

AUSTRALIAN DEFENCE FORCE  
FLIGHT INFORMATION PUBLICATION  
(TERMINAL)



**TERMINAL  
AUSTRALIA**

Effective: **09 JUL 26**  
Next Issue: **03 SEP 26**

**WARNING**

**Consult NOTAM for latest information**



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M-2,

256-310 St Kilda Road,  
Victoria Barracks Melbourne,  
Southbank VIC 3006.

## 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 Queries about documentation and general feedback to AIS-AF can be submitted via email 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.

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### **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 (<https://defencegovau.sharepoint.com/teams/ais-airforce>) to access current information within the AIS-AF area of coverage.

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

The 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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■ + 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*

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

■ Indicates a revised chart has been issued  
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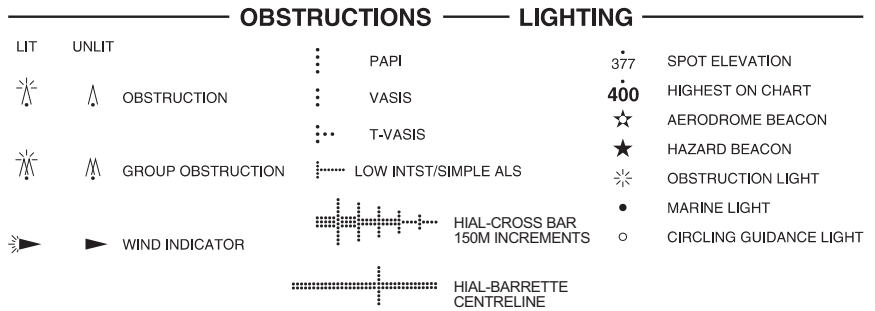
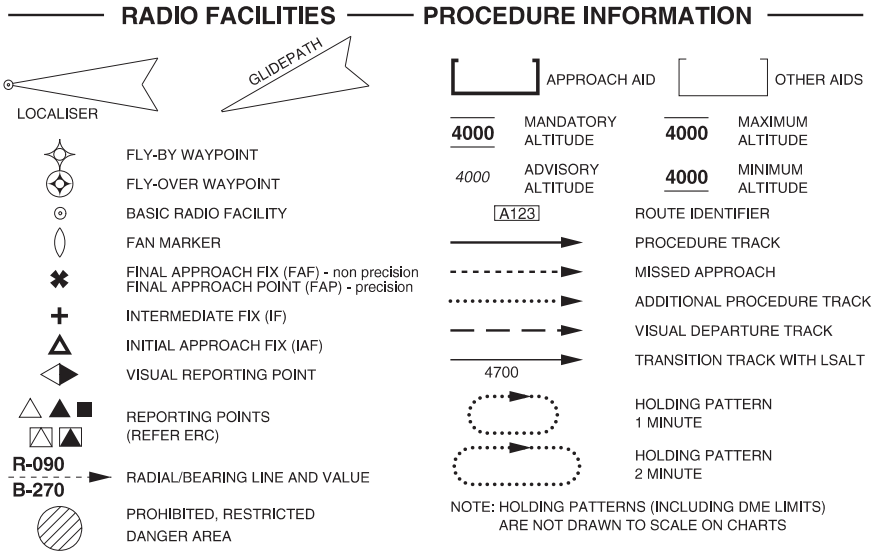
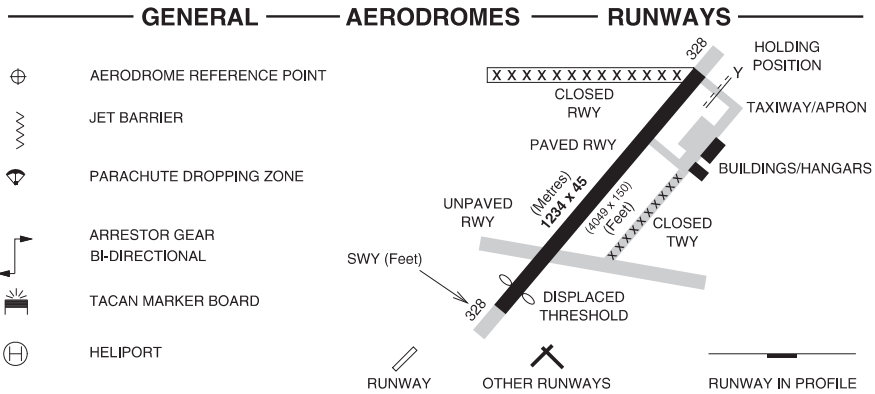
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<b>D</b>			
<b>D</b>			

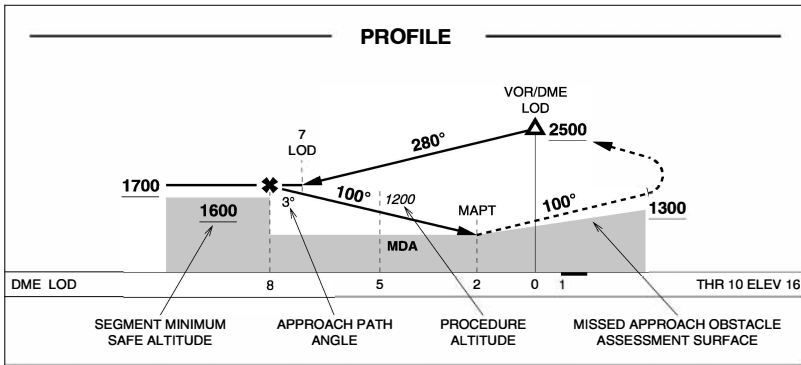
<b> </b> + Indicates a new chart has been issued	<b> </b> Indicates a revised chart has been issued
<b> </b> D Indicates a chart has been deleted	<i>Italicised text</i> indicates Traditional format

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 (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









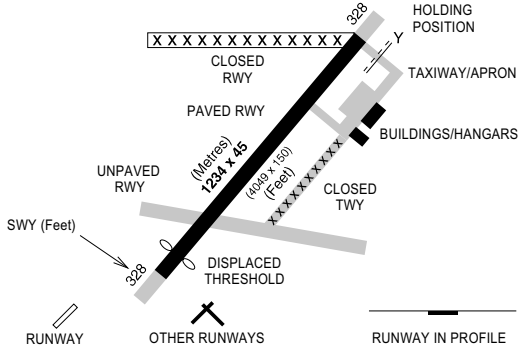
##### 4.2 Traditional Chart Footer















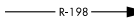
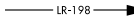
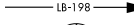

5. ACE CHART LEGEND - PAGE 1








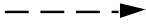
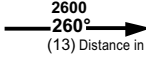

GENERAL AERODROMES RUNWAYS

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



RADIO FACILITIES PROCEDURE INFORMATION

-  LOCALISER
-  GLIDEPATH
-  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°** TRANSITION TRACK WITH LSALT  
(13) Distance in NM
-  HOLDING PATTERN

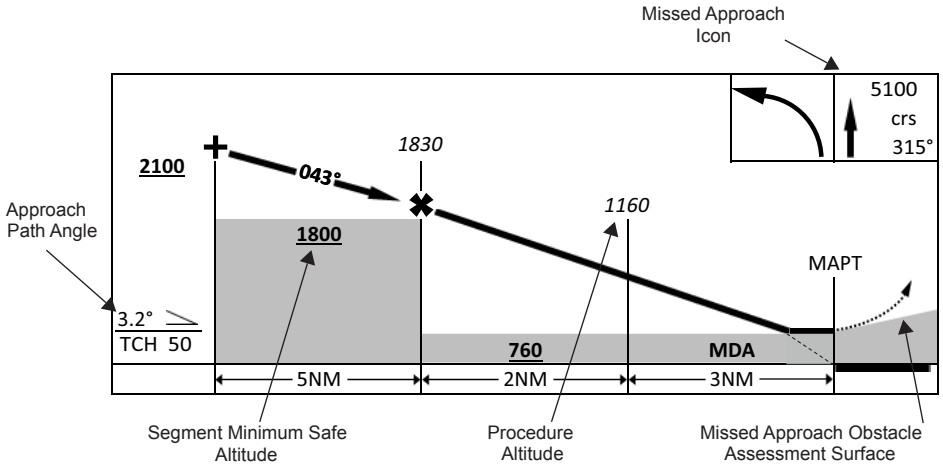
NOTES:  
 1. HOLDING PATTERNS (INCLUDING DME LIMITS) ARE NOT DRAWN TO SCALE ON CHARTS.  
 2. DUE TO CHANGES IN MAGNETIC VARIATION AND DISPLACED NAVIGATION AIDS, SECTOR ENTRY DIAGRAM BEARING INFORMATION MAY DIFFER BY UP TO 1 DEGREE FROM THE FINAL APPROACH TRACK

6. ACE CHART LEGEND - PAGE 2

		OBSTRUCTIONS		LIGHTING	
LIT	UNLIT		PAPI		SPOT ELEVATION
			VASIS		HIGHEST ON CHART
			T-VASIS		AERODROME BEACON
			LOW INTST/ SIMPLE ALS		HAZARD BEACON
					OBSTRUCTION LIGHT
					MARINE LIGHT
			HIAL-CROSS BAR 150M INCREMENTS		CIRCLING GUIDANCE LIGHT
			HIAL-BARRETTE CENTRELINE		

A "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (SFL) installed with the approach lighting system, eg. .  
 Negative symbology, eg., indicates Pilot Activated Lighting (PAL).

### 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

Labels for the table:

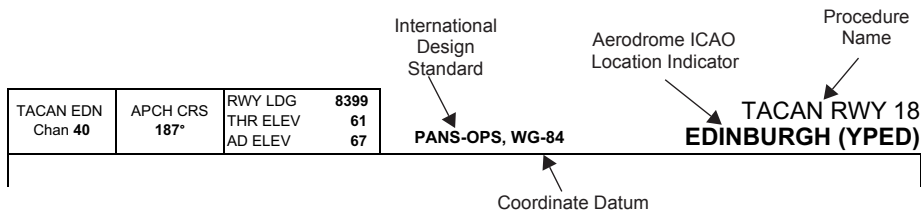
- Precision Straight-in RWY 12:** Points to the S-ILS and S-LOC rows.
- Non Precision Straight-in RWY 12:** Points to the CIRCLING row.
- Minimum Descent Altitude (MDA) (FT):** Points to the altitude values in the first two columns.
- Required Visibility (M):** Points to the visibility values in the third and fourth columns.
- Height of MDA Above Airport (HAA)(FT):** Points to the HAA values in the fifth column.

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

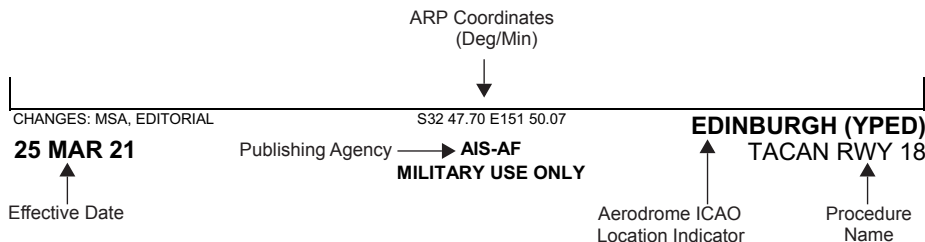
#### 9.1 AIS-AF ACE Instrument Approach Chart Header



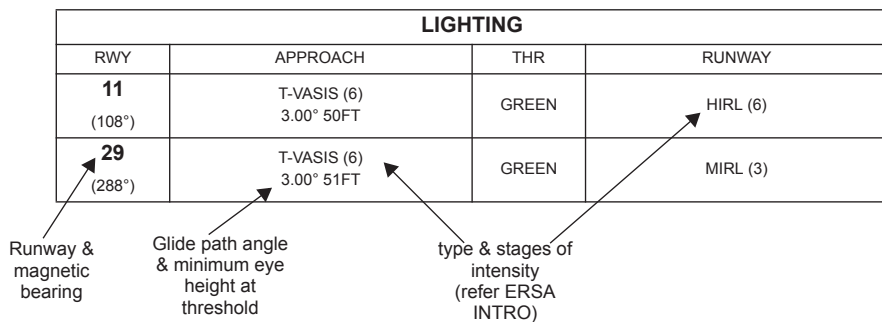
#### 9.2 AIS-AF ACE SID/STAR Chart Header



#### 9.3 AIS-AF ACE Chart Footer



### 10. AIS-AF Chart Aerodrome Lighting



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.

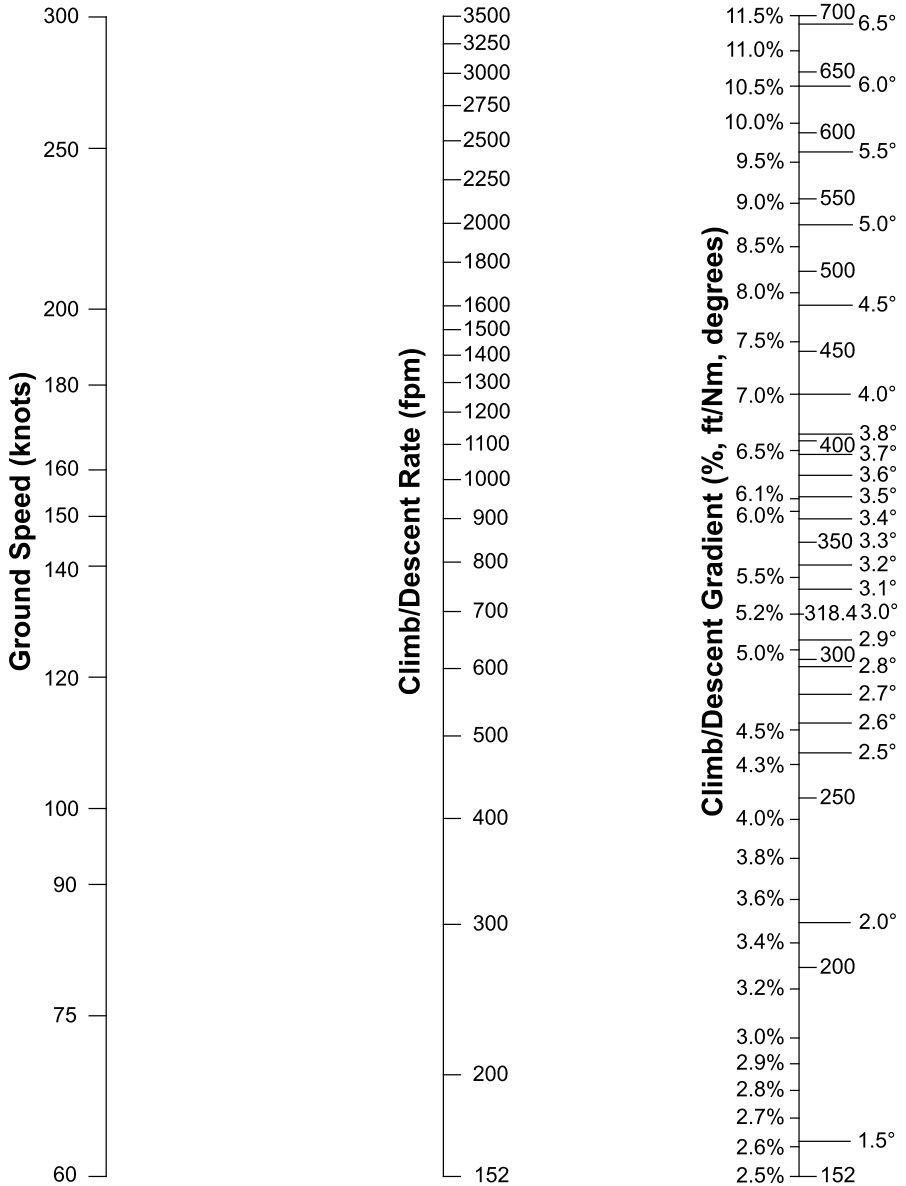
**11. FREQUENCY AND CHANNEL PAIRING TABLE**

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

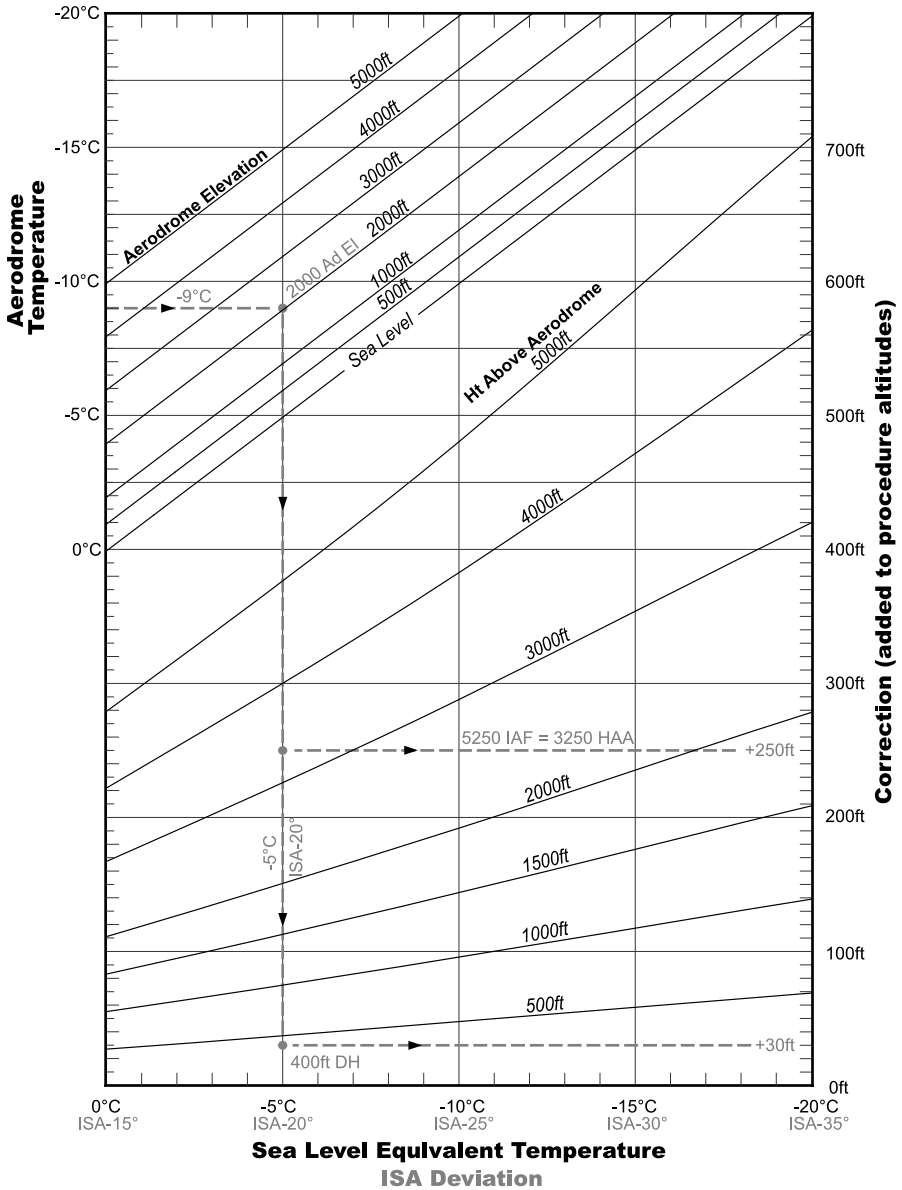
MHz	.00	.10	.20	.30	.40	.50	.60	.70	.80	.90
108	17	18	19	20	21	22	23	24	25	26
109	27	28	29	30	31	32	33	34	35	36
110	37	38	39	40	41	42	43	44	45	46
111	47	48	49	50	51	52	53	54	55	56
112	57	58	59	70	71	72	73	74	75	76
113	77	78	79	80	81	82	83	84	85	86
114	87	88	89	90	91	92	93	94	95	96
115	97	98	99	100	101	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

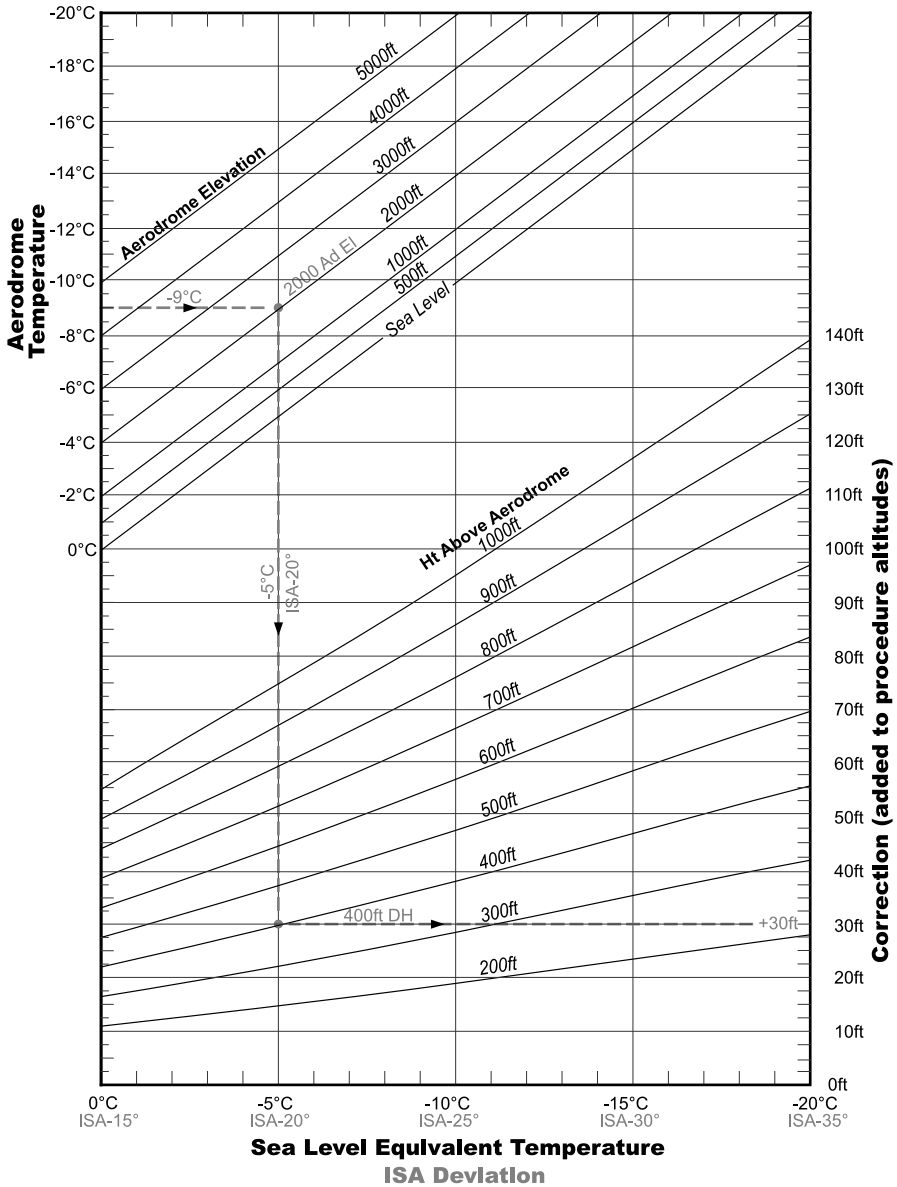
The nomograph below gives the Climb/Descent rate for entering arguments of gradient ( %, ft/nm, Degrees ) and ground speed.



### 13. ALTITUDE CORRECTION VERSUS TEMPERATURE



### 14. ALTITUDE CORRECTION VERSUS TEMPERATURE



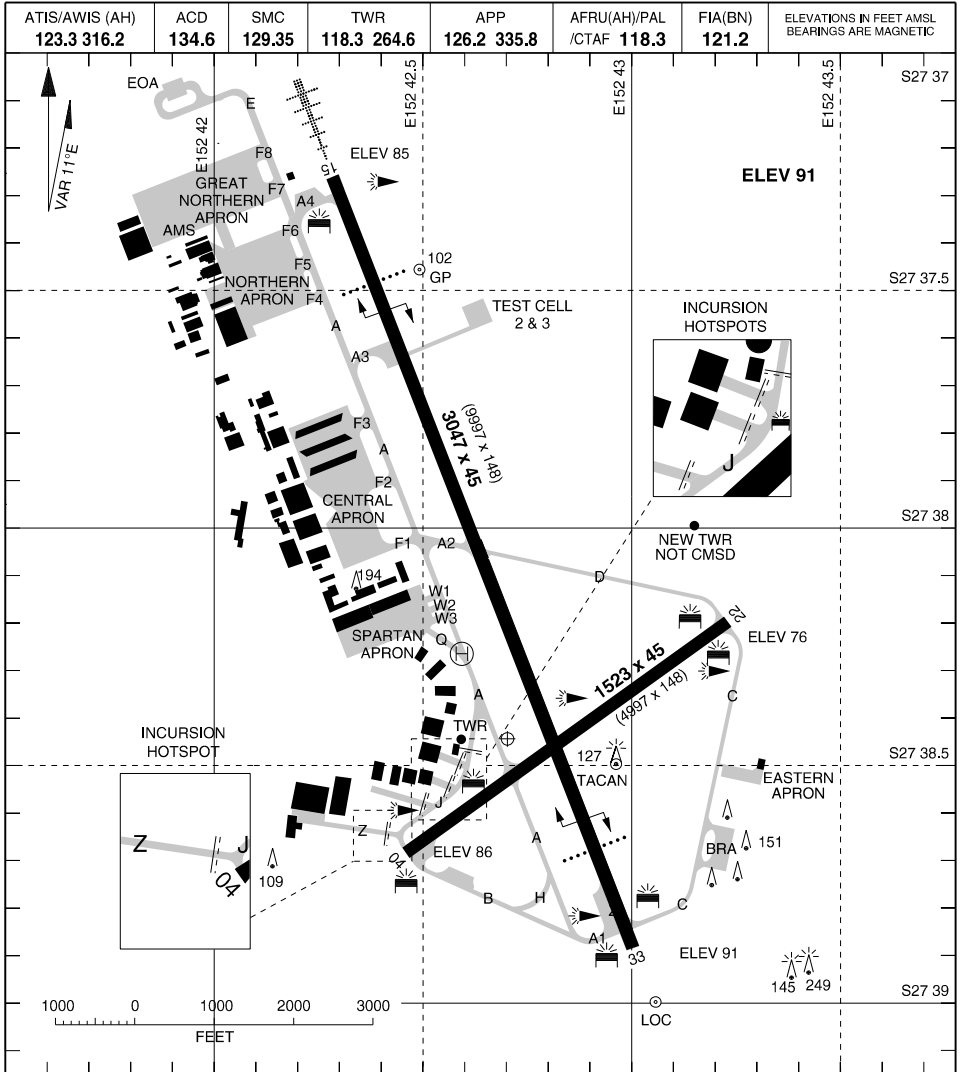
**15. GRADIENT TO RATE TABLE**

%	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

MILITARY USE ONLY

# 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: EASTERN APRON

**28 NOV 24**

AIS-AF  
MILITARY USE ONLY

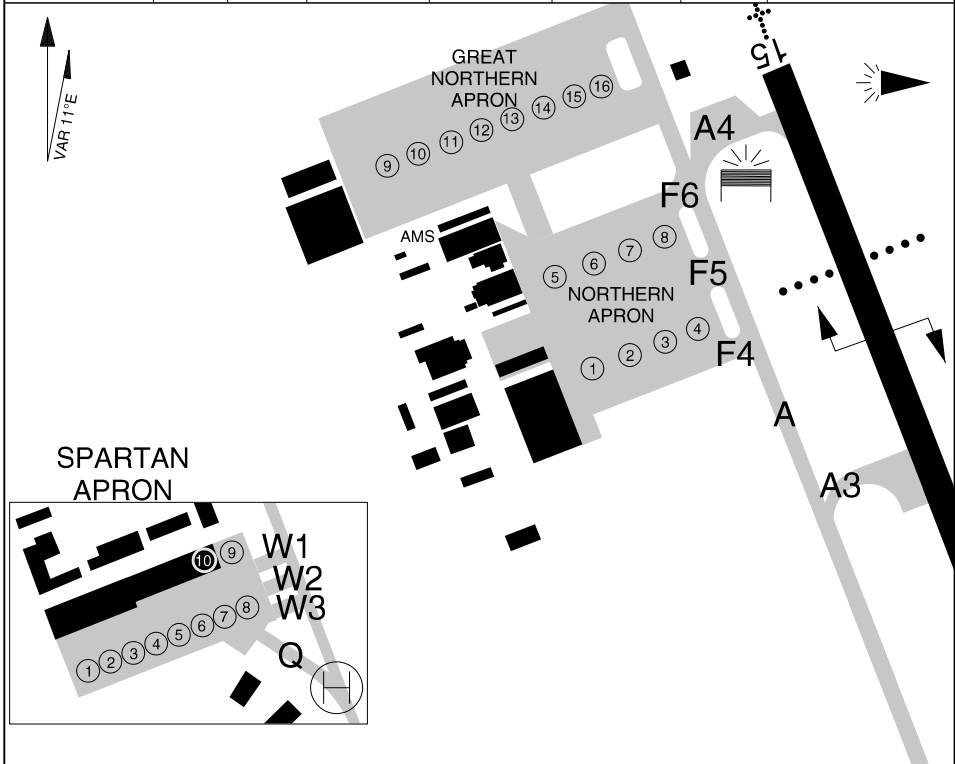
# AMBERLEY (YAMB) AERODROME CHART

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

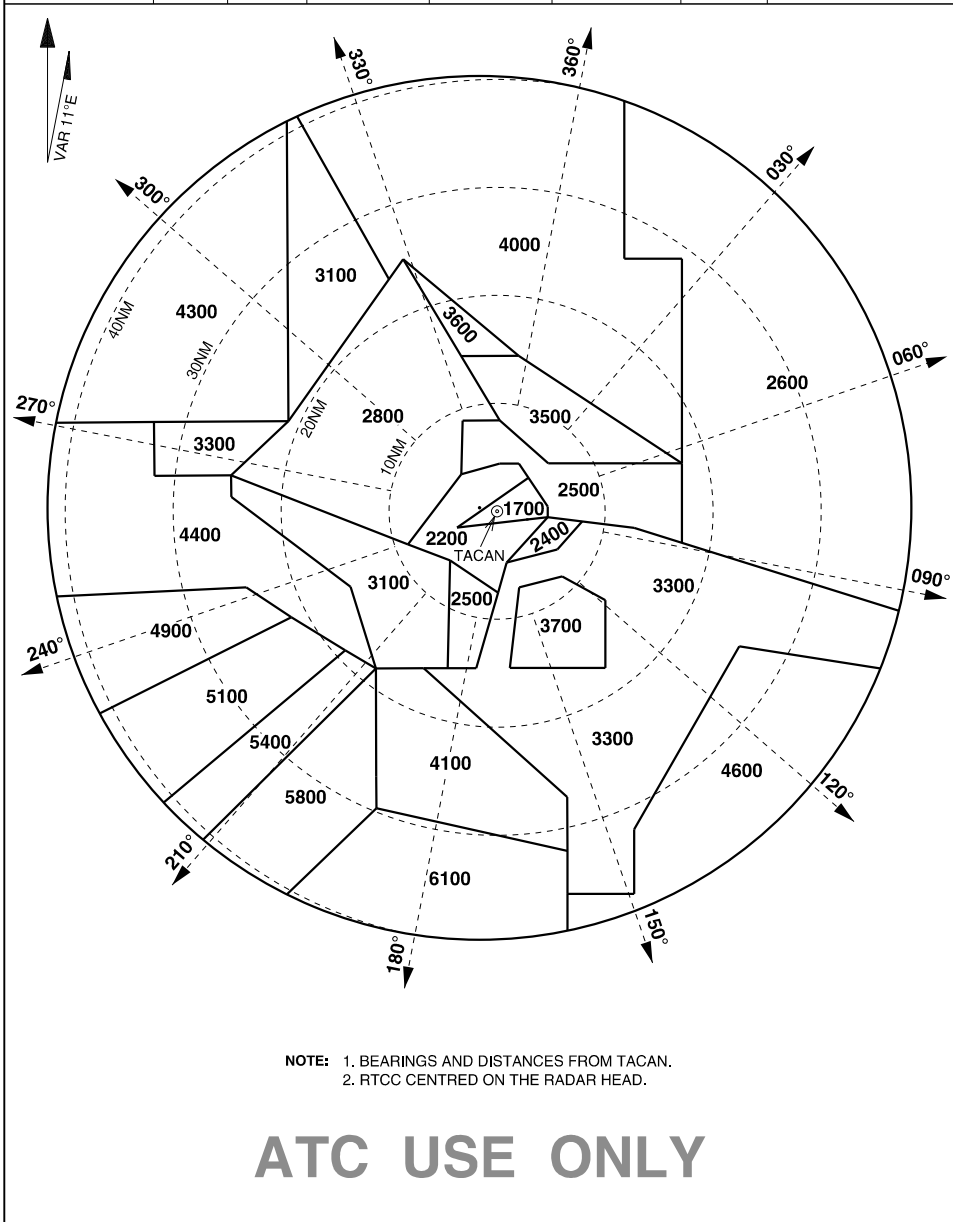
S27 38.44 E152 42.71  
 PANS-OPS, WGS 84

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

## ATC USE ONLY

CHANGES: ATIS FREQ  
**07 NOV 19**

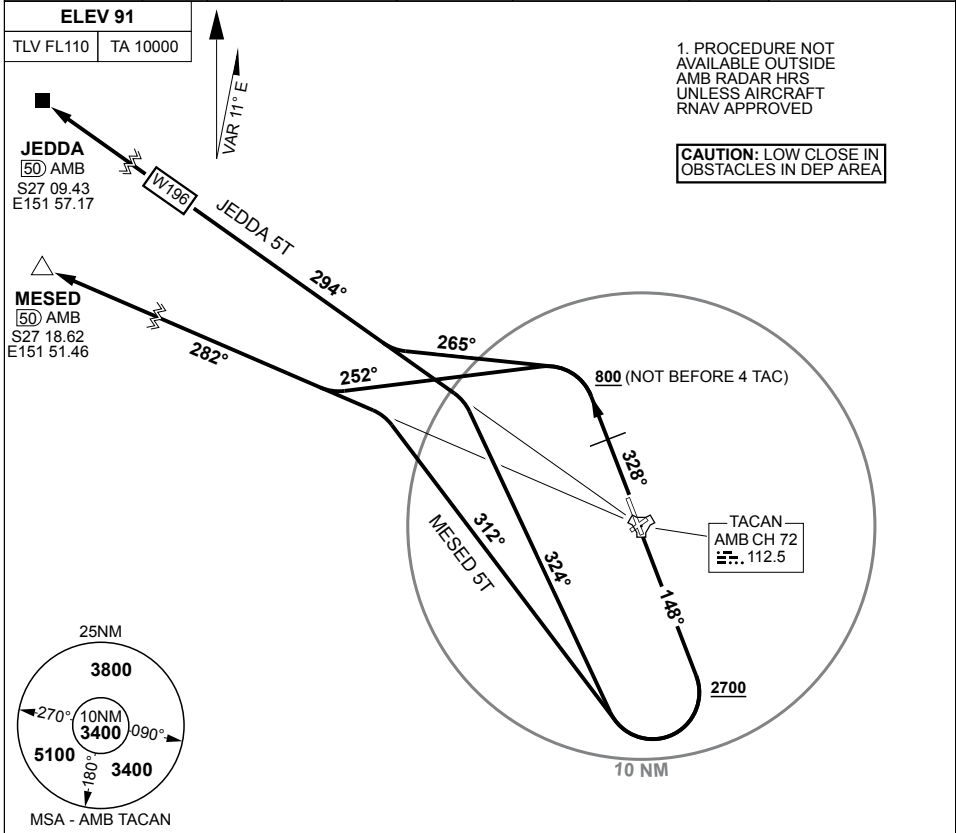
AIS-AF  
 MILITARY USE ONLY

**AMBERLEY (YAMB)**  
 RTCC

# 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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**JEDDA FIVE TANGO**

**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 FIVE TANGO**

**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: CAUTION NOTE

S27 38.44 E152 42.71

**19 MAR 26**

**AIS-AF  
MILITARY USE ONLY**

**AMBERLEY (YAMB)  
SID NORTH WEST**

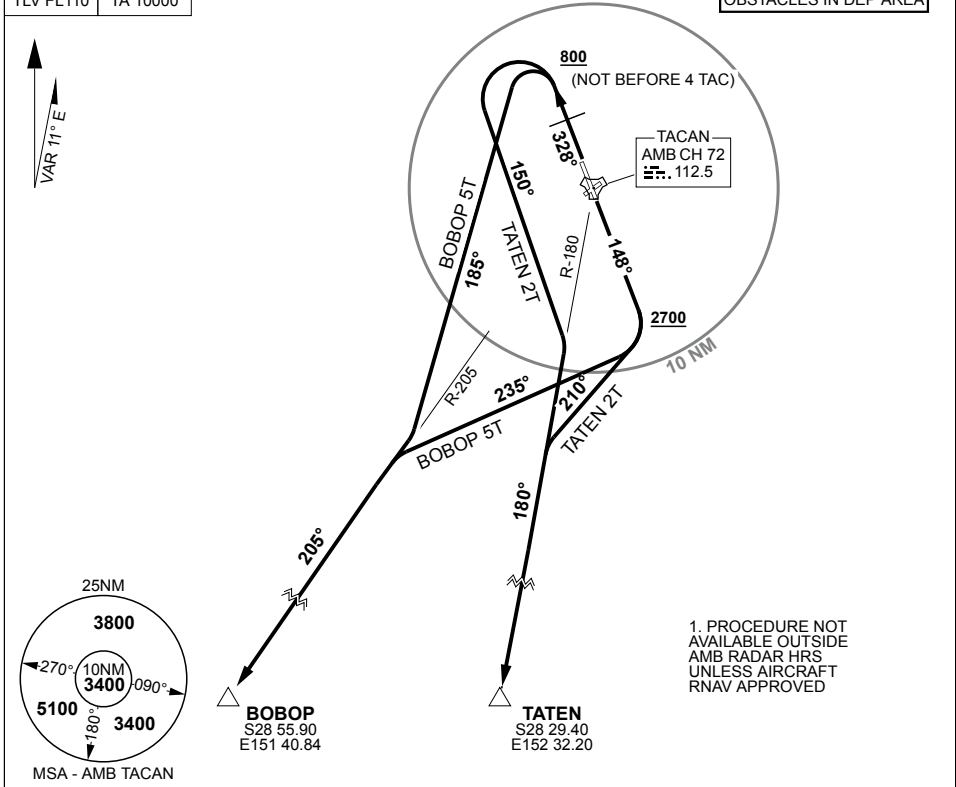
# SID SOUTH AMBERLEY (YAMB)

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

**CAUTION: LOW CLOSE IN  
OBSTACLES IN DEP AREA**



## BOBOP FIVE TANGO

### 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 TWO TANGO

### 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: CAUTION NOTE

**19 MAR 26**

S27 38.44 E152 42.71

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

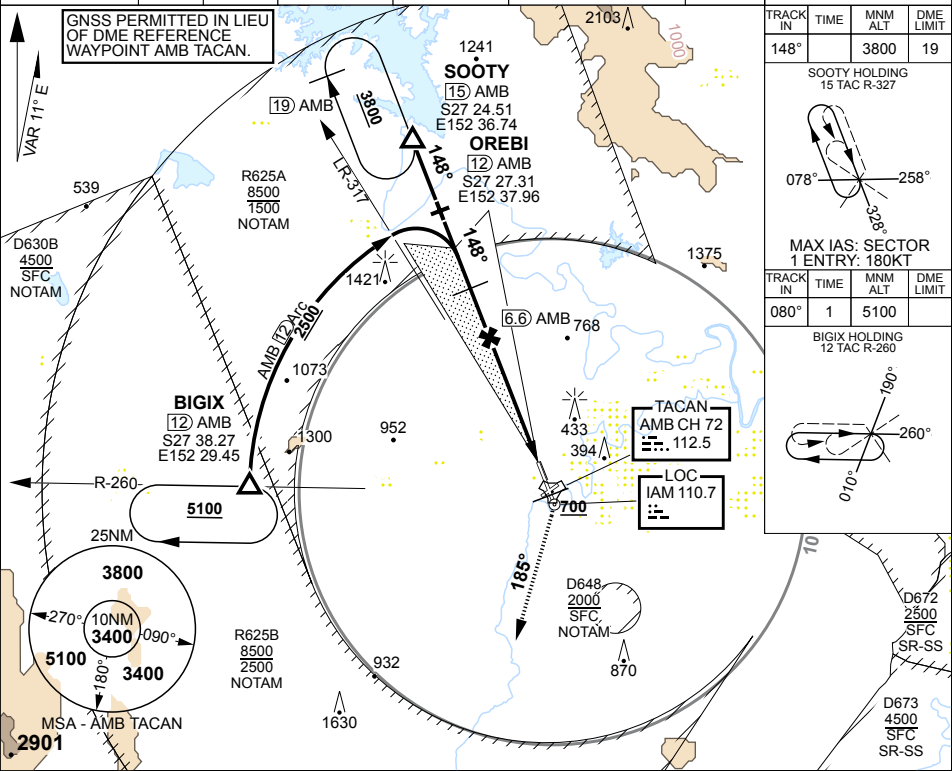
LOC IAM 110.7	APCH CRS 148°	RWY LDG THR ELEV 85 AD ELEV 91
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PANS-OPS, WGS-84

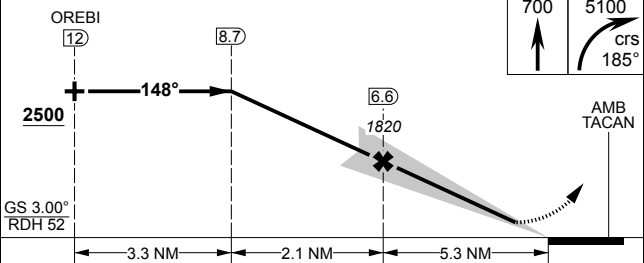
# ILS-Y RWY 15 AMBERLEY (YAMB)

1. SOOTY HOLDING TOLERANCES NOT CONTAINED WITHIN AMB RESTRICTED AIRSPACE. MISSED APPROACH: TRACK 148°, AT 700FT TURN RIGHT, TRACK 185°, CLIMB TO 5100FT.

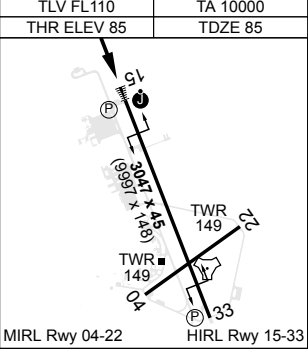
ATIS/AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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AMB TAC	8.7	8	7	6	5	4	3	2.1										
ALTITUDE	2500	2260	1950	1630	1310	990	670	400										



CATEGORY	A		B		C		D					
S-ILS 15	400				315		800m					
CIRCLING	790	699	2000m	890	799	2400m	1090	999	4000m	1550	1459	5000m



CHANGES: SI MINIMA, REMOVED CIRCLING REST. S27 38.44 E152 42.71

19 MAR 26

AIS-AF  
MILITARY USE ONLY

## AMBERLEY (YAMB) ILS-Y RWY 15

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

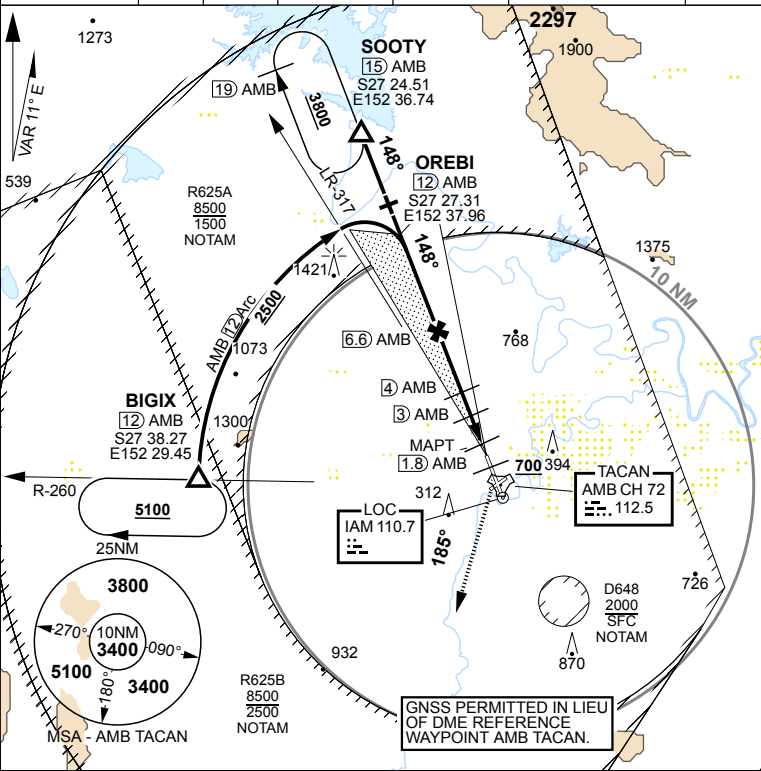
# LOC-Y RWY 15 AMBERLEY (YAMB)

1. SOOTY HOLDING TOLERANCES NOT CONTAINED WITHIN AMB RESTRICTED AIRSPACE.

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

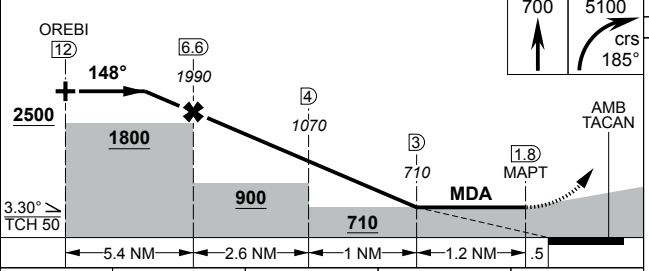
ATIS/AWIS (AH) 123.3 316.2	ACD 134.6	SMC 129.35	TWR 118.3 264.6	APP 126.2 335.8	AFRU(AH)/PAL/CTAF 118.3	FIA(BN) 121.2
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ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



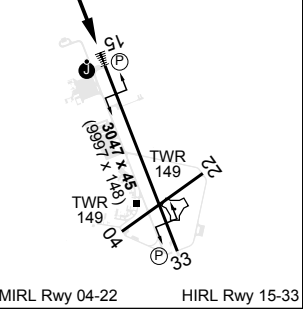
TRACK IN	TIME	MNM ALT	DME LIMIT
148°		3800	19
SOOTY HOLDING 15 TAC R-327			
MAX IAS: SECTOR 1 ENTRY: 180KT			
TRACK IN	TIME	MNM ALT	DME LIMIT
080°	1	5100	
BIGIX HOLDING 12 TAC R-260			

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



TLV FL110	TA 10000
THR ELEV 85	TDZE 85

CATEGORY	A				B				C				D			
S-LOC 15	710				619				2300m							
CIRCLING	790	699	2000m	890	799	2400m	1090	999	4000m	1550	1459	5000m				



CHANGES: REMOVED CIRCLING RESTRICTION S27 38.44 E152 42.71

**19 MAR 26**

## AMBERLEY (YAMB) LOC-Y RWY 15

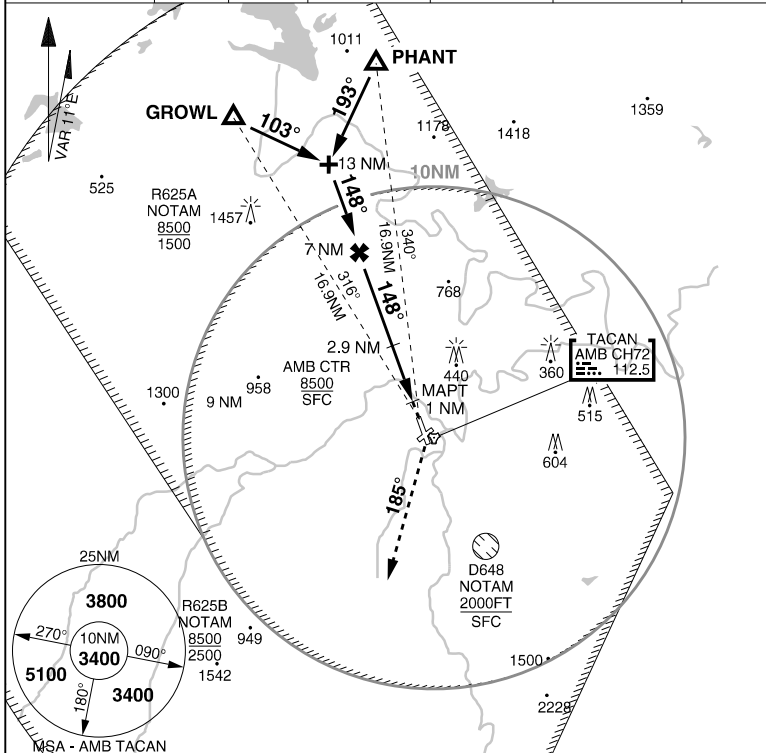
AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

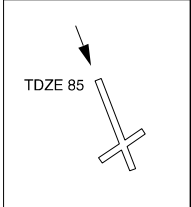
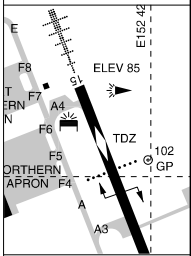
ARA RWY 15  
AMBERLEY (YAMB)

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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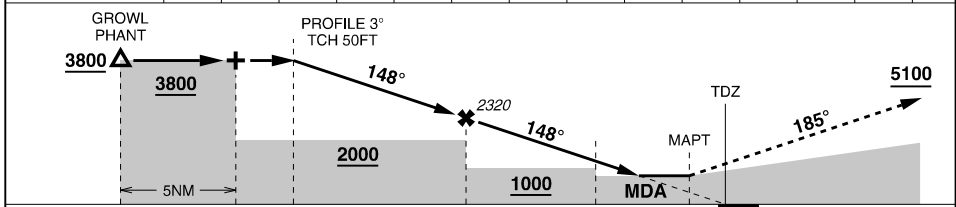


<b>GROWL</b>	S27 23.3195 E152 31.9577
<b>PHANT</b>	S27 20.7493 E152 39.3598
<b>IF</b>	S27 25.3393 E152 37.0997
<b>FAF</b>	S27 30.9038 E152 39.5233
<b>TDZ</b>	S27 37.4460 E152 42.3780



<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. TDZ ON RWY C/L 283M PAST LDG THR

CHANGES: CIRCLING RESTRICTION REMOVED, EDITORIAL

19 MAR 26

AIS-AF  
MILITARY USE ONLY

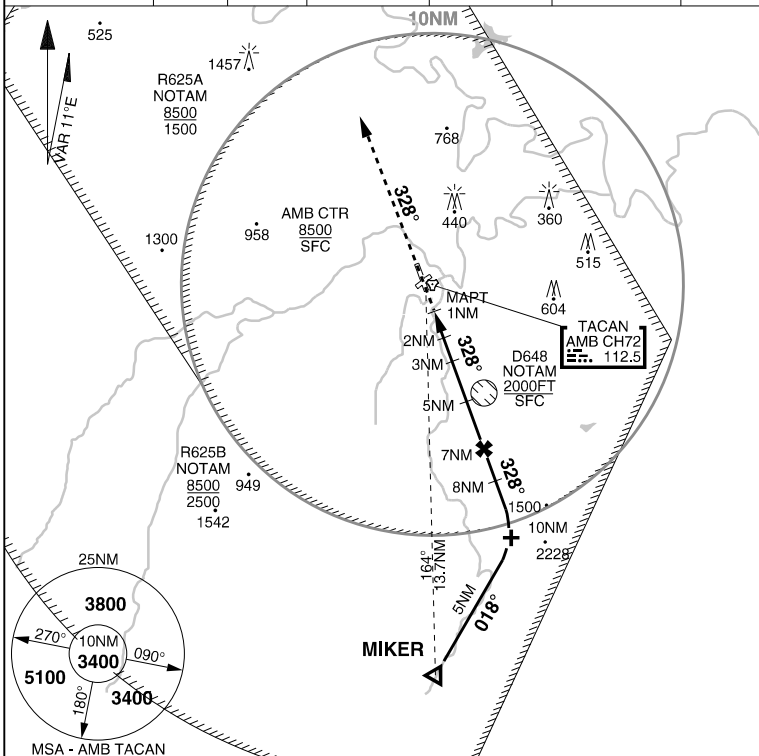
AMBERLEY (YAMB)  
ARA RWY 15

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

**MIKER** S27 52.3952  
E152 44.2637

**IF** S27 48.0183  
E152 47.0029

**FAF** S27 45.2156  
E152 45.7758

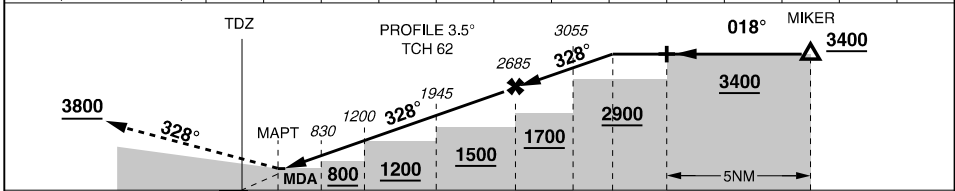
**TDZ** S27 38.6849  
E152 42.9198

**TDZE 91**

**ELEV 91**

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

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

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. TDZ ON RWY C/L 309M PAST LDG THR

CHANGES: CIRCLING RESTRICTION REMOVED, EDITORIAL

**19 MAR 26**

AIS-AF  
 MILITARY USE ONLY

**AMBERLEY (YAMB)**  
 ARA RWY 33

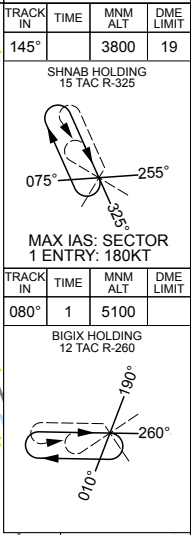
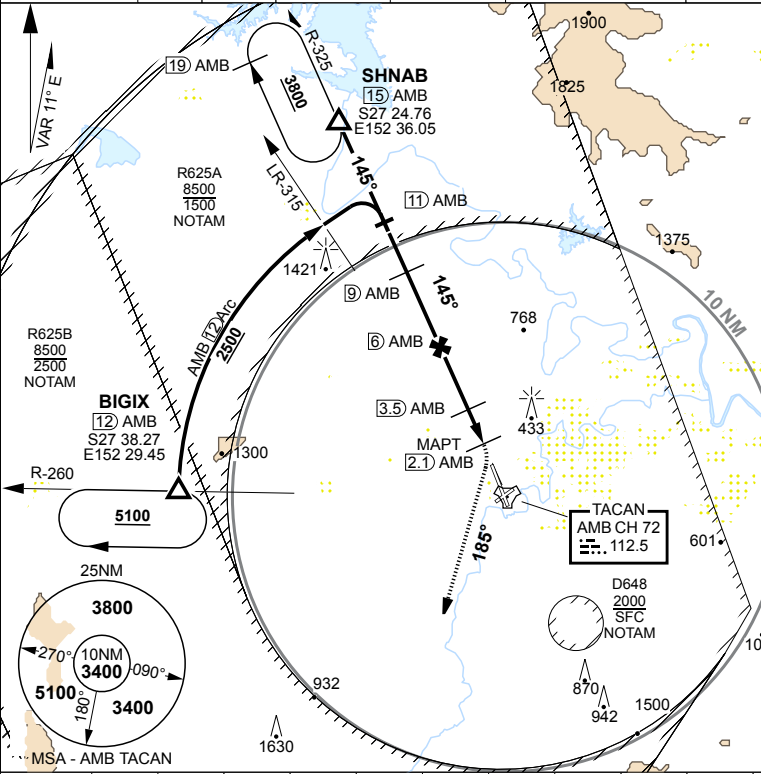
TACAN AMB Chan 72	APCH CRS 145°	RWY LDG 9997
		THR ELEV 85
		AD ELEV 91

PANS-OPS, WGS-84

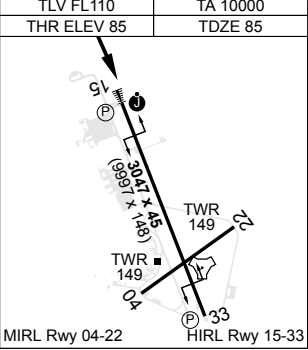
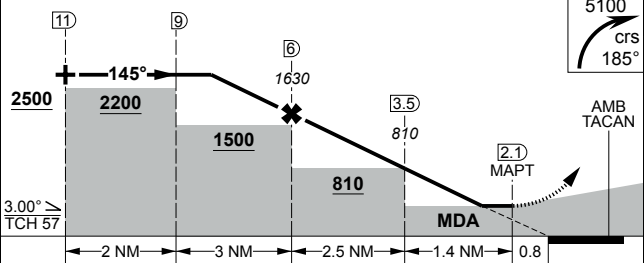
# TACAN RWY 15 AMBERLEY (YAMB)

1. 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	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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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	890 799 2400m	1090 999 4000m	1550 1459 5000m

CHANGES: REMOVED CIRCLING RESTRICTION S27 38.44 E152 42.71

19 MAR 26

AIS-AF  
MILITARY USE ONLY

## AMBERLEY (YAMB) TACAN RWY 15

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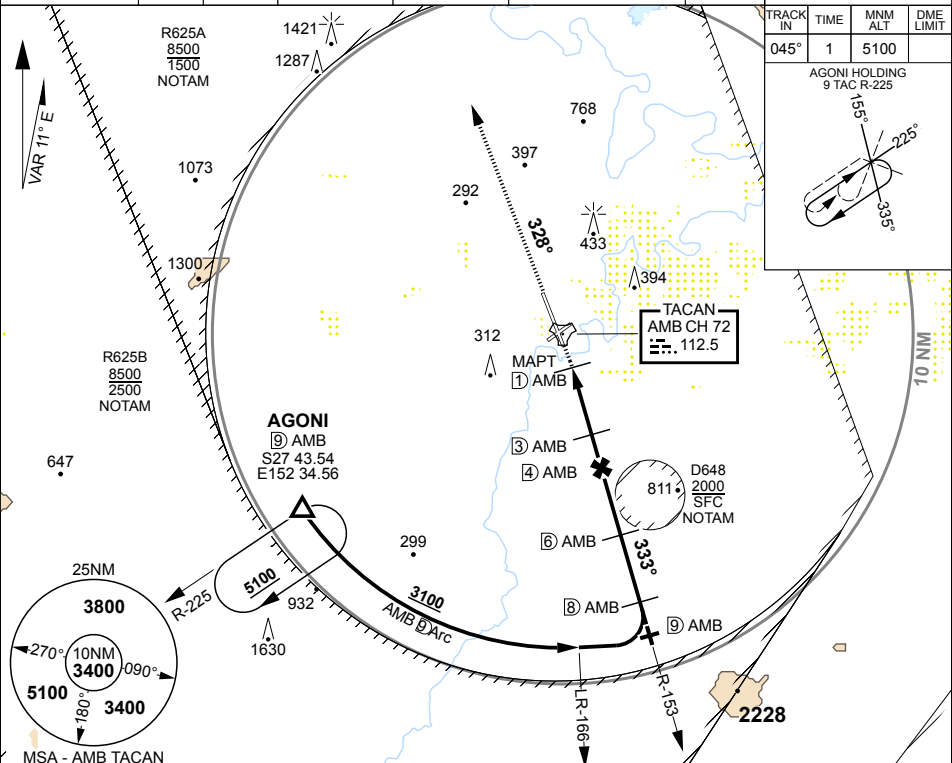
PANS-OPS, WGS-84

# TACAN RWY 33 AMBERLEY (YAMB)

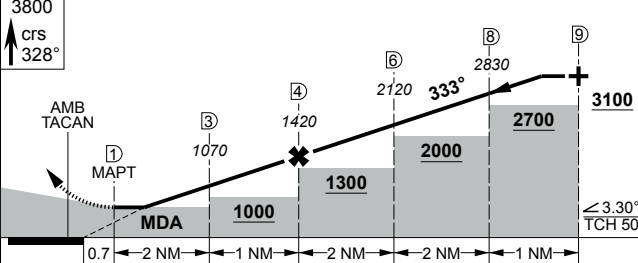
1. INTERMEDIATE GRADIENT (5.92% - 360FT/NM) EXCEEDS CRITERIA MAXIMUM. 3.3° DESCENT RECOMMENDED FOR CONSTANT RATE OF DESCENT.

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

ATIS/AWIS (AH) 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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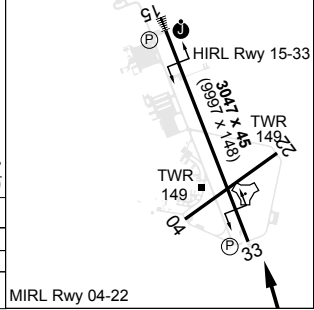


AMB TAC	2	3	4	5	6	7	8	8.8						
ALTITUDE	720	1070	1420	1770	2130	2480	2830	3100						



TLV FL110	TA 10000
THR ELEV 91	TDZE 91

CATEGORY	A	B	C	D
S-33	720	629	3600m	
CIRCLING	790 699 2000m	890 799 2400m	1090 999 4000m	1550 1459 5000m



CHANGES: REMOVED CIRCLING RESTRICTION  
**19 MAR 26**

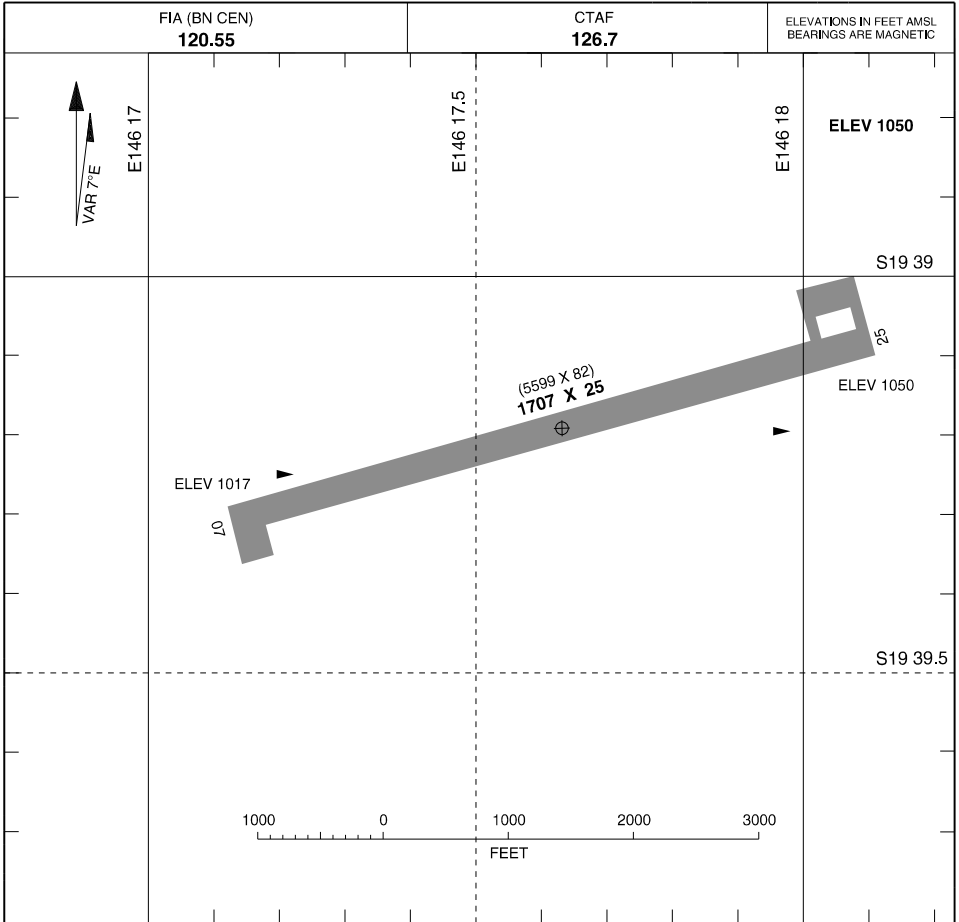
S27 38.44 E152 42.71  
AIS-AF  
MILITARY USE ONLY

# AMBERLEY (YAMB) TACAN RWY 33

MILITARY USE ONLY

# AERODROME CHART BENING FIELD (YBEG)

S19 39.20 E146 17.62  
PANS-OPS, WGS 84



FIA (BN CEN)  
**120.55**

CTAF  
**126.7**

ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC

VAR 7°E

E146 17

E146 17.5

E146 18

ELEV 1050

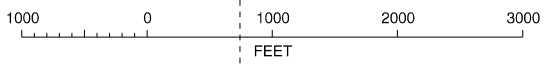
S19 39

(5599 X 82)  
**1707 X 25**

ELEV 1050

ELEV 1017

S19 39.5



### LIGHTING

### NOTES

RWY	APPROACH	THR	RUNWAY
<b>07</b> (67°)	NIL	NIL	NIL
<b>25</b> (247°)	NIL	NIL	NIL

1. CAUTION: MILITARY TROOPS AND VEHICLES MAY BE ON AIRSTRIIP
2. CAUTION: ANIMAL HAZARD
3. RWY SLOPES UP TO THE EAST
4. RWY SURFACE: GRAVEL

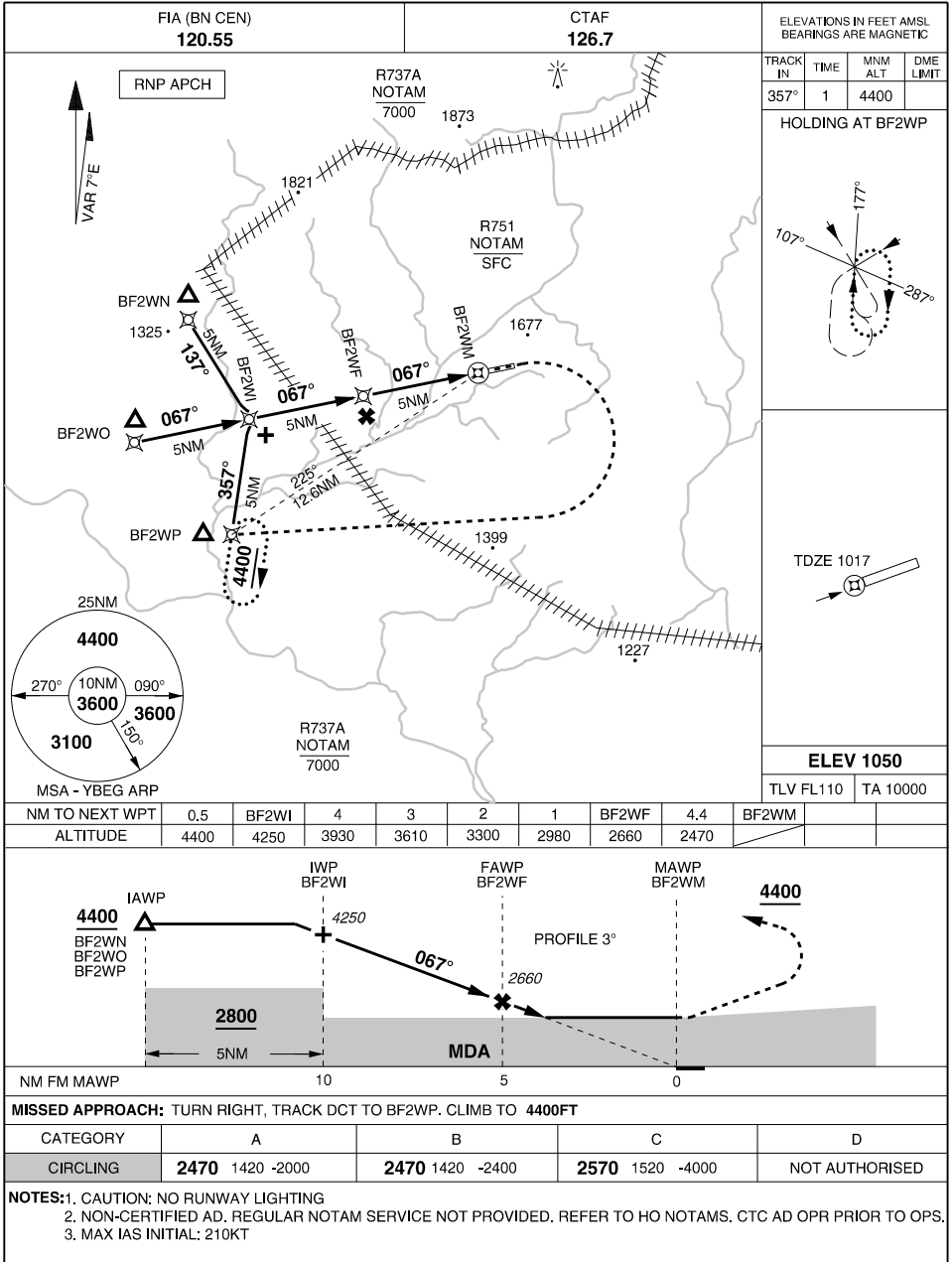
CHANGES: AD ELEV, THR ELEV, RWY DIMENSIONS, BRG

**09 JUL 26**

**AIS-AF  
MILITARY USE ONLY**

**BENING FIELD (YBEG)  
AERODROME CHART**

RNP W  
**BENING FIELD (YBEG)**



CHANGES: AD ELEV, TDZE, ALT

**09 JUL 26**

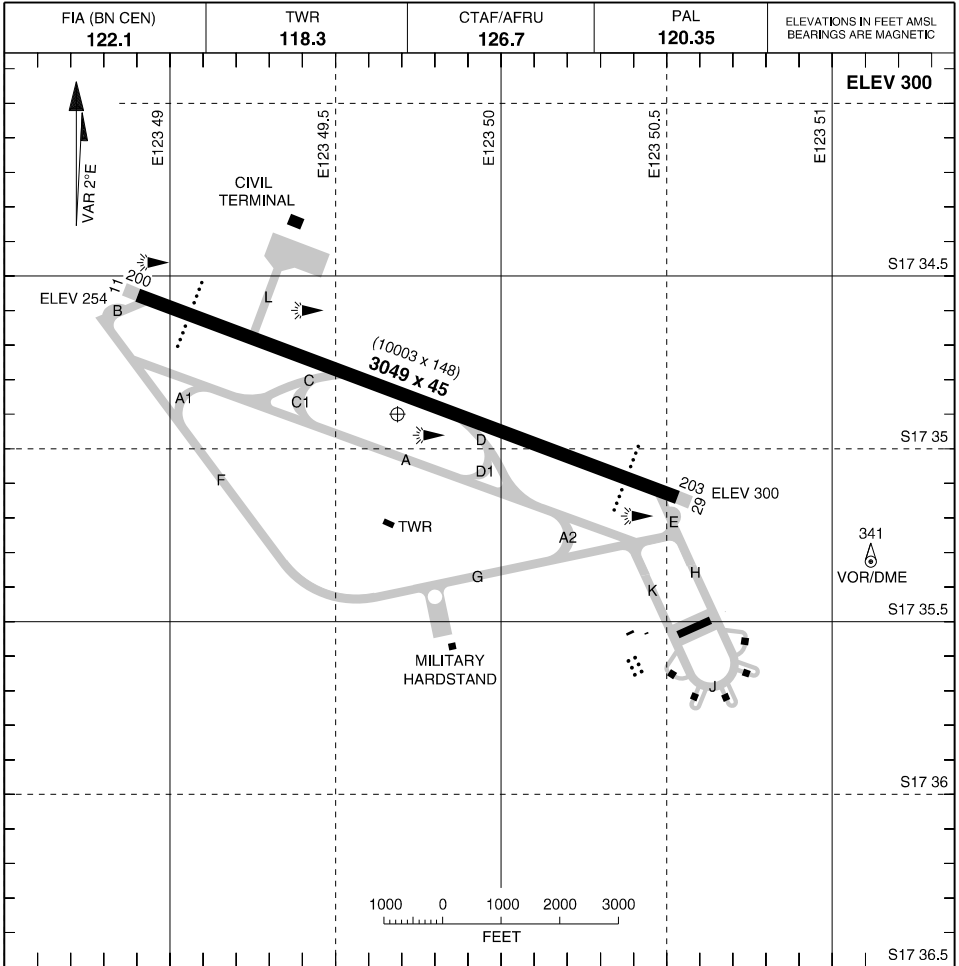
AIS-AF  
MILITARY USE ONLY

**BENING FIELD (YBEG)**  
RNP W

MILITARY USE ONLY

AERODROME CHART  
CURTIN (YCIN)

S17 34.89 E123 49.69  
PANS-OPS, WGS 84



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

CHANGES: EDITORIAL  
**17 JUN 21**

AIS-AF  
MILITARY USE ONLY

**CURTIN (YCIN)**  
AERODROME CHART

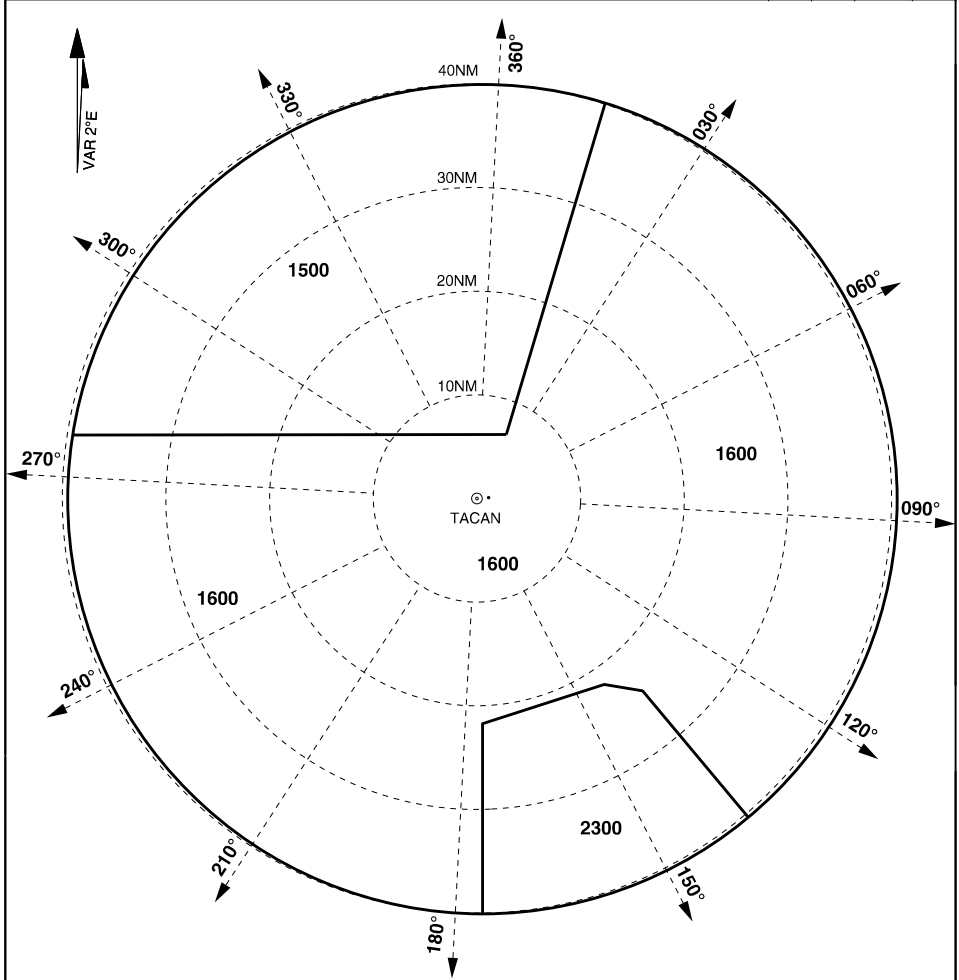
S17 34.89 E123 49.69  
PANS-OPS, WGS 84

MILITARY USE ONLY

# ATC USE ONLY

RTCC  
CURTIN (YCIN)

FIA (BN CEN) <b>122.1</b>	TWR <b>118.3</b>	CTAF/AFRU <b>126.7</b>	PAL <b>120.35</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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- NOTES:**
1. BEARINGS AND DISTANCES FROM TACAN
  2. TACAN CTN PSN S17 34 40.7, E123 49 45.4
  3. RTCC CENTRED ON THE RADAR HEAD
  4. RADAR HEAD PSN S17 34 42.6, E123 50 15.3
  5. PROCEDURE ACTIVATED BY NOTAM
  6. CHECK NOTAM FOR TACAN FREQUENCY

# ATC USE ONLY

CHANGES: TAC/RADAR PSN NOTES

**13 JUL 23**

AIS-AF  
MILITARY USE ONLY

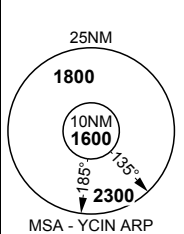
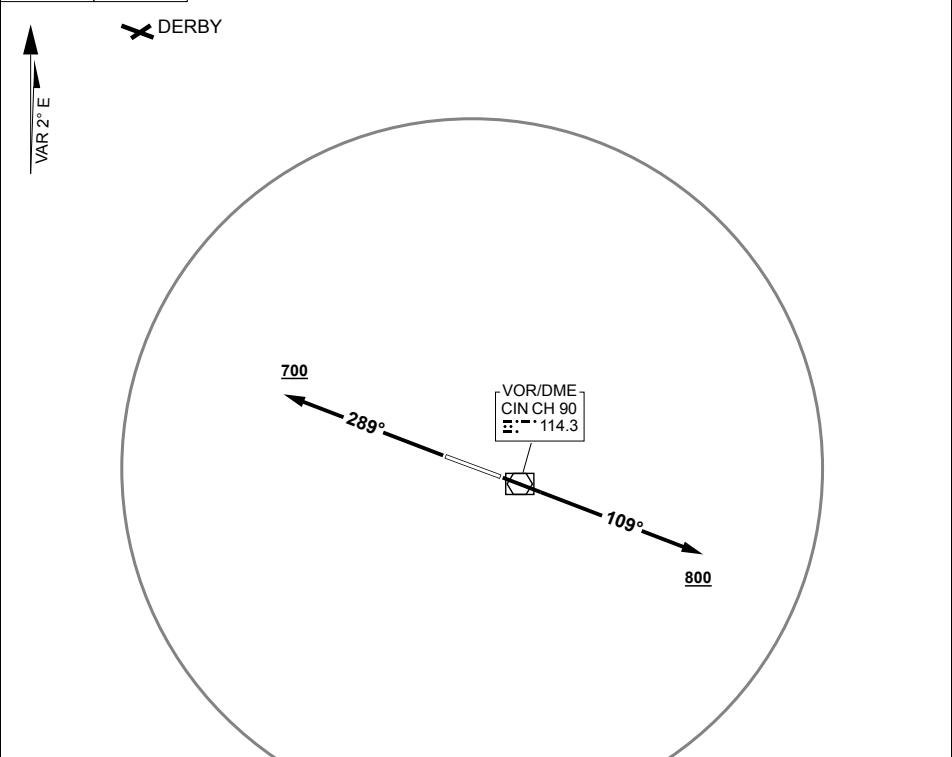
**CURTIN (YCIN)**  
RTCC

# 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

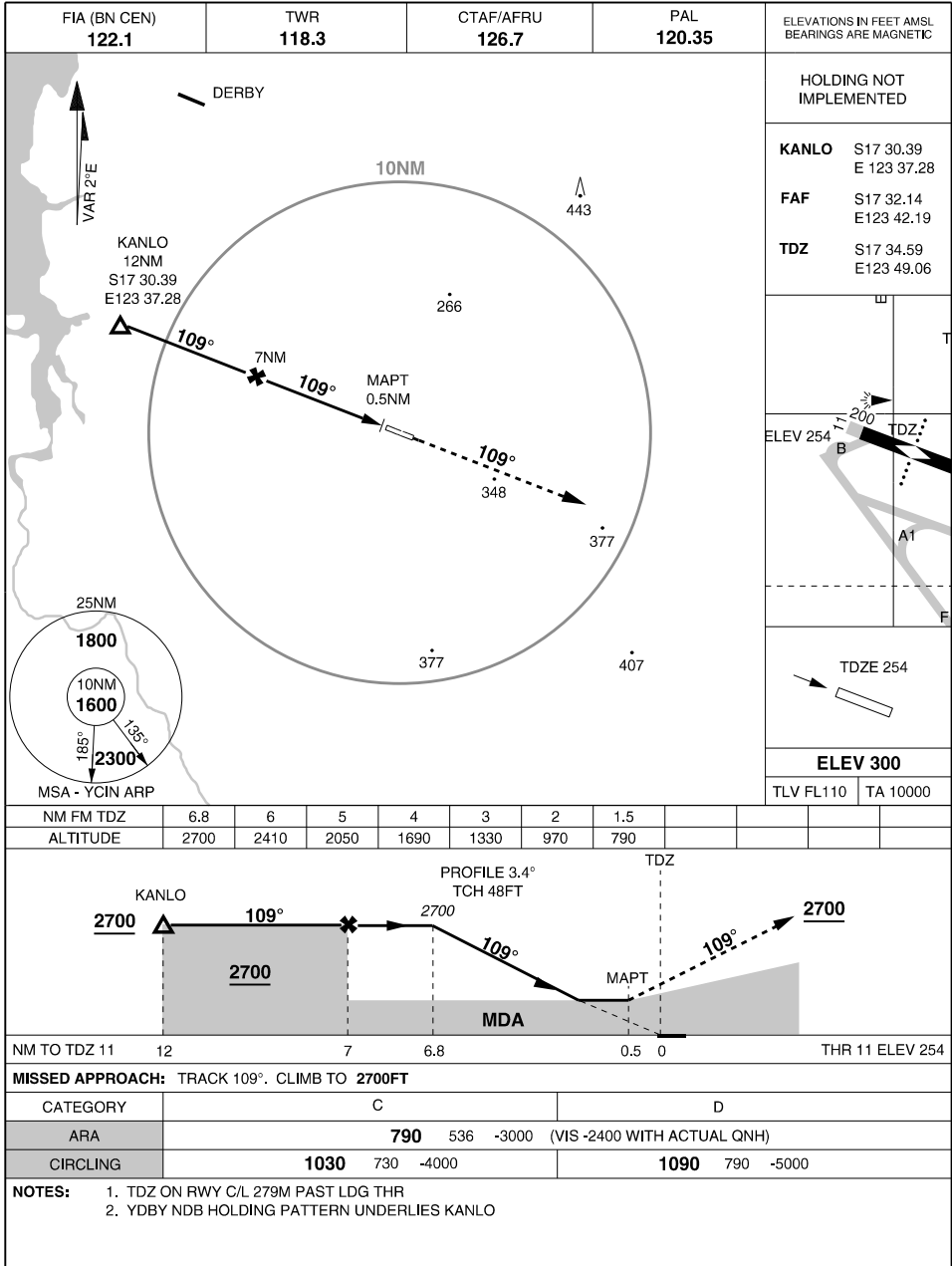
**AIS-AF  
 MILITARY USE ONLY**

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

MILITARY USE ONLY

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

ARA RWY 11  
CURTIN (YCIN)



CHANGES: RWY END DIAGRAM

**20 MAR 25**

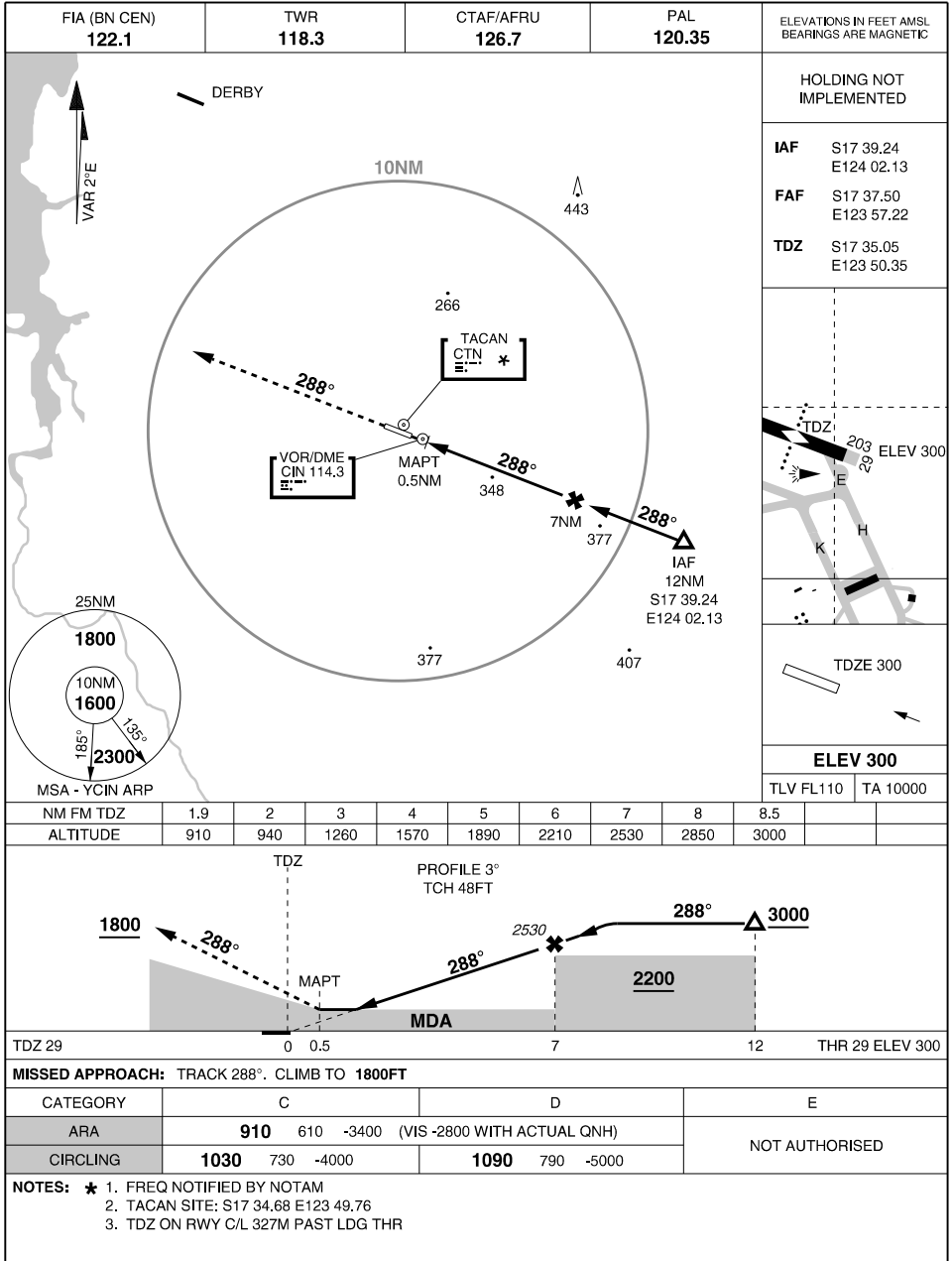
AIS-AF  
MILITARY USE ONLY

**CURTIN (YCIN)**  
ARA RWY 11

MILITARY USE ONLY

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

ARA RWY 29  
CURTIN (YCIN)



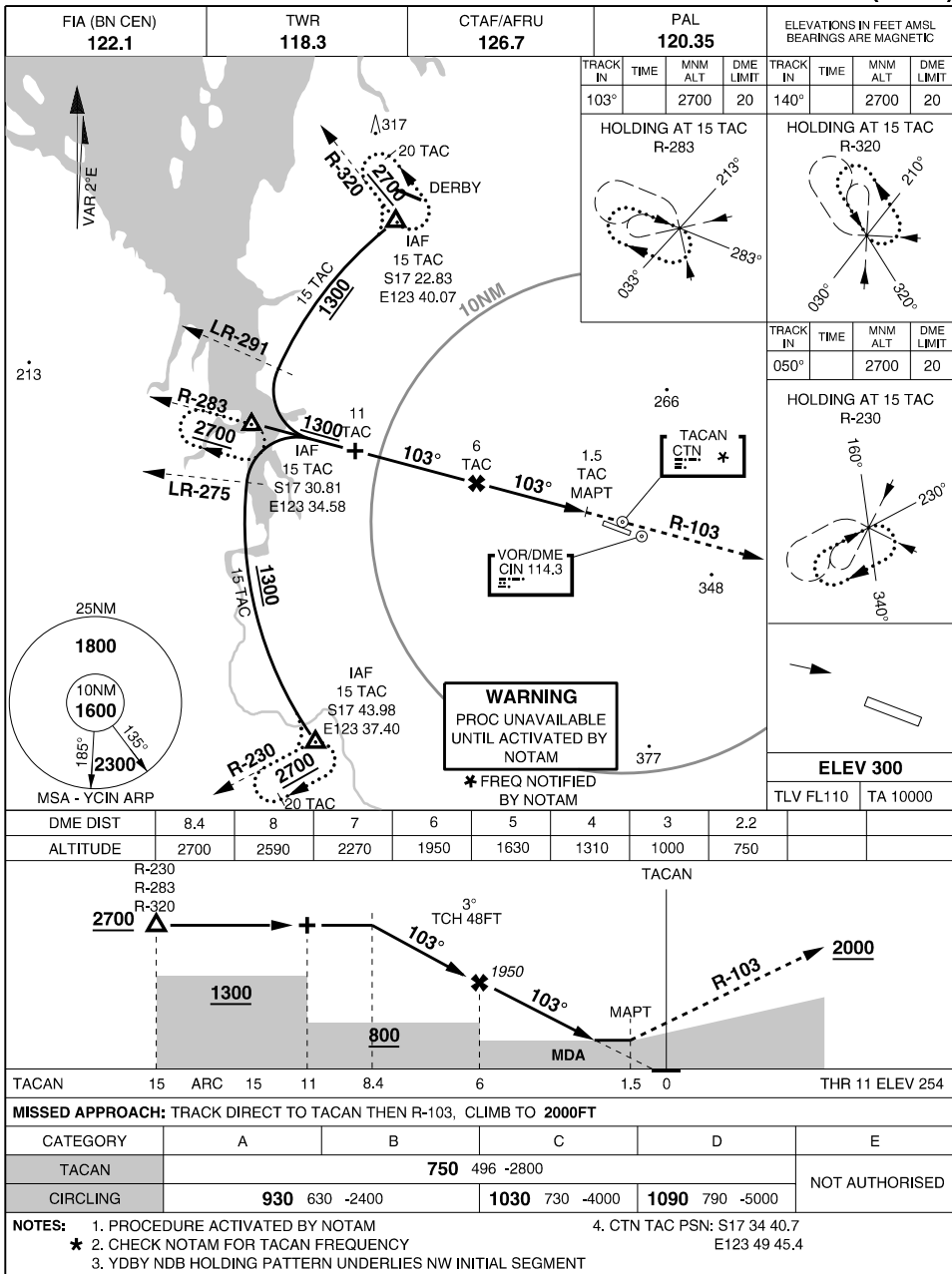
CHANGES: RWY END DIAGRAM

**20 MAR 25**

AIS-AF  
MILITARY USE ONLY

**CURTIN (YCIN)**  
ARA RWY 29

S17 34.89 E123 49.69  
PANS-OPS, WGS 84



CHANGES: REVISED PROC

13 JUL 23

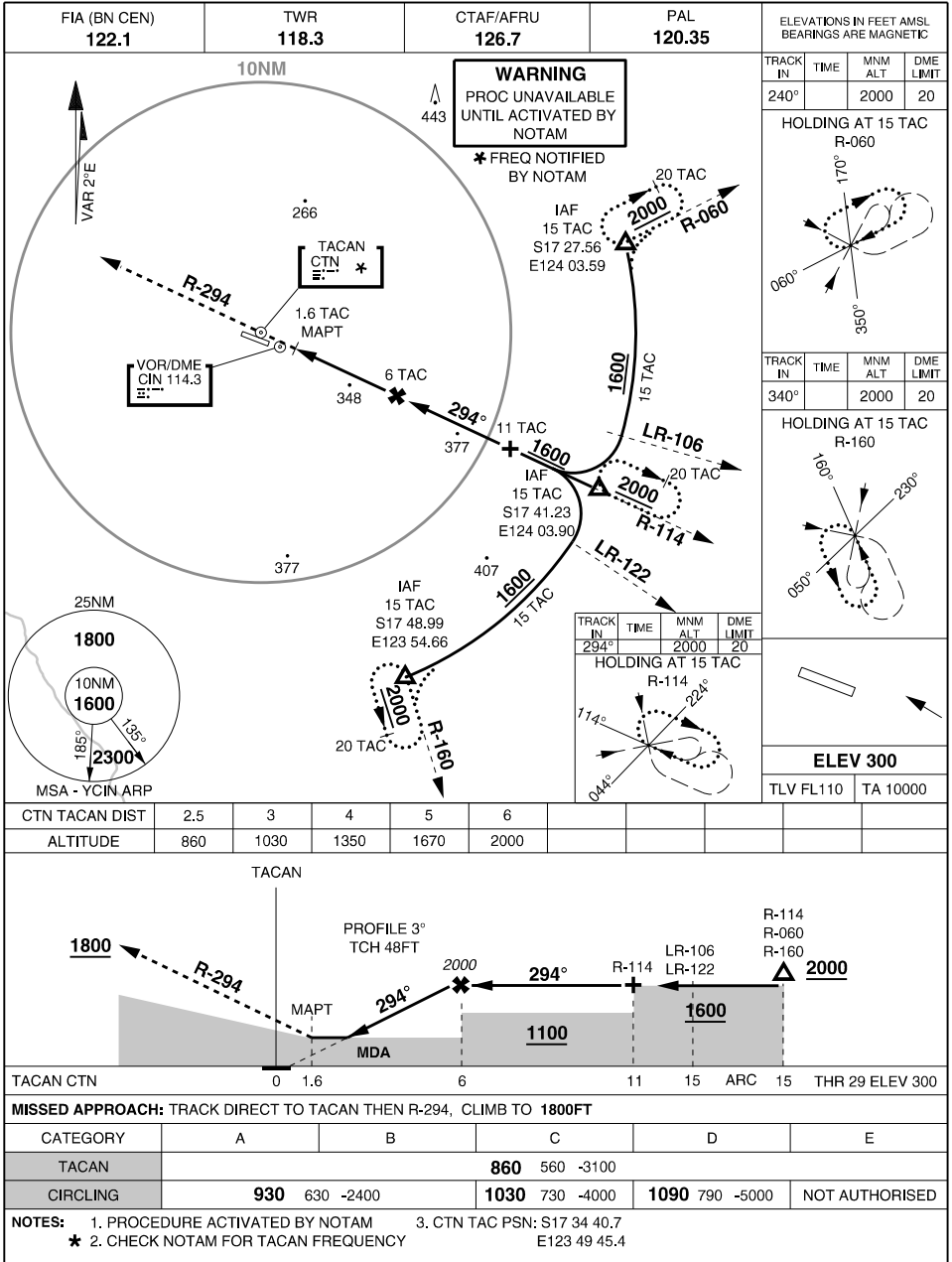
AIS-AF  
MILITARY USE ONLY

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**

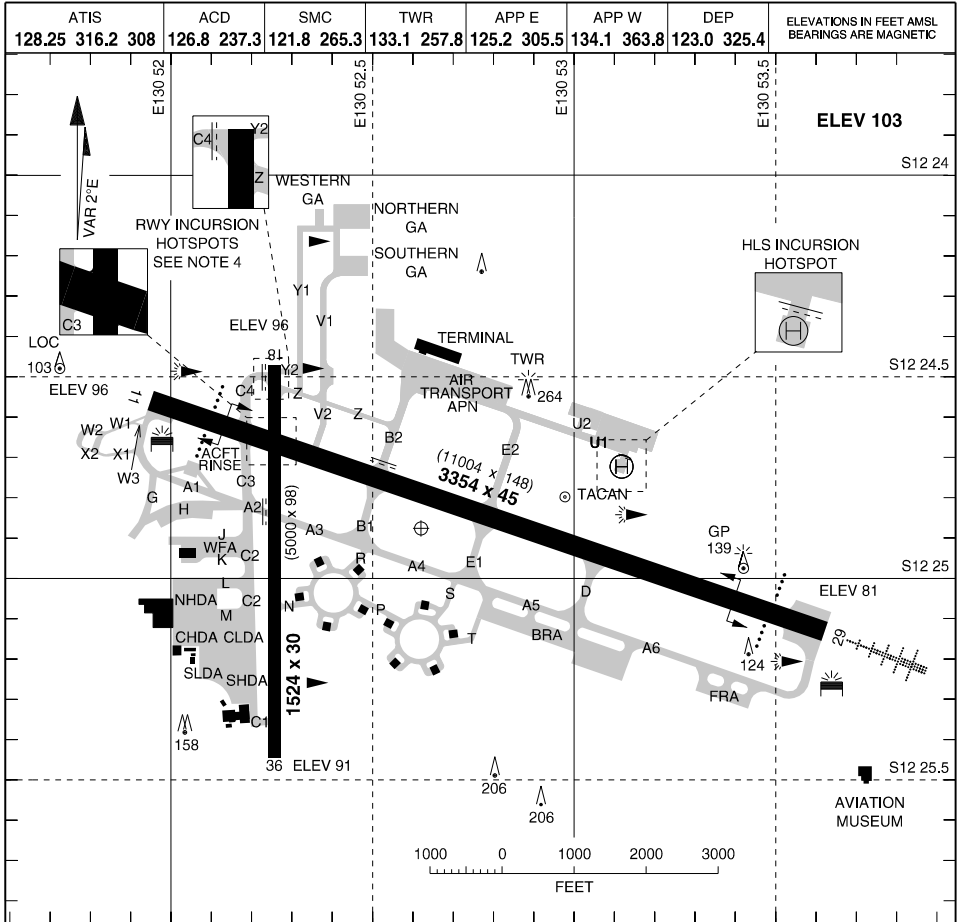
AIS-AF  
MILITARY USE ONLY

**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> (107°)	PAPI 3.00° 65FT	GREEN	HIRL (6)
<b>29</b> (287°)	HIAL (6) PAPI 3.00° 60FT	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**

- RWY LIGHTS POSITIONED 3FT FROM EDGE.
- LDA FOR LAHSO:  
FM THR RWY 29 TO RWS EDGE 18 / 36 - 2687M  
FM THR RWY 36 TO RWS EDGE 11 / 29 - 1146M.
- CIRCLING TO RWY 11 / 29 NOT APPROVED UNLESS RWY LIGHTS ARE AT STAGE 2 OR HIGHER
- 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.
- ROBERTSON BARRACKS (YRBK) CTAF 126.6, H24

CHANGES: MAGVAR, RWY 11/29 HDG

**09 JUL 26**

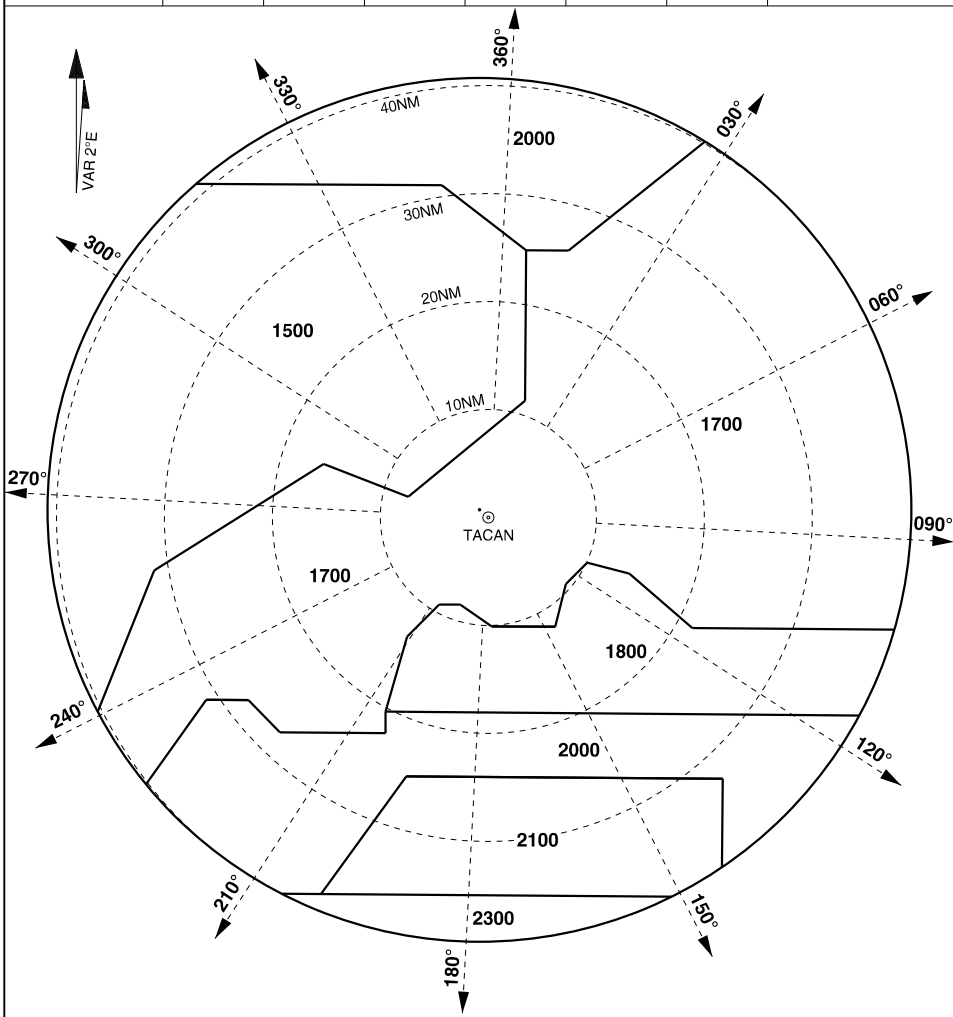
AIS-AF  
MILITARY USE ONLY

**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

09 JUL 26

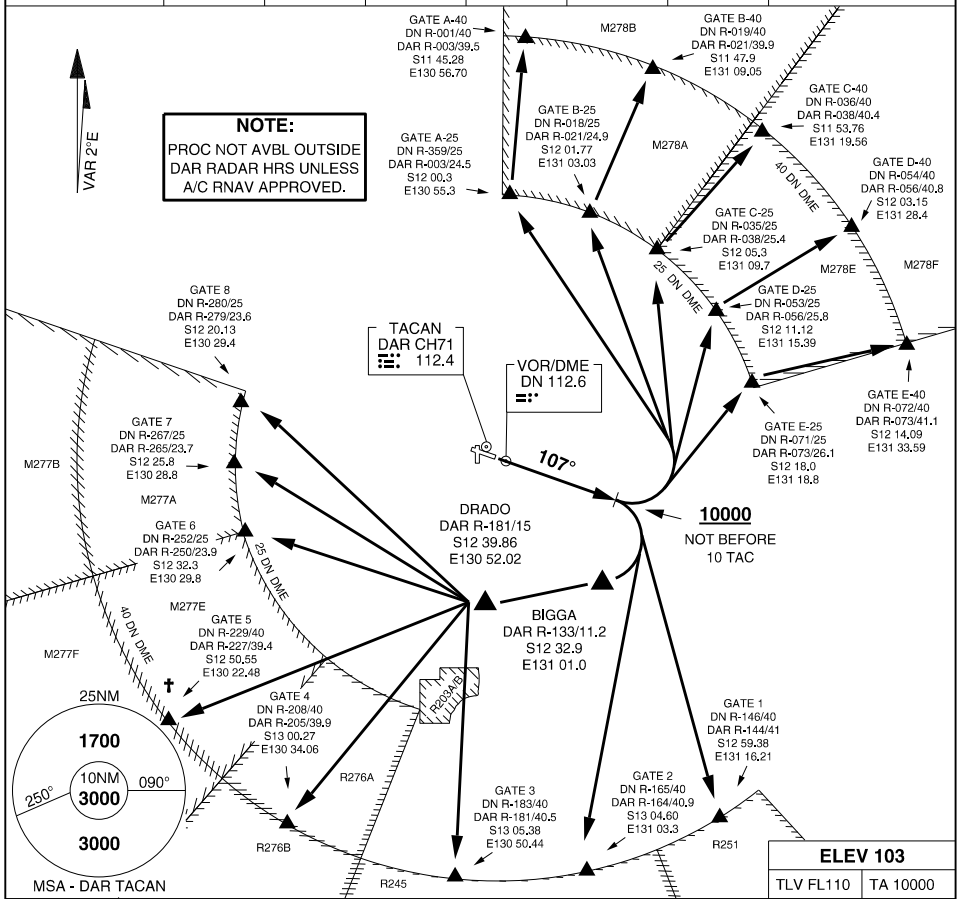
AIS-AF  
MILITARY USE ONLY

DARWIN INTL (YPDN)  
RTCC

S12 24.88 E130 52.61  
PANS-OPS, WGS 84

**SID RWY 11 (FAST JET 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	



**SPECIAL REQUIREMENT AND NOTES**

- † AIRCRAFT TRACKING VIA GATE 5 ARE TO REACH FL210 BY 37 TAC DAR / 37.7 DME DN IF UNABLE TO COMPLY, ADVISE ATC
- INITIAL CLIMB AT 3.3% BEFORE TURN IS PANSOPS COMPLIANT TO 3000 AND OR 10 TAC. THIS IS MIL FAST JET ONLY HIGHER CG AND BANK MAY BE REQUIRED TO MEET NOMINAL TRACK AND WPT REQUIREMENTS.

**RWY 11**  
**LIZARD FOUR DEPARTURE**

- DRADO (GATES 3-8)**
- GRAD 3.3%
  - TRACK 107°
  - AT OR ABV 10000FT, BUT NOT BFR 10 TAC, TURN RIGHT
  - TRACK TO BIGGA, THEN PROCEED TO DRADO
  - TRACK TO CLEARED GATE
  - GATE 5 REACH FL210 BY 37 TAC

**DIRECT (GATES A-E)**

- GRAD 3.3%
- TRACK 107°
- AT OR ABV 10000FT, BUT NOT BFR 10 TAC, TURN LEFT
- TRACK TO CLEARED GATE (DIRECT TO A-40 TO E-40 ON ATC DISCRETION ONLY)

**DIRECT (GATES 1 & 2)**

- GRAD 3.3%
- TRACK 107°
- AT OR ABV 10000FT, BUT NOT BFR 10 TAC TURN RIGHT, TRACK TO CLEARED GATE

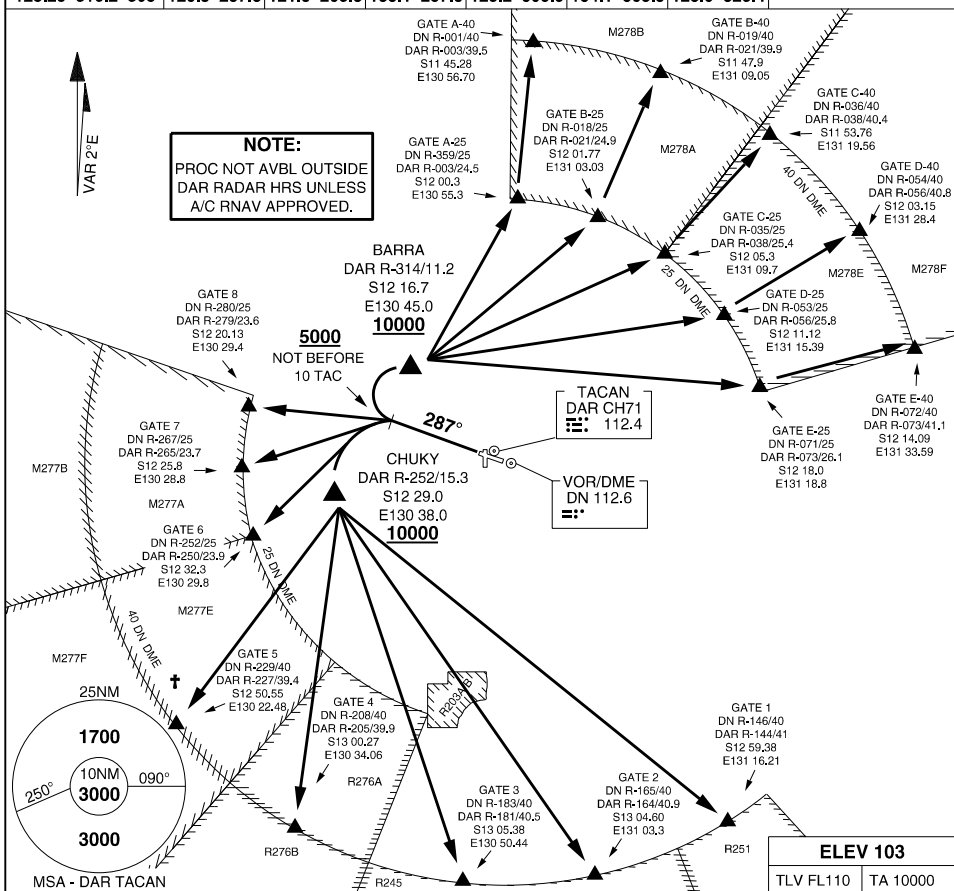
CHANGES: REVISED PROC  
**09 JUL 26**

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

**DARWIN INTL (YPDN)**  
**SID RWY 11 (FAST JET ONLY)**

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 5 ARE TO REACH FL210 BY 37 TAC DAR / 37.7 DME DN IF UNABLE TO COMPLY, ADVISE ATC
- INITIAL CLIMB AT 3.3% BEFORE TURN IS PANSOPS COMPLIANT TO 3000 AND OR 10 TAC. THIS IS MIL FAST JET ONLY HIGHER CG AND BANK MAY BE REQUIRED TO MEET NOMINAL TRACK AND WPT REQUIREMENTS.

**RWY 29  
TURTL THREE DEPARTURE**

- CHUKY (GATES 1-5)**
- GRAD 3.3%
  - TRACK 287°
  - AT OR ABV 5000FT, BUT NOT BFR 10 TAC, TURN LEFT
  - TRACK TO CHUKY
  - REACH 10000FT BY CHUKY
  - GATE 5 REACH FL210 BY 37 TAC

**BARRA (GATES A-E)**

- GRAD 3.3%
- TRACK 287°
- AT OR ABV 5000FT, BUT NOT BFR 10 TAC, TURN RIGHT
- TRACK TO BARRA, REACH 10000FT BY BARRA
- TRACK TO CLEARED GATE (DIRECT TO A-40 TO E-40 ON ATC DISCRETION ONLY)

**DIRECT (GATES 6,7,8)**

- GRAD 3.3%
- TRACK 287°
- AT OR ABV 5000FT, BUT NOT BFR 10 TAC
- TURN LEFT, TRACK TO CLEARED GATE

CHANGES: REVISED PROC

MILITARY USE ONLY

**DARWIN INTL (YPDN)**

**09 JUL 26**

AIS-AF

**SID RWY 29 (FAST JET ONLY)**

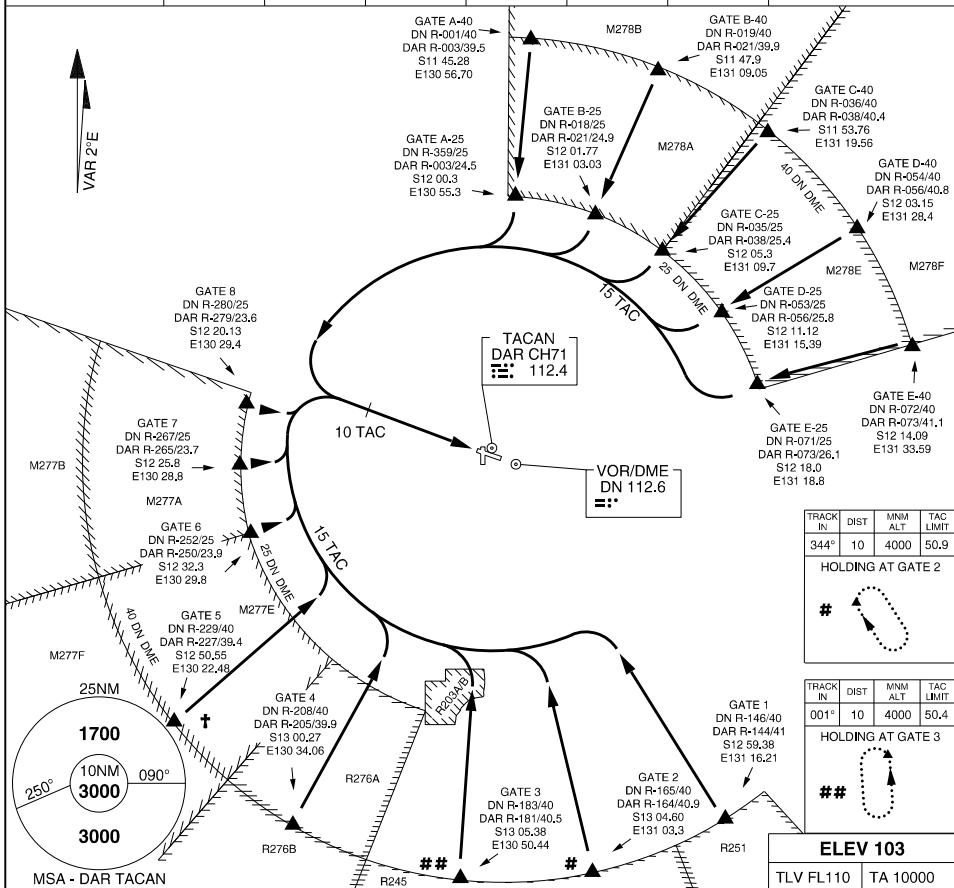
S12 24.88 E130 52.61  
PANS-OPS, WGS 84

# STAR RWY 11 (FAST JET ONLY)

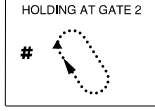
MILITARY USE ONLY

# DARWIN INTL (YPDN)

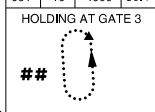
ATIS	ACD	SMC	TWR	APP E	APP W	DEP	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4	



TRACK IN	DIST	MNM ALT	TAC LIMIT
344°	10	4000	50.9



TRACK IN	DIST	MNM ALT	TAC LIMIT
001°	10	4000	50.4



<b>ELEV 103</b>	
TLV FL110	TA 10000

### DISCO FOUR ARRIVAL

- MAX IAS 250KT BY 20 TAC
- INTERCEPT ASSIGNED GATE PRIOR TO LEAVING ACTIVE MILITARY OPERATING/ 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 STRAIGHT-IN VISUAL APCH

### VMC I&P AND SI

- 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

### REQUIREMENTS AND NOTES

- ### • HOLDS AT GATE 2 AND 3
- † • GATE 5 TRANSIT ONLY BETWEEN FL210 AND FL240

### NOCOM PROCEDURE

- SQUAWK 7800 CONDUCT STAR TO DUTY RWY
- AT 40TAC DES TO 7000FT
- AT 30 TAC DES 4000FT JOIN STRAIGHT-IN APCH

CHANGES: REVISED PROC  
**09 JUL 26**

MILITARY USE ONLY  
AIS-AF

**DARWIN INTL (YPDN)**  
**STAR RWY 11 (FAST JET ONLY)**

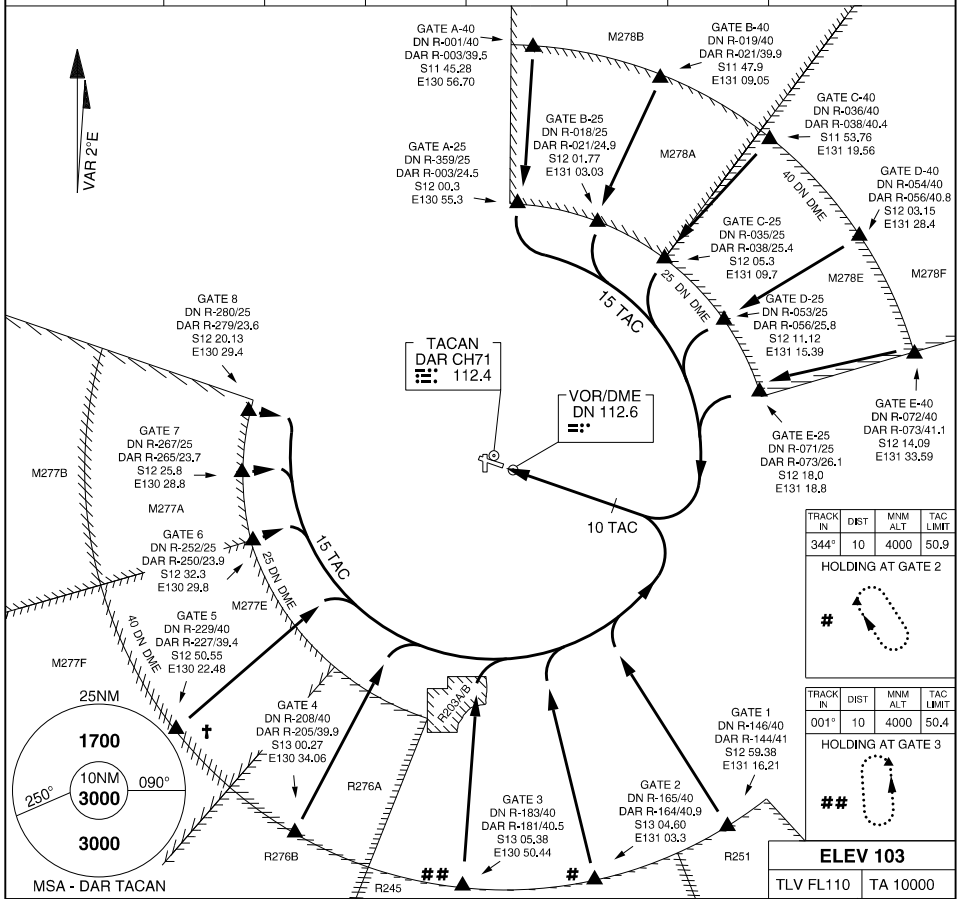
S12 24.88 E130 52.61  
PANS-OPS, WGS 84

# STAR RWY 29 (FAST JET ONLY) DARWIN INTL (YPDN)

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	



### PESEA FOUR ARRIVAL

- MAX IAS 250KT BY 20 TAC
- INTERCEPT ASSIGNED GATE PRIOR TO LEAVING ACTIVE MILITARY OPERATING/ RESTRICTED AREA
- FROM ASSIGNED GATE TRACK DCT DAR TAC
- INTERCEPT 15 TAC DAR ARC TO INBOUND TRACK RWY 29

### IMC

- MAKE TACAN OR VOR/DME RWY 29 APPROACH

### VMC

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

### VMC I&P AND SI

- 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 29

### REQUIREMENTS AND NOTES

- # # # • HOLDS AT GATE 2 AND 3
- † • GATE 5 TRANSIT ONLY BETWEEN FL210 AND FL240

### NOCOM PROCEDURE

- SQUAWK 7600 CONDUCT STAR TO DUTY RWY
- AT 40TAC DES TO 7000FT
- AT 30 TAC DES 4000FT JOIN STRAIGHT-IN APCH

CHANGES: REVISED PROC

**09 JUL 26**

MILITARY USE ONLY

AIS-AF

**DARWIN INTL (YPDN)**

**STAR RWY 29 (FAST JET ONLY)**

LOC IDN <b>109.7</b>	APCH CRS <b>287°</b>	RWY LDG THR ELEV <b>81</b> AD ELEV <b>103</b>
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# ILS-Y OR LOC-Y RWY 29 (USING DAR TACAN CH71)

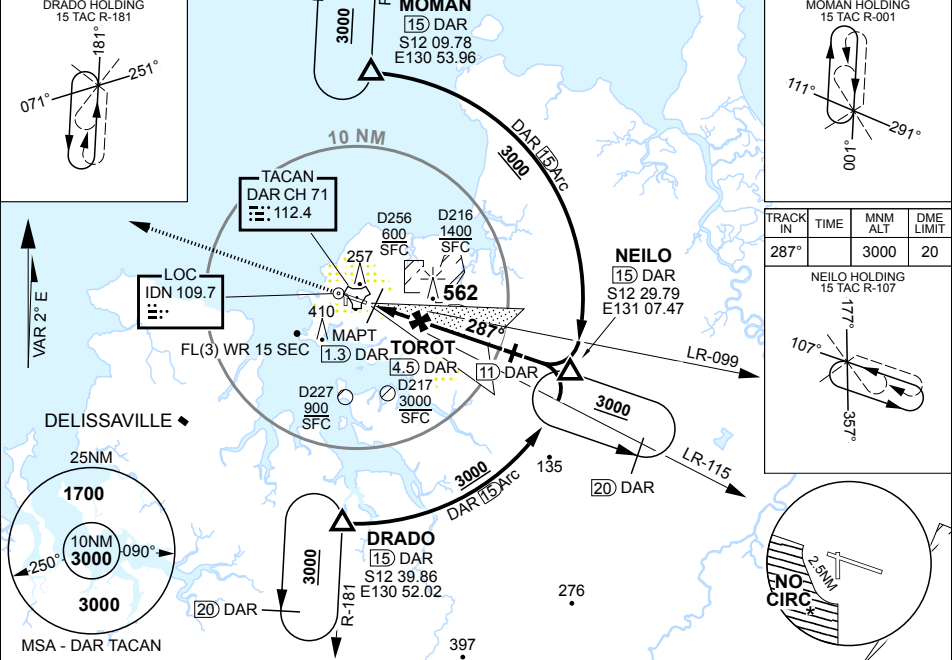
## PANS-OPS, WGS-84 DARWIN INTL (YPDN)

1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.  
 2. ACFT MAY BE RADAR VECTORED TO FINAL.

ALSF-1 MISSED APPROACH:  
 TRACK 287°. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

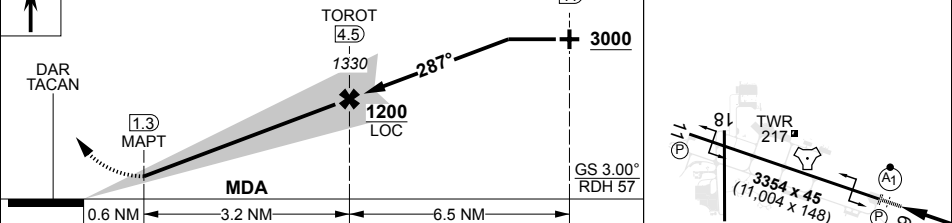
ATIS <b>128.25</b> <b>316.2 308</b>	ACD <b>126.8 237.3</b>	SMC <b>121.8 265.3</b>	TWR <b>133.1 257.8</b>	APP E <b>125.2 305.5</b>	APP W <b>134.1 363.8</b>	DEP <b>123.0 325.4</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TRACK IN 001°	TIME 3000	MNM ALT 20	DME LIMIT	GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT DAR TACAN	TRACK IN 181°	TIME 3000	MNM ALT 20	DME LIMIT
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DAR TAC	2.3	3	4	5	6	7	8	9	9.7				
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ALTITUDE	650	860	1180	1490	1810	2130	2450	2770	3000				
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CATEGORY	A	B	C	D	E
S-ILS 29	400				
S-LOC 29	650	569	2200m	319 (VIS -1700 WITH ACTUAL QNH)	
CIRCLING	790	687	2400m	900 797 4000m	1100 997 5000m
				1420 1317 7000m	

CHANGES: MAGVAR, FNA TR, MA TR, LEAD RDL, EDITORIAL S12 24.88 E130 52.61

## DARWIN INTL (YPDN)

### ILS-Y OR LOC-Y RWY 29 (USING DAR TACAN CH71)

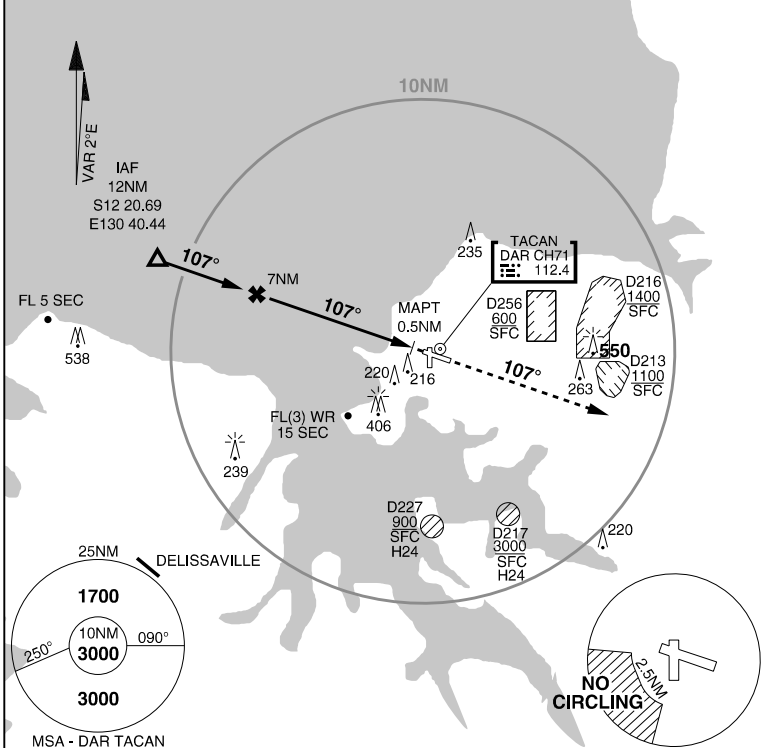
AIS-AF: MILITARY USE ONLY

MILITARY USE ONLY

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

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

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

**IAF** S12 20.69  
E130 40.44

**FAF** S12 22.32  
E130 45.27

**TDZ** S12 24.60  
E130 52.03

ELEV 96

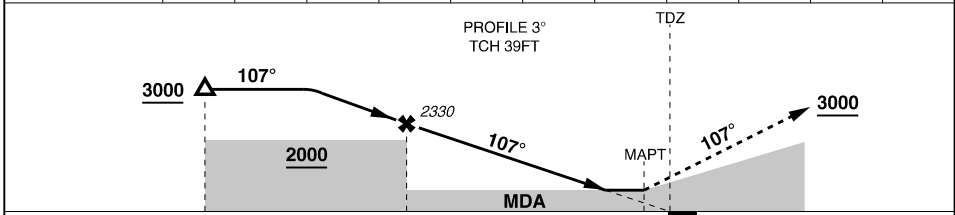
TDZ: C4

ACFT RINSE

ELEV 103

TLV FL110 TA 10000

NM FM TDZ	9.1	9	8	7	6	5	4	3	2	1.7
ALTITUDE	3000	2960	2640	2330	2010	1690	1370	1050	730	630



TDZ 11 12 7 0.5 0 THR 11 ELEV 96

**MISSED APPROACH: TRACK 106°. CLIMB TO 3000FT or AS DIRECTED BY ATC**

CATEGORY	C		D		E
ARA	630	527 -3000 (VIS -2400 WITH ACTUAL QNH)			NOT AUTHORISED
CIRCLING	900	797 -4000	1100	997 -5000	

**NOTES:** 1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.  
 2. TDZ ON RWY C/L 218M PAST LDG THR

CHANGES: MAGVAR, COORD, FNA TR, MA TR

**09 JUL 26**

AIS-AF  
 MILITARY USE ONLY

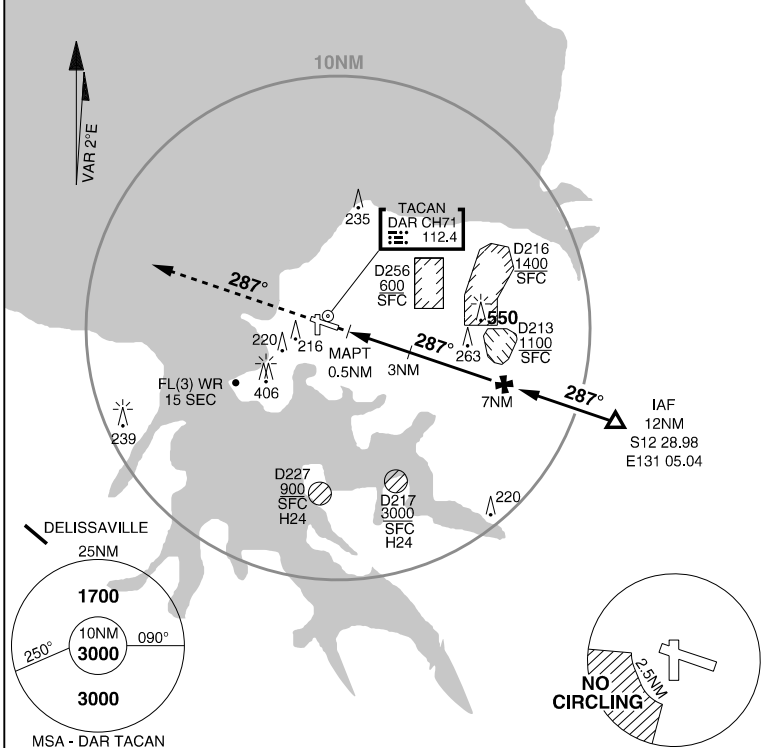
**DARWIN INTL (YPDN)**  
 ARA RWY 11

MILITARY USE ONLY

ARA RWY 29  
DARWIN INTL (YPDN)

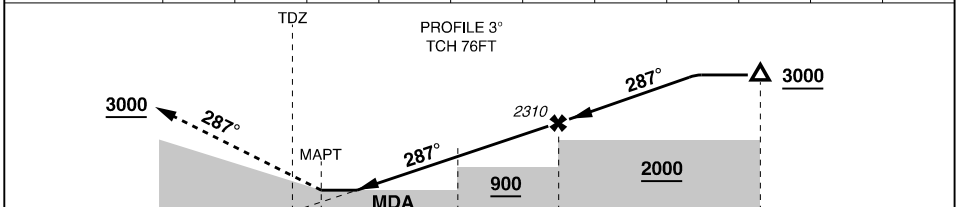
S12 24.88 E130 52.61  
PANS-OPS, WGS 84, AATCP-1

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 05.04
<b>FAF</b>	S12 27.35 E131 00.20
<b>TDZ</b>	S12 25.08 E130 53.44
<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)		
CIRCLING	900	797	-4000	1100	997	-5000
NOT AUTHORISED						

**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: MAGVAR, COORD, FNA TR, MA TR

09 JUL 26

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

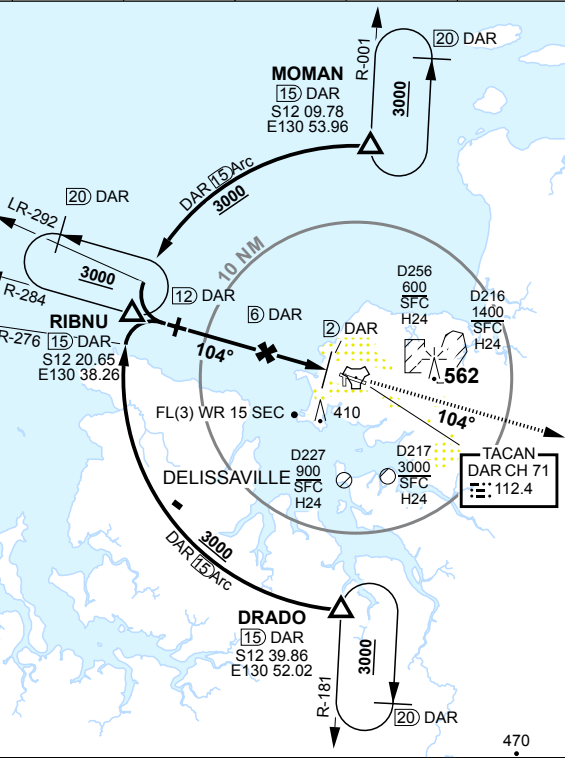
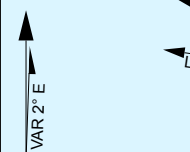
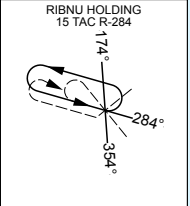
# TACAN RWY 11 DARWIN INTL (YPDN)

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

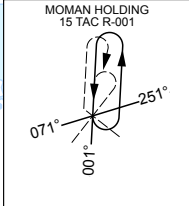
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-104, CLIMB TO 3000FT OR AS DIRECTED BY ATC.

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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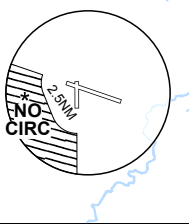
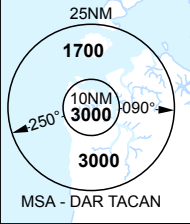
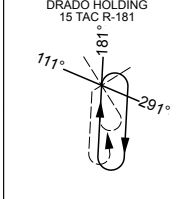
TRACK IN	TIME	MNM ALT	DME LIMIT
104°		3000	20



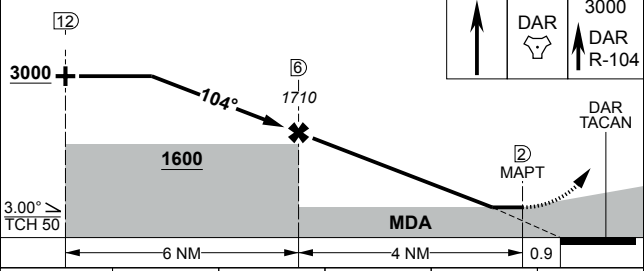
TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20



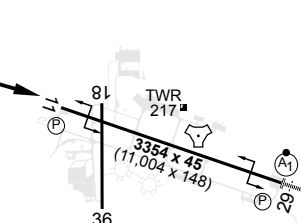
TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20



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: MAGVAR S12 24.88 E130 52.61

HIRL Rwy 11-29

09 JUL 26

# DARWIN INTL (YPDN) TACAN RWY 11

AIS-AF  
MILITARY USE ONLY

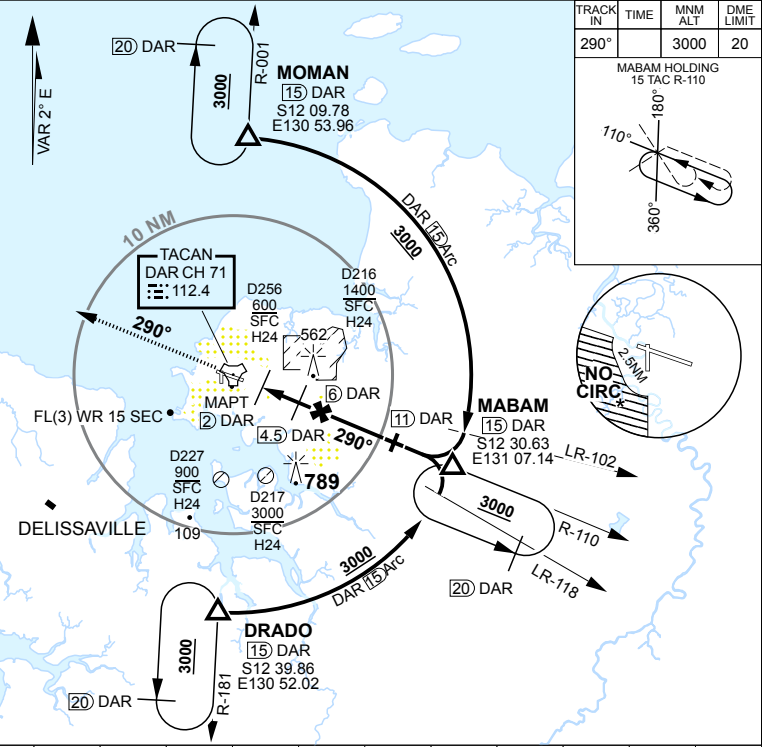
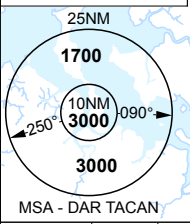
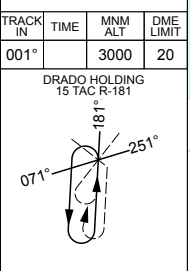
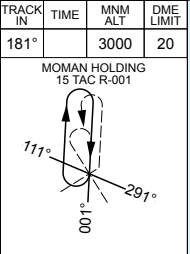
TACAN DAR Chan 71  
 APCH CRS 290°  
 RWY LDG 11,004  
 THR ELEV 81  
 AD ELEV 103

PANS-OPS, WGS-84

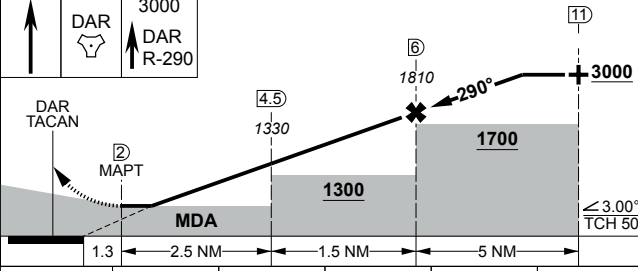
# TACAN RWY 29 DARWIN INTL (YPDN)

1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM. ALSF-1  
**MISSED APPROACH:**  
 TRACK DIRECT TO TACAN THEN R-290, CLIMB TO 3000FT OR AS DIRECTED BY ATC.

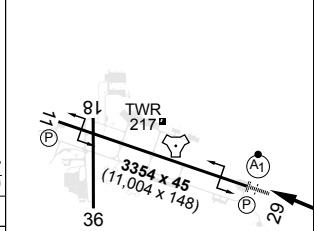
ATIS <b>128.25</b> <b>316.2 308</b>	ACD <b>126.8 237.3</b>	SMC <b>121.8 265.3</b>	TWR <b>133.1 257.8</b>	APP E <b>125.2 305.5</b>	APP W <b>134.1 363.8</b>	DEP <b>123.0 325.4</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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DAR TAC	2.3	3	4	5	6	7	8	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

HIRL Rwy 11-29

CHANGES: MAGVAR  
**09 JUL 26**

S12 24.88 E130 52.61

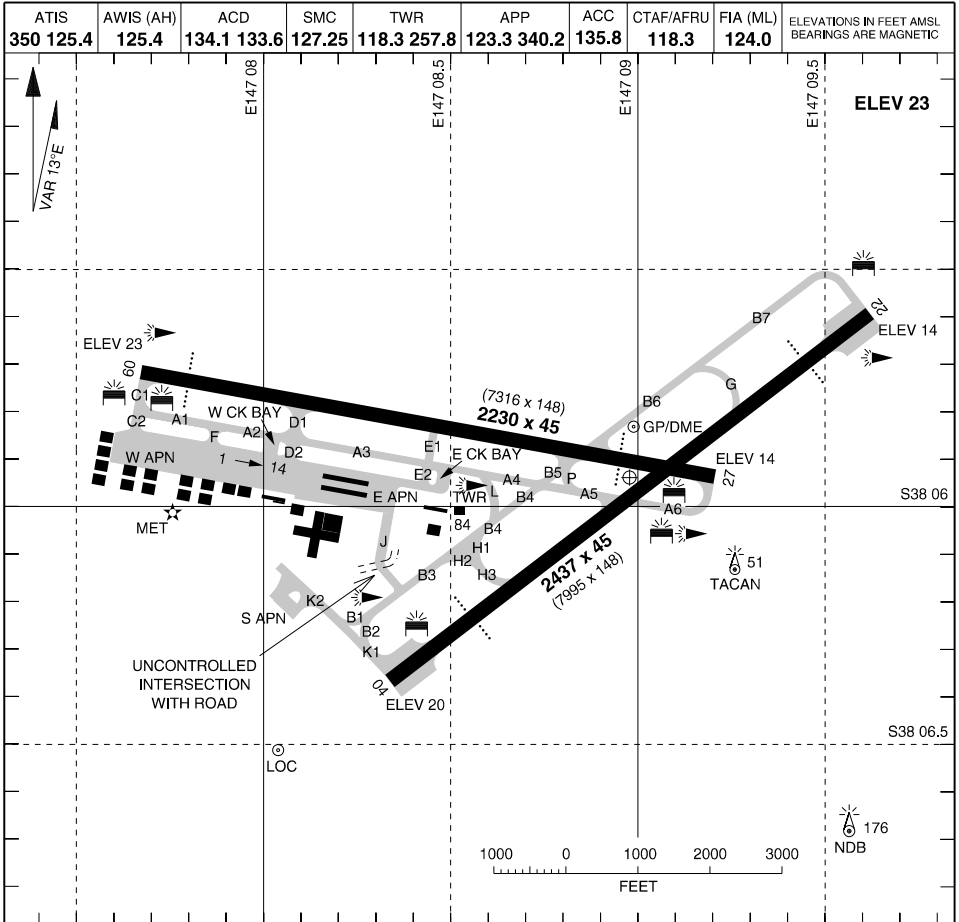
## DARWIN INTL (YPDN) TACAN RWY 29

AIS-AF  
 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: GP/DME PSN, EDITORIAL

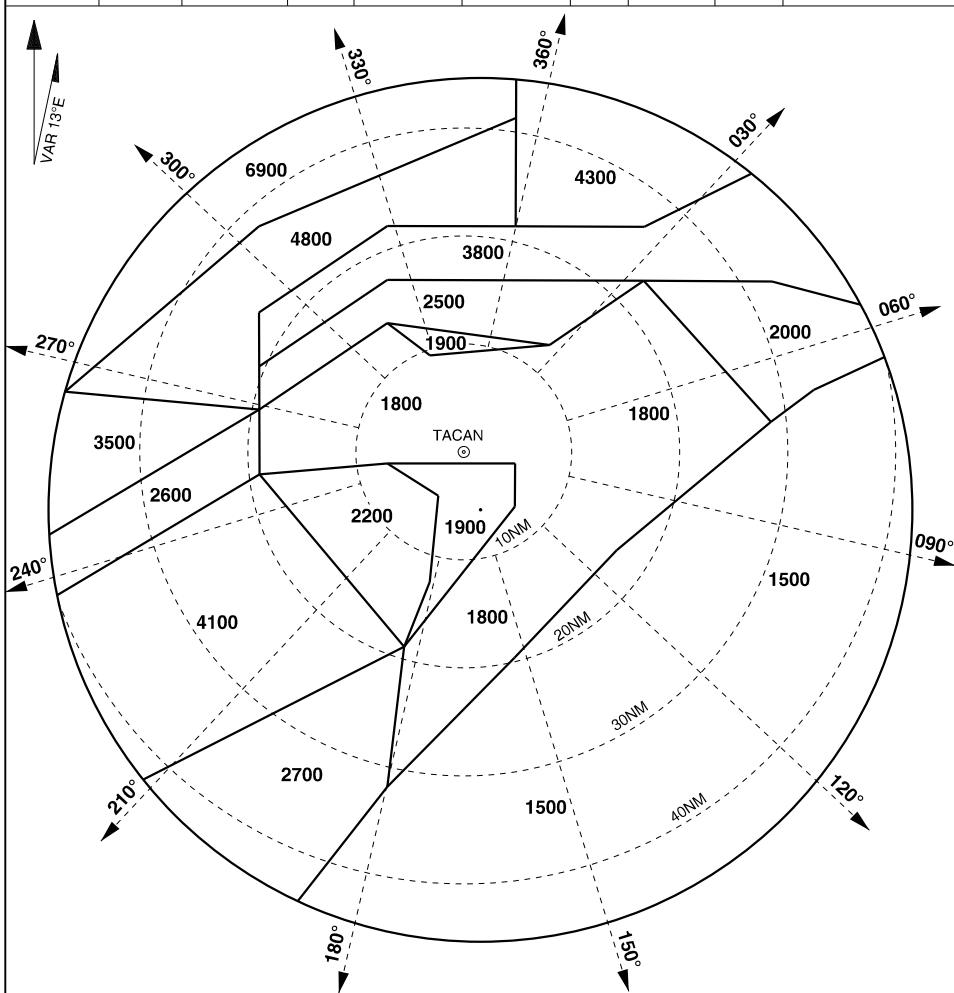
**27 NOV 25**

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**

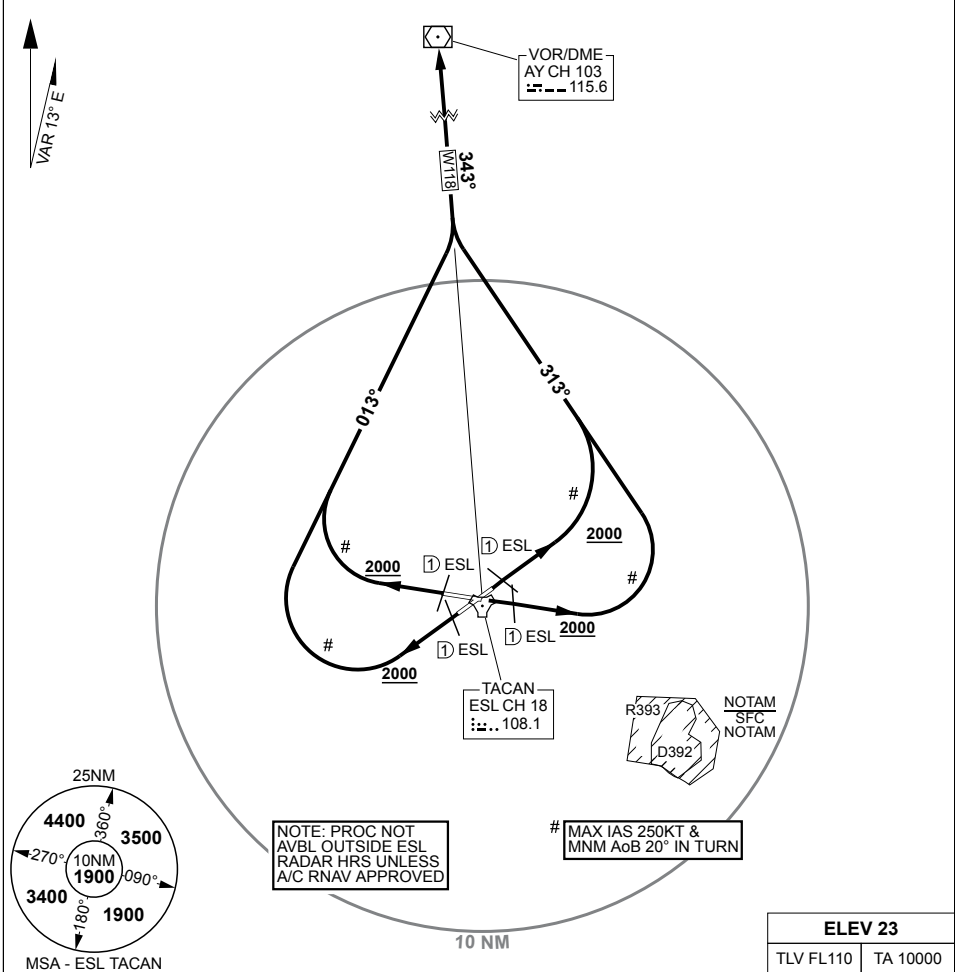
AIS-AF  
 MILITARY USE ONLY

**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**

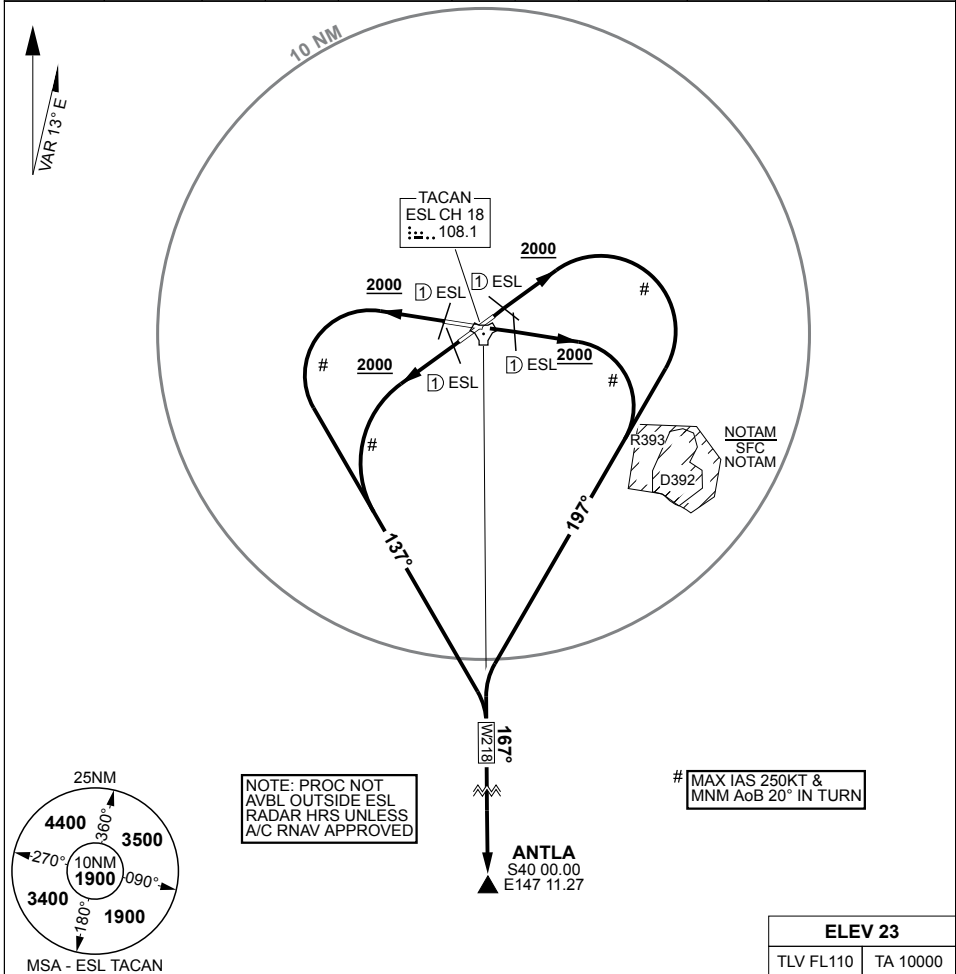
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**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**

