AUSTRALIAN DEFENCE FORCE
FLIGHT INFORMATION PUBLICATION
(TERMINAL)

TERMINAL AUSTRALIA

Effective: **26 NOV 26**
Next Issue: **18 MAR 27**

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 Airservices 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.

GEN 0.1 PREFACE **1**

GEN 0.2 RECORD OF AMENDMENTS **2**

GEN 0.3 RECORD OF AIP SUPPLEMENTS **2**

GEN 0.4 CHECKLIST OF PAGES **2**

GEN 0.5 LIST OF HAND AMENDMENTS **2**

GEN 0.6 LIST OF CHARTS **3**

GEN 0.7 TABLES AND CODES **6**

INSTRUMENT APPROACH PROCEDURES **18**

AIRFIELD ..... **WEF**

AMBERLEY (YAMB) **18**

AERODROME CHART ..... *28 NOV 24*
APRON CHART ..... *07 NOV 19*
RTCC ..... *07 NOV 19*
SID NORTH WEST ..... 19 MAR 26
SID SOUTH ..... 19 MAR 26
ILS-Y RWY 15 ..... 19 MAR 26
LOC-Y RWY 15 ..... 19 MAR 26
ARA RWY 15 ..... *19 MAR 26*
ARA RWY 33 ..... *19 MAR 26*
TACAN RWY 15 ..... 19 MAR 26
TACAN RWY 33 ..... 19 MAR 26

BENING FIELD (YBEG) **29**

AERODROME CHART ..... *09 JUL 26*
RNP W ..... *09 JUL 26*

CURTIN (YCIN) **31**

AERODROME CHART ..... *17 JUN 21*
RTCC ..... *13 JUL 23*
SID (RADAR) ALL RWYS ..... 03 SEP 26
ARA RWY 11 ..... *03 SEP 26*
ARA RWY 29 ..... *03 SEP 26*
TACAN RWY 11 ..... *03 SEP 26*
TACAN RWY 29 ..... *03 SEP 26*

DARWIN INTL (YPDN) **38**

AERODROME CHART ..... *09 JUL 26*
RTCC ..... *09 JUL 26*
SID RWY 11 (FAST JET ONLY) ..... *09 JUL 26*
SID RWY 29 (FAST JET ONLY) ..... *09 JUL 26*
STAR RWY 11 (FAST JET ONLY) ..... *03 SEP 26*
STAR RWY 29 (FAST JET ONLY) ..... *03 SEP 26*
ILS-Y or LOC-Y RWY 29
(USING DAR TACAN CH71) ..... *09 JUL* 26
ARA RWY 11 ..... *09 JUL 26*
ARA RWY 29 ..... *09 JUL 26*
TACAN RWY 11 ..... 09 JUL 26
TACAN RWY 29 ..... 09 JUL 26

EAST SALE (YMES) **49**

AERODROME CHART ..... *26 NOV 26*
+APRON CHART ..... *26 NOV 26*
RTCC ..... *28 FEB 19*
SID ALBURY (AY) THREE ALL RWYS ..... 13 JUN 24
SID ANTLA TWO ALL RWYS ..... 13 JUN 24
SID BULKO ONE ALL RWYS ..... 13 JUN 24
SID DUNNE THREE ALL RWYS ..... 13 JUN 24
SID GIPPS THREE ALL RWYS ..... 13 JUN 24
SID MANGALORE (MNG) THREE
ALL RWYS ..... 13 JUN 24
SID MOZZA THREE ALL RWYS ..... 13 JUN 24
SID NUNPA TWO ALL RWYS ..... 13 JUN 24
SID TYERS THREE ALL RWYS ..... 13 JUN 24
SID VALDU TWO ALL RWYS ..... 13 JUN 24
SID VISER ONE ALL RWYS ..... 13 JUN 24
STAR ANOSO TWO ..... 13 JUN 24
STAR LAREX TWO ..... 13 JUN 24
STAR PAPDO TWO ..... 13 JUN 24
STAR TREVR FIVE ..... 13 JUN 24
TACAN OR GNSS ARRIVAL
PROCEDURES ..... *27 NOV 25*
ILS-Y or LOC-Y RWY 27
USING ESL TACAN OR IEW DME ..... 09 JUL 26
ARA RWY 27 ..... *09 JUL 26*
TACAN RWY 04 ..... 09 JUL 26
TACAN RWY 09 ..... 09 JUL 26
TACAN RWY 22 ..... 09 JUL 26
TACAN RWY 27 ..... 09 JUL 26
NDB-A ..... *09 JUL 26*
RNP RWY 04 ..... 04 SEP 25
RNP B (CAT C) ..... *30 NOV 23*
RNP E (CAT C) ..... *30 NOV 23*

+ Indicates a new chart has been issued
D Indicates a chart has been deleted
Indicates a revised chart has been issued
Italicised text indicates Traditional format

EDINBURGH (YPED) 78

AERODROME CHART ..... 27 NOV 25
SID RWY 18/36 ..... 12 JUN 25
ILS-Y or LOC-Y RWY 18 USING EDN TACAN or IED DME ..... 21 MAR 24
ARA RWY 18 ..... 20 MAR 25
TACAN RWY 18 ..... 23 MAR 23

GINGIN (YGIG) 83

AERODROME CHART ..... 28 NOV 24
SID (RADAR) ALL RWYS ..... 02 DEC 21
NDB RWY 08 ..... 13 JUN 24
NDB RWY 26 ..... 13 JUN 24
RNP RWY 08 ..... 20 MAR 25
RNP RWY 26 ..... 20 MAR 25

HOLSWORTHY (YSHW) 89

AERODROME CHART ..... 13 JUN 24
SID HW2SI ONE DEPARTURE (HELICOPTER, RNAV) ..... 13 JUN 24
RNP 021 ..... 13 JUN 24

JERVIS BAY (YJBY) 92

AERODROME CHART ..... 20 MAR 25
RNP RWY 08 (CAT H) ..... 04 SEP 25

LEARMONTH (YPLM) 94

AERODROME CHART ..... 20 MAR 25
RTCC ..... 30 NOV 23
ARA RWY 18 ..... 20 MAR 25
ARA RWY 36 ..... 20 MAR 25

NACKEROO (YNKR) 98

AERODROME CHART ..... 09 JUL 26

NOWRA (YSNW) 99

AERODROME CHART ..... 03 SEP 26
APRON CHART ..... 04 SEP 25
RTCC ..... 12 JUN 25
SID NORTH RWY 21 ..... 12 JUN 25
SID SOUTH & WEST RWYS 03/08 ..... 27 NOV 25
ILS-X or LOC-X RWY 21 USING NWR TACAN or INA DME ..... 12 JUN 25
ILS-W RWY 21 USING NWR TACAN or INA DME (CAT H) ..... 19 MAR 26
ARA RWY 21 ..... 20 MAR 25
TACAN RWY 03 ..... 12 JUN 25
TACAN-Z RWY 21 ..... 12 JUN 25
TACAN-Y RWY 21 ..... 12 JUN 25
TACAN-Z RWY 26 ..... 27 NOV 25
TACAN-Y RWY 26 ..... 27 NOV 25
NDB RWY 26 (CAT H) ..... 19 MAR 26

OAKEY (YBOK) 113

AERODROME CHART ..... 27 NOV 25
RTCC ..... 13 JUN 24
DME or GNSS ARRIVAL ..... 13 JUN 24
ILS-Y or LOC-Y RWY 14 USING OK VOR OR IOK DME ..... 19 MAR 26
VOR-Z RWY 14 (CAT A,B,C) ..... 13 JUN 24
VOR-Y RWY 14 (CAT A,B) ..... 19 MAR 26
VOR RWY 23 (CAT A,B) ..... 13 JUN 24
NDB-A (CAT A) ..... 19 MAR 26

OCEAN (OCEN) 121

RNP-O (CAT A,B,C) ..... 27 NOV 25

PEARCE (YPEA) 122

AERODROME CHART ..... 09 JUL 26
SID (RADAR) RWYS 05, 18L, 23 & 36R ..... 09 JUL 26
SID RWY 05 (CAT A,B,C) ..... 09 JUL 26
SID RWY 18L (CAT A,B,C) ..... 09 JUL 26
SID RWY 18L (CAT D) ..... 09 JUL 26
SID RWY 23 (CAT A,B,C) ..... 09 JUL 26
SID RWY 36R ..... 09 JUL 26
TACAN or GNSS ARRIVAL PROCEDURES ..... 30 NOV 23
ILS-Y or LOC-Y RWY 18L ..... 11 FEB 25
ILS-X or LOC-X RWY 18L (UNCONTROLLED HR ONLY) ..... 11 FEB 25
ILS-Z RWY 36R ..... 09 JUL 26
ILS-Y or LOC-Y RWY 36R (CAT A,B,C) ..... 09 JUL 26
LOC-Z RWY 36R ..... 09 JUL 26
ARA RWY 18L ..... 09 JUL 26
TACAN RWY 05 ..... 09 JUL 26
TACAN-Z RWY 18L (UNCONTROLLED HR ONLY) ..... 19 MAR 26
TACAN-Y RWY 18L ..... 19 MAR 26
TACAN RWY 23 (2FTS USE ONLY) ..... 09 JUL 26
TACAN-Z RWY 36R ..... 09 JUL 26
TACAN-Y RWY 36R (CAT A,B,C) ..... 09 JUL 26

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D Indicates a chart has been deleted	*Italicised text* indicates Traditional format

REMOTE 142

ILS-I or LOC-I USING REM TACAN or IRE DME ..... 04 SEP 25
ILS-O or LOC-O USING REM TACAN or IRE DME ..... 04 SEP 25
TACAN-I ..... 04 SEP 25
TACAN-J ..... 04 SEP 25
TACAN-O ..... 04 SEP 25
TACAN-W ..... 04 SEP 25

RICHMOND (YSRI) 148

AERODROME CHART ..... 03 SEP 26
APRON CHART ..... 03 SEP 26
ILS-Y or LOC-Y RWY 28
USING RIC TAC or IRI DME ..... *03 SEP 26*
ILS-X or LOC-X RWY 28 (CAT A,B,C)
USING RIC TAC or IRI DME ..... 03 SEP 26
ARA RWY 10 ..... 03 SEP 26
ARA RWY 28 ..... 03 SEP 26
TACAN RWY 10 ..... *03 SEP 26*
TACAN RWY 28 ..... *03 SEP 26*
NDB-A or NDB/DME-A ..... 03 SEP 26

SAMUEL HILL (YSMH) 157

AERODROME CHART ..... 09 JUL 26
RNP RWY 14 ..... 09 JUL 26

SCHERGER (YBSG) 159

AERODROME CHART ..... 04 SEP 25
ARA RWY 12 ..... 04 SEP 25
ARA RWY 30 ..... 04 SEP 25

TINDAL (YPTN) 162

AERODROME CHART ..... 26 NOV 26
RTCC ..... 26 NOV 26
ILS-Y OR LOC-Y RWY 14
USING TDL TAC OR ITN DME ..... 26 NOV 26
ILS-X OR LOC-X RWY 14
USING TDL TAC OR ITN DME ..... 26 NOV 26
ARA RWY 14 ..... 26 NOV 26
ARA RWY 32 ..... 26 NOV 26
TACAN RWY 14 ..... 26 NOV 26
TACAN RWY 32 ..... 26 NOV 26

TOWNSVILLE (YBTL) 170

AERODROME CHART ..... 26 NOV 26
RTCC ..... 13 AUG 20
SID (RADAR) RWY 01 (CAT H) ..... 21 MAY 20
TACAN RWY 19 ..... 28 NOV 24
NDB 105 (CAT H) ..... 27 FEB 20

WILLIAMSON (YWIS) 175

AERODROME CHART ..... 20 MAR 25
RNP RWY 14 ..... 04 SEP 25

WILLIAMTOWN (YWLM) 177

AERODROME CHART ..... 20 MAR 25
RTCC ..... 21 MAR 24
SID CLASSIC ONE ALL RWYS (ACG USE ONLY) ..... 26 NOV 26
SID PEPPER ONE ALL RWYS (ACG USE ONLY) ..... 26 NOV 26
ILS-X or LOC-X RWY 12
USING WLM TACAN or IWM DME ..... 26 NOV 26
ARA RWY 12 ..... 26 NOV 26
ARA RWY 30 ..... 26 NOV 26
TACAN RWY 12 ..... 26 NOV 26
TACAN RWY 30 ..... 26 NOV 26
D
D

WOOMERA (YPWR) 186

AERODROME CHART ..... 20 MAR 25
ARA RWY 18 ..... 20 MAR 25
ARA RWY 36 ..... 20 MAR 25

MSA/VSA (84WG USE ONLY) 189

TACTICAL AIRFIELD MSA/VSA CHART
MSA/VSA CHART (84WG USE ONLY) Page 1 ..... 09 JUL 26
MSA/VSA CHART (84WG USE ONLY) Page 2 ..... 19 MAR 26

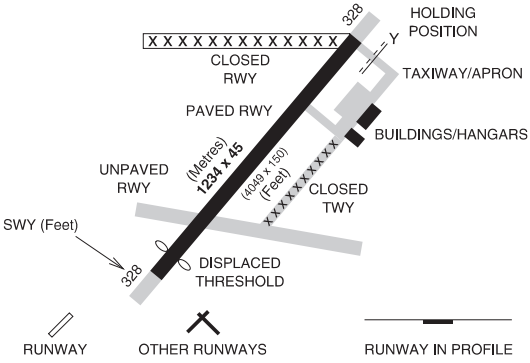
+ Indicates a new chart has been issued	Indicates a revised chart has been issued
D Indicates a chart has been deleted	*Italicised text* indicates Traditional format

1. TRADITIONAL CHART LEGEND

GENERAL

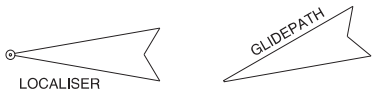
- AERODROME REFERENCE POINT
- JET BARRIER
- PARACHUTE DROPPING ZONE
- ARRESTOR GEAR BI-DIRECTIONAL
- TACAN MARKER BOARD
- HELIPORT

AERODROMES



RUNWAYS

RADIO FACILITIES



- FLY-BY WAYPOINT
- FLY-OVER WAYPOINT
- BASIC RADIO FACILITY
- FAN MARKER
- FINAL APPROACH FIX (FAF) - non precision
  FINAL APPROACH POINT (FAP) - precision
- INTERMEDIATE FIX (IF)
- INITIAL APPROACH FIX (IAF)
- VISUAL REPORTING POINT
- REPORTING POINTS (REFER ERC)
- R-090 / B-270 RADIAL/BEARING LINE AND VALUE
- PROHIBITED, RESTRICTED DANGER AREA

PROCEDURE INFORMATION

- APPROACH AID
- OTHER AIDS
- 4000 MANDATORY ALTITUDE
- 4000 MAXIMUM ALTITUDE
- 4000 ADVISORY ALTITUDE
- 4000 MINIMUM ALTITUDE
- A123 ROUTE IDENTIFIER
- PROCEDURE TRACK
- MISSED APPROACH
- ADDITIONAL PROCEDURE TRACK
- VISUAL DEPARTURE TRACK
- 4700 TRANSITION TRACK WITH LSALT
- HOLDING PATTERN 1 MINUTE
- HOLDING PATTERN 2 MINUTE

NOTE: HOLDING PATTERNS (INCLUDING DME LIMITS) ARE NOT DRAWN TO SCALE ON CHARTS

OBSTRUCTIONS

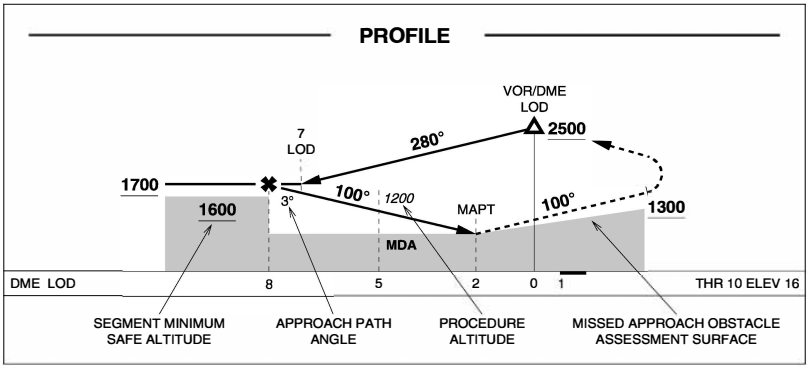
LIT / UNLIT

- OBSTRUCTION
- GROUP OBSTRUCTION
- WIND INDICATOR

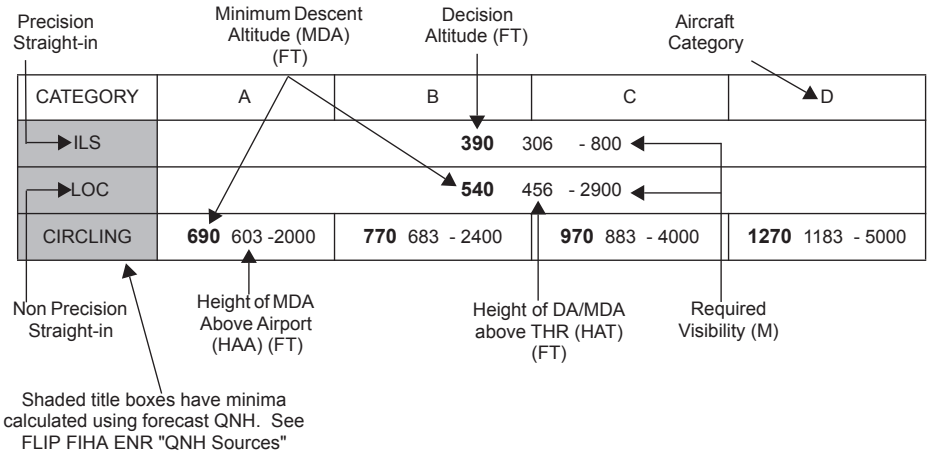
LIGHTING

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

2. TRADITIONAL PROFILE FORMAT



3. TRADITIONAL LANDING MINIMA FORMAT



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

4. TRADITIONAL CHART FORMAT

4.1 Traditional Chart Header



4.2 Traditional Chart Footer

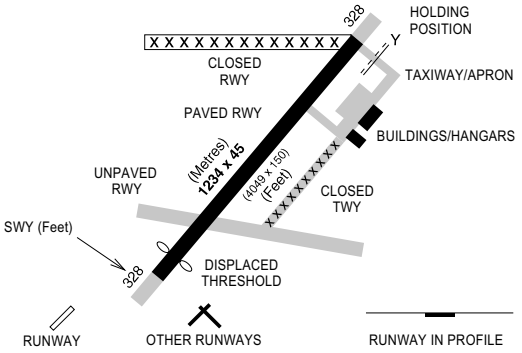


5. ACE CHART LEGEND - PAGE 1

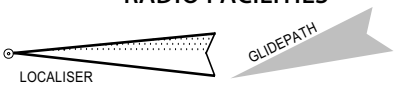
GENERAL

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

AERODROMES — RUNWAYS



RADIO FACILITIES



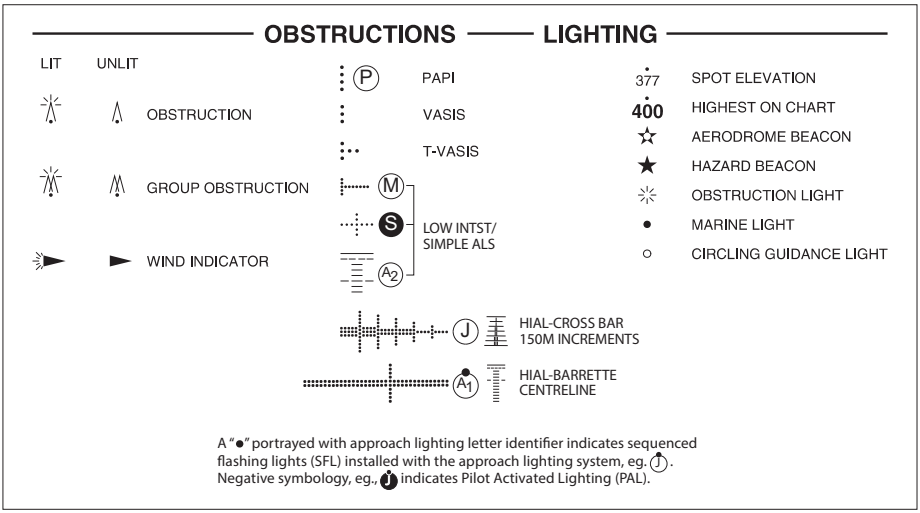
- FLY-BY WAYPOINT
- FLY-OVER WAYPOINT
- BASIC RADIO FACILITY
- FAN MARKER
- FINAL APPROACH FIX (FAF) - non precision
  FINAL APPROACH POINT (FAP) - precision
- INTERMEDIATE FIX (IF)
- INITIAL APPROACH FIX (IAF)
- VISUAL REPORTING POINT
- REPORTING POINTS (REFER ERC)
- R-198 — RADIAL LINE AND VALUE
-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

PROCEDURE INFORMATION

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

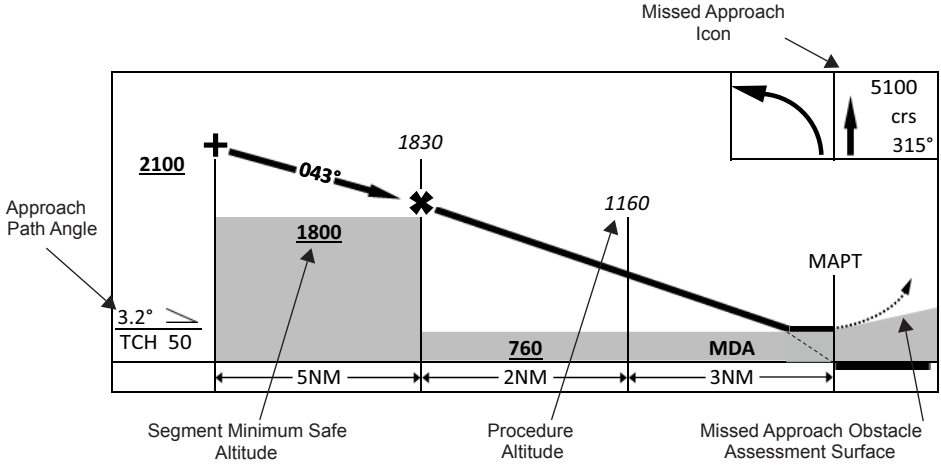
NOTES:
1. HOLDING PATTERNS (INCLUDING DME LIMITS) ARE NOT DRAWN TO SCALE ON CHARTS.
2. DUE TO CHANGES IN MAGNETIC VARIATION AND DISPLACED NAVIGATION AIDS, SECTOR ENTRY DIAGRAM BEARING INFORMATION MAY DIFFER BY UP TO 1 DEGREE FROM THE FINAL APPROACH TRACK

6. ACE CHART LEGEND - PAGE 2

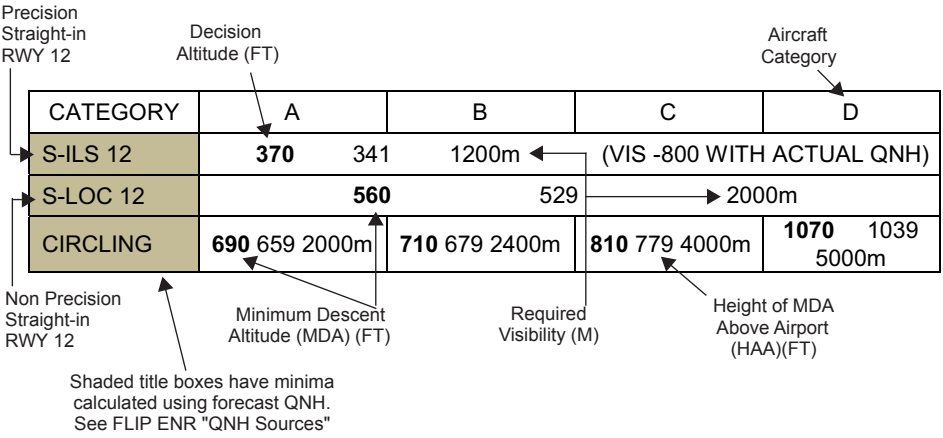


A "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (SFL) installed with the approach lighting system, eg. Ⓙ. Negative symbology, eg., ⓙ indicates Pilot Activated Lighting (PAL).

7. ACE PROFILE FORMAT



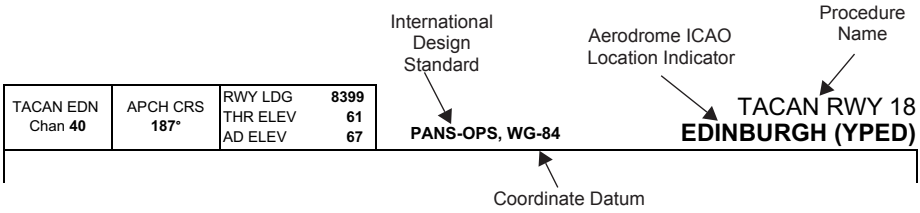
8. ACE LANDING MINIMA FORMAT



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

9. ACE CHART FORMAT

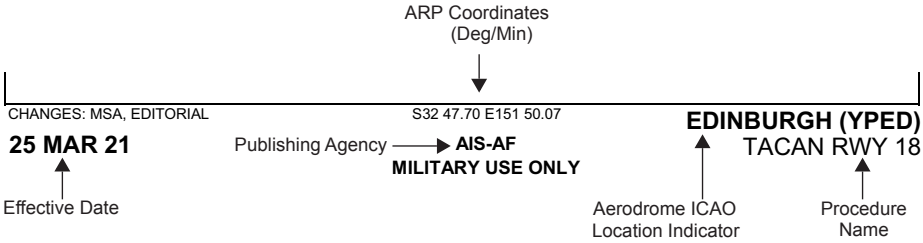
9.1 AIS-AF ACE Instrument Approach Chart Header



9.2 AIS-AF ACE SID/STAR Chart Header



9.3 AIS-AF ACE Chart Footer



10. AIS-AF Chart Aerodrome Lighting

LIGHTING			
RWY	APPROACH	THR	RUNWAY
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

Glide path angle & minimum eye height at threshold

type & stages of intensity (refer ERSA INTRO)

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

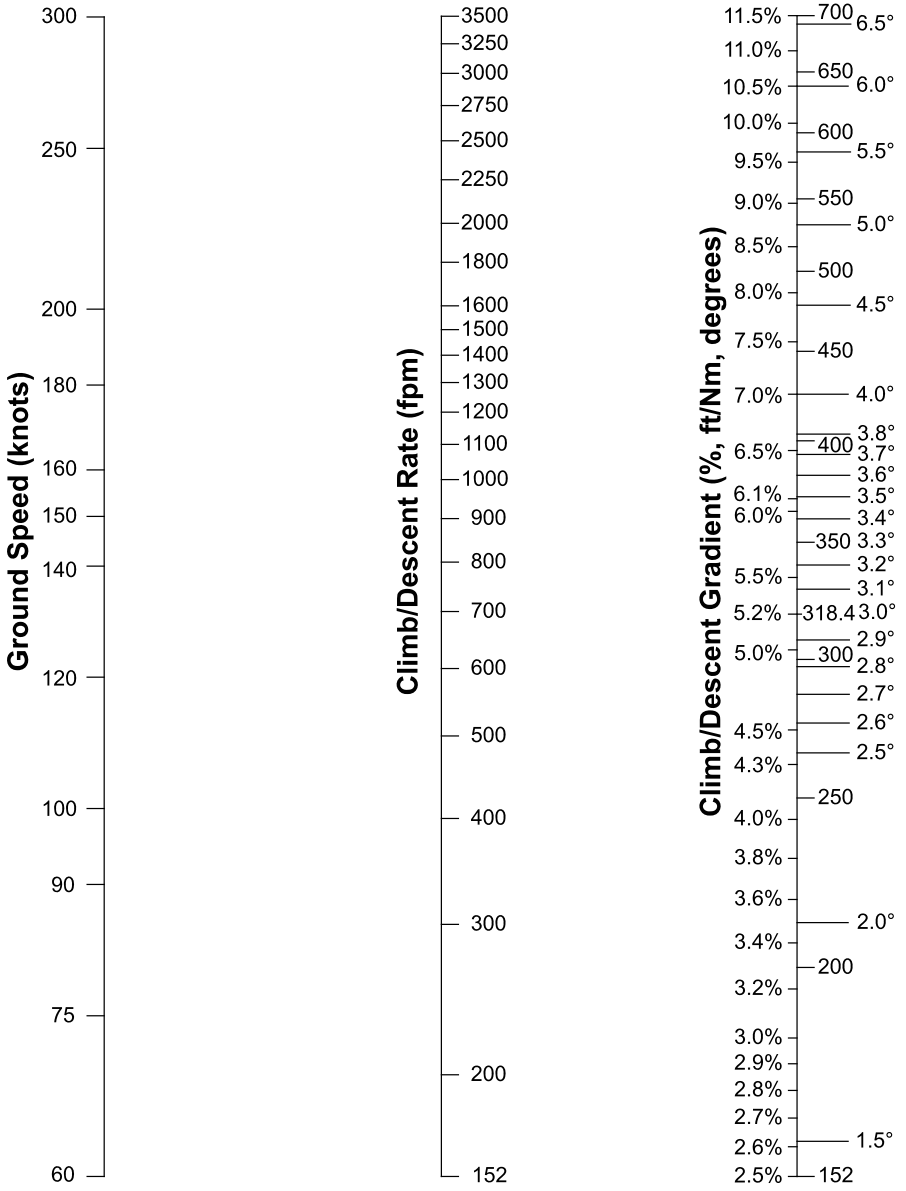
11. FREQUENCY AND CHANNEL PAIRING TABLE

TACAN and DME - 'X' Channels

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

12. GRADIENT RATE NOMOGRAPH

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

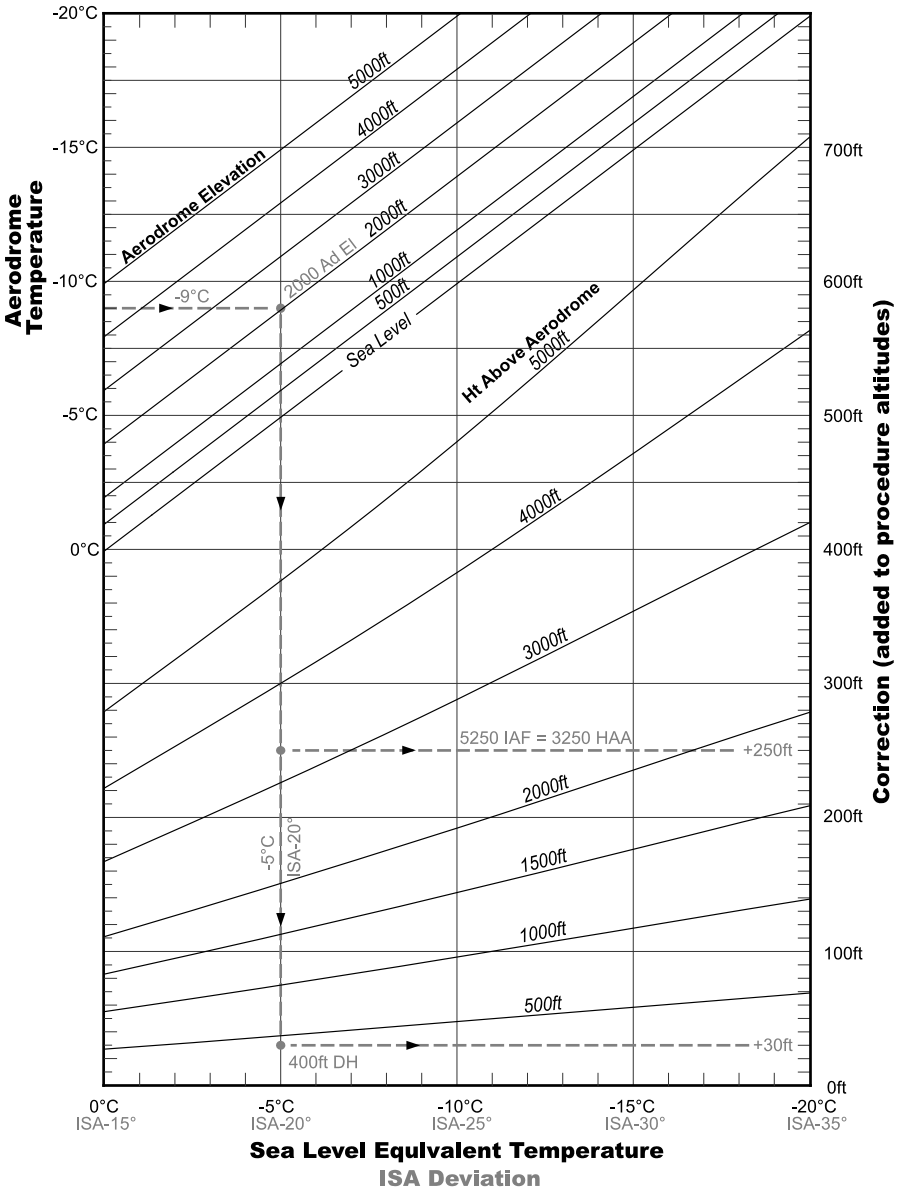


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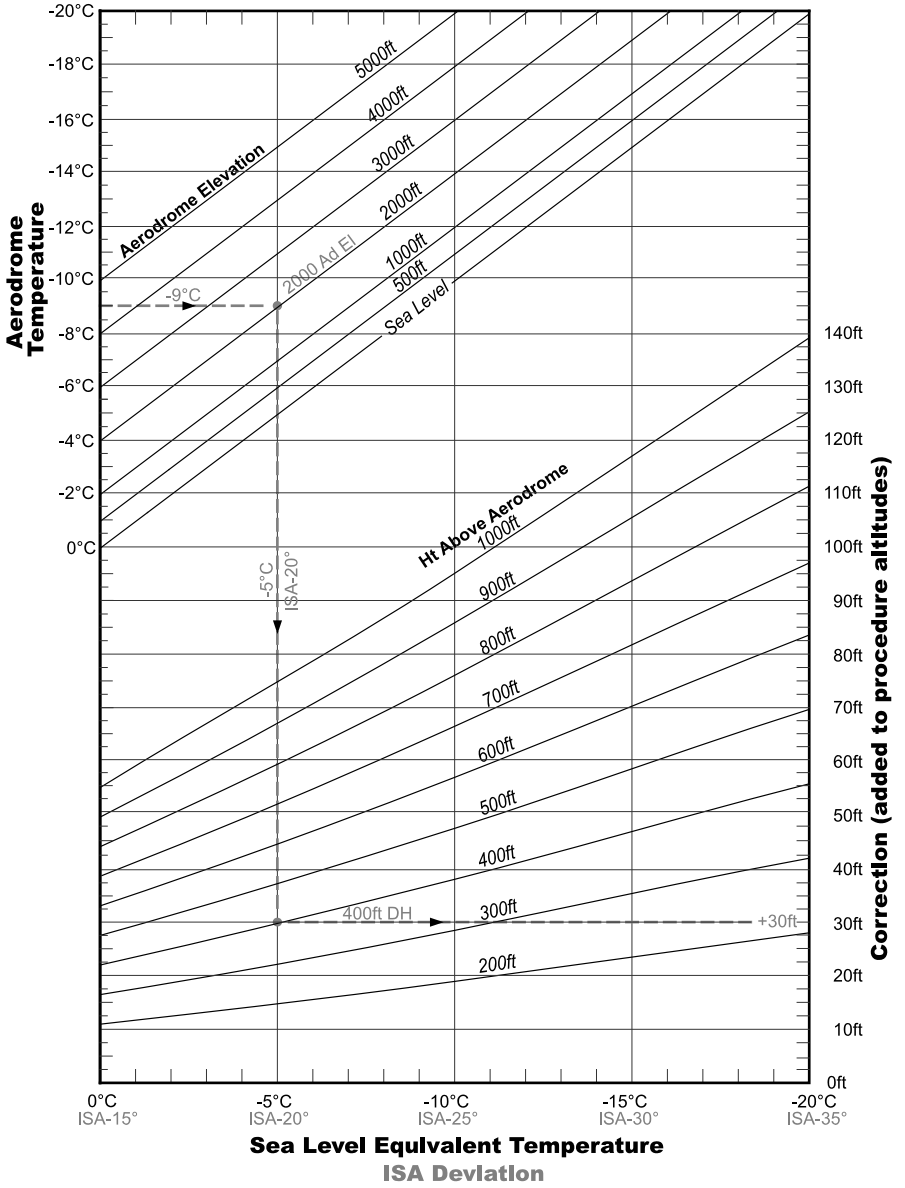
GINTA01-130

13. ALTITUDE CORRECTION VERSUS TEMPERATURE



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14. ALTITUDE CORRECTION VERSUS TEMPERATURE



© Airservices Australia 2014

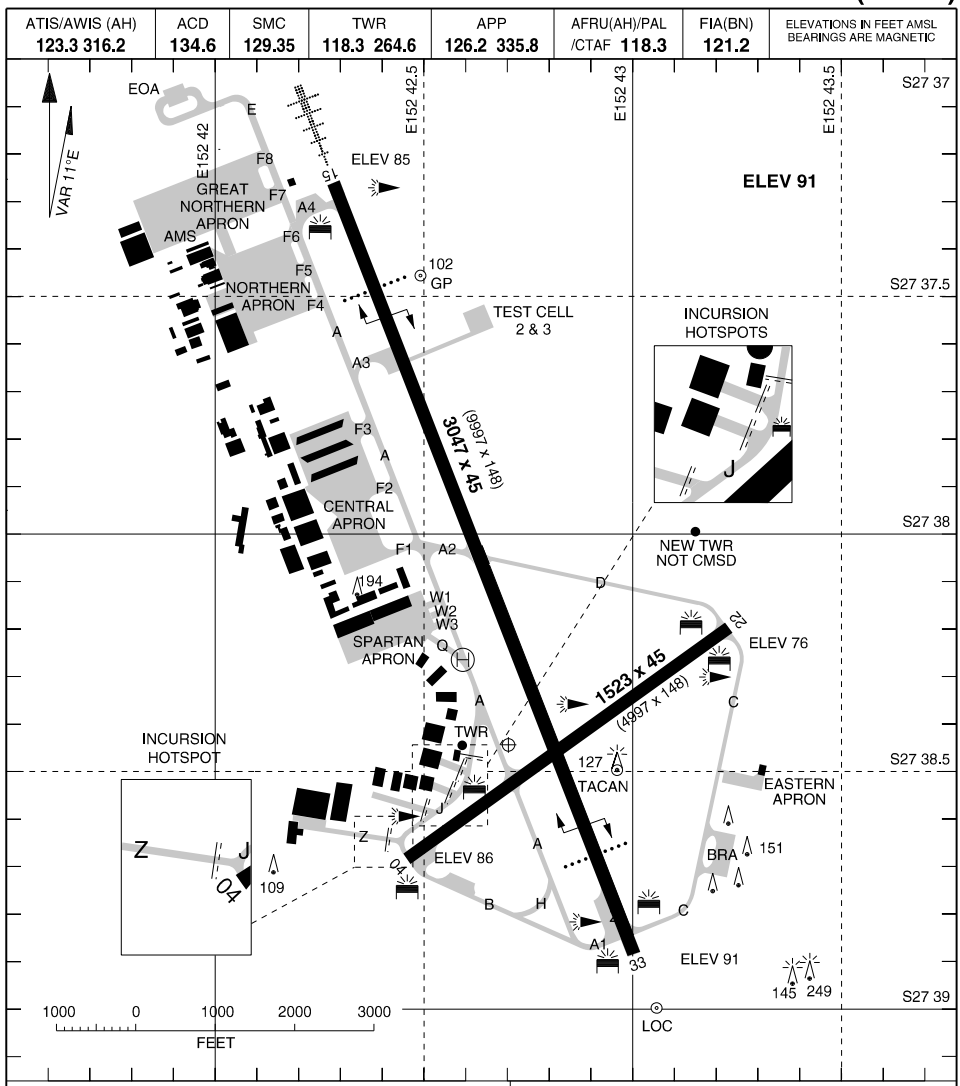
15. GRADIENT TO RATE TABLE

		Gradient	Ground Speed (KT)								
%	FT/NM	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

S27 38.44 E152 42.71
PANS-OPS, WGS 84

AERODROME CHART
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	



LIGHTING

RWY	APPROACH	THR	RUNWAY
15 (148°)	HIAL (6) SEQUENCED FLASHING LIGHTS PAPI - 3.00° 57FT	GREEN	HIRL (6)
33 (328°)	PAPI - 3.00° 57FT	GREEN	
04 (043°)	NIL	GREEN	MIRL (3)
22 (223°)			

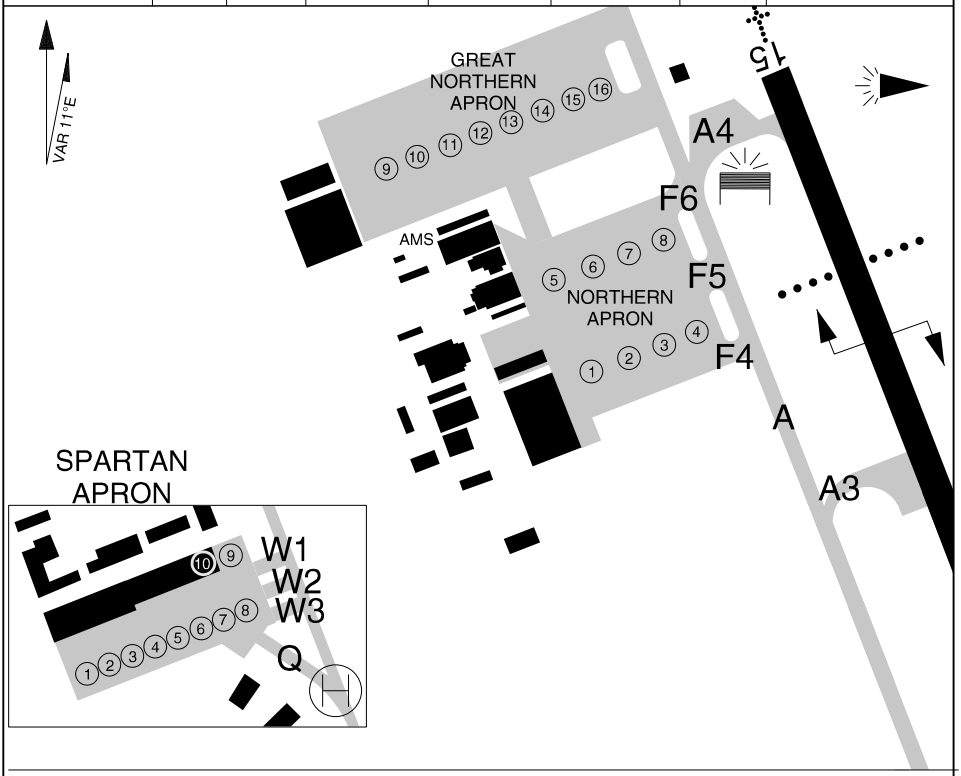
OBSTRUCTION
ILLUMINATED WIND INDICATOR
TAXIWAY: TWY B, H, J AND Q - NOT LIT
ALL OTHER TWYS - CL GREEN
DTRMB
EMERGENCY: SDBY PWR AVBL

CHANGES: EASTERN APRON
28 NOV 24

S27 38.44 E152 42.71
PANS-OPS, WGS 84

APRON CHART
AMBERLEY (YAMB)

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



NORTHERN APRON

NO	COORDINATES	
1	S27 37.54	E152 42.10
2	S27 37.53	E152 42.14
3	S27 37.52	E152 42.18
4	S27 37.50	E152 42.22
5	S27 37.47	E152 42.07
6	S27 37.45	E152 42.11
7	S27 37.44	E152 42.15
8	S27 37.43	E152 42.19

GREAT NORTHERN APRON

NO	COORDINATES	
9	S27 37.38	E152 41.89
10	S27 37.36	E152 41.93
11	S27 37.35	E152 41.96
12	S27 37.34	E152 41.99
13	S27 37.33	E152 42.03
14	S27 37.32	E152 42.06
15	S27 37.30	E152 42.10
16	S27 37.29	E152 42.13

SPARTAN APRON

NO	COORDINATES	
1	S27 38.21	E152 42.37
2	S27 38.20	E152 42.39
3	S27 38.19	E152 42.41
4	S27 38.19	E152 42.43
5	S27 38.18	E152 42.45
6	S27 38.17	E152 42.47
7	S27 38.16	E152 42.49
8	S27 38.16	E152 42.51
9	S27 38.13	E152 42.50
10	S27 38.14	E152 42.47

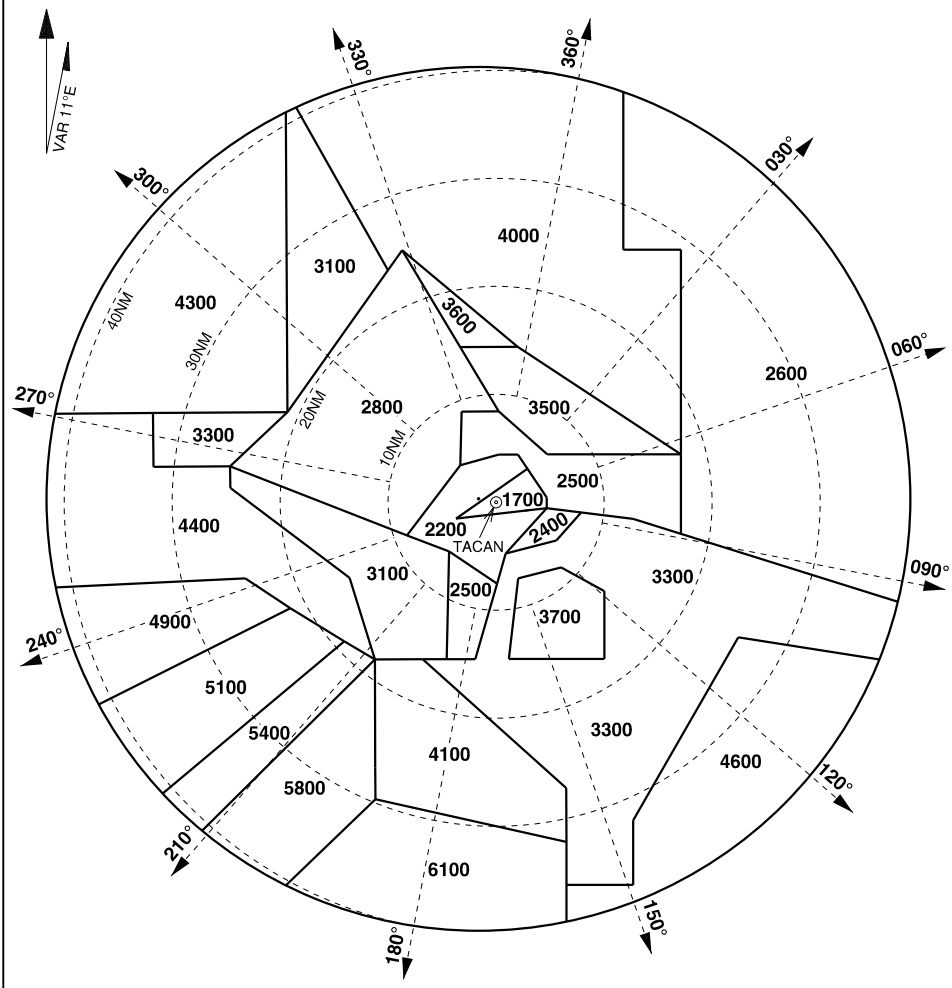
CHANGES: PARKING POSN AND COORDS, ATIS FREQ
07 NOV 19

S27 38.44 E152 42.71
PANS-OPS, WGS 84

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	



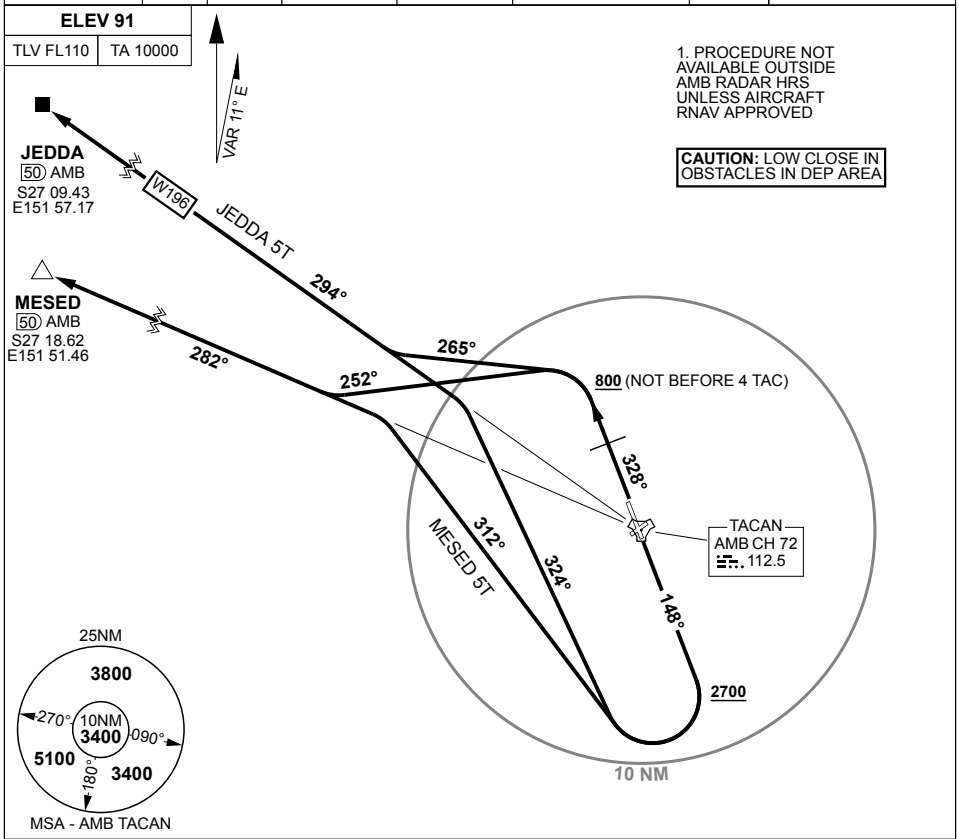
NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.
2. RTCC CENTRED ON THE RADAR HEAD.

ATC USE ONLY

CHANGES: ATIS FREQ
07 NOV 19

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

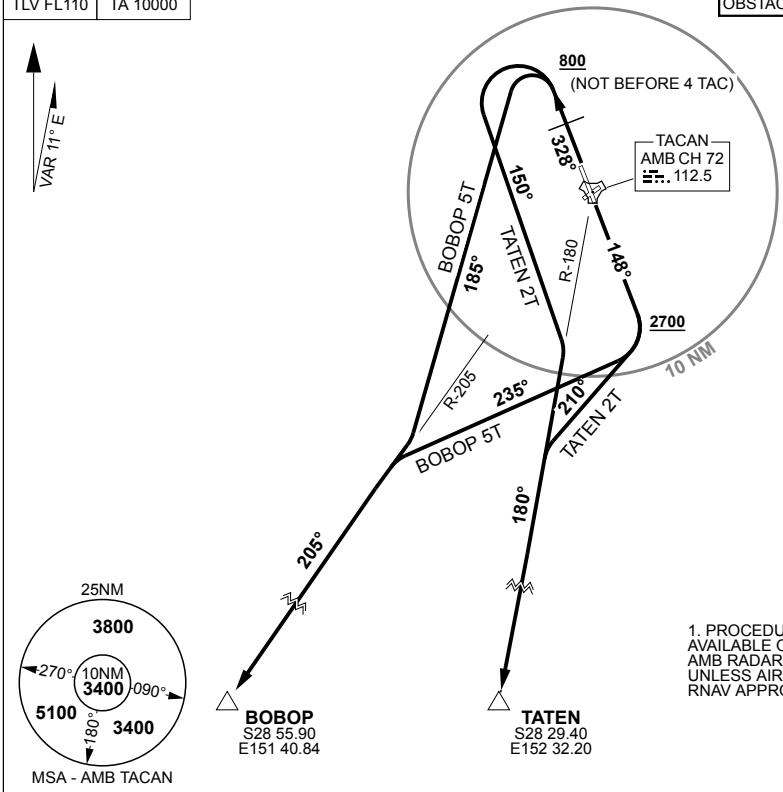
PANS-OPS, WGS 84

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**	

ELEV 91

TLV FL110	TA 10000

CAUTION: LOW CLOSE IN OBSTACLES IN DEP AREA



BOBOP FIVE TANGO

RWY 15

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

RWY 33

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

TATEN TWO TANGO

RWY 15

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

RWY 33

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

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

PANS-OPS, WGS-84

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

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

ATIS/AWIS (AH)	ACD	SMC	TWR	APP	AFRU(AH)/PAL/CTAF	FIA(BN)
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**118.3**	**121.2**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT AMB TACAN.

VAR 11° E

1241
SOOTY
15 AMB
S27 24.51
E152 36.74

OREBI
12 AMB
S27 27.31
E152 37.96

19 AMB
3800
LR-317
148°
148°
AMB 12 ARC
2500
6.6 AMB
768
1421
1073
1375
2103
1000
539
R625A
8500
1500
NOTAM
D630B
4500
SFC
NOTAM

BIGIX
12 AMB
S27 38.27
E152 29.45

R-260-
5100
25NM
1300
952
433
394
TACAN
AMB CH 72
112.5
LOC
IAM 110.7
700
185°
D648
2000
SFC
NOTAM
870
932
1630
R625B
8500
2500
NOTAM
D672
2500
SFC
SR-SS
D673
4500
SFC
SR-SS
10

3800
270°
10NM
3400
090°
5100
180°
3400
MSA - AMB TACAN
2901

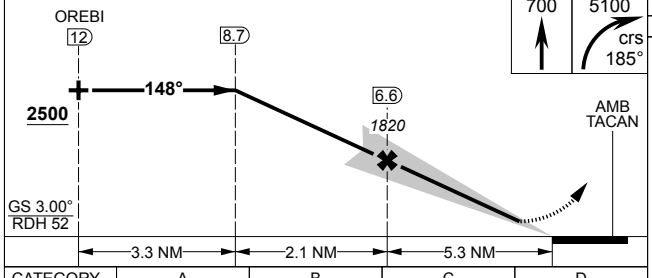
TRACK IN	TIME	MNM ALT	DME LIMIT
148°		3800	19

SOOTY HOLDING
15 TAC R-327
078°
258°
328°
MAX IAS: SECTOR
1 ENTRY: 180KT

TRACK IN	TIME	MNM ALT	DME LIMIT
080°	1	5100	

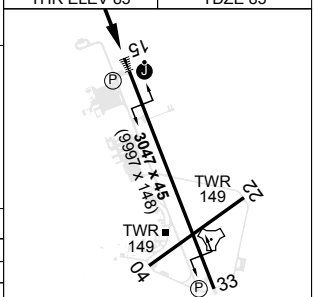
BIGIX HOLDING
12 TAC R-260
190°
260°
010°

AMB TAC	8.7	8	7	6	5	4	3	2.1
ALTITUDE	2500	2260	1950	1630	1310	990	670	400



700
5100
crs
185°

TLV FL110	TA 10000
THR ELEV 85	TDZE 85



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

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

19 MAR 26

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

PANS-OPS, WGS-84

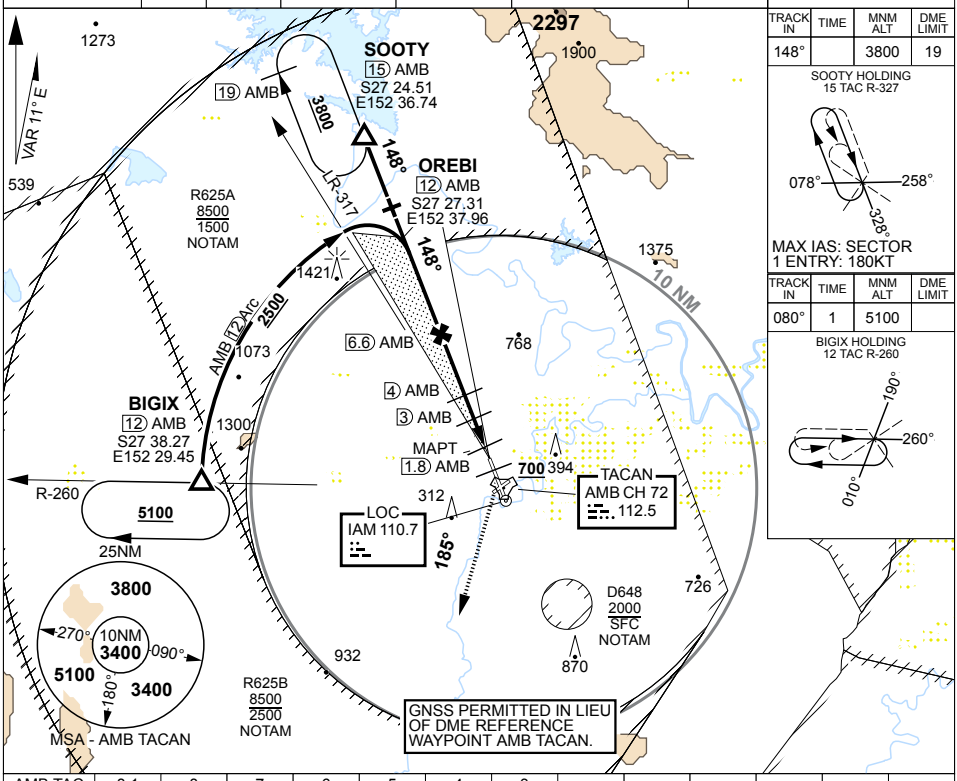
LOC-Y RWY 15
AMBERLEY (YAMB)

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

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

ATIS/AWIS (AH)	ACD	SMC	TWR	APP	AFRU(AH)/PAL/CTAF	FIA(BN)
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	118.3	121.2

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
148°		3800	19

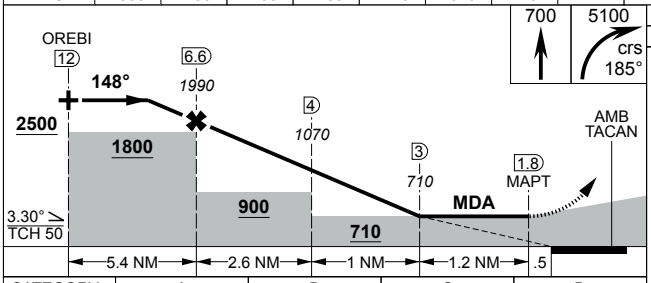
SOOTY HOLDING
15 TAC R-327

MAX IAS: SECTOR
1 ENTRY: 180KT

TRACK IN	TIME	MNM ALT	DME LIMIT
080°	1	5100	

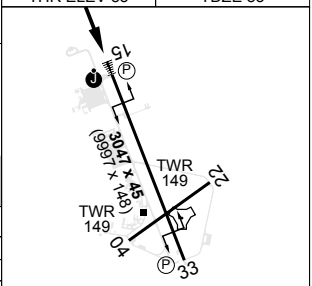
BIGIX HOLDING
12 TAC R-260

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



700	5100 crs 185°

TLV FL110	TA 10000
THR ELEV 85	TDZE 85



MIRL Rwy 04-22 HIRL Rwy 15-33

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

CHANGES: REMOVED CIRCLING RESTRICTION S27 38.44 E152 42.71

19 MAR 26

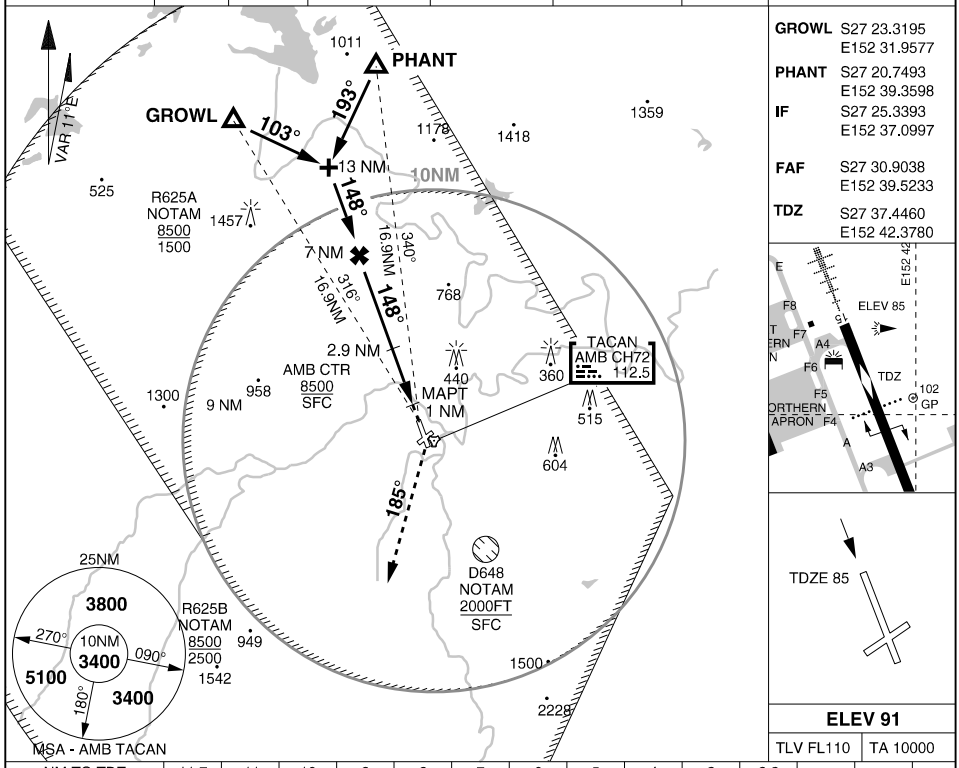
AIS-AF
MILITARY USE ONLY

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

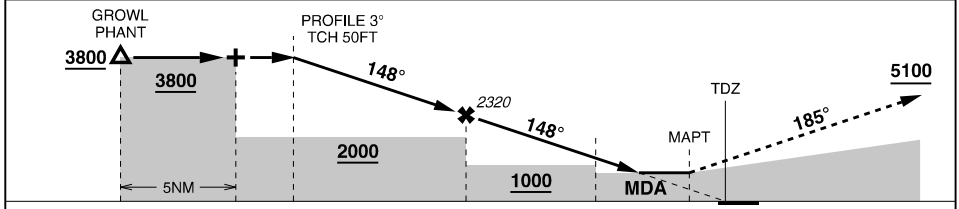
ARA RWY 15
AMBERLEY (YAMB)

ATIS/AWIS (AH)	ACD	SMC	TWR	APP	AFRU(AH)/PAL /CTAF	FIA(BN)
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	118.3	121.2

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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



NM TO TDZ	13	11.7	7	2.9	1	0	THR 15 ELEV 85

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

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

NOTES: 1. TDZ ON RWY C/L 283M PAST LDG THR

CHANGES: CIRCLING RESTRICTION REMOVED, EDITORIAL

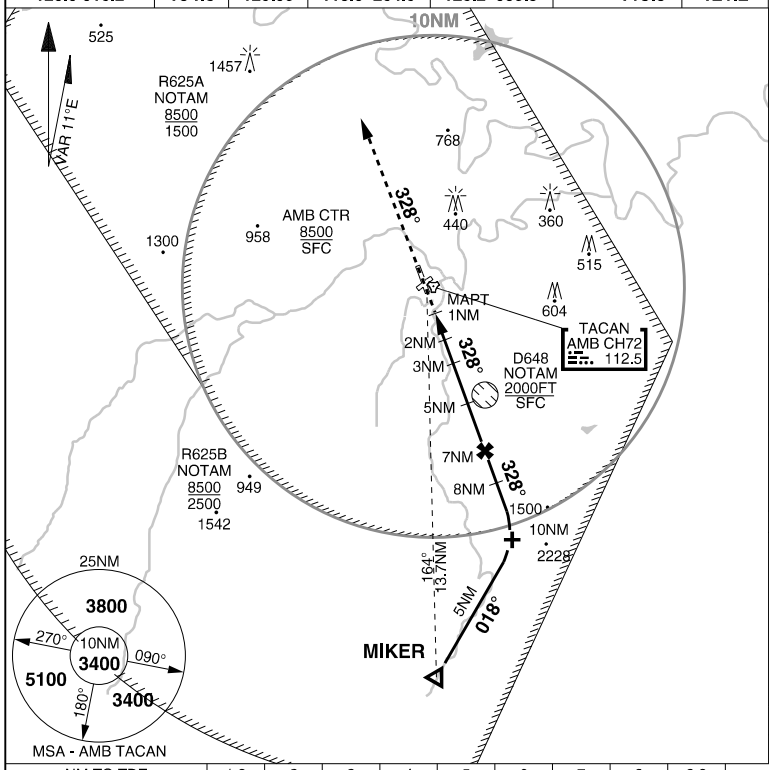
19 MAR 26

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

ARA RWY 33
AMBERLEY (YAMB)

ATIS/AWIS (AH)	ACD	SMC	TWR	APP	AFRU(AH)/PAL /CTAF	FIA(BN)
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	118.3	121.2

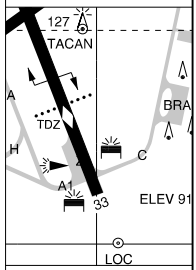
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

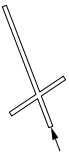


HOLDING AS DIRECTED BY ATC

MIKER	S27 52.3952 E152 44.2637
IF	S27 48.0183 E152 47.0029
FAF	S27 45.2156 E152 45.7758
TDZ	S27 38.6849 E152 42.9198

TDZE 91

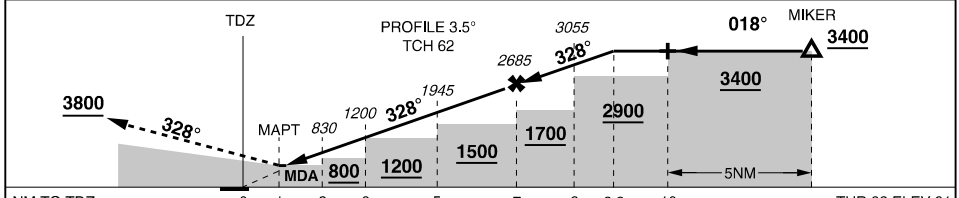




ELEV 91

TLV FL110 | TA 10000

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



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

CATEGORY	C	D	E
ARA	**790** 699 -3900	(VIS -3300 WITH ACTUAL QNH)	NOT AUTHORISED
CIRCLING	**1090** 999 -4000	**1550** 1459 -5000	

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

CHANGES: CIRCLING RESTRICTION REMOVED, EDITORIAL

19 MAR 26

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

PANS-OPS, WGS-84

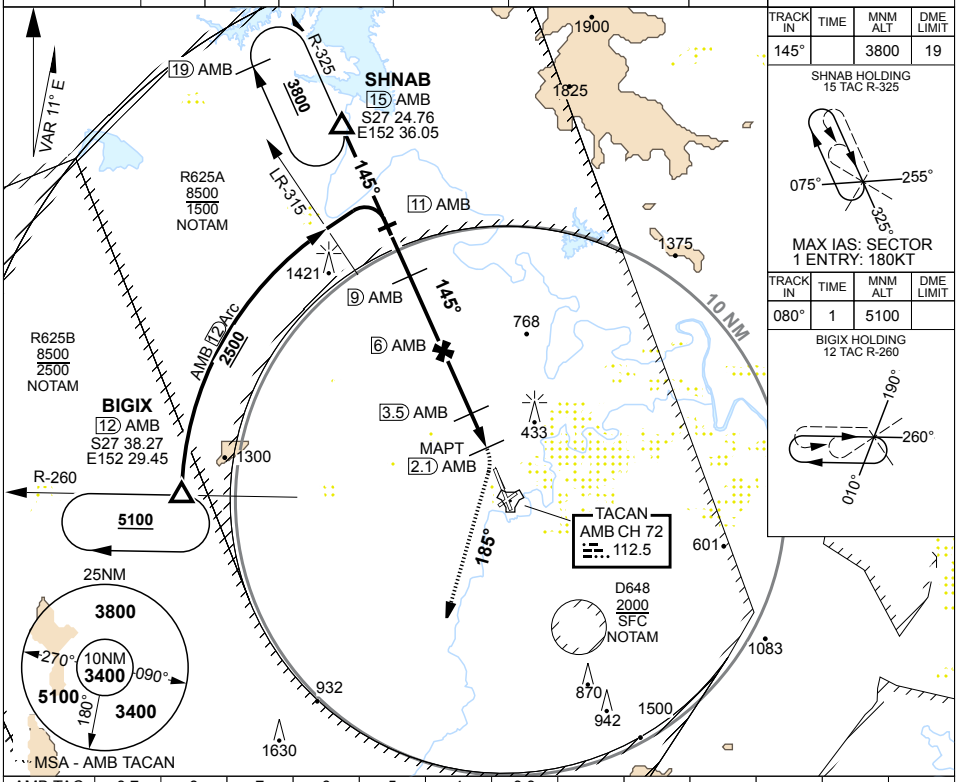
TACAN RWY 15
AMBERLEY (YAMB)

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

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

ATIS/AWIS (AH)	ACD	SMC	TWR	APP	AFRU (AH)/PAL/CTAF	FIA(BN)
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**118.3**	**121.2**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
145°		3800	19

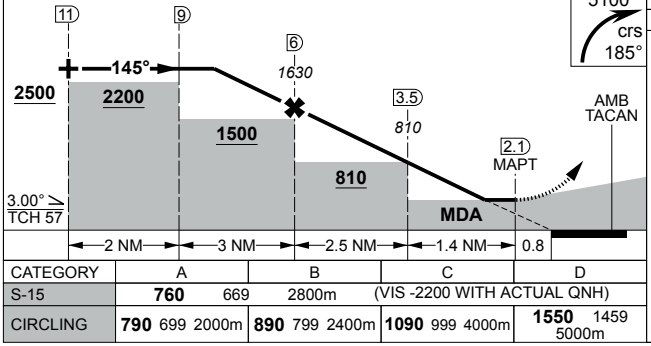
SHNAB HOLDING
15 TAC R-325

MAX IAS: SECTOR
1 ENTRY: 180KT

TRACK IN	TIME	MNM ALT	DME LIMIT
080°	1	5100	

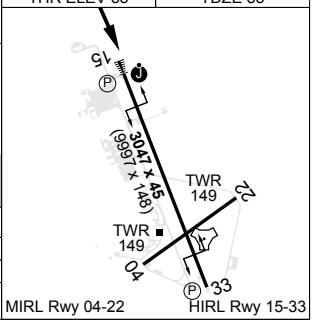
BIGIX HOLDING
12 TAC R-260

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



5100
crs
185°

TLV FL110	TA 10000
THR ELEV 85	TDZE 85



CATEGORY	A	B	C	D
S-15	**760** 669	2800m	(VIS -2200 WITH ACTUAL QNH)	
CIRCLING	**790** 699 2000m	**890** 799 2400m	**1090** 999 4000m	**1550** 1459 5000m

CHANGES: REMOVED CIRCLING RESTRICTION
19 MAR 26

S27 38.44 E152 42.71

AIS-AF
MILITARY USE ONLY

AMBERLEY (YAMB)
TACAN RWY 15

TACAN AMB Chan **72**	APCH CRS **333°**	RWY LDG **9997** THR ELEV **91** AD ELEV **91**

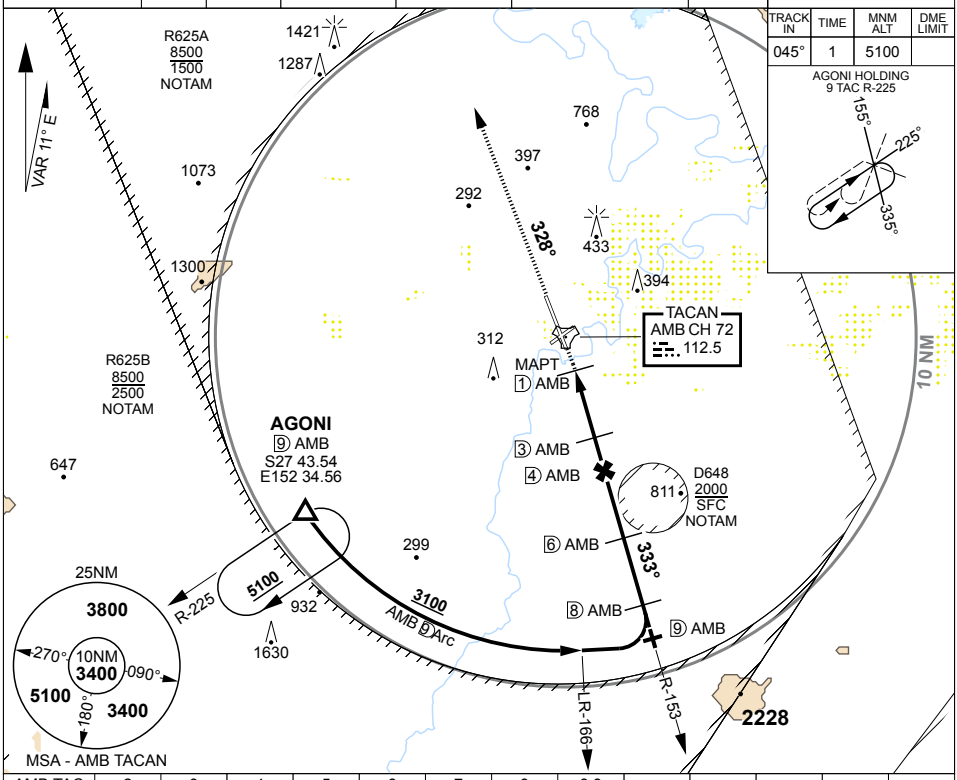
PANS-OPS, WGS-84

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)	ACD	SMC	TWR	APP	AFRU(AH)/PAL/CTAF	FIA(BN)
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**118.3**	**121.2**

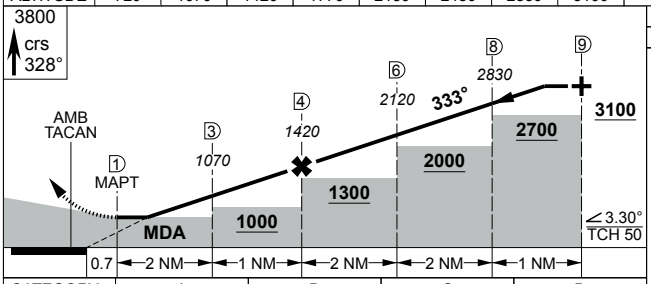
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
045°	1	5100	

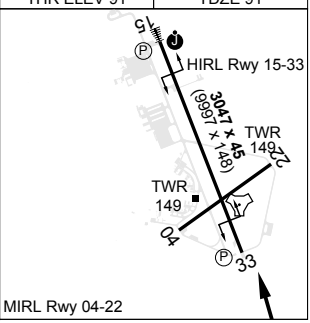
AGONI HOLDING
9 TAC R-225
155°
225°
335°

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



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



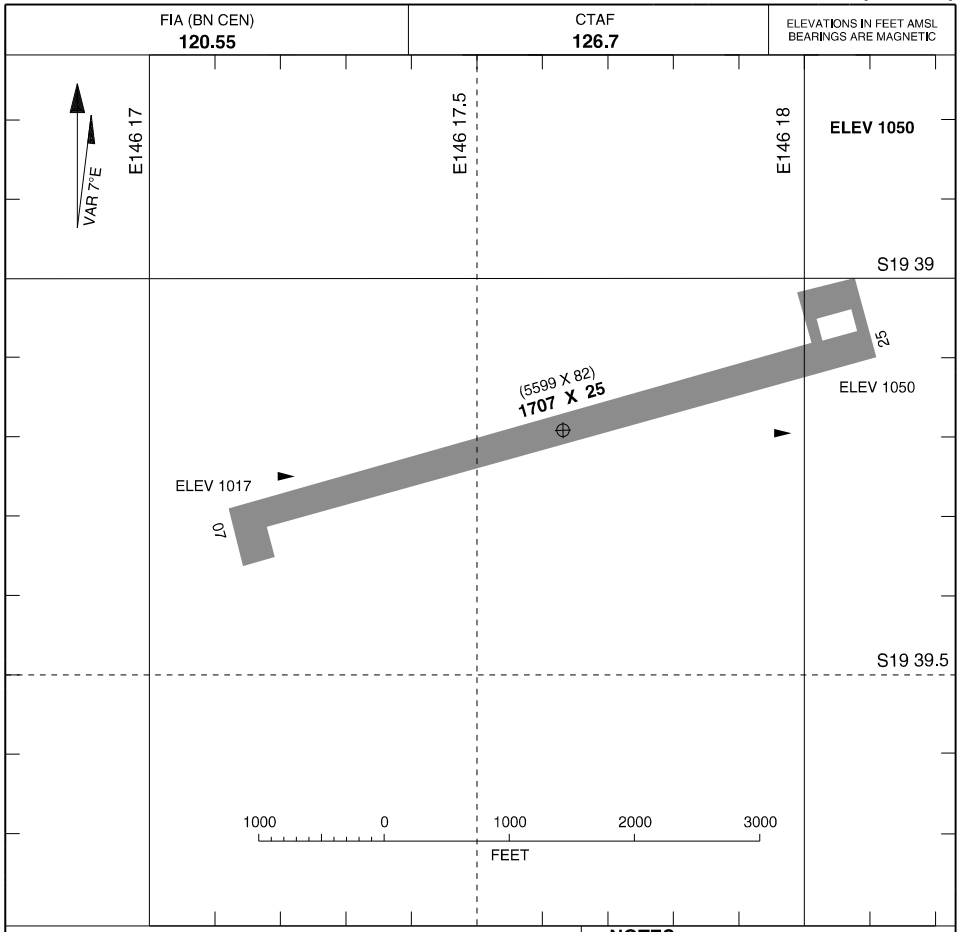
CHANGES: REMOVED CIRCLING RESTRICTION S27 38.44 E152 42.71

19 MAR 26

AIS-AF
MILITARY USE ONLY

S19 39.20 E146 17.62
PANS-OPS, WGS 84

AERODROME CHART
BENING FIELD (YBEG)



LIGHTING

RWY	APPROACH	THR	RUNWAY
07 (67°)	NIL	NIL	NIL
25 (247°)	NIL	NIL	NIL

NOTES

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

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

09 JUL 26

AIS-AF
MILITARY USE ONLY

BENING FIELD (YBEG)
AERODROME CHART

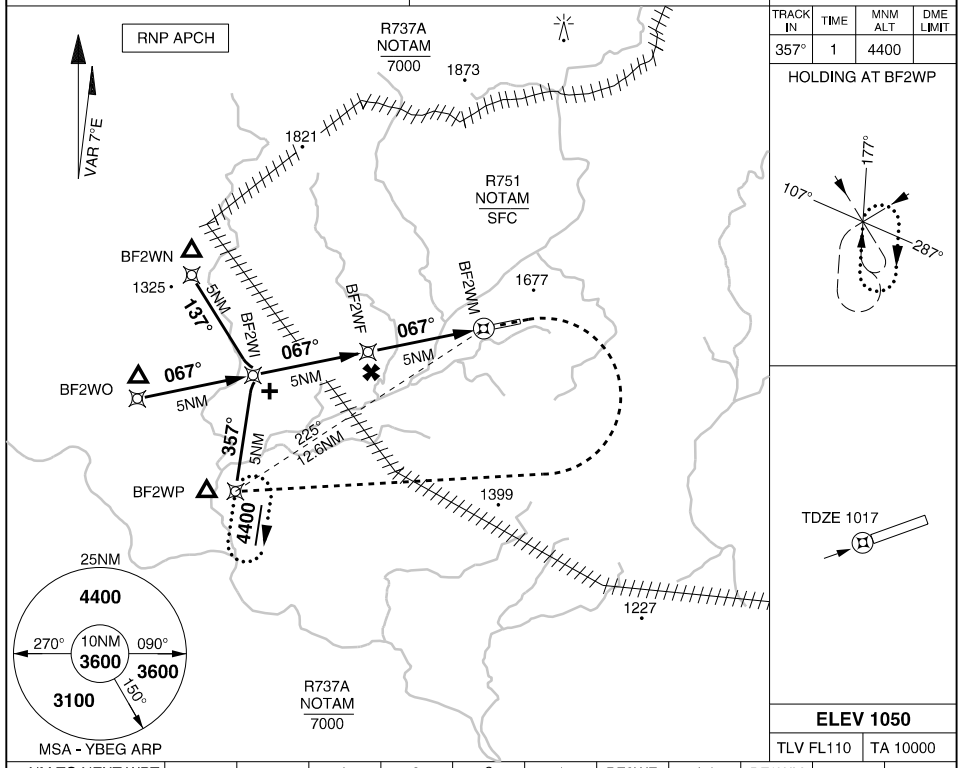
S19 39.20 E146 17.62
PANS-OPS, WGS 84

RNP W

BENING FIELD (YBEG)

FIA (BN CEN)	CTAF
120.55	126.7

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



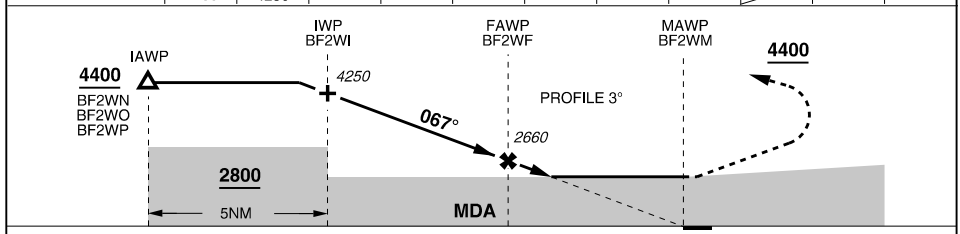
TRACK IN	TIME	MNM ALT	DME LIMIT
357°	1	4400	

