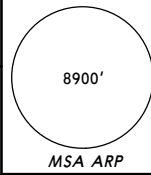
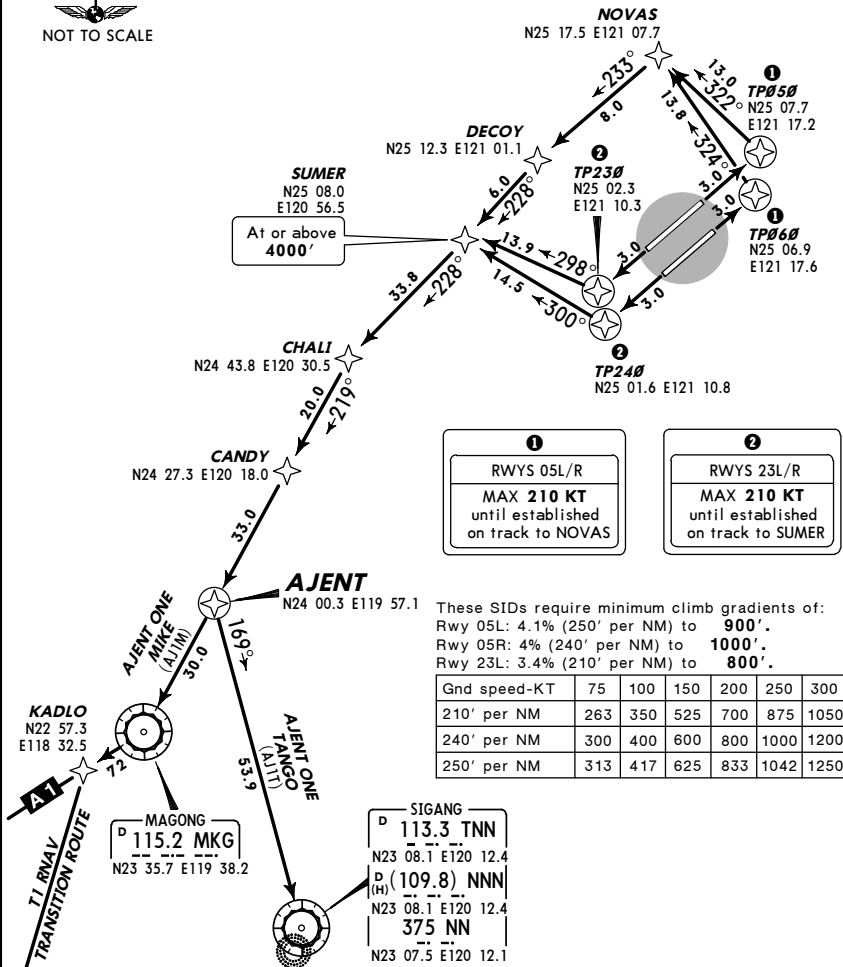


Apt Elev 106'
Trans level: FL130 Trans alt: 11000'
RNAV 1.



**AJENT ONE MIKE (AJ1M),
AJENT ONE TANGO (AJ1T)
RNAV (GNSS) DEPARTURES**



1	2
RWYS 05L/R	RWYS 23L/R
MAX 210 KT	MAX 210 KT
until established	until established
on track to NOVAS	on track to SUMER

These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250' per NM) to **900'**.
Rwy 05R: 4% (240' per NM) to **1000'**.
Rwy 23L: 3.4% (210' per NM) to **800'**.

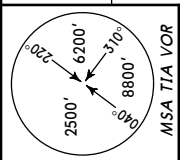
Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
240' per NM	300	400	600	800	1000	1200
250' per NM	313	417	625	833	1042	1250

RWY	INITIAL CLIMB
05L/R	After fly-over TP050/TP060, direct to NOVAS, DECOY, SUMER, CHALI then CANDY to AJENT.
23L/R	After fly-over TP240/TP230, direct to SUMER, CHALI then CANDY to AJENT.

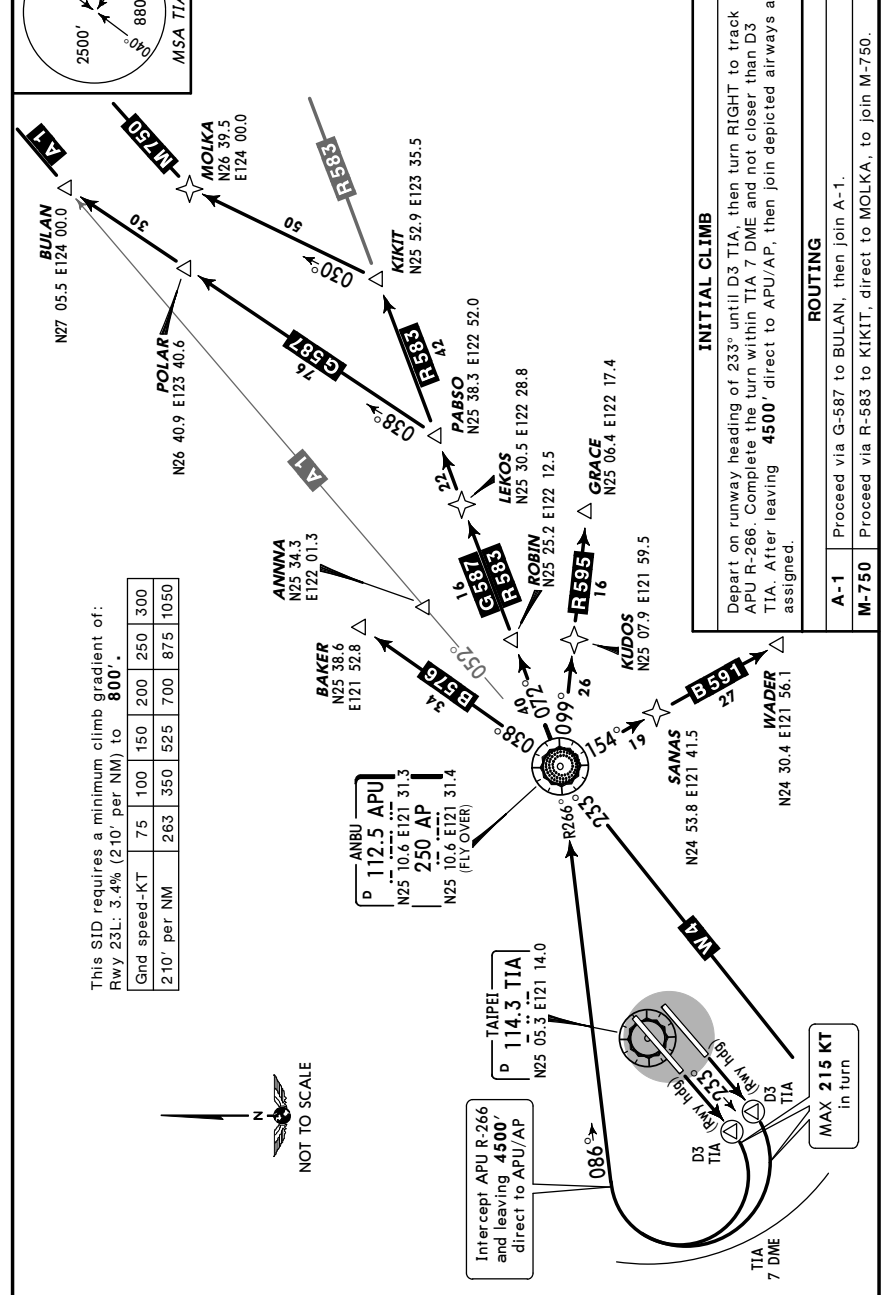
SID	ROUTING
AJENT ONE MIKE	From AJENT to MKG to join airway.
AJENT ONE TANGO	From AJENT to TNN to join airway.

CHANGES: Initial climb text.

Apt Elev 106'
Trans level: FL130 Trans alt: 11000'
The 3 mile initial climb on runway heading is mandatory for noise abatement. Unless an emergency exists, no aircraft shall make an early turn.



**ANBU ONE DEPARTURE (AP1)
(RWYS 23L/R)**

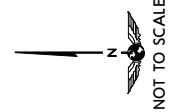


This SID requires a minimum climb gradient of:
Rwy 23L: 3.4% (210' per NM) to **800'**.

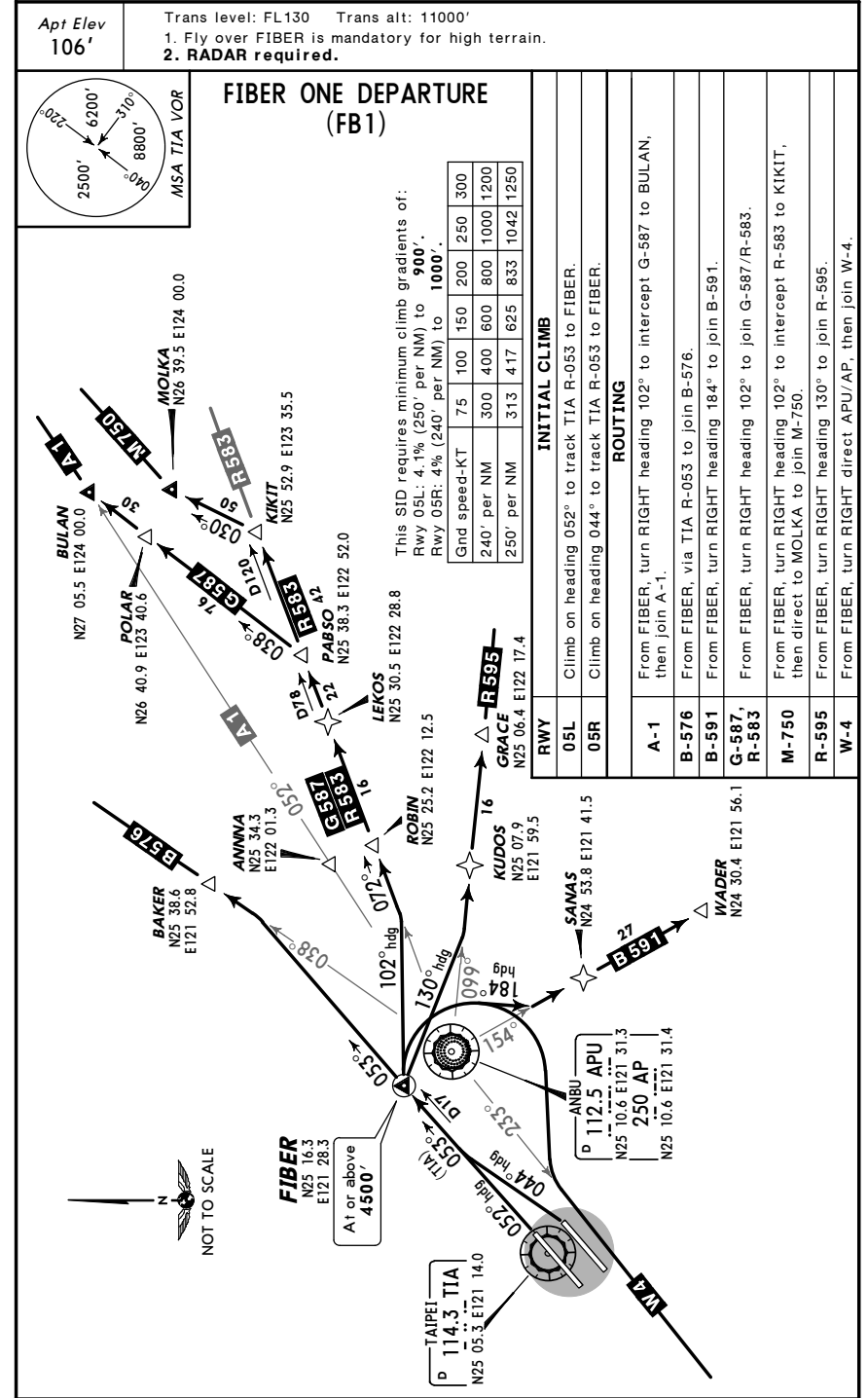
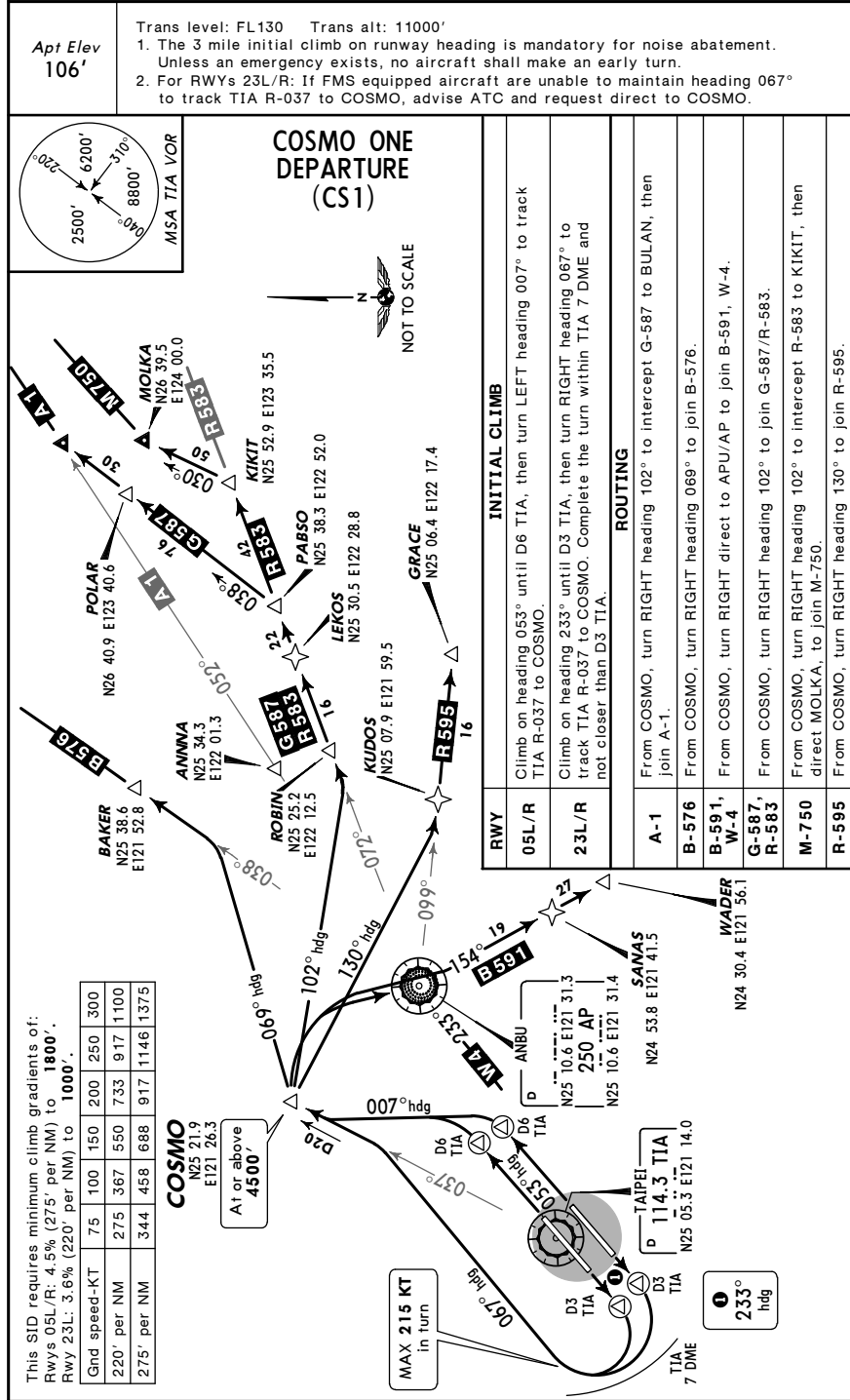
Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050

