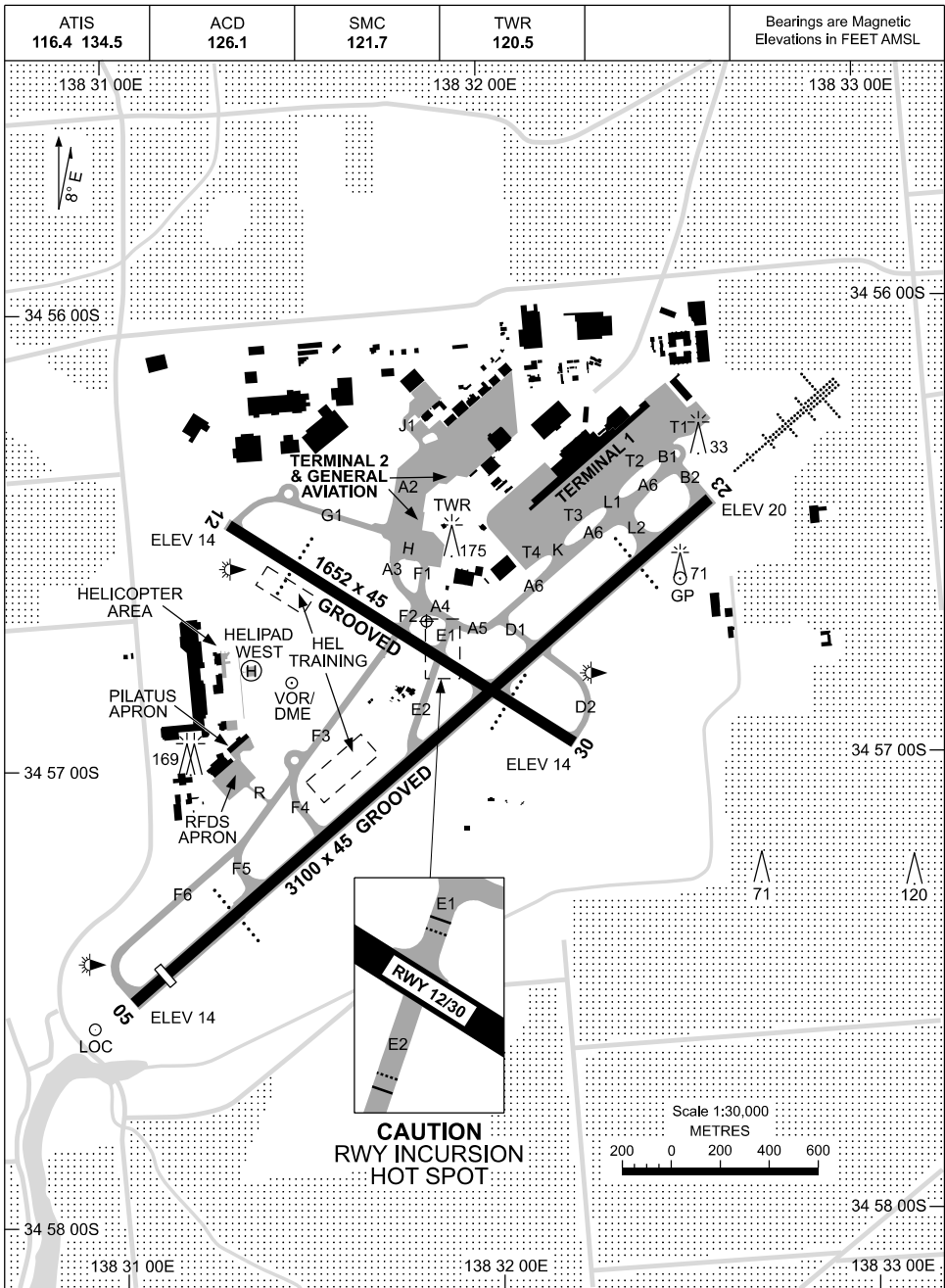




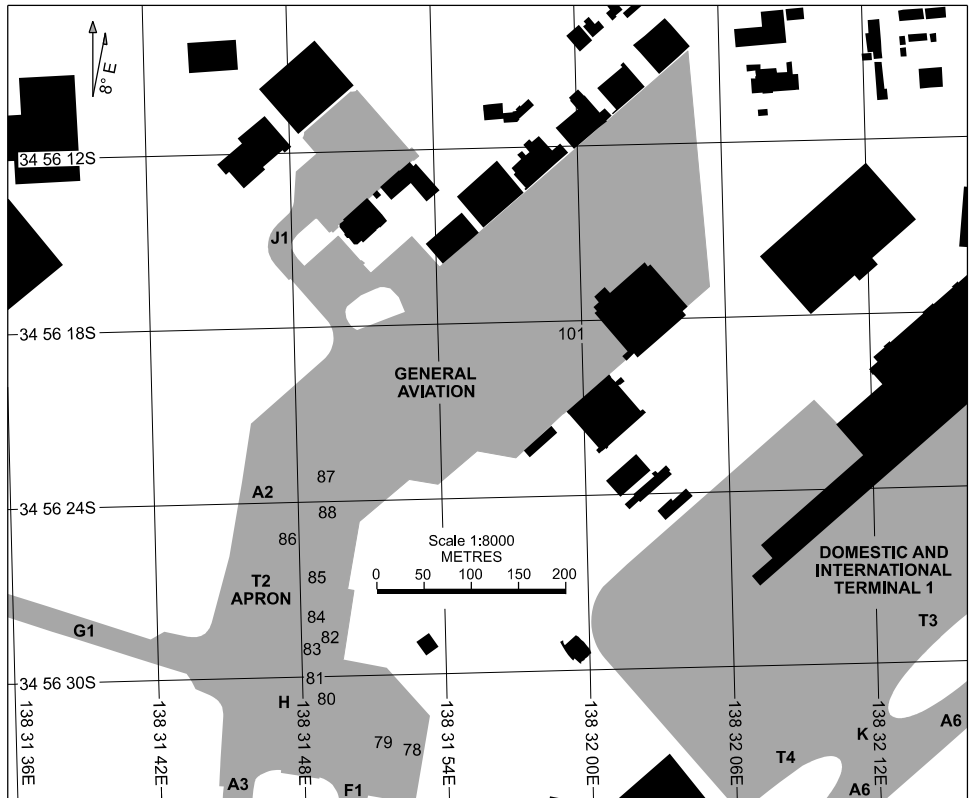
19 MAR 2026

AD ELEV 20  
34 56 42S 138 31 50E

AERODROME CHART - Page 2  
**ADELAIDE, SA (YPAD)**

|                                                                                              |                                                                                                       |              |              |                                                  |
|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5                                                                          | ACD<br>126.1                                                                                          | SMC<br>121.7 | TWR<br>120.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|                                                                                              |                                                                                                       |              |              |                                                  |
| RWY                                                                                          | AERODROME LIGHTING                                                                                    |              |              |                                                  |
|                                                                                              | TAXIWAY : GREEN CENTRELINE, RUNWAY GUARD LGT<br>RL : MAN, SDBY (DURING LVP 1 SEC, OTHER TIMES 15 SEC) |              |              |                                                  |
| 05 042<br>222 23                                                                             | PAPI 3.0° 61FT HIRL MIRL<br>PAPI 3.0° 59FT HIRL MIRL HIAL - CAT 1                                     |              |              |                                                  |
| 12 115<br>295 30                                                                             | PAPI 3.0° 51FT MIRL<br>PAPI 3.0° 51FT MIRL                                                            |              |              |                                                  |
| NOTES<br><br>1. RWY 23 HIAL NON-STANDARD 4 BAR SYSTEM.<br>2. HIAL CAT-I ALIGNED WITH ILS GP. |                                                                                                       |              |              |                                                  |

09 JUL 2026

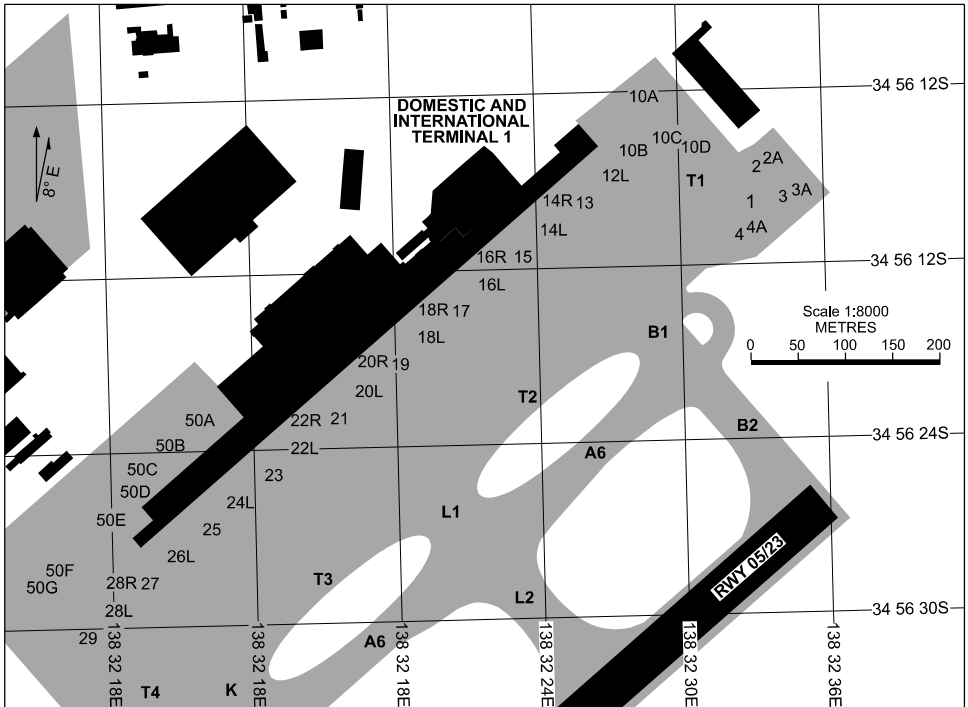


## PARKING POSITION INFORMATION

| STAND | CO-ORDINATES               | ELEV (ft) | CAPACITY          | HYDRANT FUEL | DOCKING SYSTEM |
|-------|----------------------------|-----------|-------------------|--------------|----------------|
| 78    | 34 56 32.58S 138 31 52.48E | 17        | A321-B737 ALL     | NIL          | MARSHALLER     |
| 79    | 34 56 32.30S 138 31 51.28E | 17        | A321-B737 ALL     | NIL          | MARSHALLER     |
| 80    | 34 56 30.88S 138 31 49.07E | 15        | A321-B737 ALL     | NIL          | MARSHALLER     |
| 81    | 34 56 30.04S 138 31 48.46E | 15        | A320 ALL-B737 ALL | NIL          | MARSHALLER     |
| 82    | 34 56 28.65S 138 31 49.17E | 15        | A340-600-B777-300 | NIL          | MARSHALLER     |
| 83    | 34 56 29.04S 138 31 48.41E | 15        | A320 ALL-B737 ALL | NIL          | MARSHALLER     |
| 84    | 34 56 27.94S 138 31 48.62E | 15        | A320 ALL-B737 ALL | NIL          | MARSHALLER     |
| 85    | 34 56 26.58S 138 31 48.69E | 15        | A320 ALL-B737 ALL | NIL          | MARSHALLER     |
| 86    | 34 56 25.24S 138 31 47.50E | 15        | B463              | NIL          | MARSHALLER     |
| 87    | 34 56 23.13S 138 31 49.17E | 15        | B463              | NIL          | MARSHALLER     |
| 88    | 34 56 24.36S 138 31 49.19E | 15        | B463              | NIL          | MARSHALLER     |
| 101   | 34 56 18.43S 138 31 59.50E | 16        | A320 ALL-B737 ALL | NIL          | MARSHALLER     |

Changes: STAND 80 CAPACITY AMD, STAND 78, 79 ADDED, Editorial.

PADAP01-187

**03 SEP 2026****PARKING POSITION INFORMATION**

| STAND | CO-ORDINATES               | ELEV (ft) | CAPACITY  | HYDRANT FUEL | DOCKING SYSTEM |
|-------|----------------------------|-----------|-----------|--------------|----------------|
| 1     | 34 56 15.86S 138 32 32.96E | 20        | B747/B767 | NIL          | MARSHALLER     |
| 2     | 34 56 14.66S 138 32 33.22E | 20        | B737      | NIL          | MARSHALLER     |
| 2A    | 34 56 14.40S 138 32 33.56E | 20        | SF340B    | NIL          | MARSHALLER     |
| 3     | 34 56 15.71S 138 32 34.30E | 20        | B737      | NIL          | MARSHALLER     |
| 3A    | 34 56 15.49S 138 32 34.66E | 20        | SF340B    | NIL          | MARSHALLER     |
| 4     | 34 56 16.98S 138 32 32.45E | 20        | B737      | NIL          | MARSHALLER     |
| 4A    | 34 56 16.82S 138 32 32.69E | 20        | SF340B    | NIL          | MARSHALLER     |
| 10A   | 34 56 12.16S 138 32 28.60E | 20        | SF340     | NIL          | MARSHALLER     |
| 10B   | 34 56 14.01S 138 32 28.10E | 20        | SF340     | NIL          | MARSHALLER     |
| 10C   | 34 56 13.60S 138 32 29.52E | 20        | SF340     | NIL          | MARSHALLER     |
| 10D   | 34 56 13.96S 138 32 30.43E | 19        | SF340     | NIL          | MARSHALLER     |
| 12L   | 34 56 14.86S 138 32 27.34E | 19        | B737      | F35          | SAFEGATE       |
| 13    | 34 56 15.77S 138 32 26.02E | 19        | B737      | F35          | SAFEGATE       |
| 14L   | 34 56 16.67S 138 32 24.70E | 19        | B737      | F35          | SAFEGATE       |
| 14R   | 34 56 15.65S 138 32 24.83E | 20        | B747      | F35          | SAFEGATE       |
| 15    | 34 56 17.57S 138 32 23.39E | 19        | B737      | F35          | SAFEGATE       |
| 16L   | 34 56 18.50S 138 32 22.07E | 19        | B737      | F35          | SAFEGATE       |
| 16R   | 34 56 17.55S 138 32 22.08E | 20        | B747/B767 | F35          | SAFEGATE       |
| 17    | 34 56 19.38S 138 32 20.76E | 19        | B737      | F35          | MARSHALLER     |
| 18L   | 34 56 20.25S 138 32 19.49E | 19        | B737      | F35          | SAFEGATE       |
| 18R   | 34 56 19.31S 138 32 19.61E | 20        | B747/B767 | F35          | SAFEGATE       |
| 19    | 34 56 21.16S 138 32 18.17E | 19        | B737      | F35          | SAFEGATE       |
| 20L   | 34 56 22.06S 138 32 16.85E | 19        | B737      | F35          | SAFEGATE       |
| 20R   | 34 56 21.04S 138 32 17.05E | 20        | B747/B767 | F35          | SAFEGATE       |
| 21    | 34 56 22.97S 138 32 15.54E | 19        | B737      | F35          | SAFEGATE       |
| 22L   | 34 56 23.96S 138 32 14.10E | 19        | B737      | F35          | SAFEGATE       |
| 22R   | 34 56 23.07S 138 32 14.10E | 20        | B747/B767 | F35          | SAFEGATE       |
| 23    | 34 56 24.86S 138 32 12.79E | 19        | B737      | F35          | SAFEGATE       |
| 24L   | 34 56 25.77S 138 32 11.47E | 19        | B737      | F35          | SAFEGATE       |
| 25    | 34 56 26.67S 138 32 10.15E | 19        | B737      | F35          | SAFEGATE       |
| 26L   | 34 56 27.57S 138 32 08.84E | 19        | B737      | F35          | SAFEGATE       |
| 27    | 34 56 28.48S 138 32 07.52E | 19        | B737      | F35          | NIG-APIS++     |
| 28L   | 34 56 29.39S 138 32 06.19E | 19        | B737      | F35          | NIG-APIS++     |
| 28R   | 34 56 28.43S 138 32 06.34E | 20        | B747/B767 | F35          | NIG-APIS++     |
| 29    | 34 56 30.30S 138 32 04.87E | 19        | B737      | F35          | NIG-APIS++     |

Changes: STAND 14R ADDED, 22R COORD AMD.

PADAP02-188

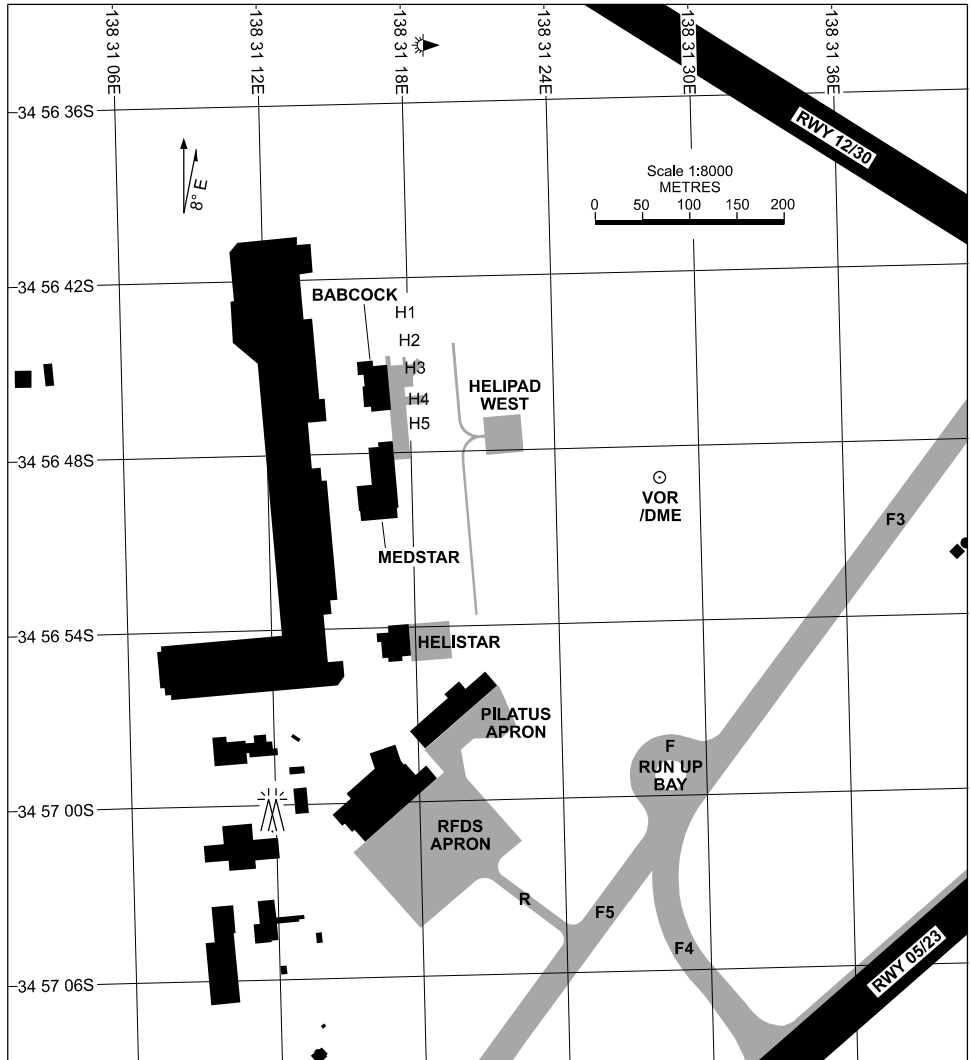
09 JUL 2026

**ADELAIDE, SA (YPAD)**

| PARKING POSITION INFORMATION |              |               |           |          |              |                |
|------------------------------|--------------|---------------|-----------|----------|--------------|----------------|
| STAND                        | CO-ORDINATES |               | ELEV (ft) | CAPACITY | HYDRANT FUEL | DOCKING SYSTEM |
| 50A                          | 34 56 22.91S | 138 32 09.77E | 18        | SF340    | NIL          | MARSHALLER     |
| 50B                          | 34 56 23.75S | 138 32 08.50E | 18        | SF340    | NIL          | MARSHALLER     |
| 50C                          | 34 56 24.55S | 138 32 07.31E | 18        | SF340    | NIL          | MARSHALLER     |
| 50D                          | 34 56 25.33S | 138 32 07.22E | 18        | DH8D     | NIL          | MARSHALLER     |
| 50E                          | 34 56 26.26S | 138 32 05.95E | 18        | DH8D     | NIL          | MARSHALLER     |
| 50F                          | 34 56 27.95S | 138 32 03.77E | 18        | E190     | NIL          | MARSHALLER     |
| 50G                          | 34 56 28.52S | 138 32 03.00E | 18        | E190     | NIL          | MARSHALLER     |

APRON CHART - HELIPAD WEST APRON  
ADELAIDE, SA (YPAD)

09 JUL 2026



PARKING POSITION INFORMATION

| STAND | CO-ORDINATES               | ELEV (ft) | CAPACITY | HYDRANT FUEL | DOCKING SYSTEM |
|-------|----------------------------|-----------|----------|--------------|----------------|
| H1    | 34 56 43.18S 138 31 17.86E | 11        | 17D-7.0t | N/A          | NIL            |
| H2    | 34 56 44.14S 138 31 17.99E | 11        | 13D-7.0t | N/A          | NIL            |
| H3    | 34 56 45.09S 138 31 18.20E | 9         | 17D-7.0t | N/A          | NIL            |
| H4    | 34 56 46.17S 138 31 18.33E | 9         | 13D-7.0t | N/A          | NIL            |
| H5    | 34 56 47.00S 138 31 18.32E | 9         | 17D-7.0t | N/A          | NIL            |

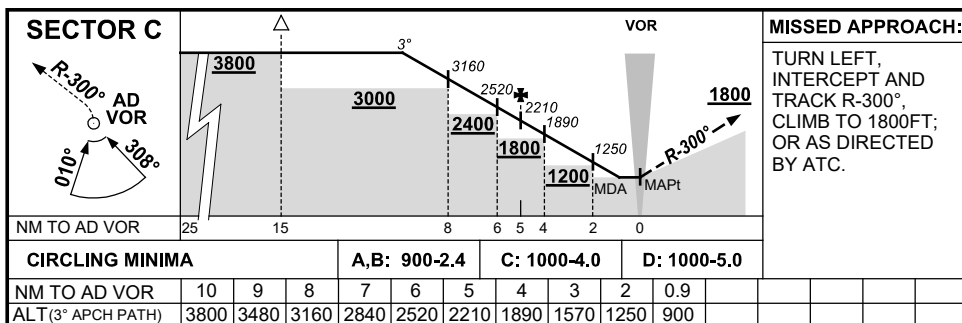
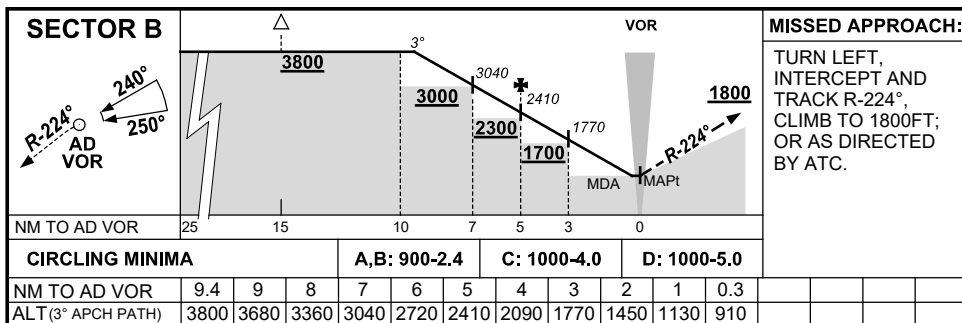
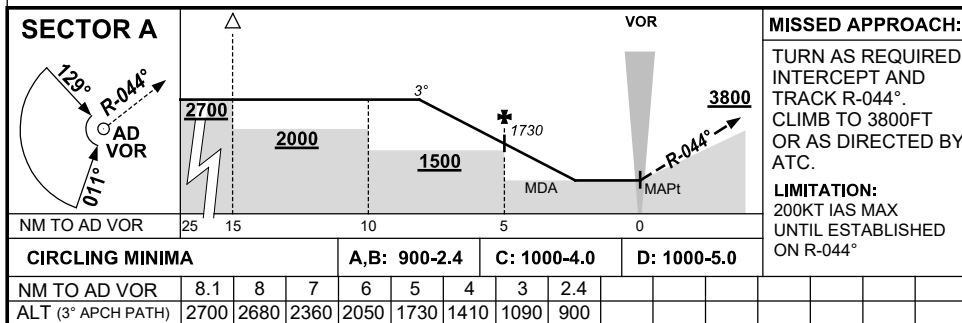
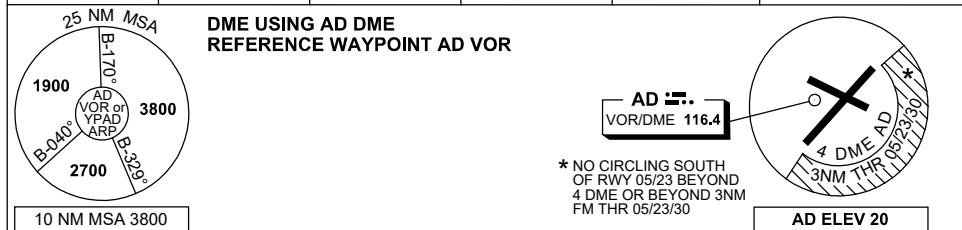
Changes: NEW CHART.

PADAP04-187

# DME or GNSS ARRIVAL PROCEDURES ADELAIDE, SA (YPAD)

25 MAR 2021

|                     |                    |              |              |  |                                                  |
|---------------------|--------------------|--------------|--------------|--|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 124.2 | TWR<br>120.5 | SMC<br>121.7 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------------|--------------|--------------|--|--------------------------------------------------|

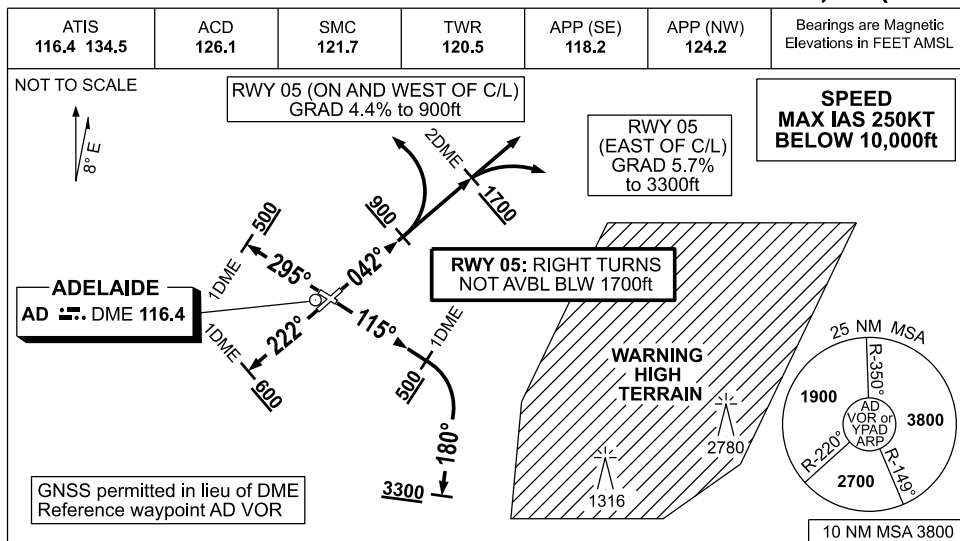


Changes: Editorial

PADDG01-166

# STANDARD INSTRUMENT DEPARTURES (SID) ADELAIDE FIVE DEPARTURE (RADAR) ADELAIDE, SA (YPAD)

04 SEP 2025



## ADELAIDE FIVE DEPARTURE (RADAR)

- NOTE:**
1. FOR RWY 05 DEPS, ACFT WITH FLT PLAN TRACKS IN THE SECTOR 042° THROUGH WEST TO 219° CAN EXPECT A LEFT TURN.
  2. JETS DEPARTING FROM RWY 23/30 FOR TRACKS TO THE EAST OF ADELAIDE CAN EXPECT TO BE AT OR ABV 5000ft BY CROSSING R-185°AD or THE COAST EASTBOUND
  3. WHEN AD DME NOT AVBL, ON PILOT REQ APP WILL ADVISE PASSING DME DIST BASED ON RADAR OBS.

### RWY 05 (DEPS EAST OF RWY C/L)

- GRAD 5.7% to 3300ft then 3.3%
- Track 042°
- AT or ABV 1700ft but not before 2 AD DME turn to assigned heading
- RIGHT TURNS BLW 1700ft NOT AVBL

### RWY 05 (DEPS ON & WEST OF RWY C/L)

- GRAD 4.4% to 900ft then 3.3%
- Track 042°
- AT or ABV 900ft turn LEFT to assigned heading or track

### RWY 12 (MAX IAS 175KT until tracking 180°)

- GRAD 4.7% to 1500ft then 3.3%
- Track 115°
- AT or ABV 500ft but not before 1 AD DME turn RIGHT, track 180°
- AT or ABV 3300ft turn to assigned heading

### RWY 23

- GRAD 4.7% to 3300ft then 3.3%
- Track 222°
- AT or ABV 600ft but not before 1 AD DME SW turn to assigned heading or track

### RWY 30

- GRAD 4.7% to 3300ft then 3.3%
- Track 295°
- AT or ABV 500ft but not before 1 AD DME NW turn to assigned heading or track

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC AD APP 03-9235-2012

On recognition of communication failure

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

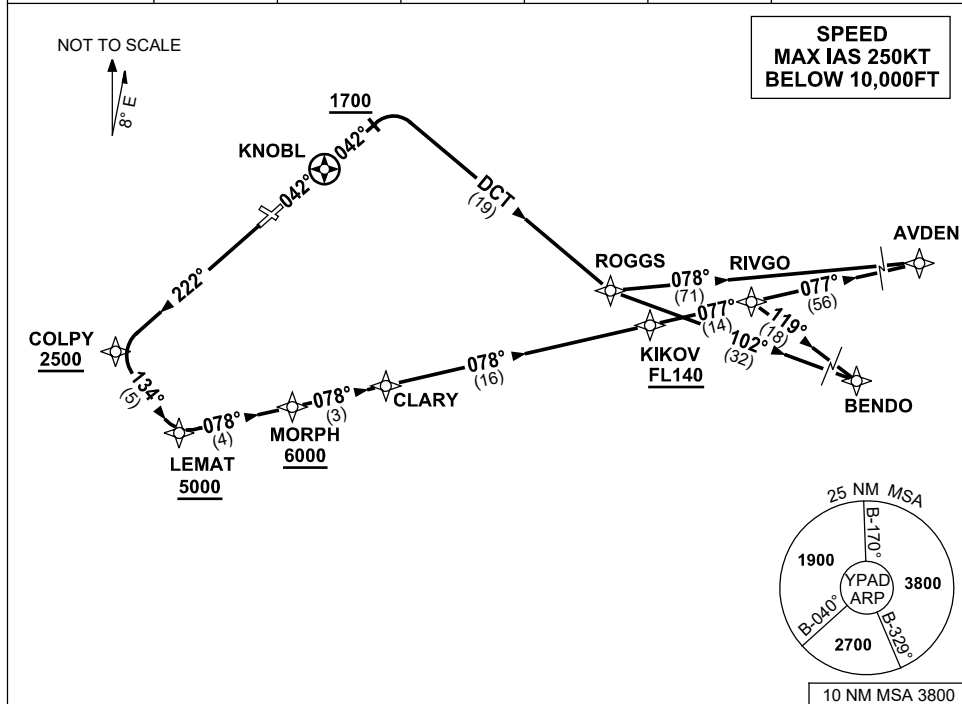
Changes: RWY 12 REVISED PROC, Editorial.

PADDP01-184

STANDARD INSTRUMENT DEPARTURES (SID)  
RWYS EAST (JET) (RNAV)  
**ADELAIDE, SA (YPAD)**

13 JUN 2024

|                     |              |              |              |              |  |                                                  |
|---------------------|--------------|--------------|--------------|--------------|--|--------------------------------------------------|
| ATIS<br>116.4 134.5 | ACD<br>126.1 | SMC<br>121.7 | TWR<br>120.5 | APP<br>118.2 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------|--|--------------------------------------------------|



**AVDEN ONE DEPARTURE**  
**BENDO THREE DEPARTURE**

**RWY 05**

- GRAD 5.7% to 3300ft then 3.3%
- Track 042°
- After passing KNOBL **AND** 1700ft turn RIGHT
- Track DCT to ROGGS

For AVDEN

- From ROGGS turn LEFT track 078° to AVDEN, then as cleared

For BENDO

- From ROGGS turn as required, track 102° to BENDO, then as cleared

**RWY 23**

- GRAD 4.7% to 3300ft then 3.3%
- Track 222° to COLPY
- **Cross** COLPY AT or ABV 2500ft
- Turn LEFT, track 134° to LEMAT
- **Cross** LEMAT AT or ABV 5000ft
- Turn LEFT, track 078° to MORPH
- **Cross** MORPH AT or ABV 6000ft
- Track 078° to CLARY
- Track 078° to KIKOV
- **Cross** KIKOV AT or ABV FL140
- Track 077° to RIVGO

For AVDEN

- From RIVGO track 077° to AVDEN, then as cleared

For BENDO

- From RIVGO turn RIGHT track 119° to BENDO, then as cleared

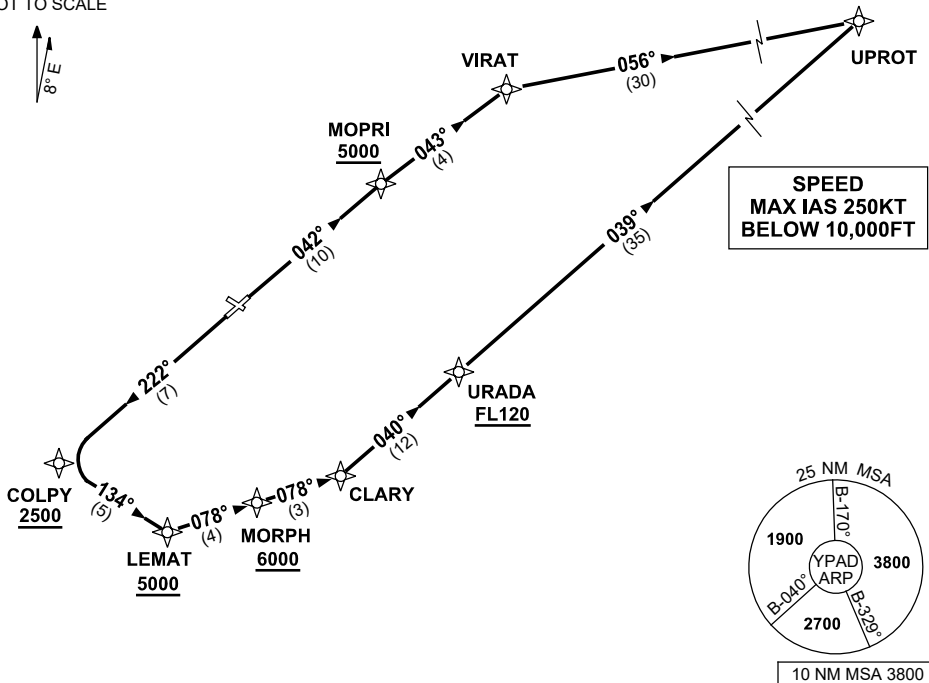
Changes: AVDEN, RIVGO, KIKOV, LEMAT REPLACE PANKI, MURRY, BARKA, SULLY, VALIDITY NUMBER. PADDP02-179

STANDARD INSTRUMENT DEPARTURES (SID)  
UPROT TWO (JET) (RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |              |  |                                                  |
|---------------------|--------------|--------------|--------------|--------------|--|--------------------------------------------------|
| ATIS<br>116.4 134.5 | ACD<br>126.1 | SMC<br>121.7 | TWR<br>120.5 | APP<br>118.2 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------|--|--------------------------------------------------|

NOT TO SCALE



## UPROT TWO DEPARTURE

### RWY 05

- GRAD 4.4% to 900ft then 3.3%
- Track 042° to MOPRI  
**Cross** MOPRI AT or ABV 5000ft
- Track 043° to VIRAT
- Turn RIGHT track 056° to UPROT, then as cleared

### RWY 23

- GRAD 4.7% to 3300ft then 3.3%
- Track 222° to COLPY  
**Cross** COLPY AT or ABV 2500ft
- Turn LEFT track 134° to LEMAT  
**Cross** LEMAT AT or ABV 5000ft
- Turn LEFT track 078° to MORPH  
**Cross** MORPH AT or ABV 6000ft
- Track 078° to CLARY,
- Turn LEFT track 040° to URADA,  
**Cross** URADA AT or ABV FL120
- Track 039° to UPROT, then as cleared

Changes: WAYPOINT NAMES, VALIDITY INDICATOR.

PADDP03-181

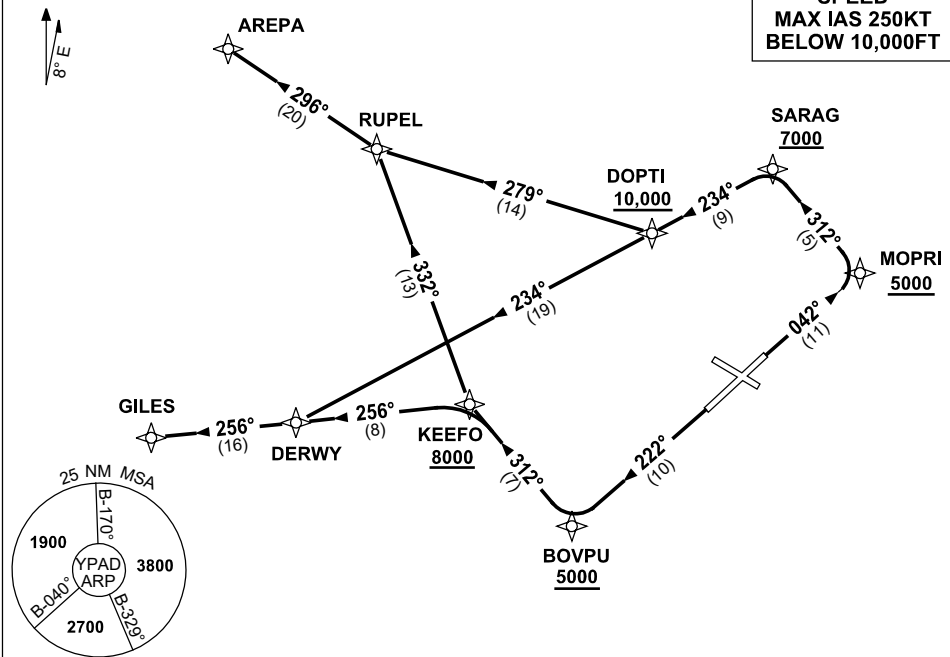
STANDARD INSTRUMENT DEPARTURES (SID)  
RWYS WEST (JET) (RNAV)  
**ADELAIDE, SA (YPAD)**

13 JUN 2024

|                     |              |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | ACD<br>126.1 | SMC<br>121.7 | TWR<br>120.5 | APP<br>124.2 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE

**SPEED**  
MAX IAS 250KT  
BELOW 10,000FT



**AREPA ONE DEPARTURE**  
**GILES FIVE DEPARTURE**

**RWY 05**

- GRAD 4.4% to 900ft then 3.3%
- Track 042° to MOPRI  
**Cross** MOPRI AT or ABV 5000ft
- Turn LEFT track 312° to SARAG  
**Cross** SARAG AT or ABV 7000ft
- Turn LEFT track 234° to DOPTI  
**Cross** DOPTI AT or ABV 10,000ft

**For AREPA**

- Turn RIGHT track 279° to RUPEL
- Turn RIGHT track 296° to AREPA,  
then as cleared

**For GILES**

- Track 234° to DERWY
- Turn RIGHT track 256° to GILES,  
then as cleared

**RWY 23**

- GRAD 4.7% to 3300ft then 3.3%
- Track 222° to BOVPU  
**Cross** BOVPU AT or ABV 5000ft
- Turn RIGHT track 312° to KEEFO  
**Cross** KEEFO AT or ABV 8000ft

**For AREPA**

- Turn RIGHT track 332° to RUPEL
- Turn LEFT track 296° to AREPA,  
then as cleared

**For GILES**

- Turn LEFT track 256° to DERWY
- Track 256° to GILES,  
then as cleared

Changes: AREPA, RUPEL, DOPTI, SARAG, BOVPU REPLACE HAWKY, BIGAL, PARKA, SALIS, CORNS,  
VALIDITY NUMBER.

