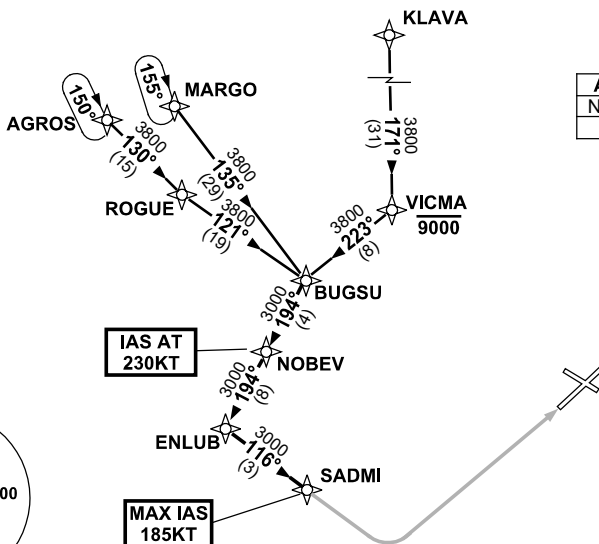
PADSR18-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
BUGSU ONE WHISKEY ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 3800

TRANSITIONS:

MARGO: **From MARGO to BUGSU:**
Track 135° to BUGSU
Then follow ARRIVAL instructions

AGROS: **From AGROS to BUGSU:**
Track 130° to ROGUE
Turn LEFT, track 121° to BUGSU
Then follow ARRIVAL instructions

KLAVA: **From KLAVA to BUGSU:**
Track 171° to VICMA
Cross VICMA AT or BLW 9000FT
Turn RIGHT, track 223° to BUGSU
Then follow ARRIVAL instructions

ARRIVAL: BUGSU ONE

- RWY 05 WHISKEY:**
- From BUGSU turn RIGHT, track 194° to NOBEV
IAS AT 230KT from NOBEV
 - Track 194° to ENLUB
 - From ENLUB turn LEFT, track 116° to SADMI
MAX IAS 185KT from SADMI
 - Track via RNP W RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

PADSR20-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
KAKLU ONE X-RAY ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP (SE) 118.2	TWR 120.5	
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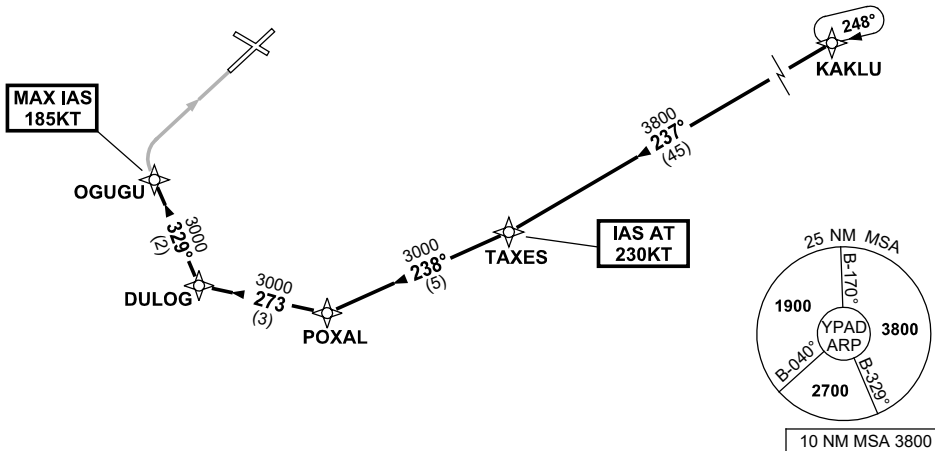
Bearings are Magnetic
Elevations in FEET AMSL

NOT TO SCALE



ATC APCH SPEEDS	
NM FM TD	SPEED KT
OGUGU	185 -160

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



ARRIVAL: KAKLU ONE

RWY 05 XRAY:

- From KAKLU track 237° to TAXES
IAS AT 230KT from TAXES
- Track 238° to POXAL
- Turn RIGHT, track 273° to DULOG
- Turn RIGHT, track 329° to OGUGU
MAX IAS 185KT from OGUGU
- Track via RNP X RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