INITIAL CLIMB
Depart on runway heading of 233° until D3 TIA, then turn RIGHT to track APU R-266. Complete the turn within TIA 7 DME and not closer than D3 TIA. After leaving 4500' direct to APU/AP, then join depicted airways as assigned.

ROUTING
A-1 Proceed via G-587 to BULAN, then join A-1.
M-750 Proceed via R-583 to KIKIT, direct to MOLKA, to join M-750.



CHANGES: None.

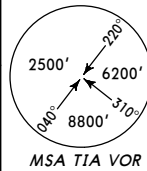


CHANGES: Runways renamed, initial climb, formations removed.

CHANGES: Runways renamed, formations.

Apt Elev 106'
Trans level: FL130 Trans alt: 11000'
RADAR required.

HAIFU ONE RADAR DEPARTURE (HF1)

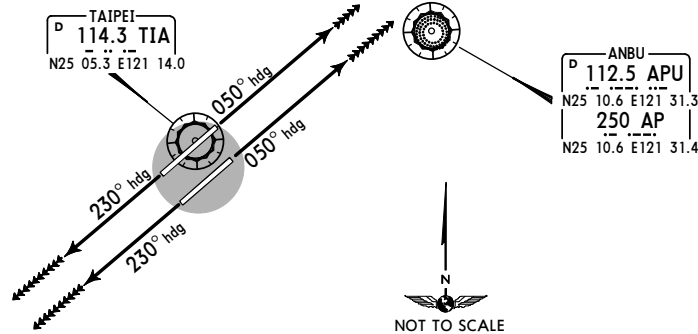


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If not in contact with departure control, squawk 7600. After passing **4500'**, continue climb to assigned altitude and proceed to assigned route/fix/transition.

- A. In airspace where RADAR is used in the provision of air traffic control, **MAINTAIN** the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes, following:
 1. The time the last assigned level or minimum flight altitude is reached; or
 2. The time the transponder is set to code 7600; or
 3. The aircraft's failure to report its position over a compulsory reporting point;
 whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.
- B. When being RADAR vectored or having being directed by ATC to proceed offset using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.
- C. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.
- D. Commence descent from the navigation aid or fix specified in C. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- E. Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- F. Land, if possible, within 30 minutes after the estimated time of arrival specified in the filed flight plan or the last acknowledged expected approach time, whichever is later.

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This SID requires minimum climb gradients of:
Rwy 05L: 4.7% (286' per NM) to **4500'**.
Rwy 05R: 4.5% (275' per NM) to **4500'**.

Gnd speed-KT	75	100	150	200	250	300
275' per NM	344	458	688	917	1146	1375
286' per NM	358	477	715	953	1192	1430

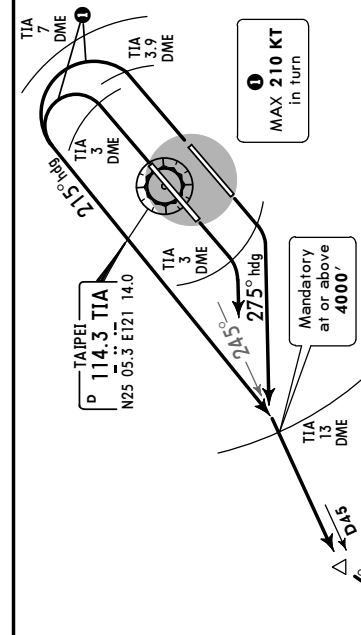
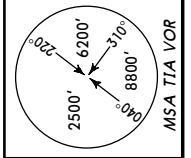
RWY	INITIAL CLIMB
05L/R	Depart heading 050°, climb to ATC assigned altitude for vector to assigned route/fix.
23L/R	Depart heading 230°, climb to ATC assigned altitude for vector to assigned route/fix.

CHANGES: Runways renamed, lost communications.

Apt Elev 106'

Trans level: FL130 Trans alt: 11000'
1. For use during MKG VOR outage. 2. The 3 mile initial climb on runway heading is mandatory for noise abatement. Unless an emergency exists, no aircraft shall make an early turn. 3. For RWYs 05L/R: If FMS equipped aircraft are unable to maintain 215° heading to track TIA R-245 to CHALI, advise ATC and request direct to CHALI. 4. Fly over KOUSTI is mandatory for ATC requirements. 5. If unable to meet climb gradient, advise ATC.

**KOUSTI ONE MIKE (KS1M),
KOUSTI ONE TANGO (KS1T) DEPARTURES**

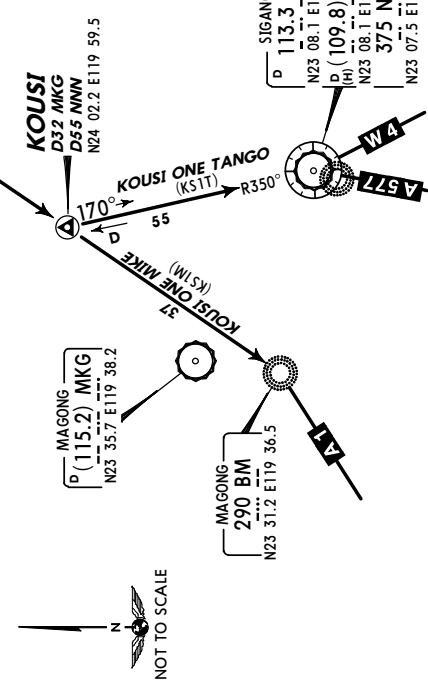


These SIDs require minimum climb gradients of:
Rwy 05L: 5.4% (328' per NM) to **1100'**.
Rwy 05R: 4.9% (298' per NM) to **1300'**.
Rwy 23L: 3.4% (210' per NM) to **800'**.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
298' per NM	373	497	745	993	1242	1490
328' per NM	410	547	820	1093	1367	1640

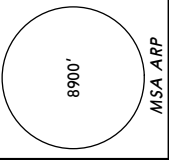
RWY	INITIAL CLIMB
05L	Depart runway heading until TIA 3 DME, turn LEFT heading 215° to track TIA R-245 to CHALI. Complete the turn within TIA 7 DME and not closer than TIA 3 DME.
05R	Depart runway heading until TIA 3.9 DME, turn LEFT heading 215° to track TIA R-245 to CHALI. Complete the turn within TIA 7 DME and not closer than TIA 3 DME.
23L/R	Depart runway heading until TIA 3 DME, turn RIGHT heading 275° to track TIA R-245 to CHALI.

SID	ROUTING
KOUSTI ONE MIKE	From CHALI, track BM 217° bearing to BM to join A-1.
KOUSTI ONE TANGO	From CHALI, track BM 217° bearing to KOUSTI, then track TNN R-350 to TNN (170° bearing to NN) to join W-47/A-577.

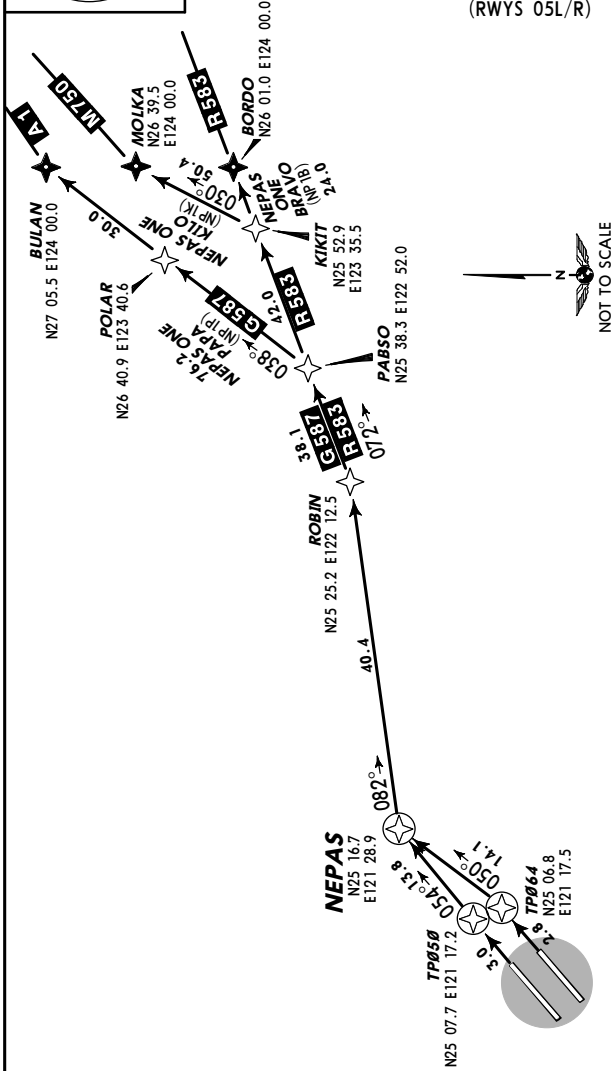


CHANGES: Runways renamed, formations.

Apt Elev 106'
Trans level: FL130 Trans alt: 11000'
1. **RNAV 1.**
2. If unable to meet climb gradient, advise ATC.



**NEPAS ONE BRAVO (NP1B),
NEPAS ONE KILO (NP1K),
NEPAS ONE PAPA (NP1P),
RNAV (GNSS) DEPARTURES
(RWYS 05L/R)**



These SIDs require minimum climb gradients of:
Rwy 05R: 4% (240' per NM) to 900'.
Gnd speed-KT

Rwy 05R: 4% (240' per NM) to 900'	75	100	150	200	250	300
Gnd speed-KT	300	400	600	800	1000	1200
240' per NM	313	417	625	833	1042	1250
250' per NM						

INITIAL CLIMB

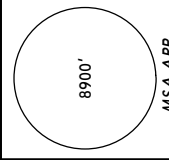
After fly-over TP050/TP064, proceed direct to NEPAS.

SID

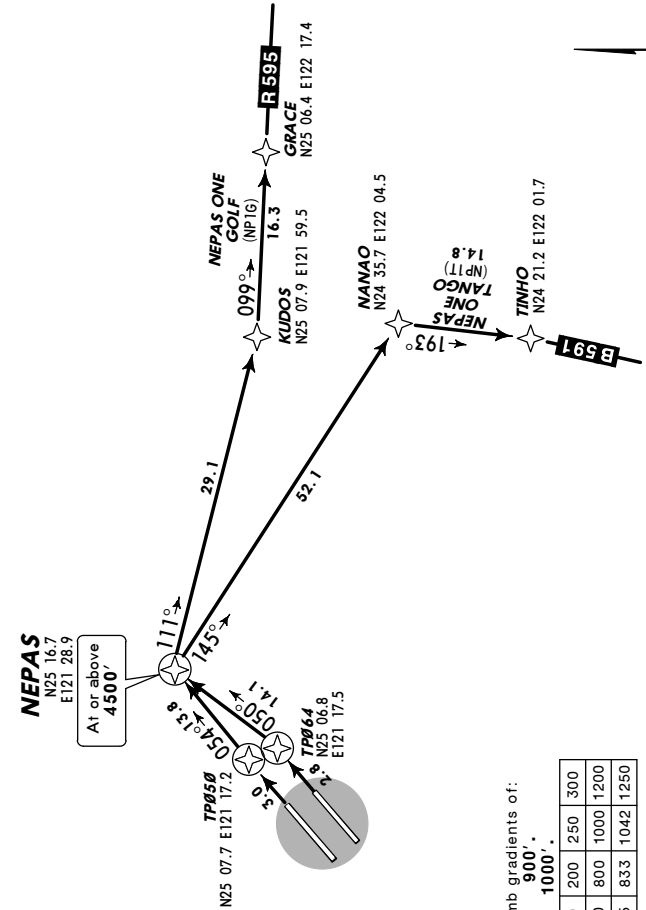
NEPAS ONE BRAVO
From NEPAS to ROBIN, PABSO, KIKIT, then BORDO to join R-583.
NEPAS ONE KILO
From NEPAS to ROBIN, PABSO, KIKIT, then MOLKA to join M-750.
NEPAS ONE PAPA
From NEPAS to ROBIN, PABSO, POLAR, then BULAN to join A-1.

CHANGES: Runways renamed, BULAN, MOLKA and BORDO depictions.

Apt Elev 106'
Trans level: FL130 Trans alt: 11000'
1. **RNAV 1.**
2. If unable to meet climb gradient, advise ATC.



**NEPAS ONE GOLF (NP1G),
NEPAS ONE TANGO (NP1T)
RNAV (GNSS) DEPARTURES
(RWYS 05L/R)**



These SIDs require minimum climb gradients of:
Rwy 05L: 4.1% (250' per NM) to 900'.
Rwy 05R: 4% (240' per NM) to 1000'.

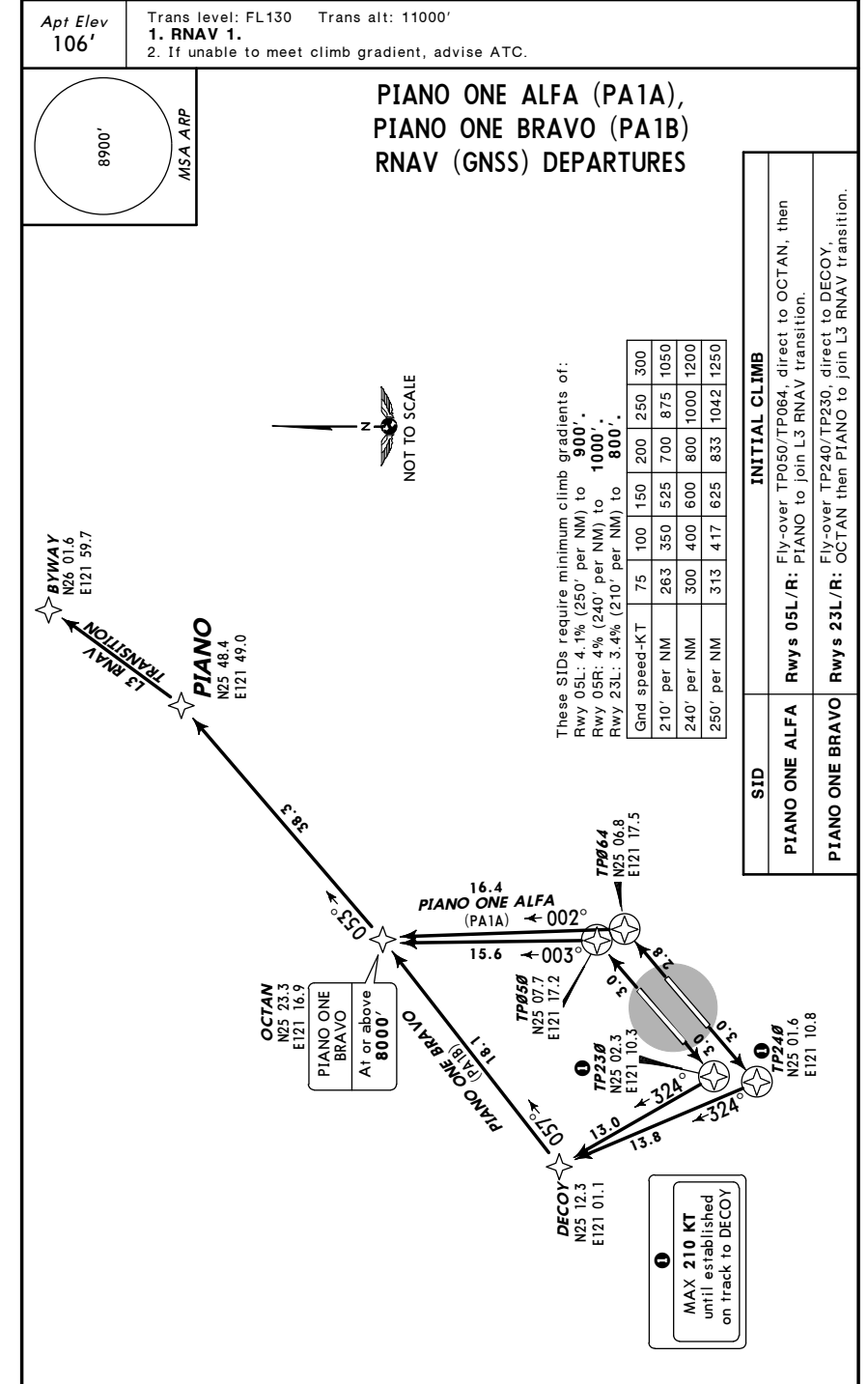
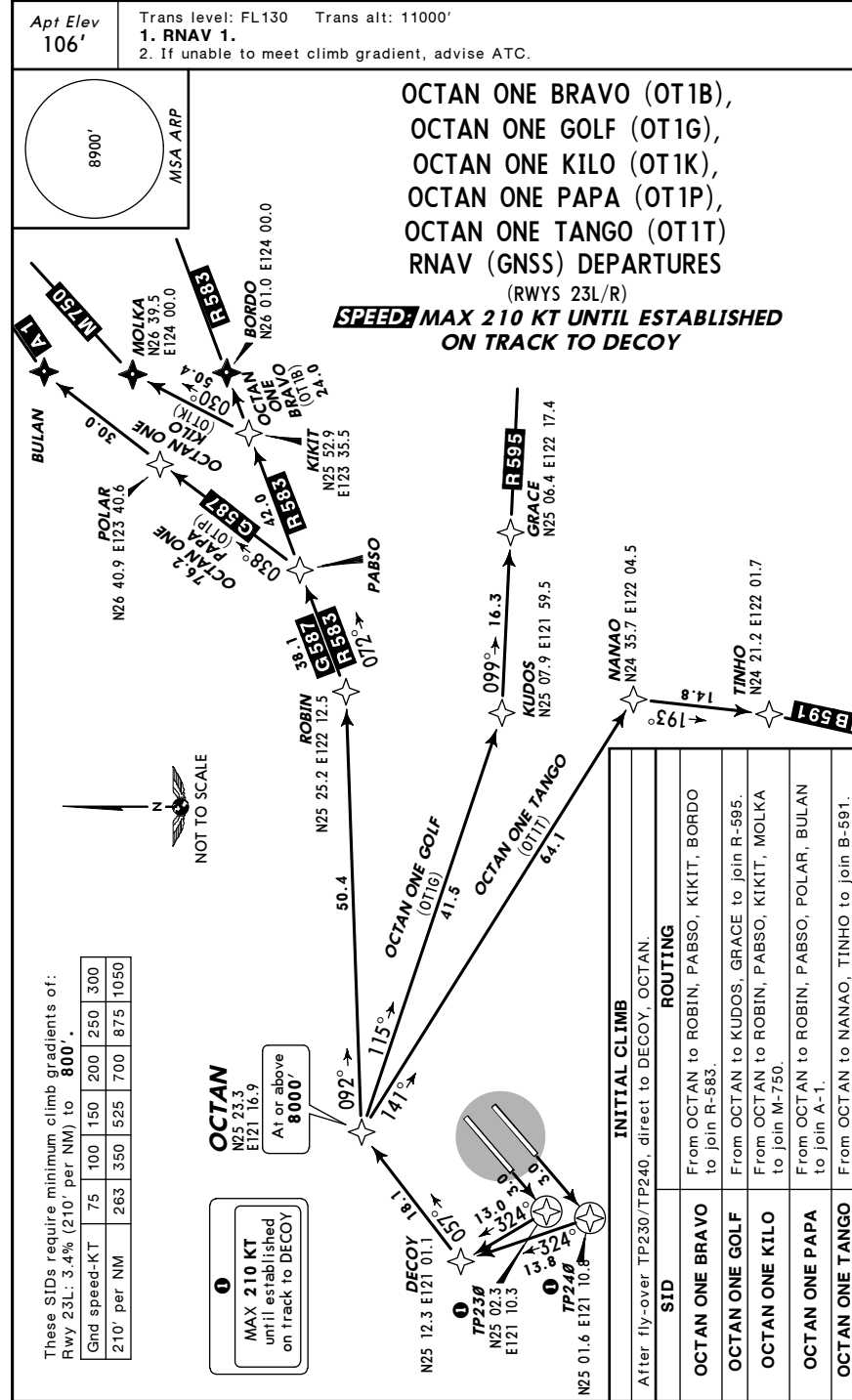
INITIAL CLIMB

After fly-over TP050/TP064, proceed direct to NEPAS.

SID

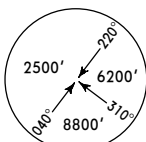
NEPAS ONE GOLF
From NEPAS to KUDOS, then GRACE to join R-595.
NEPAS ONE TANGO
From NEPAS to NANAQ, then TINHO to join B-591.

CHANGES: Runways renamed, formations removed.



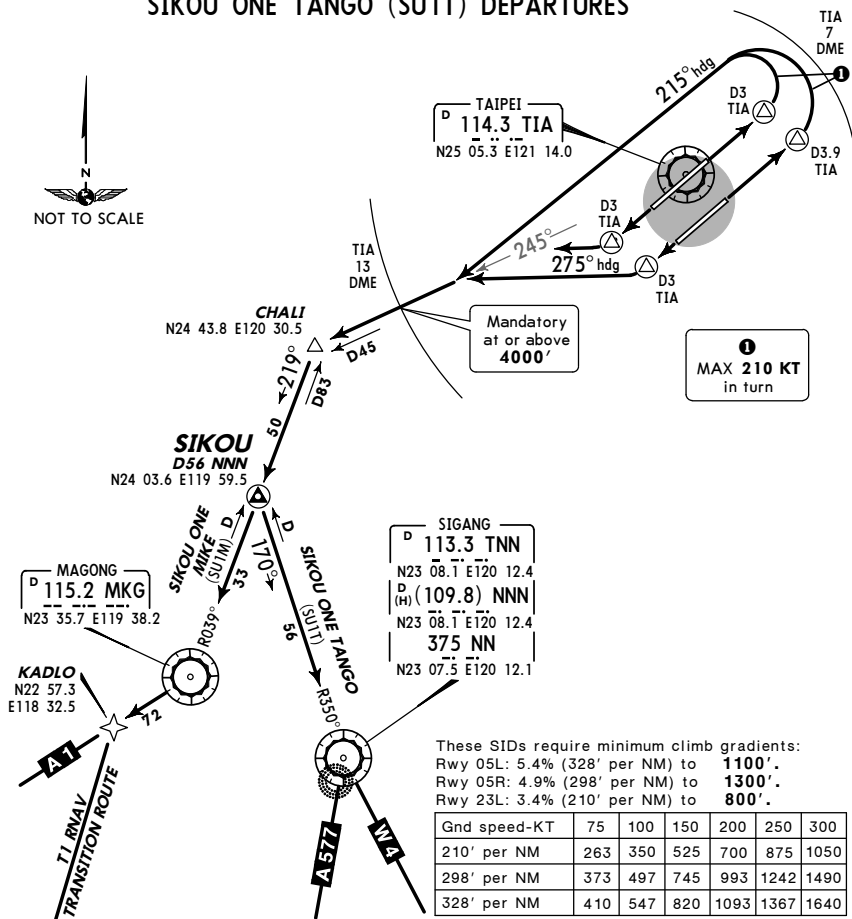
Apt Elev
106'

Trans level: FL130 Trans alt: 11000'
 1. The 3 mile initial climb on runway heading is mandatory for noise abatement. Unless an emergency exists, no aircraft shall make an early turn.
 2. For RWY 05L/R: If FMS equipped aircraft are unable to maintain 215° heading (to intercept and proceed via TIA R-245 to CHALI), advise ATC and request direct to CHALI.
 3. Fly over SIKOU is mandatory.



MSA TIA VOR

**SIKOU ONE MIKE (SU1M),
SIKOU ONE TANGO (SU1T) DEPARTURES**



These SIDs require minimum climb gradients:
 Rwy 05L: 5.4% (328' per NM) to **1100'**.
 Rwy 05R: 4.9% (298' per NM) to **1300'**.
 Rwy 23L: 3.4% (210' per NM) to **800'**.

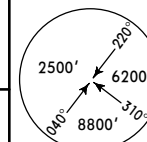
Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
298' per NM	373	497	745	993	1242	1490
328' per NM	410	547	820	1093	1367	1640

RWY	INITIAL CLIMB
05L	Depart runway heading until D3 TIA, turn LEFT heading 215° to track TIA R-245 to CHALI. Complete the turn within TIA 7 DME and not closer than D3 TIA.
05R	Depart runway heading until D3.9 TIA, turn LEFT heading 215° to track TIA R-245 to CHALI. Complete the turn within TIA 7 DME and not closer than D3 TIA.
23L/R	Depart runway heading until D3 TIA, turn RIGHT heading 275° to track TIA R-245 to CHALI.
SID	ROUTING
SIKOU ONE MIKE	From CHALI, track MKG R-039 to MKG, to join A-1.
SIKOU ONE TANGO	From CHALI, track MKG R-039 to SIKOU, then track TNN R-350 to TNN (170° bearing to NN) to join W-4/A-577.

CHANGES: Runways renamed, initial climb, KADLO depiction.

Apt Elev
106'

Trans level: FL130 Trans alt: 11000'
 1. Turns are not permitted prior to the Departure End of Runway.
 2. If unable to meet climb gradient, advise ATC.
 3. Available hours: 0000-0300, 0600-1000 UTC daily.