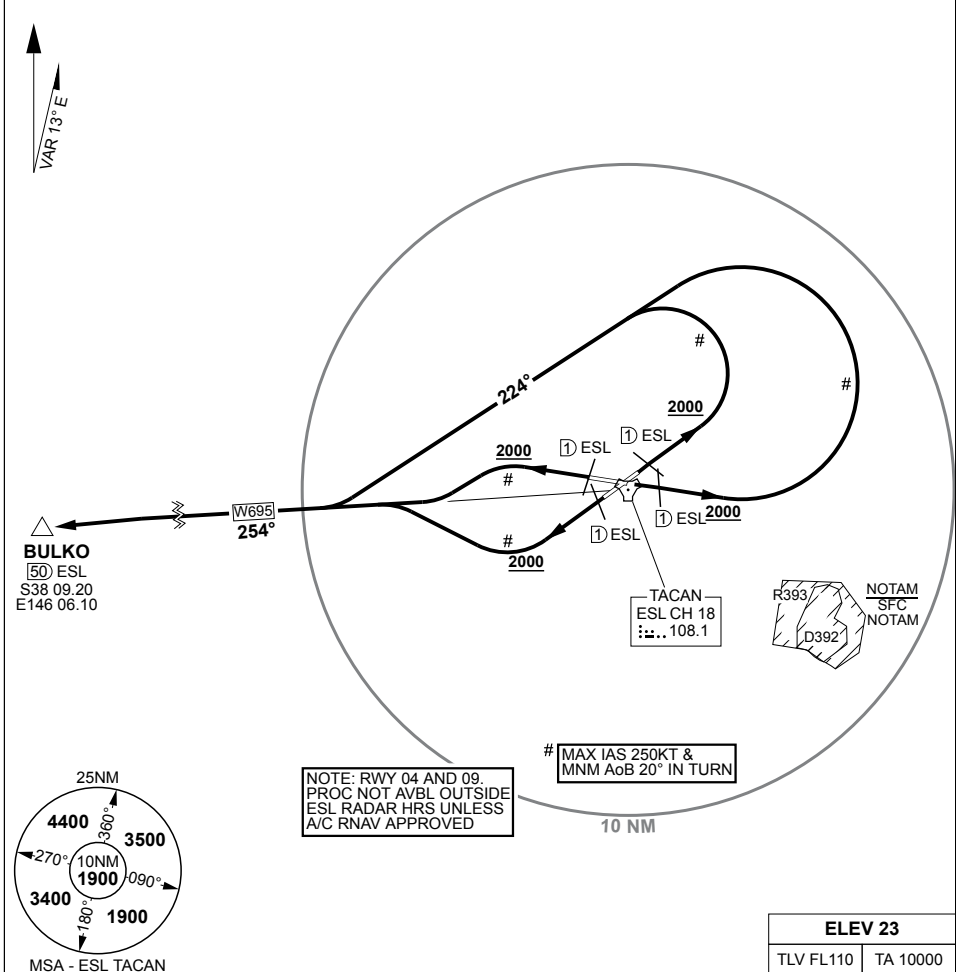
S38 05.94 E147 08.97

**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 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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**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**

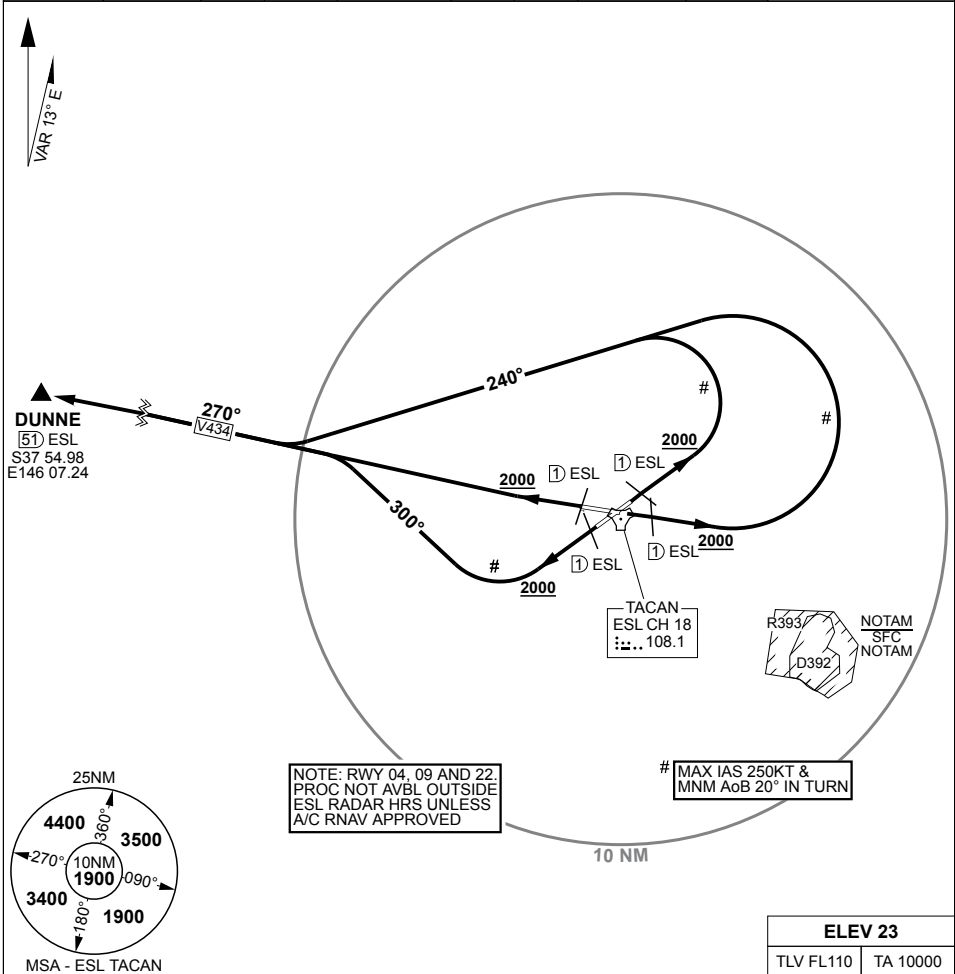
S38 05.94 E147 08.97

# 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**

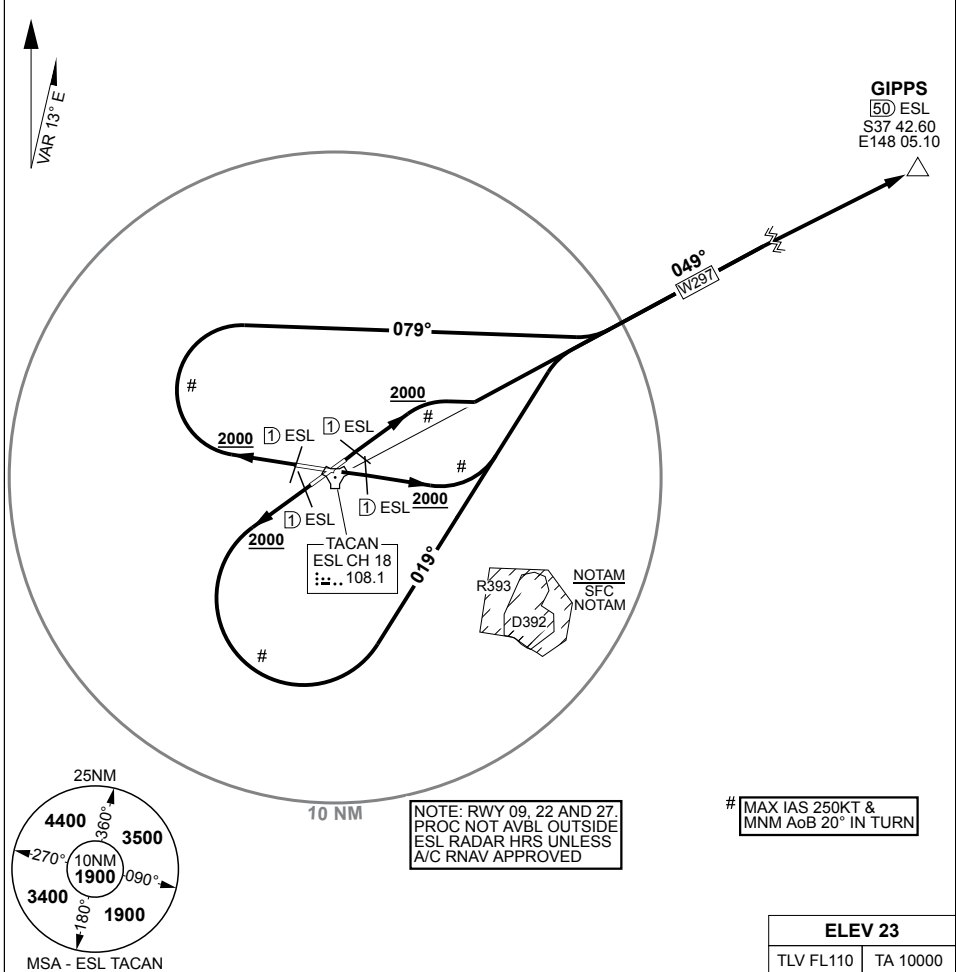
S38 05.94 E147 08.97  
**AIS-AF: MILITARY USE ONLY**

**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**

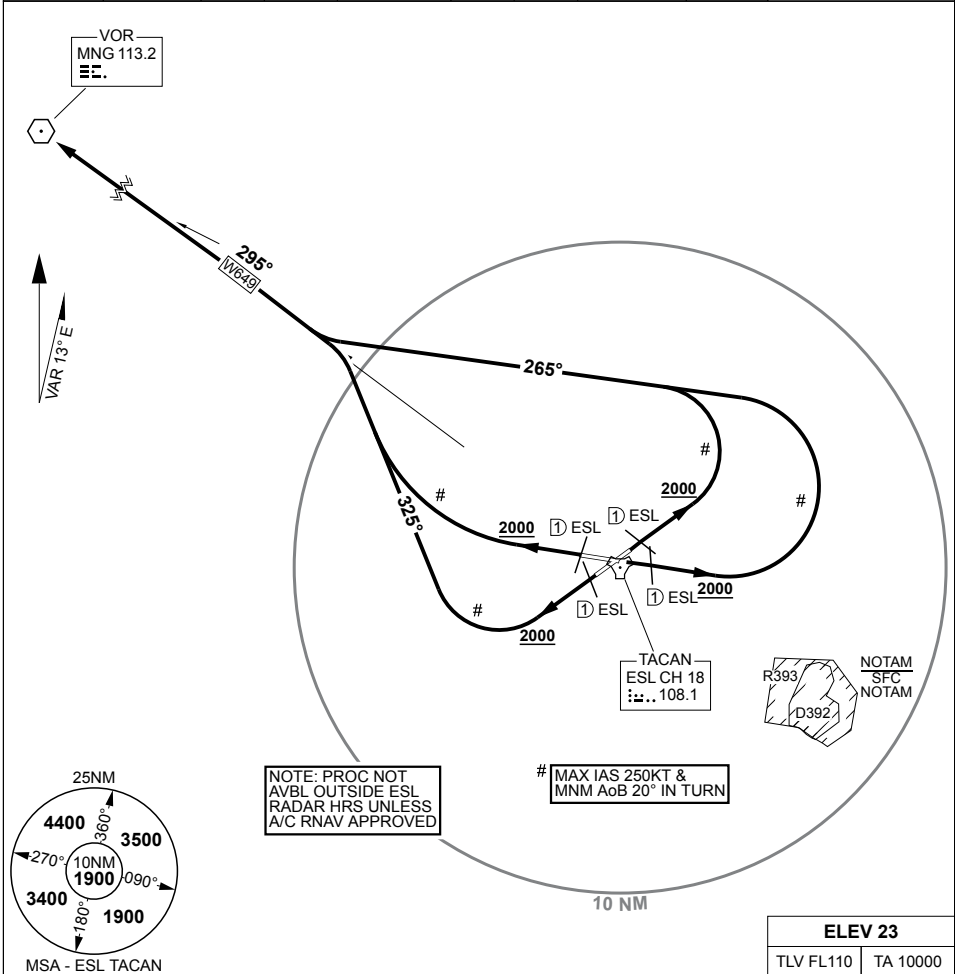
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**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

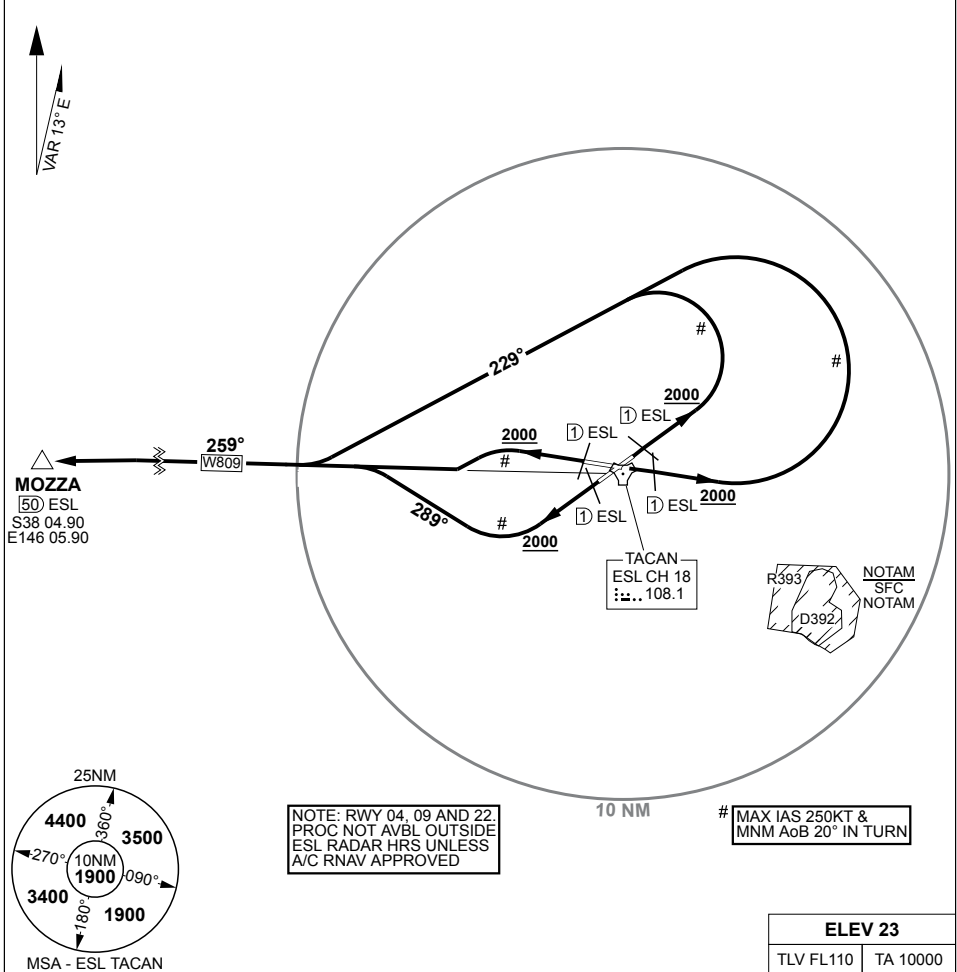
CHANGES: SUA  
**13 JUN 24**

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**

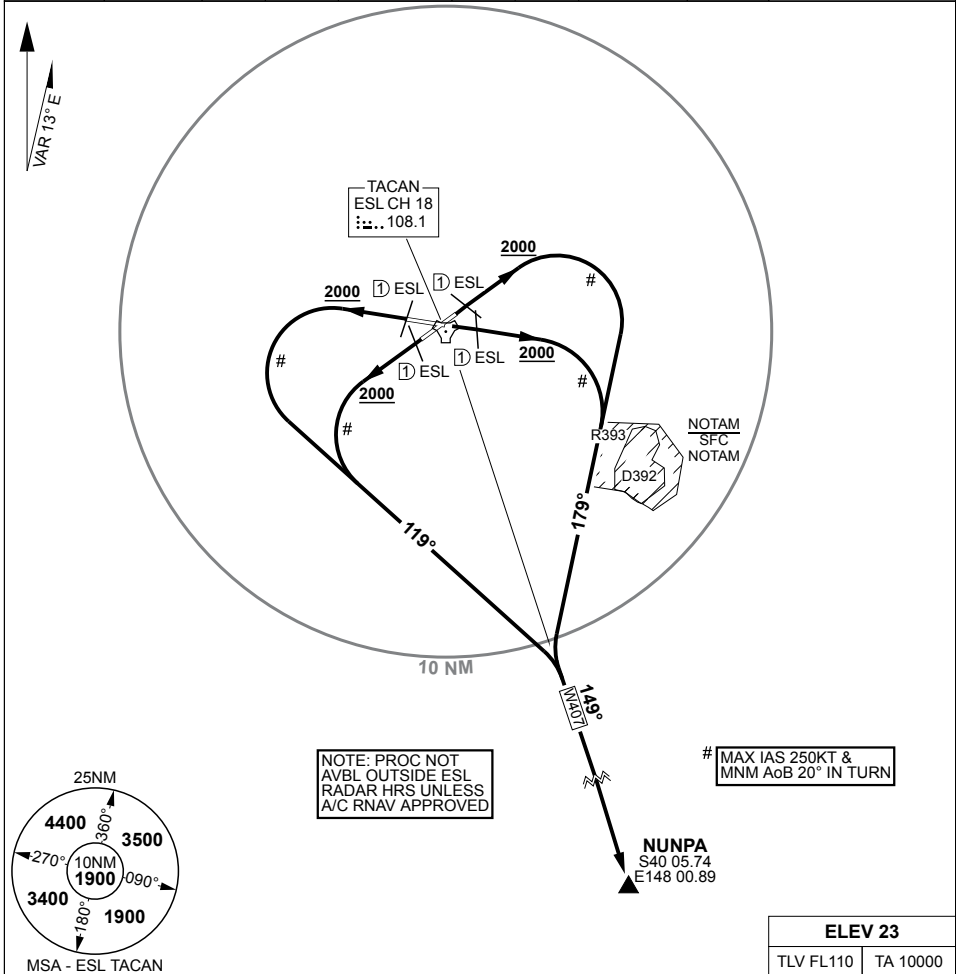
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 AIS-AF: MILITARY USE ONLY

**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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**NOTE: PROC NOT  
AVBL OUTSIDE ESL  
RADAR HRS UNLESS  
A/C RNAV APPROVED**

**# MAX IAS 250KT &  
MNM AoB 20° IN TURN**

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

**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**

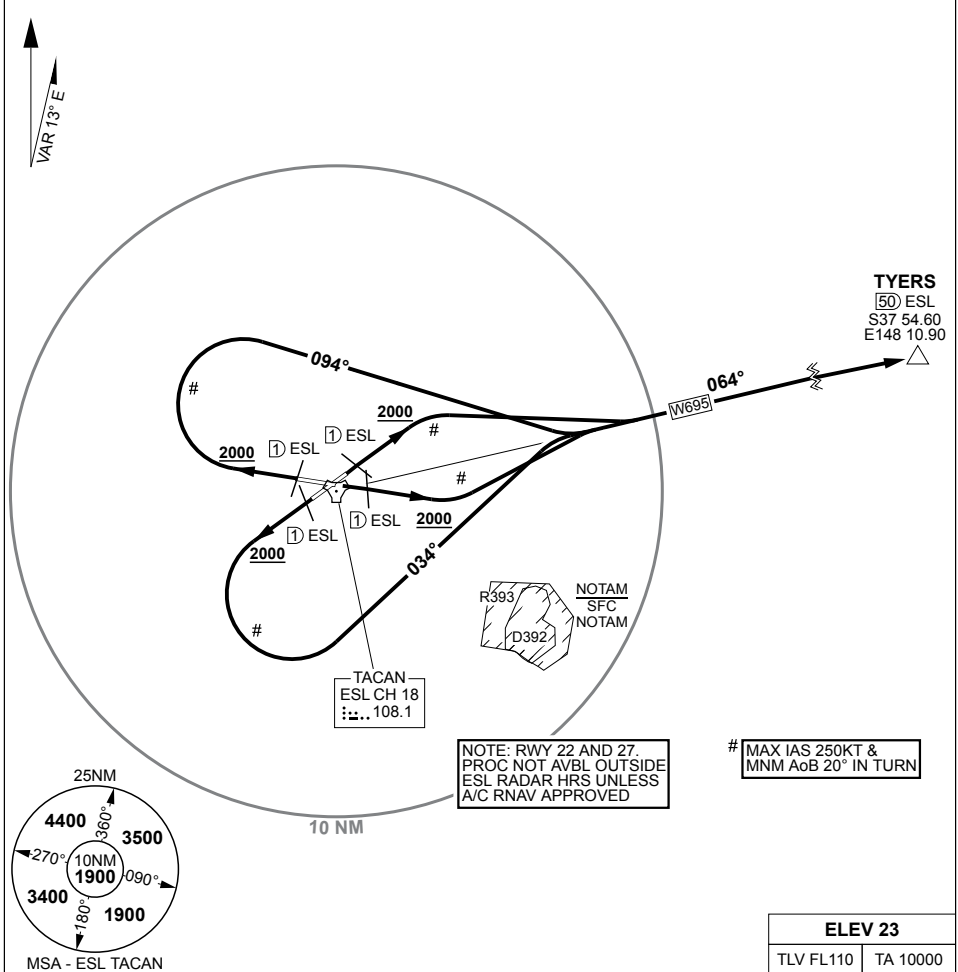
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**AIS-AF: MILITARY USE ONLY**

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

# SID TYERS THREE ALL RWYS EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 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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**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**

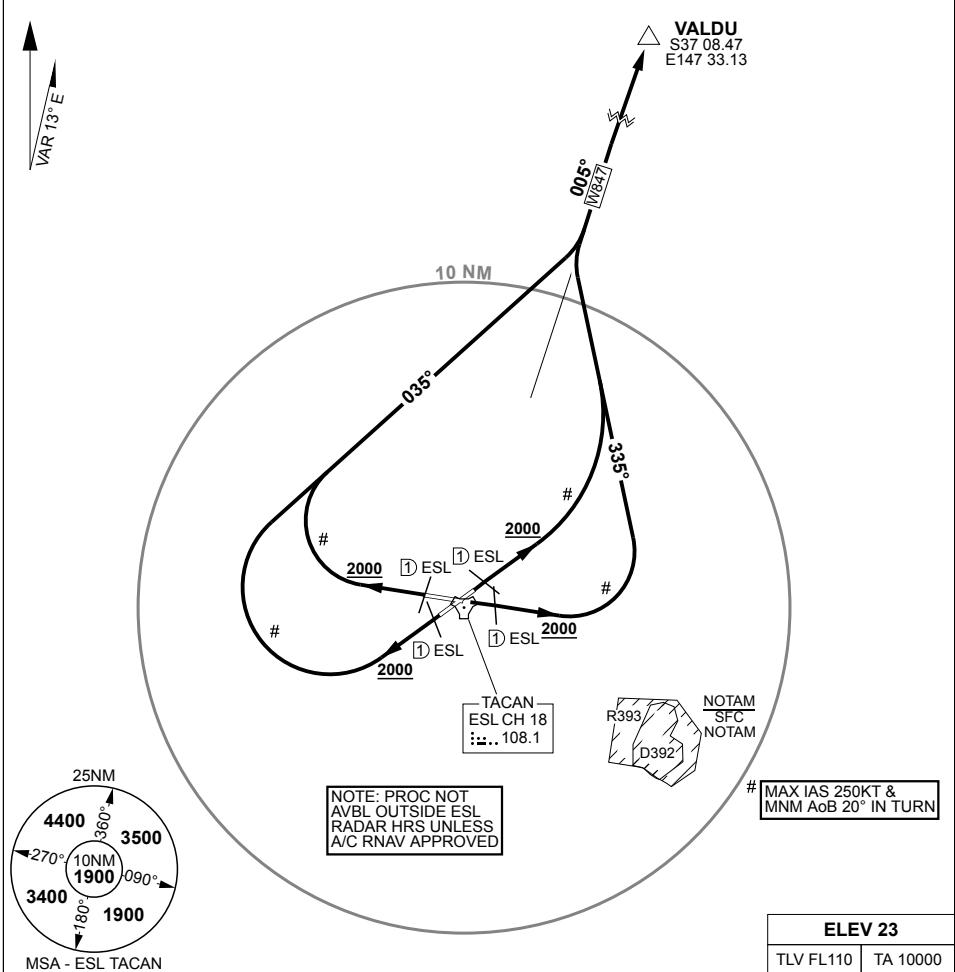
S38 05.94 E147 08.97  
AIS-AF: MILITARY USE ONLY

**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**

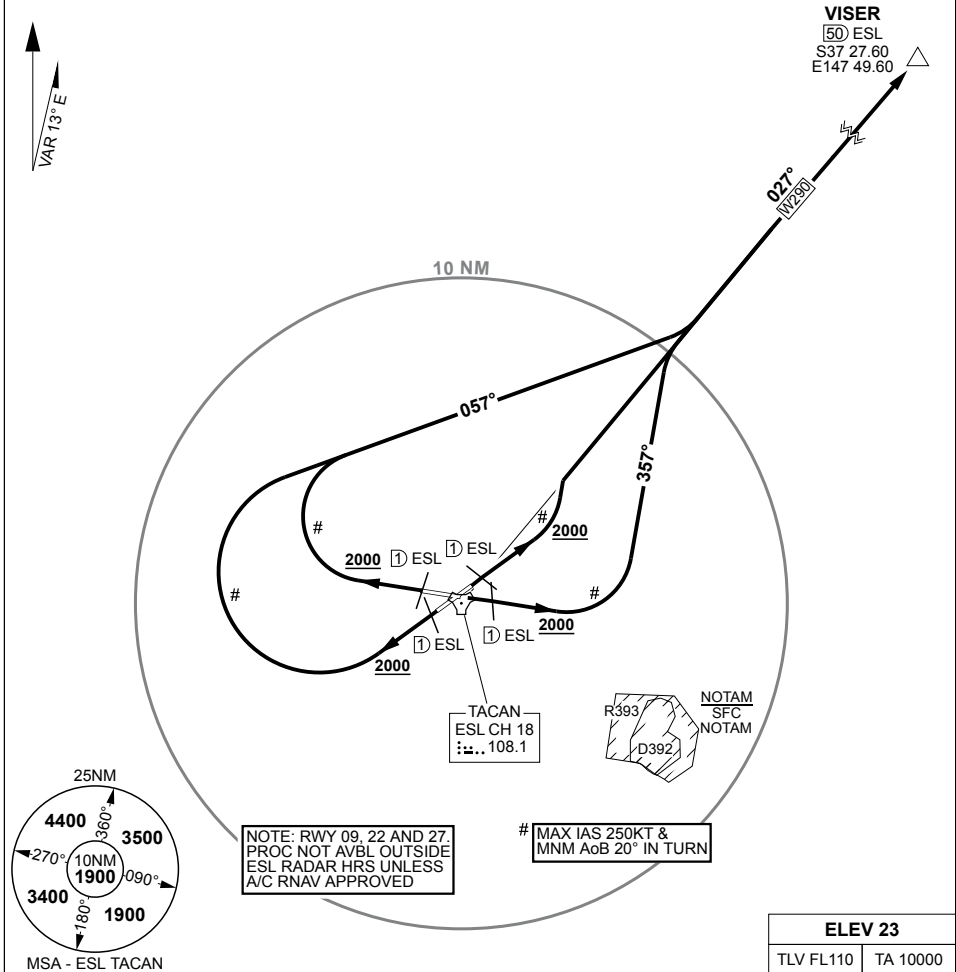
S38 05.94 E147 08.97

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

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

**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**

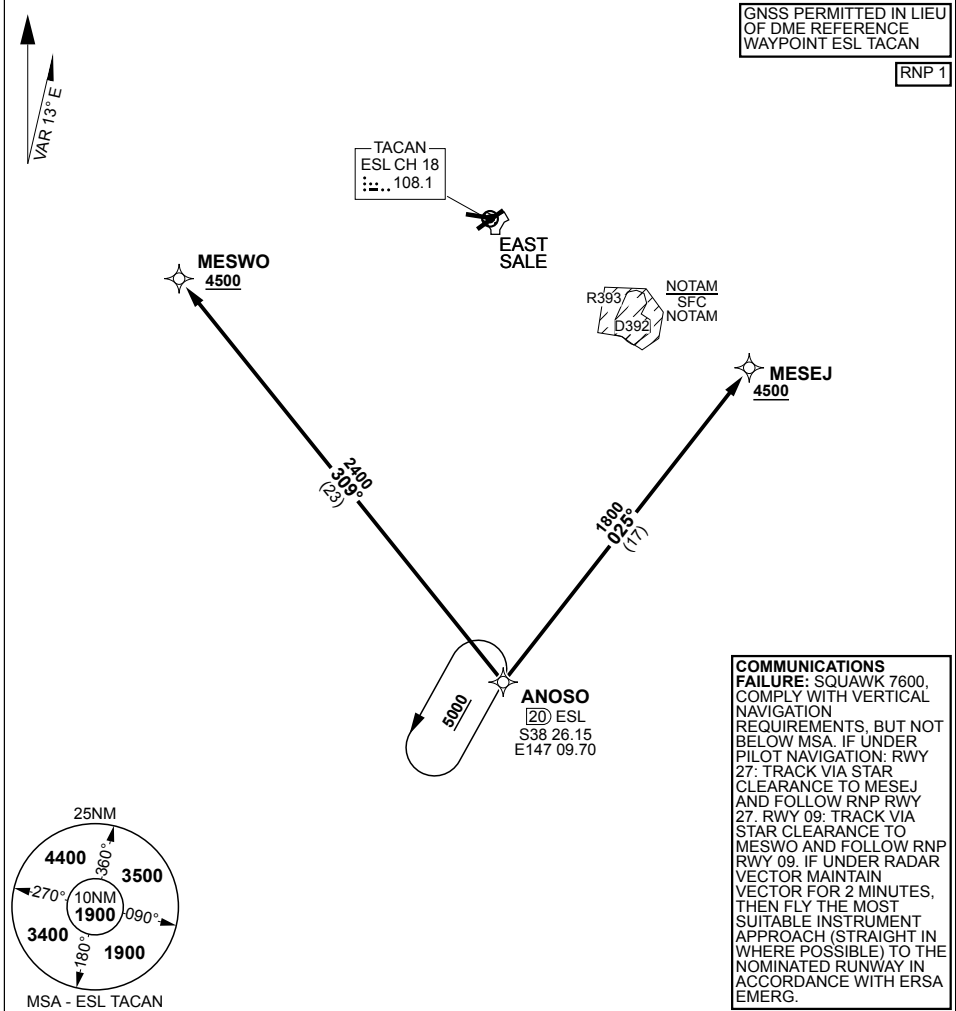
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**EAST SALE (YMES)**  
MILITARY USE ONLY SID VISER ONE ALL RWYS

# 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

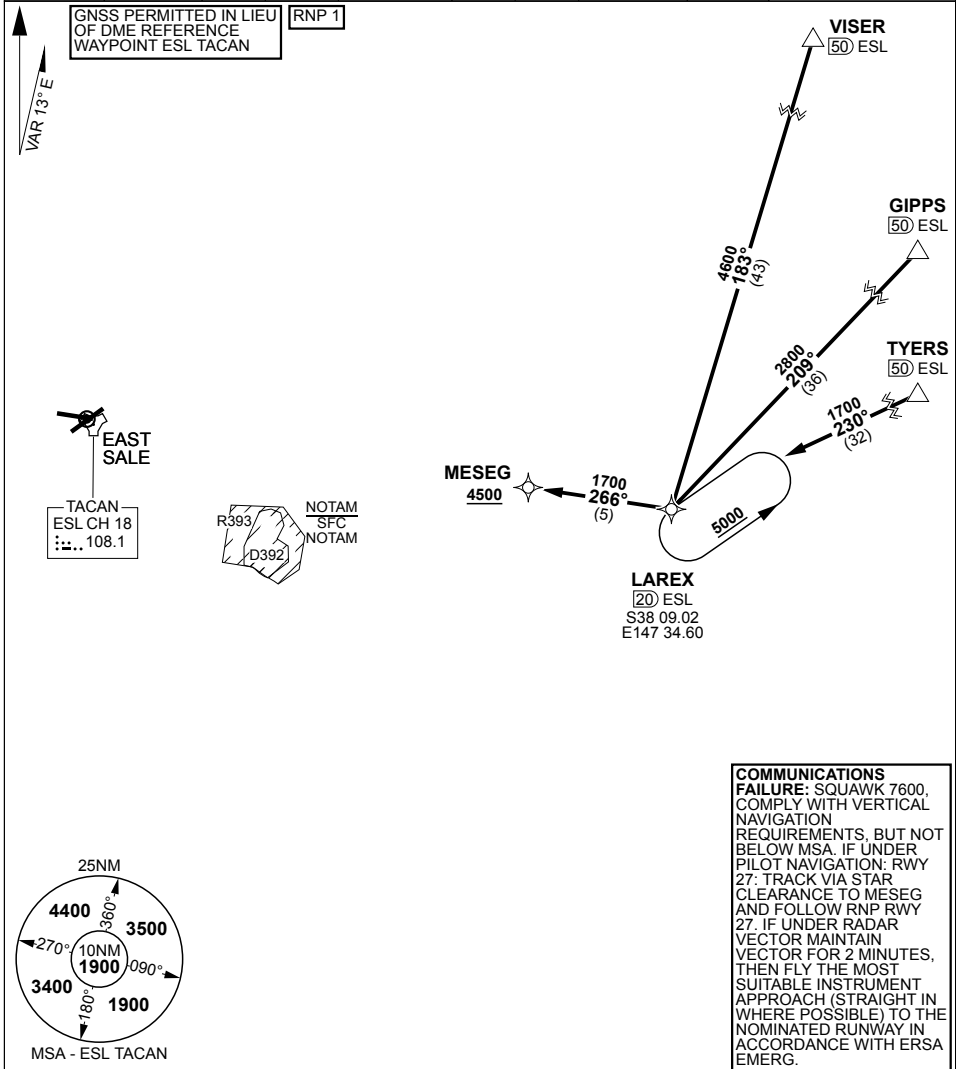
**AIS-AF  
MILITARY USE ONLY**

**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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**COMMUNICATIONS FAILURE:** SQUAWK 7600, COMPLY WITH VERTICAL NAVIGATION REQUIREMENTS, BUT NOT BELOW MSA. IF UNDER PILOT NAVIGATION: RWY 27: TRACK VIA STAR CLEARANCE TO MESEG AND FOLLOW RNP RWY 27. 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.

**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**

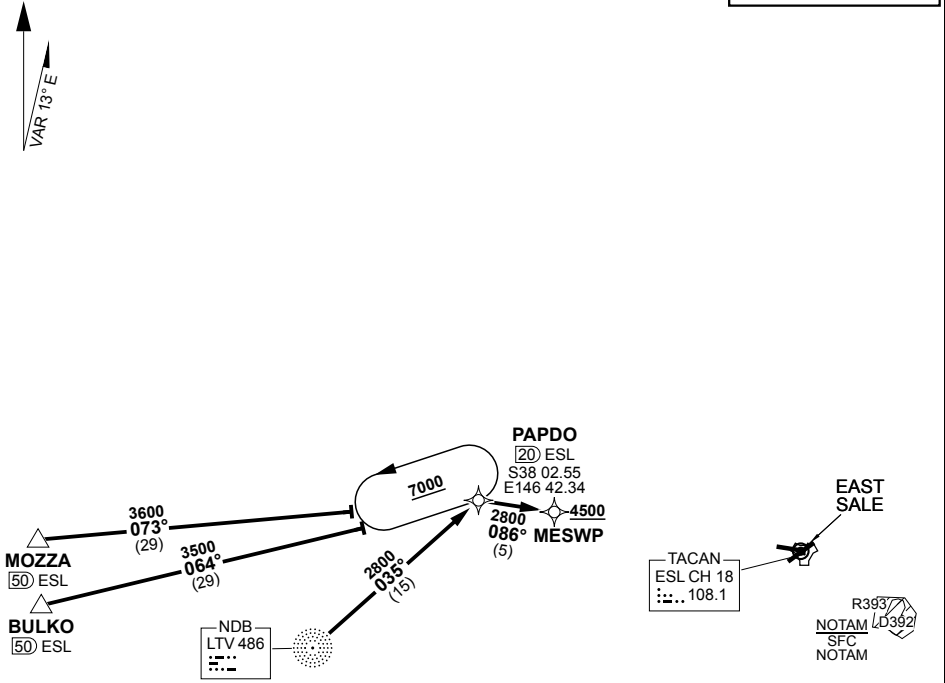
# STAR PAPDO TWO EAST SALE (YMES)

PANS-OPS, WGS 84

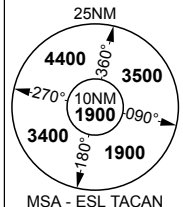
ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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RNP 1

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

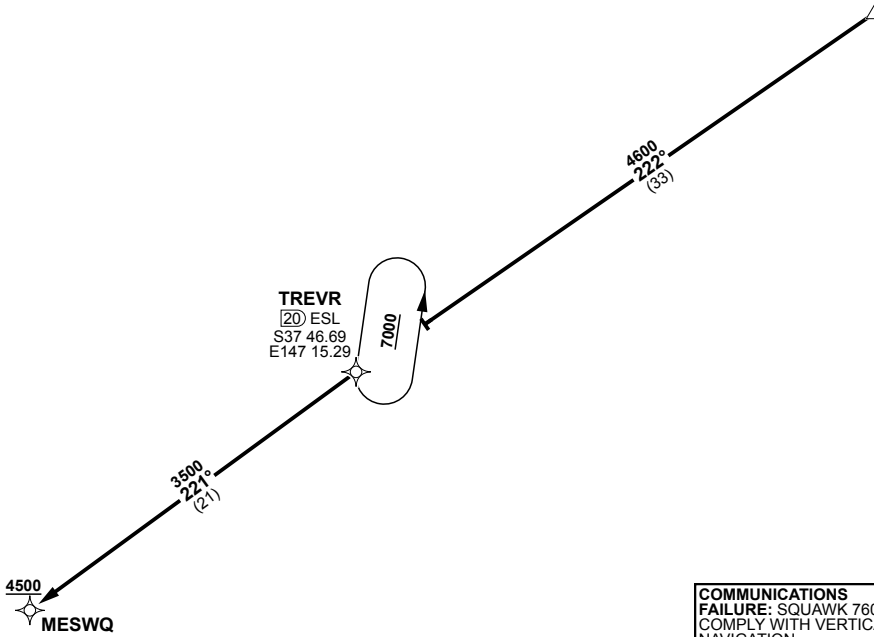
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RNP 1

GNS PERMITTED IN LIEU  
OF DME REFERENCE  
WAYPOINT ESL TACAN



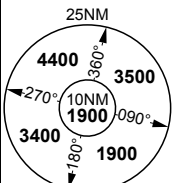
**VISER**  
50 ESL  
S37 27.60  
E147 49.60



**TREVR**  
20 ESL  
S37 46.69  
E147 15.29



**MESWQ**  
4500



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

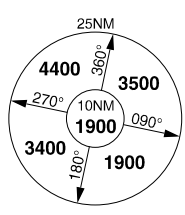
CHANGES: SUA  
**13 JUN 24**

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

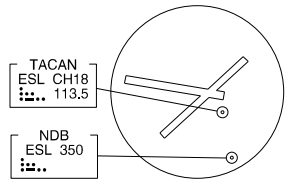
**EAST SALE (YMES)**  
**STAR TREVR FIVE**

# 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
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	

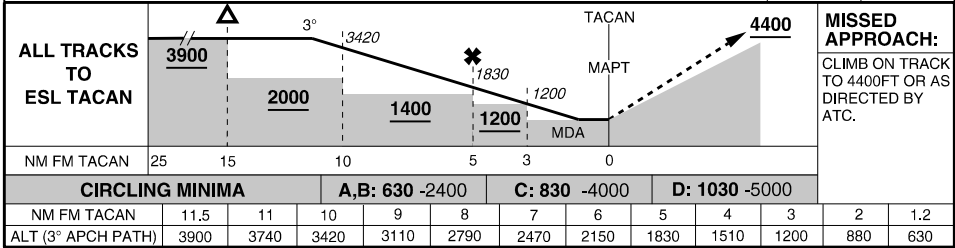


- DME USING TACAN CH18
- GNSS REFERENCE WAYPOINT ESL TACAN



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 AD ELEV	7316 14 23
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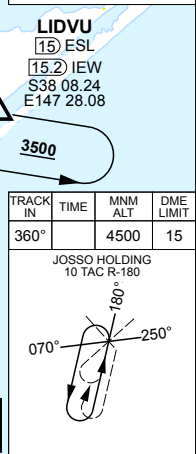
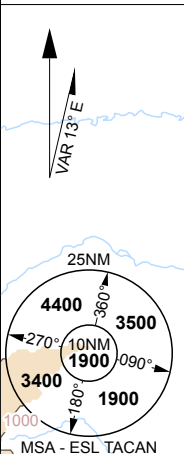
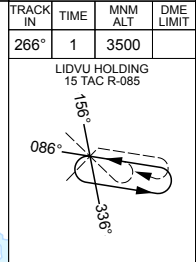
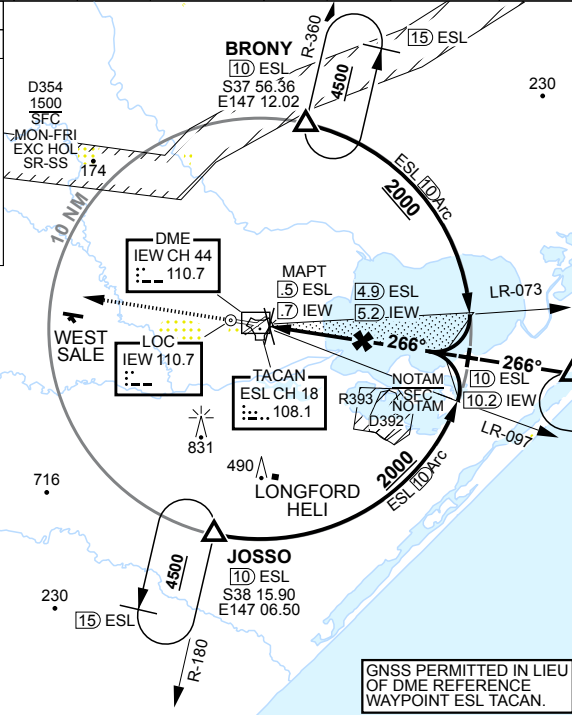
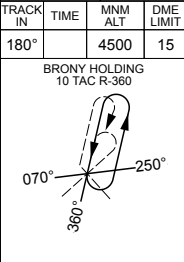
ILS-Y OR LOC-Y RWY 27 USING ESL TACAN OR IEW DME

PANS-OPS, WGS-84

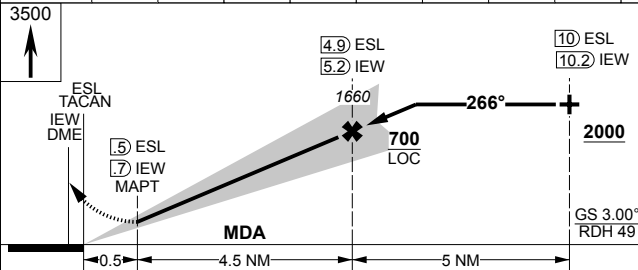
# EAST SALE (YMES)

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

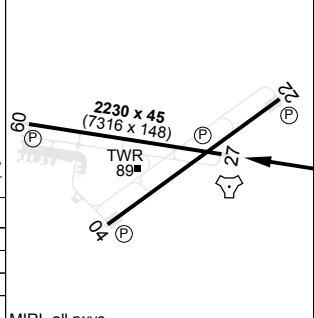
ATIS 125.4 350	AWIS (AH) 125.4	ACD 133.6 134.1	SMC 127.25	TWR 118.3 257.8	APP 123.3 340.2	ACC 135.8	CTAF/AFRU 118.3	FIA (ML) 124.0	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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ESL TAC	1.4	2	3	4	5	6.0													
IEW DME	1.6	2.2	3.2	4.2	5.2	6.2													
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	630	607	2400m	830 807 4000m 1030 1007 5000m

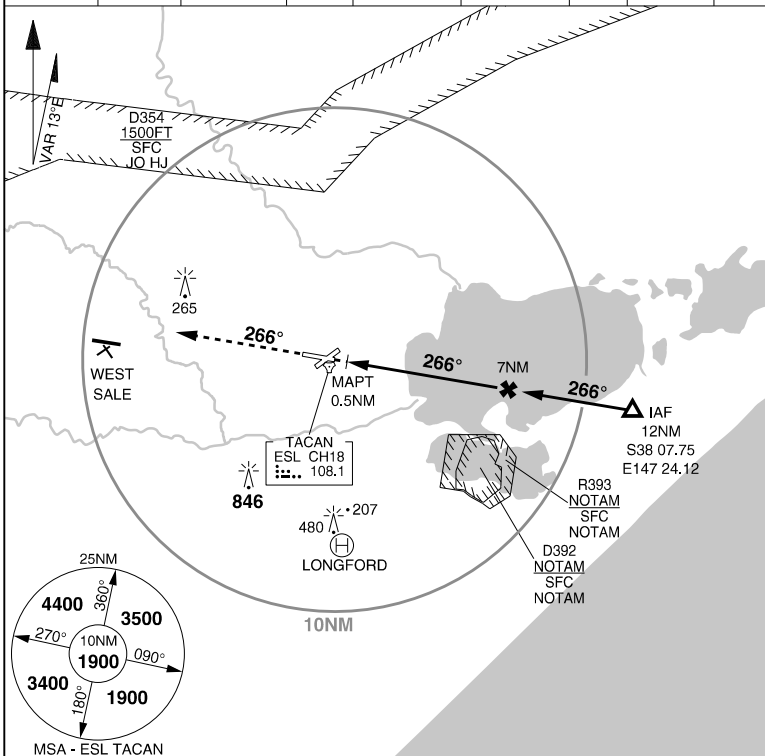
CHANGES: SUA IDENT 09 JUL 26 ILS-Y OR LOC-Y RWY 27 USING ESL TACAN OR IEW DME  
S38 05.94 E147 08.97 EAST SALE (YMES)  
MIRL all rwys  
AIS-AF: MILITARY USE ONLY

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	

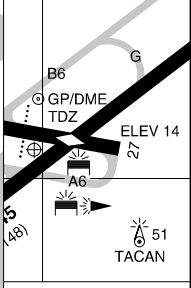


HOLDING AS DIRECTED BY ATC

**IAF** S38 07.75  
E147 24.12

**FAF** S38 06.99  
E147 17.85

**TDZ** S38 05.91  
E147 09.09

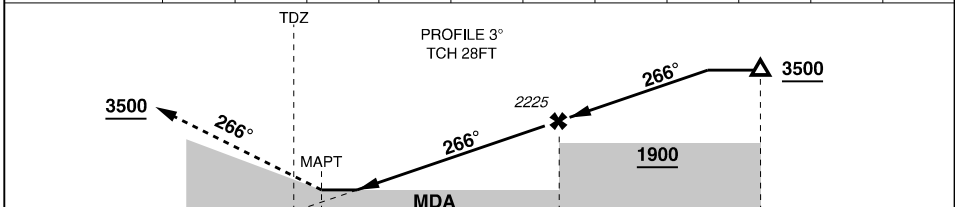


TDZE 18

**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 D354  
**09 JUL 26**

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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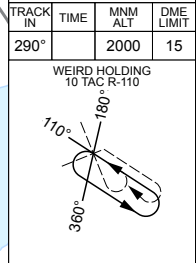
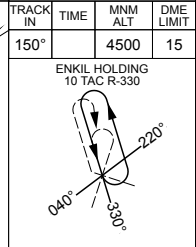
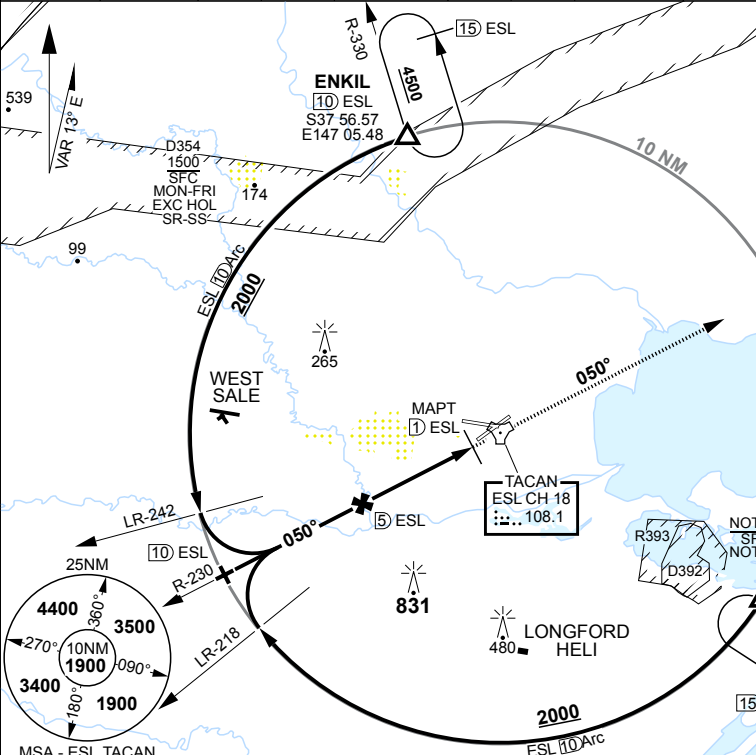
PANS-OPS, WGS-84

# TACAN RWY 04 EAST SALE (YMES)

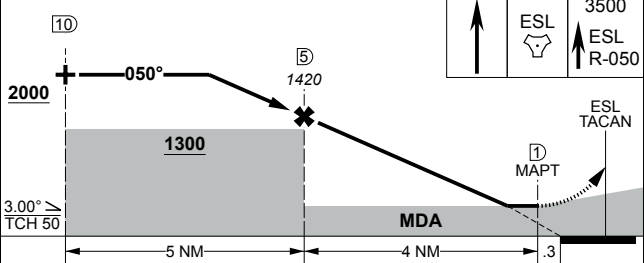
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-050, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

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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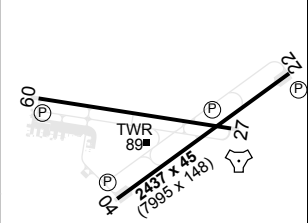
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



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



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	630	607	2400m	830 807 4000m 1030 1007 5000m

MIRL all rwys

CHANGES: SUA IDENT 09 JUL 26 S38 05.94 E147 08.97

## EAST SALE (YMES) TACAN RWY 04

AIS-AF  
MILITARY USE ONLY

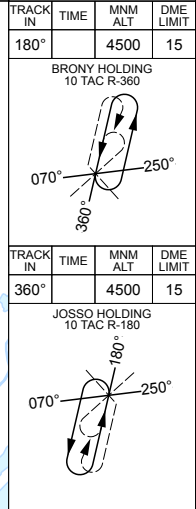
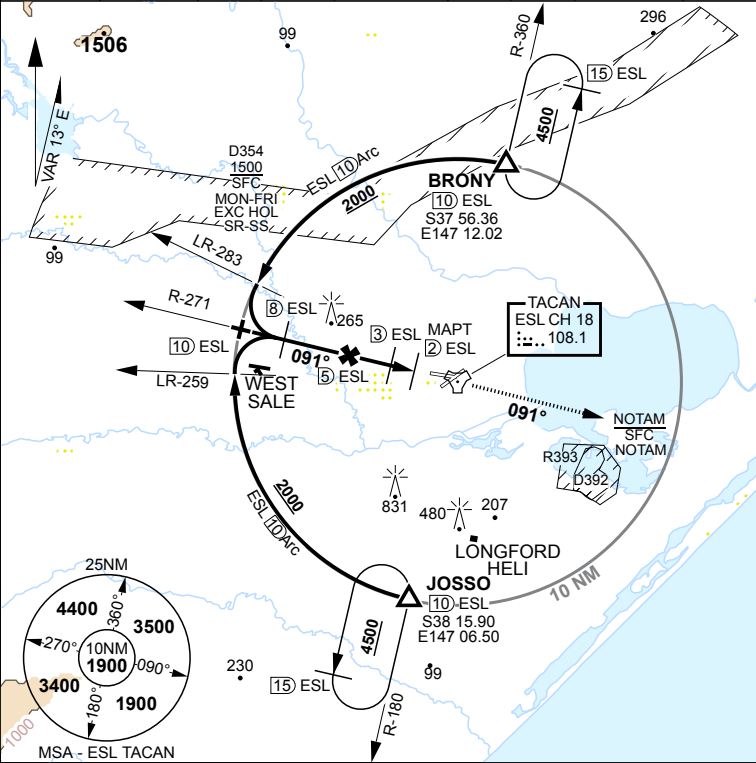
TACAN ESL Chan 18	APCH CRS 091°	RWY LDG THR ELEV AD ELEV	7316 23 23
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PANS-OPS, WGS-84

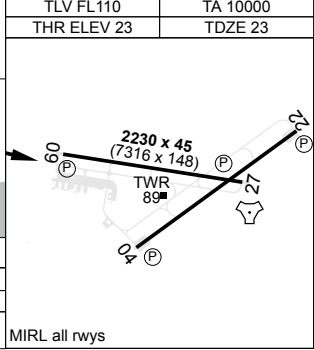
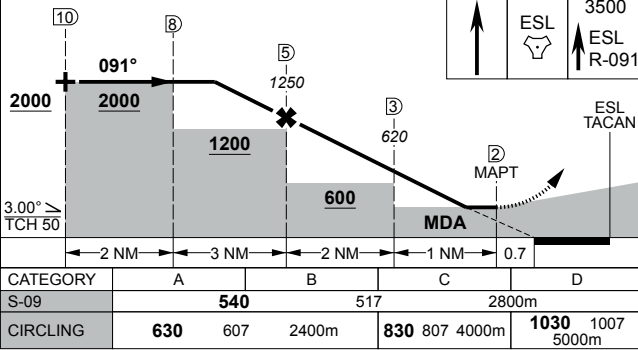
# TACAN RWY 09 EAST SALE (YMES)

**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	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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ESL TAC	7.3	7	6	5	4	3	2.8												
ALTITUDE	2000	1890	1570	1250	940	620	540												



CHANGES: SUA IDENT 09 JUL 26 S38 05.94 E147 08.97

**09 JUL 26**  
AIS-AF  
MILITARY USE ONLY

# EAST SALE (YMES) TACAN RWY 09

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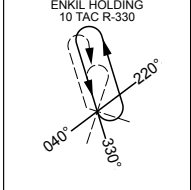
PANS-OPS, WGS-84

# TACAN RWY 22 EAST SALE (YMES)

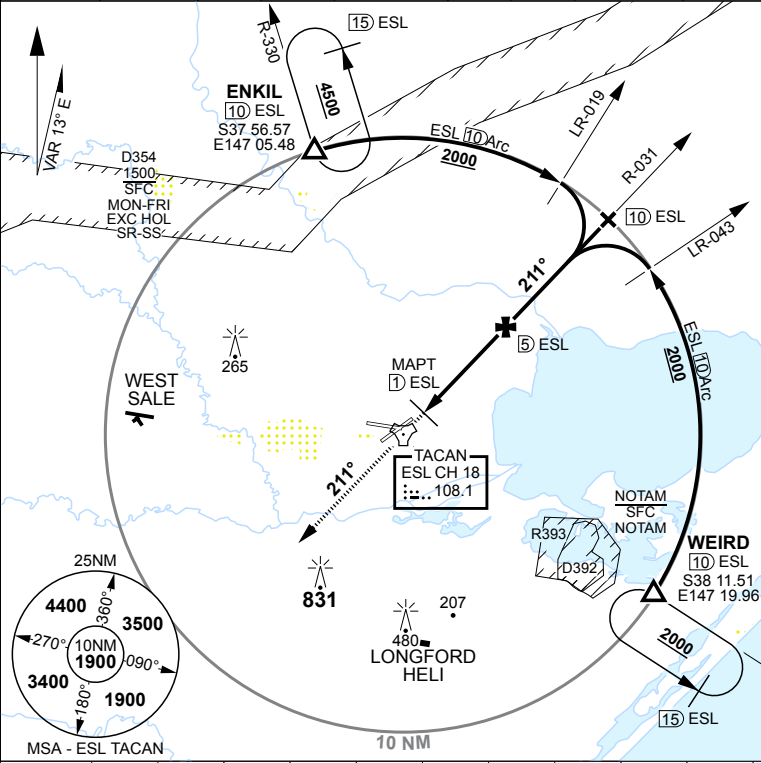
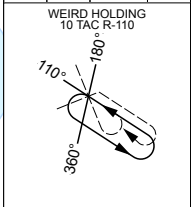
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-211, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

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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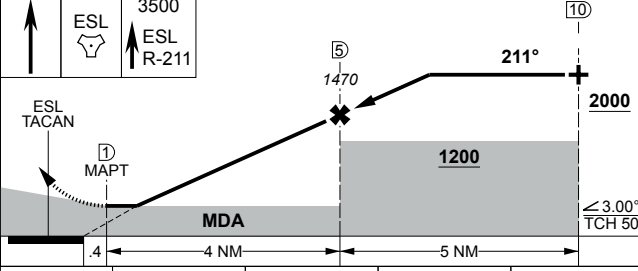
TRACK IN	TIME	MNM ALT	DME LIMIT
150°		4500	15



TRACK IN	TIME	MNM ALT	DME LIMIT
290°		2000	15

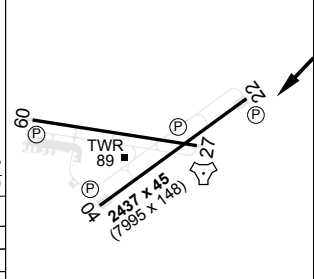


ESL TAC	2.1	3	4	5	6	6.7														
ALTITUDE	550	830	1150	1470	1790	2000														



CATEGORY	A	B	C	D
S-22	550	536	3000m	(VIS -2400 WITH ACTUAL QNH)
CIRCLING	630	607	2400m	830 807 4000m 1030 1007 5000m

TLV FL110	TA 10000
THR ELEV 14	TDZE 16



CHANGES: SUA IDENT 09 JUL 26 S38 05.94 E147 08.97

## EAST SALE (YMES) TACAN RWY 22

AIS-AF  
MILITARY USE ONLY

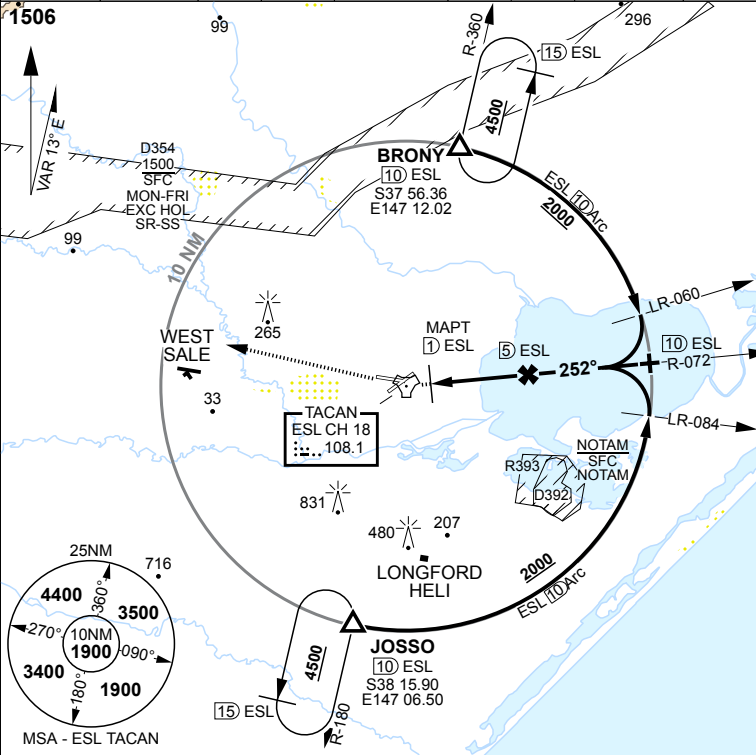
TACAN ESL Chan 18	APCH CRS 252°	RWY LDG THR ELEV AD ELEV	7316 14 23
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PANS-OPS, WGS-84

# TACAN RWY 27 EAST SALE (YMES)

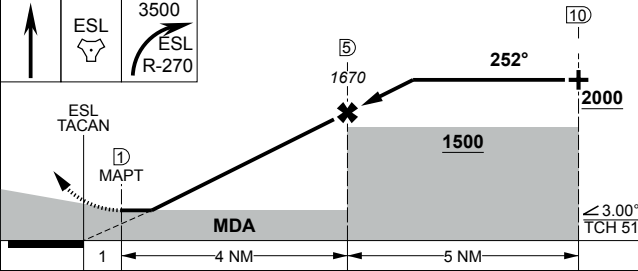
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN, TURN RIGHT, TRACK R-270, CLIMB TO 3500FT OR AS DIRECTED BY ATC.

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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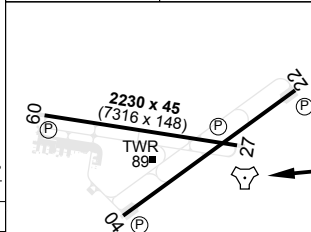


TRACK IN	TIME	MNM ALT	DME LIMIT
180°		4500	15
BRONX HOLDING 10 TAC R-360			
360°		4500	15
JOSSO HOLDING 10 TAC R-180			

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		630	607	2400m	830 807 4000m
				1030	1007 5000m

CHANGES: SUA IDENT 09 JUL 26 S38 05.94 E147 08.97

MIRL all rwys

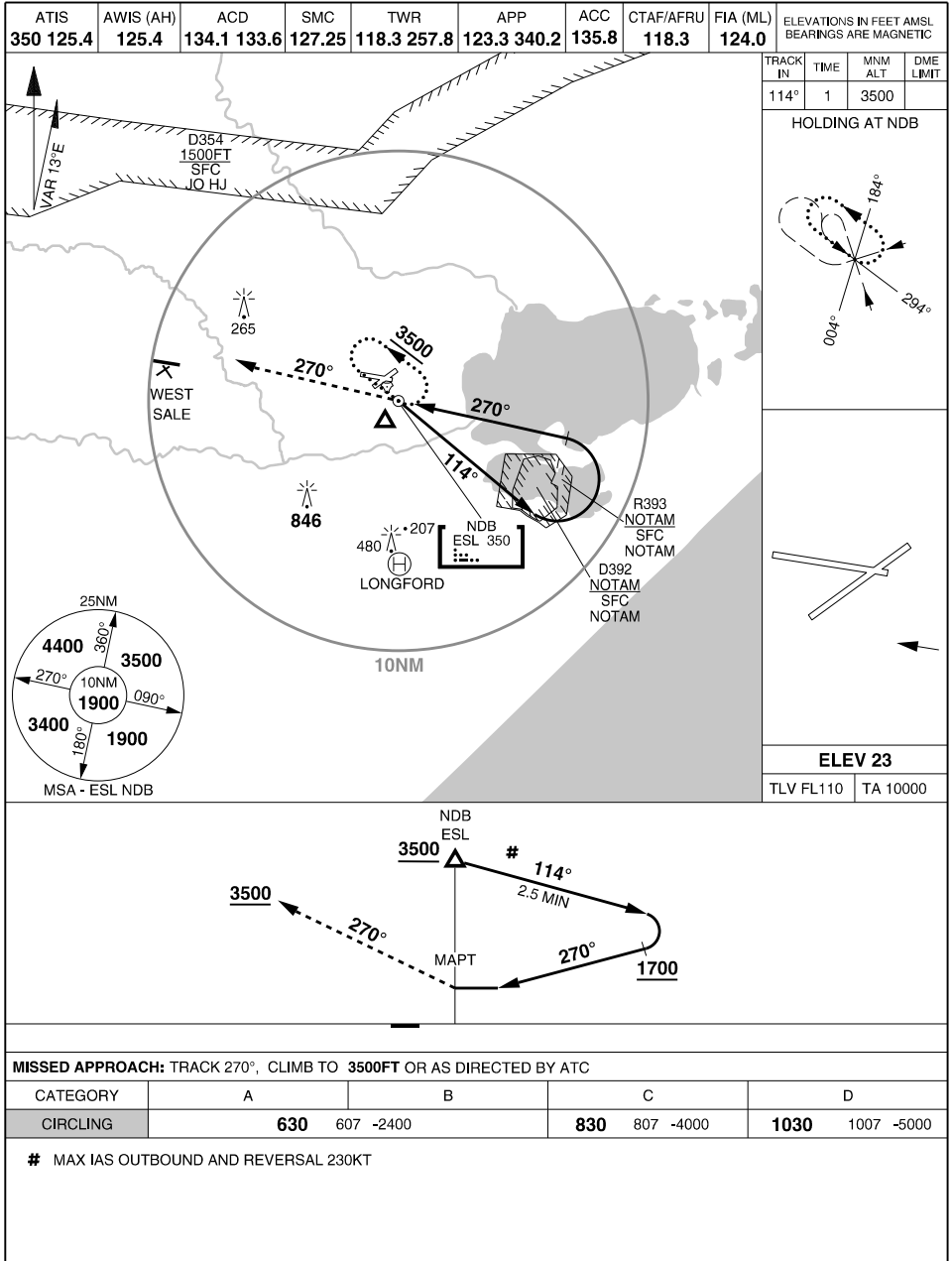
# EAST SALE (YMES) TACAN RWY 27

AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

S38 05.94 E147 08.97  
PANS-OPS, WGS 84

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



CHANGES: SUA D354  
**09 JUL 26**

AIS-AF  
MILITARY USE ONLY

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

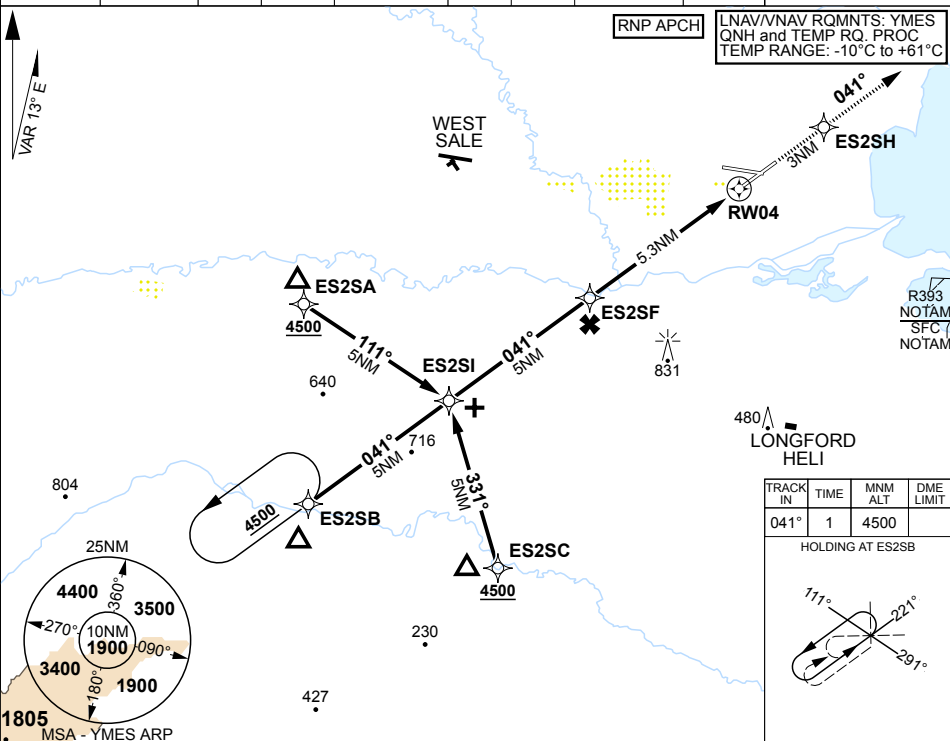
APCH CRS 041°	RWY LDG THR ELEV AD ELEV	7995 20 23
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PANS-OPS, WGS-84

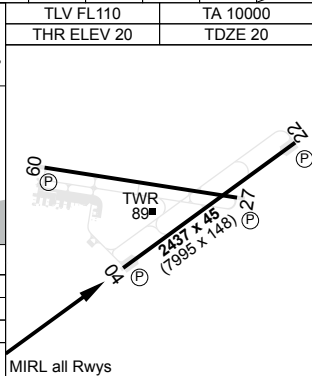
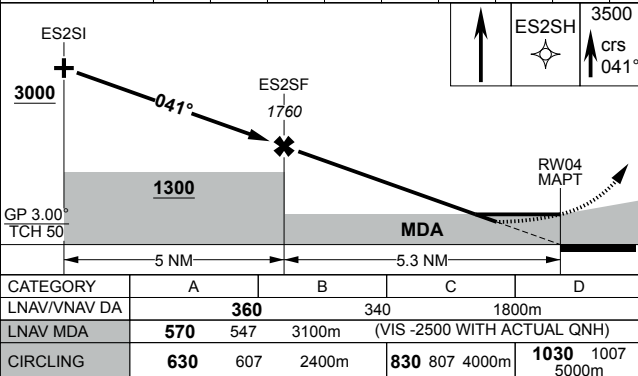
# RNP RWY 04 EAST SALE (YMES)

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	



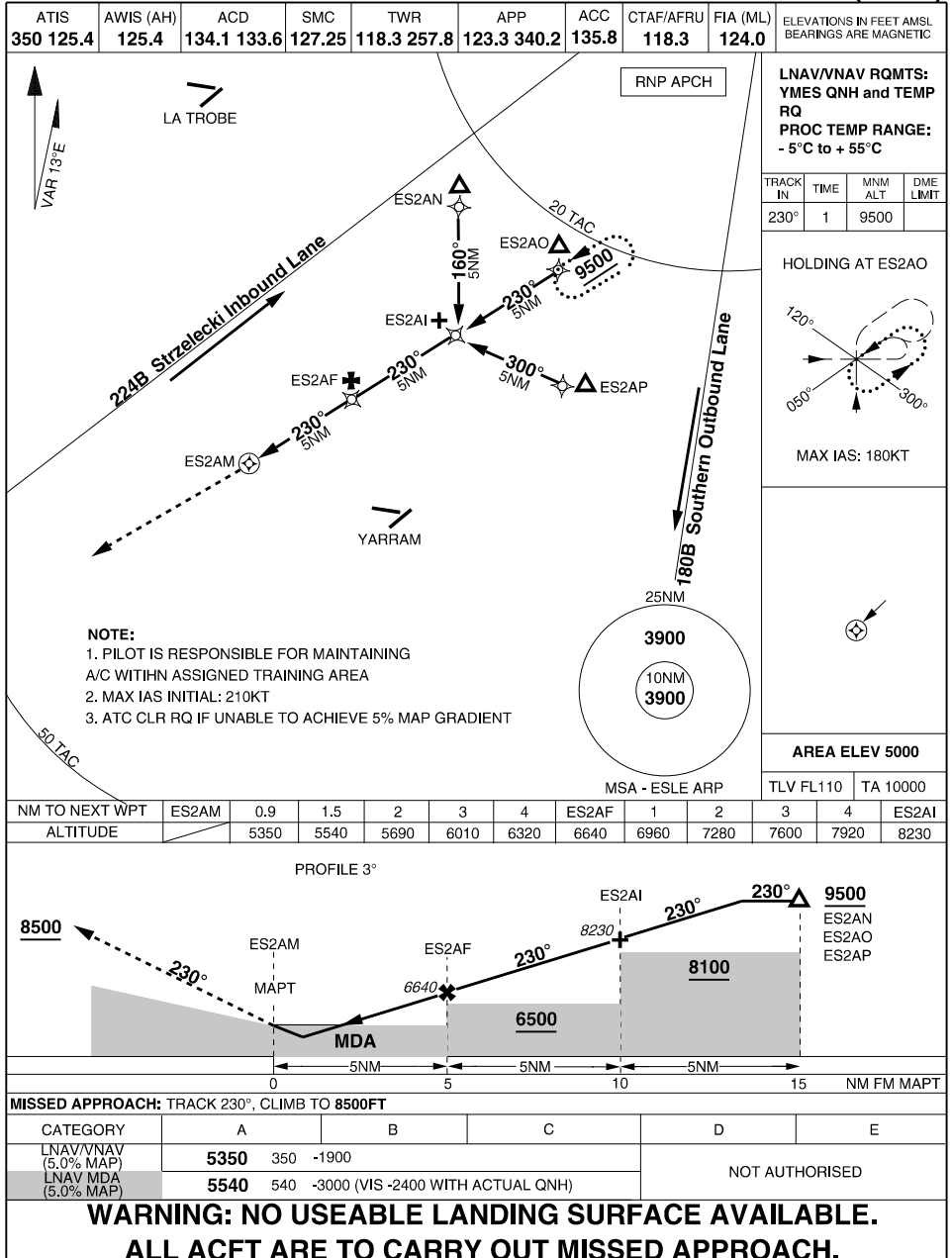
CHANGES: CIRCLING 04 SEP 25 S38 05.94 E147 08.97  
**EAST SALE (YMES)**  
**RNP RWY 04**  
**AIS-AF MILITARY USE ONLY**



