

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.

ASP-YBAS

1-20

AOI

AOI

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 | - |
| | | 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.

Effective 02-MAR-2017

23-FEB-2017

Australia Alice Springs

AGC

AFC

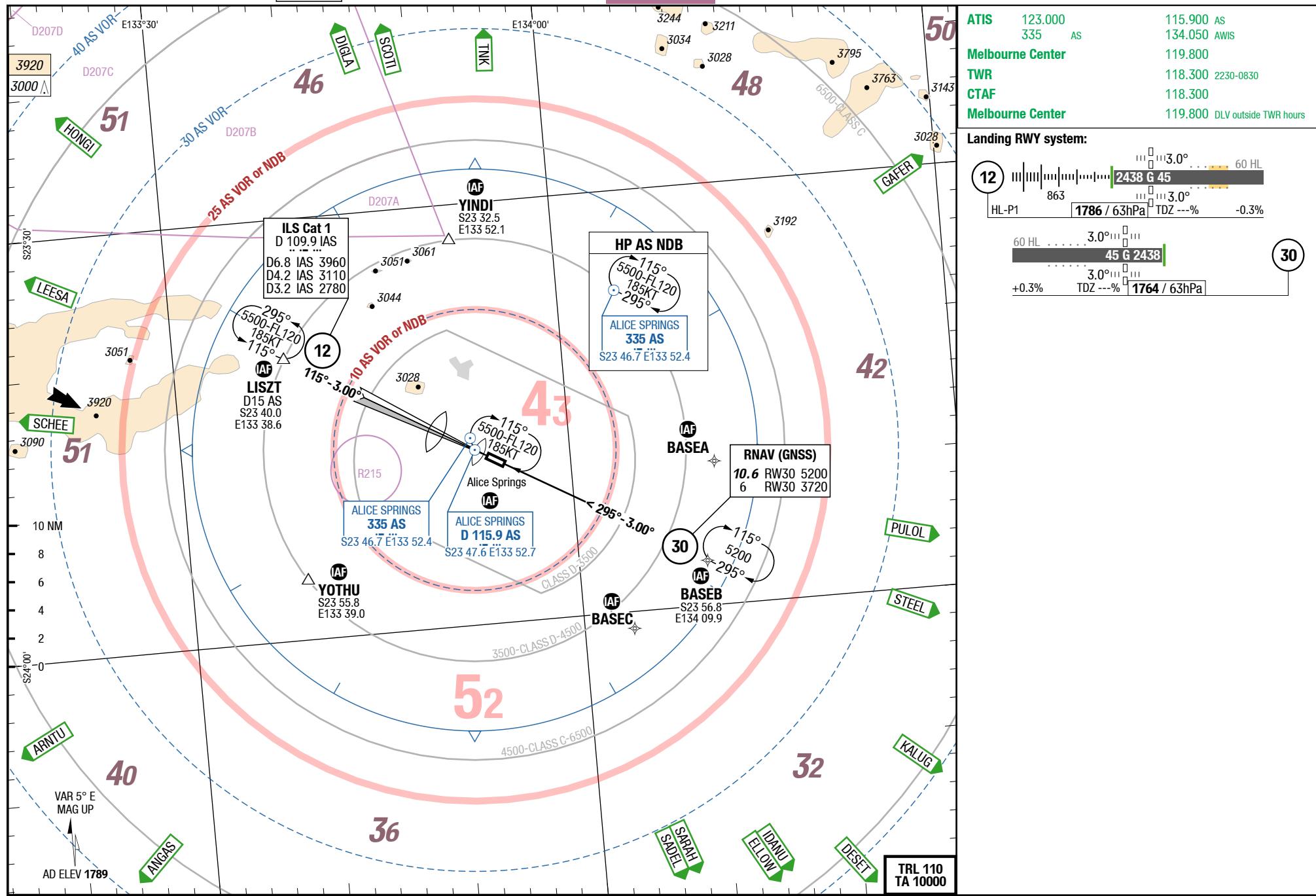
Alice Springs Australia

AGC

AFC

ASP-YBAS

2-10



Effective 02-MAR-2017

23-FEB-2017

ASP-YBAS

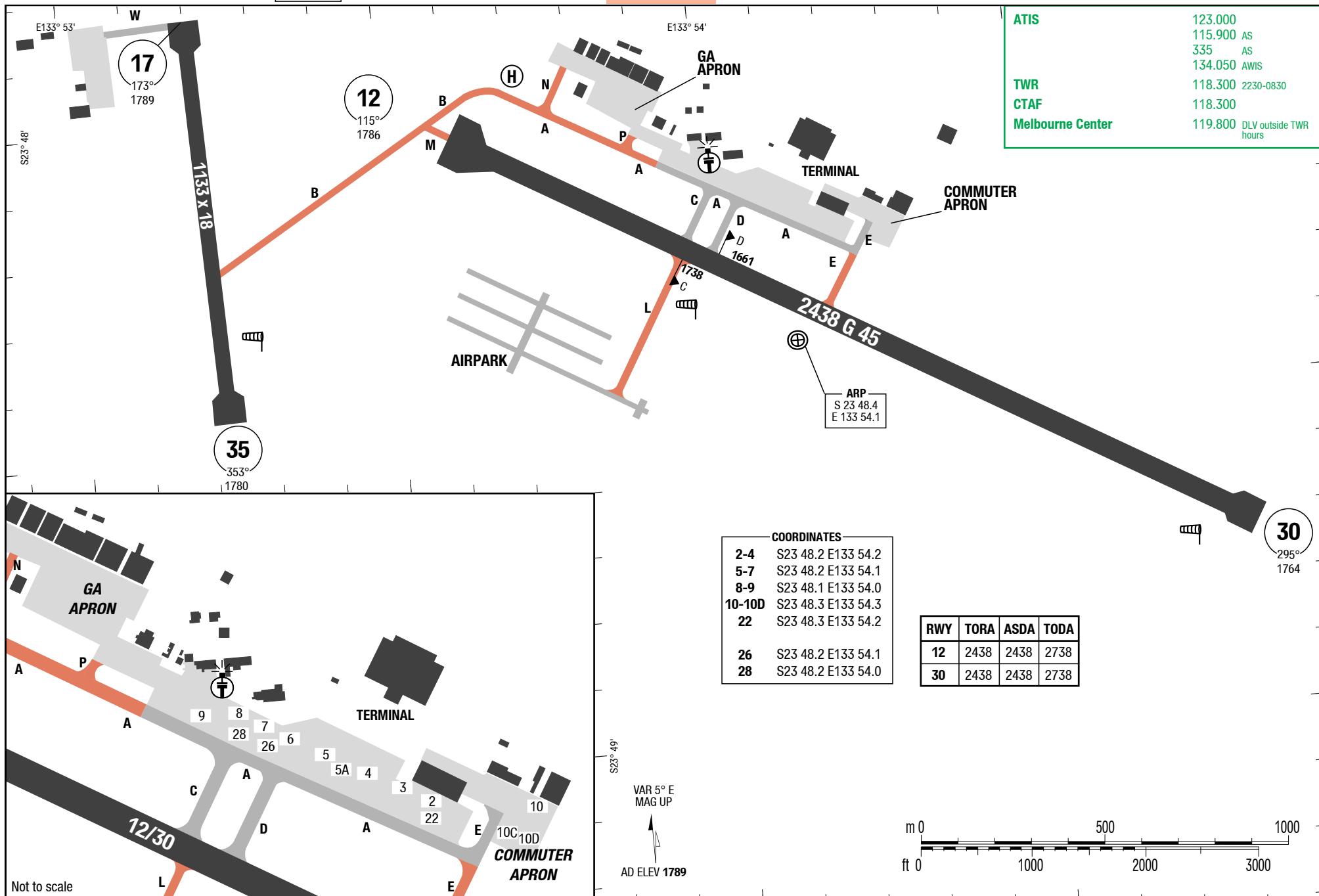
