

**(b) RWY 05**

From the East-Track via LUNGA 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) Runway 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) Runway 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 6 NM then via LEMAT.
- █ Non-jets maintain runway heading/track until at least 3 NM, 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 and Regulations commenced on 27 August 2000. From that time, the curfew 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: