

(b) RWY 05

- I 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) 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: