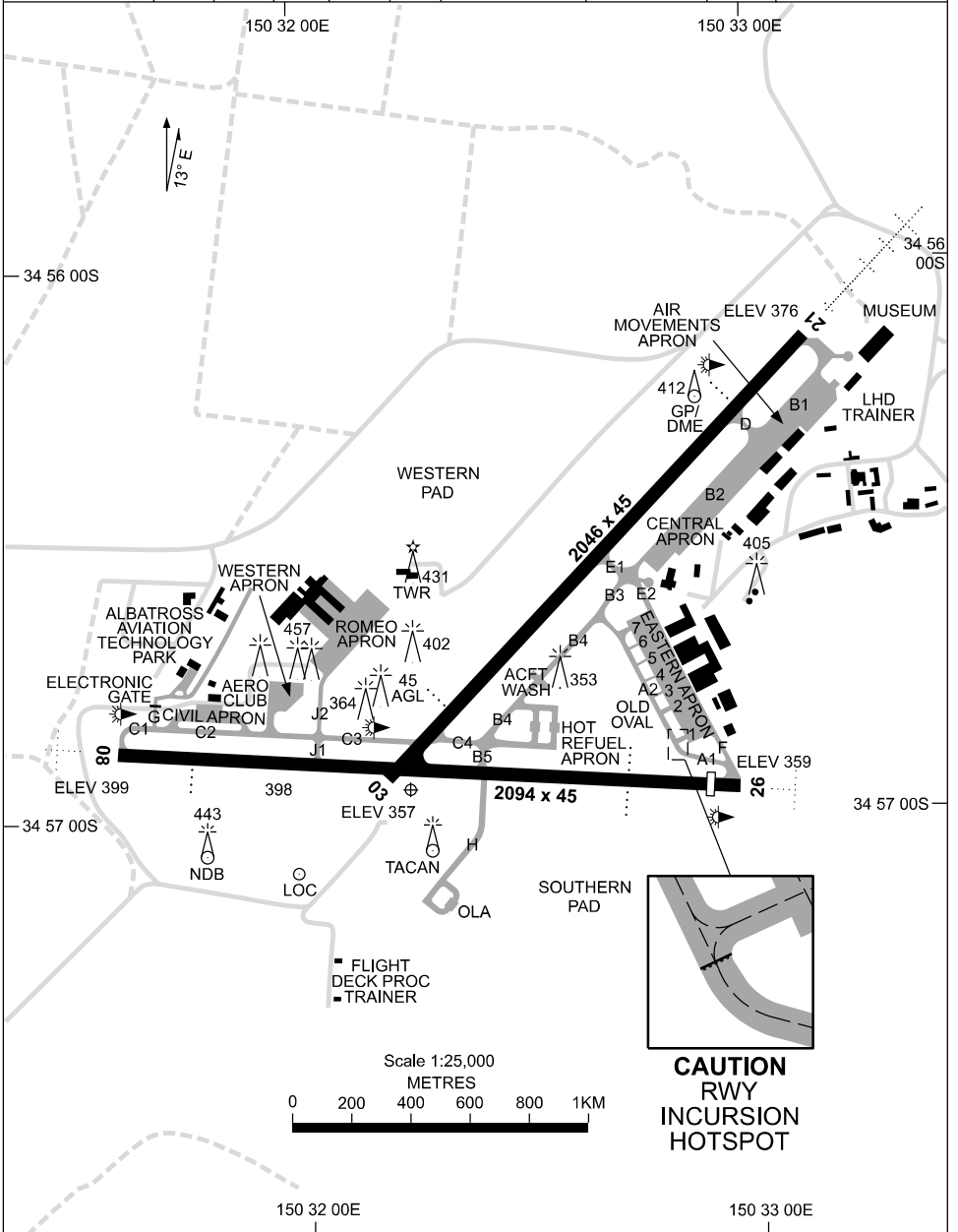


27 NOV 2025

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.

SNWAD01-185

27 NOV 2025

AD ELEV 399  
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, TWY G ACT BY PAL+AA 120.45 RL : PAL+AA 122.2 (RWY 03/21), MAN, SDBY, PTBL (30 MIN PN)							
<b>03</b> <small>032</small>	<b>21</b> <small>212</small>	PAPI LEFT SIDE	3.0°	52FT	HIRL				
<b>08</b> <small>082</small>	<b>26</b> <small>262</small>	PAPI RIGHT SIDE	3.0°	50FT	HIRL	HIAL - CAT I			
		PAPI RIGHT SIDE	3.0°	57FT	HIRL	SALS			
		PAPI BOTH SIDES	3.0°	52FT	HIRL	SALS			

<p><b>NOTES</b></p>									
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Changes: TWY G LGT ACT, Editorial.

SNWAD02-185

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

04 SEP 2025

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° 2300  
10 NM MSA 3700

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

NWA NDB 359  
NWR DME 112.4

AD ELEV 399

**SECTOR A**

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

NM TO NWA NDB	25	15	10	7	5	2	0										
<b>CIRCLING MINIMA</b>	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											
<b>CIRCLING MINIMA</b>	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	2	0								
<b>CIRCLING MINIMA</b>	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: NWR TAC, AD ELEV.

SNWDG01-184

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

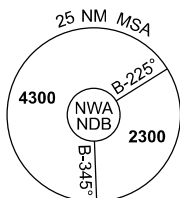
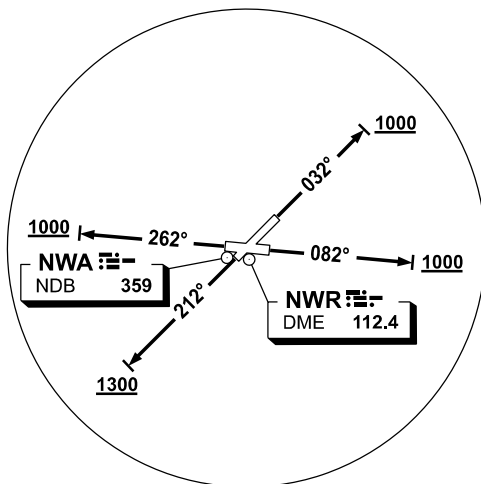
**27 NOV 2025**

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, 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**

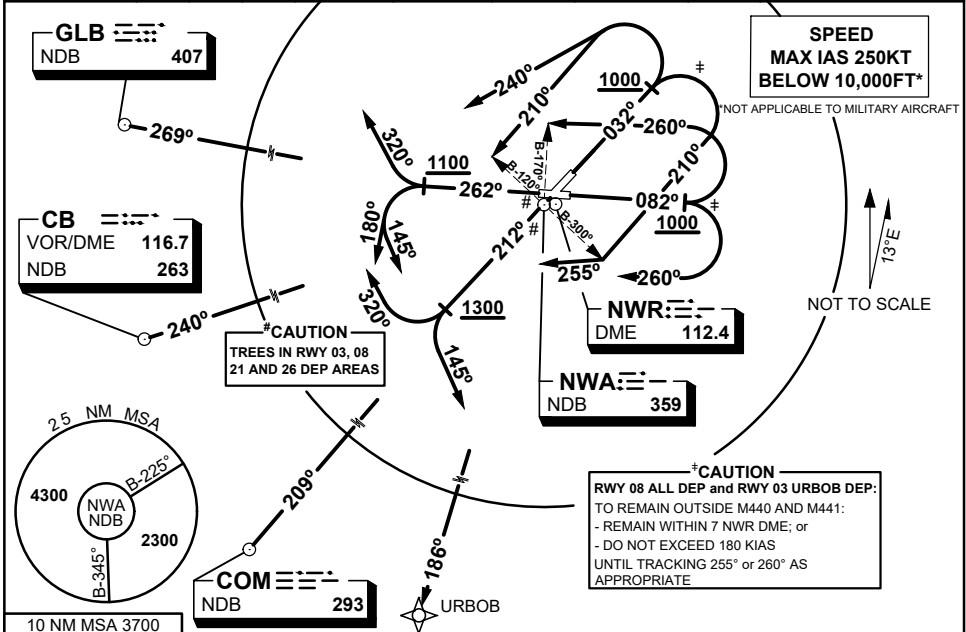
On recognition of communications failure

