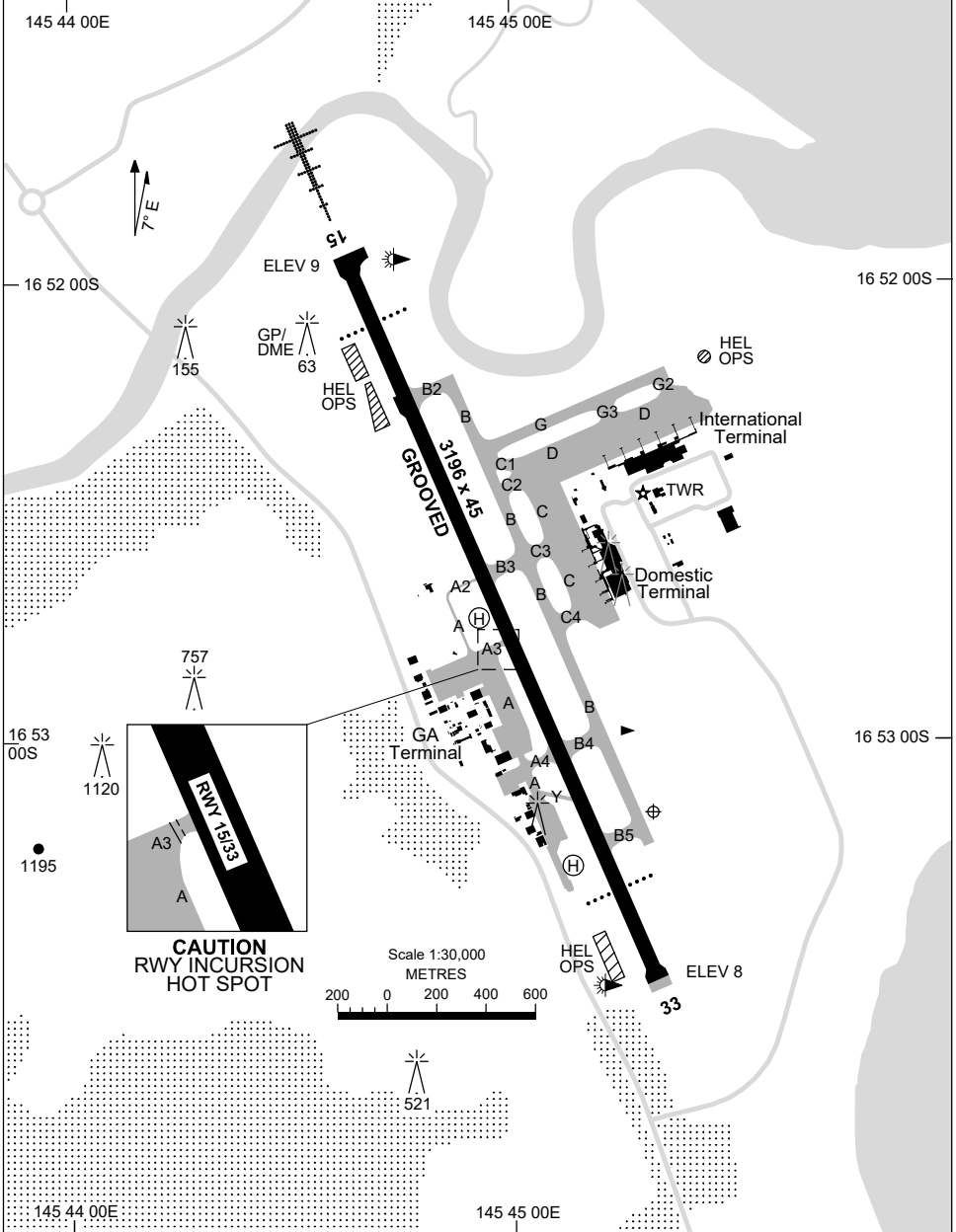


24 MAR 2022

16 53 09S 145 45 19E

CAIRNS/CAIRNS INTL, QLD (YBCS)

ATIS 113.0 131.1	FIA CS APP 126.1	ACD 128.75	SMC 121.7	TWR 124.9	APP/DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
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Changes: DTHR 33 REMOVED, RWY 33 END, HEL-OPS.

BCSAD01-170

1 DEC 2022

AD ELEV 10
16 53 09S 145 45 19E

AERODROME CHART - Page 2
CAIRNS/CAIRNS INTL, QLD (YBCS)

ATIS 113.0 131.1	FIA CS APP 126.1	ACD 128.75	SMC 121.7	TWR 124.9	APP/DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
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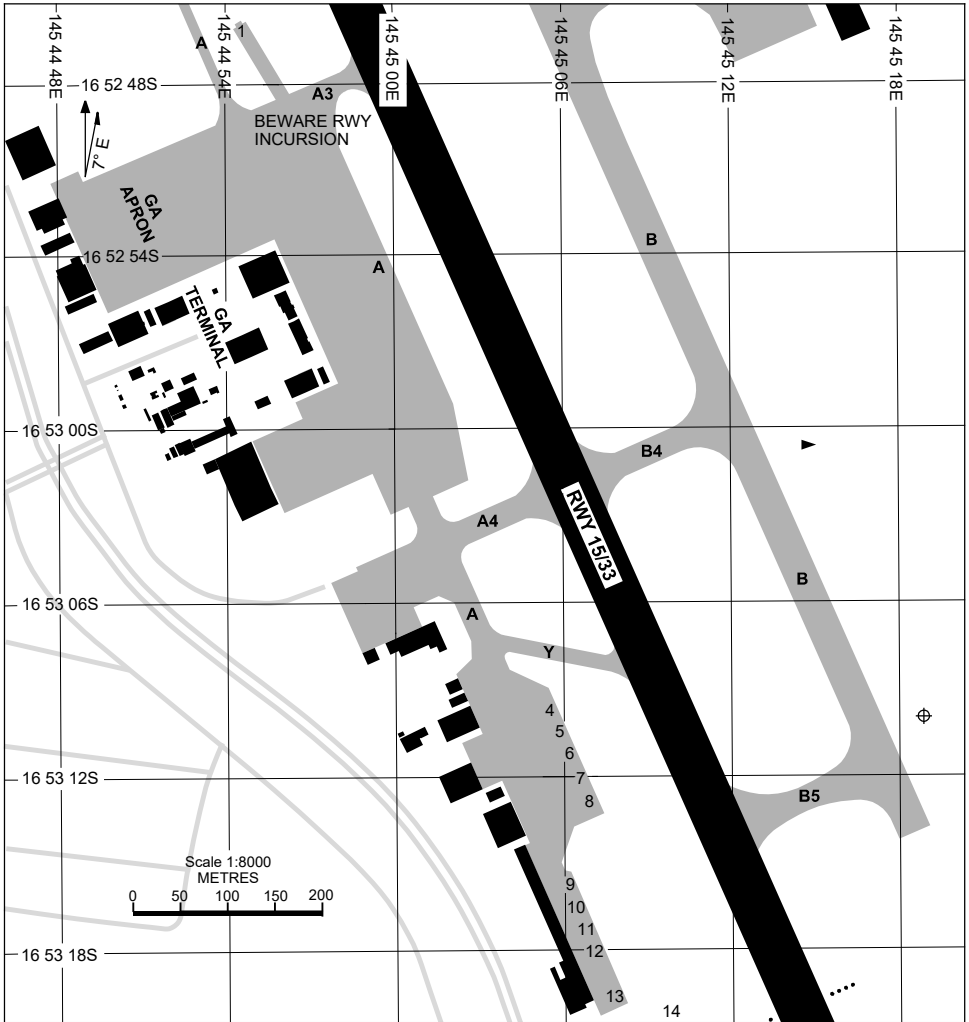
RWY	AERODROME LIGHTING					
	ABN : ALTN W/G 8 SEC TAXIWAY: GREEN CL, BLUE REFLECTIVE EDGE ON TWY C BTN C3 AND C4, BLUE EDGE ON TURNING PADS, RUNWAY GUARD LIGHT RL : MAN , SDBY (15 SEC)					
15 ¹⁵⁰	PAPI 3.0° 53FT MIRL HIRL HIAL - CAT I					
³³⁰ 33	PAPI 3.0° 61FT MIRL HIRL					

<p>NOTES</p>						
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Changes: NOTES DELETED.

BCSAD02-173

23 MAR 2023



PARKING POSITION INFORMATION

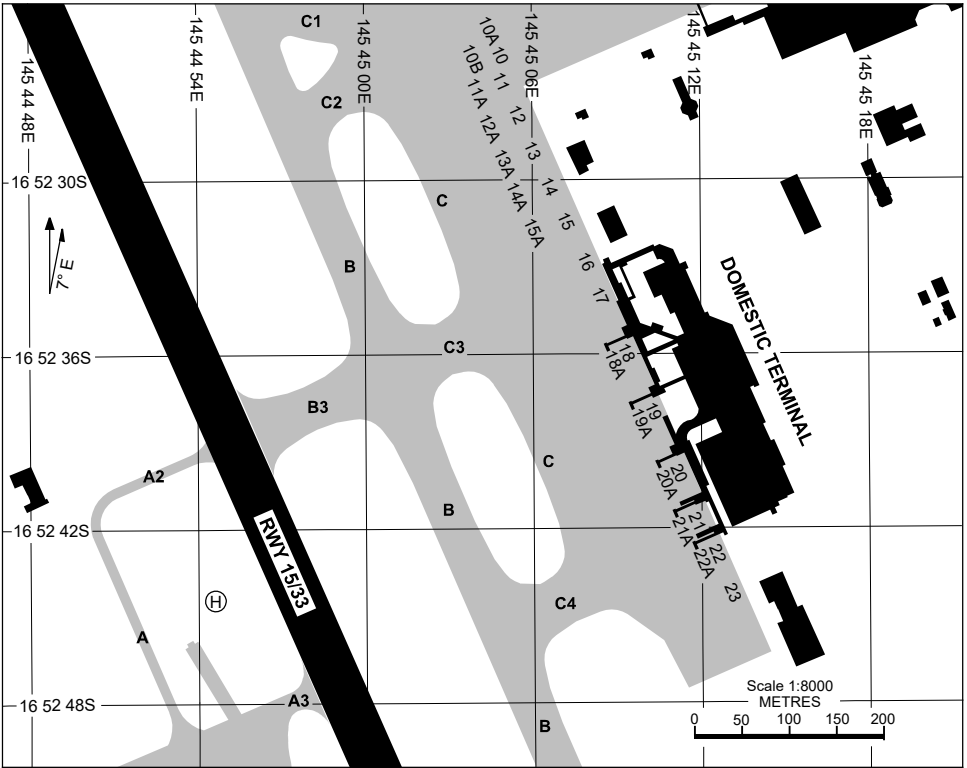
STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL
1	16 52 45.89S	145 44 54.37E	8	MAX LENGTH 14.8M	N/A
4	16 53 09.77S	145 45 05.37E	5	MAX LENGTH 13.0M	N/A
5	16 53 10.55S	145 45 05.73E	5	MAX LENGTH 13.0M	N/A
6	16 53 11.32S	145 45 06.08E	4	MAX LENGTH 13.0M	N/A
7	16 53 12.09S	145 45 06.43E	4	MAX LENGTH 13.0M	N/A
8	16 53 12.87S	145 45 06.78E	4	MAX LENGTH 13.0M	N/A
9	16 53 15.77S	145 45 06.09E	6	MAX LENGTH 13.0M	N/A
10	16 53 16.55S	145 45 06.44E	6	MAX LENGTH 13.0M	N/A
11	16 53 17.32S	145 45 06.79E	6	MAX LENGTH 13.0M	N/A
12	16 53 18.10S	145 45 07.14E	6	MAX LENGTH 13.0M	N/A
13	16 53 19.61S	145 45 07.73E	6	MAX LENGTH 17.31M	N/A
14	16 53 20.25S	145 45 09.63E	6	MAX LENGTH 17.31M	N/A

Changes: ACFT STAND BAY 2 AND 3 REMOVED.

BCSAP01-174

APRON CHART - DOMESTIC
CAIRNS/CAIRNS INTL, QLD (YBCS)

21 MAY 2020



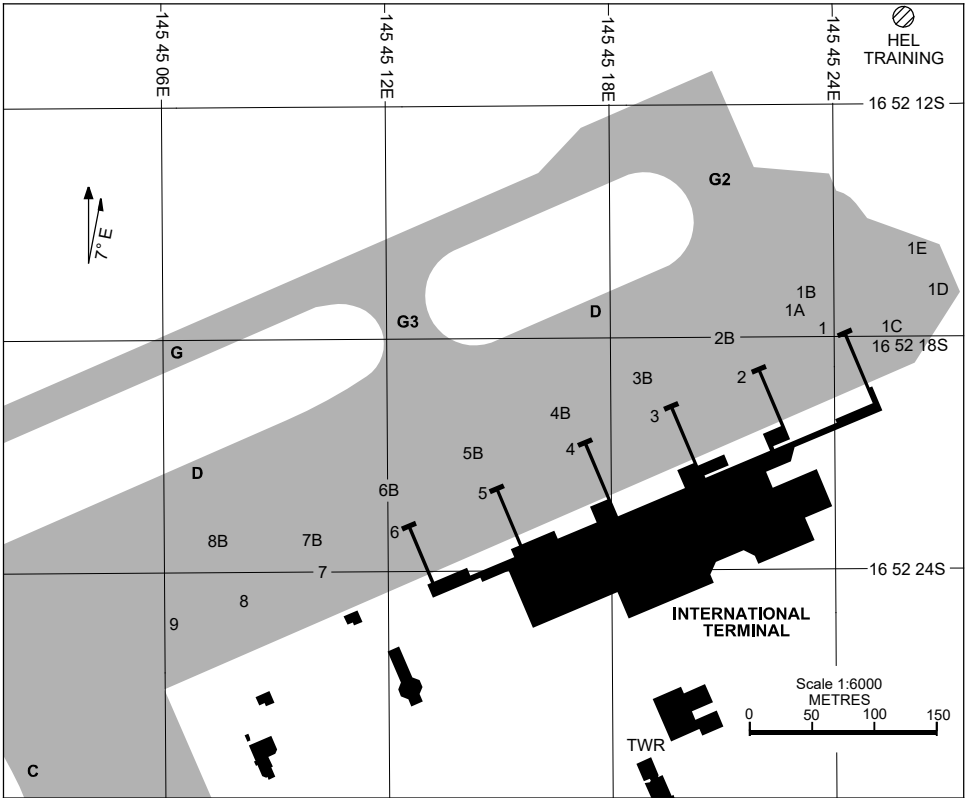
PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
10	16 52 25.63S	145 45 04.81E	10	B744	F35	MARSHALLER
10A	16 52 25.05S	145 45 04.54E	10	B738	F35	MARSHALLER
10B	16 52 25.81S	145 45 03.87E	10	B738	F35	MARSHALLER
11	16 52 26.59S	145 45 04.93E	11	B738	F35	MARSHALLER
12	16 52 27.01S	145 45 03.94E	10	DH8C	NIL	MARSHALLER
12A	16 52 27.80S	145 45 05.47E	11	B738	F35	MARSHALLER
12A	16 52 28.22S	145 45 04.48E	10	DH8C	NIL	MARSHALLER
13	16 52 29.01S	145 45 06.03E	11	B738	F35	MARSHALLER
13A	16 52 29.42S	145 45 05.03E	10	DH8C	NIL	MARSHALLER
14	16 52 30.18S	145 45 06.66E	11	B738	F35	MARSHALLER
14A	16 52 30.63S	145 45 05.57E	10	DH8C	NIL	MARSHALLER
15	16 52 31.38S	145 45 07.22E	11	B738	F35	MARSHALLER
15A	16 52 31.81S	145 45 06.11E	10	DH8C	NIL	MARSHALLER
16	16 52 32.80S	145 45 07.92E	11	B738	F35	MARSHALLER
17	16 52 34.00S	145 45 08.50E	11	B738	F35	MARSHALLER
18	16 52 35.78S	145 45 09.21E	11	B744	F35	MARSHALLER
18A	16 52 35.86S	145 45 09.00E	11	B767	F35	MARSHALLER
19	16 52 37.85S	145 45 10.15E	11	B744	F35	SAFEGATE
19A	16 52 37.95S	145 45 09.91E	11	B767	F35	MARSHALLER
20	16 52 39.92S	145 45 11.08E	11	B744	F35	SAFEGATE
20A	16 52 40.01S	145 45 10.88E	11	B767	F35	MARSHALLER
21	16 52 41.64S	145 45 11.65E	11	B738	F35	SAFEGATE
21A	16 52 41.70S	145 45 11.49E	11	B738	F35	MARSHALLER
22	16 52 42.76S	145 45 12.39E	11	B738	F35	SAFEGATE
22A	16 52 42.83S	145 45 12.24E	11	A321	F35	MARSHALLER
23	16 52 44.31S	145 45 13.19E	11	B733	F35	MARSHALLER

Changes: COORD FMT, ACFT STAND COORD, BAY 11B & C REMOVED, Editorial.