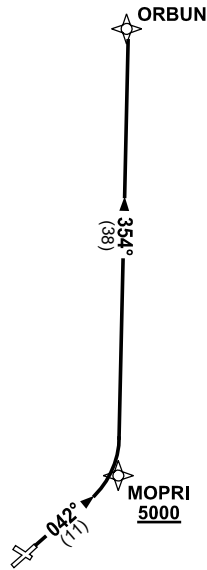
PADDP04-179

STANDARD INSTRUMENT DEPARTURES (SID)  
ORBUN FIVE (JET) (RNAV)  
ADELAIDE, SA (YPAD)

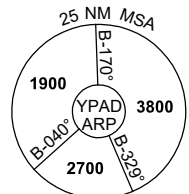
17 JUN 2021

|                     |              |              |              |              |  |                                                  |
|---------------------|--------------|--------------|--------------|--------------|--|--------------------------------------------------|
| ATIS<br>116.4 134.5 | ACD<br>126.1 | SMC<br>121.7 | TWR<br>120.5 | APP<br>124.2 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------|--|--------------------------------------------------|

NOT TO SCALE



**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000FT**



10 NM MSA 3800

## ORBUN FIVE DEPARTURE

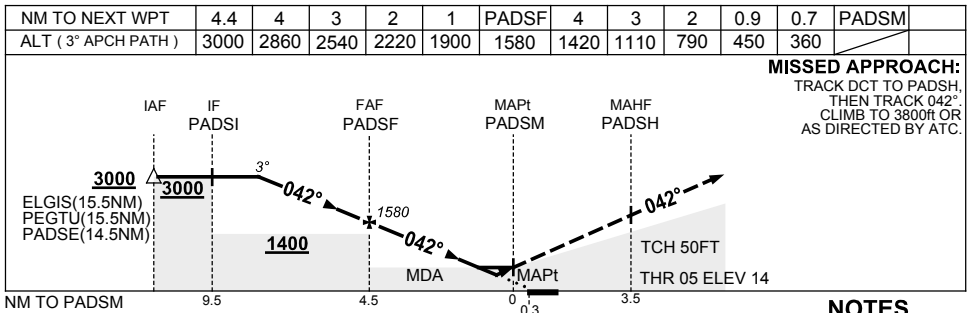
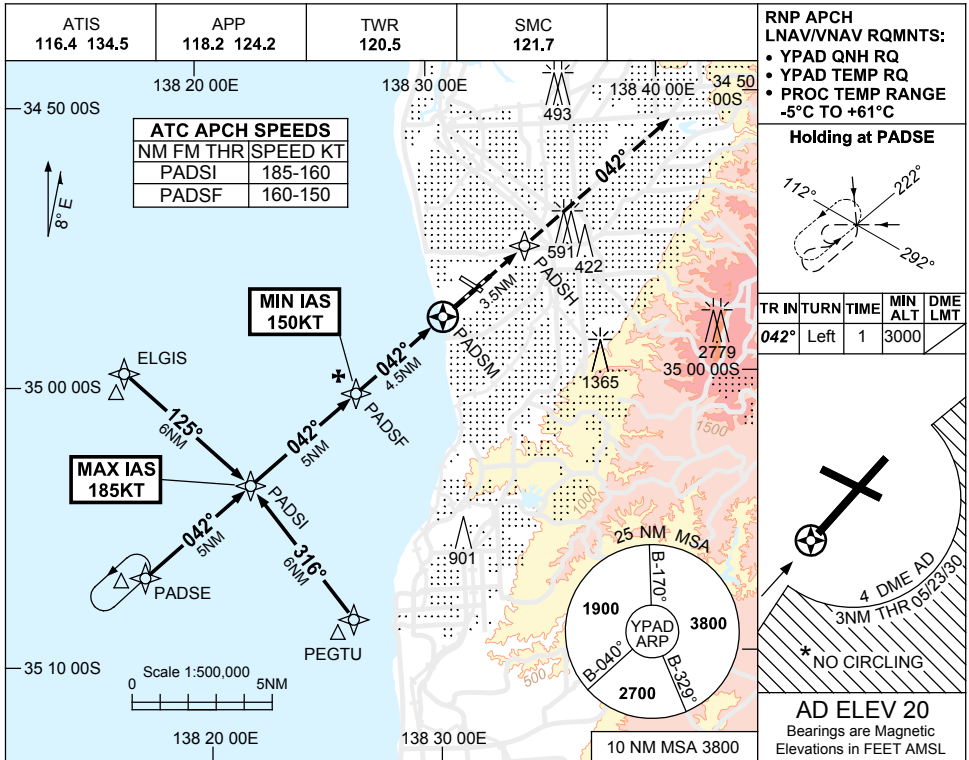
### RWY 05

- GRAD 4.4% to 900FT thence 3.3%
- Track 042° to MOPRI  
    **Cross** MOPRI AT or ABV 5000FT
- Turn **LEFT** track 354° to ORBUN,  
    thence as cleared

USE QNH

RNP Z RWY 05  
**ADELAIDE, SA (YPAD)**

28 NOV 2024



| CATEGORY   | A             | B              | C              | D |
|------------|---------------|----------------|----------------|---|
| LNAV/VNAV  |               | 360 (346-1.9)  |                |   |
| LNAV       |               | 450 (430-2.4)  |                |   |
| CIRCLING * | 900 (880-2.4) | 1000 (980-4.0) | 1000 (980-5.0) |   |
| ALTERNATE  | (1380-4.4)    | (1480-6.0)     | (1480-7.0)     |   |

Changes: WAYPOINT NAMES, Editorial.

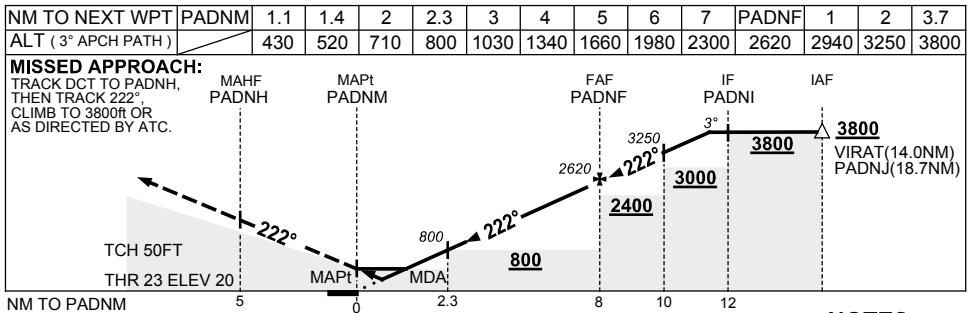
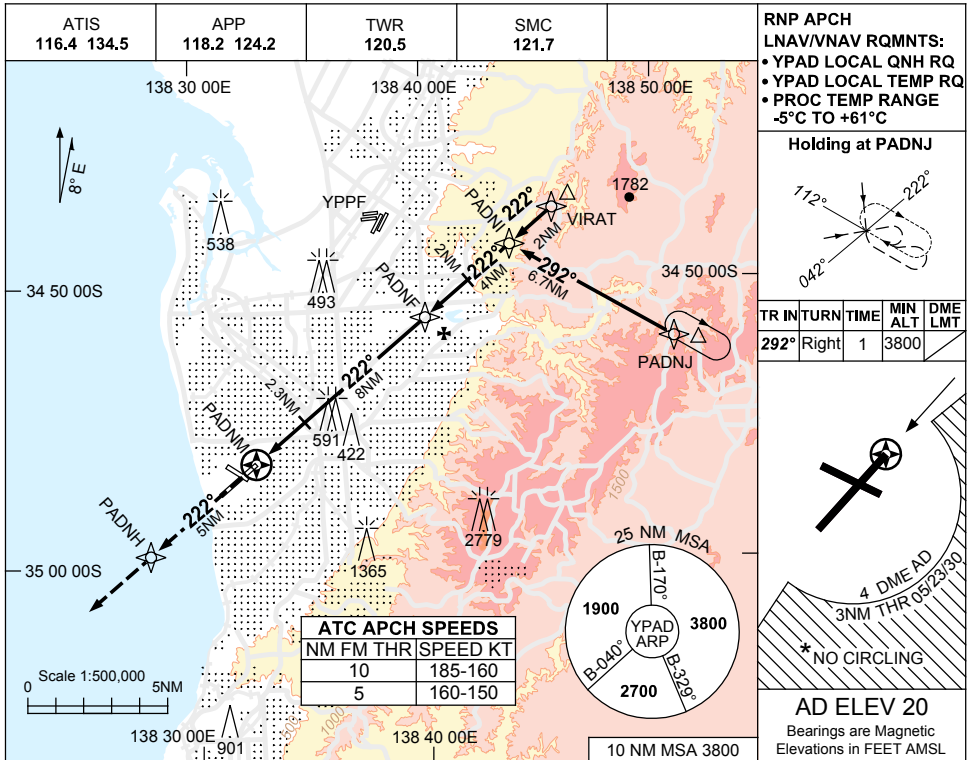
PADGN01-181

USE QNH

RNP RWY 23

28 NOV 2024

ADELAIDE, SA (YPAD)



## NOTES

- MAX IAS:  
INITIAL : 210KT.
- NO CIRCLING SOUTH OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
- HLDG MAY NOT BE CONTAINED IN CTA.
- COLOR: SEE SPEC NOTICES.

| CATEGORY   | A             | B              | C              | D |
|------------|---------------|----------------|----------------|---|
| LNAV/VNAV  | 430 (410-1.5) |                |                |   |
| LNAV       | 520 (500-2.0) |                |                |   |
| CIRCLING * | 900 (880-2.4) | 1000 (980-4.0) | 1000 (980-5.0) |   |
| ALTERNATE  | (1380-4.4)    | (1480-6.0)     | (1480-7.0)     |   |

Changes: WAYPOINT NAMES, Editorial.

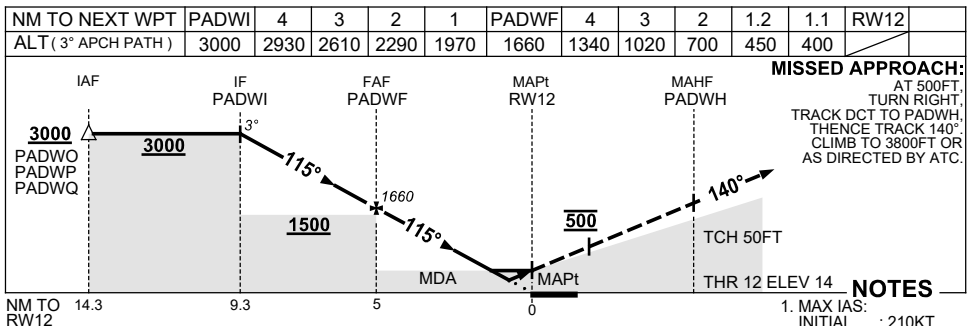
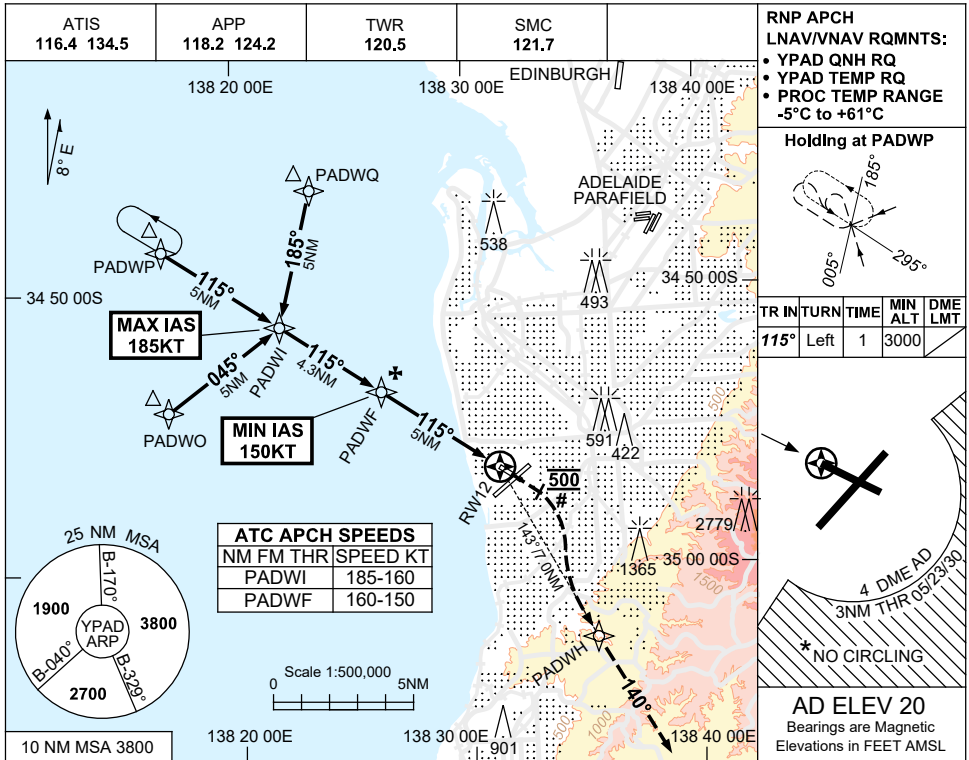
PADGN02-181

USE QNH

RNP RWY 12

1 DEC 2022

ADELAIDE, SA (YPAD)



| CATEGORY   | A             | B             | C              | D              |
|------------|---------------|---------------|----------------|----------------|
| LNAV/VNAV  |               | 400 (386-2.2) |                | 450 (436-2.5)  |
| LNAV       |               | 450 (430-2.4) |                | 460 (440-2.5)  |
| CIRCLING * | 900 (880-2.4) |               | 1000 (980-4.0) | 1000 (980-5.0) |
| ALTERNATE  | (1380-4.4)    |               | (1480-6.0)     | (1480-7.0)     |

Changes: CHART TITLE, PBN SPECIFICATION BOX.

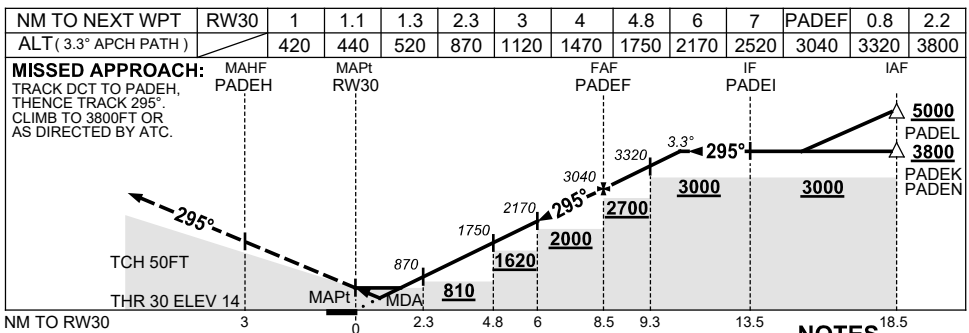
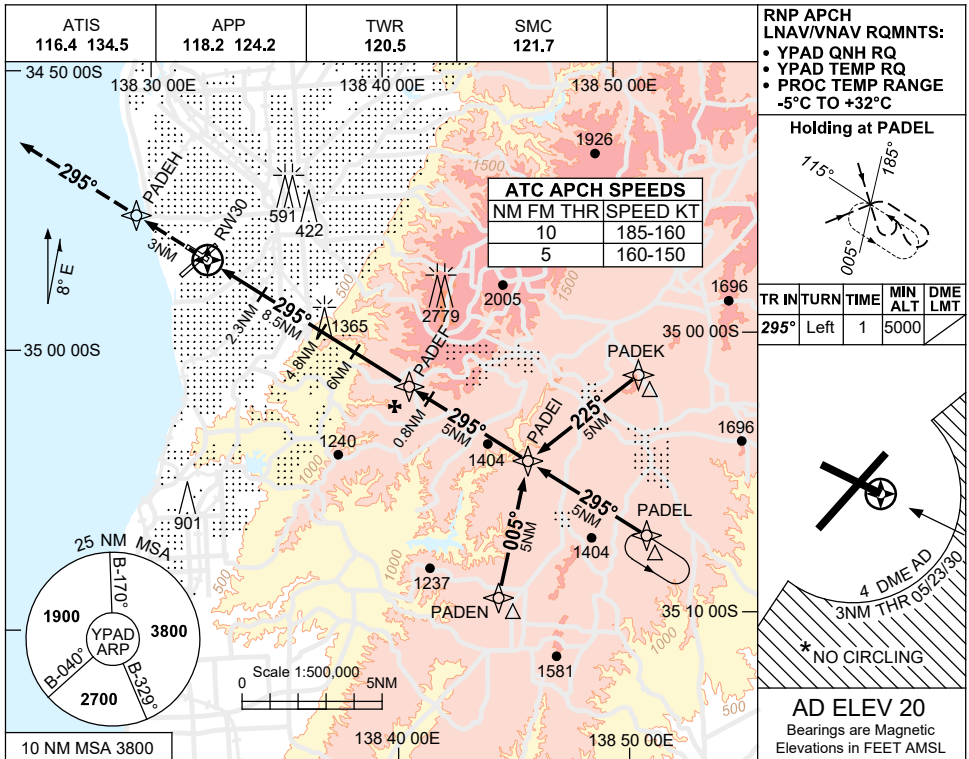
PADGN03-173

USE QNH

RNP RWY 30

1 DEC 2022

ADELAIDE, SA (YPAD)

**NOTES**

- MAX IAS:  
INITIAL : 210KT.
- NO CIRCLING S OF  
RWY 05/23 BEYOND  
4 DME AD OR BEYOND  
3NM FM THR 05/23/30.
- APCH PATH ANGLE  
DOES NOT COINCIDE  
WITH PAPl ON GLIDE  
SLOPE INDICATION.
- COLOUR: SEE  
SPEC NOTICES.

| CATEGORY   | A             | B              | C              | D             |
|------------|---------------|----------------|----------------|---------------|
| LNAV/VNAV  |               | 420 (406-2.1)  |                | 440 (426-2.2) |
| LNAV       |               | 520 (500-2.6)  |                |               |
| CIRCLING * | 900 (880-2.4) | 1000 (980-4.0) | 1000 (980-5.0) |               |
| ALTERNATE  | (1380-4.4)    | (1480-6.0)     | (1480-7.0)     |               |

Changes: CHART TITLE, PBN SPECIFICATION BOX.

PADGN04-173

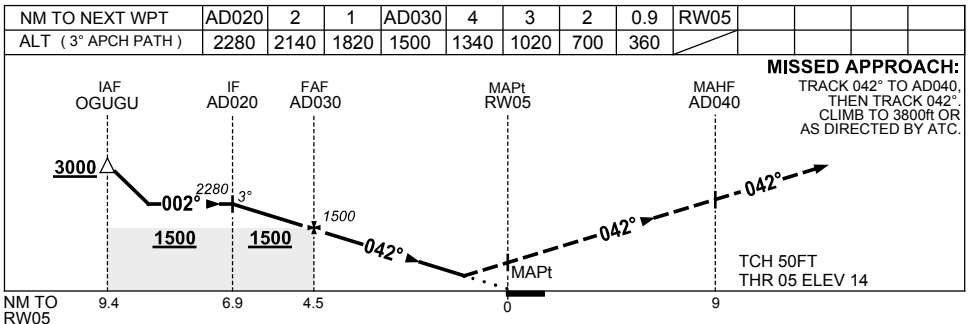
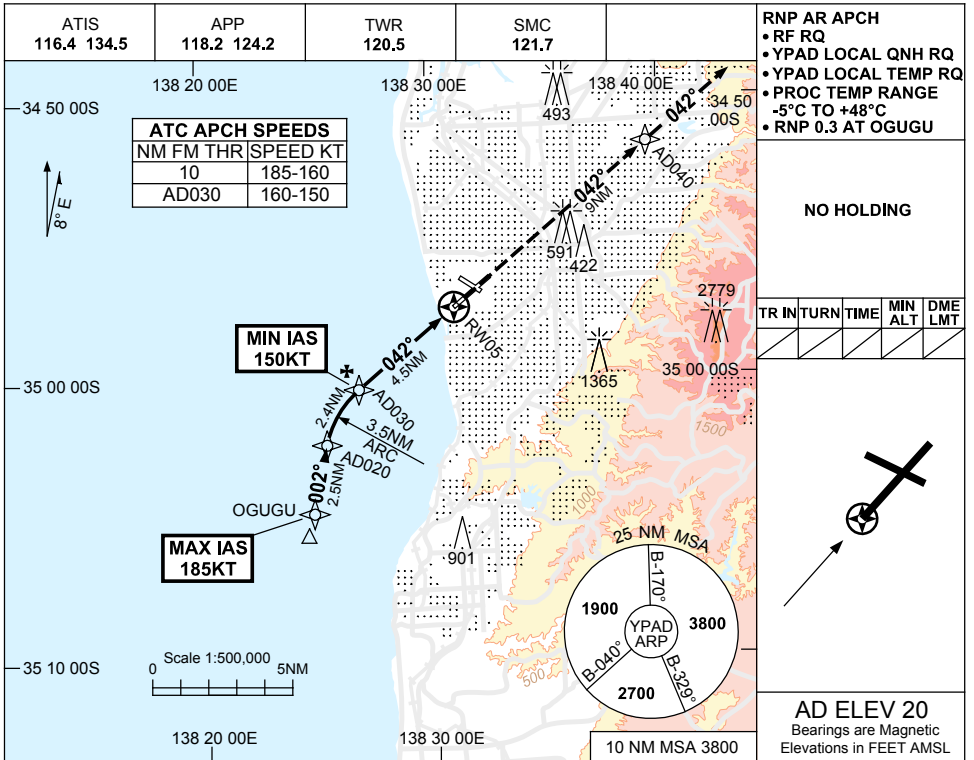
# FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 05 (AR)

ADELAIDE, SA (YPAD)

28 NOV 2024



## NOTES

- MAX IAS:  
OGUU : 185KT.
- COLOUR: SEE  
SPEC NOTICES.

| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| RNP (0.3) | 360 (346-1.9)  |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1380-4.4)     |   | (1480-6.0) | (1480-7.0) |

Changes: WAYPOINT NAMES, Editorial.

PADGN11-181

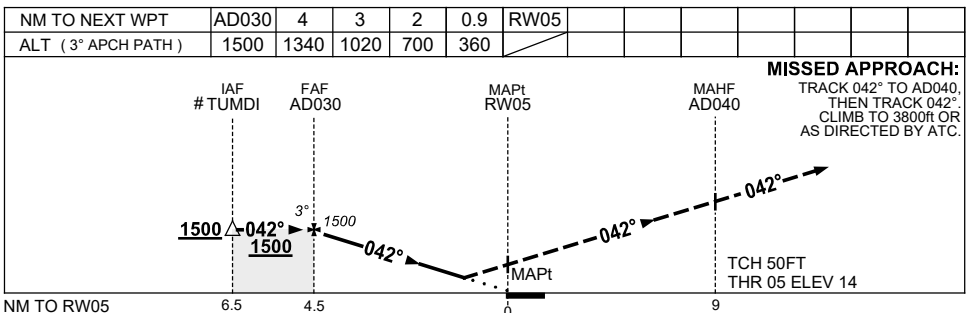
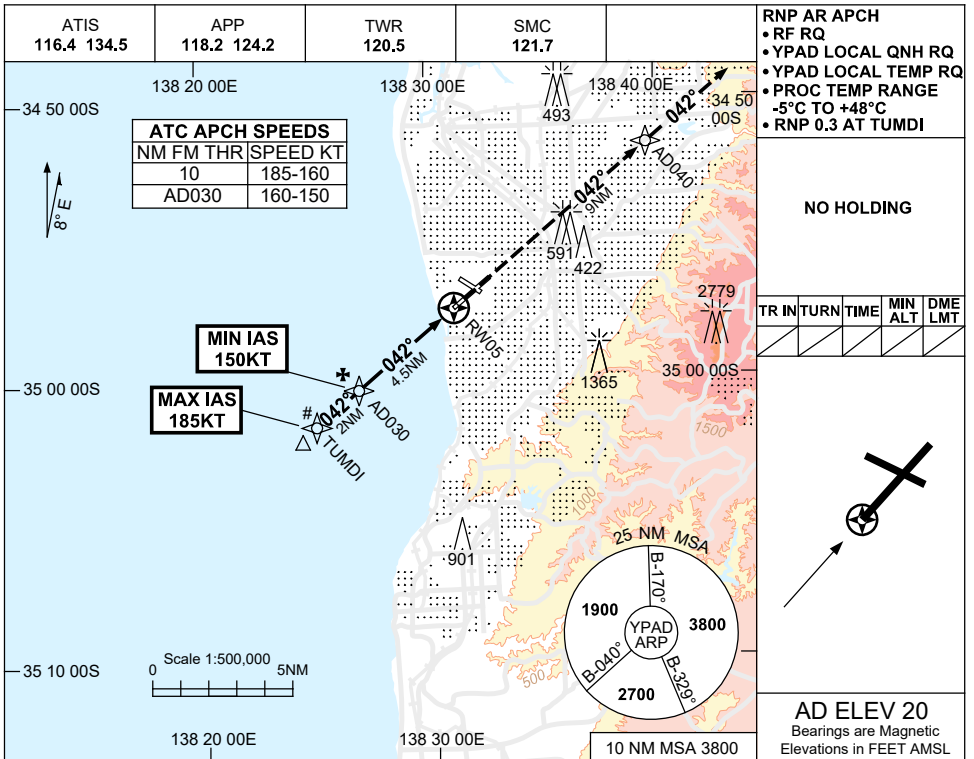
# FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 05 (AR)

ADELAIDE, SA (YPAD)

28 NOV 2024



| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| RNP (0.3) | 360 (346-1.9)  |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1380-4.4)     |   | (1480-6.0) | (1480-7.0) |

- NOTES**
- MAX IAS:  
TUMDI : 185KT.
  - ACFT WILL BE RADAR  
VECTORED TO TUMDI.
  - COLOUR:** SEE  
SPEC NOTICES.

