

**AUSTRALIAN DEFENCE FORCE
FLIGHT INFORMATION PUBLICATION
(TERMINAL)**



**TERMINAL
AUSTRALIA**

Effective: **03 SEP 26**
Next Issue: **26 NOV 26**

WARNING

Consult NOTAM for latest information



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Alternatively, contact:

AIS-AF,

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. 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 or using the online general customer feedback survey available on the AIS-AF website.

7.2 All urgent after hours requests are to be directed to the duty officer on +61 412 814 225. As AIS-AF does not maintain a formal after hours capability, requests will be actioned as soon as possible on the next working day.

8. NON STANDARD PRODUCT REQUESTS

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

GEN 0.2 RECORD OF AMENDMENTS

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

GEN 0.3 RECORD OF AIP SUPPLEMENTS

1. TERMA is amended by NOTAM. ADF users may also refer to the AIS-AF web portal (<https://ais-af.airforce.gov.au>) or the AIS-AF Intranet (<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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I + Indicates a new chart has been issued

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Italicised text indicates Traditional format

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GEN 0.6 LIST OF CHARTS - CONTINUED

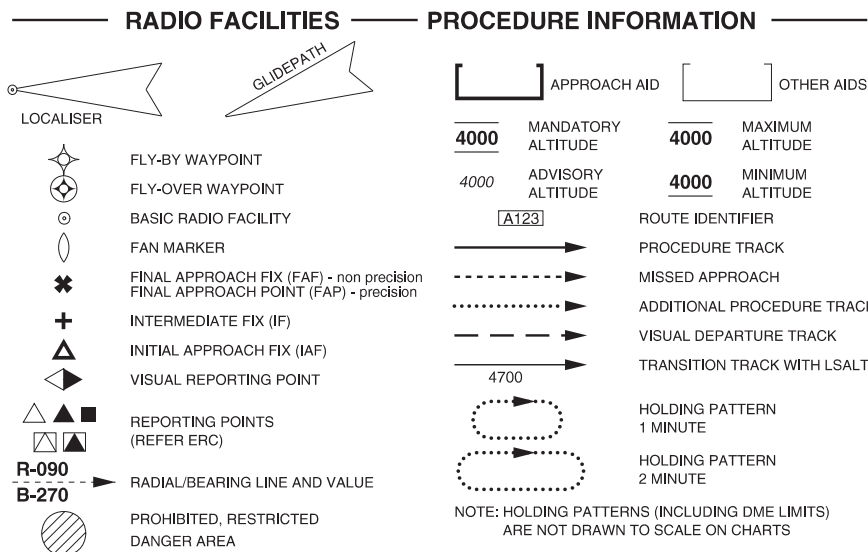
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1. TRADITIONAL CHART LEGEND

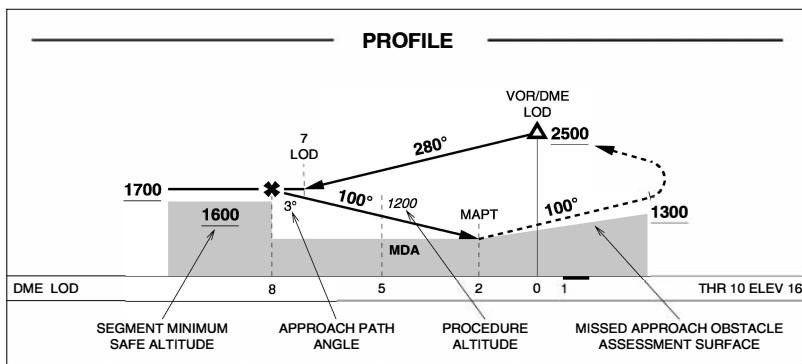
RUNWAYS



LIGHTING



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	D
ILS		390	306 - 800	
LOC		540	456 - 2900	
CIRCLING	690 603 - 2000	770 683 - 2400	970 883 - 4000	1270 1183 - 5000

Non Precision Straight-in

Height of MDA Above Airport (HAA) (FT)

Height of DA/MDA above THR (HAT) (FT)

Required Visibility (M)

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

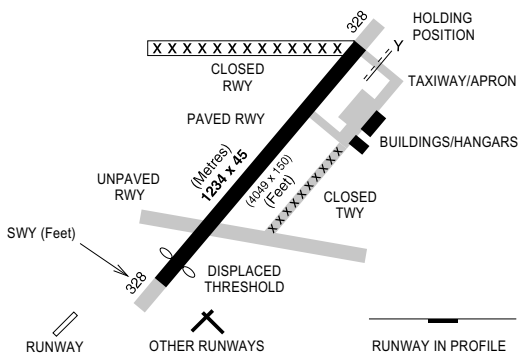


4.2 Traditional Chart Footer

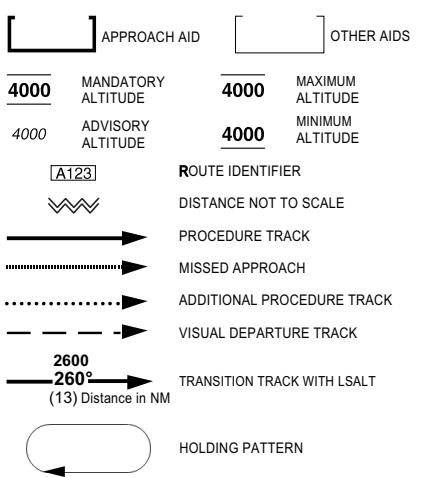
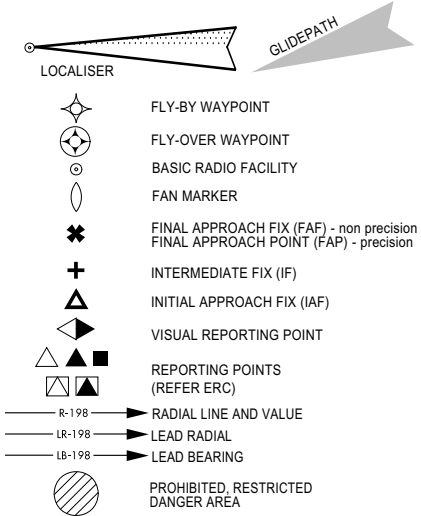


GENERAL AERODROMES RUNWAYS

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



RADIO FACILITIES PROCEDURE INFORMATION



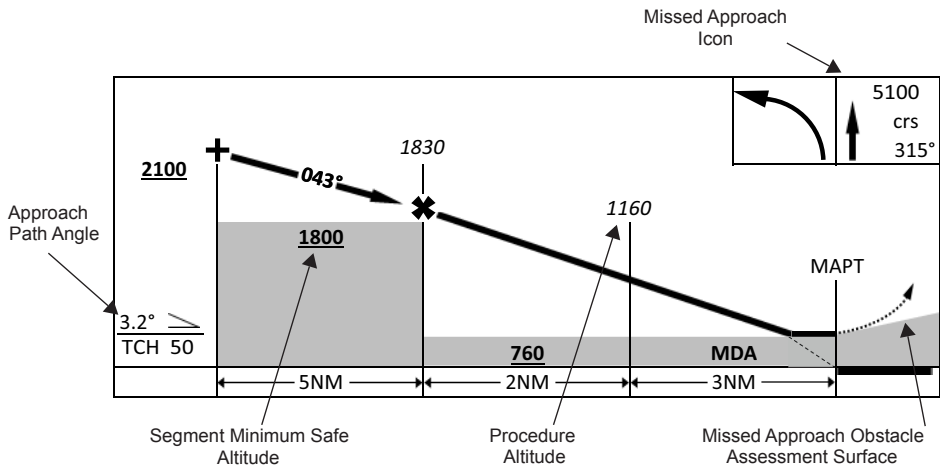
NOTES:
1. HOLDING PATTERNS (INCLUDING DME LIMITS) ARE NOT DRAWN TO SCALE ON CHARTS.
2. DUE TO CHANGES IN MAGNETIC VARIATION AND DISPLACED NAVIGATION AIDS, SECTOR ENTRY DIAGRAM BEARING INFORMATION MAY DIFFER BY UP TO 1 DEGREE FROM THE FINAL APPROACH TRACK

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

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

Precision Straight-in RWY 12	Decision Altitude (FT)				Aircraft Category	
	CATEGORY	A	B	C	D	
→	S-ILS 12	370 341	1200m ←	(VIS -800 WITH ACTUAL QNH)		
→	S-LOC 12	560 529		→ 2000m		
	CIRCLING	690 659 2000m	710 679 2400m	810 779 4000m	1070 1039	5000m
Non Precision Straight-in RWY 12		Minimum Descent Altitude (MDA) (FT)	Required Visibility (M)	Height of MDA Above Airport (HAA)(FT)		

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

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

9. ACE CHART FORMAT

9.1 AIS-AF ACE Instrument Approach Chart Header

TACAN EDN Chan 40	APCH CRS 187°	RWY LDG THR ELEV AD ELEV 61 67	8399	International Design Standard ↓ PANS-OPS, WG-84	Aerodrome ICAO Location Indicator ↓ EDINBURGH (YPED)	Procedure Name ↓ TACAN RWY 18
				Coordinate Datum ↑		

9.2 AIS-AF ACE SID/STAR Chart Header

		STAR RUSSL ONE ECHO (RNAV)
PANS-OPS, WGS 84	MILITARY USE ONLY	EDINBURGH (YPED)

9.3 AIS-AF ACE Chart Footer

		ARP Coordinates (Deg/Min) ↓ S32 47.70 E151 50.07		
CHANGES: MSA, EDITORIAL			EDINBURGH (YPED)	
25 MAR 21	Publishing Agency	→ AIS-AF		
Effective Date		MILITARY USE ONLY	Aerodrome ICAO Location Indicator ↑ EDINBURGH (YPED)	Procedure Name ↑ TACAN RWY 18

10. AIS-AF Chart Aerodrome Lighting

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

Runway & magnetic bearing → **29**

Glide path angle & minimum eye height at threshold → T-VASIS (6)

type & stages of intensity (refer ERSA INTRO) → GREEN

HIRL (6) → HIRL (6)

MIRL (3) → MIRL (3)

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.

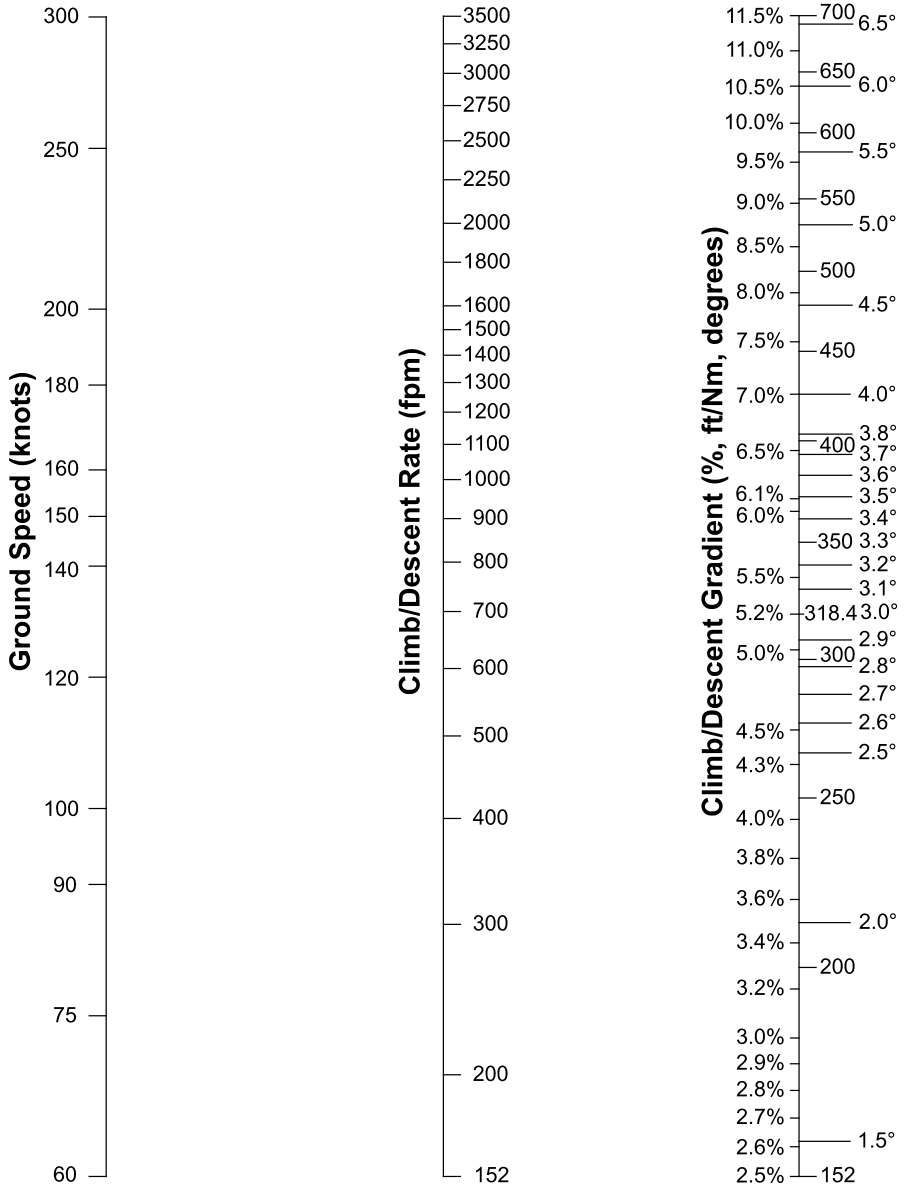
11. FREQUENCY AND CHANNEL PAIRING TABLE

TACAN and DME - 'X' Channels

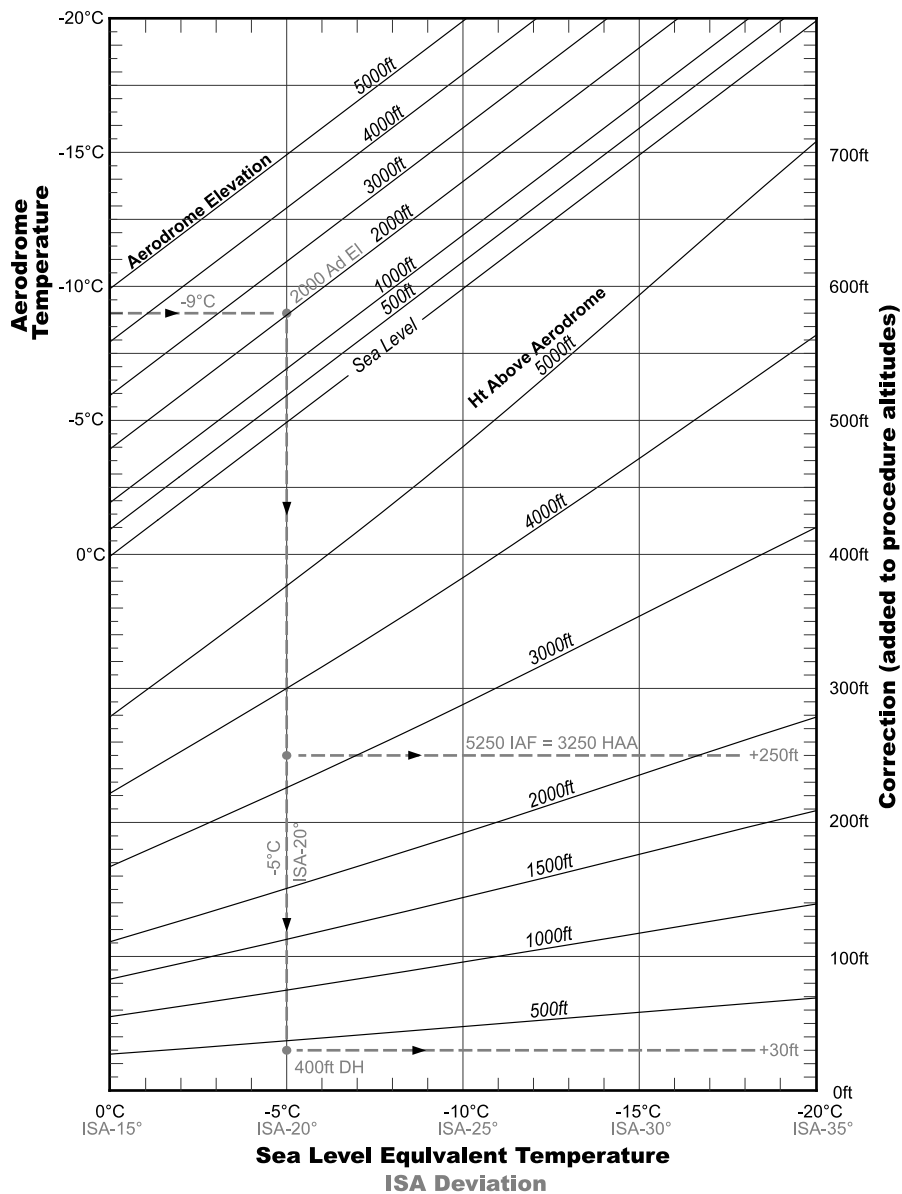
MHz	.00	.10	.20	.30	.40	.50	.60	.70	.80	.90
108	17	18	19	20	21	22	23	24	25	26
109	27	28	29	30	31	32	33	34	35	36
110	37	38	39	40	41	42	43	44	45	46
111	47	48	49	50	51	52	53	54	55	56
112	57	58	59	70	71	72	73	74	75	76
113	77	78	79	80	81	82	83	84	85	86
114	87	88	89	90	91	92	93	94	95	96
115	97	98	99	100	101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

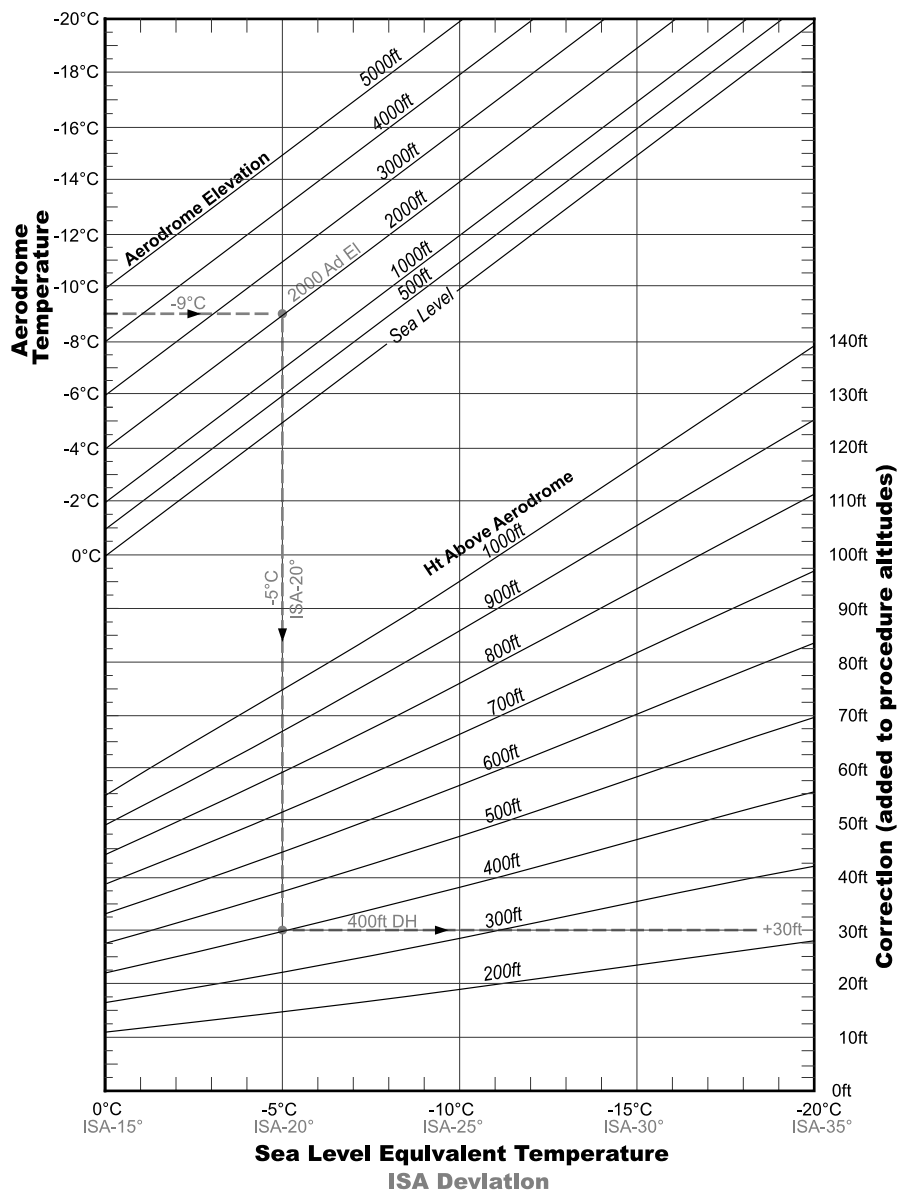
The nomograph below gives the Climb/Descent rate for entering arguments of gradient (%, ft/nm, Degrees) and ground speed.



13. ALTITUDE CORRECTION VERSUS TEMPERATURE



14. ALTITUDE CORRECTION VERSUS TEMPERATURE



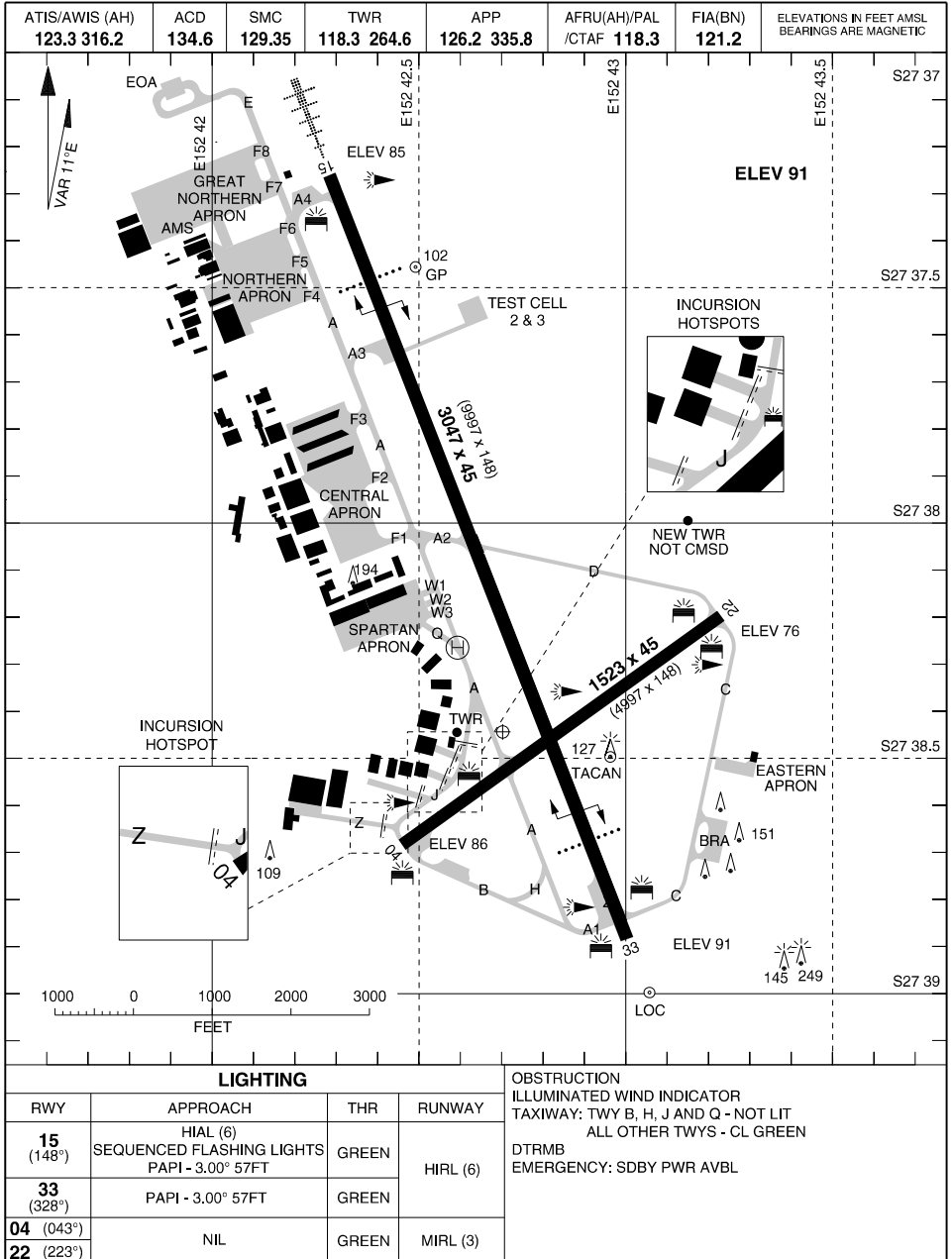
15. GRADIENT TO RATE TABLE

		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



CHANGES: EASTERN APRON

28 NOV 24

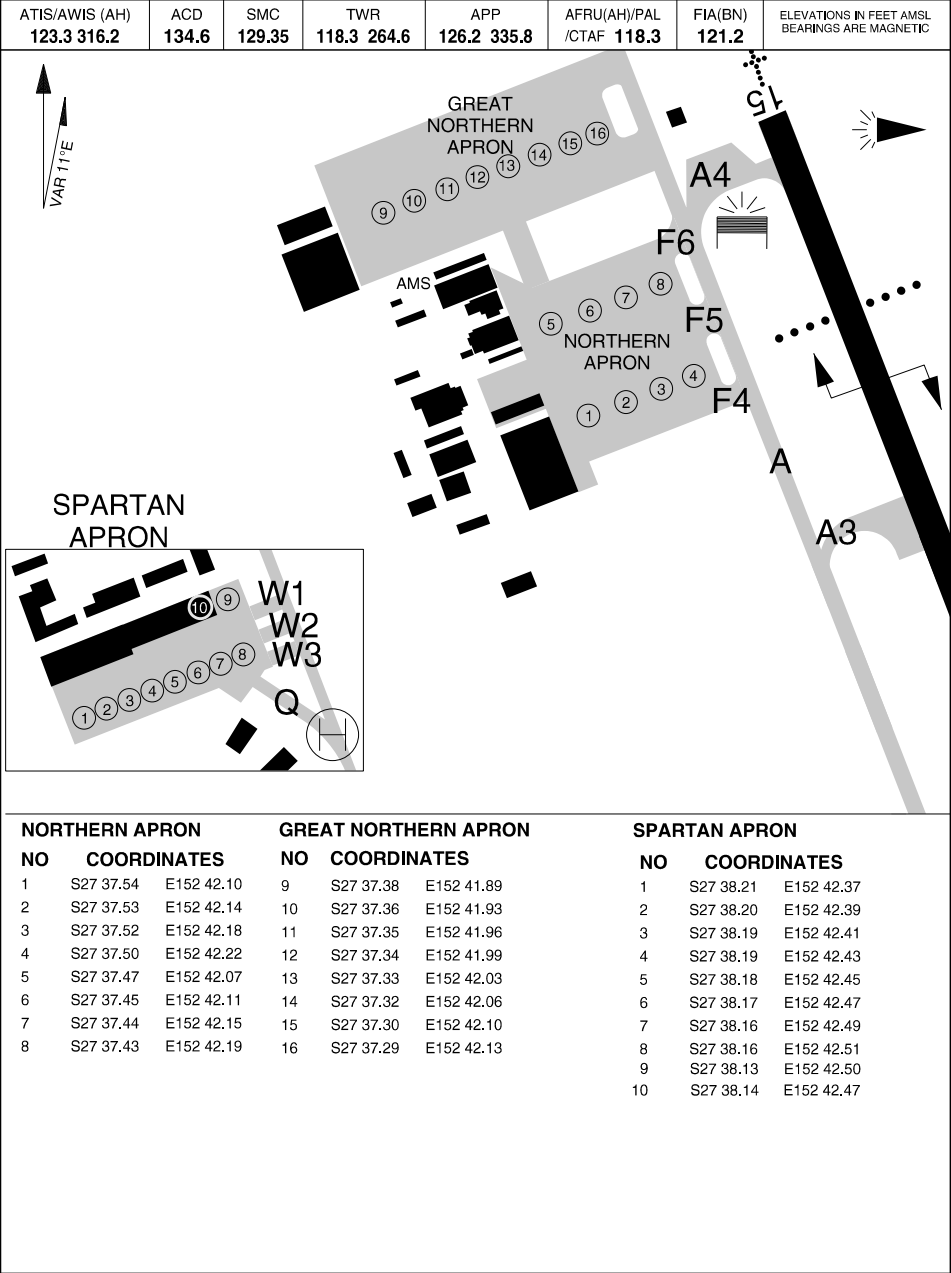
AIS-AF
MILITARY USE ONLY

AMBERLEY (YAMB)
AERODROME CHART

MILITARY USE ONLY

S27 38.44 E152 42.71
PANS-OPS, WGS 84

APRON CHART
AMBERLEY (YAMB)



CHANGES: PARKING POSN AND COORDS, ATIS FREQ

07 NOV 19

AIS-AF
MILITARY USE ONLY

AMBERLEY (YAMB)
APRON CHART

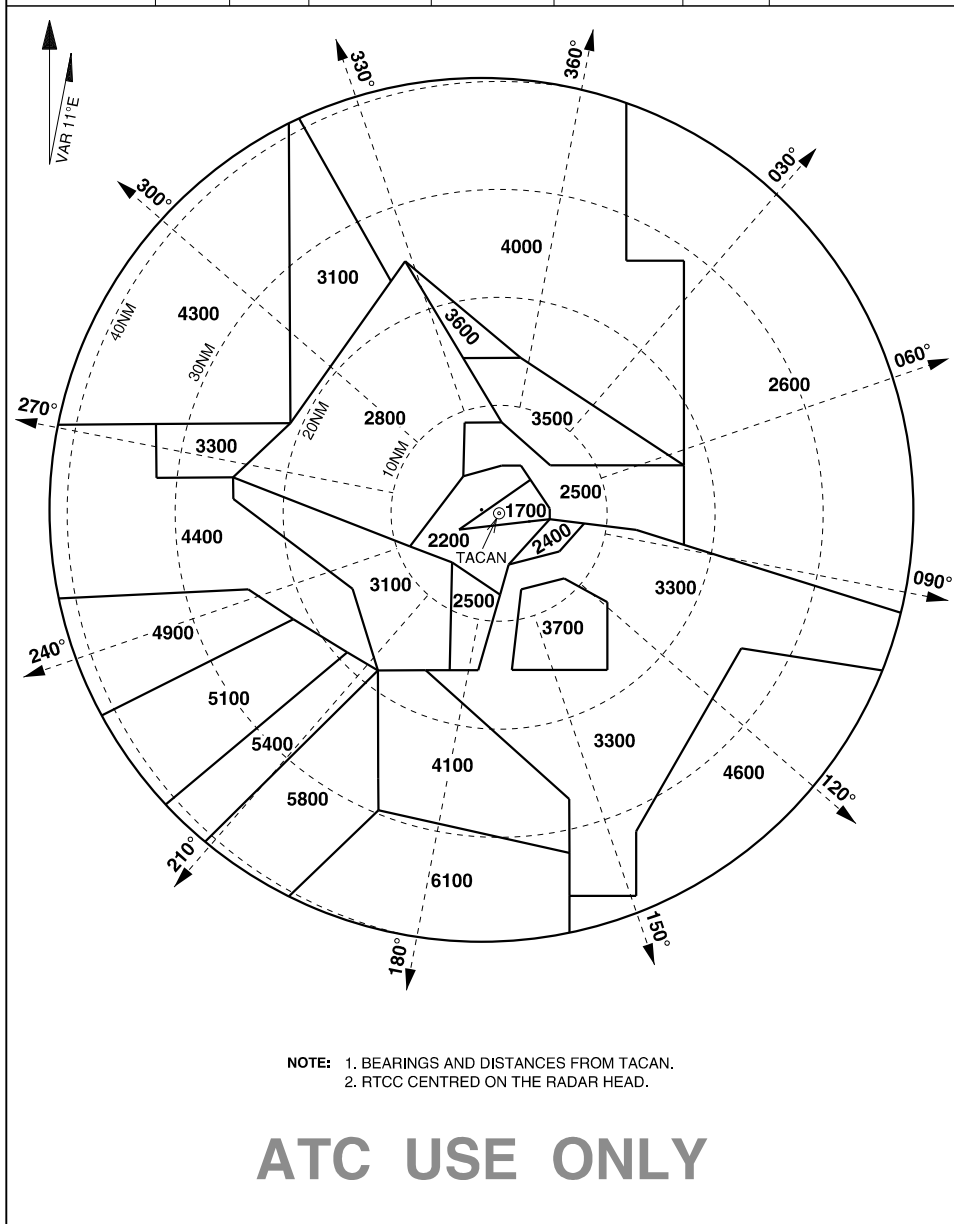
S27 38.44 E152 42.71
PANS-OPS, WGS 84

MILITARY USE ONLY

ATC USE ONLY

RTCC
AMBERLEY (YAMB)

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



CHANGES: ATIS FREQ

07 NOV 19

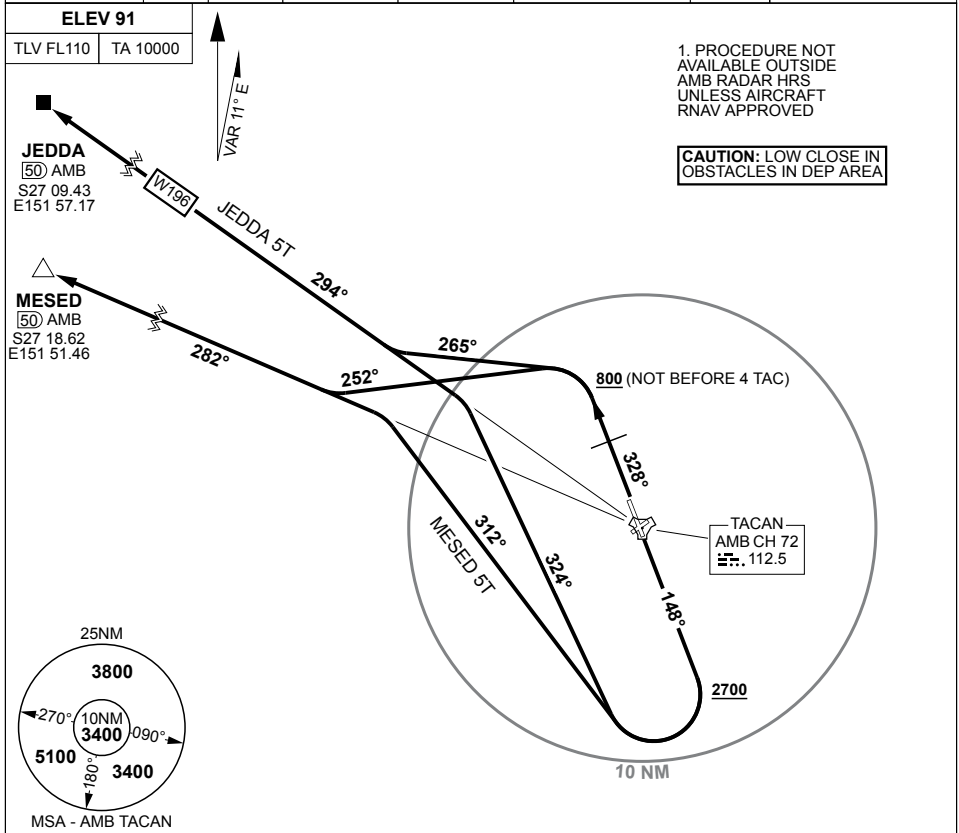
AIS-AF
MILITARY USE ONLY

AMBERLEY (YAMB)
RTCC

SID NORTH WEST AMBERLEY (YAMB)

PANS-OPS, WGS 84

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



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**

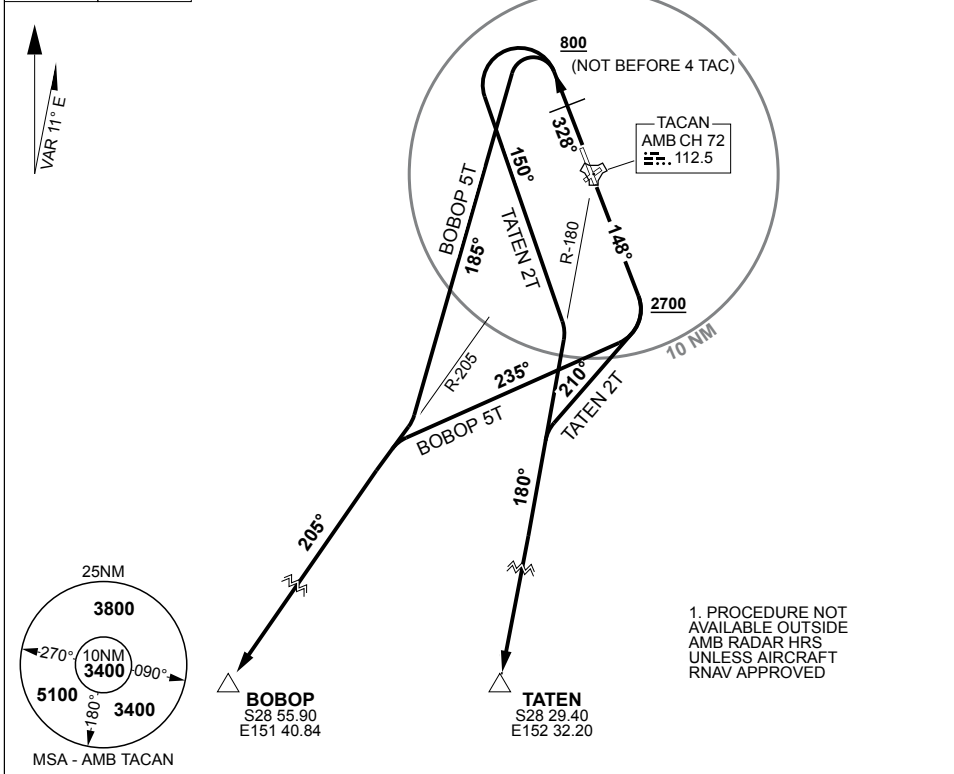
**AMBERLEY (YAMB)
SID NORTH WEST**

PANS-OPS, WGS 84

SID SOUTH
AMBERLEY (YAMB)

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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ELEV 91		CAUTION: LOW CLOSE IN OBSTACLES IN DEP AREA
TLV FL110	TA 10000	

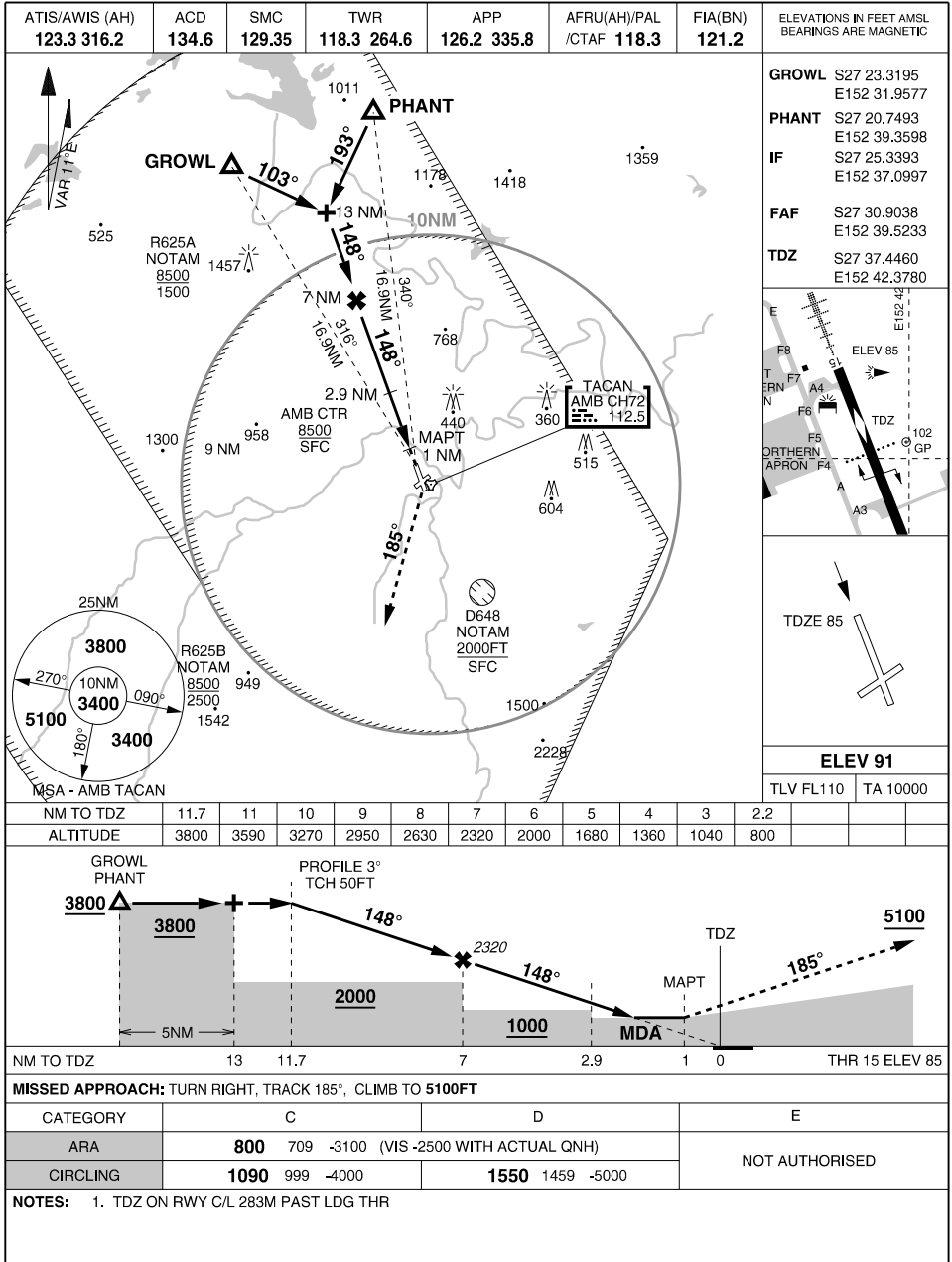


BOBOP FIVE TANGO RWY 15 GRAD 4.3% TO 2700FT THEN 3.3%, TRACK 148°, AT 2700FT, BUT NOT BEFORE DER, TURN RIGHT, TRACK 235° TO INTCP OUTBOUND TRACK RWY 33 GRAD 3.9% TO 800FT THEN 3.3%, TRACK 328°, AT OR ABV 800FT, BUT NOT BEFORE 4 TAC, TURN LEFT, TRACK 185° TO INTCP OUTBOUND TRACK TATEN TWO TANGO RWY 15 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	
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MILITARY USE ONLY

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

ARA RWY 15
AMBERLEY (YAMB)



CHANGES: CIRCLING RESTRICTION REMOVED, EDITORIAL

19 MAR 26

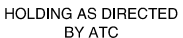
AIS-AF
MILITARY USE ONLY

AMBERLEY (YAMB)
ARA RWY 15

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

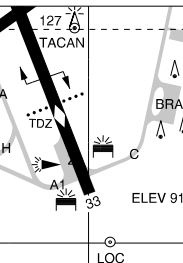
ARA RWY 33

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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
-----------	----------

TDZ PROFILE 3.5° 3055 018° MIKER
TCH 62 3400



MISSED APPROACH: TRACK 328°. CLIMB TO 3800FT

NOTES: 1. TDZ ON RWY C/L 309M PAST LDG THR

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

PANS-OPS, WGS-84

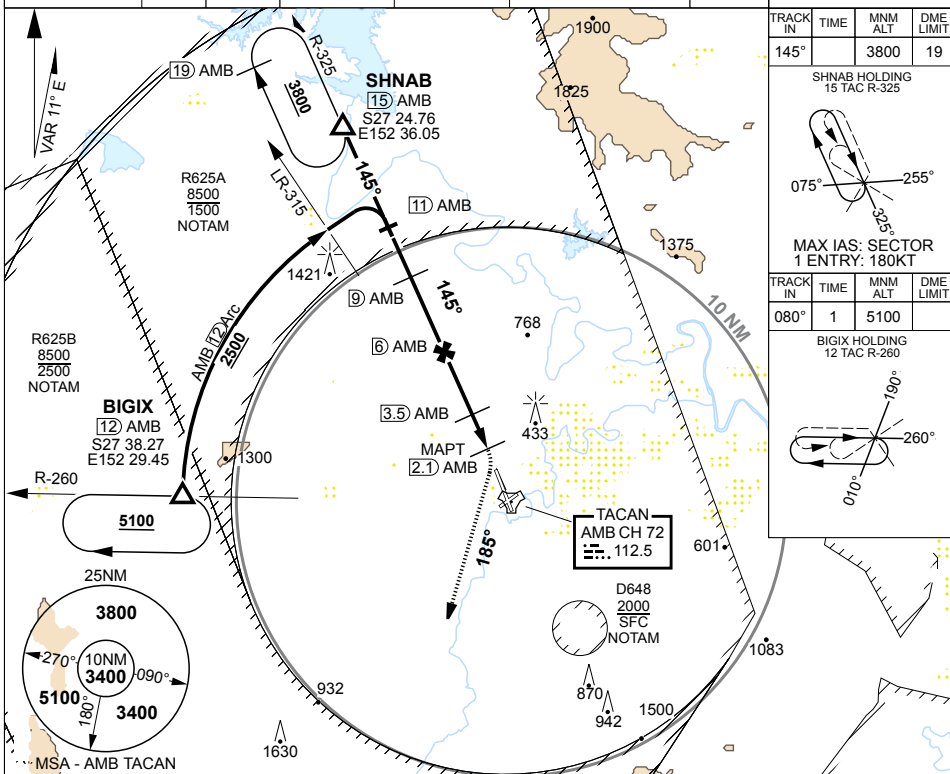
TACAN RWY 15
AMBERLEY (YAMB)

1. SHNAB HLDG TOLERANCES NOT CONTAINED WITHIN
AMB RESTRICTED AIRSPACE.

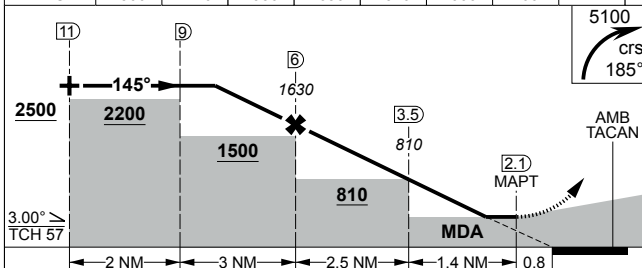


MISSED APPROACH:
TURN RIGHT. TRACK 185°. CLIMB TO 5100FT.

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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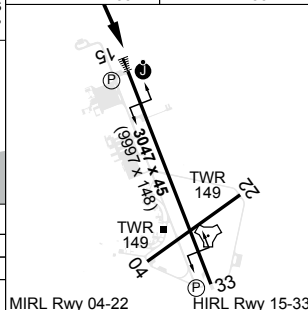


AMB TAC	8.7	8	7	6	5	4	3.3						
ALTITUDE	2500	2270	1950	1630	1310	1000	760						



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

TLV FL110	TA 10000
THR ELEV 85	TDZE 85



CHANGES: REMOVED CIRCLING RESTRICTION	S27 38.44 E152 42.71
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19 MAR 26

**AIS-AF
MILITARY USE ONLY**

AMBERLEY (YAMB)
TACAN RWY 15

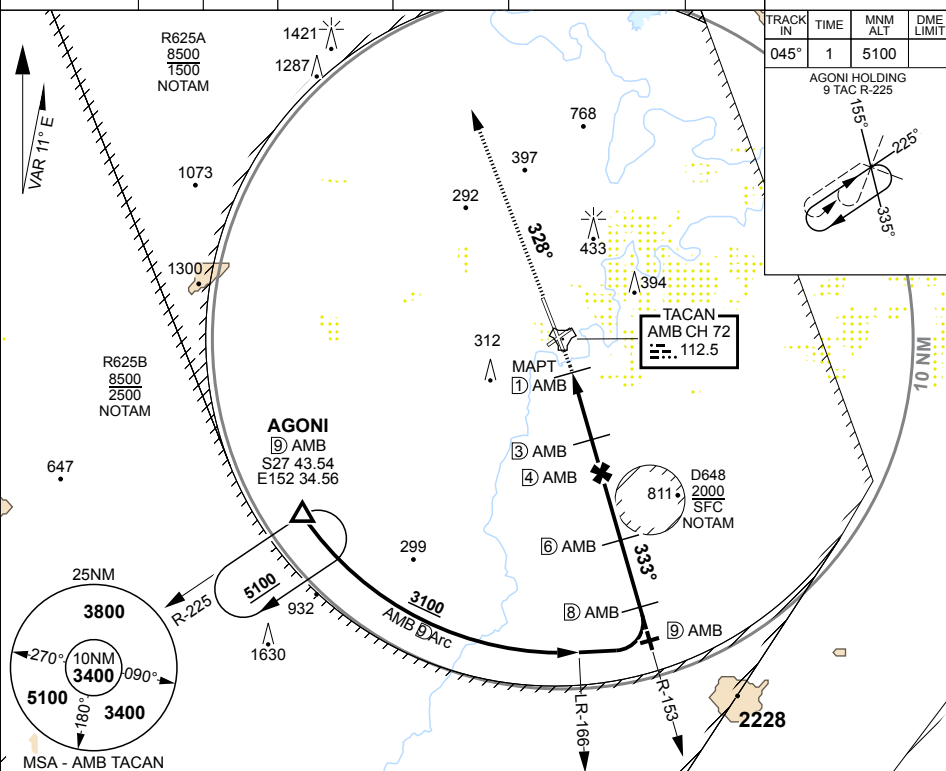
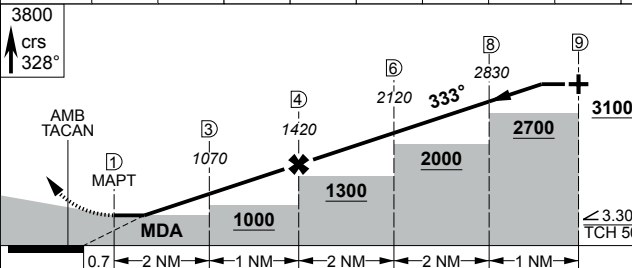
PANS-OPS, WGS-84

TACAN RWY 33
AMBERLEY (YAMB)

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

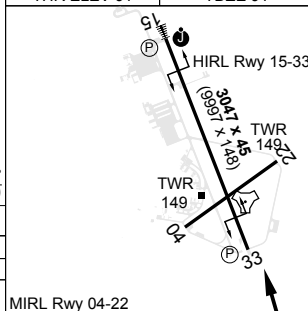
MISSED APPROACH:
TURN LEFT, TRACK 328°, CLIMB TO **3800FT.**

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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[illegible]

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

TLV FL110	TA 10000
THR ELEV 91	TDZE 91



CHANGES: REMOVED CIRCLING RESTRICTION	S27 38.44	E152 42.71
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19 MAR 26

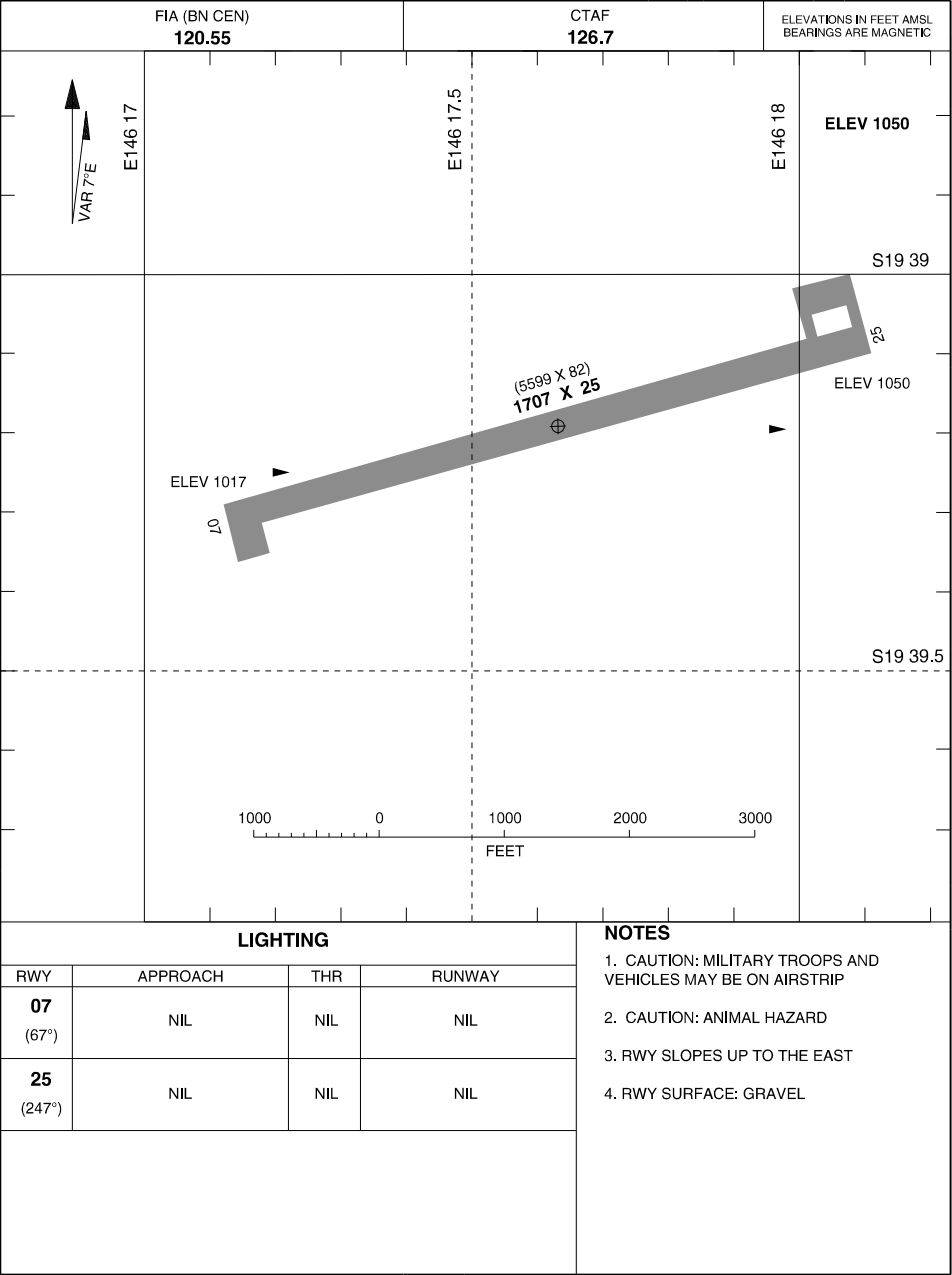
**AIS-AF
MILITARY USE ONLY**

AMBERLEY (YAMB)
TACAN RWY 33

MILITARY USE ONLY

S19 39.20 E146 17.62
PANS-OPS, WGS 84

AERODROME CHART
BENING FIELD (YBEG)



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

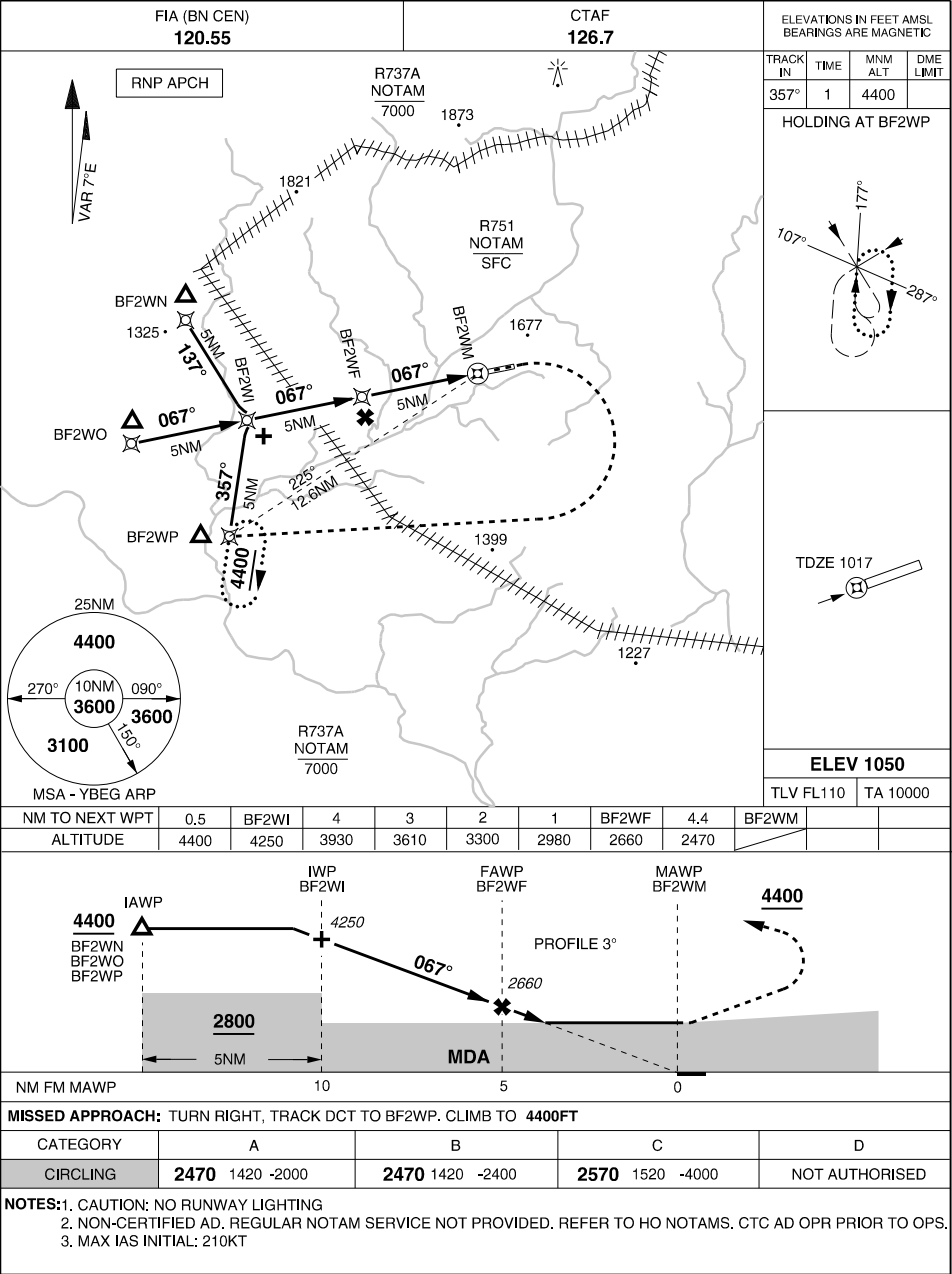
09 JUL 26

AIS-AF
MILITARY USE ONLY

BENING FIELD (YBEG)
AERODROME CHART

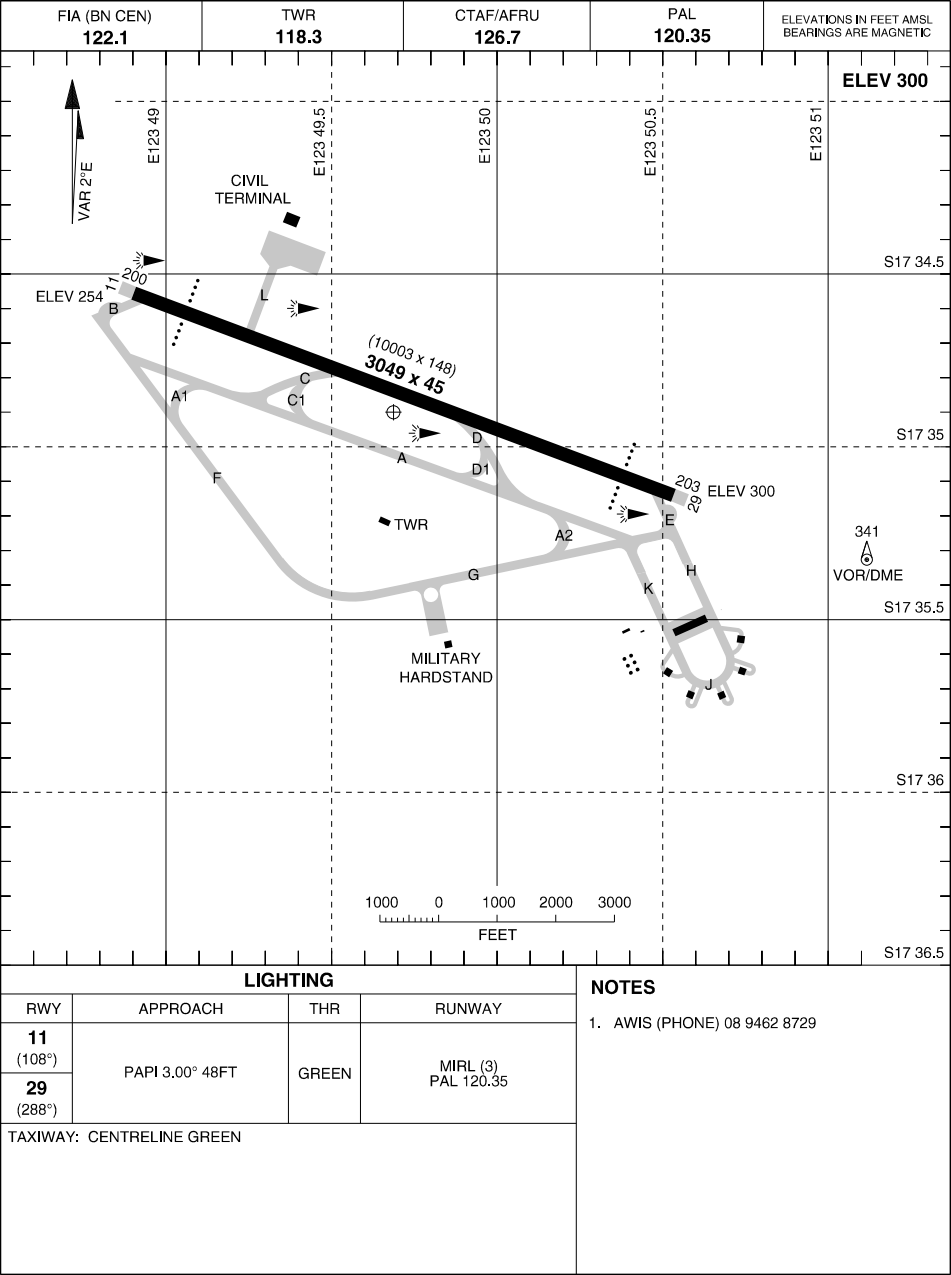
S19 39.20 E146 17.62
PANS-OPS, WGS 84

RNP W
BENING FIELD (YBEG)



S17 34.89 E123 49.69
PANS-OPS, WGS 84

AERODROME CHART
CURTIN (YCIN)



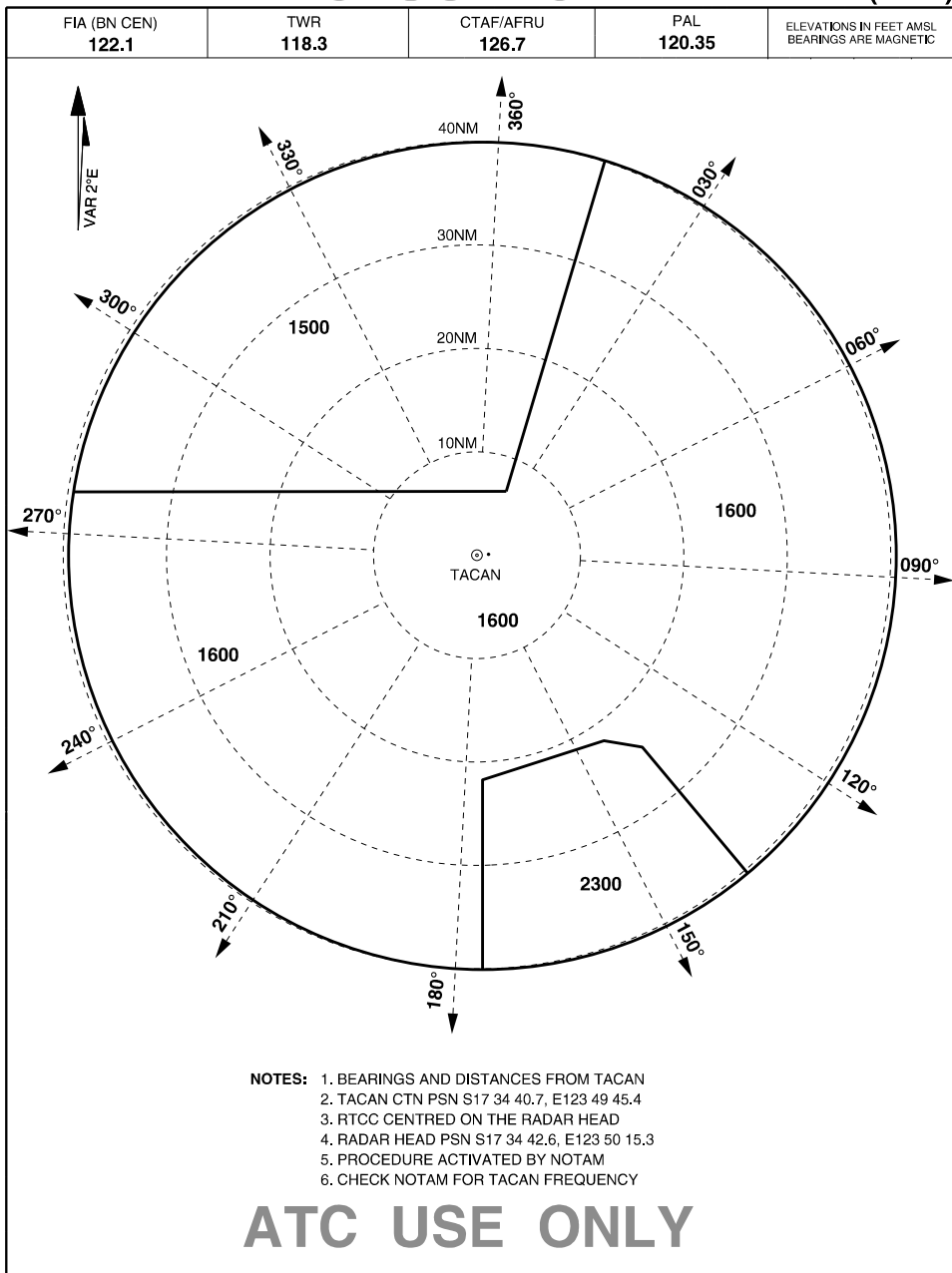
CHANGES: EDITORIAL
17 JUN 21

S17 34.89 E123 49.69
PANS-OPS, WGS 84

MILITARY USE ONLY

ATC USE ONLY

RTCC
CURTIN (YCIN)



