

GENERAL**Operational Hours**

ATS Hours: 2230-0830, CTAF outside TWR HRs.

AD OPS Hours: Not published

Airport Information

RFF: CAT 7 MON/WED/THU/FRI 2200-0845, TUE 2200-0930, SAT 2245-0830, SUN 2245-0845
PCN: RWY 12/30: 60/F/B/1750 (254PSI) / U Grooved,
 RWY 17/35: 4/F/B/750 (109PSI) / U
 RWY 06/24 O/R

Operation**RWY Restriction**

RWY 12/30 THR turning nodes linemarked for ACFT above 80t / 176369lbs MTOW. Turn starboard. Line designed for B777-300ER/A340-600 normal turn radius. All other ACFT use MNM speed and MAX radius for 180° turns to avoid pavement damage.

No TKOF and LDG CLR for RWY 17/35 will be given due to obscured visibility from TWR.

TWY Restrictions

ACFT code letter D and above must execute over steer turns from RWY 12/30 onto TWY C or D.

TWY C and TWY D: Simultaneous use restricted to ACFT with MAX wingspan below 65m / 213ft.

TWY A between APN and TWY M, TWY B and TWY M AVBL up to code letter B ACFT.

TWY E between TWY A and RWY 12/30 AVBL up to code letter C ACFT.

TWY E between TWY A and APN AVBL to ACFT MAX Dash 8-300.

TWY N, P MAX wingspan 20m / 66ft.

Taxi along TWY L to airpark can only be towed from Regular Public Transport APN.

Taxi

Use MNM PWR when taxiing out of stands in APN.

Warnings

NDB AS possible excessive needle oscillations near McDonnell Ranges.

Sealed drag strip located 0.5NM W of AD, aligned parallel with RWY 17/35, may be mistaken for RWY. Confirm RWY identification by RWY markings/LGTs.

Manned balloons in vicinity of AD.

Weather balloon launch APPROX 0515, 2315 from 1.4km / 0.7NM WNW ARP. Launches may occur at other times.

Glider OPS in vicinity of AD.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

VFR Traffic Pattern

When on downwind contact ATC stating RWY and intention (e.g. touch and go or full stop LDG).

After LDG on RWY 17/35 report clear of RWY to ATC.

DEPARTURE**Take-off Minima**

RWY		12/30	
Multi ENG	ft - m/km	0 - 550V	REDL+RCLM, HJ only
		0 - 800V	-
other		c300 - 2.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

ATC Slot, Clearance

ACFT that have not submitted FLT notification to Airservices Australia contact TWR at least 5min prior to requesting taxi CLR.

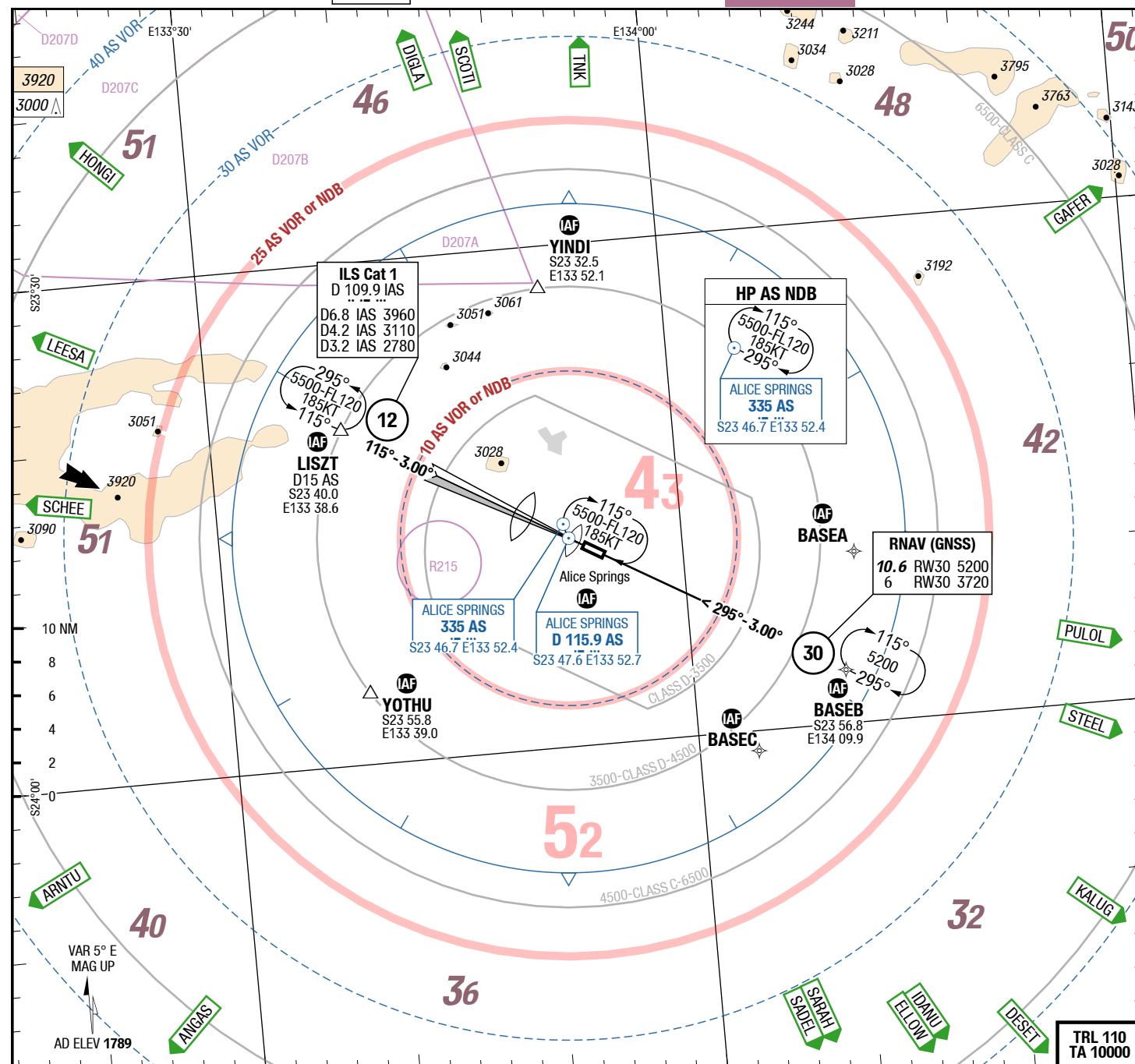
ASP-YBAS

AGC
AFC

AFC

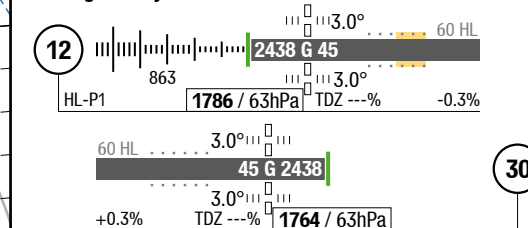
AFC

AGC
AFC



ATIS	123.000	115.900	AS
	335	134.050	AWIS
Melbourne Center		119.800	
TWR		118.300	2230-0830
CTAF		118.300	
Melbourne Center		119.800	DLV outside TWR hours

