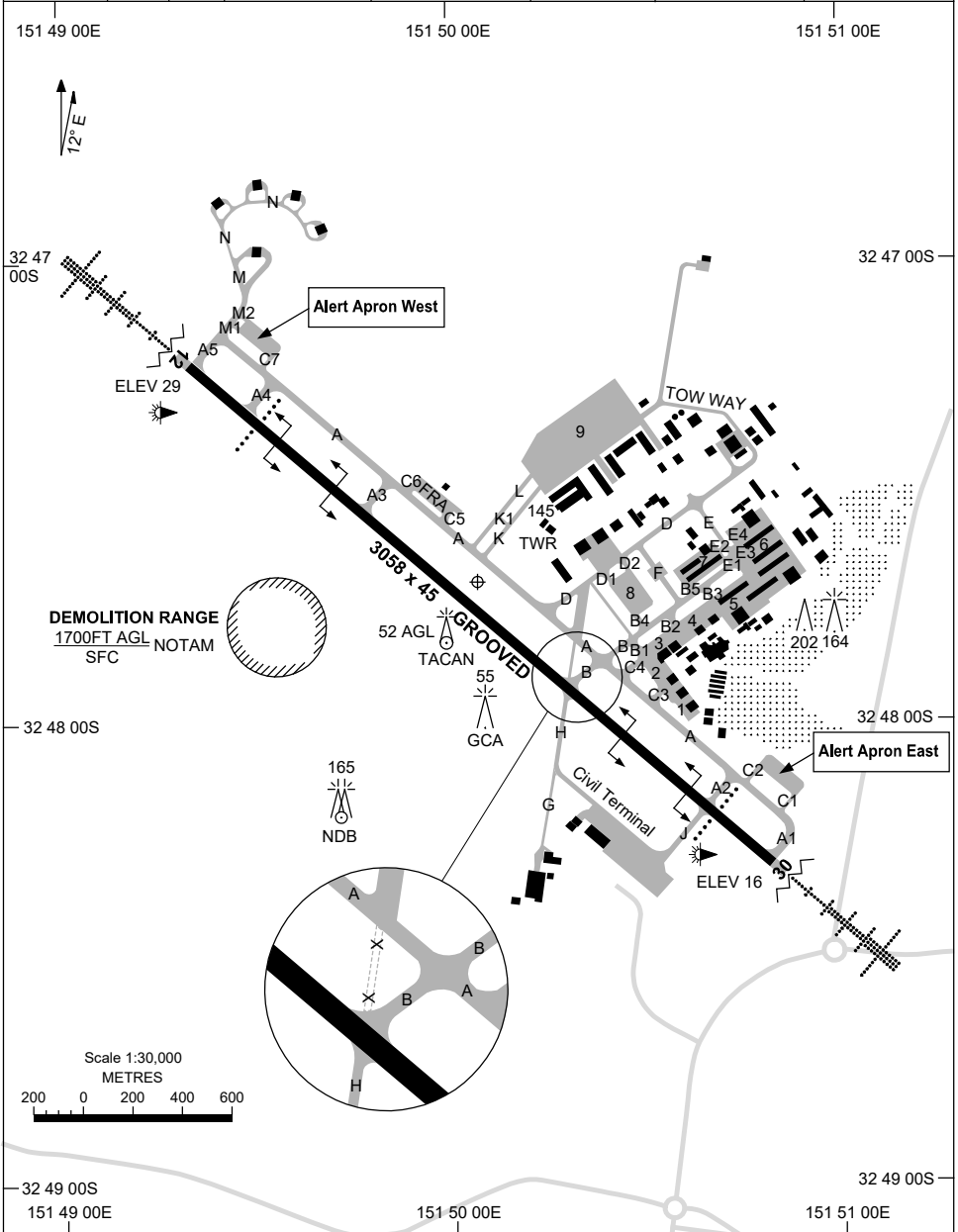


30 NOV 2023

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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Changes: APP FREQ, Editorial.

