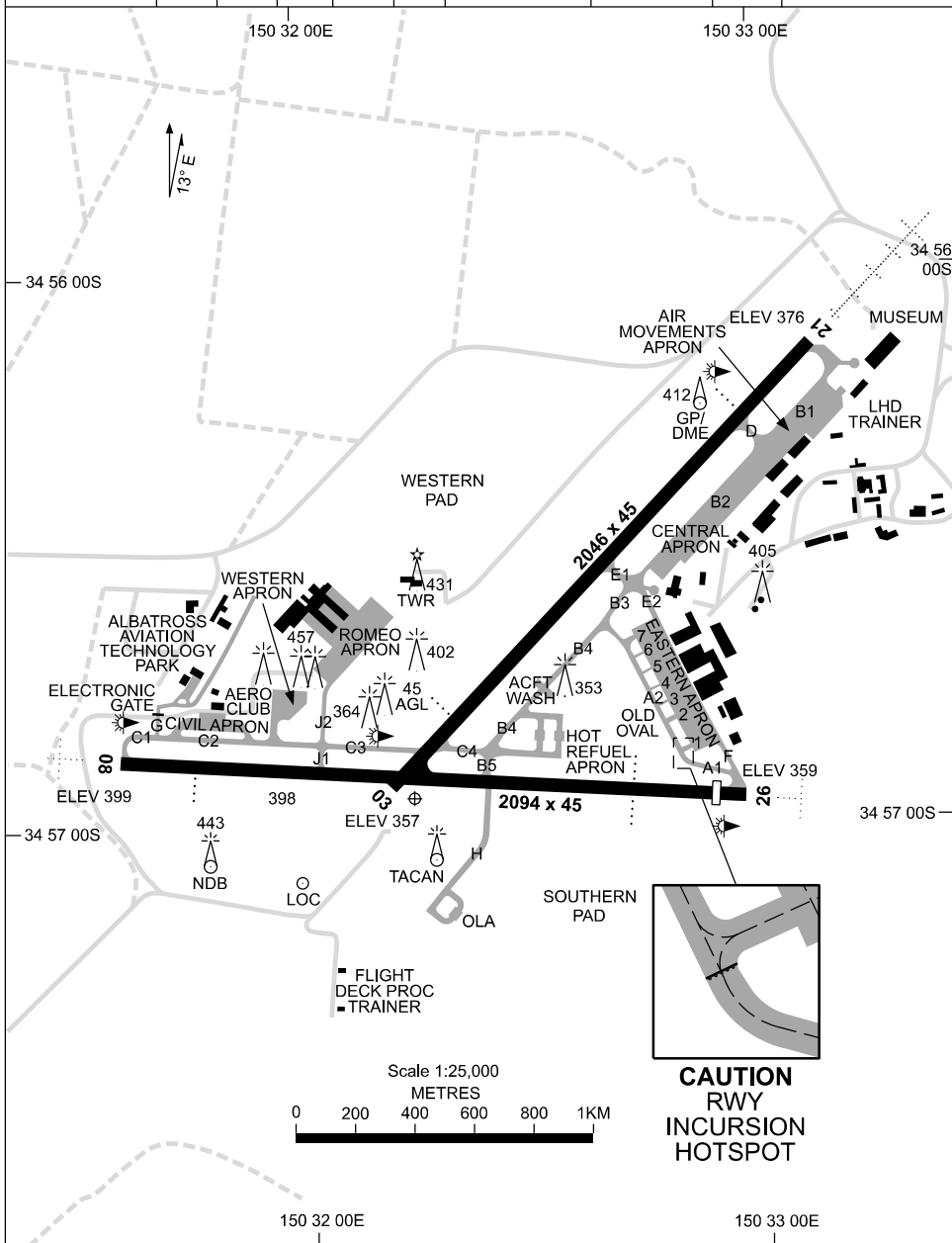


27 NOV 2025

AD ELEV 399  
34 56 56S 150 32 13E

AERODROME CHART - Page 1  
**NOWRA, NSW (YSNW)**

|                               |                |               |               |               |              |                          |                          |                 |                                                  |
|-------------------------------|----------------|---------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|
| ATIS/AWIS<br>125.65 280.4 359 | AFIS<br>118.85 | ACD<br>128.35 | SMC<br>135.85 | TWR<br>118.85 | APP<br>123.5 | CTAF+AFRU (AH)<br>118.85 | FIA (AH)<br>ML CEN 121.2 | PAL+AA<br>122.2 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------------------------------|----------------|---------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|



Changes: Editorial.

SNWAD01-185

27 NOV 2025

AD ELEV 399  
34 56 56S 150 32 13E

AERODROME CHART - Page 2  
**NOWRA, NSW (YSNW)**

|                               |                |               |               |               |              |                          |                          |                 |                                                  |
|-------------------------------|----------------|---------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|
| ATIS/AWIS<br>125.65 280.4 359 | AFIS<br>118.85 | ACD<br>128.35 | SMC<br>135.85 | TWR<br>118.85 | APP<br>123.5 | CTAF+AFRU (AH)<br>118.85 | FIA (AH)<br>ML CEN 121.2 | PAL+AA<br>122.2 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------------------------------|----------------|---------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|