Australia Alice Springs

AGC

Alice Springs Australia

AGC

3-20



Changes: Nil

Effective 25-MAY-2017

18-MAY-2017

ASP-YBAS

Australia Alice Springs

SIDs North

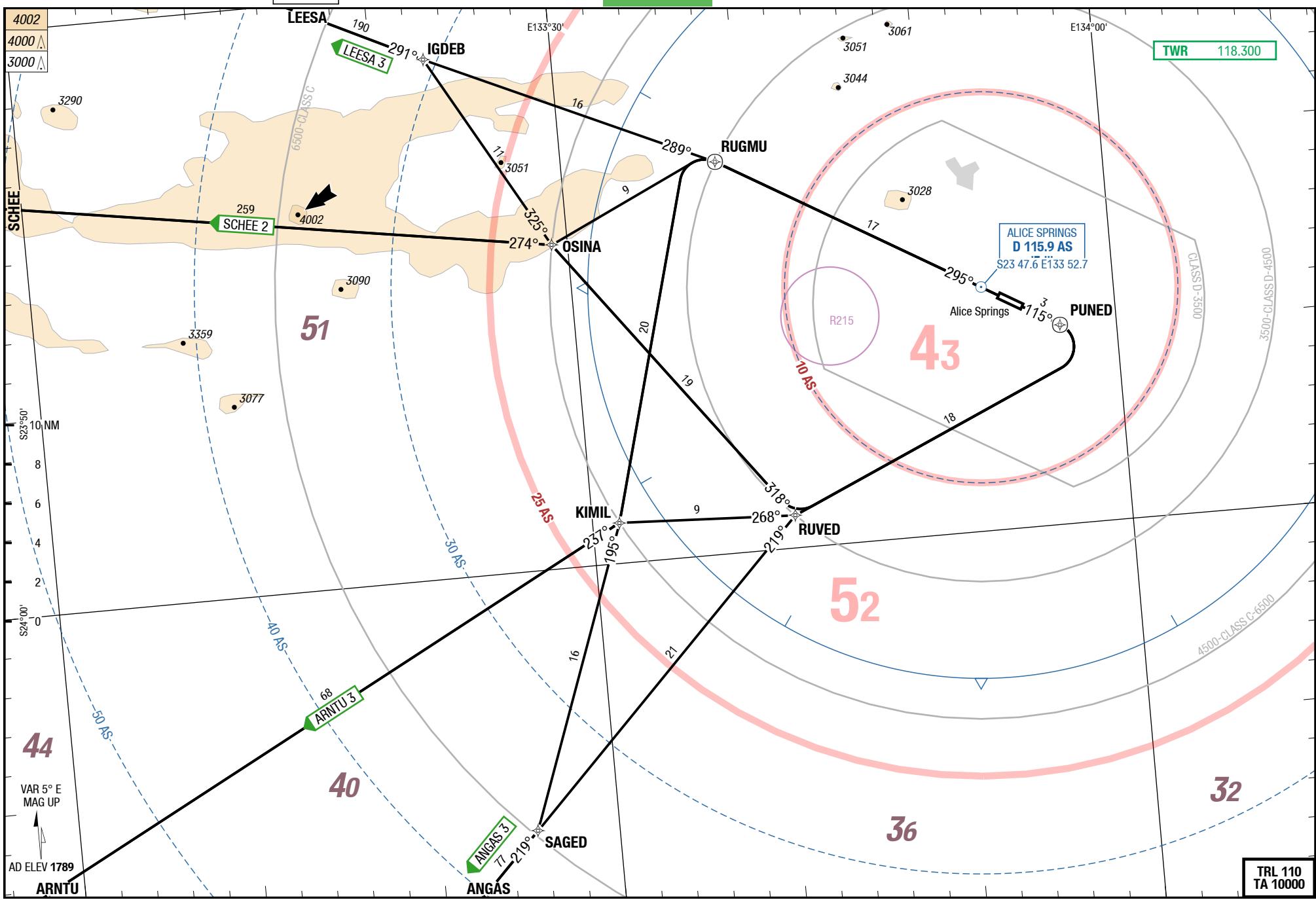
RNAV SIDs West

Alice Springs Australia

SIDs North

RNAV SIDs West

-10



Effective 25-MAY-2017

18-MAY-2017

ASP-YBAS

Australia Alice Springs

Alice Springs Australia

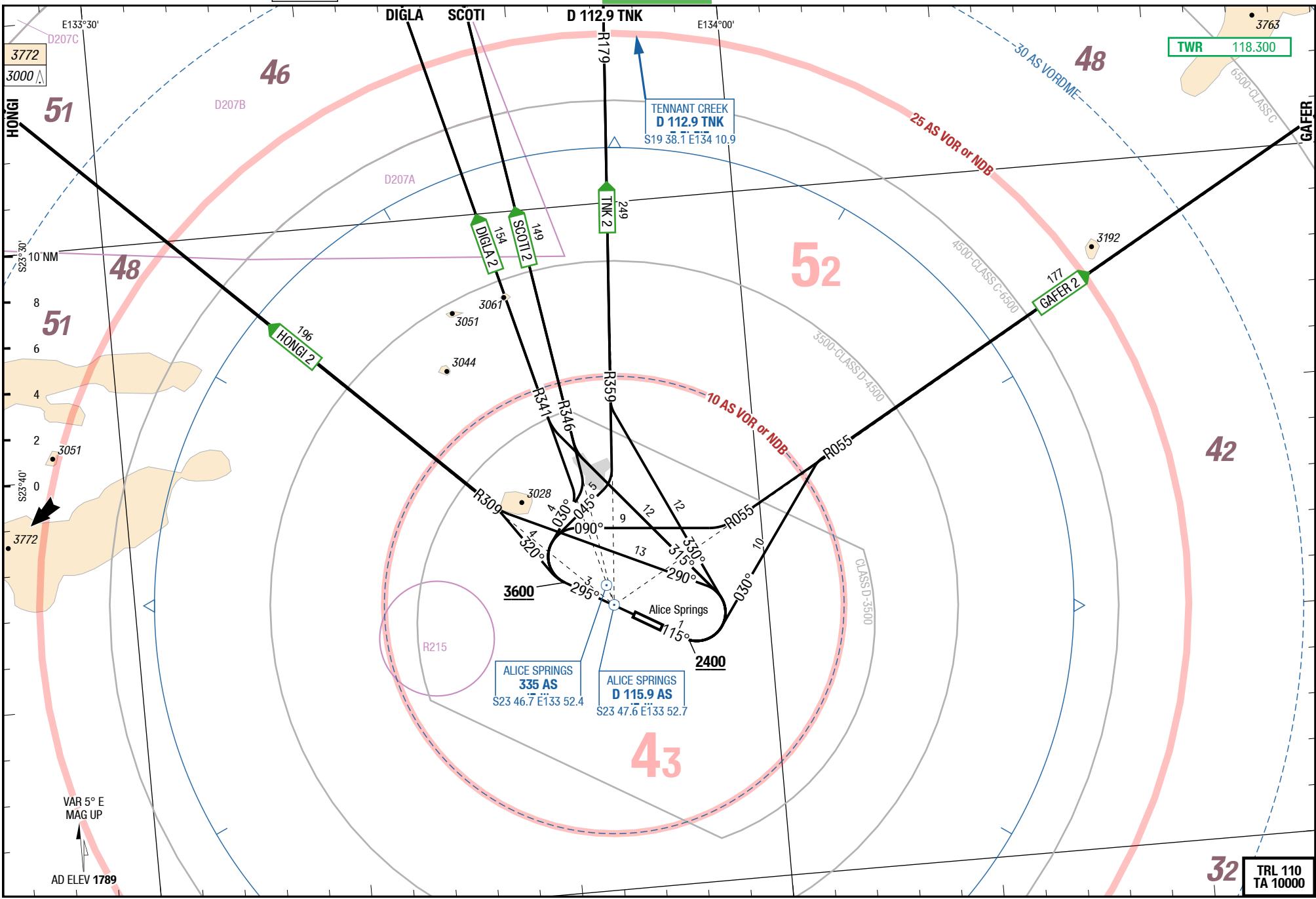
4-20

DIS