CHANGES: TAC/RADAR PSN NOTES

13 JUL 23

AIS-AF
MILITARY USE ONLY

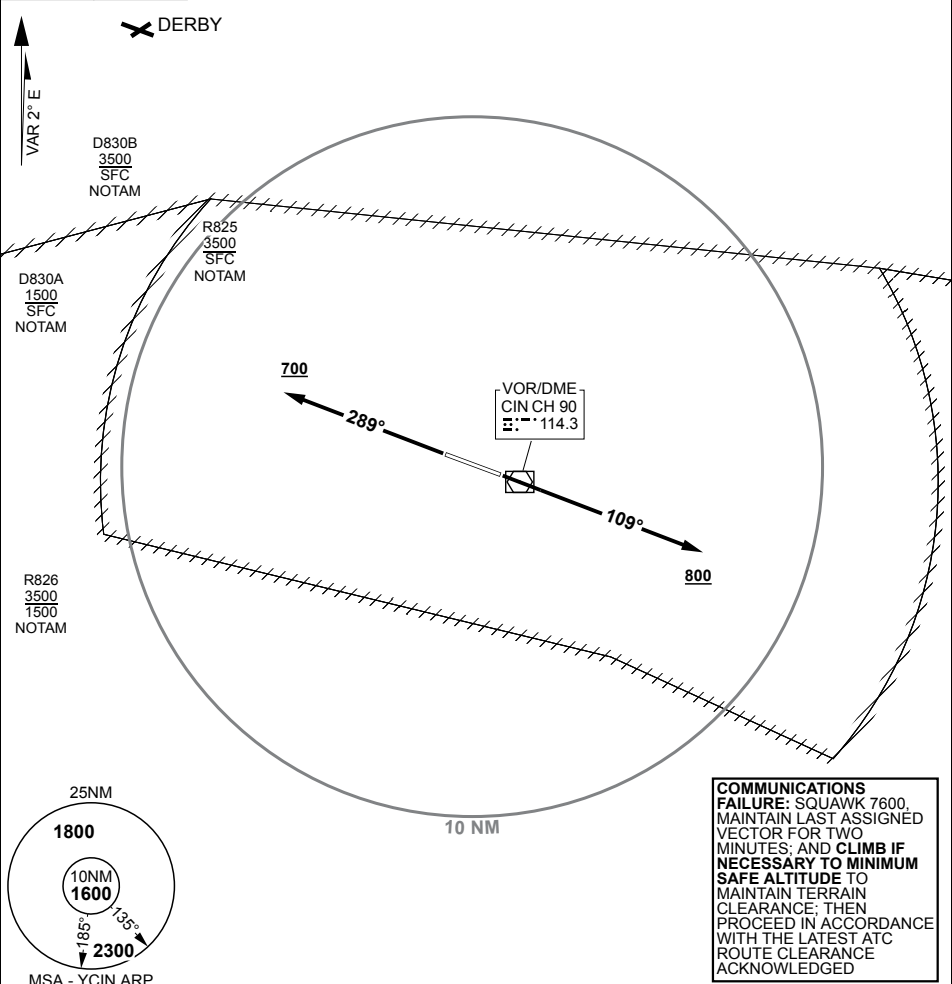
CURTIN (YCIN)
RTCC

SID (RADAR) ALL RWYS
CURTIN (YCIN)

PANS-OPS, WGS 84

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



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

ARA RWY 11
CURTIN (YCIN)

FIA (BN CEN) **122.1**

TWR **118.3**

CTAF/AFRU **126.7**

PAL **120.35**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

HOLDING NOT IMPLEMENTED

KANLO S17 30.39
E 123 37.28

FAF S17 32.14
E123 42.19

TDZ S17 34.59
E123 49.06

ELEV 300

TLV FL110 TA 10000

NM FM TDZ	6.8	6	5	4	3	2	1.5				
ALTITUDE	2700	2410	2050	1690	1330	970	790				

TDZ

THR 11 ELEV 254

MISSED APPROACH: TRACK 109°. CLIMB TO 2700FT

CATEGORY	C				D			
ARA	790 536 -3000 (VIS -2400 WITH ACTUAL QNH)							
CIRCLING	1030 730 -4000				1090 790 -5000			

NOTES:

1. TDZ ON RWY C/L 279M PAST LDG THR
2. YDBY NDB HOLDING PATTERN UNDERLIES KANLO

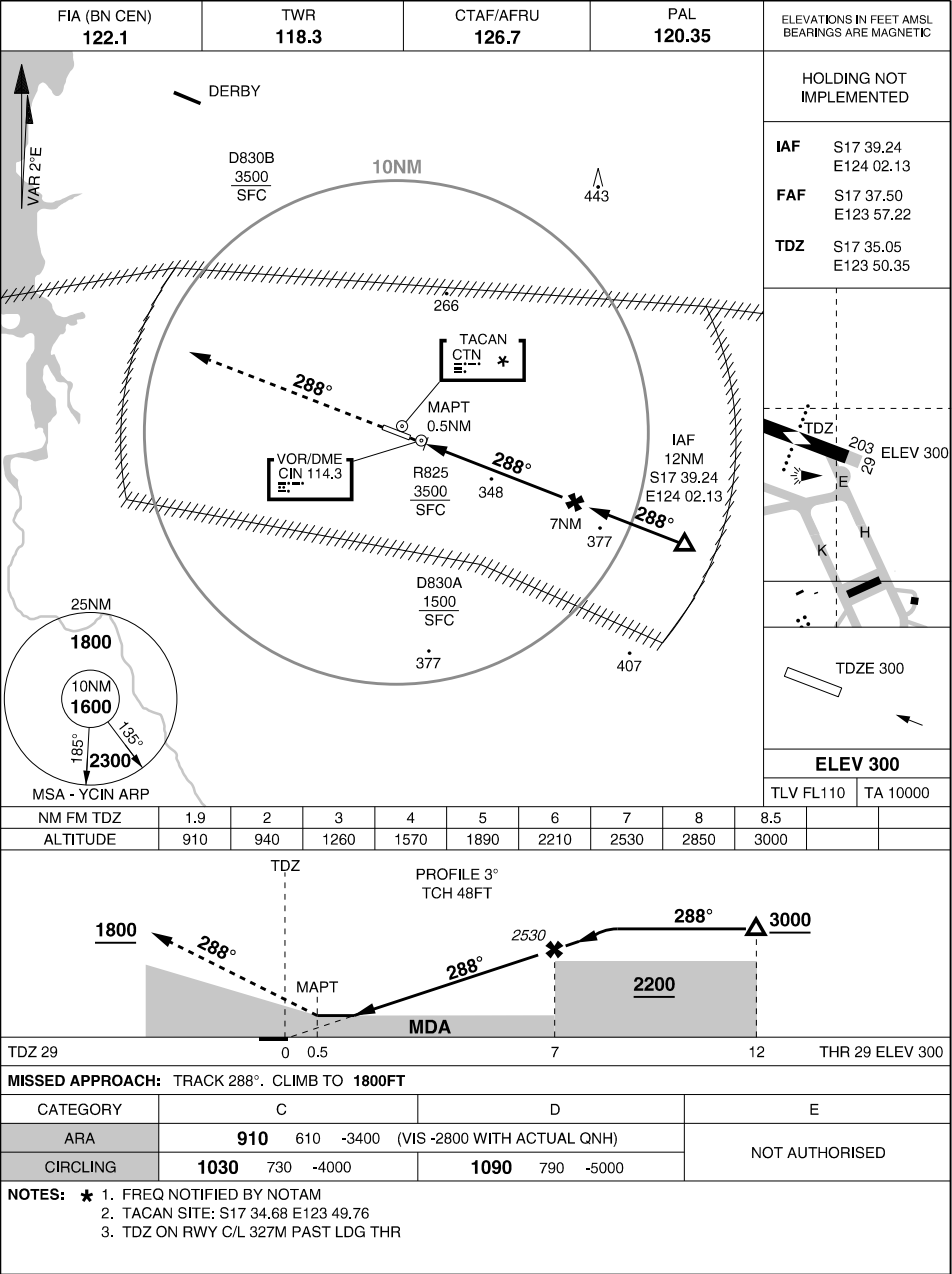
AIS-AF
MILITARY USE ONLY

CURTIN (YCIN)
ARA RWY 11

MILITARY USE ONLY

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

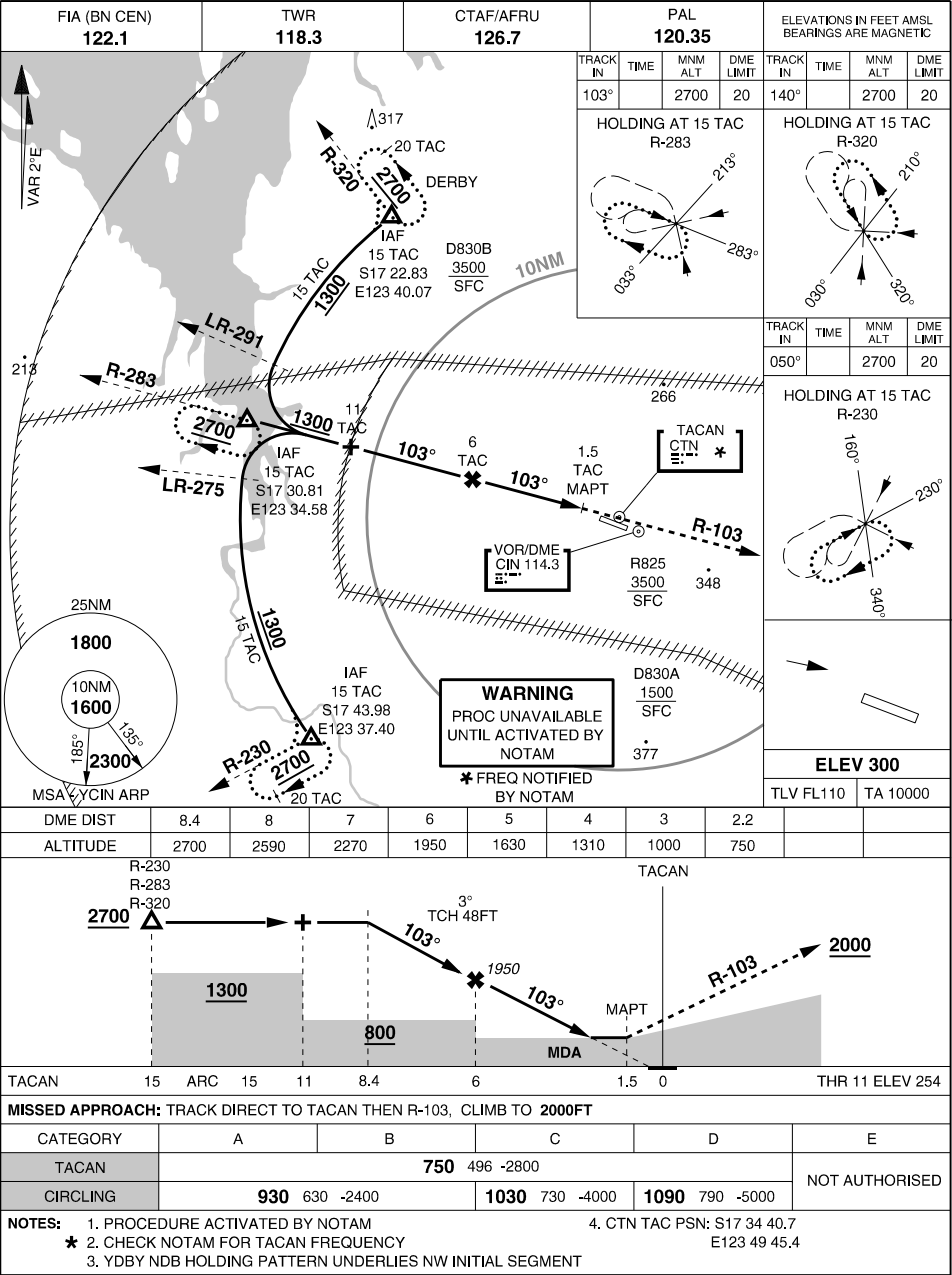
ARA RWY 29
CURTIN (YCIN)



CHANGES: SUA
03 SEP 26

AIS-AF
MILITARY USE ONLY

CURTIN (YCIN)
ARA RWY 29



CHANGES: SUA
03 SEP 26

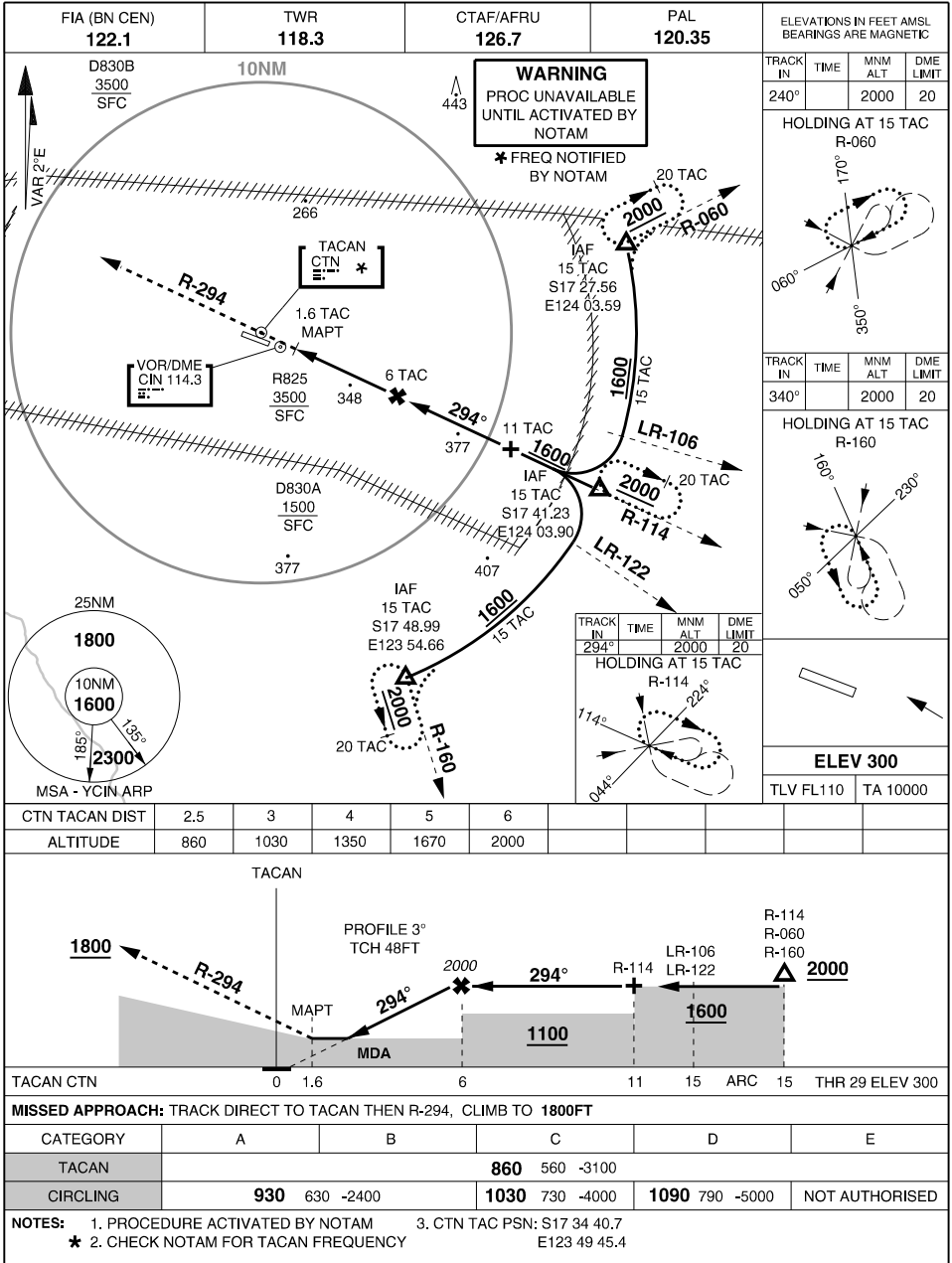
AIS-AF
MILITARY USE ONLY

CURTIN (YCIN)
TACAN RWY 11

MILITARY USE ONLY

S17 34.89 E123 49.69
PANS-OPS, WGS 84

TACAN RWY 29 CURTIN (YCIN)



CHANGES: SUA

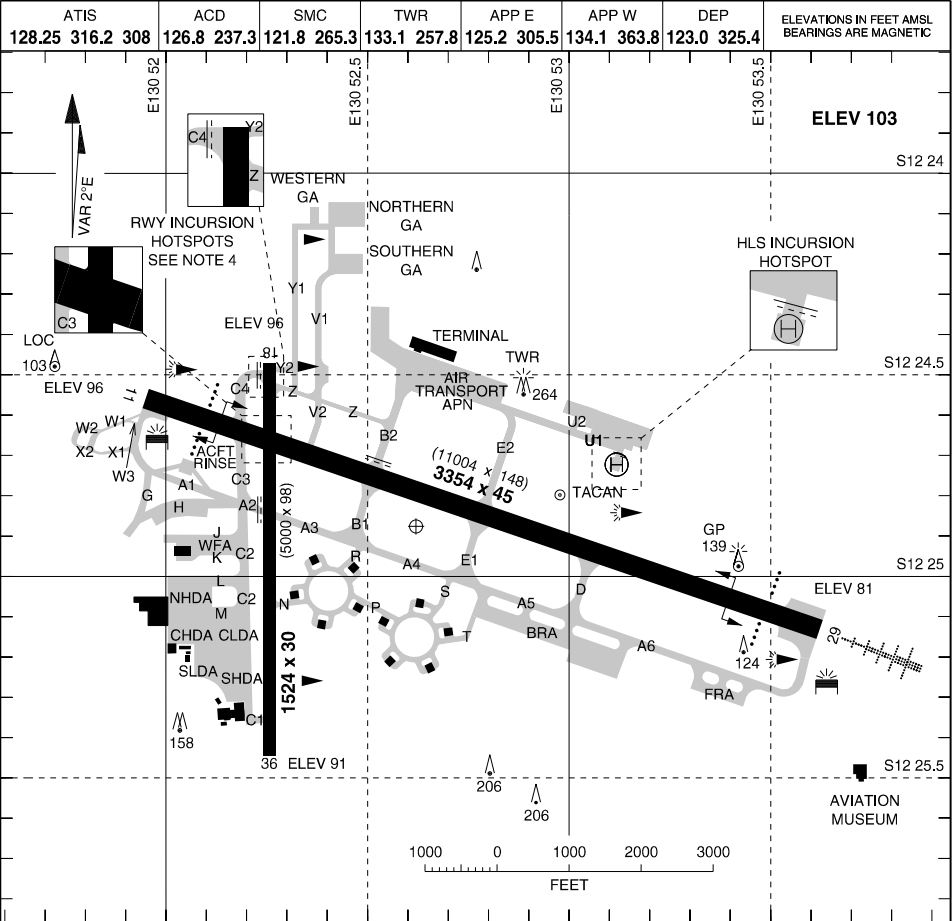
03 SEP 26

AIS-AF
MILITARY USE ONLY

CURTIN (YCIN)
TACAN RWY 29

S12 24.88 E130 52.61
PANS-OPS, WGS 84

AERODROME CHART
DARWIN INTL (YPDN)



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
11 (107°)	PAPI 3.00° 65FT	GREEN	HIRL (6)	
29 (287°)	HIAL (6) PAPI 3.00° 60FT	GREEN		
18 (177°)	NIL	NIL	NIL	
36 (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				

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

CHANGES: MAGVAR, RWY 11/29 HDG

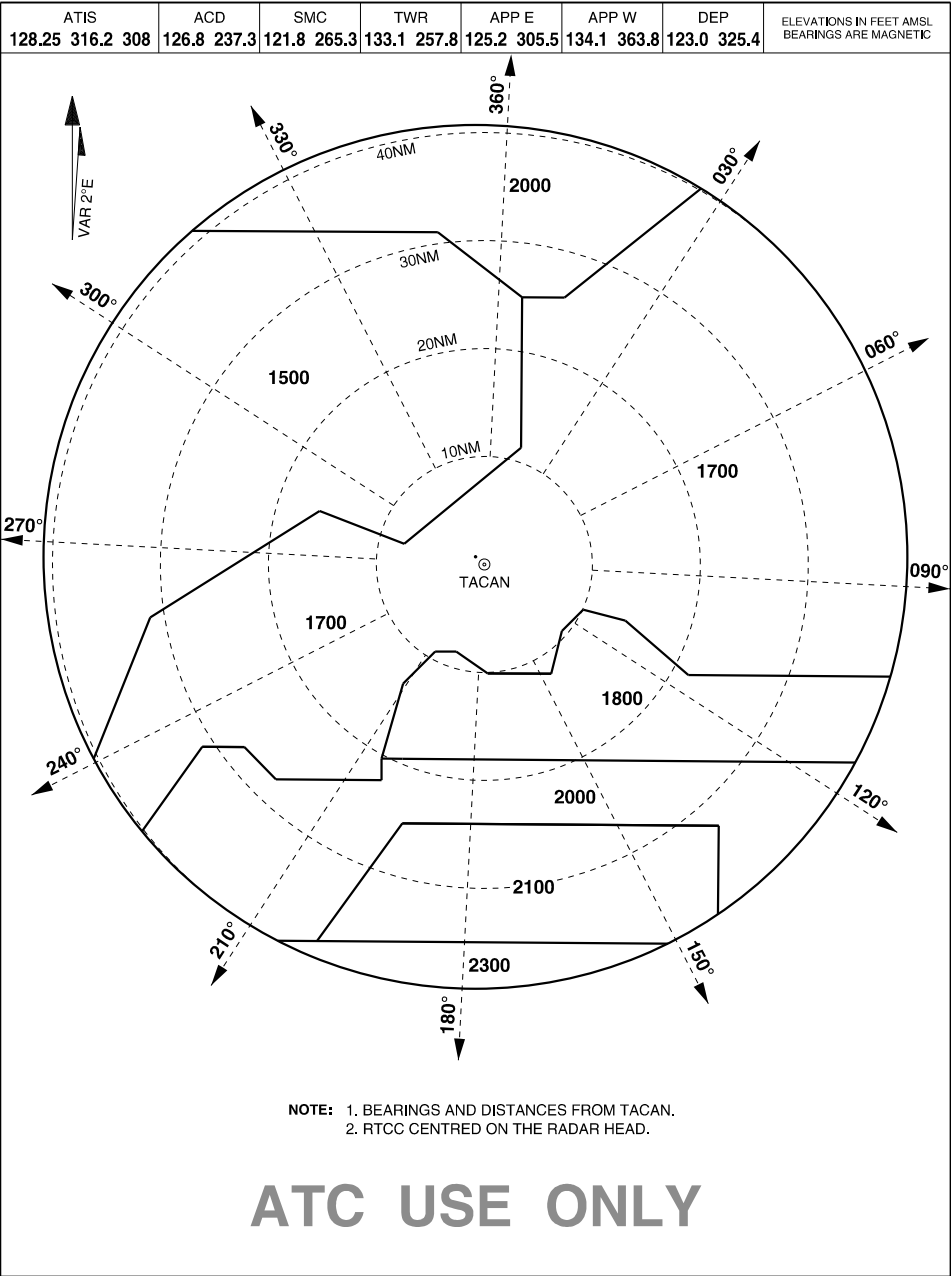
09 JUL 26

S12 24.88 E130 52.61
PANS-OPS, WGS 84

MILITARY USE ONLY

ATC USE ONLY

RTCC
DARWIN INTL (YPDN)



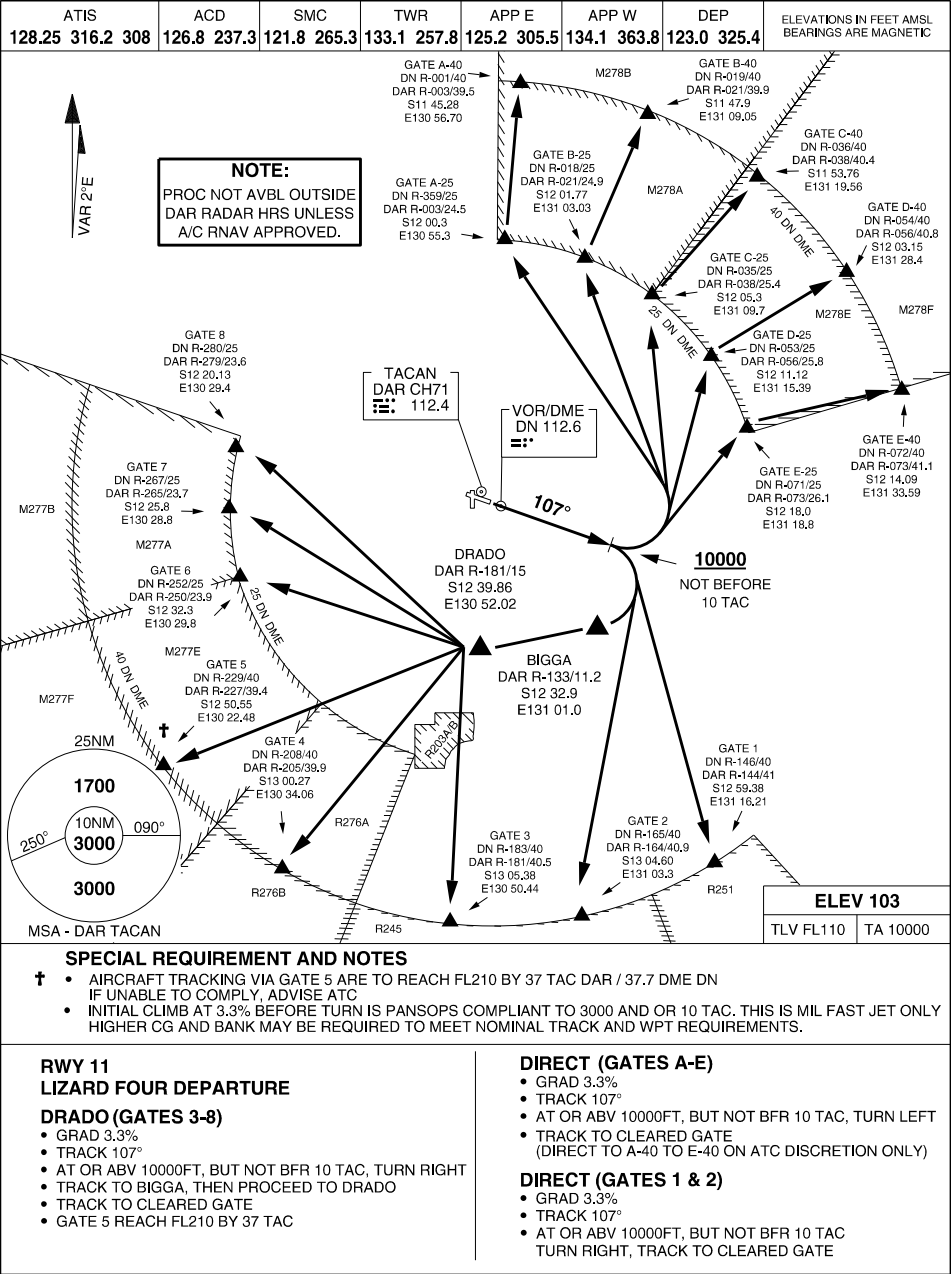
CHANGES: MAG VAR
09 JUL 26

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)



CHANGES: REVISED PROC

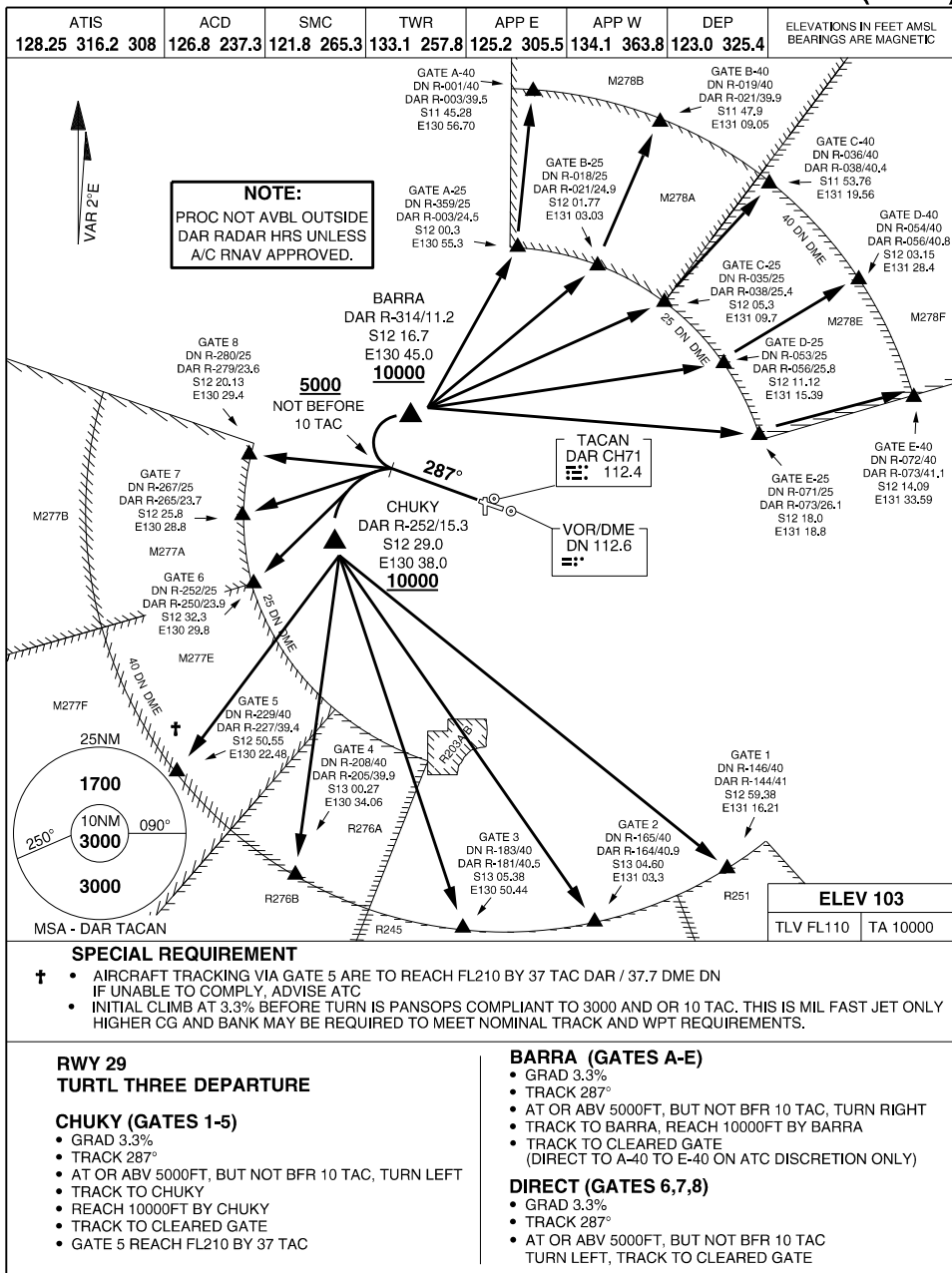
09 JUL 26

MILITARY USE ONLY
AIS-AF

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

S12 24.88 E130 52.61
PANS-OPS, WGS 84

SID RWY 29 (FAST JET ONLY)
MILITARY USE ONLY
DARWIN INTL (YPDN)



CHANGES: REVISED PROC

09 JUL 26

MILITARY USE ONLY

AIS-AF

DARWIN INTL (YPDN)

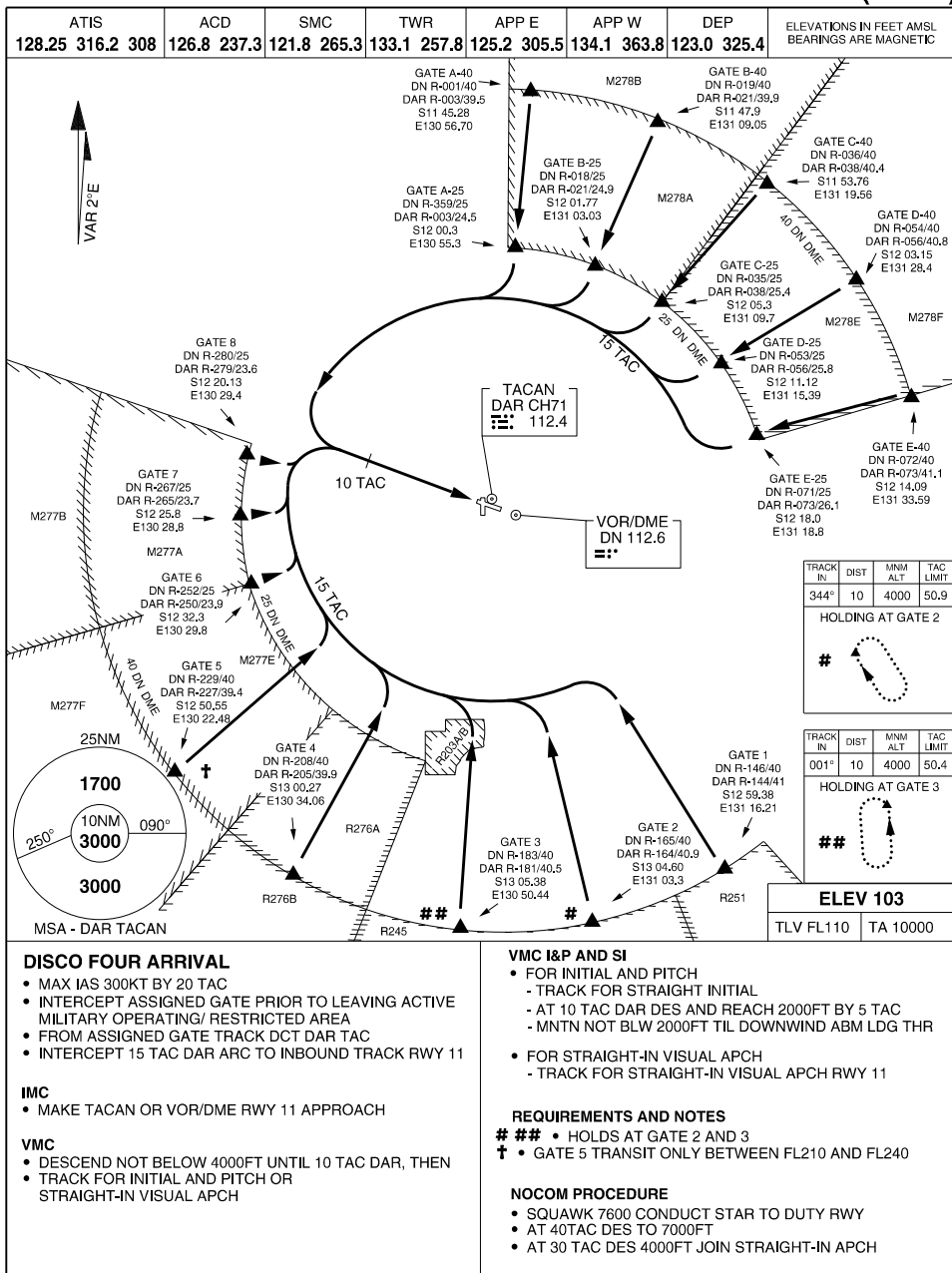
SID RWY 29 (FAST JET ONLY)

S12 24.88 E130 52.61
PANS-OPS, WGS 84

STAR RWY 11 (FAST JET ONLY)

DARWIN INTL (YPDN)

MILITARY USE ONLY



CHANGES: NOTES
03 SEP 26

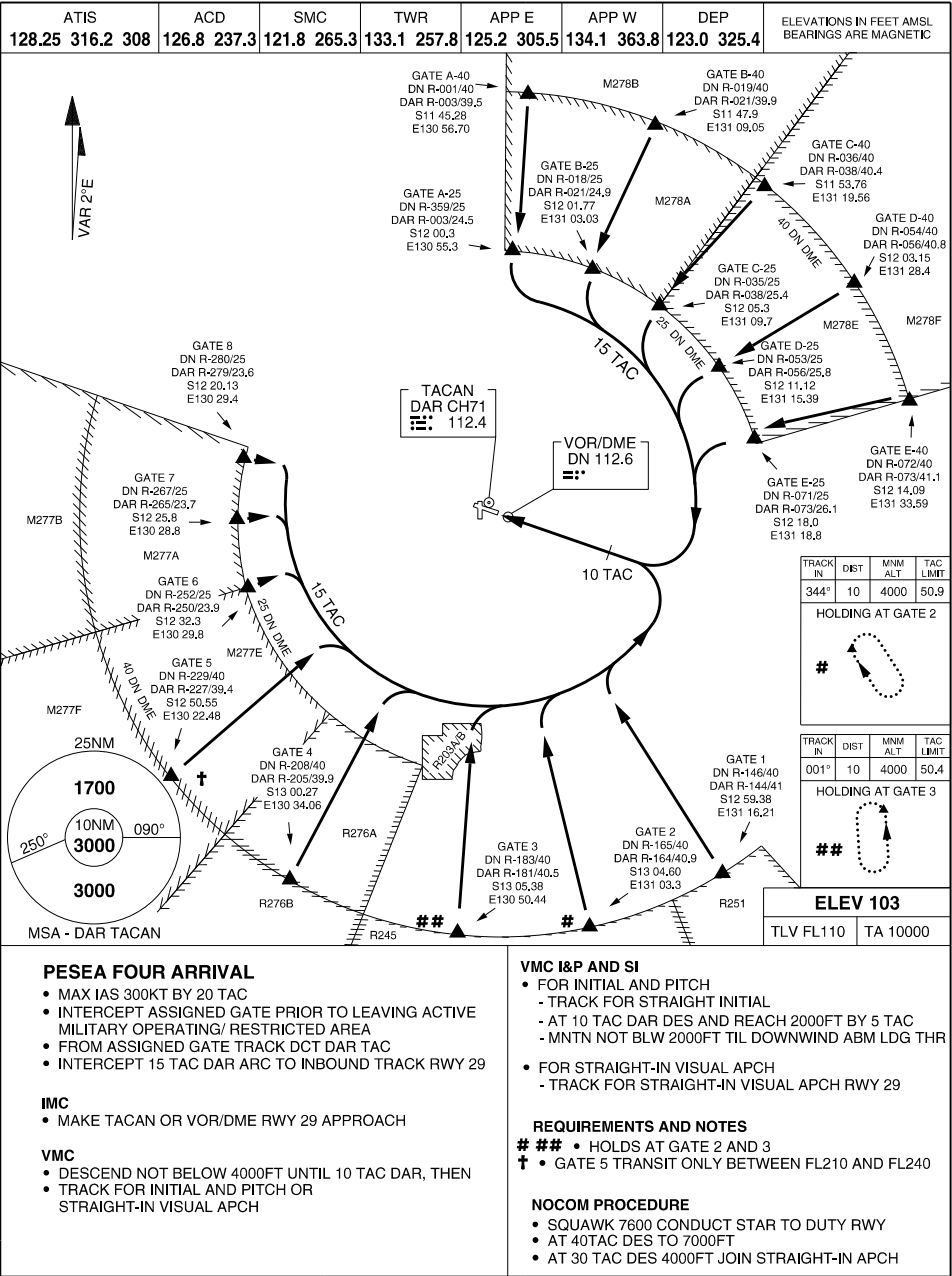
MILITARY USE ONLY
AIS-AF

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



CHANGES: NOTES
03 SEP 26

MILITARY USE ONLY
AIS-AF

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

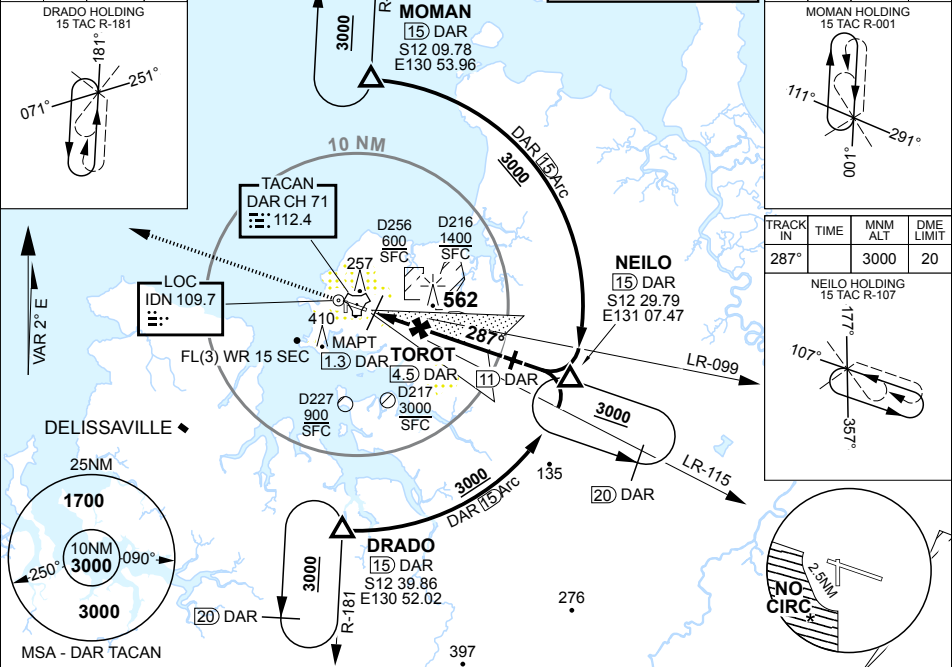
LOC IDN 109.7	APCH CRS 287°	RWY LDG THR ELEV AD ELEV	11,004 81 103
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ILS-Y OR LOC-Y RWY 29 (USING DAR TACAN CH71) PANS-OPS, WGS-84 **DARWIN INTL (YPDN)**

1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.	ALSF-1 	MISSED APPROACH: TRACK 287°. CLIMB TO 3000FT OR AS DIRECTED BY ATC.
2. ACFT MAY BE RADAR VECTORED TO FINAL.		

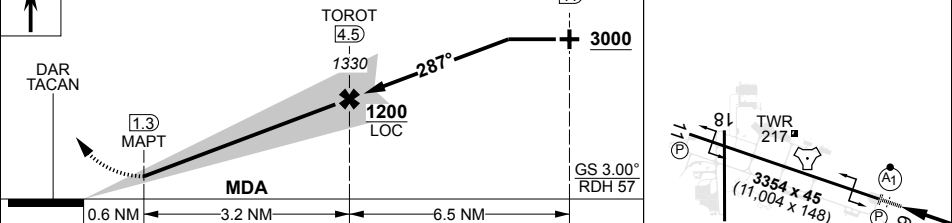
ATIS 128.25 316.2 308	ACD 126.8 237.3	SMC 121.8 265.3	TWR 133.1 257.8	APP E 125.2 305.5	APP W 134.1 363.8	DEP 123.0 325.4	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TRACK IN 001°	TIME	MNM ALT 3000	DME LIMIT 20	GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT DAR TACAN	TRACK IN 181°	TIME	MNM ALT 3000	DME LIMIT 20
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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		319		800m
S-LOC 29	650	569	2200m		(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

09 JUL 26

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

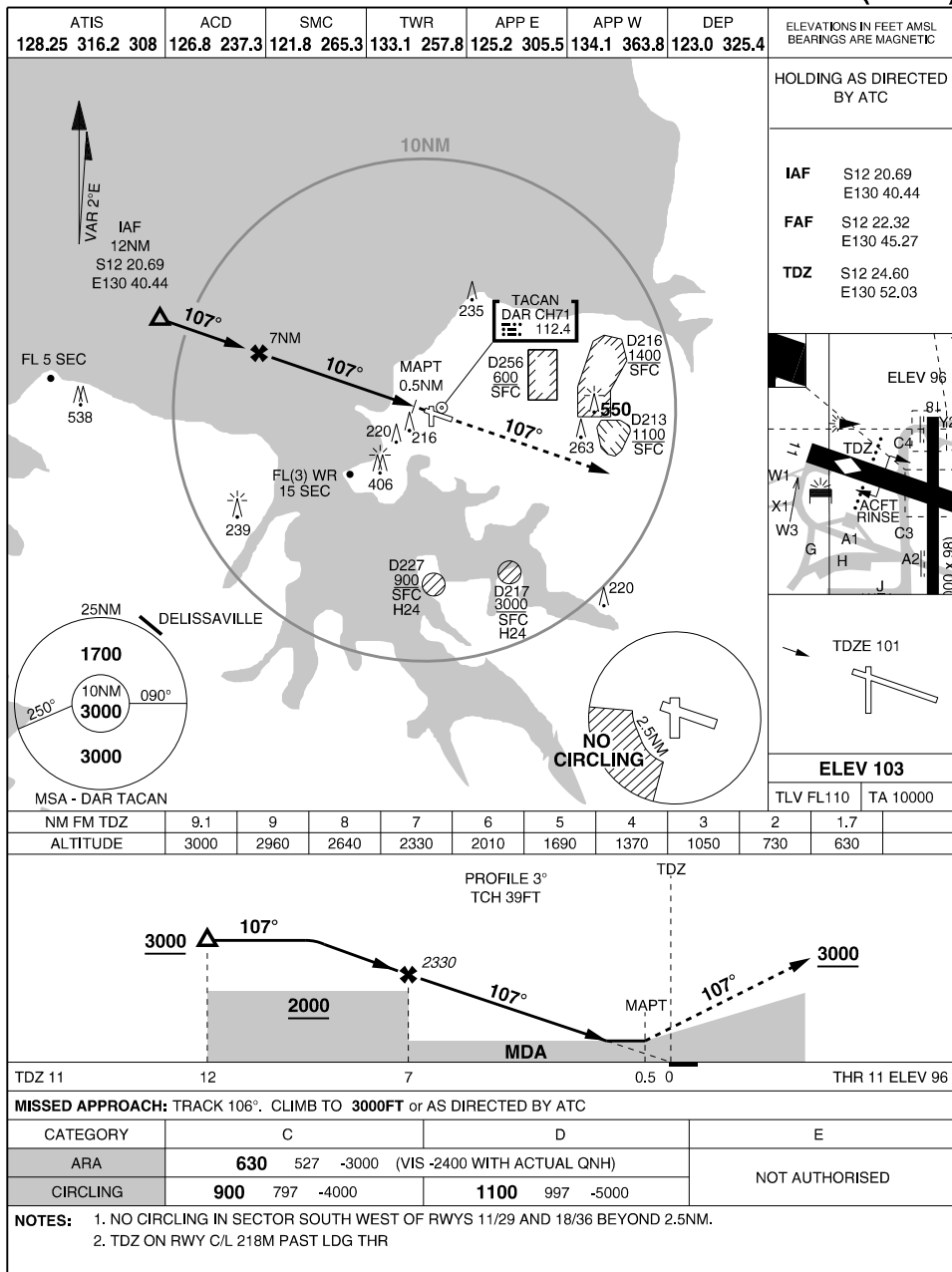
AIS-AF: MILITARY USE ONLY

DARWIN INTL (YPDN)

MILITARY USE ONLY

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

ARA RWY 11 DARWIN INTL (YPDN)



CHANGES: MAGVAR, COORD, FNA TR, MA TR

09 JUL 26

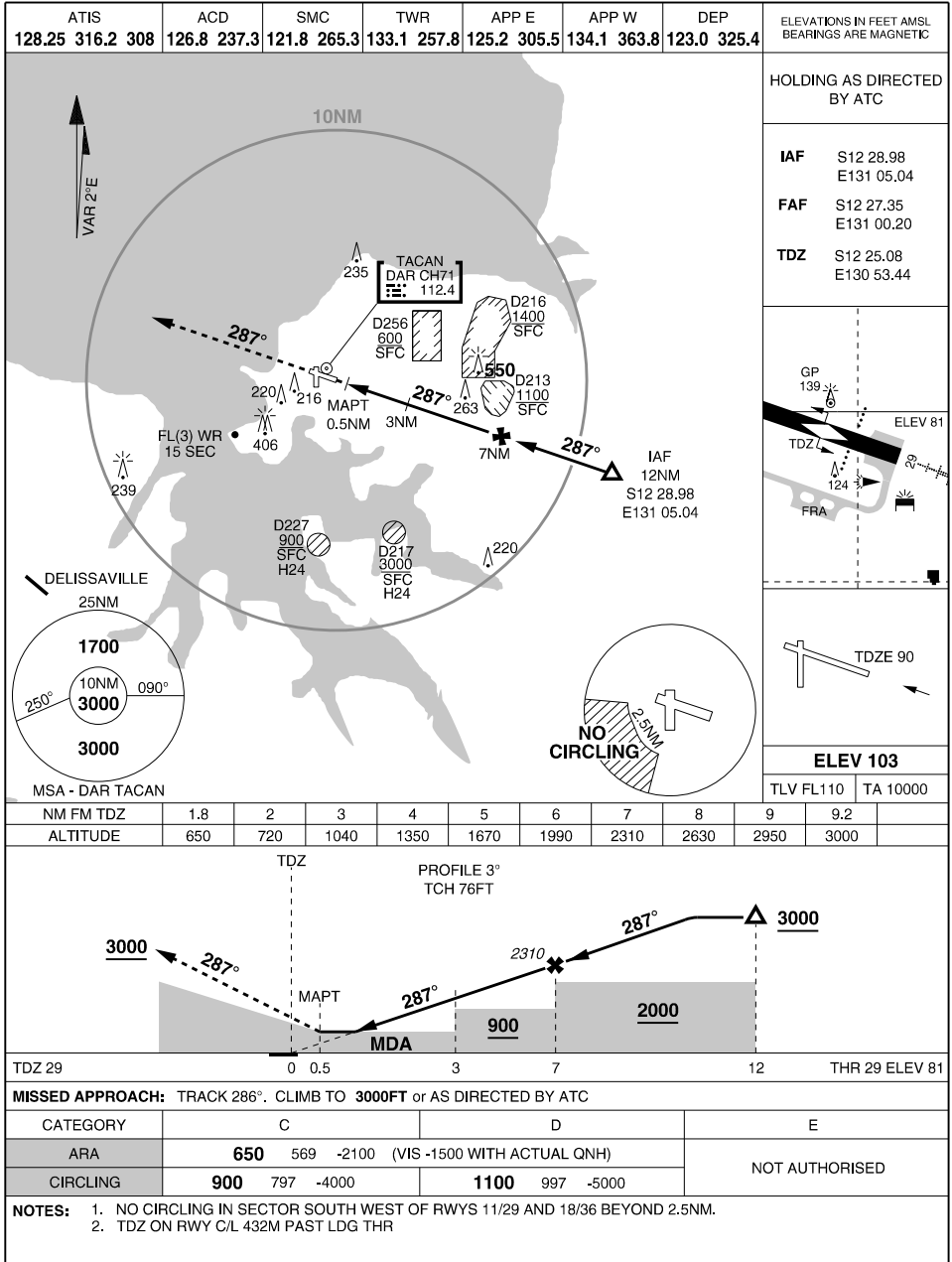
AIS-AF
MILITARY USE ONLY

DARWIN INTL (YPDN)
ARA RWY 11

MILITARY USE ONLY

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

ARA RWY 29
DARWIN INTL (YPDN)



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

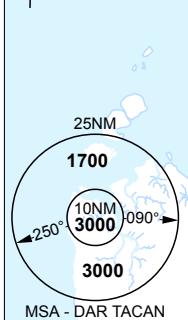
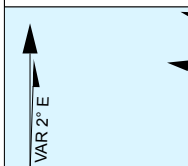
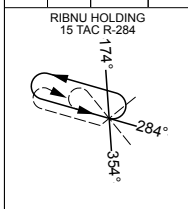
TACAN RWY 11 DARWIN INTL (YPDN)

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

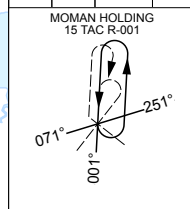
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-104, CLIMB TO 3000FT OR
AS DIRECTED BY ATC.

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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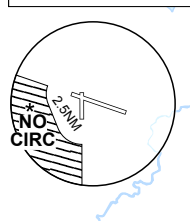
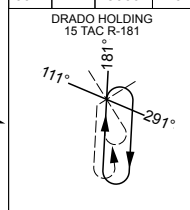
TRACK IN	TIME	MNM ALT	DME LIMIT
104°		3000	20



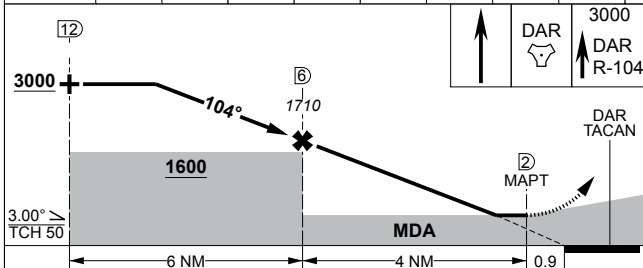
TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20



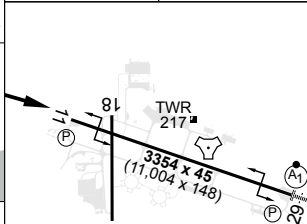
TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20



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

09 JUL 26

AIS-AF
MILITARY USE ONLY

DARWIN INTL (YPDN) TACAN RWY 11

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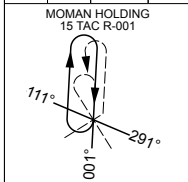
PANS-OPS, WGS-84

TACAN RWY 29 DARWIN INTL (YPDN)

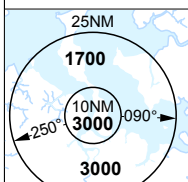
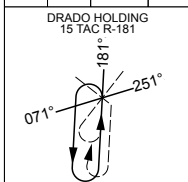
1. NO CIRCLING IN SECTOR SOUTH WEST OF RWYS 11/29 AND 18/36 BEYOND 2.5NM.	ALSF-1 	MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-290, CLIMB TO 3000FT OR AS DIRECTED BY ATC.
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ATIS 128.25 316.2 308	ACD 126.8 237.3	SMC 121.8 265.3	TWR 133.1 257.8	APP E 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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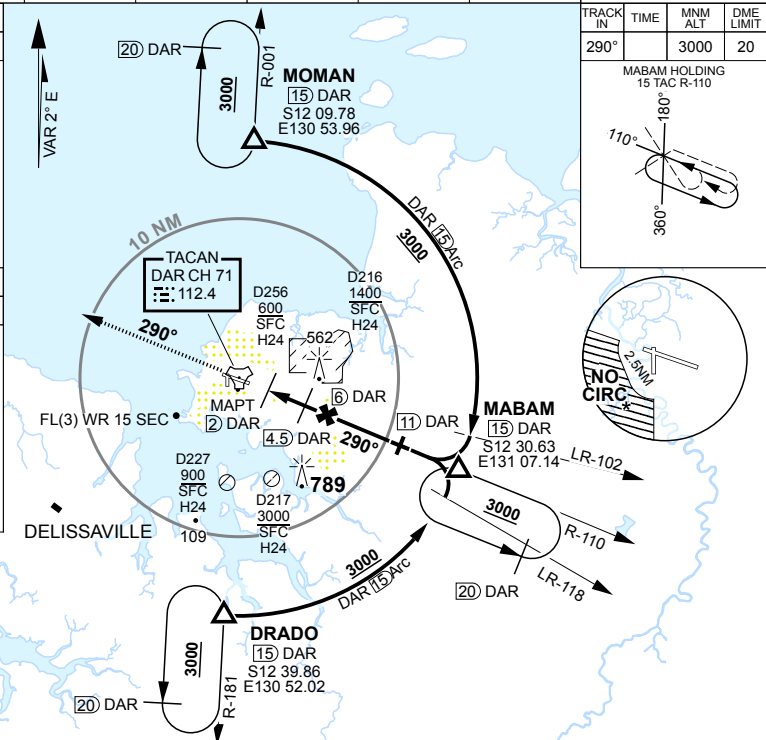
TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20



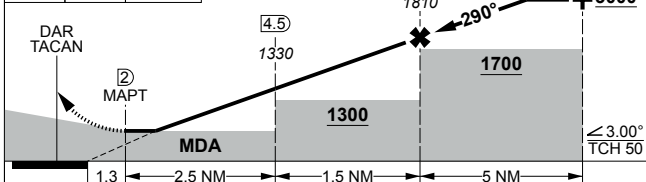
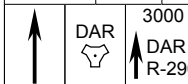
TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20



MSA - DAR TACAN

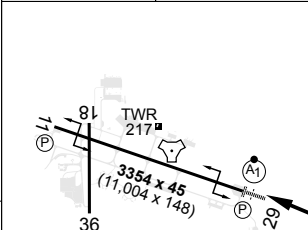


DAR TAC	2.3	3	4	5	6	7	8	9	9.7				
ALTITUDE	630	850	1170	1490	1810	2130	2440	2760	3000				



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

TLV FL110	TA 10000
THR ELEV 81	TDZE 90



HIRL Rwy 11-29

CHANGES: MAGVAR

09 JUL 26

S12 24.88 E130 52.61

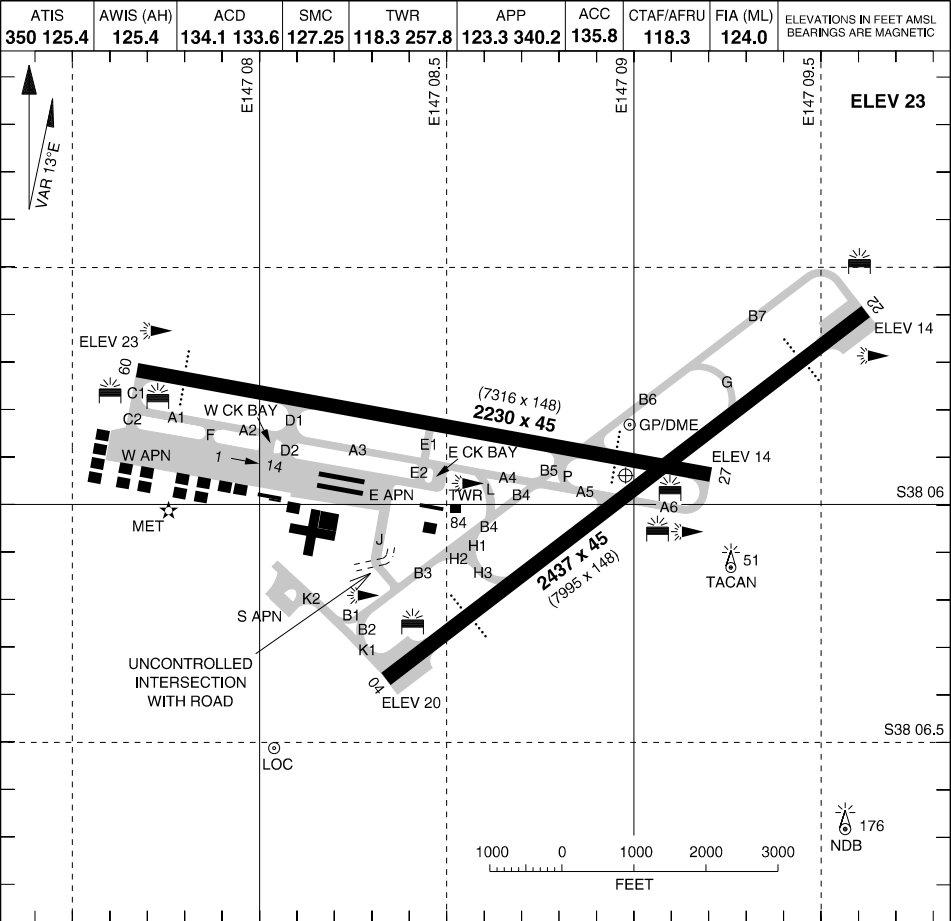
AIS-AF
MILITARY USE ONLY

DARWIN INTL (YPDN)
TACAN RWY 29

MILITARY USE ONLY

S38 05.94 E147 08.97
PANS-OPS, WGS 84

AERODROME CHART
EAST SALE (YMES)



LIGHTING				NOTES					
RWY	APPROACH	THR	RUNWAY	1. RWY 04 AND 27 - RIGHT CIRCUIT 2. PAPI RWY 09/27 NIGHT AZIMUTH RESTR TO 9° EITHER SIDE OF CL					
09 (086°)	PAPI 3.00° 51FT	GREEN	MIRL (3)	PARKING POSITIONS					
27 (266°)	PAPI 3.00° 51FT								
04 (041°)	PAPI 3.00° 49FT	GREEN	MIRL (3)	1.	S38 05.9	E147 07.7	8.	S38 05.9	E147 07.9
22 (221°)	PAPI 3.00° 49FT		MIRL (3)	2.	S38 05.9	E147 07.8	9.	S38 05.9	E147 07.9
AERODROME BEACON ALTN WG 8 SEC OBSTRUCTION ILLUMINATED WIND INDICATOR TWY: GREEN CL E CHECK BAY, W CHECK BAY: BLUE EDGE AND GREEN CL				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

CHANGES: GP/DME PSN, EDITORIAL

27 NOV 25

AIS-AF
MILITARY USE ONLY

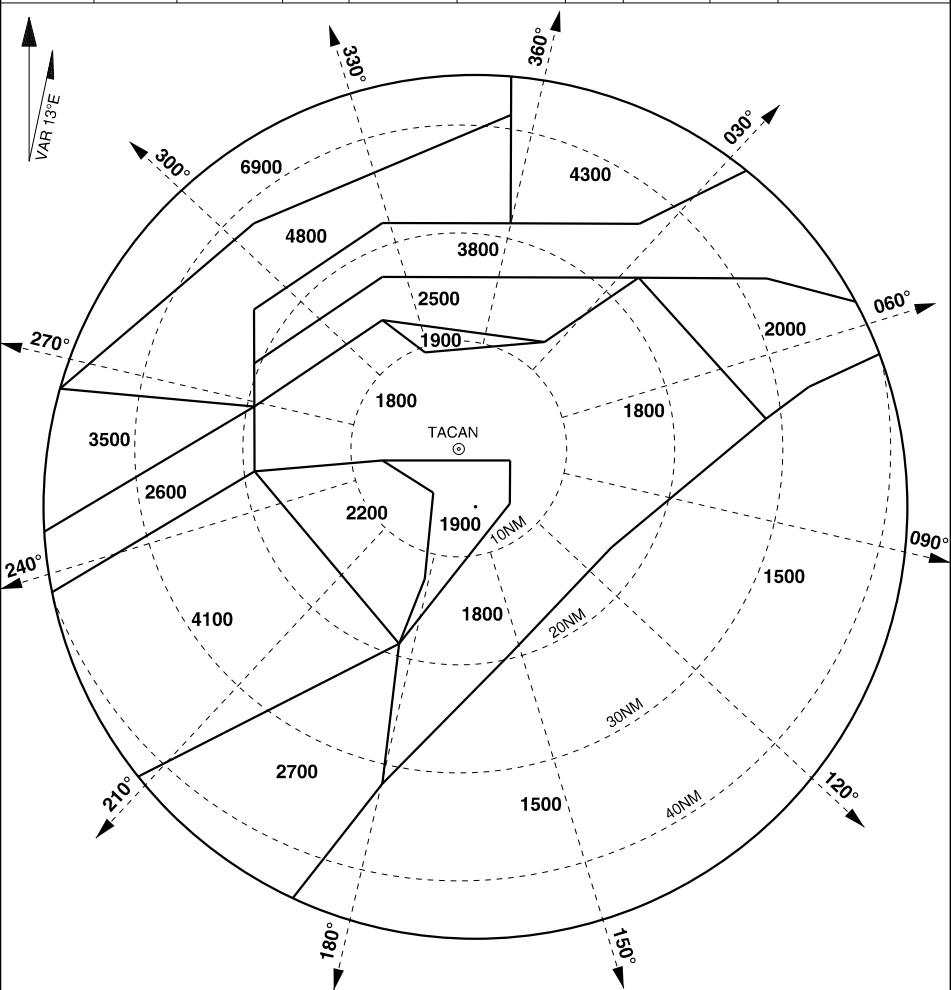
EAST SALE (YMES)
AERODROME CHART

S38 05.94 E147 08.97
PANS-OPS, WGS 84

MILITARY USE ONLY

ATC USE ONLY **RTCC 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	



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

ATC USE ONLY

CHANGES: EDITORIAL

28 FEB 19

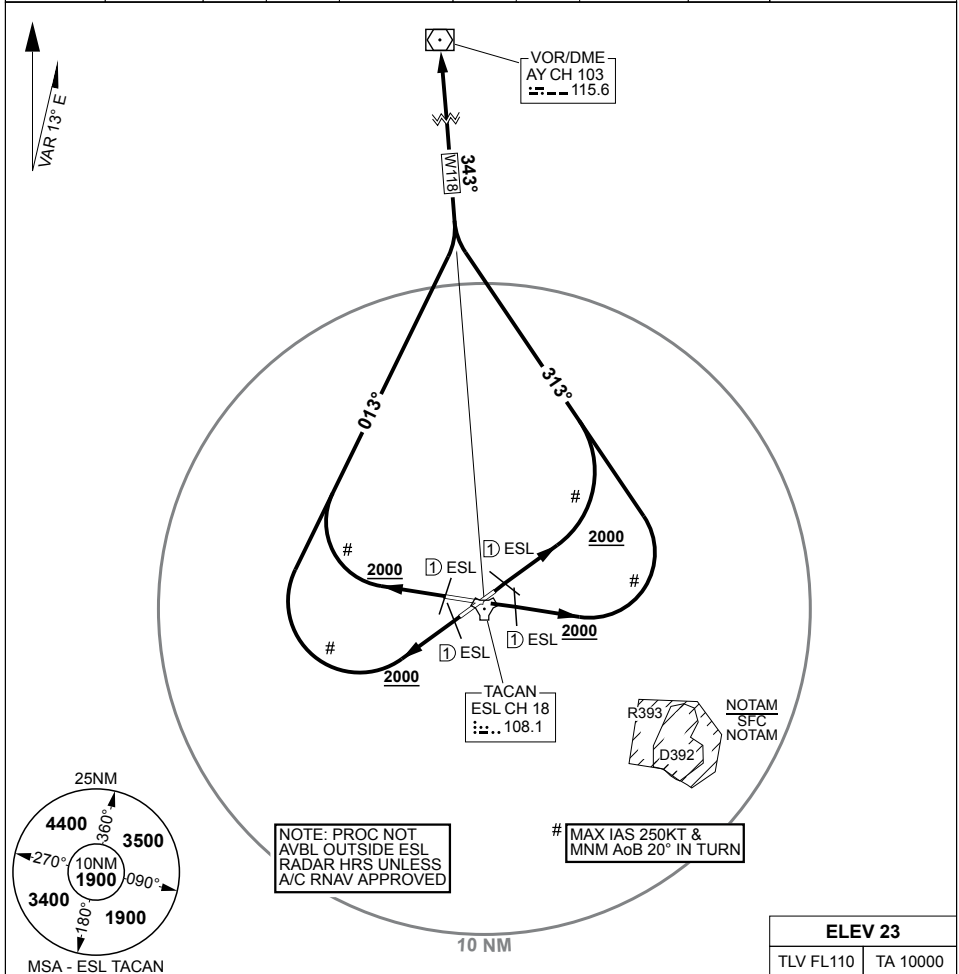
**AIS-AF
MILITARY USE ONLY**

**EAST SALE (YMES)
RTCC**

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

PANS-OPS, WGS 84

ATIS 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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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

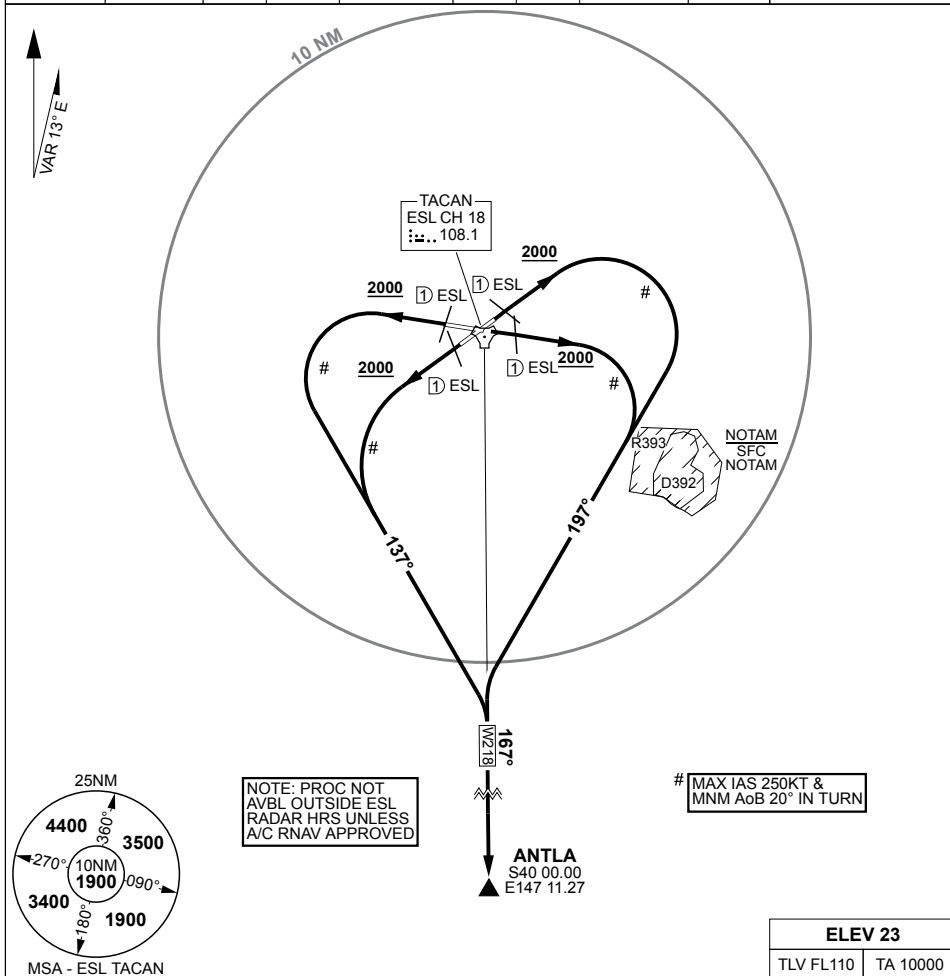
AIS-AF: MILITARY USE ONLY

EAST SALE (YMES)