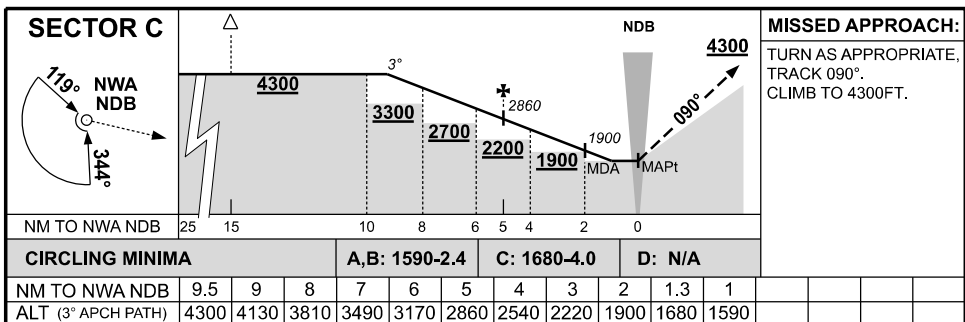
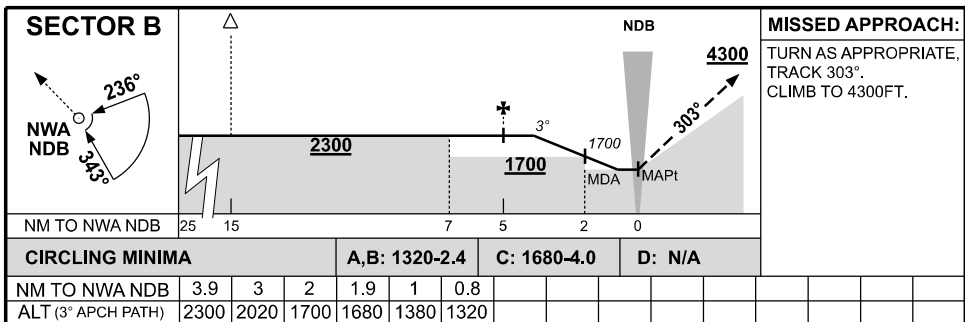
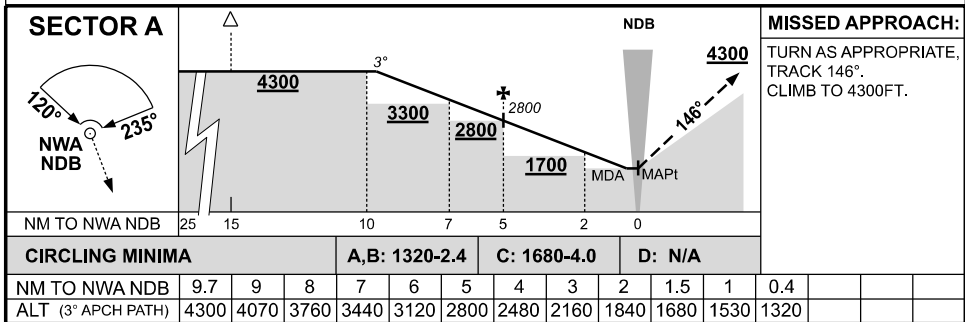
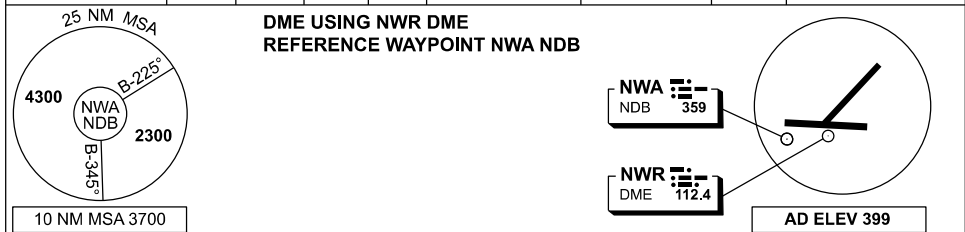
| RWY              | AERODROME LIGHTING                                                                                                                            |  |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|--|
|                  | ABN : ALTN W/G 10 SEC<br>TAXIWAY : GREEN CENTRELINE, TWY G ACT BY PAL+AA 120.45<br>RL : PAL+AA 122.2 (RWY 03/21), MAN, SDBY, PTBL (30 MIN PN) |  |
| 03 032<br>212 21 | PAPI LEFT SIDE 3.0° 52FT HIRL                                                                                                                 |  |
|                  | PAPI RIGHT SIDE 3.0° 50FT HIRL HIAL - CAT I                                                                                                   |  |
| 08 082<br>262 26 | PAPI RIGHT SIDE 3.0° 57FT HIRL SALS                                                                                                           |  |
|                  | PAPI BOTH SIDES 3.0° 52FT HIRL SALS                                                                                                           |  |

NOTES

# DME or GNSS ARRIVAL PROCEDURES NOWRA, NSW (YSNW)

04 SEP 2025

|                               |                |               |               |              |                          |                          |                 |                                                  |
|-------------------------------|----------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|
| ATIS/AWIS<br>125.65 280.4 359 | AFIS<br>118.85 | SMC<br>135.85 | TWR<br>118.85 | APP<br>123.5 | CTAF+AFRU (AH)<br>118.85 | FIA (AH)<br>ML CEN 121.2 | PAL+AA<br>122.2 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------------------------------|----------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|



Changes: NWR TAC, AD ELEV.

SNWDG01-184

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

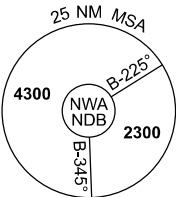
27 NOV 2025

|                               |                |               |               |              |                          |                          |                 |                                                  |
|-------------------------------|----------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|
| ATIS/AWIS<br>125.65 280.4 359 | AFIS<br>118.85 | SMC<br>135.85 | TWR<br>118.85 | APP<br>123.5 | CTAF+AFRU (AH)<br>118.85 | FIA (AH)<br>ML CEN 121.2 | PAL+AA<br>122.2 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------------------------------|----------------|---------------|---------------|--------------|--------------------------|--------------------------|-----------------|--------------------------------------------------|