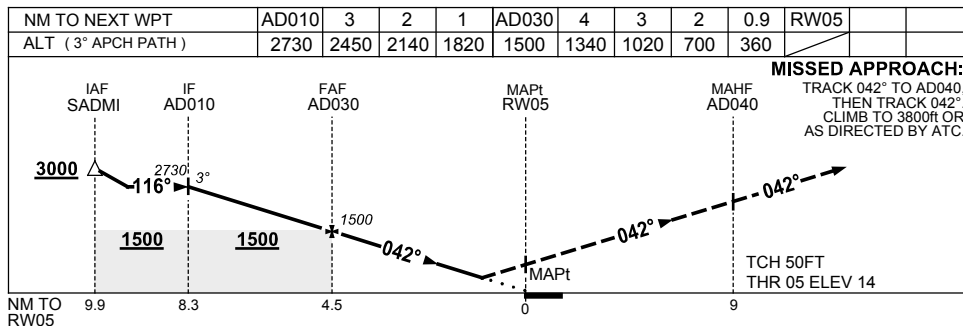
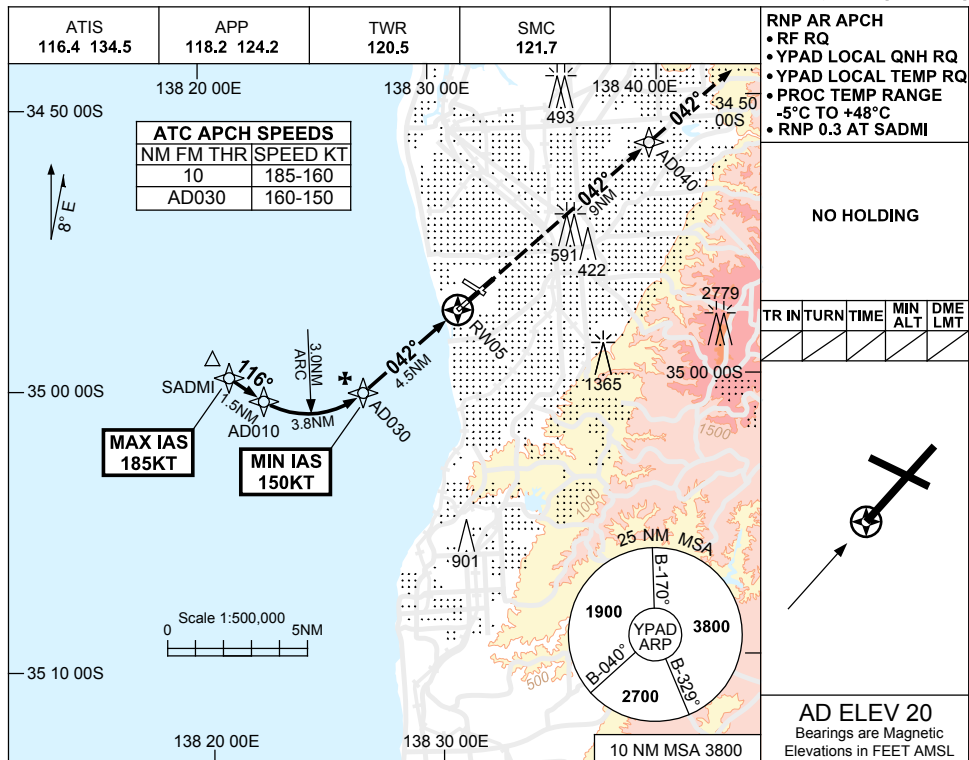
Changes: Editorial.

PADGN12-181

RNP W RWY 05 (AR)

**ADELAIDE, SA (YPAD)**

**28 NOV 2024**



## NOTES

| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| RNP (0.3) | 360 (346-1.9)  |   |            |            |
|           |                |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1380-4.4)     |   | (1480-6.0) | (1480-7.0) |

1. MAX IAS:  
SADMI : 185KT.
2. **COLOUR:** SEE  
SPEC NOTICES.

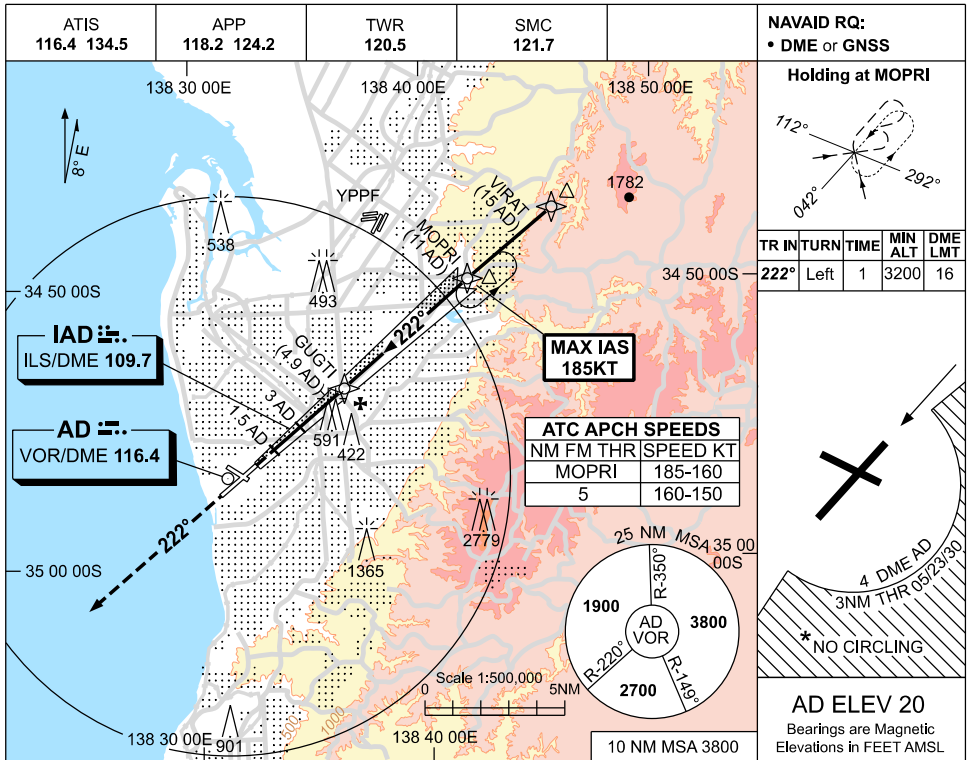
Changes: WAYPOINT NAMES, Editorial.

PADGN17-181

USE QNH

ILS-Y or LOC-Y RWY 23  
**ADELAIDE, SA (YPAD)**

19 MAR 2026

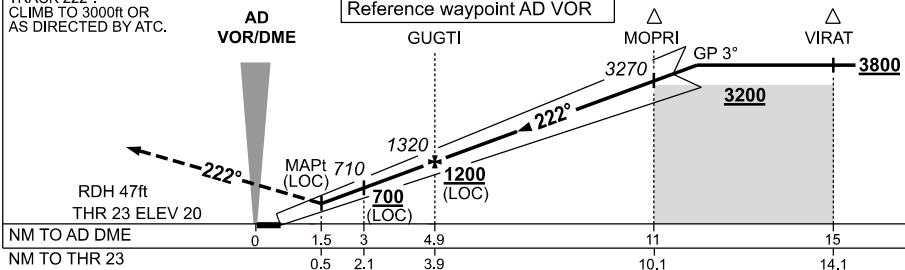


| NM TO AD DME       | 2.4 | 3   | 4    | 4.9  | 6    | 7    | 8    | 9    | 10   | 10.8 | 11   | 12   | 12.7 |
|--------------------|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| ALT (3° APCH PATH) | 520 | 710 | 1030 | 1320 | 1670 | 1990 | 2310 | 2630 | 2940 | 3200 | 3270 | 3580 | 3800 |

**MISSED APPROACH:**

TRACK 222°.  
CLIMB TO 3000ft OR  
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME  
Reference waypoint AD VOR

**NOTES**

1. MAX IAS:  
MOPRI : 185KT.
- \*2. NO CIRCLING S OF  
RWY 05 / 23 BEYOND  
4 DME AD OR BEYOND  
3NM FM THR 05/23/30.
- \*3. SPECIAL ALTN MNM  
850/4.0KM.
4. **COLOUR:** SEE  
SPEC NOTICES.

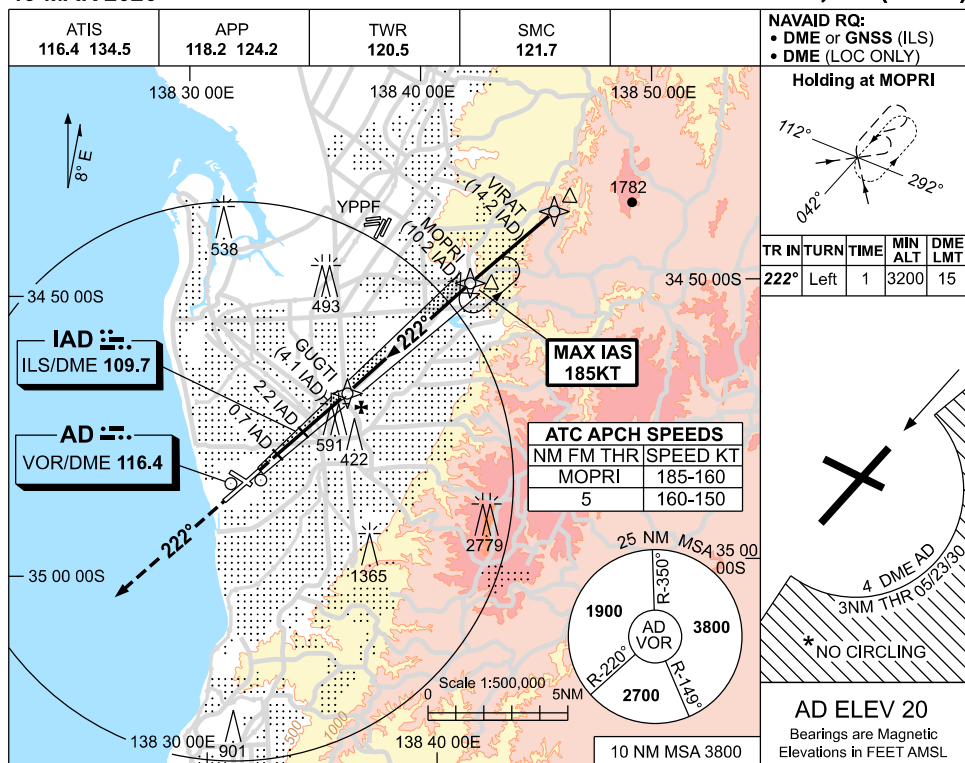
Changes: ABN DELETED, Editorial.

PADI01-186

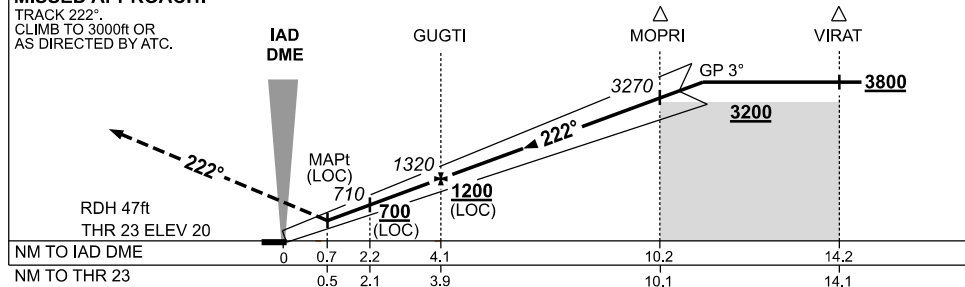
USE QNH

 ILS-Z or LOC-Z RWY 23  
**ADELAIDE, SA (YPAD)**

19 MAR 2026



| NM TO IAD DME      | 1.6 | 2.2 | 3   | 4.1  | 5    | 6    | 7    | 8    | 9    | 10   | 10.2 | 11   | 11.9 |
|--------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|
| ALT (3° APCH PATH) | 520 | 710 | 970 | 1320 | 1600 | 1920 | 2240 | 2560 | 2880 | 3200 | 3270 | 3510 | 3800 |

**MISSED APPROACH:**
 TRACK 222°.  
 CLIMB TO 3000ft OR  
 AS DIRECTED BY ATC.
**NOTES**

1. MAX IAS:  
MOPRI : 185KT.
- \*2. NO CIRCLING S OF  
RWY 05 / 23 BEYOND  
4 DME AD OR BEYOND  
3NM FM THR 05/23/30.
- \*3. SPECIAL ALTN MNM  
850/4.0KM.
- \*4. COLOUR: SEE  
SPEC NOTICES.

Changes: ABN DELETED, Editorial.

PADII02-186

## **NOISE ABATEMENT PROCEDURES**

### **ADELAIDE**

#### **1. INTRODUCTION.**

- 1.1 Noise Abatement Procedures shall apply to all aircraft except where specifically exempted in the following paragraphs.

#### **2. PREFERRED RUNWAYS.**

- 2.1 Between the hours of 0600 and 2300 Local time the Preferred runways are:

1. RWY 23
2. RWY 05

- 2.1.1 When RWY 23 is the duty runway aircraft may land RWY 05. When RWY 05 is the duty runway aircraft may take-off RWY 23.

- 2.2 In the event of the non availability of RWY 05/23 the preferred runways are:

1. RWY 30
2. RWY 12

- 2.2.1 When RWY 30 is the duty runway aircraft may land RWY 12.  
When RWY 12 is the duty runway aircraft may take-off RWY 30.

- 2.3 Jet noise abatement climb procedures apply on runways 05, 12 and 30.

- 2.4 During the hours of 0600 to 0700 and 2100 to 2300 Local time shoulder periods exist.

- 2.4.1 During these times:

- (a). When RWY 23 is the duty runway non-jet aircraft below 32,000kg MTOW may land on runways other than RWY 23.
- (b). When RWY 05 is the duty runway non-jet aircraft below 32,000kg MTOW may take-off on runways other than RWY 05.

- 2.5 Between 0700 and 2100 Local time preferred runways may be waived for non-jet aircraft below 32,000kg MTOW.

#### **3. PREFERRED FLIGHT PATHS.**

- 3.1 Preferred flight paths do not apply to single engine aircraft less than 1,750kg MTOW.

- 3.2 Preferred flight paths may be waived for non-jet aircraft less than 32,000kg MTOW, between 0700 and 2100 Local time.

#### **3.3 ARRIVING AIRCRAFT.**

Via a STAR where available otherwise in compliance with the following provisions:

- (a) RWY 23

From the East-Intercept the RWY 23 LOC at or beyond MOPRI or the 047R (RWY 23 VOR) at or beyond 10NM. Aircraft shall not be cleared below 3000FT until passing MOPRI or 10NM.

From the West - Right circuit/base.

**(b) RWY 05**

From the East-Track via PEGTU to intercept runway centreline at, or beyond, 5NM for jets and 3NM for non-jets, (AD215R for VOR RWY 05 approach).

Descent below 3000FT is not available until west of the coast.

From the West-Intercept runway centreline at, or beyond, 5NM jets and 3NM non-jets, (AD215R for VOR RWY 05 approach).

**(c) RWY 12**

From the East-Intercept the 10 DME AD arc thence intercept runway centreline at, or beyond, 5NM jets and 3NM non-jets, (AD304R for instrument approach).

Descent below 3000FT is not available until west of the coast.

From the West-Intercept runway centreline at, or beyond, 5NM jets and 3NM non jets, (AD304R for instrument approach).

**(d) RWY 30**

From the East-Intercept runway centreline at, or beyond, 10NM. (AD110R for instrument approach).

From the West-As determined by traffic management requirements.

**3.4 DEPARTING AIRCRAFT.****(a). RWY 23**

East: Jets maintain runway heading/track until at least 6NM then via LEMAT.

Non-jets maintain runway heading/track until at least 3NM, then seawards of the coast and then via LEMAT. West: Maintain runway heading/track until at least 3 NM.

**(b). RWY 30**

Maintain runway heading/track until at least 3NM.

**(c). RWY 05 and 12**

No requirements.

(d). Aircraft departing RWY 23 or 30 for tracks to the east of the coastline will be required to be at or above 3000FT for non-jets or 5000FT for jets before crossing the coastline east bound.

**4. TRAINING FLIGHTS.****4.1 Flying training (See AIP ERSA).****5. CURFEW.**

2300-0600 Local

**5.1 APPLICATION.**

5.1.1 The Adelaide Airport Curfew Act 2000 provides that between 2300 and 0600 Local no landing or take-offs are permitted at Adelaide Airport except for the following under 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.5, 5.6 and 5.7.

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- 5.1.2 A maximum of 8 international aircraft (refer definitions at 5.8) landings during curfew shoulder periods (2300-midnight and 0500-0600) may be permitted per week. Prior approval through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) is required for operations in this category; and
- 5.1.3 A maximum of 25 landings and 15 take-offs each week by low noise heavy freight aircraft (refer 5.8) may be permitted. Prior approval through DITRDCA is required; and
- 5.1.4 Propeller driven aircraft with a maximum take-off weight (MTOW) of 34,000kg or less, that meet specified ICAO noise standards; and
- 5.1.5 Jets with a MTOW of 34,000kg or less which meet International Civil Aviation Organization Chapter 4 or Chapter 14 noise standards as specified in *Annex 16, Volume I*.

**3 MAR 2016****5.2 RUNWAY SELECTION.**

- 5.2.1 Landings by approved international aircraft (refer 5.8) during the curfew shoulder periods should be on runway 05, unless meteorological conditions require the aircraft to land on another runway, and aircraft should not use reverse thrust greater than idle reverse thrust.
- 5.2.2 Movements to approved low noise heavy freight aircraft (refer 5.8) during curfew periods, in relation to (i) take-offs - must be from runway 23, and (ii) landings - should be on runway 05 unless the meteorological conditions require the aircraft to land on another runway. Aircraft should not use reverse thrust greater than idle reverse thrust.
- 5.2.3 Where an approved international aircraft (refer 5.8) or an approved low noise heavy freight aircraft (refer 5.8) lands on a runway other than runway 05, the operator of the aircraft must within 7 days after the landing give to Airservices Australia a return that states:
- (a) the date and time of the landing; and
  - (b) the runway on which the landing occurred; and
  - (c) the aircraft's registration mark, its operator, and its type, and
  - (d) the reason for landing on a runway other than runway 05, including the wind conditions at the time, and
  - (e) the down wind limits for landing specified in the aircraft's flight manual.
- 5.2.4 Jet aircraft movements during curfew periods other than to approved international aircraft, and approved low noise heavy freight aircraft, in relation to:
- (a) take offs - should be from runway 23, and
  - (b) landings - should be onto runway 05 unless meteorological conditions require the aircraft to land on another runway.
- 5.2.5 For Non-Jet aircraft, the preferred runways are:  
runway 23 for take-offs; and  
runway 05 for landings.
- 5.2.6 When runway 23 is the duty runway for landing, non-jet aircraft less than 25,000kgs MTOW may land on runway 12.
- 5.2.7 When runway 05 is the duty runway for take-off, non-jet aircraft less than 25,000kgs MTOW may take-off from runway 30.
- 5.2.8 In the event of the unavailability of runway 05/23, the preferred runways are:  
runway 30 for take-offs; and  
runway 12 for landings.

**5.3 PREFERRED FLIGHT PATHS**

- 5.3.1 During the curfew, the preferred flight paths in section 3 will apply to all arriving and departing aircraft, except single engine aircraft of less than 1,750kg MTOW.

**5.4 TAKE-OFF WHEN TAXI CLEARANCE RECEIVED BEFORE START OF CURFEW PERIOD**

- 5.4.1 An aircraft may take off during a curfew period if it received taxi clearance before the start of the curfew period.

