AD ELEV 15

AERODROME CHART - Page 1

5 SEP 2024

26 36 12S 153 05 28E

SUNSHINE COAST, QLD (YBSU) FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH) ATIS/AWIS (AH) SMC **TWR** CTAF+AFRU (AH) AFRU+PAL Bearings are Magnetic 114,2/119,8 121.1 124.4 124.4 124.4 Elevations in FEET AMSL ςV 153 05 00E ELEV 15 26 35 26 35 00S-RWY 13 LDA / ASDA / TORA 2625M 00S Scale 1:20.000 METRES 200 400 600 24M MAX SPAN NDB **HOLDING BAY** DISPLACED THR RWY 31 LDA 2450M Refer ERSA-RDS O VOR/ DME 26 3<u>6</u> -26 36 00S 00S **ELEV** PRKG APRON **B**1 . RPT APRON **RWY 31** TORA 2800M ASDA 2800M 106 **CAUTION** PRKG **RWY INCURSION** APRON **HOT SPOT** SOUTHERN APRON 153 05 00E

© Airservices Australia

Changes: Editorial.



AD ELEV 15
26 36 12S 153 05 28E AERODROME CHART - Page 2
SUNSHINE COAST, QLD (YBSU)

## 21 MAR 2024

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR <b>124.4</b>	FIA BN CEN <b>129.0</b> (CCT AREA) BN CEN <b>135.2</b> (ON GROUND AH)		Bearings are Magnetic Elevations in FEET AMSL

	AERODROME LIGHTING
RWY	TAXIWAY: GREEN CL ON TWY A, TWY A1, TWY A2, TWY B, TWY B1, TWY B2, TWY J, TWY M, TWY F BTN TWY B1 AND RWY 13/31, WESTERN GA TAXI LANE AND RWY GUARD LIGHTS.
	RL : AFRU+PAL 124.4 , SDBY (15 SEC)
<b>13</b> 132	PAPI 3.0° 67FT RTIL MIRL
312 31	PAPI 3.0° 67FT RTIL MIRL

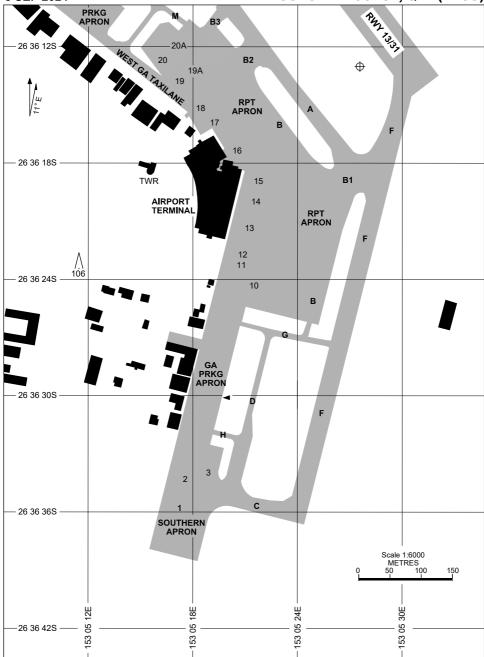
## **NOTES**

Changes: FROM SUP H90/23, PAPI HEIGHT, Editorial.



## 5 SEP 2024

## SUNSHINE COAST, QLD (YBSU)



Changes: Editorial.