Landing RWY system:



Changes: APCH boxes

Effective 02-MAR-2017

23-FEB-2017

ASP-YBAS

Australia Alice Springs

AGC

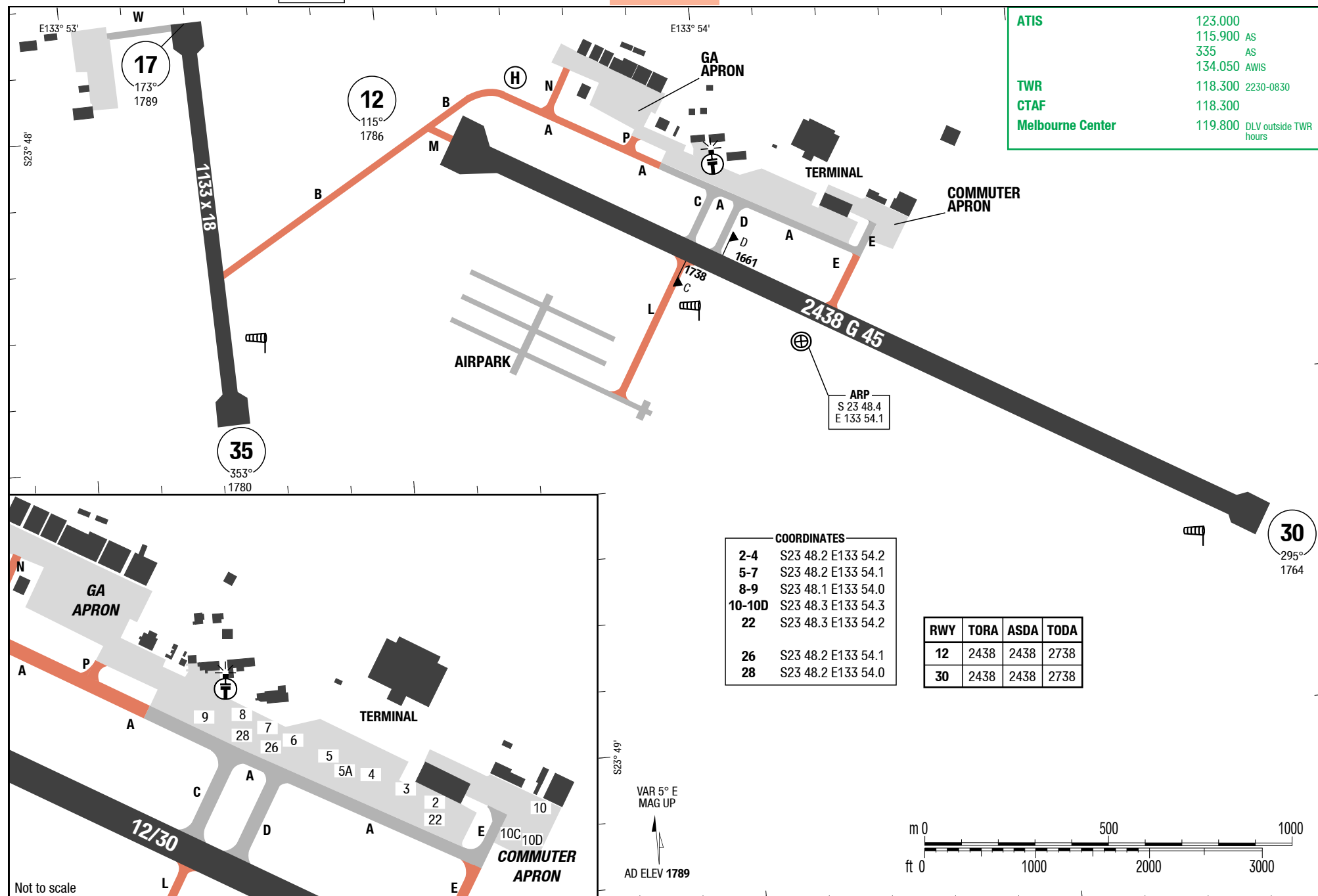
AGC

AGC

Alice Springs Australia

AGC

3-20