SID ALBURY (AY) THREE ALL RWYS

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

**AIS-AF
MILITARY USE ONLY**

EAST SALE (YMES)

SID ANTILA TWO ALL RWYS

PANS-OPS, WGS 84

BULKO
[50] ESL
S38 09.20
E146 06.10

VAR 13° E

W695
254°

224°

2000

[1] ESL

TACAN
ESL CH 18
::... 108.1

R393
D392

NOTAM
SFC
NOTAM

MAX IAS 250KT &
MNM AoB 20° IN TURN

NOTE: RWY 04 AND 09,
PROC NOT AVBL OUTSIDE
ESL RADAR HRS UNLESS
A/C RNAV APPROVED

10 NM

25NM

4400 360°
3500 090°
3400 180°
1900

MSA - ESL TACAN

ELEV 23	
TLV FL 110	TA 10000

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

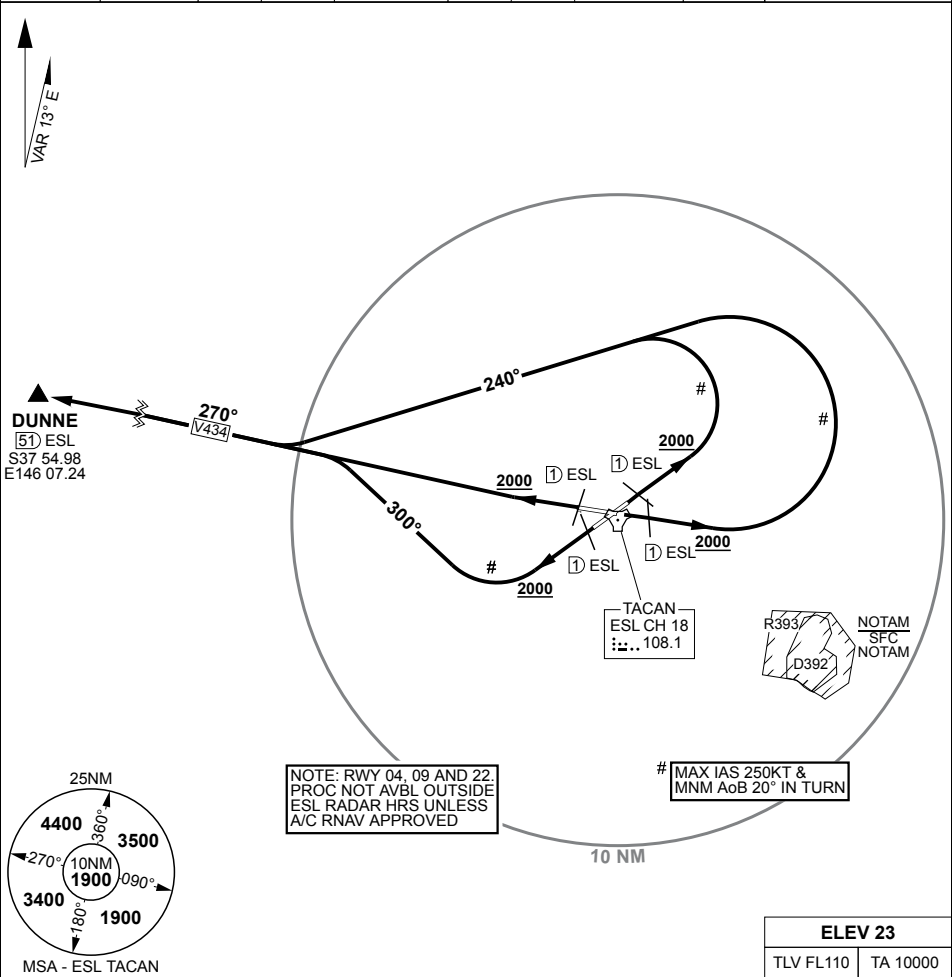
RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT TO INTCP OUTBOUND TRACK

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

SID DUNNE 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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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

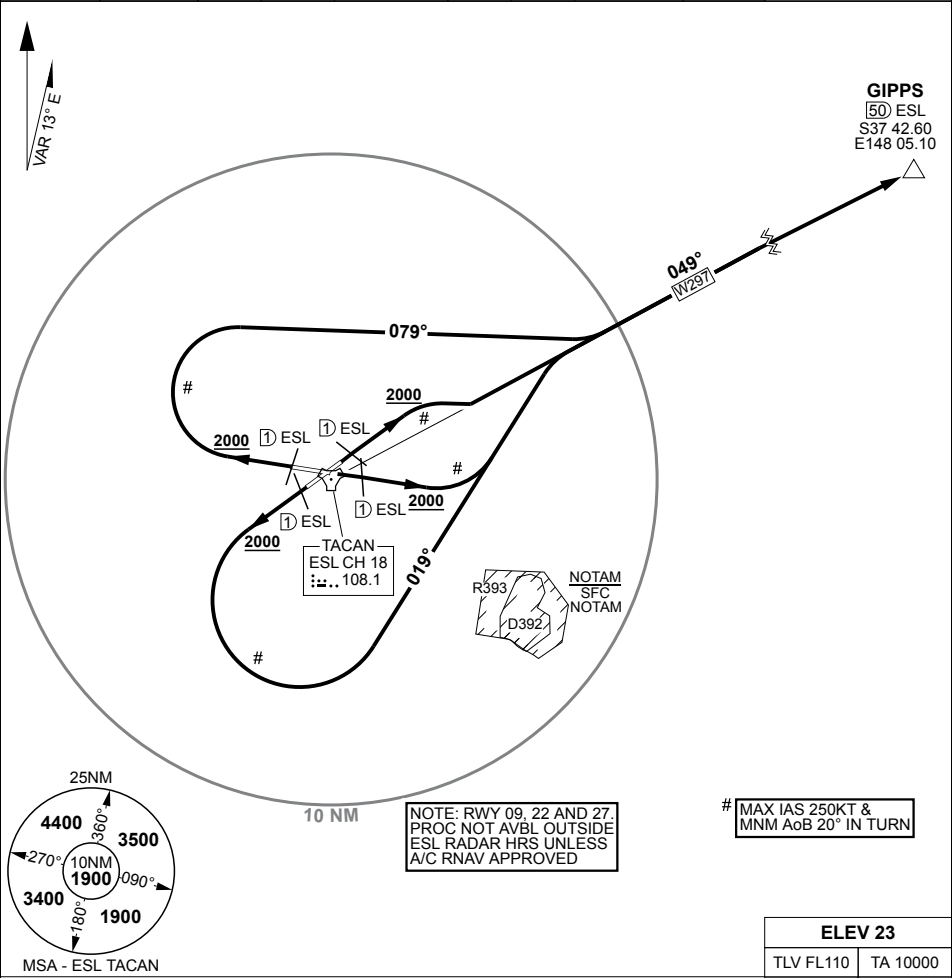
EAST SALE (YMES)

SID DUNNE THREE ALL RWYS

SID GIPPS THREE ALL RWYS
EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 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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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

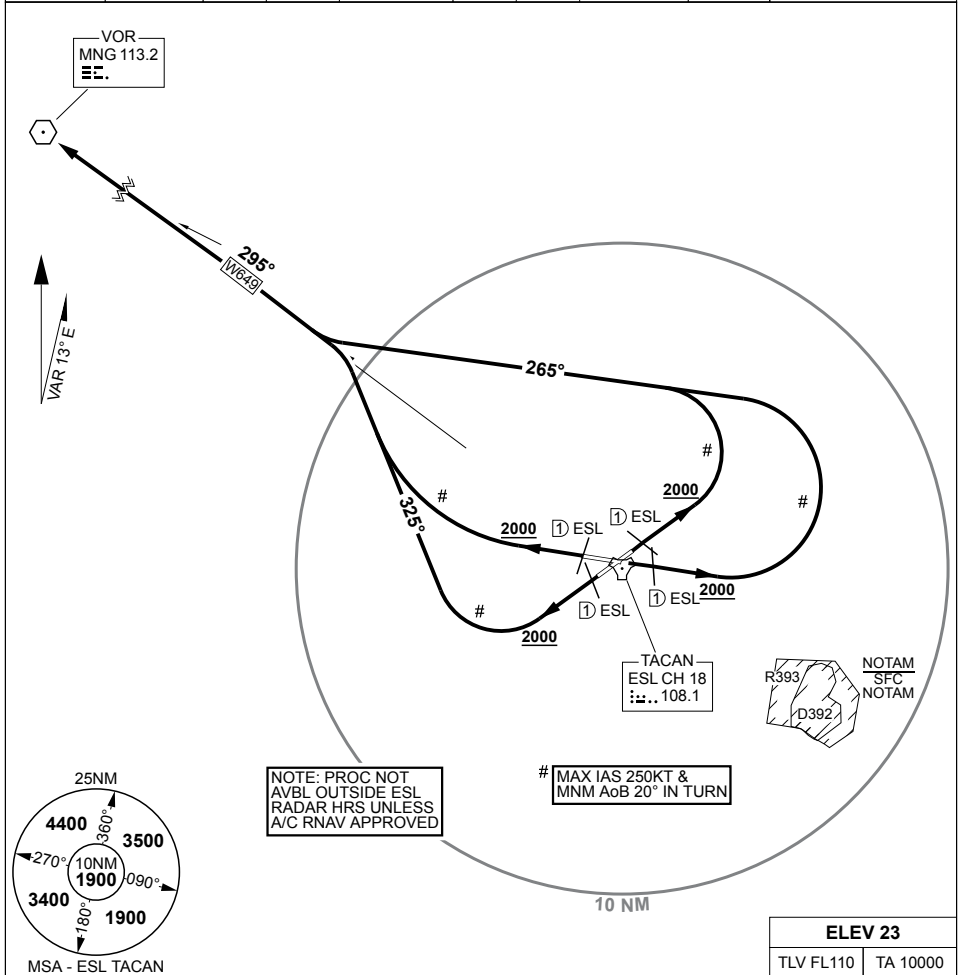
S38 05.94 E147 08.97
AIS-AF: MILITARY USE ONLY

EAST SALE (YMES)
SID GIPPS THREE ALL RWYS

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

PANS-OPS, WGS 84

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



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

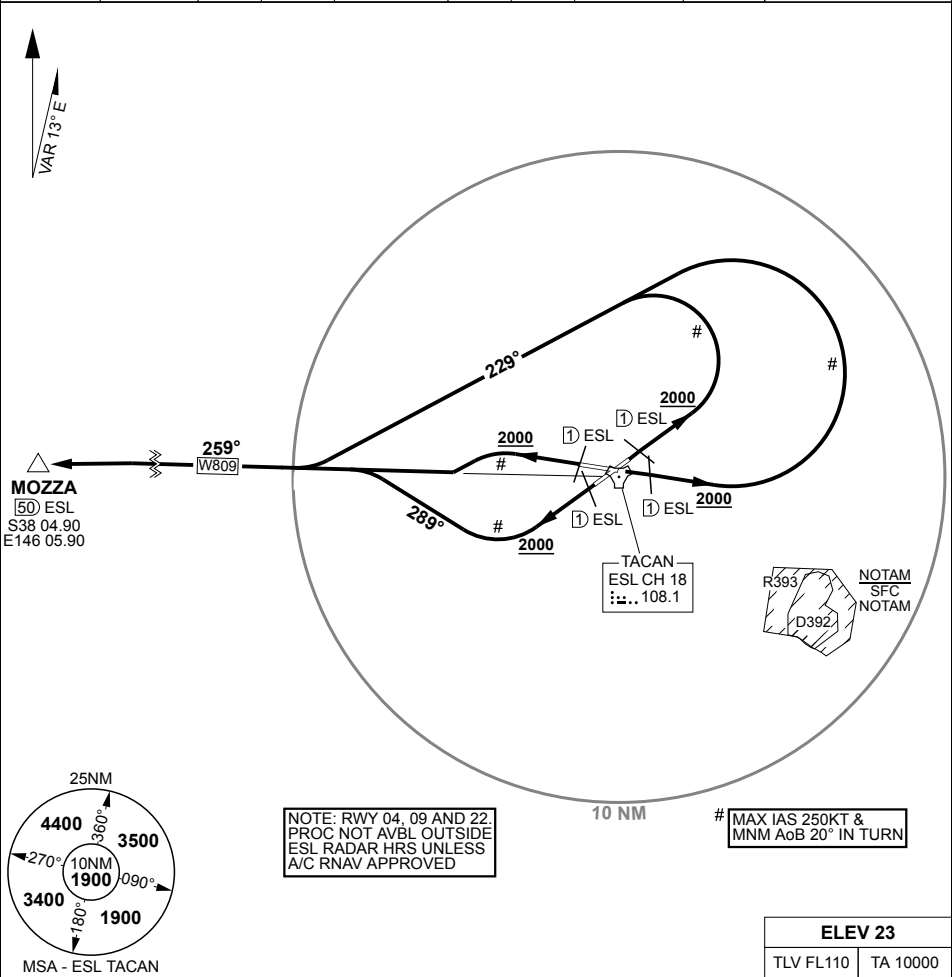
EAST SALE (YMES)

SID MANGALORE (MNG) THREE ALL RWYS

SID MOZZA THREE ALL RWYS
EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 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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MOZZA THREE DEPARTURE:

- RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 229° TO INTCP OUTBOUND TRACK
- RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 229° TO INTCP OUTBOUND TRACK
- RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 289° TO INTCP OUTBOUND TRACK
- RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT TO INTCP OUTBOUND TRACK

CHANGES: SUA

13 JUN 24

S38 05.94 E147 08.97

AIS-AF: MILITARY USE ONLY

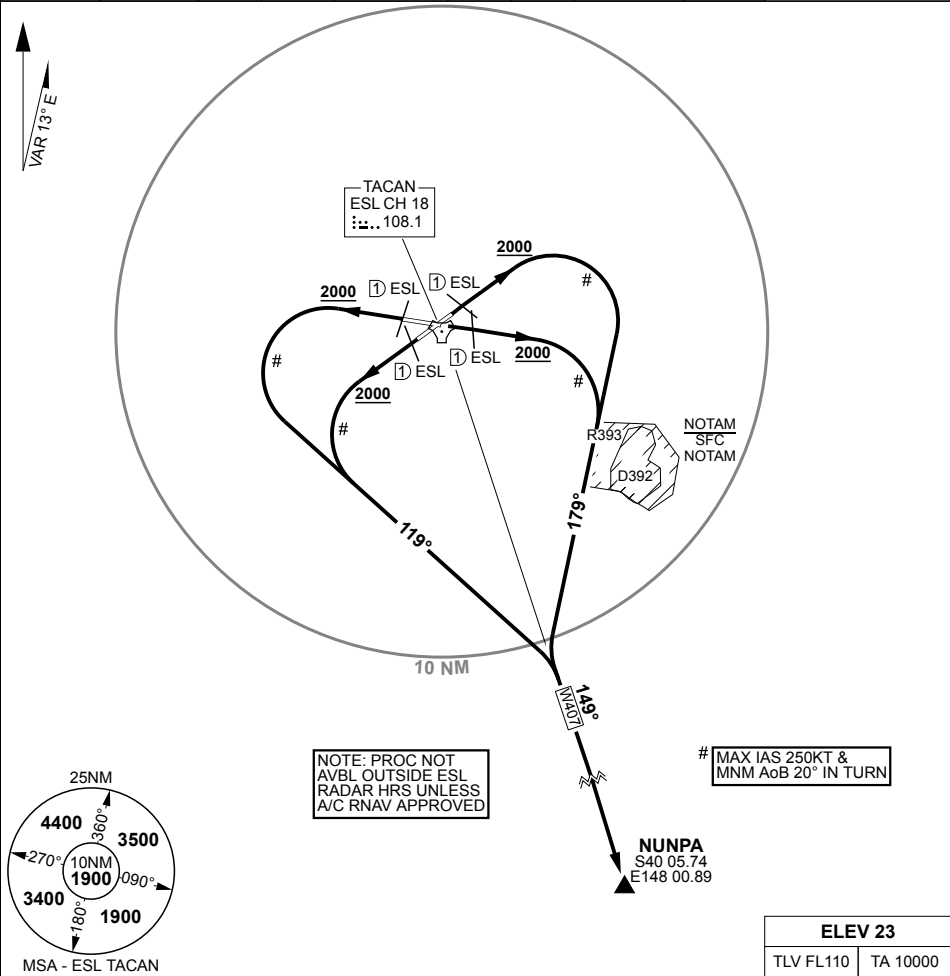
EAST SALE (YMES)

SID MOZZA THREE ALL RWYS

SID NUNPA TWO ALL RWYS
EAST SALE (YMES)

PANS-OPS, WGS 84

ATIS 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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NUNPA TWO DEPARTURE:

RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 179° TO INTCP OUTBOUND TRACK

RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 179° TO INTCP OUTBOUND TRACK

RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 119° TO INTCP OUTBOUND TRACK

RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 119° TO INTCP OUTBOUND TRACK

CHANGES: SUA
13 JUN 24

S38 05.94 E147 08.97
AIS-AF: MILITARY USE ONLY

EAST SALE (YMES)
SID NUNPA TWO ALL RWYS

PANS-OPS, WGS 84

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

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

PANS-OPS, WGS 84

VAR 13° E

VALDU
S37 08.47
E147 33.13

005°
2000

035°
2000

335°
2000

10 NM

25 NM

4400
3500
3400
1900

360°
270°
180°
090°

10 NM
1900

TACAN
ESL CH 18
108.1

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

NOTAM
SFC
NOTAM

R393
D392

MAX IAS 250KT &
MNM AoB 20° IN TURN

ELEV 23	
TLV FL110	TA 10000

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

EAST SALE (YMES)

SID VALDU TWO ALL RWYS

PANS-OPS, WGS 84

VOR 13°E

VAR 13°E

10 NM

057°

357°

027°

WZBQ

VISER
(50) ESL
 S37 27.60
 E147 49.60

#

2000

ESL

TACAN
ESL CH 18
:::: 108.1

R393
D392
NOTAM
SFC
NOTAM

NOTE: RWY 09, 22 AND 27.
PROC NOT AVBL OUTSIDE
ESL RADAR HRS UNLESS
A/C RNAV APPROVED

MAX IAS 250KT &
MIN AOB 20° IN TURN

ELEV 23

TLV FL110	TA 10000
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MSA - ESL TACAN

4400
360°
3500
270°
10NM
1900
090°
3400
180°
1900

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

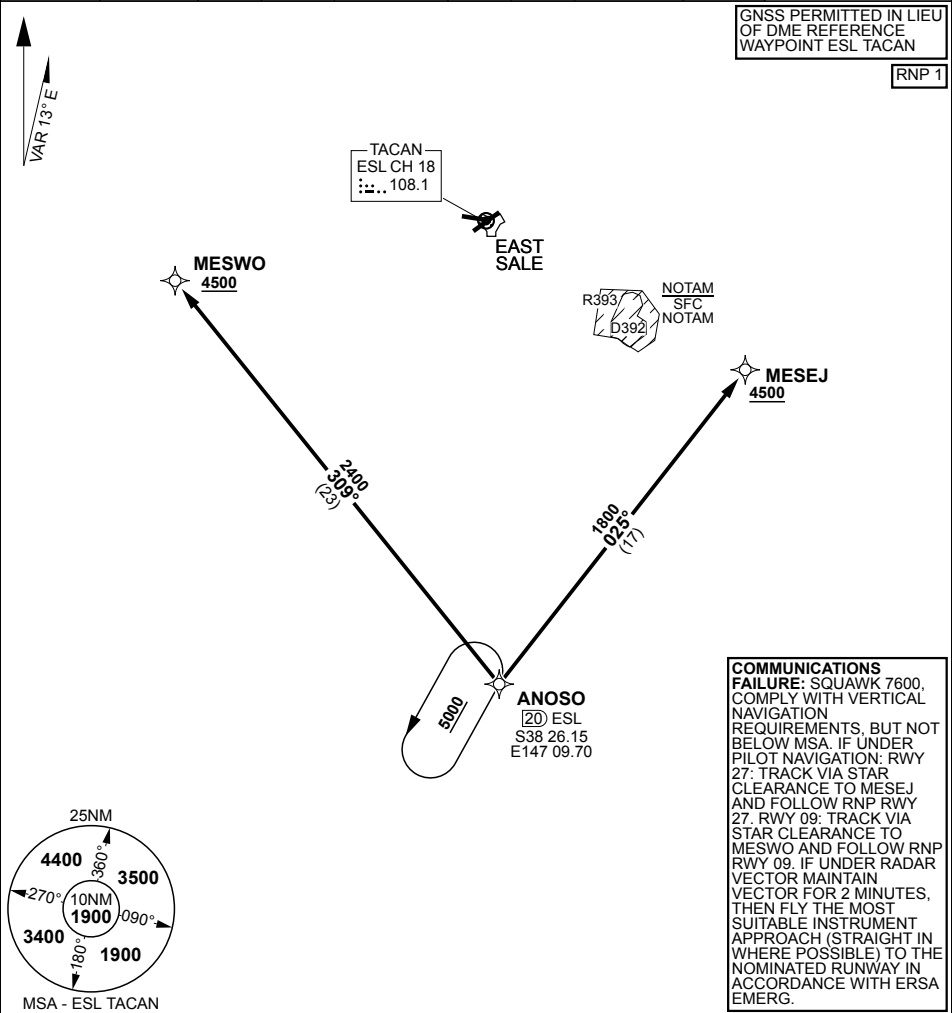
S38 05.94 E147 08.97

EAST SALE (YMES)
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

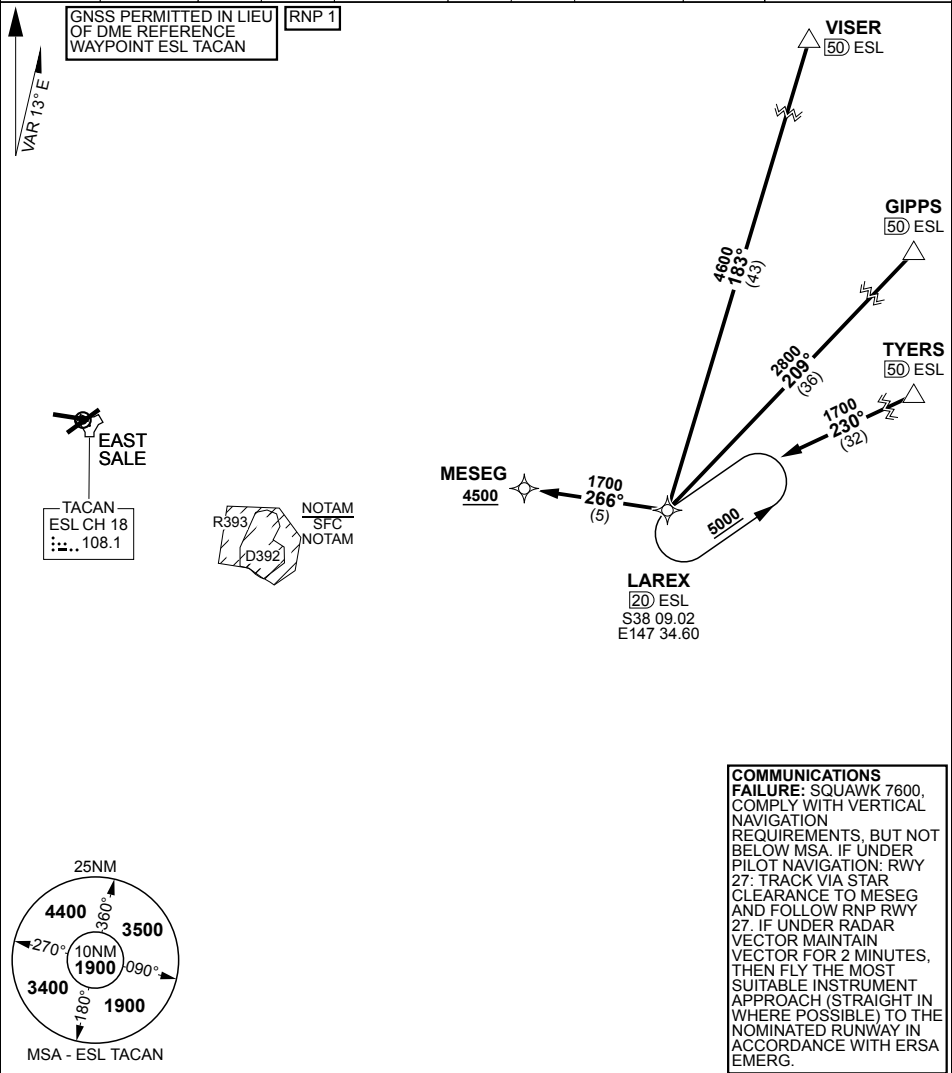
AIS-AF
MILITARY USE ONLY

EAST SALE (YMES)
STAR ANOSO TWO

STAR LAREX TWO
EAST SALE (YMES)

PANS-OPS, WGS 84

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



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

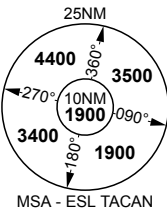
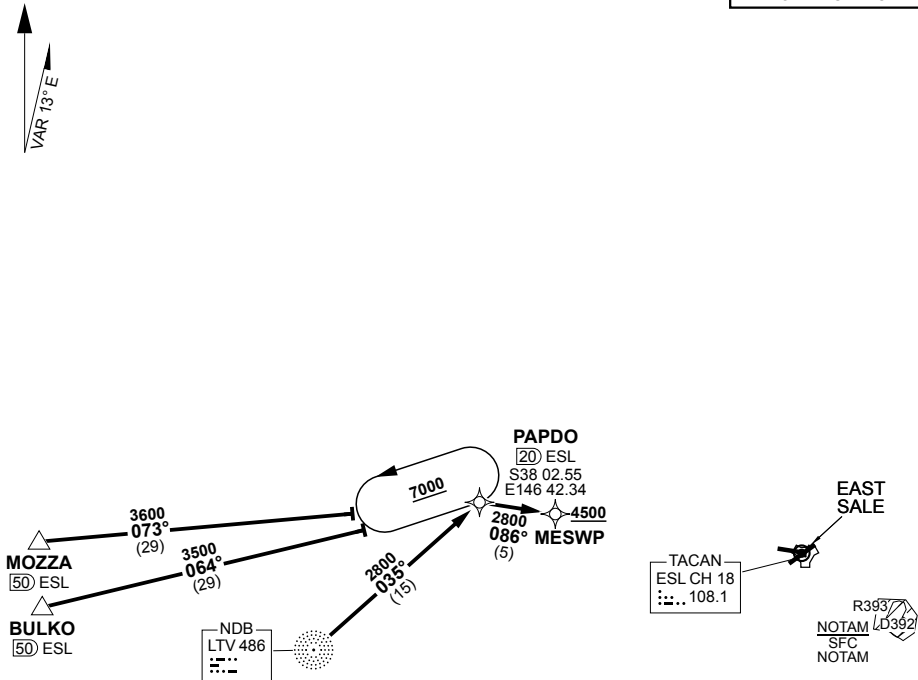
EAST SALE (YMES)
STAR LAREX TWO

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 ERSA
EMERG.

PAPDO TWO (RNAV)

CROSS PAPDO AT OR ABV 7000FT

RWY 09

FROM PAPDO TRACK 086° TO MESWP, THEN RNP RWY 09

CHANGES: SUA
13 JUN 24

S38 05.94 E147 08.97

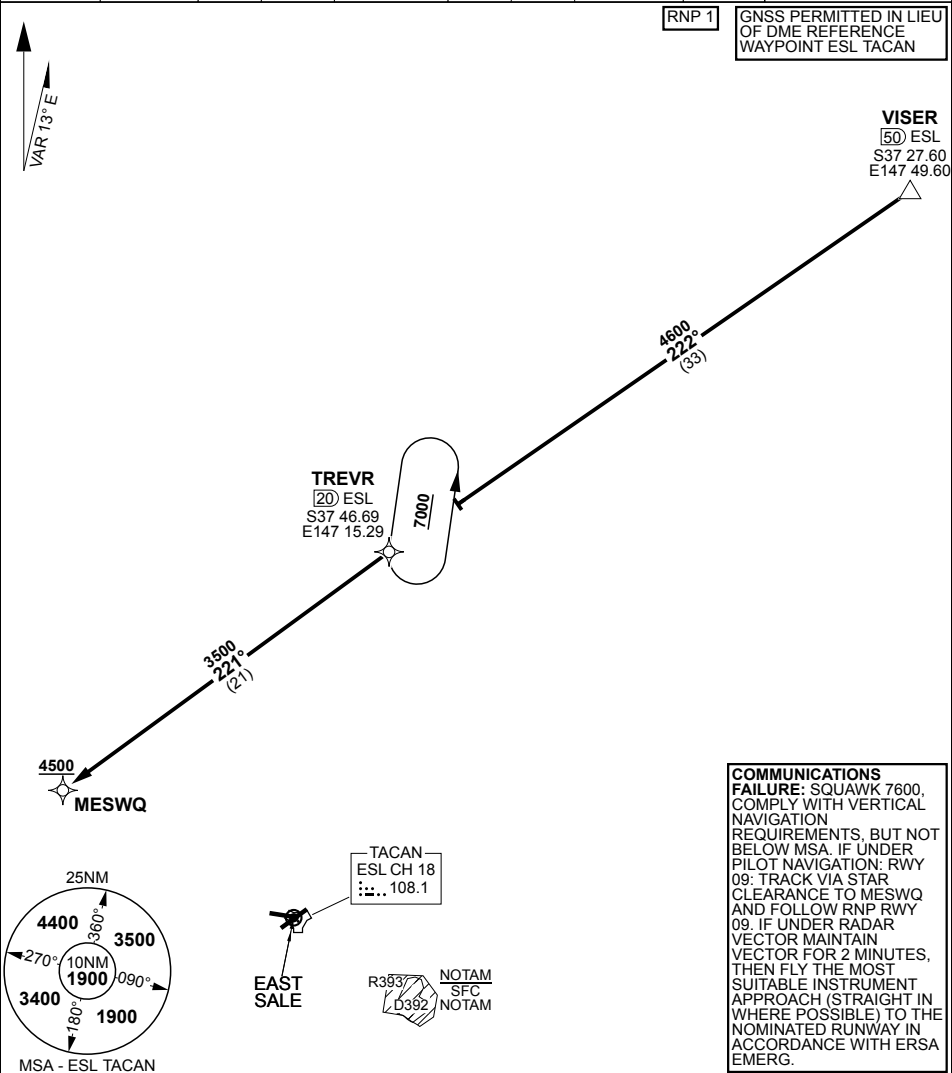
**AIS-AF
MILITARY USE ONLY**

EAST SALE (YMES)
STAR PAPDO TWO

STAR TREVR FIVE
EAST SALE (YMES)

PANS-OPS, WGS 84

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

CROSS TREVR AT OR ABV 7000FT

RWY 09

FROM TREVR TRACK 221° TO MESWQ, THEN RNP RWY 09

CHANGES: SUA

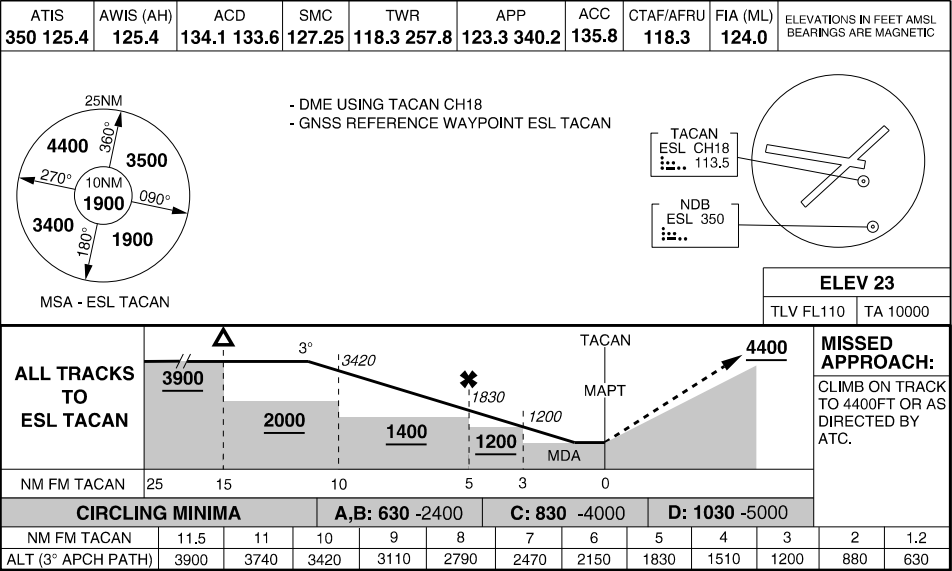
13 JUN 24

S38 05.94 E147 08.97

AIS-AF
MILITARY USE ONLY

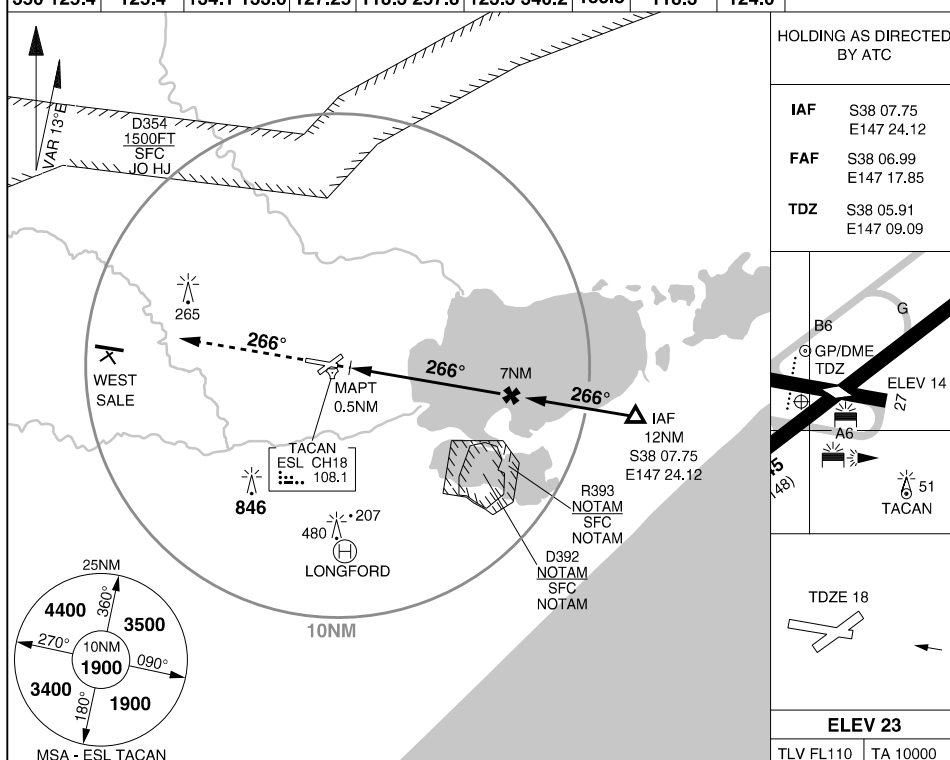
EAST SALE (YMES)
STAR TREVR FIVE

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

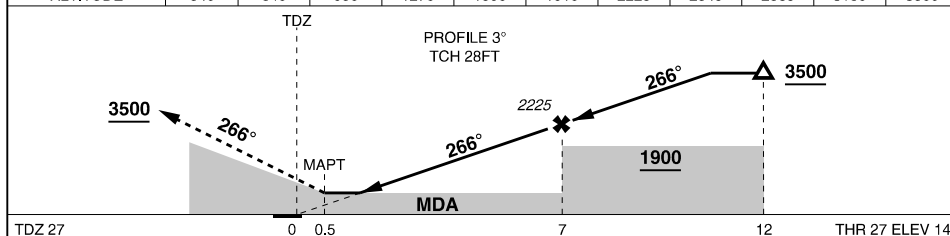


ARA RWY 27
EAST SALE (YMES)

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	



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



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

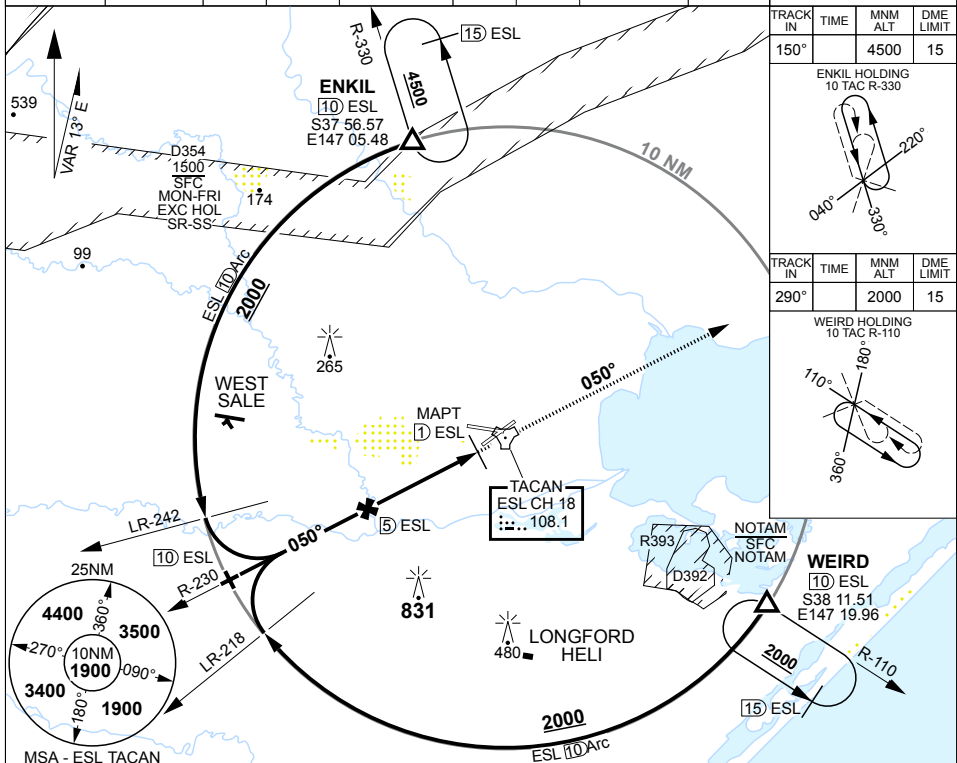
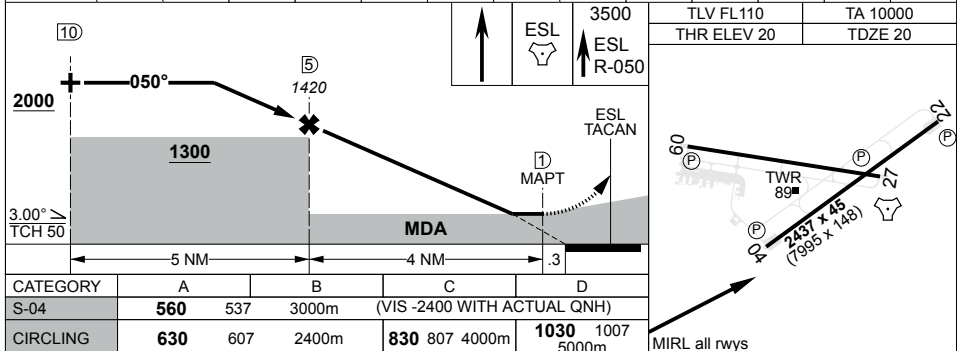
EAST SALE (YMES)
ARA RWY 27

PANS-OPS, WGS-84

TACAN RWY 04
EAST SALE (YMES)

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

TRACK IN	TIME	MNM ALT	DME LIMIT
150°		4500	15
ENKIL HOLDING 10 TAC R-330 			
TRACK IN	TIME	MNM ALT	DME LIMIT
290°		2000	15

[illegible]

CHANGES: SUA IDENT

S38 05.94 E147 08.97

09 JUL 26

EAST SALE (YMES)
TACAN RWY 04

**AIS-AF
MILITARY USE ONLY**

PANS-OPS, WGS-84

TACAN RWY 22
EAST SALE (YMES)

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

TRACK IN	TIME	MNM ALT	DME LIMIT
150°		4500	15
ENKIL HOLDING 10 TAC R-330			
290°		2000	15
WEIRD HOLDING 10 TAC R-110			

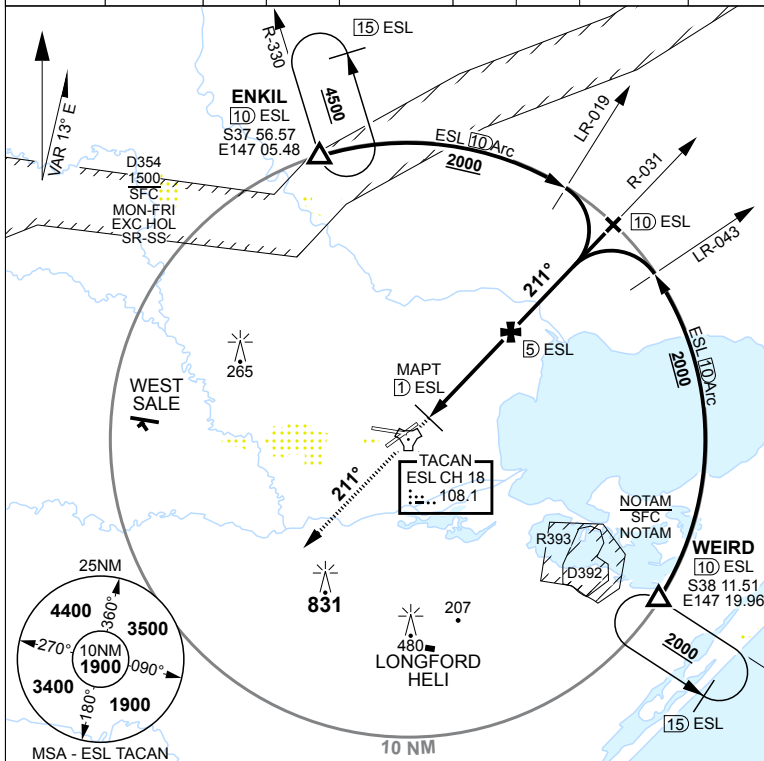
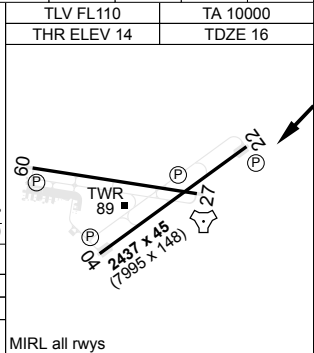


Diagram illustrating a 4th Class Non-Precision Approach (NPA) for Runway 211. The diagram shows a 4 NM MDA segment followed by a 5 NM 211° segment. Key points include the MAPT, a 1470 ft obstacle, and a 1200 ft MDA. The diagram also shows the ES L and ES R-211 segments. The diagram is labeled with 'ESL TACAN' and 'MAPT'.

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	



S38 05.94 E147 08.97

09 JUL 26

EAST SALE (YMES)
TACAN RWY 22

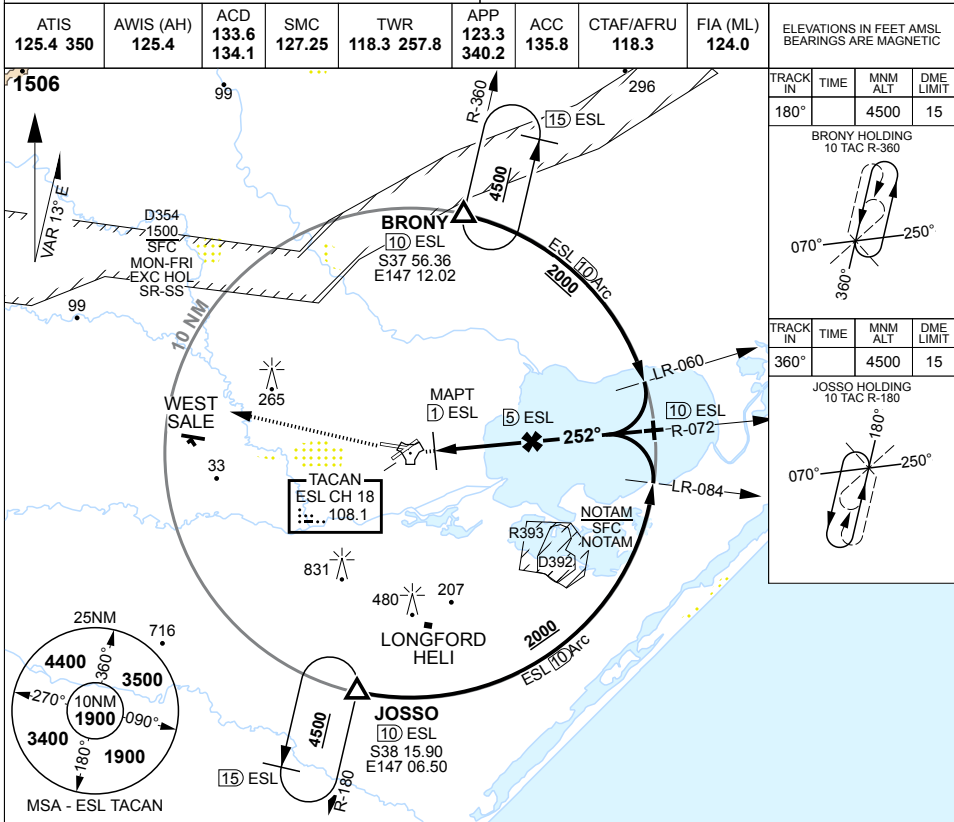
**AIS-AF
MILITARY USE ONLY**

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

TACAN RWY 27 EAST SALE (YMES)

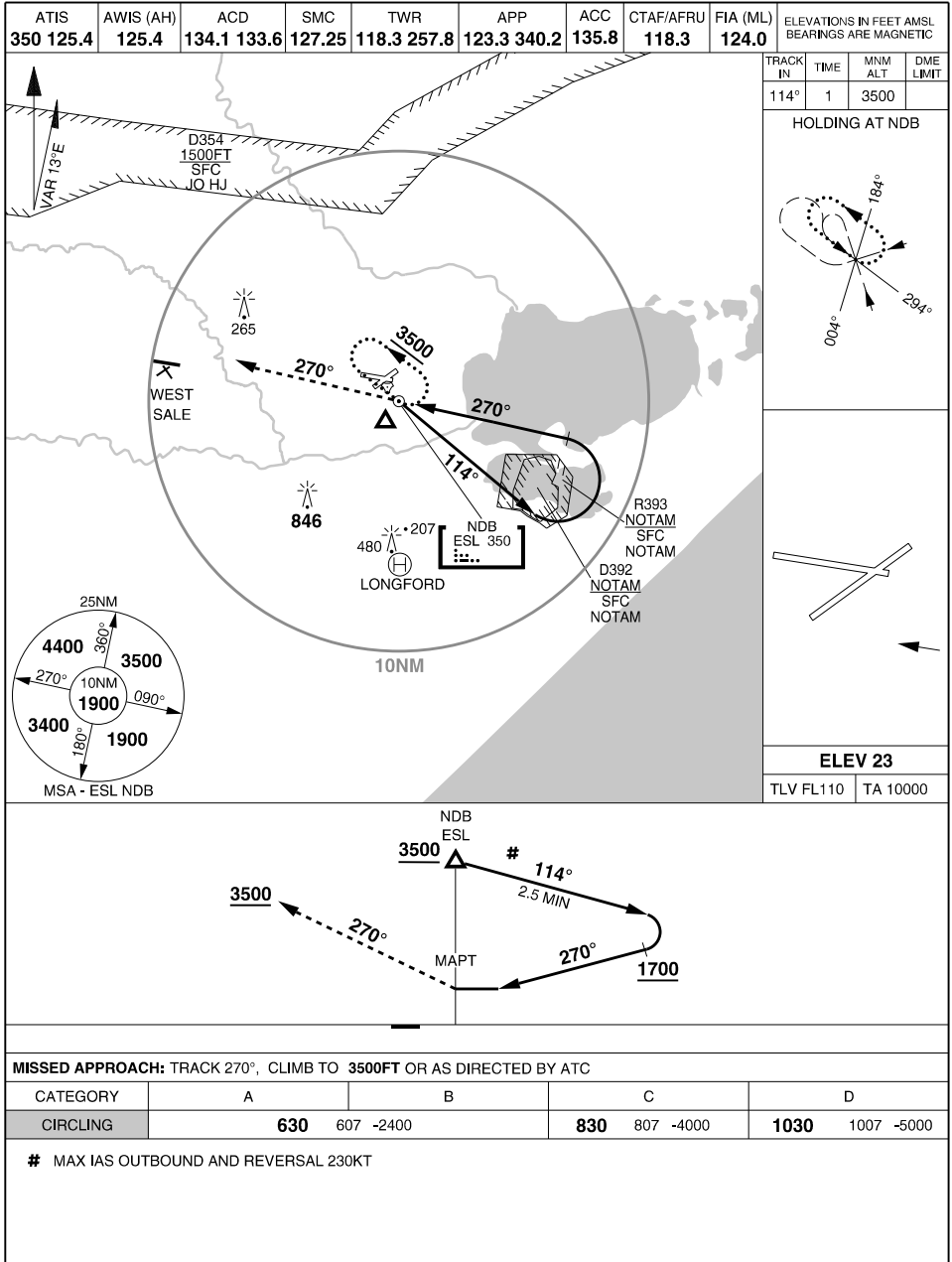
MISSED APPROACH:
TRACK DIRECT TO TACAN, TURN RIGHT, TRACK R-270, CLIMB TO 3500FT OR AS DIRECTED BY ATC.



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

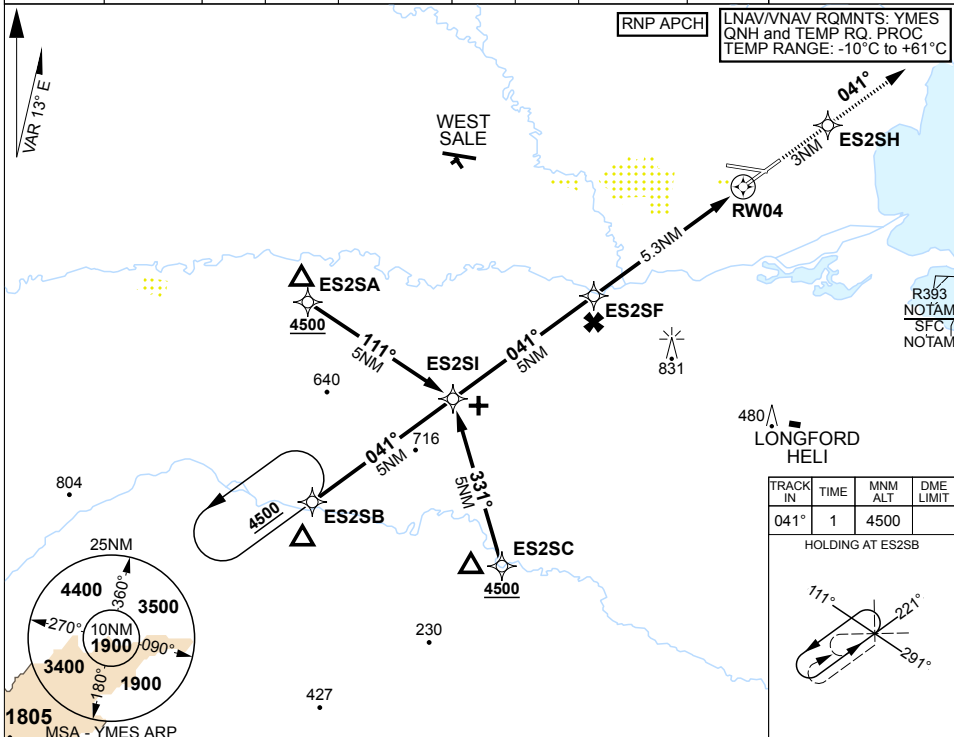
APCH CRS 041°	RWY LDG THR ELEV AD ELEV	7995 20 23
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PANS-OPS, WGS-84

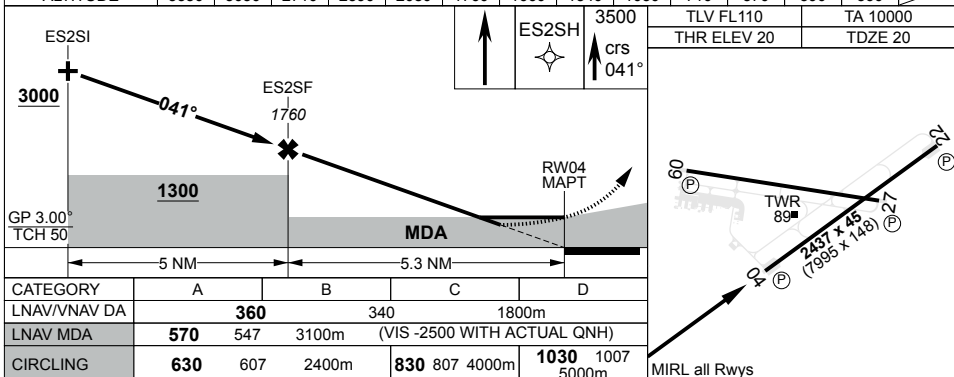
RNP RWY 04
EAST SALE (YMES)

1. MAX IAS INITIAL: 210KT.	MISSED APPROACH: TRACK DIRECT TO ES2SH, THEN TRACK 041°, CLIMB TO 3500FT OR AS DIRECTED BY ATC.
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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	S38 05.94 E147 08.97	EAST SALE (YMES)
04 SEP 25	AIS-AF	RNP RWY 04
74	MILITARY USE ONLY	

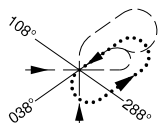
RNP B (CAT C)
BRAVO (ESLB)

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	

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

TRACK IN	TIME	MNM ALT	DME LIMIT
218°	1	9500	

HOLDING AT ES2BO



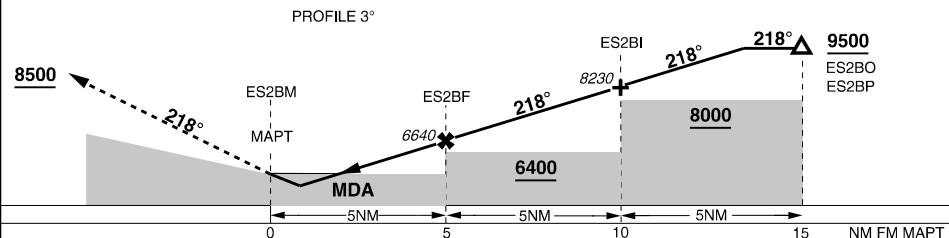
MAX IAS: 180KT



AREA ELEV 5000

TLV EL 110	TA 10000
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NM TO NEXT WPT	ES2BM	0.8	1.6	2	3	4	ES2BF	1	2	3	4	ES2BI
ALTITUDE		5320	5550	5690	6010	6320	6640	6960	7280	7600	7920	8230



MISSED APPROACH: TRACK 218°, CLIMB TO 8500FT

CATEGORY	A	B	C	D	E
LNAV/VNAV (6.0% MAP)	5320 320	-1700		NOT AUTHORISED	
LNAV MDA (6.0% MAP)	5550 550	-3100 (VIS -2500 WITH ACTUAL QNH)			

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

CHANGES: RNP APCH RQMNT

30 NOV 23

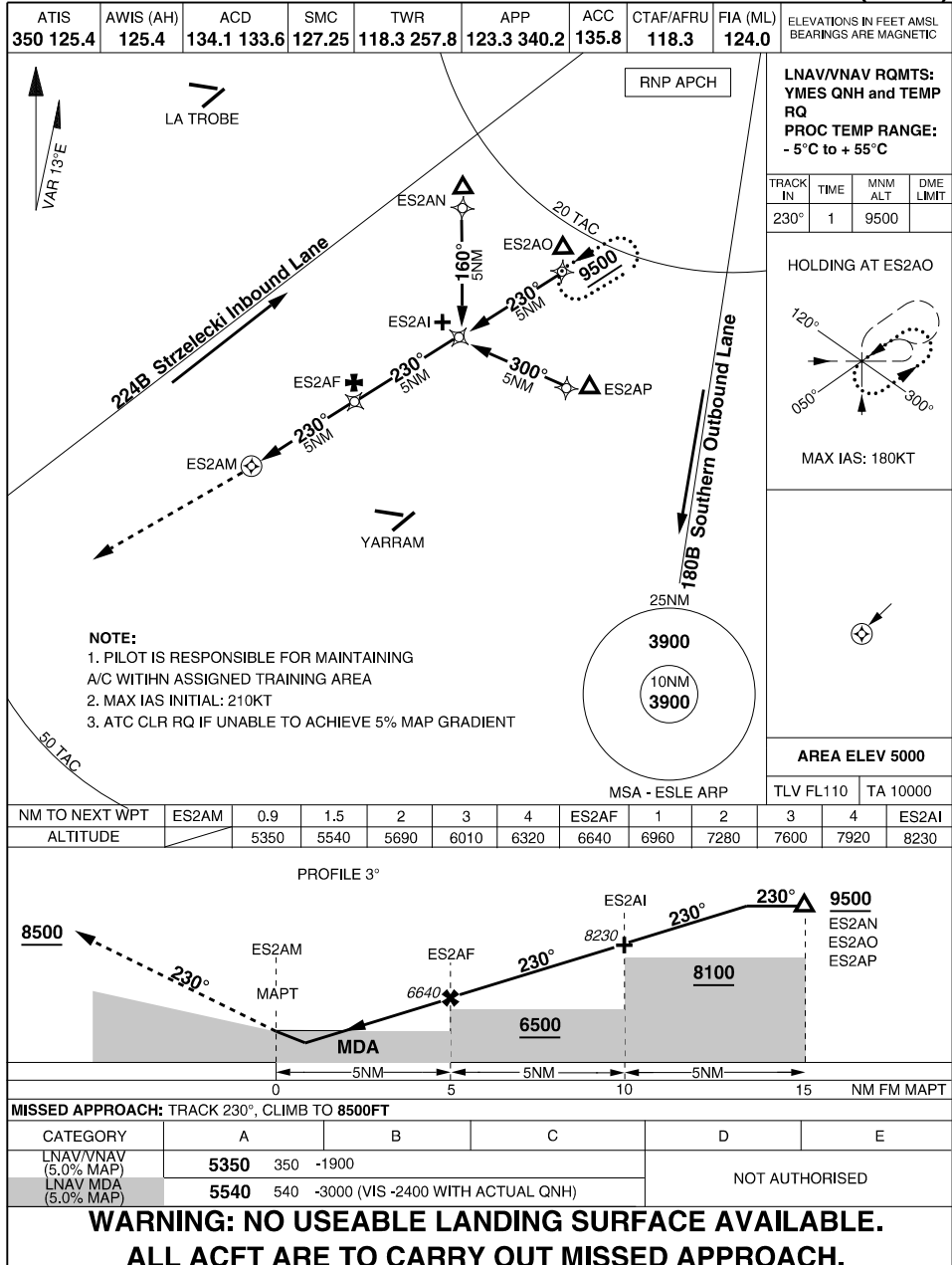
AIS-AF
MILITARY USE ONLY

BRAVO (ESLB)
RNP B (CAT C)

MILITARY USE ONLY

S38 30.77 E146 35.27
PANS-OPS, WGS 84

RNP E (CAT C)
ECHO (ESLE)



CHANGES: RNP APCH RQMNT

30 NOV 23

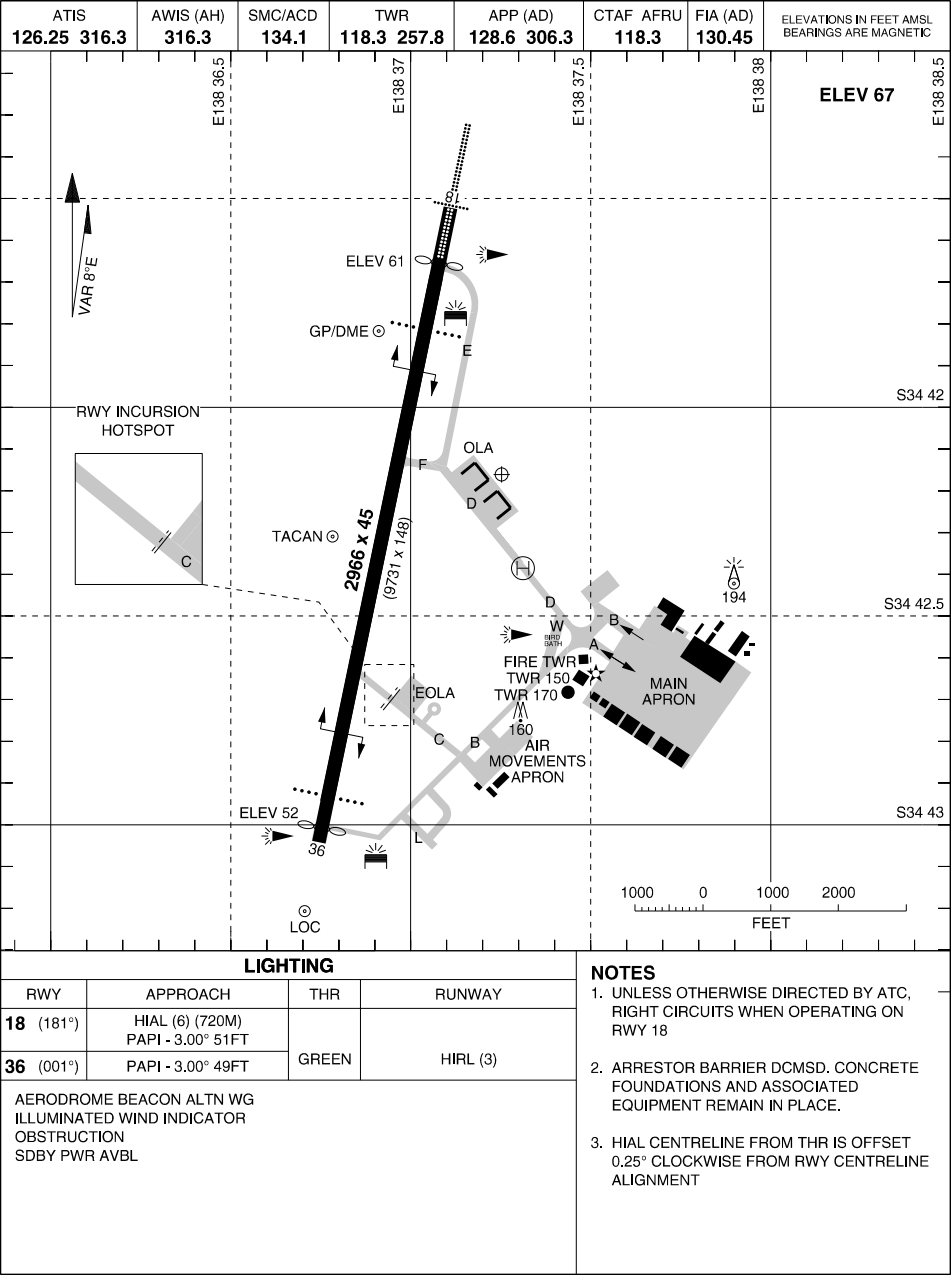
AIS-AF
MILITARY USE ONLY

ECHO (ESLE)
RNP E (CAT C)

MILITARY USE ONLY

S34 42.15 E138 37.25
PANS-OPS, WGS 84

AERODROME CHART
EDINBURGH (YPED)



CHANGES: PTBL RL REMOVED.