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

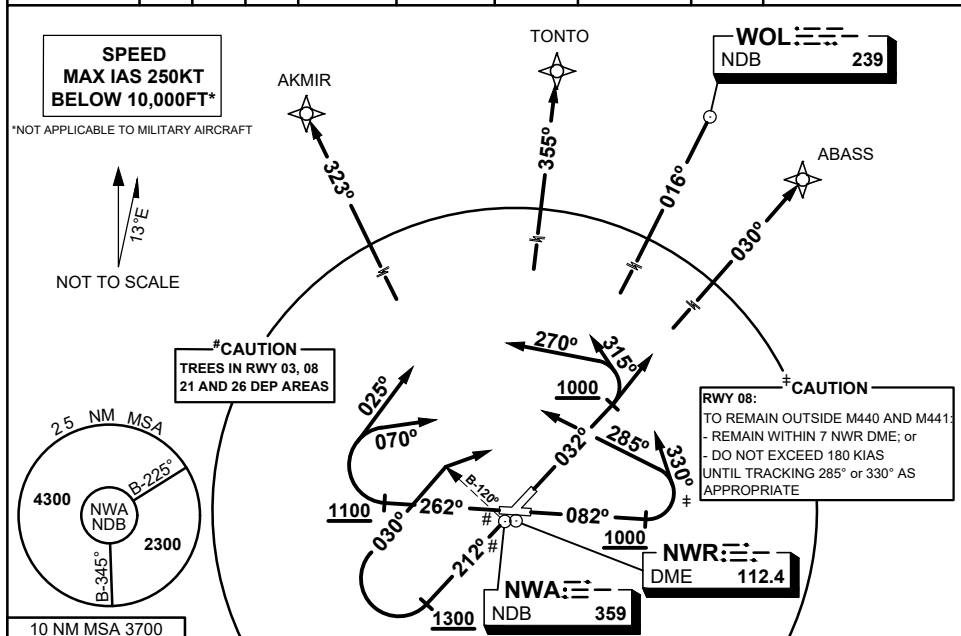
SNWDP02-185



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

**27 NOV 2025**

ATIS/AWIS(AH)	AFIS	ACD	SMC	TWR	APP	CTAF + AFRU (AH)	FIA	PAL+AA	Bearings are Magnetic Elevations in FEET AMSL
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	



**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**

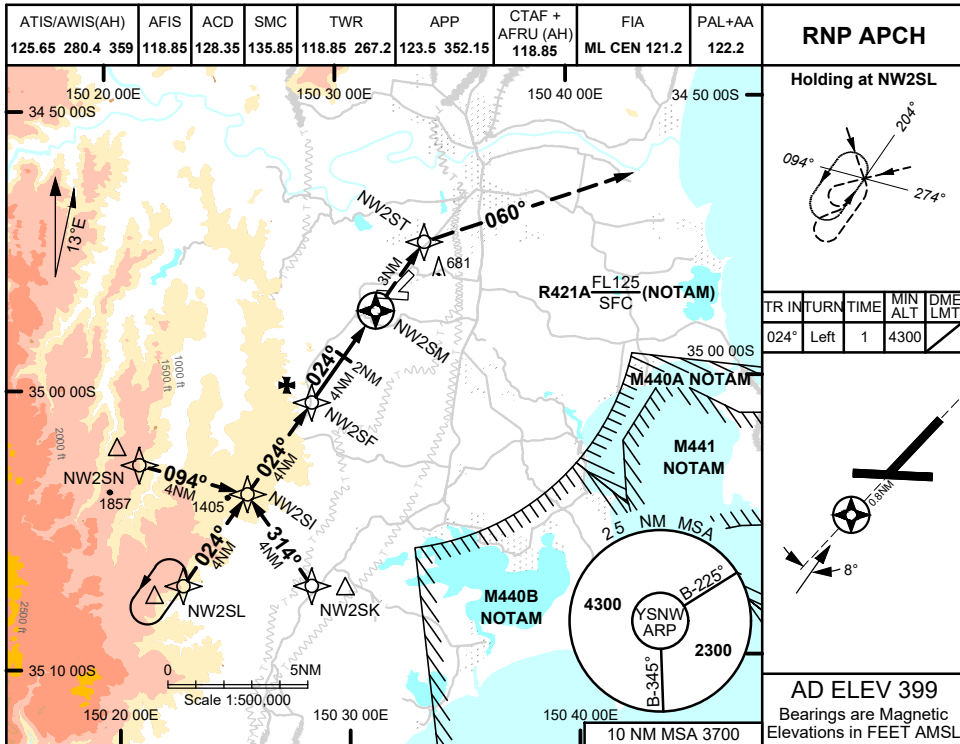
- TRACK 070°
- Intercept route as cleared

Changes: Revised #CAUTION box, Editorial

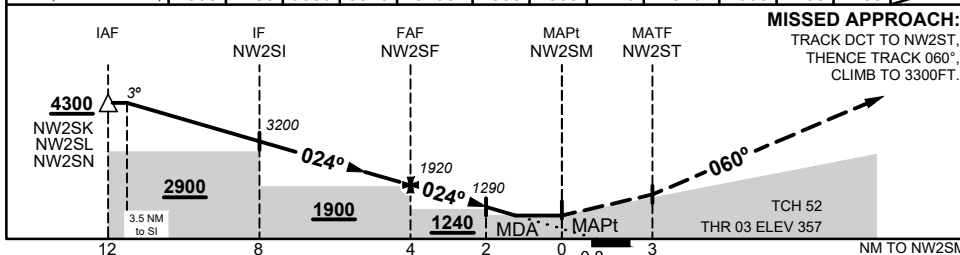
SNWDP03-185



04 SEP 2025



NM TO NEXT WPT	3.5	3	2	1	NW2SI	3	2	1	NW2SF	3	2	1.7	NW2SM
ALT (3° APCH PATH)	4300	4150	3830	3510	3200	2880	2560	2240	1920	1600	1290	1180	