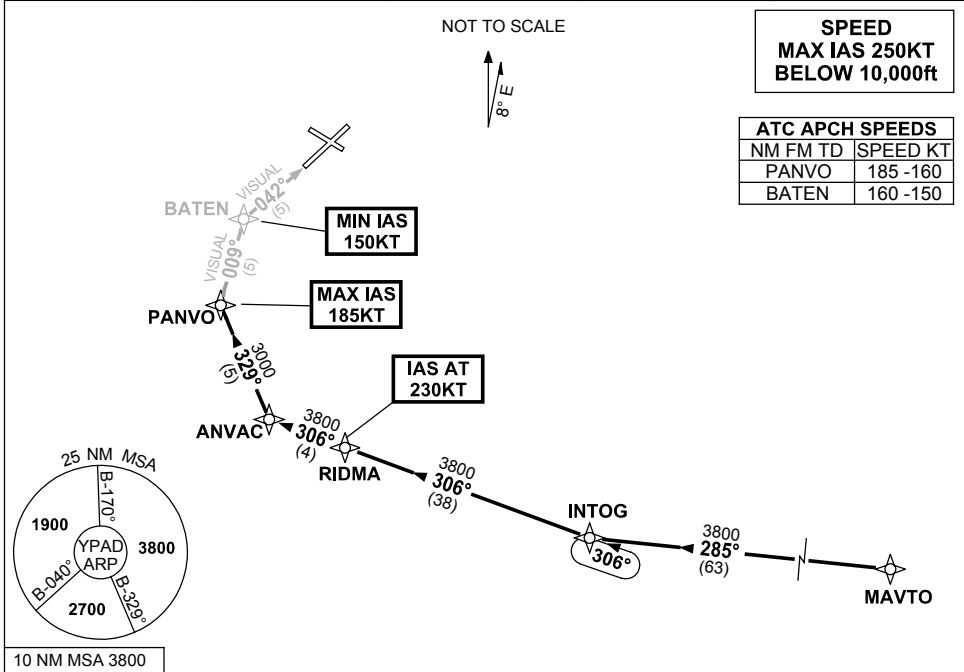
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR24-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
INTOG ONE VICTOR ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITION:

MAVTO: From MAVTO track 285° to INTOG
Then follow ARRIVAL instructions

ARRIVAL: INTOG ONE

RWY 05 VICTOR:

- From INTOG turn RIGHT, track 306° to RIDMA
IAS AT 230KT from RIDMA
- Track 306° to ANVAC
- Turn RIGHT, track 329° to PANVO
MAX IAS 185KT from PANVO
- Turn RIGHT, track 009° VISUAL to BATEN
MIN IAS 150KT from BATEN
- Turn RIGHT, Intercept VISUAL final RWY 05

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
KAKLU ONE VICTOR ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

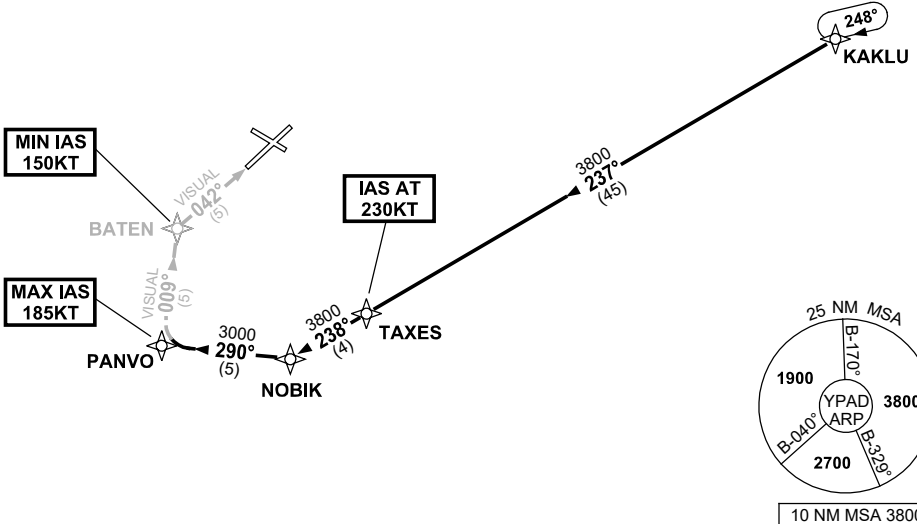
ATIS 116.4 134.5	APP (SE) 118.2	TWR 120.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ATC APCH SPEEDS	
NM FM TD	SPEED KT
PANVO	185 -160
BATEN	160 -150

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



ARRIVAL: KAKLU ONE

RWY 05 VICTOR:

- From KAKLU track 237° to TAXES
IAS AT 230KT from TAXES
- Track 238° to NOBIK
- Turn RIGHT, track 290° to PANVO
MAX IAS 185KT from PANVO
- Turn RIGHT, track 009° VISUAL to BATEN
MIN IAS 150KT from BATEN
- Turn RIGHT, intercept VISUAL final RWY 05

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

PADSR27-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
DRINA ONE VICTOR ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

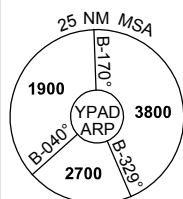
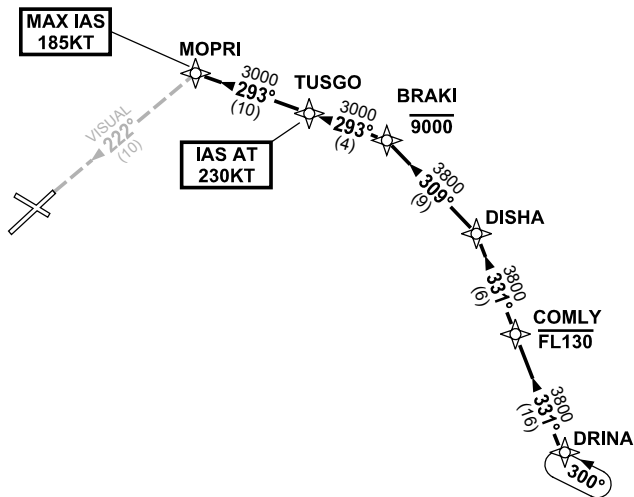
ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ATC APCH SPEEDS	
NM FM TD	SPEED KT
MOPRI	185 -160
5	160 -150

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



10 NM MSA 3800

ARRIVAL: DRINA ONE

RWY 23 VICTOR:

- From DRINA track 331° to COMLY
- Cross** COMLY AT or BLW FL130
- Track 331° to DISHA
- Turn LEFT, track 309° to BRAKI
- Cross** BRAKI AT or BLW 9000ft
- Turn LEFT, track 293° to TUSGO
- IAS AT 230KT** from TUSGO
- Track 293° to MOPRI
- MAX IAS 185KT from MOPRI
- Turn LEFT, intercept VISUAL final RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
ATNAR ONE VICTOR ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

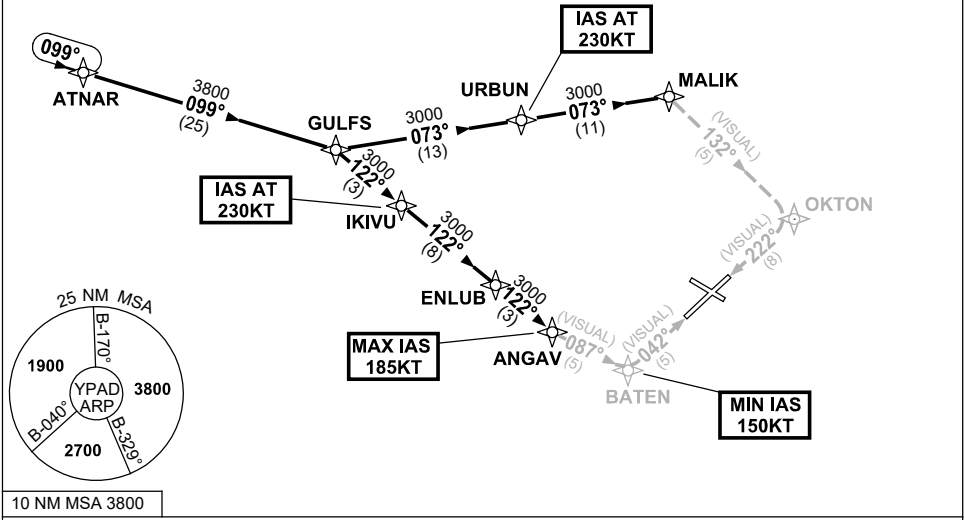
ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ATC APCH SPEEDS			
NM	FM	TD	SPEED KT
RWY 05	ANGAV		185 -160
RWY 05	BATEN		160 -150
RWY 23	10NM		185 -160
RWY 23	5NM		160 -150

**SPEED
MAX IAS 250KT
BELOW 10,000ft**



ARRIVAL: ATNAR ONE

RWY 05 VICTOR:

- Track 099° to GULFS
- Turn RIGHT, track 122° to IKIVU
- IAS AT 230KT from IKIVU
- Track 122° to ENLUB
- Track 122° to ANGAV
- MAX IAS 185KT from ANGAV
- Turn LEFT, track 087° VISUAL to BATEN
- MIN IAS 150KT from BATEN
- Turn LEFT, Intercept VISUAL final RWY 05

RWY 23 VICTOR: (HJ ONLY)

- Track 099° to GULFS
- Turn LEFT, track 073° to URBUN
- IAS AT 230KT from URBUN
- Track 073° to MALIK
- Turn RIGHT, track 132° VISUAL to OKTON
- Turn RIGHT, Intercept VISUAL final RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

