

AUSTRALIAN DEFENCE FORCE  
FLIGHT INFORMATION PUBLICATION  
(TERMINAL)



**TERMINAL  
AUSTRALIA**

Effective: **05 SEP 24**  
Next Issue: **28 NOV 24**

**WARNING**

**Consult NOTAM for latest information**



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## GEN 0.1 PREFACE

### 1. NAME OF PUBLISHING AUTHORITY

1.1 TERMA is issued by the AIS-AF under the authority of the Defence Airworthiness Authority (Defence AA).

### 2. APPLICABLE DOCUMENTS

2.1 TERMA is prepared in accordance with the Standards and Recommended Practices of the following ICAO documents:

- a. Facilitation - Annex 9
- b. Aerodromes - Annex 14
- c. Aeronautical Information Services - Annex 15
- d. Aeronautical Information Services Manual (Doc 8126-AN/872)
- e. Aeronautical Charts - Annex 4
- f. Aeronautical Chart Manual (Doc 8697-AN/889/2)
- g. Procedures for Air Navigation Services - Aircraft Operations (Doc 8168-OPS/611)

*Note 1.- With the exception of Airborne Radar Approach procedures, the instrument procedures contained in this document are designed in accordance with the criteria listed in ICAO Document 8168 Volume II (PANS OPS 86). TACAN or GNSS Arrival procedures are designed to an Australian standard consistent with PANS OPS criteria. Unless otherwise indicated, the handling speeds and other provisions of ADF FLIP FIHA ENR 1.5 apply.*

*Note 2.- Tactical Airfield MSA/VSA Charts have been designed in accordance with 84WG requirements and do not conform to criteria listed in ICAO Document 8168 Volume II (PANS OPS 86). These charts are for 84WG use only.*

### 3. ADF AIP - DOCUMENTS INVOLVED

3.1 ADF AIP is designed to be used as a complete package and component documents (including TERMA) and charts should not be used without reference to other applicable components of the package.

### 4. LAYOUT

4.1 **Purpose.** The purpose of TERMA is to provide details of authorised instrument procedures within Australia for state aircraft and other approved users. Operations subject to Australian Civil Aviation Regulations are not to use the procedures detailed in this publication (CAR 233 (1)(h) refers). As a component of ADF AIP, TERMA contains that information which aircrew will require access to during flight. It is produced in a bound A5 format suitable for cockpit use.

4.2 The diagram shown on the back cover details the area of coverage of TERMA.

4.3 Throughout TERMA, the term "should" implies that all users are encouraged to conform with the applicable procedure. The terms "must" and "shall" are synonymous and mean that the applicable procedure is mandatory and supported by regulations or orders.

### 5. ORDERING PUBLICATIONS AND AMENDMENT SERVICES

5.1 Publications can be obtained via Unit PUBSO by emailing [ais.af@defence.gov.au](mailto:ais.af@defence.gov.au). Details should include:

- a. User code (if known);
- b. Contact name;
- c. Contact details;
- d. Delivery address;
- e. Product requested;
- f. Quantity; and
- g. Date required.

5.2 Verbal product orders will be accepted under exceptional circumstances by calling the AIS-AF Distribution Coordinator on +61 3 8531 6362.

5.3 Requests for amendments to procedures contained within TERMA are to be forwarded to the AIS-AF Air Liaison Officer through the originator's Wing Aviation Safety Officer (WASO) or equivalent. Requests for amendment should be submitted on a Publication Improvement Report and Reply form (AO011), available via Web Forms at <http://intranet.defence.gov.au>. The originating authority must ensure that all necessary information has been included and is correct in detail.

#### 5.4 Customer Change of Address

5.4.1 All customers shall promptly advise AIS-AF of any change of address. Mail returned "Address Unknown" suspends the address record of the subscriber, and no further mail will be forwarded until advice is received of an address change.

## 6. NOTIFICATION TO USERS OF AMENDMENTS

6.1 Product is amended by NOTAM and Aircservices AIP SUP, and is produced in accordance with AIS-AF Production Schedule available on the AIS-AF website (DRN only).

6.2 Any rescheduling of the above will be notified via the AIB, and/or, in certain circumstances, by NOTAM.

6.3 Significant changes to the Preface are indicated by a vertical black line (change bar) and deletions have a "D" added to the vertical line.

6.4 Amendments to the List of Charts pages are identified by change bars. A revised procedure will be indicated by a change bar in the margin, a new procedure will be indicated by a change bar and a + (plus), a deleted procedure will be indicated by a change bar and the letter D.

6.5 Amendments to the charts are identified on the lower left hand border of each chart.

## 7. QUERIES ABOUT DOCUMENTATION

7.1 Contact with AIS-AF is generally to be via Unit AIO/PUBSO/NAVO during working hours (0800 - 1630h AEST, MON - FRI), to the following appointments:

- a. Distribution Coordinator  
☎ +61 3 8531 6362
- b. Air Liaison Officer  
☎ +61 3 8531 6667  
☎ +61 412 814 225 (24 hours)

7.2 Written feedback can be submitted via e-mail to [ais.af@defence.gov.au](mailto:ais.af@defence.gov.au) or using the online General Customer Feedback survey available on the AIS-AF website (DRN only).

7.3 All e-mail requests are to be forwarded to [ais.af@defence.gov.au](mailto:ais.af@defence.gov.au) and marked for the attention of the relevant appointment.

7.4 All urgent after-hours requests are to be directed to the duty officer on +61 412 814 225. As AIS-AF does not maintain a formal after-hours capability, the majority of requests will be dealt with on the next working day. Urgent operational matters will be dealt with in as timely a manner as possible.

## 8. NON STANDARD PRODUCT REQUESTS

8.1 All requests for products outside the published AIS-AF Production and Delivery Schedule should be discussed with the AIS-AF Air Liaison Officer. This may result in a recommendation to submit a formal request via e-mail [ais.af@defence.gov.au](mailto:ais.af@defence.gov.au). Please ensure sufficient lead time (minimum 6 to 8 weeks) is allowed for customised AI products to be designed and published.

### GEN 0.2 RECORD OF AMENDMENTS

1. The date of the most recent amendment appears in the bottom-left footer of each plate. These dates may be different to the effective date on the front cover of this publication.

### GEN 0.3 RECORD OF AIP SUPPLEMENTS

1. TERMA is amended by NOTAM. ADF users may also refer to the AIS-AF web portal (<https://ais-af.airforce.gov.au>) or the AIS-AF Intranet (<http://drnet.defence.gov.au/raaf/AirForce/AIS-AF>) to access current information within the AIS-AF area of coverage.

#### 2. DEFENCE AERODROMES NOT CERTIFIED OR REGISTERED:

This following applies to non-certified and unregistered Defence aerodromes:

- a. No active obstacle management;
- b. May not be subject to regular technical inspections;
- c. Do not receive a regular aerodrome NOTAM service. Refer to Head Office NOTAMs for updates on Instrument Flight Procedures.
- d. Prior to commencing a flight, a pilot or operator MUST contact the Aerodrome Operator or Responsible Authority to check currency of aerodrome information.
- e. Additional information is included in the Notes section of the Instrument Flight Procedures chart.
- f. Instrument Flight Procedures are designed to ICAO PANSOPS and CASA MOS Part 173 standards but are not compliant with airfield survey data quality requirements. An additional 360FT is added to Instrument Approach safety heights to account for unknown vertical obstructions. It is the responsibility of the pilot to determine suitability of the facility and to avoid obstacles in the Visual Segment of the procedure below the minimum descent altitude.
- g. Instrument Flight Procedures for non-certified aerodromes will permit flight to a promulgated minima in Instrument Meteorological Conditions. Flight below circling height is to be IAW relevant OIP.

### GEN 0.4 CHECKLIST OF PAGES

1. TERMA consists only of a complete book, therefore no checklist of pages is required.

### GEN 0.5 LIST OF HAND AMENDMENTS

1. TERMA consists only of a complete book, therefore no hand amendments are required.

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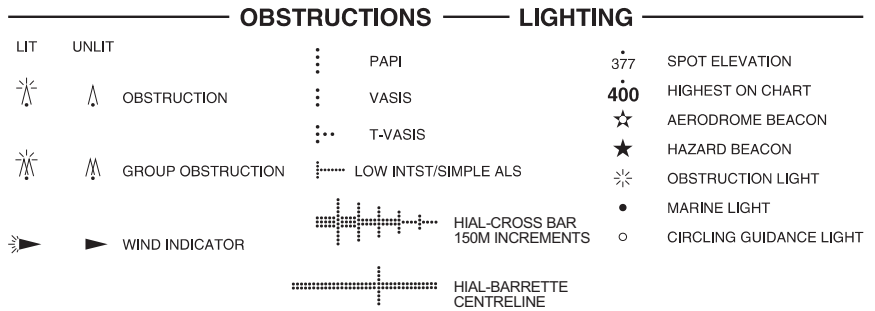
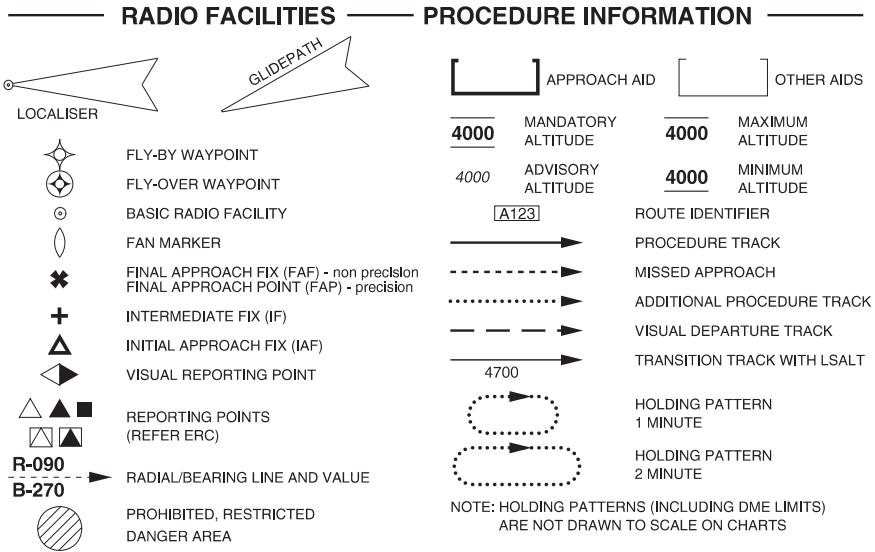
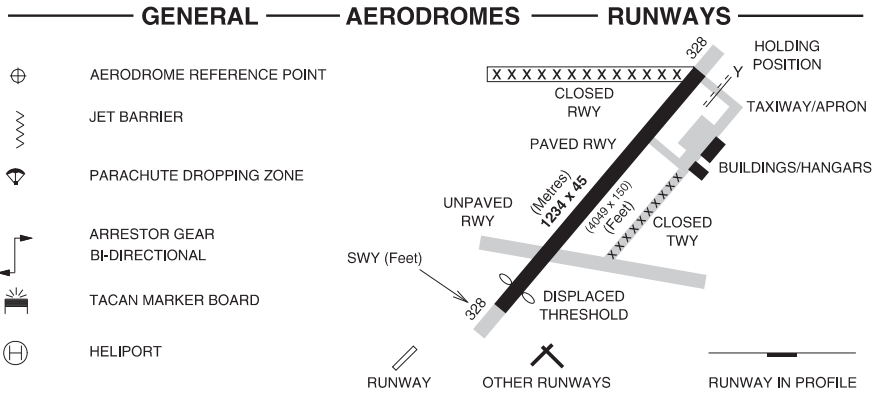
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<i>STEREO RWY 32</i> .....	21 MAR 24		
<i>COMPOSITE</i> .....	05 SEP 24		

■ + Indicates a new chart has been issued  
 ■ D Indicates a chart has been deleted

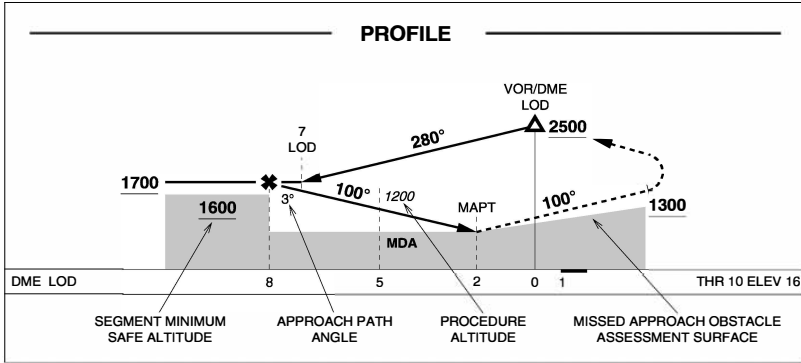
■ Indicates a revised chart has been issued  
*Italicised text indicates Traditional format*

GEN 0.7 TABLES AND CODES (TRADITIONAL & ACE EXAMPLES)

1. TRADITIONAL CHART LEGEND



## 2. TRADITIONAL PROFILE FORMAT



## 3. TRADITIONAL LANDING MINIMA FORMAT

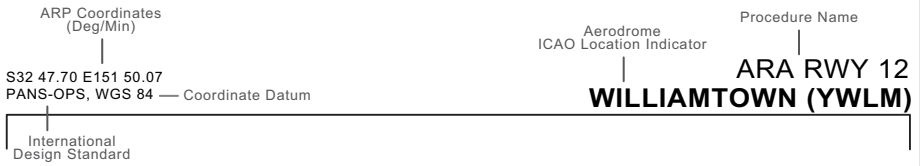
Precision Straight-in	Minimum Descent Altitude (MDA) (FT)	Decision Altitude (DA) (FT)	Aircraft Category
CATEGORY	A	B	C
ILS		390	306 - 800
LOC		540	456 - 2900
CIRCLING	690 603 - 2000	770 683 - 2400	970 883 - 4000
Non Precision Straight-in	Height of MDA Above Airport (HAA) (FT)	Height of DA/MDA above THR (HAT) (FT)	Required Visibility (M)
			1270 1183 - 5000

Shaded title boxes have minima calculated using forecast QNH. See FLIP FIHA ENR "QNH Sources"

3.1 **Displaced Thresholds.** When a displaced threshold is promulgated by NOTAM, straight-in approaches are authorised to circling minima only.

#### 4. TRADITIONAL CHART FORMAT

##### 4.1 Traditional Chart Header









##### 4.2 Traditional Chart Footer

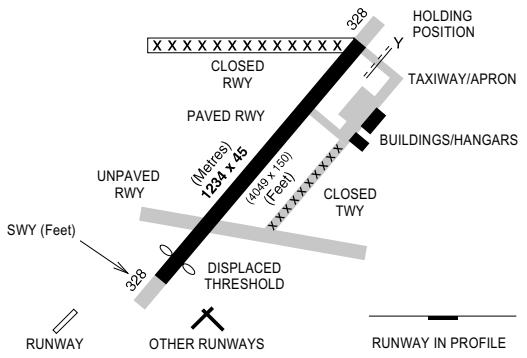



















5. ACE CHART LEGEND - PAGE 1








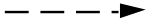
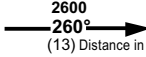

GENERAL AERODROMES RUNWAYS

-  AERODROME REFERENCE POINT
-  JET BARRIER
-  PARACHUTE DROPPING ZONE
-  ARRESTOR GEAR BI-DIRECTIONAL
-  TACAN MARKER BOARD
-  HELIPORT

















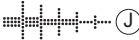







RADIO FACILITIES PROCEDURE INFORMATION

-  LOCALISER
-  FLY-BY WAYPOINT
-  FLY-OVER WAYPOINT
-  BASIC RADIO FACILITY
-  FAN MARKER
-  FINAL APPROACH FIX (FAF) - non precision
-  FINAL APPROACH POINT (FAP) - precision
-  INTERMEDIATE FIX (IF)
-  INITIAL APPROACH FIX (IAF)
-  VISUAL REPORTING POINT
-  REPORTING POINTS (REFER ERC)
-  R-198 RADIAL LINE AND VALUE
-  LR-198 LEAD RADIAL
-  LB-198 LEAD BEARING
-  PROHIBITED, RESTRICTED DANGER AREA

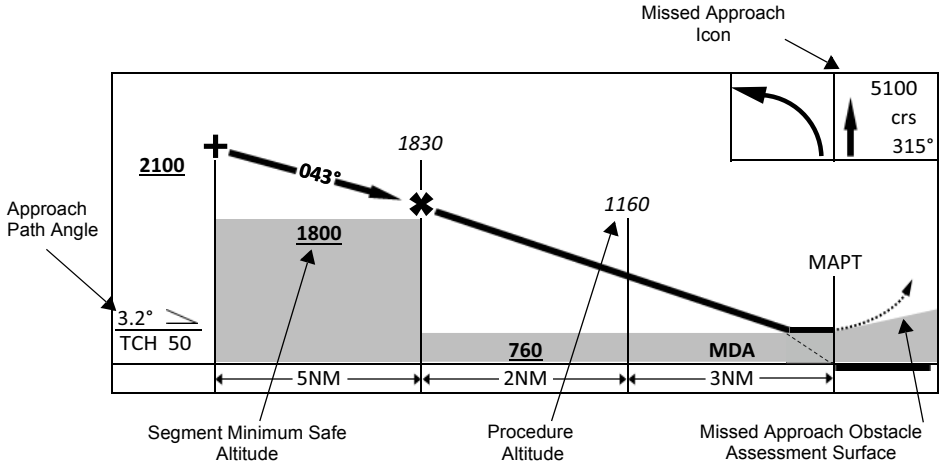
-  APPROACH AID
-  OTHER AIDS
- 4000** MANDATORY ALTITUDE
- 4000 ADVISORY ALTITUDE
- 4000** MAXIMUM ALTITUDE
- 4000** MINIMUM ALTITUDE
-  **A123** ROUTE IDENTIFIER
-  DISTANCE NOT TO SCALE
-  PROCEDURE TRACK
-  MISSED APPROACH
-  ADDITIONAL PROCEDURE TRACK
-  VISUAL DEPARTURE TRACK
-  **2600**  
**260°**  
(13) Distance in NM
-  HOLDING PATTERN

NOTES:  
 1. HOLDING PATTERNS (INCLUDING DME LIMITS) ARE NOT DRAWN TO SCALE ON CHARTS.  
 2. DUE TO CHANGES IN MAGNETIC VARIATION AND DISPLACED NAVIGATION AIDS, SECTOR ENTRY DIAGRAM BEARING INFORMATION MAY DIFFER BY UP TO 1 DEGREE FROM THE FINAL APPROACH TRACK

## 6. ACE CHART LEGEND - PAGE 2

		OBSTRUCTIONS	LIGHTING		
LIT	UNLIT	 P	PAPI	 377	SPOT ELEVATION
		⋮	VASIS	<b>400</b>	HIGHEST ON CHART
	OBSTRUCTION	⋮		 ☆	AERODROME BEACON
		⋮⋮	T-VASIS	 ★	HAZARD BEACON
	GROUP OBSTRUCTION	⋮⋮⋮	 M	 ✨	OBSTRUCTION LIGHT
		⋮⋮⋮	 S	●	MARINE LIGHT
	WIND INDICATOR	⋮⋮⋮	LOW INTST/ SIMPLE ALS	○	CIRCLING GUIDANCE LIGHT
		 A2			
			 J		HIAL-CROSS BAR 150M INCREMENTS
			 A1		HIAL-BARRETTE CENTRELINE
<p>A "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (SFL) installed with the approach lighting system, eg. .</p> <p>Negative symbology, eg.,  indicates Pilot Activated Lighting (PAL).</p>					

### 7. ACE PROFILE FORMAT



### 8. ACE LANDING MINIMA FORMAT

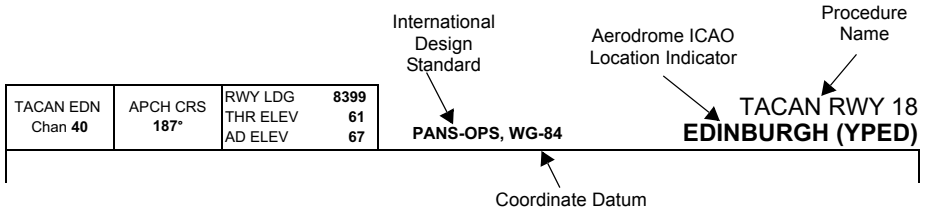
CATEGORY	Decision Altitude (FT)		Aircraft Category	
	A	B	C	D
<b>S-ILS 12</b>	370	341	1200m	(VIS -800 WITH ACTUAL QNH)
<b>S-LOC 12</b>	560		529	2000m
<b>CIRCLING</b>	690	659	2000m	710 679 2400m
			810 779 4000m	1070 1039 5000m

Precision Straight-in RWY 12  
 Non Precision Straight-in RWY 12  
 Minimum Descent Altitude (MDA) (FT)  
 Required Visibility (M)  
 Height of MDA Above Airport (HAA)(FT)  
 Shaded title boxes have minima calculated using forecast QNH. See FLIP ENR "QNH Sources"

**8.1 Displaced Thresholds.** When a displaced threshold is promulgated by NOTAM, straight-in approaches are authorised to circling minima only.

## 9. ACE CHART FORMAT

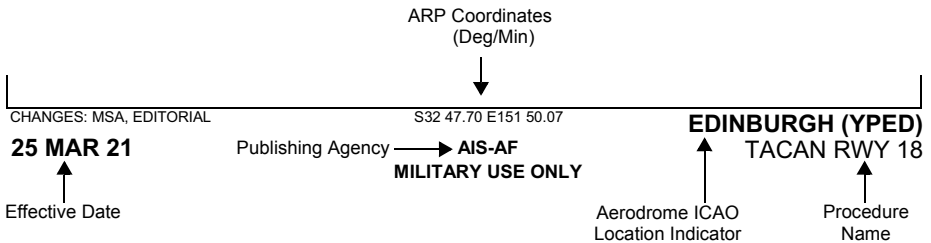
### 9.1 AIS-AF ACE Instrument Approach Chart Header



### 9.2 AIS-AF ACE SID/STAR Chart Header



### 9.3 AIS-AF ACE Chart Footer



## 10. AIS-AF Chart Aerodrome Lighting

LIGHTING			
RWY	APPROACH	THR	RUNWAY
<b>11</b> (108°)	T-VASIS (6) 3.00° 50FT	GREEN	HIRL (6)
<b>29</b> (288°)	T-VASIS (6) 3.00° 51FT	GREEN	MIRL (3)

Runway & magnetic bearing

↑

Glide path angle & minimum eye height at threshold

↑

type & stages of intensity (refer ERSA INTRO)

↑

10.1 Distance/Altitude Scale. A DME distance/altitude table is provided on procedure charts where runway approach minima are published, distance and azimuth facilities are suitably located and a nominal 5.24% (3° or 318FT per NM) profile can be accommodated. Gradients listed on the chart profile view for non precision approach procedures indicate the profile resulting from the limiting altitudes in the final segment to a nominal 50FT threshold crossing height unless otherwise indicated.

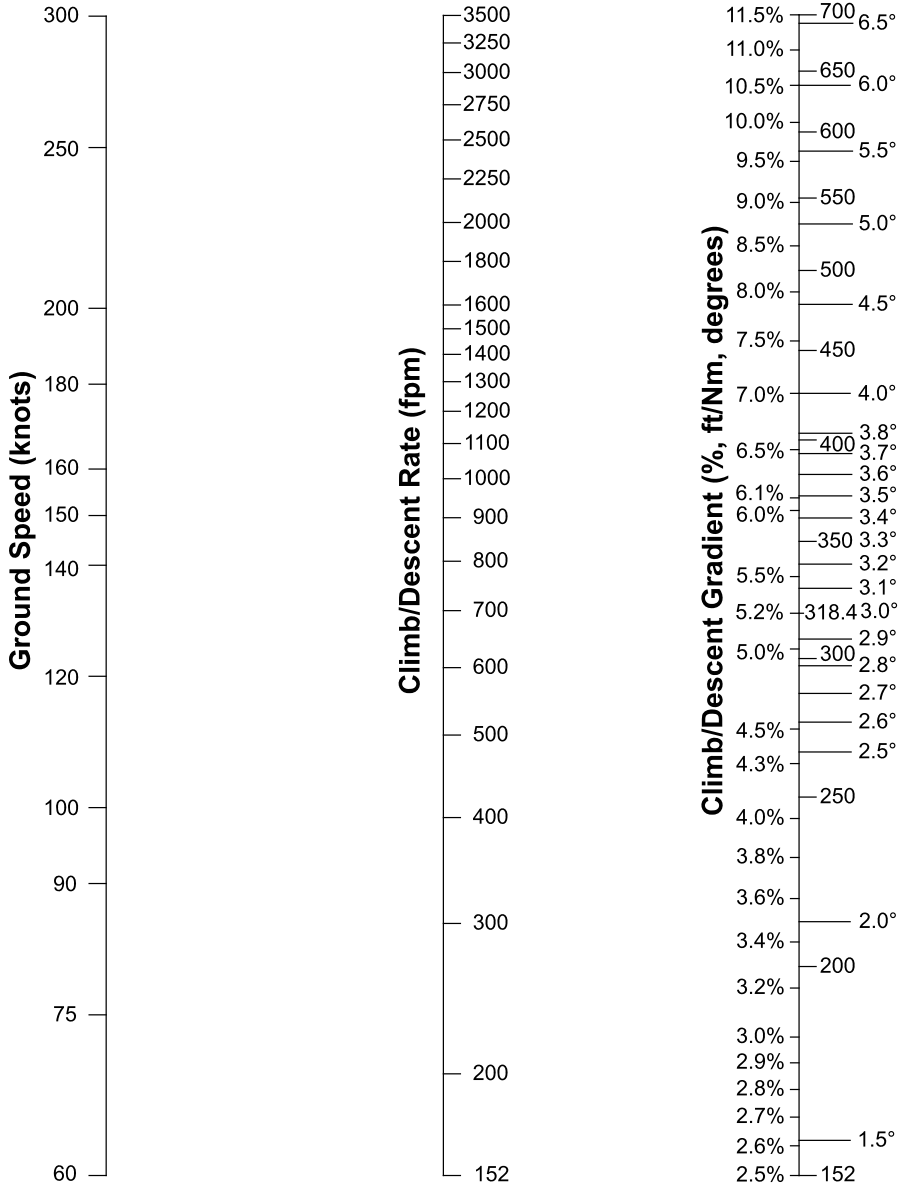
**11. FREQUENCY AND CHANNEL PAIRING TABLE**

**TACAN and DME - 'X' Channels**

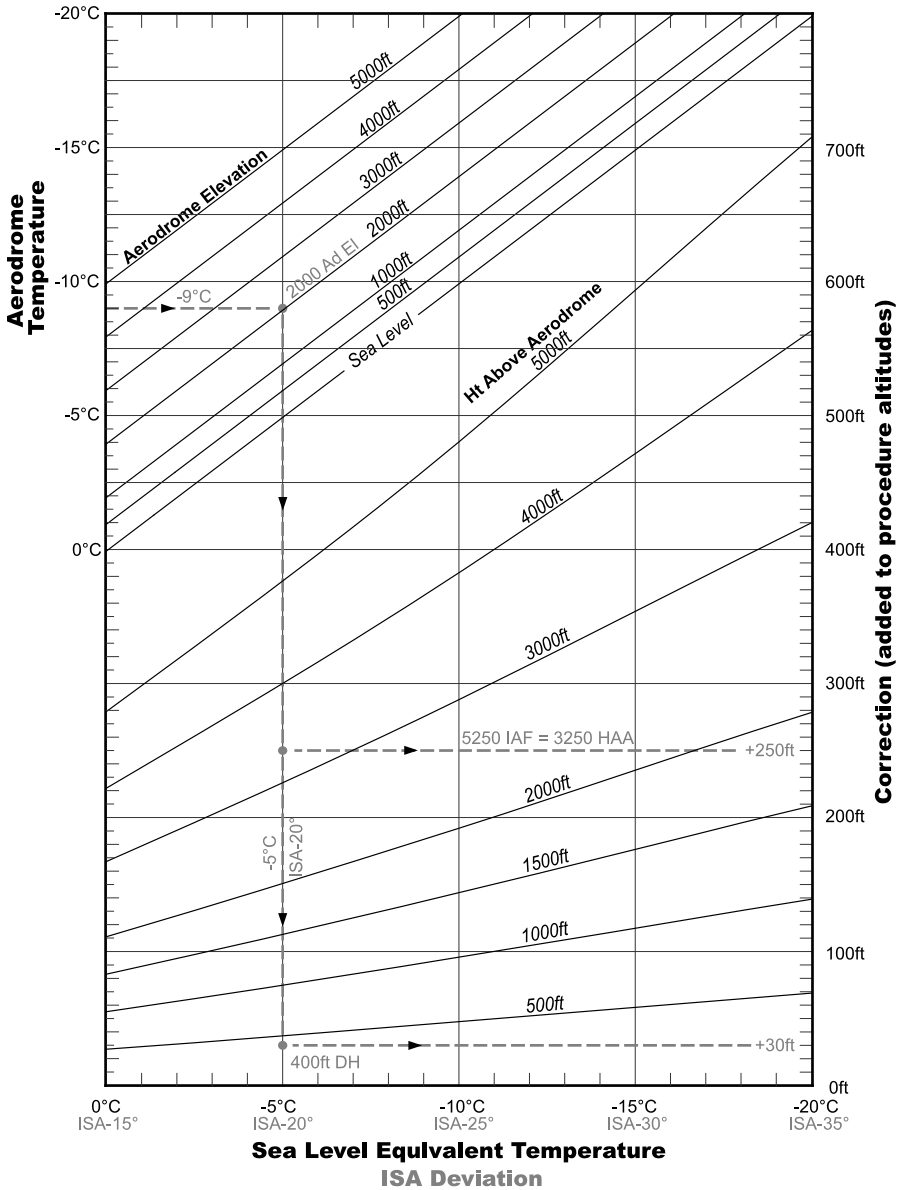
MHz	.00	.10	.20	.30	.40	.50	.60	.70	.80	.90
108	17	18	19	20	21	22	23	24	25	26
109	27	28	29	30	31	32	33	34	35	36
110	37	38	39	40	41	42	43	44	45	46
111	47	48	49	50	51	52	53	54	55	56
112	57	58	59	70	71	72	73	74	75	76
113	77	78	79	80	81	82	83	84	85	86
114	87	88	89	90	91	92	93	94	95	96
115	97	98	99	100	101	102	103	104	105	106
116	107	108	109	110	111	112	113	114	115	116
117	117	118	119	120	121	122	123	124	125	126
133	---	---	---	60	61	62	63	64	65	66
134	67	68	69	---	1	2	3	4	5	6
135	7	8	9	10	11	12	13	14	15	16

## 12. GRADIENT RATE NOMOGRAPH

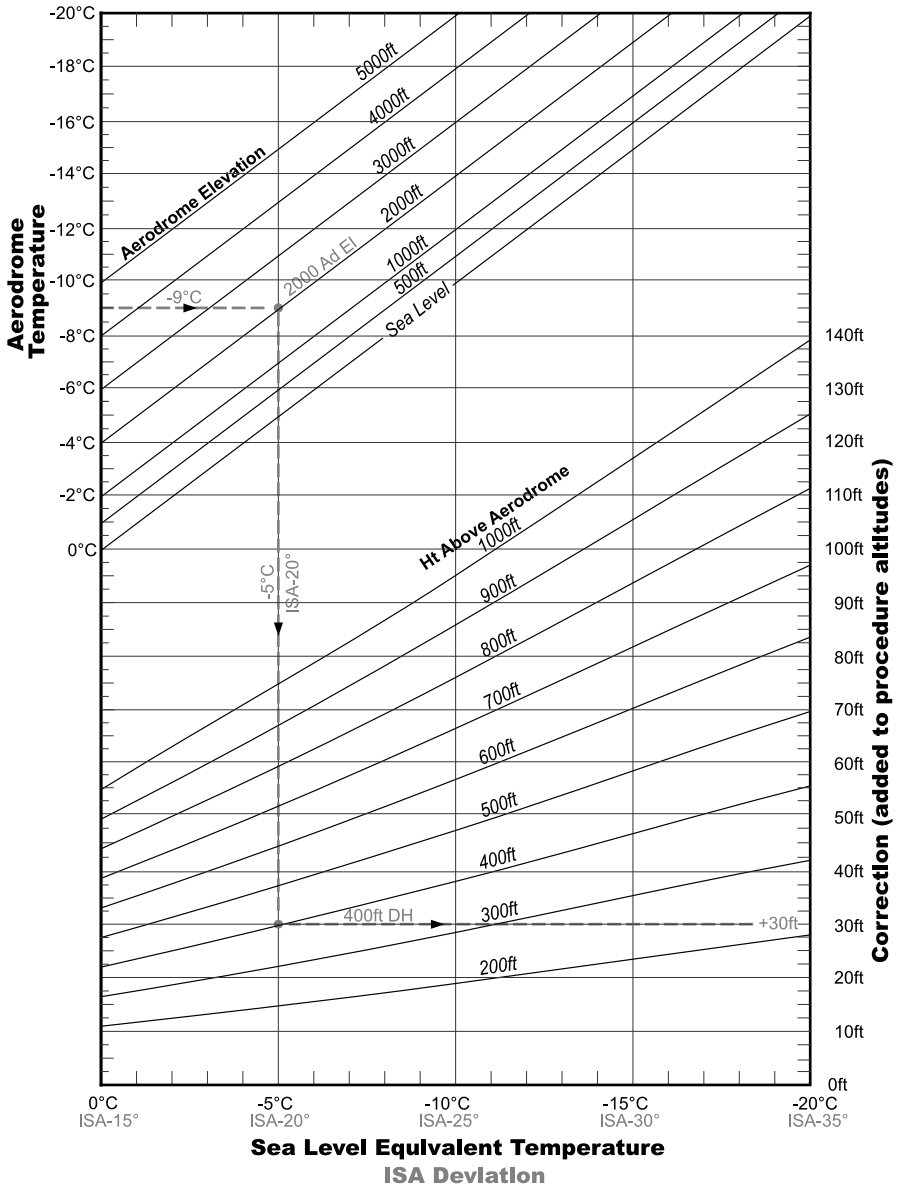
The nomograph below gives the Climb/Descent rate for entering arguments of gradient ( %, ft/nm, Degrees ) and ground speed.



### 13. ALTITUDE CORRECTION VERSUS TEMPERATURE



### 14. ALTITUDE CORRECTION VERSUS TEMPERATURE



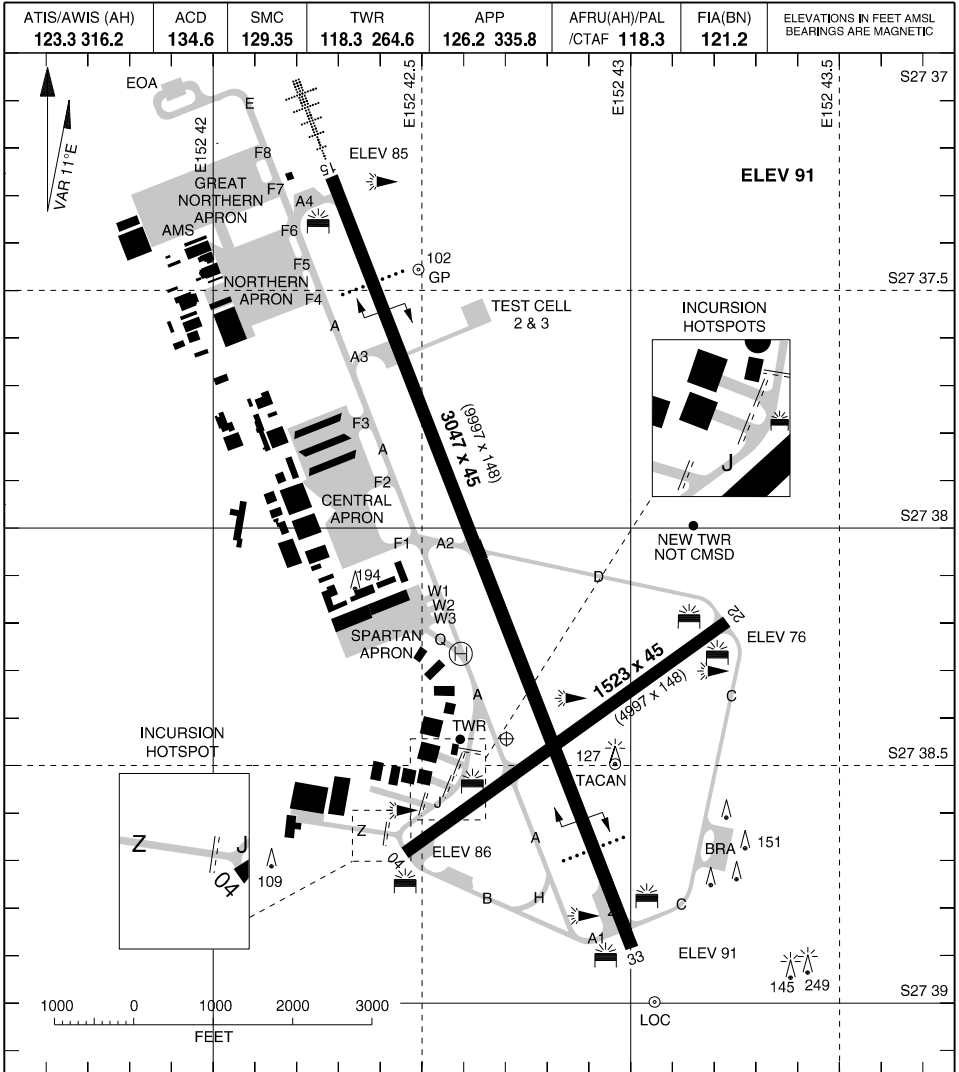


**15. GRADIENT TO RATE TABLE**

%	FT/NM	Gradient	Ground Speed (KT)								
		Degrees	60	80	100	125	150	175	200	225	250
		Climb Rate (FT/MIN)									
2.5	152	1.43	152	203	253	316	380	443	506	570	633
3.0	182	1.72	182	243	304	380	456	532	608	684	760
3.3	201	1.89	201	268	334	418	501	585	668	752	835
3.4	207	1.95	207	276	344	430	516	603	689	775	861
3.5	213	2.00	213	284	354	443	532	620	709	797	886
3.6	219	2.06	219	292	365	456	547	638	729	820	911
3.7	225	2.12	225	300	375	468	562	656	749	843	937
3.8	231	2.18	231	308	385	481	577	673	770	866	962
3.9	237	2.23	237	316	395	494	592	691	790	889	987
4.0	243	2.29	243	324	405	506	608	709	810	911	1013
4.1	249	2.35	249	332	415	519	623	727	830	934	1038
4.2	255	2.41	255	340	425	532	638	744	851	957	1063
4.3	261	2.46	261	348	435	544	653	762	871	980	1089
4.4	267	2.52	267	356	446	557	668	780	891	1003	1114
4.5	273	2.58	273	364	456	570	684	797	911	1025	1139
4.6	279	2.63	279	372	466	582	699	815	932	1048	1165
4.7	286	2.69	286	381	476	595	714	833	952	1071	1190
4.8	292	2.75	292	389	486	608	729	851	972	1094	1215
4.9	298	2.81	298	397	496	620	744	868	992	1116	1241
5.0	304	2.86	304	405	506	633	760	886	1013	1139	1266
5.1	310	2.92	310	413	516	646	775	904	1033	1162	1291
5.2	316	2.98	316	421	527	658	790	922	1053	1185	1316
5.3	322	3.03	322	429	537	671	805	939	1073	1208	1342
5.4	328	3.09	328	437	547	684	820	957	1094	1230	1367
5.5	334	3.15	334	445	557	696	835	975	1114	1253	1392
5.6	340	3.21	340	453	567	709	851	992	1134	1276	1418
5.7	346	3.26	346	461	577	722	866	1010	1154	1299	1443
5.8	352	3.32	352	469	587	734	881	1028	1175	1322	1468
5.9	358	3.38	358	477	597	747	896	1046	1195	1344	1494
6.0	365	3.43	365	487	608	760	911	1063	1215	1367	1519
6.1	371	3.49	371	495	618	772	927	1081	1235	1390	1544
6.2	377	3.55	377	503	628	785	942	1099	1256	1413	1570
6.3	383	3.60	383	511	638	797	957	1116	1276	1435	1595
6.4	389	3.66	389	519	648	810	972	1134	1296	1458	1620
6.5	395	3.72	395	527	658	823	987	1152	1316	1481	1646
6.6	401	3.78	401	535	668	835	1003	1170	1337	1504	1671
6.7	407	3.83	407	543	678	848	1018	1187	1357	1527	1696
6.8	413	3.89	413	551	689	861	1033	1205	1377	1549	1722
6.9	419	3.95	419	559	699	873	1048	1223	1397	1572	1747
7.0	425	4.00	425	567	709	886	1063	1241	1418	1595	1772

# AERODROME CHART AMBERLEY (YAMB)

S27 38.44 E152 42.71  
PANS-OPS, WGS 84



LIGHTING				OBSTRUCTION ILLUMINATED WIND INDICATOR TAXIWAY: TWY B, H, J AND Q - NOT LIT ALL OTHER TWYS - CL GREEN DTRMB EMERGENCY: SDBY PWR AVBL
RWY	APPROACH	THR	RUNWAY	
15 (148°)	SEQUENTIAL FLASHING LIGHTS PAPI - 3.00° 57FT	GREEN	HIRL (6)	
33 (328°)	PAPI - 3.00° 57FT	GREEN		
04 (043°)	NIL	GREEN	MIRL (3)	
22 (223°)				

CHANGES: TWY NOTE, EDITORIAL

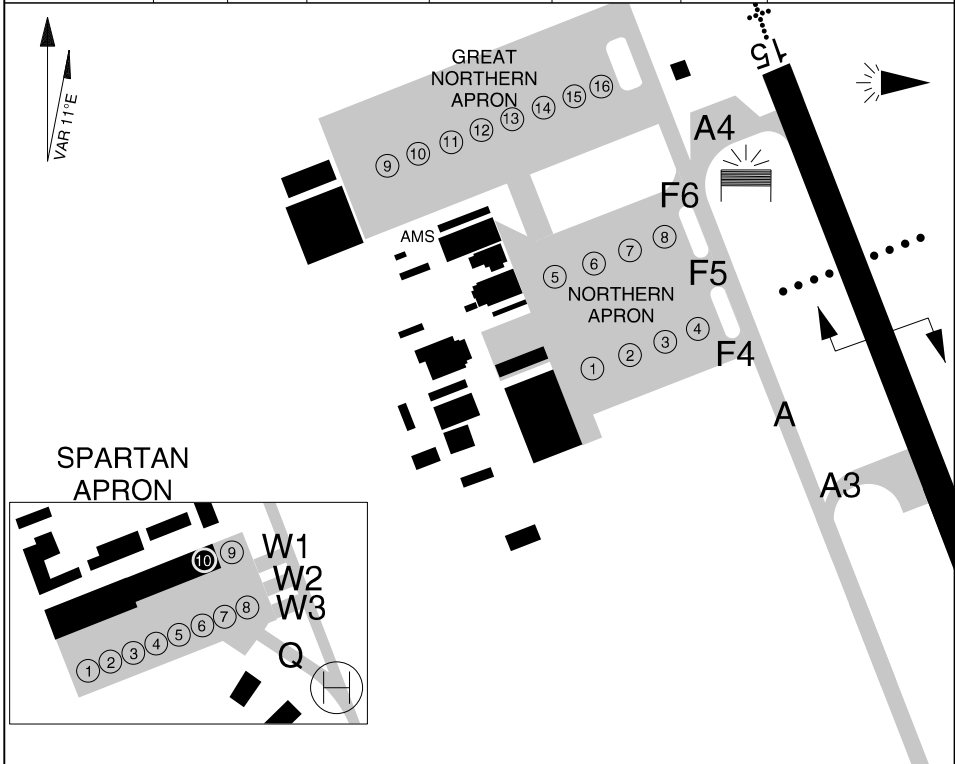
05 SEP 24

MILITARY USE ONLY

S27 38.44 E152 42.71  
PANS-OPS, WGS 84

APRON CHART  
AMBERLEY (YAMB)

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL /CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NORTHERN APRON		GREAT NORTHERN APRON		SPARTAN APRON	
NO	COORDINATES	NO	COORDINATES	NO	COORDINATES
1	S27 37.54 E152 42.10	9	S27 37.38 E152 41.89	1	S27 38.21 E152 42.37
2	S27 37.53 E152 42.14	10	S27 37.36 E152 41.93	2	S27 38.20 E152 42.39
3	S27 37.52 E152 42.18	11	S27 37.35 E152 41.96	3	S27 38.19 E152 42.41
4	S27 37.50 E152 42.22	12	S27 37.34 E152 41.99	4	S27 38.19 E152 42.43
5	S27 37.47 E152 42.07	13	S27 37.33 E152 42.03	5	S27 38.18 E152 42.45
6	S27 37.45 E152 42.11	14	S27 37.32 E152 42.06	6	S27 38.17 E152 42.47
7	S27 37.44 E152 42.15	15	S27 37.30 E152 42.10	7	S27 38.16 E152 42.49
8	S27 37.43 E152 42.19	16	S27 37.29 E152 42.13	8	S27 38.16 E152 42.51
				9	S27 38.13 E152 42.50
				10	S27 38.14 E152 42.47

CHANGES: PARKING POSN AND COORDS, ATIS FREQ

07 NOV 19

AIS-AF  
MILITARY USE ONLY

AMBERLEY (YAMB)  
APRON CHART

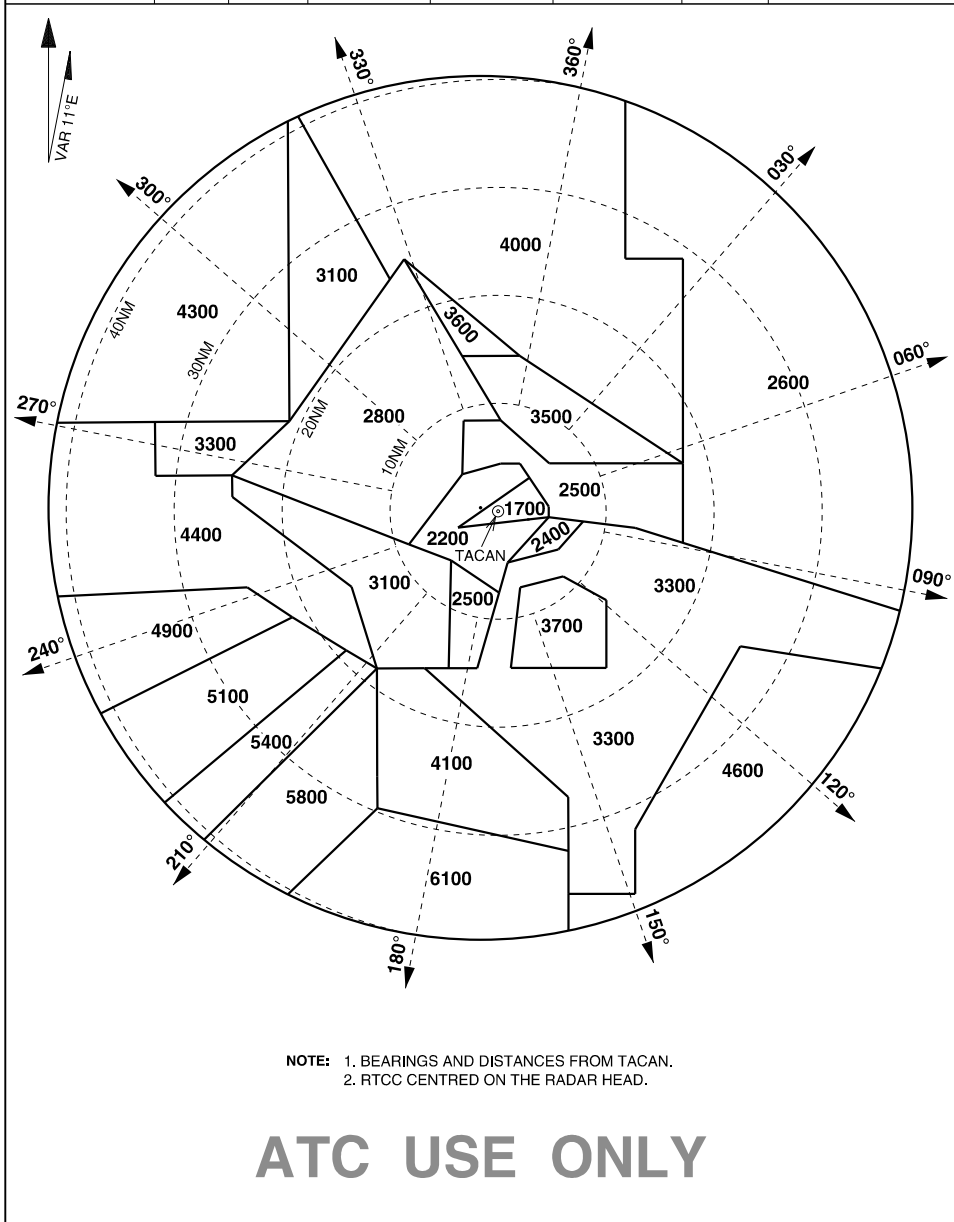
S27 38.44 E152 42.71  
PANS-OPS, WGS 84

MILITARY USE ONLY

# ATC USE ONLY AMBERLEY (YAMB)

RTCC

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL /CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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## ATC USE ONLY

CHANGES: ATIS FREQ  
**07 NOV 19**

AIS-AF  
MILITARY USE ONLY

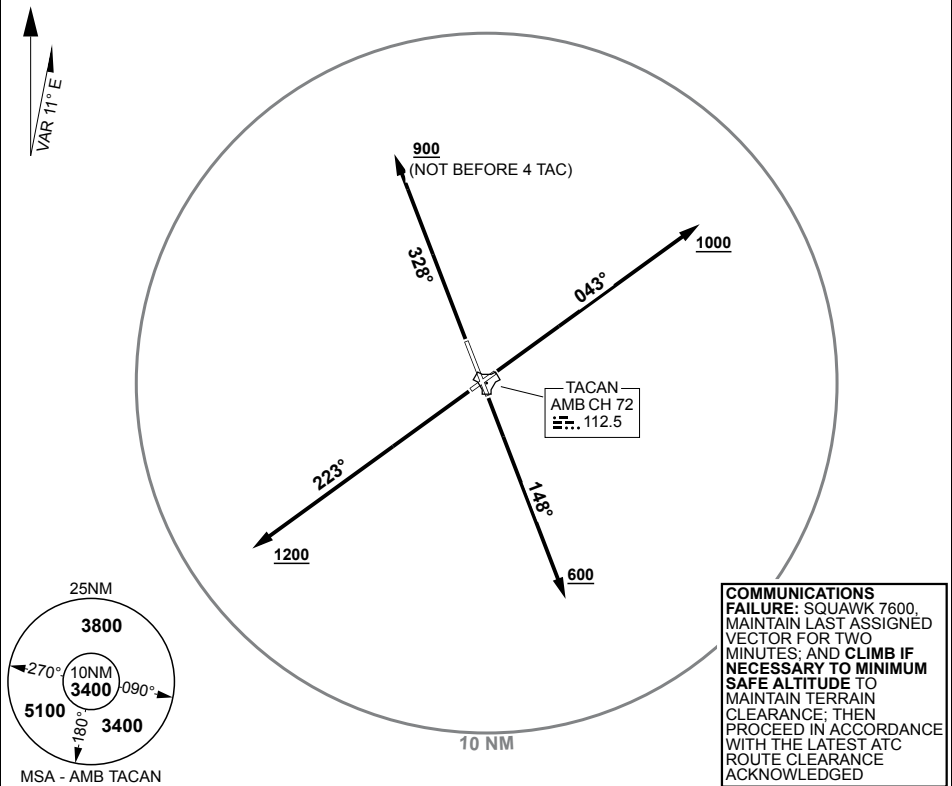
**AMBERLEY (YAMB)**  
RTCC

# SID (RADAR) ALL RWYS AMBERLEY (YAMB)

PANS-OPS, WGS 84

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL/CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
--------------------------------------	---------------------	----------------------	---------------------------	---------------------------	-----------------------------------	-------------------------	--

<b>ELEV 91</b>	
TLV FL110	TA 10000



**AMBERLEY THREE**

**RWY 04**

GRAD 4.6% TO 1000FT THEN 3.3%, TRACK 043°, AT OR ABV 1000FT BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

**RWY 15**

GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT OR ABV 600FT BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK (NO LEFT TURN BLW 1600FT)

**RWY 22**

GRAD 4.7% TO 1200FT THEN 3.3%, TRACK 223°, AT OR ABV 1200FT BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

**RWY 33**

GRAD 3.9% TO 900FT THEN 3.3%, TRACK 328°, AT OR ABV 900FT BUT NOT BEFORE 4 TAC, TURN TO ASSIGNED HDG OR TRACK

CHANGES: EDITORIAL  
**21 MAR 24**

S27 38.44 E152 42.71

**AIS-AF  
MILITARY USE ONLY**

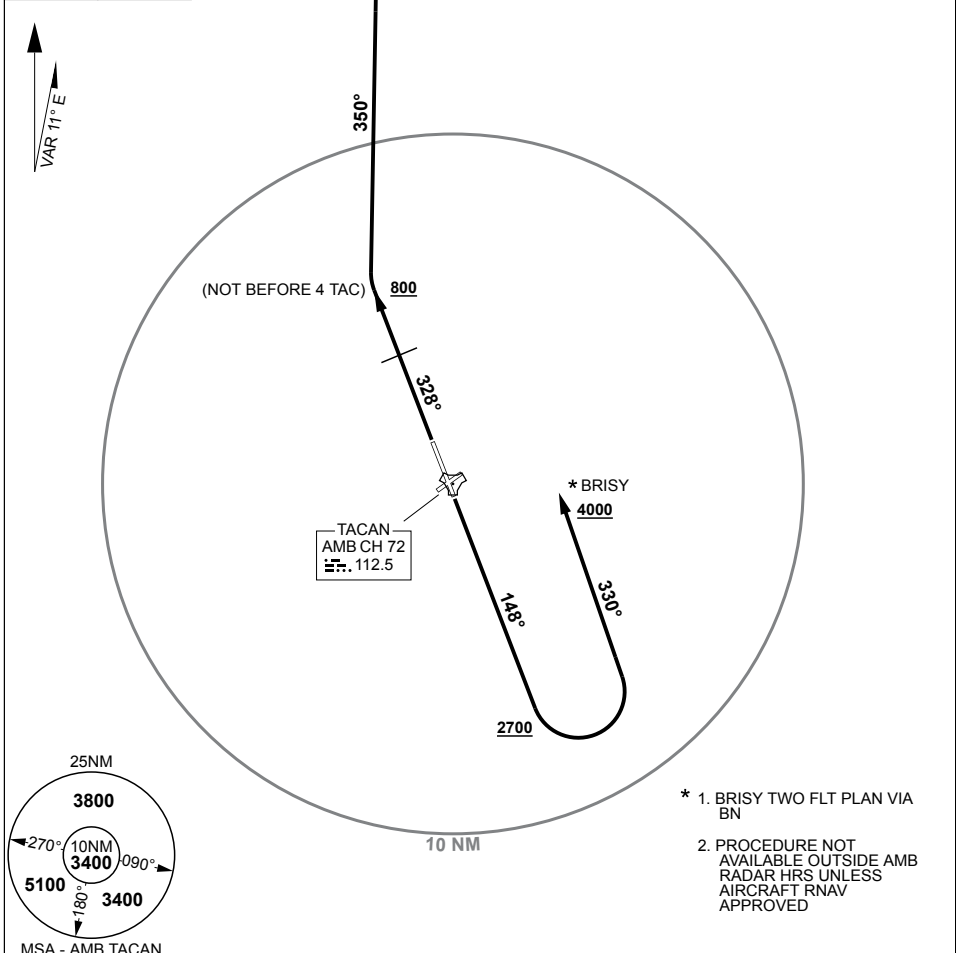
**AMBERLEY (YAMB)  
SID (RADAR) ALL RWYS**

# SID BRISY TWO AMBERLEY (YAMB)

PANS-OPS, WGS 84

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL/CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
--------------------------------------	---------------------	----------------------	---------------------------	---------------------------	-----------------------------------	-------------------------	--

<b>ELEV 91</b>	
TLV FL110	TA 10000



- \* 1. BRISY TWO FLT PLAN VIA BN
- 2. PROCEDURE NOT AVAILABLE OUTSIDE AMB RADAR HRS UNLESS AIRCRAFT RNAV APPROVED

**BRISY TWO**

**RWY 15**

GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT 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°, AT OR ABV 800FT, BUT NOT BEFORE 4 TAC, TURN RIGHT, TRACK 350°, CLIMB TO 4000FT, TRACK AS INSTRUCTED

CHANGES: EDITORIAL

S27 38.44 E152 42.71

**21 MAR 24**

**AIS-AF  
MILITARY USE ONLY**

**AMBERLEY (YAMB)  
SID BRISY TWO**

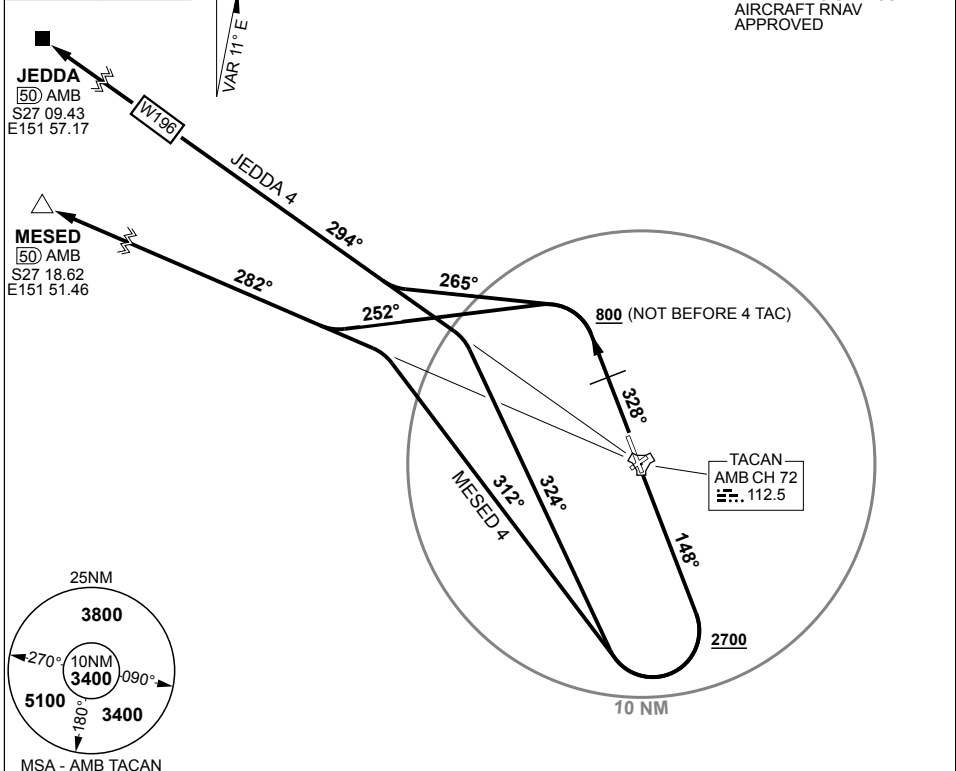
# SID NORTH WEST AMBERLEY (YAMB)

PANS-OPS, WGS 84

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL/CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 91</b>	
TLV FL110	TA 10000

1. PROCEDURE NOT AVAILABLE OUTSIDE AMB RADAR HRS UNLESS AIRCRAFT RNAV APPROVED



**JEDDA FOUR**

**RWY 15**  
GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT 2700FT, BUT NOT BEFORE DER, TURN RIGHT, TRACK 324° TO INTCP OUTBOUND TRACK

**RWY 33**  
GRAD 3.9% TO 800FT THEN 3.3%, TRACK 328°, AT OR ABV 800FT, BUT NOT BEFORE 4 TAC, TURN LEFT, TRACK 265° TO INTCP, OUTBOUND TRACK

**MESED FOUR**

**RWY 15**  
GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT 2700FT, BUT NOT BEFORE DER, TURN RIGHT, TRACK 312° TO INTCP OUTBOUND TRACK

**RWY 33**  
GRAD 3.9% TO 800FT THEN 3.3%, TRACK 328°, AT OR ABV 800FT, BUT NOT BEFORE 4 TAC, TURN LEFT, TRACK 252° TO INTCP OUTBOUND TRACK

CHANGES: EDITORIAL  
**21 MAR 24**

S27 38.44 E152 42.71  
AIS-AF  
MILITARY USE ONLY

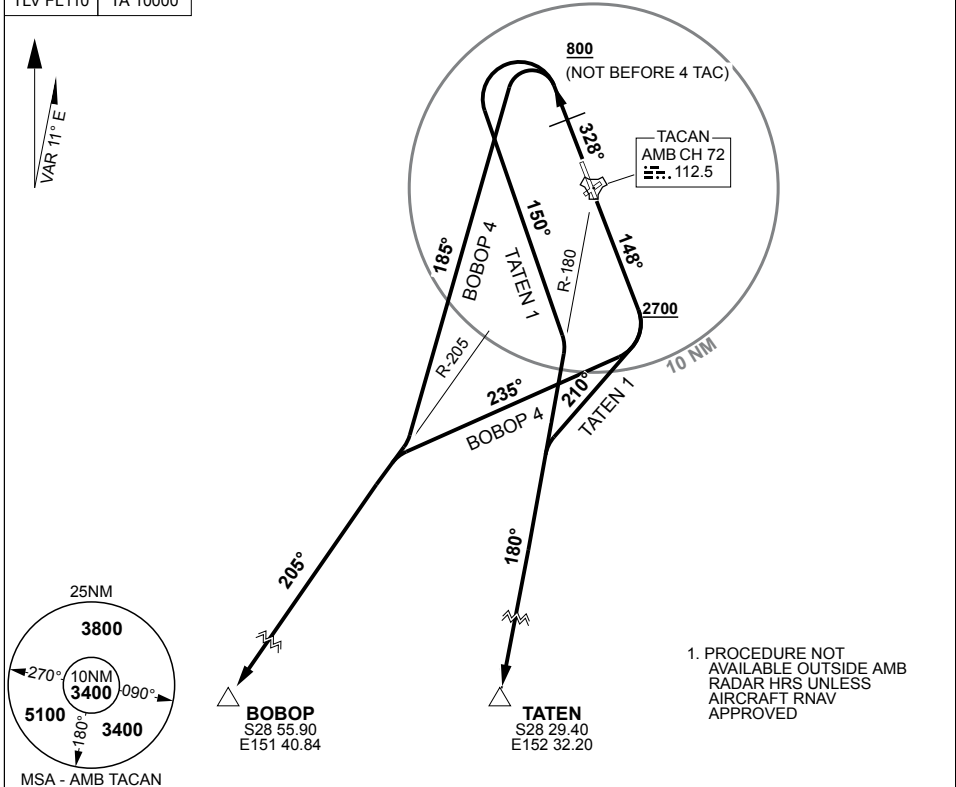
**AMBERLEY (YAMB)**  
SID NORTH WEST

# SID SOUTH AMBERLEY (YAMB)

PANS-OPS, WGS 84

ATIS/AWIS(AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 91</b>	
TLV FL110	TA 10000



**BOBOP FOUR**

**RWY 15**

GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT 2700FT, BUT NOT BEFORE DER, TURN RIGHT, TRACK 235° TO INTCP OUTBOUND TRACK

**RWY 33**

GRAD 3.9% TO 800FT THEN 3.3%, TRACK 328°, AT OR ABV 800FT, BUT NOT BEFORE 4 TAC, TURN LEFT, TRACK 185° TO INTCP OUTBOUND TRACK

**TATEN ONE**

**RWY 15**

GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT 2700FT, BUT NOT BEFORE DER, TURN RIGHT, TRACK 210° TO INTCP OUTBOUND TRACK

**RWY 33**

GRAD 3.9% TO 800FT THEN 3.3%, TRACK 328°, AT OR ABV 800FT, BUT NOT BEFORE 4 TAC, TURN LEFT, TRACK 150° TO INTCP OUTBOUND TRACK

CHANGES: EDITORIAL

**21 MAR 24**

S27 38.44 E152 42.71

**AMBERLEY (YAMB)**  
**SID SOUTH**



LOC IAM 110.7	APCH CRS 148°	RWY LDG THR ELEV AD ELEV	9997 85 91
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PANS-OPS, WGS-84

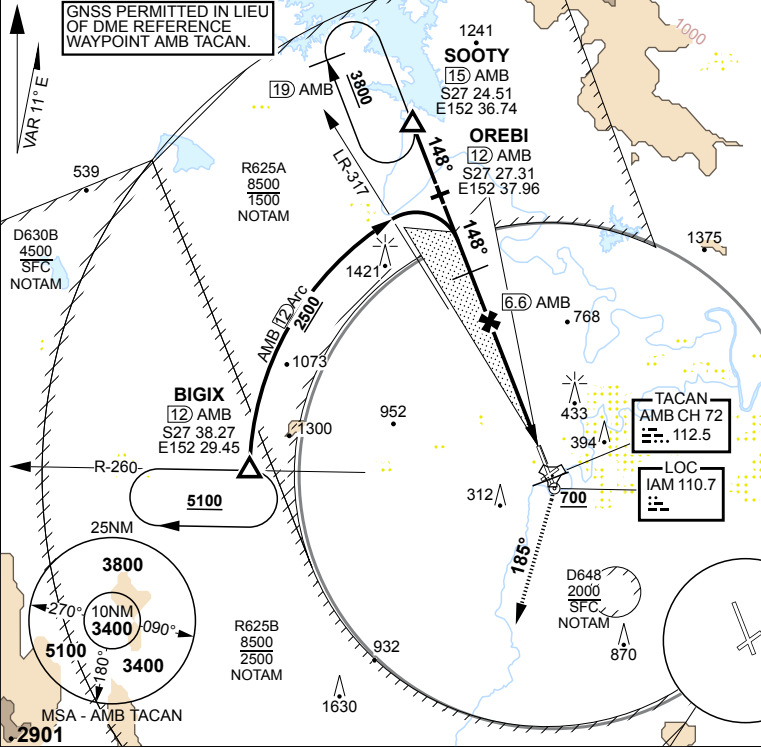
# ILS-Y RWY 15 AMBERLEY (YAMB)

- NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
- SOOTY HOLDING TOLERANCES NOT CONTAINED WITHIN AMB RESTRICTED AIRSPACE.

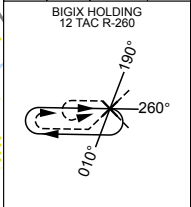
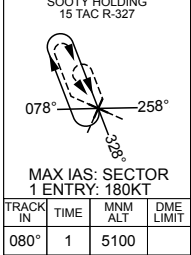
**MISSED APPROACH:**  
TRACK 148°, AT 700FT TURN RIGHT, TRACK 185°, CLIMB TO 5100FT.

ATIS/AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2
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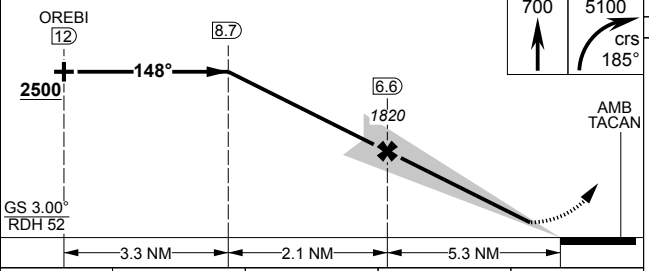
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



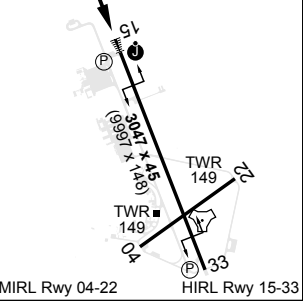
TRACK IN	TIME	MNM ALT	DME LIMIT
148°		3800	19



AMB TAC	8.7	8	7	6	5	4	3	2.1											
ALTITUDE	2500	2260	1950	1630	1310	990	670	390											



TLV FL110	TA 10000
THR ELEV 85	TDZE 85



CATEGORY	A	B	C	D
S-ILS 15	390	305	800m	
CIRCLING	790 699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m

CHANGES: TAC CH/FREQ S27 38.44 E152 42.71

07 SEP 23

AIS-AF  
MILITARY USE ONLY

# AMBERLEY (YAMB) ILS-Y RWY 15

LOC IAM 110.7	APCH CRS 148°	RWY LDG 9997
		THR ELEV 85
		AD ELEV 91

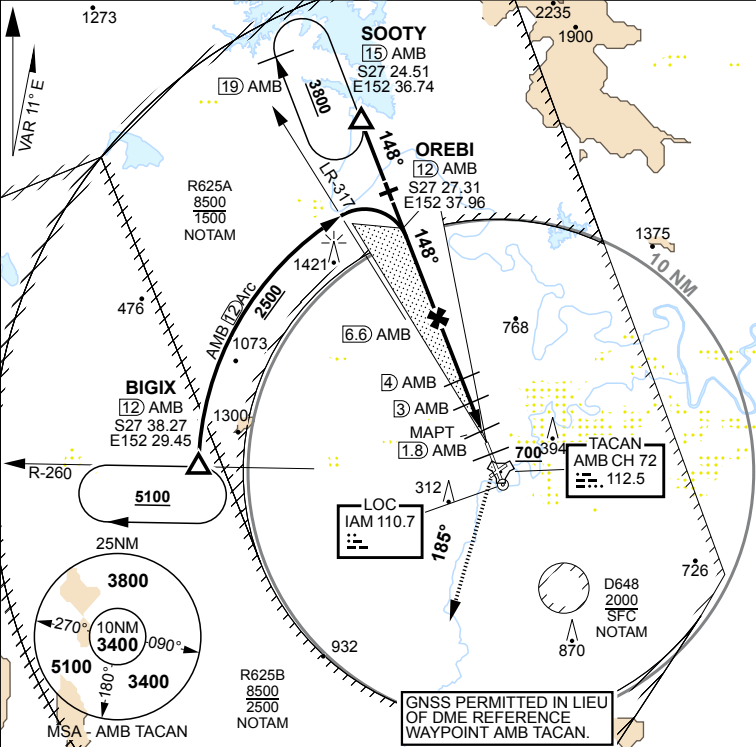
PANS-OPS, WGS-84

# LOC-Y RWY 15 AMBERLEY (YAMB)

- NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
- SOOTY HOLDING TOLERANCES NOT CONTAINED WITHIN AMB RESTRICTED AIRSPACE.

**MISSED APPROACH:**  
TRACK 148°, AT 700FT TURN RIGHT, TRACK 185°, CLIMB TO 5100FT.

ATIS/AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TRACK IN	TIME	MNM ALT	DME LIMIT
148°		3800	19

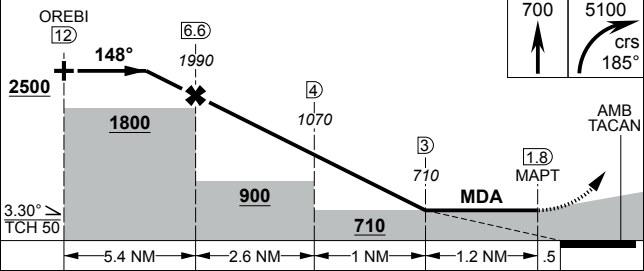
SOOTY HOLDING  
15 TAC R-327

MAX IAS: SECTOR  
1 ENTRY: 180KT

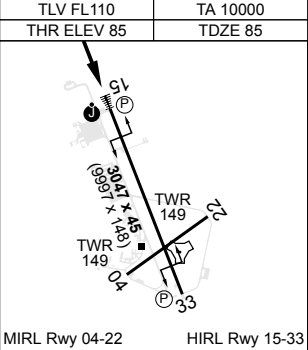
TRACK IN	TIME	MNM ALT	DME LIMIT
080°	1	5100	

BIGIX HOLDING  
12 TAC R-260

AMB TAC	8.1	8	7	6	5	4	3												
ALTITUDE	2500	2480	2130	1780	1420	1070	710												



CATEGORY		A	B	C	D	
S-LOC 15		710	619	2300m		
CIRCLING	790	699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m	



CHANGES: TAC CH/FREQ S27 38.44 E152 42.71

07 SEP 23

AIS-AF  
MILITARY USE ONLY

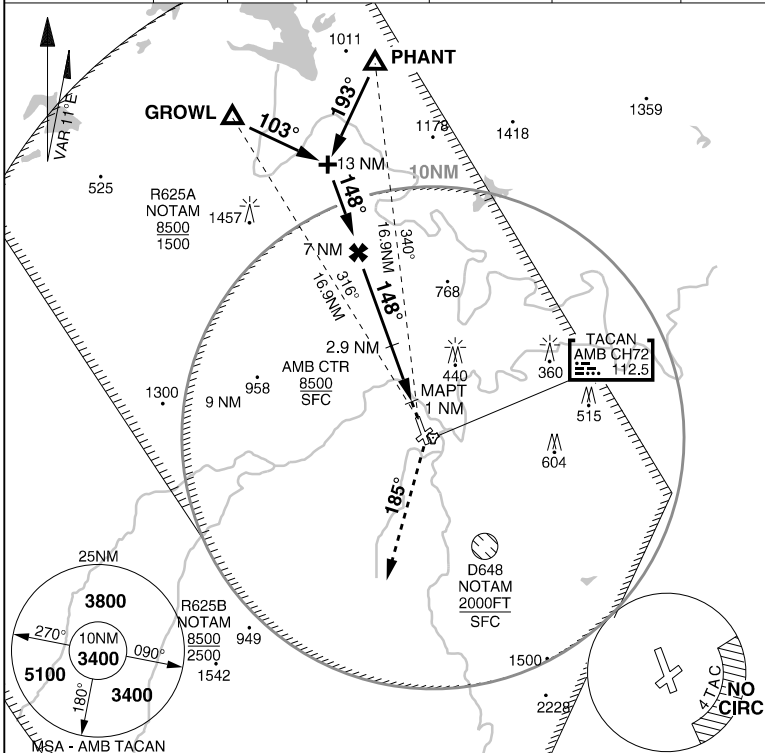
# AMBERLEY (YAMB) LOC-Y RWY 15

MILITARY USE ONLY

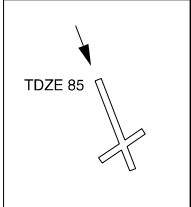
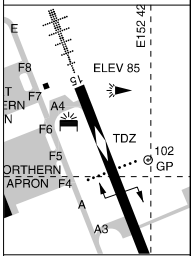
ARA RWY 15  
AMBERLEY (YAMB)

S27 38.44 E152 42.71  
PANS-OPS, WGS 84, AATCP-1

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL /CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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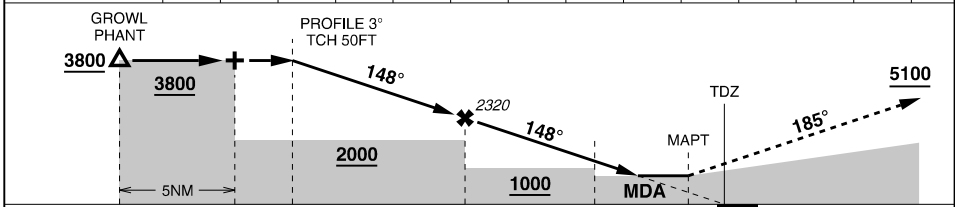


<b>GROWL</b>	S27 23.3195 E152 31.9577
<b>PHANT</b>	S27 20.7493 E152 39.3598
<b>IF</b>	S27 25.3393 E152 37.0997
<b>FAF</b>	S27 30.9038 E152 39.5233
<b>TDZ</b>	S27 37.4460 E152 42.3780



<b>ELEV 91</b>
TLV FL110 TA 10000

NM TO TDZ	11.7	11	10	9	8	7	6	5	4	3	2.2		
ALTITUDE	3800	3590	3270	2950	2630	2320	2000	1680	1360	1040	800		



NM TO TDZ	13	11.7	7	2.9	1	0	THR 15 ELEV 85
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**MISSED APPROACH: TURN RIGHT, TRACK 185°, CLIMB TO 5100FT**

CATEGORY	C		D		E	
ARA	800	709 -3100 (VIS -2500 WITH ACTUAL QNH)			NOT AUTHORISED	
CIRCLING	1090	999 -4000	1550	1459 -5000		

**NOTES:** 1. NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.  
2. TDZ ON RWY C/L 283M PAST LDG THR

CHANGES: RWY END DIAGRAM

**05 SEP 24**

AIS-AF  
MILITARY USE ONLY

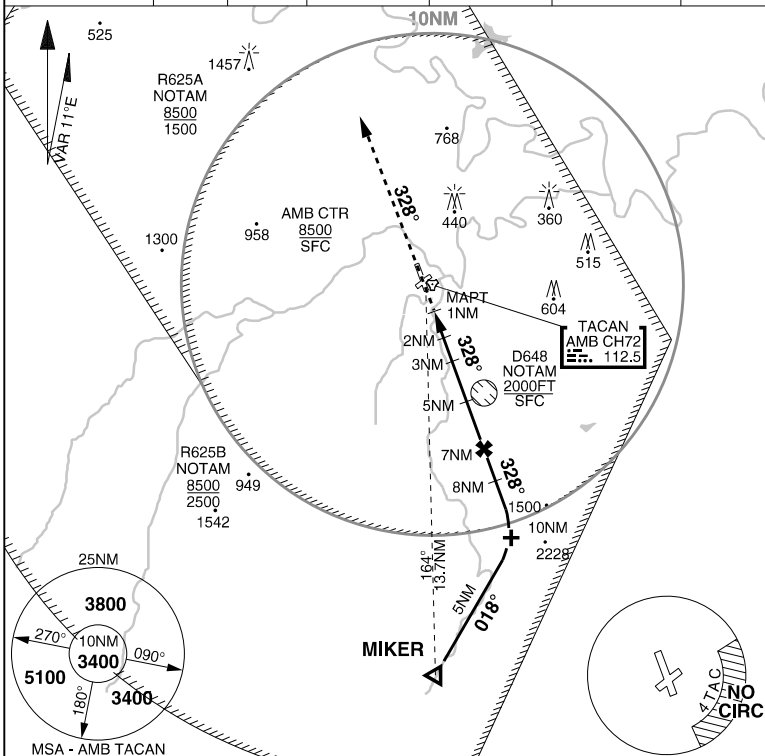
**AMBERLEY (YAMB)**  
ARA RWY 15

MILITARY USE ONLY

ARA RWY 33  
**AMBERLEY (YAMB)**

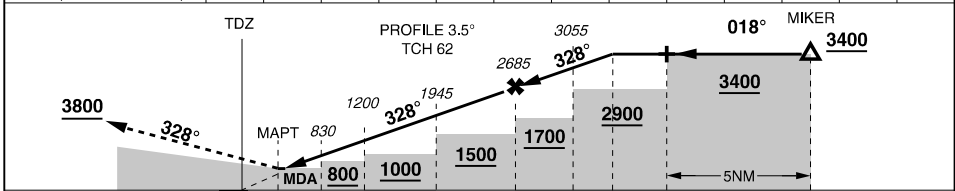
S27 38.44 E152 42.71  
 PANS-OPS, WGS 84, AATCP-1

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL /CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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HOLDING AS DIRECTED BY ATC	<b>MIKER</b> S27 52.3952 E152 44.2637
	<b>IF</b> S27 48.0183 E152 47.0029
	<b>FAF</b> S27 45.2156 E152 45.7758
	<b>TDZ</b> S27 38.6849 E152 42.9198
<b>TDZE 91</b>	
<b>ELEV 91</b>	
TLV FL110	TA 10000

NM TO TDZ	1.9	2	3	4	5	6	7	8	8.9			
ALT (3.5° APCH PATH)	790	830	1200	1570	1945	2315	2685	3055	3400			



NM TO TDZ	0	1	2	3	5	7	8	8.9	10	THR 33 ELEV 91
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<b>MISSED APPROACH: TRACK 328°, CLIMB TO 3800FT</b>												
CATEGORY	C	D						E				
ARA	<b>790</b>	699	-3900	(VIS -3300 WITH ACTUAL QNH)						NOT AUTHORISED		
CIRCLING	<b>1090</b>	999	-4000	<b>1550</b>						1459 -5000		

**NOTES:** 1. NO CIRCLING IN SECTOR EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.  
 2. TDZ ON RWY C/L 309M PAST LDG THR

CHANGES: TAC CHANNEL/FREQ

**07 SEP 23**

AIS-AF  
 MILITARY USE ONLY

**AMBERLEY (YAMB)**  
 ARA RWY 33

TACAN AMB Chan 72	APCH CRS 145°	RWY LDG 9997
		THR ELEV 85
		AD ELEV 91

PANS-OPS, WGS-84

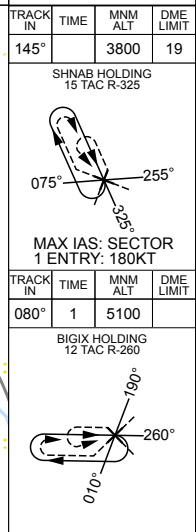
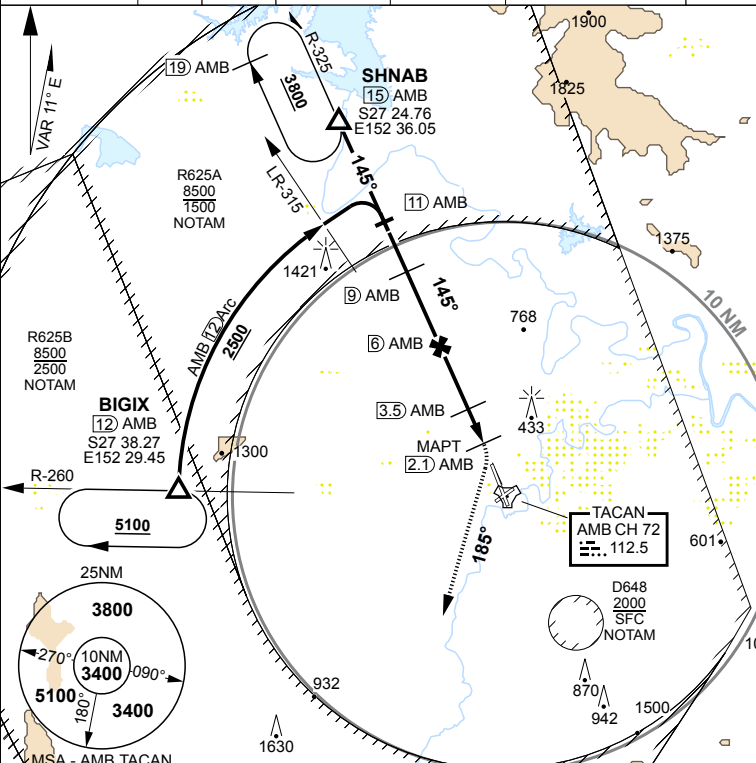
# TACAN RWY 15 AMBERLEY (YAMB)

- NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
- SHNAB HLDG TOLERANCES NOT CONTAINED WITHIN AMB RESTRICTED AIRSPACE.

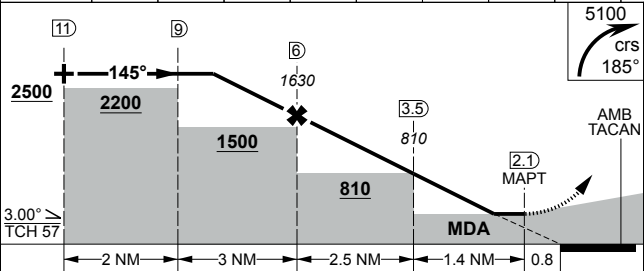
**MISSED APPROACH:**  
TURN RIGHT, TRACK 185°,  
CLIMB TO 5100FT.

ATIS/AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU (AH)/PAL/CTAF 118.3	FIA(BN) 121.2
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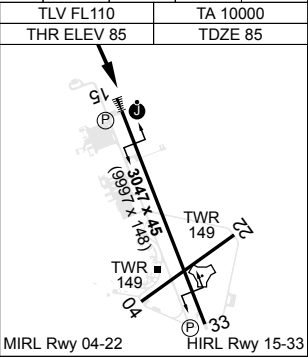
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



AMB TAC	8.7	8	7	6	5	4	3.3												
ALTITUDE	2500	2270	1950	1630	1310	1000	760												



CATEGORY	A	B	C	D
S-15	760	669	2800m	(VIS -2200 WITH ACTUAL QNH)
CIRCLING	790 699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m



CHANGES: MISSED APPROACH S27 38.44 E152 42.71

**30 NOV 23**

## AMBERLEY (YAMB) TACAN RWY 15

AIS-AF  
MILITARY USE ONLY

TACAN AMB Chan 72	APCH CRS 333°	RWY LDG 9997 THR ELEV 91 AD ELEV 91
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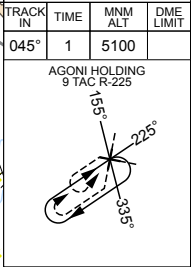
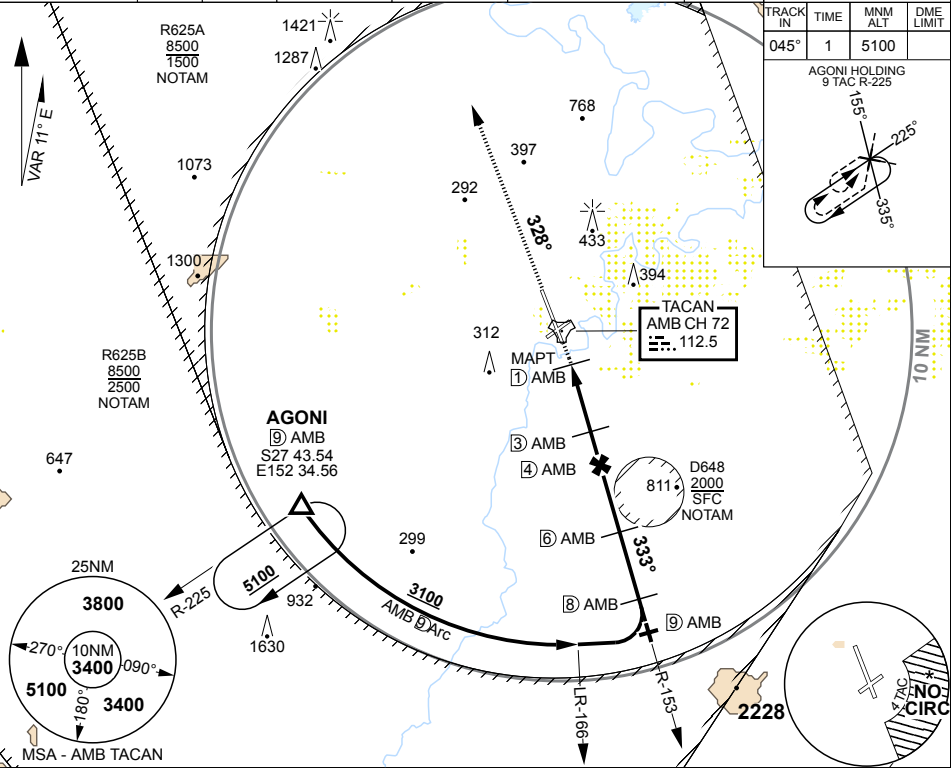
PANS-OPS, WGS-84

# TACAN RWY 33 AMBERLEY (YAMB)

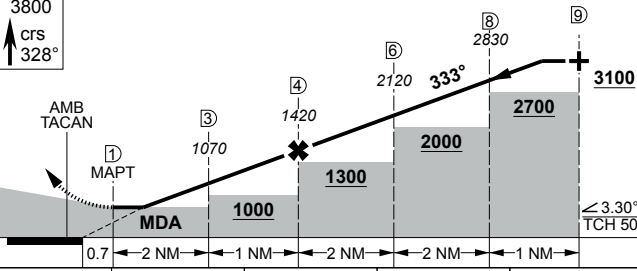
- NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
- INTERMEDIATE GRADIENT (5.92% - 360FT/NM) EXCEEDS CRITERIA MAXIMUM. 3.3° DESCENT RECOMMENDED FOR CONSTANT RATE OF DESCENT.

**MISSED APPROACH:**  
TURN LEFT, TRACK 328°, CLIMB TO 3800FT.

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL/CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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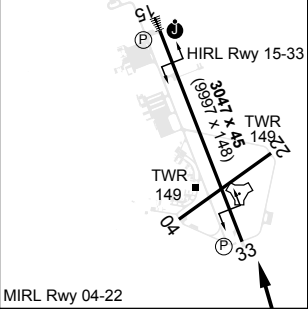


AMB TAC	2	3	4	5	6	7	8	8.8						
ALTITUDE	720	1070	1420	1770	2130	2480	2830	3100						



TLV FL110	TA 10000
THR ELEV 91	TDZE 91

CATEGORY	A	B	C	D
S-33	720	629	3600m	
CIRCLING	790 699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m



CHANGES: MISSED APPROACH S27 38.44 E152 42.71

**30 NOV 23**

# AMBERLEY (YAMB) TACAN RWY 33

AIS-AF  
MILITARY USE ONLY

APCH CRS 043°	RWY LDG 4997 TDZE 91 AD ELEV 91
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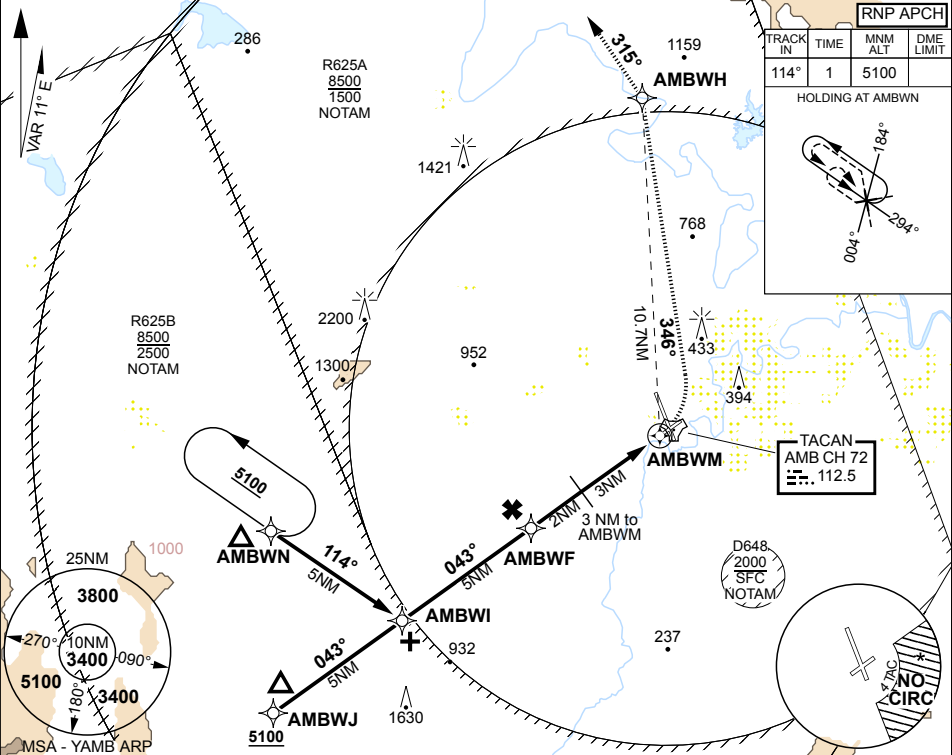
PANS-OPS, WGS-84

# RNP RWY 04 AMBERLEY (YAMB)

- NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
- MAX IAS: HOLDING 250KT. INITIAL 210KT.

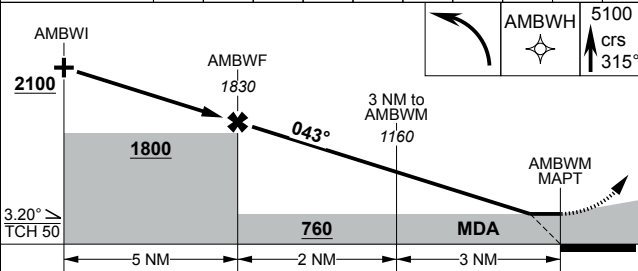
**MISSED APPROACH:**  
TURN LEFT, TRACK TO AMBWH,  
TRACK 315°, CLIMB TO 5100FT.

ATIS/AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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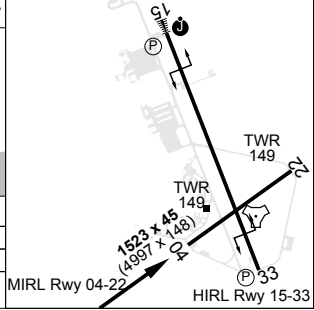


RNP APCH			
TRACK IN	TIME	MNM ALT	DME LIMIT
114°	1	5100	
HOLDING AT AMBWN			

NM TO NEXT WPT	4.6	4	3	2	1	AMBWI	4	3	2	1	AMBWF	4	3	2	1.8	AMBWM
ALTITUDE	5100	4890	4550	4210	3870	3530	3190	2850	2510	2170	1830	1490	1160	820	760	



TLV FL110	TA 10000
THR ELEV 86	TDZE 91



CATEGORY	A	B	C	D
LNAV MDA	760	669	3800m	(VIS -3200 WITH ACTUAL QNH)
CIRCLING	790 699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m

CHANGES: TAC CHANNEL/FREQ S27 38.44 E152 42.71

07 SEP 23

## AMBERLEY (YAMB) RNP RWY 04

AIS-AF  
MILITARY USE ONLY

APCH CRS	RWY LDG	9997
148°	THR ELEV	85
	AD ELEV	91

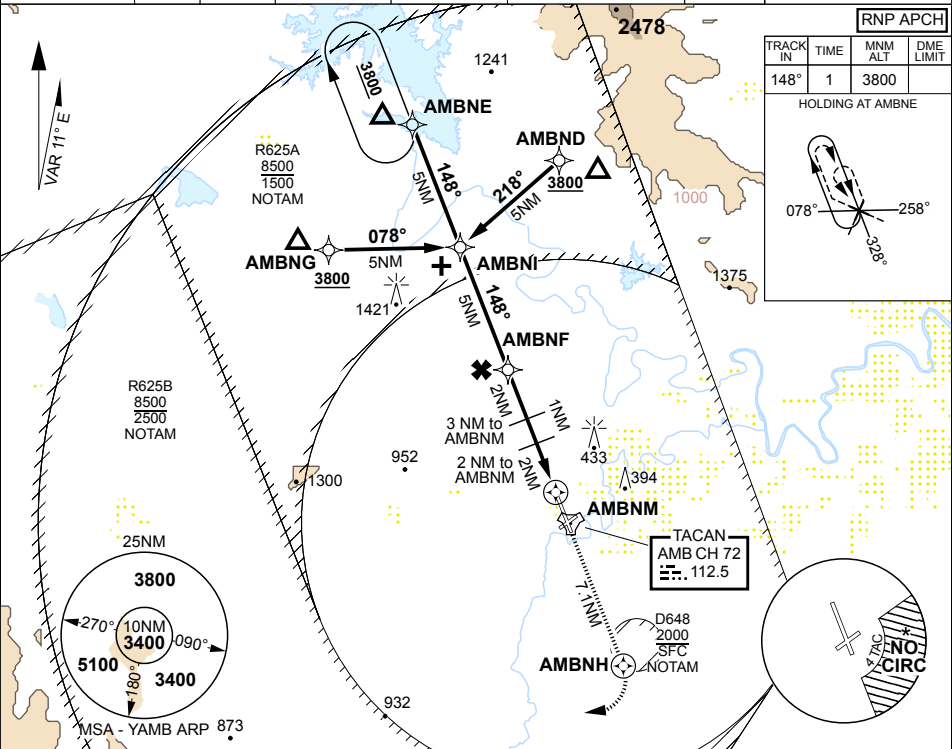
PANS-OPS, WGS-84

# RNP RWY 15 AMBERLEY (YAMB)

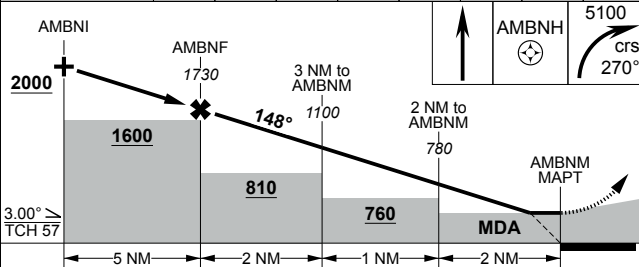
1. NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
2. MAX IAS: HOLDING 250KT. INITIAL 210KT.
3. AMBNE HOLDING TOLERANCES NOT CONTAINED WITHIN AMB RESTRICTED AIRSPACE.

**MISSED APPROACH:**  
TRACK TO AMBNH, TURN RIGHT TRACK 270°, CLIMB TO 5100FT.

ATIS/AWIS(AH)	ACD	SMC	TWR	APP	AFRU(AH)/PAL/CTAF	FIA(BN)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	118.3	121.2	

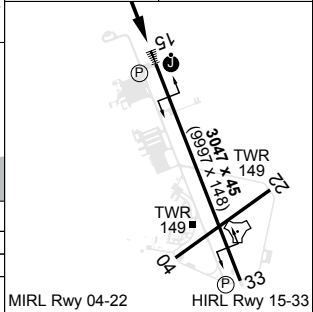


NM TO NEXT WPT	1.5	1	4	3	2	1	4	3	2	1.9	AMBNM	
ALTITUDE	3800	3640	3330	3010	2690	2370	2050	1730	1420	1100	780	740



TLV FL110	TA 10000
THR ELEV 85	TDZE 85

CATEGORY	A	B	C	D
LNAV MDA	740	649	2700m	(VIS -2100 WITH ACTUAL QNH)
CIRCLING	790 699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m



CHANGES: TAC CHANNEL/FREQ

S27 38.44 E152 42.71

07 SEP 23

## AMBERLEY (YAMB) RNP RWY 15

AIS-AF  
MILITARY USE ONLY



APCH CRS 343°	RWY LDG 9997
	THR ELEV 91
	AD ELEV 91

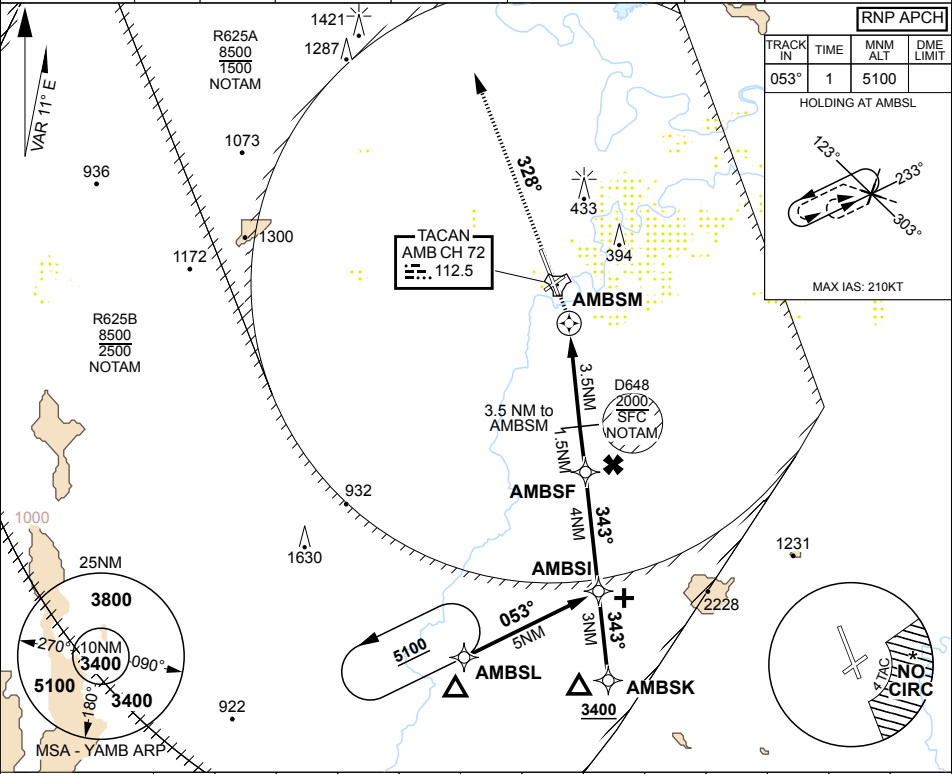
PANS-OPS, WGS-84

# RNP RWY 33 AMBERLEY (YAMB)

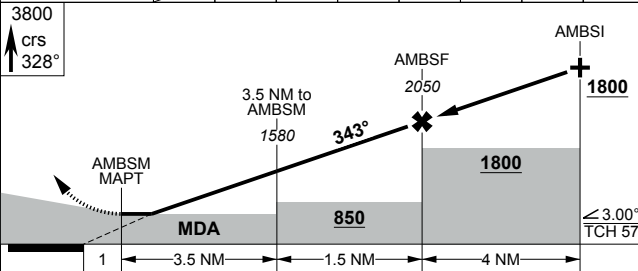
- NO CIRCLING IN SECTOR SOUTH EAST OF RWYS 15/33 AND 04/22 BEYOND 4TAC.
- MAX IAS INITIAL: 210KT.

**MISSED APPROACH:**  
TRACK 328°, CLIMB TO 3800FT.

ATIS/AWIS(AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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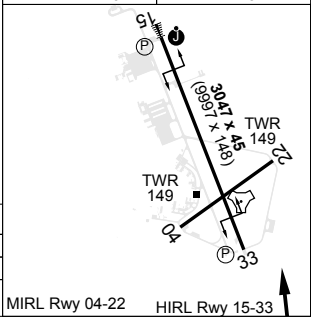


NM TO NEXT WPT	AMBSM	0.7	1	2	3	4	AMBSF	1	2	3	AMBSI	0.2	
ALTITUDE		680	790	1100	1420	1740	2050	2370	2690	3010	3320	3400	



TLV FL110	TA 10000
THR ELEV 91	TDZE 91

CATEGORY	A	B	C	D
LNAV MDA	680	589	3300m	(VIS -2700 WITH ACTUAL QNH)
CIRCLING	790 699 2000m	860 769 2400m	1090 999 4000m	1550 1459 5000m



CHANGES: TAC CH/FREQ, NEW OBSTACLE S27 38.44 E152 42.71

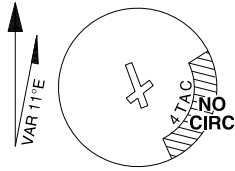
**07 SEP 23**

# AMBERLEY (YAMB) RNP RWY 33

AIS-AF  
MILITARY USE ONLY

S27 38.44 E152 42.71  
PANS-OPS, WGS 84

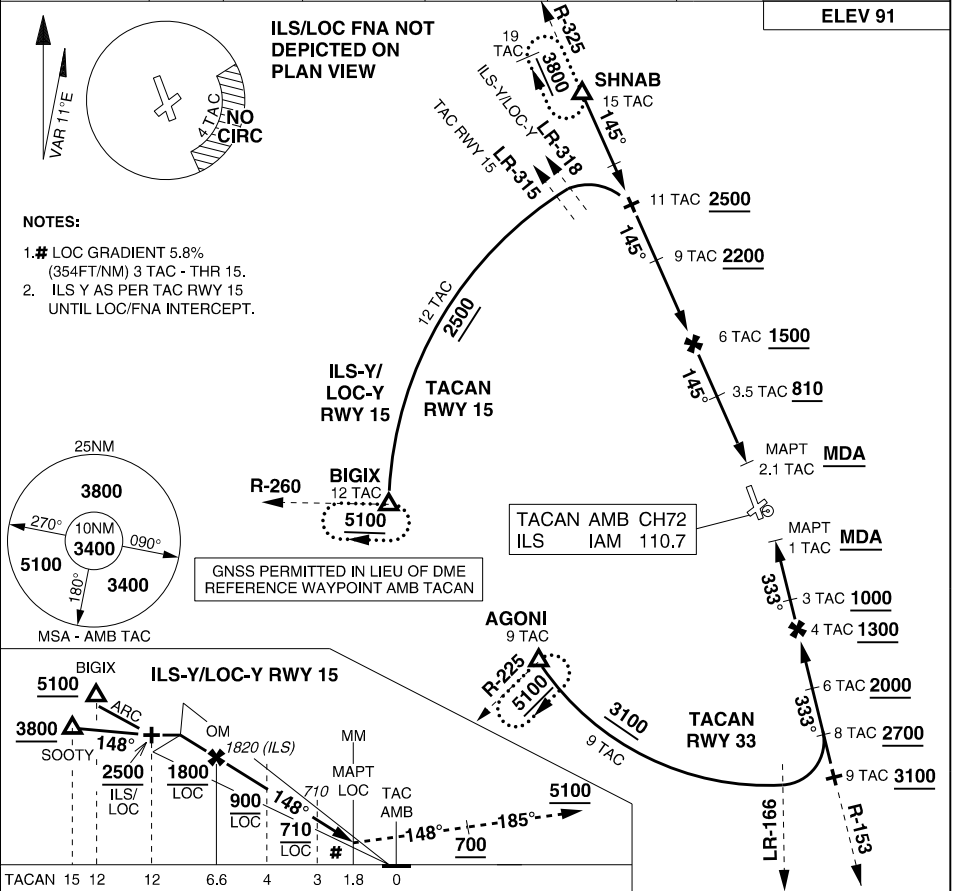
ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL /CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC <b>ELEV 91</b>
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**ILS/LOC FNA NOT  
DEPICTED ON  
PLAN VIEW**

**NOTES:**

- 1.# LOC GRADIENT 5.8%  
(354FT/NM) 3 TAC - THR 15.
2. ILS Y AS PER TAC RWY 15  
UNTIL LOC/FNA INTERCEPT.



PROCEDURE	S-MINIMA		CIRCLING				MISSED APPROACH	
			C	D	C	D		
ILS-Y RWY 15	<b>390</b>	305 -800	<b>1090</b>	<b>1550</b>	999 -4000	1459 -5000	TRACK 148°, AT 700FT TURN RIGHT, TRACK 185°, CLIMB TO 5100FT	
LOC-Y RWY 15	<b>710</b>	619 -2300 (VIS -1700 WITH ACTUAL QNH)	<b>1090</b>	<b>1550</b>	999 -4000	1459 -5000		
TACAN RWY 15	<b>760</b>	669 -2800 (VIS -2200 WITH ACTUAL QNH)	<b>1090</b>	<b>1550</b>	999 -4000	1459 -5000	TURN RIGHT, TRACK 185°, CLIMB TO 5100FT	
TACAN RWY 33	<b>720</b>	629 -3600 (VIS -3000 WITH ACTUAL QNH)	<b>1090</b>	<b>1550</b>	999 -4000	1459 -5000		
TACAN DIST (TAC RWY 15)	8.7	8	7	6	5	4	3.3	
ALTITUDE	2500	2270	1950	1630	1310	1000	760	

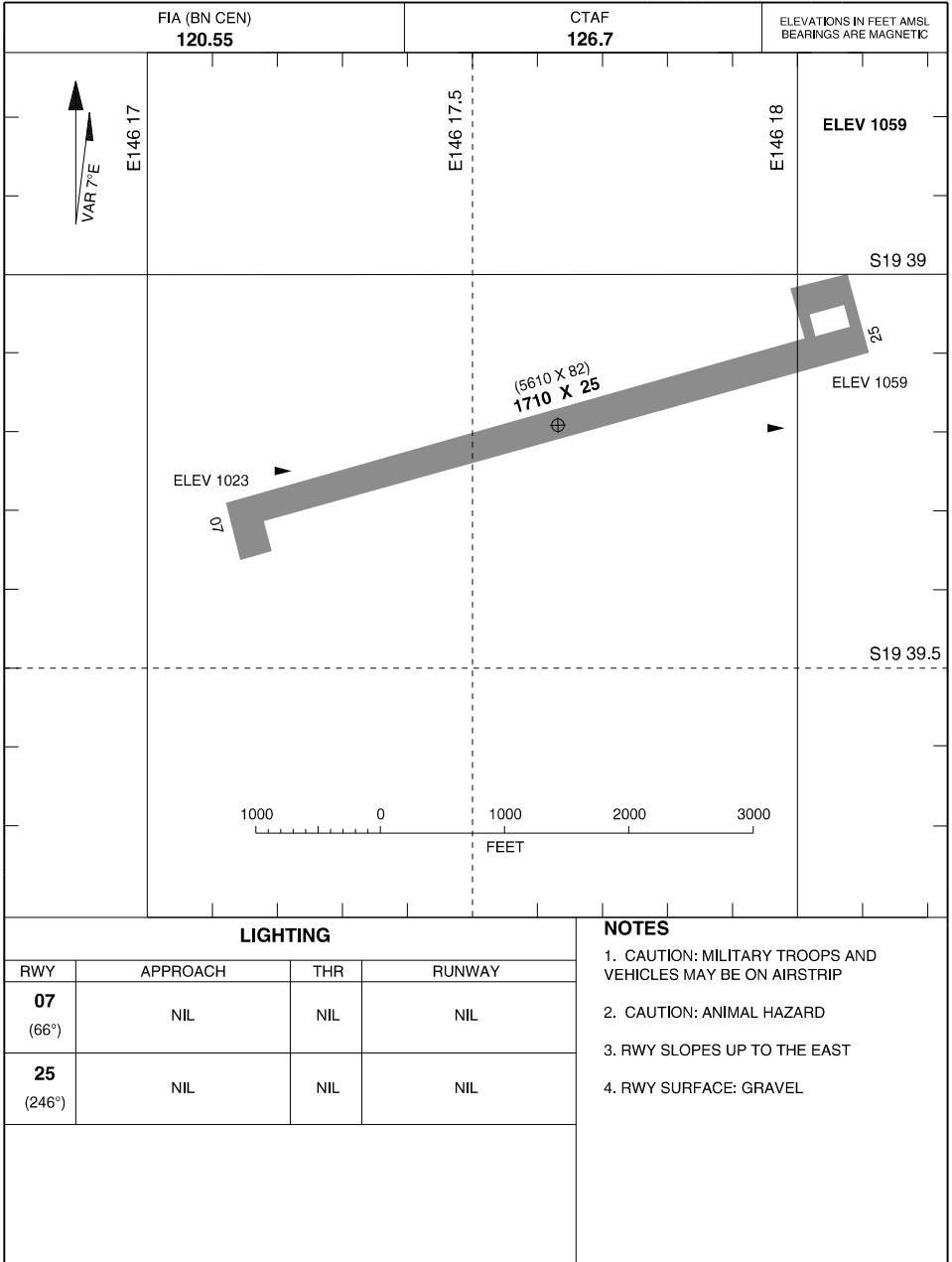
CHANGES: TAC RWY 15 AND TAC RWY 33 MISSED APPROACH

**30 NOV 23**

MILITARY USE ONLY

**AERODROME CHART  
BENING FIELD (YBEG)**

S19 39.20 E146 17.62  
PANS-OPS, WGS 84



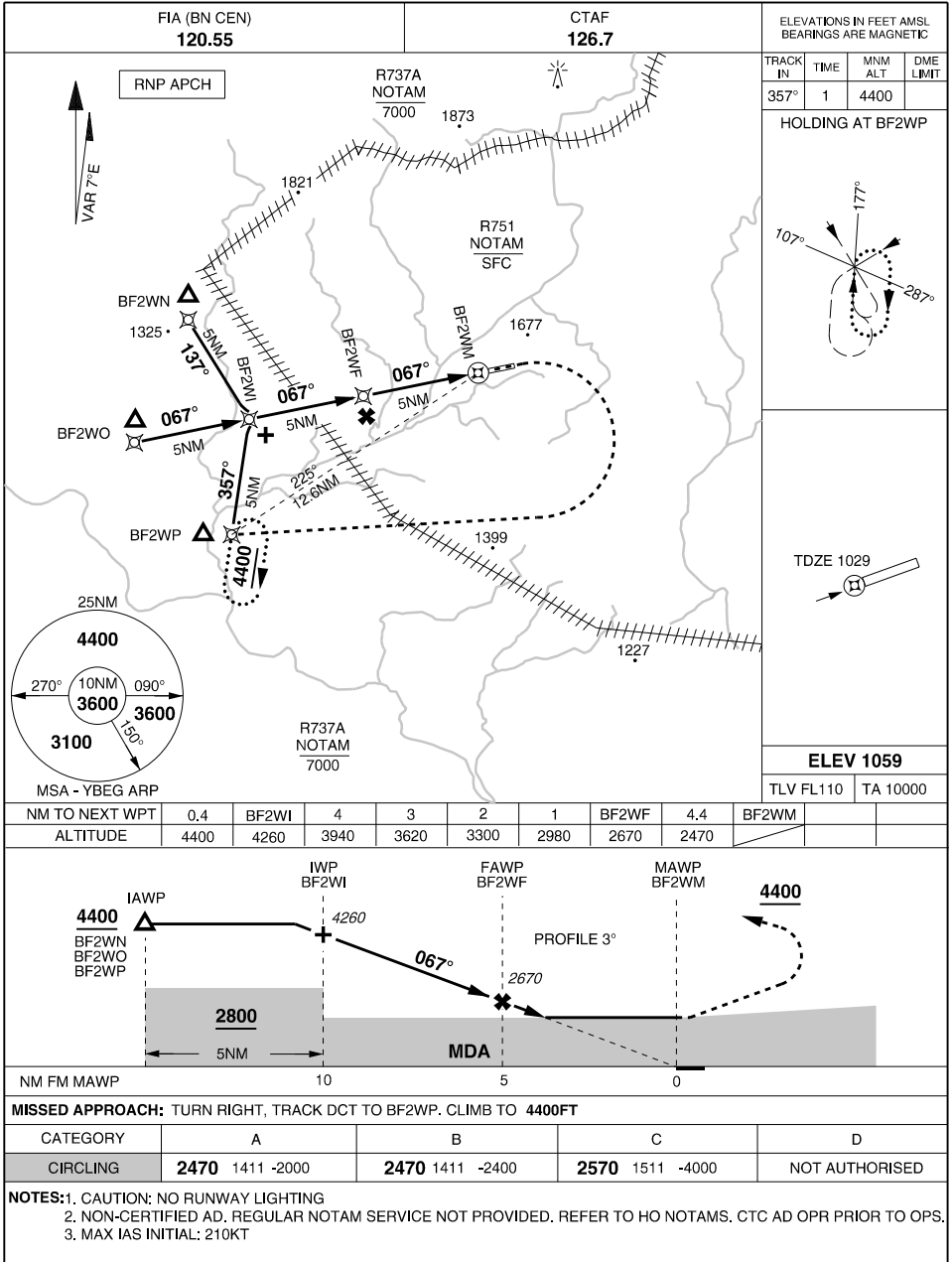
CHANGES: AD ELEV, THR ELEV, RWY DIMENSIONS

**02 DEC 21**

AIS-AF  
MILITARY USE ONLY

**BENING FIELD (YBEG)**  
AERODROME CHART

RNP W  
**BENING FIELD (YBEG)**



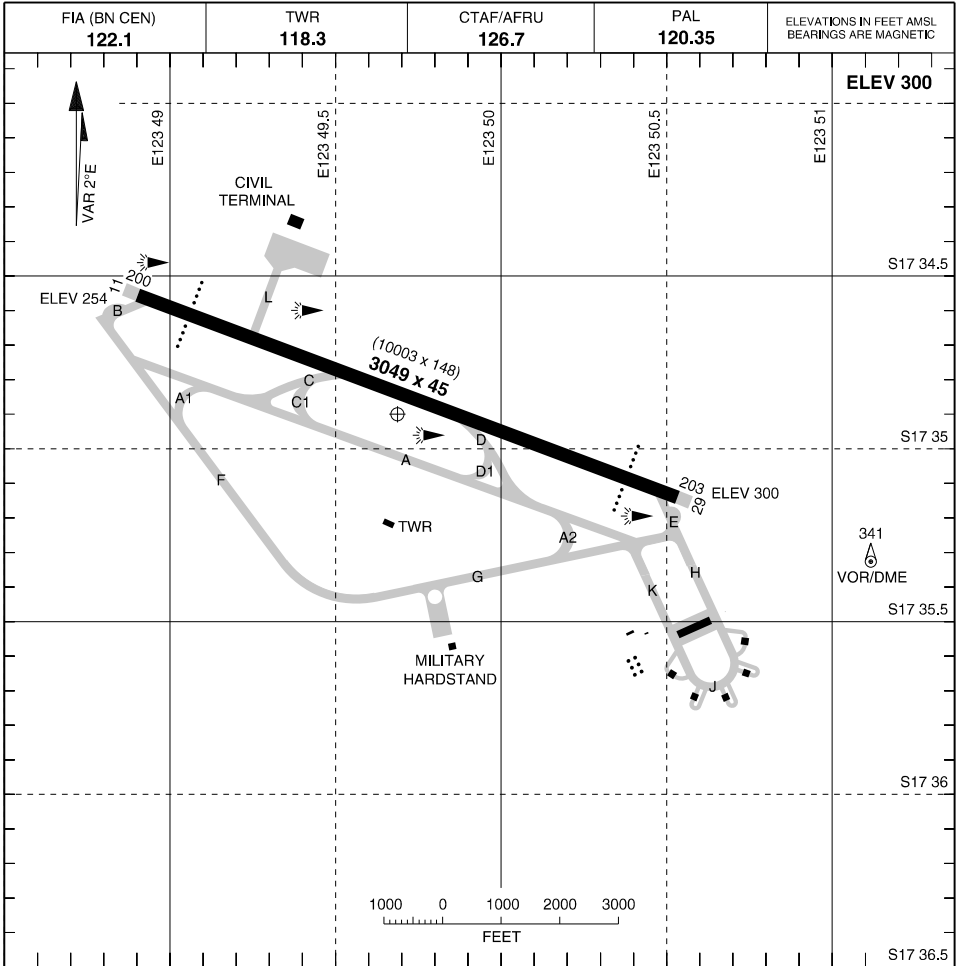
CHANGES: RESTRICTED AIRSPACE, RNP APCH RQMNT

**30 NOV 23**

MILITARY USE ONLY

AERODROME CHART  
CURTIN (YCIN)

S17 34.89 E123 49.69  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
11 (108°)	PAPI 3.00° 48FT	GREEN	MIRL (3) PAL 120.35	
29 (288°)				
TAXIWAY: CENTRELINE GREEN				

CHANGES: EDITORIAL  
17 JUN 21

AIS-AF  
MILITARY USE ONLY

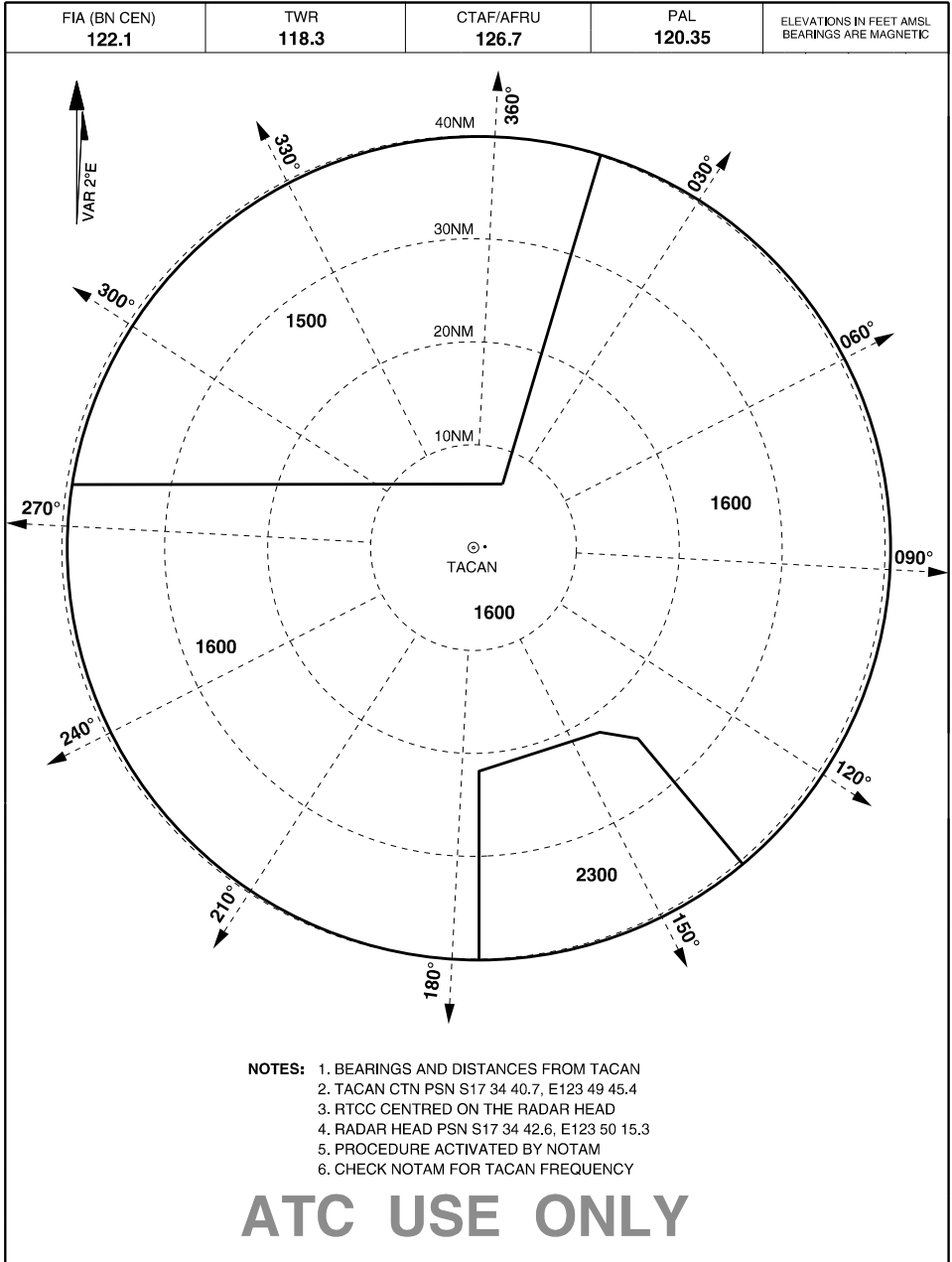
CURTIN (YCIN)  
AERODROME CHART

S17 34.89 E123 49.69  
PANS-OPS, WGS 84

MILITARY USE ONLY

# ATC USE ONLY

RTCC  
CURTIN (YCIN)



# ATC USE ONLY

CHANGES: TAC/RADAR PSN NOTES

**13 JUL 23**

AIS-AF  
MILITARY USE ONLY

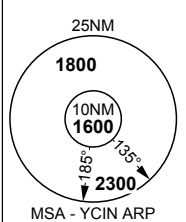
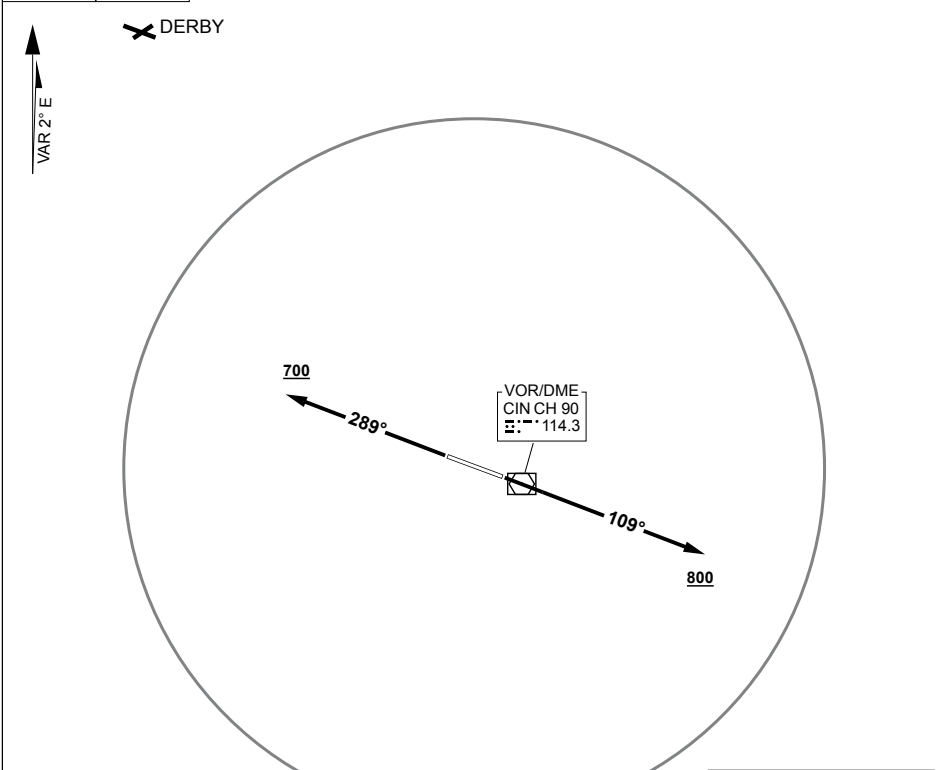
**CURTIN (YCIN)**  
RTCC

# SID (RADAR) ALL RWYS CURTIN (YCIN)

PANS-OPS, WGS 84

TWR <b>118.3</b>	FIA (BN CEN) <b>122.1</b>	CTAF/AFRU <b>126.7</b>	PAL <b>120.35</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 300</b>	
TLV FL110	TA 10000



**COMMUNICATIONS 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

**CURTIN ONE**  
**RWY 11**  
 GRAD 3.3%, TRACK 109°, AT 800FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HEADING OR TRACK  
**RWY 29**  
 GRAD 3.3%, TRACK 289°, AT 700FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HEADING OR TRACK

CHANGES: NEW CHART  
**07 SEP 23**

S17 34.89 E123 49.69

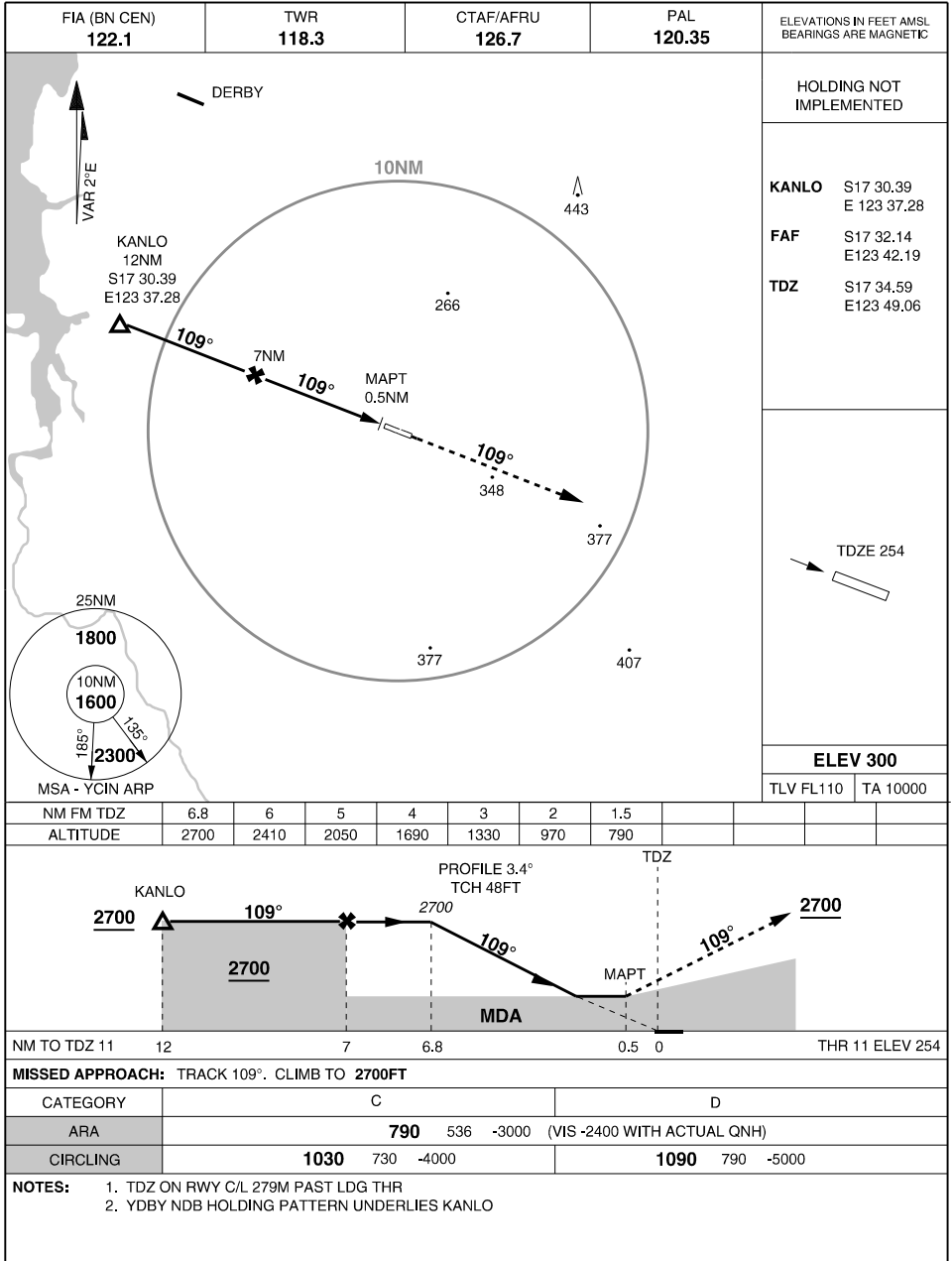
**AIS-AF  
MILITARY USE ONLY**

**CURTIN (YCIN)**  
 SID (RADAR) ALL RWYS

MILITARY USE ONLY

ARA RWY 11  
CURTIN (YCIN)

S17 34.89 E123 49.69  
PANS-OPS, WGS 84, AATCP-1



CHANGES: REMOVE 'DAY VMC ONLY' RQMNT

**13 JUL 23**

AIS-AF  
MILITARY USE ONLY

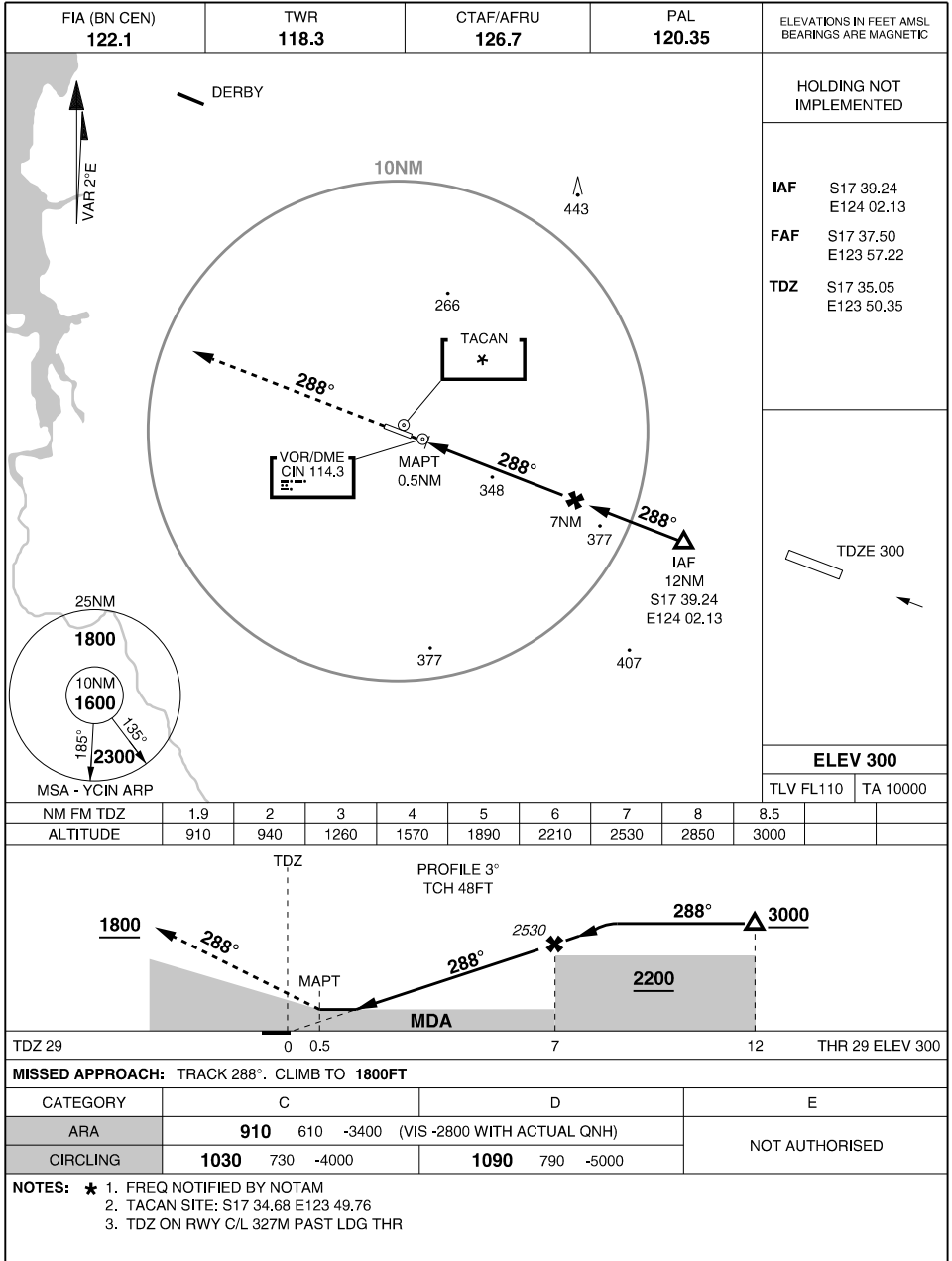
**CURTIN (YCIN)**  
ARA RWY 11



MILITARY USE ONLY

ARA RWY 29  
CURTIN (YCIN)

S17 34.89 E123 49.69  
PANS-OPS, WGS 84, AATCP-1



CHANGES: MSA  
**24 MAR 22**

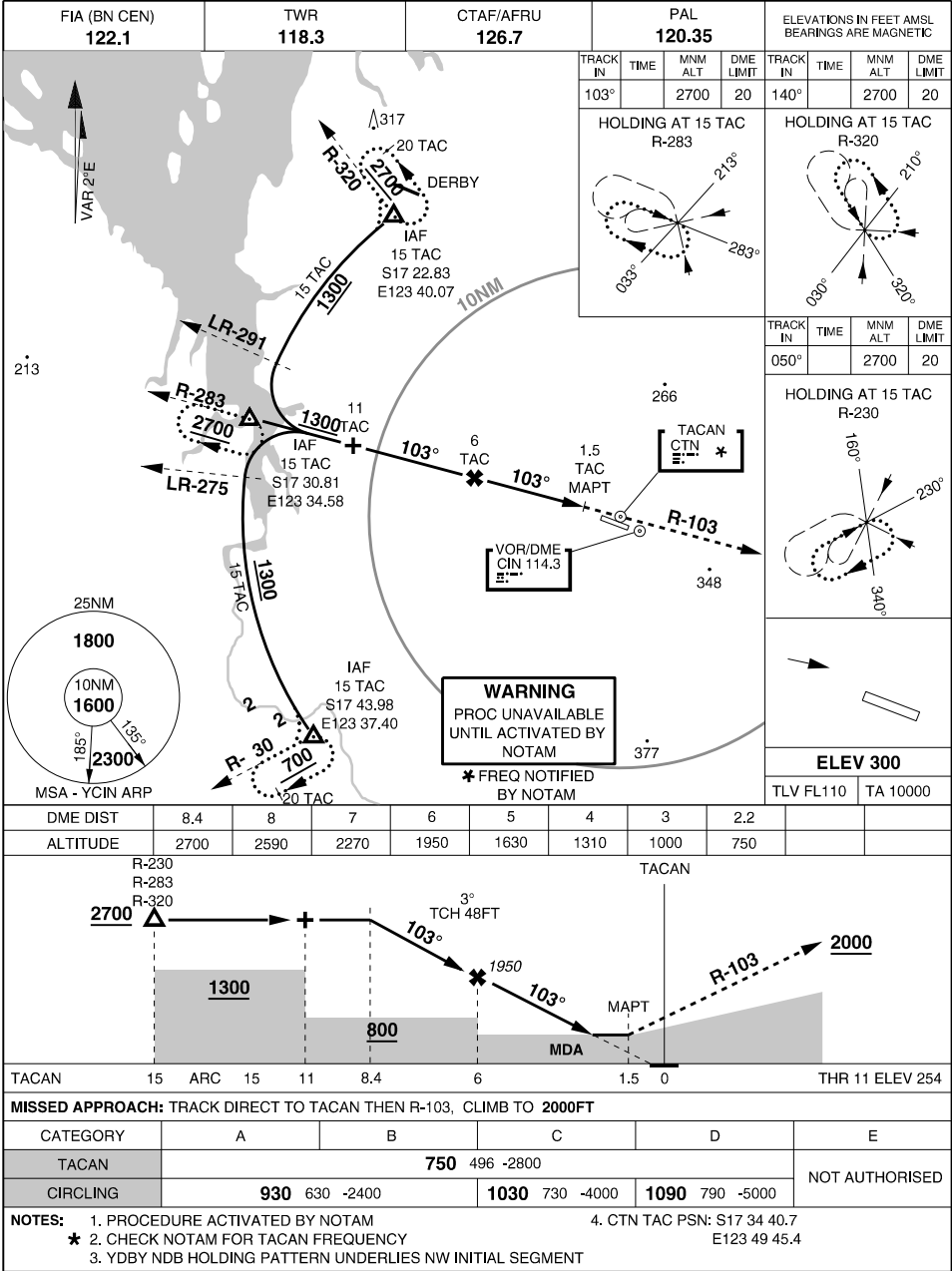
AIS-AF  
MILITARY USE ONLY

**CURTIN (YCIN)**  
ARA RWY 29

MILITARY USE ONLY

S17 34.89 E123 49.69  
PANS-OPS, WGS 84

TACAN RWY 11  
CURTIN (YCIN)



CHANGES: REVISED PROC

13 JUL 23

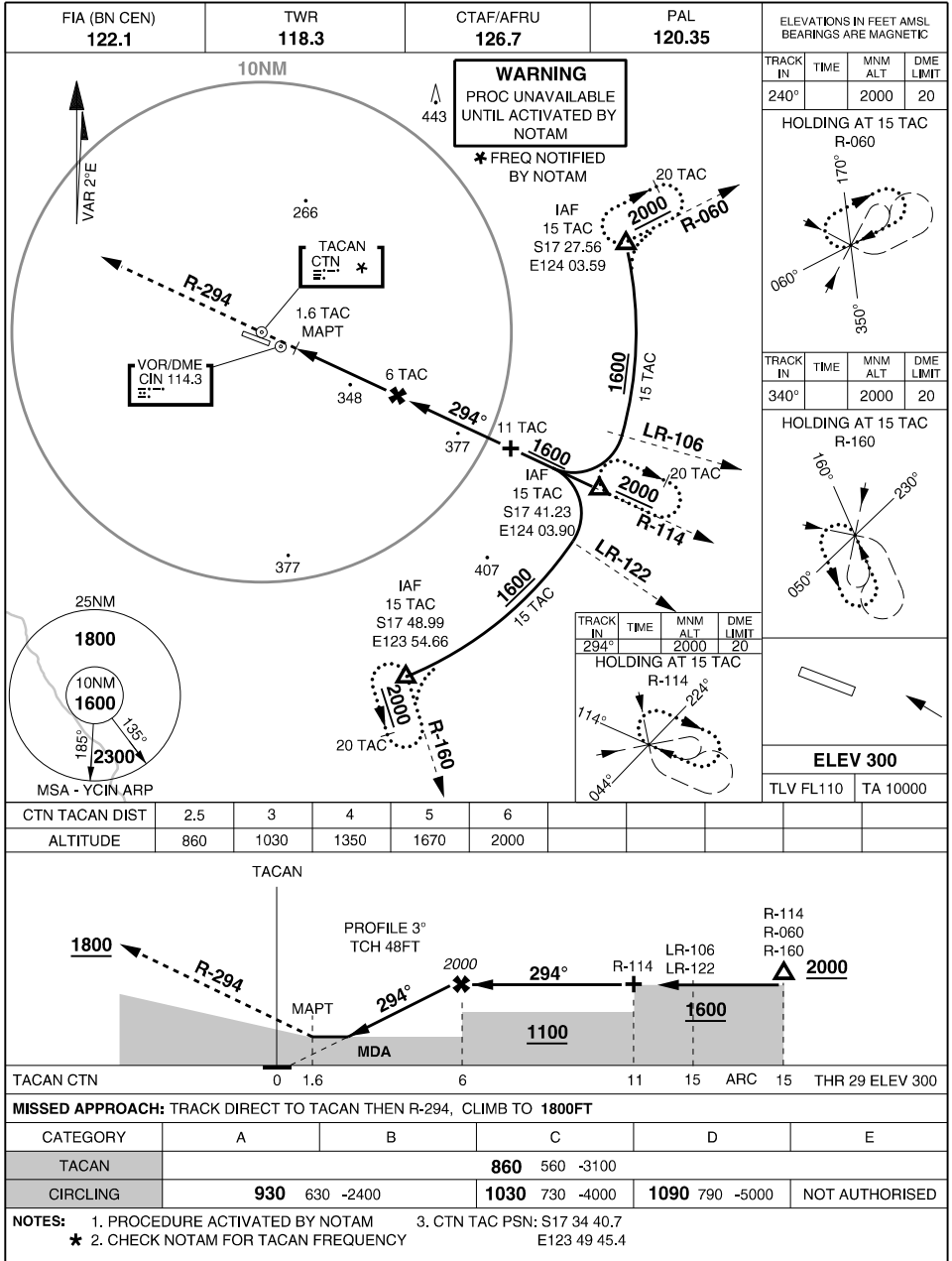
AIS-AF  
MILITARY USE ONLY

**CURTIN (YCIN)**  
TACAN RWY 11

MILITARY USE ONLY

S17 34.89 E123 49.69  
PANS-OPS, WGS 84

TACAN RWY 29  
CURTIN (YCIN)



CHANGES: REVISED PROC

**13 JUL 23**

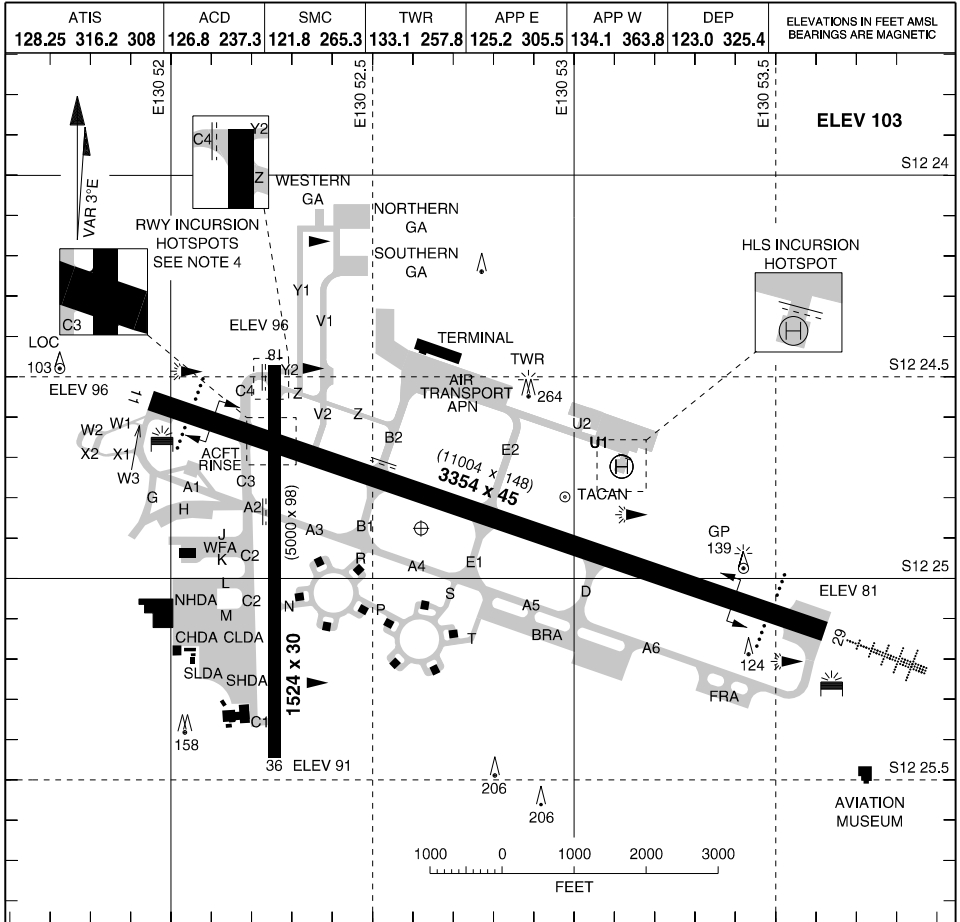
AIS-AF  
MILITARY USE ONLY

**CURTIN (YCIN)**  
TACAN RWY 29

MILITARY USE ONLY

# AERODROME CHART DARWIN INTL (YPDN)

S12 24.88 E130 52.61  
PANS-OPS, WGS 84



**LIGHTING**

RWY	APPROACH	THR	RUNWAY
<b>11</b> (106°)	PAPI 3.00° 57FT	GREEN	HIRL (6)
<b>29</b> (286°)	HIAL (6) PAPI 3.00° 59FT	GREEN	
<b>18</b> (177°)	NIL	NIL	NIL
<b>36</b> (357°)			

**OBSTRUCTION**  
ILLUMINATED WIND INDICATOR  
TWY: CL GREEN  
AIR TRANSPORT APN: TWY BLUE EDGE LGT S OF BAYS 2, 3 AND 21, 22  
TWYS C4, V2, Y & Z (WEST OF V) ARE UNLIT  
NORTHERN HELIPAD: ILLUMINATED BY WHITE LIGHTS  
NORTHERN HELIPAD TWY: GREEN CL LIGHTS

**NOTES**

1. RWY LIGHTS POSITIONED 3FT FROM EDGE.
2. LDA FOR LAHSO:  
FM THR RWY 29 TO RWS EDGE 18 / 36 - 2687M  
FM THR RWY 36 TO RWS EDGE 11 / 29 - 1146M.
3. CIRCLING TO RWY 11 / 29 NOT APPROVED UNLESS RWY LIGHTS ARE AT STAGE 2 OR HIGHER
4. CAUTION: RWY INCURSION HOTSPOTS:  
RWY 18 / 36 AND TWY C4  
INTERSECTION OF RWY 11 / 29 AND 18 / 36  
ACFT MUST NOT VACATE/ENTER ONTO THE CROSSING RWY WITHOUT ATC APPROVAL.
5. ROBERTSON BARRACKS (YRBK) CTAF 126.6, H24

CHANGES: MAG VAR, RWY WID

**05 SEP 24**

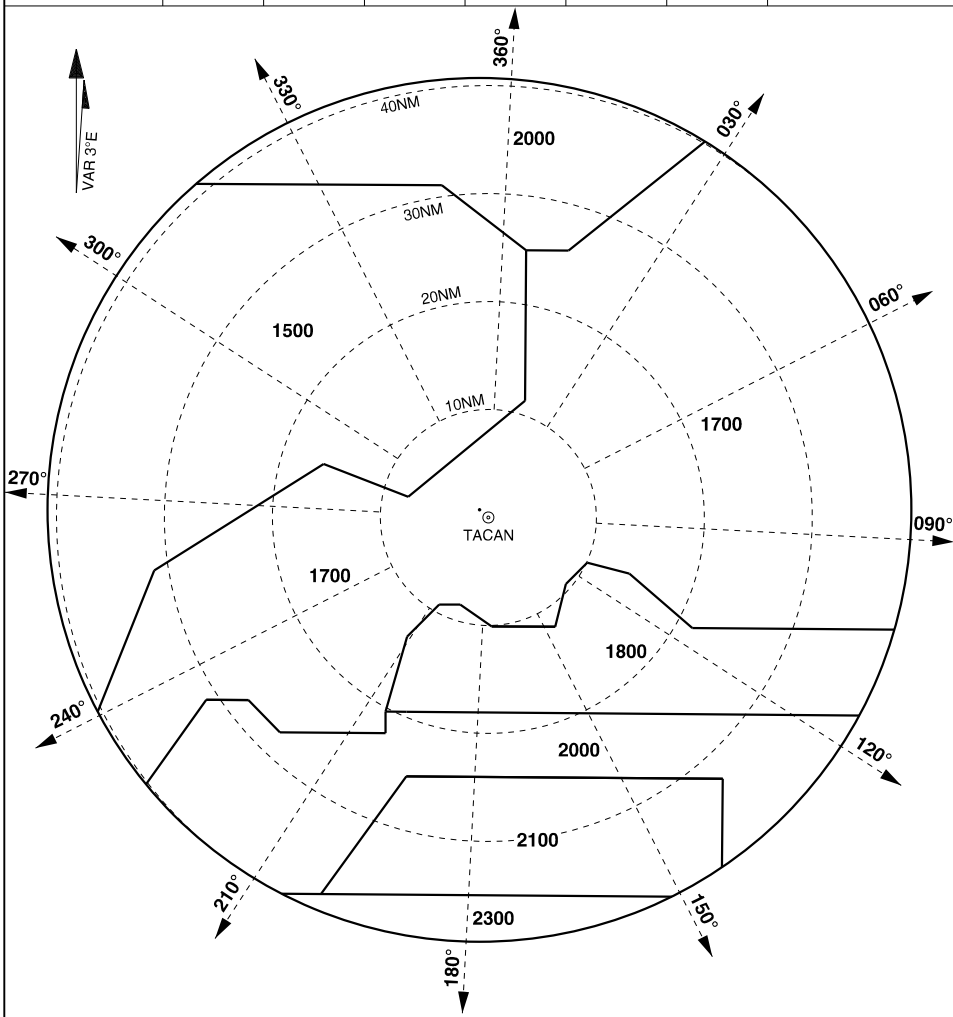
**AIS-AF  
MILITARY USE ONLY**

**DARWIN INTL (YPDN)  
AERODROME CHART**

# ATC USE ONLY

RTCC  
DARWIN INTL (YPDN)

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.  
2. RTCC CENTRED ON THE RADAR HEAD.

# ATC USE ONLY

CHANGES: MAG VAR

05 SEP 24

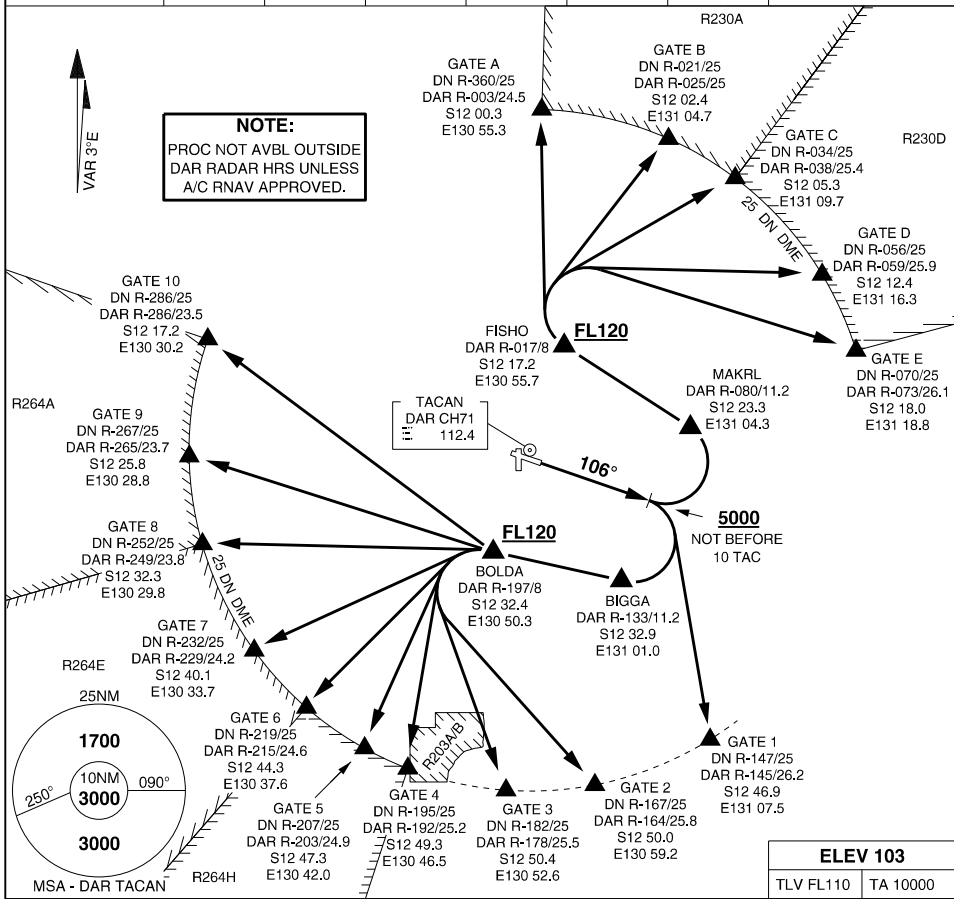
AIS-AF  
MILITARY USE ONLY

DARWIN INTL (YPDN)  
RTCC

**SID RWY 11 (ACG USE ONLY)**  
**DARWIN INTL (YPDN)**

**MILITARY USE ONLY**

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



**SPECIAL REQUIREMENT**

- AIRCRAFT TRACKING VIA GATE 7 ARE TO REACH FL210 BY 37 TAC DAR. IF UNABLE TO COMPLY, ADVISE ATC

**RWY 11  
LIZAD THREE DEPARTURE**

- BOLDA (GATES 2-10)**
- GRAD 3.3%
  - TRACK 106°
  - AT OR ABV 5000FT, BUT NOT BFR 10 TAC, TURN RIGHT
  - TRACK TO BIGGA, THEN PROCEED TO BOLDA
  - REACH FL120 BY BOLDA
  - TRACK TO CLEARED GATE

**FISHO (GATES A-E)**

- GRAD 3.3%
  - TRACK 106°
  - AT OR ABV 5000FT, BUT NOT BFR 10 TAC, TURN LEFT
  - TRACK TO MAKRL, THEN PROCEED TO FISHO
  - REACH FL120 BY FISHO
  - TRACK TO CLEARED GATE
- DIRECT (ALL GATES)**
- GRAD 3.3%
  - TRACK 106°
  - AT OR ABV 5000FT, BUT NOT BFR 10 TAC
  - TRACK TO CLEARED GATE

CHANGES: TAC CH/FREQ, MAG VAR

**05 SEP 24**

**MILITARY USE ONLY**  
AIS-AF

**DARWIN INTL (YPDN)**

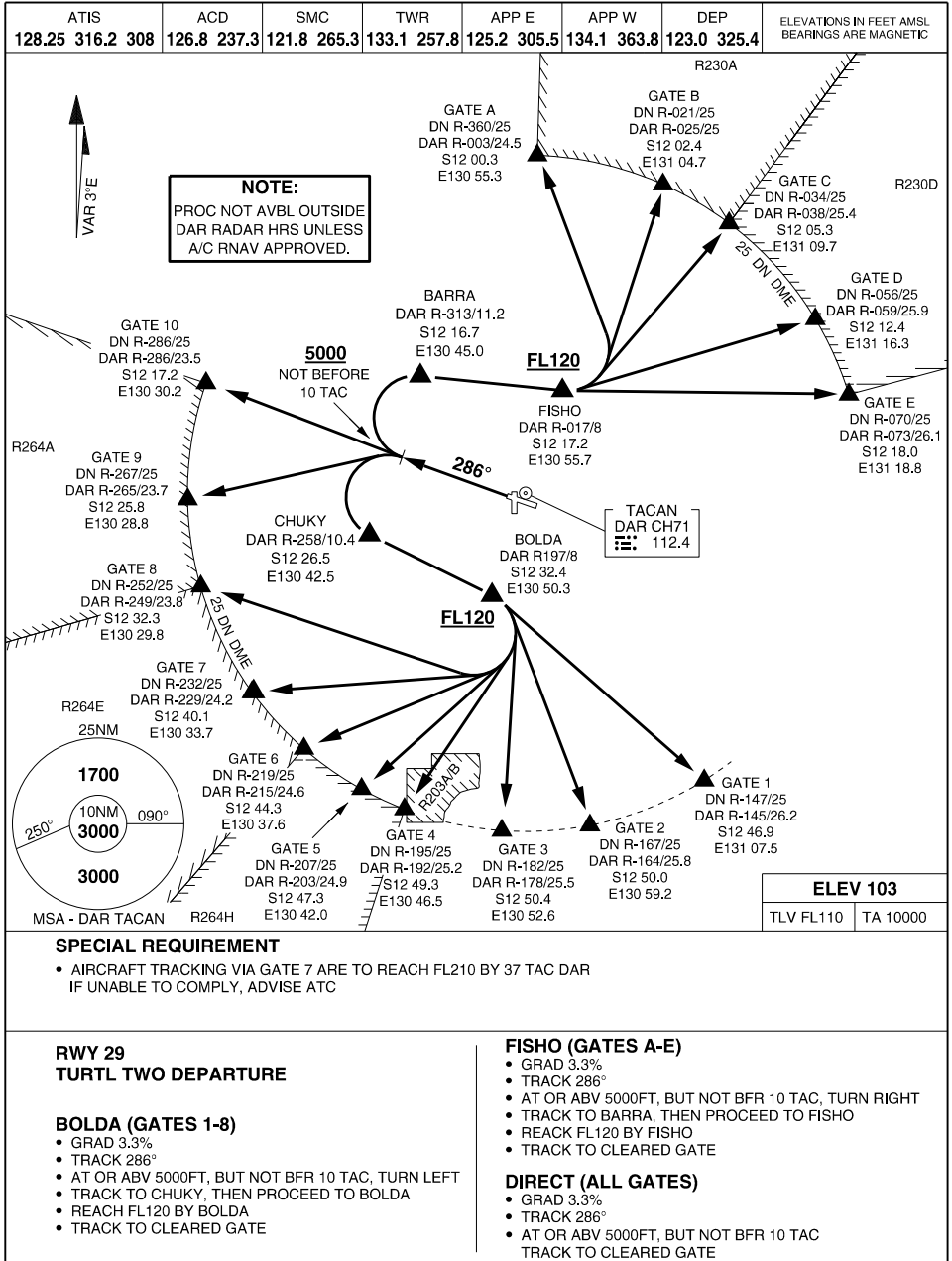
**SID RWY 11 (ACG USE ONLY)**

S12 24.88 E130 52.61  
PANS-OPS, WGS 84

# SID RWY 29 (ACG USE ONLY) DARWIN INTL (YPDN)

MILITARY USE ONLY

DARWIN INTL (YPDN)



**SPECIAL REQUIREMENT**

- AIRCRAFT TRACKING VIA GATE 7 ARE TO REACH FL210 BY 37 TAC DAR IF UNABLE TO COMPLY, ADVISE ATC

**RWY 29  
TURTL TWO DEPARTURE**

**BOLDA (GATES 1-8)**

- GRAD 3.3%
- TRACK 286°
- AT OR ABV 5000FT, BUT NOT BFR 10 TAC, TURN LEFT
- TRACK TO CHUKY, THEN PROCEED TO BOLDA
- REACH FL120 BY BOLDA
- TRACK TO CLEARED GATE

**FISHO (GATES A-E)**

- GRAD 3.3%
- TRACK 286°
- AT OR ABV 5000FT, BUT NOT BFR 10 TAC, TURN RIGHT
- TRACK TO BARRA, THEN PROCEED TO FISHO
- REACK FL120 BY FISHO
- TRACK TO CLEARED GATE

**DIRECT (ALL GATES)**

- GRAD 3.3%
- TRACK 286°
- AT OR ABV 5000FT, BUT NOT BFR 10 TAC
- TRACK TO CLEARED GATE

CHANGES: TAC CH/FREQ, MAG VAR

MILITARY USE ONLY

DARWIN INTL (YPDN)

05 SEP 24

AIS-AF

SID RWY 29 (ACG USE ONLY)

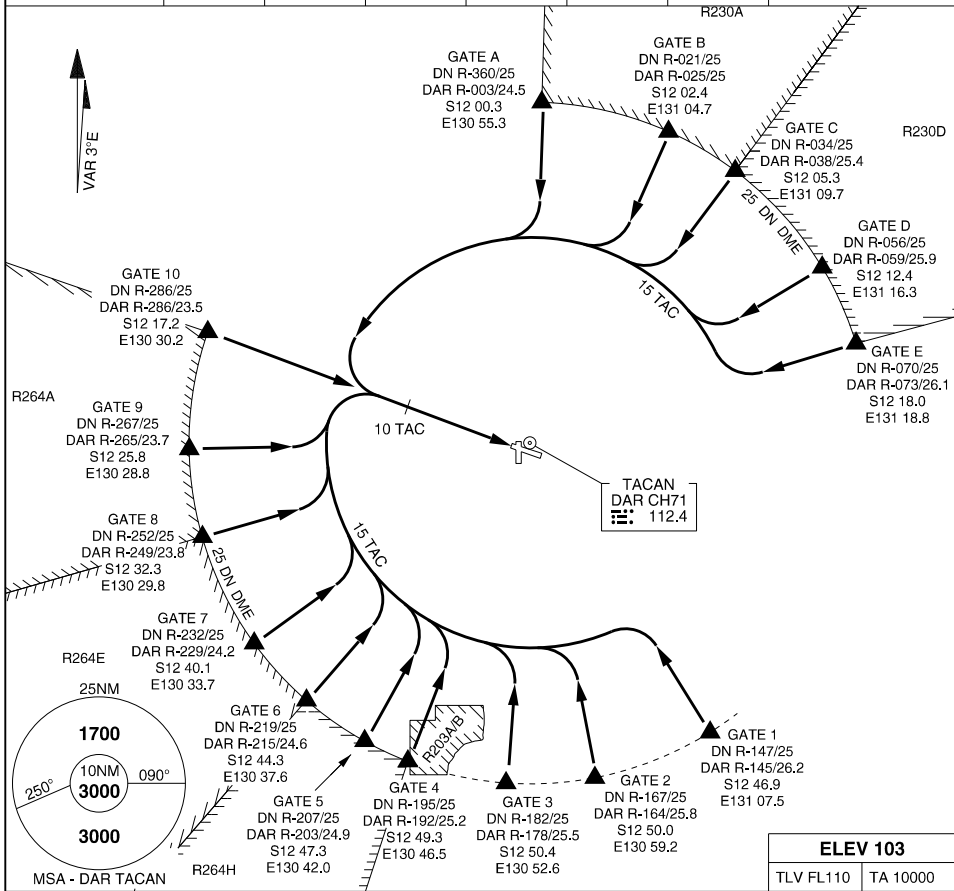
S12 24.88 E130 52.61  
PANS-OPS, WGS 84

STAR RWY 11 (ACG USE ONLY)

MILITARY USE ONLY

DARWIN INTL (YPDN)

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



**DISCO THREE ARRIVAL**

- MAX IAS 250KT BY ASSIGNED GATE
- INTERCEPT ASSIGNED GATE PRIOR TO LEAVING ACTIVE RESTRICTED AREA
- FROM ASSIGNED GATE TRACK DCT DAR TAC
- INTERCEPT 15 TAC DAR ARC TO INBOUND TRACK RWY 11

**IMC**

- MAKE TACAN OR VOR/DME RWY 11 APPROACH

**VMC**

- DESCEND NOT BELOW 4000FT UNTIL 10 TAC DAR, THEN
- TRACK FOR INITIAL AND PITCH OR FOR STRAIGHT-IN VISUAL APCH

- FOR INITIAL AND PITCH
  - TRACK FOR STRAIGHT INITIAL
  - AT 10 TAC DAR DES AND REACH 2000FT BY 5 TAC
  - MAINTAIN NOT BELOW 2000FT UNTIL BASE TURN

- FOR STRAIGHT-IN VISUAL APCH
  - TRACK FOR STRAIGHT-IN VISUAL APCH RWY 11

CHANGES: TAC CH/FREQ, MAG VAR

05 SEP 24

MILITARY USE ONLY

AIS-AF

DARWIN INTL (YPDN)

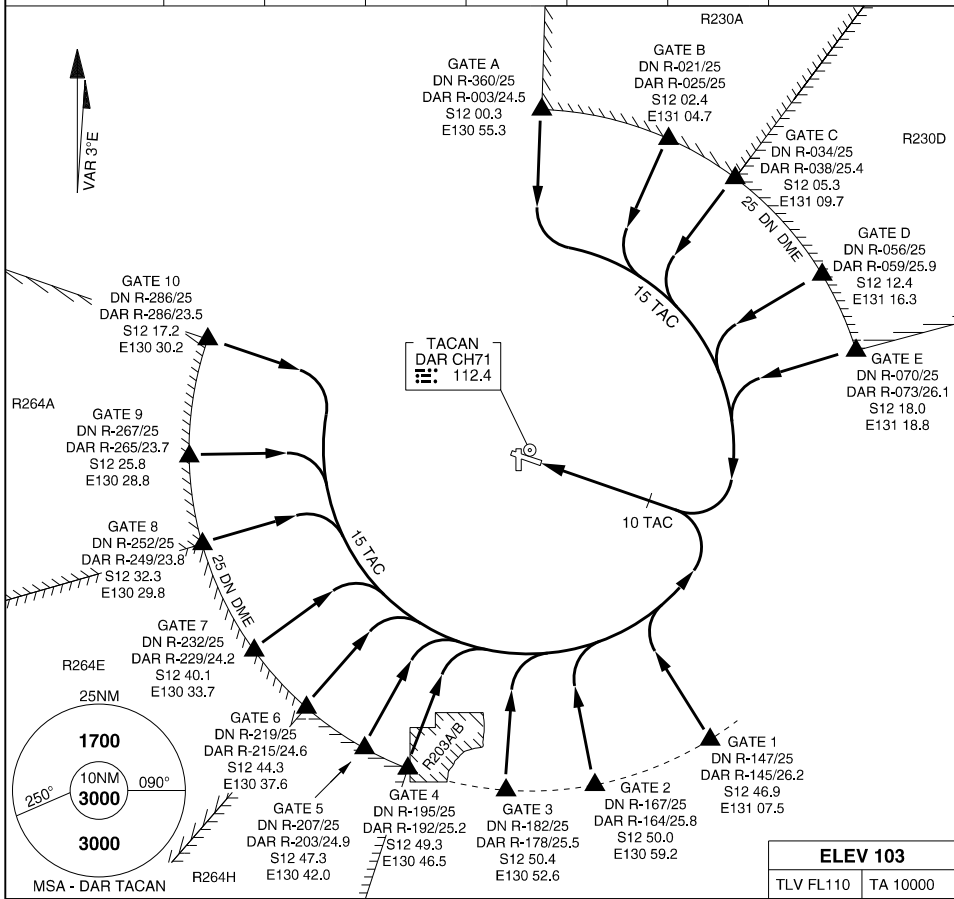
STAR RWY 11 (ACG USE ONLY)



**STAR RWY 29 (ACG USE ONLY)**  
**DARWIN INTL (YPDN)**

**MILITARY USE ONLY**

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



CHANGES: TAC CH/FREQ, MAG VAR

**05 SEP 24**

**MILITARY USE ONLY**

**AIS-AF**

**DARWIN INTL (YPDN)**

**STAR RWY 29 (ACG USE ONLY)**

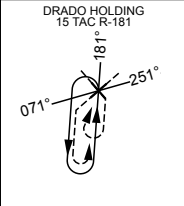
LOC IDN <b>109.7</b>	APCH CRS <b>286°</b>	RWY LDG THR ELEV AD ELEV	<b>11,004</b> <b>81</b> <b>103</b>
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# ILS-Y OR LOC-Y RWY 29 (USING DAR TACAN CH71) PANS-OPS, WGS-84 **DARWIN INTL (YPDN)**

1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM. ① **MISSED APPROACH:**  
2. ACFT MAY BE RADAR VECTORED TO FINAL. TRACK 286°. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

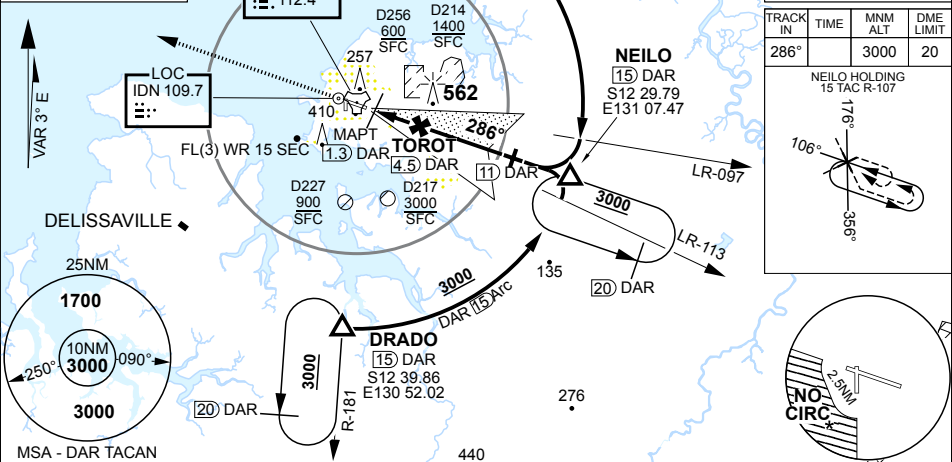
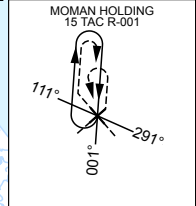
ATIS <b>128.25</b> <b>316.2 308</b>	ACD <b>126.8 237.3</b>	SMC <b>121.8 265.3</b>	TWR <b>133.1 257.8</b>	APP E <b>125.2 305.5</b>	APP W <b>134.1 363.8</b>	DEP <b>123.0 325.4</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20

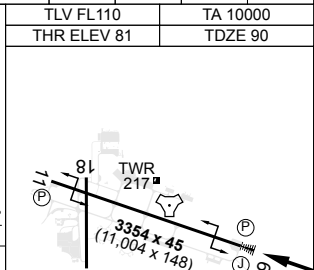
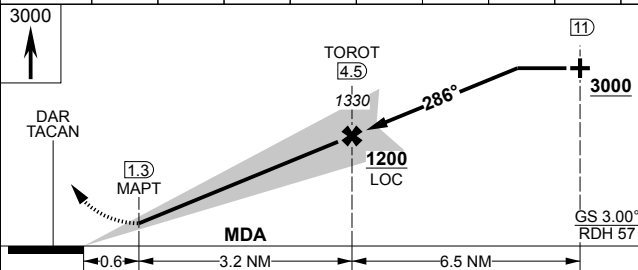


**GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT DAR TACAN**

TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20



DAR TAC	2.4	3	4	5	6	7	8	9	9.7				
ALTITUDE	650	860	1180	1490	1810	2130	2450	2770	3000				



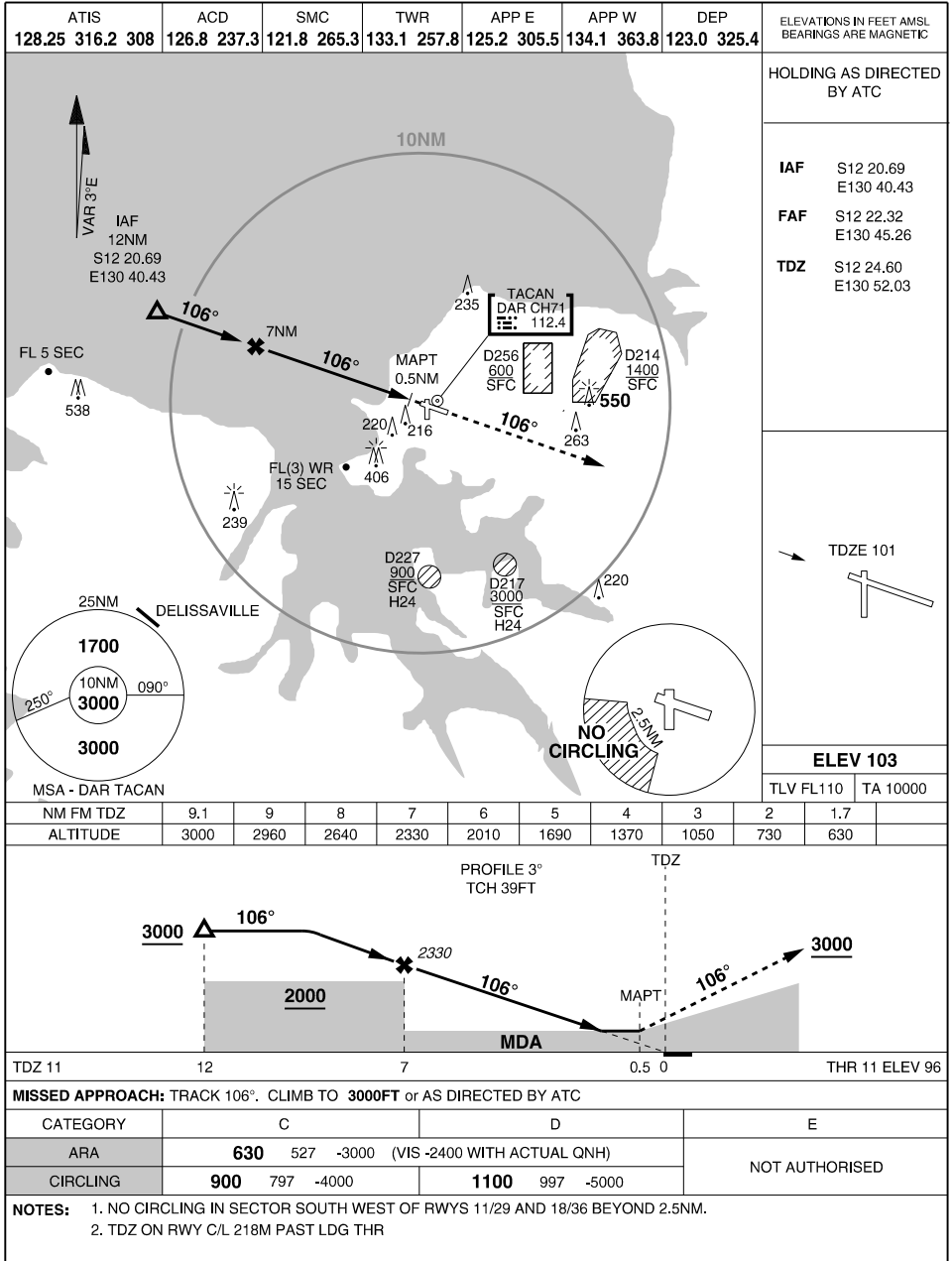
CATEGORY	A	B	C	D	E	
S-ILS 29		<b>400</b>	319	800m		
S-LOC 29	<b>650</b>	569	2200m	(VIS -1700 WITH ACTUAL QNH)		
CIRCLING	<b>790</b>	687	2400m	<b>900</b> 797 4000m	<b>1100</b> 997 5000m	<b>1420</b> 1317 7000m

CHANGES: TAC CH/FREQ, VIS, CHART TITLE, MAG VAR S12 24.88 E130 52.61 **DARWIN INTL (YPDN)**  
**05 SEP 24** **ILS-Y OR LOC-Y RWY 29 (USING DAR TACAN CH71)**  
 50 **AIS-AF: MILITARY USE ONLY**

MILITARY USE ONLY

ARA RWY 11  
**DARWIN INTL (YPDN)**

S12 24.88 E130 52.61  
 PANS-OPS, WGS 84, AATCP-1



CHANGES: TAC CH/FREQ, MAG VAR

**05 SEP 24**

AIS-AF  
 MILITARY USE ONLY

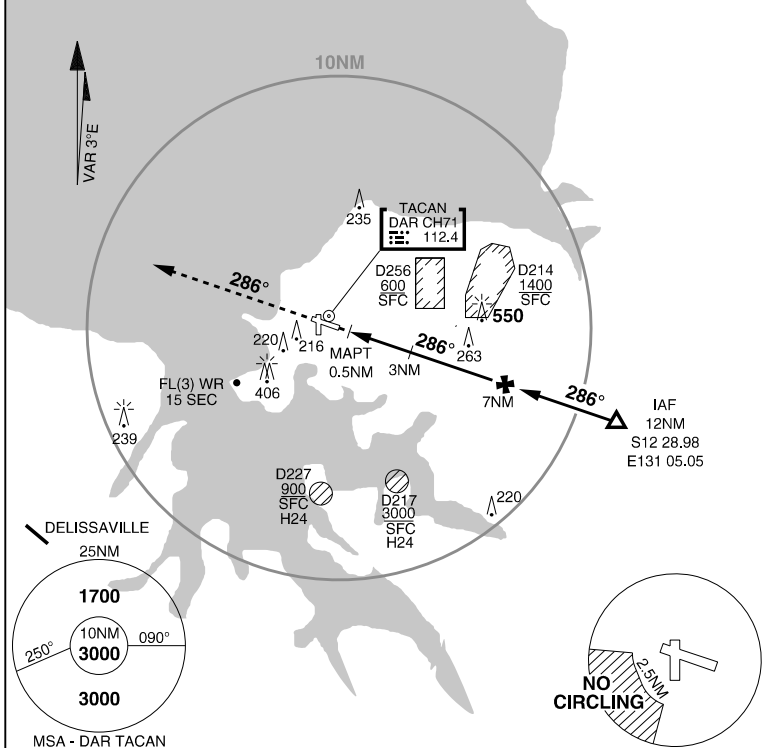
**DARWIN INTL (YPDN)**  
 ARA RWY 11

MILITARY USE ONLY

ARA RWY 29  
**DARWIN INTL (YPDN)**

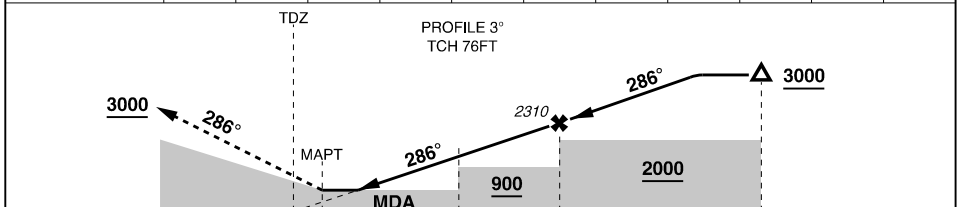
S12 24.88 E130 52.61  
 PANS-OPS, WGS 84, AATCP-1

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



HOLDING AS DIRECTED BY ATC	
<b>IAF</b>	S12 28.98 E131 05.05
<b>FAF</b>	S12 27.35 E131 00.21
<b>TDZ</b>	S12 25.08 E130 53.44
TDZE 90	
<b>ELEV 103</b>	
TLV FL110	TA 10000

NM FM TDZ	1.8	2	3	4	5	6	7	8	9	9.2	
ALTITUDE	650	720	1040	1350	1670	1990	2310	2630	2950	3000	



TDZ 29	0	0.5	3	7	12	THR 29 ELEV 81
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**MISSED APPROACH:** TRACK 286°. CLIMB TO 3000FT or AS DIRECTED BY ATC

CATEGORY	C		D		E	
ARA	650	569	-2100 (VIS -1500 WITH ACTUAL QNH)		NOT AUTHORISED	
CIRCLING	900	797	-4000	1100		997

**NOTES:** 1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.  
 2. TDZ ON RWY C/L 432M PAST LDG THR

CHANGES: TAC CH/FREQ, MAG VAR

**05 SEP 24**

AIS-AF  
 MILITARY USE ONLY

**DARWIN INTL (YPDN)**  
 ARA RWY 29

TACAN DAR Chan 71	APCH CRS 104°	RWY LDG 11,004 THR ELEV 96 AD ELEV 103
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PANS-OPS, WGS-84

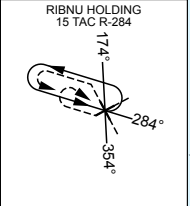
# TACAN RWY 11 DARWIN INTL (YPDN)

1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.

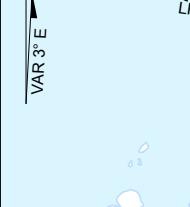
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-104, CLIMB TO 3000FT OR AS DIRECTED BY ATC.

ATIS 128.25 316.2 308	ACD 126.8 237.3	SMC 121.8 265.3	TWR 133.1 257.8	APP E 125.2 305.5	APP W 134.1 363.8	DEP 123.0 325.4	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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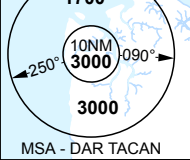
TRACK IN	TIME	MNM ALT	DME LIMIT
104°		3000	20



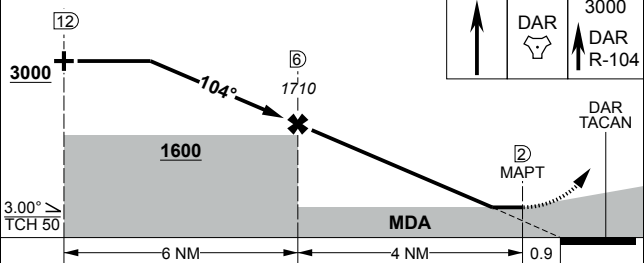
TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20



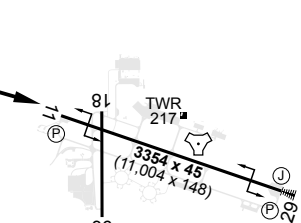
TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20



DAR TAC	10	9	8	7	6	5	4	3	2.4				
ALTITUDE	3000	2670	2350	2030	1710	1390	1070	760	580				



TLV FL110	TA 10000
THR ELEV 96	TDZE 101



CATEGORY	A	B	C	D	E	
S-11	580		477	2600m		
CIRCLING	790	687	2400m	900 797 4000m	1100 997 5000m	1420 1317 7000m

CHANGES: TAC CH/FREQ, MAG VAR

S12 24.88 E130 52.61

05 SEP 24

# DARWIN INTL (YPDN) TACAN RWY 11

AIS-AF  
MILITARY USE ONLY

TACAN DAR Chan 71	APCH CRS 290°	RWY LDG 11,004 THR ELEV 81 AD ELEV 103
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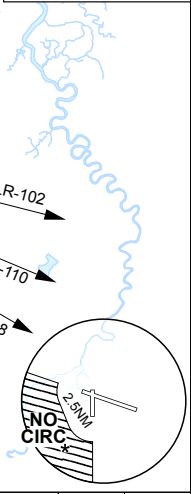
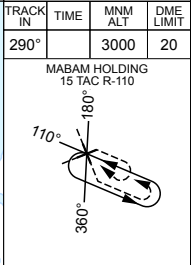
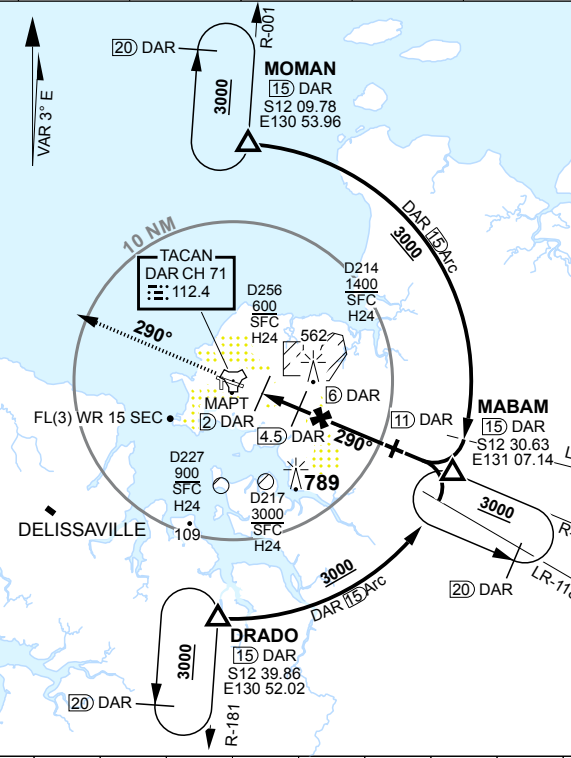
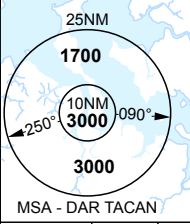
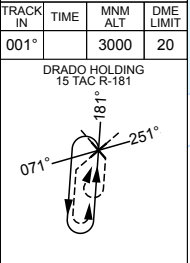
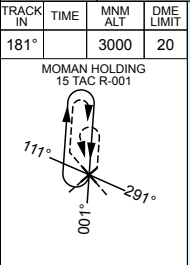
PANS-OPS, WGS-84

# TACAN RWY 29 DARWIN INTL (YPDN)

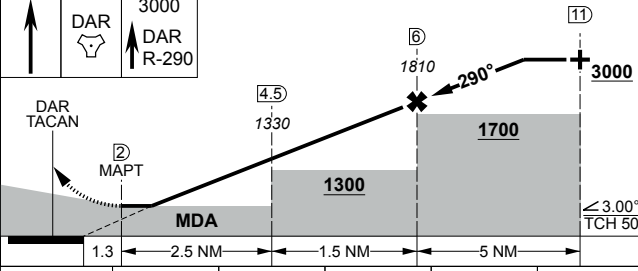
1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-290, CLIMB TO 3000FT OR AS DIRECTED BY ATC.

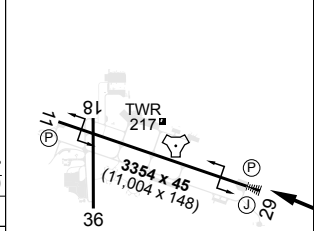
ATIS 128.25 316.2 308	ACD 126.8 237.3	SMC 121.8 265.3	TWR 133.1 257.8	APP E 125.2 305.5	APP W 134.1 363.8	DEP 123.0 325.4	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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DAR TAC	2.3	3	4	5	6	7	8	9	9.7				
ALTITUDE	630	850	1170	1490	1810	2130	2440	2760	3000				



TLV FL110	TA 10000
THR ELEV 81	TDZE 90



CATEGORY	A	B	C	D	E
S-29	630	549	2200m	(VIS -1600 WITH ACTUAL QNH)	
CIRCLING	790	647	2400m	900 797 4000m	1100 997 5000m
				1420 1317 7000m	

CHANGES: TAC CH/FREQ, MAG VAR, VIS, NOTES S12 24.88 E130 52.61

## DARWIN INTL (YPDN) TACAN RWY 29

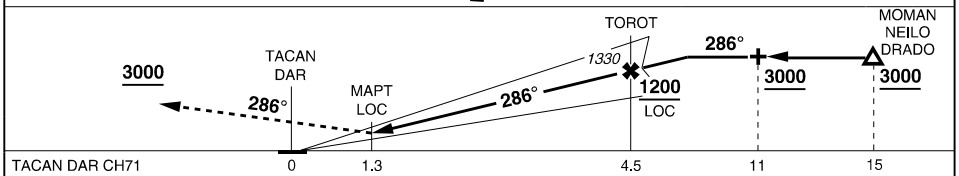
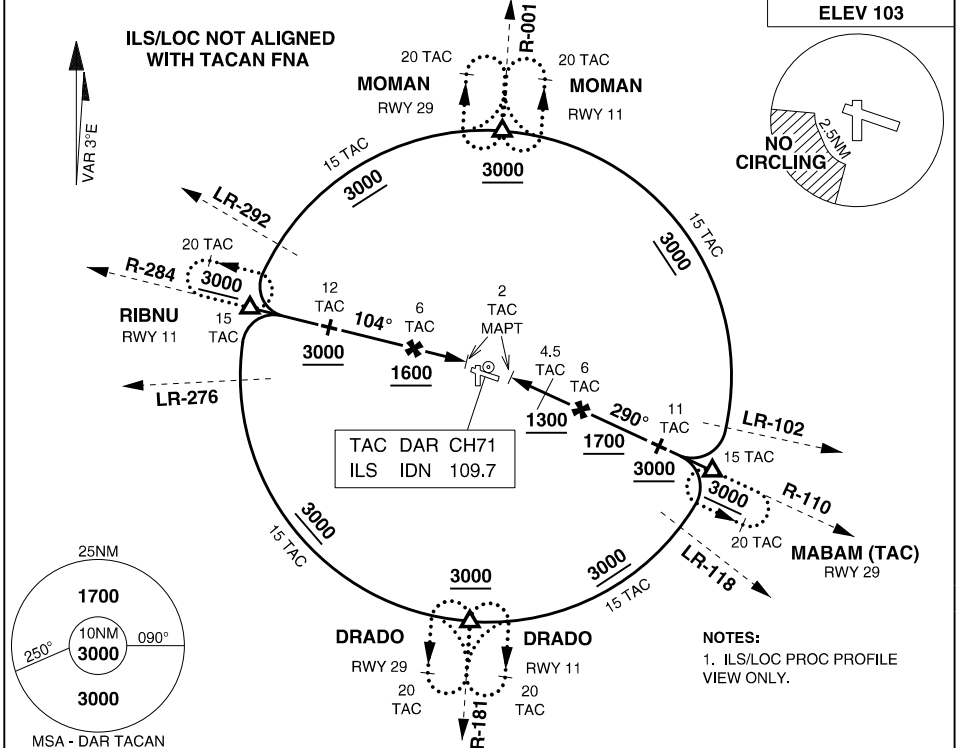
AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

S12 24.88 E130 52.61  
PANS-OPS, WGS 84

COMPOSITE  
DARWIN INTL (YPDN)

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	<b>ELEV 103</b>



PROCEDURE	S-I MINIMA			CIRCLING			MISSED APPROACH				
	C	D	E	C	D	E					
ILS-Y RWY 29	400	319	-800	900	1100	1420	TRACK 286°. CLIMB TO TO 3000FT or AS DIRECTED BY ATC				
LOC-Y RWY 29	650	569	-2200	900	1100	1420	TRACK 286°. CLIMB TO TO 3000FT or AS DIRECTED BY ATC				
TACAN RWY 11	580	477	-2600	900	1100	1420	TRACK DCT TO TACAN THEN R-104. CLIMB TO 3000FT or AS DIRECTED BY ATC				
TACAN RWY 29	630	549	-2200	900	1100	1420	TRACK DCT TO TACAN THEN R-290. CLIMB TO 3000FT or AS DIRECTED BY ATC				
DAR TACAN DIST	9.7	9	8	7	6	5	4	3	2.4		
ALTITUDE (ILS/LOC)	3000	2760	2450	2130	1810	1490	1170	850	650		

CHANGES: TAC CH, MAG VAR, VIS, NOTES

DARWIN INTL (YPDN)  
COMPOSITE

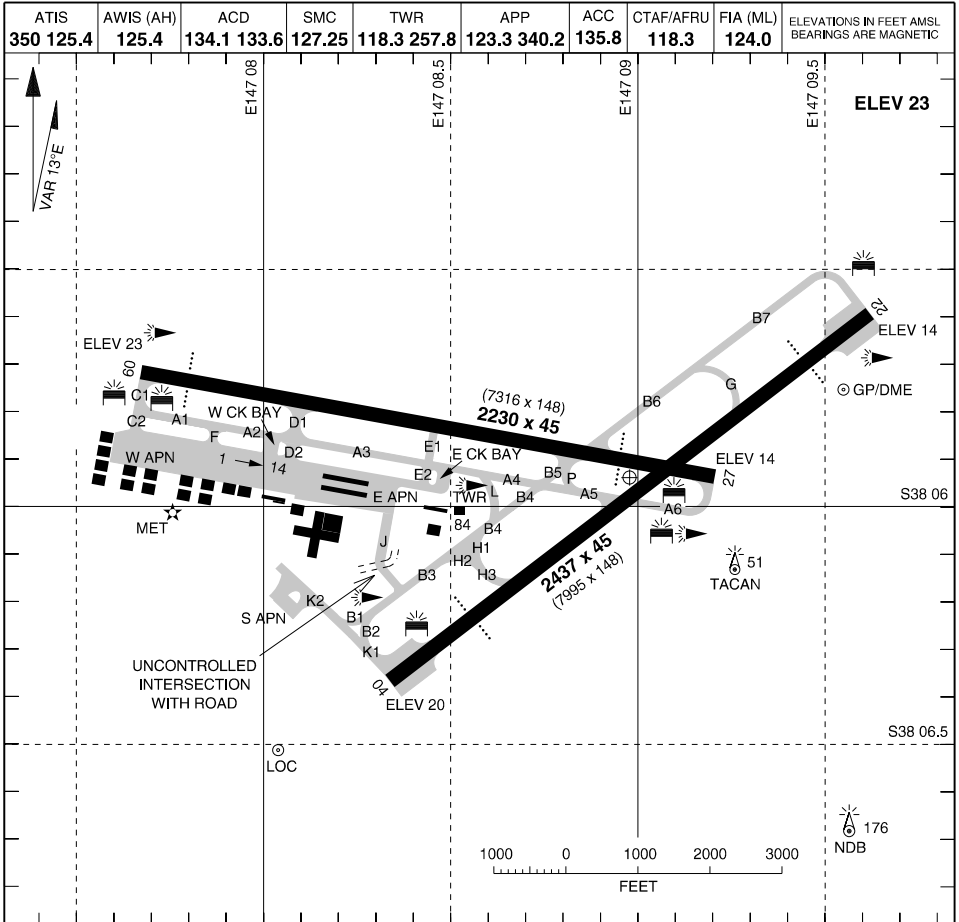
05 SEP 24

ACG  
MILITARY USE ONLY

MILITARY USE ONLY

# AERODROME CHART EAST SALE (YMES)

S38 05.94 E147 08.97  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
09 (086°)	PAPI 3.00° 51FT	GREEN	MIRL (3)	1. RWY 04 AND 27 - RIGHT CIRCUIT 2. PAPI RWY 09/27 NIGHT AZIMUTH RESTR TO 9° EITHER SIDE OF CL
27 (266°)	PAPI 3.00° 51FT			
04 (041°)	PAPI 3.00° 49FT	GREEN	MIRL (3)	<p style="text-align: center;"><u>PARKING POSITIONS</u></p> 1. S38 05.9 E147 07.7      8. S38 05.9 E147 07.9 2. S38 05.9 E147 07.8      9. S38 05.9 E147 07.9 3. S38 05.9 E147 07.8      10. S38 05.9 E147 08.0 4. S38 05.9 E147 07.8      11. S38 05.9 E147 08.0 5. S38 05.9 E147 07.8      12. S38 05.9 E147 08.0 6. S38 05.9 E147 07.8      13. S38 05.9 E147 08.0 7. S38 05.9 E147 07.9      14. S38 05.9 E147 08.0
22 (221°)	PAPI 3.00° 49FT			
AERODROME BEACON ALTN WG 8 SEC OBSTRUCTION ILLUMINATED WIND INDICATOR TWY: GREEN CL E CHECK BAY, W CHECK BAY: BLUE EDGE AND GREEN CL				

CHANGES: ABN TIMING

**24 MAR 22**

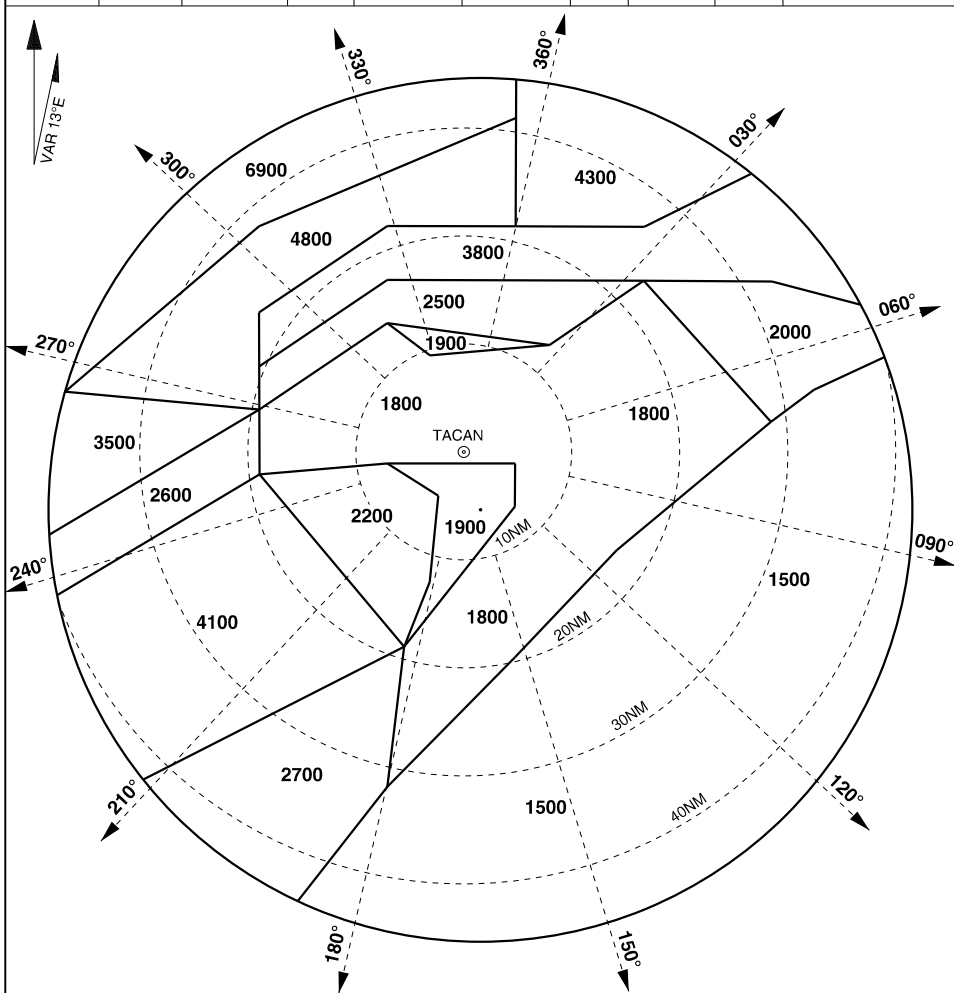
AIS-AF  
MILITARY USE ONLY

**EAST SALE (YMES)**  
AERODROME CHART



# ATC USE ONLY EAST SALE (YMES)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
350	125.4	134.1 133.6	127.25	118.3 257.8	123.3 340.2	135.8	118.3	124.0	



NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.  
 2. RTCC CENTRED ON THE RADAR HEAD.

## ATC USE ONLY

CHANGES: EDITORIAL  
**28 FEB 19**

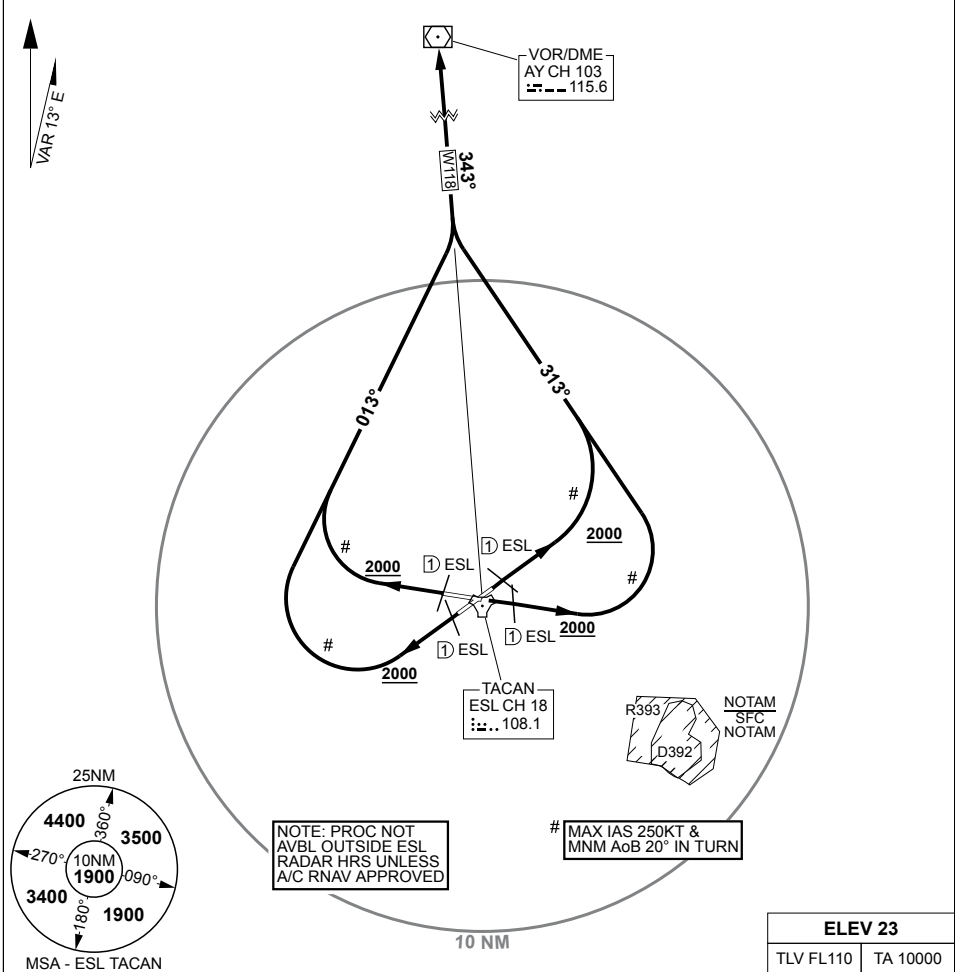
AIS-AF  
 MILITARY USE ONLY

**EAST SALE (YMES)**  
 RTCC

# SID ALBURY (AY) THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**ALBURY (AY) THREE DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 313° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 313° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 013° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 013° TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

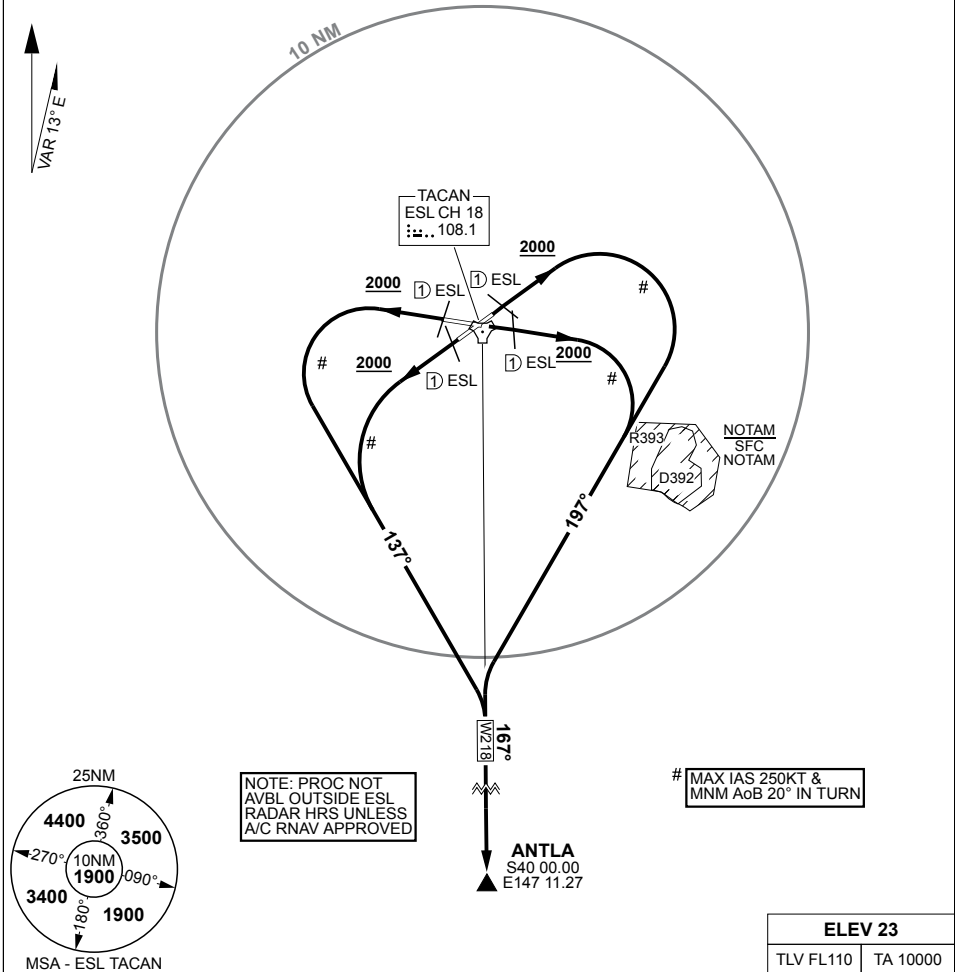
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**EAST SALE (YMES)  
SID ALBURY (AY) THREE ALL RWYS**

# SID ANTLA TWO ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**ANTLA TWO DEPARTURE:**

RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 197° TO INTCP OUTBOUND TRACK

RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 197° TO INTCP OUTBOUND TRACK

RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 137° TO INTCP OUTBOUND TRACK

RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 137° TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

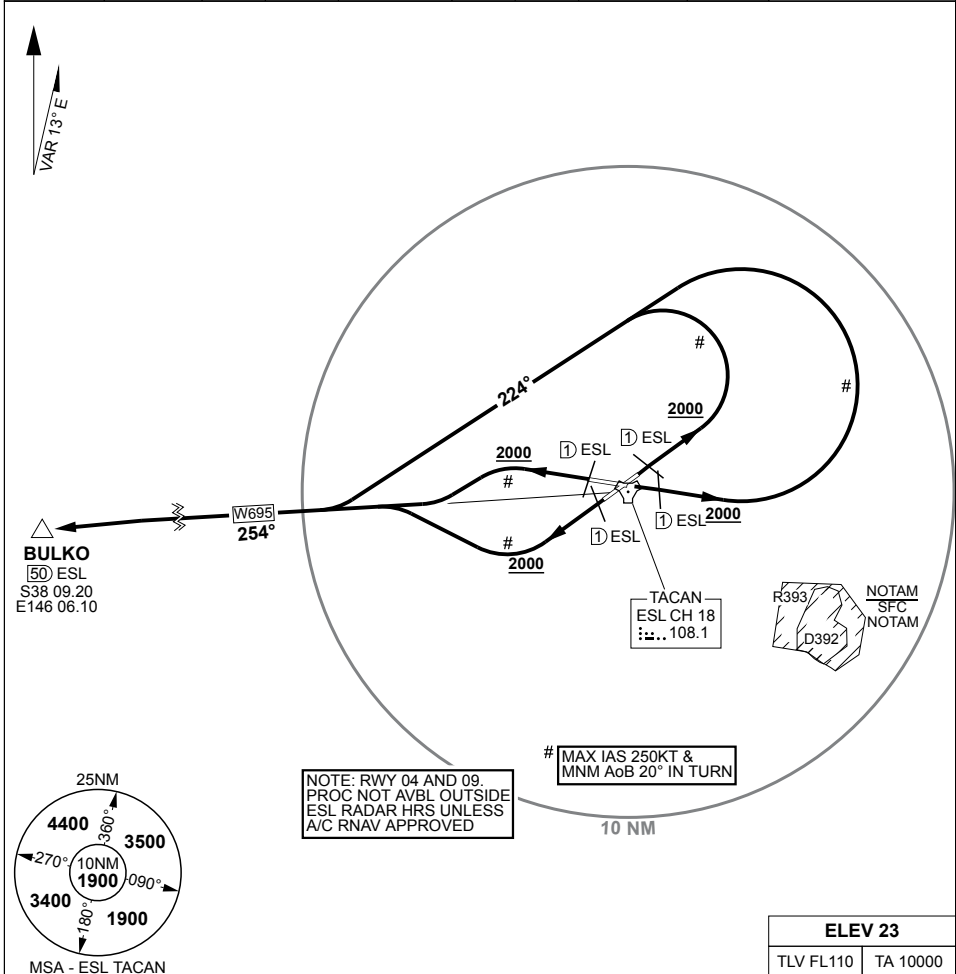
S38 05.94 E147 08.97

**EAST SALE (YMES)**  
AIS-AF  
MILITARY USE ONLY SID ANTLA TWO ALL RWYS

# SID BULKO ONE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**BULKO ONE DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 224° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 224° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

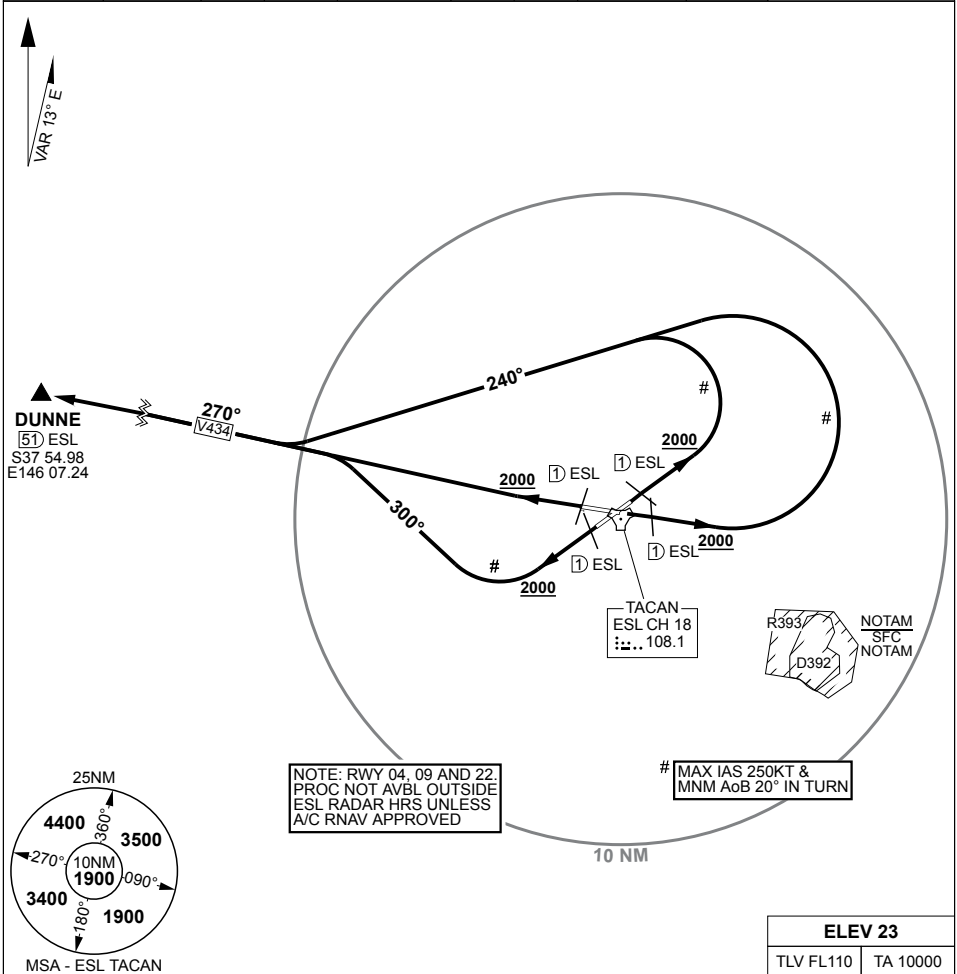
S38 05.94 E147 08.97

# EAST SALE (YMES) SID BULKO ONE ALL RWYS

# SID DUNNE THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**DUNNE THREE DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 240° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 240° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 300° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TRACK STRAIGHT AHEAD TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

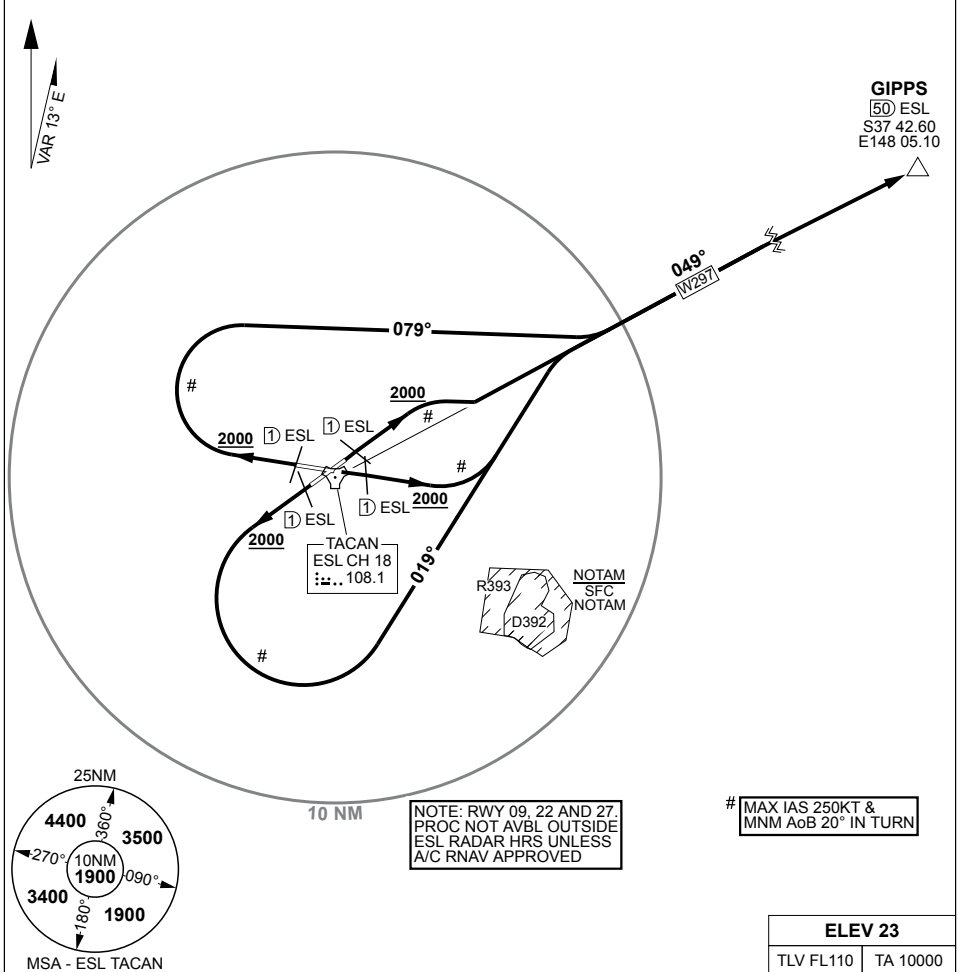
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**EAST SALE (YMES)**  
**SID DUNNE THREE ALL RWYS**

# SID GIPPS THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**GIPPS THREE DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TRACK TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 019° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 019° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 079° TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

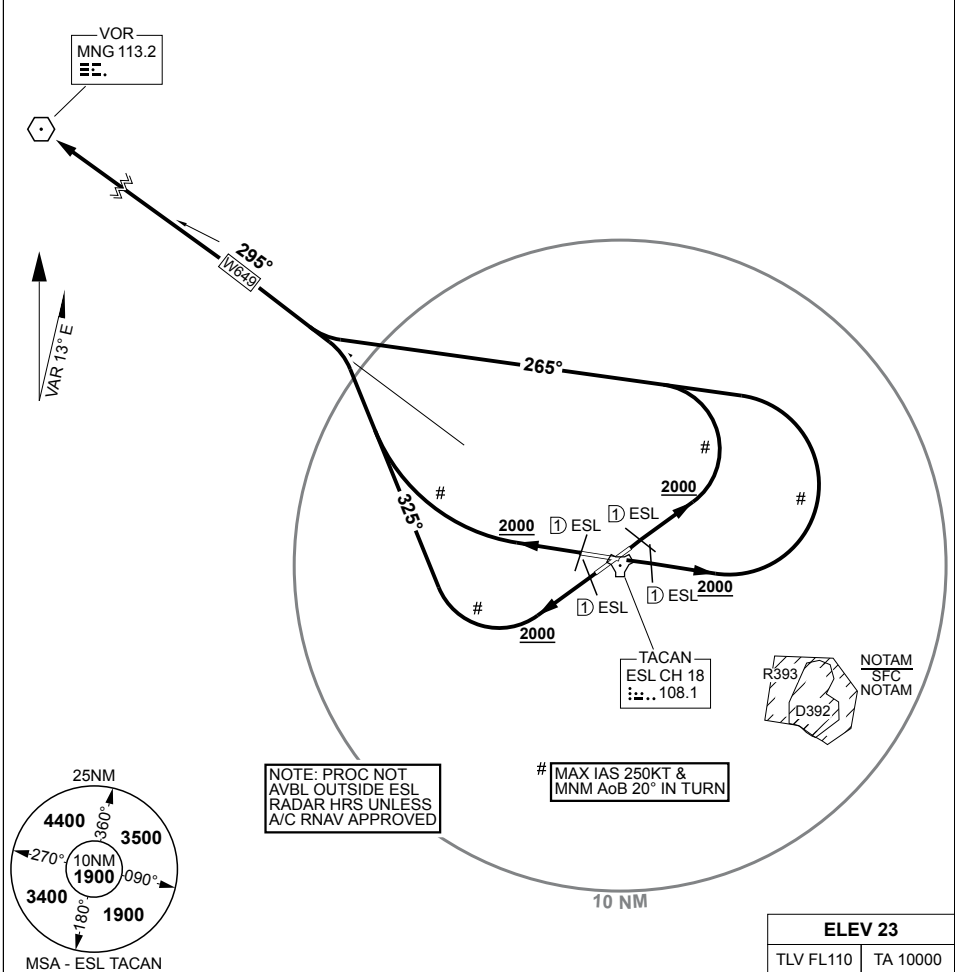
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**EAST SALE (YMES)**  
**SID GIPPS THREE ALL RWYS**

# SID MANGALORE (MNG) THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**MANGALORE (MNG) THREE DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 265° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 265° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 325° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT TO INTCP OUTBOUND TRACK

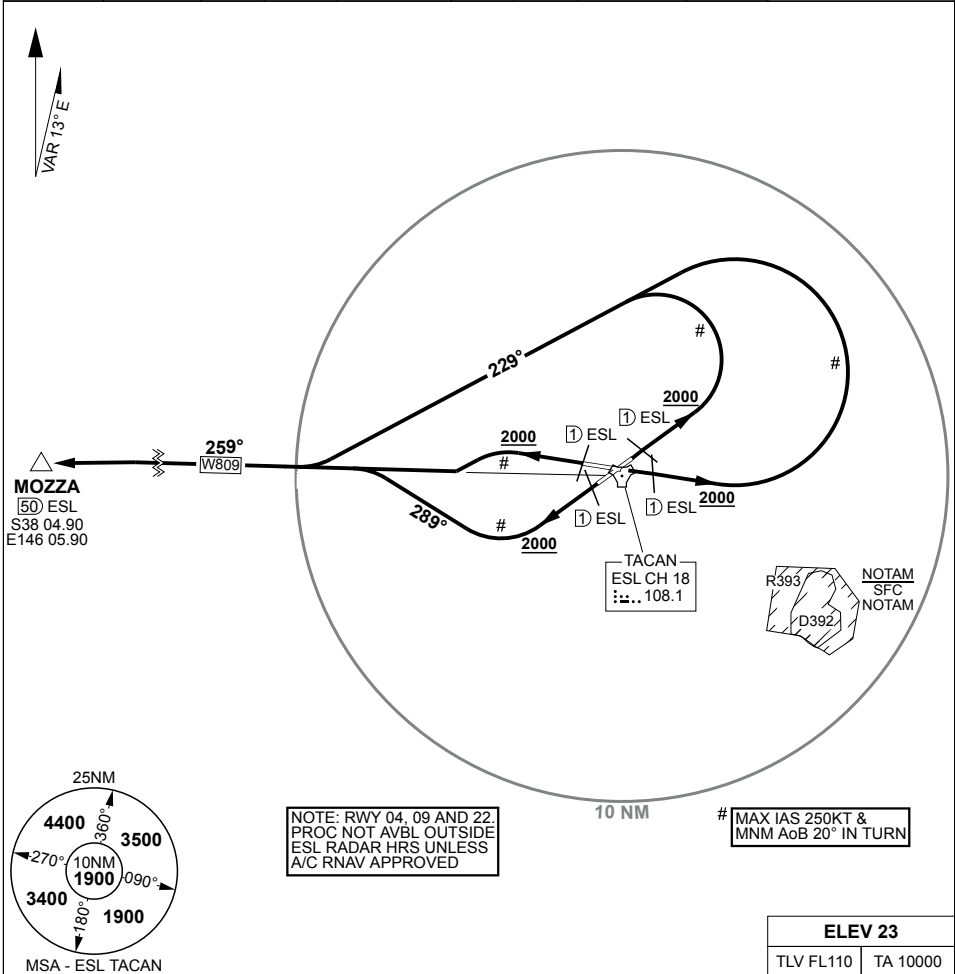
CHANGES: SUA  
**13 JUN 24**

S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY  
**EAST SALE (YMES)**  
SID MANGALORE (MNG) THREE ALL RWYS

# SID MOZZA THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**MOZZA THREE DEPARTURE:**

RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 229° TO INTCP OUTBOUND TRACK

RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 229° TO INTCP OUTBOUND TRACK

RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 289° TO INTCP OUTBOUND TRACK

RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

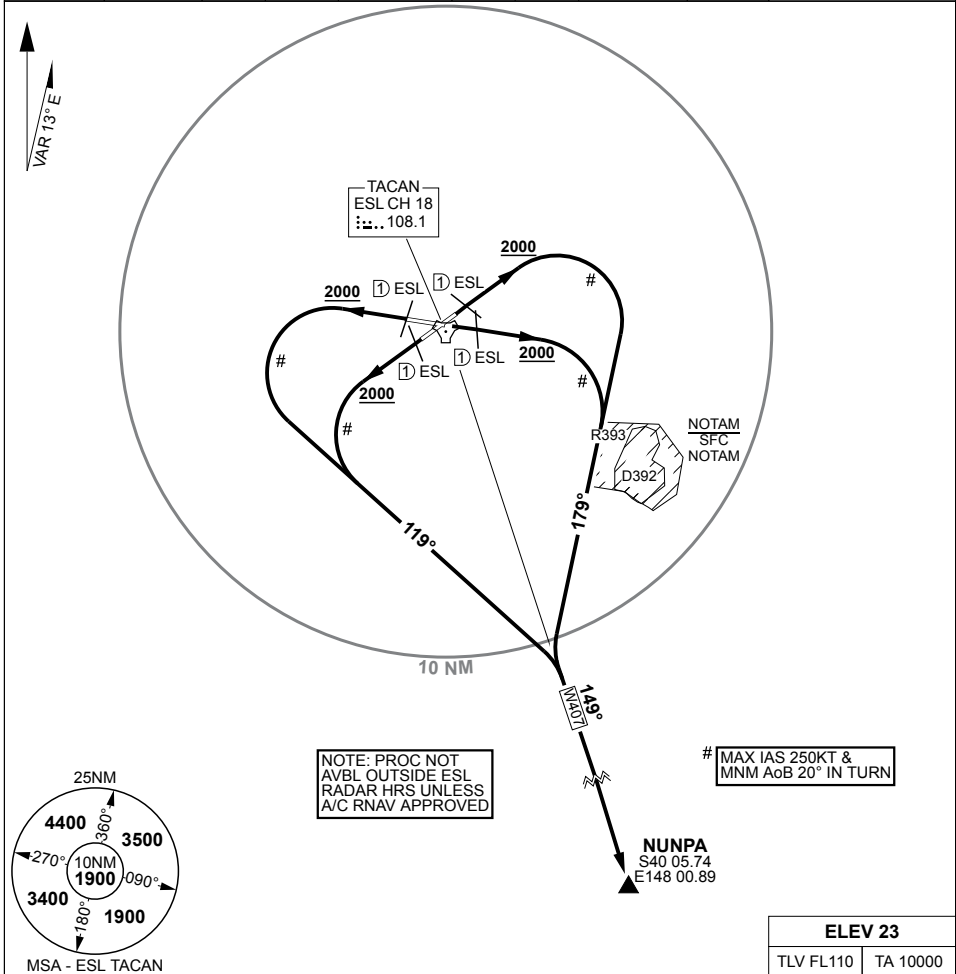
**EAST SALE (YMES)  
SID MOZZA THREE ALL RWYS**



# SID NUNPA TWO ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**NUNPA TWO DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 179° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 179° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 119° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 119° TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

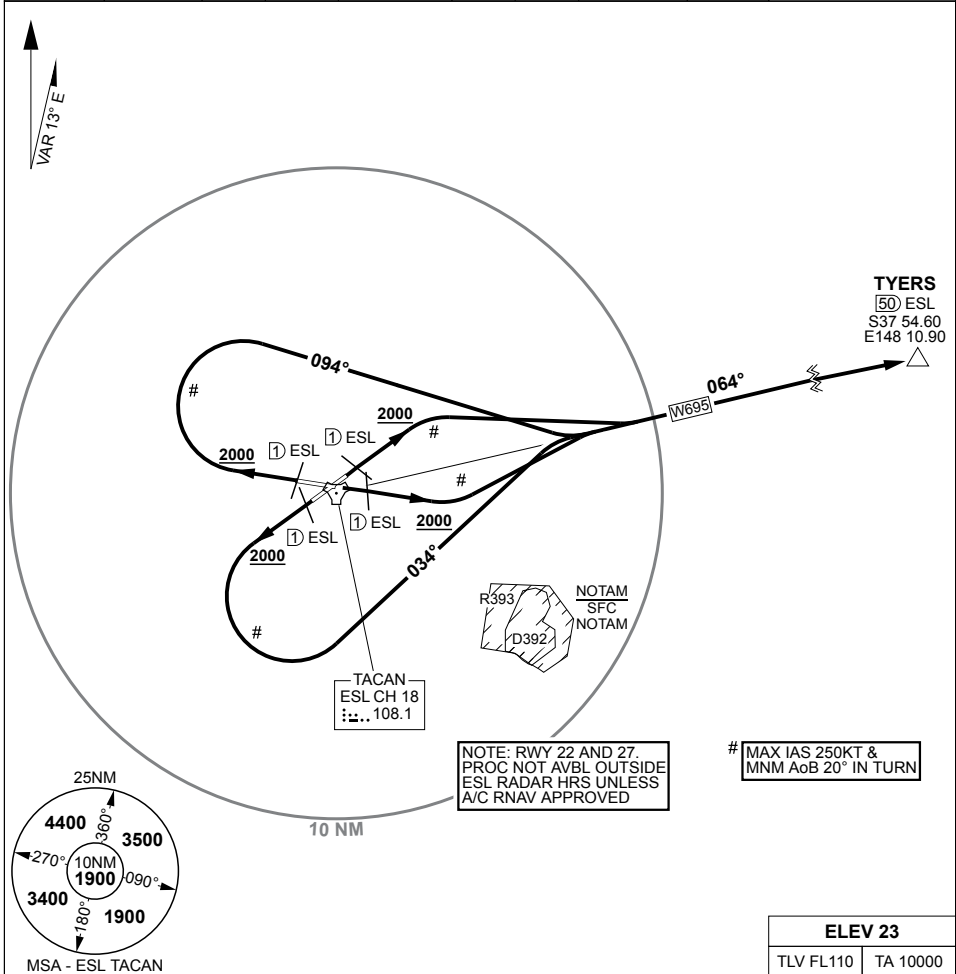
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**EAST SALE (YMES)**  
**SID NUNPA TWO ALL RWYS**

# SID TYERS THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS <b>125.4 350</b>	AWIS (AH) <b>125.4</b>	ACD <b>133.6 134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>123.3 340.2</b>	ACC <b>135.8</b>	CTAF/AFRU <b>118.3</b>	FIA (ML) <b>124.0</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**TYERS THREE DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 034° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 094° TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

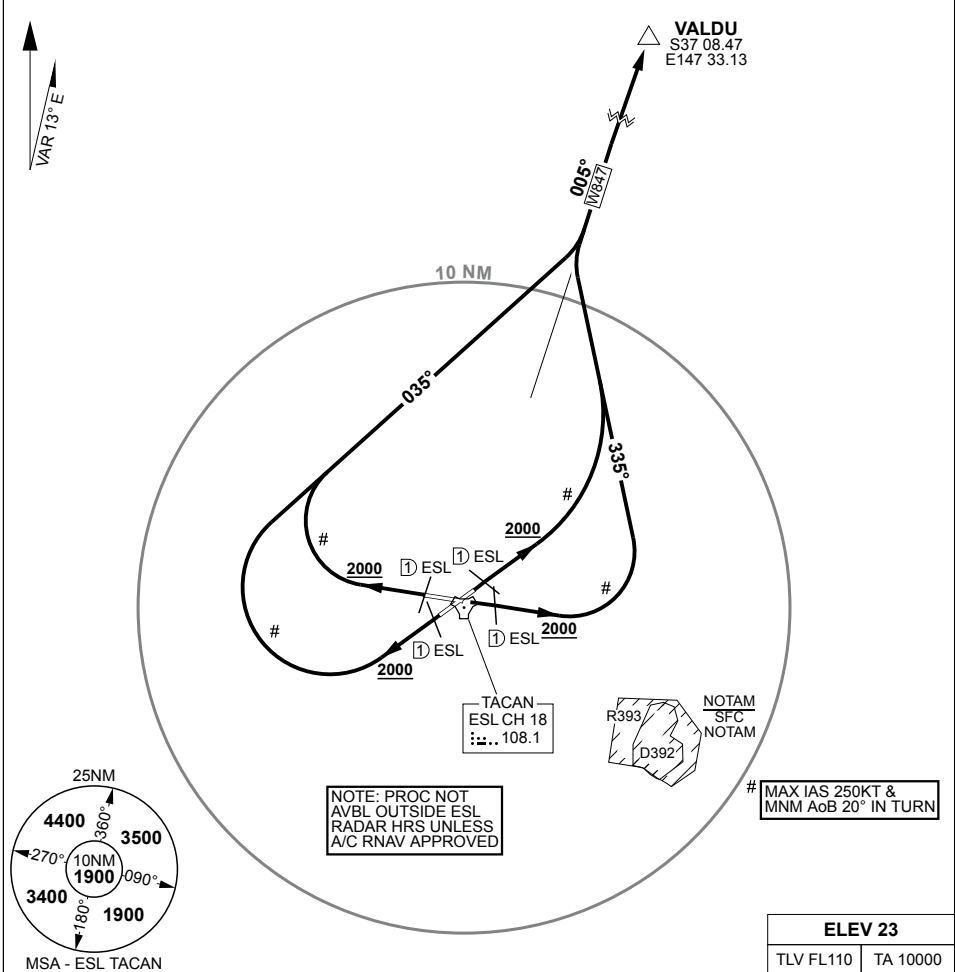
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**EAST SALE (YMES)**  
**SID TYERS THREE ALL RWYS**

# SID VALDU TWO ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**VALDU TWO DEPARTURE:**

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 335° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 335° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 035° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 035° TO INTCP OUTBOUND TRACK

CHANGES: SUA  
**13 JUN 24**

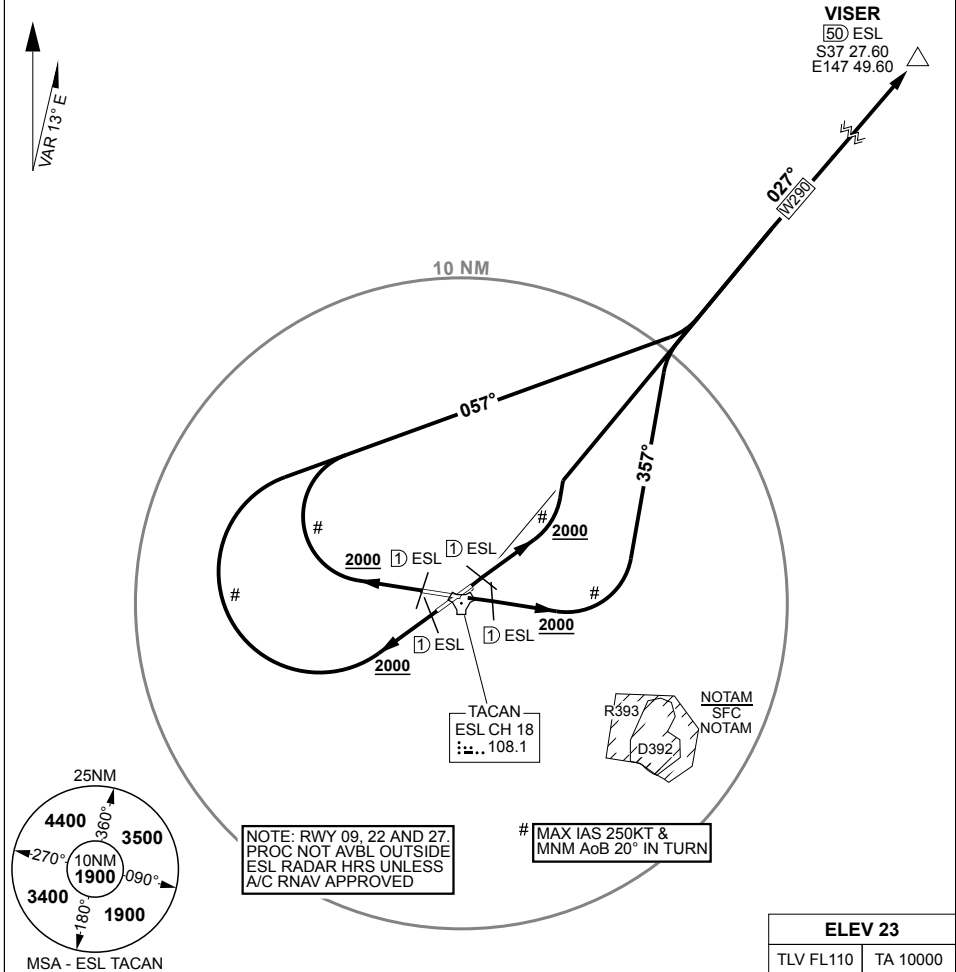
S38 05.94 E147 08.97

**EAST SALE (YMES)**  
AIS-AF  
MILITARY USE ONLY SID VALDU TWO ALL RWYS

# SID VISER ONE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**VISER ONE DEPARTURE:**

RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TRACK TO INTCP OUTBOUND TRACK

RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 357° TO INTCP OUTBOUND TRACK

RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 057° TO INTCP OUTBOUND TRACK

RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 057° TO INTCP OUTBOUND TRACK

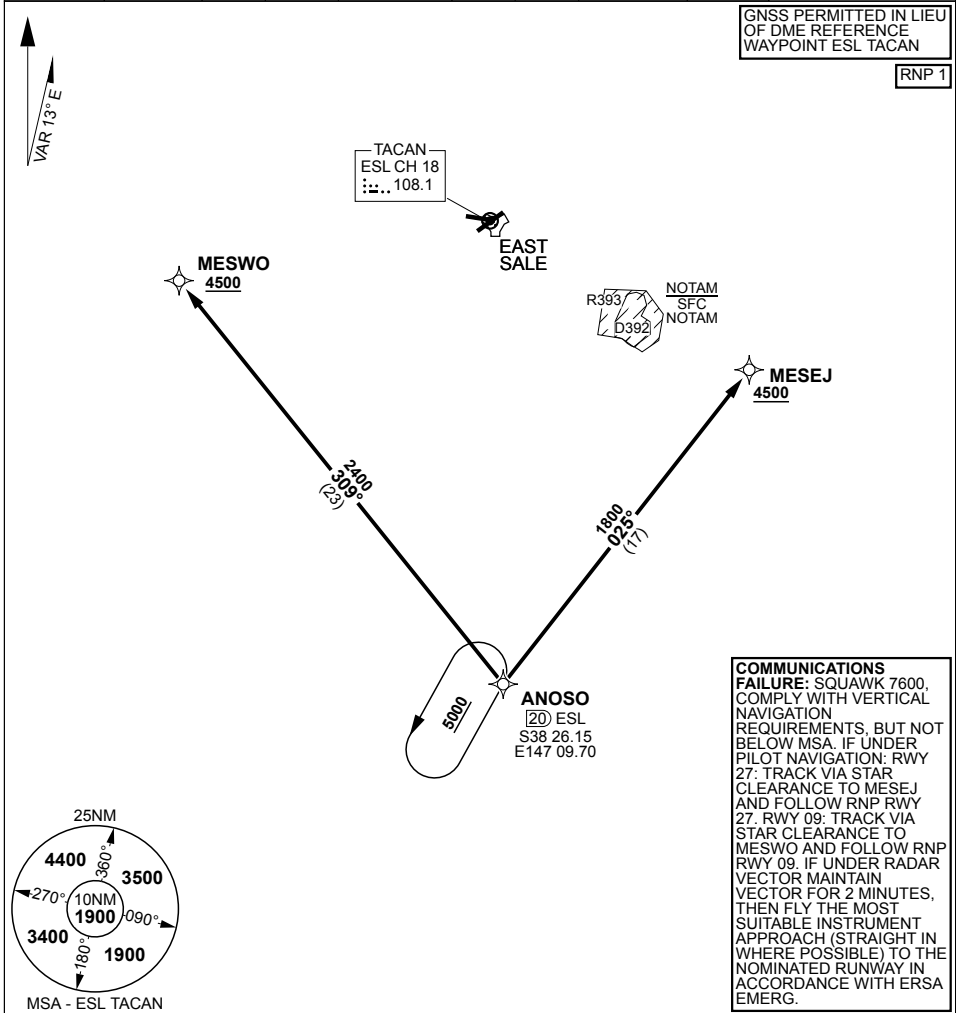
CHANGES: SUA  
**13 JUN 24**

S38 05.94 E147 08.97  
AIS-AF  
**EAST SALE (YMES)**  
MILITARY USE ONLY SID VISER ONE ALL RWYS

# STAR ANOSO TWO EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**ANOSO TWO (RNAV)**

CROSS ANOSO AT OR ABOVE 5000FT

**RWY 09**

FROM ANOSO TRACK 309° TO MESWO, THEN RNP RWY 09

**RWY 27**

FROM ANOSO TRACK 025° TO MESEJ, THEN RNP RWY 27

CHANGES: SUA  
**13 JUN 24**

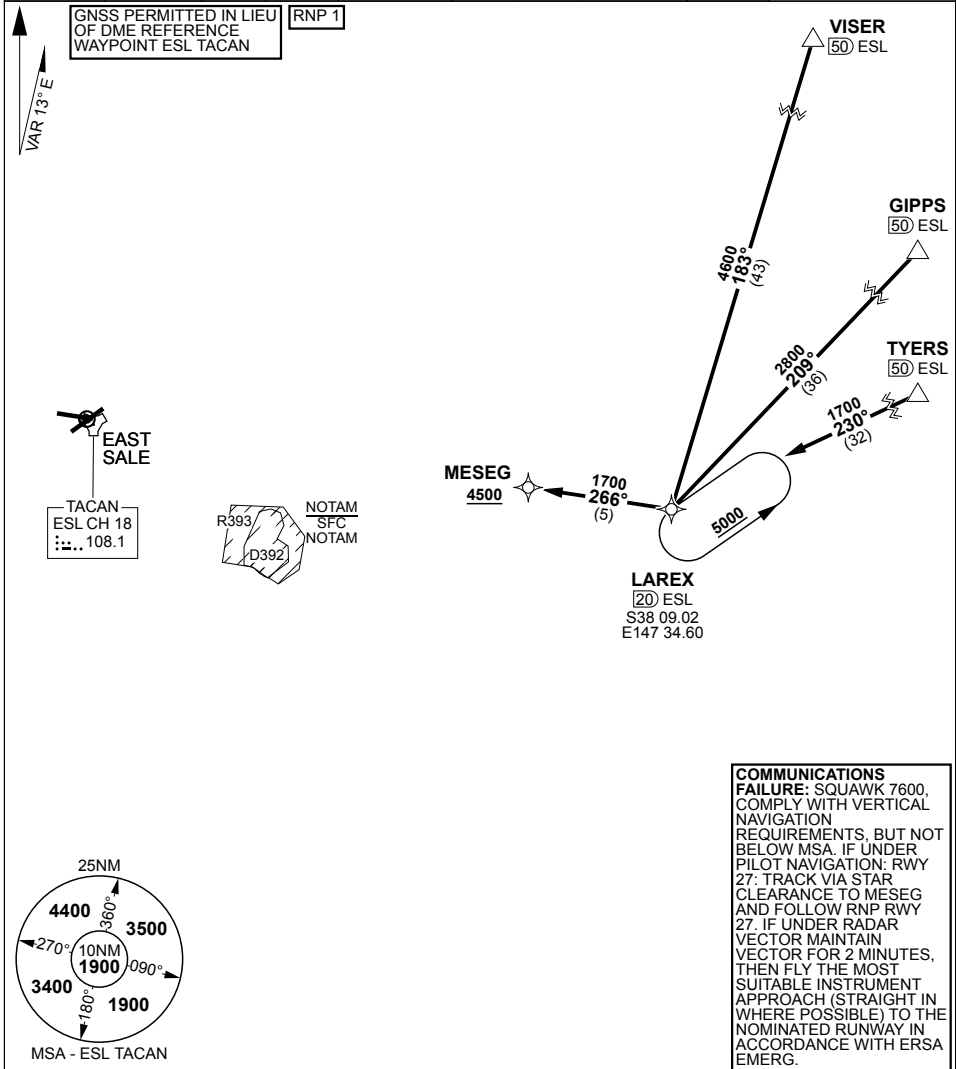
S38 05.94 E147 08.97  
**AIS-AF  
MILITARY USE ONLY**

**EAST SALE (YMES)  
STAR ANOSO TWO**

# STAR LAREX TWO EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**LAREX TWO (RNAV)**  
 CROSS LAREX AT OR ABV 5000FT  
**RWY 27**  
 FROM LAREX TRACK 266° TO MESEG, THEN RNP RWY 27

CHANGES: SUA  
**13 JUN 24**

S38 05.94 E147 08.97  
**AIS-AF**  
**MILITARY USE ONLY**

**EAST SALE (YMES)**  
**STAR LAREX TWO**

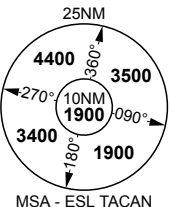
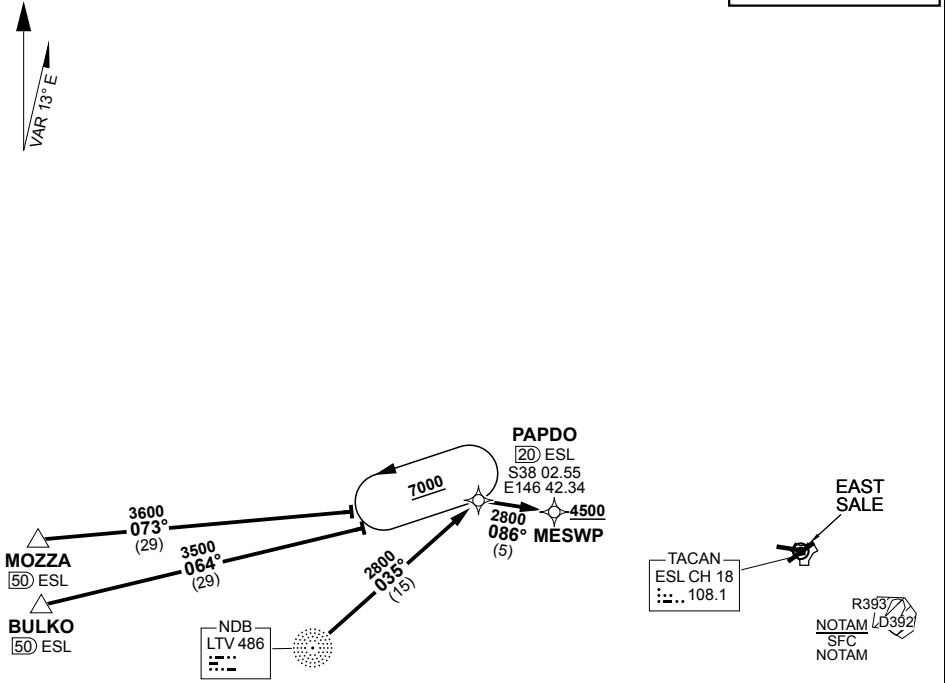
# STAR PAPDO TWO EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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RNP 1

GNSS PERMITTED IN LIEU  
OF DME REFERENCE  
WAYPOINT ESL TACAN



**COMMUNICATIONS FAILURE:** SQUAWK 7600, COMPLY WITH VERTICAL NAVIGATION REQUIREMENTS, BUT NOT BELOW MSA. IF UNDER PILOT NAVIGATION: RWY 09: TRACK VIA STAR CLEARANCE TO MESWP AND FOLLOW RNP RWY 09. IF UNDER RADAR VECTOR MAINTAIN VECTOR FOR 2 MINUTES, THEN FLY THE MOST SUITABLE INSTRUMENT APPROACH (STRAIGHT IN WHERE POSSIBLE) TO THE NOMINATED RUNWAY IN ACCORDANCE WITH ERS A EMERG.