Changes: Nil

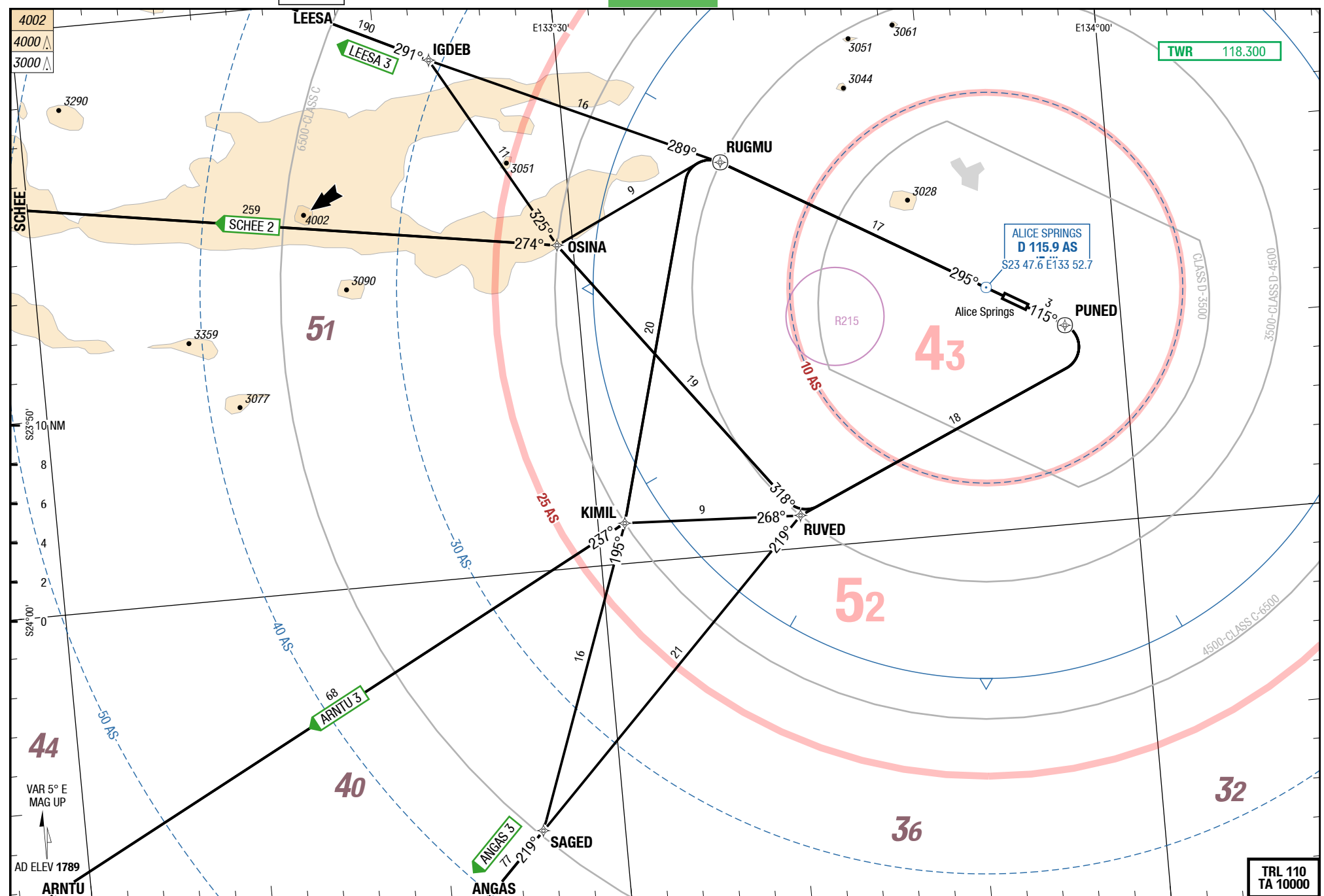
ASP-YBAS

RNAV SIDs West

SID

SID

RNAV SIDs West



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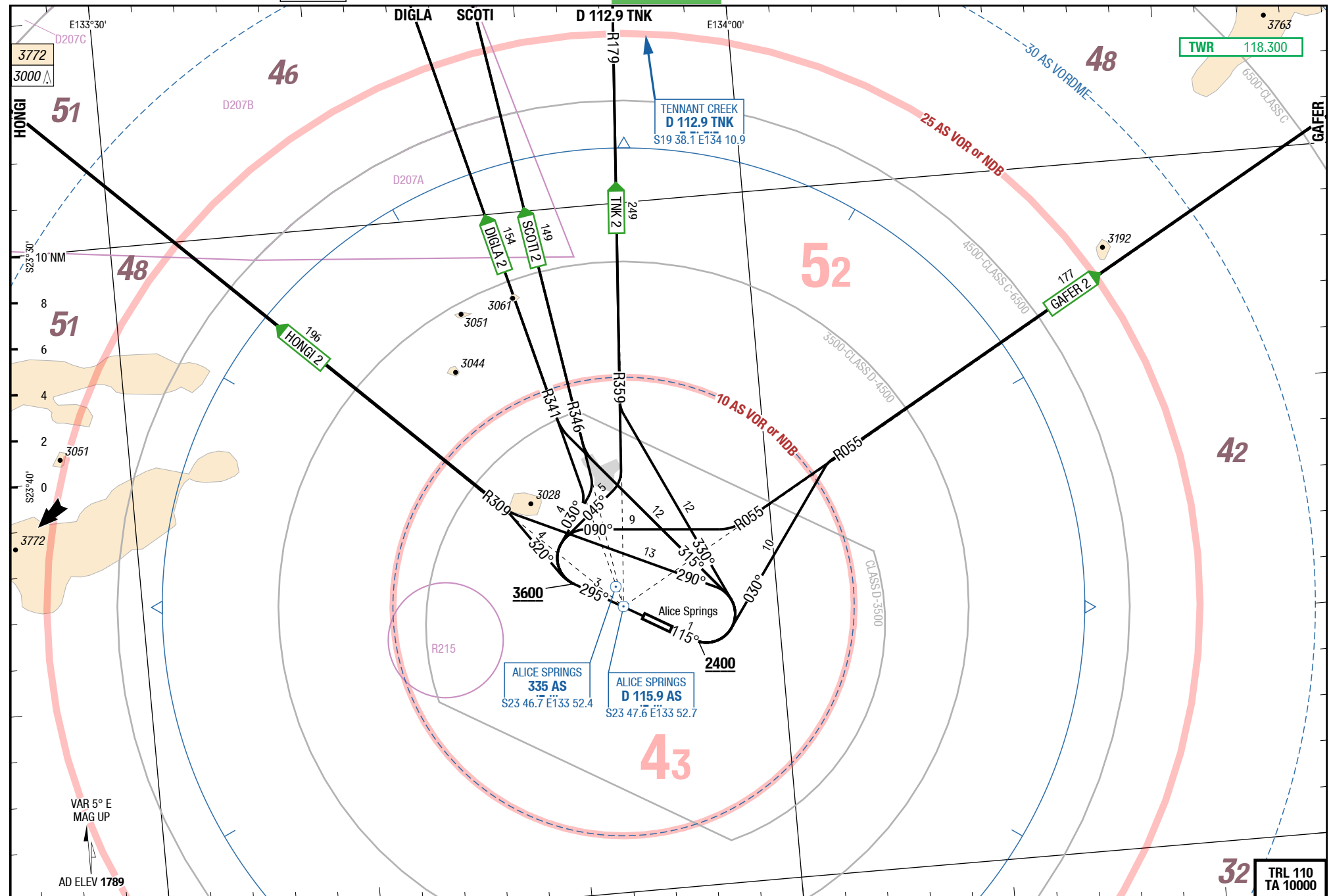
ASP-YBAS

SIDs North

SID

SID

SIDs North



Changes: Page Number

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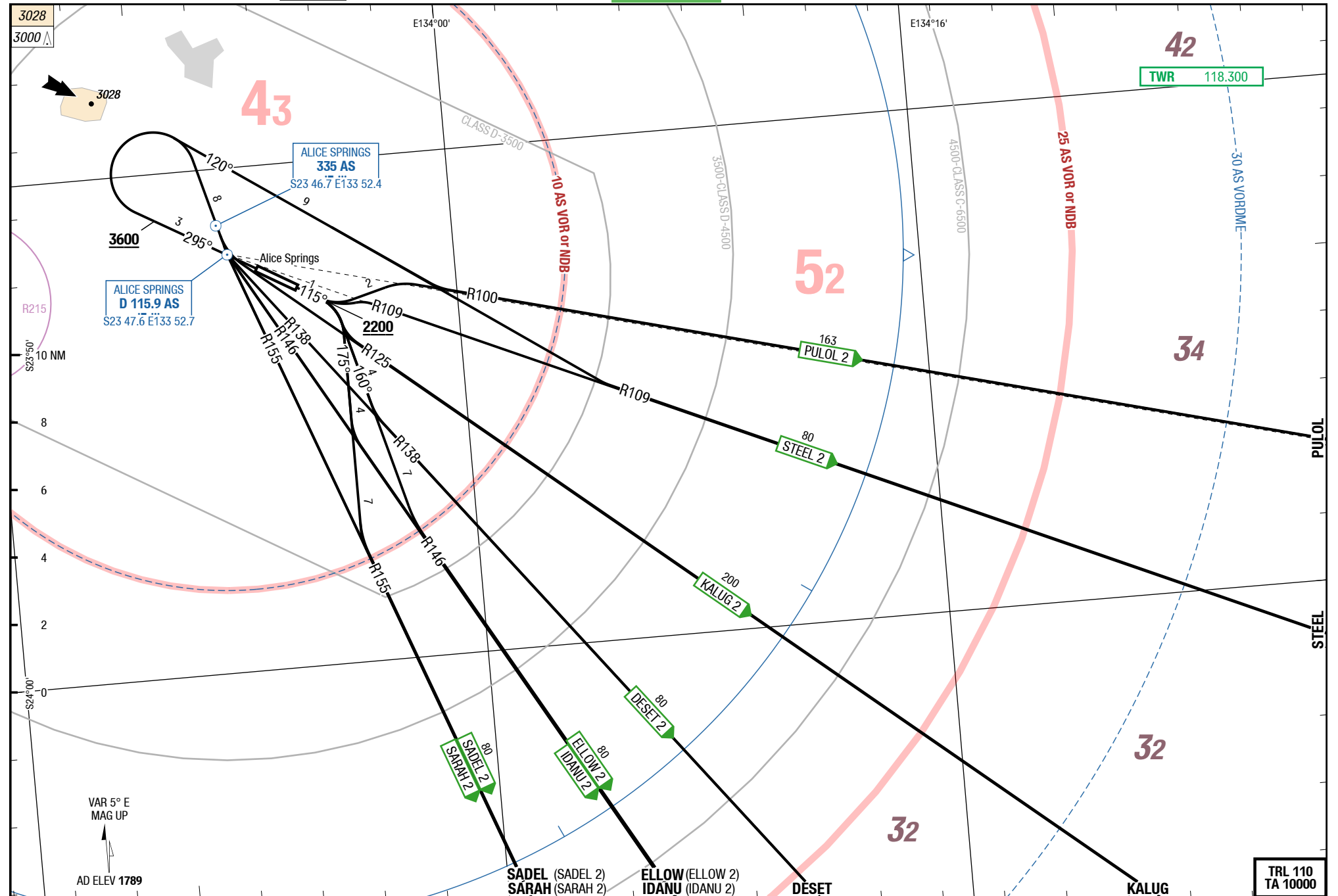
ASP-YBAS

SIDs East/South

SID

SID

SIDs East/South



Changes: Page Number

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ANGAS 3 / ARNTU 3 / LEESA 3 / SCHEE 2

RWYs 12 (115°) / 30 (295°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ANGAS 3 118.300	at PUNED RT direct RUVED - LT 219° to SAGED - ANGAS	
ARNTU 3 118.300	at PUNED RT direct RUVED - RT 268° to KIMIL - LT 237° to ARNTU	
LEESA 3 118.300	at PUNED RT direct RUVED - RT 318° to OSINA - RT 325° to IGDEB - LT 291° to LEESA	
SCHEE 2 118.300	at PUNED RT direct RUVED - RT 318° to OSINA - LT 274° to SCHEE	
	Runway 30	
ANGAS 3 3.9% to 3300ft 118.300	at RUGMU LT direct KIMIL - 195° to SAGED - RT 219° to ANGAS	
ARNTU 3 3.9% to 3300ft 118.300	at RUGMU LT direct KIMIL - RT 237° to ARNTU	
LEESA 3 3.9% to 3300ft 118.300	at RUGMU 289° to IGDEB - 291° to LEESA	
SCHEE 2 3.9% to 3300ft 118.300	at RUGMU LT direct OSINA - RT 274° to SCHEE	

DIGLA 2 / GAFER 2 / HONGI 2 / SCOTI 2 / TNK 2

RWYs 12 (115°) / 30 (295°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
Runway 12		
DIGLA 2 118.300	at MNM 2400 LT 315° - intercept R341 AS to DIGLA - intercept cleared route	
GAFER 2 118.300	at MNM 2400 LT 030° - intercept R055 AS to GAFER - intercept cleared route	
HONGI 2 118.300	at MNM 2400 LT 290° - intercept R309 AS to HONGI - intercept cleared route	
SCOTI 2 118.300	at MNM 2400 LT 315° - intercept R346 AS to SCOTI - intercept cleared route	
TNK 2 118.300	at MNM 2400 LT 330° - intercept R359 AS / R179 TNK to TNK - intercept cleared route	
Runway 30		
DIGLA 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 030° - intercept R341 AS to DIGLA - intercept cleared route	
GAFER 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 090° - intercept R055 AS to GAFER - intercept cleared route	
HONGI 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 320° - intercept R309 AS to HONGI - intercept cleared route	
SCOTI 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 030° - intercept R346 AS to SCOTI - intercept cleared route	
TNK 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 045° - intercept R359 AS / R179 TNK to TNK - intercept cleared route	

DESET 2 / ELLOW 2 / IDANU 2 / KALUG 2 / PULOL 2 / SADEL 2 / SARAH 2 / STEEL 2
RWYs 12 (115°) / 30 (295°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
Runway 12		
DESET 2 118.300	at MNM 2200 RT 160° - intercept R138 AS to DESET - intercept cleared route	
ELLOW 2 118.300	at MNM 2200 RT 175° - intercept R146 AS to ELLOW - intercept cleared route	
IDANU 2 118.300	at MNM 2200 RT 160° - intercept R146 AS to IDANU - intercept cleared route	
KALUG 2 118.300	at MNM 2200 RT 160° - intercept R125 AS to KALUG - intercept cleared route	
PULOL 2 118.300	at MNM 2200 LT intercept R100 AS to PULOL - intercept cleared route	
SADEL 2 118.300	at MNM 2200 RT 175° - intercept R155 AS to SADEL - intercept cleared route	
SARAH 2 118.300	at MNM 2200 RT 175° - intercept R155 AS to SARAH - intercept cleared route	
STEEL 2 118.300	at MNM 2200 LT intercept R109 AS to STEEL - intercept cleared route	
Runway 30		
DESET 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT direct AS - R138 AS to DESET- intercept cleared route	
ELLOW 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT direct AS - R146 AS to ELLOW - intercept cleared route	
IDANU 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT direct AS - R146 AS to IDANU - intercept cleared route	
KALUG 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT direct AS - R125 AS to KALUG - intercept cleared route	
PULOL 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 120° - intercept R100 AS to PULOL - intercept cleared route	
SADEL 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT direct AS - R155 AS to SADEL - intercept cleared route	

