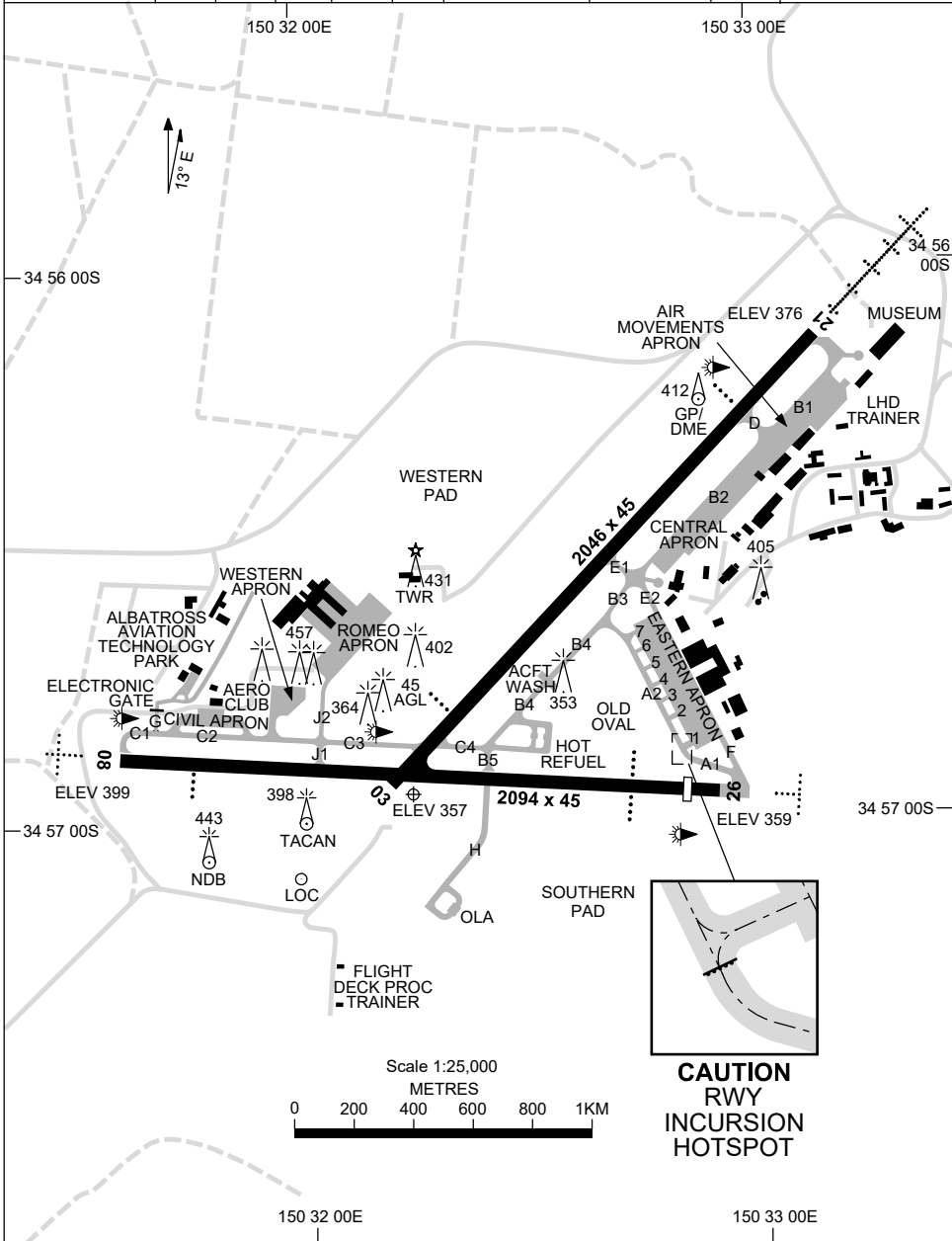


7 SEP 2023

AD ELEV 400
34 56 56S 150 32 13E

AERODROME CHART - Page 1
NOWRA, NSW (YSNW)

ATIS/AWIS 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85	APP 123.5	CTAF+AFRU (AH) 118.85	FIA (AH) ML CEN 121.2	PAL+AA 122.2	Bearings are Magnetic Elevations in FEET AMSL
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Changes: Editorial.

SNWAD01-176

8 SEP 2022

AD ELEV 400
34 56 56S 150 32 13E

AERODROME CHART - Page 2
NOWRA, NSW (YSNW)

ATIS/AWIS 125.65 280.4 359	AFIS 118.85	ACD 128.35	SMC 135.85	TWR 118.85	APP 123.5	CTAF+AFRU (AH) 118.85	FIA (AH) ML CEN 121.2	PAL+AA 122.2	Bearings are Magnetic Elevations in FEET AMSL
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RWY		AERODROME LIGHTING							
		ABN : ALTN W/G 10 SEC TAXIWAY : GREEN CENTRELINE RL : PAL+AA 122.2 (RWY 03/21) , MAN , SDBY , PTBL 30 MIN PN							
03 ⁰³²		PAPI LEFT SIDE 3.0° 52FT HIRL							
²¹² 21		PAPI RIGHT SIDE 3.0° 50FT HIRL HIAL - CAT I							
08 ⁰⁸²		PAPI RIGHT SIDE 3.0° 57FT HIRL SALS							
²⁶² 26		PAPI BOTH SIDES 3.0° 52FT HIRL SALS							

<p>NOTES</p>									
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Changes: NOTES.

SNWAD02-172

DME or GNSS ARRIVAL PROCEDURES NOWRA, NSW (YSNW)

16 JUN 2022

ATIS/AWIS 125.65 280.4 359	AFIS 118.85	SMC 135.85	TWR 118.85	APP 123.5	CTAF+AFRU (AH) 118.85	FIA (AH) ML CEN 121.2	PAL+AA 122.2	Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA
4300
NWA NDB
B-225°
2300
B-345°

**DME USING NWA DME
REFERENCE WAYPOINT NWA NDB**

NWA NDB 359
NWA DME 116.4

AD ELEV 400

SECTOR A

MISSED APPROACH:
TURN AS APPROPRIATE,
TRACK 146°. CLIMB TO 4300FT.

NM TO NWA NDB	25	15	10	7	5	2	0									
CIRCLING MINIMA	A,B: 1320-2.4		C: 1680-4.0		D: N/A											
NM TO NWA NDB	9.7	9	8	7	6	5	4	3	2	1.5	1	0.4				
ALT (3° APCH PATH)	4300	4070	3760	3440	3120	2800	2480	2160	1840	1680	1530	1320				

SECTOR B

MISSED APPROACH:
TURN AS APPROPRIATE,
TRACK 303°. CLIMB TO 4300FT.

NM TO NWA NDB	25	15	7	5	2	0										
CIRCLING MINIMA	A,B: 1320-2.4		C: 1680-4.0		D: N/A											
NM TO NWA NDB	3.9	3	2	1.9	1	0.8										
ALT (3° APCH PATH)	2300	2020	1700	1680	1380	1320										

SECTOR C

MISSED APPROACH:
TURN AS APPROPRIATE,
TRACK 090°. CLIMB TO 4300FT.

NM TO NWA NDB	25	15	10	8	6	5	4	3	2	1.3	1					
CIRCLING MINIMA	A,B: 1590-2.4		C: 1680-4.0		D: N/A											
NM TO NWA NDB	9.5	9	8	7	6	5	4	3	2	1.3	1					
ALT (3° APCH PATH)	4300	4130	3810	3490	3170	2860	2540	2220	1900	1680	1590					

Changes: PAL+AA.

SNWDG01-171

**STANDARD INSTRUMENT DEPARTURE (SID)
NOWRA FIVE DEPARTURE (RADAR)
NOWRA, NSW (YSNW)**

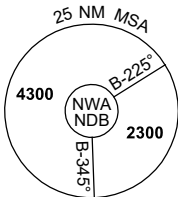
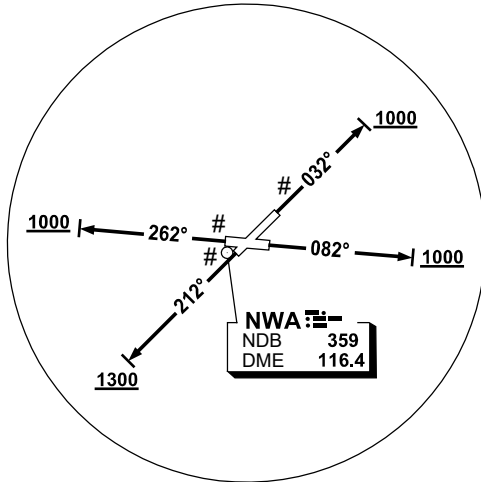
1 DEC 2022

ATIS/AWIS 125.65 280.4 359	AFIS 118.85	SMC 135.85	TWR 118.85	APP 123.5	CTAF+AFRU (AH) 118.85	FIA (AH) ML CEN 121.2	PAL+AA 122.2	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**# CAUTION
TREES IN
RWY 03, 21, 26
DEP AREA.**



10 NM MSA 3700

NOWRA FIVE DEPARTURE (RADAR)

RWY 03

- GRAD 4.8% to 2600ft then 3.3%
- Track 032°
- AT or ABV 1000ft but not before DER, turn to assigned heading or track

RWY 08

- GRAD 3.8% to 2600ft then 3.3%
- Track 082°
- AT or ABV 1000ft but not before DER, turn to assigned heading or track

RWY 21

- GRAD 4.3% to 1300ft then 3.3%
- Track 212°
- AT or ABV 1300ft but not before DER, turn to assigned heading or track

RWY 26

- GRAD 4.7% to 1300ft then 3.3%
- Track 262°
- AT or ABV 1000ft but not before DER, turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

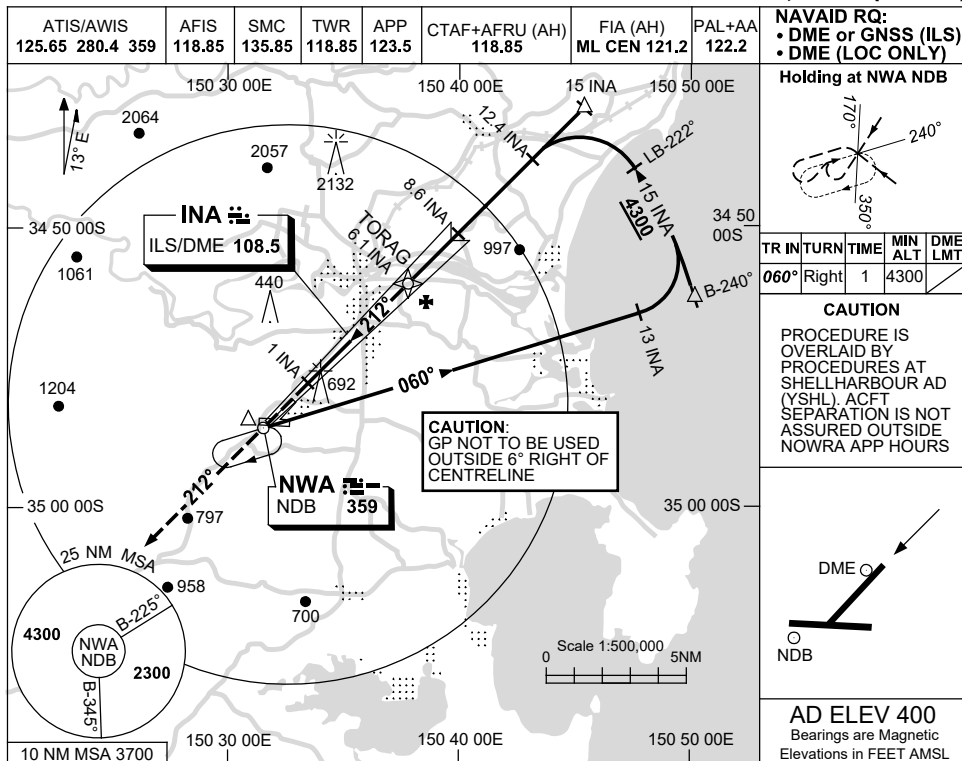
On recognition of communications failure

- 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.

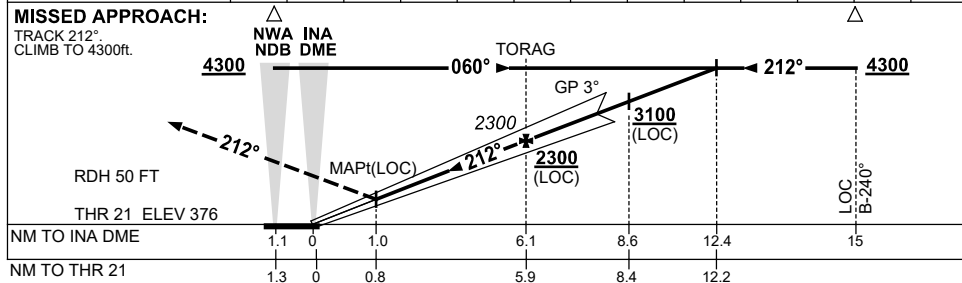
USE QNH

ILS-Z or LOC-Z RWY 21
NOWRA, NSW (YSNW)

21 MAR 2024



NM TO INA DME	1.8	2	3	4	5	6.1	7	8	9	10	11	12	12.4
ALT (3° APCH PATH)	930	1000	1320	1640	1960	2300	2590	2910	3230	3550	3870	4180	4300



NOTES

CATEGORY	A	B	C	D
S-I ILS/DME*		700 (324)	1.1 (VIS 0.8 WITH ACTUAL QNH)	
S-I LOC/DME		930 (554-2.4)		
CIRCLING	1320 (920-2.4)		1680 (1280-4.0)	1810 (1410-5.0)
ALTERNATE	(1420-4.4)		(1780-6.0)	(1910-7.0)

1. ACFT MAY BE RADAR VECTORED TO FNA.
 *2. AT DA, RAD ALT WILL INDICATE APPROX 400ft WHEN FCST QNH USED, DUE TO TERRAIN.

Changes: VIS.

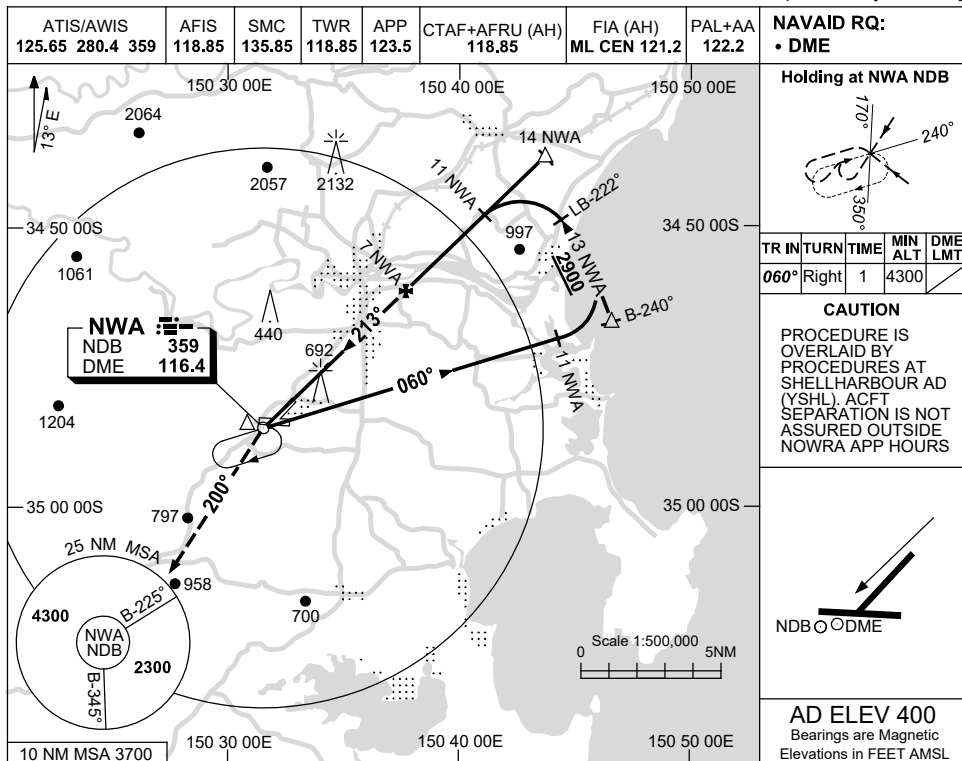
SNWII01-178

USE QNH

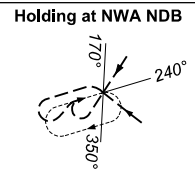
NDB RWY 21

NOWRA, NSW (YSNW)

21 MAR 2024



NAVAID RQ:
• DME



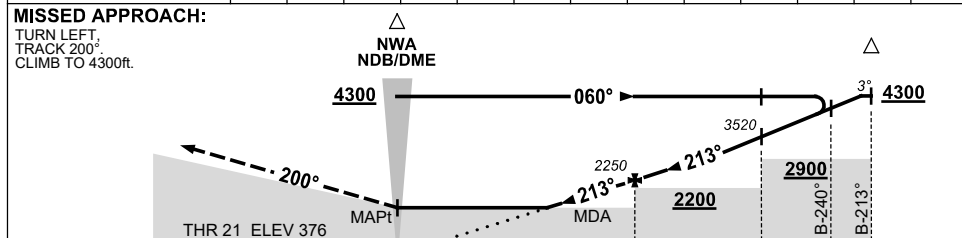
TR	IN	TURN	TIME	MIN ALT	DME LMT
060°	Right	1	1	4300	

CAUTION
PROCEDURE IS OVERLAID BY PROCEDURES AT SHELL HARBOUR AD (YSHL). ACFT SEPARATION IS NOT ASSURED OUTSIDE NOWRA APP HOURS



AD ELEV 400
Bearings are Magnetic
Elevations in FEET AMSL

NM TO NWA DME	3.3	4	5	6	7	8	9	10	11	12	13	13.4	
ALT (3° APCH PATH)	1060	1300	1610	1930	2250	2570	2890	3210	3520	3840	4160	4300	



NOTES

CATEGORY	A	B	C	D
S-I NDB/DME	1060 (684-3.2)			NOT APPLICABLE
CIRCLING	1320 (920-2.4)	1680 (1280-4.0)		
ALTERNATE	(1420-4.4)		(1780-6.0)	

Changes: MINIMA, VIS, DIST ALT TABLE.

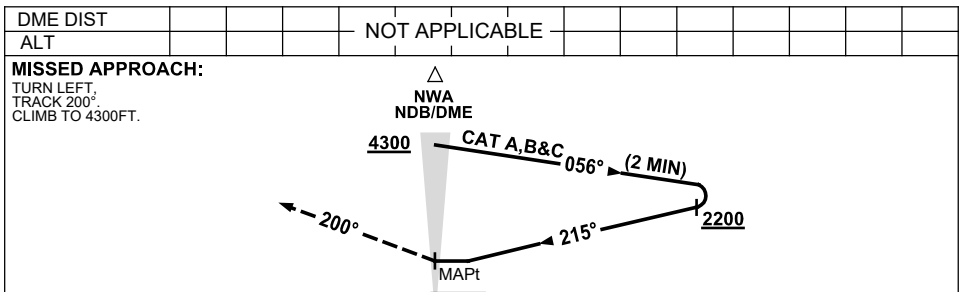
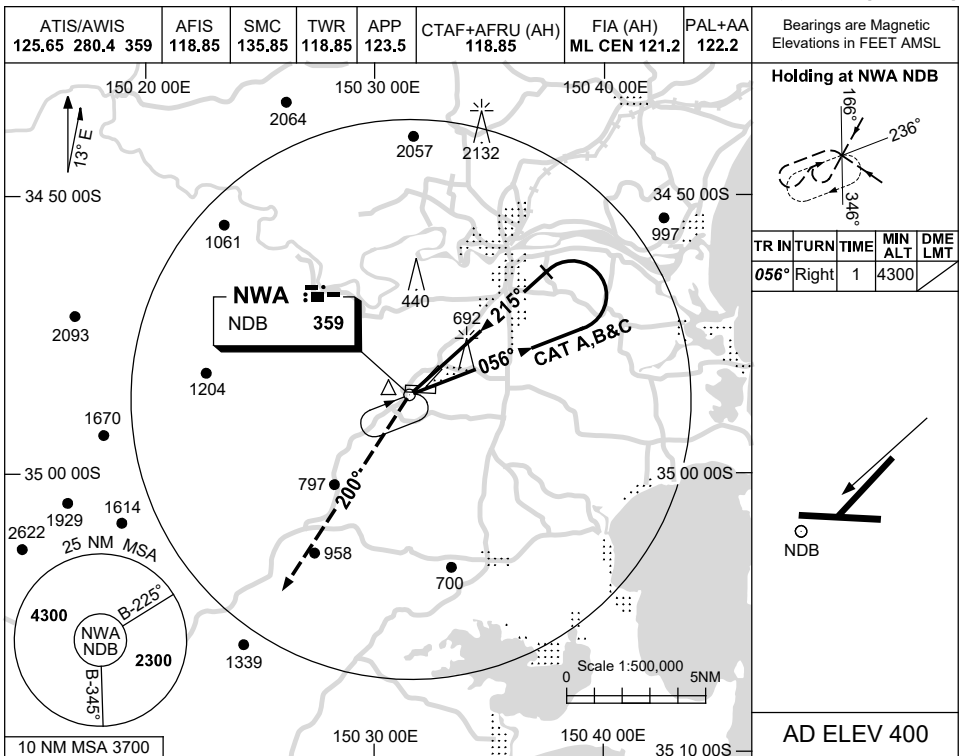
SNWNB01-178

USE QNH

NDB-A

16 JUN 2022

NOWRA, NSW (YSNW)



NOTES

CATEGORY	A	B	C	D
CIRCLING	1320 (920-2.4)	1680 (1280-4.0)		NOT APPLICABLE
ALTERNATE	(1420-4.4)	(1780-6.0)		

1. MAX IAS:
INITIAL : 180KT.

Changes: PAL+AA.

SNWNB02-171