27 NOV 25

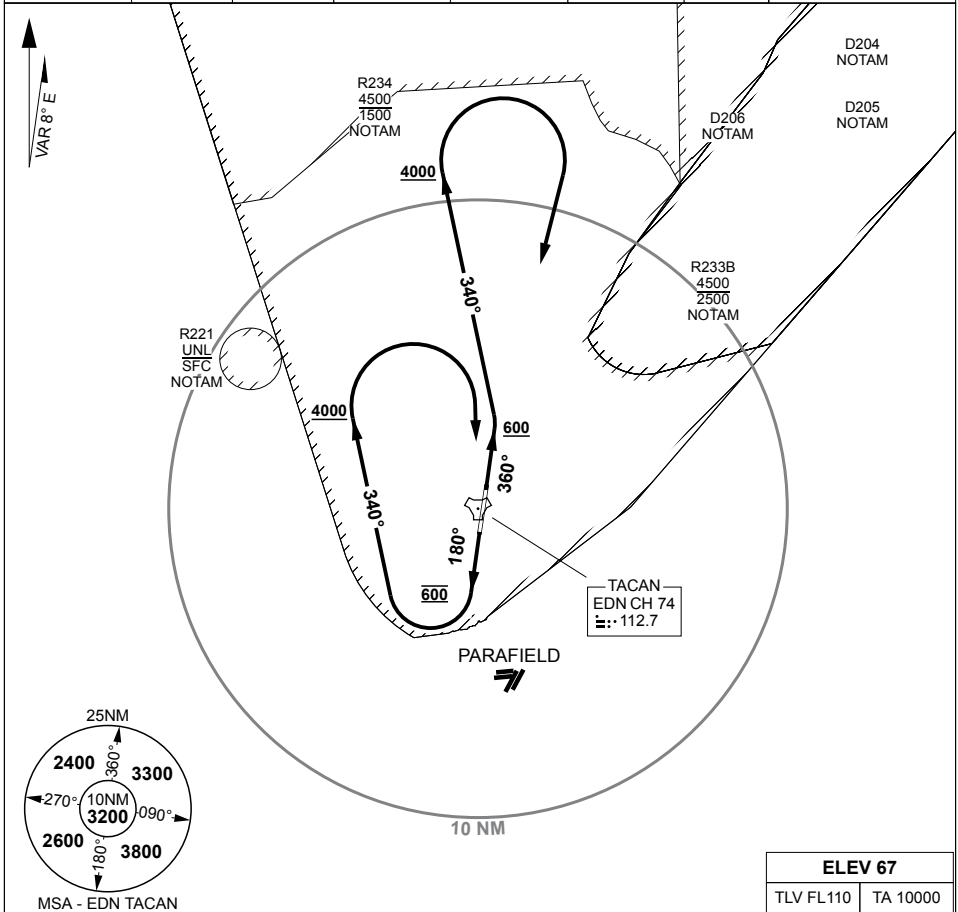
AIS-AF
MILITARY USE ONLY

EDINBURGH (YPED)
AERODROME CHART

PANS-OPS, WGS 84

SID RWY 18/36
EDINBURGH (YPED)

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



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

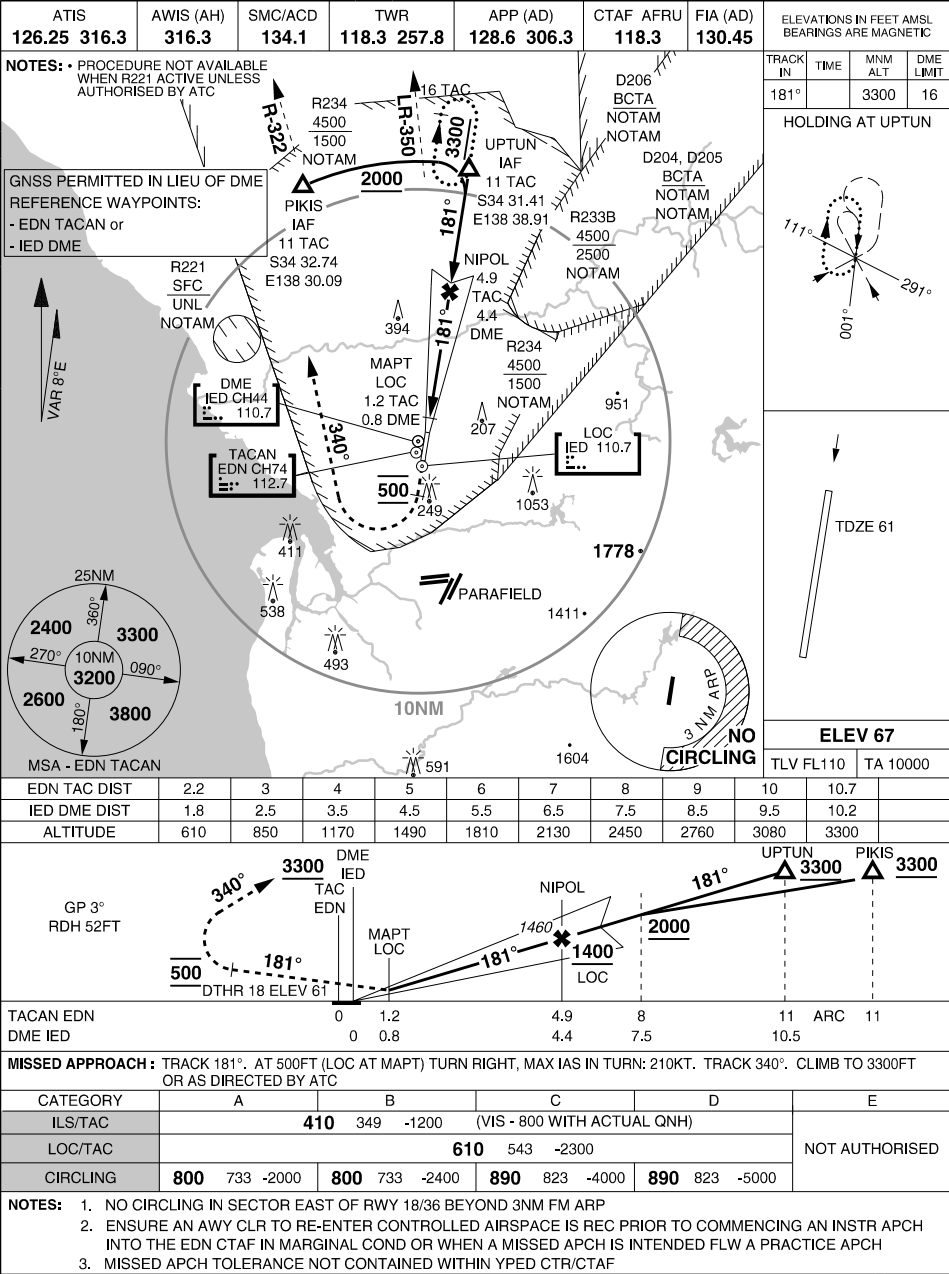
12 JUN 25

**AIS-AF
MILITARY USE ONLY**

EDINBURGH (YPED)
SID RWY 18/36

S34 42.15 E138 37.25
PANS-OPS, WGS 84

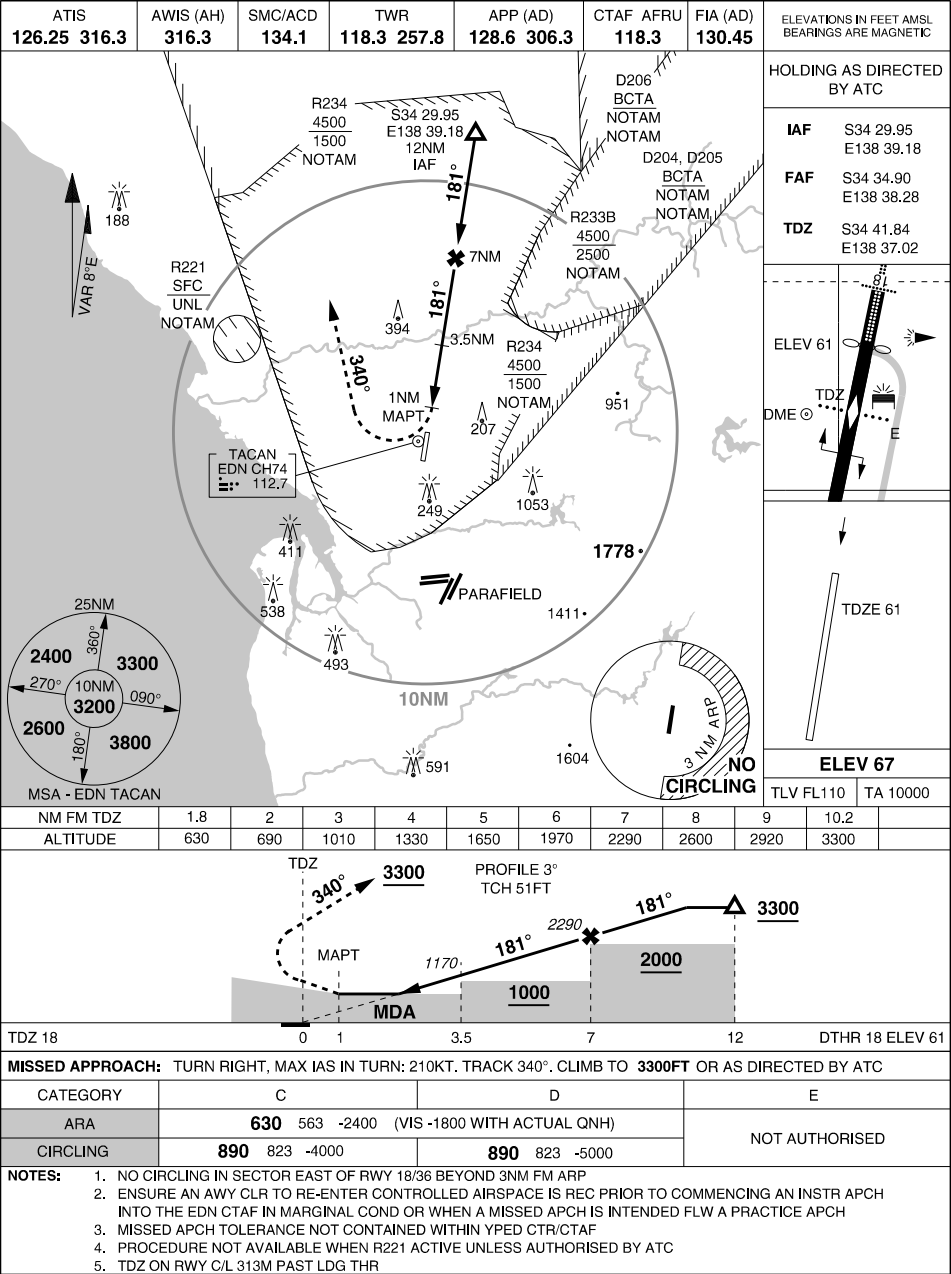
ILS-Y or LOC-Y RWY 18 USING EDN TACAN or IED DME
EDINBURGH (YPED)



MILITARY USE ONLY

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

ARA RWY 18
EDINBURGH (YPED)



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

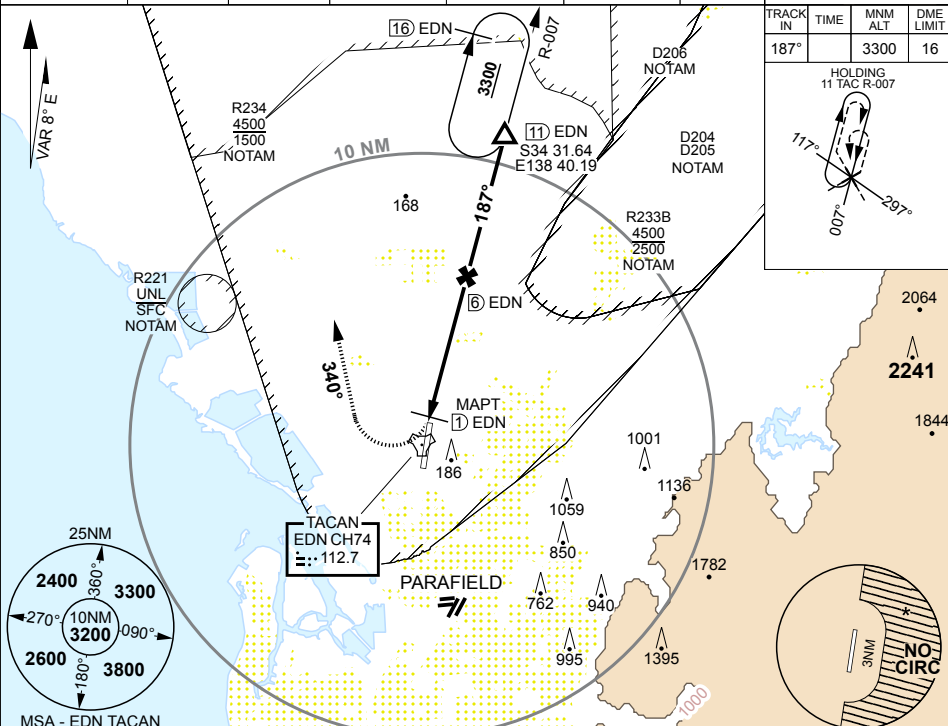
TACAN RWY 18 EDINBURGH (YPED)

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 CTAIF 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.



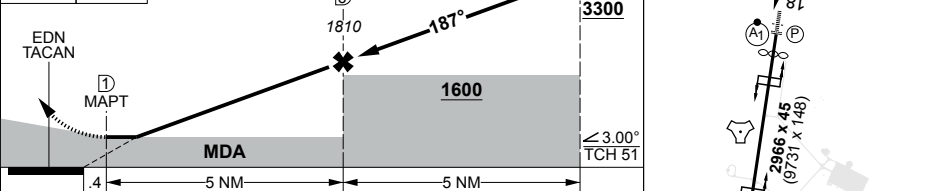
MISSED APPROACH:
TURN RIGHT, MAX IAS IN TURN: 210KT. TRACK 340°. CLIMB TO 3300FT OR AS DIRECTED BY ATC.

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



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			

3300	Turn MAX 210KTS	TLV FL 110	TA 10000
crs 340°		THR ELEV 61	TDZE 61



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

CHANGES: TAC CH/FREQ

S34 42.15 E138 37.25

23 MAR 23

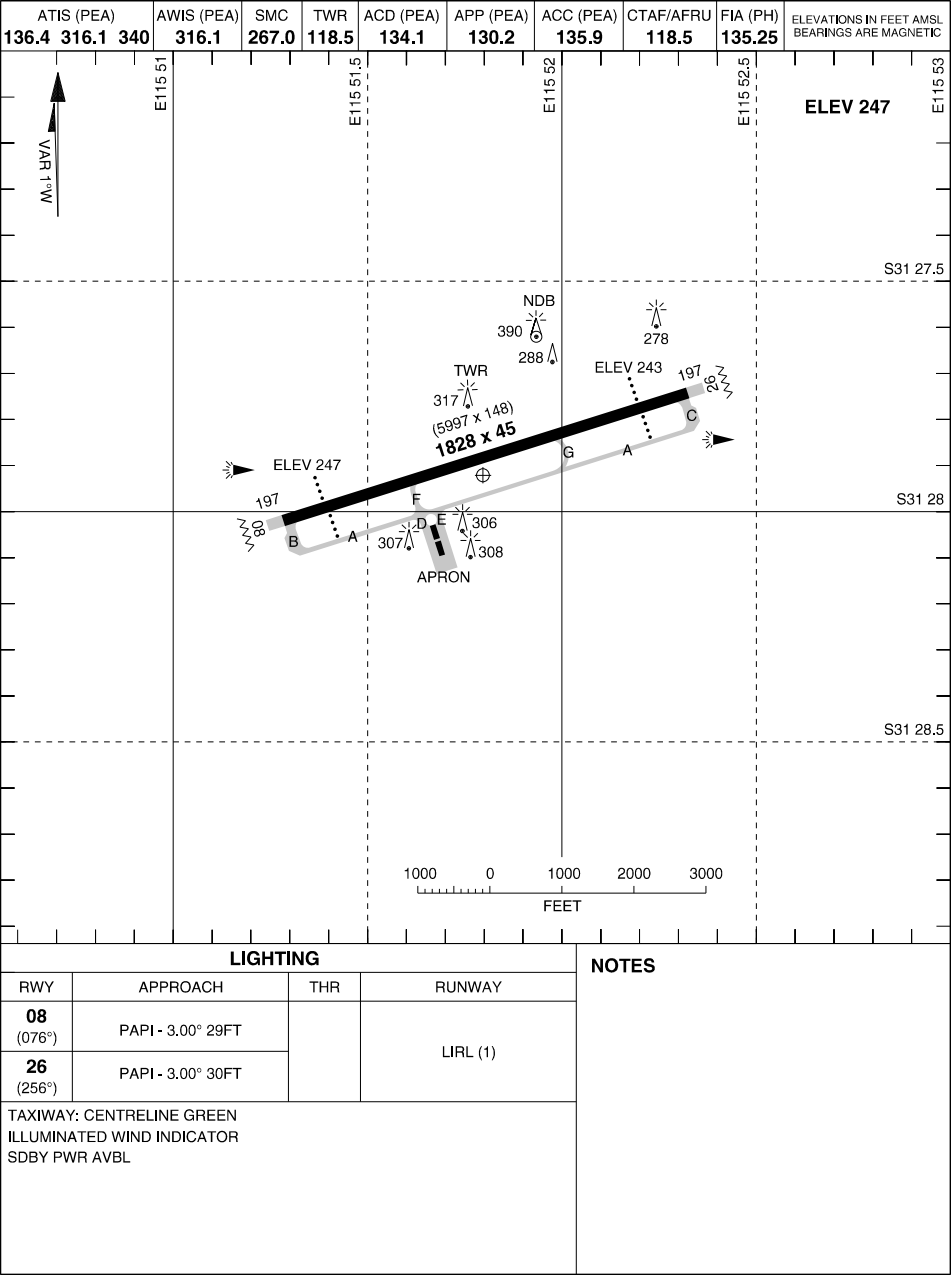
AIS-AF
MILITARY USE ONLY

EDINBURGH (YPED)
TACAN RWY 18

MILITARY USE ONLY

S31 27.91 E115 51.80
PANS-OPS, WGS 84

AERODROME CHART
GINGIN (YGIG)



CHANGES: IWI
28 NOV 24

AIS-AF
MILITARY USE ONLY

GINGIN (YGIG)
AERODROME CHART

MILITARY USE ONLY

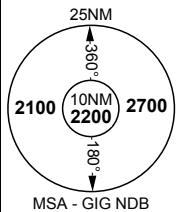
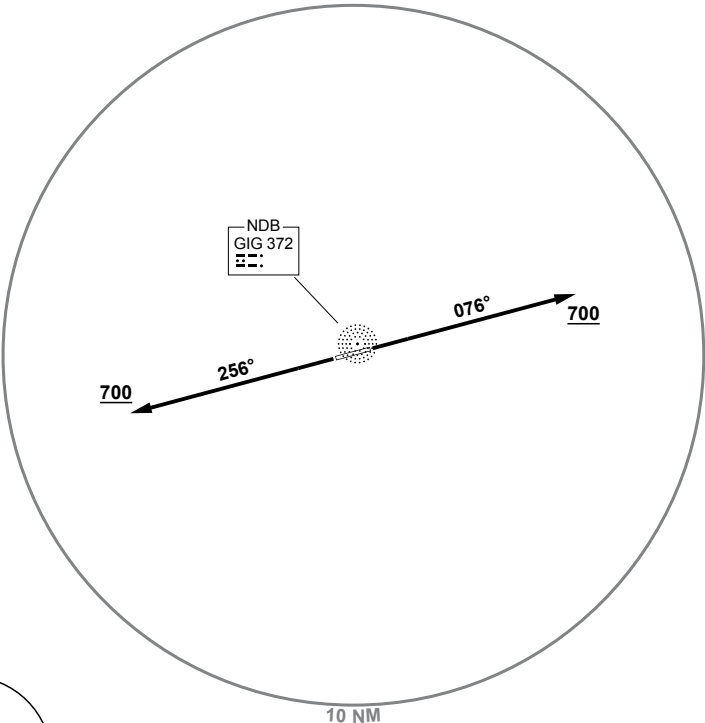
SID (RADAR) ALL RWYS
GINGIN (YGIG)

PANS-OPS, WGS 84

ATIS (PEA) 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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ELEV 247	
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

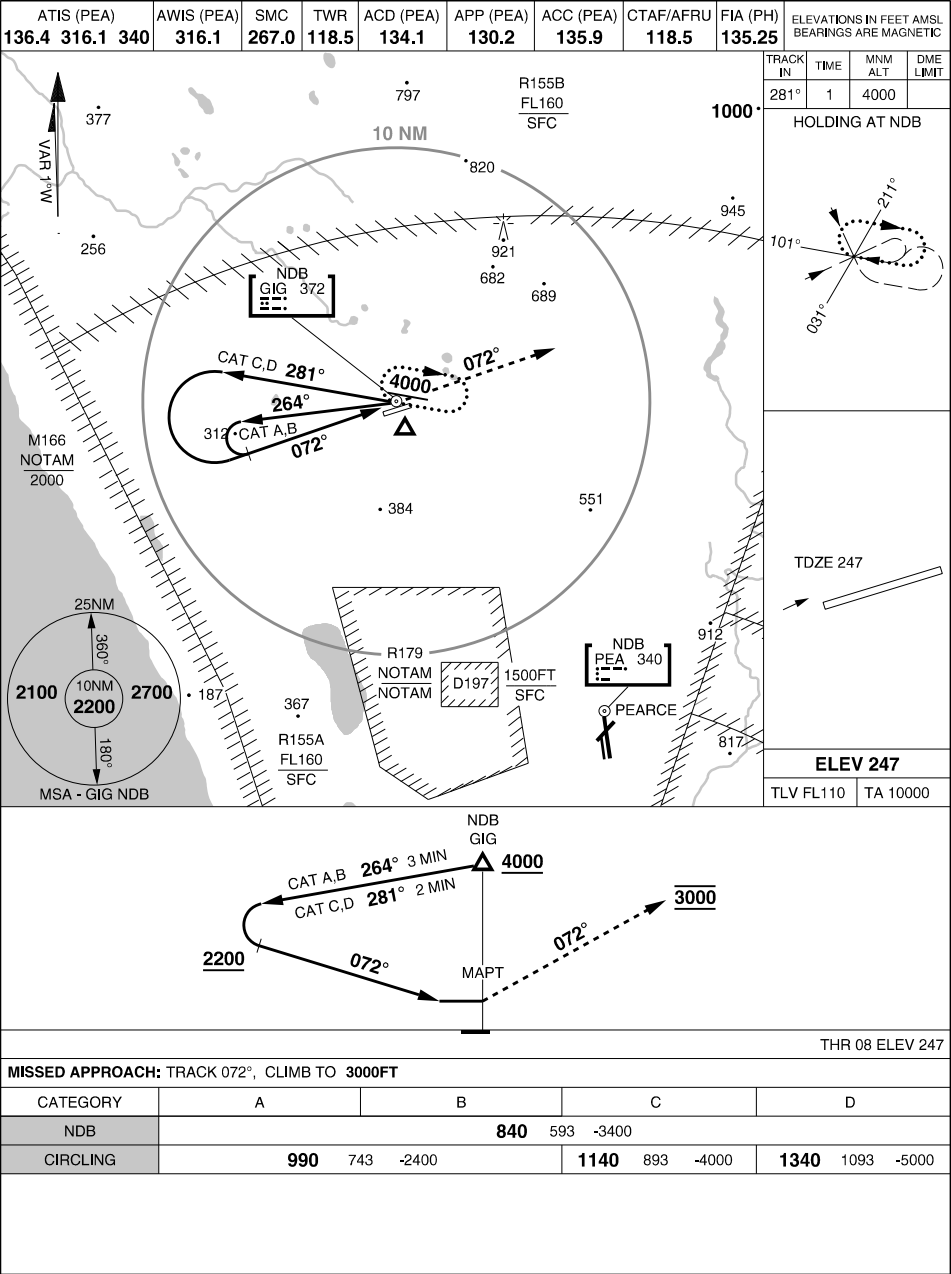
AIS-AF
MILITARY USE ONLY

GINGIN (YGIG)
SID (RADAR) ALL RWYS

MILITARY USE ONLY

S31 27.91 E115 51.80
PANS-OPS, WGS 84

NDB RWY 08
GINGIN (YGIG)



CHANGES: SUA IDENT
13 JUN 24

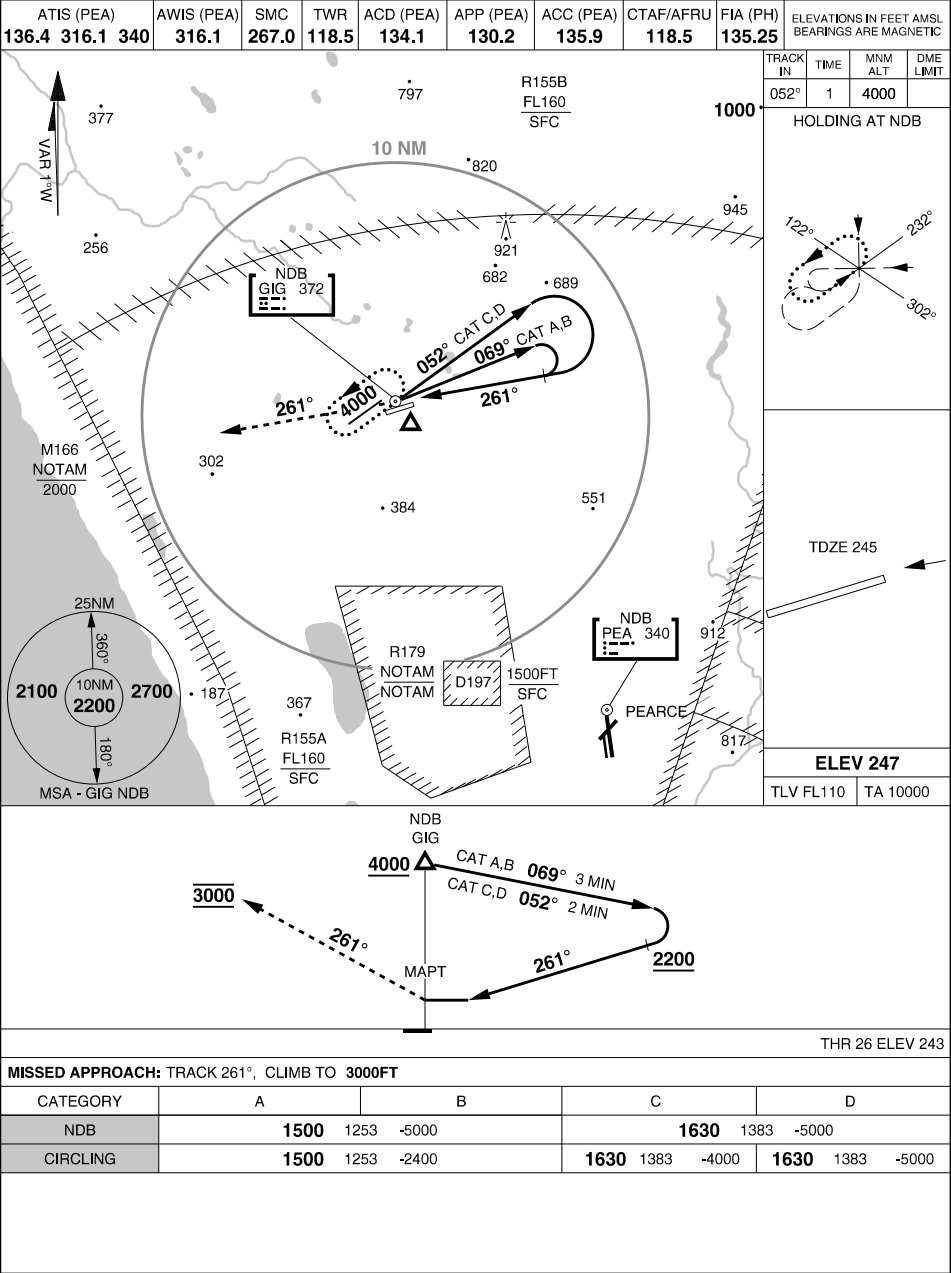
AIS-AF
MILITARY USE ONLY

GINGIN (YGIG)
NDB RWY 08

MILITARY USE ONLY

S31 27.91 E115 51.80
PANS-OPS, WGS 84

NDB RWY 26
GINGIN (YGIG)



CHANGES: SUA IDENT
13 JUN 24

AIS-AF
MILITARY USE ONLY

GINGIN (YGIG)
NDB RWY 26

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

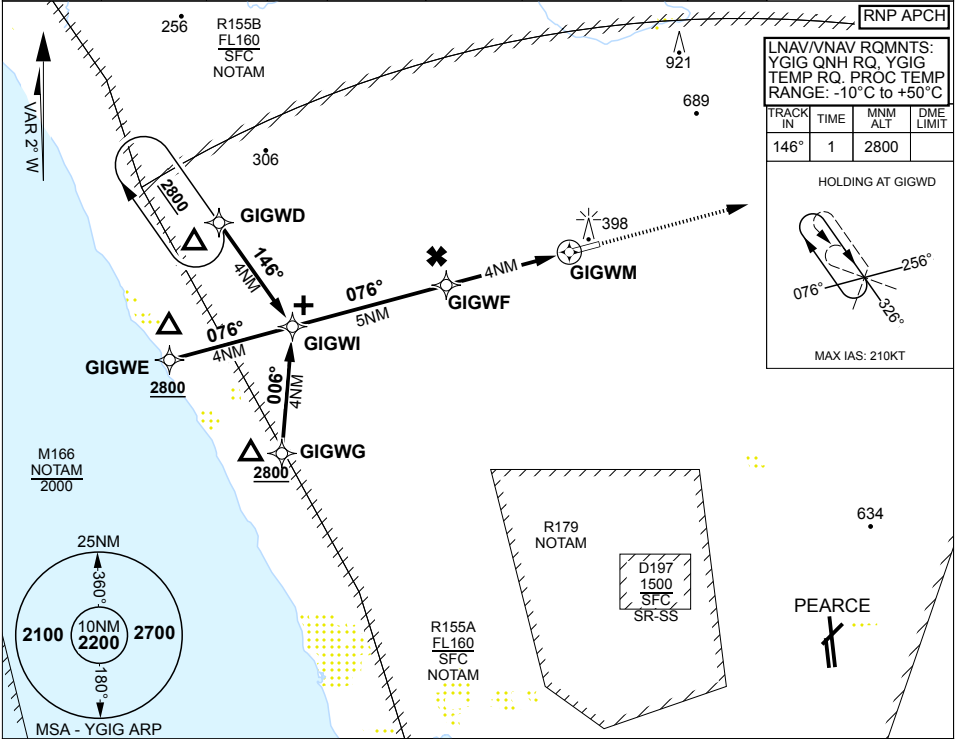
PANS-OPS, WGS-84

RNP RWY 08 GINGIN (YGIG)

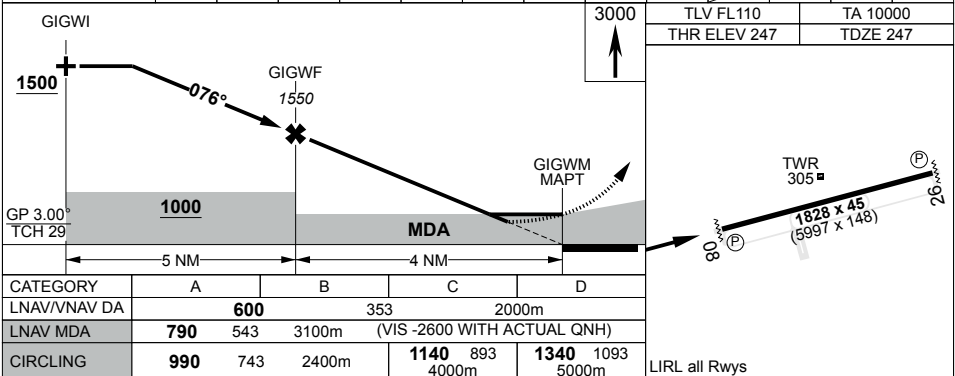
1. MAX IAS INITIAL: 210KT.

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

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



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



CHANGES: MAG VAR, EDITORIAL

S31 27.91 E115 51.80

20 MAR 25

GINGIN (YGIG) RNP RWY 08

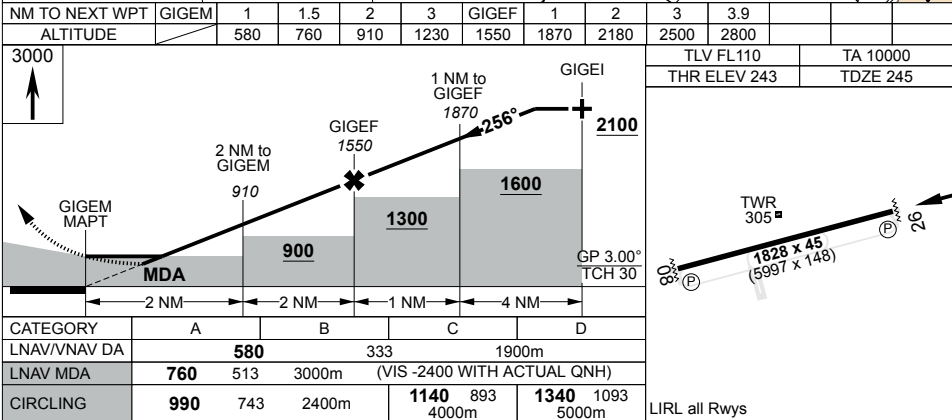
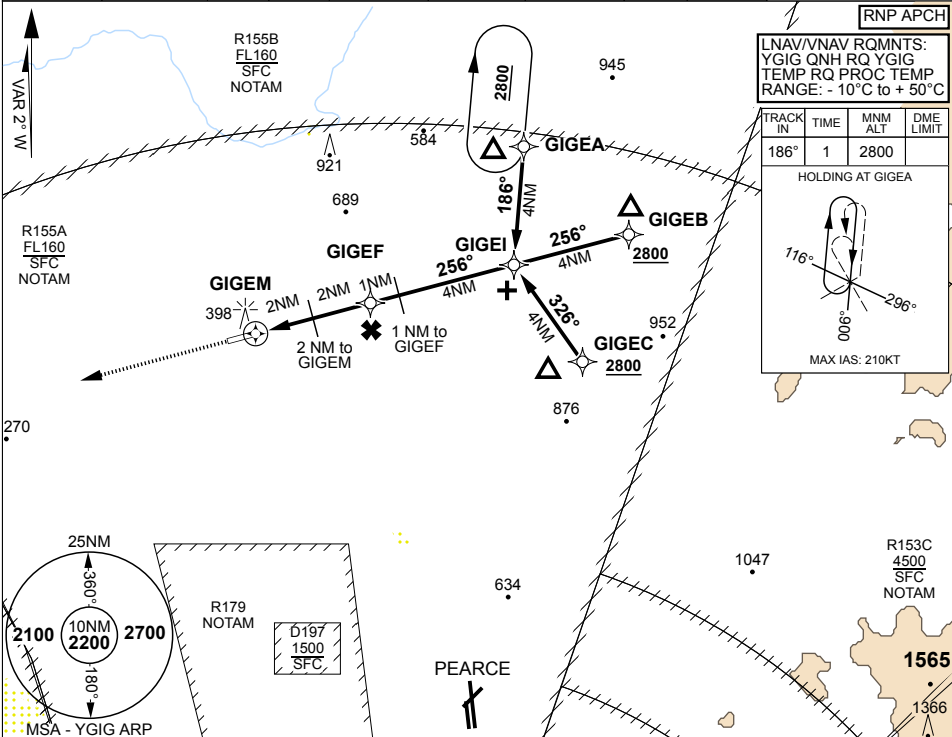
AIS-AF
MILITARY USE ONLY

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

PANS-OPS, WGS-84

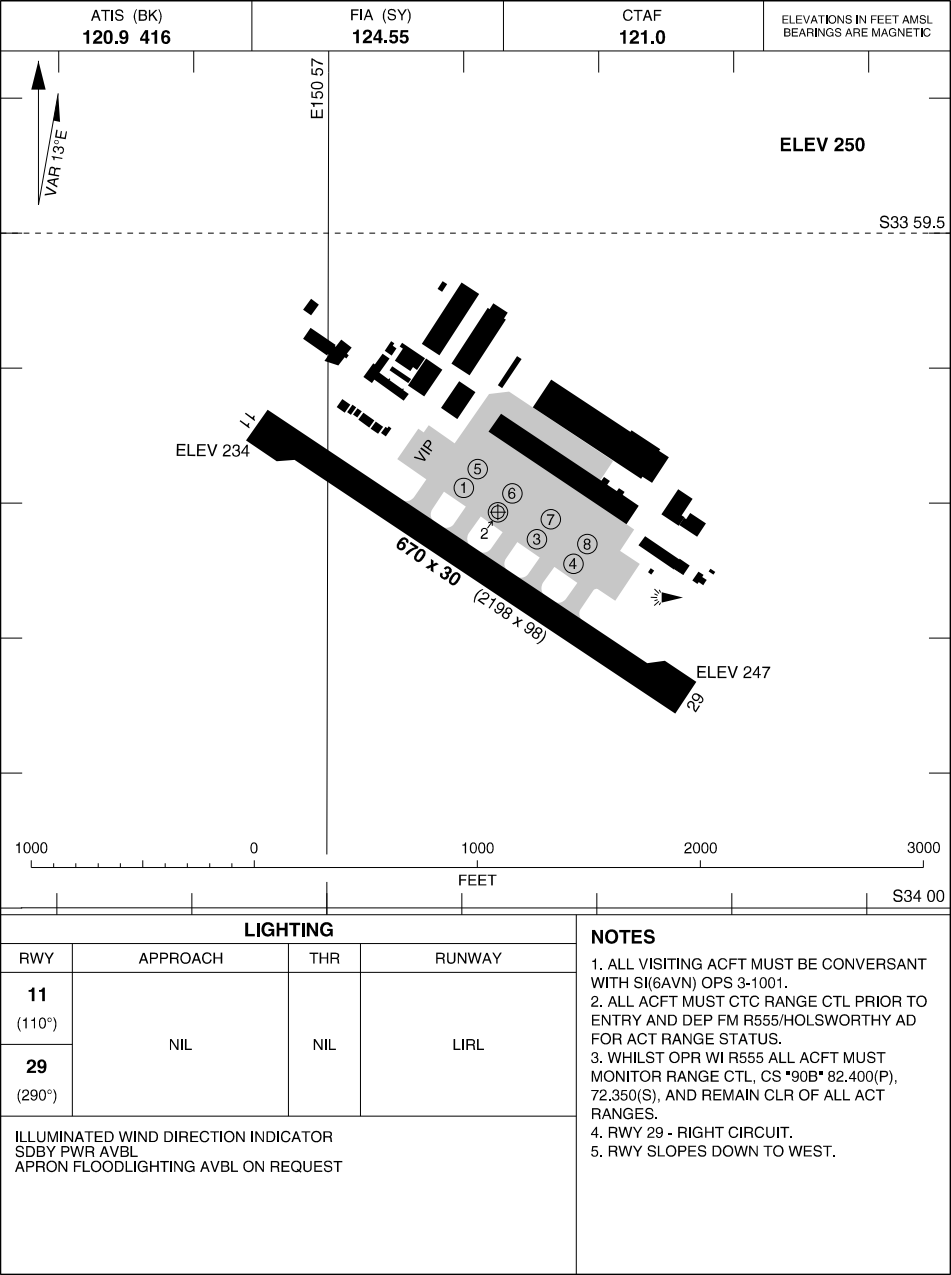
RNP RWY 26
GINGIN (YGIG)

1. MAX IAS INITIAL: 210KT.					MISSED APPROACH: TRACK 256°, CLIMB TO 3000FT.				
ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF/ AFRU	FIA (PH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	267.0	118.5	134.1	130.2	135.9	118.5	135.25	



S33 59.70 E150 57.15
PANS-OPS, WGS 84

AERODROME CHART
HOLSWORTHY (YSHW)

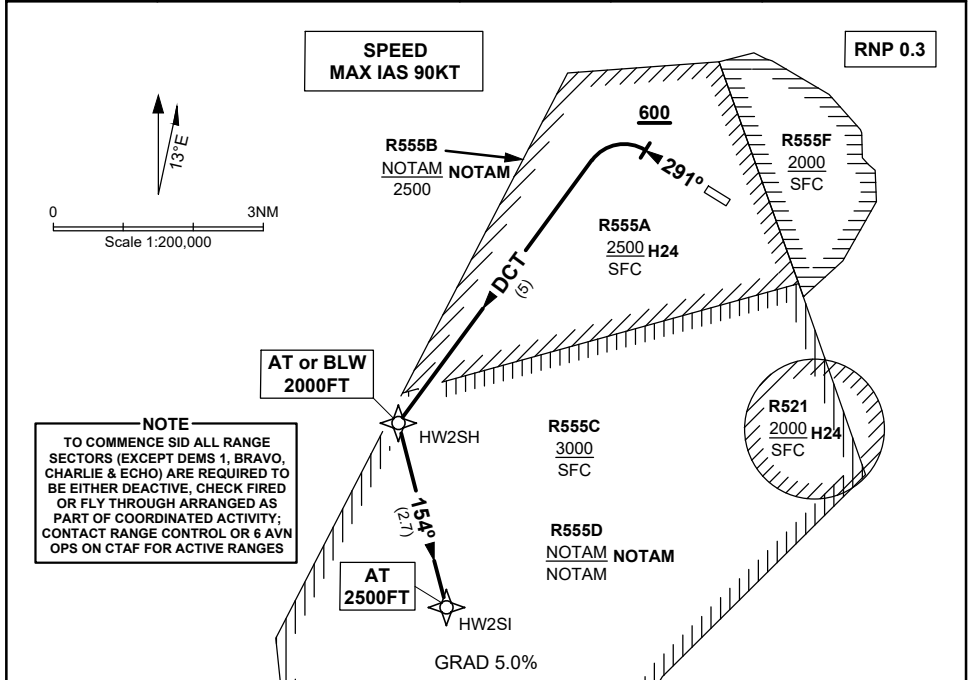


CHANGES: CTAF FREQ
13 JUN 24

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

13 JUN 2024

YSBK ATIS 120.9 416	RANGE CONTROL PRI: 72.350 ALT: 82.400	FIA SY CEN 124.55	CTAF 121.0	Bearings are Magnetic Elevations in FEET AMSL
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**HW2SI ONE DEPARTURE****RWY 29**

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

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

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

Changes: CTAF FREQ

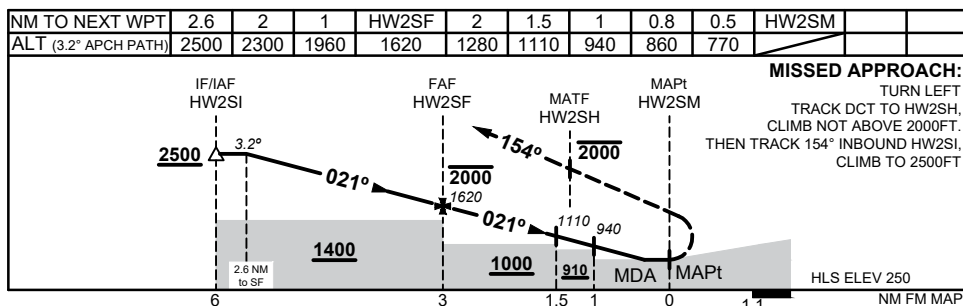
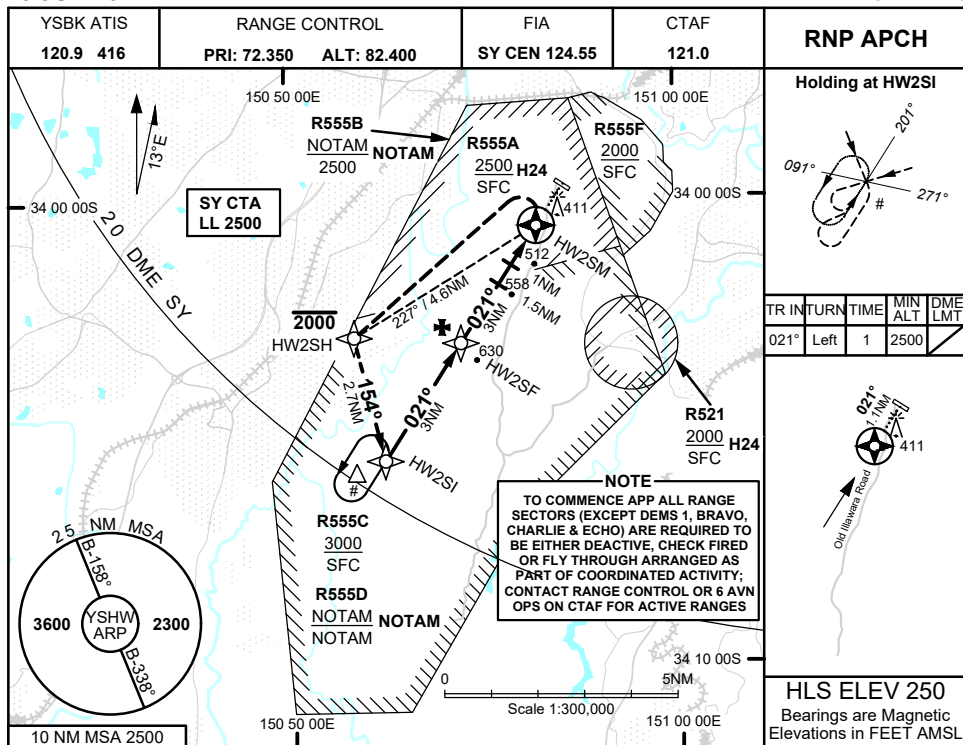
MILITARY USE ONLY

SHWDP01-NNN



13 JUN 2024

HOLSWORTHY, NSW (YSHW)



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)	770 (520 - 3.0)
LNAV (VAA, 4.2% MAP)	860 (610 - 3.5)
CIRCLING	NOT APPLICABLE
ALTERNATE	(1110 - 5.5)

Changes: CTAF

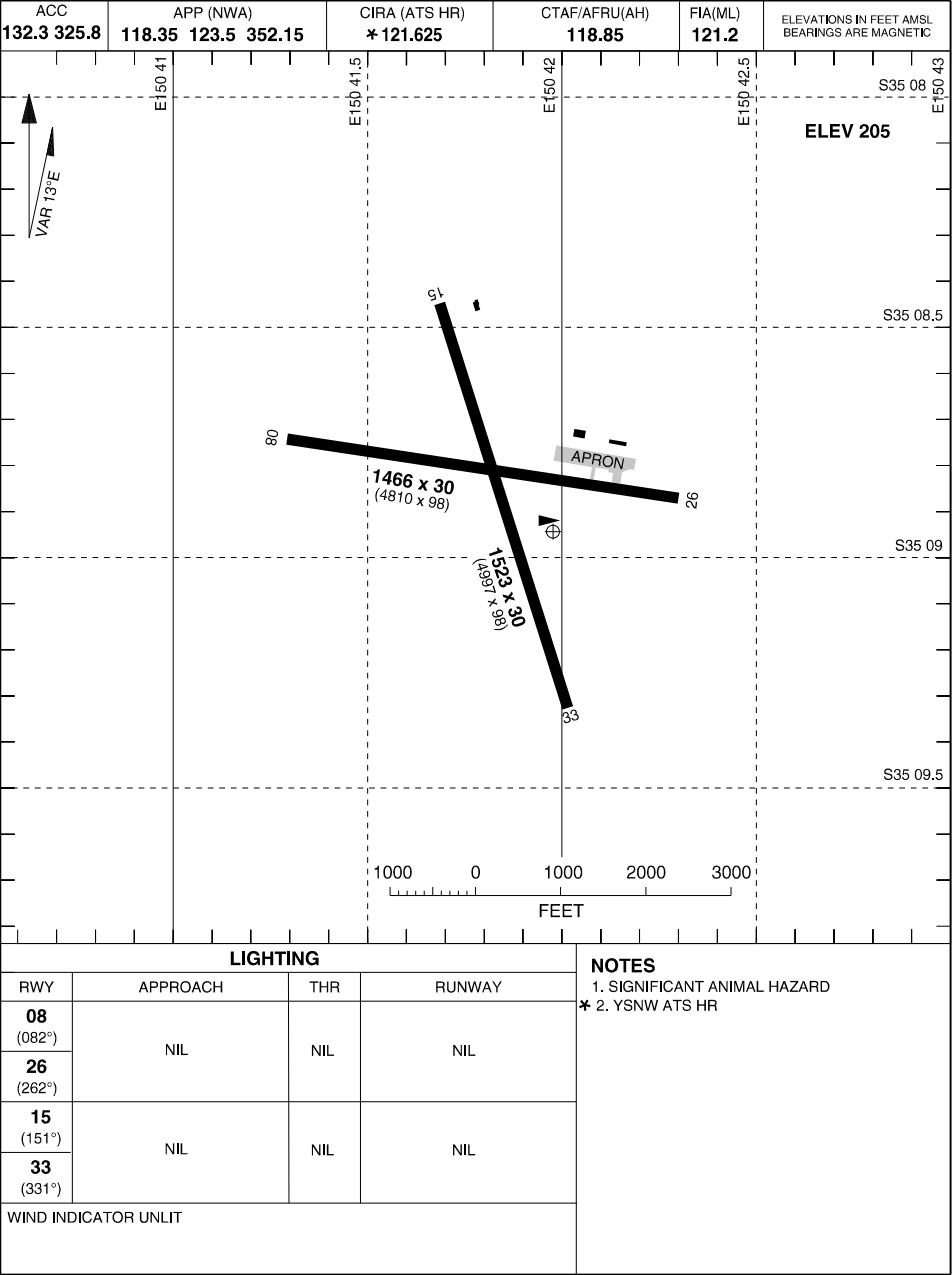
MILITARY USE ONLY

SHWGN01-NNN

MILITARY USE ONLY

S35 08.85 E150 41.92
PANS-OPS, WGS 84

AERODROME CHART
JERVIS BAY (YJBY)



CHANGES: AD ELEV, RWY DIMENSIONS
20 MAR 25

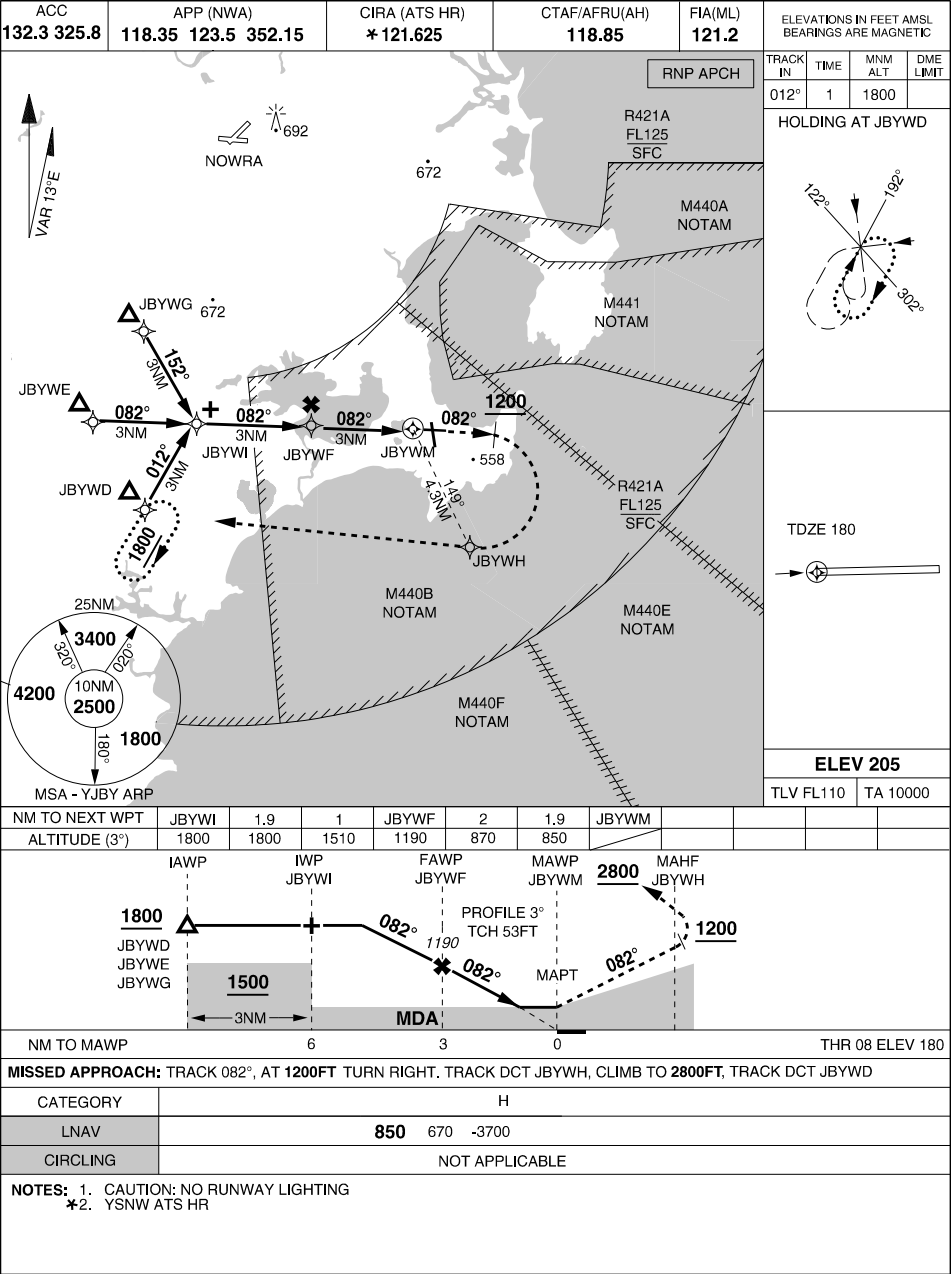
AIS-AF
MILITARY USE ONLY

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

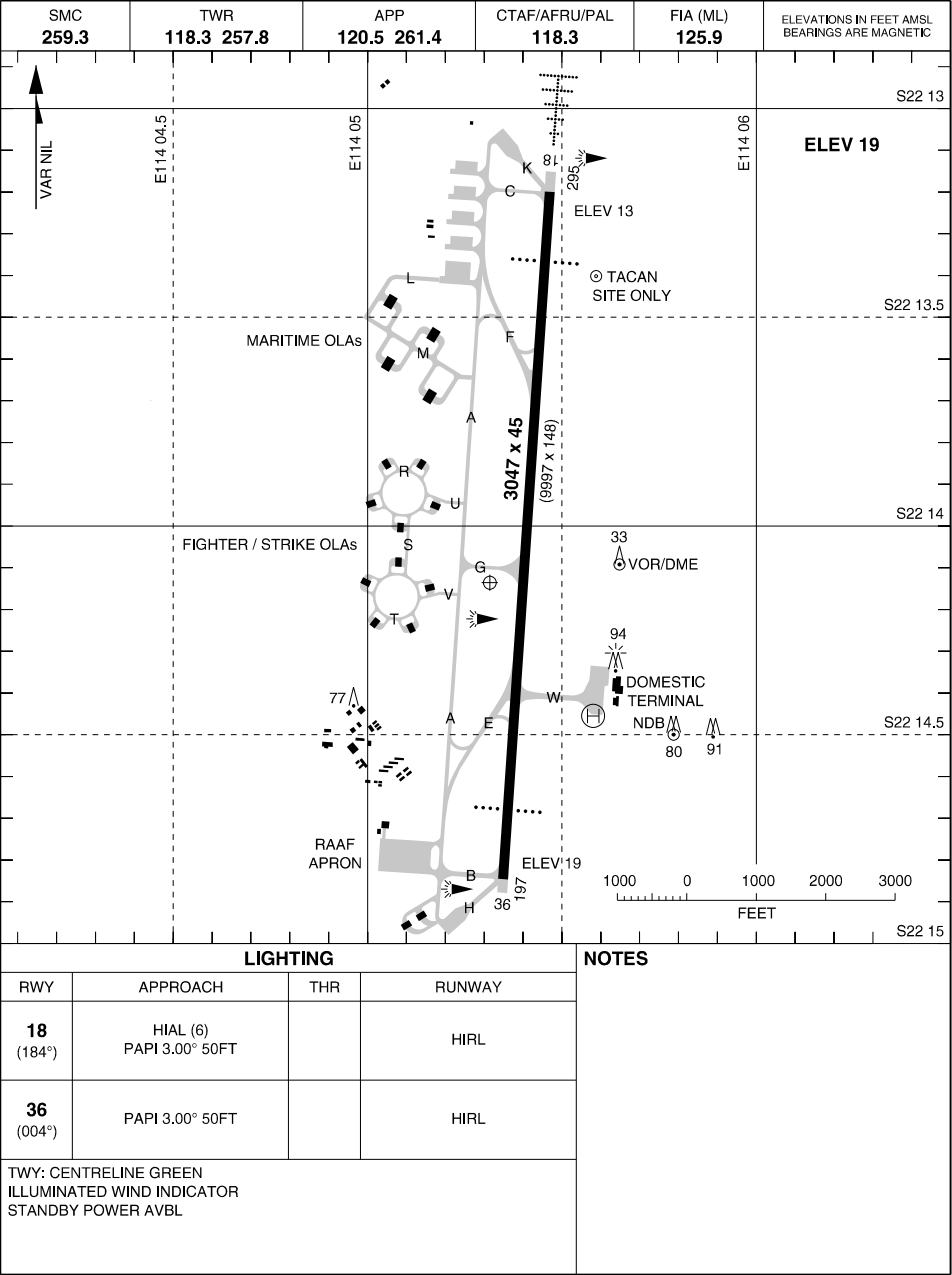
AIS-AF
MILITARY USE ONLY

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

MILITARY USE ONLY

S22 14.13 E114 05.32
PANS-OPS, WGS 84

AERODROME CHART
LEARMONTH (YPLM)



CHANGES: RWY BRGs
20 MAR 25

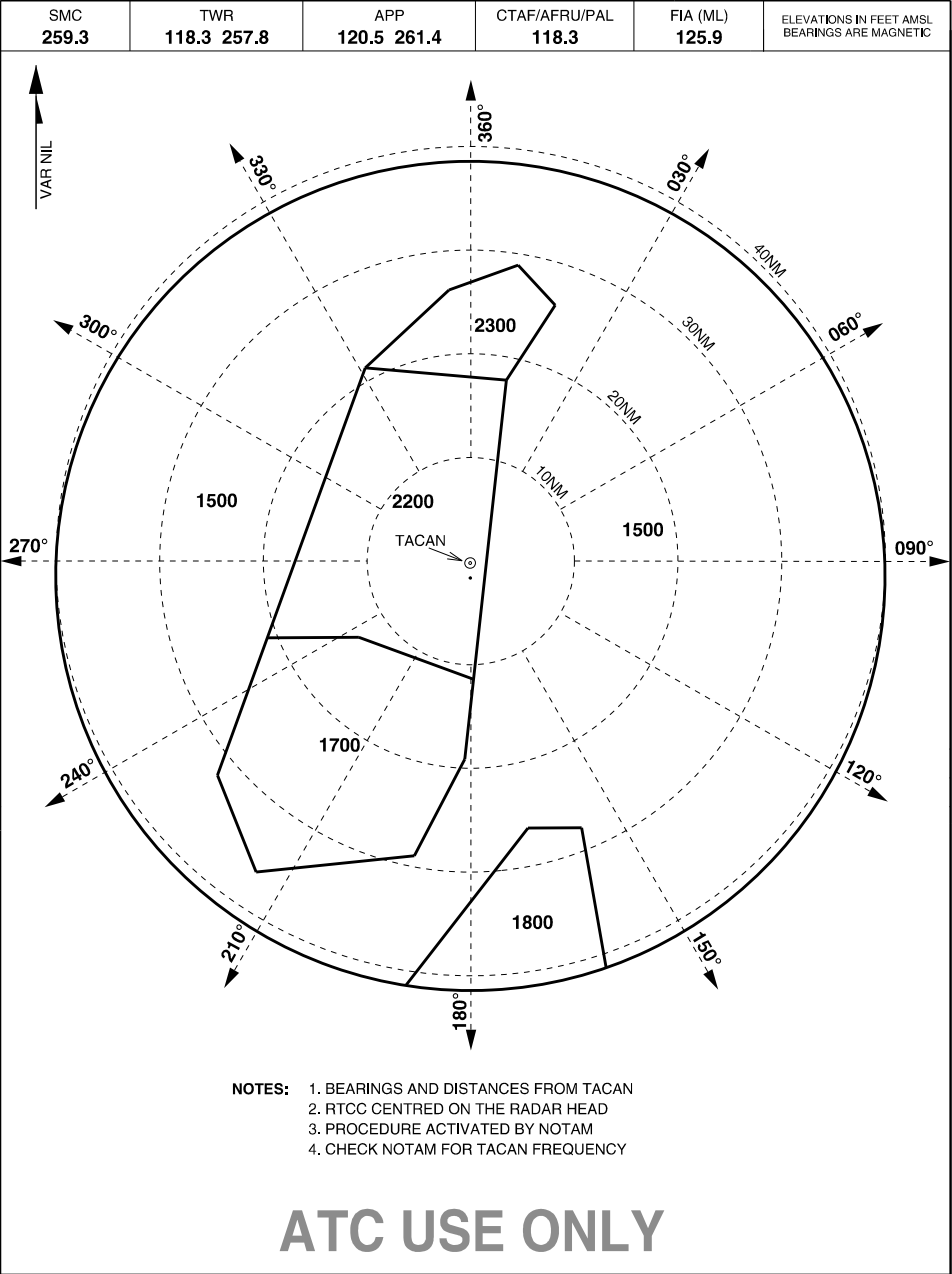
AIS-AF
MILITARY USE ONLY

LEARMONTH (YPLM)
AERODROME CHART

MILITARY USE ONLY

ATC USE ONLY

RTCC
LEARMONTH (YPLM)



CHANGES: NEW CHART
30 NOV 23

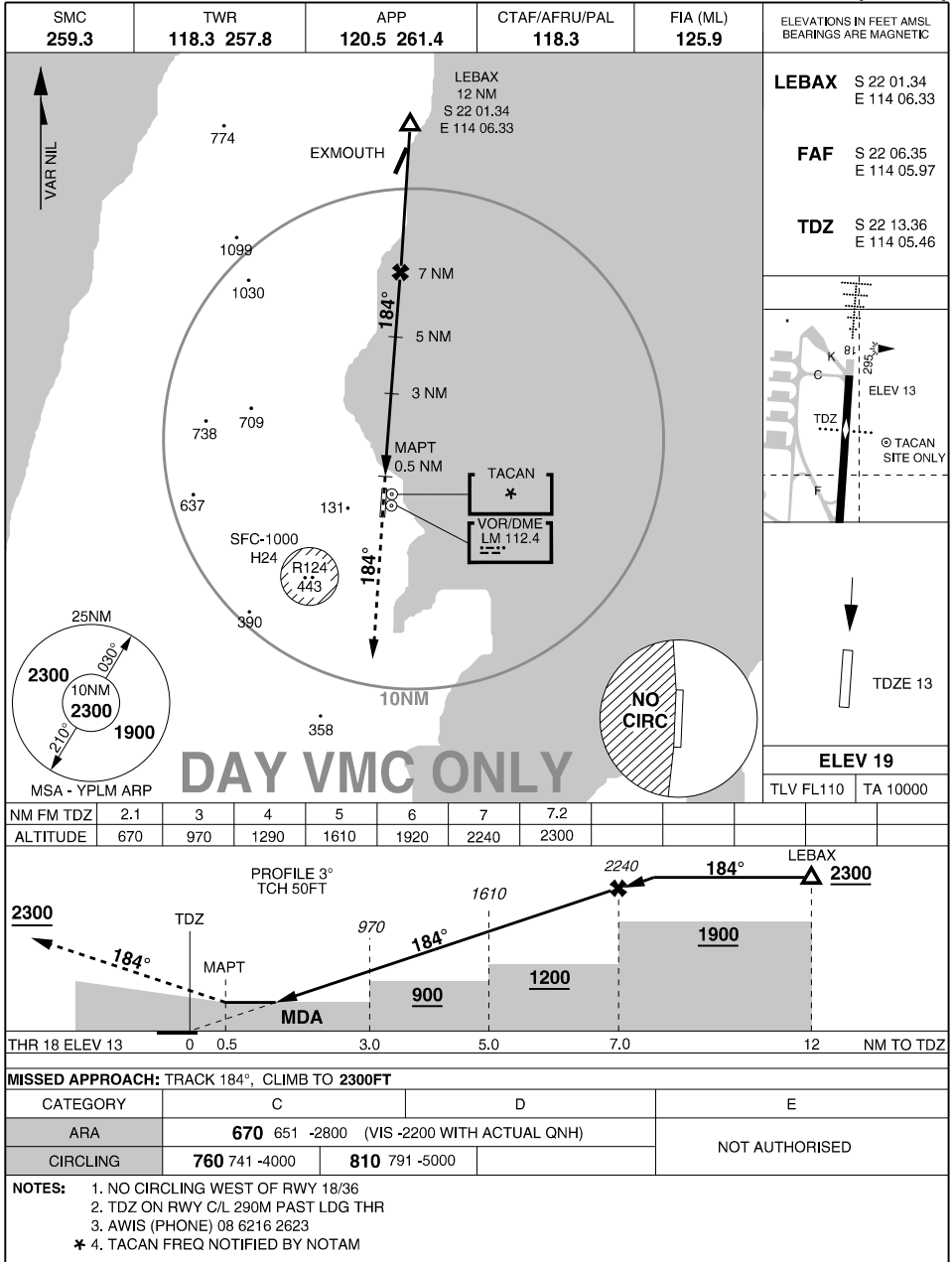
AIS-AF
MILITARY USE ONLY

LEARMONTH (YPLM)
RTCC

MILITARY USE ONLY

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

ARA RWY 18
LEARMONTH (YPLM)



CHANGES: RWY END DIAGRAM

20 MAR 25

AIS-AF
MILITARY USE ONLY

LEARMONTH (YPLM)
ARA RWY 18

ARA RWY 36
LEARMONTH (YPLM)

SMC 259.3 **TWR 118.3 257.8** **APP 120.5 261.4** **CTAF/AFRU/PAL 118.3** **FIA (ML) 125.9**

**ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC**

DAY-VMC ONLY

SAKUS S 22 26.70
E 114 04.49

FAF S 22 21.70
E 114 04.85

TDZ S 22 14.69
E 114 05.36

ELEV 19

NM	FM TDZ	7.2	7	6	5	4	3	2						
ALTITUDE	2300	2250	1930	1610	1290	970	670							

**PROFILE 3°
TCH 50FT**

SAKUS 2300

2250

1500

700

MDA

TDZ

MAPT

THR 36 ELEV 19

2300

NM TO TDZ 12 7.0 3.0 0.5 0

MISSSED APPROACH: TRACK 004°, CLIMB TO 2300FT

CATEGORY	C	D	E
ARA	670 651 -3700 (VIS -3100 WITH ACTUAL QNH)		
CIRCLING	760 741 -4000	810 791 -5000	NOT AUTHORISED

NOTES:

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

20 MAR 25

AIS-AF
MILITARY USE ONLY

LEARMONTH (YPLM)
ARA RWY 36

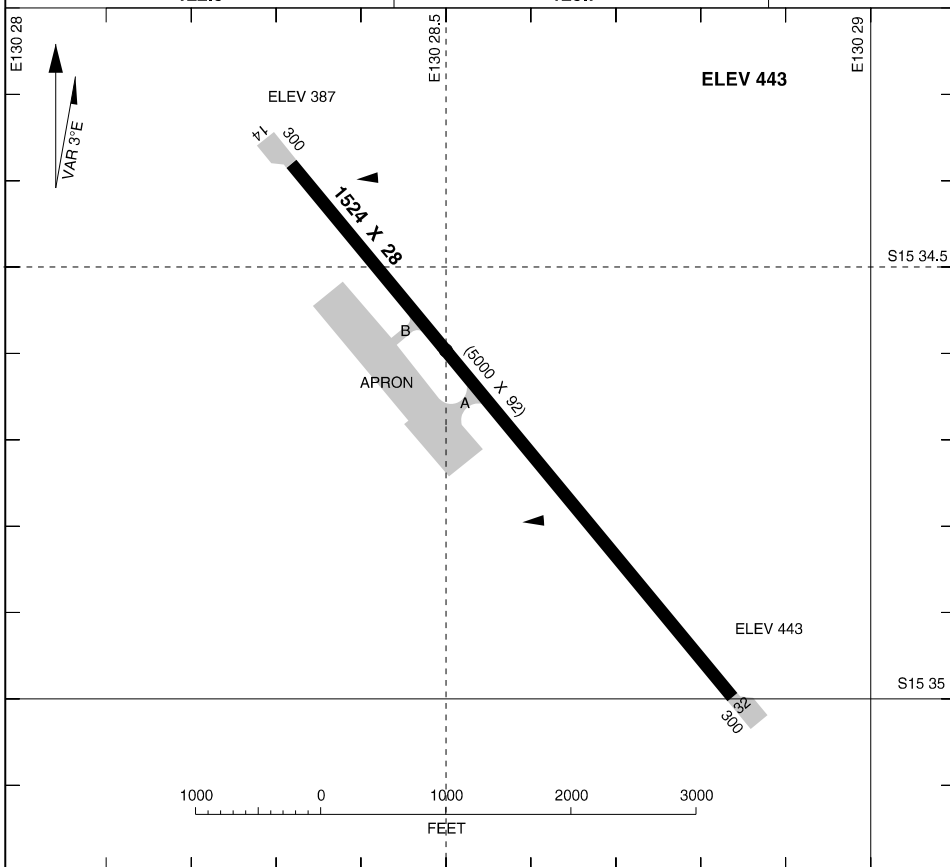
AERODROME CHART

NACKEROO (YNKR)

FIA (BN)
122.6

CTAF
126.7

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
14 (138°)	NIL	NIL	NIL	
32 (318°)	NIL	NIL	NIL	