HOLDING AT BF2WP

ELEV 1050

TLV FL110 | TA 10000

NM TO NEXT WPT	0.5	BF2WI	4	3	2	1	BF2WF	4.4	BF2WM		
ALTITUDE	4400	4250	3930	3610	3300	2980	2660	2470			



MISSED APPROACH: TURN RIGHT, TRACK DCT TO BF2WP. CLIMB TO **4400FT**

CATEGORY	A	B	C	D
CIRCLING	**2470** 1420 -2000	**2470** 1420 -2400	**2570** 1520 -4000	NOT AUTHORISED

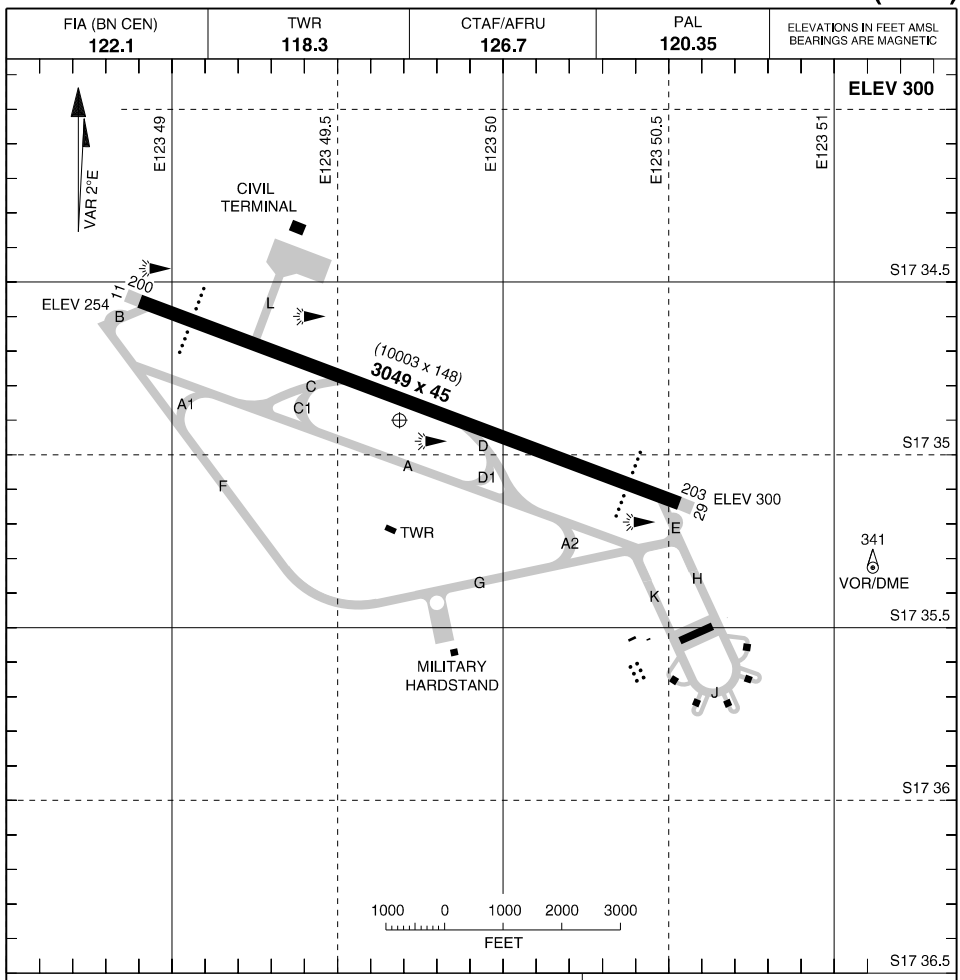
NOTES: 1. CAUTION: NO RUNWAY LIGHTING
2. NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
3. MAX IAS INITIAL: 210KT

CHANGES: AD ELEV, TDZE, ALT

09 JUL 26

S17 34.89 E123 49.69
PANS-OPS, WGS 84

AERODROME CHART
CURTIN (YCIN)



LIGHTING

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

TAXIWAY: CENTRELINE GREEN

NOTES

1. AWIS (PHONE) 08 9462 8729

CHANGES: EDITORIAL
17 JUN 21

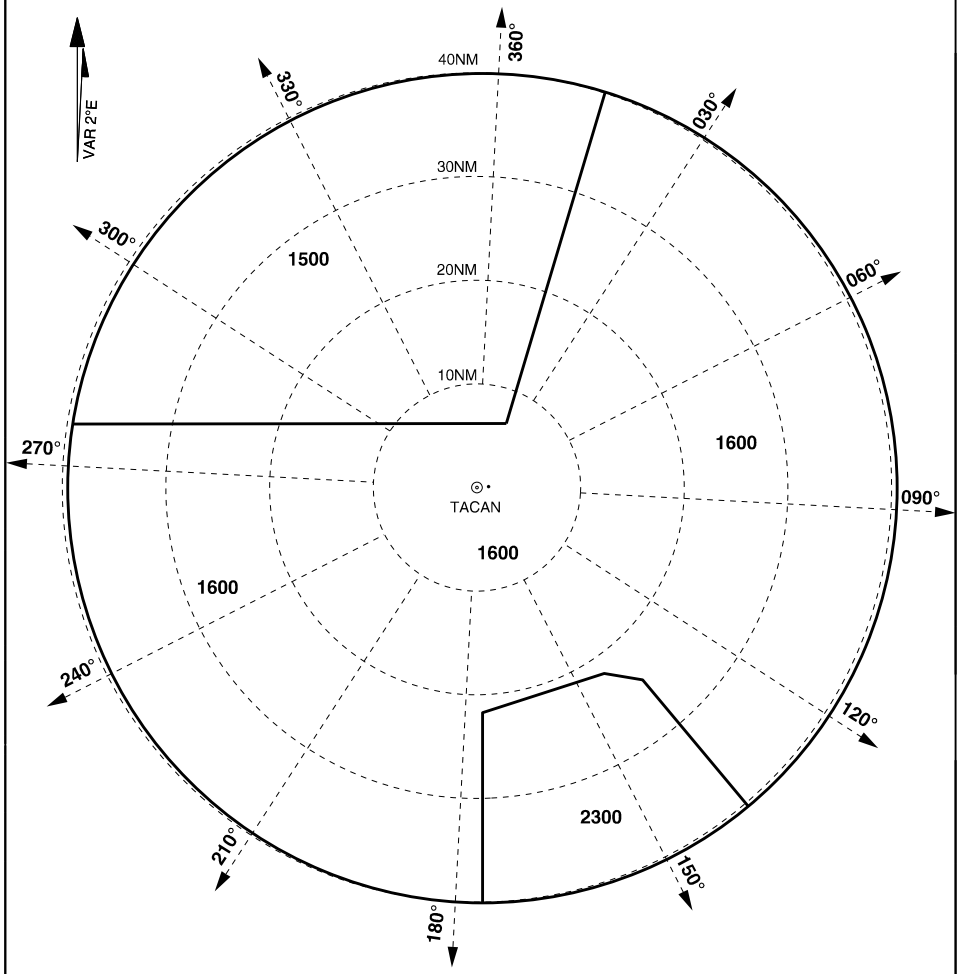
CURTIN (YCIN)
AERODROME CHART

S17 34.89 E123 49.69
PANS-OPS, WGS 84

ATC USE ONLY

RTCC
CURTIN (YCIN)

FIA (BN CEN)	TWR	CTAF/AFRU	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
122.1	**118.3**	**126.7**	**120.35**	



NOTES:
1. BEARINGS AND DISTANCES FROM TACAN
2. TACAN CTN PSN S17 34 40.7, E123 49 45.4
3. RTCC CENTRED ON THE RADAR HEAD
4. RADAR HEAD PSN S17 34 42.6, E123 50 15.3
5. PROCEDURE ACTIVATED BY NOTAM
6. CHECK NOTAM FOR TACAN FREQUENCY

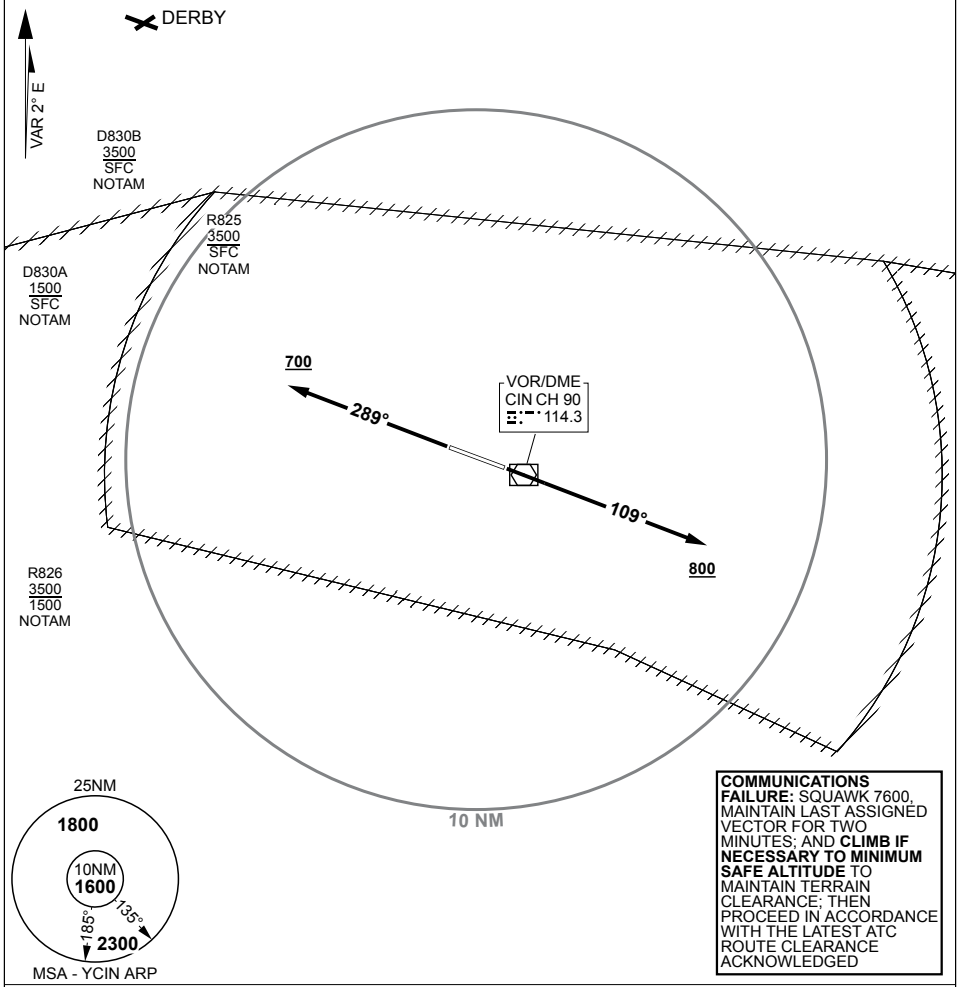
ATC USE ONLY

CHANGES: TAC/RADAR PSN NOTES
13 JUL 23

PANS-OPS, WGS 84

TWR	FIA (BN CEN)	CTAF/AFRU	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
118.3	**122.1**	**126.7**	**120.35**	

ELEV 300	
TLV FL110	TA 10000



COMMUNICATIONS FAILURE: SQUAWK 7600, MAINTAIN LAST ASSIGNED VECTOR FOR TWO MINUTES; AND **CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE** TO MAINTAIN TERRAIN CLEARANCE; THEN PROCEED IN ACCORDANCE WITH THE LATEST ATC ROUTE CLEARANCE ACKNOWLEDGED

CURTIN ONE

RWY 11

GRAD 3.3%, TRACK 109°, AT 800FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HEADING OR TRACK

RWY 29

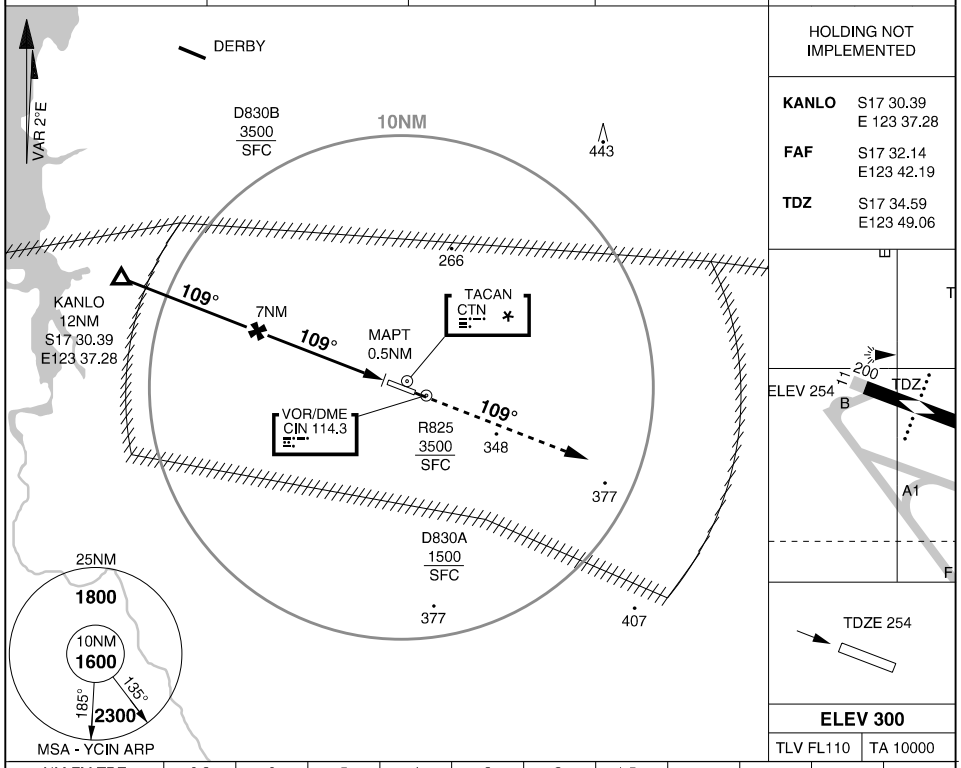
GRAD 3.3%, TRACK 289°, AT 700FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HEADING OR TRACK

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

ARA RWY 11
CURTIN (YCIN)

FIA (BN CEN)	TWR	CTAF/AFRU	PAL
122.1	118.3	126.7	120.35

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



HOLDING NOT IMPLEMENTED

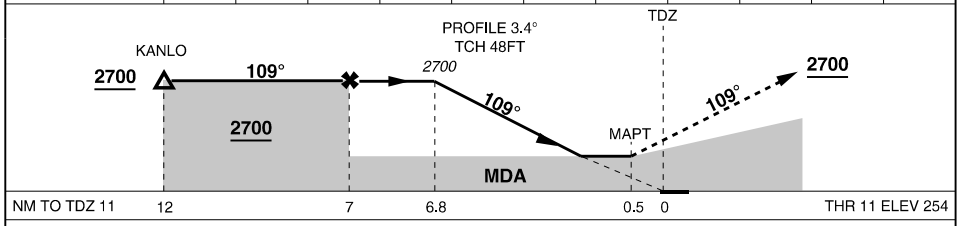
KANLO	S17 30.39 E 123 37.28
FAF	S17 32.14 E123 42.19
TDZ	S17 34.59 E123 49.06

TDZE 254

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				



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

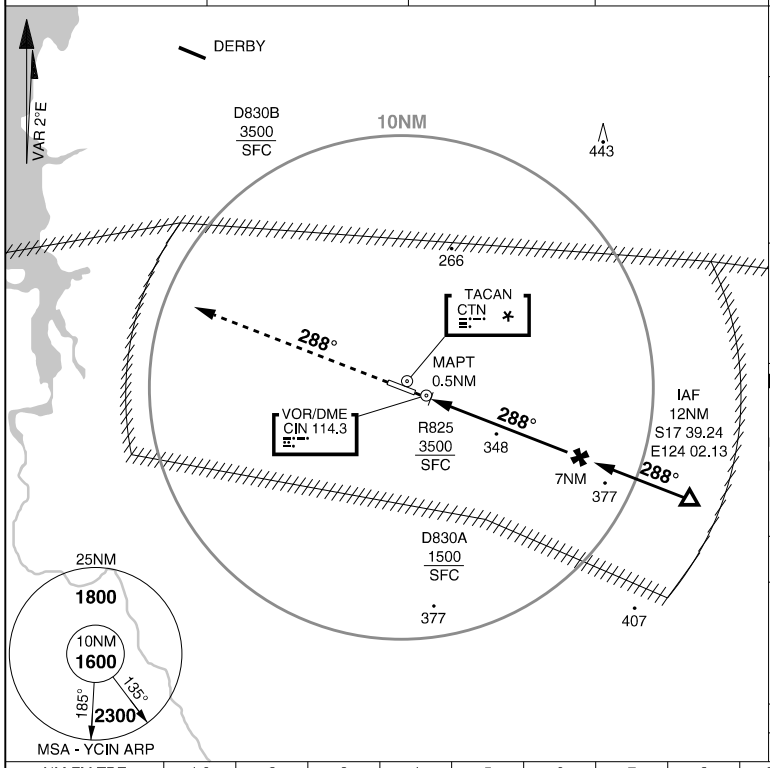
CHANGES: SUA
03 SEP 26

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

ARA RWY 29
CURTIN (YCIN)

FIA (BN CEN)	TWR	CTAF/AFRU	PAL
122.1	118.3	126.7	120.35

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

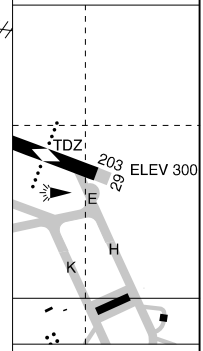


HOLDING NOT IMPLEMENTED

IAF S17 39.24 E124 02.13

FAF S17 37.50 E123 57.22

TDZ S17 35.05 E123 50.35

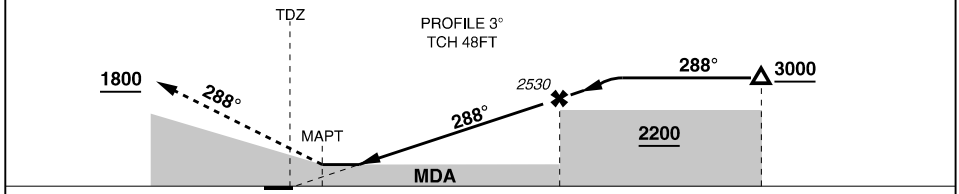


TDZE 300

ELEV 300

TLV FL110 | TA 10000

NM FM TDZ	1.9	2	3	4	5	6	7	8	8.5		
ALTITUDE	910	940	1260	1570	1890	2210	2530	2850	3000		



MISSED APPROACH: TRACK 288°. CLIMB TO **1800FT**

CATEGORY	C	D	E
ARA	**910** 610 -3400 (VIS -2800 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**1030** 730 -4000	**1090** 790 -5000	

NOTES: ✱ 1. FREQ NOTIFIED BY NOTAM
2. TACAN SITE: S17 34.68 E123 49.76
3. TDZ ON RWY C/L 327M PAST LDG THR

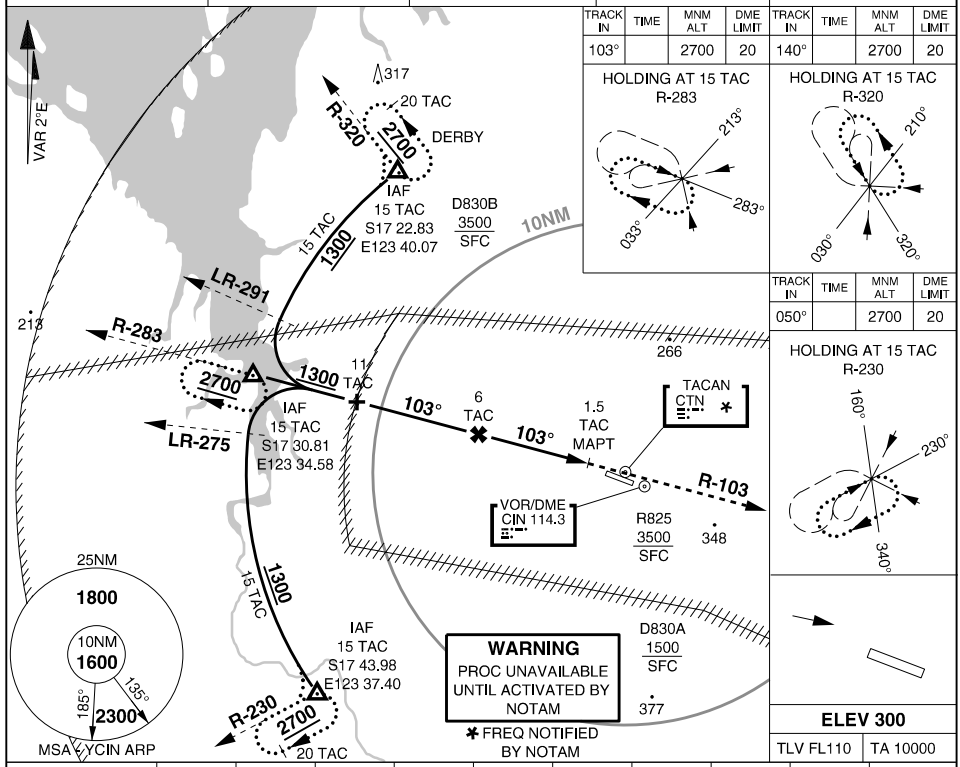
CHANGES: SUA
03 SEP 26

S17 34.89 E123 49.69
PANS-OPS, WGS 84

TACAN RWY 11
CURTIN (YCIN)

FIA (BN CEN)	TWR	CTAF/AFRU	PAL
122.1	118.3	126.7	120.35

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
103°		2700	20

HOLDING AT 15 TAC
R-283

TRACK IN	TIME	MNM ALT	DME LIMIT
140°		2700	20

HOLDING AT 15 TAC
R-320

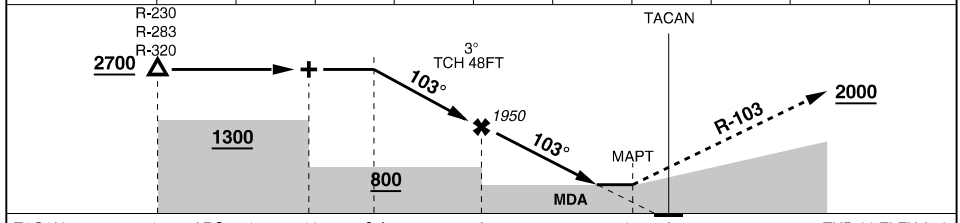
TRACK IN	TIME	MNM ALT	DME LIMIT
050°		2700	20

HOLDING AT 15 TAC
R-230

ELEV 300

TLV FL110	TA 10000

DME DIST	8.4	8	7	6	5	4	3	2.2		
ALTITUDE	2700	2590	2270	1950	1630	1310	1000	750		



MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-103, CLIMB TO **2000FT**

CATEGORY	A	B	C	D	E
TACAN	**750** 496 -2800				NOT AUTHORISED
CIRCLING	**930** 630 -2400		**1030** 730 -4000	**1090** 790 -5000	

NOTES:
1. PROCEDURE ACTIVATED BY NOTAM
✱ 2. CHECK NOTAM FOR TACAN FREQUENCY
3. YDBY NDB HOLDING PATTERN UNDERLIES NW INITIAL SEGMENT
4. CTN TAC PSN: S17 34 40.7
E123 49 45.4

CHANGES: SUA
03 SEP 26

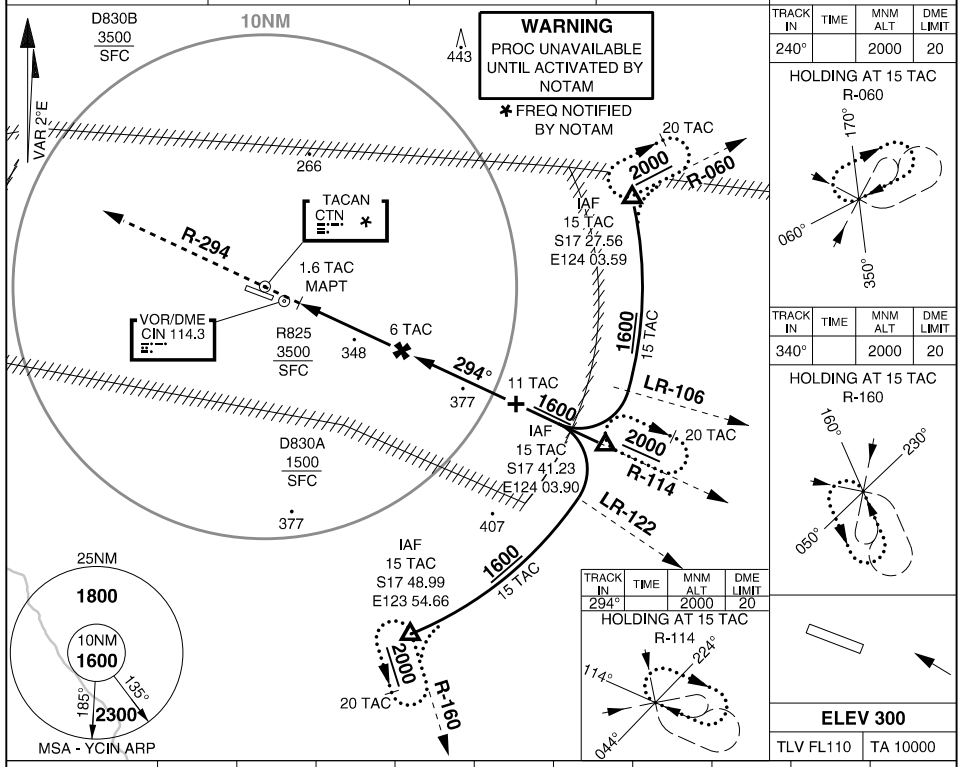
AIS-AF
MILITARY USE ONLY

S17 34.89 E123 49.69
PANS-OPS, WGS 84

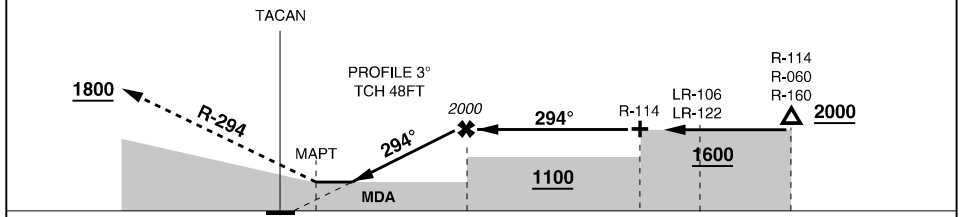
TACAN RWY 29
CURTIN (YCIN)

FIA (BN CEN)	TWR	CTAF/AFRU	PAL
122.1	118.3	126.7	120.35

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



CTN TACAN DIST	2.5	3	4	5	6
ALTITUDE	860	1030	1350	1670	2000



MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-294, CLIMB TO **1800FT**

CATEGORY	A	B	C	D	E
TACAN			**860** 560 -3100		
CIRCLING	**930** 630 -2400		**1030** 730 -4000	**1090** 790 -5000	NOT AUTHORISED

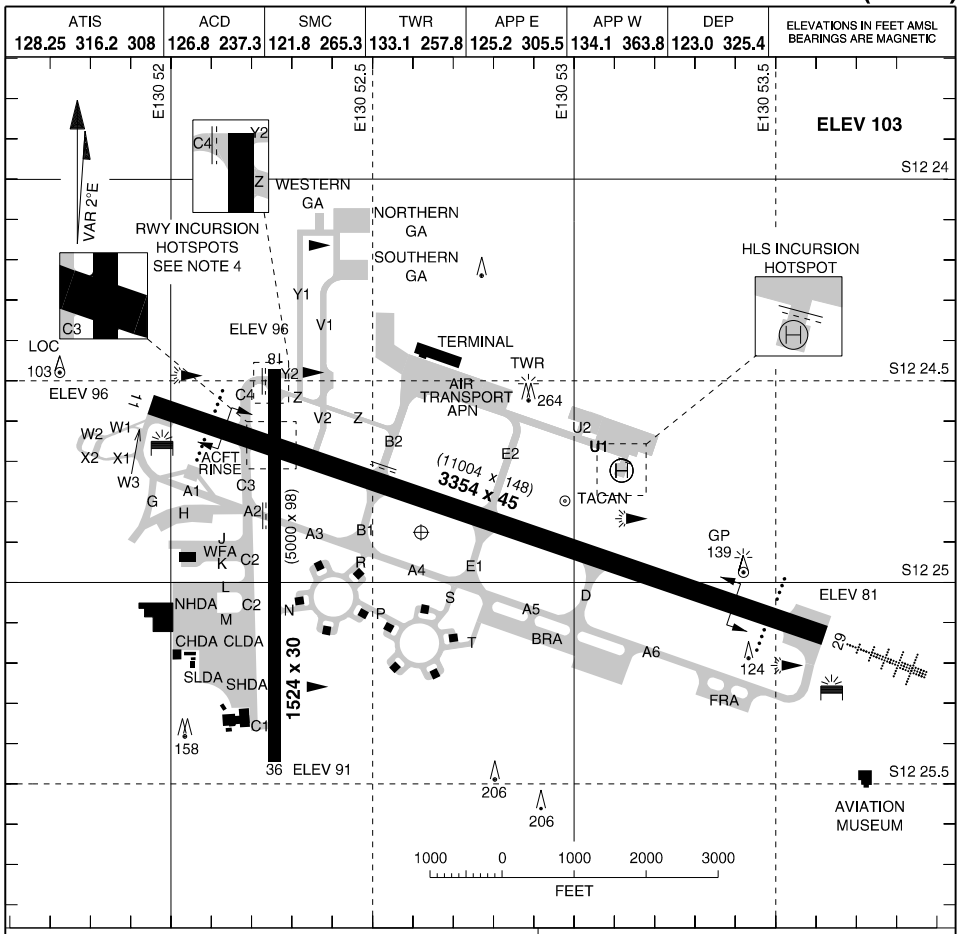
NOTES: 1. PROCEDURE ACTIVATED BY NOTAM
✱ 2. CHECK NOTAM FOR TACAN FREQUENCY
3. CTN TAC PSN: S17 34 40.7
E123 49 45.4

CHANGES: SUA
03 SEP 26

CURTIN (YCIN)
TACAN RWY 29

S12 24.88 E130 52.61
PANS-OPS, WGS 84

AERODROME CHART
DARWIN INTL (YPDN)



LIGHTING

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

NOTES

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

CHANGES: MAGVAR, RWY 11/29 HDG

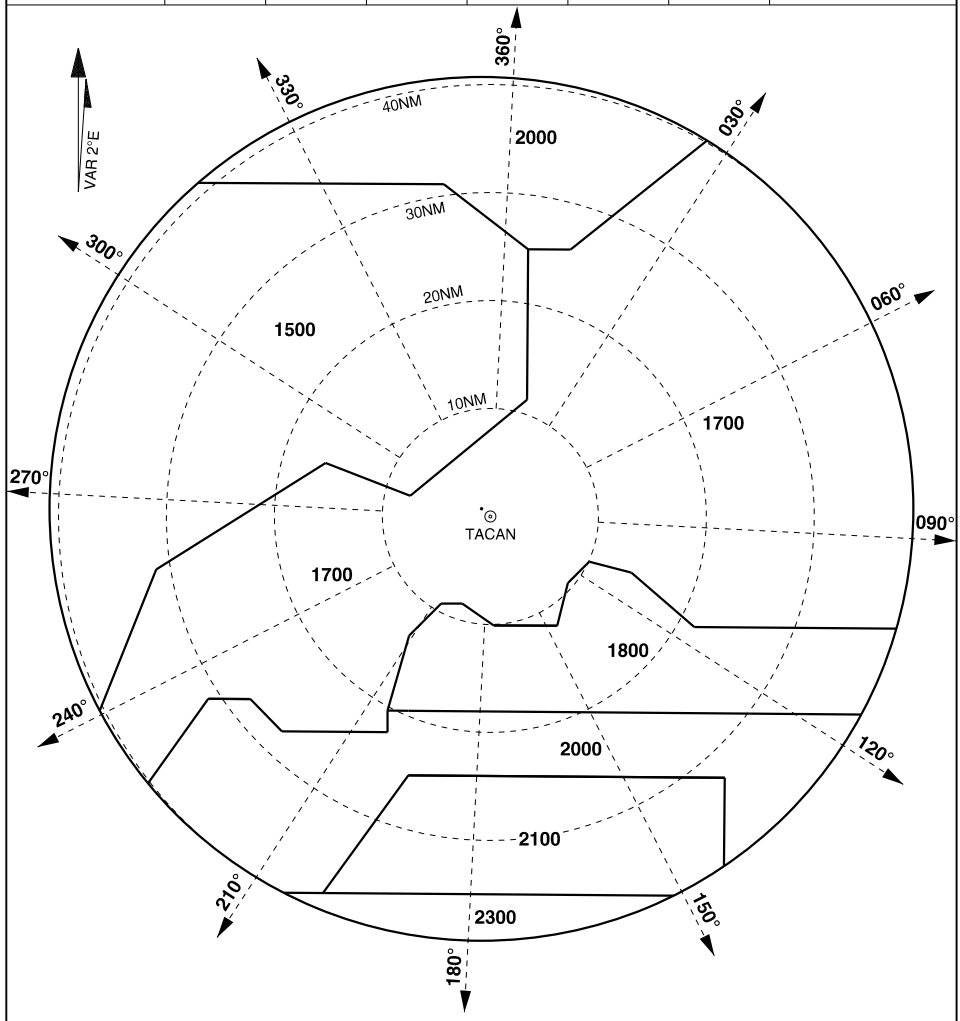
09 JUL 26

S12 24.88 E130 52.61
PANS-OPS, WGS 84

ATC USE ONLY

RTCC
DARWIN INTL (YPDN)

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



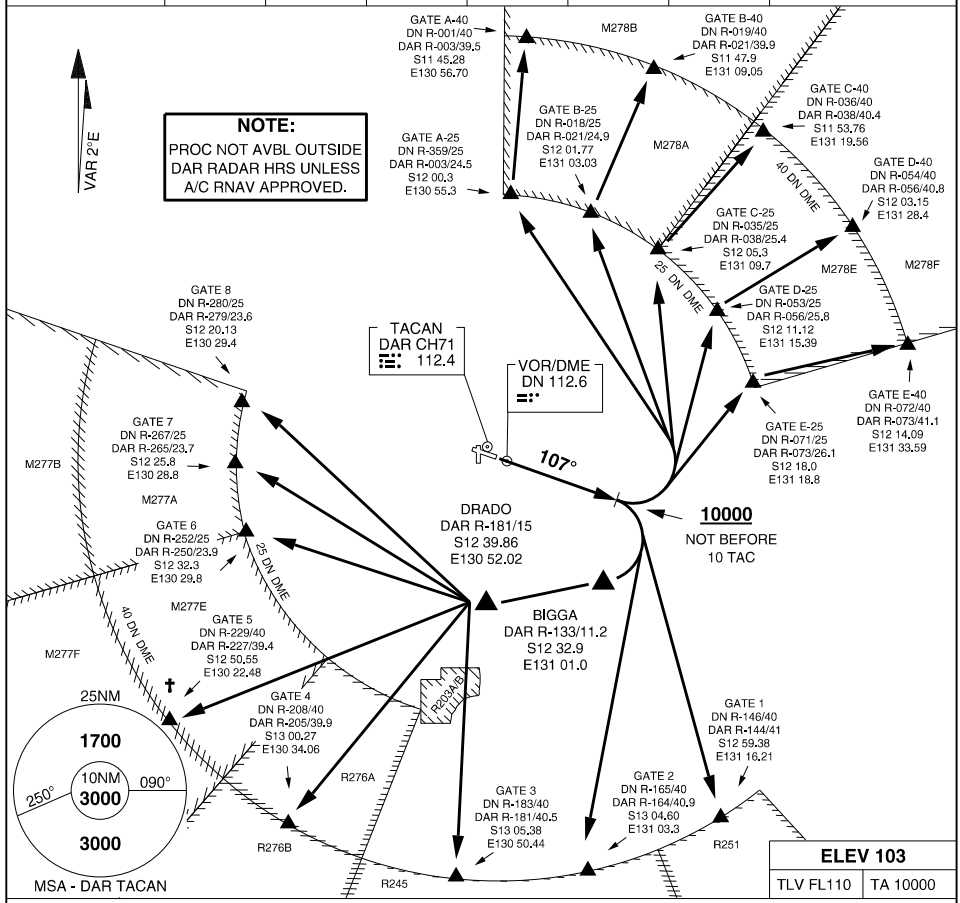
NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.
2. RTCC CENTRED ON THE RADAR HEAD.

ATC USE ONLY

CHANGES: MAG VAR
09 JUL 26

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



SPECIAL REQUIREMENT AND NOTES

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

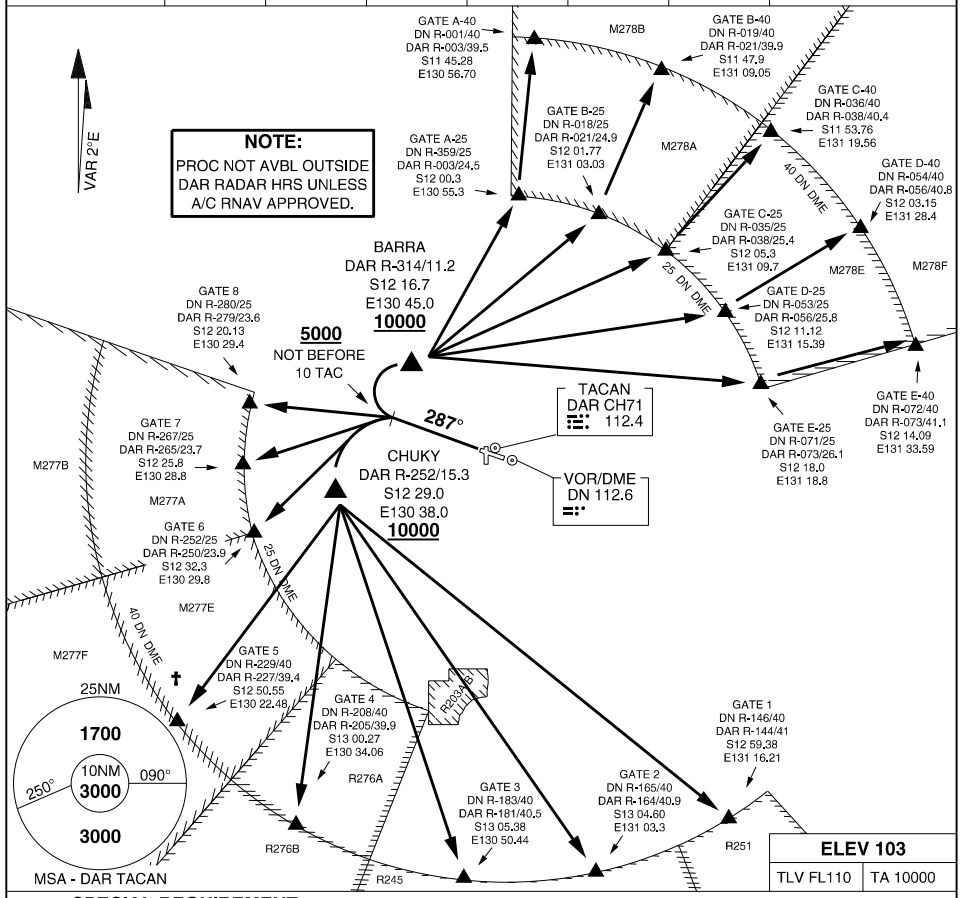
RWY 11
LIZARD FOUR DEPARTURE

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

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

DIRECT (GATES 1 & 2)
- GRAD 3.3%
- TRACK 107°
- AT OR ABV 10000FT, BUT NOT BFR 10 TAC TURN RIGHT, TRACK TO CLEARED GATE

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



SPECIAL REQUIREMENT

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

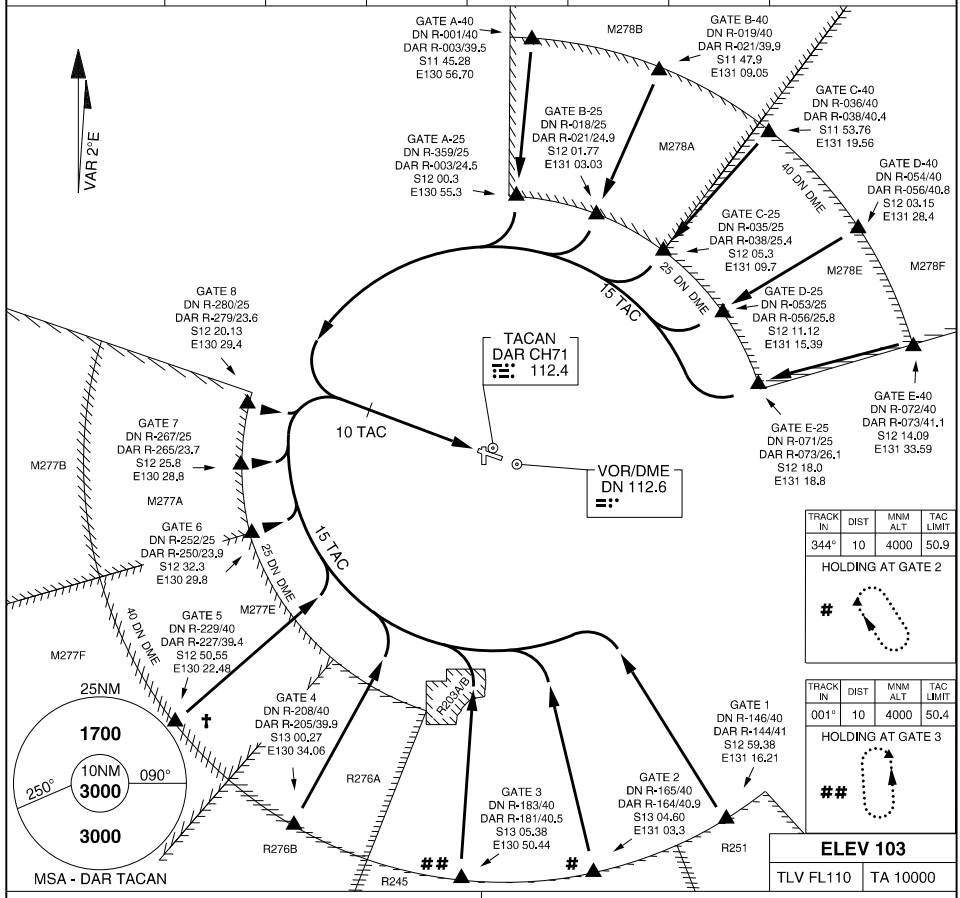
RWY 29
TURTL THREE DEPARTURE

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

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

DIRECT (GATES 6,7,8)
- GRAD 3.3%
- TRACK 287°
- AT OR ABV 5000FT, BUT NOT BFR 10 TAC TURN LEFT, TRACK TO CLEARED GATE

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



DISCO FOUR ARRIVAL

- MAX IAS 300KT BY 20 TAC
- INTERCEPT ASSIGNED GATE PRIOR TO LEAVING ACTIVE MILITARY OPERATING/ RESTRICTED AREA
- FROM ASSIGNED GATE TRACK DCT DAR TAC
- INTERCEPT 15 TAC DAR ARC TO INBOUND TRACK RWY 11

IMC

- MAKE TACAN OR VOR/DME RWY 11 APPROACH

VMC

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

VMC I&P AND SI

- FOR INITIAL AND PITCH
  - TRACK FOR STRAIGHT INITIAL
  - AT 10 TAC DAR DES AND REACH 2000FT BY 5 TAC
  - MNTN NOT BLW 2000FT TIL DOWNWIND ABM LDG THR
- FOR STRAIGHT-IN VISUAL APCH
  - TRACK FOR STRAIGHT-IN VISUAL APCH RWY 11

REQUIREMENTS AND NOTES

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

NOCOM PROCEDURE

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

S12 24.88 E130 52.61
PANS-OPS, WGS 84

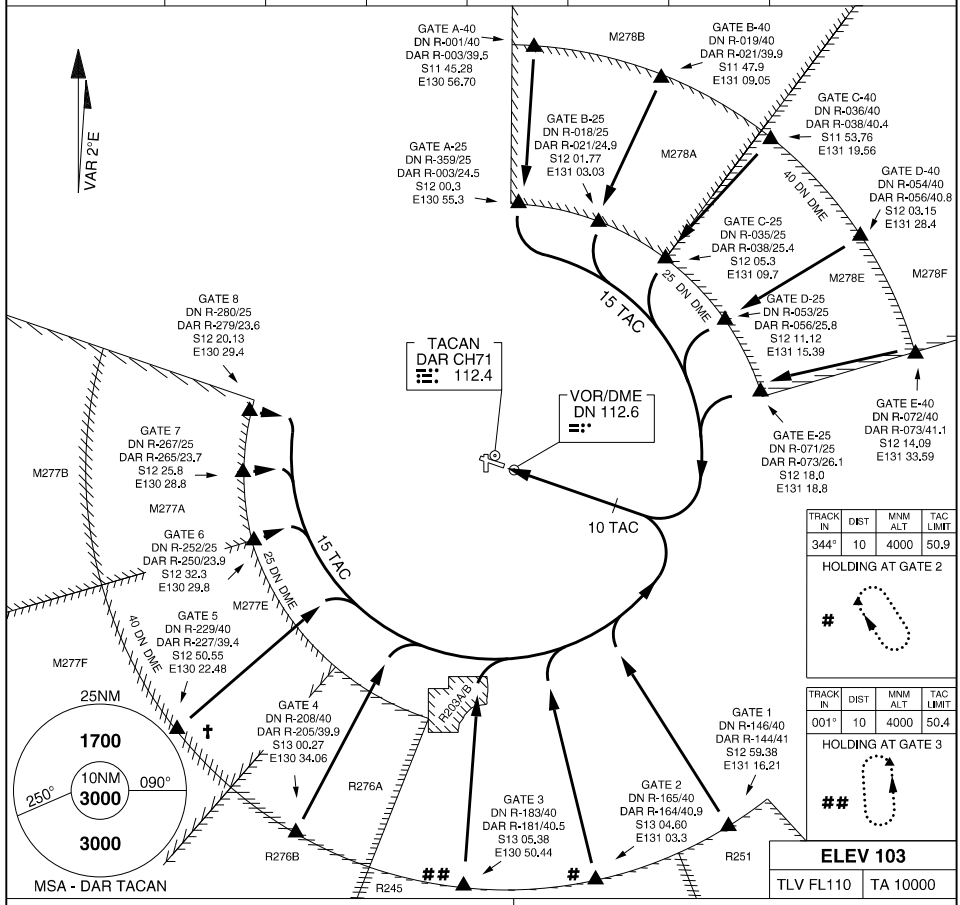
STAR RWY 29 (FAST JET ONLY)

MILITARY USE ONLY

DARWIN INTL (YPDN)

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



PESEA FOUR ARRIVAL

- MAX IAS 300KT BY 20 TAC
- INTERCEPT ASSIGNED GATE PRIOR TO LEAVING ACTIVE MILITARY OPERATING/ RESTRICTED AREA
- FROM ASSIGNED GATE TRACK DCT DAR TAC
- INTERCEPT 15 TAC DAR ARC TO INBOUND TRACK RWY 29

IMC

- MAKE TACAN OR VOR/DME RWY 29 APPROACH

VMC

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

VMC I&P AND SI

- FOR INITIAL AND PITCH
  - TRACK FOR STRAIGHT INITIAL
  - AT 10 TAC DAR DES AND REACH 2000FT BY 5 TAC
  - MNTN NOT BLW 2000FT TIL DOWNWIND ABM LDG THR
- FOR STRAIGHT-IN VISUAL APCH
  - TRACK FOR STRAIGHT-IN VISUAL APCH RWY 29

REQUIREMENTS AND NOTES

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

NOCOM PROCEDURE

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

CHANGES: NOTES
03 SEP 26

MILITARY USE ONLY
AIS-AF

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

LOC IDN	APCH CRS	RWY LDG	11,004
109.7	287°	THR ELEV	81
		AD ELEV	103

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

PANS-OPS, WGS-84

DARWIN INTL (YPDN)

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

ALSF-1 (A1)

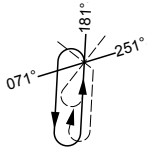
MISSED APPROACH:
TRACK 287°. CLIMB TO **3000FT** OR AS DIRECTED BY ATC.

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 316.2 308	**126.8 237.3**	**121.8 265.3**	**133.1 257.8**	**125.2 305.5**	**134.1 363.8**	**123.0 325.4**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20

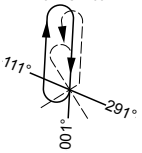
DRADO HOLDING
15 TAC R-181



GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT DAR TACAN

TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20

MOMAN HOLDING
15 TAC R-001



20 DAR
R-001
3000
MOMAN
15 DAR
S12 09.78
E130 53.96

10 NM
DAR 15 Arc
3000

TACAN
DAR CH 71
112.4

D256
600
SFC

D216
1400
SFC

257

LOC
IDN 109.7

410

562

287°

MAPT
1.3 DAR

FL(3) WR 15 SEC

TOROT
4.5 DAR

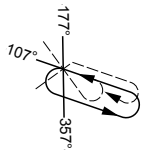
11 DAR

NEILO
15 DAR
S12 29.79
E131 07.47

LR-099

TRACK IN	TIME	MNM ALT	DME LIMIT
287°		3000	20

NEILO HOLDING
15 TAC R-107



VAR 2° E

D227
900
SFC

D217
3000
SFC

DELISSAVILLE

3000

LR-115

135

20 DAR

25NM
1700
10NM
3000
090°
250°
3000

MSA - DAR TACAN

3000
DAR 15 Arc

DRADO
15 DAR
S12 39.86
E130 52.02

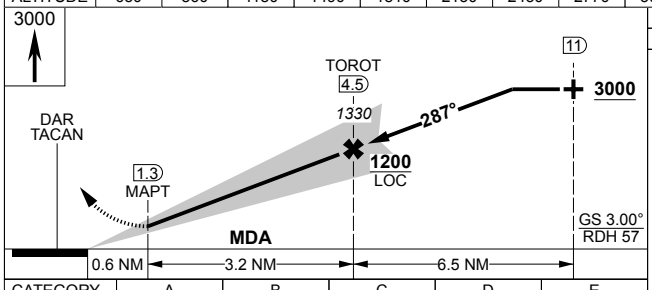
20 DAR
3000
R-181

276

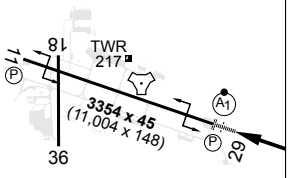
397

NO CIRC
2.5NM

DAR TAC	2.3	3	4	5	6	7	8	9	9.7
ALTITUDE	650	860	1180	1490	1810	2130	2450	2770	3000



TLV FL110	TA 10000
THR ELEV 81	TDZE 90



HIRL Rwy 11-29

CATEGORY	A	B	C	D	E
S-ILS 29	**400**		319		800m
S-LOC 29	**650**	569	2200m	(VIS -1700 WITTH 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

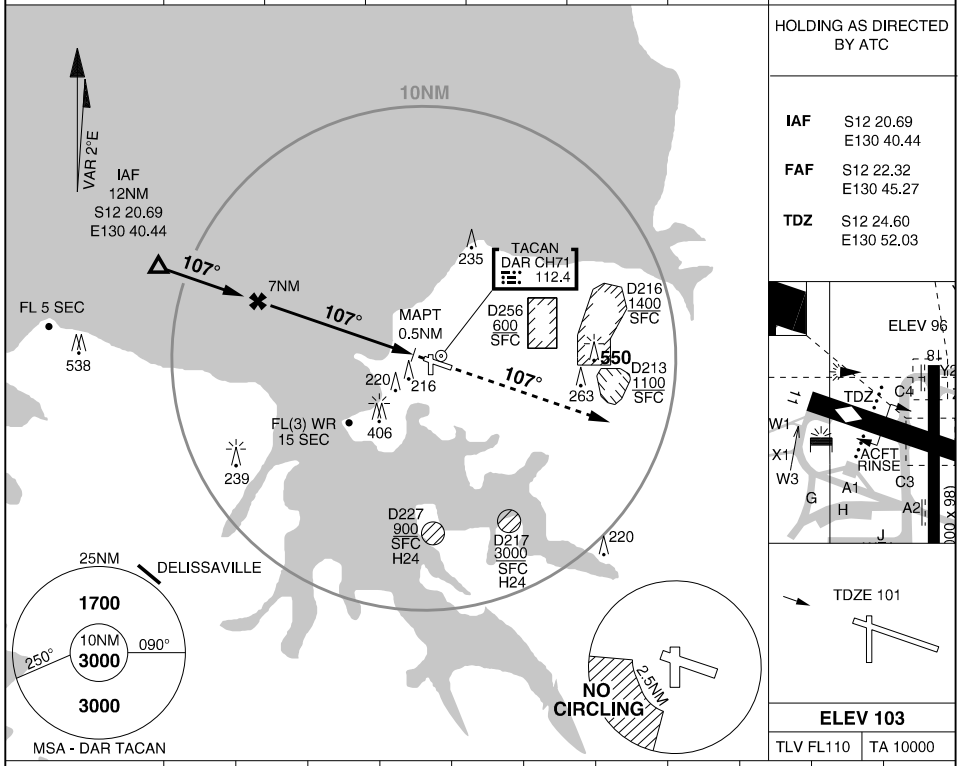
AIS-AF: MILITARY USE ONLY

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

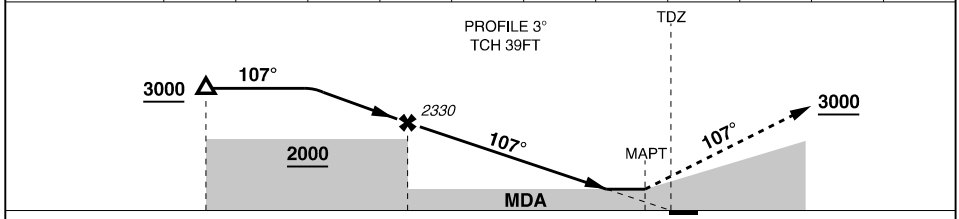
ARA RWY 11
DARWIN INTL (YPDN)

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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



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

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

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

CHANGES: MAGVAR, COORD, FNA TR, MA TR

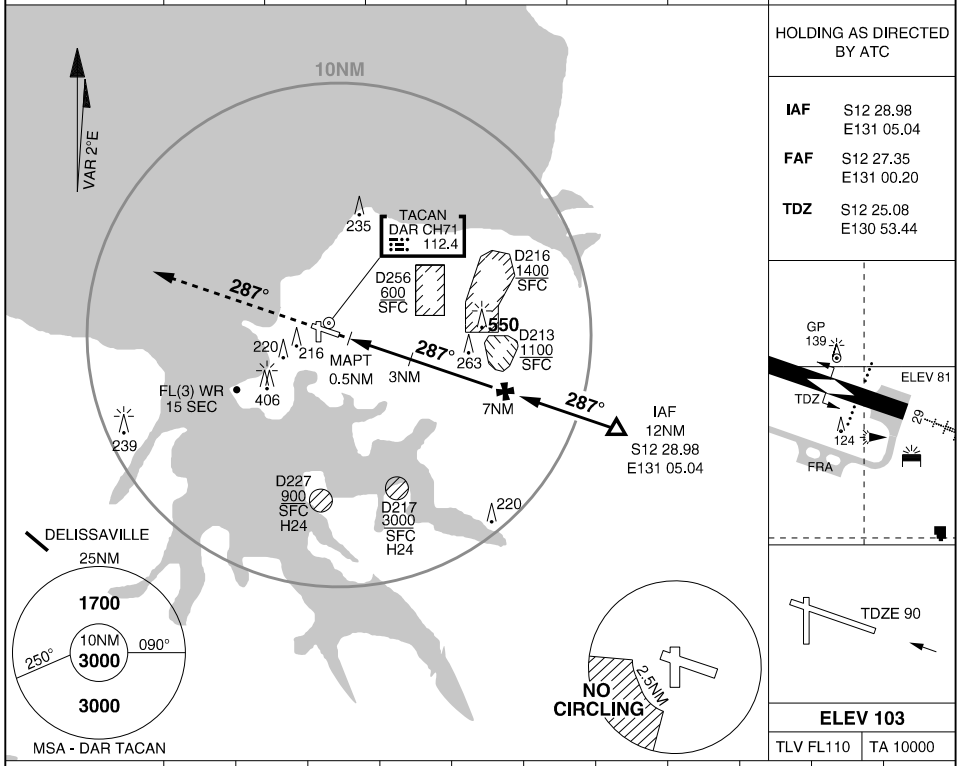
09 JUL 26

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

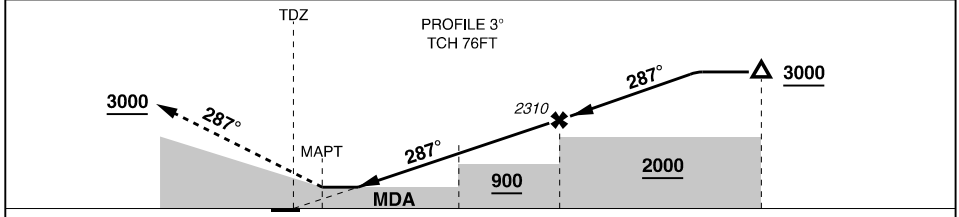
ARA RWY 29
DARWIN INTL (YPDN)

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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



MISSED APPROACH: TRACK 286°. CLIMB TO **3000FT** or AS DIRECTED BY ATC

CATEGORY	C	D	E
ARA	**650** 569 -2100 (VIS -1500 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**900** 797 -4000	**1100** 997 -5000	

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

CHANGES: MAGVAR, COORD, FNA TR, MA TR

09 JUL 26

TACAN DAR Chan **71**	APCH CRS **104°**	RWY LDG **11,004** THR ELEV **96** AD ELEV **103**

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.

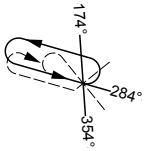
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-104, CLIMB TO **3000FT** OR AS DIRECTED BY ATC.

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 **316.2 308**	**126.8 237.3**	**121.8 265.3**	**133.1 257.8**	**125.2 305.5**	**134.1 363.8**	**123.0 325.4**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

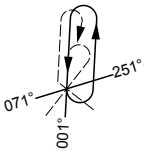
TRACK IN	TIME	MNM ALT	DME LIMIT
104°		3000	20

RIBNU HOLDING
15 TAC R-284



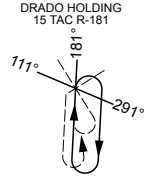
TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20

MOMAN HOLDING
15 TAC R-001

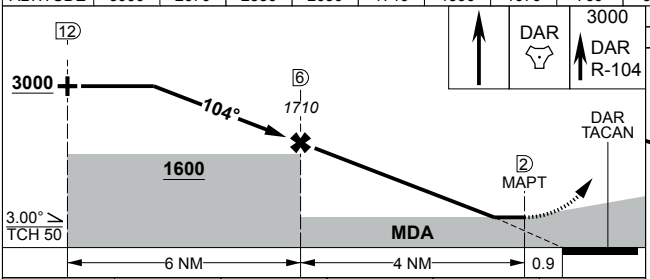


TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20

DRADO HOLDING
15 TAC R-181

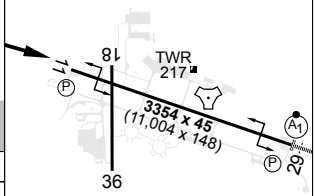


DAR TAC	10	9	8	7	6	5	4	3	2.4				
ALTITUDE	3000	2670	2350	2030	1710	1390	1070	760	580				



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

TLV FL110	TA 10000
THR ELEV 96	TDZE 101



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 11

TACAN RWY 29
DARWIN INTL (YPDN)

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

PANS-OPS, WGS-84

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

ALSF-1

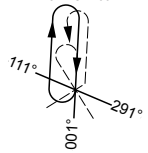
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-290, CLIMB TO **3000FT** OR AS DIRECTED BY ATC.

ATIS	ACD	SMC	TWR	APP E	APP W	DEP
128.25 316.2 308	126.8 237.3	121.8 265.3	133.1 257.8	125.2 305.5	134.1 363.8	123.0 325.4

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

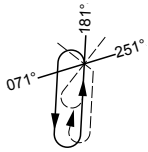
TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3000	20

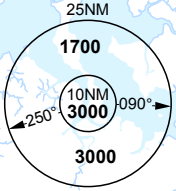
MOMAN HOLDING
15 TAC R-001

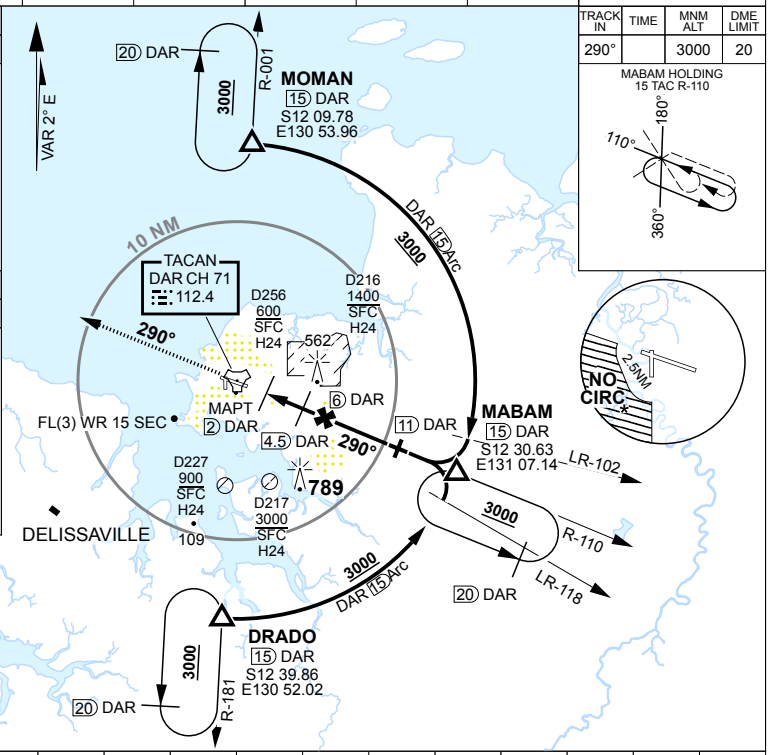


TRACK IN	TIME	MNM ALT	DME LIMIT
001°		3000	20

DRADO HOLDING
15 TAC R-181



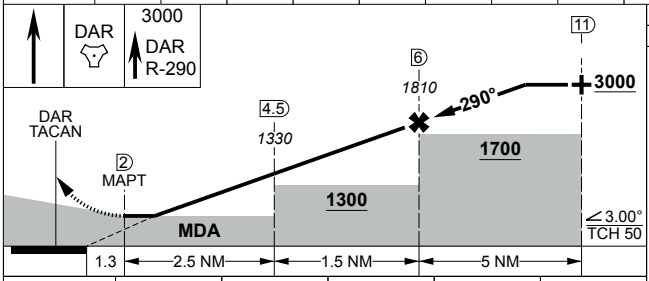




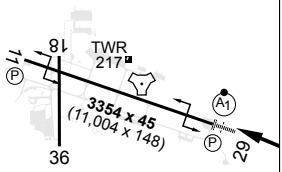
TRACK IN	TIME	MNM ALT	DME LIMIT
290°		3000	20

MABAM HOLDING
15 TAC R-110

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



TLV FL110	TA 10000
THR ELEV 81	TDZE 90



HIRL Rwy 11-29

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

CHANGES: MAGVAR
09 JUL 26

S12 24.88 E130 52.61

AIS-AF
MILITARY USE ONLY

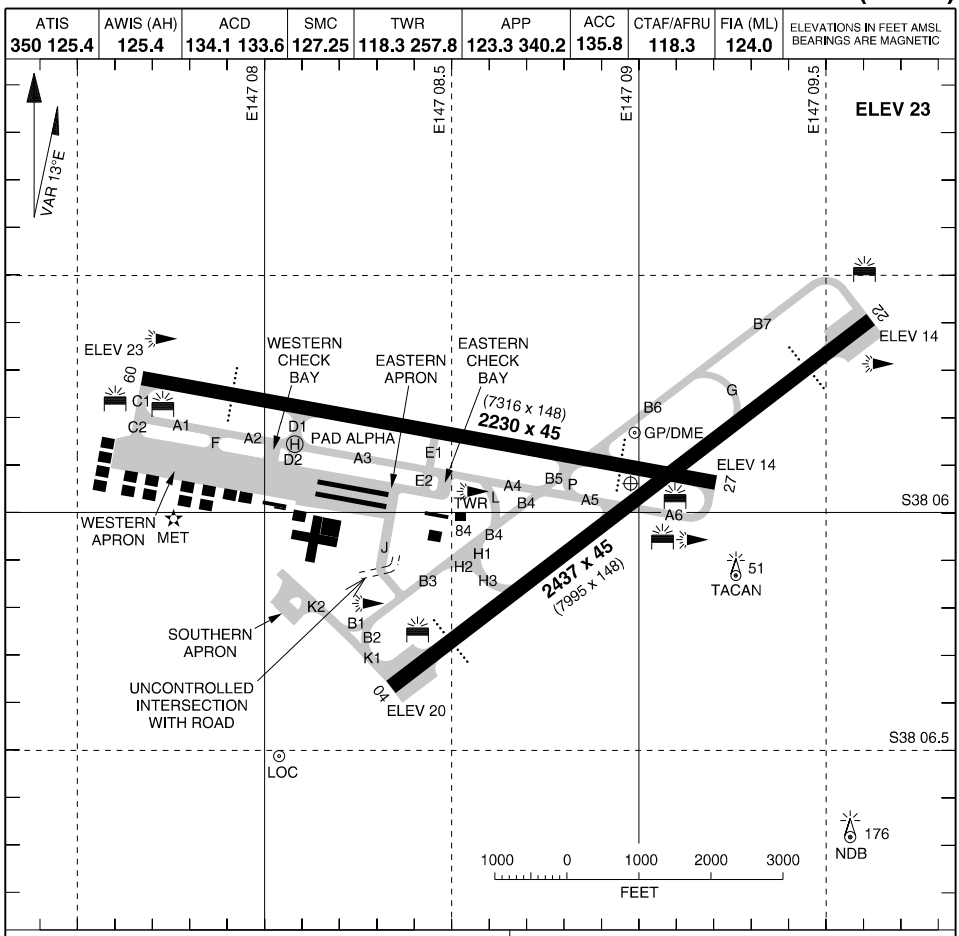
DARWIN INTL (YPDN)
TACAN RWY 29

S38 05.94 E147 08.97
PANS-OPS, WGS 84

AERODROME CHART
EAST SALE (YMES)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



LIGHTING

RWY	APPROACH	THR	RUNWAY
09 (086°)	PAPI 3.00° 51FT	GREEN	MIRL (3)
27 (266°)	PAPI 3.00° 51FT		
04 (041°)	PAPI 3.00° 49FT	GREEN	MIRL (3)
22 (221°)	PAPI 3.00° 49FT		MIRL (3)

AERODROME BEACON ALTN WG 8 SEC
OBSTRUCTION
ILLUMINATED WIND INDICATOR
TWY: GREEN CL
E CHECK BAY, W CHECK BAY: BLUE EDGE AND GREEN CL

NOTES

1. RWY 04 AND 27 - RIGHT CIRCUIT
2. PAPI RWY 09/27 NIGHT AZIMUTH RESTR TO 9° EITHER SIDE OF CL

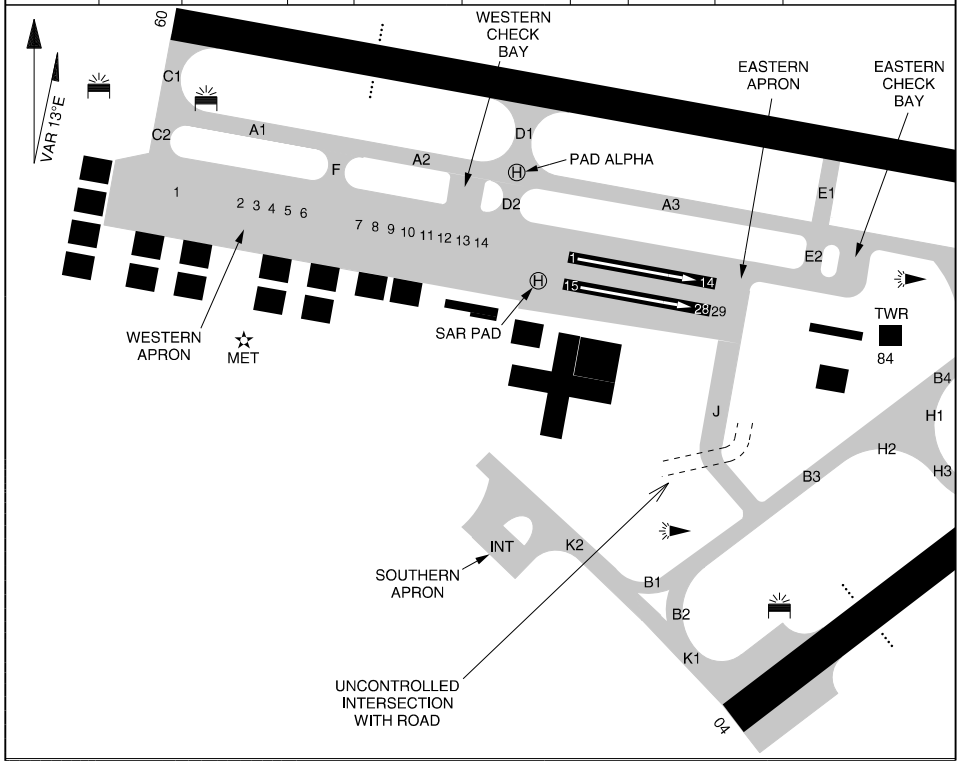
CHANGES: EDITORIAL
26 NOV 26

AIS-AF
MILITARY USE ONLY

S38 05.94 E147 08.97
PANS-OPS, WGS 84

APRON CHART
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	



PARKING POSITIONS

WESTERN APRON

NO	COORDINATES	
1	S38 05.89	E147 07.71
2	S38 05.90	E147 07.77
3	S38 05.90	E147 07.79
4	S38 05.90	E147 07.81
5	S38 05.90	E147 07.83
6	S38 05.91	E147 07.85
7	S38 05.91	E147 07.90
8	S38 05.92	E147 07.92
9	S38 05.92	E147 07.94
10	S38 05.92	E147 07.96
11	S38 05.92	E147 07.98
12	S38 05.93	E147 08.00
13	S38 05.93	E147 08.02
14	S38 05.93	E147 08.04

EASTERN APRON

NO	COORDINATES	
1	S38 05.94	E147 08.16
2	S38 05.94	E147 08.17
3	S38 05.94	E147 08.18
4	S38 05.94	E147 08.19
5	S38 05.94	E147 08.20
6	S38 05.95	E147 08.21
7	S38 05.95	E147 08.22
8	S38 05.95	E147 08.23
9	S38 05.95	E147 08.24
10	S38 05.95	E147 08.25
11	S38 05.95	E147 08.27
12	S38 05.95	E147 08.28
13	S38 05.96	E147 08.29
14	S38 05.96	E147 08.30
15	S38 05.96	E147 08.15

EASTERN APRON

NO	COORDINATES	
16	S38 05.96	E147 08.16
17	S38 05.97	E147 08.17
18	S38 05.97	E147 08.18
19	S38 05.97	E147 08.19
20	S38 05.97	E147 08.21
21	S38 05.97	E147 08.22
22	S38 05.97	E147 08.23
23	S38 05.97	E147 08.24
24	S38 05.98	E147 08.25
25	S38 05.98	E147 08.26
26	S38 05.98	E147 08.27
27	S38 05.98	E147 08.28
28	S38 05.98	E147 08.29
29	S38 05.99	E147 08.31

SOUTHERN APRON

NO	COORDINATES	
INT	S38 06.21	E147 08.06

HELIPADS

NO	COORDINATES	
SAR	S38 05.96	E147 08.10
ALPHA*	S38 05.87	E147 08.08

*TOL ONLY

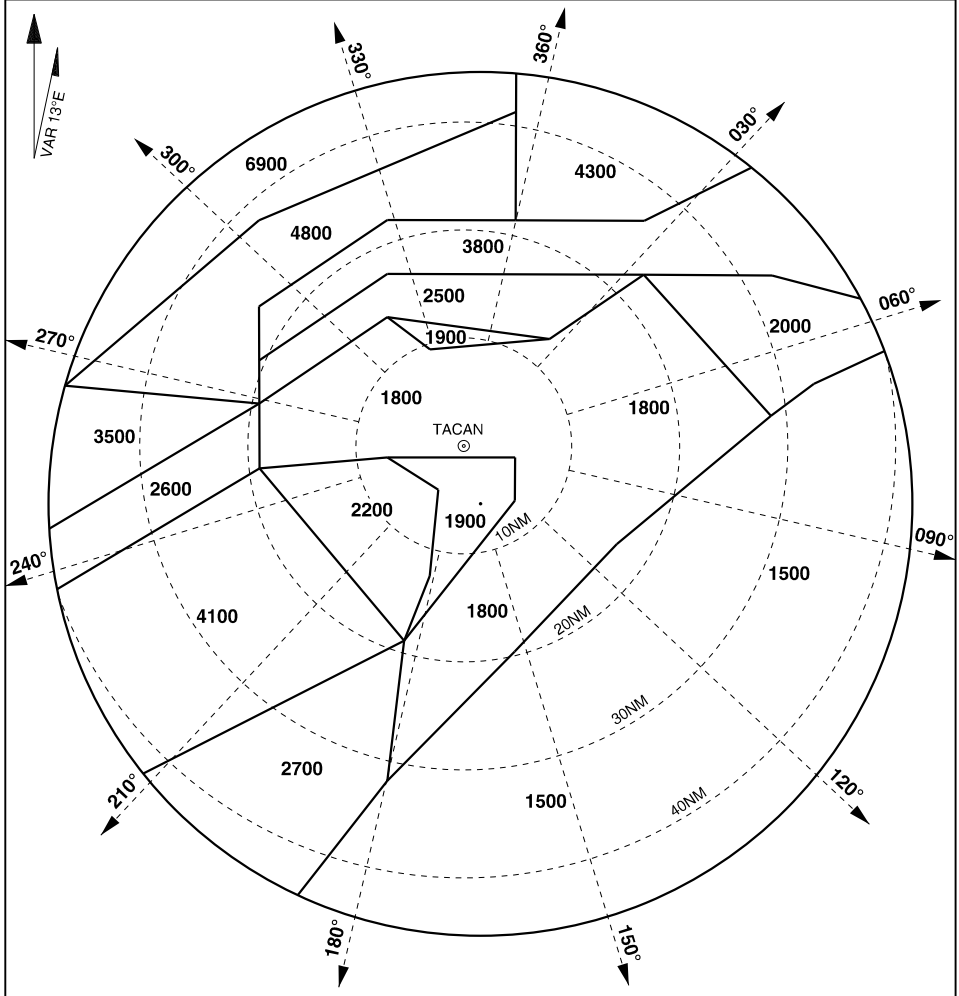
CHANGES: NEW CHART
26 NOV 26

S38 05.94 E147 08.97
PANS-OPS, WGS 84

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	

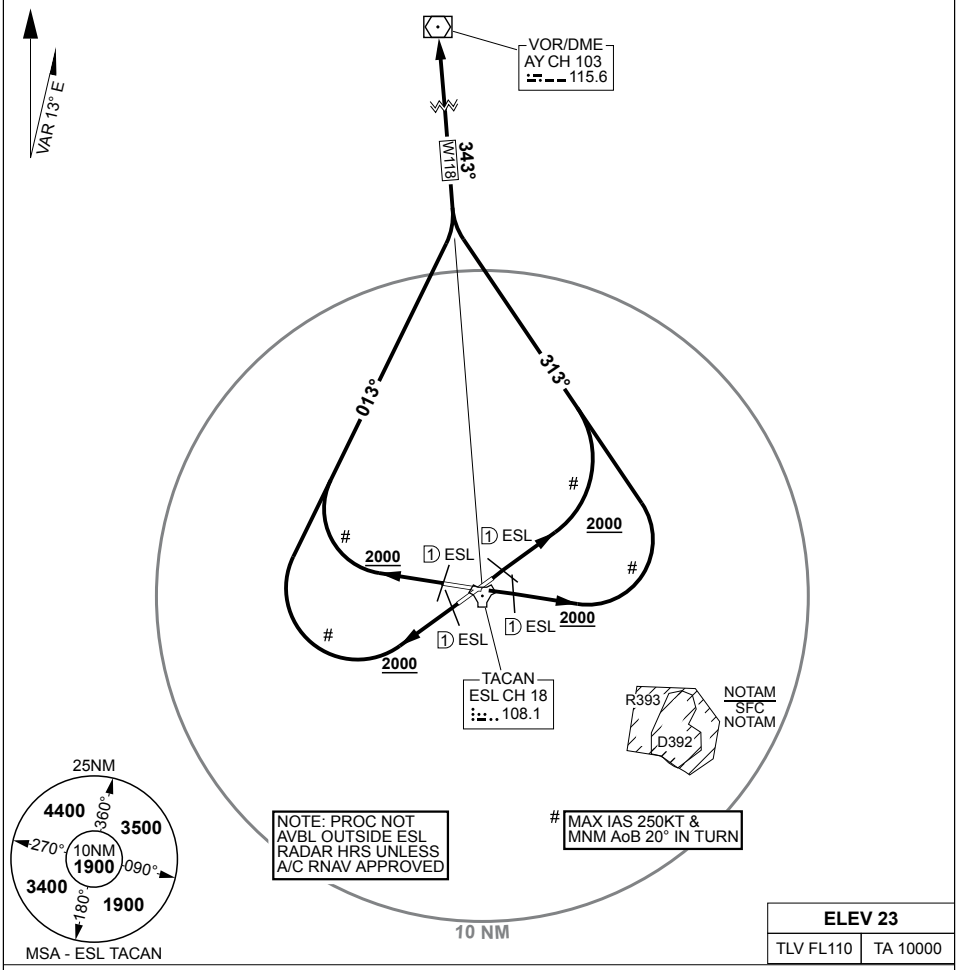


NOTE: 1. BEARINGS AND DISTANCES FROM TACAN.
2. RTCC CENTRED ON THE RADAR HEAD.