**MISSED APPROACH:**  
 TRACK DCT TO NW2ST,  
 THENCE TRACK 060°,  
 CLIMB TO 3300FT.

**NOTES**

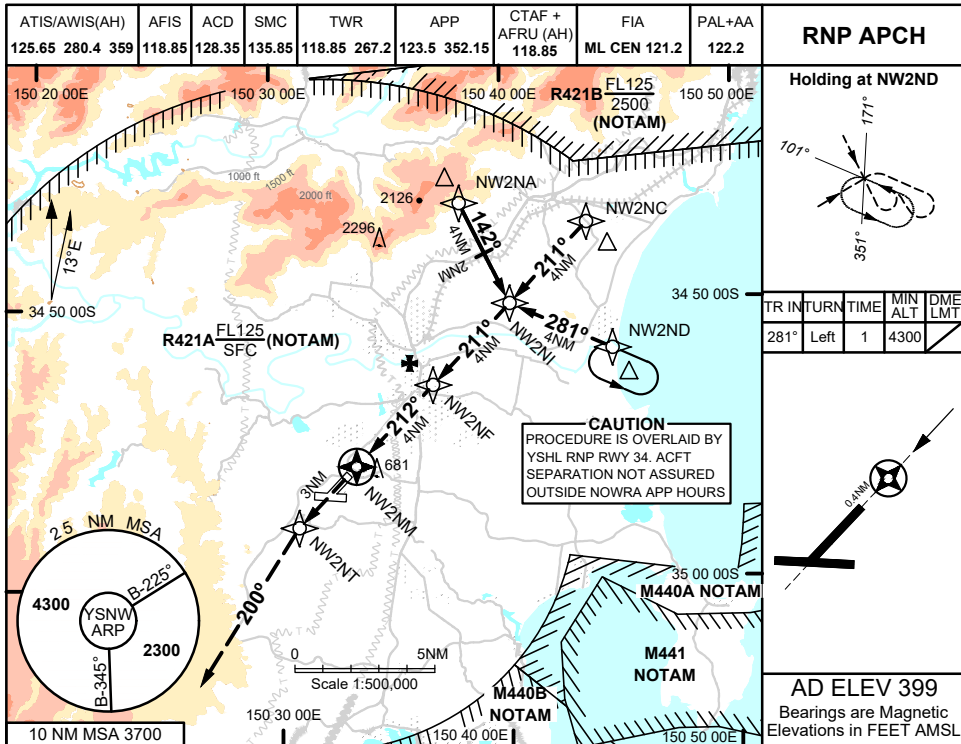
- MAX IAS:  
 INITIAL : 200KTS

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

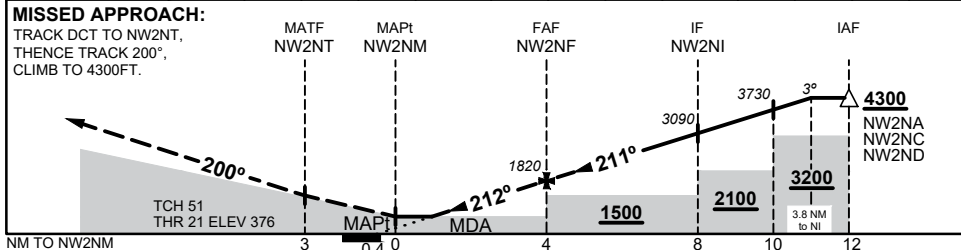
Changes: FROM SUP H76/25

SNWGN01-184

04 SEP 2025



NM TO NEXT WPT	NW2NM	1.4	2	3	NW2NF	1	2	3	NW2NI	1	2	3	3.8
ALT (3° APCH PATH)		980	1180	1500	1820	2140	2460	2780	3090	3410	3730	4050	4300



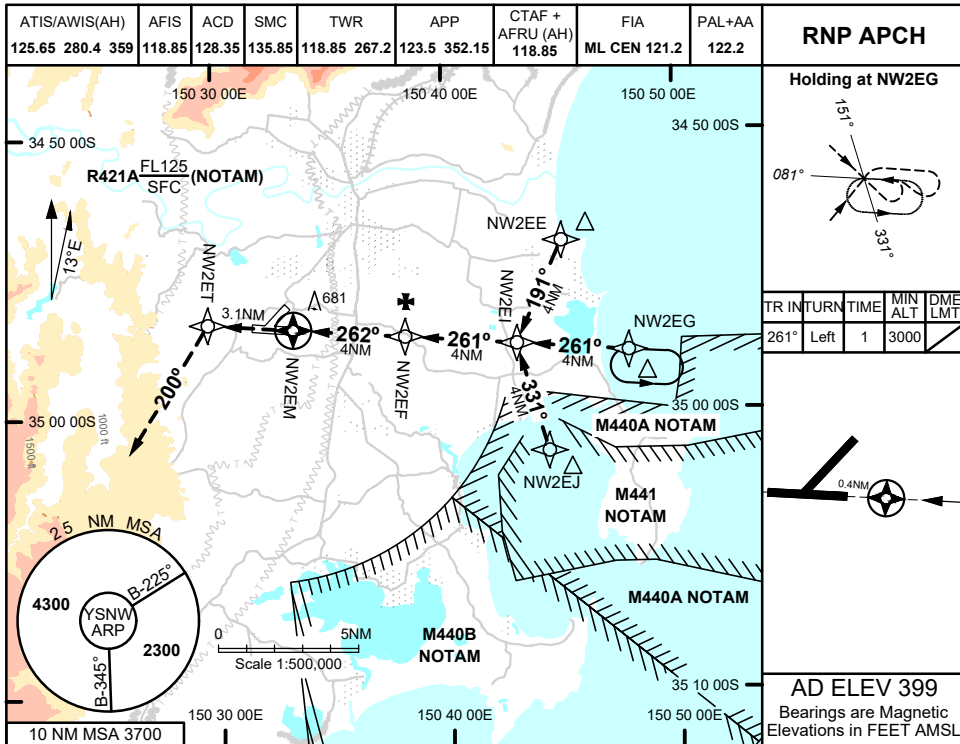
**NOTES**  
 1. MAX IAS:  
 INITIAL : 200KTS

CATEGORY	A	B	C	D
LNAV	<b>980 (604 - 2.7)</b>			
CIRCLING	<b>1320 (921 - 2.4)</b>		<b>1680 (1281 - 4.0)</b>	
ALTERNATE	(1421 - 4.4)		(1911 - 7.0)	

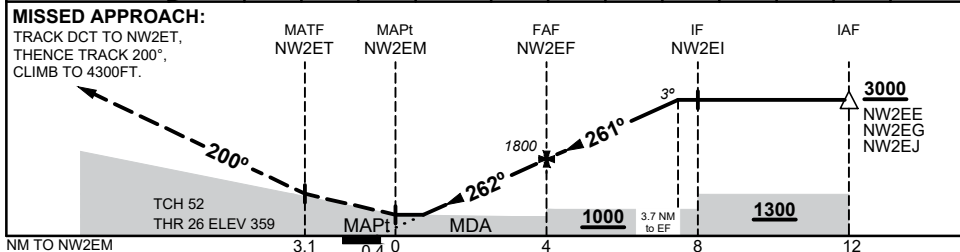
Changes: FROM SUP H76/25

SNWGN02-184

04 SEP 2025



NM TO NEXT WPT	NW2EM	1.2	2	3	NW2EF	1	2	3	3.7			
ALT (3° APCH PATH)		910	1170	1480	1800	2120	2440	2760	3000			



**NOTES**

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

CATEGORY	A	B	C	D
LNAV	<b>910 (551 - 2.8)</b>			
CIRCLING	<b>1320 (921 - 2.4)</b>		<b>1680 (1281 - 4.0)</b>	
ALTERNATE	(1421 - 4.4)		(1911 - 7.0)	

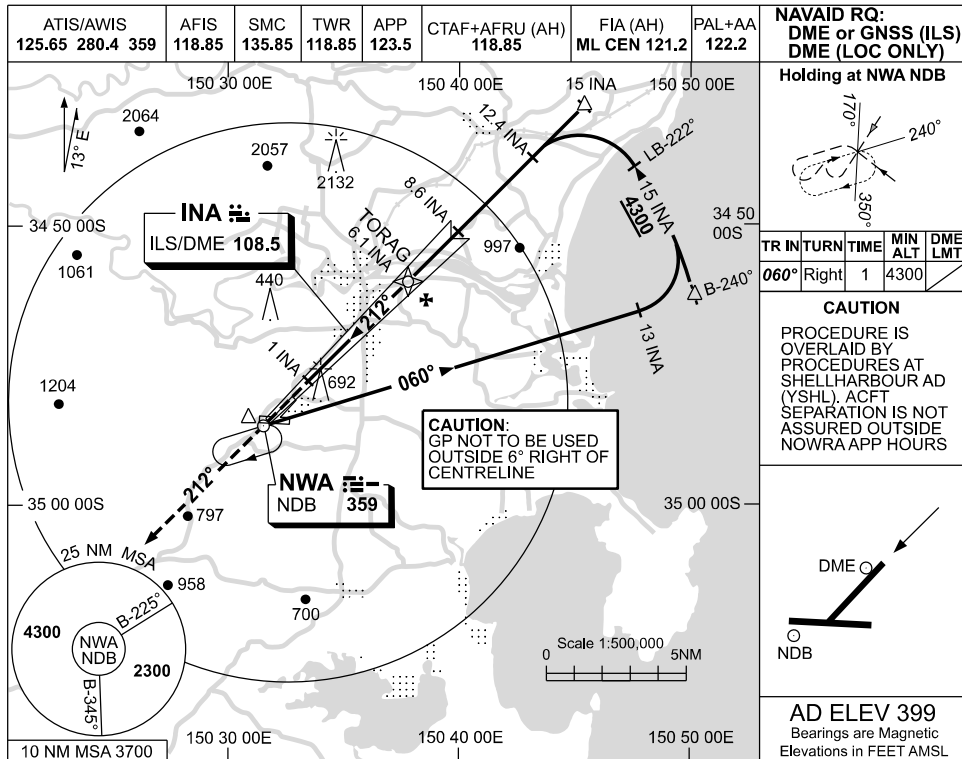
Changes: FROM SUP H76/25

SNWGN03-184

USE QNH

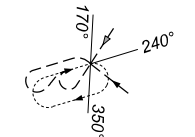
ILS-Z or LOC-Z RWY 21  
**NOWRA, NSW (YSNW)**