APRON CHART - INTERNATIONAL
CAIRNS/CAIRNS INTL, QLD (YBCS)

23 MAR 2023



PARKING POSITION INFORMATION

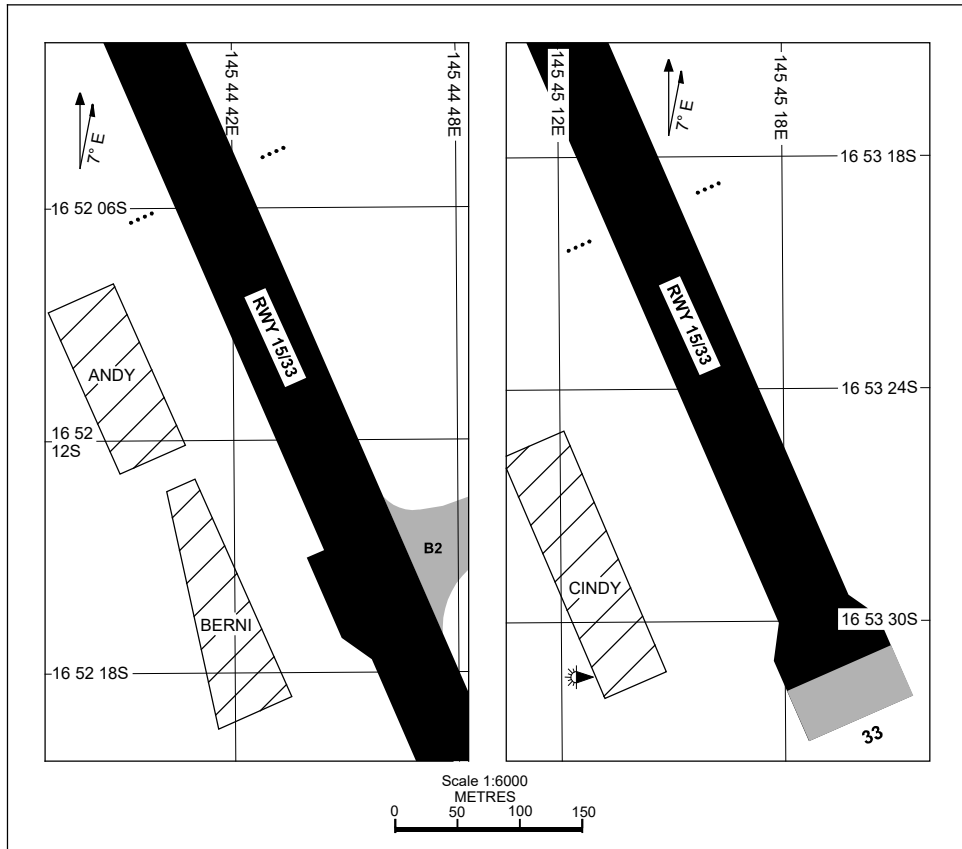
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	16 52 17.90S 145 45 23.66E	10	B744	F35	SAFEGATE
1A	16 52 17.30S 145 45 23.00E	10	F100	F35	MARSHALLER
1B	16 52 16.88S 145 45 23.23E	9	DH8D	NIL	MARSHALLER
1C	16 52 17.75S 145 45 25.54E	9	ATR72	NIL	MARSHALLER
1D	16 52 16.80S 145 45 26.83E	9	B350	NIL	MARSHALLER
1E	16 52 15.73S 145 45 26.25E	9	ATR72	NIL	MARSHALLER
2	16 52 19.08S 145 45 21.51E	11	B744	F35	SAFEGATE
2B	16 52 18.08S 145 45 21.09E	11	DH8D	NIL	MARSHALLER
3	16 52 20.01S 145 45 19.28E	11	B744	F35	SAFEGATE
3B	16 52 19.01S 145 45 18.86E	11	DH8D	NIL	MARSHALLER
4	16 52 20.95S 145 45 17.05E	11	B744	F35	SAFEGATE
4B	16 52 19.94S 145 45 16.63E	11	DH8D	NIL	MARSHALLER
5	16 52 21.94S 145 45 14.69E	11	B744	F35	SAFEGATE
5B	16 52 20.94S 145 45 14.26E	11	DH8D	NIL	MARSHALLER
6	16 52 22.88S 145 45 12.45E	11	B744	F35	SAFEGATE
6B	16 52 21.88S 145 45 12.00E	11	DH8D	NIL	MARSHALLER
7	16 52 23.99S 145 45 10.25E	12	B744	F35	MARSHALLER
7B	16 52 23.18S 145 45 09.92E	12	DH8D	NIL	MARSHALLER
8	16 52 24.69S 145 45 08.13E	12	B763	F35	MARSHALLER
8B	16 52 23.16S 145 45 07.38E	12	SA340	NIL	MARSHALLER
9	16 52 25.35S 145 45 06.24E	11	B763	F35	MARSHALLER
HEL TRAINING	16 52 09.76S 145 45 25.91E	8	MAX LENGTH 17.5M	N/A	NIL

Changes: BAY 7 AND 8 DOCKING SYSTEM.

BCSAP03-174

HELICOPTER OPERATING AREAS CHART CAIRNS/CAIRNS INTL, QLD (YBCS)

24 MAR 2022



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
ANDY	16 52 10.46S 145 44 38.10E	6	N/A	N/A	NIL
BERNI	16 52 16.29S 145 44 40.96E	4	N/A	N/A	NIL
CINDY	16 53 27.88S 145 45 12.66E	4	N/A	N/A	NIL

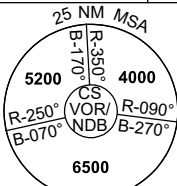
Changes:RWY 33 END.

BCSAP04-170

DME or GNSS ARRIVAL PROCEDURES CAIRNS/CAIRNS INTL, QLD (YBCS) Page 1

2 DEC 2021

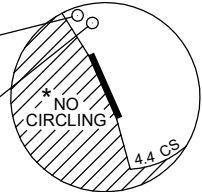
ATIS 113.0 131.1	APP 118.4 (AS ADVISED)	TWR 124.9	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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DME USING CS DME REFERENCE WAYPOINT CS VOR

CS ---
NDB 364

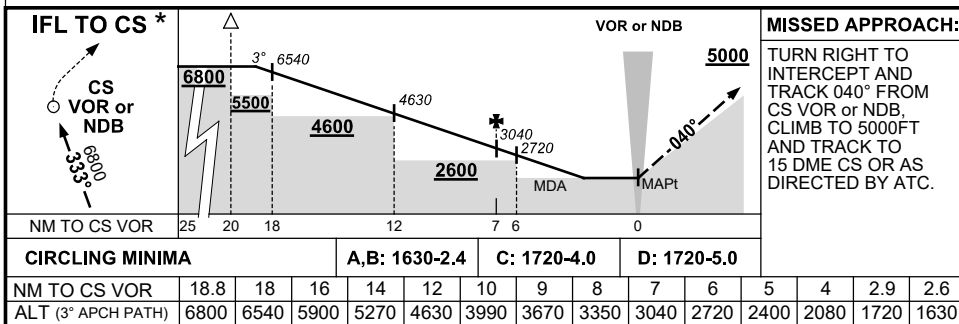
CS ---
VOR/DME 113.0



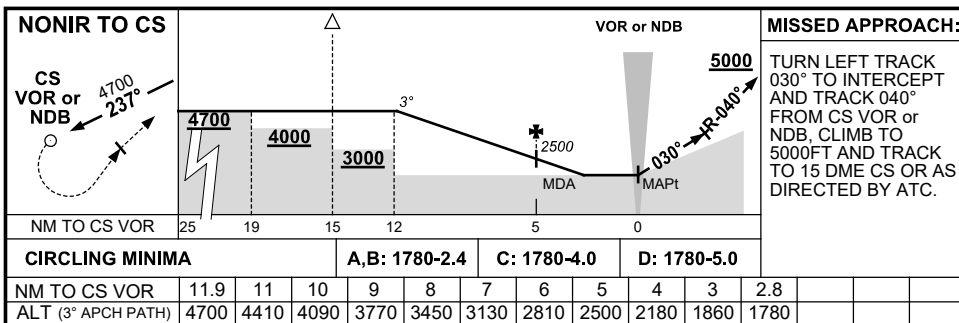
* 1. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH.

10 NM MSA 5600

AD ELEV 10



* NOTE : STRAIGHT-IN LDG RWY 33 NOT AVAILABLE UNLESS VISUAL BY 10 DME - DESC GRADIENT TO THR 345FT/NM.



LIMITATION : 185KT IAS MAX UNTIL ESTABLISHED ON R-040° CS VOR OR NDB.

CAUTION : DO NOT DELAY TURN ONTO 030° DUE TO HIGH TERRAIN WEST OF MISSED APPROACH AREA.

DME or GNSS ARRIVAL PROCEDURES CAIRNS/CAIRNS INTL, QLD (YBCS) Page 2

2 DEC 2021

ATIS 113.0 131.1	APP 118.4 126.1 (AS ADVISED)	TWR 124.9	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA

DME USING CS DME
REFERENCE WAYPOINT CS VOR

CS ---
NDB 364

CS ---
VOR/DME 113.0

* 1. NO CIRCLING WEST OF
RWY 15/33 OR BEYOND
4.4 DME TO THE SOUTH.

4.4 CS

AD ELEV 10

LAMEK TO CS	<p style="text-align: center;">VOR or NDB</p>	MISSED APPROACH:																														
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>NM TO CS VOR</td> <td>25</td> <td>19</td> <td>15</td> <td>5</td> <td>3</td> <td>0</td> </tr> <tr> <td>CIRCLING MINIMA</td> <td colspan="2">A,B: 1620-2.4</td> <td colspan="2">C: 1720-4.0</td> <td colspan="2">D: 1720-5.0</td> </tr> </table>	NM TO CS VOR	25	19	15	5	3	0	CIRCLING MINIMA	A,B: 1620-2.4		C: 1720-4.0		D: 1720-5.0		<p>TURN RIGHT TRACK 080° TO INTERCEPT AND TRACK 040° FROM CS VOR or NDB, CLIMB TO 5000FT AND TRACK TO 15 DME CS OR AS DIRECTED BY ATC.</p>																
NM TO CS VOR	25	19	15	5	3	0																										
CIRCLING MINIMA	A,B: 1620-2.4		C: 1720-4.0		D: 1720-5.0																											
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>NM TO CS VOR</td> <td>16</td> <td>13</td> <td>12</td> <td>11</td> <td>10</td> <td>9</td> <td>8</td> <td>7</td> <td>6</td> <td>5</td> <td>4</td> <td>3</td> <td>2</td> <td>0.7</td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>6500</td> <td>5550</td> <td>5230</td> <td>4910</td> <td>4590</td> <td>4270</td> <td>3960</td> <td>3640</td> <td>3320</td> <td>3000</td> <td>2680</td> <td>2360</td> <td>2040</td> <td>1620</td> </tr> </table>	NM TO CS VOR	16	13	12	11	10	9	8	7	6	5	4	3	2	0.7	ALT (3° APCH PATH)	6500	5550	5230	4910	4590	4270	3960	3640	3320	3000	2680	2360	2040	1620	
NM TO CS VOR	16	13	12	11	10	9	8	7	6	5	4	3	2	0.7																		
ALT (3° APCH PATH)	6500	5550	5230	4910	4590	4270	3960	3640	3320	3000	2680	2360	2040	1620																		

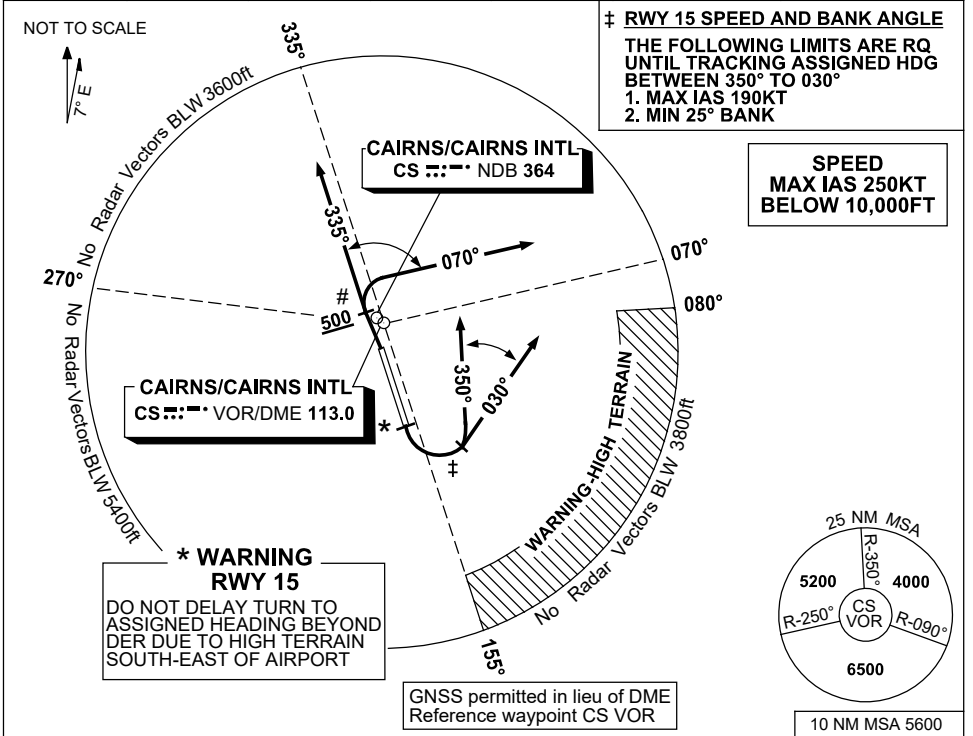
LIMITATION : 185KT IAS MAX UNTIL ESTABLISHED ON R-040° CS VOR OR NDB.

CAUTION : DO NOT DELAY TURN ONTO 080° DUE TO HIGH TERRAIN WEST OF MISSED APPROACH AREA.

**STANDARD INSTRUMENT DEPARTURES (SID)
CAIRNS TWO DEPARTURE (RADAR)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

2 DEC 2021

ATIS 113.0 131.1	ACD 128.75	SMC 121.7	TWR 124.9	DEP 118.4	DEP 126.1 (AS ADVISED)	Bearings are Magnetic Elevations in FEET AMSL
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CAIRNS TWO DEPARTURE (RADAR)

RWY 15

- GRAD 4% to 600ft thence 3.3%
- Track 150°
- * At the earlier of 400ft or DER (2.6 DME) turn LEFT to assigned heading (between 350° to 030°)
- When directed, contact departures for radar vectors

RWY 33

- # • MAX IAS 220KLT
- GRAD 4.6% TO 2000ft THENCE 3.3%
- Track 330°
- AT or ABV 500ft, but not before DER, turn to assigned heading (between 335° to 070°)
- When directed, contact departures for radar vectors

COMMUNICATIONS FAILURE PROCEDURE

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

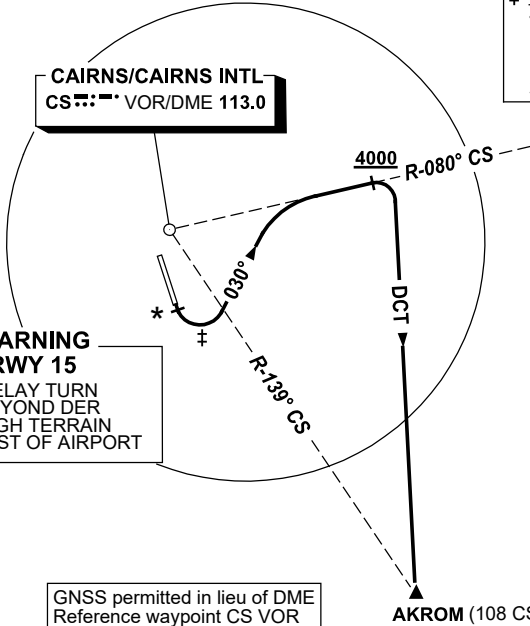
Changes: Editorial. BCSDP02-169

STANDARD INSTRUMENT DEPARTURE (SID)
RWY 15 AKROM ONE (JET)
CAIRNS/CAIRNS INTL, QLD (YBCS)

30 NOV 2023

ATIS 113.0 131.1	ACD 128.75	SMC 121.7	TWR 124.9	DEP 118.4	DEP 126.1 (AS ADVISED)	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

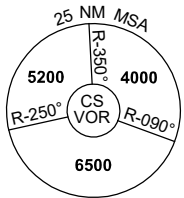


‡ **SPEED AND BANK ANGLE**
THE FOLLOWING LIMITS ARE
RQ UNTIL TRACKING 030°
1. MAX IAS 190KT
2. MIN 25° BANK

SPEED
MAX IAS 250KT
BELOW 10,000FT

*** WARNING
RWY 15**
DO NOT DELAY TURN
TO 030° BEYOND DER
DUE TO HIGH TERRAIN
SOUTH-EAST OF AIRPORT

GNSS permitted in lieu of DME
Reference waypoint CS VOR



10 NM MSA 5600

AKROM ONE DEPARTURE

- GRAD 4% to 600ft thence 3.3%.
- Track 150°
- * At the earlier of 400ft or DER (2.6 CS DME) turn LEFT track 030°
- Intercept CS R-080°
- When established on CS R-080° and AT or ABV 4000ft turn RIGHT
- Track DCT to AKROM and thence as cleared

**STANDARD INSTRUMENT DEPARTURE (SID)
RWY 15 NONUM ONE (NON-JET)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

2 DEC 2021

ATIS 113.0 131.1	ACD 128.75	SMC 121.7	TWR 124.9	DEP 118.4	DEP 126.1 (AS ADVISED)	Bearings are Magnetic Elevations in FEET AMSL
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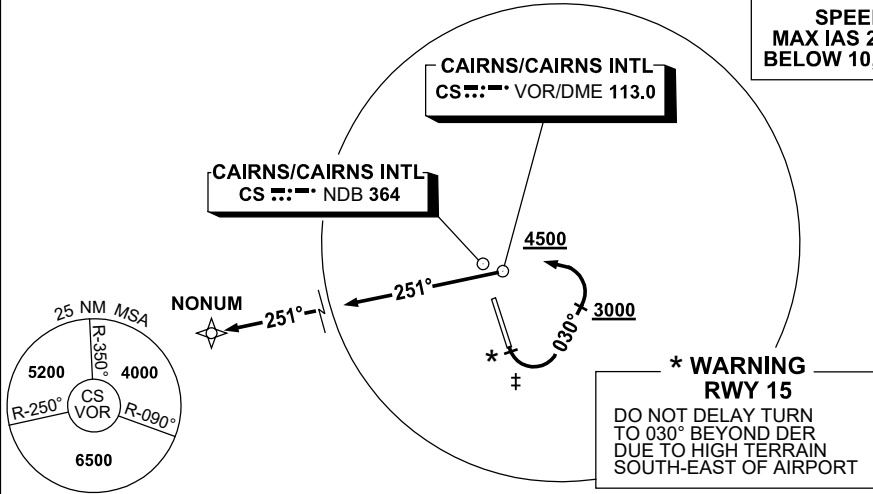
NOT TO SCALE



GNSS permitted in lieu of DME
Reference waypoint CS VOR

‡ **SPEED AND BANK ANGLE**
THE FOLLOWING LIMITS ARE
RQ UNTIL TRACKING 030°
1. MAX IAS 190KT
2. MIN 25° BANK

SPEED
MAX IAS 250KT
BELOW 10,000FT



10 NM MSA 5600

NONUM ONE DEPARTURE

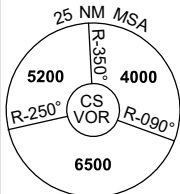
- GRAD 4% to 600ft thence 3.3%
 - Track 150°
 - * At the earlier of 400ft or DER (2.6 CS DME) turn LEFT track 030°
 - AT or ABV 3000ft turn LEFT
 - Track to CS VOR/NDB
- Requirement: reach 4500ft by CS VOR/NDB
- Track 251° to NONUM

STANDARD INSTRUMENT DEPARTURES (SID)
RWY 33 EAZEE THREE (JET)
CAIRNS/CAIRNS INTL, QLD (YBCS)

30 NOV 2023

ATIS 113.0 131.1	ACD 128.75	SMC 121.7	TWR 124.9	DEP 118.4	DEP 126.1 (AS ADVISED)	Bearings are Magnetic Elevations in FEET AMSL
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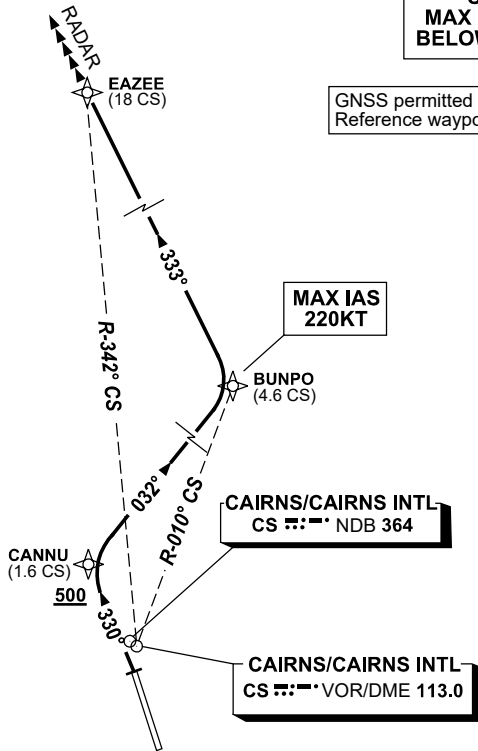
NOT TO SCALE



10 NM MSA 5600

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

GNSS permitted in lieu of DME
Reference waypoint CS VOR



RWY 33 EAZEE THREE

- GRAD 4.6% TO 2000ft THENCE 3.3%
MAX IAS 220KT until BUNPO
- Track 330° to CANNU
Cross CANNU AT or ABV 500ft
- Turn RIGHT track 032° to BUNPO
- Turn LEFT, track 333° to EAZEE
- When directed Contact Departures

TRANSITION

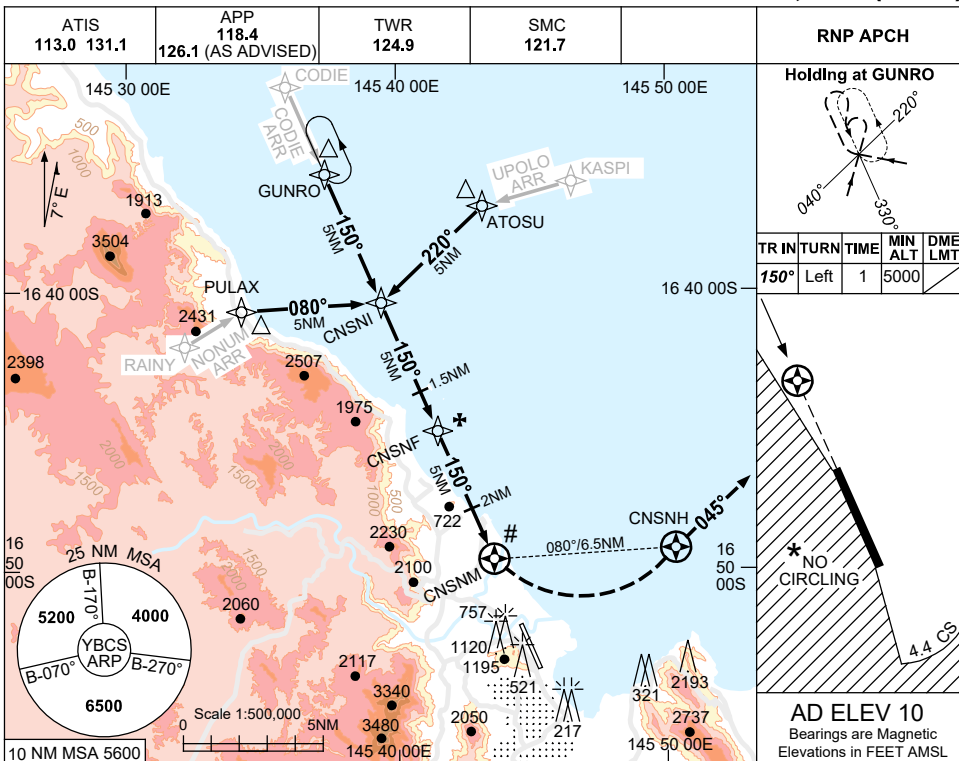
RADAR: • From EAZEE expect radar vectors
to cleared route

USE QNH

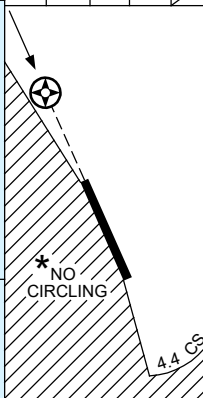
RNP Z RWY 15

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)

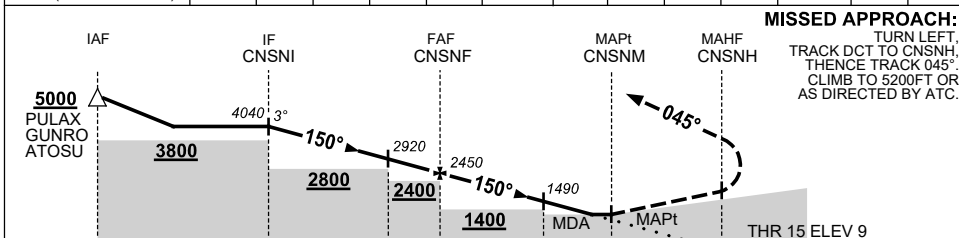


TR	IN	TURN	TIME	MIN ALT	DME LMT
150°	Left	1	5000		



AD ELEV 10
Bearings are Magnetic
Elevations in FEET AMSL

NM TO NEXT WPT	CNSNI	4	3	2	1	CNSNF	4	3	2	0.5	CNSNM		
ALT (3° APCH PATH)	4040	3720	3400	3080	2770	2450	2130	1810	1490	1030	860		



NOTES

- # 1. MAX IAS: INITIAL : 210KT. MAP TURN: 190KT. HOLDING : 230KT.
- * 2. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH (2NM S OF THR RWY 33).
- ‡ 3. WITHOUT ILS, LOC & DME.
4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV (2.5% MAP)		1030 (1020-5.0)		
LNAV (4.0% MAP)		860 (850-4.0)		
CIRCLING *	1030 (1020-2.4)		1030(1020-4.0)	1230(1220-5.0)
ALTERNATE ‡	(1520-4.4)		(1520-6.0)	(1720-7.0)

Changes: KASPI REPLACES SUNNY.

BCSGN01-177

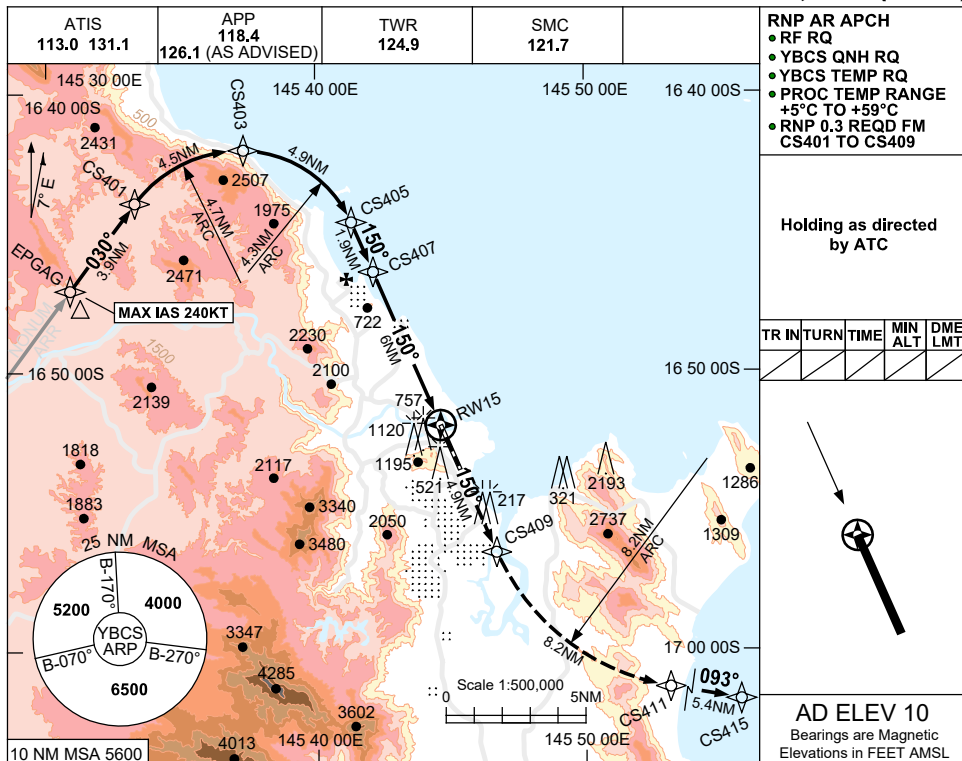
FOR CASA APPROVED OPERATORS ONLY

USE QNH

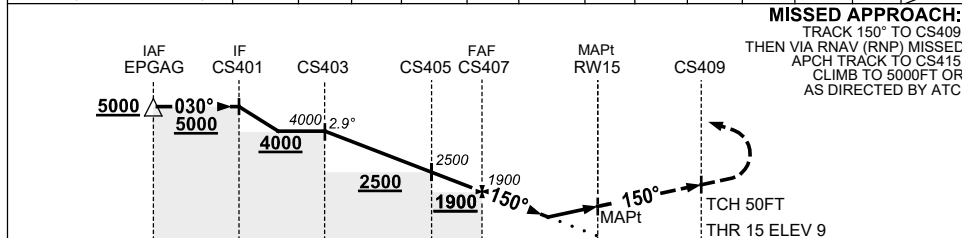
RNP W RWY 15 (AR)

24 MAR 2022

CAIRNS/CAIRNS INTL, QLD (YBCS)



NM TO NEXT WPT	CS403	3	1	CS405	1	CS407	5	4	3.3	2.5	2.1	2	RW15
ALT (2.9° APCH PATH)	4000	3420	2800	2500	2200	1900	1600	1290	1060	840	700	680	



NOTES

1. MAX IAS:
INITIAL : 240KT.
2. MIN MAP GRAD 5%
TO 1400FT THEN 2.5%.
3. COLOUR: SEE
SPEC NOTICES.

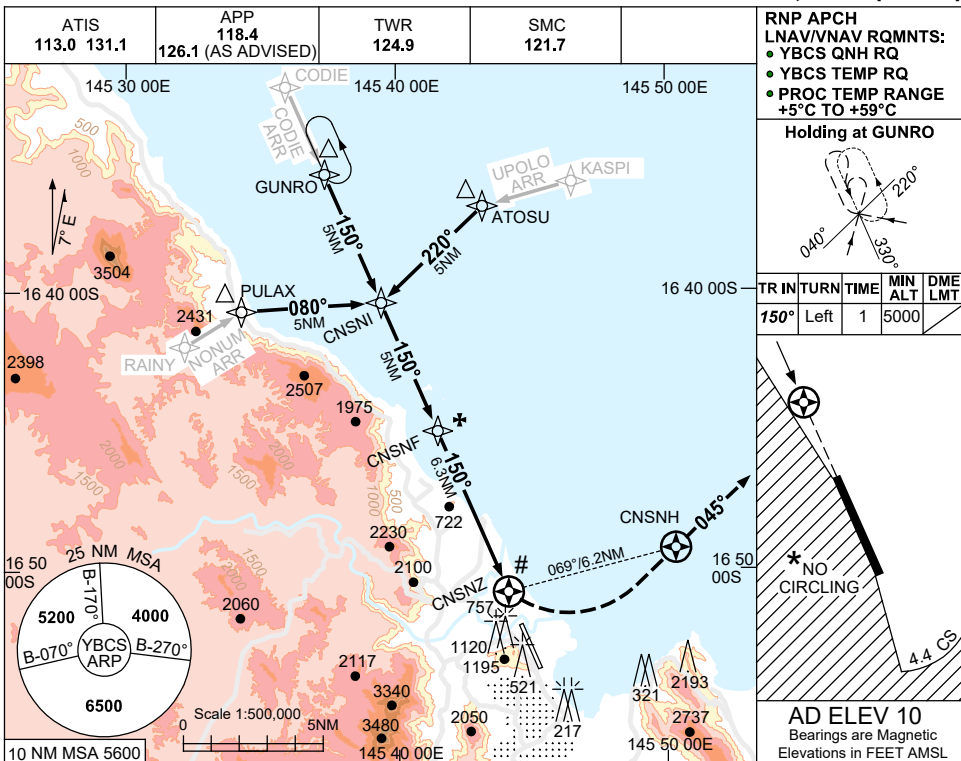
CATEGORY	A	B	C	D
RNP (0.3) (2.5% MAP)		1060 (1051-5.0)		840 (831-3.9)
± RNP (0.3) (5.0% MAP)		680 (671-2.9)		700 (691-3.0)
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1520-4.4)	(1520-6.0)	(1720-7.0)	

Changes: CHART TITLE, PBN SPECIFICATION BOX, Editorial.

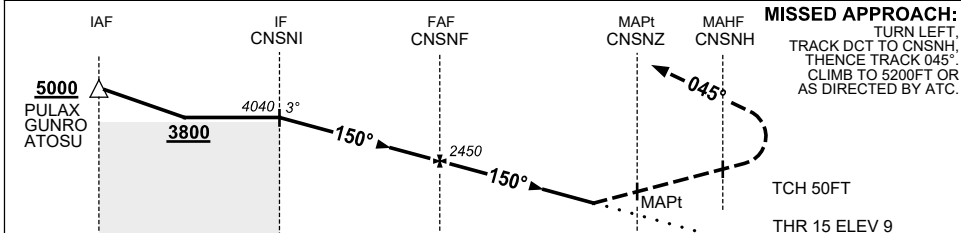
BCSGN02-170

USE QNH RNP Y RWY 15 (LNAV/VNAV ONLY) CAIRNS/CAIRNS INTL, QLD (YBCS)

30 NOV 2023



NM TO NEXT WPT	CNSNI	4	3	2	1	CNSNF	5	4	3	2	1.8	1.3	CNSNZ
ALT (3° APCH PATH)	4040	3720	3400	3080	2770	2450	2040	1720	1410	1090	1010	880	



NM TO CNSNZ: 16.3, 11.3, 6.3, 0, 1.2

- NOTES**
- # 1. MAX IAS:
INITIAL : 210KT.
MAP TURN: 190KT.
HOLDING : 230KT.
 - * 2. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH (2NM S OF THR RWY 33).
 - ‡ 3. WITHOUT ILS, LOC & DME.
 - 4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV/VNAV(2.5% MAP)		1010 (1001-4.8)		
LNAV/VNAV(4.0% MAP)		880 (871-4.1)		
CIRCLING *	1030 (1020-2.4)	1030(1020-4.0)		1230(1220-5.0)
ALTERNATE ‡	(1520-4.4)		(1520-6.0)	(1720-7.0)

Changes: KASPI REPLACES SUNNY, Editorial.

BCSGN03-177

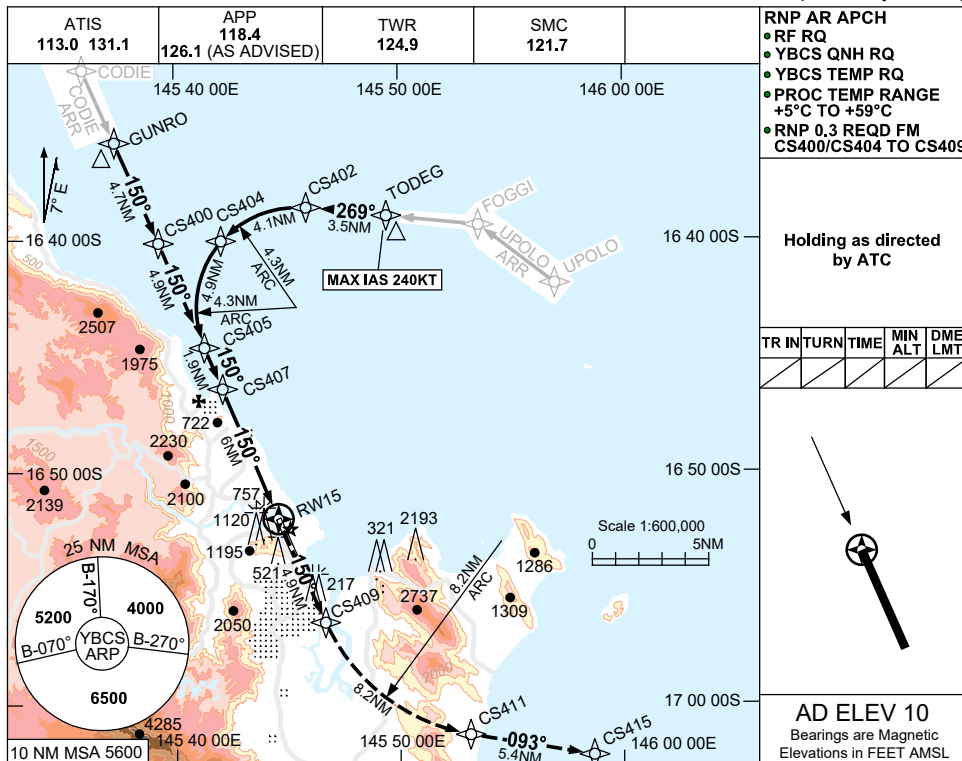
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 15 (AR)

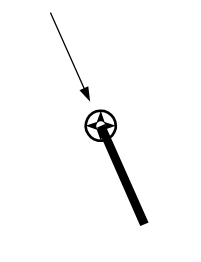
24 MAR 2022

CAIRNS/CAIRNS INTL, QLD (YBCS)



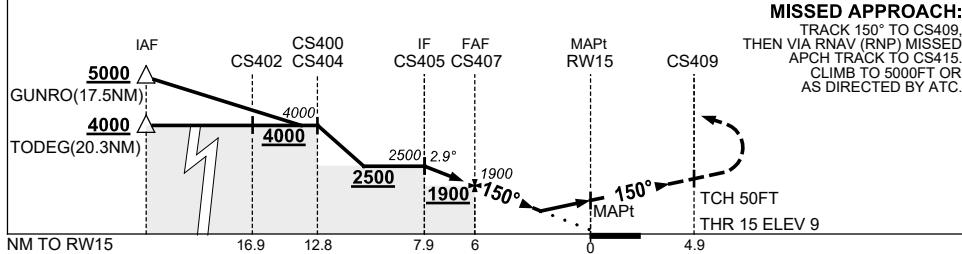
Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT



AD ELEV 10
Bearings are Magnetic
Elevations in FEET AMSL

NM TO NEXT WPT	CS405	1	CS407	5	4	3.3	2.5	2.1	2	RW15				
ALT (2.9° APCH PATH)	2500	2210	1900	1600	1290	1060	840	700	680					



MISSED APPROACH:
TRACK 150° TO CS409,
THEN VIA RNAV (RNP) MISSED
APCH TRACK TO CS415.
CLIMB TO 5000FT OR
AS DIRECTED BY ATC.

NOTES

1. MAX IAS: TODRG : 240KT.
2. MIN MAP GRAD 5% TO 1400FT THEN 2.5%.
3. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3) (2.5% MAP)		1060 (1051-5.0)		840 (831-3.9)
±RNP (0.3) (5.0% MAP)		680 (671-2.9)		700 (691-3.0)
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1520-4.4)		(1520-6.0)	(1720-7.0)

Changes: CHART TITLE, PBN SPECIFICATION BOX, Editorial.