SARAH 2 / STEEL 2

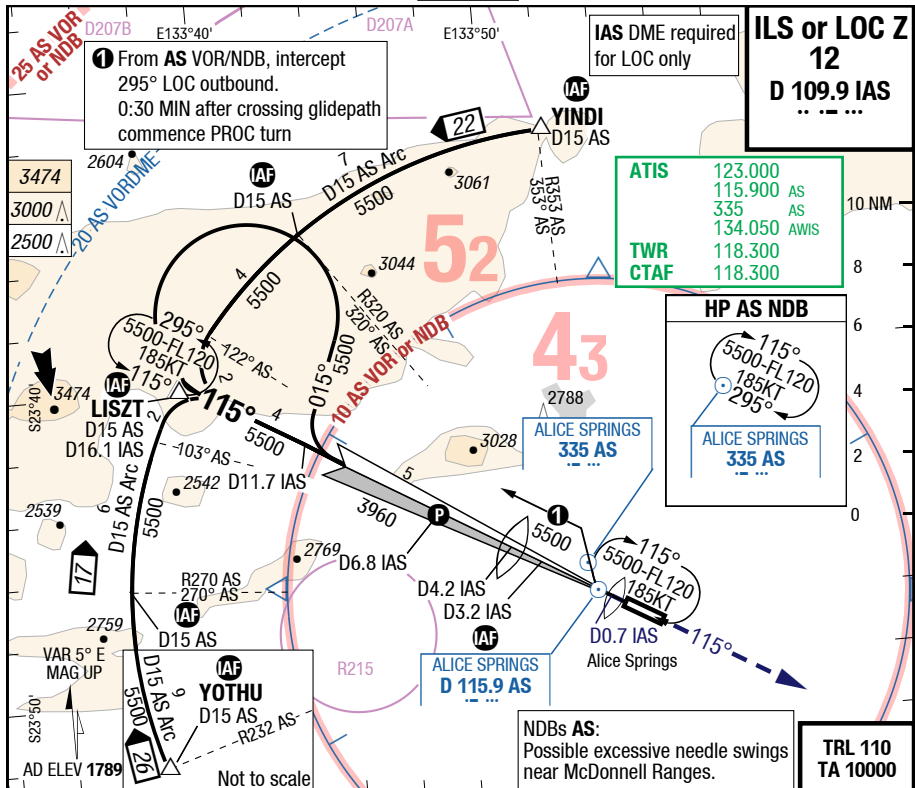
RWY 30 (295°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
SARAH 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT direct AS - R155 AS to SARAH - intercept cleared route	
STEEL 2 3.8% to 3600 118.300	at MNM 3600 but not before abeam AS RT 120° - intercept R109 AS to STEEL - intercept cleared route	

ASP-YBAS

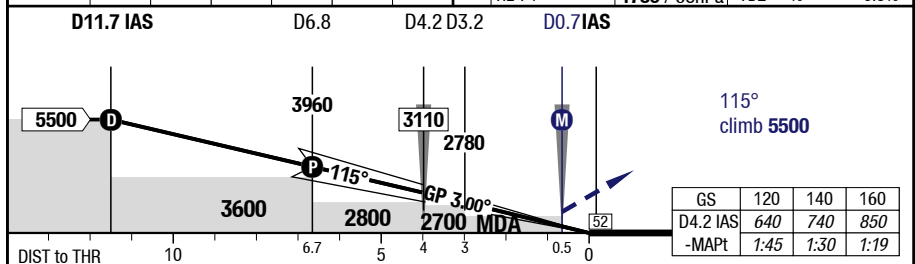
7-10

ILS or LOC Z 12

LOC 3.00° D IAS

11.7	10	8	6	5	2
5500	4970	4330	3700	3380	2420

12 863 2438 G 45 3.0° 60 HL 3.0° 1786 / 63hPa TDZ --- -0.3%



12		Cat 1	Cat 1 wo ACT QNH ¹⁾	LOC DME ²⁾	LOC DME APL U/S ²⁾		Circling ^{2) 3)}
C	ft - m/km ft	220 - 800V 2000	320 - 1.2V 2100	540 - 2.2V 2320	540 - 3.1V 2320		1210 - 4.0V 2990
D	ft - m/km ft	220 - 800V 2000	320 - 1.2V 2100	540 - 2.2V 2320	540 - 3.1V 2320		1210 - 5.0V 2990

1) With EVS VIS 800m	
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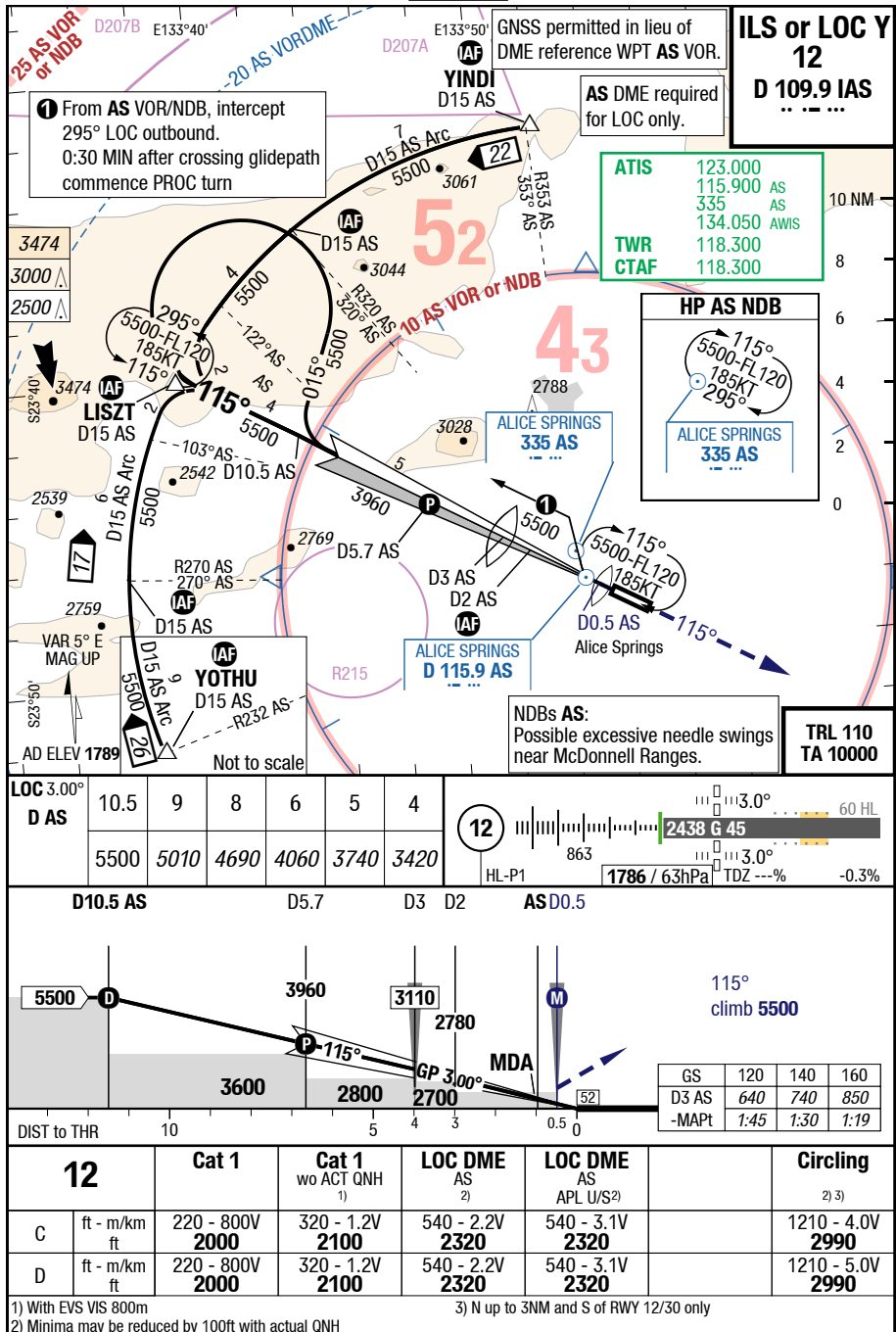
2) Minima may be reduced by 100ft with actual QNH

