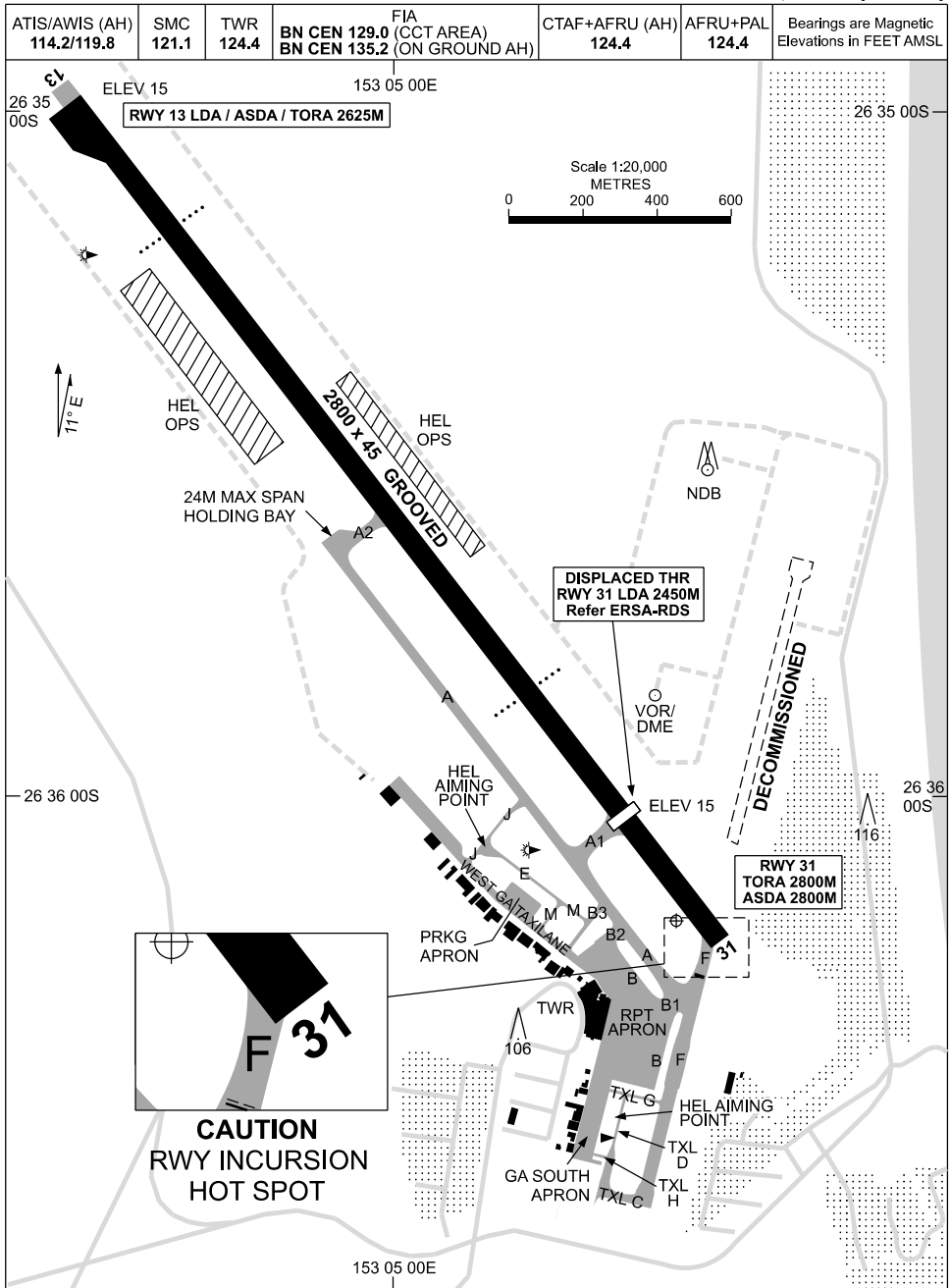




Changes: FROM SUP H29/26.