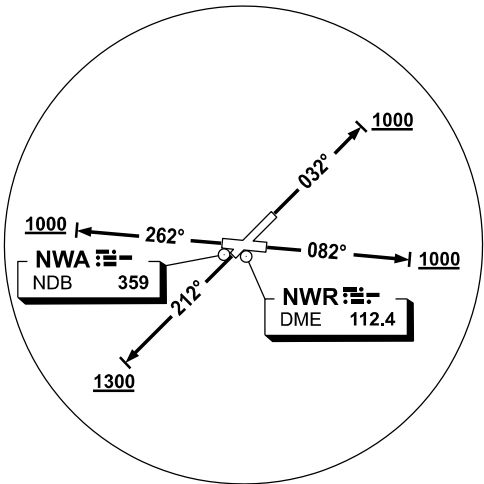
NOT TO SCALE



**CAUTION**  
TREES IN  
RWY 03, 08, 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**

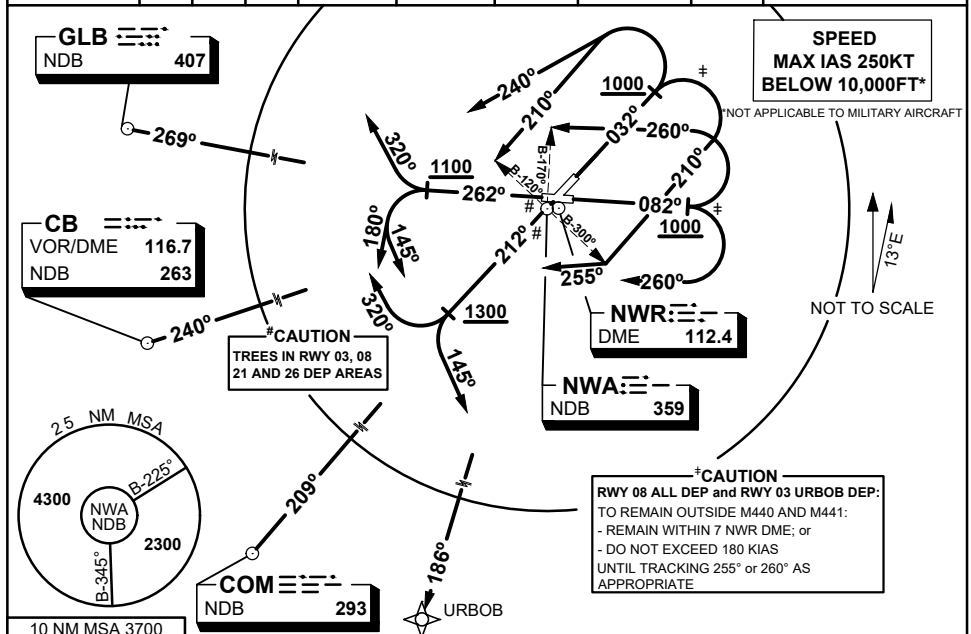
On recognition of communications failure

- 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.

# STANDARD INSTRUMENT DEPARTURES (SID) RWYS SOUTH & WEST NOWRA, NSW (YSNW)

27 NOV 2025

| ATIS/AWIS(AH)    | AFIS   | ACD    | SMC    | TWR          | APP          | CTAF +<br>AFRU (AH) | FIA          | PAL+AA | Bearings are Magnetic   |
|------------------|--------|--------|--------|--------------|--------------|---------------------|--------------|--------|-------------------------|
| 125.65 280.4 359 | 118.85 | 128.35 | 135.85 | 118.85 267.2 | 123.5 352.15 | 118.85              | ML CEN 121.2 | 122.2  | Elevations in FEET AMSL |



## URBOB THREE ALPHA DEPARTURE COOMA (COM) FIVE ALPHA DEPARTURE

### RWY 03<sup>#</sup>

- GRAD 4.8% to 2600FT then 3.3% (EXC URBOB)
- Track 032°
- AT 1000FT, but not before DER:

### FOR URBOB<sup>+</sup>

- GRAD 3.3%
- TURN RIGHT, TRACK 210°
- AFTER CROSSING NWA B-300, TURN RIGHT
- TRACK 255°, Intercept route as cleared

### FOR COM & CB

- TURN LEFT, TRACK 210°
- AFTER CROSSING NWA B-120, TURN LEFT
- Intercept route as cleared

### FOR GLB

- TURN LEFT, TRACK 240°, Intercept route as cleared

### RWY 08<sup>#</sup> +

- GRAD 3.8% TO 2600FT then 3.3%
- TRACK 082°
- AT 1000FT, but not before DER:

### FOR URBOB, COM & CB

- TURN RIGHT, TRACK 260°, Intercept route as cleared

### FOR GLB

- TURN LEFT, TRACK 260°
- AFTER CROSSING NWA B-170 TURN LEFT
- Intercept route as cleared

## CANBERRA (CB) FIVE ALPHA DEPARTURE GOULBURN (GLB) FIVE ALPHA DEPARTURE

### RWY 21<sup>#</sup>

- GRAD 4.3% to 1300FT then 3.3%
- Track 212°
- AT 1300FT, but not before DER:

### FOR URBOB

- TURN LEFT, TRACK 145°, Intercept route as cleared

### FOR COM

- Intercept route as cleared

### FOR CB & GLB

- TURN RIGHT, TRACK 320°, Intercept route as cleared

### RWY 26<sup>#</sup>

- GRAD 4.7% TO 1300FT then 3.3%
- TRACK 262°
- AT 1100FT, but not before DER:

### FOR URBOB & COM

- TURN LEFT, TRACK 145°, Intercept route as cleared

### FOR CB

- TURN LEFT, TRACK 180°, Intercept route as cleared

### FOR GLB

- TURN RIGHT, TRACK 320°, Intercept route as cleared

Changes: Revised <sup>#</sup>CAUTION box, Editorial

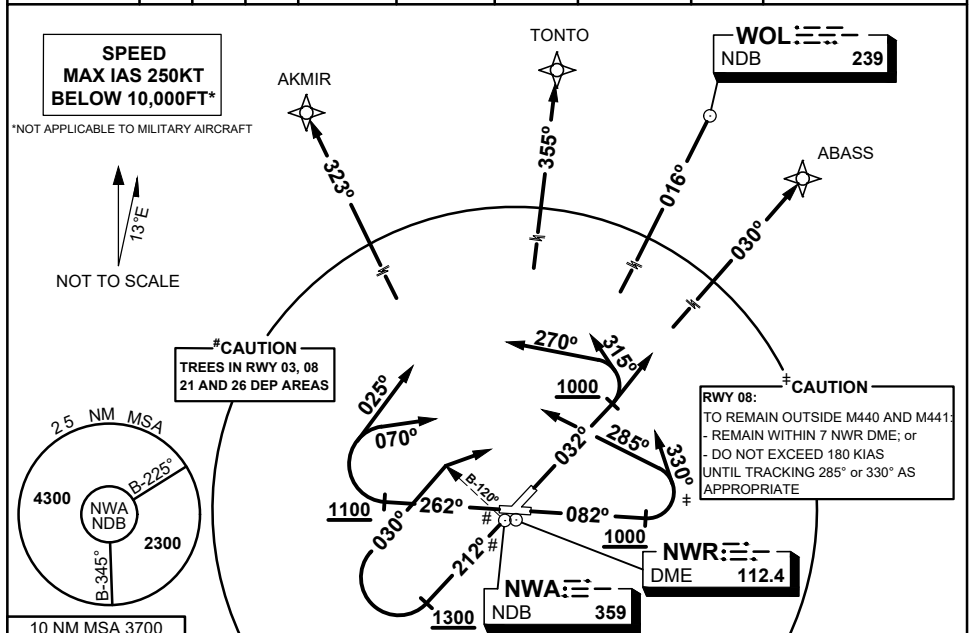
SNWDP02-185



# STANDARD INSTRUMENT DEPARTURES (SID) RWYS NORTH NOWRA, NSW (YSNW)

27 NOV 2025

| ATIS/AWIS(AH)    | AFIS   | ACD    | SMC    | TWR          | APP          | CTAF +<br>AFRU (AH) | FIA          | PAL+AA | Bearings are Magnetic   |
|------------------|--------|--------|--------|--------------|--------------|---------------------|--------------|--------|-------------------------|
| 125.65 280.4 359 | 118.85 | 128.35 | 135.85 | 118.85 267.2 | 123.5 352.15 | 118.85              | ML CEN 121.2 | 122.2  | Elevations in FEET AMSL |



## AKMIR THREE ALPHA DEPARTURE TONTO FIVE ALPHA DEPARTURE

### RWY 03#

- GRAD 4.8% to 2600FT then 3.3% (EXC ABASS)
- Track 032°
- AT 1000FT, but not before DER:

### FOR ABASS

- GRAD 3.3%
- Intercept route as cleared

### FOR WOL & TONTO

- TURN LEFT, TRACK 315°
- Intercept route as cleared

### FOR AKMIR

- TURN LEFT, TRACK 270°
- Intercept route as cleared

### RWY 08# ‡

- GRAD 3.8% TO 2600FT then 3.3%
- TRACK 082°
- AT 1000FT, but not before DER:

### FOR ABASS & WOL

- TURN LEFT, TRACK 330°
- Intercept route as cleared

### FOR TONTO & AKMIR

- TURN LEFT, TRACK 285°
- Intercept route as cleared

## WOLLONGONG (WOL) FIVE ALPHA DEPARTURE ABASS FIVE ALPHA DEPARTURE

### RWY 21#

- GRAD 4.3% to 1300FT then 3.3%
- Track 212°
- AT 1300FT, but not before DER, TURN RIGHT, TRACK 030°:

### FOR AKMIR & TONTO

- Intercept route as cleared

### FOR WOL & ABASS

- After passing NWA B-120, TURN RIGHT
- Intercept route as cleared

### RWY 26#

- GRAD 4.7% TO 1300FT then 3.3%
- TRACK 262°
- AT 1100FT, but not before DER, TURN RIGHT:

### FOR AKMIR & TONTO

- TRACK 025°
- Intercept route as cleared

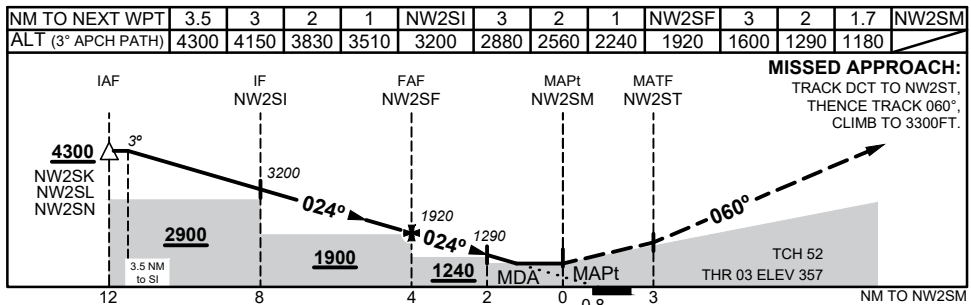
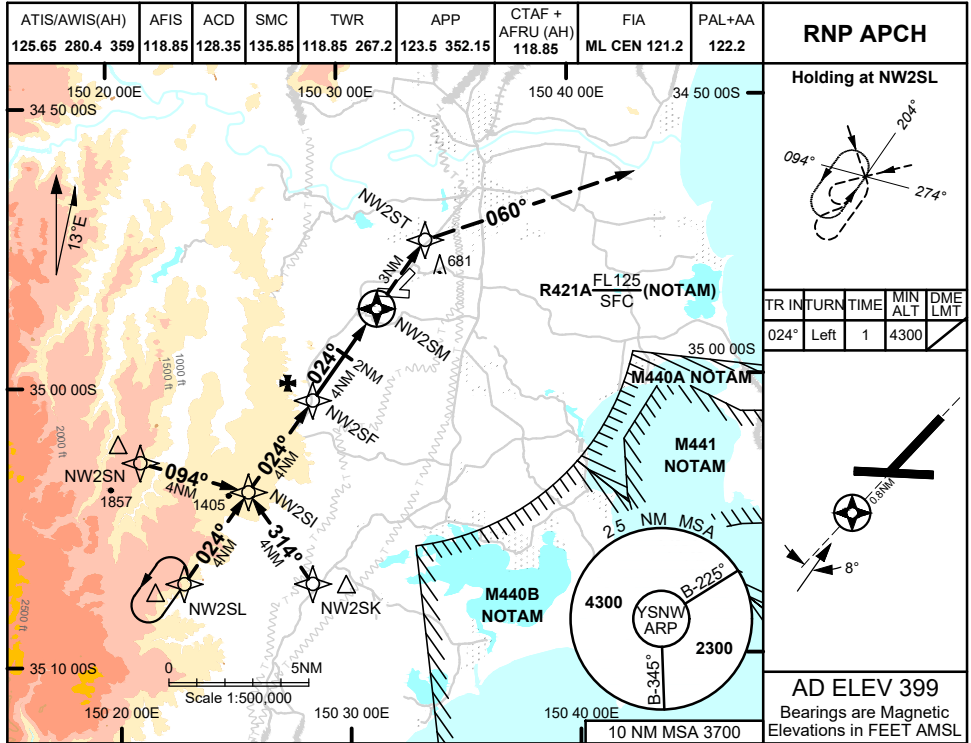
### FOR WOL & ABASS

- TRACK 070°
- Intercept route as cleared

Changes: Revised \*CAUTION box, Editorial

SNWDP03-185



**04 SEP 2025**

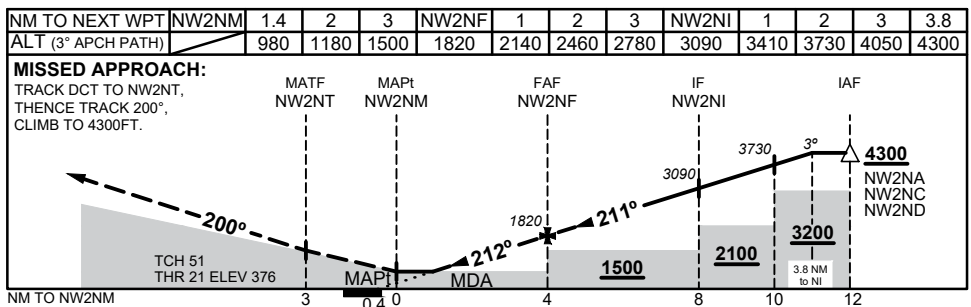
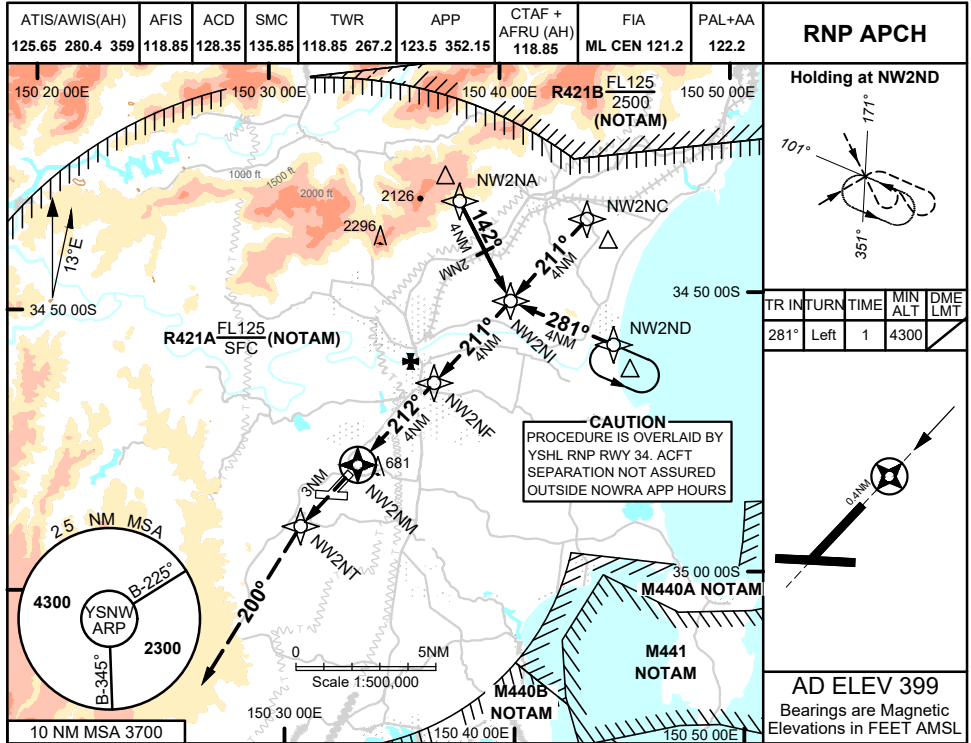
| CATEGORY  | A                | B | C                 | D                 |
|-----------|------------------|---|-------------------|-------------------|
| LNAV      | 1180 (823 - 4.7) |   |                   |                   |
| CIRCLING  | 1320 (921 - 2.4) |   | 1680 (1281 - 4.0) | 1810 (1411 - 5.0) |
| ALTERNATE | (1421 - 4.4)     |   | (1781 - 6.0)      | (1911 - 7.0)      |

Changes: FROM SUP H76/25

SNWGN01-184



04 SEP 2025

**NOTES**

1. MAX IAS:  
INITIAL : 200KTS

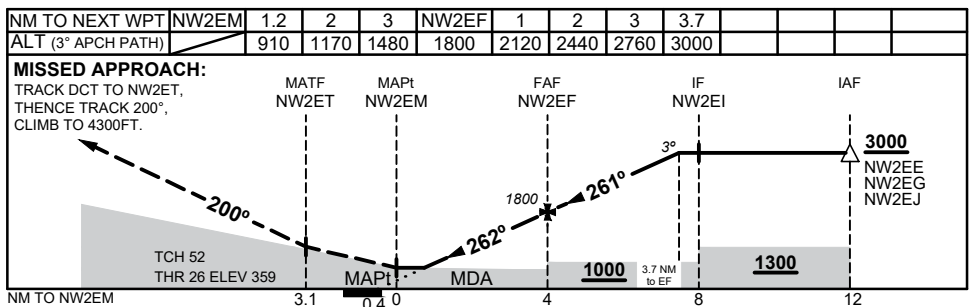
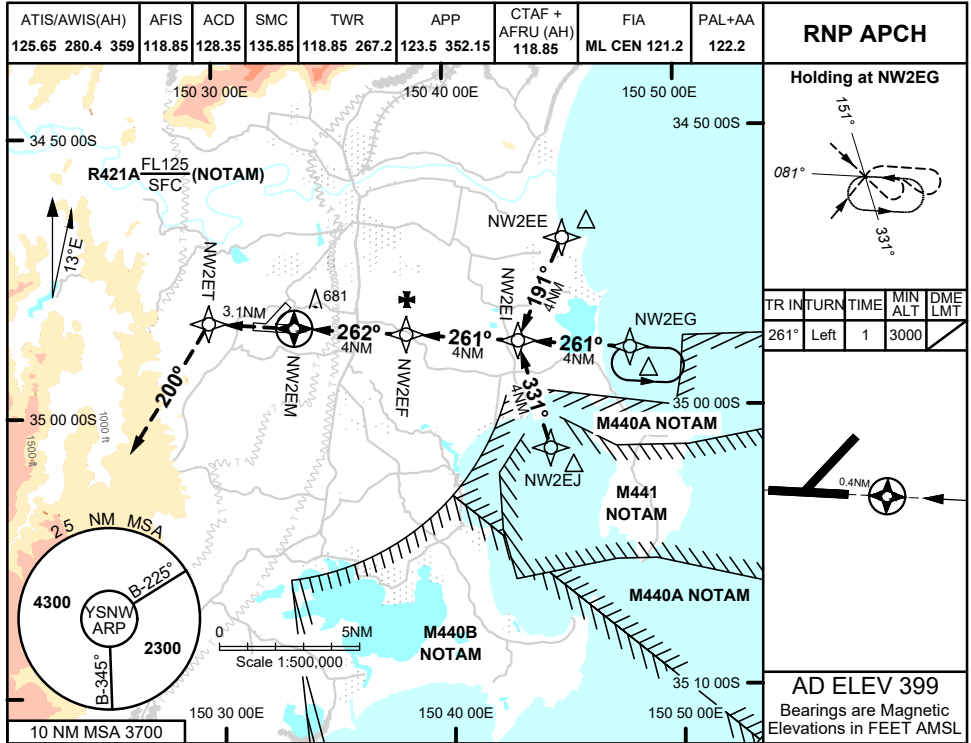
| CATEGORY  | A                | B                 | C                 | D |
|-----------|------------------|-------------------|-------------------|---|
| LNAV      | 980 (604 - 2.7)  |                   |                   |   |
| CIRCLING  | 1320 (921 - 2.4) | 1680 (1281 - 4.0) | 1810 (1411 - 5.0) |   |
| ALTERNATE | (1421 - 4.4)     | (1781 - 6.0)      | (1911 - 7.0)      |   |

Changes: FROM SUP H76/25

SNWGN02-184



04 SEP 2025

**NOTES**

- MAX IAS:  
INITIAL : 200KTS  
MA TURN : 210KTS
- PROC NOT AVBL VIA  
NW2EJ OR NW2EG  
HOLDING WITHOUT  
ATC APPROVAL  
WHEN M441 OR  
M440A ACTIVE

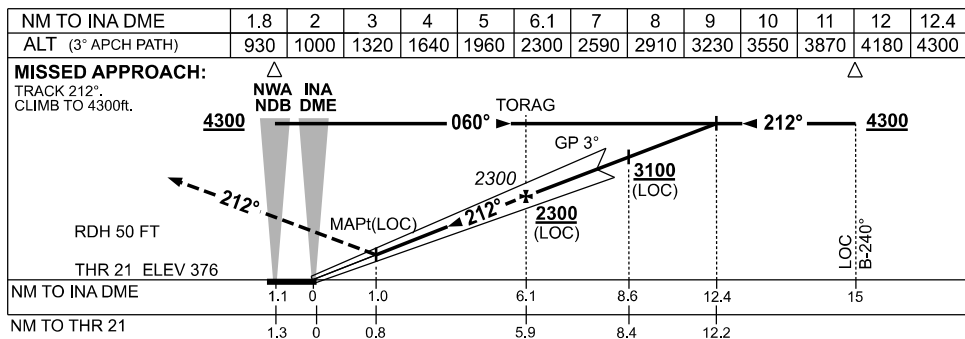
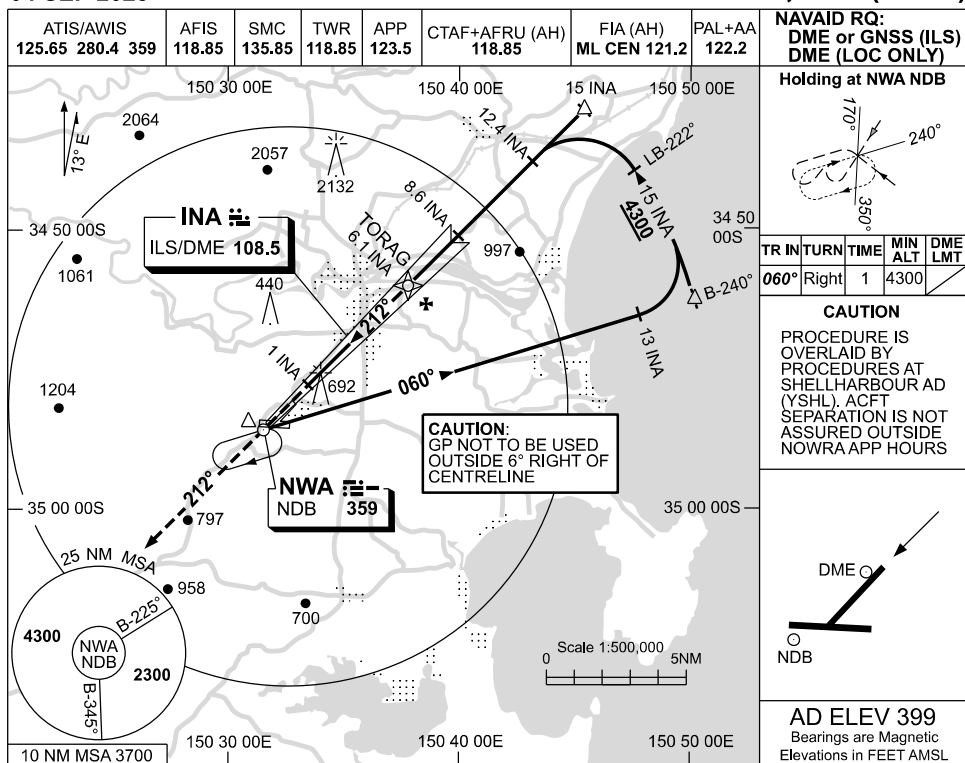
| CATEGORY  | A                | B                 | C                 | D |
|-----------|------------------|-------------------|-------------------|---|
| LNAV      | 910 (551 - 2.8)  |                   |                   |   |
| CIRCLING  | 1320 (921 - 2.4) | 1680 (1281 - 4.0) | 1810 (1411 - 5.0) |   |
| ALTERNATE | (1421 - 4.4)     | (1781 - 6.0)      | (1911 - 7.0)      |   |

Changes: FROM SUP H76/25

SNWGN03-184



USE QNH

ILS-Z or LOC-Z RWY 21  
**NOWRA, NSW (YSNW)****04 SEP 2025**

| 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 (921-2.4)                          |   | 1680 (1281-4.0) | 1810 (1411-5.0) |
| ALTERNATE    | (1421-4.4)                              |   | (1781-6.0)      | (1911-7.0)      |

1. ACFT MAY BE RADAR VECTORED TO FNA.

\*2. AT DA, RAD ALT WILL INDICATE APPROX 400ft WHEN FCST QNH USED, DUE TO TERRAIN.

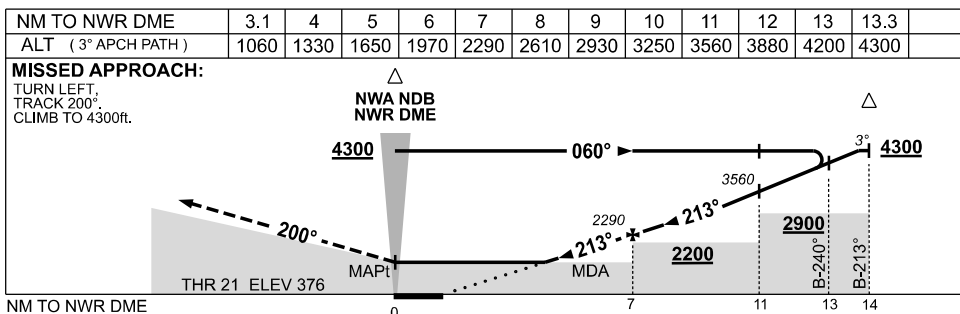
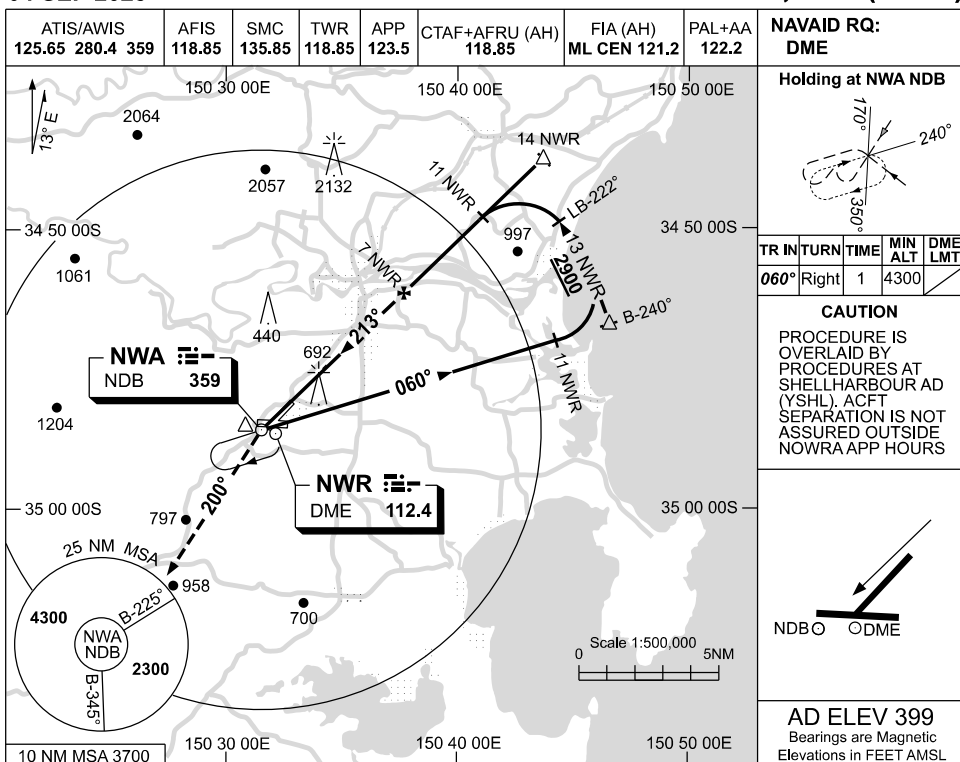
Changes: AD ELEV, MINIMA.

SNWII01-184

USE QNH

NDB RWY 21  
**NOWRA, NSW (YSNW)**

04 SEP 2025

**NOTES**

| CATEGORY    | A              | B | C               | D              |
|-------------|----------------|---|-----------------|----------------|
| S-I NDB/DME | 1060 (684-3.2) |   |                 | NOT APPLICABLE |
| CIRCLING    | 1320 (921-2.4) |   | 1680 (1281-4.0) |                |
| ALTERNATE   | (1421-4.4)     |   | (1781-6.0)      |                |

Changes: NWR DME, MINIMA, AD ELEV.

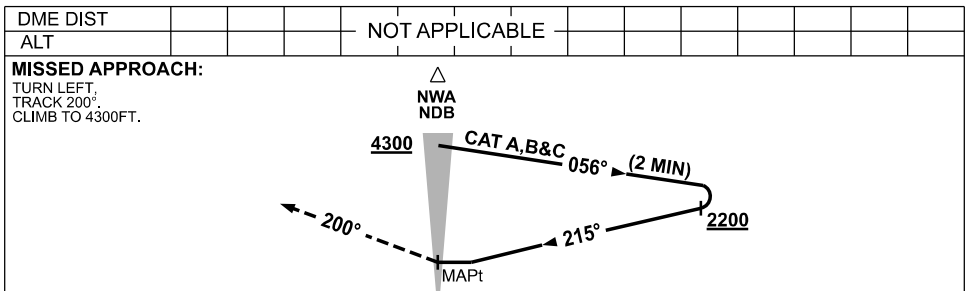
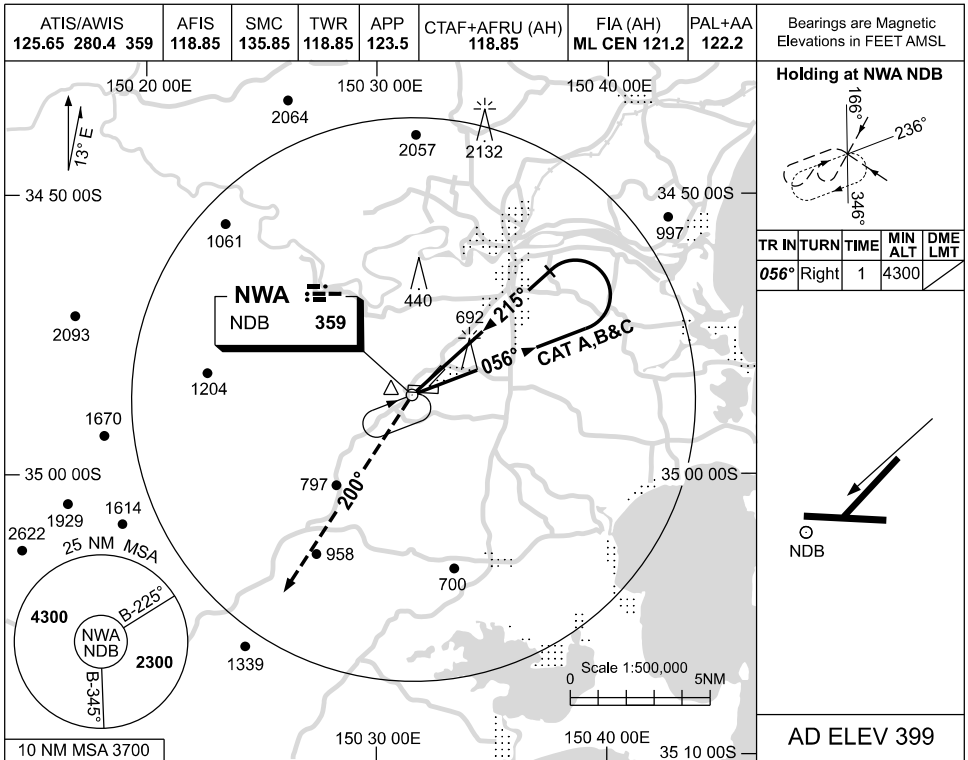
SNWNB01-184

USE QNH

NDB-A

04 SEP 2025

NOWRA, NSW (YSNW)



## NOTES

| CATEGORY  | A              | B | C               | D              |
|-----------|----------------|---|-----------------|----------------|
|           |                |   |                 | NOT APPLICABLE |
| CIRCLING  | 1320 (921-2.4) |   | 1680 (1281-4.0) |                |
| ALTERNATE | (1421-4.4)     |   | (1781-6.0)      |                |

1. MAX IAS:  
INITIAL : 180KT.

Changes: AD ELEV, MINIMA, Editorial.

SNWNB02-184