**PAPDO TWO (RNAV)**  
 CROSS PAPDO AT OR ABV 7000FT  
**RWY 09**  
 FROM PAPDO TRACK 086° TO MESWP, THEN RNP RWY 09

CHANGES: SUA  
**13 JUN 24**

S38 05.94 E147 08.97

**AIS-AF  
 MILITARY USE ONLY**

**EAST SALE (YMES)  
 STAR PAPDO TWO**

# STAR TREVR FIVE EAST SALE (YMES)

PANS-OPS, WGS 84

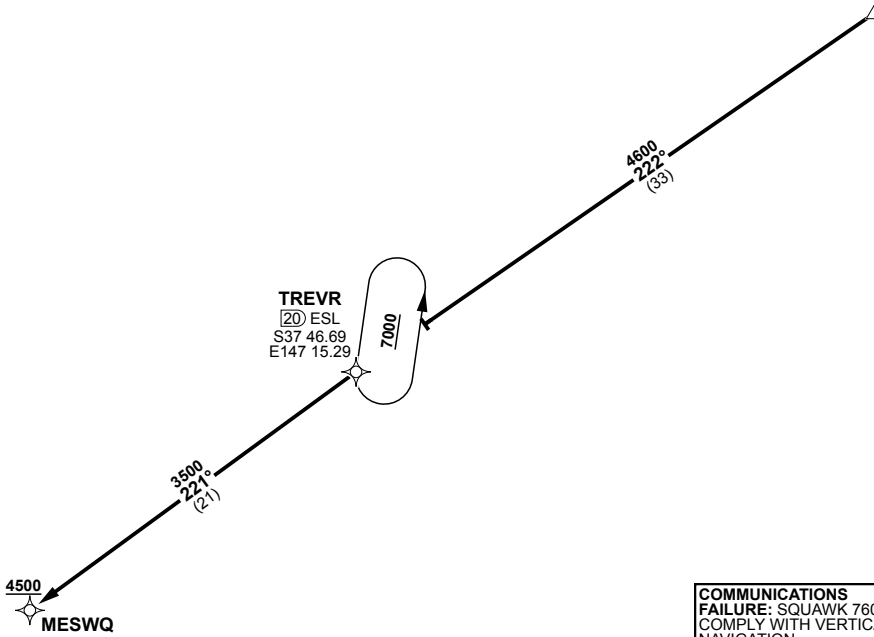
ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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RNP 1

GNSS PERMITTED IN LIEU  
OF DME REFERENCE  
WAYPOINT ESL TACAN



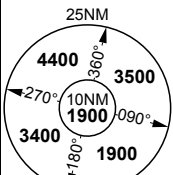
**VISER**  
50 ESL  
S37 27.60  
E147 49.60



**TREVR**  
20 ESL  
S37 46.69  
E147 15.29



4500  
MESWQ



MSA - ESL TACAN

TACAN  
ESL CH 18  
... 108.1

EAST SALE

R353 NOTAM  
D392 SFC NOTAM

**COMMUNICATIONS**  
**FAILURE:** SQUAWK 7600, COMPLY WITH VERTICAL NAVIGATION REQUIREMENTS, BUT NOT BELOW MSA. IF UNDER PILOT NAVIGATION: RWY 09: TRACK VIA STAR CLEARANCE TO MESWQ AND FOLLOW RNP RWY 09. IF UNDER RADAR VECTOR MAINTAIN VECTOR FOR 2 MINUTES, THEN FLY THE MOST SUITABLE INSTRUMENT APPROACH (STRAIGHT IN WHERE POSSIBLE) TO THE NOMINATED RUNWAY IN ACCORDANCE WITH ERSA EMERG.

**TREVR FIVE (RNAV)**

CROSS TREVR AT OR ABV 7000FT  
**RWY 09**  
FROM TREVR TRACK 221° TO MESWQ, THEN RNP RWY 09

CHANGES: SUA  
**13 JUN 24**

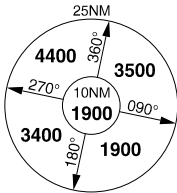
S38 05.94 E147 08.97  
**AIS-AF**  
**MILITARY USE ONLY**

**EAST SALE (YMES)**  
**STAR TREVR FIVE**

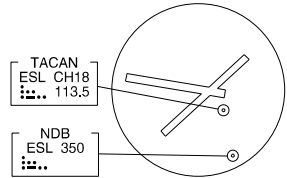


# TACAN or GNSS ARRIVAL PROCEDURES MILITARY USE ONLY EAST SALE (YMES)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
<b>350 125.4</b>	<b>125.4</b>	<b>134.1 133.6</b>	<b>127.25</b>	<b>118.3 257.8</b>	<b>123.3 340.2</b>	<b>135.8</b>	<b>118.3</b>	<b>124.0</b>	

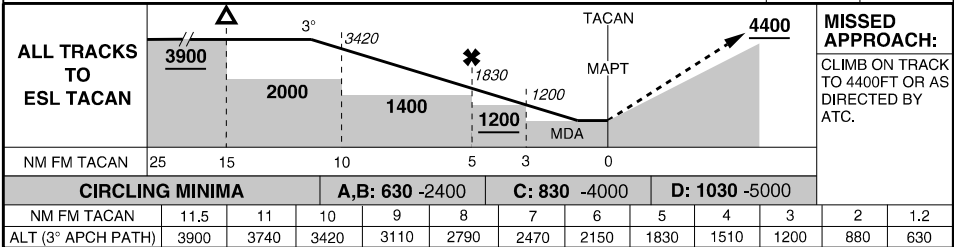


- DME USING TACAN CH18
- GNSS REFERENCE WAYPOINT ESL TACAN



MSA - ESL TACAN

<b>ELEV 23</b>	
TLV FL110	TA 10000



LOC/DME IEW 110.7 Chan 44	APCH CRS 266°	RWY LDG THR ELEV 14 AD ELEV 23	7316
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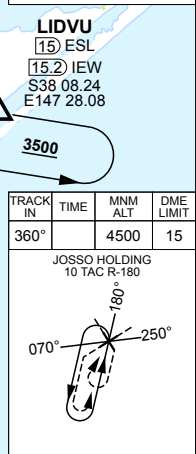
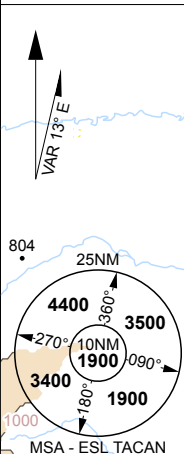
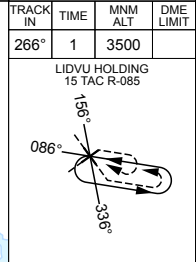
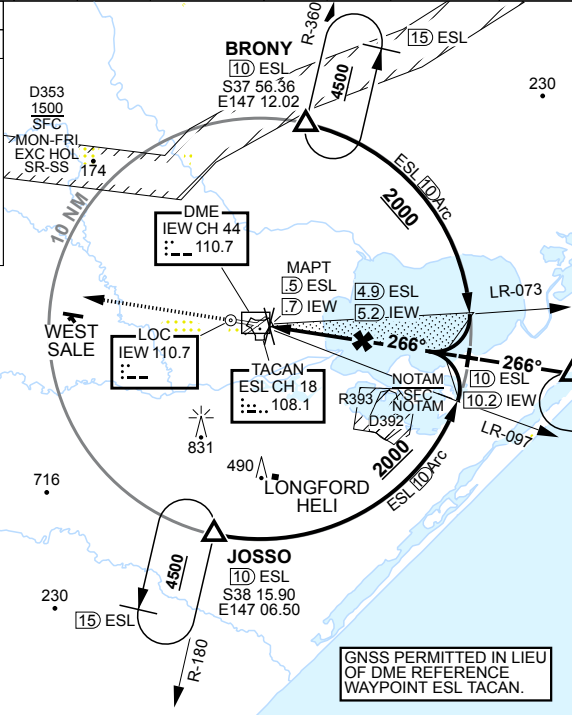
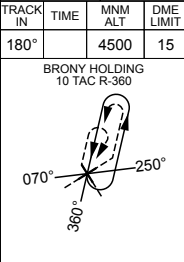
ILS-Y OR LOC-Y RWY 27 USING ESL TACAN OR IEW DME

PANS-OPS, WGS-84

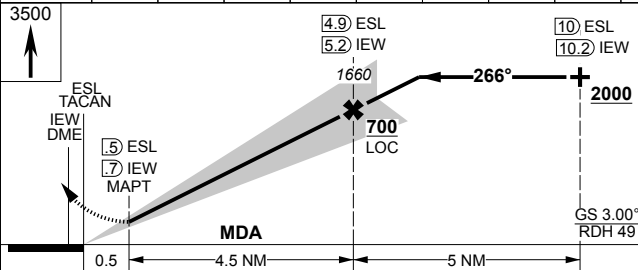
# EAST SALE (YMES)

**MISSED APPROACH:**  
TRACK 266°, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

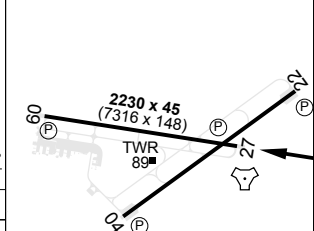
ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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ESL TAC	1.4	2	3	4	5	6.0													
IEW DME	1.6	2.2	3.2	4.2	5.2	6.2													
ALTITUDE	530	720	1040	1360	1680	2000													



TLV FL110	TA 10000
THR ELEV 14	TDZE 18



CATEGORY	A	B	C	D
S-ILS 27	320	306	1700m	(VIS -1500 WITH ACTUAL QNH)
S-LOC 27	530	516	2900m	(VIS -2300 WITH ACTUAL QNH)
CIRCLING	620 597 2000m	620 597 2400m	830 807 4000m	1030 1007 5000m

MIRL all Rwys

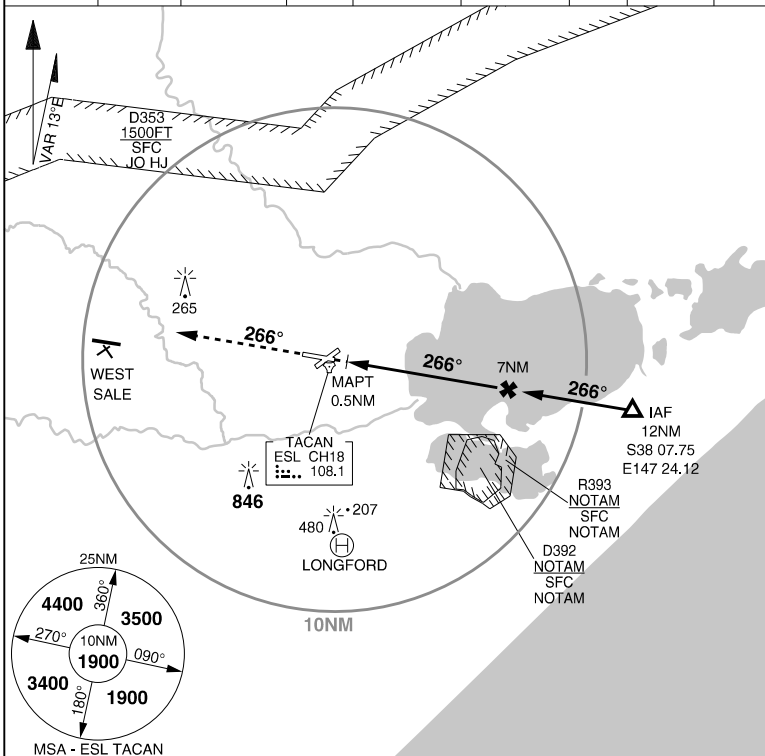
CHANGES: SUA 13 JUN 24 S38 05.94 E147 08.97 **EAST SALE (YMES)**  
ILS-Y OR LOC-Y RWY 27 USING ESL TACAN OR IEW DME  
AIS-AF: MILITARY USE ONLY

MILITARY USE ONLY

S38 05.94 E147 08.97  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 27  
EAST SALE (YMES)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
350 125.4	125.4	134.1 133.6	127.25	118.3 257.8	123.3 340.2	135.8	118.3	124.0	

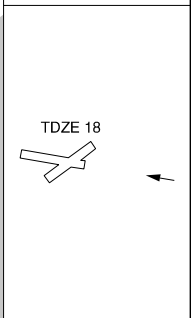


HOLDING AS DIRECTED BY ATC

**IAF** S38 07.75  
E147 24.12

**FAF** S38 06.99  
E147 17.85

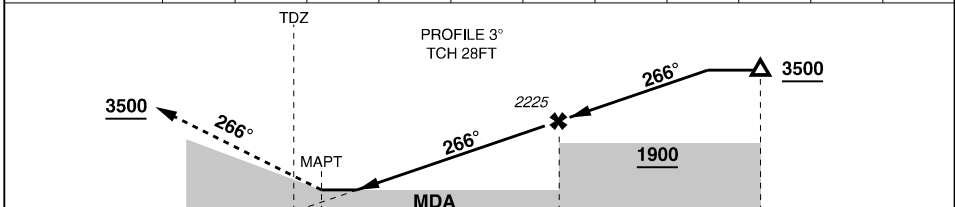
**TDZ** S38 05.91  
E147 09.09



**ELEV 23**

TLV FL110 TA 10000

NM FM TDZ	1.7	2	3	4	5	6	7	8	9	10	11
ALTITUDE	540	640	950	1270	1590	1910	2225	2545	2865	3180	3500



TDZ 27 0 0.5 7 12 THR 27 ELEV 14

**MISSED APPROACH: TRACK 266°. CLIMB TO 3500FT OR AS DIRECTED BY ATC**

CATEGORY	C			D			E		
ARA	540	526	-3000	(VIS -2400 WITH ACTUAL QNH)			NOT AUTHORISED		
CIRCLING	830	807	-4000	1030	1007	-5000			

**NOTES:** 1. TDZ ON RWY C/L 172M PAST LDG THR

CHANGES: SUA  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY

**EAST SALE (YMES)**  
ARA RWY 27

TACAN ESL Chan 18	APCH CRS 050°	RWY LDG THR ELEV AD ELEV	7995 20 23
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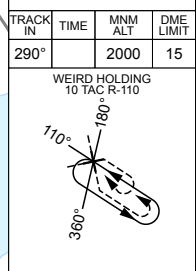
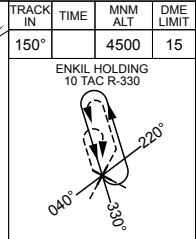
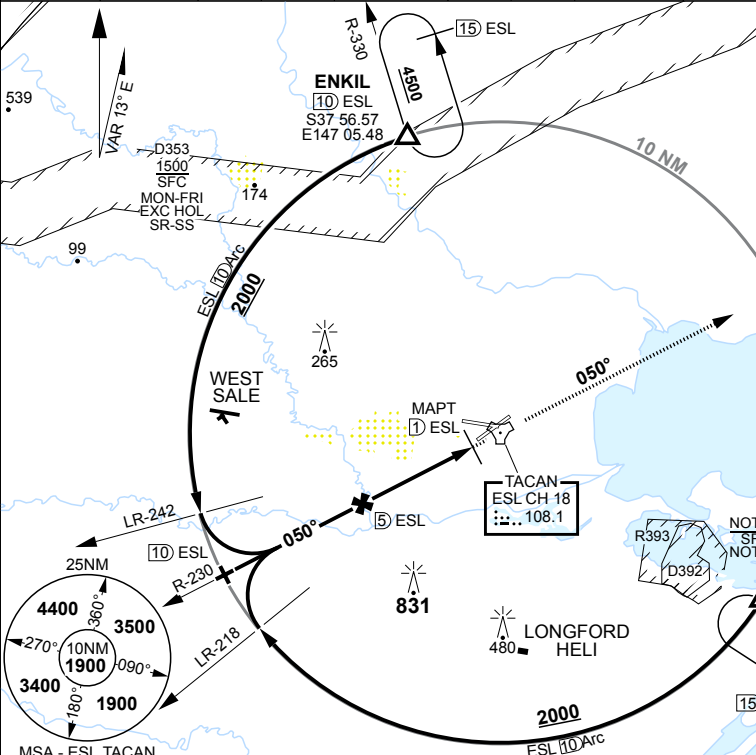
PANS-OPS, WGS-84

# TACAN RWY 04 EAST SALE (YMES)

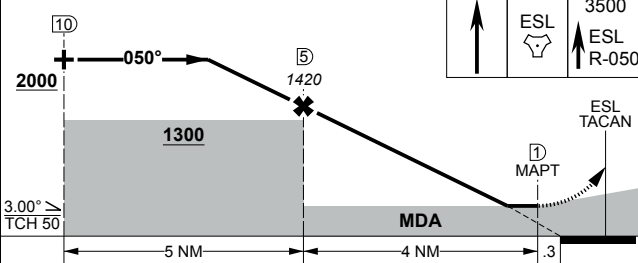
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-050, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0
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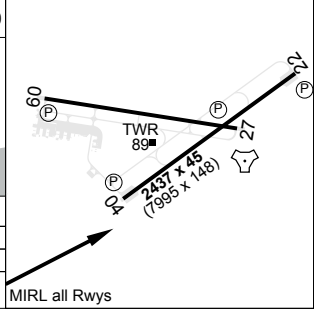
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



MSA - ESL TACAN	6.8	6	5	4	3	2.3													
ESL TAC	2000	1740	1420	1100	780	560													
ALTITUDE																			



TLV FL110	TA 10000
THR ELEV 20	TDZE 20



CATEGORY	A	B	C	D
S-04	560 537	3000m	(VIS -2400 WITH ACTUAL QNH)	
CIRCLING	620 597 2000m	620 597 2400m	830 807 4000m	1030 1007 5000m

CHANGES: SUA S38 05.94 E147 08.97

13 JUN 24

## EAST SALE (YMES) TACAN RWY 04

AIS-AF  
MILITARY USE ONLY

TACAN ESL Chan 18	APCH CRS 091°	RWY LDG THR ELEV AD ELEV	7316 23 23
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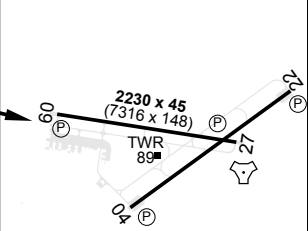
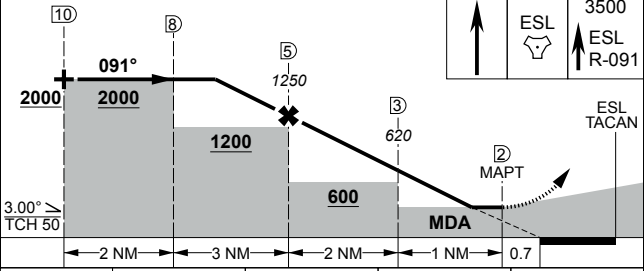
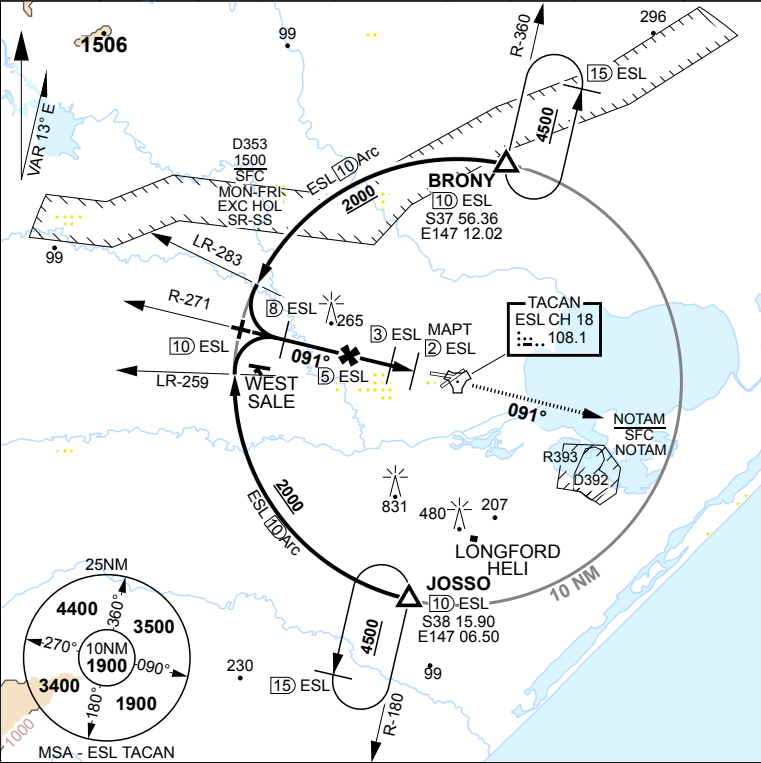
PANS-OPS, WGS-84

# TACAN RWY 09 EAST SALE (YMES)

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-091, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0
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ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



MIRL all Rwys

CHANGES: SUA S38 05.94 E147 08.97

13 JUN 24

## EAST SALE (YMES) TACAN RWY 09

AIS-AF  
MILITARY USE ONLY

TACAN ESL Chan 18	APCH CRS 211°	RWY LDG THR ELEV 14 AD ELEV 23	7995
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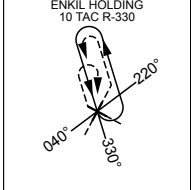
PANS-OPS, WGS-84

# TACAN RWY 22 EAST SALE (YMES)

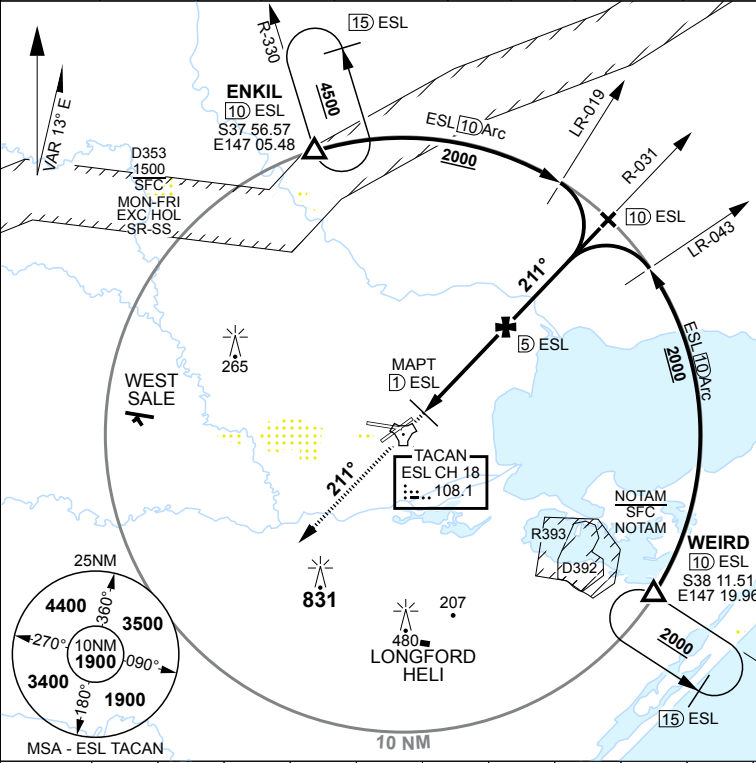
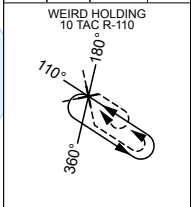
MISSED APPROACH:  
TRACK 211°, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0
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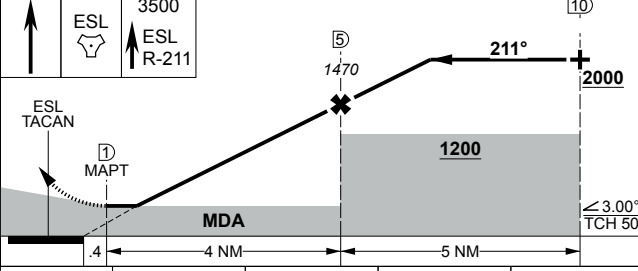
TRACK IN	TIME	MNM ALT	DME LIMIT
150°		4500	15



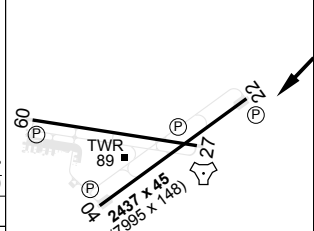
TRACK IN	TIME	MNM ALT	DME LIMIT
290°		2000	15



ESL TAC	2.1	3	4	5	6	6.7														
ALTITUDE	550	830	1150	1470	1790	2000														



TLV FL110	TA 10000
THR ELEV 14	TDZE 16



CATEGORY	A	B	C	D
S-22	550	536	3000m	(VIS -2400 WITH ACTUAL QNH)
CIRCLING	620 597 2000m	620 597 2400m	830 807 4000m	1030 1007 5000m

MIRL all Rwys

CHANGES: SUA S38 05.94 E147 08.97

13 JUN 24

## EAST SALE (YMES) TACAN RWY 22

AIS-AF  
MILITARY USE ONLY

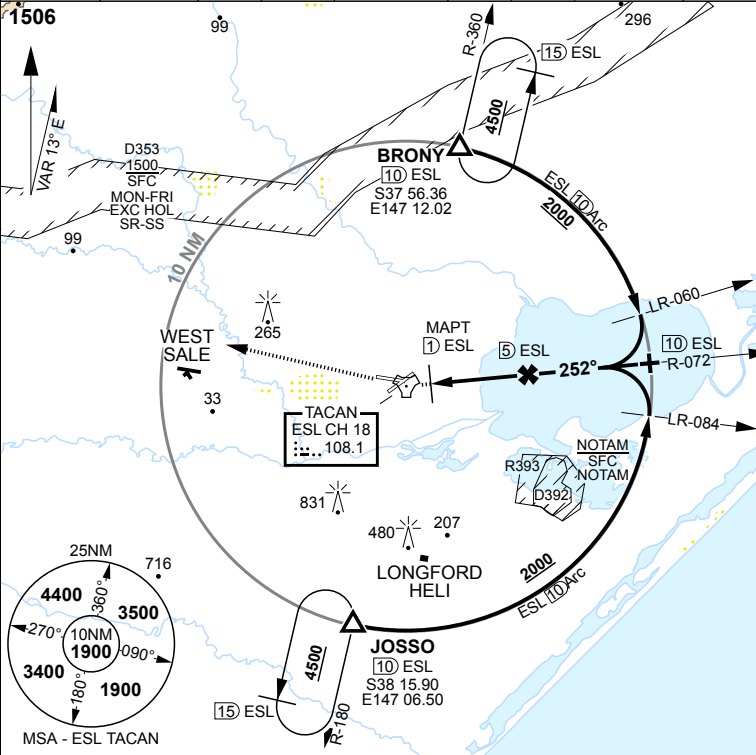
TACAN ESL Chan 18	APCH CRS 252°	RWY LDG THR ELEV AD ELEV	7316 14 23
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PANS-OPS, WGS-84

# TACAN RWY 27 EAST SALE (YMES)

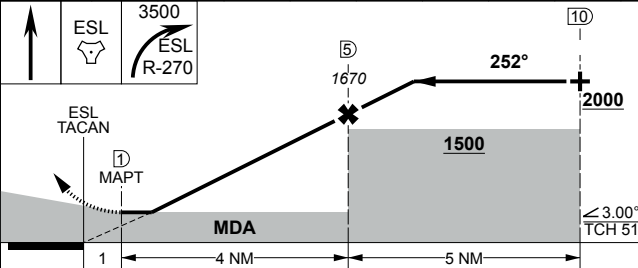
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN, TURN RIGHT, TRACK R-270, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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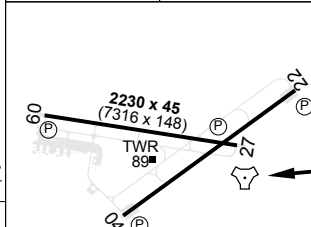


TRACK IN	TIME	MNM ALT	DME LIMIT
180°		4500	15
BRONY HOLDING 10 TAC R-360			
360°		4500	15
JOSSO HOLDING 10 TAC R-180			

ESL TAC	1.3	2	3	4	5	6													
ALTITUDE	510	720	1040	1360	1670	2000													



TLV FL110	TA 10000
THR ELEV 14	TDZE 18



CATEGORY		A	B	C	D
S-27		510	496	2800m	
CIRCLING	620	597 2000m	620 597 2400m	830 807 4000m	1030 1007 5000m

MIRL all Rwy's

CHANGES: SUA S38 05.94 E147 08.97

13 JUN 24

## EAST SALE (YMES) TACAN RWY 27

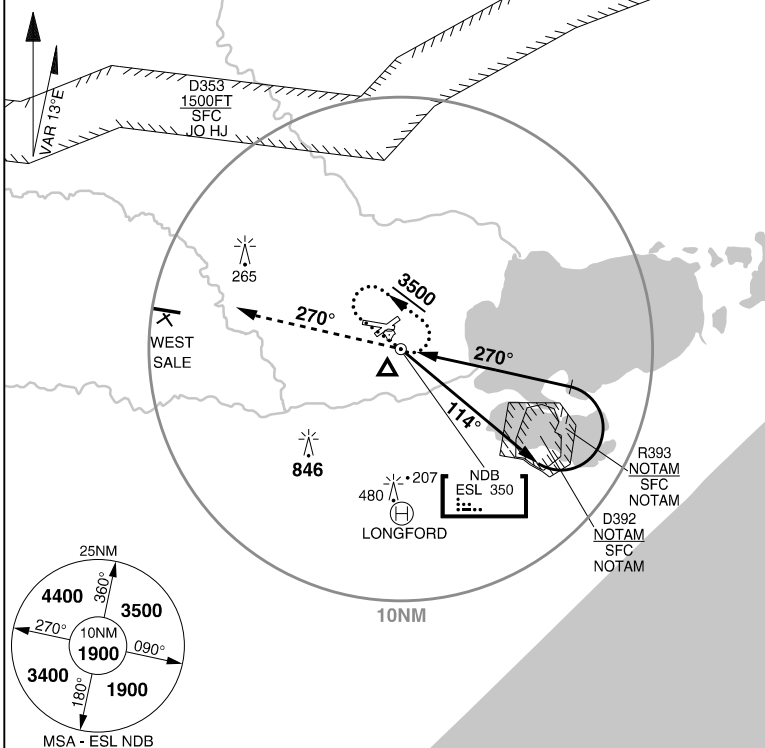
AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

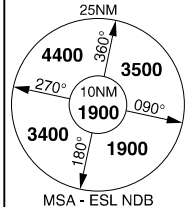
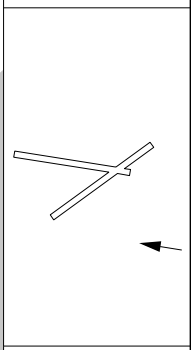
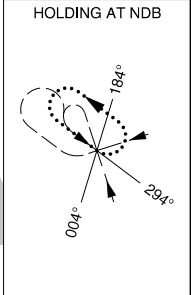
S38 05.94 E147 08.97  
PANS-OPS, WGS 84

NDB-A  
**EAST SALE (YMES)**

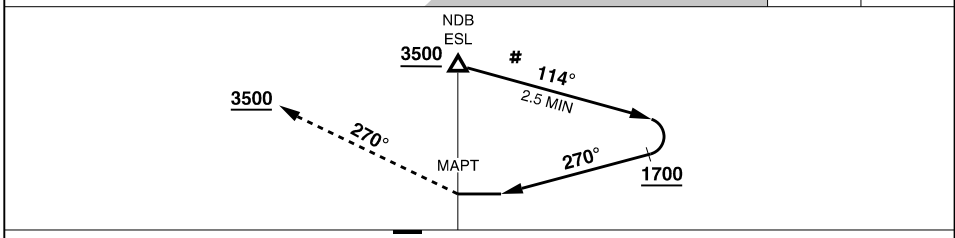
ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
350 125.4	125.4	134.1 133.6	127.25	118.3 257.8	123.3 340.2	135.8	118.3	124.0	



TRACK IN	TIME	MNM ALT	DME LIMIT
114°	1	3500	



<b>ELEV 23</b>	
TLV FL110	TA 10000



**MISSED APPROACH: TRACK 270°, CLIMB TO 3500FT OR AS DIRECTED BY ATC**

CATEGORY	A	B	C	D
CIRCLING	620 597 -2000	620 597 -2400	830 807 -4000	1030 1007 -5000

# MAX IAS OUTBOUND AND REVERSAL 230KT

CHANGES: SUA  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY

**EAST SALE (YMES)**  
NDB-A



APCH CRS 041°  
 RWY LDG 7995  
 THR ELEV 20  
 AD ELEV 23

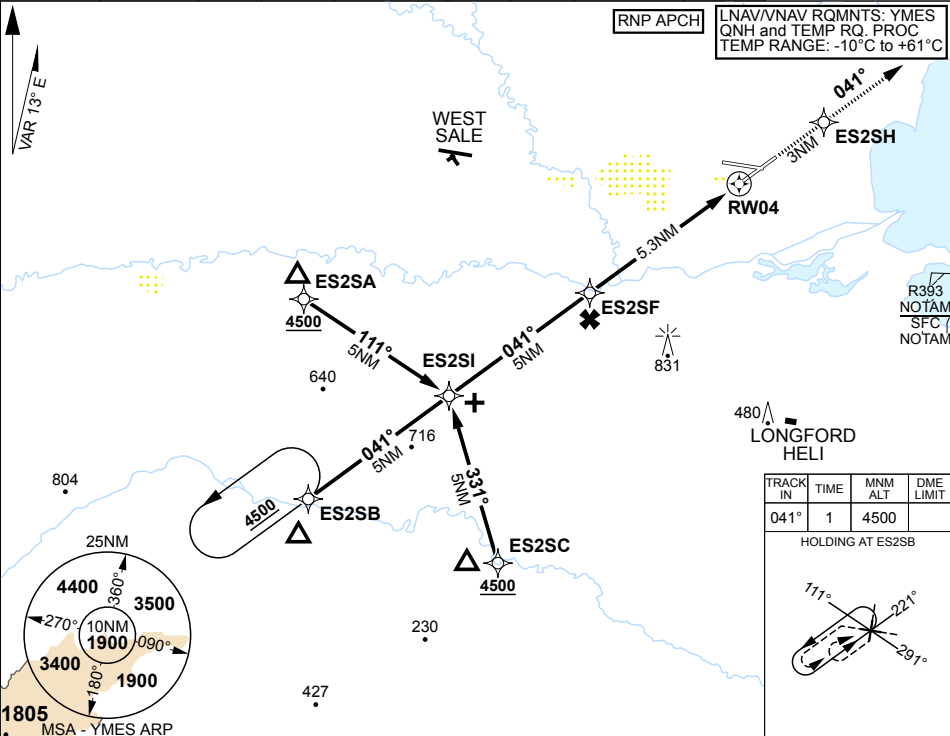
PANS-OPS, WGS-84

# RNP RWY 04 EAST SALE (YMES)

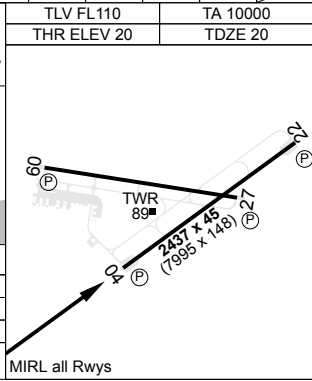
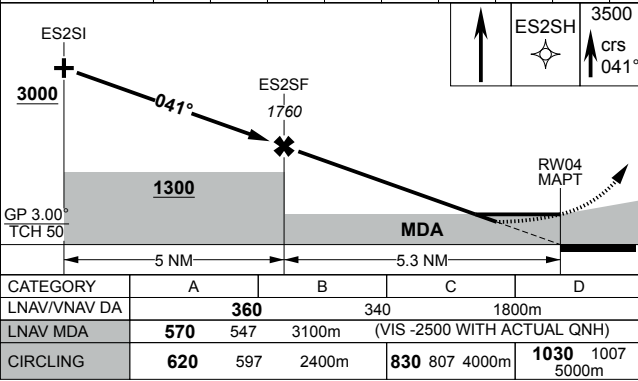
1. MAX IAS INITIAL: 210KT.

**MISSED APPROACH:**  
 TRACK DIRECT TO ES2SH, THEN TRACK 041°, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	ES2SI	4	3	2	1	ES2SF	5	4	3	2	1.6	1	0.9	RW04
ALTITUDE	3350	3030	2710	2390	2080	1760	1660	1340	1030	710	570	390	360	



CHANGES: SUA  
**13 JUN 24**

S38 05.94 E147 08.97

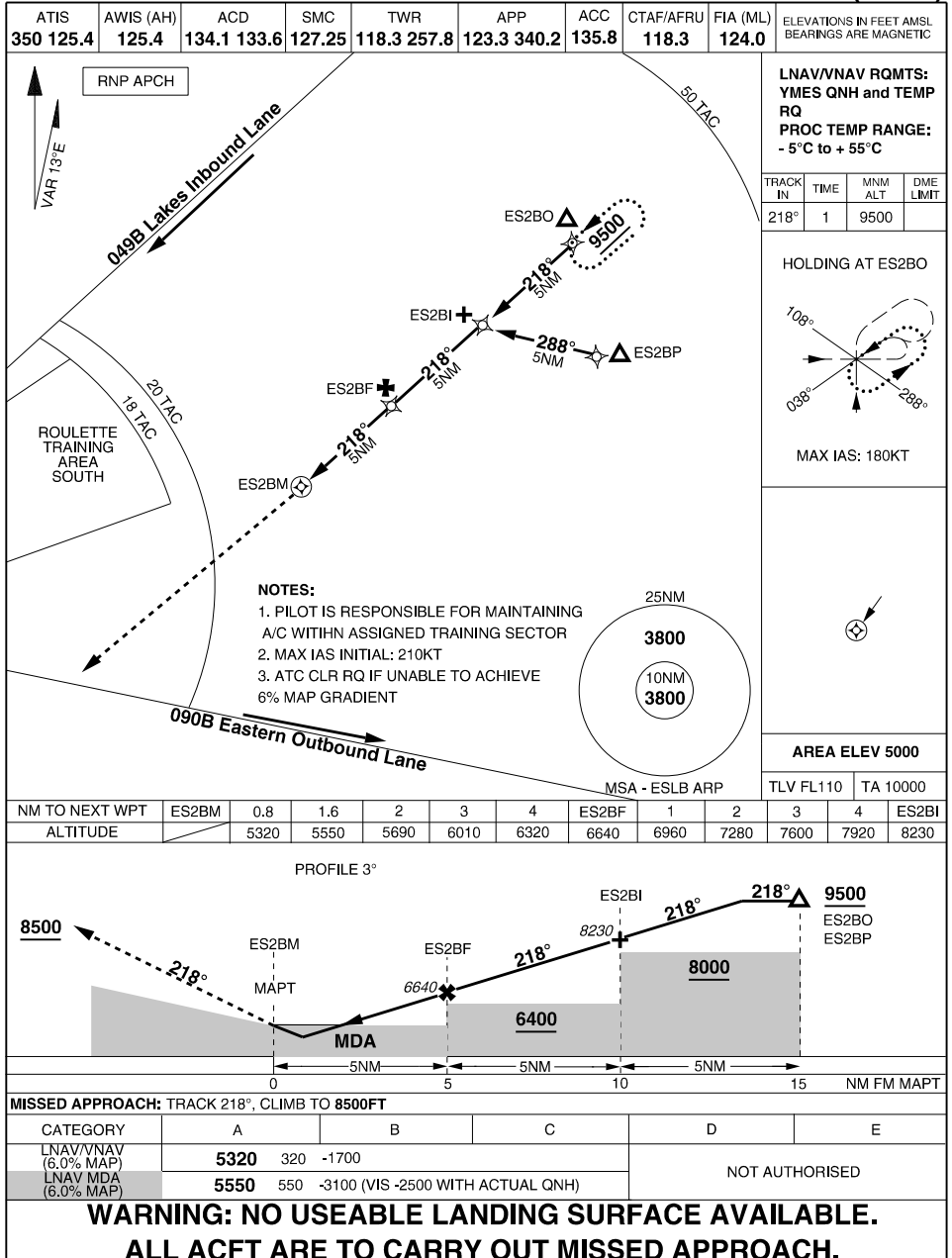
## EAST SALE (YMES) RNP RWY 04

**AIS-AF  
 MILITARY USE ONLY**

MILITARY USE ONLY

S38 02.70 E147 39.36  
PANS-OPS, WGS 84

RNP B (CAT C)  
BRAVO (ESLB)



CHANGES: RNP APCH ROMNT

30 NOV 23

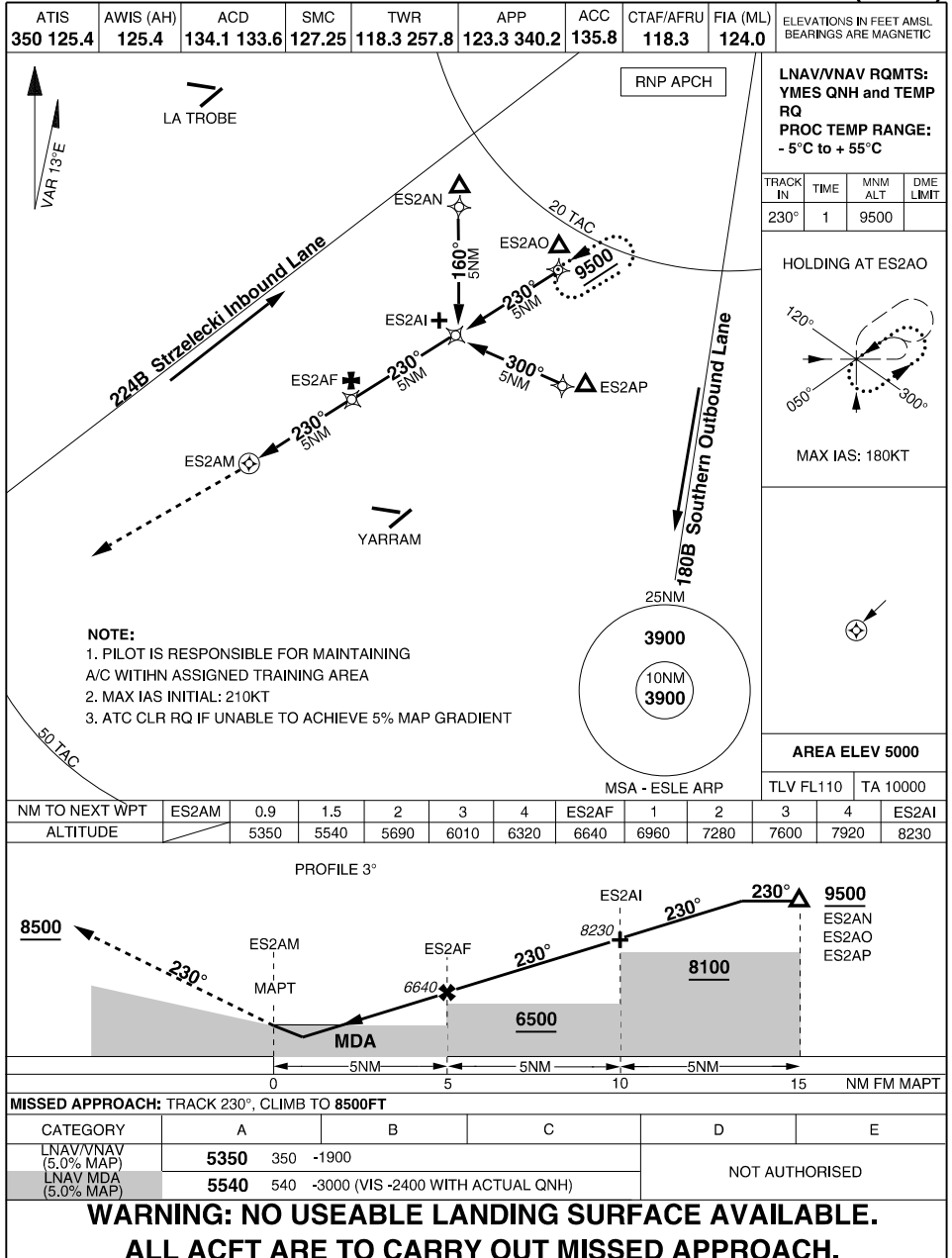
AIS-AF  
MILITARY USE ONLY

**BRAVO (ESLB)**  
RNP B (CAT C)

MILITARY USE ONLY

S38 30.77 E146 35.27  
PANS-OPS, WGS 84

RNP E (CAT C)  
ECHO (ESLE)



CHANGES: RNP APCH RQMNT

30 NOV 23

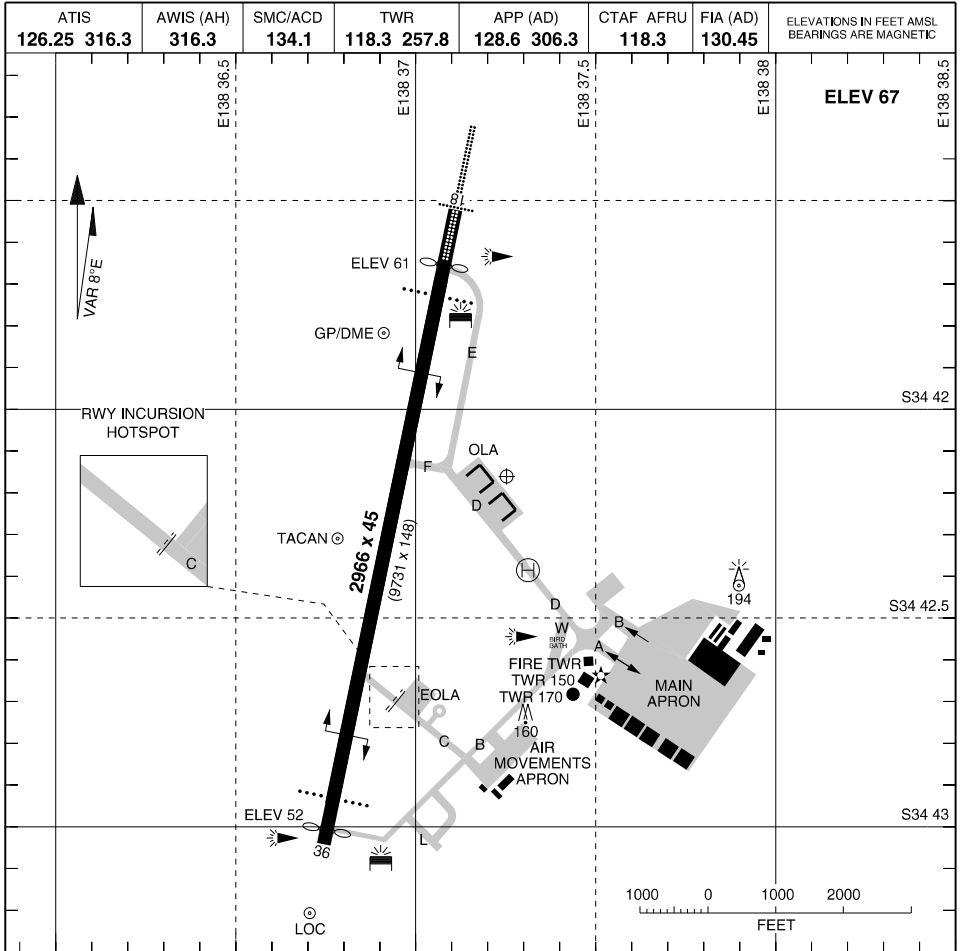
AIS-AF  
MILITARY USE ONLY

ECHO (ESLE)  
RNP E (CAT C)

MILITARY USE ONLY

# AERODROME CHART EDINBURGH (YPED)

S34 42.15 E138 37.25  
PANS-OPS, WGS 84



**LIGHTING**

RWY	APPROACH	THR	RUNWAY
18 (181°)	HIAL (6) (720M) PAPI - 3.00° 51FT	GREEN	HIRL (3)
36 (001°)	PAPI - 3.00° 49FT		

**NOTES**

- UNLESS OTHERWISE DIRECTED BY ATC, RIGHT CIRCUITS WHEN OPERATING ON RWY 18
- ARRESTOR BARRIER DCMSD. CONCRETE FOUNDATIONS AND ASSOCIATED EQUIPMENT REMAIN IN PLACE.
- HIAL CENTRELINE FROM THR IS OFFSET 0.25° CLOCKWISE FROM RWY CENTRELINE ALIGNMENT

AERODROME BEACON ALTN WG  
ILLUMINATED WIND INDICATOR  
OBSTRUCTION  
SDBY PWR AVBL  
PTBL AVBL WITH 60 MIN PN

CHANGES: HIAL DEPICTION, NOTE 3

**02 DEC 21**

AIS-AF  
MILITARY USE ONLY

**EDINBURGH (YPED)**  
AERODROME CHART

MILITARY USE ONLY

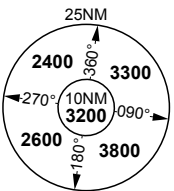
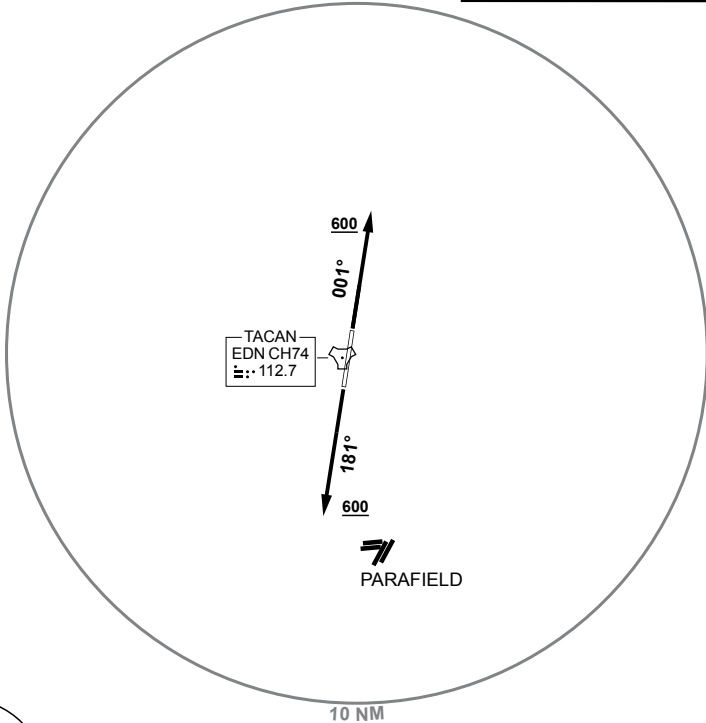
SID (RADAR) ALL RWYS  
**EDINBURGH (YPED)**

PANS-OPS, WGS 84

ATIS <b>126.25 316.3</b>	AWIS (AH) <b>316.3</b>	SMC /ACD <b>134.1</b>	TWR <b>118.3 257.8</b>	APP (AD) <b>128.6 306.3</b>	CTAF /AFRU <b>118.3</b>	FIA (AD) <b>130.45</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 67</b>	
TLV FL110	TA 10000

**COMMUNICATIONS 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



MSA - EDN TACAN

**DEPARTURE ROUTE DESCRIPTION**

**EDINBURGH FOUR**

**RWY 18**

GRAD 3.6% TO 3500FT THEN 3.3%, TRACK 181°, AT 600FT BUT NOT BEFORE DER, TURN TO ASSIGNED HEADING OR TRACK. CAUTION: PARAFIELD CTR 3NM SOUTH OF AD

**RWY 36**

GRAD 3.3%, TRACK 001°, AT 600FT BUT NOT BEFORE DER, TURN TO ASSIGNED HEADING OR TRACK

CHANGES: TACAN CH/FREQ

S34 42.15 E138 37.25

**23 MAR 23**

AIS-AF  
**MILITARY USE ONLY**

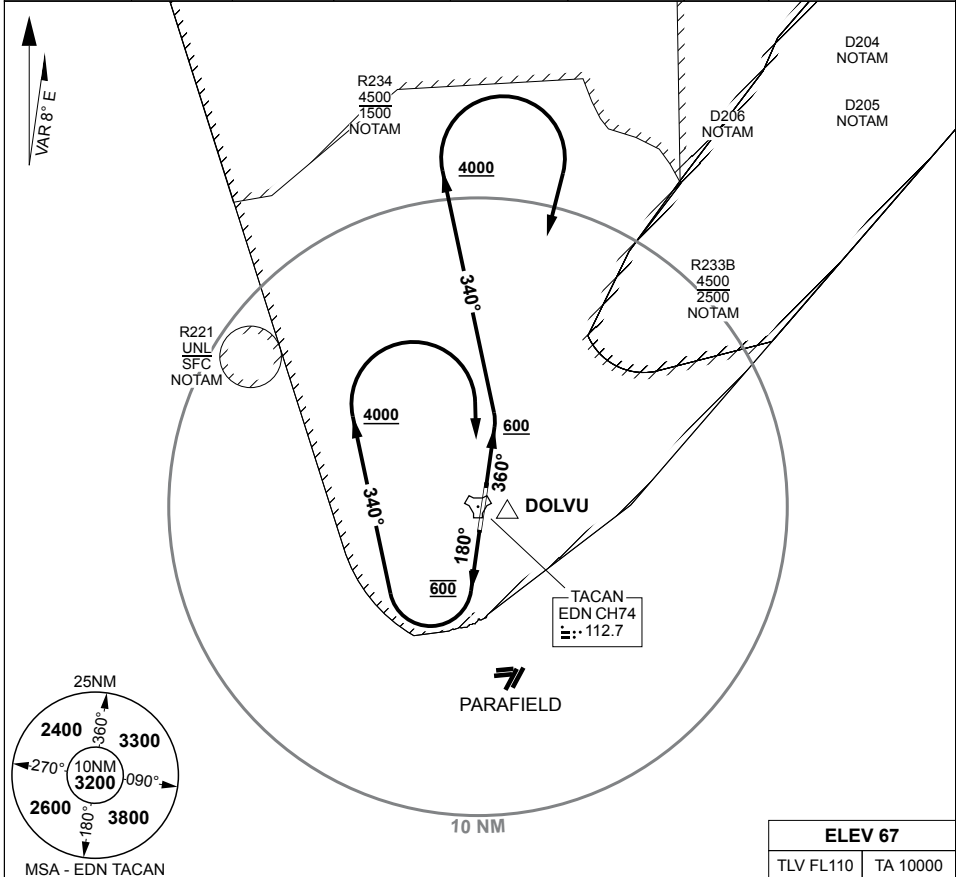
**EDINBURGH (YPED)**  
 SID (RADAR) ALL RWYS

MILITARY USE ONLY

SID RWY 18/36  
EDINBURGH (YPED)

PANS-OPS, WGS 84

ATIS 126.25 316.3	AWIS (AH) 316.3	SMC /ACD 134.1	TWR 118.3 257.8	APP (AD) 128.6 306.3	CTAF /AFRU 118.3	FIA (AD) 130.45	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 67</b>	
TLV FL110	TA 10000

**DEPARTURE ROUTE DESCRIPTION**

**ALL DEPARTURES**

DRG CTAF HR, ENSURE AWY CLR AND CONTROLLED AIRSPACE ENTRY INSTRUCTIONS ARE RECEIVED PRIOR TO RWY ENTRY, CONTACT ADELAIDE APP ON LEAVING 1500FT, EXPECT RADAR VECTORS AFTER LEAVING 3000FT

**NORTH ONE**

**RWY 18**

PROCEDURE NOT AVAILABLE WHEN R221 ACTIVE, GRAD 3.3%, TRACK 180°, AT 600FT BUT NOT BEFORE DER, TURN RIGHT, TRACK 340°, AT 4000FT TURN RIGHT, TRACK DIRECT TO EDN TACAN OR DOLVU, INTERCEPT CLEARED ROUTE

**CAUTION:** PARAFIELD CTR 3NM SOUTH OF AD

**RWY 36**

GRAD 3.3%, TRACK 360°, AT OR ABV 600FT BUT NOT BEFORE DER, TURN LEFT, TRACK 340°, AT 4000FT TURN RIGHT, TRACK DIRECT TO EDN TACAN OR DOLVU, INTERCEPT CLEARED ROUTE

CHANGES: TAC CH/FREQ

S34 42.15 E138 37.25

23 MAR 23

AIS-AF  
MILITARY USE ONLY

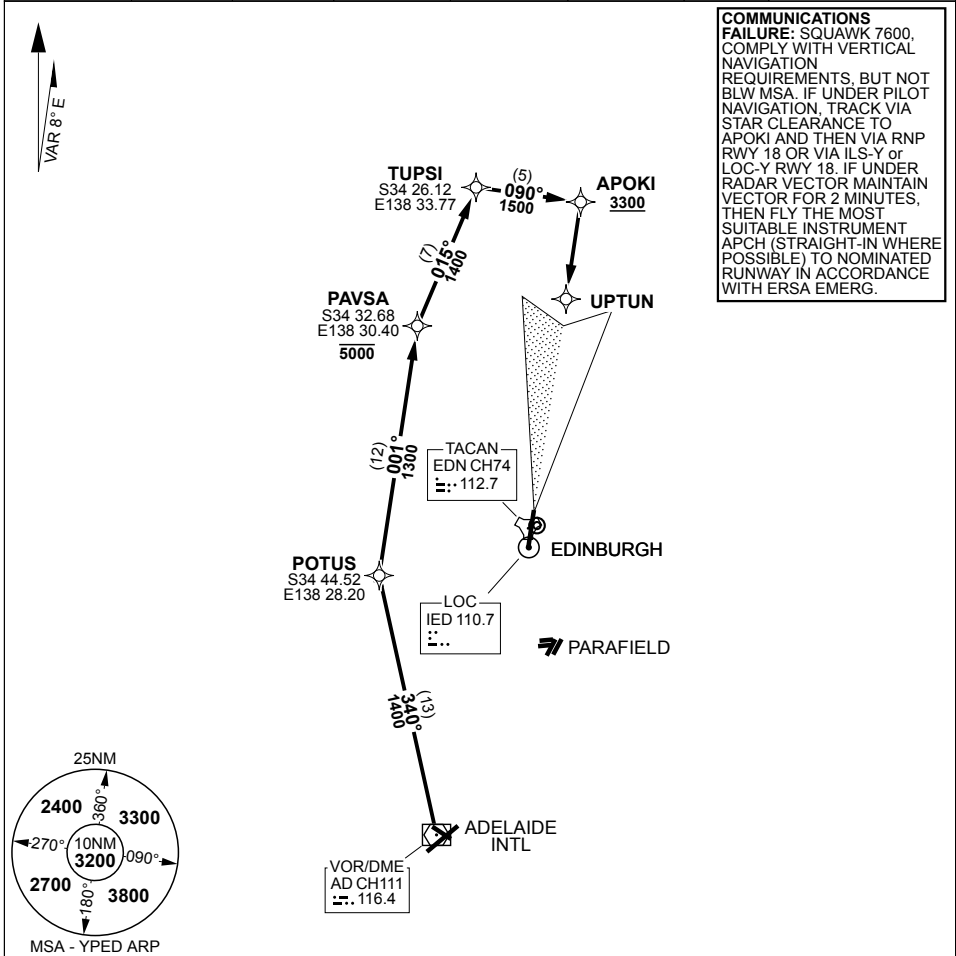
EDINBURGH (YPED)  
SID RWY 18/36

# STAR ADELAIDE ONE ECHO (RNAV) EDINBURGH (YPED)

PANS-OPS, WGS 84

**MILITARY USE ONLY**

ATIS	AWIS (AH)	SMC /ADC	TWR	APP (AD)	CTAF /AFRU	FIA (AD)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
<b>126.25 316.3</b>	<b>316.3</b>	<b>134.1</b>	<b>118.3 257.8</b>	<b>128.6 306.3</b>	<b>118.3</b>	<b>130.45</b>	



**COMMUNICATIONS FAILURE:** SQUAWK 7600, COMPLY WITH VERTICAL NAVIGATION REQUIREMENTS, BUT NOT BLW MSA. IF UNDER PILOT NAVIGATION, TRACK VIA STAR CLEARANCE TO APOKI AND THEN VIA RNP RWY 18 OR VIA ILS-Y or LOC-Y RWY 18. IF UNDER RADAR VECTOR MAINTAIN VECTOR FOR 2 MINUTES, THEN FLY THE MOST SUITABLE INSTRUMENT APCH (STRAIGHT-IN WHERE POSSIBLE) TO NOMINATED RUNWAY IN ACCORDANCE WITH ERS A EMERG.

### ARRIVAL ROUTE DESCRIPTION

**ADELAIDE ONE ECHO (RNAV)**

FM AD TRACK 340° TO POTUS, TRACK 001° TO PAVSA **CROSS** PAVSA AT or BLW 5000FT, TRACK 015° TO TUPSI, TRACK 090° TO APOKI

**RWY 18**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18

**RWY 36**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) AND MAKE CIRCLING APCH FOR RWY 36 or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18 AND MAKE CIRCLING APCH FOR RWY 36

CHANGES: TAC CH/FREQ

S34 42.15 E138 37.25

**23 MAR 23**

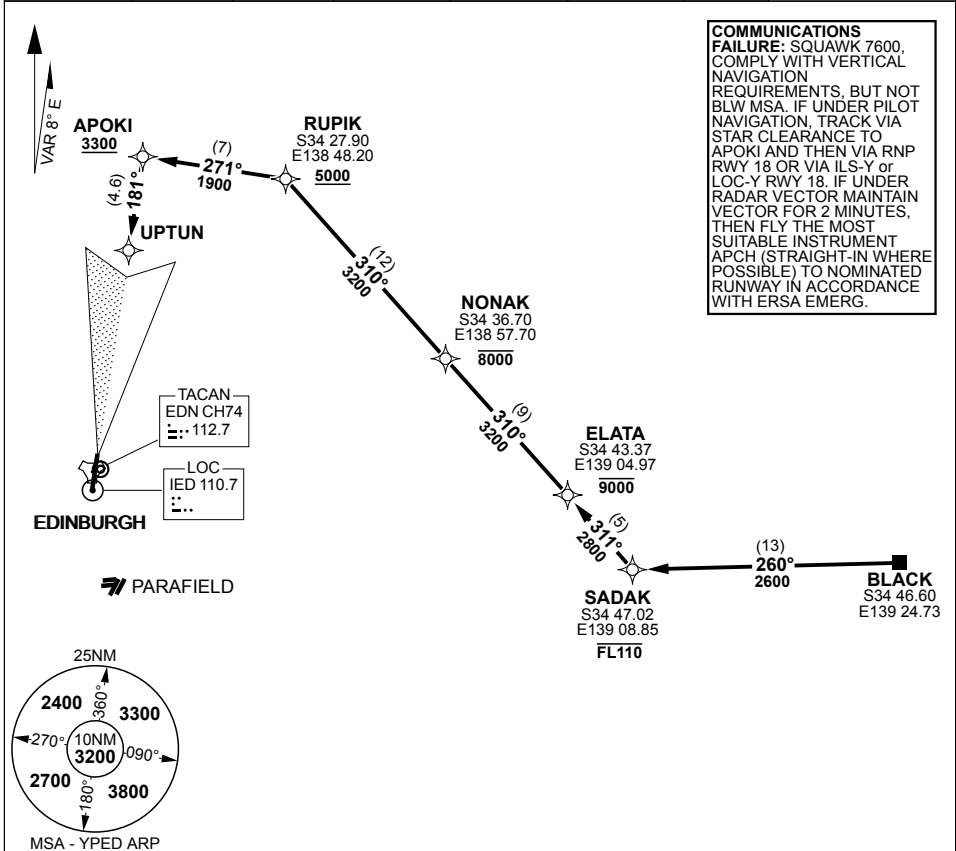
**EDINBURGH (YPED)**  
**STAR ADELAIDE ONE ECHO (RNAV)**

# STAR BLACK ONE ECHO (RNAV) EDINBURGH (YPED)

PANS-OPS, WGS 84

**MILITARY USE ONLY**

ATIS	AWIS (AH)	SMC /ADC	TWR	APP (AD)	CTAF /AFRU	FIA (AD)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	130.45	



## ARRIVAL ROUTE DESCRIPTION

**BLACK ONE ECHO (RNAV)**

FM BLACK TRACK 260° TO SADAK **CROSS** SADAK AT or BLW FL110

TRACK 311° TO ELATA **CROSS** ELATA AT or BLW 9000FT

TRACK 310° TO NONAK **CROSS** NONAK AT or BLW 8000FT

TRACK 310° TO RUIPIK **CROSS** RUIPIK AT or ABV 5000FT

TRACK 271° TO APOKI

**RWY 18**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18

**RWY 36**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) AND MAKE CIRCLING APCH FOR RWY 36 or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18 AND MAKE CIRCLING APCH FOR RWY 36

CHANGES: EDITORIAL, TAC CH/FREQ S34 42.15 E138 37.25

**23 MAR 23** AIS-AF: MILITARY USE ONLY

**EDINBURGH (YPED)**  
STAR BLACK ONE ECHO (RNAV)

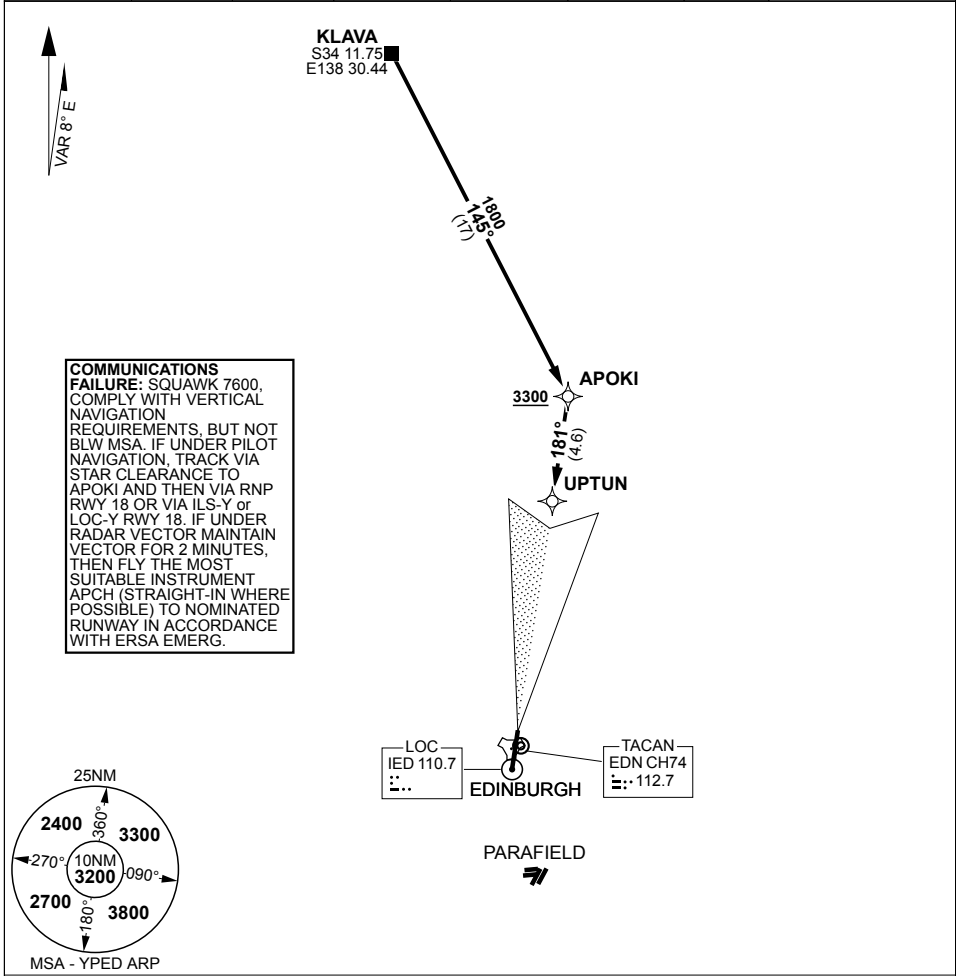


# STAR KLAVA ONE ECHO (RNAV) EDINBURGH (YPED)

PANS-OPS, WGS 84

**MILITARY USE ONLY**

ATIS	AWIS (AH)	SMC /ACD	TWR	APP (AD)	CTAF /AFRU	FIA (AD)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	130.45	



**COMMUNICATIONS FAILURE:** SQUAWK 7600, COMPLY WITH VERTICAL NAVIGATION REQUIREMENTS, BUT NOT BLW MSA. IF UNDER PILOT NAVIGATION, TRACK VIA STAR CLEARANCE TO APOKI AND THEN VIA RNP RWY 18 OR VIA ILS-Y or LOC-Y RWY 18. IF UNDER RADAR VECTOR MAINTAIN VECTOR FOR 2 MINUTES, THEN FLY THE MOST SUITABLE INSTRUMENT APCH (STRAIGHT-IN WHERE POSSIBLE) TO NOMINATED RUNWAY IN ACCORDANCE WITH ERS A EMERG.

### ARRIVAL ROUTE DESCRIPTION

**KLAVA ONE ECHO (RNAV)**

FM KLAVA TRACK 145° TO APOKI

**RWY 18**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18

**RWY 36**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) AND MAKE CIRCLING APCH FOR RWY 36 or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18 AND MAKE CIRCLING APCH FOR RWY 36

CHANGES: EDITORIAL, TAC CH/FREQ

S34 42.15 E138 37.25

**23 MAR 23**

**AIS-AF: MILITARY USE ONLY**

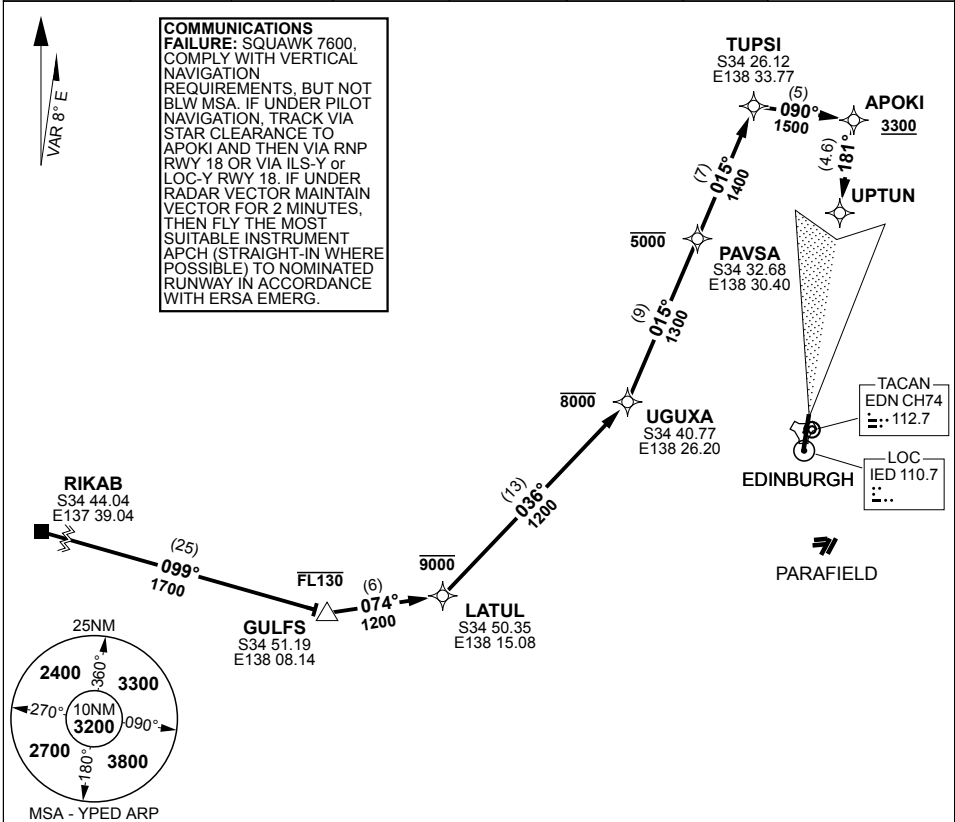
**EDINBURGH (YPED)**  
**STAR KLAVA ONE ECHO (RNAV)**

# STAR RIKAB ONE ECHO (RNAV) EDINBURGH (YPED)

PANS-OPS, WGS 84

**MILITARY USE ONLY**

ATIS	AWIS (AH)	SMC /ACD	TWR	APP (AD)	CTAF /AFRU	FIA (AD)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
<b>126.25 316.3</b>	<b>316.3</b>	<b>134.1</b>	<b>118.3 257.8</b>	<b>128.6 306.3</b>	<b>118.3</b>	<b>130.45</b>	



### ARRIVAL ROUTE DESCRIPTION

**RIKAB ONE ECHO (RNAV)**

FM RIKAB TRACK 099° TO GULFS **CROSS** GULFS AT or BLW FL130

TRACK 074° TO LATUL **CROSS** LATUL AT or BLW 9000FT

TRACK 036° TO UGUXA **CROSS** UGUXA AT or BLW 8000FT

TRACK 015° TO PAVSA **CROSS** PAVSA AT or BLW 5000FT

TRACK 015° TO TUPSI

TRACK 090° TO APOKI

**RWY 18**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18

**RWY 36**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) AND MAKE CIRCLING APCH FOR RWY 36 or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18 AND MAKE CIRCLING APCH FOR RWY 36

CHANGES: EDITORIAL, TAC CH/FREQ

S34 42.15 E138 37.25

**23 MAR 23**

**AIS-AF: MILITARY USE ONLY**

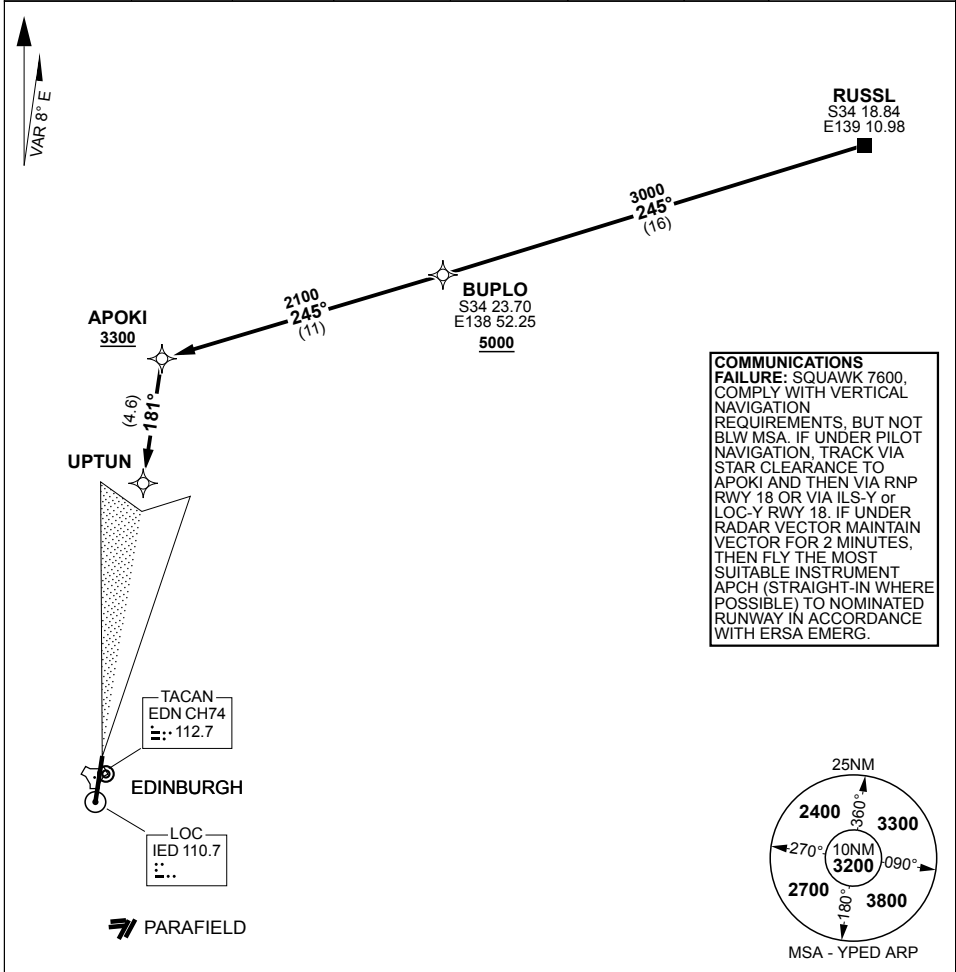
**EDINBURGH (YPED)  
STAR RIKAB ONE ECHO (RNAV)**

# STAR RUSSL ONE ECHO (RNAV) EDINBURGH (YPED)

PANS-OPS, WGS 84

**MILITARY USE ONLY**

ATIS <b>126.25 316.3</b>	AWIS (AH) <b>316.3</b>	SMC /ACD <b>134.1</b>	TWR <b>118.3 257.8</b>	APP (AD) <b>128.6 306.3</b>	CTAF /AFRU <b>118.3</b>	FIA (AD) <b>130.45</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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### ARRIVAL ROUTE DESCRIPTION

**RUSSL ONE ECHO (RNAV)**

FM RUSSL TRACK 245° TO BUPLO **CROSS** BUPLO AT or ABV 5000FT, TRACK 245° TO APOKI

**RWY 18**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18

**RWY 36**

TRACK VIA RNP RWY 18 (**CROSS** APOKI AT or ABV 3300FT) AND MAKE CIRCLING APCH FOR RWY 36 or TRACK 181° TO UPTUN THEN VIA ILS-Y or LOC-Y RWY 18 AND MAKE CIRCLING APCH FOR RWY 36

CHANGES: EDITORIAL, TAC CH/FREQ

S34 42.15 E138 37.25

**23 MAR 23**

AIS-AF: MILITARY USE ONLY

**EDINBURGH (YPED)**  
**STAR RUSSL ONE ECHO (RNAV)**

# ILS-Y or LOC-Y RWY 18 USING EDN TACAN or IED DME EDINBURGH (YPED)

ATIS <b>126.25 316.3</b>	AWIS (AH) <b>316.3</b>	SMC/ACD <b>134.1</b>	TWR <b>118.3 257.8</b>	APP (AD) <b>128.6 306.3</b>	CTAF AFRU <b>118.3</b>	FIA (AD) <b>130.45</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC																																
<p><b>NOTES:</b> • PROCEDURE NOT AVAILABLE WHEN R221 ACTIVE UNLESS AUTHORISED BY ATC</p> <p>GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINTS: - EDN TACAN or - IED DME</p>							TRACK IN 181°	TIME	MNM ALT 3300	DME LIMIT 16																													
							HOLDING AT UPTUN																																
<p>VAR 8° E</p> <p>MSA - EDN TACAN</p>							<p><b>ELEV 67</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">TLV FL110</td> <td style="width:50%;">TA 10000</td> </tr> </table>		TLV FL110	TA 10000																													
							TLV FL110	TA 10000																															
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:12.5%;">EDN TAC DIST</td> <td style="width:12.5%;">2.2</td> <td style="width:12.5%;">3</td> <td style="width:12.5%;">4</td> <td style="width:12.5%;">5</td> <td style="width:12.5%;">6</td> <td style="width:12.5%;">7</td> <td style="width:12.5%;">8</td> <td style="width:12.5%;">9</td> <td style="width:12.5%;">10</td> <td style="width:12.5%;">10.7</td> </tr> <tr> <td>IED DME DIST</td> <td>1.8</td> <td>2.5</td> <td>3.5</td> <td>4.5</td> <td>5.5</td> <td>6.5</td> <td>7.5</td> <td>8.5</td> <td>9.5</td> <td>10.2</td> </tr> <tr> <td>ALTITUDE</td> <td>610</td> <td>850</td> <td>1170</td> <td>1490</td> <td>1810</td> <td>2130</td> <td>2450</td> <td>2760</td> <td>3080</td> <td>3300</td> </tr> </table>							EDN TAC DIST	2.2	3	4	5	6	7	8	9	10	10.7	IED DME DIST	1.8	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.2	ALTITUDE	610	850	1170	1490	1810	2130	2450	2760	3080	3300
EDN TAC DIST	2.2	3	4	5	6	7	8	9	10	10.7																													
IED DME DIST	1.8	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.2																													
ALTITUDE	610	850	1170	1490	1810	2130	2450	2760	3080	3300																													
							<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">TACAN EDN</td> <td style="width:50%;">DME IED</td> </tr> <tr> <td>0</td> <td>0</td> </tr> <tr> <td>1.2</td> <td>0.8</td> </tr> <tr> <td>4.9</td> <td>4.4</td> </tr> <tr> <td>8</td> <td>7.5</td> </tr> <tr> <td>11</td> <td>10.5</td> </tr> <tr> <td>ARC</td> <td></td> </tr> <tr> <td>11</td> <td></td> </tr> </table>		TACAN EDN	DME IED	0	0	1.2	0.8	4.9	4.4	8	7.5	11	10.5	ARC		11																
							TACAN EDN	DME IED																															
0	0																																						
1.2	0.8																																						
4.9	4.4																																						
8	7.5																																						
11	10.5																																						
ARC																																							
11																																							
<p><b>MISSED APPROACH:</b> TRACK 181°. AT 500FT (LOC AT MAPT) TURN RIGHT, MAX IAS IN TURN: 210KT. TRACK 340°. CLIMB TO 3300FT OR AS DIRECTED BY ATC</p>																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:12.5%;">CATEGORY</td> <td style="width:12.5%;">A</td> <td style="width:12.5%;">B</td> <td style="width:12.5%;">C</td> <td style="width:12.5%;">D</td> <td colspan="2" style="width:25%;">E</td> </tr> <tr> <td>ILS/TAC</td> <td colspan="4" style="text-align:center;"><b>410</b></td> <td colspan="2" rowspan="2" style="text-align:center;">NOT AUTHORISED</td> </tr> <tr> <td>LOC/TAC</td> <td colspan="4" style="text-align:center;"><b>610</b></td> </tr> <tr> <td>CIRCLING</td> <td><b>800</b></td> <td>733 -2000</td> <td><b>800</b></td> <td>733 -2400</td> <td><b>890</b></td> <td>823 -4000</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>890</b></td> <td>823 -4000</td> <td><b>890</b></td> <td>823 -5000</td> </tr> </table>							CATEGORY	A	B	C	D	E		ILS/TAC	<b>410</b>				NOT AUTHORISED		LOC/TAC	<b>610</b>				CIRCLING	<b>800</b>	733 -2000	<b>800</b>	733 -2400	<b>890</b>	823 -4000				<b>890</b>	823 -4000	<b>890</b>	823 -5000
CATEGORY	A	B	C	D	E																																		
ILS/TAC	<b>410</b>				NOT AUTHORISED																																		
LOC/TAC	<b>610</b>																																						
CIRCLING	<b>800</b>	733 -2000	<b>800</b>	733 -2400	<b>890</b>	823 -4000																																	
			<b>890</b>	823 -4000	<b>890</b>	823 -5000																																	
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>NO CIRCLING IN SECTOR EAST OF RWY 18/36 BEYOND 3NM FM ARP</li> <li>ENSURE AN AWY CLR TO RE-ENTER CONTROLLED AIRSPACE IS REC PRIOR TO COMMENCING AN INSTR APCH INTO THE EDN CTAF IN MARGINAL COND OR WHEN A MISSED APCH IS INTENDED FLW A PRACTICE APCH</li> <li>MISSED APCH TOLERANCE NOT CONTAINED WITHIN YPED CTR/CTAF</li> </ol>																																							

CHANGES: EDITORIAL

MILITARY USE ONLY

**EDINBURGH (YPED)**

**21 MAR 24**

AIS-AF

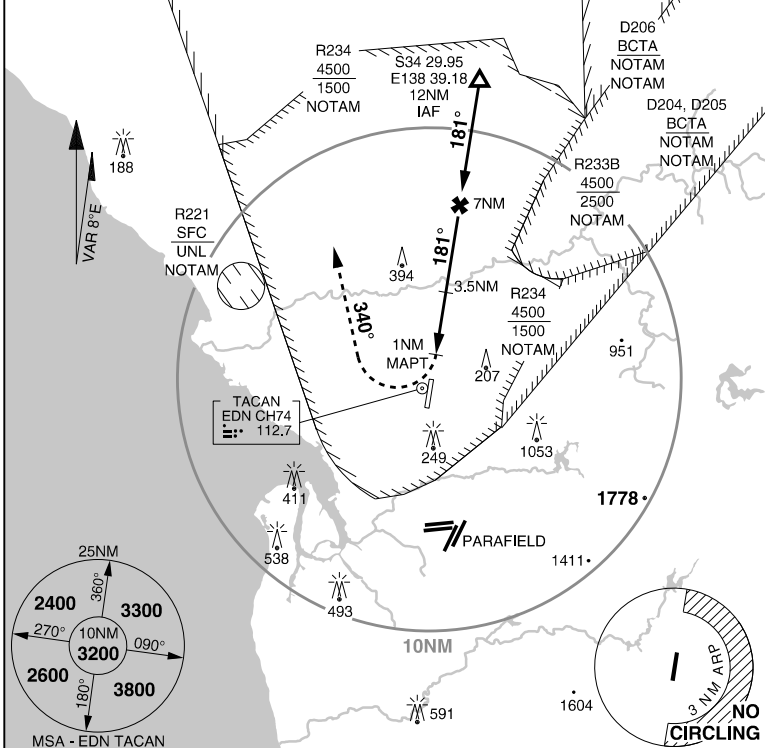
ILS-Y or LOC-Y RWY 18 USING EDN TACAN or IED DME

MILITARY USE ONLY

ARA RWY 18  
EDINBURGH (YPED)

S34 42.15 E138 37.25  
PANS-OPS, WGS 84, AATCP-1

ATIS <b>126.25 316.3</b>	AWIS (AH) <b>316.3</b>	SMC/ACD <b>134.1</b>	TWR <b>118.3 257.8</b>	APP (AD) <b>128.6 306.3</b>	CTAF AFRU <b>118.3</b>	FIA (AD) <b>130.45</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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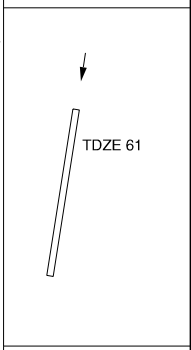


HOLDING AS DIRECTED BY ATC

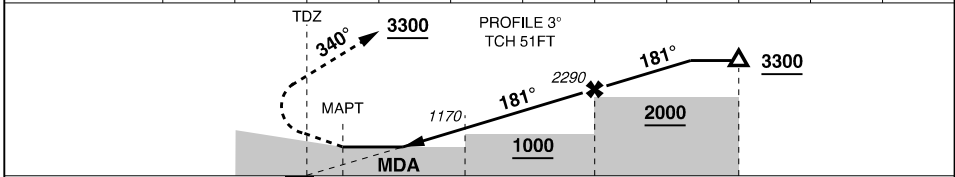
IAF S34 29.95 E138 39.18

FAF S34 34.90 E138 38.28

TDZ S34 41.84 E138 37.02



NM FM TDZ	1.8	2	3	4	5	6	7	8	9	10.2	
ALTITUDE	630	690	1010	1330	1650	1970	2290	2600	2920	3300	



TDZ 18 0 1 3.5 7 12 DTHR 18 ELEV 61

**MISSED APPROACH:** TURN RIGHT, MAX IAS IN TURN: 210KT. TRACK 340°. CLIMB TO 3300FT OR AS DIRECTED BY ATC

CATEGORY	C		D		E
ARA	630	563 -2400 (VIS -1800 WITH ACTUAL QNH)			NOT AUTHORISED
CIRCLING	890	823 -4000	890	823 -5000	

- NOTES:**
- NO CIRCLING IN SECTOR EAST OF RWY 18/36 BEYOND 3NM FM ARP
  - ENSURE AN AWY CLR TO RE-ENTER CONTROLLED AIRSPACE IS REC PRIOR TO COMMENCING AN INSTR APCH INTO THE EDN CTAF IN MARGINAL COND OR WHEN A MISSED APCH IS INTENDED FLW A PRACTICE APCH
  - MISSED APCH TOLERANCE NOT CONTAINED WITHIN YPED CTR/CTAF
  - PROCEDURE NOT AVAILABLE WHEN R221 ACTIVE UNLESS AUTHORISED BY ATC
  - TDZ ON RWY C/L 313M PAST LDG THR

CHANGES: VIS  
**15 JUN 23**

AIS-AF  
MILITARY USE ONLY

**EDINBURGH (YPED)**  
ARA RWY 18

TACAN EDN Chan 74	APCH CRS 187°	RWY LDG THR ELEV 61 AD ELEV 67	8399
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PANS-OPS, WGS-84

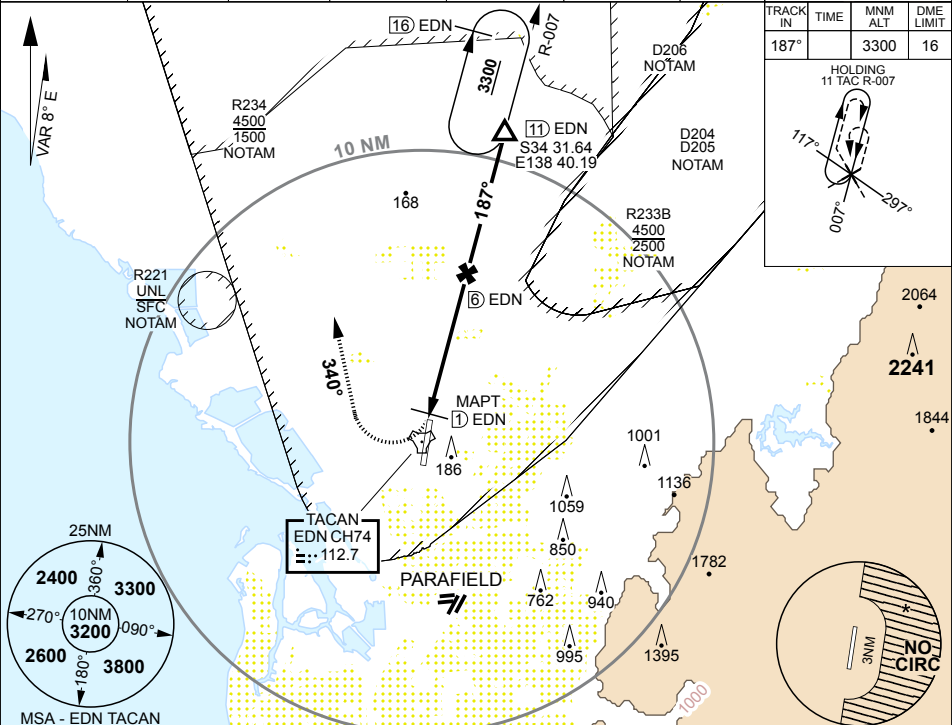
# TACAN RWY 18 EDINBURGH (YPED)

1. NO CIRCLING IN SECTOR EAST OF RWY 18/36 BEYOND 3NM.
2. ENSURE AN AWY CLR TO RE-ENTER CONTROLLED AIRSPACE IS REC PRIOR TO COMMENCING AN INSTR APCH INTO THE EDN CTAF IN MARGINAL COND OR WHEN A MISSED APCH IS INTENDED FLW A PRACTICE APCH.
3. MISSED APCH TOLERANCE NOT CONTAINED WITHIN YPED CTR/CTAF.
4. PROCEDURE NOT AVAILABLE WHEN R221 ACTIVE UNLESS AUTHORISED BY ATC.

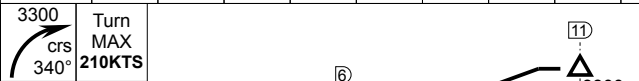


**MISSED APPROACH:**  
TURN RIGHT, MAX IAS IN TURN: 210KT. TRACK 340°. CLIMB TO 3300FT OR AS DIRECTED BY ATC.

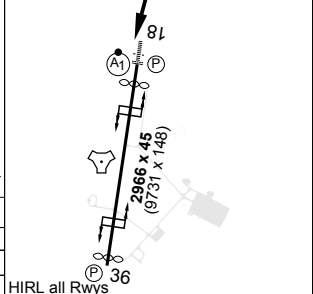
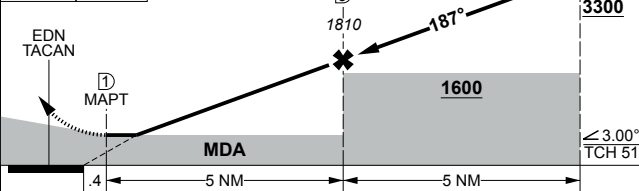
ATIS 126.25 316.3	AWIS (AH) 316.3	SMC /ACD 134.1	TWR 118.3 257.8	APP (AD) 128.6 306.3	CTAF /AFRU 118.3	FIA (AD) 130.45	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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EDN TAC	2.2	3	4	5	6	7	8	9	10	10.7		
ALTITUDE	620	860	1180	1500	1810	2130	2450	2770	3090	3300		



TLV FL110	TA 10000
THR ELEV 61	TDZE 61



CATEGORY	A	B	C	D
S-18	620	553	3100m	
CIRCLING	800 733 2000m	800 733 2400m	890 823 4000m	890 823 5000m

CHANGES: TAC CH/FREQ S34 42.15 E138 37.25  
**23 MAR 23**  
 EDINBURGH (YPED)  
 TACAN RWY 18  
 AIS-AF  
 MILITARY USE ONLY

APCH CRS	RWY LDG	8399
181°	THR ELEV	61
	AD ELEV	67

PANS-OPS, WGS-84

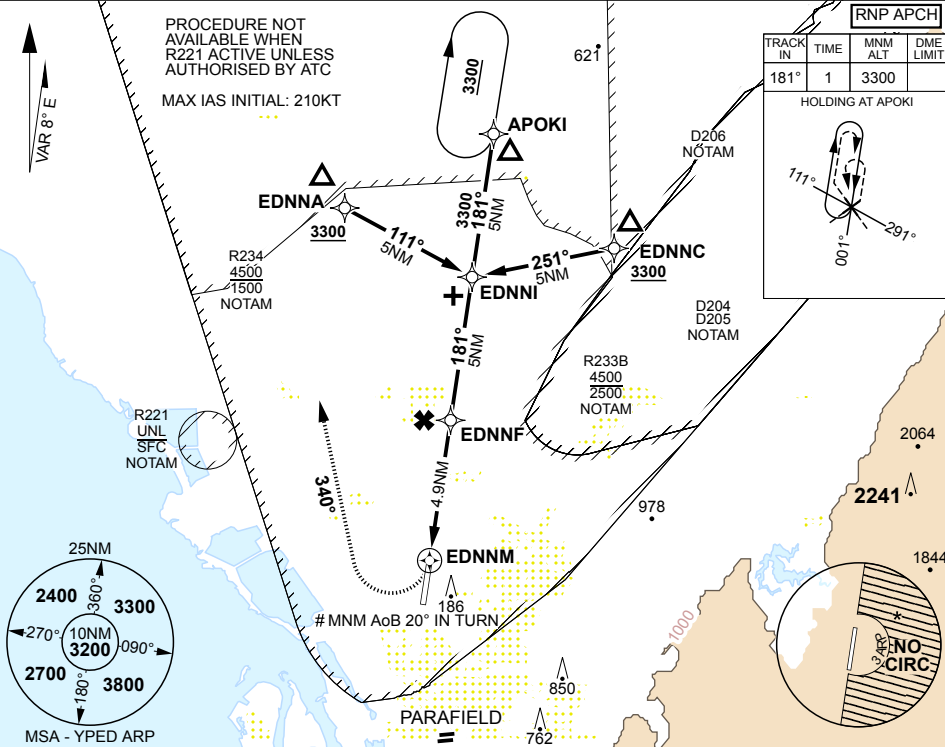
# RNP RWY 18 EDINBURGH (YPED)

- NO CIRCLING IN SECTOR EAST OF RWY 18/36 BEYOND 3NM FM ARP.
- ENSURE AN AWY CLR TO RE-ENTER CONTROLLED AIRSPACE IS REC PRIOR TO COMMENCING AN INSTR APCH INTO THE EDN CTA IN MARGINAL COND OR WHEN A MISSED APCH IS INTENDED FLW A PRACTICE APCH.
- MISSED APCH TOLERANCE NOT CONTAINED WITHIN YPED CTR/CTAF.

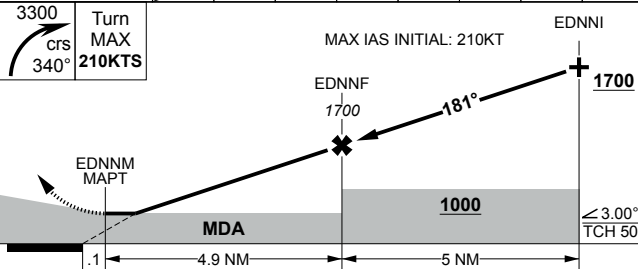
ALSF-1

**MISSED APPROACH:**  
TURN RIGHT. MAX IAS IN TURN:  
210KT. MNM AOB 20° IN TURN.  
TRACK 340°. CLIMB TO 3300FT OR  
AS DIRECTED BY ATC.