04 SEP 2025



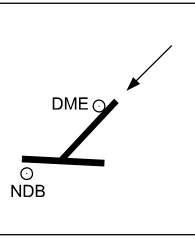
**NAVAID RQ:**  
 DME or GNSS (ILS)  
 DME (LOC ONLY)

Holding at NWA NDB



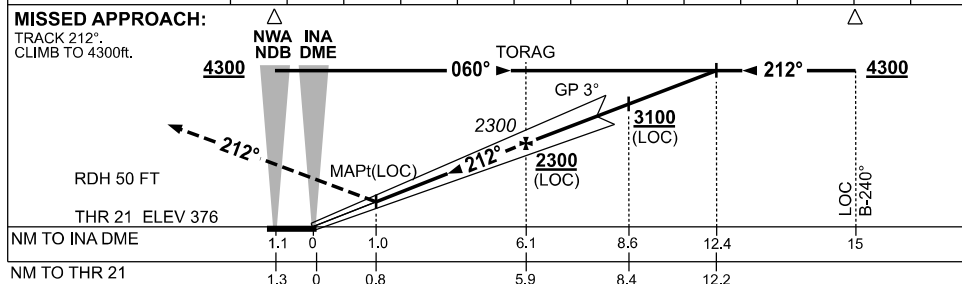
TR	TURN	TIME	MIN ALT	DME LMT
060°	Right	1	4300	

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



**AD ELEV 399**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

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**

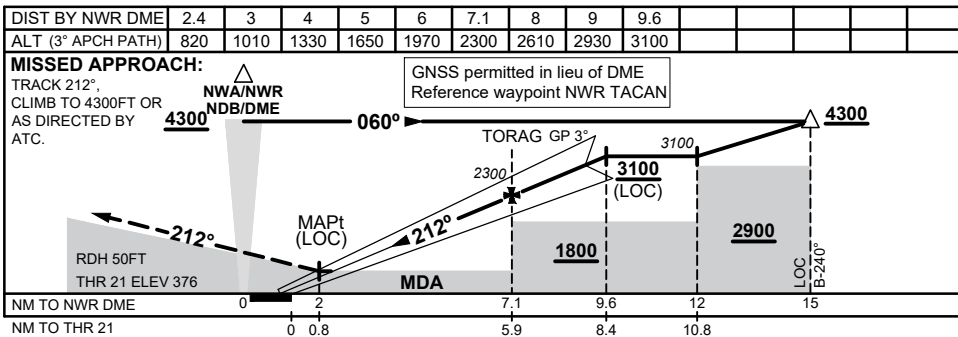
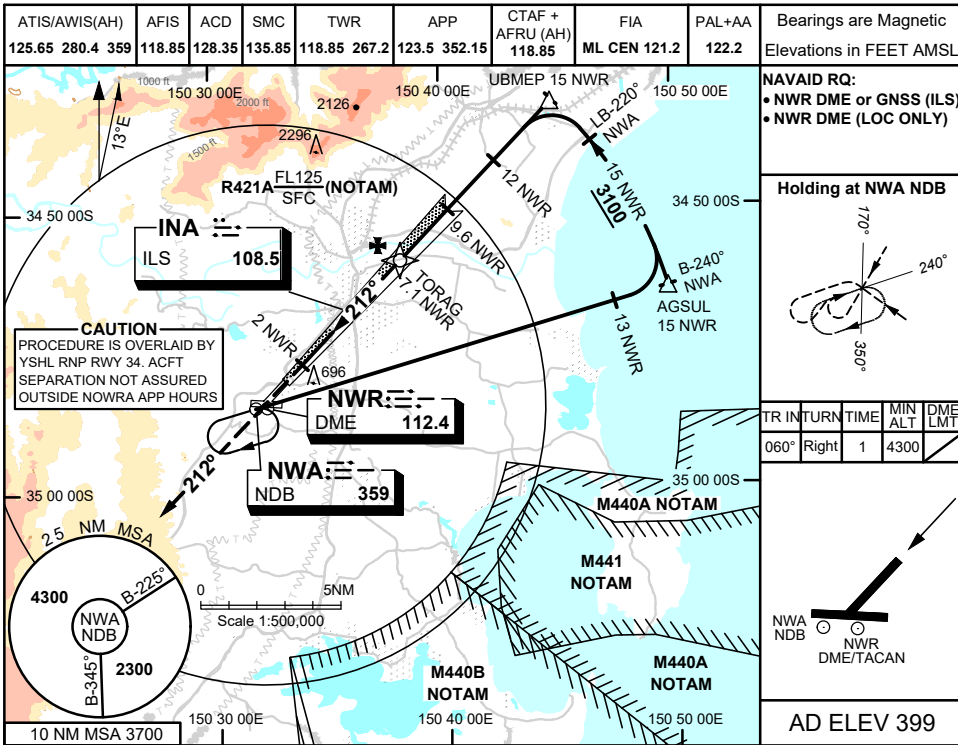
CATEGORY	A	B	C	D
S-I ILS/DME*	700 (324) 1.1 (VIS 0.8 WITH ACTUAL QNH)			
S-I LOC/DME	930 (554-2.4)			
CIRCLING	1320 (921-2.4)	1680 (1281-4.0)	1810 (1411-5.0)	
ALTERNATE	(1421-4.4)		(1781-6.0)	(1911-7.0)