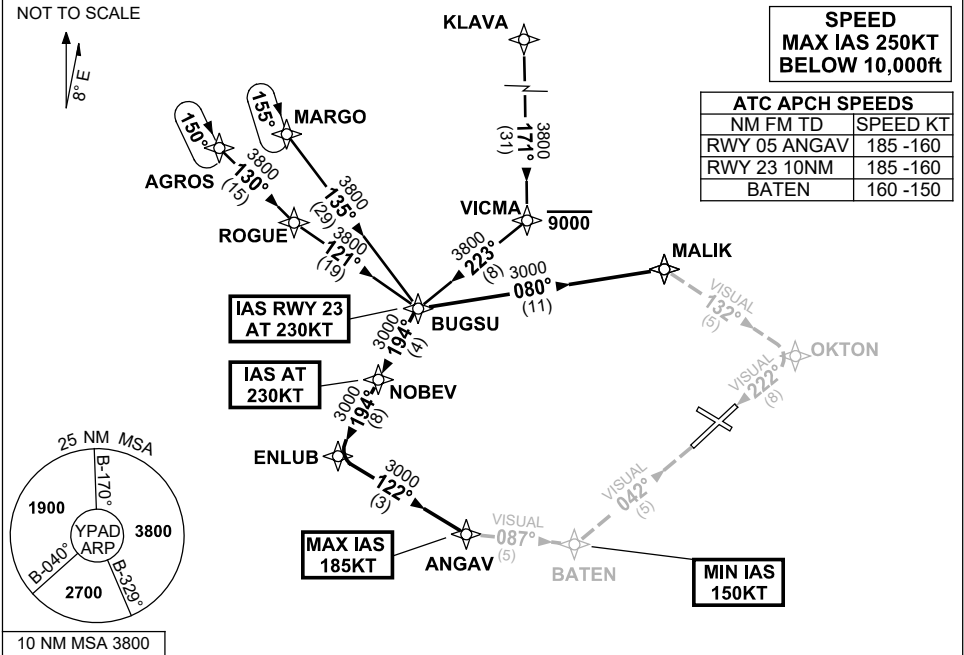
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR29-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
BUGSU ONE VICTOR ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 124.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

MARGO: From MARGO to BUGSU:
Track 135° to BUGSU
Then follow ARRIVAL instructions

AGROS: From AGROS to BUGSU:
Track 130° to ROGUE
Turn LEFT, track 121° to BUGSU
Then follow ARRIVAL instructions

KLAVA: From KLAVA to BUGSU:
Track 171° to VICMA
Cross VICMA AT or BLW 9000FT
Turn RIGHT, track 223° to BUGSU
Then follow ARRIVAL instructions

ARRIVAL: BUGSU ONE

RWY 05 VICTOR:

- From BUGSU turn RIGHT, track 194° to NOBEV
- IAS AT 230KT from NOBEV
- Track 194° to ENLUB
- Turn LEFT, track 122° to ANGAV
- MAX IAS 185KT from ANGAV
- Turn LEFT, track 087° VISUAL to BATEN
- MIN IAS 150KT from BATEN
- Turn LEFT, intercept VISUAL final RWY 05

RWY 23 VICTOR: (HJ ONLY)

- IAS AT 230KT from BUGSU
- From BUGSU turn LEFT, track 080° to MALIK
- Turn RIGHT, track 132° VISUAL to OKTON
- Turn RIGHT, intercept VISUAL final RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT. PADSR30-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
RAYNA THREE VICTOR ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

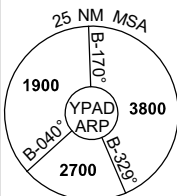
28 NOV 2024

ATIS 116.4 134.5	APP 128.6	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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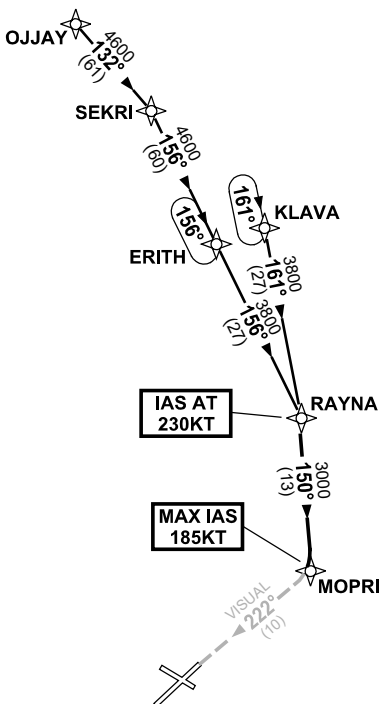
NOT TO SCALE



ATC APCH SPEEDS	
NM FM TD	SPEED KT
MOPRI	185 -160
5	160 -150



10 NM MSA 3800



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

**IAS AT
230KT**

**MAX IAS
185KT**

TRANSITIONS:

OJJAY: **From OJJAY to RAYNA**
Track 132° to SEKRI
Turn RIGHT, track 156° to ERITH
Track 156° RAYNA
Then follow ARRIVAL instructions

KLAVA: **From KLAVA to RAYNA**
Track 161° to RAYNA
Then follow ARRIVAL instructions

ARRIVAL: RAYNA THREE

RWY 23 VICTOR: (HJ ONLY)
IAS AT 230KT from RAYNA
• From RAYNA track 150° to MOPRI
• MAX IAS 185KT from MOPRI
• Turn RIGHT, track VISUAL for final RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERSA EMERG Section 1.5.

Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR31-181

**STANDARD INSTRUMENT ARRIVAL (STAR)
INTOG ONE X-RAY ARRIVAL (RNAV)
ADELAIDE, SA (YPAD)**

28 NOV 2024

ATIS 116.4 134.5	APP 118.2	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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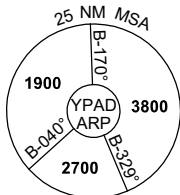
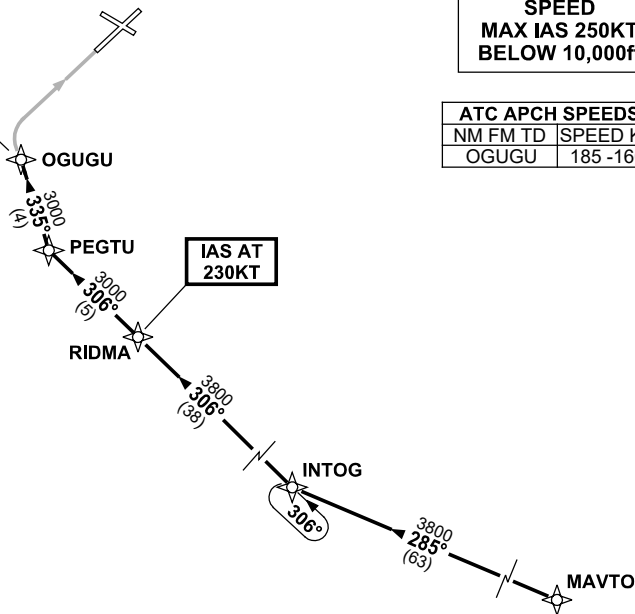
NOT TO SCALE



**MAX IAS
185KT**

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ATC APCH SPEEDS	
NM	FM TD SPEED KT
OGUGU	185 -160



10 NM MSA 3800

TRANSITION:

MAVTO: From MAVTO track 285° to INTOG
Then follow ARRIVAL instructions

ARRIVAL: INTOG ONE

RWY 05 XRAY:

- From INTOG turn RIGHT, track 306° to RIDMA
IAS AT 230KT from RIDMA
- Track 306° to PEGTU
- Turn RIGHT, track 335° to OGUGU
MAX IAS 185KT from OGUGU
- Track via RNP X RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

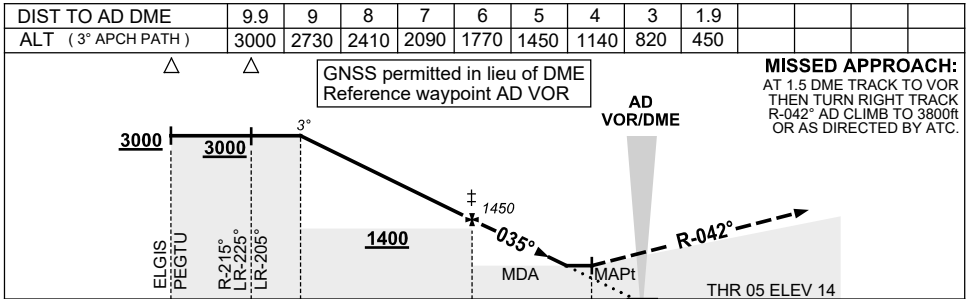
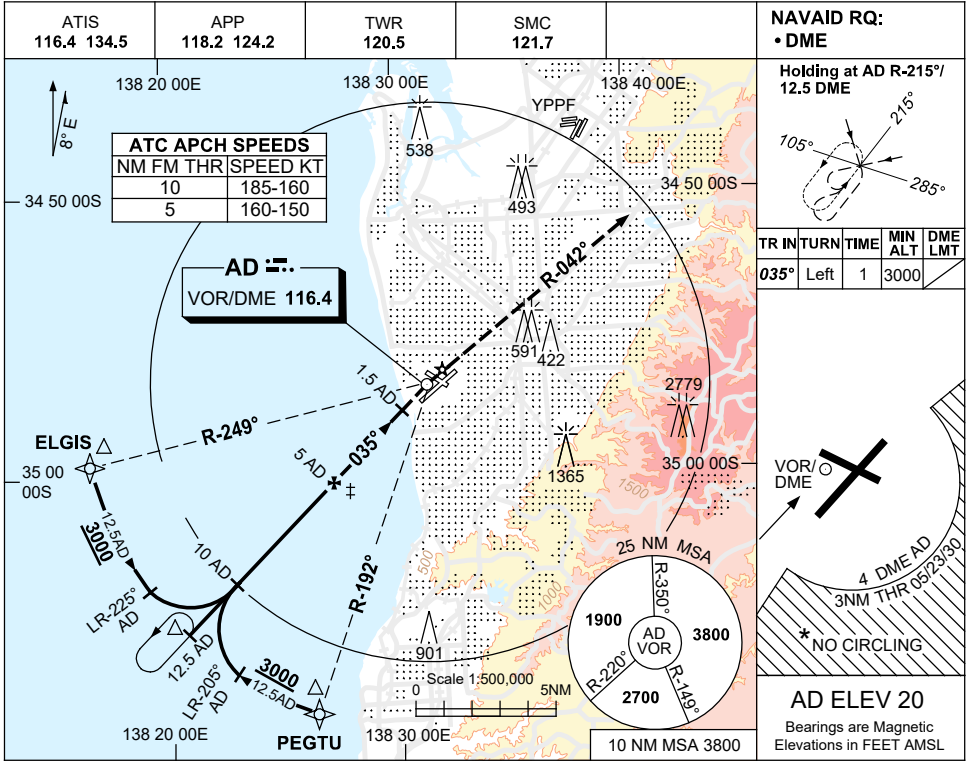
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR33-181