MILITARY USE ONLY

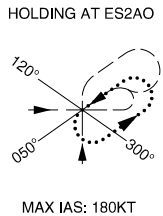
S38 30.77 E146 35.27  
PANS-OPS, WGS 84

RNP E (CAT C)  
ECHO (ESLE)



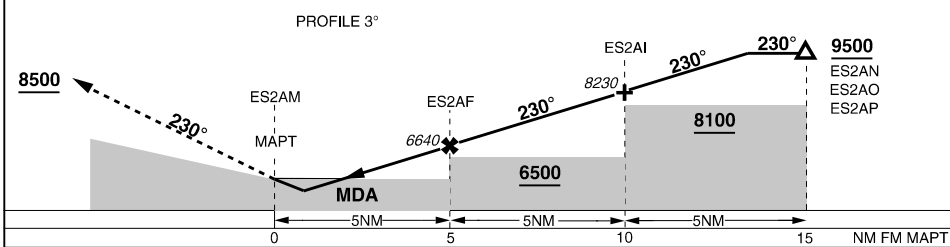
LNAV/VNAV RQMTS:  
YMES QNH and TEMP  
RQ  
PROC TEMP RANGE:  
-5°C to +55°C

TRACK IN	TIME	MNM ALT	DME LIMIT
230°	1	9500	



AREA ELEV 5000	
TLV FL110	TA 10000

NM TO NEXT WPT	ES2AM	0.9	1.5	2	3	4	ES2AF	1	2	3	4	ES2AI
ALTITUDE		5350	5540	5690	6010	6320	6640	6960	7280	7600	7920	8230



**MISSED APPROACH: TRACK 230°, CLIMB TO 8500FT**

CATEGORY	A	B	C	D	E
LNAV/VNAV (5.0% MAP)	5350 350 -1900				
LNAV MDA (5.0% MAP)	5540 540 -3000 (VIS -2400 WITH ACTUAL QNH)				

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

CHANGES: RNP APCH RQMNT

**30 NOV 23**

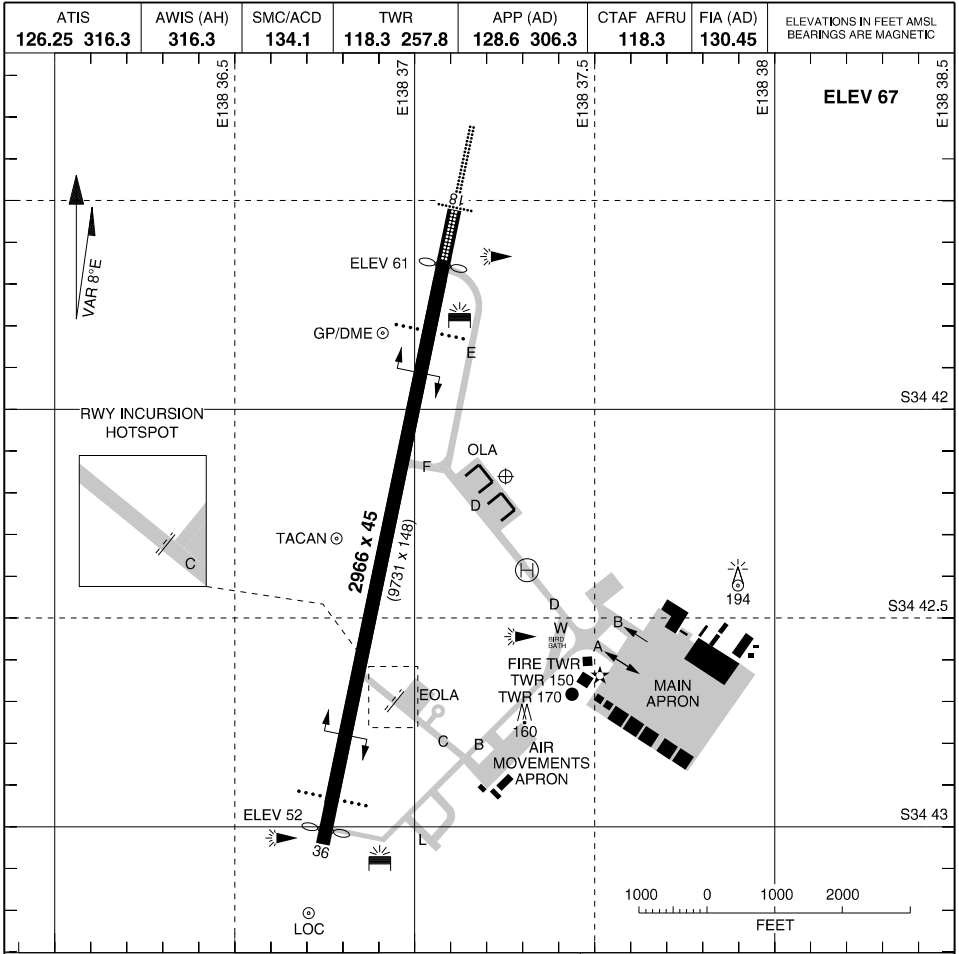
AIS-AF  
MILITARY USE ONLY

**ECHO (ESLE)  
RNP E (CAT C)**

MILITARY USE ONLY

# AERODROME CHART EDINBURGH (YPED)

S34 42.15 E138 37.25  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
18 (181°)	HIAL (6) (720M) PAPI - 3.00° 51FT	GREEN	HIRL (3)	
36 (001°)	PAPI - 3.00° 49FT			
AERODROME BEACON ALTN WG ILLUMINATED WIND INDICATOR OBSTRUCTION SDBY PWR AVBL				

CHANGES: PTBL RL REMOVED.  
**27 NOV 25**

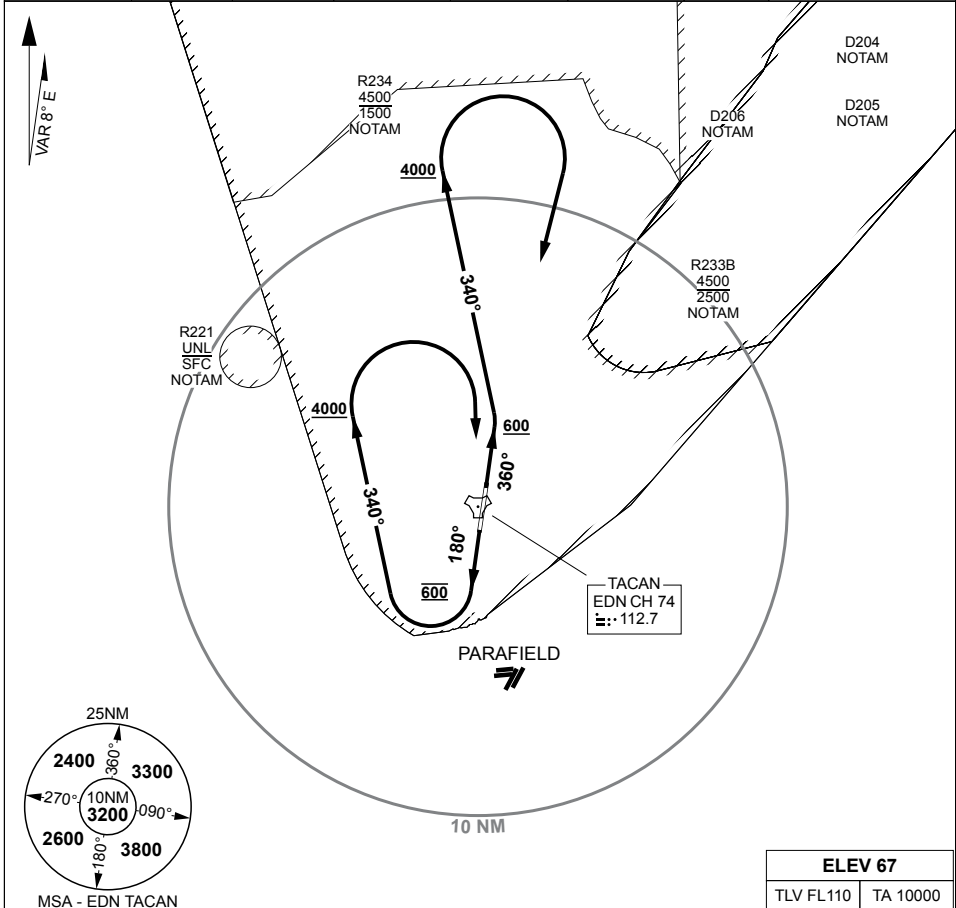
AIS-AF  
MILITARY USE ONLY

**EDINBURGH (YPED)**  
AERODROME CHART

# SID RWY 18/36 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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**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 TWO**

**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, 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, INTERCEPT CLEARED ROUTE

CHANGES: REMOVE WPT DOLVU

S34 42.15 E138 37.25

**12 JUN 25**

**AIS-AF  
MILITARY USE ONLY**

**EDINBURGH (YPED)  
SID RWY 18/36**

# 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>							<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>TRACK IN</th> <th>TIME</th> <th>MMN ALT</th> <th>DME LIMIT</th> </tr> <tr> <td>181°</td> <td></td> <td>3300</td> <td>16</td> </tr> </table>	TRACK IN	TIME	MMN ALT	DME LIMIT	181°		3300	16																																
TRACK IN	TIME	MMN ALT	DME LIMIT																																												
181°		3300	16																																												
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>EDN TAC DIST</td> <td>2.2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>10.7</td> <td></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> <td></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> <td></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		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">ELEV 67</th> </tr> <tr> <td>TLV FL110</td> <td>TA 10000</td> </tr> </table>	ELEV 67		TLV FL110	TA 10000
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																																					
ELEV 67																																															
TLV FL110	TA 10000																																														
<p>TACAN EDN DME IED</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td>0</td> <td>1.2</td> <td>4.9</td> <td>8</td> <td>11</td> <td>11</td> </tr> <tr> <td></td> <td>0</td> <td>0.8</td> <td>4.4</td> <td>7.5</td> <td>10.5</td> <td></td> </tr> </table>								0	1.2	4.9	8	11	11		0	0.8	4.4	7.5	10.5																												
	0	1.2	4.9	8	11	11																																									
	0	0.8	4.4	7.5	10.5																																										
<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> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>ILS/TAC</td> <td colspan="5" style="text-align:center;"><b>410</b> 349 -1200 (VIS - 800 WITH ACTUAL QNH)</td> </tr> <tr> <td>LOC/TAC</td> <td colspan="5" style="text-align:center;"><b>610</b> 543 -2300</td> </tr> <tr> <td>CIRCLING</td> <td><b>800</b> 733 -2000</td> <td><b>800</b> 733 -2400</td> <td><b>890</b> 823 -4000</td> <td><b>890</b> 823 -5000</td> <td>NOT AUTHORISED</td> </tr> </table>							CATEGORY	A	B	C	D	E	ILS/TAC	<b>410</b> 349 -1200 (VIS - 800 WITH ACTUAL QNH)					LOC/TAC	<b>610</b> 543 -2300					CIRCLING	<b>800</b> 733 -2000	<b>800</b> 733 -2400	<b>890</b> 823 -4000	<b>890</b> 823 -5000	NOT AUTHORISED																	
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<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**

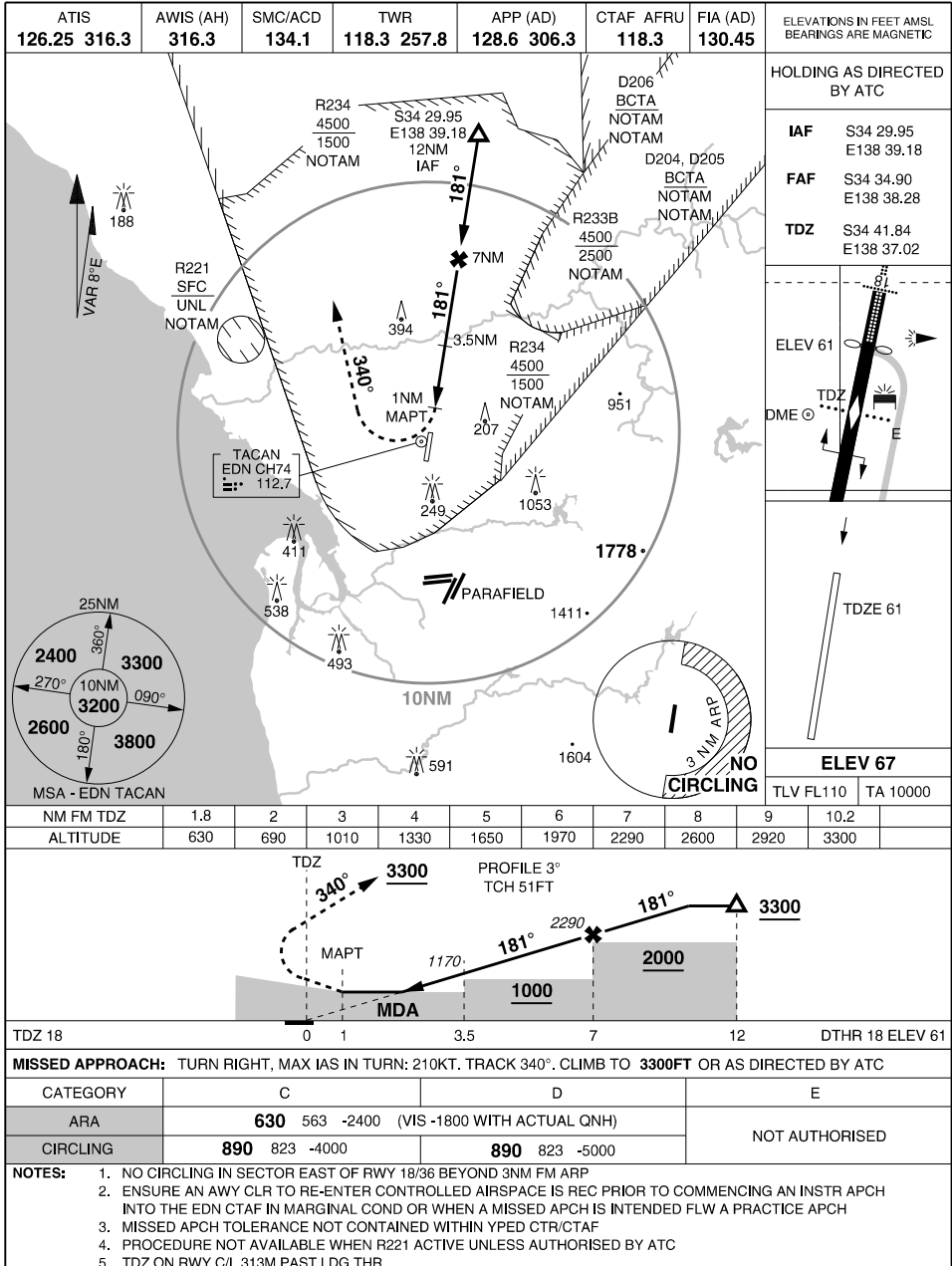
AIS-AF

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



CHANGES: RWY END DIAGRAM

20 MAR 25

AIS-AF  
MILITARY USE ONLY

EDINBURGH (YPED)  
ARA RWY 18

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

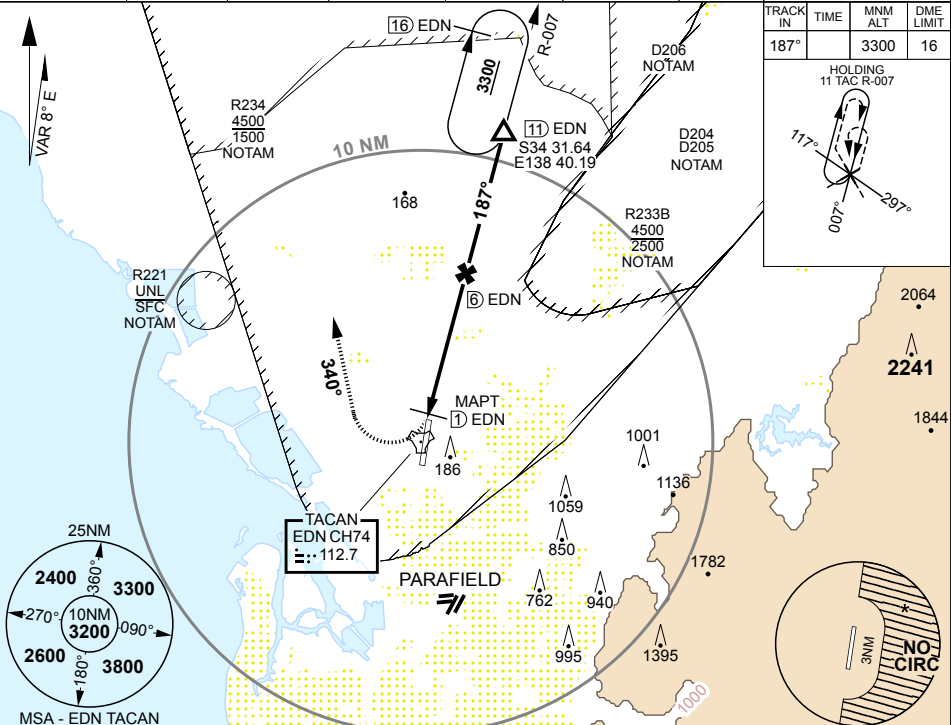
# TACAN RWY 18 EDINBURGH (YPED)

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 CTF 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.

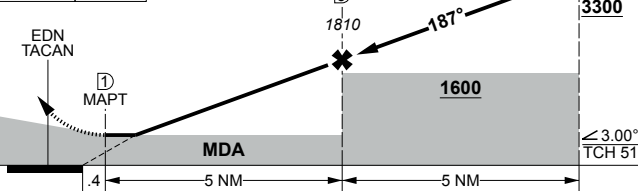
ATIS 126.25 316.3	AWIS (AH) 316.3	SMC /ACD 134.1	TWR 118.3 257.8	APP (AD) 128.6 306.3	CTAF /AFRU 118.3	FIA (AD) 130.45	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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EDN TAC	2.2	3	4	5	6	7	8	9	10	10.7		
ALTITUDE	620	860	1180	1500	1810	2130	2450	2770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



TLV FL110 THR ELEV 61	TA 10000 TDZE 61
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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

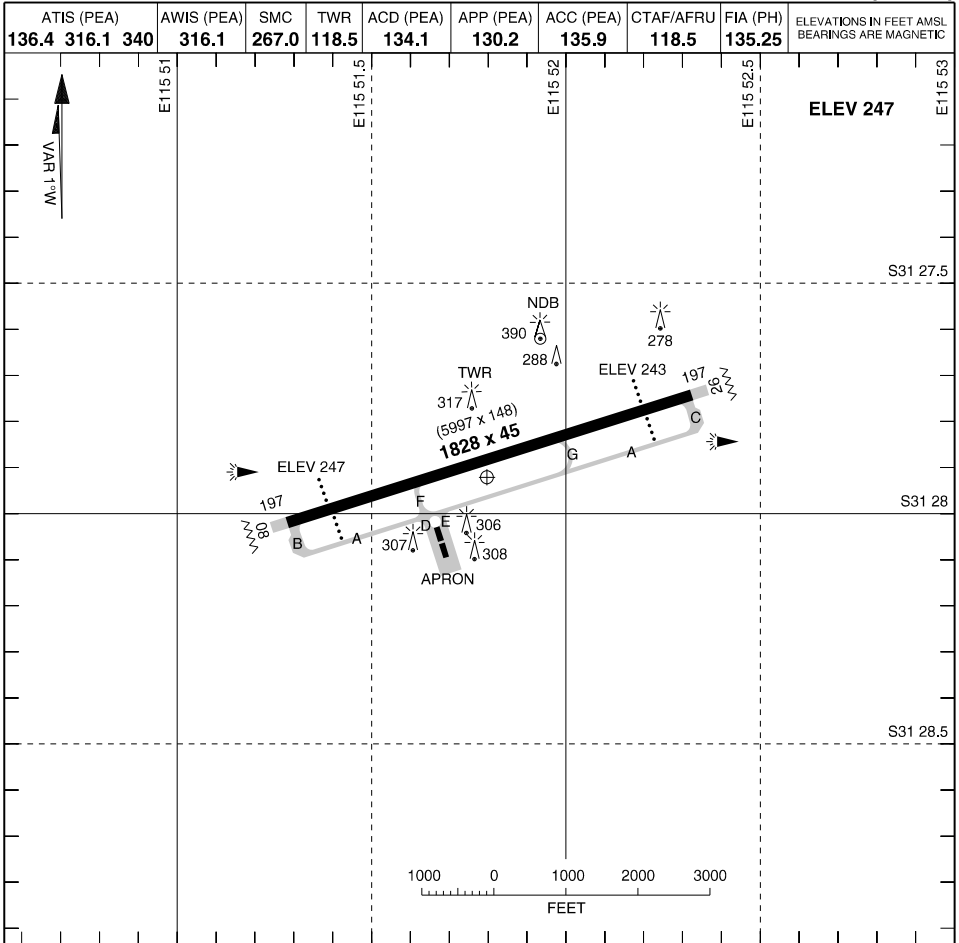
AIS-AF  
MILITARY USE ONLY

# EDINBURGH (YPED) TACAN RWY 18

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: IWI  
**28 NOV 24**

AIS-AF  
MILITARY USE ONLY

**GINGIN (YGIG)**  
AERODROME CHART

MILITARY USE ONLY

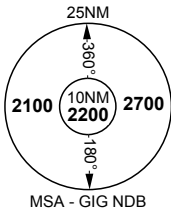
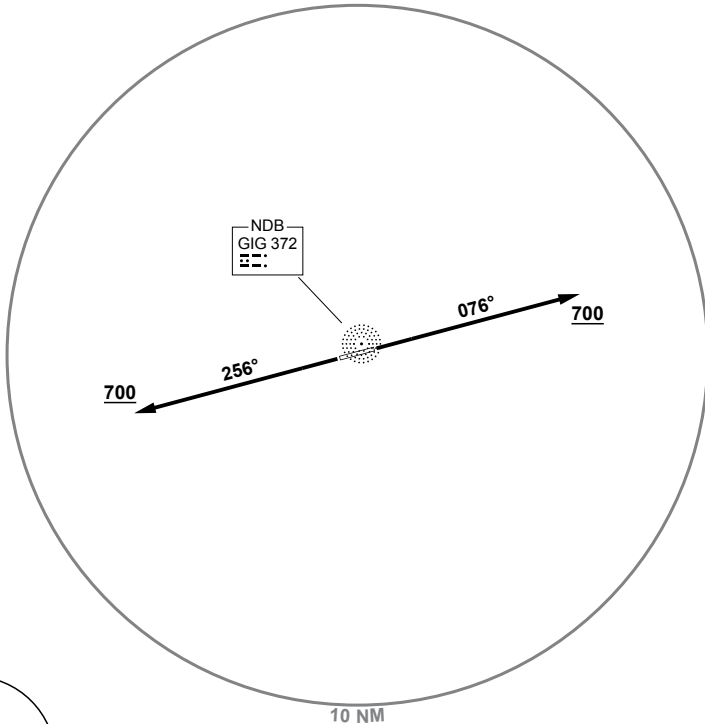
SID (RADAR) ALL RWYS  
**GINGIN (YGIG)**

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

↑  
VAR 1° W



**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

**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

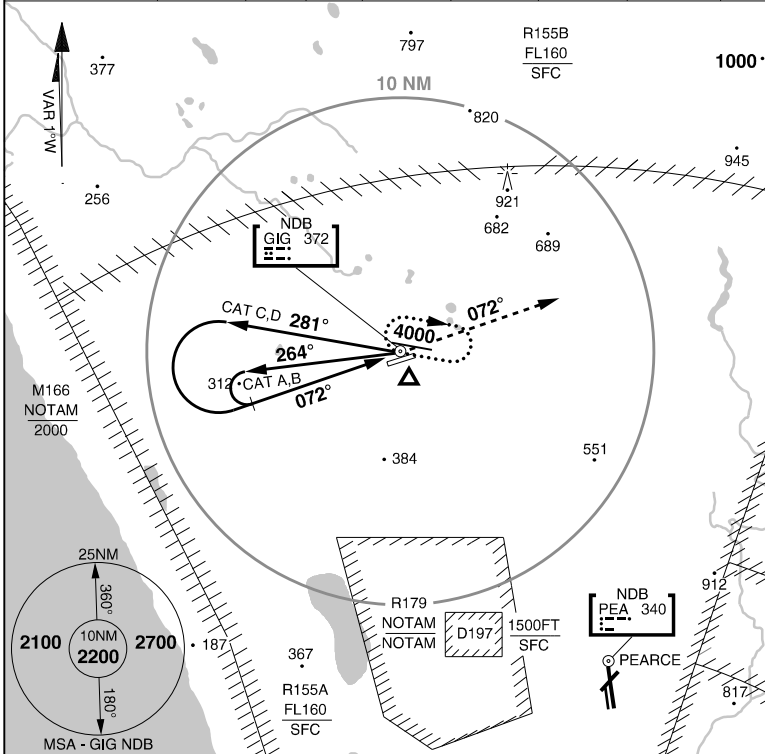
**GINGIN (YGIG)**  
 SID (RADAR) ALL RWYS

MILITARY USE ONLY

S31 27.91 E115 51.80  
PANS-OPS, WGS 84

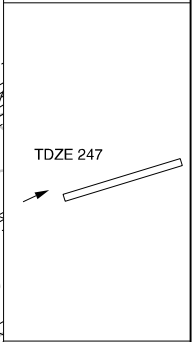
NDB RWY 08  
GINGIN (YGIG)

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	

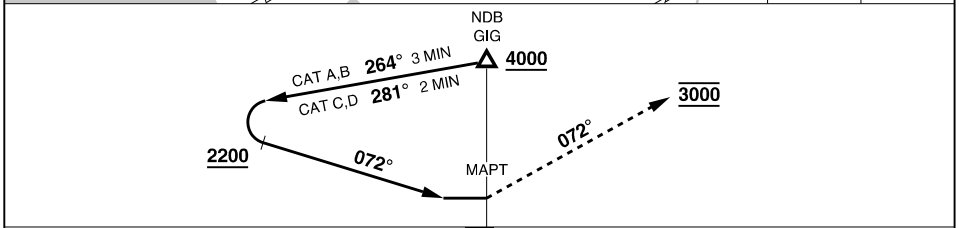


TRACK IN	TIME	MNM ALT	DME LIMIT
281°	1	4000	

HOLDING AT NDB



<b>ELEV 247</b>	
TLV FL110	TA 10000



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

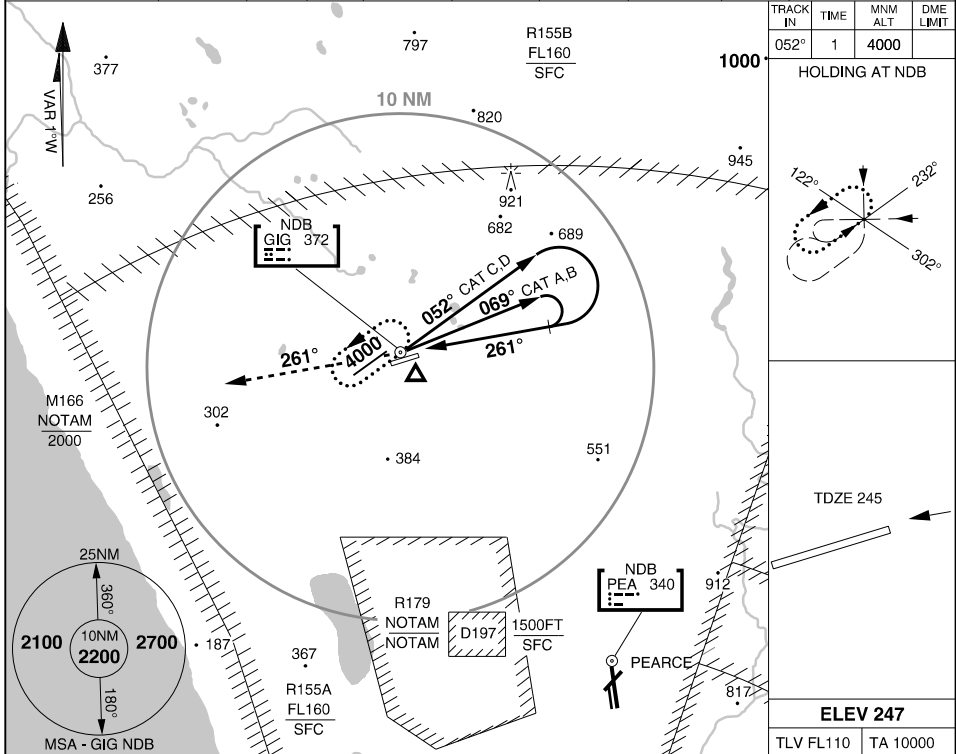
**GINGIN (YGIG)**  
NDB RWY 08

MILITARY USE ONLY

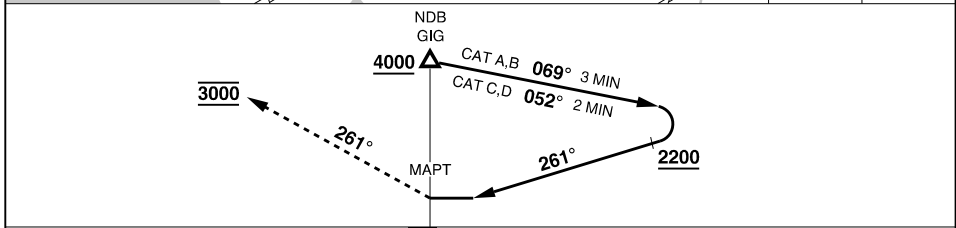
NDB RWY 26  
GINGIN (YGIG)

S31 27.91 E115 51.80  
PANS-OPS, WGS 84

ATIS (PEA) <b>136.4 316.1 340</b>	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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TRACK IN 052°	TIME 1	MNM ALT 4000	DME LIMIT
HOLDING AT NDB			
TDZE 245			
ELEV 247			
TLV FL110	TA 10000		



THR 26 ELEV 243

MISSED APPROACH: TRACK 261°, CLIMB TO 3000FT

CATEGORY	A	B	C	D
NDB	1500 1253 -5000		1630 1383 -5000	
CIRCLING	1500 1253 -2400		1630 1383 -4000	1630 1383 -5000

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

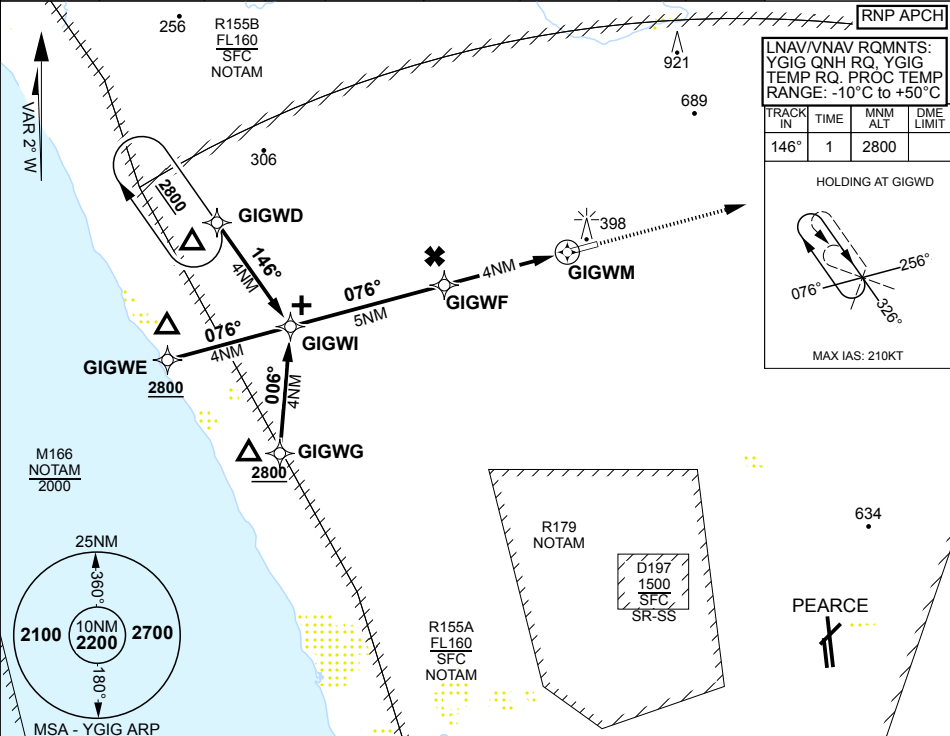
PANS-OPS, WGS-84

# RNP RWY 08 GINGIN (YGIG)

1. MAX IAS INITIAL: 210KT.

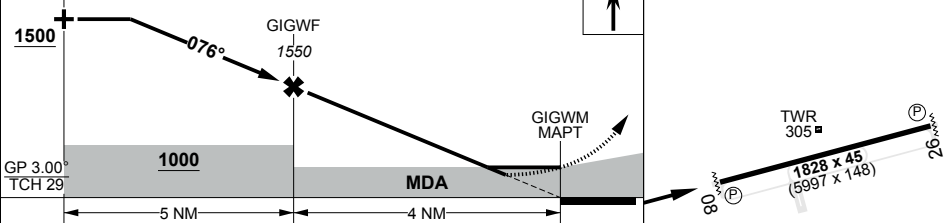
MISSED APPROACH:  
TRACK 076°, CLIMB TO 3000FT.

ATIS (PEA) 136.4 316.1 340	AWIS (PEA) 316.1	SMC 267.0	TWR 118.5	ACD (PEA) 134.1	APP (PEA) 130.2	ACC (PEA) 135.9	CTAF / AFRU 118.5	FIA (PH) 135.25	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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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	
LNAV MDA	790	543	3100m	(VIS -2600 WITH ACTUAL QNH)
CIRCLING	990	743	2400m	1140 893 1340 1093 4000m 5000m

LIRL all Rwys

CHANGES: MAG VAR, EDITORIAL  
 20 MAR 25  
 S31 27.91 E115 51.80  
 AIS-AF  
 MILITARY USE ONLY

# GINGIN (YGIG) RNP RWY 08

APCH CRS 256°	RWY LDG THR ELEV AD ELEV	5997 243 247
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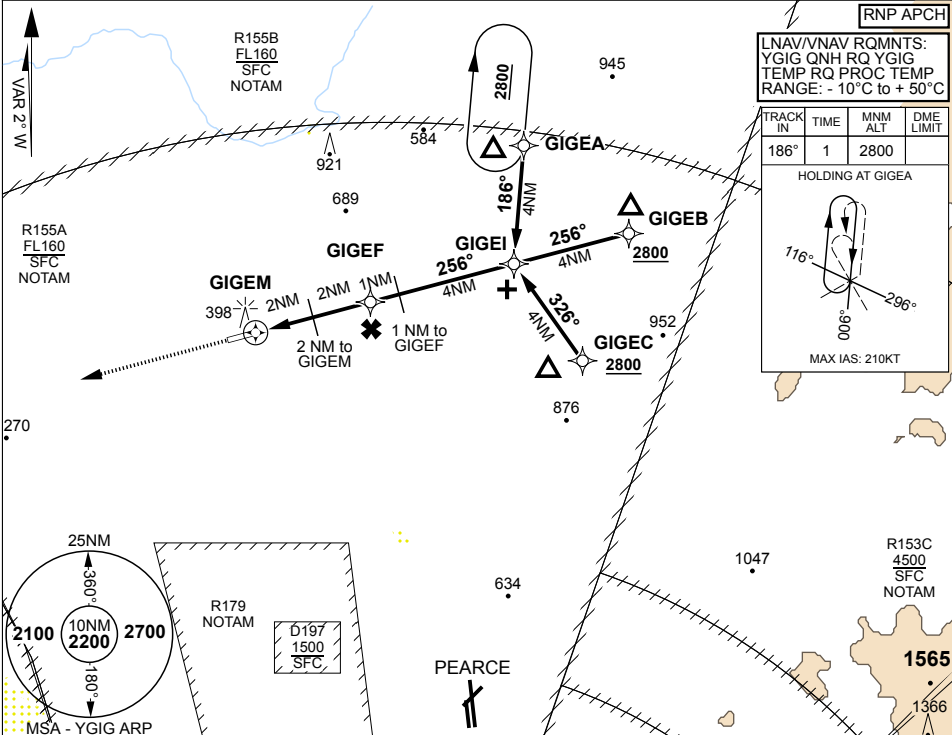
# RNP RWY 26 GINGIN (YGIG)

## PANS-OPS, WGS-84

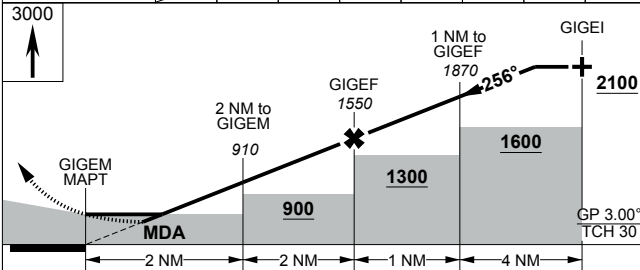
1. MAX IAS INITIAL: 210KT.

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

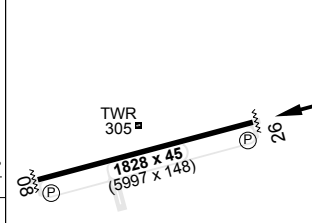
ATIS (PEA) 136.4 316.1 340	AWIS (PEA) 316.1	SMC 267.0	TWR 118.5	ACD (PEA) 134.1	APP (PEA) 130.2	ACC (PEA) 135.9	CTAF/ AFRU 118.5	FIA (PH) 135.25	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NM TO NEXT WPT	GIGEM	1	1.5	2	3	GIGEF	1	2	3	3.9				
ALTITUDE		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: MAG VAR, EDITORIAL S31 27.91 E115 51.80

20 MAR 25

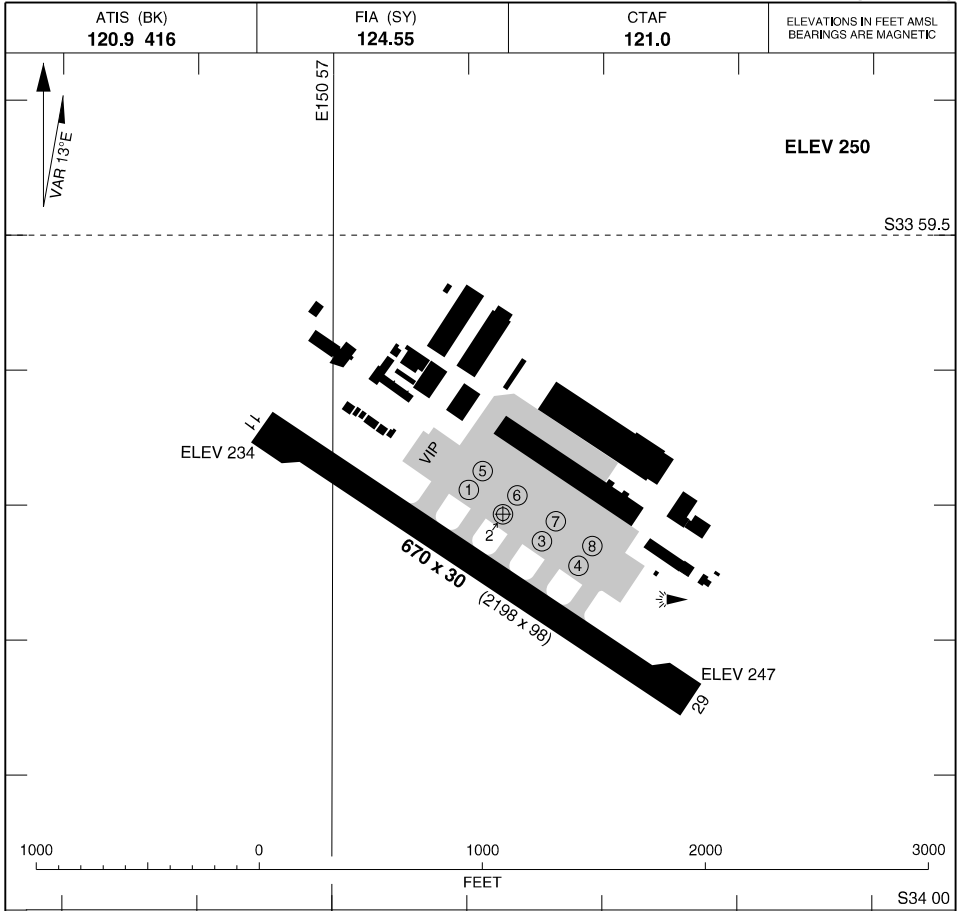
# GINGIN (YGIG) RNP RWY 26

AIS-AF  
MILITARY USE ONLY

MILITARY USE ONLY

# AERODROME CHART HOLSWORTHY (YSHW)

S33 59.70 E150 57.15  
PANS-OPS, WGS 84



**LIGHTING**

RWY	APPROACH	THR	RUNWAY
11 (110°)	NIL	NIL	LIRL
29 (290°)			

ILLUMINATED WIND DIRECTION INDICATOR  
SDBY PWR AVBL  
APRON FLOODLIGHTING AVBL ON REQUEST

**NOTES**

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.

CHANGES: CTAF FREQ  
**13 JUN 24**

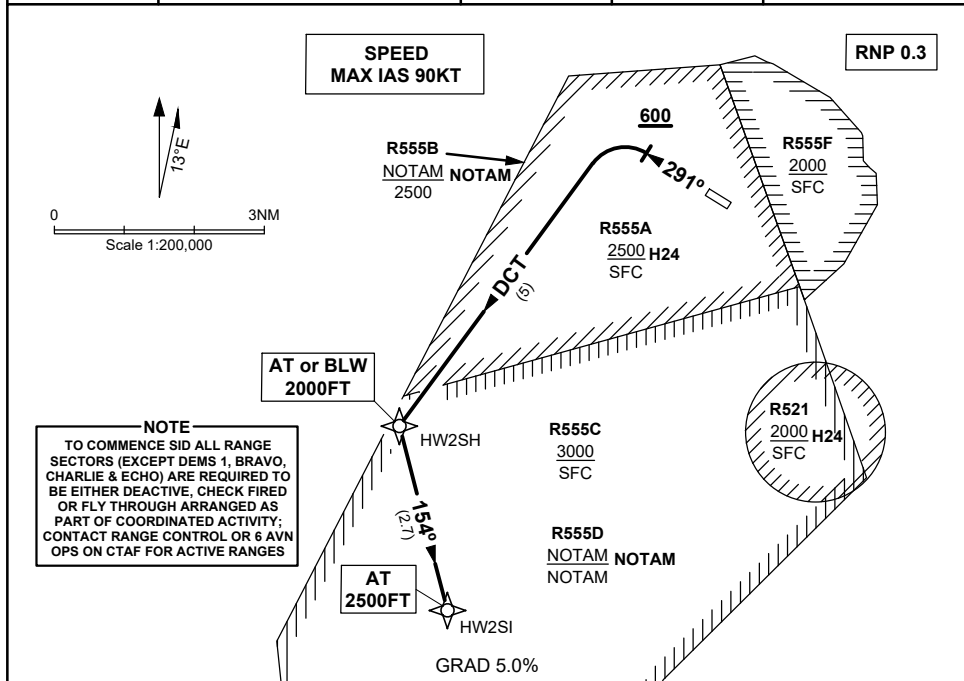
AIS-AF  
MILITARY USE ONLY

**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**

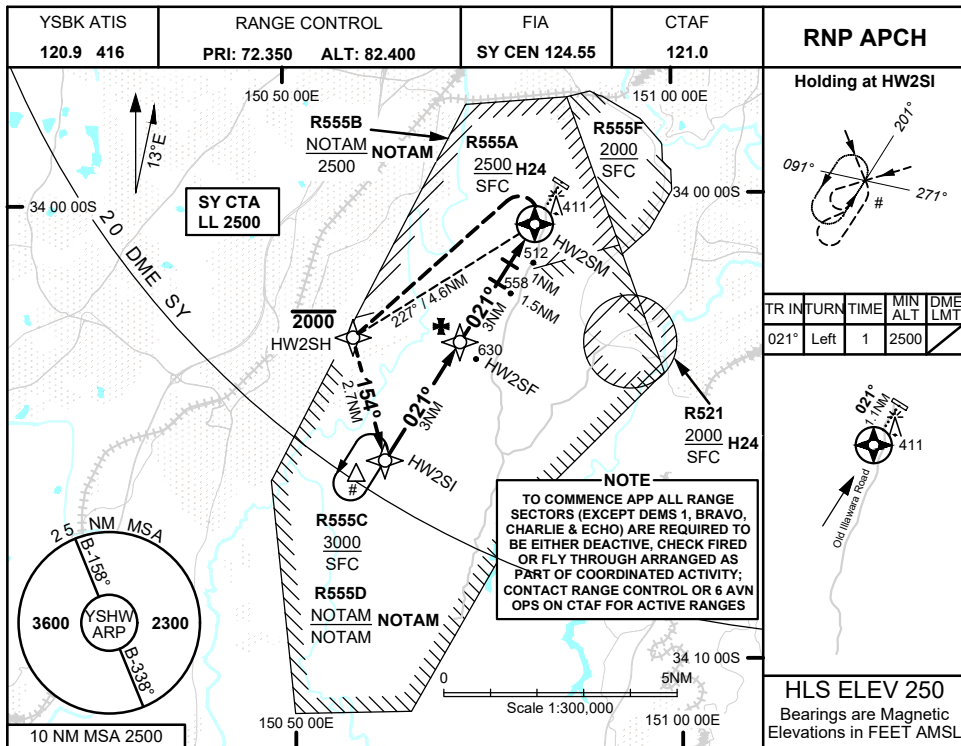
On recognition of communication failure

- 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.

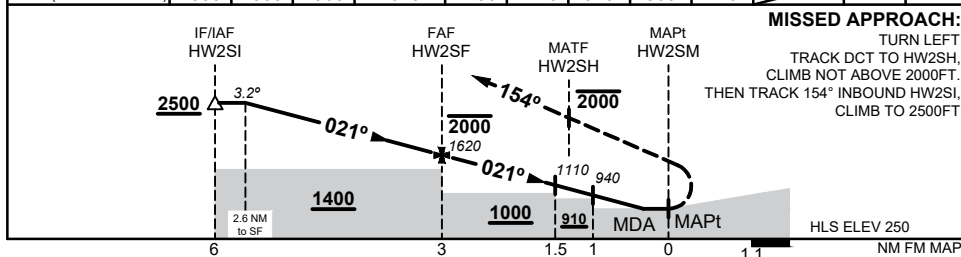
Changes: CTAF FREQ

13 JUN 2024

**HOLSWORTHY, NSW (YSHW)**



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 ILLAWARA ROAD
3. HLDG AND MAP NOT CONTAINED IN CONTROLLED AIRSPACE
- #4. HOLDING: MAINTAIN WITHIN R555C AT ALL TIMES

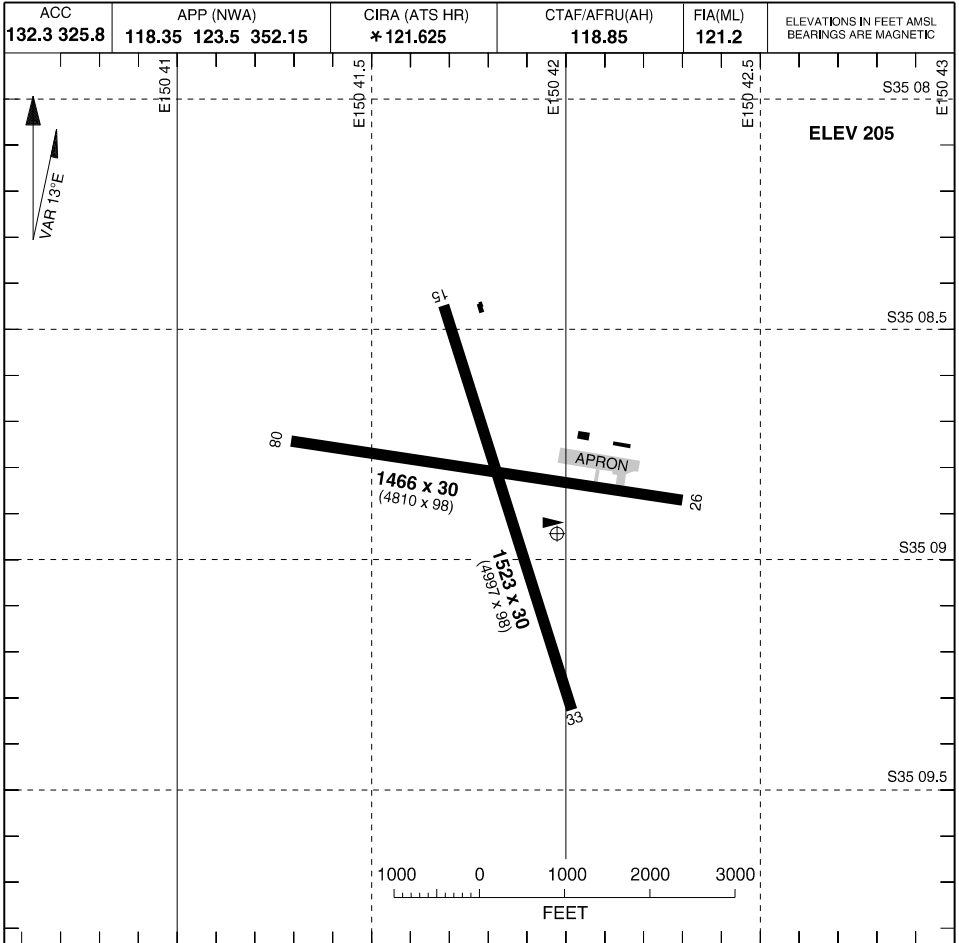
CATEGORY	H
LNAV (VAA) USING YSBK QNH (4.2% MAP)	<b>770</b> (520 - 3.0)
LNAV (VAA, 4.2% MAP)	<b>860</b> (610 - 3.5)
CIRCLING	NOT APPLICABLE
ALTERNATE	(1110 - 5.5)

Changes: CTAF

MILITARY USE ONLY

**AERODROME CHART  
JERVIS BAY (YJBY)**

S35 08.85 E150 41.92  
PANS-OPS, WGS 84



LIGHTING				<b>NOTES</b> 1. SIGNIFICANT ANIMAL HAZARD * 2. YSNW ATS HR
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: AD ELEV, RWY DIMENSIONS  
**20 MAR 25**

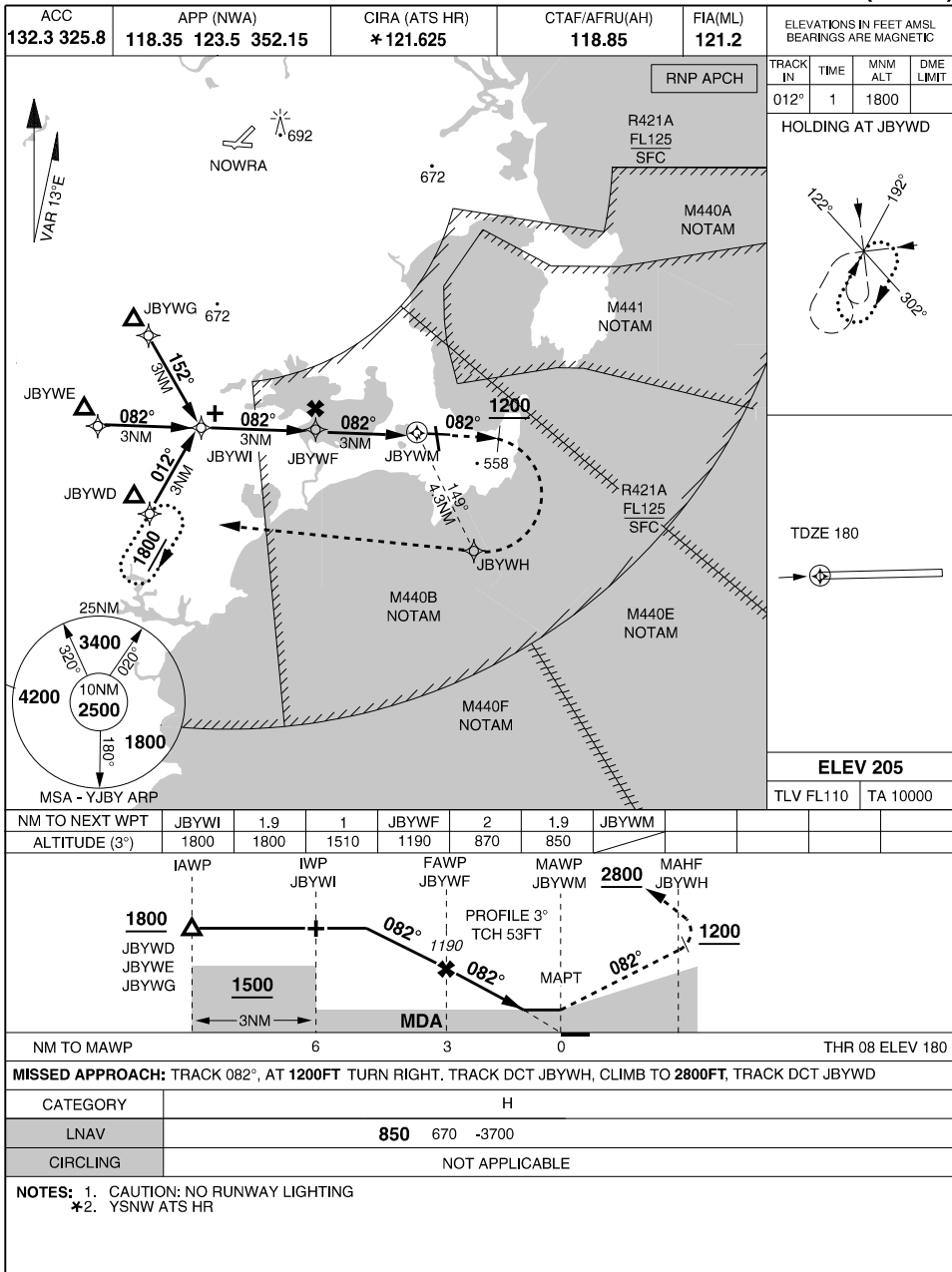
**AIS-AF**  
MILITARY USE ONLY

**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: MINIMA SHADING

04 SEP 25

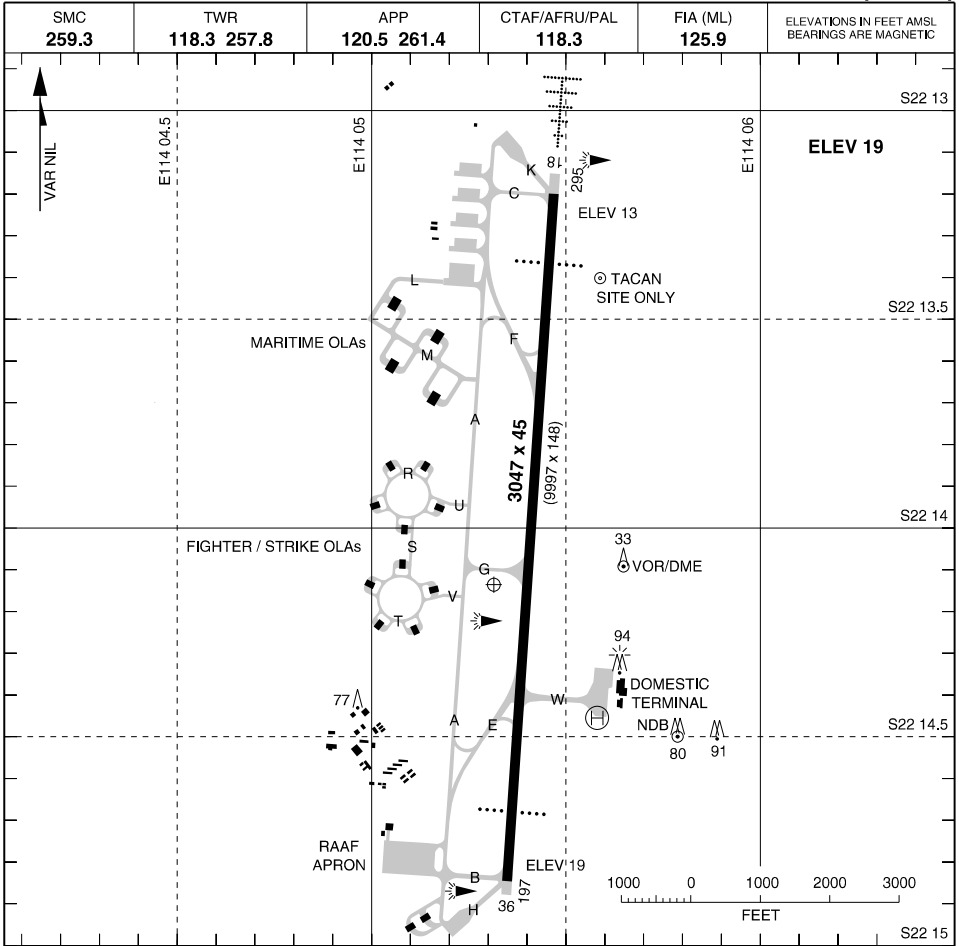
AIS-AF  
MILITARY USE ONLY

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

MILITARY USE ONLY

# AERODROME CHART LEARMONTH (YPLM)

S22 14.13 E114 05.32  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
18 (184°)	HAL (6) PAPI 3.00° 50FT		HIRL	
36 (004°)	PAPI 3.00° 50FT		HIRL	

TWY: CENTRELINER GREEN  
ILLUMINATED WIND INDICATOR  
STANDBY POWER AVBL

CHANGES: RWY BRGs  
**20 MAR 25**

AIS-AF  
MILITARY USE ONLY

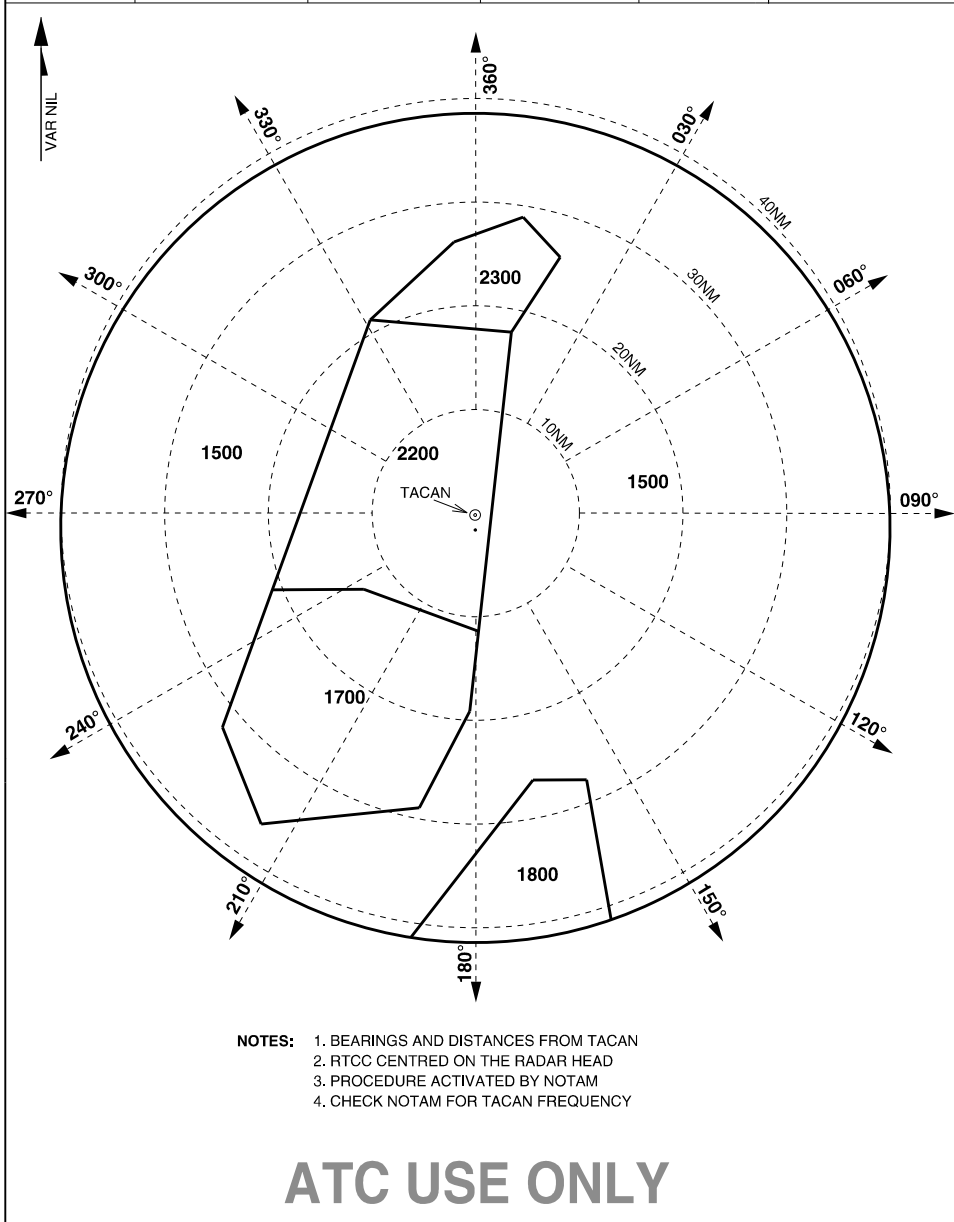
**LEARMONTH (YPLM)**  
AERODROME CHART

**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**

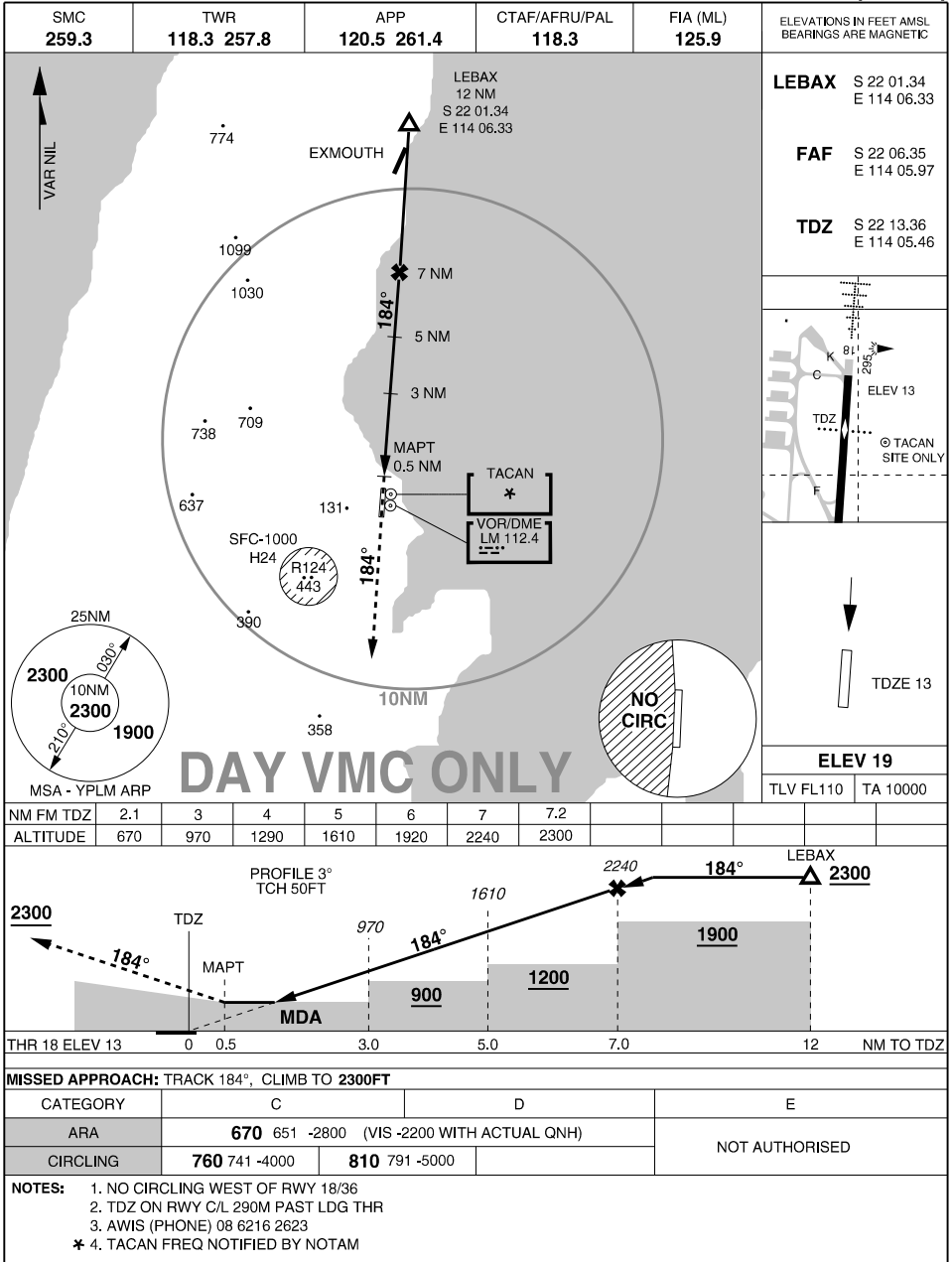
**AIS-AF  
MILITARY USE ONLY**

**LEARMONTH (YPLM)  
RTCC**

MILITARY USE ONLY

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

ARA RWY 18  
LEARMOUTH (YPLM)



CHANGES: RWY END DIAGRAM

**20 MAR 25**

AIS-AF  
MILITARY USE ONLY

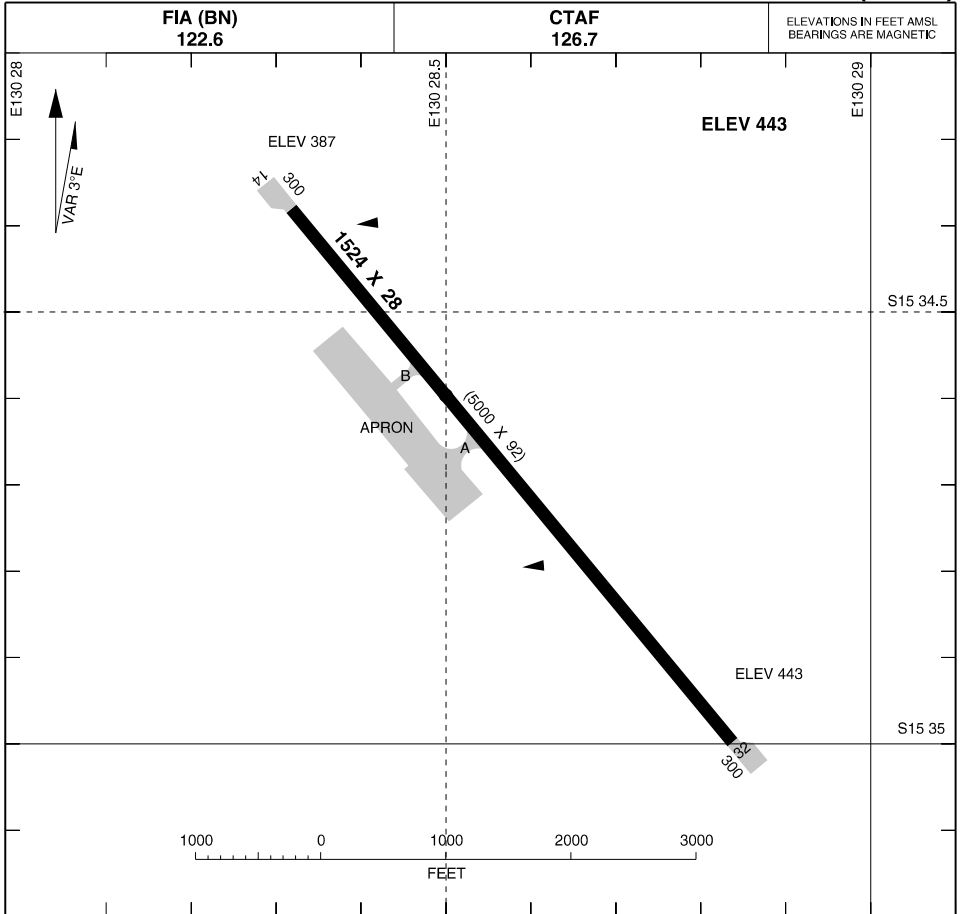
**LEARMOUTH (YPLM)**  
ARA RWY 18



MILITARY USE ONLY

S15 34.6 E130 28.5  
PANS OPS, WGS 84

# AERODROME CHART NACKEROO (YNKR)



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
14 (138°)	NIL	NIL	NIL	1. AIRFIELD LOCATED WITHIN R270 2. RWY SLOPES DOWN TO THE NORTH WEST 3. CAUTION: TIMBER CREEK AD 207°M / 3.1NM
32 (318°)	NIL	NIL	NIL	

CHANGES: TWY DESIGNATOR  
**09 JUL 26**

AIS-AF

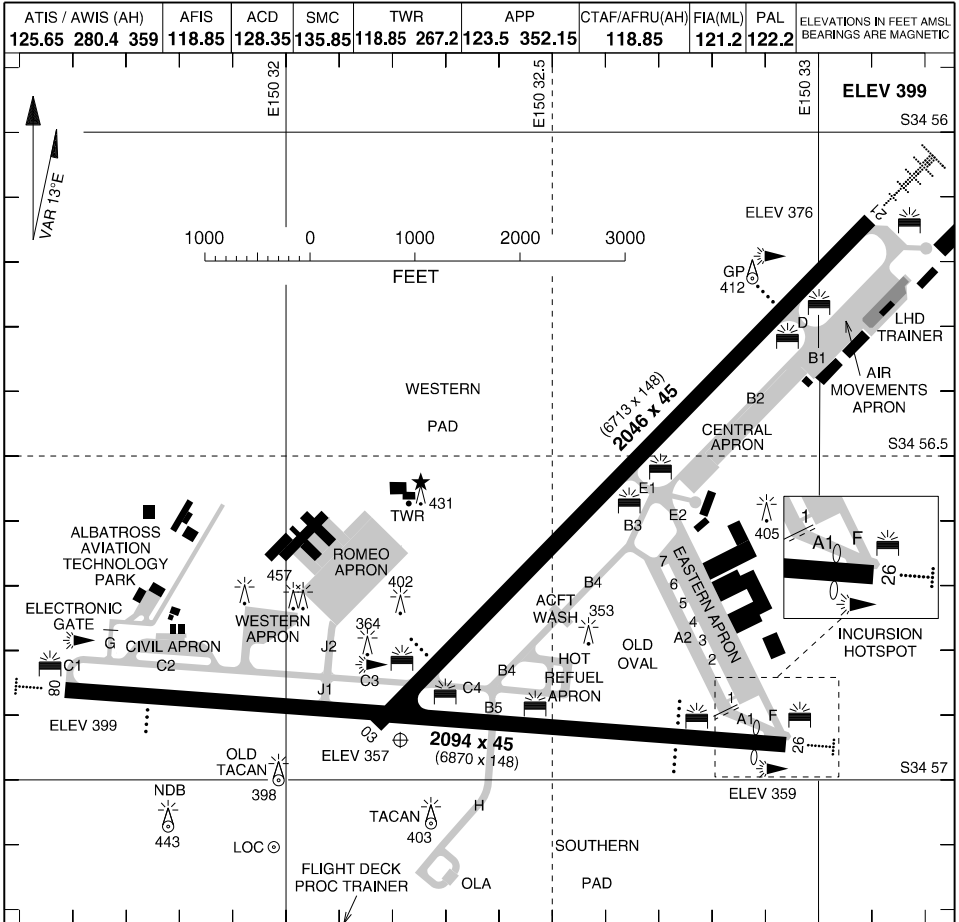
**NACKEROO (YNKR)**  
AERODROME CHART

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	1. RWYS 08 AND 21 - RIGHT CIRCUIT  2. RWY 26 THR DISPLACED 91M (299FT).  3. RWY 03/21 PARTIALLY GROOVED  4. RISING TERRAIN APP RWY 08/ TKOF RWY 26 MARKED BY BI-DIRECTIONAL RED LGT
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: GREEN CENTRELINE, TWY G ACT BY PAL +AA 120.45 EMERGENCY: SDBY PWR AVBL (15 SEC DLA) PAL FAILURE CTC RFFS ON CTAF FREQ (10 MIN DLA)				<b>CAUTION</b> SEVERE DOWNDRAFTS WITHIN 1NM OF THR ON APCH TO RWY 26 WHEN WIND ABV 7KT FROM WEST  TRANSITIONAL SFC AT E END RWY 08/26 MAY BE INFRINGED BY TRANSIENT VEHICLES

CHANGES: NOTES  
**09 JUL 26**

AIS-AF  
MILITARY USE ONLY

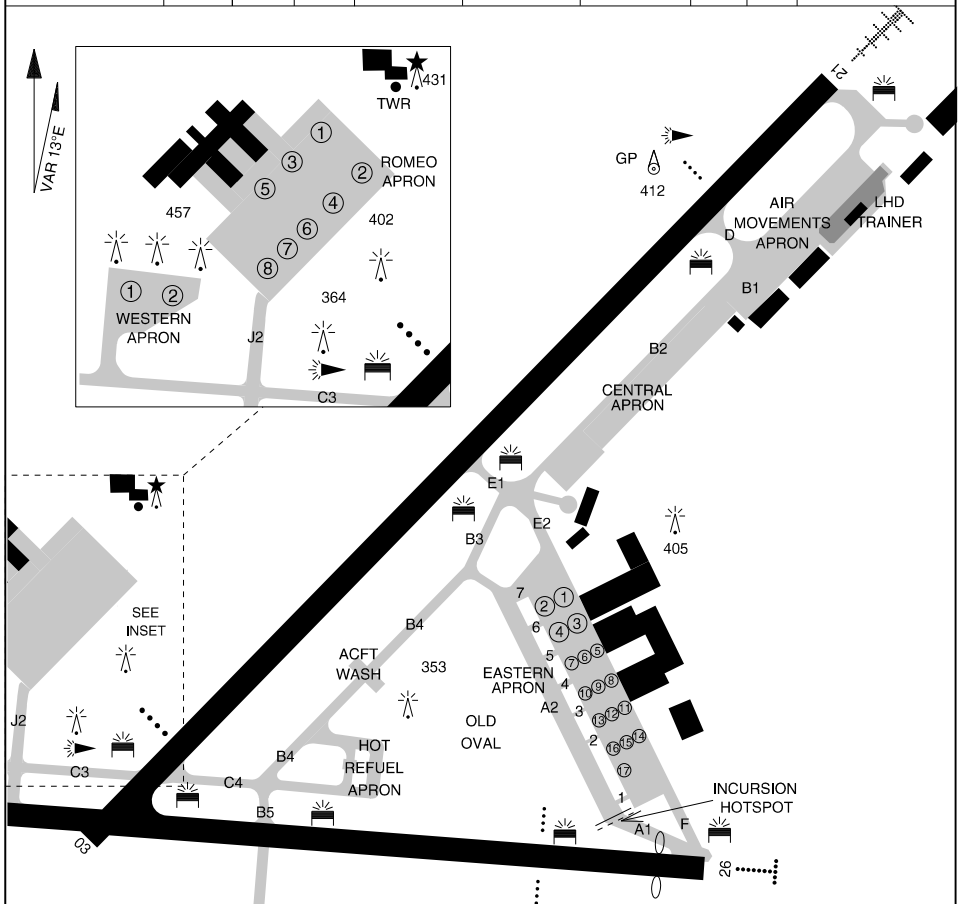
**NOWRA (YSNW)**  
AERODROME CHART

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	

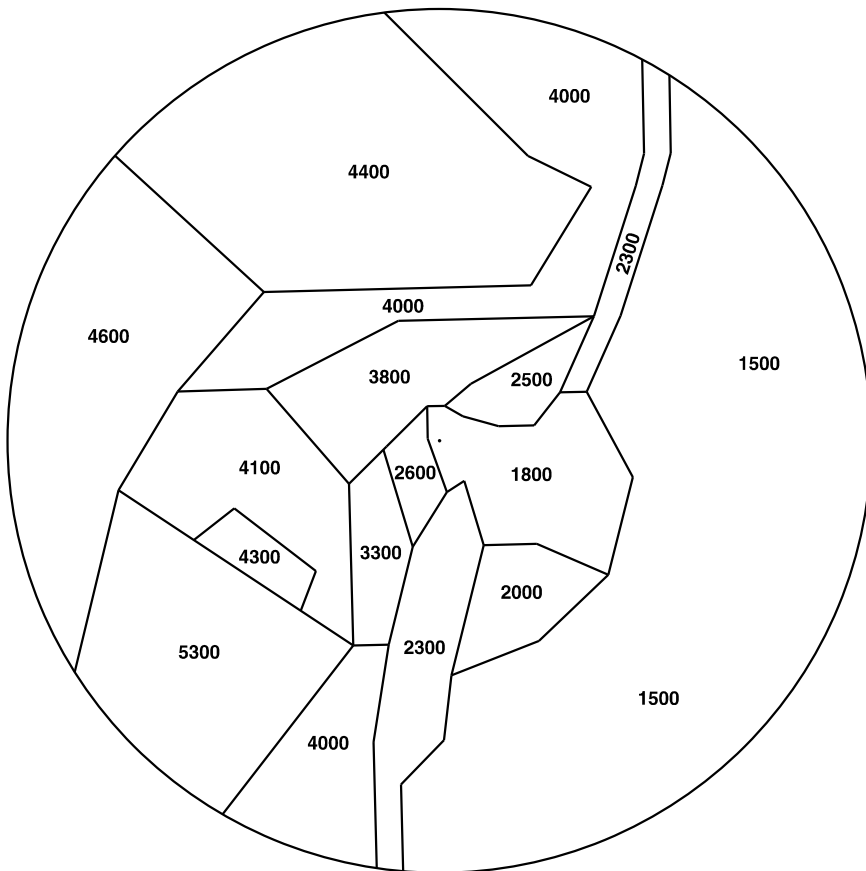
CHANGES: HOT REFUEL APRON

04 SEP 25

AIS-AF  
MILITARY USE ONLY

NOWRA (YSNW)  
APRON CHART

# ATC USE ONLY



NOTE: 1. RTCC CENTRED ON THE RADAR HEAD.  
2. RANGE 40NM.