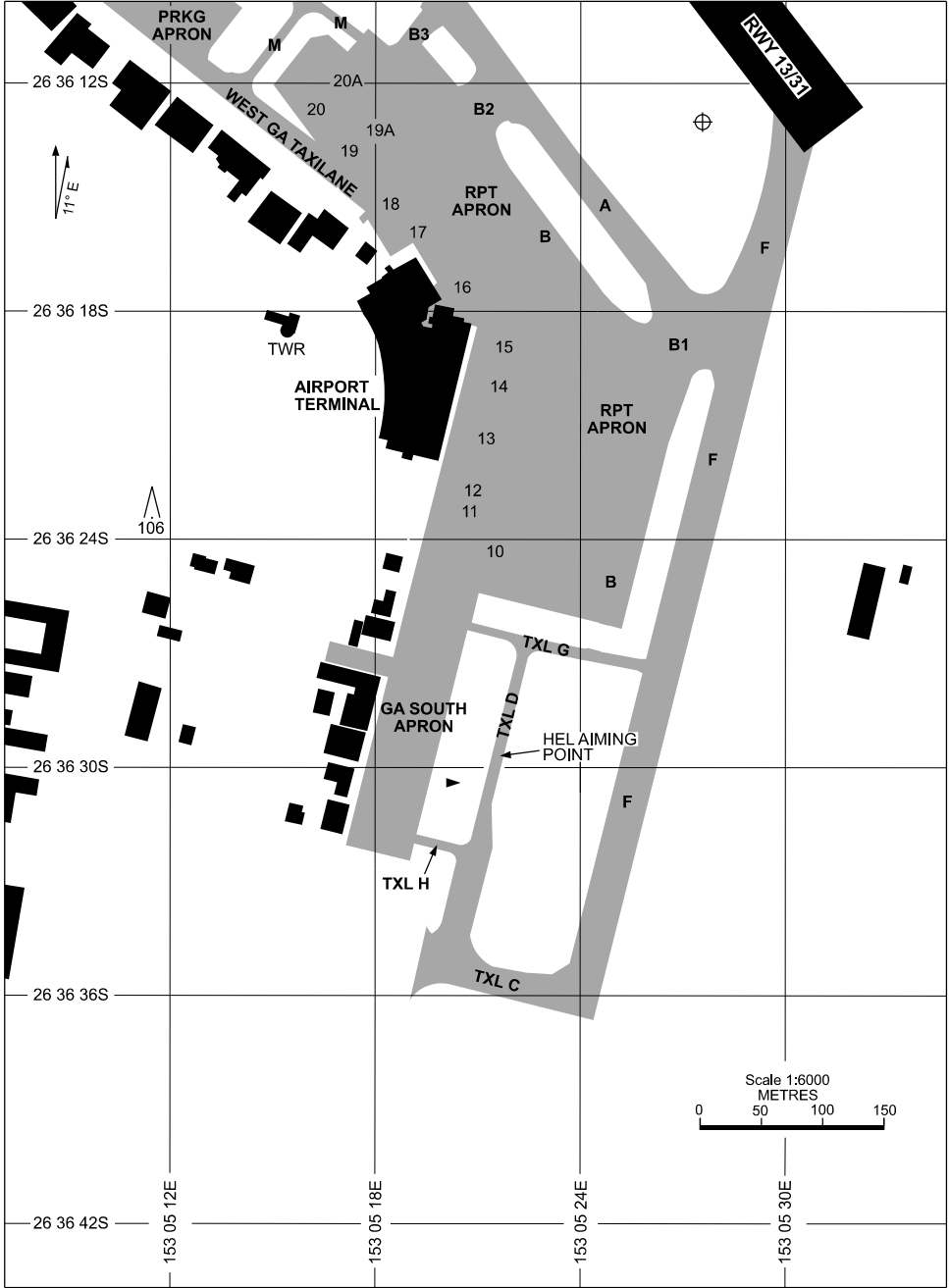
BSUAD01-187

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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RWY	AERODROME LIGHTING
	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.
	RL : AFRU+PAL 124.4 , SDBY (15 SEC)
13 ¹³²	PAPI 3.0° 67FT RTIL MIRL
312 31	PAPI 3.0° 67FT RTIL MIRL

NOTES



09 JUL 2026

SUNSHINE COAST, QLD (YBSU)

PARKING POSITION INFORMATION						
STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
10	26 36 24.33S	153 05 21.49E	13	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	14	A321/B738	NIL	A-VDGS
17	26 36 16.19S	153 05 19.49E	13	A321/B738	NIL	A-VDGS
18	26 36 15.15S	153 05 18.41E	12	A321/B738	NIL	A-VDGS
19	26 36 13.79S	153 05 17.24E	12	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 16.28E	12	A321/B738	NIL	NIL
20A	26 36 12.26S	153 05 16.76E	12	GLEX/GLF6	NIL	NIL

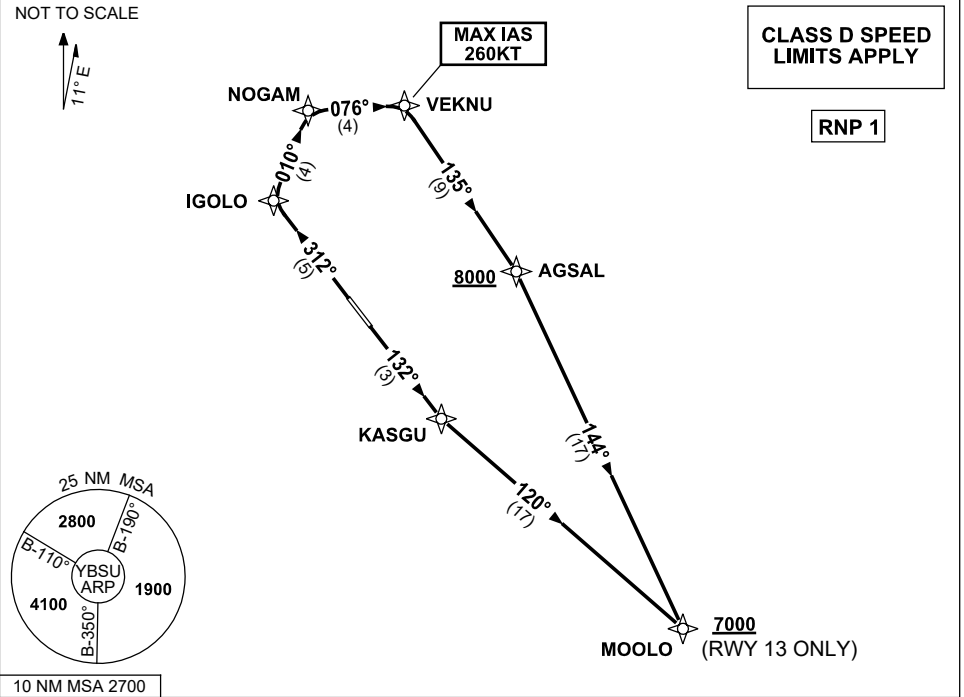
Changes: FROM SUP H29/26.



STANDARD INSTRUMENT DEPARTURES (SID)
MOOLO TWO DEPARTURE (RNAV)
SUNSHINE COAST, QLD (YBSU)

28 NOV 2024

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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MOOLO TWO DEPARTURE

RWY 13

- GRAD 3.3% (4.7% TO 2500ft)
- Track 132° to KASGU
- Turn LEFT, track 120° to MOOLO
Cross MOOLO AT or ABV 7000ft
(RQ GRAD TO MOOLO: 5.8%)

RWY 31

- GRAD 5% to 300ft, then 3.3%
- Track 312° to IGOLO
- Turn RIGHT, track 076° to VEKNU
- Turn RIGHT, track 135° to AGSAL
Cross AGSAL AT or ABV 8000ft
(RQ GRAD TO AGSAL: 6%)
- Turn RIGHT, track 144° to MOOLO