USE QNH

VOR RWY 05
ADELAIDE, SA (YPAD)

28 NOV 2024



NOTES

- * 1. NO CIRCLING BEYOND 4 DME AD SOUTH OF RWY 05/23 OR BEYOND 3NM FM THR 05/23/30.
- * 2. SPECIAL ALTN MNM 850/4.0 KM.
- † 3. ACFT MAY BE RADAR VECTORED TO FNA.
- 4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	450 (430-2.4)			
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE*	(1380-4.4)		(1480-6.0)	(1480-7.0)

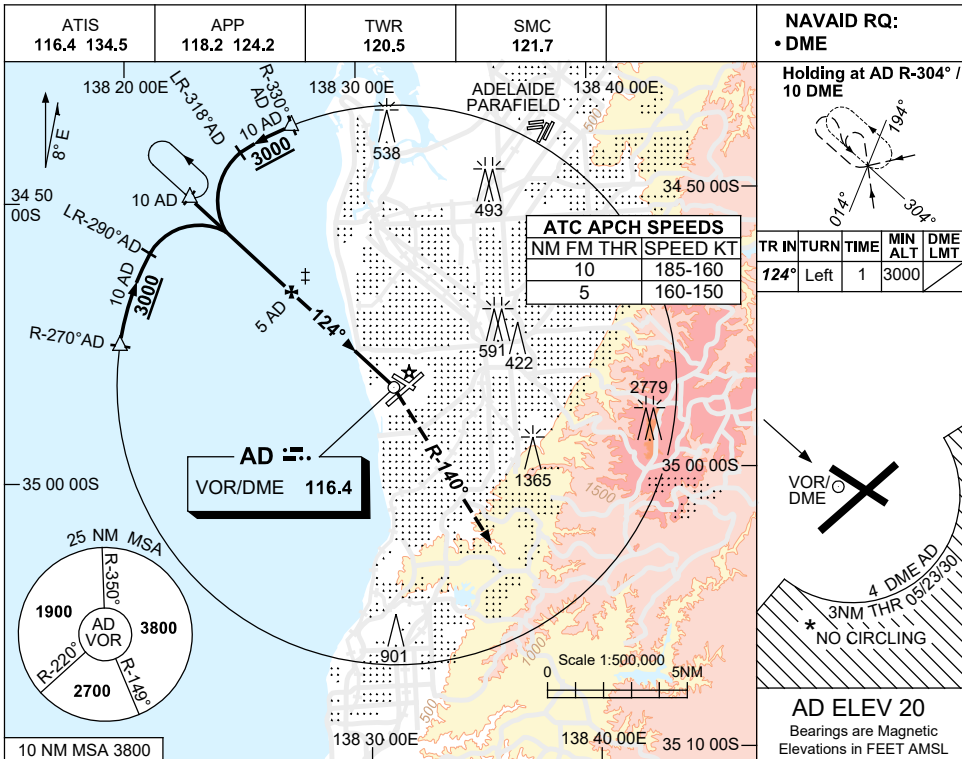
Changes: WAYPOINT NAMES, Editorial.

