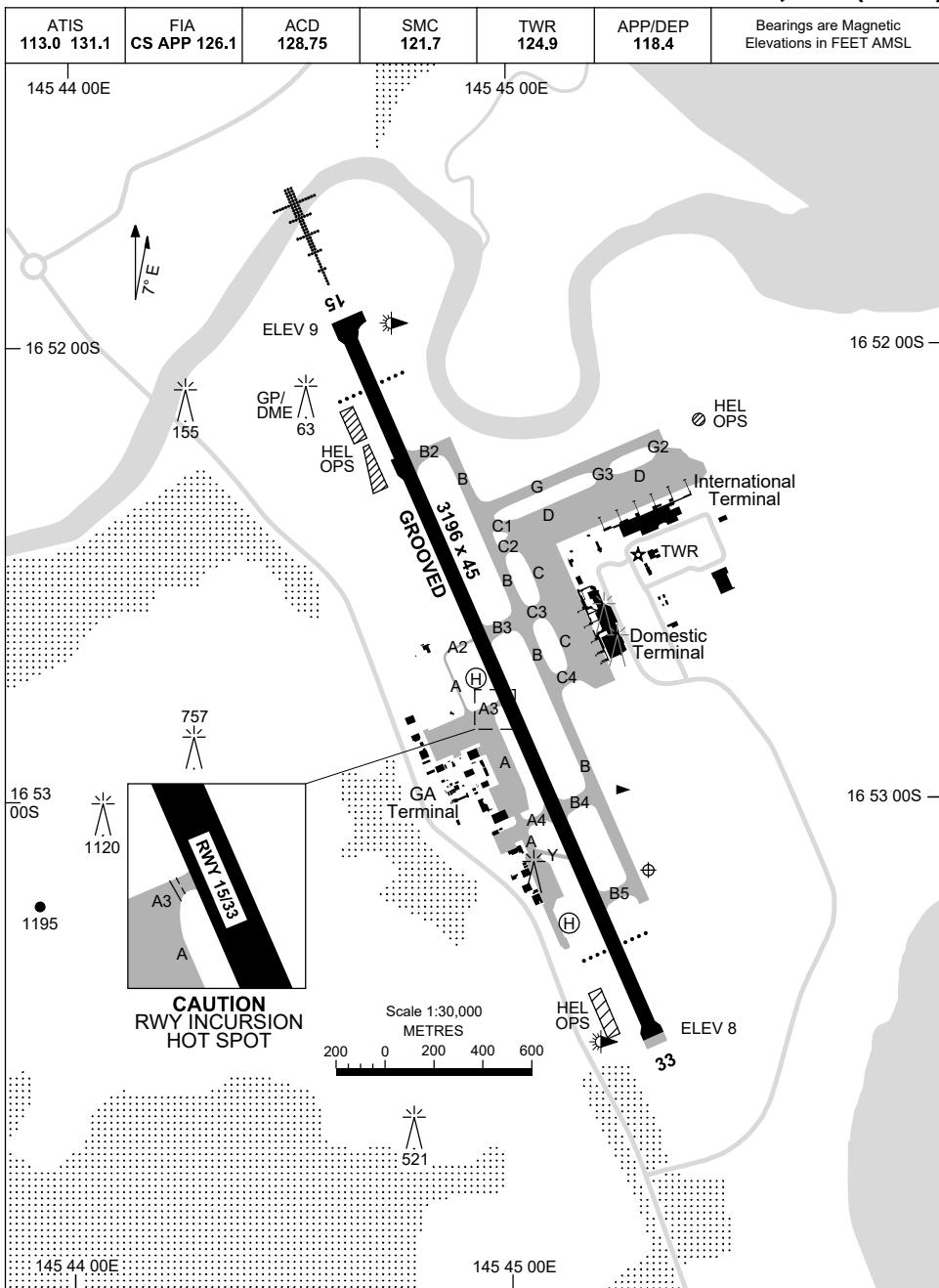


24 MAR 2022

AD ELEV 10

16 53 09S 145 45 19E

AERODROME CHART - Page 1  
CAIRNS/CAIRNS INTL, QLD (YBCS)



Changes: DTHR 33 REMOVED, RWY 33 END, HEL-OPS.

BCSAD01-170

1 DEC 2022

AD ELEV 10  
16 53 09S 145 45 19EAERODROME 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
---------------------	---------------------	---------------	--------------	--------------	------------------	--

<b>RWY</b>	<b>AERODROME LIGHTING</b>					
	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)					
<b>15</b> <sup>150</sup> 330 <b>33</b>	PAPI 3.0° 53FT MIRL HIRL HIAL - CAT I					
	PAPI 3.0° 61FT MIRL HIRL					

**NOTES**

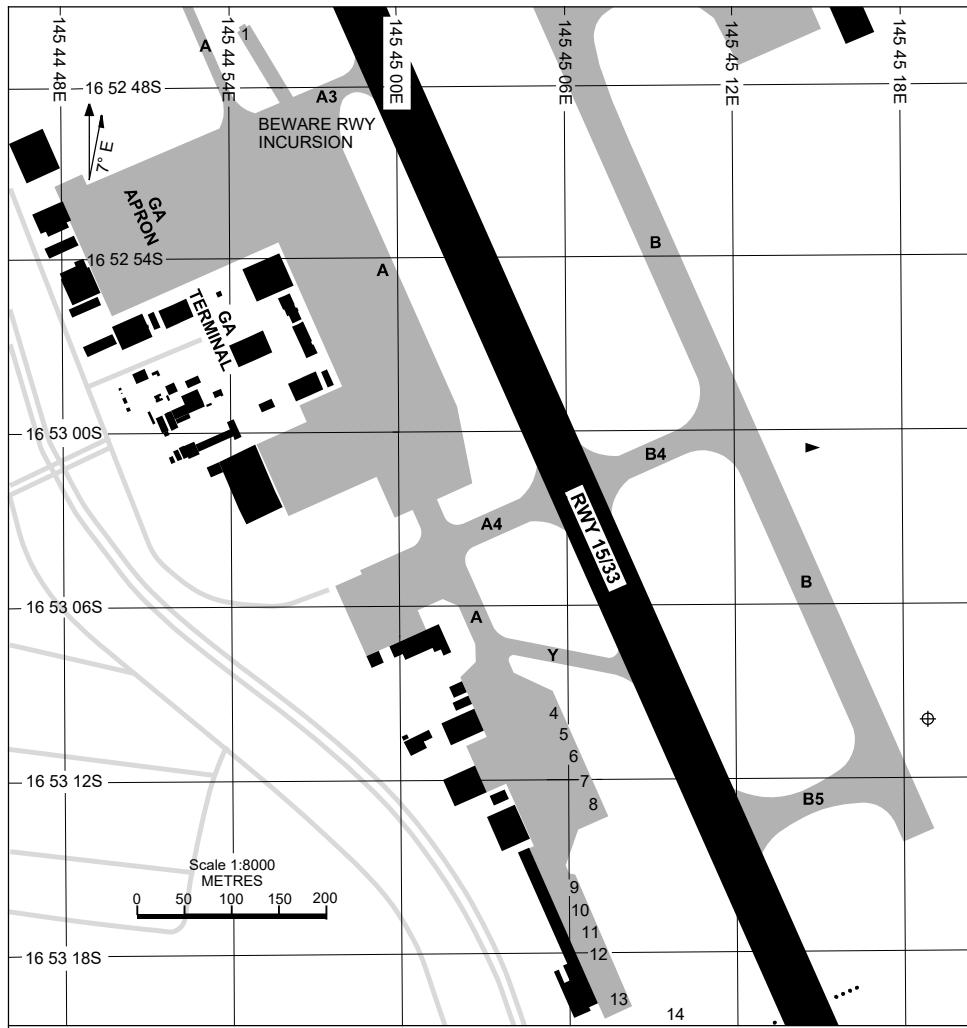
Changes: NOTES DELETED.

BCSAD02-173

## APRON CHART - GA

## CAIRNS/CAIRNS INTL, QLD (YBCS)

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

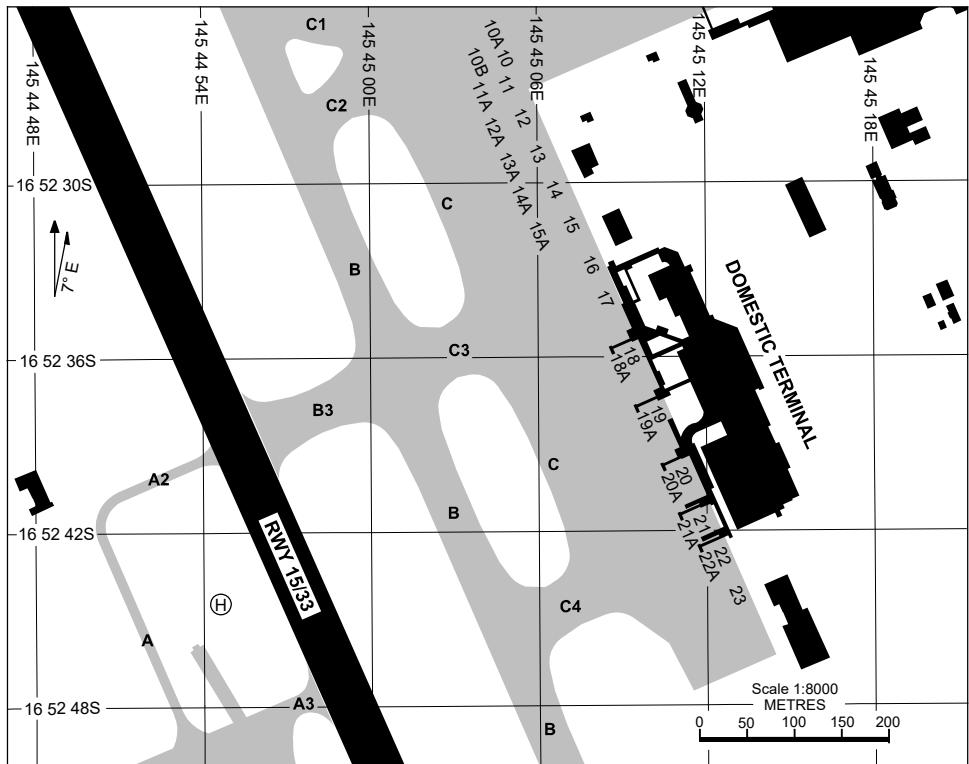
Changes: ACFT STAND BAY 2 AND 3 REMOVED.

BCSAP01-174

## APRON CHART - DOMESTIC

CAIRNS/CAIRNS INTL, QLD (YBCS)

21 MAY 2020



## PARKING POSITION INFORMATION

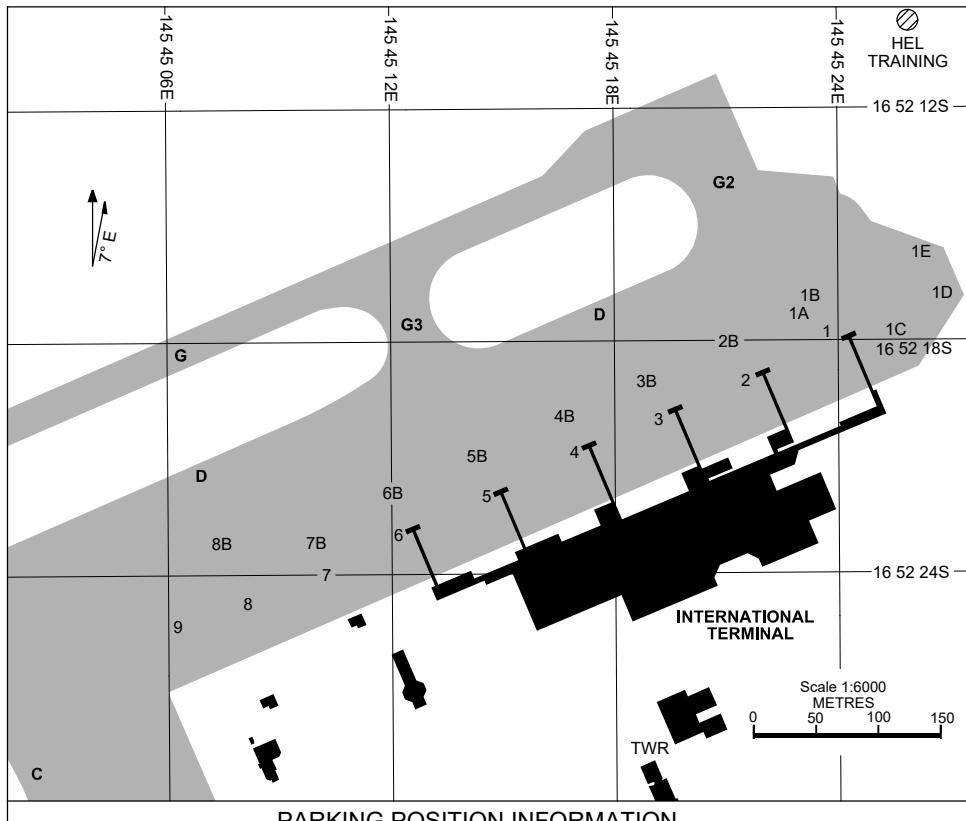
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
10	16 52 25.63S 145 45 04.81E	10	B744	F35	MARSHALLER
10A	16 52 25.05S 145 45 04.54E	10	B738	F35	MARSHALLER
10B	16 52 25.81S 145 45 03.87E	10	B738	F35	MARSHALLER
11	16 52 26.59S 145 45 04.93E	11	B738	F35	MARSHALLER
11A	16 52 27.01S 145 45 03.94E	10	DH8C	NIL	MARSHALLER
12	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	SAFEGATE
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 &amp; C REMOVED, Editorial.