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

Changes: AD ELEV, MINIMA.

SNWII01-184

19 MAR 2026



- NOTES**
- ACFT MAY BE RADAR VECTORED TO FINAL APCH.
  - RISING TERRAIN BTN DA AND RWY THR MAY CAUSE UNUSUAL RAD ALT INDICATIONS

CATEGORY	A	B	C	D
S-I ILS		<b>723</b> (347 - 1.1)	(VIS 0.8 WITH ACTUAL QNH)	
S-I LOC		<b>820</b> (444 - 1.7)		
CIRCLING	<b>1320</b> (921 - 2.4)	<b>1680</b> (1281 - 4.0)		<b>1810</b> (1411 - 5.0)
ALTERNATE	(1421 - 4.4)		(1781 - 6.0) (1911 - 7.0)	

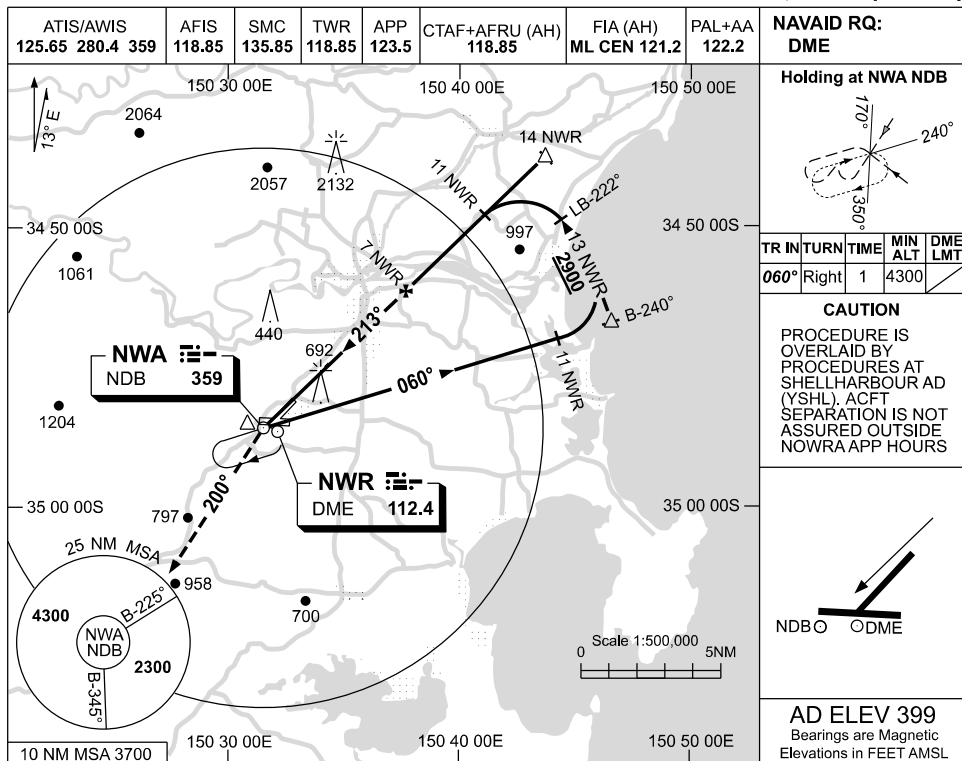
Changes: FROM SUP H168/25

SNWII02-186

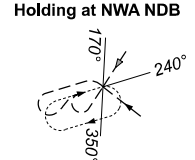
USE QNH

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

04 SEP 2025

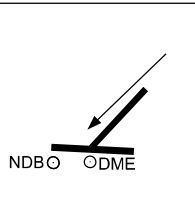


ATIS/AWIS 125.65 280.4 359	AFIS 118.85	SMC 135.85	TWR 118.85	APP 123.5	CTAF+AFRU (AH) 118.85	FIA (AH) ML CEN 121.2	PAL+AA 122.2	NAVAID RQ: DME
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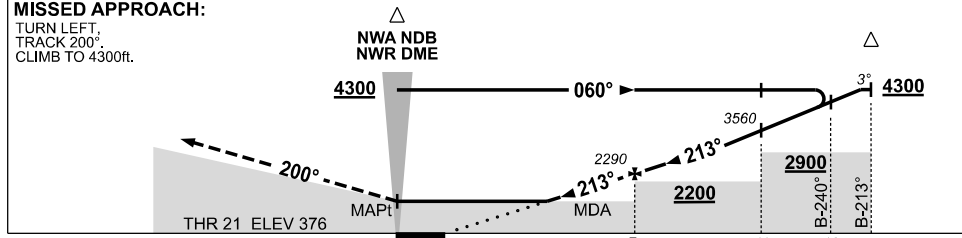
TR	IN	TURN	TIME	MIN ALT	DME LMT
060°	Right	1		4300	

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



**AD ELEV 399**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

NM TO NWR DME	3.1	4	5	6	7	8	9	10	11	12	13	13.3	
ALT (3° APCH PATH)	1060	1330	1650	1970	2290	2610	2930	3250	3560	3880	4200	4300	



**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.

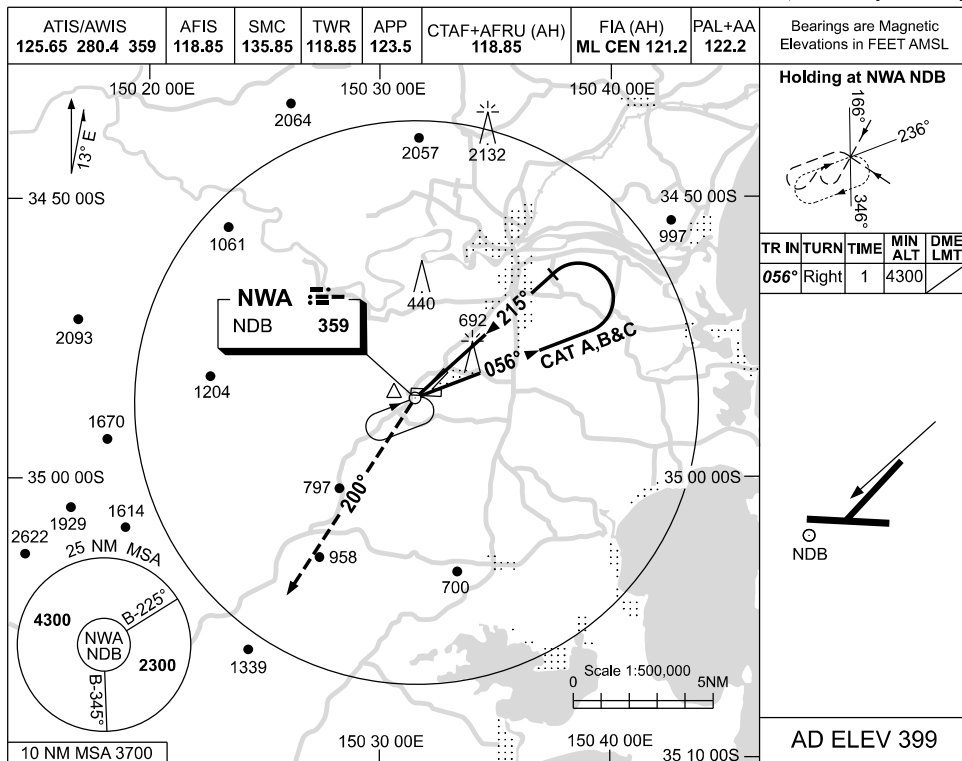
SNWNB01-184

USE QNH

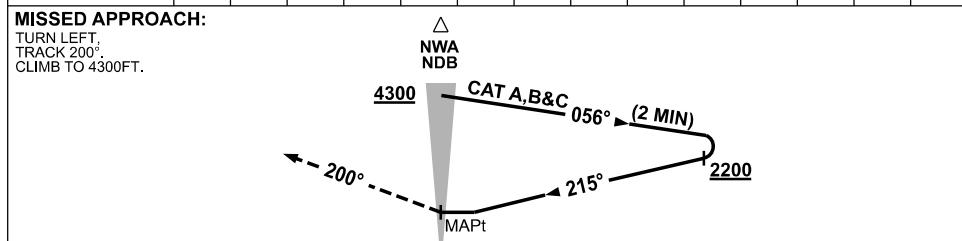
NDB-A

04 SEP 2025

**NOWRA, NSW (YSNW)**



DME DIST	NOT APPLICABLE				
ALT	NOT APPLICABLE				



**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