MSA TIA VOR

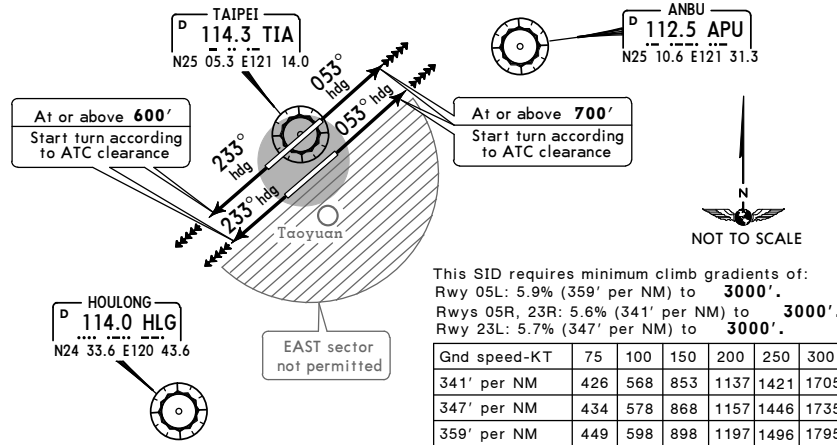
SPRAY ONE RADAR DEPARTURE (SP1)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If not in contact with departure control, squawk 7600. After passing **4500'**, continue climb to assigned altitude and proceed to assigned route/fix/transition.

- In airspace where RADAR is used in the provision of air traffic control, **MAINTAIN** the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes, following:
 - The time the last assigned level or minimum flight altitude is reached; or
 - The time the transponder is set to code 7600; or
 - The aircraft's failure to report its position over a compulsory reporting point; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.
- When being RADAR vectored or having being directed by ATC to proceed offset using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.
- Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with D. below, hold over this aid or fix until commencement of descent.
- Commence descent from the navigation aid or fix specified in C. at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- Land, if possible, within 30 minutes after the estimated time of arrival specified in the filed flight plan or the last acknowledged expected approach time, whichever is later.

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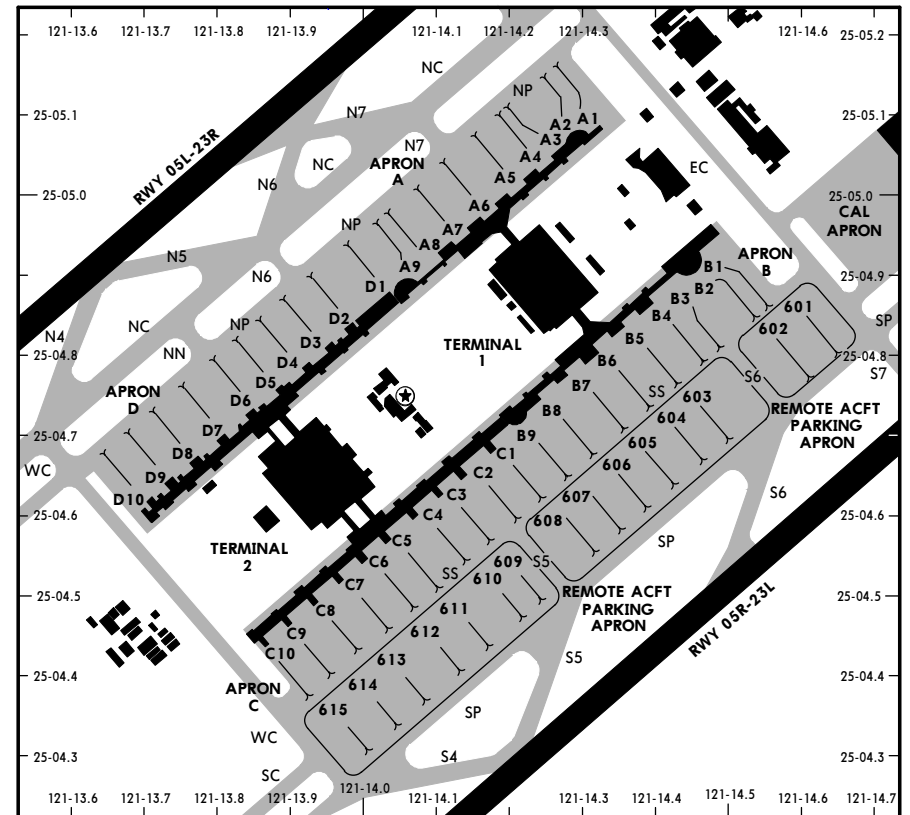
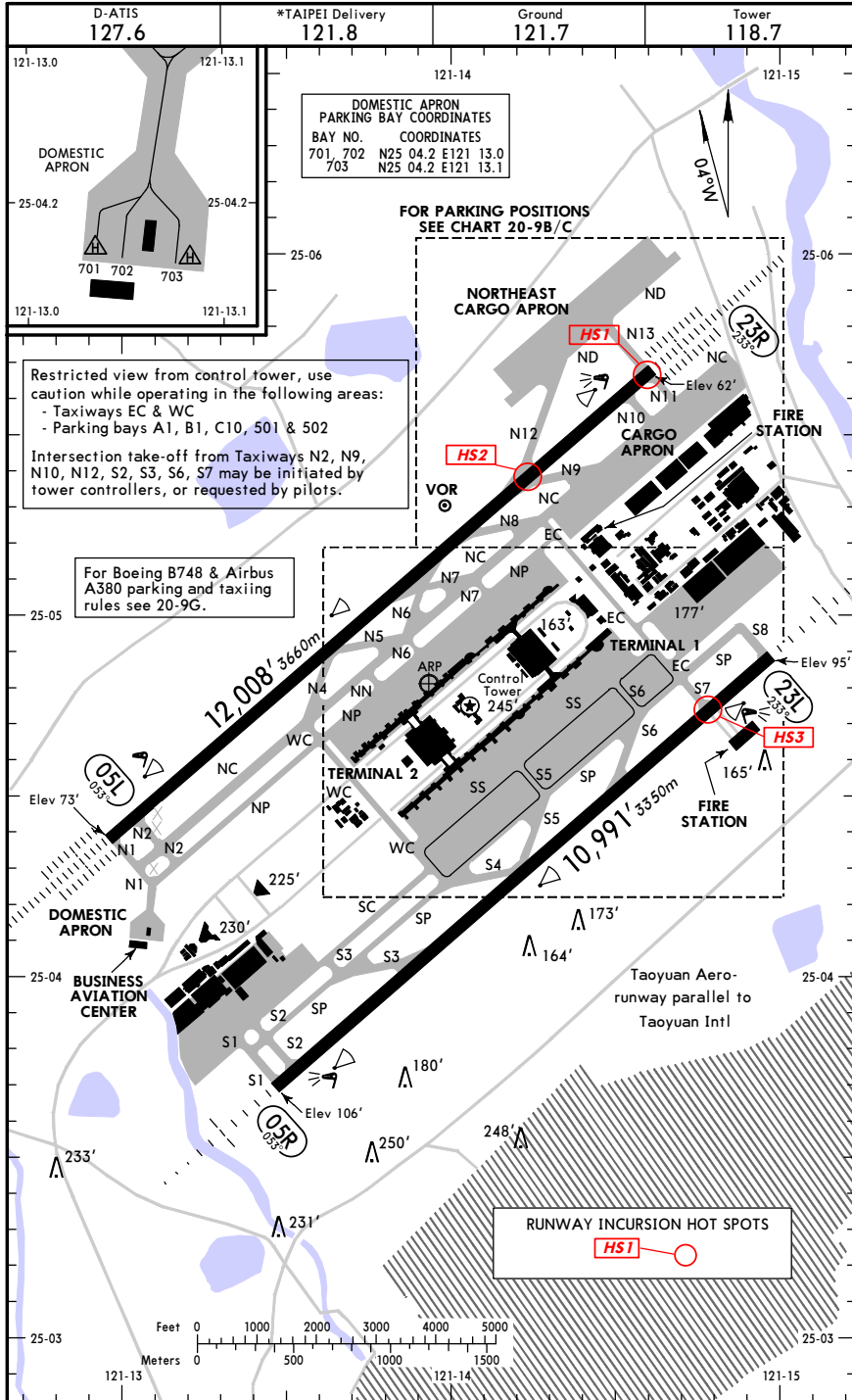