ATC USE ONLY

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**	



ELEV 23	
TLV FL110	TA 10000

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

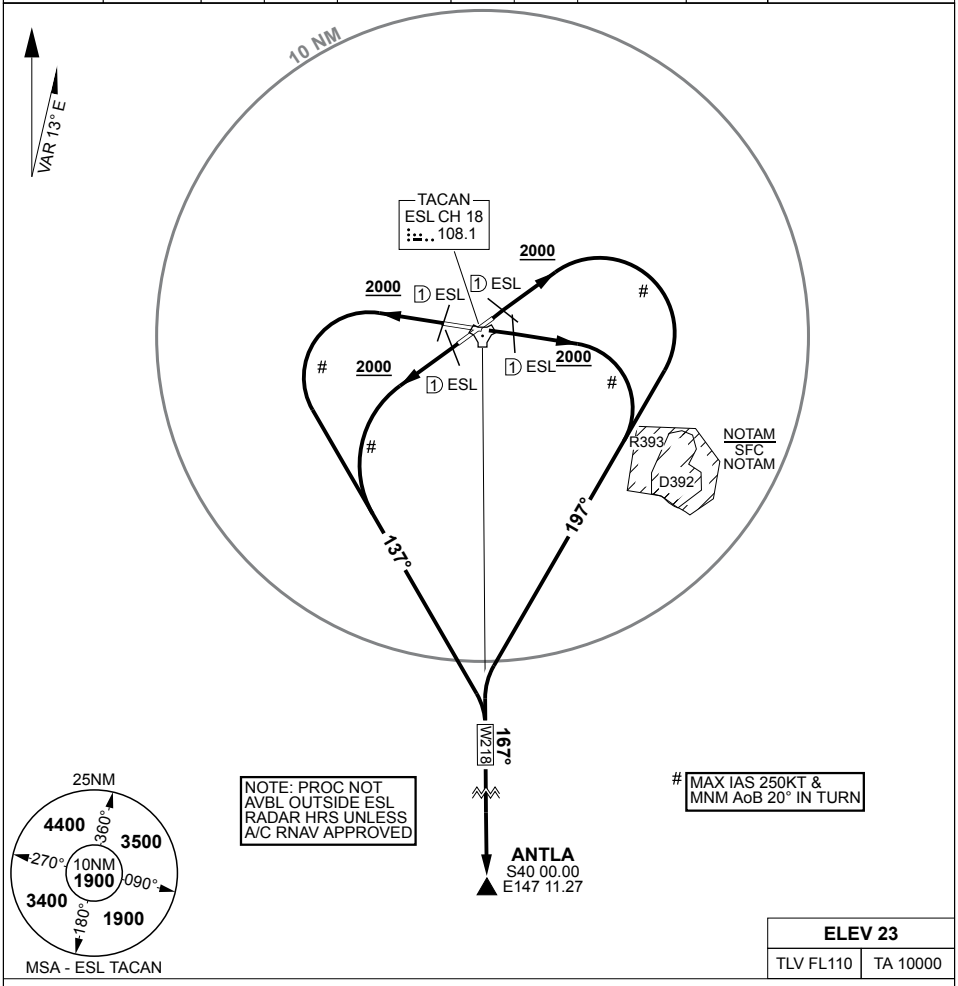
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 313° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	TA 10000

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

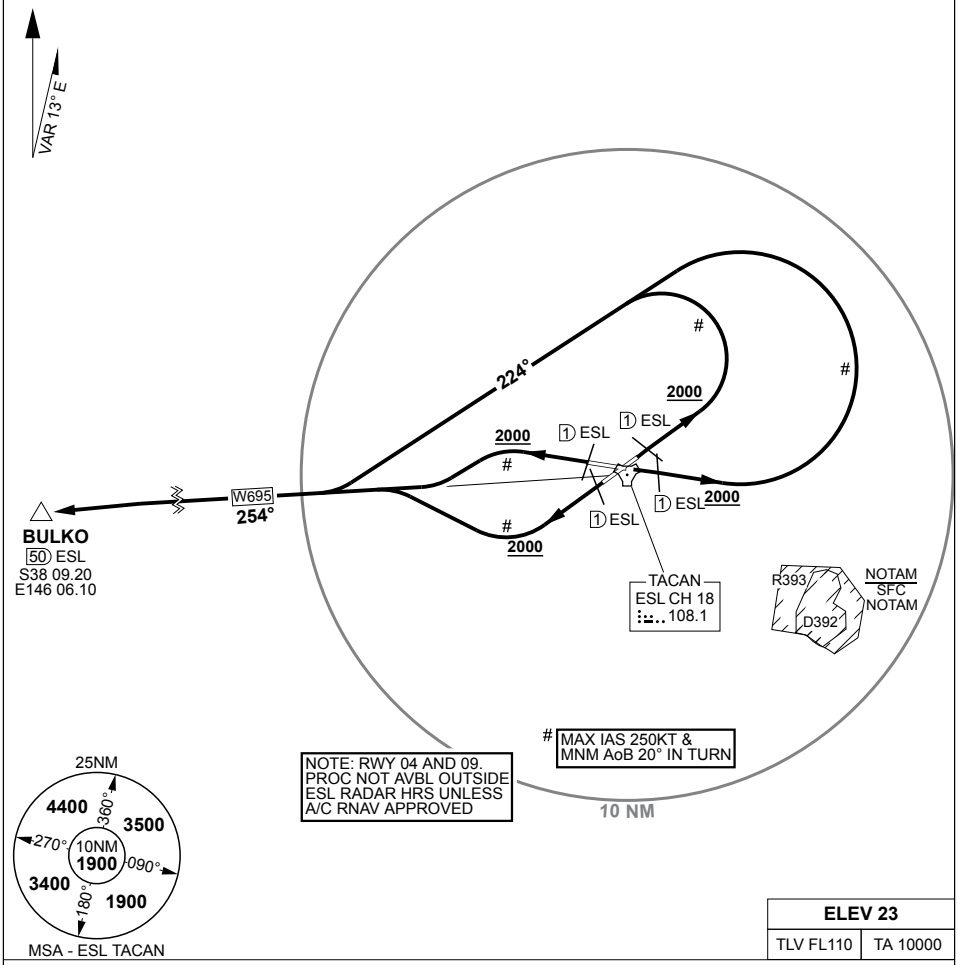
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 197° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	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

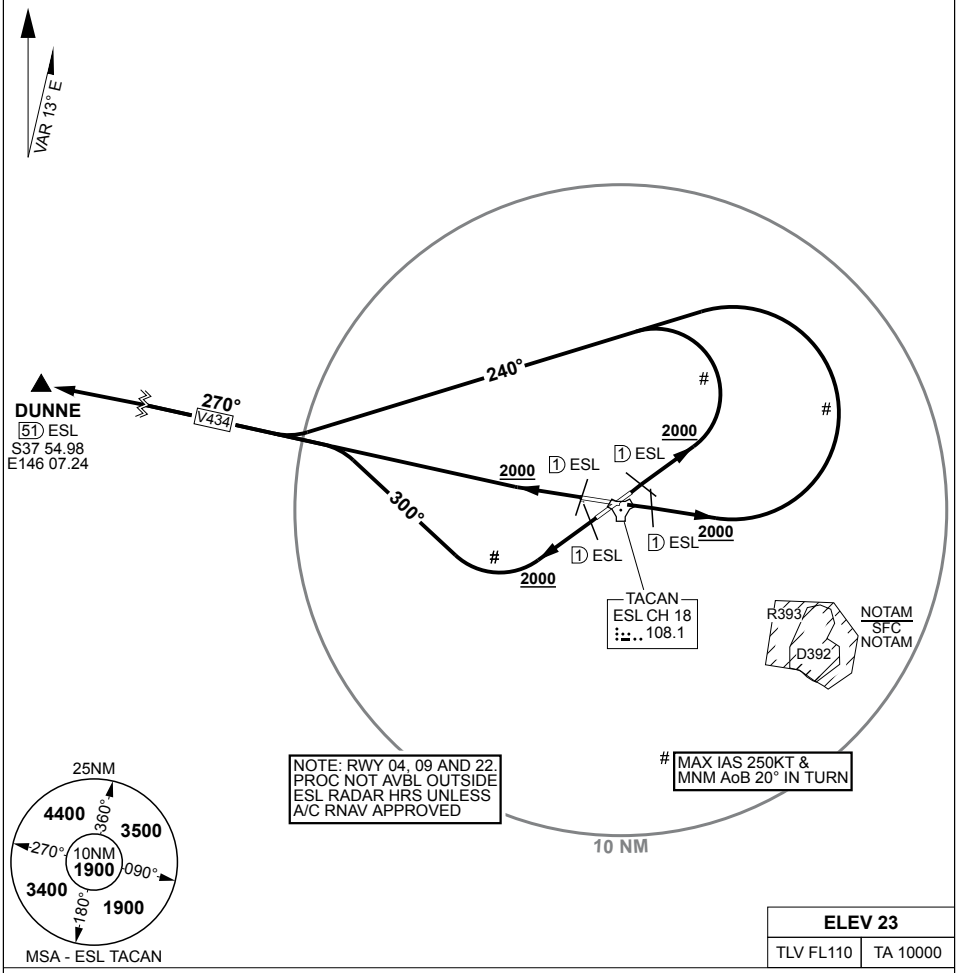
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 224° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	TA 10000

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

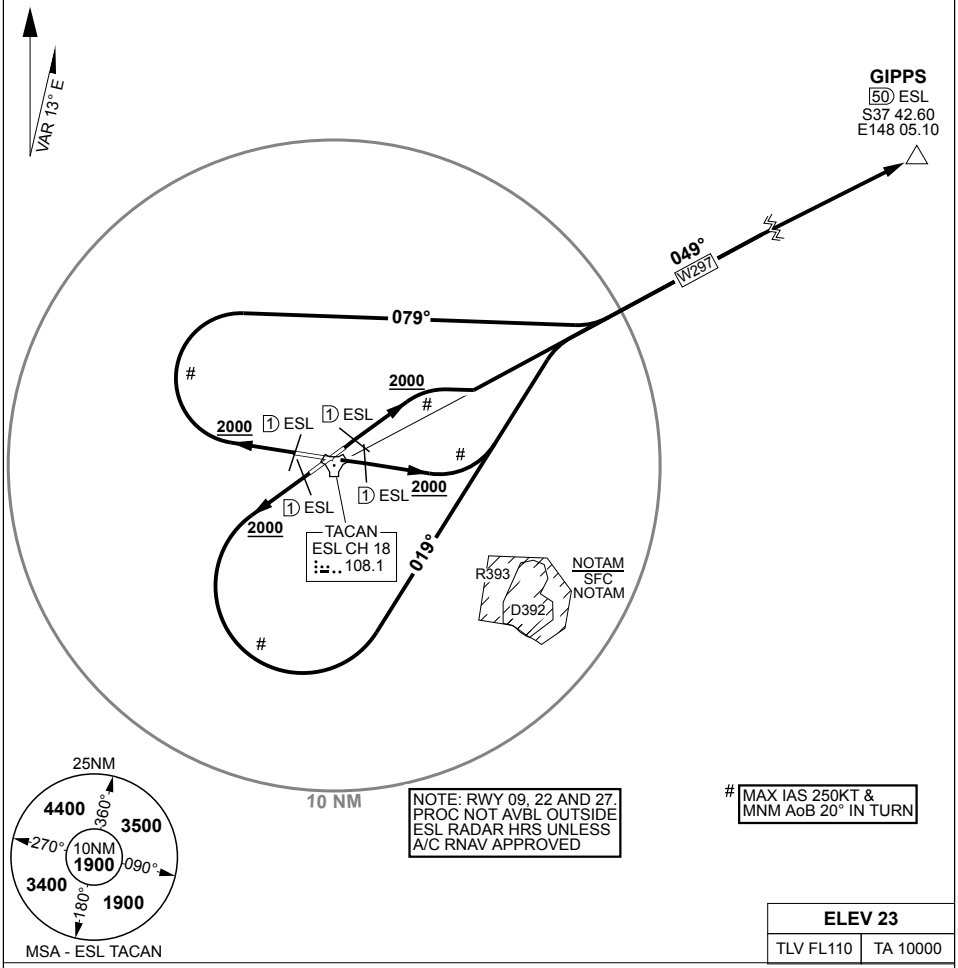
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 240° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	TA 10000

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

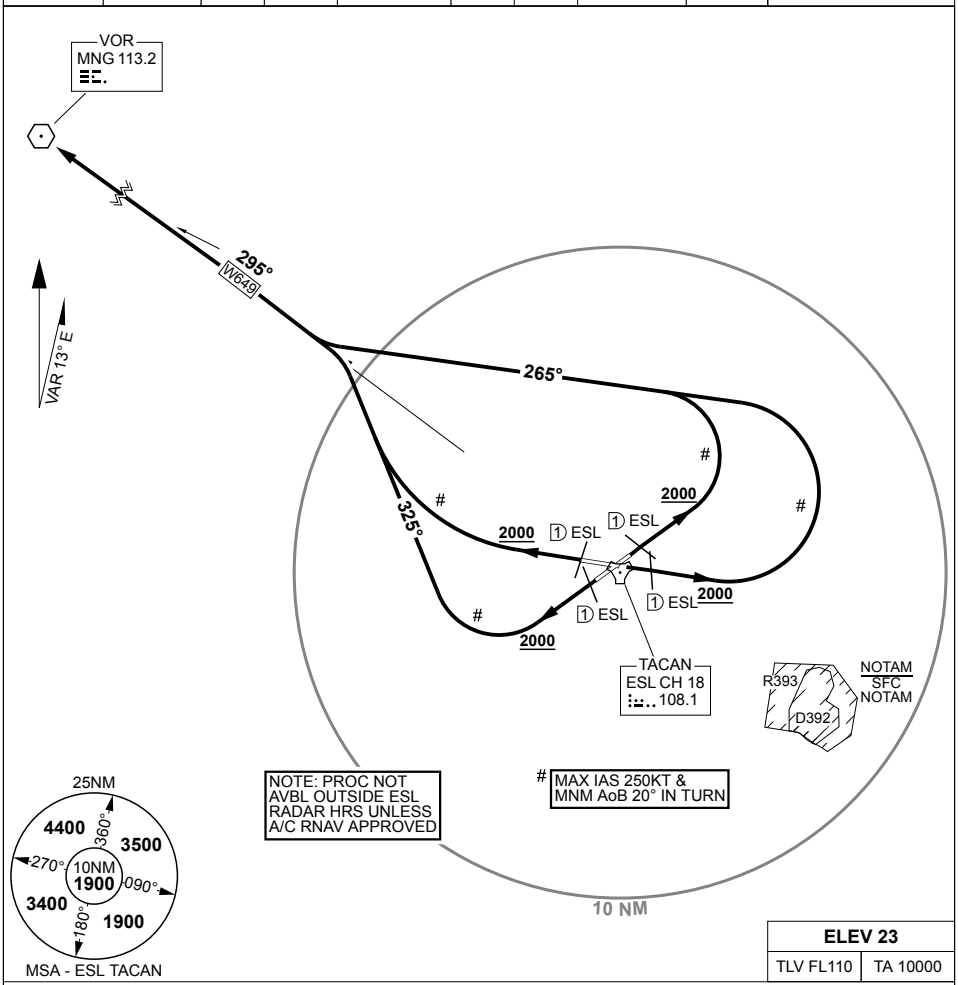
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 019° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	TA 10000

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

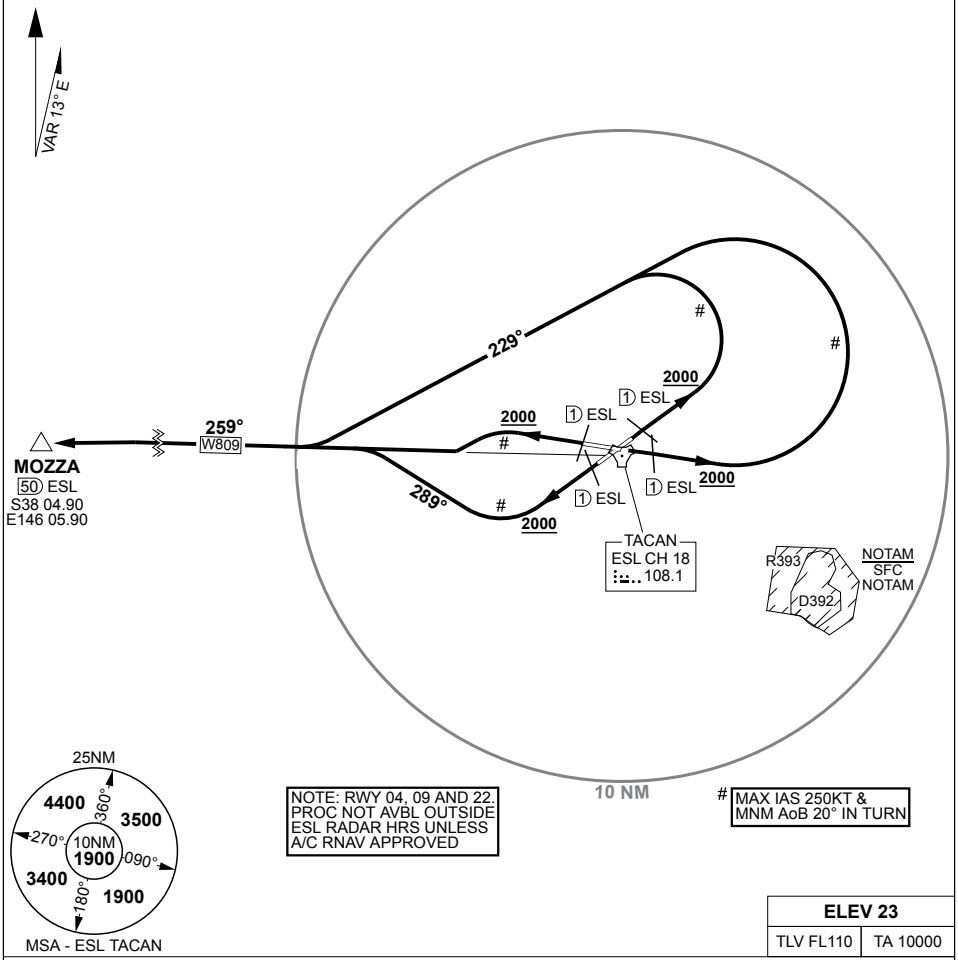
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 265° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	TA 10000

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

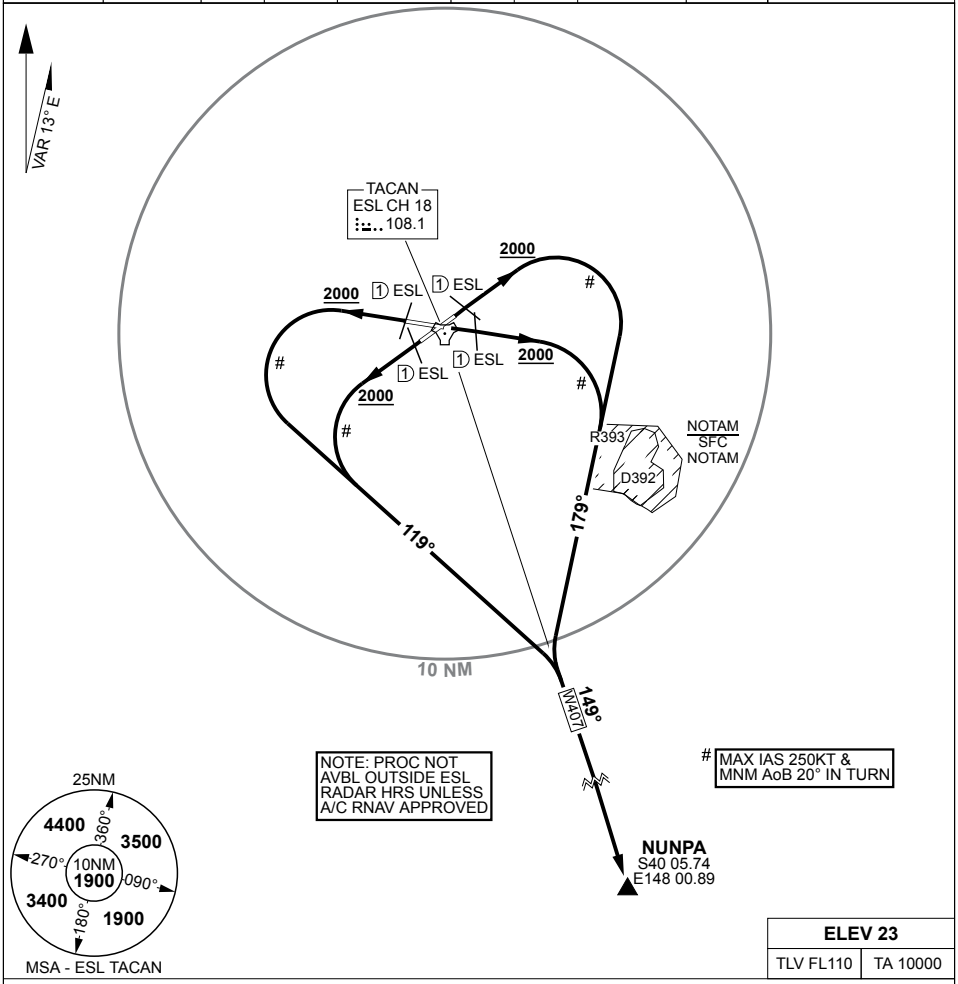
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 229° TO INTCP OUTBOUND TRACK

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

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**	



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

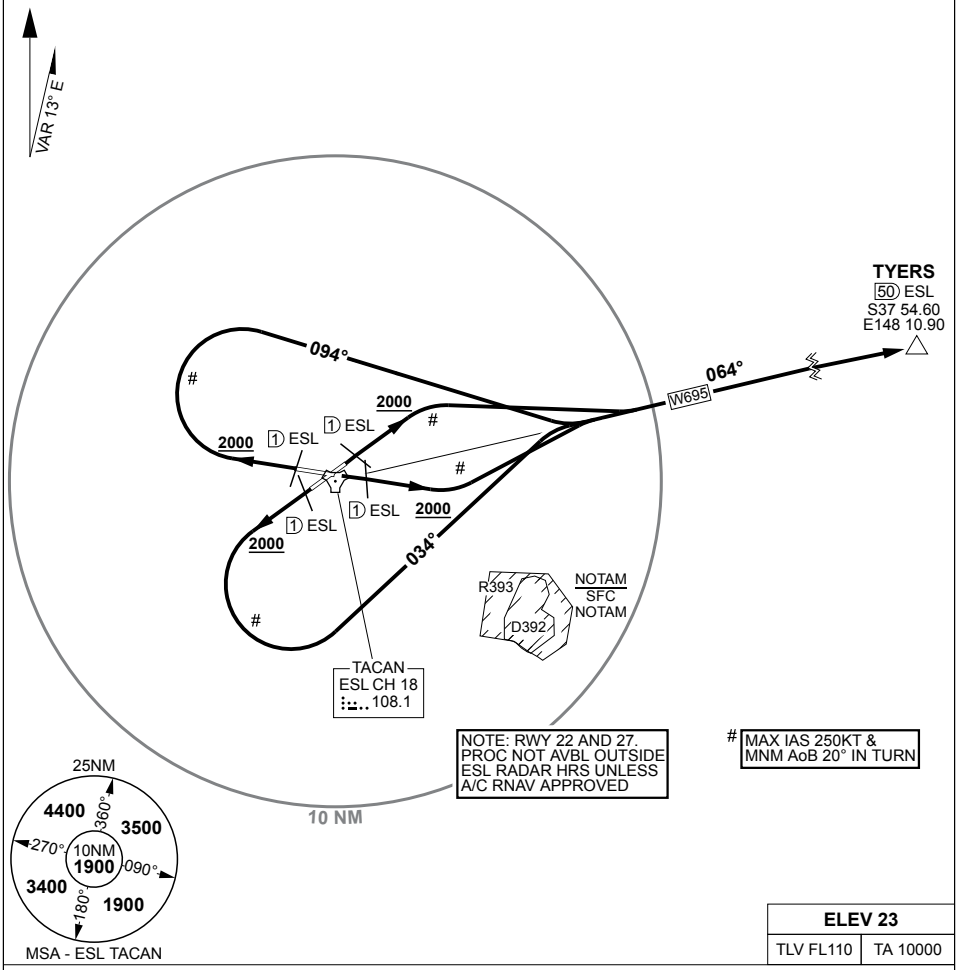
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 179° TO INTCP OUTBOUND TRACK

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

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**	



ELEV 23	
TLV FL110	TA 10000

TYERS THREE DEPARTURE:

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

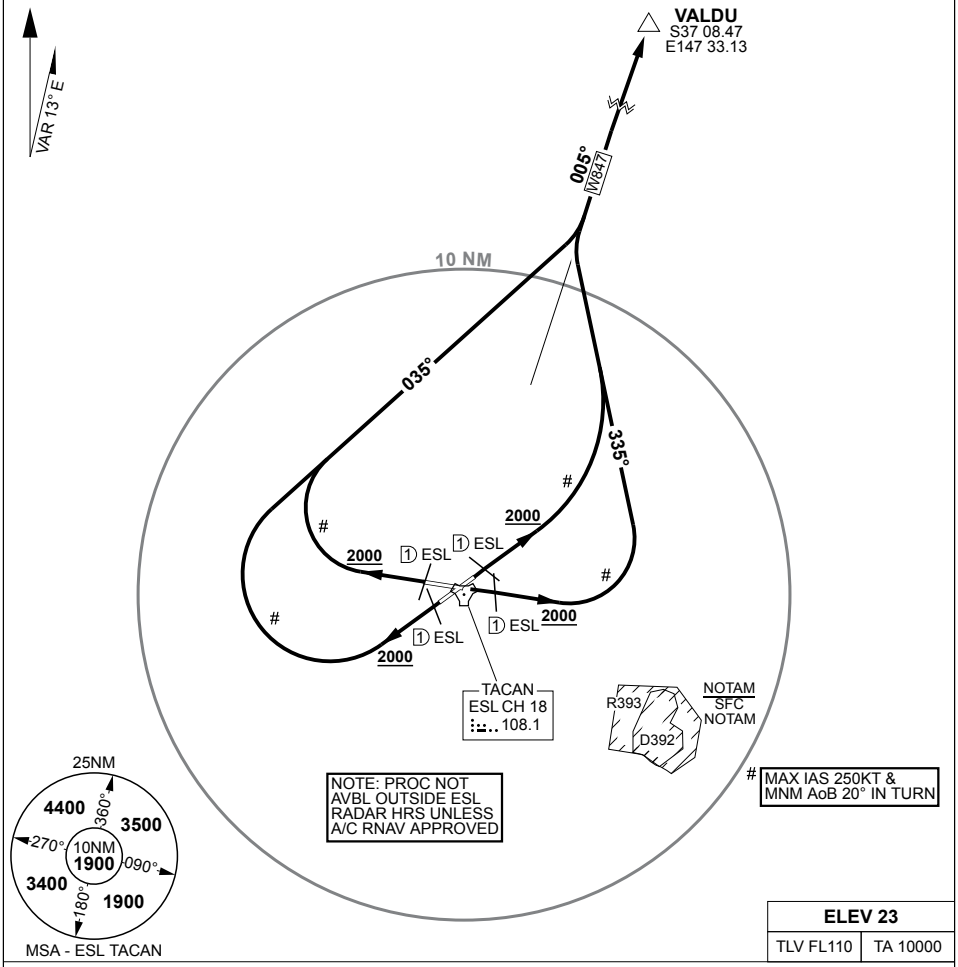
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT TO INTCP OUTBOUND TRACK

RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 034° TO INTCP OUTBOUND TRACK

RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 094° TO INTCP OUTBOUND TRACK

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**	



ELEV 23	
TLV FL110	TA 10000

VALDU TWO DEPARTURE:

RWY 04, GRAD 3.3%, TRACK 041°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 335° TO INTCP OUTBOUND TRACK

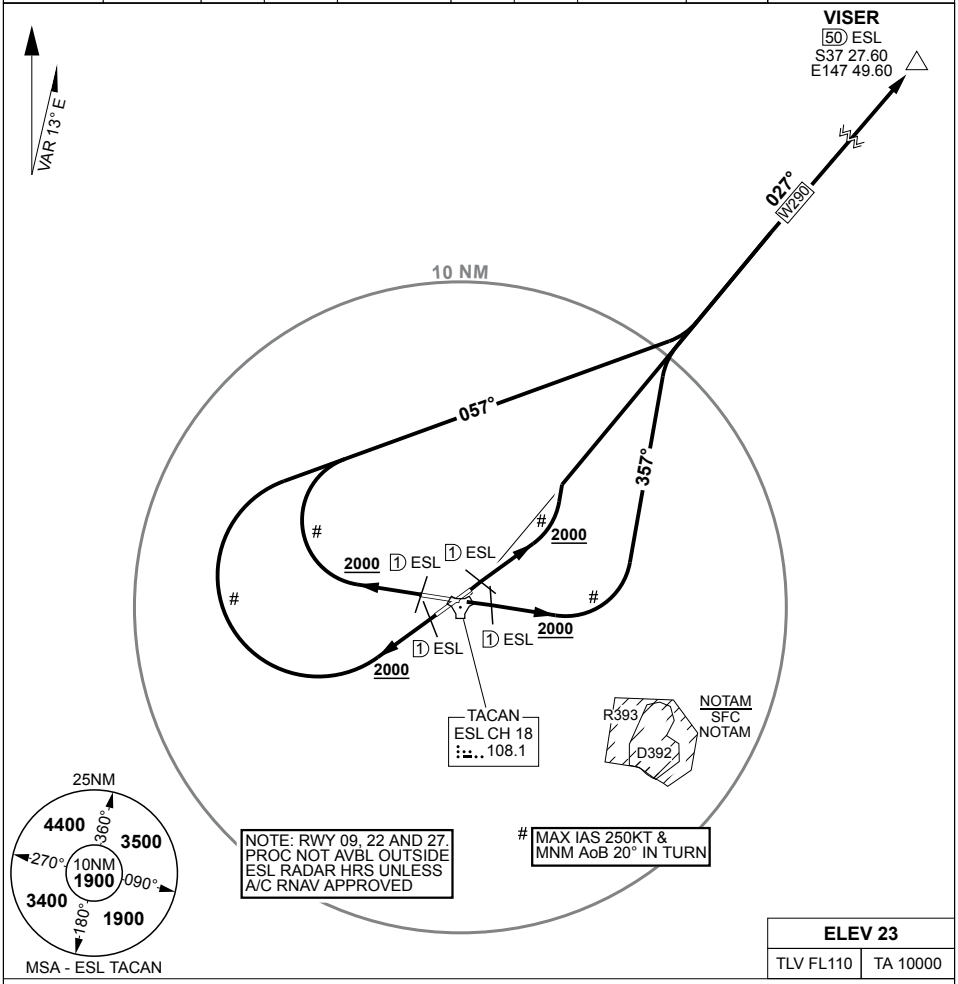
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 335° TO INTCP OUTBOUND TRACK

RWY 22, GRAD 3.6%, TRACK 221°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 035° TO INTCP OUTBOUND TRACK

RWY 27, GRAD 3.3%, TRACK 266°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN RIGHT, TRACK 035° TO INTCP OUTBOUND TRACK

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**	



ELEV 23	
TLV FL110	TA 10000

VISER ONE DEPARTURE:

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

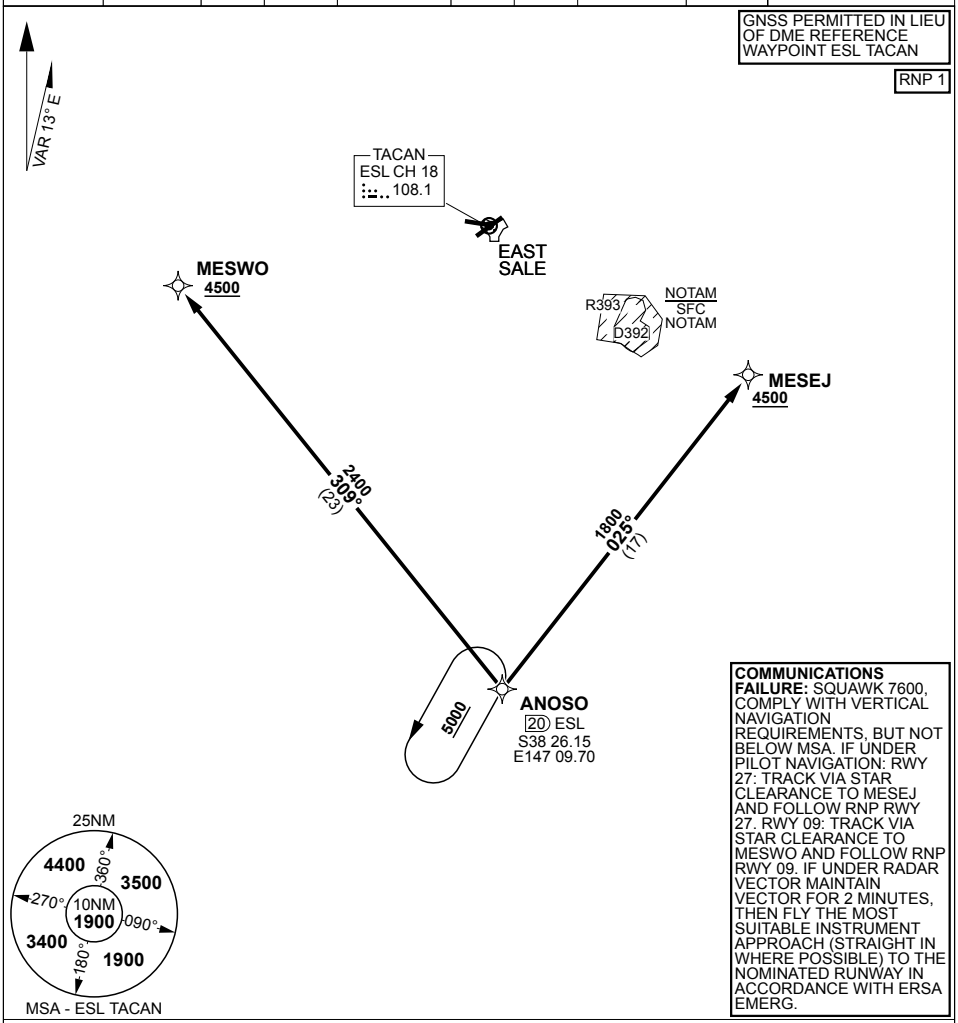
RWY 09, GRAD 3.3%, TRACK 086°, AT OR ABV 2000FT, BUT NOT BEFORE 1 TAC UPWIND, TURN LEFT, TRACK 357° TO INTCP OUTBOUND TRACK

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

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

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**	



ANOSO TWO (RNAV)

CROSS ANOSO AT OR ABOVE 5000FT

RWY 09

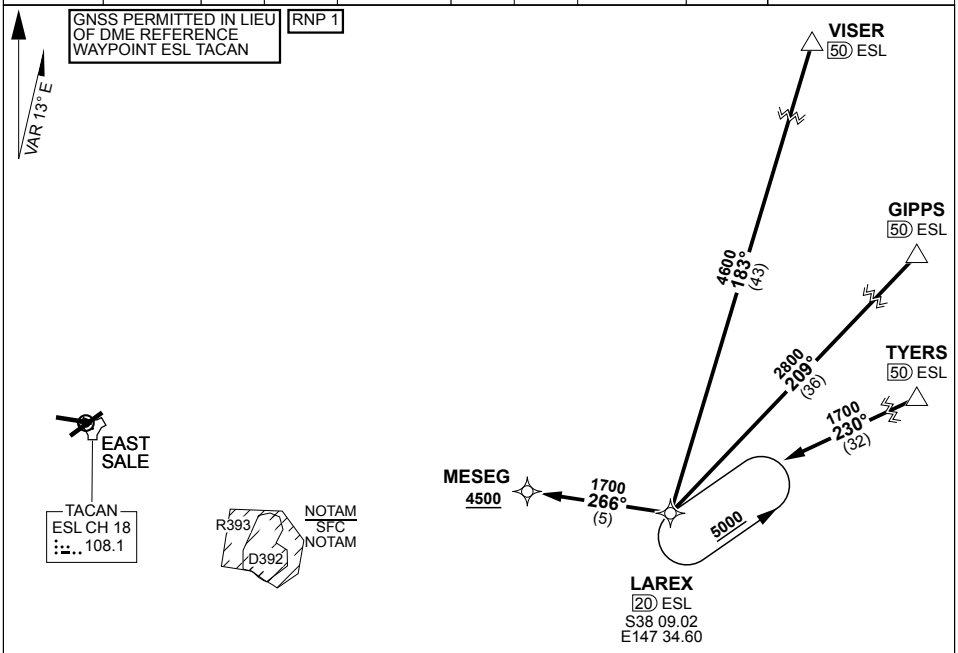
FROM ANOSO TRACK 309° TO MESWO, THEN RNP RWY 09

RWY 27

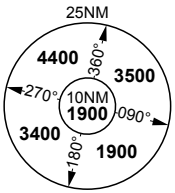
FROM ANOSO TRACK 025° TO MESEJ, THEN RNP RWY 27

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**	



COMMUNICATIONS FAILURE: SQUAWK 7600, COMPLY WITH VERTICAL NAVIGATION REQUIREMENTS, BUT NOT BELOW MSA. IF UNDER PILOT NAVIGATION: RWY 27: TRACK VIA STAR CLEARANCE TO MESEG AND FOLLOW RNP RWY 27. IF UNDER RADAR VECTOR MAINTAIN VECTOR FOR 2 MINUTES, THEN FLY THE MOST SUITABLE INSTRUMENT APPROACH (STRAIGHT IN WHERE POSSIBLE) TO THE NOMINATED RUNWAY IN ACCORDANCE WITH ERSA EMERG.



MSA - ESL TACAN

LAREX TWO (RNAV)

CROSS LAREX AT OR ABV 5000FT

RWY 27

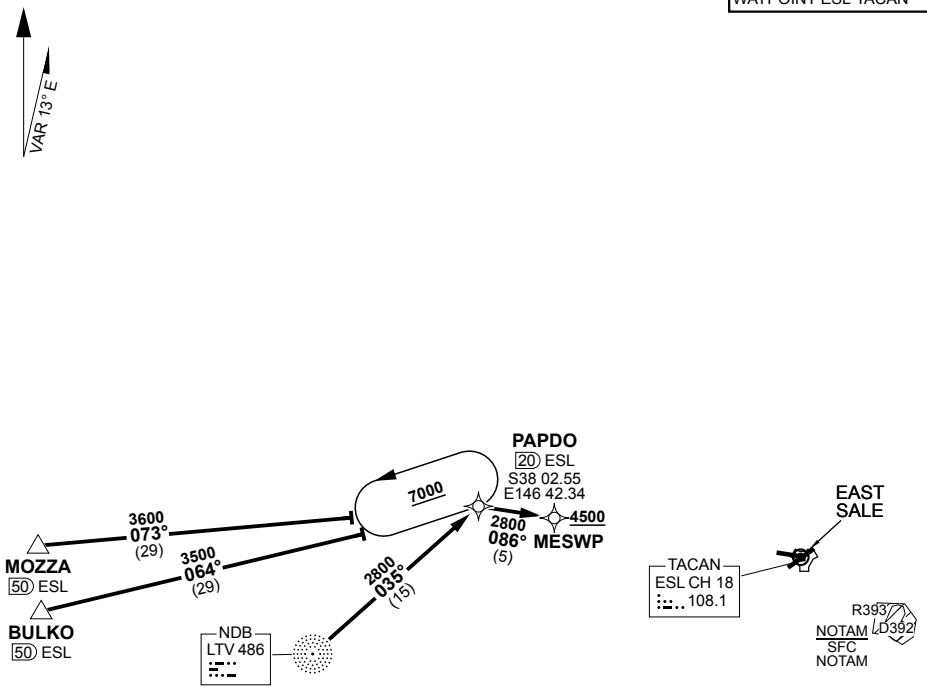
FROM LAREX TRACK 266° TO MESEG, THEN RNP RWY 27

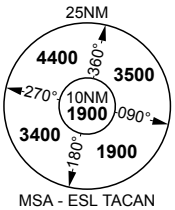
PANS-OPS, WGS 84

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**	

RNP 1

GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT ESL TACAN





MSA - 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)

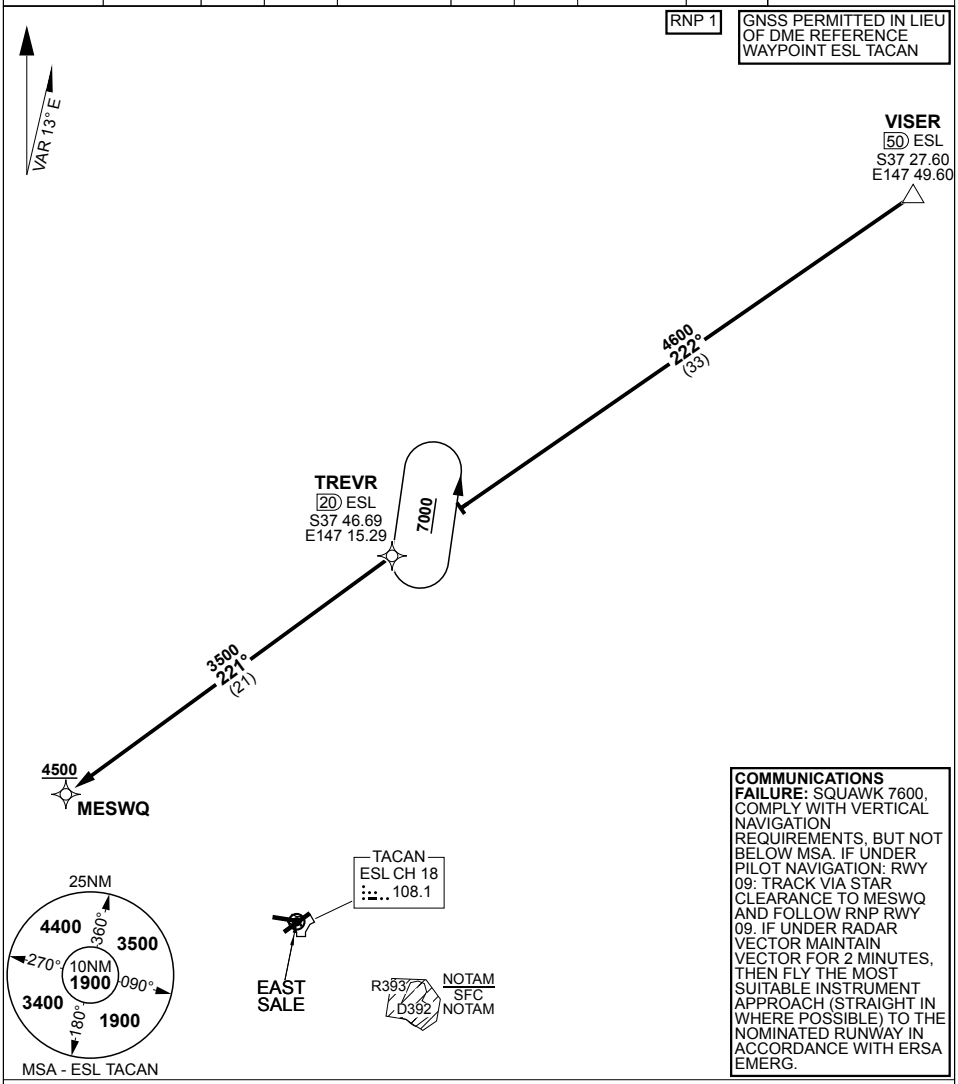
CROSS PAPDO AT OR ABV 7000FT

RWY 09

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

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**	



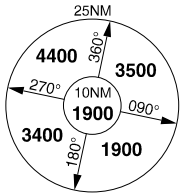
TREVR FIVE (RNAV)

CROSS TREVR AT OR ABV 7000FT

RWY 09

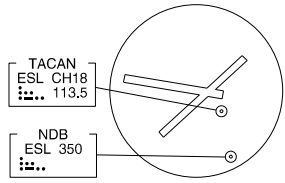
FROM TREVR TRACK 221° TO MESWQ, THEN RNP RWY 09

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	



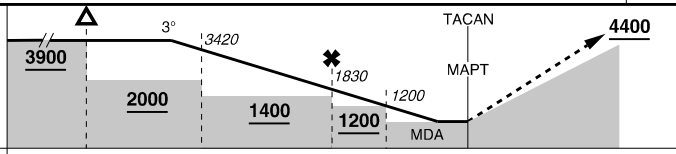
MSA - ESL TACAN

- DME USING TACAN CH18
- GNSS REFERENCE WAYPOINT ESL TACAN



ELEV 23	
TLV FL110	TA 10000

ALL TRACKS TO ESL TACAN



MISSED APPROACH:
CLIMB ON TRACK TO 4400FT OR AS DIRECTED BY ATC.

CIRCLING MINIMA	A,B: 630 -2400	C: 830 -4000	D: 1030 -5000

NM FM TACAN	11.5	11	10	9	8	7	6	5	4	3	2	1.2
ALT (3° APCH PATH)	3900	3740	3420	3110	2790	2470	2150	1830	1510	1200	880	630

LOC/DME IEW 110.7 Chan 44	APCH CRS 266°	RWY LDG 7316 THR ELEV 14 AD ELEV 23

ILS-Y OR LOC-Y RWY 27 USING ESL TACAN OR IEW DME

PANS-OPS, WGS-84

EAST SALE (YMES)

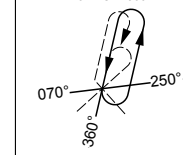
MISSED APPROACH:
TRACK 266°, CLIMB TO **3500FT** OR AS DIRECTED BY ATC.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

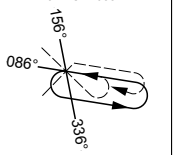
TRACK IN	TIME	MNM ALT	DME LIMIT
180°		4500	15

BRONY HOLDING
10 TAC R-360



TRACK IN	TIME	MNM ALT	DME LIMIT
266°	1	3500	

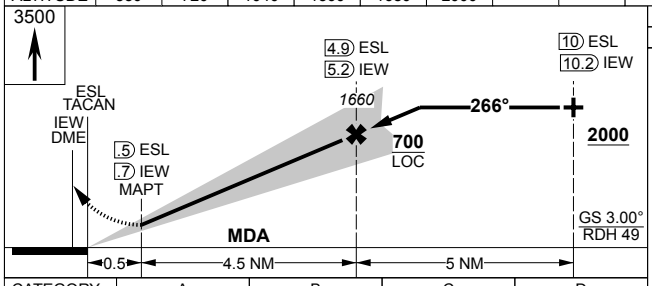
LIDVU HOLDING
15 TAC R-085



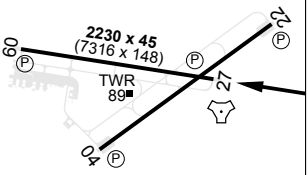
TRACK IN	TIME	MNM ALT	DME LIMIT
360°		4500	15

JOSSO HOLDING
10 TAC R-180

ESL TAC	1.4	2	3	4	5	6.0
IEW DME	1.6	2.2	3.2	4.2	5.2	6.2
ALTITUDE	530	720	1040	1360	1680	2000



TLV FL110	TA 10000
THR ELEV 14	TDZE 18



CATEGORY	A	B	C	D
S-ILS 27	**320** 306	1700m	(VIS -1500 WITH ACTUAL QNH)	
S-LOC 27	**530** 516	2900m	(VIS -2300 WITH ACTUAL QNH)	
CIRCLING	**630** 607	2400m	**830** 807 4000m	**1030** 1007 5000m

CHANGES: SUA IDENT

S38 05.94 E147 08.97

09 JUL 26

EAST SALE (YMES)

ILS-Y OR LOC-Y RWY 27 USING ESL TACAN OR IEW DME

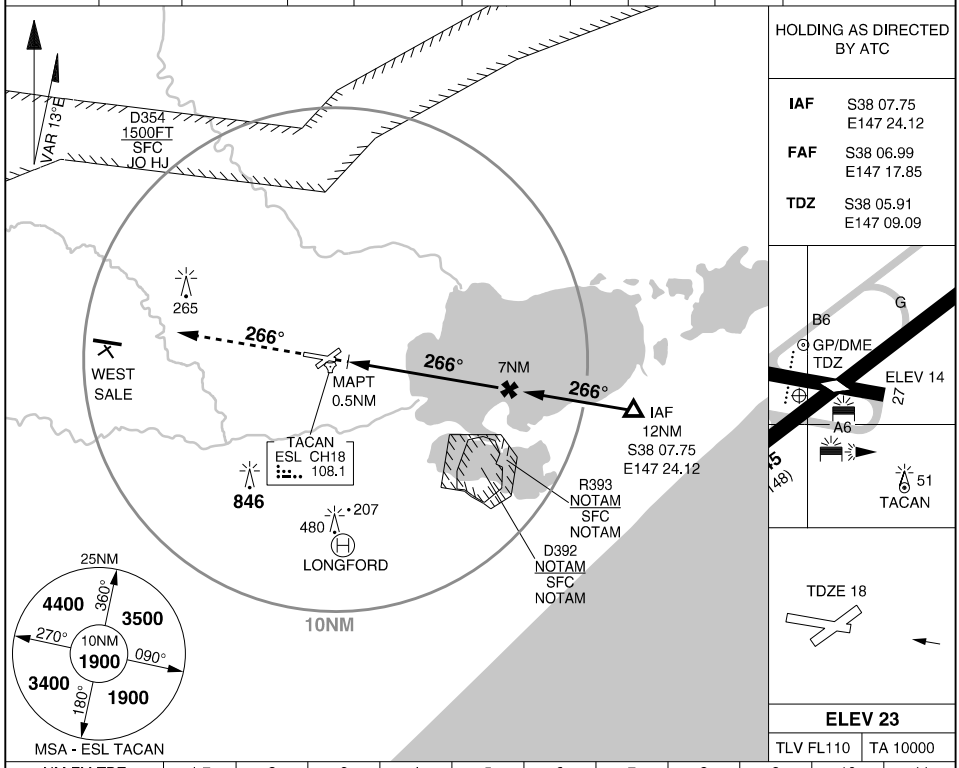
AIS-AF: MILITARY USE ONLY

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

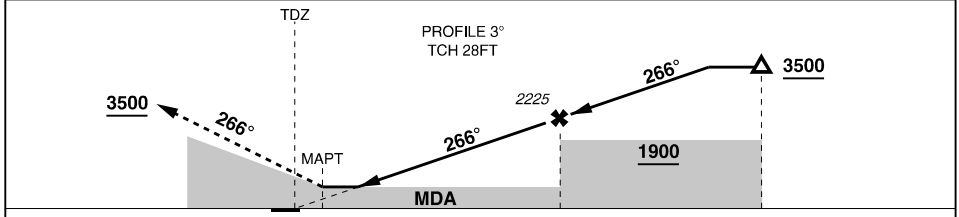
ARA RWY 27
EAST SALE (YMES)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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

EAST SALE (YMES)
ARA RWY 27

TACAN ESL Chan **18**	APCH CRS **050°**	RWY LDG **7995** THR ELEV **20** AD ELEV **23**

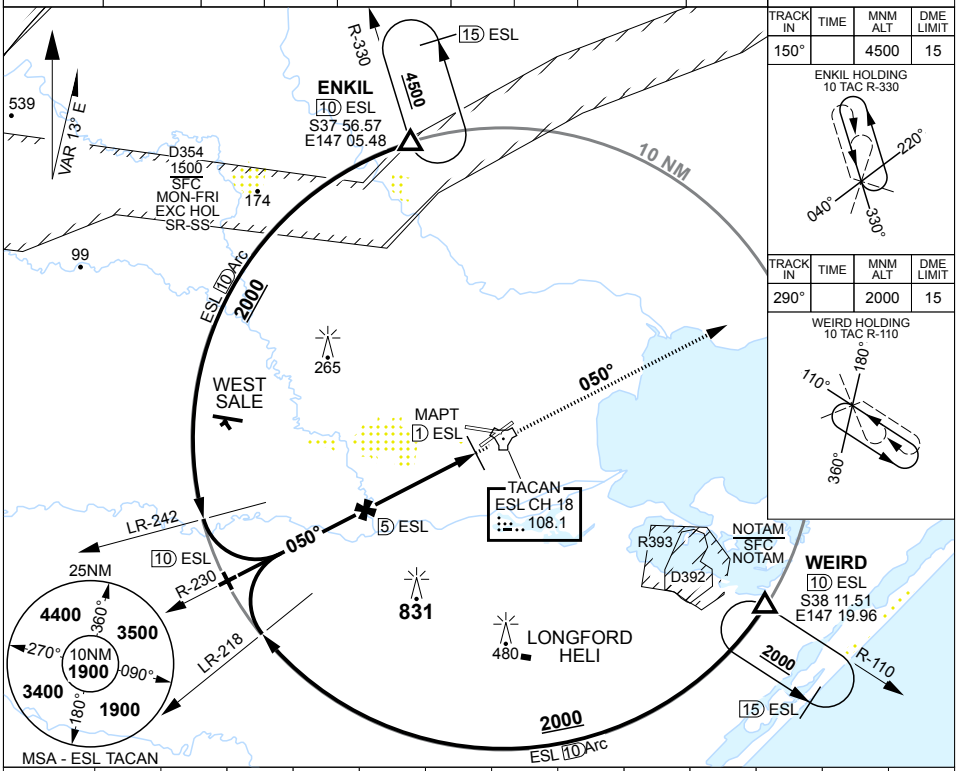
PANS-OPS, WGS-84

TACAN RWY 04
EAST SALE (YMES)

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

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



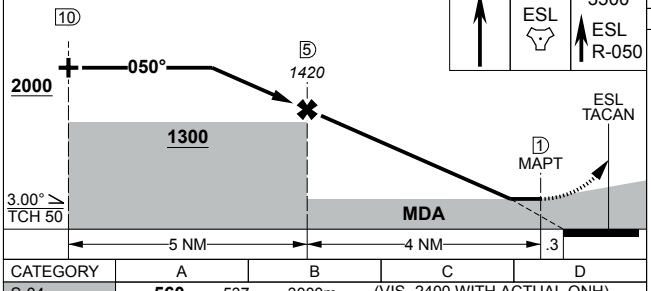
TRACK IN	TIME	MNM ALT	DME LIMIT
150°		4500	15

ENKIL HOLDING
10 TAC R-330

TRACK IN	TIME	MNM ALT	DME LIMIT
290°		2000	15

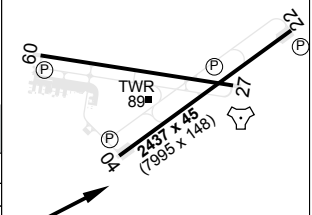
WEIRD HOLDING
10 TAC R-110

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



ESL
3500
ESL
R-050

TLV FL110	TA 10000
THR ELEV 20	TDZE 20



CATEGORY	A	B	C	D
S-04	**560** 537	3000m	(VIS -2400 WITH ACTUAL QNH)	
CIRCLING	**630** 607	2400m	**830** 807 4000m	**1030** 1007 5000m

CHANGES: SUA IDENT
09 JUL 26

S38 05.94 E147 08.97

AIS-AF
MILITARY USE ONLY

EAST SALE (YMES)
TACAN RWY 04

TACAN ESL Chan **18**	APCH CRS **091°**	RWY LDG **7316** THR ELEV **23** AD ELEV **23**

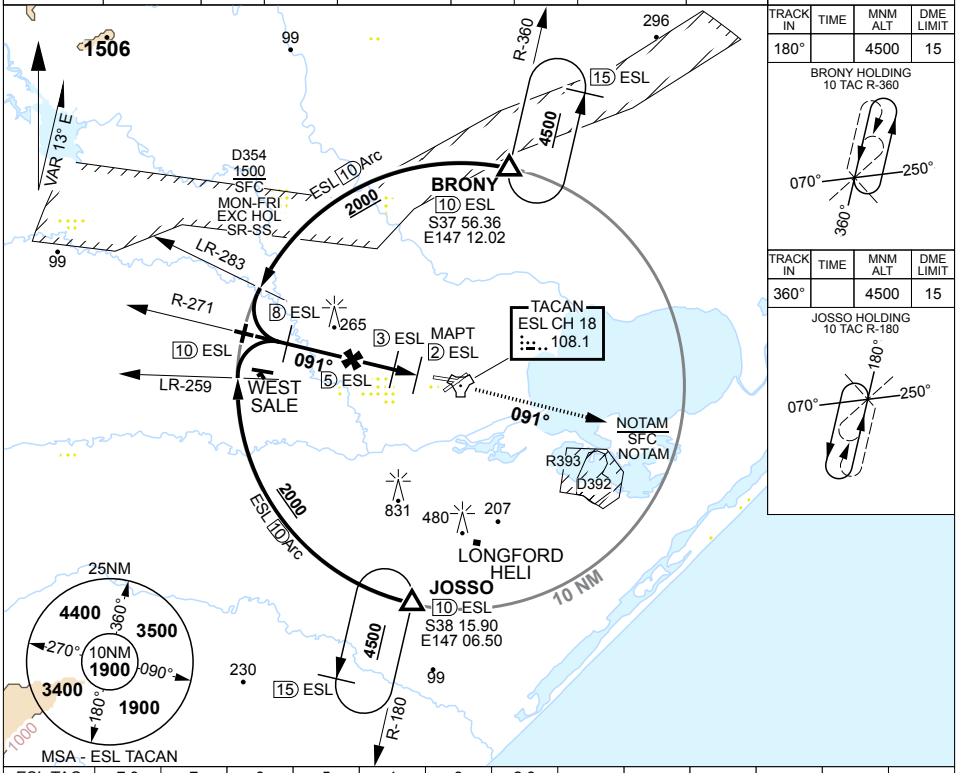
PANS-OPS, WGS-84

TACAN RWY 09
EAST SALE (YMES)

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

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



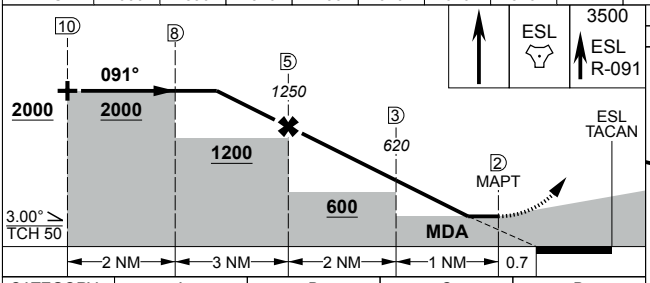
TRACK IN	TIME	MNM ALT	DME LIMIT
180°		4500	15

BRONY HOLDING
10 TAC R-360

TRACK IN	TIME	MNM ALT	DME LIMIT
360°		4500	15

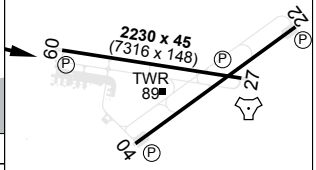
JOSSO HOLDING
10 TAC R-180

ESL TAC	7.3	7	6	5	4	3	2.8
ALTITUDE	2000	1890	1570	1250	940	620	540



3500
ESL
R-091

TLV FL110	TA 10000
THR ELEV 23	TDZE 23



MIRL all rwys

CATEGORY	A	B	C	D
S-09	**540**	517	2800m	
CIRCLING	**630**	607 2400m	**830** 807 4000m	**1030** 1007 5000m

CHANGES: SUA IDENT
09 JUL 26

S38 05.94 E147 08.97

AIS-AF
MILITARY USE ONLY

EAST SALE (YMES)
TACAN RWY 09

TACAN RWY 22
EAST SALE (YMES)

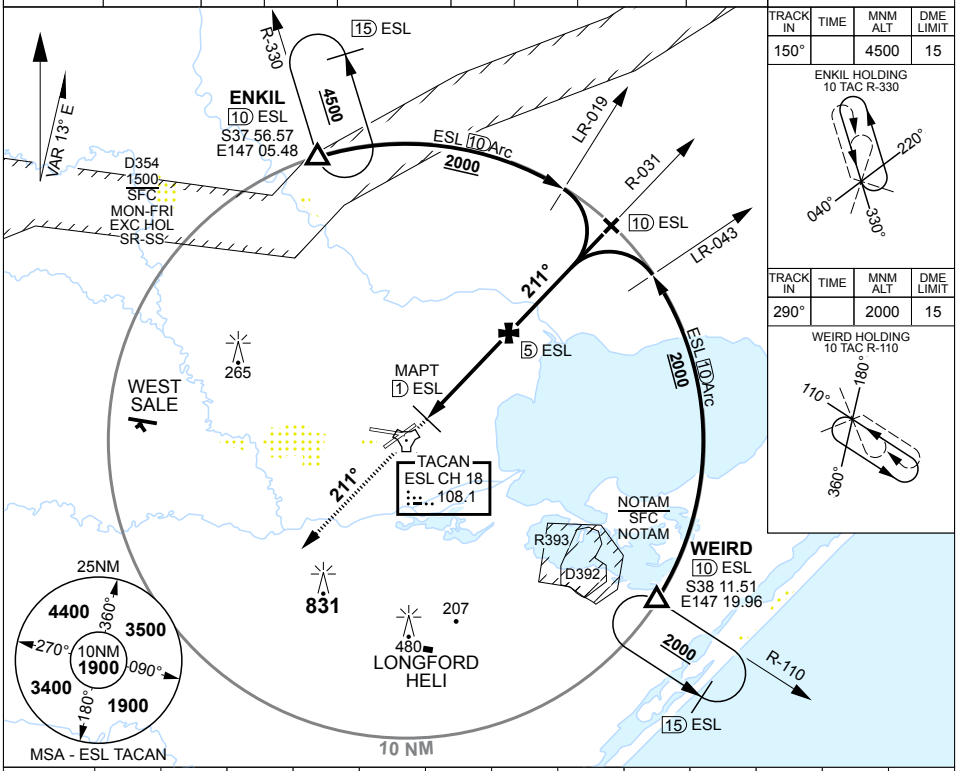
TACAN ESL Chan **18**	APCH CRS **211°**	RWY LDG **7995** THR ELEV **14** AD ELEV **23**

PANS-OPS, WGS-84

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

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



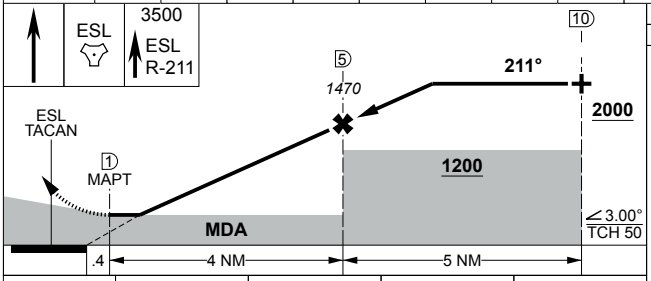
TRACK IN	TIME	MNM ALT	DME LIMIT
150°		4500	15

ENKIL HOLDING
10 TAC R-330

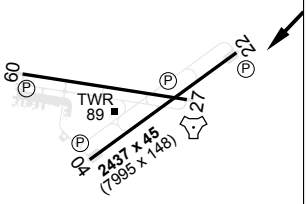
TRACK IN	TIME	MNM ALT	DME LIMIT
290°		2000	15

WEIRD HOLDING
10 TAC R-110

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



TLV FL110	TA 10000
THR ELEV 14	TDZE 16



MIRL all rwys

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

CHANGES: SUA IDENT
09 JUL 26

S38 05.94 E147 08.97

AIS-AF
MILITARY USE ONLY

TACAN ESL Chan **18**	APCH CRS **252°**	RWY LDG **7316** THR ELEV **14** AD ELEV **23**

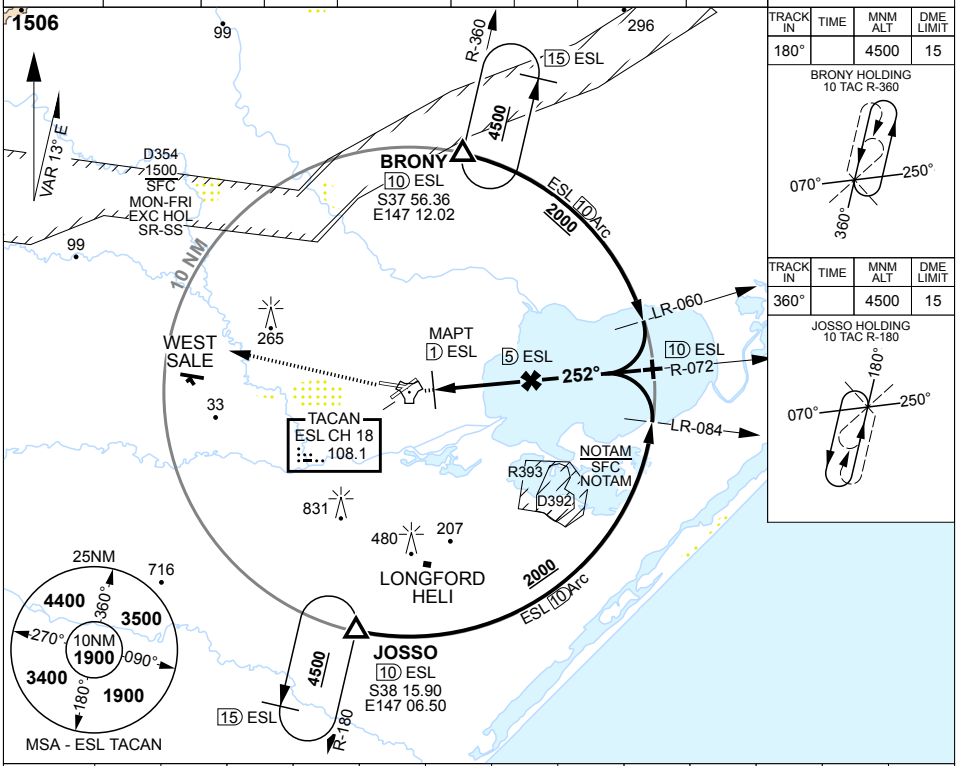
PANS-OPS, WGS-84

TACAN RWY 27
EAST SALE (YMES)

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

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



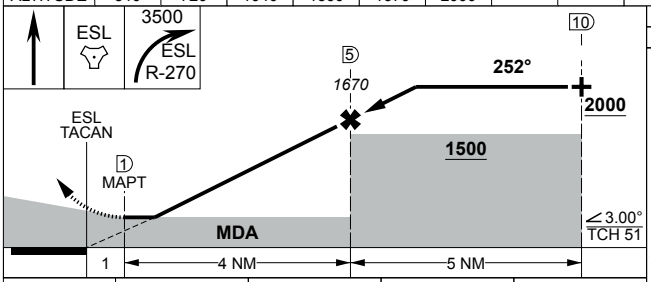
TRACK IN	TIME	MNM ALT	DME LIMIT
180°		4500	15

BRONY HOLDING
10 TAC R-360

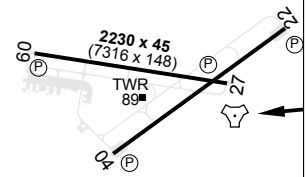
TRACK IN	TIME	MNM ALT	DME LIMIT
360°		4500	15

JOSSO HOLDING
10 TAC R-180

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



TLV FL110	TA 10000
THR ELEV 14	TDZE 18



MIRL all rwys

CATEGORY	A	B	C	D
S-27	**510**	496	2800m	
CIRCLING	**630** 607 2400m		**830** 807 4000m	**1030** 1007 5000m

CHANGES: SUA IDENT
09 JUL 26

S38 05.94 E147 08.97

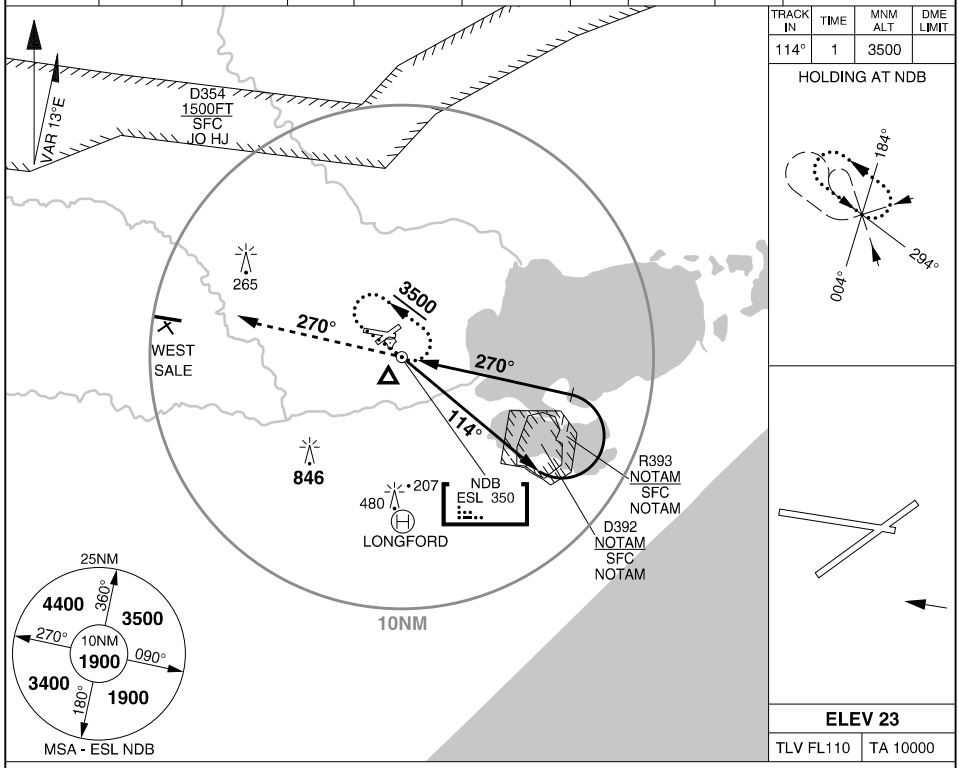
AIS-AF
MILITARY USE ONLY

EAST SALE (YMES)
TACAN RWY 27

S38 05.94 E147 08.97
PANS-OPS, WGS 84

NDB-A
EAST SALE (YMES)

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

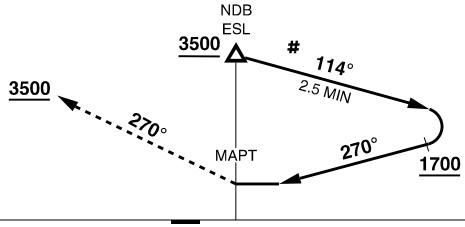


TRACK IN	TIME	MNM ALT	DME LIMIT
114°	1	3500	

HOLDING AT NDB

ELEV 23

TLV FL110	TA 10000



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

CATEGORY	A	B	C	D
CIRCLING	**630** 607 -2400		**830** 807 -4000	**1030** 1007 -5000

MAX IAS OUTBOUND AND REVERSAL 230KT

CHANGES: SUA D354

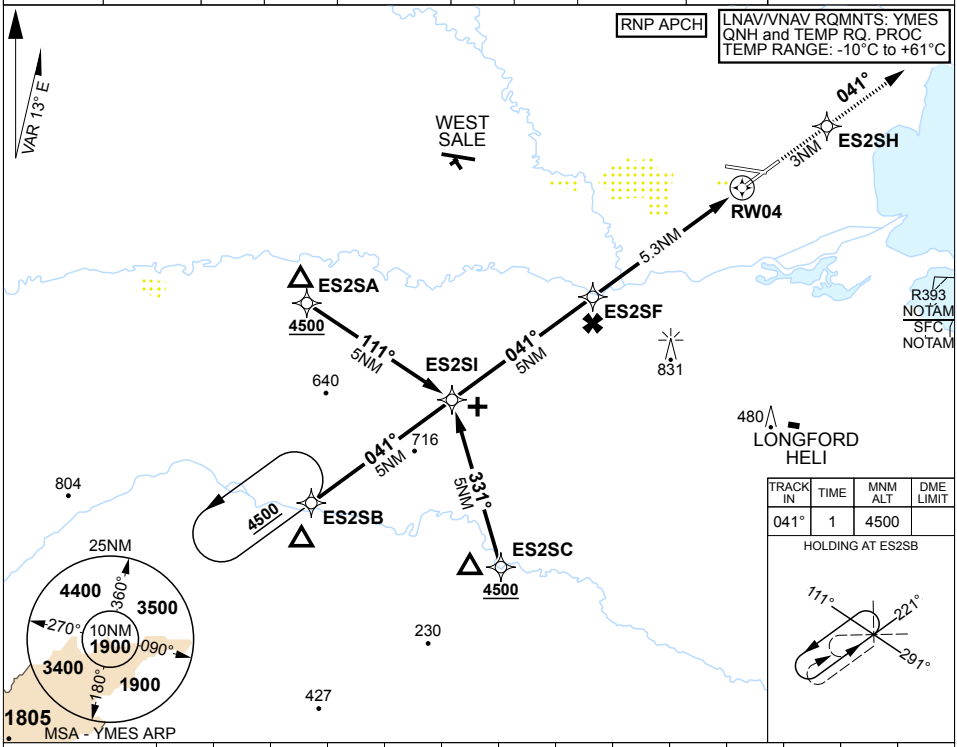
APCH CRS 041°	RWY LDG 7995 THR ELEV 20 AD ELEV 23

PANS-OPS, WGS-84

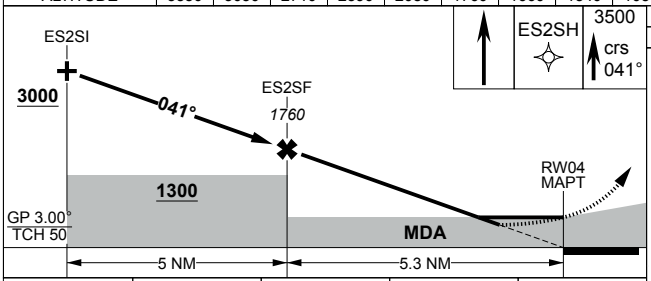
1. MAX IAS INITIAL: 210KT.

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

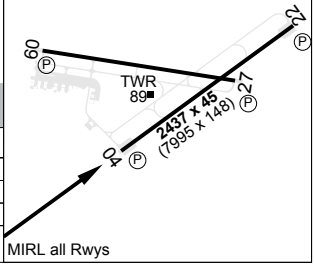
ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
125.4 350	125.4	133.6 134.1	127.25	118.3 257.8	123.3 340.2	135.8	118.3	124.0	



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	



TLV FL110 | TA 10000
THR ELEV 20 | TDZE 20



CATEGORY	A	B	C	D
LNAV/VNAV DA	360	340	1800m	
LNAV MDA	570	547	3100m	(VIS -2500 WITH ACTUAL QNH)
CIRCLING	630	607	2400m	830 807 4000m	1030 1007 5000m

CHANGES: CIRCLING
04 SEP 25

S38 05.94 E147 08.97

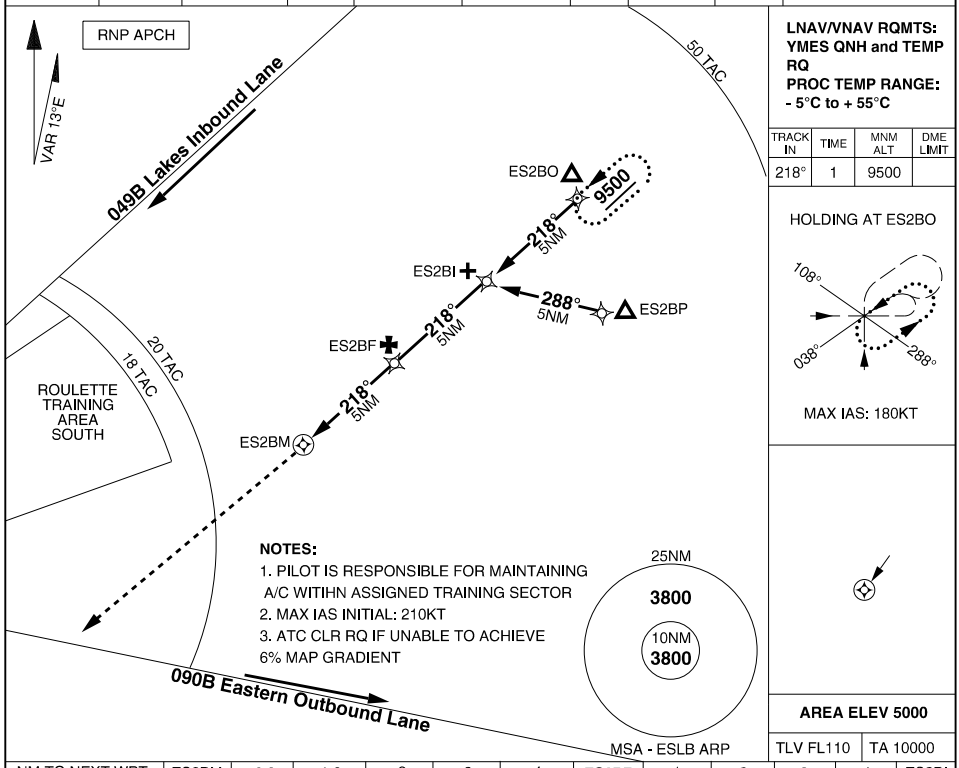
AIS-AF
MILITARY USE ONLY

S38 02.70 E147 39.36
PANS-OPS, WGS 84

RNP B (CAT C)
BRAVO (ESLB)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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	

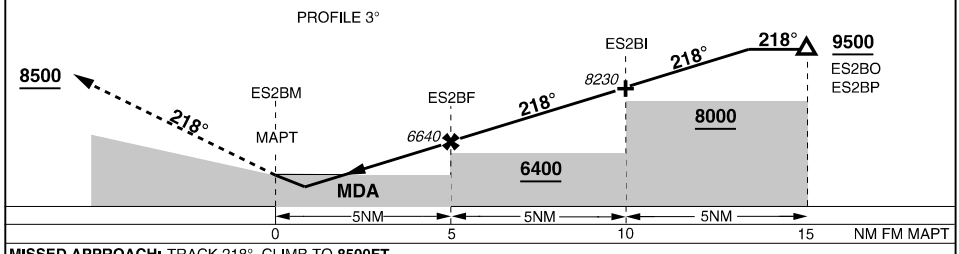
HOLDING AT ES2BO

MAX IAS: 180KT

AREA ELEV 5000

TLV FL110 | TA 10000

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.