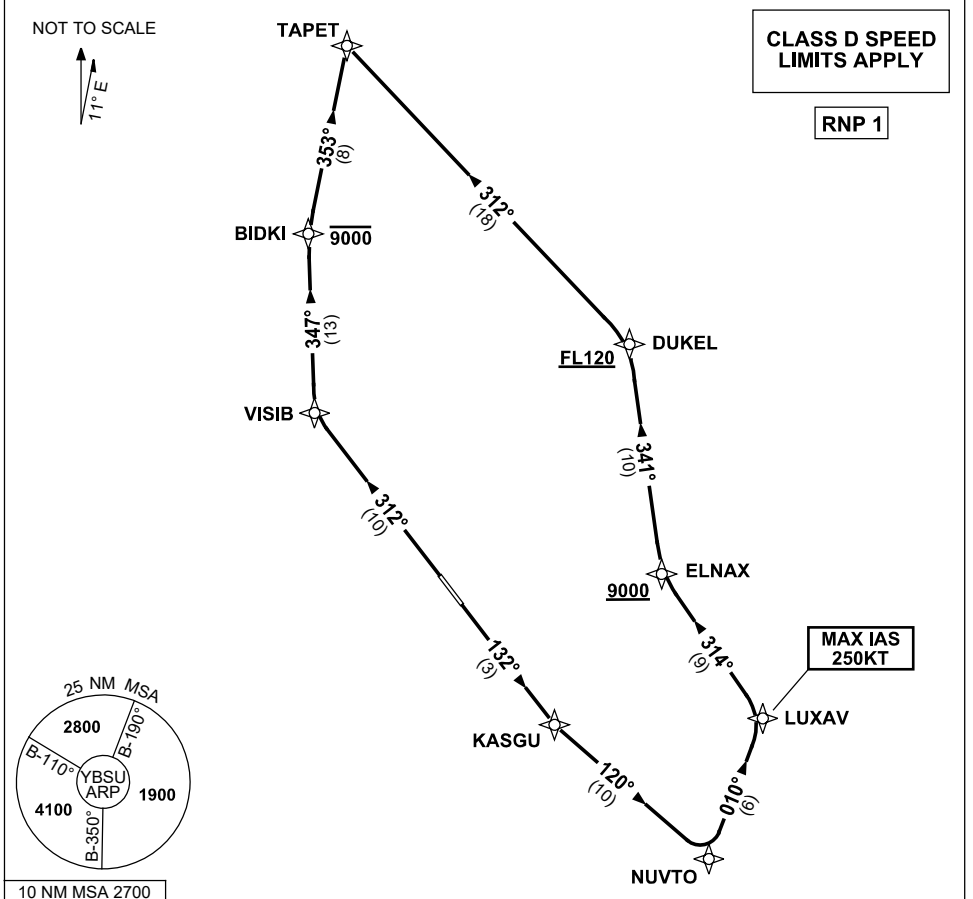
Changes: ALT RESTRICTION AT MOOLO.

BSUDP01-181

STANDARD INSTRUMENT DEPARTURES (SID)
TAPET ONE DEPARTURE (RNAV)
SUNSHINE COAST, QLD (YBSU)

24 MAR 2022

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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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 DUKEFL
- Cross DUKEFL AT or ABV FL120**
- Turn LEFT, track 312° to TAPET

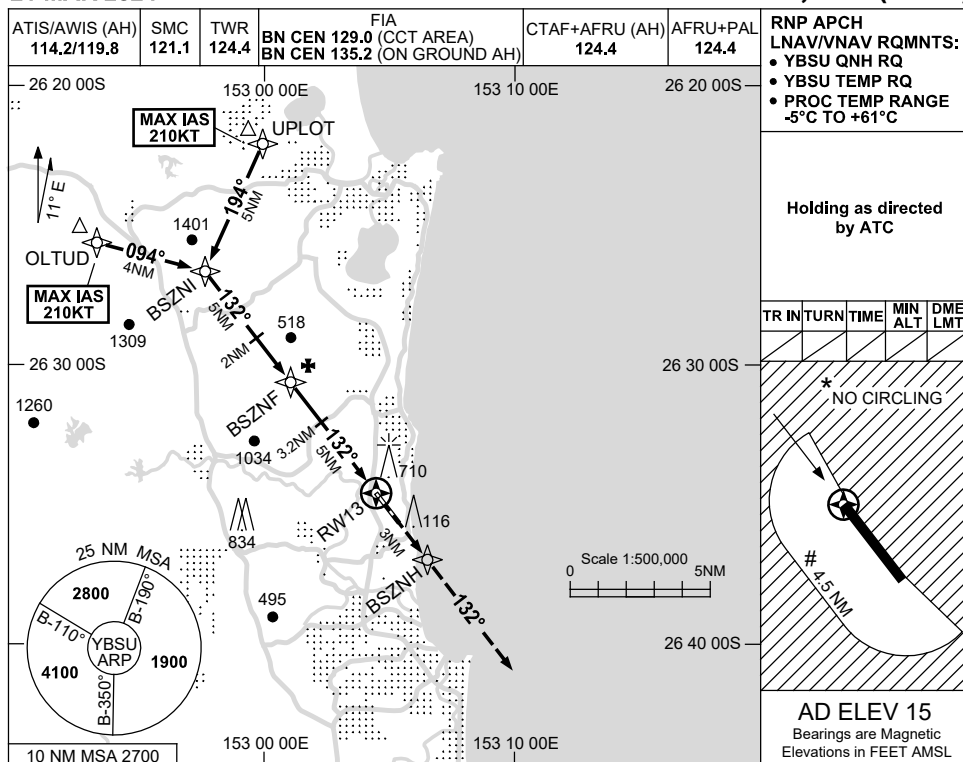
RWY 31

- 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

Changes: Editorial.

BSUDP02-170

RNP Z RWY 13

SUNSHINE COAST, QLD (YBSU)

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	

MISSED APPROACH:
 TRACK DCT TO BSZNH,
 THEN TRACK 132°
 CLIMB TO 2000ft OR
 AS DIRECTED BY ATC.

OLTUD (14NM)
 UPLOT (15NM)

4100
 3250
 2290
 1660
 1080
 700
 600
 420

3°
 132°
 132°
 132°

3000
 2100
 1400
 910

IAF
 IF BSZNI
 FAF BSZNF
 MAPt RW13
 MAHF BSZNH

NM TO RW13

TCH 50FT
 THR 13 ELEV 15

CATEGORY	A	B	C	D
LNAV/VNAV		420	(405-2.3)	
LNAV		600	(585-3.3)	
CIRCLING *	680	(665-2.4)	1160	(1145-4.0) 1260 (1245-5.0)
ALTERNATE		(1165-4.4)	(1645-6.0)	(1745-7.0)