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## 5.5 USE OF ADELAIDE AS AN ALTERNATE

- 5.5.1 Adelaide Airport may be nominated and used as a planned or unplanned alternate airport during the curfew. In the case of international operations, landings and subsequent take-offs are permitted during the curfew. For domestic operations, only landings during the curfew are permitted.
- 5.5.2 The use of Adelaide Airport as an alternate during the curfew relates to situations where there is an urgent need for an aircraft to land. If an aircraft uses Adelaide Airport as an alternate, where ever possible, the Noise Abatement Procedures for Adelaide Airport set out in this section should be followed.

## 5.6 EXEMPTIONS

- 5.6.1 Curfew restrictions do not apply to an aircraft under the following circumstances, and prior approval from Department of Infrastructure, Transport, Regional Development, Communications and the Arts is not required:
- (a) the aircraft is being used for, or in connection with:
    - (i) a search and rescue operation; or
    - (ii) a medical emergency; or
    - (iii) a natural disaster; or
  - (b) the pilot of the aircraft has declared an in-flight emergency; or
  - (c) the aircraft has insufficient fuel to be diverted to another airport; or
  - (d) there is an urgent need for the aircraft to land or take off:
    - (i) to ensure the safety or security of the aircraft or any person; or
    - (ii) to avoid damage to property.

- 5.6.2 An aircraft, having landed subject to the above conditions (i.e. dispensation not required), may resume its flight once the emergency has been resolved.

## 5.7 DISPENSATIONS

- 5.7.1 A dispensation may be granted authorising an aircraft to land at, or take off from, Adelaide Airport in exceptional circumstances. Prior approval is required
- 5.7.2 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Adelaide Airport during the curfew. All dispensation requests should be made through PH: 0466 548 063 (24 HRS), or by email to: [chapter2@infrastructure.gov.au](mailto:chapter2@infrastructure.gov.au)

## 5.8 DEFINITIONS

- 5.8.1 An aircraft is an international aircraft if:
- (a) the aircraft is being used for an international air service to carry passengers or freight (or both) for hire or reward, to or from the Airport, and
  - (b) one of the following applies:
    - (i) the operator of the aircraft has an international airline licence granted under section 12 of the Air Navigation Act 1920; or
    - (ii) the operator of the aircraft has a permission under section 15D of that Act; or
    - (iii) the operator of the flight in question is covered by a permission under section 17 of that Act; or

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- (iv) the flight in question is covered by a determination under subsection 17 (1B) of that Act; and
- (c) the aircraft complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the maximum take-off weight of the aircraft (whether or not the Chapter is expressed to apply to the aircraft); and
- (d) if the aircraft is being used solely for the purpose of carrying freight - the aircraft is not a low noise heavy freight aircraft; and
- (e) for a take-off from Adelaide Airport - the first or second port of call of the aircraft after taking off from Adelaide Airport is outside Australia; and
- (f) for a landing at Adelaide Airport - the last or second last port of call of the aircraft before landing at Adelaide Airport was outside Australia.

5.8.2 An aircraft is a low noise heavy freight aircraft if it is a jet aircraft that:

- (a) has a maximum take-off weight that is 34,000kgs or more; and
- (b) is being used solely for the purpose of carrying freight; and
- (c) complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the aircraft (whether or not the Chapter is expressed to the aircraft); and
- (d) complies with the 90-95 noise level rule.

## **5.9 FURTHER INFORMATION**

- 5.9.1 Any enquiries relating to Adelaide Airport curfew arrangements should be directed to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on PH: 0466 548 063 during normal business hours or email: [chapter2@infrastructure.gov.au](mailto:chapter2@infrastructure.gov.au)

**STANDARD INSTRUMENT ARRIVAL (STAR)  
KAKLU ONE ALPHA, ZULU ARRIVALS (RNAV)  
ADELAIDE, SA (YPAD)**

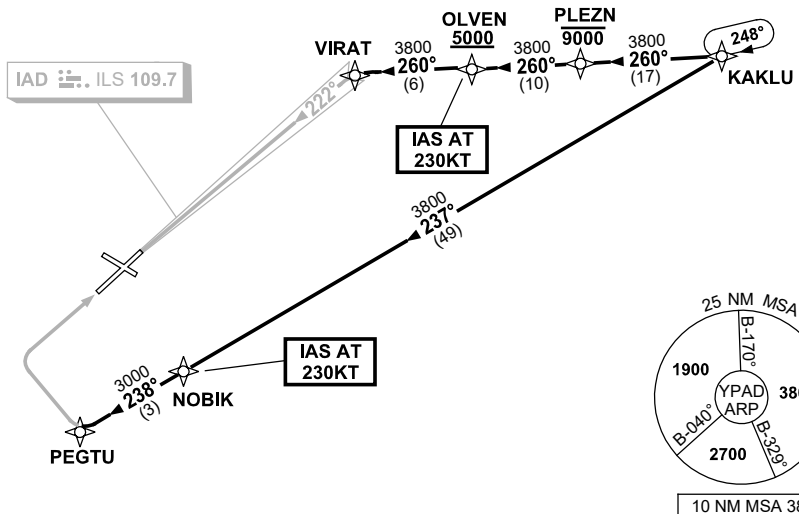
**28 NOV 2024**

|                     |                   |              |                                                  |
|---------------------|-------------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP (SE)<br>118.2 | TWR<br>120.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|-------------------|--------------|--------------------------------------------------|

NOT TO SCALE



**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**



**ARRIVAL: KAKLU ONE**

**RWY 05 ZULU:**

- From KAKLU track 237° to NOBIK  
**IAS AT 230KT** from NOBIK
- Track 238° to PEGTU
- Track via RNP Z RWY 05

**RWY 23 ALPHA:**

- From KAKLU track 260° to PLEZN  
**Cross** PLEZN AT or BLW 9000ft
- Track 260° to OLVEN  
**Cross** OLVEN AT or ABV 5000ft  
**IAS AT 230KT** from OLVEN
- Track 260° to VIRAT
- Turn LEFT, intercept LOC RWY 23

**RWY 23 ZULU:**

- From KAKLU track 260° to PLEZN  
**Cross** PLEZN AT or BLW 9000ft
- Track 260° to OLVEN  
**Cross** OLVEN AT or ABV 5000ft  
**IAS AT 230KT** from OLVEN
- Track 260° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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.

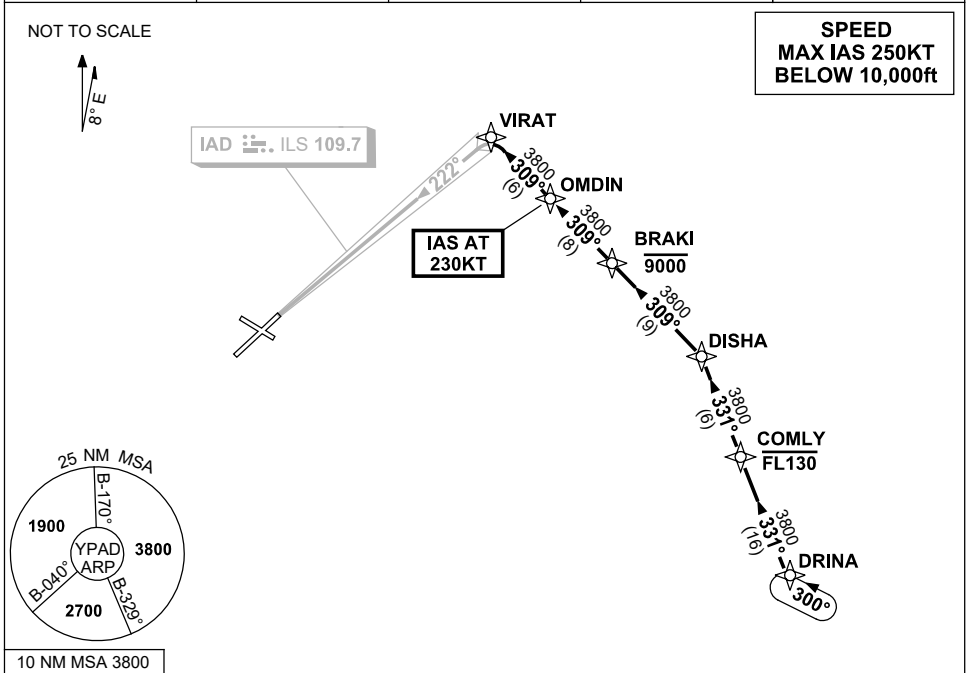
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR02-181

**STANDARD INSTRUMENT ARRIVAL (STAR)  
DRINA ONE ALPHA, ZULU ARRIVALS (RNAV)  
ADELAIDE, SA (YPAD)**

**28 NOV 2024**

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



**ARRIVAL: DRINA ONE**

**RWY 23 ALPHA:**

- From DRINA track 331° to COMLY
- Cross** COMLY AT or BLW FL130
- Track 331° to DISHA
- Turn LEFT, track 309° to BRAKI
- Cross** BRAKI AT or BLW 9000ft
- Track 309° to OMDIN
- IAS AT 230Kt** from OMDIN
- Track 309° to VIRAT
- Turn LEFT, intercept LOC RWY 23

**RWY 23 ZULU:**

- From DRINA track 331° to COMLY
- Cross** COMLY AT or BLW FL130
- Track 331° to DISHA
- Turn LEFT, track 309° to BRAKI
- Cross** BRAKI AT or BLW 9000ft
- Track 309° to OMDIN
- IAS AT 230Kt** from OMDIN
- Track 309° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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.

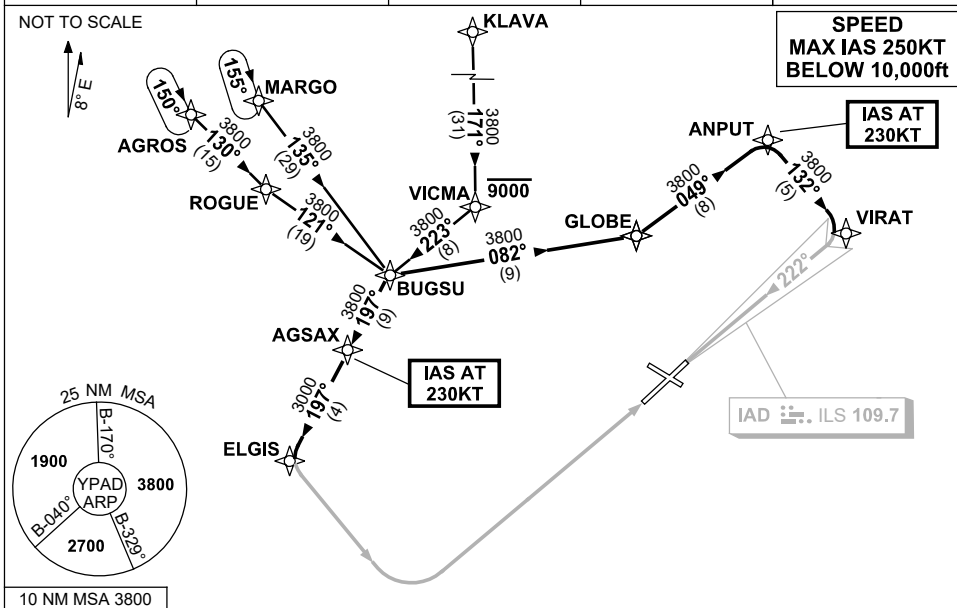
Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR03-181

# STANDARD INSTRUMENT ARRIVAL (STAR) BUGSU ONE ALPHA, ZULU ARRIVALS (RNAV) ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>124.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



## TRANSITIONS:

**MARGO:** From MARGO to BUGSU:  
Track 135° to BUGSU  
Then follow ARRIVAL instructions

**KLAVA:** From KLAVA to BUGSU:  
(RWY 05 ONLY) Track 171° to VICMA  
Cross VICMA AT or BLW 9000ft  
Turn RIGHT, track 223° to BUGSU  
Then follow ARRIVAL instructions

**AGROS:** From AGROS to BUGSU:  
Track 130° to ROGUE  
Turn LEFT, track 121° to BUGSU  
Then follow ARRIVAL instructions

## ARRIVAL: BUGSU ONE

### RWY 05 ZULU:

- From BUGSU turn RIGHT, track 197° to AGSAX  
IAS AT 230KT from AGSAX
- Track 197° to ELGIS
- Track via RNP Z RWY 05

### RWY 23 ALPHA:

- From BUGSU turn LEFT, track 082° to GLOBE
- Turn LEFT, track 049° to ANPUT  
IAS AT 230KT from ANPUT
- Turn RIGHT, track 132° to VIRAT
- Turn RIGHT, intercept LOC RWY 23

### RWY 23 ZULU:

- From BUGSU turn LEFT, track 082° to GLOBE
- Turn LEFT, track 049° to ANPUT  
IAS AT 230KT from ANPUT
- Turn RIGHT, track 132° to VIRAT
- Track via RNP RWY 23

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC AD APP 03-9235-2012

- 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, PROC IDENT.

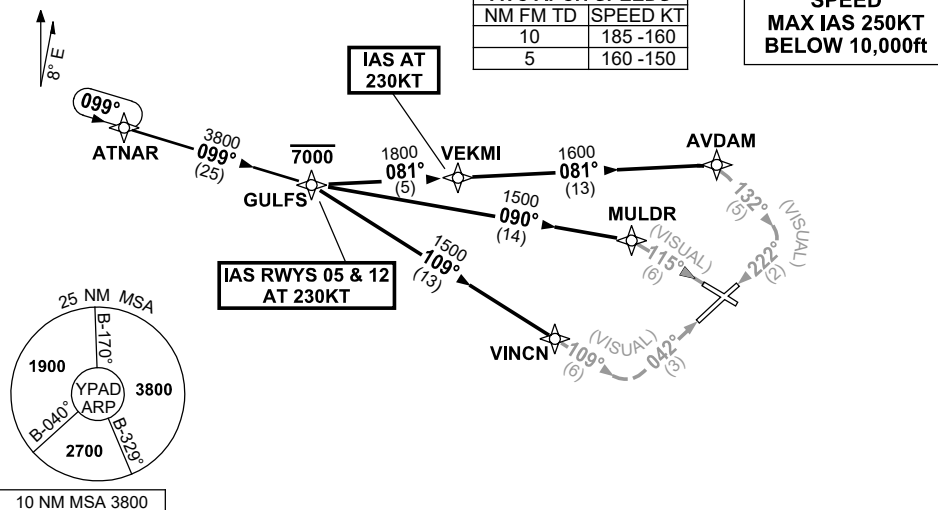
PADSR05-181

# STANDARD INSTRUMENT ARRIVAL (STAR) GULFS EIGHT VICTOR ARRIVAL (NON-JET) (RNAV) ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>124.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



## TRANSITIONS:

### ATNAR:

### From ATNAR to GULFS

Track 099° to GULFS  
Then follow ARRIVAL instructions

## ARRIVAL:

### GULFS EIGHT

Cross GULFS AT or BLW 7000ft

### RWY 05 VICTOR:

### IAS AT 230KT from GULFS

From GULFS track 109° to VINCN

- Track 109° VISUAL to intercept final RWY 05

### RWY 12 VICTOR:

### IAS AT 230KT from GULFS

From GULFS track 090° to MULDR

- Turn RIGHT, track 115° VISUAL for final RWY 12

### RWY 23 VICTOR:

From GULFS track 081° to VEKMI

### IAS AT 230KT from VEKMI

- Track 081° to AVDAM
- Turn RIGHT, track 132° VISUAL to intercept final RWY 23

**NOTE:** When instrument APCH required, expect radar vectors after GULFS to IAF for appropriate instrument APCH.

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

### IF ABLE CTC AD APP 03-9235-2012

- 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, VALIDITY INDICATOR.

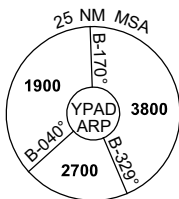
PADSR07-181

**STANDARD INSTRUMENT ARRIVAL (STAR)  
PAMMY SEVEN VICTOR ARRIVAL (NON-JET) (RNAV)  
ADELAIDE, SA (YPAD)**

NOT TO SCALE



| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| 10              | 185 -160 |
| 5               | 160 -150 |



10 NM MSA 3800

**MARGO:** From MARGO to PAMMY

Track 135° to ISKOT  
RWY 12 ONLY: IAS  
**AT 230KT** from ISKOT  
Track 135° to PAMMY  
**Cross** PAMMY at or BLW 7000ft  
Then follow ARRIVAL instructions

## AGROS: From AGROS to PAMMY

Track 130° to ROGUE  
Turn LEFT, track 117° to EKEGA  
RWY 12 ONLY: IAS  
**AT 230KT** from EKEGA  
Track 117° to PAMMY  
**Cross** PAMMY AT or BLW 7000ft  
Then follow ARRIVAL instructions

ARRIVAL: PAMMY SEVEN

## RWY 05 VICTOR:

**IAS AT 230KT from PAMMY**  
From PAMMY track 165° to VINCN  
Turn LEFT. track 109° VISUAL to intercept final RWY 05

**RWY 12 VICTOR:**

- Turn LEFT, track 115° VISUAL for final RWY 12

## RWY 23 VICTOR:

**IAS AT 230KT from PAMMY**  
From PAMMY track 121° to AVDAM  
• Turn RIGHT, track 132° VISUAL to intercept final RWY 23

**NOTE:** When instrument APCH required, expect radar vectors after PAMMY to IAF for appropriate instrument APCH

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

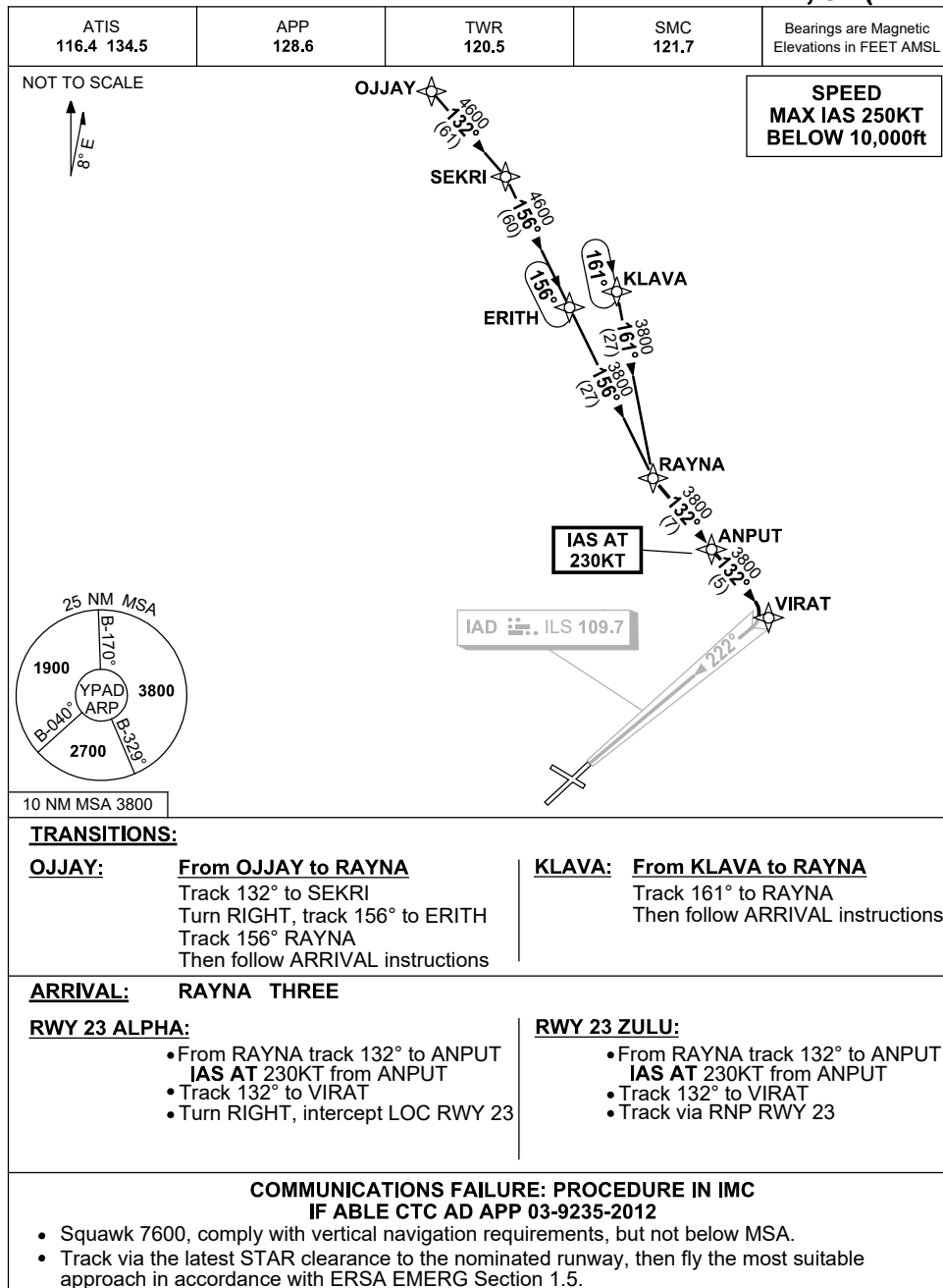
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR08-181

# STANDARD INSTRUMENT ARRIVAL (STAR) RAYNA THREE ALPHA, ZULU ARRIVALS (RNAV) ADELAIDE, SA (YPAD)

28 NOV 2024



Changes: WAYPOINT NAMES, VALIDTY INDICATOR.

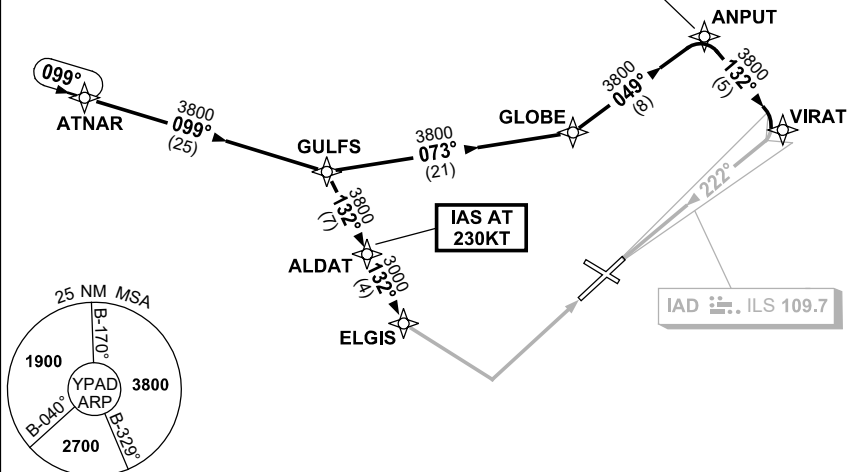
PADSR11-181

**28 NOV 2024**

|                                       |                                |                                |                                |                                                          |
|---------------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------------------------------------------------|
| <p>ATIS</p> <p><b>116.4 134.5</b></p> | <p>APP</p> <p><b>124.2</b></p> | <p>TWR</p> <p><b>120.5</b></p> | <p>SMC</p> <p><b>121.7</b></p> | <p>Bearings are Magnetic<br/>Elevations in FEET AMSL</p> |
|---------------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------------------------------------------------|

NOT TO SCALE

**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**



10 NM MSA 3800

- 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.

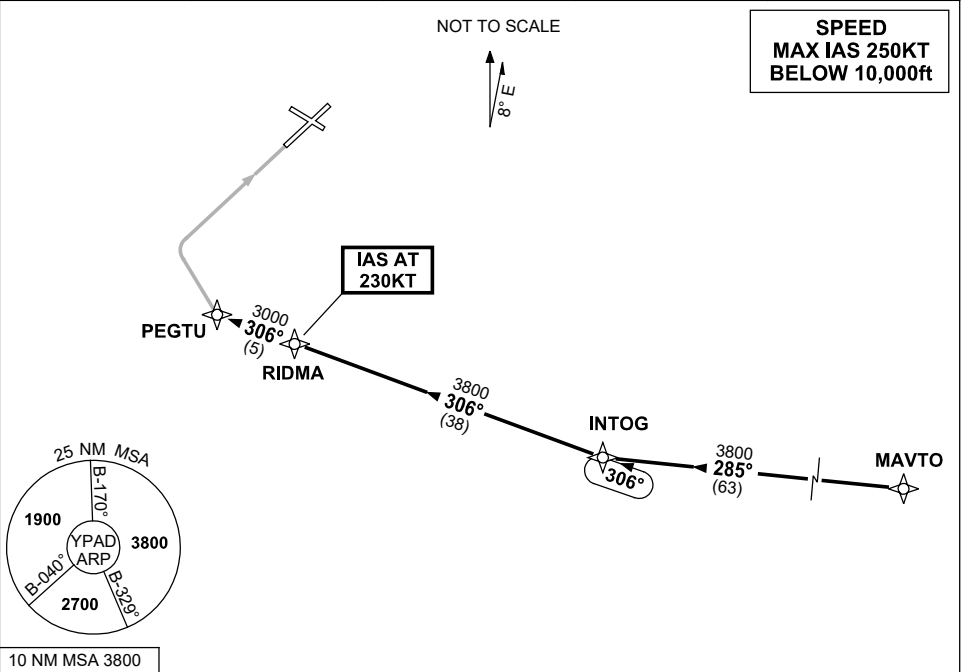
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR12-181

STANDARD INSTRUMENT ARRIVAL (STAR)  
INTOG ONE ZULU ARRIVAL (RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



**TRANSITION:**

**MAVTO:** From MAVTO track 285° to INTOG  
Then follow ARRIVAL instructions

**ARRIVAL: INTOG ONE**

**RWY 05 ZULU:**

- From INTOG turn RIGHT, track 306° to RIDMA  
IAS AT 230KT from RIDMA
- Track 306° to PEGTU
- Track via RNP Z RWY 05 APCH

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

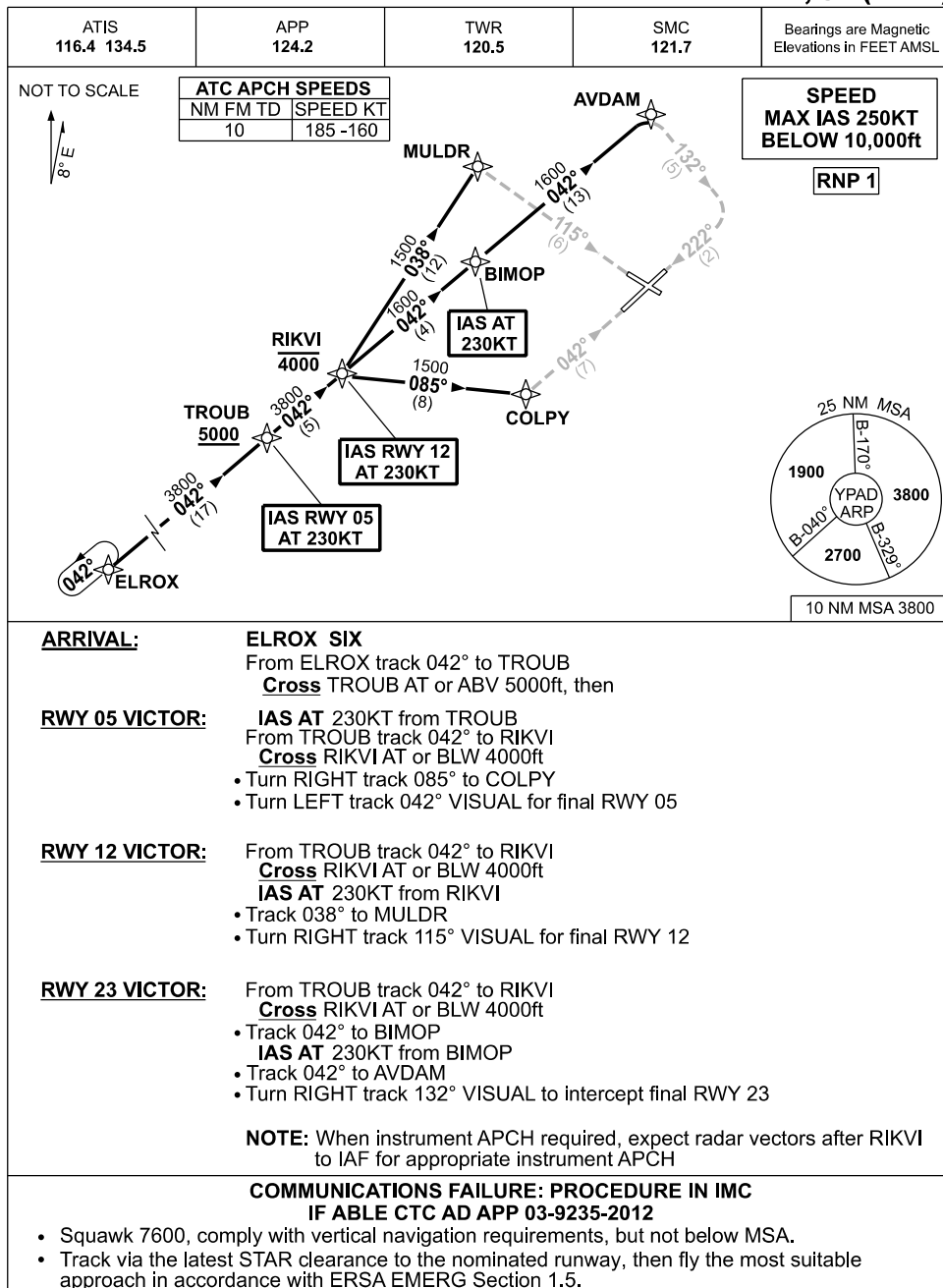
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

PADSR13-181

# STANDARD INSTRUMENT ARRIVAL (STAR) ELROX SIX VICTOR ARRIVAL (NON-JET) (RNAV) ADELAIDE, SA (YPAD)

03 SEP 2026



Changes: VALIDITY INDICATOR.

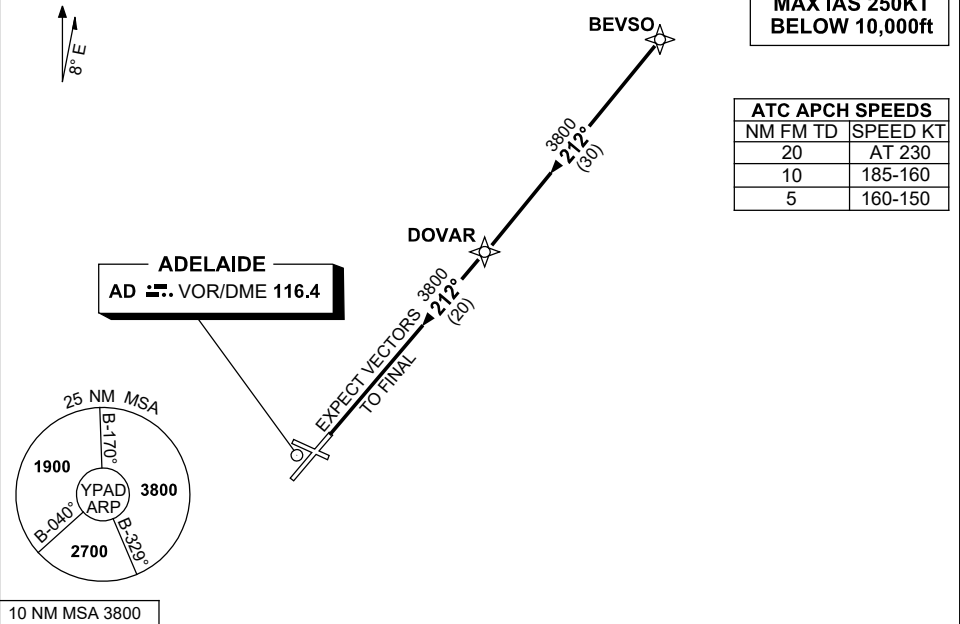
PADSR14-188

STANDARD INSTRUMENT ARRIVAL (STAR)  
BEVSO ONE ARRIVAL (NON-JET) (RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



**SPEED**  
MAX IAS 250KT  
BELOW 10,000ft

| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| 20              | AT 230   |
| 10              | 185-160  |
| 5               | 160-150  |

**ARRIVAL:** BEVSO ONE

- ALL RWYS:** From BEVSO track 212° to DOVAR
- Track 212° to AD VOR
  - Expect radar vectors to final approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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, PROC IDENT.

PADSR15-181

**STANDARD INSTRUMENT ARRIVAL (STAR)  
ATPIP THREE ARRIVAL (NON-JET) (RNAV)  
ADELAIDE, SA (YPAD)**

**17 JUN 2021**

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE

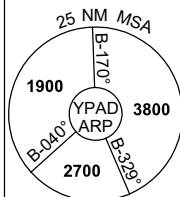


**ADELAIDE**  
AD VOR/DME 116.4

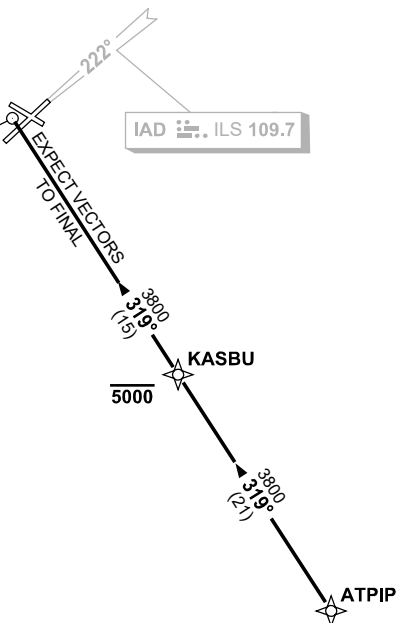
IAD ILS 109.7

**SPEED**  
MAX IAS 250KT  
BELOW 10,000FT

| ATC APCH SPEEDS |    |    |          |
|-----------------|----|----|----------|
| NM              | FM | TD | SPEED KT |
| 20              |    |    | AT 230   |
| 10              |    |    | 185-160  |
| 5               |    |    | 160-150  |



10 NM MSA 3800



**ARRIVAL: ATPIP THREE**

- ALL RWYS:** From ATPIP track 319° to KASBU  
**Cross** KASBU AT or BLW 5000FT
- Track 319° to AD VOR
  - Expect radar vectors to final approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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.

PADSR16-167

STANDARD INSTRUMENT ARRIVAL (STAR)  
SURGN FOUR ARRIVAL (NON-JET)(RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

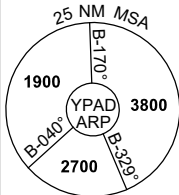
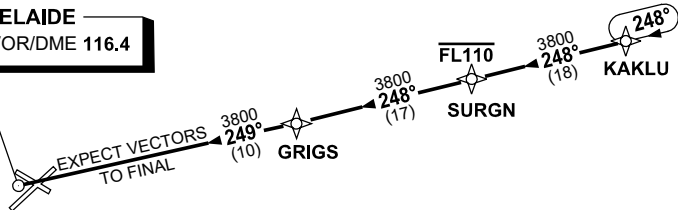
|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**

**ADELAIDE**  
AD VOR/DME 116.4



| ATC APCH SPEEDS |         |          |
|-----------------|---------|----------|
| NM              | FM TD   | SPEED KT |
| 20              | AT 230  |          |
| 10              | 185-160 |          |
| 5               | 160-150 |          |

10 NM MSA 3800

**TRANSITION:**

**KAKLU:** From KAKLU track 248° to SURGN  
**Cross** SURGN AT or BLW FL110  
Then follow ARRIVAL instructions

**ARRIVAL: SURGN FOUR**

**ALL RWYS:**

- From SURGN track 248° to GRIGS
- Track 249° to AD VOR
- Expect radar vectors to final approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**  
**IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

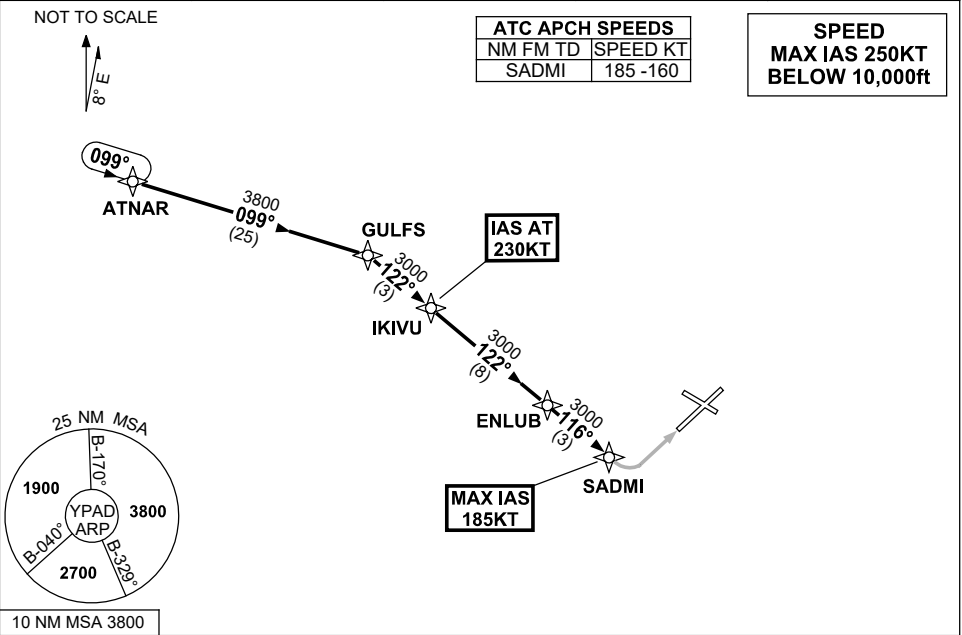
Changes: WAYPOINT NAME, VALIDITY INDICATOR.

PADSR17-181

STANDARD INSTRUMENT ARRIVAL (STAR)  
ATNAR ONE WHISKEY ARRIVALS (RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>124.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



**ARRIVAL:** ATNAR ONE

**RWY 05 WHISKEY:**

- Track 099° to GULFS
- Turn RIGHT, track 122° to IKIVU
- IAS AT 230KT from IKIVU
- Track 122° to ENLUB
- From ENLUB turn LEFT track 116° to SADMI
- MAX IAS 185KT from SADMI
- Track via RNP W RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**  
**IF ABLE CTC AD APP 03-9235-2012**

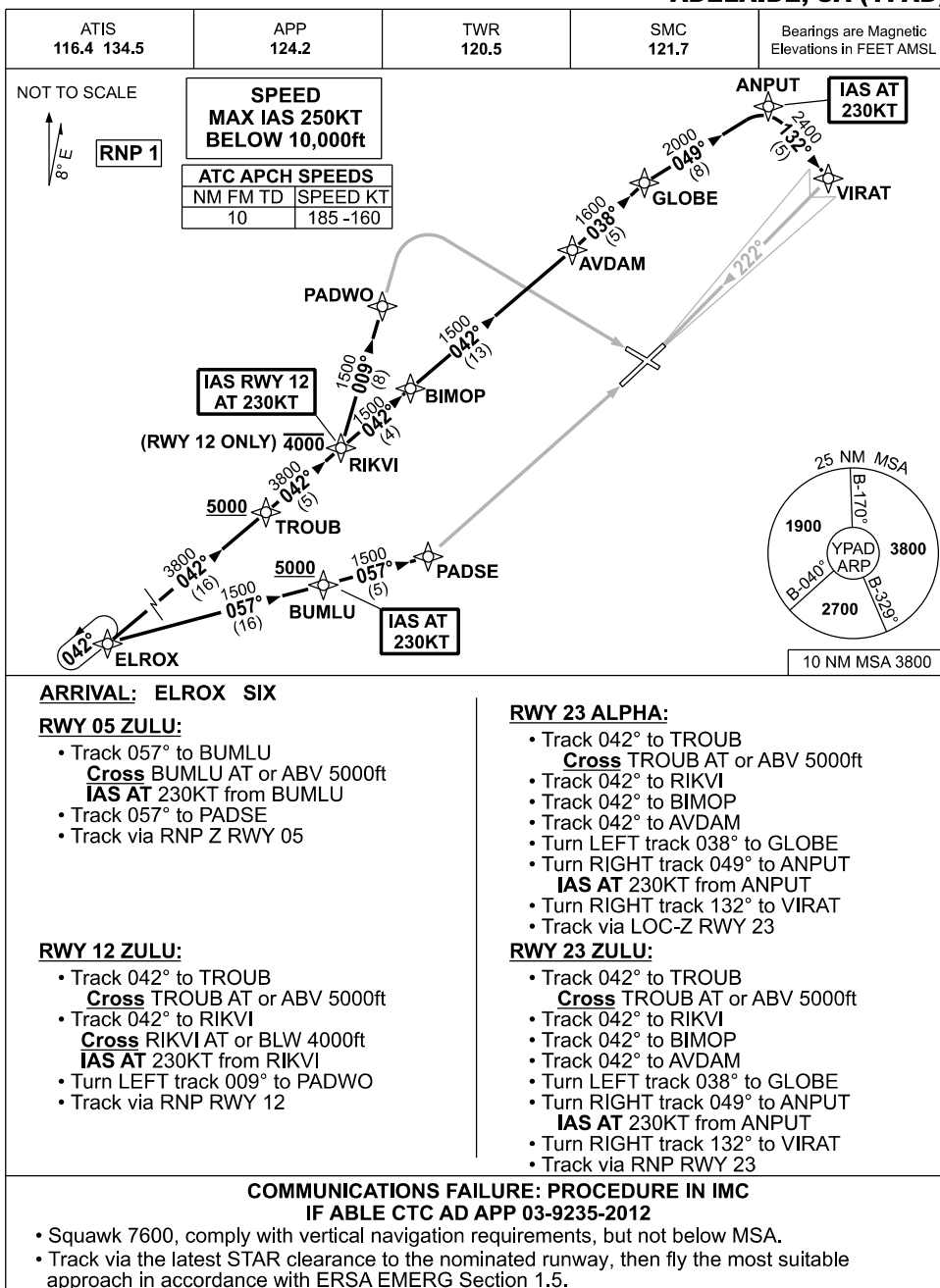
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

PADSR18-181

**STANDARD INSTRUMENT ARRIVAL (STAR)  
ELROX SIX ALPHA, ZULU ARRIVAL (RNAV)  
ADELAIDE, SA (YPAD)**

03 SEP 2026



**ARRIVAL: ELROX SIX**

**RWY 05 ZULU:**

- Track 057° to BUMLU  
**Cross** BUMLU AT or ABV 5000ft  
**IAS AT 230KT** from BUMLU
- Track 057° to PADSE
- Track via RNP Z RWY 05

**RWY 12 ZULU:**

- Track 042° to TROUB  
**Cross** TROUB AT or ABV 5000ft
- Track 042° to RIKVI  
**Cross** RIKVI AT or BLW 4000ft  
**IAS AT 230KT** from RIKVI
- Turn LEFT track 009° to PADWO
- Track via RNP RWY 12

**RWY 23 ALPHA:**

- Track 042° to TROUB  
**Cross** TROUB AT or ABV 5000ft
- Track 042° to RIKVI
- Track 042° to BIMOP
- Track 042° to AVDAM
- Turn LEFT track 038° to GLOBE
- Turn RIGHT track 049° to ANPUT  
**IAS AT 230KT** from ANPUT
- Turn RIGHT track 132° to VIRAT
- Track via LOC-Z RWY 23

**RWY 23 ZULU:**

- Track 042° to TROUB  
**Cross** TROUB AT or ABV 5000ft
- Track 042° to RIKVI
- Track 042° to BIMOP
- Track 042° to AVDAM
- Turn LEFT track 038° to GLOBE
- Turn RIGHT track 132° to VIRAT  
**IAS AT 230KT** from ANPUT
- Turn RIGHT track 132° to VIRAT
- Track via RNP RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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 ERS A EMERG Section 1.5.

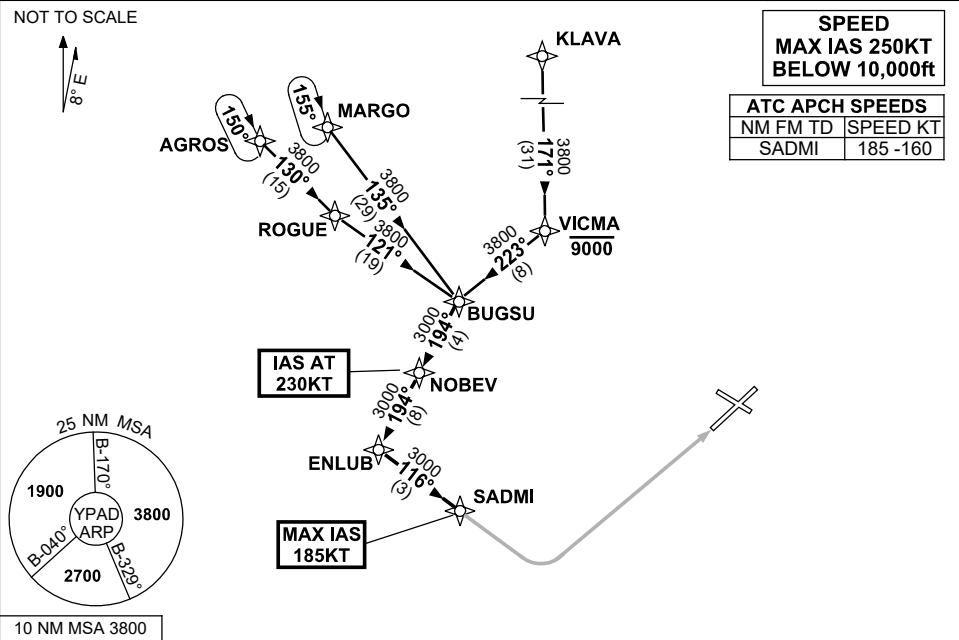
Changes: NEW PROC.

PADSR19-188

STANDARD INSTRUMENT ARRIVAL (STAR)  
BUGSU ONE WHISKEY ARRIVAL (RNAV)  
**ADELAIDE, SA (YPAD)**

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>124.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



|                     |                                                                                                                                                                  |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSITIONS:</b> |                                                                                                                                                                  |
| <b>MARGO:</b>       | <b>From MARGO to BUGSU:</b><br>Track 135° to BUGSU<br>Then follow ARRIVAL instructions                                                                           |
| <b>KLAVA:</b>       | <b>From KLAVA to BUGSU:</b><br>Track 171° to VICMA<br><b>Cross</b> VICMA AT or BLW 9000FT<br>Turn RIGHT, track 223° to BUGSU<br>Then follow ARRIVAL instructions |
| <b>AGROS:</b>       | <b>From AGROS to BUGSU:</b><br>Track 130° to ROGUE<br>Turn LEFT, track 121° to BUGSU<br>Then follow ARRIVAL instructions                                         |

|                                                                                                                                                                                                                                                                                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>ARRIVAL: BUGSU ONE</b>                                                                                                                                                                                                                                                           |  |
| <b>RWY 05 WHISKEY:</b>                                                                                                                                                                                                                                                              |  |
| <ul style="list-style-type: none"><li>From BUGSU turn RIGHT, track 194° to NOBEV<br/><b>IAS AT 230KT</b> from NOBEV</li><li>Track 194° to ENLUB</li><li>From ENLUB turn LEFT, track 116° to SADMI<br/><b>MAX IAS 185KT</b> from SADMI</li><li>Track via RNP W RWY 05 (AR)</li></ul> |  |

|                                                                                                                                                                                                                                                                                   |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>COMMUNICATIONS FAILURE: PROCEDURE IN IMC</b><br><b>IF ABLE CTC AD APP 03-9235-2012</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 ERSB EMERG Section 1.5.</li></ul> |  |

STANDARD INSTRUMENT ARRIVAL (STAR)  
KAKLU ONE X-RAY ARRIVAL (RNAV)  
**ADELAIDE, SA (YPAD)**

28 NOV 2024

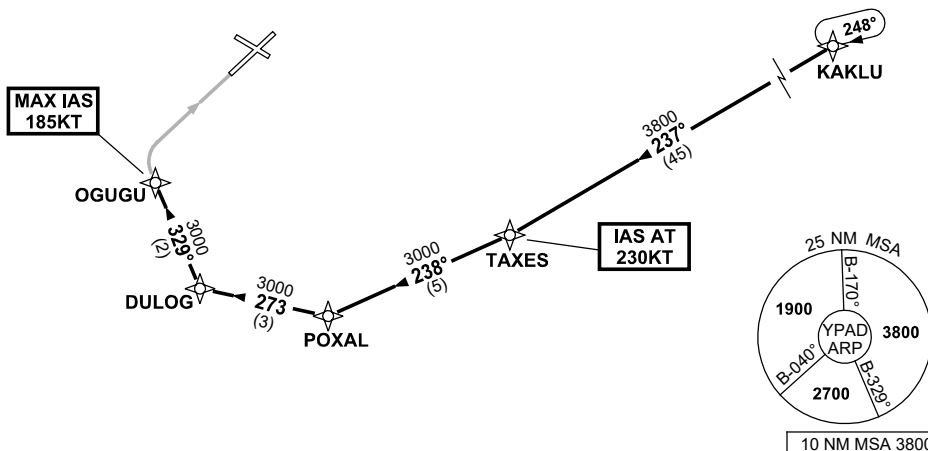
|                     |                   |              |                                                  |
|---------------------|-------------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP (SE)<br>118.2 | TWR<br>120.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|-------------------|--------------|--------------------------------------------------|

NOT TO SCALE



| ATC APCH SPEEDS |     |     |
|-----------------|-----|-----|
| NM              | FM  | TD  |
| OGUGU           | 185 | 160 |

**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**



**ARRIVAL: KAKLU ONE**

**RWY 05 XRAY:**

- From KAKLU track 237° to TAXES  
**IAS AT 230KT** from TAXES
- Track 238° to POXAL
- Turn RIGHT, track 273° to DULOG
- Turn RIGHT, track 329° to OGUGU  
MAX IAS 185KT from OGUGU
- Track via RNP X RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**  
**IF ABLE CTC AD APP 03-9235-2012**

- 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.

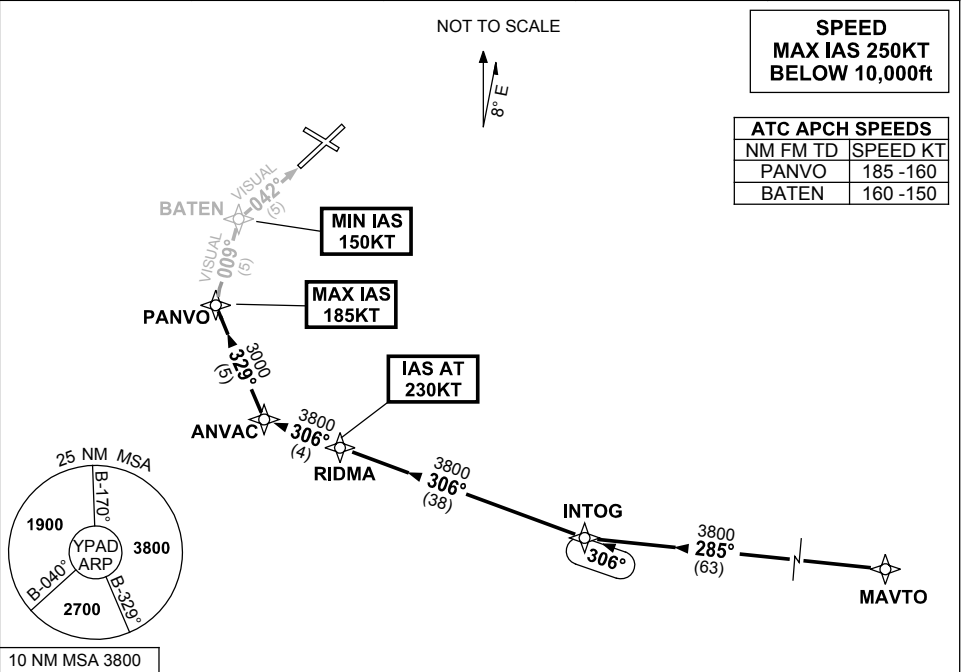
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR24-181

STANDARD INSTRUMENT ARRIVAL (STAR)  
INTOG ONE VICTOR ARRIVAL (RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



**TRANSITION:**

**MAVTO:** From MAVTO track 285° to INTOG  
Then follow ARRIVAL instructions

**ARRIVAL: INTOG ONE**

**RWY 05 VICTOR:**

- From INTOG turn RIGHT, track 306° to RIDMA  
IAS AT 230KT from RIDMA
- Track 306° to ANVAC
- Turn RIGHT, track 329° to PANVO  
MAX IAS 185KT from PANVO
- Turn RIGHT, track 009° VISUAL to BATEN  
MIN IAS 150KT from BATEN
- Turn RIGHT, Intercept VISUAL final RWY 05

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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) KAKLU ONE VICTOR ARRIVAL (RNAV) ADELAIDE, SA (YPAD)

28 NOV 2024

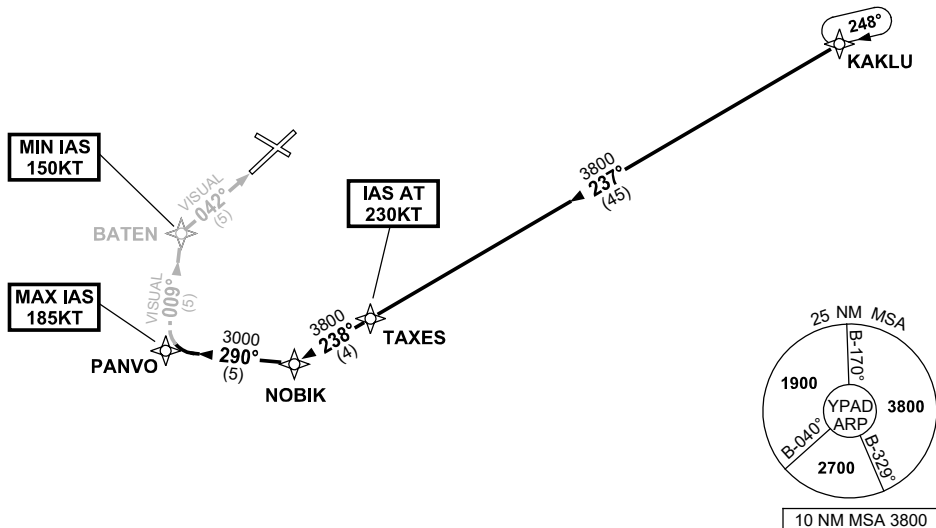
|                     |                   |              |  |                                                  |
|---------------------|-------------------|--------------|--|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP (SE)<br>118.2 | TWR<br>120.5 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|-------------------|--------------|--|--------------------------------------------------|

NOT TO SCALE



| ATC APCH SPEEDS |     |      |
|-----------------|-----|------|
| NM              | FM  | TD   |
| PANVO           | 185 | -160 |
| BATEN           | 160 | -150 |

**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**



**ARRIVAL: KAKLU ONE**

**RWY 05 VICTOR:**

- From KAKLU track 237° to TAXES  
**IAS AT 230KT** from TAXES
- Track 238° to NOBIK
- Turn RIGHT, track 290° to PANVO  
**MAX IAS 185KT** from PANVO
- Turn RIGHT, track 009° VISUAL to BATEN  
**MIN IAS 150KT** from BATEN
- Turn RIGHT, intercept VISUAL final RWY 05

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC AD APP 03-9235-2012

- 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, PROC IDENT.

PADSR27-181

STANDARD INSTRUMENT ARRIVAL (STAR)  
DRINA ONE VICTOR ARRIVAL (RNAV)  
**ADELAIDE, SA (YPAD)**

28 NOV 2024

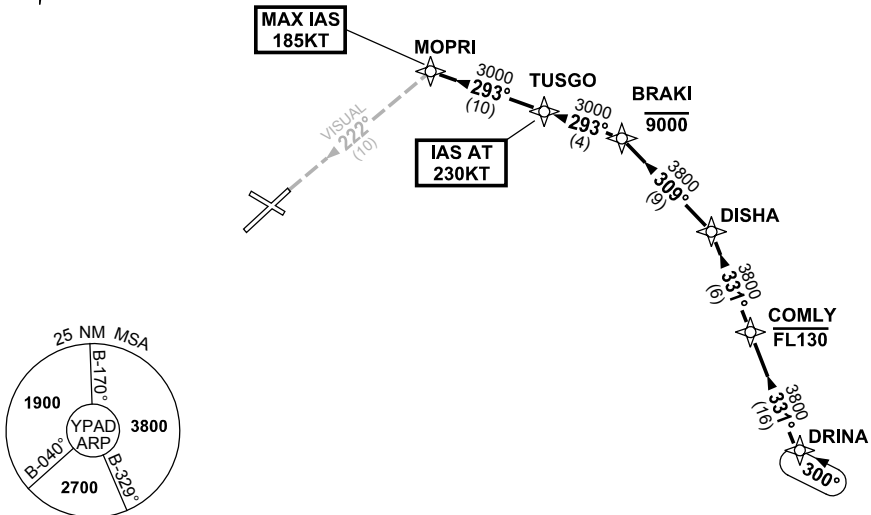
|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| MOPRI           | 185 -160 |
| 5               | 160 -150 |

**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**



10 NM MSA 3800

**ARRIVAL: DRINA ONE**

**RWY 23 VICTOR:**

- From DRINA track 331° to COMLY  
**Cross** COMLY AT or BLW FL130
- Track 331° to DISHA
- Turn LEFT, track 309° to BRAKI  
**Cross** BRAKI AT or BLW 9000ft
- Turn LEFT, track 293° to TUSGO  
**IAS AT 230KT** from TUSGO
- Track 293° to MOPRI  
MAX IAS 185KT from MOPRI
- Turn LEFT, intercept VISUAL final RWY 23

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**  
**IF ABLE CTC AD APP 03-9235-2012**

- 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) ATNAR ONE VICTOR ARRIVAL (RNAV) ADELAIDE, SA (YPAD)

28 NOV 2024

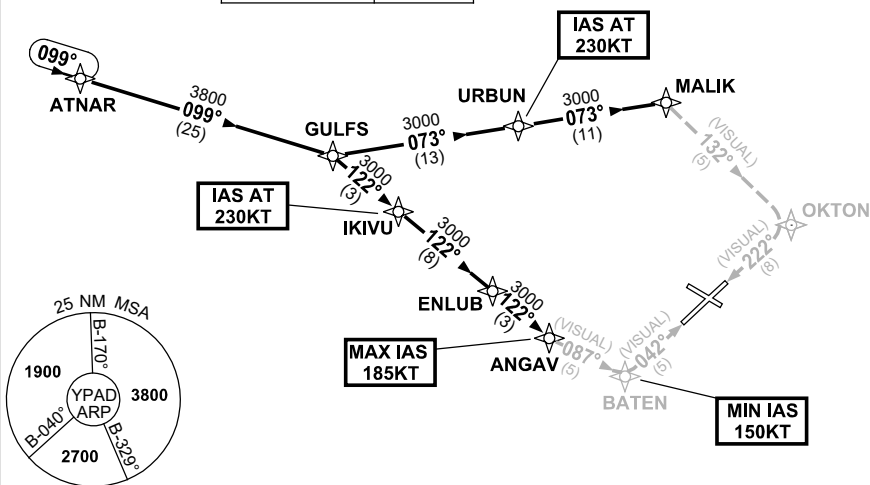
|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>124.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| RWY 05 ANGAV    | 185 -160 |
| RWY 05 BATEN    | 160 -150 |
| RWY 23 10NM     | 185 -160 |
| RWY 23 5NM      | 160 -150 |

**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**



10 NM MSA 3800

## ARRIVAL: ATNAR ONE

### RWY 05 VICTOR:

- Track 099° to GULFS
- Turn RIGHT, track 122° to IKIVU
- IAS AT 230KT from IKIVU
- Track 122° to ENLUB
- Track 122° to ANGAV
- MAX IAS 185KT from ANGAV
- Turn LEFT, track 087° VISUAL to BATEN
- MIN IAS 150KT from BATEN
- Turn LEFT, Intercept VISUAL final RWY 05

### RWY 23 VICTOR: (HJ ONLY)

- Track 099° to GULFS
- Turn LEFT, track 073° to URBUN
- IAS AT 230KT from URBUN
- Track 073° to MALIK
- Turn RIGHT, track 132° VISUAL to OKTON
- Turn RIGHT, Intercept VISUAL final RWY 23

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC AD APP 03-9235-2012

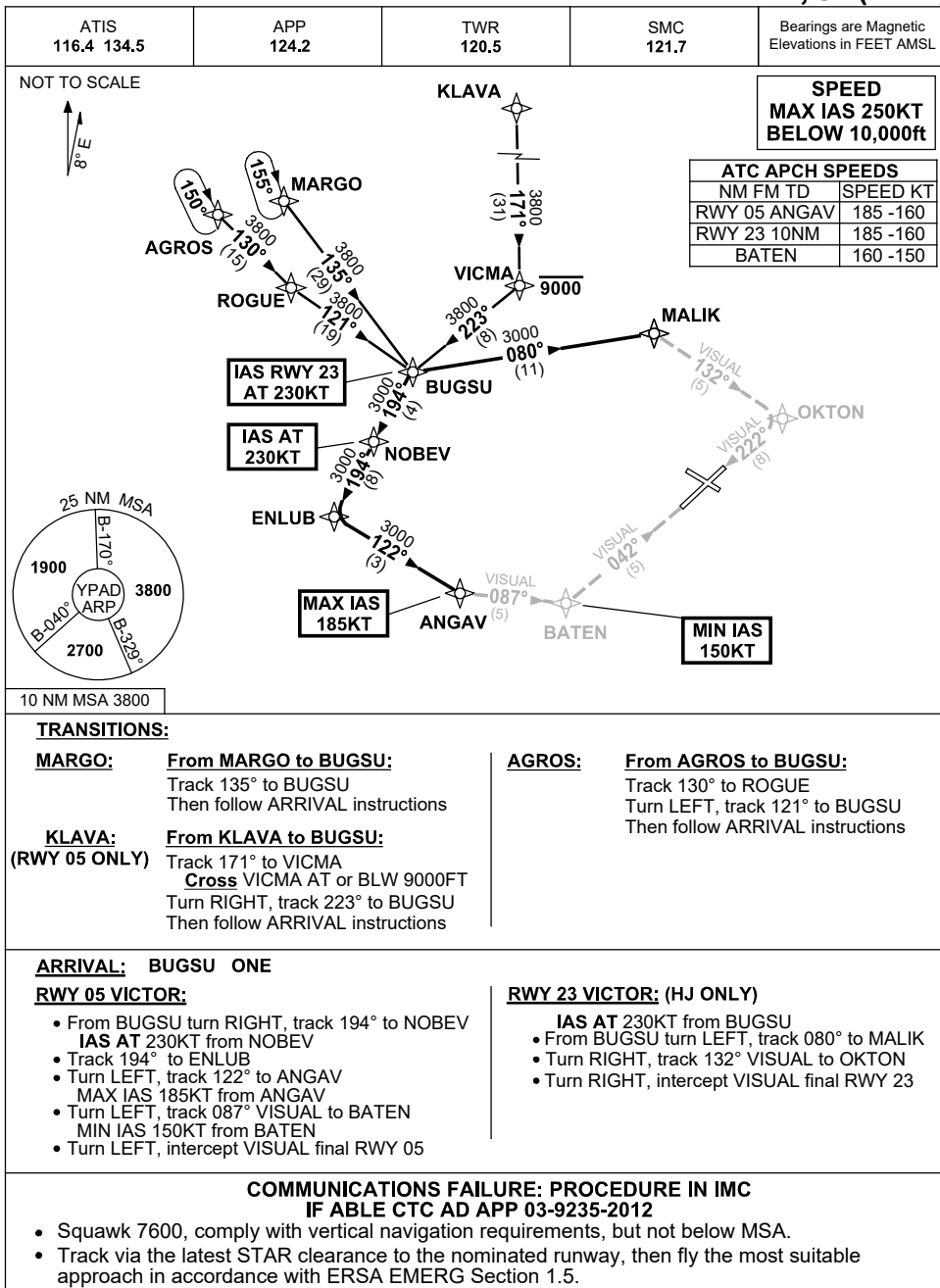
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: WAYPOINT NAMES, PROC IDENT.

PADSR29-181

# STANDARD INSTRUMENT ARRIVAL (STAR) BUGSU ONE VICTOR ARRIVAL (RNAV) ADELAIDE, SA (YPAD)

28 NOV 2024



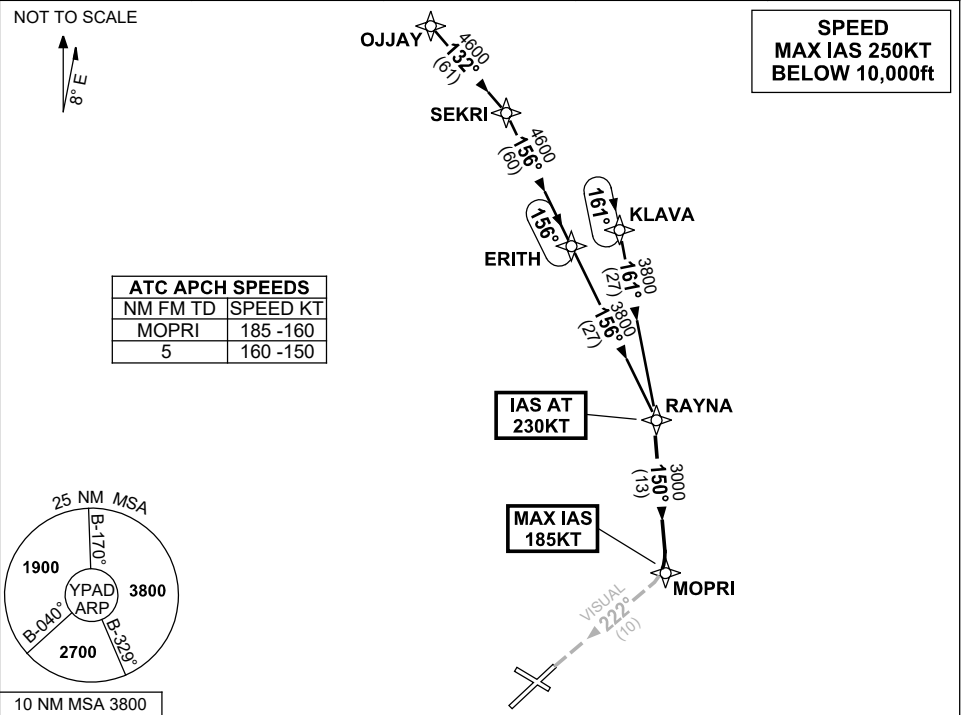
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR30-181

STANDARD INSTRUMENT ARRIVAL (STAR)  
RAYNA THREE VICTOR ARRIVAL (RNAV)  
ADELAIDE, SA (YPAD)

28 NOV 2024

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>128.6 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|



|                     |                                                                                                                                              |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSITIONS:</b> |                                                                                                                                              |
| <b>OJJAY:</b>       | <b>From OJJAY to RAYNA</b><br>Track 132° to SEKRI<br>Turn RIGHT, track 156° to ERITH<br>Track 156° RAYNA<br>Then follow ARRIVAL instructions |
| <b>KLAVA:</b>       | <b>From KLAVA to RAYNA</b><br>Track 161° to RAYNA<br>Then follow ARRIVAL instructions                                                        |

|                                             |  |
|---------------------------------------------|--|
| <b>ARRIVAL: RAYNA THREE</b>                 |  |
| <b>RWY 23 VICTOR: (HJ ONLY)</b>             |  |
| <b>IAS AT 230KT from RAYNA</b>              |  |
| • From RAYNA track 150° to MOPRI            |  |
| • MAX IAS 185KT from MOPRI                  |  |
| • Turn RIGHT, track VISUAL for final RWY 23 |  |

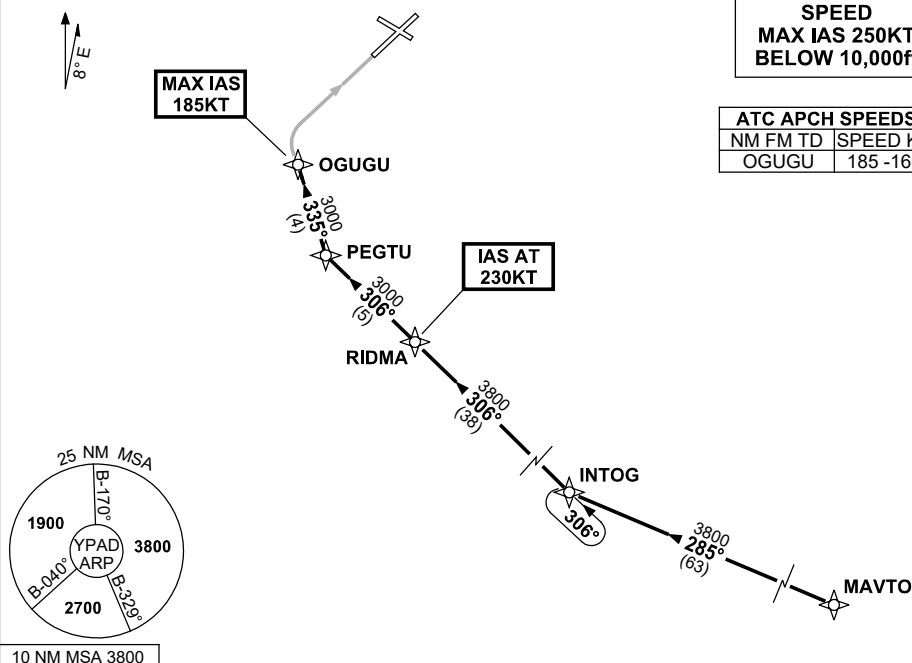
|                                                                                                                                               |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>COMMUNICATIONS FAILURE: PROCEDURE IN IMC</b><br><b>IF ABLE CTC AD APP 03-9235-2012</b>                                                     |  |
| • 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)  
INTOG ONE X-RAY ARRIVAL (RNAV)  
ADELAIDE, SA (YPAD)**

**28 NOV 2024**

|                     |              |              |              |                                                  |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>116.4 134.5 | APP<br>118.2 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



**TRANSITION:**

**MAVTO:** From MAVTO track 285° to INTOG  
Then follow ARRIVAL instructions

**ARRIVAL: INTOG ONE**

**RWY 05 XRAY:**

- From INTOG turn RIGHT, track 306° to RIDMA  
IAS AT 230KT from RIDMA
- Track 306° to PEGTU
- Turn RIGHT, track 335° to OGUGU  
MAX IAS 185KT from OGUGU
- Track via RNP X RWY 05 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC AD APP 03-9235-2012**

- 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.

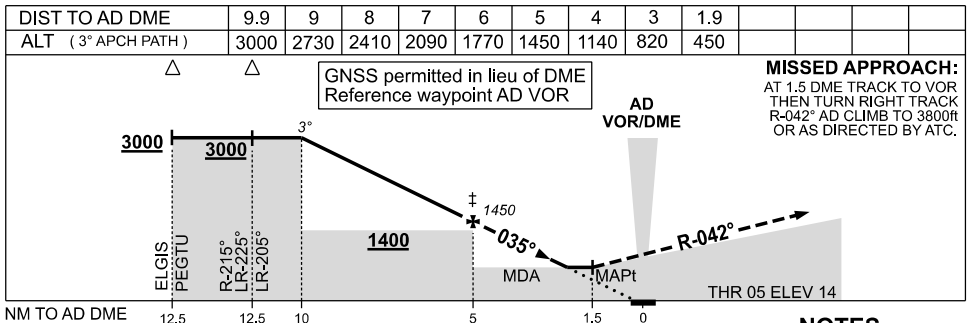
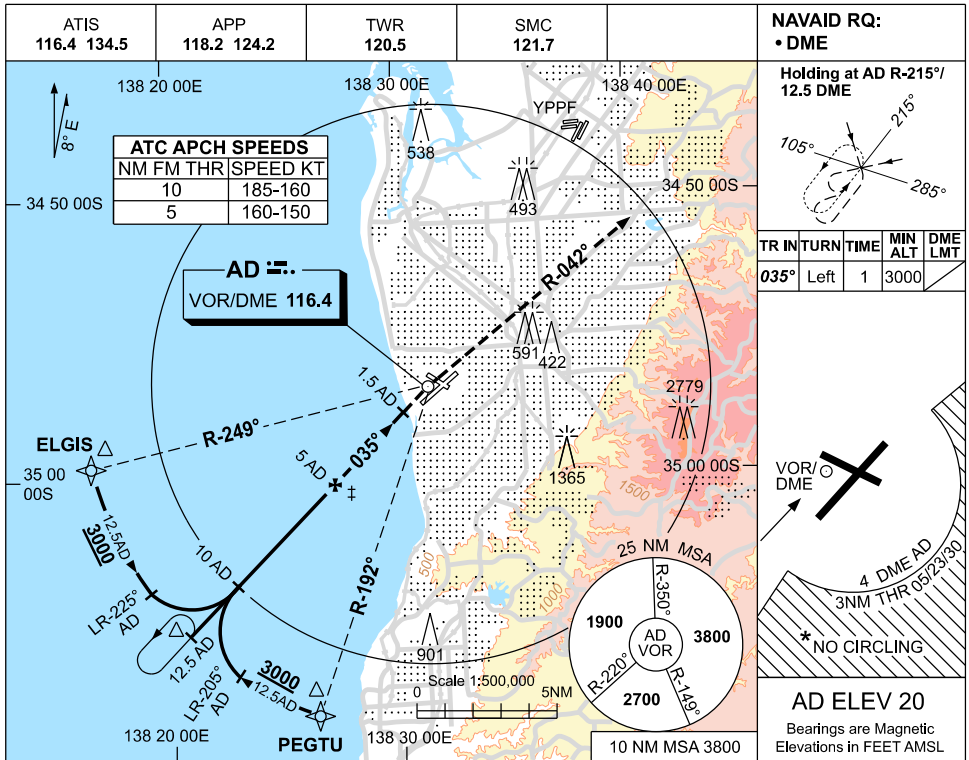
Changes: WAYPOINT NAMES, PROC IDENT.

PADSR33-181

USE QNH

VOR RWY 05  
**ADELAIDE, SA (YPAD)**

19 MAR 2026

**NOTES**

- \* 1. NO CIRCLING BEYOND 4 DME AD SOUTH OF RWY 05/23 OR BEYOND 3NM FM THR 05/23/30.
- \* 2. SPECIAL ALTN MNM 850/4.0 KM.
- † 3. ACFT MAY BE RADAR VECTORED TO FNA.
- 4. COLOUR: SEE SPEC NOTICES.

| CATEGORY    | A             | B              | C              | D |
|-------------|---------------|----------------|----------------|---|
| S-I VOR/DME | 450 (430-2.4) |                |                |   |
| CIRCLING *  | 900 (880-2.4) | 1000 (980-4.0) | 1000 (980-5.0) |   |
| ALTERNATE * | (1380-4.4)    | (1480-6.0)     | (1480-7.0)     |   |

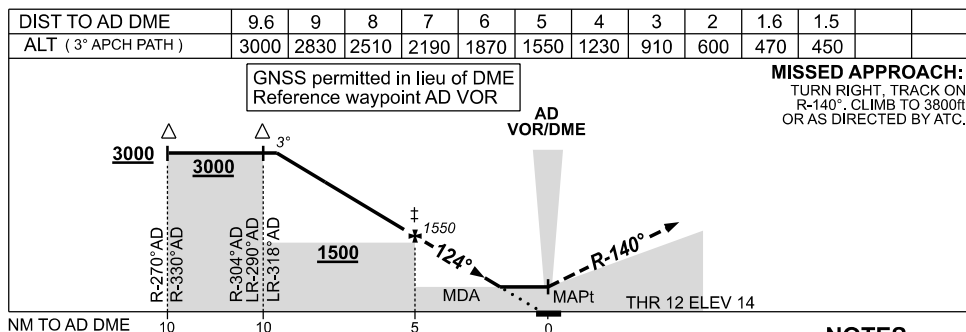
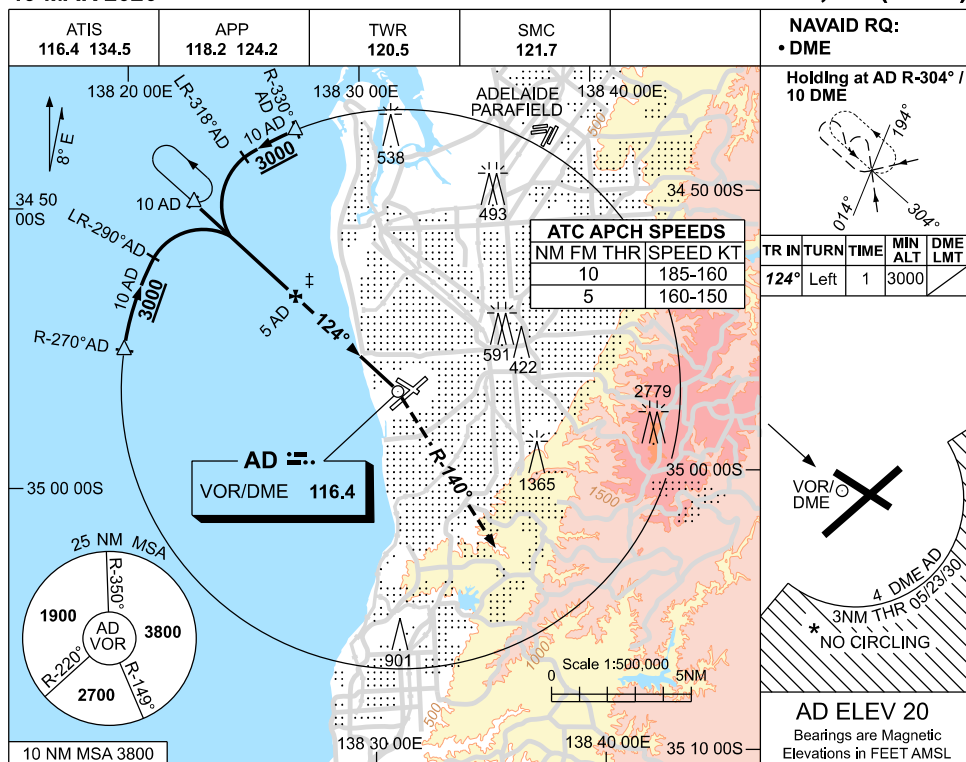
Changes: ABN DELETED, Editorial.

PADVO01-186

USE QNH

VOR RWY 12  
ADELAIDE, SA (YPAD)

19 MAR 2026



## NOTES

- \* 1. NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
- \* 2. SPECIAL ALTN MNM 850/4.0KM.
- ‡ 3. ACFT MAY BE RADAR VECTORED TO FNA.
- 4. COLOUR: SEE SPEC NOTICES.

| CATEGORY    | A             | B | C              | D              |
|-------------|---------------|---|----------------|----------------|
| S-I VOR/DME | 450 (430-2.4) |   |                | 470 (450-2.5)  |
| CIRCLING *  | 900 (880-2.4) |   | 1000 (980-4.0) | 1000 (980-5.0) |
| ALTERNATE * | (1380-4.4)    |   | (1480-6.0)     | (1480-7.0)     |

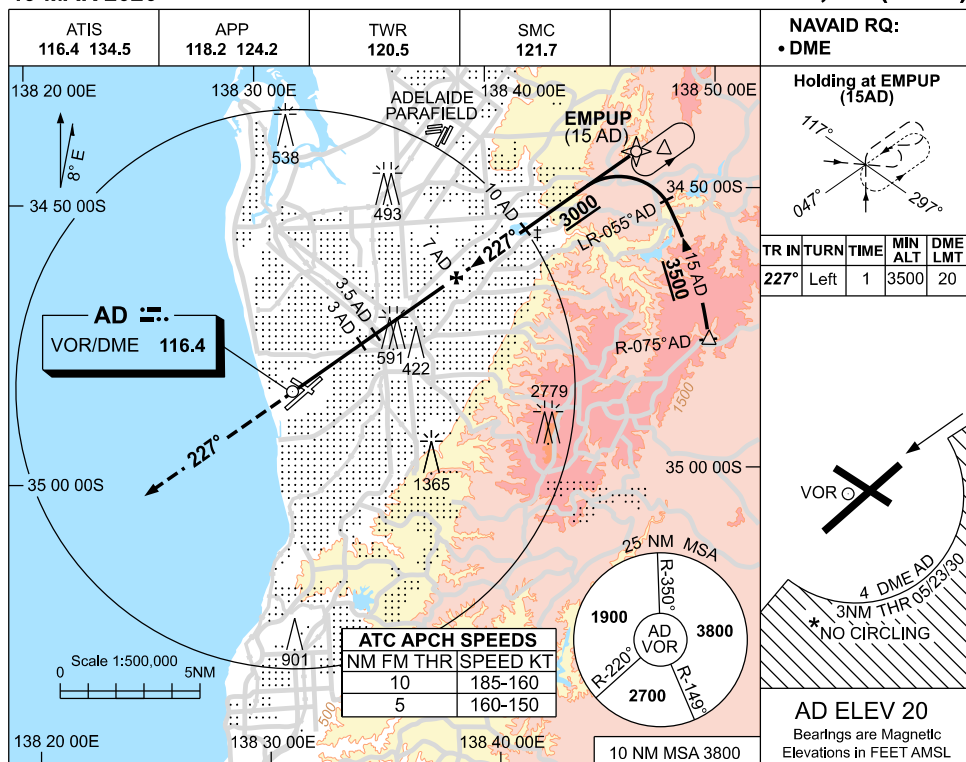
Changes: ABN DELETED, Editorial.

PADVO03-186

USE QNH

VOR RWY 23  
ADELAIDE, SA (YPAD)

19 MAR 2026

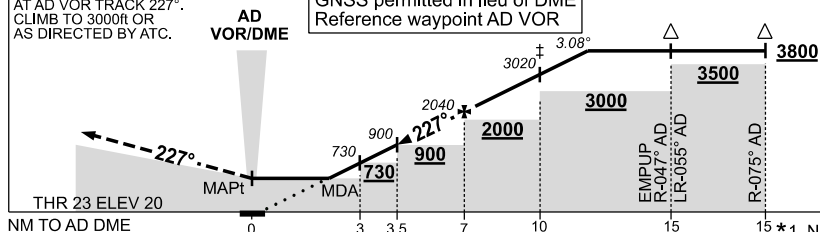


| DIST TO AD DME          | 2.5 | 3   | 3.5 | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 12.4 |
|-------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|
| ALT ( 3.08° APCH PATH ) | 580 | 730 | 900 | 1060 | 1390 | 1710 | 2040 | 2370 | 2690 | 3020 | 3350 | 3670 | 3800 |

**MISSED APPROACH:**

AT AD VOR TRACK 227°.  
CLIMB TO 3000ft OR  
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME  
Reference waypoint AD VOR

**NOTES**

1. NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
2. SPECIAL ALTN MNM 850/4.0KM.
3. ACFT MAY BE RADAR VECTORED TO 10 DME FINAL.
4. APCH PATH ANGLE DOES NOT COINCIDE WITH PAPI ON GLIDE SLOPE INDICATION.
5. COLOUR: SEE SPEC NOTICES.

| CATEGORY    | A             | B              | C              | D |
|-------------|---------------|----------------|----------------|---|
| S-I VOR/DME | 580 (560-2.3) |                |                |   |
| CIRCLING *  | 900 (880-2.4) | 1000 (980-4.0) | 1000 (980-5.0) |   |
| ALTERNATE * | (1380-4.4)    | (1480-6.0)     | (1480-7.0)     |   |

Changes: ABN DELETED, Editorial.

PADVO04-186

VOR RWY 30  
**ADELAIDE, SA (YPAD)**

**ATIS**  
116.4 134.5

**APP**  
118.2 124.2

**TWR**  
120.5

**SMC**  
121.7

**NAVAID RQ:**  
• DME

**Holding at AD R-110° / 15 DME**

| TR IN | TURN | TIME | MIN ALT | DME LMT |
|-------|------|------|---------|---------|
| 290°  | Left |      | 4000    | 20      |

**ATC APCH SPEEDS**

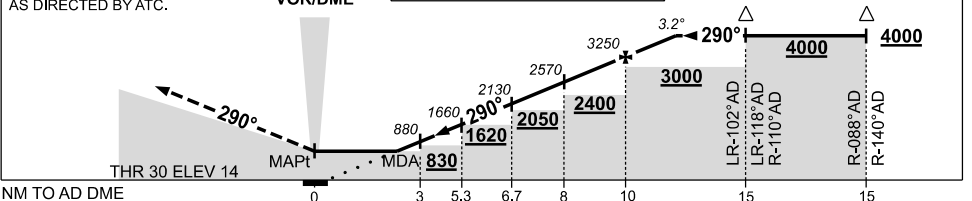
| NM FM | THR | SPEED KT |
|-------|-----|----------|
| 10    |     | 185-160  |
| 5     |     | 160-150  |

**AD VOR/DME 116.4**

**AD ELEV 20**  
Bearings are Magnetic  
Elevations in FEET AMSL

**MISSED APPROACH:**  
AT AD VOR TRACK 290°. CLIMB TO 3000ft OR AS DIRECTED BY ATC.

GNSS permitted in lieu of DME  
Reference waypoint AD VOR



- \* 1. NO CIRCLING S OF RWY 05/23 BEYOND 4 DME AD OR BEYOND 3NM FM THR 05/23/30.
- \* 2. SPECIAL ALTN MNM 850/4.0 KM.
- 3. APCH PATH ANGLE DOES NOT COINCIDE WITH PAPI ON GLIDE SLOPE INDICATION.
- 4. **COLOUR:** SEE SPEC NOTICES.

| CATEGORY     | A             | B | C              | D              |
|--------------|---------------|---|----------------|----------------|
| S-I VOR/DME  | 520 (500-2.7) |   |                |                |
| CIRCLING *   | 900 (880-2.4) |   | 1000 (980-4.0) | 1000 (980-5.0) |
| ALTERNATE ** | (1380-4.4)    |   | (1480-6.0)     | (1480-7.0)     |

PADVO05-186