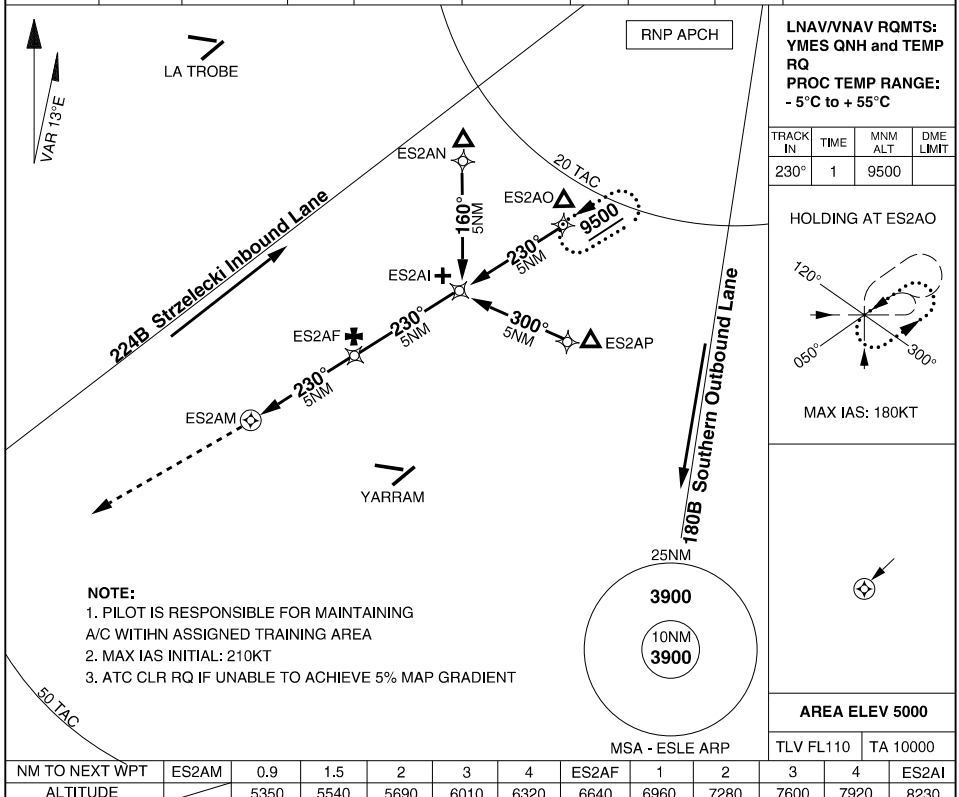
CHANGES: RNP APCH RQMNT
30 NOV 23

S38 30.77 E146 35.27
PANS-OPS, WGS 84

RNP E (CAT C)
ECHO (ESLE)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	ACC	CTAF/AFRU	FIA (ML)
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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

TRACK IN	TIME	MNM ALT	DME LIMIT
230°	1	9500	

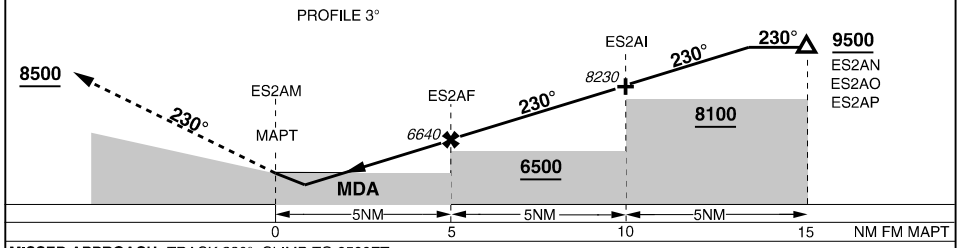
HOLDING AT ES2AO

MAX IAS: 180KT

AREA ELEV 5000

TLV FL110 | TA 10000

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



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

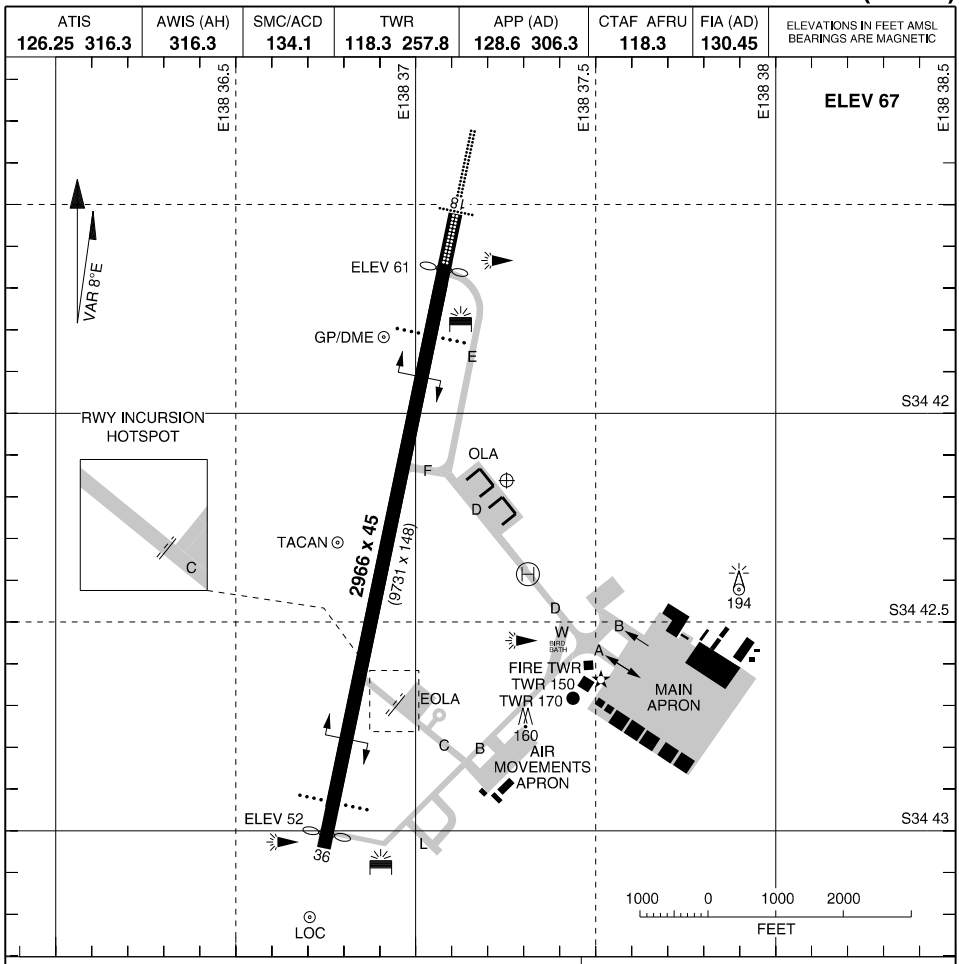
CATEGORY	A	B	C	D	E
LNAV/VNAV (5.0% MAP)	**5350** 350 -1900			NOT AUTHORISED	
LNAV MDA (5.0% MAP)	**5540** 540 -3000 (VIS -2400 WITH ACTUAL QNH)				

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

CHANGES: RNP APCH RQMNT
30 NOV 23

S34 42.15 E138 37.25
PANS-OPS, WGS 84

AERODROME CHART
EDINBURGH (YPED)



LIGHTING

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

AERODROME BEACON ALTN WG
ILLUMINATED WIND INDICATOR
OBSTRUCTION
SDBY PWR AVBL

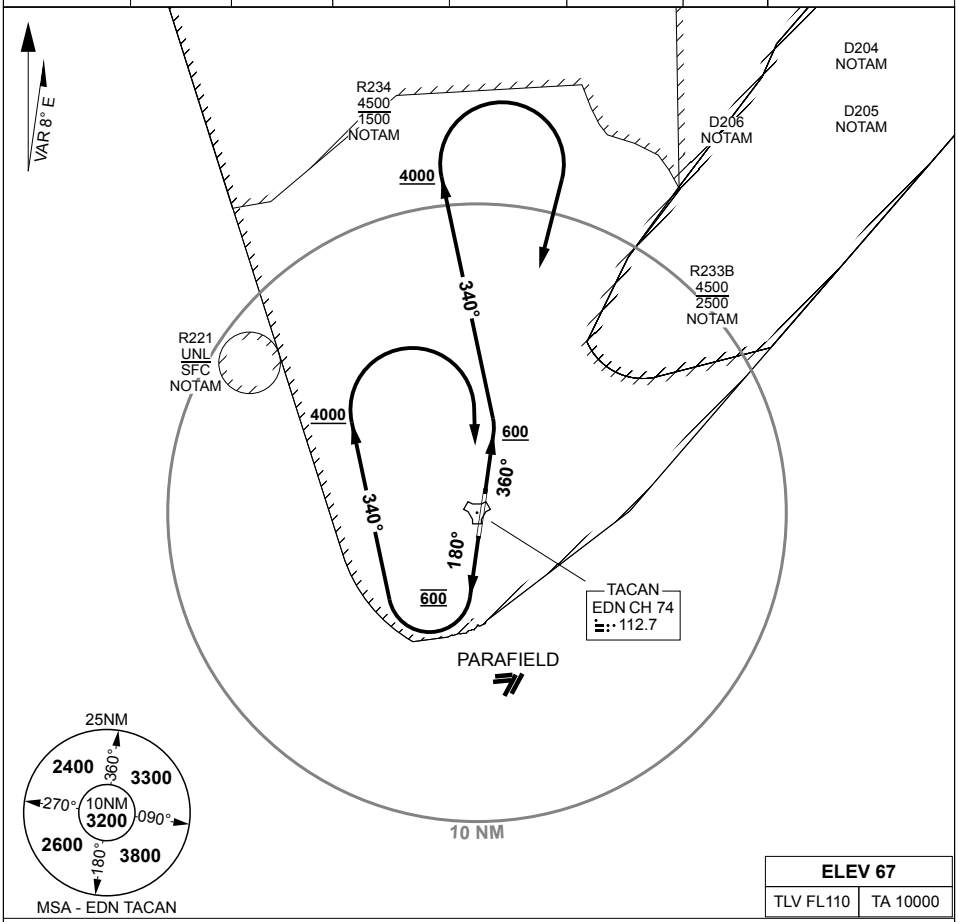
NOTES

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

CHANGES: PTBL RL REMOVED.
27 NOV 25

PANS-OPS, WGS 84

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



ELEV 67	
TLV FL110	TA 10000

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

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

ATIS	AWIS (AH)	SMC/ACD	TWR	APP (AD)	CTAF AFRU	FIA (AD)
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	130.45

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

NOTES: • PROCEDURE NOT AVAILABLE WHEN R221 ACTIVE UNLESS AUTHORISED BY ATC

GNSS PERMITTED IN LIEU OF DME
REFERENCE WAYPOINTS:
- EDN TACAN or
- IED DME

R-322 · R234 4500 / 1500 NOTAM · LR-350 · 16 TAC · 3300 · UPTUN IAF 11 TAC S34 31.41 E138 38.91 · 2000 · PIKIS IAF 11 TAC S34 32.74 E138 30.09 · 181° · NIPOL 4.9 TAC 4.4 DME · R221 SFC UNL NOTAM · 394 · MAPT LOC 1.2 TAC 0.8 DME · 181° · 340° · DME IED CH44 110.7 · TACAN EDN CH74 112.7 · 500 · 249 · 207 · R234 4500 / 1500 NOTAM · 951 · LOC IED 110.7 · 1053 · 411 · 1778 · 538 · PARAFIELD · 1411 · 493 · 10NM · 591 · 1604 · D206 BCTA NOTAM NOTAM · D204, D205 BCTA NOTAM NOTAM · R233B 4500 / 2500 NOTAM · VAR 8°E

TRACK IN	TIME	MNM ALT	DME LIMIT
181°		3300	16

HOLDING AT UPTUN

111° · 291° · 001°

TDZE 61

25NM · 10NM · 2400 · 3300 · 2600 · 3800 · 3200 · 360° · 090° · 180° · 270°
MSA - EDN TACAN

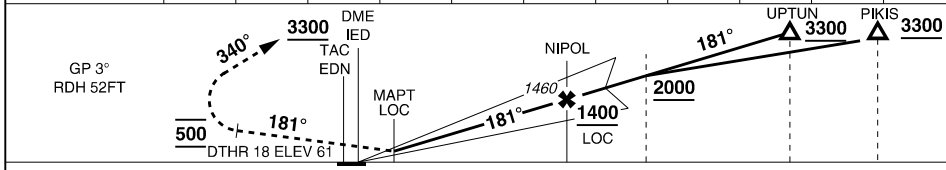
3 NM ARP

NO CIRCLING

ELEV 67

TLV FL110 | TA 10000

EDN TAC DIST	2.2	3	4	5	6	7	8	9	10	10.7	
IED DME DIST	1.8	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.2	
ALTITUDE	610	850	1170	1490	1810	2130	2450	2760	3080	3300	



MISSED APPROACH : TRACK 181°. AT 500FT (LOC AT MAPT) TURN RIGHT, MAX IAS IN TURN: 210KT. TRACK 340°. CLIMB TO 3300FT OR AS DIRECTED BY ATC

CATEGORY	A	B	C	D	E
ILS/TAC	**410** 349 -1200		(VIS - 800 WITH ACTUAL QNH)		NOT AUTHORISED
LOC/TAC	**610** 543 -2300				
CIRCLING	**800** 733 -2000	**800** 733 -2400	**890** 823 -4000	**890** 823 -5000	

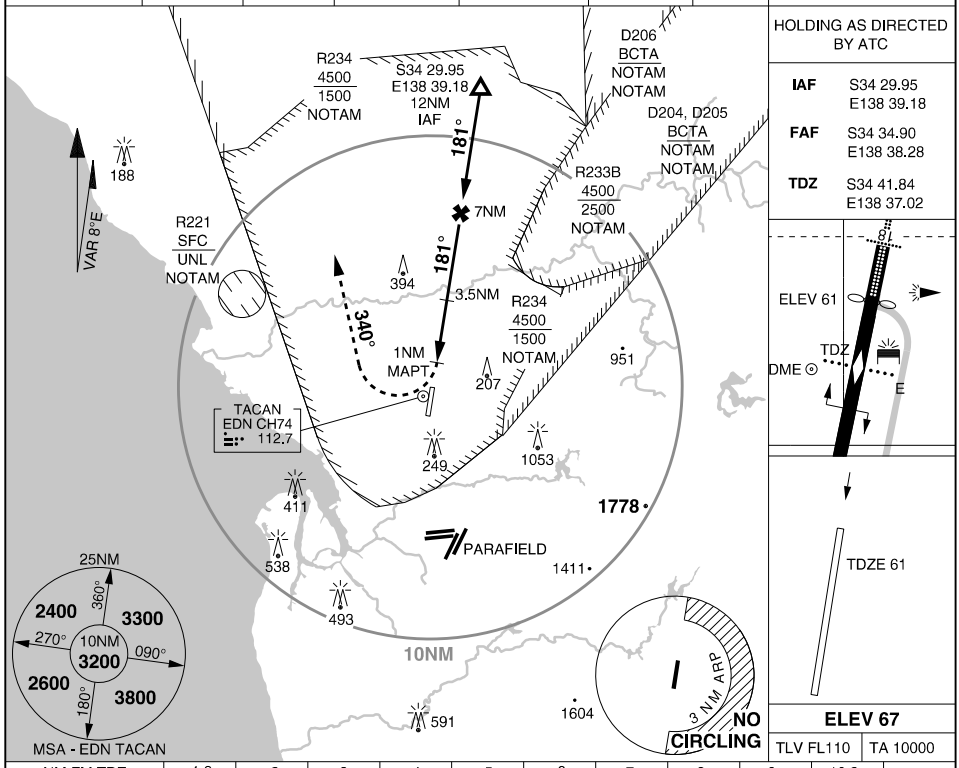
NOTES:
1. NO CIRCLING IN SECTOR EAST OF RWY 18/36 BEYOND 3NM FM ARP
2. ENSURE AN AWY CLR TO RE-ENTER CONTROLLED AIRSPACE IS REC PRIOR TO COMMENCING AN INSTR APCH INTO THE EDN CTAF IN MARGINAL COND OR WHEN A MISSED APCH IS INTENDED FLW A PRACTICE APCH
3. MISSED APCH TOLERANCE NOT CONTAINED WITHIN YPED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

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

ARA RWY 18
EDINBURGH (YPED)

ATIS	AWIS (AH)	SMC/ACD	TWR	APP (AD)	CTAF AFRU	FIA (AD)
126.25 316.3	316.3	134.1	118.3 257.8	128.6 306.3	118.3	130.45

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



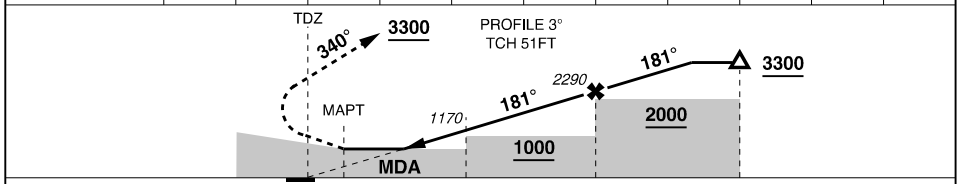
HOLDING AS DIRECTED BY ATC

IAF	S34 29.95 E138 39.18
FAF	S34 34.90 E138 38.28
TDZ	S34 41.84 E138 37.02

ELEV 67

TLV FL110 | TA 10000

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



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

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

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

CHANGES: RWY END DIAGRAM
20 MAR 25

TACAN EDN Chan **74**	APCH CRS **187°**	RWY LDG **8399** THR ELEV **61** AD ELEV **67**

PANS-OPS, WGS-84

TACAN RWY 18
EDINBURGH (YPED)

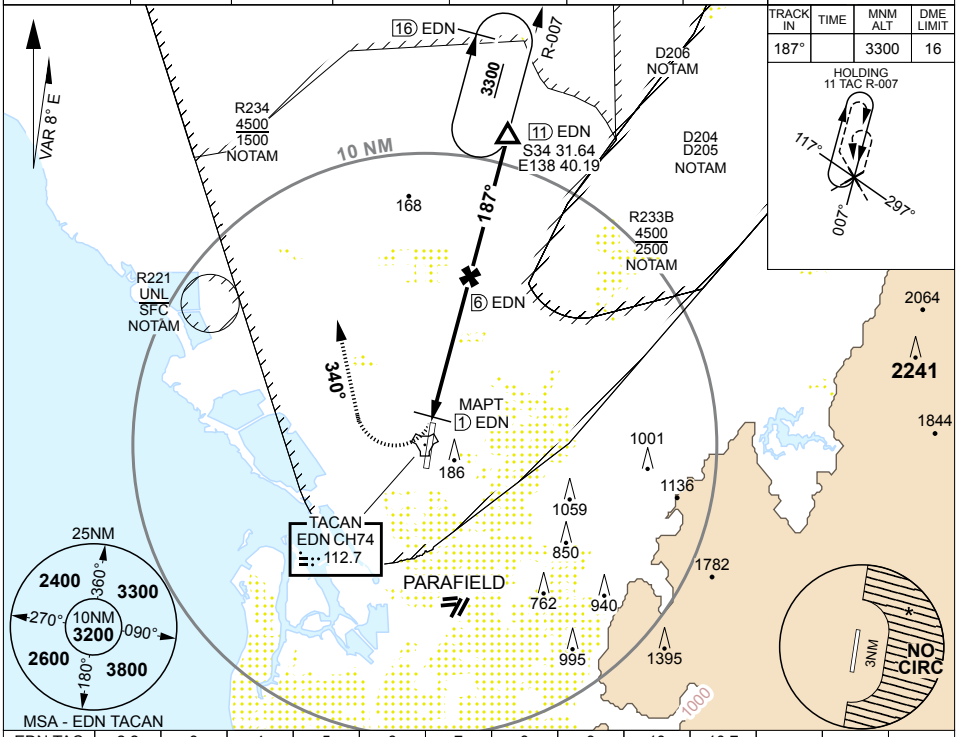
1. NO CIRCLING IN SECTOR EAST OF RWY 18/36 BEYOND 3NM.
2. ENSURE AN AWY CLR TO RE-ENTER CONTROLLED AIRSPACE IS REC PRIOR TO COMMENCING AN INSTR APCH INTO THE EDN CTAF IN MARGINAL COND OR WHEN A MISSED APCH IS INTENDED FLW A PRACTICE APCH.
3. MISSED APCH TOLERANCE NOT CONTAINED WITHIN YPED CTR/CTAF.
4.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

ALSF-1

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)
126.25 316.3	**316.3**	**134.1**	**118.3 257.8**	**128.6 306.3**	**118.3**	**130.45**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

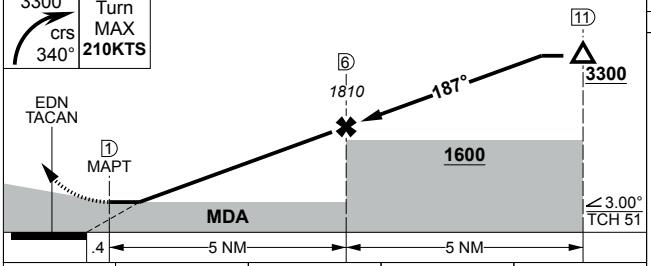


TRACK IN	TIME	MNM ALT	DME LIMIT
187°		3300	16

HOLDING
11 TAC R-007
117°
297°
007°

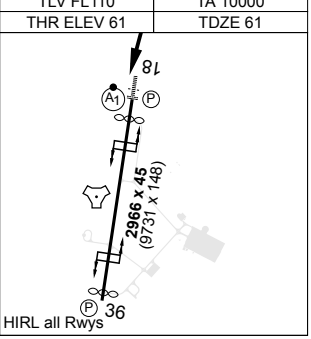
EDN TAC	2.2	3	4	5	6	7	8	9	10	10.7			
ALTITUDE	620	860	1180	1500	1810	2130	2450	2770	3090	3300			

3300 crs 340° — Turn MAX **210KTS**



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

TLV FL110	TA 10000
THR ELEV 61	TDZE 61



HIRL all Rwys

CHANGES: TAC CH/FREQ
23 MAR 23

S34 42.15 E138 37.25

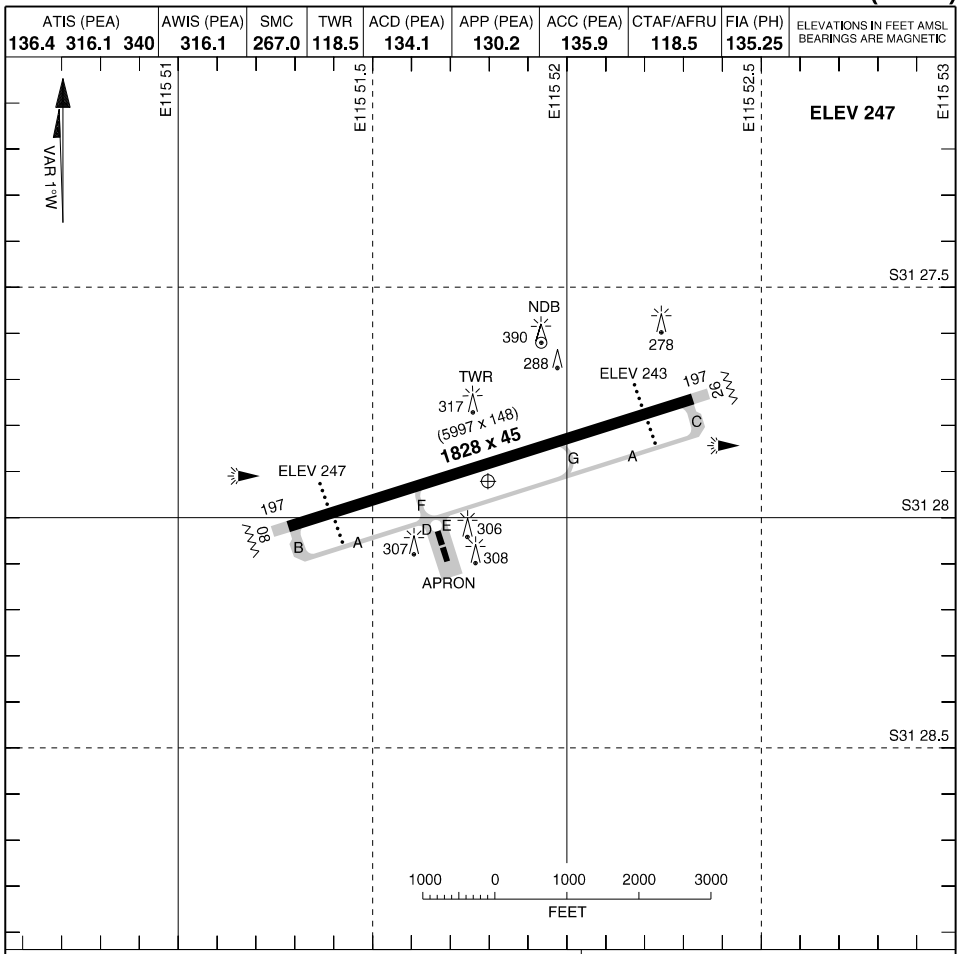
AIS-AF
MILITARY USE ONLY

EDINBURGH (YPED)
TACAN RWY 18

S31 27.91 E115 51.80
PANS-OPS, WGS 84

AERODROME CHART
GINGIN (YGIG)

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



LIGHTING

RWY	APPROACH	THR	RUNWAY
08 (076°)	PAPI - 3.00° 29FT		LIRL (1)
26 (256°)	PAPI - 3.00° 30FT		

TAXIWAY: CENTRELINE GREEN
ILLUMINATED WIND INDICATOR
SDBY PWR AVBL

NOTES

CHANGES: IWI
28 NOV 24

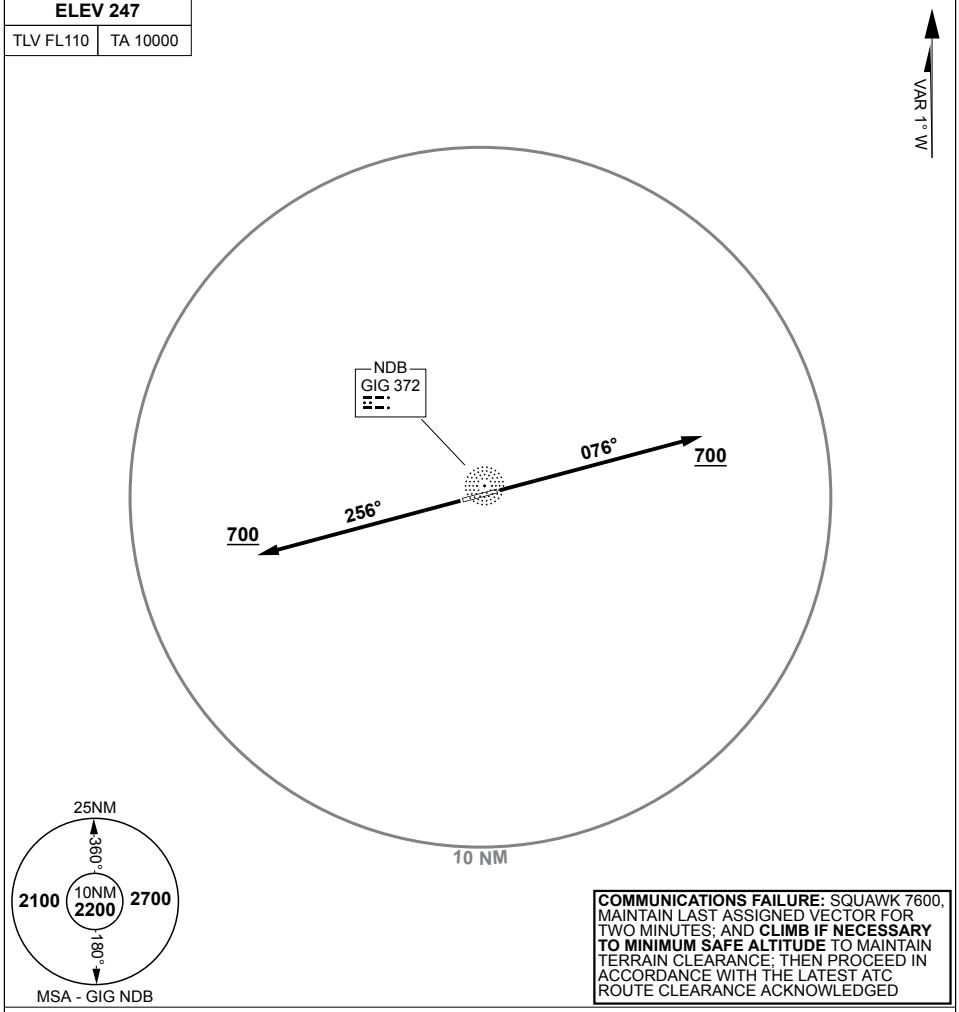
AIS-AF
MILITARY USE ONLY

SID (RADAR) ALL RWYS
GINGIN (YGIG)

PANS-OPS, WGS 84

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**	

ELEV 247	
TLV FL110	TA 10000



COMMUNICATIONS FAILURE: SQUAWK 7600, MAINTAIN LAST ASSIGNED VECTOR FOR TWO MINUTES; AND **CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE** TO MAINTAIN TERRAIN CLEARANCE; THEN PROCEED IN ACCORDANCE WITH THE LATEST ATC ROUTE CLEARANCE ACKNOWLEDGED

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

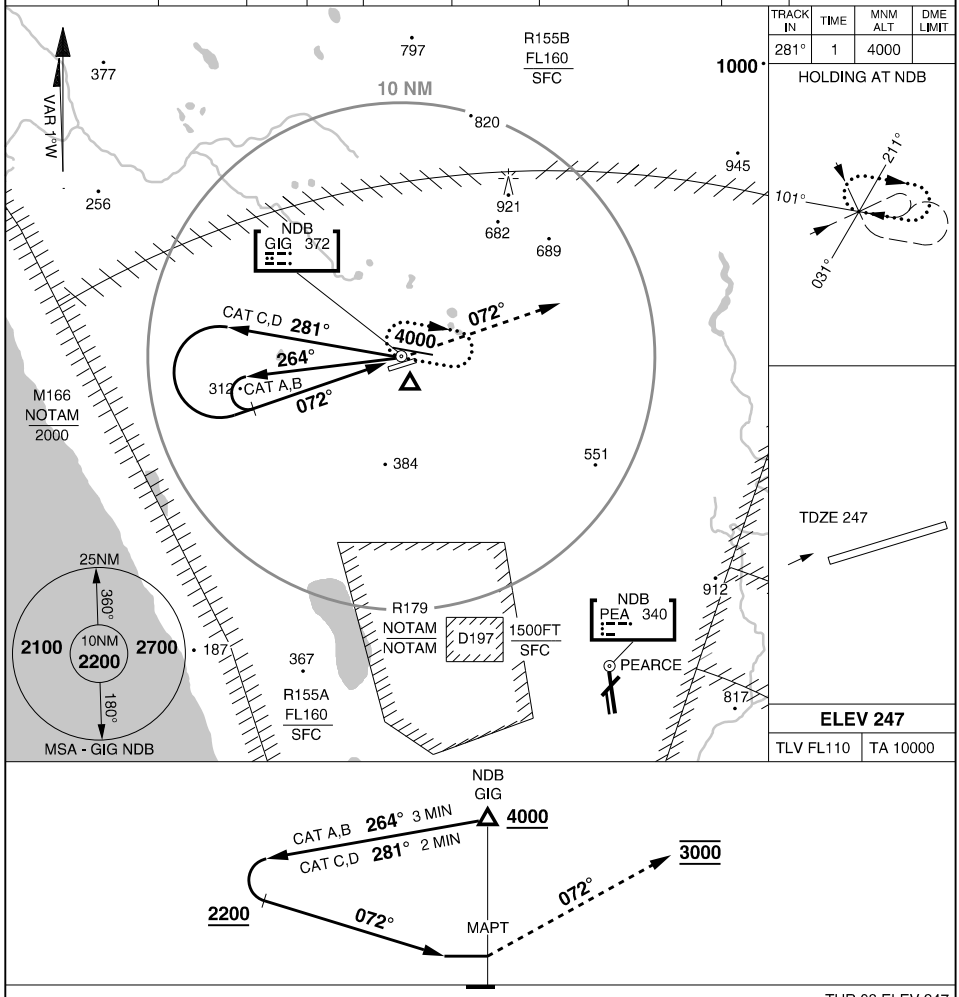
GRAD 3.3%, TRACK 256°, AT 700FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

S31 27.91 E115 51.80
PANS-OPS, WGS 84

NDB RWY 08
GINGIN (YGIG)

ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF/AFRU	FIA (PH)
136.4 316.1 340	316.1	267.0	118.5	134.1	130.2	135.9	118.5	135.25

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



THR 08 ELEV 247

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

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

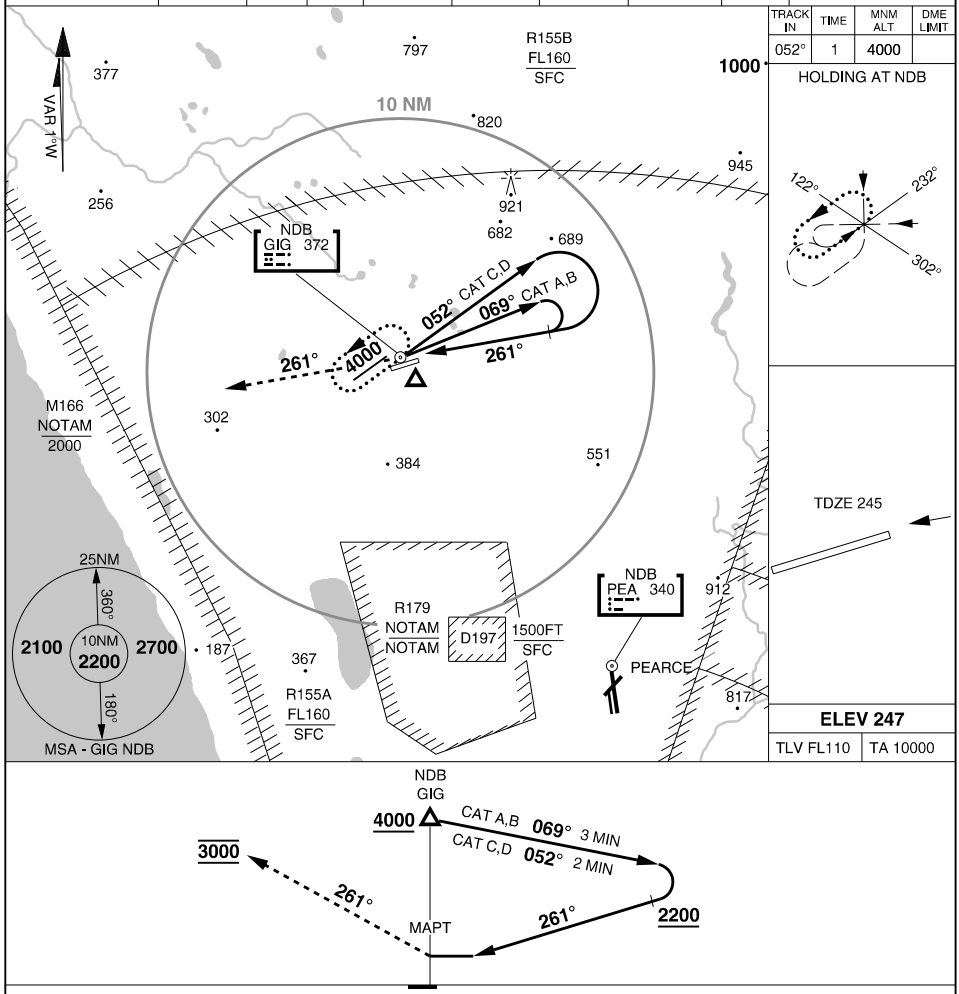
CHANGES: SUA IDENT
13 JUN 24

S31 27.91 E115 51.80
PANS-OPS, WGS 84

NDB RWY 26
GINGIN (YGIG)

ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF/AFRU	FIA (PH)
136.4 316.1 340	316.1	267.0	118.5	134.1	130.2	135.9	118.5	135.25

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



MISSED APPROACH: TRACK 261°, CLIMB TO **3000FT**

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

CHANGES: SUA IDENT
13 JUN 24

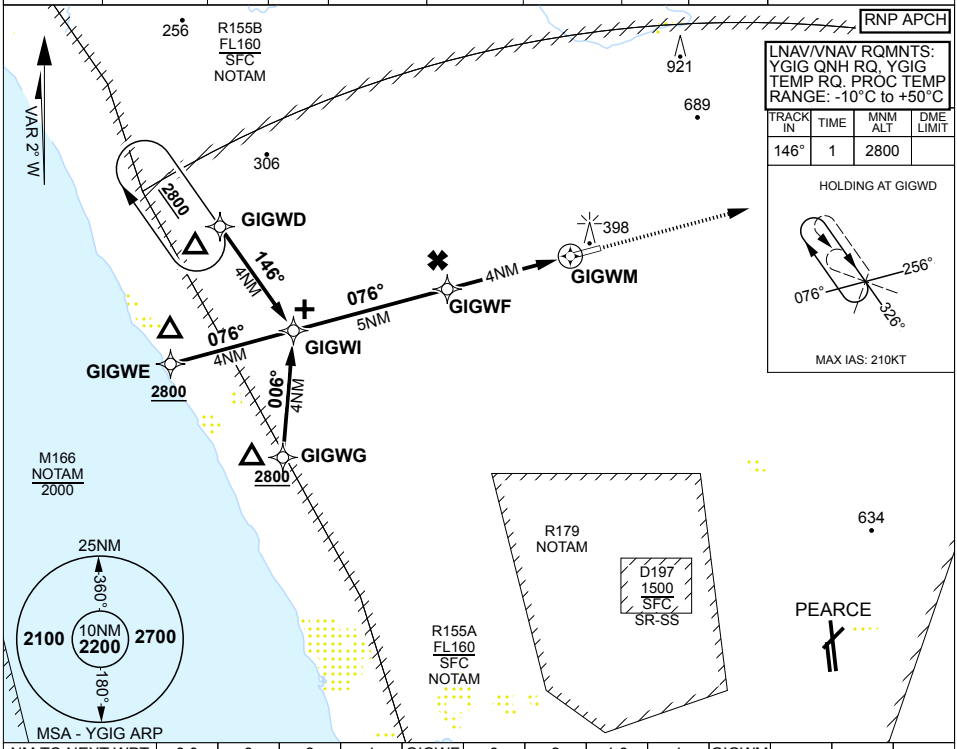
APCH CRS	RWY LDG	5997
076°	THR ELEV	**247**
	AD ELEV	**247**

PANS-OPS, WGS-84

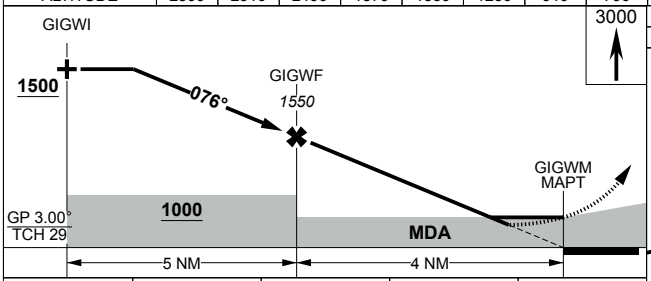
1. MAX IAS INITIAL: 210KT.

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

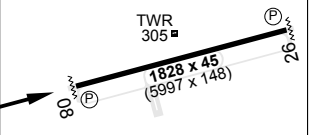
ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF / AFRU	FIA (PH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	**316.1**	**267.0**	**118.5**	**134.1**	**130.2**	**135.9**	**118.5**	**135.25**	



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				



TLV FL110	TA 10000
THR ELEV 247	TDZE 247



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

LIRL all Rwys

CHANGES: MAG VAR, EDITORIAL
20 MAR 25

S31 27.91 E115 51.80

AIS-AF
MILITARY USE ONLY

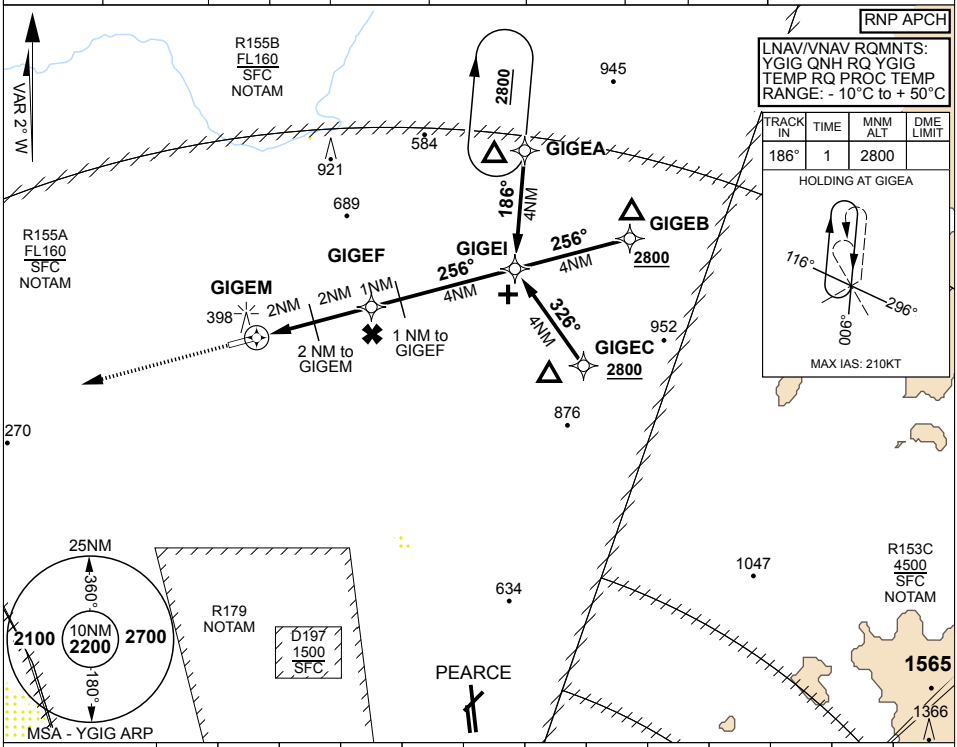
APCH CRS 256°	RWY LDG 5997
	THR ELEV 243
	AD ELEV 247

PANS-OPS, WGS-84

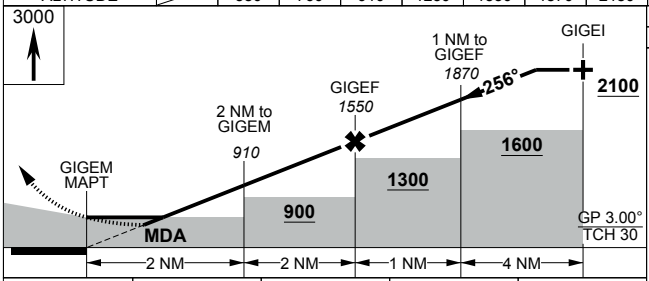
1. MAX IAS INITIAL: 210KT.

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

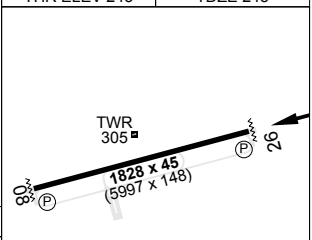
ATIS (PEA)	AWIS (PEA)	SMC	TWR	ACD (PEA)	APP (PEA)	ACC (PEA)	CTAF/ AFRU	FIA (PH)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 **316.1 340**	**316.1**	**267.0**	**118.5**	**134.1**	**130.2**	**135.9**	**118.5**	**135.25**	



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



TLV FL110	TA 10000
THR ELEV 243	TDZE 245



CATEGORY	A	B	C	D
LNAV/VNAV DA	**580**	333	1900m	
LNAV MDA	**760** 513	3000m	(VIS -2400 WITH ACTUAL QNH)	
CIRCLING	**990** 743	2400m	**1140** 893 4000m	**1340** 1093 5000m

CHANGES: MAG VAR, EDITORIAL

20 MAR 25

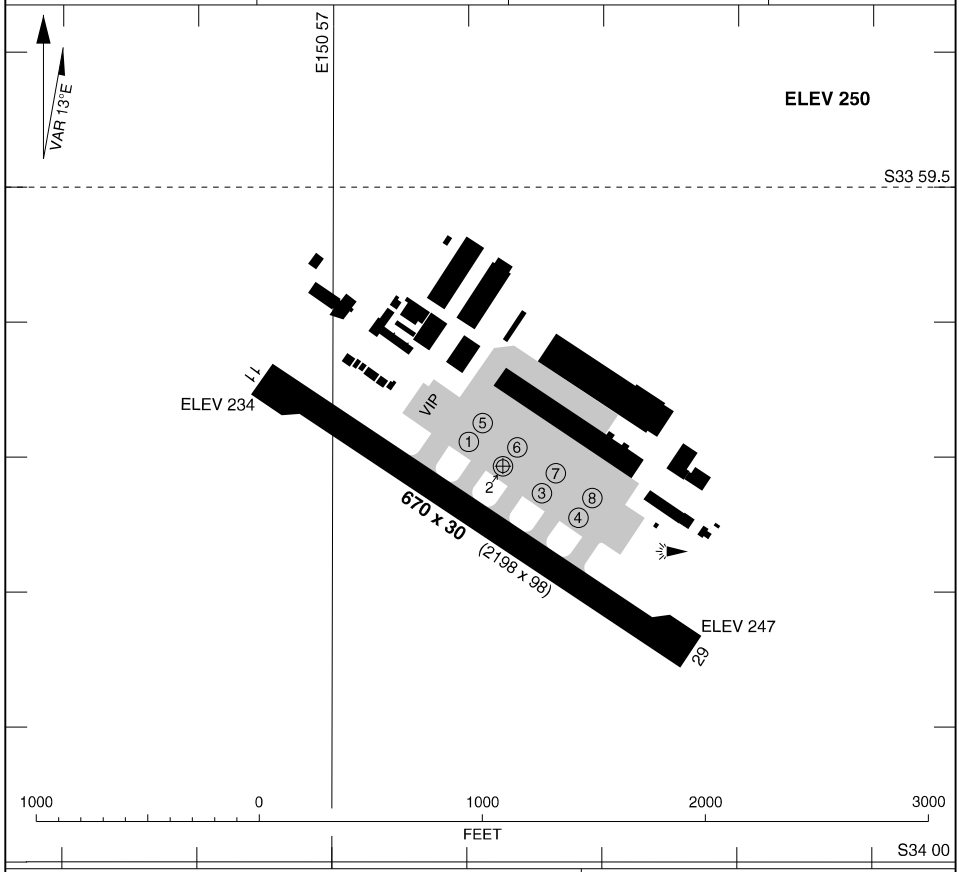
S31 27.91 E115 51.80

AIS-AF
MILITARY USE ONLY

S33 59.70 E150 57.15
PANS-OPS, WGS 84

AERODROME CHART
HOLSWORTHY (YSHW)

ATIS (BK)	FIA (SY)	CTAF	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
120.9 416	**124.55**	**121.0**	



LIGHTING

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

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

NOTES

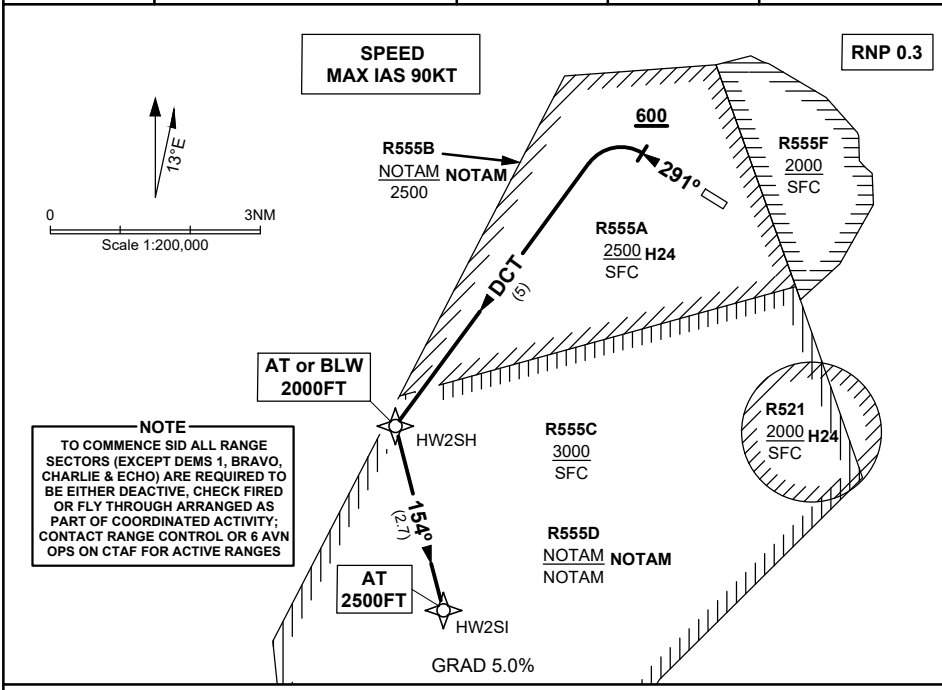
1. ALL VISITING ACFT MUST BE CONVERSANT WITH SI(6AVN) OPS 3-1001.
2. ALL ACFT MUST CTC RANGE CTL PRIOR TO ENTRY AND DEP FM R555/HOLSWORTHY AD FOR ACT RANGE STATUS.
3. WHILST OPR WI R555 ALL ACFT MUST MONITOR RANGE CTL, CS "90B" 82.400(P), 72.350(S), AND REMAIN CLR OF ALL ACT RANGES.
4. RWY 29 - RIGHT CIRCUIT.
5. RWY SLOPES DOWN TO WEST.

CHANGES: CTAF FREQ
13 JUN 24

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

13 JUN 2024

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



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

GLOBAL AIRSPACE SOLUTIONS PTY LTD

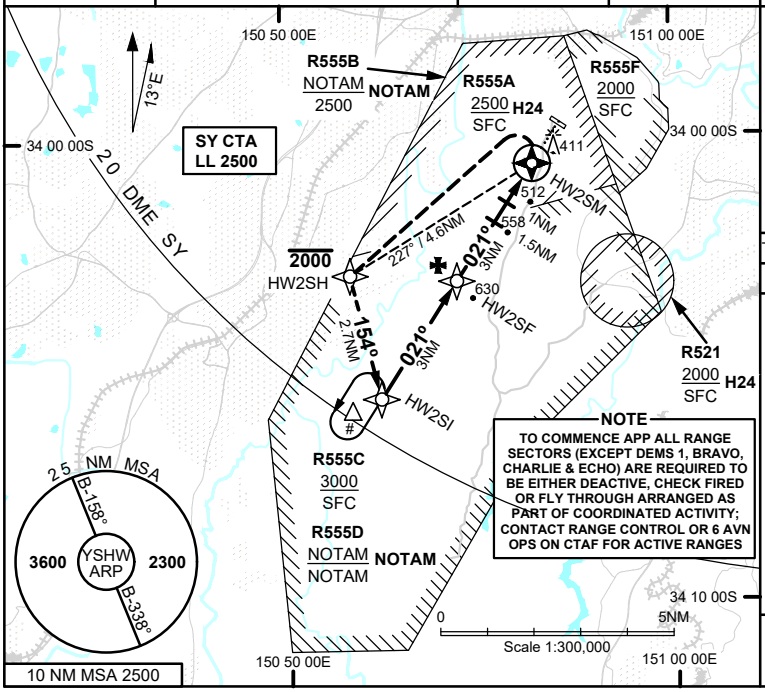
RNP 021

13 JUN 2024

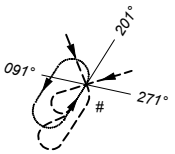
HOLSWORTHY, NSW (YSHW)

YSBK ATIS	RANGE CONTROL	FIA	CTAF
120.9 416	PRI: 72.350 ALT: 82.400	SY CEN 124.55	121.0

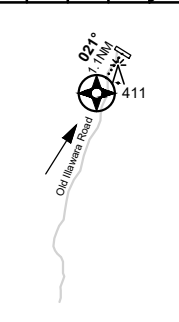
RNP APCH



Holding at HW2SI



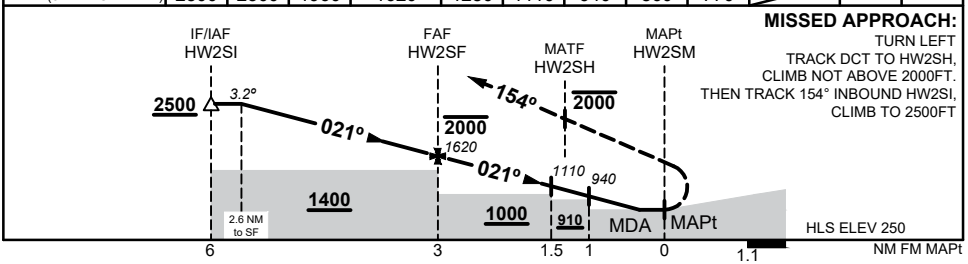
TR IN	TURN	TIME	MIN ALT	DME LMT
021°	Left	1	2500	



HLS ELEV 250

Bearings are Magnetic
Elevations in FEET AMSL

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



MISSED APPROACH:
TURN LEFT
TRACK DCT TO HW2SH,
CLIMB NOT ABOVE 2000FT.
THEN TRACK 154° INBOUND HW2SI,
CLIMB TO 2500FT

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)

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

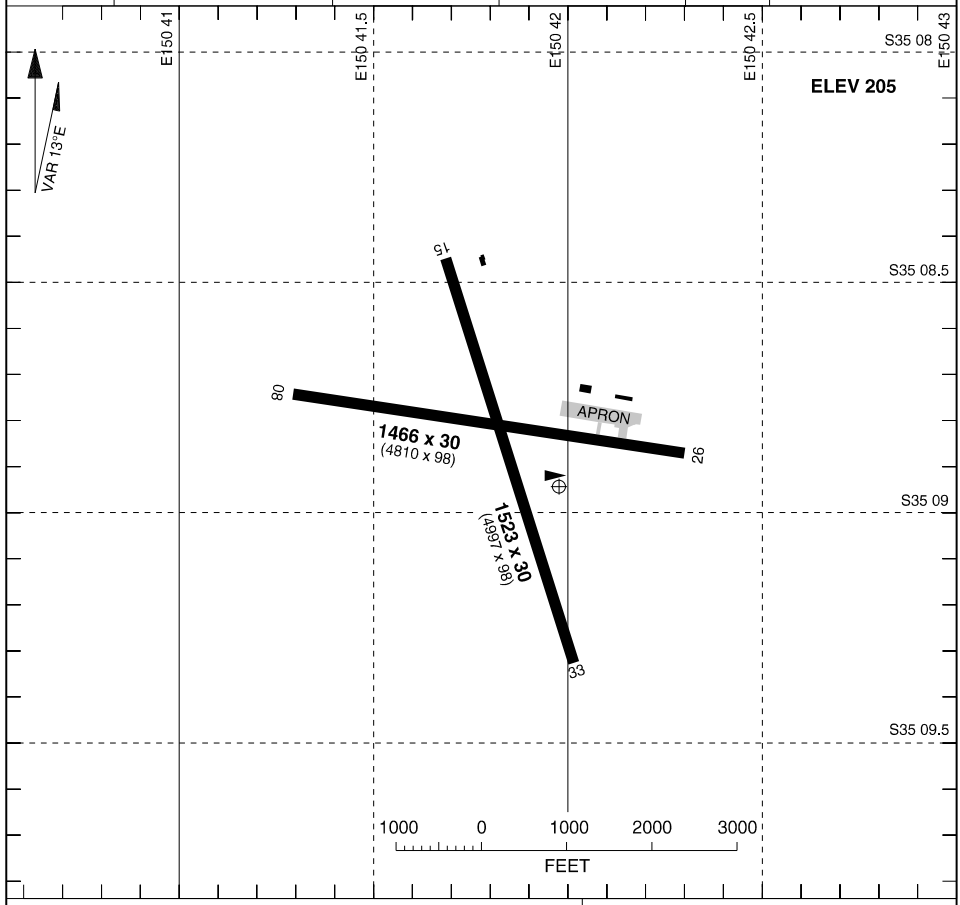
Changes: CTAF

GLOBAL AIRSPACE SOLUTIONS PTY LTD

S35 08.85 E150 41.92
PANS-OPS, WGS 84

AERODROME CHART
JERVIS BAY (YJBY)

ACC	APP (NWA)	CIRA (ATS HR)	CTAF/AFRU(AH)	FIA(ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
132.3 325.8	118.35 123.5 352.15	✱121.625	118.85	121.2	



LIGHTING

RWY	APPROACH	THR	RUNWAY
08 (082°) 26 (262°)	NIL	NIL	NIL
15 (151°) 33 (331°)	NIL	NIL	NIL

WIND INDICATOR UNLIT

NOTES

1. SIGNIFICANT ANIMAL HAZARD
✱ 2. YSNW ATS HR

CHANGES: AD ELEV, RWY DIMENSIONS
20 MAR 25

AIS-AF

JERVIS BAY (YJBY)
AERODROME CHART

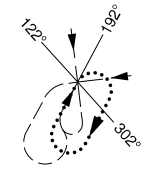
ACC	APP (NWA)	CIRA (ATS HR)	CTAF/AFRU(AH)	FIA(ML)
132.3 325.8	**118.35 123.5 352.15**	**✶121.625**	**118.85**	**121.2**

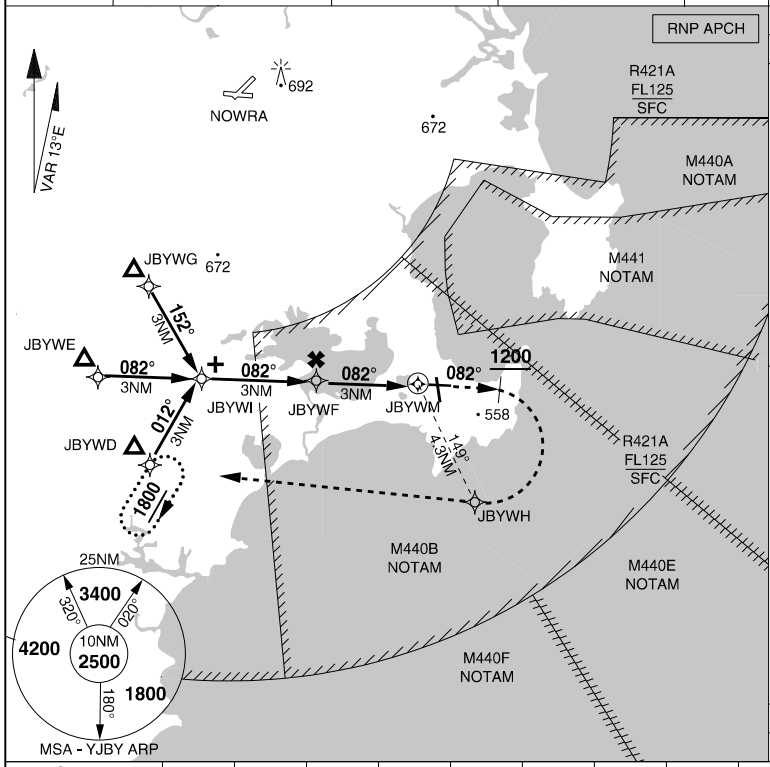
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

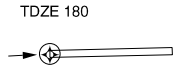
RNP APCH

TRACK IN	TIME	MNM ALT	DME LIMIT
012°	1	1800	

HOLDING AT JBYWD



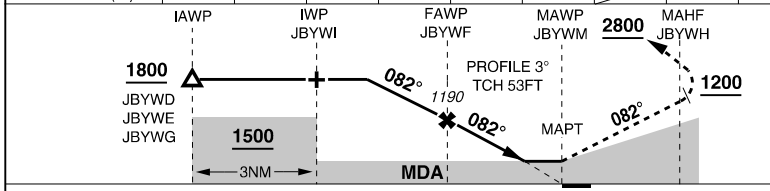




ELEV 205

TLV FL110 | TA 10000

NM TO NEXT WPT	JBYWI	1.9	1	JBYWF	2	1.9	JBYWM					
ALTITUDE (3°)	1800	1800	1510	1190	870	850						



NM TO MAWP	6	3	0	THR 08 ELEV 180

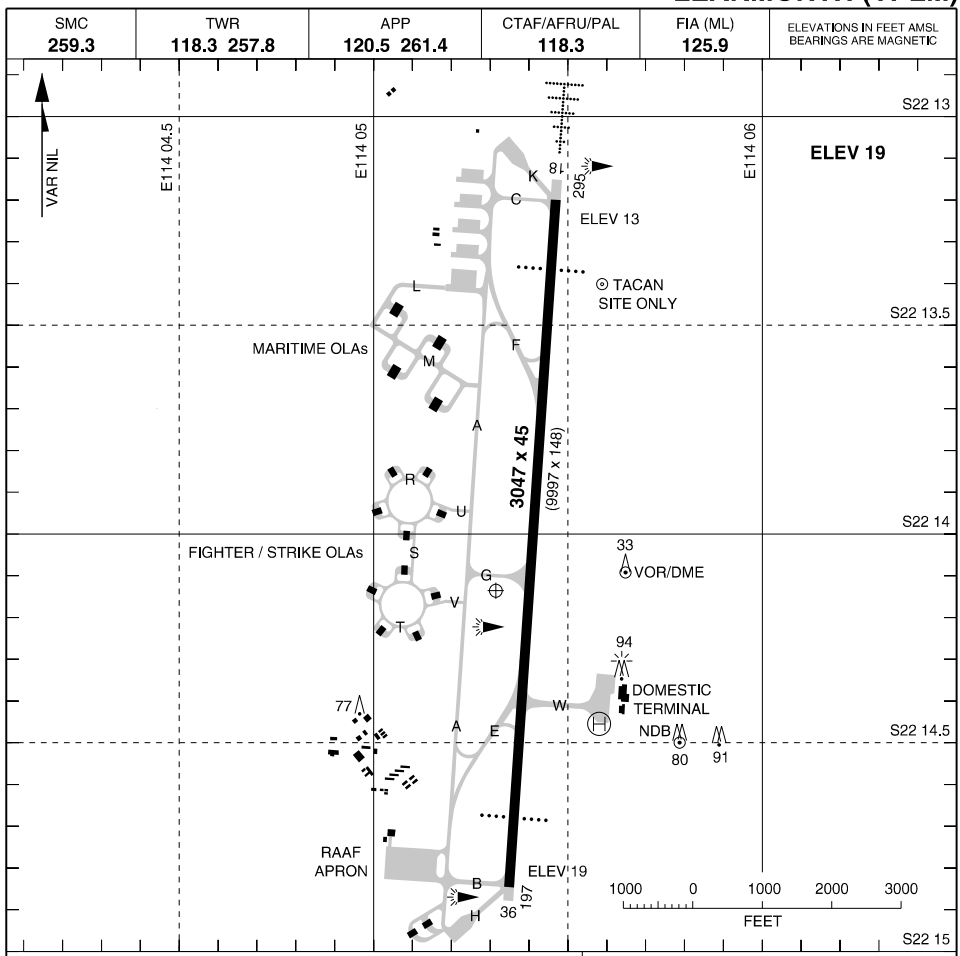
MISSED APPROACH: TRACK 082°, AT **1200FT** TURN RIGHT. TRACK DCT JBYWH, CLIMB TO **2800FT**, TRACK DCT JBYWD

CATEGORY	H
LNAV	**850** 670 -3700
CIRCLING	NOT APPLICABLE

NOTES: 1. CAUTION: NO RUNWAY LIGHTING
✶2. YSNW ATS HR

S22 14.13 E114 05.32
PANS-OPS, WGS 84

AERODROME CHART
LEARMONTH (YPLM)



LIGHTING

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

TWY: CENTRELINE GREEN
ILLUMINATED WIND INDICATOR
STANDBY POWER AVBL

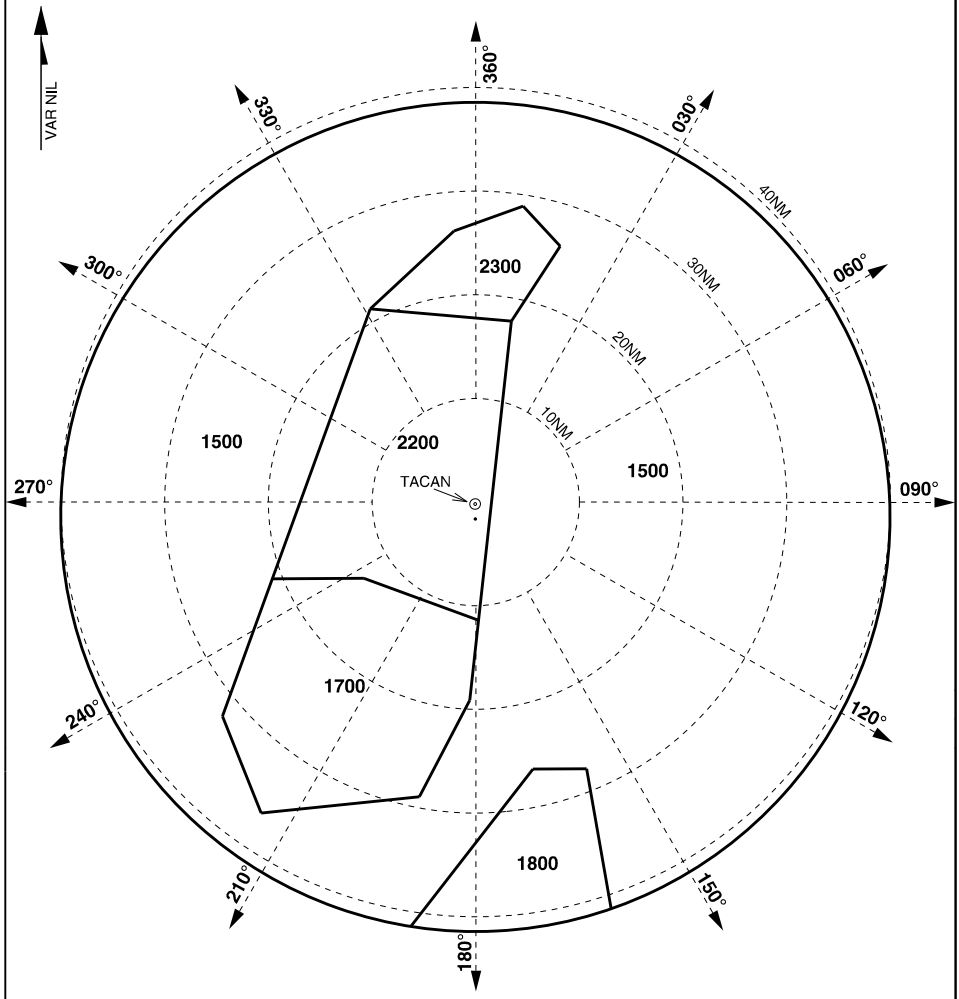
NOTES

CHANGES: RWY BRGs
20 MAR 25

AIS-AF
MILITARY USE ONLY

LEARMONTH (YPLM)
AERODROME CHART

SMC	TWR	APP	CTAF/AFRU/PAL	FIA (ML)	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
259.3	118.3 257.8	120.5 261.4	118.3	125.9	



NOTES:
1. BEARINGS AND DISTANCES FROM TACAN
2. RTCC CENTRED ON THE RADAR HEAD
3. PROCEDURE ACTIVATED BY NOTAM
4. CHECK NOTAM FOR TACAN FREQUENCY

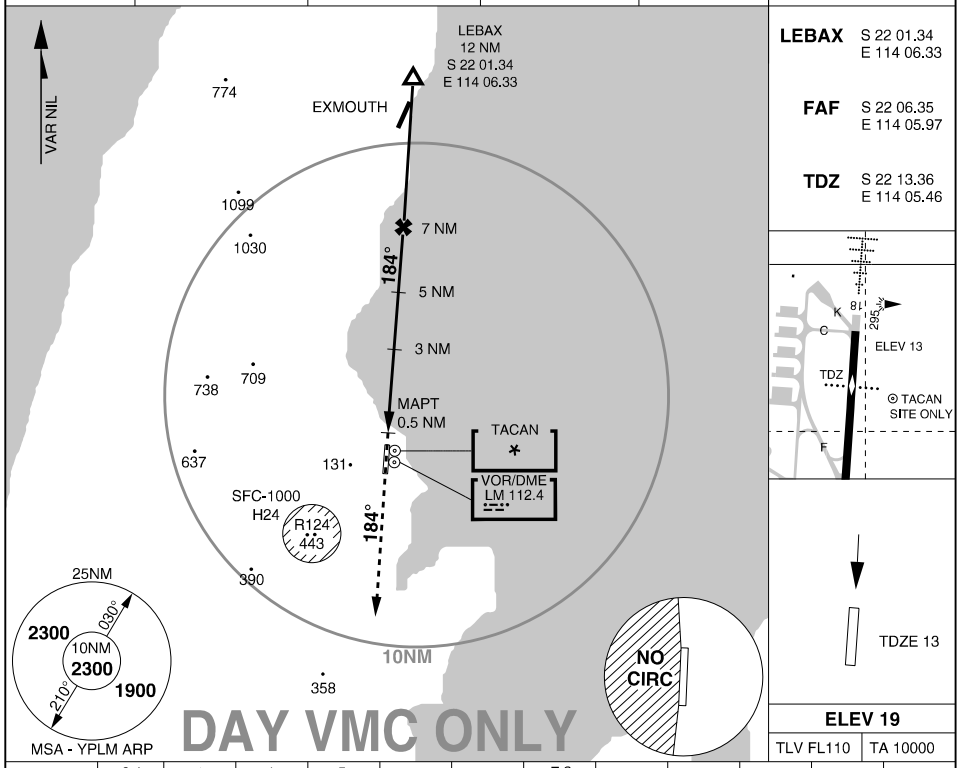
ATC USE ONLY

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

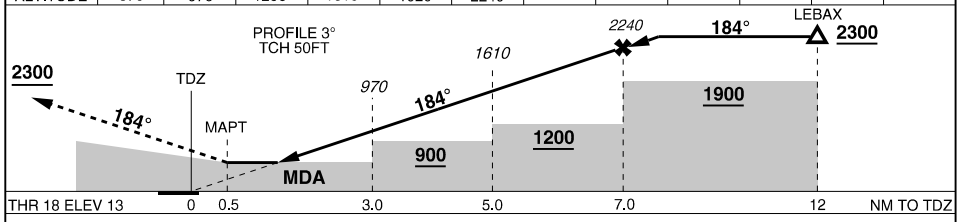
ARA RWY 18
LEARMONTH (YPLM)

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



NM FM TDZ	2.1	3	4	5	6	7	7.2					
ALTITUDE	670	970	1290	1610	1920	2240	2300					



MISSED APPROACH: TRACK 184°, CLIMB TO **2300FT**

CATEGORY	C	D	E
ARA	**670** 651 -2800 (VIS -2200 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**760** 741 -4000	**810** 791 -5000	

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

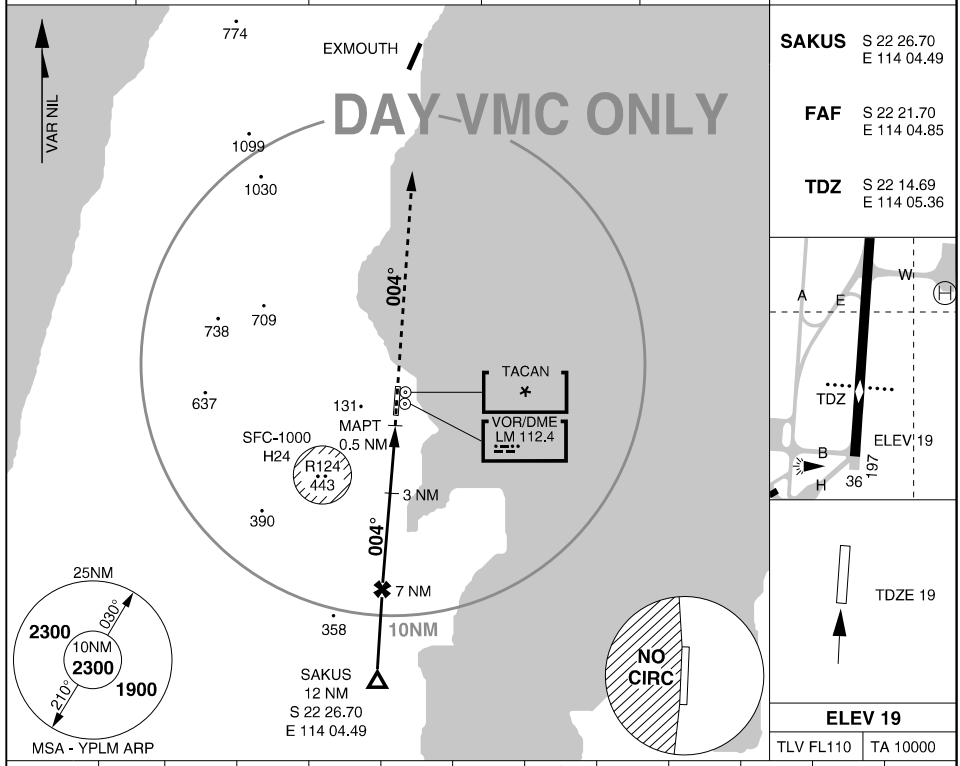
CHANGES: RWY END DIAGRAM
20 MAR 25

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

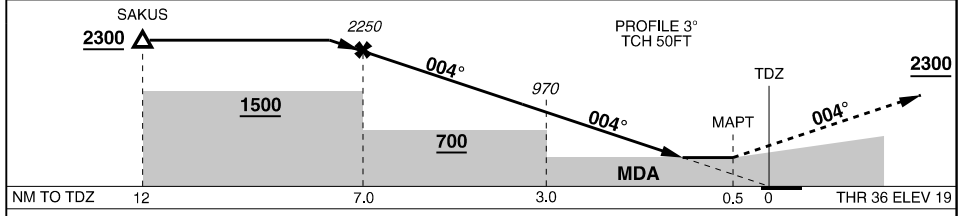
ARA RWY 36
LEARMONTH (YPLM)

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



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



MISSED APPROACH: TRACK 004°, CLIMB TO **2300FT**

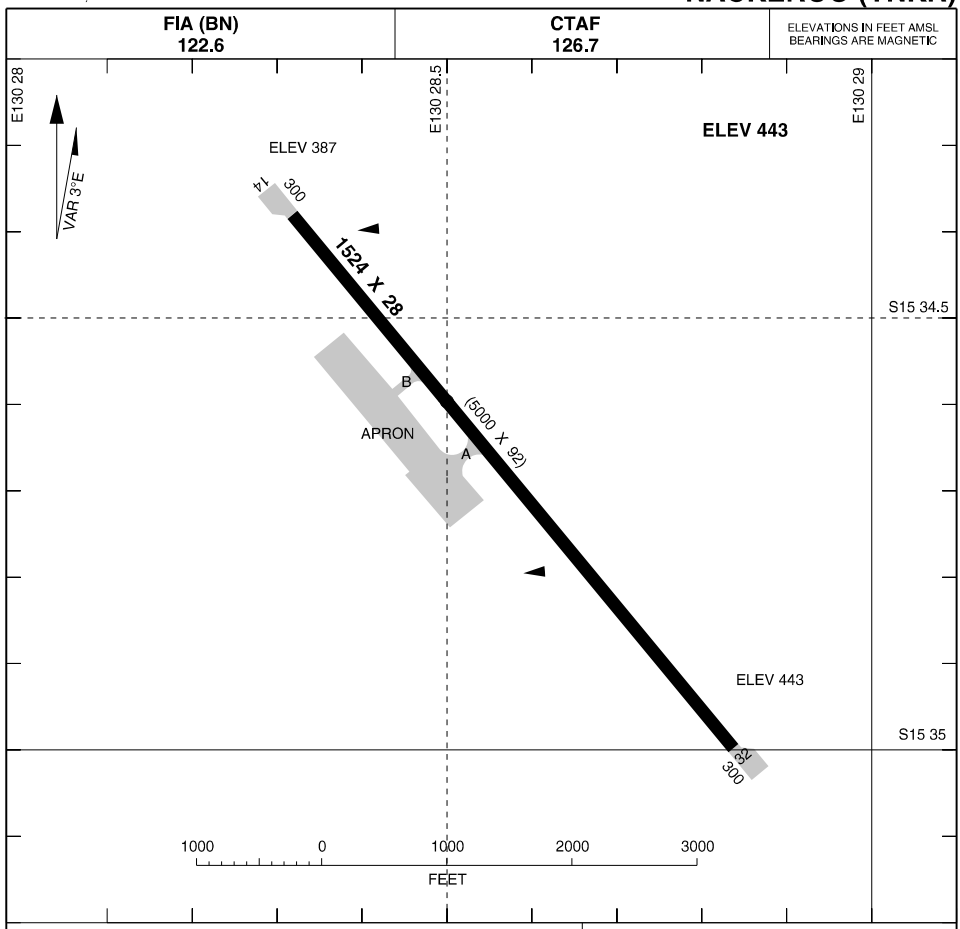
CATEGORY	C	D	E
ARA	**670** 651 -3700 (VIS -3100 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**760** 741 -4000	**810** 791 -5000	

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

CHANGES: RWY END DIAGRAM
20 MAR 25

S15 34.6 E130 28.5
PANS OPS, WGS 84

AERODROME CHART
NACKEROO (YNKR)



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

NOTES

1. AIRFIELD LOCATED WITHIN R270
2. RWY SLOPES DOWN TO THE NORTH WEST
3. CAUTION:
   TIMBER CREEK AD 207°M / 3.1NM

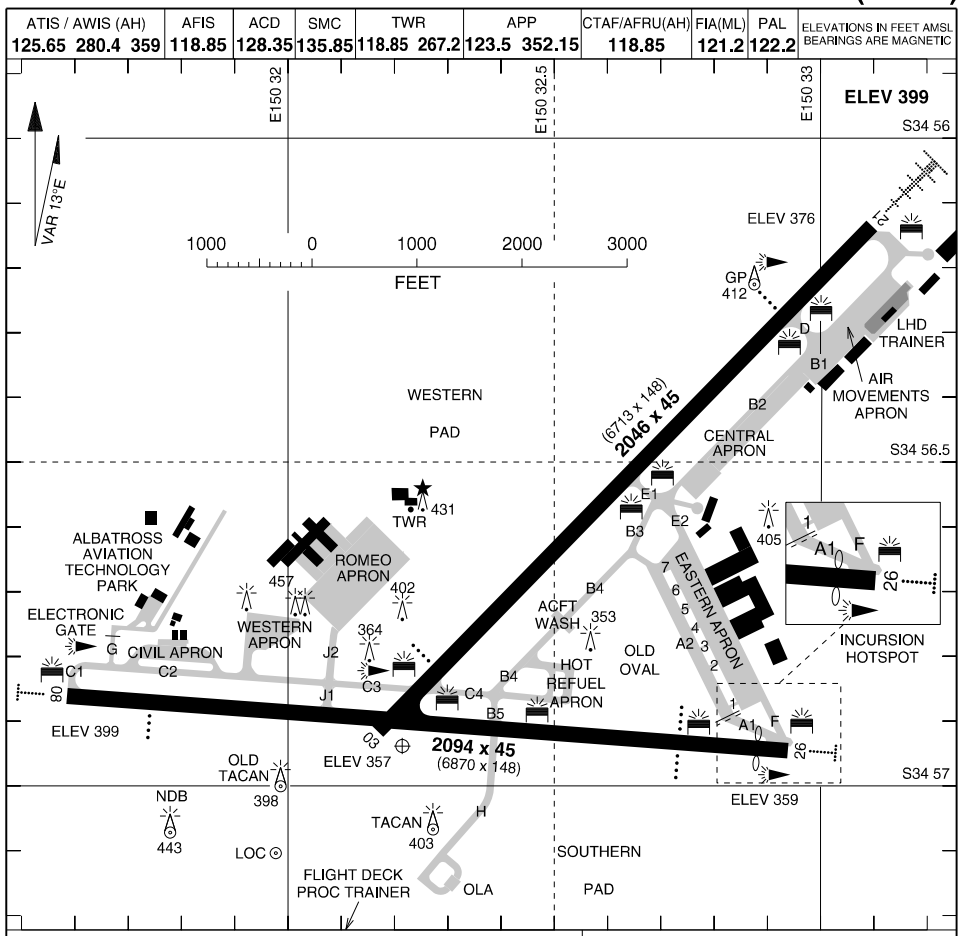
CHANGES: TWY DESIGNATOR
09 JUL 26

AIS-AF

S34 56.94 E150 32.22
PANS-OPS, WGS 84

AERODROME CHART
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	



LIGHTING

RWY	APPROACH	THR	RUNWAY
03 (032°)	PAPI (6) (LEFT SIDE) 3.00° 52FT	GREEN /RED	HIRL (6) PAL 122.2 PTBL 30 MIN PN
21 (212°)	HIAL (6) (724M) PAPI (6) (RIGHT SIDE) 3.00° 51FT ALIGNED WITH ILS GP		
08 (082°)	SALS (3) PAPI (6) (RIGHT SIDE) 3.00° 57FT		
26 (262°)	SALS (6) PAPI (6) (BOTH SIDES) 3.00° 52FT	GREEN/RED DISP 299FT	

AERODROME BEACON ALT WG 10 SEC
TAXIWAY: GREEN CENTRELINE, TWY G ACT BY PAL +AA 120.45
EMERGENCY: SDBY PWR AVBL (15 SEC DLA)
PAL FAILURE CTC RFFS ON CTAF FREQ (10 MIN DLA)

NOTES

1. RWYS 08 AND 21 - RIGHT CIRCUIT
2. RWY 26 THR DISPLACED 91M (299FT).
3. RWY 03/21 GROOVED
4. RISING TERRAIN APP RWY 08/ TKOF RWY 26 MARKED BY BI-DIRECTIONAL RED LGT

CAUTION

SEVERE DOWNDRAFTS WITHIN 1NM OF THR ON APCH TO RWY 26 WHEN WIND ABV 7KT FROM WEST

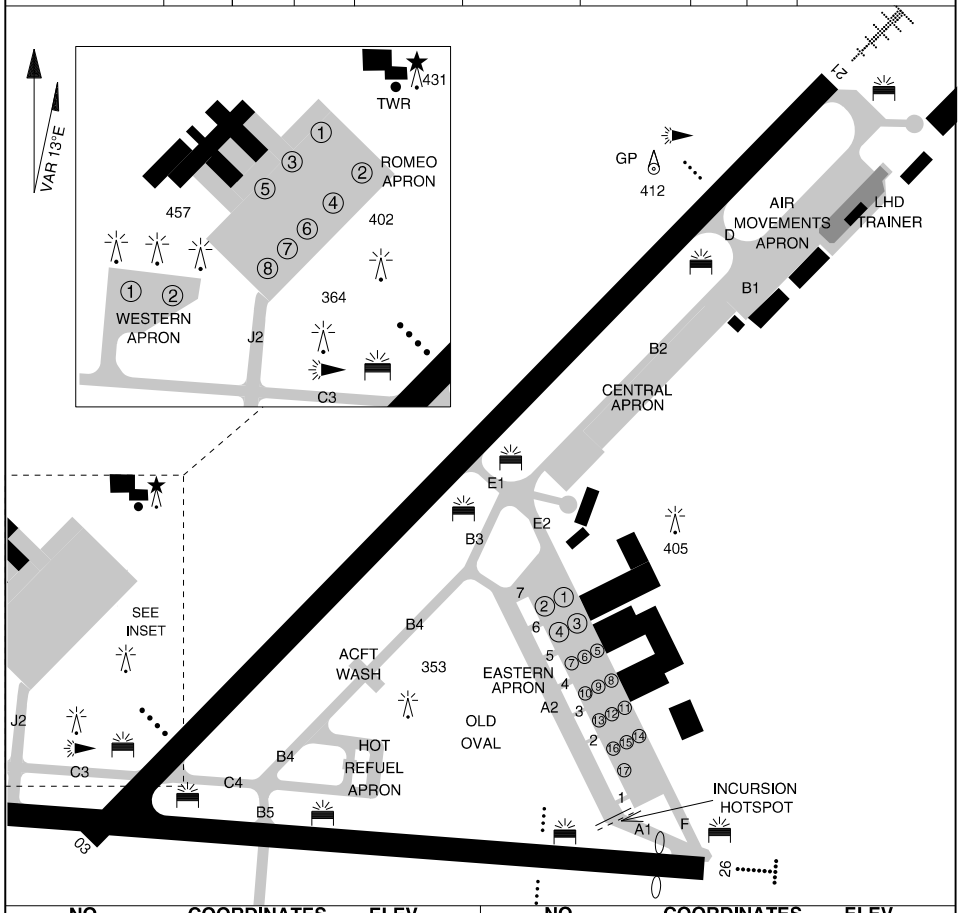
TRANSITIONAL SFC AT E END RWY 08/26 MAY BE INFRINGED BY TRANSIENT VEHICLES

CHANGES: EDITORIAL
03 SEP 26

S34 56.94 E150 32.22
PANS-OPS, WGS 84

APRON CHART
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	

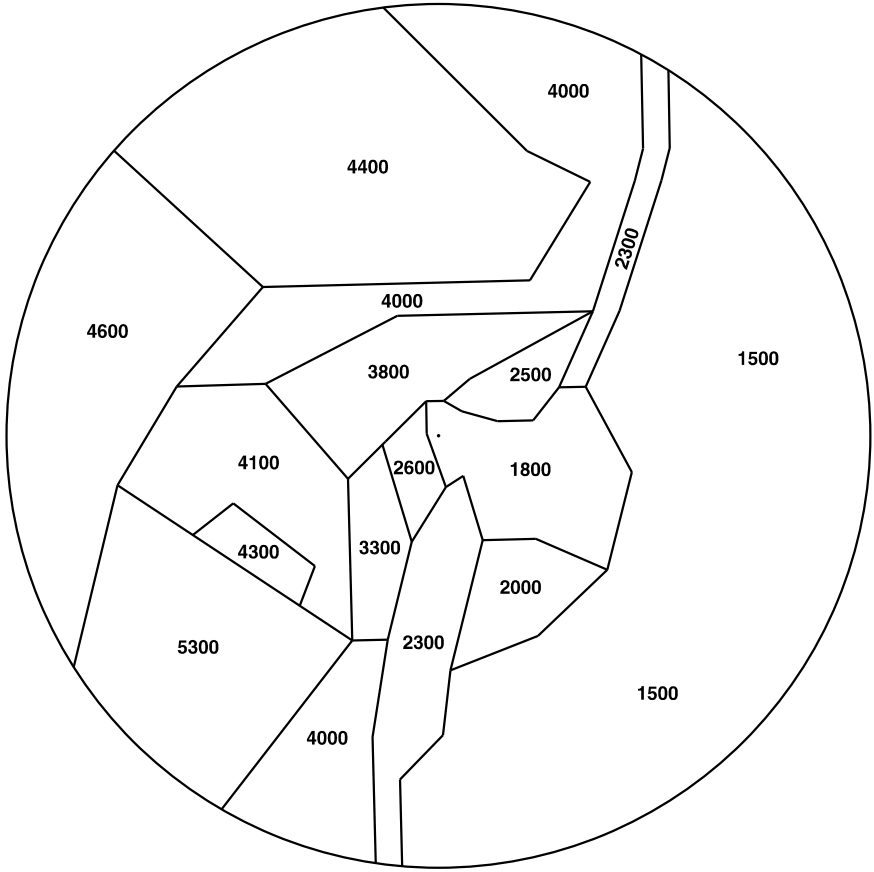


NO	COORDINATES		ELEV
EAST 1	S34 56.67	E150 32.78	358
EAST 2	S34 56.68	E150 32.75	358
EAST 3	S34 56.70	E150 32.79	358
EAST 4	S34 56.71	E150 32.77	358
EAST 5	S34 56.72	E150 32.81	357
EAST 6	S34 56.73	E150 32.80	357
EAST 7	S34 56.74	E150 32.78	357
EAST 8	S34 56.75	E150 32.83	358
EAST 9	S34 56.76	E150 32.82	357
EAST 10	S34 56.77	E150 32.80	357
EAST 11	S34 56.78	E150 32.85	358
EAST 12	S34 56.79	E150 32.83	358
EAST 13	S34 56.80	E150 32.82	358

NO	COORDINATES		ELEV
EAST 14	S34 56.81	E150 32.87	356
EAST 15	S34 56.82	E150 32.85	356
EAST 16	S34 56.82	E150 32.83	357
EAST 17	S34 56.85	E150 32.85	355
WEST 1	S34 56.78	E150 31.94	359
WEST 2	S34 56.78	E150 31.98	358
ROMEO 1	S34 56.61	E150 32.14	
ROMEO 2	S34 56.62	E150 32.16	
ROMEO 3	S34 56.63	E150 32.11	
ROMEO 4	S34 56.65	E150 32.13	
ROMEO 5	S34 56.66	E150 32.08	
ROMEO 6	S34 56.67	E150 32.10	
ROMEO 7	S34 56.71	E150 32.06	
ROMEO 8	S34 56.72	E150 32.05	

CHANGES: HOT REFUEL APRON

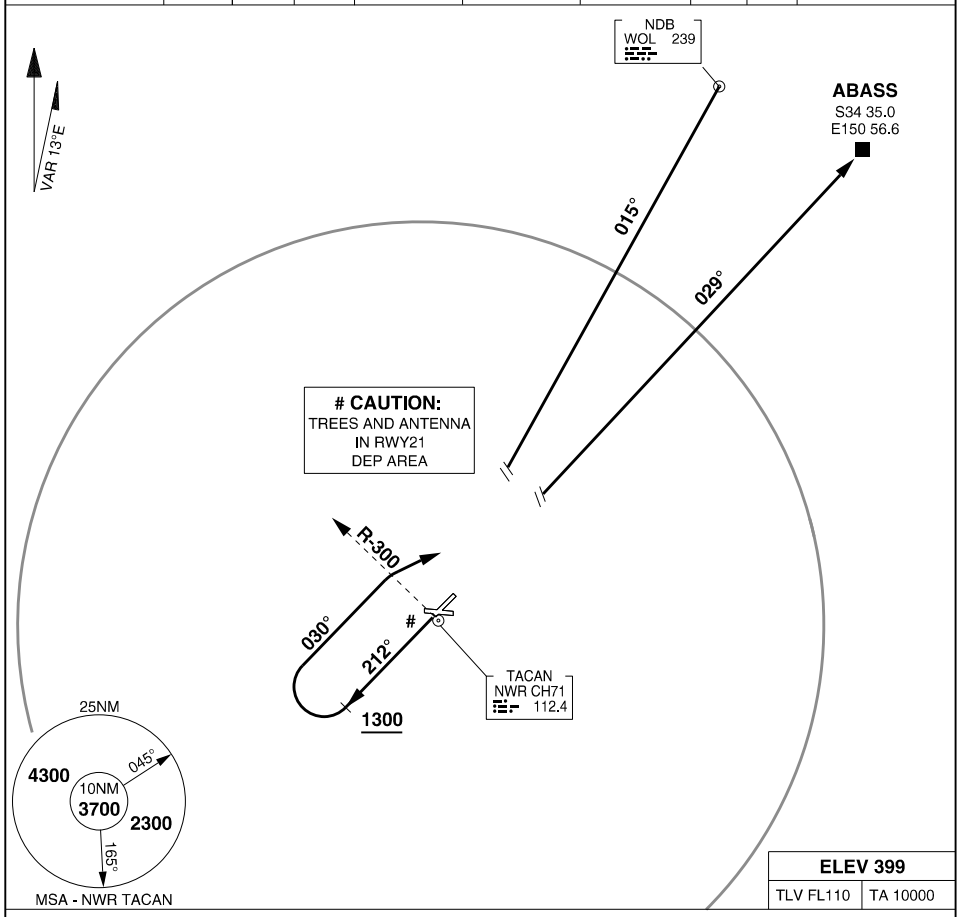
04 SEP 25



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

ATC USE ONLY

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



WOLLONGONG (WOL) FIVE TANGO DEPARTURE
ABASS FIVE TANGO DEPARTURE

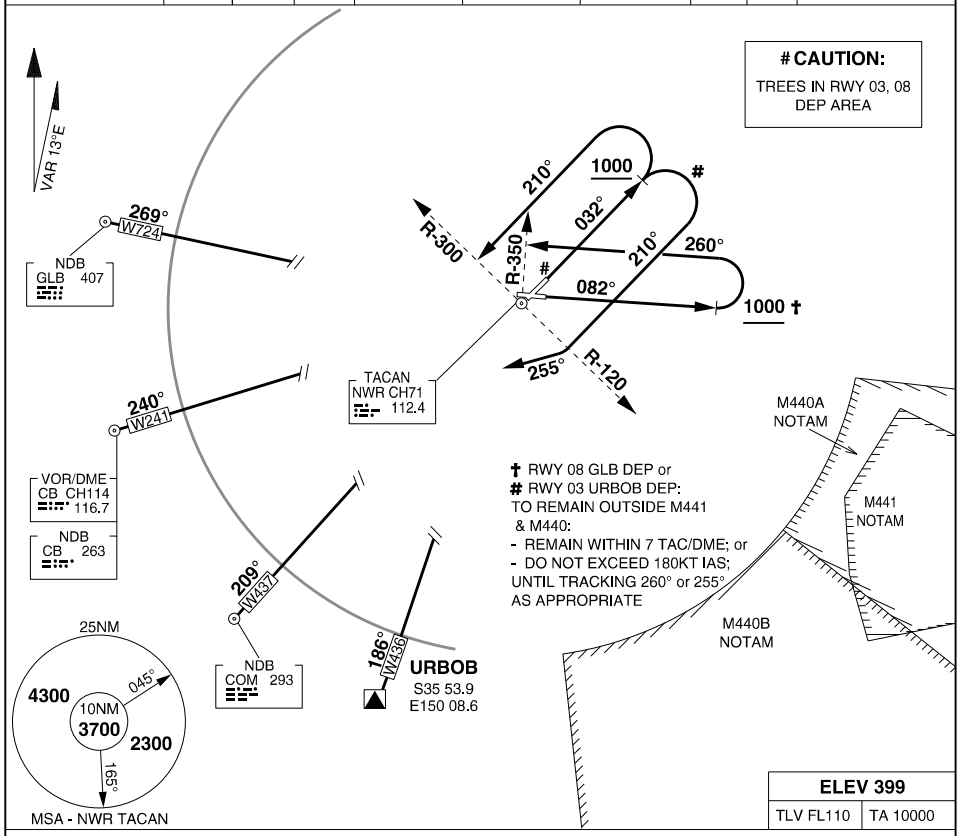
- GRAD 4.3% TO 1300FT THEN 3.3%
- TRACK 212°
- AT 1300FT BUT NOT BEFORE DER TURN RIGHT,
- TRACK 030°
- AFTER CROSSING NWR R-300, TURN RIGHT
- INTERCEPT CLEARED ROUTE

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	



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

RWY 03

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

FOR URBOB #

- GRAD 3.3%
- TURN RIGHT, TRACK 210°
- AFTER CROSSING 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

LOC/DME INA 108.5 Chan 22	APCH CRS 212°	RWY LDG 6713 THR ELEV 376 AD ELEV 399

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

PANS-OPS, WGS-84

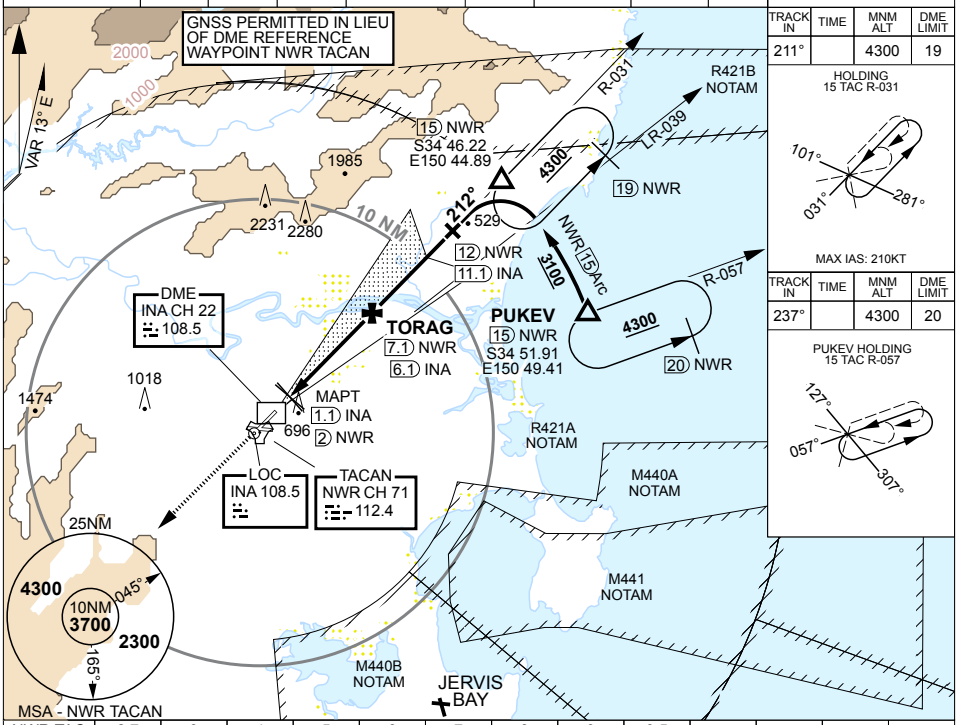
NOWRA (YSNW)

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

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

ATIS /AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF / AFRU (AH)	FIA (ML)	PAL
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
211°		4300	19

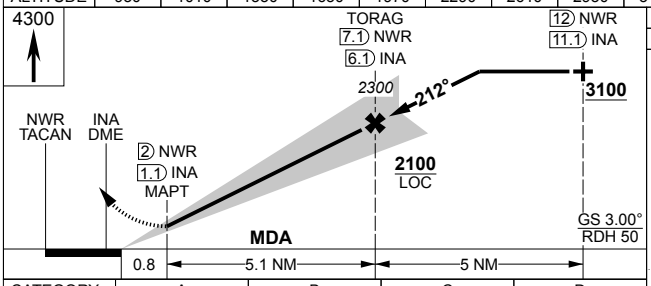
HOLDING
15 TAC R-031

MAX IAS: 210KT

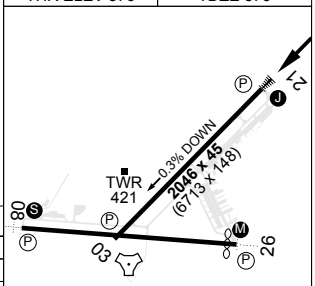
TRACK IN	TIME	MNM ALT	DME LIMIT
237°		4300	20

PUKEV HOLDING
15 TAC R-057

NWR TAC	2.7	3	4	5	6	7	8	9	9.5				
INA DME	1.8	2.1	3.1	4.1	5.1	6.1	7.1	8.1	8.6				
ALTITUDE	930	1010	1330	1650	1970	2290	2610	2930	3100				



TLV FL110 | TA 10000
THR ELEV 376 | TDZE 376



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

HIRL all Rwys

CHANGES: AMENDED PROCEDURE

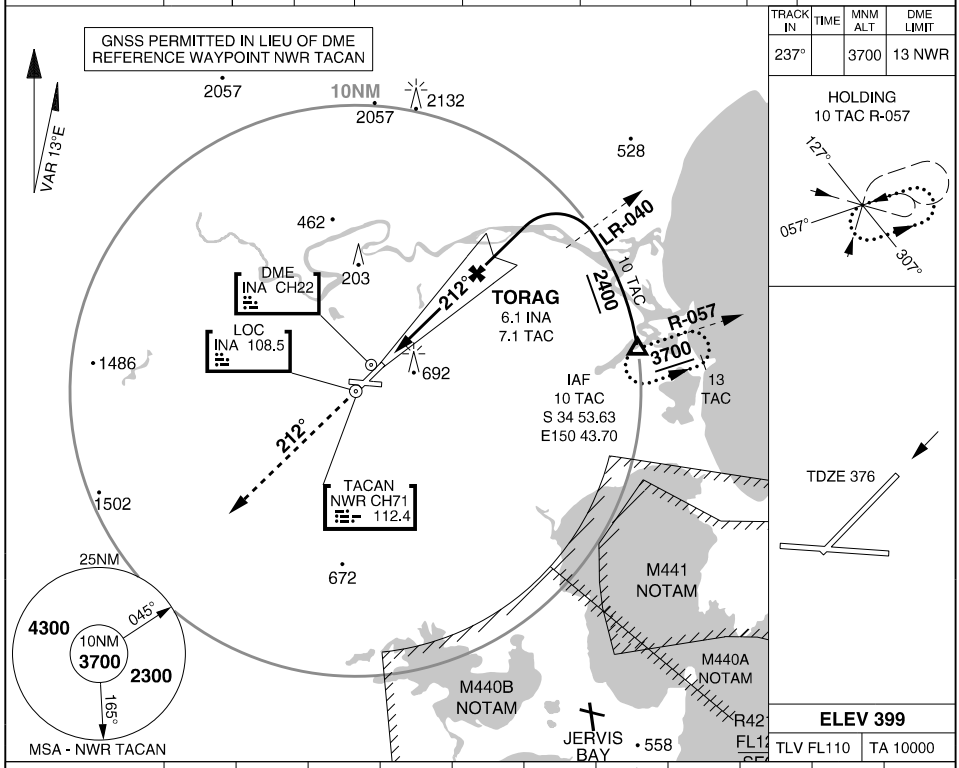
S34 56.94 E150 32.22

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

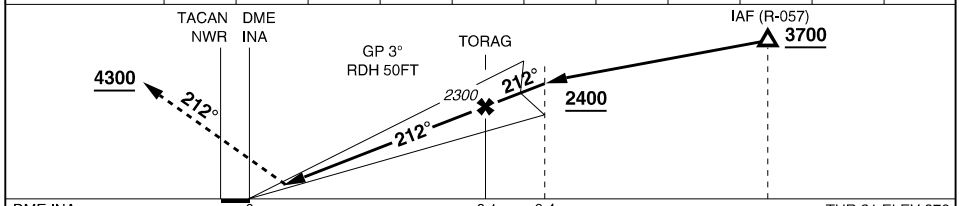
MILITARY USE ONLY

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	



NWR TAC DIST	2	3	4	5	6	7	7.4				
INA DME DIST	1.1	2.1	3.1	4.1	5.1	6.1	6.4				
ALTITUDE	700	1010	1330	1650	1970	2290	2400				



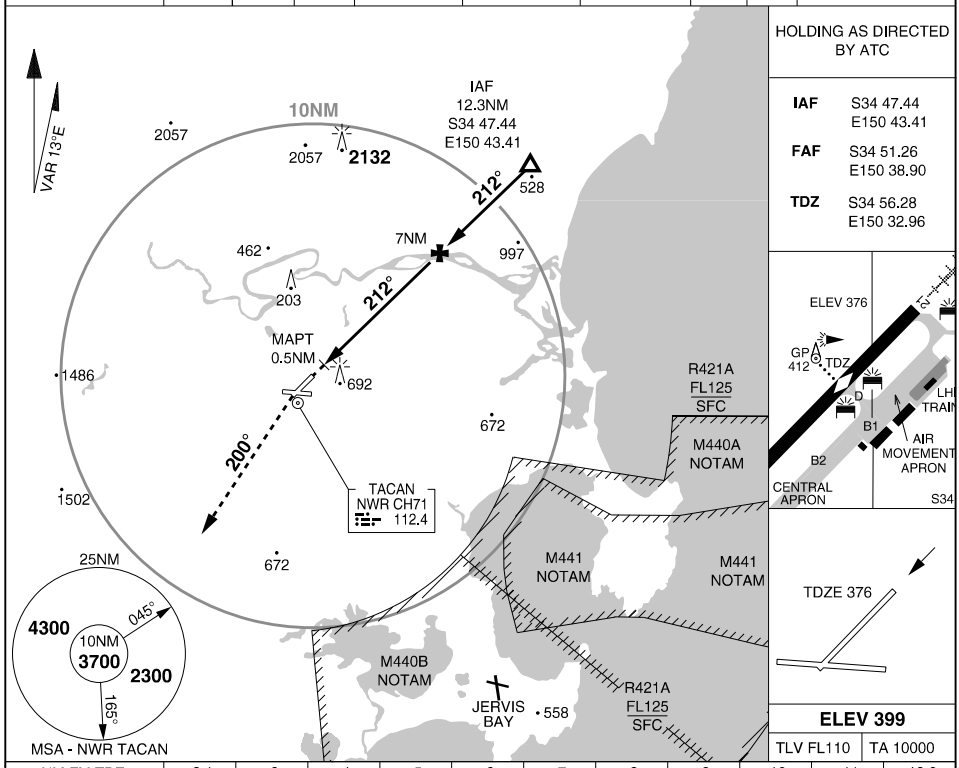
DME INA	0				6.1	6.4					THR 21 ELEV 376
TACAN NWR	0	1.1			7.1	7.4				10	

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

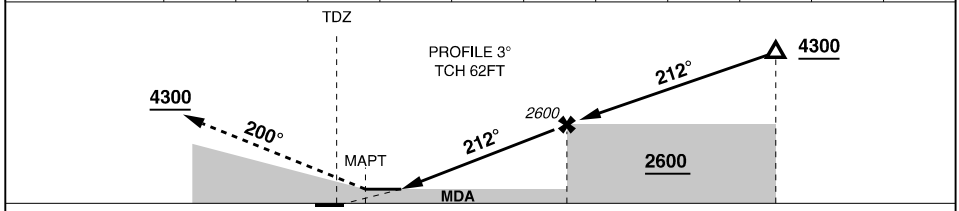
CATEGORY	H
ILS/DME	**700** 324 -1200 (VIS -800 WITH ACTUAL QNH)

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

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



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



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

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

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

TACAN NWR Chan **71**	APCH CRS **033°**	RWY LDG **6713** THR ELEV **357** AD ELEV **399**

TACAN RWY 03
NOWRA (YSNW)

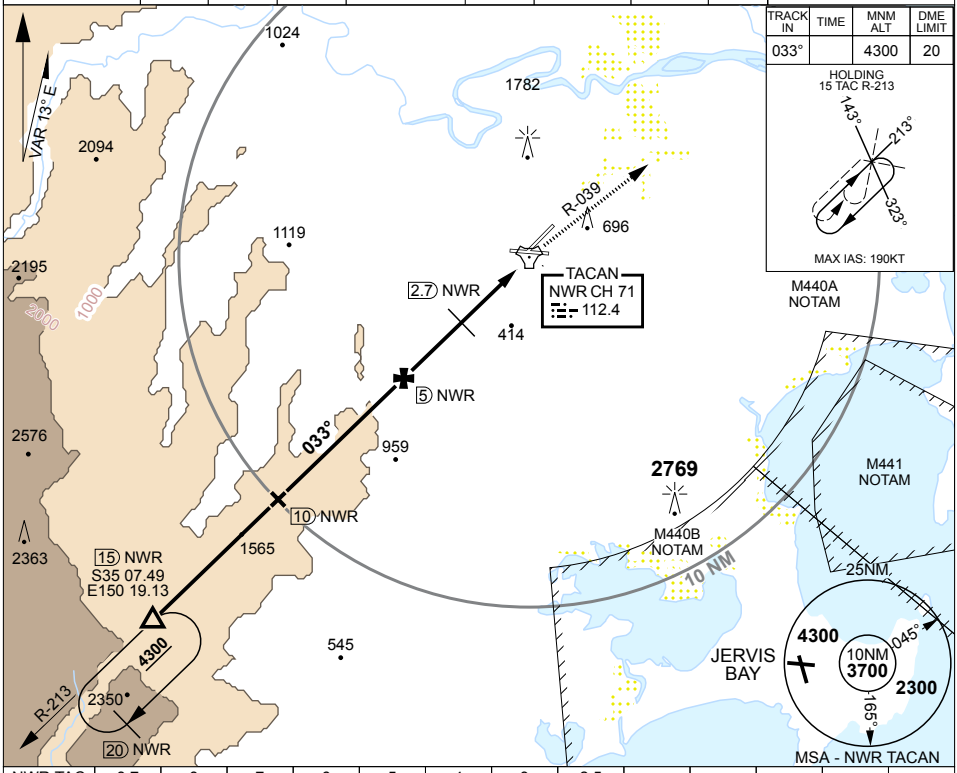
PANS-OPS, WGS-84

1. MAX IAS HOLDING: 190KT.

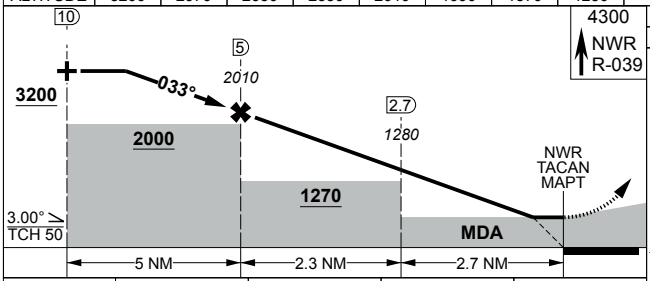
MISSED APPROACH:
TRACK TACAN R-039, CLIMB TO **4300FT**.

ATIS /AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF / AFRU (AH)	FIA (ML)	PAL
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**

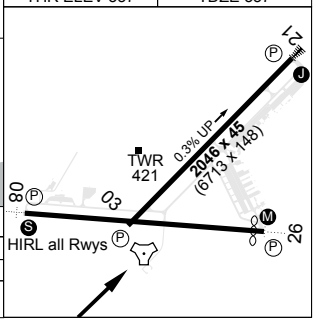
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



NWR TAC	8.7	8	7	6	5	4	3	2.5
ALTITUDE	3200	2970	2650	2330	2010	1690	1370	1230



TLV FL110	TA 10000
THR ELEV 357	TDZE 357



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

CHANGES: EDITORIAL
12 JUN 25

S34 56.94 E150 32.22

AIS-AF
MILITARY USE ONLY

TACAN NWR Chan 71	APCH CRS 210°	RWY LDG 6713 THR ELEV 376 AD ELEV 399

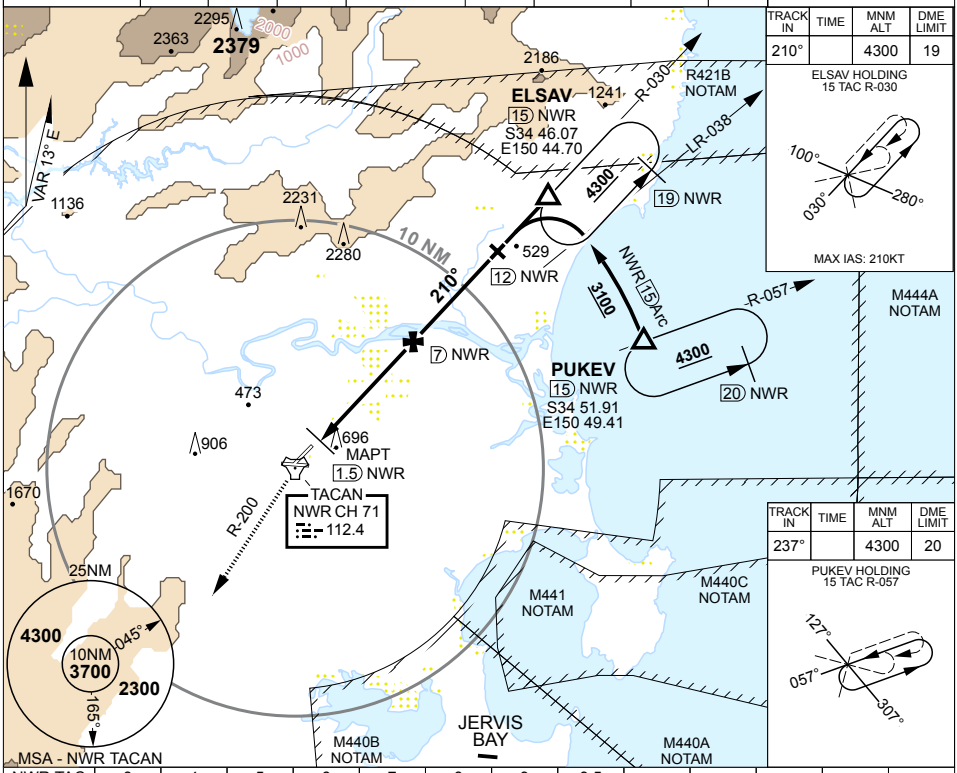
TACAN-Z RWY 21
NOWRA (YSNW)

PANS-OPS, WGS-84

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

ATIS /AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF / AFRU (AH)	FIA (ML)	PAL
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
210°		4300	19

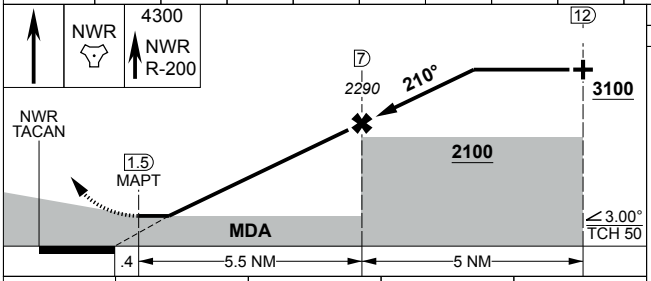
ELSAV HOLDING
15 TAC R-030

MAX IAS: 210KT

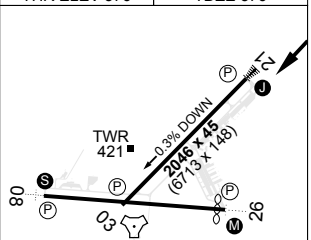
TRACK IN	TIME	MNM ALT	DME LIMIT
237°		4300	20

PUKEV HOLDING
15 TAC R-057

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



TLV FL110	TA 10000
THR ELEV 376	TDZE 376



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

CHANGES: EDITORIAL
12 JUN 25

S34 56.94 E150 32.22

AIS-AF
MILITARY USE ONLY

TACAN NWR Chan **71**	APCH CRS **210°**	RWY LDG **6713** THR ELEV **376** AD ELEV **399**

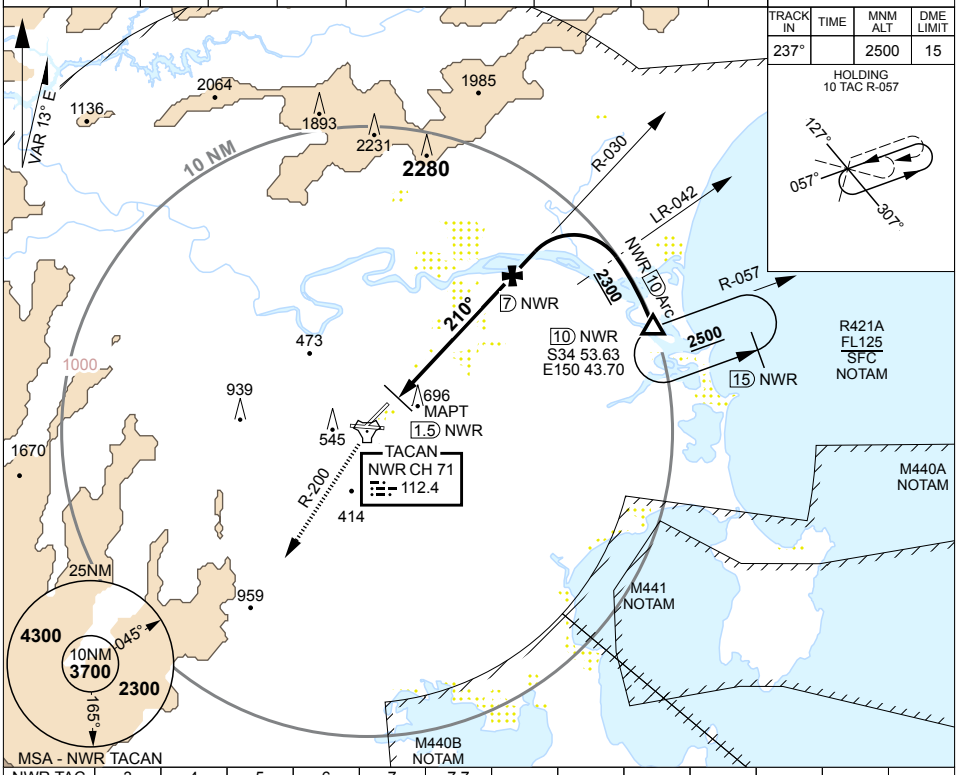
TACAN-Y RWY 21
NOWRA (YSNW)

PANS-OPS, WGS-84

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

ATIS /AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF / AFRU (AH)	FIA (ML)	PAL
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**

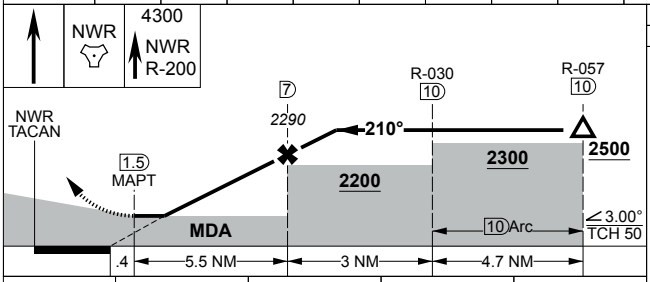
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



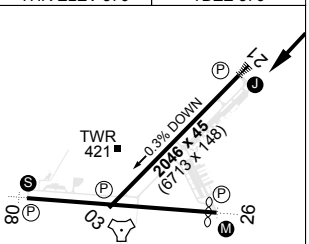
TRACK IN	TIME	MNM ALT	DME LIMIT
237°		2500	15

HOLDING
10 TAC R-057

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



TLV FL110	TA 10000
THR ELEV 376	TDZE 376



HIRL all Rwys

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

CHANGES: AMENDED PROCEDURE
12 JUN 25

S34 56.94 E150 32.22

AIS-AF
MILITARY USE ONLY

TACAN NWR Chan **71**	APCH CRS **260°**	RWY LDG **6571** THR ELEV **359** AD ELEV **399**

PANS-OPS, WGS-84

TACAN-Z RWY 26
NOWRA (YSNW)

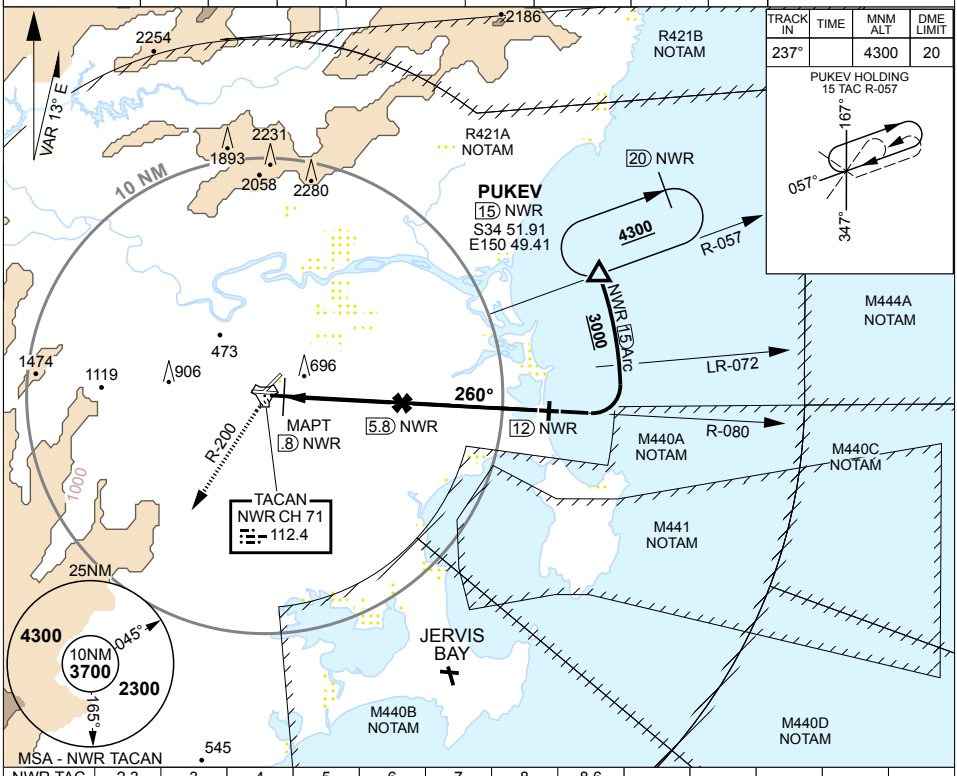
MISSED APPROACH:
TURN LEFT, TRACK R-200, CLIMB TO **4300FT**.

ATIS /AWIS (AH)	AFIS	ACD	SMC	TWR	APP	CTAF / AFRU (AH)	FIA (ML)	PAL
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**

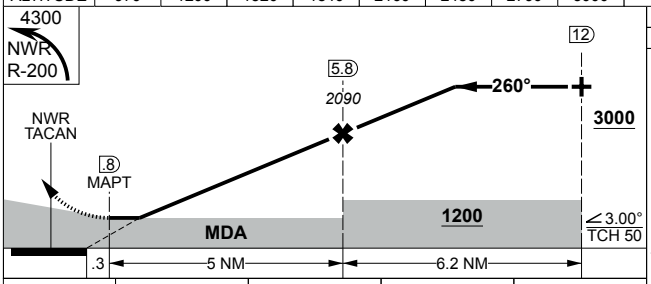
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
237°		4300	20

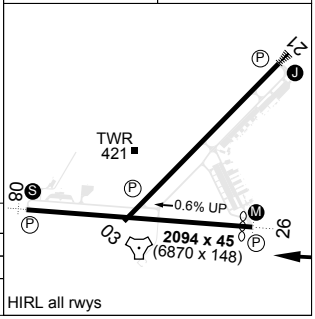
PUKEV HOLDING
15 TAC R-057



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



TLV FL110	TA 10000
THR ELEV 359	TDZE 359



HIRL all rwys

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

CHANGES: SI MINIMA
27 NOV 25

S34 56.94 E150 32.22

AIS-AF
MILITARY USE ONLY

TACAN NWR Chan **71**	APCH CRS **260°**	RWY LDG **6571** THR ELEV **359** AD ELEV **399**

PANS-OPS, WGS-84

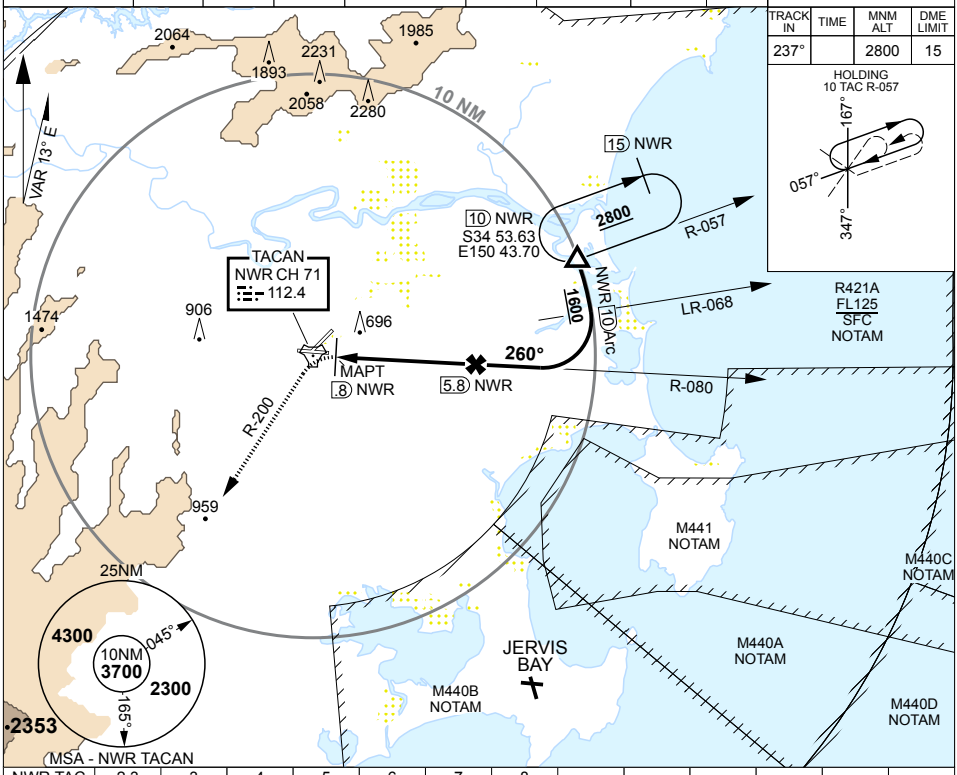
Ⓜ **MISSED APPROACH:**
TURN LEFT, TRACK R-200, CLIMB TO **4300FT**.

ATIS/AWIS(AH)	AFIS	ACD	SMC	TWR	APP	CTAF/ AFRU(AH)	FIA(ML)	PAL
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**

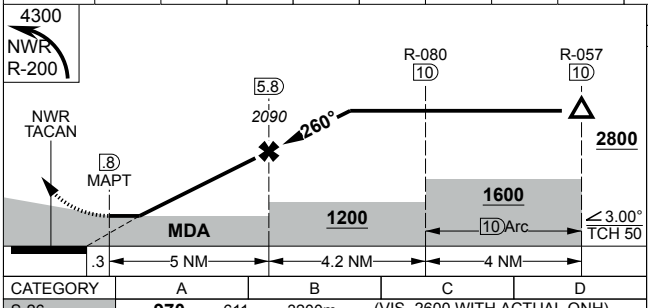
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
237°		2800	15

HOLDING
10 TAC R-057
167°
057°
347°

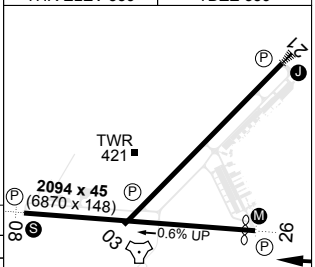


NWR TAC	2.3	3	4	5	6	7	8
ALTITUDE	970	1200	1520	1840	2160	2480	2800



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



HIRL all rwys

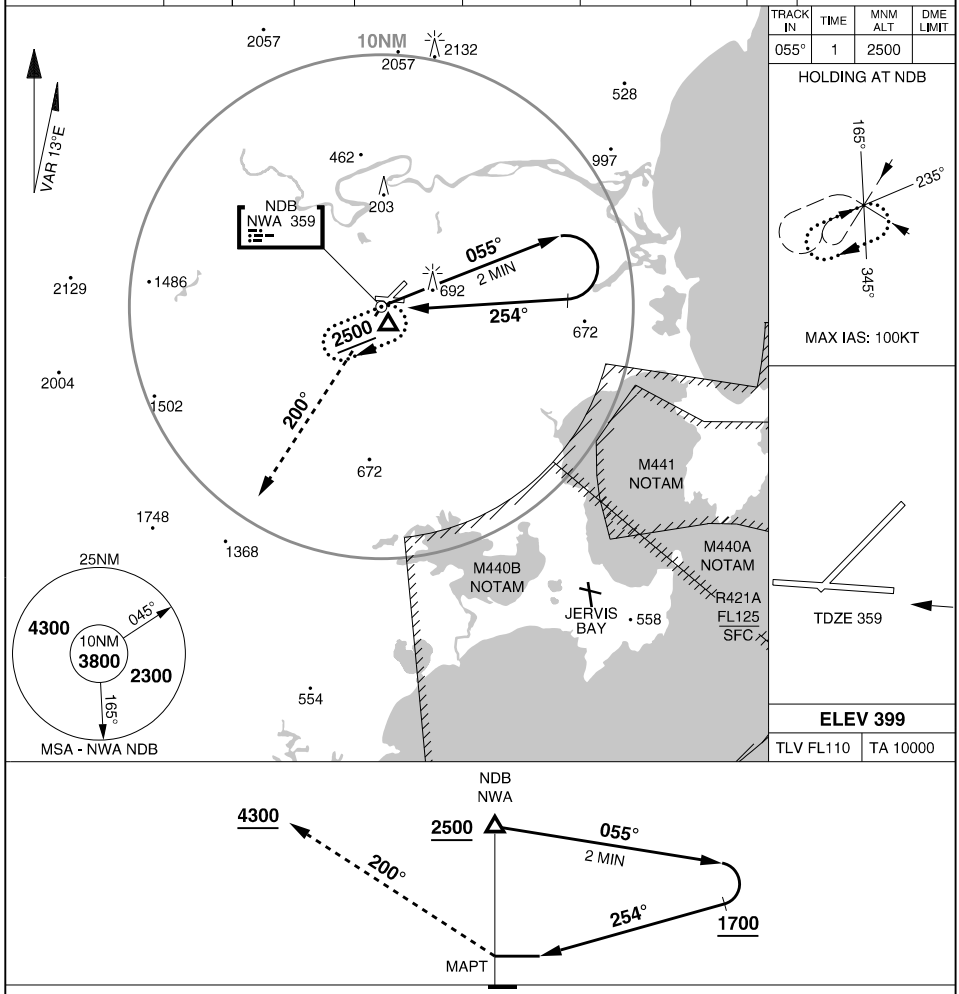
CHANGES: SI MINIMA
27 NOV 25

S34 56.94 E150 32.22
AIS-AF
MILITARY USE ONLY

S34 56.94 E150 32.22
PANS-OPS, WGS 84

NDB RWY 26 (CAT H)
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	



THR 26 ELEV 359

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

CATEGORY	H
S-I NDB	**1090** 731 -4000

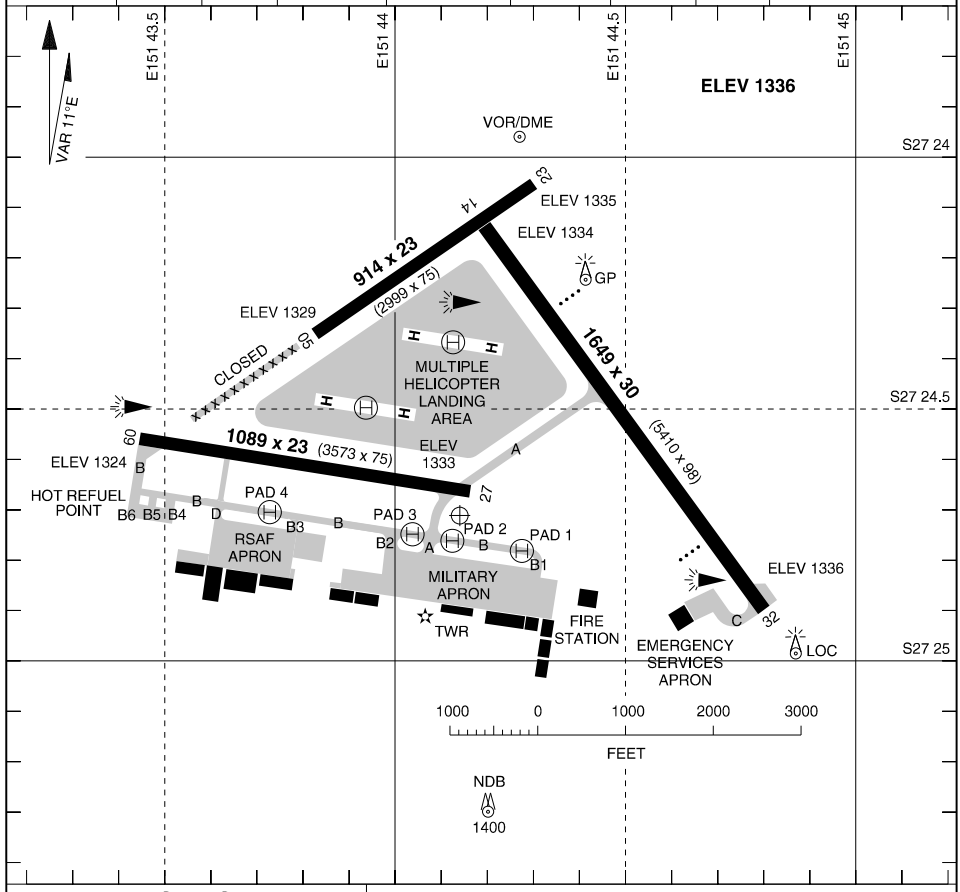
NOTE: MAX IAS REVERSAL: 100KT

CHANGES: MSA
19 MAR 26

S27 24.69 E151 44.12
PANS-OPS, WGS 84

AERODROME CHART
OAKEY (YBOK)

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



LIGHTING

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			

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

NOTES

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

CHANGES: MILITARY APRON BLDG REMOVED
27 NOV 25

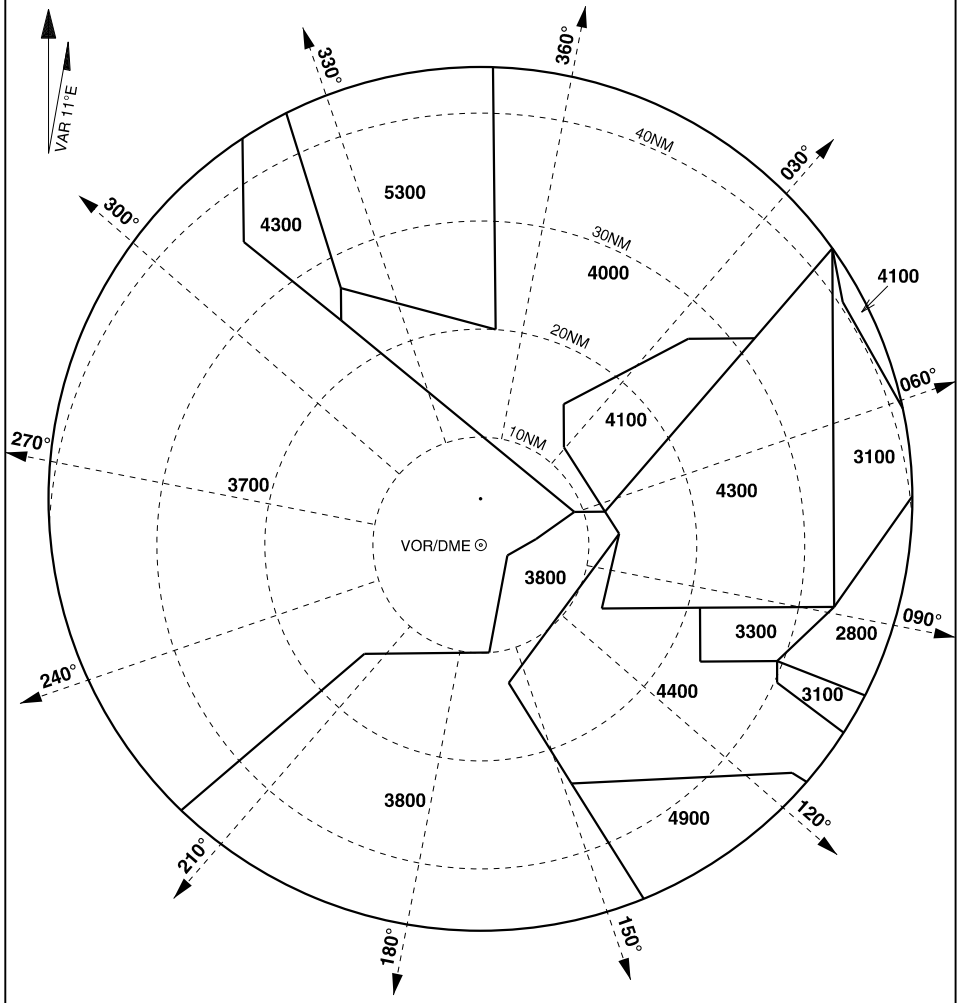
AIS-AF

S27 24.69 E151 44.12
PANS-OPS, WGS 84

ATC USE ONLY

RTCC
OAKEY (YBOK)

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



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

ATC USE ONLY

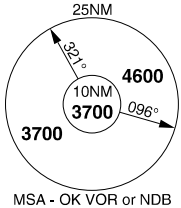
CHANGES: REMOVED TFC FREQ
13 JUN 24

OAKEY (YBOK)
RTCC

S27 24.69 E151 44.12
PANS-OPS, WGS 84

DME or GNSS ARRIVAL
OAKEY (YBOK)

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

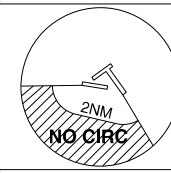


MSA - OK VOR or NDB

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

DME USING OK DME
REFERENCE WAYPOINT OK VOR

CAUTION: D652 APRX 3NM WEST OF AD

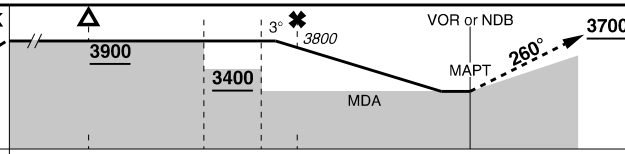


ELEV 1336

TLV FL110 | TA 10000

SURPO TO OK





MISSED APPROACH:
TURN RIGHT,
TRACK 260°
CLIMB TO 3700FT

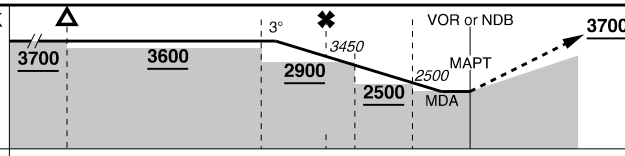
NM FM VOR	SURPO	15	10	7	6	0

CIRCLING MINIMA	A,B: 2750 -2400	C: 2750 -4000	D: N/A

NM FM VOR	6.3	6	5	4	3	2.7					
ALT (3° APCH PATH)	3900	3800	3480	3170	2850	2750					

DEBEE TO OK





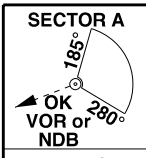
MISSED APPROACH:
CLIMB ON TRACK
TO 3700FT

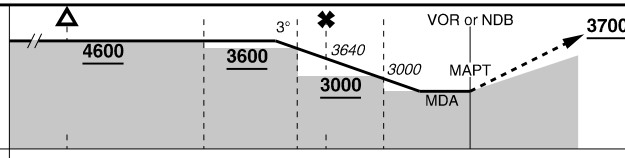
NM FM VOR	25	15	7	5	4	2	0

CIRCLING MINIMA	A,B: 2170 -2400	C: 2470 -4000	D: N/A

NM FM VOR	5.8	5	4	3	2	1.9	1				
ALT (3° APCH PATH)	3700	3450	3140	2820	2500	2470	2170				

SECTOR A





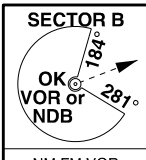
MISSED APPROACH:
CLIMB ON TRACK
TO 3700FT

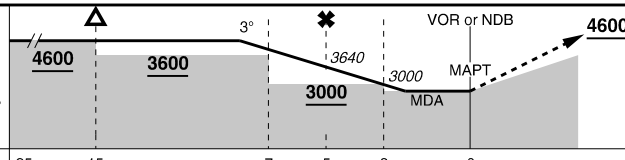
NM FM VOR	25	15	11	6	5	3	0

CIRCLING MINIMA	A,B: 2770 -2400	C: 2770 -4000	D: N/A

NM FM VOR	8	7	6	5	4	3	2.3				
ALT (3° APCH PATH)	4600	4270	3950	3640	3320	3000	2770				

SECTOR B





MISSED APPROACH:
CLIMB ON TRACK
TO 4600FT

NM FM VOR	25	15	7	5	3	0

CIRCLING MINIMA	A,B: 2900 -2400	C: 2900 -4000	D: N/A

NM FM VOR	8	7	6	5	4	3	2.7				
ALT (3° APCH PATH)	4600	4270	3960	3640	3320	3000	2900				

CHANGES: REMOVED TFC FREQ
13 JUN 24

AIS-AF

ILS-Y or LOC-Y RWY 14 USING OK VOR or IOK DME

MILITARY USE ONLY

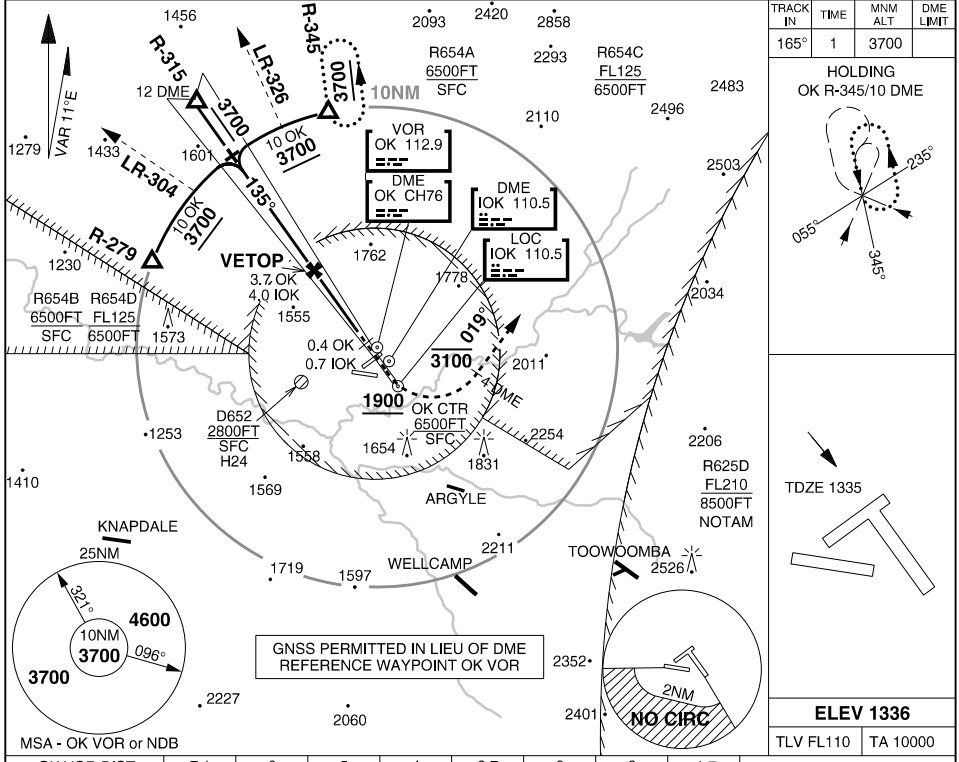
OAKEY (YBOK)

ATIS	ACD	SMC	TWR	APP	CTAF/AFRU	FIA (BN)	PAL
254 124.3	133.35	121.9	120.1 279.5	125.4 285.4	127.65	121.2	121.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
165°	1	3700	

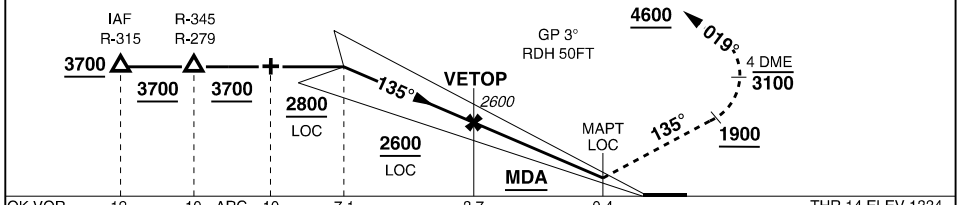
HOLDING
OK R-345/10 DME



ELEV 1336

TLV FL110	TA 10000

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



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

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

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

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

VOR/DME OK 112.9 Chan 76	APCH CRS 125°	RWY LDG 5410 THR ELEV 1334 AD ELEV 1336

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

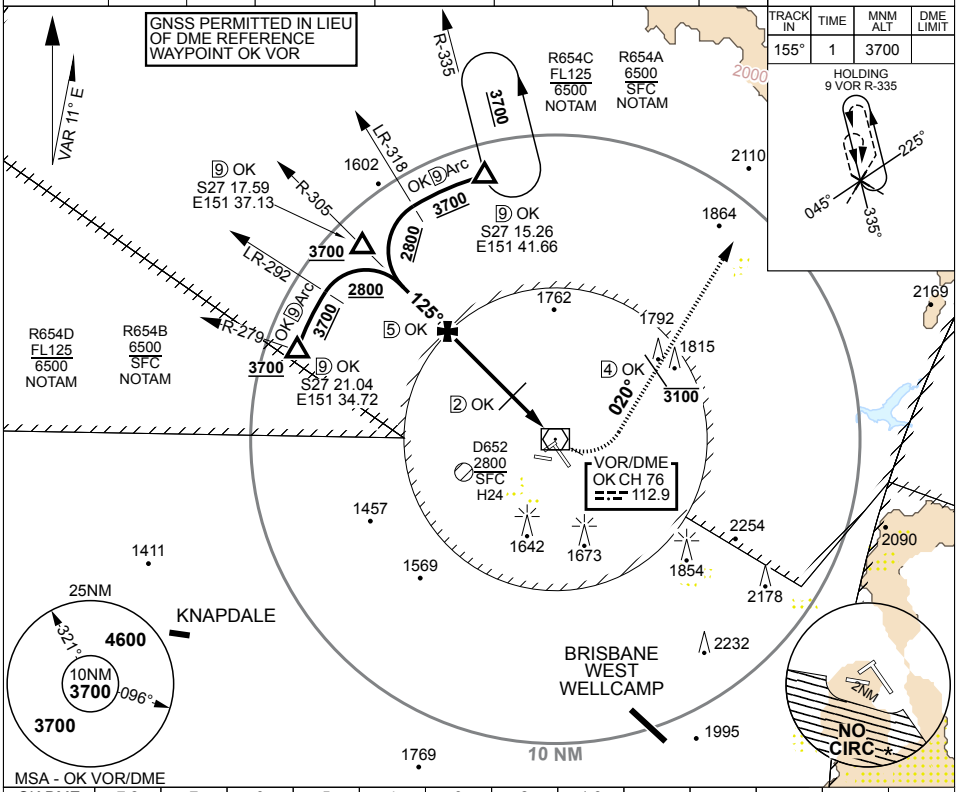
PANS-OPS, WGS-84

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

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

ATIS	ACD	SMC	TWR	APP	CTAF /AFRU	FIA (BN)	PAL
124.3 254	133.35	121.9	120.1 279.5	125.4 285.4	127.65	121.2	121.3

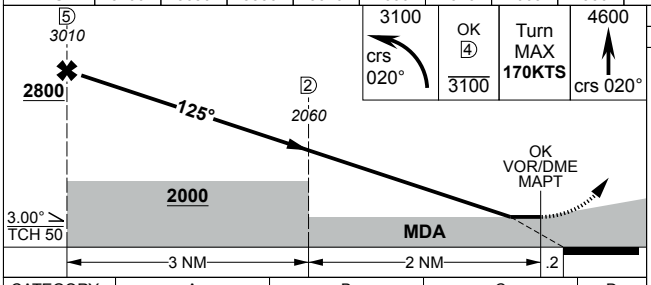
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
155°	1	3700	

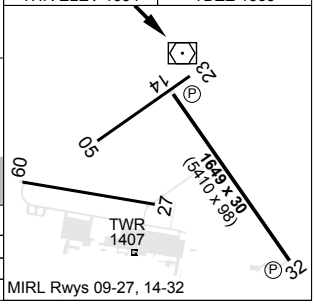
HOLDING
9 VOR R-335
225°
045°
335°

OK DME	7.2	7	6	5	4	3	2	1.6
ALTITUDE	3700	3650	3330	3010	2690	2370	2060	1930



CATEGORY	A	B	C	D
S-14	1930	594	3400m	NA
CIRCLING	2170 834 2400m		2470 1134 4000m	NA

TLV FL110	TA 10000
THR ELEV 1334	TDZE 1335



MIRL Rwys 09-27, 14-32

S27 24.69 E151 44.12

CHANGES: REMOVED TFC FREQ

13 JUN 24

OAKEY (YBOK)

AIS-AF
MILITARY USE ONLY

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

S27 24.69 E151 44.12
PANS-OPS, WGS 84

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

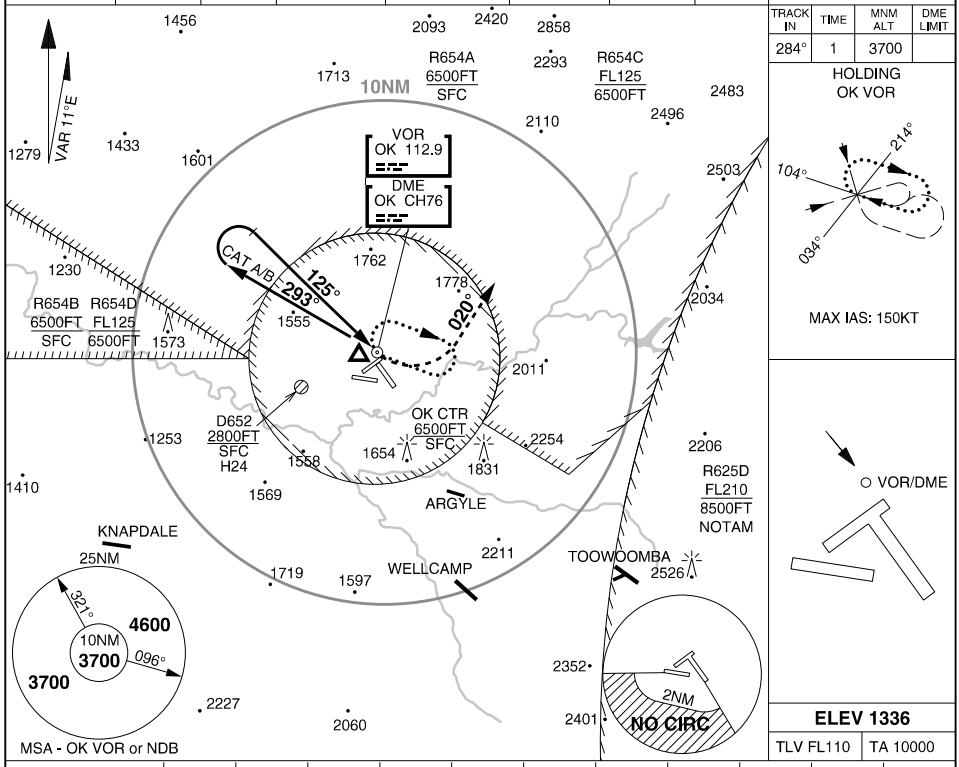
ATIS	ACD	SMC	TWR	APP	CTAF/AFRU	FIA (BN)	PAL
254 124.3	133.35	121.9	120.1 279.5	125.4 285.4	127.65	121.2	121.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
284°	1	3700	

HOLDING
OK VOR

MAX IAS: 150KT

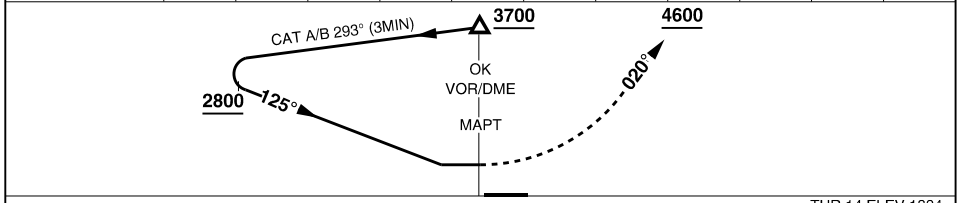


MSA - OK VOR or NDB

ELEV 1336

TLV FL110	TA 10000

DME DIST				NOT APPLICABLE					
ALTITUDE									



THR 14 ELEV 1334

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

CATEGORY	A	B	C	D	E
VOR	**2170**	834 -4800	NOT APPLICABLE		
CIRCLING	**2170**	834 -2400			

NOTES:
1. NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM.
2. HOLD AREA NOT CONTAINED WI RESTR AREAS WHEN ACT.
3. **CAUTION:** PROC OVERLAID BY YTWB RNAV-Z RWY 11. BCST INTENTIONS ON DARLING DOWNS BA (127.65) WHEN OK TWR NOT ACT.
4. HOLDING ACFT MUST REMAIN INSIDE CONTROLLED AIRSPACE WHEN ACT.

VOR/DME OK **112.9** Chan **76**	APCH CRS **230°**	RWY LDG **2999** THR ELEV **1335** AD ELEV **1336**

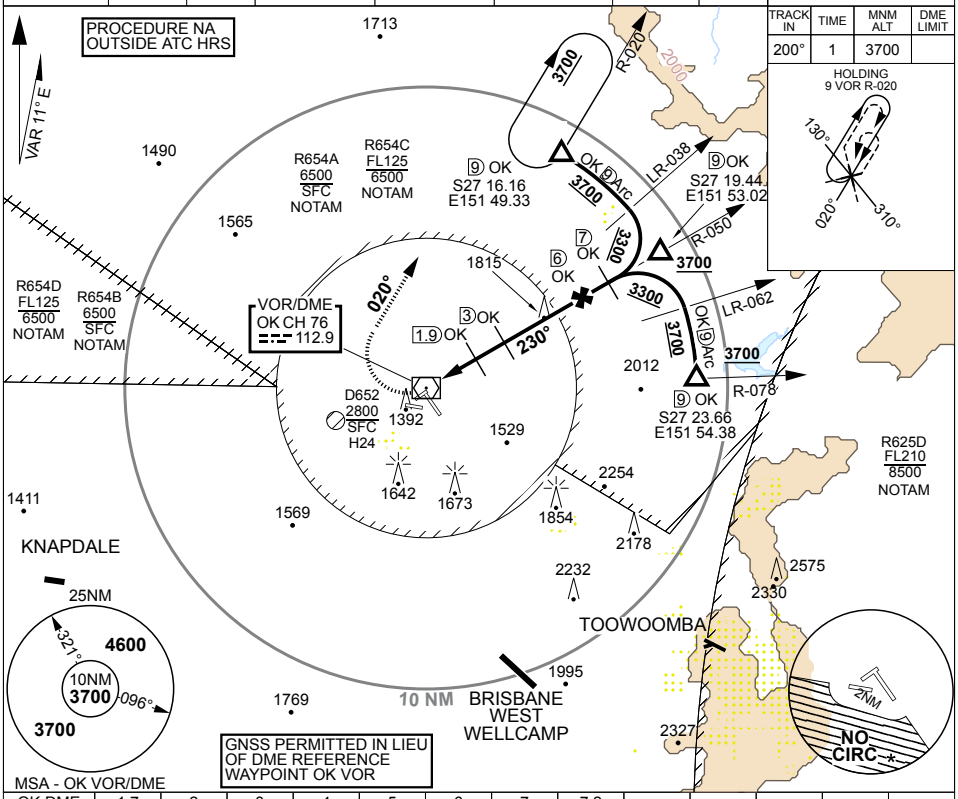
PANS-OPS, WGS-84

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

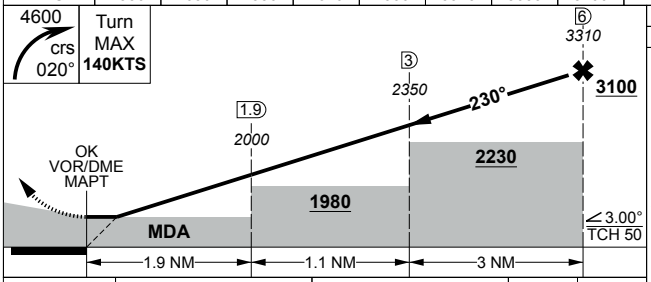
MISSED APPROACH:
TURN RIGHT, MAX IAS IN TURN: 140KT. TRACK 020°, CLIMB TO **4600FT**.

ATIS	ACD	SMC	TWR	APP	CTAF /AFRU	FIA (BN)	PAL
124.3 254	**133.35**	**121.9**	**120.1 279.5**	**125.4 285.4**	**127.65**	**121.2**	**121.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

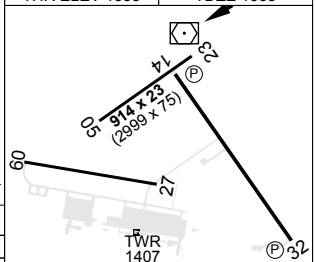


OK DME	1.7	2	3	4	5	6	7	7.2
ALTITUDE	1930	2030	2350	2670	2990	3310	3630	3700



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

TLV FL110	TA 10000
THR ELEV 1335	TDZE 1335



MIRL Rwys 09-27, 14-32

S27 24.69 E151 44.12
PANS-OPS, WGS 84

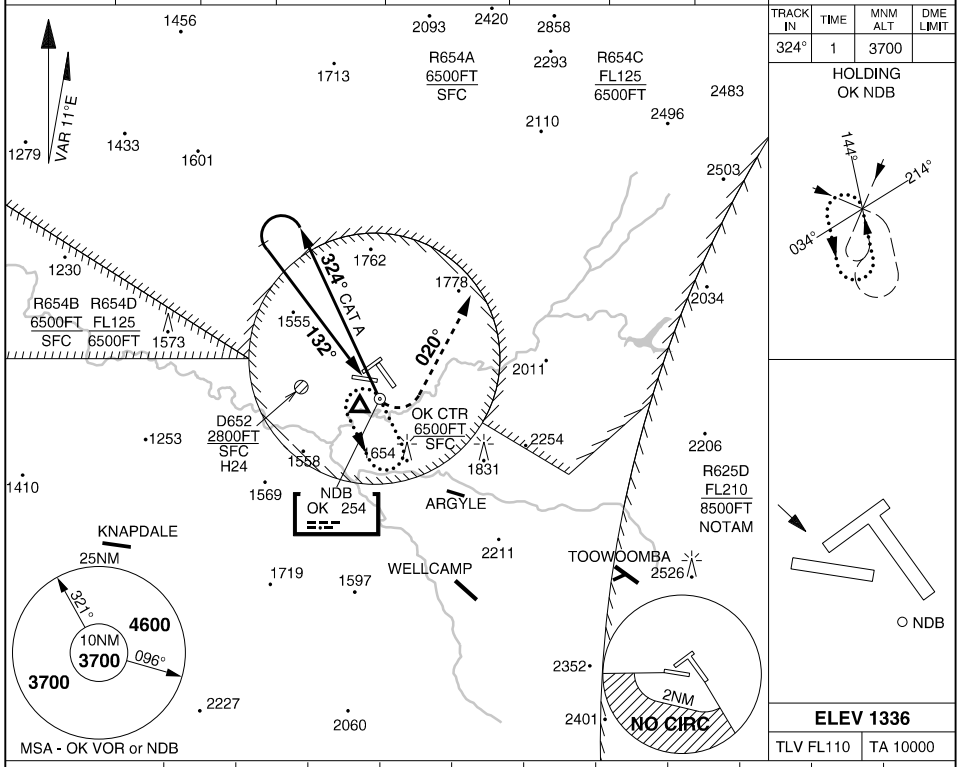
NDB-A (CAT A)
OAKEY (YBOK)

ATIS	ACD	SMC	TWR	APP	CTAF/AFRU	FIA (BN)	PAL
254 124.3	133.35	121.9	120.1 279.5	125.4 285.4	127.65	121.2	121.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
324°	1	3700	

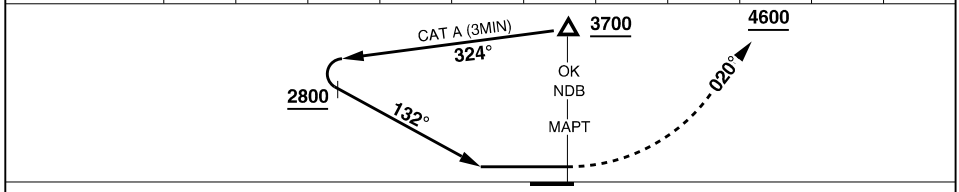
HOLDING
OK NDB



ELEV 1336

TLV FL110	TA 10000

DME DIST				NOT APPLICABLE					
ALTITUDE									



MISSED APPROACH: TURN LEFT, TRACK 020°, CLIMB TO 4600FT.

CATEGORY	A	B	C	D	E
CIRCLING	2170 834 -2000	NOT APPLICABLE			

NOTES:
1. NO CIRCLING SW OF RWY 09/27 AND RWY 14/32 BEYOND 2NM.
2. HOLD AREA NOT CONTAINED WI RESTR AREAS WHEN ACT.
3. **CAUTION:** PROC OVERLAID BY YTWB RNAV-Z RWY 11. BCST INTENTIONS ON DARLING DOWNS BA (127.65) WHEN OK TWR NOT ACT.
4. HOLDING ACFT MUST REMAIN INSIDE CONTROLLED AIRSPACE WHEN ACT.

