

**AIP SUPPLEMENT
(SUP)****AIRAC****H88/25**

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Effective: 202506111600 UTC

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AMBERLEY AERODROME (YAMB) NEW DEPARTURE AND APPROACH PROCEDURES

1. INTRODUCTION

- 1.1 This AIP SUP cancels and replaces H80/25 with an updated appendix 3.
- 1.2 This AIP SUP introduces new Departure and Approach Procedures (DAP) for Amberley Aerodrome (YAMB).

2. IMPLEMENTATION

- 2.1 The charts in the appendices become effective 202506111600 UTC.
- 2.2 Waypoints will change in accordance with the next section.
- 2.3 SID AMBERLEY FOUR DEPARTURE (RADAR) replaces SID AMBERLEY THREE DEPARTURE (RADAR) - RWY 15 & 33.
- 2.4 The following procedures will be removed from the Australian Defence Force Publication (TERMA) on the AIRAC effective date:
 - SID (RADAR) (all)
 - SID BRISY TWO
 - RNP RWY 04
 - RNP RWY 15
 - RNP RWY 33

3. WAYPOINTS

3.1 New waypoints:

NAME	LAT	LONG	FUNCTION
AM2WJ	274726.28S	1522844.02E	Straight IAF RNP RWY 04
AM2WN	274140.83S	1522839.80E	Left IAF RNP RWY 04
AM2WI	274431.21S	1523319.04E	IF RNP RWY 04
AM2WF	274135.98S	1523753.81E	FAF RNP RWY 04
RW04	273840.60S	1524228.33E	MAPt RNP RWY 04
AM2WH	272758.91S	1524150.84E	MAHF RNP RWY 04
AM2ND	272439.05S	1524227.92E	Left IAF RNP RWY 15
AM2NE	272316.94S	1523612.37E	Straight IAF RNP RWY 15
AM2NG	272803.71S	1523237.22E	Right IAF RNP RWY 15
AM2NI	272757.38S	1523814.40E	IF RNP RWY 15
AM2NF	273237.79S	1524016.59E	FAF RNP RWY 15
RW15	273718.13S	1524218.98E	MAPt RNP RWY 15
AM2NH	274355.13S	1524512.52E	MAHF RNP RWY 15
AM2SK	275144.18S	1524452.33E	Straight IAF RNP RWY 33
AM2SL	275057.19S	1523911.30E	Left IAF RNP RWY 33
AM2SI	274837.81S	1524429.30E	IF RNP RWY 33
AM2SF	274445.54S	1524400.63E	FAF RNP RWY 33
AM2SM	273946.51S	1524323.77E	MAPt RNP RWY 33
AM2SH	273506.05S	1524121.32E	MAHF RNP RWY 33
AKSIK	273430.89S	1524105.93E	SID turning point

3.2 Deleted waypoints:

AMBWJ, AMBWN, AMBWI, AMBWF, AMBWM, AMBWH, AMBND, AMBNE, AMBNG, AMBNI, AMBNF, AMBNM, AMBNH, AMBSK, AMBSL, AMBSI, AMBSF, AMBSM.

4. CANCELLATION

- 4.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 184, effective 04 September 2025.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.

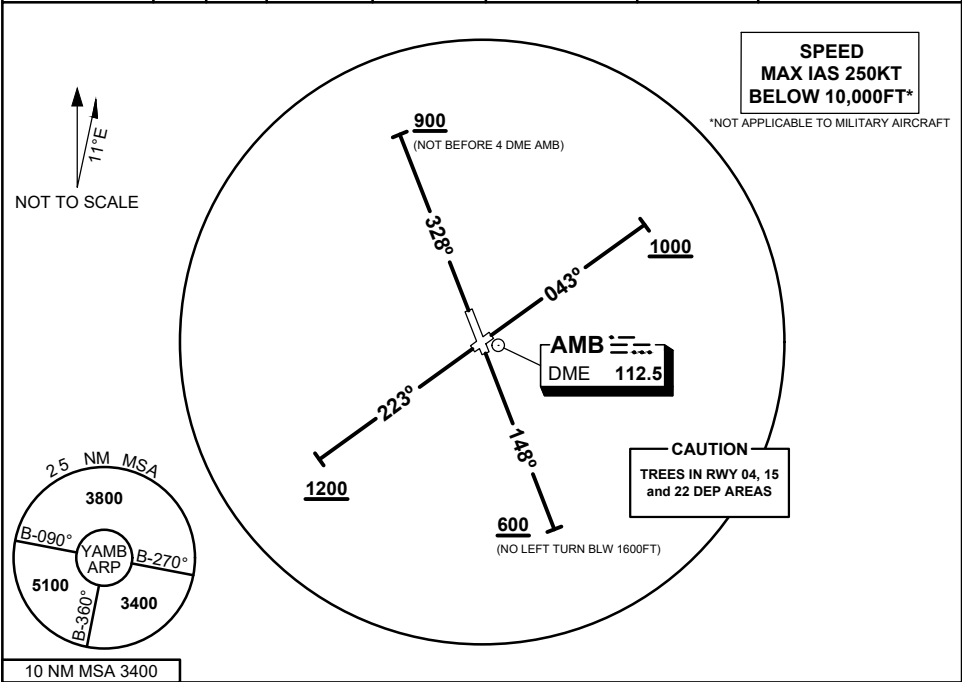
Appendices

1. SID AMBERLEY FOUR DEPARTURE (RADAR)
2. SID RWY 15/33 BRISY THREE
3. SID RWY 15/33 SOUTH (RNAV)
4. SID RWY 15/33 NORTH WEST (RNAV)
5. RNP RWY 04
6. RNP RWY 15
7. RNP RWY 33

STANDARD INSTRUMENT DEPARTURES (SID)
AMBERLEY FOUR DEPARTURE (RADAR)
AMBERLEY, QLD (YAMB)

APPENDIX 1
TO SUP H88/25

ATIS / AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	FIA BN CEN 121.2	Bearings are Magnetic Elevations in FEET AMSL
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AMBERLEY FOUR DEPARTURE

RWY 04

- GRAD 4.6% to 1000FT, thence 3.3%
- Track 043°
- AT or ABV 1000FT, but not before DER, turn to assigned heading or track

RWY 15

- GRAD 4.3% to 2700FT, thence 3.3%
- Track 043°
- AT or ABV 600FT, but not before DER, turn to assigned heading or track (NO LEFT TURN BLW 1600FT)

RWY 22

- GRAD 4.7% to 1200FT, thence 3.3%
- Track 223°
- AT or ABV 1200FT, but not before DER, turn to assigned heading or track

RWY 33

- GRAD 3.9% to 900FT, thence 3.3%
- Track 328°
- AT or ABV 900FT, but not before 4 DME AMB, turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

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.