BCSAP02-163

23 MAR 2023

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



## PARKING POSITION INFORMATION

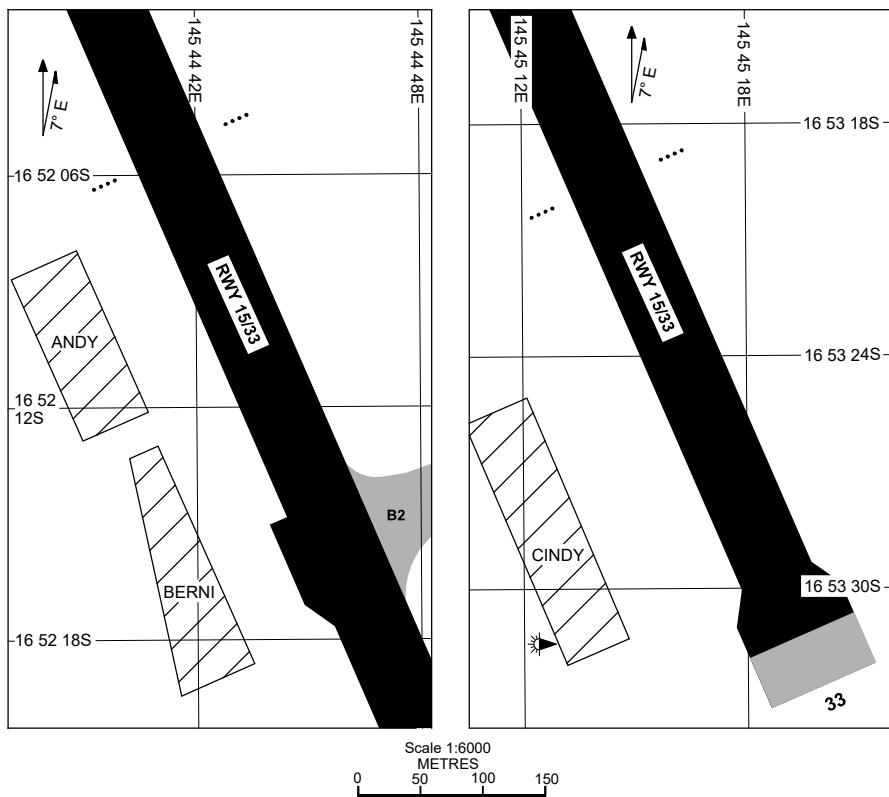
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	16 52 17.90S	145 45 23.66E	10	B744	F35
1A	16 52 17.30S	145 45 23.00E	10	F100	F35
1B	16 52 16.88S	145 45 23.23E	9	DH8D	NIL
1C	16 52 17.75S	145 45 25.54E	9	ATR72	NIL
1D	16 52 16.80S	145 45 26.83E	9	B350	NIL
1E	16 52 15.73S	145 45 26.25E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

24 MAR 2022

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



PARKING POSITION INFORMATION

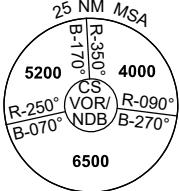
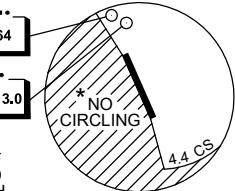
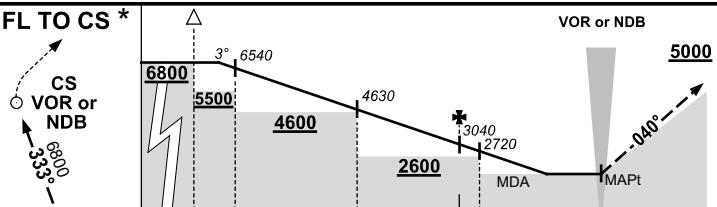
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
ANDY	16 52 10.46S 145 44 38.10E	6	N/A	N/A	NIL
BERNI	16 52 16.29S 145 44 40.96E	4	N/A	N/A	NIL
CINDY	16 53 27.88S 145 45 12.66E	4	N/A	N/A	NIL

Changes: RWY 33 END.

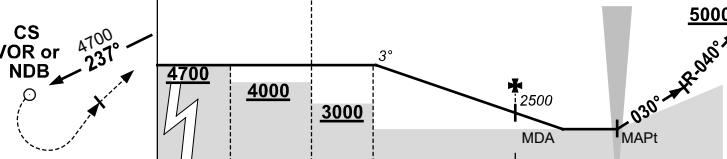
BCSAP04-170

2 DEC 2021

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

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																																								
<b>DME USING CS DME REFERENCE WAYPOINT CS VOR</b>																																												
	CS ::--: NDB 364		* 1. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH.	AD ELEV 10																																								
<b>IFL TO CS *</b>																																												
 <p>CS VOR or NDB 3.5°</p> <table border="1"> <tr> <td>NM TO CS VOR</td> <td>25</td> <td>20</td> <td>18</td> <td>12</td> <td>7</td> <td>6</td> <td>0</td> </tr> </table> <p>CIRCLING MINIMA</p> <table border="1"> <tr> <td>A,B:</td> <td>1630-2.4</td> <td>C: 1720-4.0</td> <td>D: 1720-5.0</td> </tr> </table>					NM TO CS VOR	25	20	18	12	7	6	0	A,B:	1630-2.4	C: 1720-4.0	D: 1720-5.0																												
NM TO CS VOR	25	20	18	12	7	6	0																																					
A,B:	1630-2.4	C: 1720-4.0	D: 1720-5.0																																									
<b>VOR or NDB</b>																																												
<p><b>MISSED APPROACH:</b></p> <p>TURN RIGHT 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>																																												
<table border="1"> <tr> <td>NM TO CS VOR</td> <td>18.8</td> <td>18</td> <td>16</td> <td>14</td> <td>12</td> <td>10</td> <td>9</td> <td>8</td> <td>7</td> <td>6</td> <td>5</td> <td>4</td> <td>2.9</td> <td>2.6</td> </tr> <tr> <td>ALT (3° APCH PATH)</td> <td>6800</td> <td>6540</td> <td>5900</td> <td>5270</td> <td>4630</td> <td>3990</td> <td>3670</td> <td>3350</td> <td>3040</td> <td>2720</td> <td>2400</td> <td>2080</td> <td>1720</td> <td>1630</td> </tr> </table>															NM TO CS VOR	18.8	18	16	14	12	10	9	8	7	6	5	4	2.9	2.6	ALT (3° APCH PATH)	6800	6540	5900	5270	4630	3990	3670	3350	3040	2720	2400	2080	1720	1630
NM TO CS VOR	18.8	18	16	14	12	10	9	8	7	6	5	4	2.9	2.6																														
ALT (3° APCH PATH)	6800	6540	5900	5270	4630	3990	3670	3350	3040	2720	2400	2080	1720	1630																														

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

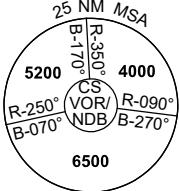
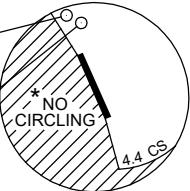
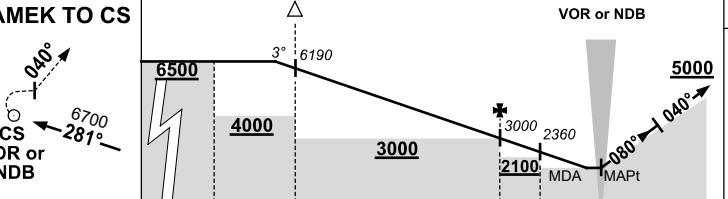
<b>NONIR TO CS</b>	<b>VOR or NDB</b>					<b>MISSED APPROACH:</b>								
	<p>TURN LEFT TRACK 030° TO INTERCEPT AND TRACK 040° FROM CS VOR or NDB, CLIMB TO 5000FT AND TRACK TO 15 DME CS OR AS DIRECTED BY ATC.</p>													
<table border="1"> <tr> <td>NM TO CS VOR</td> <td>25</td> <td>19</td> <td>15</td> <td>12</td> <td>5</td> <td>0</td> </tr> </table>							NM TO CS VOR	25	19	15	12	5	0	
NM TO CS VOR	25	19	15	12	5	0								
<p><b>CIRCLING MINIMA</b></p> <table border="1"> <tr> <td>A,B:</td> <td>1780-2.4</td> <td>C: 1780-4.0</td> <td>D: 1780-5.0</td> </tr> </table>							A,B:	1780-2.4	C: 1780-4.0	D: 1780-5.0				
A,B:	1780-2.4	C: 1780-4.0	D: 1780-5.0											
NM TO CS VOR	11.9	11	10	9	8	7	6	5	4	3	2.8			
ALT (3° APCH PATH)	4700	4410	4090	3770	3450	3130	2810	2500	2180	1860	1780			

**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.

2 DEC 2021

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

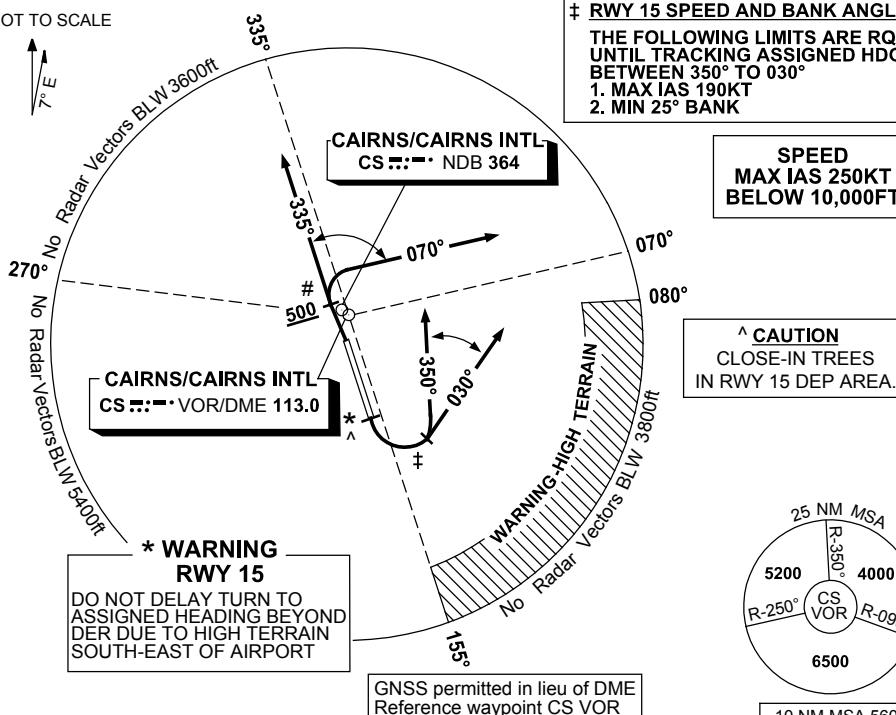
ATIS 113.0 131.1	APP 118.4 126.1 (AS ADVISED)	TWR 124.9	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL										
<b>DME USING CS DME REFERENCE WAYPOINT CS VOR</b>														
	CS ... NDB 364		CS ... VOR/DME 113.0	* 1. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH.										
10 NM MSA 5600														
<b>LAMEK TO CS</b> VOR or NDB														
														
NM TO CS VOR	25	19	15	VOR or NDB										
CIRCLING MINIMA	A,B: 1620-2.4		C: 1720-4.0	D: 1720-5.0										
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.

13 JUN 2024

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

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	
NOT TO SCALE		<p>‡ <b>RWY 15 SPEED AND BANK ANGLE</b>  <b>THE FOLLOWING LIMITS ARE RQ UNTIL TRACKING ASSIGNED HDG BETWEEN 350° TO 030°</b>  <b>1. MAX IAS 190KT</b>  <b>2. MIN 25° BANK</b></p>					
		<p><b>SPEED</b> <b>MAX IAS 250KT BELOW 10,000FT</b></p> <p><b>^ CAUTION</b> <b>CLOSE-IN TREES IN RWY 15 DEP AREA.</b></p> <p>GNSS permitted in lieu of DME Reference waypoint CS VOR</p>					
<p><b>CAIRNS TWO DEPARTURE (RADAR)</b></p> <p><b>RWY 15</b></p> <ul style="list-style-type: none"> <li>GRAD 4% to 600ft then 3.3%</li> <li>Track 150°</li> <li>At the earlier of 400ft or DER (2.6 DME) turn LEFT to assigned heading (between 350° to 030°)</li> <li>When directed, contact departures for radar vectors</li> </ul> <p><b>RWY 33</b></p> <ul style="list-style-type: none"> <li>MAX IAS 220KT</li> <li>GRAD 4.6% to 2000ft then 3.3%</li> <li>Track 330°</li> <li>AT or ABV 500ft, but not before DER, turn to assigned heading (between 335° to 070°)</li> <li>When directed, contact departures for radar vectors</li> </ul>							

**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of communications failure

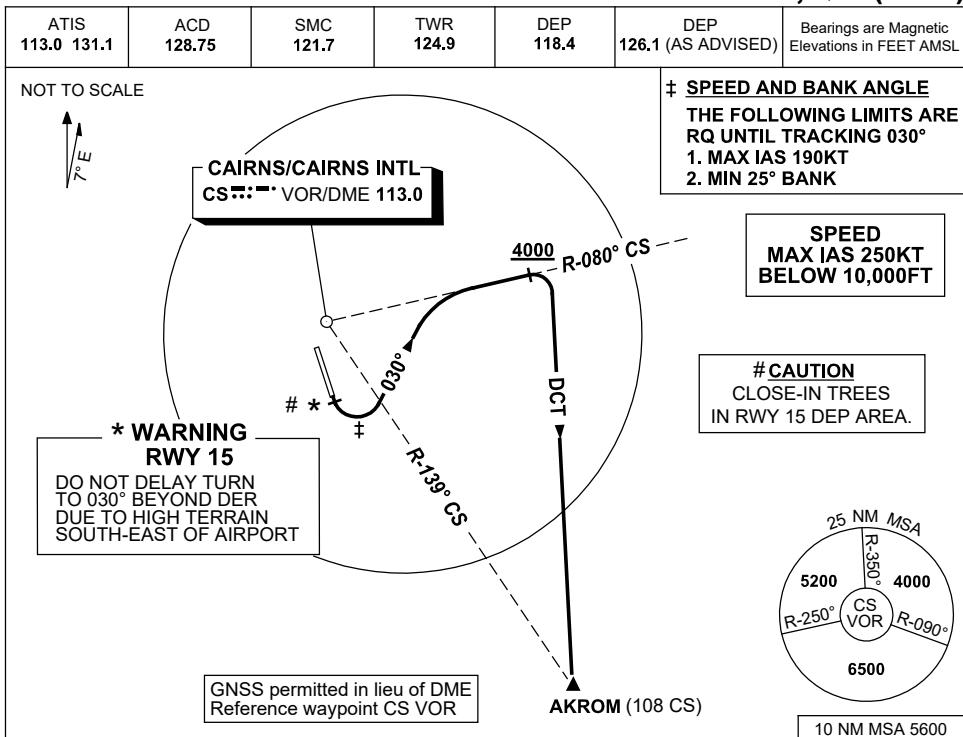
- Squawk 7600
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged

Changes: CAUTION NOTE.