This SID requires minimum climb gradients of:
 Rwy 05L: 5.9% (359' per NM) to **3000'**.
 Rwys 05R, 23R: 5.6% (341' per NM) to **3000'**.
 Rwy 23L: 5.7% (347' per NM) to **3000'**.

Gnd speed-KT	75	100	150	200	250	300
341' per NM	426	568	853	1137	1421	1705
347' per NM	434	578	868	1157	1446	1735
359' per NM	449	598	898	1197	1496	1795

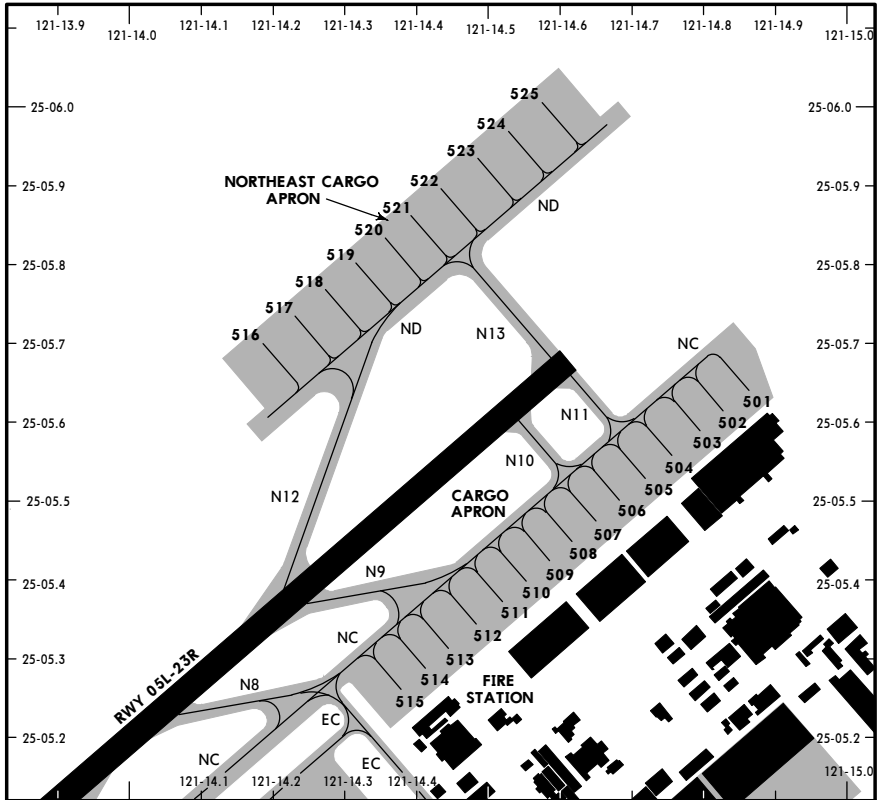
RWY	INITIAL CLIMB
05L/R	Depart heading 053° until 700' , then start turn according to ATC clearance.
23L/R	Depart heading 233° until 600' , then start turn according to ATC clearance.
ROUTING	
EXPECT RADAR vectoring by ATC to join the cleared ATS route. ATC may assign headings from 050° counterclockwise to 230°.	

CHANGES: Runways renamed.



PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
APRON A TERMINAL 1			
A1 thru A3	N25 05.1 E121 14.3	APRON D TERMINAL 2	
A4 thru A6	N25 05.0 E121 14.2		
A7, A8	N25 04.9 E121 14.1		
A9	N25 04.9 E121 14.0		
APRON B TERMINAL 1			
B1 thru B3	N25 04.9 E121 14.5		
B4	N25 04.9 E121 14.4		
B5	N25 04.8 E121 14.4		
B6, B7	N25 04.8 E121 14.3		
B8	N25 04.7 E121 14.3		
B9	N25 04.7 E121 14.2		
APRON C TERMINAL 2			
C1	N25 04.7 E121 14.2	REMOTE ACFT PARKING APRON	
C2	N25 04.6 E121 14.2		
C3 thru C5	N25 04.6 E121 14.1		
C6, C7	N25 04.5 E121 14.0		
C8, C9	N25 04.5 E121 13.9		
C10	N25 04.4 E121 13.9		
D1	N25 04.9 E121 14.0		
D2	N25 04.8 E121 14.0		
D3 thru D5	N25 04.8 E121 13.9		
D6 thru D8	N25 04.7 E121 13.8		
D9, D10	N25 04.6 E121 13.7		
601, 602	N25 04.8 E121 14.6		
603	N25 04.7 E121 14.5		
604, 605	N25 04.7 E121 14.4		
606	N25 04.6 E121 14.4		
607, 608	N25 04.6 E121 14.3		
609, 610	N25 04.5 E121 14.2		
611	N25 04.5 E121 14.1		
612, 613	N25 04.4 E121 14.1		
614	N25 04.4 E121 14.0		
615	N25 04.3 E121 14.0		



PARKING BAY COORDINATES

BAY No.	COORDINATES	BAY No.	COORDINATES
CARGO APRON		NORTHEAST CARGO APRON	
501	N25 05.6 E121 14.9	516, 517	N25 05.7 E121 14.2
502, 503	N25 05.6 E121 14.8	518	N25 05.7 E121 14.3
504	N25 05.5 E121 14.8	519, 520	N25 05.8 E121 14.3
505, 506	N25 05.5 E121 14.7	521	N25 05.8 E121 14.4
507	N25 05.4 E121 14.7	522	N25 05.9 E121 14.4
508 thru 510	N25 05.4 E121 14.6	523, 524	N25 05.9 E121 14.5
511 thru 513	N25 05.3 E121 14.5	525	N25 06.0 E121 14.6
514	N25 05.3 E121 14.4		
515	N25 05.2 E121 14.4		