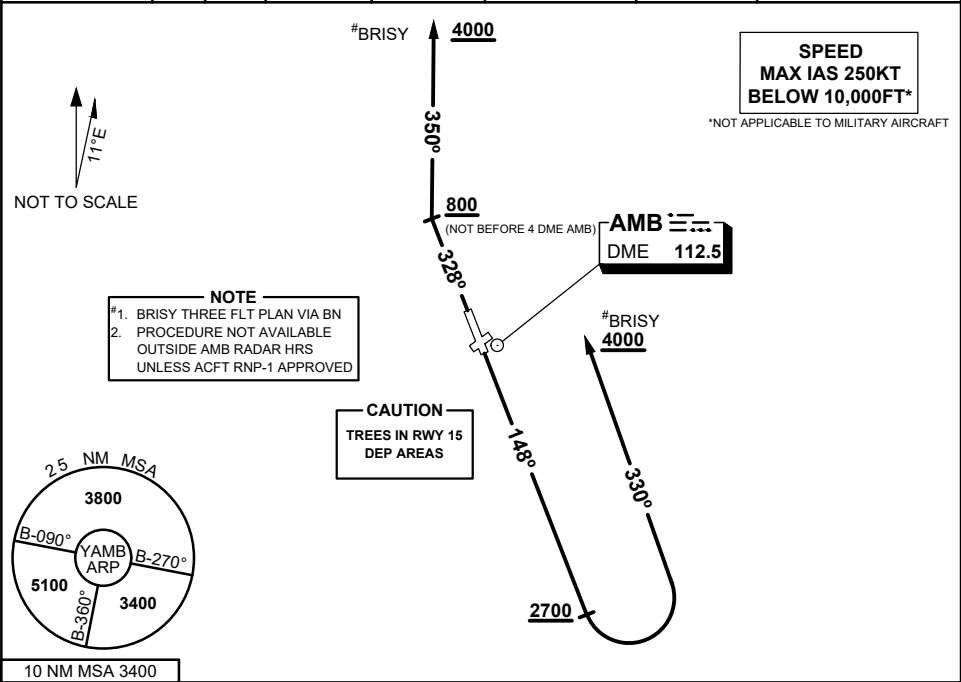
Changes: NEW PROCEDURE

AMBDP01-SUP

STANDARD INSTRUMENT DEPARTURES (SID)
RWY 15/33 BRISY THREE
AMBERLEY, QLD (YAMB)

APPENDIX 2
TO SUP H88/25

ATIS / AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	FIA BN CEN 121.2	Bearings are Magnetic Elevations in FEET AMSL
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BRISY THREE DEPARTURE

RWY 15

- GRAD 4.3% to 2700FT, then 3.3%
- Track 148°
- When passing 2700FT, but not before DER, turn LEFT track 330°
- CLIMB to 4000FT
- Track as instructed

RWY 33

- GRAD 3.9% to 800FT, then 3.3%
- Track 328°
- When passing 800FT, but not before 4 DME AMB, turn RIGHT track 350°
- CLIMB to 4000FT
- Track as instructed

COMMUNICATIONS FAILURE PROCEDURE

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.

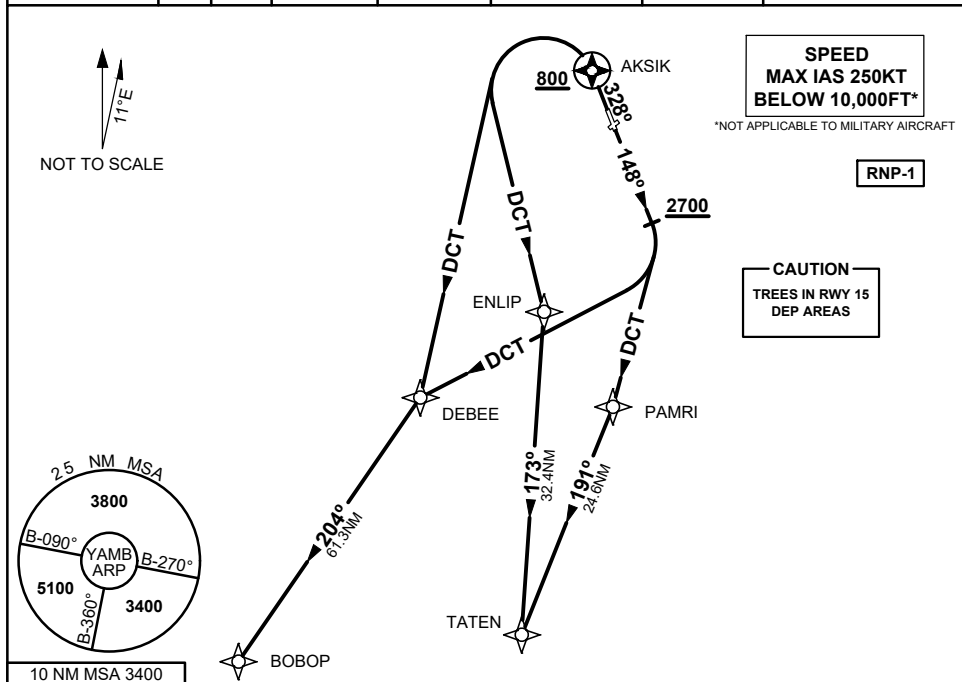
Changes: NEW PROCEDURE

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APPENDIX 3 TO SUP H88/25

STANDARD INSTRUMENT DEPARTURES (SID) RWY 15/33 SOUTH (RNAV) AMBERLEY, QLD (YAMB)

ATIS / AWIS (AH)	ACD	SMC	TWR	APP	CTAF+AFRU (AH) AFRU+PAL (AH)	FIA	Bearings are Magnetic Elevations in FEET AMSL
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	118.3	BN CEN 121.2	



BOBOP FIVE ALPHA DEPARTURE TATEN TWO ALPHA DEPARTURE

RWY 15

- GRAD 4.3% to 2700FT, then 3.3%
- Track 148°
- When passing 2700FT, but not before DER

FOR BOBOP

- Turn RIGHT DCT to DEBEE
- Track 204° to BOBOP
- Thence as cleared

FOR TATEN

- Turn RIGHT DCT to PAMRI
- Track 191° to TATEN
- Thence as cleared

RWY 33

- GRAD 3.9% to 800FT, then 3.3%
- Track 328° to AKSIK
- AT AKSIK, but not BLW 800FT

FOR BOBOP

- Turn LEFT DCT to DEBEE
- Track 204° to BOBOP
- Thence as cleared

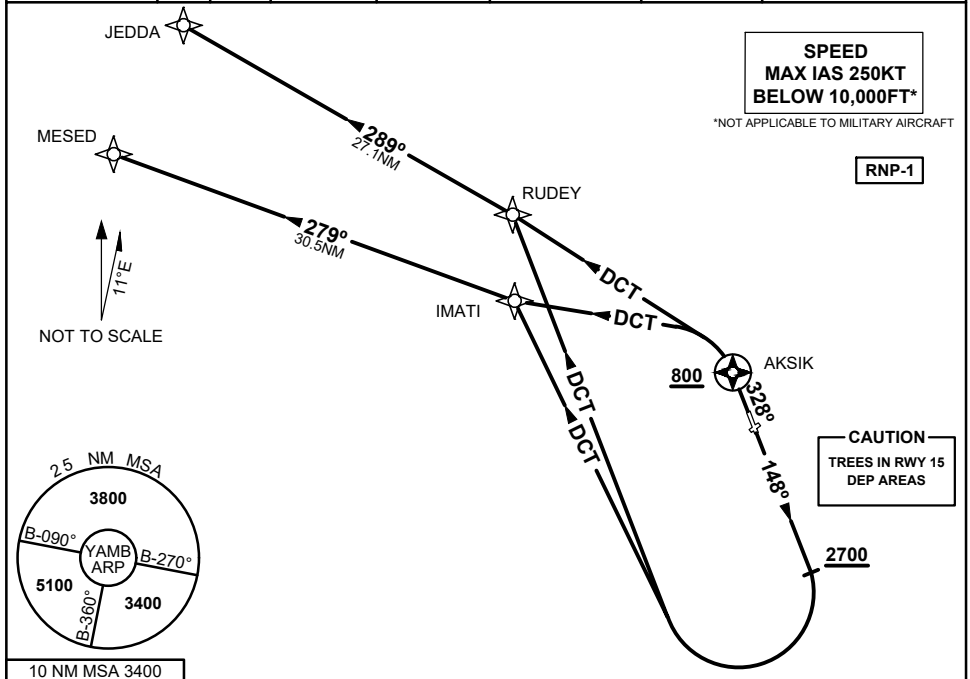
FOR TATEN

- Turn LEFT DCT to ENLIP
- Track 173° to TATEN
- Thence as cleared

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 15/33 NORTH WEST (RNAV)
AMBERLEY, QLD (YAMB)**

**APPENDIX 4
TO SUP H88/25**

ATIS / AWIS (AH)	ACD	SMC	TWR	APP	CTAF+AFRU (AH) AFRU+PAL (AH)	FIA	Bearings are Magnetic Elevations in FEET AMSL
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	118.3	BN CEN 121.2	



JEDDA FIVE ALPHA DEPARTURE
MESED FIVE ALPHA DEPARTURE

RWY 15

- GRAD 4.3% to 2700FT, then 3.3%
- Track 148°
- When passing 2700FT, but not before DER

FOR JEDDA

- Turn RIGHT DCT to RUDEY
- Track 289° to JEDDA
- Thence as cleared

FOR MESED

- Turn RIGHT DCT to IMATI
- Track 279° to MESED
- Thence as cleared

RWY 33

- GRAD 3.9% to 800FT, then 3.3%
- Track 328° to AKSIK
- AT AKSIK, but not BLW 800FT

FOR JEDDA

- Turn LEFT DCT to RUDEY
- Track 289° to JEDDA
- Thence as cleared

FOR MESED

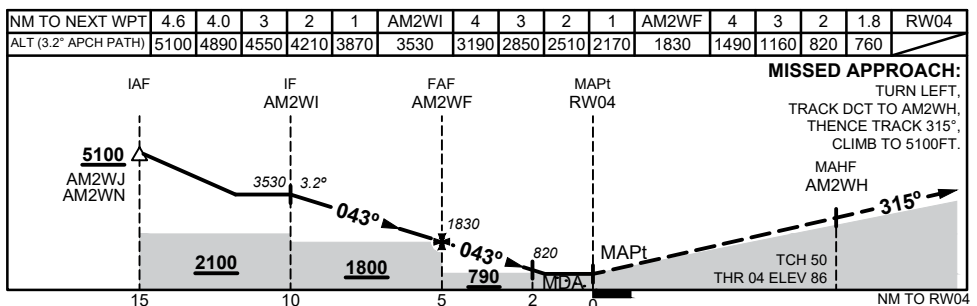
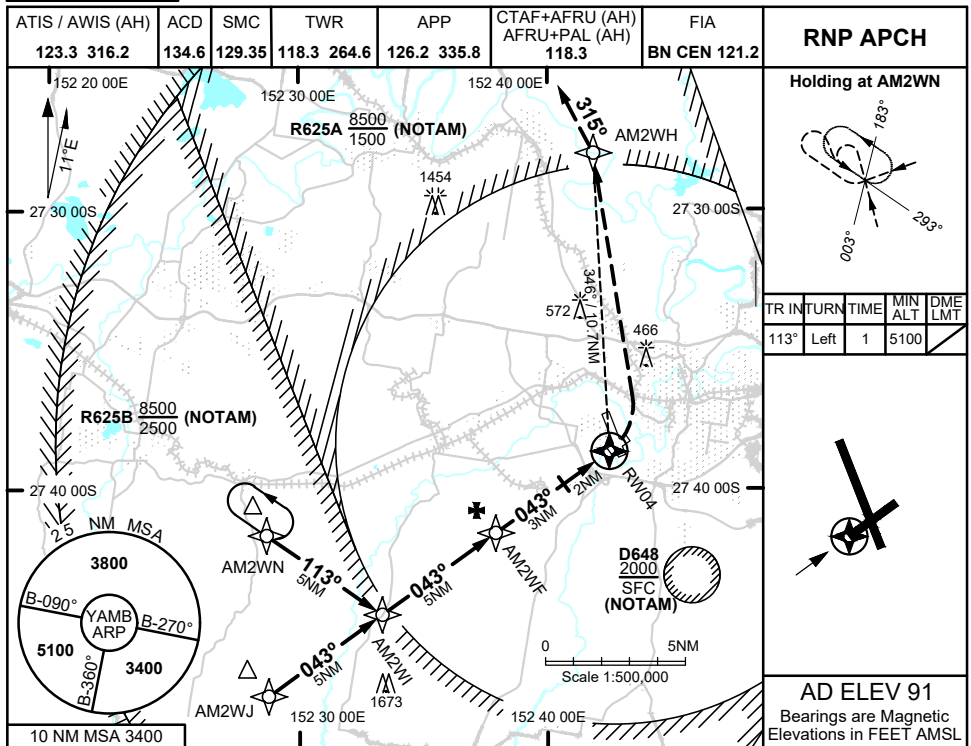
- Turn LEFT DCT to IMATI
- Track 279° to MESED
- Thence as cleared

Changes: NEW PROCEDURE

AMBDP04-SUP



GLOBAL AIRSPACE SOLUTIONS PT. LTD.

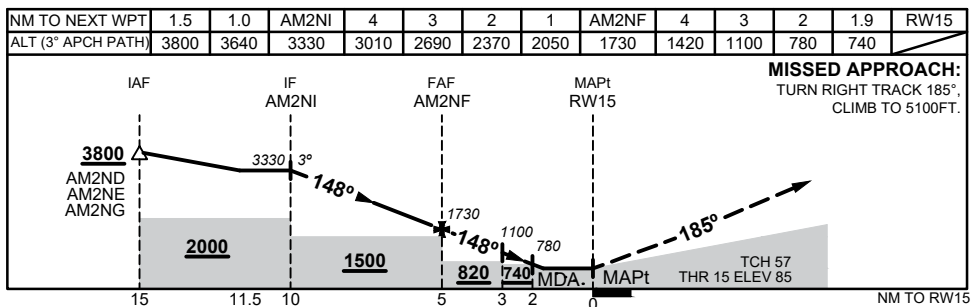
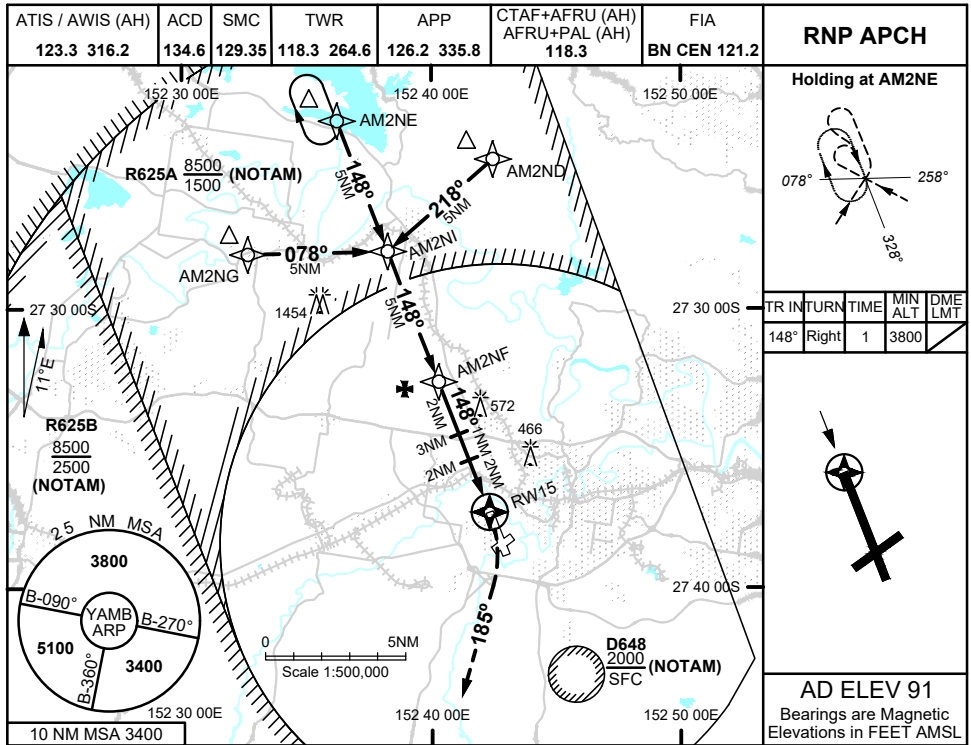
APPENDIX 5
TO SUP H88/25
RNP RWY 04
AMBERLEY, QLD (YAMB)

NOTES

1. MAX IAS:
INITIAL : 210KTS

CATEGORY	A	B	C	D
LNAV	760 (669 - 3.6) (VIS 3.0 WITH ACTUAL QNH)			
CIRCLING	870 (779 - 2.4)	1090 (999 - 4.0)	1550 (1459 - 5.0)	
ALTERNATE	(1279 - 4.4)	(1499 - 6.0)	(1959 - 7.0)	

Changes: NEW PROCEDURE

AMBGN01-SUP

**APPENDIX 6
TO SUP H88/25**
**RNP RWY 15
AMBERLEY, QLD (YAMB)**

NOTES

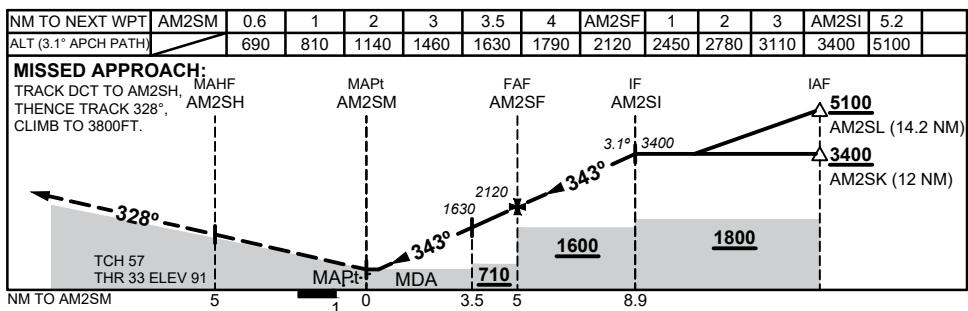
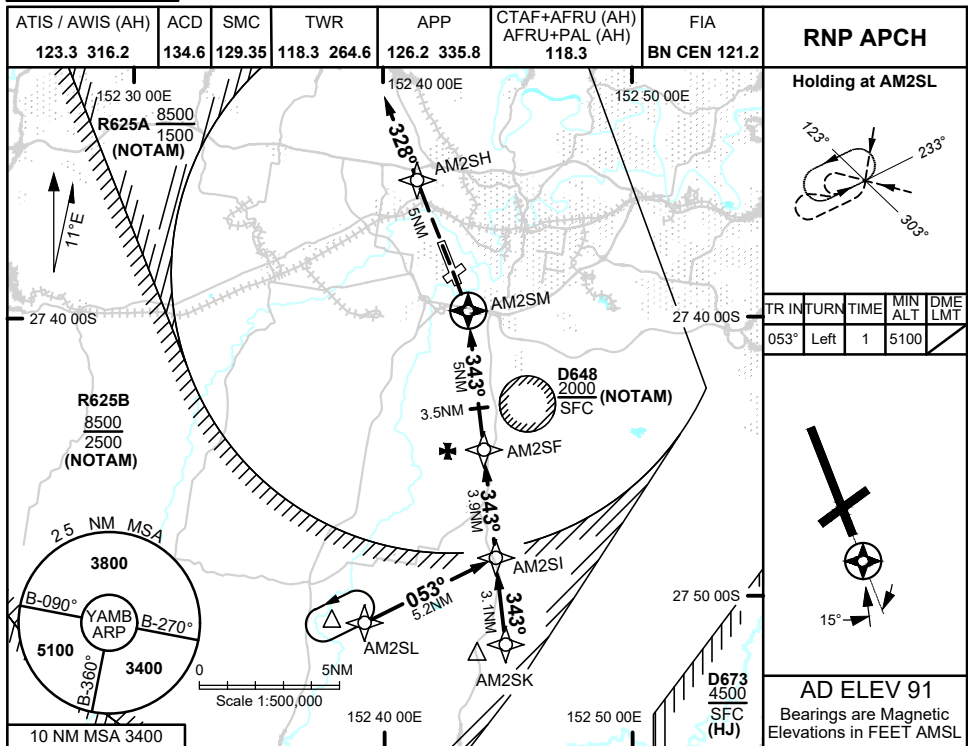
- MAX IAS:
INITIAL : 210KTS
- HOLDING NOT
CONTAINED WITHIN
MIL RSTD AREAS
WHEN ACT

CATEGORY	A	B	C	D
LNAV	740 (649 - 2.7) (VIS 2.1 WITH ACTUAL QNH)			
CIRCLING	870 (779 - 2.4)		1090 (999 - 4.0)	1550 (1459 - 5.0)
ALTERNATE	(1279 - 4.4)		(1499 - 6.0)	(1959 - 7.0)

Changes: NEW PROCEDURE

AMBG02-SUP



**APPENDIX 7
TO SUP H88/25**
**RNP RWY 33
AMBERLEY, QLD (YAMB)**

NOTES

- MAX IAS:
INITIAL : 210KTS
- STRAIGHT INITIAL
AND MISSED
APPROACH NOT
CONTAINED WITHIN
MIL RSTD AREAS
WHEN ACT

CATEGORY	A	B	C	D
LNAV	690 (599 - 3.2) (VIS 2.7 WITH ACTUAL QNH)			
CIRCLING	870 (779 - 2.4)		1090 (999 - 4.0)	1550 (1459 - 5.0)
ALTERNATE	(1279 - 4.4)		(1499 - 6.0)	(1959 - 7.0)

Changes: NEW PROCEDURE

AMBGN03-SUP