DIS

SIDs North

SIDs North



Effective 25-MAY-2017

18-MAY-2017

ASP-YBAS

Australia Alice Springs

NIL

SIDs East/South

Alice Springs Australia

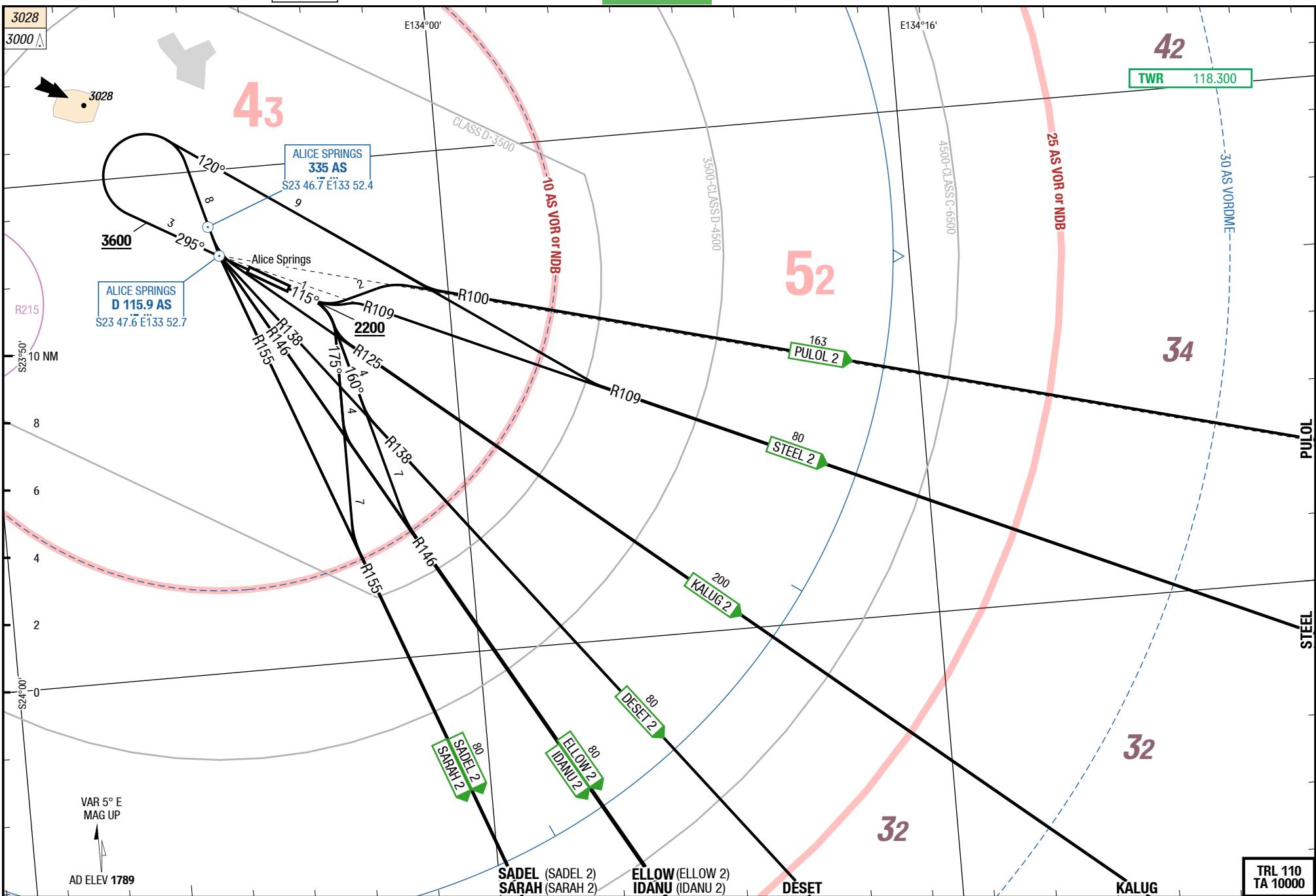
NIL

SIDs East/South

DIS

DIS

4-30



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 |

| 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 / GAFFER 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 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|-----------|
| | Runway 12 | |
| DIGLA 2 118.300 | at MNM 2400 LT 315° - intercept R341 AS to DIGLA - intercept cleared route | |
| GAFFER 2 118.300 | at MNM 2400 LT 030° - intercept R055 AS to GAFFER - 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 | |
| GAFFER 2 3.8% to 3600 118.300 | at MNM 3600 but not before abeam AS RT 090° - intercept R055 AS to GAFFER - 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 |