PADVO01-181

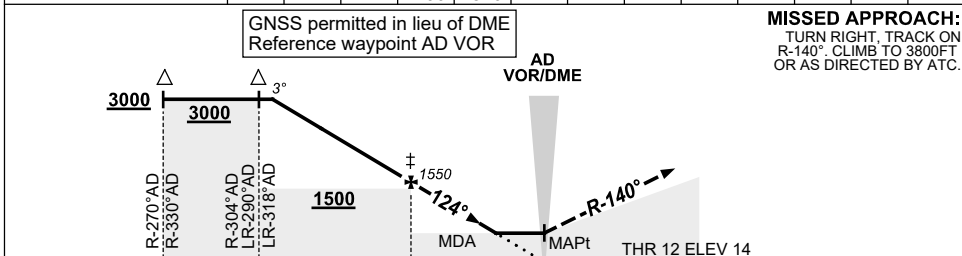
USE QNH

VOR RWY 12
ADELAIDE, SA (YPAD)

24 MAR 2022



DIST TO AD DME	9.6	9	8	7	6	5	4	3	2	1.6	1.5		
ALT (3° APCH PATH)	3000	2830	2510	2190	1870	1550	1230	910	600	470	450		



NOTES

- * 1. NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
- * 2. SPECIAL ALTN MNM 850/4.0KM.
- † 3. ACFT MAY BE RADAR VECTORED TO FNA.
- 4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME		450 (430-2.4)		470 (450-2.5)
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE †	(1380-4.4)		(1480-6.0)	(1480-7.0)

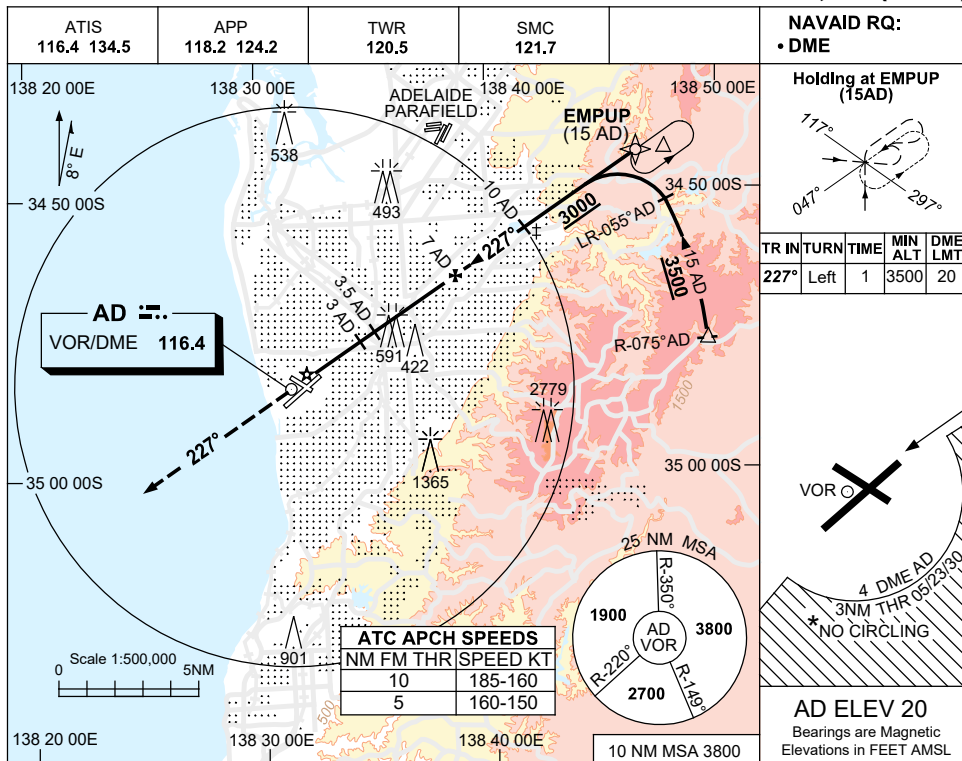
Changes: HOLDING TEXT.

PADVO03-170

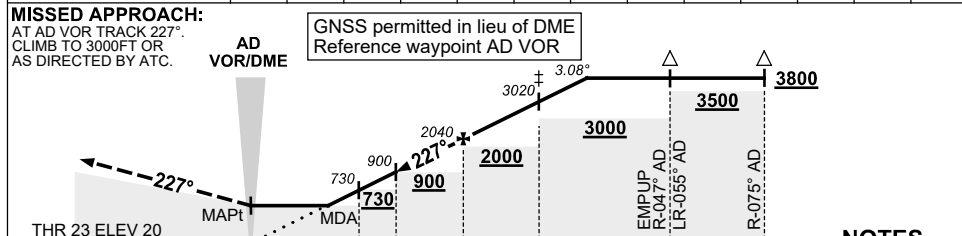
USE QNH

VOR RWY 23
ADELAIDE, SA (YPAD)

13 JUN 2024



DIST TO AD DME	2.5	3	3.5	4	5	6	7	8	9	10	11	12	12.4
ALT (3.08° APCH PATH)	580	730	900	1060	1390	1710	2040	2370	2690	3020	3350	3670	3800



- NOTES**
- NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
 - SPECIAL ALTN MNM 850/4.0KM.
 - ACFT MAY BE RADAR VECTORED TO 10 DME FINAL.
 - APCH PATH ANGLE DOES NOT COINCIDE WITH PAPI ON GLIDE SLOPE INDICATION.
 - COLOUR: SEE SPEC NOTICES.