3) N up to 3NM and S of RWY 12/30 only

ASP-YBAS

7-20

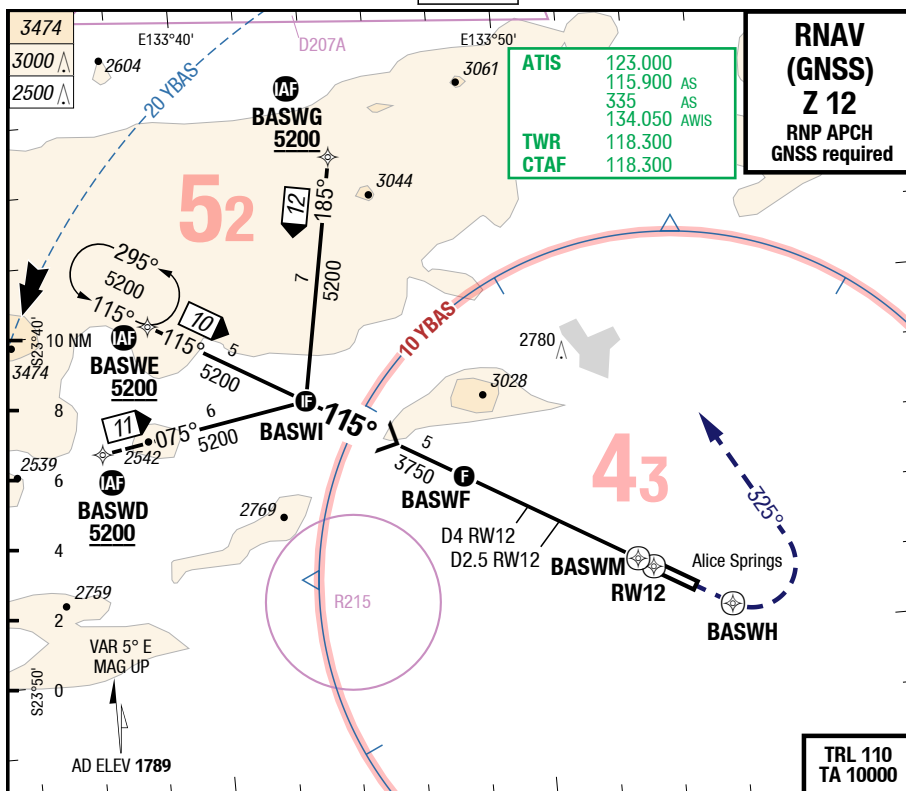
ILS or LOC Y 12



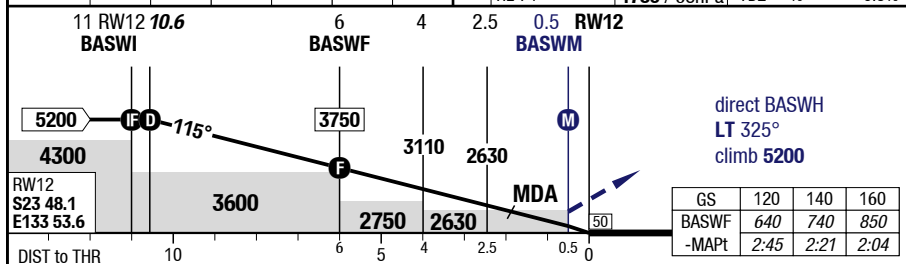
ASP-YBAS

7-30

RNAV (GNSS) Z 12



3.00° RW12	10.6	9	7	5	3	2	
	5200	4710	4070	3430	2800	2480	



12		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 3)				Circling 3) 4)
C	ft - m/km ft	460 - 2.5V 2240	560 - 3.1V 2340				1210 - 4.0V 2990
D	ft - m/km ft	460 - 2.5V 2240	560 - 3.1V 2340				1210 - 5.0V 2990

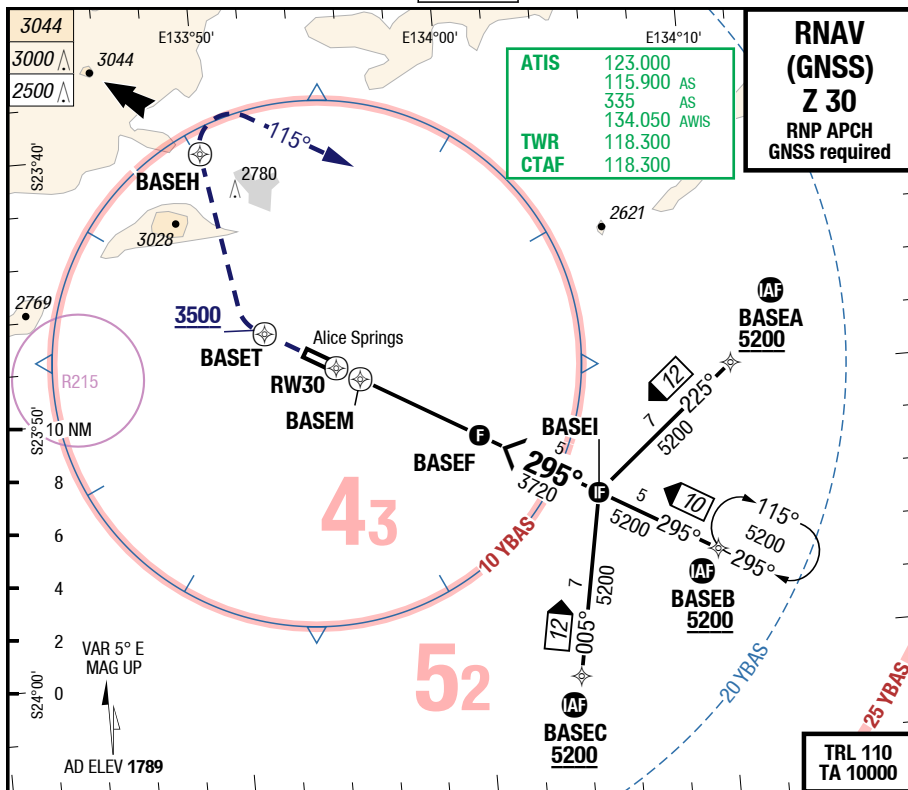
1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 57°C (134°F) 2) Use with Alice Springs (YBAS) QNH only 3) Minima may be reduced by 100ft with actual QNH 4) N up to 3NM and S of RWY 12/30 only