NOTES

1. MAX IAS:
INITIAL : 210KT.
CIRCLING: 190KT.
- * 2. NO CIRCLING E OF
RWY 13/31 AND W
BEYOND 4.5NM.

BSUGN05-178

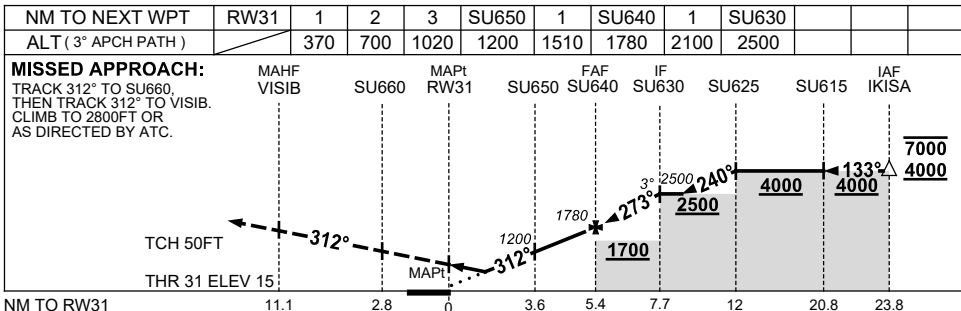
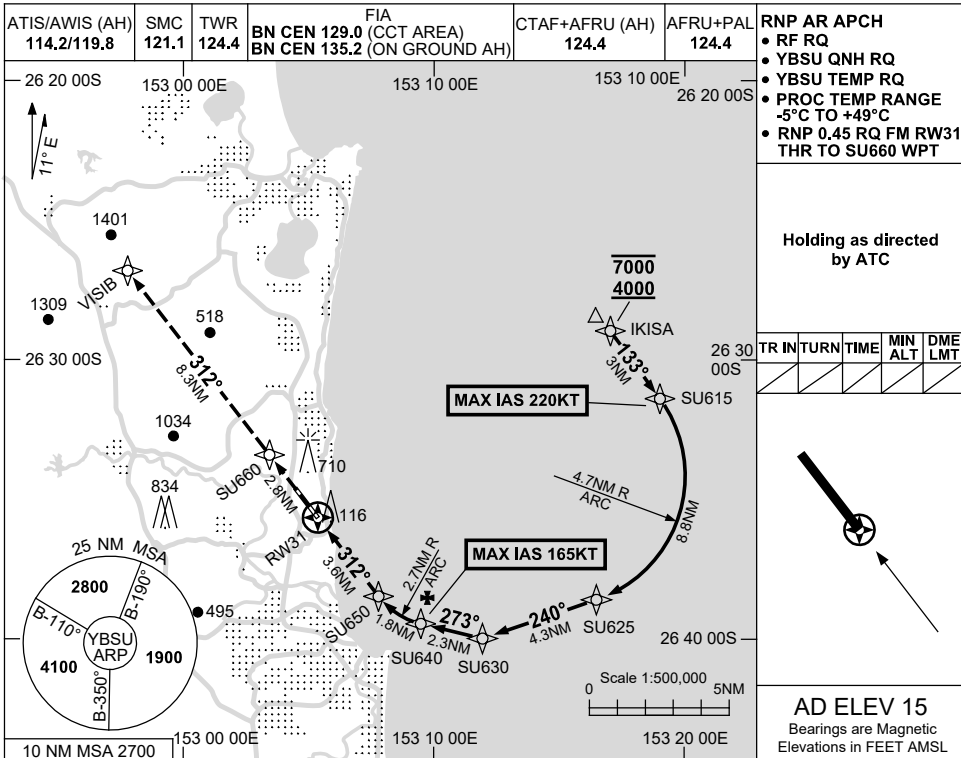
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 31 (AR)

SUNSHINE COAST, QLD (YBSU)

21 MAR 2024



NOTES

- MAX IAS:
SU615 : 220KT.
SU640 : 165KT.

CATEGORY	A	B	C	D
RNP (0.3)	370 (355-2.0)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1065-4.4)		(1545-6.0)	(1645-7.0)

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN06-178

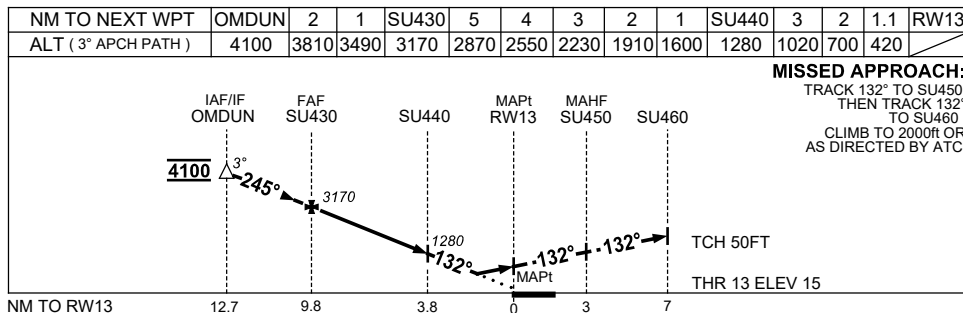
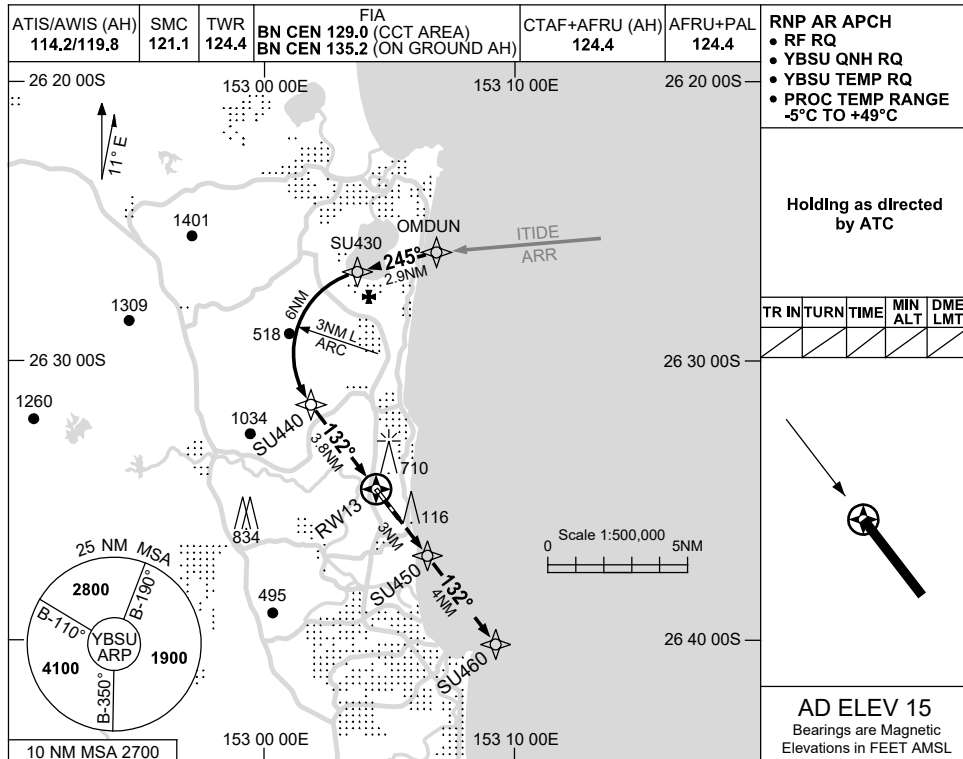
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 13 (AR)