| 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 | |

Effective 26-MAY-2016

19-MAY-2016

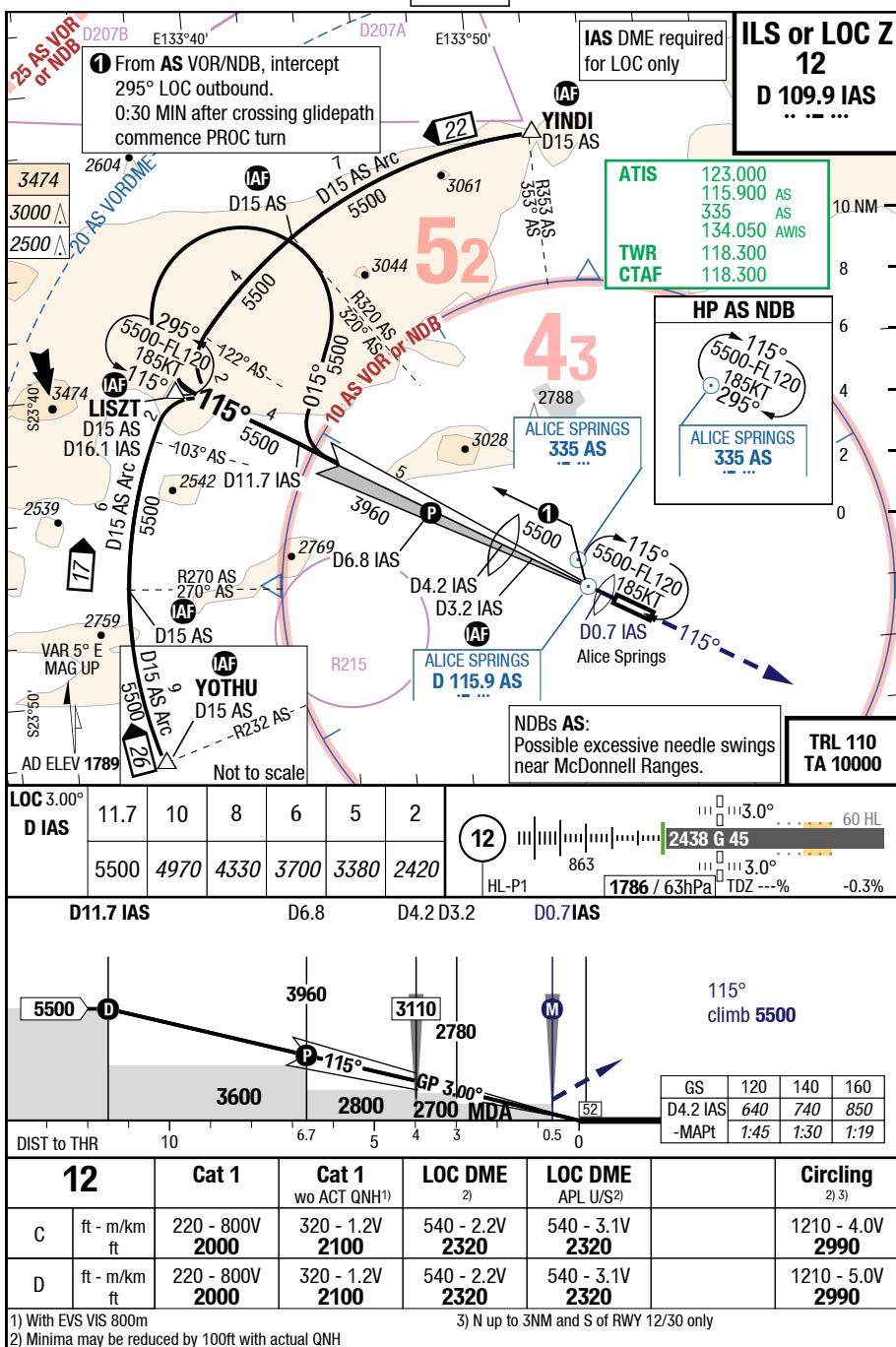
Australia Alice Springs

IAC

ASP-YBAS

7-10

ILS or LOC Z 12



Changes: Navaid , Note

Effective 26-MAY-2016

Australia Alice Springs

19-MAY-2016

ASP-YBAS

7-20

ILS or LOC Y 12

Approach Procedure:

- From AS VOR/NDB, intercept 295° LOC outbound.
- 0:30 MIN after crossing glidepath commence PROC turn

Navigation Aids (NDBs):

- YINDI D15 AS (IF)
- LISZT D15 AS (IF)
- YOTHU D15 AS (IF)
- ALICE SPRINGS 335 AS (TWR)
- ALICE SPRINGS D 115.9 AS (CTAF)
- 2788 (AS)
- 2769 (AS)
- 3028 (AS)
- 3044 (AS)
- 3061 (AS)
- 3474 (AS)
- 3960 (AS)
- D15 AS Arc
- D10.5 AS
- D5.7 AS
- D3 AS
- D2 AS
- D0.5 AS
- R270 AS
- R232 AS
- R215
- 2539
- 2759
- VAR 5° E MAG UP
- S23°40' E
- S23°50' E
- AD ELEV 1789

Performance Data:

| LOC 3.00° D AS | 10.5 | 9 | 8 | 6 | 5 | 4 |
|----------------|------|------|------|------|------|------|
| | 5500 | 5010 | 4690 | 4060 | 3740 | 3420 |

Runway Data:

| DIST to THR | 10 | 5 | 4 | 3 | 2 | 1 | 0 |
|---------------------|------------|------------|------------|------------|------------|------------|------------|
| Cat 1 | 3600 | 3960 | 3110 | 2780 | 2800 | 2700 | MDA |
| Cat 1 wo ACT QNH 1) | 3600 | 3960 | 3110 | 2780 | 2800 | 2700 | MDA |
| LOC DME AS 2) | 540 - 2.2V | 540 - 2.2V | 540 - 3.1V | 540 - 3.1V | 540 - 2.2V | 540 - 2.2V | 540 - 3.1V |
| -MAPt | 1:45 | 1:30 | 1:30 | 1:30 | 1:30 | 1:30 | 1:19 |

GNSS: GNSS permitted in lieu of DME reference WPT AS VOR.

AS DME required for LOC only.

ATIS:

| | |
|--------------|-------|
| 123.000 | 10 NM |
| 115.900 AS | 8 |
| 335 AS | 6 |
| 134.050 AWIS | 4 |
| 118.300 | 2 |
| 118.300 | 0 |

TWR CTA:

| | |
|------|--------------|
| ATIS | 123.000 |
| TWR | 115.900 AS |
| CTAF | 335 AS |
| | 134.050 AWIS |
| | 118.300 |
| | 118.300 |

HP AS NDB:

| | |
|-------|------------|
| 115° | 5500-FL120 |
| 185KT | 295° |

NDBs AS: Possible excessive needle swings near McDonnell Ranges.

TRL 110 TA 10000

115° climb 5500

GS 120 140 160

D3 AS 640 740 850

-MAPt 1:45 1:30 1:19

Changes: Navaid , Note

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

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

2990
0 - 5.0V
2990

Effective 02-MAR-2017

23-FEB-2017

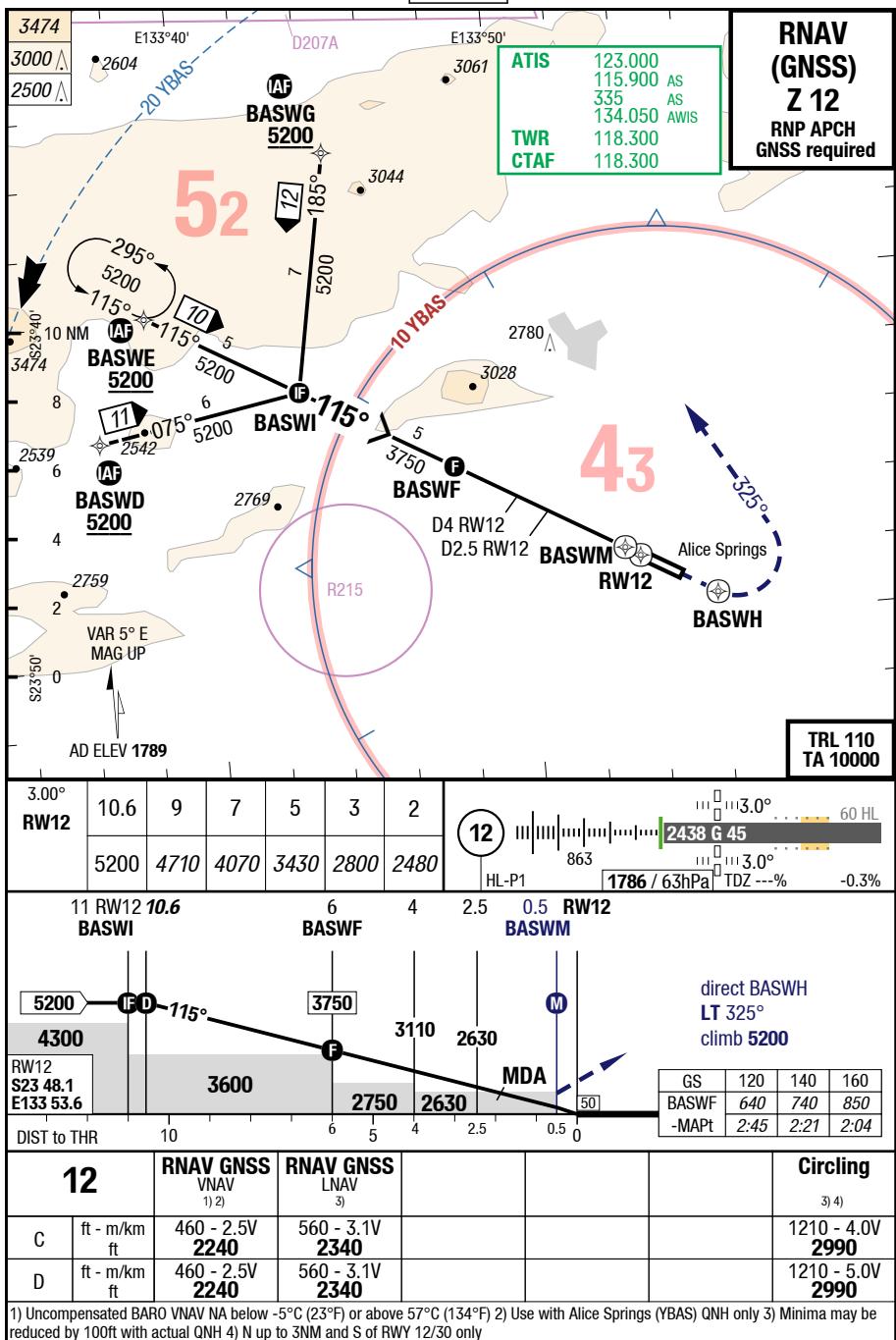