Changes: Completely revised

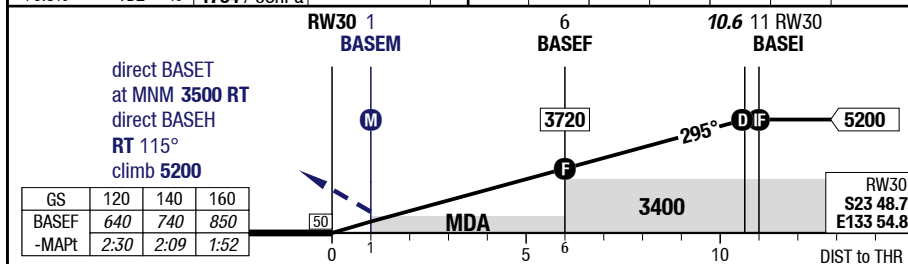
ASP-YBAS

7-40

RNAV (GNSS) Z 30



60 HL 3.0° 45 G 2438 3.0° +0.3% TDZ --- 1764 / 63hPa	<div>30</div>	2	3	5	7	9	10.6	3.00° RW30
		2450	2770	3410	4050	4680	5200	



30		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 3)			Circling 3) 4)
C	ft - m/km ft	350 - 1.9V 2110	520 - 2.9V 2280			1210 - 4.0V 2990
D	ft - m/km ft	350 - 1.9V 2110	520 - 2.9V 2280			1210 - 5.0V 2990

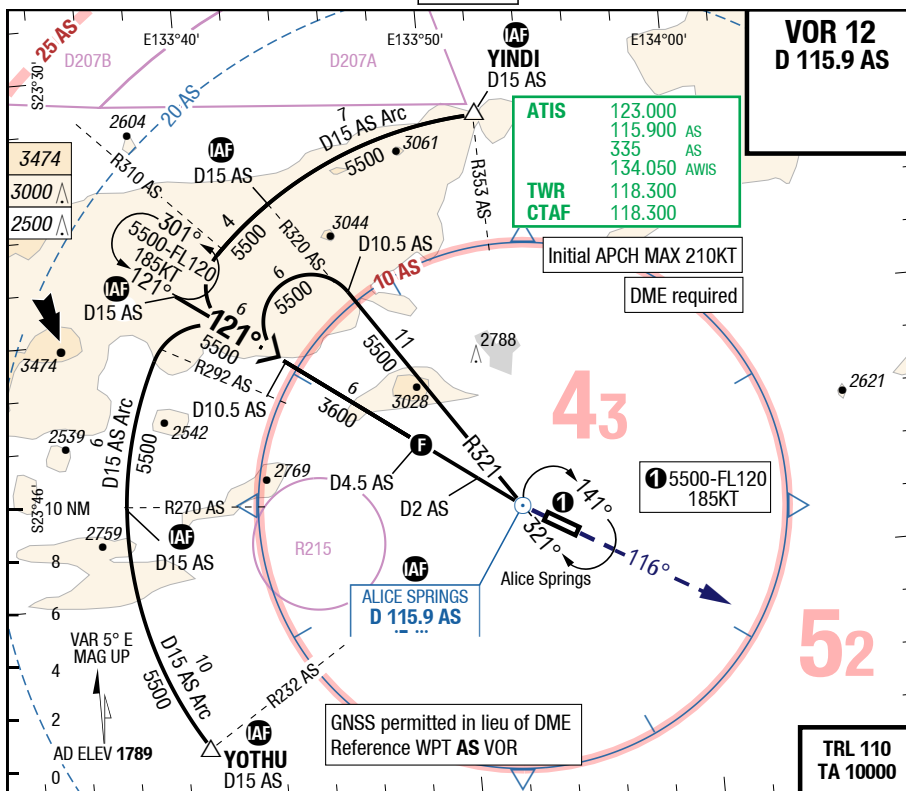
1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 57°C (134°F) 2) Use with Alice Springs (YBAS) QNH only 3) Minima may be reduced by 100ft with actual QNH 4) N up to 3NM and S of RWY 12/30 only

Changes: Completely revised

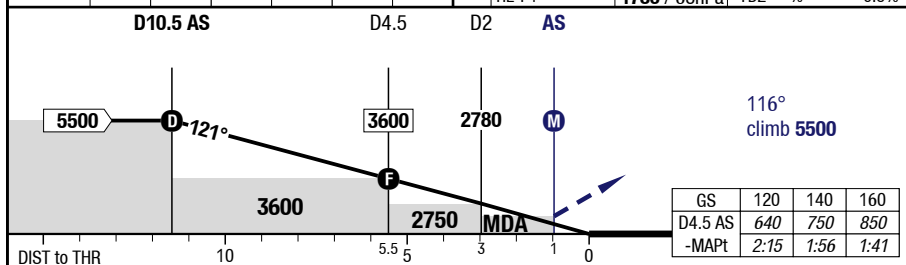
ASP-YBAS

7-50

VOR 12



3.00° D AS 121° RWY 115°	10.5	10	8	6	4	3	
	5500	5350	4710	4070	3430	3110	



12		VOR DME 1)				Circling 1) 2)
C	ft - m/km ft	670 - 3.8V 2450				1210 - 4.0V 2990
D	ft - m/km ft	670 - 3.8V 2450				1210 - 5.0V 2990