BSUAP01-180

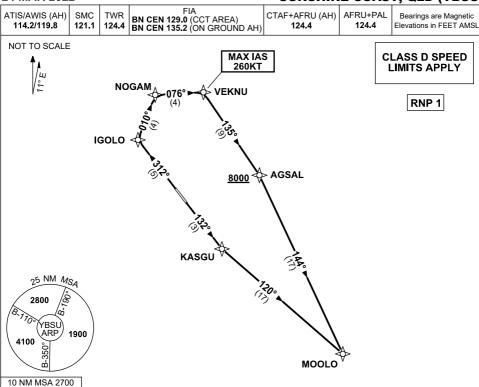


STAND CO-ORDINATES ELEV (ft) CAPACITY HYDRANT DOCKING SYSTEM														
1	26 36 36 12S 153 05 17 36E	9	A320/B738	NIL	NIL									
2	26 36 34.23S 153 05 17.89E		A320/B738	NIL	NIL									
3	26 36 33.81S 153 05 19.06E		E135	NIL	NIL									
10	26 36 24.33S 153 05 21.49E		A321/B739	F35	A-VDGS									
11	26 36 23.28S 153 05 20.77E	14	A35K/B773	F35	A-VDGS									
12	26 36 22.72S 153 05 20.84E	14	A321/B739	F35	A-VDGS									
13	26 36 21.35S 153 05 21.22E	14	A321/B739	F35	A-VDGS									
14	26 36 19.98S 153 05 21.60E	14	A321/B739	F35	A-VDGS									
15	26 36 18.94S 153 05 21.73E	14	A321/B738	NIL	A-VDGS									
16	26 36 17.37S 153 05 20.51E		A321/B738	NIL	A-VDGS									
17	26 36 16.19S 153 05 19.49E		A321/B738	NIL	A-VDGS									
18	26 36 15.15S 153 05 18.41E		A321/B738	NIL	A-VDGS									
19	26 36 13.79S 153 05 17.24E		A321/B738	NIL	NIL									
19A	26 36 13.27S 153 05 17.65E	12	GLEX/GLF6	NIL	NIL									
20	26 36 12.68S 153 05 16.29E		A321/B738	NIL	NIL									
20A	26 36 12.26S 153 05 16.76E	12	GLEX/GLF6	NIL	NIL									

Changes: FROM SUP H90/23.



#### 24 MAR 2022



#### MOOLO ONE DEPARTURE

#### **RWY 13**

GRAD 3.3% (4.7% TO 2500ft)

- Track 132° to KASGU Turn LEFT, track 120° to MOOLO

#### **RWY 31**

GRAD 5% to 300ft, thence 3.3%

- Track 312° to IGOLO
  Turn RIGHT, track 010° to NOGAM
  Turn RIGHT, track 076° to VEKNU MAX IAS 260KT to VEKNU
- Turn RIGHT, track 135° to AGSAL Cross AGSAL AT or ABV 8000ft (RQ GRAD TO AGSAL: 6%)
- Turn RIGHT, track 144° to MÓOLO

#### 24 MAR 2022



#### TAPET ONE DEPARTURE

#### **RWY 13**

GRAD 3.3% (4.7% TO 2500ft)

- Track 132° to KASGU

  Turn LEFT, track 120° to NUVTO
- Turn LEFT, track 010° to LUXAV

  MAX IAS 250KT to LUXAV

  Turn LEFT, track 314° to ELNAX
- Cross ELNAX AT or ABV 9000ft (RQ GRAD TO ELNAX: 5.9%)
- Turn RIGHT, track 341° to DUKEL Cross DUKEL AT or ABV FL120
- Turn LEFT, track 312° to TAPET

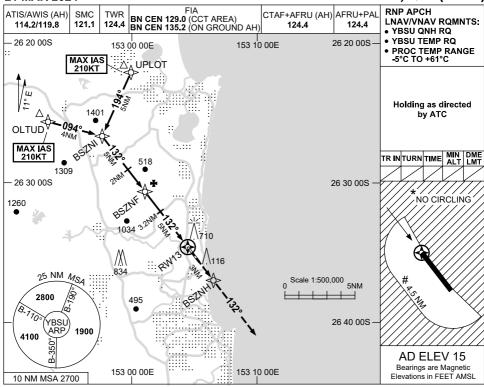
#### **RWY 31**

GRAD 5% TO 300ft, thence 3.3% (5% TO 7000ft)

- Track 312° to VISIB
- Turn RIGHT, track 347° to BIDKI Cross BIDKI AT or BLW 9000ft
- Turn RIGHT, track 353° to TAPET

BSUDP02-170 Changes: Editorial.