AIS-AF

09 JUL 26

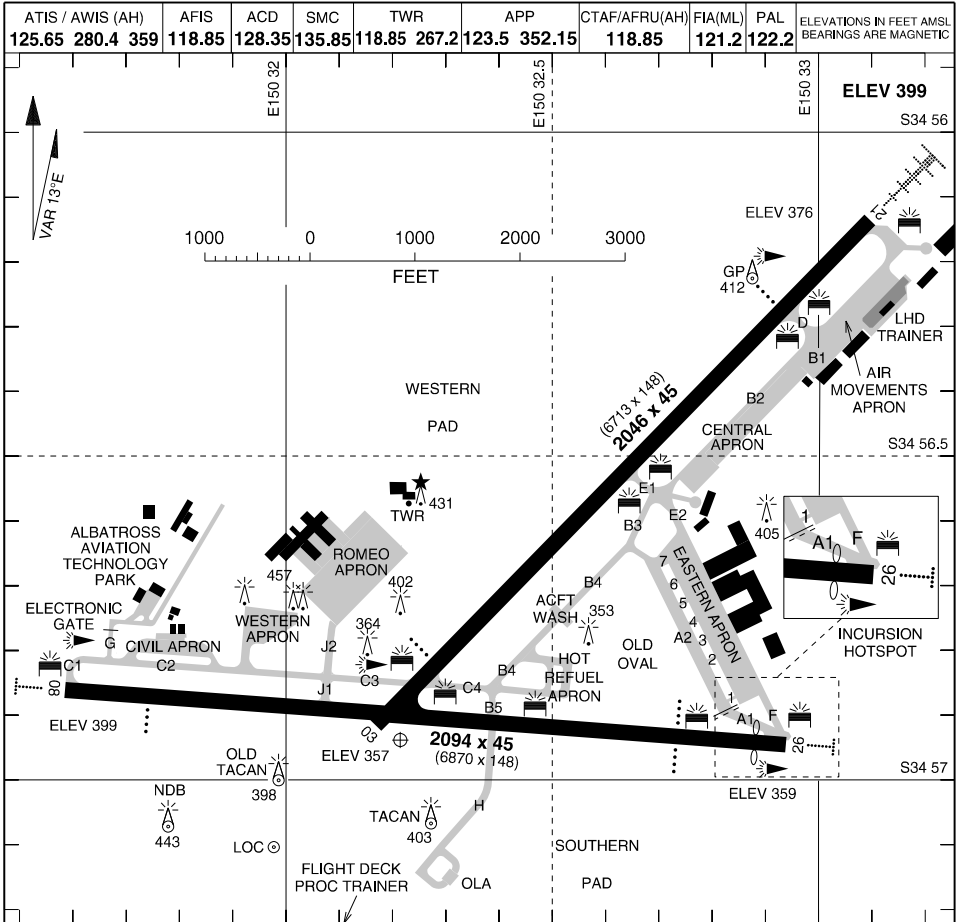
NACKEROO (YNKR) AERODROME CHART

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	1. RWYS 08 AND 21 - RIGHT CIRCUIT
03 (032°)	PAPI (6) (LEFT SIDE) 3.00° 52FT	GREEN /RED	HIRL (6) PAL 122.2 PTBL 30 MIN PN	2. RWY 26 THR DISPLACED 91M (299FT).
21 (212°)	HIAL (6) (724M) PAPI (6) (RIGHT SIDE) 3.00° 51FT ALIGNED WITH ILS GP			3. RWY 03/21 GROOVED
08 (082°)	SALS (3) PAPI (6) (RIGHT SIDE) 3.00° 57FT			4. RISING TERRAIN APP RWY 08/ TKOF RWY 26 MARKED BY BI-DIRECTIONAL RED LGT
26 (262°)	SALS (6) PAPI (6) (BOTH SIDES) 3.00° 52FT	GREEN/RED DISP 299FT		CAUTION SEVERE DOWNDRAFTS WITHIN 1NM OF THR ON APCH TO RWY 26 WHEN WIND ABV 7KT FROM WEST
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)				TRANSITIONAL SFC AT E END RWY 08/26 MAY BE INFRINGED BY TRANSIENT VEHICLES

CHANGES: EDITORIAL

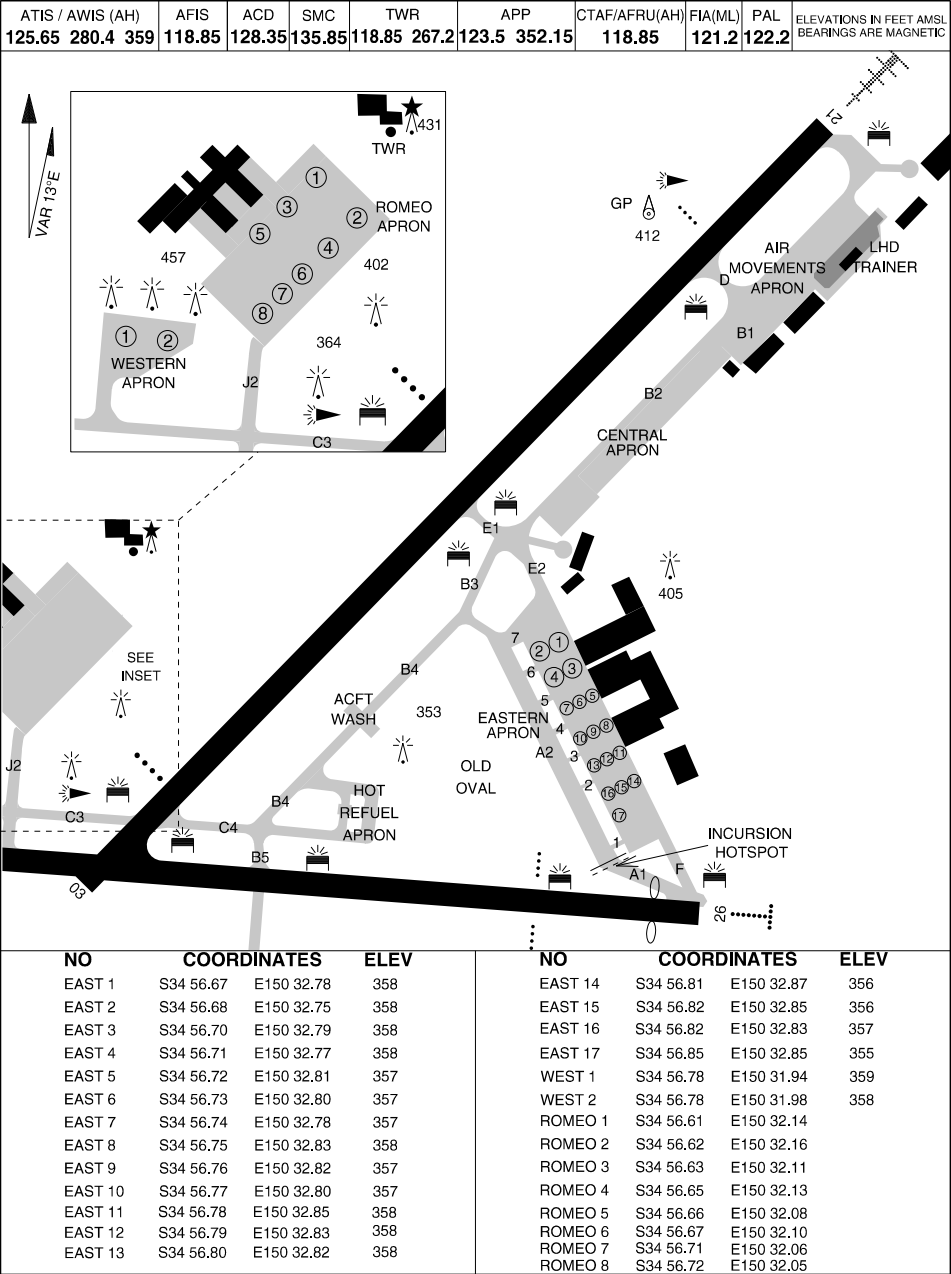
03 SEP 26

AIS-AF
MILITARY USE ONLY

NOWRA (YSNW)
AERODROME CHART

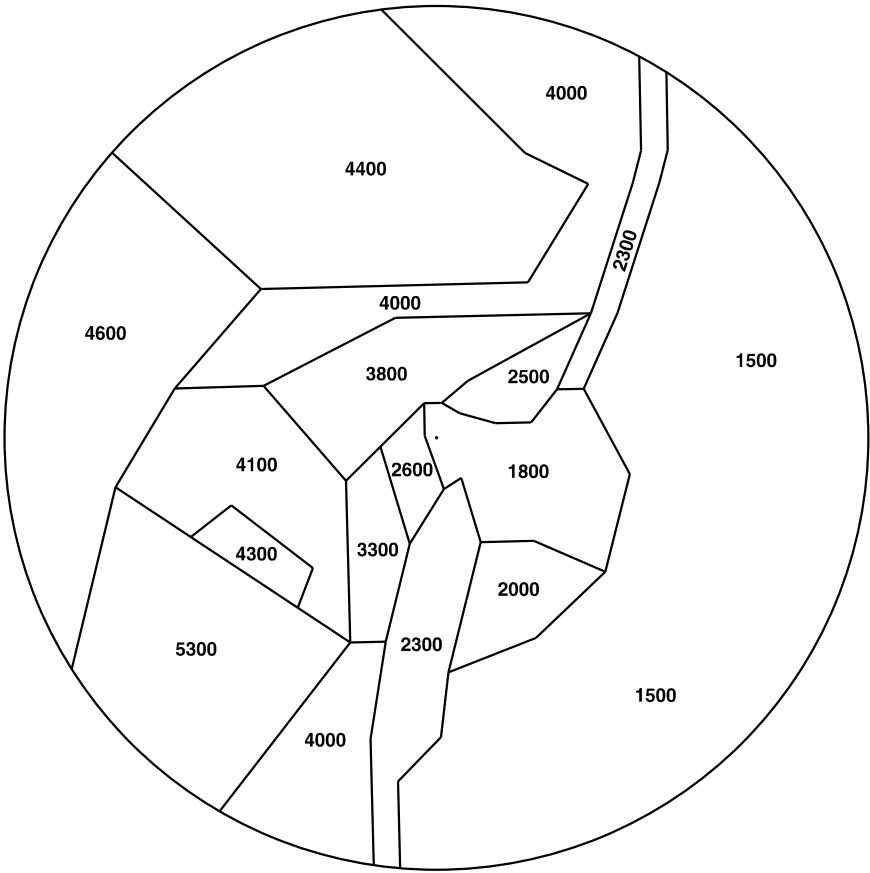
S34 56.94 E150 32.22
PANS-OPS, WGS 84

APRON CHART
NOWRA (YSNW)



NOWRA (YSNW)
APRON CHART

ATC USE ONLY



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

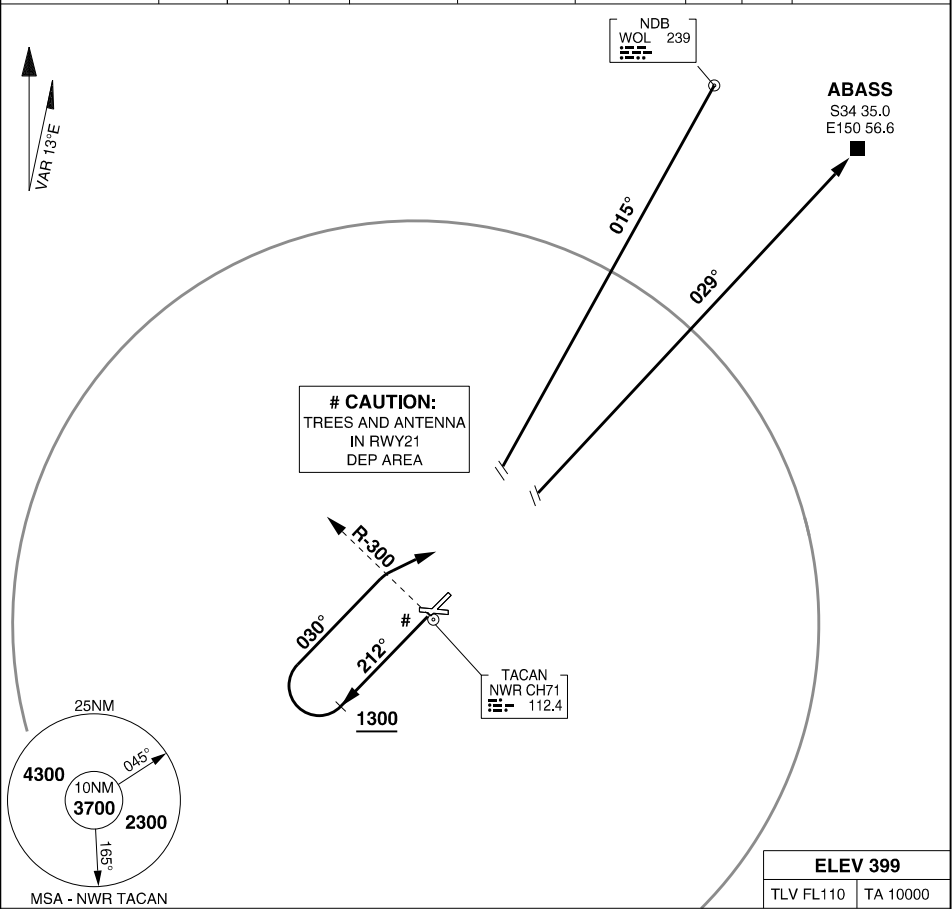
ATC USE ONLY

S34 56.94 E150 32.22
PANS-OPS, WGS 84

MILITARY USE ONLY

SID NORTH 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	



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

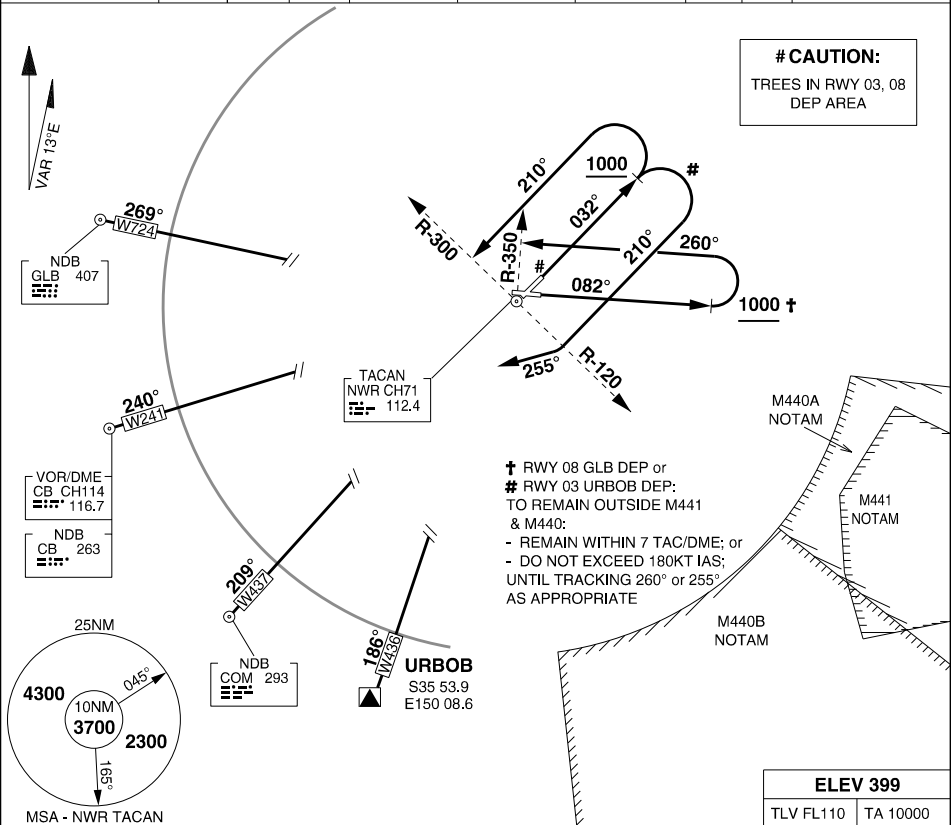
MILITARY USE ONLY
AIS-AF

NOWRA (YSNW)
SID NORTH RWY 21

S34 56.94 E150 32.22
PANS-OPS, WGS 84

SID SOUTH & WEST RWYS 03/08
MILITARY USE ONLY
NOWRA (YSNW)

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



**URBBOB 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
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)
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

GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT NWR TACAN

VAR 13° E

1000

2000

15 NWR S34 46.22 E150 44.89

19 NWR

12 NWR 11.1 INA

15 NWR S34 51.91 E150 49.41

19 NWR

20 NWR

DME INA CH 22 108.5

MAPT 1.1 INA 2 NWR

LOC INA 108.5

TACAN NWR CH 71 112.4

TORAG 7.1 NWR 6.1 INA

PUKEV 15 NWR S34 51.91 E150 49.41

R421B NOTAM

R421A NOTAM

M440A NOTAM

M441 NOTAM

M440B NOTAM

JERVIS BAY

MSA - NWR TACAN

4300

10NM 3700

045°

165°

25NM

1018

1474

2231 2280

1985

10 NM

212°

529'

4300

3100

2300

2100 LOC

212°

3100

TLV FL110

TA 10000

THR ELEV 376

TDZE 376

GS 3.00° RDH 50

MDA

0.8

5.1 NM

5 NM

CATEGORY

A

B

C

D

S-ILS 21

700

324

1200m

(VIS -800 WITH ACTUAL QNH)

S-LOC 21

930

554

2400m

CIRCLING

1320

921

2400m

1680 1281 1810 1411

4000m 5000m

HIRL all Rwys

CHANGES: AMENDED PROCEDURE

S34 56.94 E150 32.22

NOWRA (YSNW)

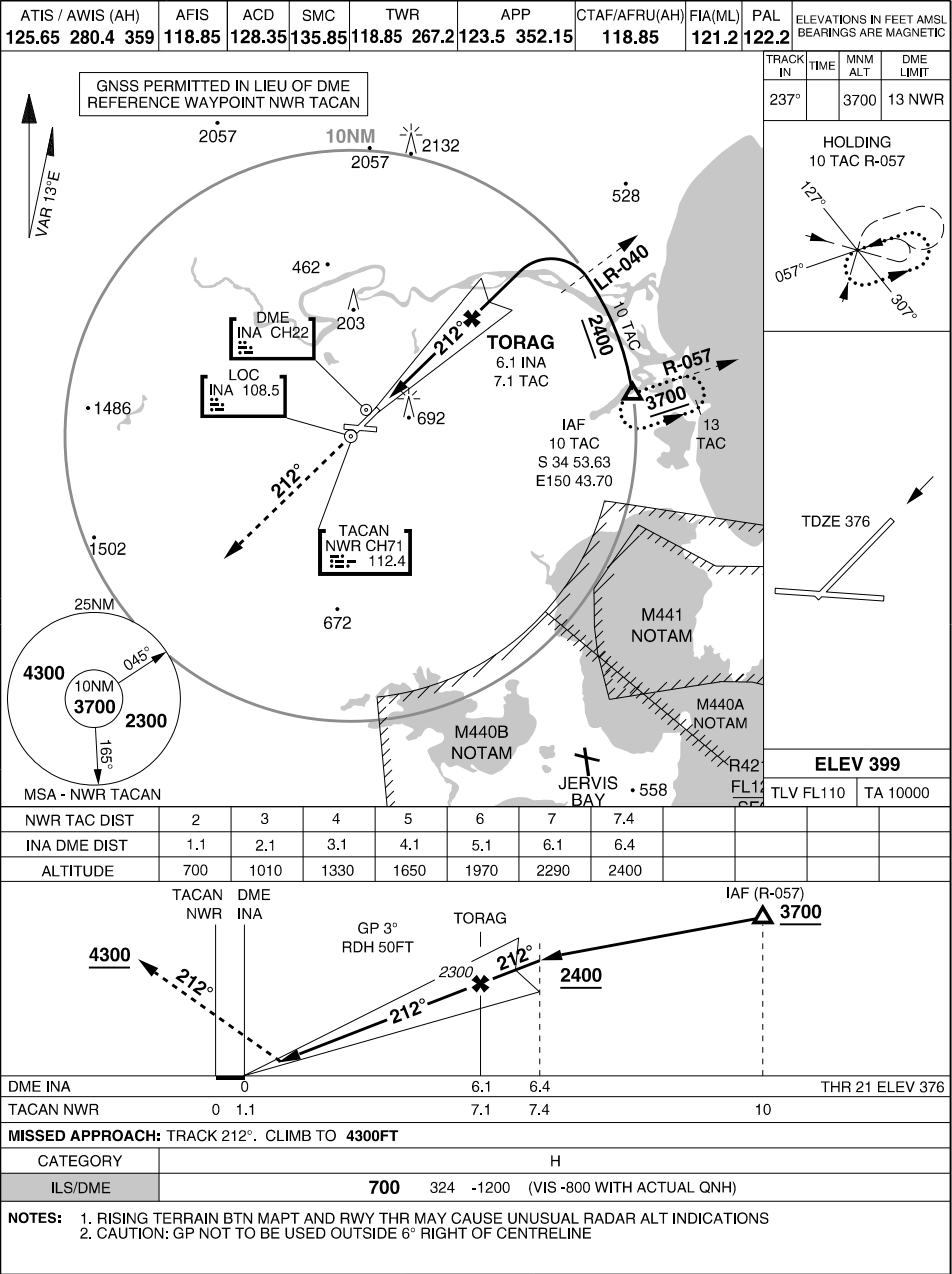
ILS-X OR LOC-X RWY 21 USING NWR TACAN OR INA DME

AS-AF: MILITARY USE ONLY

103

S34 56.94 E150 32.22
PANS-OPS, WGS 84

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



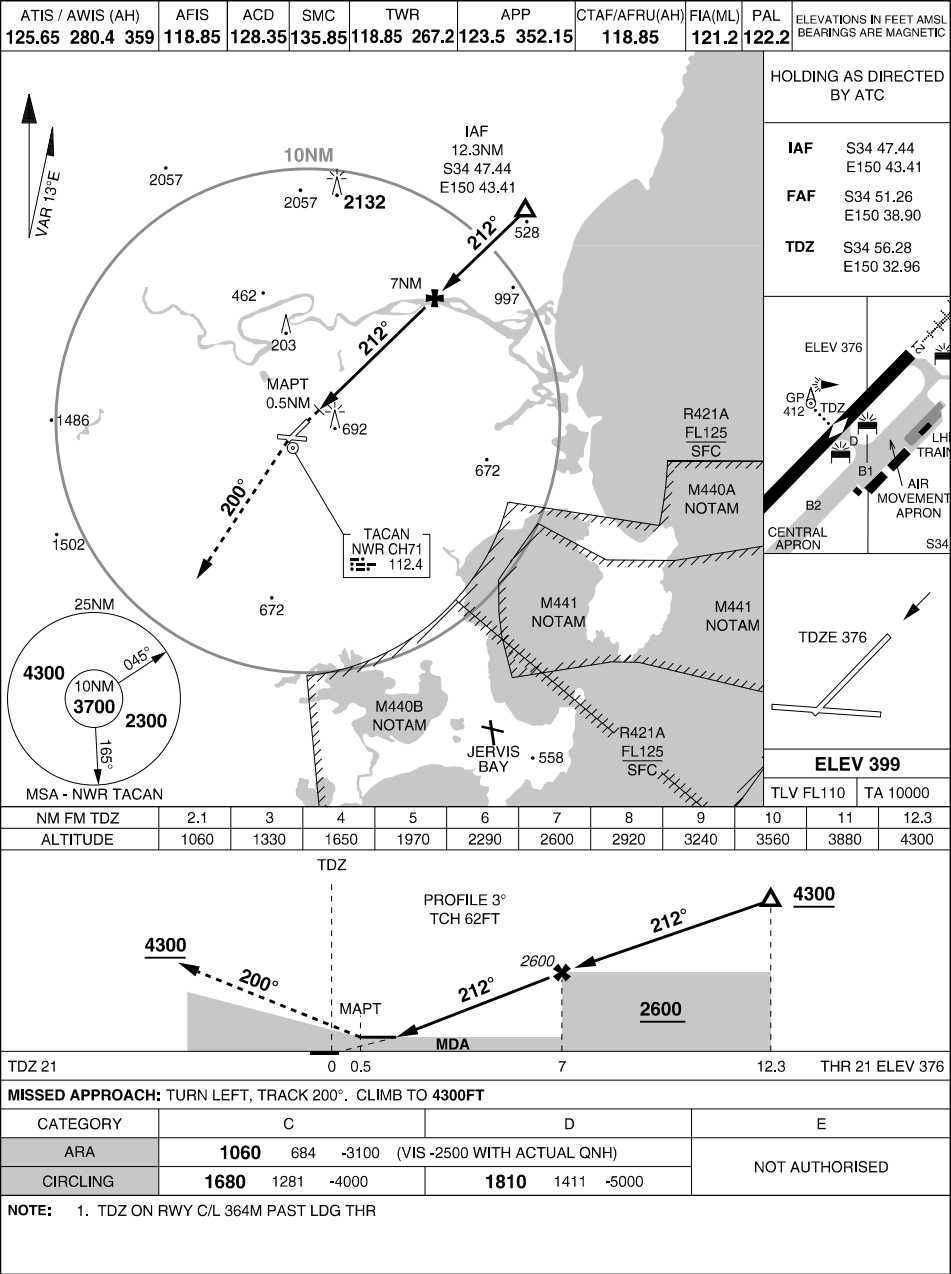
CHANGES: MSA
19 MAR 26

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)



CHANGES: RWY END DIAGRAM, NWR TACAN, MSA

20 MAR 25

AIS-AF
MILITARY USE ONLY

NOWRA (YSNW)
ARA RWY 21

TACAN-Z RWY 26 NOWRA (YSNW)

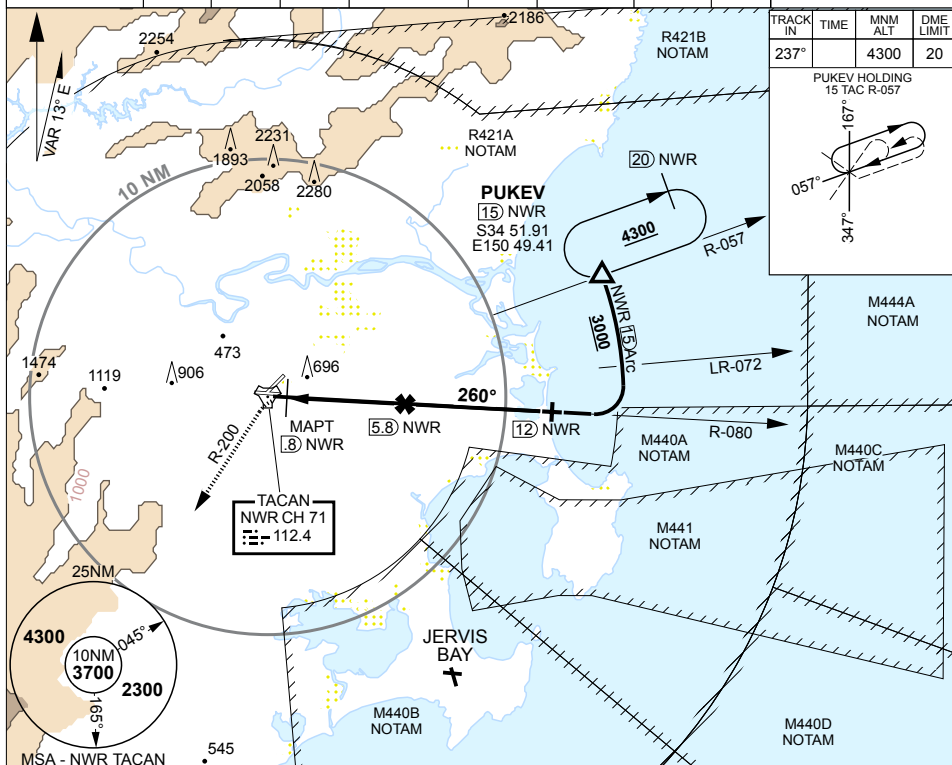
TACAN NWR Chan 71	APCH CRS 260°	RWY LDG THR ELEV AD ELEV	6571 359 399
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PANS-OPS, WGS-84

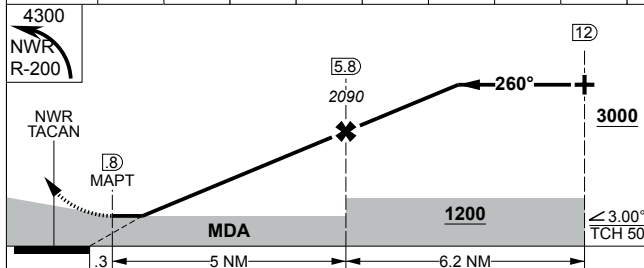


MISSED APPROACH:
TURN LEFT, TRACK R-200, CLIMB TO 4300FT.

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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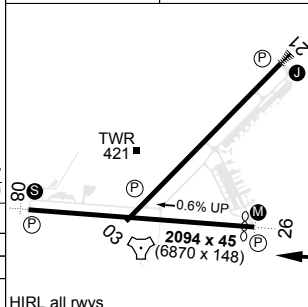


NWR TAC	2.3	3	4	5	6	7	8	8.6						
ALTITUDE	970	1200	1520	1840	2160	2480	2790	3000						



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

S34 56.94 E150 32.22

27 NOV 25

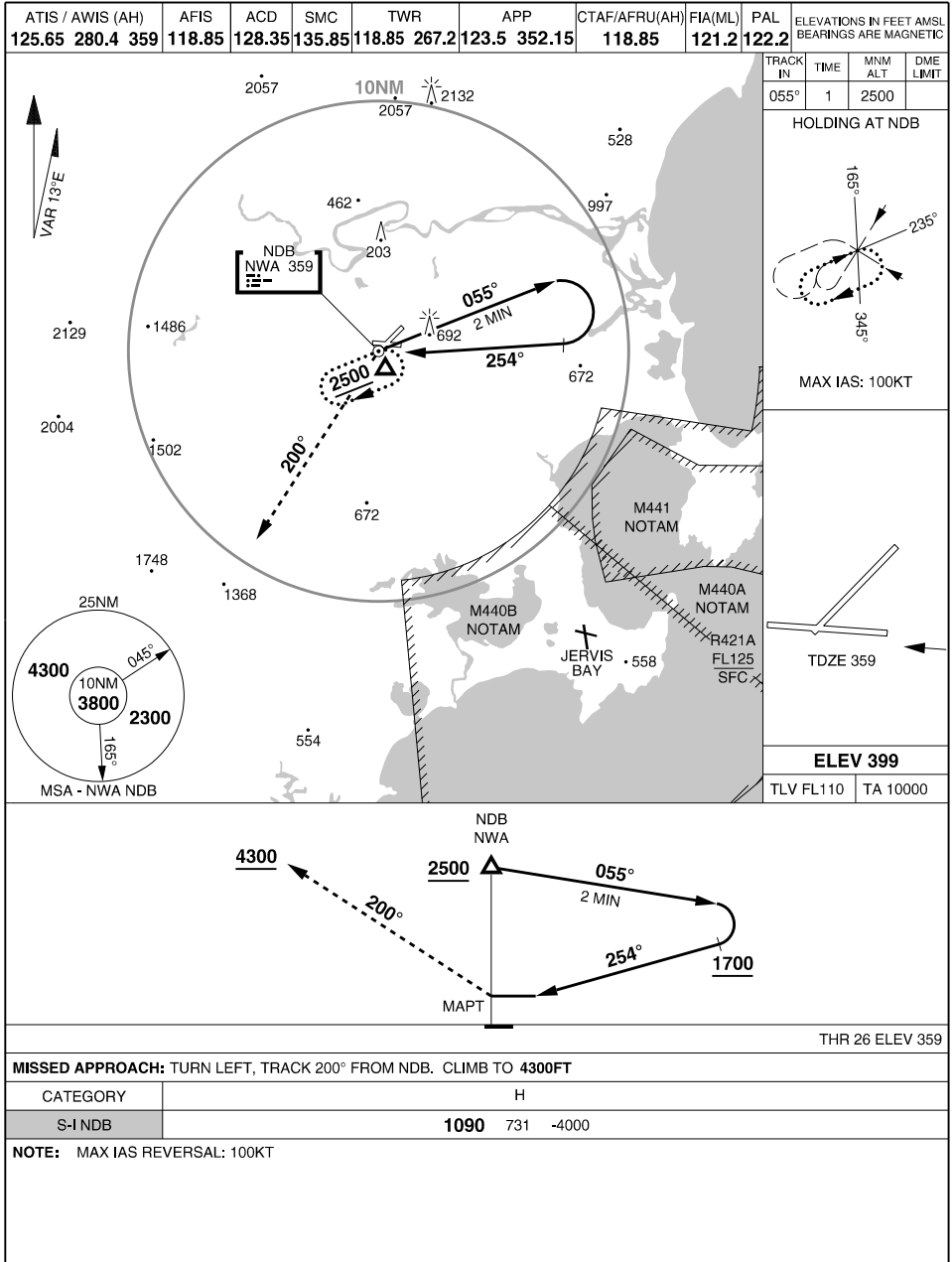
**AIS-AF
MILITARY USE ONLY**

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

MILITARY USE ONLY

NDB RWY 26 (CAT H)
NOWRA (YSNW)

S34 56.94 E150 32.22
PANS-OPS, WGS 84



CHANGES: MSA

19 MAR 26

AIS-AF
MILITARY USE ONLY

NOWRA (YSNW)
NDB RWY 26 (CAT H)

AERODROME CHART

OAKEY (YBOK)

ATIS 254 124.3 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

VAR 11°E

ELEV 1336

VOR/DME

S27 24

ELEV 1335

ELEV 1334

GP

914 x 23 (2999 x 75)

1649 x 30 (5410 x 98)

1089 x 23 (3573 x 75)

ELEV 1329

CLOSED

ELEV 1324

HOT REFUEL POINT

B6 B5 B4

PAD 4

B3

RSF APRON

PAD 3

B2

PAD 2

B1

PAD 1

MILITARY APRON

TWR

FIRE STATION

EMERGENCY SERVICES APRON

ELEV 1336

LOC

S27 24.5

S27 25

1000 0 1000 2000 3000

FEET

NDB

1400

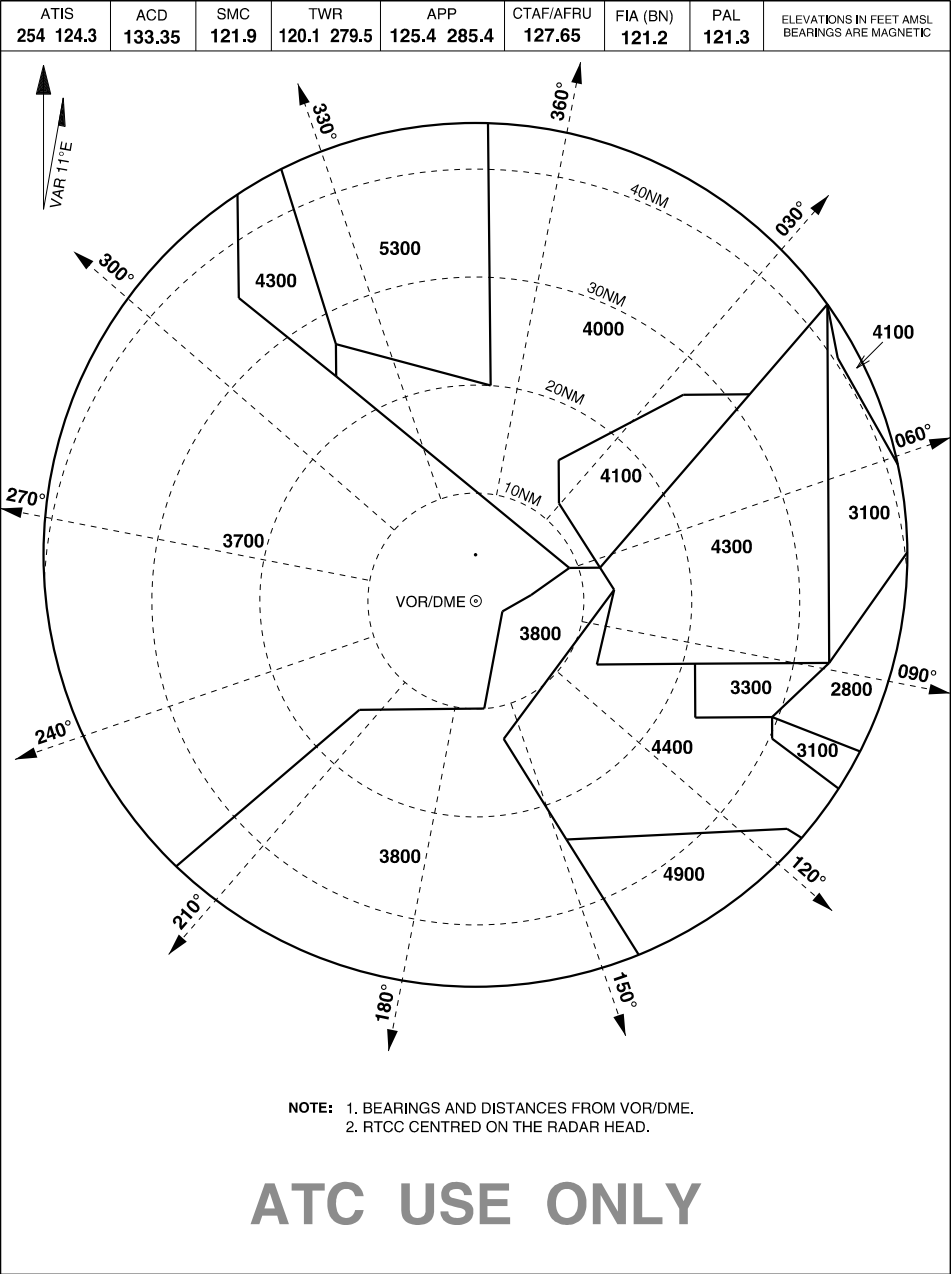
LIGHTING				ILLUMINATED WIND INDICATORS TAXIWAY: SIDELINE BLUE AND CENTRELINE GREEN OBSTRUCTION PAL 121.3
RWY	APPROACH	THR	RUNWAY	
14 (135°)	PAPI (6) (LEFT SIDE) 3.00° 48FT	GREEN	REDL MIRL (3)	
32 (315°)		GREEN		
05 (044°)	NIL	NIL	NIL	
23 (224°)	NIL	NIL		
09 (089°)	NIL	GREEN	REDL MIRL (3)	
27 (269°)	NIL	GREEN		
SDBY PWR AVBL				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.

OAKLEY (YBOK) AERODROME CHART

MILITARY USE ONLY

ATC USE ONLY

RTCC
OAKEY (YBOK)



CHANGES: REMOVED TFC FREQ

13 JUN 24

AIS-AF

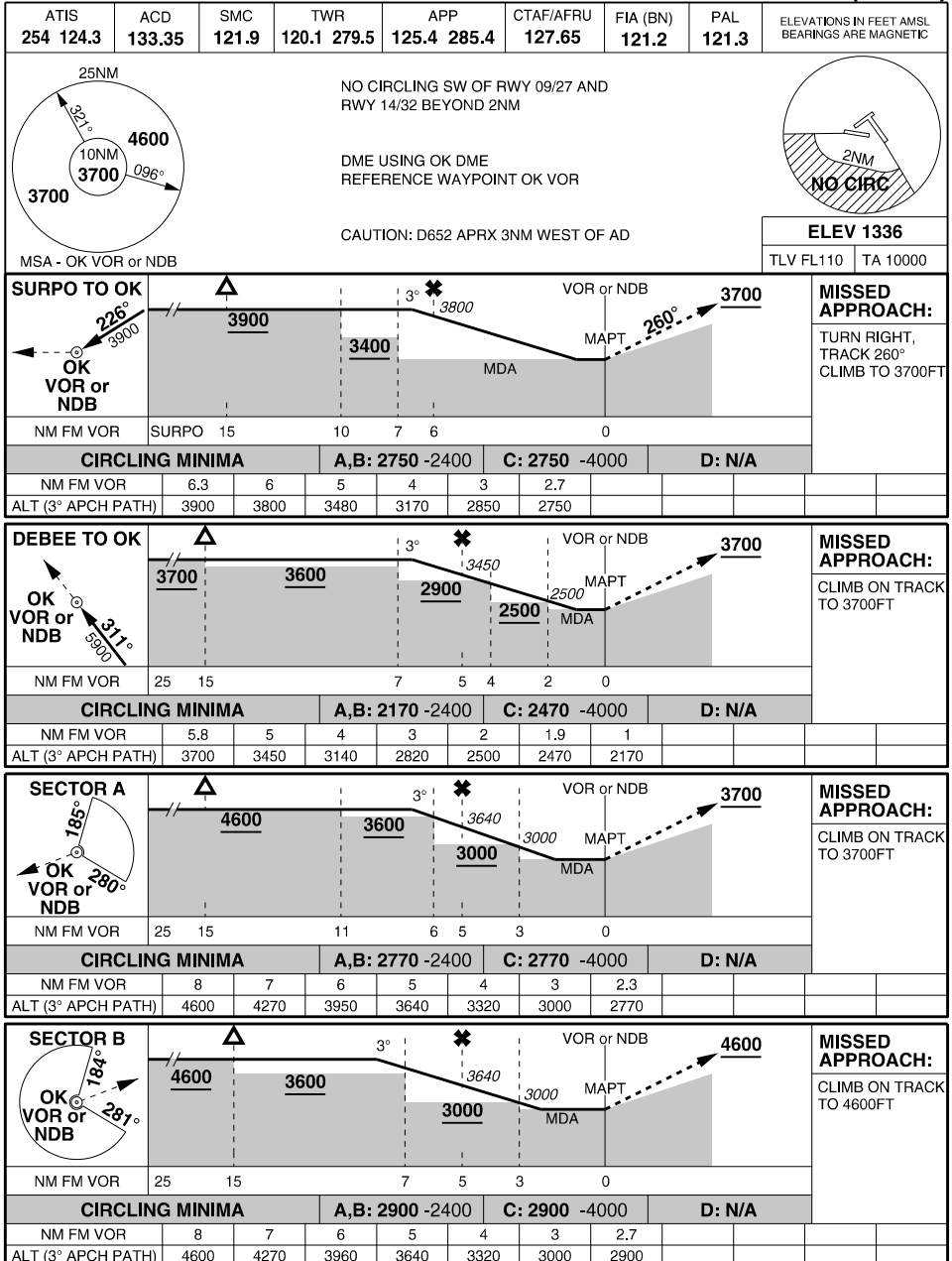
OAKEY (YBOK)
RTCC

MILITARY USE ONLY

MILITARY USE ONLY

DME or GNSS ARRIVAL
OAKY (YBOK)

S27 24.69 E151 44.12
PANS-OPS, WGS 84



CHANGES: REMOVED TFC FREQ

AIS-AF

OAKY (YBOK)

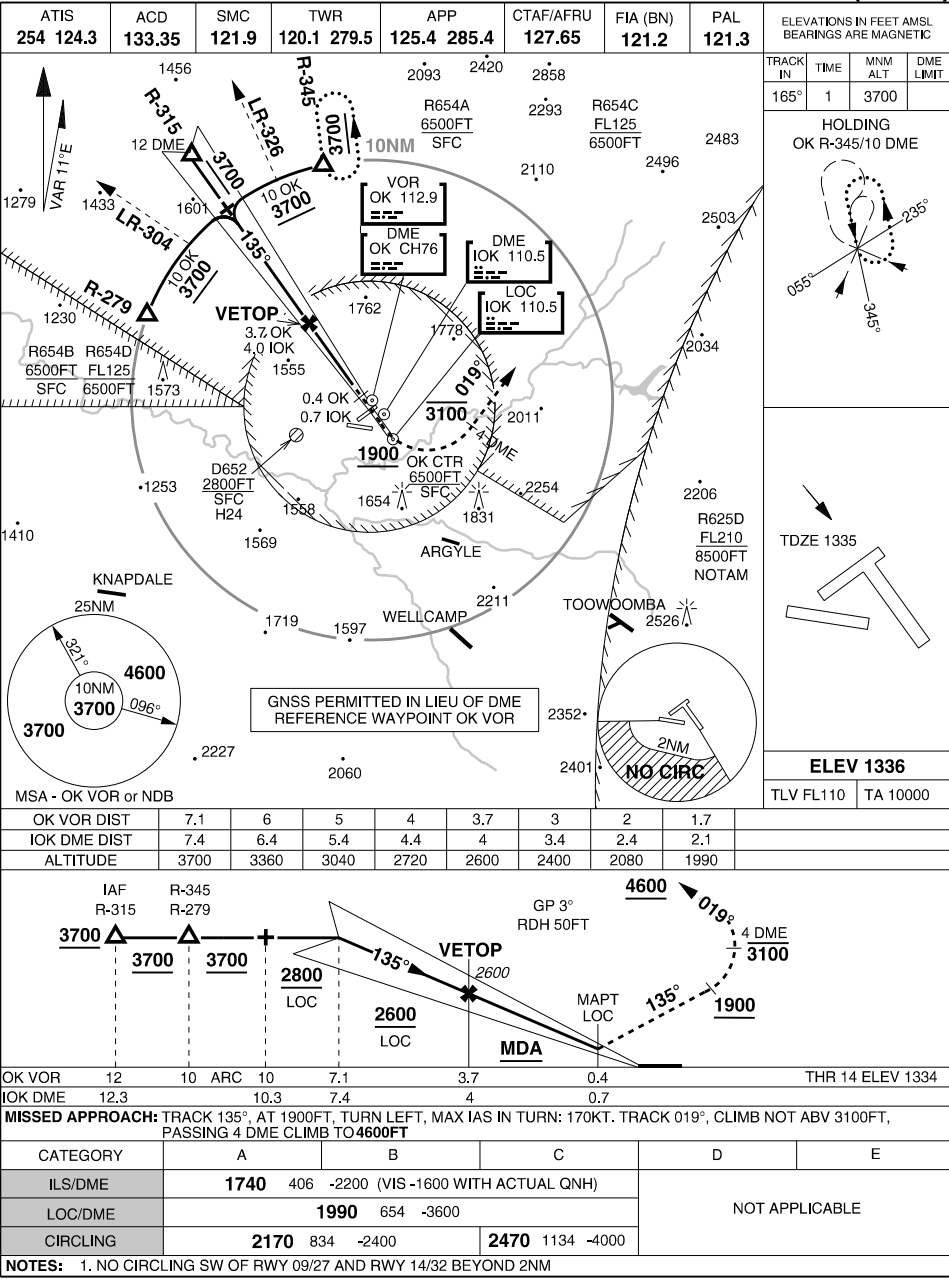
13 JUN 24

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)



PANS-OPS, WGS-84

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

MISSED APPROACH:
TURN LEFT, MAX IAS IN TURN: 170KT. TRACK 020°, ABOVE 3100FT. PASSING 4 DME CLIMB TO **4600FT.**

[illegible]

CATEGORY	A	B	C	D
S-14	1930	594	3400m	NA
CIRCLING	2170	834	2400m	NA
	2170	1134	4000m	NA

CHANGES: REMOVED TFC FREQ

S27	24.69	E151	44.12
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13 JUN 24

OAKEY (YBOK)

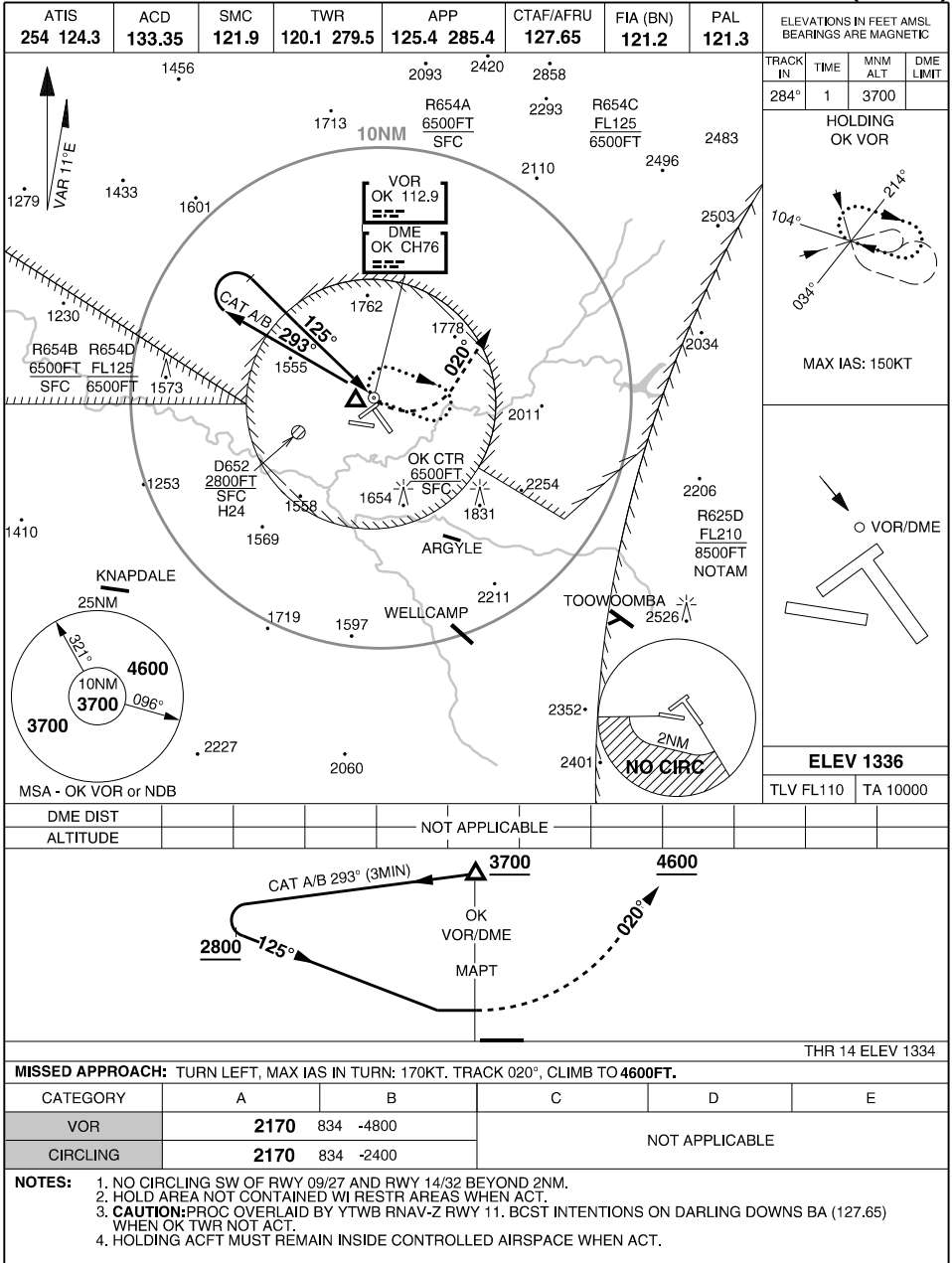
**AIS-AF
MILITARY USE ONLY**

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

MILITARY USE ONLY

S27 24.69 E151 44.12
PANS-OPS, WGS 84

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



CHANGES: SUA
19 MAR 26

AIS-AF
MILITARY USE ONLY

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

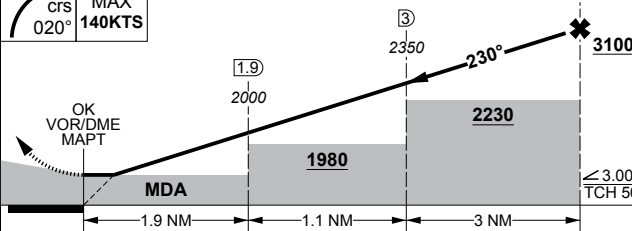
PANS-OPS, WGS-84

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

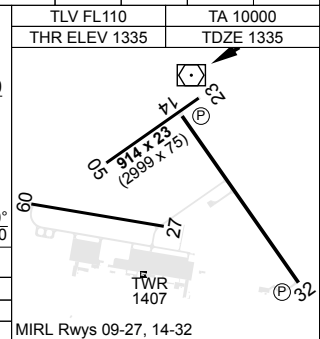
1. NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM.

MISSED APPROACH:
TURN RIGHT. MAX IAS IN TURN: 140KT. TRACK 020°. CLIMB TO **4600FT.**

4600 	Turn MAX	⑥ 3310	TLV FL110	TA 10000
			THR ELEV 1335	TDZE 1335



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



CHANGES: REMOVED TFC FREQ

S27 24.69 E151 44.12

13 JUN 24

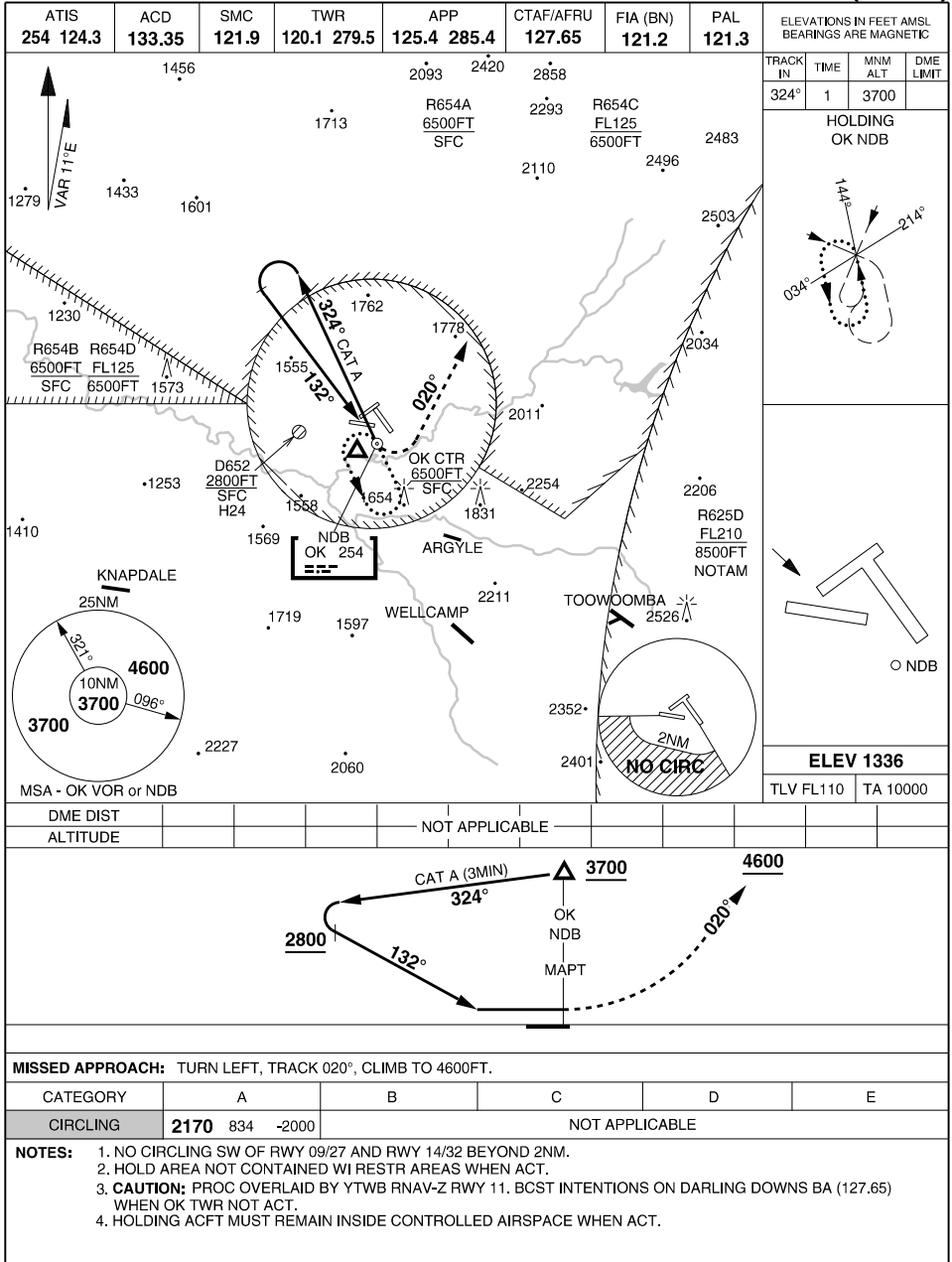
**AIS-AF
MILITARY USE ONLY**

9 E151 44.12 **OAKY (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)



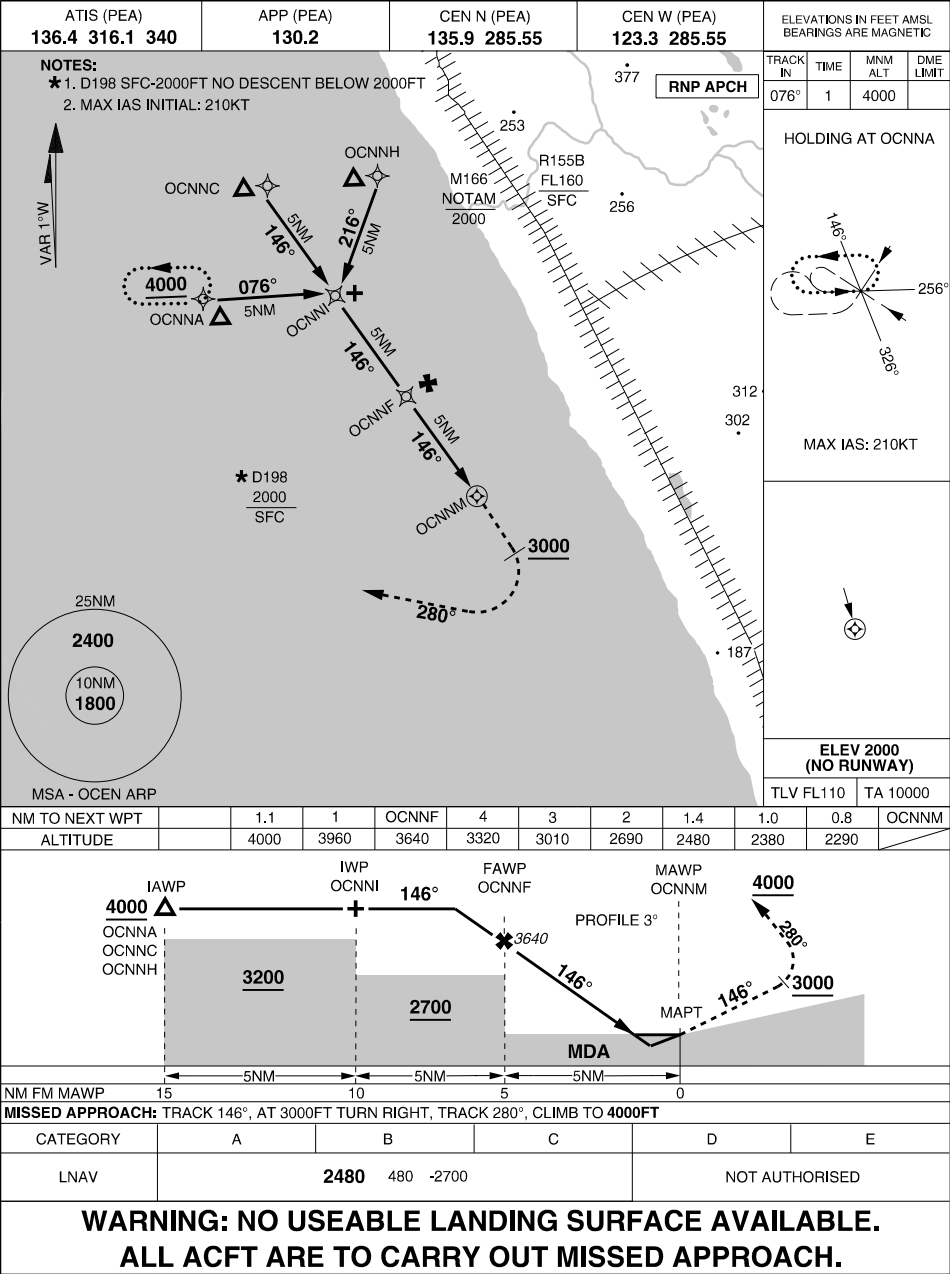
CHANGES: SUA
19 MAR 26

AIS-AF
MILITARY USE ONLY

OAKLEY (YBOK)
NDB-A (CAT A)

MILITARY USE ONLY

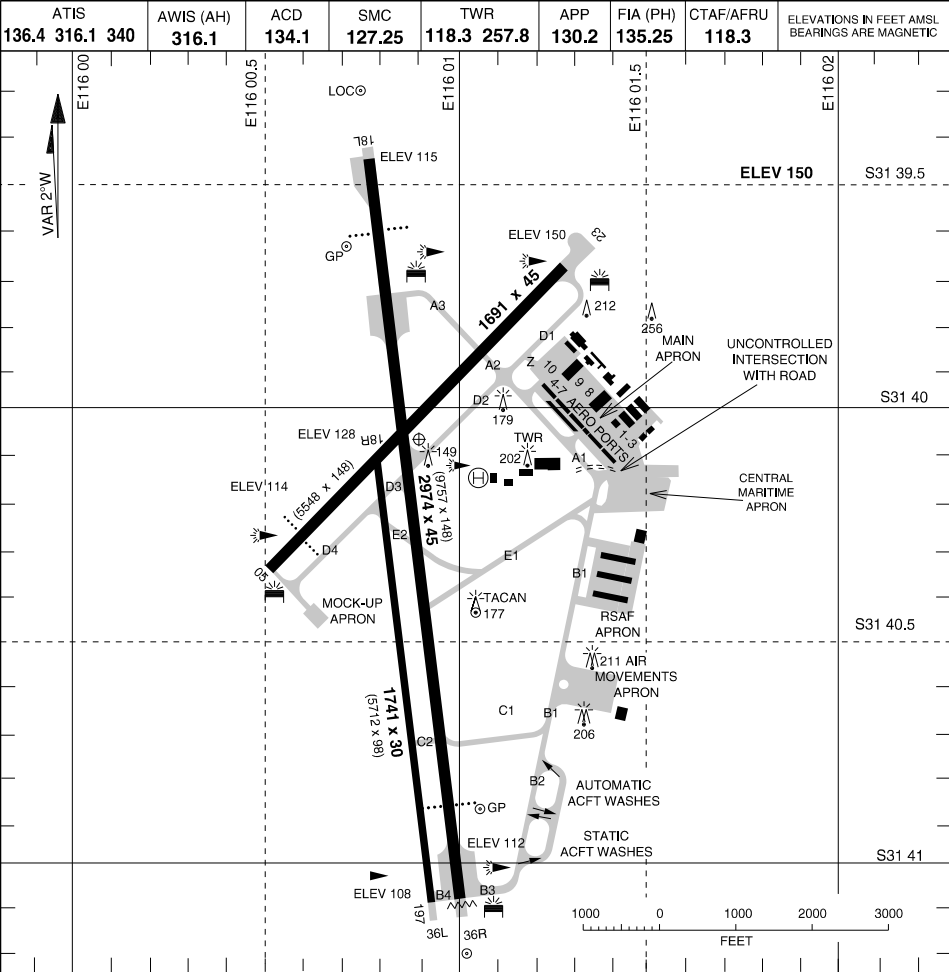
RNP-O (CAT A,B,C)
OCEAN (OCEN)



MILITARY USE ONLY

S31 40.06 E116 00.90
PANS-OPS, WGS 84

AERODROME CHART
PEARCE (YPEA)



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

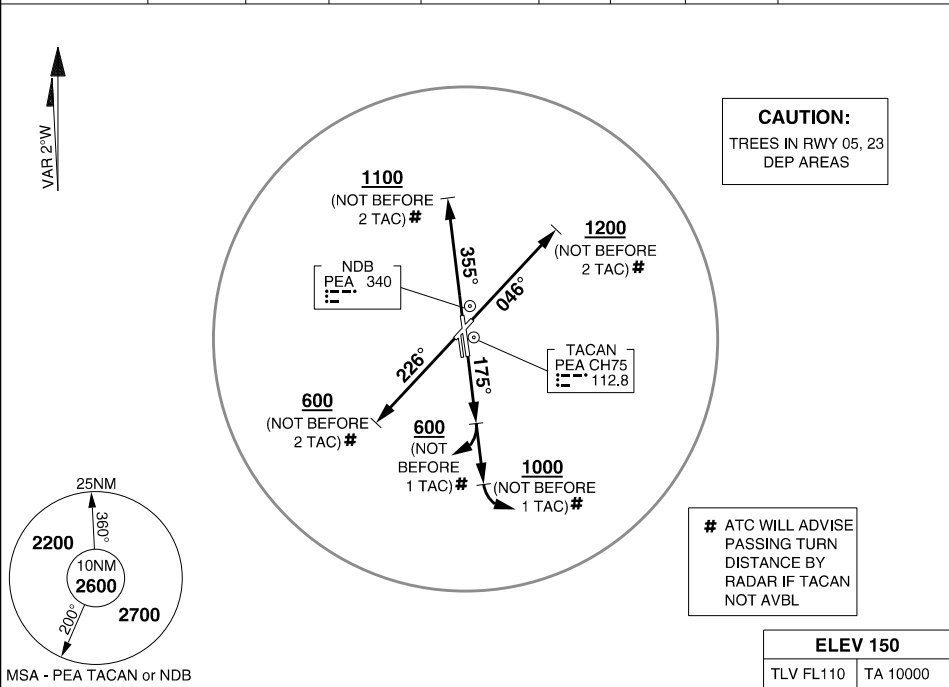
09 JUL 26

AIS-AF
MILITARY USE ONLY

PEARCE (YPEA)
AERODROME CHART

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

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



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

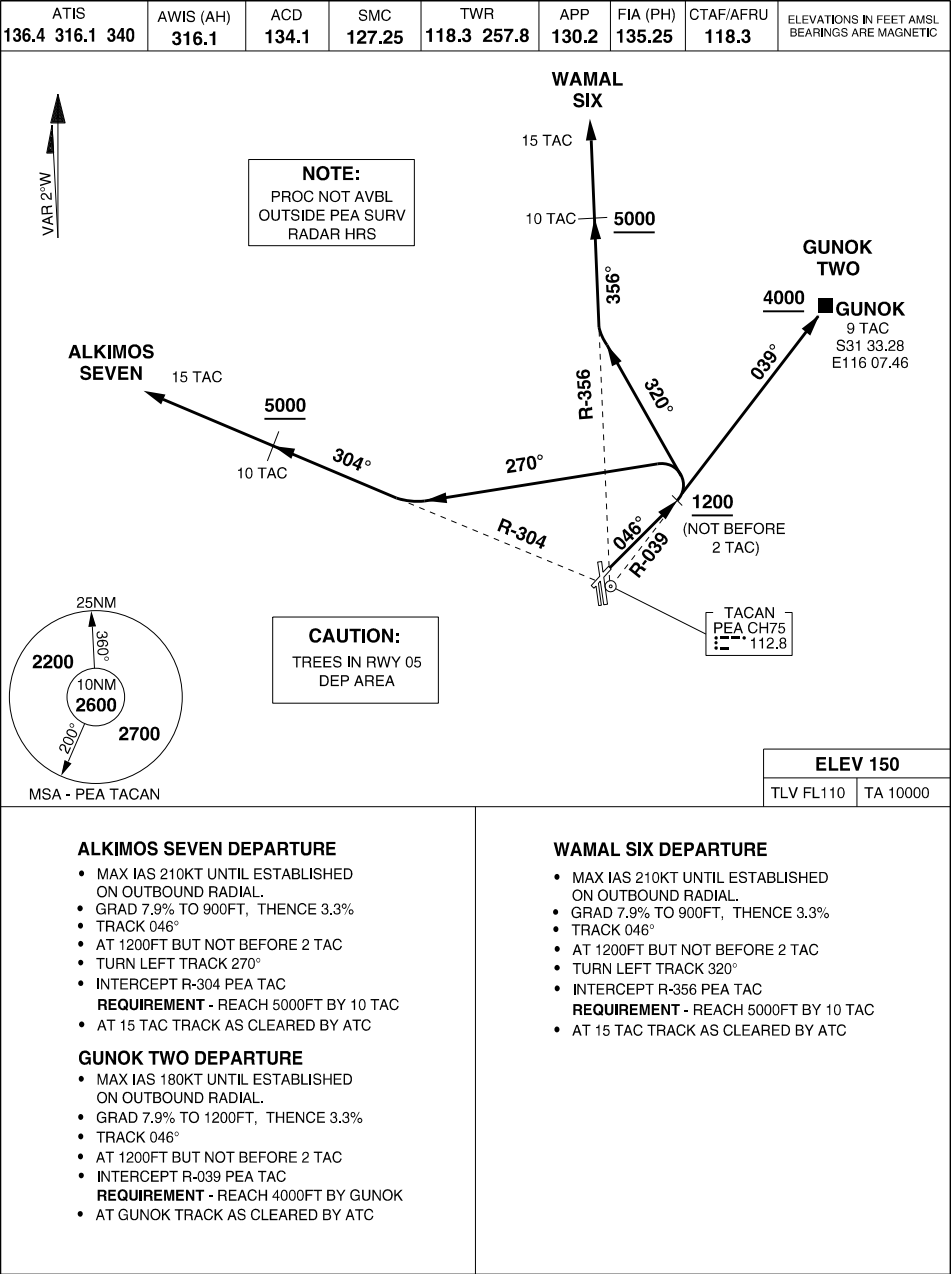
MILITARY USE ONLY

PEARCE (YPEA)

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

S31 40.06 E116 00.90
PANS-OPS, WGS 84

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



CHANGES: MAGVAR, CAUTION NOTE

09 JUL 26

PEARCE (YPEA)

