

HIGHLIGHT AS FOLLOWS

UNLIMITED HIGHLIGHTING ALLOWED

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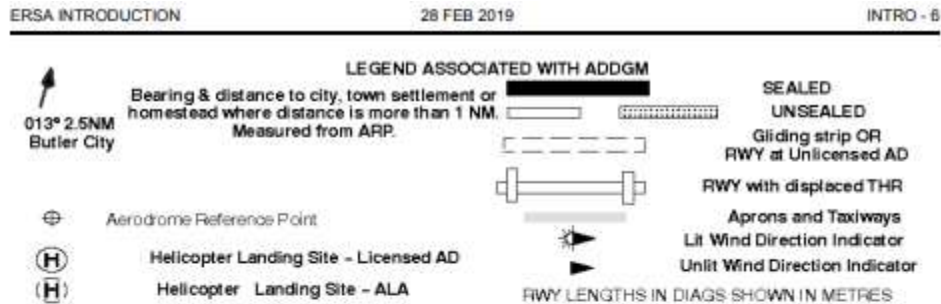
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TOTAL OF 5 TAGS ALLOWED

Page tags **MUST NOT** carry more than just the topic headings In the English.

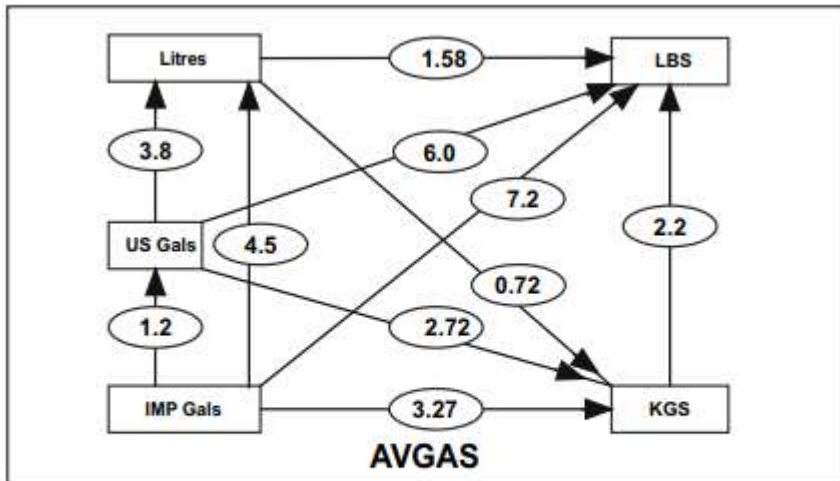
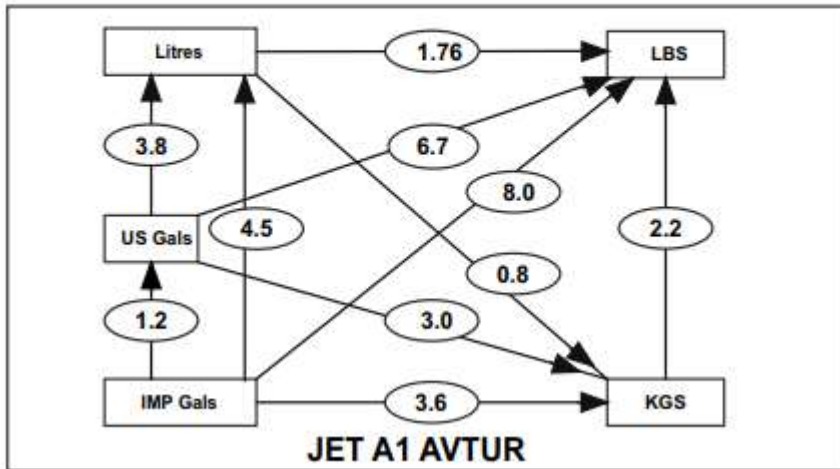


EXPLANATION

1. **NAMES**
 - 1.1 Names are listed alphabetically.
2. **GEOGRAPHIC LOCATIONS**
 - 2.1 Location is shown in degrees, minutes and tenths of a minute.
3. **MAGNETIC VARIATION**
 - 3.1 Variation is shown in degrees magnetic, rounded to the nearest whole number.
4. **TIME CONVERSION**
 - 4.1 Time throughout this document is normally shown in UTC. Where local time is intended it will be followed by the abbreviation LMT (Local Mean Time).
 - 4.2 Local time in Australia falls into three separate zones; Eastern Standard Time, which is UTC plus 10 hours (UTC + 10), Central Standard Time, which is UTC plus 9.5 hours (UTC + 9.30), and Western Standard Time, which is UTC plus 8 hours (UTC + 8).
 - 4.3 These times apply as follows:
 - a. EST is used in the states of New South Wales, (except the Broken Hill area), Queensland, Victoria, Tasmania and the Australian Capital Territory.
 - b. CST is used in the state of South Australia, the Northern Territory and the Broken Hill area.
 - c. WST is used in the State of Western Australia.
 - 4.4 The time conversion shown at figure 4 represents the number of hours to be added to UTC to obtain the standard time applicable at that location. Allowance should therefore be made for any daylight saving that may be in force. (Note that 9.30 indicates nine and a half hours).
 - 4.5 NOTAM will be issued detailing revised hours of operation for those aeronautical facilities affected by local time changes during periods of daylight saving and which do not have such hours promulgated in AIP.