BCSDP02-179

13 JUN 2024

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

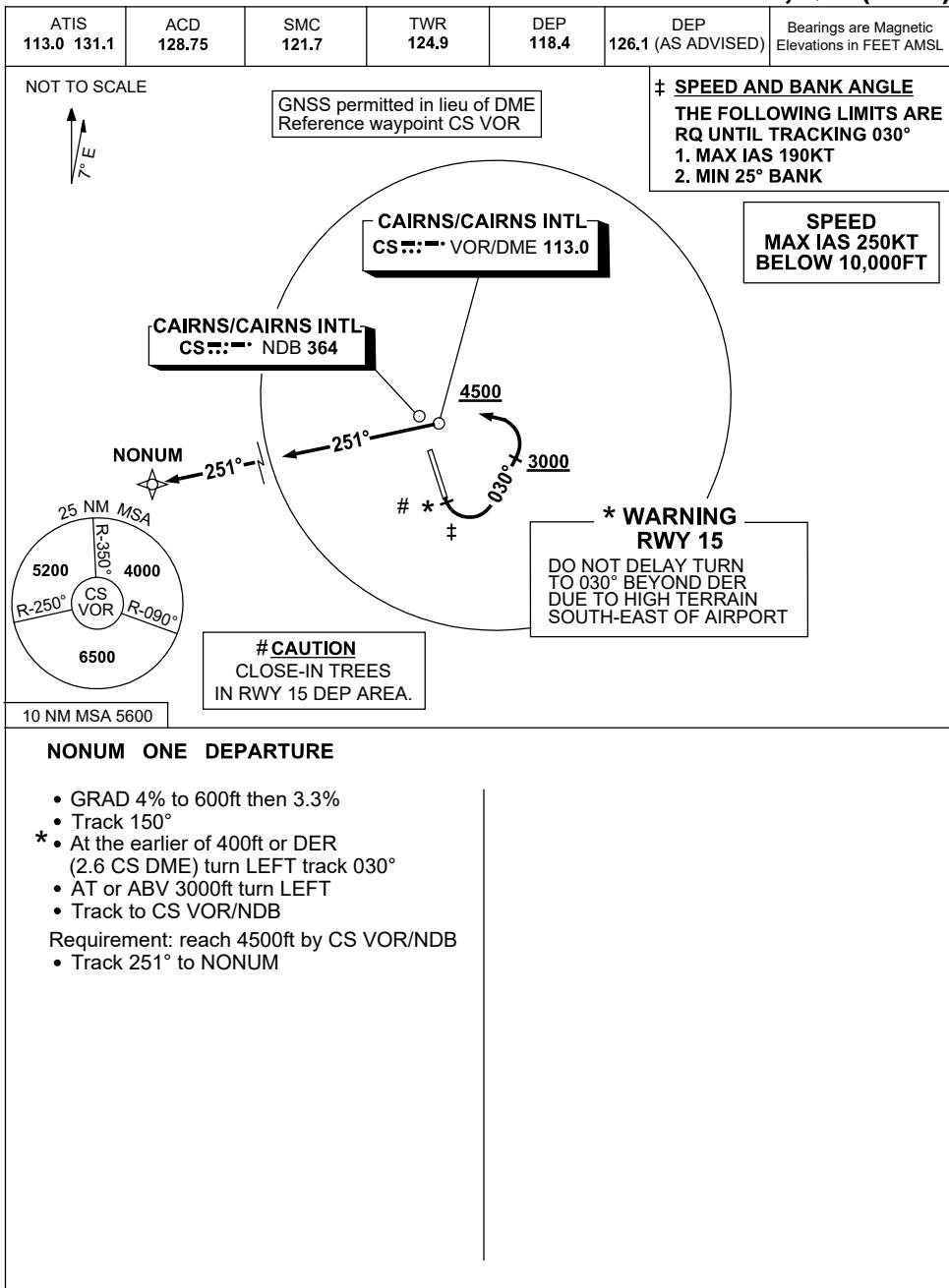


#### AKROM ONE DEPARTURE

- GRAD 4% to 600ft then 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 then as cleared

13 JUN 2024

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

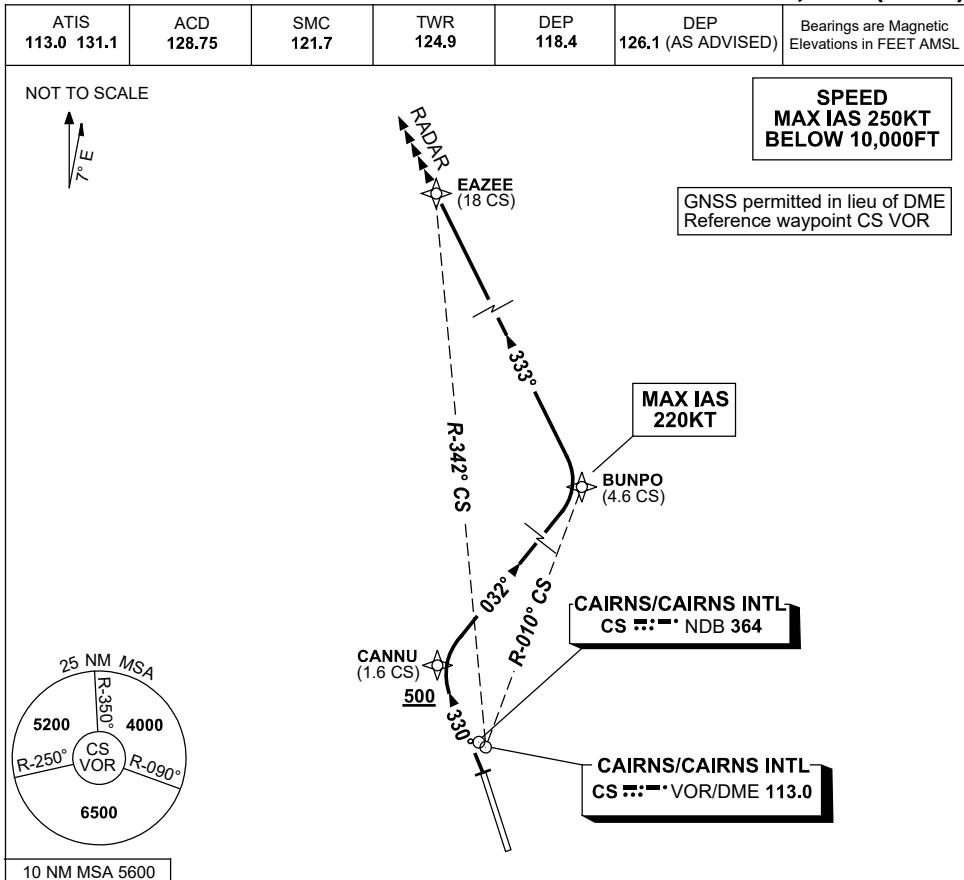


Changes: CAUTION NOTE.

BCSDP04-179

30 NOV 2023

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



**RWY 33 EAZEE THREE**

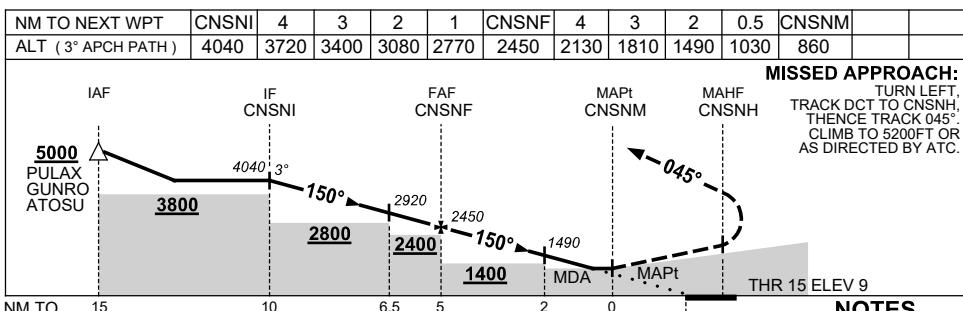
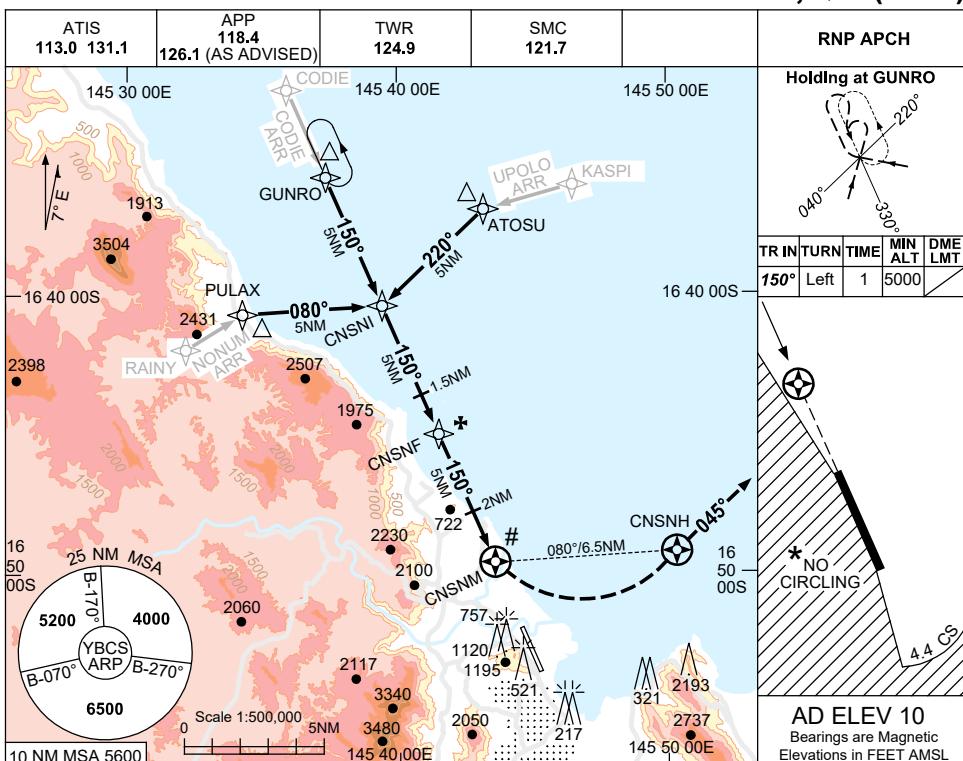
- GRAD 4.6% TO 2000ft THENCE 3.3% MAX IAS 220KT until BUNPO
- Track 330° to CANNU  
**Cross CANNU AT or ABV 500ft**
- Turn RIGHT track 032° to BUNPO
- Turn LEFT, track 333° to EAZEE
- When directed Contact Departures

**TRANSITION**

- RADAR:
- From EAZEE expect radar vectors to cleared route

30 NOV 2023

USE QNH

RNP Z RWY 15  
CAIRNS/CAIRNS INTL, QLD (YBCS)

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

Changes: KASPI REPLACES SUNNY.

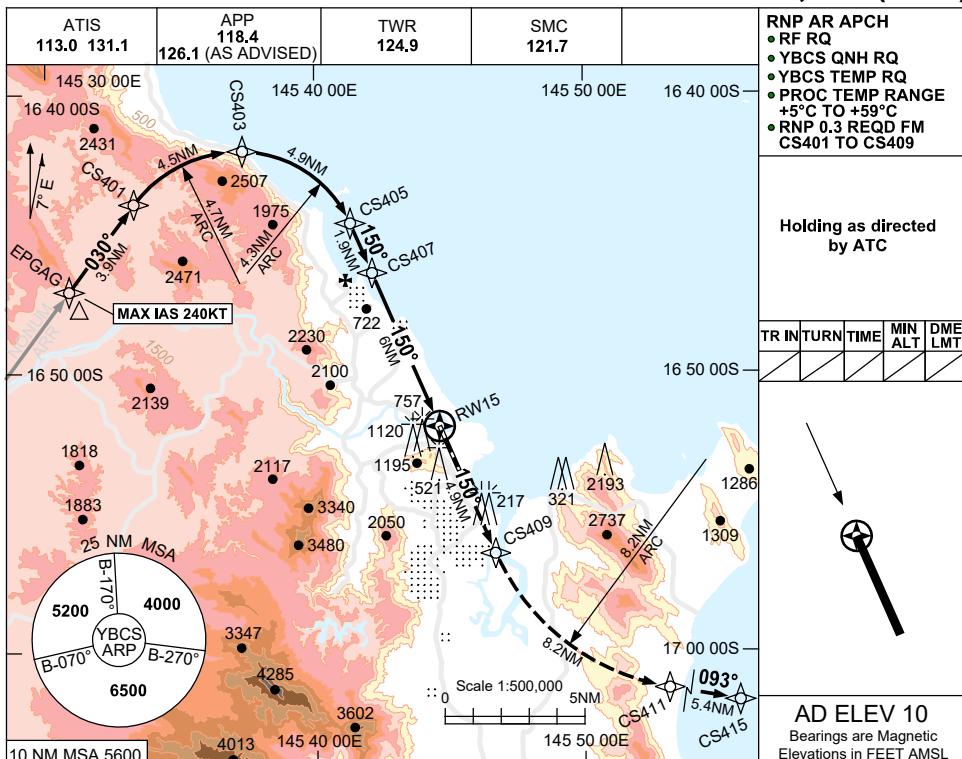
BCSGN01-177

# FOR CASA APPROVED OPERATORS ONLY

**24 MAR 2022**

USE QNH

RNP W RWY 15 (AR)  
**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	
<b>MISSSED APPROACH:</b>													
IAF EPGAG	5000	030°	5000	CS401	CS403	CS405	CS407	MAPt RW15	MAPt	CS409	TCH 50FT THR 15 ELEV 9		
NM TO RW15	21.2	17.3	12.8	7.9	6	0	4.9						
	4000	4000	2.9°	2500	2500	1900	1900	150°	150°				

## NOTES

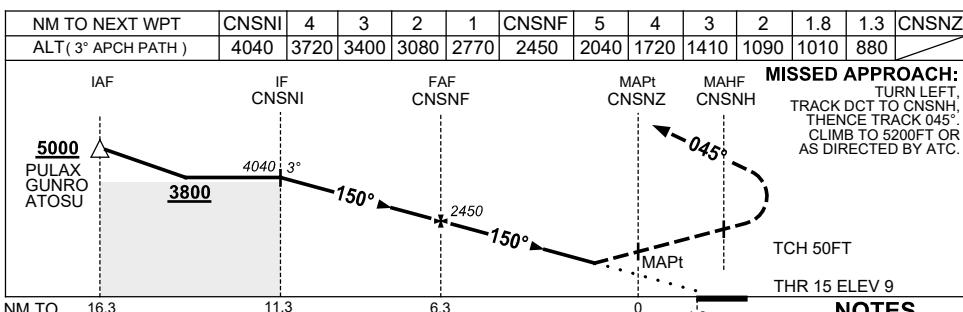
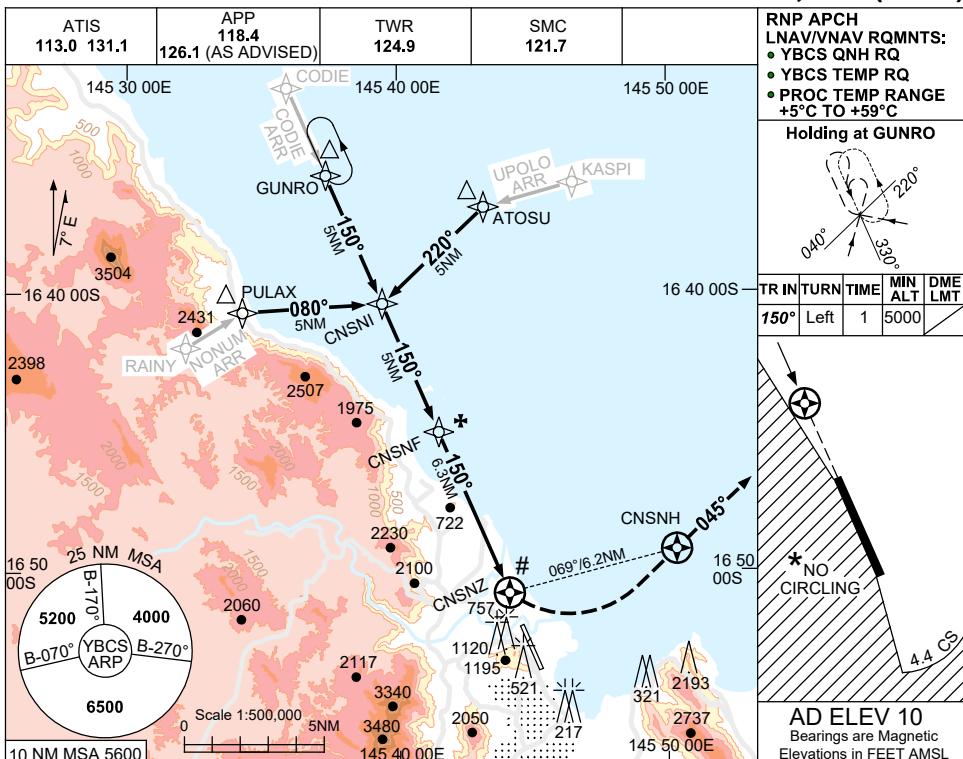
1. MAX IAS:  
INITIAL : 240KT.
- ‡ 2. MIN MAP GRAD 5%  
TO 1400FT THEN 2.5%.
3. COLOUR: SEE  
SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3)(2.5% MAP)		<b>1060</b> (1051-5.0)		<b>840</b> (831-3.9)
‡ RNP (0.3)(5.0% MAP)		<b>680</b> (671-2.9)		<b>700</b> (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

30 NOV 2023

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


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

- # 1. MAXIAS:  
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.

Changes: KASPI REPLACES SUNNY, Editorial.

BCSGN03-177

**FOR CASA APPROVED OPERATORS ONLY**

24 MAR 2022

**USE QNH**

**CAIRNS/CAIRNS INTL, QLD (YBCS)**

**RNP AR APCH**

- RF RQ
- YBCS QNH RQ
- YBCS TEMP RQ
- PROC TEMP RANGE +5°C TO +59°C
- RNP 0.3 REQD FIM CS400/CS404 TO CS409

**Holding as directed by ATC**

TR IN	TURN	TIME	MIN ALT	DME LMT
/	/	/	/	/

Scale 1:600,000

0 5NM

**AD ELEV 10**  
Bearings are Magnetic  
Elevations in FEET AMSL

**MISSSED APPROACH:**

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

IAF: GUNRO(17.5NM)  
TODEG(20.3NM)

CS405 CS407

IF FAF MAPt RW15 CS409

MAPt RW15

TCH 50FT THR 15 ELEV 9

NM TO RW15: 16.9 12.8 7.0 6 0 4.9

## NOTES

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

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

Changes: CHART TITLE, PBN SPECIFICATION BOX, Editorial.

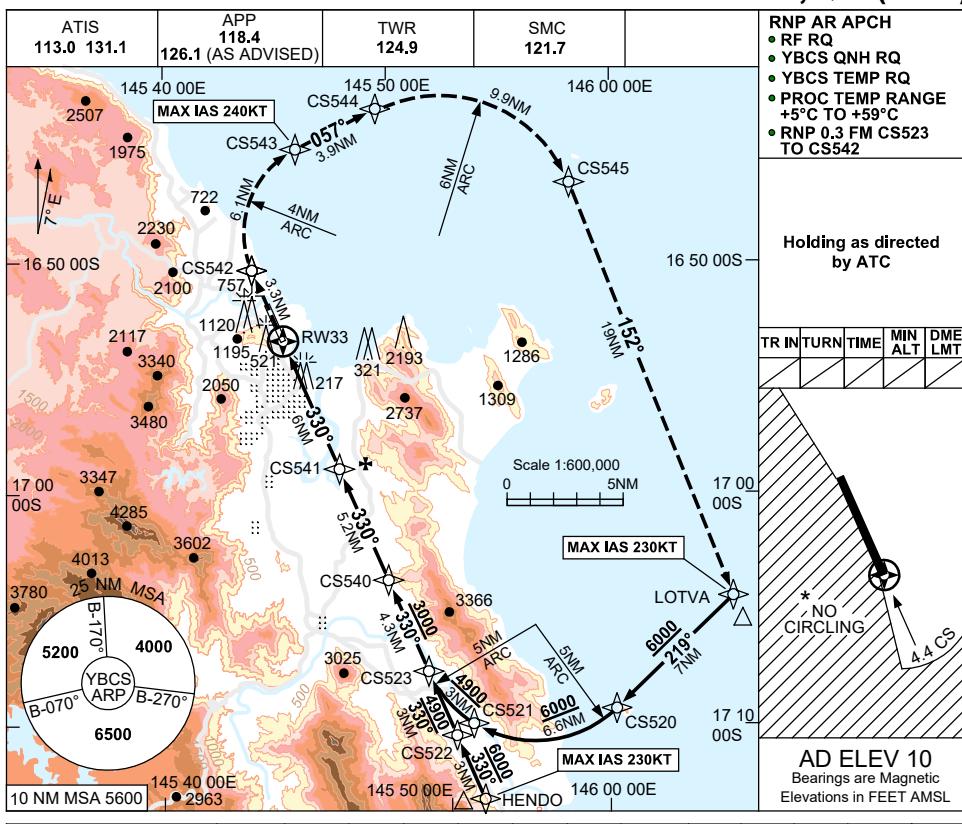
BCSGN04-170

# FOR CASA APPROVED OPERATORS ONLY

**30 NOV 2023**

USE QNH

RNP Y RWY 33 (AR)  
**CAIRNS/CAIRNS INTL, QLD (YBCS)**



NM TO NEXT WPT	RW33	2	2.1	2.4	3.1	4	5	CS541	1	2	3	CS540
ALT (° 3° APCH PATH )		710	740	830	1060	1330	1650	1960	2280	2600	2920	3620

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

NM TO RW33      3.3      0      6      11.2      15.5      18.5      21.5      25.1      32

## NOTES

1. MAX IAS:  
INITIAL: 230KT  
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)		<b>1060</b> (1050-5.0)		<b>830</b> (820-4.8)
RNP (0.3) (5.0% MAP)		<b>710</b> (700-4.1)		<b>740</b> (730-4.3)
CIRCLING *		NOT AUTHORISED		
ALTERNATE	(1520-4.4)	(1520-6.0)	(1720-7.0)	

Changes: LOTVA REPLACES BASIL, Editorial.

BCSGN05-177

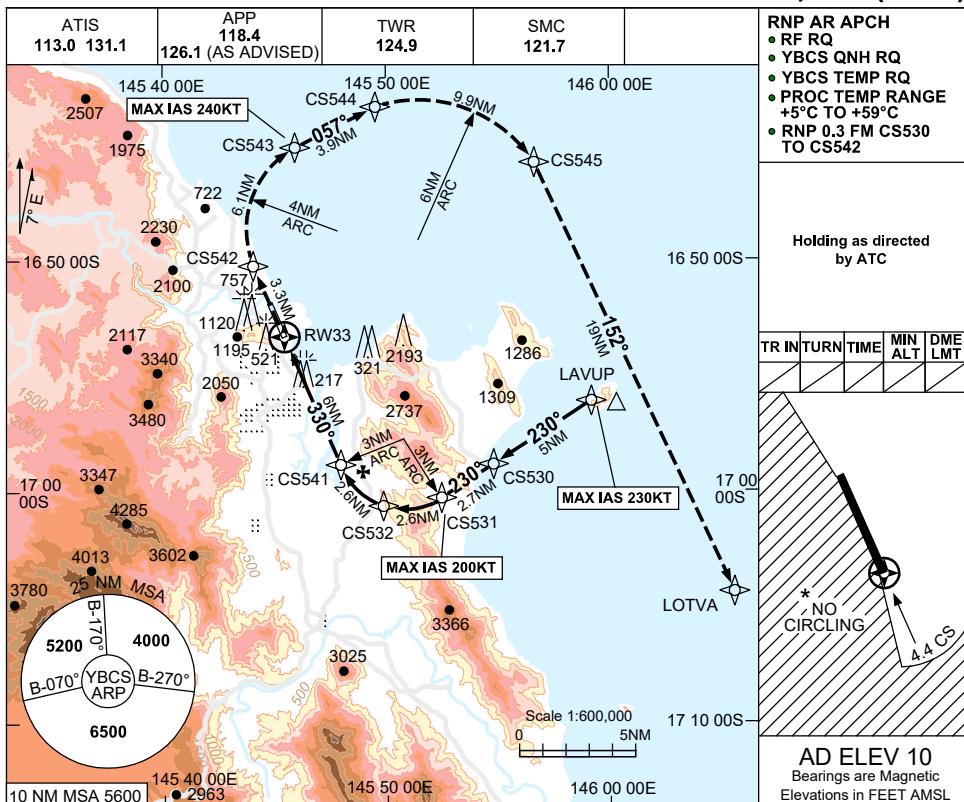
# FOR CASA APPROVED OPERATORS ONLY

**30 NOV 2023**

**USE QNH**

**RNP X RWY 33 (AR)**

**CAIRNS/CAIRNS INTL, QLD (YBCS)**



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

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

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

Changes: LOTVA REPLACES BASIL, Editorial.

- NOTES**
- MAX IAS:  
INITIAL : 230KT.  
CS531 : 200KT.  
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).
  - COLOR: SEE SPEC NOTICES.

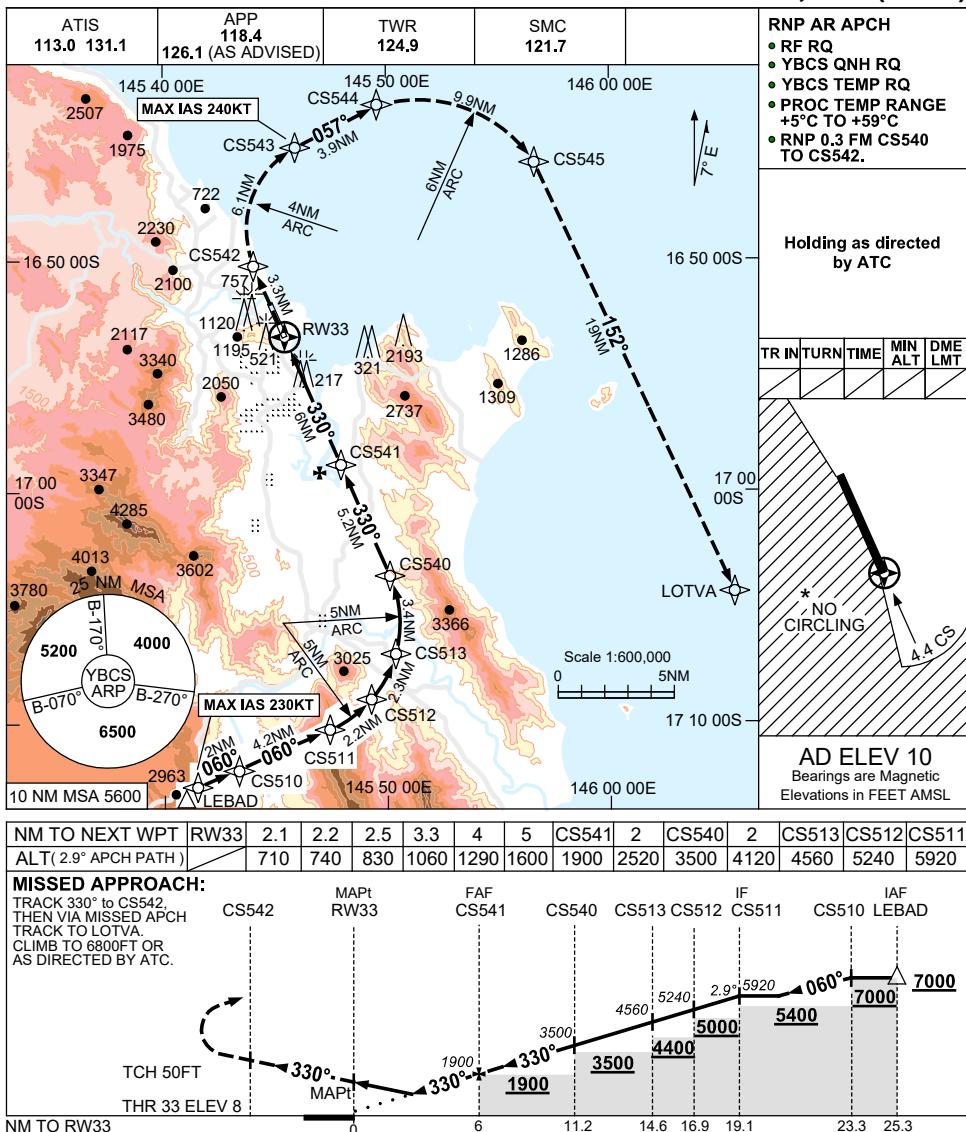
BCSGN06-177

# FOR CASA APPROVED OPERATORS ONLY

**30 NOV 2023**

**USE QNH**

**RNP W RWY 33 (AR)**  
**CAIRNS/CAIRNS INTL, QLD (YBCS)**



## NOTES

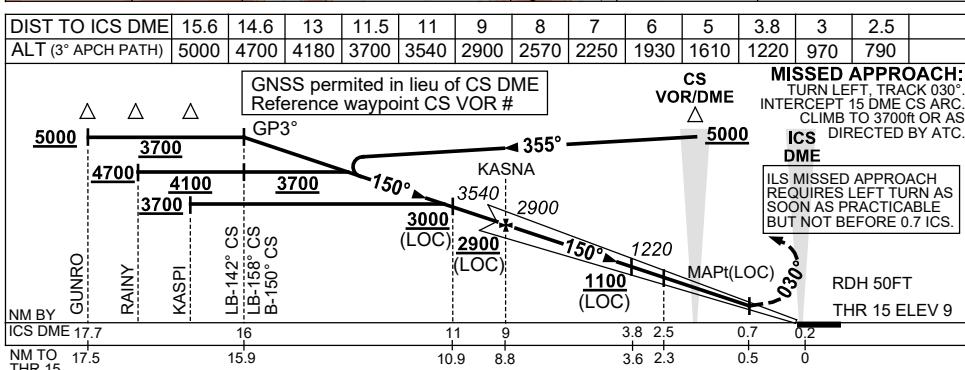
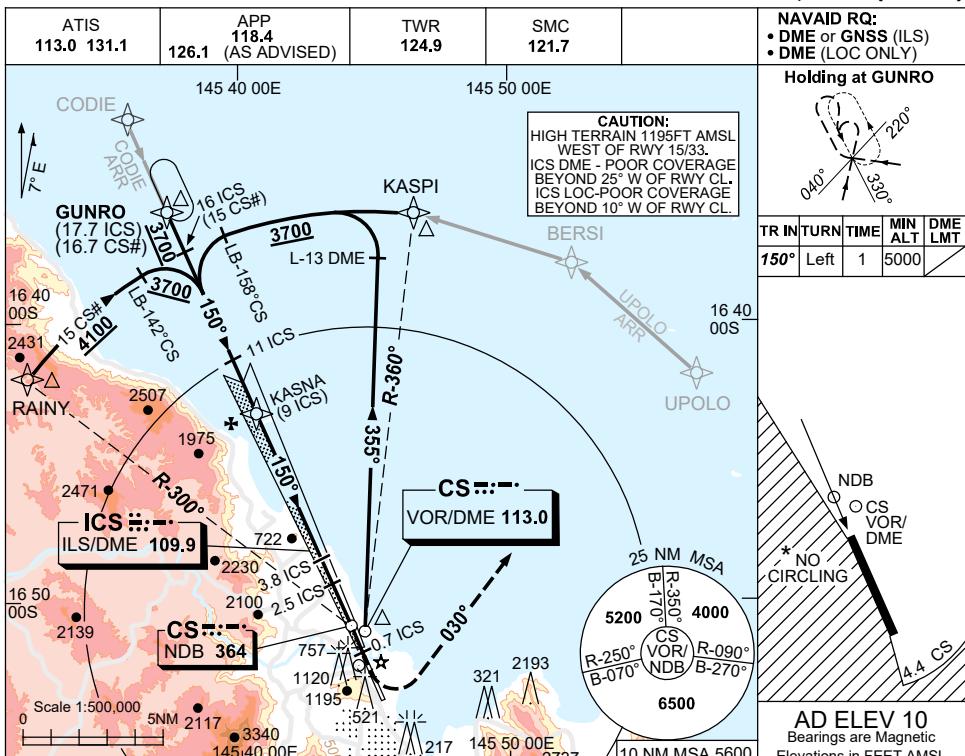
- MAX IAS:  
INITIAL : 230KT  
MAPT UNTIL CS543: 240KT
- \* NO CIRLING WEST OF RWY 15/33 OR BEYOND 4.4 DME TO THE SOUTH (2NM S OF THR RWY 33).
3. COLOUR: SEE SPEC NOTICES.

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

Changes: LOTVA REPLACES BASIL, Editorial.

BCSGN07-177

5 SEP 2024

**USE QNH**  
**CAIRNS/CAIRNS INTL, QLD (YBCS)**


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

Changes: MM REMOVED, Editorial.

BCSII03-180

- NOTES**
- \*1. NO CIRCLING WEST OF RWY 15/33 OR BEYOND 4.4 CS DME TO THE SOUTH.
  - 2. ACFT MAY BE RADAR VECTORED TO 15 ICS DME FINAL AT 3700FT.
  - 3. COLOUR SEE SPEC NOTICES.

5 SEP 2024

**USE QNH ILS-Z or LOC-Z RWY 15  
CAIRNS/CAIRNS INTL, QLD (YBCS)**

**ATIS** 113.0 131.1    **APP** 118.4 (AS ADVISED)    **TWR** 124.9    **SMC** 121.7    **NAVID RQ:**

- DME or GNSS (ILS)
- DME (LOC ONLY)

**145 40 00E**    **145 50 00E**

**CAUTION:**  
HIGH TERRAIN 1195FT AMSL  
WEST OF RWY 15/33,  
ICS DME - POOR COVERAGE  
BEYOND 25° W OF RWY CL.  
ICS LOC-POOR COVERAGE  
BEYOND 10° W OF RWY CL.

**Holding at GUNRO**

**TR IN TURN TIME MIN ALT DME LMT**

150°	Left	1	5000	DME
------	------	---	------	-----

**16 40 00S**    **16 40 00S**

**BERSI**    **UPOLU ARR**    **UPOLU**

**Rainy**    **2507**    **1975**    **2471**    **2230**    **722**    **2100**    **2.5 ICS**    **3.8 ICS**    **757**    **0.7 ICS**

**IC S ::::**    **VOR/DME 113.0**

**ILS/DME 109.9**

**NDB 364**

**16 50 00S**    **2139**    **2117**    **3340**    **145 40 00E**

**145 50 00E**    **217**    **521**    **321**    **2193**    **5200**    **4000**    **6500**

**Scale 1:500,000**    **5NM**

**0**

**AD ELEV 10**  
Bearings are Magnetic  
Elevations in FEET AMSL

CATEGORY	A	B	C	D
S-I ILS (4.0% MAP)			<b>400</b> (391) 1.3	
S-I ILS (2.5% MAP)			<b>470</b> (461) 1.7	
S-I LOC	NOT APPLICABLE		<b>790</b> (781-3.6)	
CIRCLING *			<b>790</b> (780-4.0)	<b>1230</b> (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 MISSED APCH.
- 3. ACFT MAY BE RADAR VECTORED TO 14 ICS DME FINAL AT 3700FT.
- 4. COLOUR: SEE SPEC NOTICES.

Changes: MM REMOVED Editorial

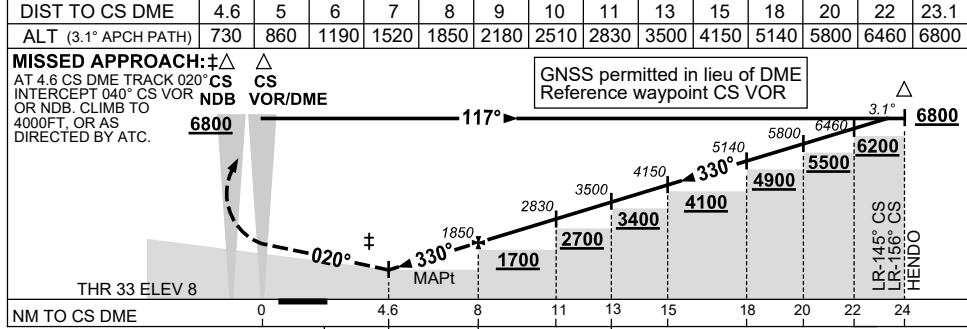
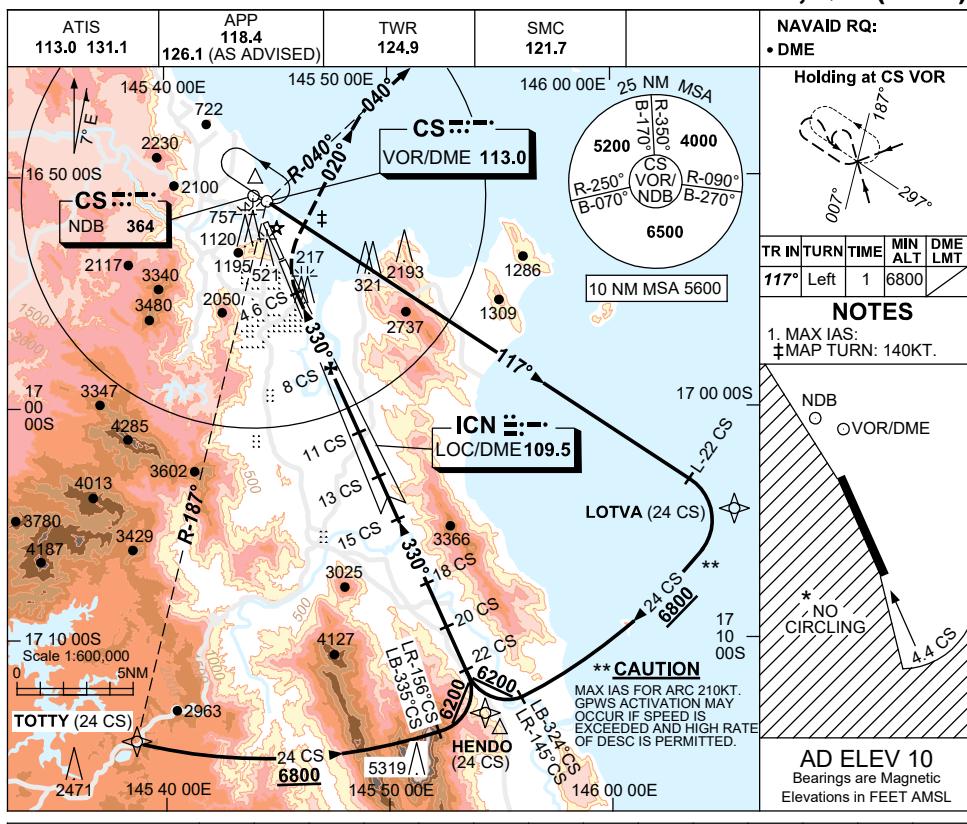
BCSII04-180

30 NOV 2023

USE QNH

## CAIRNS/CAIRNS INTL, QLD (YBCS)

LOC-W RWY 33



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

\* 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.

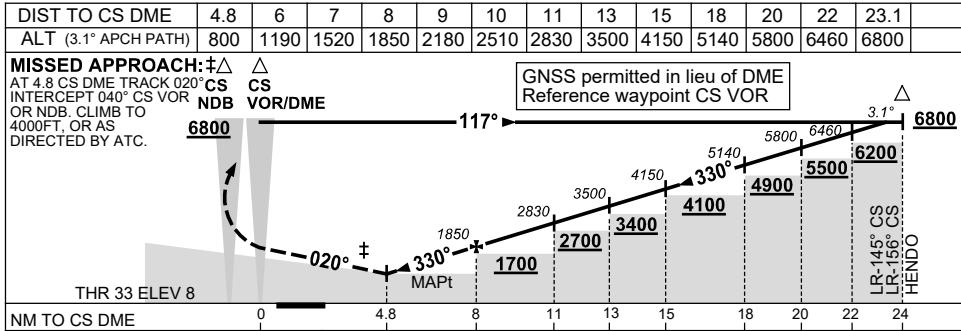
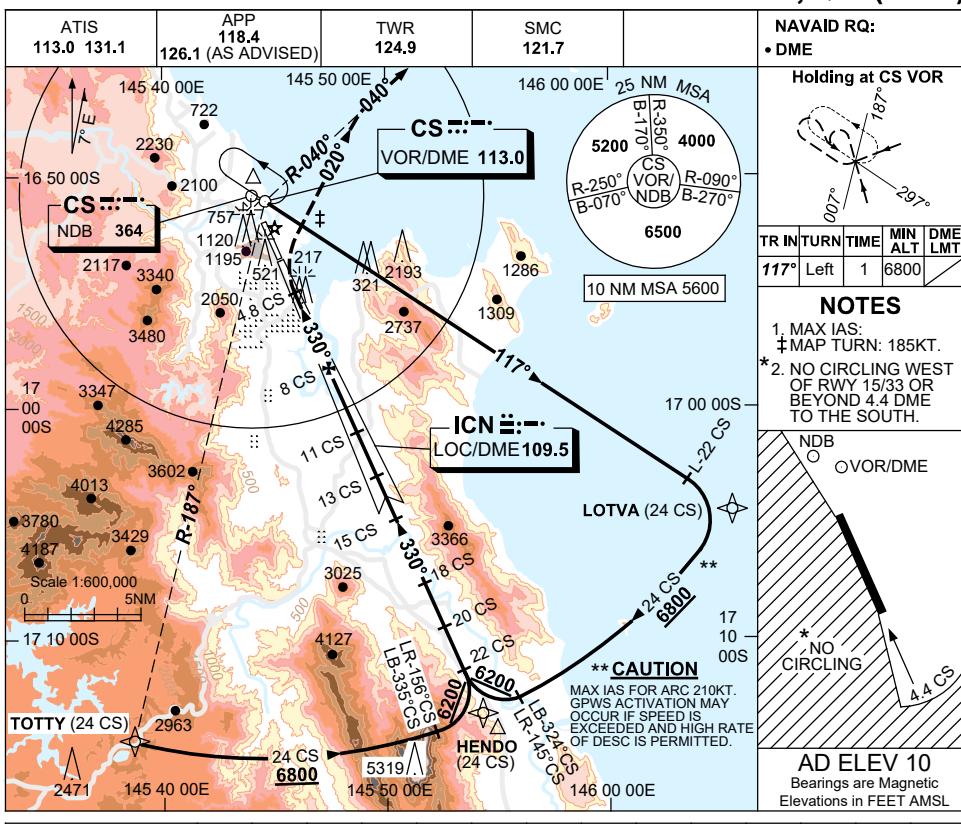
BCSLZ01-177

30 NOV 2023

USE QNH

## CAIRNS/CAIRNS INTL, QLD (YBCS)

LOC-X RWY 33



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

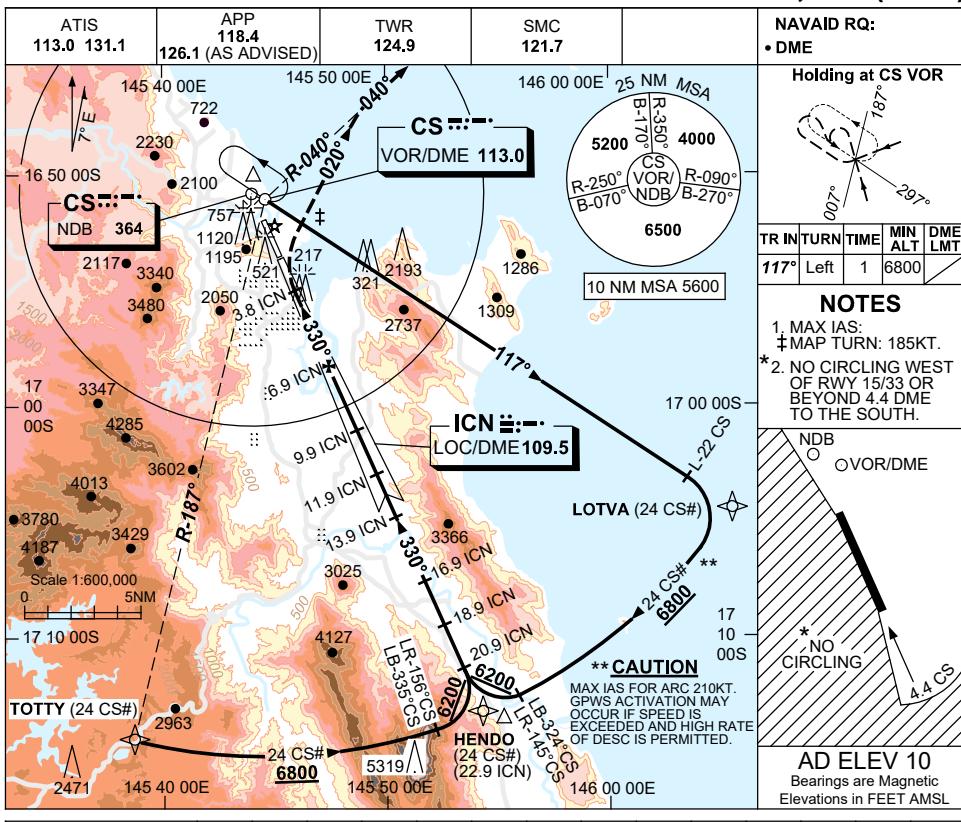
Changes: LOTVA REPLACES BASIL, Editorial.

BCSLZ02-177

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

30 NOV 2023

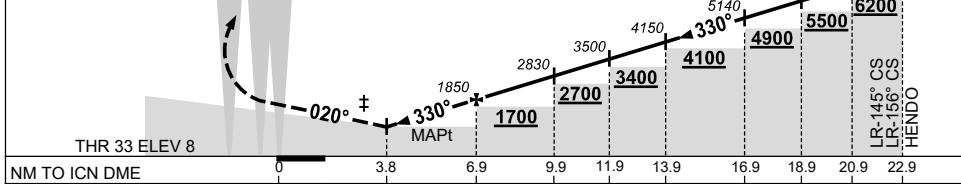
USE QNH

LOC-Z RWY 33  
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

**MISSSED APPROACH:** ‡△ CS VOR/DME  
AT 3.8 ICN DME TRACK 020° CS VOR  
INTERCEPT 040° CS VOR OR NDB, CLIMB TO  
4000FT, OR AS  
DIRECTED BY ATC.

GNSS permitted in lieu of CS DME  
Reference waypoint CS VOR#



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)

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

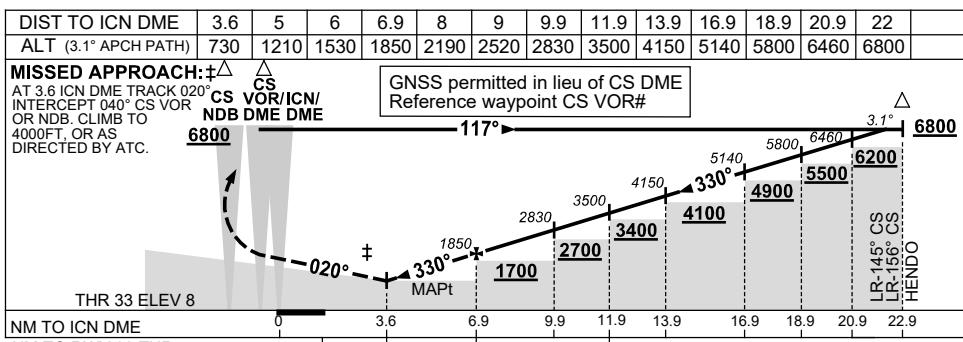
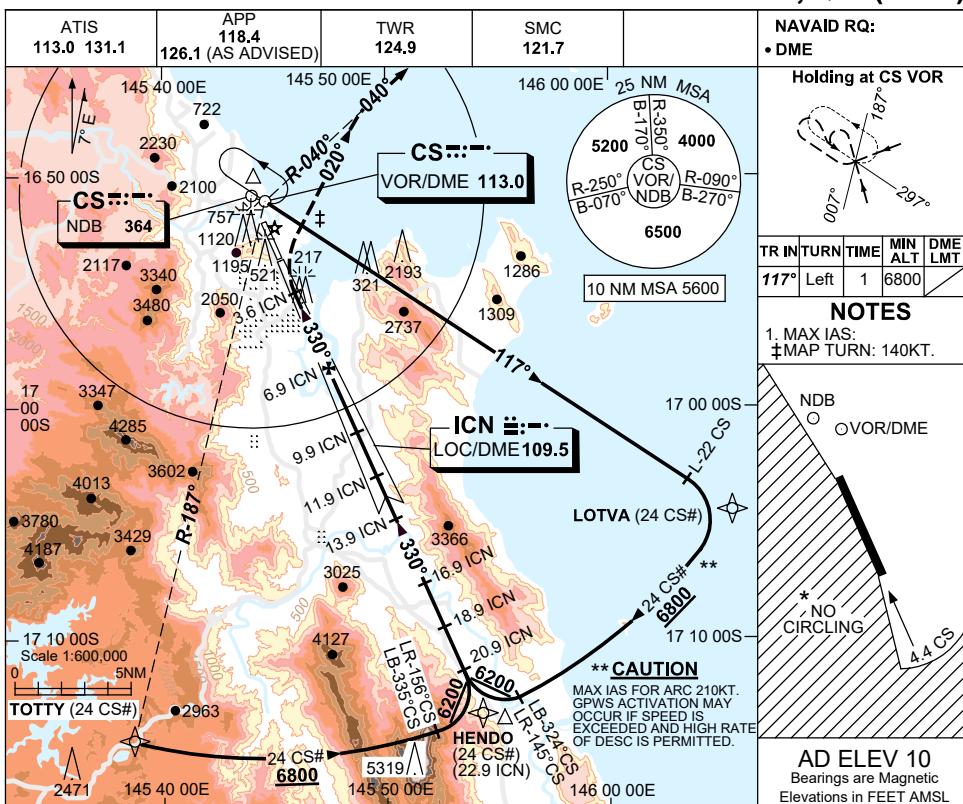
Changes: LOTVA REPLACES BASIL, Editorial.

BCSLZ03-177

30 NOV 2023

USE QNH

## CAIRNS/CAIRNS INTL, QLD (YBCS)



**NOTES**

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

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)

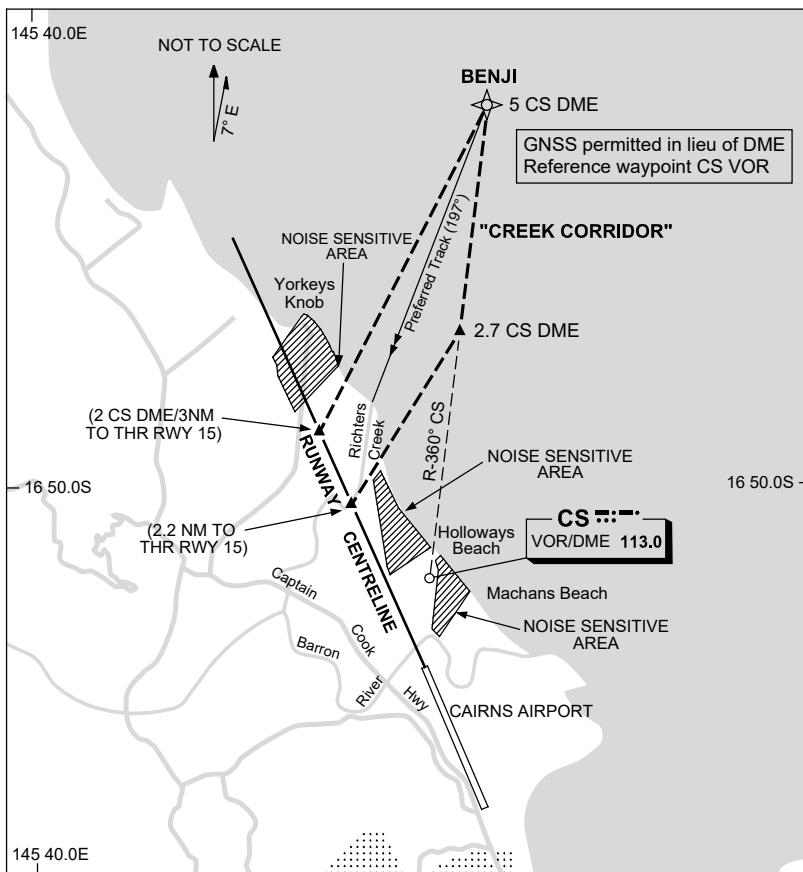
- 3.1 Circuit training by jet propelled aircraft and other aircraft exceeding 5,700KG MTOW is not permitted 2200-0700 local time.
- 3.2 Circuit training preferred directions.
  - (a) Runway 15 - Left hand circuits.
  - (b) Runway 33 - Right hand circuits.

### 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



30 NOV 2023

USE QNH

**CAIRNS/CAIRNS INTL. QLD (YBCS)**

**DIST TO CS DME**

**ALT**

**MISSED APPROACH:** △ △  
AT 1.7 DME TURN LEFT,  
INTERCEPT AND TRACK  
R-045°/B-225°.  
CLIMB TO 4000FT OR  
AS DIRECTED BY ATC.

**GNSS permitted in lieu of DME Reference waypoint CS VOR**

**CS VOR/ DME NDB**

**5000**

**CAT A&B 012°**  
**CAT C&D 018°**

**045°**

**MAPT**

**MDA**

**1500**

**180°**

**2000**

**3000**

**4100(RAINY)**

**3700**

**3700 UPOLO**

**LR-352°**  
**LB-172°**  
**LR-008°**  
**LB-188°**  
**KASPI**

**4700 RAINY**

**NOT APPLICABLE**

**NM TO CS DME**

## NOTES

- 1. MAX IAS:  
HOLDING: 185KT.  
MAP (CAT C): 165KT.  
MAP (CAT D): 185KT.
  - \* 2. NO CIRCLING WEST  
OF RWY 15/33 OR  
BEYOND 4.4 DME  
TO THE SOUTH.
  - 3. **COLOUR**: SEE  
SPEC NOTICES.

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

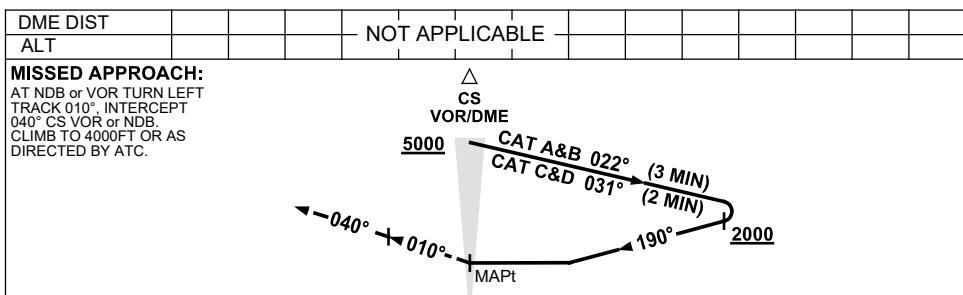
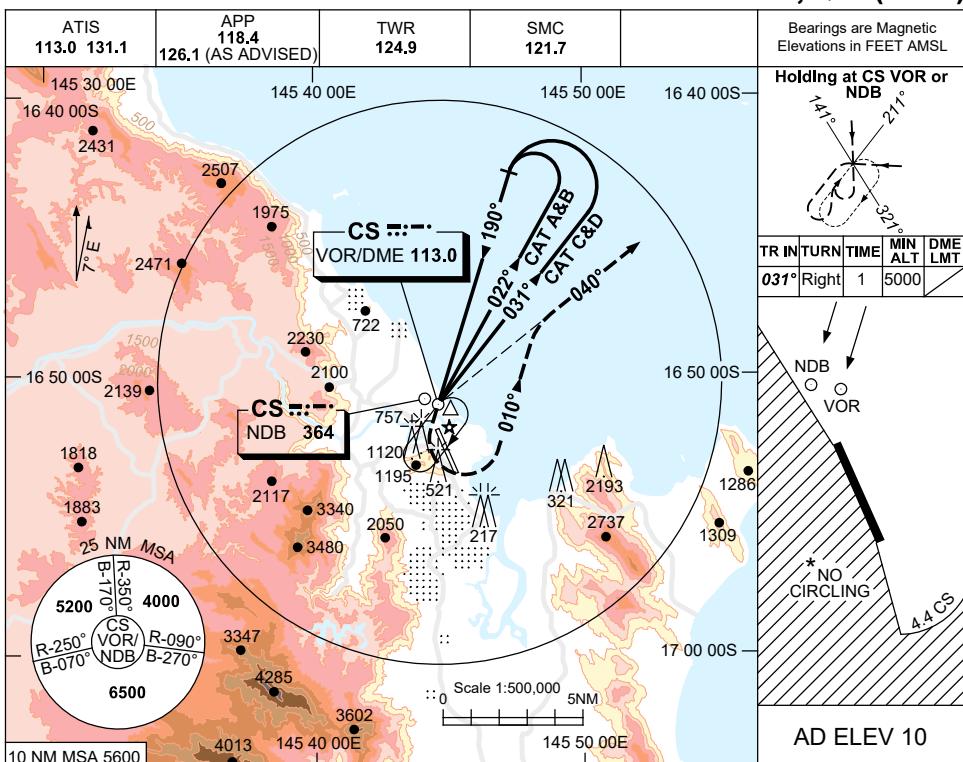
Changes: KASPI BEPI ACES SUNNY Editorial

BCSNB01-177

2 DEC 2021

USE QNH

## CAIRNS/CAIRNS INTL, QLD (YBCS)



NM TO CS DME

## NOTES

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

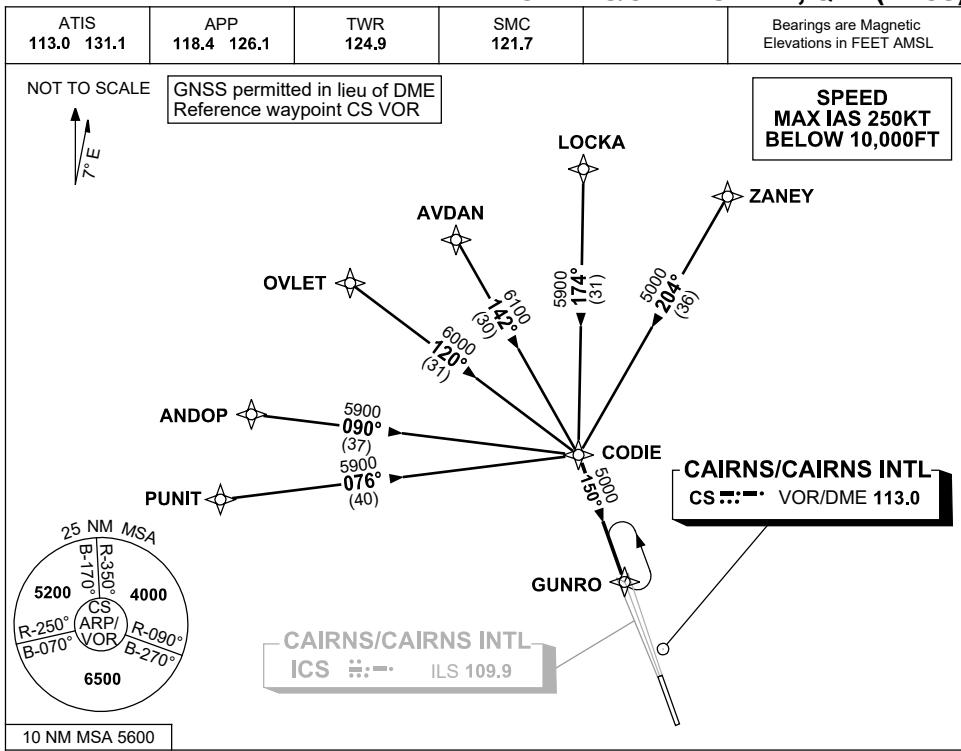
CATEGORY	A	B	C	D
CIRCLING *	1620 (1610-2.4)	1620(1610-4.0)	1620(1610-5.0)	
ALTERNATE‡	(2110-4.4)	(2110-6.0)	(2110-7.0)	

Changes: APP FREQ.