Australia Alice Springs

IAC

ASP-YBAS

7-30

RNAV (GNSS) Z 12

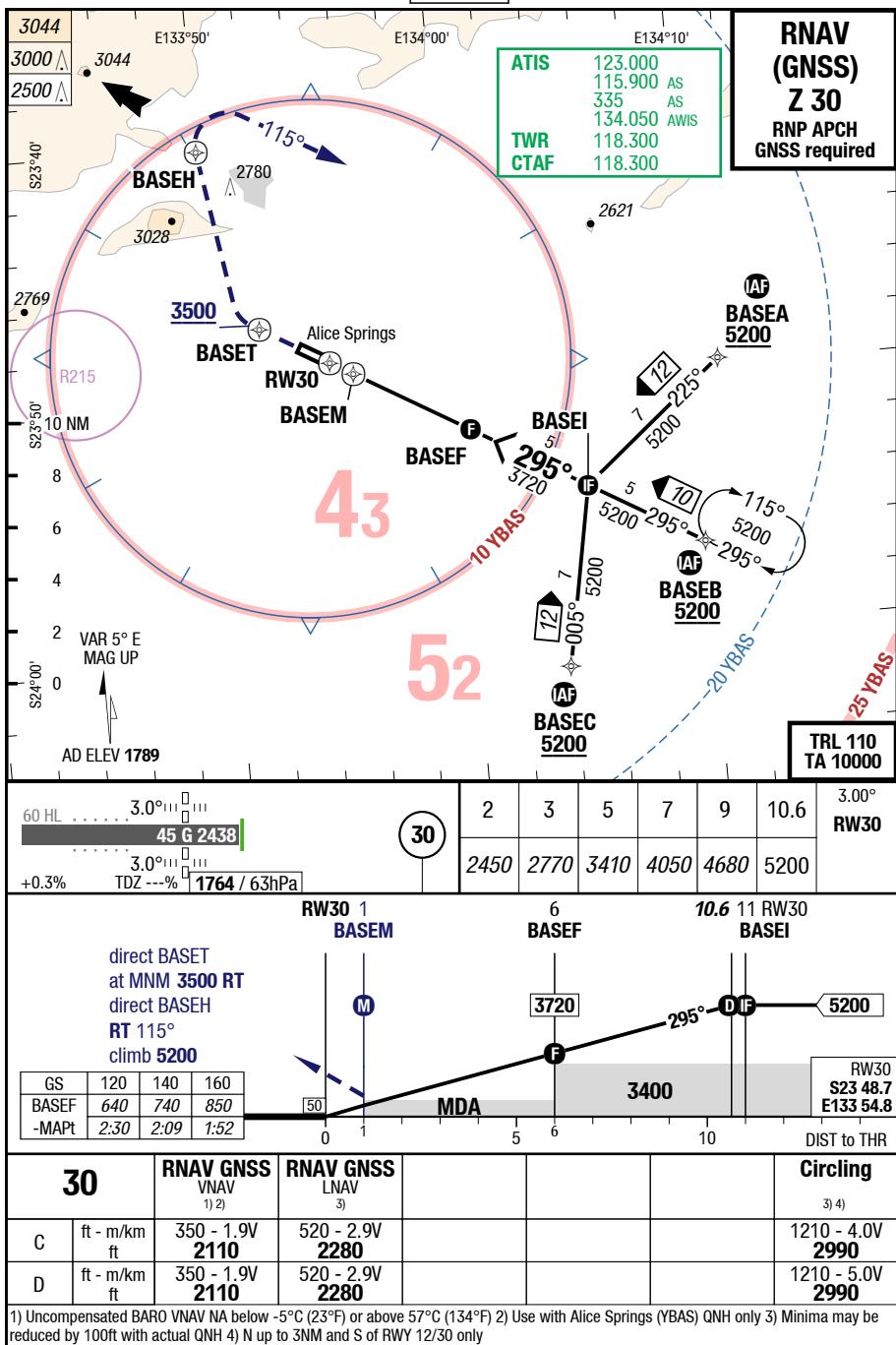


Changes: Completely revised

ASP-YBAS

7-40

RNAV (GNSS) Z 30



Changes: Completely revised

Effective 03-MAR-2016

25-FEB-2016

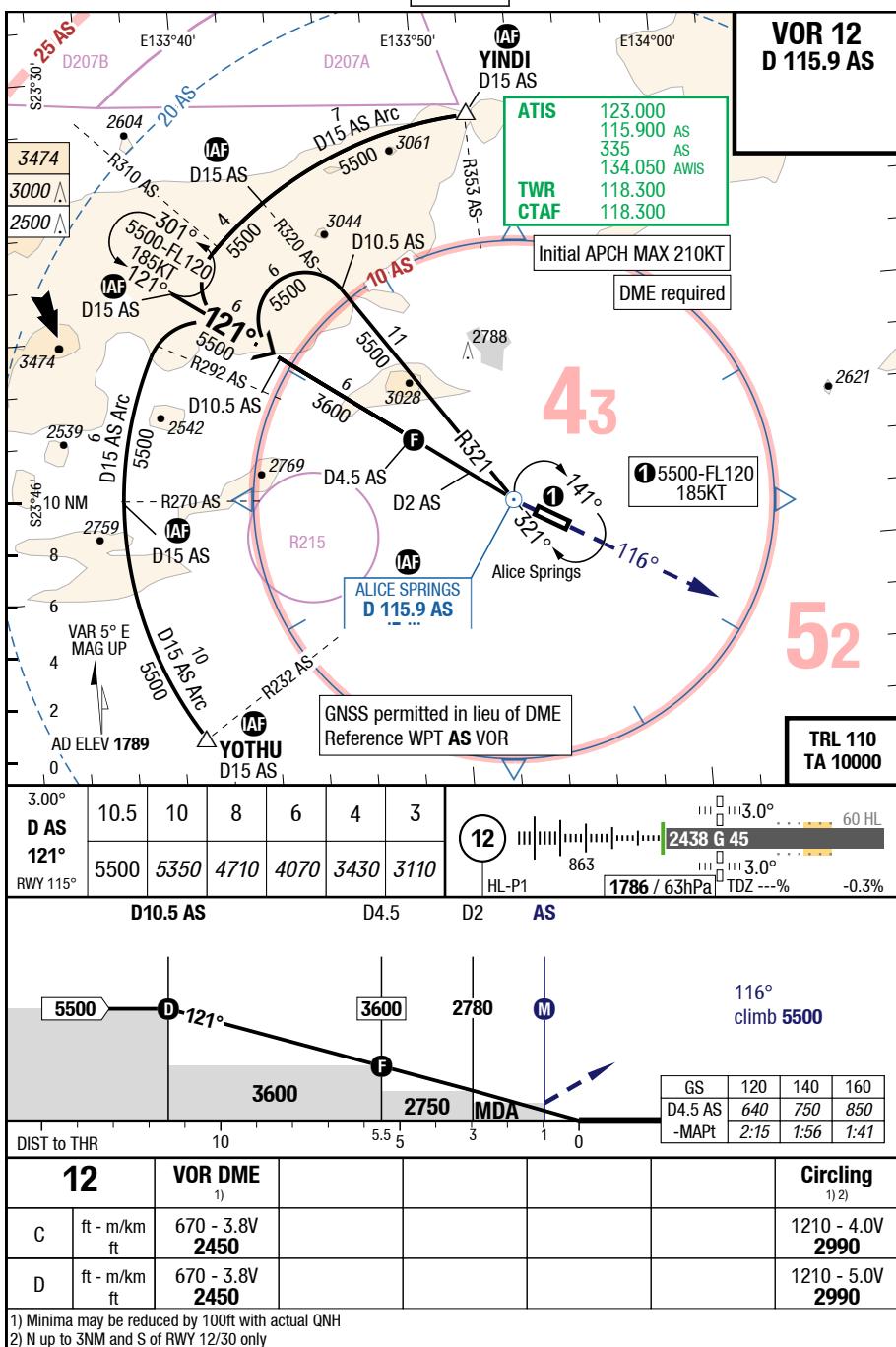