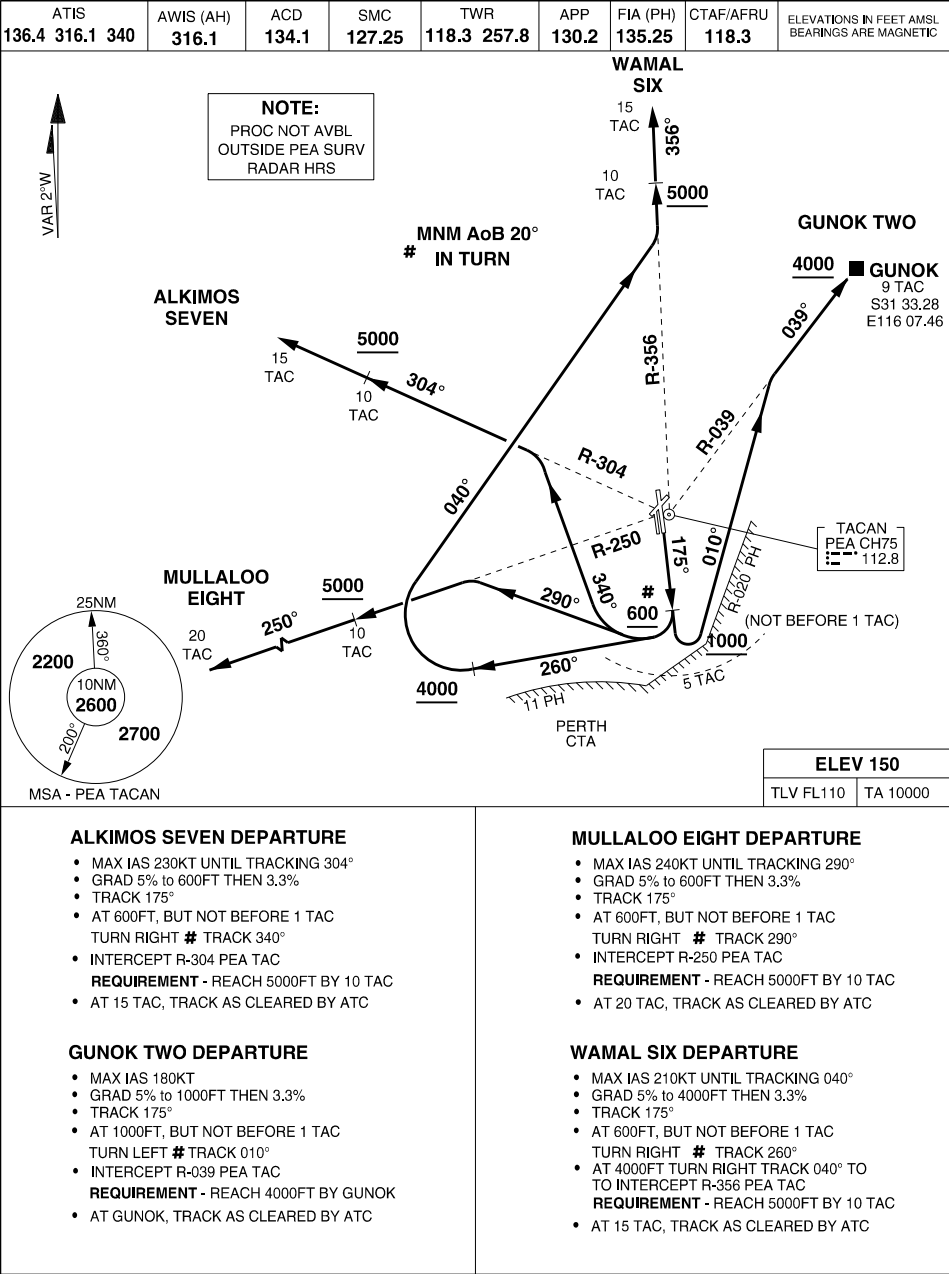
AIS-AF
MILITARY USE ONLY

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



CHANGES: MAGVAR

09 JUL 26

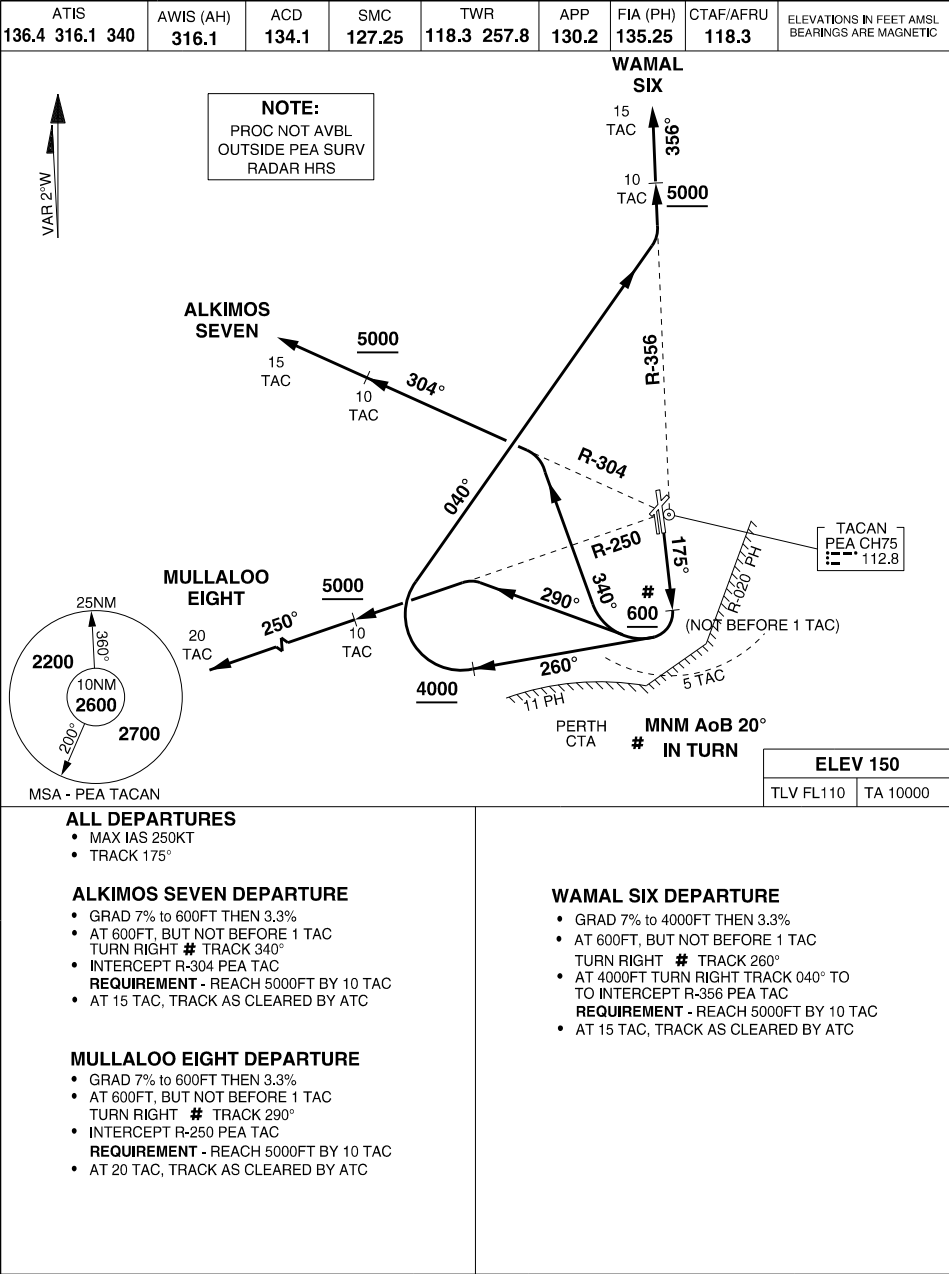
AIS-AF
MILITARY USE ONLY

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

MILITARY USE ONLY

S31 40.06 E116 00.90
WGS-84

SID RWY 18L (CAT D)
PEARCE (YPEA)



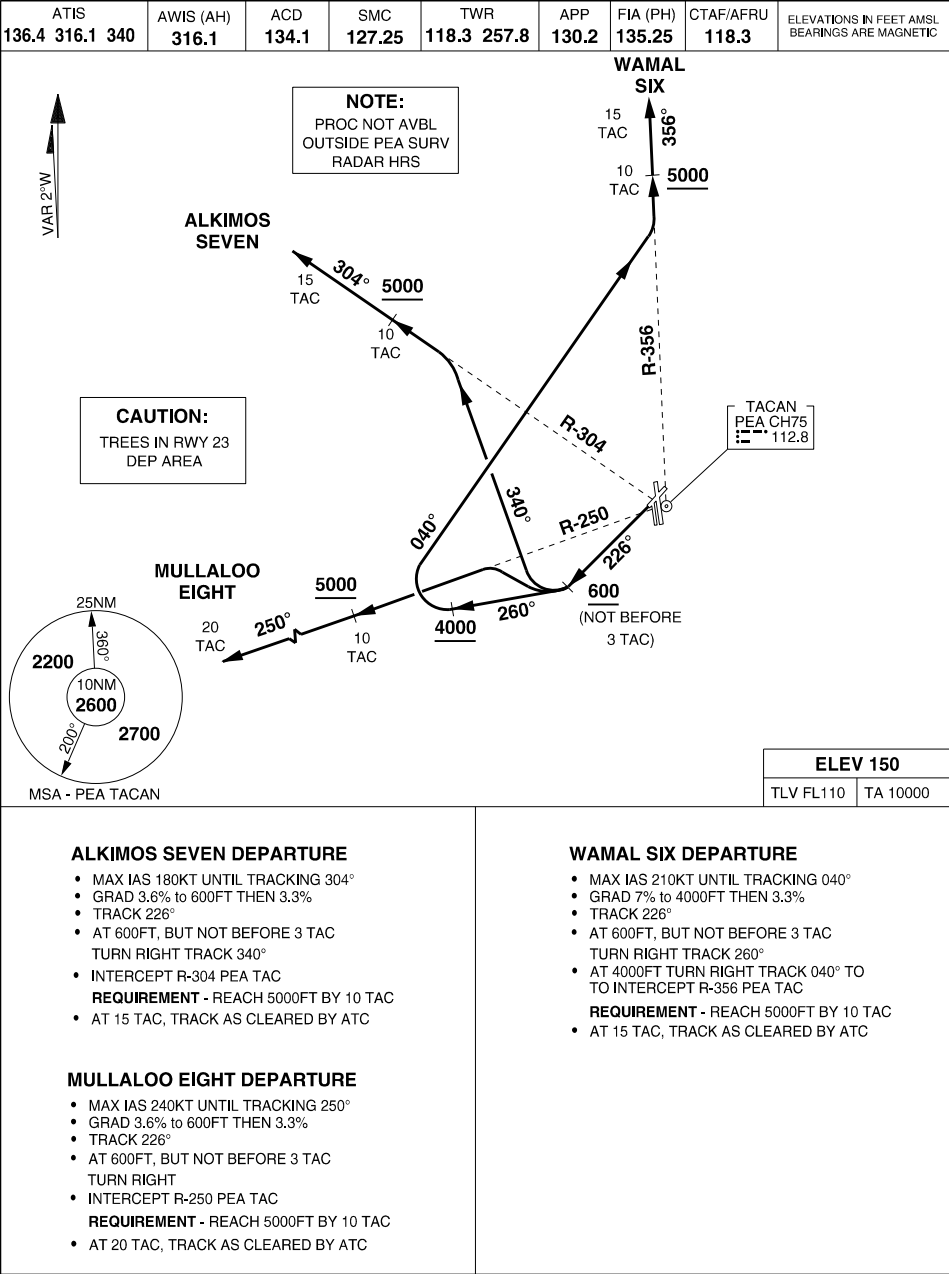
CHANGES: MAGVAR

09 JUL 26

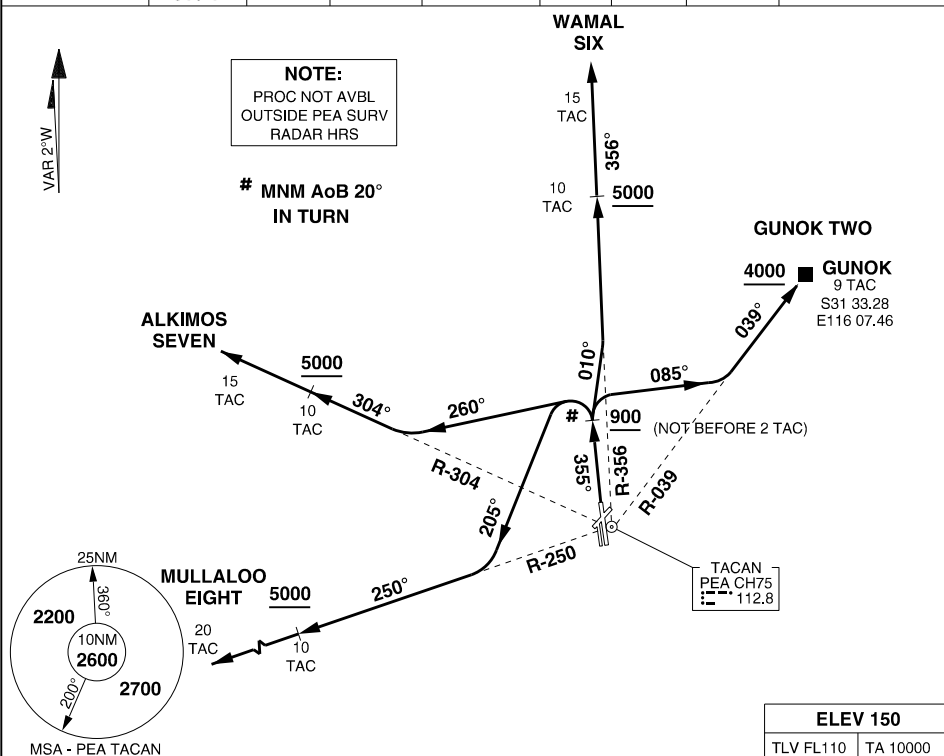
ACG
MILITARY USE ONLY

PEARCE (YPEA)
SID RWY 18L (CAT D)

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



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



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

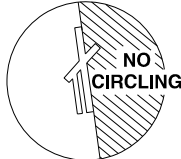
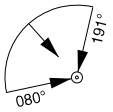
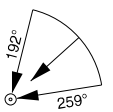
CHANGES: MAGVAR

09 JUL 26

AIS-AF
MILITARY USE ONLY

PEARCE (YPEA)
SID RWY 36R

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

ATIS 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	
INBOUND TRACK or SECTOR (MAG)	LOWEST SAFE ALT (FT)	DESCENT STEPS									ELEV 150
		AT TACAN or GNSS DISTANCE....NM									
		DESCEND TO.....FEET/VIS.....M									
1	2	3	4	5	6	7	8	9	10	11	
- DME USING TACAN CH75 - GNSS REFERENCE WAYPOINT PEA TACAN 											
SECTOR A✱ 	2700 WITHIN 25 NM				35 ↓ 10,000	26 ↓ 8000	18 ↓ 5000	10 ↓ 3500	7 ↓ 1500	5 ↓ A,B: 1340 -2400 C: 1340 -4000 D: 1340 -5000	
		IAF: 15 TACAN		IF: 10 TACAN		FAF: 5 TACAN		MAPT: PEA TACAN			
		MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO 3000FT # # ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS ✱ NOT AVAILABLE WHEN R179 ACTIVE									
SECTOR B 	2700 WITHIN 25 NM				35 ↓ 10,000	26 ↓ 8000	19 ↓ 5000	13 ↓ 2700	5 ↓ 1600	2 ↓ A,B: 1340 -2400 C: 1340 -4000 D: 1340 -5000	
		IAF: 15 TACAN		IF: 10 TACAN		FAF: 5 TACAN		MAPT: PEA TACAN			
		MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO 3000FT # # ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS MISSED APCH INFRINGES R179 WHEN ACT									
NOTES : 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

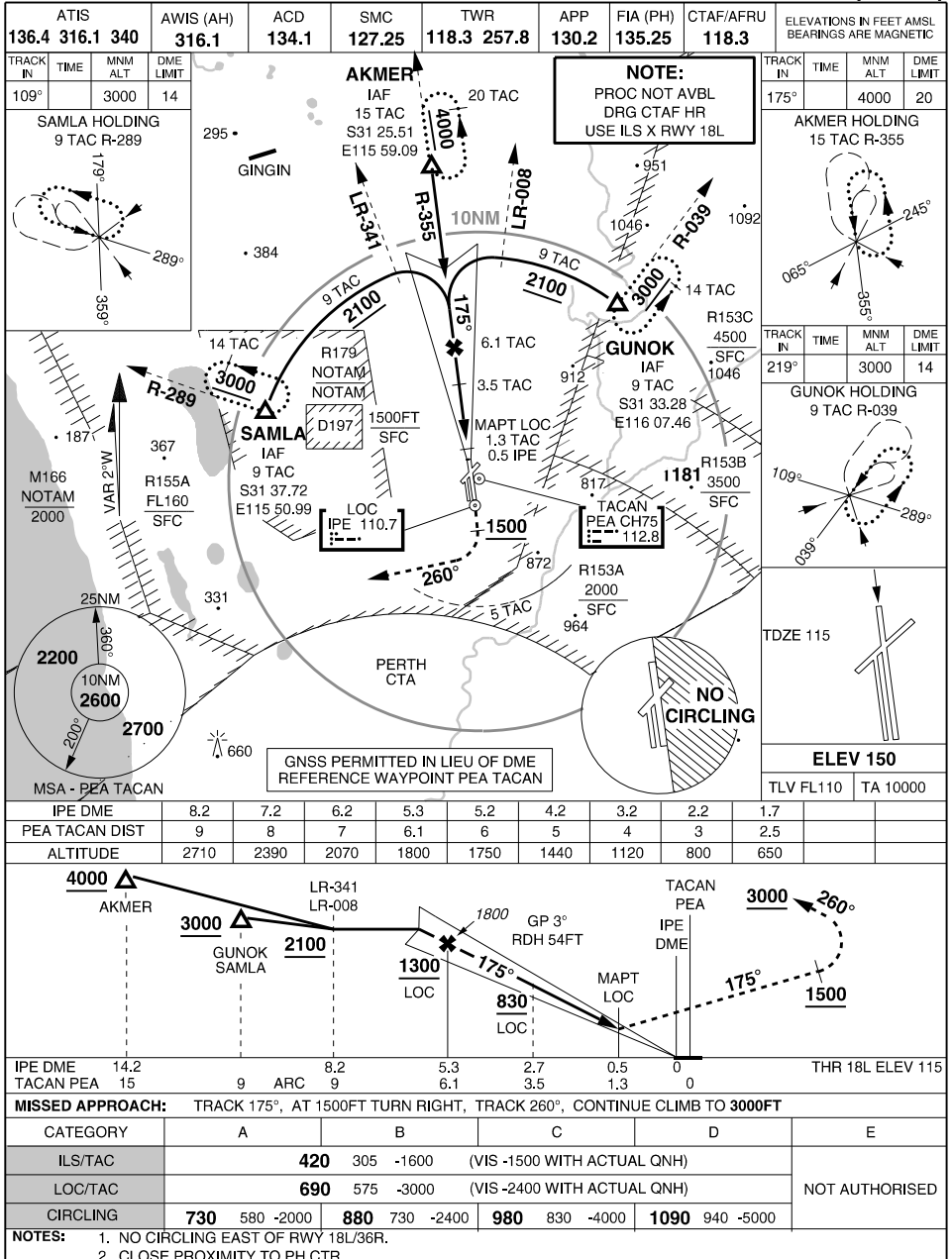
AIS-AF
MILITARY USE ONLY
TACAN or GNSS ARRIVAL PROCEDURES

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



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)

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**

NOTE
PROC NOT AVBL WHEN
PEA APP ACT.
USE ILS-Y RWY 18L

TRACK IN TIME MNM ALT DME LIMIT
175° 4000 20

AKMER HOLDING
15 TAC R-355

TRACK IN TIME MNM ALT DME LIMIT
219° 3000 14

GUNOK HOLDING
9 TAC R-039

ELEV 150
TLV FL 110 TA 10000

MSA - PEA TACAN

	8.2	7.2	6.2	5.3	5.2	4.2	3.2	2.2	1.7
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

MISSED 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)	
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

AIS-AF

MILITARY USE ONLY

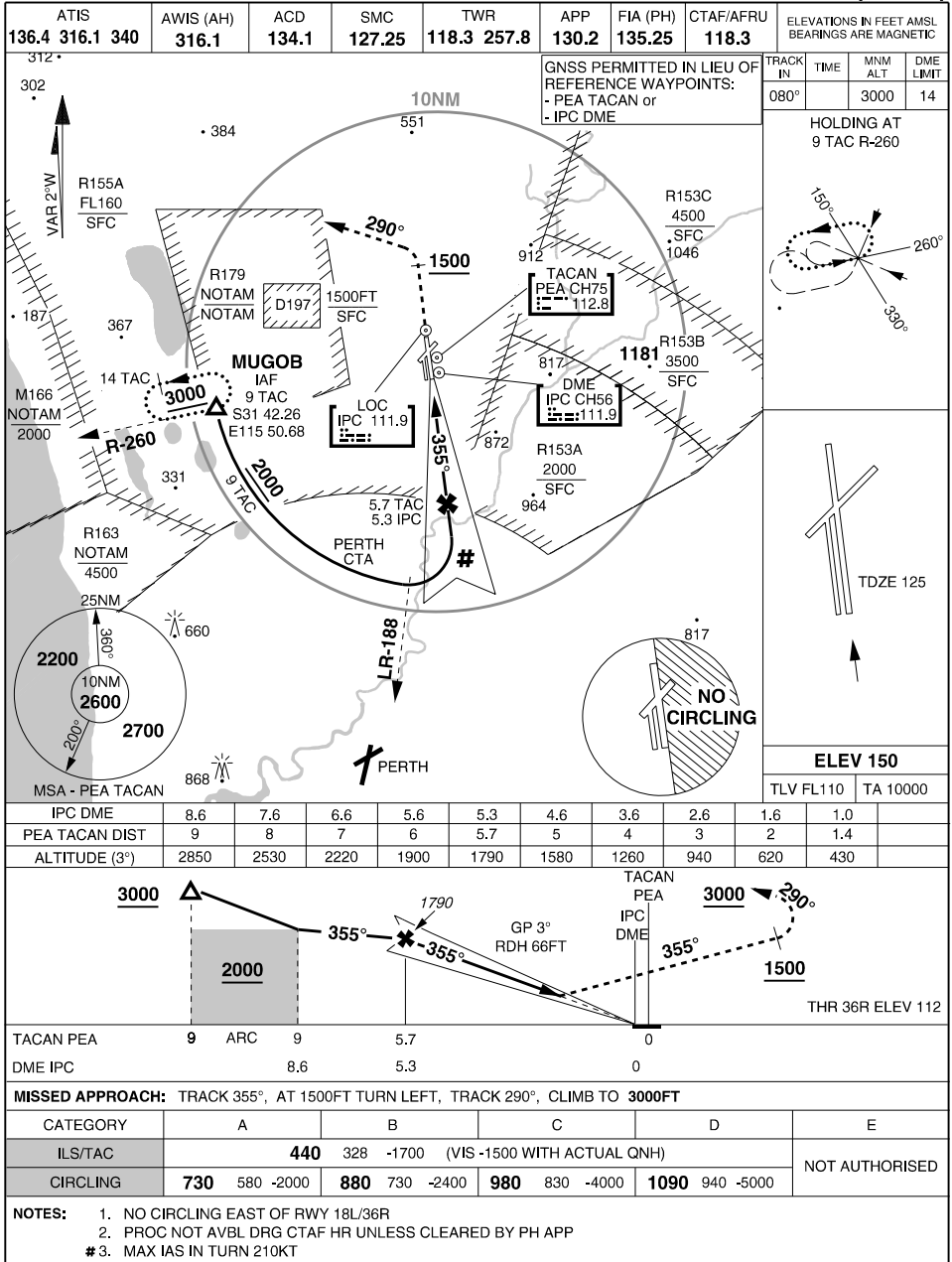
PEARCE (YPEA)

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

MILITARY USE ONLY

S31 40.06 E116 00.90
PANS-OPS, WGS 84

ILS-Z RWY 36R PEARCE (YPEA)



CHANGES: MINIMA, MAGVAR

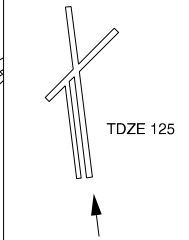
09 JUL 26

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)**

DAY VMC TRAINING ONLY



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

CATEGORY	A	B	C	D	E
ILS/TAC	430 318 -1600 (VIS -1500 WITH ACTUAL QNH)			NOT AUTHORISED	
LOC/TAC	620 508 -2700 (VIS -2100 WITH ACTUAL QNH)				
CIRCLING	730 580 -2000	880 730 -2400	980 830 -4000		

NOTES:

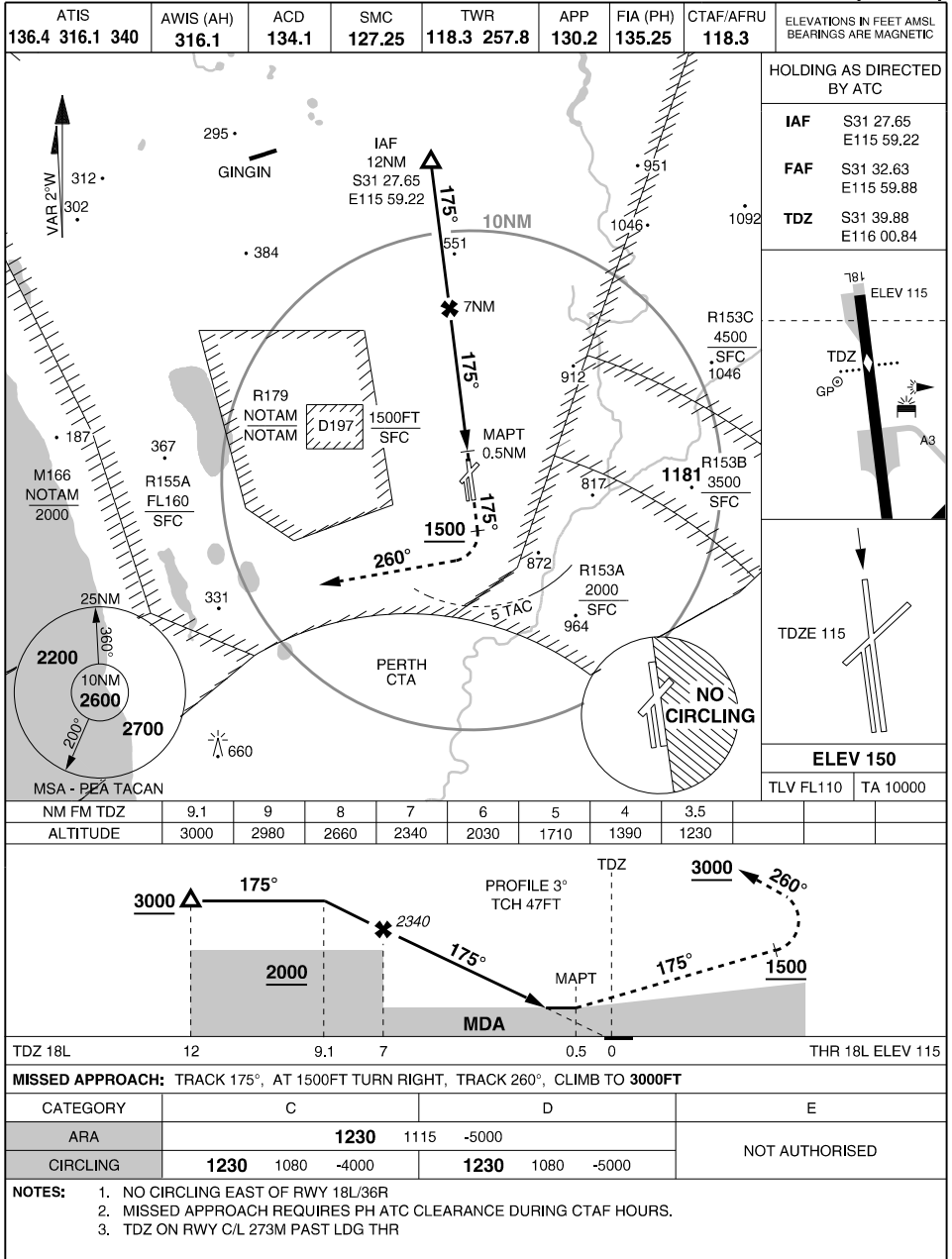
1. NO CIRCLING EAST OF RWY 18L/36R
2. AIRCRAFT ARE TO REMAIN WITHIN 8 TAC PEARCE SOUTH OF R-250 DUE TO AIRSPACE RESTRICTION
3. PROCEDURE NOT AVBL DRG CTAF HRS UNLESS CLEARED WITH PERTH APPROACH
4. MAX IAS IN TURN 190KT

AIS-AF
MILITARY USE ONLY
ILS-Y or LOC-Y RWY 36R (CAT A, B, C)

MILITARY USE ONLY

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

ARA RWY 18L PEARCE (YPEA)



CHANGES: REVISED PROC

09 JUL 26

AIS-AF
MILITARY USE ONLY

PEARCE (YPEA)
ARA RWY 18L

TACAN-Z RWY 18L (UNCONTROLLED HR ONLY)
PANS-OPS. WGS-84 **PEARCE (YPEA)**

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

MRL Rws 05-23 and 18L-36R

TACAN-Z RWY 18L (UNCONTROLLED HR ONLY)

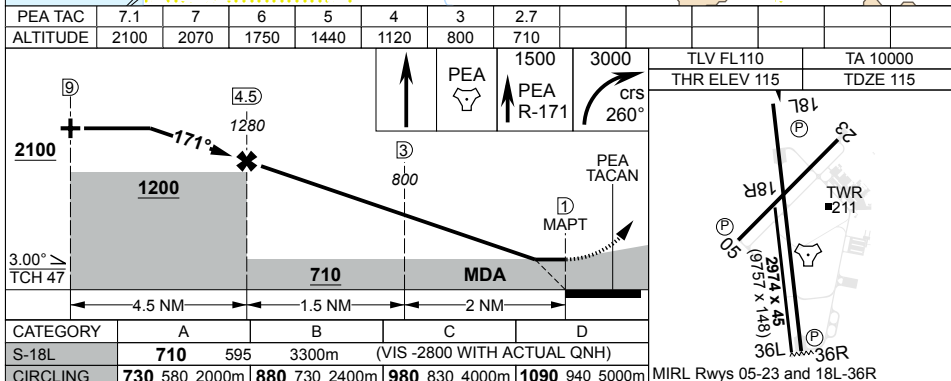
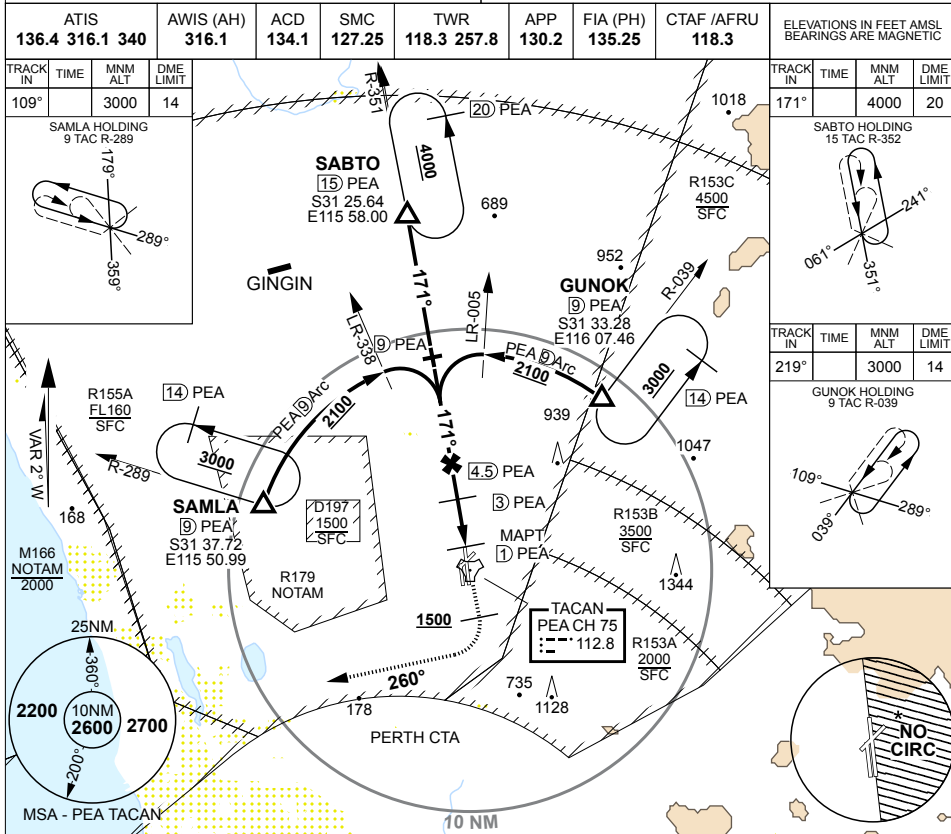
TACAN PEA Chan 75	APCH CRS 171°	RWY LDG 9757 THR ELEV 115 AD ELEV 150
----------------------	------------------	---

PANS-OPS, WGS-84

TACAN-Y RWY 18L
PEARCE (YPEA)

1. NO CIRCLING EAST OF RWY 18L/36R.
2. 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.



CHANGES: REVISED PROC

S31 40.06 E116 00.90

19 MAR 26

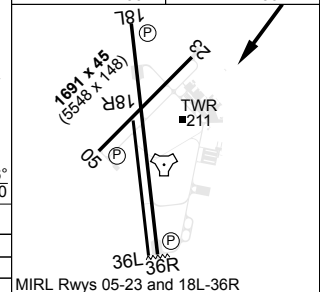
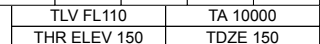
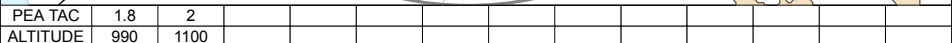
AIS-AF
MILITARY USE ONLY

PEARCE (YPEA)
TACAN-Y RWY 18L

TACAN RWY 23 (2FTS USE ONLY)
PANS-OPS, WGS-84 **PEARCE (YPEA)**

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

GINGIN	952	TRACK IN	TIME	MNM ALT	DME LIMIT
		180°		3000	14

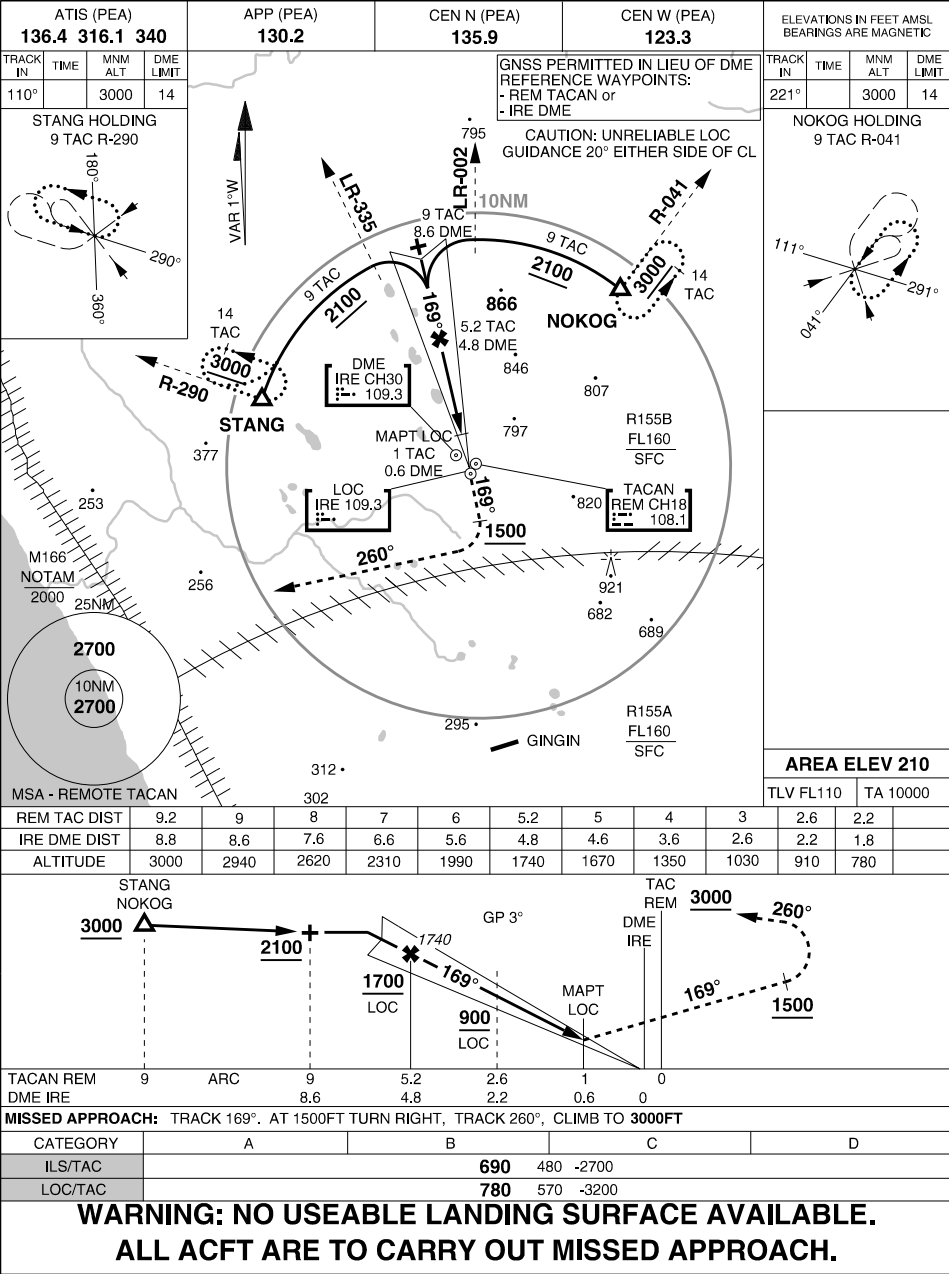


09 JUL 26

AIS-AF: MILITARY USE ONLY TACAN RWY 23 (2FTS USE ONLY)

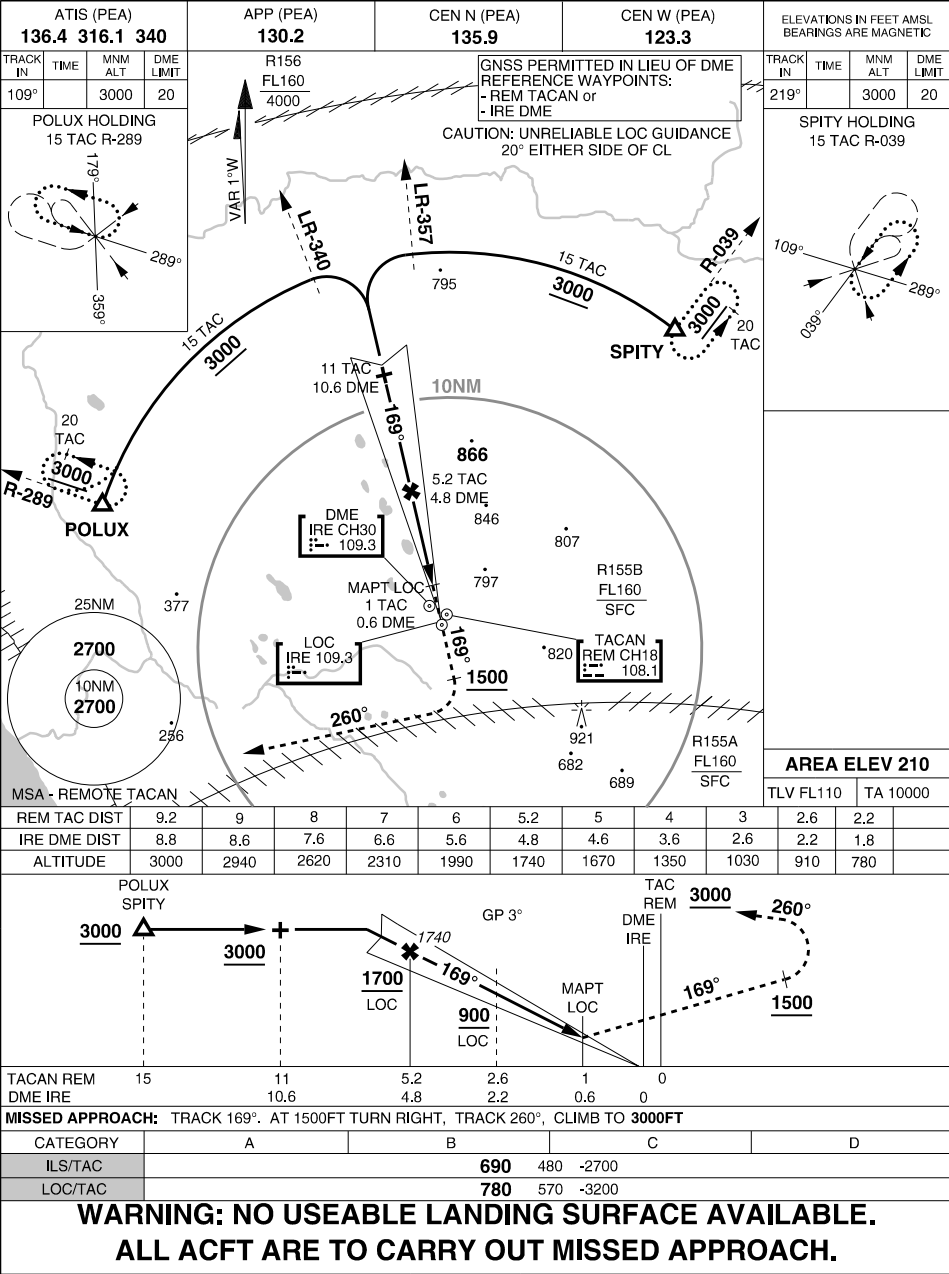
S31 16.41 E115 49.74
PANS-OPS, WGS 84

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



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

S31 16.41 E115 49.74
PANS-OPS, WGS 84



CHANGES: MINIMA SHADING

04 SEP 25

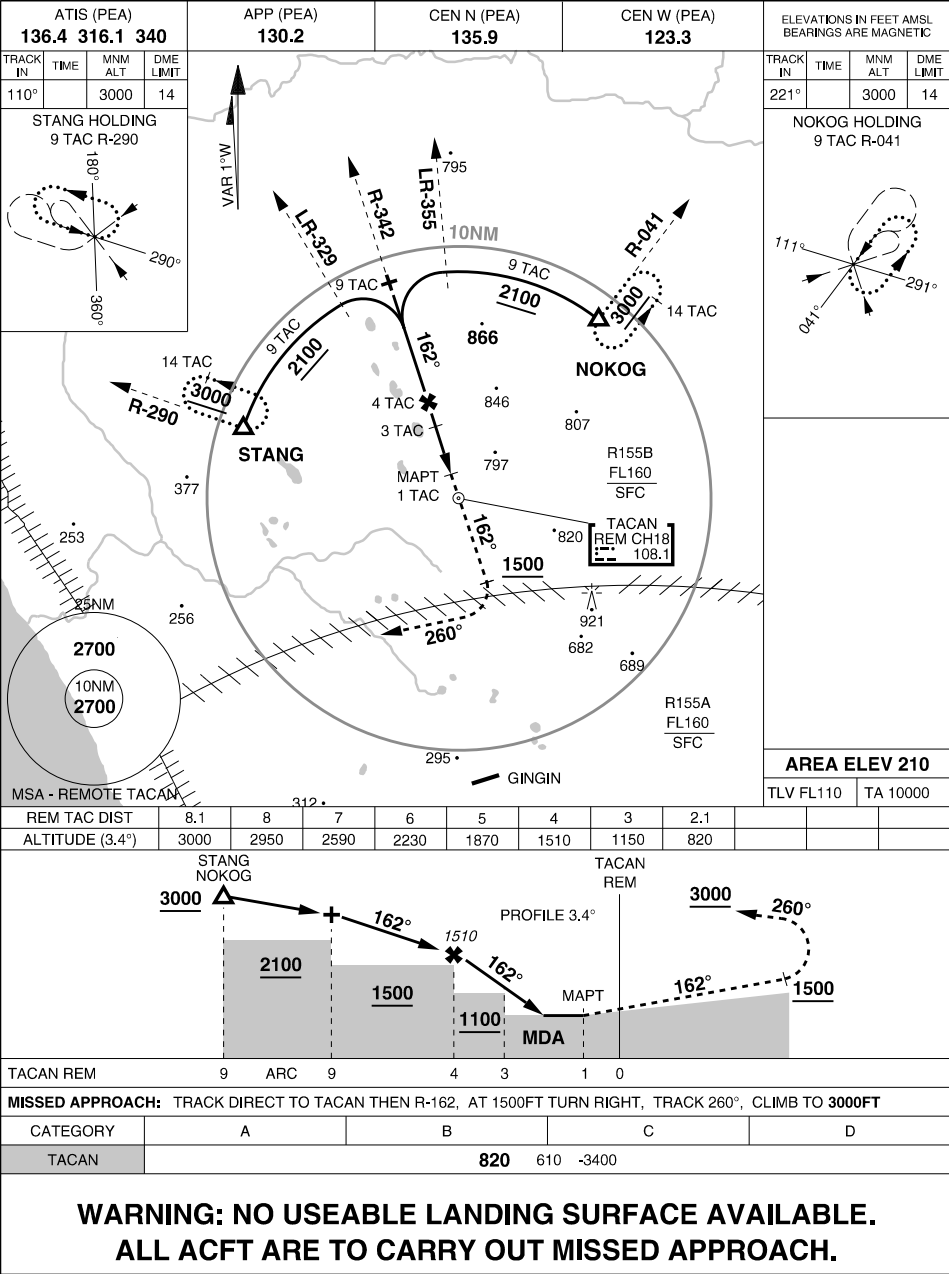
AIS-AF
MILITARY USE ONLY

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

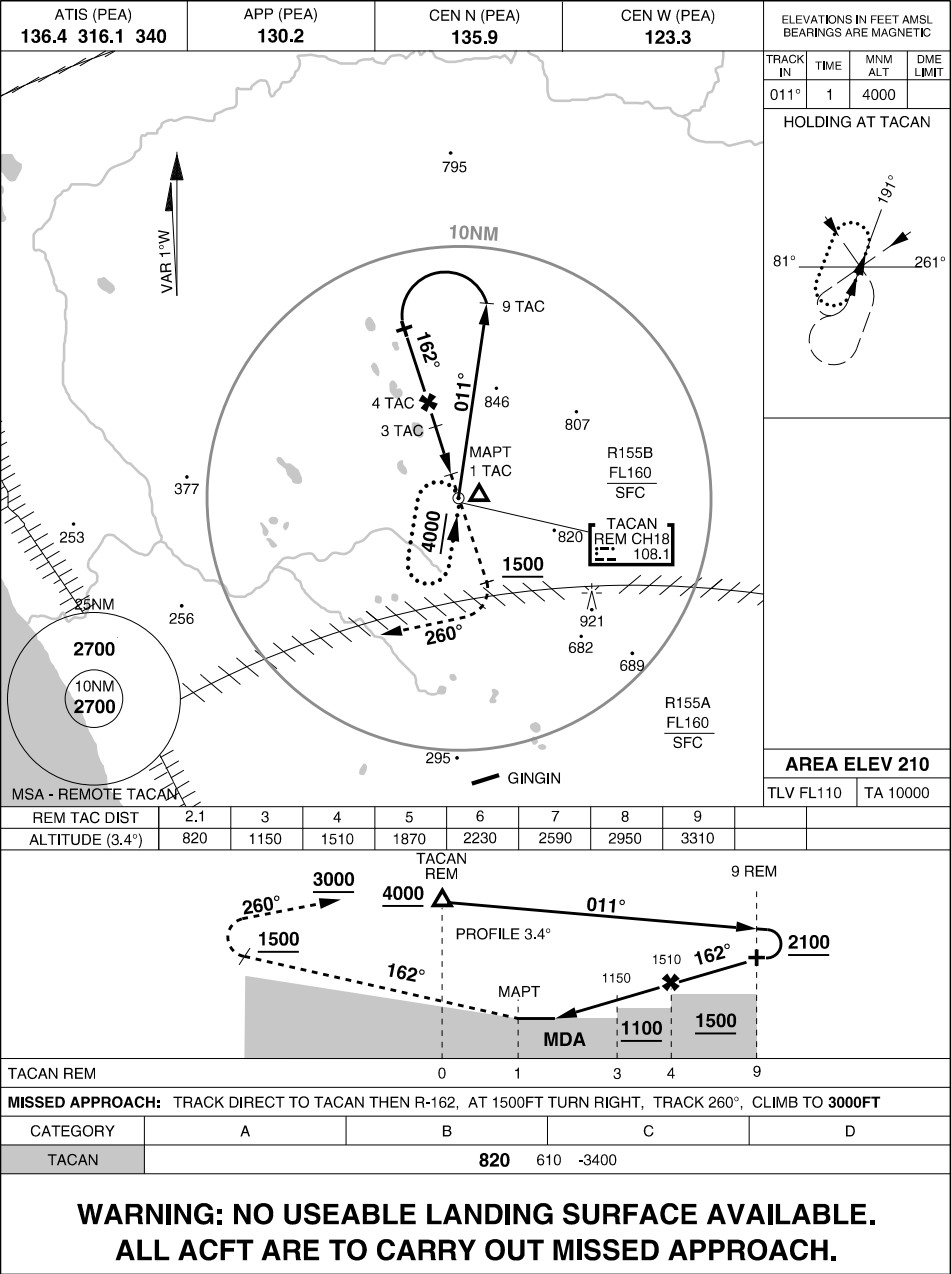
TACAN-I
REMOTE



MILITARY USE ONLY

S31 16.41 E115 49.74
PANS-OPS, WGS 84

TACAN-J
REMOTE



CHANGES: MINIMA SHADING

04 SEP 25

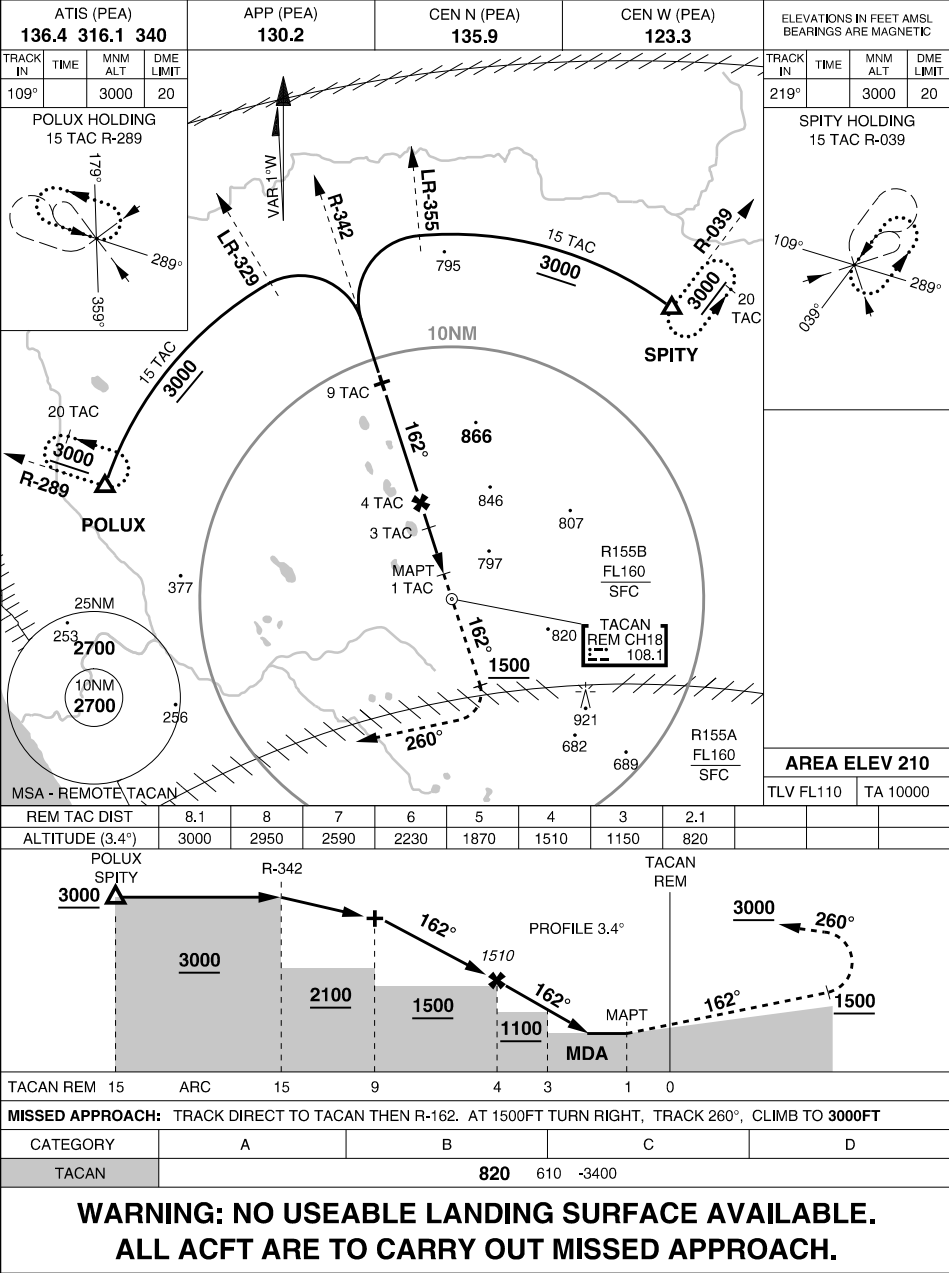
AIS-AF
MILITARY USE ONLY

REMOTE
TACAN-J

MILITARY USE ONLY

S31 16.41 E115 49.74
PANS-OPS, WGS 84

TACAN-O
REMOTE



CHANGES: MINIMA SHADING

04 SEP 25

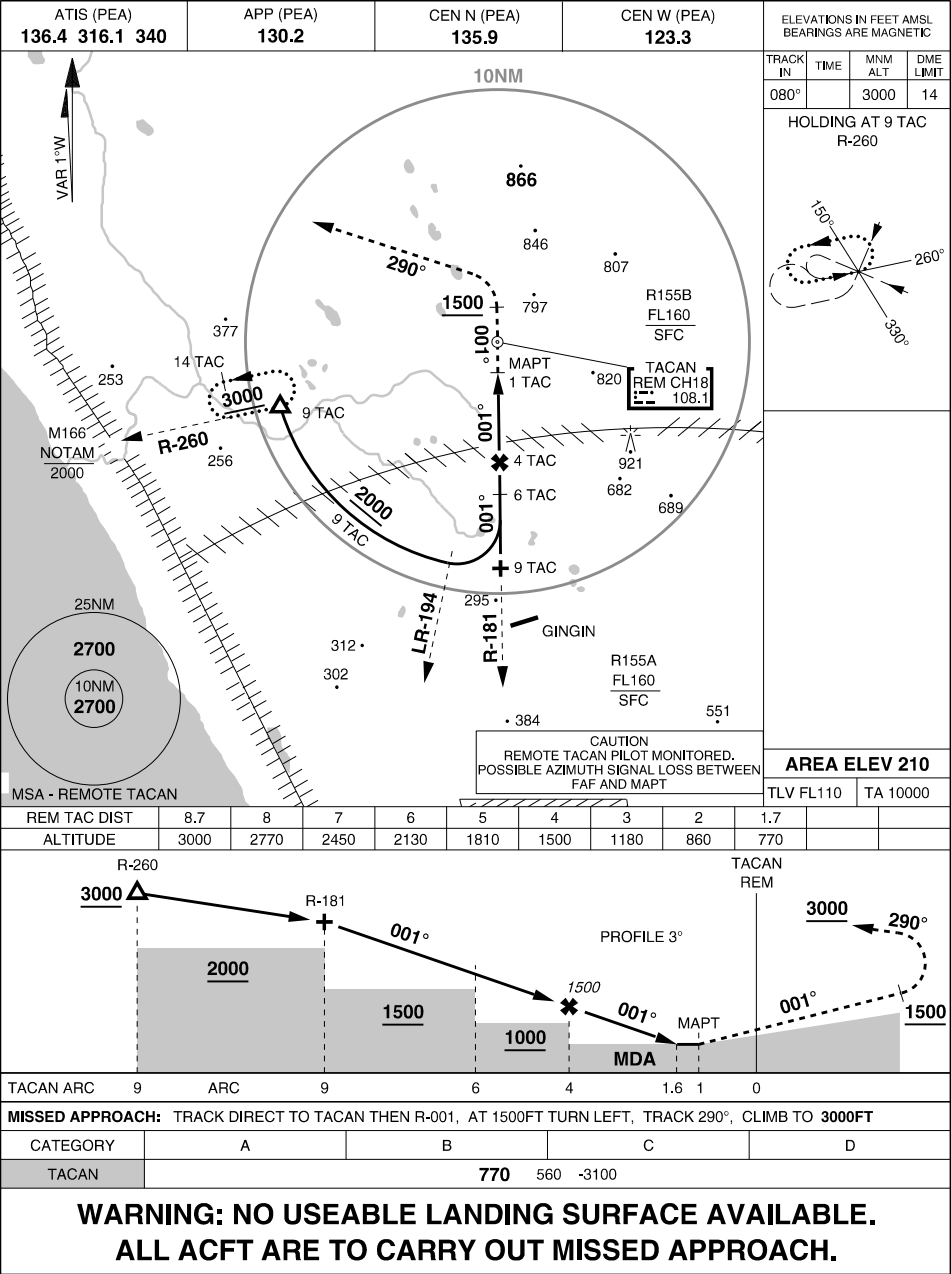
AIS-AF
MILITARY USE ONLY

REMOTE
TACAN-O

MILITARY USE ONLY

S31 16.41 E115 49.74
PANS-OPS, WGS 84

TACAN-W
REMOTE



CHANGES: MINIMA SHADING

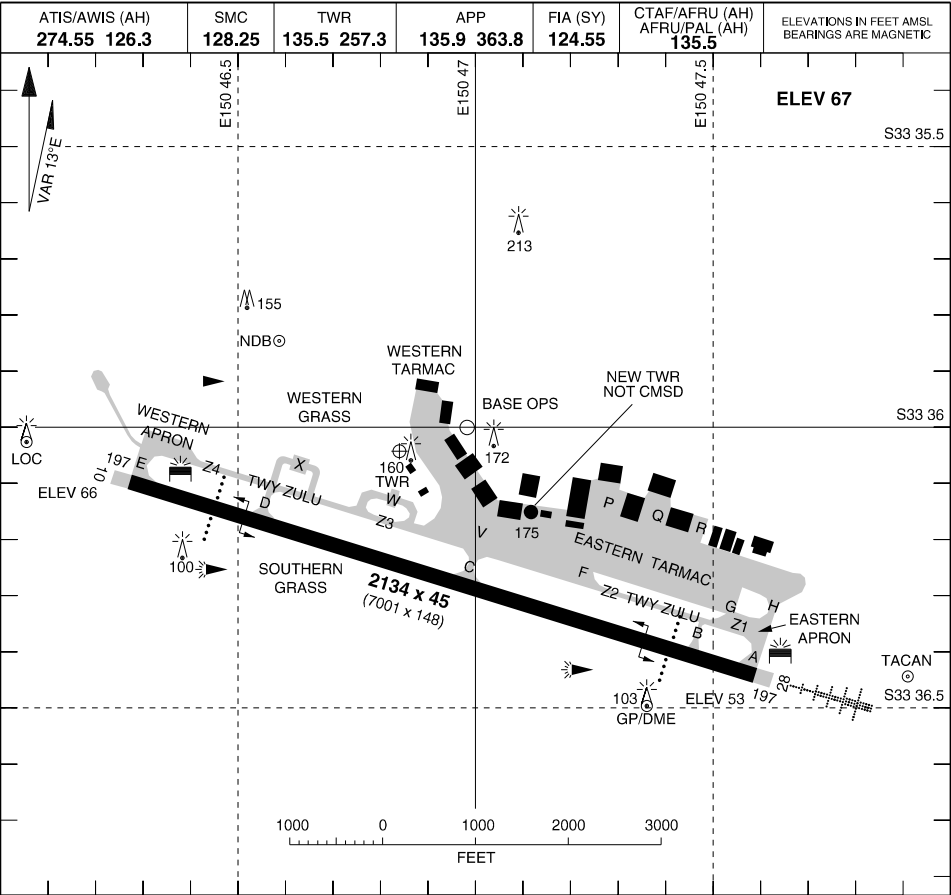
04 SEP 25

AIS-AF
MILITARY USE ONLY

REMOTE
TACAN-W

AERODROME CHART
RICHMOND (YSRI)

S33 36.04 E150 46.84
PANS-OPS, WGS 84



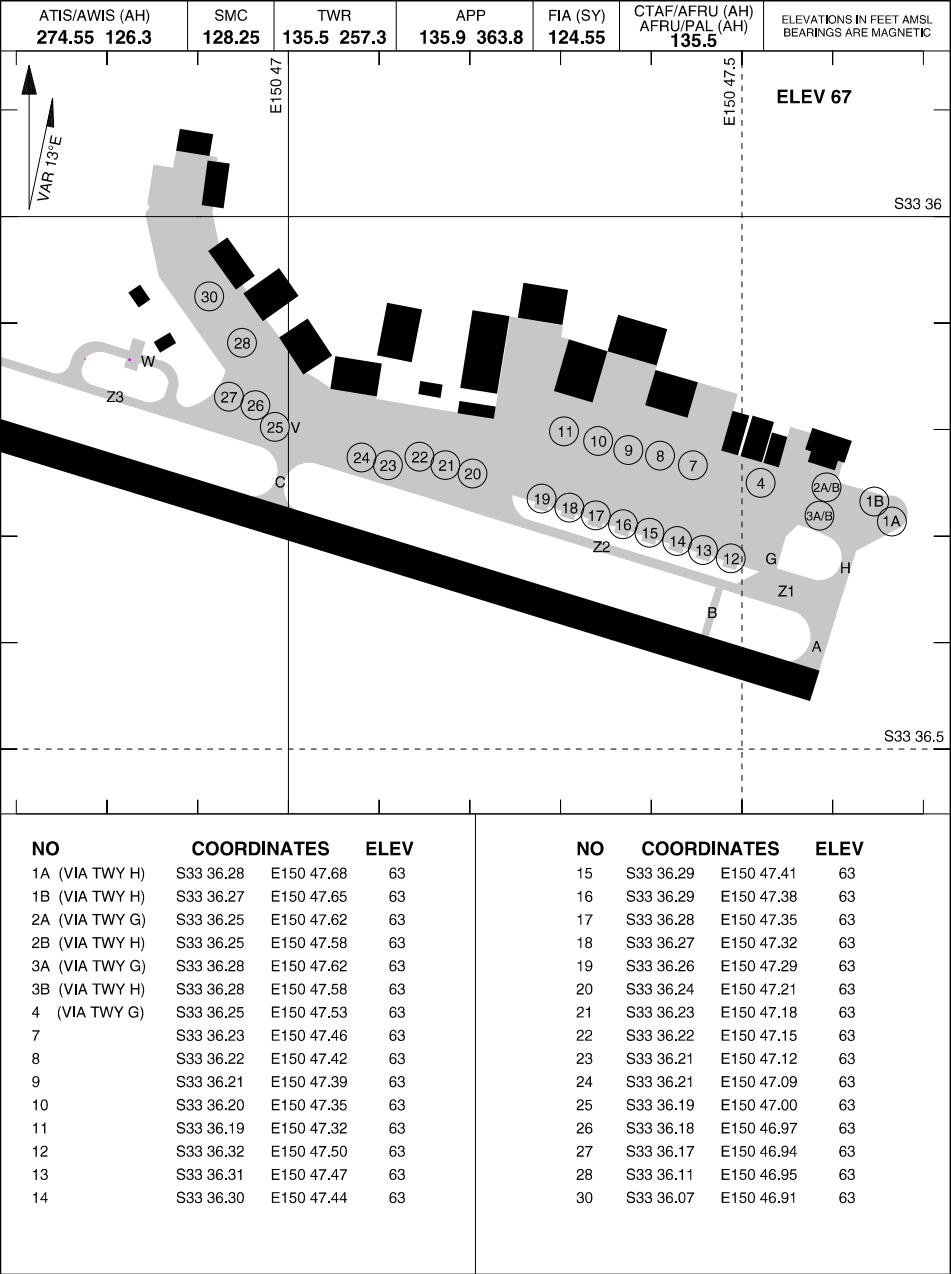
LIGHTING				NOTES
RWY	APPROACH	THR	RUNWAY	
10 (094°)	PAPI (6) 3.00° 47FT	GREEN	HIRL (6)	
28 (274°)	HIAT-CAT1 (6) SEQUENCED FLASHING LIGHTS PAPI (6) 3.00° 48FT	GREEN	HIRL (6)	
OBSTRUCTION EMERG: PTBL ELECTRIC LGT 15 MIN PN ILLUMINATED WIND INDICATOR TAXIWAY: C/L GREEN				1. LOW LEVEL CCTS PERMITTED ONLY ON N SIDE OF RWY OBSTRUCTIONS 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

CHANGES: APP FREQ CALLSIGN, RWY BRG

03 SEP 26

S33 36.04 E150 46.84
PANS-OPS, WGS 84

APRON CHART
RICHMOND (YSRI)



CHANGES: APP FREQ CALLSIGN

03 SEP 26

AIS-AF
MILITARY USE ONLY

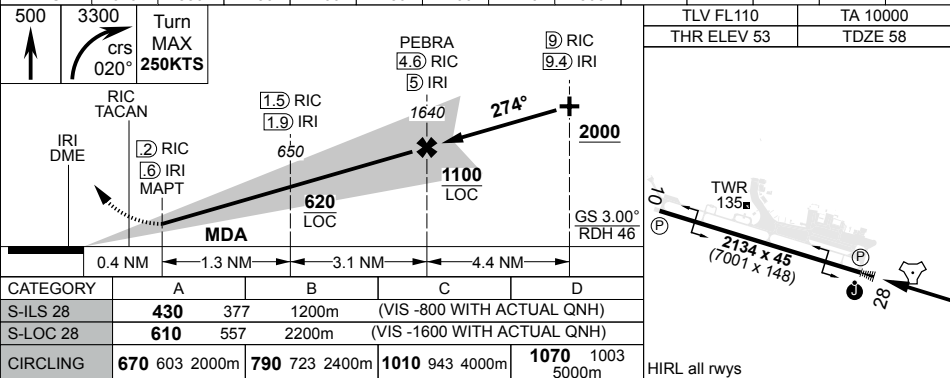
RICHMOND (YSRI)
APRON CHART

ILS-Y or LOC-Y RWY 28 USING RIC TAC or IRI DME
PANS-OPS, WGS-84 **RICHMOND (YSRI)**

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

[illegible]

RIC TAC	1.3	2	3	4	5	6	7	7.3					
IRI DME	1.8	2.5	3.5	4.5	5.5	6.5	7.5	7.7					
ALTITUDE	610	830	1150	1460	1780	2100	2420	2500					



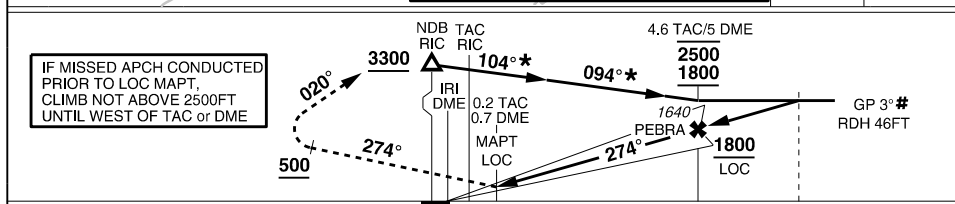
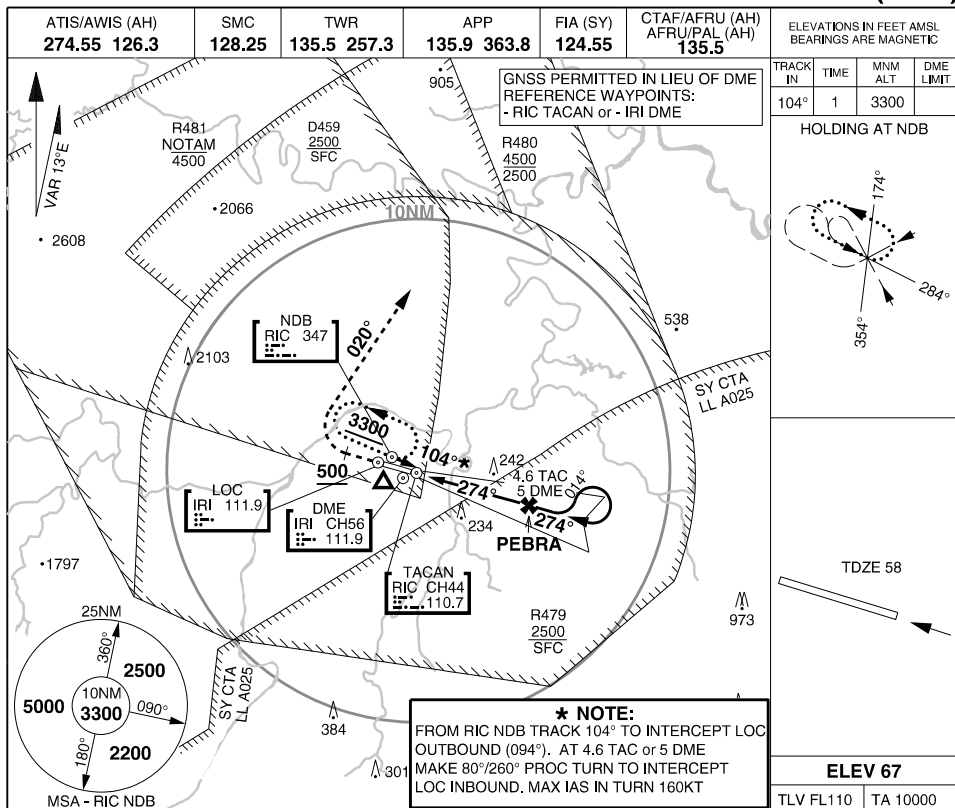
S33 36.04 E150 46.84

RE S33 36.04 E150 46.84 **RICHMOND (YSRI)**
 ILS-Y or LOC-Y RWY 28 USING RIC TAC or IRI DME
 AIS-AF: MILITARY USE ONLY

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

MILITARY USE ONLY

RICHMOND (YSRI)



DIST TO THR 28

EV 53

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

CATEGORY	A		B		C		D	E	
ILS/NDB	420	367	-1200		(VIS -800 WITH ACTUAL QNH)		NOT AUTHORISED		
LOC/NDB	720	667	-2500		(VIS -2000 WITH ACTUAL QNH)				
CIRCLING	720	653	-2000	790	723	-2400		1010	943

NOTES: 1. LOC GRADIENT 3.3° (5.8% or 352FT/NM) **#**
2. DRG INITIAL APCH THERE IS A POSSIBILITY OF CONFLICT WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDY
3. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH
4. USE OF GP RESTR TO WI 7° OF RWY CL.

CHANGES: REVISED PROCEDURE

**AIS-AF
MILITARY USE ONLY**

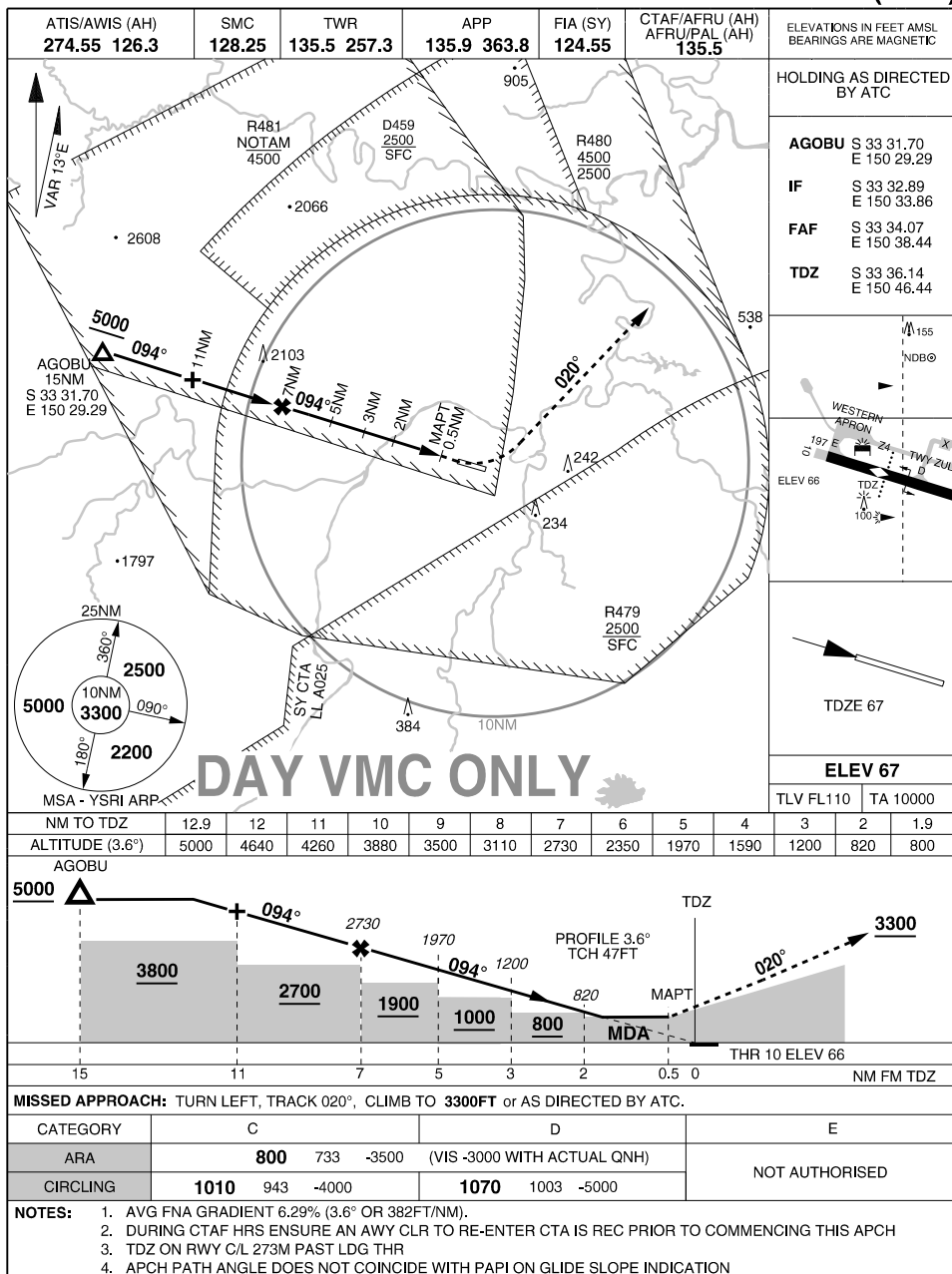
RICHMOND (YSRI)

03 SEP 26

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

ARA RWY 10
RICHMOND (YSRI)

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



CHANGES: REVISED PROCEDURE

03 SEP 26

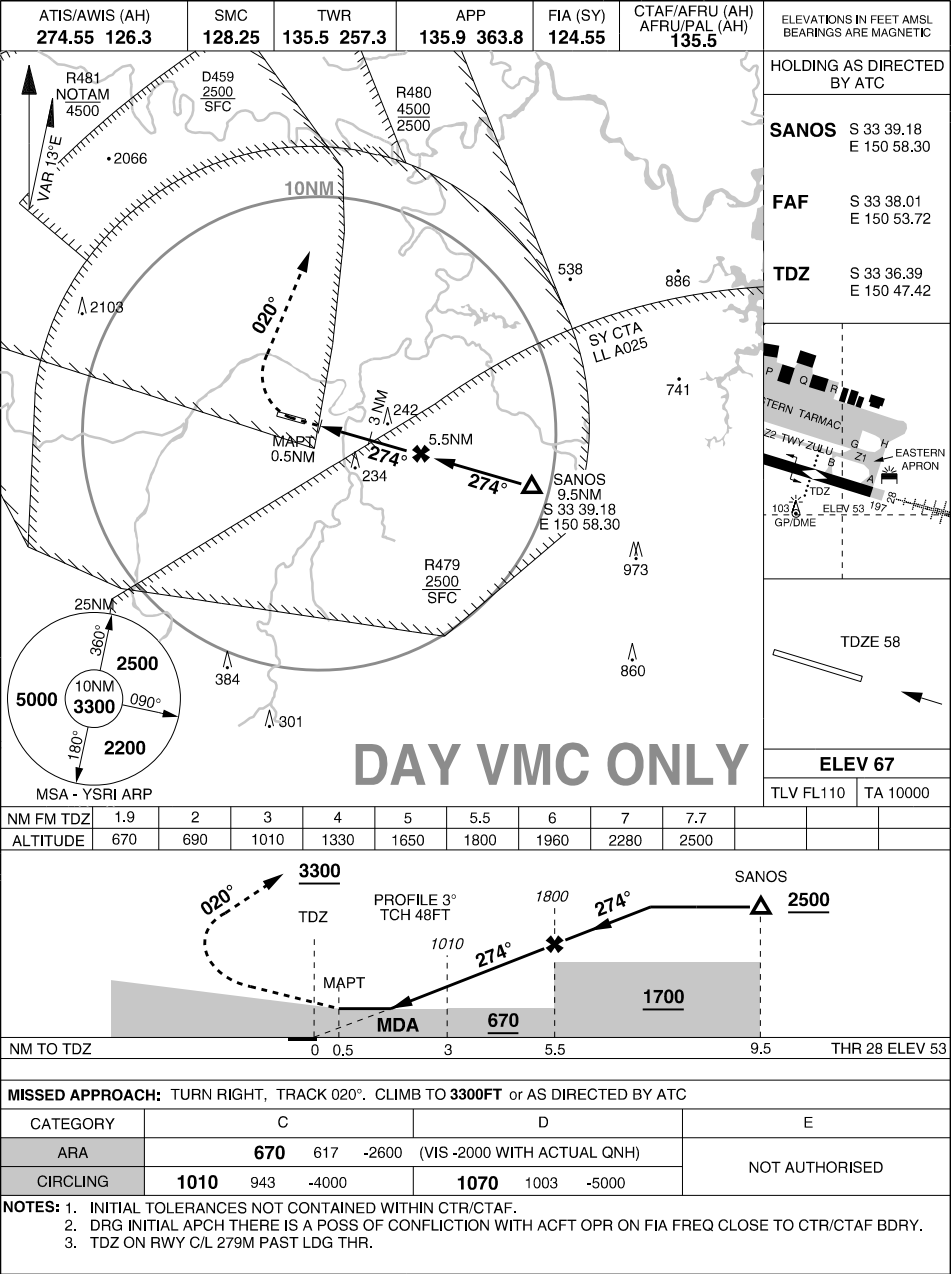
AIS-AF
MILITARY USE ONLY

RICHMOND (YSRI)
ARA RWY 10

MILITARY USE ONLY

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

ARA RWY 28
RICHMOND (YSRI)



CHANGES: REVISED PROCEDURE

03 SEP 26

AIS-AF
MILITARY USE ONLY

RICHMOND (YSRI)
ARA RWY 28

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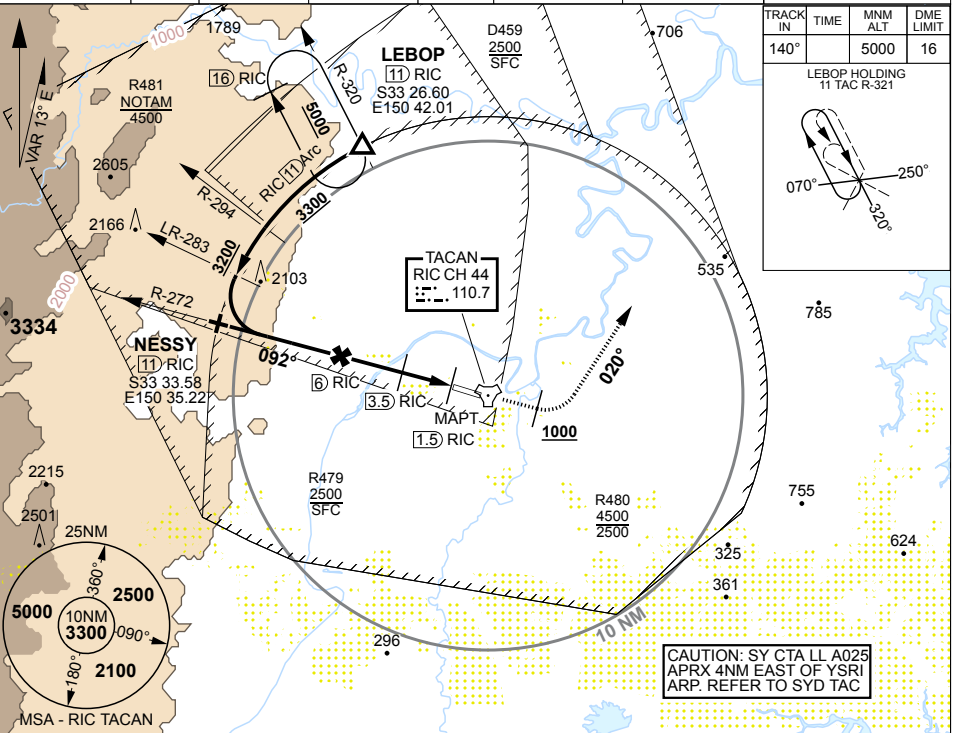
PANS-OPS, WGS-84

TACAN RWY 10 RICHMOND (YSRI)

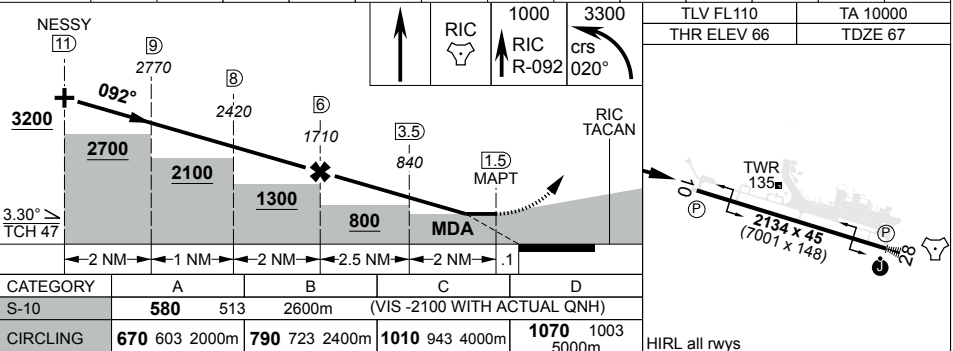
1. FNA GRADIENT FAF - THR RWY 10 = 5.77% (3.3° OR 350FT/NM).
2. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APPROACH.
3. ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.

MISSED APPROACH:
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	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	1360	1010	660	580			



CHANGES: REVISED PROCEDURE

S33 36.04 E150 46.84

03 SEP 26

AIS-AF
MILITARY USE ONLY

RICHMOND (YSRI)
TACAN RWY 10

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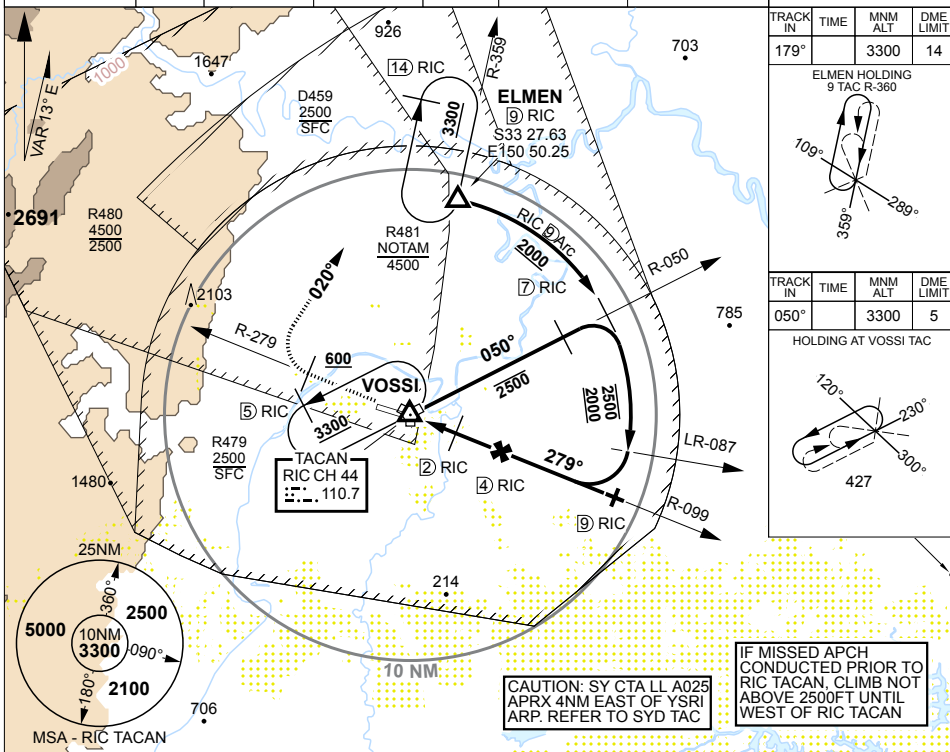
PANS-OPS, WGS-84

TACAN RWY 28 RICHMOND (YSRI)

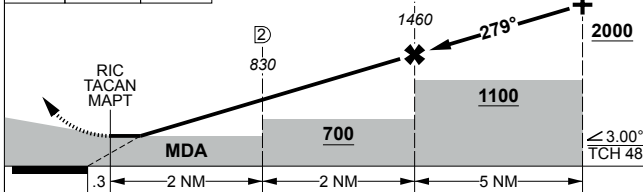
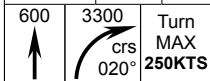
1. DURING INITIAL APCH THERE IS A POSSIBILITY OF CONFLICTION WITH ACFT OPR ON FIA FREQ CLOSE TO CTR/CTAF BDY.
2. ACFT EQPT WITH GPWS MAY EXPERIENCE WARNINGS IF APCH FLOWN WITH HIGH INTERMEDIATE APCH SPEEDS.

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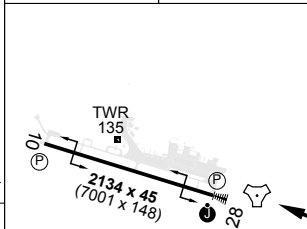


RIC TAC	1.3	2	3	4	5	6	7	7.3						
ALTITUDE	590	830	1140	1460	1780	2100	2420	2500						



CATEGORY	A	B	C	D
S-28	590 537	2100m	(VIS -1500 WITH ACTUAL QNH)	
CIRCLING	670 603 2000m	790 723 2400m	1010 943 4000m	1070 1003 5000m

TLV FL110	TA 10000
THR ELEV 53	TDZE 58



HIRL all rwys

CHANGES: REVISED PROCEDURE

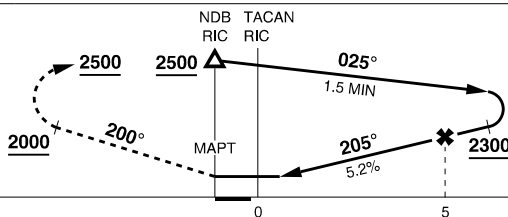
S33 36.04 E150 46.84

03 SEP 26

AIS-AF
MILITARY USE ONLY

**RICHMOND (YSRI)
TACAN RWY 28**

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

[illegible]

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						1040 973 -4000	1070 1003 -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.
	5. NDB 333549.0S, 1504635.0E. RANGE 80 (HN 60). RESTRICTED W/ THE SECTOR 210DEG THROUGH N TO 050DEG BLW 5000FT BEYOND 10NM DUE TO POSSIBLE EXCESSIVE BRG FLUCTUATIONS

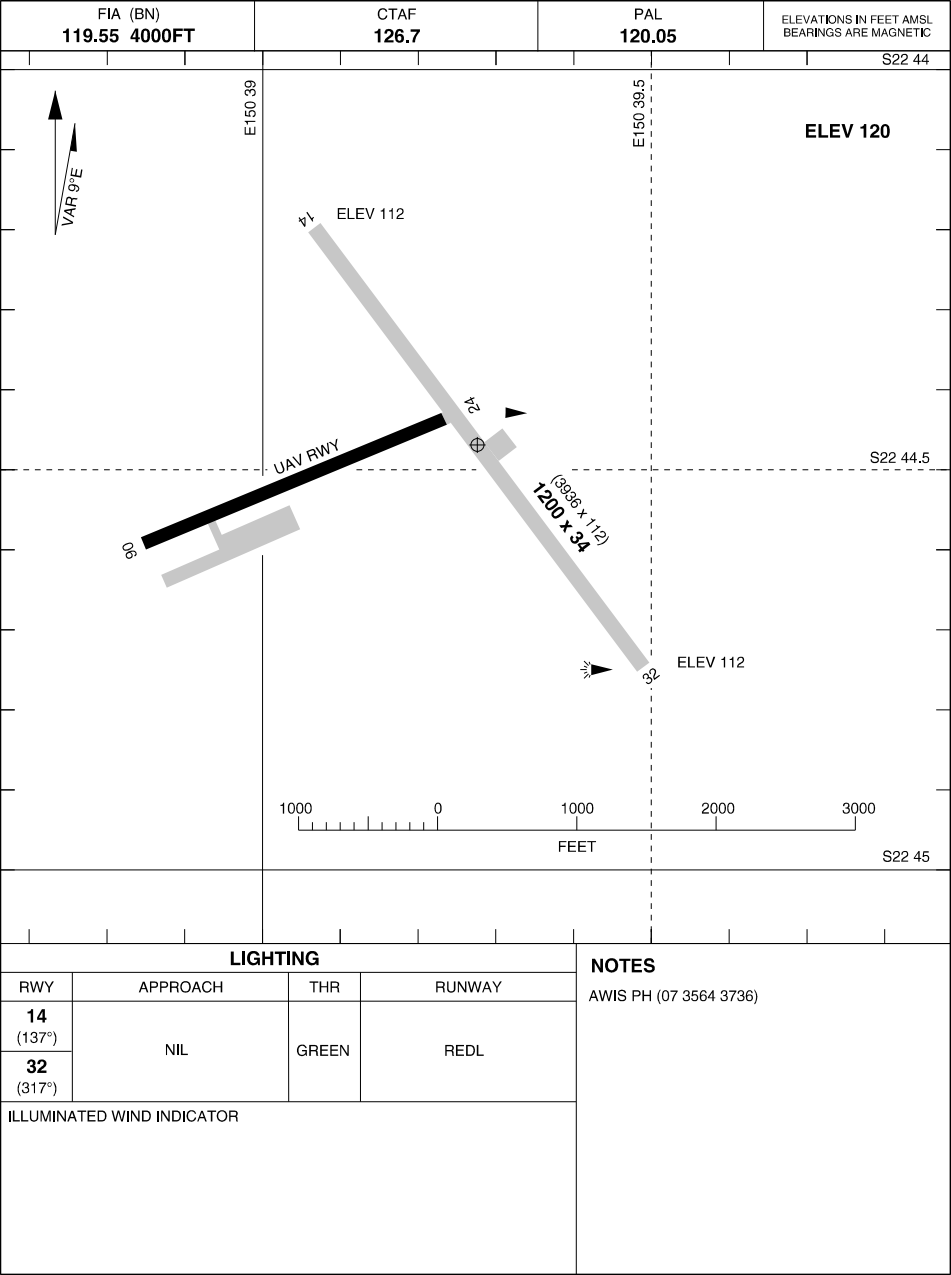
03 SEP 26

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

MILITARY USE ONLY

S22 44.46 E150 39.28
PANS-OPS, WGS 84

AERODROME CHART
SAMUEL HILL (YSMH)



CHANGES: THR ELEV, RWY LEN, BRG

09 JUL 26

AIS-AF
MILITARY USE ONLY

SAMUEL HILL (YSMH)
AERODROME CHART

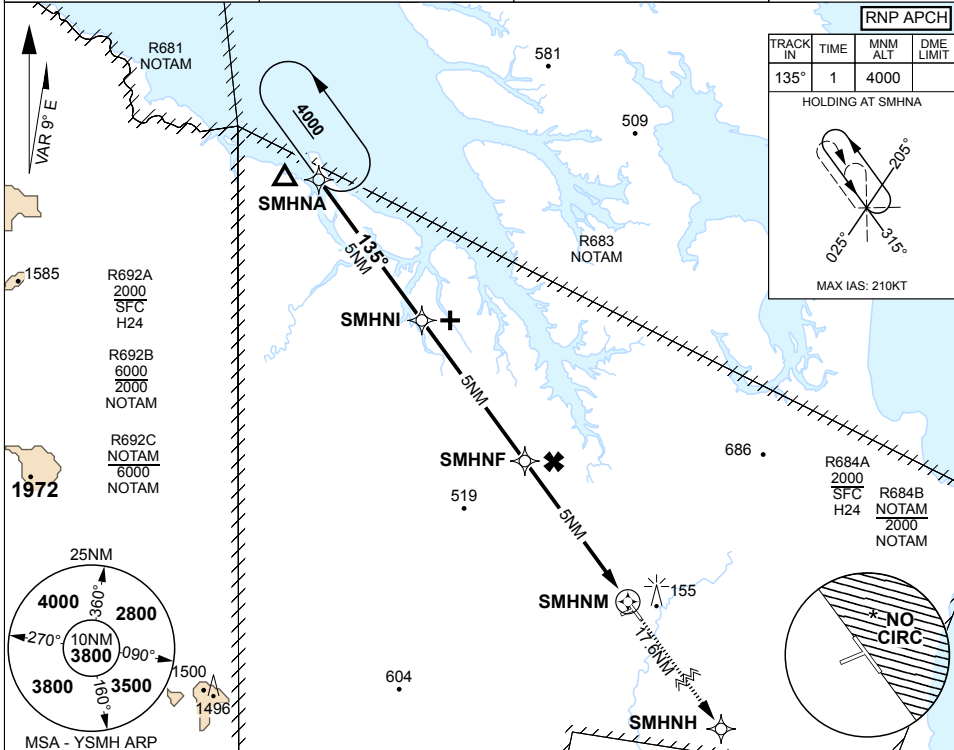
APCH CRS 135°	RWY LDG 3937
THR ELEV 112	AD ELEV 120

PANS-OPS, WGS-84

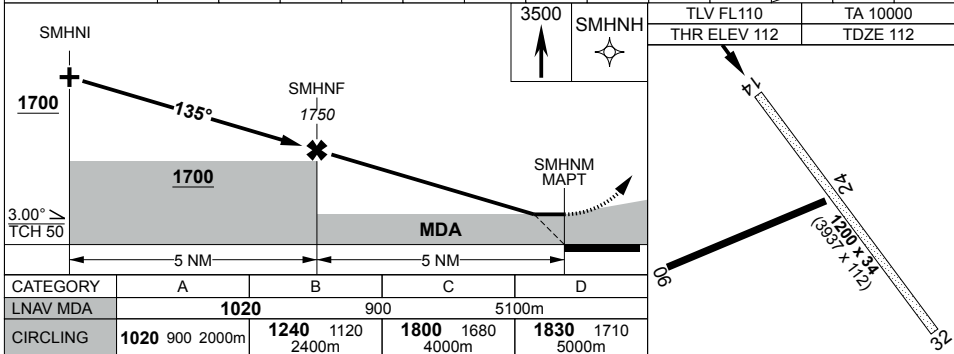
RNP RWY 14
SAMUEL HILL (YSMH)

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 SMHNA, CLIMB TO **3500FT**.

FIA (BN) 4000FT 119.55	CTAF 126.7	PAL 120.05	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	SMHNM	
ALTITUDE	3660	3350	3030	2710	2390	2070	1750	1440	1120	1020		



CHANGES: CIRCLING, THR ELEV, RWY LDG
09 JUL 26

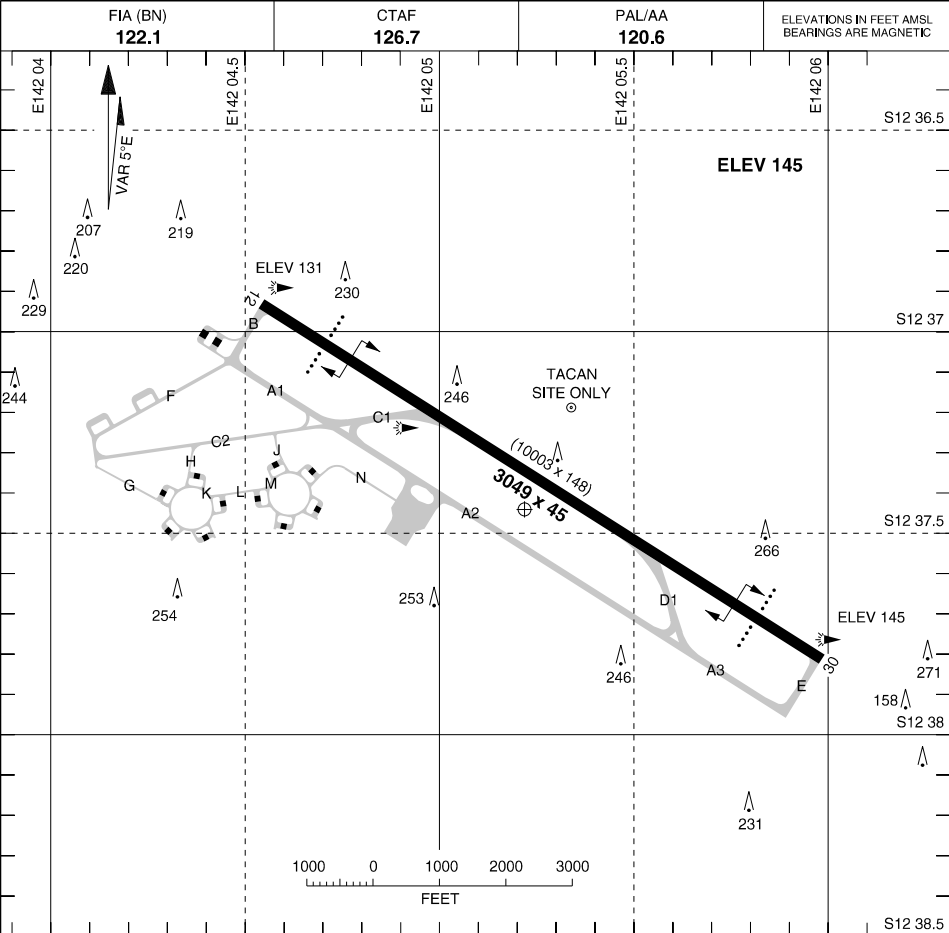
S22 44.46 E150 39.27
AIS-AF
MILITARY USE ONLY

SAMUEL HILL (YSMH)
RNP RWY 14

MILITARY USE ONLY

S12 37.44 E142 05.24
PANS-OPS, WGS 84

AERODROME CHART
SCHERGER (YBSG)



LIGHTING				NOTES PORTABLE HOOK ARRESTOR SYSTEM
RWY	APPROACH	THR	RUNWAY	
12 (117°)	PAPI 3.00° 48FT	GREEN	MIRL (3)	
30 (297°)				
TAXIWAY: CENTRELINE GREEN ILLUMINATED WIND INDICATOR SDBY PWR AVBL				

CHANGES: RWY BRG
04 SEP 25

AIS-AF
MILITARY USE ONLY

SCHERGER (YBSG)
AERODROME CHART

ARA RWY 12
SCHERGER (YBSG)

FIA (BN)
122.1

CTAF
126.7

PAL/AA
120.6

VAR 5°E

10NM

25NM

1800

10NM

1600

MSA - YBSG ARP

IAF 12NM S12 30.69 E141 54.26

7NM

TACAN 92

MAPT 0.5NM

WEIPA

Elevations: 207, 220, 217, 220, 226, 306, 303, 167, 557, 121, 325, 184, 194, 233

HOLDING NOT IMPLEMENTED

IAF S12 30.69
E141 54.26

FAF S12 33.33
E141 58.61

TDZ S12 37.02
E142 04.70

ELEV 131

ELEV 145

TLV FL110 TA 10000

NM FM TDZ	5.2	5	4	3	2	1.9				
ALTITUDE	1800	1730	1410	1090	770	730				

PROFILE 3°
TCH 52FT

TDZ

1800

1730

1410

MDA

MAPT

117°

117°

117°

1800

TDZ 12 12 7 5.2 0.5 0 THR 12 ELEV 131

MISSED APPROACH: TRACK 117°. CLIMB TO 1800FT

CATEGORY	C			D			E		
ARA	730	599	-3400	(VIS -2800 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

04 SEP 25

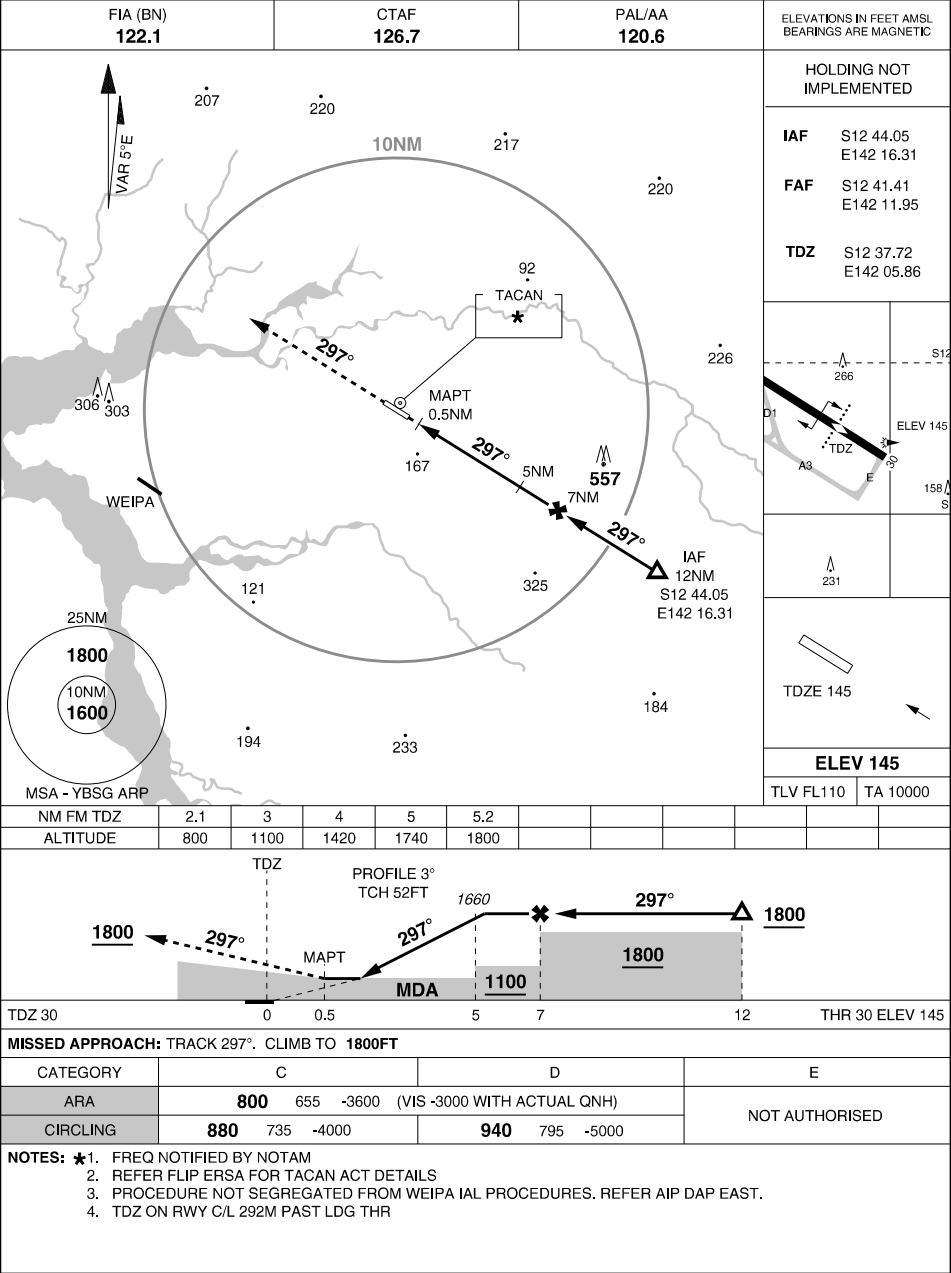
AIS-AF
MILITARY USE ONLY

SCHERGER (YBSG)
ARA RWY 12

MILITARY USE ONLY

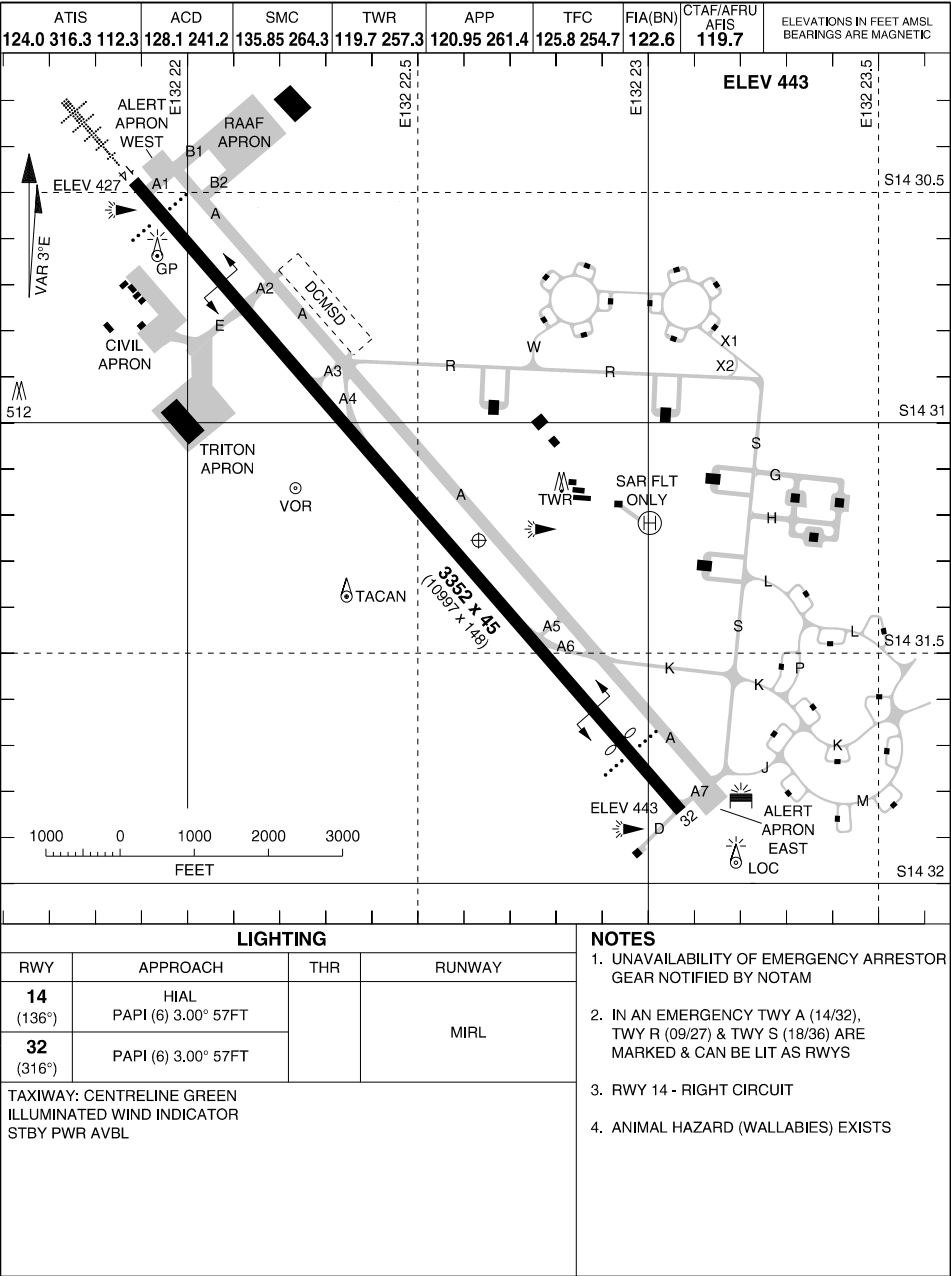
S12 37.44 E142 05.24
PANS-OPS, WGS 84, AATCP-1

ARA RWY 30
SCHERGER (YBSG)



AERODROME CHART
TINDAL (YPTN)

S14 31.26 E132 22.67
PANS-OPS, WGS 84



CHANGES: RWY LIGHTING

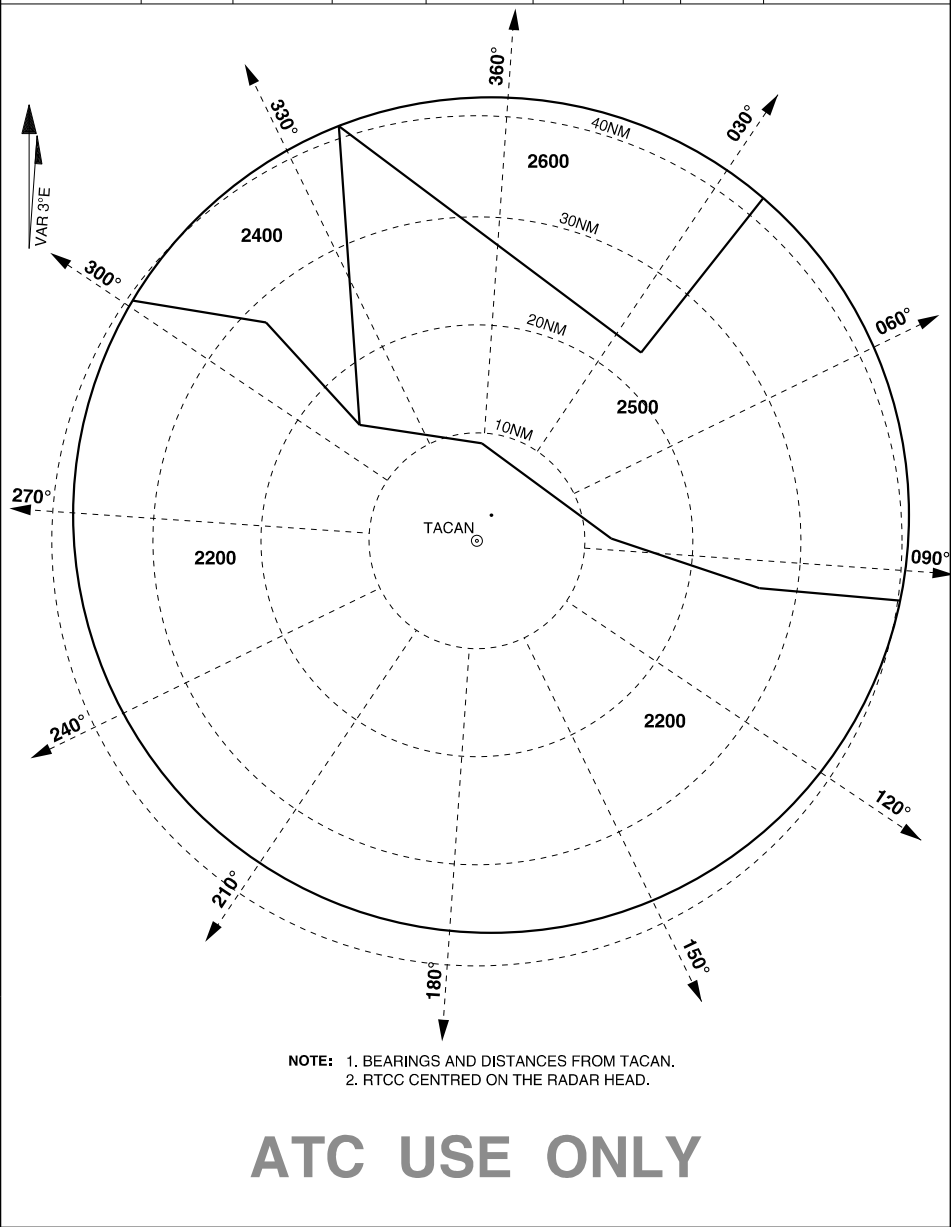
09 JUL 26

MILITARY USE ONLY

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	



CHANGES: AFIS
21 MAR 24

AIS-AF
MILITARY USE ONLY

TINDAL (YPTN)
RTCC

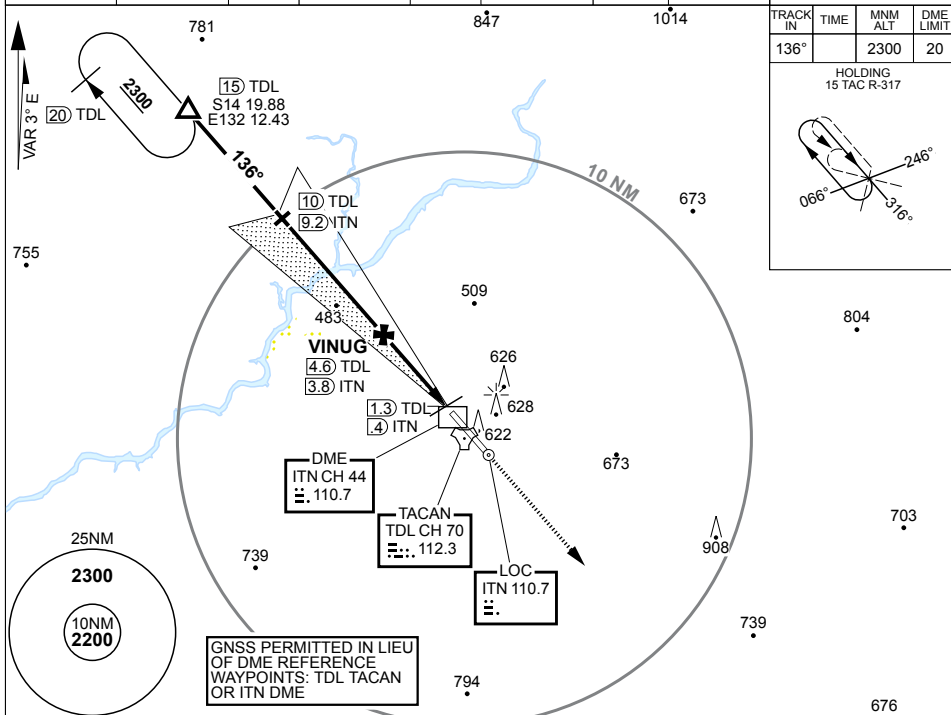
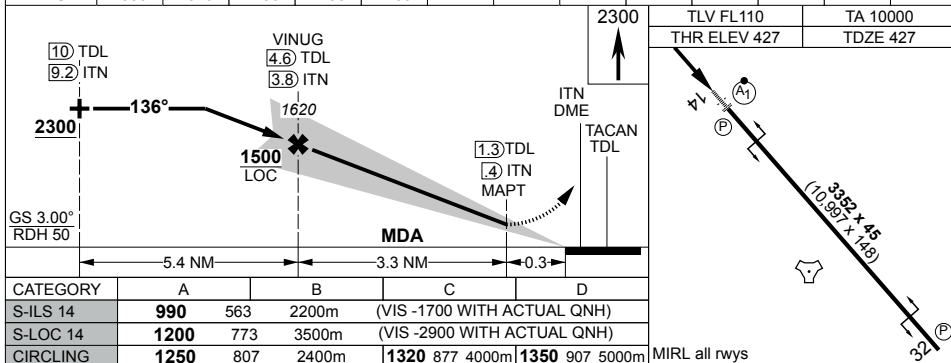
ILS-Y OR LOC-Y RWY 14 USING TDL TAC OR ITN DME

PANS-OPS, WGS-84

TINDAL (YPTN)

	ALSF-1 	MISSED APPROACH: TRACK 136", CLIMB TO 2300FT.
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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/ AFRUF/AFIS 119.7	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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[illegible]

CHANGES: EDITORIAL

S14 31.26 E132 22.67

TINDAL (YPTN)

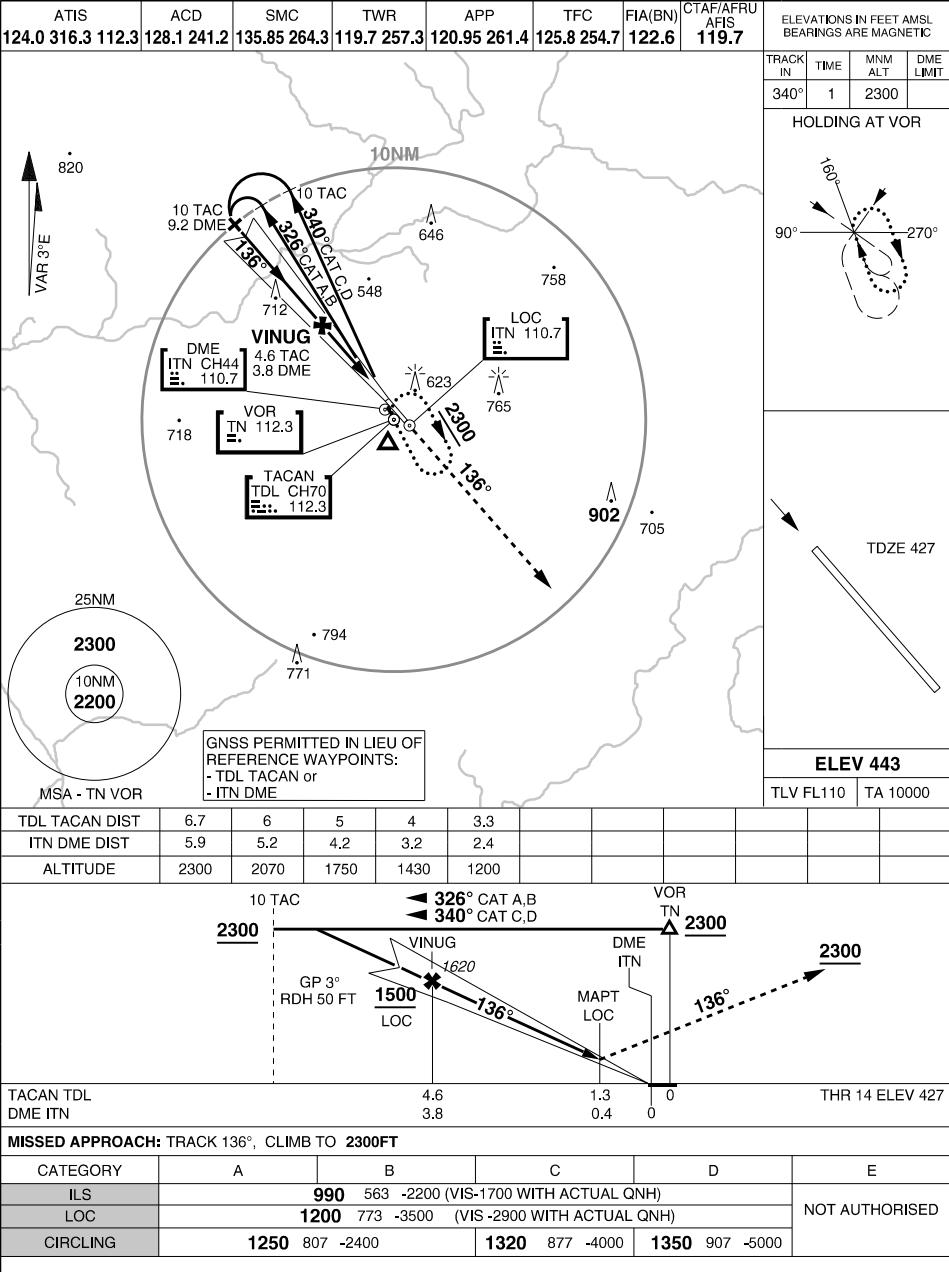
03 SEP 26

ILS-Y OR LOC-Y RWY 14 USING TDL TAC OR ITN DME

AIS-AF: MILITARY USE ONLY

S14 31.26 E132 22.67
PANS-OPS, WGS 84

ILS-X OR LOC-X RWY 14 USING TDL TAC or ITN DME
TINDAL (YPTN)

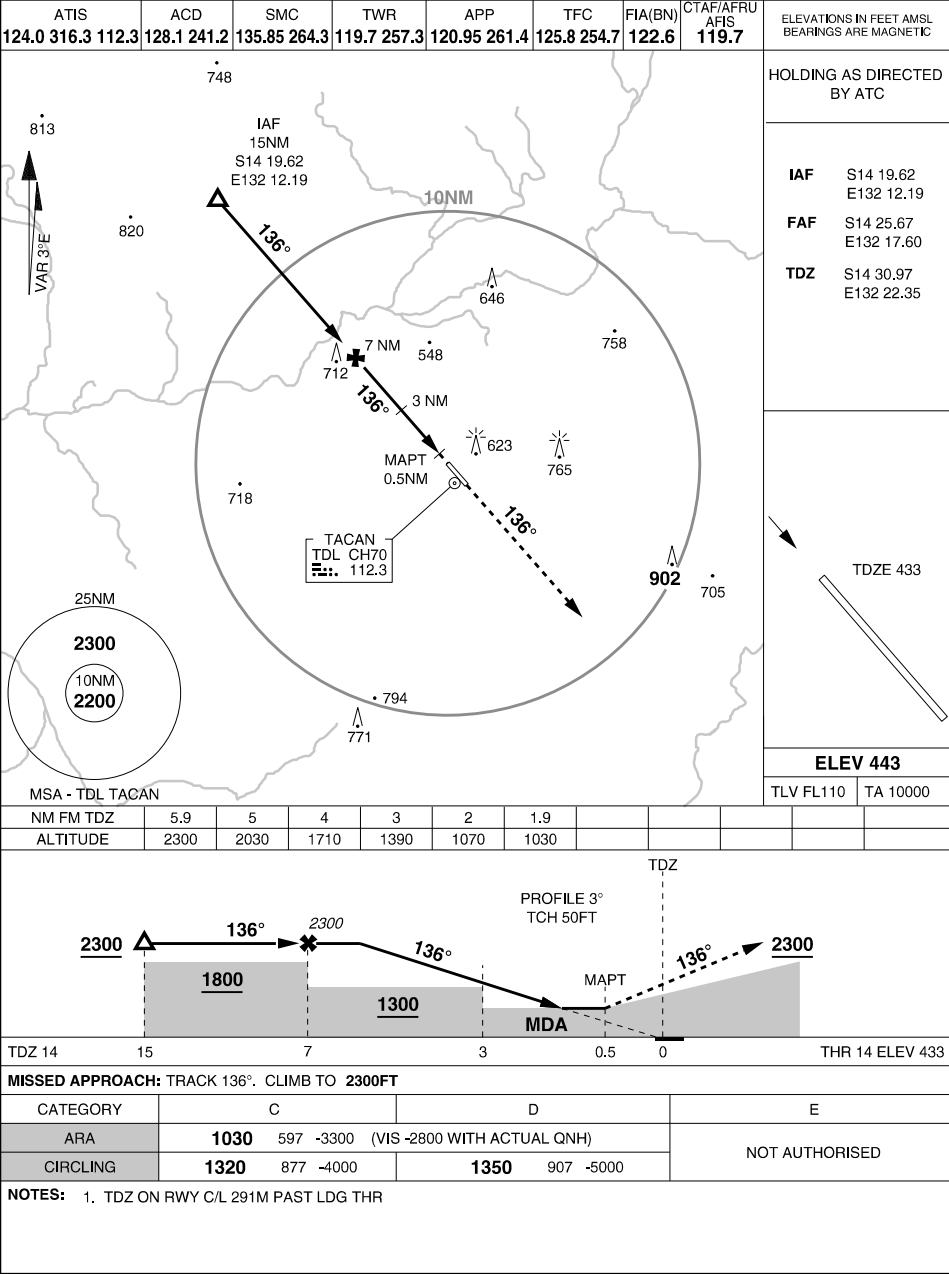


CHANGES: ADD ILS, REVISED PROCEDURE
05 SEP 24
AIS-AF
MILITARY USE ONLY
TINDAL (YPTN)
ILS-X OR LOC-X RWY 14 USING TDL TAC or ITN DME

MILITARY USE ONLY

S14 31.26 E132 22.67
PANS-OPS, WGS 84, AATCP-1

ARA RWY 14
TINDAL (YPTN)



CHANGES: AFIS
21 MAR 24

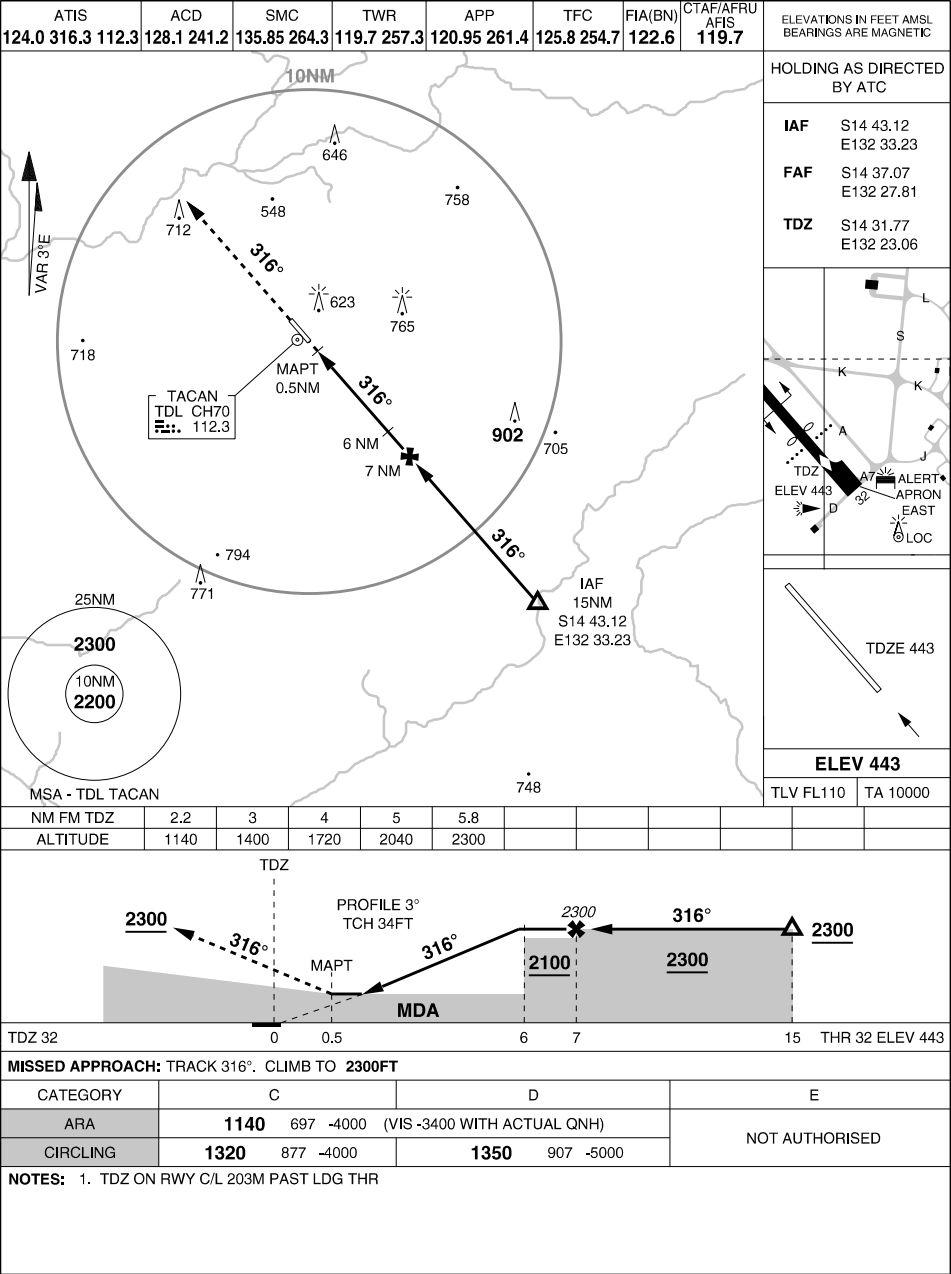
AIS-AF
MILITARY USE ONLY

TINDAL (YPTN)
ARA RWY 14

MILITARY USE ONLY

S14 31.26 E132 22.67
PANS-OPS, WGS 84, AATCP-1

ARA RWY 32
TINDAL (YPTN)



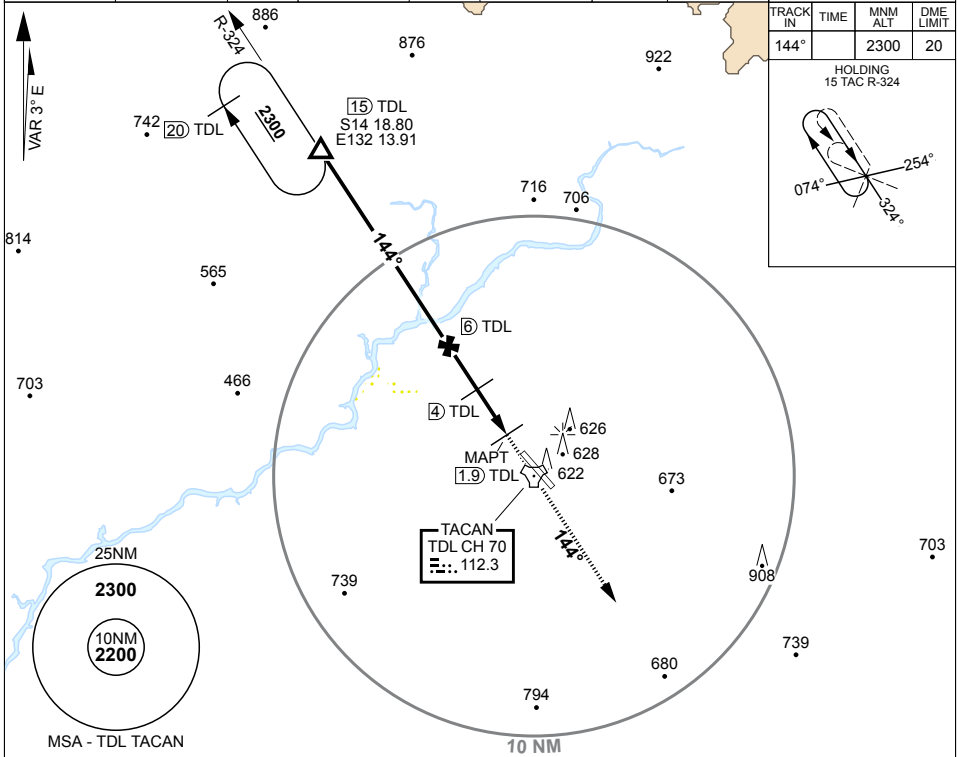
TACAN TDL Chan 70	APCH CRS 144°	RWY LDG THR ELEV AD ELEV	10,997 427 443
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PANS-OPS, WGS-84

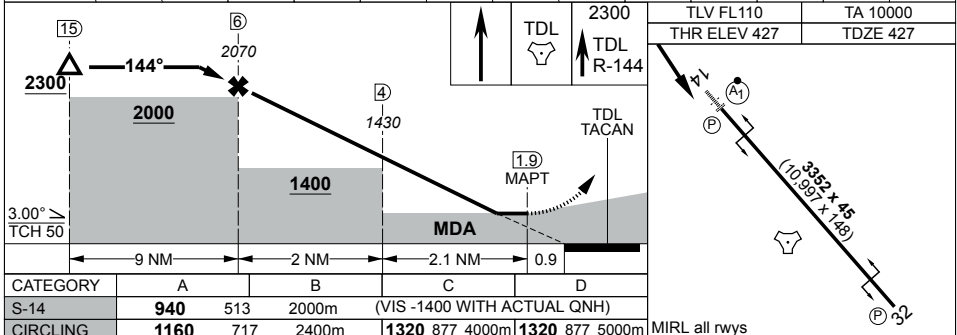
TACAN RWY 14
TINDAL (YPTN)

				ALSIF-1 	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/AFIS 119.7	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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TDL TAC	6.7	6	5	4	3	2.5													
ALTITUDE	2300	2070	1750	1430	1110	940													



CHANGES: CIRCLING, FAF, SDF ALT, MAPT DIST S14 31.26 E132 22.67

03 SEP 26

AIS-AF
MILITARY USE ONLY

TINDAL (YPTN)
TACAN RWY 14

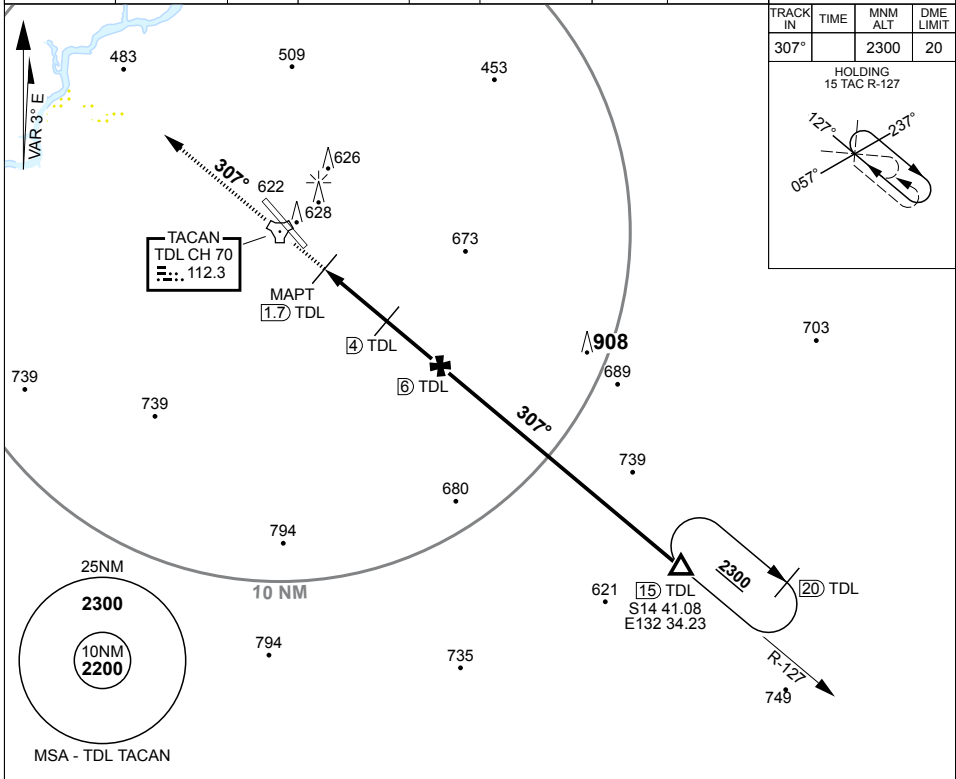
TACAN TDL Chan 70	APCH CRS 307°	RWY LGT 10,997 THR ELEV 443 AD ELEV 443
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PANS-OPS, WGS-84

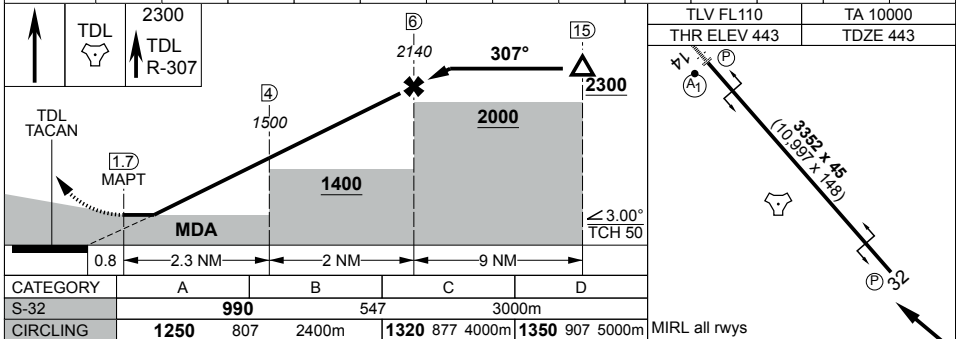
TACAN RWY 32
TINDAL (YPTN)

						MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-307, CLIMB TO 2300FT.		
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ATIS 112.3 124.0 316.3	ACD 128.1 241.2	SMC 135.85 264.3	TWR 119.7 257.3	APP 120.95 261.4	TFC 125.8 254.7	FIA(BN) 122.6	CTAF/ AFRU/AFIS 119.7	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
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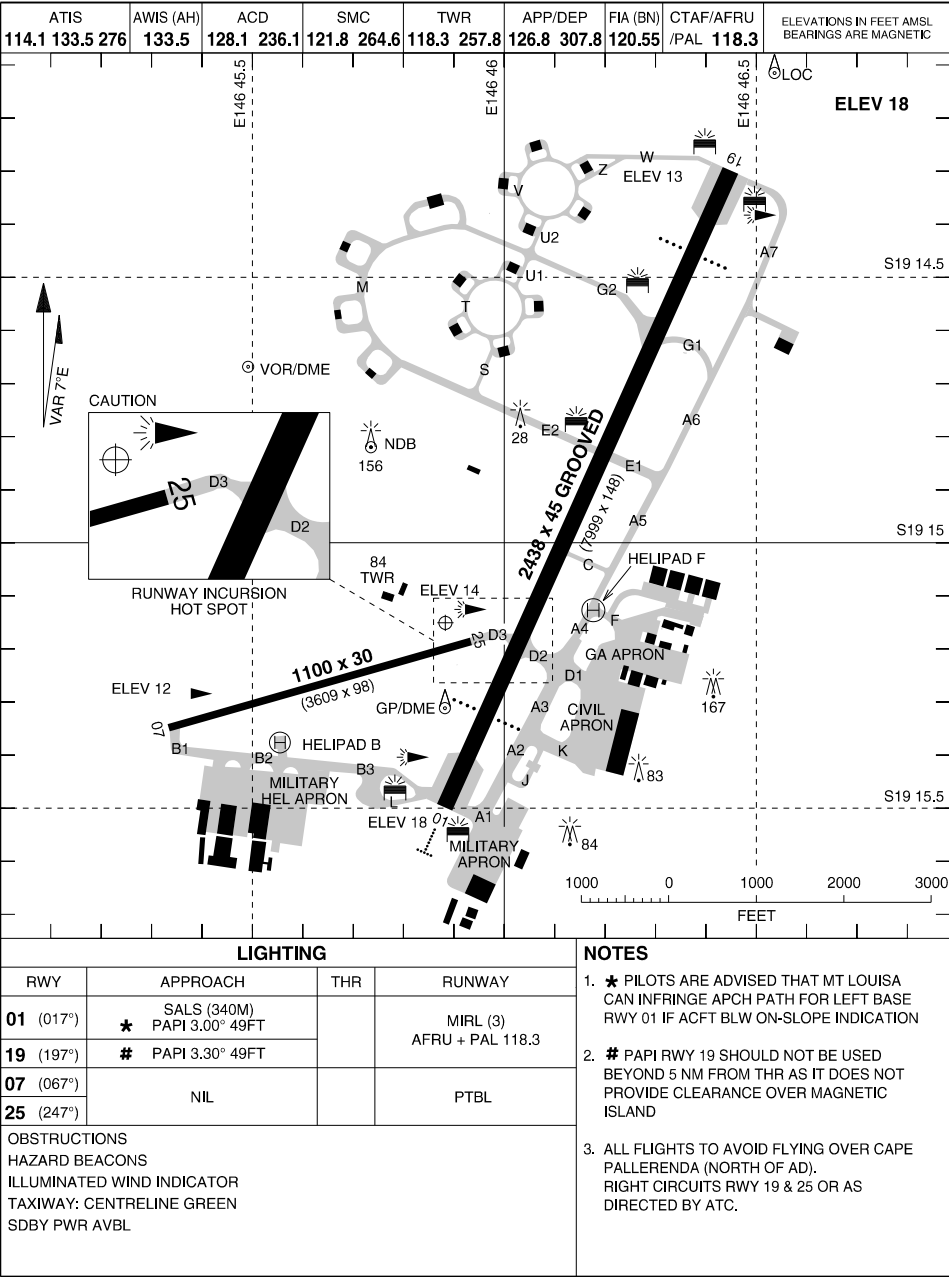
TDL TAC	2.4	3	4	5	6	6.5								
ALTITUDE	990	1180	1500	1820	2140	2300								



MILITARY USE ONLY

AERODROME CHART
TOWNSVILLE INTL (YBTL)

S19 15.16 E146 45.92
PANS-OPS, WGS 84



CHANGES: EDITORIAL

09 JUL 26

AIS-AF
MILITARY USE ONLY

TOWNSVILLE INTL (YBTL)
AERODROME CHART

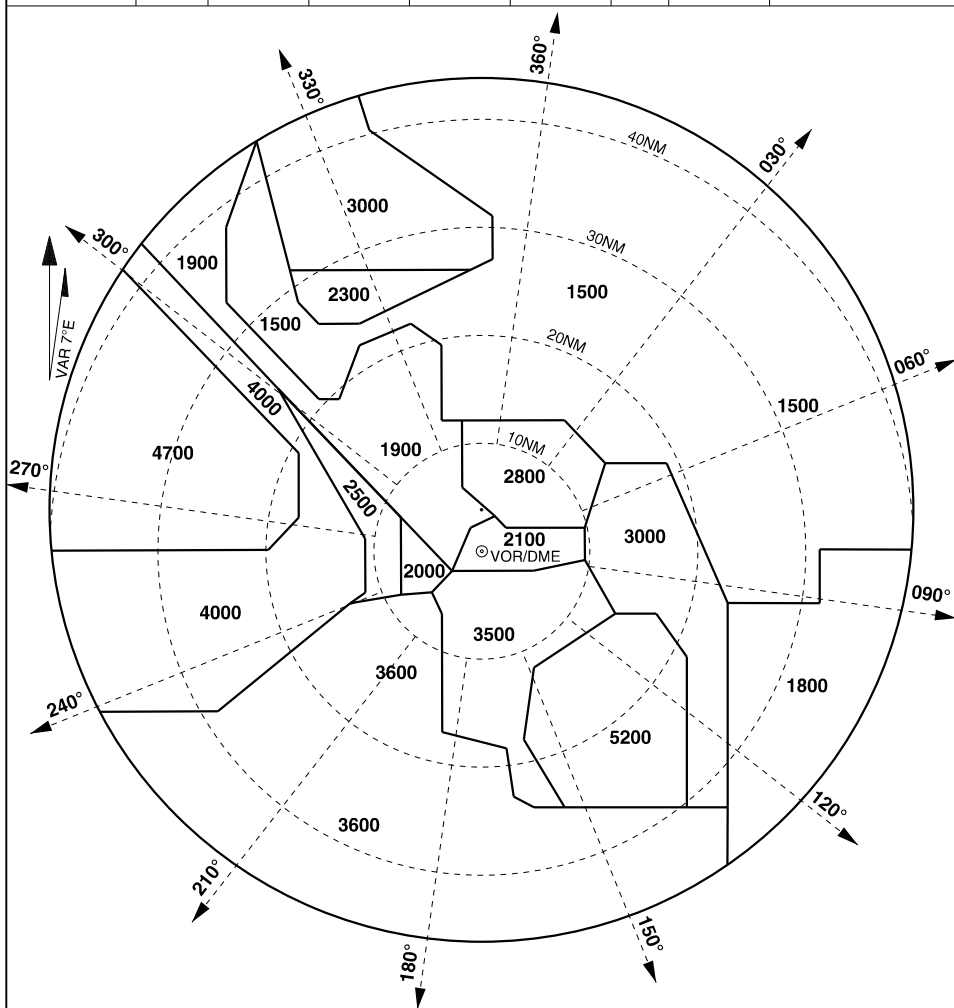
S19 15.16 E146 45.92
PANS-OPS, WGS 84

MILITARY USE ONLY

ATC USE ONLY

RTCC
TOWNSVILLE INTL (YBTL)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
114.1 133.5 276	133.5	128.1 236.1	121.8 264.6	118.3 257.8	126.8 307.8	120.55	/PAL 118.3	



- NOTE:
1. BEARINGS AND DISTANCES FROM VOR/DME.
 2. RTCC CENTRED ON THE RADAR HEAD.
 3. RADAR SITE IS 349° M AT 3.5 NM FROM THE ARP.
 4. THE ARP IS SITUATED AT THE INTERSECTION OF THE RUNWAYS
 5. RADAR SITE IS 007° M/5.5 NM FROM THE TACAN.