MILITARY USE ONLY

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

ATIS (PEA)	APP (PEA)	CEN N (PEA)	CEN W (PEA)
136.4 316.1 340	130.2	135.9 285.55	123.3 285.55

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

NOTES:
★1. D198 SFC-2000FT NO DESCENT BELOW 2000FT
2. MAX IAS INITIAL: 210KT

TRACK IN	TIME	MNM ALT	DME LIMIT
076°	1	4000	

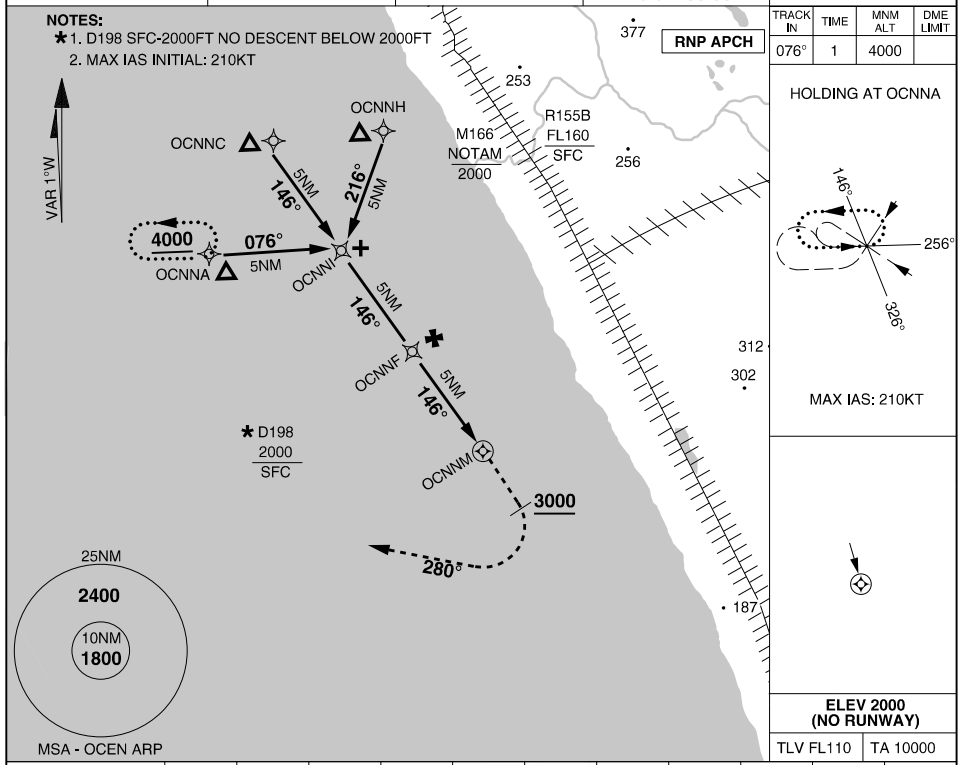
RNP APCH

HOLDING AT OCNNA

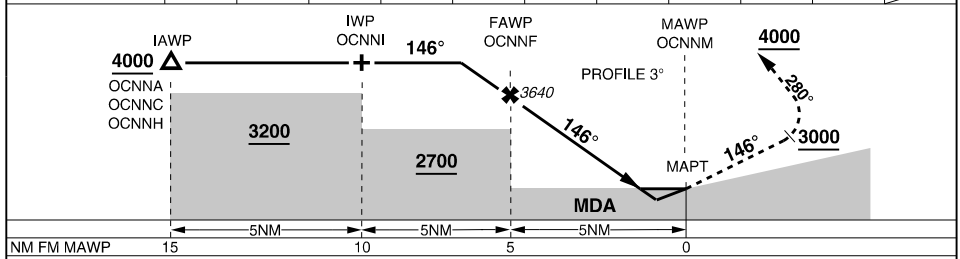
MAX IAS: 210KT

ELEV 2000
(NO RUNWAY)

TLV FL110 | TA 10000



NM TO NEXT WPT		1.1	1	OCNNF	4	3	2	1.4	1.0	0.8	OCNNM
ALTITUDE		4000	3960	3640	3320	3010	2690	2480	2380	2290	



MISSED APPROACH: TRACK 146°, AT 3000FT TURN RIGHT, TRACK 280°, CLIMB TO **4000FT**

CATEGORY	A	B	C	D	E
LNAV	**2480** 480 -2700			NOT AUTHORISED	

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

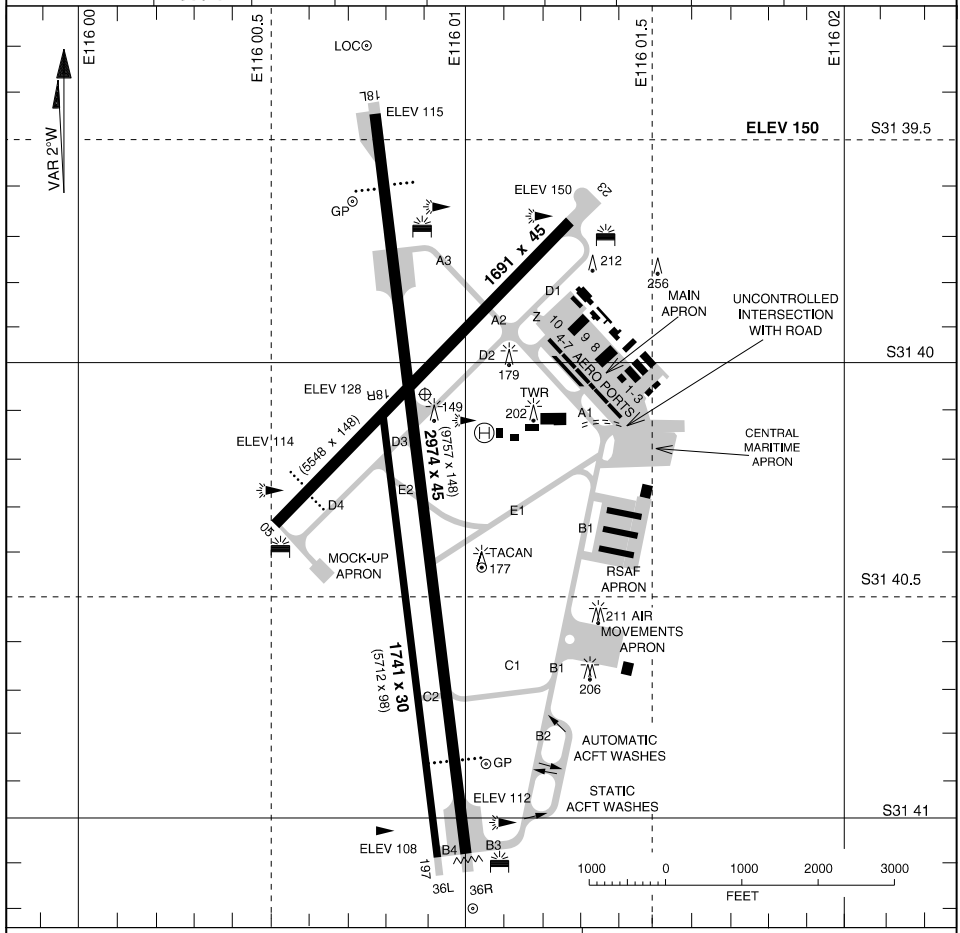
CHANGES: VNAV REMOVED, EDITORIAL
27 NOV 25

AIS-AF
MILITARY USE ONLY

S31 40.06 E116 00.90
PANS-OPS, WGS 84

AERODROME CHART
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	



LIGHTING

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

NOTES

RWY 18 & 23 - RIGHT CIRCUIT

CAUTION

CONTINUOUS HEL OPS

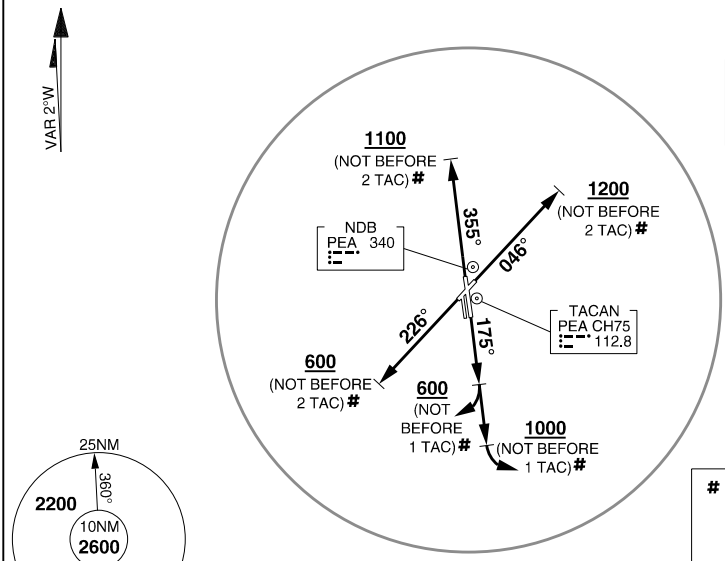
CHANGES: MAGVAR
09 JUL 26

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	



MSA - PEA TACAN or NDB

ELEV 150	
TLV FL110	TA 10000

PEARCE SIX TANGO DEPARTURE

RWY 05
- GRAD 7.9% TO 900FT THEN 3.3%
- TRACK 046°
- AT 1200FT BUT NOT BEFORE 2 TACAN # TURN TO ASSIGNED HDG OR TRACK

RWY 23
- GRAD 4.3% TO 1000FT THEN 3.3%
- TRACK 226°
- AT 600FT BUT NOT BEFORE 2 TACAN # TURN TO ASSIGNED HDG OR TRACK

RWY 18L EAST
- GRAD 4.8% TO 1200FT THEN 3.3%
- TRACK 175°
- AT 1000FT BUT NOT BEFORE 1 TACAN # TURN EAST TO ASSIGNED HDG OR TRACK

RWY 18L WEST
- GRAD 4.8% TO 600FT THEN 3.3%
- TRACK 175°
- AT 600FT BUT NOT BEFORE 1 TACAN # TURN WEST TO ASSIGNED HDG OR TRACK
  REQUIREMENT - EST IN TURN NO LATER THAN 2 TACAN TO AVOID PH CTA

RWY 36R
- GRAD 4.7% TO 1100FT THEN 3.3%
- TRACK 355°
- AT 1100FT BUT NOT BEFORE 2 TACAN # TURN TO ASSIGNED HDG OR TRACK

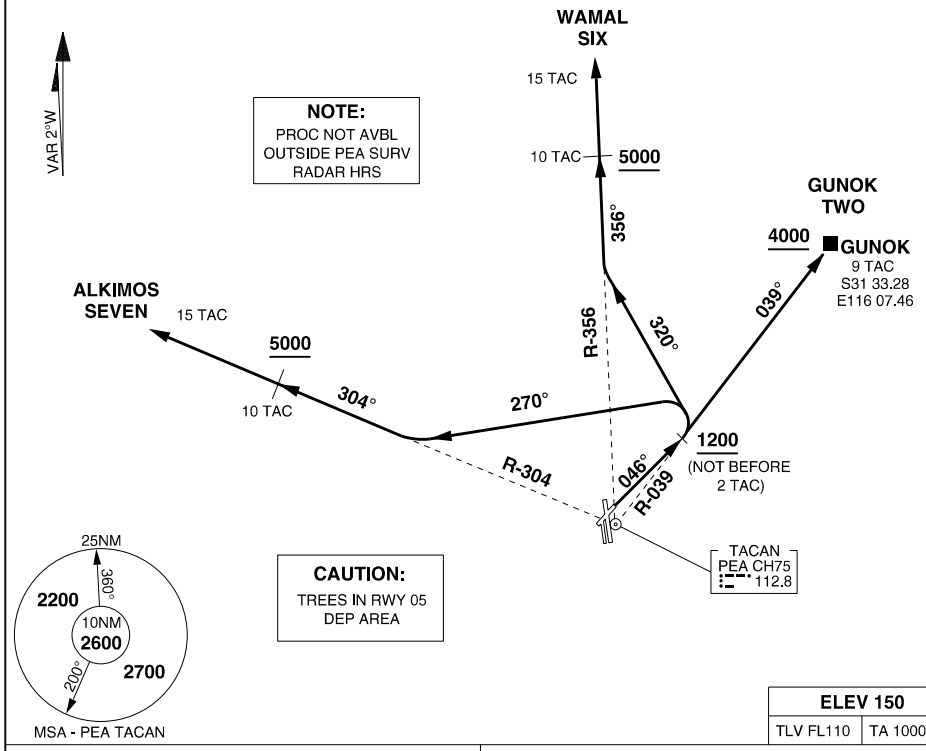
COMMUNICATIONS FAILURE PROCEDURE

ON RECOGNITION OF COMMUNICATIONS FAILURE:
- SQUAWK 7600
- MAINTAIN LAST ASSIGNED VECTOR FOR TWO MINUTES; AND
- **CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE** TO MAINTAIN TERRAIN CLEARANCE; THEN
- PROCEED IN ACCORDANCE WITH THE LATEST ATC ROUTE CLEARANCE ACKNOWLEDGED

S31 40.06 E116 00.90
PANS-OPS, WGS 84

SID RWY 05 (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	



ALKIMOS SEVEN DEPARTURE

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

GUNOK TWO DEPARTURE

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

WAMAL SIX DEPARTURE

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

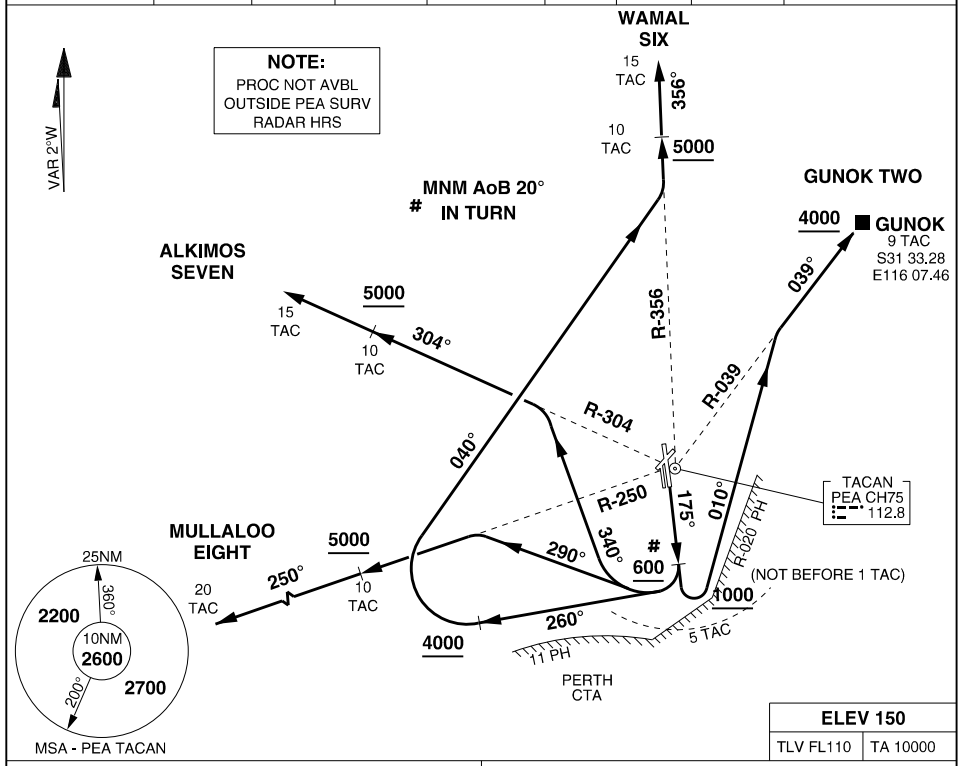
CHANGES: MAGVAR, CAUTION NOTE

09 JUL 26

S31 40.06 E116 00.90
PANS-OPS, WGS 84

SID RWY 18L (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	



ALKIMOS SEVEN DEPARTURE

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

GUNOK TWO DEPARTURE

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

MULLALOO EIGHT DEPARTURE

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

WAMAL SIX DEPARTURE

- MAX IAS 210KT UNTIL TRACKING 040°
- GRAD 5% to 4000FT THEN 3.3%
- TRACK 175°
- AT 600FT, BUT NOT BEFORE 1 TAC
  TURN RIGHT # TRACK 260°
- AT 4000FT TURN RIGHT TRACK 040° TO
  TO INTERCEPT R-356 PEA TAC
  REQUIREMENT - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

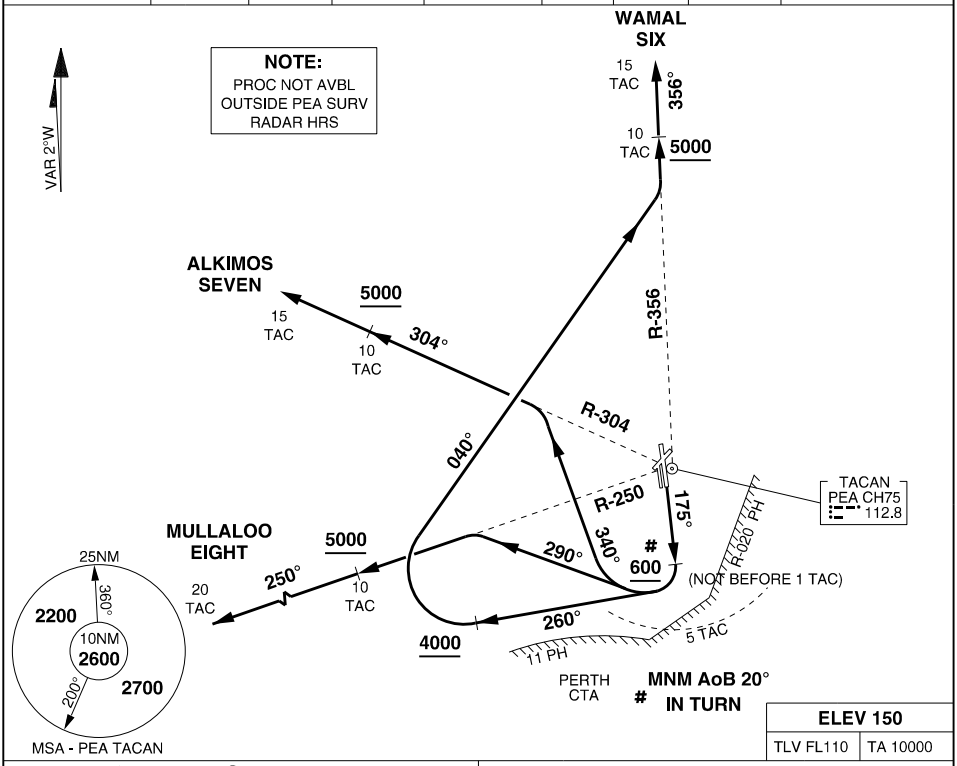
CHANGES: MAGVAR
09 JUL 26

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

S31 40.06 E116 00.90
WGS-84

SID RWY 18L (CAT D)
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

- MAX IAS 250KT
- TRACK 175°

ALKIMOS SEVEN DEPARTURE

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

MULLALOO EIGHT DEPARTURE

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

WAMAL SIX DEPARTURE

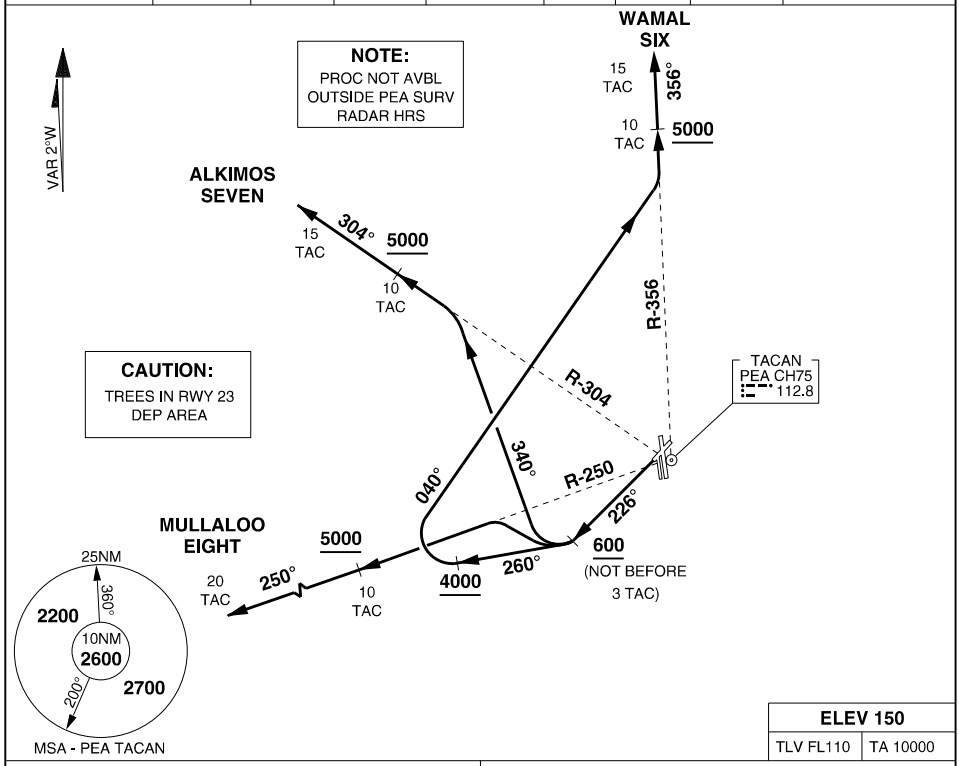
- GRAD 7% to 4000FT THEN 3.3%
- AT 600FT, BUT NOT BEFORE 1 TAC TURN RIGHT # TRACK 260°
- AT 4000FT TURN RIGHT TRACK 040° TO TO INTERCEPT R-356 PEA TAC
  REQUIREMENT - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

CHANGES: MAGVAR
09 JUL 26

S31 40.06 E116 00.90
PANS-OPS, WGS 84

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	



ELEV 150	
TLV FL110	TA 10000

ALKIMOS SEVEN DEPARTURE

- MAX IAS 180KT UNTIL TRACKING 304°
- GRAD 3.6% to 600FT THEN 3.3%
- TRACK 226°
- AT 600FT, BUT NOT BEFORE 3 TAC
  TURN RIGHT TRACK 340°
- INTERCEPT R-304 PEA TAC
  REQUIREMENT - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

MULLALOO EIGHT DEPARTURE

- MAX IAS 240KT UNTIL TRACKING 250°
- GRAD 3.6% to 600FT THEN 3.3%
- TRACK 226°
- AT 600FT, BUT NOT BEFORE 3 TAC
  TURN RIGHT
- INTERCEPT R-250 PEA TAC
  REQUIREMENT - REACH 5000FT BY 10 TAC
- AT 20 TAC, TRACK AS CLEARED BY ATC

WAMAL SIX DEPARTURE

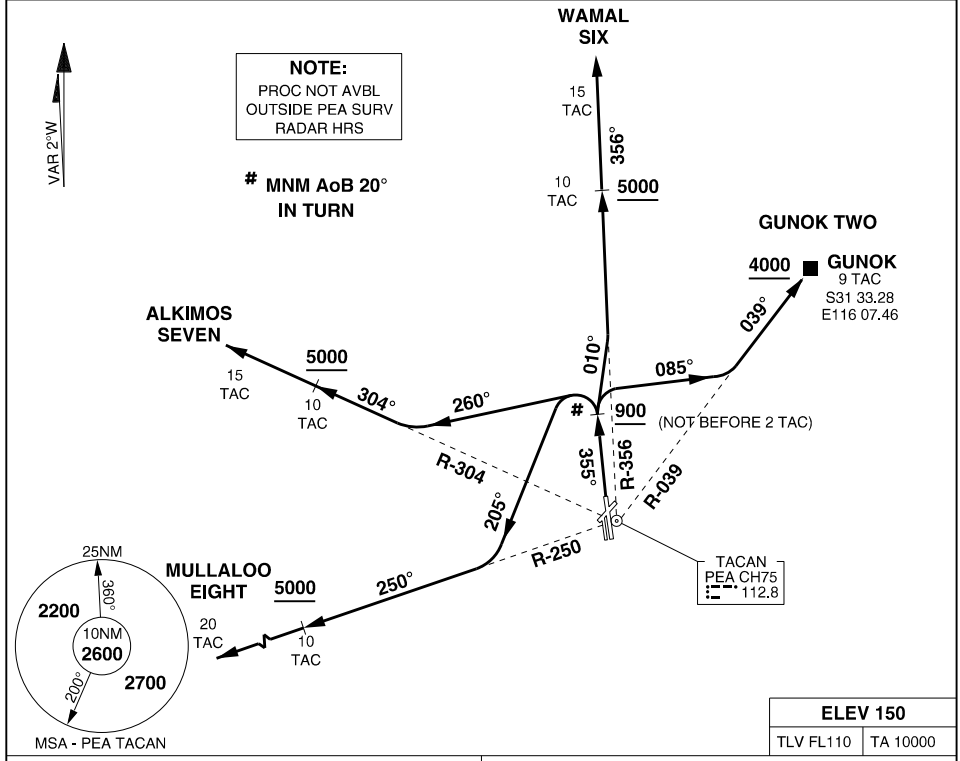
- MAX IAS 210KT UNTIL TRACKING 040°
- GRAD 7% to 4000FT THEN 3.3%
- TRACK 226°
- AT 600FT, BUT NOT BEFORE 3 TAC
  TURN RIGHT TRACK 260°
- AT 4000FT TURN RIGHT TRACK 040° TO
  TO INTERCEPT R-356 PEA TAC
  REQUIREMENT - REACH 5000FT BY 10 TAC
- AT 15 TAC, TRACK AS CLEARED BY ATC

CHANGES: MAGVAR
09 JUL 26

S31 40.06 E116 00.90
PANS-OPS, WGS 84

SID RWY 36R
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

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

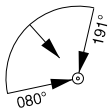
ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3	

INBOUND TRACK or SECTOR (MAG)	LOWEST SAFE ALT (FT)	DESCENT STEPS AT TACAN or GNSS DISTANCE....NM ↓ DESCEND TO.....FEET/VIS.....M								ELEV 150
1	2	3	4	5	6	7	8	9	10	11

- DME USING TACAN CH75
- GNSS REFERENCE WAYPOINT PEA TACAN



SECTOR A✤



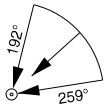
2700 WITHIN 25 NM				35 ↓ 10,000	26 ↓ 8000	18 ↓ 5000	10 ↓ 3500	7 ↓ 1500	5 ↓ A,B: 1340 -2400 C: 1340 -4000 D: 1340 -5000
				IAF: 15 TACAN	IF: 10 TACAN	FAF: 5 TACAN	MAPT: PEA TACAN		

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		

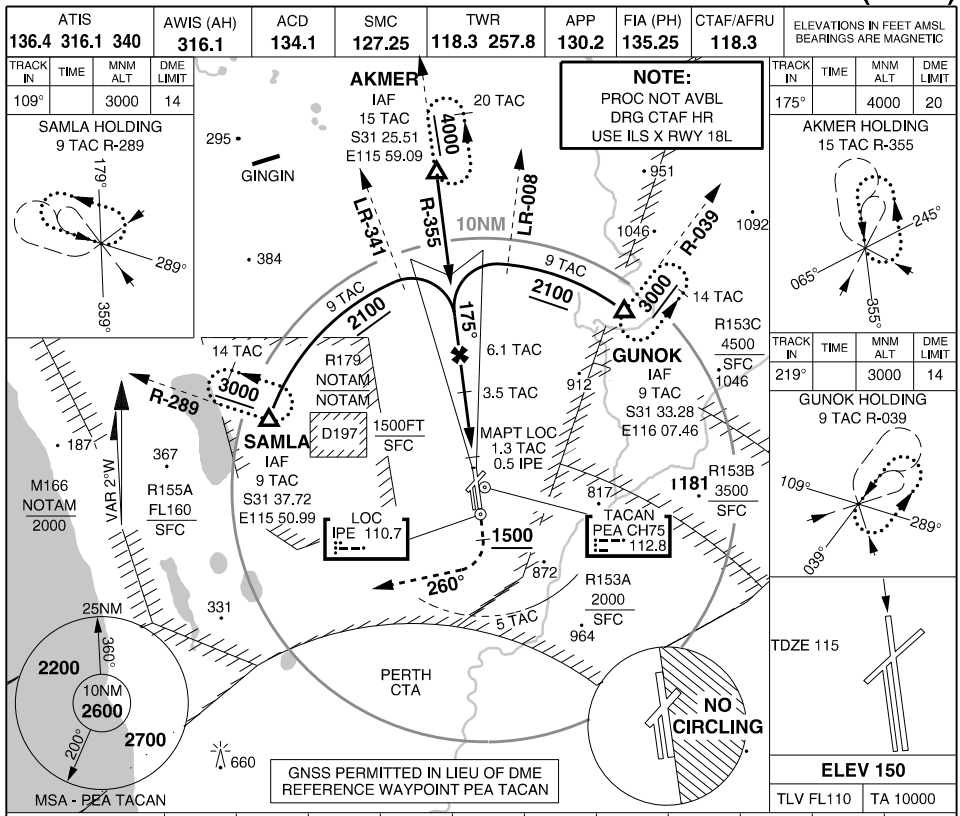
MISSED APPROACH: TURN RIGHT, TRACK 280°, CLIMB TO **3000FT** #

\# ACFT RQ CLEARANCE TO RE-ENTER PH CTA/C DURING CTAF HRS
MISSED APCH INFRINGES R179 WHEN ACT

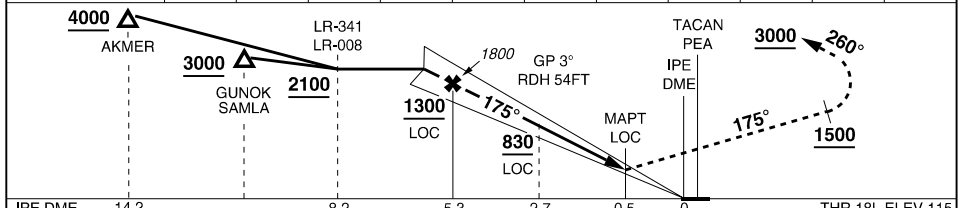
NOTES :
1. NO CIRCLING EAST OF RWY 18L/36R
2. PROCEDURE DESIGNED TO CONTAIN ACFT IN PH CTA/C UNTIL WITHIN THE BOUNDRY OF R153/155
3. DURING CTAF HRS REFERENCE TO VTC AND TAC ADVISED TO PREVENT ACFT RE-ENTERING PH CTA/C AFTER PROCEEDING OCTA

S31 40.06 E116 00.90
PANS-OPS, WGS 84

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



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 260°, CONTINUE CLIMB TO **3000FT**

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

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

CHANGES: REVISED PROC
11 FEB 25

S31 40.06 E116 00.90
PANS-OPS, WGS 84

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

MILITARY USE ONLY

PEARCE (YPEA)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
109°		3000	14

SAMLA HOLDING
9 TAC R-289

AKMER
IAF
15 TAC
S31 25.51
E115 59.09

20 TAC

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

GINGIN

LR-341 R-355 LR-008 R-039 R-289

10NM

9 TAC 2100 3000 14 TAC

175° 6.1 TAC 3.5 TAC

R179 NOTAM NOTAM D197 1500FT SFC

SAMLA
IAF
9 TAC
S31 37.72
E115 50.99

LOC
IPE 110.7

MAPT LOC
1.3 TAC
0.5 IPE

GUNOK
IAF
9 TAC
S31 33.28
E116 07.46

R153C 4500 SFC

R153B 3500 SFC

TACAN
PEA CH75
112.8

1500

280°

R153A 2000 SFC 5 TAC

M166 NOTAM 2000

R155A FL160 SFC

VAR 2°W

25NM 360° 10NM 200°

2200 2600 2700

PERTH CTA

NO CIRCLING

660

GNSS PERMITTED IN LIEU OF DME
REFERENCE WAYPOINT PEA TACAN

MSA - PEA TACAN

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

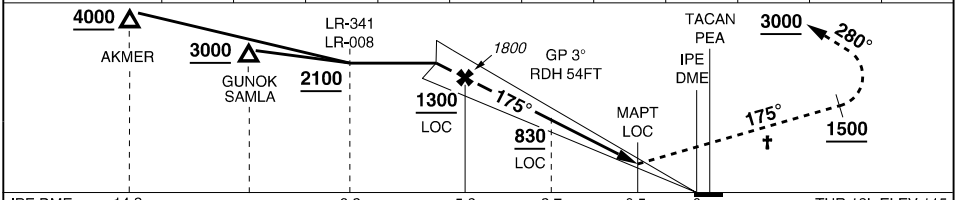
GUNOK HOLDING
9 TAC R-039

TDZE 115

ELEV 150

TLV FL110 | TA 10000

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



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

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

CATEGORY	A	B	C	D	E
ILS/TAC	**420** 305 -1600				NOT AUTHORISED
LOC/TAC	**690** 575 -3000				
CIRCLING	**730** 580 -2000	**880** 730 -2400	**980** 830 -4000	**1090** 940 -5000	

(VIS -1500 WITH ACTUAL QNH)
(VIS -2400 WITH ACTUAL QNH)

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

CHANGES: REVISED PROC
11 FEB 25

AIS-AF
MILITARY USE ONLY

PEARCE (YPEA)

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

S31 40.06 E116 00.90
PANS-OPS, WGS 84

ILS-Z RWY 36R
PEARCE (YPEA)

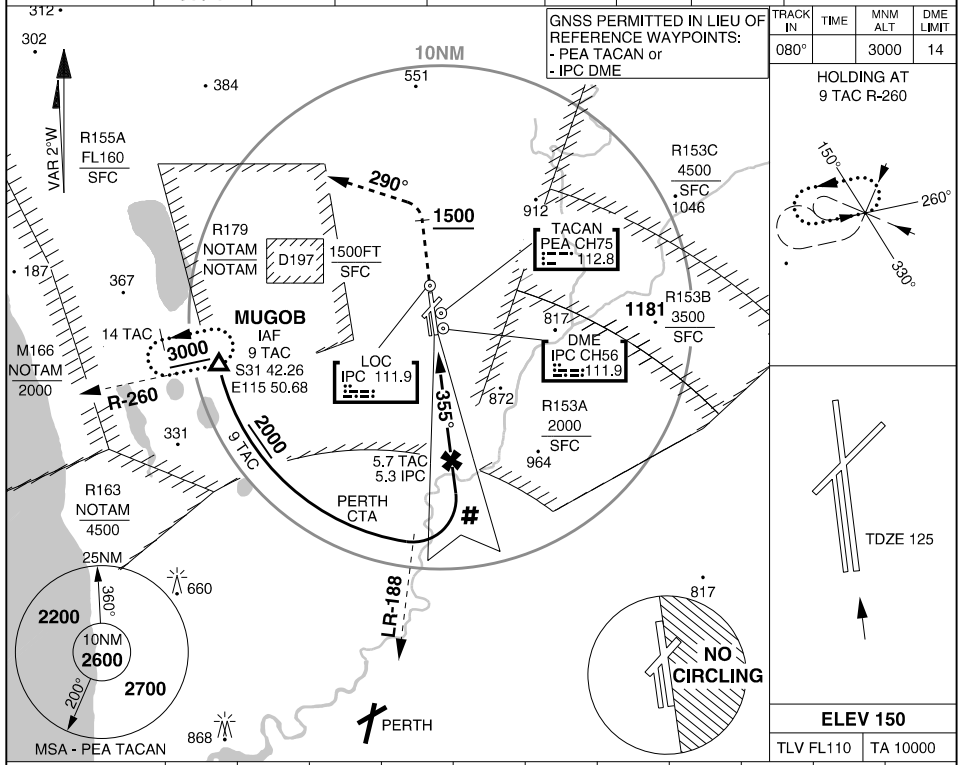
ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

GNSS PERMITTED IN LIEU OF REFERENCE WAYPOINTS:
- PEA TACAN or
- IPC DME

TRACK IN	TIME	MNM ALT	DME LIMIT
080°		3000	14

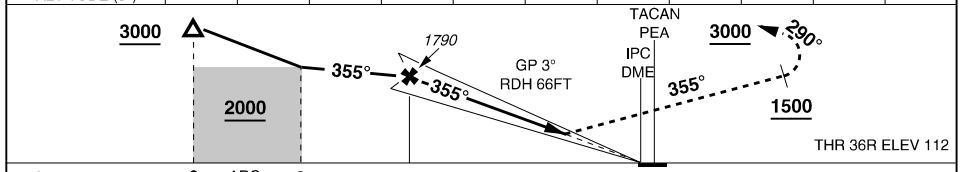
HOLDING AT 9 TAC R-260



ELEV 150

TLV FL110 | TA 10000

IPC DME	8.6	7.6	6.6	5.6	5.3	4.6	3.6	2.6	1.6	1.0	
PEA TACAN DIST	9	8	7	6	5.7	5	4	3	2	1.4	
ALTITUDE (3°)	2850	2530	2220	1900	1790	1580	1260	940	620	430	



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

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

CATEGORY	A	B	C	D	E
ILS/TAC	**440** 328 -1700 (VIS -1500 WITH ACTUAL QNH)				NOT AUTHORISED
CIRCLING	**730** 580 -2000	**880** 730 -2400	**980** 830 -4000	**1090** 940 -5000	

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

CHANGES: MINIMA, MAGVAR

09 JUL 26

PEARCE (YPEA)
ILS-Z RWY 36R

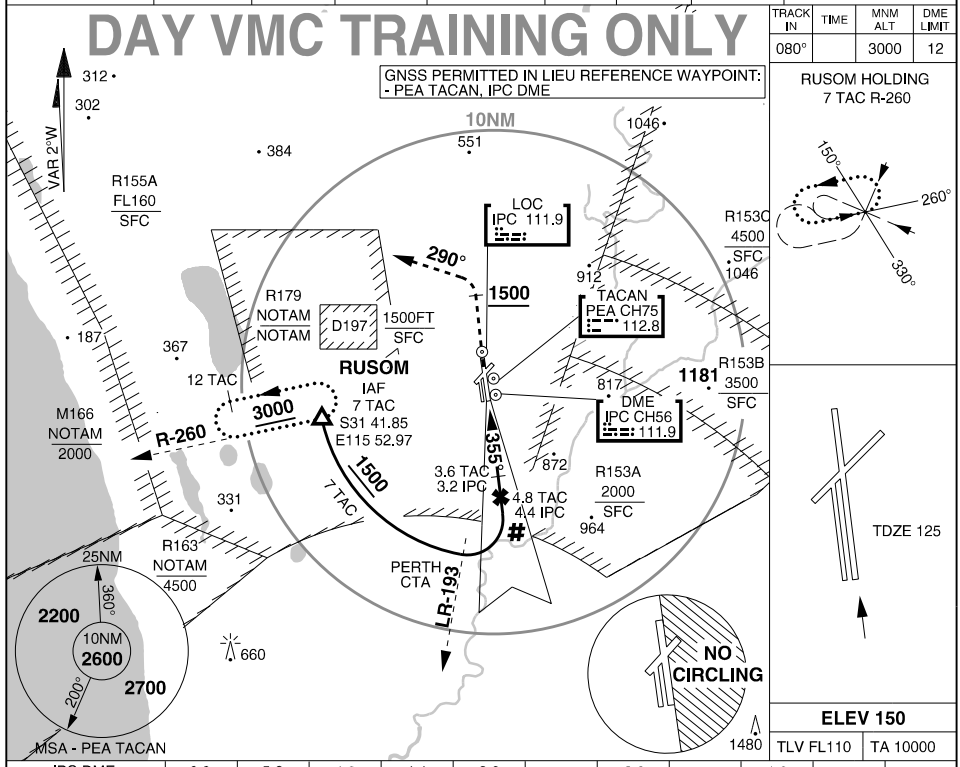
ILS-Y or LOC-Y RWY 36R (CAT A, B, C)

MILITARY USE ONLY

PEARCE (YPEA)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF/AFRU
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



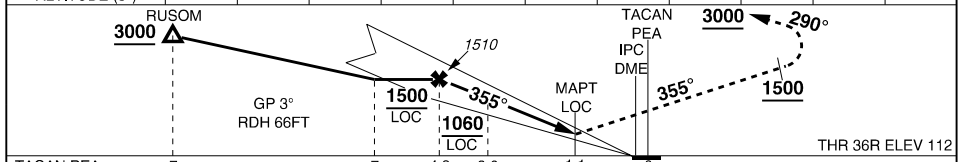
TRACK IN	TIME	MNM ALT	DME LIMIT
080°		3000	12

RUSOM HOLDING
7 TAC R-260

ELEV 150

TLV FL110 | TA 10000

IPC DME	6.6	5.6	4.6	4.4	3.6	3.2	2.6	1.6	1.0		
PEA TACAN DIST	7	6	5	4.8	4	3.6	3	2	1.4		
ALTITUDE (3°)	2220	1900	1580	1510	1260	1130	940	620	430		



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

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

CATEGORY	A	B	C	D	E
ILS/TAC	**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

LOC/DME IPC 111.9 Chan 56	APCH CRS 355°	RWY LDG 9757 THR ELEV 112 AD ELEV 150

PANS-OPS, WGS-84

LOC-Z RWY 36R
PEARCE (YPEA)

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

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

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	316.1	134.1	127.25	118.3 257.8	130.2	135.25	118.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

GNSS PERMITTED IN LIEU OF DME REFERENCE WAYPOINT PEA TACAN

TRACK IN	TIME	MNM ALT	DME LIMIT
080°		3000	14

MUGOB HOLDING
9 TAC R-260
150°
260°
330°

VAR 2° W

10 NM

R179 NOTAM

R155A FL160 SFC

D197 1500 SFC

LOC IPC 111.9

290°

1500

MAPT
1.1 PEA
.7 IPC

14 PEA

MUGOB
9 PEA
S31 42.26
E115 50.68

3000

R-260

DME IPC CH 56 111.9

2.4 PEA
2 IPC

TACAN PEA CH 75 112.9

R153B 3500 SFC

R153C 4500 SFC

R153A 2000 SFC

1565

1000

M166 NOTAM 2000

2000

PEA 9 Arc

5.7 PEA
5.3 IPC

355°

#

9 PEA
8.6 IPC

LR-188

R163 NOTAM 4500

25NM

360°

2200

10NM
2600

2700

200°

PERTH CTA

NO CIRC

MSA - PEA TACAN

PEA TAC	2	3	4	5	6	6.3
IPC DME	1.6	2.6	3.6	4.6	5.6	5.9
ALTITUDE	610	940	1250	1570	1890	2000

1500 | 3000 crs 290°

IPC
PEA DME
TACAN

1.1 PEA
.7 IPC
MAPT

2.4 PEA
2 IPC
760

5.7 PEA
5.3 IPC
1790

9 PEA
8.6 IPC
2000

MUGOB
9 PEA
3000

355°

2000

1500

650

MDA

9 Arc

3.00°
TCH 66

.5 | 1.3 NM | 3.2 NM | 3.3 NM | 13.2 NM

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

TLV FL110	TA 10000
THR ELEV 112	TDZE 112

MIRL Rwys 05-23 and 18L-36R

18L
23
18R
TWR
211
05
2974 x 45
(9757 x 148)
36L
36R

CHANGES: MINIMA, DIST-ALT TABLE

S31 40.06 E116 00.90

09 JUL 26

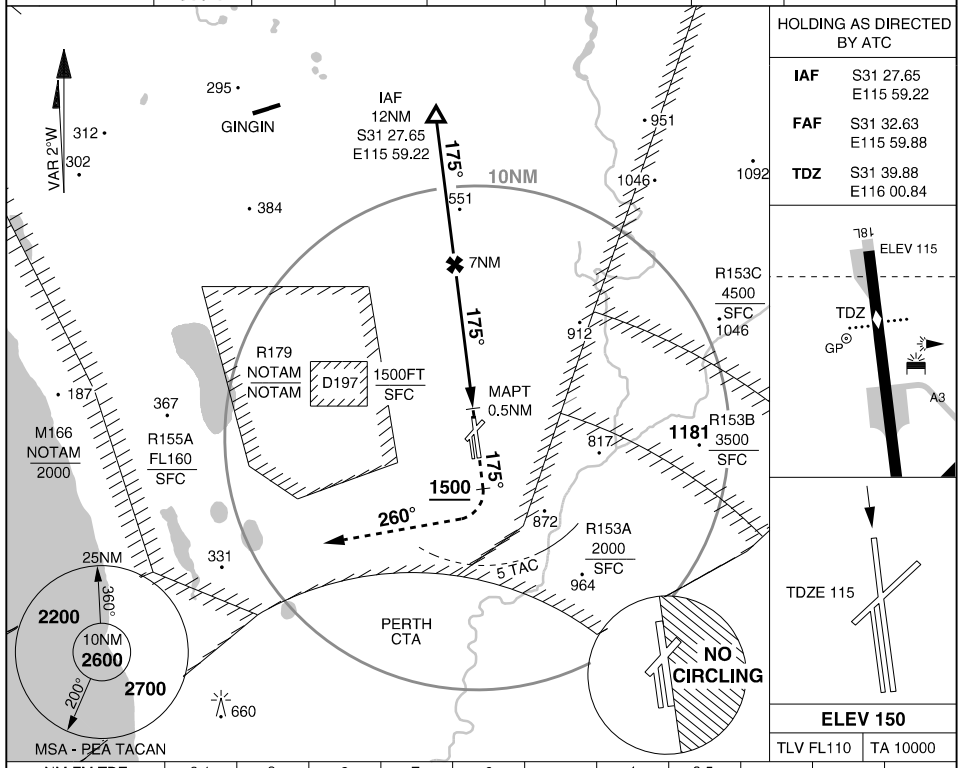
AIS-AF
MILITARY USE ONLY

PEARCE (YPEA)
LOC-Z RWY 36R

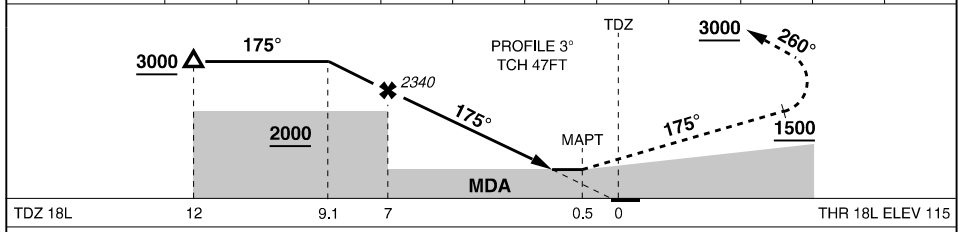
S31 40.06 E116 00.90
PANS-OPS, WGS 84, AATCP-1

ARA RWY 18L
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	



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



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

CATEGORY	C	D	E
ARA	**1230** 1115 -5000		NOT AUTHORISED
CIRCLING	**1230** 1080 -4000	**1230** 1080 -5000	

NOTES:
1. NO CIRCLING EAST OF RWY 18L/36R
2. MISSED APPROACH REQUIRES PH ATC CLEARANCE DURING CTAF HOURS.
3. TDZ ON RWY C/L 273M PAST LDG THR

CHANGES: REVISED PROC
09 JUL 26

TACAN PEA Chan **75**	APCH CRS **065°**	RWY LDG **5548** THR ELEV **114** AD ELEV **150**

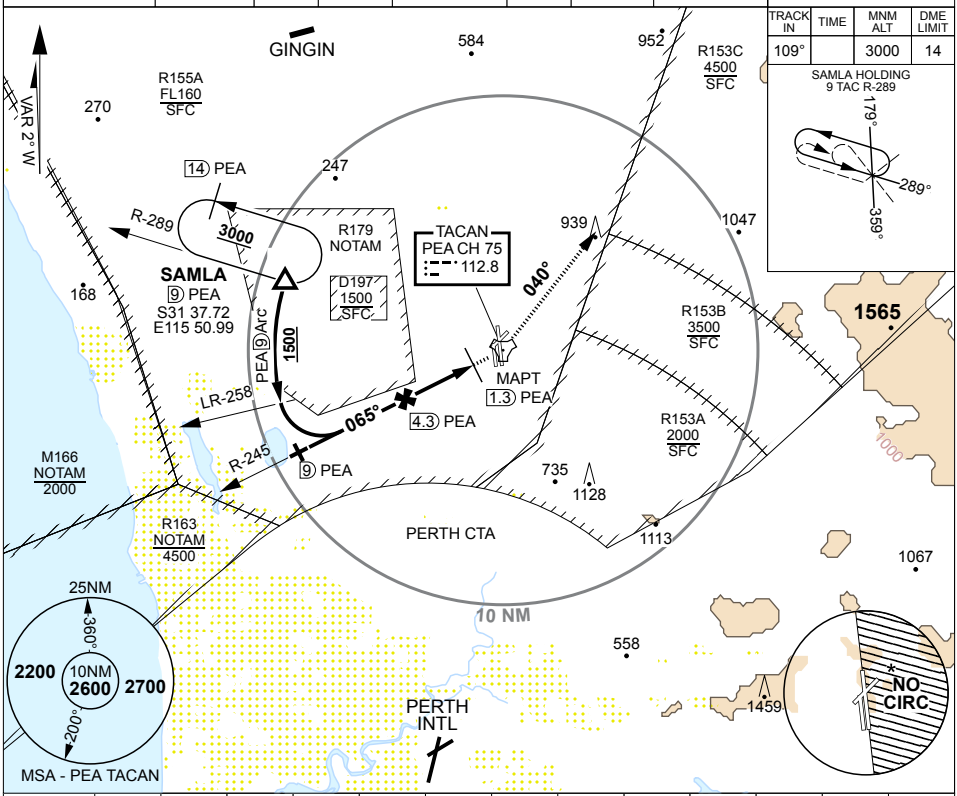
PANS-OPS, WGS-84

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

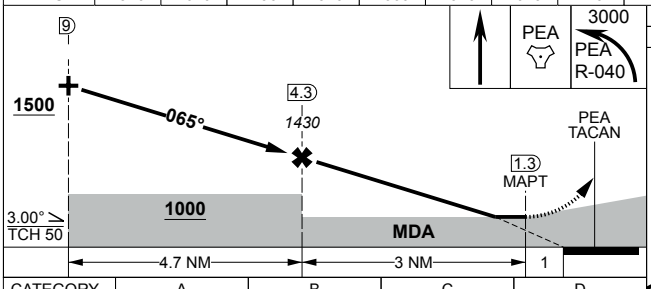
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-040, CLIMB TO **3000FT**.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	**316.1**	**134.1**	**127.25**	**118.3 257.8**	**130.2**	**135.25**	**118.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

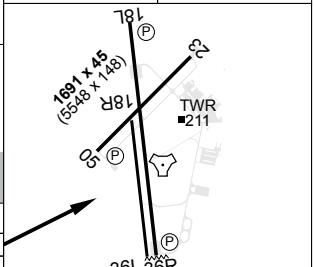


PEA TAC	9	8	7	6	5	4	3	2.2
ALTITUDE	2920	2610	2290	1970	1660	1340	1020	770



CATEGORY	A	B	C	D
S-05	**770**	656	3600m	
CIRCLING	**730** 580 2000m	**880** 730 2400m	**980** 830 4000m	**1090** 940 5000m

TLV FL110	TA 10000
THR ELEV 114	TDZE 133



MIRL Rwys 05-23 and 18L-36R

CHANGES: MSA, MAGVAR, CIRCLING
S31 40.06 E116 00.90

09 JUL 26

AIS-AF
MILITARY USE ONLY

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

TACAN-Z RWY 18L (UNCONTROLLED HR ONLY)

PANS-OPS, WGS-84

PEARCE (YPEA)

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

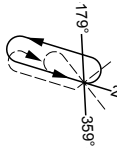
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-171, AT 1500FT TURN RIGHT, TRACK 280°, CLIMB TO **3000FT**.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	**316.1**	**134.1**	**127.25**	**118.3 257.8**	**130.2**	**135.25**	**118.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

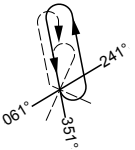
TRACK IN	TIME	MNM ALT	DME LIMIT
109°		3000	14

SAMLA HOLDING
9 TAC R-289



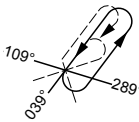
TRACK IN	TIME	MNM ALT	DME LIMIT
171°		4000	20

SABTO HOLDING
15 TAC R-352

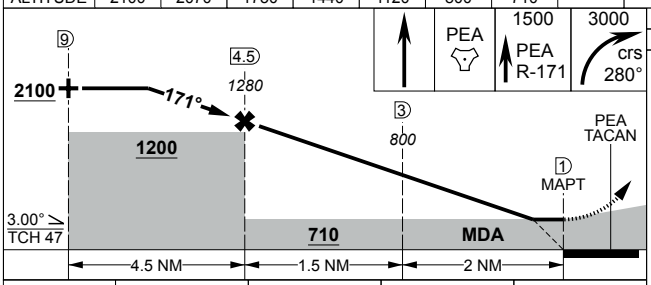


TRACK IN	TIME	MNM ALT	DME LIMIT
219°		3000	14

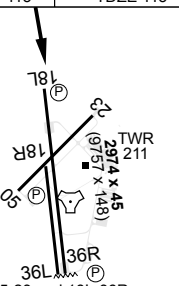
GUNOK HOLDING
9 TAC R-039



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



TLV FL110	TA 10000
THR ELEV 115	TDZE 115



MIRL Rwys 05-23 and 18L-36R

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

CHANGES: REVISED PROC
19 MAR 26
AIS-AF: MILITARY USE ONLY

S31 40.06 E116 00.90

PEARCE (YPEA)

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**.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	**316.1**	**134.1**	**127.25**	**118.3 257.8**	**130.2**	**135.25**	**118.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
109°		3000	14

SAMLA HOLDING
9 TAC R-289

TRACK IN	TIME	MNM ALT	DME LIMIT
171°		4000	20

SABTO HOLDING
15 TAC R-352

TRACK IN	TIME	MNM ALT	DME LIMIT
219°		3000	14

GUNOK HOLDING
9 TAC R-039

SABTO
15 PEA
S31 25.64
E115 58.00

GUNOK
9 PEA
S31 33.28
E116 07.46

SAMLA
9 PEA
S31 37.72
E115 50.99

GINGIN

R155A
FL160
SFC

R153C
4500
SFC

R153B
3500
SFC

R153A
2000
SFC

D197
1500
SFC

R179
NOTAM

M166
NOTAM
2000

VAR 2° W

TACAN
PEA CH 75
112.8

MAPT
1 PEA

PERTH CTA

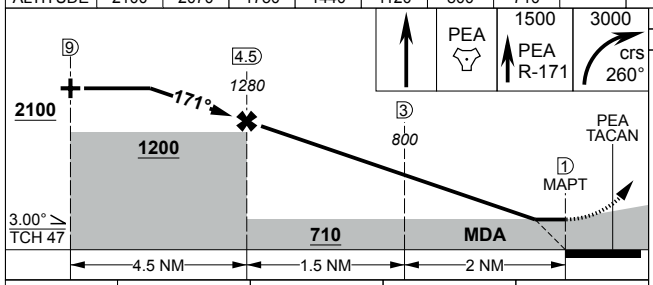
10 NM

25NM

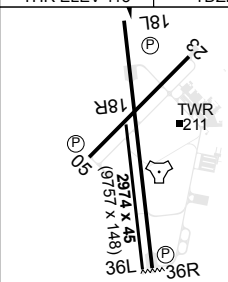
MSA - PEA TACAN
2200
10NM
2600
2700

NO CIRC

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



TLV FL110	TA 10000
THR ELEV 115	TDZE 115



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

MIRL Rwys 05-23 and 18L-36R

CHANGES: REVISED PROC
19 MAR 26

S31 40.06 E116 00.90

AIS-AF
MILITARY USE ONLY

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

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

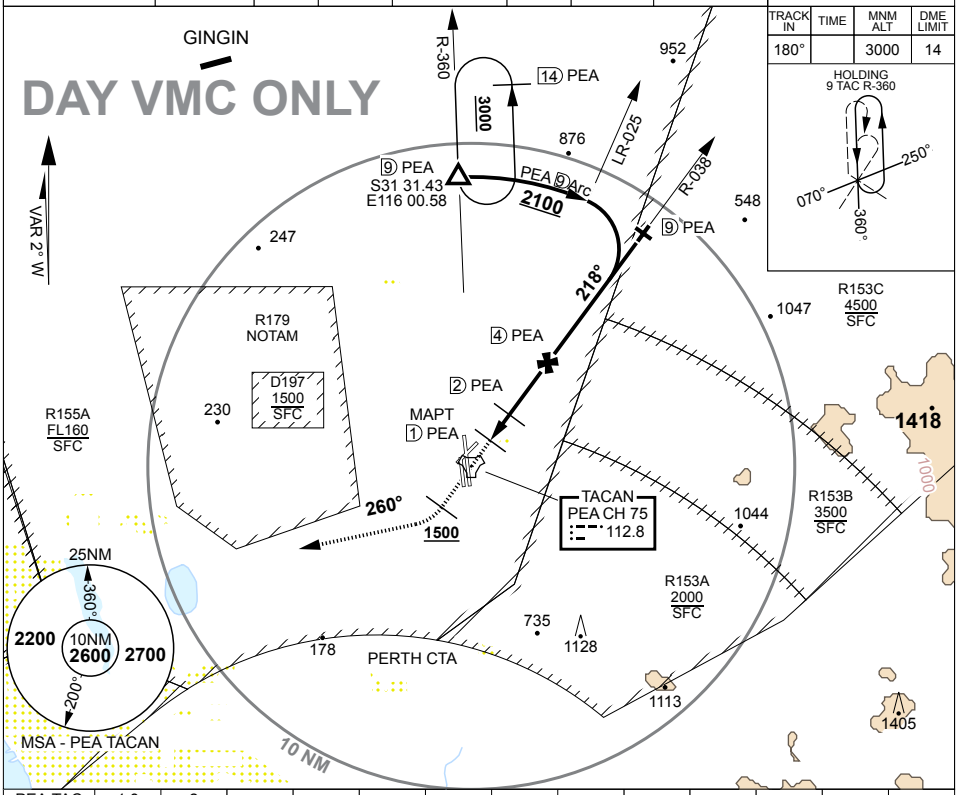
PANS-OPS, WGS-84

1. CIRCLING NOT AUTHORISED FROM THIS APPROACH.
2. CAUTION: NON-STANDARD PANS-OPS GRADIENT 6.46° FROM 2NM PEA TAC TO TCH.

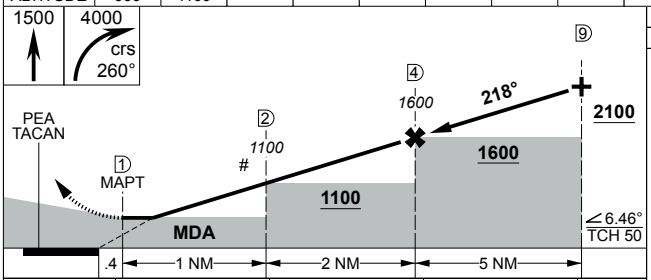
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-218, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO **4000FT**.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	**316.1**	**134.1**	**127.25**	**118.3 257.8**	**130.2**	**135.25**	**118.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

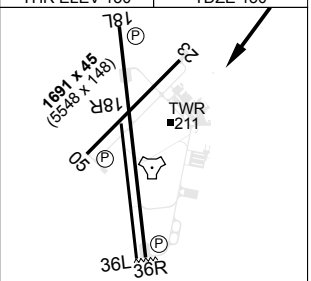


PEA TAC	1.8	2												
ALTITUDE	990	1100												



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

TLV FL110	TA 10000
THR ELEV 150	TDZE 150



MIRL Rwys 05-23 and 18L-36R

CHANGES: MSA, MAGVAR, GRADIENT S31 40.06 E116 00.90

09 JUL 26

AIS-AF: MILITARY USE ONLY

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

TACAN-Z RWY 36R
PEARCE (YPEA)

TACAN PEA Chan **75**	APCH CRS **360°**	RWY LDG **9757** THR ELEV **112** AD ELEV **150**

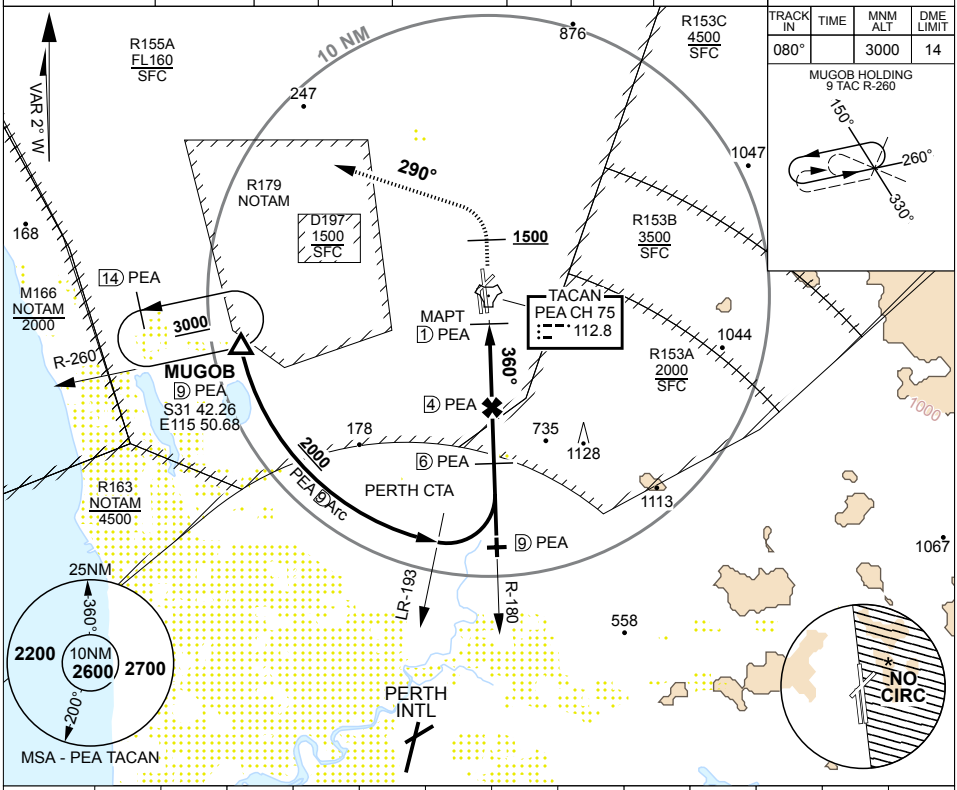
PANS-OPS, WGS-84

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

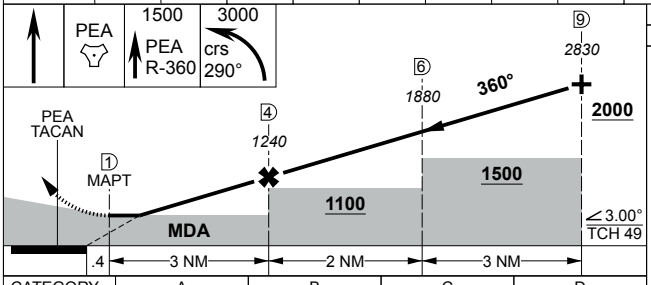
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-360. AT 1500FT TURN LEFT, TRACK 290°. CLIMB TO **3000FT**.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	**316.1**	**134.1**	**127.25**	**118.3 257.8**	**130.2**	**135.25**	**118.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

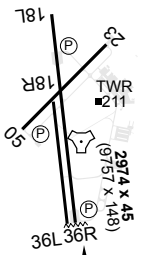


PEA TAC	2.1	3	4	5	6	7	8	9
ALTITUDE	630	920	1240	1560	1880	2190	2510	2830



CATEGORY	A	B	C	D
S-36R	**630** 518 2900m (VIS -2300 WITH ACTUAL QNH)			
CIRCLING	**730** 580 2000m	**880** 730 2400m	**980** 830 4000m	**1090** 940 5000m

TLV FL110	TA 10000
THR ELEV 112	TDZE 112



MIRL Rwys 05-23 and 18L-36R

CHANGES: MSA, MAGVAR, MINIMA, LEAD RADIAL S31 40.06 E116 00.90

09 JUL 26

AIS-AF
MILITARY USE ONLY

TACAN PEA Chan **75**	APCH CRS **360°**	RWY LDG **9757** THR ELEV **112** AD ELEV **150**

TACAN-Y RWY 36R (CAT A, B, C)
PEARCE (YPEA)

PANS-OPS, WGS-84

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

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

ATIS	AWIS (AH)	ACD	SMC	TWR	APP	FIA (PH)	CTAF /AFRU
136.4 316.1 340	**316.1**	**134.1**	**127.25**	**118.3 257.8**	**130.2**	**135.25**	**118.3**

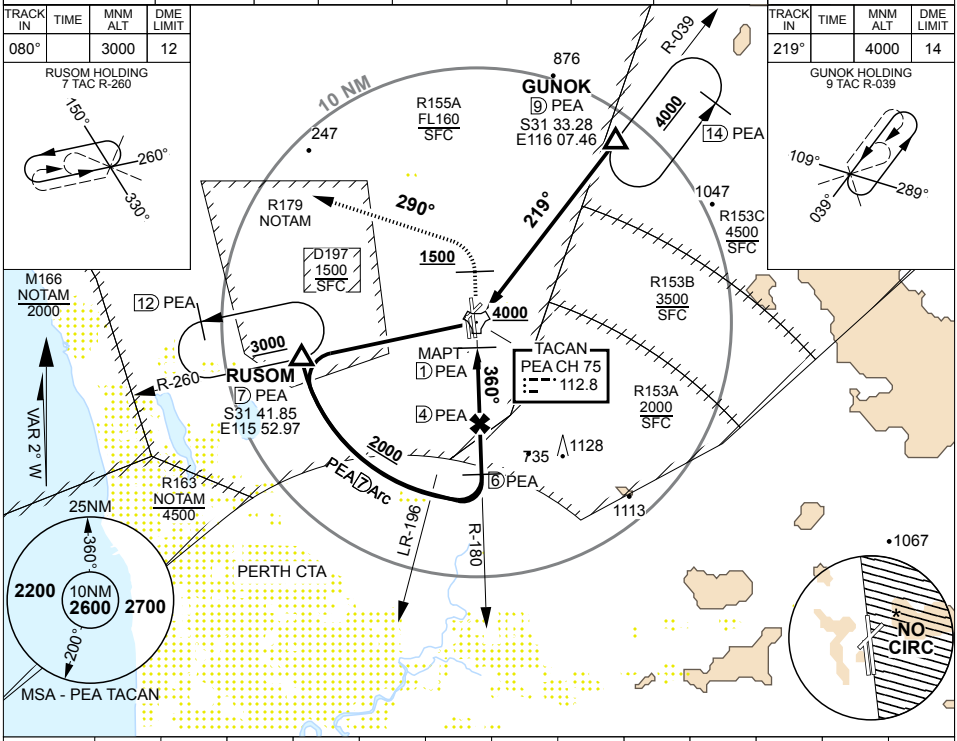
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
080°		3000	12

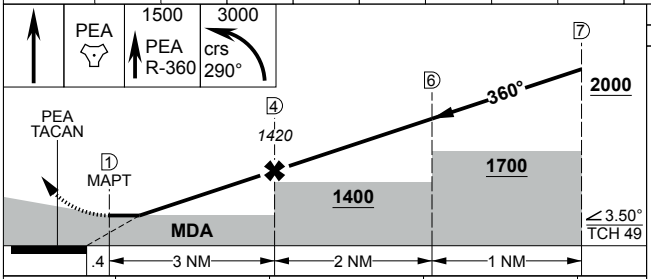
RUSOM HOLDING
7 TAC R-260

TRACK IN	TIME	MNM ALT	DME LIMIT
219°		4000	14

GUNOK HOLDING
9 TAC R-039

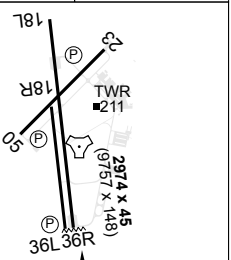


PEA TAC	1.9	2	3	4	5	6	7
ALTITUDE	630	680	1050	1420	1790	2160	2530



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

TLV FL110	TA 10000
THR ELEV 112	TDZE 112



MIRL Rwys 05-23 and 18L-36R

CHANGES: MSA, MAGVAR, MINIMA

S31 40.06 E116 00.90

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

S31 16.41 E115 49.74
PANS-OPS, WGS 84

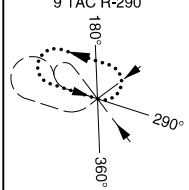
ILS-I or LOC-I USING REM TACAN or IRE DME
REMOTE

ATIS (PEA)	APP (PEA)	CEN N (PEA)	CEN W (PEA)
136.4 316.1 340	130.2	135.9	123.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
110°		3000	14

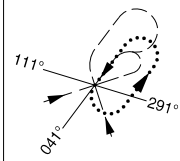
STANG HOLDING
9 TAC R-290



GNSS PERMITTED IN LIEU OF DME
REFERENCE WAYPOINTS:
- REM TACAN or
- IRE DME

TRACK IN	TIME	MNM ALT	DME LIMIT
221°		3000	14

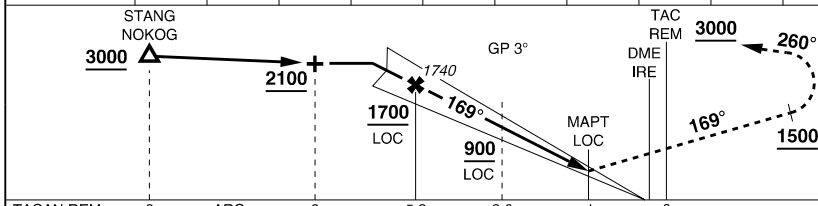
NOKOG HOLDING
9 TAC R-041



AREA ELEV 210

TLV FL110	TA 10000

REM TAC DIST	9.2	9	8	7	6	5.2	5	4	3	2.6	2.2	
IRE DME DIST	8.8	8.6	7.6	6.6	5.6	4.8	4.6	3.6	2.6	2.2	1.8	
ALTITUDE	3000	2940	2620	2310	1990	1740	1670	1350	1030	910	780	



TACAN REM	9	ARC	9	5.2	2.6	1	0
DME IRE			8.6	4.8	2.2	0.6	0

MISSED APPROACH: TRACK 169°. AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO **3000FT**

CATEGORY	A	B	C	D
ILS/TAC	**690** 480 -2700			
LOC/TAC	**780** 570 -3200			

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

CHANGES: MINIMA SHADING
04 SEP 25

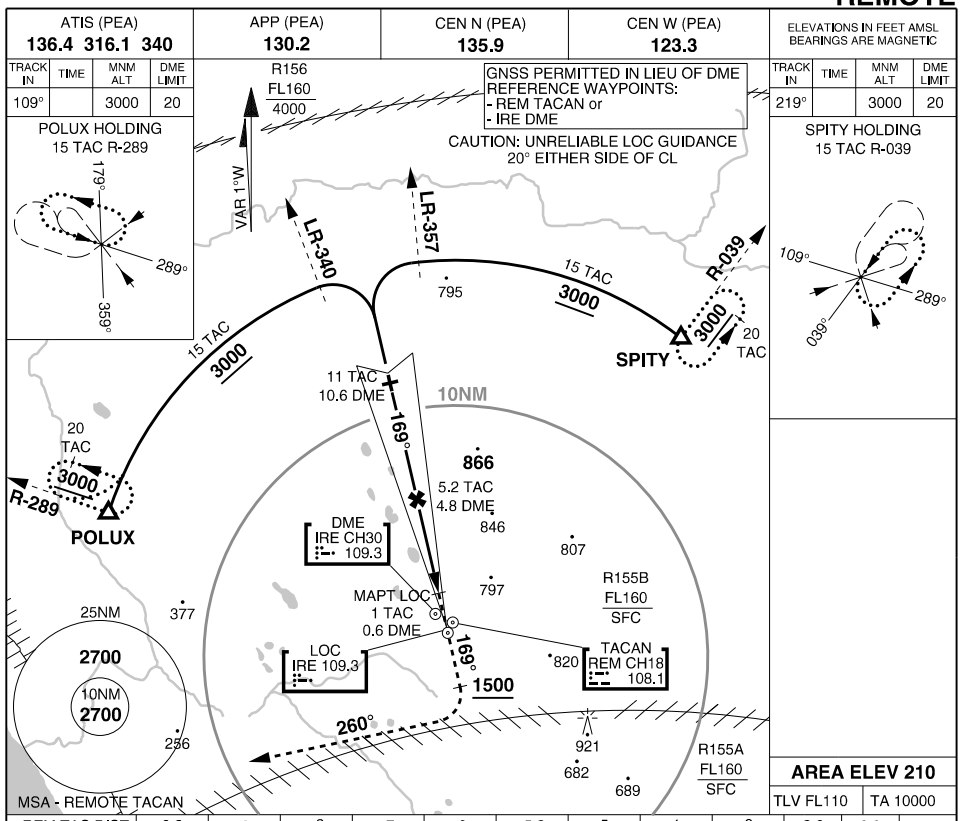
AIS-AF
MILITARY USE ONLY

REMOTE
ILS-I or LOC-I USING REM TACAN or IRE DME

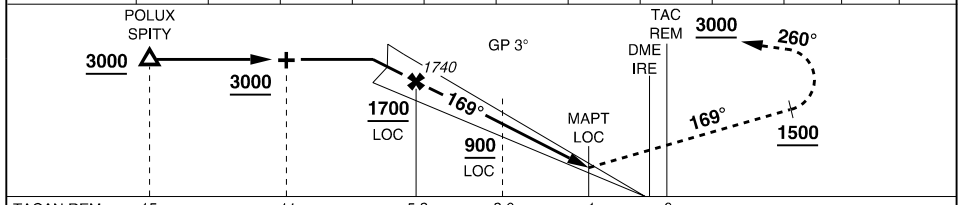
S31 16.41 E115 49.74
PANS-OPS, WGS 84

ILS-O or LOC-O USING REM TACAN or IRE DME

REMOTE



REM TAC DIST	9.2	9	8	7	6	5.2	5	4	3	2.6	2.2	
IRE DME DIST	8.8	8.6	7.6	6.6	5.6	4.8	4.6	3.6	2.6	2.2	1.8	
ALTITUDE	3000	2940	2620	2310	1990	1740	1670	1350	1030	910	780	



TACAN REM	15	11	5.2	2.6	1	0
DME IRE		10.6	4.8	2.2	0.6	0

MISSED APPROACH: TRACK 169°. AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO **3000FT**

CATEGORY	A	B	C	D
ILS/TAC		**690** 480 -2700		
LOC/TAC		**780** 570 -3200		

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

CHANGES: MINIMA SHADING
04 SEP 25

AIS-AF
MILITARY USE ONLY

ILS-O or LOC-O USING REM TACAN or IRE DME
REMOTE

S31 16.41 E115 49.74
PANS-OPS, WGS 84

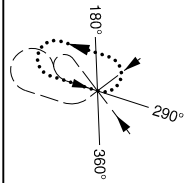
TACAN-I
REMOTE

ATIS (PEA)	APP (PEA)	CEN N (PEA)	CEN W (PEA)
136.4 316.1 340	130.2	135.9	123.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

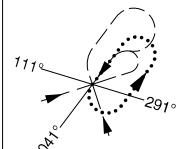
TRACK IN	TIME	MNM ALT	DME LIMIT
110°		3000	14

STANG HOLDING
9 TAC R-290



TRACK IN	TIME	MNM ALT	DME LIMIT
221°		3000	14

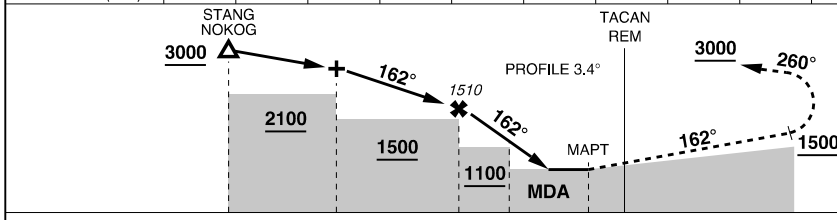
NOKOG HOLDING
9 TAC R-041



AREA ELEV 210

TLV FL110	TA 10000

REM TAC DIST	8.1	8	7	6	5	4	3	2.1			
ALTITUDE (3.4°)	3000	2950	2590	2230	1870	1510	1150	820			



TACAN REM	9	ARC	9	4	3	1	0

MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-162, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO **3000FT**

CATEGORY	A	B	C	D
TACAN	**820** 610 -3400			

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

CHANGES: MINIMA SHADING
04 SEP 25

S31 16.41 E115 49.74
PANS-OPS, WGS 84

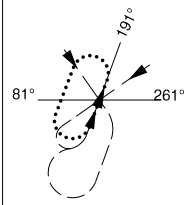
TACAN-J
REMOTE

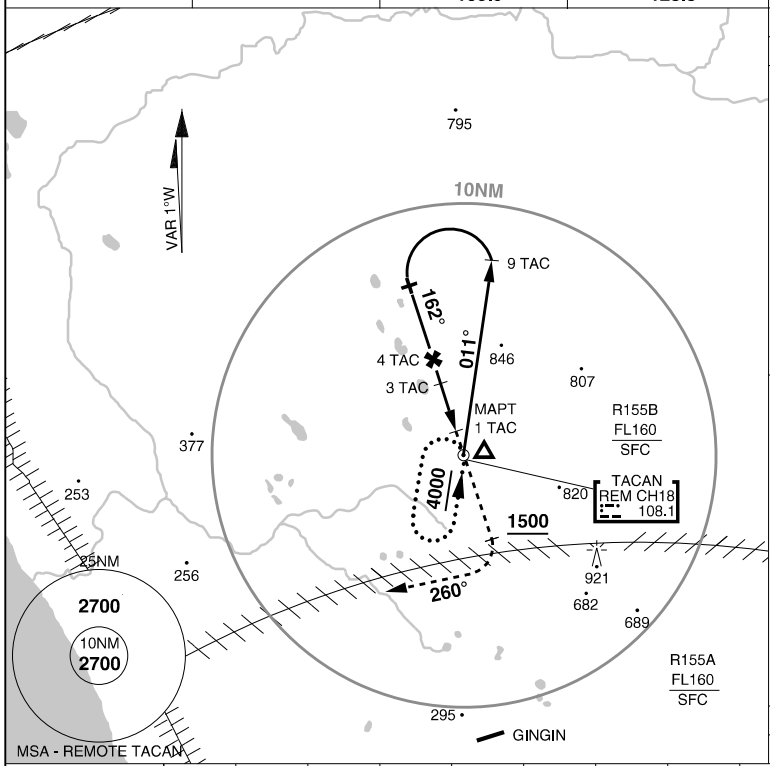
ATIS (PEA)	APP (PEA)	CEN N (PEA)	CEN W (PEA)
136.4 316.1 340	130.2	135.9	123.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
011°	1	4000	

HOLDING AT TACAN

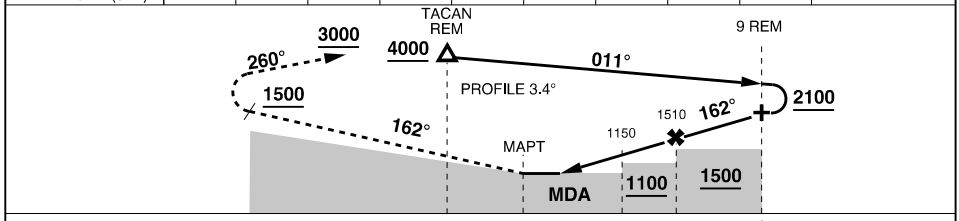




AREA ELEV 210

TLV FL110	TA 10000

REM TAC DIST	2.1	3	4	5	6	7	8	9		
ALTITUDE (3.4°)	820	1150	1510	1870	2230	2590	2950	3310		



MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-162, AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO **3000FT**

CATEGORY	A	B	C	D
TACAN	**820** 610 -3400			

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

CHANGES: MINIMA SHADING
04 SEP 25

S31 16.41 E115 49.74
PANS-OPS, WGS 84

TACAN-O
REMOTE

ATIS (PEA)	APP (PEA)	CEN N (PEA)	CEN W (PEA)
136.4 316.1 340	130.2	135.9	123.3

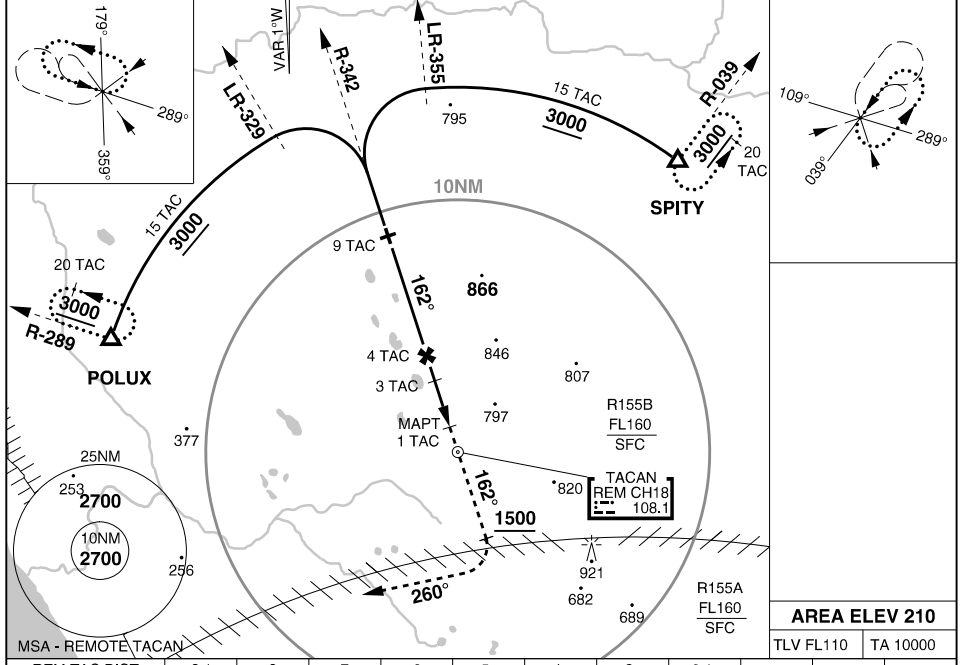
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
109°		3000	20

POLUX HOLDING
15 TAC R-289

TRACK IN	TIME	MNM ALT	DME LIMIT
219°		3000	20

SPITY HOLDING
15 TAC R-039

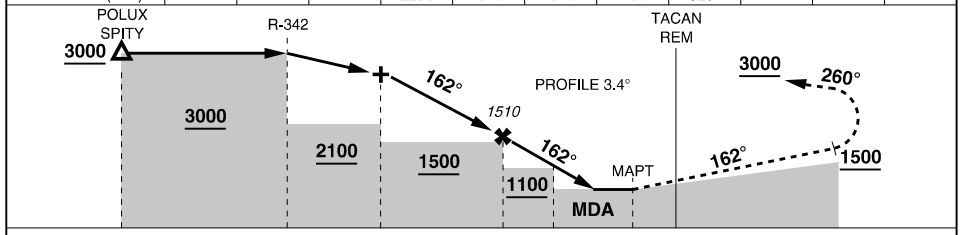


AREA ELEV 210

TLV FL110 | TA 10000

MSA - REMOTE TACAN

REM TAC DIST	8.1	8	7	6	5	4	3	2.1			
ALTITUDE (3.4°)	3000	2950	2590	2230	1870	1510	1150	820			



TACAN REM	15	ARC	15	9	4	3	1	0

MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-162. AT 1500FT TURN RIGHT, TRACK 260°, CLIMB TO **3000FT**

CATEGORY	A	B	C	D
TACAN	**820** 610 -3400			

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

CHANGES: MINIMA SHADING
04 SEP 25

AIS-AF
MILITARY USE ONLY

REMOTE
TACAN-O

S31 16.41 E115 49.74
PANS-OPS, WGS 84

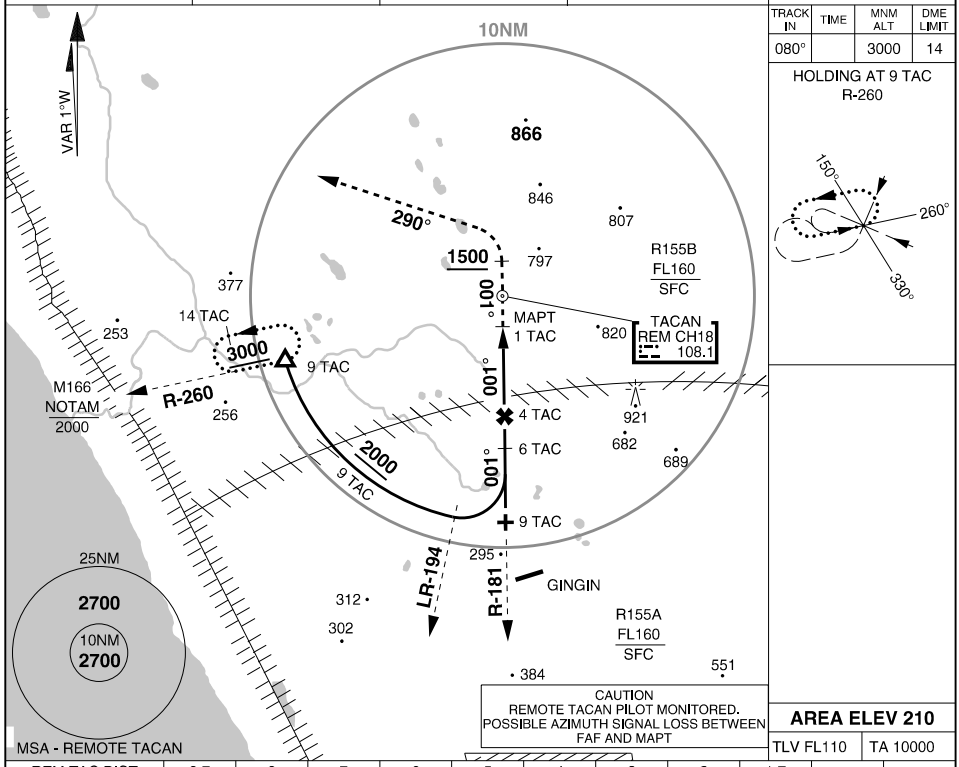
TACAN-W
REMOTE

ATIS (PEA)	APP (PEA)	CEN N (PEA)	CEN W (PEA)
136.4 316.1 340	130.2	135.9	123.3

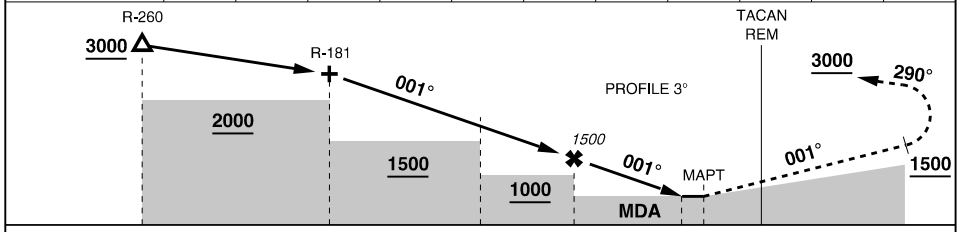
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
080°		3000	14

HOLDING AT 9 TAC
R-260



REM TAC DIST	8.7	8	7	6	5	4	3	2	1.7		
ALTITUDE	3000	2770	2450	2130	1810	1500	1180	860	770		



TACAN ARC	9	ARC	9	6	4	1.6	1	0

MISSED APPROACH: TRACK DIRECT TO TACAN THEN R-001, AT 1500FT TURN LEFT, TRACK 290°, CLIMB TO **3000FT**

CATEGORY	A	B	C	D
TACAN	770	560	-3100	

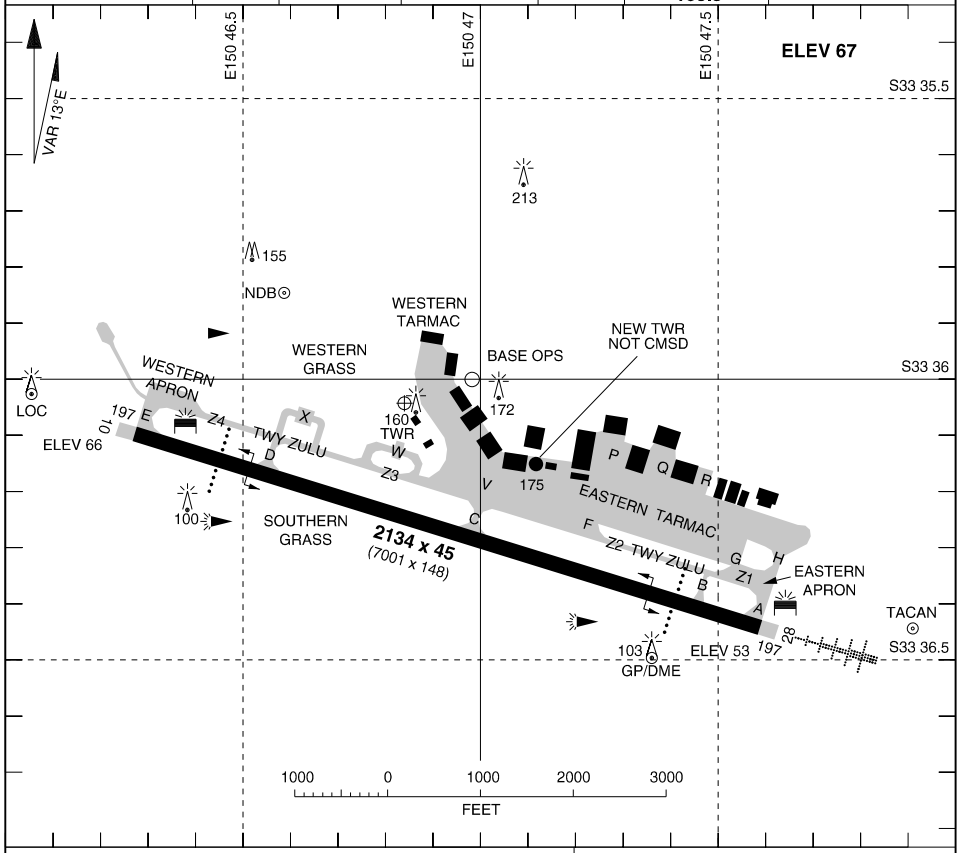
WARNING: NO USEABLE LANDING SURFACE AVAILABLE.
ALL ACFT ARE TO CARRY OUT MISSED APPROACH.