CONVERSION TABLES

1. FUEL WEIGHT TABLES

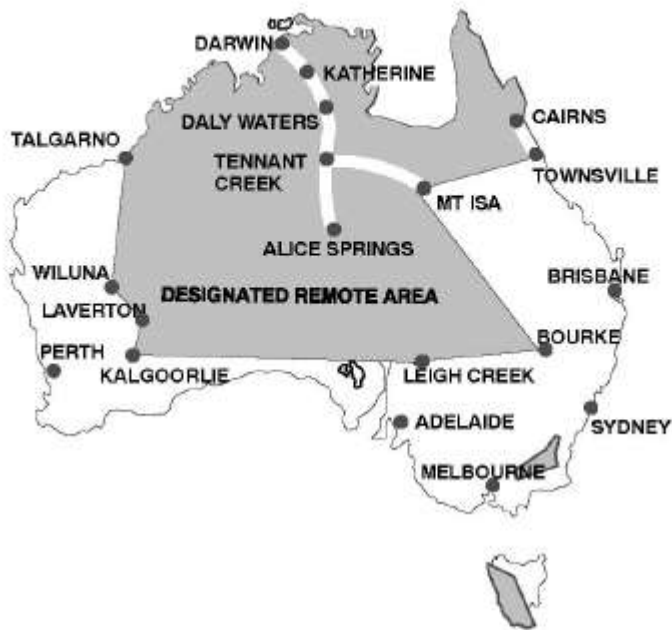


- To convert:
 - multiply** by the factor in the "balloon" when moving in the direction of the arrow, or **divide** by that factor if converting in the opposite direction.
- Fuel SG (0.8 AVTUR and 0.72 AVGAS) is based on ISA temperature at MSL. Therefore, fuel weights will be approximate for other than 15DEG Celsius.

5. CONVERSIONS - WIND COMPONENT

| WIND COMPONENT TABLE | | | | | | | | | | |
|---|----|--|----|----|----|----|----|----|----|----|
| | | For crosswind component Angle Between Wind Direction and Runway Heading | | | | | | | | |
| | | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 |
| W | 5 | 1 | 2 | 2 | 3 | 4 | 4 | 4 | 5 | 5 |
| i | 10 | 2 | 3 | 5 | 6 | 7 | 8 | 9 | 9 | 10 |
| n | 15 | 3 | 5 | 7 | 9 | 11 | 13 | 14 | 14 | 15 |
| d | 20 | 3 | 7 | 10 | 13 | 15 | 17 | 18 | 19 | 20 |
| | 25 | 4 | 8 | 12 | 16 | 19 | 22 | 23 | 24 | 25 |
| s | 30 | 5 | 10 | 15 | 19 | 23 | 26 | 28 | 29 | 30 |
| p | 35 | 6 | 12 | 17 | 22 | 26 | 30 | 32 | 34 | 35 |
| e | 40 | 7 | 14 | 20 | 25 | 30 | 35 | 37 | 39 | 40 |
| e | 45 | 8 | 15 | 22 | 29 | 34 | 39 | 42 | 44 | 45 |
| d | 50 | 9 | 17 | 25 | 32 | 38 | 43 | 47 | 49 | 50 |
| | 55 | 10 | 19 | 27 | 35 | 42 | 48 | 52 | 54 | 55 |
| k | 60 | 10 | 20 | 30 | 38 | 46 | 52 | 56 | 59 | 60 |
| n | 65 | 11 | 22 | 32 | 42 | 50 | 56 | 61 | 64 | 65 |
| o | 70 | 12 | 24 | 35 | 45 | 54 | 60 | 66 | 69 | 70 |
| t | 75 | 13 | 26 | 37 | 48 | 57 | 64 | 70 | 73 | 75 |
| s | 80 | 14 | 27 | 40 | 51 | 60 | 69 | 75 | 78 | 80 |
| | | 80 | 70 | 60 | 50 | 40 | 30 | 20 | 10 | 0 |
| For Headwind Component Angle Between Wind Direction and Runway Heading | | | | | | | | | | |

17. DESIGNATED REMOTE AREAS



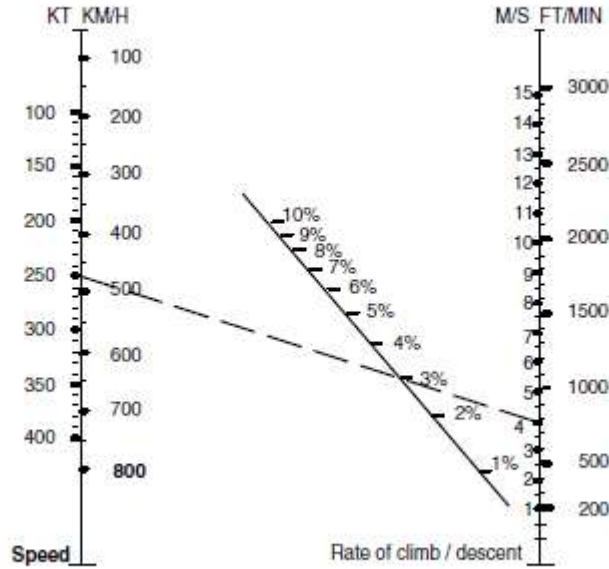
ACFT planned to operate within or through the designated remote area shown in this section are required to carry survival equipment suitable for sustaining life in the area over which the flight is planned (CAO 20.11).

Note 1: Flight through corridors must be made within sight of and not more than five miles from the highway concerned.

Note 2: Australian administered Islands adjacent to the Remote Area between Talgarno and Cairns are part of the Designated Remote Area.

Note 3: Mainland within 50NM of Darwin excluded from Designated Remote Area.

- 1.7 **Climb/Descent Gradient Graph**
 1.8 Example: At a speed of 250KT (470KM/H), a gradient of 3% corresponds to a rate of 760FT/MIN (4M/SEC).



Climb/descent gradient (%) versus rate of climb/descent in metres/second (M/S) and feet/minute (FT/MIN) at speed in kilometres/hour (KM/H) & knots (KT).