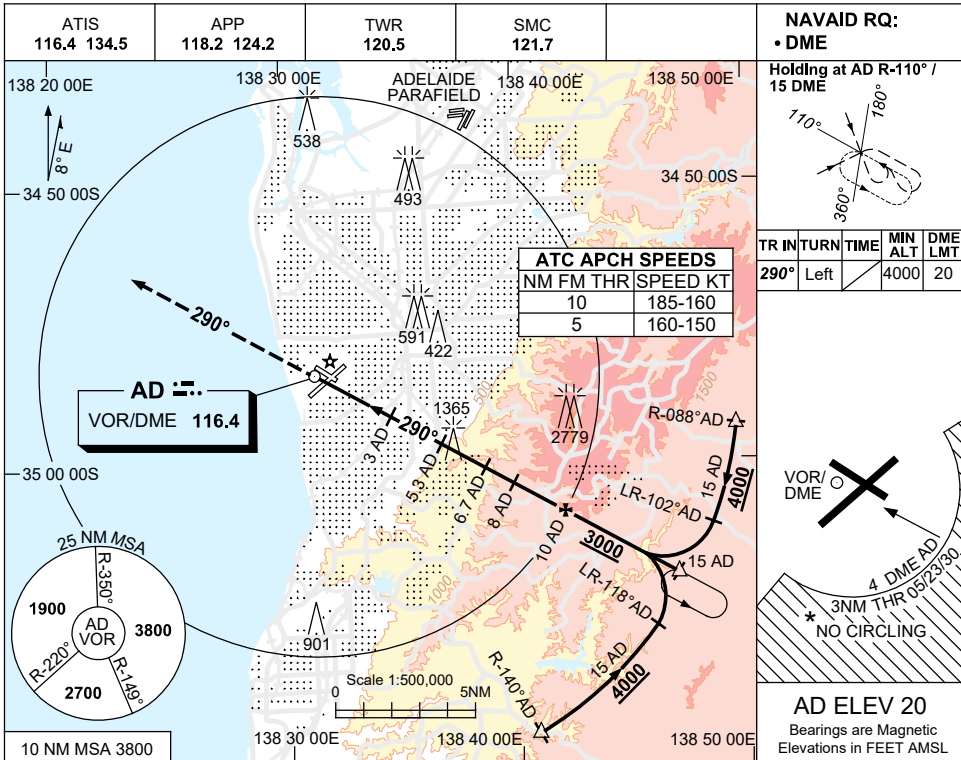
CATEGORY	A	B	C	D
S-I VOR/DME	580 (560-2.3)			
CIRCLING *	900 (880-2.4)	1000 (980-4.0)	1000 (980-5.0)	
ALTERNATE*	(1380-4.4)	(1480-6.0)	(1480-7.0)	

Changes: EMPUP REPLACES COOKY. PADVO04-179

USE QNH

VOR RWY 30
ADELAIDE, SA (YPAD)

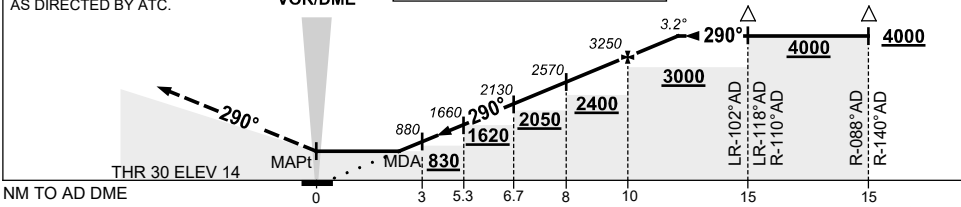
24 MAR 2022



DIST TO AD DME	2	3	4	5.3	6	6.7	7	8	9	10	11	12	12.2
ALT (3.2° APCH PATH)	520	880	1220	1660	1890	2130	2230	2570	2910	3250	3590	3930	4000

MISSED APPROACH:
 AT AD VOR TRACK 290°. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
 Reference waypoint AD VOR



NOTES

- * 1. NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
- * 2. SPECIAL ALTN MNM 850/4.0 KM.
- 3. APCH PATH ANGLE DOES NOT COINCIDE WITH PAPI ON GLIDE SLOPE INDICATION.
- 4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	520 (500-2.7)			
CIRCLING *	900 (880-2.4)		1000 (980-4.0)	1000 (980-5.0)
ALTERNATE*	(1380-4.4)		(1480-6.0)	(1480-7.0)

Changes: HOLDING TEXT.

PADVO05-170