Australia Alice Springs

IAC

ASP-YBAS

7-50

VOR 12

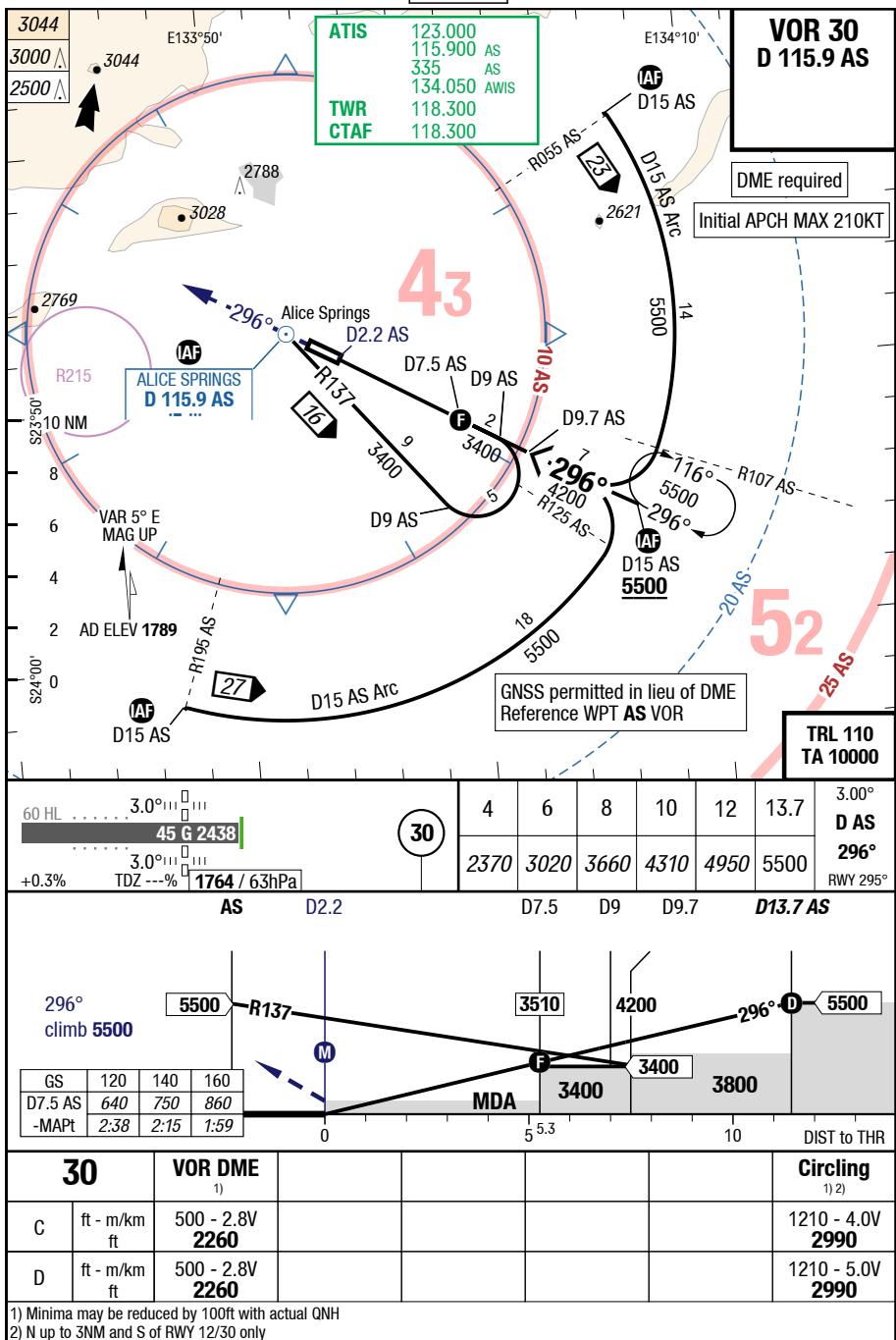


Changes: MSA, MIN, Navaid, Note, SUAs, OBST, MOCA

ASP-YBAS

7-60

VOR 30

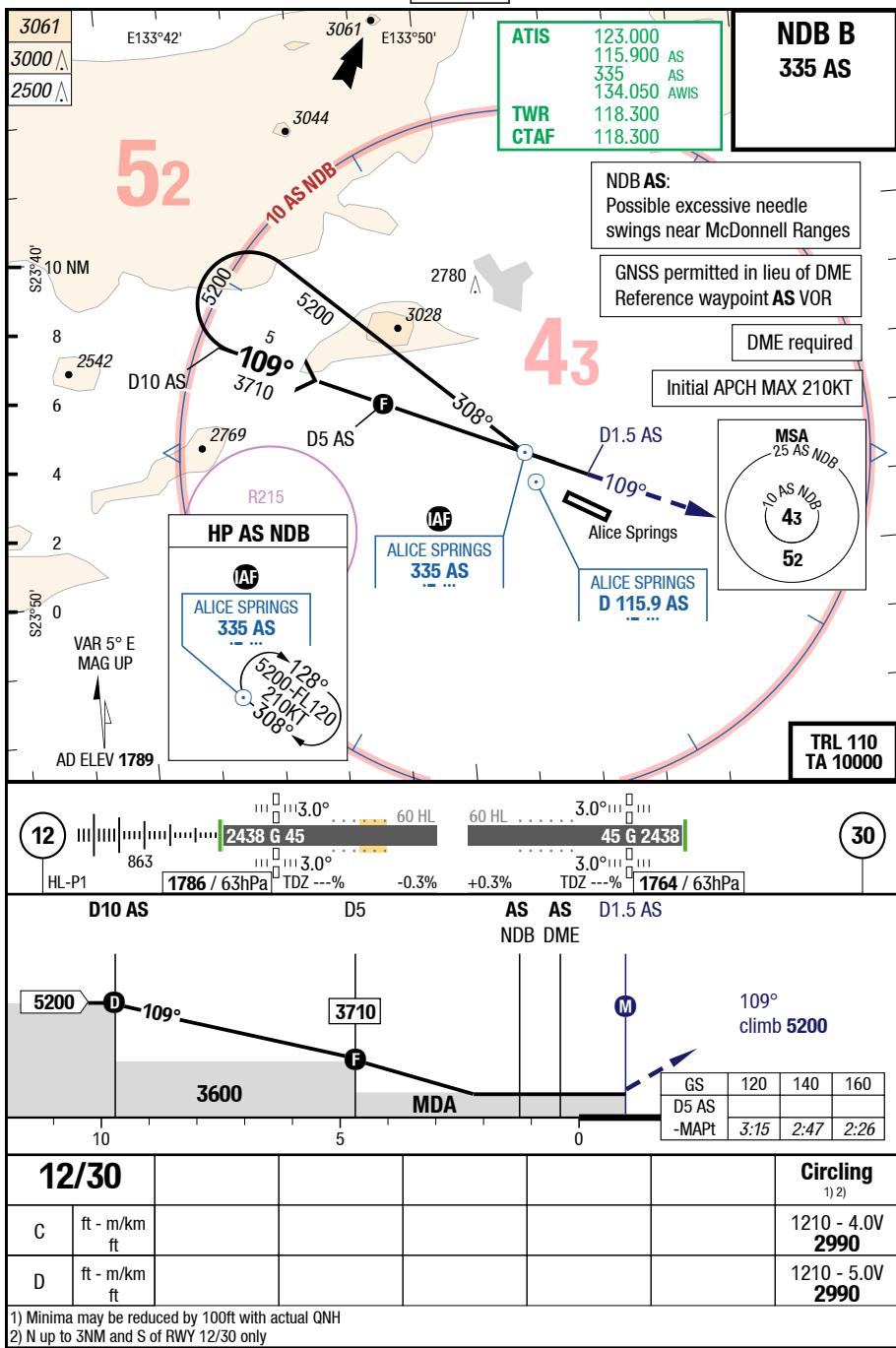


Changes: Navaid, MIN, MSA, Note, SUAs, OBST

ASP-YBAS

7-70

NDB B



Changes: MIN, chart title