NM TO NEXT WPT	BSZNI	4	3	2	1	BSZNF	4	3.2	2	1.7	1.1	RW13
ALT (3° APCH PATH)	3250	2930	2610	2290	1980	1660	1340	1080	700	600	420	
0LTUD (14NM) UPLOT (15NM) 3000	3250 3		BS	1660 17320	$\overline{}$	MAPt RW13	MA BSZ	NH 1	32° CH 50F HR 13 E	TRAC CI AS D	K DCT T THEN TR LIMB TO DIRECTE	ROACH: TO BSZNH, LACK 132°. 2000ft OR D BY ATC.
NM TO RW13	10		7	5	3.2	0	3	3				·

# NOTES 1. MAX IAS: INITIAL: 210KT. # CIRCLING: 190KT.

CATEGORY	Α	В	С	D								
LNAV/VNAV		420 (	405-2.3)									
LNAV		<b>600</b> (585-3.3)										
CIRCLING*	<b>680</b> (66	5-2.4)	<b>1160</b> (1145-4.0)	<b>1260</b> (1245-5.0)								
ALTERNATE	(1165	-4.4)	(1645-6.0)	(1745-7.0)								

\* 2. NO CIRCLING E OF RWY 13/31 AND W BEYOND 4.5NM.

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN05-178



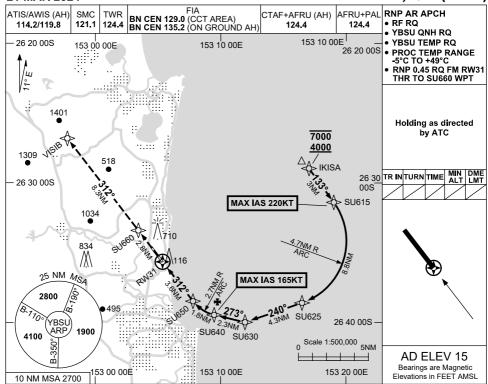
#### FOR CASA APPROVED OPERATORS ONLY

**USE QNH** 

RNP X RWY 31 (AR)

#### 21 MAR 2024

## SUNSHINE COAST, QLD (YBSU)



NM TO NEXT WPT	RW31	1	2	3	SU650	1	SU640	1	SU630			
ALT (3° APCH PATH)		370	700	1020	1200	1510	1780	2100	2500			
MISSED APPROACH: TRACK 312° TO SU660,	MAH VISI		SU660	MAF RW3		F 650 SU	AF IF 640 SU6		U625	SU615	IAF IKISA	
THEN TRACK 312° TO VISIB. CLIMB TO 2800FT OR AS DIRECTED BY ATC.											7	7000
							213°	2500 2A	<del></del>	0 40	33°4\ <u>4</u>	1000
TCH 50F	<b>→</b>	-312°	·-+-		1200 3 <b>\2</b> °		1700					
THR 31 I	ELEV 15			MAPt	3\P							
NM TO RW31	11.1		2.8	Ó	3	.6 5	5.4 7.	7	12	20.8	23.8	

#### **NOTES**

					NOTES
CATEGORY	Α	В	С	D	1. MAX IAS: SU615 : 220KT.
RNP (0.3)		370 (	355-2.0)		SU640 : 165KT.
CIRCLING		NOT AU	THORISED		
ALTERNATE	(106	5-4.4)	(1545-6.0)	(1645-7.0)	

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN06-178



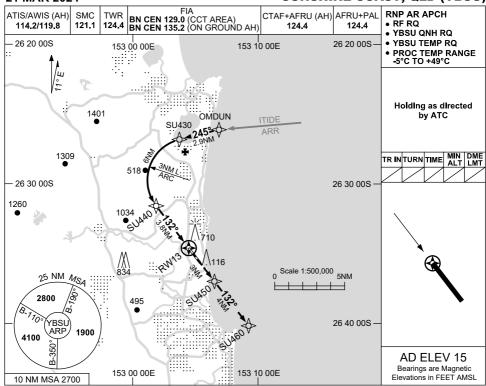
#### FOR CASA APPROVED OPERATORS ONLY

**USE QNH** 

RNP W RWY 13 (AR)

#### 21 MAR 2024

# SUNSHINE COAST, QLD (YBSU)



NM TO NEXT	WPT	OMDUN	2	1	SU430	5	4	3	2	1	SU440	3	2	1.1	RW13
ALT (3° APCH P	ATH)	4100	3810	3490	3170	2870	2550	2230	1910	1600	1280	1020	700	420	
	SU440	) F	MAPt RW13	MAHF SU45	O SL	J460		TR	ACK 1 THE	132° TO EN TRA TO B TO 2	DACH: O SU450, CK 132° SU460 000ft OR BY ATC.				
					12	320	- 1 MAPI	32°+•	132°-		CH 50FT HR 13 EL	.EV 15			
NM TO RW13		12.7	9.8		3.8		ò	3		7					

#### **NOTES**

CATEGORY	Α	В	С	D
RNP (0.3)		420 (4	405-2.3)	
CIRCLING		NOT AU	THORISED	
ALTERNATE	(1065	5-4.4)	(1545-6.0)	(1645-7.0)

Changes: PJE SYMBOLS REMOVED, Editorial.





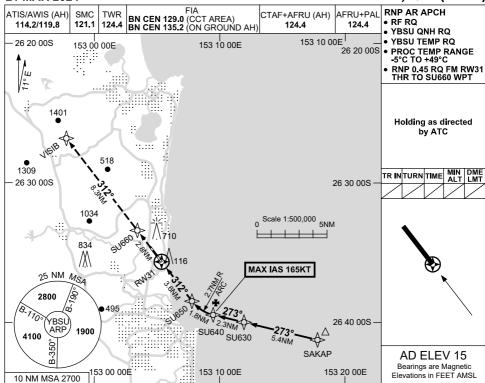
#### FOR CASA APPROVED OPERATORS ONLY

**USE QNH** 

RNP W RWY 31 (AR)

#### 21 MAR 2024

# SUNSHINE COAST, QLD (YBSU)



NM TO NEXT WPT	RW31	1	2	3	SU650	1	SU640	1	SU630			
ALT (3° APCH PATH)		370	700	1020	1200	1510	1780	2100	2500			
MISSED APPROACH: TRACK 312° TO SU660, THEN TRACK 312° TO VISIB. CLIMB TO 2800ft OR AS DIRECTED BY ATC.		MAH VIS		SU660	MAPt RW31	SU	650 SU6		F 630	IAI SAK		
AS DIRECTED BY ATC.										213°	4000	
		<b>*-</b> -	- 24-				1780	<sup>273°</sup>	2500 <b>25</b> 0	•		
1	CH 50FT	i	<b>-</b> 312	°-+-		1200 <b>3<b>12</b>پ</b>		<u>1700</u>				
1	THR 31 EL	EV 15			MAPt	<u>-</u> ،۰۰۰						
NM TO RW31		11.	1	2.8	ó	3	3.6 5.4	4 7	.7	13.	.1	

#### NOTES

1. MAX IAS: SU640 : 165KT.

D

(1645-7.0)

Changes:	PJE	SYMBOLS REMOVED	Editorial.
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Α

(1065-4.4)

В

BSUGN08-178



(1545-6.0)

370 (355-2.0)

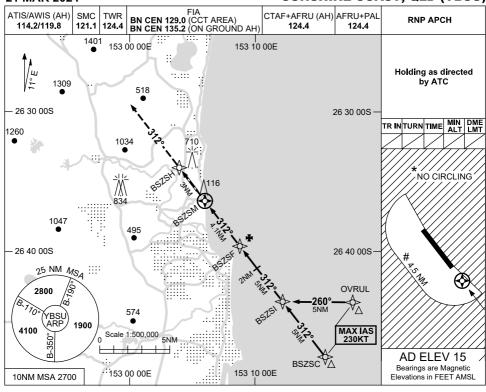
NOT AUTHORISED

**CATEGORY** 

RNP (0.3)

**CIRCLING** 

ALTERNATE



NM TO NEXT WPT	BSZSM	0.6	0.9	2	3	BSZSF	1	2	3	4	BSZSI		
ALT (3° APCH PATH)		550	640	990	1310	1660	1980	2290	2610	2930	3250		
MISSED APPROACI TRACK DCT TO BSZSH, THENCE TRACK 312° CLIMB TO 2800FT OR AS DIRECTED BY ATC. BS THR 312°	IAHF SZSH		APt ZSM	31 MI	- 3		<del></del>		IF SZSI 3250		3200		DOOD DVRUL SZSC
NM TO BSZSM	3	0.9	)		4.	1 (	3.1		9.1			14.1	

#### **NOTES**

Α	В	С	D		
	550 (	535-3.0)			
<b>640</b> (625-3.6)					
<b>680</b> (66	55-2.4)	<b>1160</b> (1145-4.0)	<b>1260</b> (1245-5.0)		
(1165	-4.4)	(1645-6.0)	(1745-7.0)		
		640 (	<b>680</b> (665-2.4) <b>1160</b> (1145-4.0)		

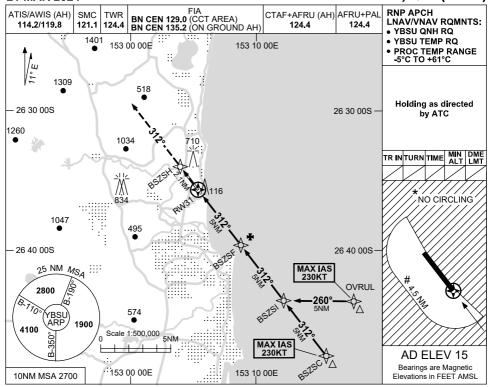
1. MAX IAS: INITIAL : 230KT. # CIRCLING: 190KT.

\* 2. NO CIRCLING E OF RWY 13/31 AND W BEYOND 4.5NM.

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN09-178





NM TO NEXT WPT	RW31	1	1.4	2	3	4	BSZSF	1	2	3	4	BSZSI	
ALT (3° APCH PATH)		370	500	700	1020	1340	1660	1980	2290	2610	2930	3250	
MISSED APPROACH TRACK DCT TO BSZSH, THEN TRACK 312°	<b>:</b>	MA BSZ		MAPt RW31			FAF SZSF		IF BSZ			IAF	
CLIMB TO 2800ff OR AS DIRECTED BY ATC.									3°	3250		<b>-</b> 10	000 VRUL
								_312°			3200	В	SZSC
TCH 50FT	<b>~</b> ~3	120 _				1660		_					
THR 31 EL		- 12	 MAI		3°	12°							
NM TO RW31	0	2.	1	Ó			5		10	)		15	

#### NOTES

CATEGORY	Α	В	С	D		
LNAV/VNAV (4.2% MAP)	<b>370</b> (355-2.0)					
LNAV/VNAV (2.5% MAP)	<b>500</b> (485-2.7)					
CIRCLING *	<b>680</b> (6	65-2.4)	<b>1160</b> (1145-4.0)	<b>1260</b> (1245-5.0)		
ALTERNATE	(1165	5-4.4)	(1645-6.0)	(1745-7.0)		

INITIAL : 230KT. # CIRCLING: 190KT.

1. MAX IAS:

\* 2. NO CIRCLING E OF RWY 13/31 AND W BEYOND 4.5NM.

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN10-178



## **NOISE ABATEMENT PROCEDURES**

#### SUNSHINE COAST

#### 1. PREFERRED RUNWAYS

1.1 FOR JET AIRCRAFT:

Landing - Runway 31

Take-off - Runway 13

#### 2. PREFERRED FLIGHT PATHS FOR ACFT ABOVE 5700KG

2.1 Where possible all arriving and departing aircraft to track via SIDs and STARs.

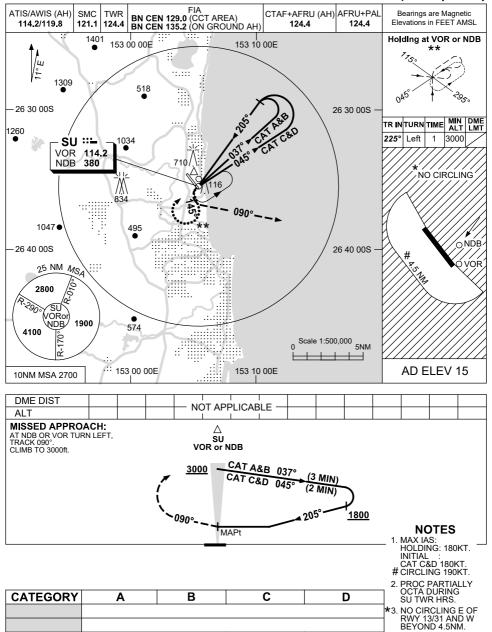
#### 3. TRAINING FLIGHTS

See AIP/FRSA

#### 4. OTHER RESTRICTIONS.

- 4.1 Aircraft above 5700KG operating between 2300 and 0530 HR local time, require prior approval from SUNSHINE COAST AIRPORT PTY LTD.
- 4.2 Jet aircraft must not conduct an intersection departure from TWY A2.
- 4.3 All departing Jet Aircraft to comply with 7 percent climb gradient to 6000FT, except if SID cancelled by ATC at pilot request due weather.





Changes: PJE SYMBOLS REMOVED, Editorial.

870 (855-2.4)

(1355-4.4)



(1645-6.0)

**1160** (1145-4.0) **1260** (1245-5.0)

(1745-7.0)

4. PROC TURN(80°/260°)
\*\* RQ TO JOIN PROC

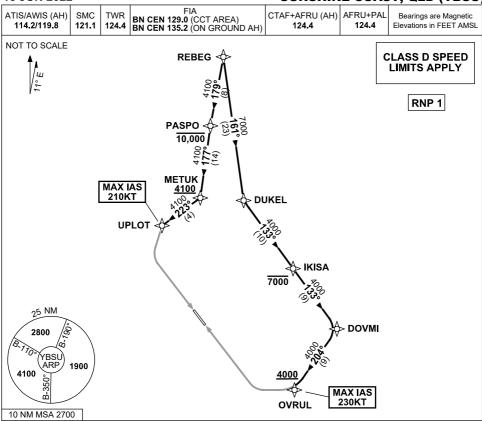
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FROM HOLD

CIRCLING \*

**ALTERNATE** 

STANDARD INSTRUMENT ARRIVAL (STAR) REBEG TWO ZULU ARRIVAL (RNAV SUNSHINE COAST, QLD (YBSU



#### ARRIVAL: REBEG TWO ZULU

#### **RWY 13**:

- From REBEG track 179° to PASPO <u>Cross</u> PASPO AT or BLW 10,000ft
- Turn LEFT, track 177° to METUK
   Cross METUK AT or ABV 4100ft
- Turn RIGHT, track 223° to UPLOT MAX IAS 210KT AT UPLOT
- Track via RNP Z RWY 13