1) Minima may be reduced by 100ft with actual QNH

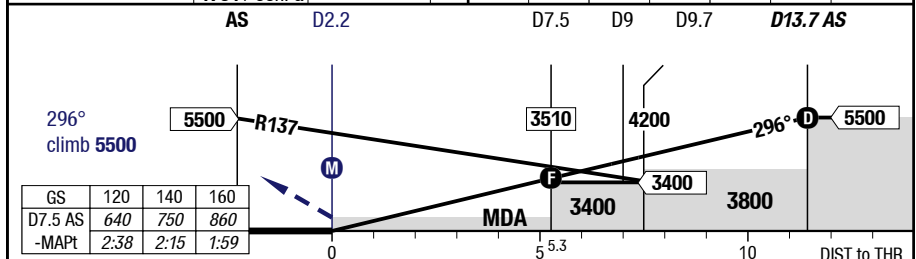
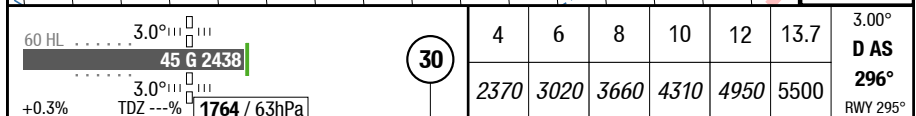
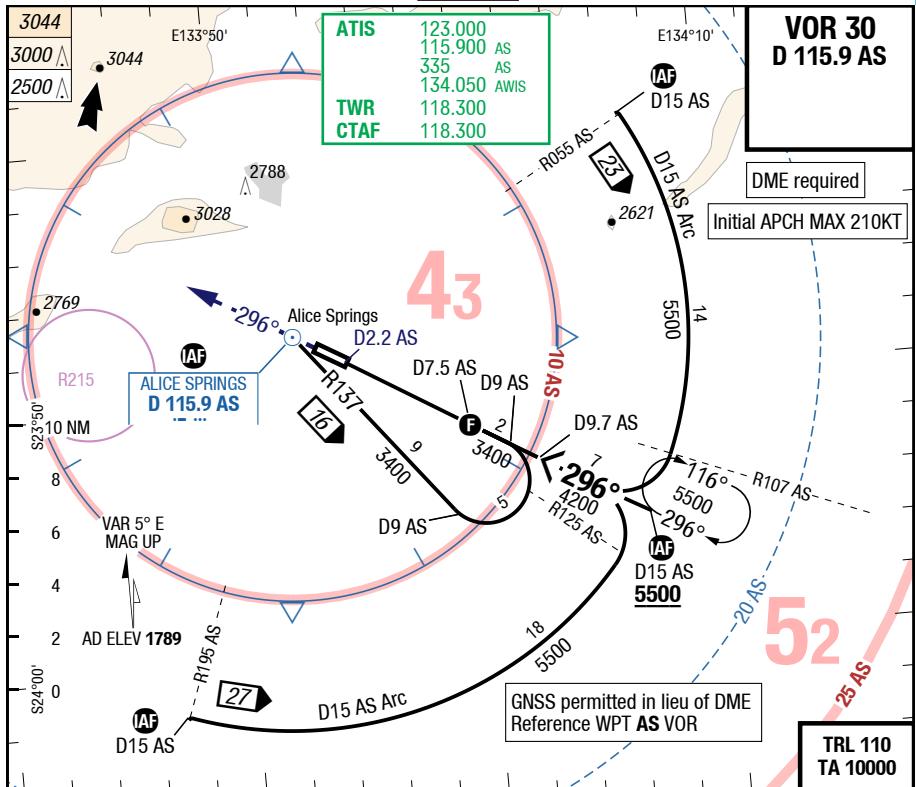
2) N up to 3NM and S of RWY 12/30 only

Changes: MSA, MIN, Navaid , Note, SUA's, OBST, MOCA

ASP-YBAS

7-60

VOR 30



30		VOR DME 1)				Circling 1) 2)
C	ft - m/km ft	500 - 2.8V 2260				1210 - 4.0V 2990
D	ft - m/km ft	500 - 2.8V 2260				1210 - 5.0V 2990

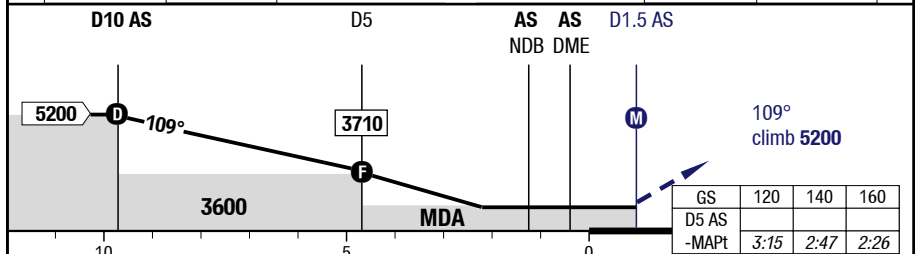
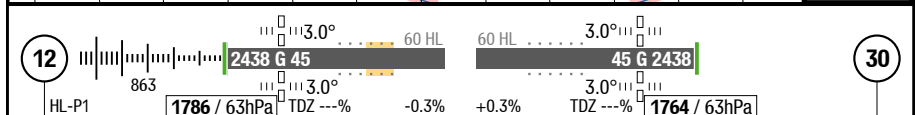
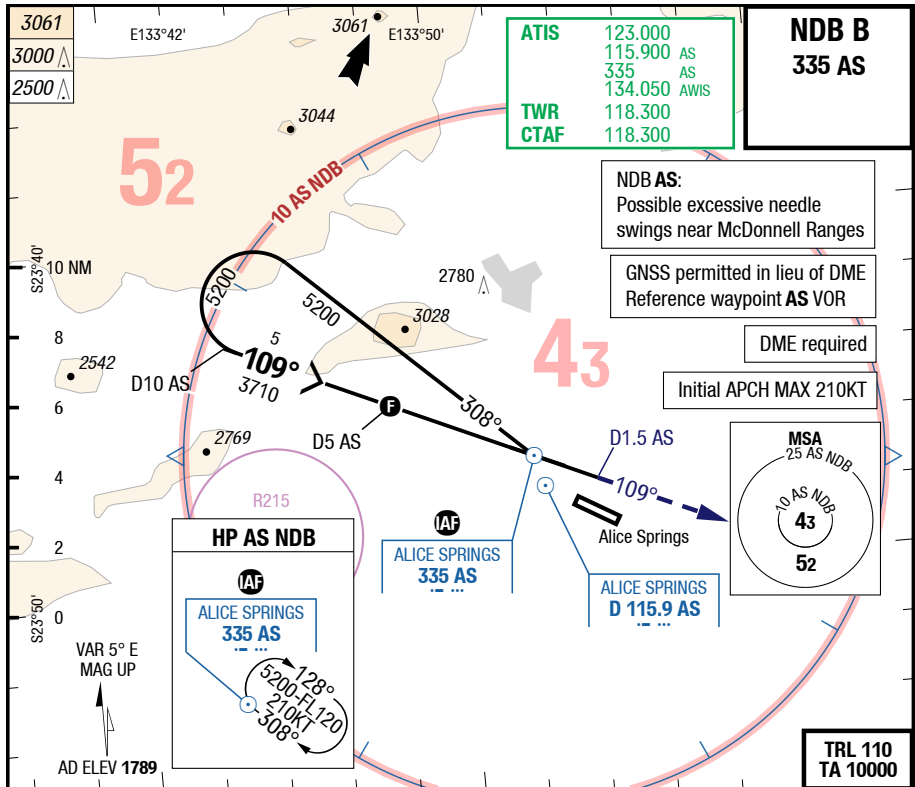
1) Minima may be reduced by 100ft with actual QNH
2) N up to 3NM and S of RWY 12/30 only

Changes: Navaid , MIN, MSA, Note, SUAs, OBST

ASP-YBAS

7-70

NDB B



12/30						Circling 1) 2)	
C	ft - m/km ft					1210 - 4.0V 2990	
D	ft - m/km ft					1210 - 5.0V 2990	

1) Minima may be reduced by 100ft with actual QNH

2) N up to 3NM and S of RWY 12/30 only

Changes: MIN, chart title