21 MAR 2024

SUNSHINE COAST, QLD (YBSU)



NOTES

CATEGORY	A	B	C	D
RNP (0.3)	420 (405-2.3)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1065-4.4)		(1545-6.0)	(1645-7.0)

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN07-178

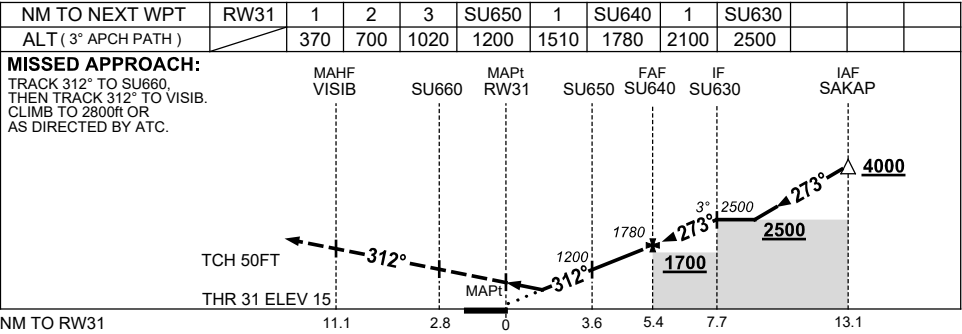
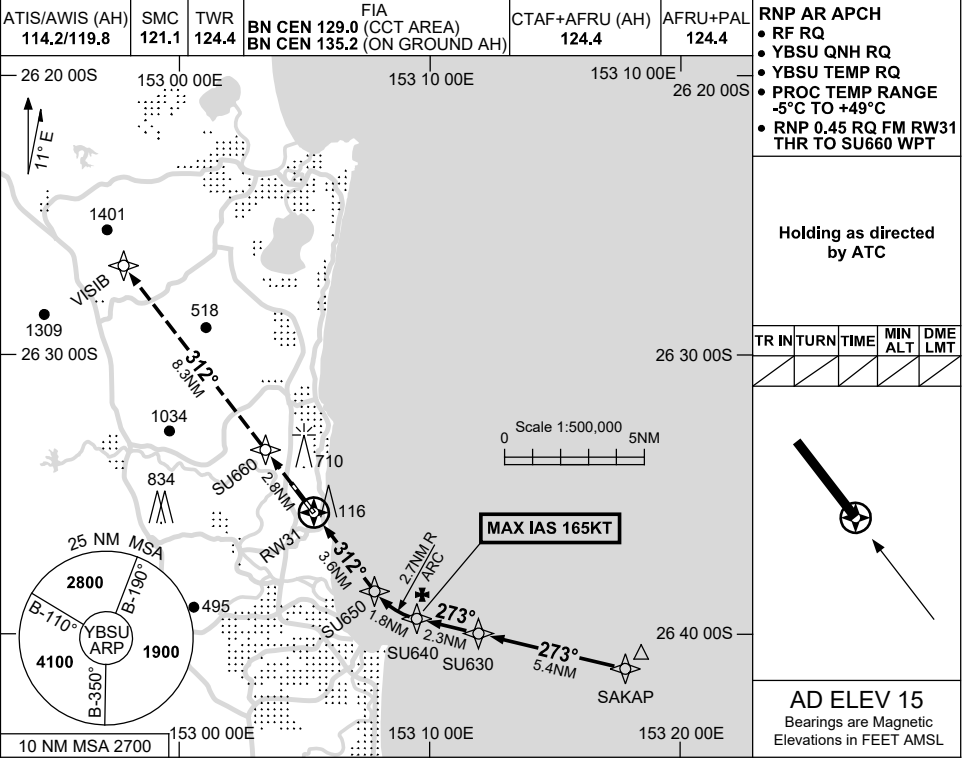
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 31 (AR)

SUNSHINE COAST, QLD (YBSU)

21 MAR 2024



NOTES

1. MAX IAS:
SU640 : 165KT.

CATEGORY	A	B	C	D
RNP (0.3)	370 (355-2.0)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1065-4.4)		(1545-6.0)	(1645-7.0)

Changes: PJE SYMBOLS REMOVED, Editorial.

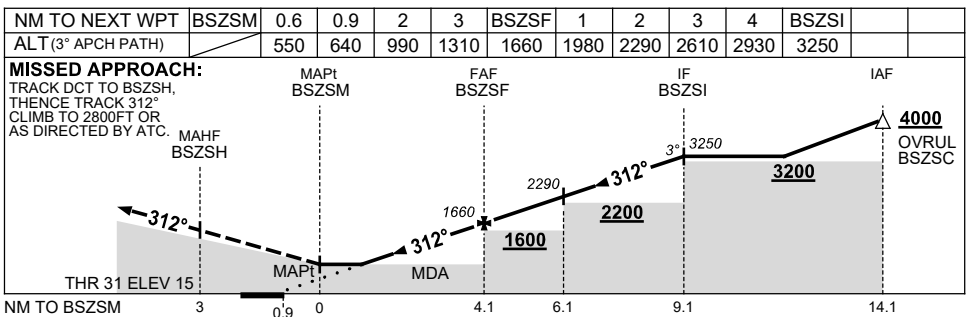
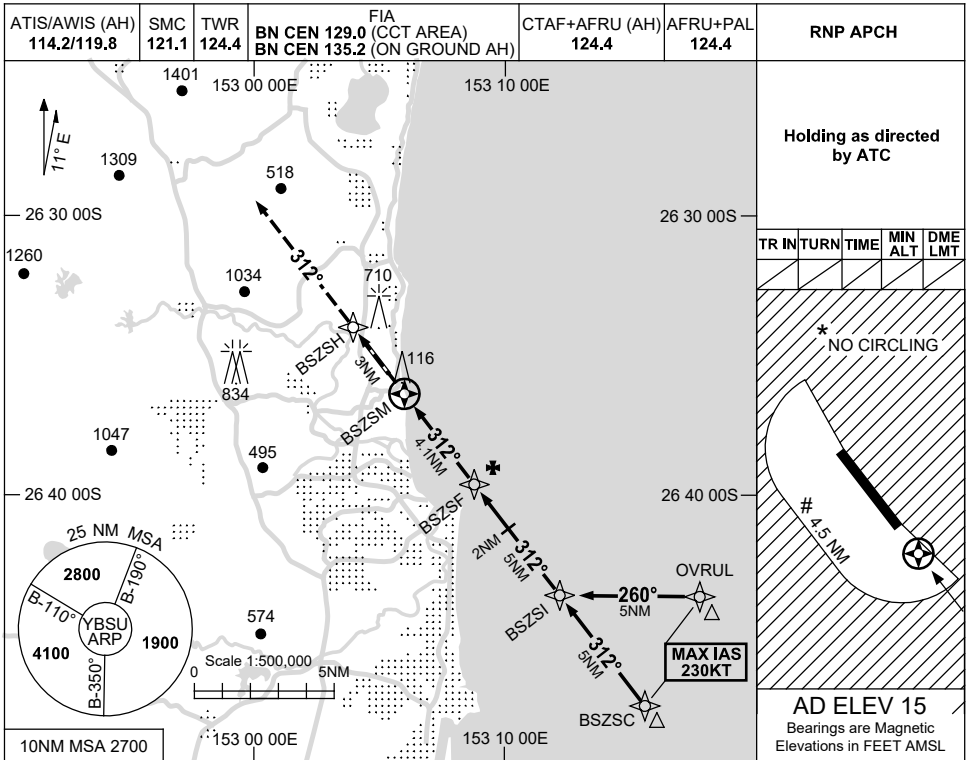
BSUGN08-178