BCSNB02-169

30 NOV 2023

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



FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL: CODIE EIGHT

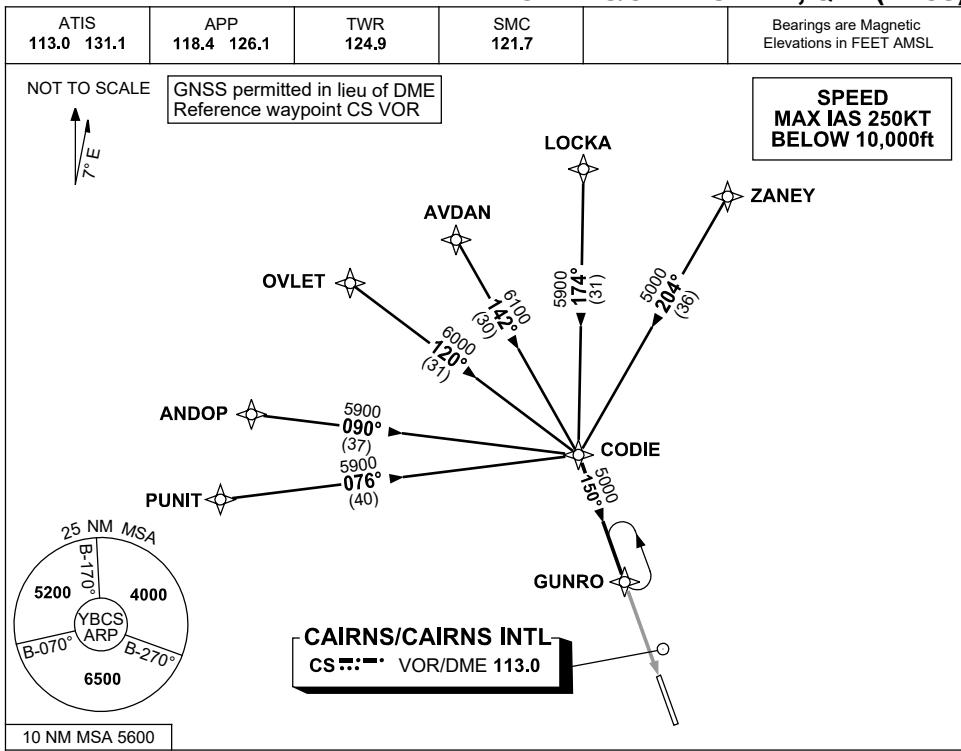
- RWY 15 ALPHA:
- From CODIE track 150° to GUNRO
  - Track via ILS RWY 15 or LOC RWY 15

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 ERSA EMERG Section 1.5.

30 NOV 2023

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



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

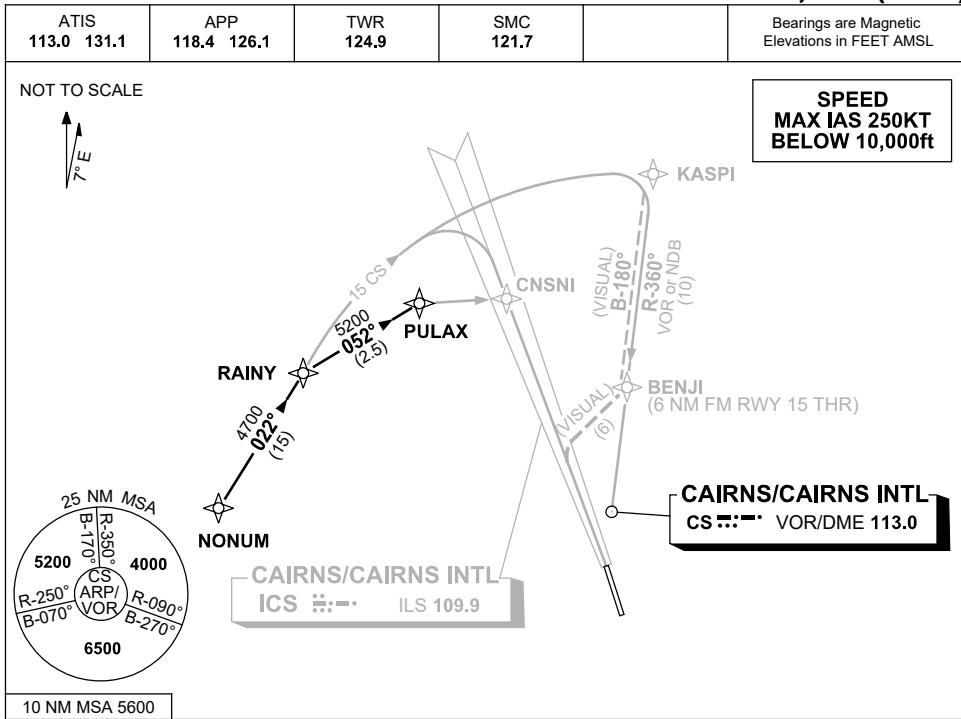
- RWY 15 ZULU:
- From CODIE track 150° to GUNRO
  - Track via RNP Y RWY 15 (LNAV/VNAV ONLY) or RNP Z RWY 15

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.

30 NOV 2023

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

**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**

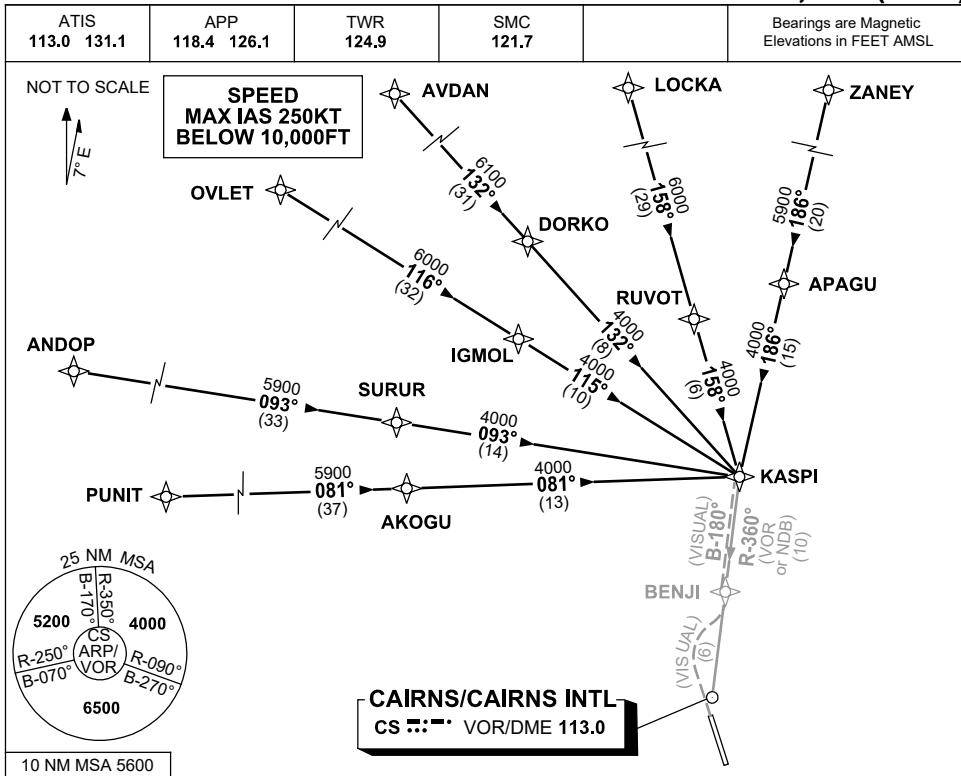
**RWY 15:** From NONUM track 022° to RAINY  
Turn RIGHT, track 052° to PULAX for RNP Y RWY 15 (LNAV/VNAV ONLY) or RNP Z RWY 15

**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.

30 NOV 2023

**STANDARD INSTRUMENT ARRIVAL (STAR)  
KASPI ONE BRAVO, VICTOR ARRIVALS (RNAV)  
CAIRNS/CAIRNS INTL, QLD (YBCS)**

**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**

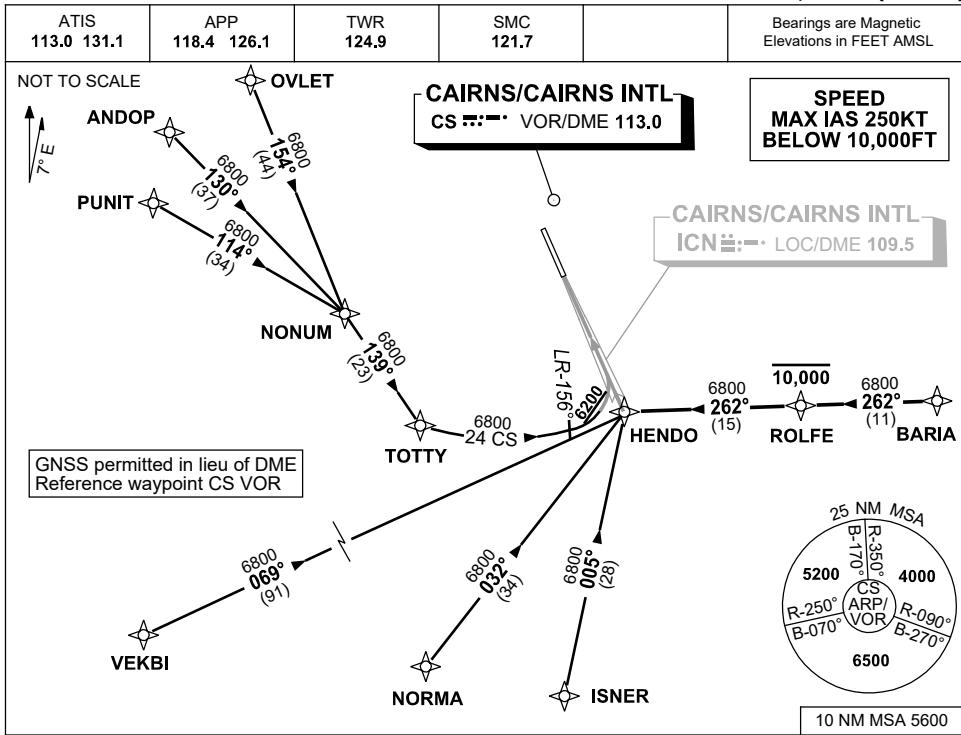
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, CHART TITLE, Editorial.

BCSSR04-177

30 NOV 2023

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

**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.

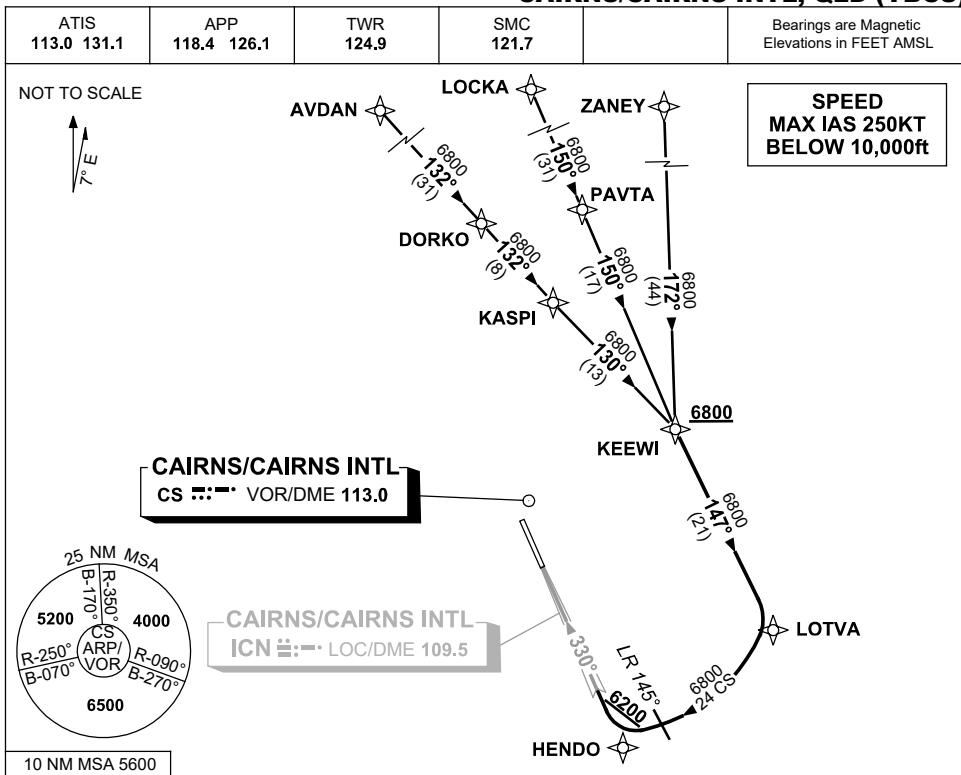
**FOLLOW ARRIVAL INSTRUCTIONS****ARRIVAL:** HENDO NINE**RWY 33 ALPHA:** From HENDO intercept LOC RWY 33.

**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.

30 NOV 2023

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

**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.

30 NOV 2023

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

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



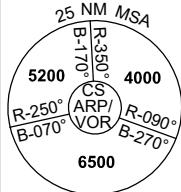
7°

E

CAIRNS/CAIRNS INTL  
ICS ILS 109.9

CAIRNS/CAIRNS INTL  
CS NDB 364

CAIRNS/CAIRNS INTL  
CS VOR/DME 113.0



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.

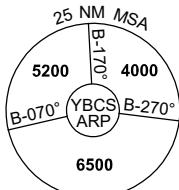
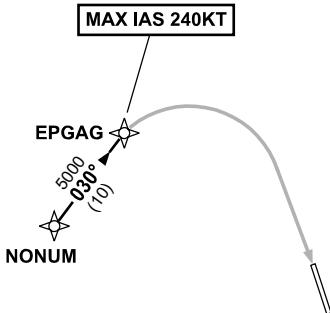
21 MAR 2024

STANDARD INSTRUMENT ARRIVAL (STAR)  
NONUM FOUR WHISKEY ARRIVAL (RNAV)  
CAIRNS/CAIRNS INTL, QLD (YBCS)

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



**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**

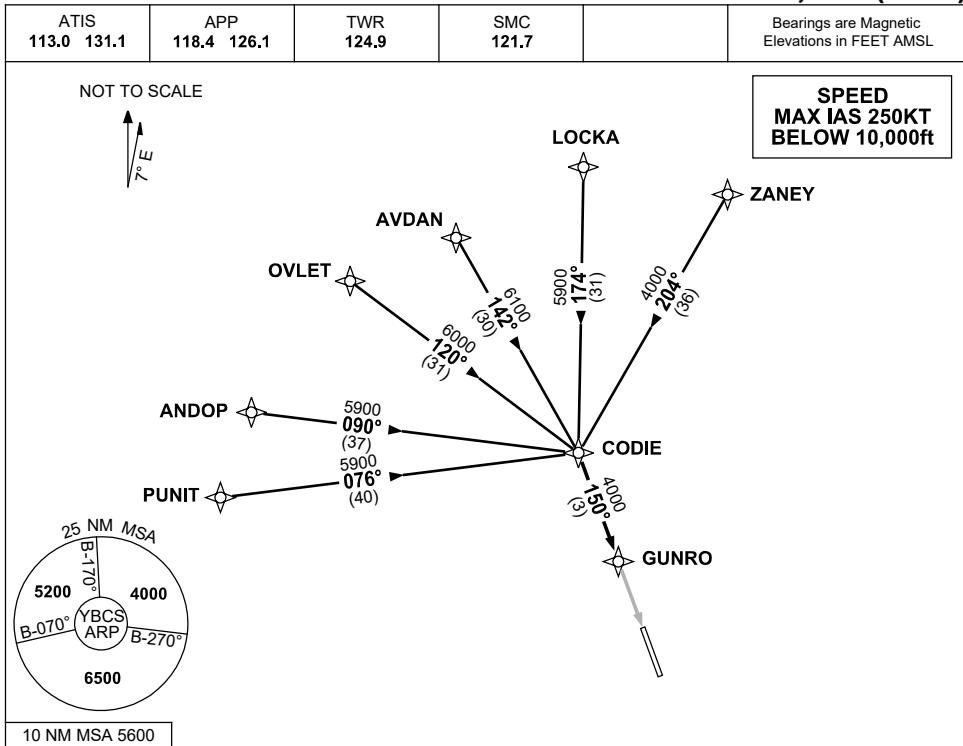
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: STAR VALIDITY INDICATOR

BCSSR09-178

30 NOV 2023

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

**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**

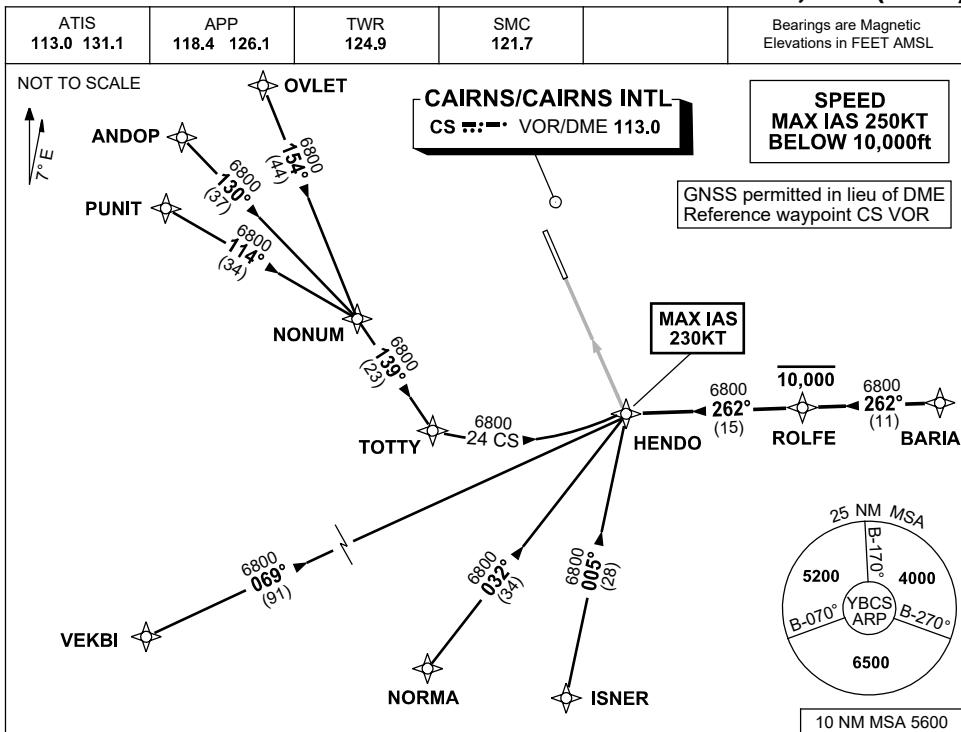
**RWY 15 X-RAY:** From CODIE track 150° to GUNRO thence via RNP X RWY 15 (AR)

**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.

30 NOV 2023

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

**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.

30 NOV 2023

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

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
<b>NOT TO SCALE</b>					
OVLET	AVDAN	LOCKA	ZANEY		<b>SPEED</b> <b>MAX IAS 250KT</b> <b>BELLOW 10,000ft</b>
<b>CAIRNS/CAIRNS INTL</b> <b>CS :--- VOR/DME 113.0</b>					
<b>TRANSITIONS:</b> <ul style="list-style-type: none"> <li><b>ZANEY:</b> From ZANEY track 172° to KEEWI</li> <li><b>LOCKA:</b> From LOCKA track 150° to PAVTA           <ul style="list-style-type: none"> <li>Track 150° to KEEWI</li> </ul> </li> <li><b>AVDAN:</b> From AVDAN track 132° to DORKO           <ul style="list-style-type: none"> <li>Track 132° to KASPI</li> <li>Track 130° to KEEWI</li> </ul> </li> <li><b>OVLET:</b> From OVLET track 116° to IGMOL           <ul style="list-style-type: none"> <li>Track 115° to KASPI</li> <li>Track 130° to KEEWI</li> </ul> </li> </ul>					
<b>FOLLOW ARRIVAL INSTRUCTIONS</b>					
<b>ARRIVAL:</b> <b>RWY 33 X-RAY:</b>	<b>KEEWI THREE</b> <b>Cross KEEWI AT or ABV 7000ft</b> <ul style="list-style-type: none"> <li>From KEEWI track 157° to LAVUP, thence via RNP X RWY 33 (AR) <b>MAX IAS 230KT</b> from LAVUP</li> </ul>				
<b>COMMUNICATIONS FAILURE: PROCEDURE IN IMC</b> <b>IF ABLE CTC CS ATC ON TEL: (07) 3866 3533</b> <ul style="list-style-type: none"> <li>Squawk 7600, comply with vertical navigation requirements, but not below MSA.</li> <li>Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.</li> </ul>					

Changes: WAYPOINT NAMES, VALIDITY NUMBER, Editorial.

BCSSR12-177

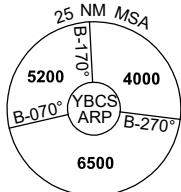
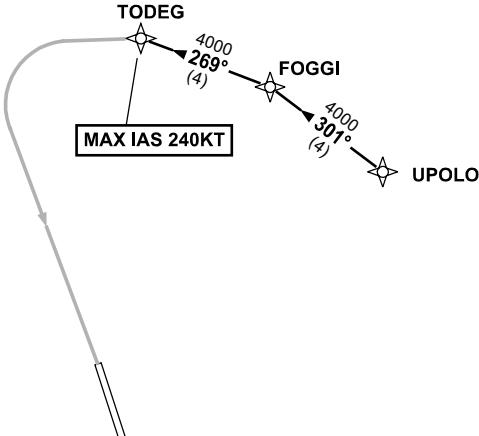
21 MAR 2024

STANDARD INSTRUMENT ARRIVAL (STAR)  
UPOLO NINE X-RAY ARRIVAL (RNAV)  
CAIRNS/CAIRNS INTL, QLD (YBCS)

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**

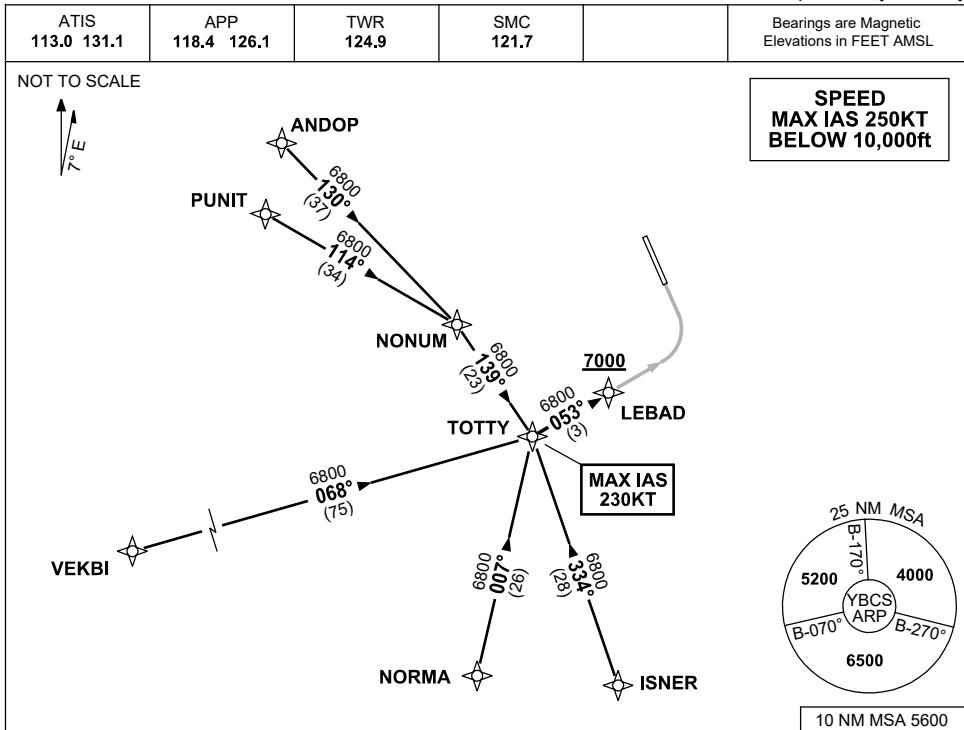
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: STAR VALIDITY INDICATOR, Editorial.

BCSSR14-178

30 NOV 2023

**STANDARD INSTRUMENT ARRIVAL (STAR)  
TOTTY FIVE WHISKEY ARRIVAL (RNAV)  
CAIRNS/CAIRNS INTL, QLD (YBCS)**

**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

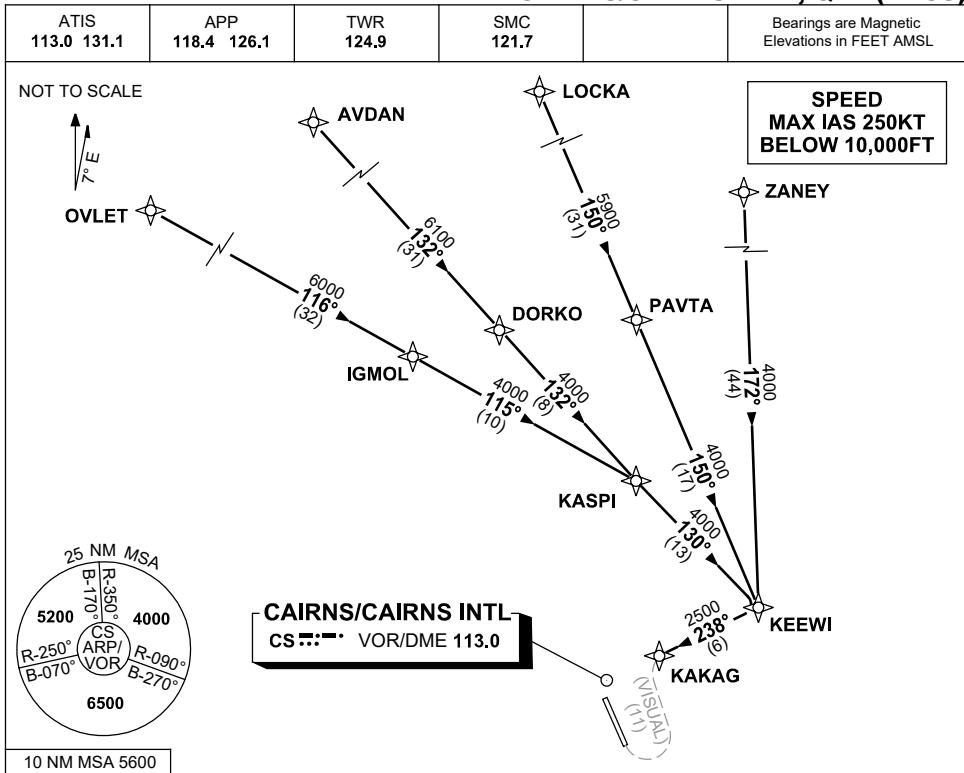
**FOLLOW ARRIVAL INSTRUCTIONS****ARRIVAL:** TOTTY FIVE

**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.

30 NOV 2023

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

30 NOV 2023

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

ATIS 113.0 131.1	APP 118.4 126.1	TWR 124.9	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL					
NOT TO SCALE										
<b>SPEED</b> <b>MAX IAS 250KT</b> <b>BELOW 10,000ft</b>										
<b>CAIRNS/CAIRNS INTL</b> <b>CS VOR/DME 113.0</b>										
<b>MAX IAS</b> <b>230KT</b>										
10 NM MSA 5600										
<b>TRANSITIONS:</b>										
<b>ZANEY:</b>	• From ZANEY track 172° to KEEWI									
<b>LOCKA:</b>	• From LOCKA track 150° to PAVTA • Track 150° to KEEWI									
<b>AVDAN:</b>	• From AVDAN track 132° to DORKO • Track 132° to KASPI • Track 130° to KEEWI									
<b>FOLLOW ARRIVAL INSTRUCTIONS</b>										
<b>ARRIVAL:</b>	<b>KEEWI THREE</b>									
<b>RWY 33 YANKEE:</b>	<b>Cross KEEWI AT or ABV 7000ft</b> • From KEEWI track 147° to LOTVA, thence via RNP Y RWY 33 (AR) <b>Cross LOTVA AT or ABV 6800ft</b> MAX IAS 230KT from LOTVA									
<b>COMMUNICATIONS FAILURE: PROCEDURE IN IMC</b> <b>IF ABLE CTC CS ATC ON TEL: (07) 3866 3533</b>										
<ul style="list-style-type: none"> <li>Squawk 7600, comply with vertical navigation requirements, but not below MSA.</li> <li>Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.</li> </ul>										

Changes: WAYPOINT NAMES, VALIDITY NUMBER, Editorial.

BCSSR17-177