# ATC USE ONLY

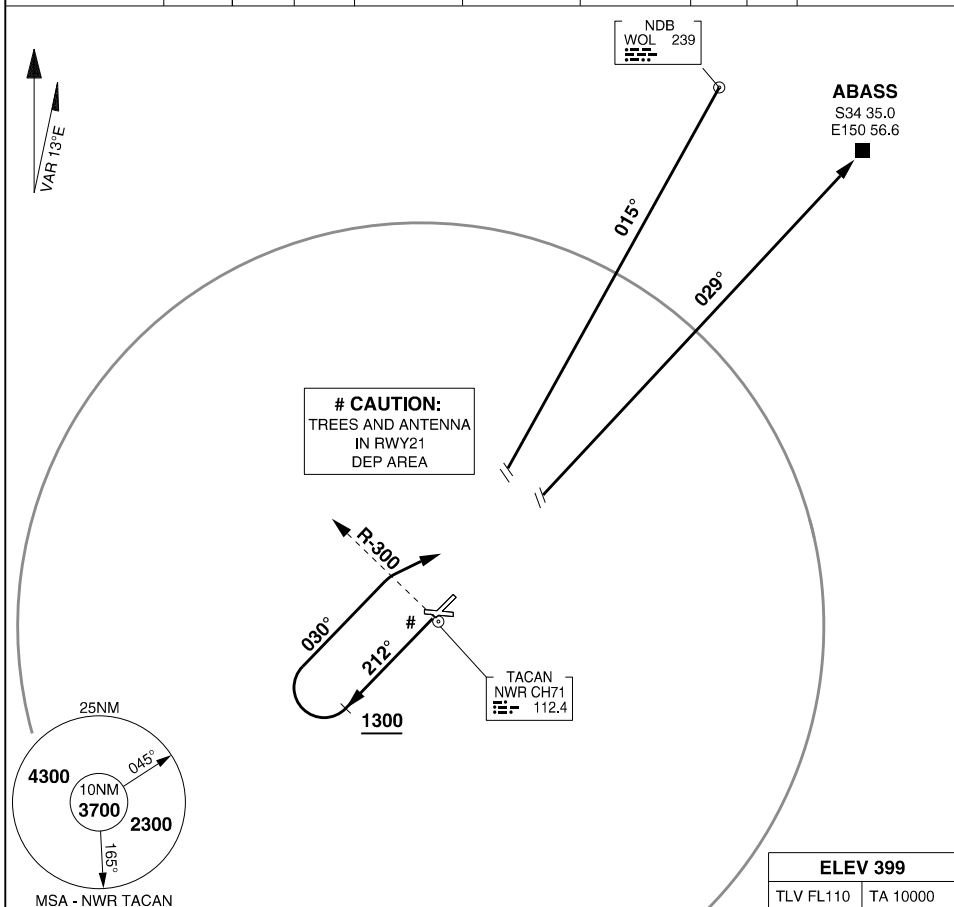
CHANGES: EDITORIAL.

12 JUN 25

AIS-AF  
MILITARY USE ONLY

NOWRA (YSNW)  
RTCC

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	



**WOLLONGONG (WOL) FIVE TANGO DEPARTURE**  
**ABASS FIVE TANGO DEPARTURE**

- GRAD 4.3% TO 1300FT THEN 3.3%
- TRACK 212°
- AT 1300FT BUT NOT BEFORE DER TURN RIGHT,
- TRACK 030°
- AFTER CROSSING NWR R-300, TURN RIGHT
- INTERCEPT CLEARED ROUTE

CHANGES: NEW PROCEDURE

**12 JUN 25**

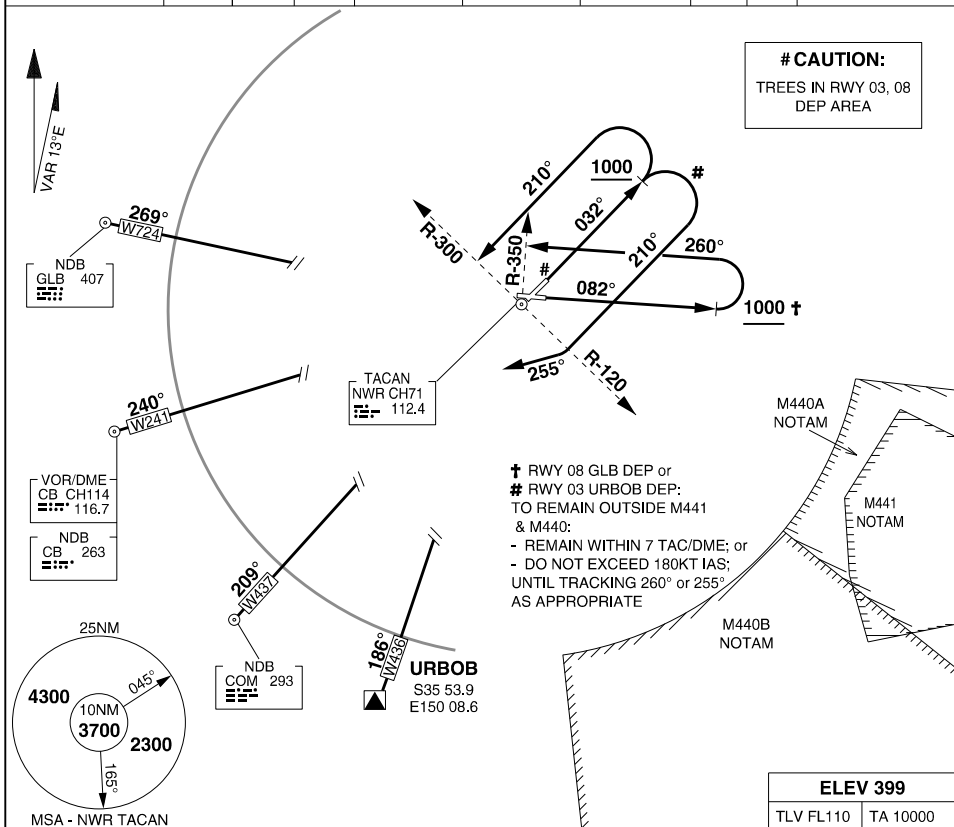
MILITARY USE ONLY  
 AIS-AF

**NOWRA (YSNW)**  
 SID NORTH RWY 21

SID SOUTH & WEST RWYS 03/08  
**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	121.2	122.2	



**URBOB THREE TANGO DEPARTURE  
COOMA (COM) FIVE TANGO DEPARTURE  
CANNBERRA (CB) FIVE TANGO DEPARTURE  
GOULBURN (GLB) FIVE TANGO DEPARTURE**

**RWY 03**

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

**FOR URBBOB #**

- GRAD 3.3%
- TURN RIGHT, TRACK 210°
- AFTER CROSSING NWR R-120, TURN RIGHT
- TRACK 255° TO INTERCEPT OUTBOUND TR

**FOR COM & CB**

- TURN LEFT, TRACK 210°
- AFTER CROSSING NWR R-300, TURN LEFT
- INTERCEPT OUTBOUND TRACK

**RWY 08 †**

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

**FOR GLB**

- TURN LEFT, TRACK 260°
- AFTER CROSSING NWR R-350, TURN LEFT
- INTERCEPT OUTBOUND TRACK

CHANGES: CAUTION NOTE.

**27 NOV 25**

MILITARY USE ONLY  
AIS-AF

**NOWRA (YSNW)**

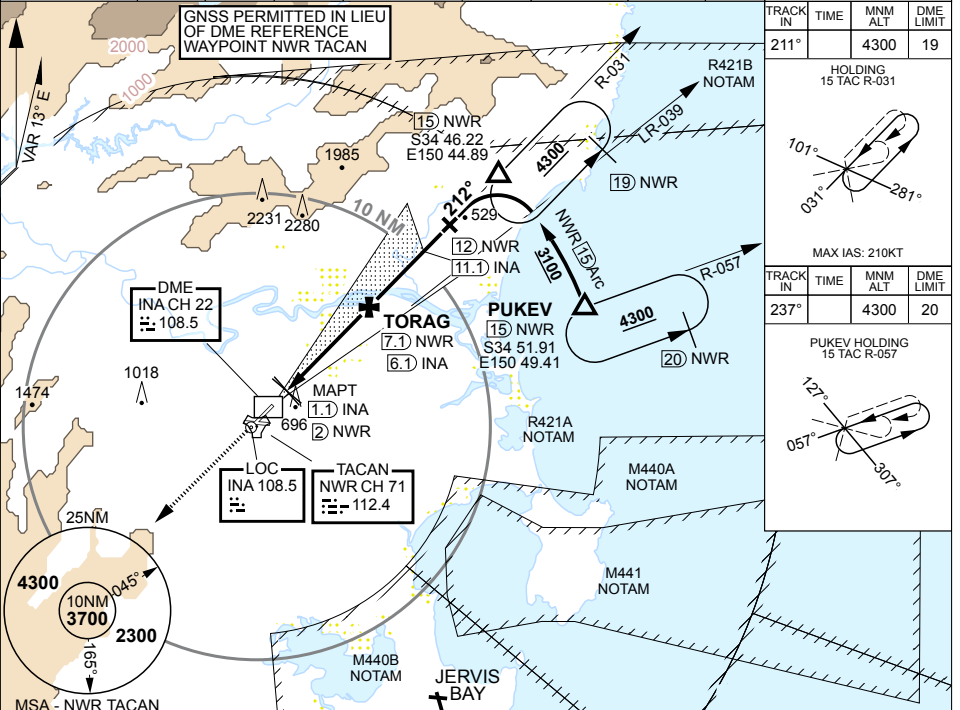
SID SOUTH & WEST RWYS 03/08

LOC/DME INA 108.5 Chan 22 APCH CRS 212° RWY LDG 6713 THR ELEV 376 AD ELEV 399 ILS-X OR LOC-X RWY 21 USING NWR TACAN OR INA DME **PANS-OPS, WGS-84** **NOWRA (YSNW)**

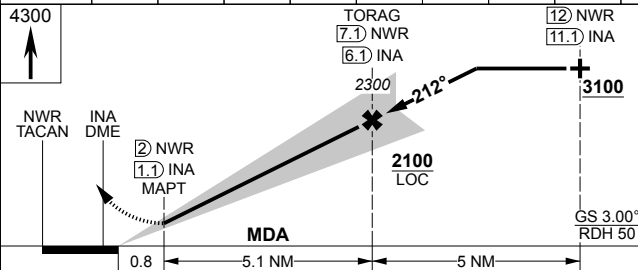
1. RISING TERRAIN BTN MAPT AND RWY THR MAY CAUSE UNUSUAL RADAR ALT INDICATIONS.  
 2. CAUTION: GP NOT TO BE USED OUTSIDE 6° RIGHT OF CENTRELINE.

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

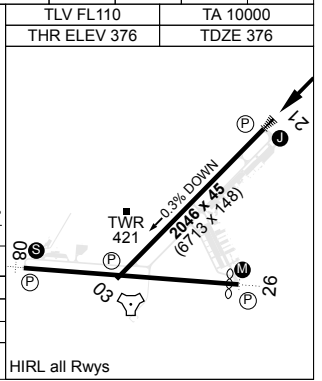
ATIS (AWIS) (AH) <b>125.65</b> <b>280.4 359</b>	AFIS <b>118.85</b>	ACD <b>128.35</b>	SMC <b>135.85</b>	TWR <b>118.85 267.2</b>	APP <b>123.5</b> <b>352.15</b>	CTAF / AFRU (AH) <b>118.85</b>	FIA (ML) <b>121.2</b>	PAL <b>122.2</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NWR TAC	2.7	3	4	5	6	7	8	9	9.5				
INA DME	1.8	2.1	3.1	4.1	5.1	6.1	7.1	8.1	8.6				
ALTITUDE	930	1010	1330	1650	1970	2290	2610	2930	3100				



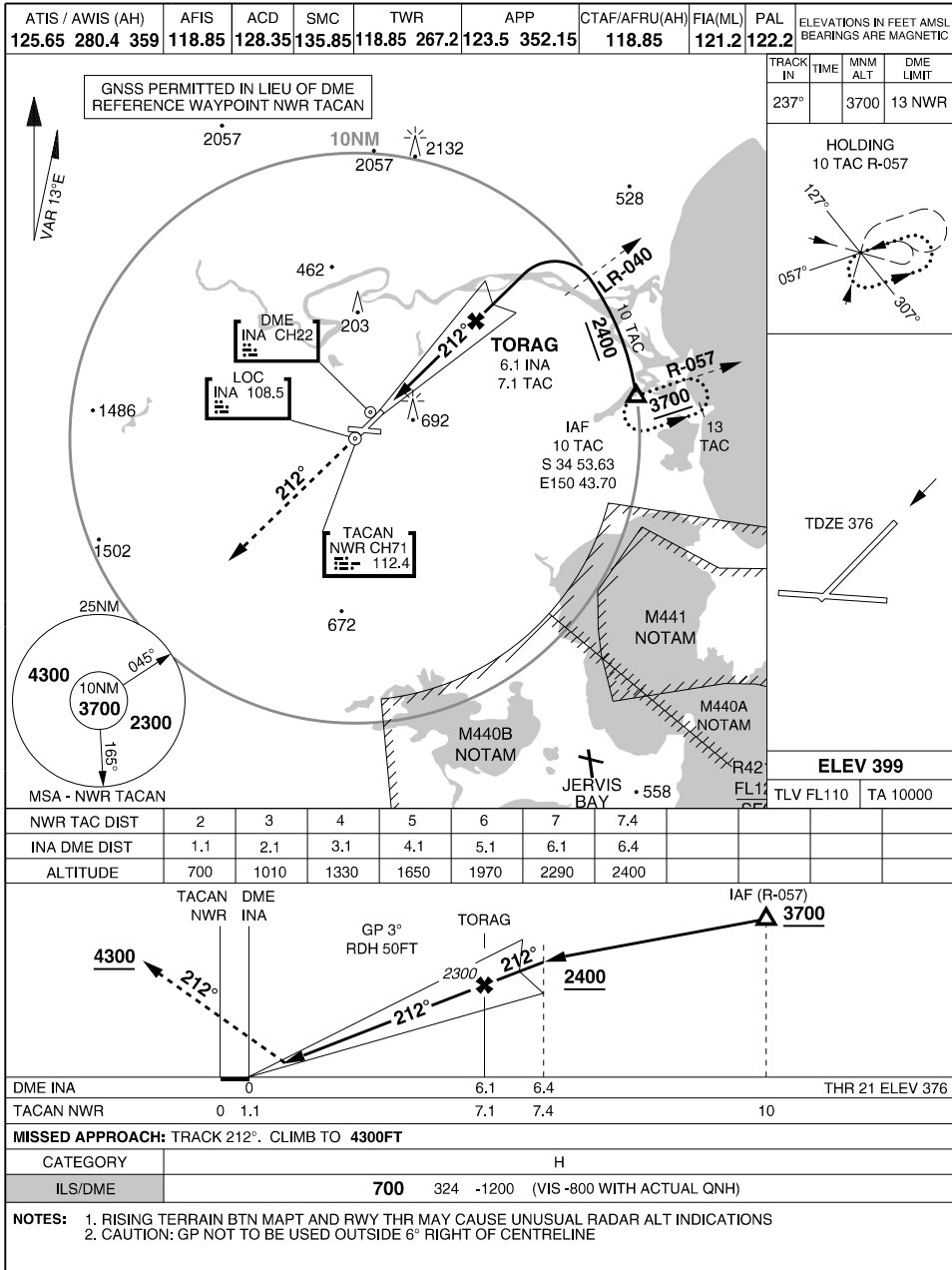
CATEGORY	A		B		C		D	
S-ILS 21	700	324	1200m		(VIS -800 WITH ACTUAL QNH)			
S-LOC 21	930	930		554		2400m		
CIRCLING	1320	921	2400m		1680	1281	1810	1411
					4000m		5000m	



CHANGES: AMENDED PROCEDURE S34 56.94 E150 32.22 **NOWRA (YSNW)**  
**12 JUN 25** ILS-X OR LOC-X RWY 21 USING NWR TACAN OR INA DME  
 103 AIS-AF: MILITARY USE ONLY

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

MILITARY USE ONLY



CHANGES: MSA  
**19 MAR 26**

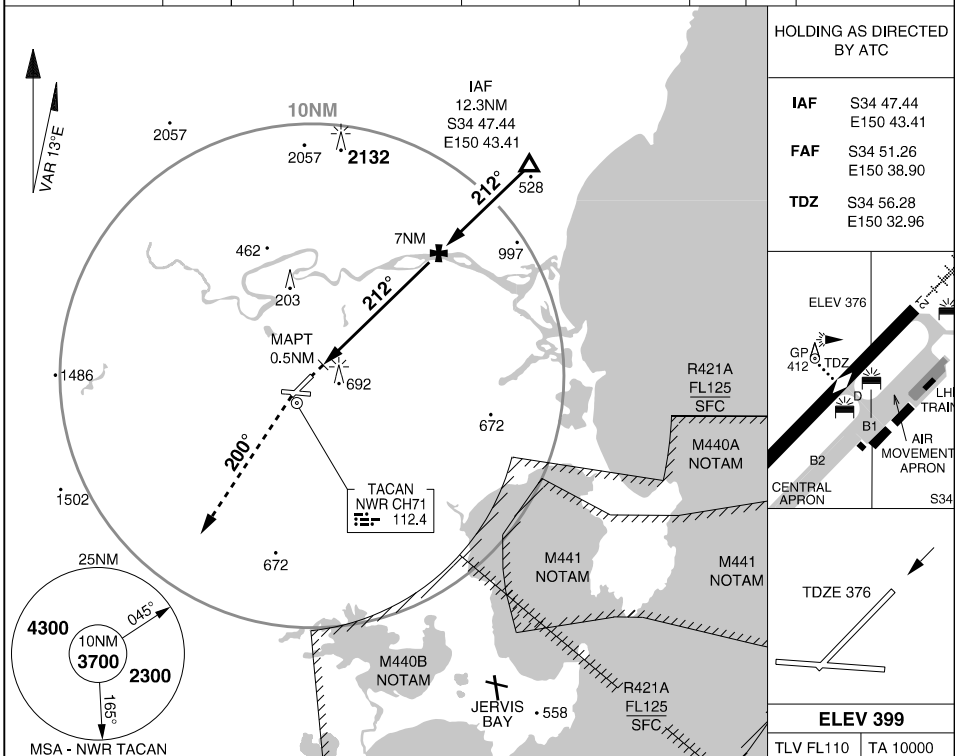
**AIS-AF**  
MILITARY USE ONLY  
**NOWRA (YSNW)**  
ILS-W RWY 21 USING NWR TACAN or INA DME (CAT H)

MILITARY USE ONLY

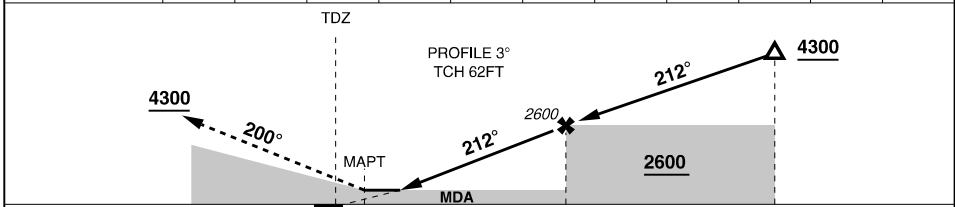
S34 56.94 E150 32.22  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 21  
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	



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: RWY END DIAGRAM, NWR TACAN, MSA  
**20 MAR 25**

AIS-AF  
MILITARY USE ONLY

**NOWRA (YSNW)**  
ARA RWY 21

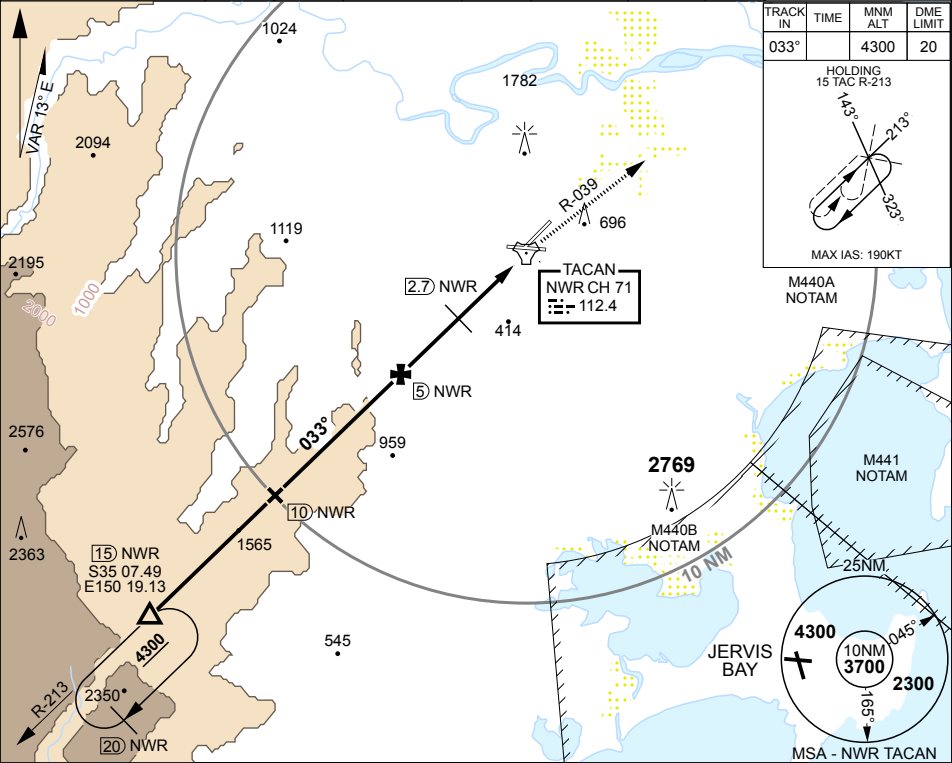
# TACAN RWY 03 NOWRA (YSNW)

TACAN NWR Chan 71	APCH CRS 033°	RWY LDG THR ELEV 357 AD ELEV 399	6713 357 399
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PANS-OPS, WGS-84

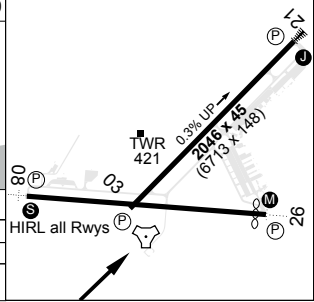
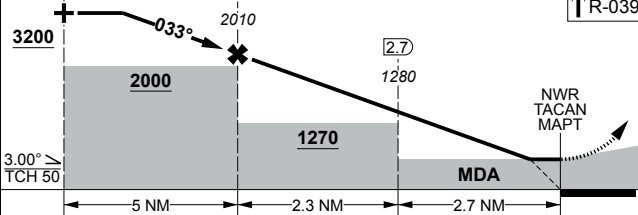
1. MAX IAS HOLDING: 190KT.	MISSED APPROACH: TRACK TACAN R-039, CLIMB TO 4300FT.
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ATIS /AWIS (AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF / AFRU (AH) 118.85	FIA (ML) 121.2	PAL 122.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NWR TAC	8.7	8	7	6	5	4	3	2.5						
ALTITUDE	3200	2970	2650	2330	2010	1690	1370	1230						

TLV FL110	TA 10000
THR ELEV 357	TDZE 357



CATEGORY	A	B	C	D
S-03	1230	873	4800m	
CIRCLING	1320	921	2400m	1680 1281 4000m
				1810 1411 5000m

CHANGES: EDITORIAL  
**12 JUN 25**

S34 56.94 E150 32.22

## NOWRA (YSNW) TACAN RWY 03

AIS-AF  
MILITARY USE ONLY

# TACAN-Z RWY 21 NOWRA (YSNW)

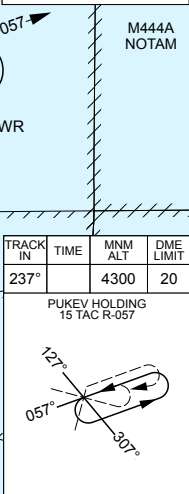
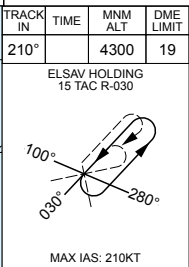
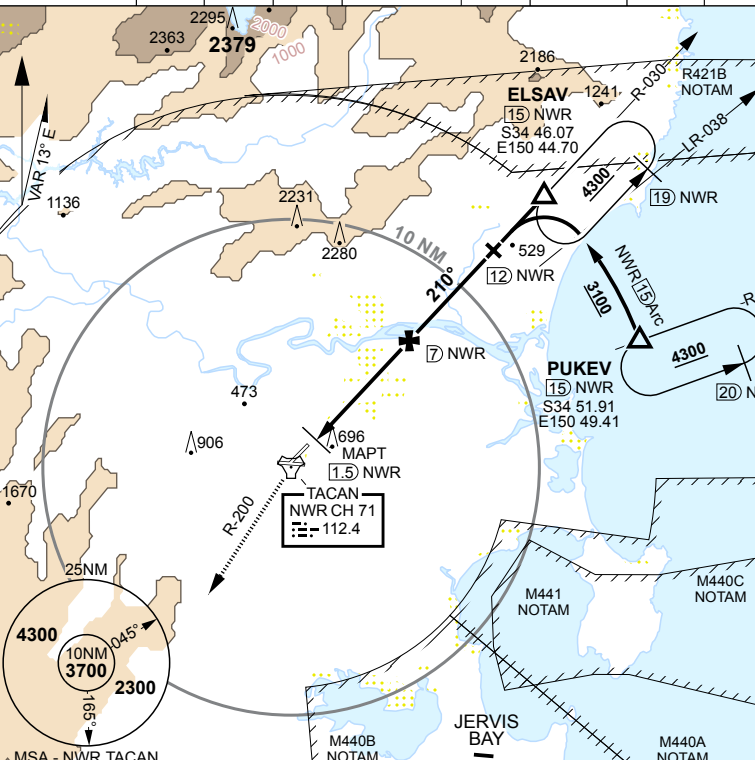
TACAN NWR Chan 71	APCH CRS 210°	RWY LDG THR ELEV AD ELEV	6713 376 399
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PANS-OPS, WGS-84

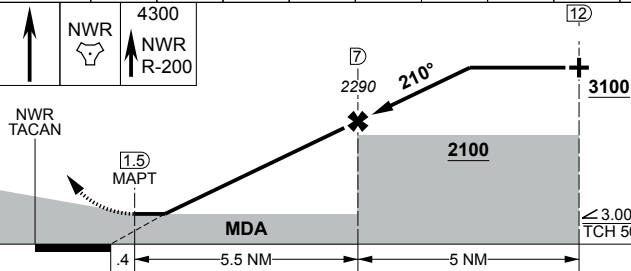
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-200, CLIMB TO 4300FT.

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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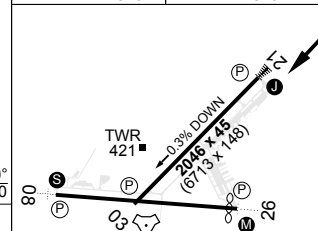
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



MSA - NWR TACAN	3	4	5	6	7	8	9	9.5
NWR TAC	1020	1330	1650	1970	2290	2610	2930	3100
ALTITUDE	1020	1330	1650	1970	2290	2610	2930	3100



TLV FL110	TA 10000
THR ELEV 376	TDZE 376



CATEGORY	A	B	C	D
S-21	1020	644	2900m	(VIS -2300 WITH ACTUAL QNH)
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m

HIRL all Rws

CHANGES: EDITORIAL  
**12 JUN 25**

S34 56.94 E150 32.22

## NOWRA (YSNW) TACAN-Z RWY 21

AIS-AF  
MILITARY USE ONLY

# TACAN-Y RWY 21 NOWRA (YSNW)

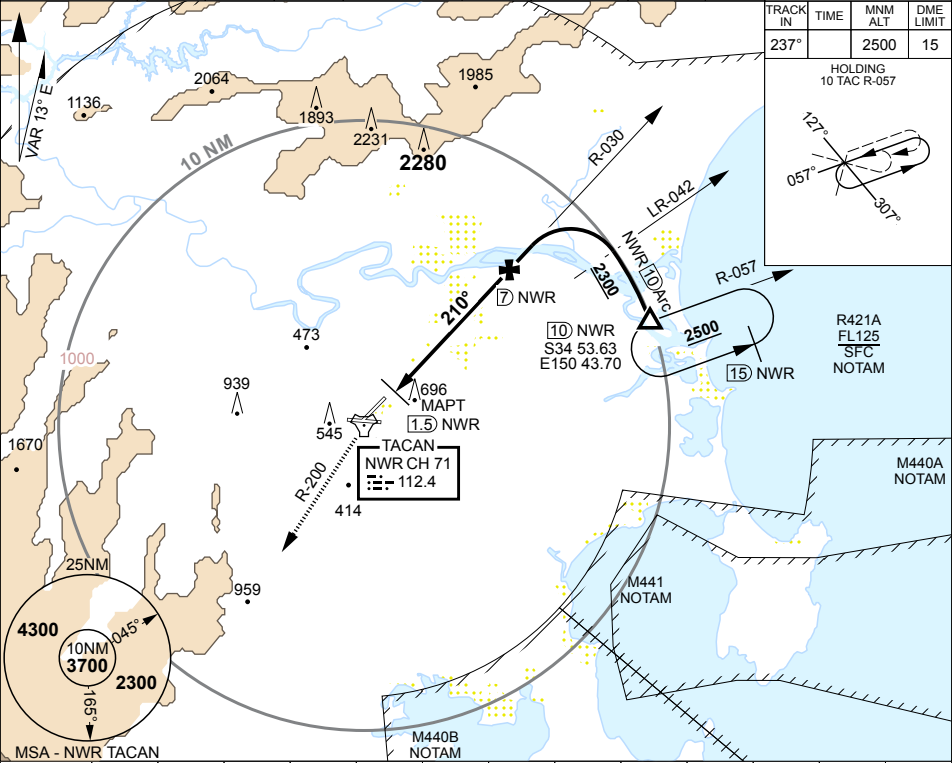
TACAN NWR Chan 71	APCH CRS 210°	RWY LDG THR ELEV AD ELEV	6713 376 399
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PANS-OPS, WGS-84

**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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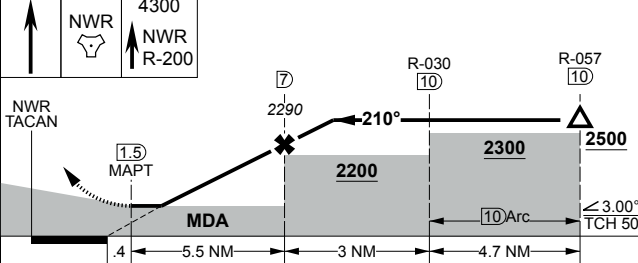
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



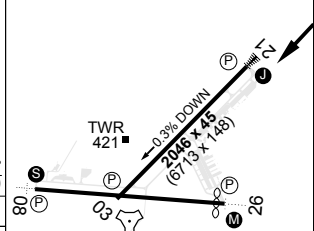
TRACK IN	TIME	MNM ALT	DME LIMIT
237°		2500	15
HOLDING 10 TAC R-057			

MSA - NWR TACAN

NWR TAC	3	4	5	6	7	7.7
ALTITUDE	1020	1330	1650	1970	2290	2500



TLV FL110	TA 10000
THR ELEV 376	TDZE 376



CATEGORY	A	B	C	D
S-21	1020	644	2900m	(VIS -2300 WITH ACTUAL QNH)
CIRCLING	1320	921	2400m	1680 1281 1810 1411 4000m 5000m

HIRL all Rws

CHANGES: AMENDED PROCEDURE

S34 56.94 E150 32.22

**12 JUN 25**

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

**AIS-AF  
MILITARY USE ONLY**

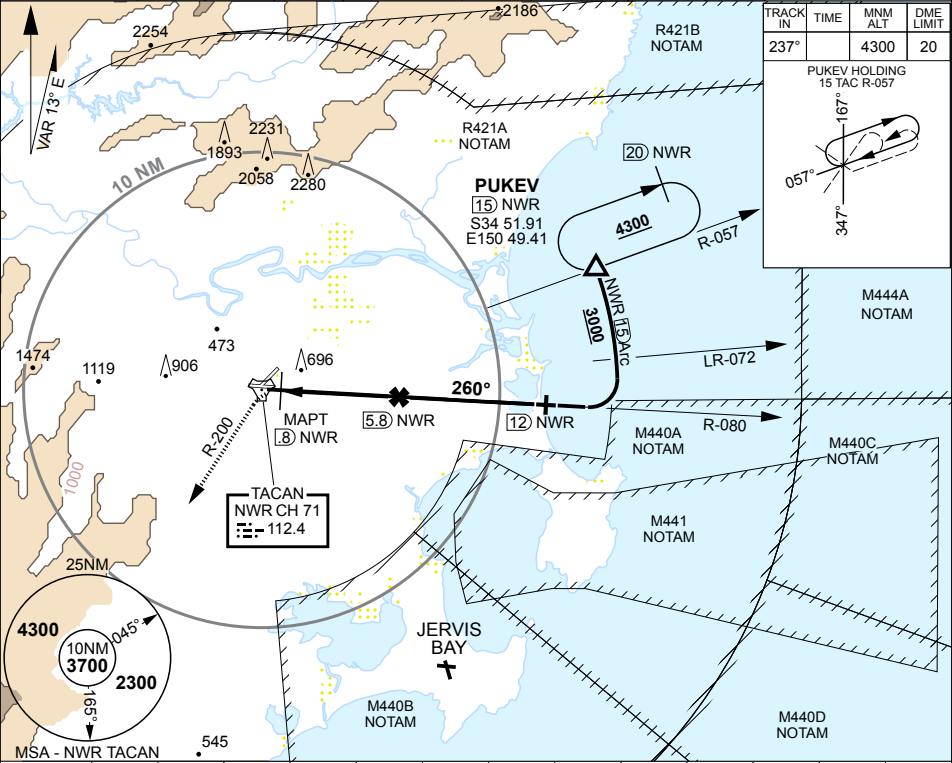
# TACAN-Z RWY 26 NOWRA (YSNW)

TACAN NWR Chan 71	APCH CRS 260°	RWY LDG THR ELEV AD ELEV	6571 359 399
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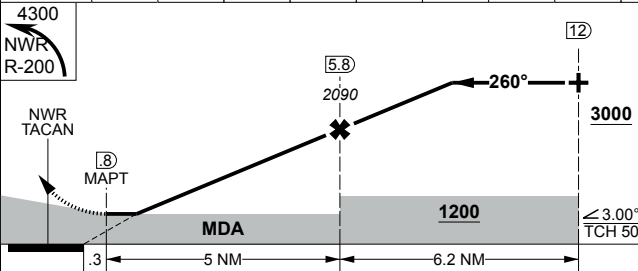
PANS-OPS, WGS-84

**M** MISSED APPROACH:  
TURN LEFT, 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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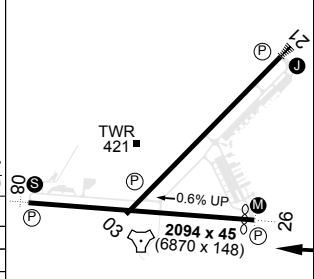


MSA - NWR TACAN	2.3	3	4	5	6	7	8	8.6
NWR TAC	2.3	3	4	5	6	7	8	8.6
ALTITUDE	970	1200	1520	1840	2160	2480	2790	3000



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

TLV FL110	TA 10000
THR ELEV 359	TDZE 359



CHANGES: SI MINIMA  
**27 NOV 25**

S34 56.94 E150 32.22

## NOWRA (YSNW) TACAN-Z RWY 26

AIS-AF  
MILITARY USE ONLY

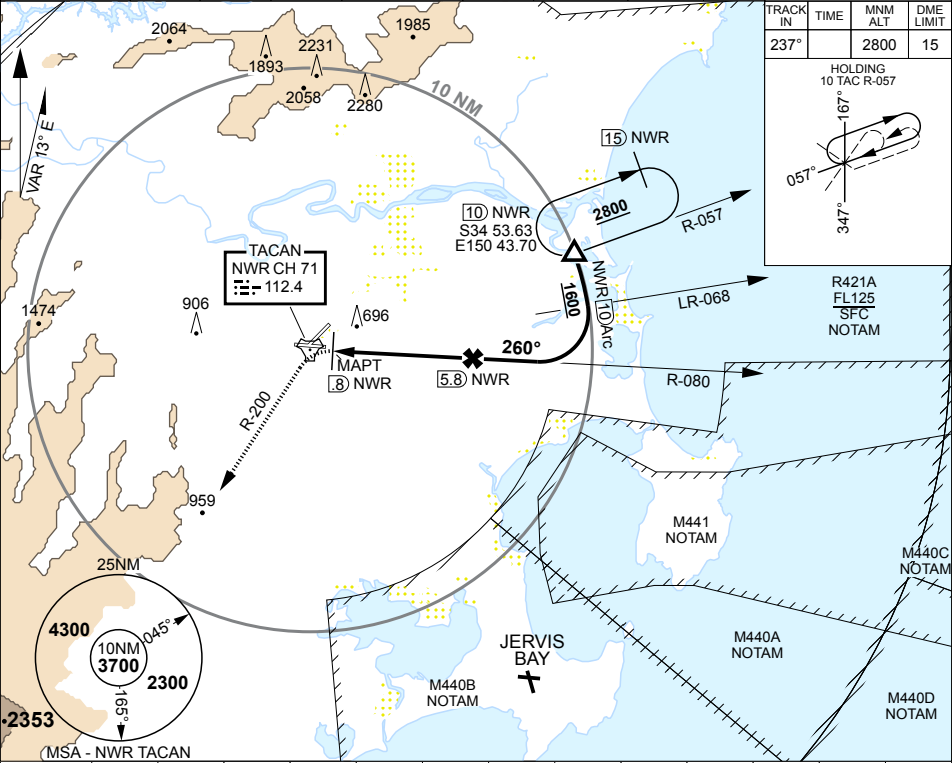
# TACAN-Y RWY 26 NOWRA (YSNW)

TACAN NWR Chan 71	APCH CRS 260°	RWY LDG THR ELEV AD ELEV	6571 359 399
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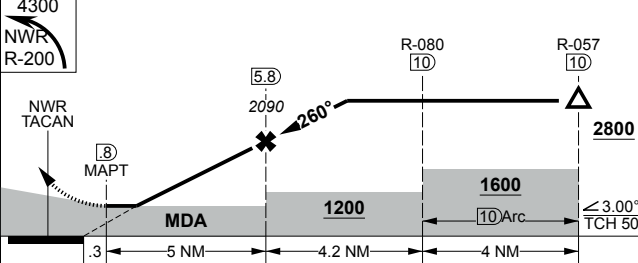
PANS-OPS, WGS-84

**M** MISSED APPROACH:  
TURN LEFT, TRACK R-200, CLIMB TO 4300FT.

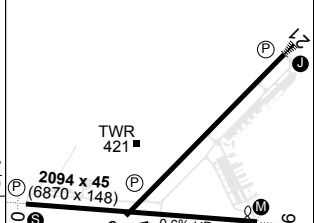
ATIS/AWIS(AH) 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85 267.2	APP 123.5 352.15	CTAF/ AFRU(AH) 118.85	FIA(ML) 121.2	PAL 122.2	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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NWR TAC	2.3	3	4	5	6	7	8												
ALTITUDE	970	1200	1520	1840	2160	2480	2800												



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 4000m 5000m

HIRL all rwys

CHANGES: SI MINIMA  
**27 NOV 25**

S34 56.94 E150 32.22  
AIS-AF  
MILITARY USE ONLY

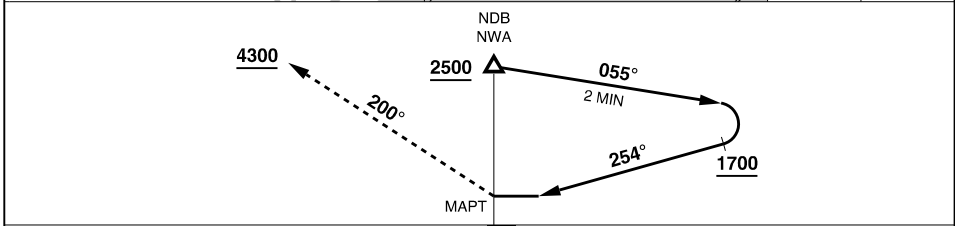
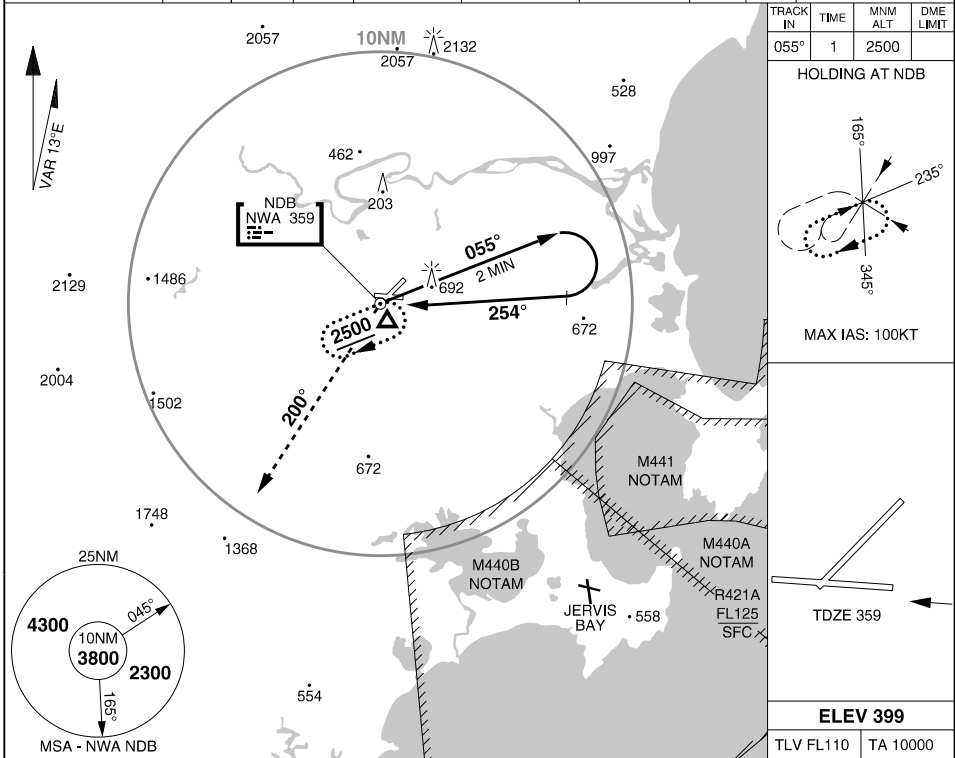
## NOWRA (YSNW) TACAN-Y RWY 26

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	



THR 26 ELEV 359

**MISSED APPROACH:** TURN LEFT, TRACK 200° FROM NDB. CLIMB TO 4300FT

CATEGORY	H
S-I NDB	1090 731 -4000

**NOTE:** MAX IAS REVERSAL: 100KT

CHANGES: MSA  
**19 MAR 26**

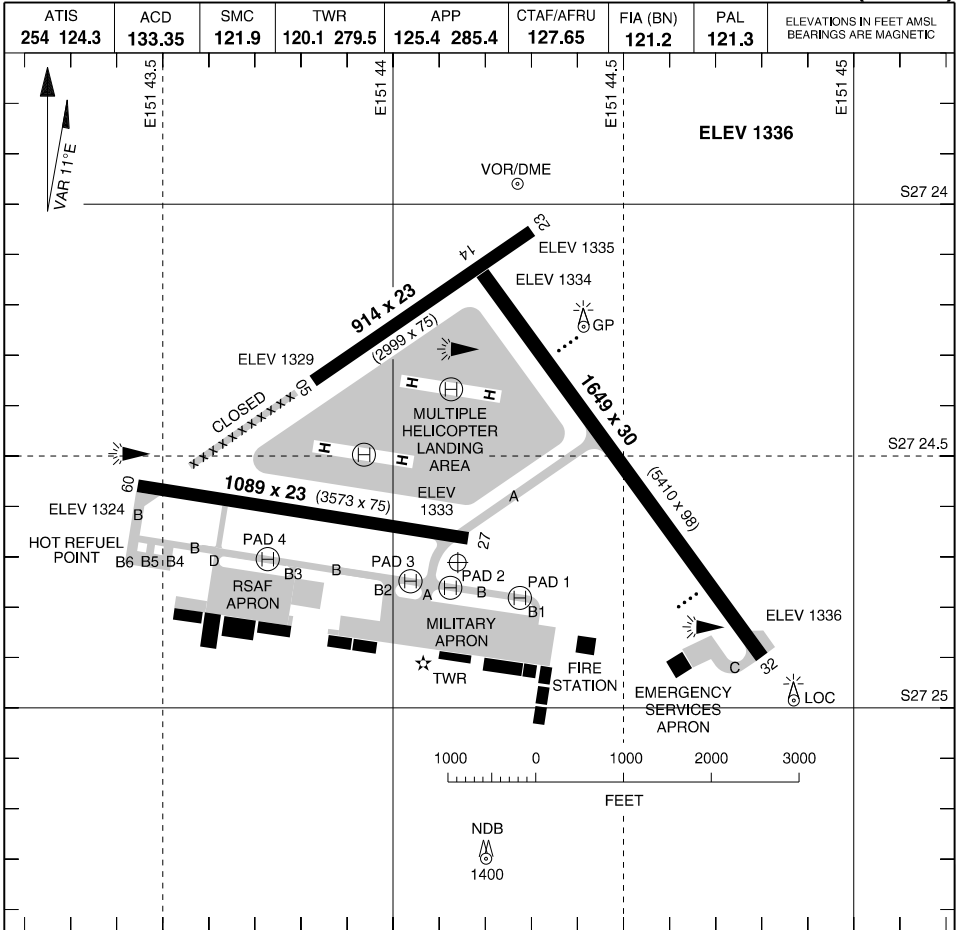
AIS-AF  
MILITARY USE ONLY

**NOWRA (YSNW)**  
NDB RWY 26 (CAT H)

MILITARY USE ONLY

AERODROME CHART  
OAKLEY (YBOK)

S27 24.69 E151 44.12  
PANS-OPS, WGS 84



LIGHTING			
RWY	APPROACH	THR	RUNWAY
<b>14</b> (135°)	PAPI (6) (LEFT SIDE) 3.00° 48FT	GREEN	REDL MIRL (3)
		GREEN	
<b>32</b> (315°)		NIL	NIL
<b>05</b> (044°)	NIL	NIL	
<b>23</b> (224°)	NIL	NIL	
<b>09</b> (089°)	NIL	GREEN	REDL MIRL (3)
		GREEN	
<b>27</b> (269°)	NIL	GREEN	

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: MILITARY APRON BLDG REMOVED  
**27 NOV 25**

AIS-AF

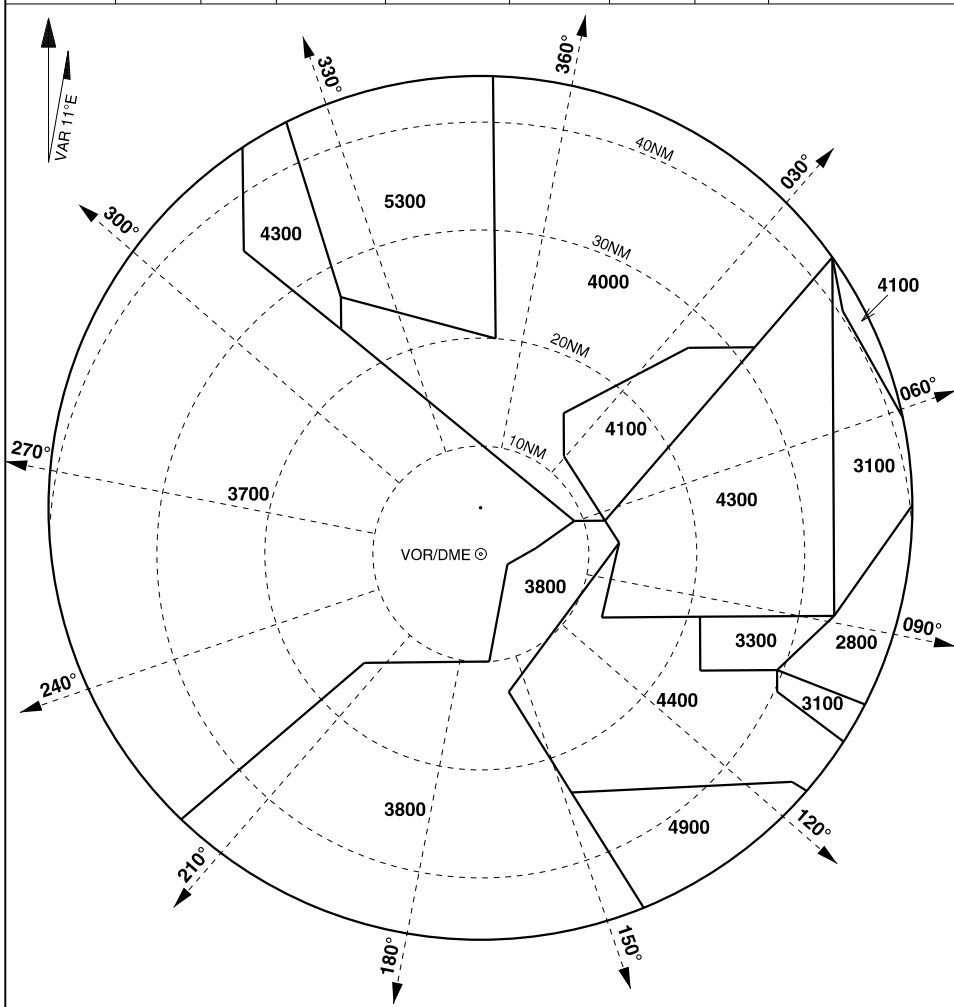
OAKLEY (YBOK)

MILITARY USE ONLY

AERODROME CHART

# ATC USE ONLY

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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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

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

<b>SURPO TO OK</b>				<b>MISSED APPROACH:</b>	
NM FM VOR	SURPO 15	10 7 6	0	TURN RIGHT, TRACK 260° CLIMB TO 3700FT	
<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>	
NM FM VOR	25 15	7 5 4	2 0	CLIMB ON TRACK TO 3700FT	
<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>	
NM FM VOR	25 15	11 6 5 3	0	CLIMB ON TRACK TO 3700FT	
<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>	
NM FM VOR	25 15	7 5 3	0	CLIMB ON TRACK TO 4600FT	
<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)

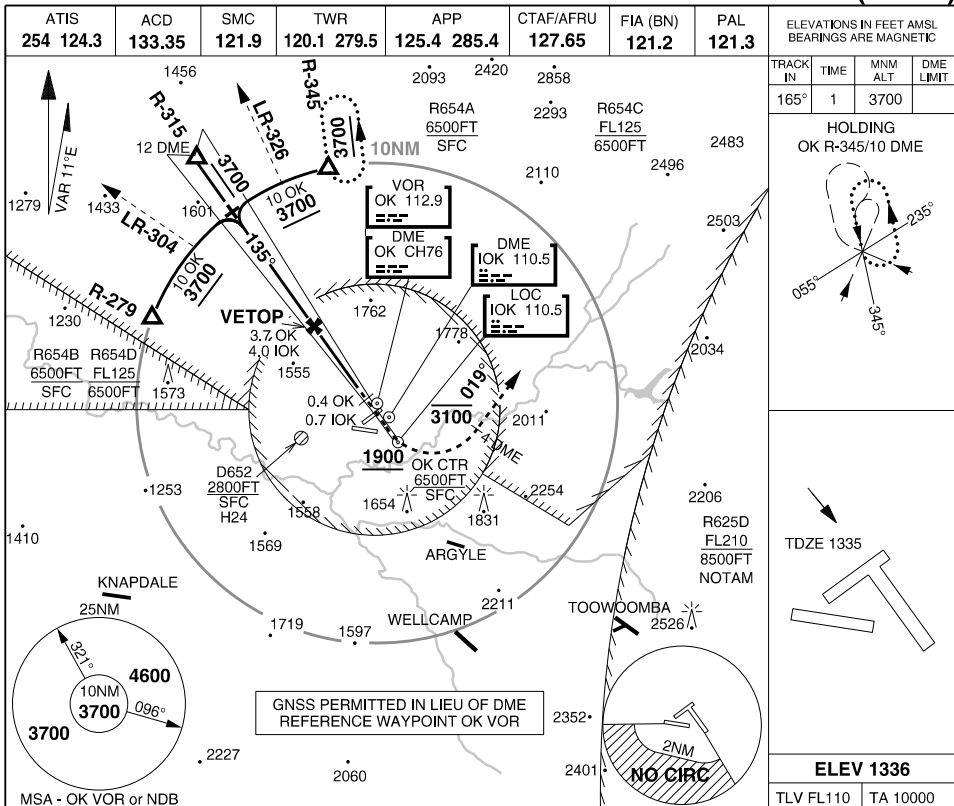
13 JUN 24

MILITARY USE ONLY

DME or GNSS ARRIVAL

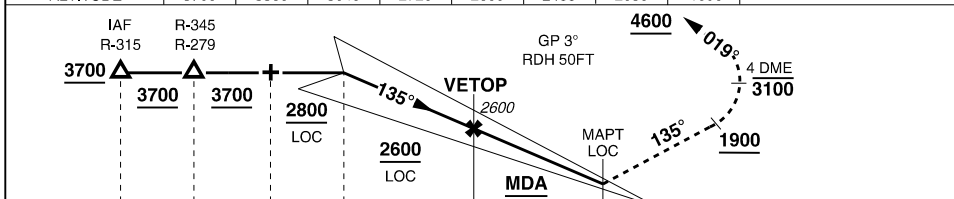
S27 24.69 E151 44.12  
PANS-OPS, WGS 84

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



ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC			
TRACK IN	TIME	MNM ALT	DME LIMIT
165°	1	3700	
HOLDING OK R-345/10 DME			
TDZE 1335			
<b>ELEV 1336</b>			
TLV FL110		TA 10000	

MSA - OK VOR or NDB								
OK VOR DIST	7.1	6	5	4	3.7	3	2	1.7
IOK DME DIST	7.4	6.4	5.4	4.4	4	3.4	2.4	2.1
ALTITUDE	3700	3360	3040	2720	2600	2400	2080	1990



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			

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

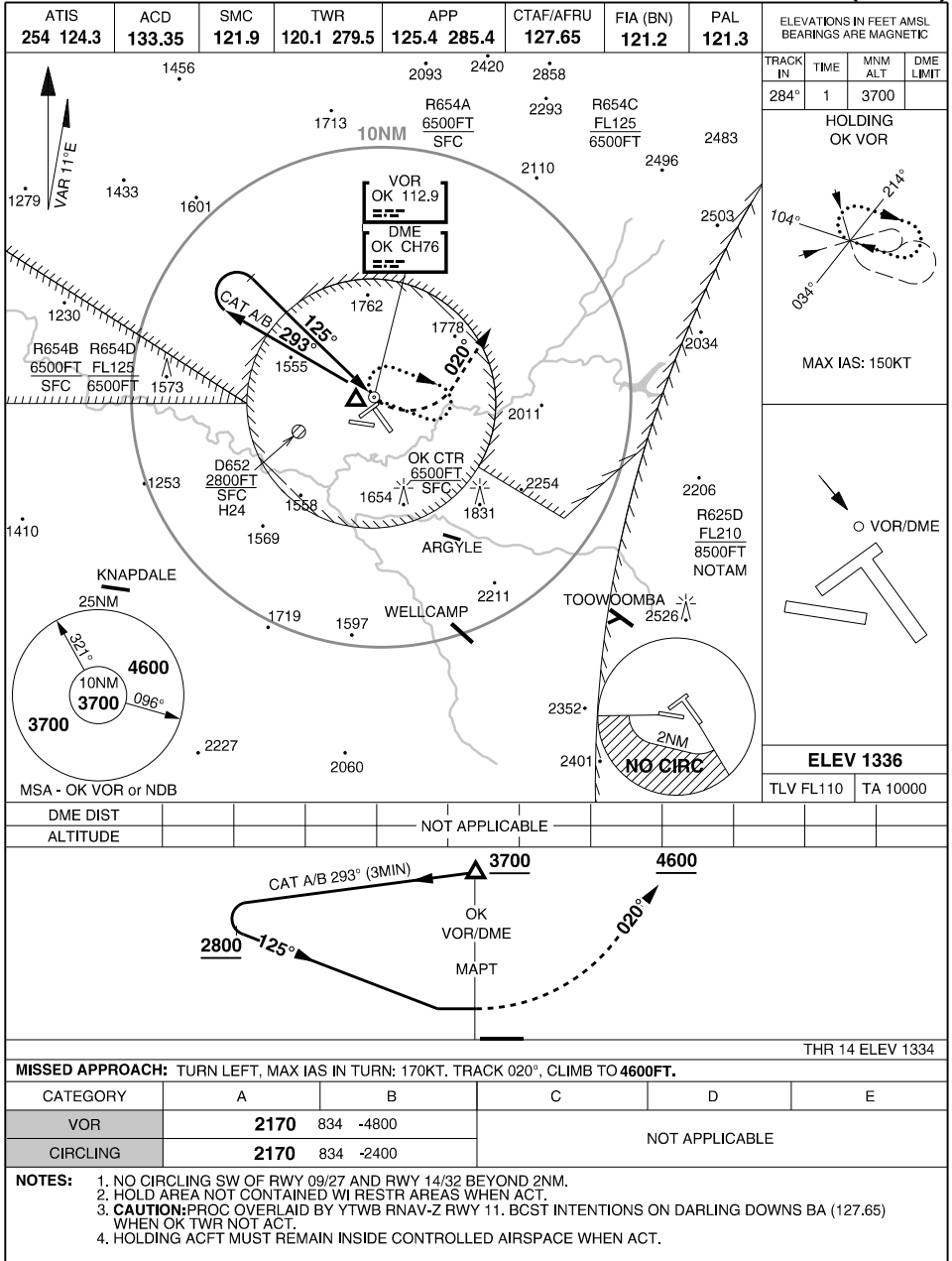
**19 MAR 26** AIS-AF **OAKY (YBOK)**  
**MILITARY USE ONLY**  
 ILS-Y or LOC-Y RWY 14 USING OK VOR or IOK DME



MILITARY USE ONLY

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

S27 24.69 E151 44.12  
PANS-OPS, WGS 84



CHANGES: SUA  
**19 MAR 26**

AIS-AF

**OAKLEY (YBOK)**

MILITARY USE ONLY

VOR-Y RWY 14 (CAT A,B)

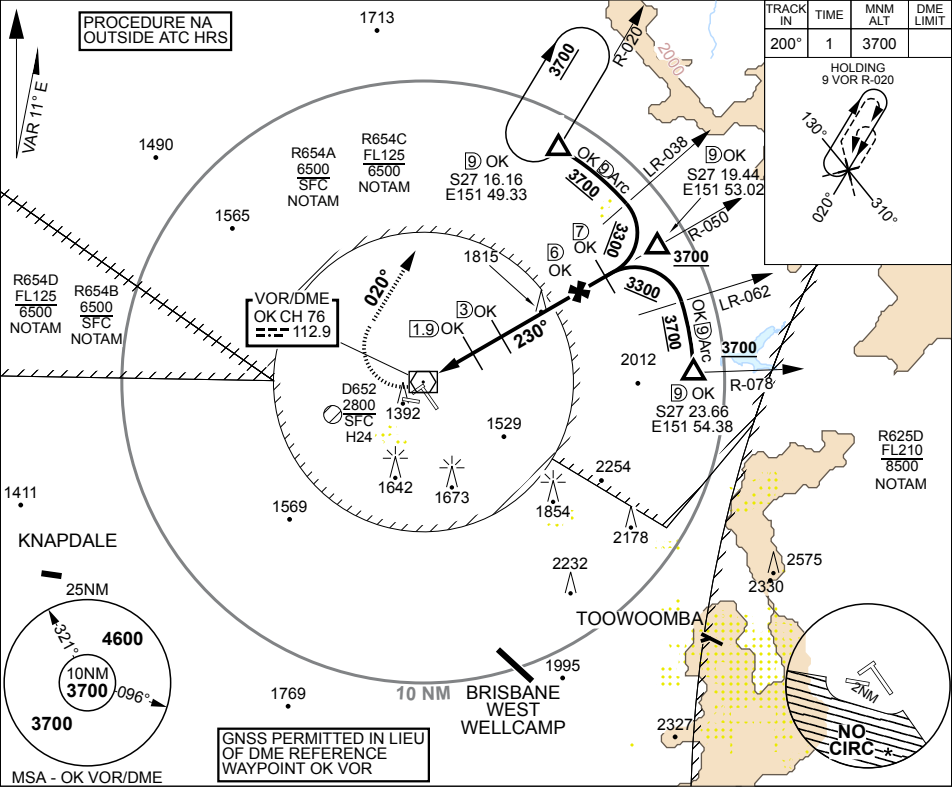
VOR/DME OK 112.9 Chan 76	APCH CRS 230°	RWY LDG 2999 THR ELEV 1335 AD ELEV 1336
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# VOR RWY 23 (CAT A,B) OAKLEY (YBOK)

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.