USE QNH

RNP Z RWY 31

21 MAR 2024

SUNSHINE COAST, QLD (YBSU)



NOTES

CATEGORY	A	B	C	D
LNAV (3.5% MAP)	550 (535-3.0)			
LNAV (2.5% MAP)	640 (625-3.6)			
CIRCLING *	680 (665-2.4)		1160 (1145-4.0)	1260 (1245-5.0)
ALTERNATE	(1165-4.4)		(1645-6.0)	(1745-7.0)

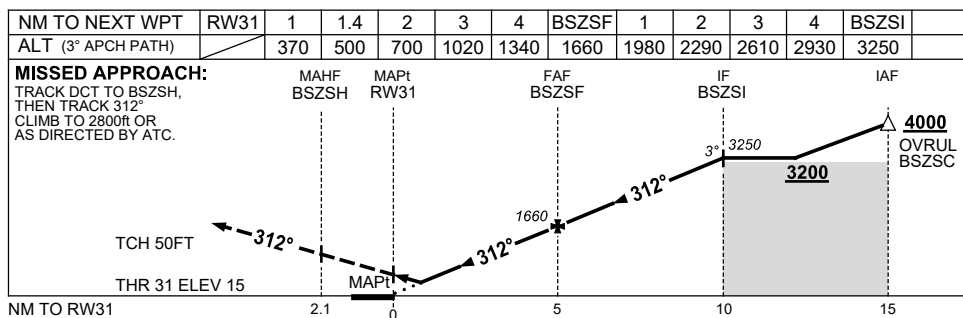
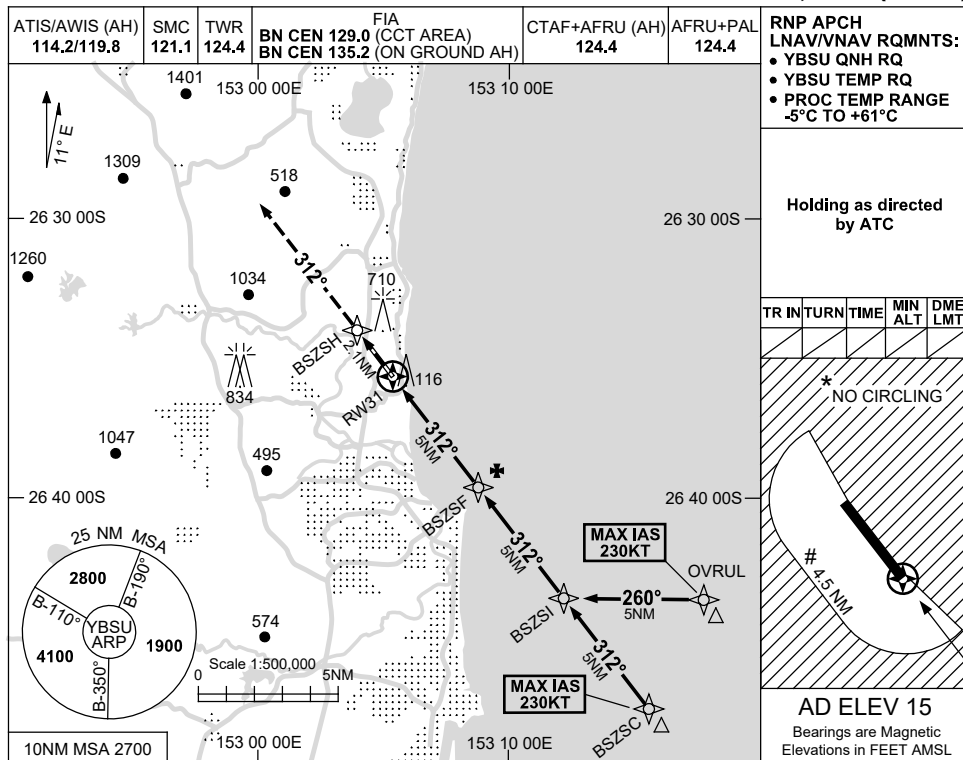
- MAX IAS:
INITIAL : 230KT.
CIRCLING: 190KT.
- * NO CIRCLING E OF RWY 13/31 AND W BEYOND 4.5NM.

Changes: PJE SYMBOLS REMOVED, Editorial.

BSUGN09-178

USE QNH RNP Y RWY 31 (LNAV/VNAV ONLY)
SUNSHINE COAST, QLD (YBSU)

21 MAR 2024



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV (4.2% MAP)	370 (355-2.0)			
LNAV/VNAV (2.5% MAP)	500 (485-2.7)			
CIRCLING *	680 (665-2.4)	1160 (1145-4.0)	1260 (1245-5.0)	
ALTERNATE	(1165-4.4)	(1645-6.0)	(1745-7.0)	

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.

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/ERSA

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.

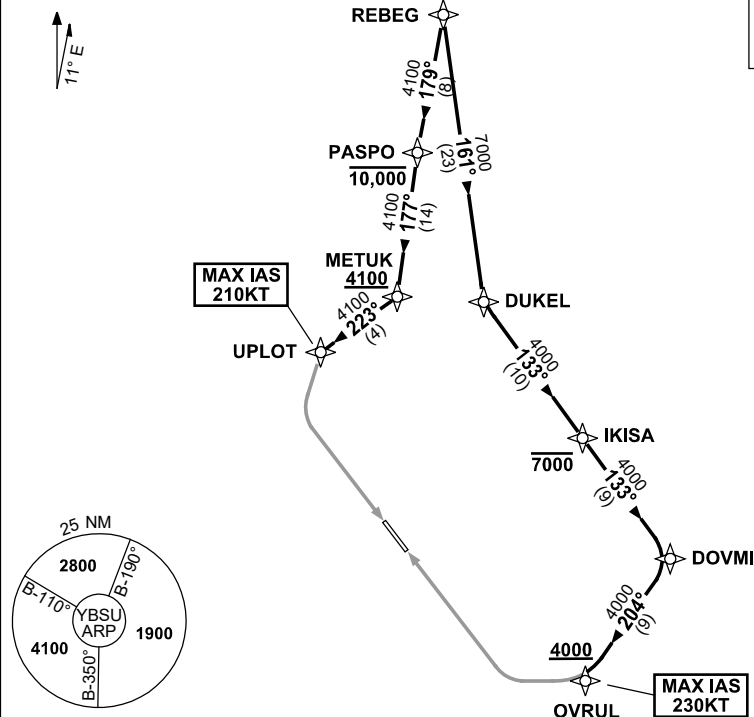
4.3 All departing Jet Aircraft to comply with 7 percent climb gradient to 6000FT, except if SID cancelled by ATC at pilot request due weather.

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

16 JUN 2022

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 2700

ARRIVAL: REBEG TWO ZULU

RWY 13:

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

RWY 31:

- From REBEG track 161° to DUKE
- 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.

BSUSR01-171

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

16 JUN 2022

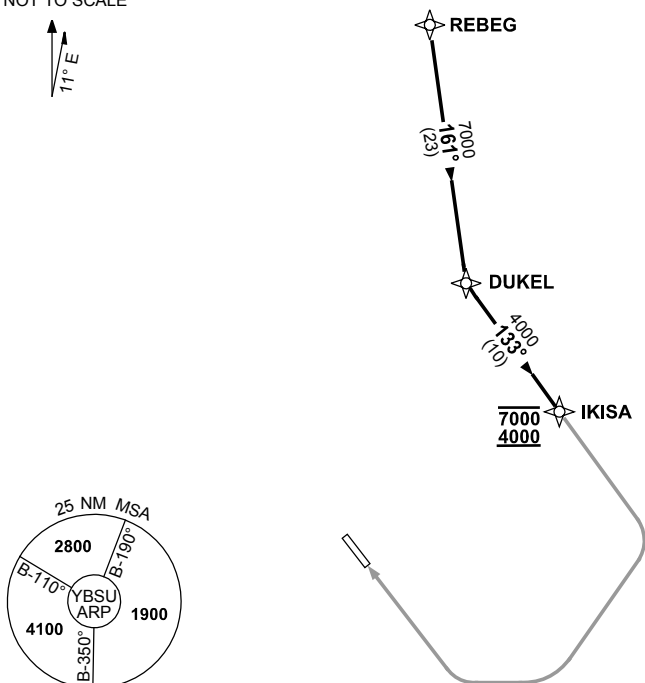
ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**CLASS D SPEED
LIMITS APPLY**

RNP 1



10 NM MSA 2700

ARRIVAL: REBEG TWO X-RAY

RWY 31:

- From REBEG track 161° to DUKELE
- 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.

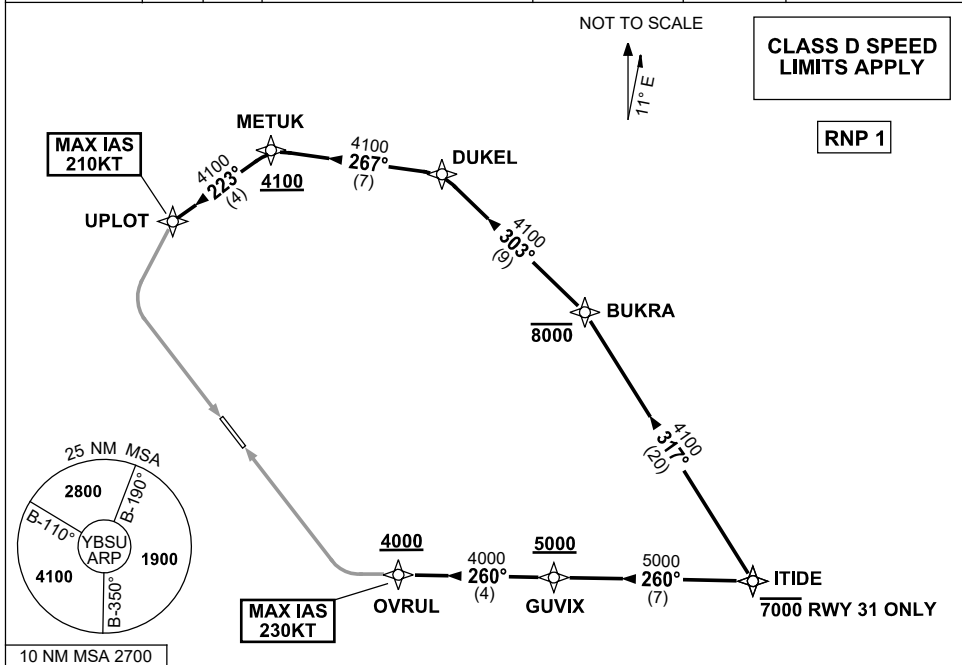
Changes: PROC NUMBER.

BSUSR02-171

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

8 SEP 2022

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: ITIDE TWO ZULU

RWY 13:

- From ITIDE, track 317° to BUKRA
Cross BUKRA AT or BLW 8000ft
- Turn LEFT, track 303° to DUKE
- Turn LEFT, track 267° to METUK
Cross METUK AT or ABV 4100ft
- Turn LEFT, track 223° to UPLOD
MAX IAS 210KT AT UPLOD
- 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
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 ERSB EMERG Section 1.5.

Changes: Editorial.