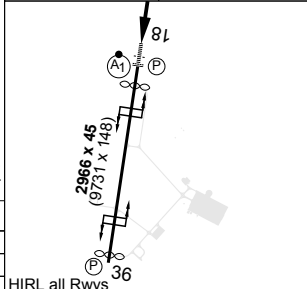
ATIS	AWIS (AH)	SMC /ACD	TWR	APP (AD)	CTAF /AFRU	FIA (AD)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	130.45	



NM TO NEXT WPT	EDNNM	1.5	2	3	4	EDNDF	1	2	3	4	EDNNI		
ALTITUDE		620	780	1100	1420	1700	2020	2340	2660	2980	3300		



TLV FL110	TA 10000
THR ELEV 61	TDZE 61



CATEGORY	A	B	C	D
LNVA MDA	620	553	2400m	(VIS -1800 WITH ACTUAL QNH)
CIRCLING	800 733 2000m	800 733 2400m	890 823 4000m	890 823 5000m

CHANGES: VIS S34 42.15 E138 37.25

15 JUN 23

AIS-AF  
MILITARY USE ONLY

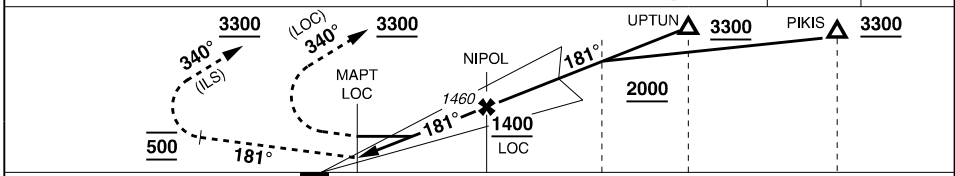
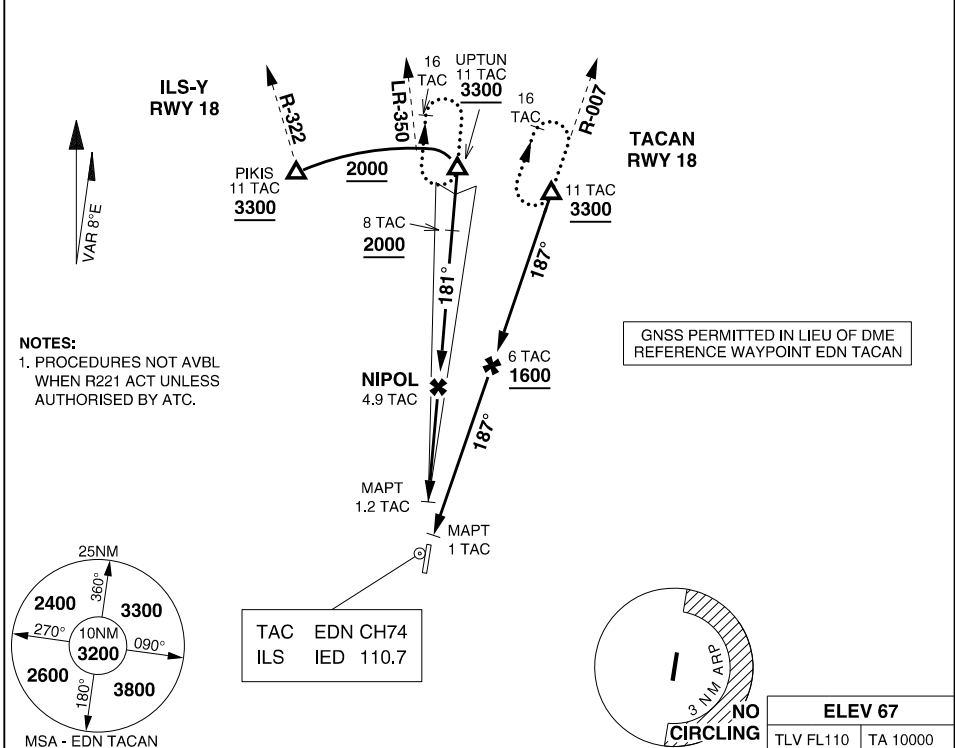
EDINBURGH (YPED)  
RNP RWY 18

MILITARY USE ONLY

COMPOSITE  
EDINBURGH (YPED)

S34 42.15 E138 37.25  
PANS-OPS, WGS 84

ATIS	AWIS (AH)	SMC/ACD	TWR	APP (AD)	CTAF AFRU	FIA (AD)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	130.45	



TACAN EDN 0 1.2 4.9 8 11 ARC 11

PROCEDURE	S-MINIMA		CIRCLING		MISSED APPROACH
	C/D		C	D	
ILS-Y RWY 18	410	349 -1200 (VIS -800 WITH ACTUAL QNH)	890	890	TRACK 181°, AT 500FT TURN RIGHT, MAX IAS IN TURN 210KT. TRACK 340°, CLIMB TO 3300FT, OR AS DIRECTED BY ATC
LOC-Y RWY 18	610	543 -2300 (VIS -1700 WITH ACTUAL QNH)	890	890	TURN RIGHT, TRACK 340°, MAX IAS IN TURN 210KT. CLIMB TO 3300FT, OR AS DIRECTED BY ATC
TACAN RWY 18	620	553 -3100 (VIS -2500 WITH ACTUAL QNH)	890	890	TURN RIGHT, TRACK 340°, MAX IAS IN TURN 210KT. CLIMB TO 3300FT, OR AS DIRECTED BY ATC

EDN TACAN DIST (ILS/LOC)	2.2	3	4	5	6	7	8	9	10	10.7		
ALTITUDE	610	850	1170	1490	1810	2130	2450	2760	3080	3300		

CHANGES: VIS  
**15 JUN 23**

ACG  
MILITARY USE ONLY

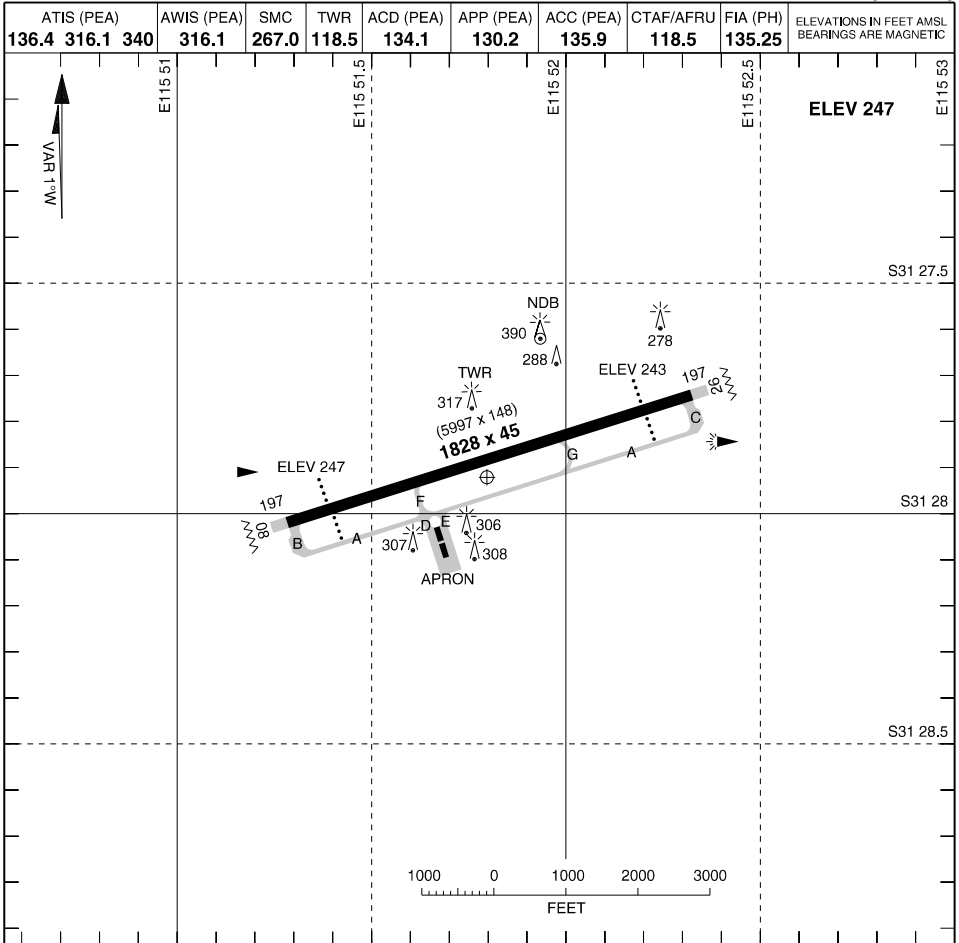
**EDINBURGH (YPED)**  
COMPOSITE



MILITARY USE ONLY

# AERODROME CHART GINGIN (YGIG)

S31 27.91 E115 51.80  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
<b>08</b> (076°)	PAPI - 3.00° 29FT		LIRL (1)	
<b>26</b> (256°)	PAPI - 3.00° 30FT			
TAXIWAY: CENTRELINE GREEN ILLUMINATED WIND INDICATOR SDBY PWR AVBL				

CHANGES: SDBY PWR NOTE

**01 DEC 22**

AIS-AF  
MILITARY USE ONLY

**GINGIN (YGIG)**  
AERODROME CHART

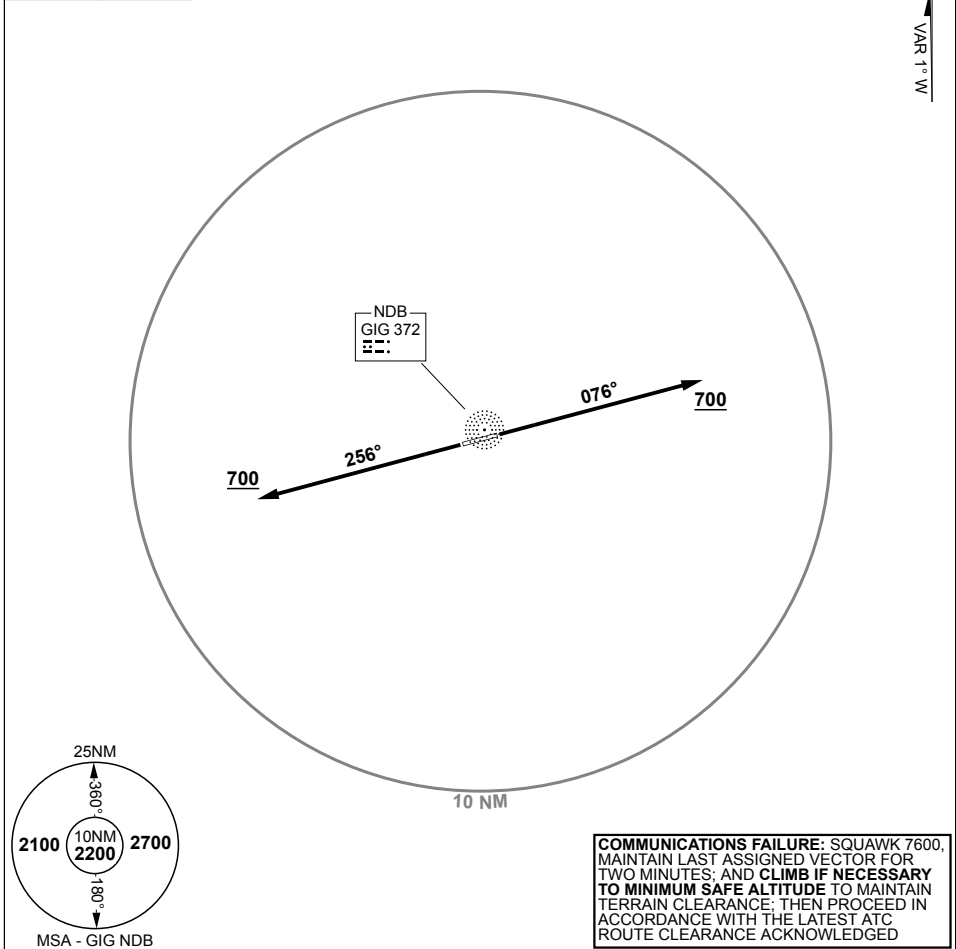
MILITARY USE ONLY

SID (RADAR) ALL RWYS  
**GINGIN (YGIG)**

PANS-OPS, WGS 84

ATIS (PEA) <b>136.4</b> 316.1 340	AWIS (PEA) <b>316.1</b>	SMC <b>267.0</b>	TWR <b>118.5</b>	ACD (PEA) <b>134.1</b>	APP (PEA) <b>130.2</b>	ACC (PEA) <b>135.9</b>	CTAF / AFRU <b>118.5</b>	FIA (PH) <b>135.25</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 247</b>	
TLV FL110	TA 10000



**DEPARTURE ROUTE DESCRIPTION**

**GINGIN THREE**

**RWY 08**

GRAD 3.3%, TRACK 076°, AT 700FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

**RWY 26**

GRAD 3.3%, TRACK 256°, AT 700FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

CHANGES: YPEA ATIS FREQ

S31 27.91 E115 51.80

**02 DEC 21**

AIS-AF  
 MILITARY USE ONLY

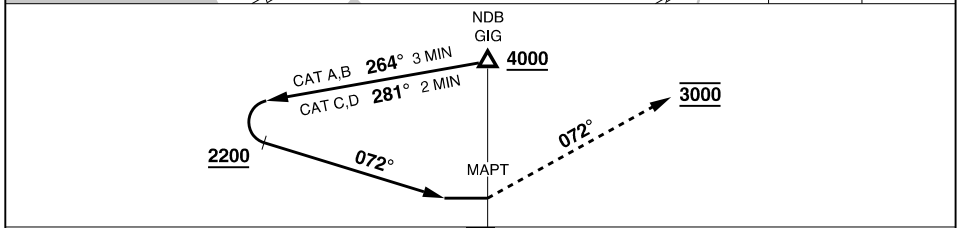
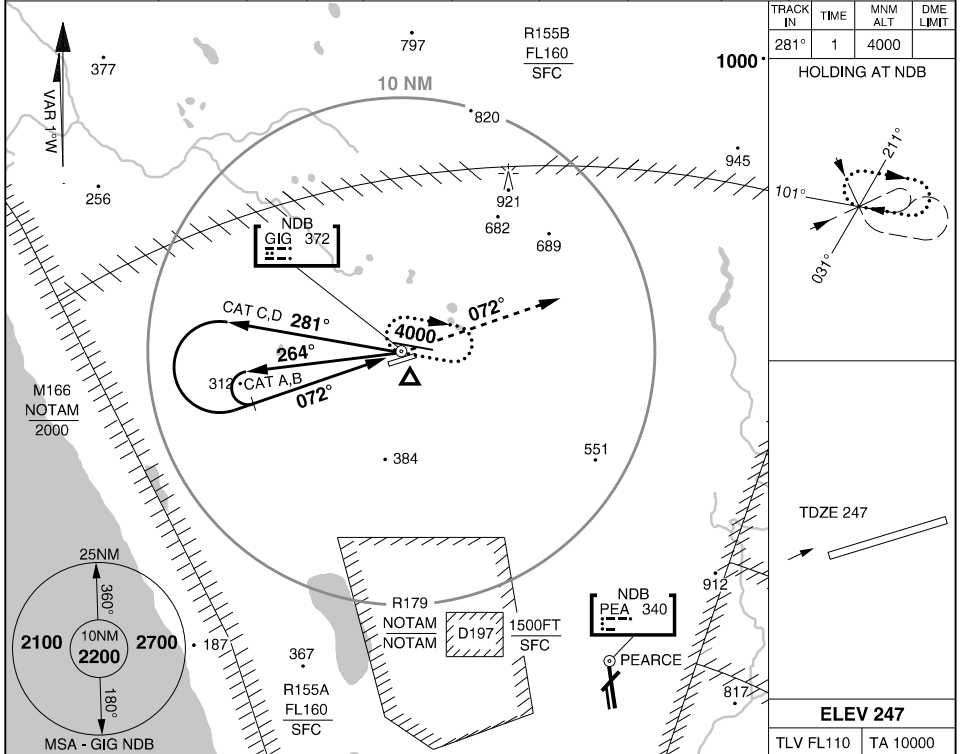
**GINGIN (YGIG)**  
 SID (RADAR) ALL RWYS

MILITARY USE ONLY

S31 27.91 E115 51.80  
PANS-OPS, WGS 84

NDB RWY 08  
GINGIN (YGIG)

ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF/AFRU	FIA (PH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	267.0	118.5	134.1	130.2	135.9	118.5	135.25	



THR 08 ELEV 247

**MISSED APPROACH: TRACK 072°, CLIMB TO 3000FT**

CATEGORY	A	B	C	D
NDB		840	593 -3400	
CIRCLING	990	743 -2400	1140 893 -4000	1340 1093 -5000

CHANGES: SUA IDENT  
**13 JUN 24**

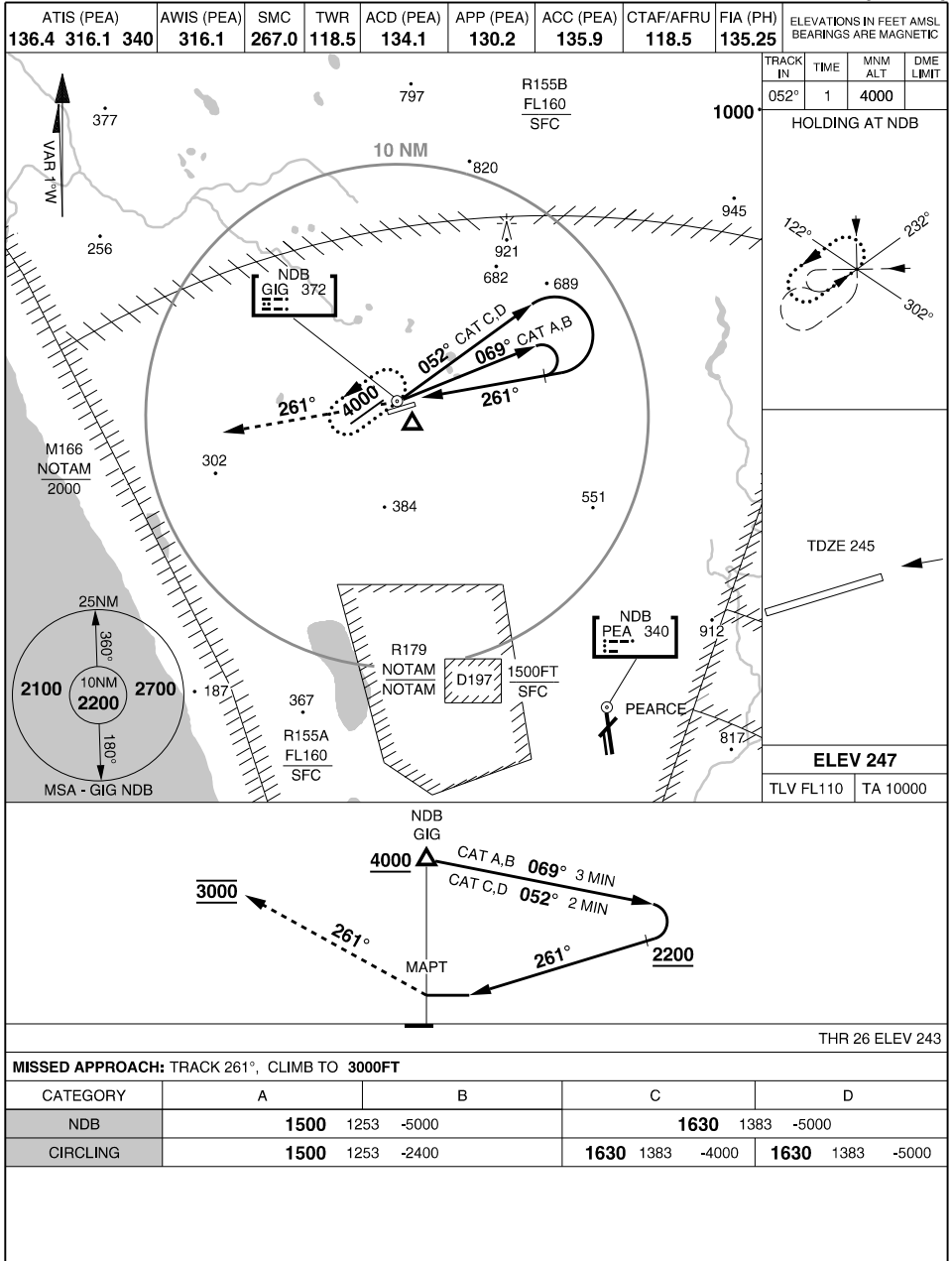
AIS-AF  
MILITARY USE ONLY

**GINGIN (YGIG)**  
NDB RWY 08

MILITARY USE ONLY

S31 27.91 E115 51.80  
PANS-OPS, WGS 84

NDB RWY 26  
GINGIN (YGIG)



CHANGES: SUA IDENT  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY

**GINGIN (YGIG)**  
NDB RWY 26

APCH CRS	RWY LDG	5997
076°	THR ELEV	247
	AD ELEV	247

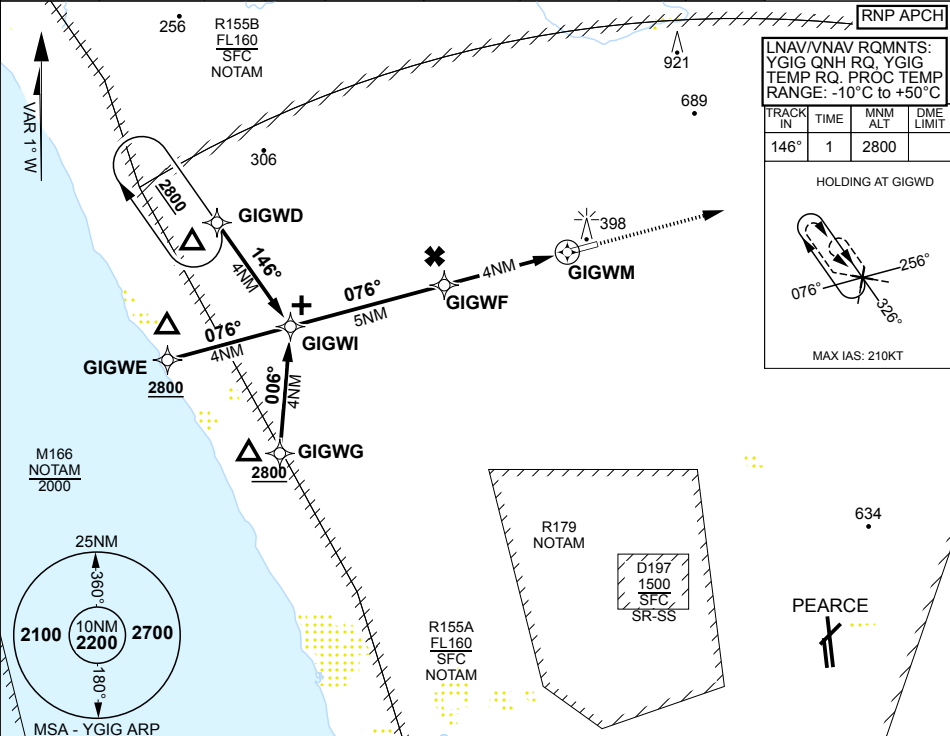
PANS-OPS, WGS-84

# RNP RWY 08 GINGIN (YGIG)

1. MAX IAS INITIAL: 210KT.

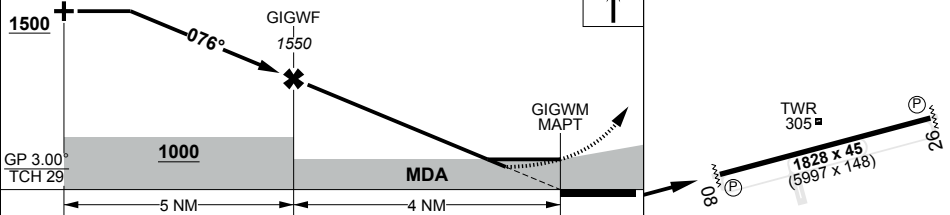
MISSED APPROACH:  
TRACK 076°, CLIMB TO 3000FT.

ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF / AFRU	FIA (PH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	267.0	118.5	134.1	130.2	135.9	118.5	135.25	



NM TO NEXT WPT	3.9	3	2	1	GIGWF	3	2	1.6	1	GIGWM			
ALTITUDE	2800	2510	2190	1870	1550	1230	910	790	600				

GIGWI	TLV FL110	TA 10000
1500	THR ELEV 247	TDZE 247



CATEGORY	A	B	C	D
LNAV/VNAV DA	600	353	2000m	
LNAV MDA	790	543	3100m	(VIS -2600 WITH ACTUAL QNH)
CIRCLING	990	743	2400m	1140 893 1340 1093 4000m 5000m

LIRL all Rwys

CHANGES: SUA IDENT 13 JUN 24  
S31 27.91 E115 51.80  
AIS-AF MILITARY USE ONLY  
GINGIN (YGIG) RNP RWY 08

APCH CRS	RWY LDG	5997
256°	THR ELEV	243
	AD ELEV	247

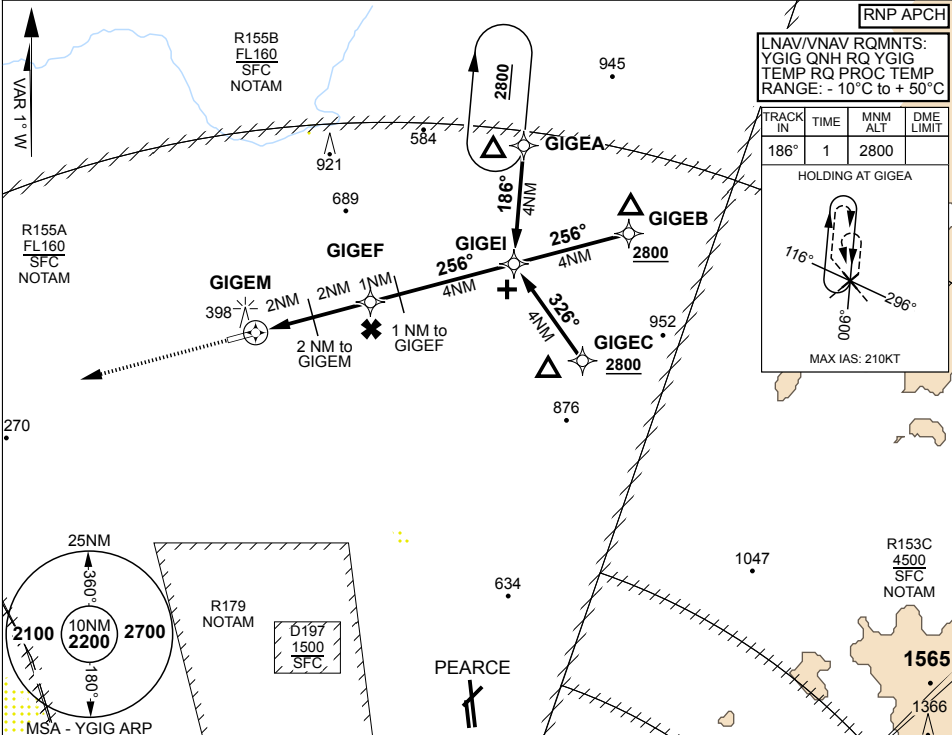
# RNP RWY 26 GINGIN (YGIG)

PANS-OPS, WGS-84

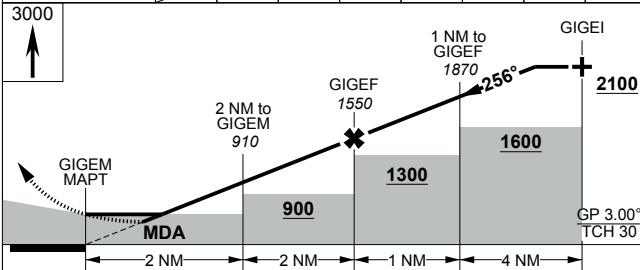
1. MAX IAS INITIAL: 210KT.

MISSED APPROACH:  
TRACK 256°, CLIMB TO 3000FT.

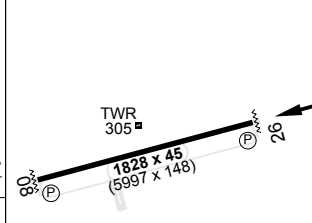
ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF/ AFRU	FIA (PH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	267.0	118.5	134.1	130.2	135.9	118.5	135.25	



NM TO NEXT WPT	GIGEM	1	1.5	2	3	GIGEF	1	2	3	3.9				
ALTITUDE		580	760	910	1230	1550	1870	2180	2500	2800				



TLV FL110	TA 10000
THR ELEV 243	TDZE 245



CATEGORY	A	B	C	D
LNVA/VNAV DA	580		333	
LNVA MDA	760	513	3000m	(VIS -2400 WITH ACTUAL QNH)
CIRCLING	990	743	2400m	1140 893 4000m
				1340 1093 5000m

LIRL all Rwys

CHANGES: CHART TITLE, EDITORIAL S31 27.91 E115 51.80

07 SEP 23

102

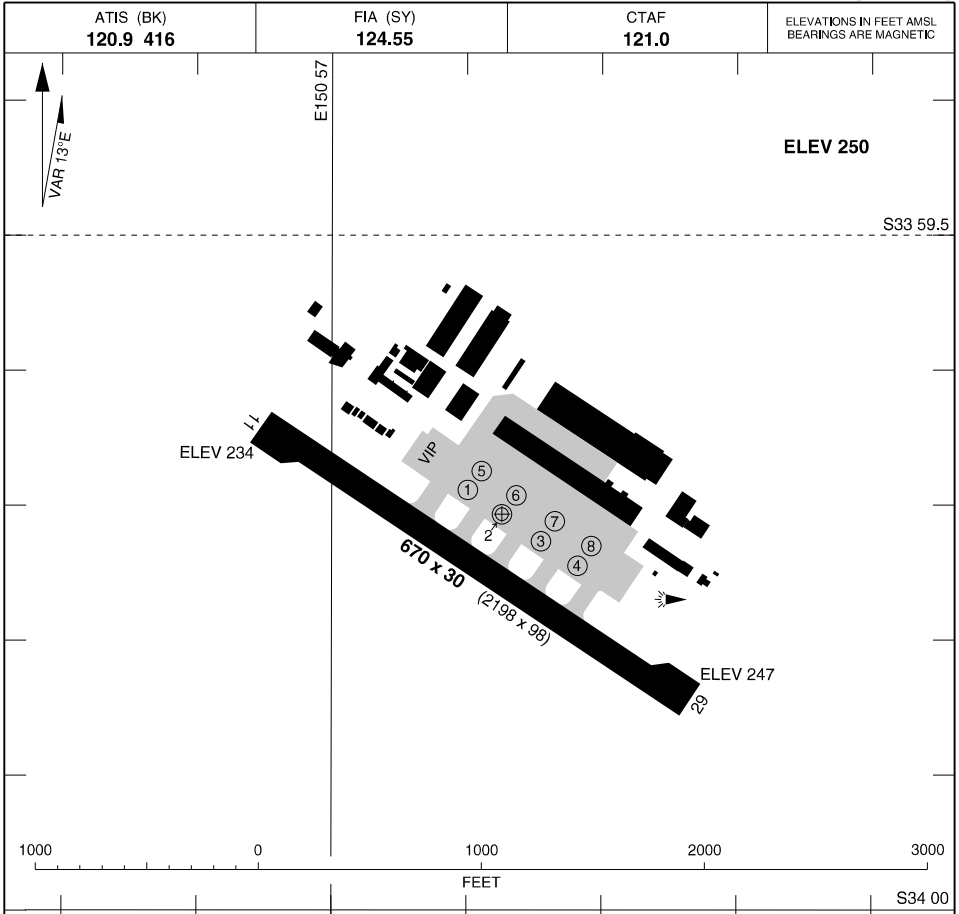
AIS-AF  
MILITARY USE ONLY

# GINGIN (YGIG) RNP RWY 26

MILITARY USE ONLY

# AERODROME CHART HOLSWORTHY (YSHW)

S33 59.70 E150 57.15  
PANS-OPS, WGS 84



LIGHTING				<b>NOTES</b> 1. ALL VISITING ACFT MUST BE CONVERSANT WITH SI(6AVN) OPS 3-1001. 2. ALL ACFT MUST CTC RANGE CTL PRIOR TO ENTRY AND DEP FM R555/HOLSWORTHY AD FOR ACT RANGE STATUS. 3. WHILST OPR WI R555 ALL ACFT MUST MONITOR RANGE CTL, CS *90B* 82.400(P), 72.350(S), AND REMAIN CLR OF ALL ACT RANGES. 4. RWY 29 - RIGHT CIRCUIT. 5. RWY SLOPES DOWN TO WEST.
RWY	APPROACH	THR	RUNWAY	
<b>11</b> (110°)	NIL	NIL	LIRL	
<b>29</b> (290°)				
ILLUMINATED WIND DIRECTION INDICATOR SDBY PWR AVBL APRON FLOODLIGHTING AVBL ON REQUEST				

CHANGES: CTAF FREQ  
**13 JUN 24**

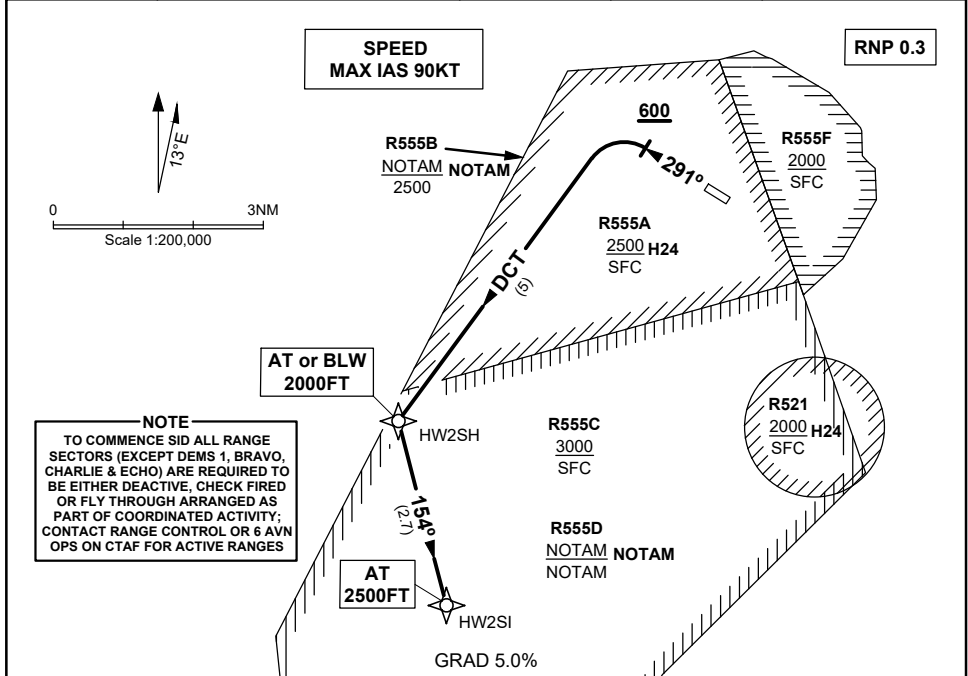
AIS-AF  
MILITARY USE ONLY

**HOLSWORTHY (YSHW)**  
AERODROME CHART

STANDARD INSTRUMENT DEPARTURES (SID)  
 HW2SI ONE DEPARTURE (HELICOPTER, RNAV)  
**HOLSWORTHY, NSW (YSHW)**

13 JUN 2024

YSBK ATIS 120.9 416	RANGE CONTROL PRI: 72.350 ALT: 82.400	FIA SY CEN 124.55	CTAF 121.0	Bearings are Magnetic Elevations in FEET AMSL
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**HW2SI ONE DEPARTURE**

**RWY 29**

- Track 291°
- AT or ABV 600FT turn LEFT
- TRACK DCT HW2SH
- **Cross HW2SH AT or BLW 2000FT**
- Track 154° to HW2SI
- Climb to 2500FT

**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of communication failure

- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: CTAF FREQ

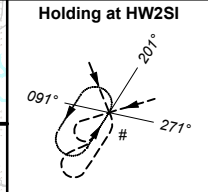
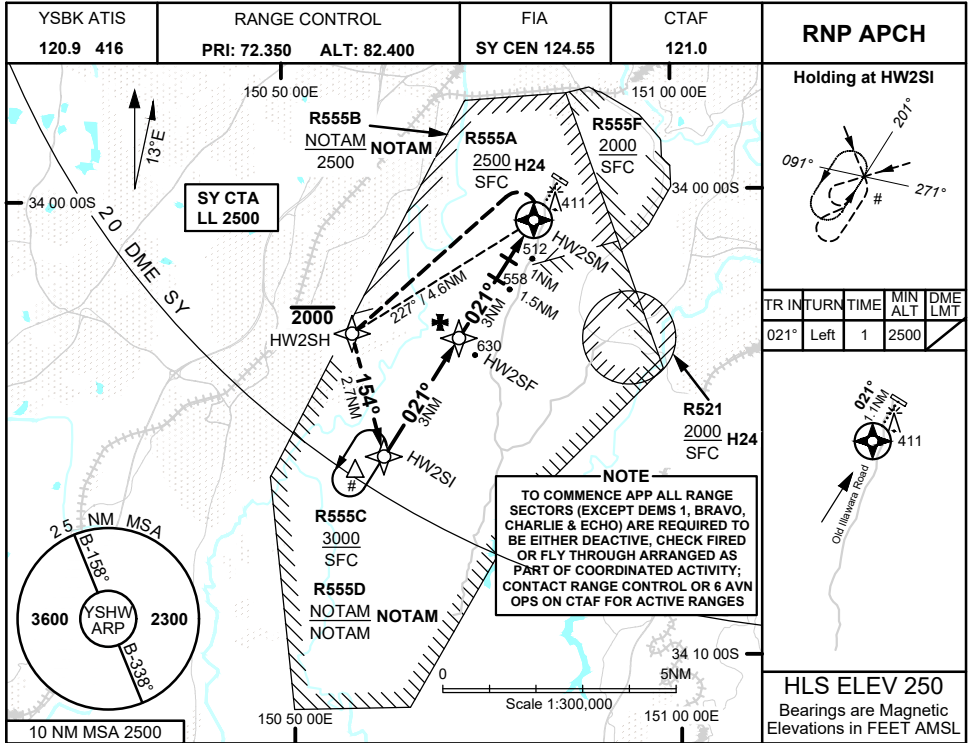


**MILITARY USE ONLY  
USE QNH**

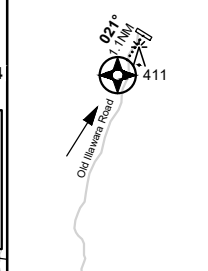
RNP 021

13 JUN 2024

**HOLSWORTHY, NSW (YSHW)**

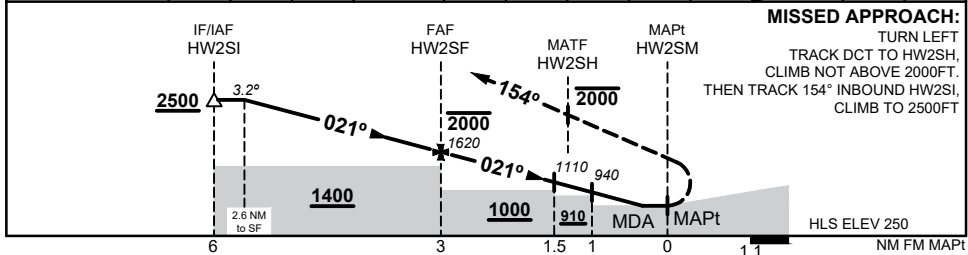


TR	INTURN	TIME	MIN ALT	DME LMT
021°	Left	1	2500	



**HLS ELEV 250**  
Bearings are Magnetic  
Elevations in FEET AMSL

NM TO NEXT WPT	2.6	2	1	HW2SF	2	1.5	1	0.8	0.5	HW2SM		
ALT (3.2° APCH PATH)	2500	2300	1960	1620	1280	1110	940	860	770			



**NOTES**

1. MAX IAS:  
FINAL: 70KTS  
MAPt TURN: 70 KTS
2. KEY LEAD IN FEATURES:  
OLD ILLAWARRA ROAD
3. HLDG AND MAP NOT CONTAINED IN CONTROLLED AIRSPACE
- #4. HOLDING: MAINTAIN WITHIN R555C AT ALL TIMES

CATEGORY	H
LNAV (VAA) USING YSBK QNH (4.2% MAP)	<b>770</b> (520 - 3.0)
LNAV (VAA, 4.2% MAP)	<b>860</b> (610 - 3.5)
CIRCLING	NOT APPLICABLE
ALTERNATE	(1110 - 5.5)

Changes: CTAF

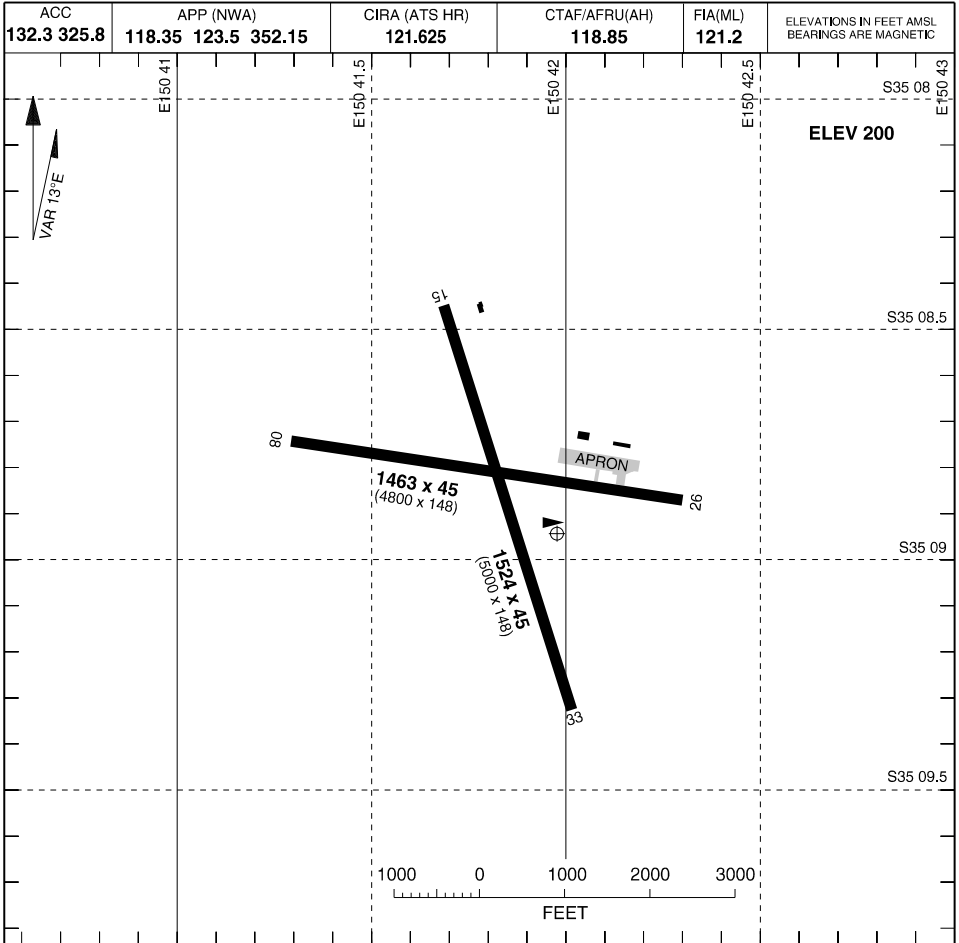
**MILITARY USE ONLY**

SHWGN01-NNN

MILITARY USE ONLY

**AERODROME CHART  
JERVIS BAY (YJBY)**

S35 08.85 E150 41.92  
PANS-OPS, WGS 84



LIGHTING				NOTES 1. SIGNIFICANT ANIMAL HAZARD
RWY	APPROACH	THR	RUNWAY	
<b>08</b> (082°)	NIL	NIL	NIL	
<b>26</b> (262°)				
<b>15</b> (151°)	NIL	NIL	NIL	
<b>33</b> (331°)				
WIND INDICATOR UNLIT				

CHANGES: ARP LAT/LONG UPDATE  
**17 JUN 21**

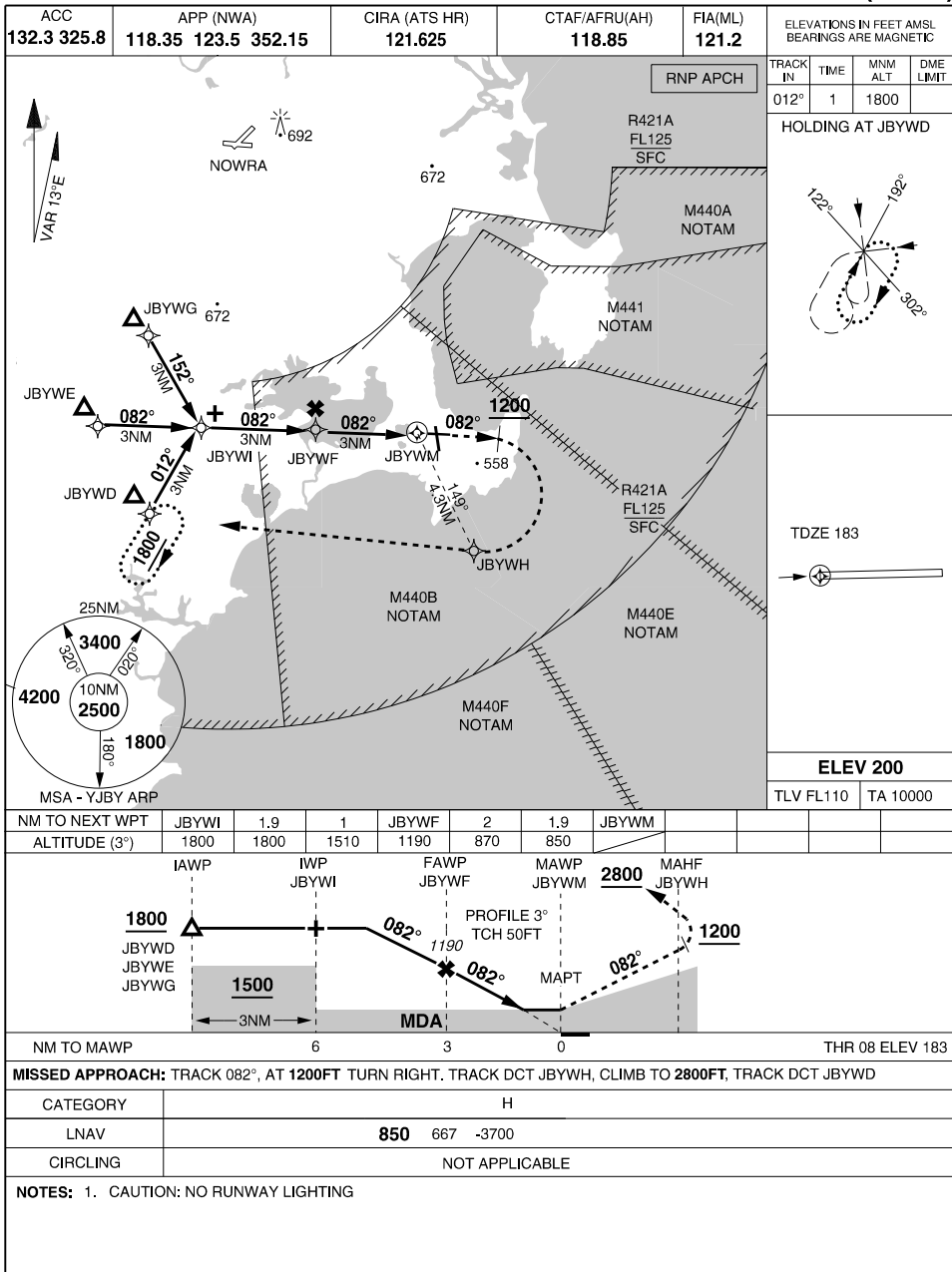
**AIS-AF**  
MILITARY USE ONLY

**JERVIS BAY (YJBY)**  
AERODROME CHART

S35 08.85 E150 41.92  
 PANS-OPS, WGS 84

MILITARY USE ONLY

RNP RWY 08 (CAT H)  
**JERVIS BAY (YJBY)**



CHANGES: CHART TITLE, RNP APCH RQMNT, SUA IDENT

**30 NOV 23**

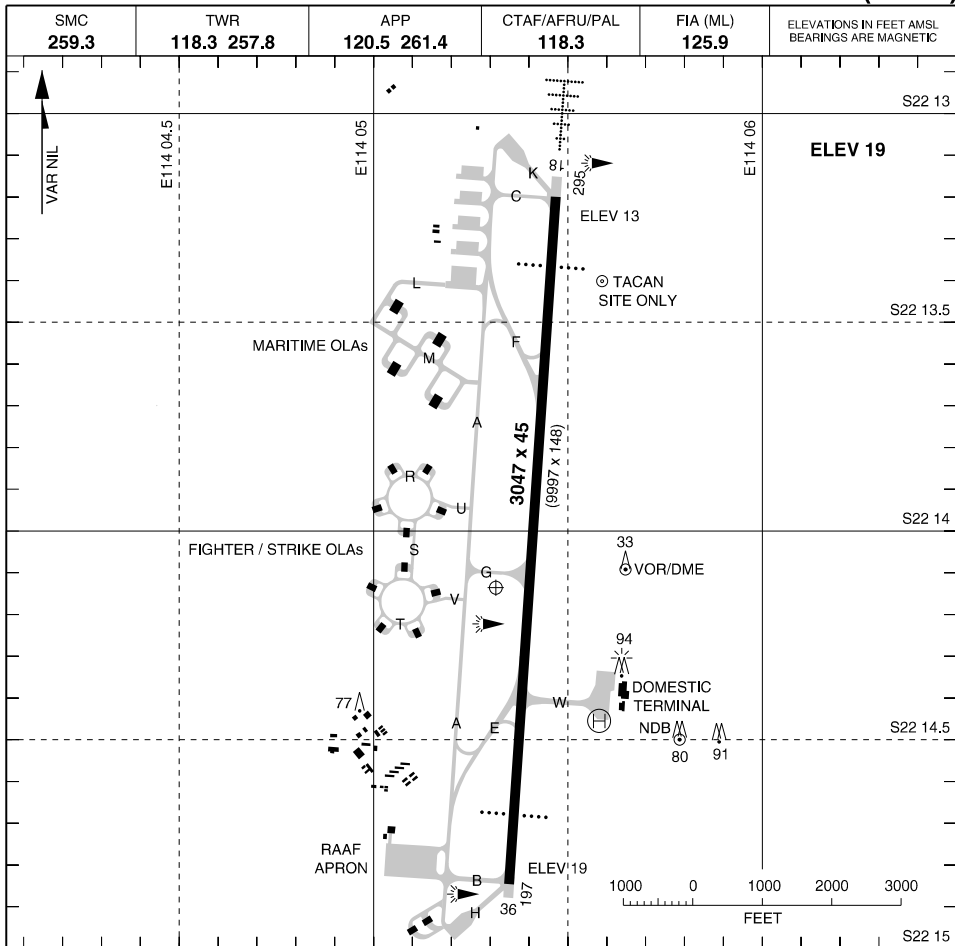
AIS-AF  
 MILITARY USE ONLY

**JERVIS BAY (YJBY)**  
 RNP RWY 08 (CAT H)

MILITARY USE ONLY

# AERODROME CHART LEARMOUTH (YPLM)

S22 14.13 E114 05.32  
PANS-OPS, WGS 84



**LIGHTING**

**NOTES**

RWY	APPROACH	THR	RUNWAY
18 (183°)	HAL (6) PAPI 3.00° 50FT		HIRL
36 (003°)	PAPI 3.00° 50FT		HIRL

TWY: CENTRELINER GREEN  
ILLUMINATED WIND INDICATOR  
STANDBY POWER AVBL

CHANGES: TWY AND APN LABELS

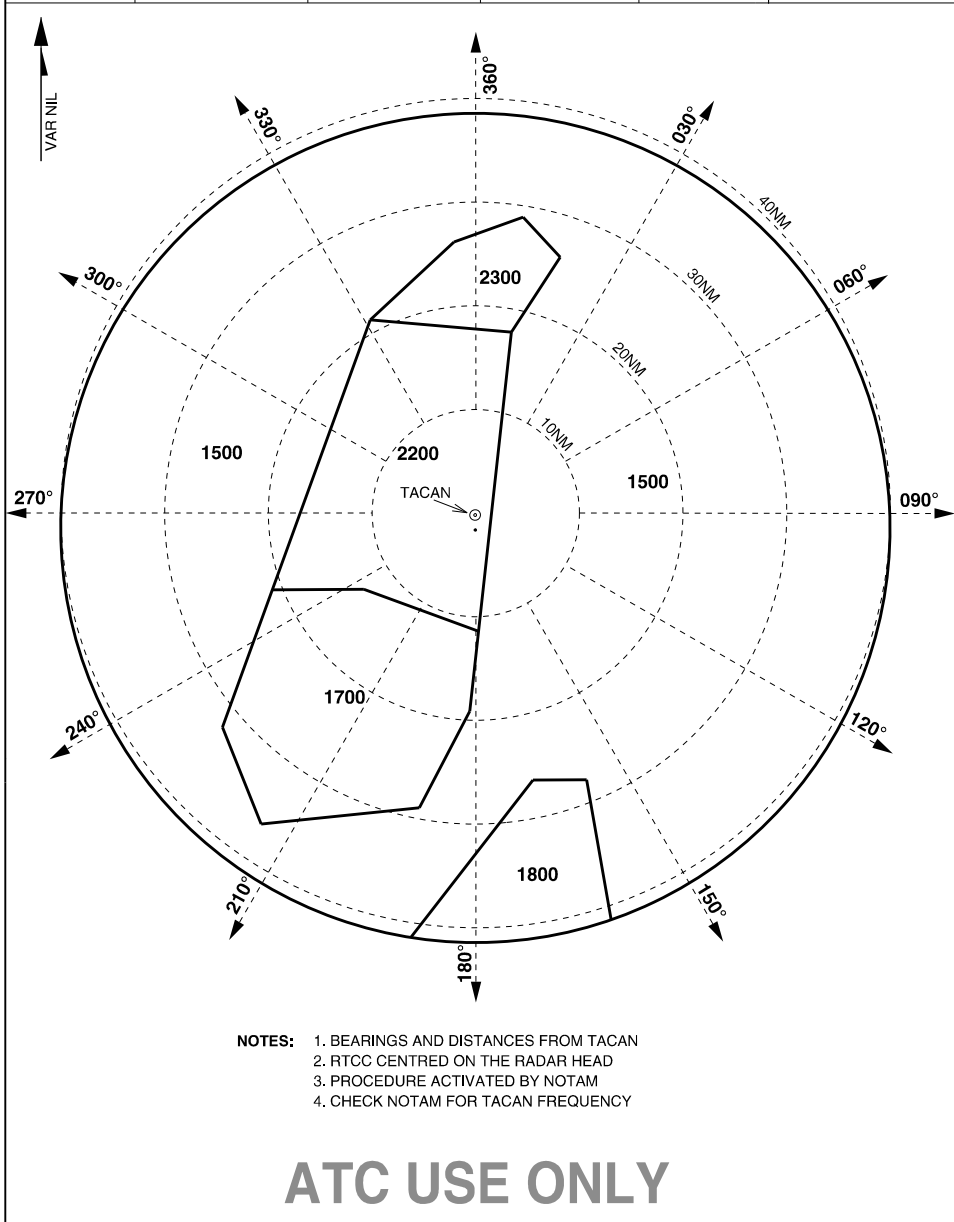
**24 MAR 22**

AIS-AF  
MILITARY USE ONLY

**LEARMOUTH (YPLM)  
AERODROME CHART**

MILITARY USE ONLY  
**ATC USE ONLY** RTCC  
**LEARMONTH (YPLM)**

SMC <b>259.3</b>	TWR <b>118.3 257.8</b>	APP <b>120.5 261.4</b>	CTAF/AFRU/PAL <b>118.3</b>	FIA (ML) <b>125.9</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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CHANGES: NEW CHART  
**30 NOV 23**

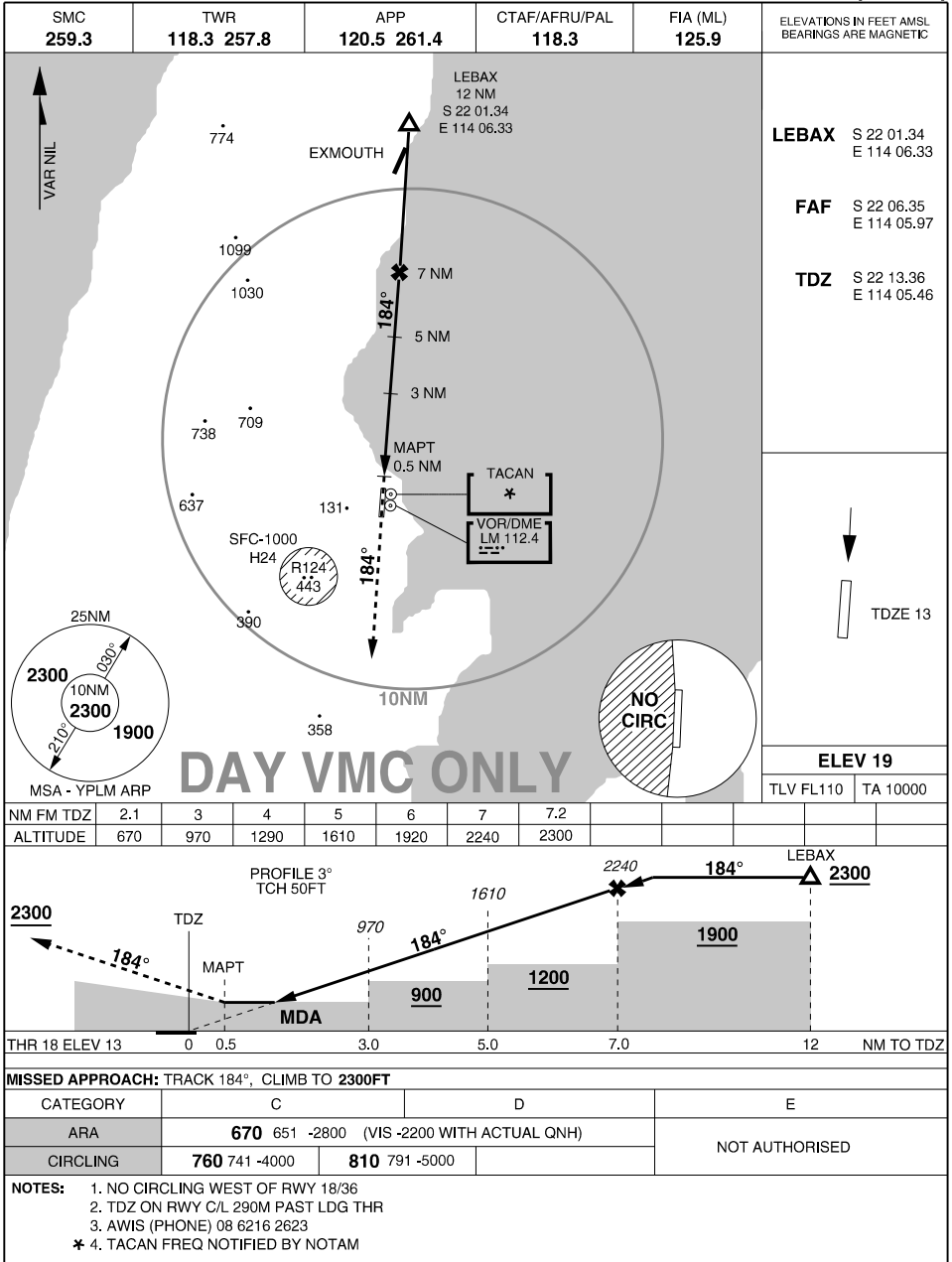
AIS-AF  
MILITARY USE ONLY

**LEARMONTH (YPLM)**  
RTCC

MILITARY USE ONLY

S22 14.13 E114 05.32  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 18  
LEARMOUTH (YPLM)



<b>MISSED APPROACH: TRACK 184°, CLIMB TO 2300FT</b>			
CATEGORY	C	D	E
ARA	<b>670</b> 651 -2800 (VIS -2200 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	<b>760</b> 741 -4000 <b>810</b> 791 -5000		

**NOTES:** 1. NO CIRCLING WEST OF RWY 18/36  
2. TDZ ON RWY C/L 290M PAST LDG THR  
3. AWIS (PHONE) 08 6216 2623  
\* 4. TACAN FREQ NOTIFIED BY NOTAM

CHANGES: VIS, DELETE VIS NOTE, NOTE 4

**15 JUN 23**

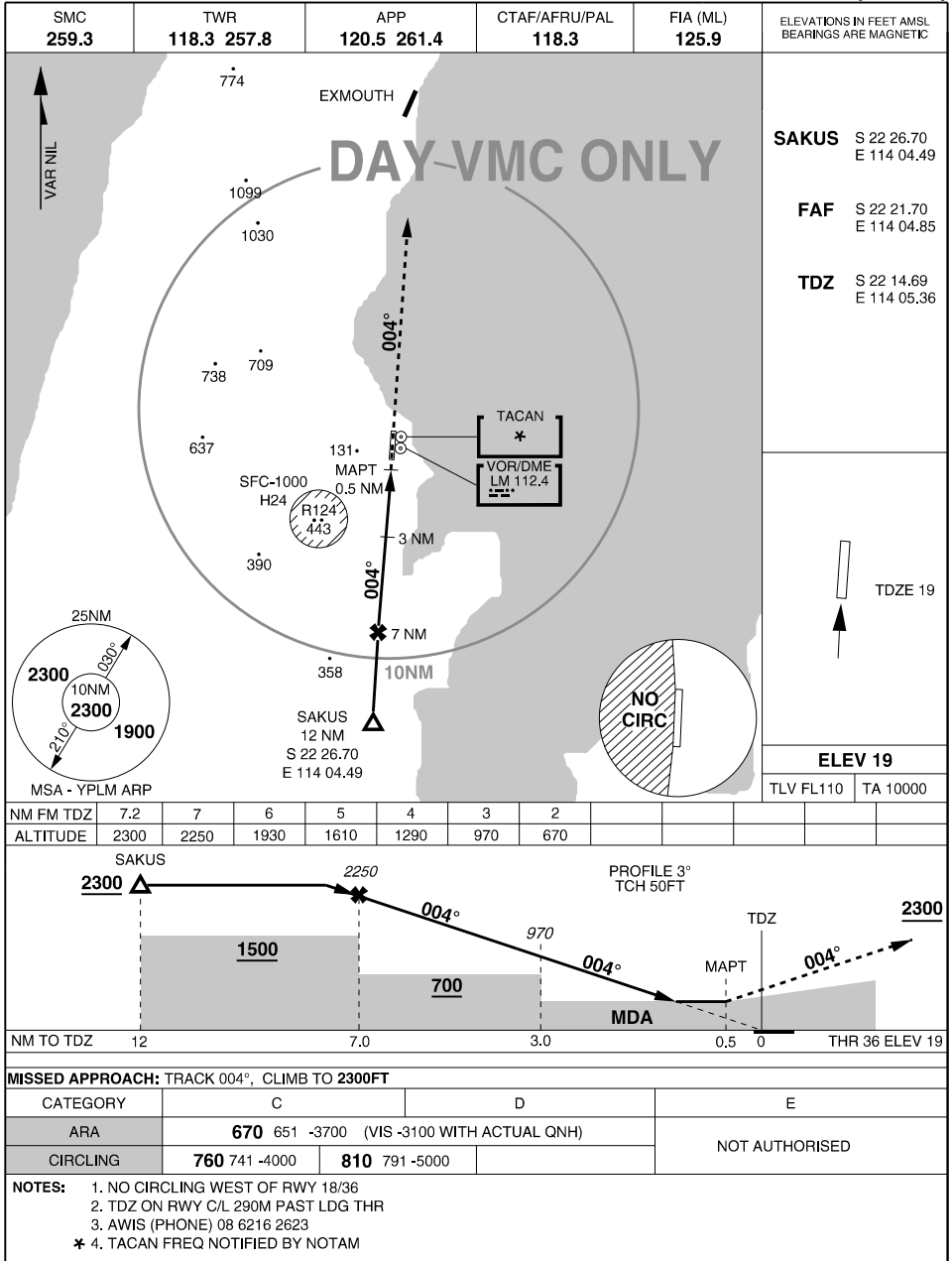
AIS-AF  
MILITARY USE ONLY

**LEARMOUTH (YPLM)**  
ARA RWY 18

MILITARY USE ONLY

S22 14.13 E114 05.32  
 PANS-OPS, WGS 84, AATCP-1

ARA RWY 36  
**LEARMONTH (YPLM)**



CHANGES: NOTE 4  
**15 JUN 23**

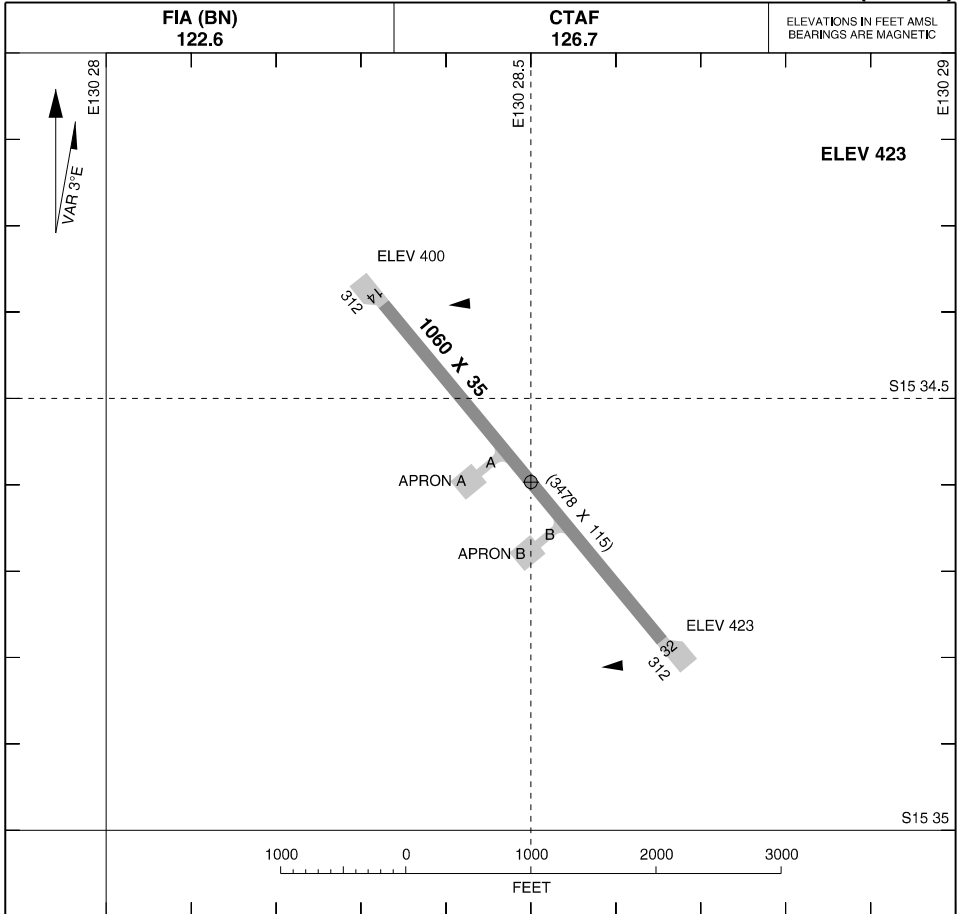
AIS-AF  
 MILITARY USE ONLY

**LEARMONTH (YPLM)**  
 ARA RWY 36

MILITARY USE ONLY

**AERODROME CHART  
NACKEROO (YNKR)**

S15 34.6 E130 28.5  
PANS OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
14 (137°)	NIL	NIL	NIL	1. RWY SURFACE: GRADED SAND 2. CAUTION: TIMBER CREEK AD 207°M / 3.1NM 3. TWY WIDTH A-20M B-21M 4. APRON A: 66M X 62M APRON B: 67M X 61M 5. AIRFIELD LOCATED WITHIN R270 6. RWY SLOPES DOWN TO THE NORTH WEST
32 (317°)	NIL	NIL	NIL	

CHANGES: EDITORIAL  
**17 JUN 21**

AIS-AF

**NACKEROO (YNKR)  
AERODROME CHART**

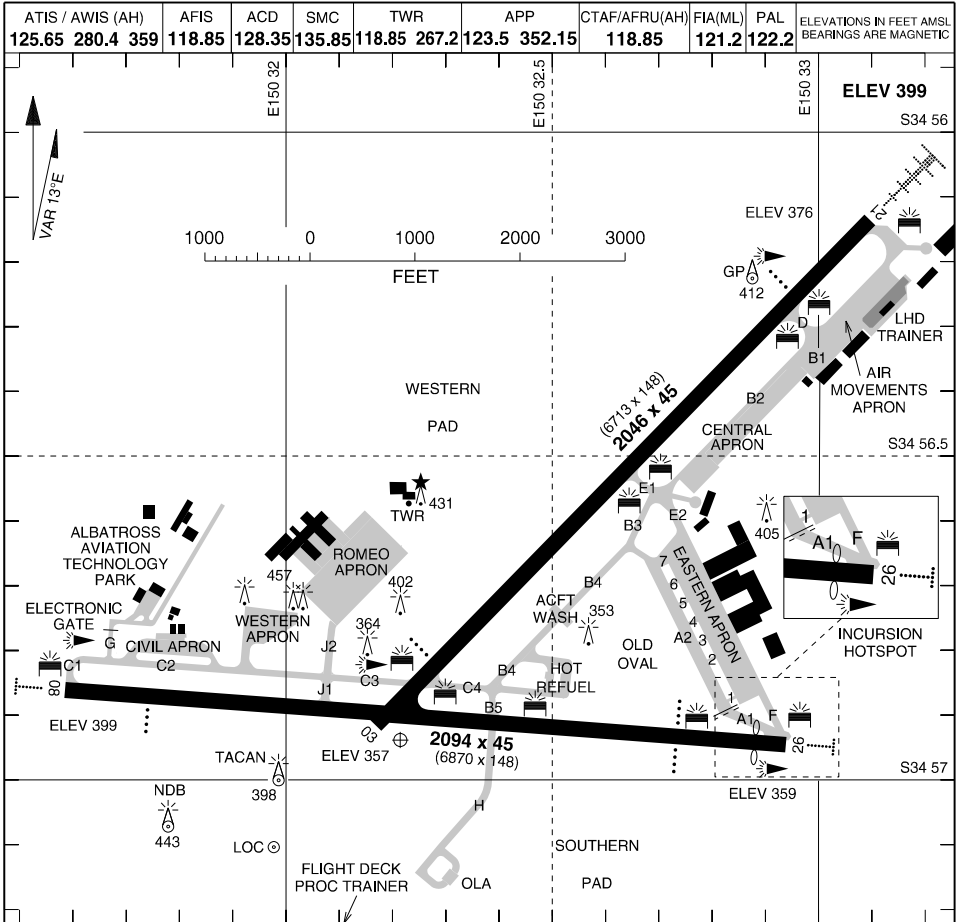
MILITARY USE ONLY



MILITARY USE ONLY

# AERODROME CHART NOWRA (YSNW)

S34 56.94 E150 32.22  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
03 (032°)	PAPI (6) (LEFT SIDE) 3.00° 52FT	GREEN /RED	HIRL (6) PAL 122.2 PTBL 30 MIN PN	<p>1. RWYS 08 AND 21 - RIGHT CIRCUIT</p> <p>2. RWY 26 THR DISPLACED 91M (299FT).</p> <p><b>CAUTION</b> SEVERE DOWNDRAFTS WITHIN 1NM OF THR ON APCH TO RWY 26 WHEN WIND ABV 7KT FROM WEST</p> <p>TRANSITIONAL SFC AT E END RWY 08/26 MAY BE INFRINGED BY TRANSIENT VEHICLES</p>
21 (212°)	HIAL (6) (724M) PAPI (6) (RIGHT SIDE) 3.00° 51FT ALIGNED WITH ILS GP			
08 (082°)	SALS (3) PAPI (6) (RIGHT SIDE) 3.00° 57FT			
26 (262°)	SALS (6) PAPI (6) (BOTH SIDES) 3.00° 52FT	GREEN/RED DISP 299FT		
AERODROME BEACON ALT WG 10 SEC TAXIWAY: CENTRELINE GREEN EMERGENCY: SDBY PWR AVBL (15 SEC DLA) PAL FAILURE CTC RFFS ON CTAF FREQ (10 MIN DLA)				

CHANGES: RWY 21 HIAL LENGTH

**30 NOV 23**

AIS-AF  
MILITARY USE ONLY

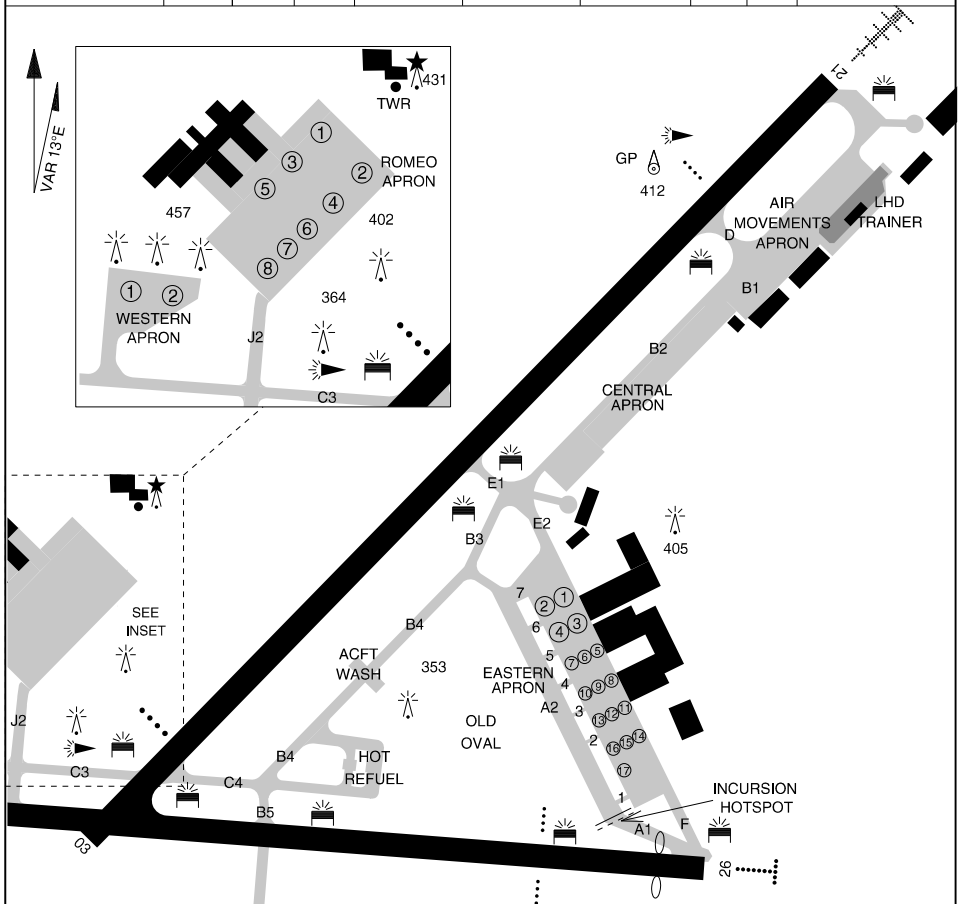
**NOWRA (YSNW)**  
AERODROME CHART

MILITARY USE ONLY

APRON CHART  
NOWRA (YSNW)

S34 56.94 E150 32.22  
PANS-OPS, WGS 84

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



NO	COORDINATES	ELEV	NO	COORDINATES	ELEV
EAST 1	S34 56.67 E150 32.78	358	EAST 14	S34 56.81 E150 32.87	356
EAST 2	S34 56.68 E150 32.75	358	EAST 15	S34 56.82 E150 32.85	356
EAST 3	S34 56.70 E150 32.79	358	EAST 16	S34 56.82 E150 32.83	357
EAST 4	S34 56.71 E150 32.77	358	EAST 17	S34 56.85 E150 32.85	355
EAST 5	S34 56.72 E150 32.81	357	WEST 1	S34 56.78 E150 31.94	359
EAST 6	S34 56.73 E150 32.80	357	WEST 2	S34 56.78 E150 31.98	358
EAST 7	S34 56.74 E150 32.78	357	ROMEO 1	S34 56.61 E150 32.14	
EAST 8	S34 56.75 E150 32.83	358	ROMEO 2	S34 56.62 E150 32.16	
EAST 9	S34 56.76 E150 32.82	357	ROMEO 3	S34 56.63 E150 32.11	
EAST 10	S34 56.77 E150 32.80	357	ROMEO 4	S34 56.65 E150 32.13	
EAST 11	S34 56.78 E150 32.85	358	ROMEO 5	S34 56.66 E150 32.08	
EAST 12	S34 56.79 E150 32.83	358	ROMEO 6	S34 56.67 E150 32.10	
EAST 13	S34 56.80 E150 32.82	358	ROMEO 7	S34 56.71 E150 32.06	
			ROMEO 8	S34 56.72 E150 32.05	

CHANGES: EASTERN APRON CHART NUMBERING, PARKING PSN COORDS AND ELEV

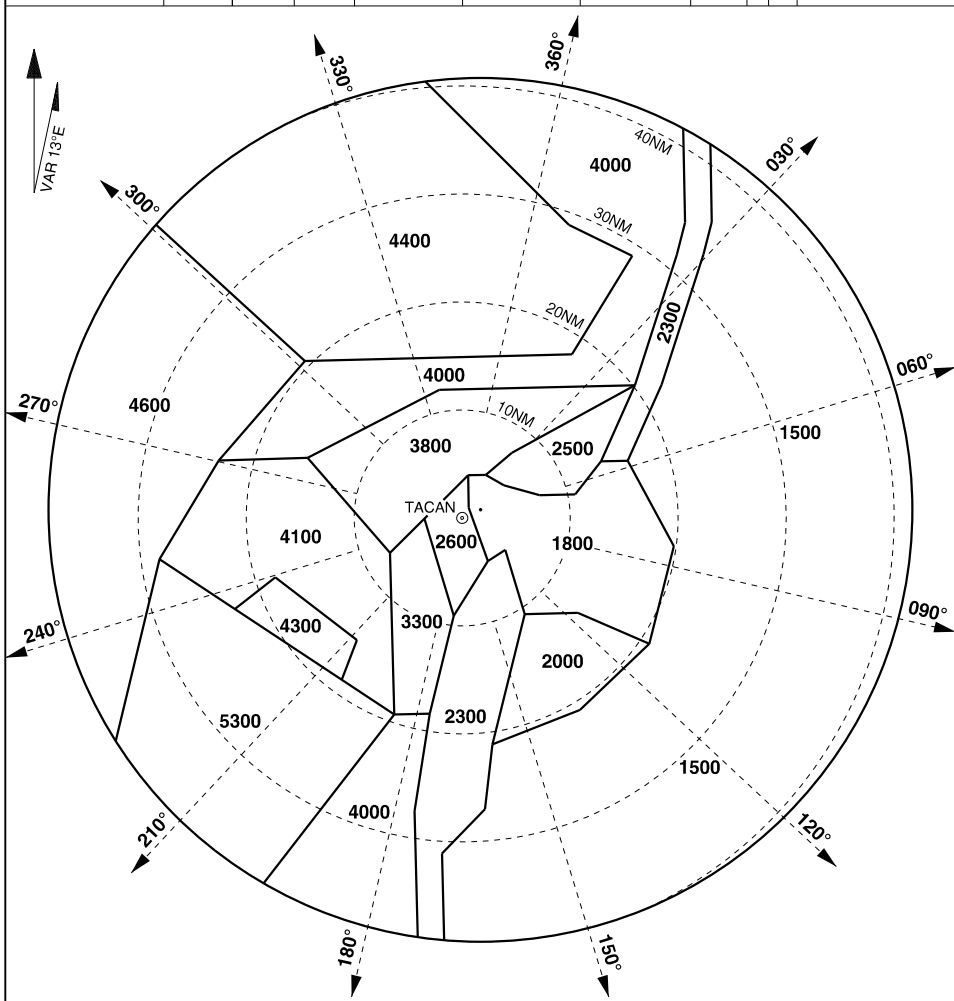
07 SEP 23

AIS-AF  
MILITARY USE ONLY

NOWRA (YSNW)  
APRON CHART

# ATC USE ONLY

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.  
2. RTCC CENTRED ON THE RADAR HEAD.

# ATC USE ONLY

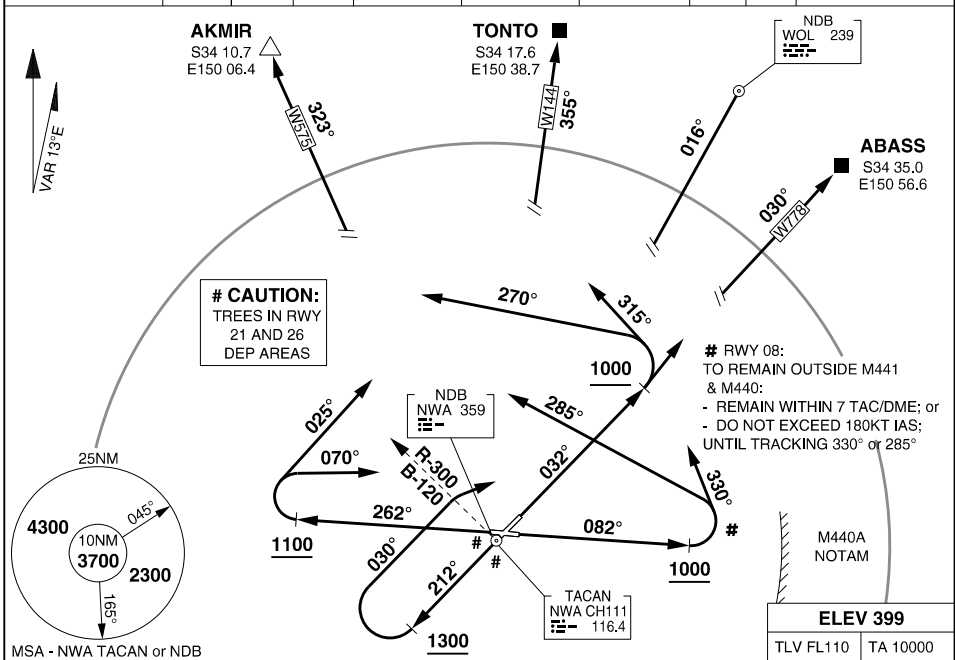
CHANGES: AFIS CMSD  
25 MAR 21

AIS-AF  
MILITARY USE ONLY

NOWRA (YSNW)  
RTCC

S34 56.94 E150 32.22  
PANS-OPS, WGS 84

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



MSA - NWA TACAN or NDB

**AKMIR TWO DEPARTURE**  
**TONTO FOUR DEPARTURE**  
**WOLLONGONG (WOL) FOUR DEPARTURE**  
**ABASS FOUR DEPARTURE**

**RWY 03**

- GRAD 4.8% TO 2600FT THEN 3.3% (EXC ABASS)
- TRACK 032°
- AT 1000FT BUT NOT BEFORE DER:

**FOR ABASS**

- GRAD 3.3%
- INTERCEPT CLEARED ROUTE

**FOR WOL & TONTO**

- TURN LEFT, TRACK 315°
- INTERCEPT CLEARED ROUTE

**FOR AKMIR**

- TURN LEFT, TRACK 270°
- INTERCEPT CLEARED ROUTE

**RWY 08**

- GRAD 3.8% TO 2600FT THEN 3.3%
- TRACK 082°
- AT 1000FT BUT NOT BEFORE DER

**FOR ABASS & WOL**

- TURN LEFT, TRACK 330°
- INTERCEPT CLEARED ROUTE

**FOR TONTO & AKMIR**

- TURN LEFT, TRACK 285°
- INTERCEPT CLEARED ROUTE

**RWY 21**

- GRAD 4.3% TO 1300FT THEN 3.3%
- TRACK 212°
- AT 1300FT BUT NOT BEFORE DER TURN RIGHT, TRACK 030°

**FOR AKMIR & TONTO**

- INTERCEPT CLEARED ROUTE

**FOR WOL & ABASS**

- AFTER CROSSING NWA R-300/B-120, TURN RIGHT
- INTERCEPT CLEARED ROUTE

**RWY 26**

- GRAD 4.7% TO 1300FT THEN 3.3%
- TRACK 262°
- AT 1100FT BUT NOT BEFORE DER TURN RIGHT

**FOR AKMIR & TONTO**

- TRACK 025°

**FOR WOL & ABASS**

- INTERCEPT CLEARED ROUTE
- TRACK 070°
- INTERCEPT CLEARED ROUTE

CHANGES: SUA IDENT

**30 NOV 23**

AIS-AF  
MILITARY USE ONLY

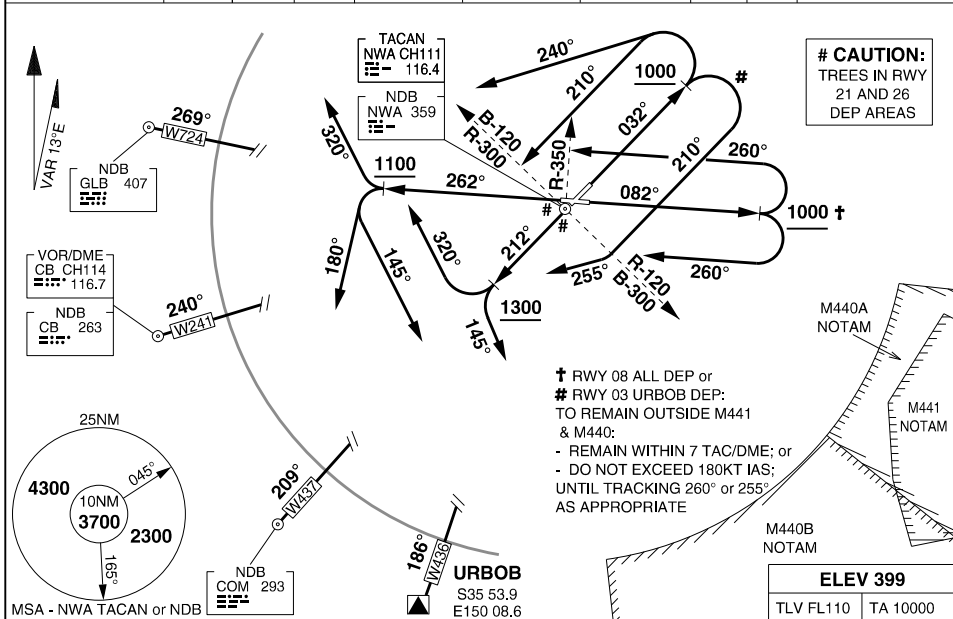
**NOWRA (YSNW)**  
**SID NORTH ALL RWYS**

# SID SOUTH & WEST ALL RWYS NOWRA (YSNW)

MILITARY USE ONLY

**NOWRA (YSNW)**

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



**# CAUTION:**  
TREES IN RWY  
21 AND 26  
DEP AREAS

† RWY 08 ALL DEP or  
# RWY 03 URBOB DEP:  
TO REMAIN OUTSIDE M441  
& M440:  
- REMAIN WITHIN 7 TAC/DME; or  
- DO NOT EXCEED 180KT IAS;  
UNTIL TRACKING 260° or 255°  
AS APPROPRIATE

ELEV 399	
TLV FL110	TA 10000

**URBOB TWO DEPARTURE  
COOMA (COM) FOUR DEPARTURE  
CANNBERRA (CB) FOUR DEPARTURE  
GOULBURN (GLB) FOUR DEPARTURE  
RWY 03**

- GRAD 4.8% TO 2600FT THEN 3.3% (EXC URBOB)
- TRACK 032°
- AT 1000FT BUT NOT BEFORE DER:

**FOR URBOB #**

- GRAD 3.3%
- TURN RIGHT, TRACK 210°
- AFTER CROSSING NWA R-120/B-300, TURN RIGHT
- TRACK 255° TO INTERCEPT OUTBOUND TR

**FOR COM & CB**

- TURN LEFT, TRACK 210°
- AFTER CROSSING NWA R-300/B-120, TURN LEFT
- INTERCEPT OUTBOUND TRACK

**FOR GLB**

- TURN LEFT, TRACK 240° TO INTERCEPT OUTBOUND TR

**RWY 08 †**

- GRAD 3.8% TO 2600FT THEN 3.3%
- TRACK 082°
- AT 1000FT BUT NOT BEFORE DER:

**FOR URBOB, COM & CB**

- TURN RIGHT, TRACK 260° TO INTERCEPT OUTBOUND TR

**FOR GLB**

- TURN LEFT, TRACK 260°
- AFTER CROSSING NWA R-350/B-170, TURN LEFT
- INTERCEPT OUTBOUND TRACK

**RWY 21**

- GRAD 4.3% TO 1300FT THEN 3.3%
- TRACK 212°
- AT 1300FT BUT NOT BEFORE DER:

**FOR URBOB**

- TURN LEFT, TRACK 145° TO INTERCEPT OUTBOUND TR

**FOR COM**

- INTERCEPT OUTBOUND TRACK

**FOR CB & GLB**

- TURN RIGHT, TRACK 320° TO INTERCEPT OUTBOUND TRACK

**RWY 26**

- GRAD 4.7% TO 1300FT THEN 3.3%
- TRACK 262°
- AT 1100FT BUT NOT BEFORE DER:

**FOR URBOB & COM**

- TURN LEFT, TRACK 145° TO INTERCEPT OUTBOUND TR

**FOR CB**

- TURN LEFT, TRACK 180° TO INTERCEPT OUTBOUND TR

**FOR GLB**

- TURN RIGHT, TRACK 320°
- INTERCEPT OUTBOUND TRACK

CHANGES: SUA IDENT

**30 NOV 23**

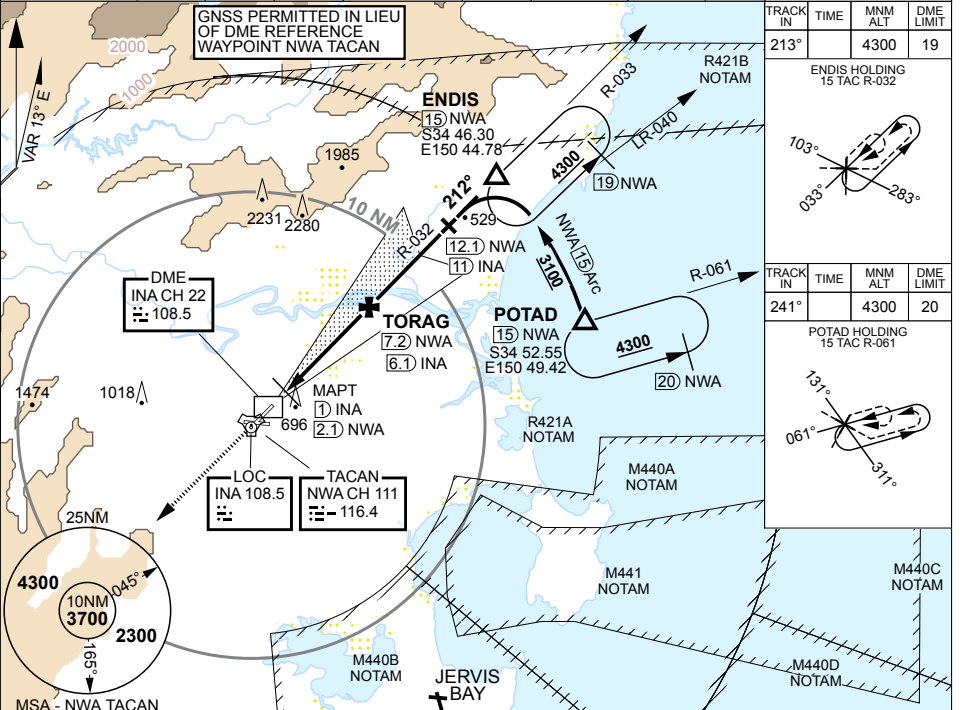
MILITARY USE ONLY  
AIS-AF

**NOWRA (YSNW)**  
SID SOUTH & WEST ALL RWYS

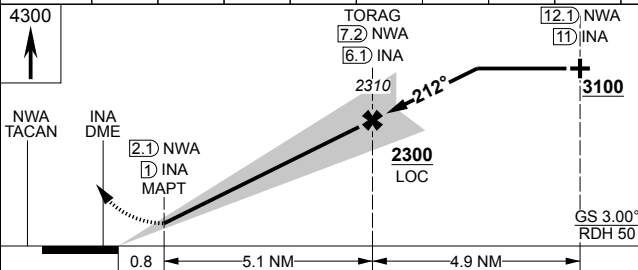
LOC/DME INA 108.5 APCH CRS 212° RWY LDG 6713 ILS-Y or LOC-Y RWY 21 USING NWA TACAN or INA DME  
 THR ELEV 376 PANS-OPS, WGS-84 NOWRA (YSNW)  
 AD ELEV 399

1. RISING TERRAIN BTN MAPT AND RWY THR MAY CAUSE UNUSUAL RADAR ALT INDICATIONS. MISSED APPROACH: TRACK 212°. CLIMB TO 4300FT.  
 2. CAUTION: GP NOT TO BE USED OUTSIDE 6° RIGHT OF CENTRELINE.

ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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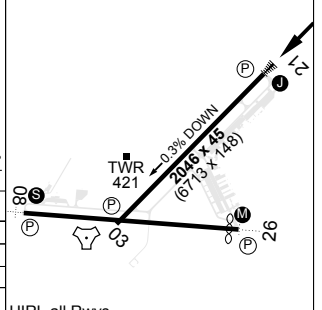


NWA TAC	2.9	3	4	5	6	7	8	9	9.7				
INA DME	1.8	1.9	2.9	3.9	4.9	5.9	6.9	7.9	8.6				
ALTITUDE	930	980	1300	1610	1930	2250	2570	2890	3100				



TLV FL110	TA 10000
THR ELEV 376	TDZE 376

CATEGORY	A	B	C	D
S-ILS 21	700	324	1200m	(VIS -800 WITH ACTUAL QNH)
S-LOC 21	930	554	2400m	
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m

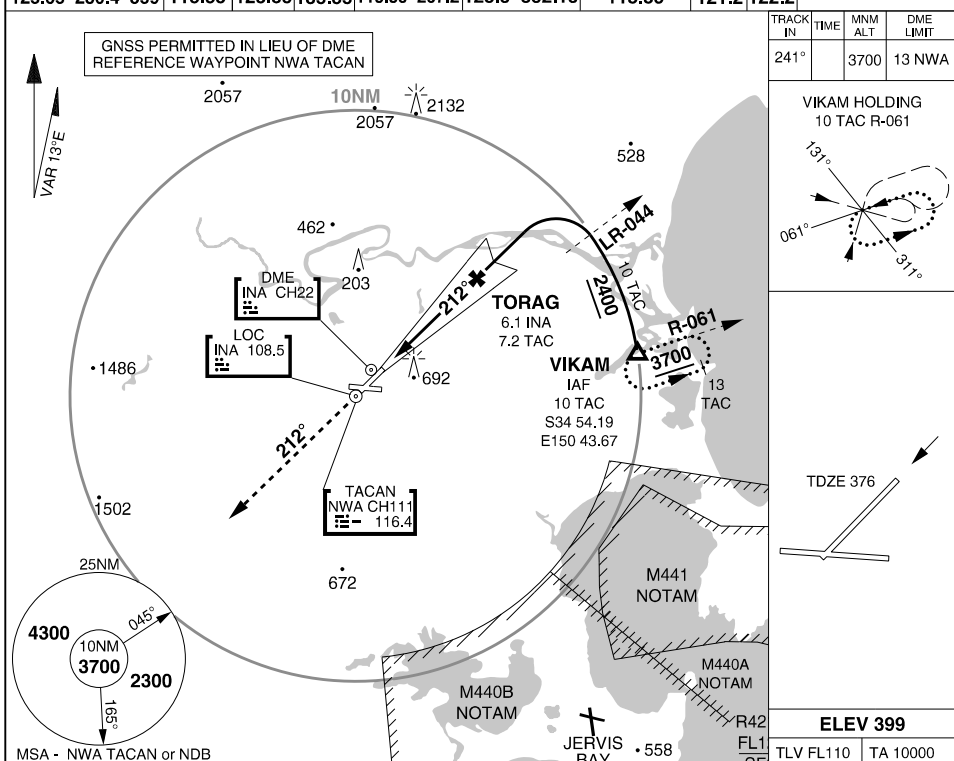


CHANGES: SUA IDENT 21 MAR 24 ILS-Y or LOC-Y RWY 21 USING NWA TACAN or INA DME  
 S34 56.94 E150 32.22 NOWRA (YSNW)  
 118 AIS-AF: MILITARY USE ONLY

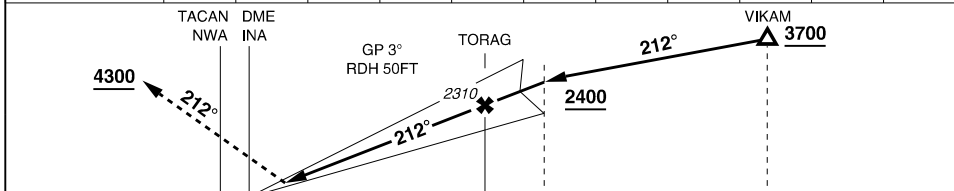
ILS-X RWY 21 USING NWA TACAN or INA DME (CAT H)  
**NOWRA (YSNW)**

MILITARY USE ONLY

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC		
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	TRACK IN	TIME	DME LIMIT



MSA - NWA TACAN or NDB	1.1	2	3	4	5	6	6.4			
INA DME DIST	1.1	2	3	4	5	6	6.4			
ALTITUDE	700	1000	1320	1630	1950	2270	2400			



DME INA	0			6.1	6.4					THR 21 ELEV 376
TACAN NWA	0	1.1		7.2	7.5			10		

**MISSED APPROACH: TRACK 212°. CLIMB TO 4300FT**

CATEGORY	H									
ILS/DME	700 324 -1200 (VIS -800 WITH ACTUAL QNH)									

**NOTES:**  
1. RISING TERRAIN BTN MAPT AND RWY THR MAY CAUSE UNUSUAL RADAR ALT INDICATIONS  
2. CAUTION: GP NOT TO BE USED OUTSIDE 6° RIGHT OF CENTRELINE

CHANGES: SUA IDENT  
**30 NOV 23**

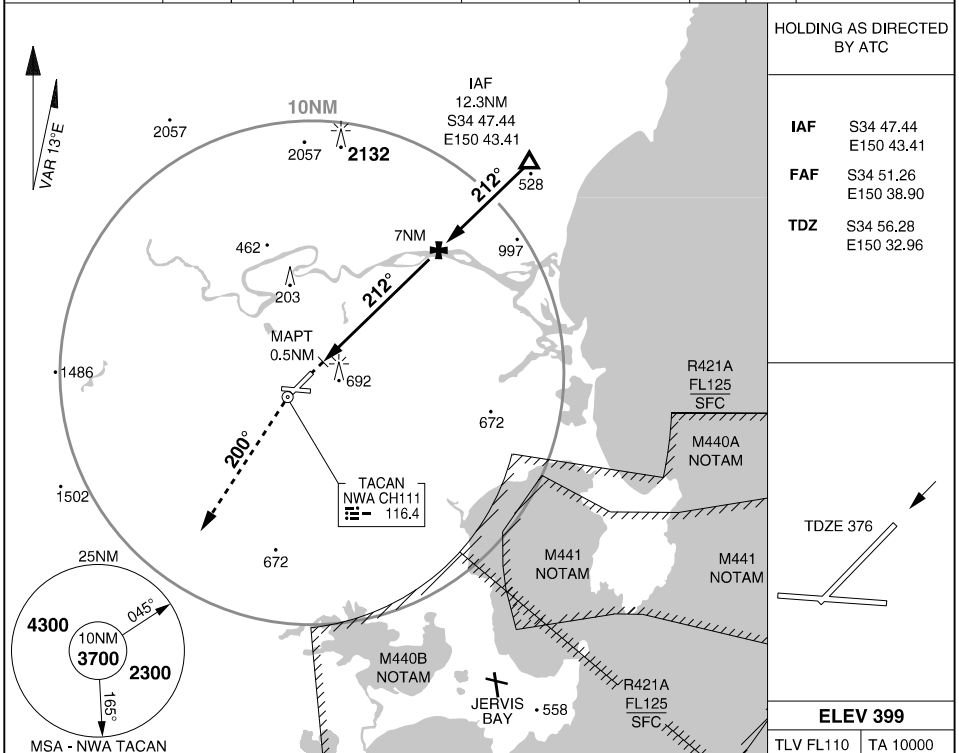
**NOWRA (YSNW)**  
MILITARY USE ONLY  
ILS-X RWY 21 USING NWA TACAN or INA DME (CAT H)

MILITARY USE ONLY

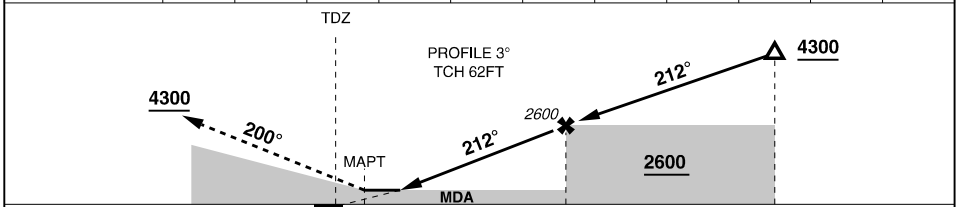
ARA RWY 21  
NOWRA (YSNW)

S34 56.94 E150 32.22  
PANS-OPS, WGS 84, AATCP-1

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



NM FM TDZ	2.1	3	4	5	6	7	8	9	10	11	12.3
ALTITUDE	1060	1330	1650	1970	2290	2600	2920	3240	3560	3880	4300



TDZ 21	0	0.5	7	12.3	THR 21 ELEV 376
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**MISSED APPROACH: TURN LEFT, TRACK 200°. CLIMB TO 4300FT**

CATEGORY	C			D			E		
ARA	1060	684	-3100	(VIS -2500 WITH ACTUAL QNH)			NOT AUTHORISED		
CIRCLING	1680	1281	-4000	1810	1411	-5000			

**NOTE:** 1. TDZ ON RWY C/L 364M PAST LDG THR

CHANGES: SUA IDENT  
**30 NOV 23**

AIS-AF  
MILITARY USE ONLY

**NOWRA (YSNW)**  
ARA RWY 21



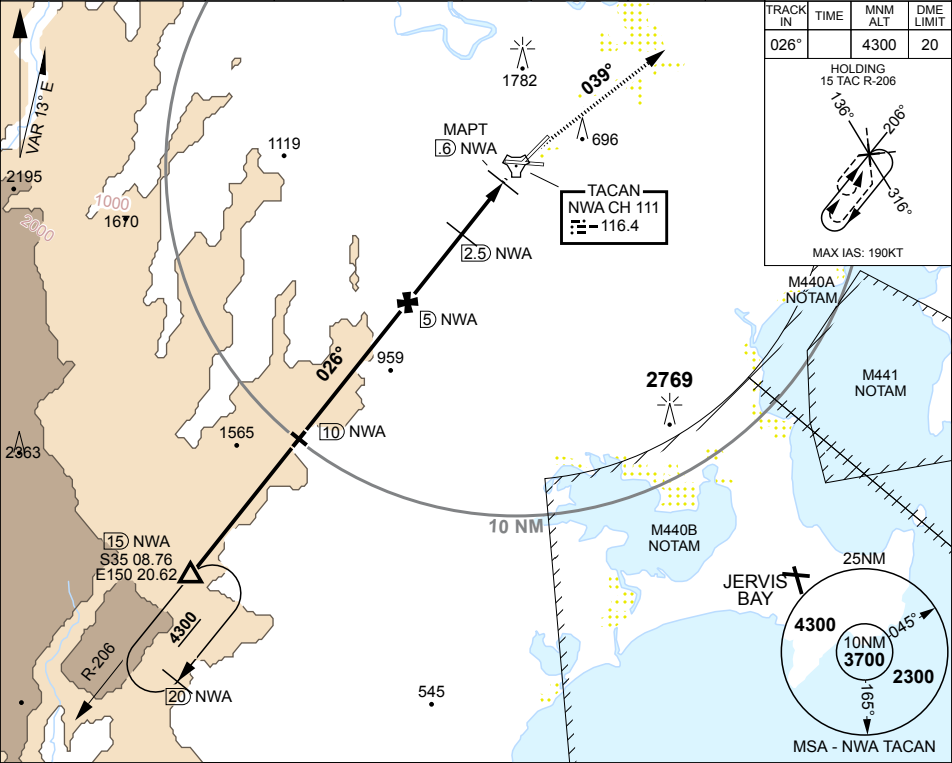
# TACAN RWY 03 NOWRA (YSNW)

TACAN NWA Chan 111	APCH CRS 026°	RWY LDG THR ELEV AD ELEV	6713 357 399
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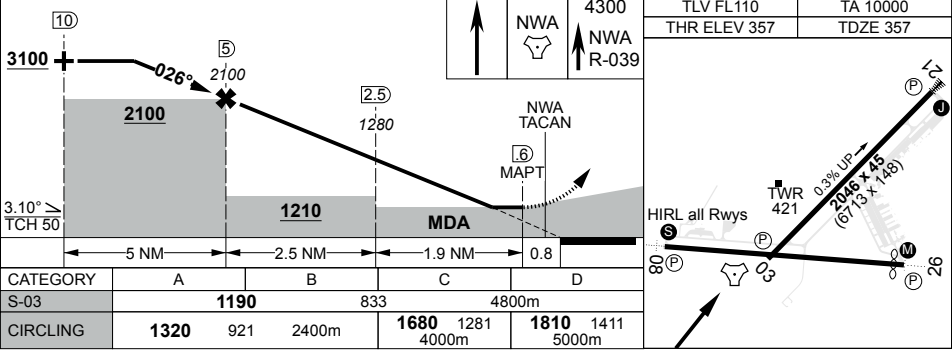
PANS-OPS, WGS-84

1. MAX IAS HOLDING: 190KT. MISSED APPROACH:  
TRACK DIRECT TO TACAN THEN R-039, CLIMB TO 4300FT.

ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NWA TAC	8	7	6	5	4	3	2.2												
ALTITUDE	3100	2760	2430	2100	1780	1450	1190												



CATEGORY	A	B	C	D
S-03	1190	833	4800m	
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m

CHANGES: CHART FORMAT 21 MAR 24 S34 56.94 E150 32.22

## NOWRA (YSNW) TACAN RWY 03

AIS-AF  
MILITARY USE ONLY

# TACAN-Z RWY 21 NOWRA (YSNW)

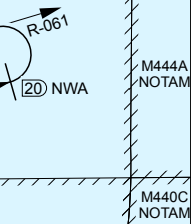
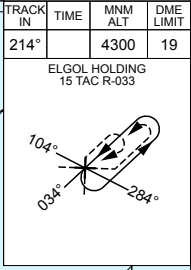
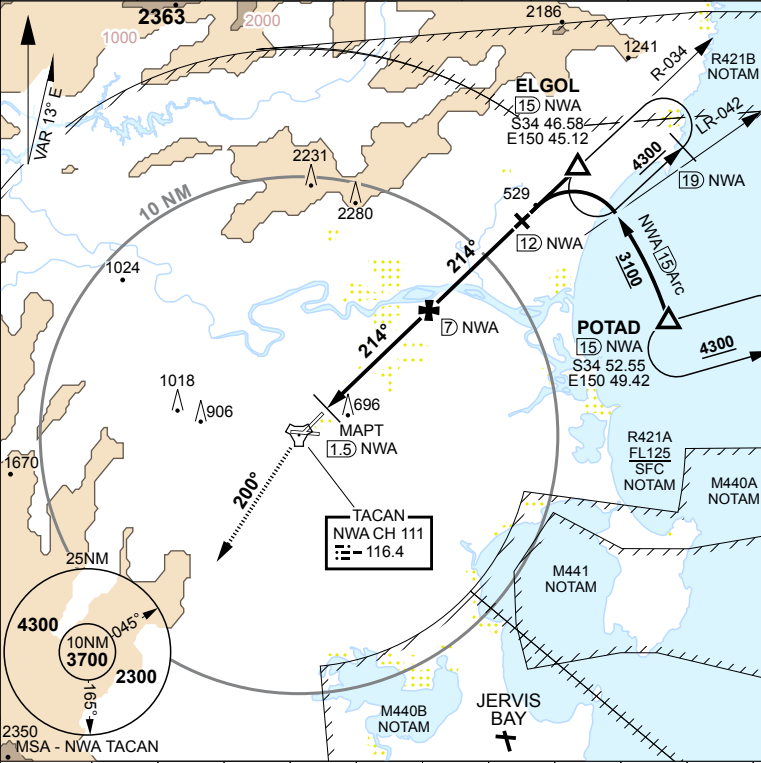
TACAN NWA Chan 111	APCH CRS 214°	RWY LDG THR ELEV AD ELEV	6713 376 399
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PANS-OPS, WGS-84

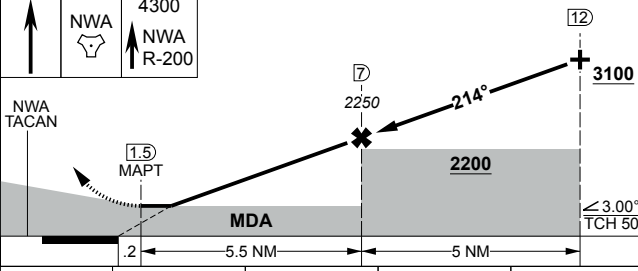
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-200, CLIMB TO 4300FT.

ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2
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ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC

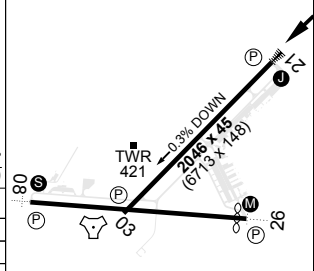


NWA TAC	3.1	4	5	6	7	8	9	10	11	12	13	13.4
ALTITUDE	1010	1300	1610	1930	2250	2570	2890	3210	3520	3840	4160	4300



TLV FL110	TA 10000
THR ELEV 376	TDZE 376

CATEGORY	A	B	C	D
S-21	1010	634	2800m	(VIS -2300 WITH ACTUAL QNH)
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m



CHANGES: SUA IDENT, VIS S34 56.94 E150 32.22

**21 MAR 24**

**AIS-AF  
MILITARY USE ONLY**

**NOWRA (YSNW)  
TACAN-Z RWY 21**

TACAN NWA Chan 111	APCH CRS 214°	RWY LDG THR ELEV AD ELEV	6713 376 399
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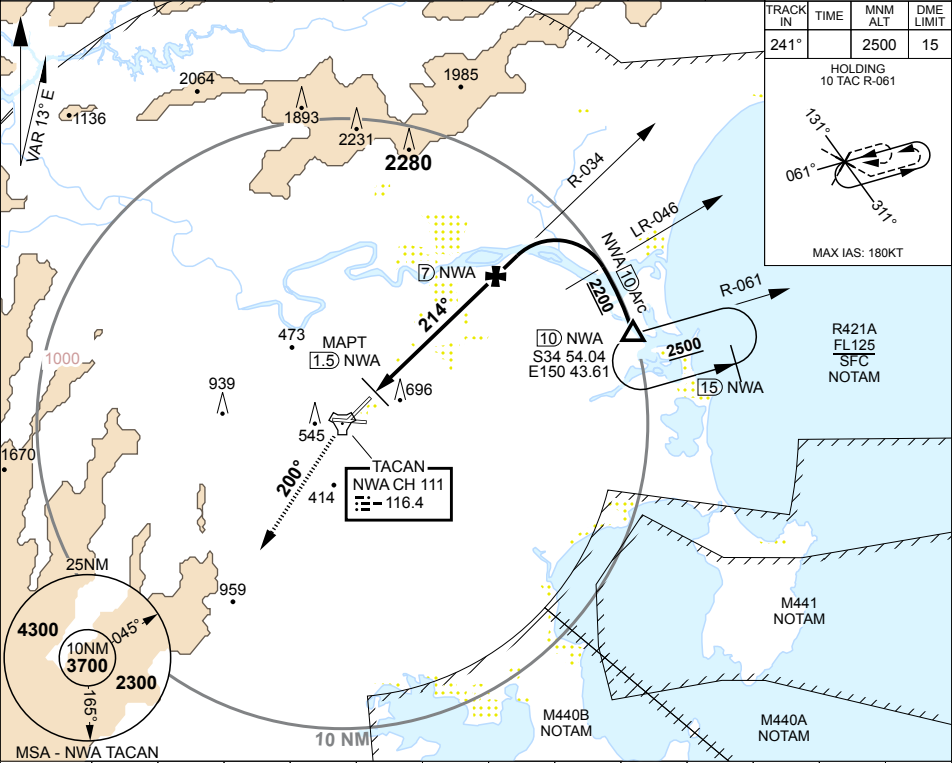
PANS-OPS, WGS-84

# TACAN-Y RWY 21 NOWRA (YSNW)

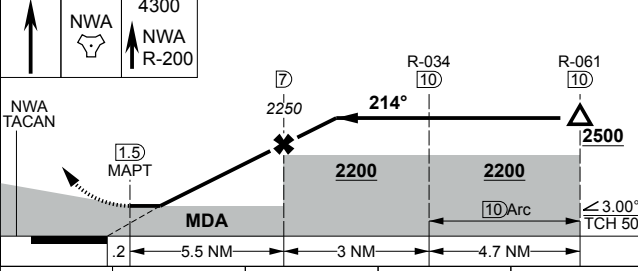
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-200, CLIMB TO 4300FT.

ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2
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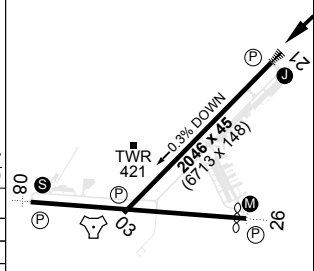
ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC			
TRACK IN 241°	TIME	MNM ALT 2500	DME LIMIT 15
HOLDING 10 TAC R-061			
MAX IAS: 180KT			



NWA TAC	3.1	4	5	6	7	7.8														
ALTITUDE	1010	1300	1610	1930	2250	2500														



TLV FL110	TA 10000
THR ELEV 376	TDZE 376



CATEGORY	A	B	C	D
S-21	1010	634	2800m	(VIS -2300 WITH ACTUAL QNH)
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m

CHANGES: SUA IDENT, VIS S34 56.94 E150 32.22

**21 MAR 24**

**AIS-AF  
MILITARY USE ONLY**

## NOWRA (YSNW) TACAN-Y RWY 21

# TACAN-Z RWY 26 NOWRA (YSNW)

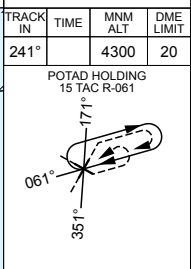
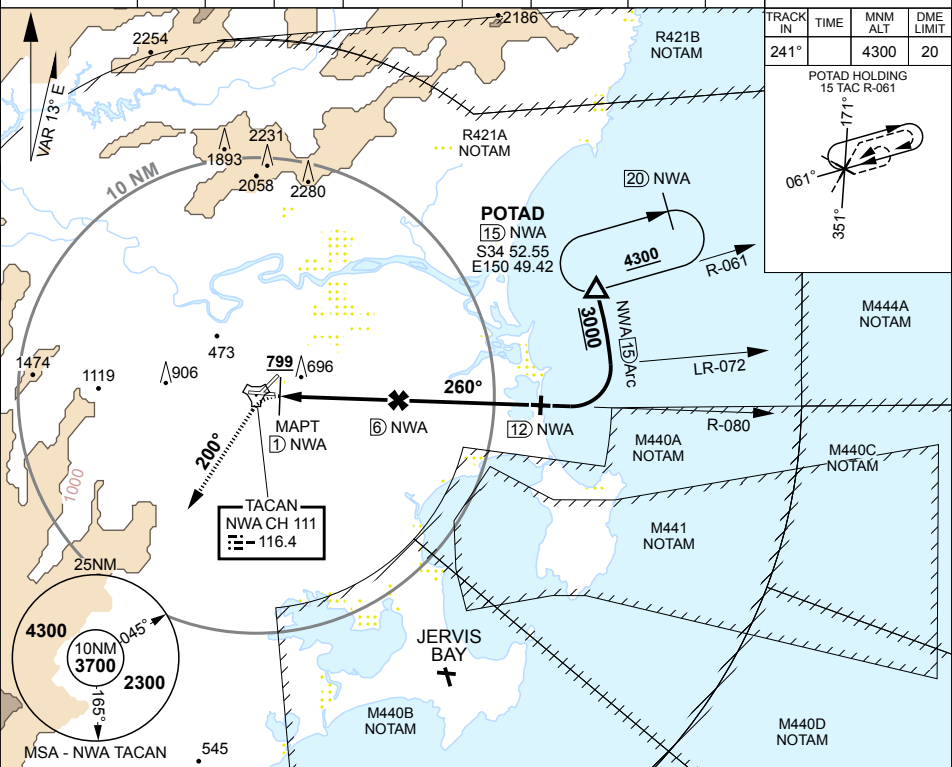
TACAN NWA Chan 111	APCH CRS 260°	RWY LDG THR ELEV AD ELEV	6571 359 399
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PANS-OPS, WGS-84

**M** MISSED APPROACH:  
TURN LEFT, MAX IAS IN TURN: 210KT. TRACK R-200, CLIMB TO 4300FT.

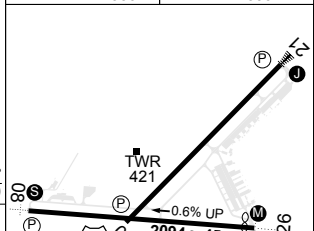
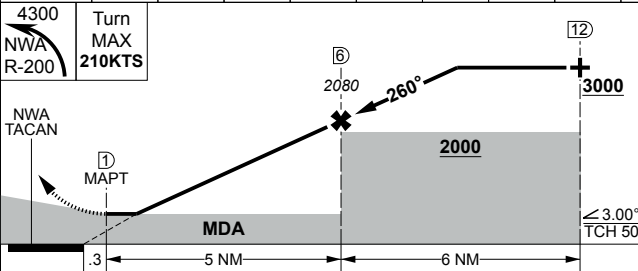
ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2
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ELEVATIONS IN FEET AMSL.  
BEARINGS ARE MAGNETIC



NWA TAC	2.5	3	4	5	6	7	8	8.9						
ALTITUDE	970	1130	1450	1760	2080	2400	2720	3000						

TLV FL110	TA 10000
THR ELEV 359	TDZE 359



CATEGORY	A	B	C	D
S-26	970	611	3200m	(VIS -2600 WITH ACTUAL QNH)
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m

HIRL all Rws

CHANGES: SUA IDENT 21 MAR 24 S34 56.94 E150 32.22

## NOWRA (YSNW) TACAN-Z RWY 26

AIS-AF  
MILITARY USE ONLY

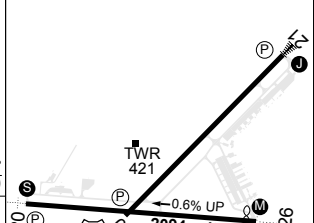
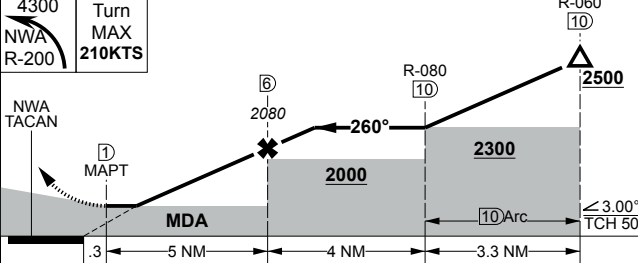
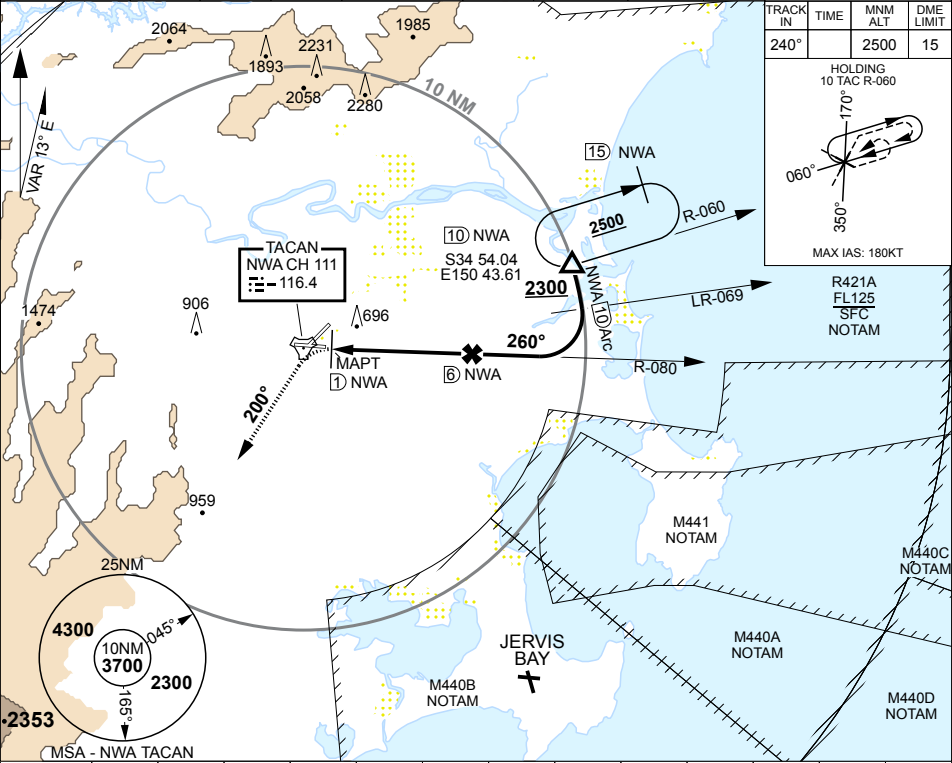
# TACAN-Y RWY 26 NOWRA (YSNW)

TACAN NWA Chan 111	APCH CRS 260°	RWY LDG 6571 THR ELEV 359 AD ELEV 399
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PANS-OPS, WGS-84

**M** MISSED APPROACH:  
TURN LEFT, MAX IAS IN TURN: 210KT. TRACK R-200, CLIMB TO 4300FT.

ATIS/AWIS(AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF/ AFRU(AH) 118.85	FIA(ML) 121.2	PAL 122.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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HIRL all Rws

CHANGES: SUA IDENT  
**21 MAR 24**

S34 56.94 E150 32.22  
AIS-AF  
MILITARY USE ONLY

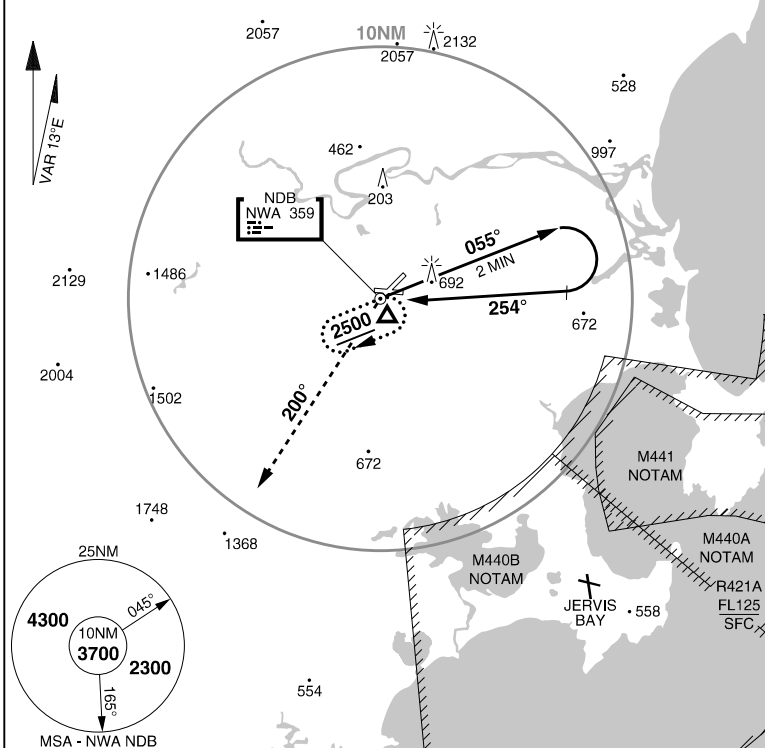
**NOWRA (YSNW)  
TACAN-Y RWY 26**

MILITARY USE ONLY

NDB RWY 26 (CAT H)  
NOWRA (YSNW)

S34 56.94 E150 32.22  
PANS-OPS, WGS 84

ATIS / AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



TRACK IN	TIME	MNM ALT	DME LIMIT
055°	1	2500	

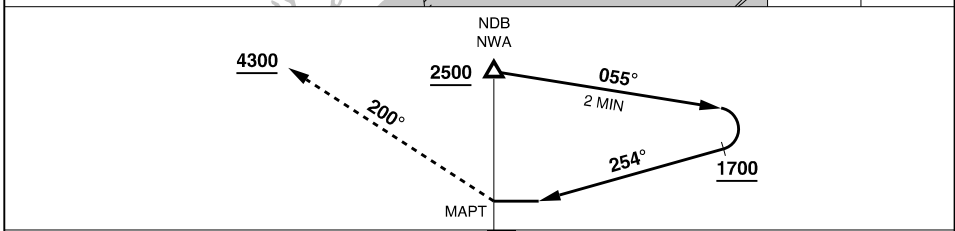
HOLDING AT NDB

MAX IAS: 100KT

TDZE 359

**ELEV 399**

TLV FL110 TA 10000



MISSED APPROACH: TURN LEFT, TRACK 200° FROM NDB. CLIMB TO 4300FT		THR 26 ELEV 359
CATEGORY	H	
S-I NDB	1090	731 -4000

NOTE: MAX IAS REVERSAL: 100KT

CHANGES: SUA IDENT  
30 NOV 23

AIS-AF  
MILITARY USE ONLY

NOWRA (YSNW)  
NDB RWY 26 (CAT H)

# RNP RWY 03 NOWRA (YSNW)

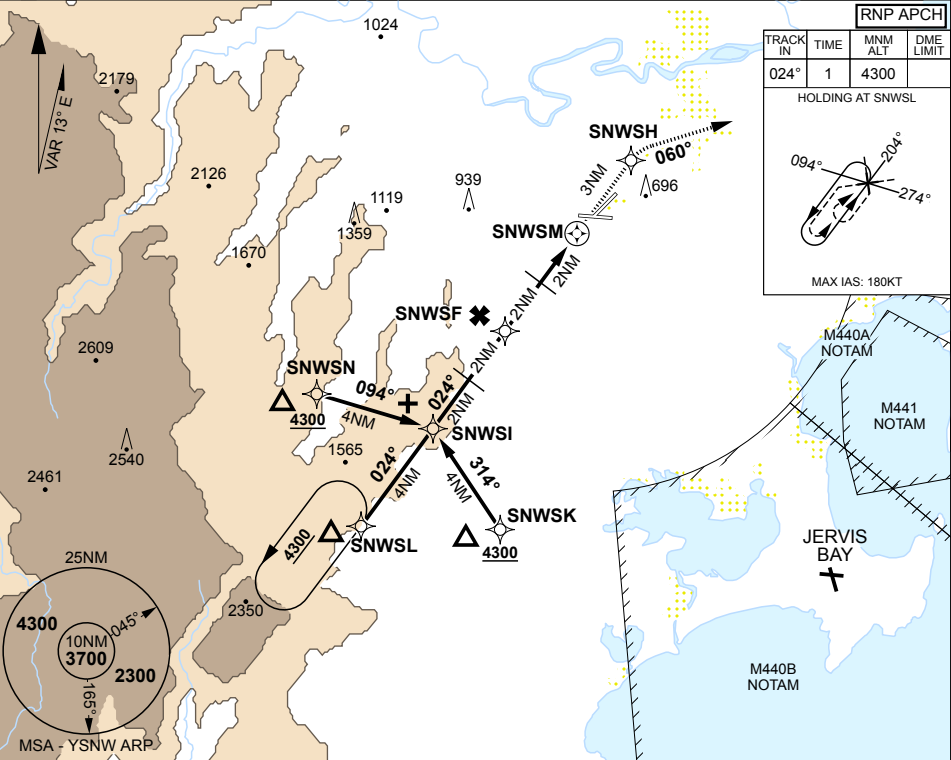
PANS-OPS, WGS-84

APCH CRS	RWY LDG	6713
024°	THR ELEV	357
	AD ELEV	399

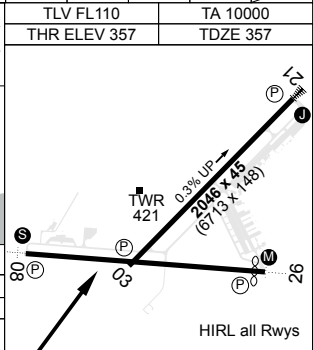
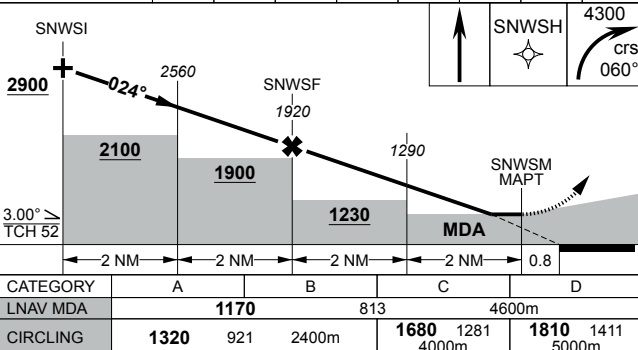
1. MAX IAS INITIAL: 200KT.

**MISSED APPROACH:**  
TRACK DIRECT TO SNWSH THEN TURN RIGHT TRACK 060°. CLIMB TO 4300FT.

ATIS/AWIS(AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF/ AFRU(AH) 118.85	FIA(ML) 121.2	PAL 122.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	3.5	3	2	1	SNWSI	3	2	1	SNWSF	3	2	1.6	SNWSM
ALTITUDE	4300	4150	3830	3510	3190	2880	2560	2240	1920	1610	1290	1170	



CHANGES: SUA IDENT

**21 MAR 24**

S34 56.94 E150 32.22  
AIS-AF  
MILITARY USE ONLY

**NOWRA (YSNW)  
RNP RWY 03**

# RNP RWY 21 NOWRA (YSNW)

PANS-OPS, WGS-84

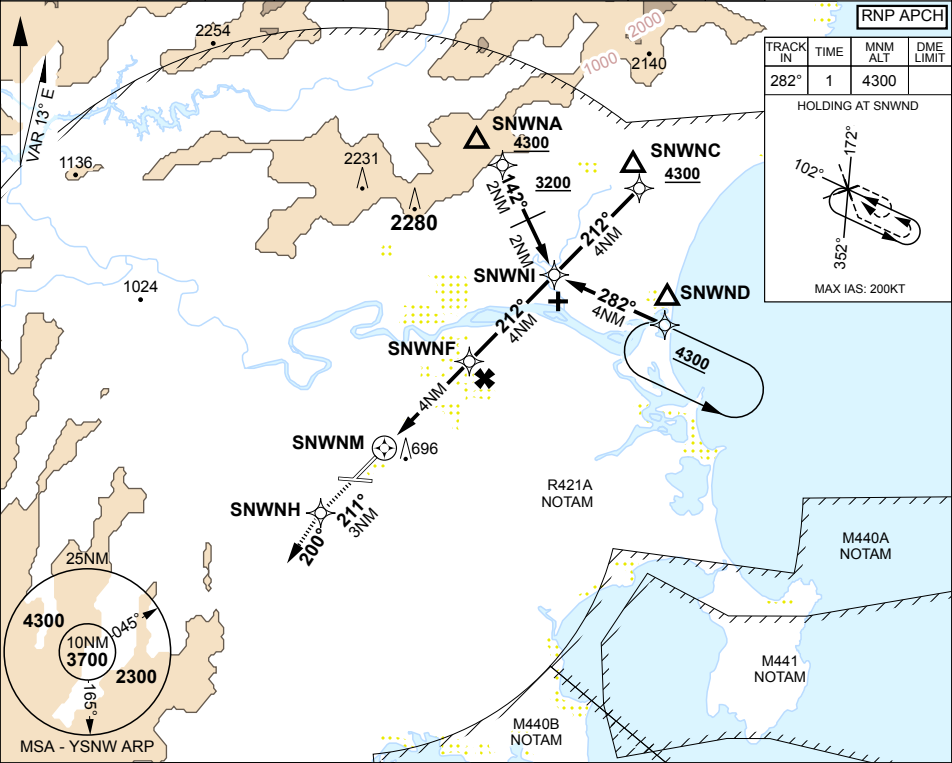
APCH CRS 212°	RWY LDG 6713
	THR ELEV 376
	AD ELEV 399

1. MAX IAS INITIAL: 200KT.

**MISSED APPROACH:**  
TRACK DIRECT TO SNWNH, THEN TURN LEFT TRACK 200°. CLIMB TO 4300FT.

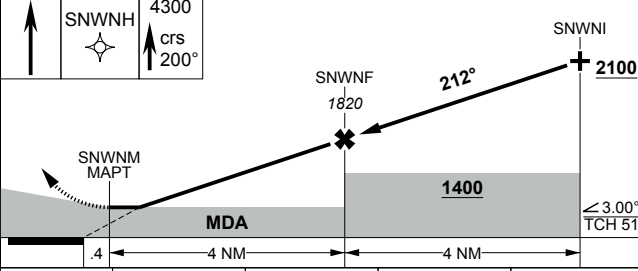
ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2
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ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC

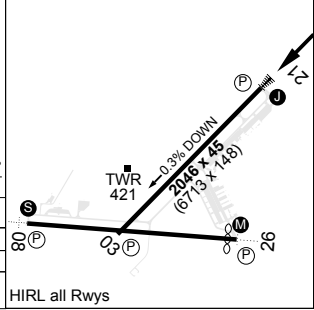


RNP APCH			
TRACK IN	TIME	MNM ALT	DME LIMIT
282°	1	4300	
HOLDING AT SNWNW			
MAX IAS: 200KT			

NM TO NEXT WPT	SNWNM	1.3	2	3	SNWNF	1	2	3	SNWNI	1	2	3	3.8
ALTITUDE		970	1180	1500	1820	2140	2460	2780	3090	3410	3730	4050	4300



TLV FL110	TA 10000
THR ELEV 376	TDZE 376



CATEGORY	A	B	C	D
LNAV MDA	970	594	2600m	
CIRCLING	1320	921	2400m	1680 1281 4000m
				1810 1411 5000m

HIRL all Rwys

CHANGES: SUA IDENT 21 MAR 24  
S34 56.94 E150 32.22  
AIS-AF MILITARY USE ONLY

# NOWRA (YSNW) RNP RWY 21



# RNP RWY 26 NOWRA (YSNW)

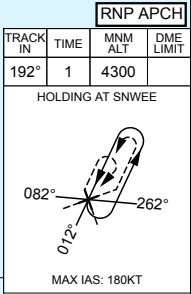
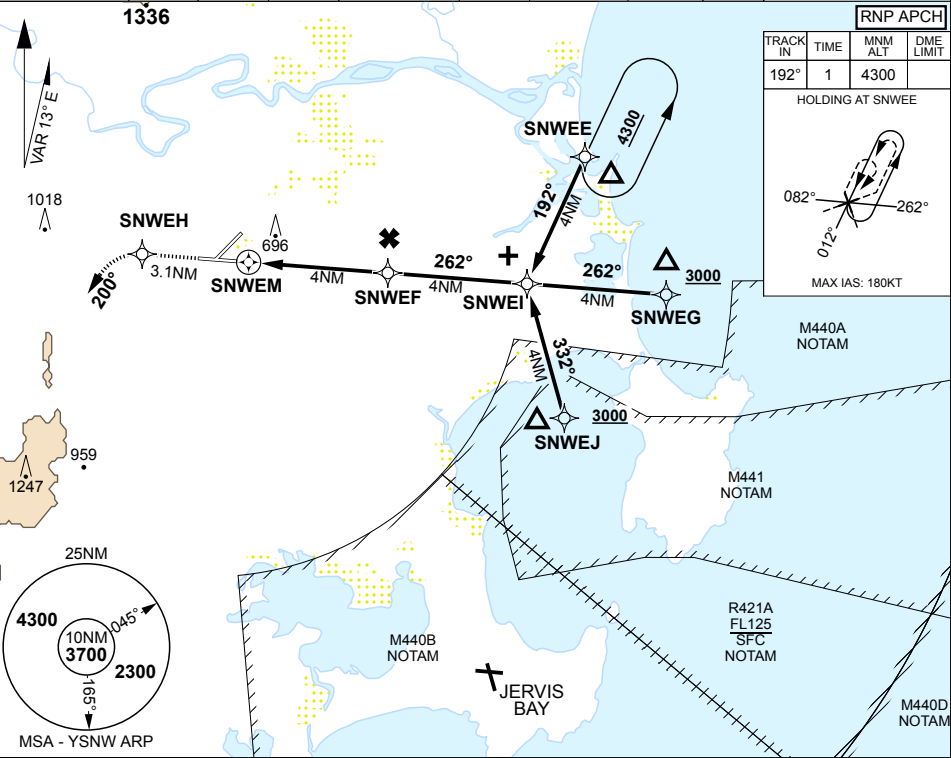
PANS-OPS, WGS-84

APCH CRS	RWY LDG	6571
262°	THR ELEV	359
	AD ELEV	399

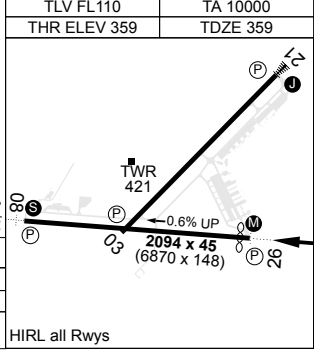
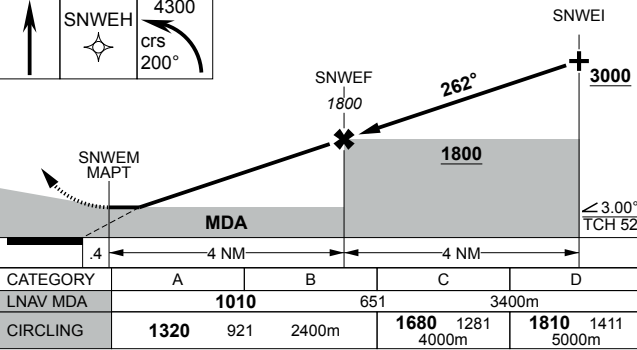
1. MAX IAS INITIAL: 200KT.
2. PROC NOT AVBL WITHOUT ATC APPROVAL WHEN M441 OR M440A ACTIVE.

**MISSED APPROACH:**  
TRACK DIRECT TO SNWEH THEN TURN LEFT TRACK 200°. CLIMB TO 4300FT.

ATIS/AWIS(AH)	AFIS	ACD	SMC	TWR	APP	CTAF/AFRU/(AH)	FIA(ML)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.65 280.4 359	118.85	128.35	135.85	118.85 267.2	123.5 352.15	118.85	121.2	122.2	



NM TO NEXT WPT	SNWEM	1.5	2	3	SNWEF	1	2	3	SNWEI	1	2	3	3.8
ALTITUDE		1010	1170	1490	1800	2120	2440	2760	3080	3400	3720	4030	4300



CHANGES: SUA IDENT  
**21 MAR 24**

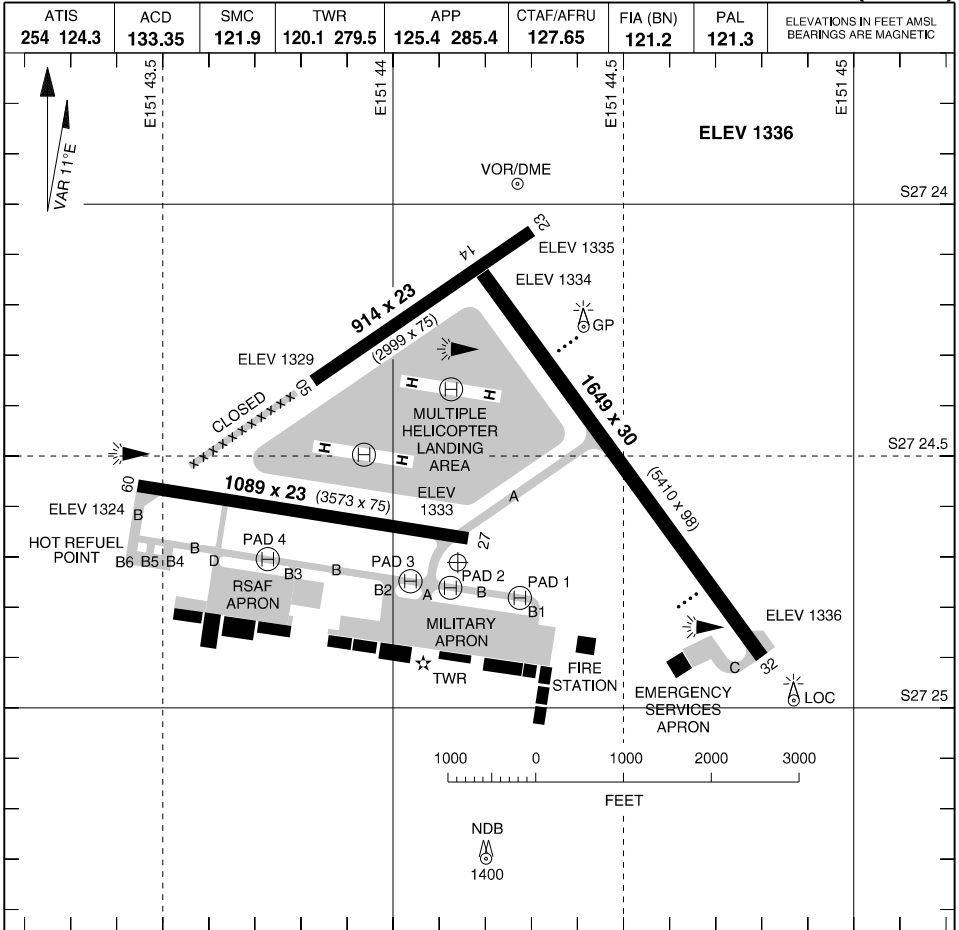
S34 56.94 E150 32.22  
AIS-AF  
MILITARY USE ONLY

**NOWRA (YSNW)**  
RNP RWY 26

MILITARY USE ONLY

**AERODROME CHART  
OAKLEY (YBOK)**

S27 24.69 E151 44.12  
PANS-OPS, WGS 84



LIGHTING			
RWY	APPROACH	THR	RUNWAY
14 (135°)	PAPI (6) (LEFT SIDE) 3.00° 48FT	GREEN	REDL MIRL (3)
		GREEN	
05 (044°)	NIL	NIL	NIL
23 (224°)	NIL	NIL	NIL
09 (089°)	NIL	GREEN	REDL MIRL (3)
		GREEN	
27 (269°)	NIL	GREEN	NIL

SDBY PWR AVBL

ILLUMINATED WIND INDICATORS  
TAXIWAY: SIDELINE BLUE AND CENTRELINE GREEN  
OBSTRUCTION  
PAL 121.3

**NOTES**  
1. RWY 23, 27 AND 32 - RIGHT CIRCUIT  
2. RWY 09/27 NOT AVBL TO ACFT ABOVE 22700KG.  
3. MULTIPLE HEL OPS AIRFIELD CENTRE.

CHANGES: ABN REINSTATED

AIS-AF

**OAKLEY (YBOK)**

**05 SEP 24**

MILITARY USE ONLY

AERODROME CHART

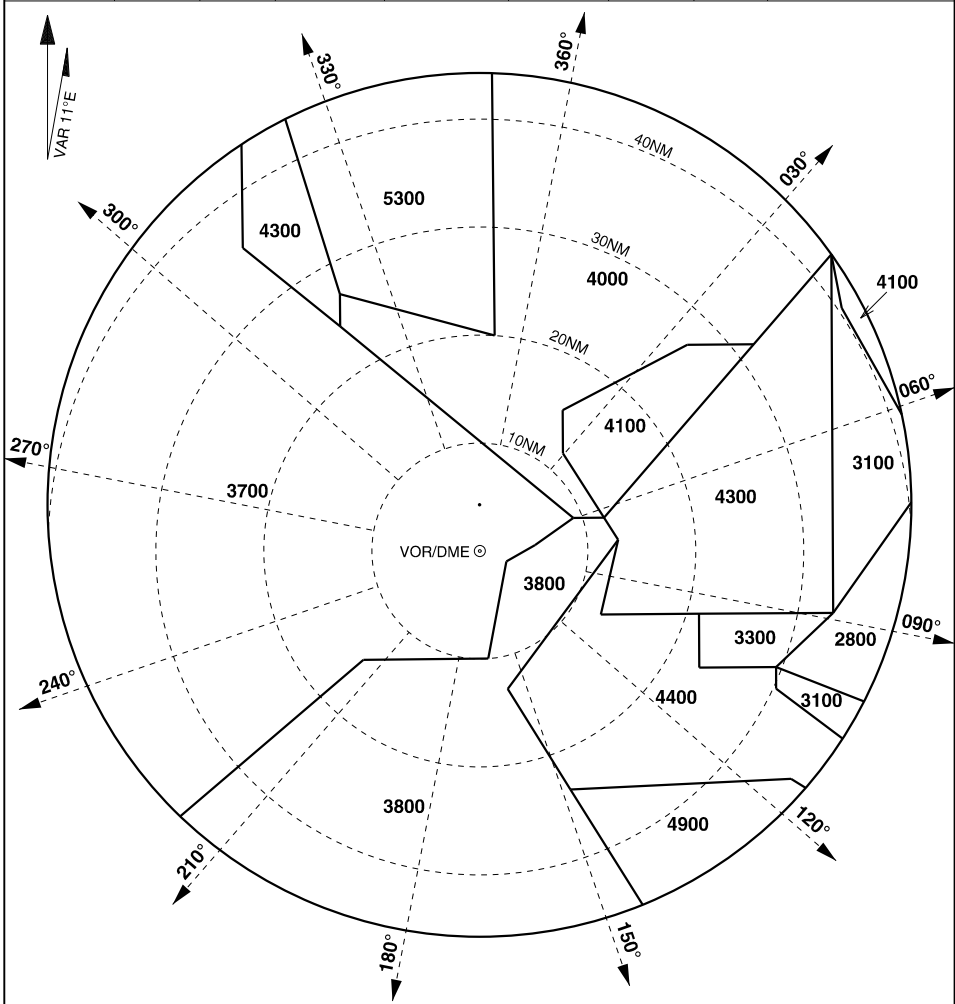
S27 24.69 E151 44.12  
 PANS-OPS, WGS 84

MILITARY USE ONLY

# ATC USE ONLY

RTCC  
**Oakey (YBOK)**

ATIS	ACD	SMC	TWR	APP	CTAF/AFRU	FIA (BN)	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
254 124.3	133.35	121.9	120.1 279.5	125.4 285.4	127.65	121.2	121.3	



NOTE: 1. BEARINGS AND DISTANCES FROM VOR/DME.  
 2. RTCC CENTRED ON THE RADAR HEAD.

# ATC USE ONLY

CHANGES: REMOVED TFC FREQ  
**13 JUN 24**

AIS-AF

**Oakey (YBOK)**  
 RTCC

MILITARY USE ONLY

MILITARY USE ONLY

DME or GNSS ARRIVAL  
OAKY (YBOK)

S27 24.69 E151 44.12  
PANS-OPS, WGS 84

ATIS <b>254 124.3</b>	ACD <b>133.35</b>	SMC <b>121.9</b>	TWR <b>120.1 279.5</b>	APP <b>125.4 285.4</b>	CTAF/AFRU <b>127.65</b>	FIA (BN) <b>121.2</b>	PAL <b>121.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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25NM  
10NM  
3700  
4600  
221°  
096°

NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM

DME USING OK DME  
REFERENCE WAYPOINT OK VOR

CAUTION: D652 APRX 3NM WEST OF AD

2NM  
NO CIRCLING

<b>ELEV 1336</b>	
TLV FL110	TA 10000

<b>SURPO TO OK</b>			<b>MISSED APPROACH:</b> TURN RIGHT, TRACK 260° CLIMB TO 3700FT						
NM FM VOR	SURPO 15	10 7 6	0						
<b>CIRCLING MINIMA</b>		<b>A,B: 2750 -2400</b>	<b>C: 2750 -4000</b>	<b>D: N/A</b>					
NM FM VOR	6.3	6	5	4	3	2.7			
ALT (3° APCH PATH)	3900	3800	3480	3170	2850	2750			

<b>DEBEE TO OK</b>			<b>MISSED APPROACH:</b> CLIMB ON TRACK TO 3700FT						
NM FM VOR	25 15	7 5 4	2 0						
<b>CIRCLING MINIMA</b>		<b>A,B: 2170 -2400</b>	<b>C: 2470 -4000</b>	<b>D: N/A</b>					
NM FM VOR	5.8	5	4	3	2	1.9	1		
ALT (3° APCH PATH)	3700	3450	3140	2820	2500	2470	2170		

<b>SECTOR A</b>			<b>MISSED APPROACH:</b> CLIMB ON TRACK TO 3700FT						
NM FM VOR	25 15	11 6 5	3 0						
<b>CIRCLING MINIMA</b>		<b>A,B: 2770 -2400</b>	<b>C: 2770 -4000</b>	<b>D: N/A</b>					
NM FM VOR	8	7	6	5	4	3	2.3		
ALT (3° APCH PATH)	4600	4270	3950	3640	3320	3000	2770		

<b>SECTOR B</b>			<b>MISSED APPROACH:</b> CLIMB ON TRACK TO 4600FT						
NM FM VOR	25 15	7 5	3 0						
<b>CIRCLING MINIMA</b>		<b>A,B: 2900 -2400</b>	<b>C: 2900 -4000</b>	<b>D: N/A</b>					
NM FM VOR	8	7	6	5	4	3	2.7		
ALT (3° APCH PATH)	4600	4270	3960	3640	3320	3000	2900		

CHANGES: REMOVED TFC FREQ

AIS-AF

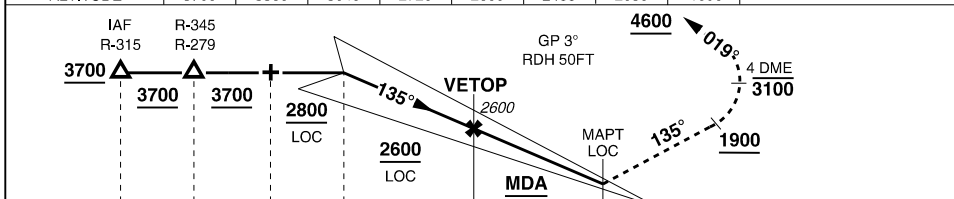
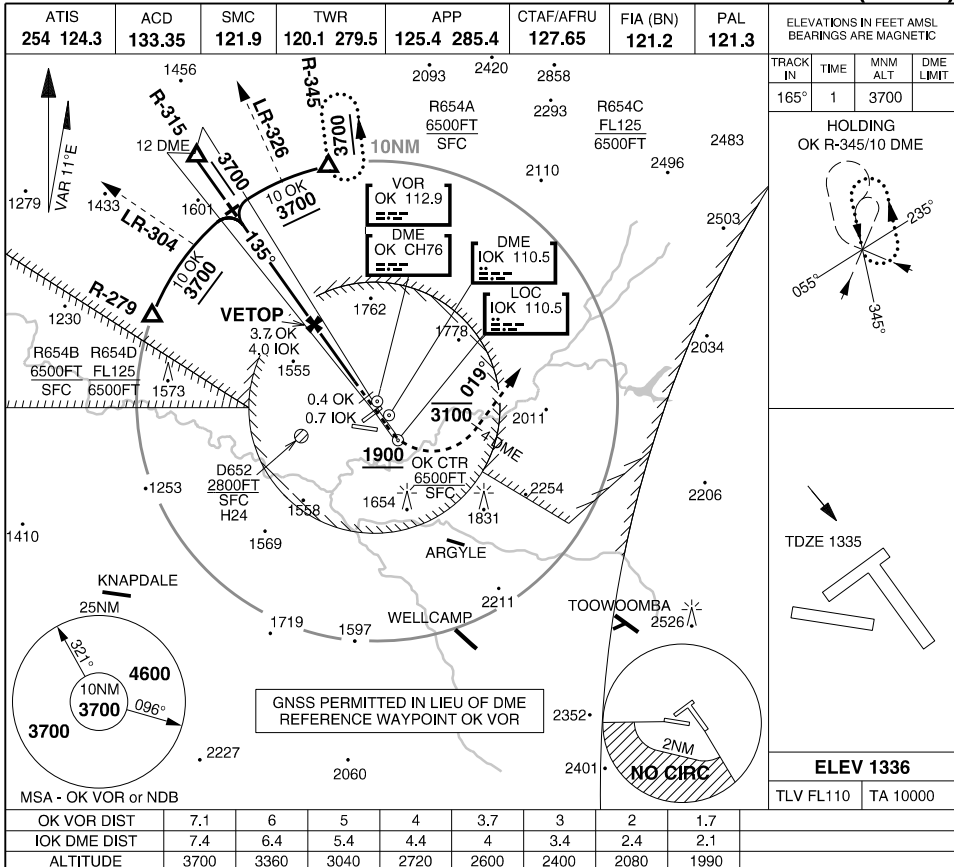
OAKY (YBOK)

13 JUN 24

MILITARY USE ONLY

DME or GNSS ARRIVAL

# ILS-Y or LOC-Y RWY 14 USING OK VOR or IOK DME MILITARY USE ONLY OAKY (YBOK)



OK VOR	12	10	ARC 10	7.1	3.7	0.4	THR 14 ELEV 1334	
IOK DME	12.3	10.3		7.4	4	0.7		

**MISSED APPROACH:** TRACK 135°, AT 1900FT, TURN LEFT, MAX IAS IN TURN: 170KT. TRACK 019°, CLIMB NOT ABV 3100FT, PASSING 4 DME CLIMB TO 4600FT

CATEGORY	A	B	C	D	E	
ILS/DME	1740	406 -2200 (VIS -1600 WITH ACTUAL QNH)	NOT APPLICABLE			
LOC/DME	1990					654 -3600
CIRCLING	2170	834 -2400				2470 1134 -4000

**NOTES:** 1. NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM

CHANGES: REMOVED TFC FREQ  
**13 JUN 24**  
MILITARY USE ONLY  
**OAKY (YBOK)**  
ILS-Y or LOC-Y RWY 14 USING OK VOR or IOK DME

VOR/DME OK 112.9 Chan 76	APCH CRS 125°	RWY LDG THR ELEV 1334 AD ELEV 1336
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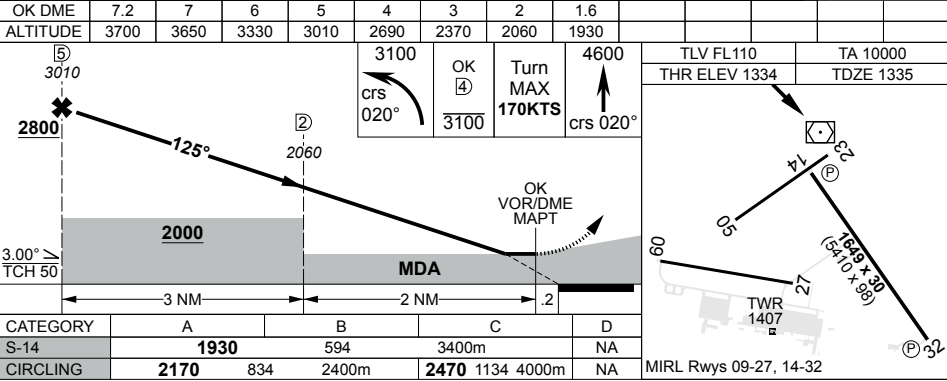
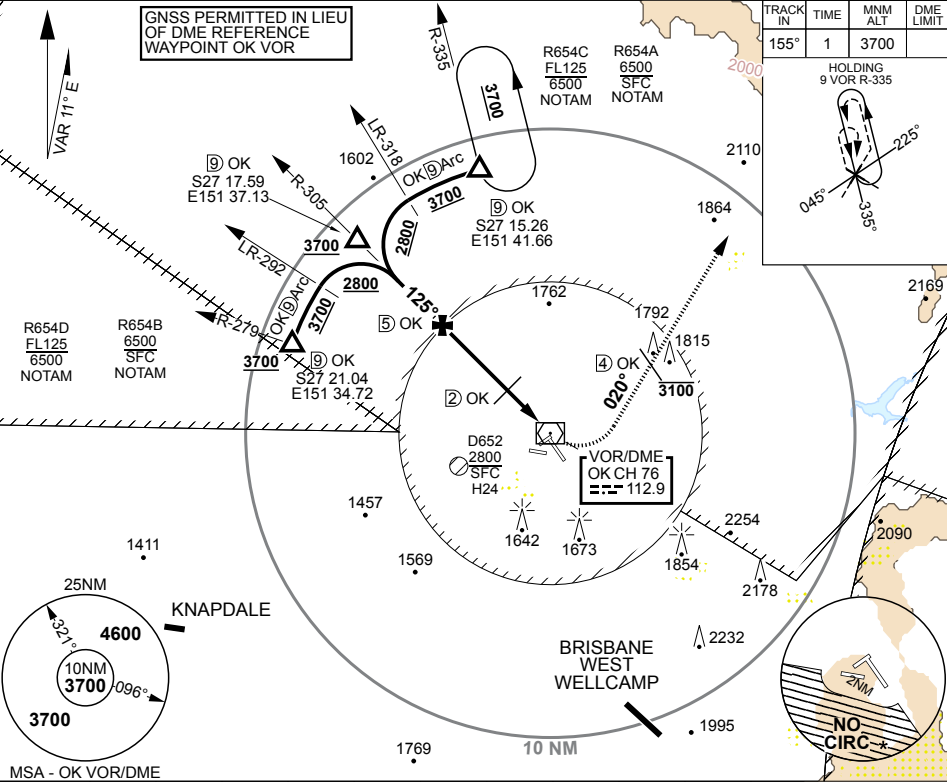
# VOR-Z RWY 14 (CAT A,B,C) OAKLEY (YBOK)

PANS-OPS, WGS-84

1. NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM.

**MISSED APPROACH:**  
TURN LEFT, MAX IAS IN TURN: 170KT. TRACK 020°. CLIMB NOT ABOVE 3100FT, PASSING 4 DME CLIMB TO 4600FT.

ATIS 124.3 254	ACD 133.35	SMC 121.9	TWR 120.1 279.5	APP 125.4 285.4	CTAF /AFRU 127.65	FIA (BN) 121.2	PAL 121.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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CHANGES: REMOVED TFC FREQ

S27 24.69 E151 44.12

**13 JUN 24**

134

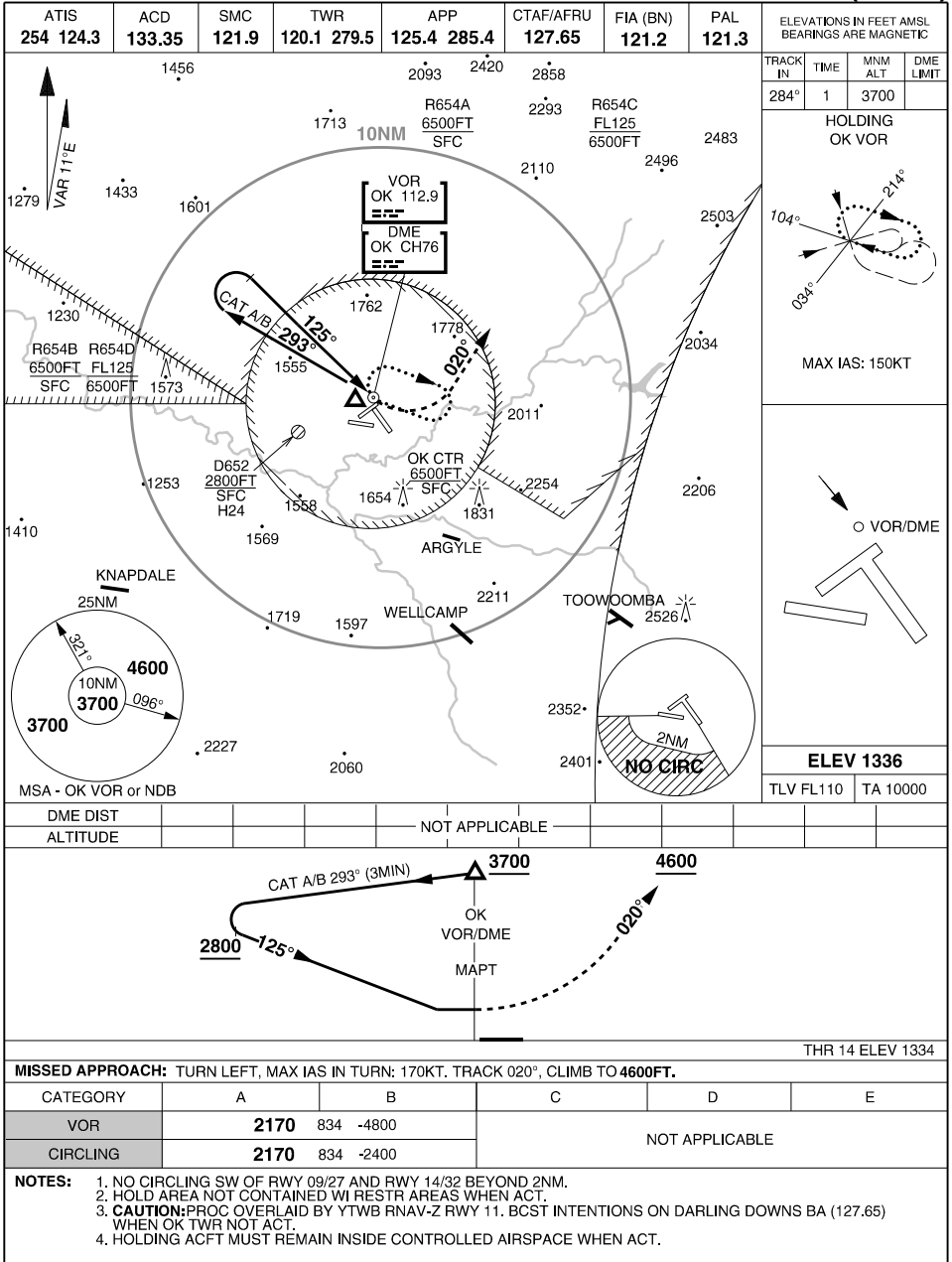
**AIS-AF MILITARY USE ONLY**

# OAKLEY (YBOK) VOR-Z RWY 14 (CAT A,B,C)

MILITARY USE ONLY

VOR-Y RWY 14 (CAT A,B)  
OAKLEY (YBOK)

S27 24.69 E151 44.12  
PANS-OPS, WGS 84



CHANGES: REMOVED TFC FREQ

AIS-AF

OAKLEY (YBOK)

13 JUN 24

MILITARY USE ONLY

VOR-Y RWY 14 (CAT A,B)

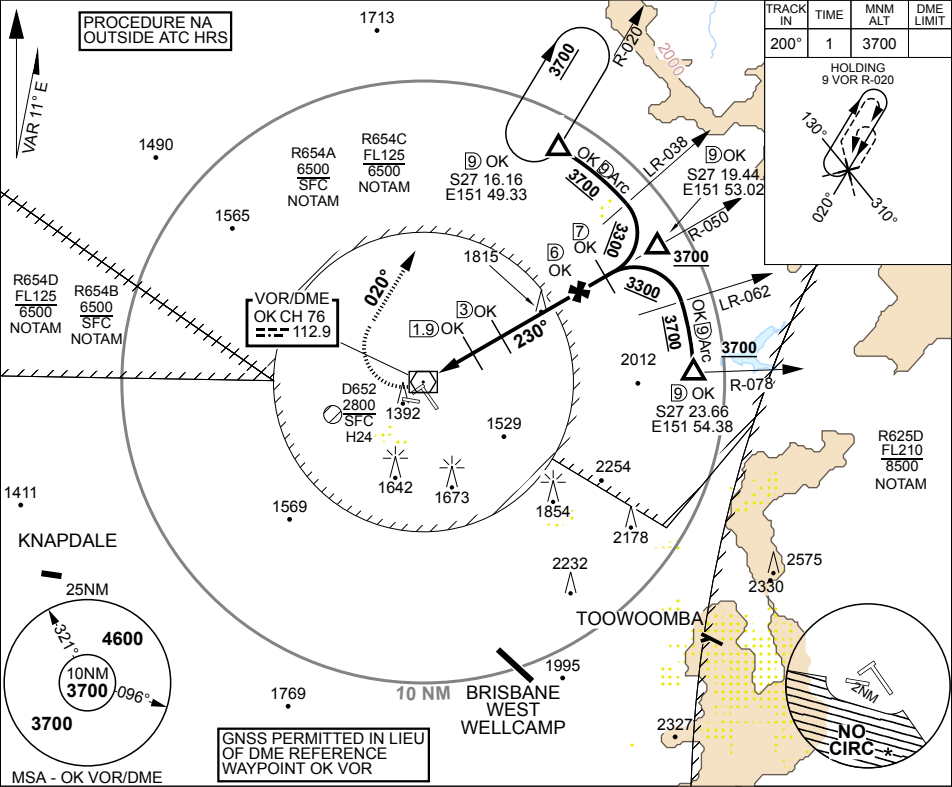
VOR/DME OK 112.9 Chan 76	APCH CRS 230°	RWY LDG 2999 THR ELEV 1335 AD ELEV 1336
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# VOR RWY 23 (CAT A,B) OAKLEY (YBOK)

PANS-OPS, WGS-84

1. NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM. MISSED APPROACH:  
TURN RIGHT, MAX IAS IN TURN: 140KT. TRACK 020°, CLIMB TO 4600FT.

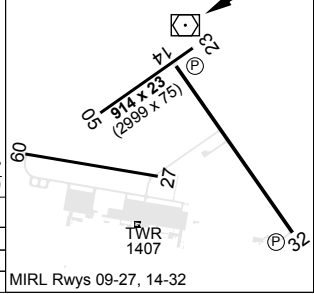
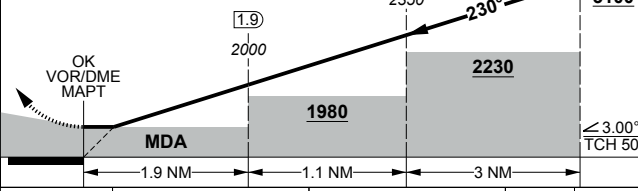
ATIS 124.3 254	ACD 133.35	SMC 121.9	TWR 120.1 279.5	APP 125.4 285.4	CTAF /AFRU 127.65	FIA (BN) 121.2	PAL 121.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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OK DME	1.7	2	3	4	5	6	7	7.2		
ALTITUDE	1930	2030	2350	2670	2990	3310	3630	3700		

4600  
Turn MAX  
CRS 020°  
140KTS

TLV FL110	TA 10000
THR ELEV 1335	TDZE 1335



CATEGORY	A	B	C	D
S-23	1930	594	3400m	NA
CIRCLING	2170	834	2400m	NA

CHANGES: REMOVED TFC FREQ S27 24.69 E151 44.12

13 JUN 24

AIS-AF  
MILITARY USE ONLY

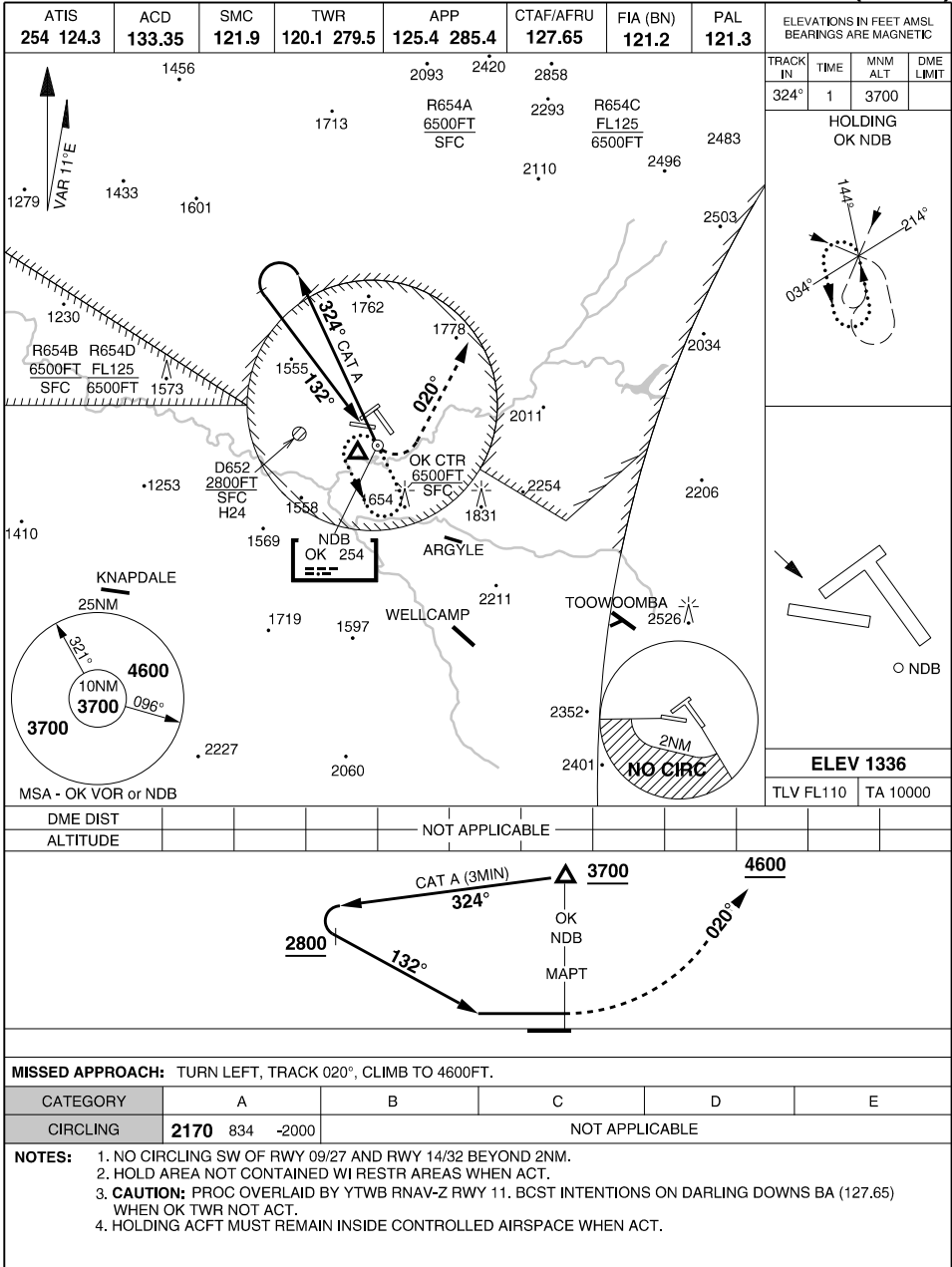
# OAKLEY (YBOK) VOR RWY 23 (CAT A,B)



MILITARY USE ONLY

S27 24.69 E151 44.12  
PANS-OPS, WGS 84

NDB-A (CAT A)  
OAKLEY (YBOK)



CHANGES: REMOVED TFC FREQ

AIS-AF

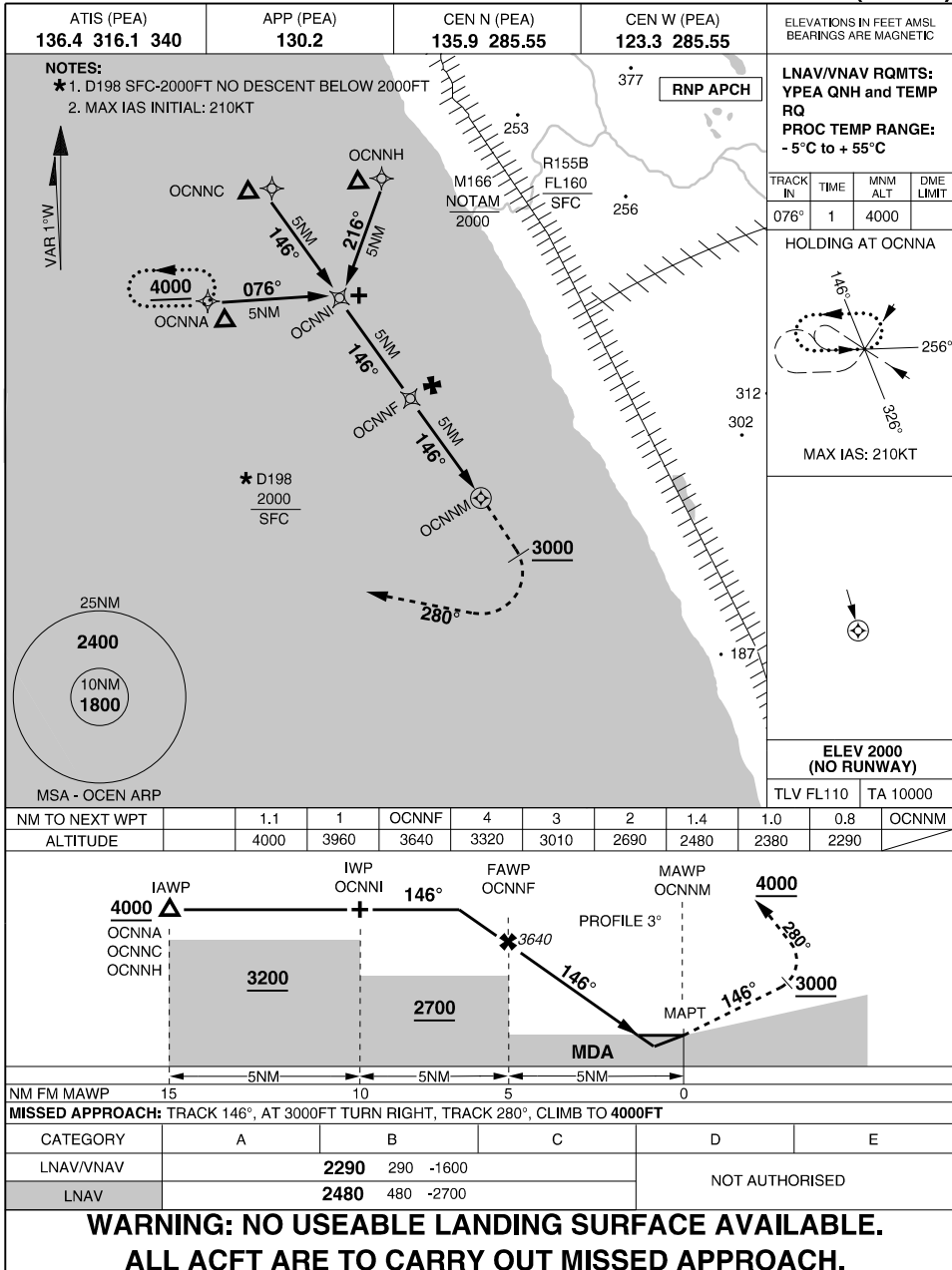
OAKLEY (YBOK)  
NDB-A (CAT A)

**13 JUN 24**

MILITARY USE ONLY

MILITARY USE ONLY

RNP-O (CAT A,B,C)  
OCEAN (OCEN)



**WARNING: NO USEABLE LANDING SURFACE AVAILABLE.  
ALL ACFT ARE TO CARRY OUT MISSED APPROACH.**

CHANGES: SUA IDENT  
**13 JUN 24**

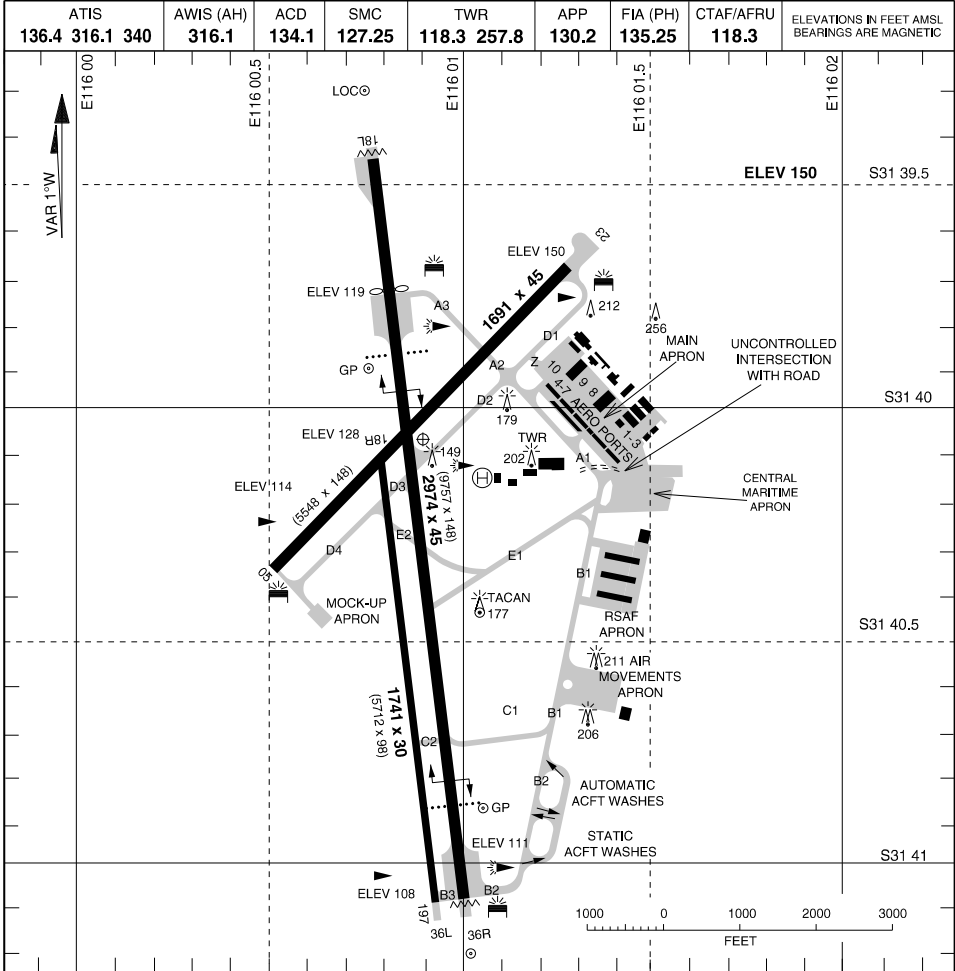
AIS-AF  
MILITARY USE ONLY

**OCEAN (OCEN)**  
RNP-O (CAT A,B,C)

MILITARY USE ONLY

# AERODROME CHART PEARCE (YPEA)

S31 40.06 E116 00.90  
PANS-OPS, WGS 84



LIGHTING				NOTES RWY 18 & 23 - RIGHT CIRCUIT  <b>CAUTION</b> CONTINUOUS HEL OPS
RWY	APPROACH	THR	RUNWAY	
18L (175°)	PAPI (6) - 3.00° 47FT	GREEN	MIRL (3)	
36R (355°)	PAPI (6) - 3.00° 68FT			
18R (175°)	NIL	NIL	NIL	
36L (355°)				
05 (046°)	NIL	GREEN	MIRL (3)	
23 (226°)				

TAXIWAY: A,B,C,D AND Z - CENTRELINE LIGHTING, E,C2,B3 - UNLIT OBSTRUCTION & HAZARD BEACONS  
EMERGENCY: PORTABLE ELECTRIC LIGHTING ON 15 MIN NOTICE  
SDBY PWR AVBL  
CHANGES: REMOVED TFC FREQ

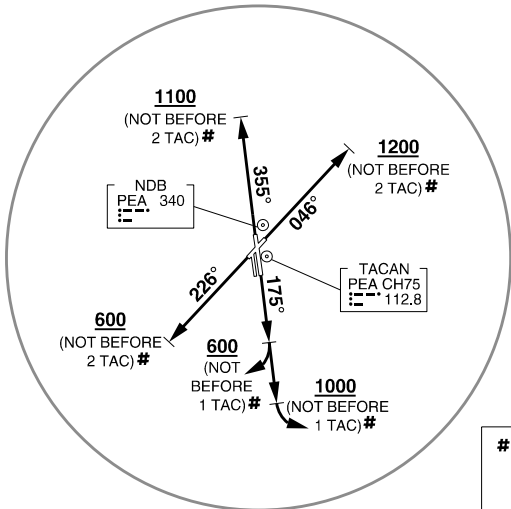
**30 NOV 23**

AIS-AF  
MILITARY USE ONLY

**PEARCE (YPEA)**  
AERODROME CHART

**SID (RADAR) RWYS 05, 18L, 23 & 36R**  
**MILITARY USE ONLY**  
**PEARCE (YPEA)**

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



# ATC WILL ADVISE  
PASSING TURN  
DISTANCE BY  
RADAR IF TACAN  
NOT AVBL

<b>ELEV 150</b>	
TLV FL110	TA 10000

**PEARCE FIVE DEPARTURE**

**RWY 05**

- GRAD 7.9% TO 900FT THEN 3.3%
- TRACK 046°
- AT 1200FT BUT NOT BEFORE 2 TACAN # TURN TO ASSIGNED HDG OR TRACK

**RWY 23**

- GRAD 4.3% TO 1000FT THEN 3.3%
- TRACK 226°
- AT 600FT BUT NOT BEFORE 2 TACAN # TURN TO ASSIGNED HDG OR TRACK

**RWY 18L EAST**

- GRAD 4.8% TO 1200FT THEN 3.3%
- TRACK 175°
- AT 1000FT BUT NOT BEFORE 1 TACAN # TURN EAST TO ASSIGNED HDG OR TRACK

**RWY 18L WEST**

- GRAD 4.8% TO 600FT THEN 3.3%
  - TRACK 175°
  - AT 600FT BUT NOT BEFORE 1 TACAN # TURN WEST TO ASSIGNED HDG OR TRACK
- REQUIREMENT** - EST IN TURN NO LATER THAN 2 TACAN TO AVOID PH CTA

**RWY 36R**

- GRAD 4.5% TO 1100FT THEN 3.3%
- TRACK 355°
- AT 1100FT BUT NOT BEFORE 2 TACAN # TURN TO ASSIGNED HDG OR TRACK

**COMMUNICATIONS FAILURE PROCEDURE**

ON RECOGNITION OF COMMUNICATIONS 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: REMOVED TFC FREQ

**30 NOV 23**

**AIS-AF**  
**MILITARY USE ONLY**

**PEARCE (YPEA)**

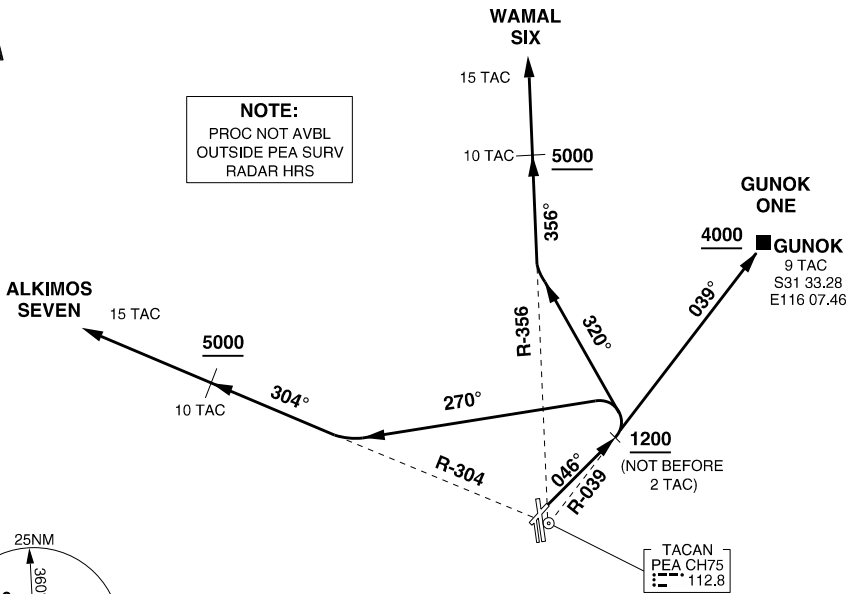
**SID (RADAR) RWYS 05, 18L, 23 & 36R**

S31 40.06 E116 00.90  
 PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	

VAR 1°W

**NOTE:**  
 PROC NOT AVBL  
 OUTSIDE PEA SURV  
 RADAR HRS



<b>ELEV 150</b>	
TLV FL110	TA 10000

**ALKIMOS SEVEN DEPARTURE**

- MAX IAS 210KT UNTIL ESTABLISHED ON OUTBOUND RADIAL.
- GRAD 7.9% TO 900FT, THENCE 3.3%
- TRACK 046°
- AT 1200FT BUT NOT BEFORE 2 TAC
- TURN LEFT TRACK 270°
- INTERCEPT R-304 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC TRACK AS CLEARED BY ATC

**GUNOK ONE DEPARTURE**

- MAX IAS 180KT UNTIL ESTABLISHED ON OUTBOUND RADIAL.
- GRAD 7.9% TO 1200FT, THENCE 3.3%
- TRACK 046°
- AT 1200FT BUT NOT BEFORE 2 TAC
- INTERCEPT R-039 PEA TAC
- **REQUIREMENT** - REACH 4000FT BY GUNOK
- AT GUNOK TRACK AS CLEARED BY ATC

**WAMAL SIX DEPARTURE**

- MAX IAS 210KT UNTIL ESTABLISHED ON OUTBOUND RADIAL.
- GRAD 7.9% TO 900FT, THENCE 3.3%
- TRACK 046°
- AT 1200FT BUT NOT BEFORE 2 TAC
- TURN LEFT TRACK 320°
- INTERCEPT R-356 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC TRACK AS CLEARED BY ATC

CHANGES: REMOVED TFC FREQ

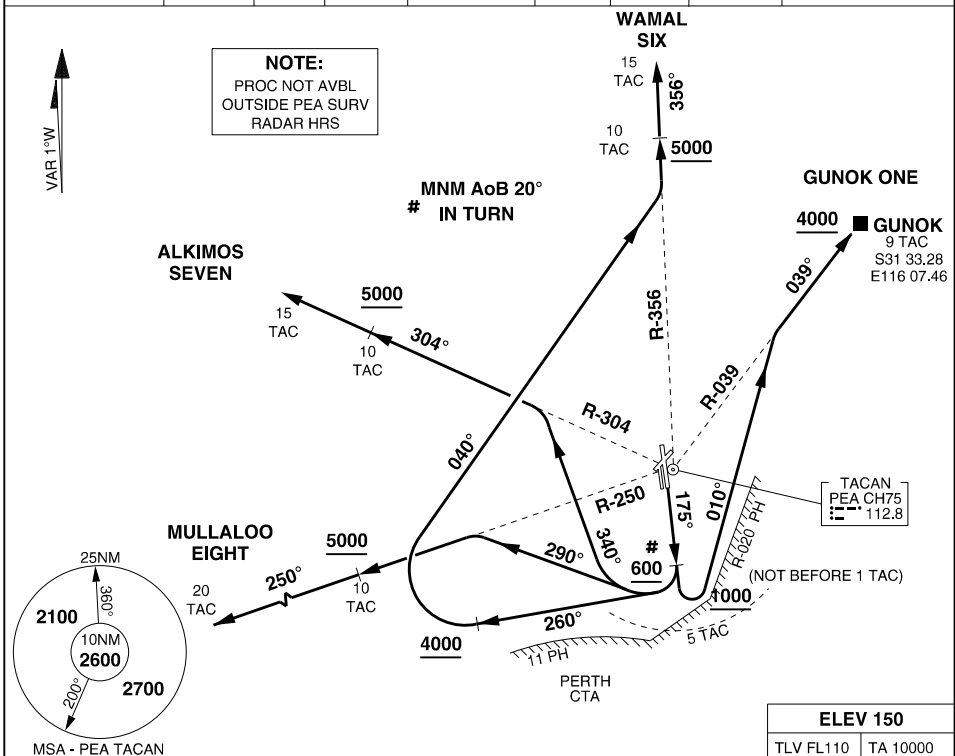
**30 NOV 23**

MILITARY USE ONLY

SID RWY 18L (CAT A, B, C)  
**PEARCE (YPEA)**

S31 40.06 E116 00.90  
 PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



**ALKIMOS SEVEN DEPARTURE**

- MAX IAS 230KT UNTIL TRACKING 304°
- GRAD 5% to 600FT THEN 3.3%
- TRACK 175°
- AT 600FT, BUT NOT BEFORE 1 TAC  
 TURN RIGHT # TRACK 340°
- INTERCEPT R-304 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

**GUNOK ONE DEPARTURE**

- MAX IAS 180KT
- GRAD 5% to 1000FT THEN 3.3%
- TRACK 175°
- AT 1000FT, BUT NOT BEFORE 1 TAC  
 TURN LEFT # TRACK 010°
- INTERCEPT R-039 PEA TAC  
**REQUIREMENT** - REACH 4000FT BY GUNOK
- AT GUNOK, TRACK AS CLEARED BY ATC

**MULLALOO EIGHT DEPARTURE**

- MAX IAS 240KT UNTIL TRACKING 290°
- GRAD 5% to 600FT THEN 3.3%
- TRACK 175°
- AT 600FT, BUT NOT BEFORE 1 TAC  
 TURN RIGHT # TRACK 290°
- INTERCEPT R-250 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 20 TAC, TRACK AS CLEARED BY ATC

**WAMAL SIX DEPARTURE**

- MAX IAS 180KT UNTIL TRACKING 040°
- GRAD 5% to 4000FT THEN 3.3%
- TRACK 175°
- AT 600FT, BUT NOT BEFORE 1 TAC  
 TURN RIGHT # TRACK 260°
- AT 4000FT TURN RIGHT TRACK 040° TO  
 TO INTERCEPT R-356 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

CHANGES: REMOVED TFC FREQ

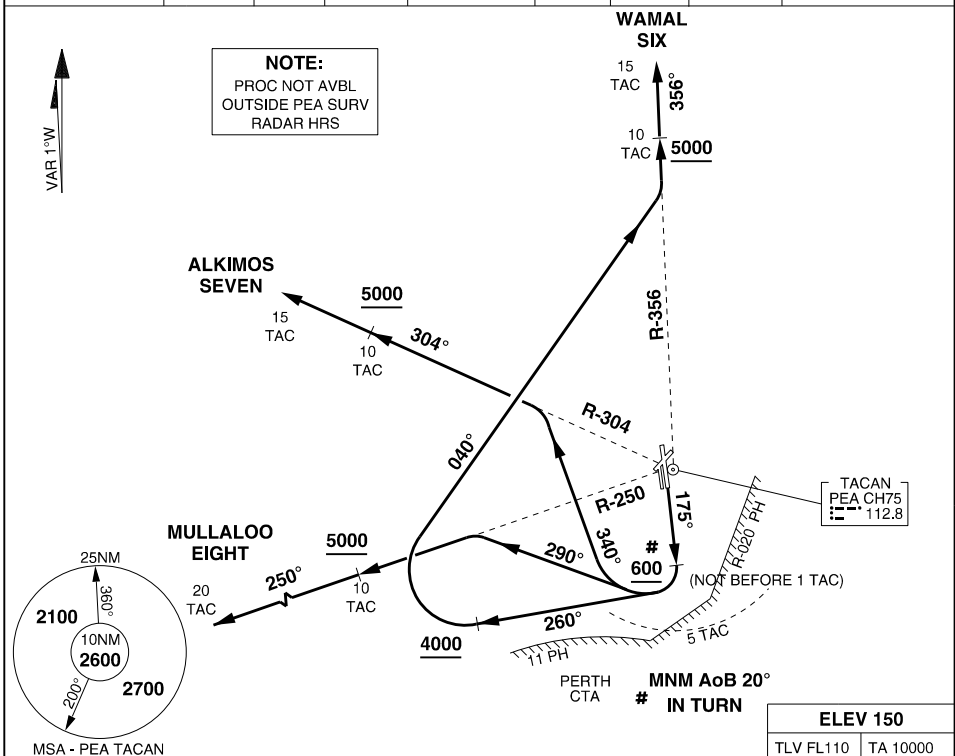
**30 NOV 23**

AIS-AF  
 MILITARY USE ONLY

**PEARCE (YPEA)**  
 SID RWY 18L (CAT A,B,C)

S31 40.06 E116 00.90  
 WGS-84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC		
136.4	316.1	340	316.1	134.1	127.25	118.3	257.8	130.2	135.25	118.3



MSA - PEA TACAN

**ALL DEPARTURES**

- MAX IAS 250KT
- TRACK 175°

**ALKIMOS SEVEN DEPARTURE**

- GRAD 7% to 600FT THEN 3.3%
- AT 600FT, BUT NOT BEFORE 1 TAC
- TURN RIGHT # TRACK 340°
- INTERCEPT R-304 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

**MULLALOO EIGHT DEPARTURE**

- GRAD 7% to 600FT THEN 3.3%
- AT 600FT, BUT NOT BEFORE 1 TAC
- TURN RIGHT # TRACK 290°
- INTERCEPT R-250 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 20 TAC, TRACK AS CLEARED BY ATC

**WAMAL SIX DEPARTURE**

- GRAD 7% to 4000FT THEN 3.3%
- AT 600FT, BUT NOT BEFORE 1 TAC
- TURN RIGHT # TRACK 260°
- AT 4000FT TURN RIGHT TRACK 040° TO INTERCEPT R-356 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

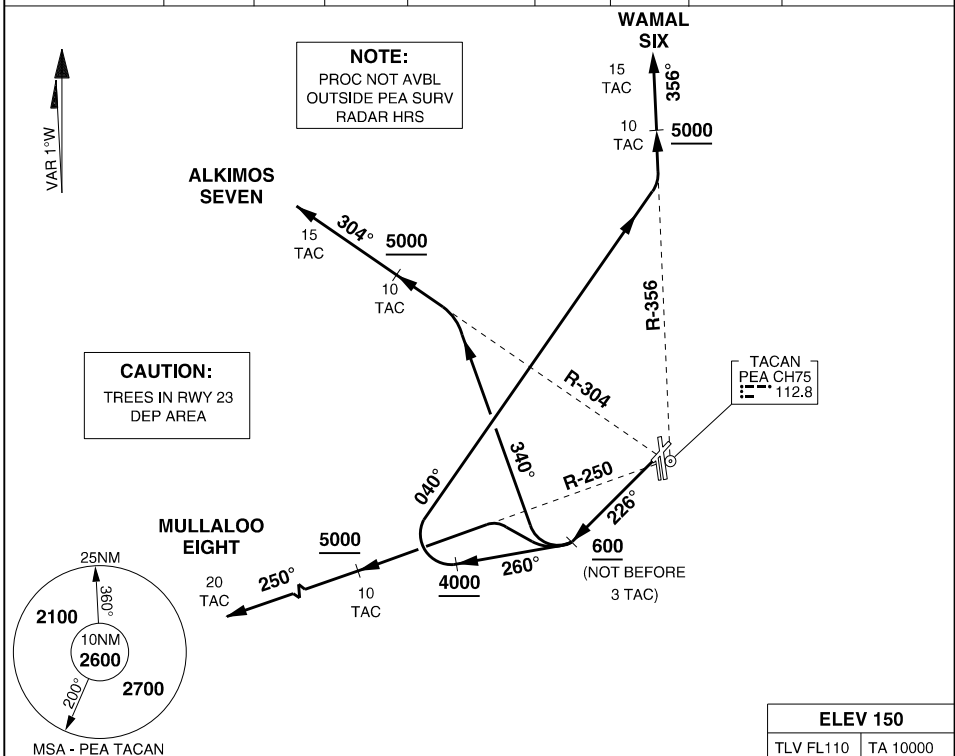
<b>ELEV 150</b>	
TLV FL110	TA 10000

CHANGES: REMOVED TFC FREQ

**30 NOV 23**

S31 40.06 E116 00.90  
 PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



**ALKIMOS SEVEN DEPARTURE**

- MAX IAS 180KT UNTIL TRACKING 304°
- GRAD 3.6% to 600FT THEN 3.3%
- TRACK 304°
- AT 600FT, BUT NOT BEFORE 3 TAC TURN RIGHT TRACK 340°
- INTERCEPT R-304 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

**MULLALOO EIGHT DEPARTURE**

- MAX IAS 240KT UNTIL TRACKING 250°
- GRAD 3.6% to 600FT THEN 3.3%
- TRACK 250°
- AT 600FT, BUT NOT BEFORE 3 TAC TURN RIGHT
- INTERCEPT R-250 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 20 TAC, TRACK AS CLEARED BY ATC

**WAMAL SIX DEPARTURE**

- MAX IAS 210KT UNTIL TRACKING 040°
- GRAD 7% to 4000FT THEN 3.3%
- TRACK 226°
- AT 600FT, BUT NOT BEFORE 3 TAC TURN RIGHT TRACK 260°
- AT 4000FT TURN RIGHT TRACK 040° TO TO INTERCEPT R-356 PEA TAC
- **REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

CHANGES: REMOVED TFC FREQ

**30 NOV 23**

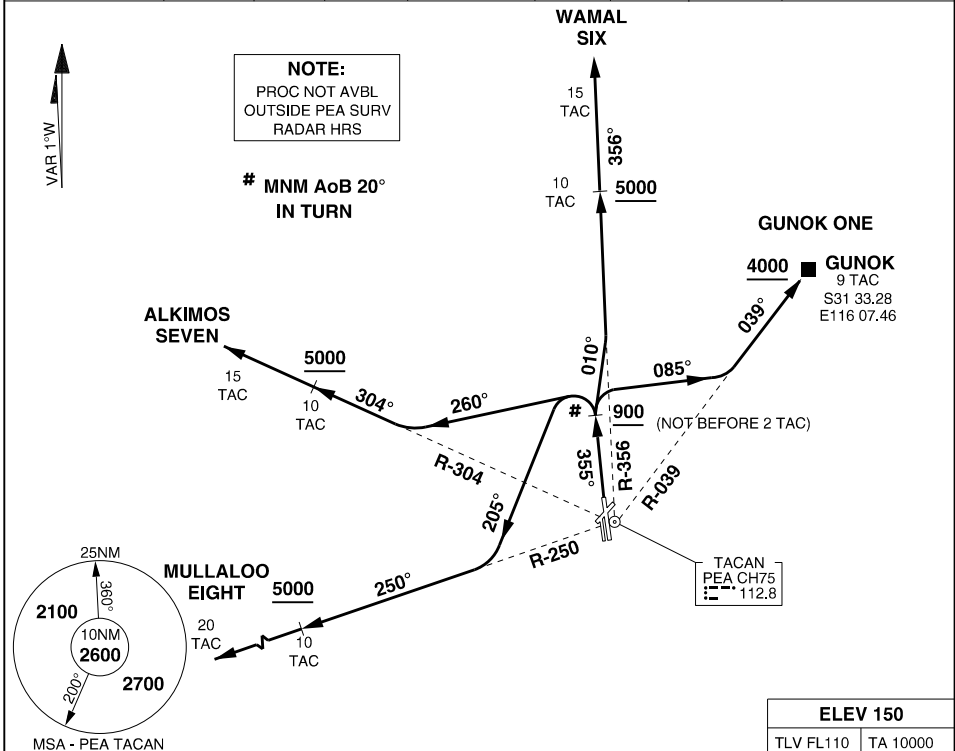
AIS-AF  
 MILITARY USE ONLY

**PEARCE (YPEA)**  
 SID RWY 23 (CAT A, B, C)



S31 40.06 E116 00.90  
PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



**ALL DEPARTURES**

- GRAD 6% TO 900FT THEN 3.3%
- TRACK 355°

**ALKIMOS SEVEN DEPARTURE**

- MAX IAS 280KT UNTIL ESTABLISHED R-304
- AT 900FT, BUT NOT BEFORE 2 TAC  
TURN LEFT # TRACK 260°
- INTERCEPT R-304 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

**GUNOK ONE DEPARTURE**

- MAX IAS 180KT UNTIL ESTABLISHED R-039
- AT 900FT, BUT NOT BEFORE 2 TAC  
TURN RIGHT # TRACK 085°
- INTERCEPT R-039 PEA TAC  
**REQUIREMENT** - REACH 4000FT BY GUNOK
- AT GUNOK, TRACK AS CLEARED BY ATC

**MULLALOO EIGHT DEPARTURE**

- AT 900FT, BUT NOT BEFORE 2 TAC  
TURN LEFT # TRACK 205°
- INTERCEPT R-250 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 20 TAC, TRACK AS CLEARED BY ATC

**WAMAL SIX DEPARTURE**

- AT 900FT, BUT NOT BEFORE 2 TAC  
TURN RIGHT # TRACK 010°
- INTERCEPT R-356 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC


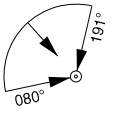
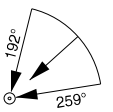
CHANGES: REMOVED TFC FREQ

30 NOV 23

AIS-AF  
MILITARY USE ONLY

PEARCE (YPEA)  
SID RWY 36R

# TACAN or GNSS ARRIVAL PROCEDURES MILITARY USE ONLY PEARCE (YPEA)

ATIS <b>136.4 316.1 340</b>	AWIS (AH) <b>316.1</b>	ACD <b>134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>130.2</b>	FIA (PH) <b>135.25</b>	CTAF/AFRU <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC			
<b>INBOUND TRACK or SECTOR (MAG)</b>	<b>LOWEST SAFE ALT (FT)</b>	<b>DESCENT STEPS</b>									<b>ELEV 150</b>
		<b>AT TACAN or GNSS DISTANCE....NM</b> ↓ <b>DESCEND TO.....FEET/VIS.....M</b>									
1	2	3	4	5	6	7	8	9	10	11	
<p>- DME USING TACAN CH75 - GNSS REFERENCE WAYPOINT PEA TACAN</p> <div style="float: right; border: 1px solid black; border-radius: 50%; padding: 10px; text-align: center;">  <p><b>NO CIRCLING</b></p> </div>											
<b>SECTOR A</b> ♣	2700				35	26	18	10	7	5	
	WITHIN 25 NM				↓ 10,000	↓ 8000	↓ 5000	↓ 3500	↓ 1500	↓ A,B: 1340 -2400 C: 1340 -4000 D: 1340 -5000	
 <p style="text-align: center;">IAF: 15 TACAN    IF: 10 TACAN    FAF: 5 TACAN    MAPT: PEA TACAN</p> <p><b>MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO 3000FT #</b></p> <p># ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS</p> <p>♣ NOT AVAILABLE WHEN R179 ACTIVE</p>											
<b>SECTOR B</b>	2700				35	26	19	13	5	2	
	WITHIN 25 NM				↓ 10,000	↓ 8000	↓ 5000	↓ 2700	↓ 1600	↓ A,B: 1340 -2400 C: 1340 -4000 D: 1340 -5000	
 <p style="text-align: center;">IAF: 15 TACAN    IF: 10 TACAN    FAF: 5 TACAN    MAPT: PEA TACAN</p> <p><b>MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO 3000FT #</b></p> <p># ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS MISSED APCH INFRINGES R179 WHEN ACT</p>											
<p><b>NOTES :</b></p> <ol style="list-style-type: none"> <li>1. NO CIRCLING EAST OF RWY 18L/36R</li> <li>2. PROCEDURE DESIGNED TO CONTAIN ACFT IN PH CTA/C UNTIL WITHIN THE BOUNDRY OF R153/155</li> <li>3. DURING CTAF HRS REFERENCE TO VTC AND TAC ADVISED TO PREVENT ACFT RE-ENTERING PH CTA/C AFTER PROCEEDING OCTA</li> </ol>											

CHANGES: REMOVED TFC FREQ

**30 NOV 23**

**AIS-AF  
MILITARY USE ONLY**

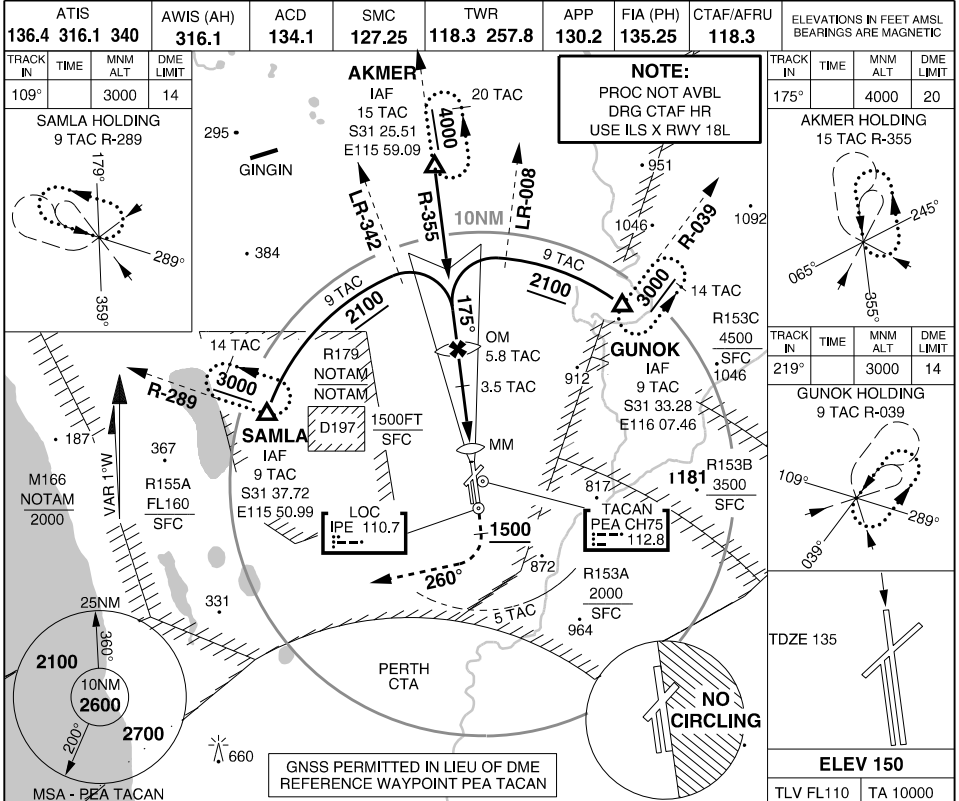
**PEARCE (YPEA)**

**TACAN or GNSS ARRIVAL PROCEDURES**

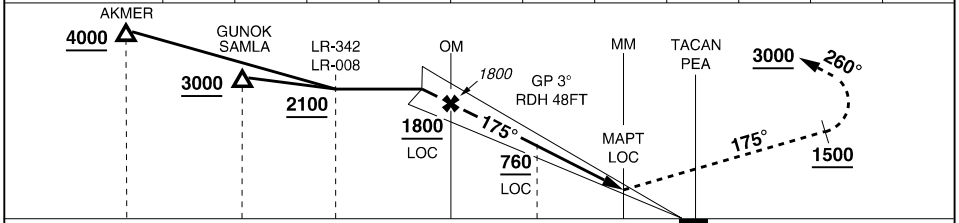
MILITARY USE ONLY

ILS-Y or LOC-Y RWY 18L  
PEARCE (YPEA)

S31 40.06 E116 00.90  
PANS-OPS, WGS 84



PEA TACAN DIST	9	8	7	6	5.8	5	4	3	2.3	
ALTITUDE	2800	2490	2170	1850	1800	1530	1210	890	660	



**MISSED APPROACH:** TRACK 175°, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO 3000FT

CATEGORY	A	B	C	D	E
ILS/TAC	470	351 -2000	(VIS -1500 WITH ACTUAL QNH)		
LOC/TAC		660	541 -3000		NOT AUTHORISED
CIRCLING	730	580 -2000	890 740 -2400	1010 860 -4000	1070 920 -5000

- NOTES:**
- NO CIRCLING EAST OF RWY 18L/36R.
  - CLOSE PROXIMITY TO PH CTR.

CHANGES: SUA IDENT  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY

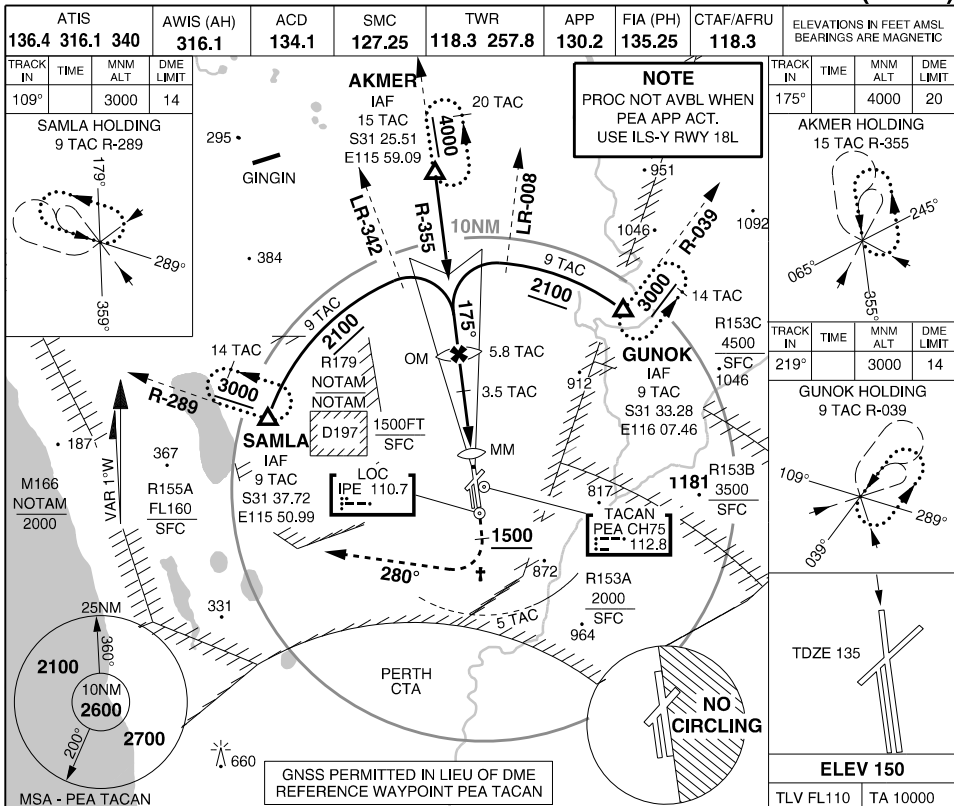
**PEARCE (YPEA)**  
ILS-Y or LOC-Y RWY 18L

S31 40.06 E116 00.90  
PANS-OPS, WGS 84

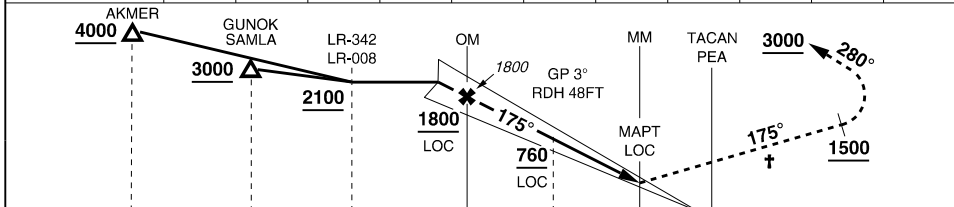
# ILS-X or LOC-X RWY 18L (UNCONTROLLED HR ONLY)

MILITARY USE ONLY

## PEARCE (YPEA)



PEA TACAN DIST	9	8	7	6	5.8	5	4	3	2.3	
ALTITUDE	2800	2490	2170	1850	1800	1530	1210	890	660	



TACAN PEA 15 9 ARC 9 5.8 3.5 1.3 0 THR 18L ELEV 119

**MISSED APPROACH: † TRACK 175°, AT 1500FT TURN RIGHT, TRACK 280°, CONTINUE CLIMB TO 3000FT**

CATEGORY	A	B	C	D	E
ILS/TAC	470	351 -2000	(VIS -1500 WITH ACTUAL QNH)		
LOC/TAC		660 541 -3000			NOT AUTHORISED
CIRCLING	730 580 -2000	890 740 -2400	1010 860 -4000	1070 920 -5000	

**NOTES:**  
1. NO CIRCLING EAST OF RWY 18L/36R  
† 2. MISSED APCH PROC REQUIRES PH ATC CLEARANCE

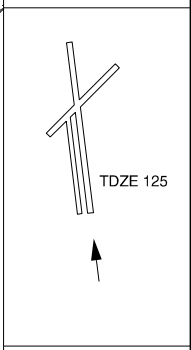
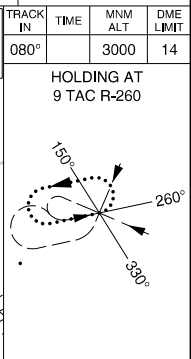
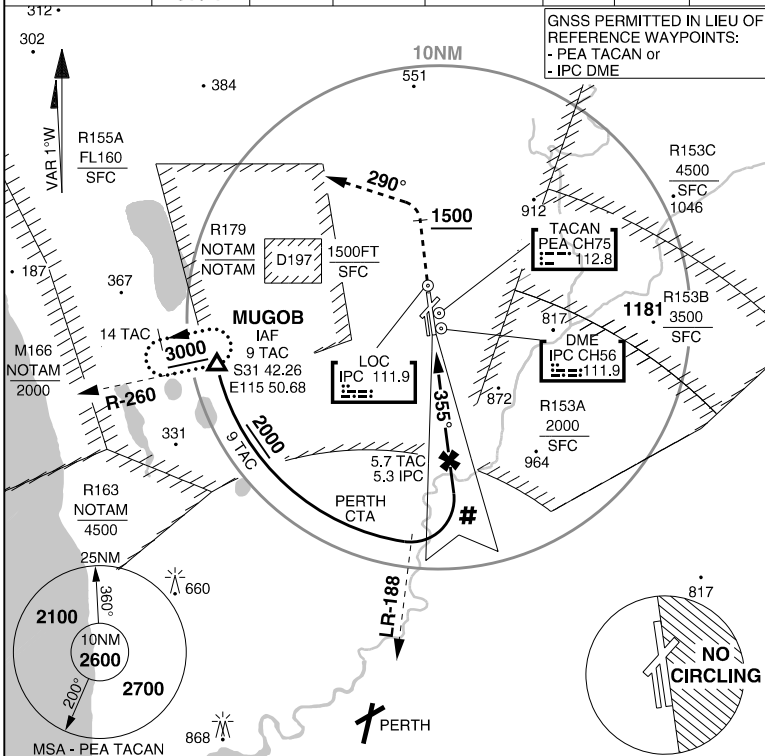
CHANGES: SUA IDENT **13 JUN 24** **PEARCE (YPEA)**  
MILITARY USE ONLY  
ILS-X or LOC-X RWY 18L (UNCONTROLLED HR ONLY)

MILITARY USE ONLY

ILS-Z RWY 36R  
PEARCE (YPEA)

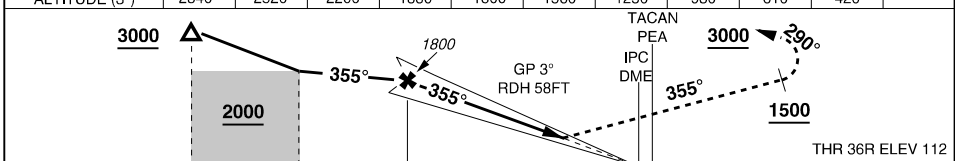
S31 40.06 E116 00.90  
PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC				
136.4	316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	TRACK IN	TIME	MNM ALT	DME LIMIT



ELEV 150	
TLV FL110	TA 10000

IPC DME	8.6	7.6	6.6	5.6	5.3	4.6	3.6	2.6	1.6	1.0
PEA TACAN DIST	9	8	7	6	5.7	5	4	3	2	1.4
ALTITUDE (3°)	2840	2520	2200	1880	1800	1560	1250	930	610	420



TACAN PEA	9	ARC	9	5.7	0
DME IPC			8.6	5.3	0

**MISSED APPROACH:** TRACK 355°, AT 1500FT TURN LEFT, TRACK 290°, CLIMB TO 3000FT

CATEGORY	A	B	C	D	E
ILS/TAC	420 308 -1600 (VIS -1500 WITH ACTUAL QNH)				
CIRCLING	730	580 -2000	890 740 -2400	1010 860 -4000	1070 920 -5000

**NOTES:**  
 1. NO CIRCLING EAST OF RWY 18L/36R  
 2. PROC NOT AVBL DRG CTAF HR UNLESS CLEARED BY PH APP  
 #3. MAX IAS IN TURN 210KT

CHANGES: EDITORIAL  
**05 SEP 24**

AIS-AF  
MILITARY USE ONLY

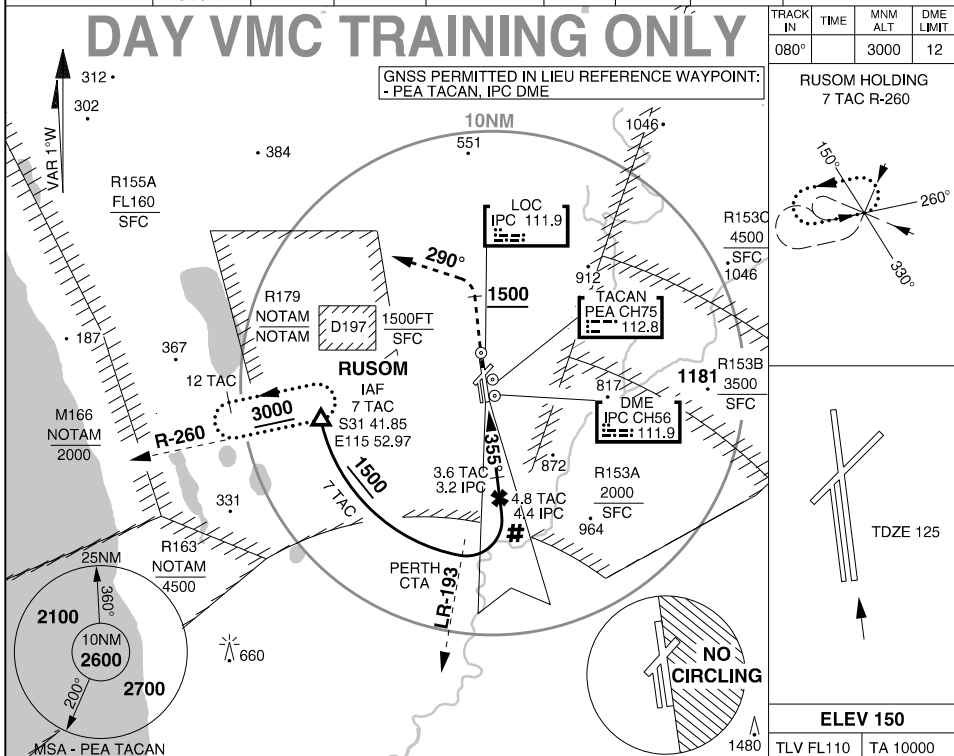
PEARCE (YPEA)  
ILS-Z RWY 36R

**ILS-Y or LOC-Y RWY 36R (CAT A, B, C)**  
**MILITARY USE ONLY**  
**PEARCE (YPEA)**

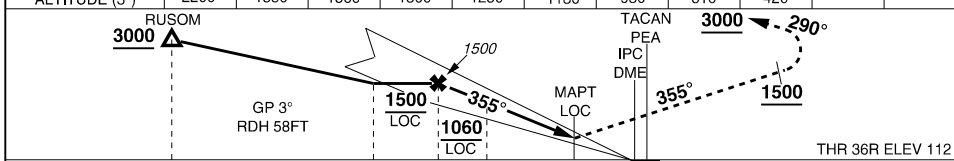
ATIS <b>136.4 316.1 340</b>	AWIS (AH) <b>316.1</b>	ACD <b>134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>130.2</b>	FIA (PH) <b>135.25</b>	CTAF/AFRU <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC	
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# DAY VMC TRAINING ONLY

GNSS PERMITTED IN LIEU REFERENCE WAYPOINT:  
- PEA TACAN, IPC DME



IPC DME	6.6	5.6	4.6	4.4	3.6	3.2	2.6	1.6	1.0	TLV FL110	TA 10000
PEA TACAN DIST	7	6	5	4.8	4	3.6	3	2	1.4		
ALTITUDE (3°)	2200	1880	1560	1500	1250	1130	930	610	420		



TACAN PEA	7	7	4.8	3.6	1.1	0					
DME IPC		6.6	4.4	3.2	0.7	0					

**MISSED APPROACH:** TRACK 355°, AT 1500FT TURN LEFT, TRACK 290°, CLIMB TO 3000FT

CATEGORY	A	B	C	D	E
ILS/TAC	<b>420</b>	308 -1600 (VIS -1500 WITH ACTUAL QNH)			
LOC/TAC	<b>510</b>	398 -2100 (VIS -1600 WITH ACTUAL QNH)			
CIRCLING	<b>730</b>	580 -2000	<b>890</b>	740 -2400	<b>1010</b> 860 -4000

- NOTES:**
- NO CIRCLING EAST OF RWY 18L/36R
  - AIRCRAFT ARE TO REMAIN WITHIN 8 TAC PEARCE SOUTH OF R-250 DUE TO AIRSPACE RESTRICTION
  - PROCEDURE NOT AVBL DRG CTAF HRS UNLESS CLEARED WITH PERTH APPROACH
  - MAX IAS IN TURN 190KT

CHANGES: IPC DIST DEPICTION, SUA IDENT, EDITORIAL  
**13 JUN 24**  
**MILITARY USE ONLY**  
**PEARCE (YPEA)**  
**ILS-Y or LOC-Y RWY 36R (CAT A, B, C)**

LOC/DME IPC 111.9 Chan 56	APCH CRS 355°	RWY LDG THR ELEV 112 AD ELEV 150
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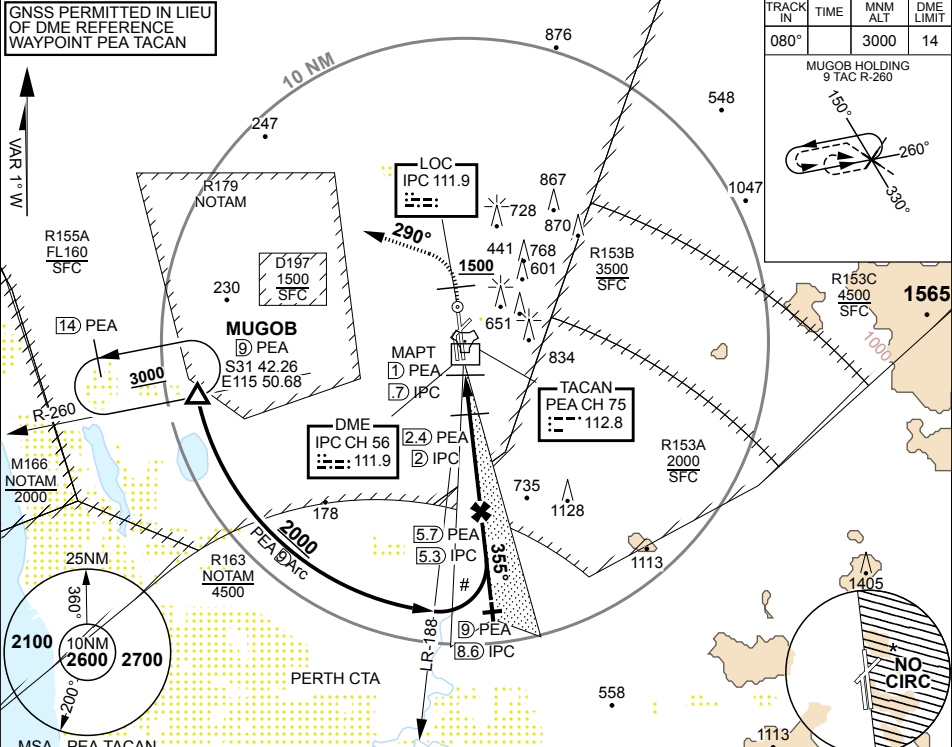
PANS-OPS, WGS-84

# LOC-Z RWY 36R PEARCE (YPEA)

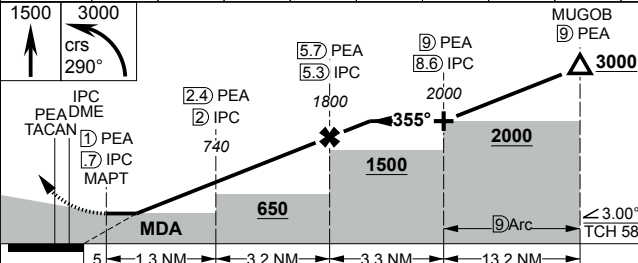
- NO CIRCLING EAST OF RWY 18L/36R.
- PROC NOT AVBL DRG CTAF HR UNLESS CLEARED BY PH APP.
- MAX IAS IN TURN 210KT.