CHANGES: MINIMA SHADING
04 SEP 25

S33 36.04 E150 46.84
PANS-OPS, WGS 84

AERODROME CHART
RICHMOND (YSRI)

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



LIGHTING

RWY	APPROACH	THR	RUNWAY
10 (094°)	PAPI (6) 3.00° 47FT	GREEN	HIRL (6)
28 (274°)	HIAL-CAT1 (6) SEQUENCED FLASHING LIGHTS PAPI (6) 3.00° 48FT	GREEN	HIRL (6)

OBSTRUCTION
EMERG: PTBL ELECTRIC LGT 15 MIN PN
ILLUMINATED WIND INDICATOR
TAXIWAY: C/L GREEN

NOTES

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

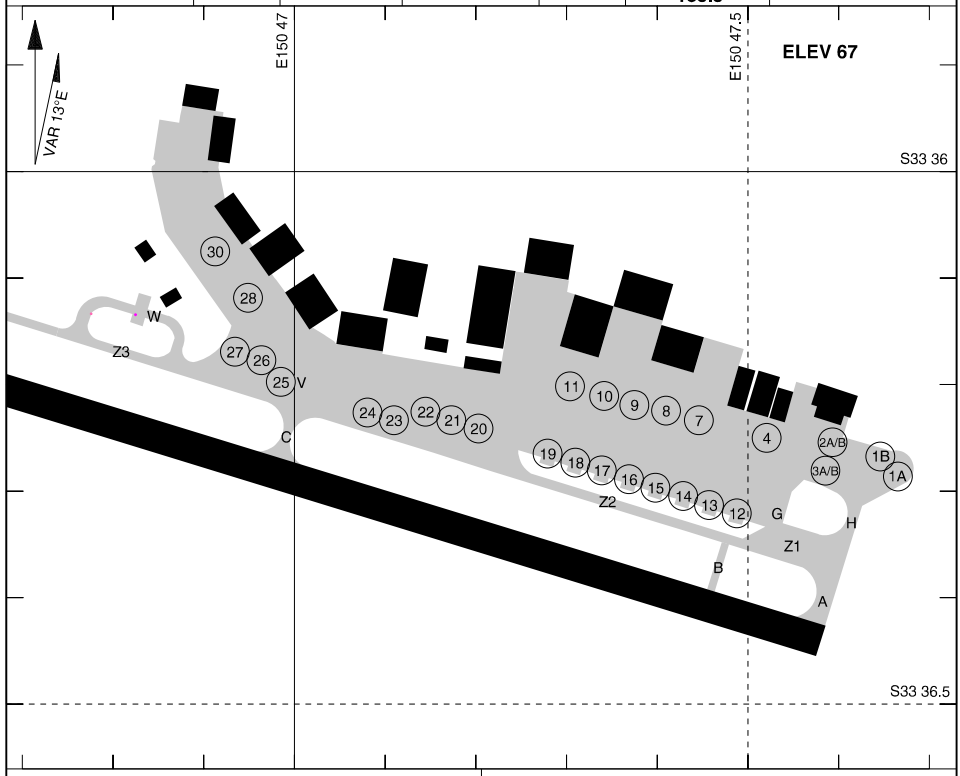
CHANGES: APP FREQ CALLSIGN, RWY BRG
03 SEP 26

AIS-AF
MILITARY USE ONLY

S33 36.04 E150 46.84
PANS-OPS, WGS 84

APRON CHART
RICHMOND (YSRI)

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



NO	COORDINATES		ELEV
1A (VIA TWY H)	S33 36.28	E150 47.68	63
1B (VIA TWY H)	S33 36.27	E150 47.65	63
2A (VIA TWY G)	S33 36.25	E150 47.62	63
2B (VIA TWY H)	S33 36.25	E150 47.58	63
3A (VIA TWY G)	S33 36.28	E150 47.62	63
3B (VIA TWY H)	S33 36.28	E150 47.58	63
4 (VIA TWY G)	S33 36.25	E150 47.53	63
7	S33 36.23	E150 47.46	63
8	S33 36.22	E150 47.42	63
9	S33 36.21	E150 47.39	63
10	S33 36.20	E150 47.35	63
11	S33 36.19	E150 47.32	63
12	S33 36.32	E150 47.50	63
13	S33 36.31	E150 47.47	63
14	S33 36.30	E150 47.44	63

NO	COORDINATES		ELEV
15	S33 36.29	E150 47.41	63
16	S33 36.29	E150 47.38	63
17	S33 36.28	E150 47.35	63
18	S33 36.27	E150 47.32	63
19	S33 36.26	E150 47.29	63
20	S33 36.24	E150 47.21	63
21	S33 36.23	E150 47.18	63
22	S33 36.22	E150 47.15	63
23	S33 36.21	E150 47.12	63
24	S33 36.21	E150 47.09	63
25	S33 36.19	E150 47.00	63
26	S33 36.18	E150 46.97	63
27	S33 36.17	E150 46.94	63
28	S33 36.11	E150 46.95	63
30	S33 36.07	E150 46.91	63

CHANGES: APP FREQ CALLSIGN
03 SEP 26

LOC/DME IRI	APCH CRS	RWY LDG	7001
111.9	274°	THR ELEV	53
Chan 56		AD ELEV	67

ILS-Y or LOC-Y RWY 28 USING RIC TAC or IRI DME

PANS-OPS, WGS-84

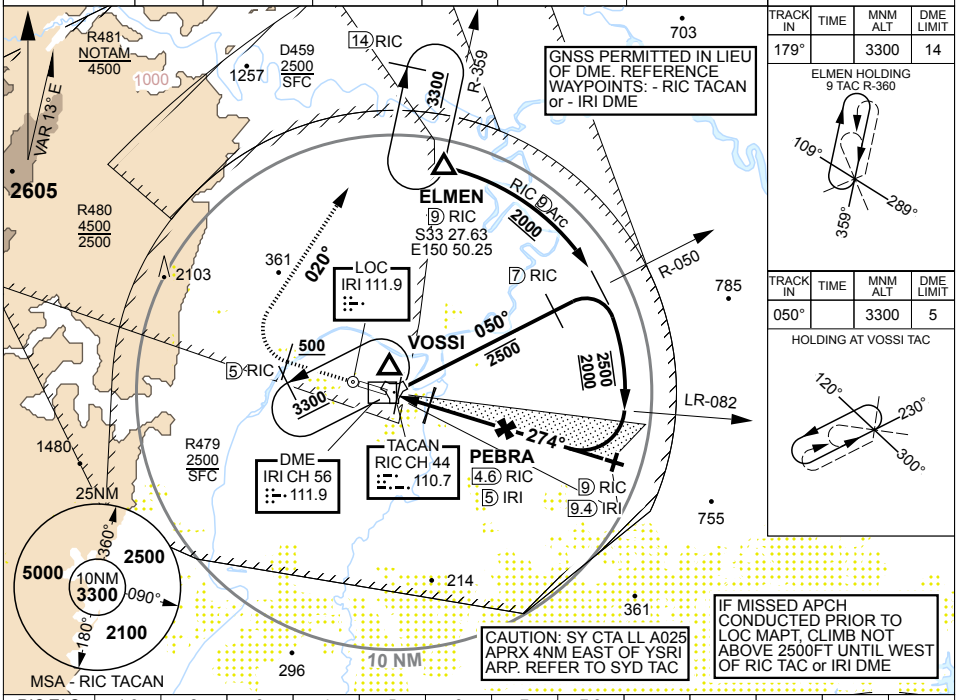
RICHMOND (YSRI)

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

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.

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
179°		3300	14

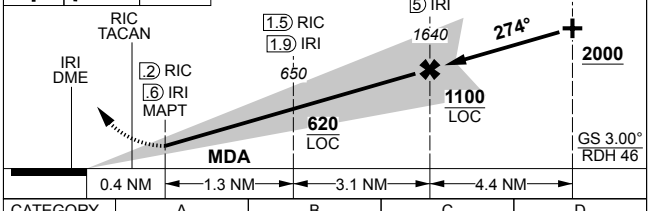
ELMEN HOLDING
9 TAC R-360

TRACK IN	TIME	MNM ALT	DME LIMIT
050°		3300	5

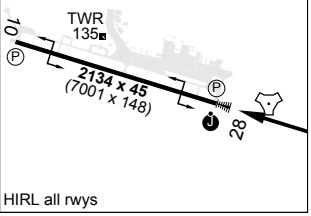
HOLDING AT VOSSI TAC

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					

500	3300 crs 020°	Turn MAX 250KTS



TLV FL110	TA 10000
THR ELEV 53	TDZE 58



HIRL all rwys

CATEGORY	A	B	C	D
S-ILS 28	**430** 377	1200m	(VIS -800 WITH ACTUAL QNH)	
S-LOC 28	**610** 557	2200m	(VIS -1600 WITH ACTUAL QNH)	
CIRCLING	**670** 603 2000m	**790** 723 2400m	**1010** 943 4000m	**1070** 1003 5000m

CHANGES: REVISED PROCEDURE

S33 36.04 E150 46.84

03 SEP 26

RICHMOND (YSRI)

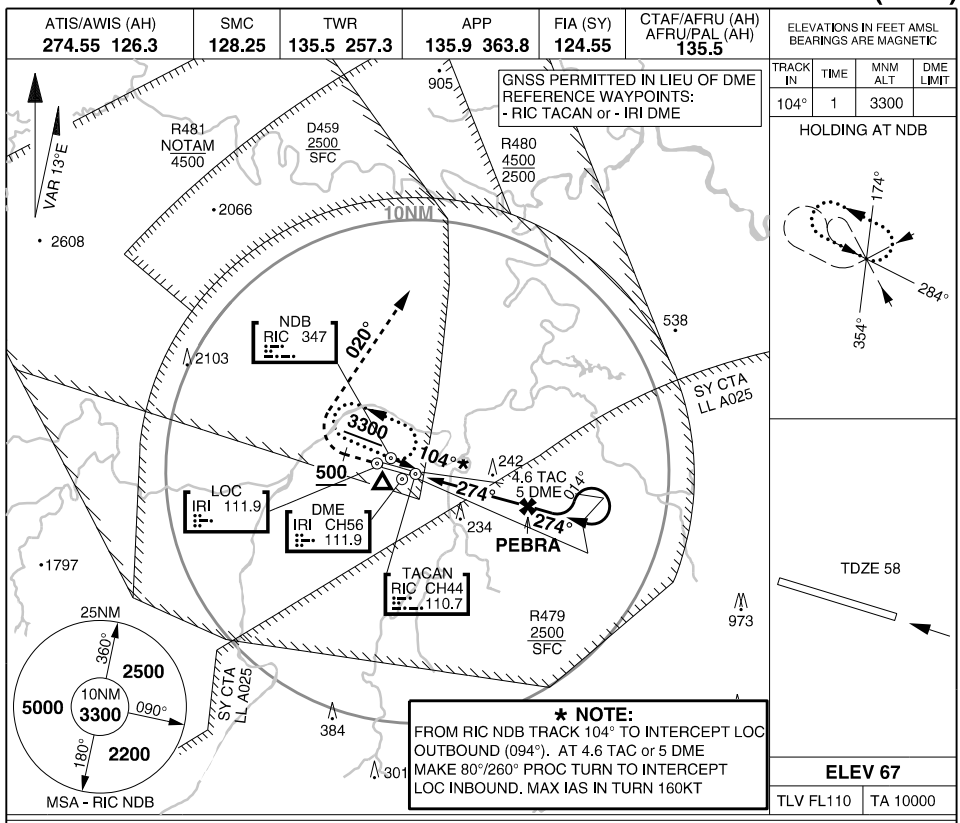
ILS-Y or LOC-Y RWY 28 USING RIC TAC or IRI DME

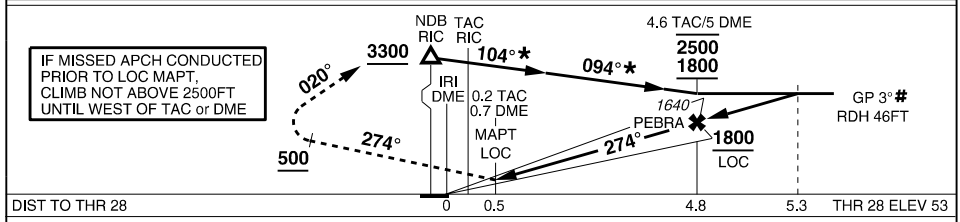
AIS-AF: MILITARY USE ONLY

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

MILITARY USE ONLY

RICHMOND (YSRI)





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	-4000		

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 BDRY
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
03 SEP 26

AIS-AF
MILITARY USE ONLY

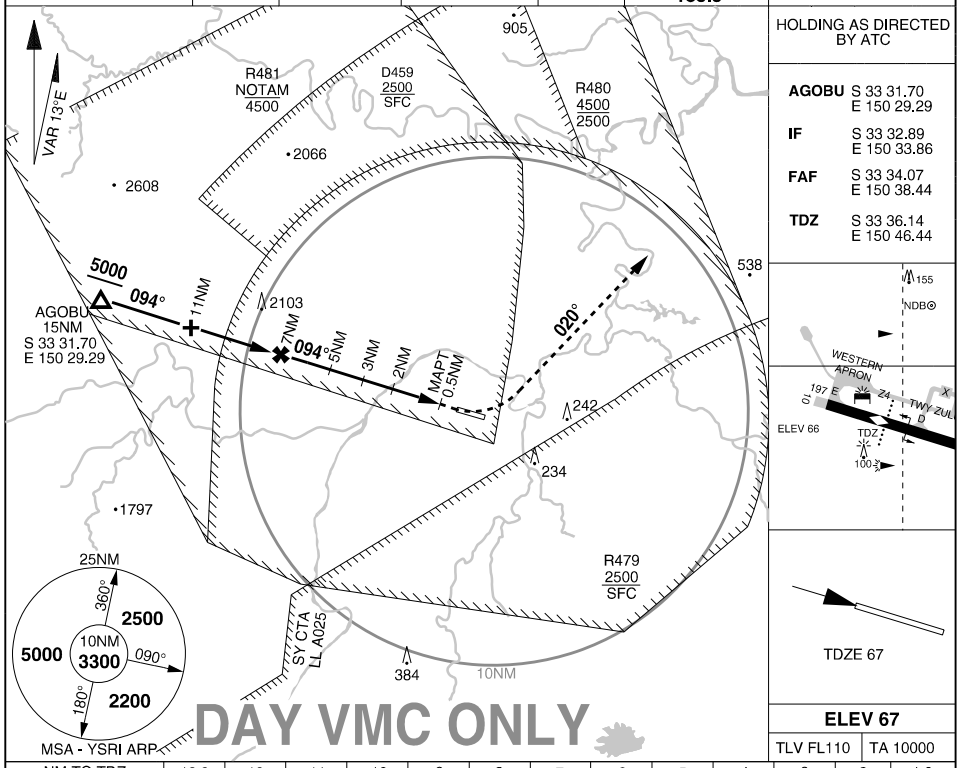
RICHMOND (YSRI)
ILS-X or LOC-X RWY 28 (CAT A, B, C) USING RIC TAC or IRI DME

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

ARA RWY 10
RICHMOND (YSRI)

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



HOLDING AS DIRECTED BY ATC

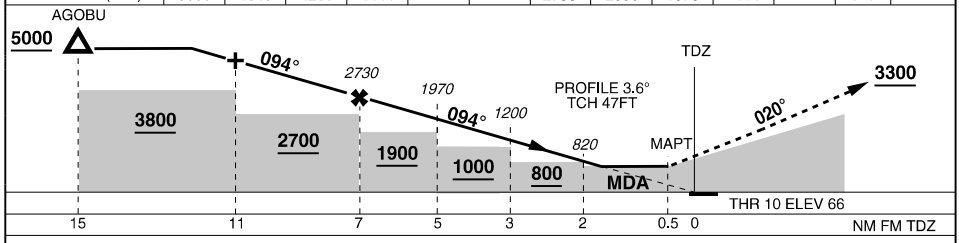
AGOBU	S 33 31.70 E 150 29.29
IF	S 33 32.89 E 150 33.86
FAF	S 33 34.07 E 150 38.44
TDZ	S 33 36.14 E 150 46.44

TDZE 67

ELEV 67

TLV FL110 | TA 10000

NM TO TDZ	12.9	12	11	10	9	8	7	6	5	4	3	2	1.9
ALTITUDE (3.6°)	5000	4640	4260	3880	3500	3110	2730	2350	1970	1590	1200	820	800



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

CATEGORY	C	D	E
ARA	**800** 733 -3500	(VIS -3000 WITH ACTUAL QNH)	NOT AUTHORISED
CIRCLING	**1010** 943 -4000	**1070** 1003 -5000	

NOTES:
1. AVG FNA GRADIENT 6.29% (3.6° OR 382FT/NM).
2. DURING CTAF HRS ENSURE AN AWY CLR TO RE-ENTER CTA IS REC PRIOR TO COMMENCING THIS APCH
3. TDZ ON RWY C/L 273M PAST LDG THR
4. APCH PATH ANGLE DOES NOT COINCIDE WITH PAPI ON GLIDE SLOPE INDICATION

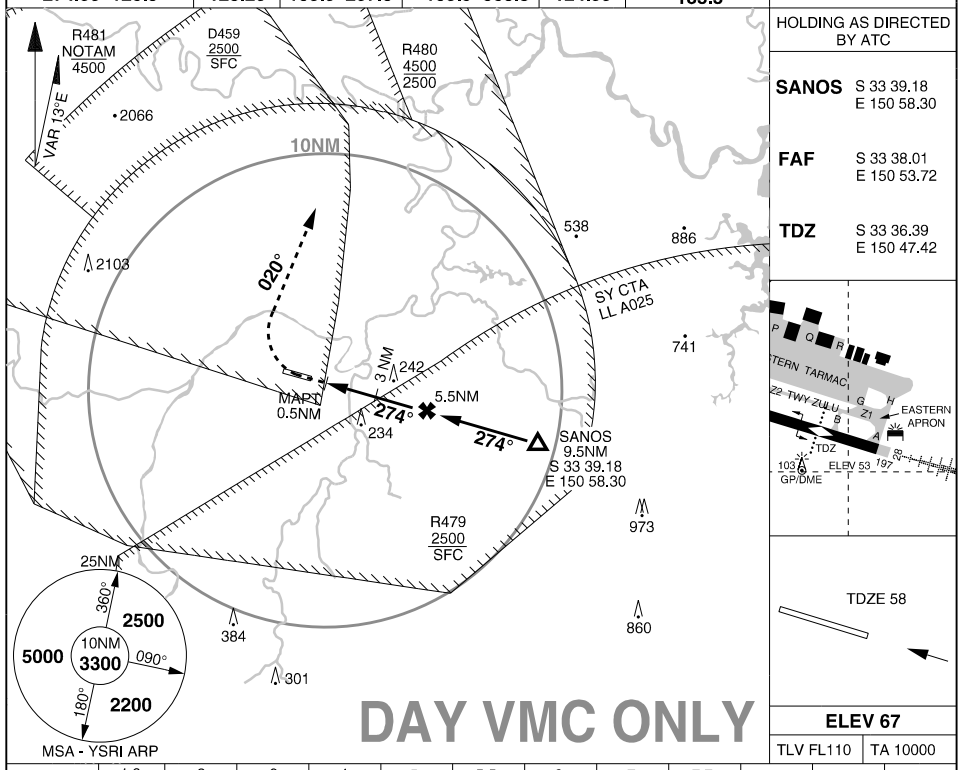
CHANGES: REVISED PROCEDURE
03 SEP 26

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

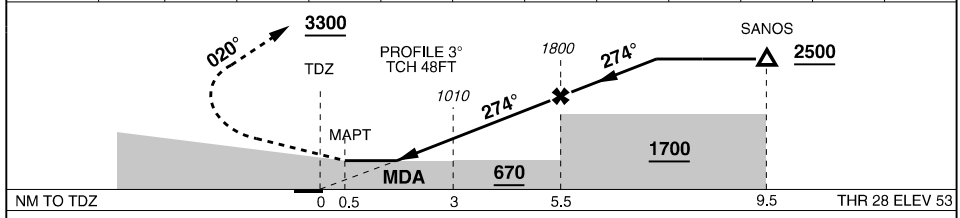
ARA RWY 28
RICHMOND (YSRI)

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



NM FM TDZ	1.9	2	3	4	5	5.5	6	7	7.7			
ALTITUDE	670	690	1010	1330	1650	1800	1960	2280	2500			



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

CATEGORY	C	D	E
ARA	**670** 617 -2600 (VIS -2000 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**1010** 943 -4000	**1070** 1003 -5000	

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

CHANGES: REVISED PROCEDURE
03 SEP 26

TACAN RIC Chan **44**	APCH CRS **092°**	RWY LDG **7001** TDZE **67** AD ELEV **67**

PANS-OPS, WGS-84

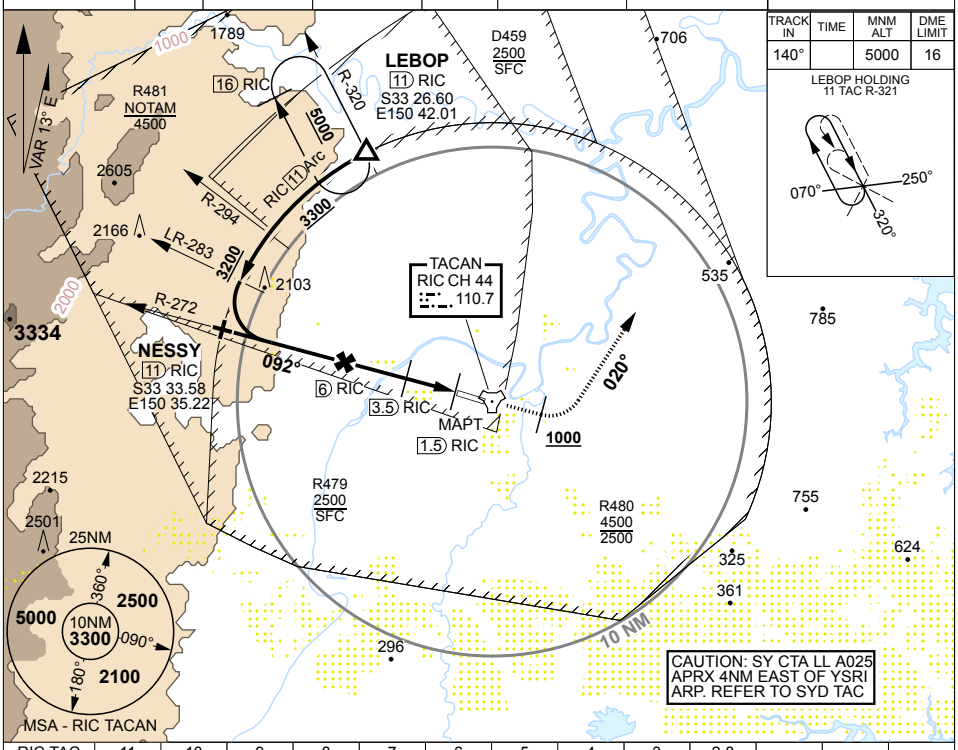
TACAN RWY 10
RICHMOND (YSRI)

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.

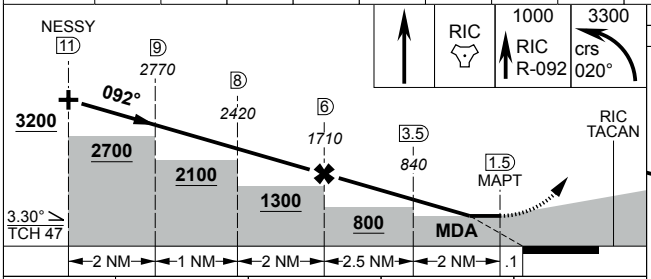
MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-092. AT 1000FT TURN LEFT, TRACK 020°. CLIMB TO **3300FT** OR AS DIRECTED BY ATC.

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

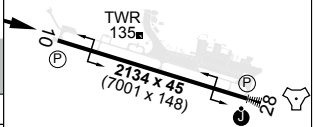
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



RIC TAC	11	10	9	8	7	6	5	4	3	2.8			
ALTITUDE	3470	3120	2770	2420	2070	1720	1360	1010	660	580			



TLV FL110	TA 10000
THR ELEV 66	TDZE 67



HIRL all rwys

CATEGORY	A	B	C	D
S-10	**580** 513	2600m	(VIS -2100 WITH ACTUAL QNH)	
CIRCLING	**670** 603 2000m	**790** 723 2400m	**1010** 943 4000m	**1070** 1003 5000m

CHANGES: REVISED PROCEDURE
03 SEP 26

S33 36.04 E150 46.84

AIS-AF
MILITARY USE ONLY

TACAN RIC Chan **44**	APCH CRS **279°**	RWY LDG **7001** THR ELEV **53** AD ELEV **67**

PANS-OPS, WGS-84

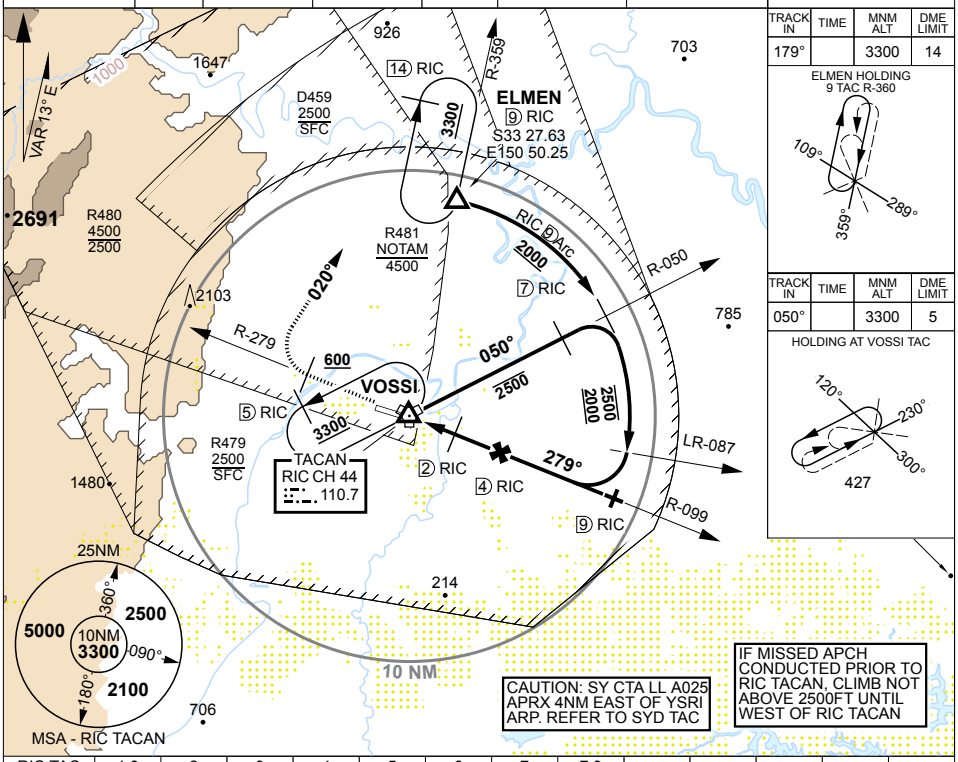
TACAN RWY 28
RICHMOND (YSRI)

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

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

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



TRACK IN	TIME	MNM ALT	DME LIMIT
179°		3300	14

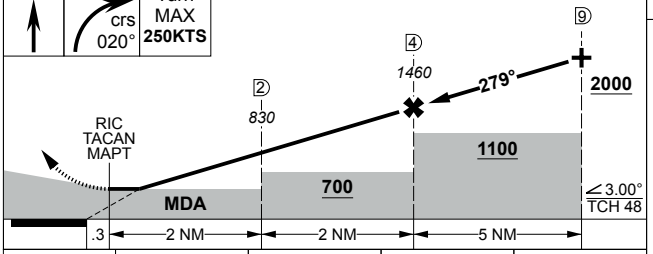
ELMEN HOLDING
9 TAC R-360

TRACK IN	TIME	MNM ALT	DME LIMIT
050°		3300	5

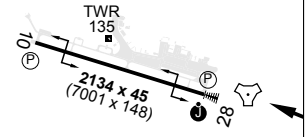
HOLDING AT VOSSI TAC

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

600 | 3300 crs 020° | Turn MAX **250KTS**



TLV FL110	TA 10000
THR ELEV 53	TDZE 58



HIRL all rwys

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

CHANGES: REVISED PROCEDURE
03 SEP 26

S33 36.04 E150 46.84

AIS-AF
MILITARY USE ONLY

S33 36.04 E150 46.84
PANS-OPS, WGS 84

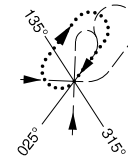
NDB-A or NDB/DME-A
RICHMOND (YSRI)

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

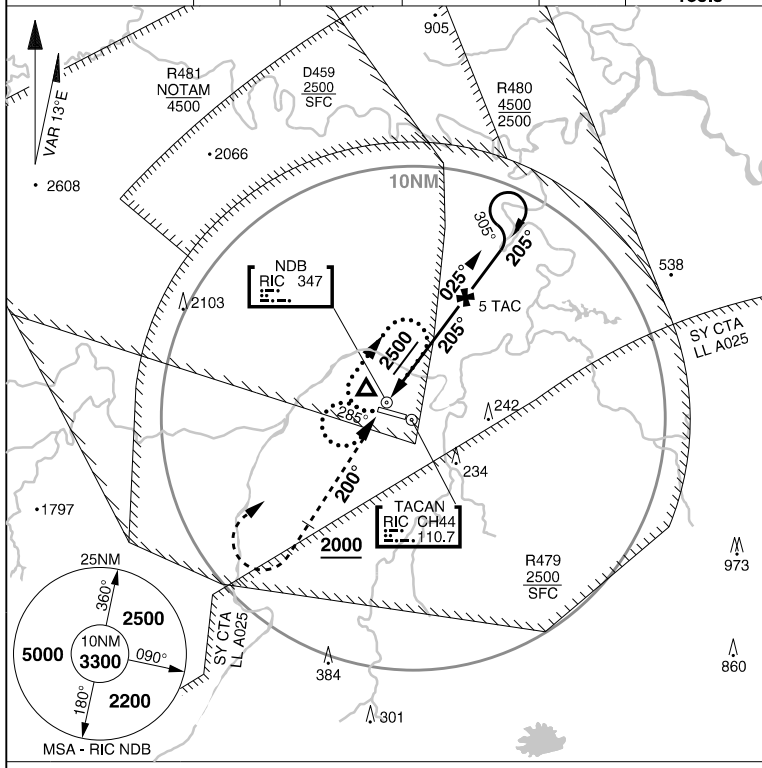
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

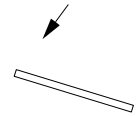
TRACK IN	TIME	MNM ALT	DME LIMIT
205°	1	2500	

HOLDING AT NDB



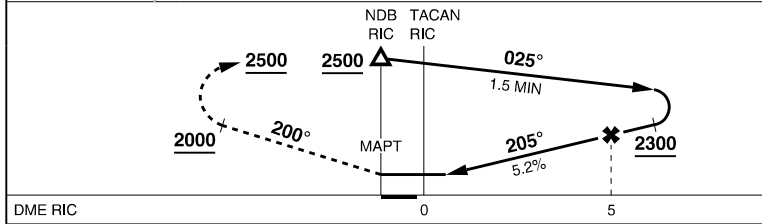
MAX IAS: 185KT





ELEV 67

TLV FL110 | TA 10000



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

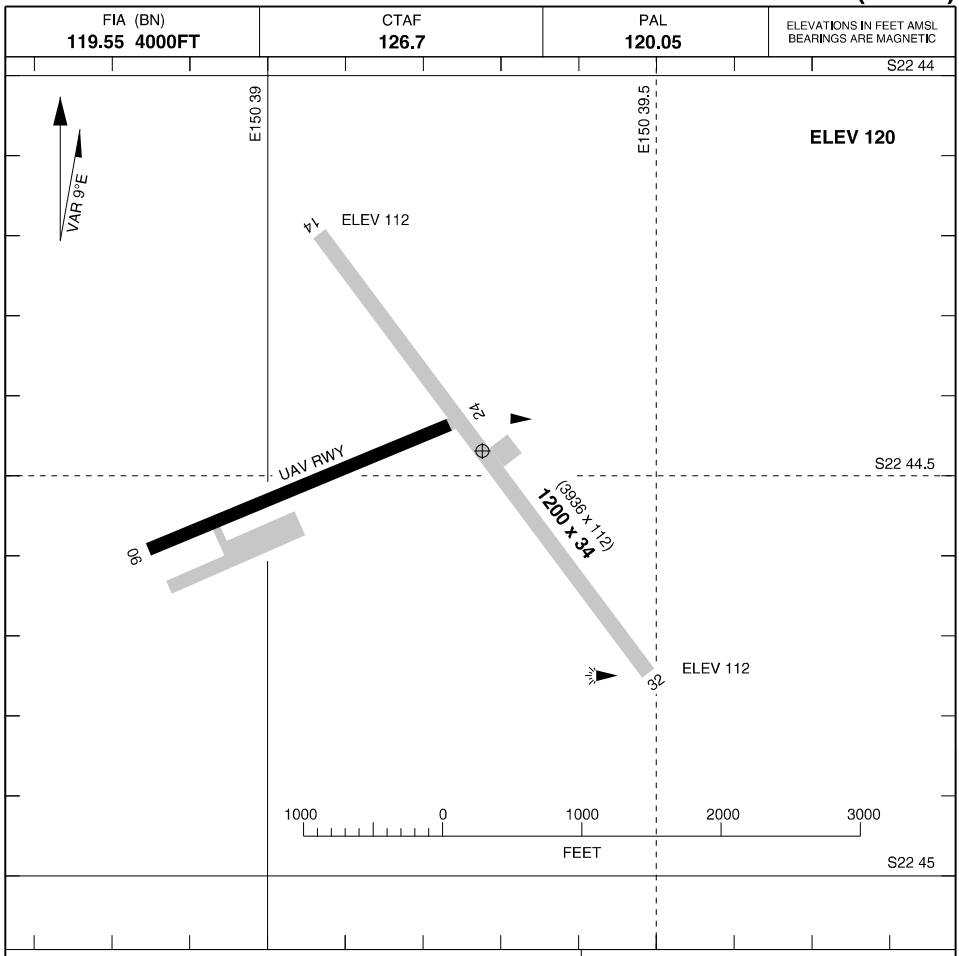
CATEGORY	A	B	C	D
CIRCLING - NDB/DME	**790** 723 -2400		**1040** 973 -4000	**1070** 1003 -5000
CIRCLING - NDB ONLY	**1040** 973 -2000	**1040** 973 -2400		

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 WI THE SECTOR 210DEG THROUGH N TO 050DEG BLW 5000FT BEYOND 10NM DUE TO POSSIBLE EXCESSIVE BRG FLUCTUATIONS

CHANGES: REVISED PROCEDURE
03 SEP 26

S22 44.46 E150 39.28
PANS-OPS, WGS 84

AERODROME CHART
SAMUEL HILL (YSMH)



LIGHTING			
RWY	APPROACH	THR	RUNWAY
14 (137°) / 32 (317°)	NIL	GREEN	REDL

ILLUMINATED WIND INDICATOR

NOTES

AWIS PH (07 3564 3736)

CHANGES: THR ELEV, RWY LEN, BRG

09 JUL 26

AIS-AF
MILITARY USE ONLY

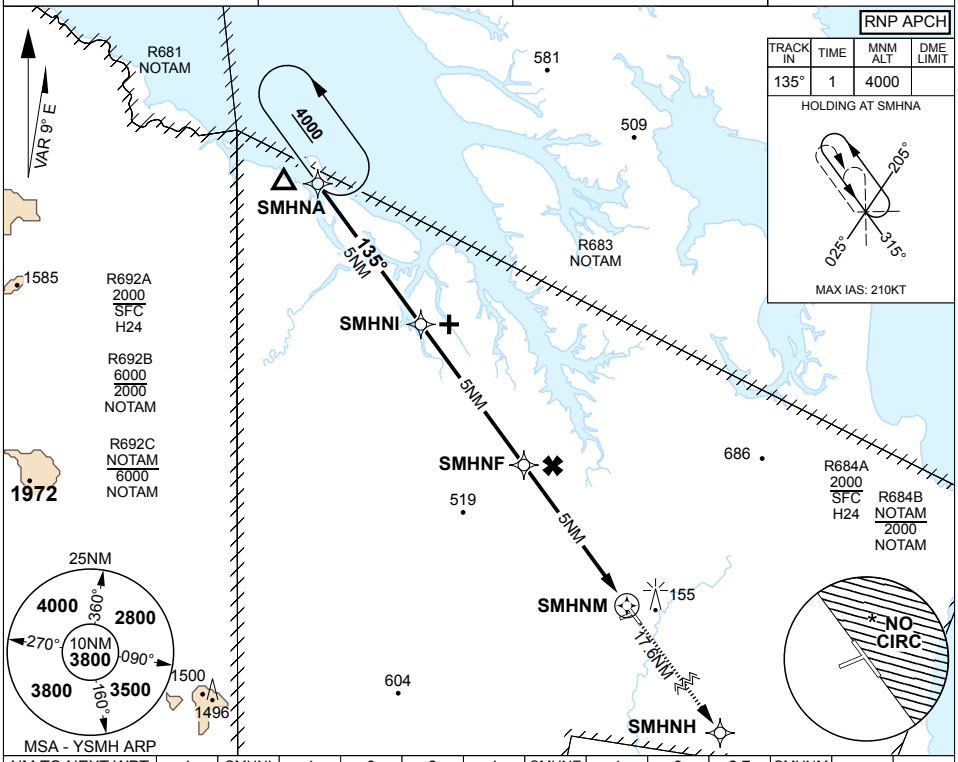
APCH CRS 135°	RWY LDG 3937
	THR ELEV 112
	AD ELEV 120

PANS-OPS, WGS-84

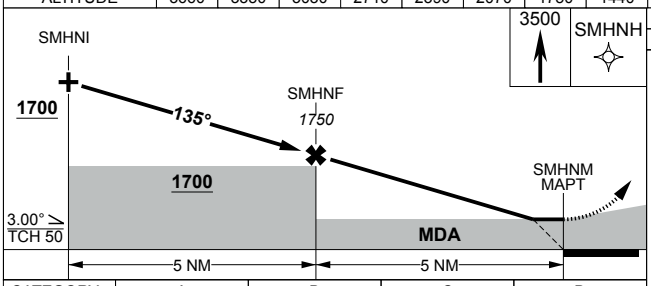
1. NO CIRCLING NE OF RWY 14/32.
2. NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
3. MAX IAS INITIAL: 210KT.

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

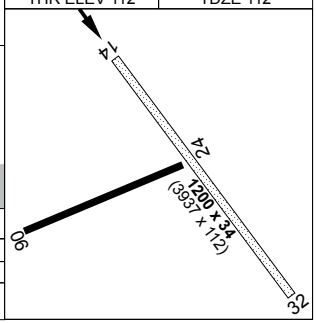
FIA (BN) 4000FT	CTAF	PAL	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
119.55	**126.7**	**120.05**	



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			



TLV FL110	TA 10000
THR ELEV 112	TDZE 112



CATEGORY	A	B	C	D
LNAV MDA	**1020**	900	5100m	
CIRCLING	**1020** 900 2000m	**1240** 1120 2400m	**1800** 1680 4000m	**1830** 1710 5000m

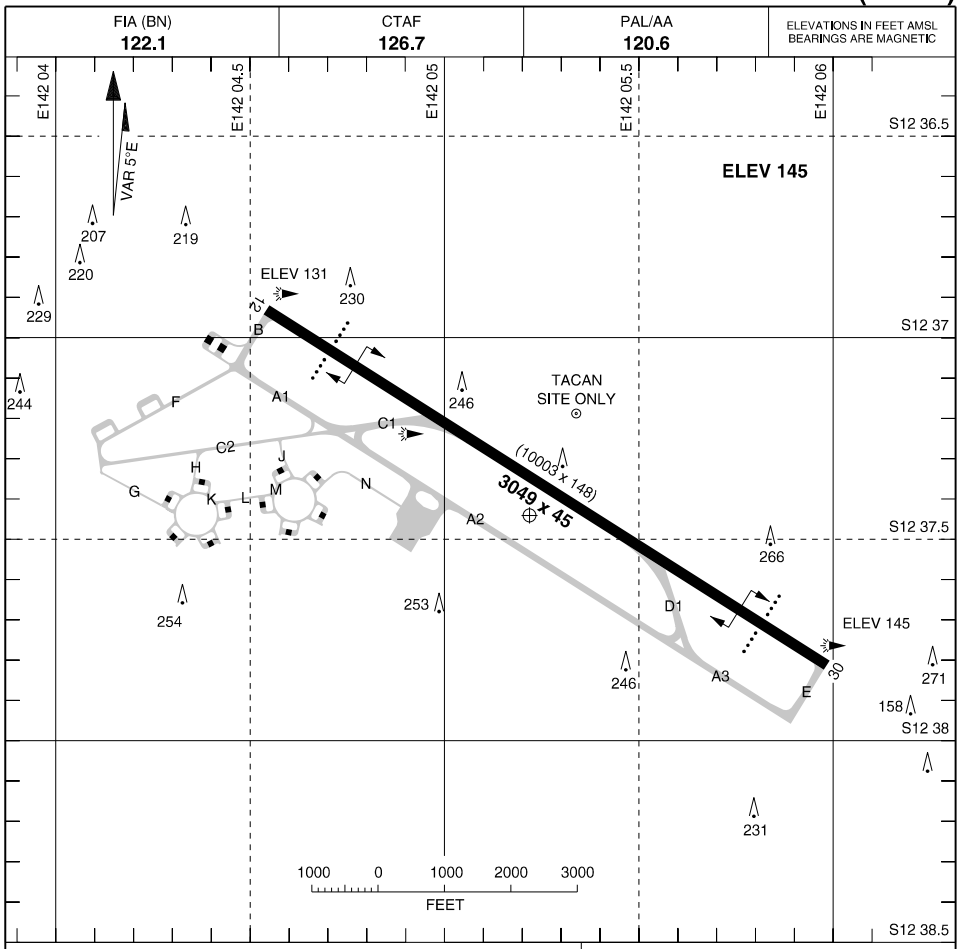
CHANGES: CIRCLING, THR ELEV, RWY LDG S22 44.46 E150 39.27

09 JUL 26

AIS-AF
MILITARY USE ONLY

S12 37.44 E142 05.24
PANS-OPS, WGS 84

AERODROME CHART
SCHERGER (YBSG)



LIGHTING

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

TAXIWAY: CENTRELINE GREEN
ILLUMINATED WIND INDICATOR
SDBY PWR AVBL

NOTES

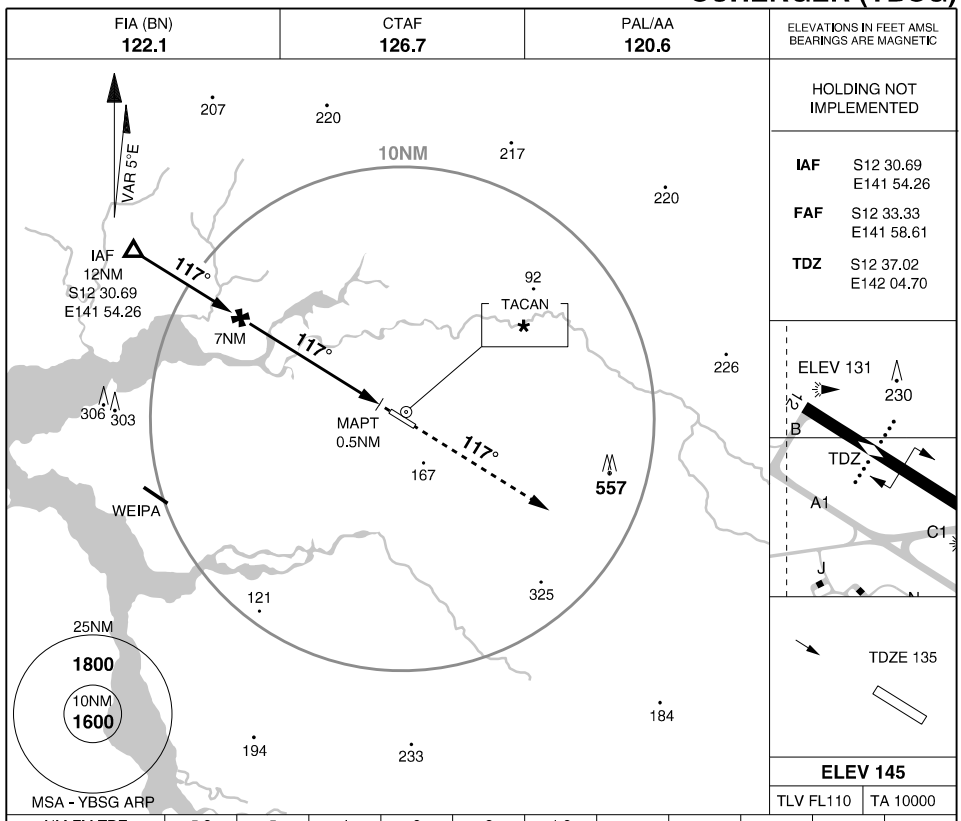
PORTABLE HOOK ARRESTOR SYSTEM

CHANGES: RWY BRG
04 SEP 25

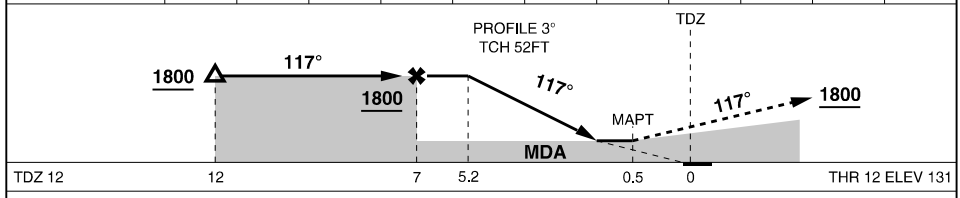
AIS-AF
MILITARY USE ONLY

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

ARA RWY 12
SCHERGER (YBSG)



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



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

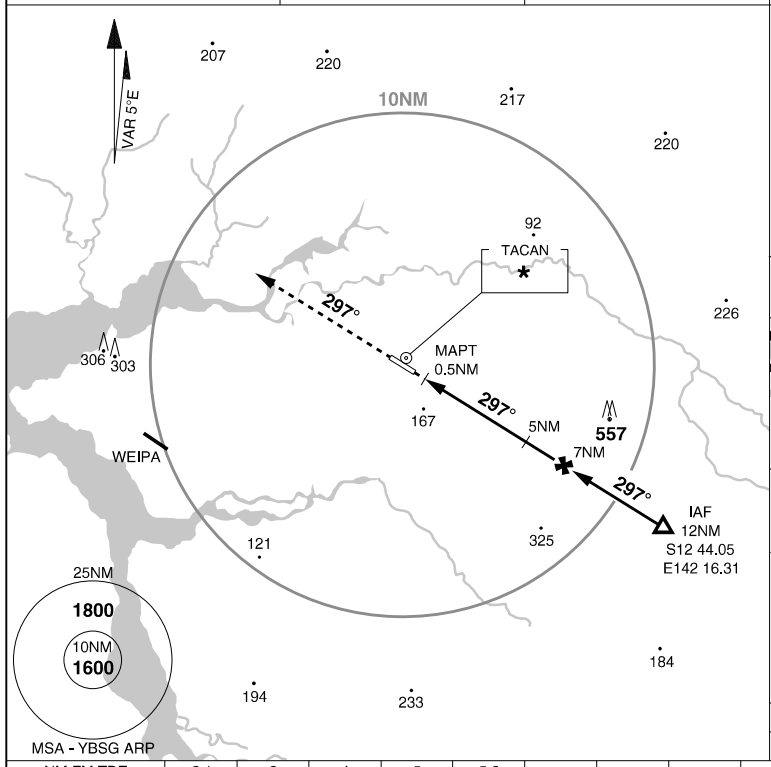
CHANGES: MAG TRACK
04 SEP 25

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

ARA RWY 30
SCHERGER (YBSG)

FIA (BN)	CTAF	PAL/AA
122.1	**126.7**	**120.6**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

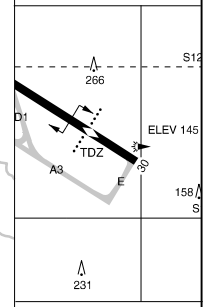


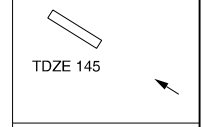
HOLDING NOT IMPLEMENTED

IAF S12 44.05 E142 16.31

FAF S12 41.41 E142 11.95

TDZ S12 37.72 E142 05.86

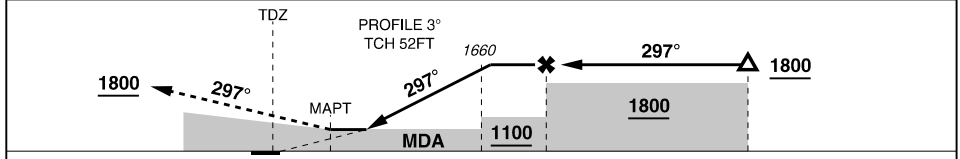




ELEV 145

TLV FL110 | TA 10000

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



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

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

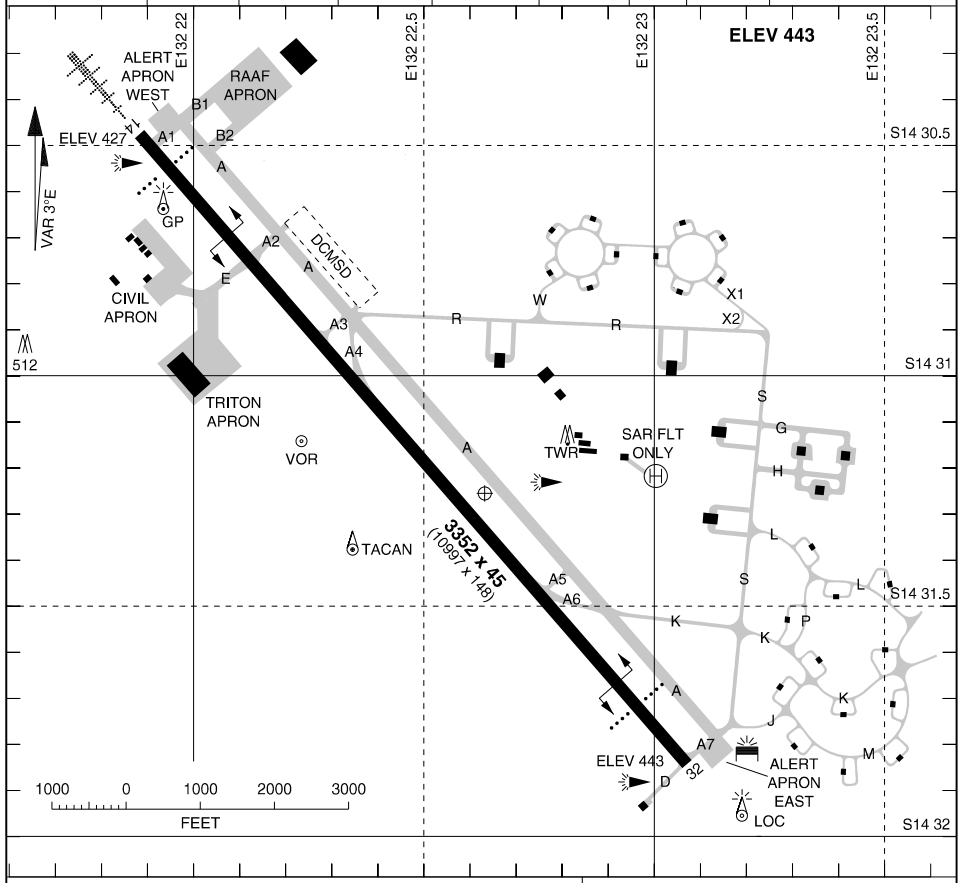
NOTES: ✱1. FREQ NOTIFIED BY NOTAM
2. REFER FLIP ERSA FOR TACAN ACT DETAILS
3. PROCEDURE NOT SEGREGATED FROM WEIPA IAL PROCEDURES. REFER AIP DAP EAST.
4. TDZ ON RWY C/L 292M PAST LDG THR

CHANGES: MAG TRACK
04 SEP 25

S14 31.26 E132 22.67
PANS-OPS, WGS 84

AERODROME CHART
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	



LIGHTING

RWY	APPROACH	THR	RUNWAY
14 (136°)	HIAL PAPI (6) 3.00° 57FT		MIRL
32 (316°)	PAPI (6) 3.00° 57FT		

TAXIWAY: CENTRELINE GREEN
ILLUMINATED WIND INDICATOR
STBY PWR AVBL

NOTES

1. UNAVAILABILITY OF EMERGENCY ARRESTOR GEAR NOTIFIED BY NOTAM
2. IN AN EMERGENCY TWY A (14/32), TWY R (09/27) & TWY S (18/36) ARE MARKED & CAN BE LIT AS RWYS
3. RWY 14 - RIGHT CIRCUIT
4. ANIMAL HAZARD (WALLABIES) EXISTS

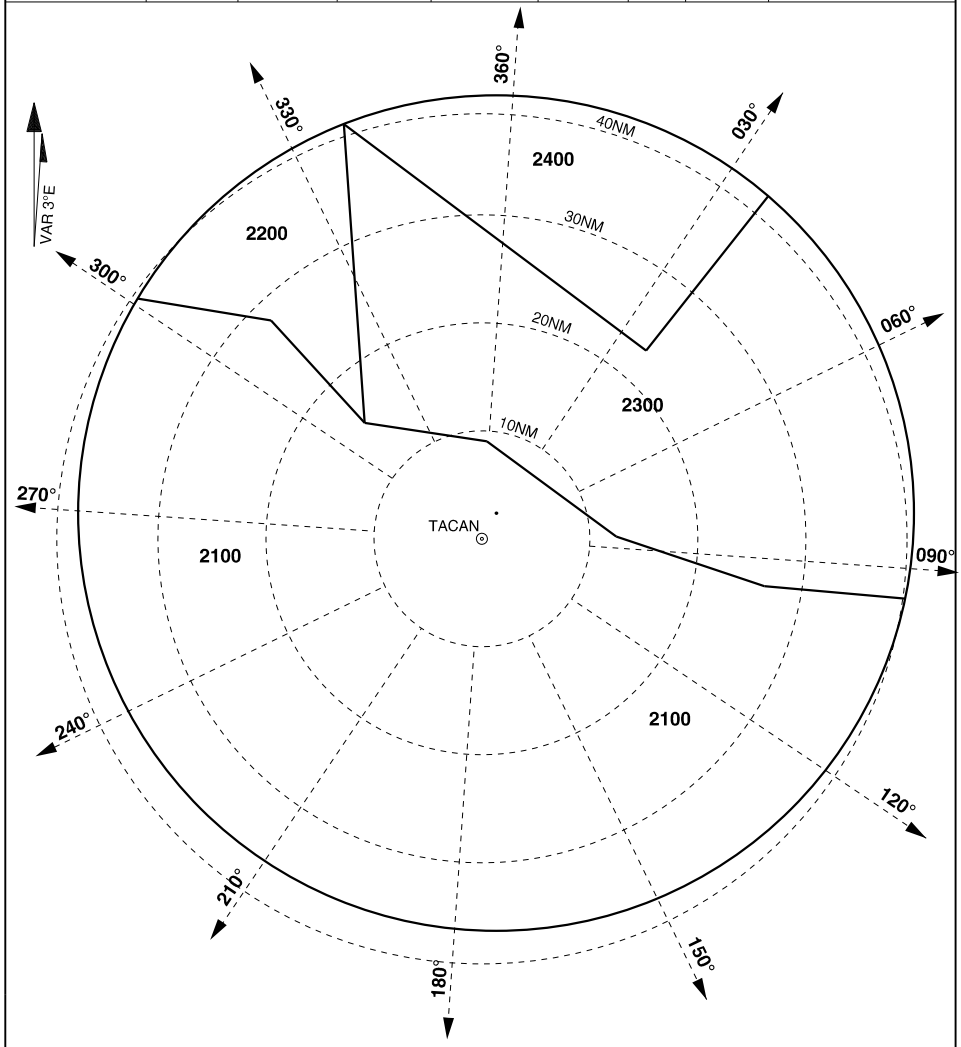
CHANGES: EDITORIAL
26 NOV 26

S14 31.26 E132 22.67
PANS-OPS, WGS 84

ATC USE ONLY

RTCC
TINDAL (YPTN)

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7	



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

ATC USE ONLY

CHANGES: ALTITUDES
26 NOV 26

AIS-AF
MILITARY USE ONLY

TINDAL (YPTN)
RTCC

LOC/DME ITN 110.7 Chan 44	APCH CRS 136°	RWY LDG 10,997 THR ELEV 427 AD ELEV 443

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

PANS-OPS, WGS-84

TINDAL (YPTN)

ALSF-1

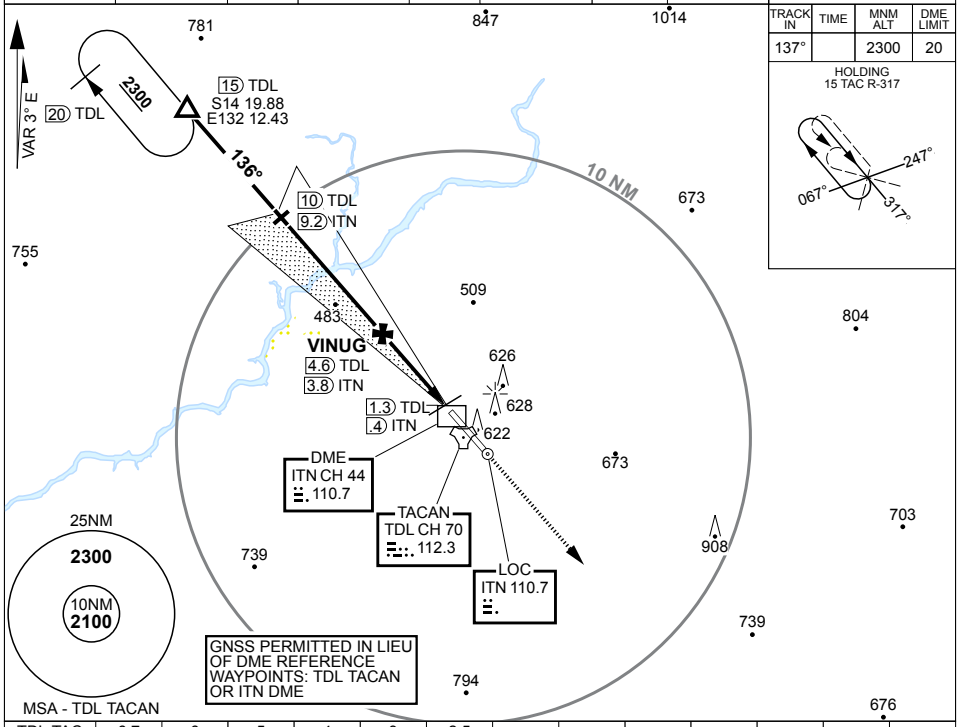
MISSED APPROACH:
TRACK 136°, CLIMB TO **2300FT**.

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/ AFRU/AFIS
112.3 124.0 316.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7

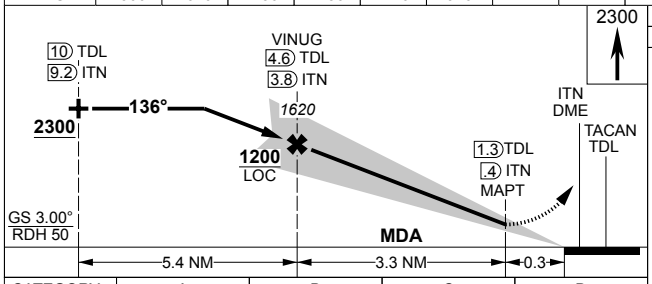
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
137°		2300	20

HOLDING
15 TAC R-317

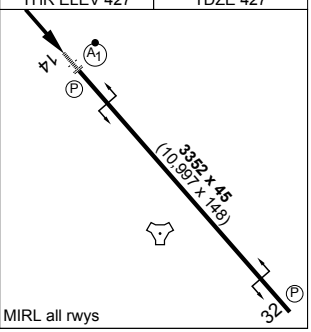


TDL TAC	6.7	6	5	4	3	2.5							
ITN DME	5.9	5.2	4.2	3.2	2.2	1.6							
ALTITUDE	2300	2070	1750	1430	1110	940							



CATEGORY	A	B	C	D
S-ILS 14	**730**	303 1200m	(VIS -800 WITH ACTUAL QNH)	
S-LOC 14	**940**	513 2000m	(VIS -1400 WITH ACTUAL QNH)	
CIRCLING	**1160**	717 2400m	**1320** 877 4000m	**1320** 877 5000m

2300	TLV FL110	TA 10000
	THR ELEV 427	TDZE 427



CHANGES: HOLDING, MSA, CIRCLING

S14 31.26 E132 22.67

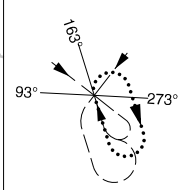
ILS-X OR LOC-X RWY 14 USING TDL TAC or ITN DME
TINDAL (YPTN)

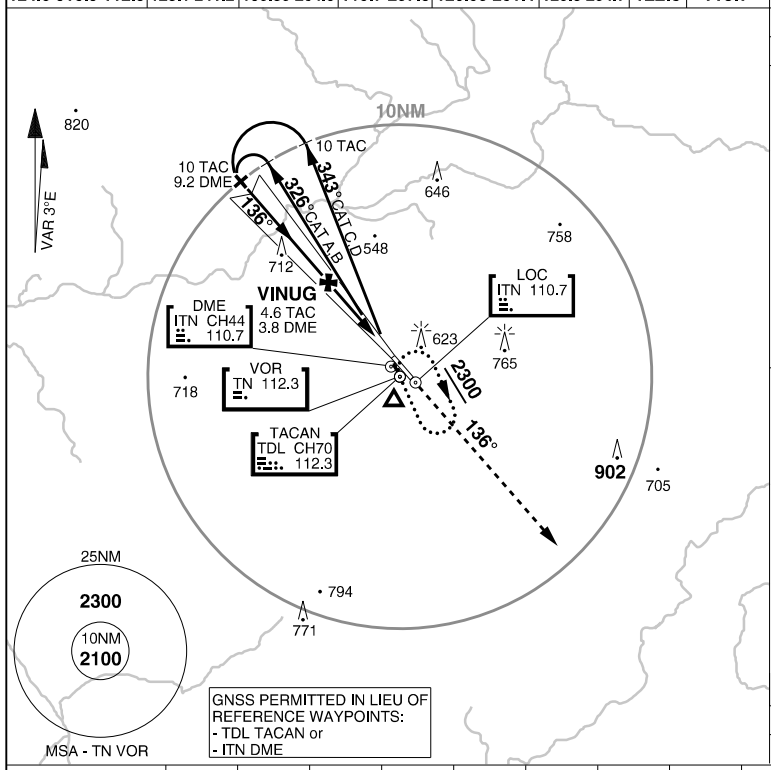
ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS
124.0 316.3 112.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

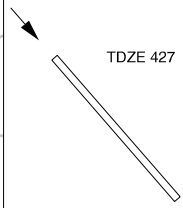
TRACK IN	TIME	MNM ALT	DME LIMIT
343°	1	2300	

HOLDING AT VOR





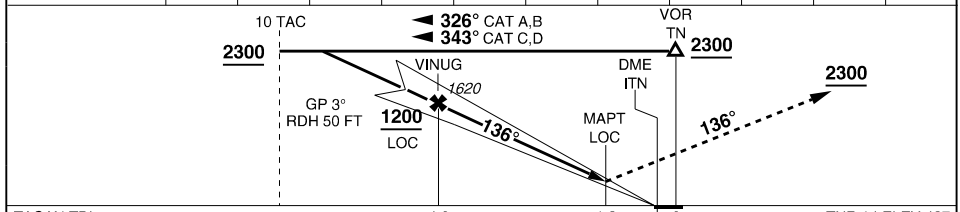
GNSS PERMITTED IN LIEU OF REFERENCE WAYPOINTS:
- TDL TACAN or
- ITN DME



ELEV 443

TLV FL110 | TA 10000

TDL TACAN DIST	6.8	6	5	4	3	2.5					
ITN DME DIST	5.9	5.2	4.2	3.2	2.2	1.6					
ALTITUDE	2300	2060	1750	1430	1110	940					



MISSED APPROACH: TRACK 136°, CLIMB TO **2300FT**

CATEGORY	A	B	C	D	E
ILS	**730** 303 -1200 (VIS-800 WITH ACTUAL QNH)				NOT AUTHORISED
LOC	**940** 513 -2000 (VIS -1400 WITH ACTUAL QNH)				
CIRCLING	**1160** 717 -2400		**1320** 877 -4000	**1320** 877 -5000	

CHANGES: REVISED PROCEDURE
26 NOV 26

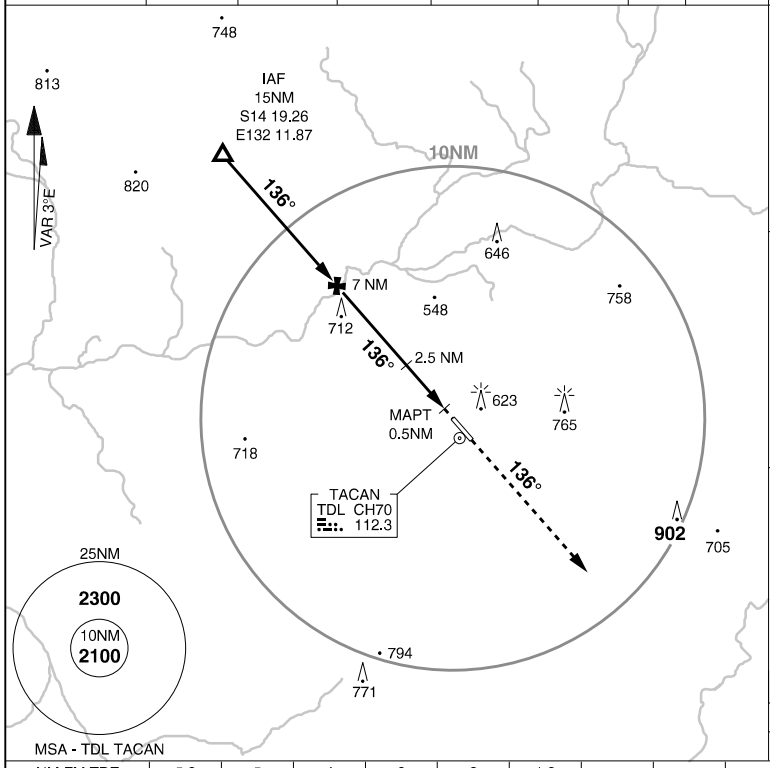
AIS-AF
MILITARY USE ONLY

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

ARA RWY 14
TINDAL (YPTN)

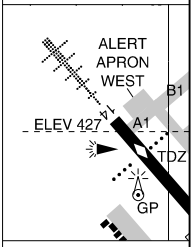
ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS
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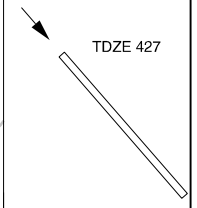
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



HOLDING AS DIRECTED BY ATC

IAF	S14 19.26 E132 11.87
FAF	S14 25.32 E132 17.29
TDZ	S14 30.62 E132 22.03

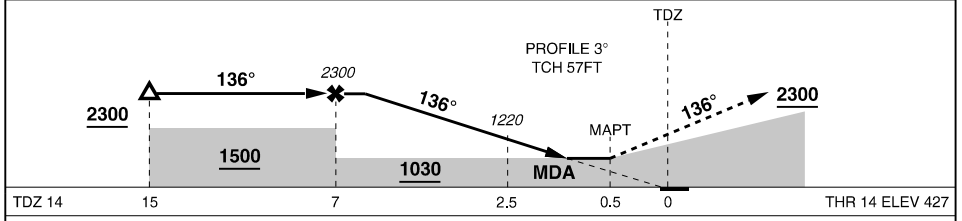




ELEV 443

TLV FL110 | TA 10000

NM FM TDZ	5.9	5	4	3	2	1.9					
ALTITUDE	2300	2020	1700	1380	1060	1030					



MISSED APPROACH: TRACK 136°. CLIMB TO **2300FT**

CATEGORY	C	D	E
ARA	**1030** 603 -2400 (VIS -1900 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**1320** 877 -4000	**1320** 877 -5000	

NOTES: 1. TDZ ON RWY C/L 332M PAST LDG THR

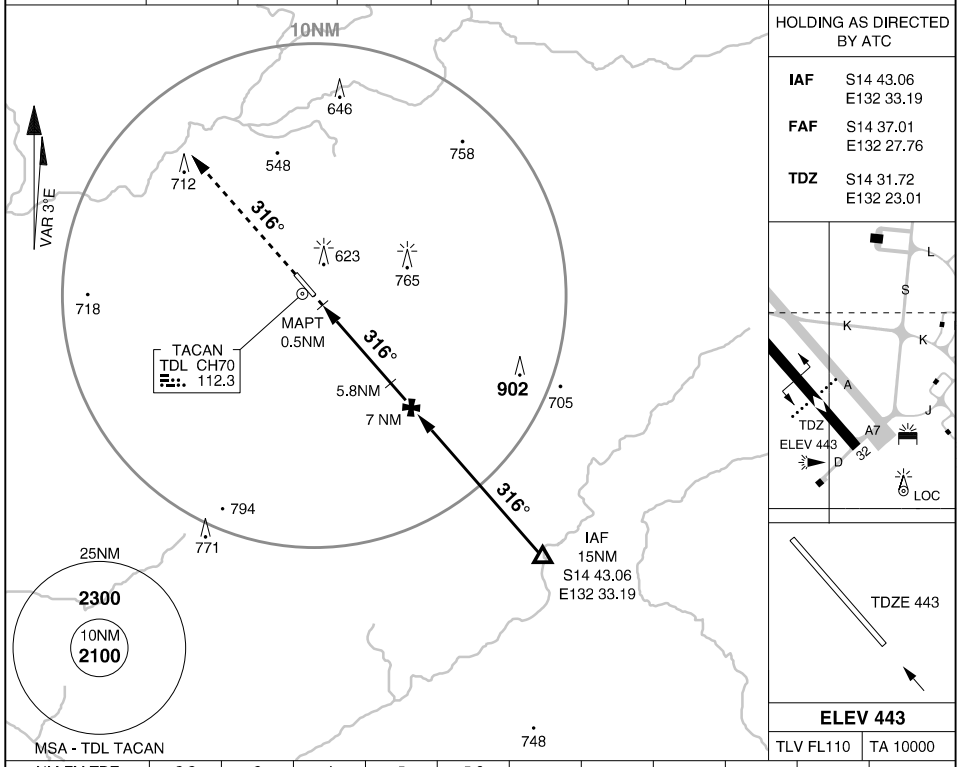
CHANGES: REVISED PROCEDURE
26 NOV 26

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

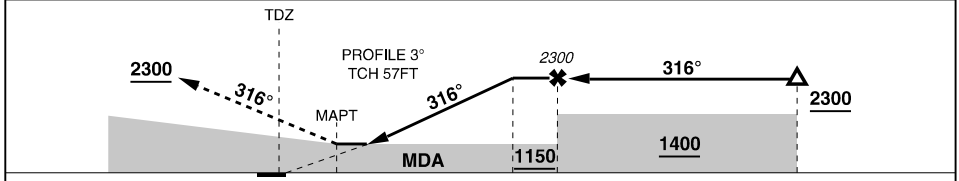
ARA RWY 32
TINDAL (YPTN)

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/AFRU AFIS
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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



NM FM TDZ	2.2	3	4	5	5.8						
ALTITUDE	1150	1400	1720	2040	2300						



MISSED APPROACH: TRACK 316°. CLIMB TO **2300FT**

CATEGORY	C	D	E
ARA	**1150** 707 -3900 (VIS -3400 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**1320** 877 -4000	**1320** 877 -5000	

NOTES: 1. TDZ ON RWY C/L 332M PAST LDG THR

CHANGES: REVISED PROCEDURE
26 NOV 26

TACAN RWY 14
TINDAL (YPTN)

TACAN TDL Chan 70	APCH CRS 144°	RWY LDG 10,997 THR ELEV 427 AD ELEV 443

PANS-OPS, WGS-84

ALSF-1

MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-144, CLIMB TO **2300FT**.

ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/ AFRU/AFIS
112.3 124.0 316.3	128.1 241.2	135.85 264.3	119.7 257.3	120.95 261.4	125.8 254.7	122.6	119.7

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
144°		2300	20

HOLDING
15 TAC R-324
074°
254°
324°

VAR 3° E

R-324

886 876 922 742 20 TDL 2300 15 TDL S14 18.80 E132 13.91 144° 716 706 814 565 6 TDL 703 466 4 TDL 626 628 MAPT 1.9 TDL 622 673 TACAN TDL CH 70 112.3 144° 703 908 25NM 2300 10NM 2100 739 680 739 794

MSA - TDL TACAN

10 NM

TDL TAC	6.7	6	5	4	3	2.5
ALTITUDE	2300	2070	1750	1430	1110	940

15 2300 144° 6 2070 4 1430 1.9 MAPT TDL TACAN 1500 940 MDA 3.00° TCH 50

9 NM 2 NM 2.1 NM 0.9

TDL 2300 TDL R-144

TLV FL110 TA 10000
THR ELEV 427 TDZE 427

14 32 3352 x 45 (10,997 x 148)

MIRL all rwys

CATEGORY	A	B	C	D
S-14	940 513 2000m		(VIS -1400 WITH ACTUAL QNH)	
CIRCLING	1160 717 2400m		1320 877 4000m	1320 877 5000m

CHANGES: MSA, MOCA
26 NOV 26

S14 31.26 E132 22.67

AIS-AF
MILITARY USE ONLY

TINDAL (YPTN)
TACAN RWY 14

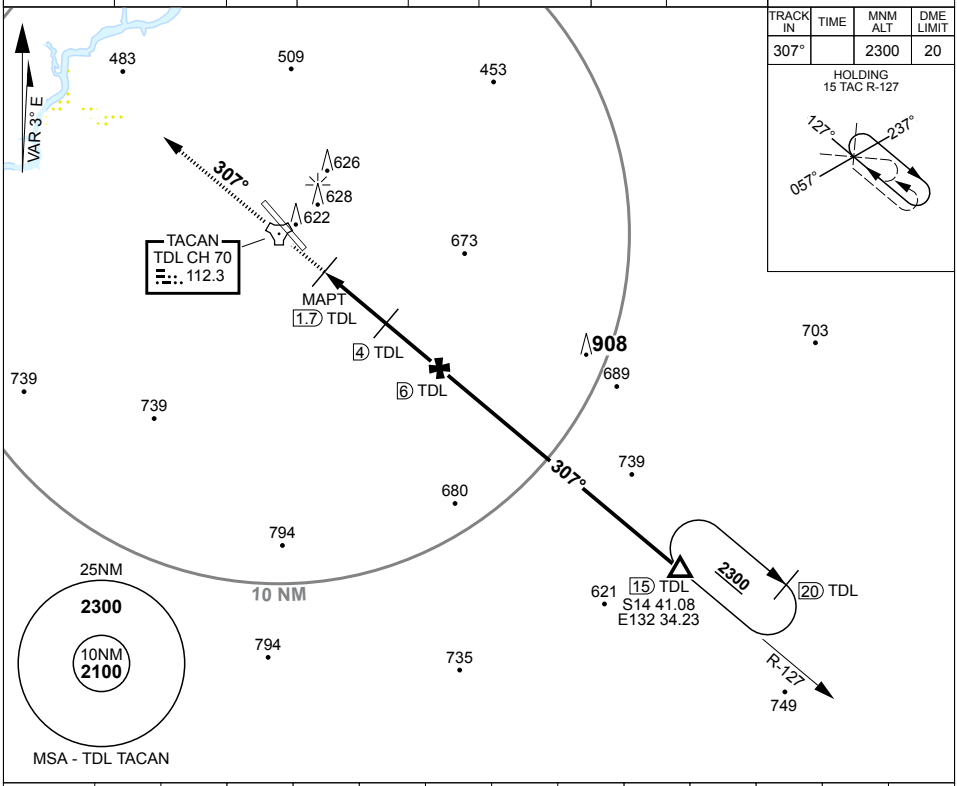
TACAN TDL Chan **70**	APCH CRS **307°**	RWY LDG **10,997** THR ELEV **443** AD ELEV **443**

TACAN RWY 32
TINDAL (YPTN)

PANS-OPS, WGS-84

MISSED APPROACH:
TRACK DIRECT TO TACAN THEN R-307, CLIMB TO **2300FT**.

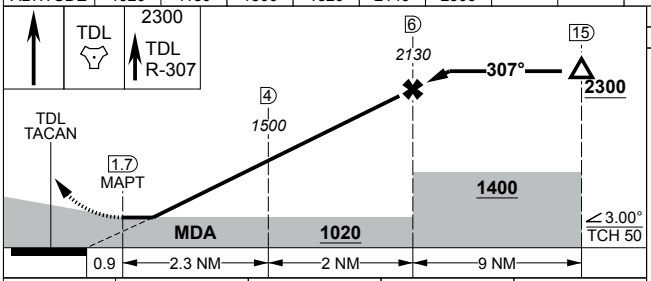
ATIS	ACD	SMC	TWR	APP	TFC	FIA(BN)	CTAF/ AFRU/AFIS	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC
112.3 124.0 316.3	**128.1 241.2**	**135.85 264.3**	**119.7 257.3**	**120.95 261.4**	**125.8 254.7**	**122.6**	**119.7**	



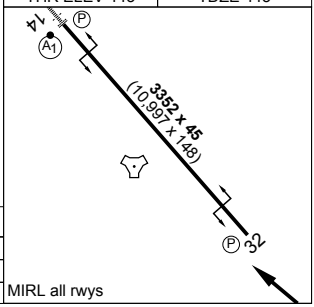
TRACK IN	TIME	MNM ALT	DME LIMIT
307°		2300	20

HOLDING
15 TAC R-127

TDL TAC	2.5	3	4	5	6	6.5
ALTITUDE	1020	1180	1500	1820	2140	2300



TLV FL110	TA 10000
THR ELEV 443	TDZE 443



CATEGORY	A	B	C	D
S-32	**1020** 577 3200m		(VIS -2600 WITH ACTUAL QNH)	
CIRCLING	**1160** 717 2400m		**1320** 877 4000m	**1320** 877 5000m

MIRL all rwys

CHANGES: MINIMA, MSA, CIRCLING, ALT

S14 31.26 E132 22.67

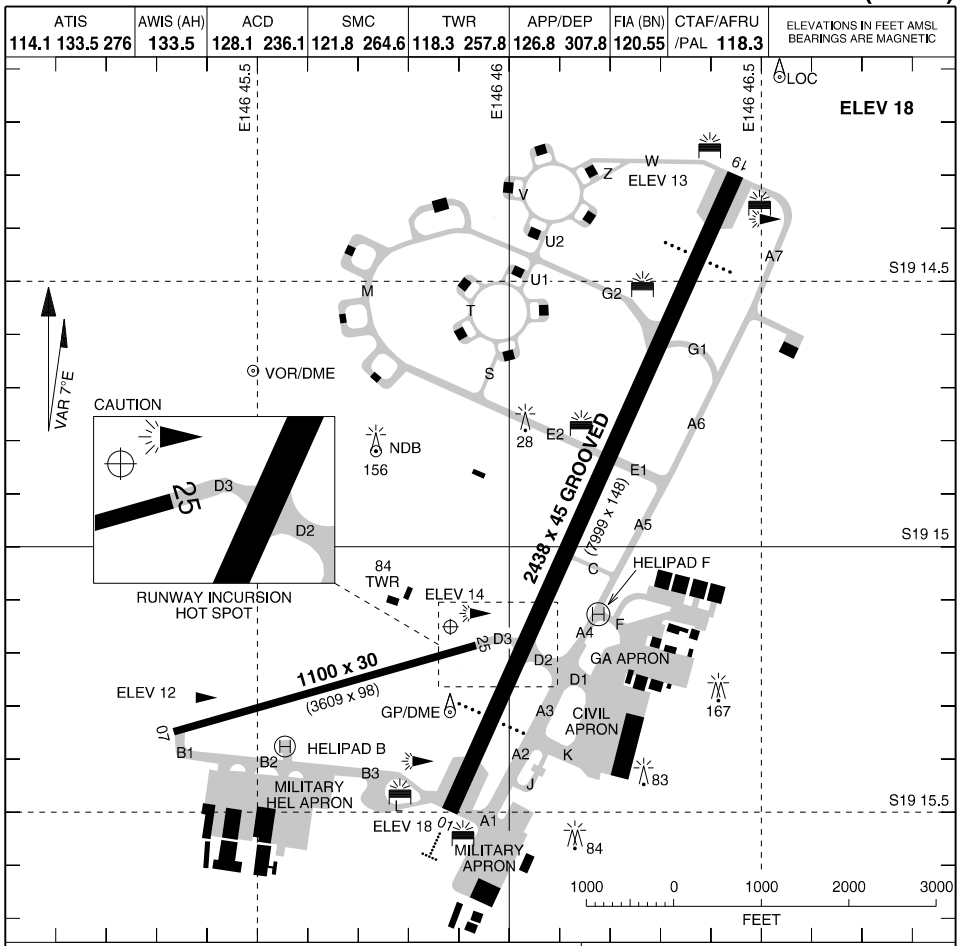
26 NOV 26

AIS-AF
MILITARY USE ONLY

TINDAL (YPTN)
TACAN RWY 32

S19 15.16 E146 45.92
PANS-OPS, WGS 84

AERODROME CHART
TOWNSVILLE INTL (YBTL)



LIGHTING

RWY	APPROACH	THR	RUNWAY
01 (017°)	SALS (420M) ✱ PAPI 3.00° 49FT		MIRL (3) AFRU + PAL 118.3
19 (197°)	# PAPI 3.30° 49FT		
07 (067°)	NIL		PTBL
25 (247°)			

OBSTRUCTIONS
HAZARD BEACONS
ILLUMINATED WIND INDICATOR
TAXIWAY: CENTRELINE GREEN
SDBY PWR AVBL

NOTES

1. ✱ PILOTS ARE ADVISED THAT MT LOUISA CAN INFRINGE APCH PATH FOR LEFT BASE RWY 01 IF ACFT BLW ON-SLOPE INDICATION
2. # PAPI RWY 19 SHOULD NOT BE USED BEYOND 5 NM FROM THR AS IT DOES NOT PROVIDE CLEARANCE OVER MAGNETIC ISLAND
3. ALL FLIGHTS TO AVOID FLYING OVER CAPE PALLERENDA (NORTH OF AD).
   RIGHT CIRCUITS RWY 19 & 25 OR AS DIRECTED BY ATC.

CHANGES: SALS LENGTH
26 NOV 26

AIS-AF
MILITARY USE ONLY

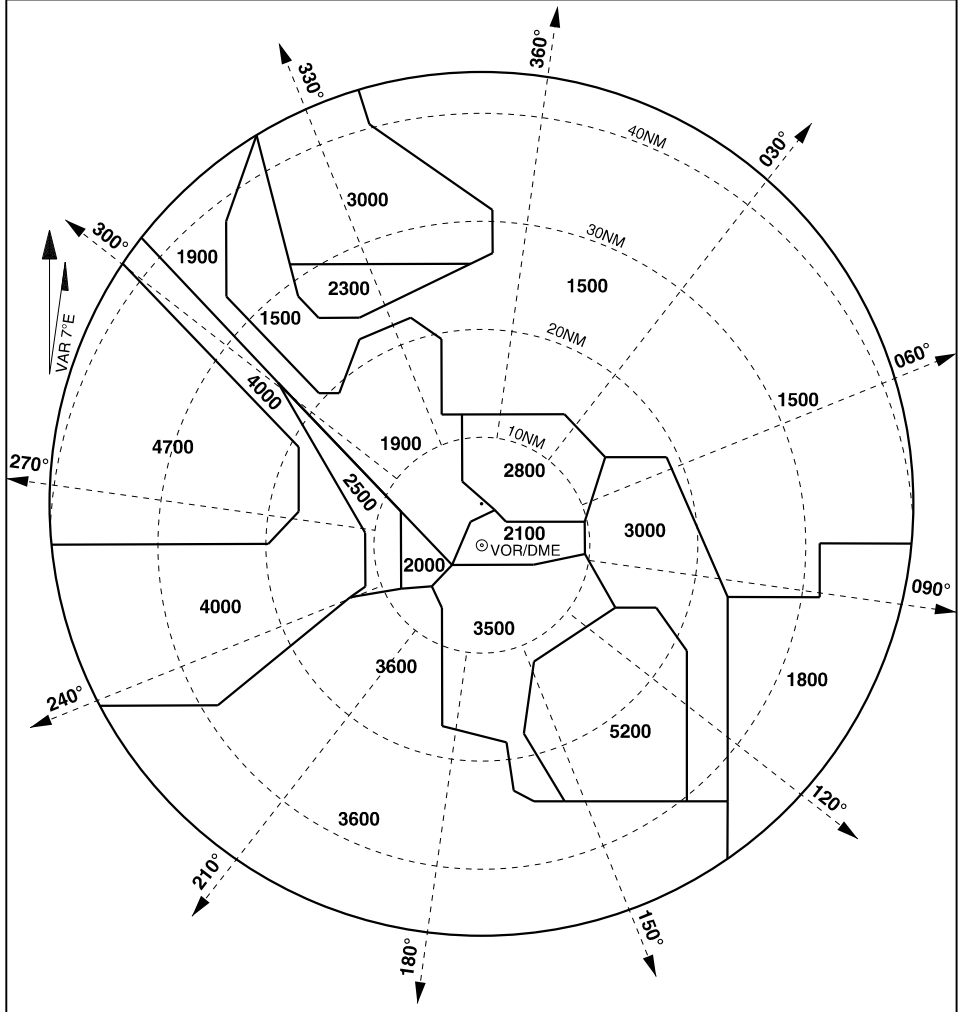
S19 15.16 E146 45.92
PANS-OPS, WGS 84

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.

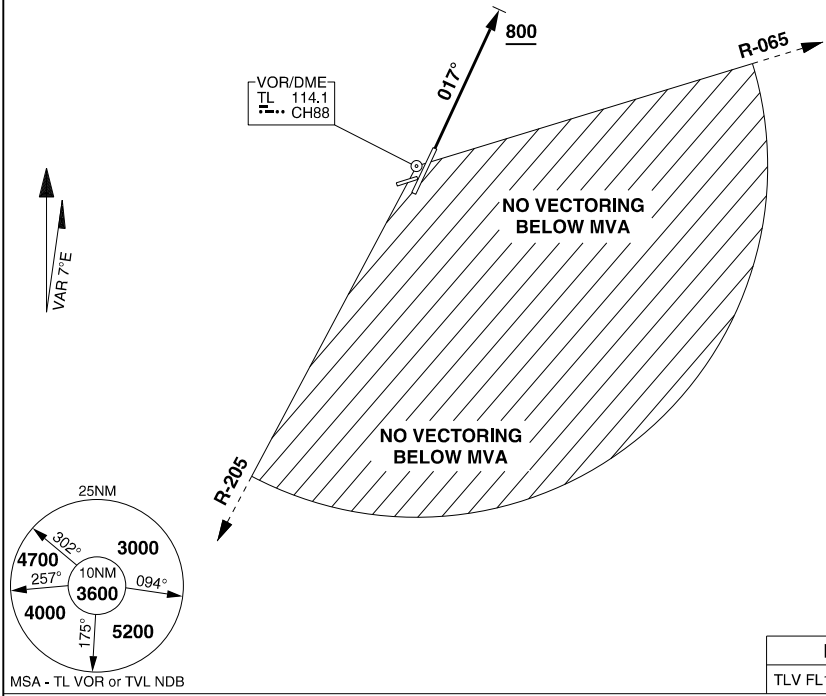
ATC USE ONLY

SID (RADAR) RWY 01 (CAT H)

MILITARY USE ONLY

TOWNSVILLE INTL (YBTL)

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



MSA - TL VOR or TVL NDB

ELEV 18	
TLV FL110	TA 10000

TOWNSVILLE COPTER FOUR DEPARTURE

RWY 01

- GRAD 6.0% UNTIL 800FT THEN 5.0%
- TRACK 017°
- AT 800FT, BUT NOT BEFORE DER, TURN TO ASSIGNED HDG OR TRACK

COMMUNICATIONS FAILURE PROCEDURE

ON RECOGNITION OF COMMUNICATIONS FAILURE:

- SQUAWK 7600
- MAINTAIN LAST ASSIGNED VECTOR FOR TWO MINUTES; AND
- **CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE** TO MAINTAIN TERRAIN CLEARANCE; THEN
- PROCEED IN ACCORDANCE WITH THE LATEST ATC ROUTE CLEARANCE ACKNOWLEDGED

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

TACAN RWY 19
TOWNSVILLE INTL (YBTL)

PANS-OPS, WGS-84

1. NO CIRCLING EAST OF RUNWAY 01/19.
2. MISSED APCH TOLERANCES NOT CLEAR OF RSTD AREAS.

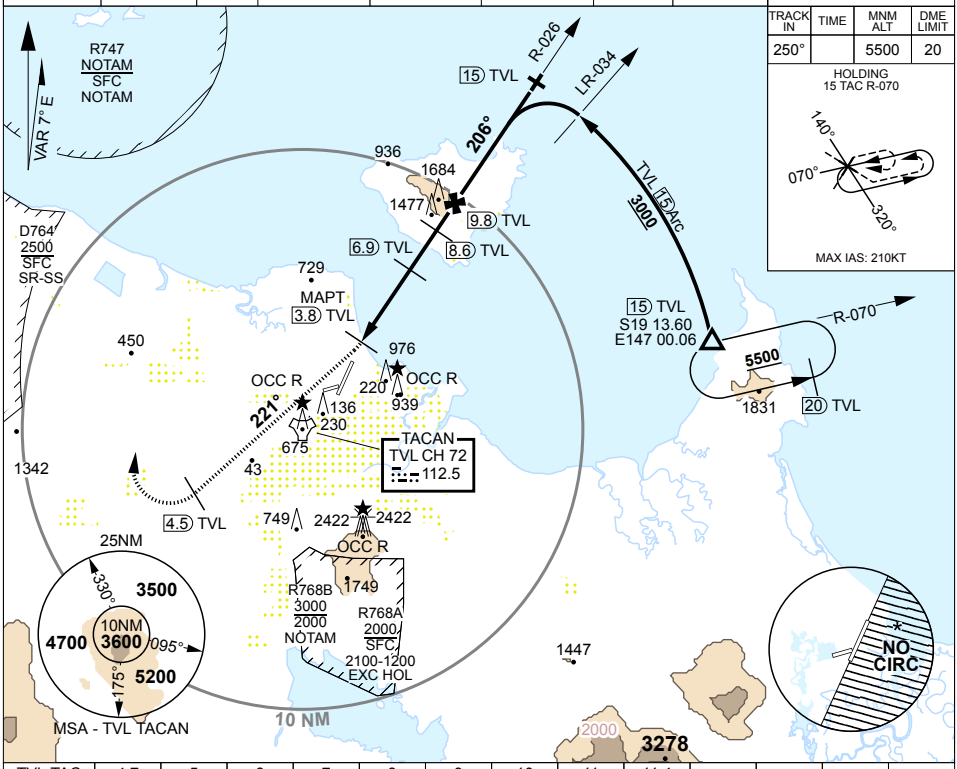
MISSED APPROACH:
TURN RIGHT, TRACK 221°, AT 4.5 TAC TURN RIGHT, MAX IAS IN TURN: 210 KT. TRACK 016°, CLIMB TO **5000FT**.

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/ AFRU/PAL
114.1 **133.5 276**	**133.5**	**128.1** **236.1**	**121.8 264.8**	**118.3 257.8**	**126.8 307.8**	**120.55**	**118.3**

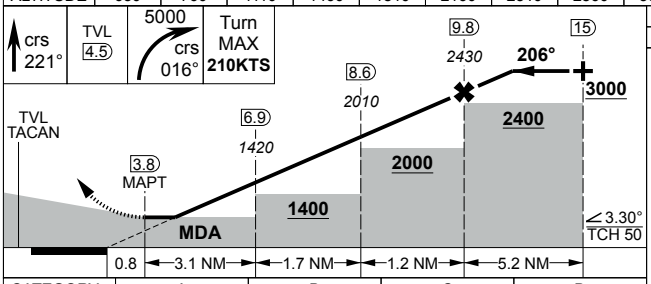
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT
250°		5500	20

HOLDING
15 TAC R-070
140°
070°
320°
MAX IAS: 210KT

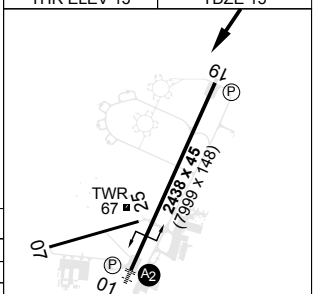


TVL TAC	4.7	5	6	7	8	9	10	11	11.4				
ALTITUDE	650	760	1110	1460	1810	2160	2510	2860	3000				



CATEGORY	A	B	C	D
S-19	**650**	632	3600m	
CIRCLING	**1090** 1072 2400m		**1350** 1332 4000m	**1350** 1332 5000m

TLV FL110	TA 10000
THR ELEV 13	TDZE 15



CHANGES: TAC CH AND FREQ
28 NOV 24

S19 15.16 E146 45.92

AIS-AF
MILITARY USE ONLY

TOWNSVILLE INTL (YBTL)
TACAN RWY 19

S19 15.16 E146 45.92
PANS-OPS, WGS 84

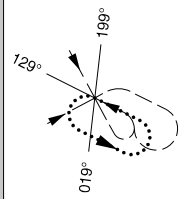
NDB 105 (CAT H)
TOWNSVILLE INTL (YBTL)

ATIS	AWIS (AH)	ACD	SMC	TWR	APP/DEP	FIA (BN)	CTAF/AFRU
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

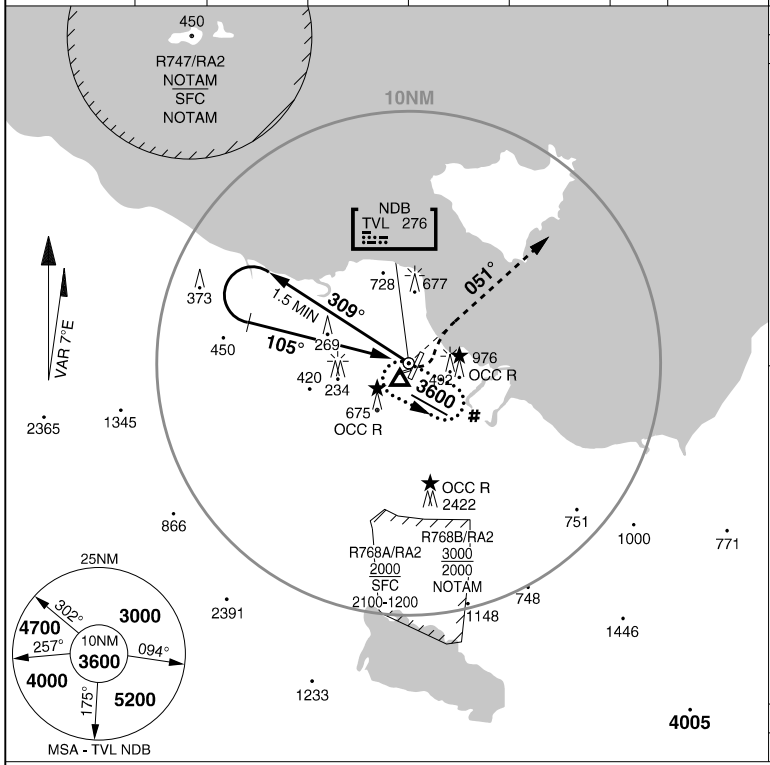
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

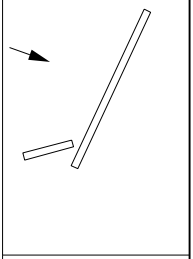
TRACK IN	TIME	MNM ALT	DME LIMIT
309°	1	3600	

HOLDING AT TVL NDB

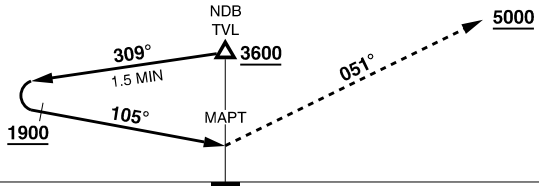


MAX IAS: 100KT





ELEV 18	
TLV FL110	TA 10000



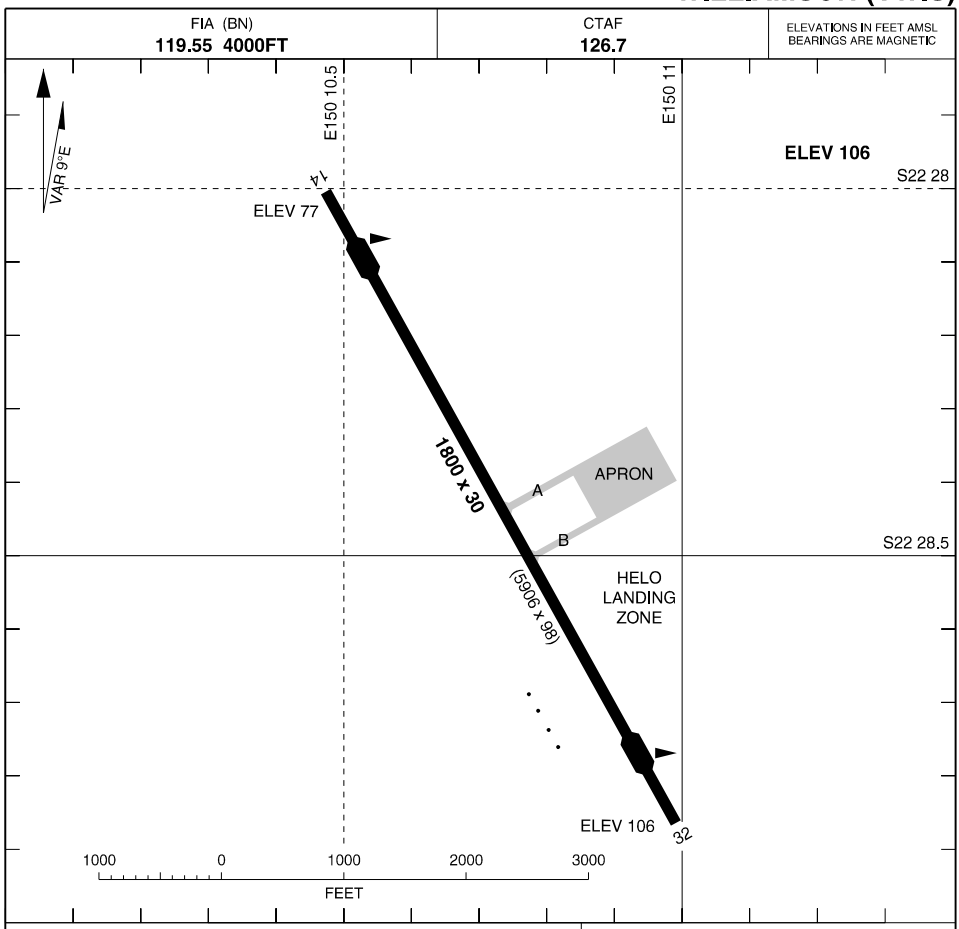
MISSED APPROACH: TRACK 051° FROM NDB. CLIMB TO **5000FT**

CATEGORY	H
NDB	**870** 852 -4800

CHANGES: LOCATION NAME
27 FEB 20

S22 28.4 E150 10.7
PANS-OPS, WGS 84

AERODROME CHART
WILLIAMSON (YWIS)



LIGHTING

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

WIND DIRECTION INDICATOR

NOTES

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

CHANGES: RWY BRGs
20 MAR 25

AIS-AF
MILITARY USE ONLY

APCH CRS 142°	RWY LDG 5906
	THR ELEV 77
	AD ELEV 106

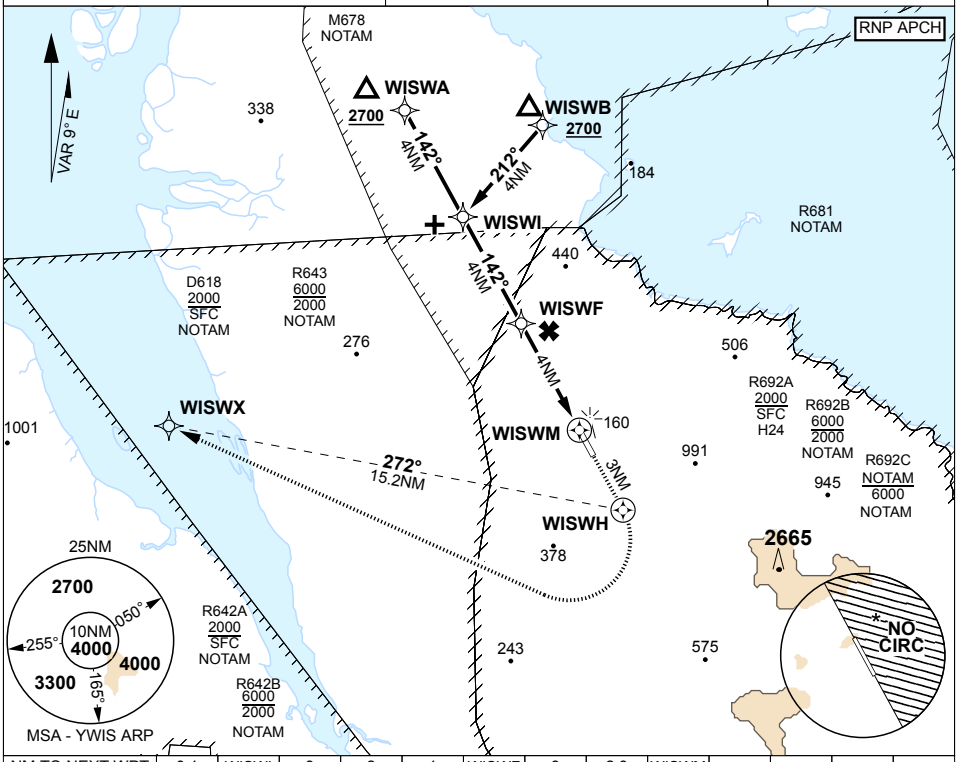
PANS-OPS, WGS-84

RNP RWY 14
WILLIAMSON (YWIS)

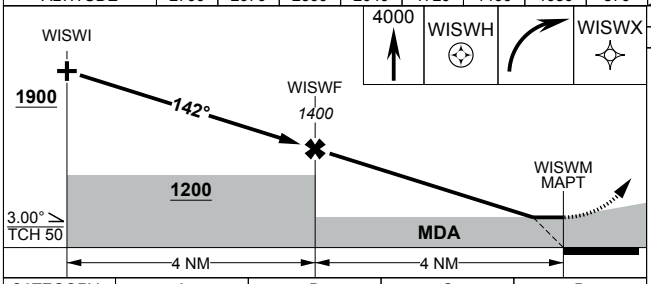
1. NO CIRCLING NE OF RWY 14/32.
2. NON-CERTIFIED AD. REGULAR NOTAM SERVICE NOT PROVIDED. REFER TO HO NOTAMS. CTC AD OPR PRIOR TO OPS.
3. MAX IAS INITIAL: 210KT.

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

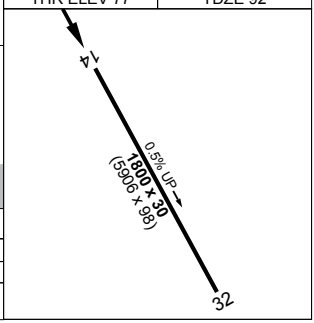
FIA (BN) 4000FT **119.55**	CTAF **126.7**	ELEVATIONS IN FEET AMSL BEARINGS ARE MAGNETIC



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



TLV FL110	TA 10000
THR ELEV 77	TDZE 92



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

CHANGES: CIRCLING
04 SEP 25

S22 28.40 E150 10.70

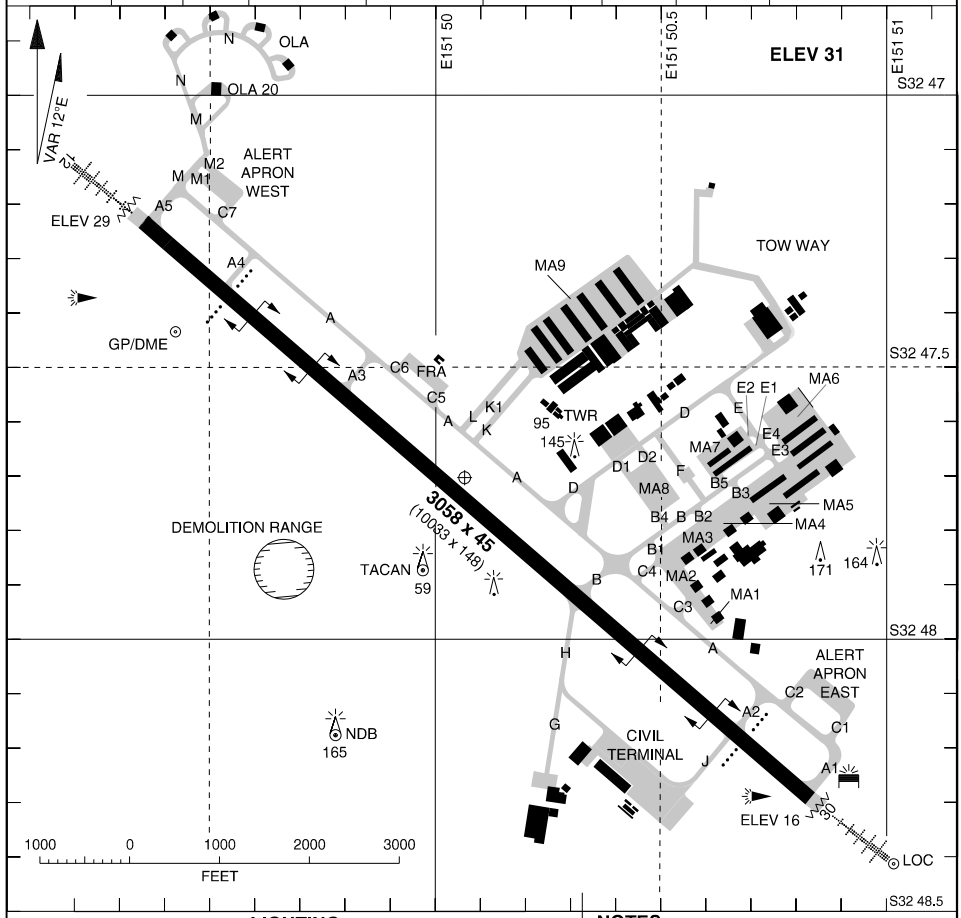
AIS-AF
MILITARY USE ONLY

WILLIAMSON (YWIS)
RNP RWY 14

S32 47.70 E151 50.07
PANS-OPS, WGS 84

AERODROME CHART
WILLIAMTOWN (YWLM)

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



LIGHTING

RWY	APPROACH	THR	RUNWAY
12 (118°)	HIAL - CAT 1 (6) SFL PAPI (6) - 3.00° 50FT		HIRL (6) AFRU + PAL 118.3
30 (298°)			

ILLUMINATED WIND INDICATOR ADJ EACH THR
TWY: C/L GREEN
PTBL ELECTRIC LGT AVBL 30 MIN PN

NOTES

1. KANGAROOS MAY BE ON AD AT NGT
2. RWY 12 - RIGHT CIRCUITS
3. DEMOLITION RANGE SFC - 1700FT GL ACT BY NOTAM

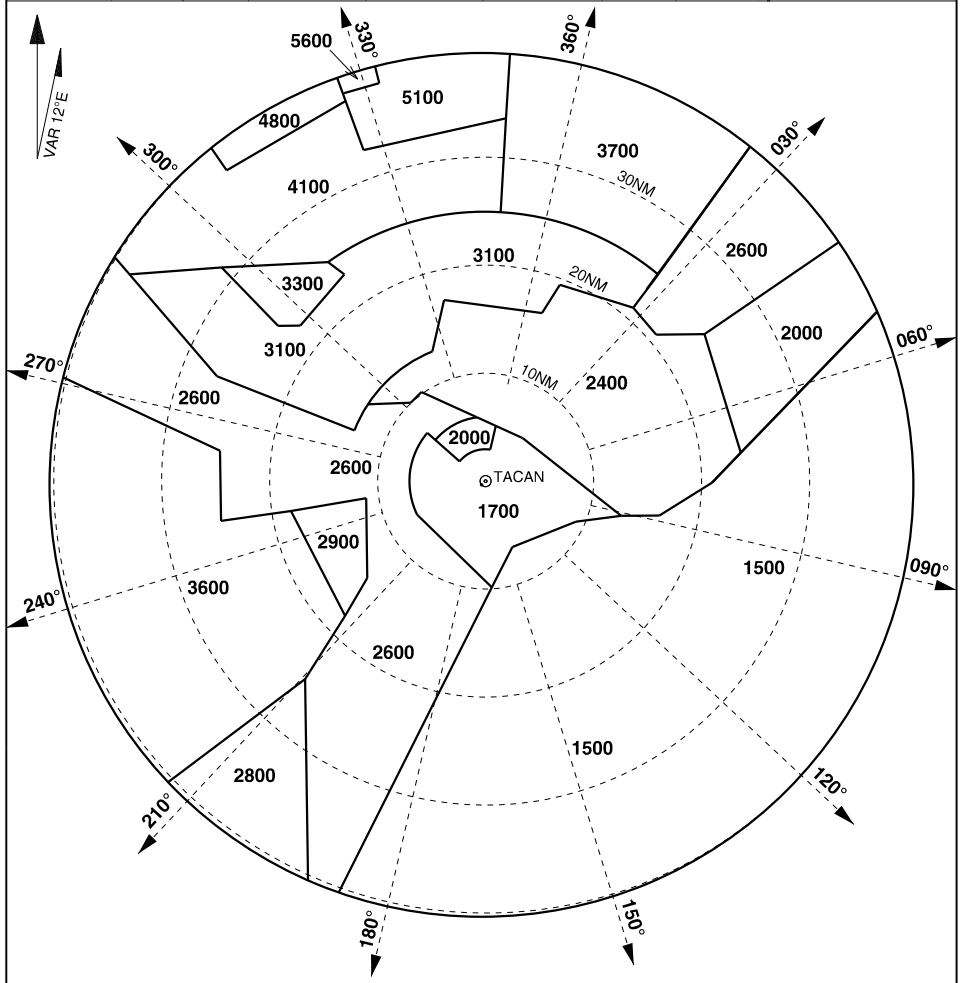
CHANGES: GP/DME, WDI
20 MAR 25

S32 47.70 E151 50.07
PANS-OPS, WGS 84

ATC USE ONLY

RTCC
WILLIAMTOWN (YWLM)

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



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

ATC USE ONLY

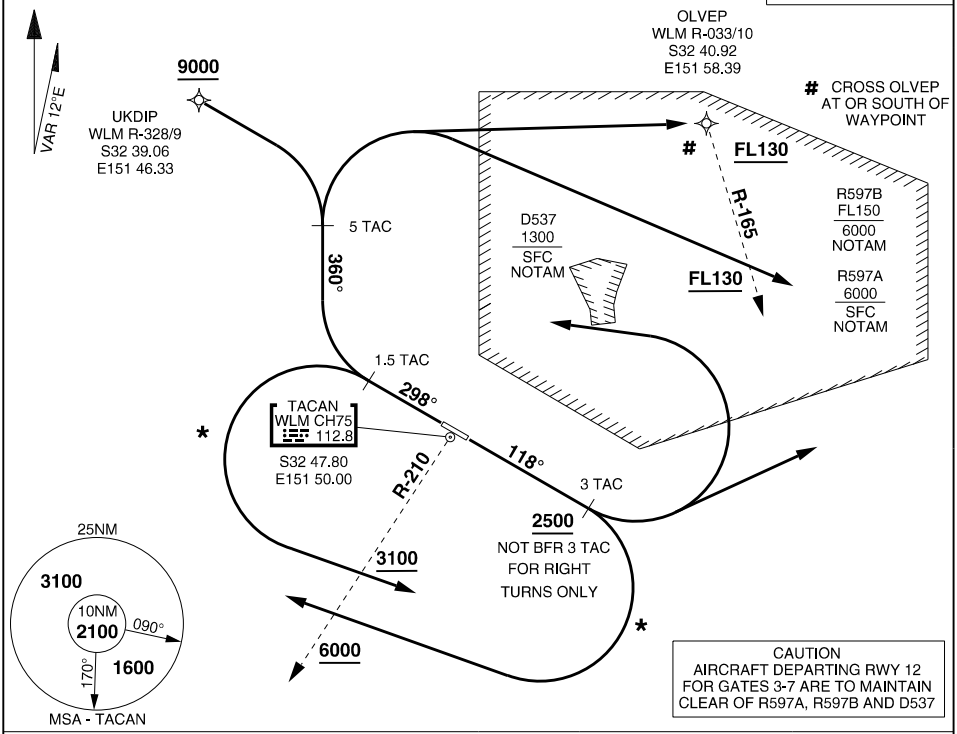
CHANGES: APP CS/FREQ
21 MAR 24

WILLIAMTOWN (YWLM)
RTCC

S32 47.70 E151 50.07
PANS-OPS, WGS 84

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

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



RWY 12 - LEFT TURN (OWTR GATES 3-5 & WSTN)

- GRAD 3.9% TO 300FT, THENCE 3.3%
- TRACK 118°

FOR OWTR (GATES 3-5)

- AT 3 TAC, TURN LEFT, TRACK DCT TO GATE

FOR WSTN

- AT 3 TAC, TURN LEFT, TRACK AS CLEARED

RWY 12 - RIGHT TURN (OWTR GATES 6-7 & WSTN)

- GRAD 3.3%
- TRACK 118°

FOR OWTR (GATES 6-7)

- AT OR ABOVE 2500FT, BUT NOT BEFORE 3 TAC, TURN RIGHT, TRACK DCT TO GATE

FOR WSTN

- AT OR ABOVE 2500FT, BUT NOT BEFORE 3 TAC, TURN RIGHT, TRACK AS CLEARED

CROSS WLM R-210 AT OR ABOVE 6000FT

* **REQUIREMENT:** REMAIN WI 10 TAC UNTIL ESTAB TRACKING DCT TO GATE

RWY 30 - LEFT TURN (OWTR GATES 3-7)

- GRAD 12.9% TO 400FT, THENCE 3.3%
- TRACK 298°
- AT 1.5 TAC, TURN LEFT, TRACK DCT TO GATE

CROSS WLM R-210 AT OR ABV 3100FT

* **REQUIREMENT:** REMAIN WI 10 TAC UNTIL ESTAB TRACKING DCT TO GATE

RWY 30 - RIGHT TURN (OWTR GATES 3-7 & WSTN)

- GRAD 11.3% TO 500FT, THENCE 3.3%
- TRACK 298°
- AT 1.5 TAC, TURN RIGHT, TRACK 360°

FOR OWTR (GATES 3-7)

- AT 5 TAC, TURN RIGHT

CROSS OLVEP OR OLVEP R-165 AT OR ABOVE FL130 (RQ GRAD CROSSING OLVEP 14.3%)

- TRACK DCT TO GATE

FOR WSTN

- AT 5 TAC, TRACK DCT TO UKDIP, THENCE AS CLEARED

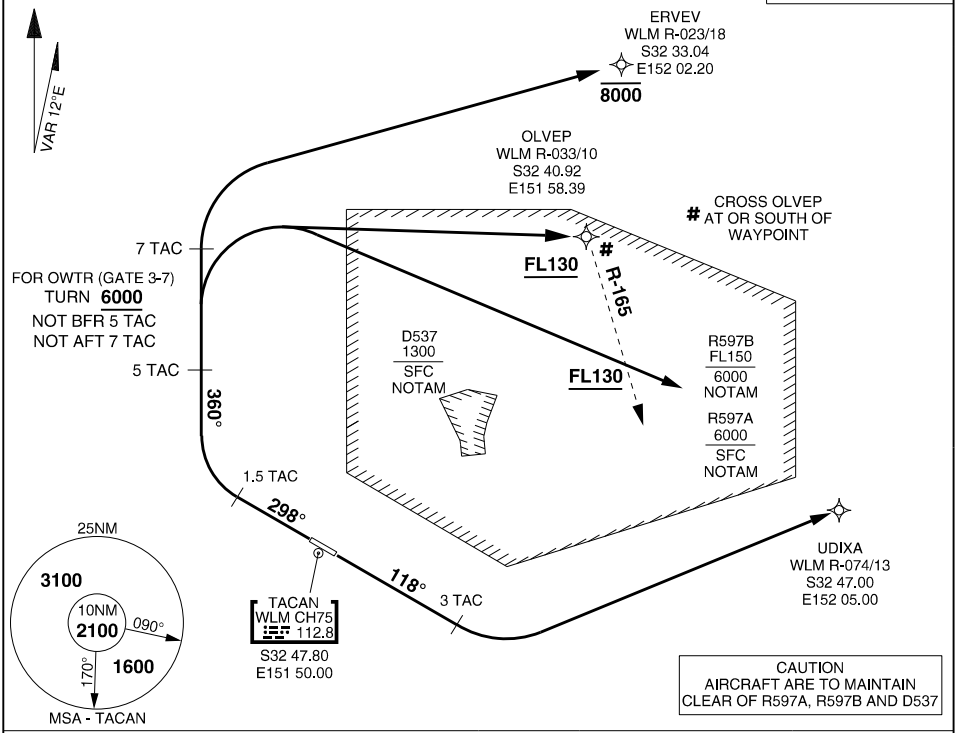
CROSS UKDIP AT OR ABOVE 9000FT (RQ GRAD TO UKDIP 16.6%)

CHANGES: SUA, EDITORIAL
26 NOV 26

MILITARY USE ONLY

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

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



RWY 12 (OWTR GATES 1-2)

- GRAD 3.9% TO 300FT THENCE 3.3%
- TRACK 118°
- AT 3 TAC, TURN LEFT, TRACK DCT TO UDIXA
- TRACK DCT TO GATE

RWY 30 (OWTR GATES 1-7)

- GRAD 11.3% TO 500FT THENCE 3.3%
- TRACK 298°

FOR OWTR (GATES 1-2)

- AT 1.5 TAC, TURN RIGHT, TRACK 360°
- AT 7.0 TAC, TURN RIGHT, TRACK DCT ERVEV
  CROSS ERVEV AT OR BELOW 8000FT
- TRACK DCT TO GATE

FOR OWTR (GATES 3-7)

- AT 1.5 TAC, TURN RIGHT, TRACK 360°
- AT 6000FT TURN RIGHT
  REQUIREMENT: COMMENCE TURN NOT BFR 5 TAC AND NO LATER THAN 7 TAC
  CROSS OLVEP OR OLVEP R-165 AT OR ABOVE FL130 (RQ GRAD TO REACH 6000FT BY 7 TAC 14.3%)
- TRACK DCT TO GATE

LOC/DME IWM **110.5** Chan **42**	APCH CRS **118°**	RWY LDG **10,033** THR ELEV **29** AD ELEV **31**

ILS-X or LOC-X RWY 12 USING WLM TACAN or IWM DME

PANS-OPS, WGS-84

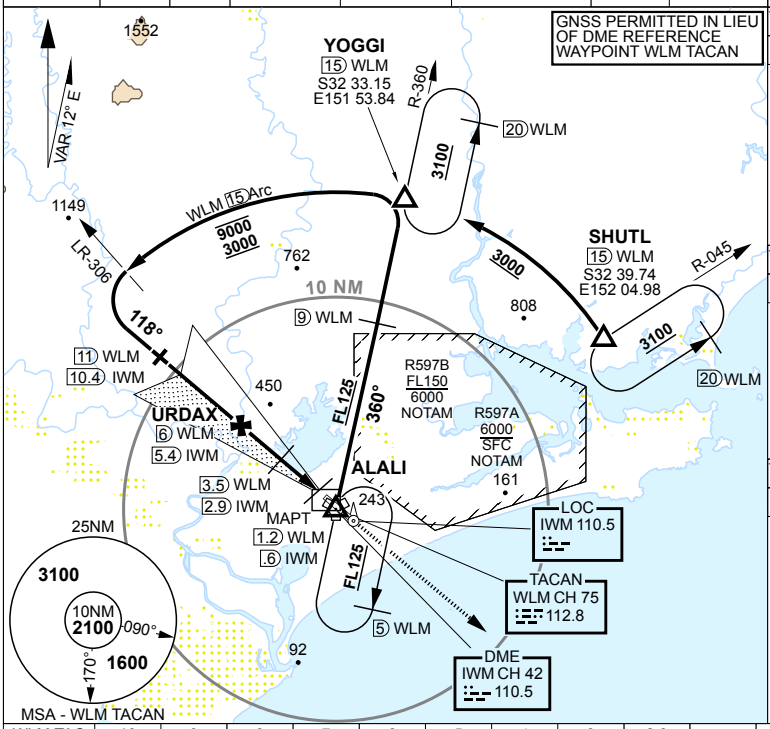
WILLIAMTOWN (YWLM)

1. SHUTL MAY NOT BE AVBL WHEN R597A AND R597B ACTIVE.

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

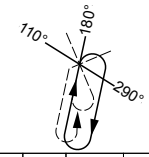
ATIS	ACD	SMC	TWR	WILLY APP HIGH	WILLY APP LOW	FIA (BN)	CTAF / AFRU /PAL
134.45 **316.1 365**	**130.35**	**121.8**	**118.3 280.9**	**133.3 261.4**	**135.7 293.4**	**125.7**	**118.3**

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



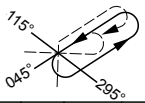
TRACK IN	TIME	MNM ALT	DME LIMIT
360°		FL125	5

HOLDING AT ALALI TAC



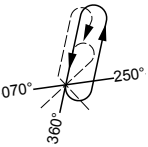
TRACK IN	TIME	MNM ALT	DME LIMIT
225°		3100	20

SHUTL HOLDING
15 TAC R-045

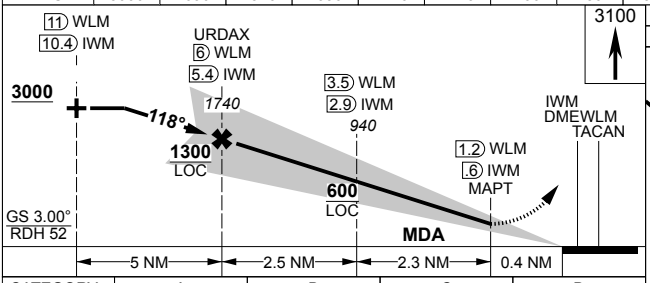


TRACK IN	TIME	MNM ALT	DME LIMIT
180°		3100	20

YOGGI HOLDING
15 TAC R-360

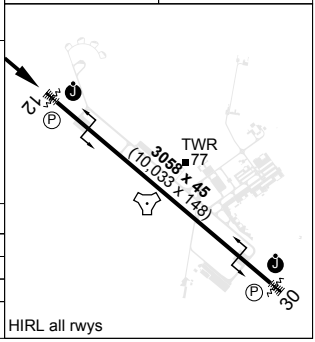


WLM TAC	10	9	8	7	6	5	4	3	2.3				
IWM DME	9.3	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.7				
ALTITUDE	3000	2690	2370	2050	1740	1420	1100	780	560				



3100

TLV FL110	TA 10000
THR ELEV 29	TDZE 30



CATEGORY	A	B	C	D
S-ILS 12	**370** 341	1200m	(VIS -800 WITH ACTUAL QNH)	
S-LOC 12	**560** 529	2000m	(VIS -1500 WITH ACTUAL QNH)	
CIRCLING	**690** 659 2000m	**710** 679 2400m	**810** 779 4000m	**1070** 1039 5000m

CHANGES: ADDED R597A AND R597B

S32 47.70 E151 50.07

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

ARA RWY 12
WILLIAMTOWN (YWLM)

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT

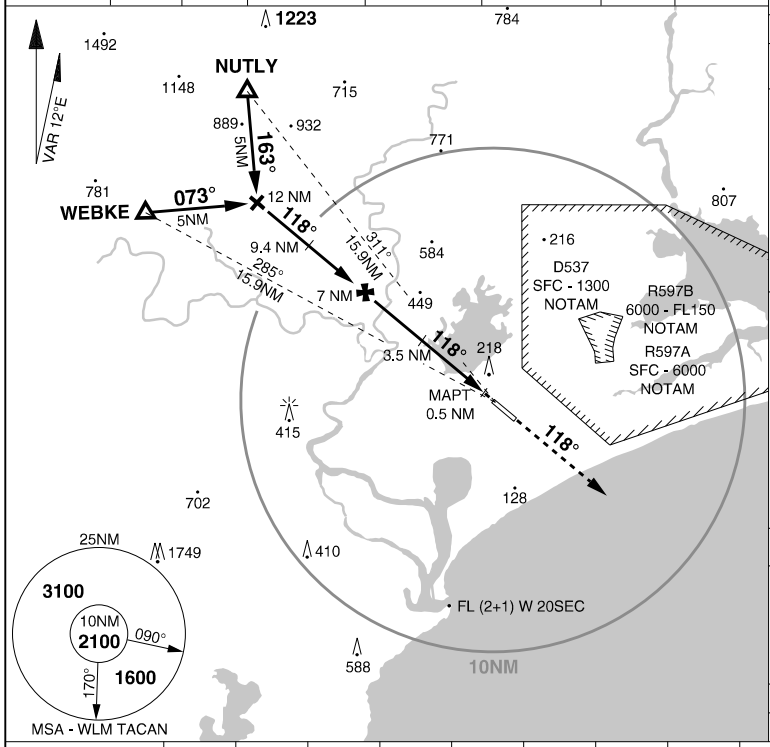
HOLDING AS DIRECTED BY ATC

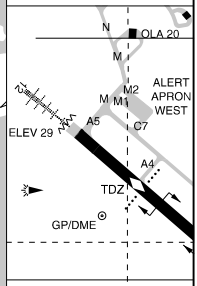
NUTLY S32 34.5498 E151 38.1832

WEBKE S32 39.9452 E151 32.7538

IF S32 39.5438 E151 38.6577

TDZ S32 47.3291 E151 49.4977



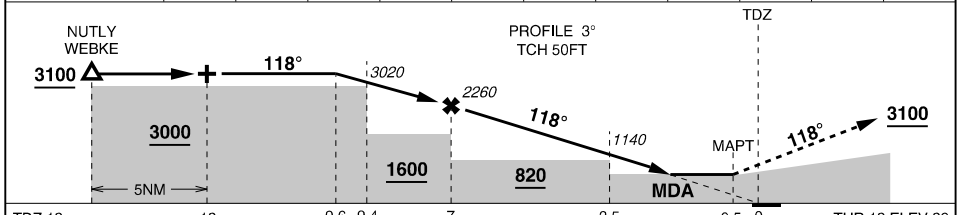


TDZE 30

ELEV 31

TLV FL110 | TA 10000

NM FM TDZ	9.6	9	8	7	6	5	4	3	2		
ALTITUDE	3100	2890	2580	2260	1940	1620	1300	980	650		



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

CATEGORY	C	D	E
ARA	**650** 619 -2600 (VIS -2000 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**810** 779 -4000	**1070** 1039 -5000	

NOTES: 1. PROCEDURE NOT AVAILABLE WHEN R597A AND R597B IS ACTIVE
2. TDZ ON RWY C/L 291M PAST LDG THR

CHANGES: SUA, EDITORIAL
26 NOV 26

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

ARA RWY 30
WILLIAMTOWN (YWLM)

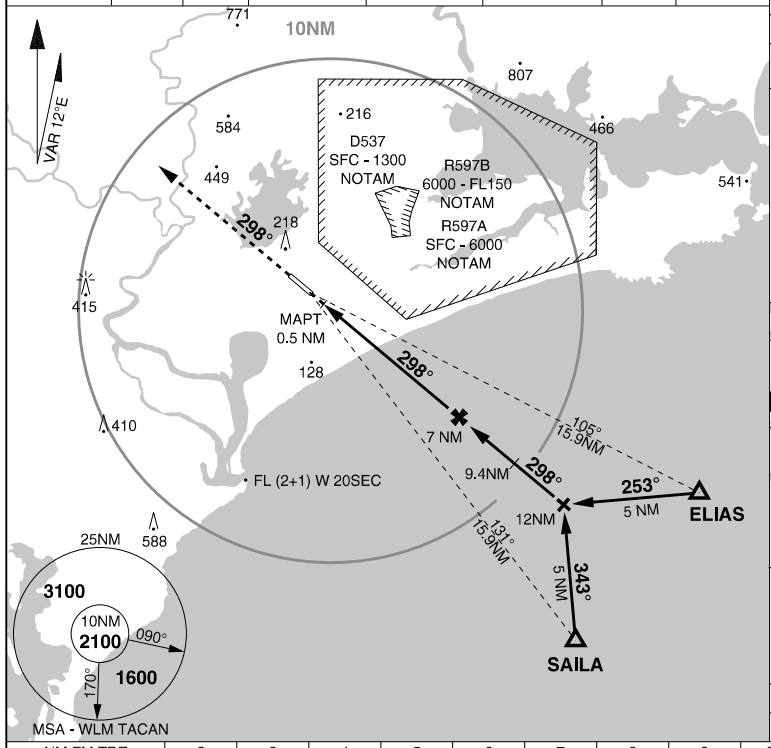
ATIS	ACD	SMC	TWR	WILLY APP HIGH	WILLY APP LOW	FIA (BN)	CTAF/ AFRU/PAL
134.45 365 316.1	130.35	121.8	118.3 280.9	133.3 261.4	135.7 293.4	125.7	118.3

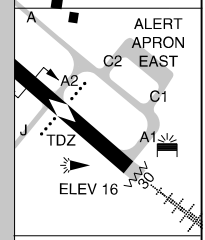
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC

TRACK IN	TIME	MNM ALT	DME LIMIT

HOLDING AS DIRECTED BY ATC

ELIAS	S32 55.5428 E152 07.5017
SAILA	S33 00.9568 E152 02.0802
IF	S32 55.9646 E152 01.5823
TDZ	S32 48.1966 E151 50.7076



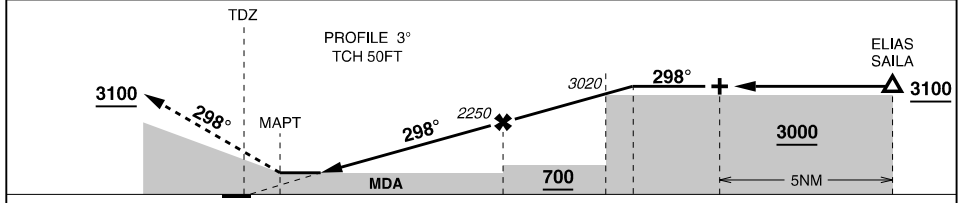




ELEV 31

TLV FL110 | TA 10000

NM FM TDZ	2	3	4	5	6	7	8	9	9.7		
ALTITUDE	650	970	1290	1610	1930	2250	2570	2890	3100		



MISSED APPROACH: TRACK 298°. CLIMB TO **3100FT** or AS DIRECTED BY ATC

CATEGORY	C	D	E
ARA	**650** 634 -2600 (VIS -2000 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**810** 779 -4000	**1070** 1039 -5000	

NOTES:
1. PROCEDURE NOT AVAILABLE WHEN R597A AND R597B IS ACTIVE.
2. TDZ ON RWY C/L 291M PAST LDG THR

CHANGES: SUA, EDITORIAL
26 NOV 26

TACAN WLM Chan 75	APCH CRS 122°	RWY LDG 10,033 THR ELEV 29 AD ELEV 31

PANS-OPS, WGS-84

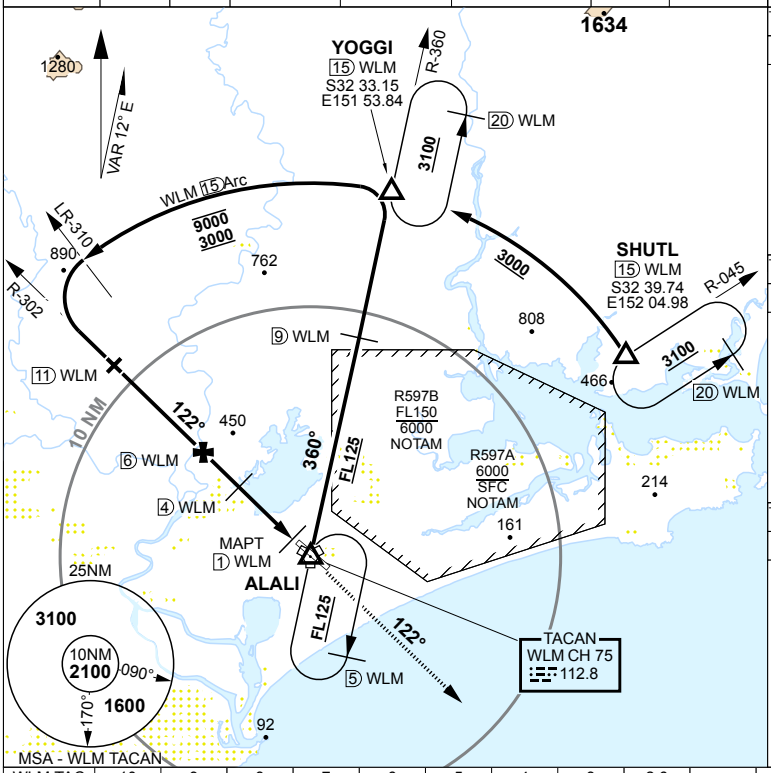
TACAN RWY 12
WILLIAMTOWN (YWLM)

1. SHUTL MAY NOT BE AVBL WHEN R597A AND R597B ACTIVE.

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

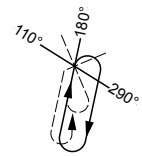
ATIS	ACD	SMC	TWR	WILLY APP HIGH	WILLY APP LOW	FIA (BN)	CTAF / AFRU /PAL
134.45 316.1 365	130.35	121.8	118.3 280.9	133.3 261.4	135.7 293.4	125.7	118.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



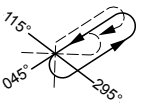
TRACK IN	TIME	MNM ALT	DME LIMIT
360°		FL125	5

HOLDING AT ALALI TAC



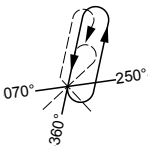
TRACK IN	TIME	MNM ALT	DME LIMIT
225°		3100	20

SHUTL HOLDING
15 TAC R-045

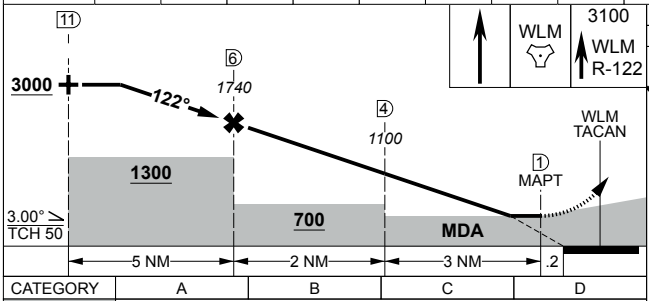


TRACK IN	TIME	MNM ALT	DME LIMIT
180°		3100	20

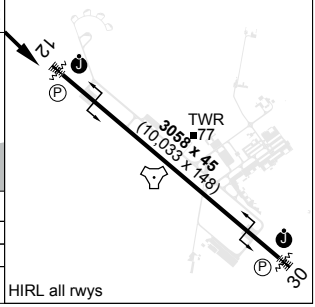
YOGGI HOLDING
15 TAC R-360



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



	WLM	3100 WLM R-122	TLV FL110	TA 10000
			THR ELEV 29	TDZE 30



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

HIRL all rwys

CHANGES: ADDED R597A AND R597B

S32 47.70 E151 50.07

26 NOV 26

AIS-AF
MILITARY USE ONLY

TACAN WLM Chan 75	APCH CRS 295°	RWY LDG 10,033 THR ELEV 16 AD ELEV 31

PANS-OPS, WGS-84

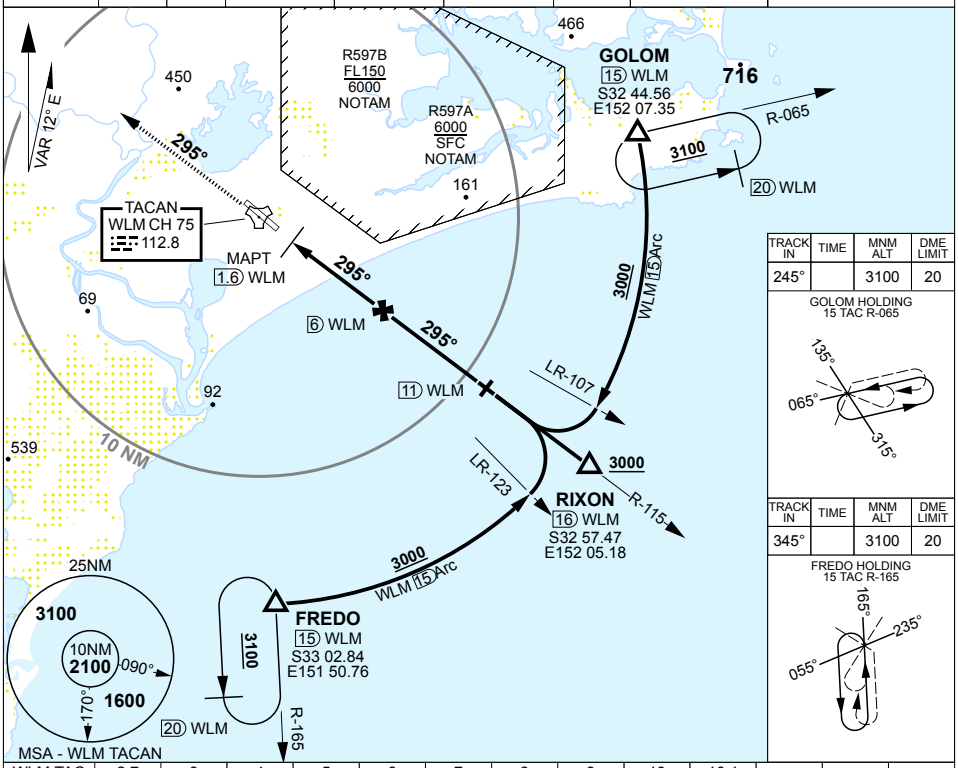
TACAN RWY 30
WILLIAMTOWN (YWLM)

1. GOLOM NOT AVBL WHEN R597A AND R597B ACTIVE UNLESS APPROVED BY ATC.

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

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

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



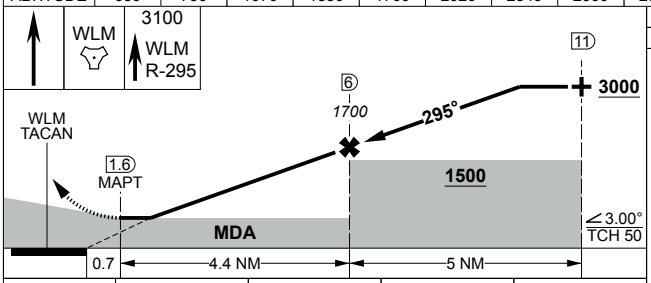
TRACK IN	TIME	MNM ALT	DME LIMIT
245°		3100	20

GOLOM HOLDING
15 TAC R-065

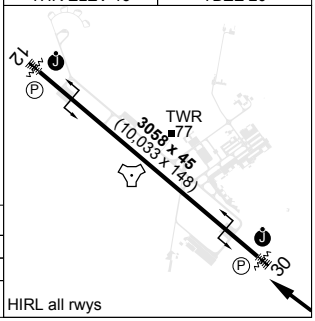
TRACK IN	TIME	MNM ALT	DME LIMIT
345°		3100	20

FREDO HOLDING
15 TAC R-165

WLM TAC	2.7	3	4	5	6	7	8	9	10	10.1			
ALTITUDE	650	750	1070	1380	1700	2020	2340	2660	2980	3000			



TLV FL110	TA 10000
THR ELEV 16	TDZE 20



CATEGORY	A	B	C	D
S-30	**650** 634 2600m		(VIS -2000 WITH ACTUAL QNH)	
CIRCLING	**690** 659 2000m	**710** 679 2400m	**810** 779 4000m	**1070** 1039 5000m

CHANGES: ADDED R597A AND R597B
26 NOV 26

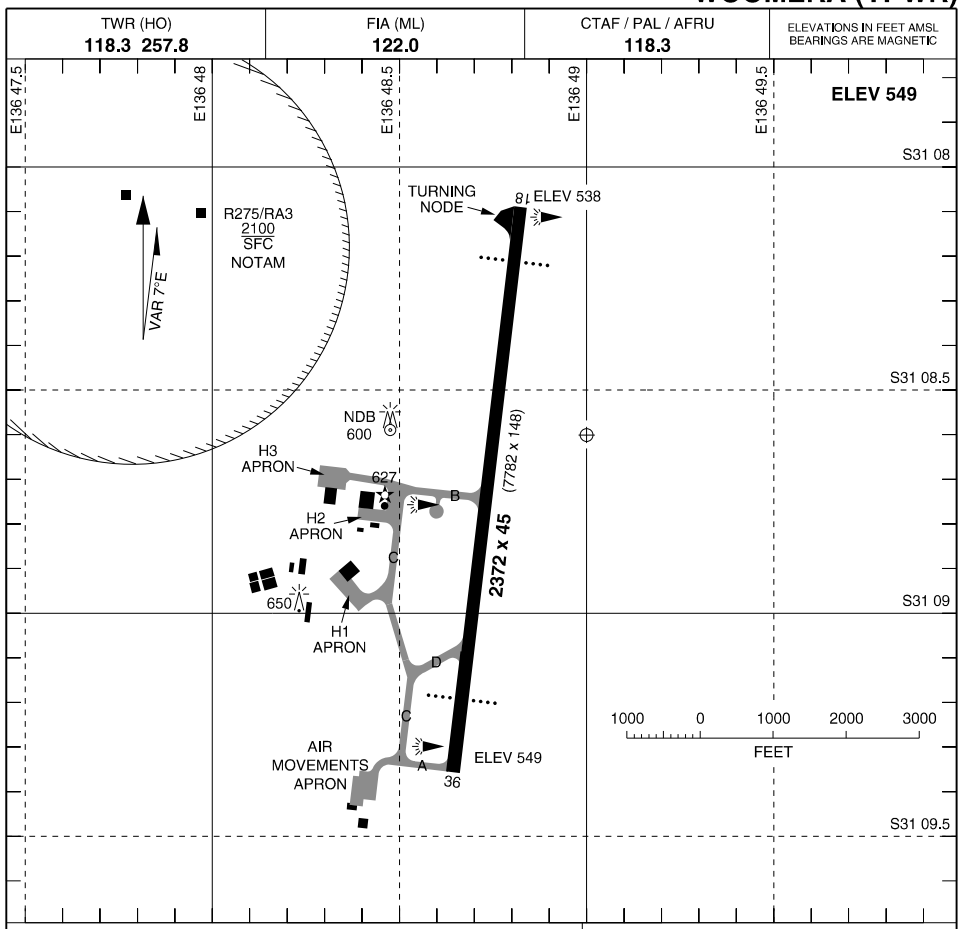
S32 47.70 E151 50.07

AIS-AF
MILITARY USE ONLY

WILLIAMTOWN (YWLM)
TACAN RWY 30

S31 08.64 E136 49.02
PANS-OPS, WGS 84

AERODROME CHART
WOOMERA (YPWR)



LIGHTING

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

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

NOTES

1. RWY 36 RIGHT CIRCUIT
2. ANIMAL HAZARD EXISTS
3. AWIS (PHONE) 08 8150 3820

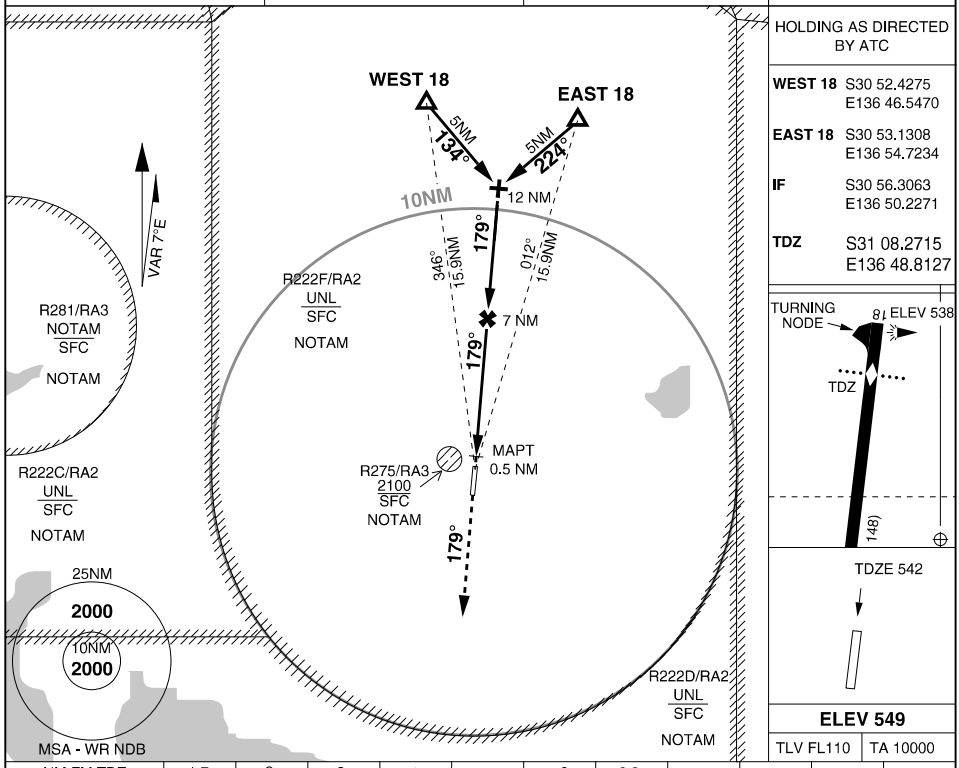
CHANGES: RWY 36 PAPI PSN
20 MAR 25

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

ARA RWY 18
WOOMERA (YPWR)

TWR (HO)	FIA (ML)	CTAF / PAL / AFRU
118.3 257.8	122.0	118.3

ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



HOLDING AS DIRECTED BY ATC

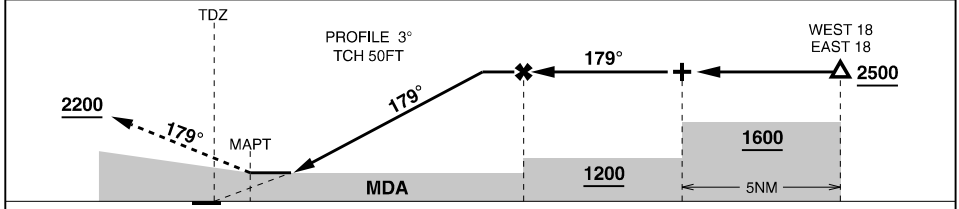
WEST 18	S30 52.4275 E136 46.5470
EAST 18	S30 53.1308 E136 54.7234
IF	S30 56.3063 E136 50.2271
TDZ	S31 08.2715 E136 48.8127

TDZE 542

ELEV 549

TLV FL110 | TA 10000

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



NM TO TDZ	0	0.5	7	12	THR 18 ELEV 538

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

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

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

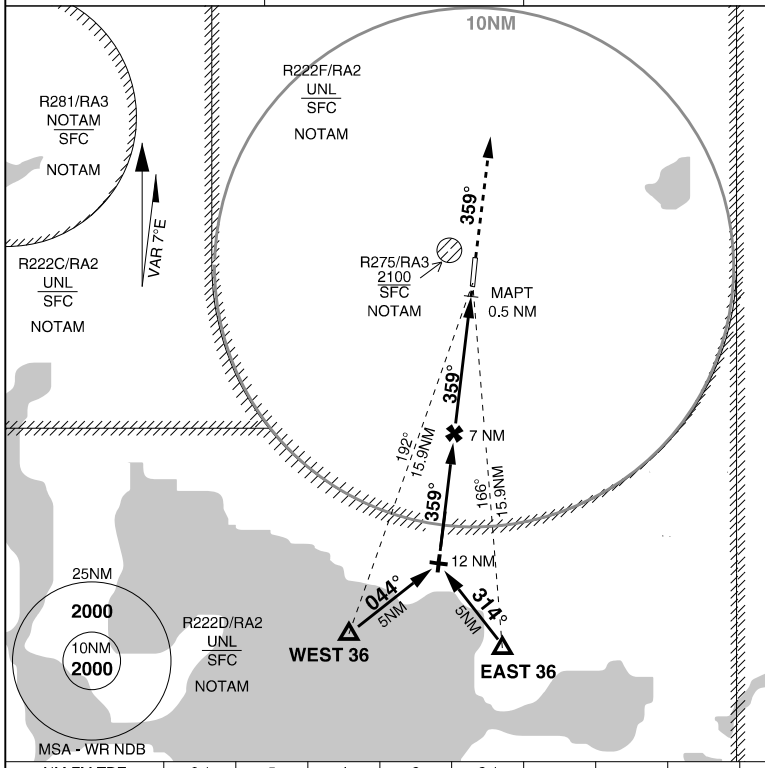
CHANGES: RWY END DIAGRAM
20 MAR 25

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

ARA RWY 36
WOOMERA (YPWR)

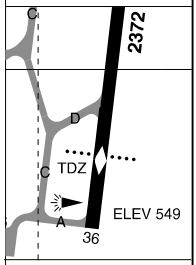
TWR (HO)	FIA (ML)	CTAF / PAL / AFRU
118.3 257.8	122.0	118.3

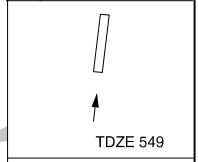
ELEVATIONS IN FEET AMSL
BEARINGS ARE MAGNETIC



HOLDING AS DIRECTED BY ATC

WEST 36	S31 24.3604 E136 42.7582
EAST 36	S31 25.0644 E136 50.9803
IF	S31 21.1877 E136 47.2792
TDZ	S31 09.2232 E136 48.7000

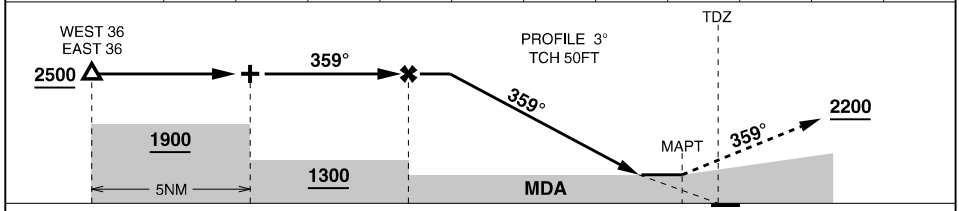




ELEV 549

TLV FL110 | TA 10000

NM FM TDZ	6.1	5	4	3	2.1						
ALTITUDE	2500	2140	1820	1500	1210						



MISSED APPROACH: TRACK 359. CLIMB TO **2200FT** or AS DIRECTED BY ATC

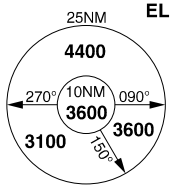
CATEGORY	C	D	E
ARA	**1210** 661 -3800 (VIS -3200 WITH ACTUAL QNH)		NOT AUTHORISED
CIRCLING	**1250** 701 -4000	**1340** 791 -5000	

NOTES:
1. PROCEDURE NOT AVAILABLE WHEN R275 ACTIVE
2. TDZ ON RWY C/L 300M PAST LDG THR

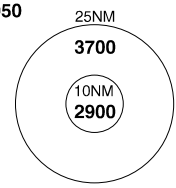
CHANGES: RWY END DIAGRAM
20 MAR 25

BENING FIELD (YBEG) QLD

ELEV 1050



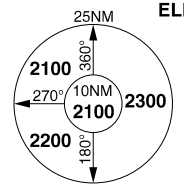
MSA - ARP



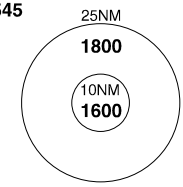
VSA - ARP

BURREN JUNCTION (YBRJ) NSW

ELEV 545



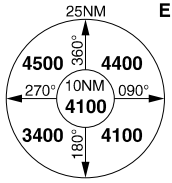
MSA - ARP



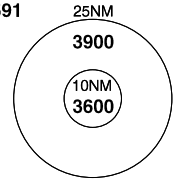
VSA - ARP

COLLINSVILLE (YCSV) QLD

ELEV 591



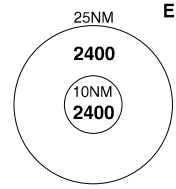
MSA - ARP



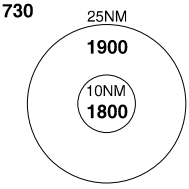
VSA - ARP

DELAMERE RANGE (YDWF) NT

ELEV 730



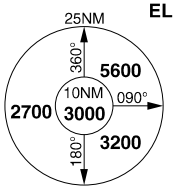
MSA - ARP



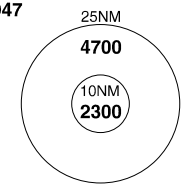
VSA - ARP

GILGANDRA (YGIL) NSW

ELEV 947



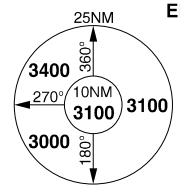
MSA - ARP



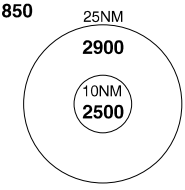
VSA - ARP

HILLMAN FARM (YHLM) WA

ELEV 850



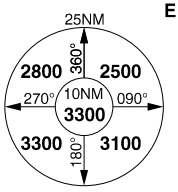
MSA - ARP



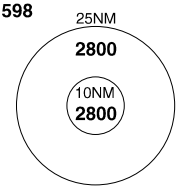
VSA - ARP

LAKE CARGELLIGO (YLCG) NSW

ELEV 598



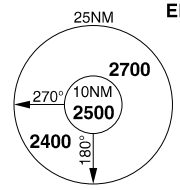
MSA - ARP



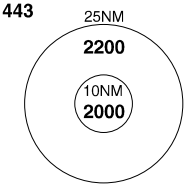
VSA - ARP

NACKEROO (YNKR) NT

ELEV 443



MSA - ARP

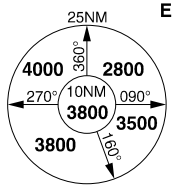


VSA - ARP

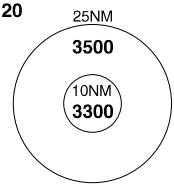
CHANGES: YBEG ELEV, YHLM MSA/VSA

SAMUEL HILL (YSMH) QLD

ELEV 120



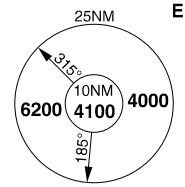
MSA - ARP



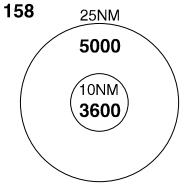
VSA - ARP

ST HELENS (YSTH) TAS

ELEV 158



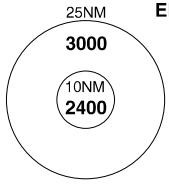
MSA - ARP



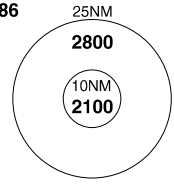
VSA - ARP

TAROOM (YTAM) QLD

ELEV 786



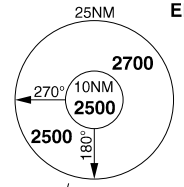
MSA - ARP



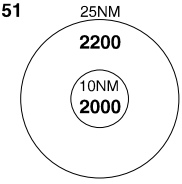
VSA - ARP

TIMBER CREEK (YTBR) NT

ELEV 51



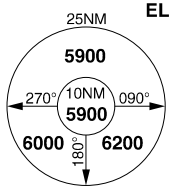
MSA - ARP



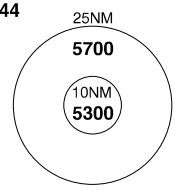
VSA - ARP

WALCHA (YWCH) NSW

ELEV 3744



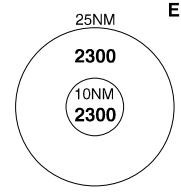
MSA - ARP



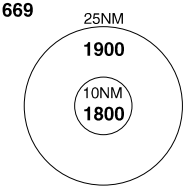
VSA - ARP

WARREN (YWRN) NSW

ELEV 669



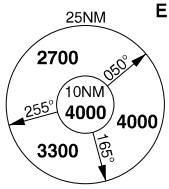
MSA - ARP



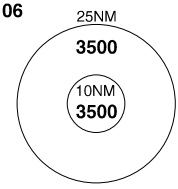
VSA - ARP

WILLIAMSON (YWIS) QLD

ELEV 106



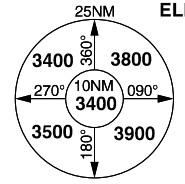
MSA - ARP



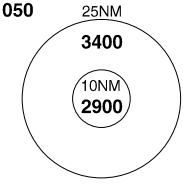
VSA - ARP

WONDAI (YWND) QLD

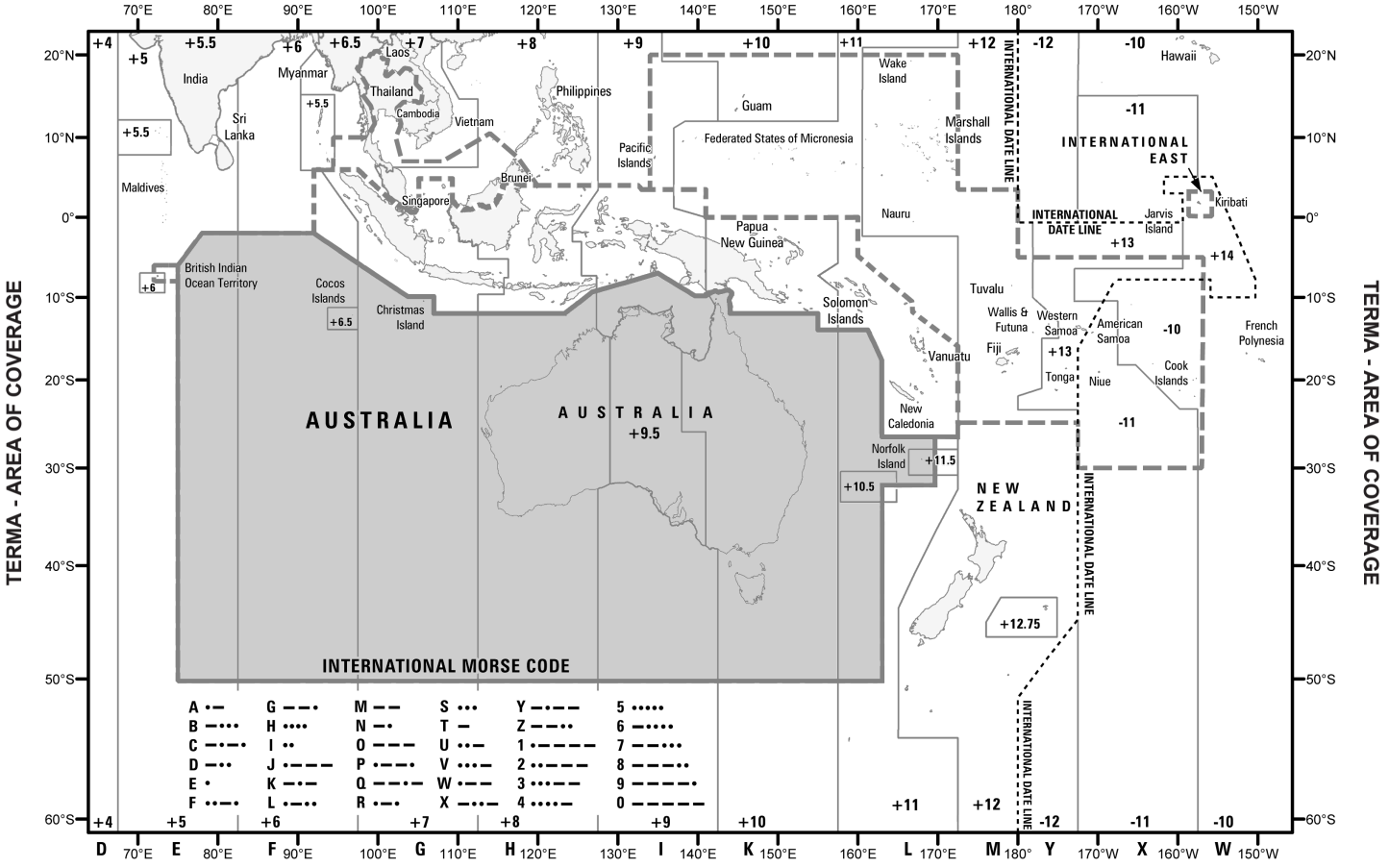
ELEV 1050



MSA - ARP



VSA - ARP


TERMA - AREA OF COVERAGE
TERMA - AREA OF COVERAGE
AUSTRALIA
AUSTRALIA
+9.5
INTERNATIONAL MORSE CODE
A •— B —••• C —•—• D —•• E • F ••—•
G ——• H •••• I •• J •——— K —•— L •—••
M —— N —• O ——— P •——• Q ——•— R •—•
S ••• T — U ••— V •••— W •—— X —••—
Y —•—— Z ——•• 1 •———— 2 ••——— 3 •••—— 4 ••••—
5 ••••• 6 —•••• 7 ——••• 8 ———•• 9 ————• 0 —————
INTERNATIONAL DATE LINE
INTERNATIONAL EAST
INTERNATIONAL DATE LINE
INTERNATIONAL DATE LINE
INTERNATIONAL DATE LINE
NEW ZEALAND
+12.75
India
Sri Lanka
Maldives
Myanmar
Laos
Thailand
Cambodia
Vietnam
Philippines
Brunei
Singapore
Pacific Islands
Guam
Federated States of Micronesia
Wake Island
Marshall Islands
Nauru
Papua New Guinea
Solomon Islands
Vanuatu
New Caledonia
Norfolk Island
Tuvalu
Wallis & Futuna
Fiji
Tonga
Western Samoa
American Samoa
Niue
Cook Islands
Hawaii
Jarvis Island
Kiribati
French Polynesia
British Indian Ocean Territory
Cocos Islands
Christmas Island
70°E 80°E 90°E 100°E 110°E 120°E 130°E 140°E 150°E 160°E 170°E 180° 170°W 160°W 150°W
20°N 10°N 0° 10°S 20°S 30°S 40°S 50°S 60°S
D E F G H I K L M Y X W