BSUSR03-172

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

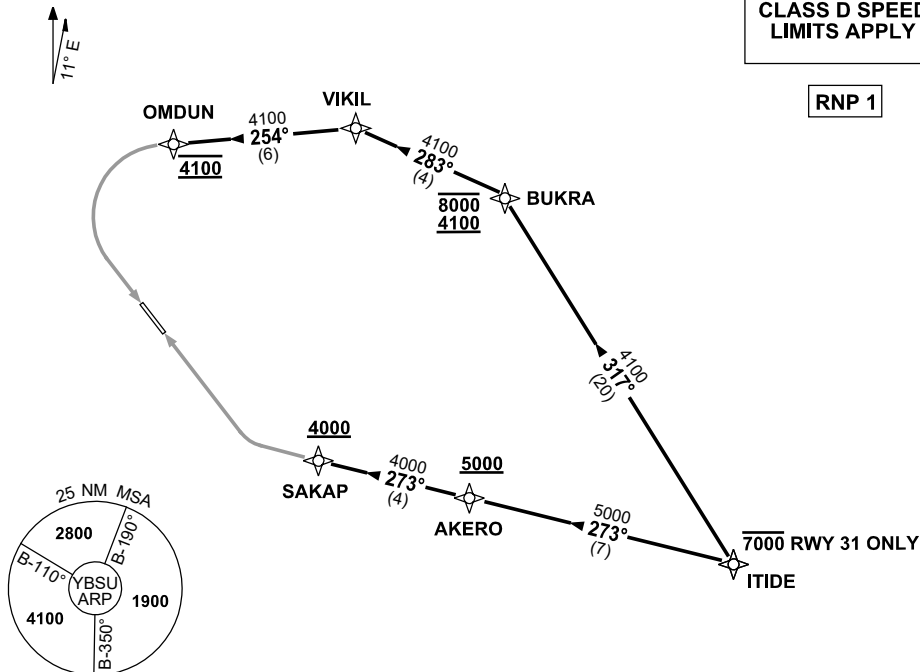
8 SEP 2022

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

CLASS D SPEED
LIMITS APPLY

RNP 1



ARRIVAL: ITIDE TWO WHISKEY

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
Cross 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.

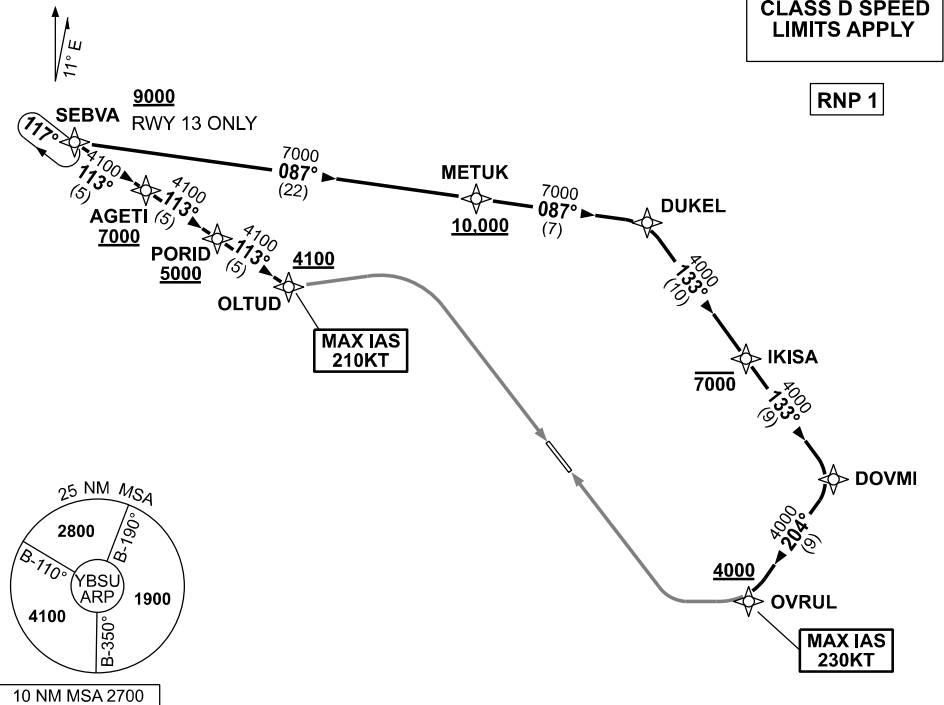
BSUSR04-172

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

19 MAR 2026

ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	FIA (CCT AREA)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: SEBVA TWO ZULU

RWY 13:

- **Cross** SEBVA AT or ABV 9000ft
- From SEBVA track 113° to AGETI
- **Cross** AGETI AT or ABV 7000ft
- Track 113° to PORID
- **Cross** PORID AT or ABV 5000ft
- 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: AGETI and PORID WPTS.

BSUSR05-186

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

19 MAR 2026

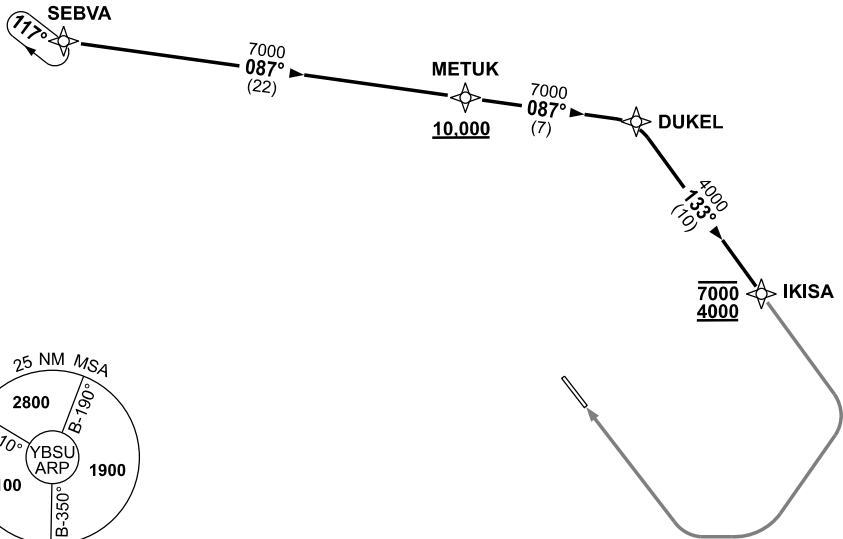
ATIS/AWIS (AH) 114.2/119.8	SMC 121.1	TWR 124.4	FIA BN CEN 129.0 (CCT AREA) BN CEN 135.2 (ON GROUND AH)	CTAF+AFRU (AH) 124.4	AFRU+PAL 124.4	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



CLASS D SPEED
LIMITS APPLY

RNP 1



10 NM MSA 2700

ARRIVAL: SEBVA TWO 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
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.

Changes: VALIDITY NR, Editorial.

BSUSR06-186