**MISSED APPROACH:**  
TRACK 355° AT 1500FT TURN LEFT, TRACK 290°, CLIMB TO 3000FT.

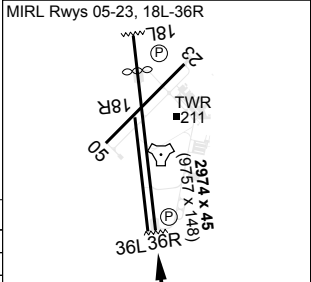
ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	FIA (PH) 135.25	CTAF /AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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MSA - PEA TACAN	1.7	2	3	4	5	6	6.4											
PEA TAC	1.7	2	3	4	5	6	6.4											
IPC DME	1.2	1.6	2.6	3.6	4.6	5.6	5.9											
ALTITUDE	500	610	930	1250	1560	1880	2000											



TLV FL110	TA 10000
THR ELEV 112	TDZE 125



CATEGORY	A	B	C	D
S-LOC 36R	500	388	2100m	(VIS-1500 WITH ACTUAL QNH)
CIRCLING	730 580 2000m	890 740 2400m	1010 860 4000m	1070 920 5000m

CHANGES: SUA IDENT S31 40.06 E116 00.90

13 JUN 24

AIS-AF  
MILITARY USE ONLY

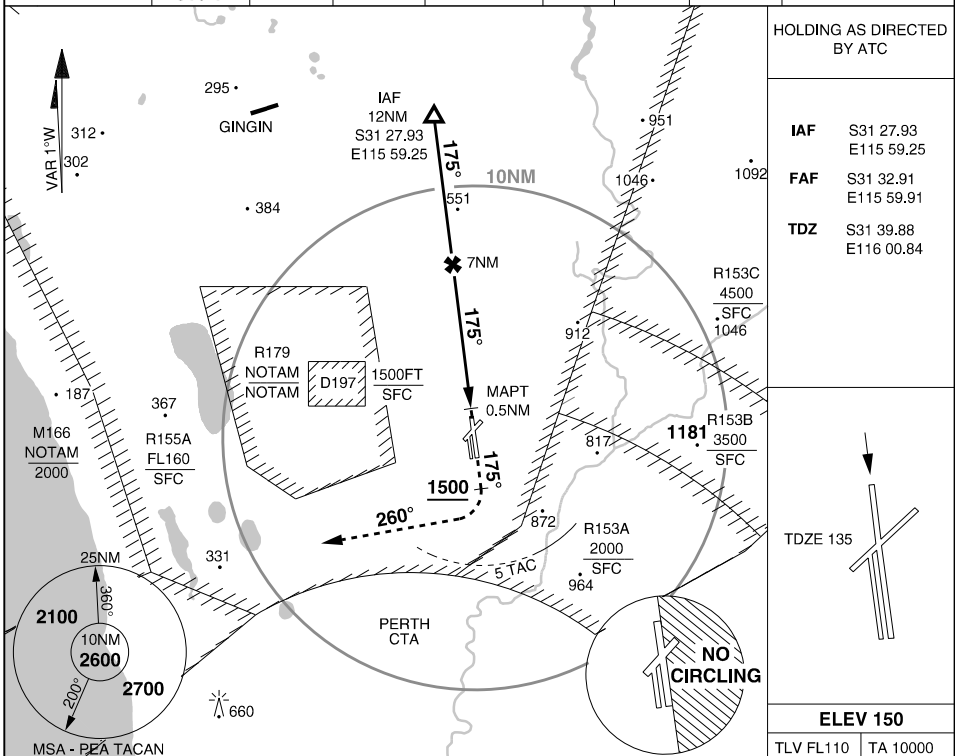
## PEARCE (YPEA) LOC-Z RWY 36R

MILITARY USE ONLY

ARA RWY 18L  
PEARCE (YPEA)

S31 40.06 E116 00.90  
PANS-OPS, WGS 84, AATCP-1

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



HOLDING AS DIRECTED BY ATC

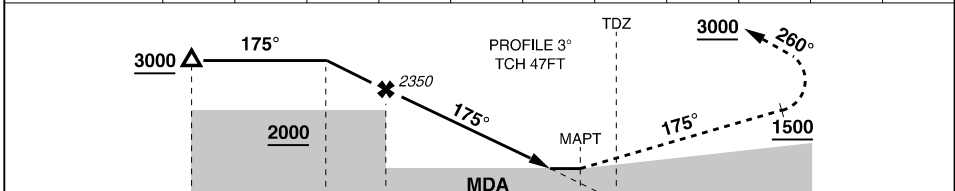
IAF	S31 27.93 E115 59.25
FAF	S31 32.91 E115 59.91
TDZ	S31 39.88 E116 00.84

R153C	4500 SFC 1046
R153B	3500 SFC
R153A	2000 SFC 964
R179	NOTAM
D197	1500FT SFC
R155A	FL160 SFC
M166	NOTAM 2000

TDZE 135

NO CIRCLING

NM FM TDZ	9	8	7	6	5	4	3.6			
ALTITUDE	3000	2665	2350	2030	1710	1395	1280			



TDZ 18L	12	9	7		0.5	0				THR 18L ELEV 119
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**MISSED APPROACH: TRACK 175°, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO 3000FT**

CATEGORY	C	D	E
ARA	1280	1161 -5000	
CIRCLING	1280 1130 -4000	1280 1130 -5000	NOT AUTHORISED

- NOTES:
1. NO CIRCLING EAST OF RWY 18L/36R
  2. MISSED APPROACH REQUIRES PH ATC CLEARANCE DURING CTAF HOURS.
  3. TDZ ON RWY C/L 252M PAST LDG THR

CHANGES: SUA IDENT  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY

**PEARCE (YPEA)**  
ARA RWY 18L



# TACAN RWY 05 PEARCE (YPEA)

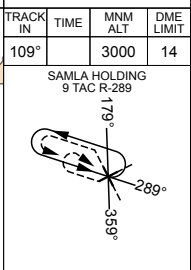
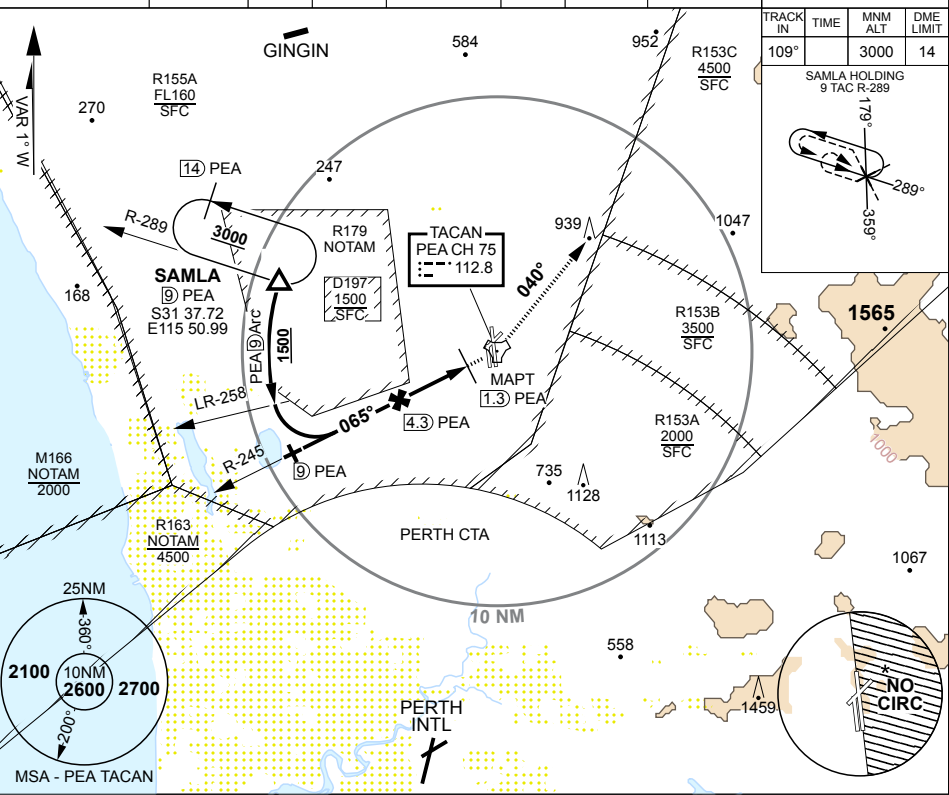
TACAN PEA Chan 75	APCH CRS 065°	RWY LDG THR ELEV 114 AD ELEV 150	5548
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PANS-OPS, WGS-84

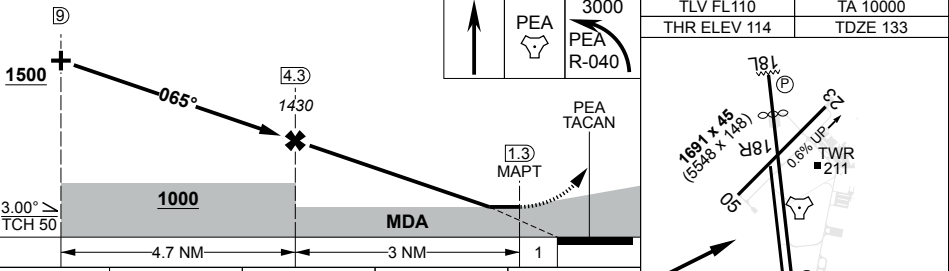
- NO CIRCLING EAST OF RWY 18L/36R.
- CAUTION: PROXIMITY PH CTR.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-040, CLIMB TO 3000FT.

ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	FIA (PH) 135.25	CTAF /AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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PEA TAC	9	8	7	6	5	4	3	2.2										
ALTITUDE	2920	2610	2290	1970	1660	1340	1020	770										



CATEGORY	A		B		C		D											
S-05	770		656		3600m													
CIRCLING	770	620	2000m	890	740	2400m	1010	860	4000m	1070	920	5000m	MIRL Rwy 05-23, 18L-36R					

CHANGES: SUA IDENT

S31 40.06 E116 00.90

## PEARCE (YPEA) TACAN RWY 05

13 JUN 24

AIS-AF  
MILITARY USE ONLY

TACAN PEA Chan 75	APCH CRS 171°	RWY LDG 8002
		THR ELEV 119
		AD ELEV 150

# TACAN-Z RWY 18L (UNCONTROLLED HR ONLY)

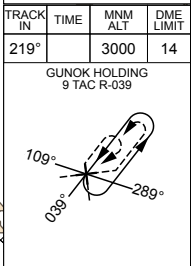
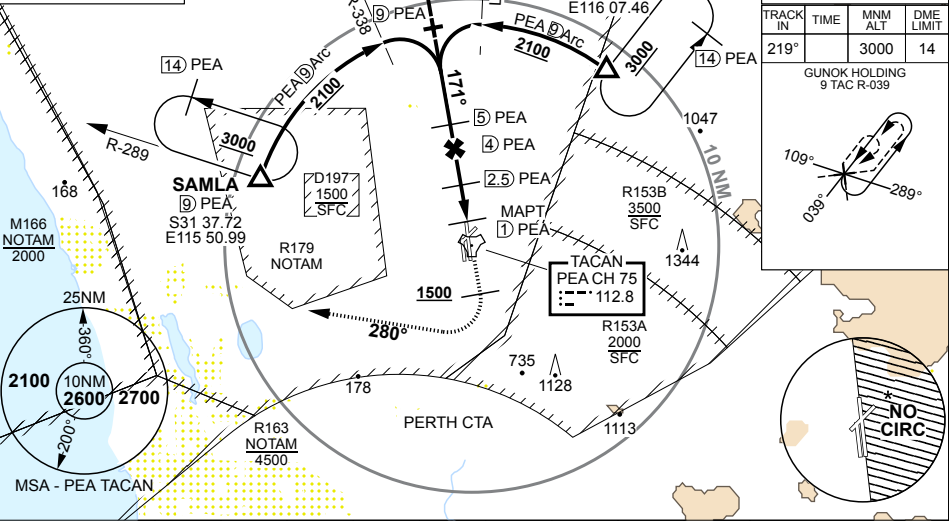
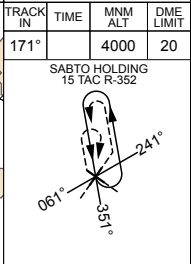
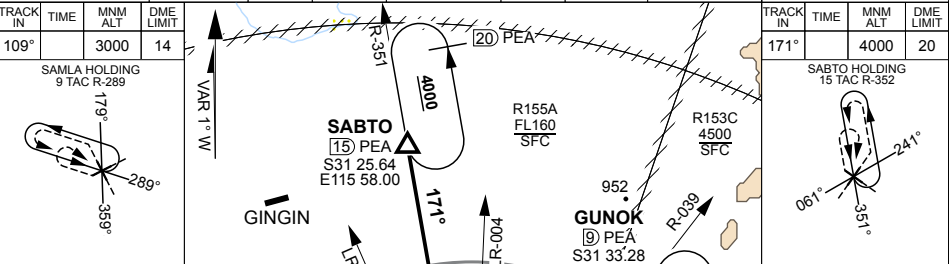
## PANS-OPS, WGS-84

### PEARCE (YPEA)

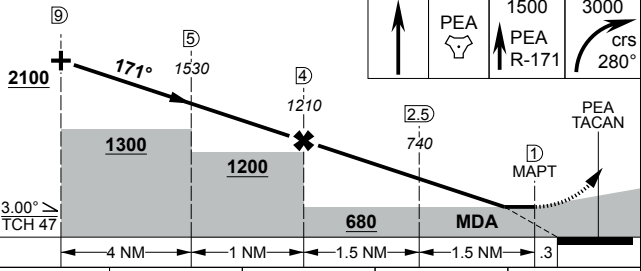
- NO CIRCLING EAST OF RWY 18L/36R.
- MISSED APCH PROC REQUIRES PH ATC CLEARANCE.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-171, AT 1500FT TURN RIGHT, TRACK 280°, CLIMB TO 3000FT.

ATIS <b>136.4 316.1 340</b>	AWIS (AH) <b>316.1</b>	ACD <b>134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>130.2</b>	FIA (PH) <b>135.25</b>	CTAF /AFRU <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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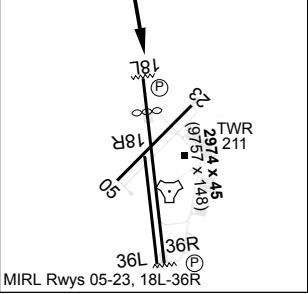


PEA TAC	9.6	9	8	7	6	5	4	3	2.3				
ALTITUDE	3000	2810	2490	2170	1850	1530	1210	900	680				



TLV FL110	TA 10000
THR ELEV 119	TDZE 135

CATEGORY	A	B	C	D
S-18L	680	561	3200m	
CIRCLING	730 580 2000m	890 740 2400m	1010 860 4000m	1070 920 5000m



CHANGES: SUA IDENT S31 40.06 E116 00.90

**13 JUN 24**

**PEARCE (YPEA)**

**AIS-AF: MILITARY USE ONLY**

**TACAN-Z RWY 18L (UNCONTROLLED HR ONLY)**

154

TACAN PEA Chan 75	APCH CRS 171°	RWY LDG 8002
		THR ELEV 119
		AD ELEV 150

PANS-OPS, WGS-84

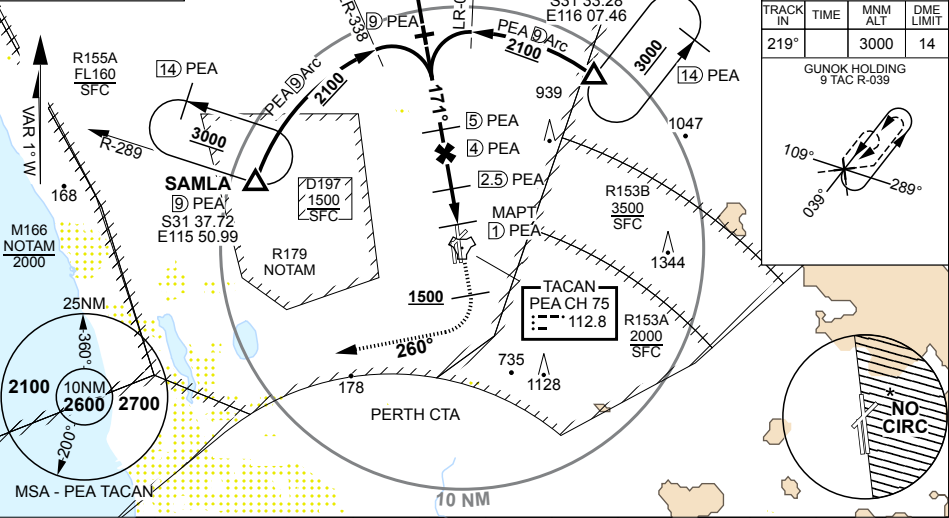
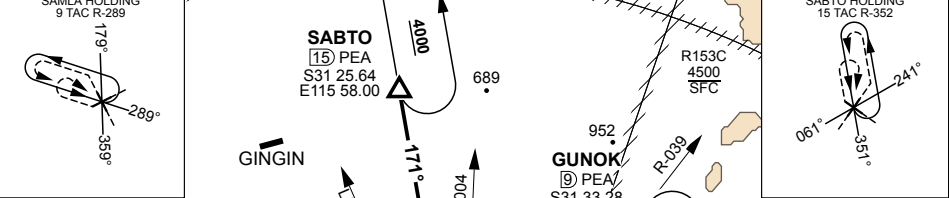
# TACAN-Y RWY 18L PEARCE (YPEA)

1. NO CIRCLING EAST OF RWY 18L/36R.

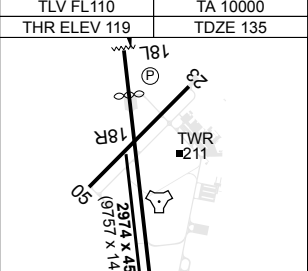
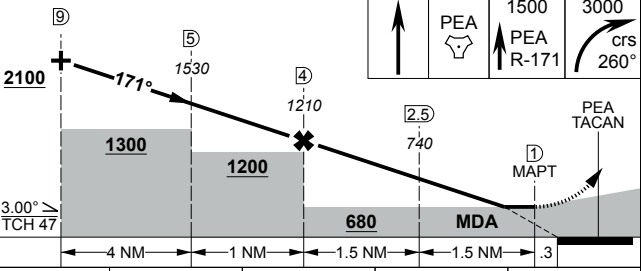
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-171, AT 1500FT TURN  
RIGHT, TRACK 260°, CLIMB TO 3000FT.

ATIS <b>136.4 316.1 340</b>	AWIS (AH) <b>316.1</b>	ACD <b>134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>130.2</b>	FIA (PH) <b>135.25</b>	CTAF /AFRU <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TRACK IN	TIME	MNM ALT	DME LIMIT	TRACK IN	TIME	MNM ALT	DME LIMIT
109°		3000	14	171°		4000	20



PEA TAC	9.6	9	8	7	6	5	4	3	2.3										
ALTITUDE	3000	2810	2490	2170	1850	1530	1210	900	680										



CATEGORY	A		B		C		D					
S-18L	680		561		3200m		1070					
CIRCLING	730	580	2000m	890	740	2400m	1010	860	4000m	1070	920	5000m

MIRL Rwy 05-23, 18L-36R

CHANGES: SUA IDENT  
**13 JUN 24**

S31 40.06 E116 00.90  
AIS-AF  
MILITARY USE ONLY

# PEARCE (YPEA) TACAN-Y RWY 18L

TACAN PEA  
Chan 75  
APCH CRS  
218°  
RWY LDG  
5548  
THR ELEV  
150  
AD ELEV  
150

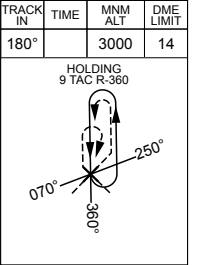
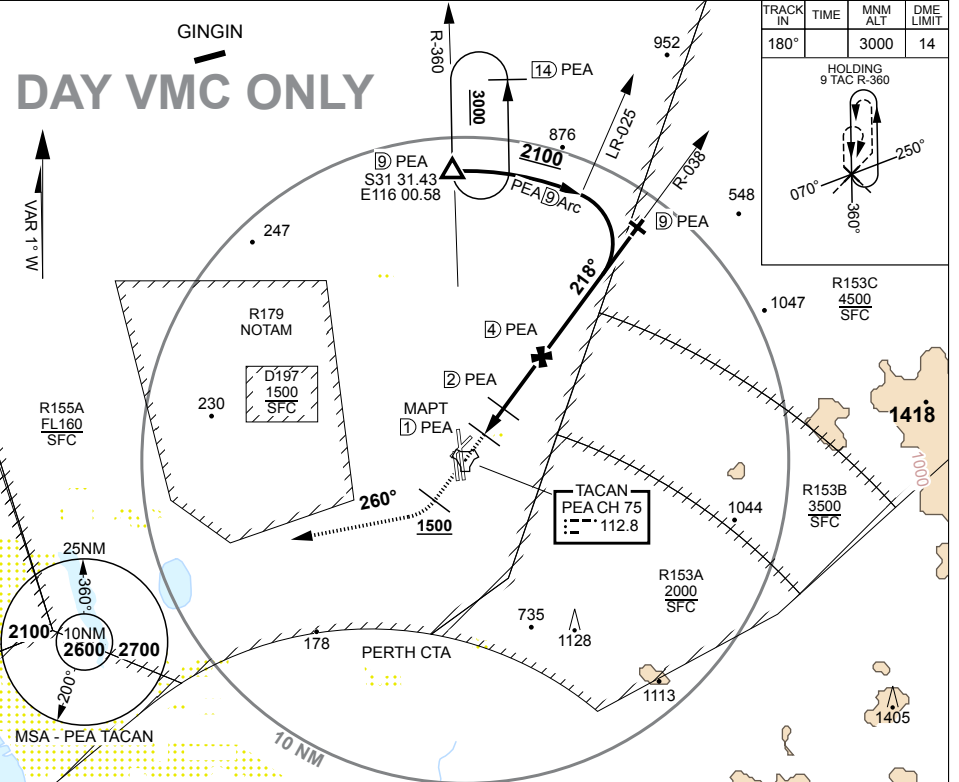
# TACAN RWY 23 (2FTS USE ONLY) PEARCE (YPEA)

PANS-OPS, WGS-84

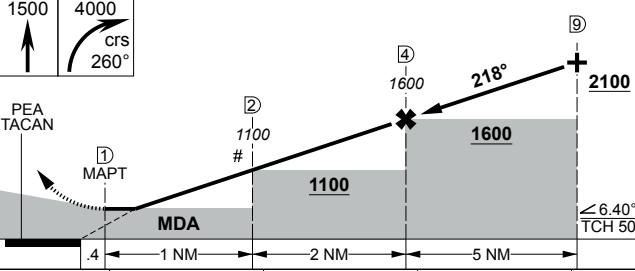
1. CIRCLING NOT AUTHORISED FROM THIS APPROACH.  
#2. CAUTION: NON-STANDARD GRADIENT 6.4° FROM 2NM  
PEA TAC TO TCH.

MISSED APPROACH:  
TRACK DIRECT TO TACAN THEN R-218, AT 1500FT TURN  
RIGHT, TRACK 260°, CLIMB TO 4000FT.

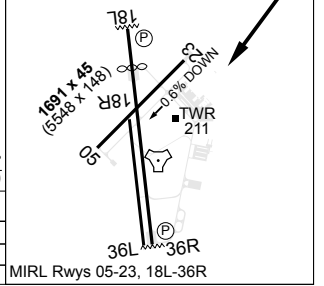
ATIS <b>136.4 316.1 340</b>	AWIS (AH) <b>316.1</b>	ACD <b>134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>130.2</b>	FIA (PH) <b>135.25</b>	CTAF /AFRU <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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PEA TAC	1.8	2							
ALTITUDE	990	1100							



TLV FL110	TA 10000
THR ELEV 150	TDZE 150



CATEGORY	A	B	C	D
S-23	990	840	4800m	NA
CIRCLING	NOT AUTHORISED			

CHANGES: REMOVED TFC FREQ S31 40.06 E116 00.90  
**30 NOV 23**  
**PEARCE (YPEA)**  
 AIS-AF: MILITARY USE ONLY TACAN RWY 23 (2FTS USE ONLY)

TACAN PEA Chan 75	APCH CRS 360°	RWY LDG THR ELEV 112 AD ELEV 150	9757
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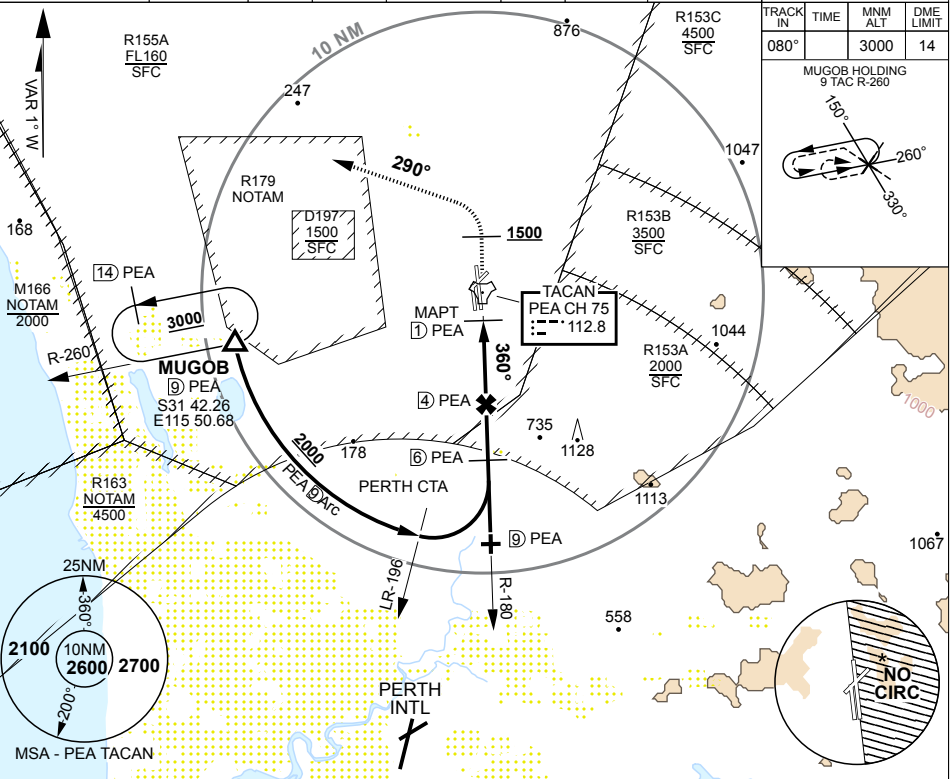
PANS-OPS, WGS-84

# TACAN-Z RWY 36R PEARCE (YPEA)

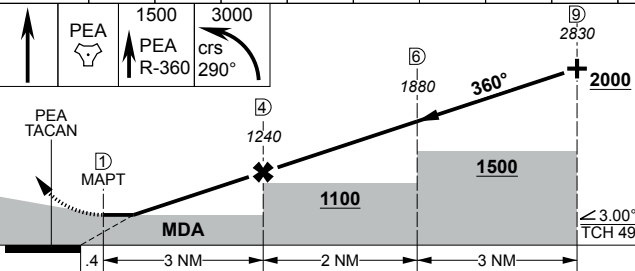
- NO CIRCLING EAST OF RWY 18L/36R.
- PROCEDURE NOT AVBL DRG CTAF HRS UNLESS CLEARED BY PERTH APPROACH.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-360. AT 1500FT TURN LEFT, TRACK 290°. CLIMB TO 3000FT.

ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	FIA (PH) 135.25	CTAF /AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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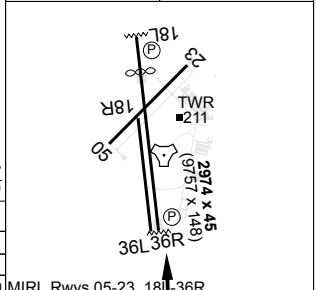


PEA TAC	2.1	3	4	5	6	7	8	9											
ALTITUDE	620	920	1240	1560	1880	2190	2510	2830											



CATEGORY	A	B	C	D
S-36R	620	508	2800m	
CIRCLING	730 580 2000m	890 740 2400m	1010 860 4000m	1070 920 5000m

TLV FL110	TA 10000
THR ELEV 112	TDZE 125



CHANGES: SUA IDENT

S31 40.06 E116 00.90

13 JUN 24

AIS-AF  
MILITARY USE ONLY

PEARCE (YPEA)  
TACAN-Z RWY 36R

TACAN PEA Chan 75	APCH CRS 360°	RWY LDG THR ELEV 112 AD ELEV 150	9757
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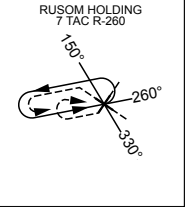
# TACAN-Y RWY 36R (CAT A, B, C) PANS-OPS, WGS-84 PEARCE (YPEA)

- NO CIRCLING EAST OF RWY 18L/36R.
- ACFT ARE TO REMAIN WITHIN 8 TAC PEARCE SOUTH OF R-250 DUE TO AIRSPACE RESTRICTION.
- PROCEDURE NOT AVBL DRG CTAF HRS UNLESS CLEARED BY PERTH APPROACH.
- AZIMUTH GUIDANCE NOT AVBL FM APRX 1.5NM INBD TO 2NM OUBD AT 4000FT WHEN OVERFLYING TACAN.

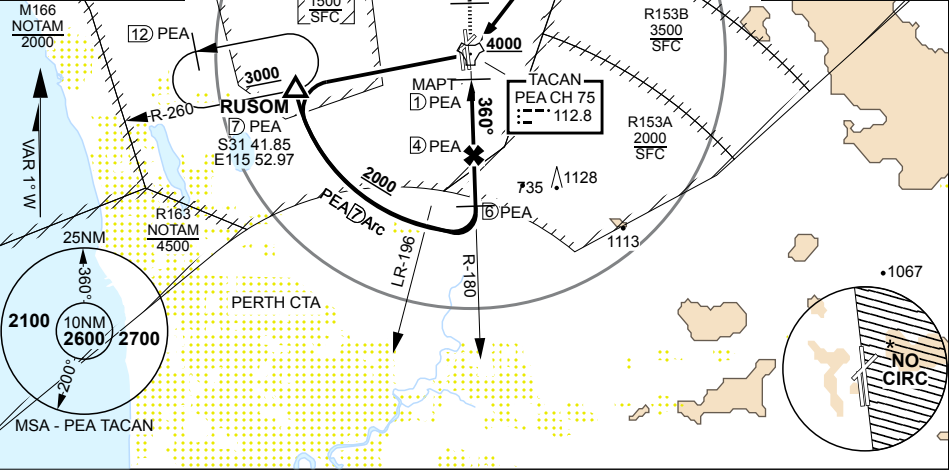
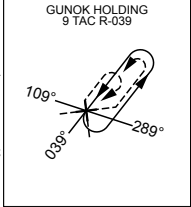
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-360. AT 1500FT TURN LEFT, TRACK 290°. CLIMB TO **3000FT**.

ATIS <b>136.4 316.1 340</b>	AWIS (AH) <b>316.1</b>	ACD <b>134.1</b>	SMC <b>127.25</b>	TWR <b>118.3 257.8</b>	APP <b>130.2</b>	FIA (PH) <b>135.25</b>	CTAF /AFRU <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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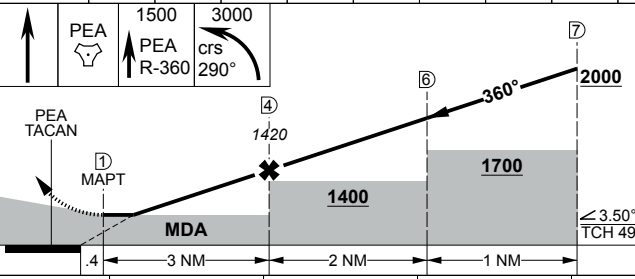
TRACK IN	TIME	MNM ALT	DME LIMIT
080°		3000	12



TRACK IN	TIME	MNM ALT	DME LIMIT
219°		4000	14

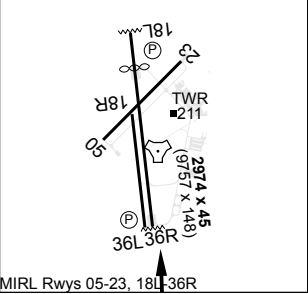


PEA TAC	1.9	2	3	4	5	6	7												
ALTITUDE	620	680	1050	1420	1790	2160	2530												



CATEGORY	A	B	C	D
S-36R	620	508	2800m	NA
CIRCLING	730 580 2000m	890 740 2400m	1010 860 4000m	NA

TLV FL110	TA 10000
THR ELEV 112	TDZE 125

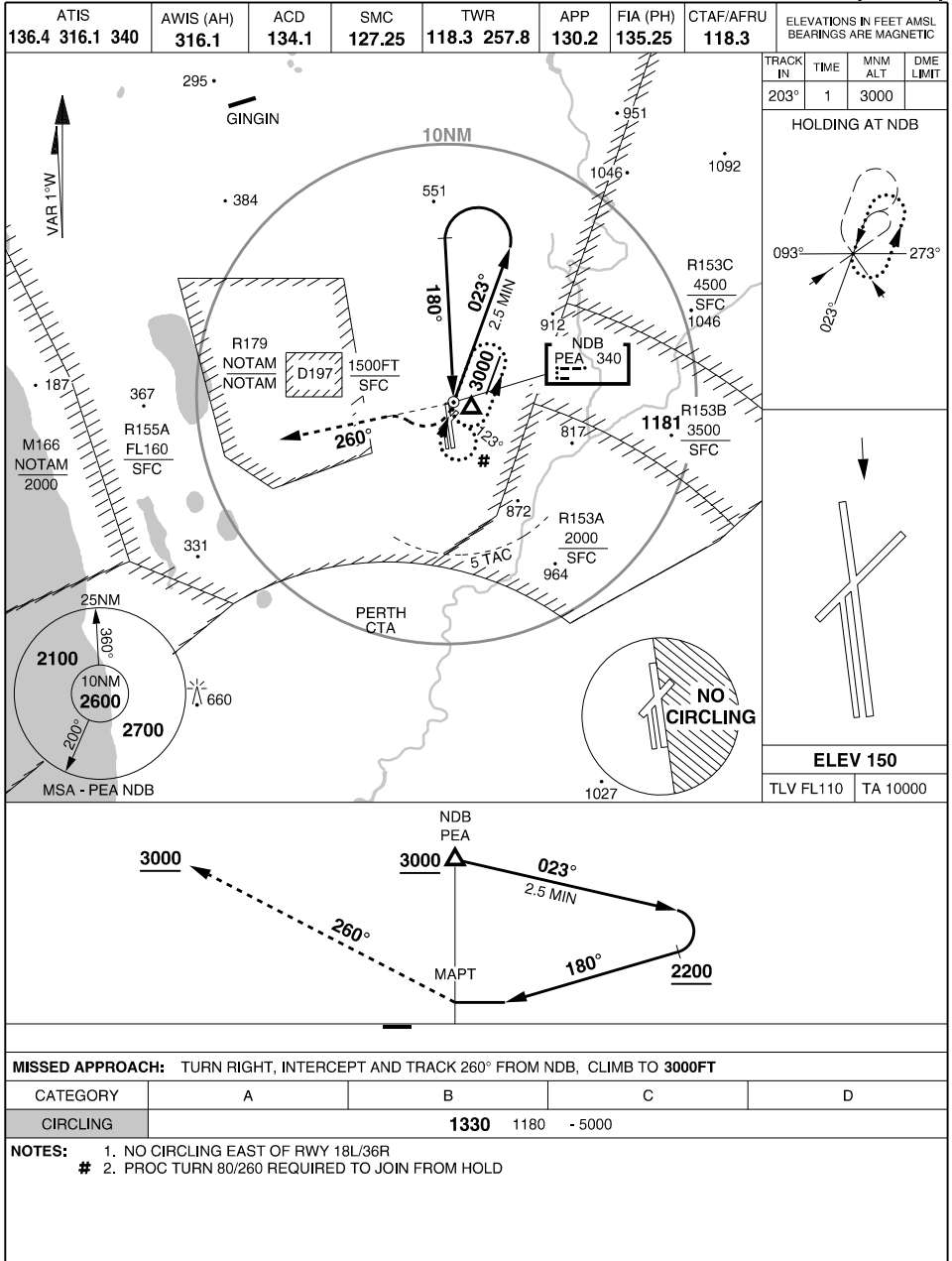


CHANGES: SUA IDENT 13 JUN 24 AIS-AF: MILITARY USE ONLY S31 40.06 E116 00.90  
**PEARCE (YPEA)**  
**TACAN-Y RWY 36R (CAT A, B, C)**

MILITARY USE ONLY

S31 40.06 E116 00.90  
PANS-OPS, WGS 84

NDB-A  
**PEARCE (YPEA)**



**MISSED APPROACH:** TURN RIGHT, INTERCEPT AND TRACK 260° FROM NDB, CLIMB TO 3000FT

CATEGORY	A	B	C	D
CIRCLING		<b>1330</b>	1180	- 5000

- NOTES:**
1. NO CIRCLING EAST OF RWY 18L/36R
  - # 2. PROC TURN 80/260 REQUIRED TO JOIN FROM HOLD

CHANGES: SUA IDENT  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY

**PEARCE (YPEA)**  
NDB-A

# RNP RWY 05 PEARCE (YPEA)

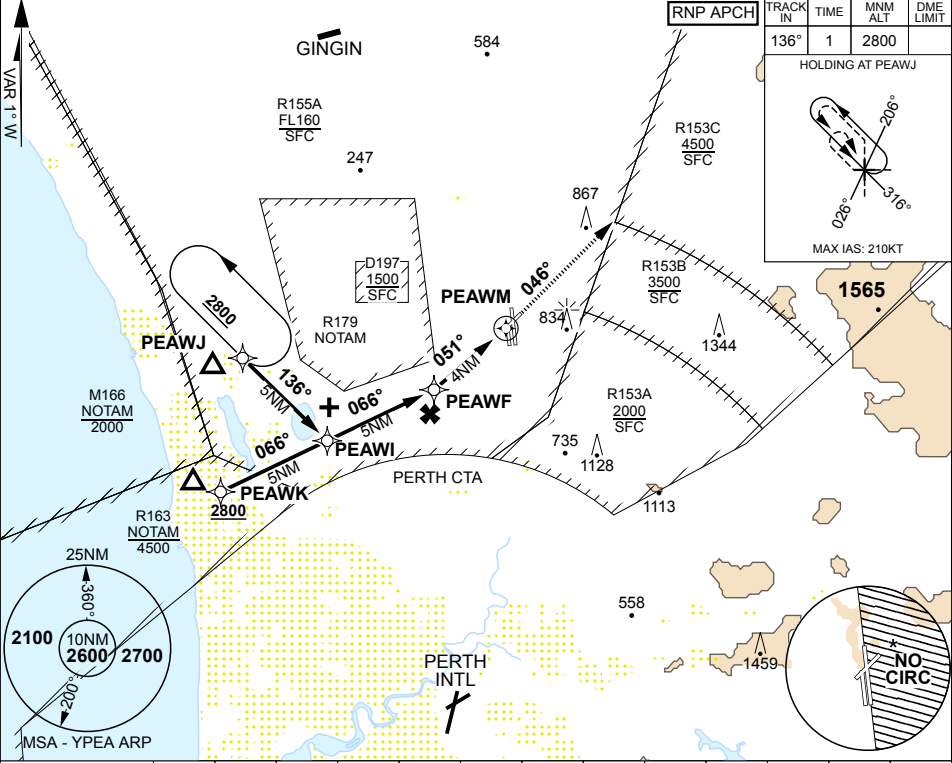
PANS-OPS, WGS-84

APCH CRS	RWY LDG	5548
051°	THR ELEV	114
	AD ELEV	150

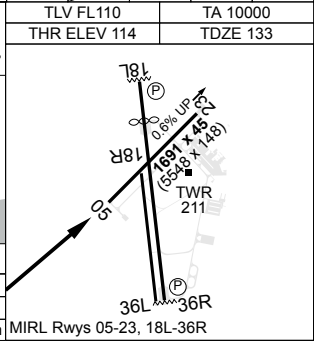
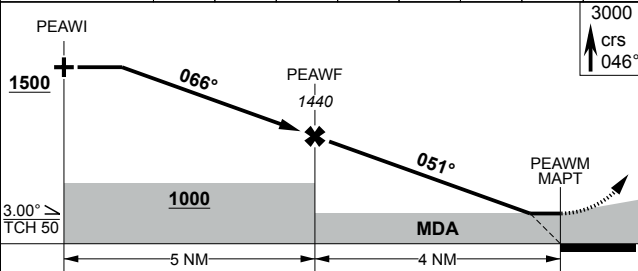
- NO CIRCLING EAST OF RWY 18L/36R.
- IAF PEAWK CONTAINED W/ PERTH CTA, ATC CLEARANCE REQUIRED. NOT AVBL FOR TRAINING.
- MAX IAS INITIAL: 210KT.

**MISSED APPROACH:**  
TURN LEFT, TRACK 046°, CLIMB TO 3000FT.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



NM TO NEXT WPT	4.3	4	3	2	1	PEAWF	3	2	1.7	PEAWM			
ALTITUDE	2800	2710	2390	2070	1760	1440	1120	800	720	PEAWM			



CATEGORY	A	B	C	D
LNAV MDA	720	606	3400m	(VIS -2800 WITH ACTUAL QNH)
CIRCLING	730 580 2000m	890 740 2400m	1010 860 4000m	1070 920 5000m

CHANGES: SUA IDENT  
**13 JUN 24**

S31 40.06 E116 00.90

## PEARCE (YPEA) RNP RWY 05

AIS-AF  
MILITARY USE ONLY



# RNP RWY 18L PEARCE (YPEA)

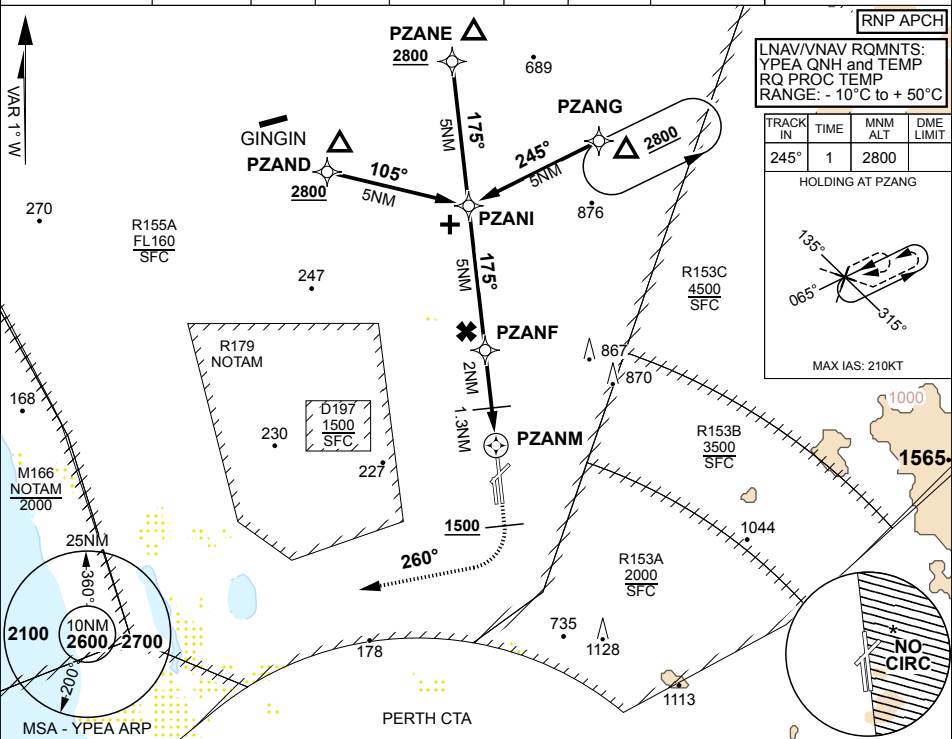
PANS-OPS, WGS-84

APCH CRS 175°	RWY LDG THR ELEV AD ELEV	8002 119 150
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- NO CIRCLING EAST OF RWY 18L/36R.
- MAX IAS INITIAL: 210KT.
- CLOSE PROXIMITY TO PH CTR.

**MISSED APPROACH:**  
MAX IAS: 210KT, TRACK 175°, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO 3000FT.

ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	FIA (PH) 135.25	CTAF /AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**RNP APCH**

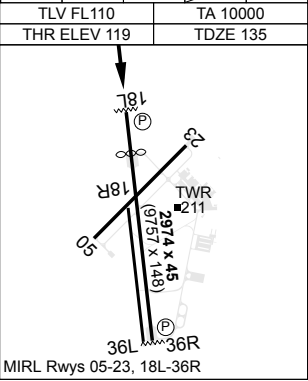
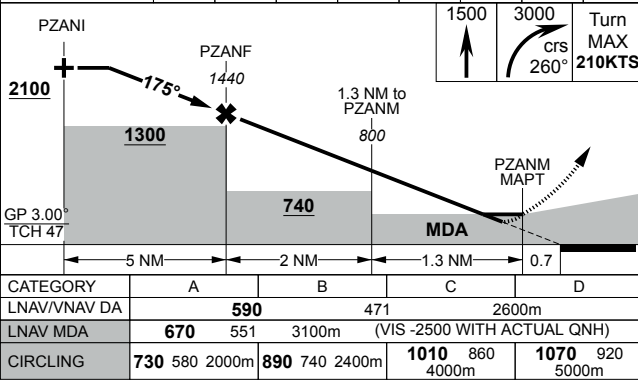
RNAV/VNAV RQMTS:  
YPEA QNH and TEMP  
RQ PROC TEMP  
RANGE: -10°C to +50°C

TRACK IN	TIME	MNM ALT	DME LIMIT
245°	1	2800	

HOLDING AT PZANG

MAX IAS: 210KT

NM TO NEXT WPT	4.3	4	3	2	1	PZANF	3	2	1	0.9	0.6	PZANM
ALTITUDE	2800	2710	2400	2080	1760	1440	1340	1030	710	670	590	



CHANGES: SUA IDENT  
**13 JUN 24**

S31 40.06 E116 00.90

**PEARCE (YPEA)  
RNP RWY 18L**

**AIS-AF  
MILITARY USE ONLY**

# RNP RWY 23 PEARCE (YPEA)

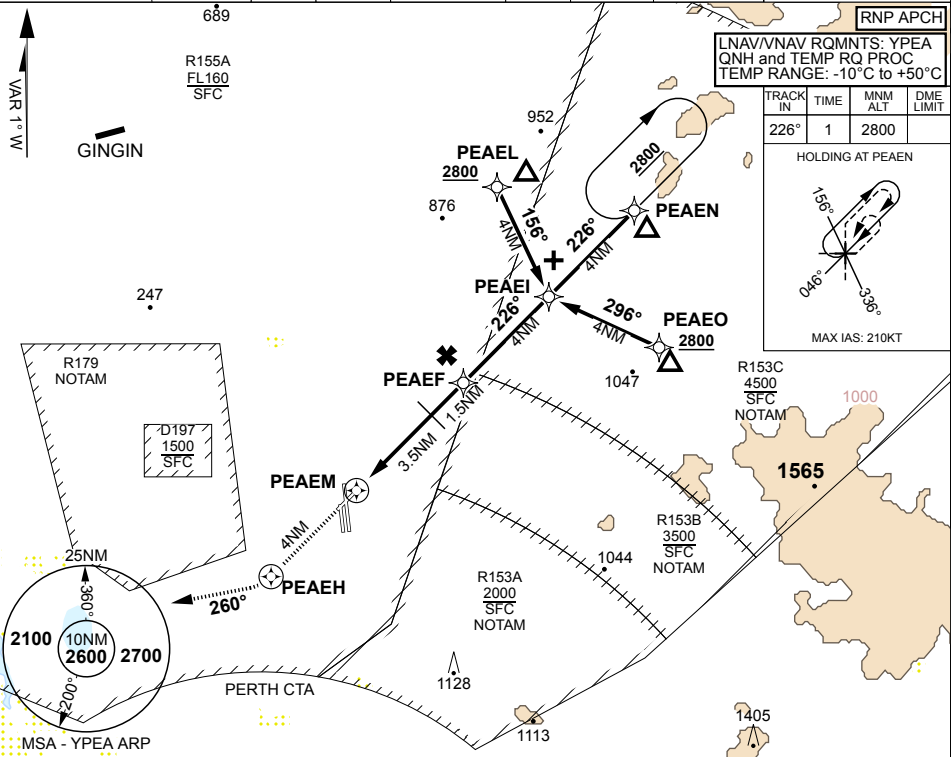
PANS-OPS, WGS-84

APCH CRS 226°	RWY LDG THR ELEV AD ELEV	5548 150 150
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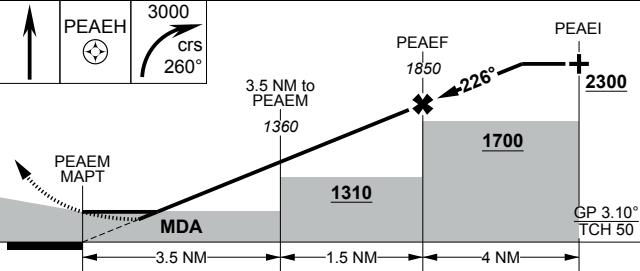
- CIRCLING NOT AUTHORISED FROM THIS APPROACH.
- MAX IAS INITIAL: 210KT.

**MISSED APPROACH:**  
TRACK TO PEAEH, TURN RIGHT, TRACK 260°, CLIMB TO 3000FT.

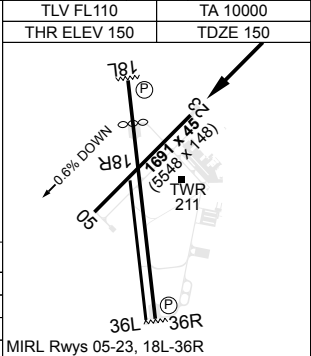
ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	FIA (PH) 135.25	CTAF/AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	PEAEM	2.5	3	4	PEAEF	1	2	2.9					
ALTITUDE		1010	1200	1520	1850	2170	2500	2800					



CATEGORY	A	B	C	D
LNAV/VNAV DA	1010	860	4900m	
LNAV MDA	1200	1050	6000m	(VIS -5400 WITH ACTUAL QNH)
CIRCLING	NOT AUTHORISED			



CHANGES: REMOVED TFC FREQ

S31 40.06 E116 00.90

**30 NOV 23**

162

**AIS-AF  
MILITARY USE ONLY**

**PEARCE (YPEA)  
RNP RWY 23**

# RNP RWY 36R PEARCE (YPEA)

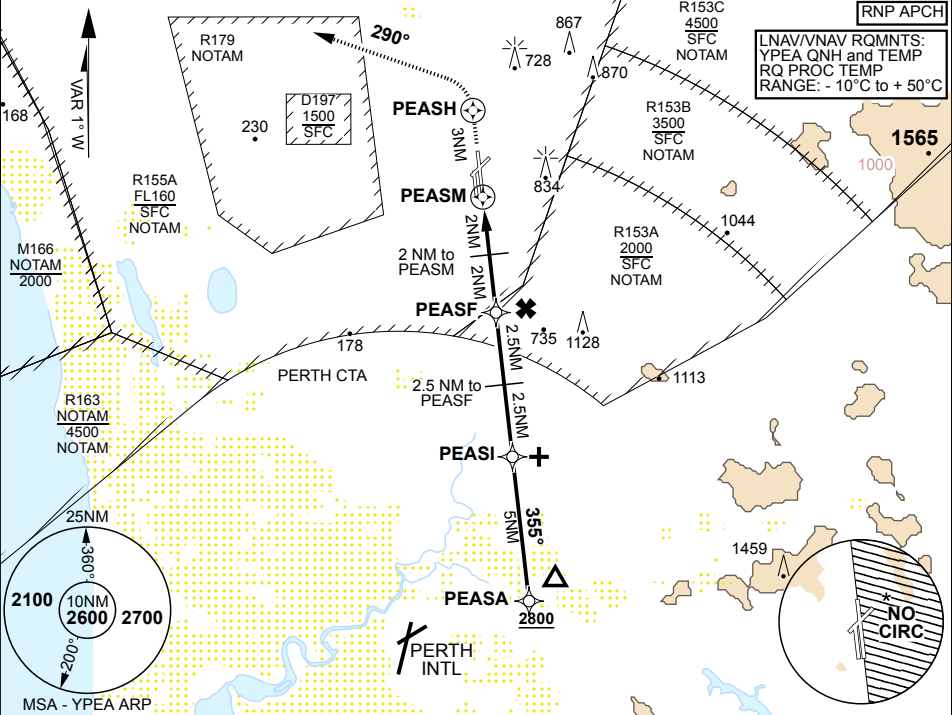
PANS-OPS, WGS-84

APCH CRS	RWY LDG	9757
355°	THR ELEV	112
	AD ELEV	150

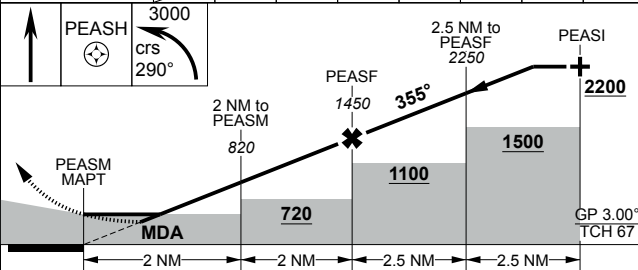
- NO CIRCLING EAST OF RWY 18L/36R.
- PROCEDURE NOT AVBL DURING CTAF HRS UNLESS CLEARED BY PERTH APPROACH.
- MAX IAS: INITIAL 210KT.

**MISSED APPROACH:**  
TRACK TO PEASH, TURN LEFT, TRACK 290°. CLIMB TO 3000FT.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	

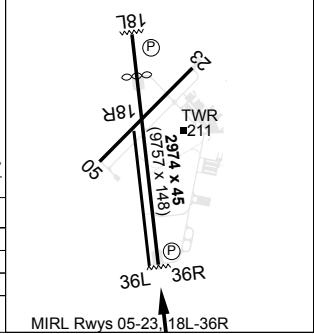


NM TO NEXT WPT	PEASM	1	1.4	2	3	PEASF	1	2	3	4	4.2		
ALTITUDE		510	630	820	1130	1450	1770	2090	2410	2730	2800		



TLV FL110	TA 10000
THR ELEV 112	TDZE 125

CATEGORY	A		B		C		D				
LNNAV/VNAV DA	510		398		2100m						
LNNAV MDA	630	518	2800m		(VIS -2200 WITH ACTUAL QNH)						
CIRCLING	730	580	2000m	890	740	2400m	1010	860	1070	920	5000m



CHANGES: SUA IDENT  
**13 JUN 24**

S31 40.06 E116 00.90  
AIS-AF  
MILITARY USE ONLY

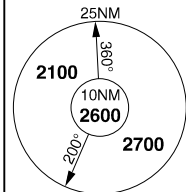
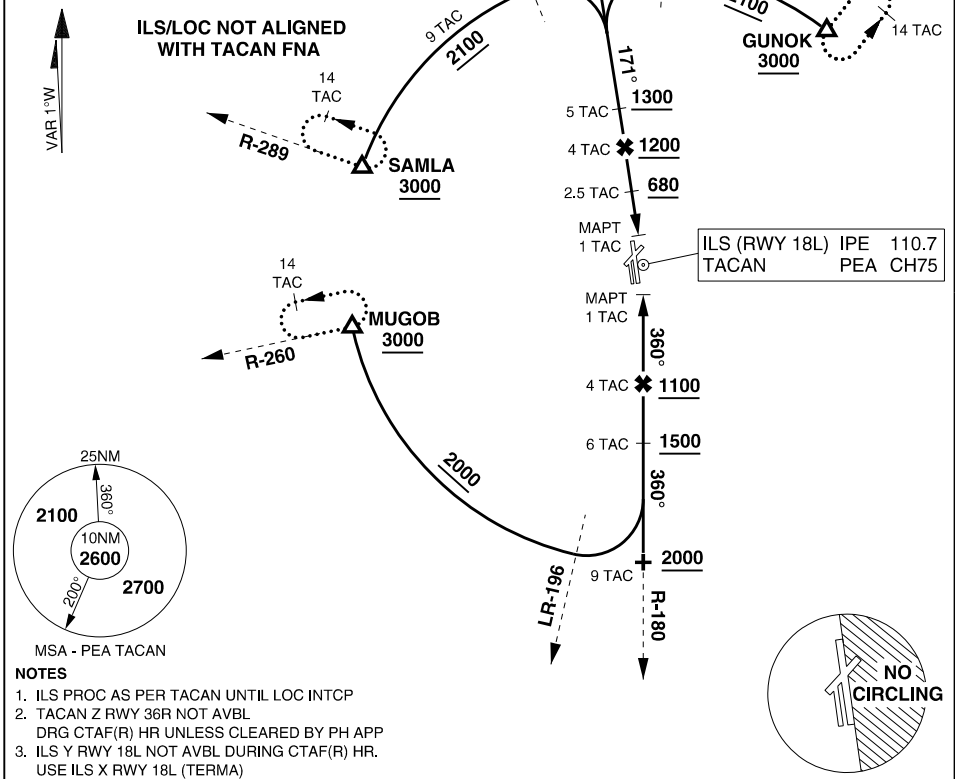
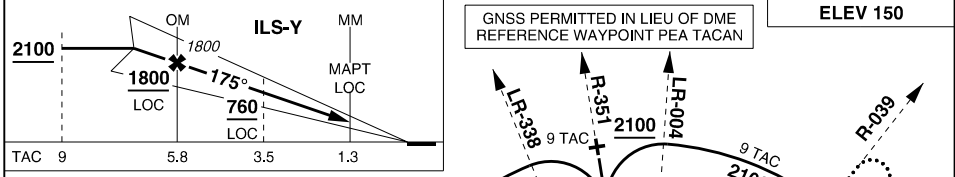
**PEARCE (YPEA)**  
RNP RWY 36R

MILITARY USE ONLY

COMPOSITE  
PEARCE (YPEA)

S31 40.06 E116 00.90  
PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	



MSA - PEA TACAN

NOTES

1. ILS PROC AS PER TACAN UNTIL LOC INTCP
2. TACAN Z RWY 36R NOT AVBL  
DRG CTAF(R) HR UNLESS CLEARED BY PH APP
3. ILS Y RWY 18L NOT AVBL DURING CTAF(R) HR.  
USE ILS X RWY 18L (TERMA)

PROCEDURE	S-MINIMA		CIRCLING		MISSED APPROACH
			C	D	
ILS-Y RWY 18L	470	351 -2000 (VIS -1500 WITH ACTUAL QNH)	1010 860 -4000	1070 920 -5000	TRACK 175°. AT 1500FT TURN RIGHT, TRACK 260°. CLIMB TO 3000FT
LOC-Y RWY 18L	660	541 -3000 (VIS -2400 WITH ACTUAL QNH)	1010 860 -4000	1070 920 -5000	TRACK 175°. AT 1500FT TURN RIGHT, TRACK 260°. CLIMB TO 3000FT
TACAN RWY 18L	680	561 -3200 (VIS -2700 WITH ACTUAL QNH)	1010 860 -4000	1070 920 -5000	TRACK DIRECT TO TACAN THEN R-171. AT 1500FT TURN RIGHT, TRACK 260°. CLIMB TO 3000FT
TACAN-Z RWY 36R	620	509 -2800 (VIS -2200 WITH ACTUAL QNH)	1010 860 -4000	1070 920 -5000	TRACK DIRECT TO TACAN THEN R-360. AT 1500FT TURN LEFT, TRACK 290°. CLIMB TO 3000FT

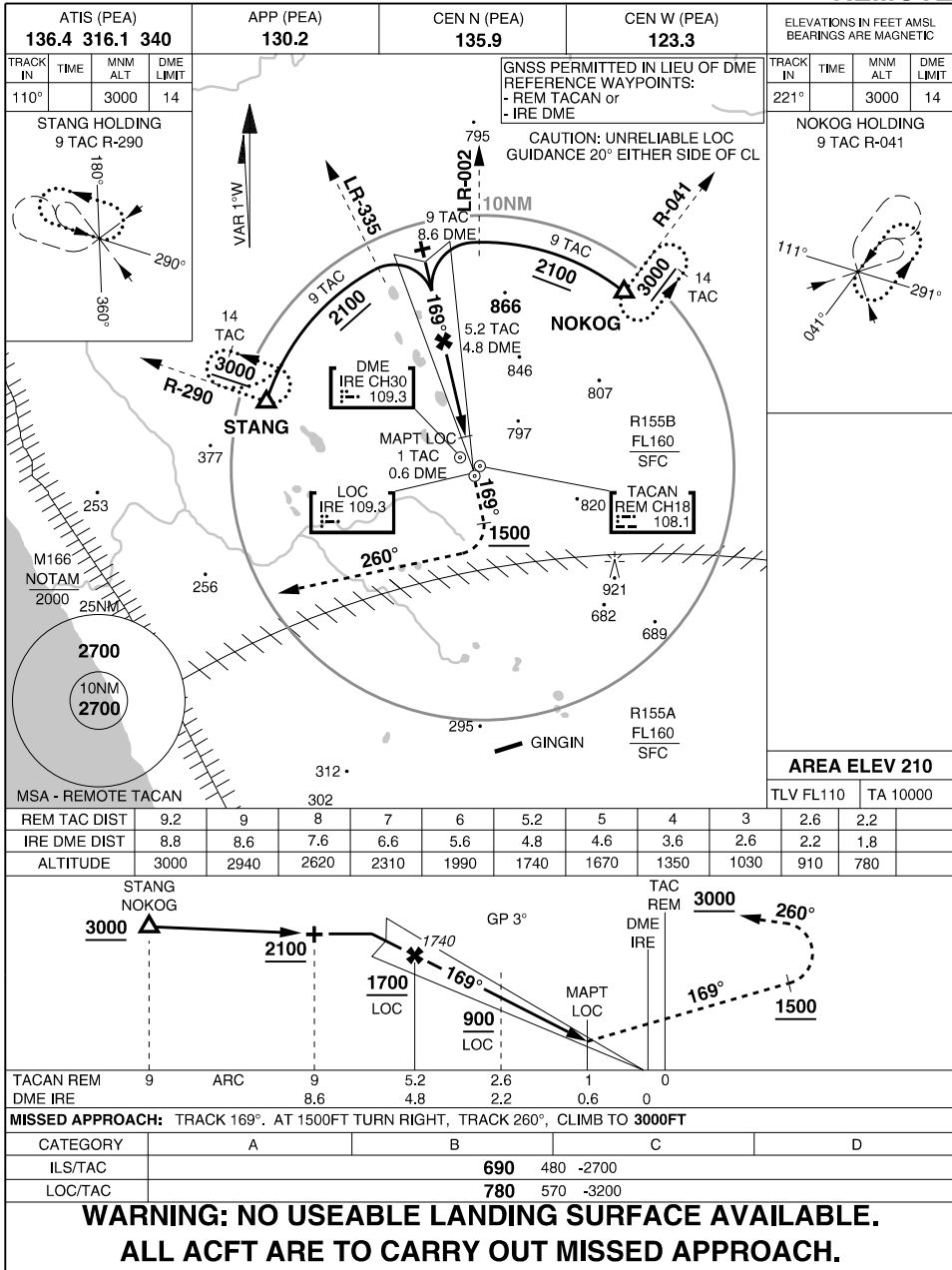
CHANGES: REMOVED TFC FREQ

30 NOV 23

ACG  
MILITARY USE ONLY

PEARCE (YPEA)  
COMPOSITE

MILITARY USE ONLY  
ILS-I or LOC-I USING REM TACAN or IRE DME  
**REMOTE**

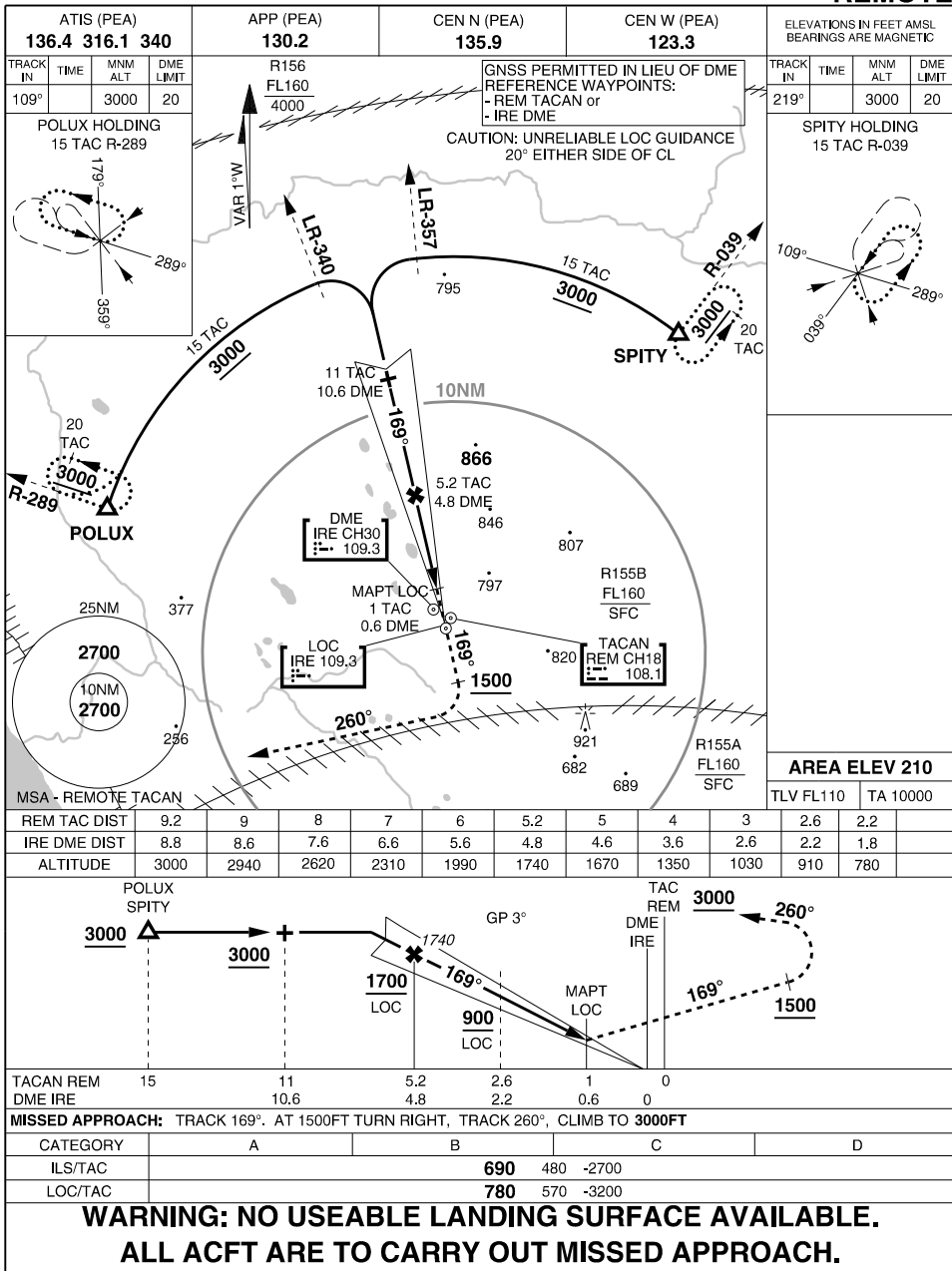


CHANGES: SUA IDENT  
**13 JUN 24**

AIS-AF  
MILITARY USE ONLY  
ILS-I or LOC-I USING REM TACAN or IRE DME

**REMOTE**

**MILITARY USE ONLY**  
**ILS-O or LOC-O USING REM TACAN or IRE DME**  
**REMOTE**



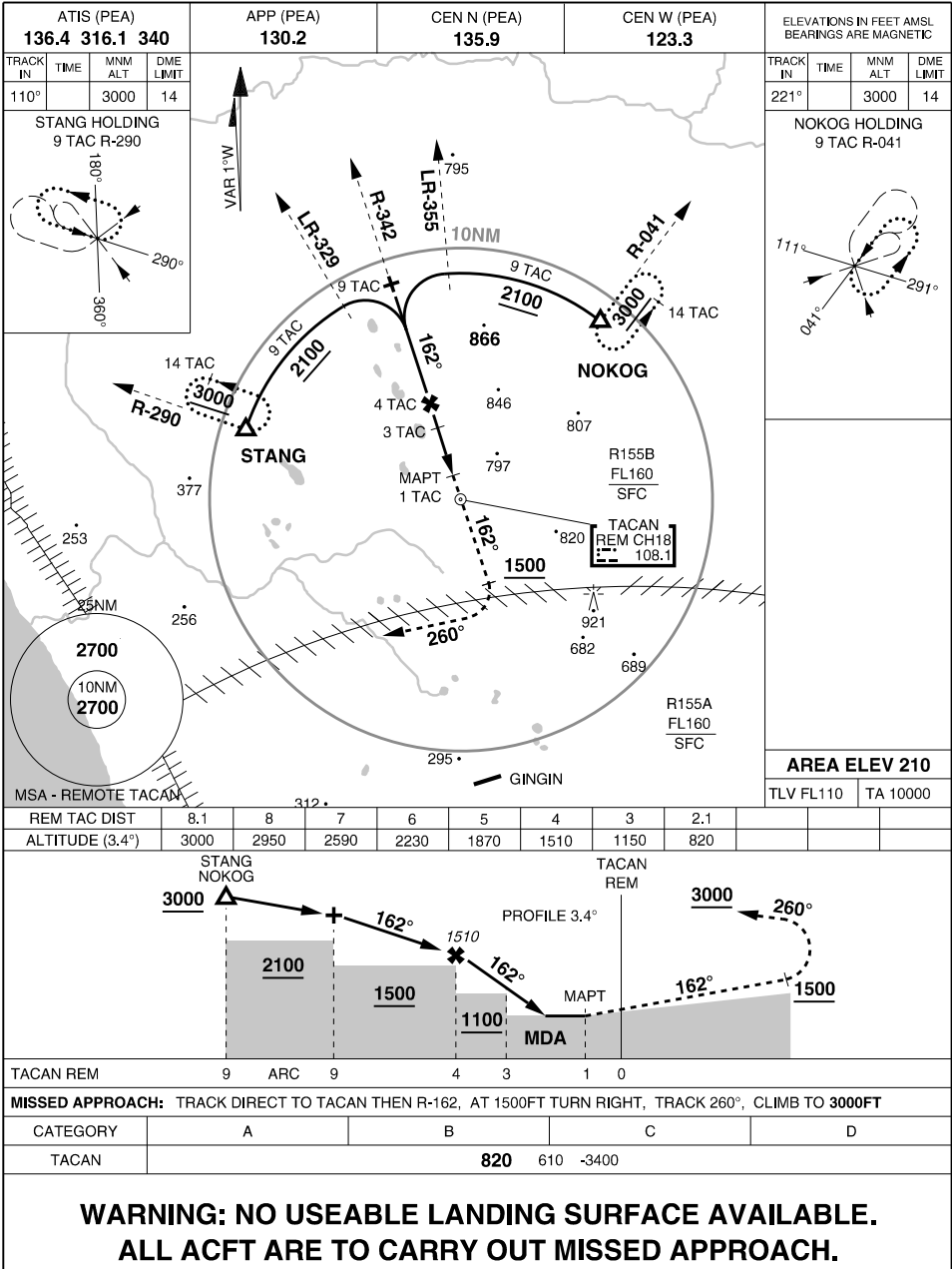
CHANGES: REVISED PROCEDURE  
**17 APR 24**

**AIS-AF**  
**MILITARY USE ONLY**  
**REMOTE**  
**ILS-O or LOC-O USING REM TACAN or IRE DME**

MILITARY USE ONLY

S31 16.41 E115 49.74  
PANS-OPS, WGS 84

TACAN-I  
REMOTE



CHANGES: NOKOG HOLD TRACK/RADIAL

13 JUN 24

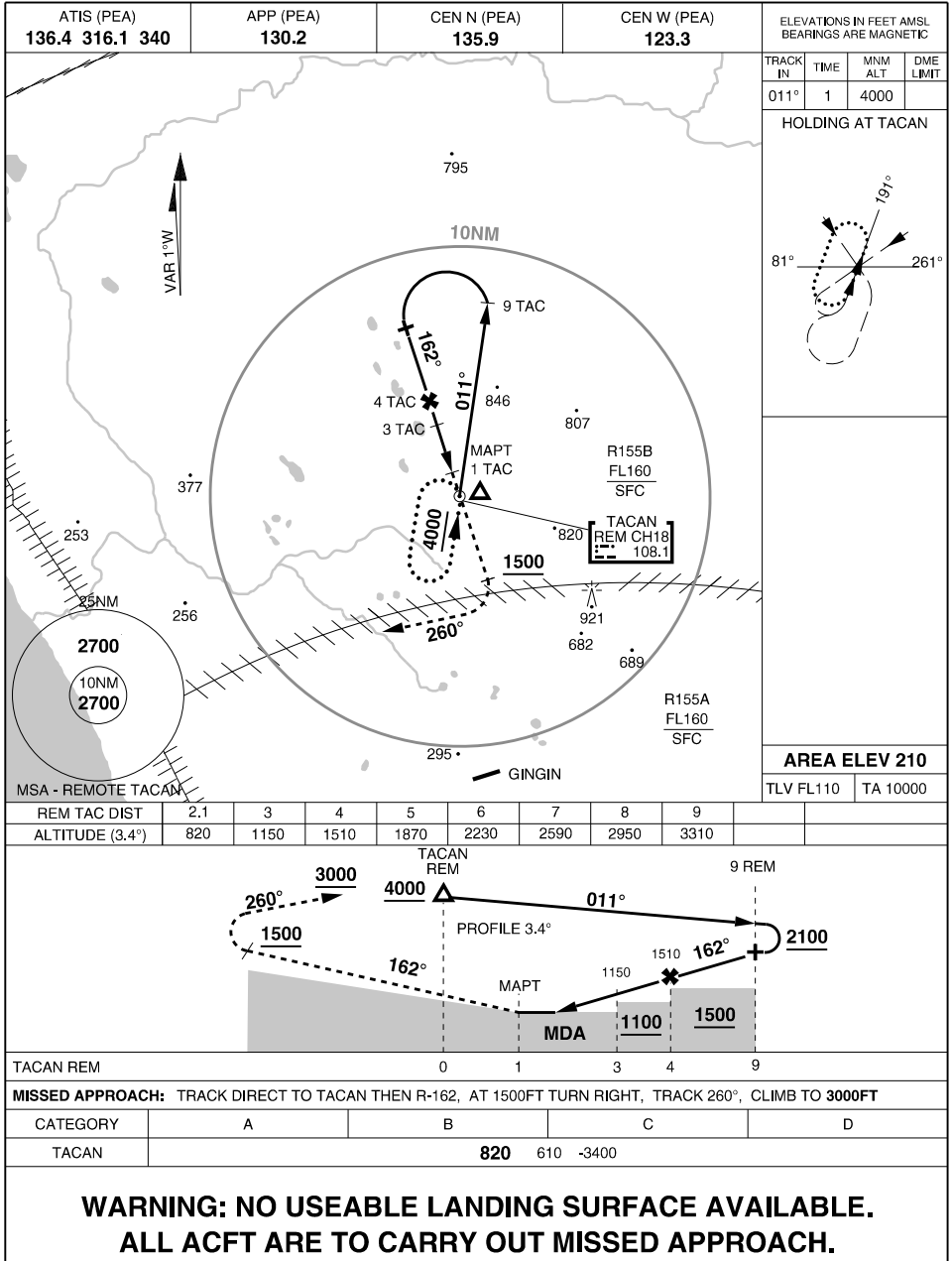
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-I

MILITARY USE ONLY

TACAN-J  
REMOTE

S31 16.41 E115 49.74  
PANS-OPS, WGS 84



CHANGES: SECTOR ALT

01 DEC 22

AIS-AF  
MILITARY USE ONLY

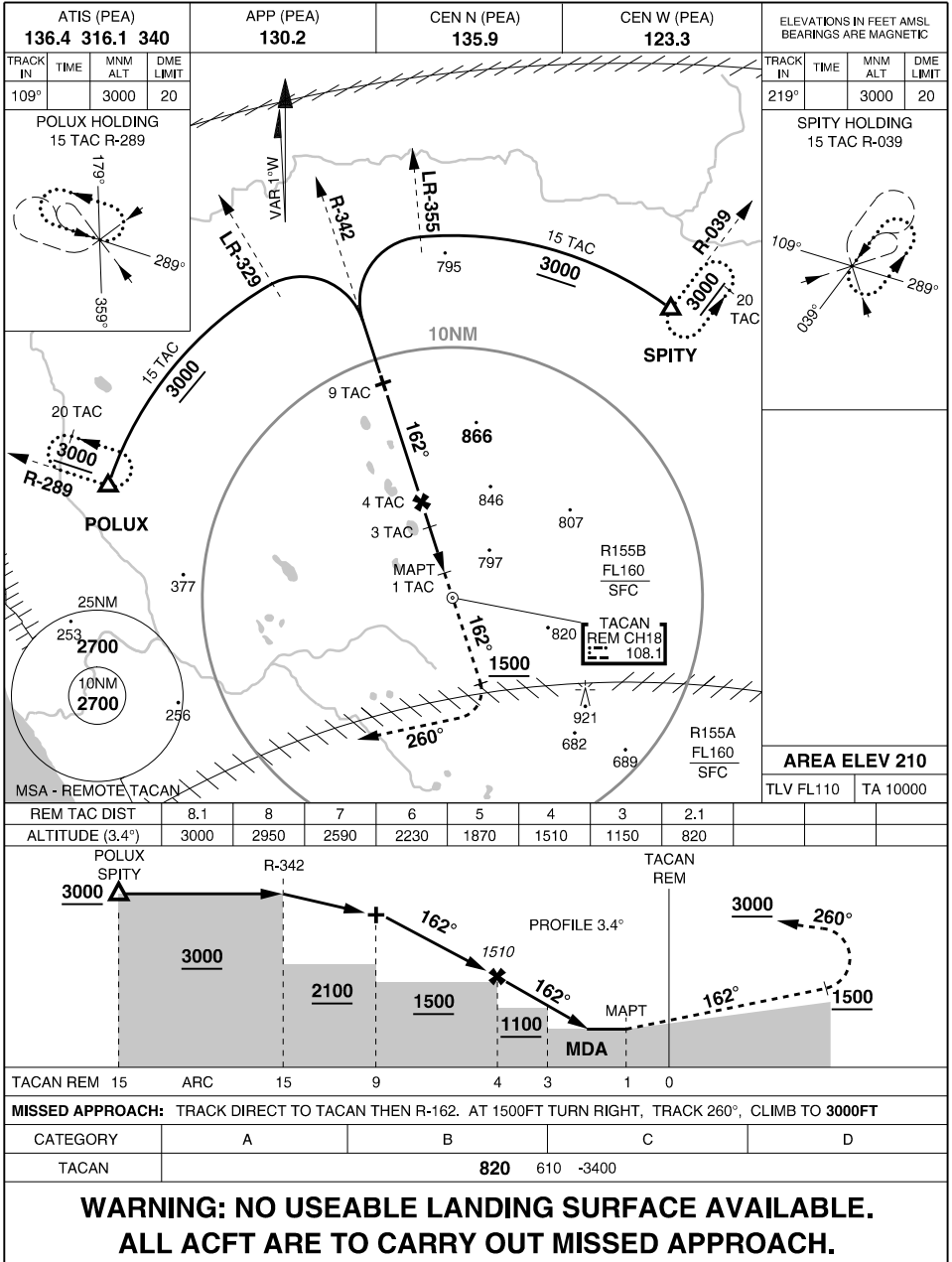
REMOTE  
TACAN-J



MILITARY USE ONLY

S31 16.41 E115 49.74  
PANS-OPS, WGS 84

TACAN-O  
REMOTE



CHANGES: SPITY, POLUX HOLD TRACK/RADIAL

13 JUN 24

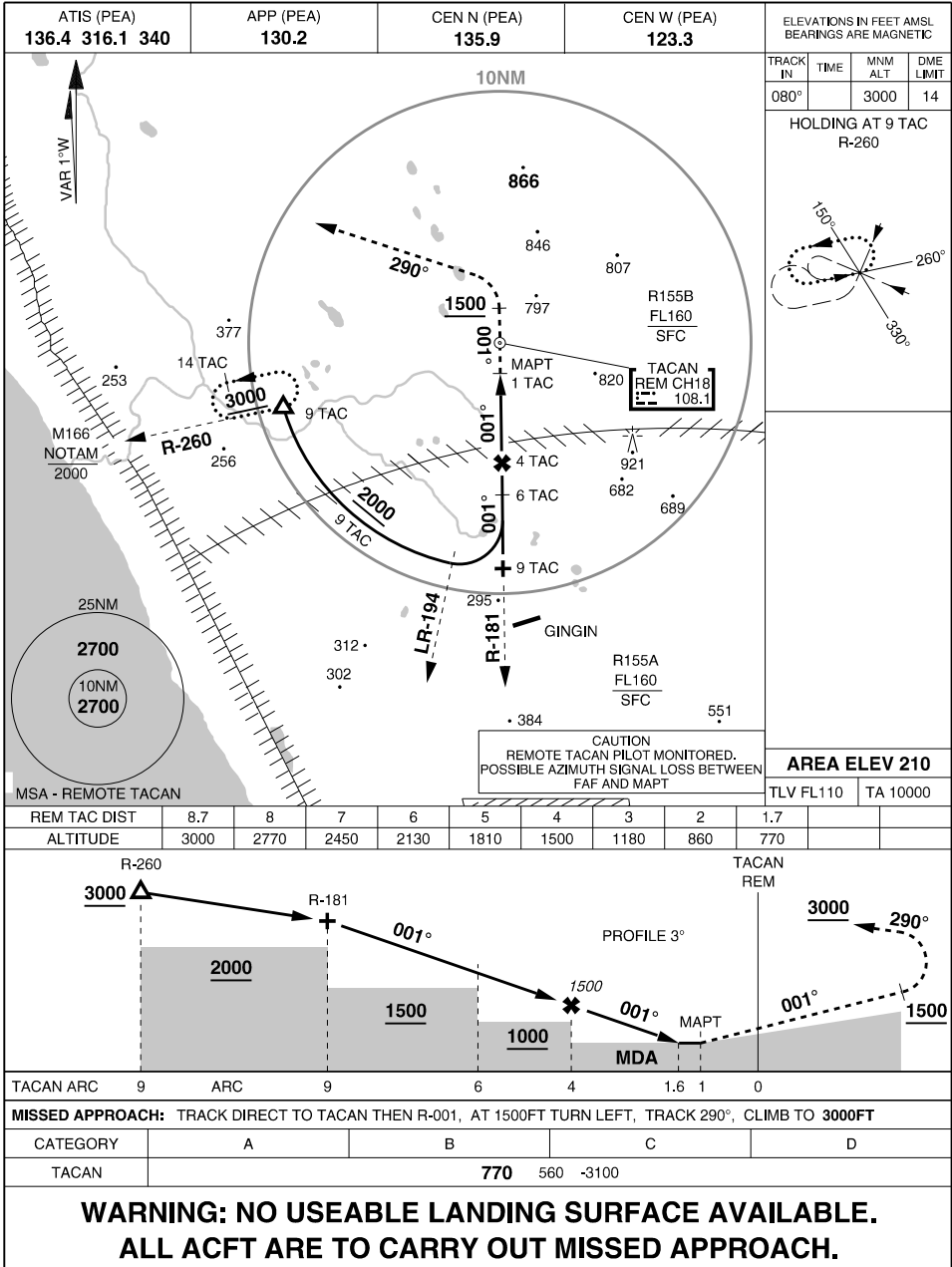
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-O

MILITARY USE ONLY

TACAN-W  
REMOTE

S31 16.41 E115 49.74  
PANS-OPS, WGS 84



CHANGES: SUA IDENT  
13 JUN 24

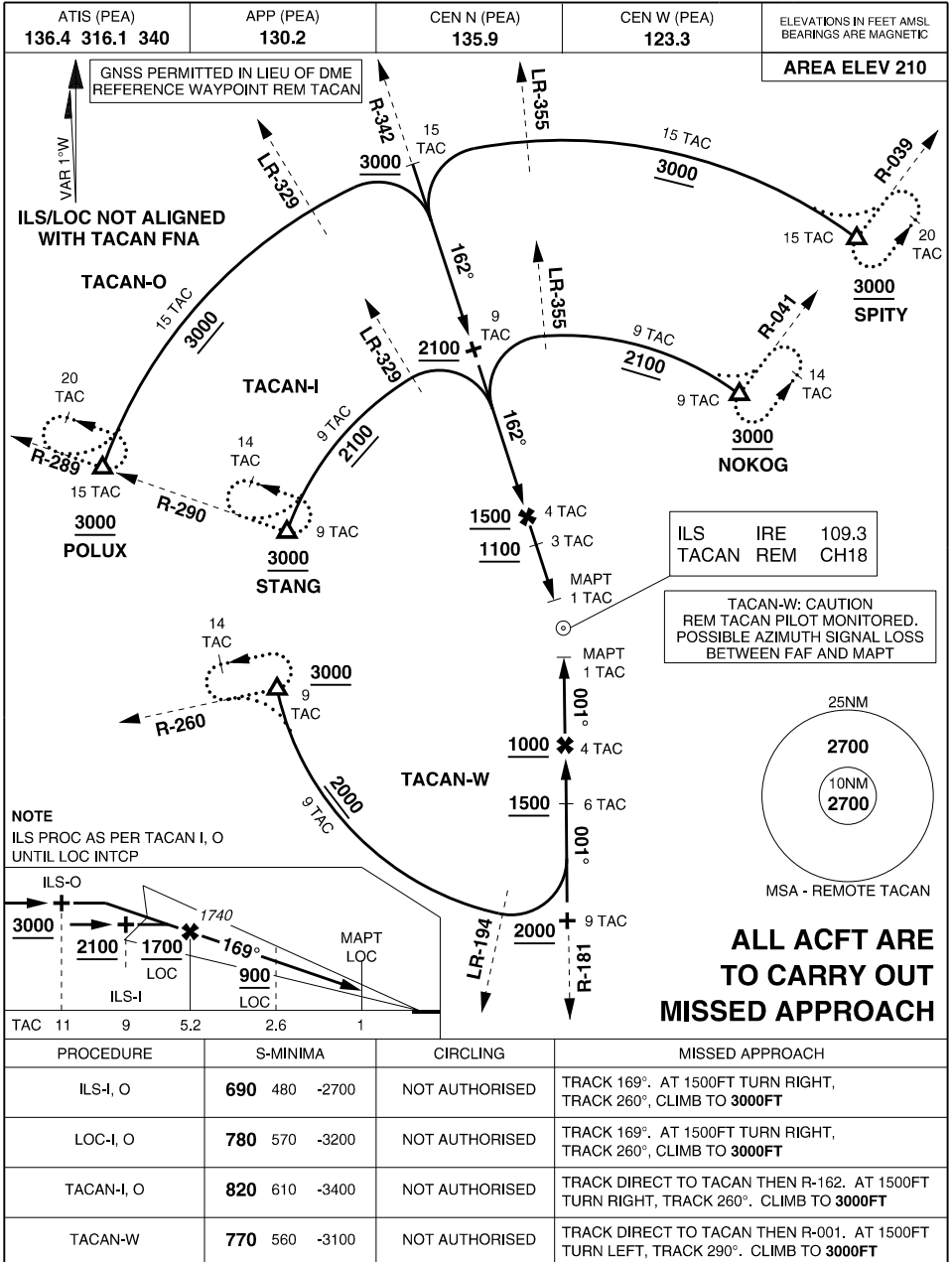
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-W

MILITARY USE ONLY

S31 16.41 E115 49.74  
PANS-OPS, WGS 84

COMPOSITE  
REMOTE



CHANGES: SPITY, NOKOG, POLUX HOLD RADIAL, ILS/LOC REVISED PROCEDURES

**13 JUN 24**

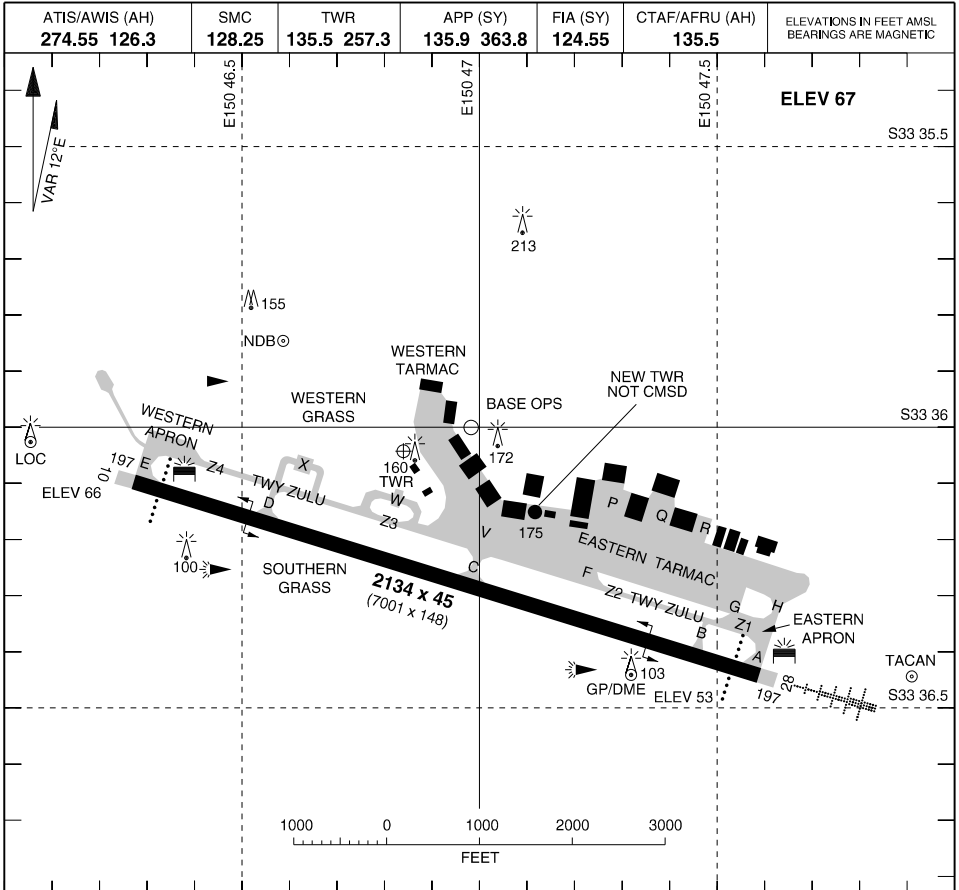
ACG  
MILITARY USE ONLY

REMOTE  
COMPOSITE

MILITARY USE ONLY

# AERODROME CHART RICHMOND (YSRI)

S33 36.04 E150 46.84  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
10 (095°)	PAPI (6) 3.00° 47FT	GREEN	HIRL (6)	<p>1. LOW LEVEL CCTS PERMITTED ONLY ON N SIDE OF RWY</p> <p><b>OBSTRUCTIONS</b></p> <p>1. RWY 28: WHITE HOUSE AND CHURCH (BOTH UNLIT) BETWEEN 3500FT AND 5000FT FM THR</p> <p>2. RWY 10: NUMEROUS UNLIT OBSTR IN RICHMOND TOWNSHIP BETWEEN 1500FT AND 5000FT FM THR</p>
28 (275°)	HIAL-CAT1 (6) SEQUENCED FLASHING LIGHTS PAPI (6) 3.00° 48FT	GREEN	HIRL (6)	
<p>OBSTRUCTION EMERG: PTBL ELECTRIC LGT 15 MIN PN ILLUMINATED WIND INDICATOR TAXIWAY: C/L GREEN</p>				

CHANGES: REMOVED CAUTION NOTE

07 SEP 23

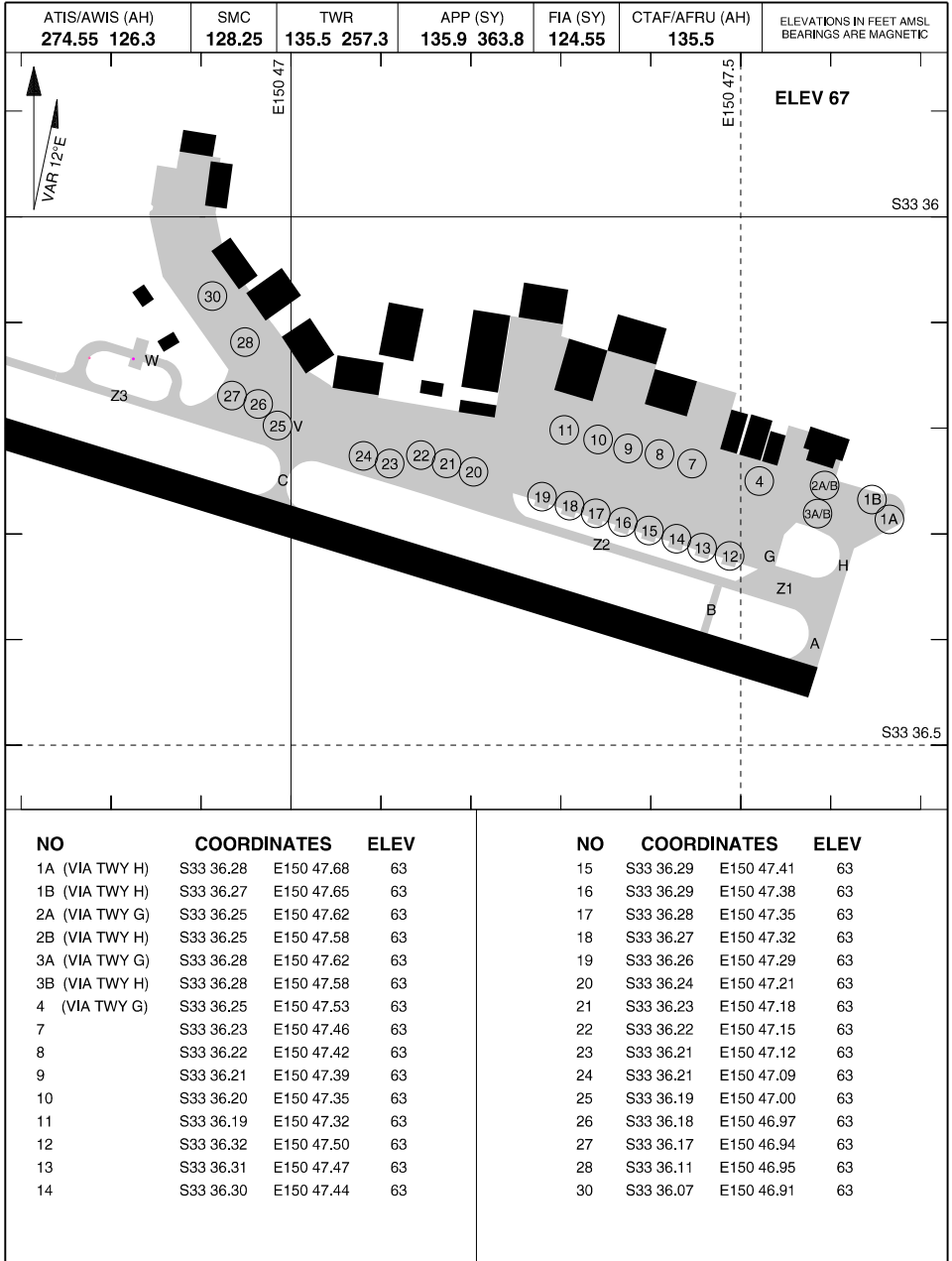
AIS-AF  
MILITARY USE ONLY

**RICHMOND (YSRI)**  
AERODROME CHART

MILITARY USE ONLY

APRON CHART  
RICHMOND (YSRI)

S33 36.04 E150 46.84  
PANS-OPS, WGS 84



CHANGES: POSITIONS 1-4 UPDATED. POSITIONS 5-6 REMOVED

**24 MAR 22**

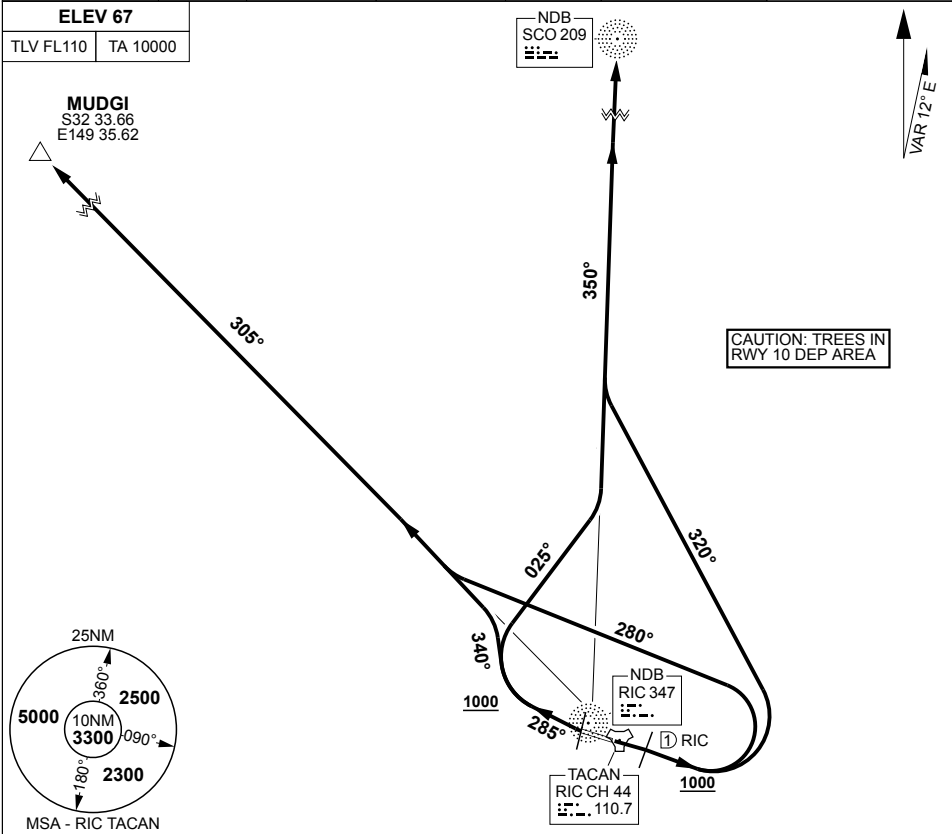
AIS-AF  
MILITARY USE ONLY

**RICHMOND (YSRI)**  
APRON CHART

# SID RWYS NORTH RICHMOND (YSRI)

PANS-OPS, WGS 84

ATIS /AWIS (AH) <b>126.3 274.55</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF /AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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**MUDGI THREE**

**RWY 10**

GRAD 3.3%, TRACK 095°, AT 1 TAC OR 1000FT, WHICHEVER IS LATER, TURN LEFT, TRACK 280°, INTERCEPT 305° FROM RIC NDB, TRACK TO MUDGI THEN AS CLEARED

**RWY 28**

GRAD 4.9% UNTIL 2600FT, THEN 3.3%, AT DER TURN RIGHT, TRACK 285°, AT 1000FT TURN RIGHT, TRACK 340°, INTERCEPT 305° FROM RIC NDB, TRACK TO MUDGI THEN AS CLEARED

**SCONE (SCO) THREE**

**RWY 10**

GRAD 3.3%, TRACK 095°, AT 1 TAC OR 1000FT, WHICHEVER IS LATER, TURN LEFT, TRACK 320°, INTERCEPT & TRACK 350° FROM RIC NDB, TRACK TO SCO THEN AS CLEARED

**RWY 28**

GRAD 4.9% UNTIL 2600FT, THEN 3.3%, AT DER TURN RIGHT, TRACK 285°, AT 1000FT TURN RIGHT, TRACK 025°, INTERCEPT & TRACK 350° FROM RIC NDB, TRACK TO SCO THEN AS CLEARED

CHANGES: VALIDITY INDICATOR

S33 36.04 E150 46.84

**30 NOV 23**

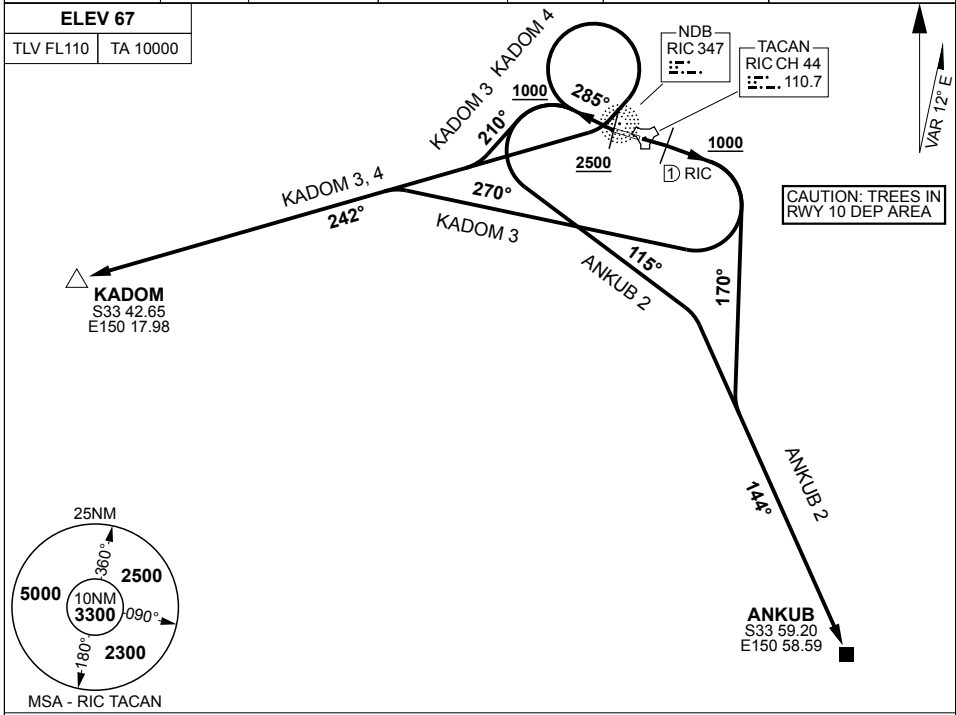
**AIS-AF  
MILITARY USE ONLY**

**RICHMOND (YSRI)  
SID RWYS NORTH**

# SID RWYS SOUTH RICHMOND (YSRI)

PANS-OPS, WGS 84

ATIS /AWIS (AH) <b>126.3 274.55</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF /AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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### ANKUB TWO

#### RWY 10

GRAD 3.3%, TRACK 095°, AT 1 TAC OR 1000FT, WHICHEVER IS LATER, TURN RIGHT, TRACK 170°, INTERCEPT 144° FROM RIC NDB, TRACK TO ANKUB THEN AS CLEARED

#### RWY 28

GRAD 4.9% UNTIL 2600FT THEN 3.3%, AT DER TURN RIGHT, TRACK 285°, AT 1000FT, TURN LEFT, TRACK 115°, INTERCEPT 144° FROM RIC NDB, TRACK TO ANKUB THEN AS CLEARED

### KADOM THREE

#### RWY 10

GRAD 3.3%, TRACK 095°, AT 1 TAC OR 1000FT, WHICHEVER IS LATER, TURN RIGHT, TRACK 270°, INTERCEPT 242° FROM RIC NDB, TRACK TO KADOM THEN AS CLEARED

#### RWY 28

GRAD 4.9% UNTIL 2600FT THEN 3.3%, AT DER TURN RIGHT, TRACK 285°, AT 1000FT, TURN LEFT, TRACK 210°, INTERCEPT 242° FROM RIC NDB, TRACK TO KADOM THEN AS CLEARED

### KADOM FOUR

#### RWY 28

GRAD 4.9% UNTIL 2600FT THEN 3.3%, AT DER TURN RIGHT, TRACK 285°, AT 1000FT, TURN RIGHT, TRACK 210°, INTERCEPT 242° FROM RIC NDB, TRACK TO KADOM THEN AS CLEARED. **REQUIREMENT:** REACH 2500FT BY OVERHEAD OR ABEAM RIC

CHANGES: VALIDITY INDICATOR

S33 36.04 E150 46.84

**30 NOV 23**

**AIS-AF  
MILITARY USE ONLY**

**RICHMOND (YSRI)  
SID RWYS SOUTH**

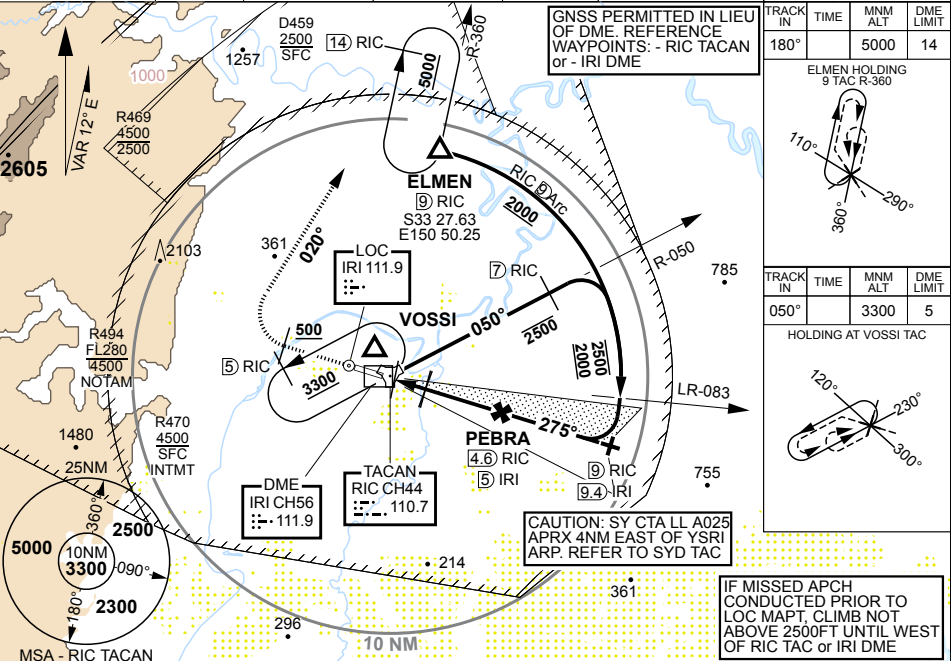
LOC/DME IRI 111.9 Chan 56	APCH CRS 275°	RWY LDG 7001 THR ELEV 53 AD ELEV 67
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**ILS-Y or LOC-Y RWY 28 USING RIC TAC or IRI DME**  
**PANS-OPS, WGS-84**  
**RICHMOND (YSRI)**

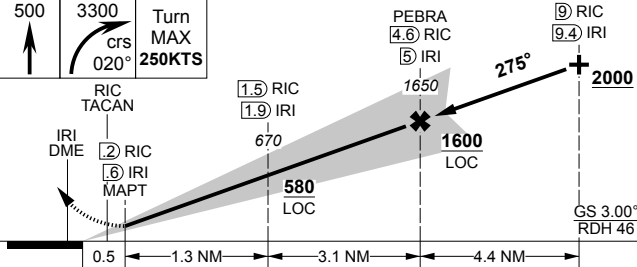
- DURING INITIAL APCH THERE IS A POSSIBILITY OF CONFLICTION WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDRY.
- ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.
- DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH.

**MISSED APPROACH:**  
 TRACK 275°, AT 500FT TURN RIGHT, MAX IAS IN TURN: 250KT. TRACK 020°. CLIMB TO 3300FT OR AS DIRECTED BY ATC.

ATIS /AVIS (AH) <b>126.3 274.55</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF /AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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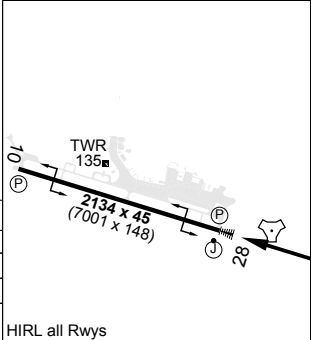


RIC TAC	1.1	2	3	4	5	6	7	7.3					
IRI DME	1.5	2.5	3.5	4.5	5.5	6.5	7.5	7.7					
ALTITUDE	530	830	1150	1460	1780	2100	2420	2500					



TLV FL110	TA 10000
THR ELEV 53	TDZE 58

CATEGORY	A	B	C	D
S-ILS 28	370	317	1200m	(VIS -800 WITH ACTUAL QNH)
S-LOC 28	530		477	1800m
CIRCLING	670 603 2000m	790 723 2400m	1090 1023 4000m	1090 1023 5000m



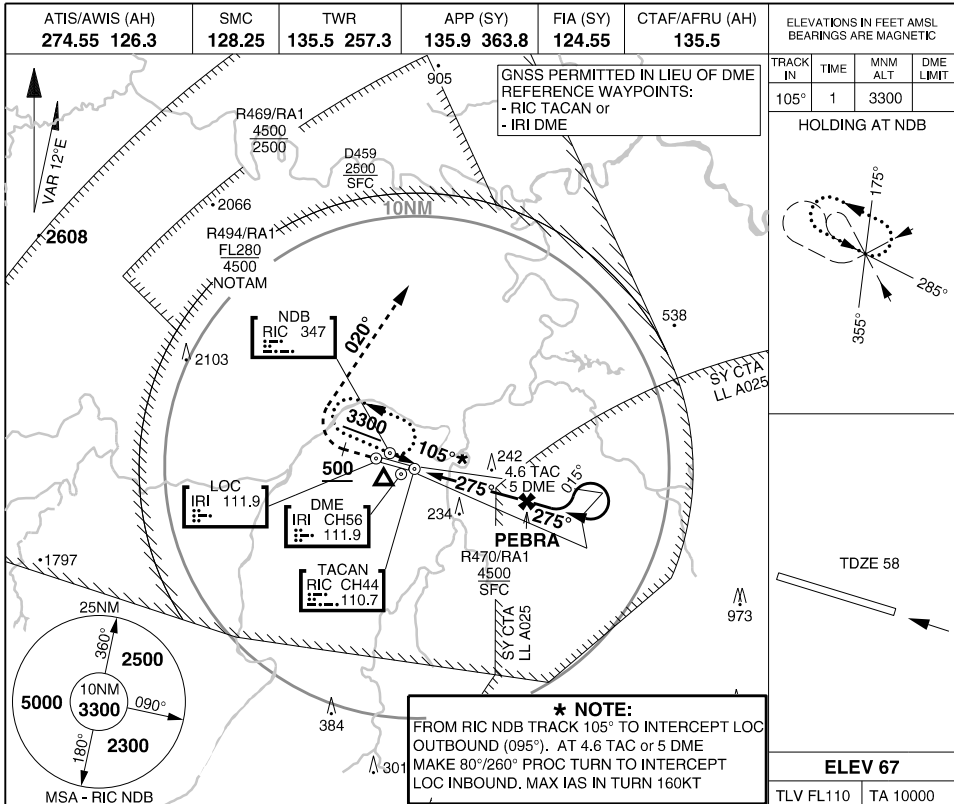
CHANGES: WPT IDENT ELMEN S33 36.04 E150 46.84  
**23 MAR 23**  
**ILS-Y or LOC-Y RWY 28 USING RIC TAC or IRI DME**  
**AIS-AF: MILITARY USE ONLY**  
**RICHMOND (YSRI)**



# ILS-X or LOC-X RWY 28 (CAT A, B, C) USING RIC TAC or IRI DME RICHMOND (YSRI)

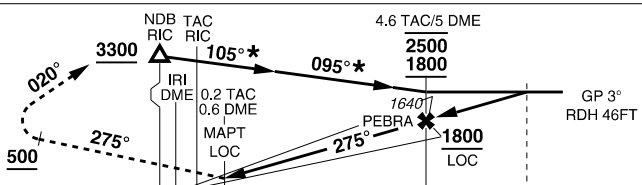
MILITARY USE ONLY

RICHMOND (YSRI)



**\* NOTE:**  
FROM RIC NDB TRACK 105° TO INTERCEPT LOC  
OUTBOUND (095°). AT 4.6 TAC or 5 DME  
MAKE 80°/260° PROC TURN TO INTERCEPT  
LOC INBOUND. MAX IAS IN TURN 160KT

IF MISSED APCH CONDUCTED  
PRIOR TO LOC MAPT,  
CLIMB NOT ABOVE 2500FT  
UNTIL WEST OF TAC or DME



DIST TO THR 28 0 0.5 4.8 5.3 THR 28 ELEV 53

**MISSED APPROACH:** TRACK 275°, AT 500FT TURN RIGHT, MAX IAS IN TURN: 250KT. TRACK 020°, CLIMB TO 3300FT or AS DIRECTED BY ATC

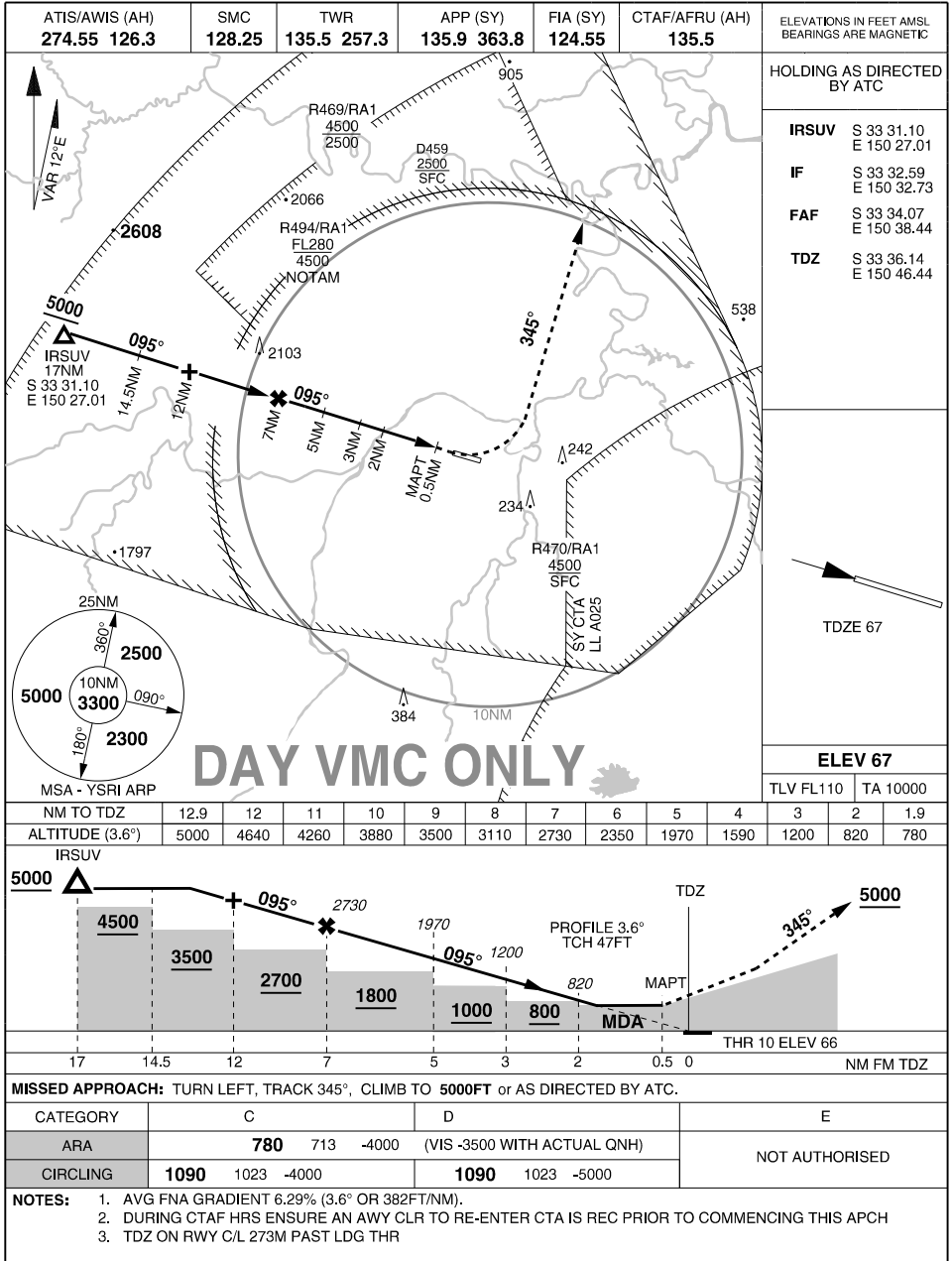
CATEGORY	A	B	C	D	E
ILS/NDB	370	317 -1200 (VIS -800 WITH ACTUAL QNH)			
LOC/NDB		680 627 -2600		NOT AUTHORISED	
CIRCLING	670 603 -2000	790 723 -2400	1090 1023 -4000		

**NOTES:** 1. LOC GRADIENT 5.8% (352FT/NM)  
2. DRG INITIAL APCH THERE IS A POSSIBILITY OF CONFLICT WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDY  
3. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH

MILITARY USE ONLY

ARA RWY 10  
RICHMOND (YSRI)

S33 36.04 E150 46.84  
PANS-OPS, WGS 84, AATCP-1



CHANGES: NEW PROCEDURE, DAY VMC ONLY

24 MAR 22

AIS-AF  
MILITARY USE ONLY

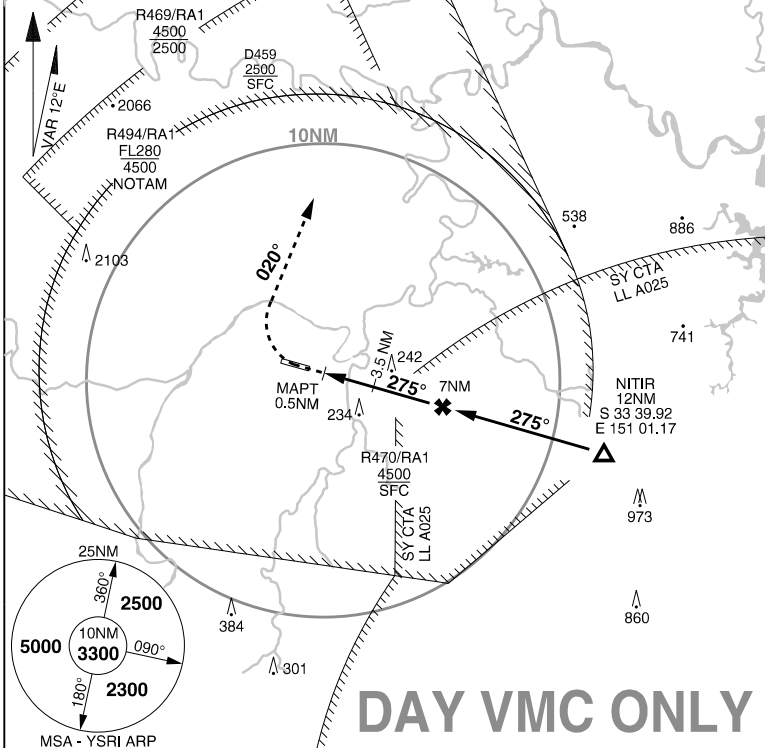
RICHMOND (YSRI)  
ARA RWY 10

MILITARY USE ONLY

ARA RWY 28  
RICHMOND (YSRI)

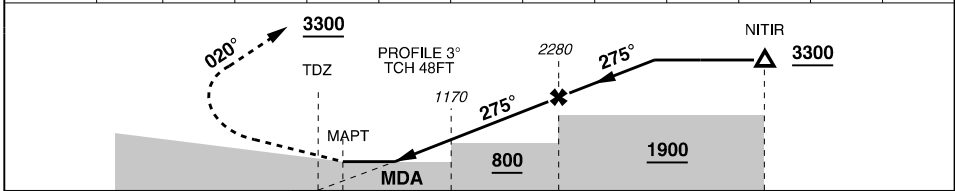
S33 36.04 E150 46.84  
PANS-OPS, WGS 84, AATCP-1

ATIS/AWIS (AH) <b>274.55 126.3</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF/AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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HOLDING AS DIRECTED BY ATC	
<b>NITIR</b>	S 33 39.92 E 151 01.17
<b>FAF</b>	S 33 38.45 E 150 55.44
<b>TDZ</b>	S 33 36.39 E 150 47.42
TDZE 58	
<b>ELEV 67</b>	
TLV FL110	TA 10000

NM FM TDZ	1.9	2	3	3.5	4	5	6	7	8	9	10	10.2
ALTITUDE	670	690	1010	1170	1330	1650	1960	2280	2600	2920	3240	3300



**MISSED APPROACH:** TURN RIGHT, TRACK 020°. CLIMB TO 3300FT or AS DIRECTED BY ATC

CATEGORY	C			D			E
ARA	<b>670</b>	617	-2600	(VIS -2000 WITH ACTUAL QNH)			NOT AUTHORISED
CIRCLING	<b>1090</b>	1023	-4000	<b>1090</b>	1023	-5000	

- NOTES:**
- INITIAL TOLERANCES NOT CONTAINED WITHIN CTR/CTAF.
  - DRG INITIAL APCH THERE IS A POSS OF CONFLICTION WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDY.
  - TDZ ON RWY C/L 279M PAST LDG THR.