## **RWY** 31:

- From REBEG track 161° to DUKEL
   Turn LEFT, track 133° to IKISA
   Cross IKISA AT or BLW 7000ft
- Track 133° to DOVMI
  Turn RIGHT, track 204° to OVRUL
  Cross OVRUL AT or ABV 4000ft MAX IAS 230KT AT OVRUL
- Track via RNP Z RWY 31 or RNP Y RWY 31

#### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

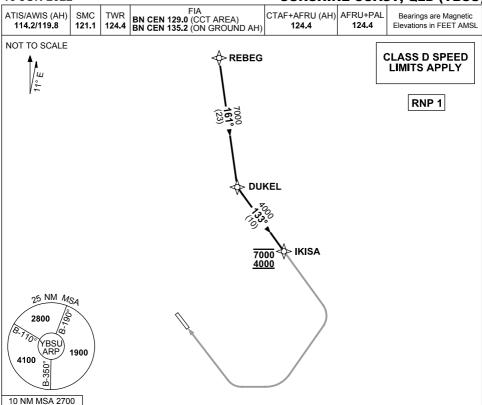
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: CHART TITLE, PASPO ALT REQUIREMENT.





STANDARD INSTRUMENT ARRIVAL (STAR) REBEG TWO X-RAY ARRIVAL (RNAV SUNSHINE COAST, QLD (YBSU



**REBEG TWO X-RAY ARRIVAL**:

#### **RWY 31:**

- From REBEG track 161° to DUKEL
- Turn LEFT, track 133° to IKISA
   Cross IKISA BTN 4000FT and 7000FT

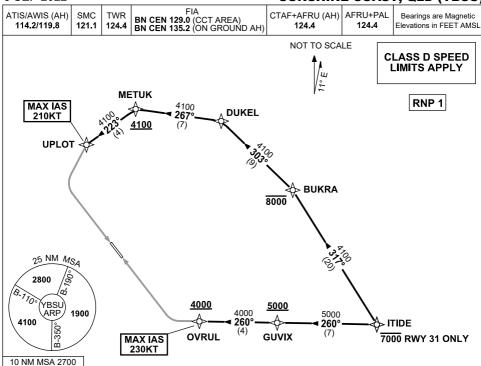
Track via RNP X RWY 31 (AR)

#### **COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- 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) ITIDE TWO ZULU ARRIVAL (RNAV SUNSHINE COAST, QLD (YBSU



#### ARRIVAL: ITIDE TWO ZULU

#### **RWY 13:**

- From ITIDE, track 317° to BUKRA Cross BUKRA AT or BLW 8000ft
- Turn LEFT, track 303° to DUKEL
   Turn LEFT, track 267° to METUK Cross METUK AT or ABV 4100ft
- Turn LEFT, track 223° to UPLOT MAX IAS 210KT AT UPLOT
  Track via RNP Z RWY 13

#### **RWY 31:**

- •From ITIDE, AT or BLW 7000ft
- Track 260° to GUVIX
- Cross GUVIX AT or ABV 5000ft
- Track 260° to OVRUL <u>Cross</u> OVRUL AT or ABV 4000ft

MAX IAS 230KT AT OVRUL

Track via RNP Z RWY 31 or RNP Y RWY 31

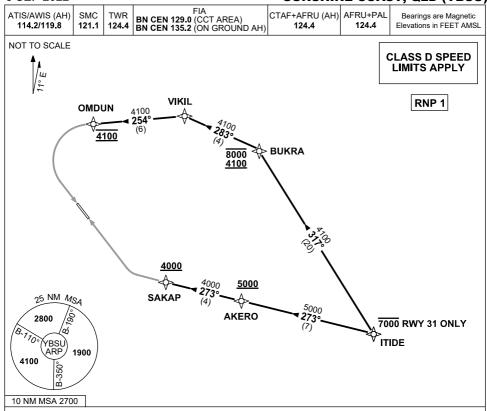
#### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: Editorial. BSUSR03-172