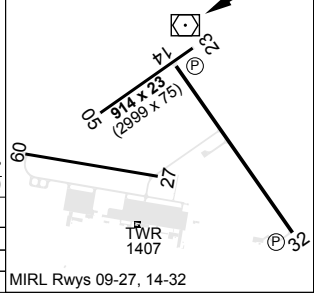
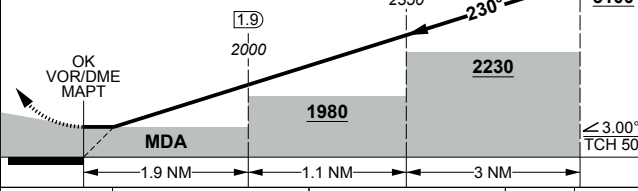
ATIS 124.3 254	ACD 133.35	SMC 121.9	TWR 120.1 279.5	APP 125.4 285.4	CTAF /AFRU 127.65	FIA (BN) 121.2	PAL 121.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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OK DME	1.7	2	3	4	5	6	7	7.2		
ALTITUDE	1930	2030	2350	2670	2990	3310	3630	3700		

4600 Turn MAX 140KTS  
CRS 020°

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

MIRL Rwy 09-27, 14-32

CHANGES: REMOVED TFC FREQ S27 24.69 E151 44.12

13 JUN 24

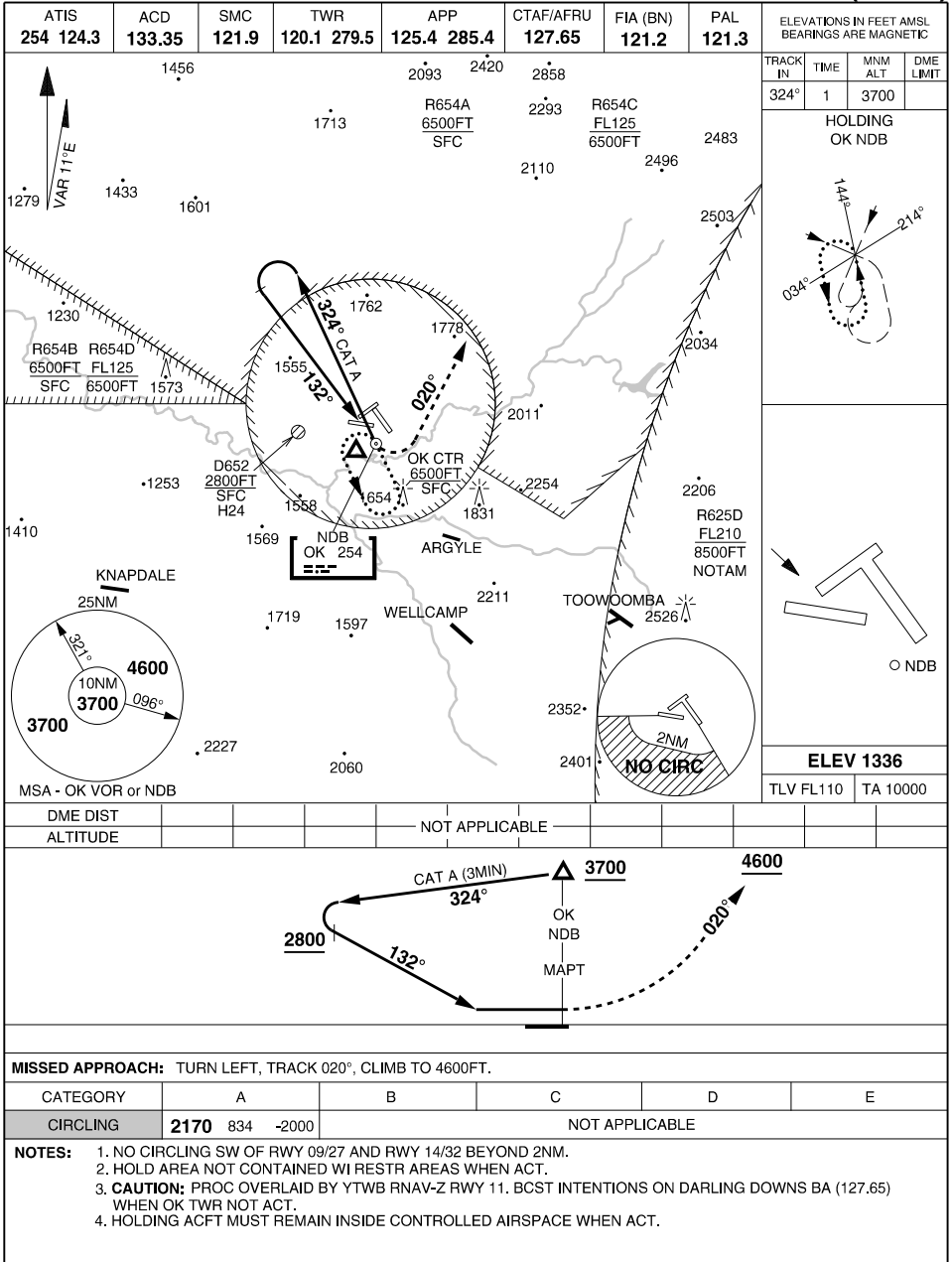
AIS-AF MILITARY USE ONLY

# 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: SUA  
**19 MAR 26**

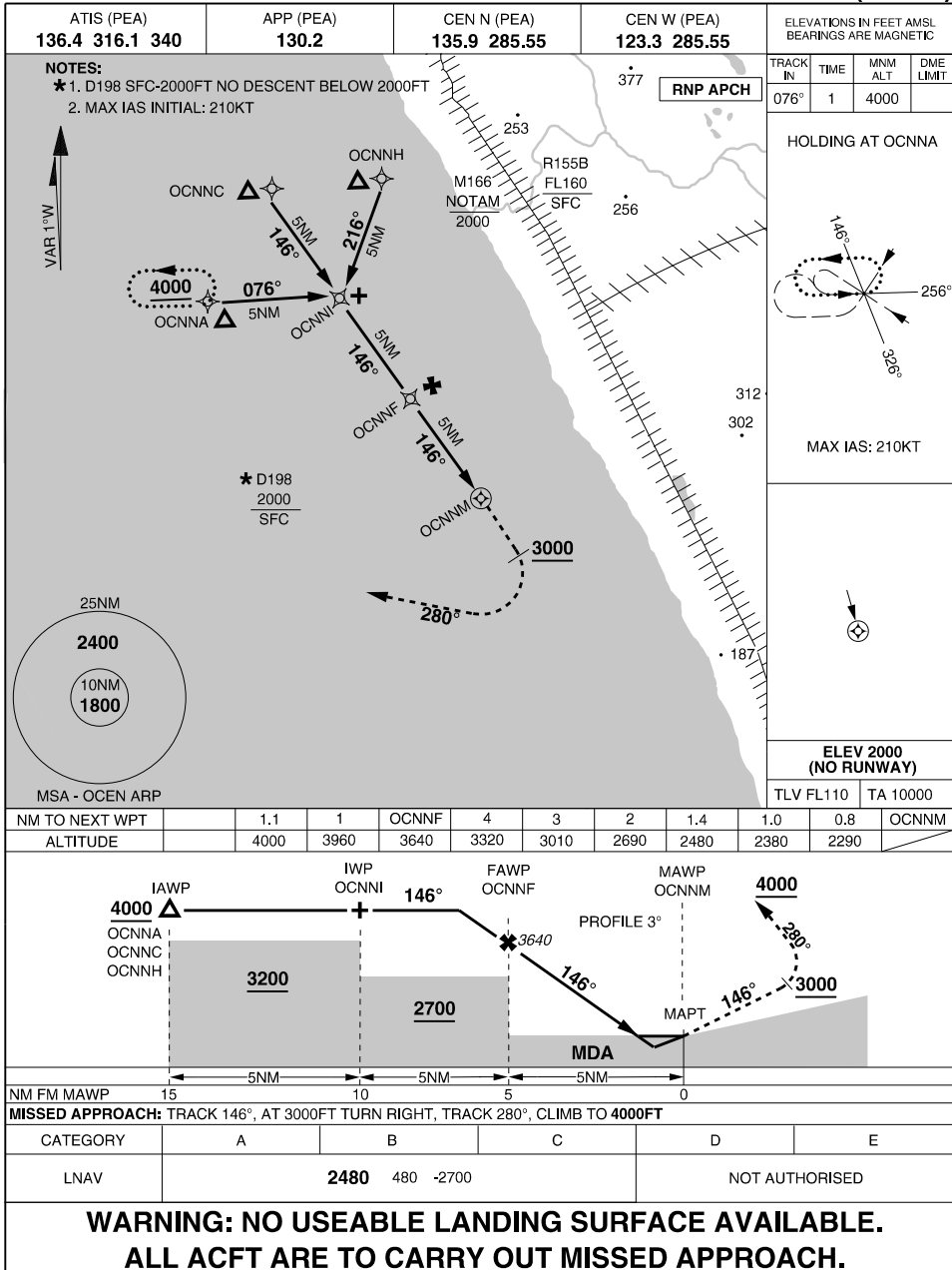
AIS-AF

OAKLEY (YBOK)  
NDB-A (CAT A)

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: VNAV REMOVED, EDITORIAL

**27 NOV 25**

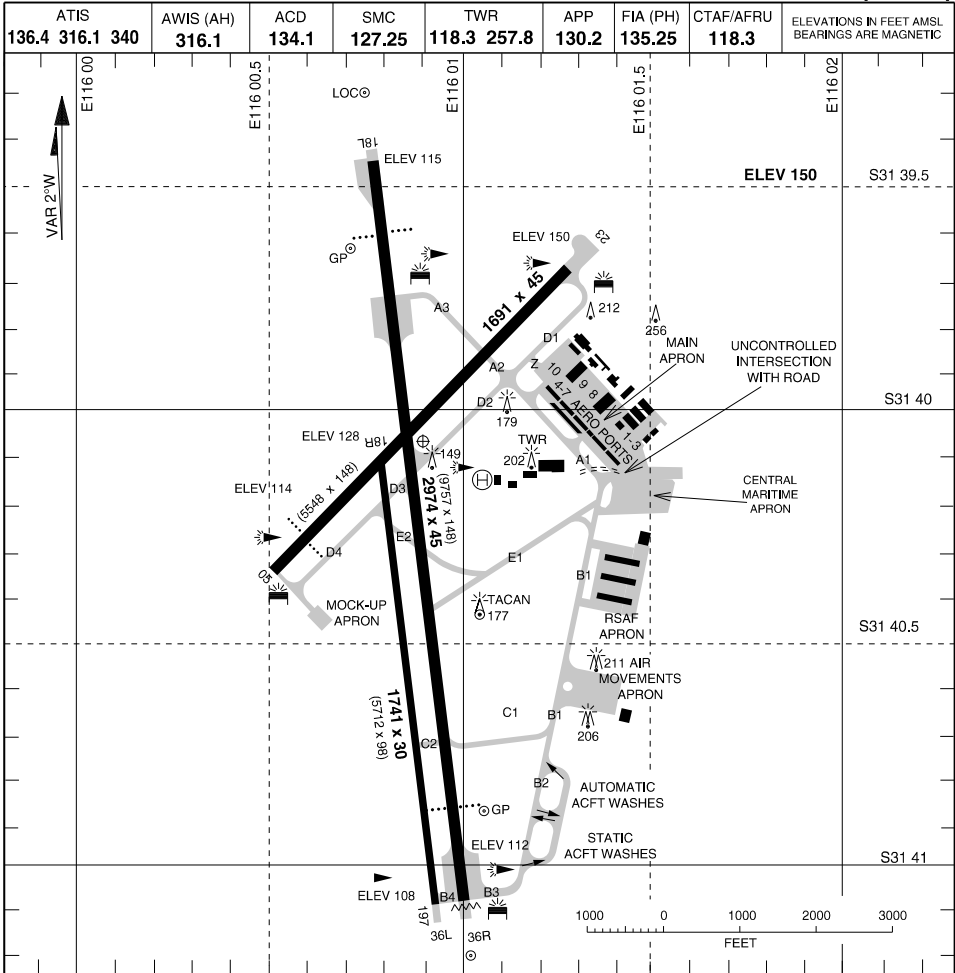
**AIS-AF  
MILITARY USE ONLY**

**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	APPROACH	THR	RUNWAY	
18L (175°)	PAPI (6) - 3.00° 47FT	GREEN	MIRL (3)	RWY 18 & 23 - RIGHT CIRCUIT  <b>CAUTION</b> CONTINUOUS HEL OPS
36R (355°)	PAPI (6) - 3.00° 68FT			
18R (175°)	NIL	NIL	NIL	
36L (355°)				
05 (046°)	PAPI (6) - 3.00° 39FT	GREEN	MIRL (3)	
23 (226°)	NIL			

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: MAGVAR

**09 JUL 26**

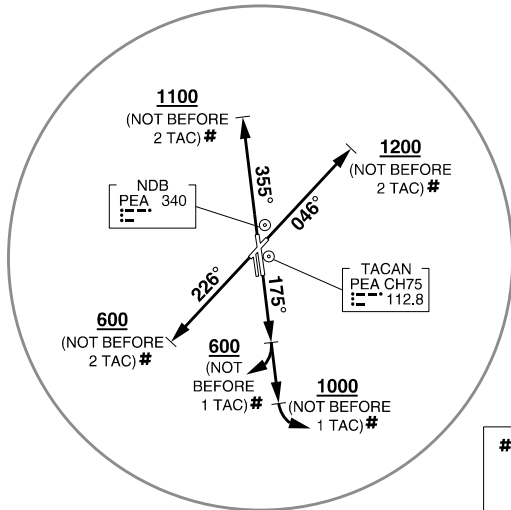
AIS-AF  
MILITARY USE ONLY

**PEARCE (YPEA)**  
AERODROME CHART

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

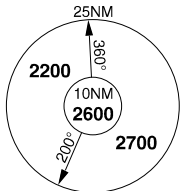
<b>ATIS</b>	<b>AWIS (AH)</b>	<b>ACD</b>	<b>SMC</b>	<b>TWR</b>	<b>APP</b>	<b>FIA (PH)</b>	<b>CTAF/AFRU</b>	<b>ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC</b>
<b>136.4 316.1 340</b>	<b>316.1</b>	<b>134.1</b>	<b>127.25</b>	<b>118.3 257.8</b>	<b>130.2</b>	<b>135.25</b>	<b>118.3</b>	

VAR 2°W



**CAUTION:**  
TREES IN RWY 05, 23  
DEP AREAS

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



MSA - PEA TACAN or NDB

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

**PEARCE SIX TANGO 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 4.7% 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: CAUTION NOTE

**09 JUL 26**

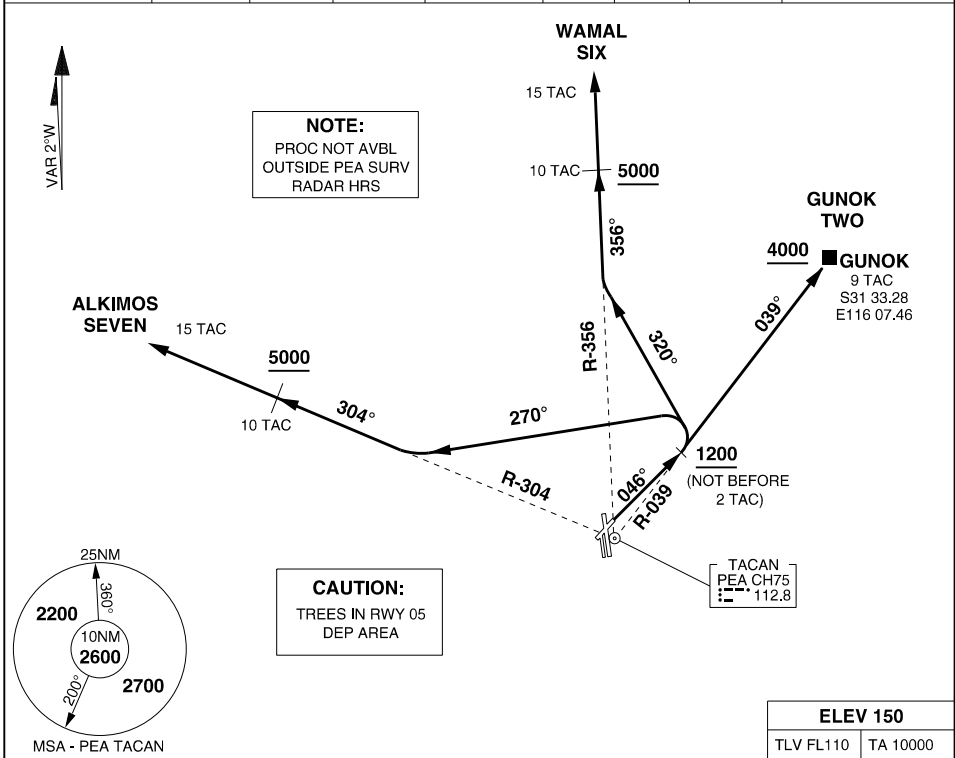
**AIS-AF  
MILITARY USE ONLY**

**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	



**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 TWO 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: MAGVAR, CAUTION NOTE

**09 JUL 26**

AIS-AF  
 MILITARY USE ONLY

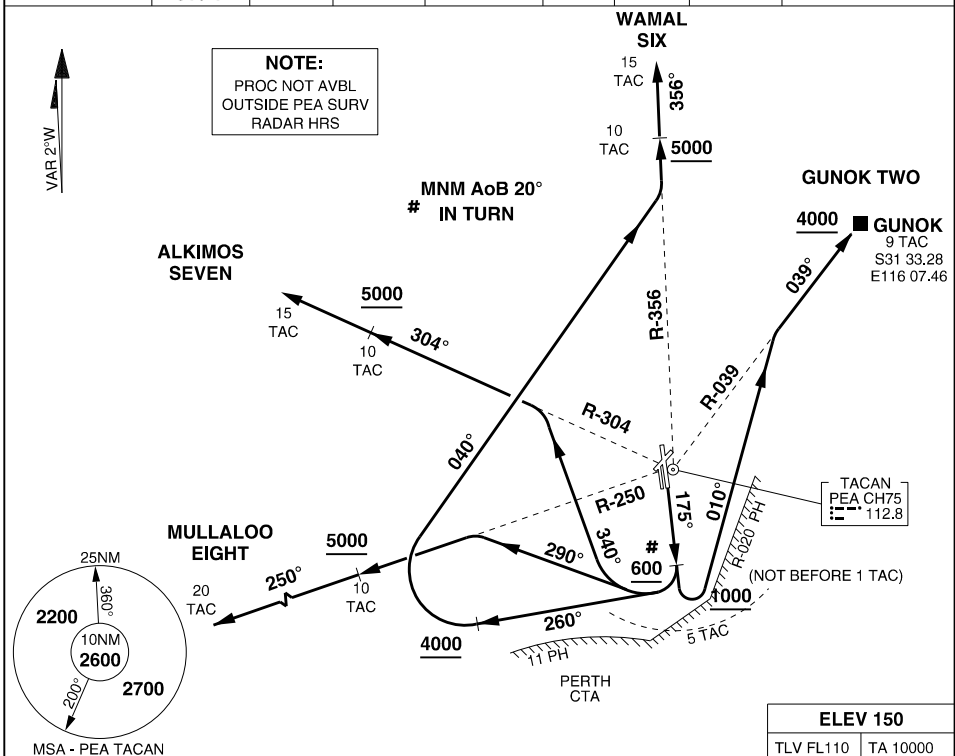
**PEARCE (YPEA)**  
 SID RWY 05 (CAT A, B, C)

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 TWO 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 210KT 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: MAGVAR  
**09 JUL 26**

AIS-AF  
 MILITARY USE ONLY

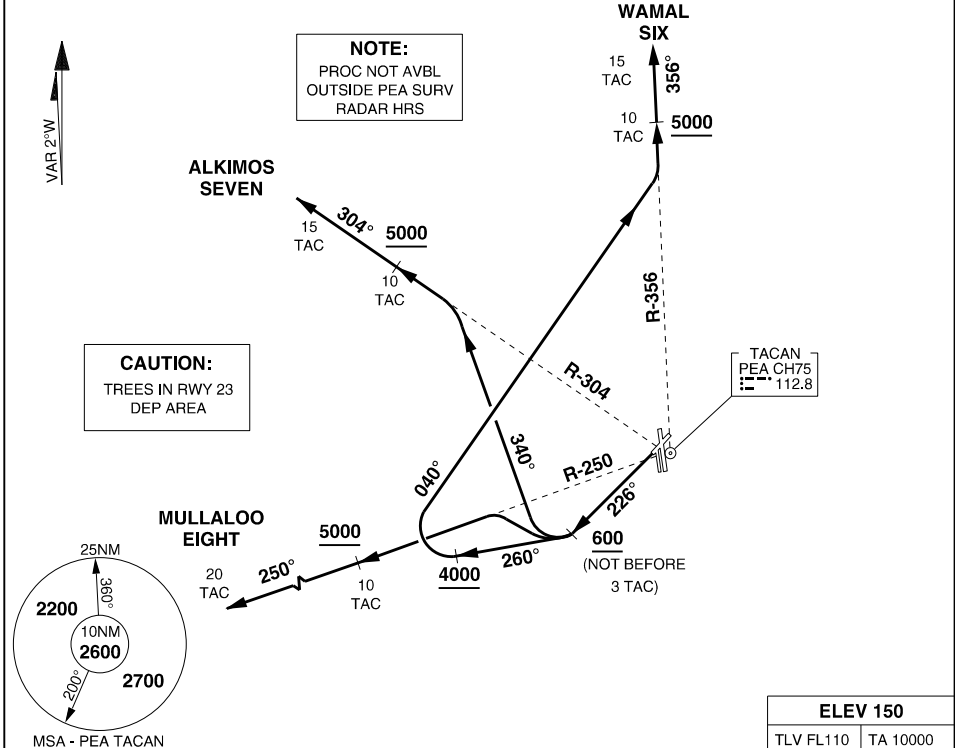
**PEARCE (YPEA)**  
 SID RWY 18L (CAT A,B,C)



SID RWY 23 (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 180KT UNTIL TRACKING 304°
- GRAD 3.6% to 600FT THEN 3.3%
- TRACK 226°
- 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 226°
- 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: MAGVAR

**09 JUL 26**

AIS-AF  
 MILITARY USE ONLY

**PEARCE (YPEA)**

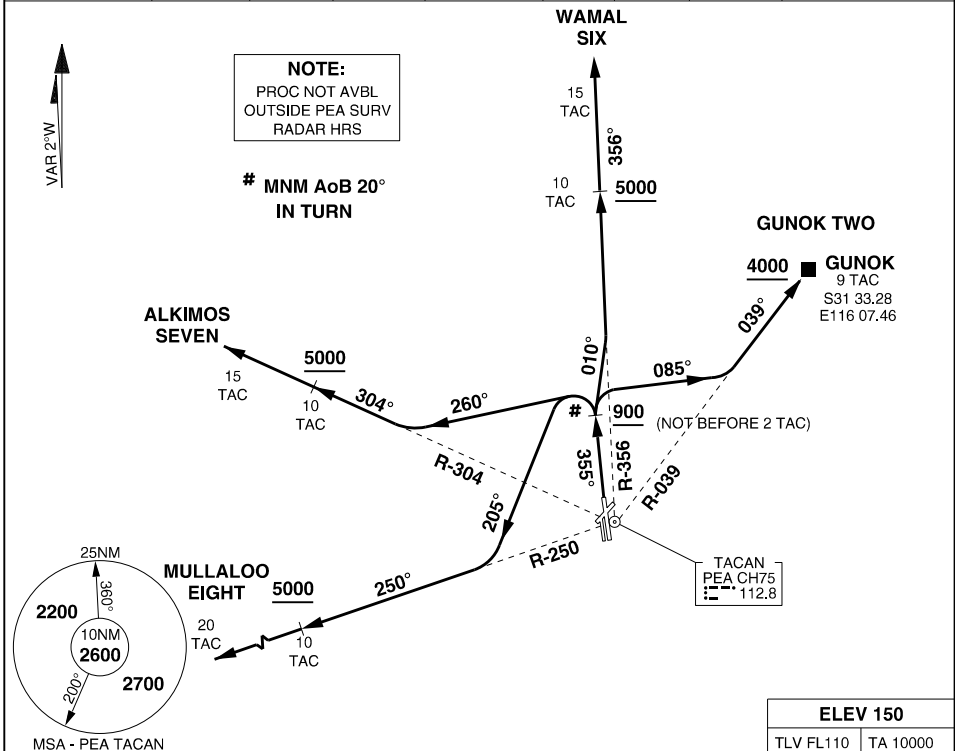
SID RWY 23 (CAT A, B, C)

MILITARY USE ONLY

SID 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	



**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 TWO DEPARTURE**

- MAX IAS 210KT 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**

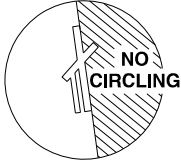
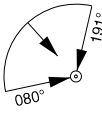
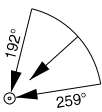
- AT 900FT, BUT NOT BEFORE 2 TAC  
TURN RIGHT # TRACK 010°
- INTERCEPT R-356 PEA TAC  
**REQUIREMENT** - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

CHANGES: MAGVAR  
**09 JUL 26**

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	
- DME USING TACAN CH75 - GNSS REFERENCE WAYPOINT PEA TACAN											
<b>SECTOR A</b> 	<b>2700</b> WITHIN <b>25 NM</b>			<b>35</b> ↓ <b>10,000</b>	<b>26</b> ↓ <b>8000</b>	<b>18</b> ↓ <b>5000</b>	<b>10</b> ↓ <b>3500</b>	<b>7</b> ↓ <b>1500</b>	<b>5</b> ↓ <b>A, B: 1340 -2400</b> <b>C: 1340 -4000</b> <b>D: 1340 -5000</b>		
IAF: 15 TACAN		IF: 10 TACAN		FAF: 5 TACAN		MAPT: PEA TACAN					
<b>MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO 3000FT #</b> # ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS ❖ NOT AVAILABLE WHEN R179 ACTIVE											
<b>SECTOR B</b> 	<b>2700</b> WITHIN <b>25 NM</b>			<b>35</b> ↓ <b>10,000</b>	<b>26</b> ↓ <b>8000</b>	<b>19</b> ↓ <b>5000</b>	<b>13</b> ↓ <b>2700</b>	<b>5</b> ↓ <b>1600</b>	<b>2</b> ↓ <b>A, B: 1340 -2400</b> <b>C: 1340 -4000</b> <b>D: 1340 -5000</b>		
IAF: 15 TACAN		IF: 10 TACAN		FAF: 5 TACAN		MAPT: PEA TACAN					
<b>MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO 3000FT #</b> # ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS MISSED APCH INFRINGES R179 WHEN ACT											
<b>NOTES :</b> 1. NO CIRCLING EAST OF RWY 18L/36R 2. PROCEDURE DESIGNED TO CONTAIN ACFT IN PH CTA/C UNTIL WITHIN THE BOUNDRY OF R153/155 3. DURING CTAF HRS REFERENCE TO VTC AND TAC ADVISED TO PREVENT ACFT RE-ENTERING PH CTA/C AFTER PROCEEDING OCTA											

CHANGES: REMOVED TFC FREQ

**30 NOV 23**

**AIS-AF  
MILITARY USE ONLY**

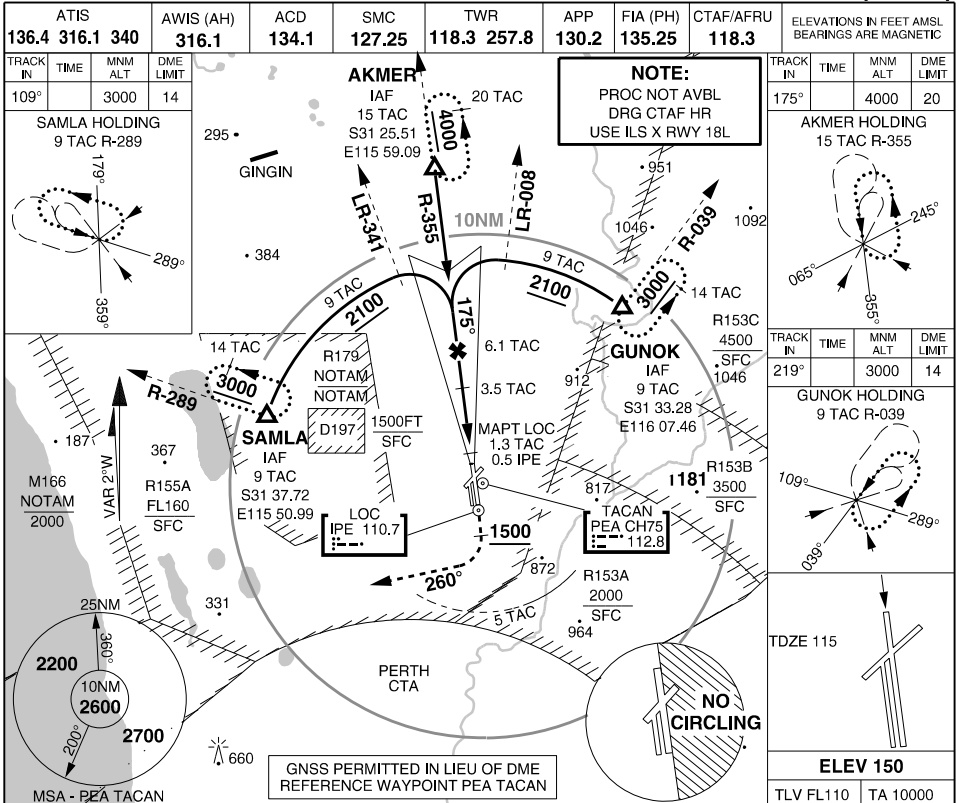
**PEARCE (YPEA)**

**TACAN or GNSS ARRIVAL PROCEDURES**

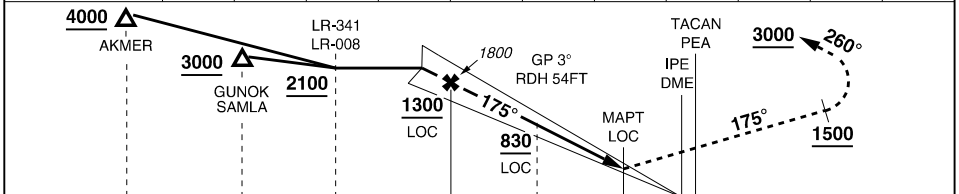
MILITARY USE ONLY

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

S31 40.06 E116 00.90  
PANS-OPS, WGS 84



IPE DME	8.2	7.2	6.2	5.3	5.2	4.2	3.2	2.2	1.7	
PEA TACAN DIST	9	8	7	6.1	6	5	4	3	2.5	
ALTITUDE	2710	2390	2070	1800	1750	1440	1120	800	650	



IPE DME	14.2		8.2	5.3	2.7	0.5				THR 18L ELEV 115
TACAN PEA	15	9	ARC 9	6.1	3.5	1.3	0			

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

CATEGORY	A	B	C	D	E
ILS/TAC	420	305	-1600	(VIS -1500 WITH ACTUAL QNH)	NOT AUTHORISED
LOC/TAC	690	575	-3000	(VIS -2400 WITH ACTUAL QNH)	
CIRCLING	730	580	-2000	880 730 -2400 980 830 -4000 1090 940 -5000	

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

CHANGES: REVISED PROC  
**11 FEB 25**

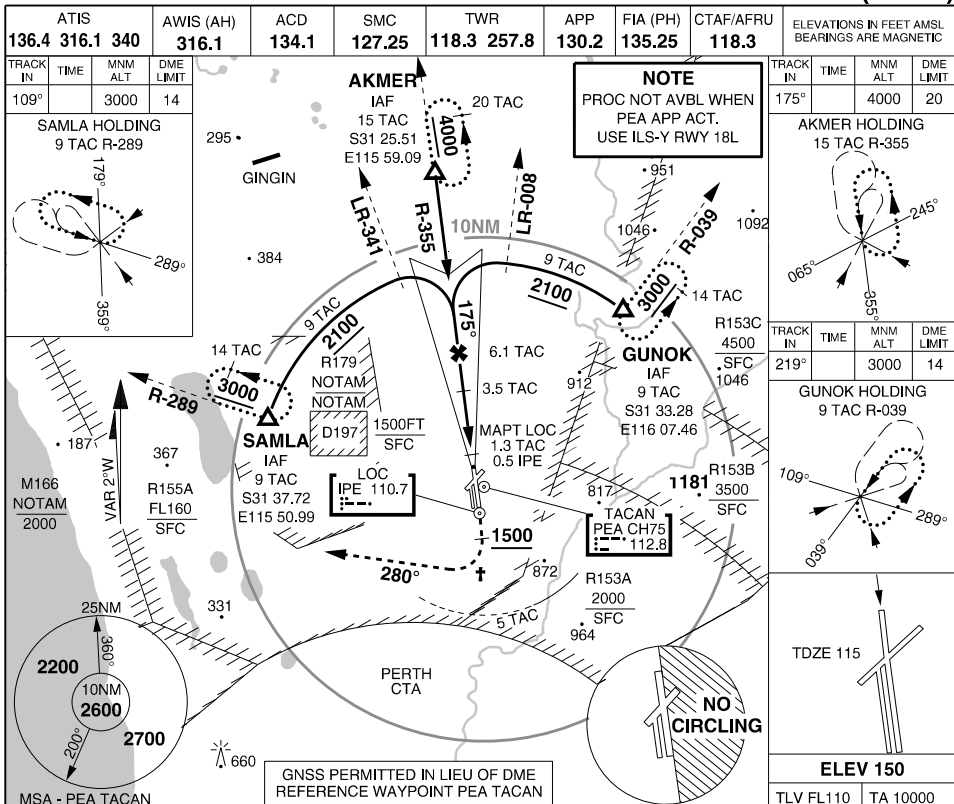
AIS-AF  
MILITARY USE ONLY

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

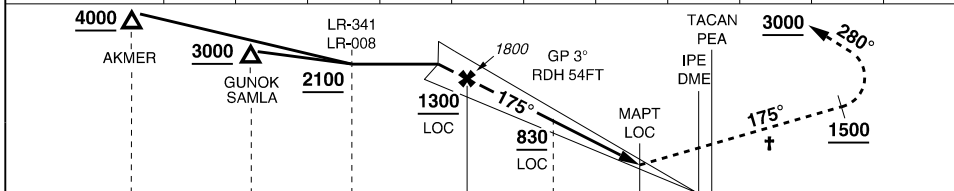
# ILS-X or LOC-X RWY 18L (UNCONTROLLED HR ONLY)

MILITARY USE ONLY

## PEARCE (YPEA)



IPEDME	8.2	7.2	6.2	5.3	5.2	4.2	3.2	2.2	1.7	
PEA TACAN DIST	9	8	7	6.1	6	5	4	3	2.5	
ALTITUDE	2710	2390	2070	1800	1750	1440	1120	800	650	



IPEDME	14.2		8.2	5.3	2.7	0.5				THR 18L ELEV 115
TACAN PEA	15	9	ARC 9	6.1	3.5	1.3	0			

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

CATEGORY	A	B	C	D	E
ILS/TAC	420	305	-1600	(VIS -1500 WITH ACTUAL QNH)	NOT AUTHORISED
LOC/TAC	690	575	-3000	(VIS -2400 WITH ACTUAL QNH)	
CIRCLING	730	580	-2000	880 730 -2400 980 830 -4000 1090 940 -5000	

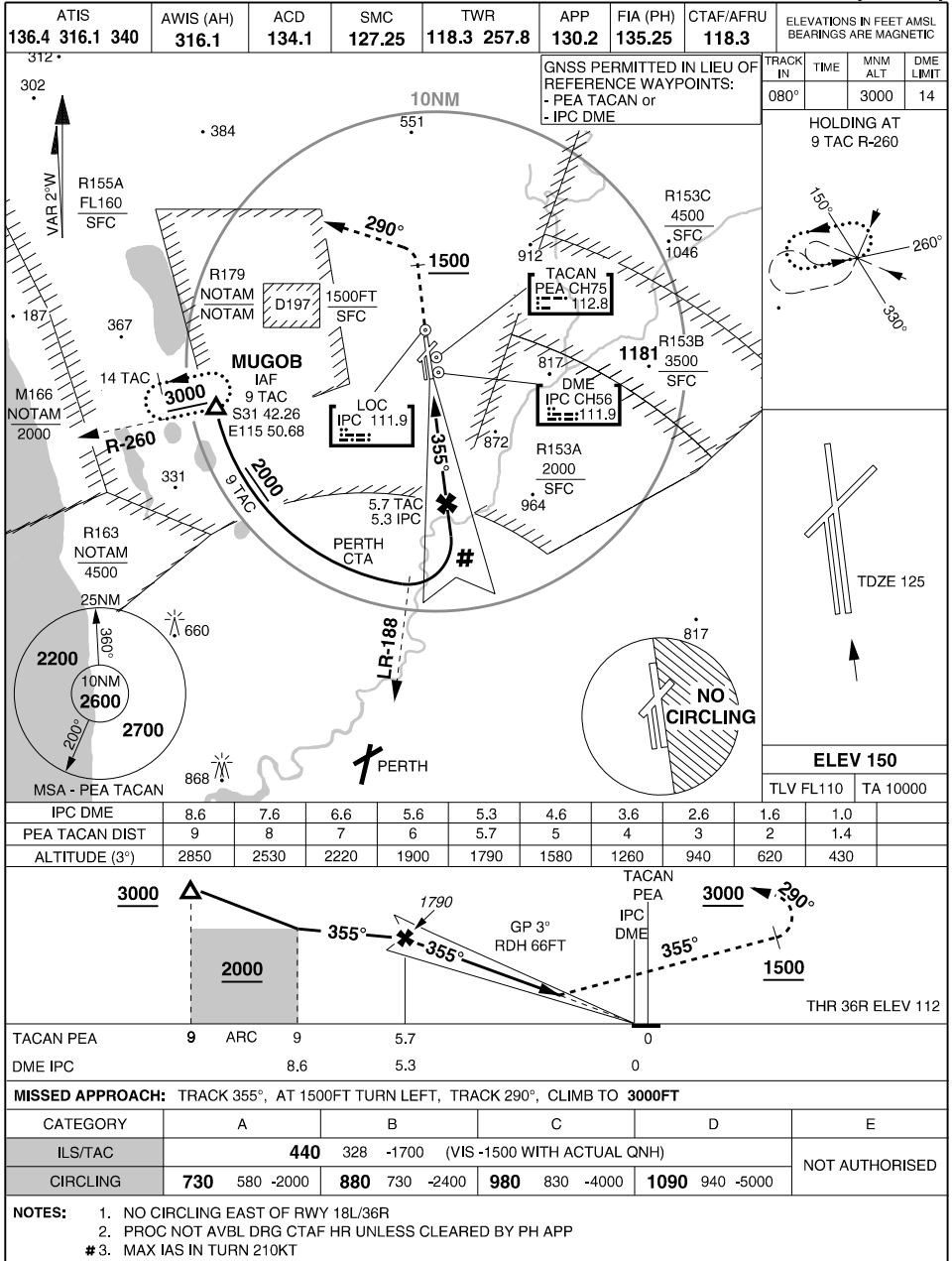
**NOTES:**  
1. NO CIRCLING EAST OF RWY 18L/36R  
† 2. MISSED APCH PROC REQUIRES PH ATC CLEARANCE

CHANGES: REVISED PROC  
**11 FEB 25**  
AIS-**AF**  
MILITARY USE ONLY  
**PEARCE (YPEA)**  
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



CHANGES: MINIMA, MAGVAR

09 JUL 26

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

## 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°)	2220	1900	1580	1510	1260	1130	940	620	430		

RUSOM	3000	GP 3° RDH 66FT	1500 LOC	1060 LOC	355°	MAPT LOC	355°	1500	3000	290°	THR 36R ELEV 112
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>430</b>	318 -1600 (VIS -1500 WITH ACTUAL QNH)			NOT AUTHORISED	
LOC/TAC	<b>620</b>	508 -2700 (VIS -2100 WITH ACTUAL QNH)				
CIRCLING	<b>730</b>	580 -2000	<b>880</b>	730 -2400		<b>980</b>

**NOTES:**

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

CHANGES: MINIMA, MAGVAR

**09 JUL 26**

**PEARCE (YPEA)**  
**MILITARY USE ONLY**  
**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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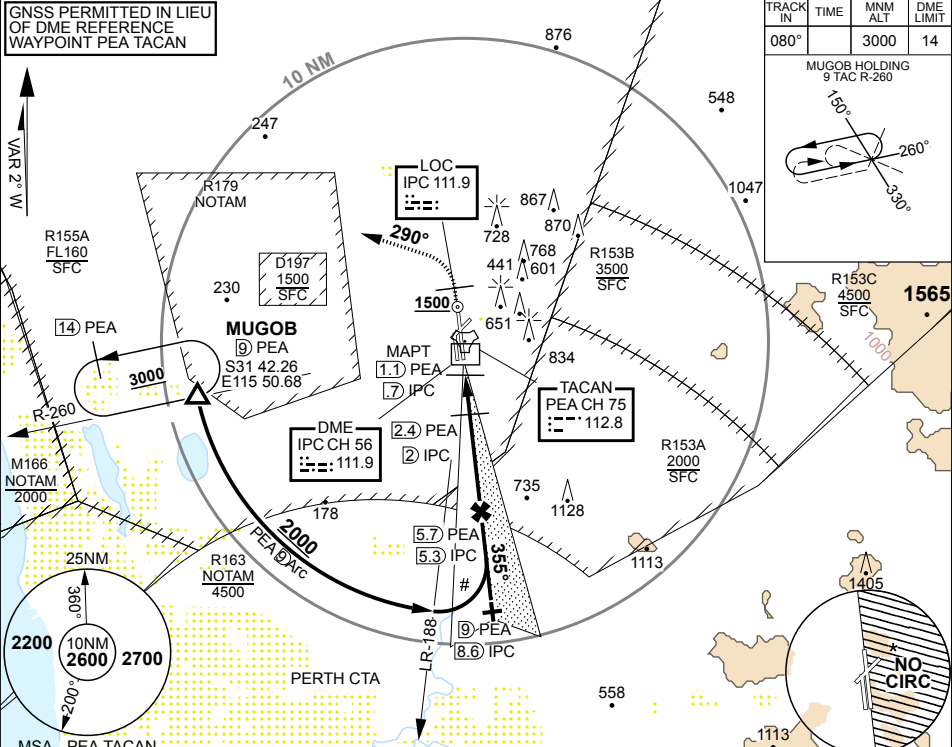
PANS-OPS, WGS-84

# LOC-Z RWY 36R PEARCE (YPEA)

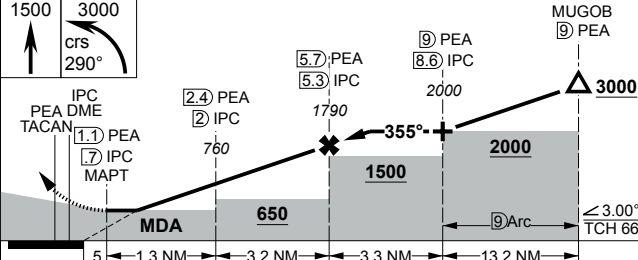
- NO CIRCLING EAST OF RWY 18L/36R.
- PROC NOT AVBL DRG CTAF HR UNLESS CLEARED BY PH APP.
- MAX IAS IN TURN 210KT.

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

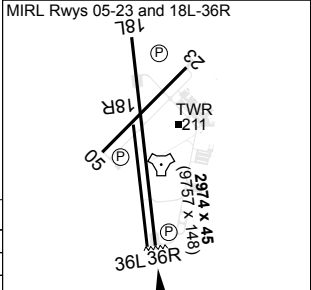
ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	FIA (PH) 135.25	CTAF /AFRU 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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MSA - PEA TACAN	2	3	4	5	6	6.3
PEA TAC	2	3	4	5	6	6.3
IPC DME	1.6	2.6	3.6	4.6	5.6	5.9
ALTITUDE	610	940	1250	1570	1890	2000



TLV FL110	TA 10000
THR ELEV 112	TDZE 112



CATEGORY	A	B	C	D
S-LOC 36R	610	498	2700m	(VIS -2100 WITH ACTUAL QNH)
CIRCLING	730 580 2000m	880 730 2400m	980 830 4000m	1090 940 5000m

CHANGES: MINIMA, DIST-ALT TABLE S31 40.06 E116 00.90

09 JUL 26

AIS-AF  
MILITARY USE ONLY

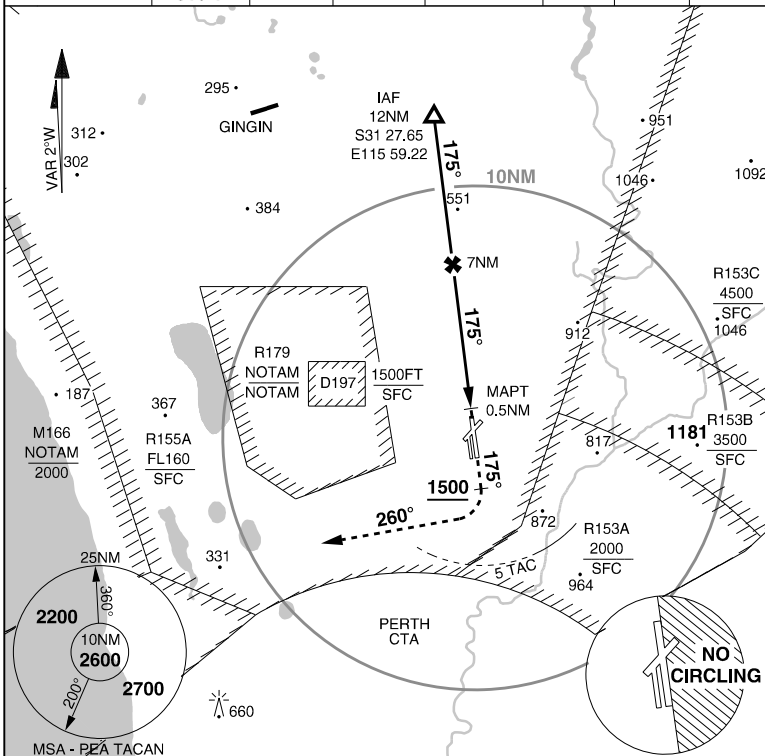
## PEARCE (YPEA) LOC-Z RWY 36R

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 27.65  
E115 59.22

**FAF** S31 32.63  
E115 59.88

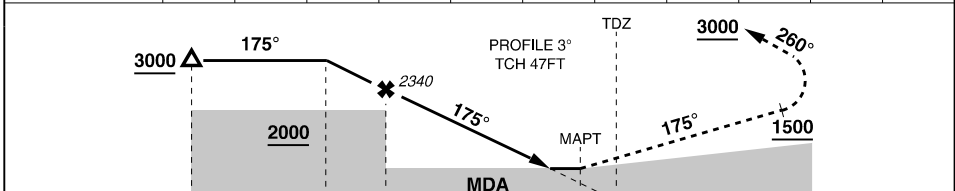
**TDZ** S31 39.88  
E116 00.84

**TDZE 115**

**ELEV 150**

TLV FL110 TA 10000

NM FM TDZ	9.1	9	8	7	6	5	4	3.5		
ALTITUDE	3000	2980	2660	2340	2030	1710	1390	1230		



TDZ 18L	12	9.1	7	0.5	0				THR 18L ELEV 115
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**MISSED APPROACH: TRACK 175°, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO 3000FT**

CATEGORY	C	D	E
ARA	1230	1115 -5000	
CIRCLING	1230 1080 -4000	1230 1080 -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 273M PAST LDG THR

CHANGES: REVISED PROC  
**09 JUL 26**

AIS-AF  
MILITARY USE ONLY

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

# TACAN RWY 05 PEARCE (YPEA)

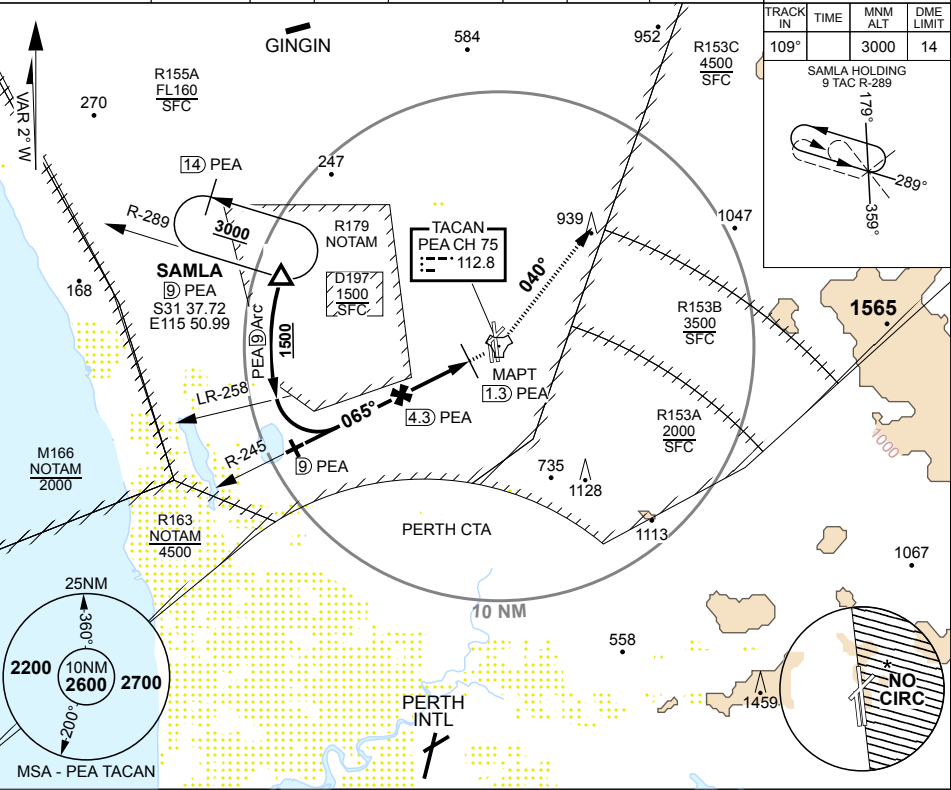
PANS-OPS, WGS-84

TACAN PEA Chan 75	APCH CRS 065°	RWY LDG THR ELEV 114 AD ELEV 150	5548
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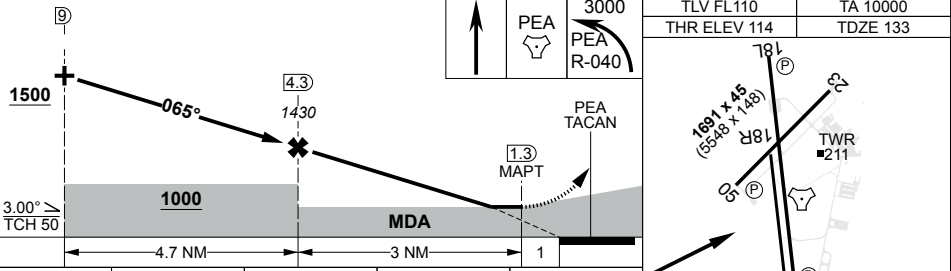
1. NO CIRCLING EAST OF RWY 18L/36R.  
2. CAUTION: PROXIMITY PH CTR.

**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	730	580	2000m	880	730	2400m	980	830	4000m	1090	940	5000m	MIRL Rwy 05-23 and 18L-36R

CHANGES: MSA, MAGVAR, CIRCLING S31 40.06 E116 00.90

**09 JUL 26**

**PEARCE (YPEA)  
TACAN RWY 05**

**AIS-AF  
MILITARY USE ONLY**



TACAN PEA Chan 75	APCH CRS 171°	RWY LDG 9757 THR ELEV 115 AD ELEV 150
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PANS-OPS, WGS-84

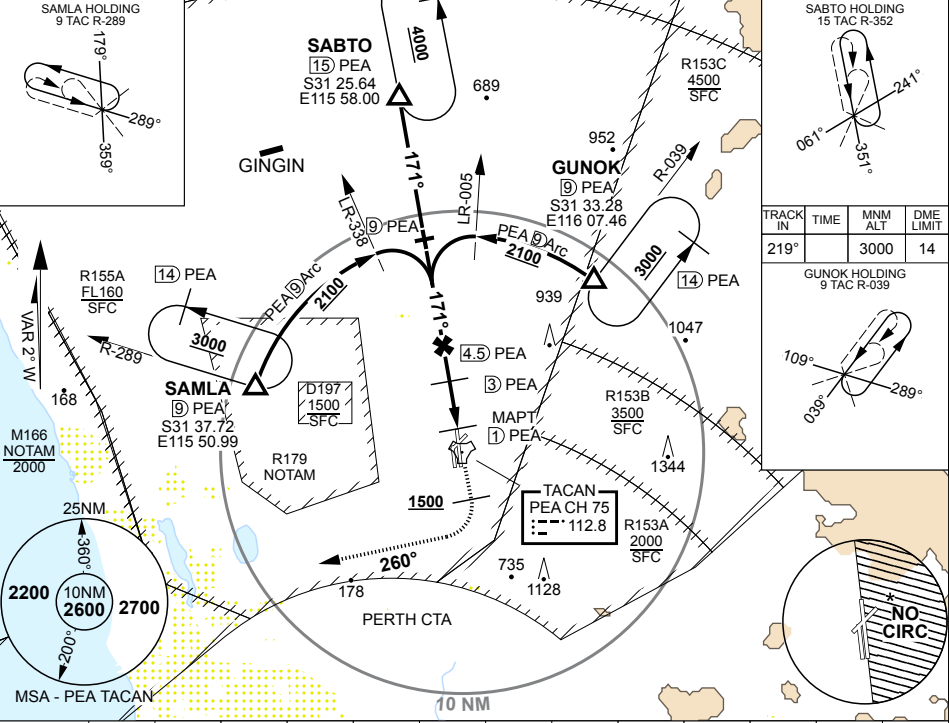
# TACAN-Y RWY 18L PEARCE (YPEA)

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

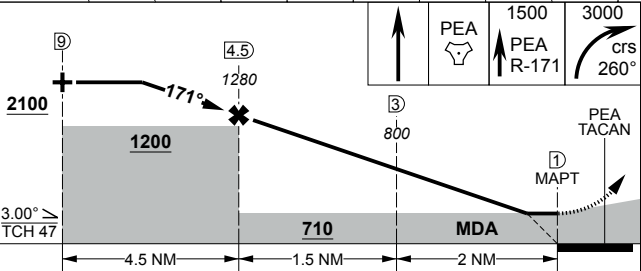
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-171, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO 3000FT.

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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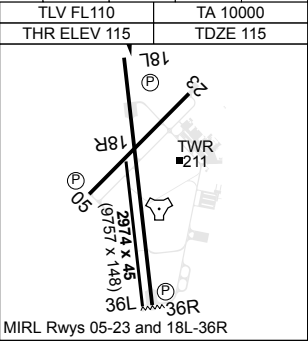
TRACK IN	TIME	MNM ALT	DME LIMIT	TRACK IN	TIME	MNM ALT	DME LIMIT
109°		3000	14	171°		4000	20



PEA TAC	7.1	7	6	5	4	3	2.7												
ALTITUDE	2100	2070	1750	1440	1120	800	710												



CATEGORY	A	B	C	D
S-18L	710	595	3300m	(VIS -2800 WITH ACTUAL QNH)
CIRCLING	730 580 2000m	880 730 2400m	980 830 4000m	1090 940 5000m



CHANGES: REVISED PROC S31 40.06 E116 00.90

19 MAR 26

AIS-AF  
MILITARY USE ONLY

## PEARCE (YPEA) TACAN-Y RWY 18L





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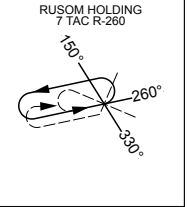
# TACAN-Y RWY 36R (CAT A, B, C) PANS-OPS, WGS-84 PEARCE (YPEA)

- 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.

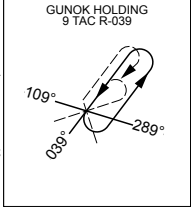
**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-360. AT 1500FT TURN LEFT, TRACK 290°. CLIMB TO **3000FT**.

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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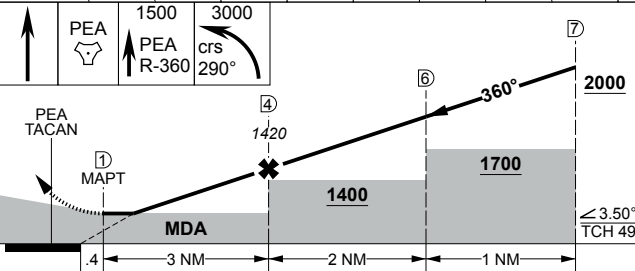
TRACK IN 080°	TIME	MNM ALT 3000	DME LIMIT 12
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TRACK IN 219°	TIME	MNM ALT 4000	DME LIMIT 14
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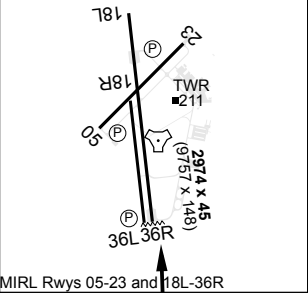


PEA TAC	1.9	2	3	4	5	6	7												
ALTITUDE	630	680	1050	1420	1790	2160	2530												



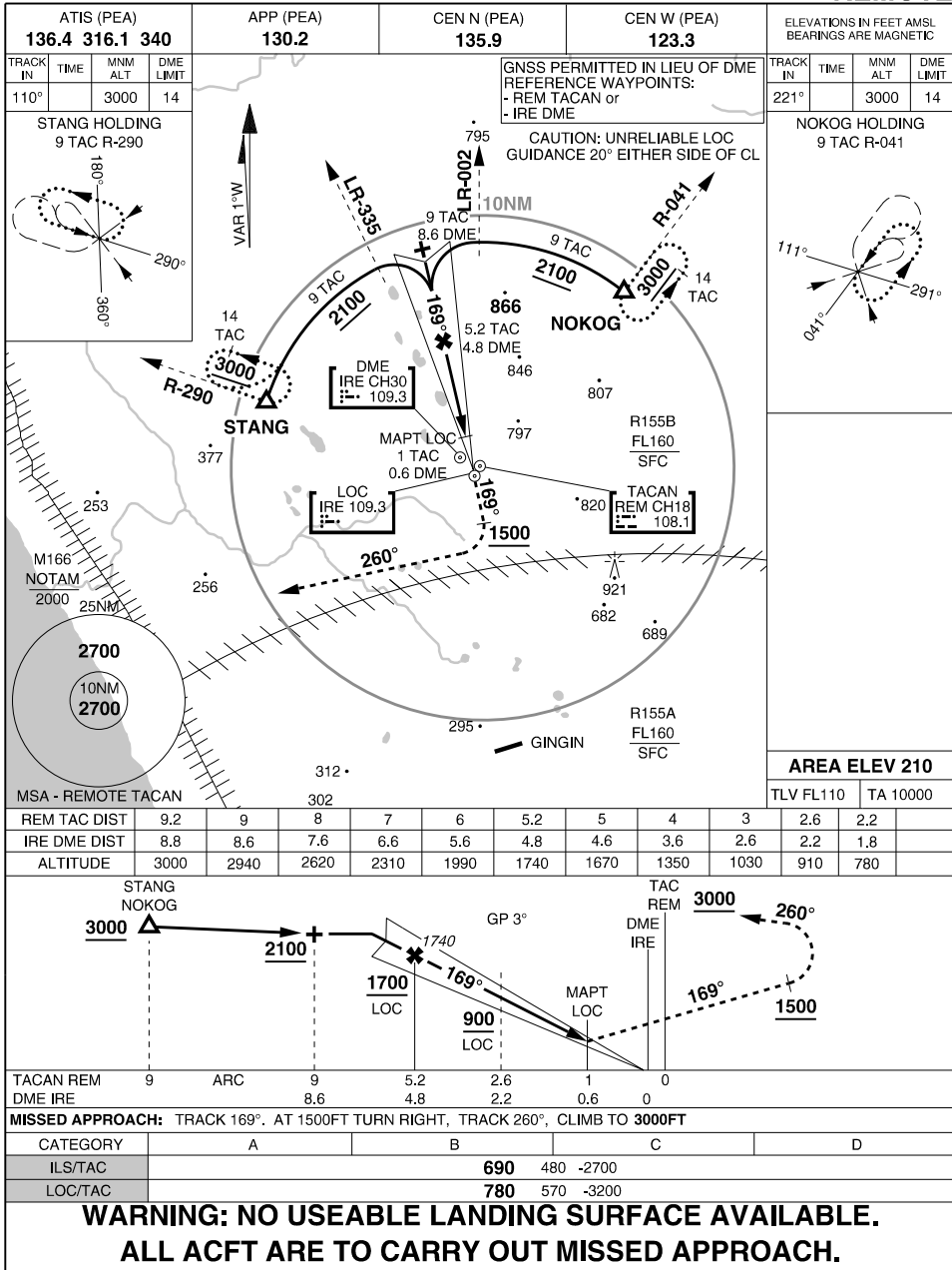
CATEGORY	A	B	C	D
S-36R	630	518	2500m (VIS -2000 WITH ACTUAL QNH)	NA
CIRCLING	730	580	2000m	880
		730	2400m	980
		830	4000m	NA

TLV FL110	TA 10000
THR ELEV 112	TDZE 112



CHANGES: MSA, MAGVAR, MINIMA S31 40.06 E116 00.90  
**09 JUL 26** AIS-AF: MILITARY USE ONLY  
**PEARCE (YPEA)**  
**TACAN-Y RWY 36R (CAT A, B, C)**

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

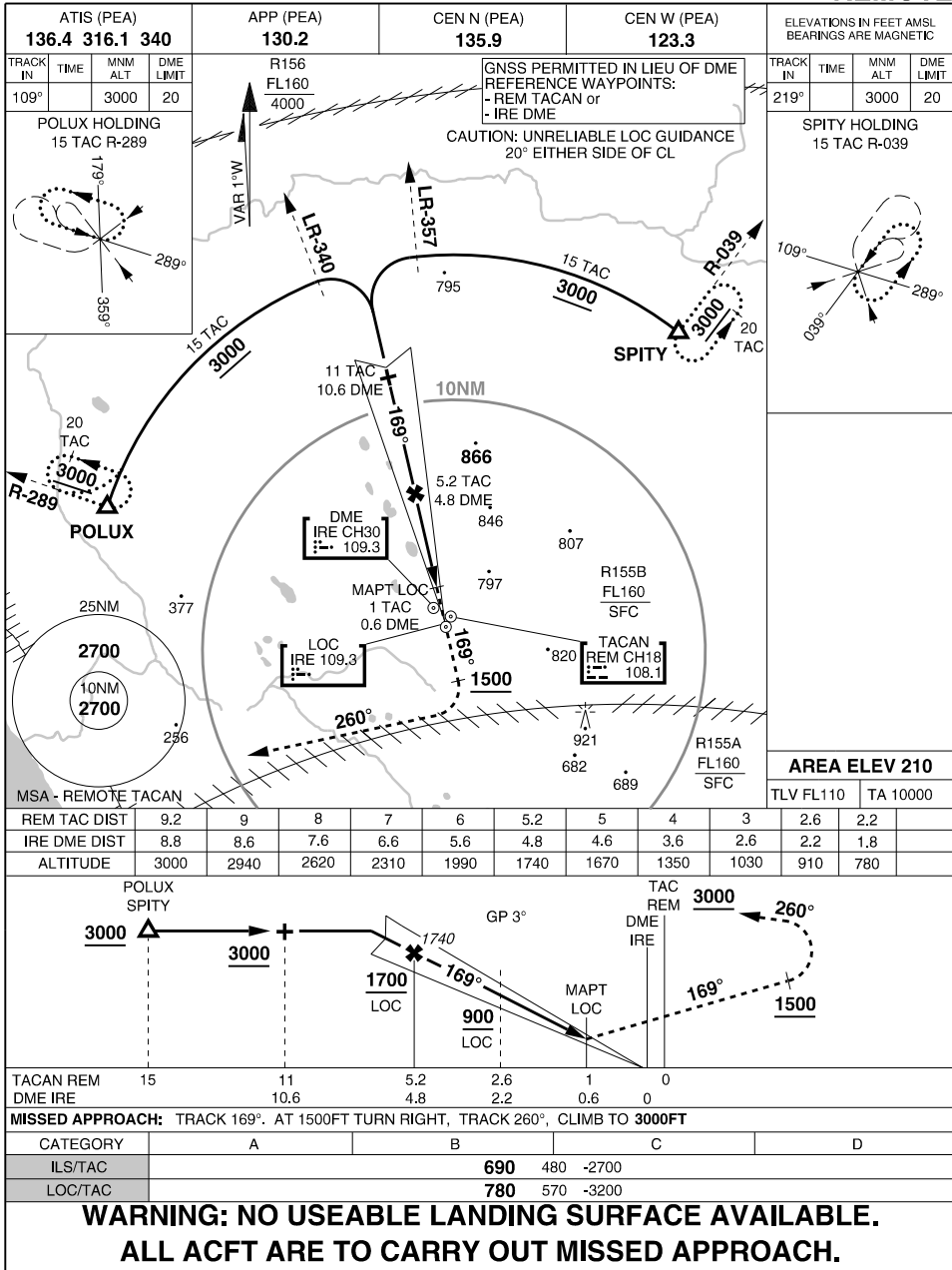


CHANGES: MINIMA SHADING

**04 SEP 25**

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

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



CHANGES: MINIMA SHADING

04 SEP 25

AIS-AF

MILITARY USE ONLY

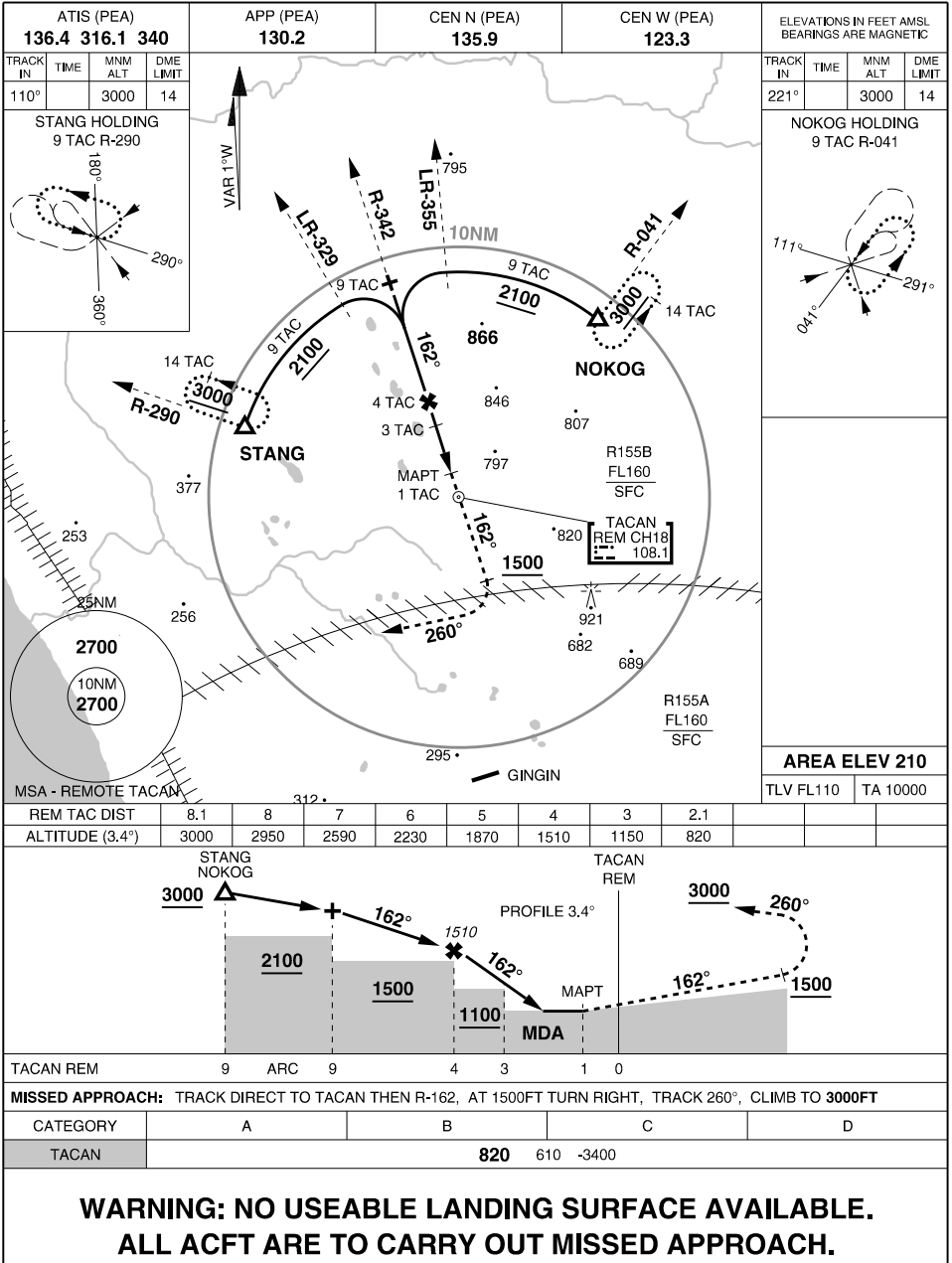
REMOTE

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: MINIMA SHADING

04 SEP 25

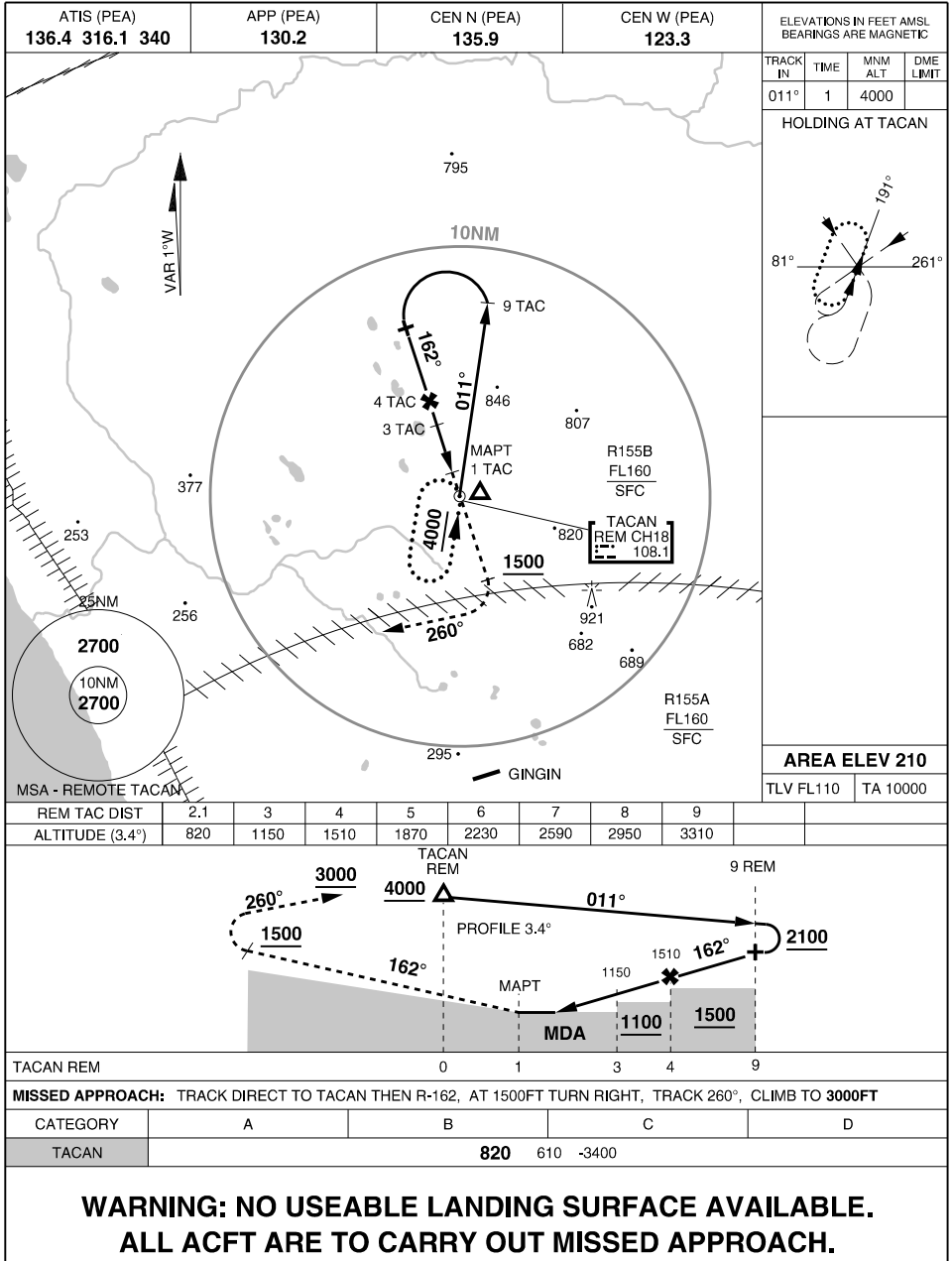
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-I

MILITARY USE ONLY

TACAN-J  
REMOTE

S31 16.41 E115 49.74  
PANS-OPS, WGS 84



CHANGES: MINIMA SHADING

04 SEP 25

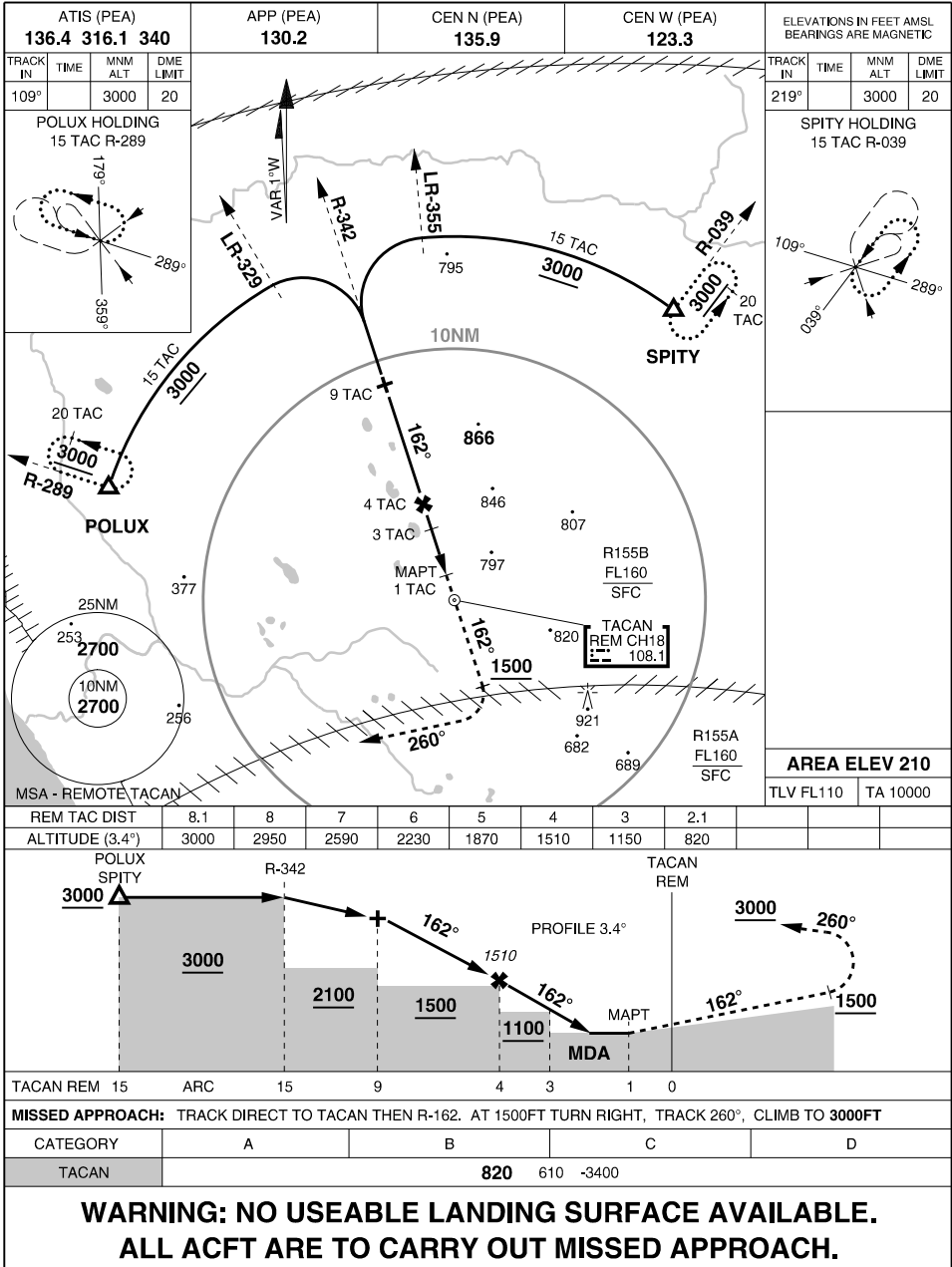
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-J

MILITARY USE ONLY

S31 16.41 E115 49.74  
PANS-OPS, WGS 84

TACAN-O  
REMOTE



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

CHANGES: MINIMA SHADING

04 SEP 25

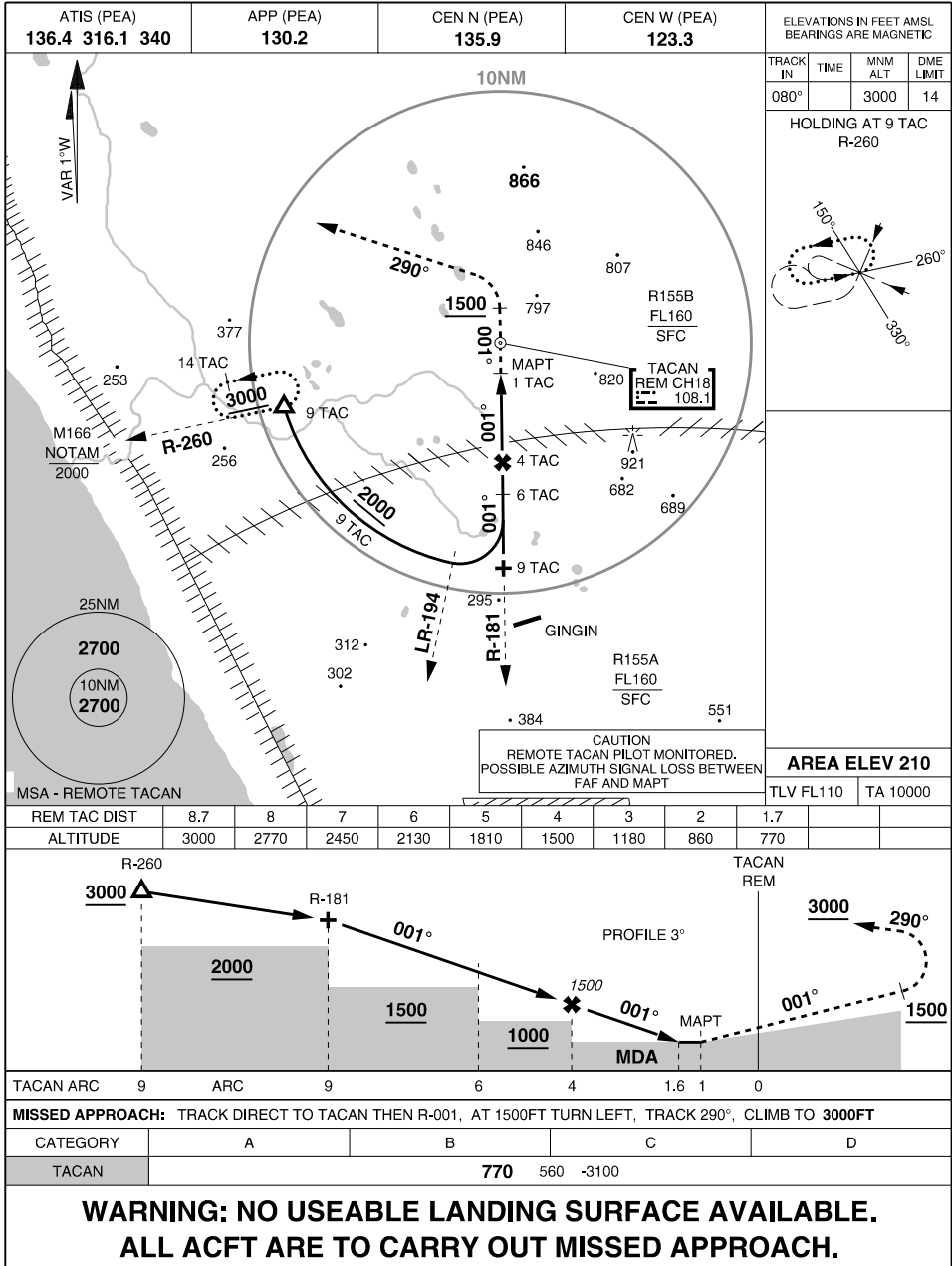
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-O

MILITARY USE ONLY

TACAN-W  
REMOTE

S31 16.41 E115 49.74  
PANS-OPS, WGS 84



CHANGES: MINIMA SHADING

04 SEP 25

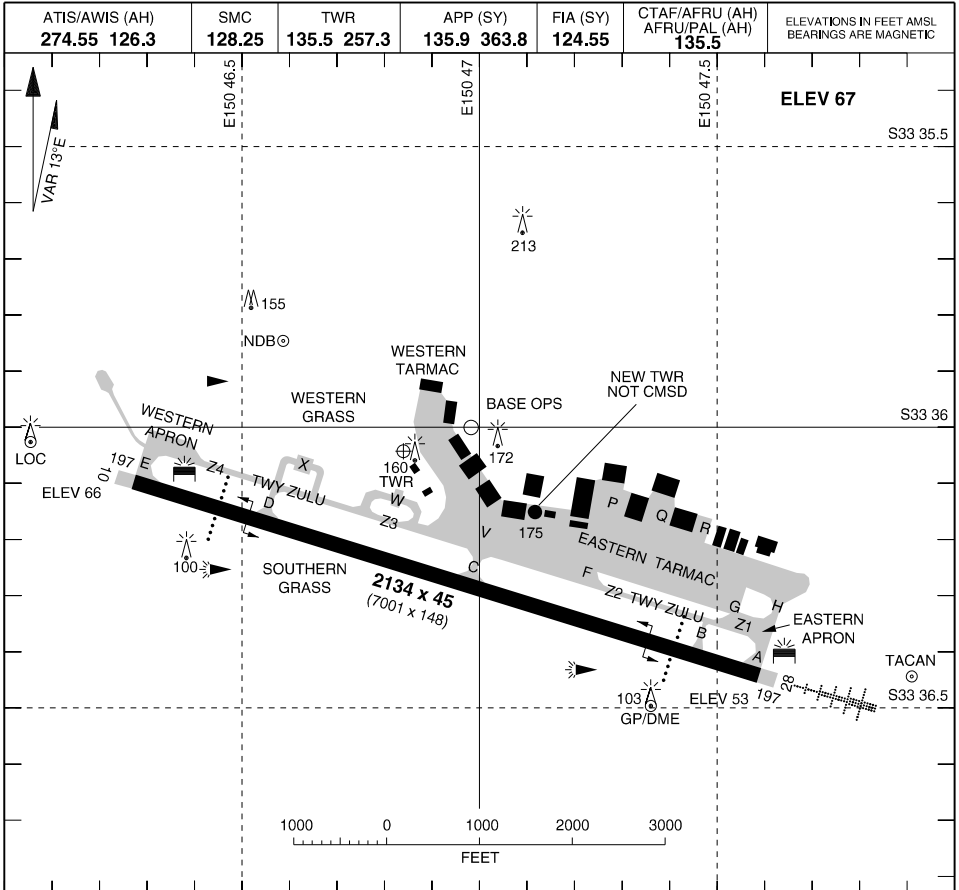
AIS-AF  
MILITARY USE ONLY

REMOTE  
TACAN-W

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

CHANGES: MAG VAR  
**09 JUL 26**

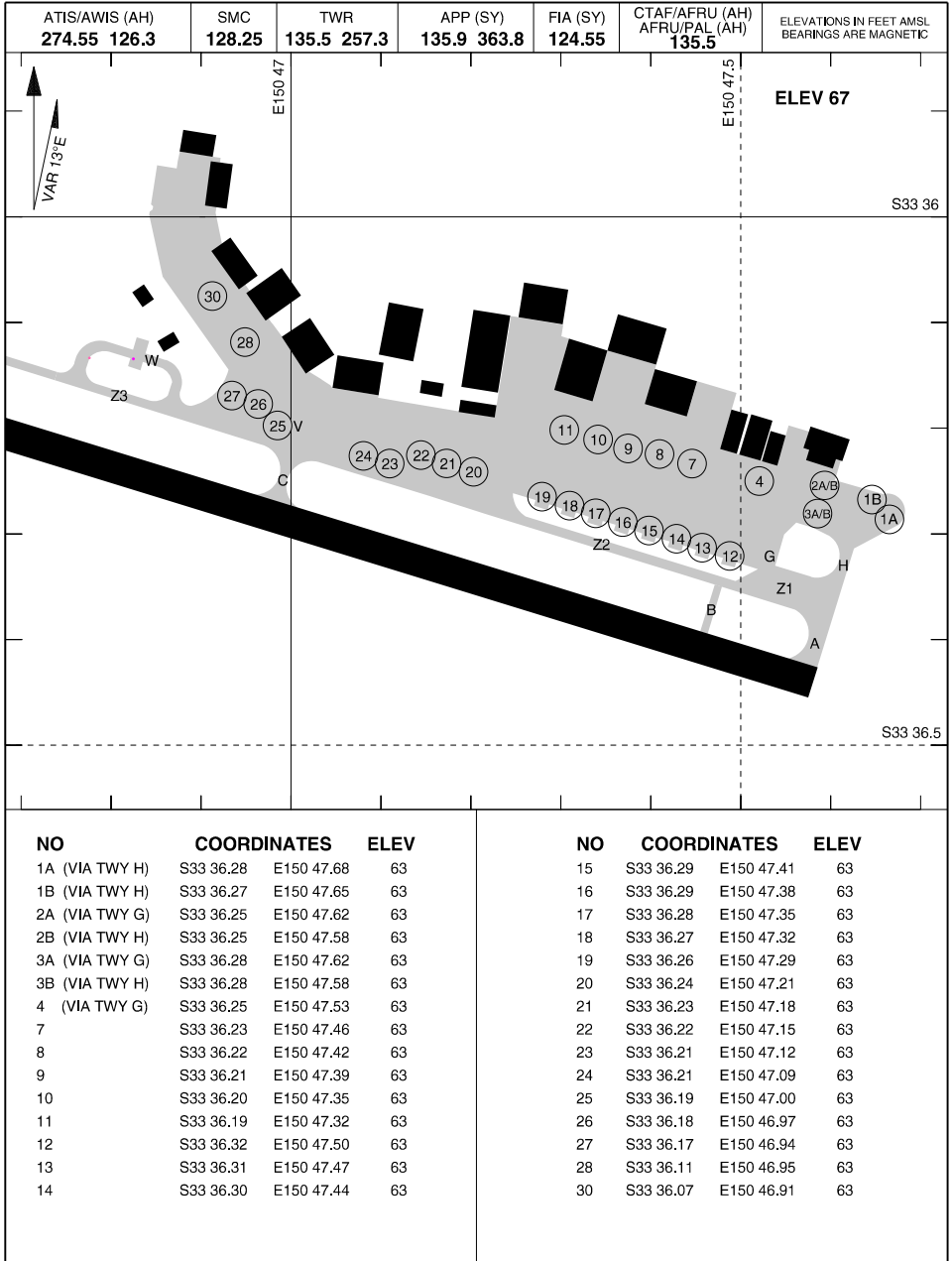
AIS-AF  
MILITARY USE ONLY

**RICHMOND (YSRI)**  
AERODROME CHART

MILITARY USE ONLY

APRON CHART  
RICHMOND (YSRI)

S33 36.04 E150 46.84  
PANS-OPS, WGS 84



CHANGES: MAG VAR  
**09 JUL 26**

AIS-AF  
MILITARY USE ONLY

RICHMOND (YSRI)  
APRON CHART

LOC/DME IRI <b>111.9</b> Chan <b>56</b>	APCH CRS <b>274°</b>	RWY LDG 7001 THR ELEV 53 AD ELEV 67
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ILS-Y or LOC-Y RWY28 USING RIC TAC or IRI DME

PANS-OPS, WGS 84

**RICHMOND (YSRI)**

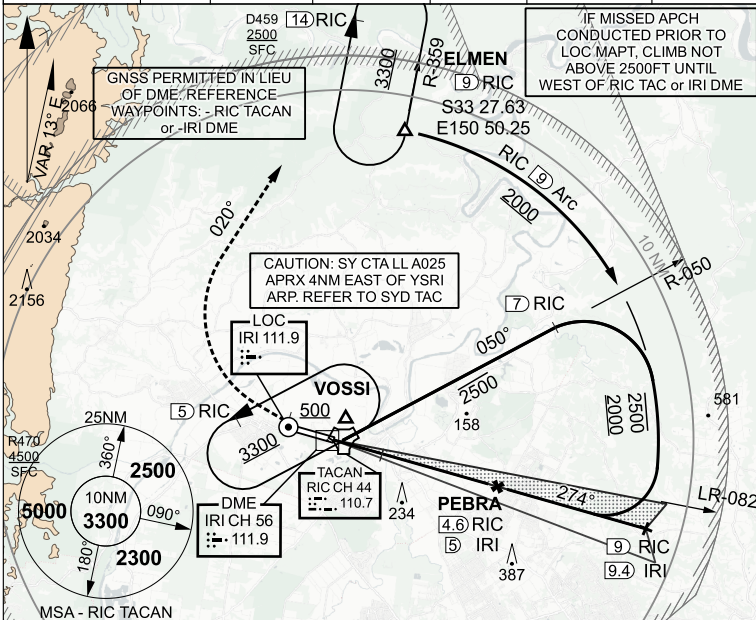
- DURING INITIAL APCH THERE IS A POSSIBILITY OF CONFLICTION WITH ACFT OPR ON FIA FREQ CLOSE TO CTNCTAF BDRY.
- ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.
- USE OF GP RESTR TO WI 7° OF RWY CL.



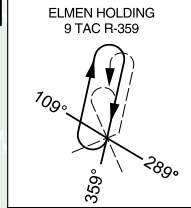
**MISSED APPROACH:**  
TRACK R-274. AT 500FT TURN RIGHT, MAX IAS IN TURN 250KT. TRACK 020°. CLIMB TO 3300FT OR AS DIRECTED BY ATC.

ATIS/AWIS (AH)	SMC	TWR	APP (SY)	FIA (SY)	AFRU/PAL (AH)	CTAF / AFRU (AH)
<b>126.3 274.55</b>	<b>128.25</b>	<b>135.5 257.3</b>	<b>135.9 363.8</b>	<b>124.55</b>	<b>135.5</b>	<b>135.5</b>

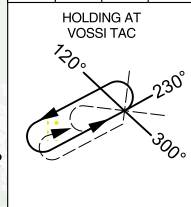
ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



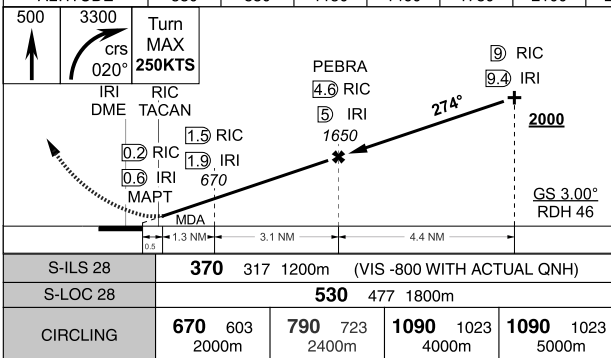
TRACK IN	TIME	MNM ALT	DME LIMIT
179°		3300	14



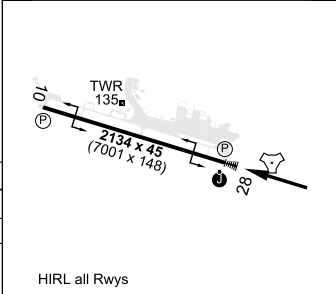
TRACK IN	TIME	MNM ALT	DME LIMIT
050°		3300	5



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



CHANGES: NEW PROCEDURE

S33 36.04 E150 46.84

**RICHMOND (YSRI)**

ILS-Y or LOC-Y RWY28 USING RIC TAC or IRI DME

S33 36.04 E150 46.84  
PANS-OPS, WGS 84

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

**MILITARY USE ONLY**

**RICHMOND (YSRI)**

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) AFRU/PAL (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC								
						<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>TRACK IN</th> <th>TIME</th> <th>MNM ALT</th> <th>DME LIMIT</th> </tr> <tr> <td>104°</td> <td>1</td> <td>3300</td> <td></td> </tr> </table>	TRACK IN	TIME	MNM ALT	DME LIMIT	104°	1	3300	
						TRACK IN	TIME	MNM ALT	DME LIMIT					
104°	1	3300												
<p>GNS PERMITTED IN LIEU OF DME REFERENCE WAYPOINTS: - RIC TACAN or - IRI DME</p>						<p>HOLDING AT NDB</p>								
						<p><b>ELEV 67</b></p>								
						<p><b>* NOTE:</b> FROM RIC NDB TRACK 104° TO INTERCEPT LOC OUTBOUND (094°). AT 4.6 TAC or 5 DME MAKE 80°/260° PROC TURN TO INTERCEPT LOC INBOUND. MAX IAS IN TURN 160KT</p>								
						<p>TLV FL110    TA 10000</p>								
<p><b>IF MISSED APCH CONDUCTED PRIOR TO LOC MAPT, CLIMB NOT ABOVE 2500FT UNTIL WEST OF TAC or DME</b></p>						<p>TDZE 58</p>								
<p>DIST TO THR 28      0      0.5      4.8      5.3      THR 28 ELEV 53</p>						<p><b>MISSED APPROACH:</b> TRACK 274°. AT 500FT TURN RIGHT, MAX IAS IN TURN: 250KT. TRACK 020°, CLIMB TO <b>3300FT</b> or AS DIRECTED BY ATC</p>								
CATEGORY	A	B	C	D	E	NOT AUTHORISED								
ILS/NDB	<b>370</b>	317 -1200 (VIS -800 WITH ACTUAL QNH)												
LOC/NDB		<b>680</b>	627 -2600											
CIRCLING	<b>670</b>	603 -2000	<b>790</b>	723 -2400	<b>1090</b>	1023 -4000								
<p><b>NOTES:</b> 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 BDRY 3. DURING CTAF HRS ENSURE AN AWAY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH 4. USE OF GP RESTR TO WI 7° OF RWY CL.</p>														

CHANGES: MAG VAR, TRACKS

**09 JUL 26**

**AIS-AF  
MILITARY USE ONLY**

**RICHMOND (YSRI)**

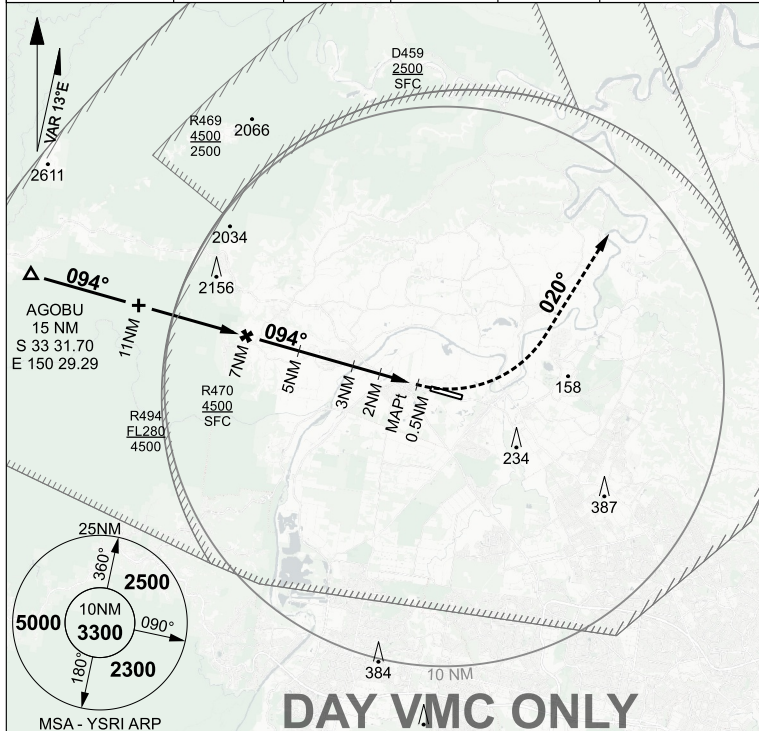
ILS-X or LOC-X RWY 28 (CAT A, B, C) USING RIC TAC or IRI DME

MILITARY USE ONLY

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

ARA RWY 10  
**RICHMOND (YSRI)**

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) AFRU/PAL (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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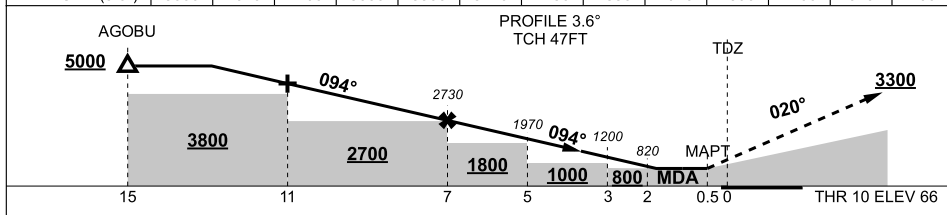


HOLDING AS DIRECTED BY ATC

<b>AGOBU</b>	S 33 31.70 E 150 29.29
<b>IF</b>	S 33 32.89 E 150 33.86
<b>FAF</b>	S 33 34.07 E 150 38.44
<b>TDZ</b>	S 33 36.14 E 150 46.44

WESTERN APPROV  
LEV 66  
TDZ 7  
SOUTH GRAS  
TDZE 67

NM FM TDZ	12.9	12	11	10	9	8	7	6	5	4	3	2	1.9
ALTITUDE (3.6°)	5000	4640	4260	3880	3500	3110	2730	2350	1970	1590	1200	820	780



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

CATEGORY	C		D		E
ARA	<b>780</b>	713 -4000 (VIS -3500 WITH ACTUAL QNH)			NOT AUTHORISED
CIRCLING	<b>1090</b>	1023 -4000	<b>1090</b>	1023 -5000	

**NOTES:**  
 1. AVG FNA GRADIENT 6.29% (3.6° OR 382 FT/NM)  
 2. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APCH  
 3. TDZ ON RWY C/L 273 M PAST LDG THR

CHANGES: NEW CHART

**09 JUL 26**

AS-AF  
MILITARY USE ONLY

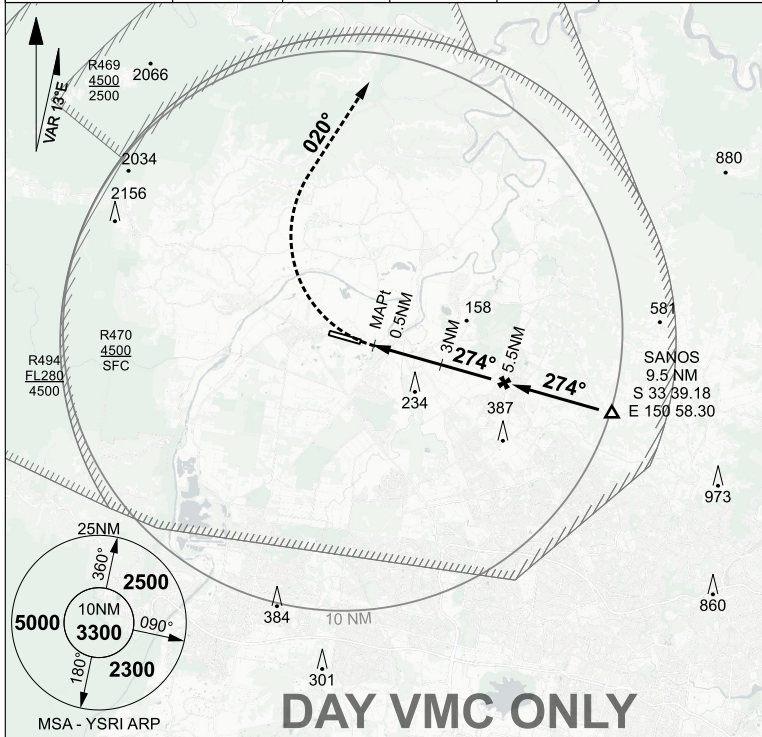
**RICHMOND (YSRI)**  
ARA RWY 10

MILITARY USE ONLY

ARA RWY 28  
**RICHMOND (YSRI)**

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

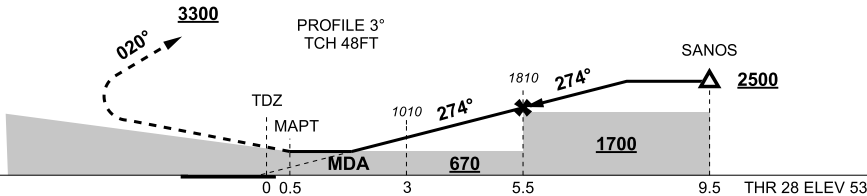
ATIS/AWIS (AH) <b>274.55 126.3</b>	SMC <b>128.25</b>	TWR <b>135.5 257.3</b>	APP (SY) <b>135.9 363.8</b>	FIA (SY) <b>124.55</b>	CTAF/AFRU (AH) AFRU/PAL (AH) <b>135.5</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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HOLDING AS DIRECTED BY ATC	
<b>SANOS</b>	S 33 39.18 E 150 58.30
<b>FAF</b>	S 33 38.01 E 150 53.72
<b>TDZ</b>	S 33 36.39 E 150 47.42
TDZE 58	
<b>ELEV 67</b>	
TLV FL110	TA 10000

**DAY VMC ONLY**

NM FM TDZ	1.9	2	3	4	5	5.5	6	7	7.7			
ALTITUDE	670	690	1010	1330	1650	1810	1970	2290	2500			



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

CHANGES: NEW CHART

**09 JUL 26**

AIS-AF  
 MILITARY USE ONLY

**RICHMOND (YSRI)**  
 ARA RWY 28

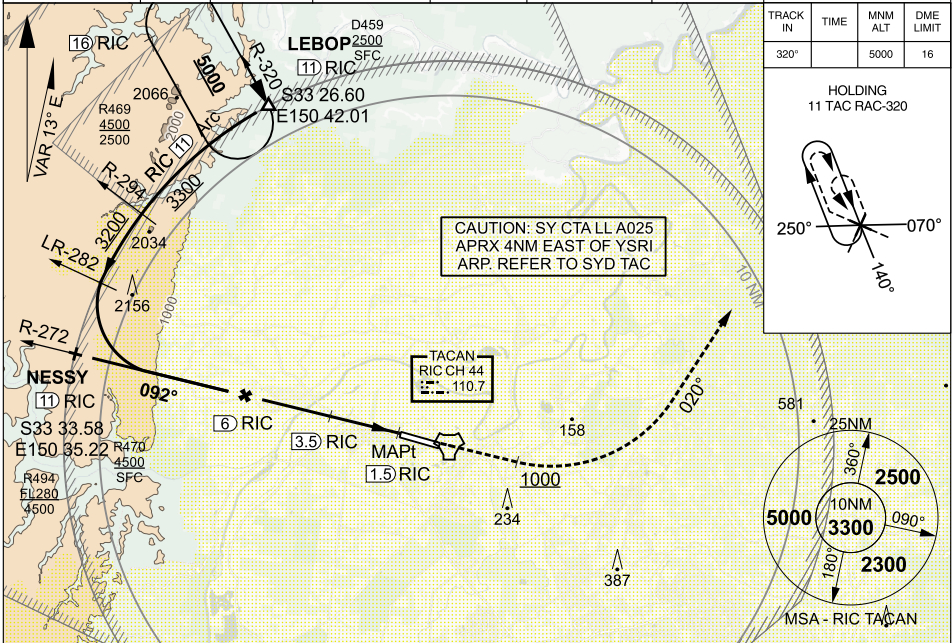
TACAN RIC Chan 44	APCH CRS 092°	RWY LDG THR ELEV AD ELEV	7001 67 67
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PANS-OPS, WGS 84

# TACAN RWY 10 RICHMOND (YSRI)

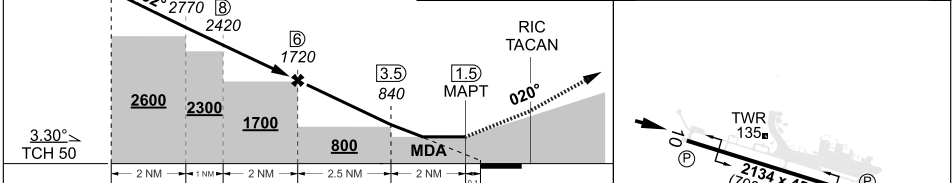
1. FNA GRADIENT FAF - THR RWY 10 = 5.7% (3.3° OR 346 FT/NM) 2. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH. 3. ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.	<b>MISSED APPROACH:</b> TRACK DIRECT TO TACAN THEN R-092. AT 1000FT TURN LEFT, TRACK 020°. CLIMB TO 3300FT OR AS DIRECTED BY ATC.
---	---

ATIS/AWIS (AH)	SMC	TWR	APP (SY)	FIA (SY)	AFRU/PAL (AH)	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	135.5	



RIC TAC	11	10	9	8	7	6	5	4	3	2.8
ALTITUDE	3470	3120	2770	2420	2070	1720	1370	1020	670	600

NESY (11) 3200 092° 2600 2300 1700 800 MDA 3.30° TCH 50	RIC TACAN 1000 3300 092° 020°	TLV FL110 TA 10000 THR ELEV 66 TDZE 67
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CATEGORY	A		B		C		D	
S-10	600		533	3000m				
CIRCLING	670	603	790	723	1090	1023	1090	1023
	2000m		2400m		4000m		5000m	

CHANGES: NEW PROCEDURE 09 JUL 26  
 S33 36.04 E150 46.84  
 AIS-AF  
 MILITARY USE ONLY  
 RICHMOND (YSRI)  
 TACAN RWY 10

TACAN RIC Chan 44	APCH CRS 279°	RWY LDG THR ELEV AD ELEV	7001 53 67
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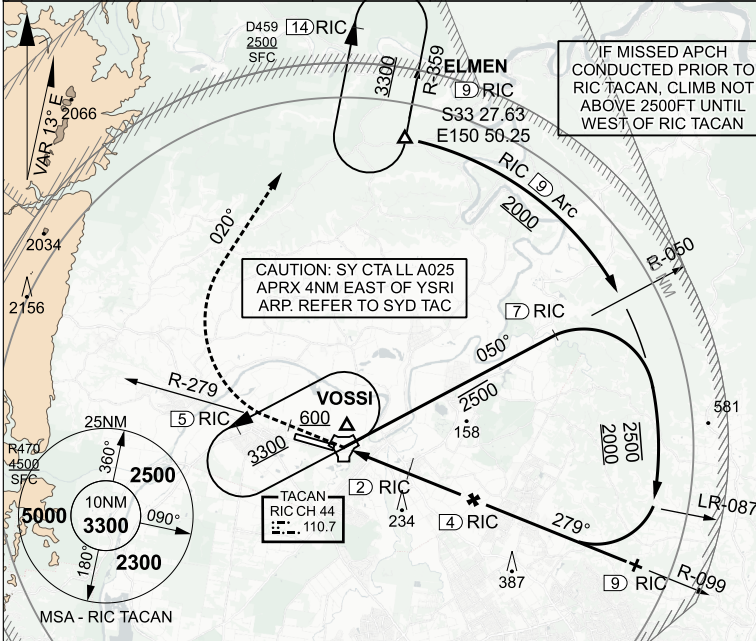
PANS-OPS, WGS 84

# 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 BDRY.  
2. ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.

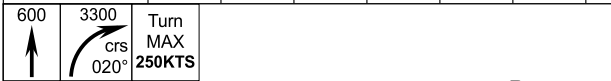
**MISSED APPROACH:**  
TRACK R-279. AT 600FT TURN RIGHT, MAX IAS IN TURN 250KT. TRACK 020°. CLIMB TO 3300FT OR AS DIRECTED BY ATC.

ATIS/AWIS (AH)	SMC	TWR	APP (SY)	FIA (SY)	AFRU/PAL (AH)	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	135.5	

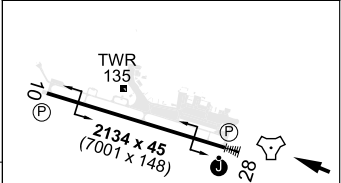
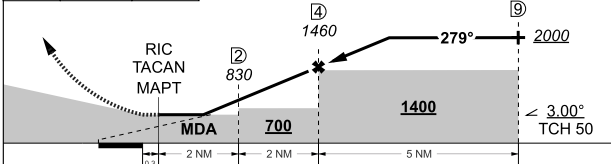


TRACK IN	TIME	MNM ALT	DME LIMIT
179°		3300	14
ELMEN HOLDING 9 TAC R-359			
TRACK IN	TIME	MNM ALT	DME LIMIT
050°		3300	5
HOLDING AT VOSSI TAC			

RIC TAC	1.2	2	3	4	5	6	7	7.3		
ALTITUDE	580	830	1140	1460	1780	2100	2420	2500		



TLV FL110	TA 10000
THR ELEV 53	TDZE 58



CATEGORY	A	B	C	D
S-28	580	527 2000m	(VIS -1500 WITH ACTUAL QNH)	
CIRCLING	670 603 2000m	790 723 2400m	1090 1023 4000m	1090 1023 5000m

CHANGES: NEW PROCEDURE 09 JUL 26

S33 36.04 E150 46.84

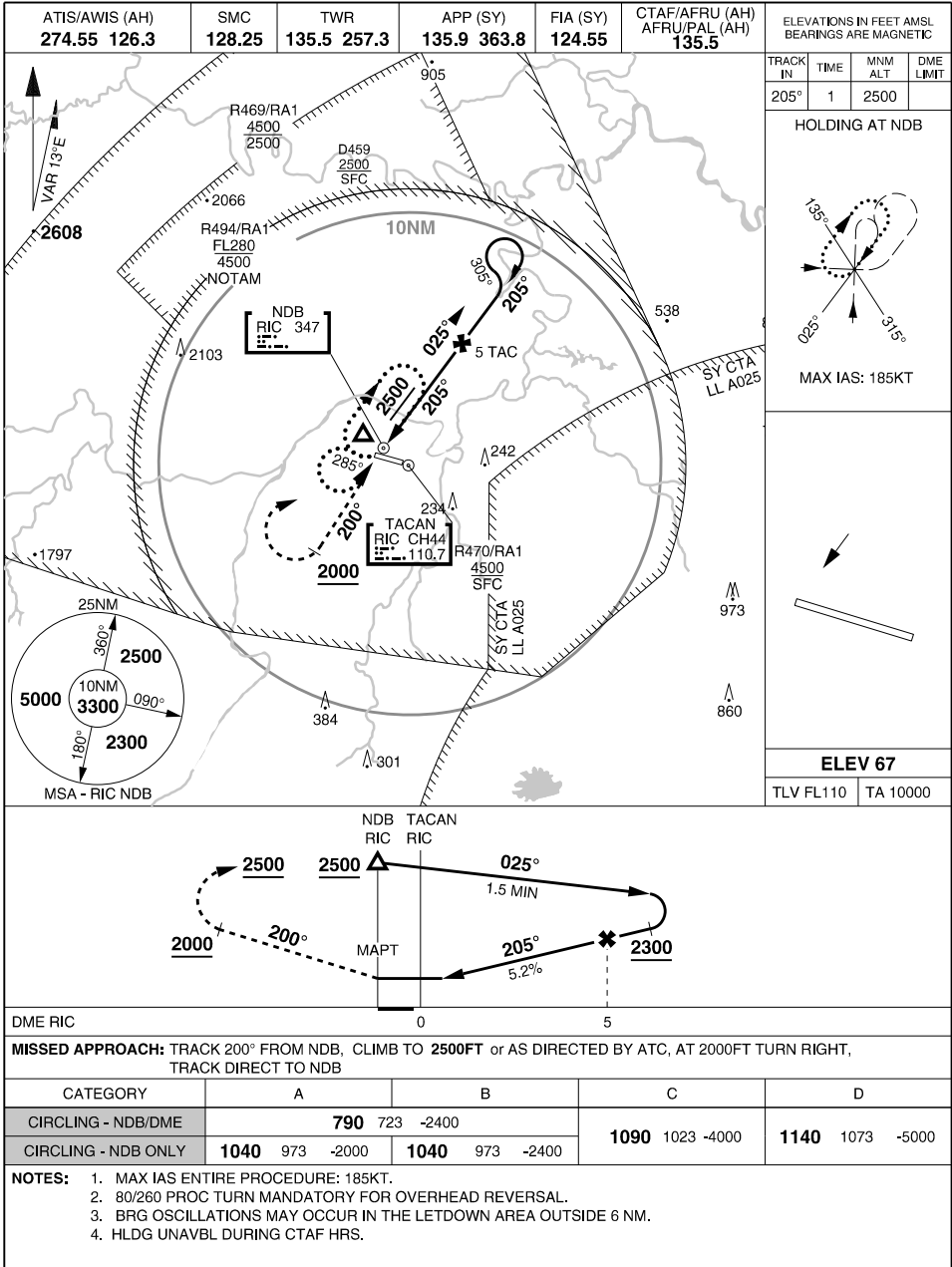
**RICHMOND (YSRI)  
TACAN RWY 28**

AIS-AF  
MILITARY USE ONLY

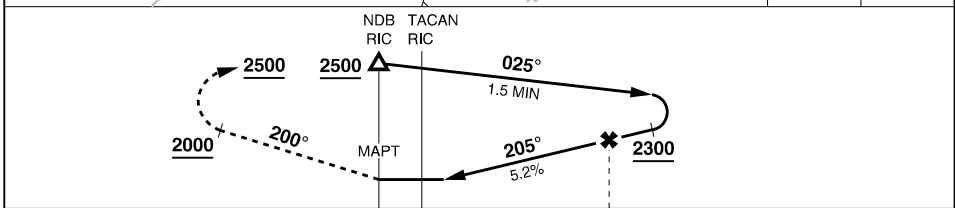
MILITARY USE ONLY

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			
<b>ELEV 67</b>			
TLV FL110		TA 10000	



DME RIC 0 5

**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: MAG VAR  
**09 JUL 26**

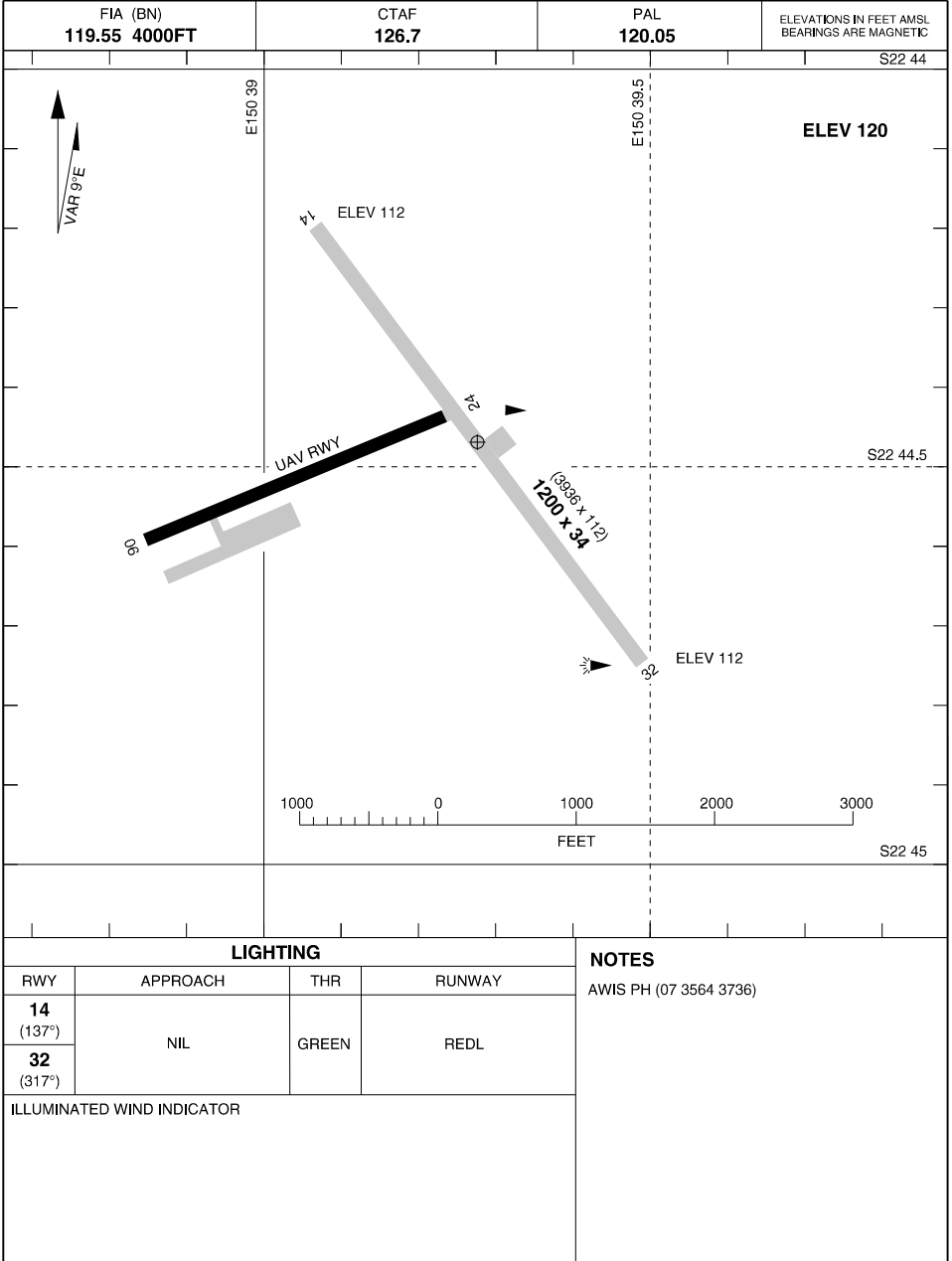
AIS-AF  
MILITARY USE ONLY

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

MILITARY USE ONLY

**AERODROME CHART  
SAMUEL HILL (YSMH)**

S22 44.46 E150 39.28  
PANS-OPS, WGS 84



CHANGES: THR ELEV, RWY LEN, BRG

**09 JUL 26**

**AIS-AF  
MILITARY USE ONLY**

**SAMUEL HILL (YSMH)  
AERODROME CHART**

APCH CRS	3937
135°	
RWY LDG	112
THR ELEV	120
AD ELEV	

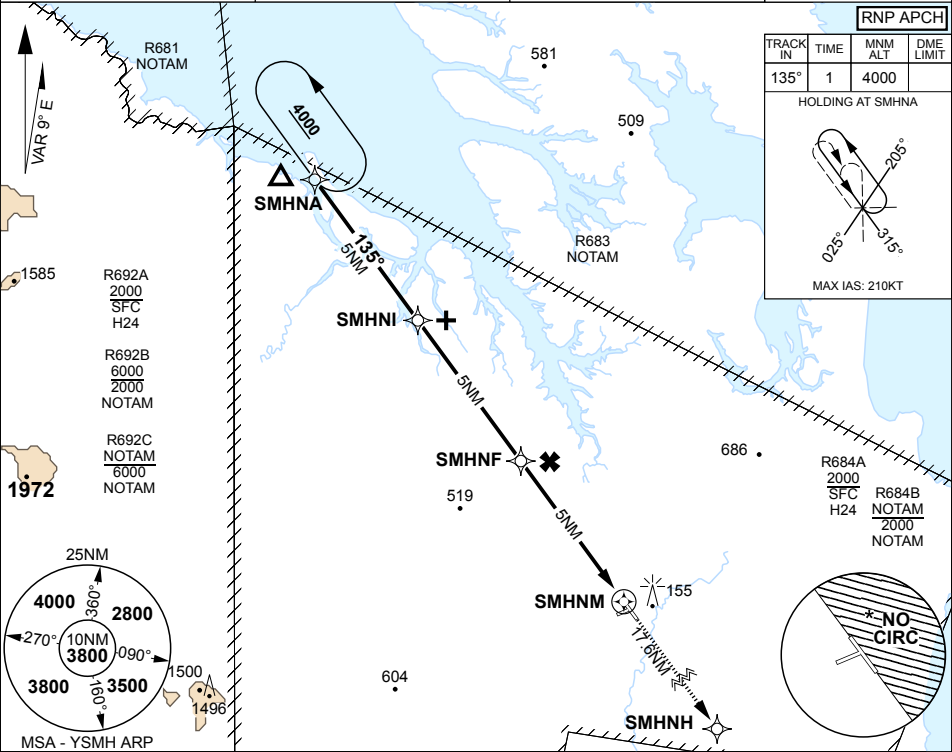
PANS-OPS, WGS-84

# RNP RWY 14 SAMUEL HILL (YSMH)

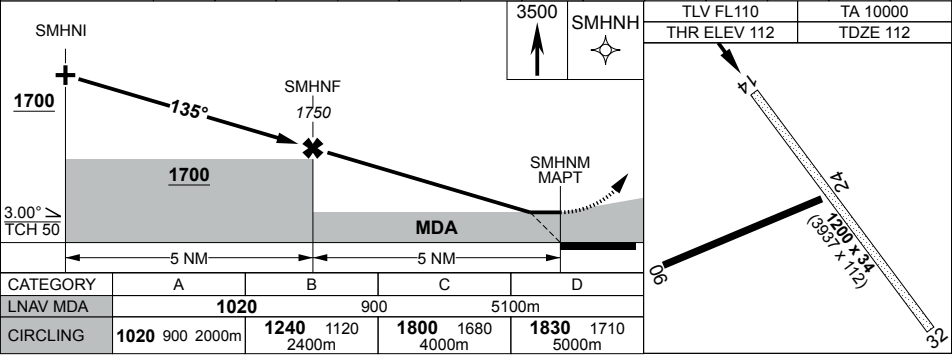
- NO CIRCLING NE OF RWY 14/32.
- NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
- MAX IAS INITIAL.: 210KT.

**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	



CHANGES: CIRCLING, THR ELEV, RWY LDG S22 44.46 E150 39.27

**09 JUL 26**

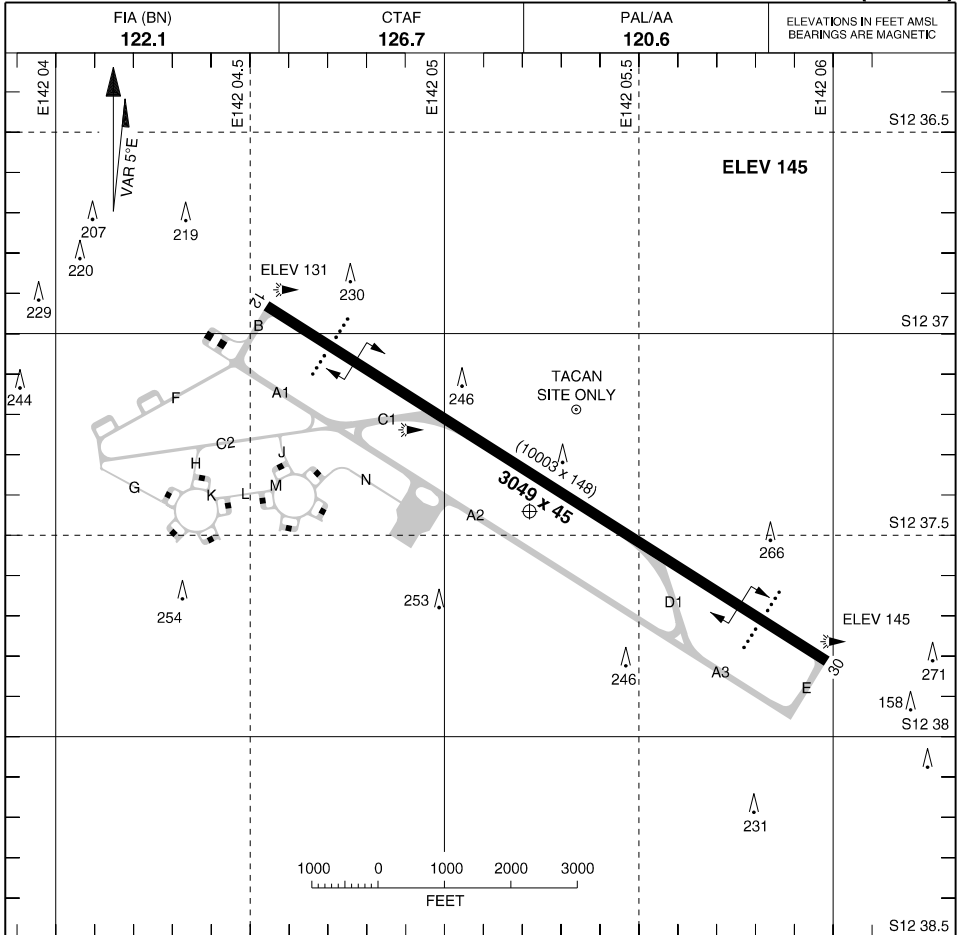
**SAMUEL HILL (YSMH) RNP RWY 14**

AIS-AF MILITARY USE ONLY

MILITARY USE ONLY

# AERODROME CHART SCHERGER (YBSG)

S12 37.44 E142 05.24  
PANS-OPS, WGS 84



**LIGHTING**

RWY	APPROACH	THR	RUNWAY
<b>12</b> (117°)	PAPI 3.00° 48FT	GREEN	MIRL (3)
<b>30</b> (297°)			

**NOTES**

PORTABLE HOOK ARRESTOR SYSTEM

TAXIWAY: CENTRELINE GREEN  
ILLUMINATED WIND INDICATOR  
SDBY PWR AVBL

CHANGES: RWY BRG  
**04 SEP 25**

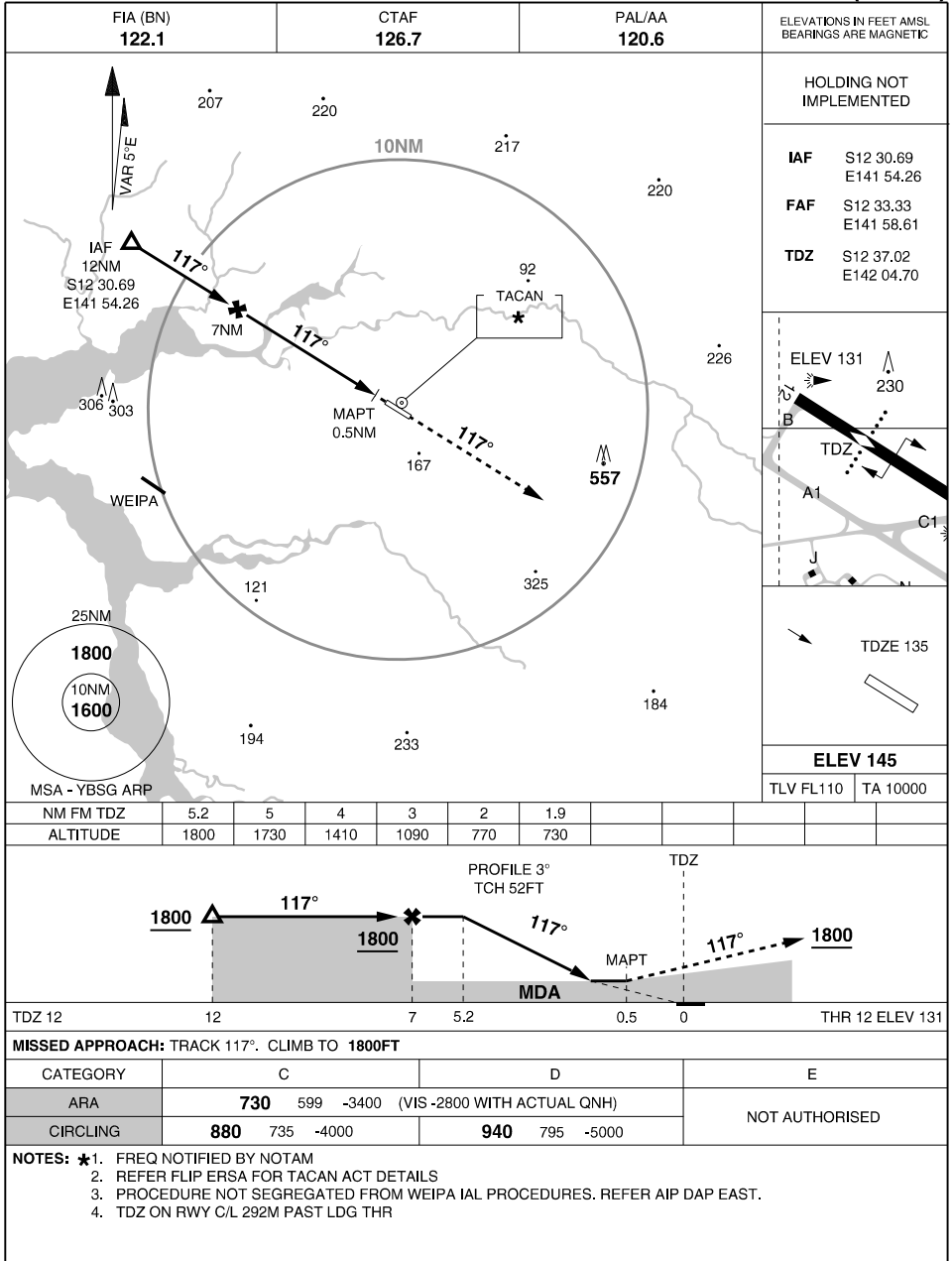
AIS-AF  
MILITARY USE ONLY

**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: MAG TRACK

**04 SEP 25**

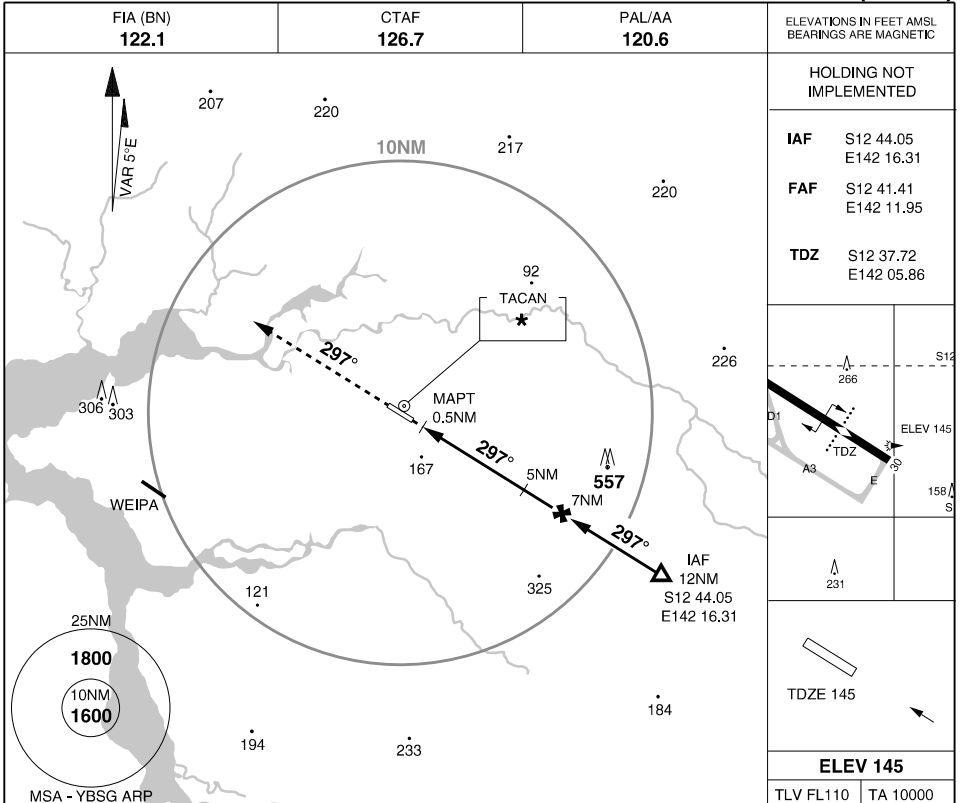
AIS-AF  
MILITARY USE ONLY

**SCHERGER (YBSG)**  
ARA RWY 12

MILITARY USE ONLY

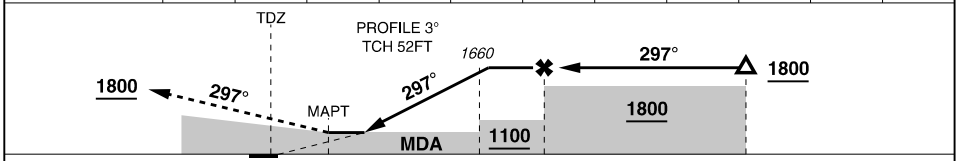
S12 37.44 E142 05.24  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 30  
**SCHERGER (YBSG)**



ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC	
HOLDING NOT IMPLEMENTED	
<b>IAF</b>	S12 44.05 E142 16.31
<b>FAF</b>	S12 41.41 E142 11.95
<b>TDZ</b>	S12 37.72 E142 05.86
<b>ELEV 145</b>	
TLV FL110	TA 10000

NM FM TDZ	2.1	3	4	5	5.2					
ALTITUDE	800	1100	1420	1740	1800					



TDZ 30 0 0.5 5 7 12 THR 30 ELEV 145

**MISSED APPROACH: TRACK 297°. CLIMB TO 1800FT**

CATEGORY	C			D			E
ARA	800	655	-3600	(VIS -3000 WITH ACTUAL QNH)			NOT AUTHORISED
CIRCLING	880	735	-4000	940	795	-5000	

**NOTES:** ★1. FREQ NOTIFIED BY NOTAM  
 2. REFER FLIP ERSA FOR TACAN ACT DETAILS  
 3. PROCEDURE NOT SEGREGATED FROM WEIPA IAL PROCEDURES. REFER AIP DAP EAST.  
 4. TDZ ON RWY C/L 292M PAST LDG THR

CHANGES: MAG TRACK  
**04 SEP 25**

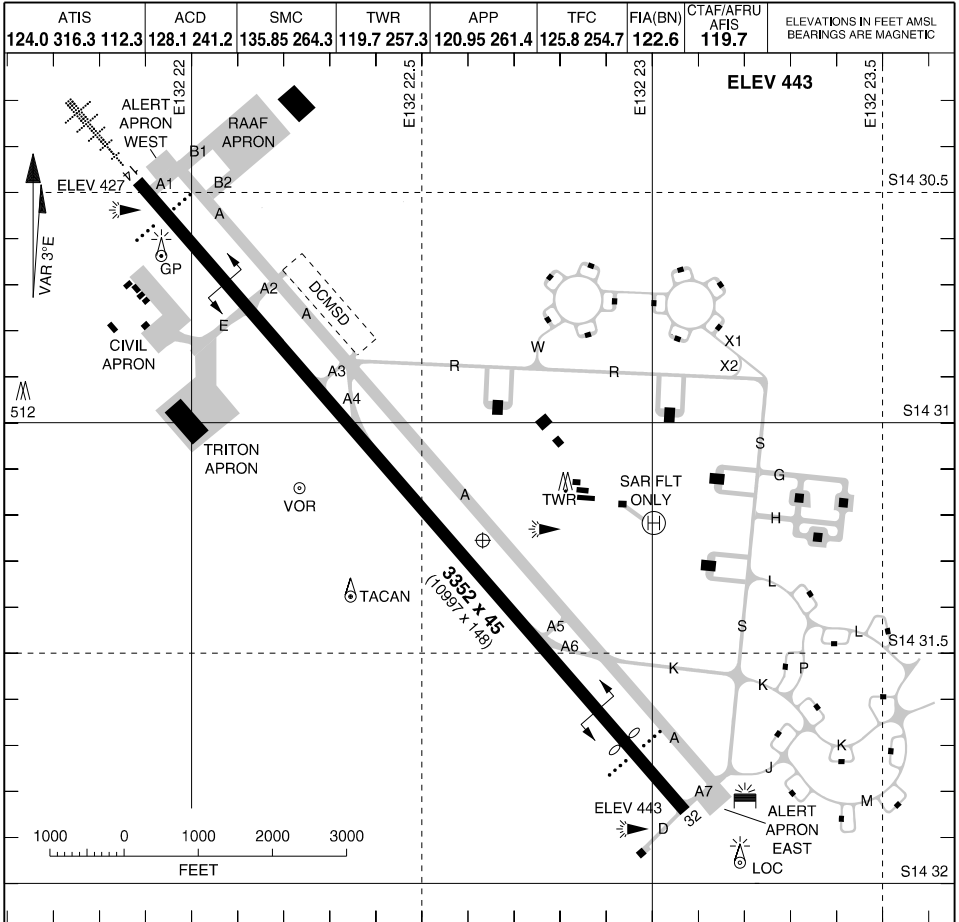
AIS-AF  
MILITARY USE ONLY

**SCHERGER (YBSG)**  
ARA RWY 30

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		MIRL	1. UNAVAILABILITY OF EMERGENCY ARRESTOR GEAR NOTIFIED BY NOTAM  2. IN AN EMERGENCY TWY A (14/32), TWY R (09/27) & TWY S (18/36) ARE MARKED & CAN BE LIT AS RWYS  3. RWY 14 - RIGHT CIRCUIT  4. ANIMAL HAZARD (WALLABIES) EXISTS
	32 (316°)			
TAXIWAY: CENTRELINE GREEN ILLUMINATED WIND INDICATOR STBY PWR AVBL				

CHANGES: RWY LIGHTING  
**09 JUL 26**

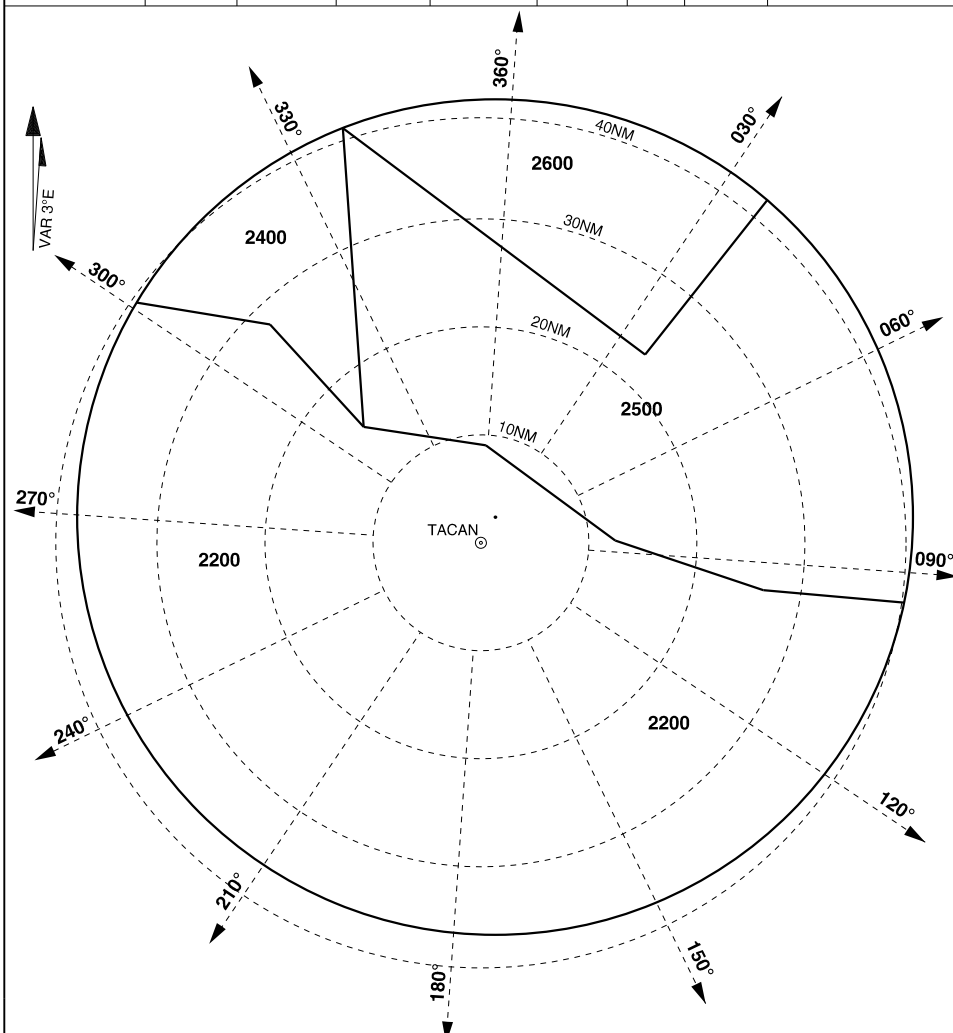
AIS-AF  
MILITARY USE ONLY

**TINDAL (YPTN)**  
AERODROME CHART

# 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

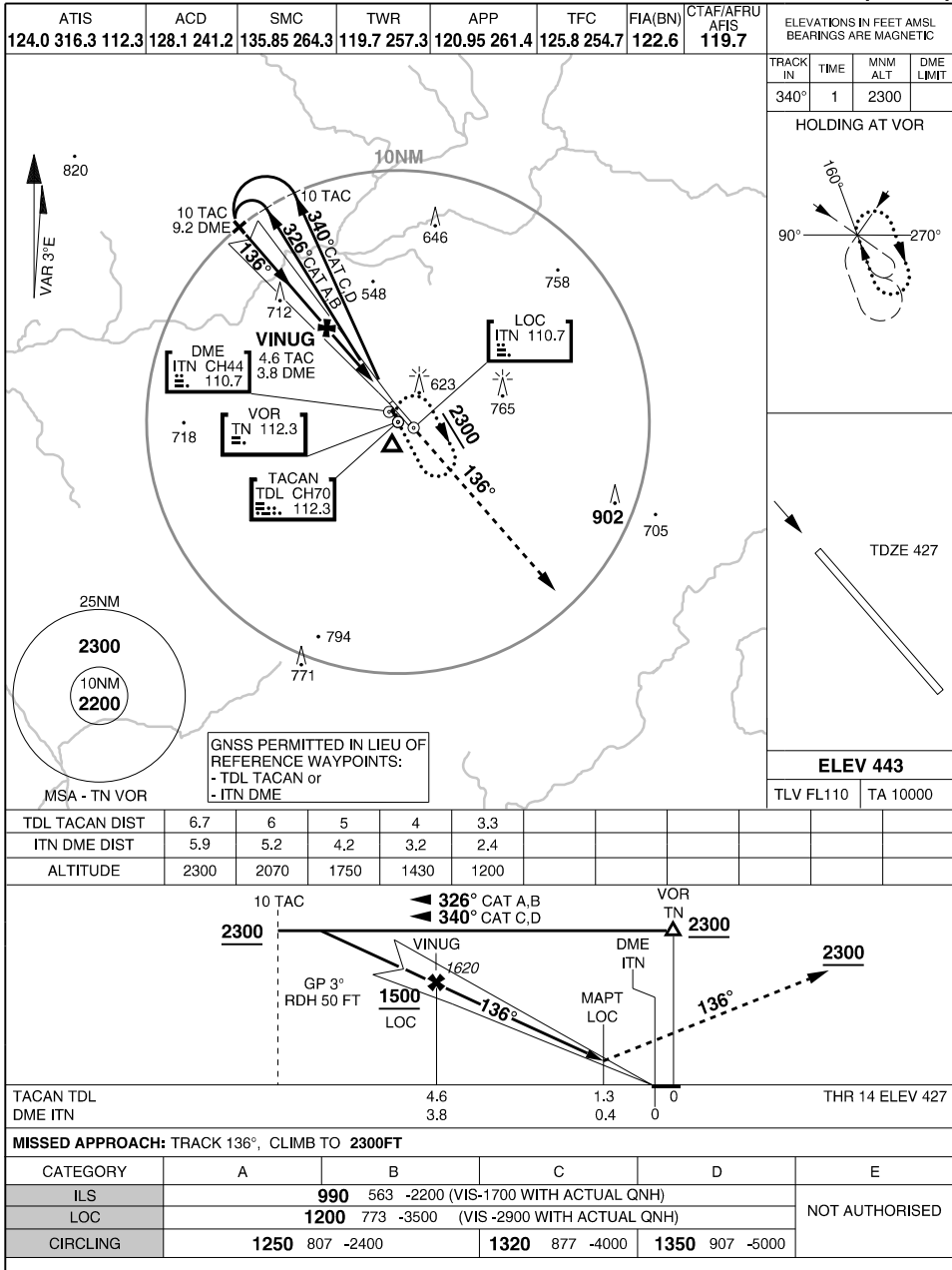
CHANGES: AFIS  
**21 MAR 24**

AIS-AF  
 MILITARY USE ONLY

**TINDAL (YPTN)**  
 RTCC



# 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**

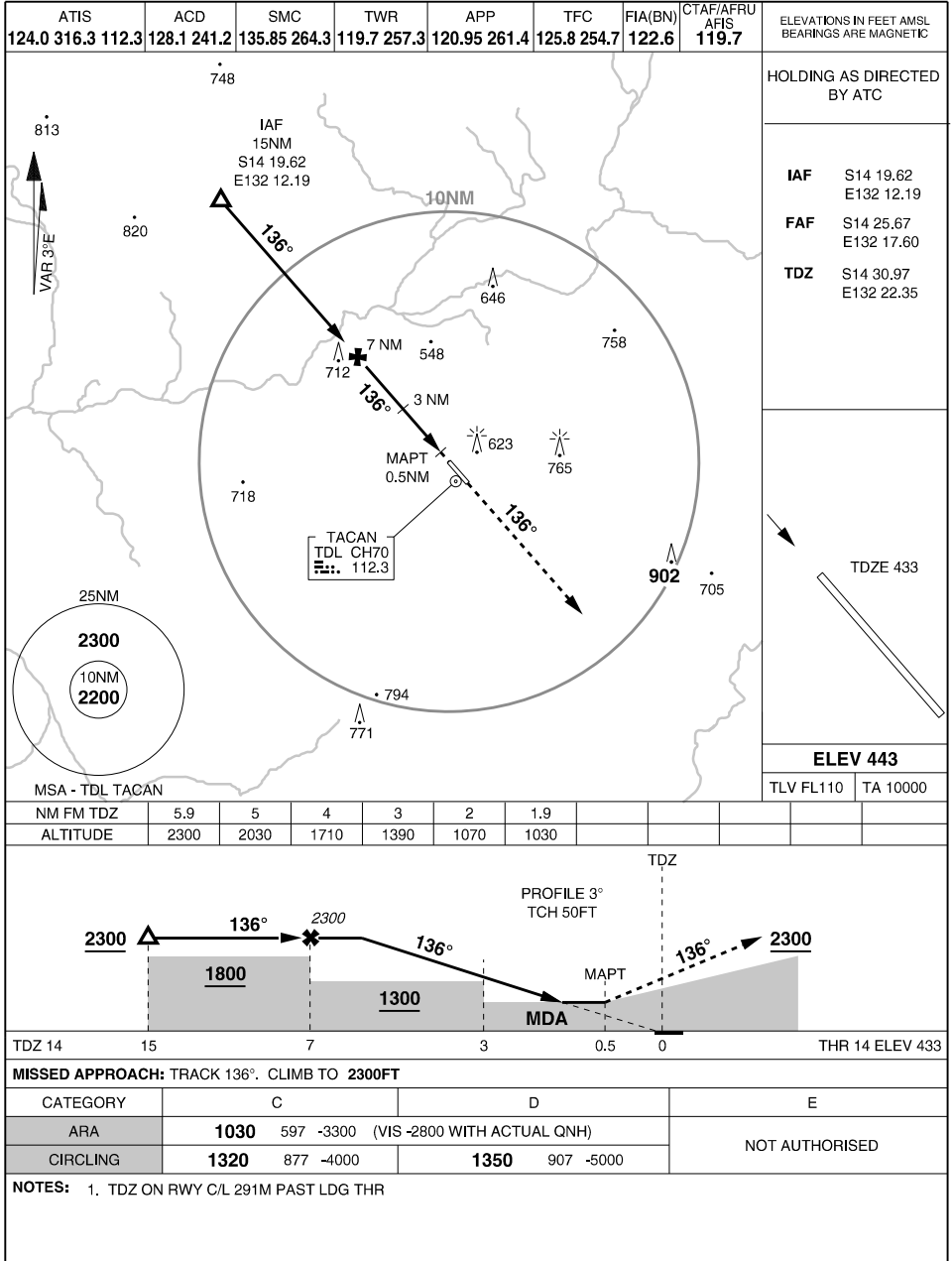
**TINDAL (YPTN)**

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**

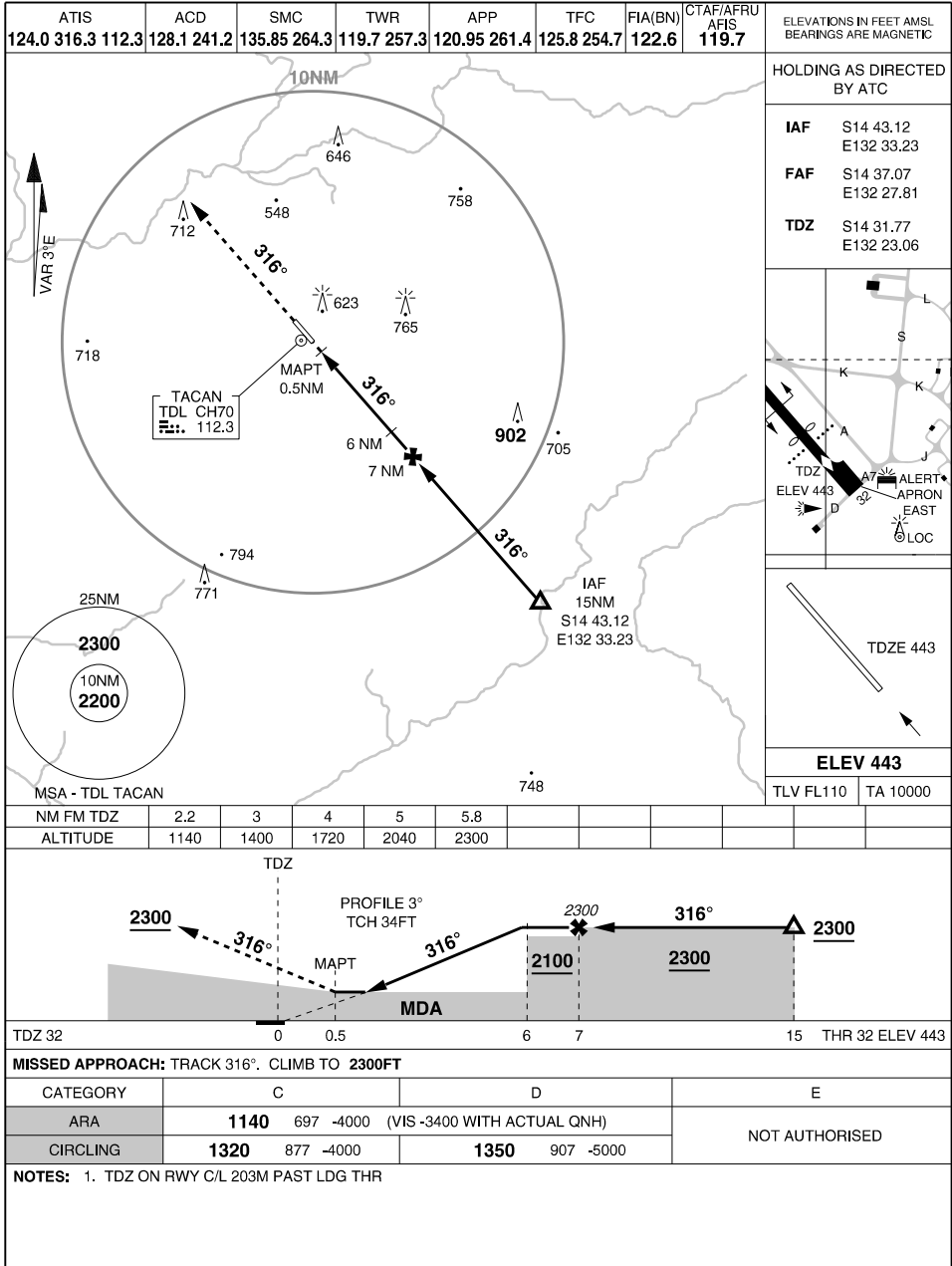
AIS-AF  
MILITARY USE ONLY

**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: RWY END DIAGRAM, THR ELEV, TDZE

20 MAR 25

AIS-AF  
MILITARY USE ONLY

TINDAL (YPTN)  
ARA RWY 32

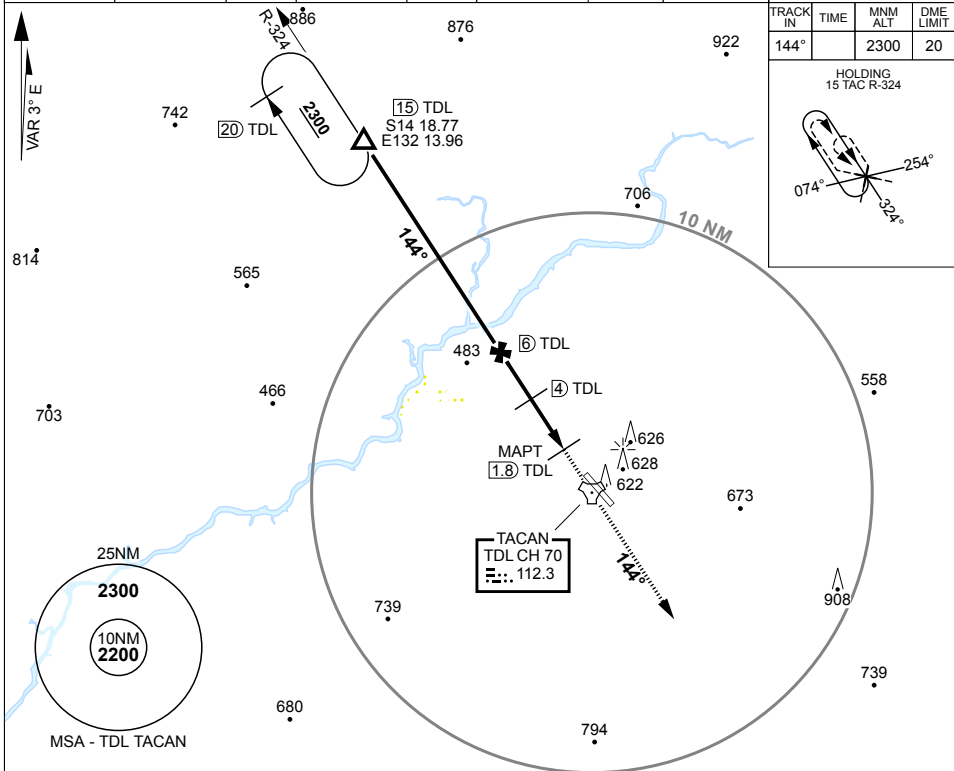
TACAN TDL Chan 70	APCH CRS 144°	RWY LDG THR ELEV AD ELEV	8018 433 443
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PANS-OPS, WGS-84

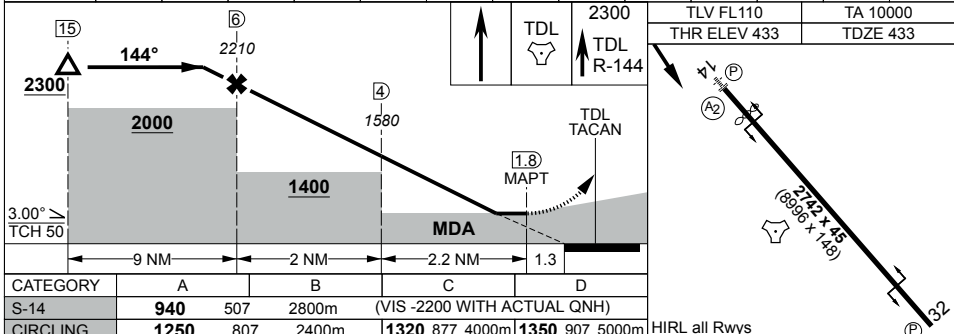
# TACAN RWY 14 TINDAL (YPTN)