CHANGES: VIS, DELETE VIS NOTE  
**15 JUN 23**

AIS-AF  
MILITARY USE ONLY

**RICHMOND (YSRI)**  
ARA RWY 28

TACAN RIC Chan 44	APCH CRS 093°	RWY LDG 7001 TDZE 67 AD ELEV 67
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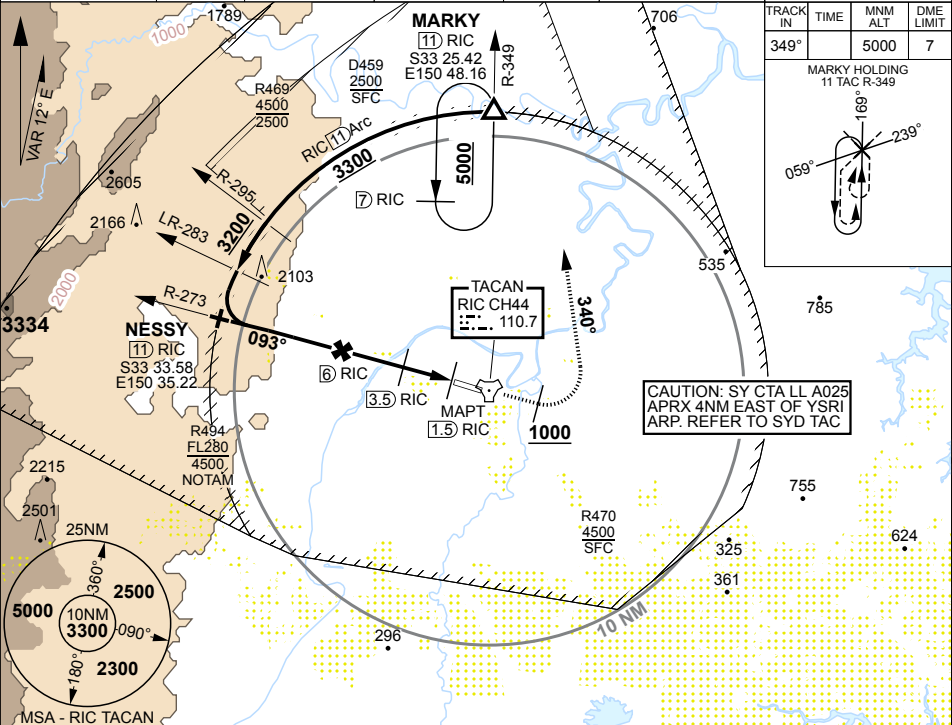
PANS-OPS, WGS-84

# TACAN RWY 10 RICHMOND (YSRI)

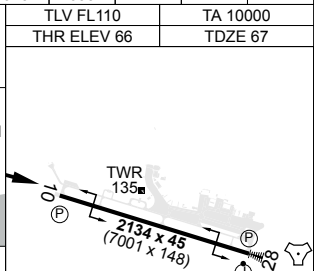
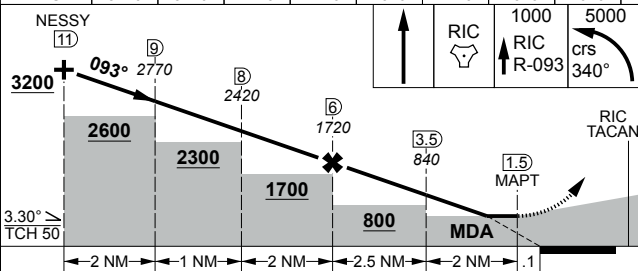
- FNA GRADIENT FAF - THR RWY 10 = 5.7% (3.3° OR 346FT/NM).
- DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH.
- ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-093. AT 1000FT TURN LEFT, TRACK 340°. CLIMB TO 5000FT OR AS DIRECTED BY ATC.

ATIS /AWIS (AH) <b>126.3 274.55</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF /AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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RIC TAC	11	10	9	8	7	6	5	4	3	2.8		
ALTITUDE	3470	3120	2770	2420	2070	1720	1370	1020	670	600		



CATEGORY	A		B		C		D	
S-10	600		533		3000m			
CIRCLING	670	603	2000m	790	723	2400m	1090	1023
					4000m		5000m	

CHANGES: DIST/ALT TABLE S33 36.04 E150 46.84

09 SEP 21

AIS-AF  
MILITARY USE ONLY

# RICHMOND (YSRI) TACAN RWY 10

TACAN RIC Chan 44	APCH CRS 280°	RWY LDG THR ELEV AD ELEV	7001 53 67
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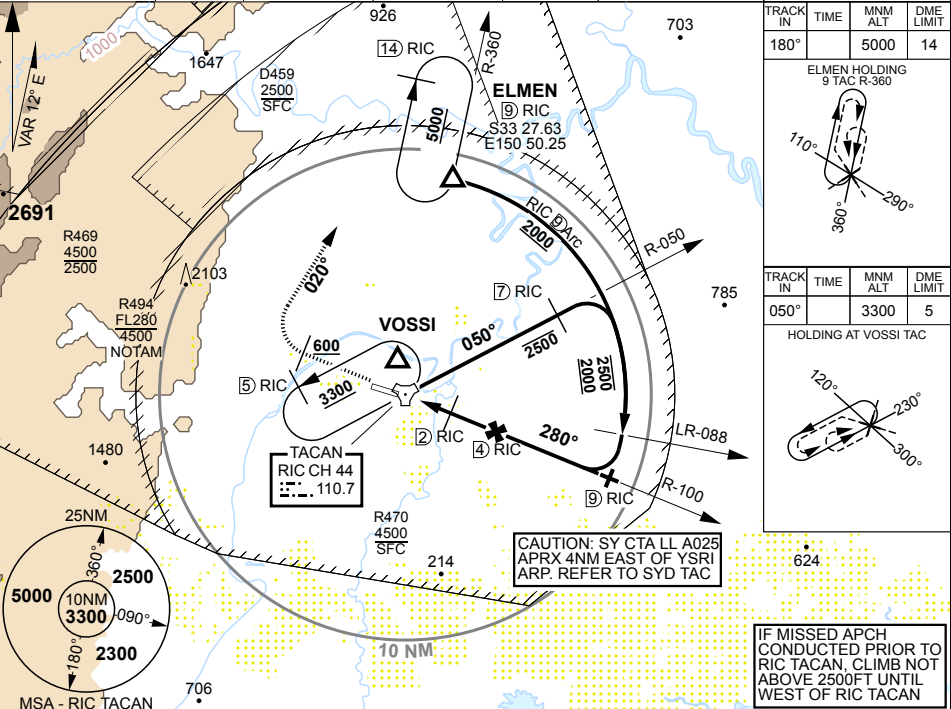
PANS-OPS, WGS-84

# TACAN RWY 28 RICHMOND (YSRI)

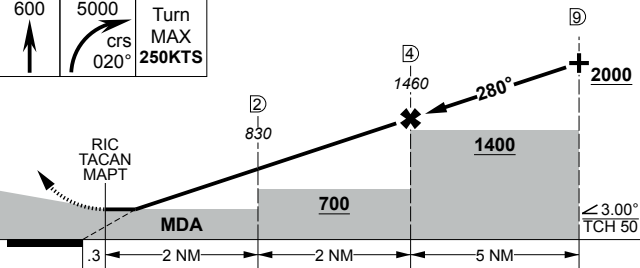
1. DURING INITIAL APCH THERE IS A POSSIBILITY OF CONFLICTION WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDY.
2. ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.
3. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH.

**MISSED APPROACH:**  
TRACK R-280. AT 600FT TURN RIGHT, MAX IAS IN TURN: 250KT. TRACK 020°. CLIMB TO 5000FT OR AS DIRECTED BY ATC.

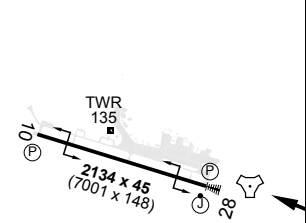
ATIS /AWIS (AH) <b>126.3 274.55</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF /AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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RIC TAC	1.2	2	3	4	5	6	7	7.3					
ALTITUDE	570	830	1140	1460	1780	2100	2420	2500					



TLV FL110	TA 10000
THR ELEV 53	TDZE 58



CATEGORY	A	B	C	D
S-28	570	517	2000m	
CIRCLING	670 603 2000m	790 723 2400m	1090 1023 4000m	1090 1023 5000m

HIRL all Rwy's

CHANGES: VIS S33 36.04 E150 46.84

15 JUN 23

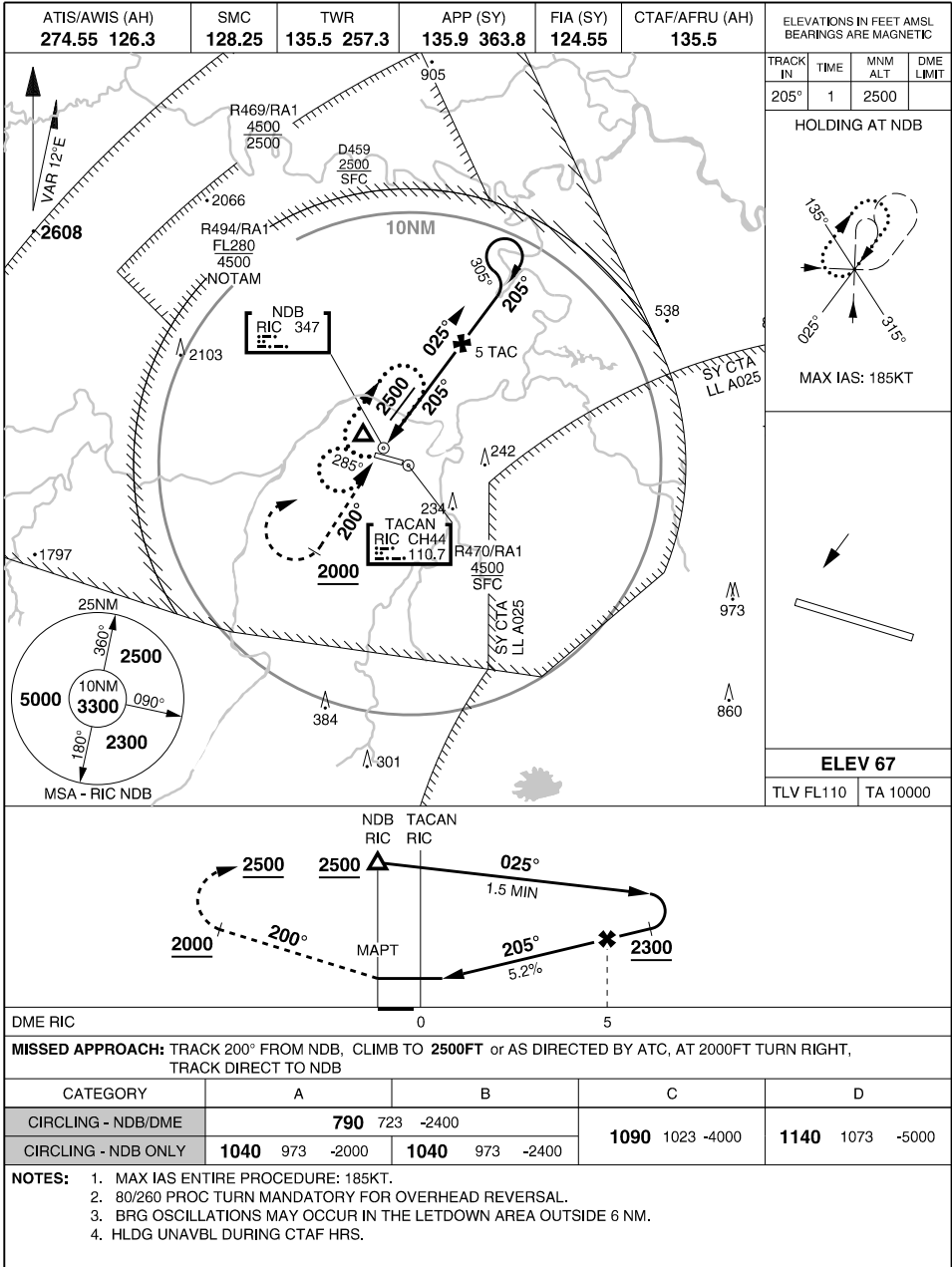
AIS-AF  
MILITARY USE ONLY

# RICHMOND (YSRI) TACAN RWY 28

MILITARY USE ONLY

NDB-A or NDB/DME-A  
RICHMOND (YSRI)

S33 36.04 E150 46.84  
PANS-OPS, WGS 84



ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC			
TRACK IN	TIME	MNM ALT	DME LIMIT
205°	1	2500	
HOLDING AT NDB			
MAX IAS: 185KT			
ELEV 67			
TLV FL110 TA 10000			

DME RIC

**MISSED APPROACH:** TRACK 200° FROM NDB, CLIMB TO 2500FT or AS DIRECTED BY ATC, AT 2000FT TURN RIGHT, TRACK DIRECT TO NDB

CATEGORY	A			B			C			D		
CIRCLING - NDB/DME	790 723 -2400						1090 1023 -4000			1140 1073 -5000		
CIRCLING - NDB ONLY	1040	973	-2000	1040	973	-2400						

- NOTES:**
1. MAX IAS ENTIRE PROCEDURE: 185KT.
  2. 80/260 PROC TURN MANDATORY FOR OVERHEAD REVERSAL.
  3. BRG OSCILLATIONS MAY OCCUR IN THE LETDOWN AREA OUTSIDE 6 NM.
  4. HLDG UNAVBL DURING CTAF HRS.

CHANGES: EDITORIAL  
05 NOV 20

AIS-AF  
MILITARY USE ONLY

RICHMOND (YSRI)  
NDB-A or NDB/DME-A

APCH CRS	RWY LDG	7001
095°	TDZE	67
	AD ELEV	67

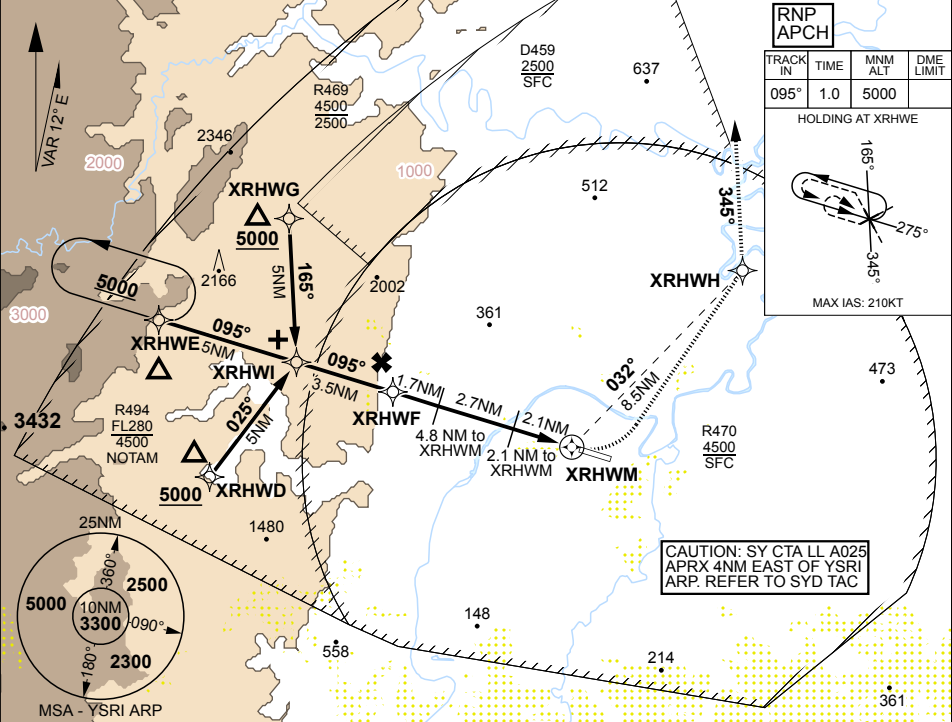
PANS-OPS, WGS-84

# RNP RWY 10 RICHMOND (YSRI)

1. MAX IAS ENTIRE PROCEDURE: 210KT.
2. AVG FNA GRADIENT 6.1% (3.49° OR 371FT/NM).
3. XRHWL HOLDING NOT CONTAINED WITHIN MIL RSTD AREAS WHEN ACT.
4. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APCH.

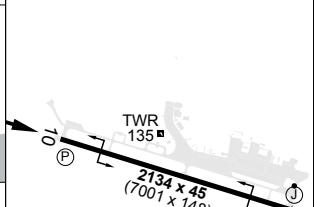
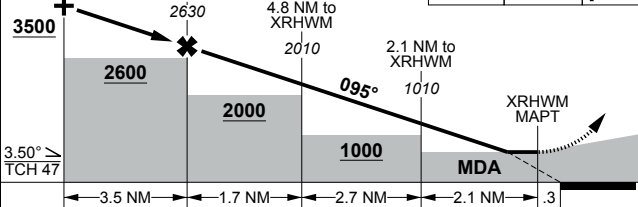
**MISSED APPROACH:**  
TURN LEFT, TRACK DIRECT TO XRHWH THEN 345°, CLIMB TO 5000FT OR AS DIRECTED BY ATC.

ATIS /AWIS (AH)	SMC	TWR	APP (SY)	FIA (SY)	CTAF /AFRU (AH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
126.3 274.55	128.25	135.5 257.3	135.9 363.8	124.55	135.5	



NM TO NEXT WPT	XRHWI	3	2	1	XRHWF	6	5	4	3	2	1.1	XRHWM
ALTITUDE	3930	3740	3370	3000	2630	2440	2070	1700	1330	960	610	

XRHWI	XRHWF	XRHWH	TLV FL110	TA 10000
3500	2630	5000 crs	THR ELEV 66	TDZE 67



CATEGORY	A	B	C	D
LNVA MDA	610		543	3000m
CIRCLING	670 603 2000m	790 723 2400m	1090 1023 4000m	1090 1023 5000m

CHANGES: PROC NAME, PBN RQMNTS BOX S33 36.04 E150 46.84

09 SEP 21

AIS-AF  
MILITARY USE ONLY

# RICHMOND (YSRI) RNP RWY 10

APCH CRS 275°	RWY LDG 7001
	THR ELEV 53
	AD ELEV 67

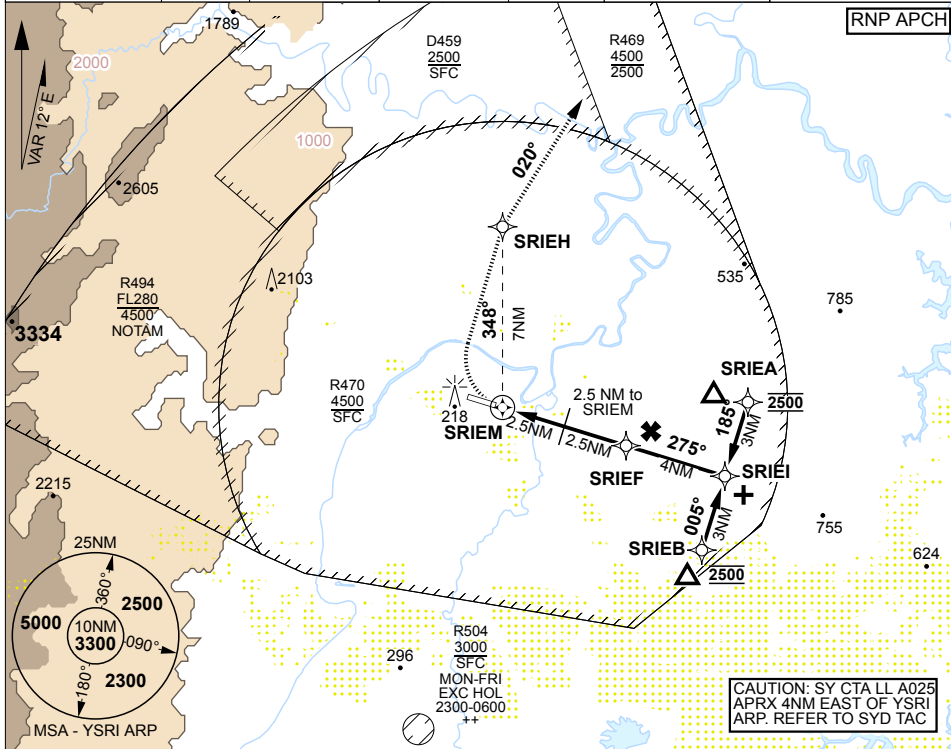
PANS-OPS, WGS-84

# RNP RWY 28 RICHMOND (YSRI)

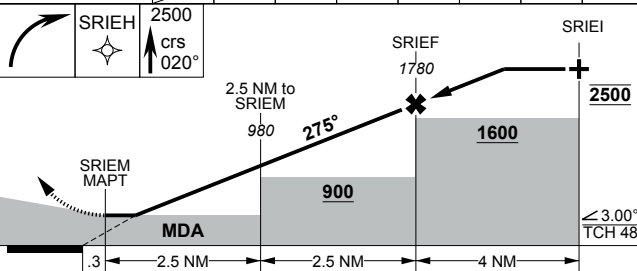
- MAX IAS ENTIRE PROCEDURE: 195KT.
- INITIAL TOLERANCES NOT CONTAINED WITHIN CTR/CTAF.
- DRG INITIAL APCH THERE IS A POSS OF CONFLICTION WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDRY.

**MISSED APPROACH:**  
TURN RIGHT, TRACK DIRECT TO SRIEH THEN 020°. CLIMB TO 2500FT OR AS DIRECTED BY ATC.

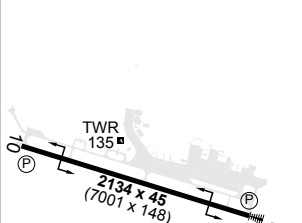
ATIS /AWIS (AH) <b>126.3 274.55</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF /AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL. BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	SRIEH	1.2	2	3	4	SRIEF	1	2	2.3				
ALTITUDE		570	820	1140	1460	1780	2100	2420	2500				



TLV FL110	TA 10000
THR ELEV 53	TDZE 58



CATEGORY	A	B	C	D
LNAV MDA	570	517	2000m	
CIRCLING	670 603 2000m	790 723 2400m	1090 1023 4000m	1090 1023 5000m

HIRL all Rwys

CHANGES: VIS S33 36.04 E150 46.84

**15 JUN 23**

**AIS-AF  
MILITARY USE ONLY**

## RICHMOND (YSRI) RNP RWY 28

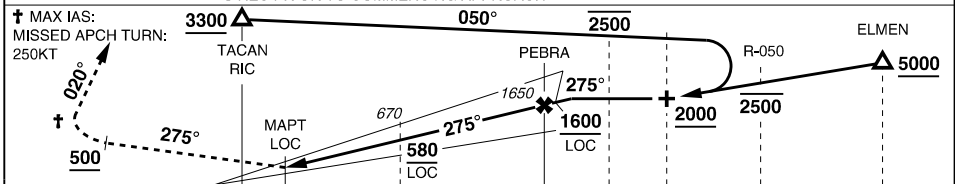
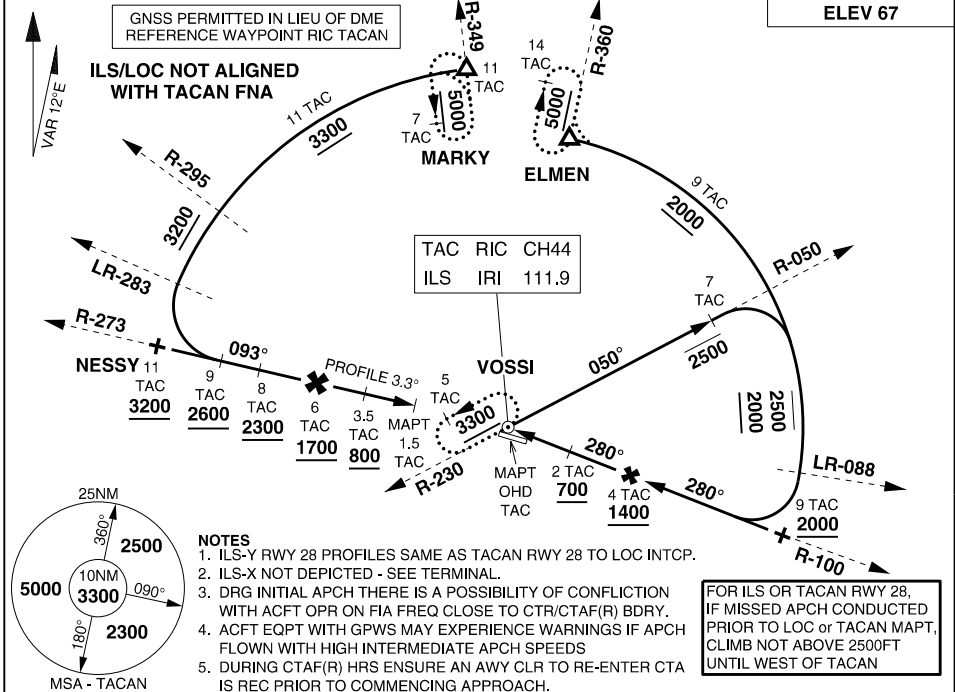


MILITARY USE ONLY

COMPOSITE  
RICHMOND (YSRI)

S33 36.04 E150 46.84  
PANS-OPS, WGS 84

ATIS/AWIS (AH) <b>274.55 126.3</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF/AFRU (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC <b>ELEV 67</b>
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PROCEDURE	S-MINIMA			CIRCLING			MISSED APPROACH
	1.1	2	3	C	D		
ILS-Y RWY 28	370	317	-1200	1090	1090		TRACK 275°. AT 500FT TURN RIGHT ↑, TRACK 020°. CLIMB TO 3300FT #
LOC-Y RWY 28	530	477	-1800	1090	1090		TRACK 275°. AT 500FT TURN RIGHT ↑, TRACK 020°. CLIMB TO 3300FT #
TACAN RWY 28	570	517	-2000	1090	1090		TRACK R-280. AT 600FT TURN RIGHT ↑, TRACK 020°. CLIMB TO 5000FT #
TACAN RWY 10	600	533	-3000	1090	1090		TRACK DCT TO TACAN THEN R-093. AT 1000FT TURN LEFT TRACK 340°. CLIMB TO 5000FT #
RIC TACAN DIST	1.1	2	3	4	5	5.7	# or AS DIRECTED BY ATC
ALTITUDE (ILS/LOC)	530	830	1150	1460	1780	2000	

CHANGES: VIS, DELETE VIS NOTE

15 JUN 23

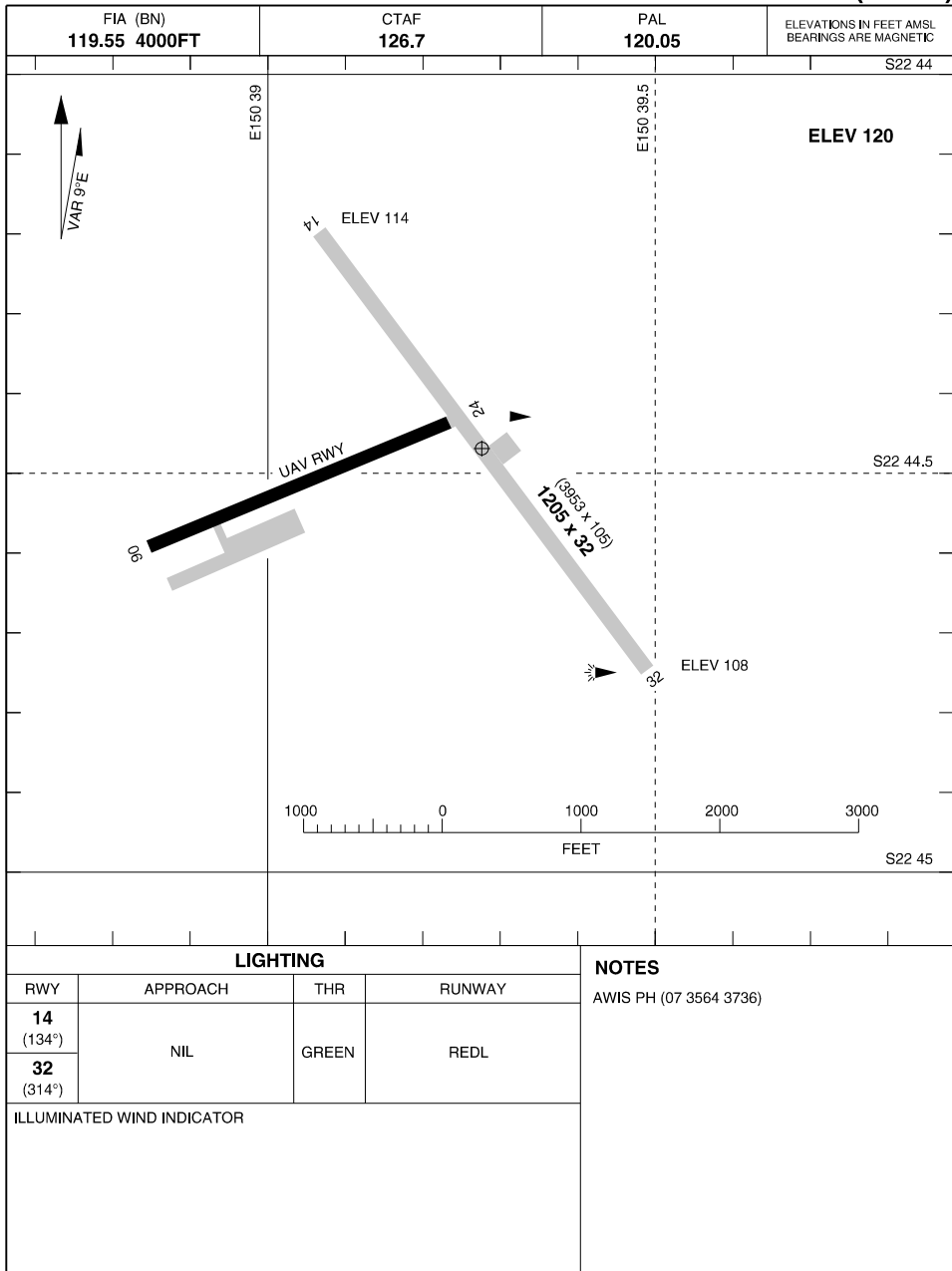
ACG  
MILITARY USE ONLY

RICHMOND (YSRI)  
COMPOSITE

MILITARY USE ONLY

**AERODROME CHART  
SAMUEL HILL (YSMH)**

S22 44.46 E150 39.28  
PANS-OPS, WGS 84



CHANGES: AD AND THR ELEV, RWY LEN

**25 MAR 21**

**AIS-AF  
MILITARY USE ONLY**

**SAMUEL HILL (YSMH)  
AERODROME CHART**

APCH CRS 135°	RWY LDG 3953
	THR ELEV 114
	AD ELEV 120

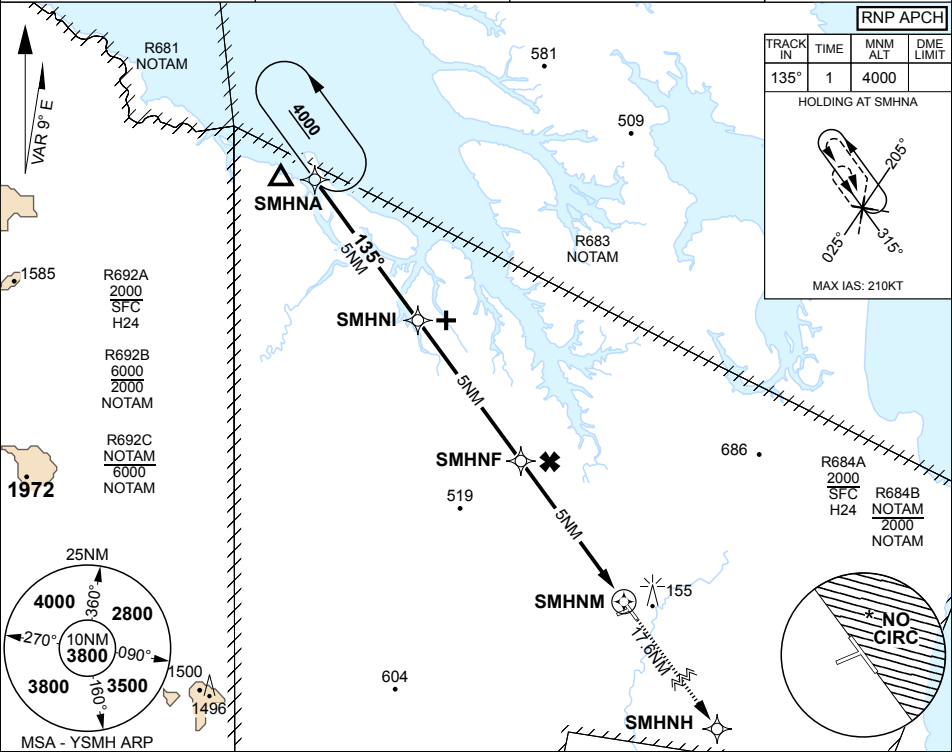
PANS-OPS, WGS-84

# RNP RWY 14 SAMUEL HILL (YSMH)

- NO CIRCLING NE OF RWY 14/32.
- NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
- MAX IAS INITIAL.: 210KT.

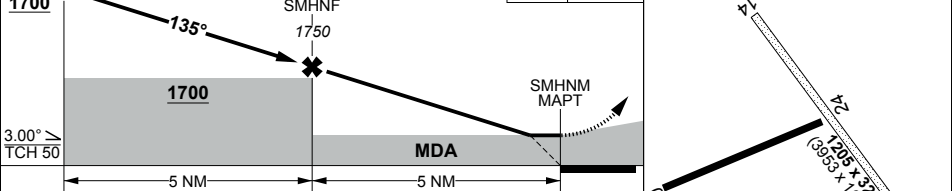
**MISSED APPROACH:**  
TRACK DCT TO SMHNN, CLIMB TO 3500FT.

FIA (BN) 4000FT <b>119.55</b>	CTAF <b>126.7</b>	PAL <b>120.05</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	1	SMHNI	4	3	2	1	SMHNF	4	3	2.7	SMHNN
ALTITUDE	3660	3350	3030	2710	2390	2070	1750	1440	1120	1020	

SMHNI	1700	SMHNF	1750	SMHNN	3500	TLV FL110	TA 10000
						THR ELEV 114	TDZE 114



CATEGORY	A	B	C	D
LNAV MDA	1020	900	5100m	
CIRCLING	1020 900 2000m	1130 1010 2400m	1800 1680 4000m	1830 1710 5000m

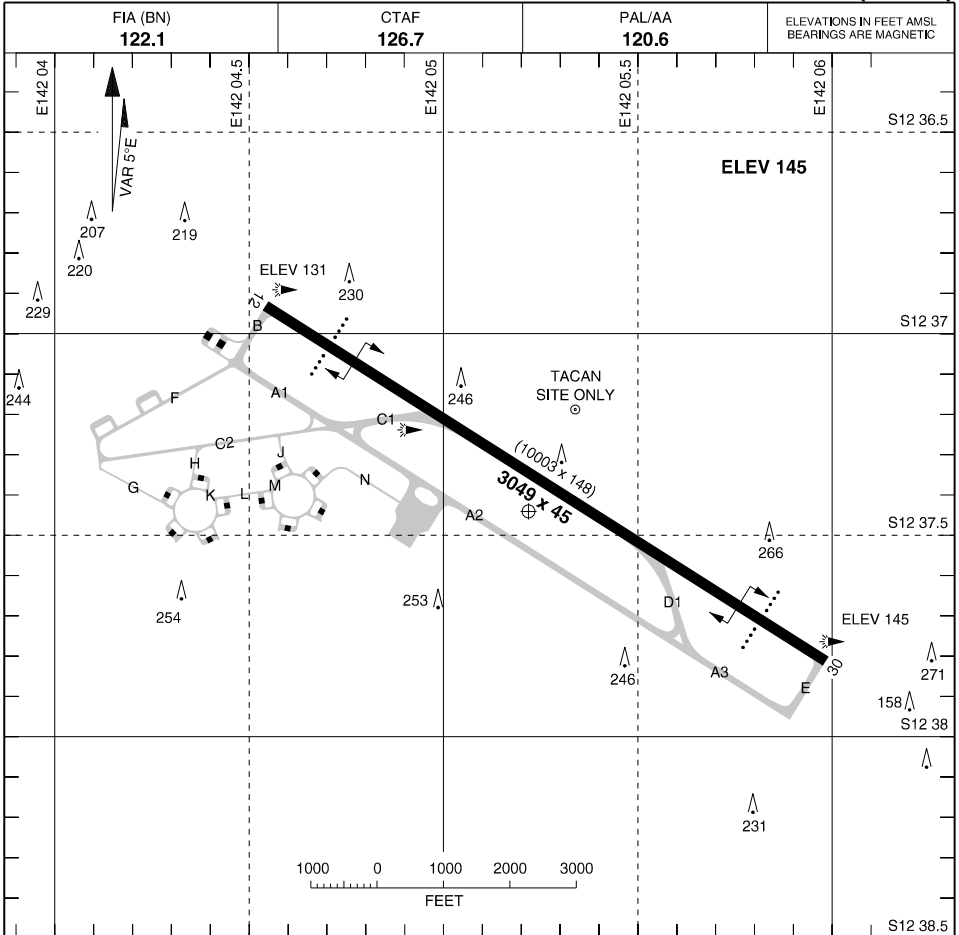
CHANGES: SUA  
**13 JUN 24**  
S22 44.46 E150 39.27  
AIS-AF  
MILITARY USE ONLY

# SAMUEL HILL (YSMH) RNP RWY 14

MILITARY USE ONLY

# AERODROME CHART SCHERGER (YBSG)

S12 37.44 E142 05.24  
PANS-OPS, WGS 84



LIGHTING				NOTES PORTABLE HOOK ARRESTOR SYSTEM
RWY	APPROACH	THR	RUNWAY	
12 (116°)	PAPI 3.00° 48FT	GREEN	MIRL (3)	
30 (296°)				
TAXIWAY: CENTRELINE GREEN ILLUMINATED WIND INDICATOR SDBY PWR AVBL				

CHANGES: PAL/AA, SDBY PWR NOTE

01 DEC 22

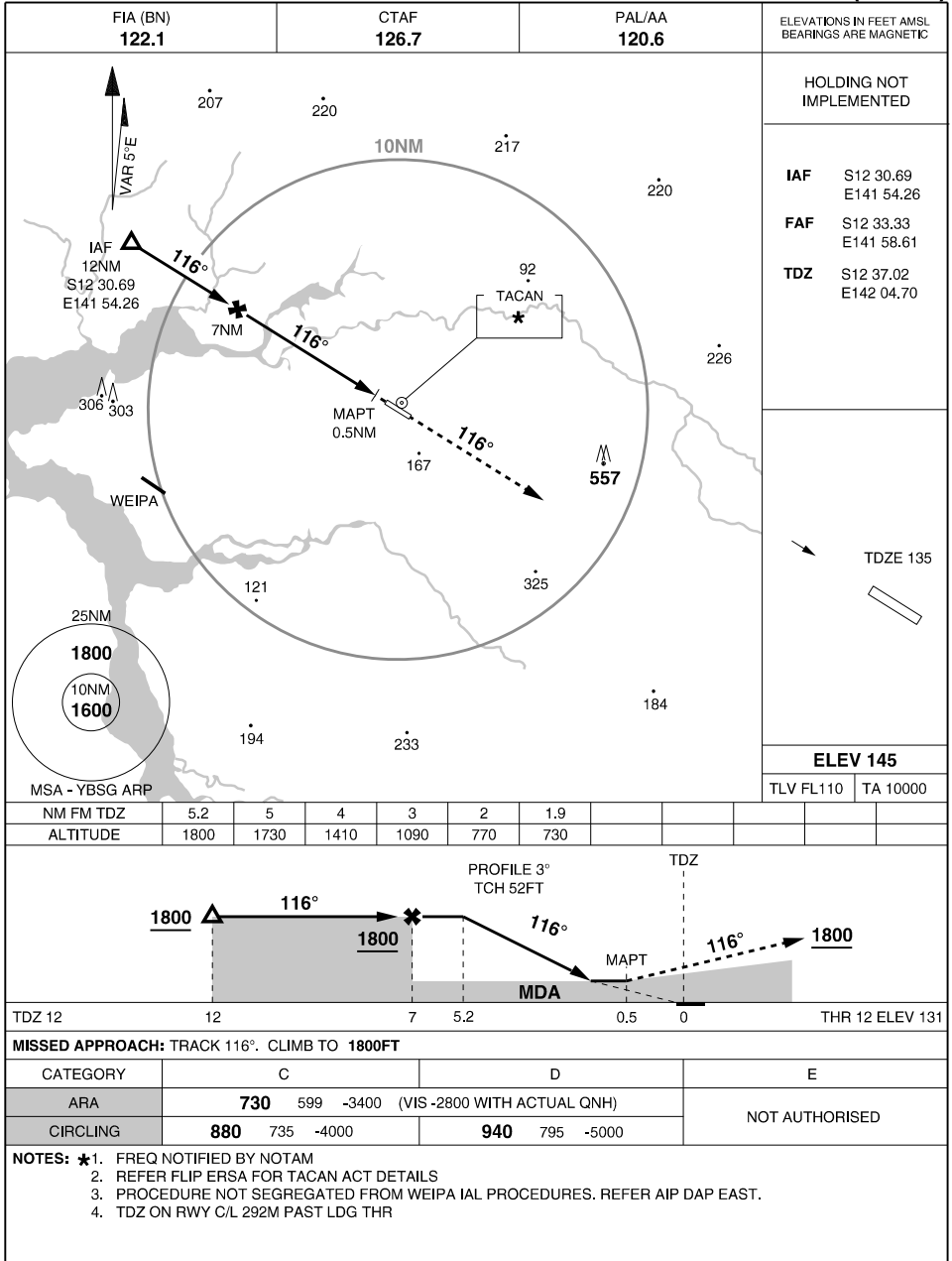
AIS-AF  
MILITARY USE ONLY

SCHERGER (YBSG)  
AERODROME CHART

MILITARY USE ONLY

S12 37.44 E142 05.24  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 12  
**SCHERGER (YBSG)**



CHANGES: PAL/AA  
**01 DEC 22**

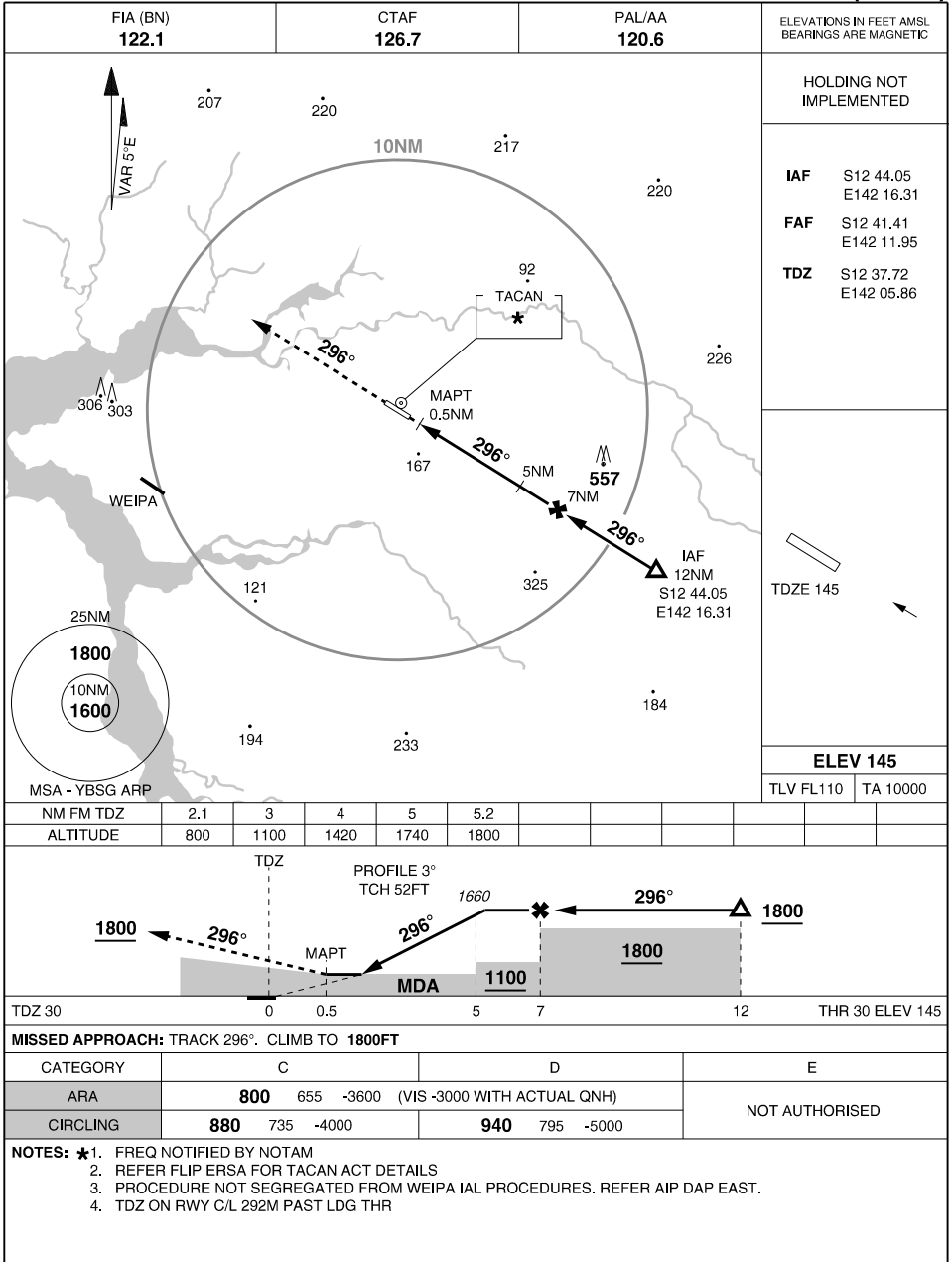
AIS-AF  
MILITARY USE ONLY

**SCHERGER (YBSG)**  
ARA RWY 12

MILITARY USE ONLY

S12 37.44 E142 05.24  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 30  
**SCHERGER (YBSG)**



CHANGES: PAL/AA  
**01 DEC 22**

AIS-AF  
MILITARY USE ONLY

**SCHERGER (YBSG)**  
ARA RWY 30

APCH CRS	RWY LDG	10,003
116°	THR ELEV	131
	AD ELEV	145

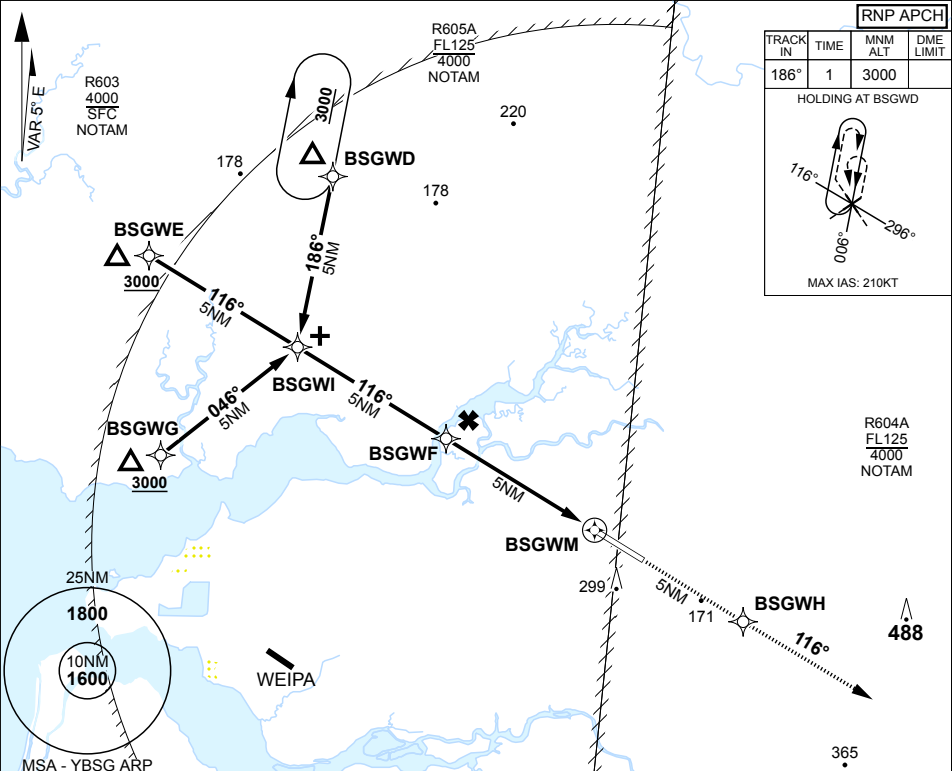
PANS-OPS, WGS-84

# RNP RWY 12 SCHERGER (YBSG)

- PROCEDURE OVERLAPS WEIPA IAL PROCEDURES. REFER AIP DAP EAST.
- MAX IAS INITIAL: 210KT.

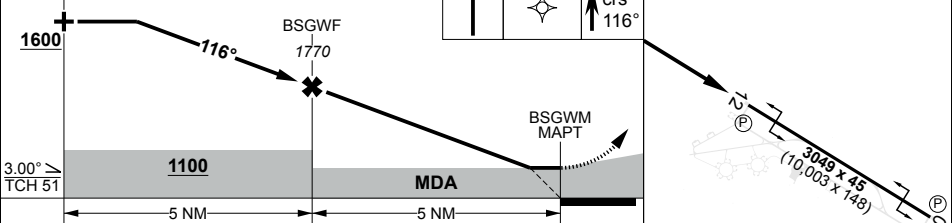
**MISSED APPROACH:**  
TRACK TO BSGWH. TRACK 116°. CLIMB TO 1800FT.

FIA(BN) 122.1	CTAF 126.7	PAL/AA 120.6	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	3.8	3	2	1	BSGWF	4	3	2.3	BSGWM				
ALTITUDE	3000	2730	2410	2090	1770	1460	1140	920					

TLV FL110	TA 10000
THR ELEV 131	TDZE 135



CATEGORY	A	B	C	D	
LNAV MDA	920	789	4400m	(VIS -3900 WITH ACTUAL QNH)	
CIRCLING	1010 865 2000m	1030 885 2400m	1140 995 4000m	1140 995 5000m	MIRL all Rwy's

CHANGES: AIRSPACE LABELS S12 37.44 E142 05.24

23 MAR 23

# SCHERGER (YBSG) RNP RWY 12

AIS-AF  
MILITARY USE ONLY

APCH CRS 296°	RWY LDG 10,003
	THR ELEV 145
	AD ELEV 145

PANS-OPS, WGS-84

# RNP RWY 30 SCHERGER (YBSG)

- PROCEDURE OVERLAPS WEIPA IAL PROCEDURES. REFER AIP DAP EAST.
- MAX IAS INITIAL: 210KT.

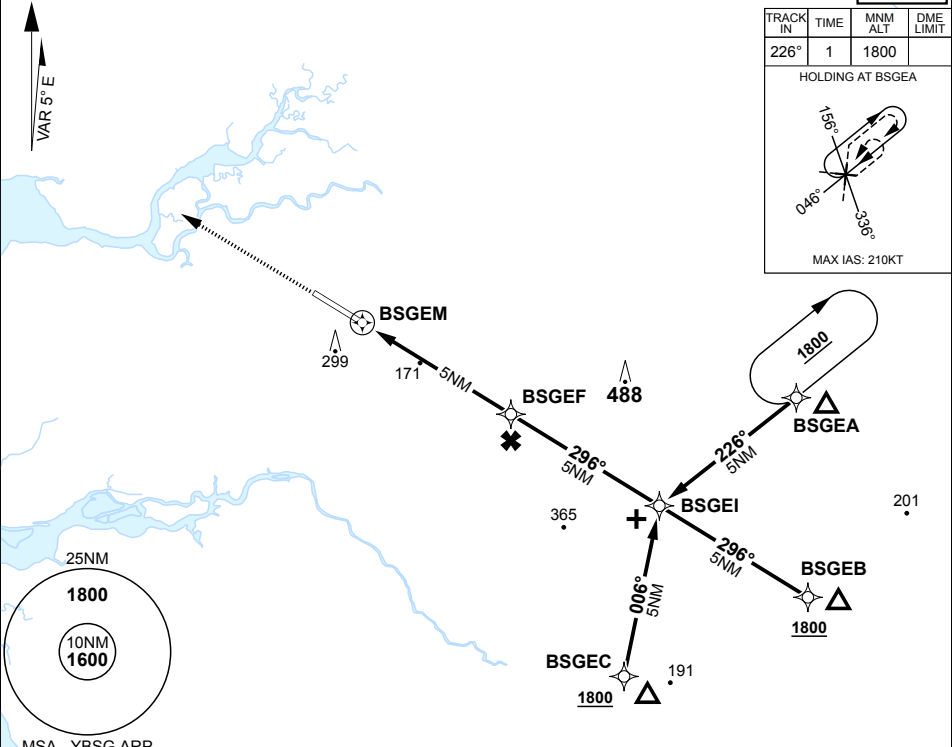
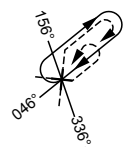
**MISSED APPROACH:**  
TRACK 296°. CLIMB TO 1800FT.

FIA(BN) 122.1	CTAF 126.7	PAL/AA 120.6	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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RNP APCH

TRACK IN	TIME	MNM ALT	DME LIMIT
226°	1	1800	

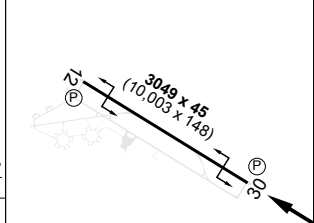
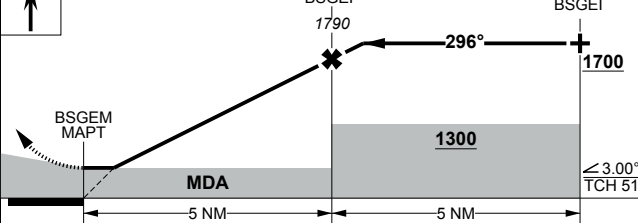
HOLDING AT BSGEA



NM TO NEXT WPT	BSGEM	2.4	3	4	BSGEF	0.1							
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ALTITUDE		970	1150	1470	1790	1800							
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TLV FL110	TA 10000
THR ELEV 145	TDZE 145



CATEGORY	A	B	C	D
LNAV MDA	970	825	4700m	(VIS -4100 WITH ACTUAL QNH)
CIRCLING	1010	865	2000m	1030
			885	2400m
			1140	995
			4000m	1140
			995	5000m

MIRL all Rwys

CHANGES: PAL TYPE  
**01 DEC 22**

S12 37.44 E142 05.24

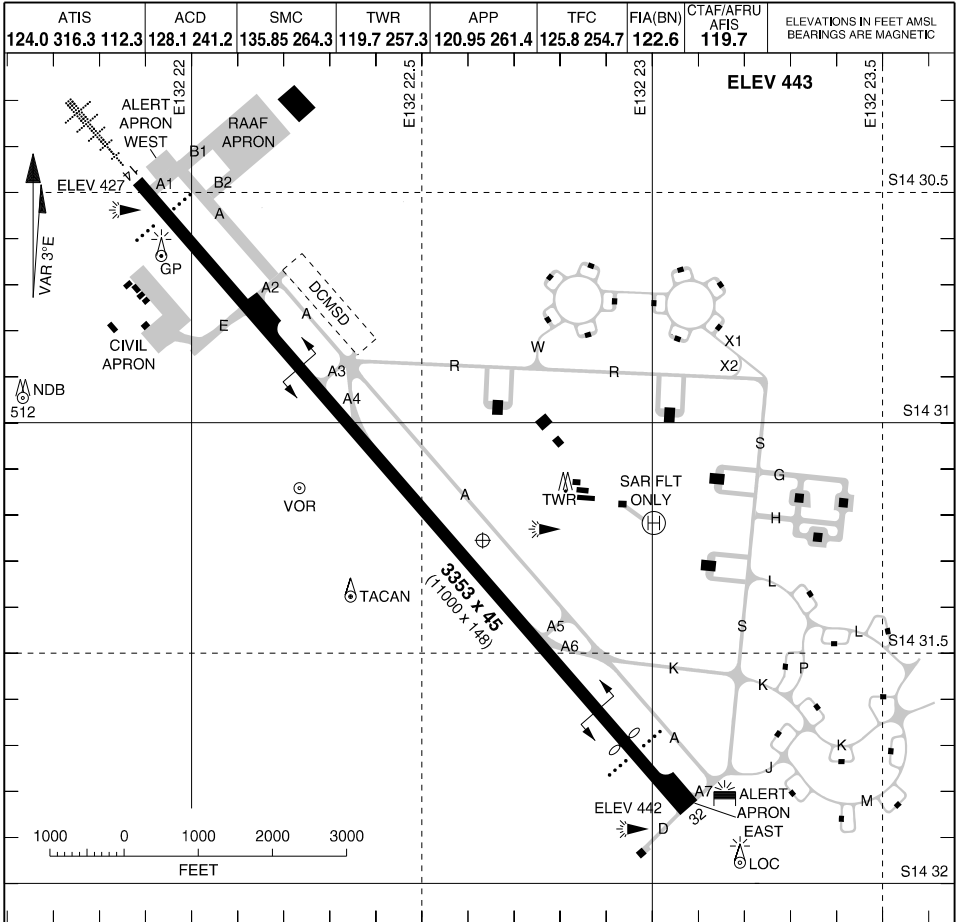
# SCHERGER (YBSG) RNP RWY 30

AIS-AF  
MILITARY USE ONLY



# AERODROME CHART TINDAL (YPTN)

S14 31.26 E132 22.67  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
14 (136°)	HIAL PAPI (6) 3.00° 57FT		HIRL	1. UNAVAILABILITY OF EMERGENCY ARRESTOR GEAR NOTIFIED BY NOTAM  2. IN AN EMERGENCY TWY R (09/27) & TWY S (18/36) ARE MARKED & CAN BE LIT AS RWYS  3. TWY A4 & A6 NOT AVBL FOR RWY ENTRANCE  4. A PERM MARKED TEMPO DTHR IN USE WHEN MIL ACFT ARE PARKED IN ORP RWY 32 DISP 617M (2024FT)  5. RWY 14 - RIGHT CIRCUIT  6. ANIMAL HAZARD (WALLABIES) EXISTS
	32 (316°)	PAPI (6) 3.00° 57FT		
TAXIWAY: CENTRELINE GREEN ILLUMINATED WIND INDICATOR				

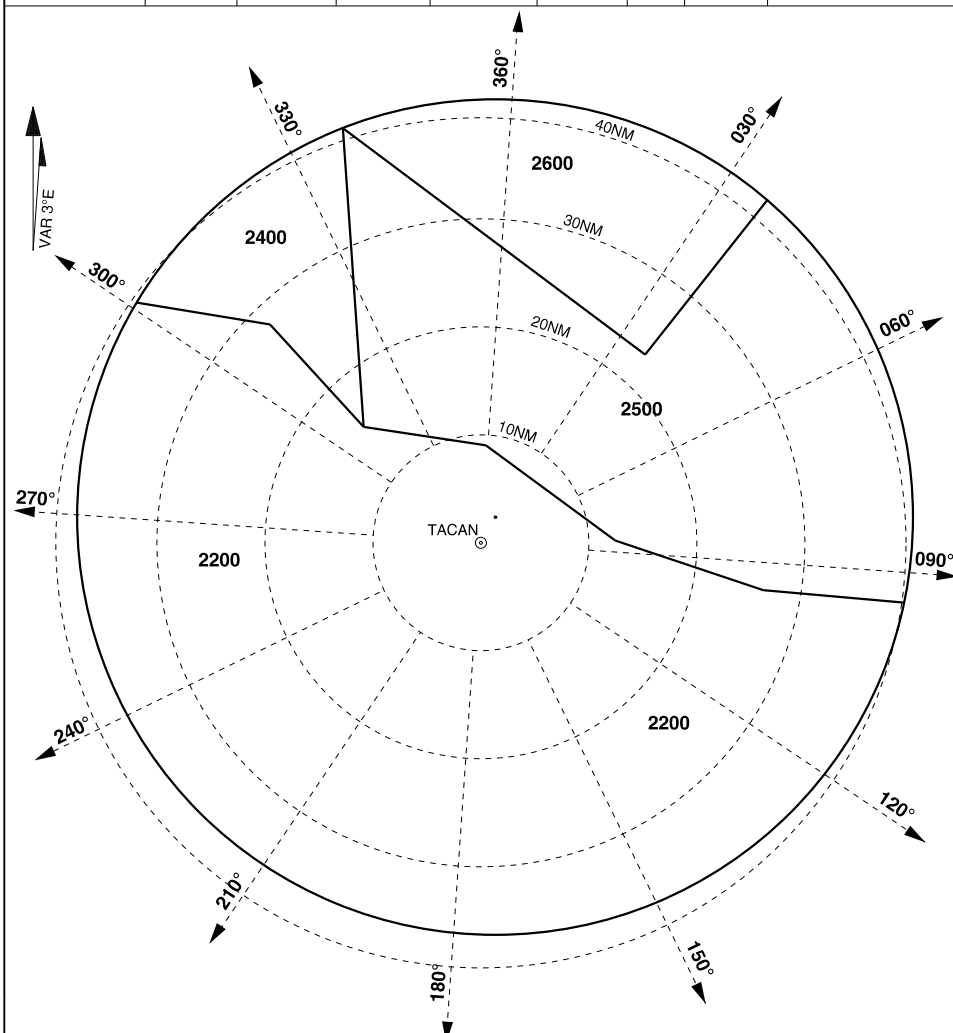
CHANGES: AFIS, RWY, TWYS, APN, APN LABEL, NOTES

13 JUN 24

# ATC USE ONLY

RTCC  
**TINDAL (YPTN)**

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7	



NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.  
2. RTCC CENTRED ON THE RADAR HEAD.

# ATC USE ONLY

CHANGES: AFIS  
**21 MAR 24**

AIS-AF  
MILITARY USE ONLY

**TINDAL (YPTN)**  
RTCC

LOC/DME ITN <b>110.7</b> Chan <b>44</b>	APCH CRS <b>136°</b>	RWY LDG THR ELEV <b>427</b> AD ELEV <b>443</b>
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ILS-Y OR LOC-Y RWY 14 USING TDL TAC OR ITN DME

PANS-OPS, WGS-84

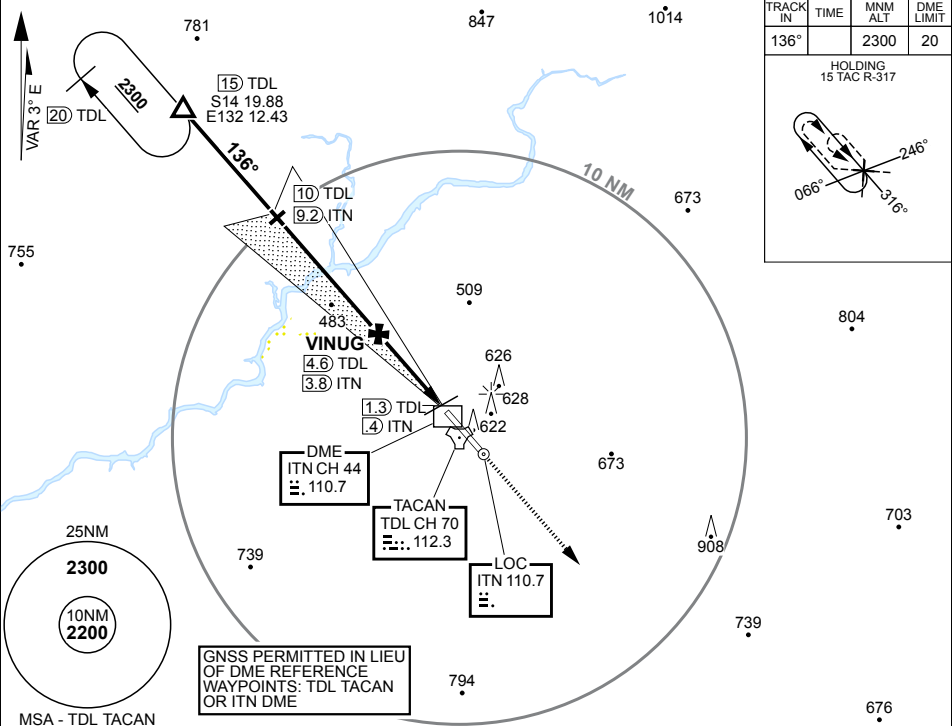
**TINDAL (YPTN)**



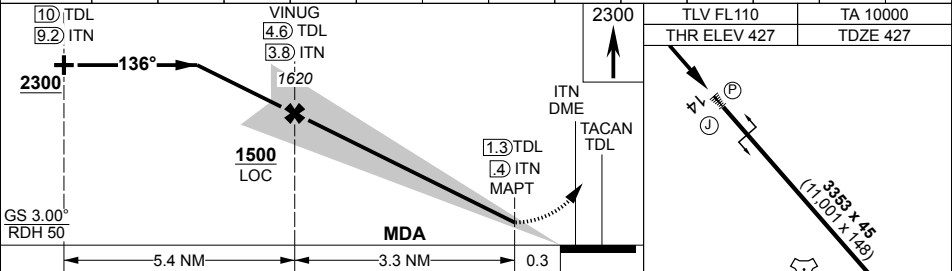
**MISSED APPROACH:**  
TRACK 136°, CLIMB TO 2300FT.

ATIS <b>112.3 124.0</b> <b>316.3</b>	ACD <b>128.1 241.2</b>	SMC <b>135.85</b> <b>264.3</b>	TWR <b>119.7 257.3</b>	APP <b>120.95</b> <b>261.4</b>	TFC <b>125.8 254.7</b>	FIA(BN) <b>122.6</b>	CTAF/ AFRU/AFIS <b>119.7</b>
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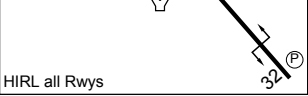
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



MSA - TDL TACAN																			
TDL TAC	6.7	6	5	4	3.3														
ITN DME	5.9	5.2	4.2	3.2	2.4														
ALTITUDE	2300	2070	1750	1430	1200														



CATEGORY	A	B	C	D
S-ILS 14	<b>990</b>	563	2200m	(VIS -1700 WITH ACTUAL QNH)
S-LOC 14	<b>1200</b>	773	3500m	(VIS -2900 WITH ACTUAL QNH)
CIRCLING	<b>1250</b>	807	2400m	<b>1320</b> 877 4000m   <b>1350</b> 907 5000m



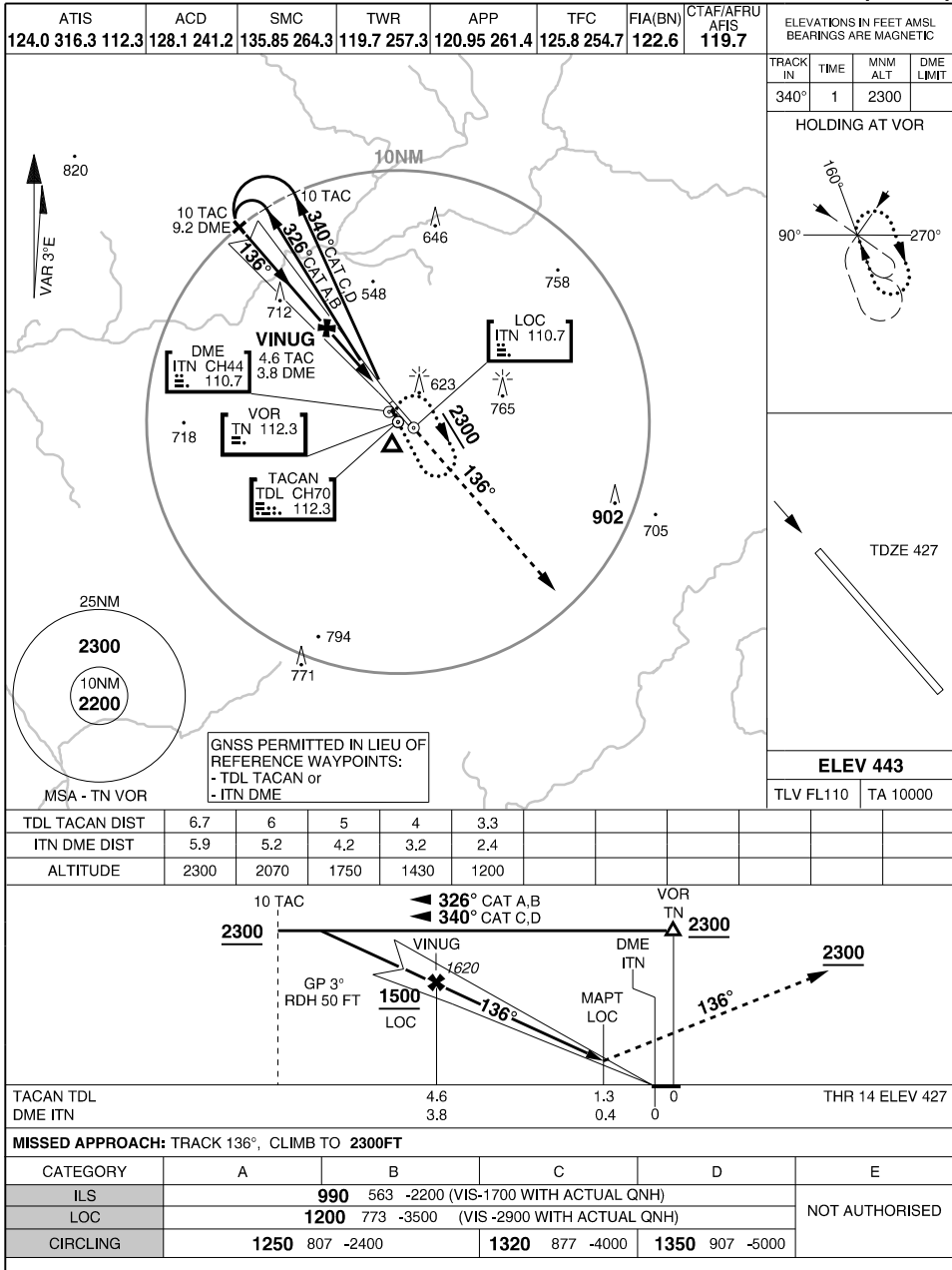
CHANGES: ADD ILS, REVISED PROCEDURE S14 31.26 E132 22.67

**05 SEP 24**

ILS-Y OR LOC-Y RWY 14 USING TDL TAC OR ITN DME

**TINDAL (YPTN)**

# ILS-X OR LOC-X RWY 14 USING TDL TAC or ITN DME TINDAL (YPTN)



CHANGES: ADD ILS, REVISED PROCEDURE

**05 SEP 24**

**AIS-AF  
MILITARY USE ONLY**

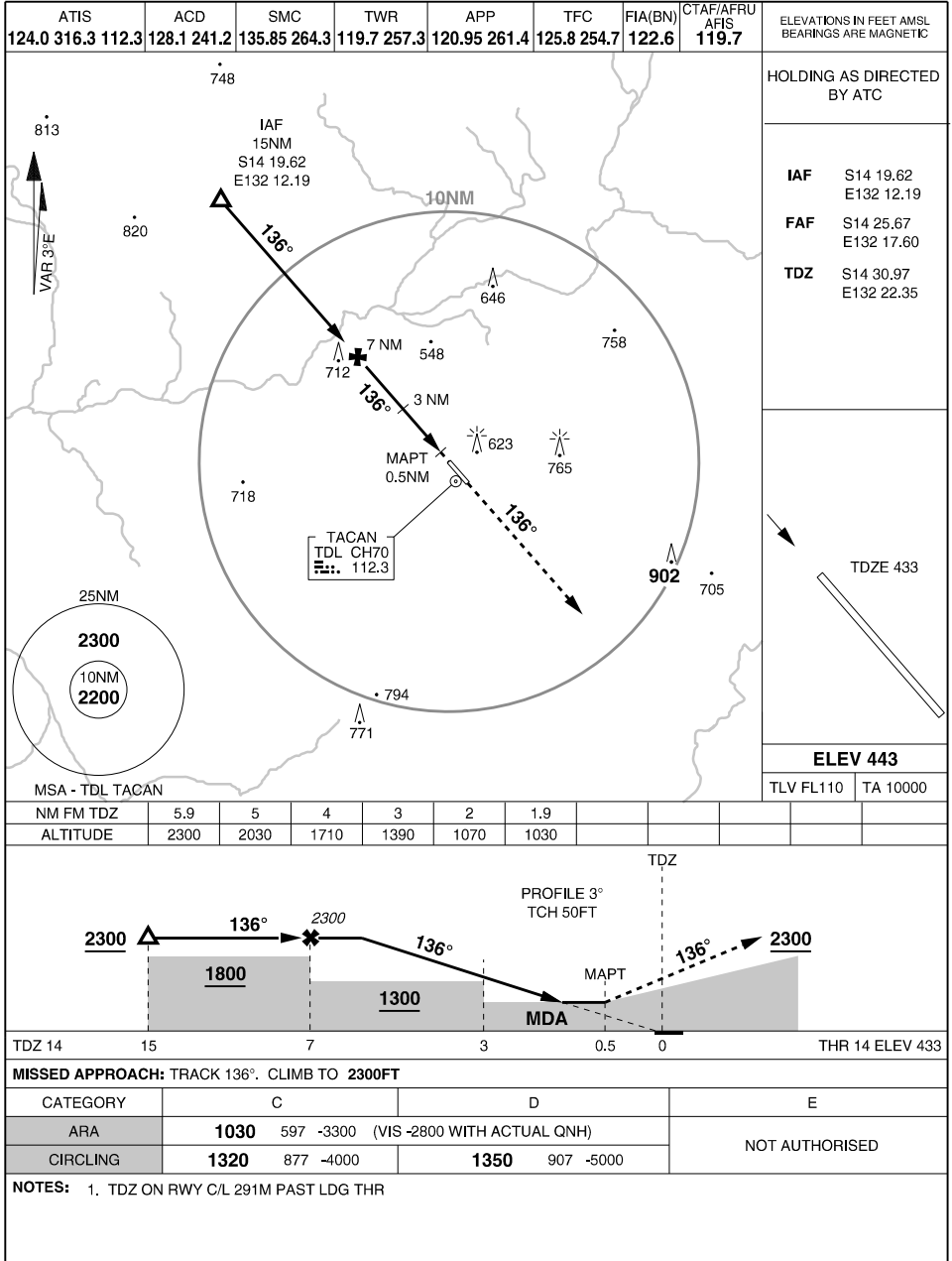
**TINDAL (YPTN)**

**ILS-X OR LOC-X RWY 14 USING TDL TAC or ITN DME**

MILITARY USE ONLY

ARA RWY 14  
TINDAL (YPTN)

S14 31.26 E132 22.67  
PANS-OPS, WGS 84, AATCP-1



CHANGES: AFIS  
**21 MAR 24**

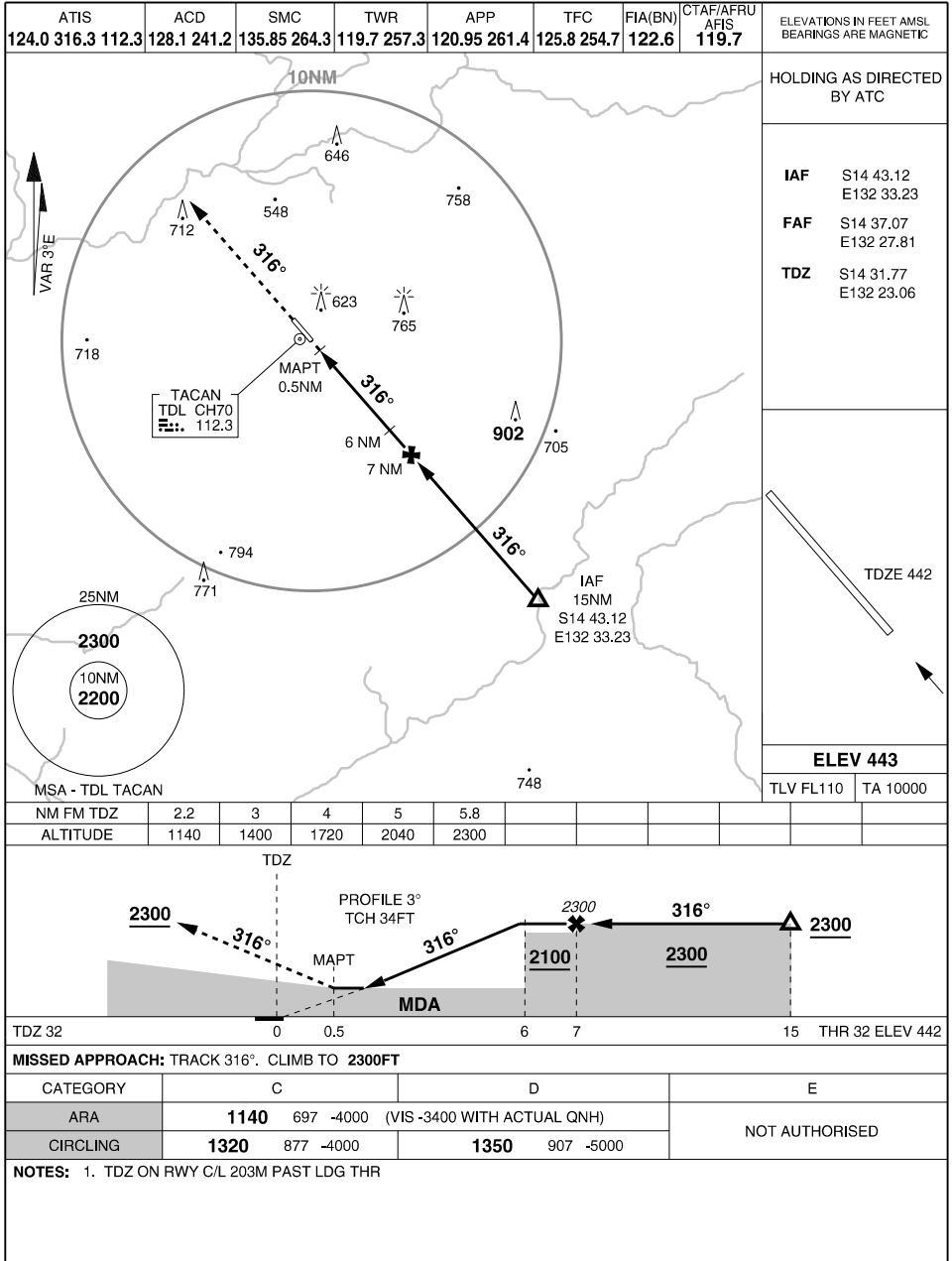
AIS-AF  
MILITARY USE ONLY

**TINDAL (YPTN)**  
ARA RWY 14

MILITARY USE ONLY

ARA RWY 32  
TINDAL (YPTN)

S14 31.26 E132 22.67  
PANS-OPS, WGS 84, AATCP-1



CHANGES: AFIS  
**21 MAR 24**

AIS-AF  
MILITARY USE ONLY

**TINDAL (YPTN)**  
ARA RWY 32

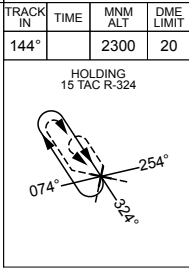
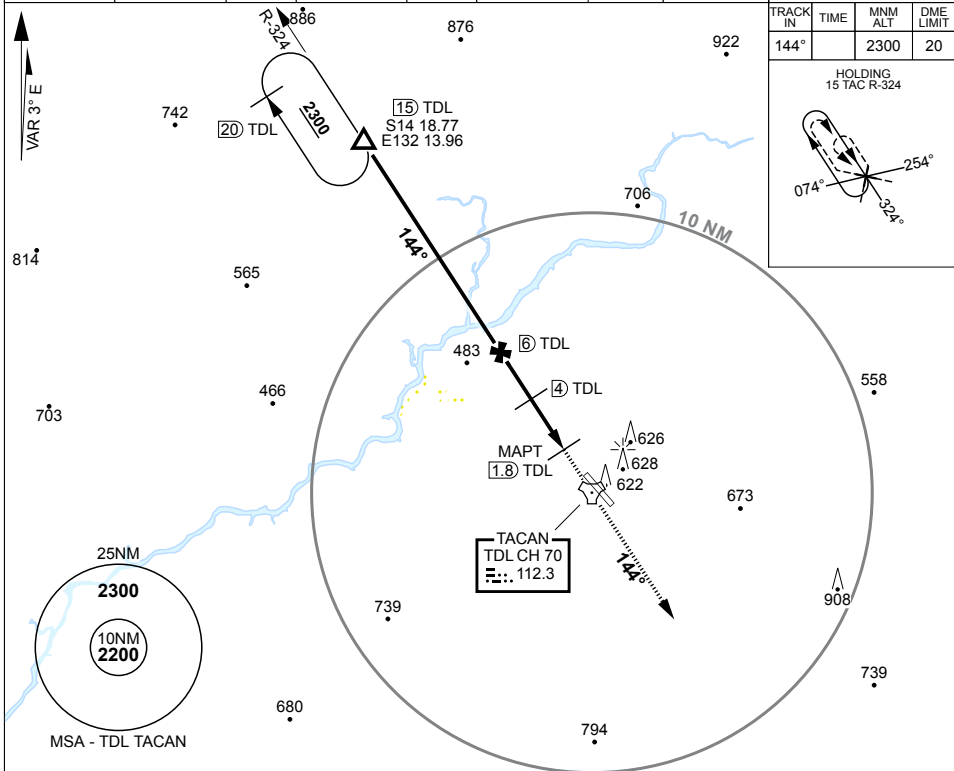
TACAN TDL Chan 70	APCH CRS 144°	RWY LDG THR ELEV AD ELEV	8018 433 443
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PANS-OPS, WGS-84

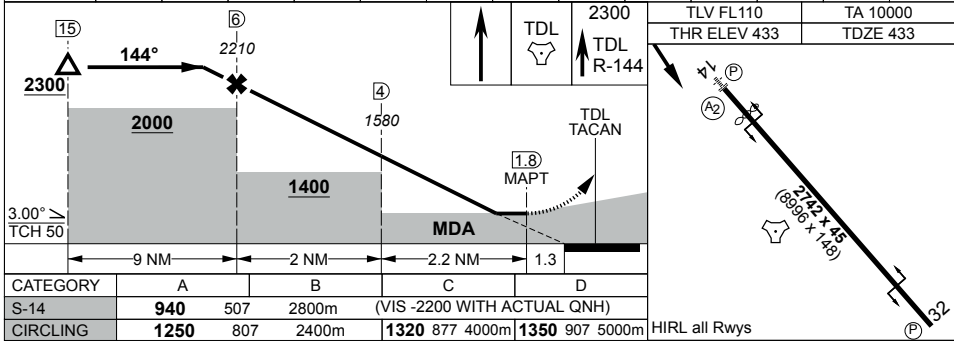
# TACAN RWY 14 TINDAL (YPTN)

SALS **MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-144, CLIMB TO 2300FT.

ATIS 112.3 124.0 316.3	ACD 128.1 241.2	SMC 135.85 264.3	TWR 119.7 257.3	APP 120.95 261.4	TFC 125.8 254.7	FIA(BN) 122.6	CTAF/AFRU 119.7	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TDL TAC	6.3	6	5	4	3	2													
ALTITUDE	2300	2210	1890	1580	1260	940													



CHANGES: REVISED CHART  
**07 SEP 23**

S14 31.26 E132 22.67  
AIS-AF  
MILITARY USE ONLY

# TINDAL (YPTN) TACAN RWY 14

TACAN TDL Chan 70	APCH CRS 307°	RWY LDG THR ELEV AD ELEV	8018 443 443
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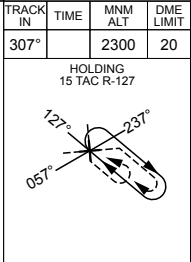
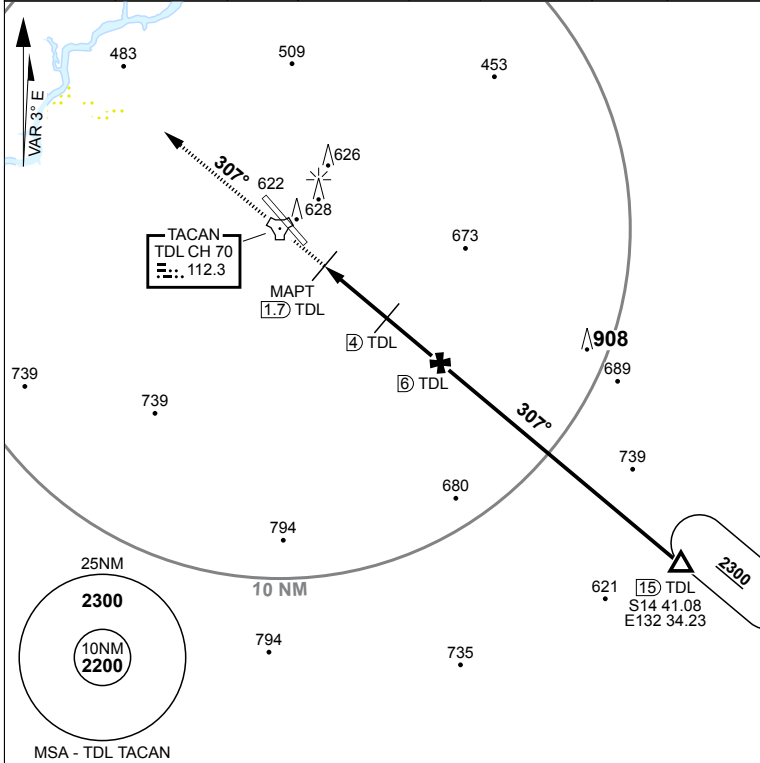
PANS-OPS, WGS-84

# TACAN RWY 32 TINDAL (YPTN)

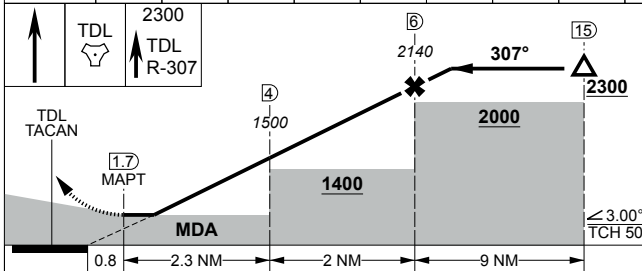
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-307, CLIMB TO 2300FT.

ATIS 112.3 124.0 316.3	ACD 128.1 241.2	SMC 135.85 264.3	TWR 119.7 257.3	APP 120.95 261.4	TFC 125.8 254.7	FIA(BN) 122.6	CTAF/ AFRU/AFIS 119.7
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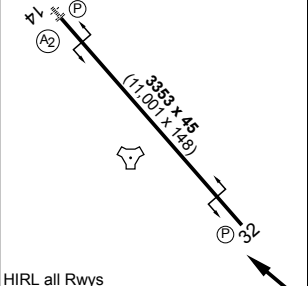
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



TDL TAC	2.4	3	4	5	6	6.5													
ALTITUDE	990	1180	1500	1820	2140	2300													



TLV FL110	TA 10000
THR ELEV 443	TDZE 443



CATEGORY	A	B	C	D
S-32	990	547	3000m	
CIRCLING	1250 807 2400m	1320 877 4000m	1350 907 5000m	

HIRL all Rwys

CHANGES: AFIS S14 31.26 E132 22.67

05 SEP 24

AIS-AF  
MILITARY USE ONLY

# TINDAL (YPTN) TACAN RWY 32

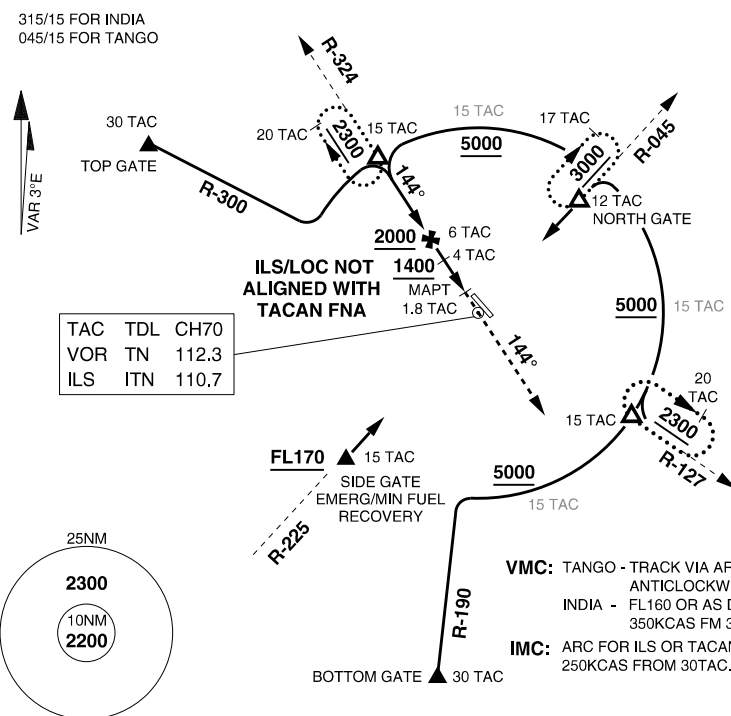


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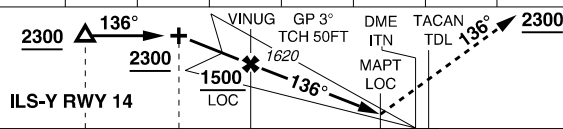
STEREO RWY 14  
TINDAL (YPTN)

S14 31.26 E132 22.67  
PANS-OPS, WGS 84

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7	<b>ELEV 443</b>



TDL TACAN DIST	6.7	6	5	4	3.3				
ITN DME DIST	5.9	5.2	4.2	3.2	2.4				
ALTITUDE (ILS/LOC)	2300	2070	1750	1430	1200				



TACAN TDL	15	10	4.6	1.3	0				THR 14 ELEV 427
DME ITN		9.2	3.8	0.4	0				

PROCEDURE	S-MINIMA		CIRCLING		MISSED APPROACH
			C	D	
ILS-Y RWY 14	990	563 -2200 (VIS -1700 WITH ACTUAL QNH)	1320	1350	TRACK 136°. CLIMB TO 2300FT
LOC-Y RWY 14	1200	773 -3500 (VIS -2900 WITH ACTUAL QNH)	877 -4000	907 -5000	TRACK 136°. CLIMB TO 2300FT
TACAN RWY 14	940	507 -2800 (VIS -2200 WITH ACTUAL QNH)	877 -4000	907 -5000	TRACK DIRECT TO TACAN THEN R-144. CLIMB TO 2300FT

**NOTES:** 1. ATC WILL OFFER TRACK SHORTENING WHEN AVAILABLE  
2. AVOID GORGE (NOT BELOW A030 UNTIL/UNLESS WEST OF R-350)

CHANGES: ADD ILS, REVISED PROCEDURE

TINDAL (YPTN)  
STEREO RWY 14

05 SEP 24

ACG  
MILITARY USE ONLY

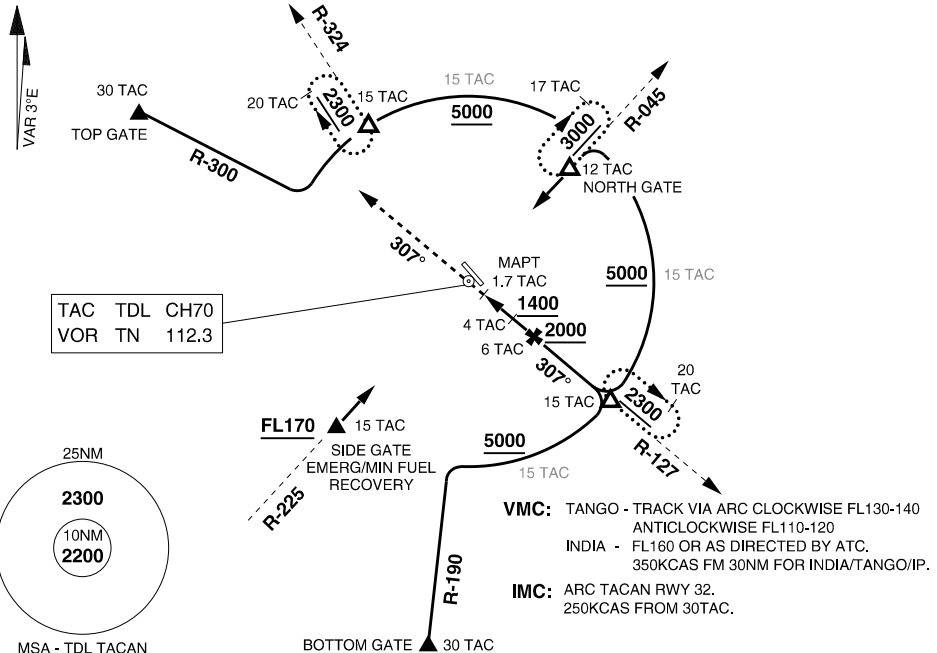
MILITARY USE ONLY

STEREO RWY 32  
TINDAL (YPTN)

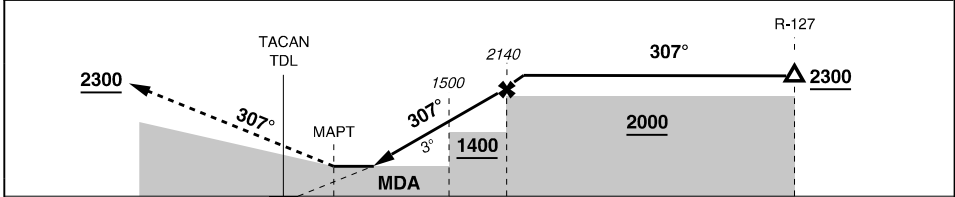
S14 31.26 E132 22.67  
PANS-OPS, WGS 84

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7	<b>ELEV 443</b>

135/15 FOR INDIA  
045/15 FOR TANGO



TDL TACAN DIST	2.4	3	4	5	6	6.5				
ALTITUDE	990	1180	1500	1820	2140	2300				



TACAN TDL 0 1.7 4 6 15 THR 32 ELEV 442

PROCEDURE	S-MINIMA		CIRCLING		MISSED APPROACH
			C	D	
TACAN RWY 32	990	547 -3000 (VIS -2400 WITH ACTUAL QNH)	1320 877 -4000	1350 907 -5000	TRACK DIRECT TO TACAN THEN R-307. CLIMB TO 2300FT

- NOTES**
1. ATC WILL OFFER TRACK SHORTENING WHEN AVAILABLE
  2. AVOID GORGE (NOT BELOW A030 UNTIL/UNLESS WEST OF R-350)

CHANGES: AFIS  
**21 MAR 24**

ACG  
MILITARY USE ONLY

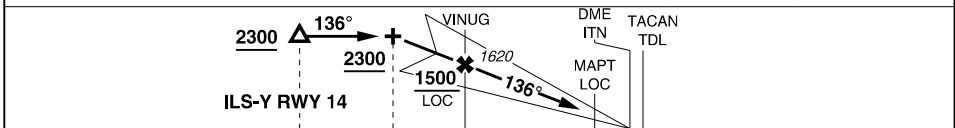
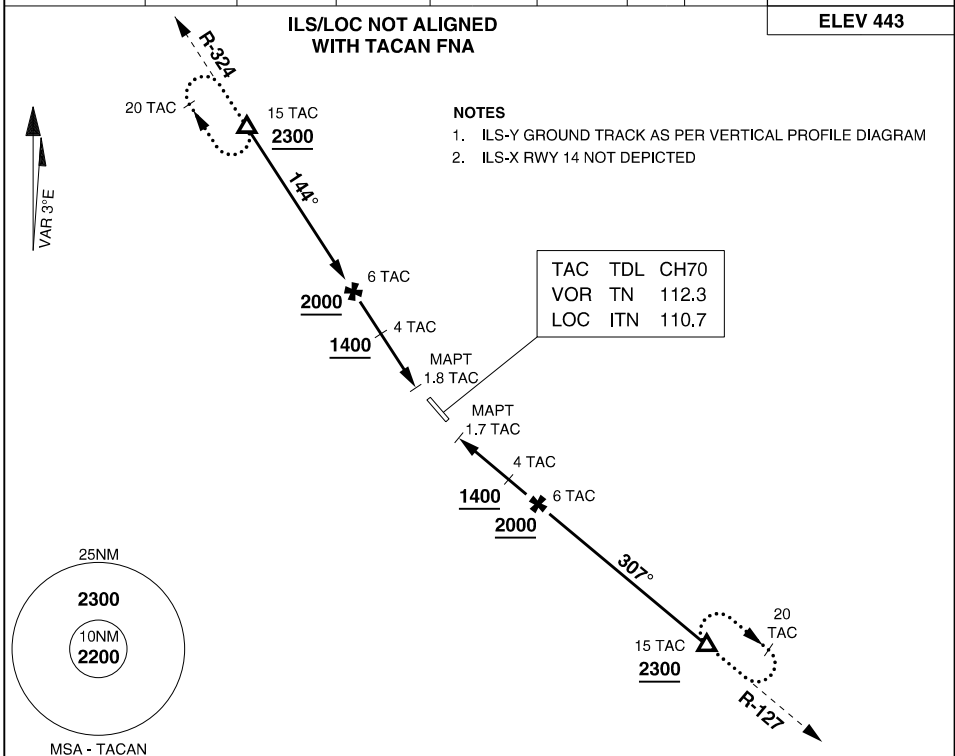
**TINDAL (YPTN)**  
STEREO RWY 32

MILITARY USE ONLY

S14 31.26 E132 22.67  
PANS-OPS, WGS 84

COMPOSITE  
TINDAL (YPTN)

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7	ELEV 443



TACAN TDL	15	10	4.6	1.3	0
DME ITN		9.2	3.8	0.4	0

PROCEDURE	S-MINIMA		CIRCLING			MISSED APPROACH
			C	D		
ILS-Y RWY 14	990	563 -2200 (VIS -1700 WITH ACTUAL QNH)	1320 877 -4000	1350 907 -5000		TRACK 136°. CLIMB TO 2300FT
LOC-Y RWY 14	1200	773 -3500 (VIS -2900 WITH ACTUAL QNH)	1320 877 -4000	1350 907 -5000		TRACK 136°. CLIMB TO 2300FT
TACAN RWY 14	940	507 -2800 (VIS -2200 WITH ACTUAL QNH)	1320 877 -4000	1350 907 -5000		TRACK DIRECT TO TACAN THEN R-144. CLIMB TO 2300FT
TACAN RWY 32	990	547 -3000 (VIS -2400 WITH ACTUAL QNH)	1320 877 -4000	1350 907 -5000		TRACK DIRECT TO TACAN THEN R-307. CLIMB TO 2300FT
TDL TACAN DIST	6.7	6	5	4	3.3	
ITN DME DIST	5.9	5.2	4.2	3.2	2.4	
ALTITUDE (ILS/LOC)	2300	2070	1750	1430	1200	

CHANGES: ADD ILS, REVISED PROCEDURE

05 SEP 24

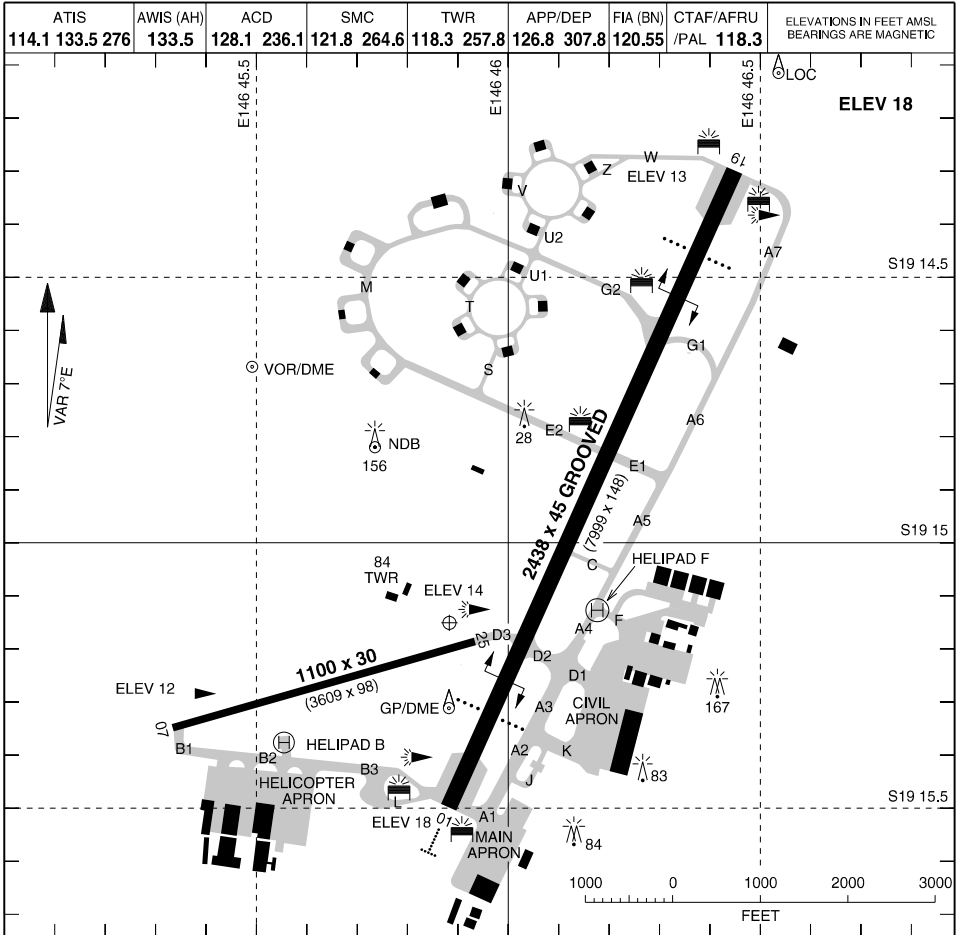
ACG  
MILITARY USE ONLY

TINDAL (YPTN)  
COMPOSITE

MILITARY USE ONLY

# AERODROME CHART TOWNSVILLE INTL (YBTL)

S19 15.16 E146 45.92  
PANS-OPS, WGS 84



LIGHTING			RUNWAY	NOTES
RWY	APPROACH	THR		
01 (017°)	* SALS (340M) PAPI 3.00° 49FT		MIRL (3) AFRU + PAL 118.3	<p>1. * PILOTS ARE ADVISED THAT MT LOUISA CAN INFRINGE APCH PATH FOR LEFT BASE RWY 01 IF ACFT BLW ON-SLOPE INDICATION</p> <p>2. # PAPI RWY 19 SHOULD NOT BE USED BEYOND 5 NM FROM THR AS IT DOES NOT PROVIDE CLEARANCE OVER MAGNETIC ISLAND</p> <p>3. ALL FLIGHTS TO AVOID FLYING OVER CAPE PALLERENDA (NORTH OF AD). RIGHT CIRCUITS RWY 19 &amp; 25 OR AS DIRECTED BY ATC.</p>
19 (197°)	# PAPI 3.30° 49FT			
07 (067°)	NIL		PTBL	
25 (247°)				

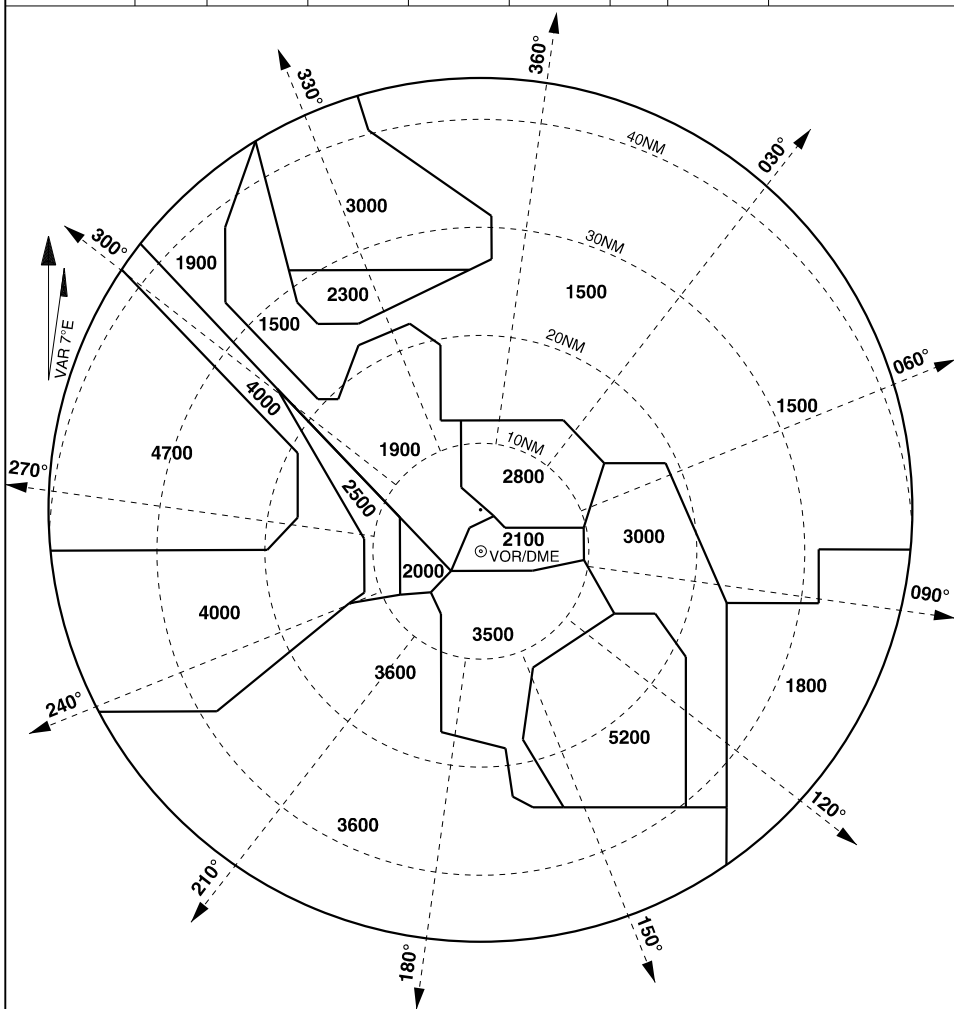
CHANGES: EDITORIAL  
**17 JUN 21**

## TOWNSVILLE INTL (YBTL) AERODROME CHART

AIS-AF  
MILITARY USE ONLY

# ATC USE ONLY TOWNSVILLE INTL (YBTL)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
114.1	133.5	276	133.5	128.1 236.1	121.8 264.6	118.3 257.8	126.8 307.8	120.55 /PAL 118.3



- NOTE:**
1. BEARINGS AND DISTANCES FROM VOR/DME.
  2. RTCC CENTRED ON THE RADAR HEAD.
  3. RADAR SITE IS 349° M AT 3.5 NM FROM THE ARP.
  4. THE ARP IS SITUATED AT THE INTERSECTION OF THE RUNWAYS
  5. RADAR SITE IS 007° M/5.5 NM FROM THE TACAN.

## ATC USE ONLY

CHANGES: REVISED MINIMA  
13 AUG 20

TOWNSVILLE INTL (YBTL)

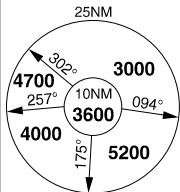
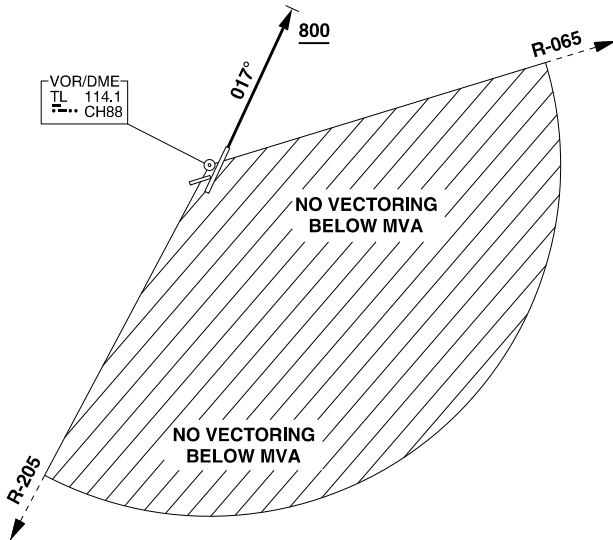
AIS-AF  
MILITARY USE ONLY

RTCC

S19 15.16 E146 45.92  
 PANS-OPS, WGS 84

**SID (RADAR) RWY 01 (CAT H)**  
**MILITARY USE ONLY TOWNSVILLE INTL (YBTL)**

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
114.1 133.5 276	133.5	128.1 236.1	121.8 264.6	118.3 257.8	126.8 307.8	120.55	/PAL 118.3	



MSA - TL VOR or TVL NDB

<b>ELEV 18</b>	
TLV FL110	TA 10000

**TOWNSVILLE COPTER FOUR DEPARTURE**

**RWY 01**

- GRAD 6.0% UNTIL 800FT THEN 5.0%
- TRACK 017°
- AT 800FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

**COMMUNICATIONS FAILURE PROCEDURE**

ON RECOGNITION OF COMMUNICATIONS 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: LOCATION NAME, DEP TEXT

**21 MAY 20**

**MILITARY USE ONLY  
 AIS-AF**

**TOWNSVILLE INTL (YBTL)**  
**SID (RADAR) RWY 01 (CAT H)**

TACAN TVL Chan 41	APCH CRS 206°	RWY LDG THR ELEV AD ELEV	7999 13 18
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# TACAN RWY 19

## PANS-OPS, WGS-84 TOWNSVILLE INTL (YBTL)

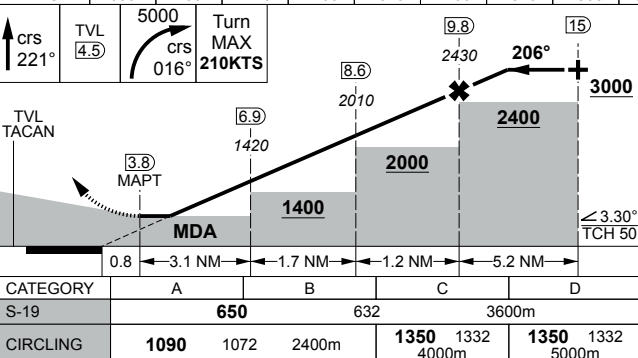
- NO CIRCLING EAST OF RUNWAY 01/19.
- MISSED APCH TOLERANCES NOT CLEAR OF RSTD AREAS.

**MISSED APPROACH:**  
TURN RIGHT, TRACK 221°, AT 4.5 TAC TURN RIGHT, MAX IAS  
IN TURN: 210 KT. TRACK 016°, CLIMB TO 5000FT.

