24 MAR 2022

24 MAR 2022			3 1 0141	_ I / F	INGSFORD 3	IAII	n, 143 14 (1331 <i>)</i>	
ATIS 118.55 126.25	APP 124.4	DIRECTOR 125.3 126.1	TWR RWYS 16R/34L, 07/25 RWYS 16L/34R	120.5 124.7	SMC E OF RWY 16R/34L W OF RWY 16R/34L	121.7 126.5	Bearings are Magnetic Elevations in FEET AMSL	
NOT TO SCALE			SANAD				SPEED	
13° E			6400 174° (70)				MAX IAS 250KT BELOW 10,000ft	
15			OLTIN				FM TD SPEED KT 10 185 -160	
			3600 1 70°.	(38)			5 160 -150	
			♦ YAKKA				RNP 1	
			2700 1 70° (13)					
MEPIL CONTRACTOR OF THE PICTURE OF T								
			2400 170° (12) 98	<u>000</u>				
			Ĭ	NOL				
			STORS 1 70					
25 NM MS4			EXPECT VECTORS TO FINALS \$\inf\$_{95} \text{W} \text{Z200} \text{Z200} \text{C20}					
2700			XPEC TO	-0-7				
YSSY				SAT				
			د د د د د د د د د د د د د د د د د د د					
10 NM MSA 2100]		W					
TDANSITIONS								

TRANSITIONS:

SANAD:

From SANAD to MEPIL
Track 174° to OLTIN

• Turn LEFT track 170° to YAKKA

• Track 170° to MEPIL

<u>Cross</u> MEPIL AT or ABV 8000ft Then follow ARRIVAL instructions

ARRIVAL: From MEPIL MEPIL THREE

• Track 170° to LANOL

Cross LANOL AT or BLW 7000ft

• Track 171° to TESAT

EXPECT radar vectors to final approach course after LANOL

COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CTC SY APP +61 2 9556 6515

- 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. SSYSR01-170