BCSGN04-170

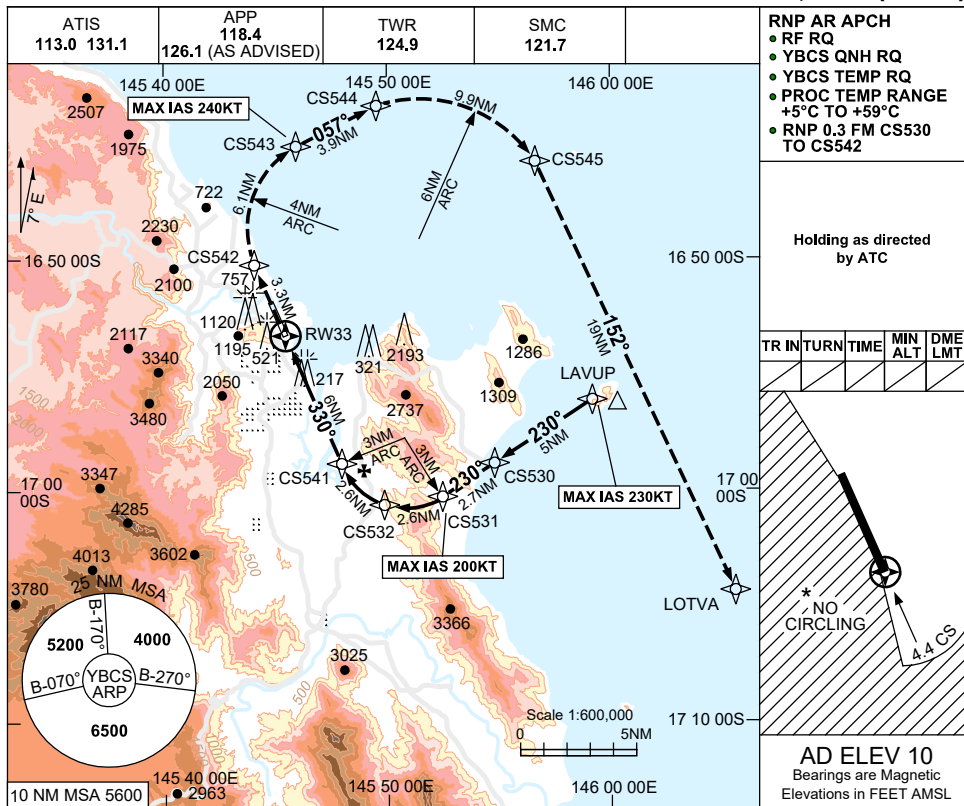
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 33 (AR)

30 NOV 2023

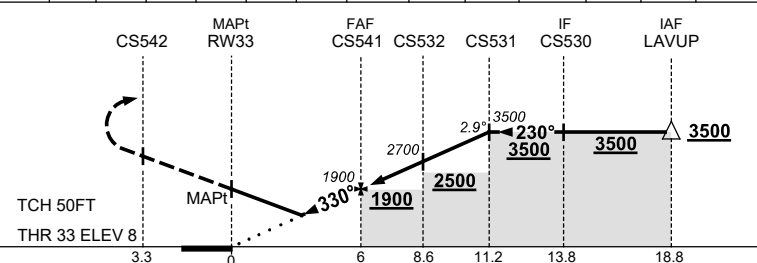
CAIRNS/CAIRNS INTL, QLD (YBCS)



AD ELEV 10
Bearings are Magnetic
Elevations in FEET AMSL

NM TO NEXT WPT	RW33	2.1	2.2	2.5	3.3	4	5	CS541	1	2	CS532	1	2	CS531
ALT (2.9° APCH PATH)		710	740	830	1060	1290	1600	1900	2210	2520	2700	3010	3320	3500

MISSED APPROACH:
TRACK 330° to CS542.
THEN VIA MISSED APCH TRACK TO LOTVA.
CLIMB TO 6800FT OR AS DIRECTED BY ATC.



NOTES

1. MAX IAS: INITIAL : 230KT. CS531 : 200KT. MAP UNTIL CS543: 240KT
- *2. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH (2NM S OF THR RWY 33).
3. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3) (2.5% MAP)		1060 (1050-5.0)		830 (820-4.8)
RNP (0.3) (5.0% MAP)		710 (700-4.1)		740 (730-4.3)
CIRCLING *	NOT AUTHORISED			
ALTERNATE	(1520-4.4)		(1520-6.0)	(1720-7.0)

Changes: LOTVA REPLACES BASIL, Editorial. BCSGN06-177

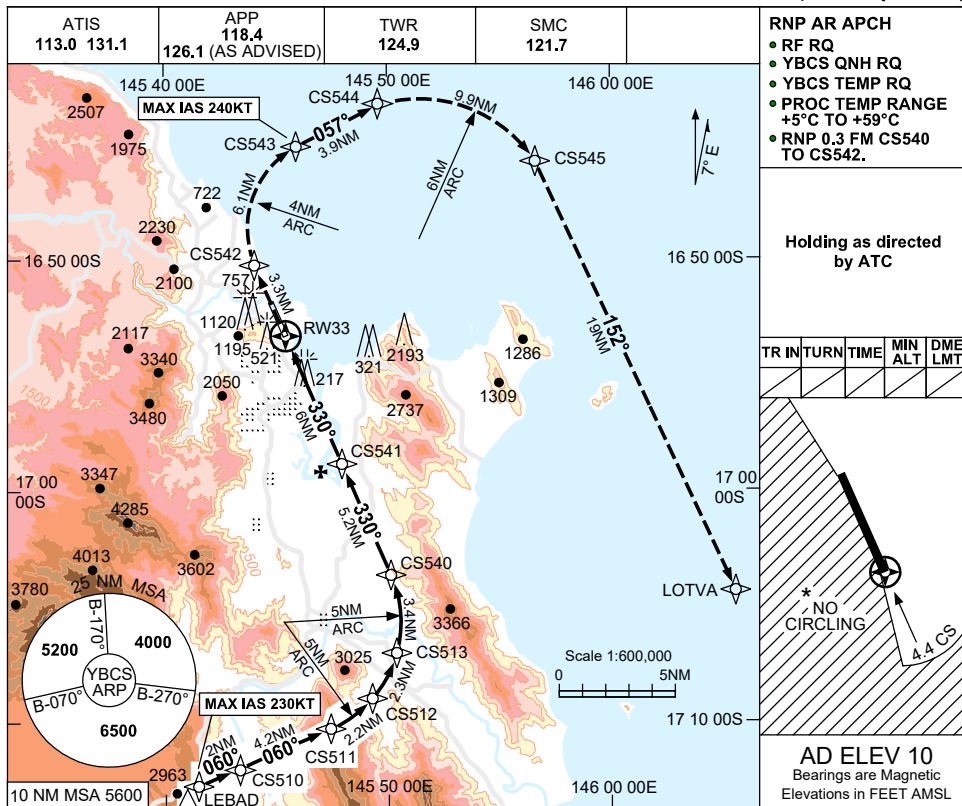
FOR CASA APPROVED OPERATORS ONLY

USE QNH

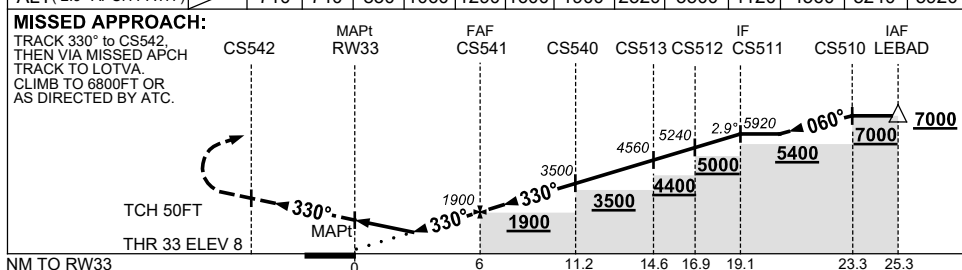
RNP W RWY 33 (AR)

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



NM TO NEXT WPT	RW33	2.1	2.2	2.5	3.3	4	5	CS541	2	CS540	2	CS513	CS512	CS511
ALT (2.9° APCH PATH)		710	740	830	1060	1290	1600	1900	2520	3500	4120	4560	5240	5920



NOTES

- MAX IAS: INITIAL : 230KT MAP UNTIL CS543: 240KT
- NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH (2NM S OF THR RWY 33).
- COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3)(2.5% MAP)		1060 (1050-5.0)		830 (820-4.8)
RNP (0.3)(5.0% MAP)		710 (700-4.1)		740 (730-4.3)
CIRCLING *	NOT AUTHORISED			
ALTERNATE	(1520-4.4)		(1520-6.0)	(1720-7.0)

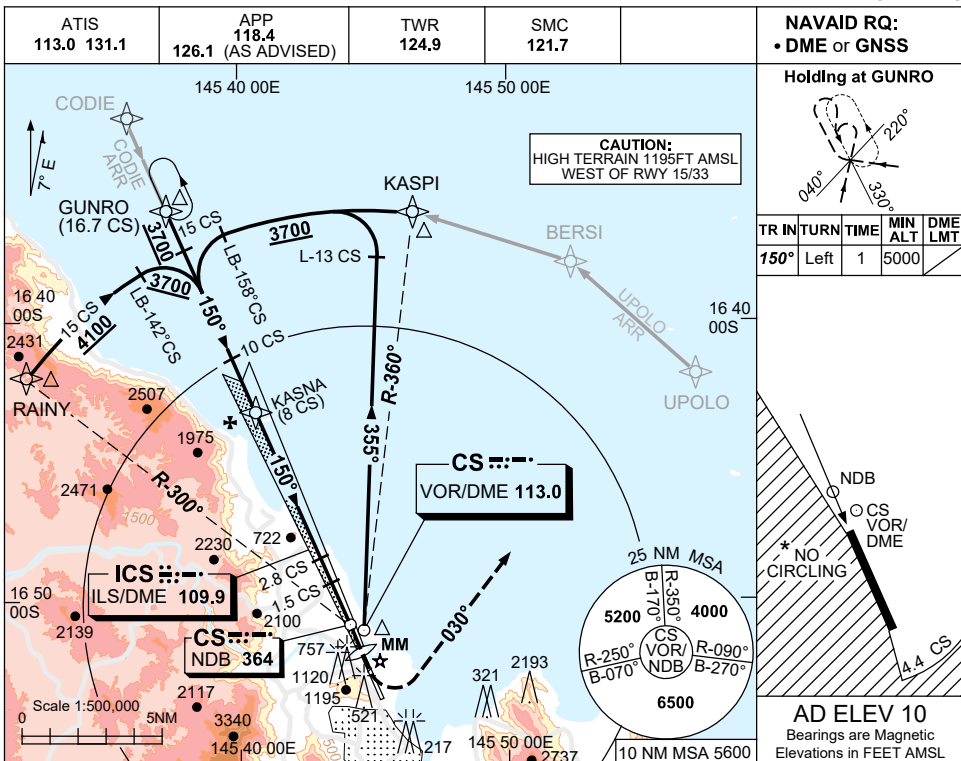
Changes: LOTVA REPLACES BASIL, Editorial. BCSGN07-177

USE QNH

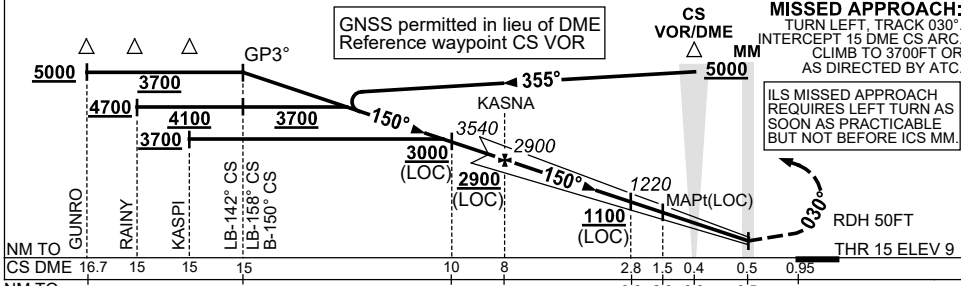
ILS-W or LOC-W RWY 15

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



NM TO CS DME	14.5	13.6	12	10.5	10	8	7	6	5	4	2.8	2	1.5
ALT (3° APCH PATH)	5000	4700	4180	3700	3540	2900	2580	2260	1930	1610	1220	960	790



CATEGORY	A	B	C	D
S-I ILS (4.0% MAP)	390 (381)	1.2	NOT APPLICABLE	
S-I ILS (2.5% MAP)	470 (461)	1.7		
S-I LOC	790 (781-3.6)			
CIRCLING*	790 (780-2.4)			
ALTERNATE	(1280-4.4)			

NOTES

- NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 CS DME TO THE SOUTH.
- ACFT MAY BE RADAR VECTORED TO 14 CS DME FINAL AT 3700FT.
- COLOUR:** SEE SPEC NOTICES.

Changes: KASPI REPLACES SUNNY, Editorial.

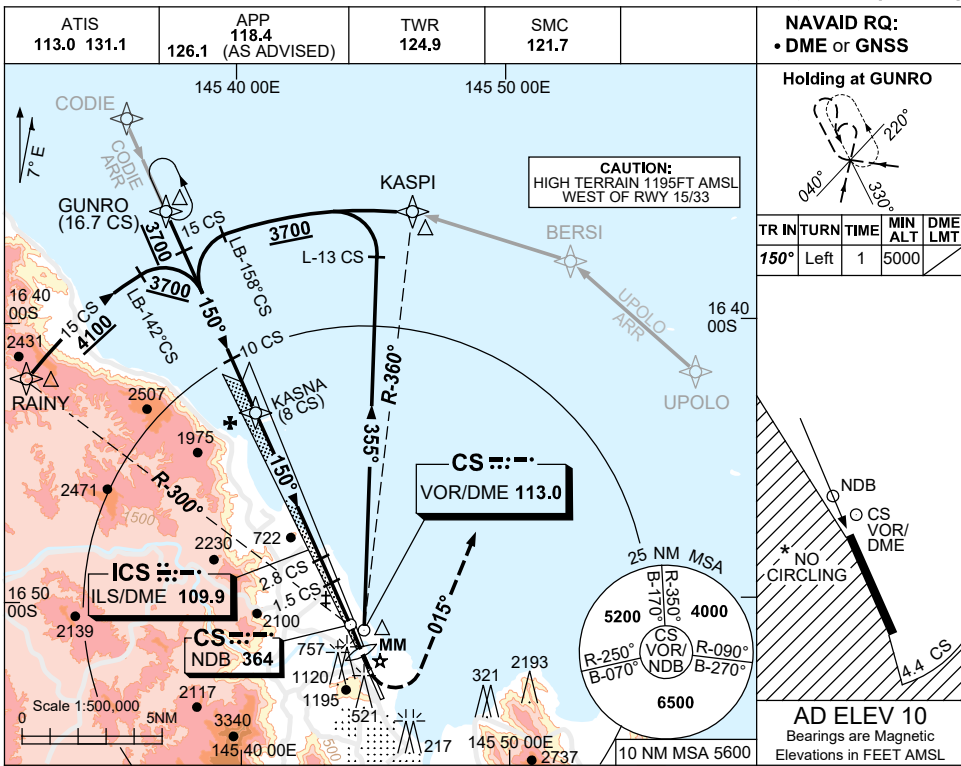
BCSII01-177

USE QNH

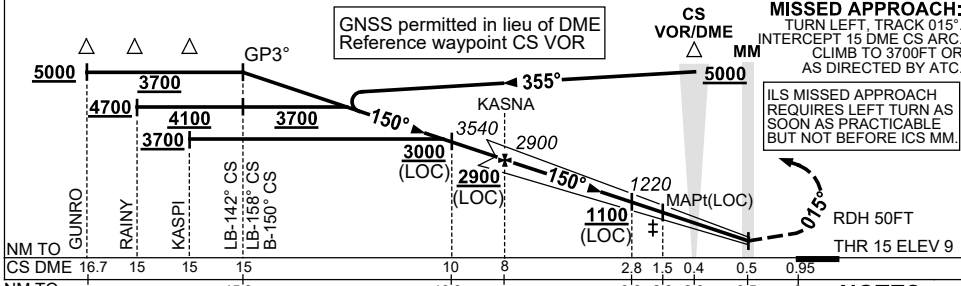
ILS-X or LOC-X RWY 15

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



NM TO CS DME	14.5	13.6	12	10.5	10	8	7	6	5	4	2.8	2	1.5
ALT (3° APCH PATH)	5000	4700	4180	3700	3540	2900	2580	2260	1930	1610	1220	960	790



NM TO	GUNRO	RAINY	KASPI	LB-142° CS	LB-158° CS	LB-150° CS							
CS DME	16.7	15	15	15	15	15	10	8	2.8	1.5	0.4	0.5	0.95
NM TO THR 15	17.5		15.9				10.9	8.8	3.6	2.3	0.8	0.5	

CATEGORY	A	B	C	D	
S-I ILS (4.0% MAP)	NOT APPLICABLE		390 (381) 1.2		
S-I ILS (2.5% MAP)			470 (461) 1.7		
S-I LOC			790 (781-3.6)		
CIRCLING*			790 (780-4.0)	1230(1220-5.0)	
ALTERNATE			(1280-6.0)	(1720-7.0)	

- NOTES**
- *1. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 CS DME TO THE SOUTH.
 - *2. MAX IAS 180KT FM 1000FT ON FNA TIL TR 015° IN MAP.
 - 3. ACFT MAY BE RADAR VECTORED TO 14 CS DME FINAL AT 3700FT.
 - 4. COLOUR: SEE SPEC NOTICES.

Changes: KASPI REPLACES SUNNY, Editorial.

BCSI02-177

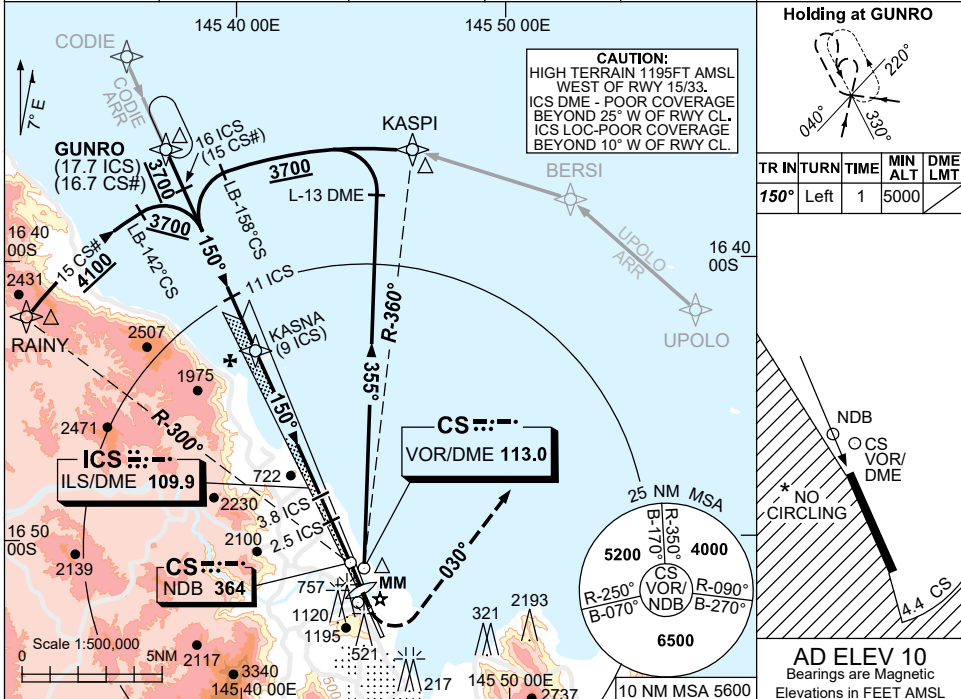
USE QNH

ILS-Y or LOC-Y RWY 15

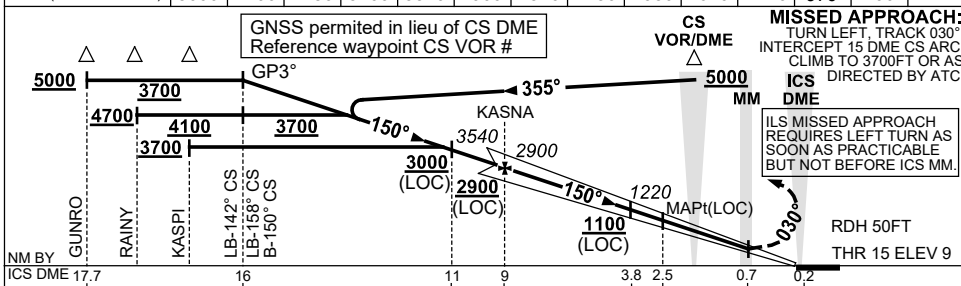
30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)

ATIS 113.0 131.1	APP 118.4 (AS ADVISED)	TWR 124.9	SMC 121.7	NAVAID RQ: • DME or GNSS (ILS) • DME (LOC ONLY)
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DIST TO ICS DME	15.6	14.6	13	11.5	11	9	8	7	6	5	3.8	3	2.5
ALT (3° APCH PATH)	5000	4700	4180	3700	3540	2900	2570	2250	1930	1610	1220	970	790



NM BY													
ICS DME 17.7		16		11	9		3.8	2.5		0.7		0.2	
NM TO THR 15	17.5	15.9		10.9	8.8		3.6	2.3		0.5		0	

CATEGORY	A	B	C	D
S-I ILS (4.0% MAP)	390 (381) 1.2			
S-I ILS (2.5% MAP)	470 (461) 1.7			
S-I LOC	790 (781-3.6)			
CIRCLING*	790 (780-2.4)			
ALTERNATE	(1280-4.4)			

NOTES

- NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 CS DME TO THE SOUTH.
- ACFT MAY BE RADAR VECTORED TO 15 ICS DME FINAL AT 3700FT.
- COLOUR: SEE SPEC NOTICES.

Changes: KASPI REPLACES SUNNY, Editorial.

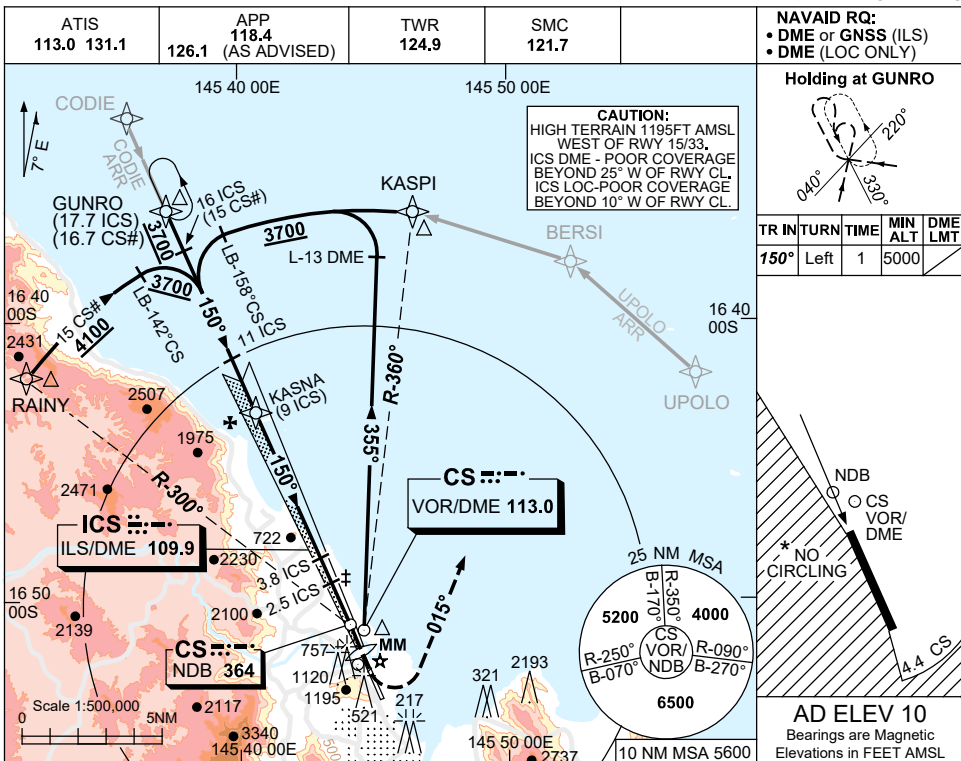
BCSII03-177

USE QNH

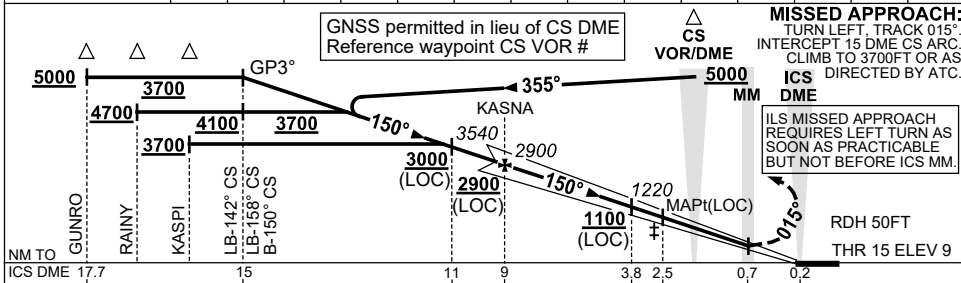
ILS-Z or LOC-Z RWY 15

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



NM TO ICS DME	15.6	14.6	13	11.5	11	9	8	7	6	5	3.8	3	2.5
ALT (3° APCH PATH)	5000	4700	4180	3700	3540	2900	2570	2250	1930	1610	1220	970	790



CATEGORY	NOT APPLICABLE			
	A	B	C	D
S-I ILS (4.0% MAP)			390 (381) 1.2	
S-I ILS (2.5% MAP)			470 (461) 1.7	
S-I LOC			790 (781-3.6)	
CIRCLING *			790 (780-4.0)	1230(1220-5.0)
ALTERNATE			(1280-6.0)	(1720-7.0)

NOTES

- *1. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 CS DME TO THE SOUTH.
- *2. MAX IAS 180KTS FM 1000FT ON FNA TIL TR 015° IN MAP.
3. ACFT MAY BE RADAR VECTORED TO 14 ICS DME FINAL AT 3700FT.
4. COLOUR: SEE SPEC NOTICES.

Changes: KASPI REPLACES SUNNY, Editorial.

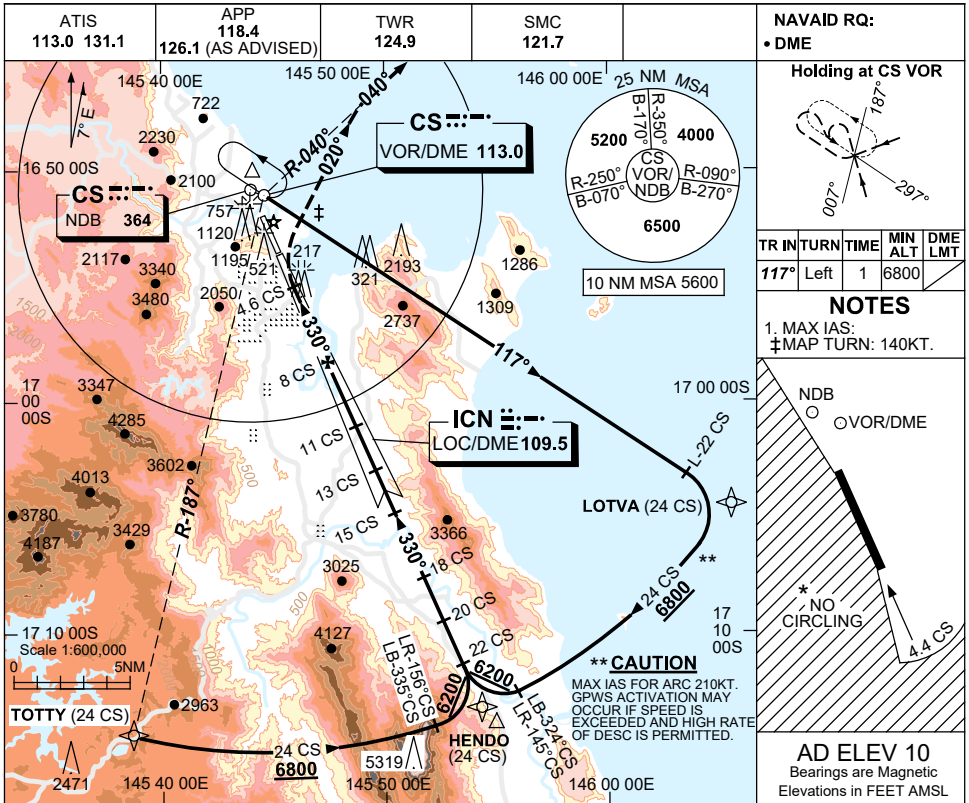
BCSII04-177

USE QNH

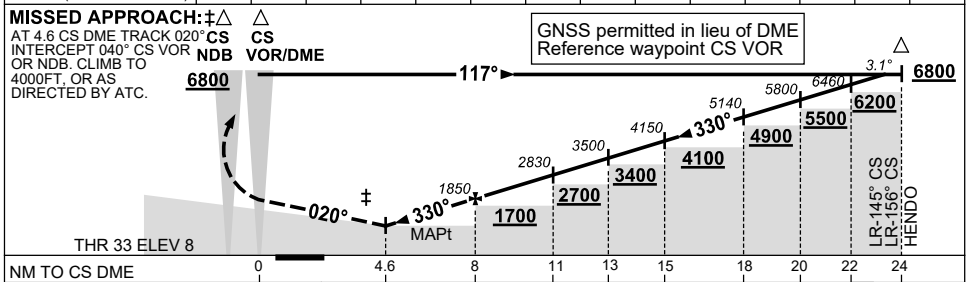
LOC-W RWY 33

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



DIST TO CS DME	4.6	5	6	7	8	9	10	11	13	15	18	20	22	23.1
ALT (3.1° APCH PATH)	730	860	1190	1520	1850	2180	2510	2830	3500	4150	5140	5800	6460	6800



NM TO CS DME	0	4.6	8	11	13	15	18	20	22	24
NM TO RWY 33 THR	0	2	5.4	10.4						

CATEGORY	A	B	C	D
S-I LOC	730 (720-4.1)		NOT APPLICABLE	
CIRCLING*	730 (720-2.4)			
ALTERNATE	(1220-4.4)			

- NOTES**
- *2. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH.
 - 3. COLOUR: SEE SPEC NOTICES.
 - 4. USE OF LOC RESTR: W OF RWY CL-WI 30°.

Changes: LOTVA REPLACES BASIL, Editorial.

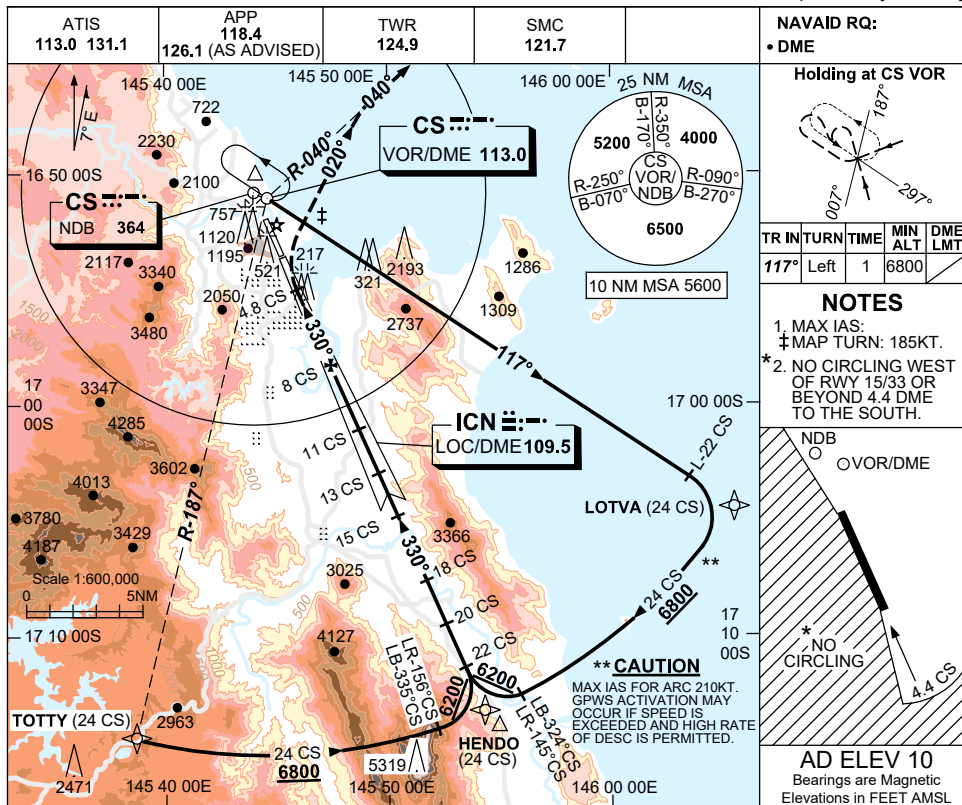
BCSLZ01-177

USE QNH

LOC-X RWY 33

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



NAVAID RQ:
• DME

Holding at CS VOR

TR IN	TURN	TIME	MIN ALT	DME LMT
117°	Left	1	6800	

NOTES

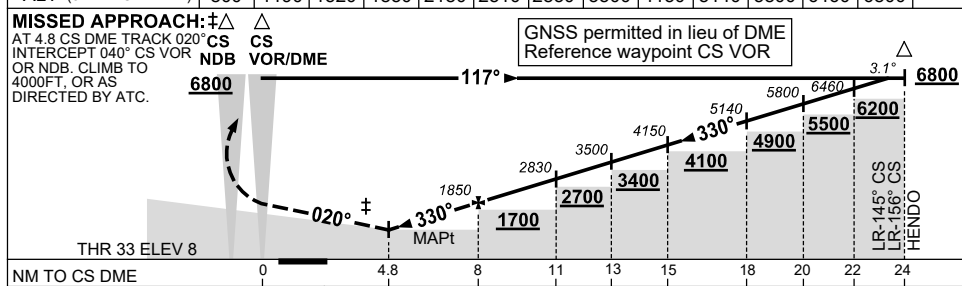
- MAX IAS:
‡ MAP TURN: 185KT.
- NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH.

NDB
○ VOR/DME

* NO CIRCLING

AD ELEV 10
Bearings are Magnetic
Elevations in FEET AMSL

DIST TO CS DME	4.8	6	7	8	9	10	11	13	15	18	20	22	23.1	
ALT (3.1° APCH PATH)	800	1190	1520	1850	2180	2510	2830	3500	4150	5140	5800	6460	6800	



CATEGORY	A	B	C	D
S-I LOC	NOT APPLICABLE		800 (790-4.5)	
CIRCLING *			800 (790-4.0)	1230 (1220-5.0)
ALTERNATE			(1290-6.0)	(1720-7.0)

NOTES

- CLOUR: SEE SPEC NOTICES.
- USE OF LOC RESTR: W OF RWY CL-WI 30°.

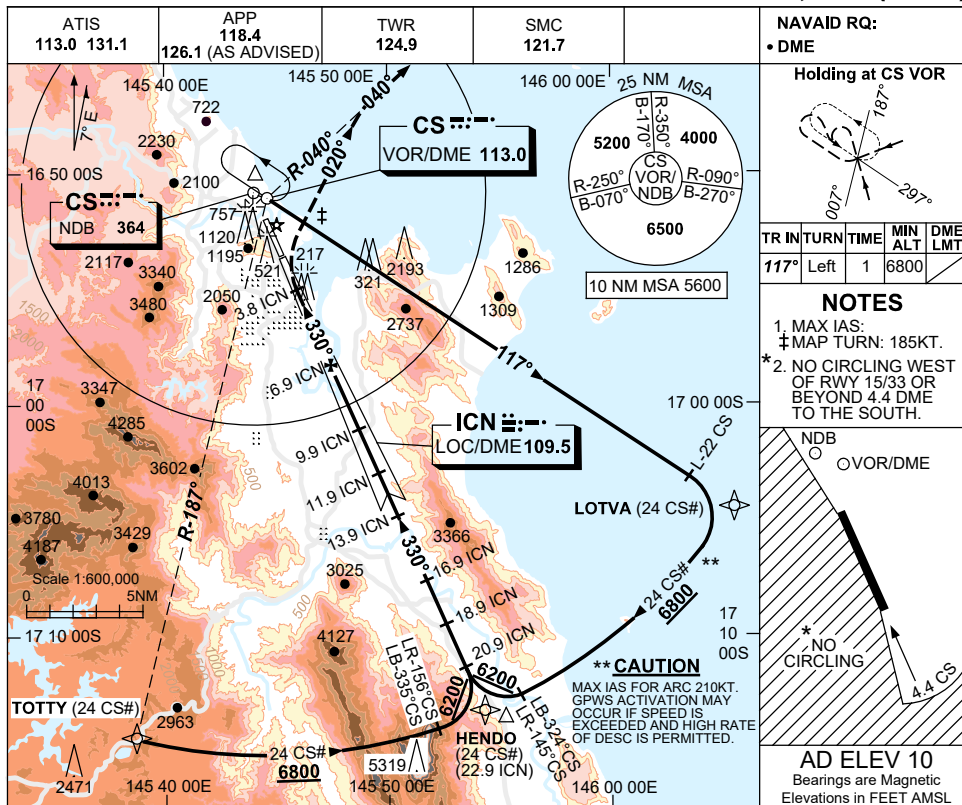
Changes: LOTVA REPLACES BASIL, Editorial. BCSLZ02-177

USE QNH

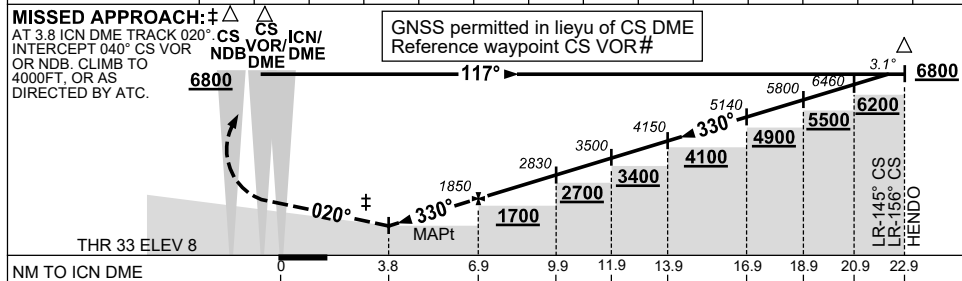
LOC-Z RWY 33

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



DIST TO ICN DME	3.8	4.1	5	6	6.9	8	9	9.9	11.9	13.9	16.9	18.9	20.9	22
ALT (3.1° APCH PATH)	800	910	1210	1530	1850	2190	2520	2830	3500	4150	5140	5800	6460	6800



CATEGORY	A	B	C	D
S-I LOC	NOT APPLICABLE		800 (790-4.5)	
CIRCLING *	NOT APPLICABLE		800 (790-4.0)	1230 (1220-5.0)
ALTERNATE	NOT APPLICABLE		(1290-6.0)	(1720-7.0)

NOTES
3. COLOUR: SEE SPEC NOTICES.
4. USE OF LOC RESTR: W OF RWY CL-WI 30'.

Changes: LOTVA REPLACES BASIL, Editorial.

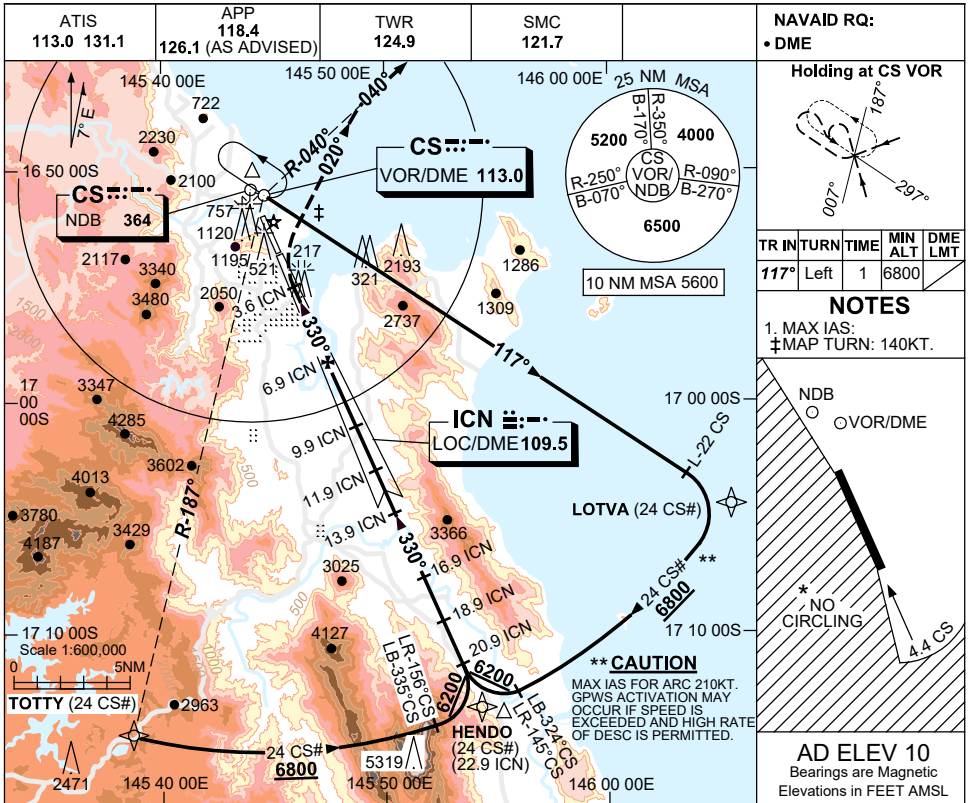
BCSLZ03-177

USE QNH

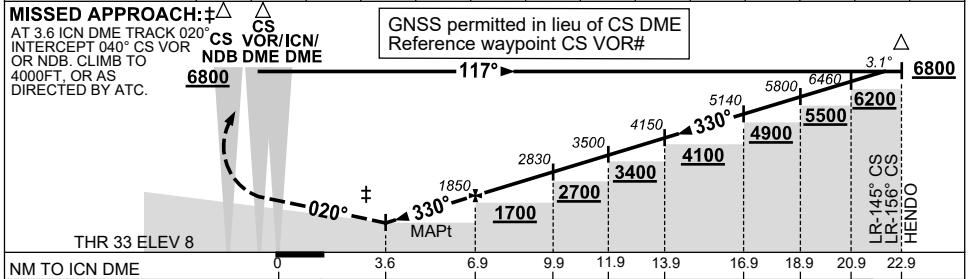
LOC-Y RWY 33

CAIRNS/CAIRNS INTL, QLD (YBCS)

30 NOV 2023



DIST TO ICN DME	3.6	5	6	6.9	8	9	9.9	11.9	13.9	16.9	18.9	20.9	22	
ALT (3.1° APCH PATH)	730	1210	1530	1850	2190	2520	2830	3500	4150	5140	5800	6460	6800	



NM TO ICN DME	0	3.6	6.9	9.9	11.9	13.9	16.9	18.9	20.9	22.9
NM TO RWY 33 THR	0	2	5.4	10.4						

CATEGORY	A	B	C	D
S-I LOC	730 (720-4.1)		NOT APPLICABLE	
CIRCLING*	730 (720-2.4)			
ALTERNATE	(1220-4.4)			

Changes: LOTVA REPLACES BASIL, Editorial. BCSLZ04-177

NOISE ABATEMENT PROCEDURES

CAIRNS

1 - PREFERRED RUNWAYS

- 1.1 **Landing** - Runway 15
- 1.2 **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 23,000KG MTOW

2 - PREFERRED FLIGHT PATHS

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 3,000FT by day, aircraft of 136,000KG MTOW or below will be cleared to manoeuvre visually from BENJI to cross the coast at the mouth of Richter's Creek: via the "Creek Corridor", as depicted in Figure 1.
- (b) **Landing Runway 33.** Expect to be tracked via a RWY 33 LOC 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 (See AIP/ERSA also)

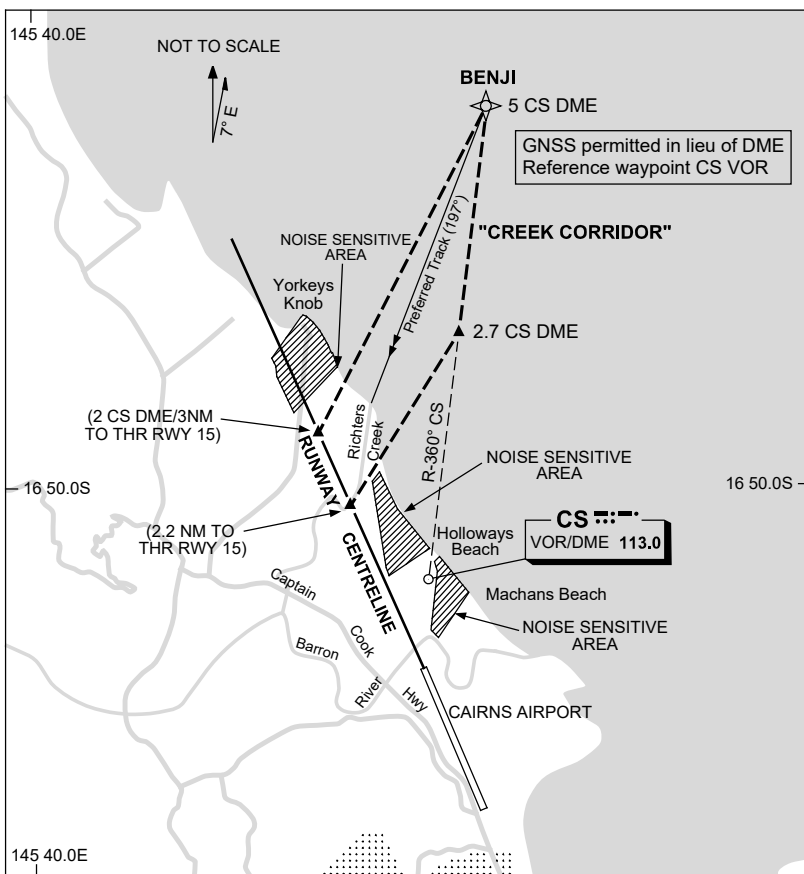
- 3.1 Circuit training by jet propelled aircraft and other aircraft exceeding 5,700KG MTOW is not permitted 2200-0700 local time.
- 3.2 Circuit training preferred directions.
 - (a) Runway 15 - Left hand circuits.
 - (b) Runway 33 - Right hand circuits.

4 - Other Restrictions

- 4.1 All aircraft between the hours of 2300-0600 local time unless associated with the normal preparation for flight, are not permitted to conduct engine runs, including idle power, without prior permission from Cairns Airport P/L, telephone - (07) 4080 6744 (H24)
- 4.2 All engine runs other than short duration idle power runs, are requested to be conducted in designated runup bays only. NON-Turbine propeller driven aircraft below 5,700KG MTOW 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 2300-0600 local time.
- 4.4 Operators and pilots of jet aircraft are requested to co-operate in limiting the use of reverse thrust when landing between the hours of 2300-0600 local time.

FIGURE 1
CREEK CORRIDOR

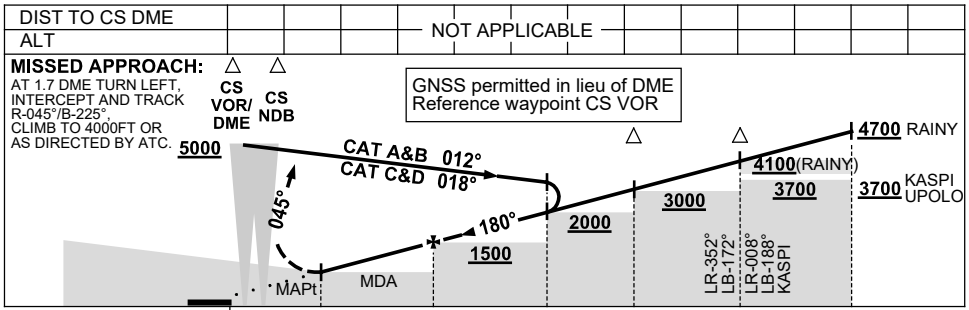
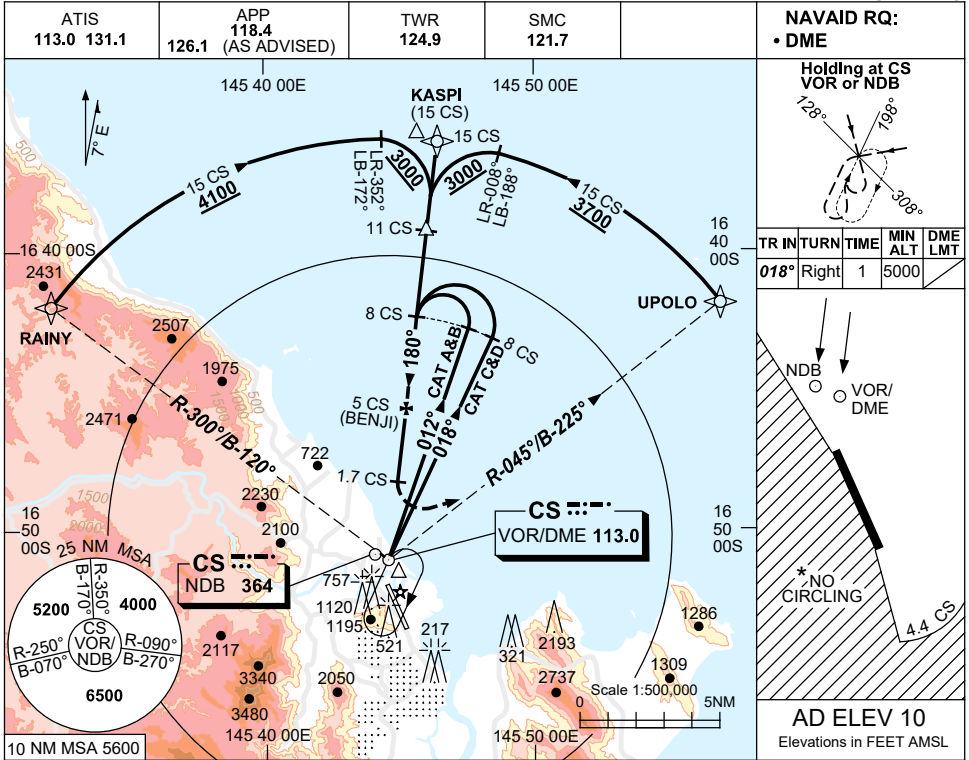


USE QNH

NDB-A or VOR-A

30 NOV 2023

CAIRNS/CAIRNS INTL, QLD (YBCS)



NOTES

- MAX IAS:
HOLDING: 185KT.
MAP (CAT C): 165KT.
MAP (CAT D): 185KT.
- NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH.
- COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
CIRCLING *	520 (510-2.4)	1010 (1000-4.0)	1230 (1220-5.0)	
ALTERNATE	(1010-4.4)	(1500-6.0)	(1720-7.0)	

Changes: KASPI REPLACES SUNNY, Editorial.

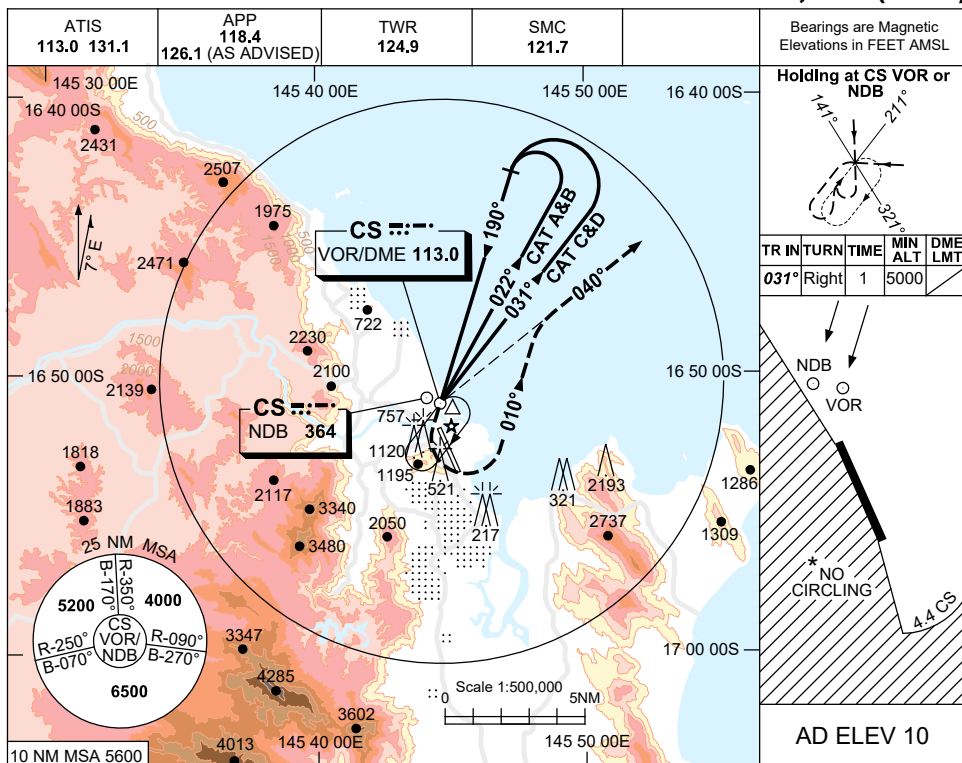
BCSNB01-177

USE QNH

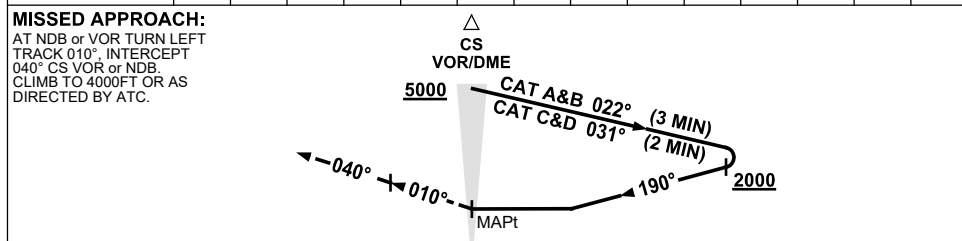
NDB-B or VOR-B

2 DEC 2021

CAIRNS/CAIRNS INTL, QLD (YBCS)



DME DIST	NOT APPLICABLE				
ALT					



NM TO CS DME

NOTES

1. MAX IAS:
 HOLDING: 185KT.
 INITIAL: CAT A&B 140KT.
 MAP TURN: 185KT.
- *2. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME OR 2NM SOUTH OF THR RWY 33.
- ‡3. WITHOUT ILS, LOC & DME.
4. **COLOUR:** SEE SPEC NOTICES.

CATEGORY	A	B	C	D
CIRCLING *	1620 (1610-2.4)	1620 (1610-4.0)	1620 (1610-5.0)	
ALTERNATE ‡	(2110-4.4)	(2110-6.0)	(2110-7.0)	

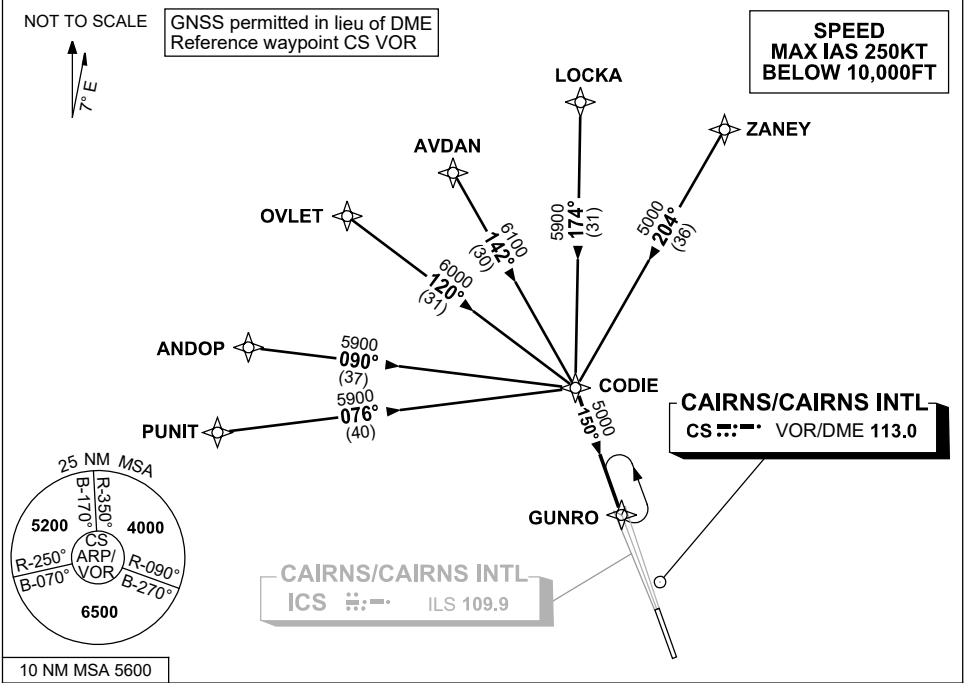
Changes: APP FREQ.

BCSNB02-199

**STANDARD INSTRUMENT ARRIVAL (STAR)
CODIE EIGHT ALPHA ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:** From ZANEY track 204° to CODIE
- LOCKA:** From LOCKA track 174° to CODIE
- AVDAN:** From AVDAN track 142° to CODIE
- OVLET:** From OVLET track 120° to CODIE
- ANDOP:** From ANDOP track 090° to CODIE
- PUNIT:** From PUNIT track 076° to CODIE

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: CODIE EIGHT

- RWY 15 ALPHA:**
- From CODIE track 150° to GUNRO
 - Track via ILS RWY 15 or LOC RWY 15

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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.

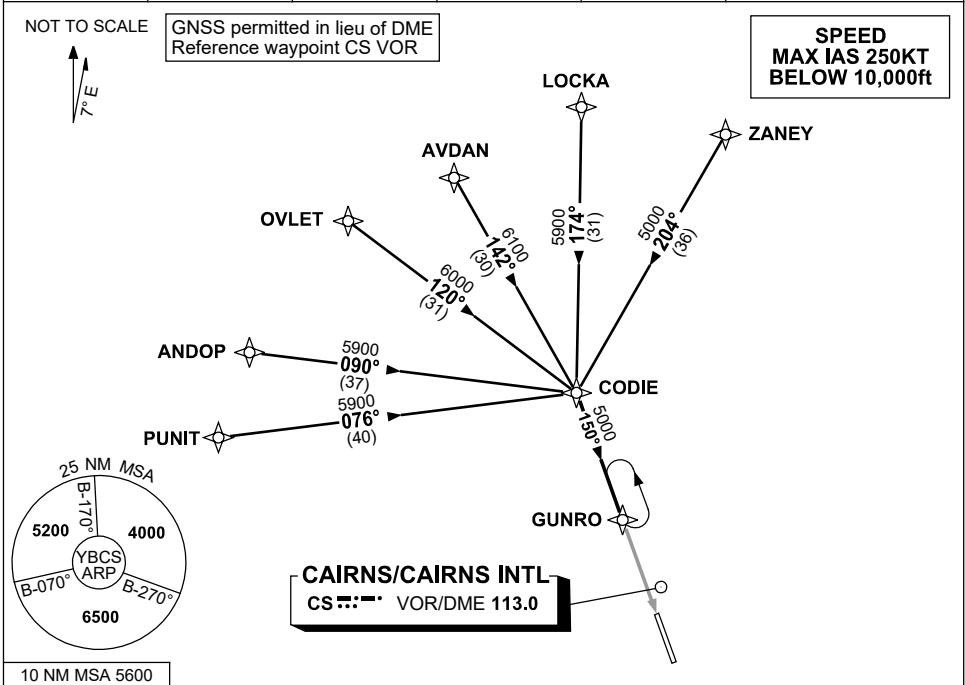
Changes: WAYPOINT NAMES, VALIDITY NUMBER, Editorial.



**STANDARD INSTRUMENT ARRIVAL (STAR)
CODIE EIGHT ZULU ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:** From ZANEY track 204° to CODIE
- LOCKA:** From LOCKA track 174° to CODIE
- AVDAN:** From AVDAN track 142° to CODIE
- OVLET:** From OVLET track 120° to CODIE
- ANDOP:** From ANDOP track 090° to CODIE
- PUNIT:** From PUNIT track 076° to CODIE

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: CODIE EIGHT

- RWY 15 ZULU:**
- From CODIE track 150° to GUNRO
 - Track via RNP Y RWY 15 (LNAV/VNAV ONLY) or RNP Z RWY 15

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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.

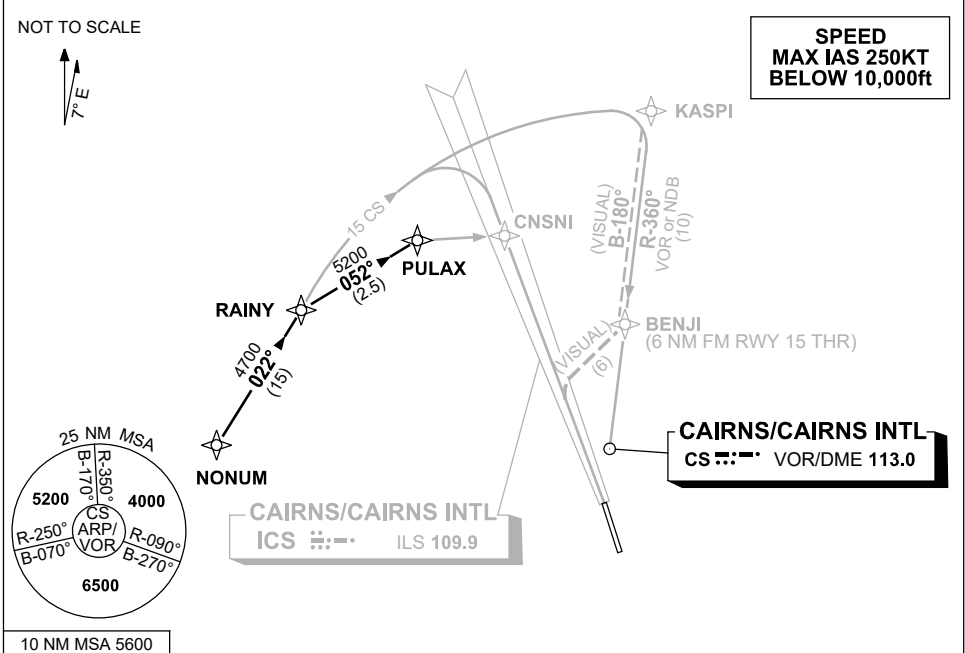
Changes: WAYPOINT NAMES, VALIDITY NUMBER, Editorial.

BCSSR02-177

**STANDARD INSTRUMENT ARRIVAL (STAR)
NONUM FOUR ALPHA, BRAVO, VICTOR, ZULU ARRIVALS (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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- ARRIVAL: NONUM FOUR ALPHA**
RWY 15: From NONUM track 022° to RAINY
 From RAINY track via CS 15 DME arc for ILS or LOC RWY 15
- ARRIVAL: NONUM FOUR BRAVO**
RWY 15: From NONUM track 022° to RAINY, thence via CS 15 DME arc to KASPI
 for NDB-A or VOR-A
- ARRIVAL: NONUM FOUR VICTOR**
RWY 15: From NONUM track 022° to RAINY, thence via CS 15 DME arc VISUAL to KASPI.
 From KASPI track 180° VISUAL to BENJI thence VISUAL track via
 "Creek Corridor" (Cairns NAP refers)
- ARRIVAL: NONUM FOUR ZULU**
RWY 15: From NONUM track 022° to RAINY
 Turn RIGHT, track 052° to PULAX for RNP Y RWY 15 (LNAV/VNAV ONLY) or
 RNP Z RWY 15

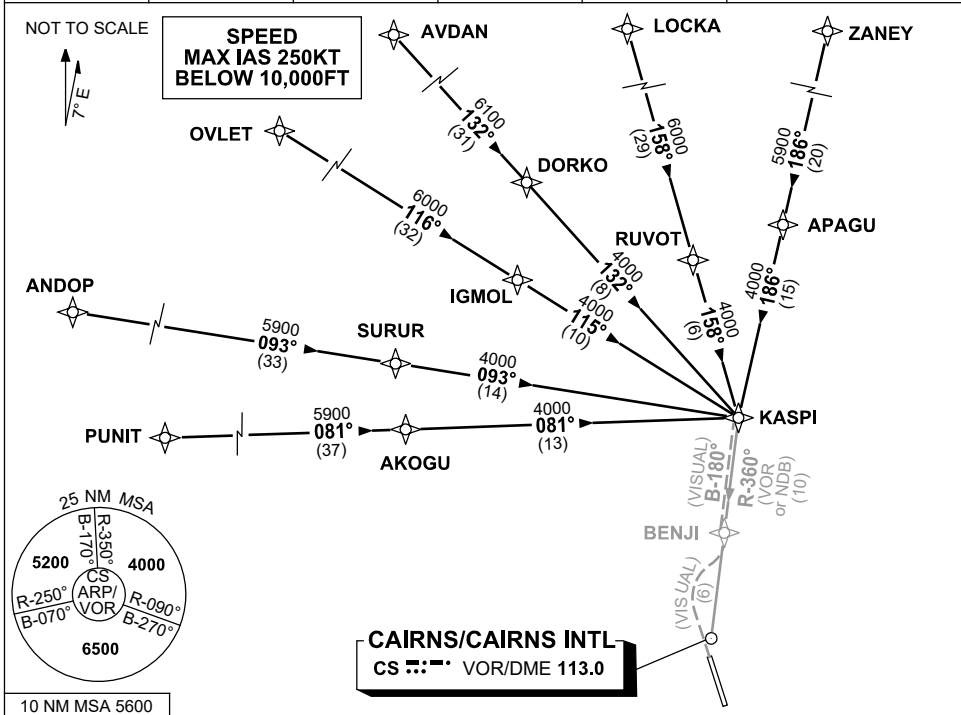
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
KASPI ONE BRAVO, VICTOR ARRIVALS (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- PUNIT:** • From PUNIT track 081° to AKOGU, thence track 081° to KASPI
- ANDOP:** • From ANDOP track 093° to SURUR, thence track 093° to KASPI
- OVLET:** • From OVLET track 116° to IGMOL, thence track 115° to KASPI
- AVDAN:** • From AVDAN track 132° to DORKO, thence track 132° to KASPI
- LOCKA:** • From LOCKA track 158° to RUVOT, thence track 158° to KASPI
- ZANEY:** • From ZANEY track 186° to APAGU, thence track 186° to KASPI

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: KASPI ONE

- RWY 15 BRAVO:** From KASPI track via NDB-A or VOR-A.
- RWY 15 VICTOR:** From KASPI track 180° VISUAL to BENJI thence VISUAL track via 'Creek Corridor' (Cairns NAP refers)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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.

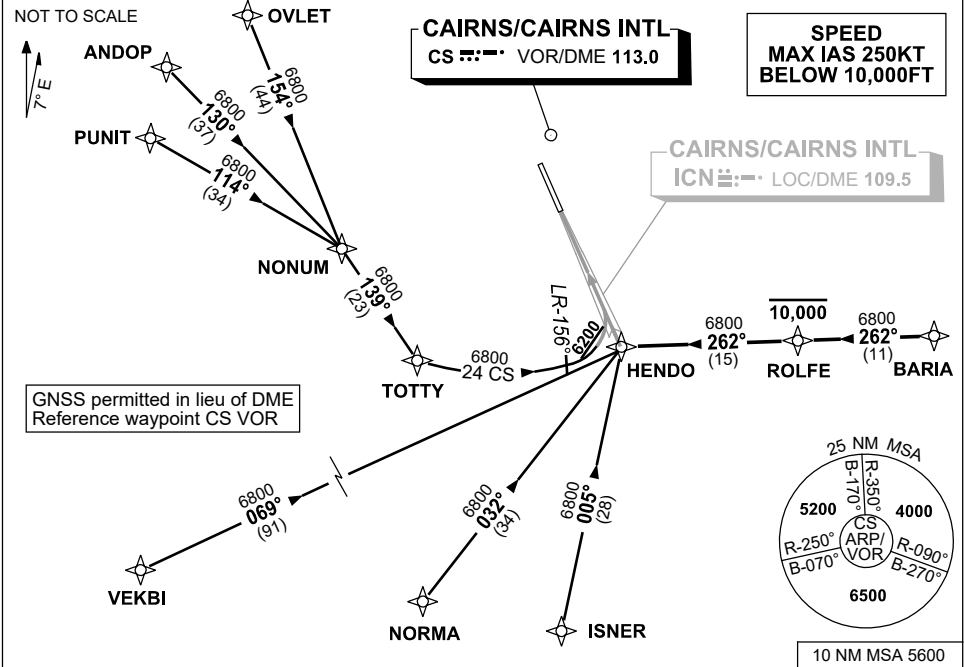
Changes: WAYPOINT NAMES, CHART TITLE, Editorial.

BCSSR04-177

**STANDARD INSTRUMENT ARRIVAL (STAR)
HENDO NINE ALPHA ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- OVLET:** From OVLET to HENDO
- Track 154° to NONUM,
 - Turn LEFT, track 139° to TOTTY,
 - Thence 24 CS arc to HENDO.
- ANDOP:** From ANDOP to HENDO
- Track 130° to NONUM,
 - Turn RIGHT, track 139° to TOTTY,
 - Thence 24 CS arc to HENDO.
- PUNIT:** From PUNIT to HENDO
- Track 114° to NONUM,
 - Turn RIGHT, track 139° to TOTTY,
 - Thence 24 CS arc to HENDO.

- VEKBI:** From VEKBI to HENDO
- Track 069° to HENDO.
- NORMA:** From NORMA to HENDO
- Track 032° to HENDO.
- ISNER:** From ISNER to HENDO
- Track 005° to HENDO.
- BARIA:** From BARIA to HENDO
- Track 262° to ROLFE.
 - Cross** ROLFE AT or BLW 10,000ft.
 - Track 262° to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

- ARRIVAL:** HENDO NINE
- RWY 33 ALPHA:** From HENDO intercept LOC RWY 33.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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.

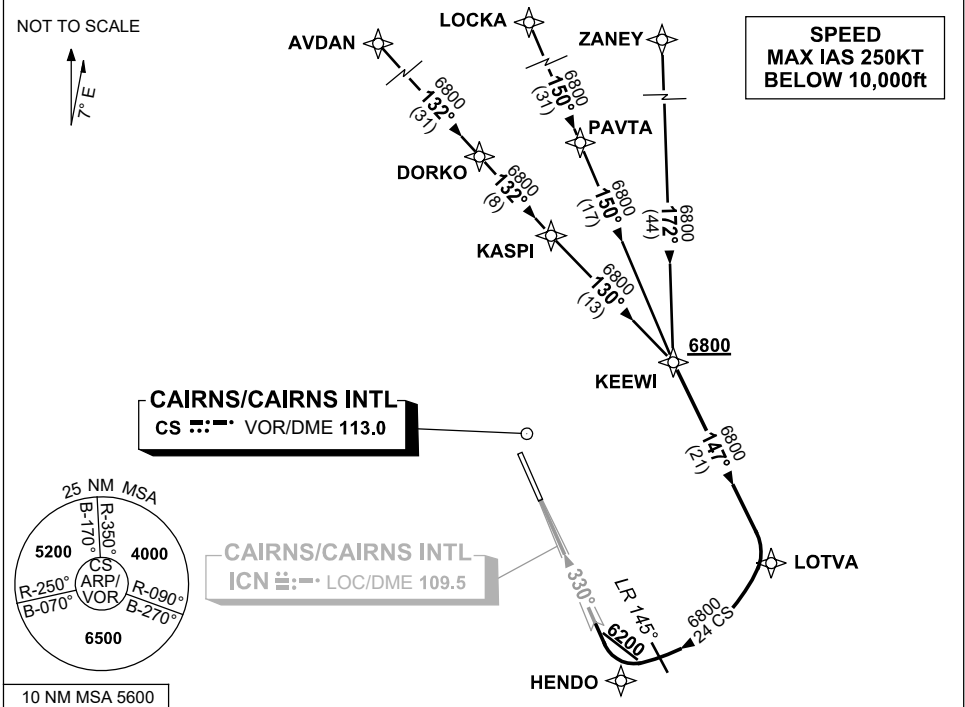
Changes: WAYPOINT NAMES, VALIDITY NUMBER, Editorial.

BCSSR05-177

**STANDARD INSTRUMENT ARRIVAL (STAR)
KEEWI THREE ALPHA ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:** • From ZANEY track 172° to KEEWI
- LOCKA:** • From LOCKA track 150° to PAVTA
• Track 150° to KEEWI
- AVDAN:** • From AVDAN track 132° to DORKO
• Track 132° to KASPI
• Track 130° to KEEWI

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: **KEEWI THREE**

RWY 33 ALPHA: **Cross** KEEWI AT or ABV 6800ft
From KEEWI track 147° to LOTVA, thence via 24 CS arc for LOC RWY 33

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
UPOLO NINE ALPHA, BRAVO, VICTOR, ZULU ARRIVALS (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

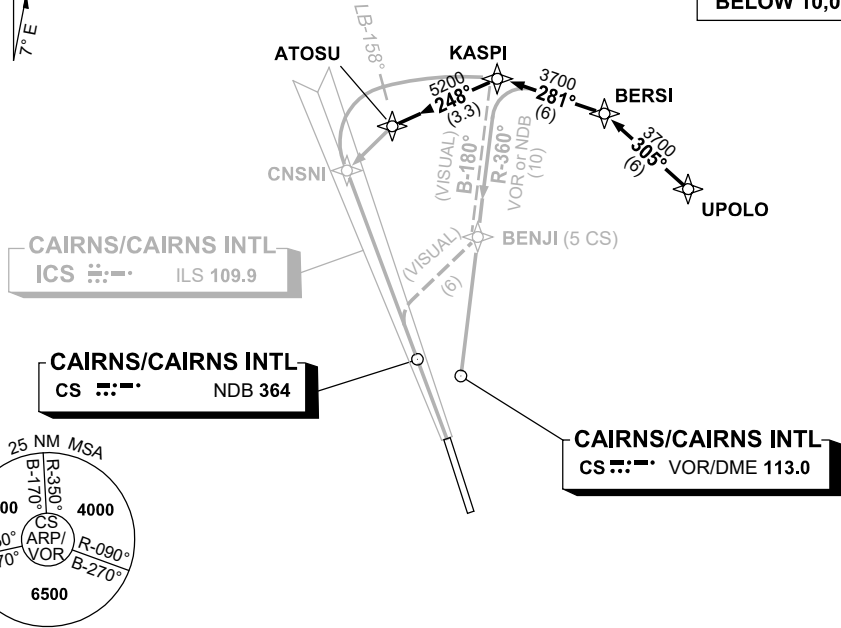
30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	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 5600

ARRIVAL:

UPOLO NINE

- From UPOLO, track 305° to BERSI,
- Turn LEFT, track 281° to KASPI.

RWY 15 ALPHA: • From KASPI, track via ILS or LOC RWY 15

RWY 15 BRAVO: • From KASPI, track via NDB-A or VOR-A

RWY 15 VICTOR: • From KASPI, track 180° VISUAL to BENJI thence track via "Creek Corridor" (Cairns NAP refers)

RWY 15 ZULU: • From KASPI, track 248° to ATOSU for RNP Y RWY 15 (LNAV/VNAV ONLY) or RNP Z RWY 15

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
NONUM FOUR WHISKEY ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

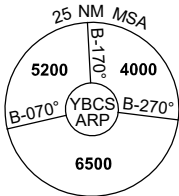
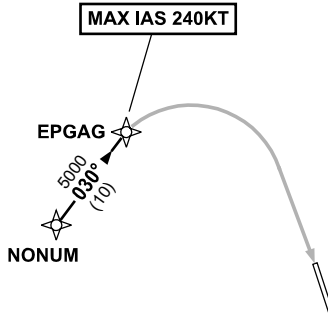
21 MAR 2024

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	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 5600

ARRIVAL:

NONUM FOUR

RWY 15 WHISKEY:

- From NONUM track 030° to EPGAG
- From EPGAG track via RNP W RWY 15 (AR)
MAX IAS 240KT from EPGAG

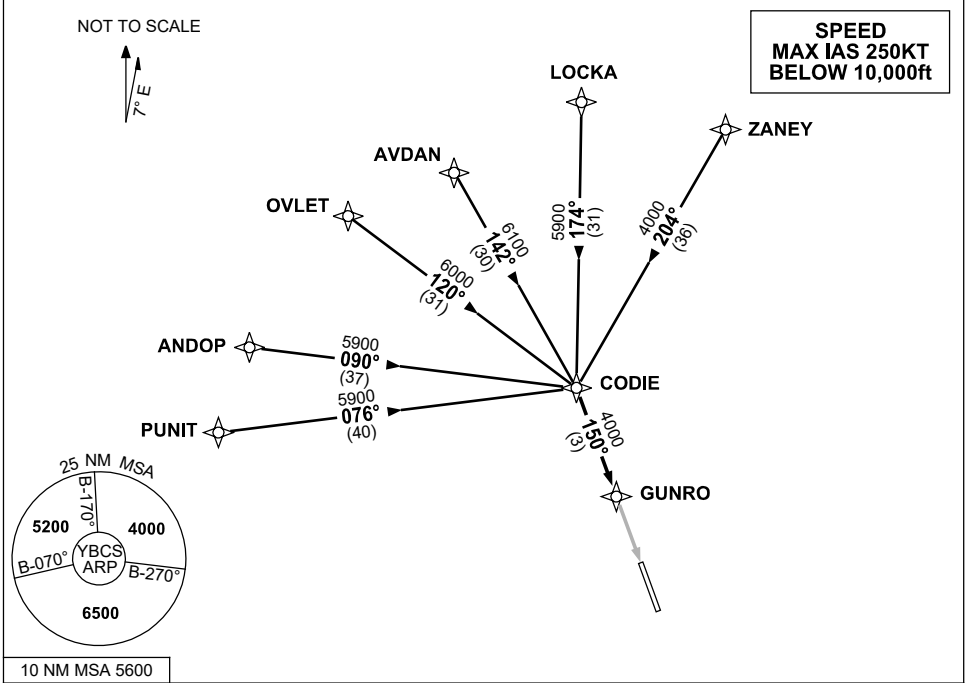
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
CODIE EIGHT X-RAY ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:** From ZANEY track 204° to CODIE
- LOCKA:** From LOCKA track 174° to CODIE
- AVDAN:** From AVDAN track 142° to CODIE
- OVLET:** From OVLET track 120° to CODIE
- ANDOP:** From ANDOP track 090° to CODIE
- PUNIT:** From PUNIT track 076° to CODIE

FOLLOW ARRIVAL INSTRUCTIONS

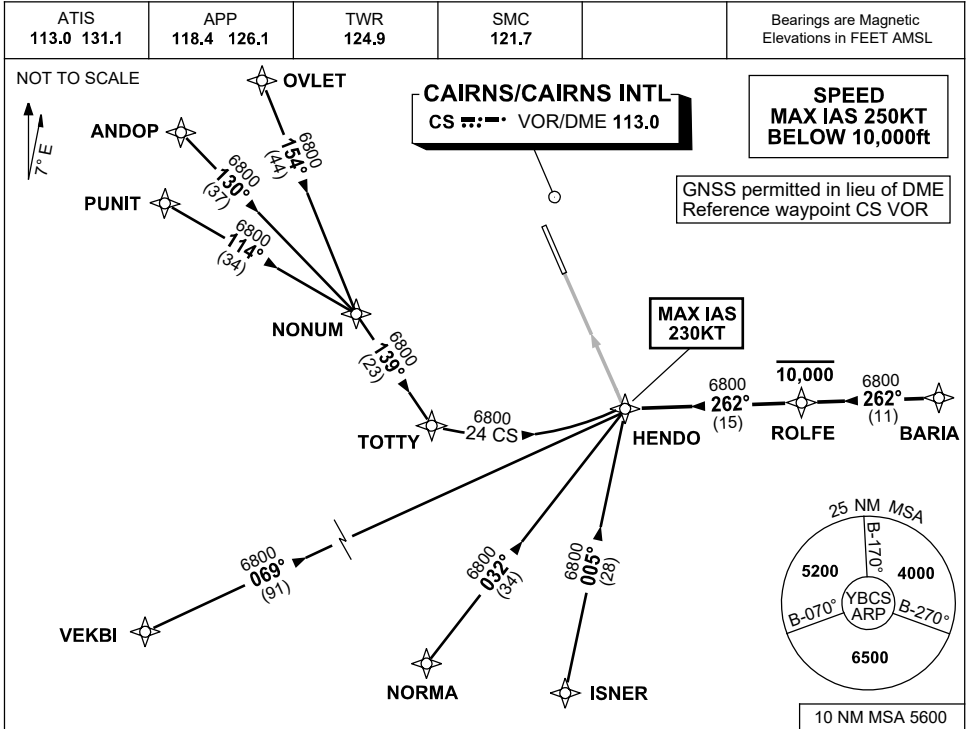
- ARRIVAL:** CODIE EIGHT
- RWY 15 X-RAY:** From CODIE track 150° to GUNRO thence via RNP X RWY 15 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
HENDO NINE YANKEE ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023



TRANSITIONS:

- OVLET:** From OVLET to HENDO
- Track 154° to NONUM,
 - Turn LEFT, track 139° to TOTTY,
 - Thence 24 CS arc to HENDO.
- ANDOP:** From ANDOP to HENDO
- Track 130° to NONUM,
 - Turn RIGHT, track 139° to TOTTY,
 - Thence 24 CS arc to HENDO.
- PUNIT:** From PUNIT to HENDO
- Track 114° to NONUM,
 - Turn RIGHT, track 139° to TOTTY,
 - Thence 24 CS arc to HENDO.

- VEKBI:** From VEKBI to HENDO
- Track 069° to HENDO.
- NORMA:** From NORMA to HENDO
- Track 032° to HENDO.
- ISNER:** From ISNER to HENDO
- Track 005° to HENDO.
- BARIA:** From BARIA to HENDO
- Track 262° to ROLFE.
 - Cross** ROLFE AT or BLW 10,000ft.
 - Track 262° to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

- ARRIVAL:** HENDO NINE
- RWY 33 YANKEE:** From HENDO track via RNP Y RWY 33 (AR)
MAX IAS 230KT from HENDO

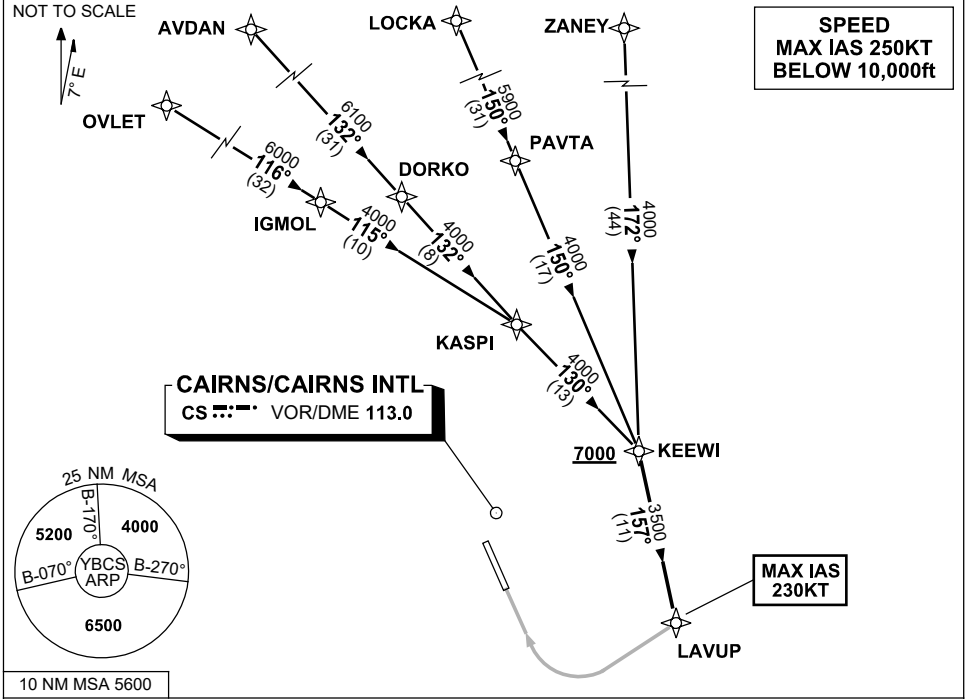
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
KEEWI THREE X-RAY ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:**
 - From ZANEY track 172° to KEEWI
- LOCKA:**
 - From LOCKA track 150° to PAVTA
 - Track 150° to KEEWI
- AVDAN:**
 - From AVDAN track 132° to DORKO
 - Track 132° to KASPI
 - Track 130° to KEEWI
- OVLET:**
 - From OVLET track 116° to IGMOL
 - Track 115° to KASPI
 - Track 130° to KEEWI

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: KEEWI THREE

- RWY 33 X-RAY:** **Cross** KEEWI AT or ABV 7000ft
- From KEEWI track 157° to LAVUP, thence via RNP X RWY 33 (AR)
MAX IAS 230KT from LAVUP

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
UPOLO NINE X-RAY ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

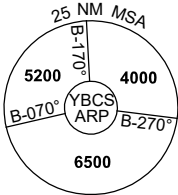
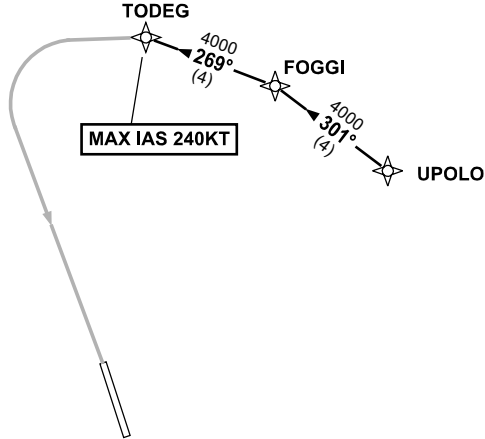
21 MAR 2024

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	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 5600

ARRIVAL:

UPOLO NINE

RWY 15 X-RAY:

- From UPOLO track 301° to FOGGI,
- Track 269° to TODEG,
then via RNP X RWY 15 (AR)
MAX IAS 240KT from TODEG

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
TOTTY FIVE WHISKEY ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

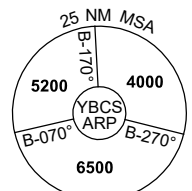
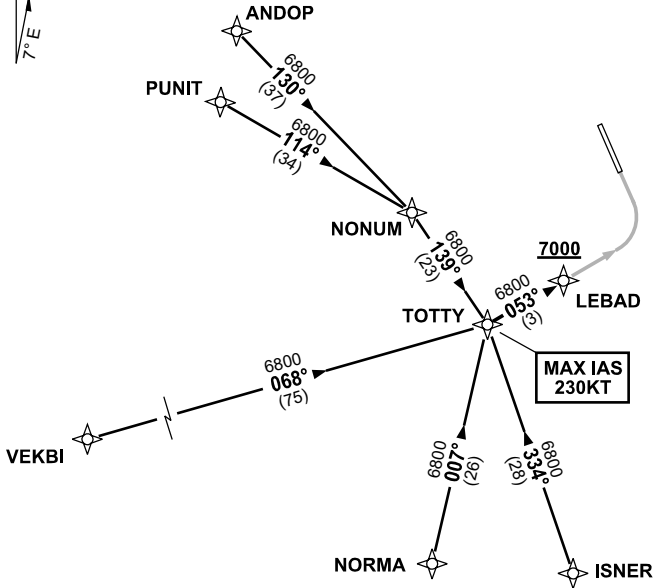
30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	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 5600

TRANSITIONS:

- ANDOP:** From ANDOP to TOTTY
- Track 130° to NONUM,
 - Turn RIGHT, track 139° to TOTTY
- PUNIT:** From PUNIT to TOTTY
- Track 114° to NONUM,
 - Turn RIGHT, track 139° to TOTTY

- VEKBI:** From VEKBI to TOTTY
- Track 068° to TOTTY
- NORMA:** From NORMA to TOTTY
- Track 007° to TOTTY
- ISNER:** From ISNER to TOTTY
- Track 334° to TOTTY

FOLLOW ARRIVAL INSTRUCTIONS

- ARRIVAL:** TOTTY FIVE
- RWY 33 WHISKEY:** From TOTTY track 053° to LEBAD, thence via RNP W RWY 33 (AR)
MAX IAS 230KT from TOTTY

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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.

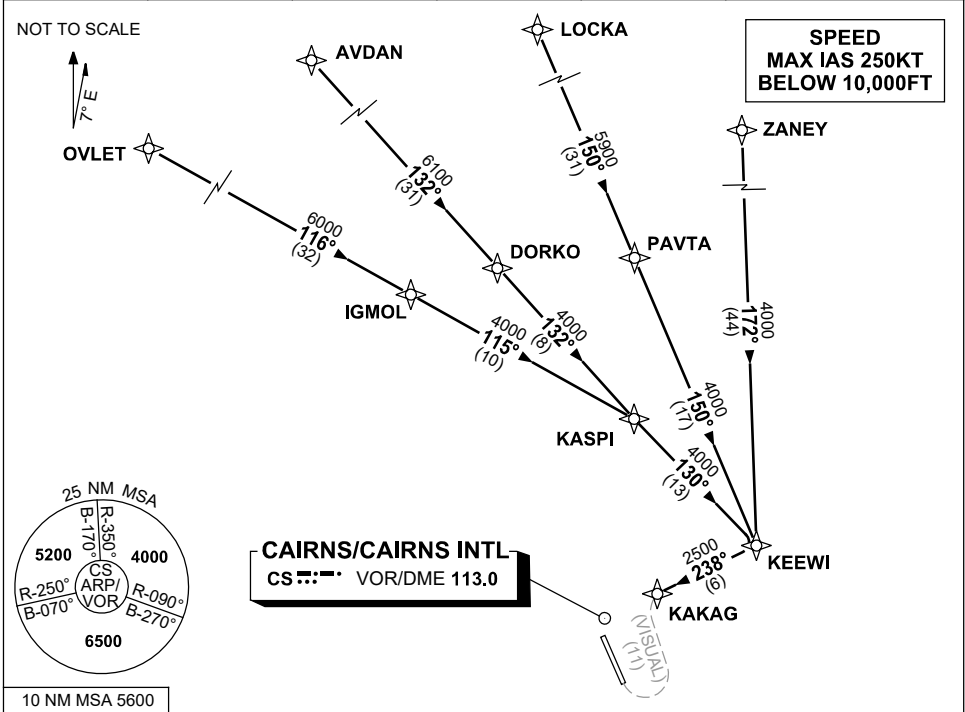
Changes: WAYPOINT NAMES, VALIDITY NUMBER, Editorial.



**STANDARD INSTRUMENT ARRIVAL (STAR)
KEEWI THREE VICTOR ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:** • From ZANEY track 172° to KEEWI
- LOCKA:** • From LOCKA track 150° to PAVTA
• Track 150° to KEEWI
- AVDAN:** • From AVDAN track 132° to DORKO
• Track 132° to KASPI
• Track 130° to KEEWI
- OVLET:** • From OVLET track 116° to IGMOL
• Track 115° to KASPI
• Track 130° to KEEWI

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: KEEWI THREE

RWY 33 VICTOR: Turn RIGHT, track 238° to KAKAG.
At KAKAG turn LEFT track VISUAL for RIGHT base RWY 33.

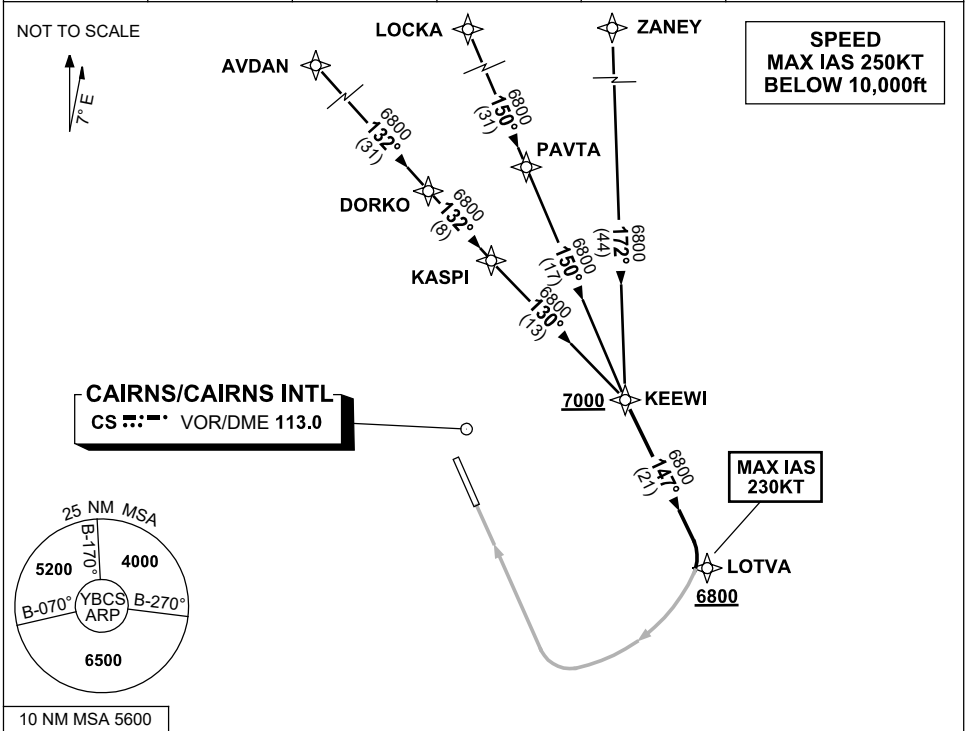
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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)
KEEWI THREE YANKEE ARRIVAL (RNAV)
CAIRNS/CAIRNS INTL, QLD (YBCS)**

30 NOV 2023

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ZANEY:**
 - From ZANEY track 172° to KEEWI
- LOCKA:**
 - From LOCKA track 150° to PAVTA
 - Track 150° to KEEWI
- AVDAN:**
 - From AVDAN track 132° to DORKO
 - Track 132° to KASPI
 - Track 130° to KEEWI

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: KEEWI THREE

- RWY 33 YANKEE:**
- Cross** KEEWI AT or ABV 7000ft
 - From KEEWI track 147° to LOTVA, thence via RNP Y RWY 33 (AR)
 - Cross** LOTVA AT or ABV 6800ft
 - MAX IAS 230KT from LOTVA

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC CS ATC ON TEL: (07) 3866 3533**

- 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.