ATIS 114.1 133.5 276	AWIS (AH) 133.5	ACD 128.1 236.1	SMC 121.8 264.6	TWR 118.3 257.8	APP/DEP 126.8 307.8	FIA (BN) 120.55	CTAF/ AFRU/PAL 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TVL TAC	4.7	5	6	7	8	9	10	11	11.4				
ALTITUDE	650	760	1110	1460	1810	2160	2510	2860	3000				



S19 15.16 E146 45.92

**24 MAR 22**

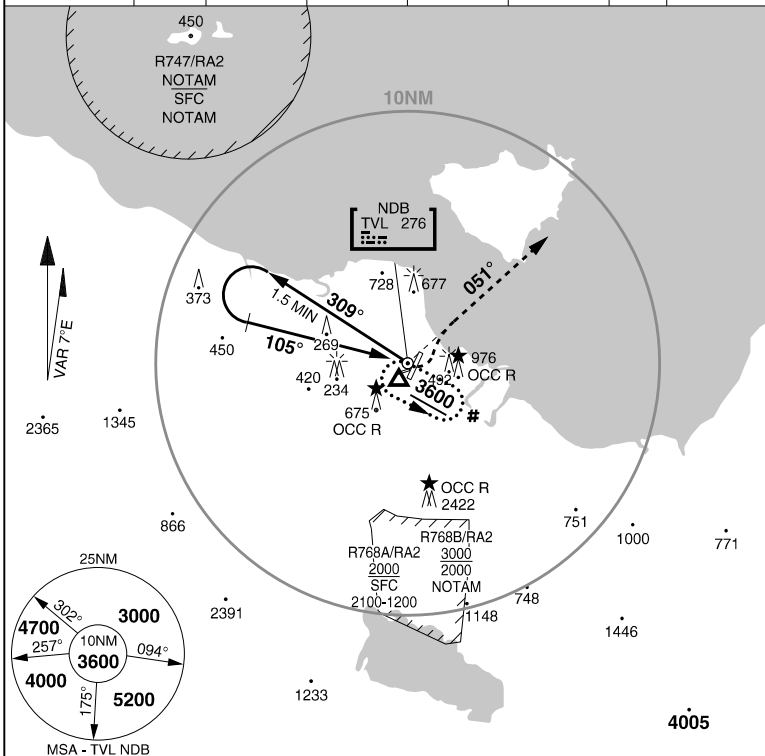
## TOWNSVILLE INTL (YBTL) TACAN RWY 19

MILITARY USE ONLY

NDB 105 (CAT H)  
**TOWNSVILLE INTL (YBTL)**

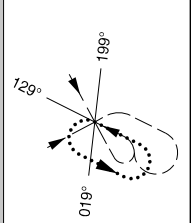
S19 15.16 E146 45.92  
 PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC						
114.1	133.5	276	133.5	128.1	236.1	121.8	264.6	118.3	257.8	126.8	307.8	120.55	/PAL	118.3

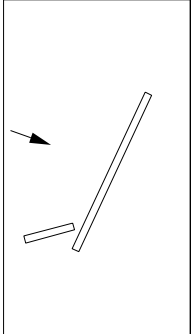


TRACK IN	TIME	MNM ALT	DME LIMIT
309°	1	3600	

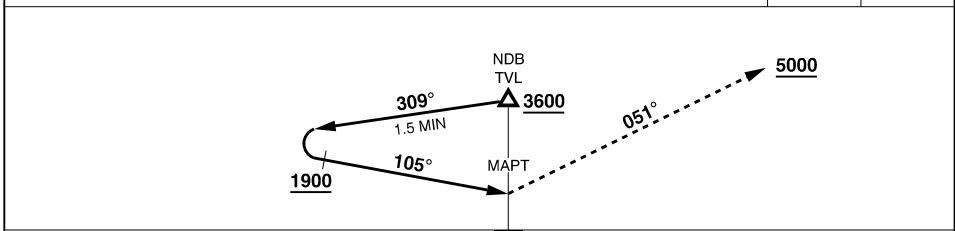
HOLDING AT TVL NDB



# MAX IAS: 100KT



<b>ELEV 18</b>	
TLV FL110	TA 10000



**MISSED APPROACH: TRACK 051° FROM NDB. CLIMB TO 5000FT**

CATEGORY	H		
NDB	870	852	-4800

CHANGES: LOCATION NAME  
**27 FEB 20**

AIS-AF  
 MILITARY USE ONLY

**TOWNSVILLE INTL (YBTL)**  
 NDB 105 (CAT H)

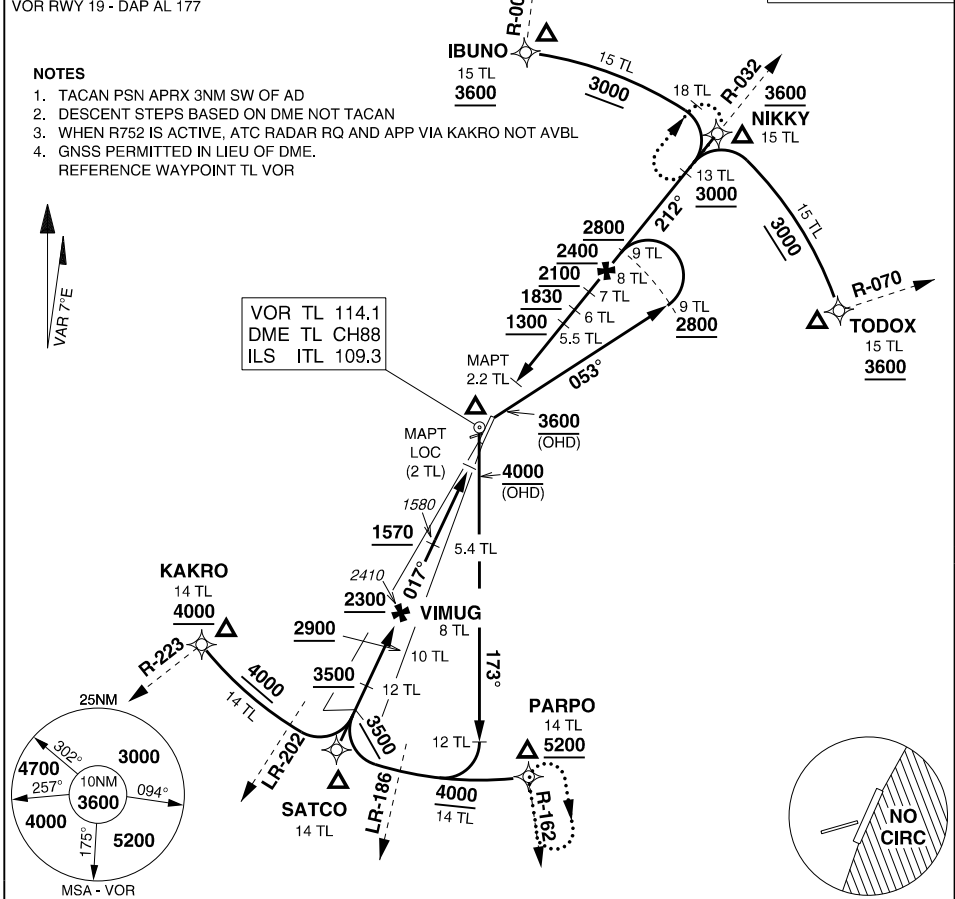


MILITARY USE ONLY

COMPOSITE  
TOWNSVILLE INTL (YBTL)

S19 15.16 E146 45.92  
PANS-OPS, WGS 84

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
114.1 133.5 276	133.5	128.1 236.1	121.8 264.6	118.3 257.8	126.8 307.8	120.55	/PAL 118.3	<b>ELEV 18</b>



PROCEDURE	S-I MINIMA			CIRCLING		MISSED APPROACH							
				C	D								
RWY 01 ILS-X or LOC-X S-I ILS	<b>370</b>	352	-1600	<b>1350</b>	<b>1350</b>	TRACK 017°. AT 2.5 DME OUTBOUND TURN RIGHT, TRACK 096°. CLIMB TO 3000FT OR AS DIRECTED BY ATC. MAX IAS: IN TURN: 190KT UNTIL TRACKING 096°							
RWY 01 ILS-X or LOC-X S-I LOC/DME	<b>880</b>	862	-4600	<b>1350</b>	<b>1350</b>	TRACK 017°. AT 2.5 DME OUTBOUND TURN RIGHT, TRACK 096°. CLIMB TO 3000FT OR AS DIRECTED BY ATC. MAX IAS: IN TURN: 190KT UNTIL TRACKING 096°							
VOR RWY 19 S-I VOR/DME	<b>620</b>	602	-3100	<b>1350</b>	<b>1350</b>	TRACK TO TL VOR THEN TURN RIGHT, TRACK 290°. CONTINUE CLIMB TO 4700FT OR AS DIRECTED BY ATC.							
TL DME DIST (ILS/LOC)	13	12	11.4	10	9	8	7	6	5.4	5	4	3.2	
ALTITUDE	4000	3690	3500	3050	2730	2410	2090	1770	1580	1450	1130	880	

CHANGES: WPT IDENTS, NOTE 3, DAP AMENDMENT 177

30 NOV 23

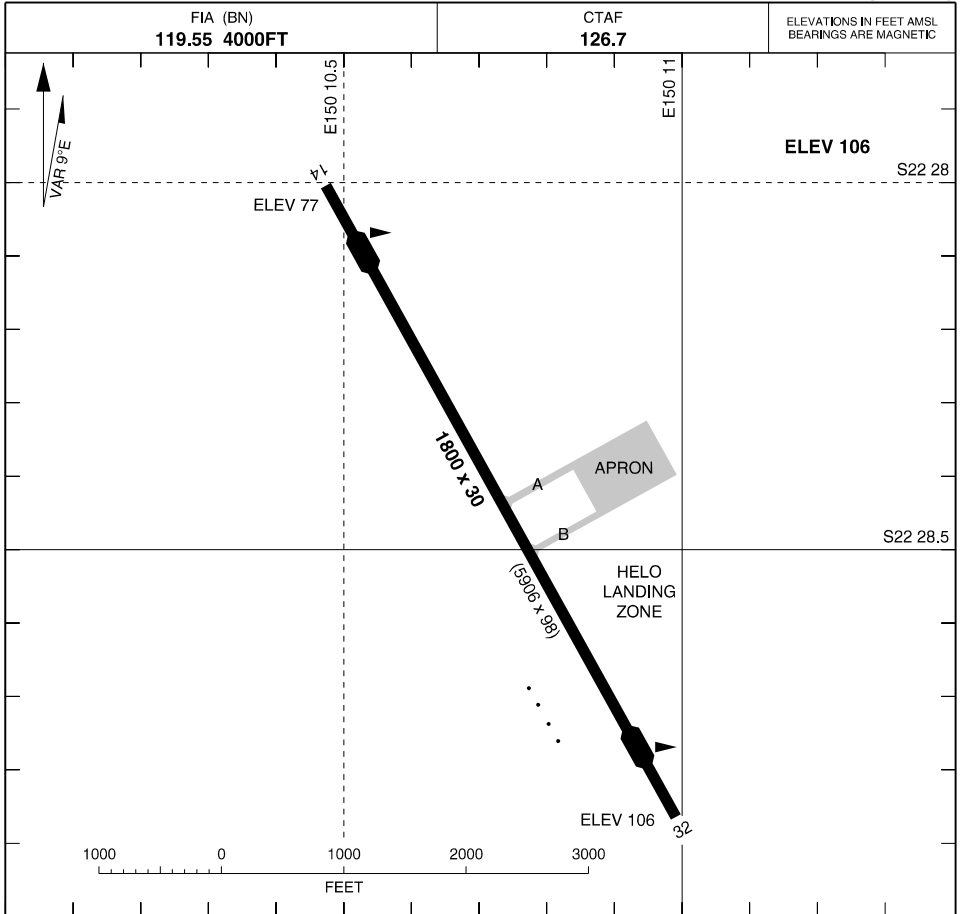
ACG  
MILITARY USE ONLY

TOWNSVILLE INTL (YBTL)  
COMPOSITE

MILITARY USE ONLY

**AERODROME CHART  
WILLIAMSON (YWIS)**

S22 28.4 E150 10.7  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
14 (142°)	NIL	NIL	NIL	
32 (322°)				
WIND DIRECTION INDICATOR				

CHANGES: EDITORIAL  
**25 MAR 21**

AIS-AF  
MILITARY USE ONLY

**WILLIAMSON (YWIS)  
AERODROME CHART**

APCH CRS	RWY LDG	<b>5906</b>
<b>142°</b>	THR ELEV	<b>77</b>
	AD ELEV	<b>106</b>

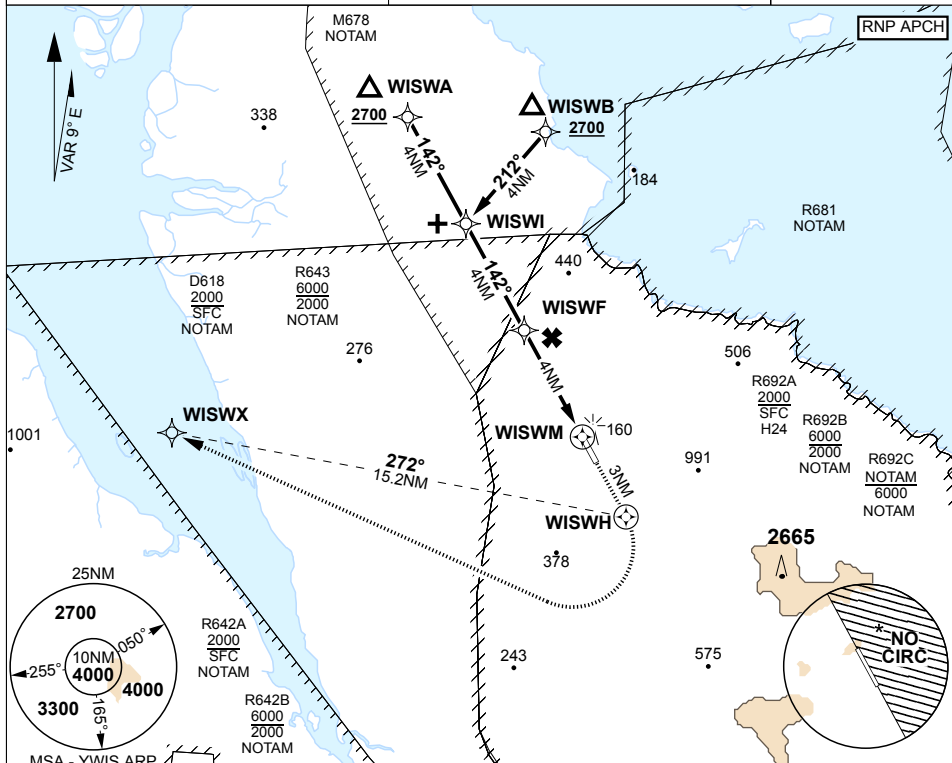
PANS-OPS, WGS-84

# RNP RWY 14 WILLIAMSON (YWIS)

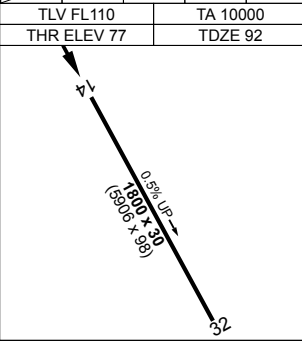
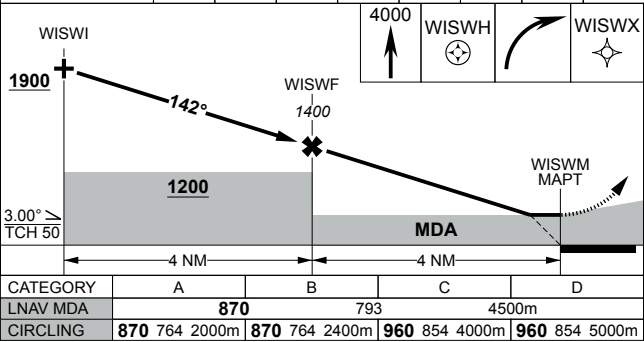
1. NO CIRCLING NE OF RWY 14/32.
2. NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
3. MAX IAS INITIAL: 210KT.

**MISSED APPROACH:**  
TRACK DCT TO WISWH, TURN RIGHT TRACK DCT TO WISWX, CLIMB TO **4000FT**.

FIA (BN) 4000FT <b>119.55</b>	CTAF <b>126.7</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	0.1	WISWI	3	2	1	WISWF	3	2.3	WISWM				
ALTITUDE		2700	2670	2360	2040	1720	1400	1080	870				



CATEGORY	A	B	C	D
LNVA MDA	870		793	4500m
CIRCLING	870 764 2000m	870 764 2400m	960 854 4000m	960 854 5000m

CHANGES: SUA S22 28.40 E150 10.70

**13 JUN 24**

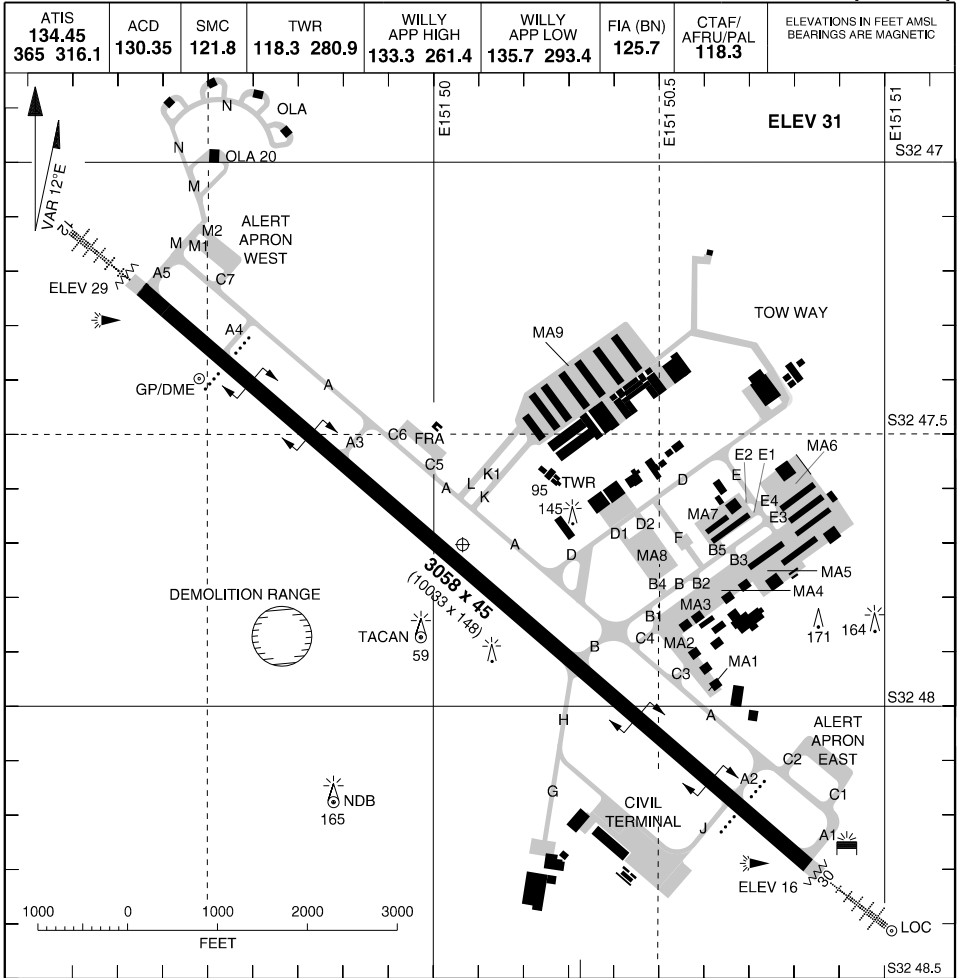
**AIS-AF  
MILITARY USE ONLY**

## WILLIAMSON (YWIS) RNP RWY 14

MILITARY USE ONLY

# AERODROME CHART WILLIAMTOWN (YWLM)

S32 47.70 E151 50.07  
PANS-OPS, WGS 84



LIGHTING			
RWY	APPROACH	THR	RUNWAY
12 (118°)	HIAL - CAT 1 (6) SFL		HIRL (6)
30 (298°)	PAPI (6) - 3.00° 50FT		AFRU + PAL 118.3

ILLUMINATED WIND INDICATOR ADJ EACH THR  
TWY: C/L GREEN  
PTBL ELECTRIC LGT AVBL 30 MIN PN

**NOTES**

- KANGAROOS MAY BE ON AD AT NGT
- RWY 12 - RIGHT CIRCUITS
- DEMOLITION RANGE SFC - 1700FT GL  
ACT BY NOTAM

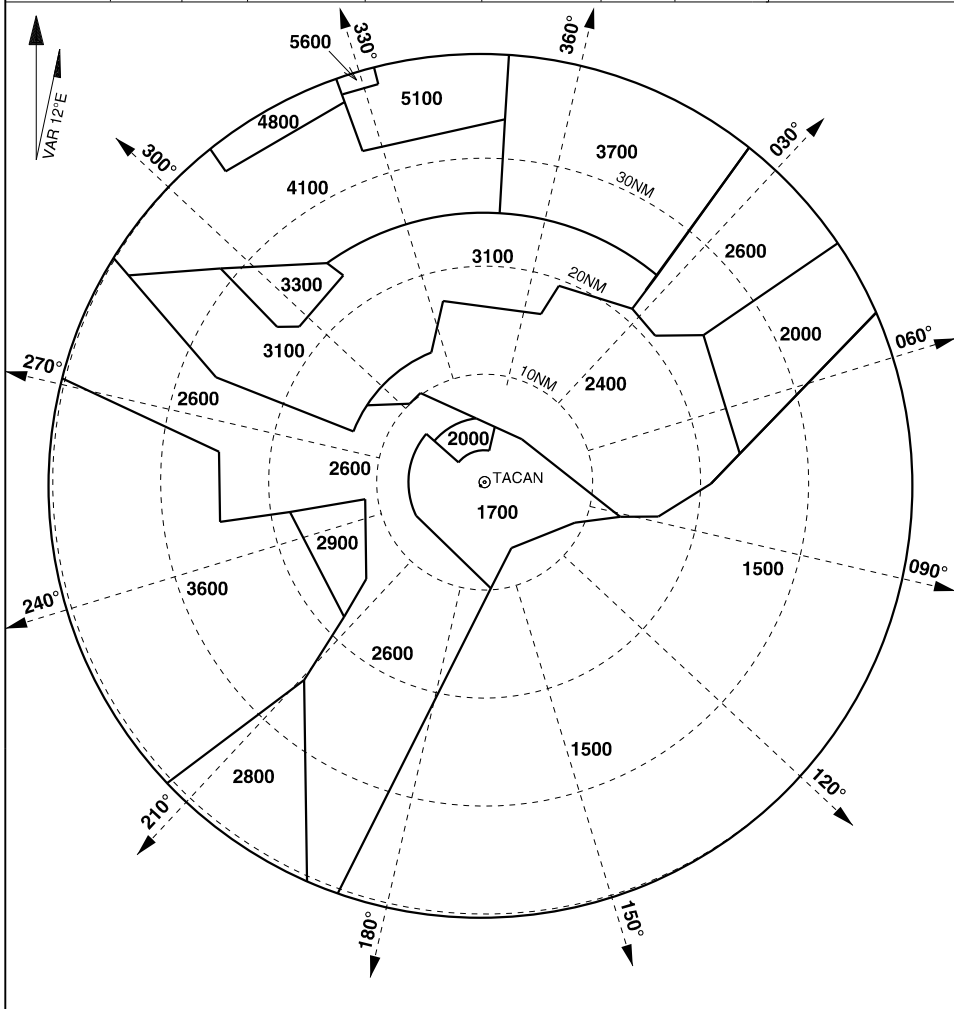
CHANGES: APP CS/FREQ, EDITORIAL  
**21 MAR 24**

AIS-AF  
MILITARY USE ONLY

**WILLIAMTOWN (YWLM)**  
AERODROME CHART

# ATC USE ONLY WILLIAMTOWN (YWLM) RTCC

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/ AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.  
2. RTCC CENTRED ON THE RADAR HEAD.

## ATC USE ONLY

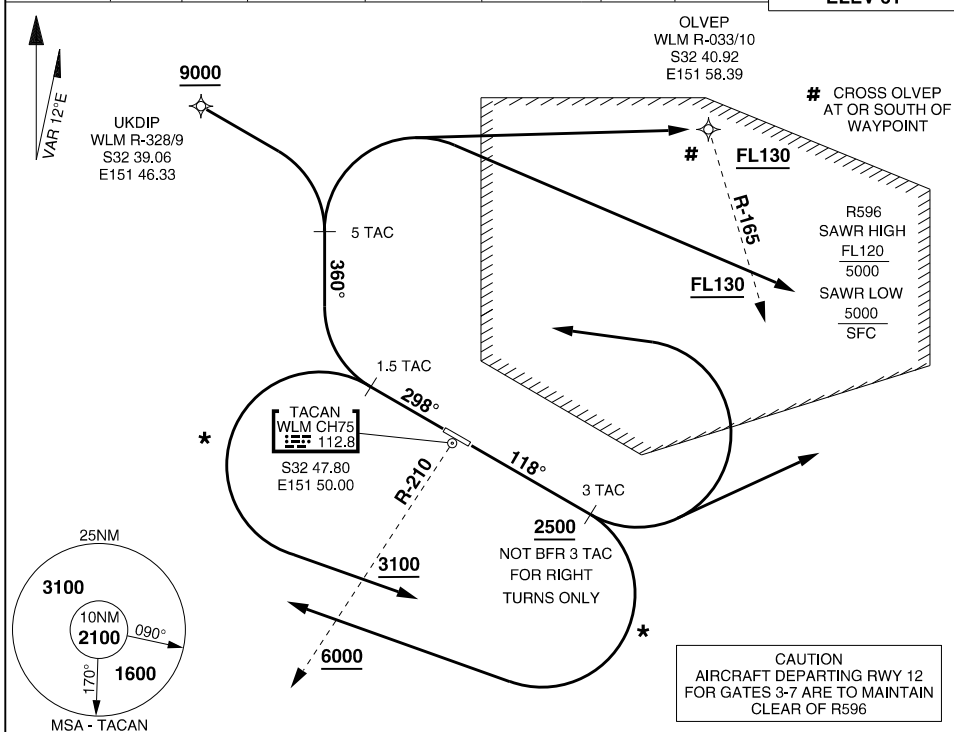
CHANGES: APP CS/FREQ  
**21 MAR 24**

AIS-AF  
MILITARY USE ONLY

**WILLIAMTOWN (YWLM)**  
RTCC

MILITARY USE ONLY  
SID CLASSIC ONE ALL RWYS (ACG USE ONLY)  
**WILLIAMTOWN (YWLM)**

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC <b>ELEV 31</b>
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**RWY 12 - LEFT TURN (OWTR GATES 3-5 & WSTN)**

- GRAD 3.9% TO 300FT, THENCE 3.3%
  - TRACK 118°
- FOR OWTR (GATES 3-5)
- AT 3 TAC, TURN LEFT, TRACK DCT TO GATE
- FOR WSTN
- AT 3 TAC, TURN LEFT, TRACK AS CLEARED

**RWY 12 - RIGHT TURN (OWTR GATES 6-7 & WSTN)**

- GRAD 3.3%
  - TRACK 118°
- FOR OWTR (GATES 6-7)
- AT OR ABOVE 2500FT, BUT NOT BEFORE 3 TAC, TURN RIGHT, TRACK DCT TO GATE
- FOR WSTN
- AT OR ABOVE 2500FT, BUT NOT BEFORE 3 TAC, TURN RIGHT, TRACK AS CLEARED
- CROSS** WLM R-210 AT OR ABOVE 6000FT
- \* REQUIREMENT:** REMAIN WI 10 TAC UNTIL ESTAB TRACKING DCT TO GATE

**RWY 30 - LEFT TURN (OWTR GATES 3-7)**

- GRAD 12.9% TO 400FT, THENCE 3.3%
  - TRACK 298°
  - AT 1.5 TAC, TURN LEFT, TRACK DCT TO GATE
- CROSS** WLM R-210 AT OR ABV 3100FT
- \* REQUIREMENT:** REMAIN WI 10 TAC UNTIL ESTAB TRACKING DCT TO GATE

**RWY 30 - RIGHT TURN (OWTR GATES 3-7 & WSTN)**

- GRAD 11.3% TO 500FT, THENCE 3.3%
  - TRACK 298°
  - AT 1.5 TAC, TURN RIGHT, TRACK 360°
- FOR OWTR (GATES 3-7)
- AT 5 TAC, TURN RIGHT
- CROSS** OLVEP OR OLVEP R-165 AT OR ABOVE FL130 (RQ GRAD CROSSING OLVEP 14.3%)
- FOR WSTN
- TRACK DCT TO GATE
  - AT 5 TAC, TRACK DCT TO UKDIP, THENCE AS CLEARED
- CROSS** UKDIP AT OR ABOVE 9000FT (RQ GRAD TO UKDIP 16.6%)

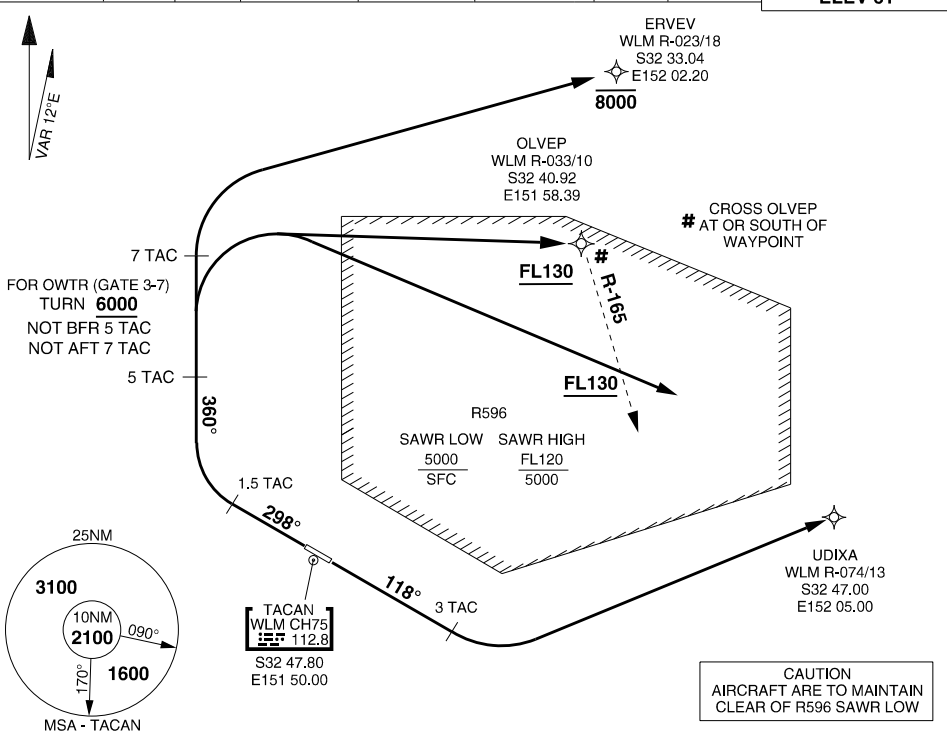
CHANGES: APP CS/FREQ, TAC CH/FREQ

**21 MAR 24**

ACG  
MILITARY USE ONLY  
**WILLIAMTOWN (YWLM)**  
SID CLASSIC ONE ALL RWYS (ACG USE ONLY)

MILITARY USE ONLY  
SID PEPPER ONE ALL RWYS (ACG USE ONLY)  
**WILLIAMTOWN (YWLM)**

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
<b>ELEV 31</b>								



**RWY 12 (OWTR GATES 1-2)**

- GRAD 3.9% TO 300FT THENCE 3.3%
- TRACK 118°
- AT 3 TAC, TURN LEFT, TRACK DCT TO UDIXA
- TRACK DCT TO GATE

**RWY 30 (OWTR GATES 1-7)**

- GRAD 11.3% TO 500FT THENCE 3.3%
- TRACK 298°

FOR OWTR (GATES 1-2)

- AT 1.5 TAC, TURN RIGHT, TRACK 360°
- AT 7.0 TAC, TURN RIGHT, TRACK DCT ERVEV
- **CROSS** ERVEV AT OR BELOW 8000FT
- TRACK DCT TO GATE

FOR OWTR (GATES 3-7)

- AT 1.5 TAC, TURN RIGHT, TRACK 360°
- AT 6000FT TURN RIGHT
- **REQUIREMENT:** COMMENCE TURN NOT BFR 5 TAC AND NO LATER THAN 7 TAC
- **CROSS** OLVEP OR OLVEP R-165 AT OR ABOVE FL130 (RQ GRAD TO REACH 6000FT BY 7 TAC 14.3%)
- TRACK DCT TO GATE

CHANGES: APP CS/FREQ, TAC CH/FREQ  
**21 MAR 24**

ACG  
MILITARY USE ONLY  
**WILLIAMTOWN (YWLM)**  
SID PEPPER ONE ALL RWYS (ACG USE ONLY)

LOC/DME IWM 110.5  
Chan 42

APCH CRS 118°

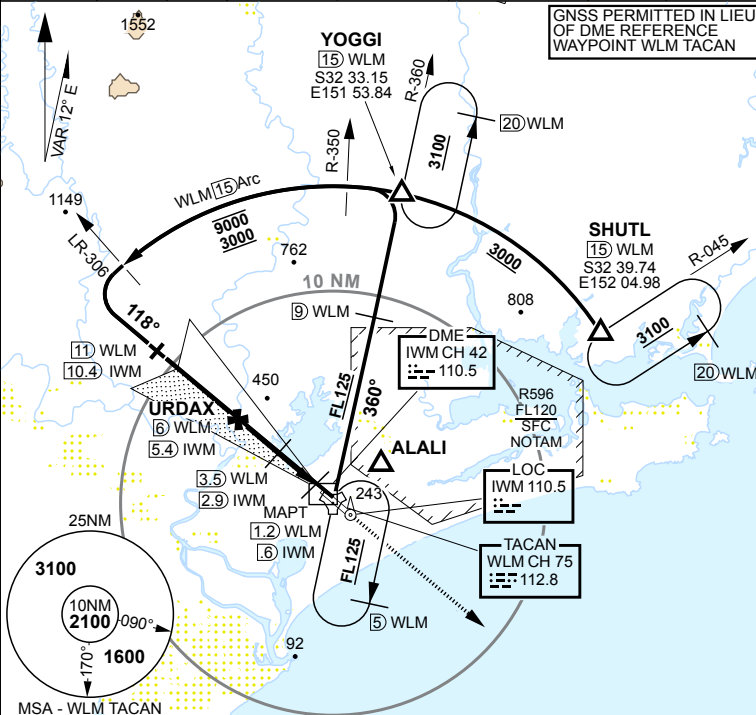
RWY LDG 10,033  
THR ELEV 29  
AD ELEV 31

ILS-X or LOC-X RWY 12 USING WLM TACAN or IWM DME  
**PANS-OPS, WGS-84 WILLIAMTOWN (YWLM)**

1. SHUTL MAY NOT BE AVBL WHEN R596 ACTIVE.

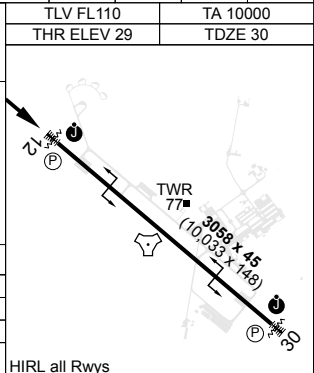
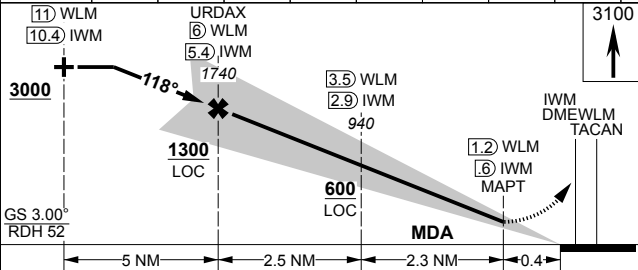
**MISSED APPROACH:**  
TRACK 118°. CLIMB TO 3100FT OR AS DIRECTED BY ATC.

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	WILLY APP HIGH 133.3 261.4	WILLY APP LOW 135.7 293.4	FIA (BN) 125.7	CTAF / AFRU /PAL 118.3
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TRACK IN	TIME	MNM ALT	DME LIMIT
360°		FL125	5
HOLDING AT ALALI TAC			
110°			
180°			
290°			
TRACK IN	TIME	MNM ALT	DME LIMIT
225°		3100	20
SHUTL HOLDING 15 TAC R-045			
115°			
045°			
295°			
TRACK IN	TIME	MNM ALT	DME LIMIT
180°		3100	20
YOGGI HOLDING 15 TAC R-360			
070°			
360°			

WLM TAC	10	9	8	7	6	5	4	3	2.3				
IWM DME	9.3	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.7				
ALTITUDE	3000	2690	2370	2050	1740	1420	1100	780	560				



CATEGORY	A	B	C	D
S-ILS 12	370	341	1200m	(VIS -800 WITH ACTUAL QNH)
S-LOC 12	560	529	2000m	(VIS -1500 WITH ACTUAL QNH)
CIRCLING	690 659 2000m	710 679 2400m	810 779 4000m	1070 1039 5000m

HIRL all Rwys

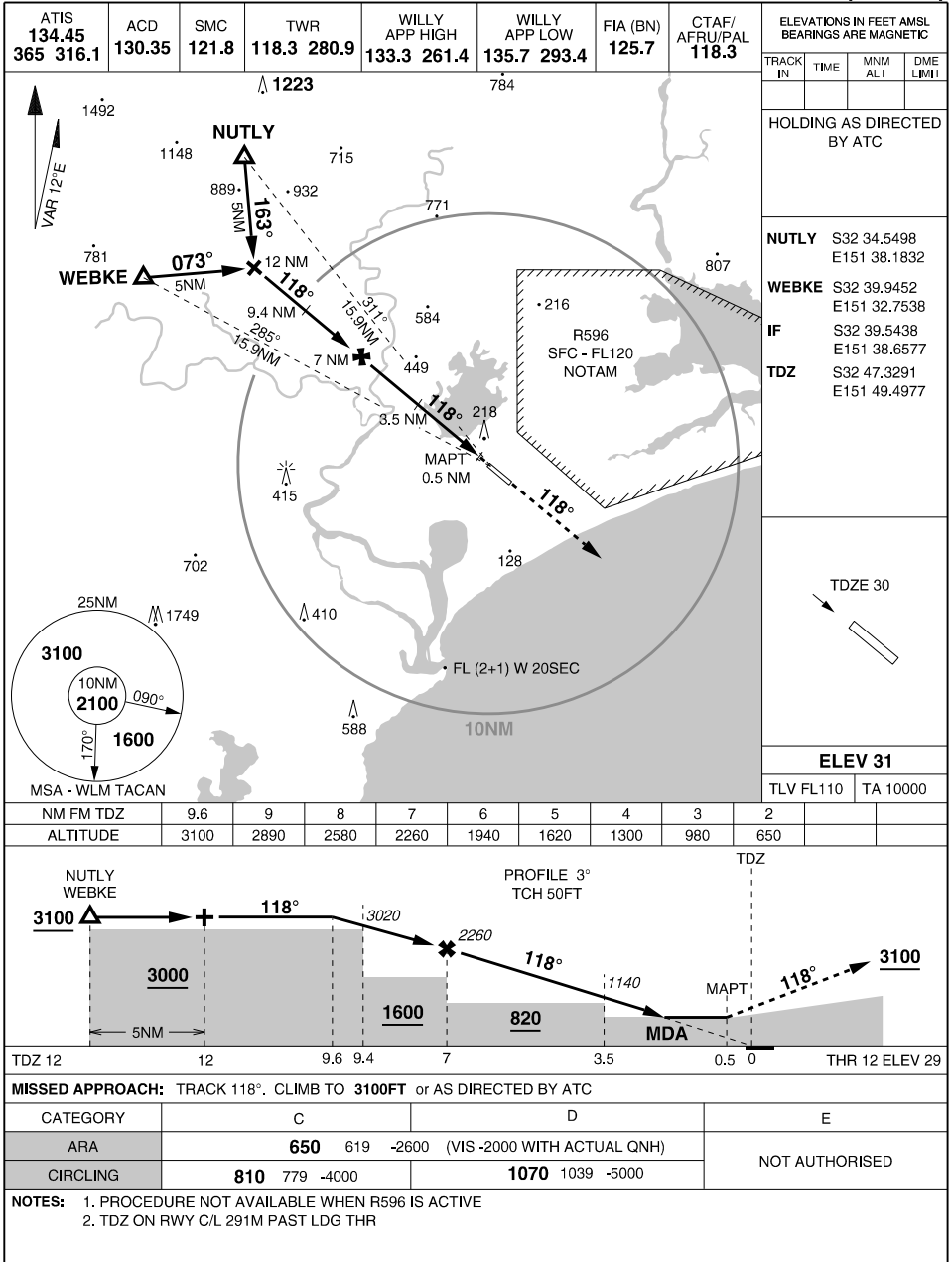
CHANGES: TAC CH/FREQ S32 47.70 E151 50.07  
**21 MAR 24** ILS-X or LOC-X RWY 12 USING WLM TACAN or IWM DME  
**WILLIAMTOWN (YWLM)**  
 AIS-AF: MILITARY USE ONLY



MILITARY USE ONLY

ARA RWY 12  
WILLIAMTOWN (YWLM)

S32 47.70 E151 50.07  
PANS-OPS, WGS 84, AATCP-1



CHANGES: PROFILE VIEW MAPT TDZ DEPICTION

30 JAN 24

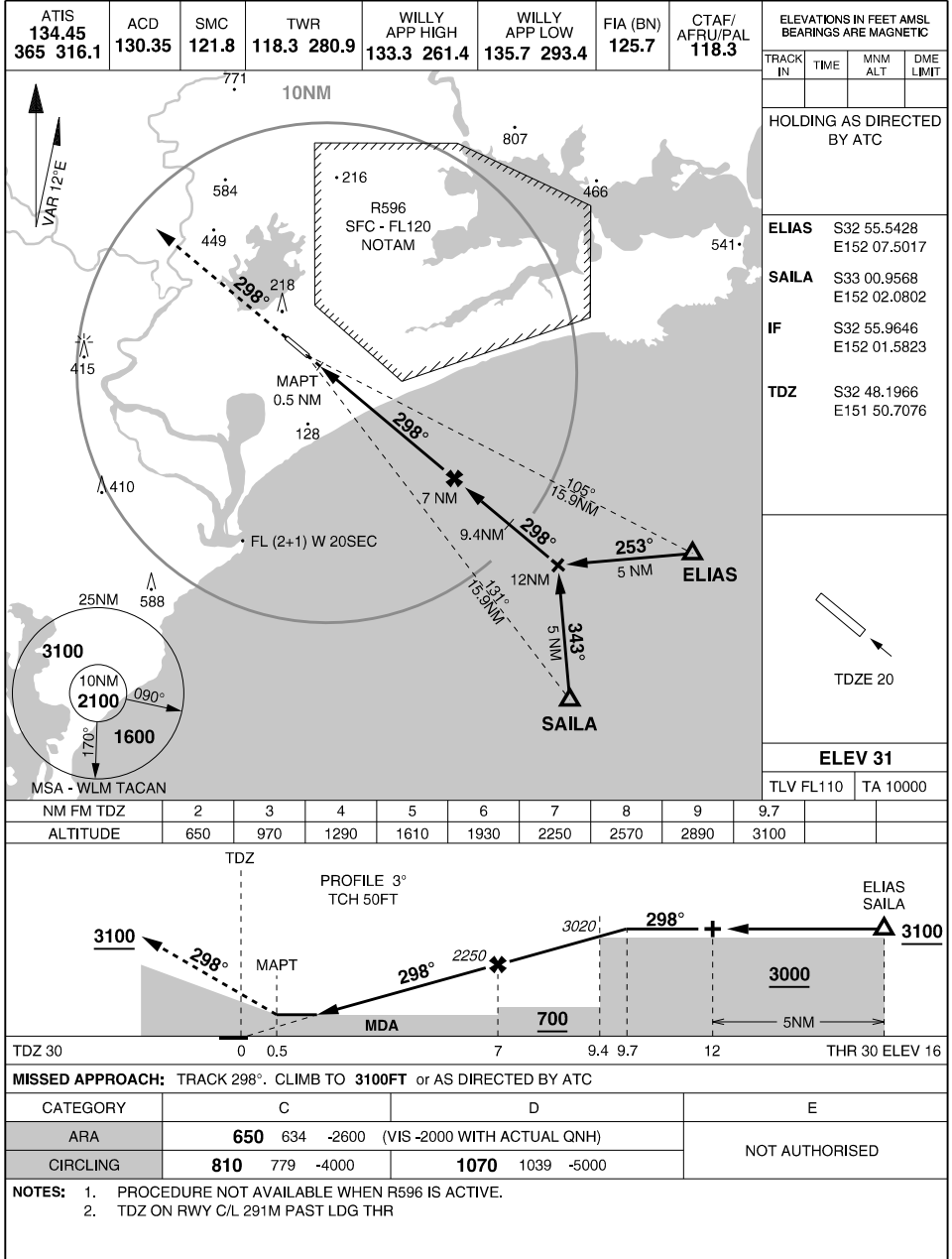
AIS-AF  
MILITARY USE ONLY

WILLIAMTOWN (YWLM)  
ARA RWY 12

MILITARY USE ONLY

ARA RWY 30  
WILLIAMTOWN (YWLM)

S32 47.70 E151 50.07  
PANS-OPS, WGS 84, AATCP-1



CHANGES: 9.4NM STEP DOWN FIX, STEP DOWN ALT, APP FREQ

30 NOV 23

AIS-AF  
MILITARY USE ONLY

WILLIAMTOWN (YWLM)  
ARA RWY 30

TACAN WLM Chan 75	APCH CRS 122°	RWY LDG 10,033 THR ELEV 29 AD ELEV 31
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PANS-OPS, WGS-84

# TACAN RWY 12 WILLIAMTOWN (YWLM)

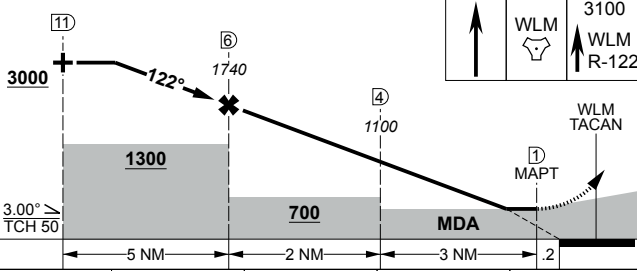
1. SHUTL MAY NOT BE AVBL WHEN R596 ACTIVE. **MISSED APPROACH:** TRACK DCT TO TACAN THEN R-122. CLIMB TO 3100FT OR AS DIRECTED BY ATC.

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	WILLY APP HIGH 133.3 261.4	WILLY APP LOW 135.7 293.4	FIA (BN) 125.7	CTAF / AFRU /PAL 118.3
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TRACK IN	TIME	MNM ALT	DME LIMIT
360°		FL125	5
HOLDING AT ALALI TAC			
TRACK IN	TIME	MNM ALT	DME LIMIT
225°		3100	20
SHUTL HOLDING 15 TAC R-045			
TRACK IN	TIME	MNM ALT	DME LIMIT
180°		3100	20
YOGGI HOLDING 15 TAC R-360			

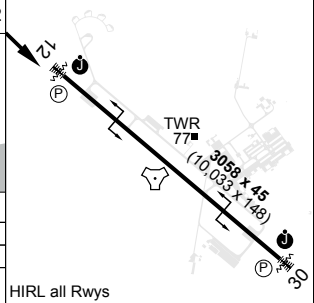


WLM TAC	10	9	8	7	6	5	4	3	2.6				
ALTITUDE	3000	2690	2370	2050	1740	1420	1100	780	640				



TLV FL110	TA 10000
THR ELEV 29	TDZE 30

CATEGORY	A	B	C	D
S-12	640	609	2500m	(VIS -1900 WITH ACTUAL QNH)
CIRCLING	690 659 2000m	710 679 2400m	810 779 4000m	1070 1039 5000m



CHANGES: TAC CH/FREQ S32 47.70 E151 50.07

21 MAR 24

# WILLIAMTOWN (YWLM) TACAN RWY 12

TACAN WLM Chan 75	APCH CRS 295°	RWY LDG 10,033 THR ELEV 16 AD ELEV 31
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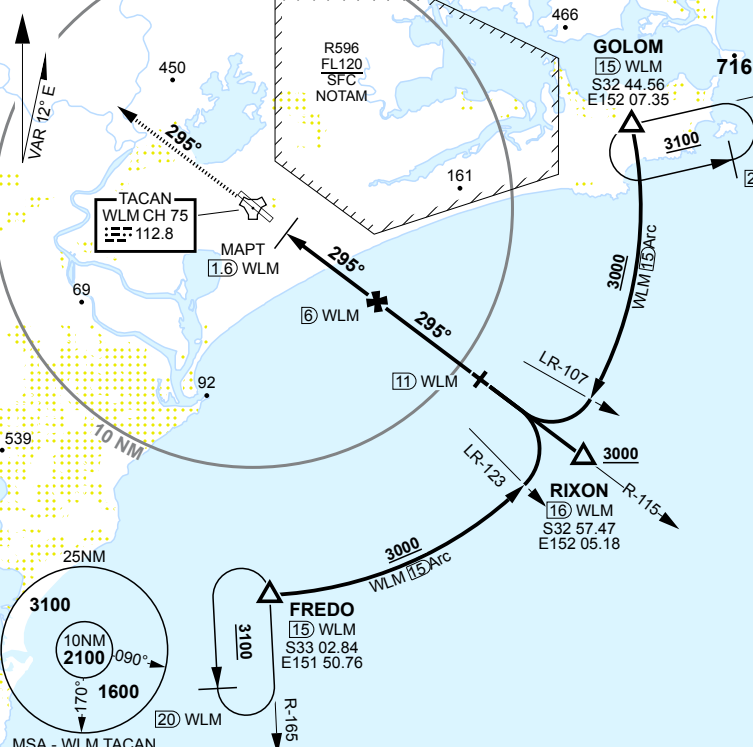
PANS-OPS, WGS-84

# TACAN RWY 30 WILLIAMTOWN (YWLM)

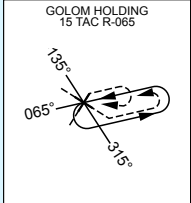
1. GOLOM NOT AVBL WHEN R596 ACTIVE UNLESS APPROVED BY ATC.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-295. CLIMB TO 3100FT OR AS DIRECTED BY ATC.

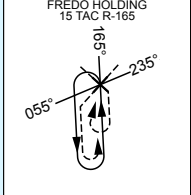
ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	WILLY APP HIGH 133.3 261.4	WILLY APP LOW 135.7 293.4	FIA (BN) 125.7	CTAF/AFRU/PAL 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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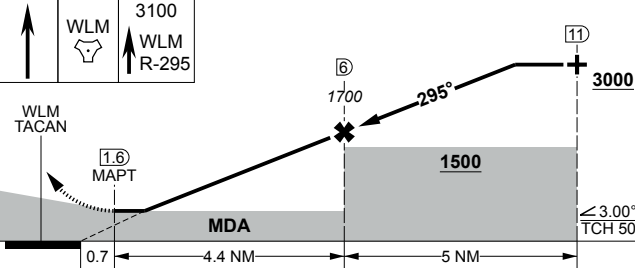
TRACK IN	TIME	MNM ALT	DME LIMIT
245°		3100	20



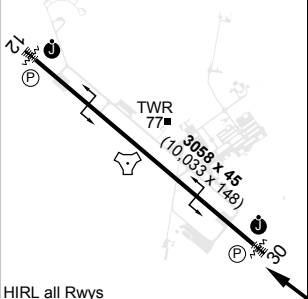
TRACK IN	TIME	MNM ALT	DME LIMIT
345°		3100	20



WLM TAC	2.7	3	4	5	6	7	8	9	10	10.1		
ALTITUDE	650	750	1070	1380	1700	2020	2340	2660	2980	3000		



TLV FL110	TA 10000
THR ELEV 16	TDZE 20



CATEGORY	A	B	C	D
S-30	650	634	2600m	(VIS -2000 WITH ACTUAL QNH)
CIRCLING	690 659 2000m	710 679 2400m	810 779 4000m	1070 1039 5000m

CHANGES: TAC CH/FREQ  
**21 MAR 24**

S32 47.70 E151 50.07

## WILLIAMTOWN (YWLM) TACAN RWY 30

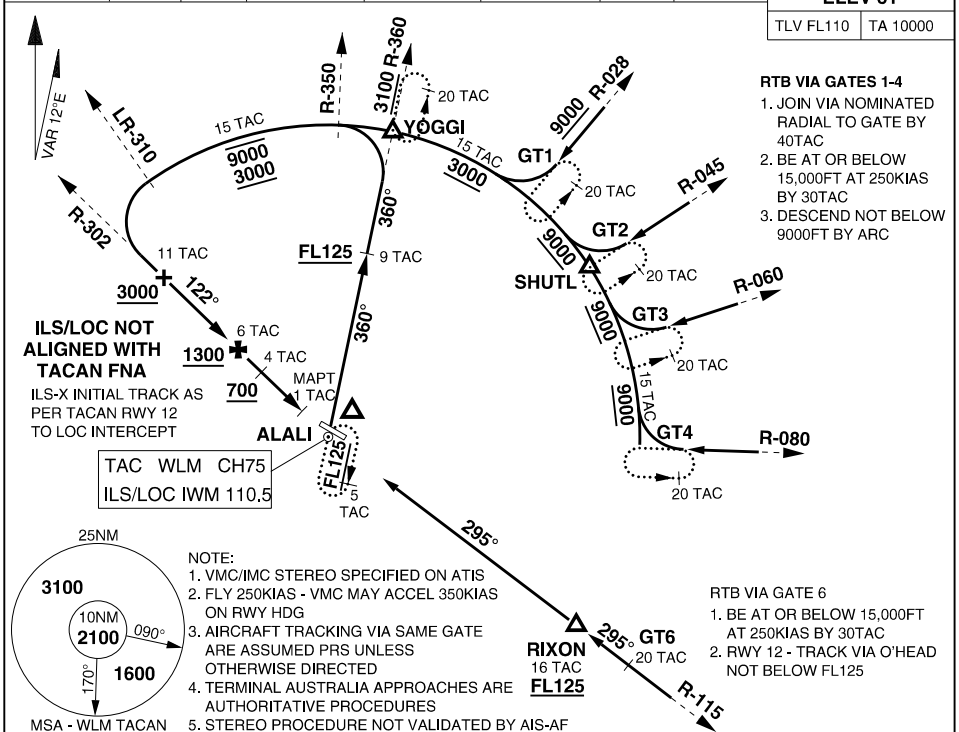
MILITARY USE ONLY

STEREO RWY 12  
WILLIAMTOWN (YWLM)

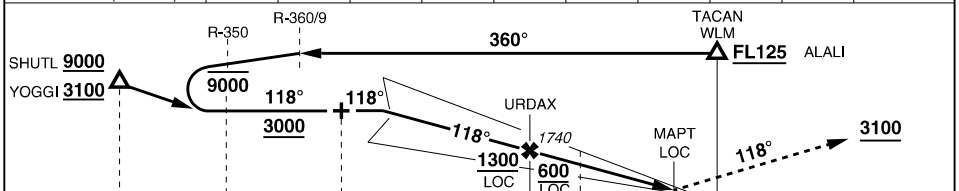
S32 47.70 E151 50.07  
PANS-OPS, WGS 84

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/ AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 31</b>	
TLV FL110	TA 10000



WLM TACAN DIST	10	9	8	7	6	5	4	3	2.3	
ALTITUDE (ILS/LOC)	3000	2690	2370	2050	1740	1420	1100	780	560	



TACAN WLM	15	ARC	15	11	6	3.5	1.2	0	THR 12 ELEV 29
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PROCEDURE	S-MINIMA	CIRCLING - CAT C	CIRCLING - CAT D	MISSED APPROACH
ILS-X RWY 12	<b>370</b> 341 -1200 (VIS -800 WITH ACTUAL QNH)	<b>810</b> 779 -4000	<b>1070</b> 1039 -5000	TRACK 118°, CLIMB TO <b>3100FT</b> or AS DIRECTED BY ATC
LOC-X RWY 12	<b>560</b> 529 -2000 (VIS -1500 WITH ACTUAL QNH)	<b>810</b> 779 -4000	<b>1070</b> 1039 -5000	
TACAN RWY 12	<b>640</b> 609 -2500 (VIS -1900 WITH ACTUAL QNH)	<b>810</b> 779 -4000	<b>1070</b> 1039 -5000	TRACK DCT TO TACAN THEN R-122. CLIMB TO <b>3100FT</b> or AS DIRECTED BY ATC

**NOTE:** 1. ACG USE ONLY - PROCEDURE NOT PANS-OPS 86/NATO SUPP/MOS173 COMPLIANT

CHANGES: TAC CH  
**21 MAR 24**

ACG  
MILITARY USE ONLY

**WILLIAMTOWN (YWLM)**  
STEREO RWY 12

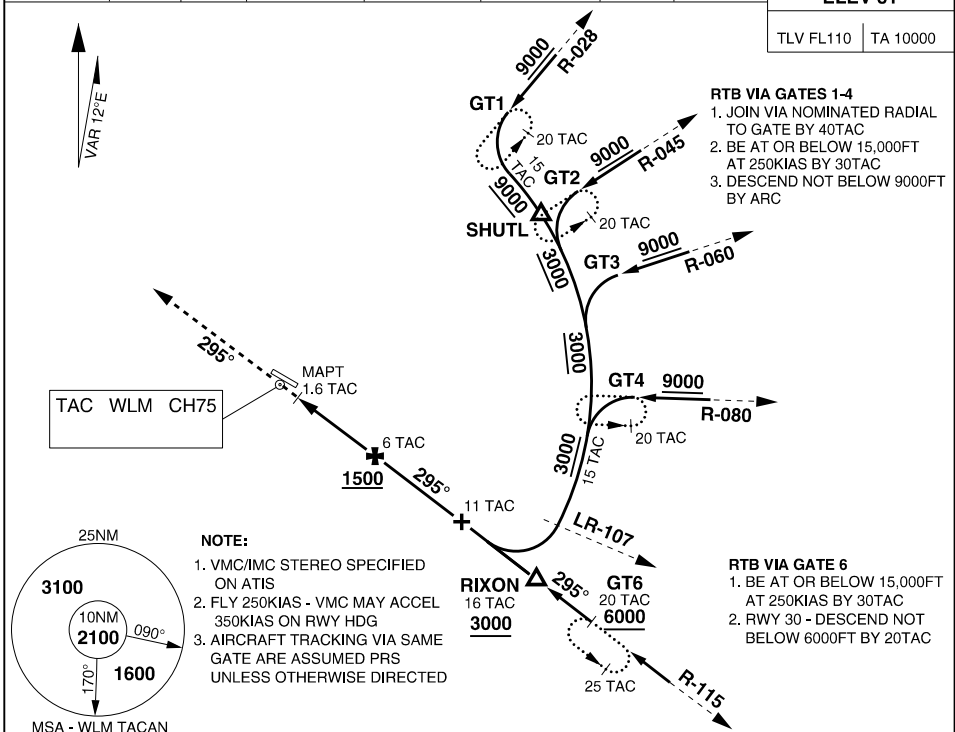
MILITARY USE ONLY

STEREO RWY 30  
WILLIAMTOWN (YWLM)

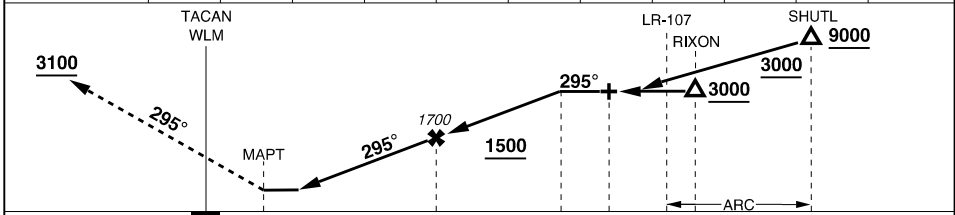
S32 47.70 E151 50.07  
PANS-OPS, WGS 84

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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<b>ELEV 31</b>	
TLV FL110	TA 10000



WLM TACAN DIST	2.7	3	4	5	6	7	8	9	10	10.1	
ALTITUDE	650	750	1070	1380	1700	2020	2340	2660	2980	3000	



TACAN WLM 0 1.6 6 10.1 11 15 16 THR 30 ELEV 16

**MISSED APPROACH:** TRACK DIRECT TO TACAN THEN R-295. CLIMB TO 3100FT or AS DIRECTED BY ATC.

CATEGORY	C				D		
TACAN	650	634	-2600	(VIS -2000 WITH ACTUAL QNH)			
CIRCLING	810	779	-4000	1070	1039	-5000	

**NOTE:**

1. ACG USE ONLY - PROCEDURE NOT PANS-OPS 86/NATO SUPP/MOS 173 COMPLIANT
2. TERMINAL AUSTRALIA APPROACHES ARE AUTHORITATIVE PROCEDURES
3. STEREO PROCEDURE NOT VALIDATED BY AIS-AF

CHANGES: TAC CH  
**21 MAR 24**

ACG  
MILITARY USE ONLY

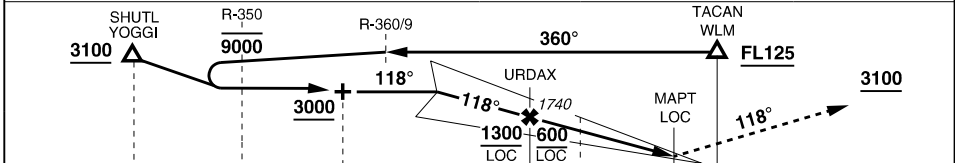
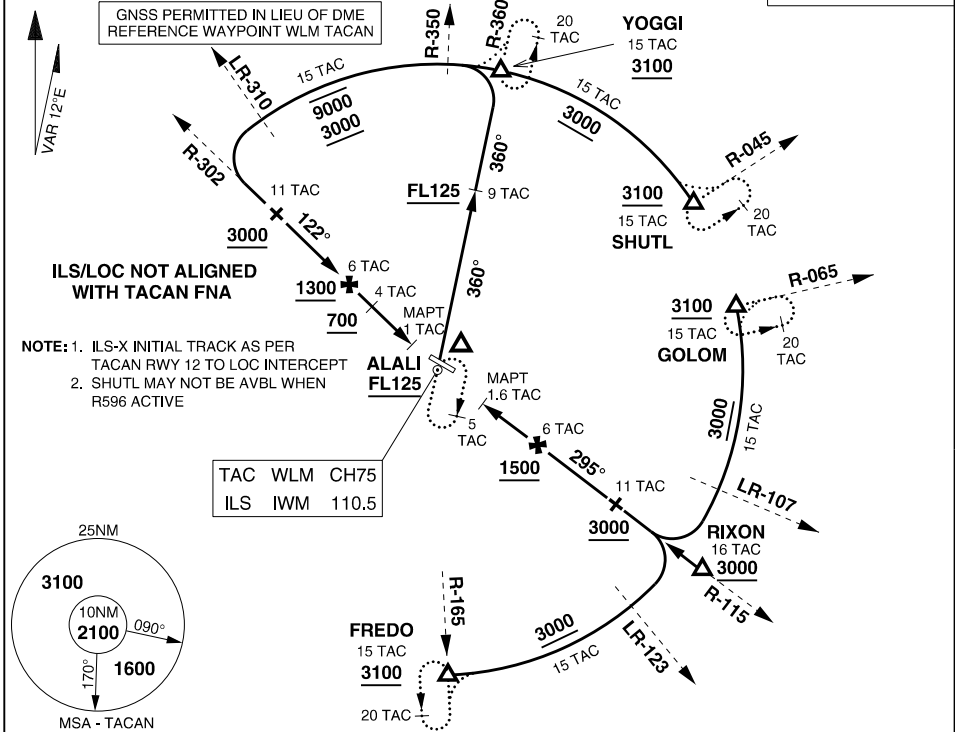
**WILLIAMTOWN (YWLM)**  
STEREO RWY 30

MILITARY USE ONLY

COMPOSITE  
WILLIAMTOWN (YWLM)

S32 47.70 E151 50.07  
PANS-OPS, WGS 84

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/ AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC <b>ELEV 31</b>
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TACAN WLM	15	ARC	15	11	6	3.5	1.2	0	
PROCEDURE	S-MINIMA				CIRCLING			MISSED APPROACH	
ILS-X RWY 12	370	341	-1200	810	1070	TRACK 118°, CLIMB TO 3100FT or AS DIRECTED BY ATC			
	(VIS -800 WITH ACTUAL QNH)			779 -4000	1039 -5000				
LOC-X RWY 12	560	529	-2000	810	1070	TRACK DCT TO TACAN THEN R-122. CLIMB TO 3100FT or AS DIRECTED BY ATC			
	(VIS -1500 WITH ACTUAL QNH)			779 -4000	1039 -5000				
TACAN RWY 12	640	609	-2500	810	1070	TRACK DCT TO TACAN THEN R-295. CLIMB TO 3100FT or AS DIRECTED BY ATC			
	(VIS -1900 WITH ACTUAL QNH)			779 -4000	1039 -5000				
TACAN RWY 30	650	634	-2600	810	1070				
	(VIS -2000 WITH ACTUAL QNH)			779 -4000	1039 -5000				
WLM TACAN DIST	10	9	8	7	6	5	4	3	2.3
ALTITUDE (ILS/LOC)	3000	2690	2370	2050	1740	1420	1100	780	560

CHANGES: TAC CH  
**21 MAR 24**

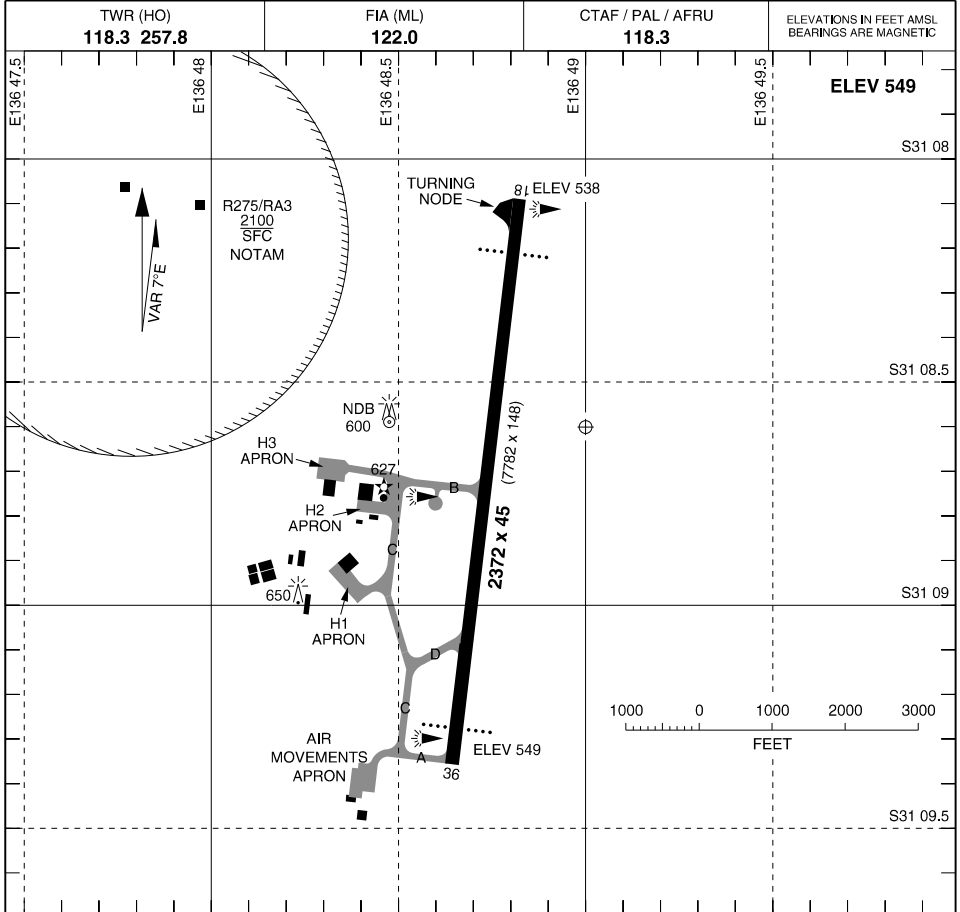
WILLIAMTOWN (YWLM)  
COMPOSITE

ACG  
MILITARY USE ONLY

MILITARY USE ONLY

**AERODROME CHART  
WOOMERA (YPWR)**

S31 08.64 E136 49.02  
PANS-OPS, WGS 84



**LIGHTING**

RWY	APPROACH	THR	RUNWAY
<b>18</b> (179°)	PAPI	NIL	MIRL
<b>36</b> (359°)			

**NOTES**

1. RWY 36 RIGHT CIRCUIT
2. ANIMAL HAZARD EXISTS
3. AWIS (PHONE) 08 8150 3820

AERODROME BEACON: ALT WG 2.5SEC  
OBSTRUCTION  
WIND DIRECTION INDICATOR  
TWY: C/L GREEN  
TURNING NODE: BLUE EDGE

CHANGES: REMOVED CLOSED RWY, EDITORIAL

**15 JUN 23**

**AIS-AF  
MILITARY USE ONLY**

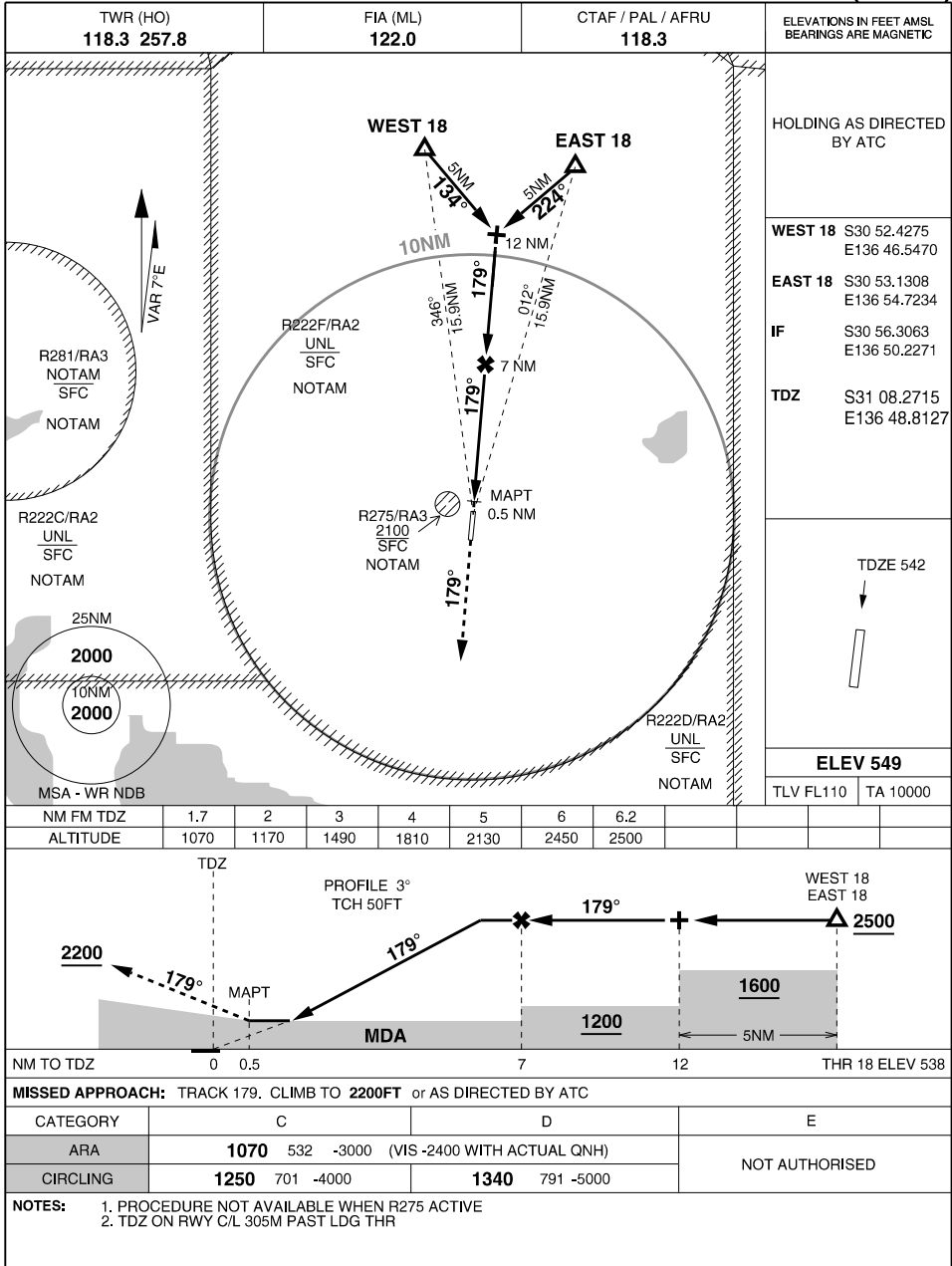
**WOOMERA (YPWR)  
AERODROME CHART**



MILITARY USE ONLY

ARA RWY 18  
WOOMERA (YPWR)

S31 08.64 E136 49.02  
PANS-OPS, WGS 84, AATCP-1



CHANGES: THR ELEV, MDH

01 DEC 22

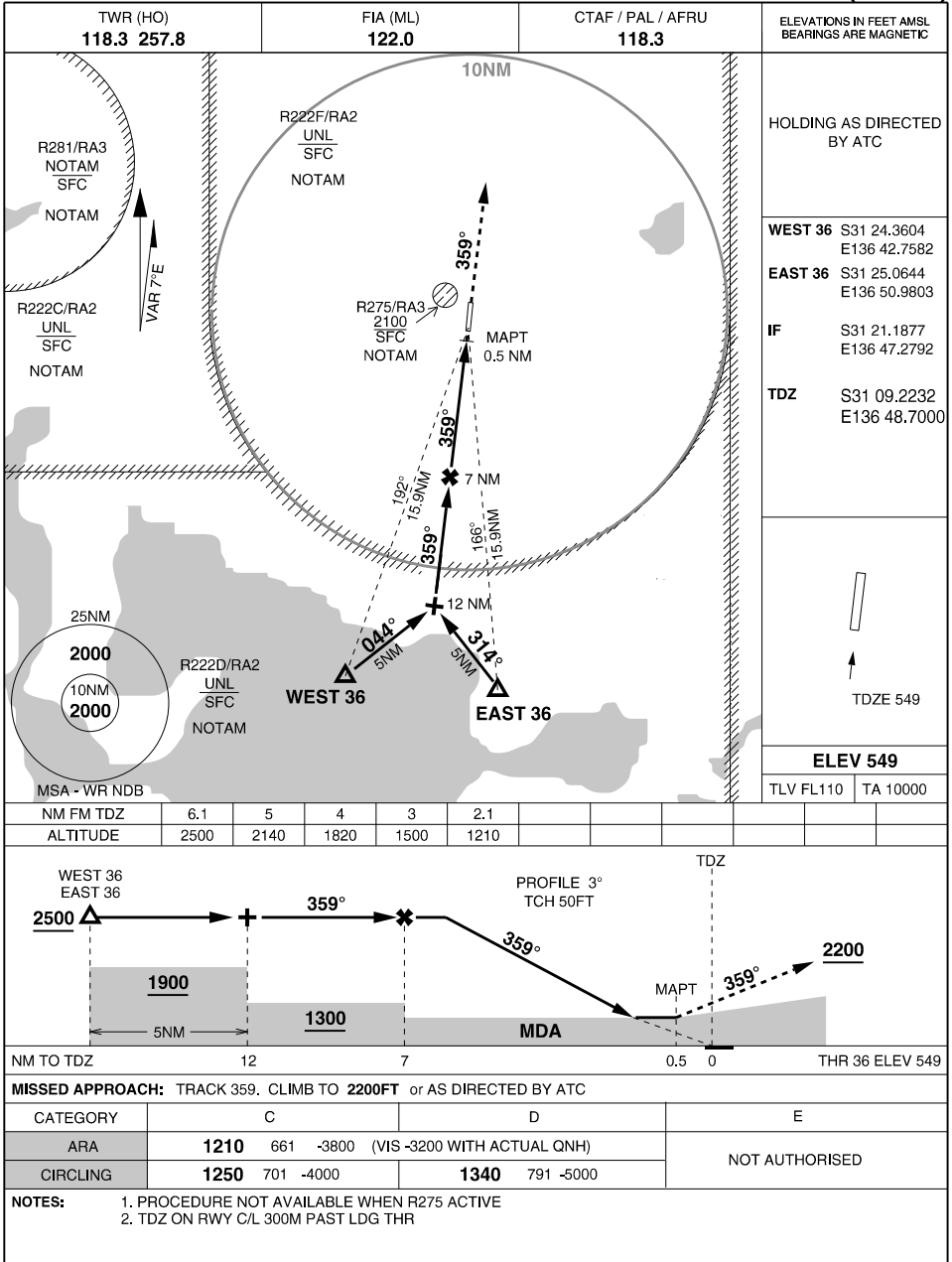
AIS-AF  
MILITARY USE ONLY

WOOMERA (YPWR)  
ARA RWY 18

MILITARY USE ONLY

S31 08.64 E136 49.02  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 36  
WOOMERA (YPWR)



CHANGES: THR DISTANCE NOTE

**05 NOV 20**

AIS-AF  
MILITARY USE ONLY

**WOOMERA (YPWR)**  
ARA RWY 36

APCH CRS 359°	RWY LDG THR ELEV AD ELEV	7782 549 549
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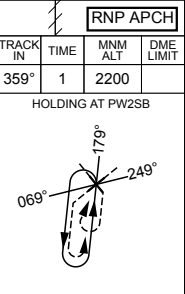
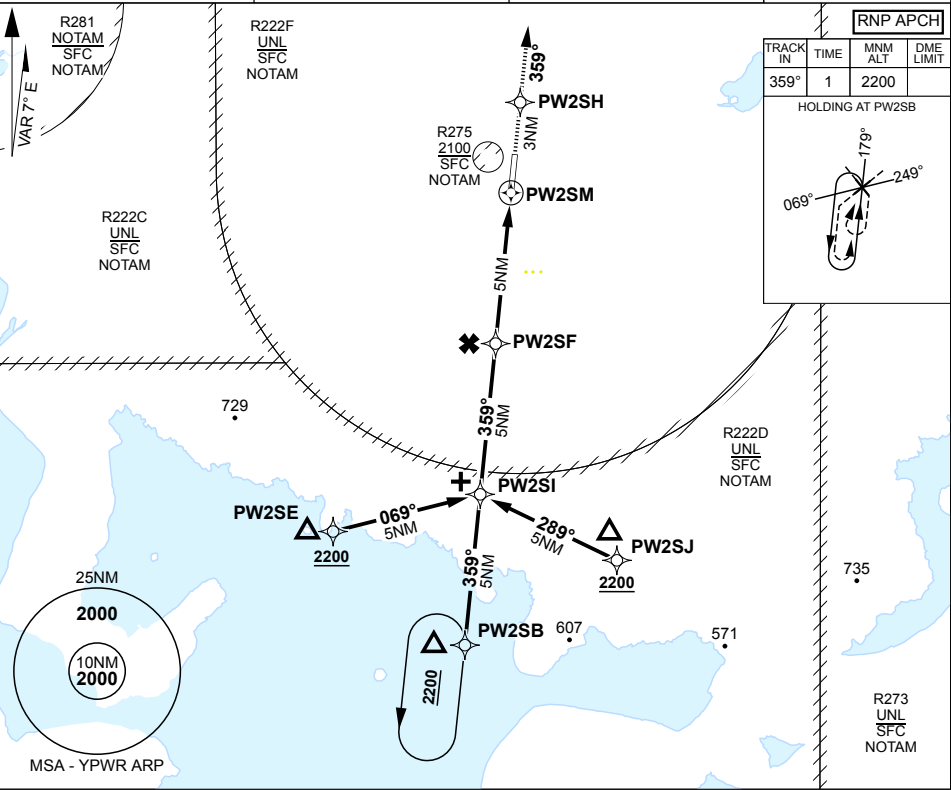
PANS-OPS, WGS-84

# RNP RWY 36 WOOMERA (YPWR)

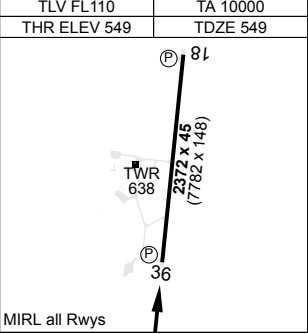
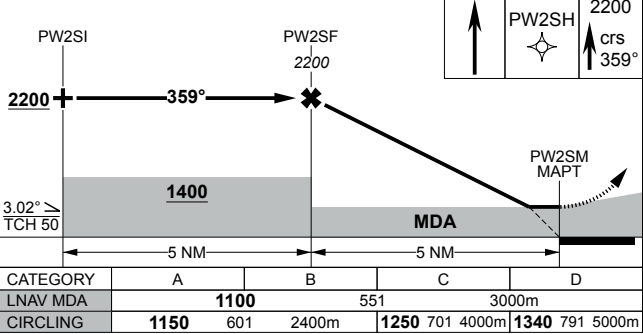
1. MAX IAS INITIAL: 210KT.  
2. PROCEDURE NOT AVAILABLE WHEN R275 ACTIVE.

**MISSED APPROACH:**  
TRACK STRAIGHT AHEAD TO PW2SH, CLIMB TO 2200FT.

TWR (HO) 118.3 257.8	FIA (ML) 122.0	CTAF /PAL /AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	5	4	3	2	1.6	PW2SM								
ALTITUDE	2200	1880	1560	1240	1100									



CHANGES: WPT IDENTS S31 08.64 E136 49.02

**05 SEP 24**

**WOOMERA (YPWR)  
RNP RWY 36**

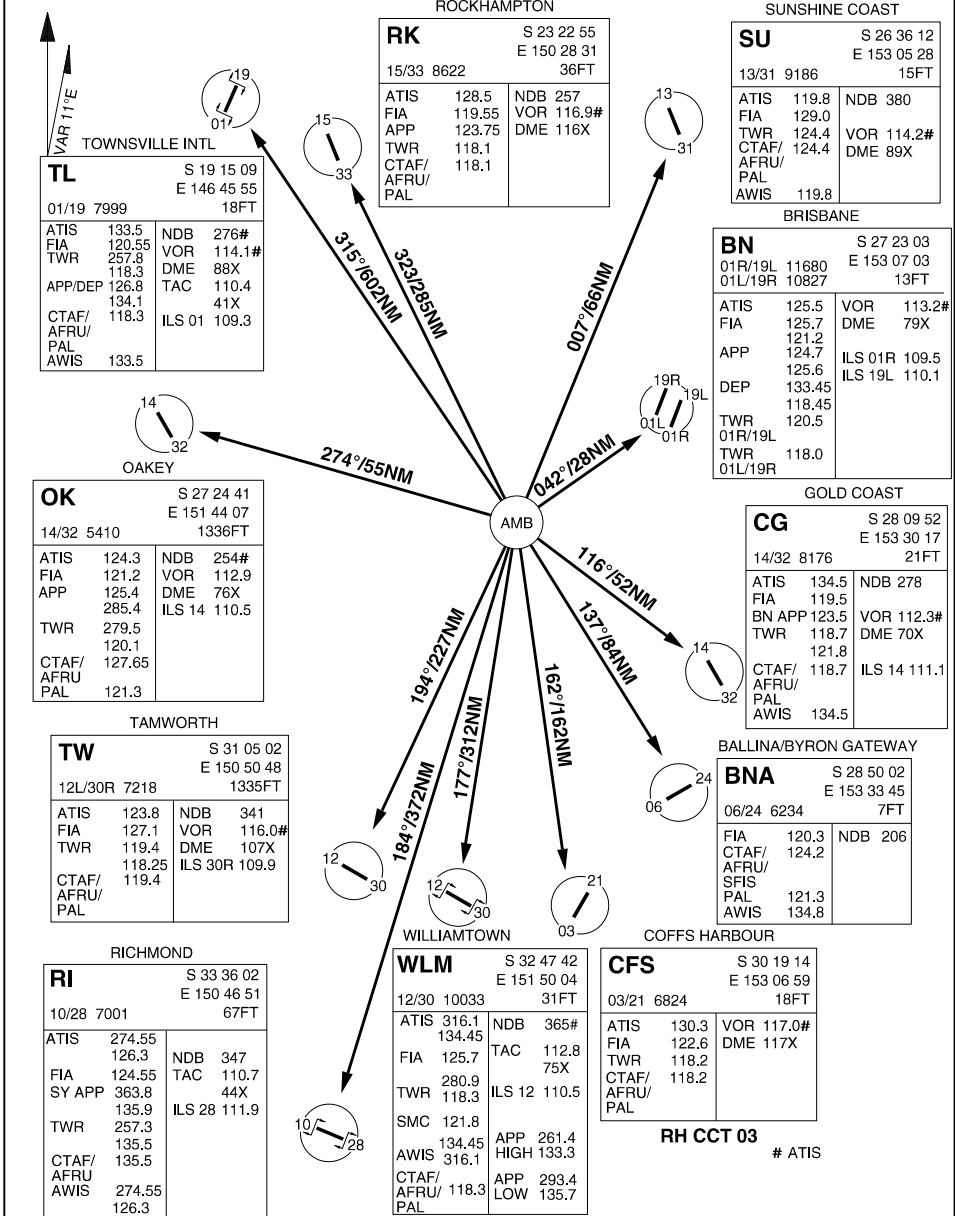
AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

DIVERT CHART  
AMBERLEY (YAMB)

S27 38.44 E152 42.71  
PANS-OPS, WGS 84

ATIS/AWIS (AH) <b>123.3 316.2</b>	ACD <b>134.6</b>	SMC <b>129.35</b>	TWR <b>118.3 264.6</b>	APP <b>126.2 335.8</b>	AFRU(AH)/PAL /CTAF <b>118.3</b>	FIA(BN) <b>121.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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CHANGES: OK ELEV  
**05 SEP 24**

AIS-AF  
MILITARY USE ONLY

AMBERLEY (YAMB)  
DIVERT CHART

MILITARY USE ONLY

**DIVERT CHART  
DARWIN INTL (YPDN)**

S12 24.88 E130 52.61  
PANS-OPS, WGS 84

ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



GOVE

<b>GV</b>	S 12 16 10
	E 136 49 06
13/31 7244	205FT
AWIS 123.05	NDB 380
FIA 125.0	
CTAF/ 127.8	VOR 114.1
AFRU/	DME 88X
PAL	



084°/347NM



102°/338NM



142°/152NM



GROOTE EYLANDT

<b>GTE</b>	S 13 58 24
	E 136 27 39
10/28 6243	53FT
AWIS 128.65	NDB 407
FIA 122.2	DME 114.8
CTAF/ 126.0	95X
AFRU/	
PAL 126.0	

KUNUNURRA

<b>KU</b>	S 15 46 41
	E 128 42 27
12/30 6001	145FT
AWIS 135.7	NDB 221
FIA 122.4	
CTAF/ 127.0	VOR 116.5
AFRU/	DME 112X
PAL	

RH CCT 30



209°/238NM

205°/290NM



ARGYLE

<b>ARG</b>	S 16 38 13
	E 128 27 05
01/19 7546	522FT
FIA ON GND 118.4	VOR 113.9
ABV 6000FT 122.4	DME 86X
CTAF/ 127.3	
AFRU/	
GND 126.4	

RH CCT 19

TINDAL

<b>TN</b>	S 14 31 16
	E 132 22 40
14/32 11000	443FT
ATIS 316.3	NDB 356
FIA 124.0	VOR 112.3#
FIA 122.6	
APP 261.4	
	TAC 112.3
TFC 120.95	70X
TWR 125.8	ILS 14 110.7
CTAF/ 119.7	
AFRU/	
AFIS	
SMC 135.85	
AWIS 264.3	
AWIS 316.3	

RH CCT 14

# ATIS

CHANGES: MAGVAR, GOVE LAT, GROOTE EYLANDT LAT LONG, TINDAL RWY LEN, AFIS

**05 SEP 24**

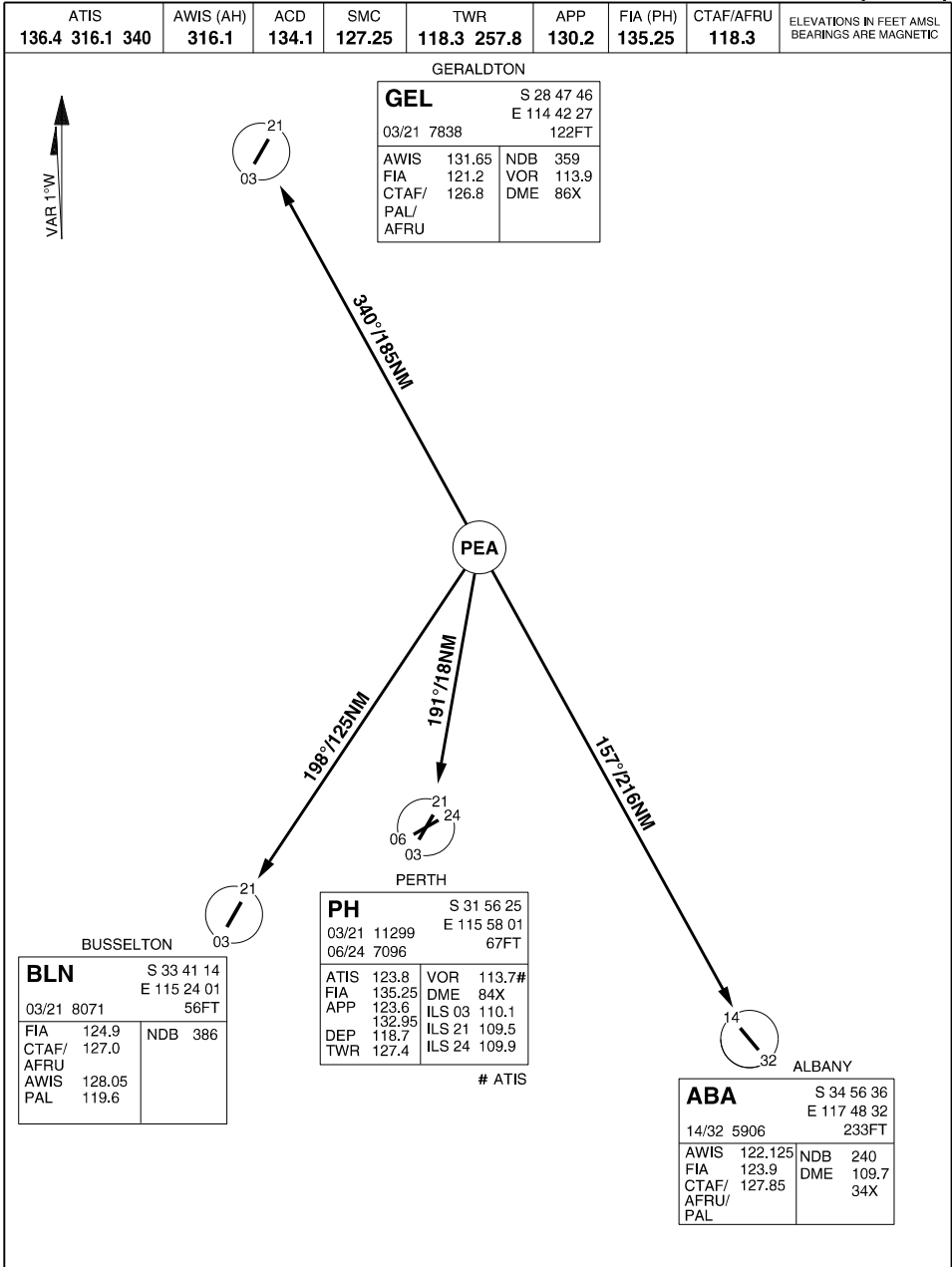
AIS-AF  
MILITARY USE ONLY

**DARWIN INTL (YPDN)  
DIVERT CHART**

MILITARY USE ONLY

S31 40.06 E116 00.90  
PANS-OPS, WGS 84

DIVERT CHART  
**PEARCE (YPEA)**



CHANGES: REMOVED TFC FREQ

**30 NOV 23**

AIS-AF  
MILITARY USE ONLY

**PEARCE (YPEA)**  
DIVERT CHART

MILITARY USE ONLY

**DIVERT CHART  
TINDAL (YPTN)**

S14 31.26 E132 22.67  
PANS-OPS, WGS 84

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7	

DARWIN

<b>DN</b>	S 12 24 53 E 130 52 36 11/29 11004 103FT
ATIS	316.2 VOR 112.6 128.25 DME 73X 308 TAC 112.4
FIA	118.15 DME 71X
APP E	305.5 ILS 29 109.7 125.2 134.1
APP W	363.8 133.1
TWR	257.8 133.1

GOVE

<b>GV</b>	S 12 16 10 E 136 49 06 13/31 7244 205FT
AWIS	123.05 NDB 380
FIA	125.0 VOR 114.1
CTAF/ AFRU/ PAL	127.8 DME 88X

↑  
VAR 3°E



323°/152NM

059°/293NM

080°/240NM

248°/225NM

240°/260NM

KUNUNURRA

<b>KU</b>	S 15 46 41 E 128 42 27 12/30 6001 145FT
AWIS	135.7 NDB 221
FIA	122.4 VOR 116.5
CTAF/ AFRU/ PAL	127.0 DME 112X

RH CCT 30



GROOTE EYLANDT

<b>GTE</b>	S 13 58 24 E 136 27 39 10/28 6237 53FT
AWIS	128.65 NDB 407
FIA	122.2 DME 114.8
CTAF/ AFRU/ PAL	126.0 DME 95X

ARGYLE

<b>ARG</b>	S 16 38 13 E 128 27 05 01/19 7546 522FT
FIA ON GND	118.4 VOR 113.9
ABV 6000FT	122.4 DME 86X
CTAF/ AFRU/ GND	127.3 126.4

RH CCT 19



CHANGES: GOVE LAT, GROOTE EYLANDT LAT LONG, DAR TAC CH/FREQ

**05 SEP 24**

AIS-AF  
MILITARY USE ONLY

**TINDAL (YPTN)  
DIVERT CHART**

MILITARY USE ONLY

DIVERT CHART  
TOWNSVILLE INTL (YBTL)

S19 15.16 E146 45.92  
PANS-OPS, WGS 84

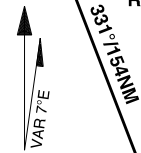
ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
114.1 133.5 276	133.5	128.1 236.1	121.8 264.6	118.3 257.8	126.8 307.8	120.55	/PAL 118.3	

CAIRNS

<b>CS</b>	S 16 53 09
	E 145 45 19
15/33 10486	10FT
ATIS 131.1	VOR 113.0#
FIA 126.1	DME 77X
APP 126.1	
118.4	ILS 15 109.9
TWR 124.9	LOC 33 109.5
	32X



RH CCT 33



PROSERPINE/  
WHITSUNDAY COAST

<b>PN</b>	S 20 29 42
	E 148 33 08
11/29 6801	82FT
FIA 135.5	VOR 113.7
CTAF/ AFRU/ PAL 126.7	DME 84X
AWIS 126.25	

HAMILTON IS

<b>HM</b>	S 20 21 29
	E 148 57 06
14/32 5597	15FT
ATIS 128.35	
FIA 135.5	
TWR 118.7	
CTAF/ AFRU/	127.85

RH CCT 14

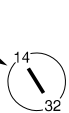
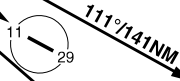
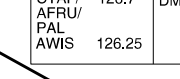
MACKAY

<b>MK</b>	S 21 10 17
	E 149 10 47
14/32 6499	19FT
ATIS 128.0	NDB 308
FIA 135.5	
APP 125.65	VOR 112.7#
TWR 124.5	DME 74X
CTAF/ AFRU/ PAL 124.5	

ROCKHAMPTON

<b>RK</b>	S 23 22 55
	E 150 28 31
15/33 8622	36FT
ATIS 128.5	NDB 257
FIA 119.55	
APP 123.75	VOR 116.9#
TWR 118.1	DME 116X
CTAF/ AFRU/ PAL 118.1	

# ATIS



CHANGES: MACKAY LAT, ROCKHAMPTON PAL FREQ

07 SEP 23

TOWNSVILLE INTL (YBTL)  
DIVERT CHART

AIS-AF  
MILITARY USE ONLY



MILITARY USE ONLY

DIVERT CHART  
WILLIAMTOWN (YWLM)

S32 47.70 E151 50.07  
PANS-OPS, WGS 84

ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC

ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/AFRU/PAL <b>118.3</b>
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TAMWORTH

<b>TW</b>		S 31 05 02
		E 150 50 48
12L/30R 7218	1335FT	
ATIS 123.8	NDB 341	
FIA 127.1	VOR 116.0#	
TWR 119.4	DME 107X	
	118.25	ILS 30R 109.9
CTAF/AFRU/PAL	119.4	

AMBERLEY

<b>AMB</b>		S 27 38 26
		E 152 42 43
		91FT
04/22 4997		
15/33 9997		
ATIS 316.2	TAC 112.5	
FIA 121.2	72X	
APP 335.8	126.2	
	ILS 15 110.7	
TWR 264.6		
	118.3	
CTAF/AFRU/PAL	118.3	
AWIS 316.2		

DUBBO

<b>DU</b>		S 32 13 00
		E 148 34 29
		935FT
05/23 5604		
AWIS 122.975	NDB 251	
FIA 123.9		
CTAF 134.0		
PAL 121.3		
AFRU		

COFFS HARBOUR

<b>CFS</b>		S 30 19 14
		E 153 06 59
		18FT
03/21 6824		
ATIS 130.3	VOR 117.0#	
FIA 122.6	DME 117X	
TWR 118.2		
CTAF/AFRU/PAL	118.2	

RICHMOND

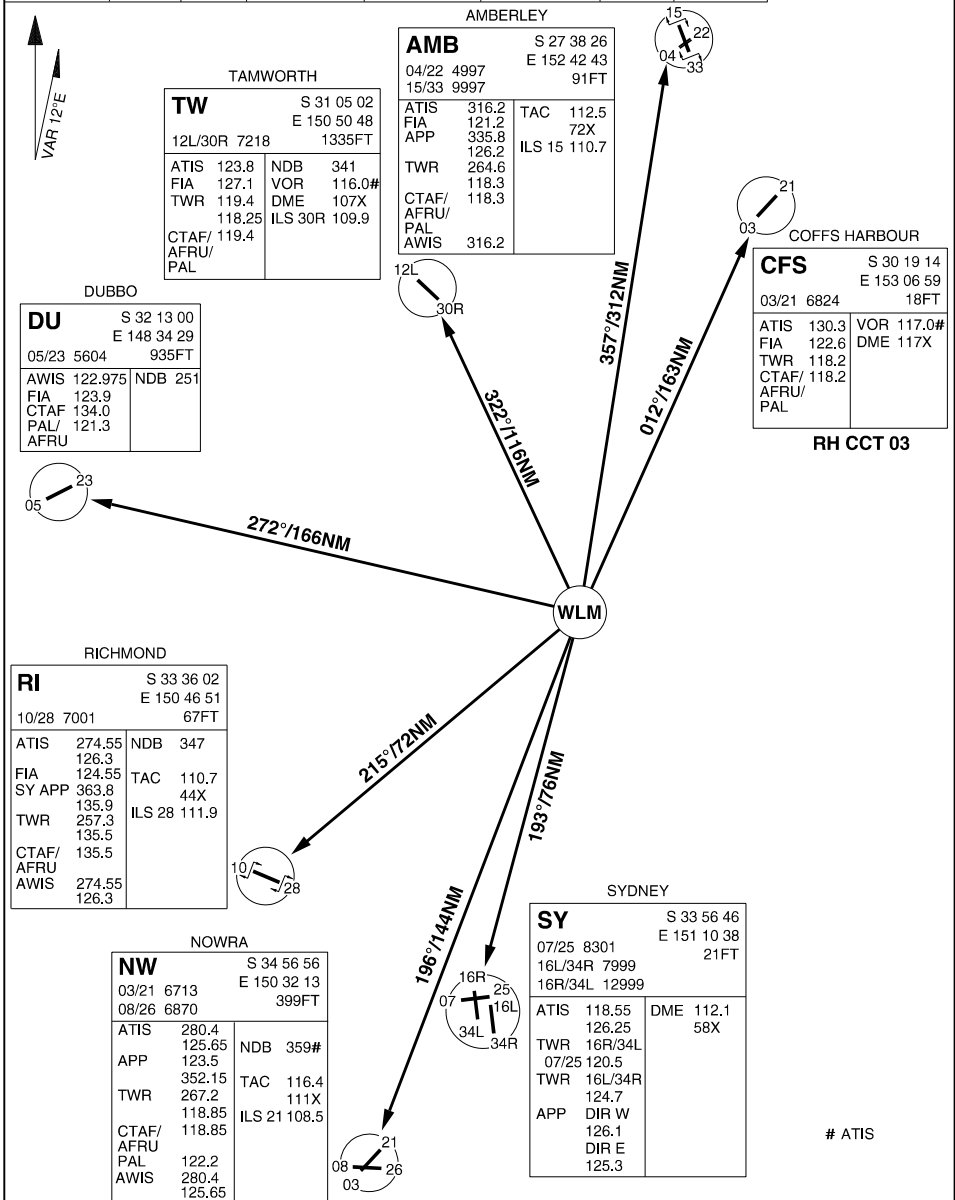
<b>RI</b>		S 33 36 02
		E 150 46 51
		67FT
10/28 7001		
ATIS 274.55	NDB 347	
	126.3	
FIA 124.55	TAC 110.7	
SY APP 363.8	44X	
	135.9	ILS 28 111.9
TWR 257.3		
	135.5	
CTAF/AFRU	135.5	
AWIS 274.55		
	126.3	

NOWRA

<b>NW</b>		S 34 56 56
		E 150 32 13
		399FT
03/21 6713		
08/26 6870		
ATIS 280.4	NDB 359#	
	125.65	
APP 123.5	TAC 116.4	
	352.15	111X
TWR 267.2		
	118.85	ILS 21 108.5
CTAF/AFRU/PAL	118.85	
AWIS 280.4		
	122.2	
	280.4	
	125.65	

SYDNEY

<b>SY</b>		S 33 56 46
		E 151 10 38
		21FT
07/25 8301		
16L/34R 7999		
16R/34L 12999		
ATIS 118.55	DME 112.1	
	126.25	58X
TWR 16R/34L		
	07/25 120.5	
TWR 16L/34R		
	124.7	
APP DIR W	126.1	
	DIR E	
	125.3	



CHANGES: APP CS/FREQ

21 MAR 24

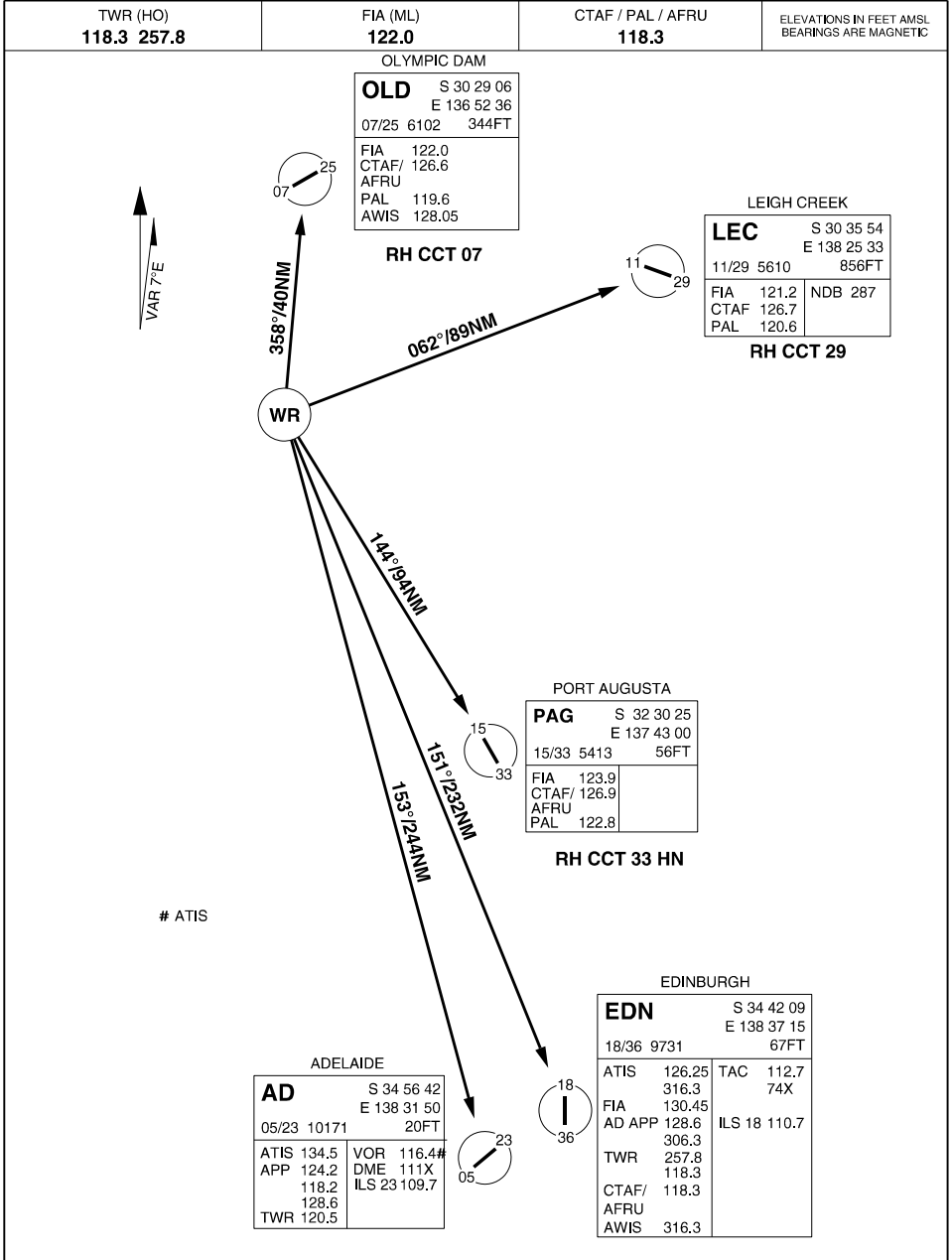
WILLIAMTOWN (YWLM)  
DIVERT CHART

AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

S31 08.64 E136 49.02  
PANS-OPS, WGS 84

**DIVERT CHART  
WOOMERA (YPWR)**



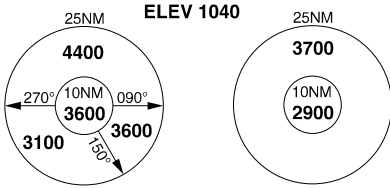
CHANGES: LEIGH CREEK LONG  
**05 SEP 24**

AIS-AF  
MILITARY USE ONLY

**WOOMERA (YPWR)  
DIVERT CHART**

PANS-OPS, WGS 84

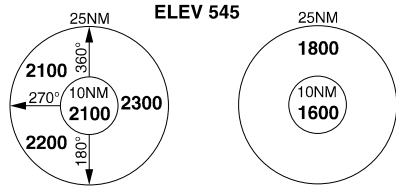
**BENING FIELD (YBEG) QLD**



**MSA - ARP**

**VSA - ARP**

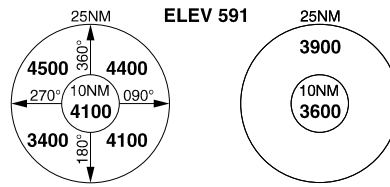
**BURREN JUNCTION (YBRJ) NSW**



**MSA - ARP**

**VSA - ARP**

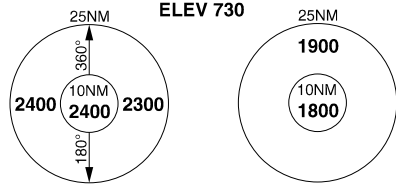
**COLLINSVILLE (YCSV) QLD**



**MSA - ARP**

**VSA - ARP**

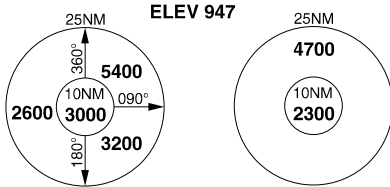
**DELAMERE RANGE (YDWF) NT**



**MSA - ARP**

**VSA - ARP**

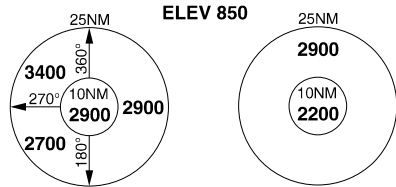
**GILGANDRA (YGIL) NSW**



**MSA - ARP**

**VSA - ARP**

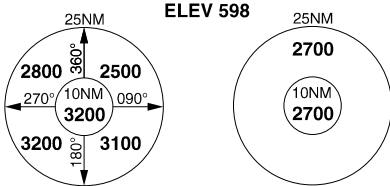
**HILLMAN FARM (YHLM) WA**



**MSA - ARP**

**VSA - ARP**

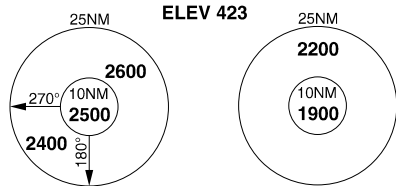
**LAKE CARGELLIGO (YLCG) NSW**



**MSA - ARP**

**VSA - ARP**

**NACKEROO (YNKR) NT**



**MSA - ARP**

**VSA - ARP**

CHANGES: YLCG ELEV, YBEG MSA

**09 SEP 21**

**AIS-AF**

PANS-OPS, WGS 84

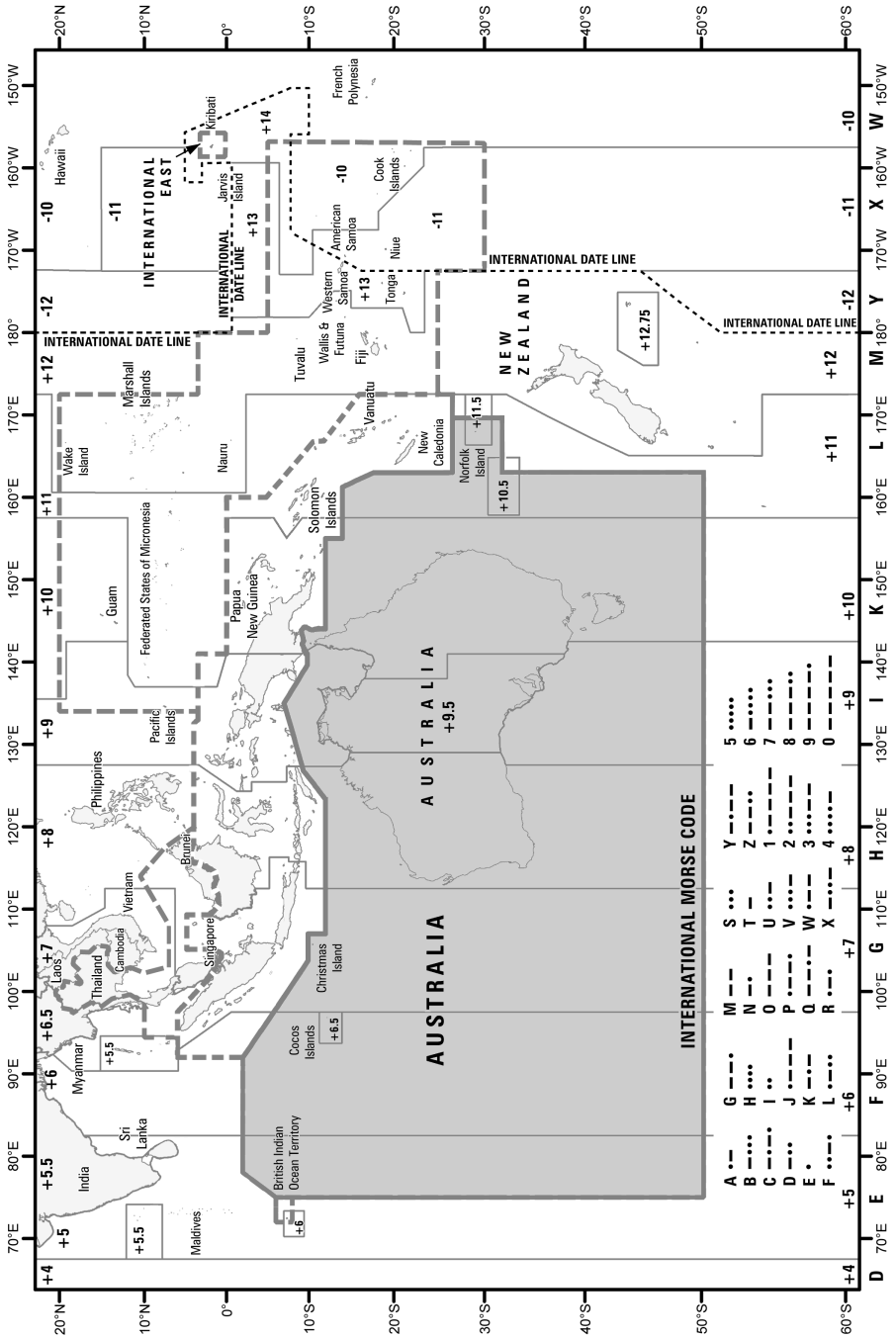
<p><b>SAMUEL HILL (YSMH) QLD</b> ELEV 120</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>	<p><b>ST HELENS (YSTH) TAS</b> ELEV 158</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>
<p><b>TAROOM (YTAM) QLD</b> ELEV 786</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>	<p><b>TIMBER CREEK (YTBR) NT</b> ELEV 51</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>
<p><b>WALCHA (YWCH) NSW</b> ELEV 3744</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>	<p><b>WARREN (YWRN) NSW</b> ELEV 669</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>
<p><b>WILLIAMSON (YWIS) QLD</b> ELEV 106</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>	<p><b>WONDAI (YWND) QLD</b> ELEV 1050</p> <p><b>MSA - ARP</b>      <b>VSA - ARP</b></p>

CHANGES: YTAM 10NM MSA

15 JUN 23



# TERMA - AREA OF COVERAGE



# TERMA - AREA OF COVERAGE