STANDARD INSTRUMENT ARRIVAL (STAR) ITIDE TWO WHISKEY ARRIVAL (RNAV SUNSHINE COAST, QLD (YBSU



#### ITIDE TWO WHISKEY ARRIVAL:

#### **RWY 13:**

- From ITIDE, track 317° to BUKRA Cross BUKRA BTN 4100ft and 8000ft
- Turn LEFT, track 283° to VIKIL
- Turn LEFT, track 254° to OMDUN
- Track via RNP W RWY 13 (AR)

#### **RWY 31**:

- From ITIDE AT or BLW 7000FT
- Track 273° to AKERO <u>Cross</u> AKERO AT or ABV 5000ft
- Track 273° to SAKAP
   Cross SAKAP AT or ABV 4000ft
- Track via RNP W RWY 31 (AR)

#### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

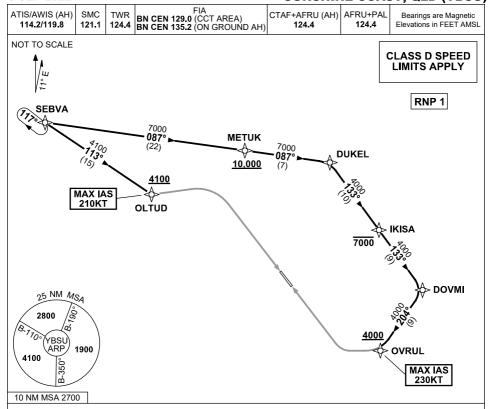
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: REVISED PROC.





#### STANDARD INSTRUMENT ARRIVAL (STAR) SEBVA ONE ZULU ARRIVAL (RNAV SUNSHINE COAST, QLD (YBSU)



#### SEBVA ONE ZULU ARRIVAL:

#### **RWY 13:**

- From SEBVA track 113° to OLTUD Cross OLTUD AT or ABV 4100ft MAX IAS 210KT AT OLTUD
- Track via RNP Z RWY 13

#### **RWY 31:**

- From SEBVA, track 087° to METUK Cross METUK AT or ABV 10,000ft
- Track 087° to DUKEL

  Turn RIGHT, track 133° to IKISA

  Cross IKISA AT or BLW 7000ft
- Track 133° to DOVMI
  Turn RIGHT, track 204° to OVRUL
  Cross OVRUL AT or ABV 4000ft MAX IAS 230KT AT OVRUL
- Track via RNP Z RWY 31 or RNP Y RWY 31

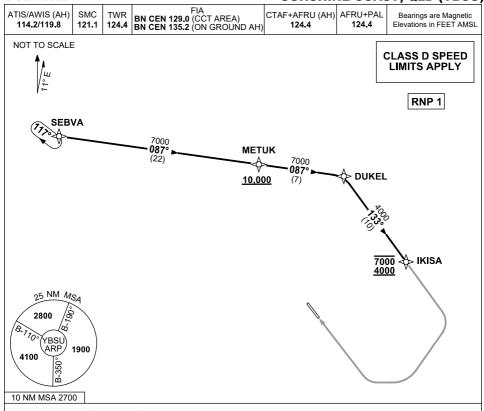
#### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: HOLDING. BSUSR05-172



#### STANDARD INSTRUMENT ARRIVAL (STAR) SEBVA ONE X-RAY ARRIVAL (RNAV) SUNSHINE COAST, QLD (YBSU)



## ARRIVAL: SEBVA ONE X-RAY

#### **RWY 31:**

- From SEBVA track 087° to METUK
   Cross METUK AT or ABV 10,000FT
- Track 087° to DUKEL
- Turn RIGHT, track 133° to IKISA <u>Cross</u> IKISA BTN 4000FT and 7000FT
- Track via RNP X RWY 31 (AR)

#### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: HOLDING. BSUSR06-172