ATC USE ONLY

CHANGES: REVISED MINIMA
13 AUG 20

AIS-AF
MILITARY USE ONLY

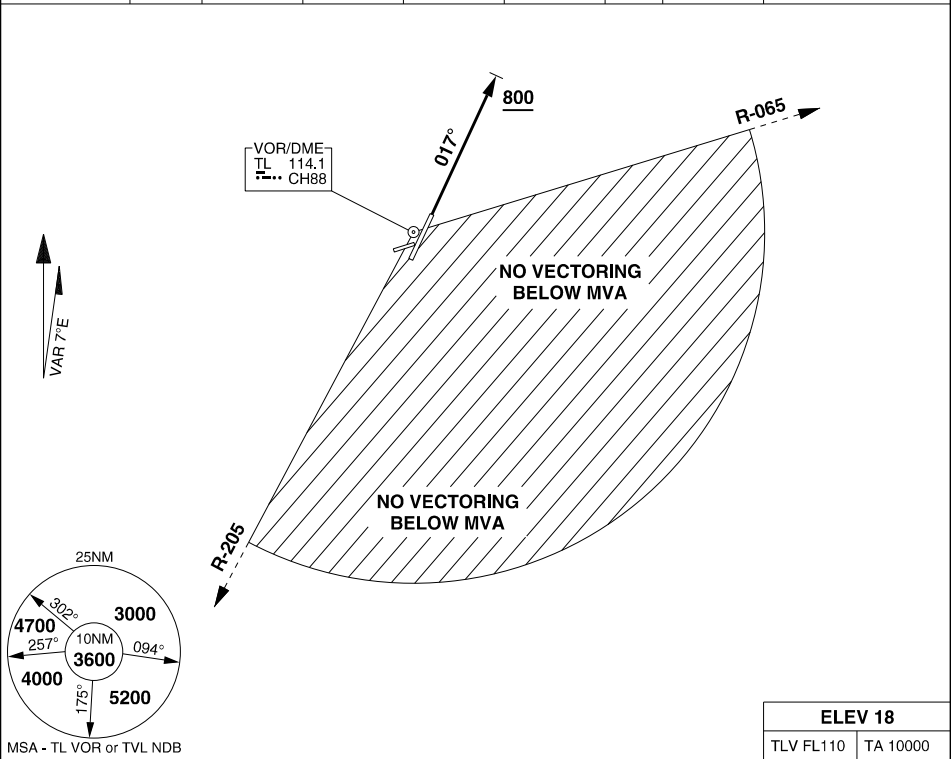
TOWNSVILLE INTL (YBTL)
RTCC

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
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	BEARINGS ARE MAGNETIC



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

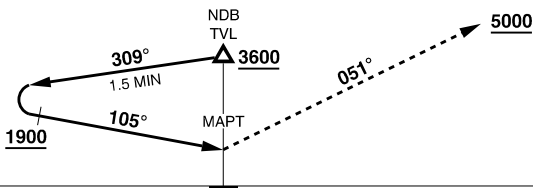
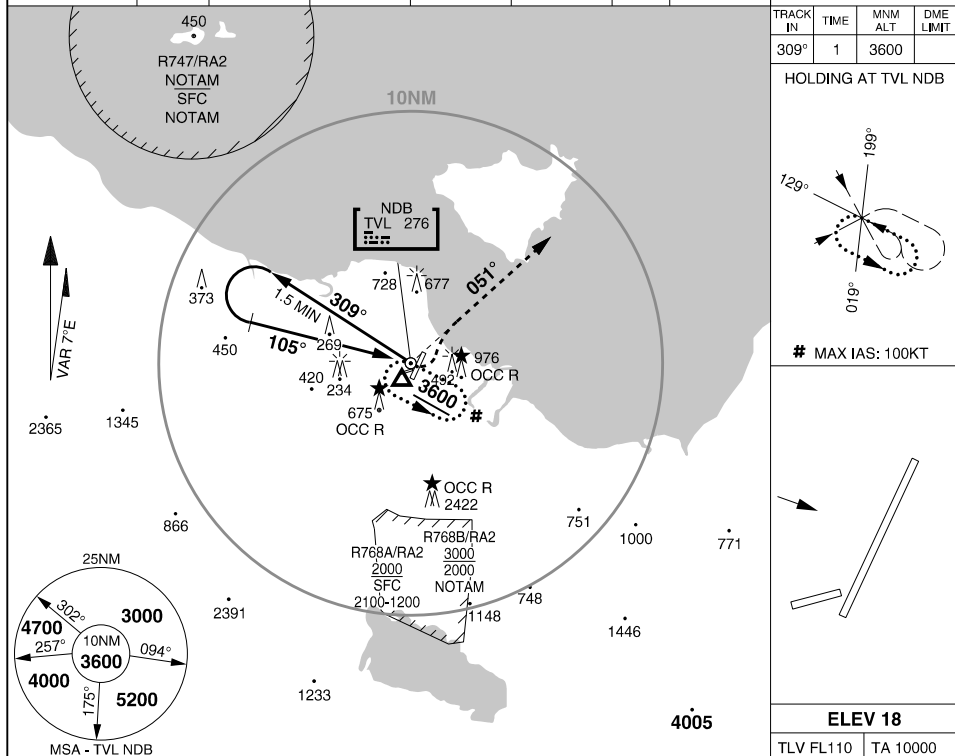
21 MAY 20

MILITARY USE ONLY
AIS-AF

TOWNSVILLE INTL (YBTL)
SID (RADAR) RWY 01 (CAT H)

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	



CATEGORY	H
NDB	870 852 -4800

27 FEB 20

AIS-AF
MILITARY USE ONLY

TOWNSVILLE INTL (YBTL)
NDB 105 (CAT H)

AERODROME CHART

WILLIAMSON (YWIS)

Diagram: A diagram of a runway oriented 143°. The runway is 1800 x 30 feet. The threshold is at ELEV 77 (10.5) and the other end is at ELEV 106 (32). A helo landing zone is located near the 1800-foot mark, with an apron area labeled A and B. The diagram also shows a scale bar from 0 to 3000 feet and a north arrow indicating a variation of 9°E.

Table:

LIGHTING			
RWY	APPROACH	THR	RUNWAY
14 (143°)	NIL	NIL	NIL
32 (323°)			

Notes:

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

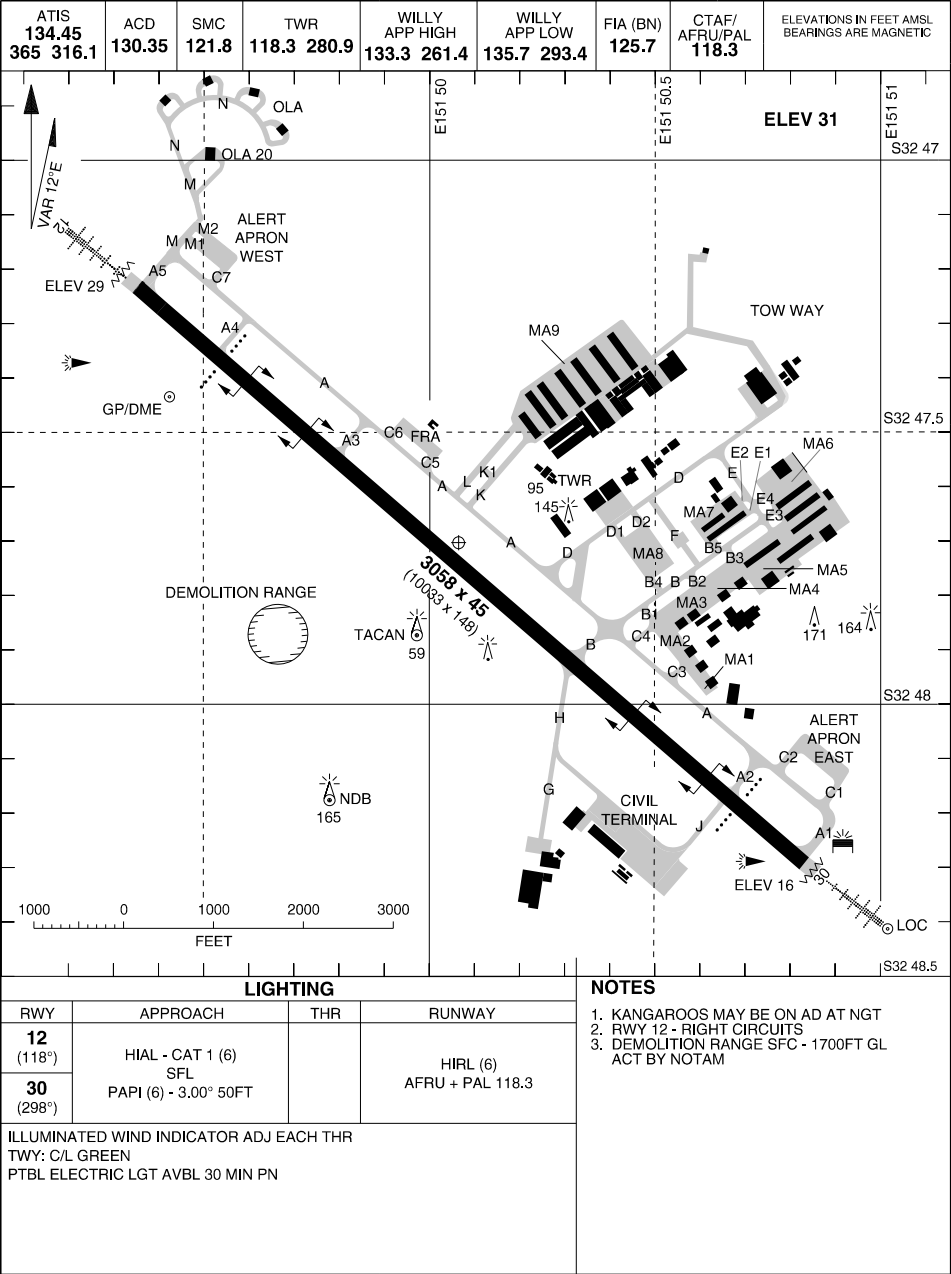
20 MAR 25

WILLIAMSON (YWIS)
AERODROME CHART

MILITARY USE ONLY

S32 47.70 E151 50.07
PANS-OPS, WGS 84

AERODROME CHART
WILLIAMTOWN (YWLM)



CHANGES: GP/DME, WDI

20 MAR 25

AIS-AF
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
AERODROME CHART

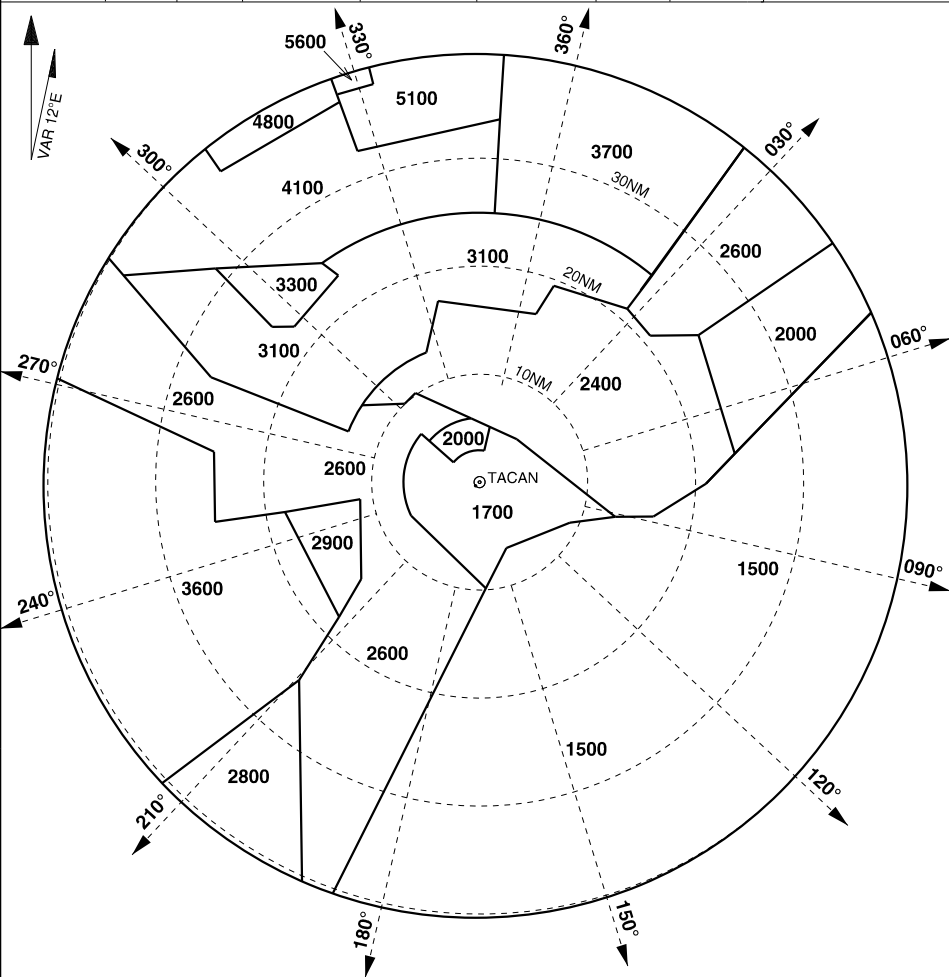
S32 47.70 E151 50.07
PANS-OPS, WGS 84

MILITARY USE ONLY

ATC USE ONLY WILLIAMTOWN (YWLM)

RTCC

ATIS 134.45 365 316.1	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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NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.
2. RTCC CENTRED ON THE RADAR HEAD.

ATC USE ONLY

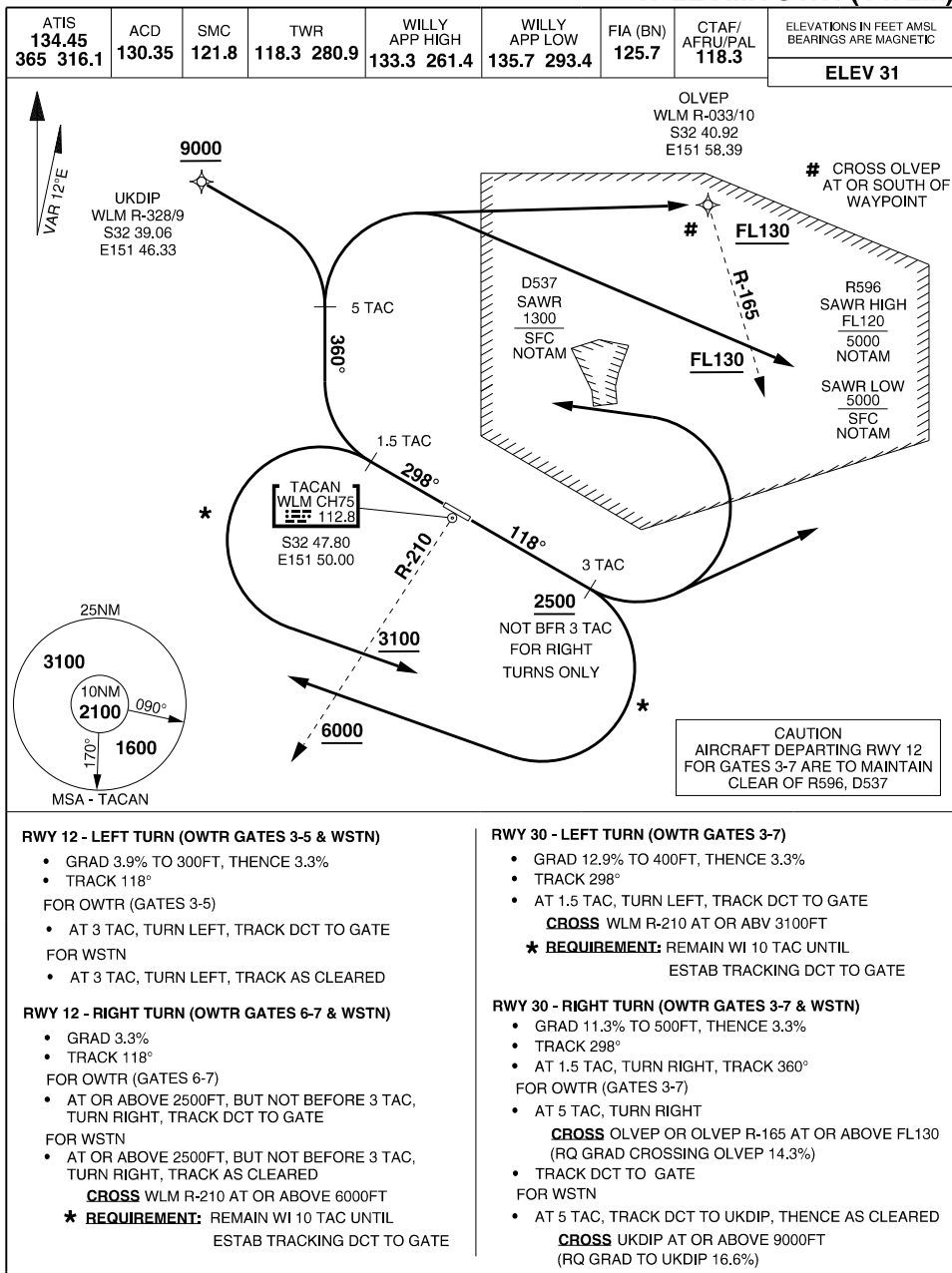
CHANGES: APP CS/FREQ
21 MAR 24

AIS-AF
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
RTCC

S32 47.70 E151 50.07
PANS-OPS, WGS 84

MILITARY USE ONLY
SID CLASSIC ONE ALL RWYS (ACG USE ONLY)
WILLIAMTOWN (YWLM)



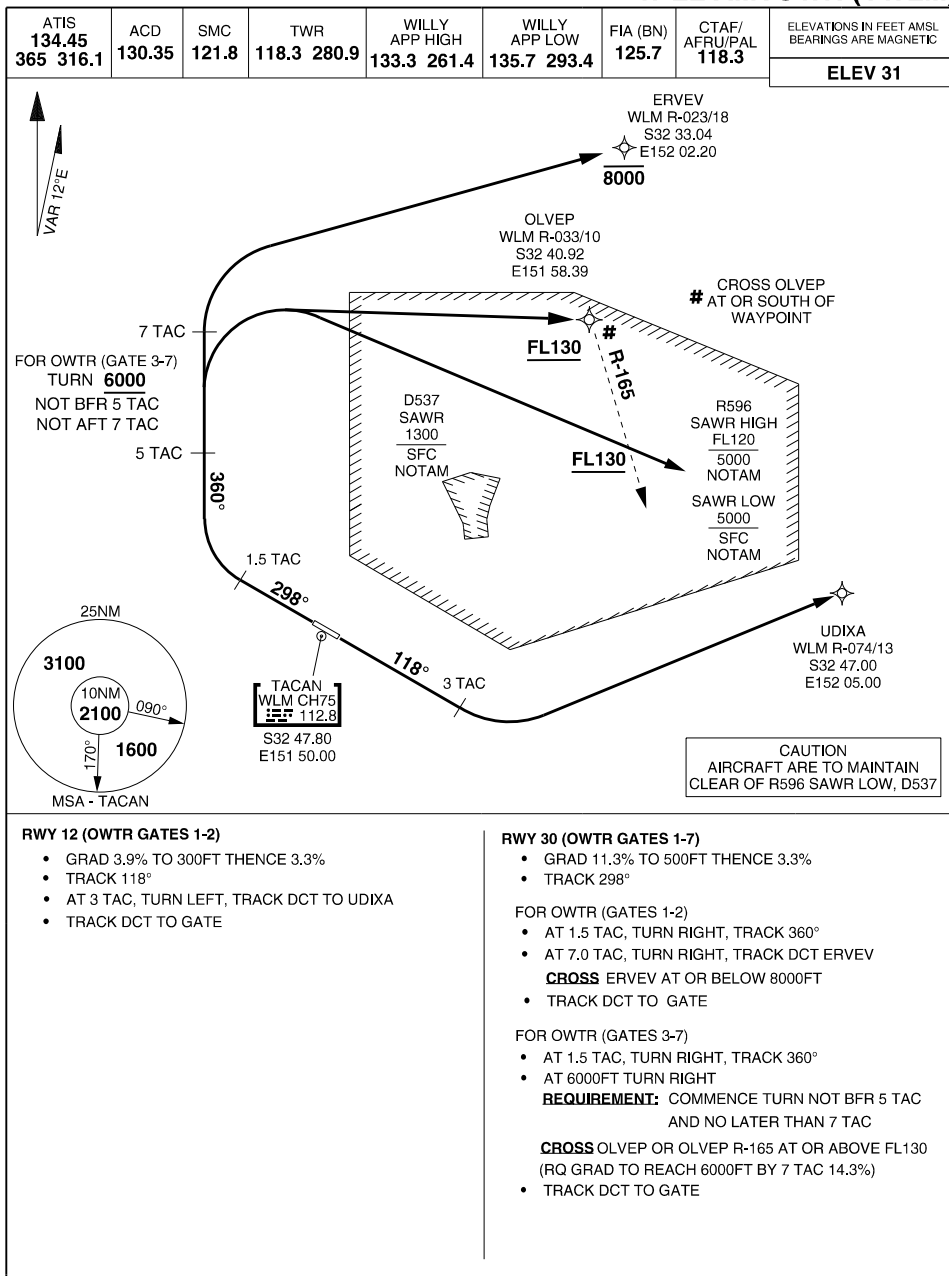
CHANGES: SUA D537, EDITORIAL

28 NOV 24

ACG
MILITARY USE ONLY
WILLIAMTOWN (YWLM)
SID CLASSIC ONE ALL RWYS (ACG USE ONLY)

S32 47.70 E151 50.07
PANS-OPS, WGS 84

MILITARY USE ONLY
SID PEPPER ONE ALL RWYS (ACG USE ONLY)
WILLIAMTOWN (YWLM)



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 3-7)

- 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 ERVEP
- **CROSS** ERVEP 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

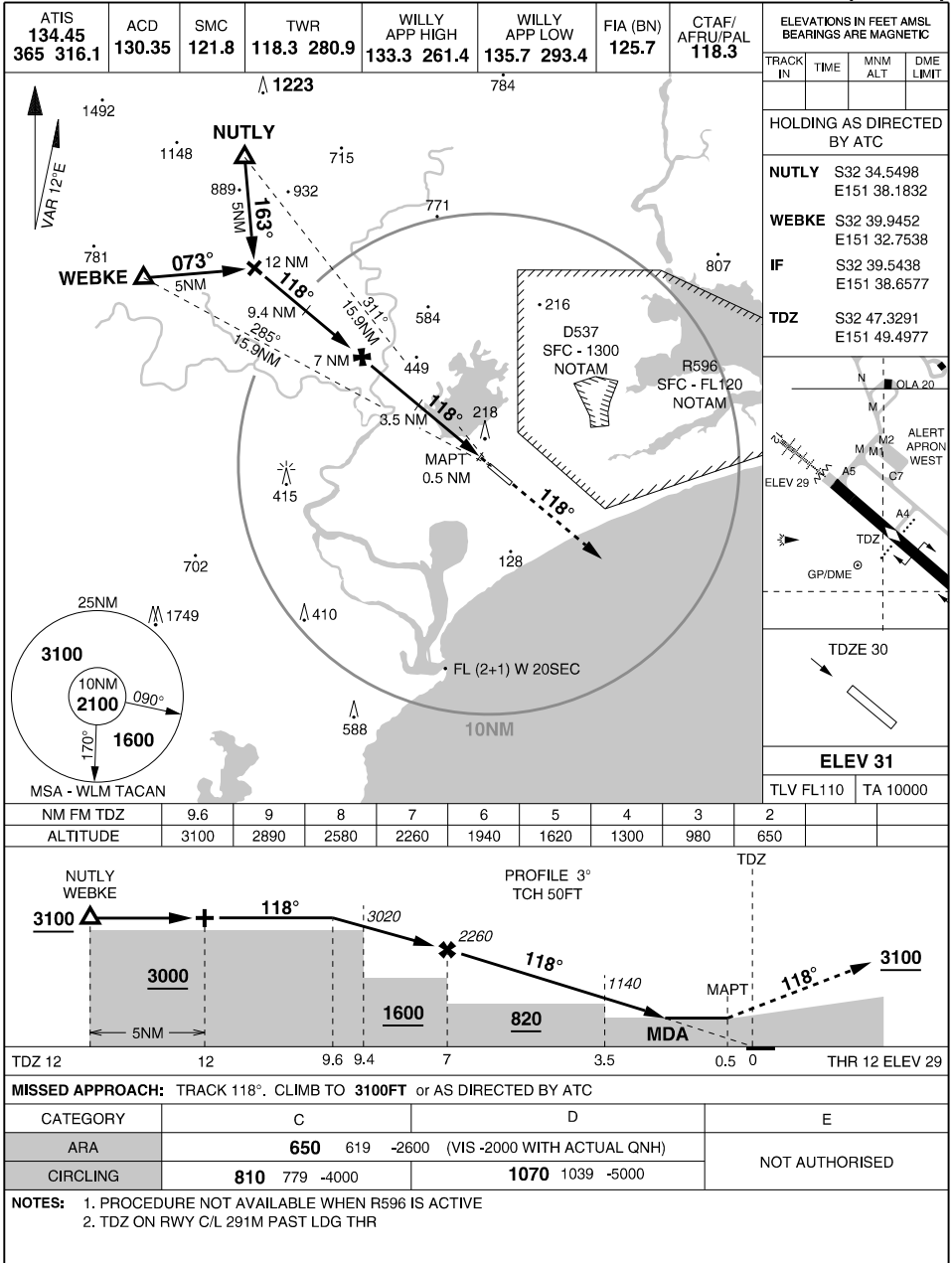
CHANGES: SUA D537, EDITORIAL
28 NOV 24

ACG
MILITARY USE ONLY
WILLIAMTOWN (YWLM)
SID PEPPER ONE ALL RWYS (ACG USE ONLY)

MILITARY USE ONLY

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

ARA RWY 12 WILLIAMTOWN (YWLM)



CHANGES: RWY END DIAGRAM

20 MAR 25

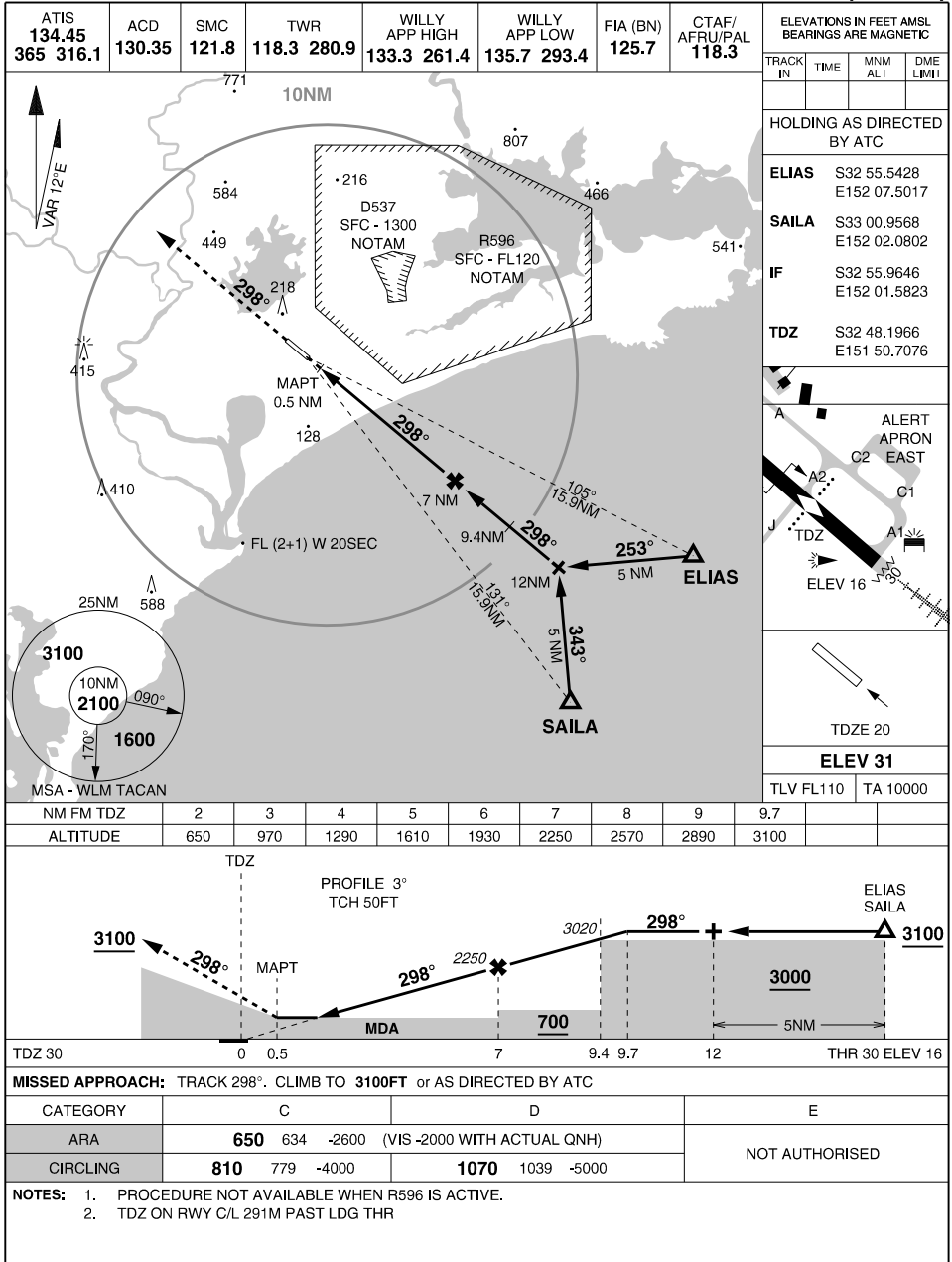
AIS-AF
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
ARA RWY 12

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

PANS-OPS, WGS-84

TACAN RWY 12
WILLIAMTOWN (YWLM)



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

1634

YOGGI
 15 WLM
 S32 33.15
 E151 53.84

SHUTL
 15 WLM
 S32 39.74
 E152 04.98

ALALI
 1 WLM

TACAN
 WLM CH 75
 112.8

NOTAM
 R596
 FL120
 SFC

HOLDING AT ALALI TAC

TRACK IN	TIME	MNM ALT	DME LIMIT
360°		FL125	5

SHUTL HOLDING
 15 TAC R-045

TRACK IN	TIME	MNM ALT	DME LIMIT
225°		3100	20

YOGGI HOLDING
 15 TAC R-360

TRACK IN	TIME	MNM ALT	DME LIMIT
180°		3100	20

CATEGORY	A	B	C	D
S-12	640 609	2500m	(VIS-1900 WITH ACTUAL QNH)	
CIRCLING	690 659 2000m	710 679 2400m	810 779 4000m	1070 1039 5000m

HIRL all rwys

S32 47.70 E151 50.07

WILLIAMTOWN (YWLM)
TACAN RWY 12

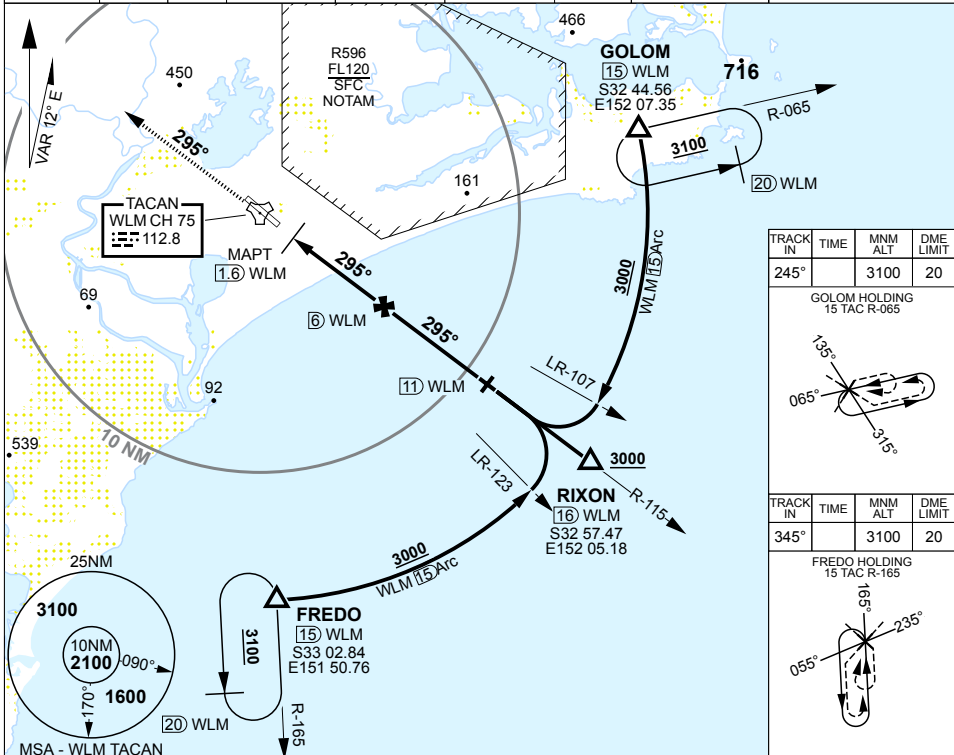
TACAN WLM Chan 75	APCH CRS 295°	RWY LDG 10,033 THR ELEV 16 AD ELEV 31
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PANS-OPS, WGS-84

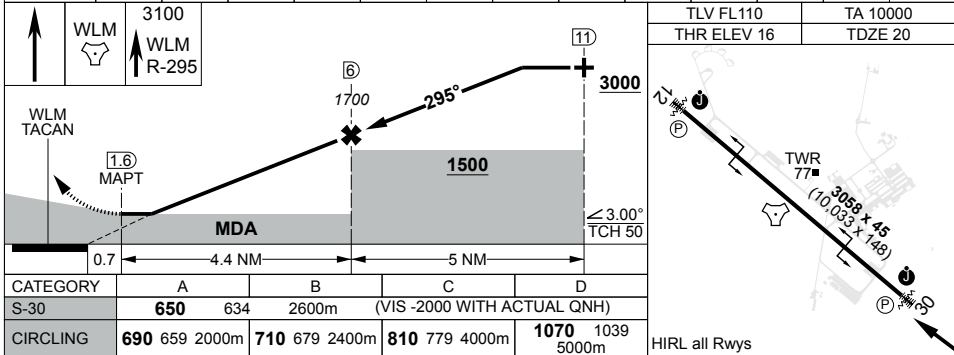
TACAN RWY 30
WILLIAMTOWN (YWLM)

1. GOLOM NOT AVBL WHEN R596 ACTIVE UNLESS APPROVED BY ATC.				MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-295. CLIMB TO 3100FT OR AS DIRECTED BY ATC.			
--	--	--	--	--	--	--	--

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



CHANGES: TAC CH/FREQ
21 MAR 24

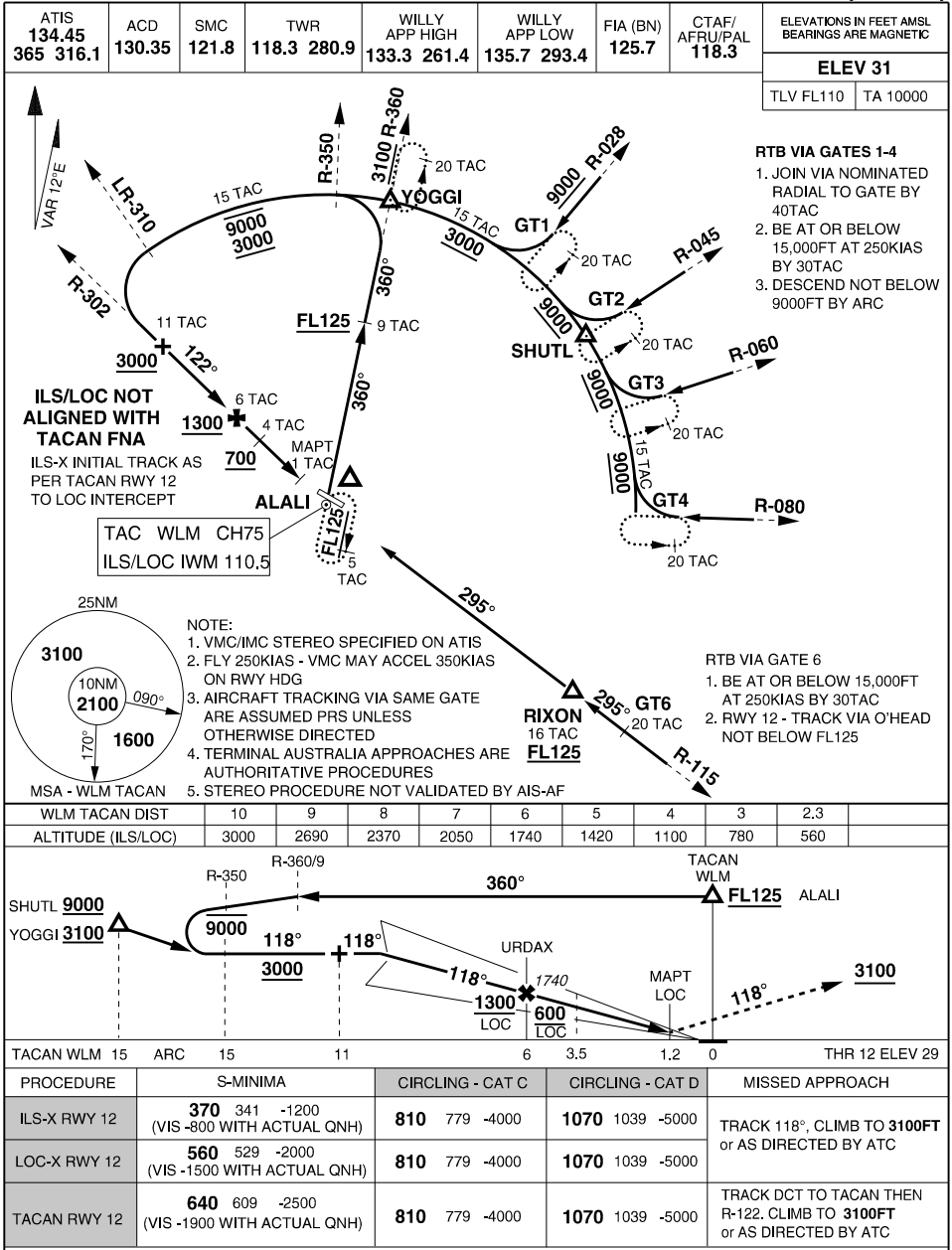
S32 47.70 E151 50.07
AIS-AF
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
TACAN RWY 30

MILITARY USE ONLY

S32 47.70 E151 50.07
PANS-OPS, WGS 84

STEREO RWY 12
WILLIAMTOWN (YWLM)



CHANGES: TAC CH
21 MAR 24

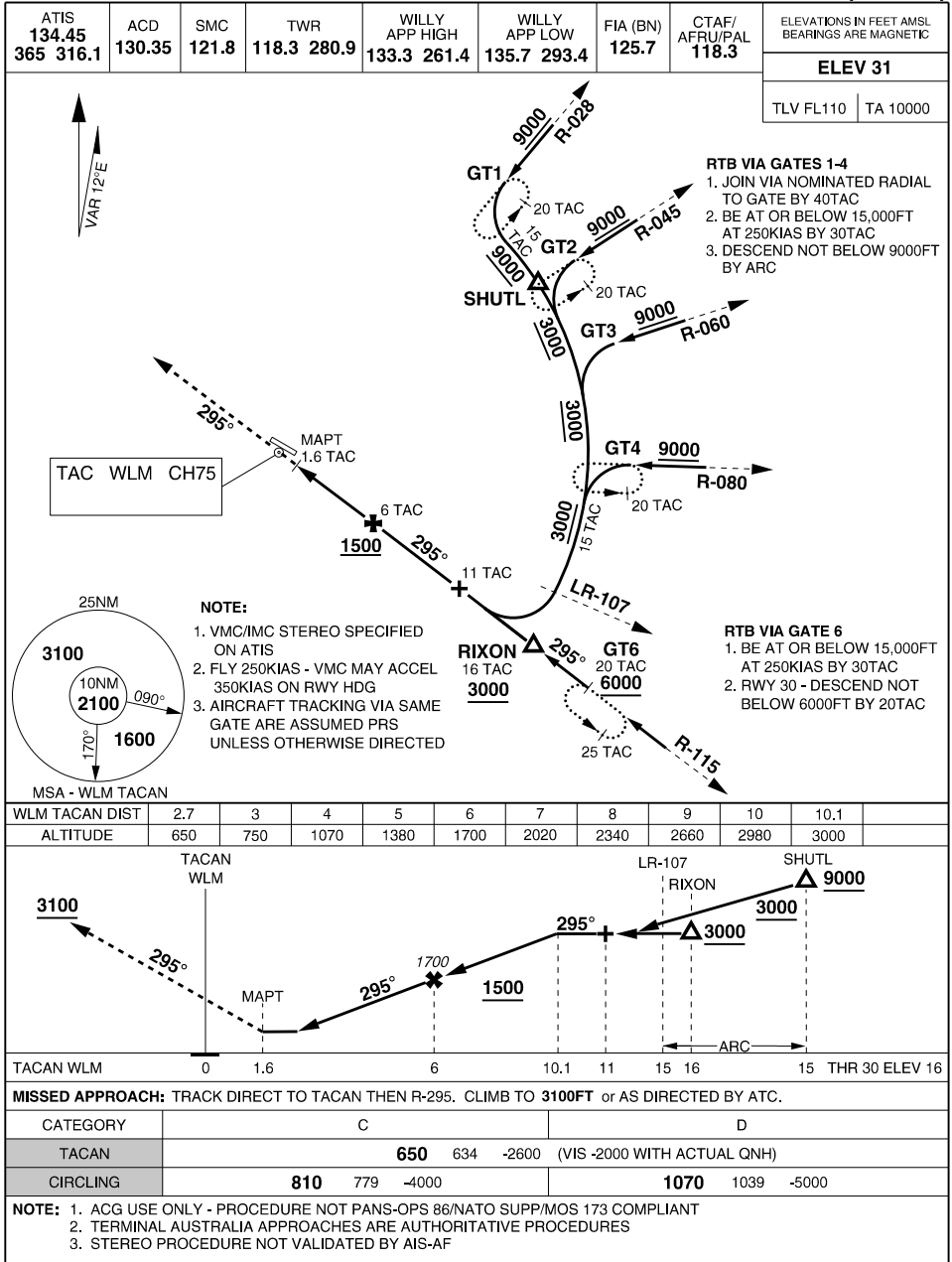
ACG
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
STEREO RWY 12

MILITARY USE ONLY

S32 47.70 E151 50.07
PANS-OPS, WGS 84

STEREO RWY 30
WILLIAMTOWN (YWLM)



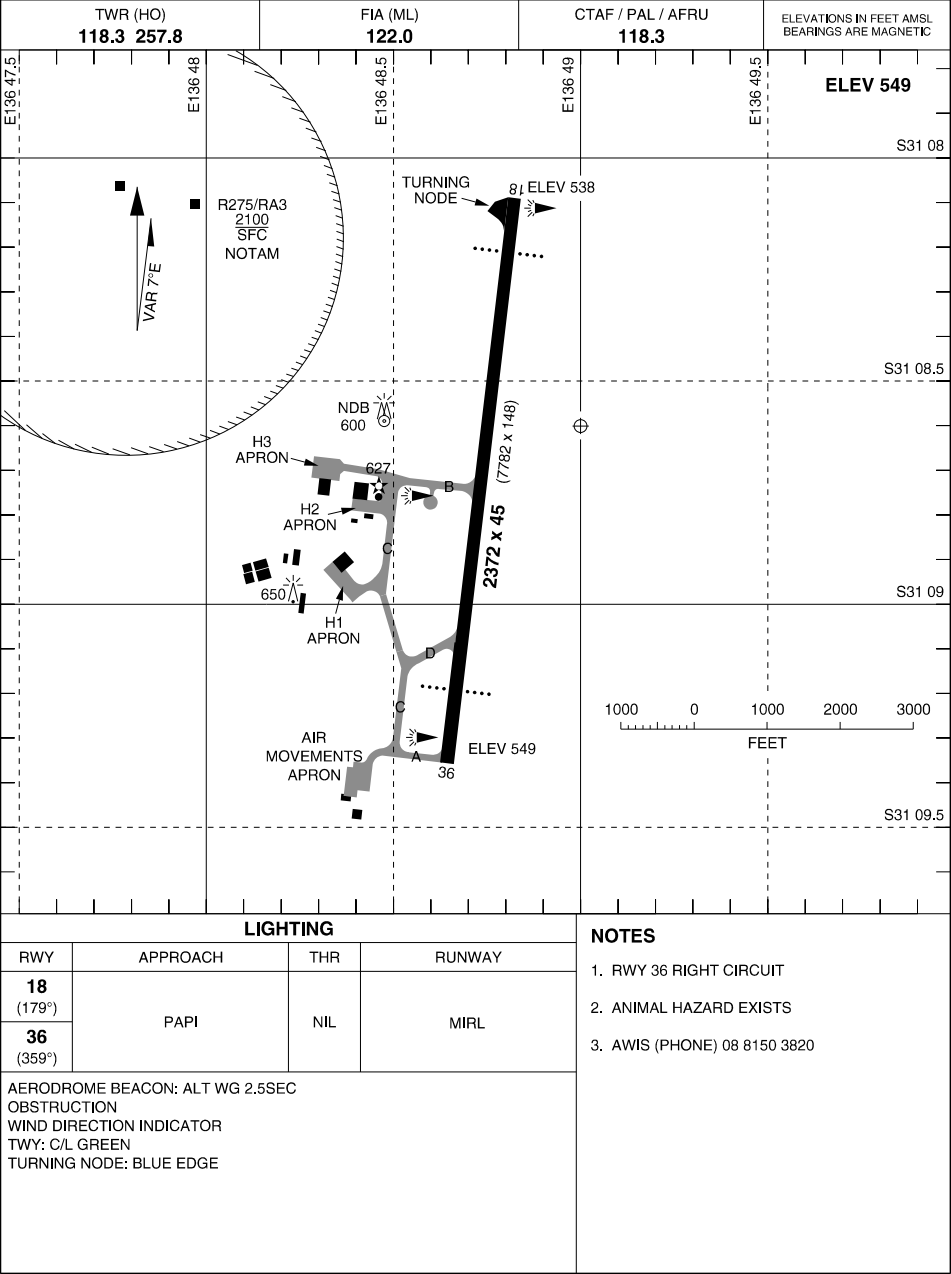
CHANGES: TAC CH
21 MAR 24

ACG
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
STEREO RWY 30

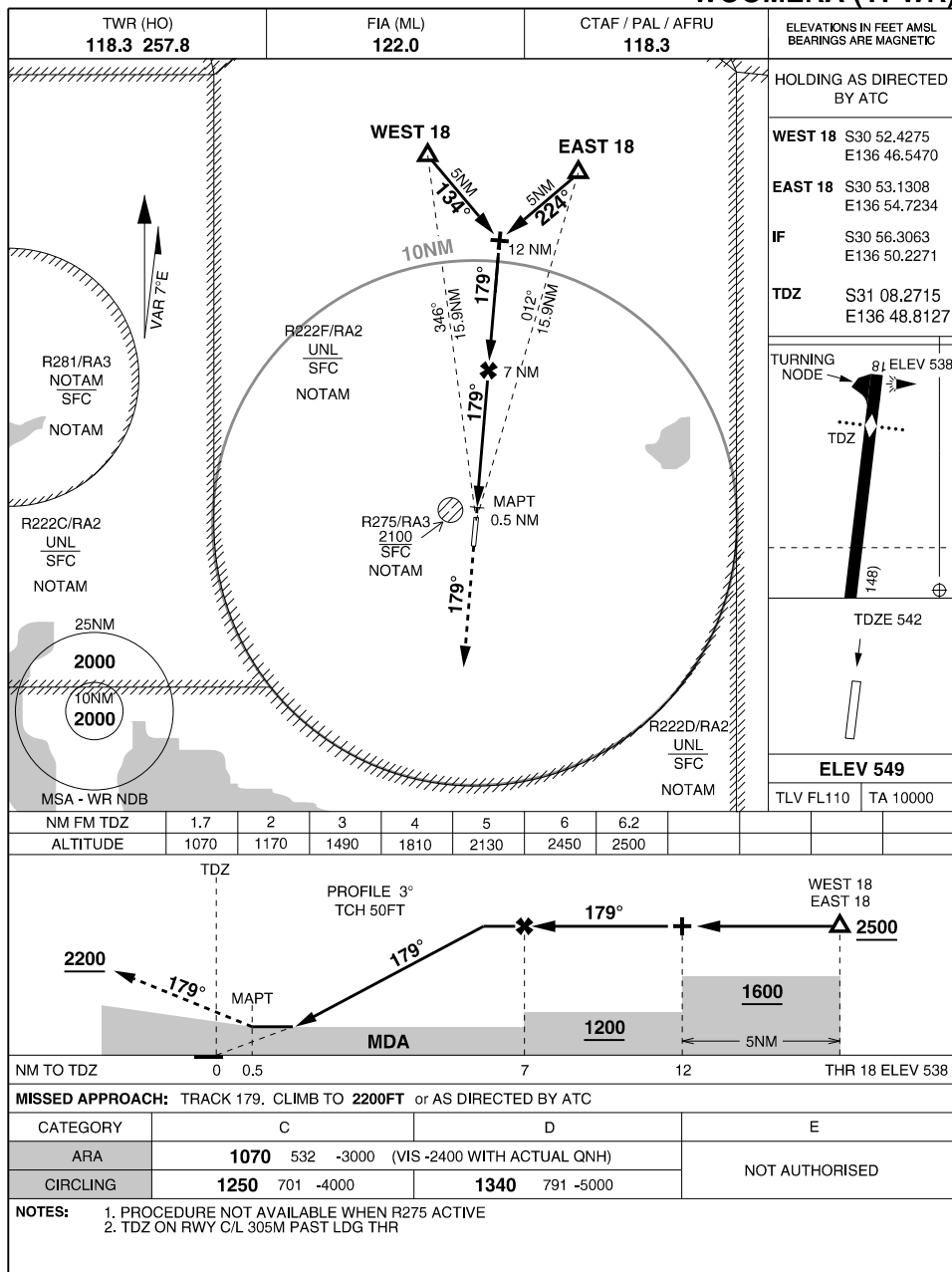
S31 08.64 E136 49.02
PANS-OPS, WGS 84

AERODROME CHART
WOOMERA (YPWR)



CHANGES: RWY 36 PAPI PSN

20 MAR 25



CHANGES: RWY END DIAGRAM

20 MAR 25

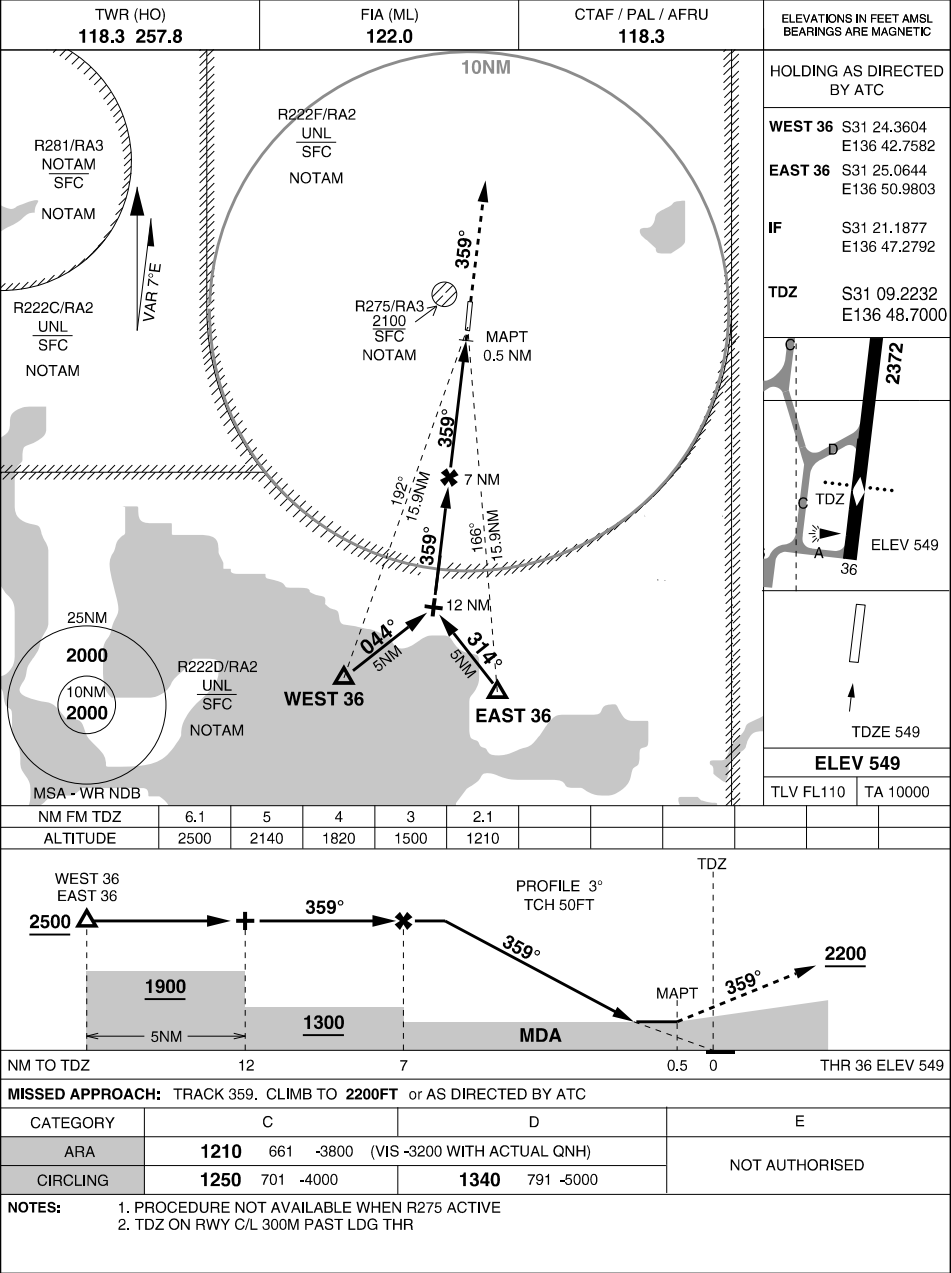
AIS-AF
MILITARY USE ONLY

WOOMERA (YPWR)
ARA RWY 18

MILITARY USE ONLY

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

ARA RWY 36
WOOMERA (YPWR)



CHANGES: RWY END DIAGRAM

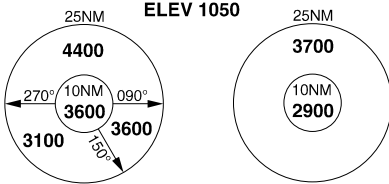
20 MAR 25

AIS-AF
MILITARY USE ONLY

WOOMERA (YPWR)
ARA RWY 36

PANS-OPS, WGS 84

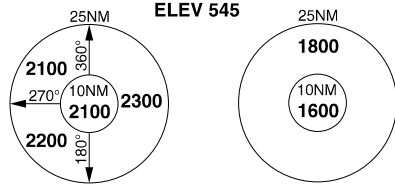
BENING FIELD (YBEG) QLD



MSA - ARP

VSA - ARP

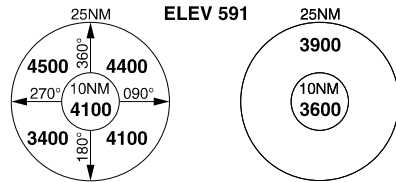
BURREN JUNCTION (YBRJ) NSW



MSA - ARP

VSA - ARP

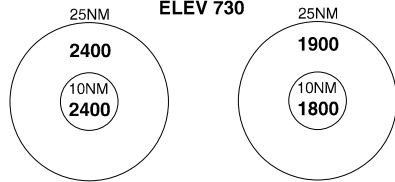
COLLINSVILLE (YCSV) QLD



MSA - ARP

VSA - ARP

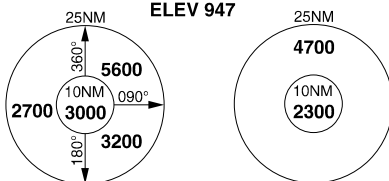
DELAMERE RANGE (YDWF) NT



MSA - ARP

VSA - ARP

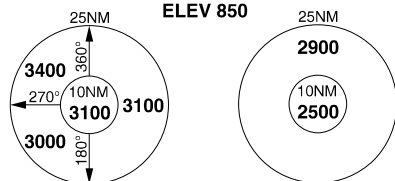
GILGANDRA (YGIL) NSW



MSA - ARP

VSA - ARP

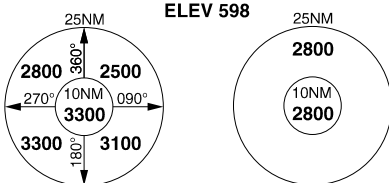
HILLMAN FARM (YHLM) WA



MSA - ARP

VSA - ARP

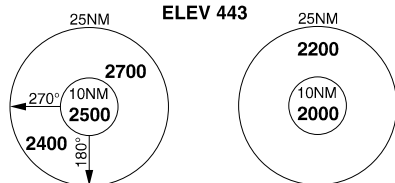
LAKE CARGELLIGO (YLCG) NSW



MSA - ARP

VSA - ARP

NACKEROO (YNKR) NT



MSA - ARP

VSA - ARP

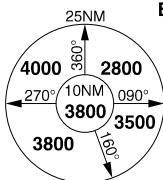
CHANGES: YBEG ELEV, YHLM MSA/VSA

09 JUL 26

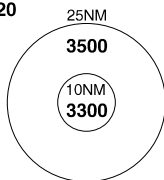
PANS-OPS, WGS 84

SAMUEL HILL (YSMH) QLD

ELEV 120



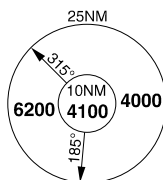
MSA - ARP



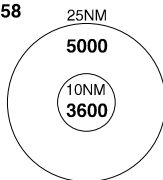
VSA - ARP

ST HELENS (YSTH) TAS

ELEV 158



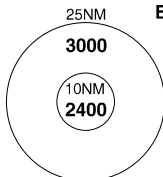
MSA - ARP



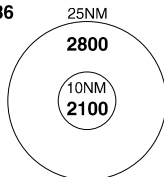
VSA - ARP

TAROOM (YTAM) QLD

ELEV 786



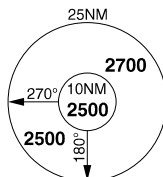
MSA - ARP



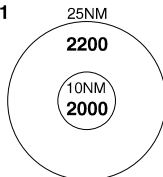
VSA - ARP

TIMBER CREEK (YTBR) NT

ELEV 51



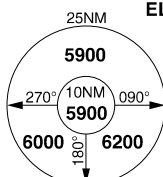
MSA - ARP



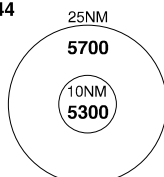
VSA - ARP

WALCHA (YWCH) NSW

ELEV 3744



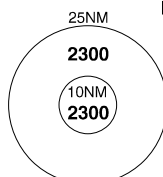
MSA - ARP



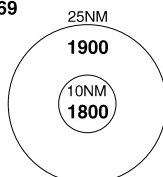
VSA - ARP

WARREN (YWRN) NSW

ELEV 669



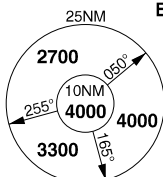
MSA - ARP



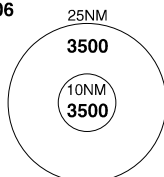
VSA - ARP

WILLIAMSON (YWIS) QLD

ELEV 106



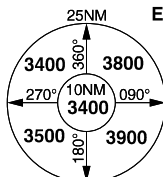
MSA - ARP



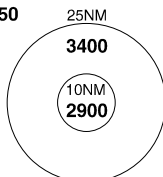
VSA - ARP

WONDAI (YWND) QLD

ELEV 1050



MSA - ARP



VSA - ARP

CHANGES: REVISED CHART
19 MAR 26