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															



CATEGORY	A	B	C	D	
S-14	940	507	2800m	(VIS -2200 WITH ACTUAL QNH)	
CIRCLING	1250	807	2400m	1320 877 4000m	1350 907 5000m

CHANGES: REVISED CHART

07 SEP 23

S14 31.26 E132 22.67

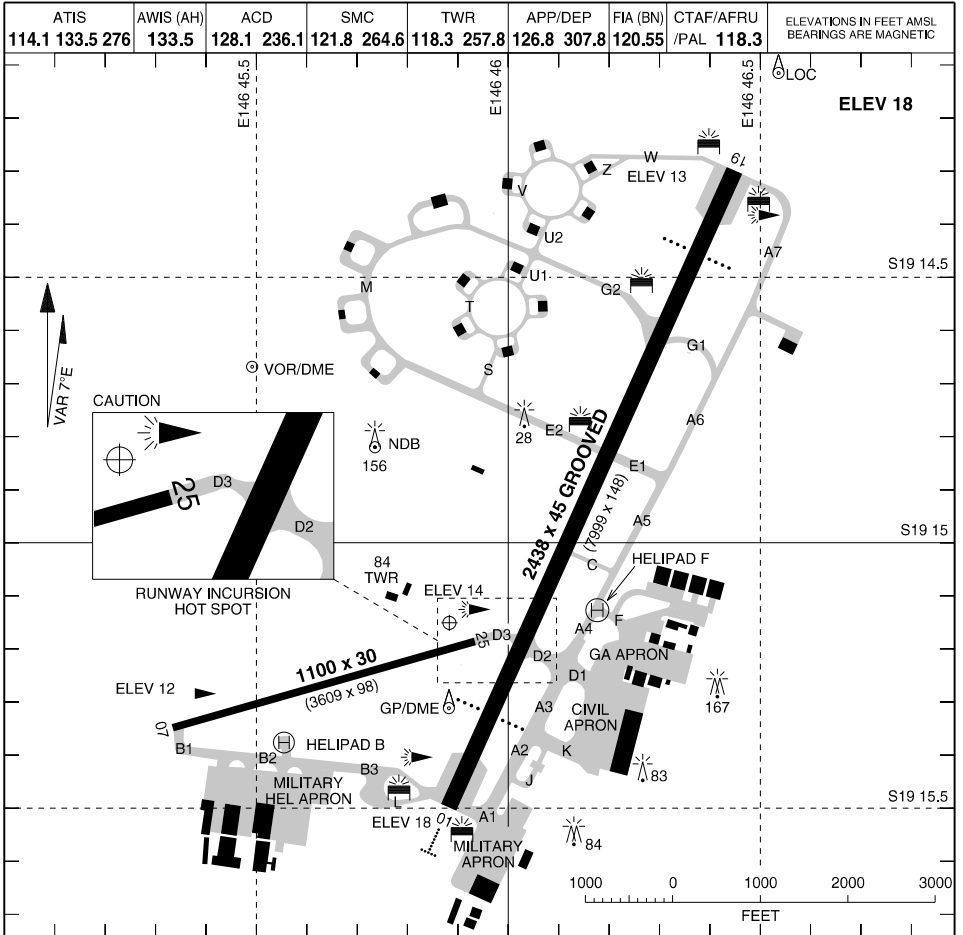
# TINDAL (YPTN) TACAN RWY 14



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°)				
<p>OBSTRUCTIONS HAZARD BEACONS ILLUMINATED WIND INDICATOR TAXIWAY: CENTRELINE GREEN SDBY PWR AVBL</p>				

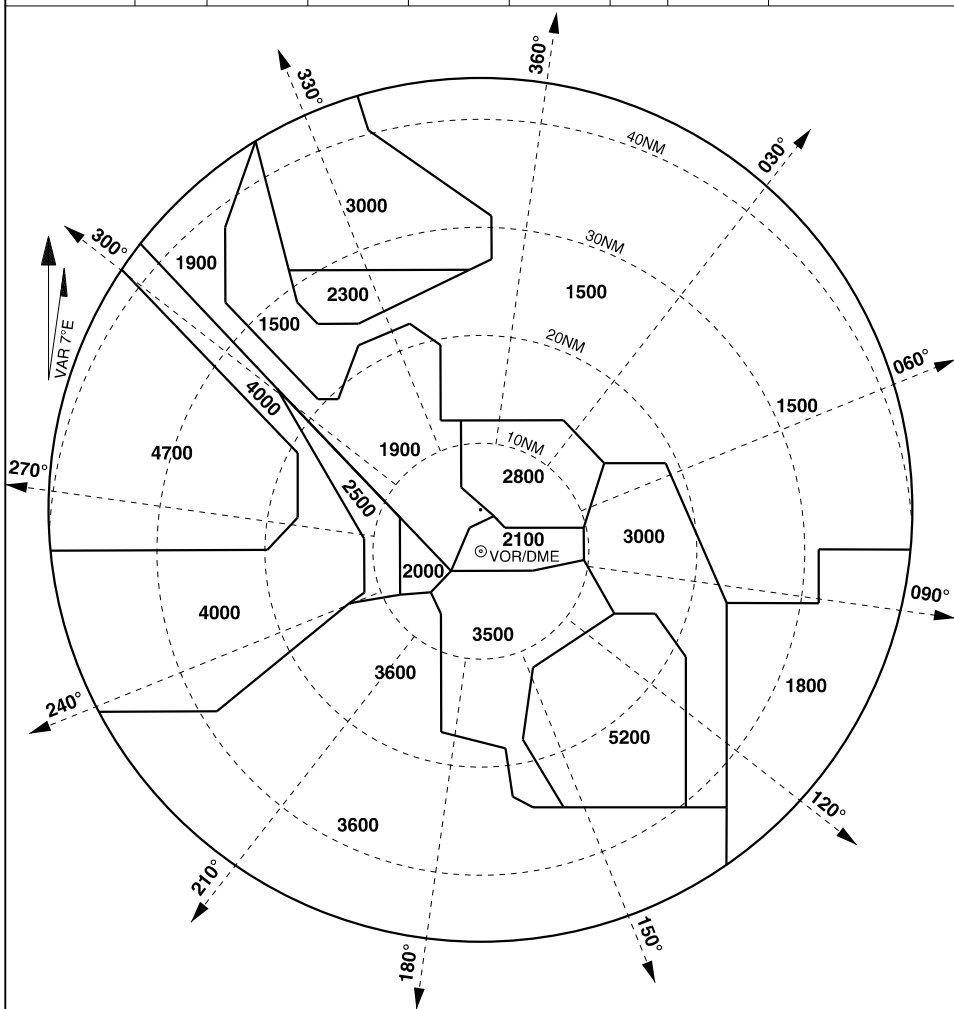
CHANGES: EDITORIAL  
**09 JUL 26**

AIS-AF  
MILITARY USE ONLY

**TOWNSVILLE INTL (YBTL)**  
AERODROME CHART

# 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	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

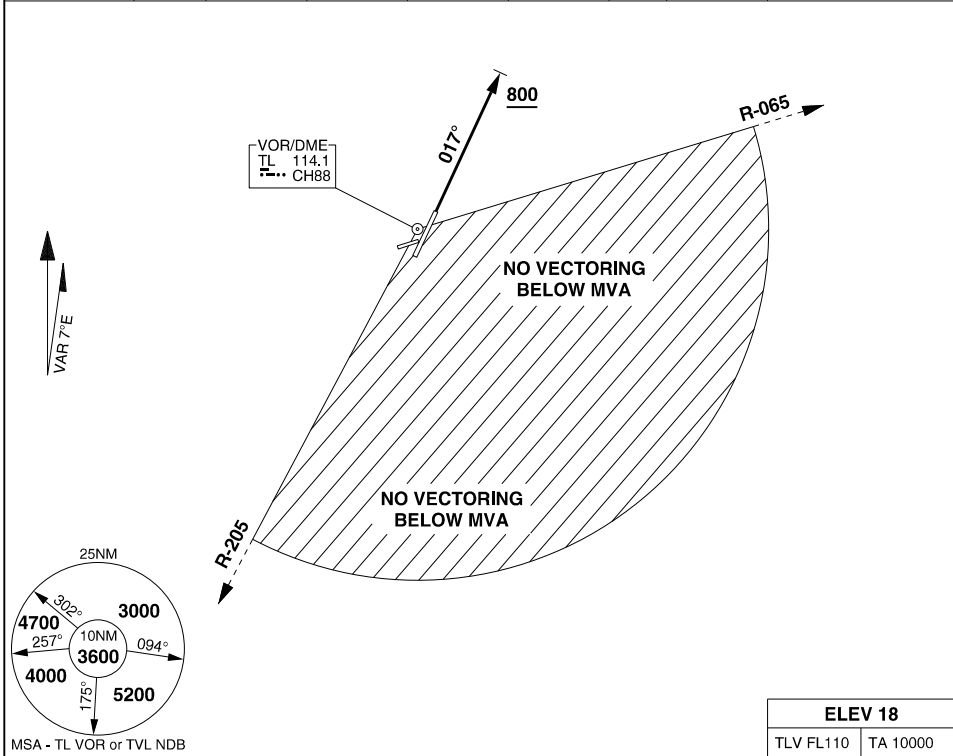
AIS-AF  
MILITARY USE ONLY

TOWNSVILLE INTL (YBTL)  
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	



**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)**

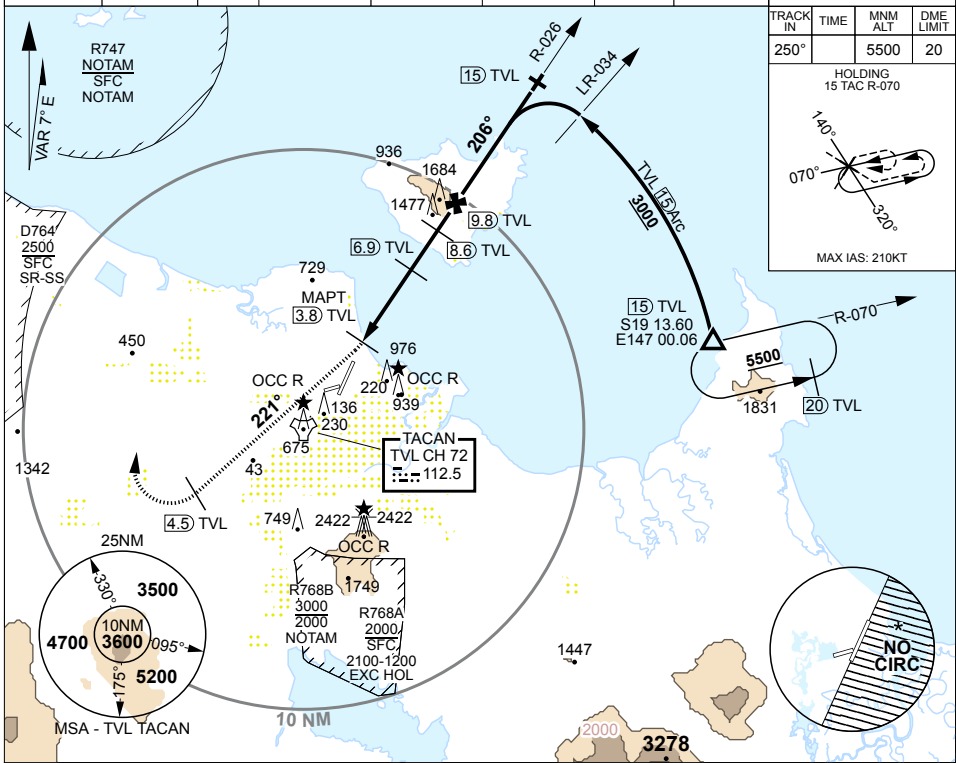
TACAN TVL Chan 72	APCH CRS 206°	RWY LDG THR ELEV AD ELEV	7999 13 18
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# TACAN RWY 19

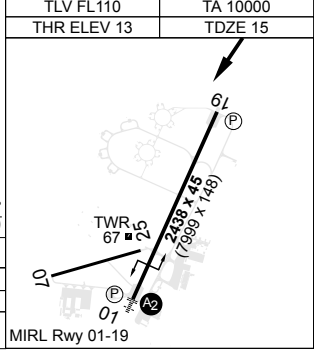
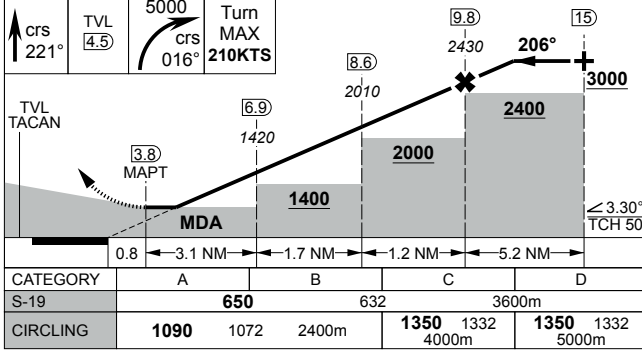
## PANS-OPS, WGS-84 TOWNSVILLE INTL (YBTL)

1. NO CIRCLING EAST OF RUNWAY 01/19.  
 2. 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				



CHANGES: TAC CH AND FREQ S19 15.16 E146 45.92

**28 NOV 24**

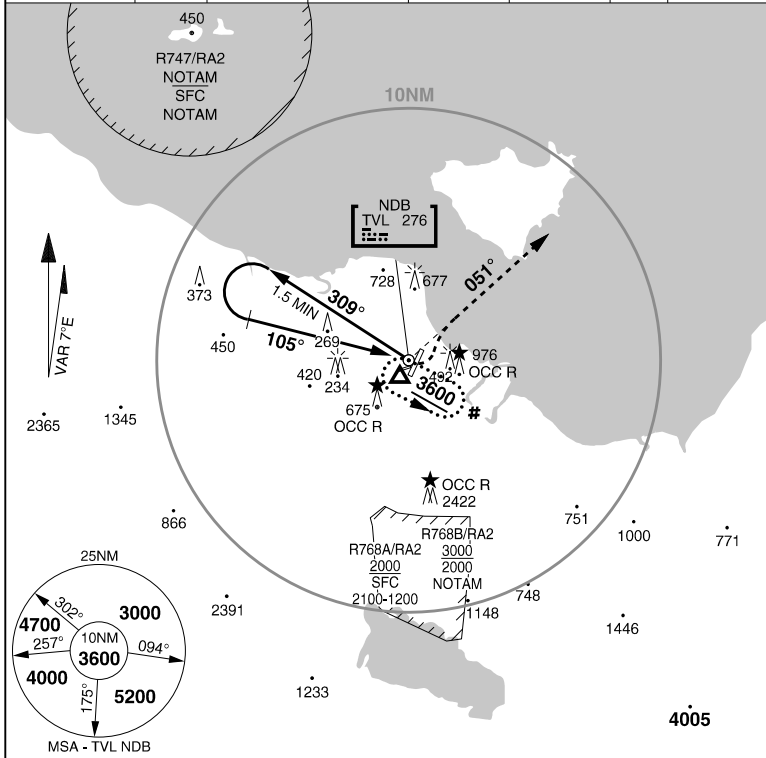
**TOWNSVILLE INTL (YBTL)**  
**TACAN RWY 19**

MILITARY USE ONLY

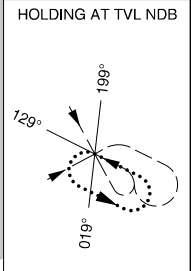
S19 15.16 E146 45.92  
PANS-OPS, WGS 84

NDB 105 (CAT H)  
**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

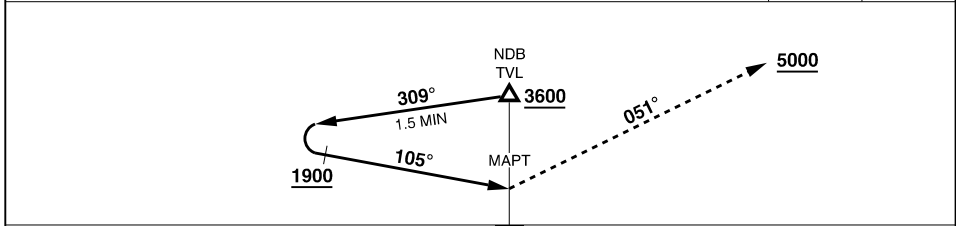


TRACK IN	TIME	MNM ALT	DME LIMIT
309°	1	3600	



# 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**

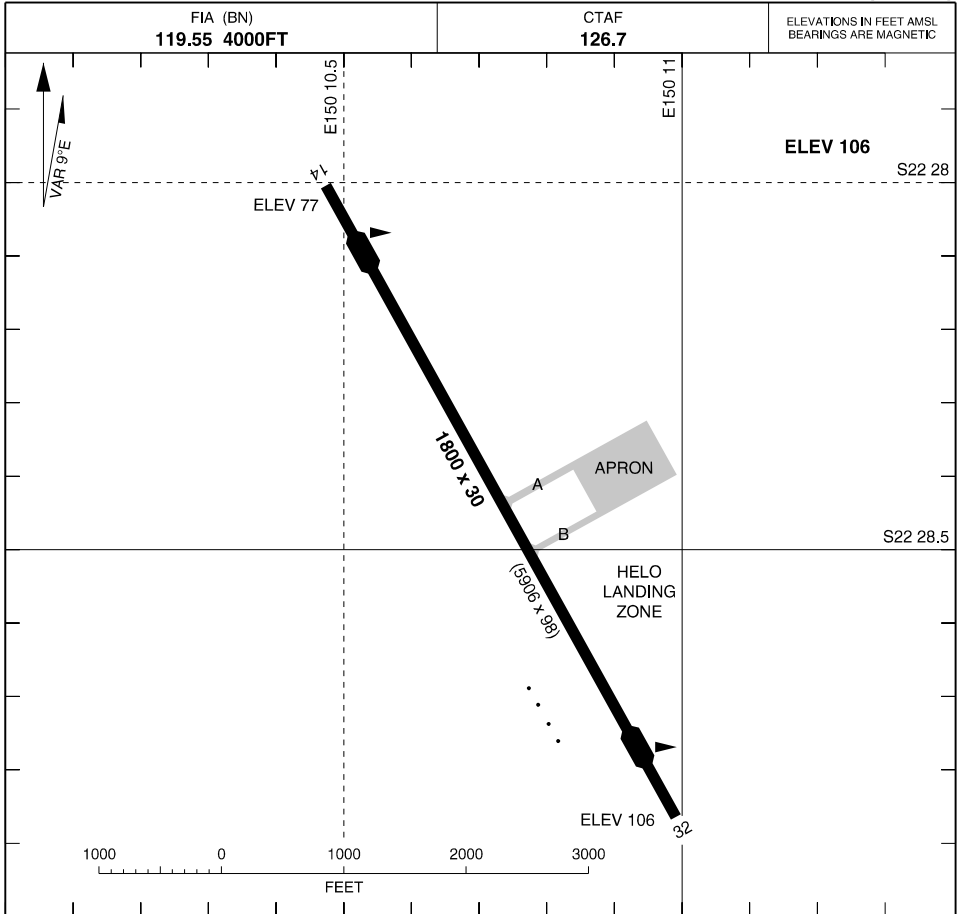
AIS-AF  
MILITARY USE ONLY

**TOWNSVILLE INTL (YBTL)**  
NDB 105 (CAT H)

MILITARY USE ONLY

**AERODROME CHART  
WILLIAMSON (YWIS)**

S22 28.4 E150 10.7  
PANS-OPS, WGS 84



**LIGHTING**

RWY	APPROACH	THR	RUNWAY
<b>14</b> (143°)	NIL	NIL	NIL
<b>32</b> (323°)			

**NOTES**

1. ANIMAL HAZARD EXISTS
2. NO LIGHTING AVAILABLE
3. HIGH TERRAIN TO NORTH AND SOUTH-EAST OF AD
4. CONTACT RANGE CONTROL ON (07) 4935 5000 PRIOR TO DEP TO CONFIRM FREQ RQMNTS
5. AWIS PH 07 3564 3747

WIND DIRECTION INDICATOR

CHANGES: RWY BRGs  
**20 MAR 25**

**AIS-AF  
MILITARY USE ONLY**

**WILLIAMSON (YWIS)  
AERODROME CHART**

APCH CRS  
142°

RWY LDG 5906  
THR ELEV 77  
AD ELEV 106

PANS-OPS, WGS-84

# RNP RWY 14 WILLIAMSON (YWIS)

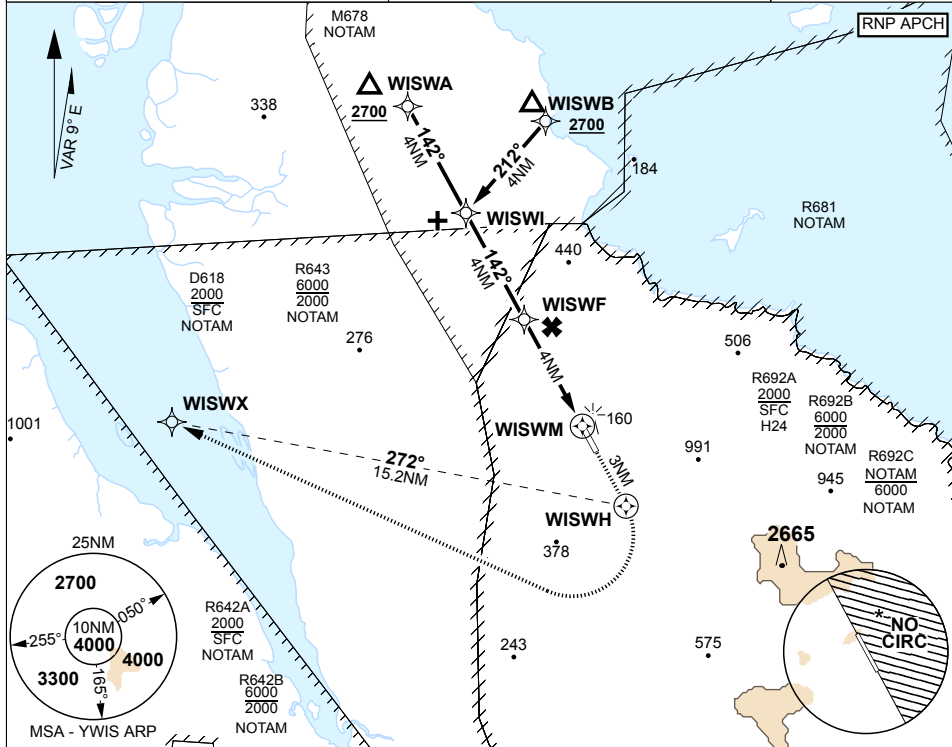
1. NO CIRCLING NE OF RWY 14/32.
2. NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
3. MAX IAS INITIAL: 210KT.

**MISSED APPROACH:**  
TRACK DCT TO WISWH, TURN RIGHT TRACK DCT TO WISWX, CLIMB TO 4000FT.

FIA (BN) 4000FT  
**119.55**

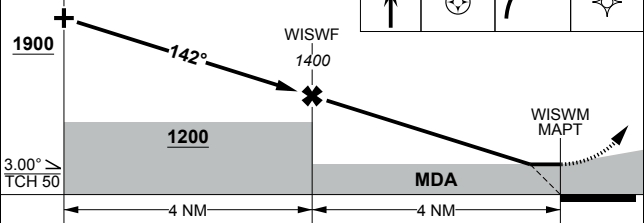
CTAF  
**126.7**

ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC

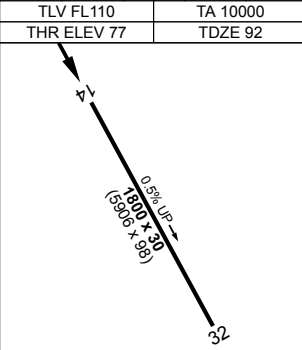


NM TO NEXT WPT	0.1	WISWI	3	2	1	WISWF	3	2.3	WISWM				
ALTITUDE	2700	2670	2360	2040	1720	1400	1080	870					

WISWI	TLV FL110	TA 10000
WISWH	THR ELEV 77	TDZE 92



CATEGORY	A	B	C	D
LNAV MDA	870		793	4500m
CIRCLING	1030 924 2000m	1030 924 2400m	1220 1114 4000m	1220 1114 5000m



CHANGES: CIRCLING S22 28.40 E150 10.70

**04 SEP 25**

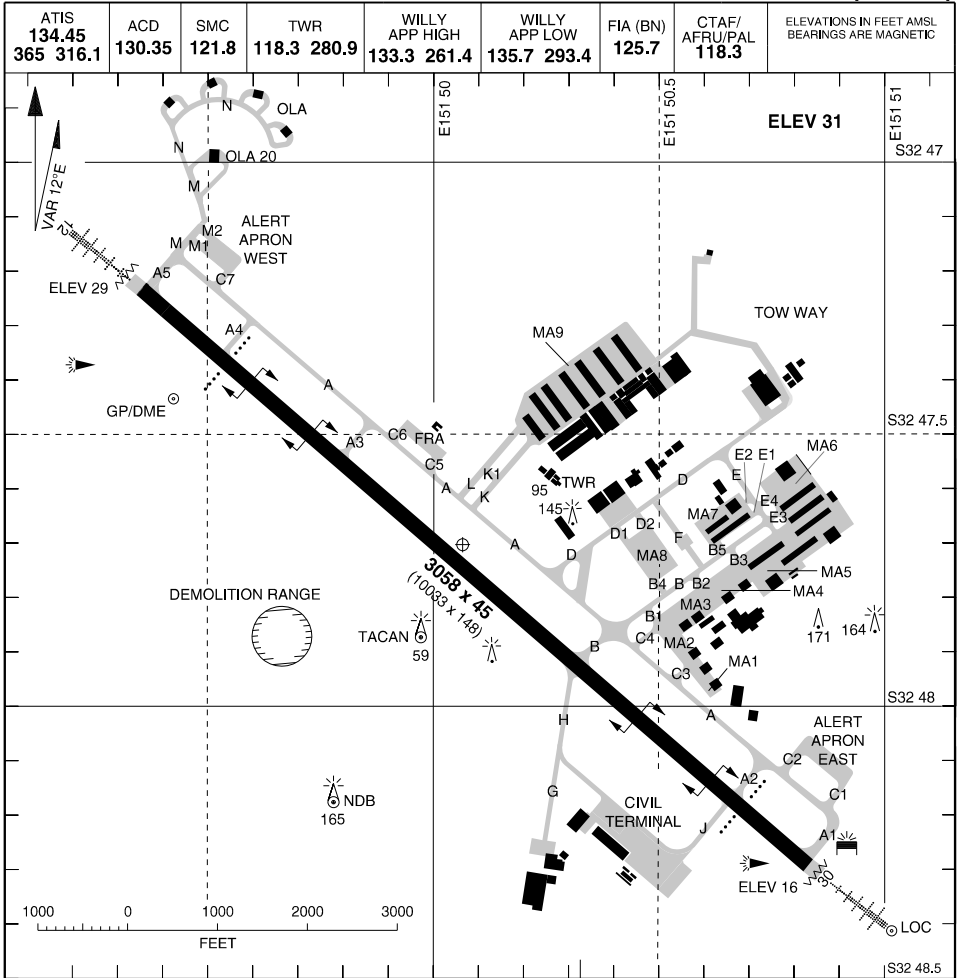
**AIS-AF  
MILITARY USE ONLY**

## 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: GP/DME, WDI  
**20 MAR 25**

AIS-AF  
MILITARY USE ONLY

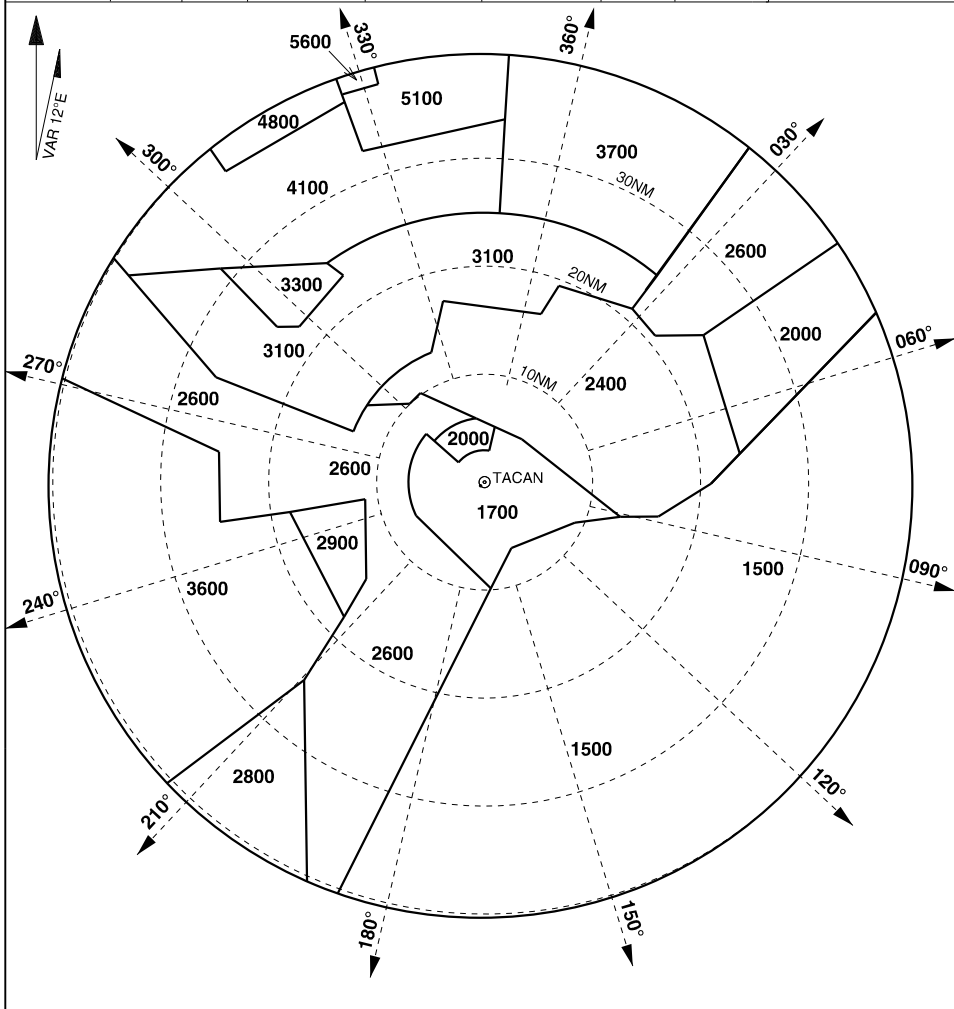
**WILLIAMTOWN (YWLM)**  
AERODROME CHART

S32 47.70 E151 50.07  
PANS-OPS, WGS 84

MILITARY USE ONLY

# 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

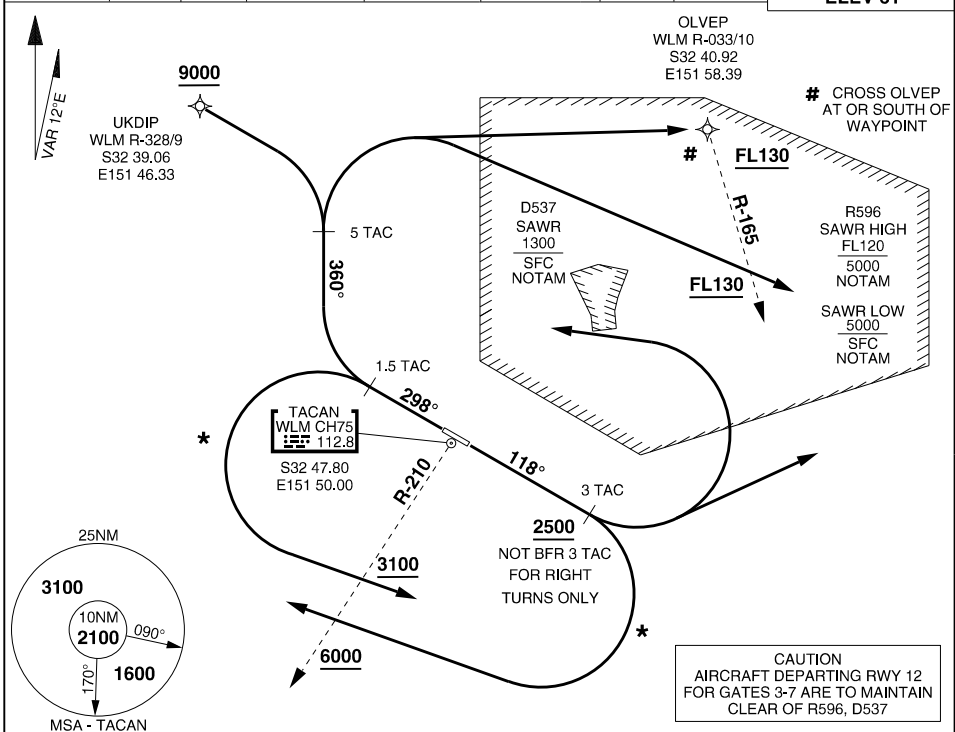
CHANGES: APP CS/FREQ  
**21 MAR 24**

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>								



**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%)

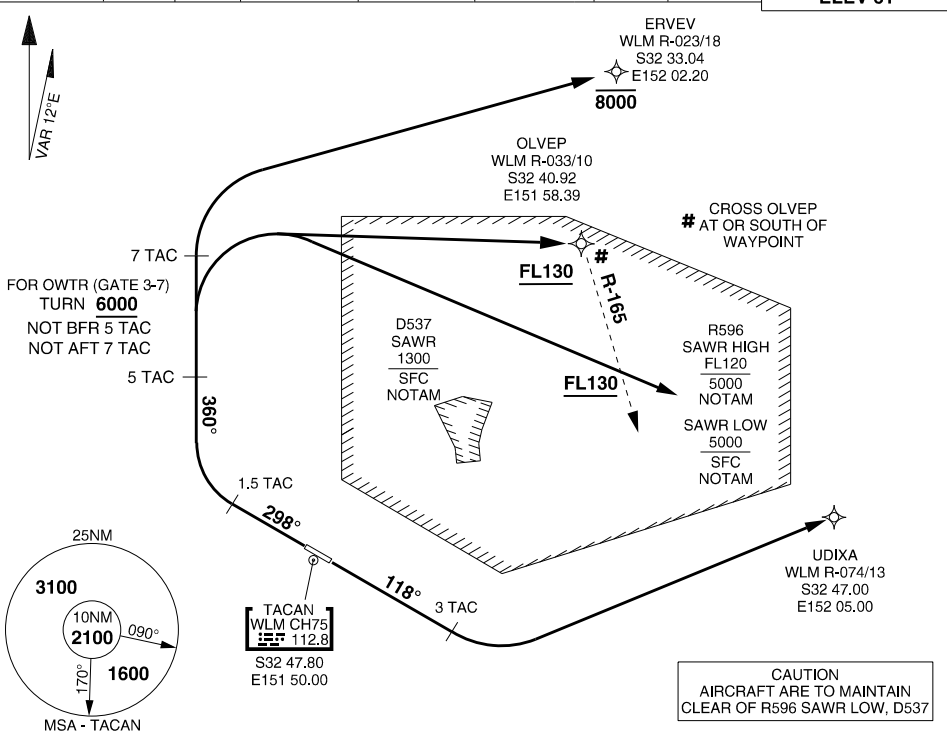
CHANGES: SUA D537, EDITORIAL

**28 NOV 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: SUA D537, EDITORIAL  
**28 NOV 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 THR ELEV AD ELEV	10,033 29 31
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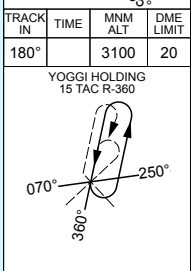
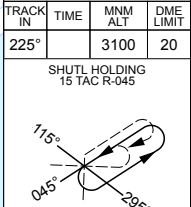
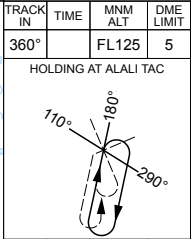
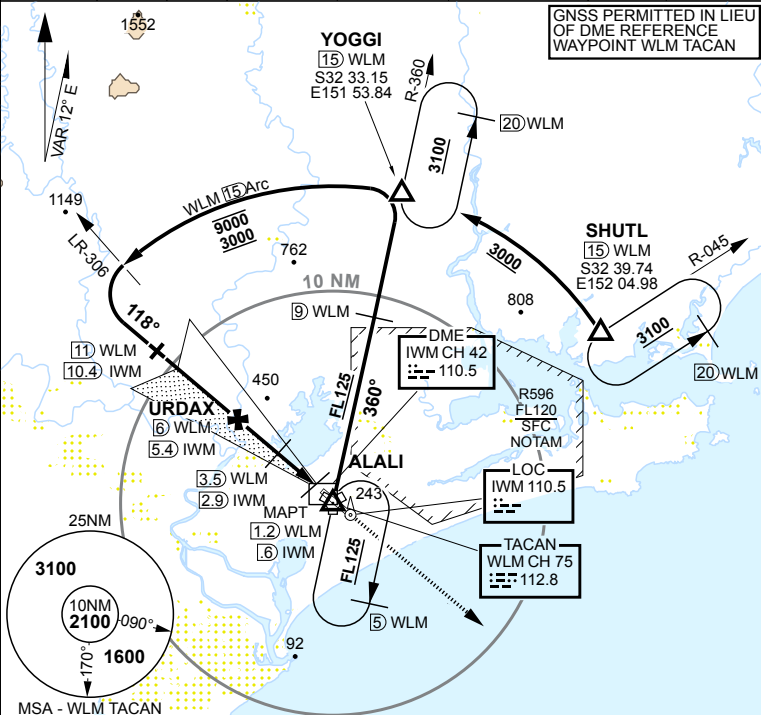
ILS-X or LOC-X RWY 12 USING WLM TACAN or IWM DME  
**PANS-OPS, WGS-84 WILLIAMTOWN (YWLM)**

1. SHUTL MAY NOT BE AVBL WHEN R596 ACTIVE.

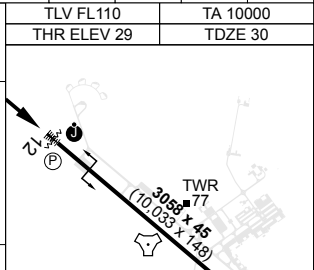
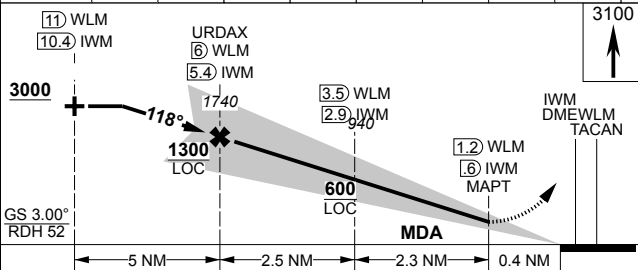
**MISSED APPROACH:**  
TRACK 118°. CLIMB TO 3100FT OR AS DIRECTED BY ATC.

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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ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC



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

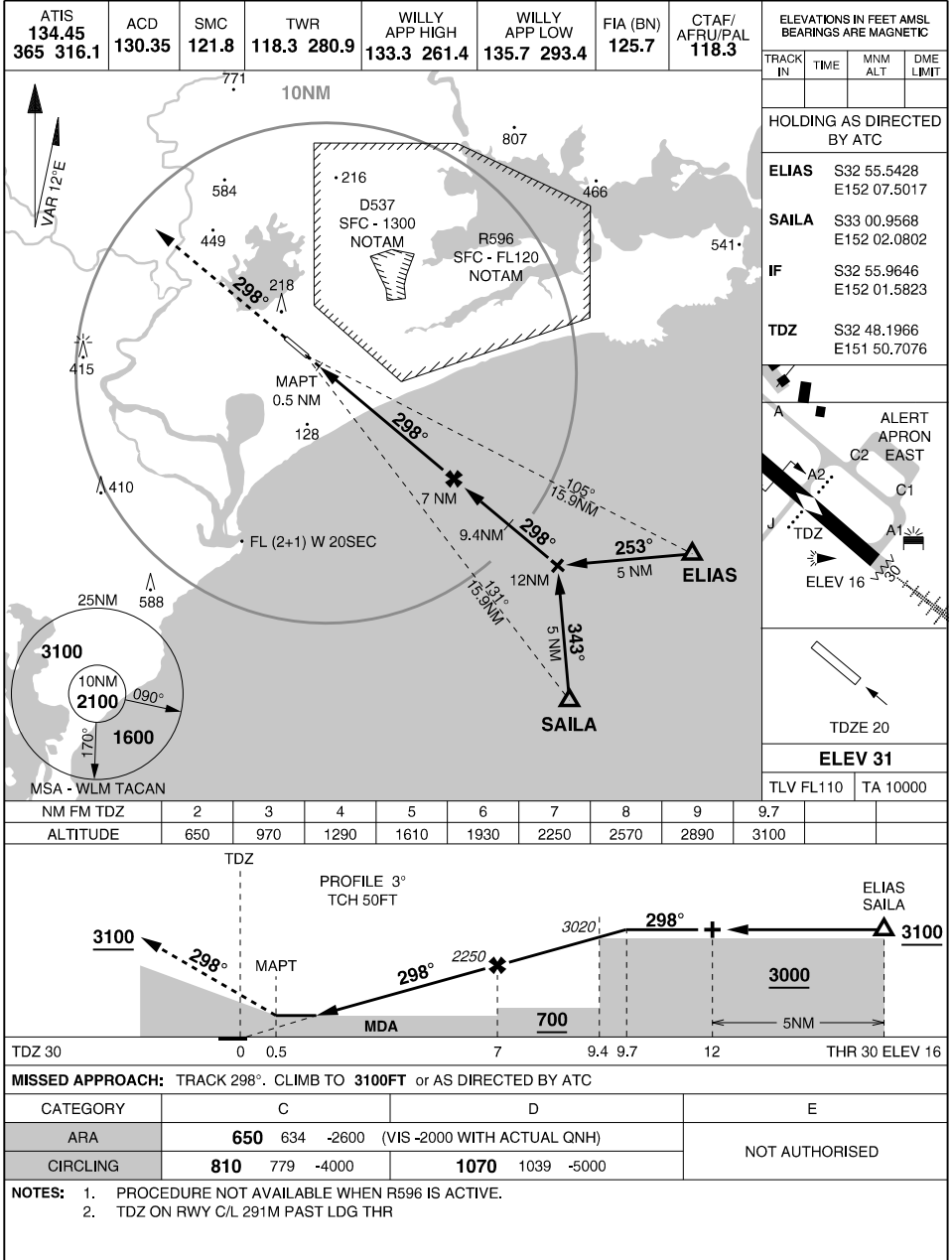
CHANGES: EDITORIAL S32 47.70 E151 50.07  
**09 JUL 26** ILS-X or LOC-X RWY 12 USING WLM TACAN or IWM DME  
180 AIS-AF: MILITARY USE ONLY



MILITARY USE ONLY

S32 47.70 E151 50.07  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 30  
WILLIAMTOWN (YWLM)



CHANGES: RWY END DIAGRAM

20 MAR 25

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

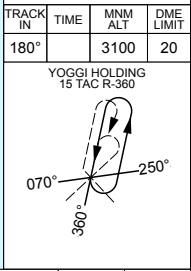
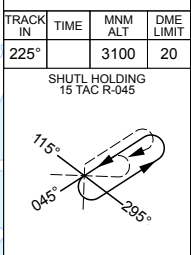
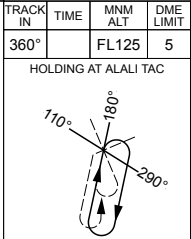
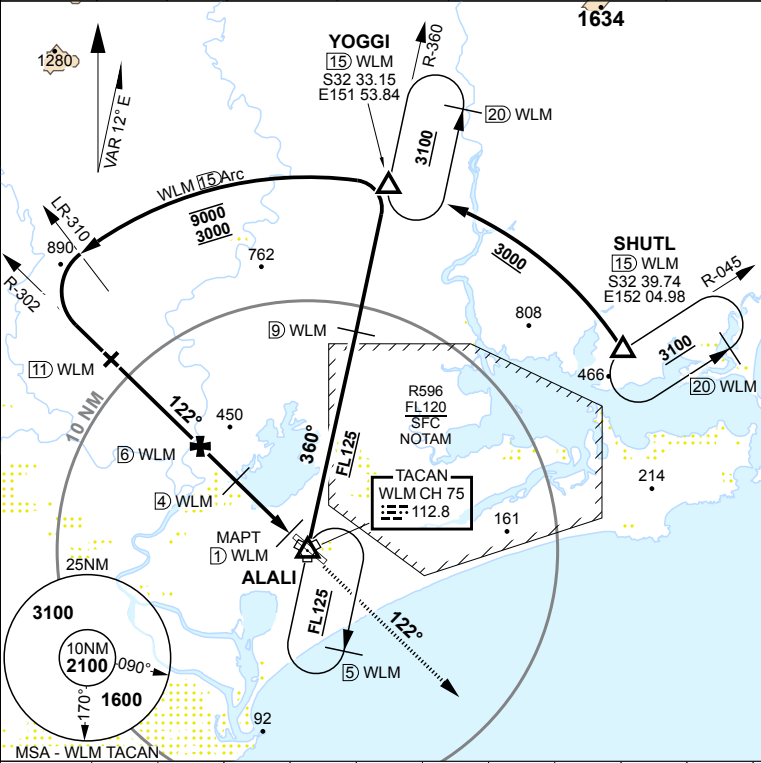
# TACAN RWY 12 WILLIAMTOWN (YWLM)

1. SHUTL MAY NOT BE AVBL  
WHEN R596 ACTIVE.

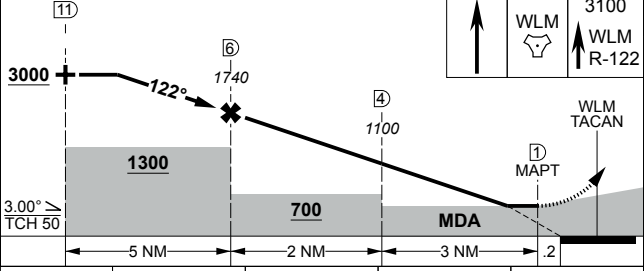
**MISSED APPROACH:**  
TRACK DCT TO TACAN THEN R-122. CLIMB TO 3100FT OR AS DIRECTED BY ATC.

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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ELEVATIONS IN FEET AMSL  
BEARINGS ARE MAGNETIC

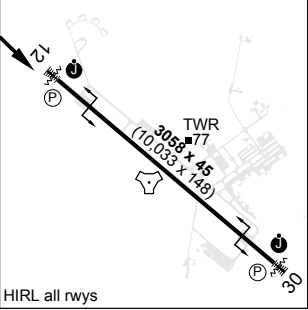


WLM TAC	10	9	8	7	6	5	4	3	2.6				
ALTITUDE	3000	2690	2370	2050	1740	1420	1100	780	640				



TLV FL110	TA 10000
THR ELEV 29	TDZE 30

CATEGORY	A	B	C	D
S-12	640	2500m	(VIS -1900 WITH ACTUAL QNH)	
CIRCLING	690 659 2000m	710 679 2400m	810 779 4000m	1070 1039 5000m



CHANGES: EDITORIAL S32 47.70 E151 50.07

09 JUL 26

## WILLIAMTOWN (YWLM) TACAN RWY 12

AIS-AF  
MILITARY USE ONLY

TACAN WLM Chan 75	APCH CRS 295°	RWY LDG 10,033 THR ELEV 16 AD ELEV 31
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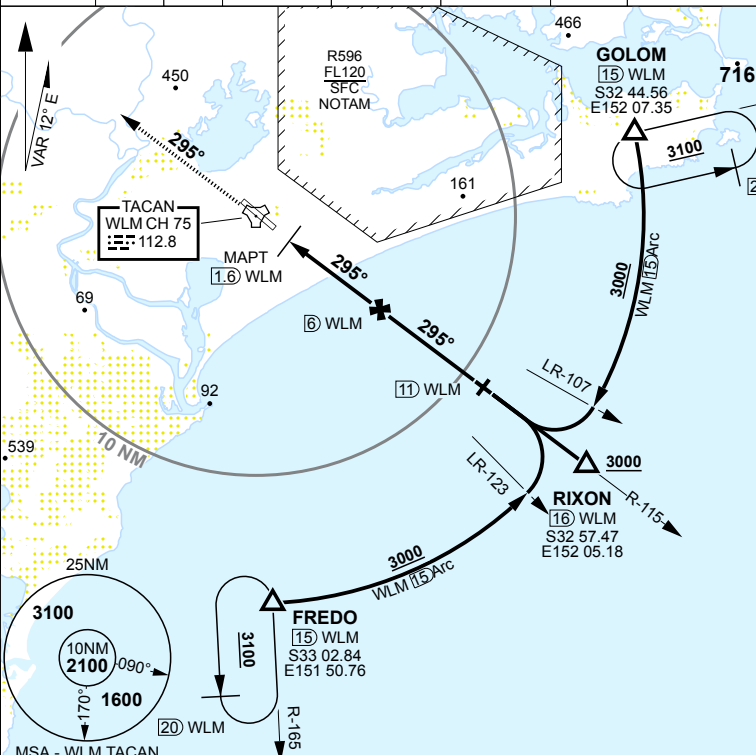
PANS-OPS, WGS-84

# TACAN RWY 30 WILLIAMTOWN (YWLM)

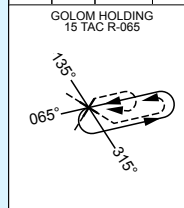
1. GOLOM NOT AVBL WHEN R596 ACTIVE UNLESS APPROVED BY ATC.

**MISSED APPROACH:**  
TRACK DIRECT TO TACAN THEN R-295. CLIMB TO 3100FT OR AS DIRECTED BY ATC.

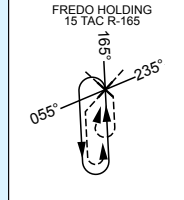
ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	WILLY APP HIGH 133.3 261.4	WILLY APP LOW 135.7 293.4	FIA (BN) 125.7	CTAF/AFRU/PAL 118.3	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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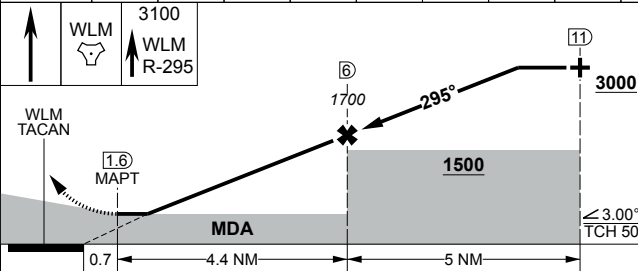
TRACK IN	TIME	MNM ALT	DME LIMIT
245°		3100	20



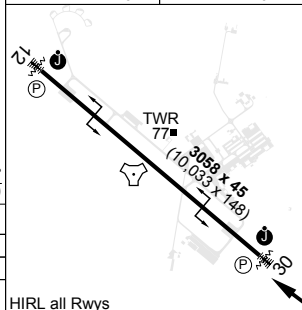
TRACK IN	TIME	MNM ALT	DME LIMIT
345°		3100	20



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

HIRL all Rwys

CHANGES: TAC CH/FREQ S32 47.70 E151 50.07

21 MAR 24

AIS-AF  
MILITARY USE ONLY

# WILLIAMTOWN (YWLM) TACAN RWY 30

MILITARY USE ONLY

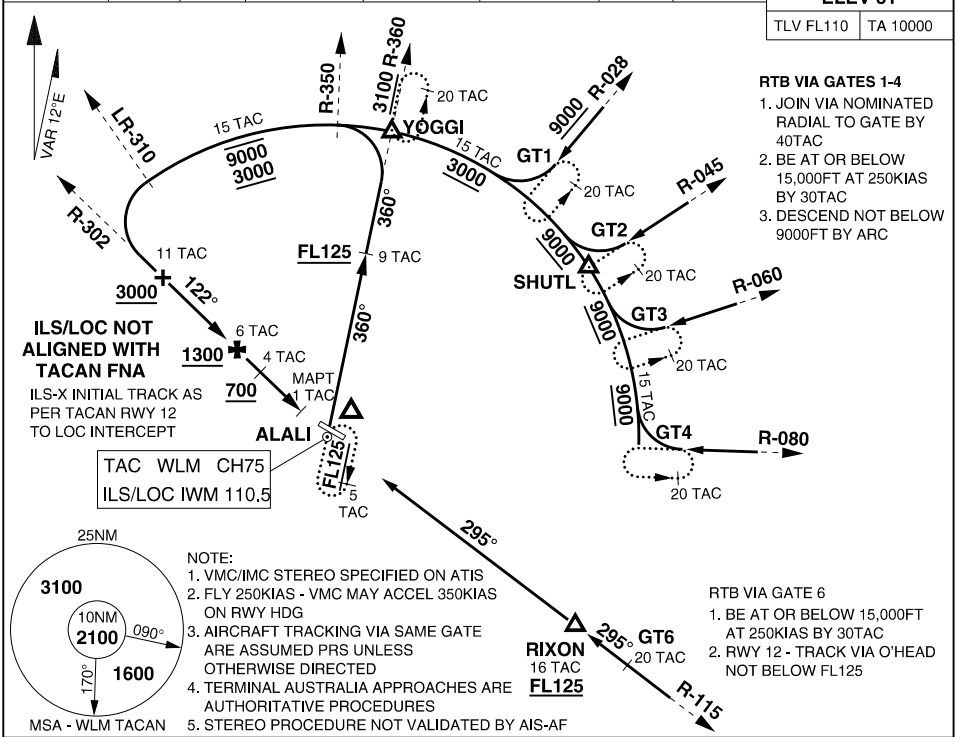
S32 47.70 E151 50.07  
PANS-OPS, WGS 84

STEREO RWY 12  
WILLIAMTOWN (YWLM)

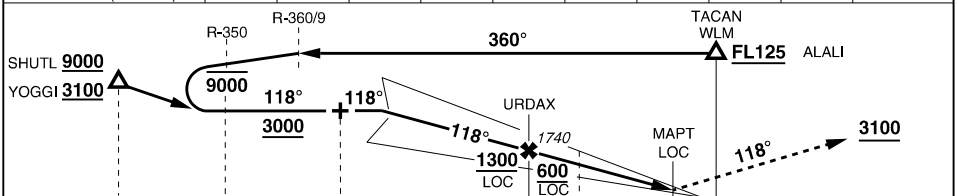
ATIS <b>134.45</b> 365 316.1	ACD <b>130.35</b>	SMC <b>121.8</b>	TWR <b>118.3 280.9</b>	WILLY APP HIGH <b>133.3 261.4</b>	WILLY APP LOW <b>135.7 293.4</b>	FIA (BN) <b>125.7</b>	CTAF/ AFRU/PAL <b>118.3</b>	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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ELEV 31

TLV FL110	TA 10000
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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

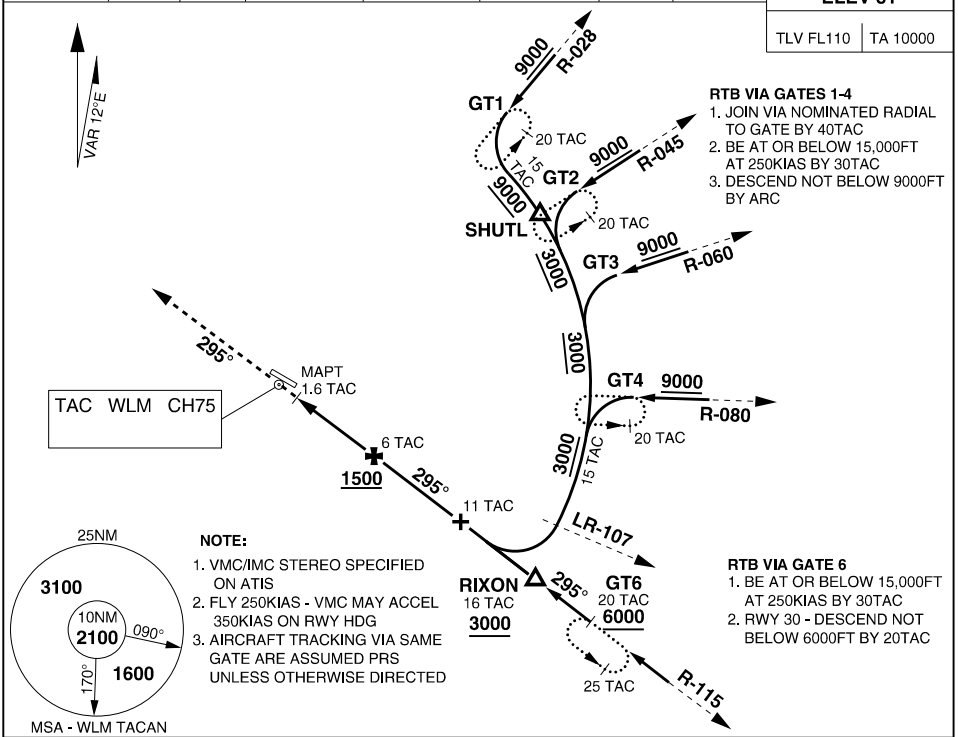
MILITARY USE ONLY

S32 47.70 E151 50.07  
PANS-OPS, WGS 84

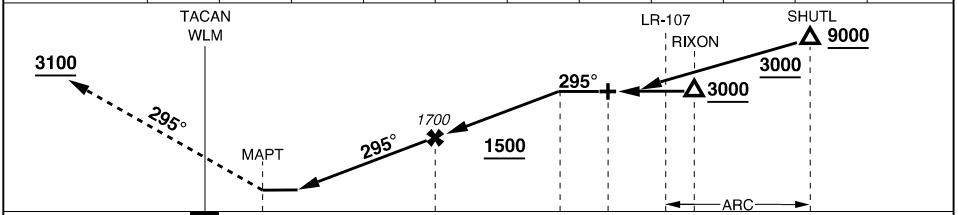
STEREO RWY 30  
WILLIAMTOWN (YWLM)

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
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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	



**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:**

- ACG USE ONLY - PROCEDURE NOT PANS-OPS 86/NATO SUPP/MOS 173 COMPLIANT
- TERMINAL AUSTRALIA APPROACHES ARE AUTHORITATIVE PROCEDURES
- STEREO PROCEDURE NOT VALIDATED BY AIS-AF

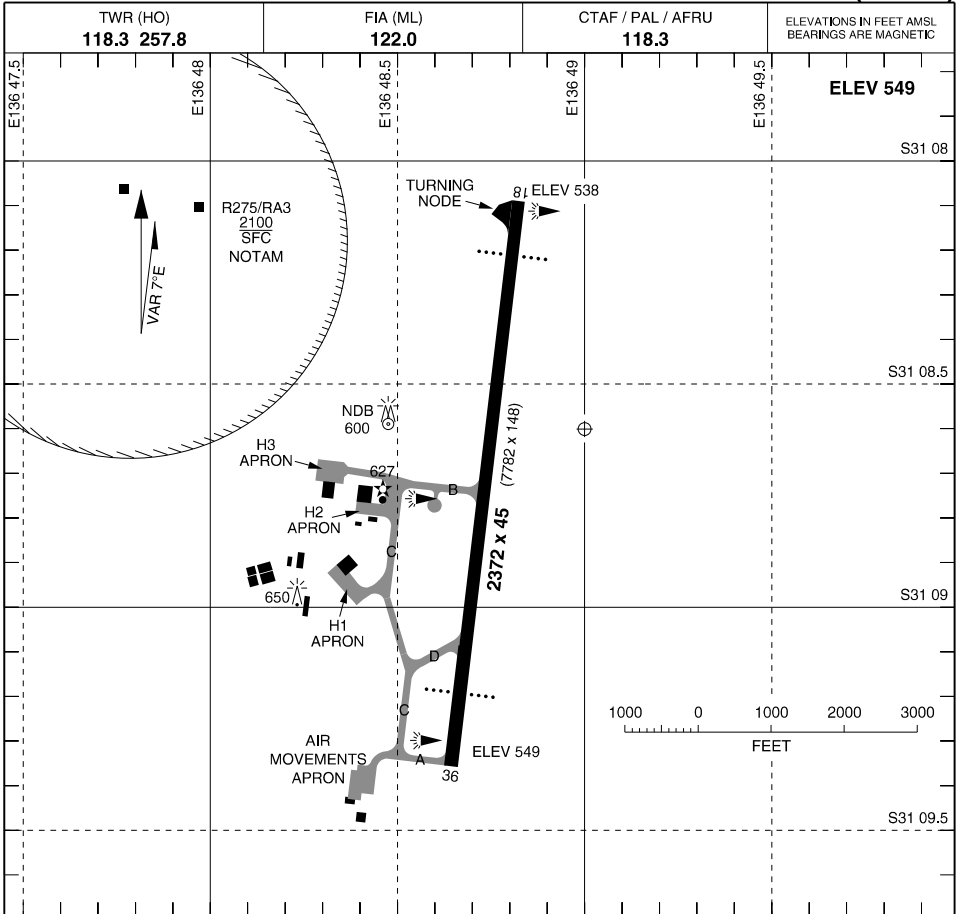
CHANGES: TAC CH  
**21 MAR 24**

ACG  
MILITARY USE ONLY

**WILLIAMTOWN (YWLM)**  
STEREO RWY 30

**AERODROME CHART  
WOOMERA (YPWR)**

S31 08.64 E136 49.02  
PANS-OPS, WGS 84



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
18 (179°)	PAPI	NIL	MIRL	
36 (359°)				

AERODROME BEACON: ALT WG 2.5SEC  
 OBSTRUCTION  
 WIND DIRECTION INDICATOR  
 TWY: C/L GREEN  
 TURNING NODE: BLUE EDGE

CHANGES: RWY 36 PAPI PSN

**20 MAR 25**

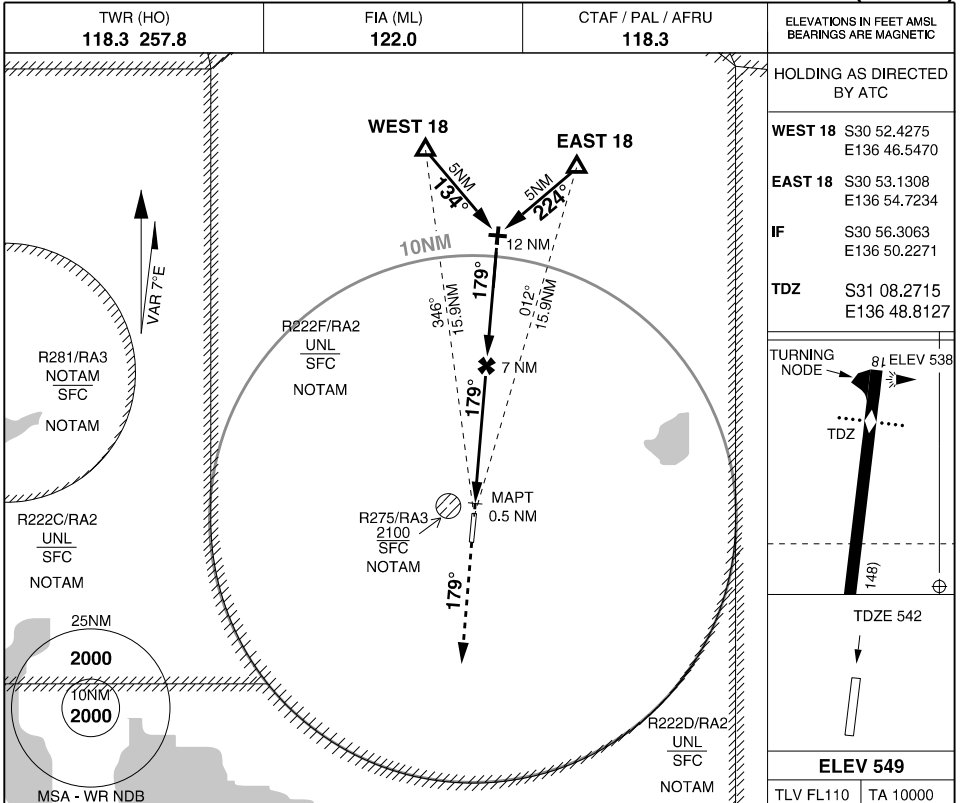
**AIS-AF  
MILITARY USE ONLY**

**WOOMERA (YPWR)  
AERODROME CHART**

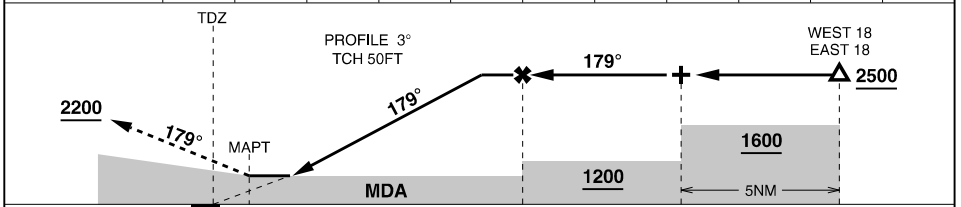
MILITARY USE ONLY

S31 08.64 E136 49.02  
PANS-OPS, WGS 84, AATCP-1

ARA RWY 18  
WOOMERA (YPWR)



NM FM TDZ	1.7	2	3	4	5	6	6.2			
ALTITUDE	1070	1170	1490	1810	2130	2450	2500			



NM TO TDZ 0 0.5 7 12 THR 18 ELEV 538

**MISSED APPROACH:** TRACK 179. CLIMB TO 2200FT or AS DIRECTED BY ATC

CATEGORY	C		D		E
ARA	1070	532 -3000 (VIS -2400 WITH ACTUAL QNH)			NOT AUTHORISED
CIRCLING	1250	701 -4000	1340	791 -5000	

**NOTES:**  
1. PROCEDURE NOT AVAILABLE WHEN R275 ACTIVE  
2. TDZ ON RWY C/L 305M PAST LDG THR

CHANGES: RWY END DIAGRAM  
**20 MAR 25**

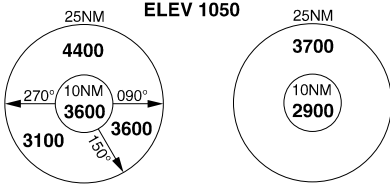
AIS-AF  
MILITARY USE ONLY

**WOOMERA (YPWR)**  
ARA RWY 18



PANS-OPS, WGS 84

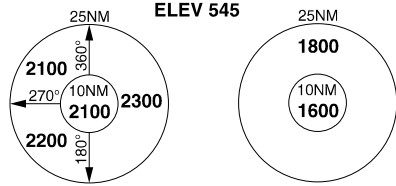
**BENING FIELD (YBEG) QLD**



**MSA - ARP**

**VSA - ARP**

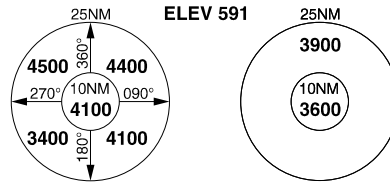
**BURREN JUNCTION (YBRJ) NSW**



**MSA - ARP**

**VSA - ARP**

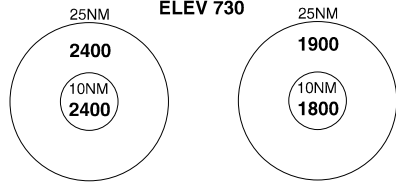
**COLLINSVILLE (YCSV) QLD**



**MSA - ARP**

**VSA - ARP**

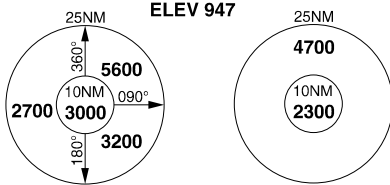
**DELAMERE RANGE (YDWF) NT**



**MSA - ARP**

**VSA - ARP**

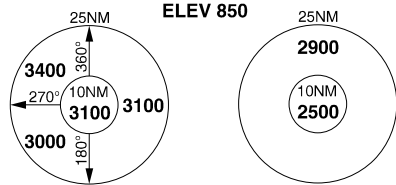
**GILGANDRA (YGIL) NSW**



**MSA - ARP**

**VSA - ARP**

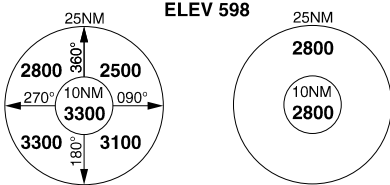
**HILLMAN FARM (YHLM) WA**



**MSA - ARP**

**VSA - ARP**

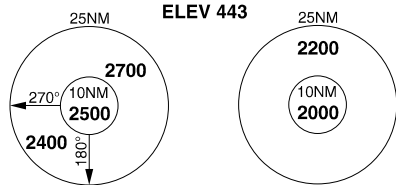
**LAKE CARGELLIGO (YLCG) NSW**



**MSA - ARP**

**VSA - ARP**

**NACKEROO (YNKR) NT**



**MSA - ARP**

**VSA - ARP**

CHANGES: YBEG ELEV, YHLM MSA/VSA

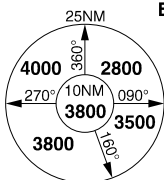
**09 JUL 26**

**AIS-AF**

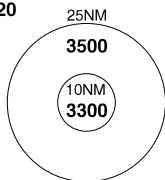
PANS-OPS, WGS 84

**SAMUEL HILL (YSMH) QLD**

ELEV 120



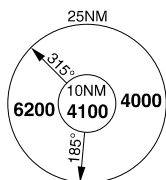
**MSA - ARP**



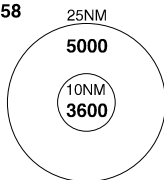
**VSA - ARP**

**ST HELENS (YSTH) TAS**

ELEV 158



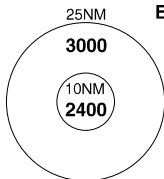
**MSA - ARP**



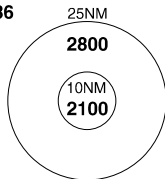
**VSA - ARP**

**TAROOM (YTAM) QLD**

ELEV 786



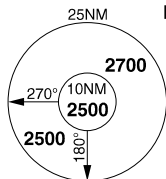
**MSA - ARP**



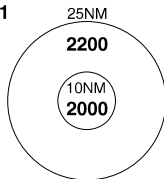
**VSA - ARP**

**TIMBER CREEK (YTBR) NT**

ELEV 51



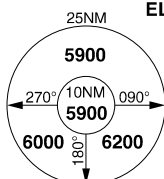
**MSA - ARP**



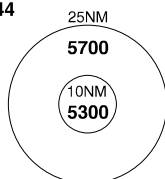
**VSA - ARP**

**WALCHA (YWCH) NSW**

ELEV 3744



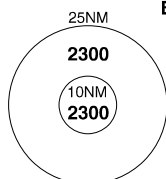
**MSA - ARP**



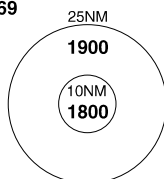
**VSA - ARP**

**WARREN (YWRN) NSW**

ELEV 669



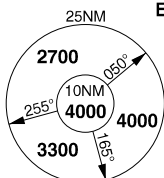
**MSA - ARP**



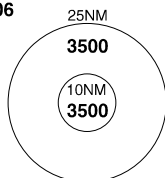
**VSA - ARP**

**WILLIAMSON (YWIS) QLD**

ELEV 106



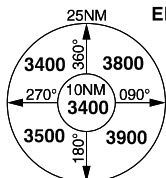
**MSA - ARP**



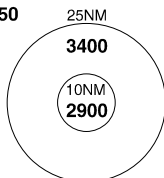
**VSA - ARP**

**WONDAI (YWND) QLD**

ELEV 1050



**MSA - ARP**



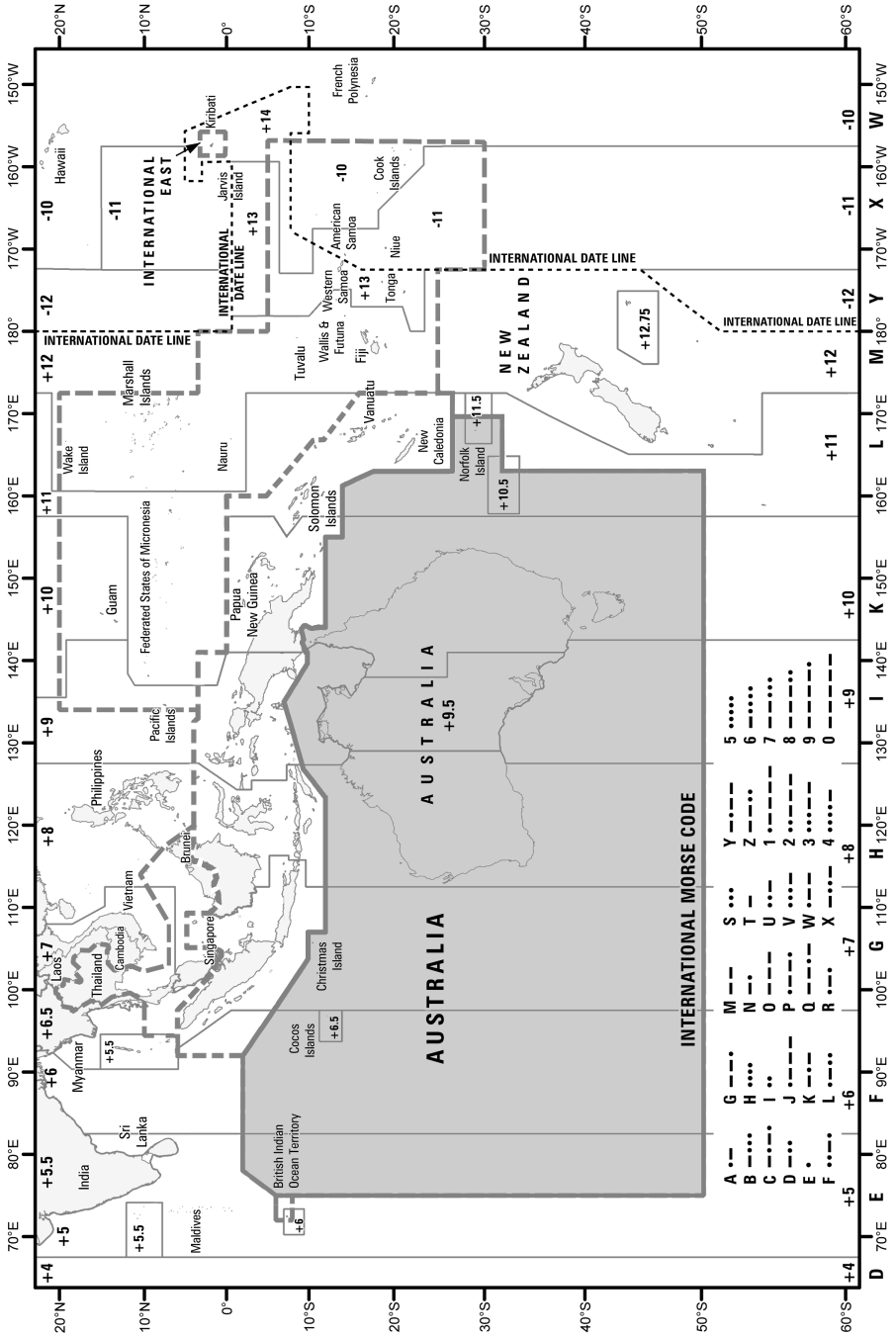
**VSA - ARP**

CHANGES: REVISED CHART  
**19 MAR 26**





# TERMA - AREA OF COVERAGE



# TERMA - AREA OF COVERAGE