WLMAD01-177

30 NOV 2023

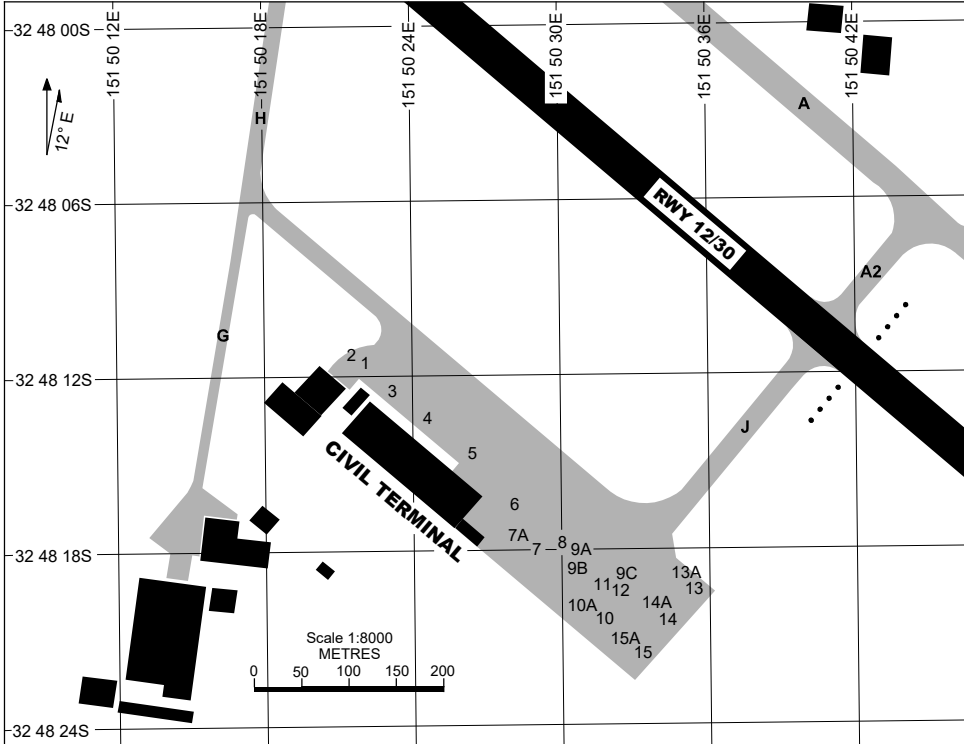
ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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<b>RWY</b>	<b>AERODROME LIGHTING</b>						
	TAXIWAYS : GREEN CENTRELINE RL : AFRU+PAL (AH) 118.3 , MAN , SDBY (15 SEC) * , PTBL (120 MIN PN)						
<b>12</b> <sup>118</sup> 298 <b>30</b>	PAPI 3.0° 50FT HIRL HIAL - CAT I SFL PAPI 3.0° 50FT HIRL HIAL - CAT I SFL						

<b>NOTES</b>							
* 1. DOES NOT SUPPORT TKOF BLW 800M VIS.							

24 MAR 2022



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	32 48 11.57S	151 50 21.97E	16	JS32/SW4		
2	32 48 11.48S	151 50 21.71E	15	B738/A320		
3	32 48 12.51S	151 50 23.17E	16	B738/A320		
4	32 48 13.52S	151 50 24.61E	16	B738/A320		
5	32 48 14.63S	151 50 26.41E	15	B738/A321		
6	32 48 16.38S	151 50 28.13E	14	B738/A321		
7	32 48 18.03S	151 50 28.89E	15	JS32/JS41		
7A	32 48 17.72S	151 50 28.47E	15	JS32/JS41		
8	32 48 17.76S	151 50 30.02E	14	B738/A321		
9A	32 48 18.06S	151 50 30.76E	14	A124		
9B	32 48 18.57S	151 50 30.60E	15	A359		
9C	32 48 19.02S	151 50 32.61E	15	JS32/JS41		
10	32 48 20.17S	151 50 31.69E	15	JS32/SW4		
10A	32 48 19.93S	151 50 31.35E	15	JS32/SW4		
11	32 48 19.14S	151 50 31.93E	14	B738/A321		
12	32 48 19.16S	151 50 32.18E	14	JS32/JS41		
13	32 48 19.25S	151 50 35.32E	14	JS32/B350		
13A	32 48 19.01S	151 50 34.99E	14	JS32/B350		
14	32 48 20.30S	151 50 34.27E	15	JS32/B350		
14A	32 48 20.06S	151 50 33.94E	15	JS32/B350		
15	32 48 21.34S	151 50 33.22E	15	JS32/B350		
15A	32 48 21.10S	151 50 32.89E	16	JS32/B350		

Changes: TWY A2.

WLMAP01-170

# DME or GNSS ARRIVAL PROCEDURES WILLIAMTOWN, NSW (YWLM)

28 NOV 2024

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU(AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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25 NM MSA  
3100  
WLM NDB  
B-270°  
1600  
B-350°  
10 NM MSA 2100

**DME USING WLM DME  
REFERENCE WAYPOINT WLM NDB**

WLM NDB 365  
DME 112.8 (75X)

AD ELEV 31

**WMD TO WLM**

089°  
WLM NDB

WMD NDB  
3100  
2100  
1100  
MDA  
MAPt  
045°  
1460  
3°  
15 8 5 0

**MISSED APPROACH:**

TURN LEFT,  
TRACK 045°.  
CLIMB TO 3100ft OR  
AS ADVISED BY ATC.

NM TO WLM NDB	15	8	5	0															
<b>CIRCLING MINIMA</b>	A,B: 710-2.4			C: 810-4.0			D: 1070-5.0												
NM TO WLM NDB	7	6	5	4	3.8	3	2.6												
ALT (3° APCH PATH)	2100	1770	1460	1140	1070	810	710												

**\* ALL OTHER  
ROUTES  
TO  
WLM NDB**

NDB  
3100  
2100  
1000  
MDA  
MAPt  
045°  
2180  
1860  
3°  
25 15 9 5 4 0

**MISSED APPROACH:**

TURN AS REQUIRED  
TO TRACK 045°.  
CLIMB TO 3100ft OR  
AS DIRECTED BY ATC.

**\* NOTE:**  
ROUTES FROM THE  
SW PENETRATE  
NEWCASTLE CBD  
CTAF.

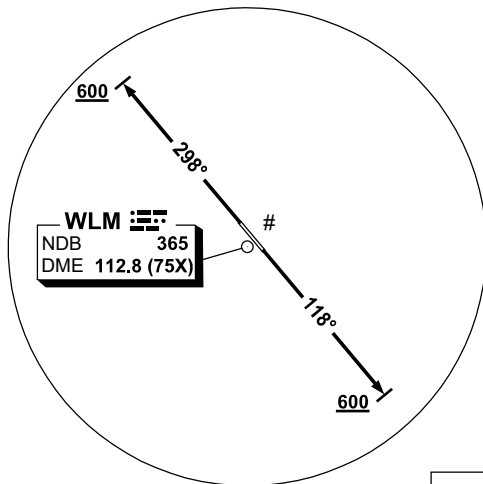
NM TO WLM NDB	25	15	9	5	4	0													
<b>CIRCLING MINIMA</b>	A,B: 720-2.4			C: 810-4.0			D: 1070-5.0												
NM TO WLM NDB	7.9	7	6	5	4	3	2	1.5	1	0.7	0.4								
ALT (3° APCH PATH)	3100	2820	2500	2180	1860	1550	1230	1070	910	810	720								

**STANDARD INSTRUMENT DEPARTURES (SID)  
WILLY FOUR DEPARTURE (RADAR)  
WILLIAMTOWN, NSW (YWLM)**

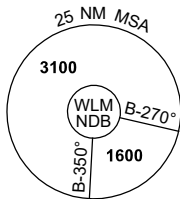
**28 NOV 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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NOT TO SCALE



**# CAUTION**  
CLOSE-IN TREES  
IN RWY 30 DEP AREA.



10 NM MSA 2100

**WILLY FOUR DEPARTURE (RADAR)**

**RWY 12**

- GRAD 3.3%
- Track 118°
- AT or ABV 600ft, but not before DER, turn to assigned heading or track.

**RWY 30**

- GRAD 3.3%
- Track 298°
- AT or ABV 600ft, but not before DER, turn to assigned heading or track.

**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

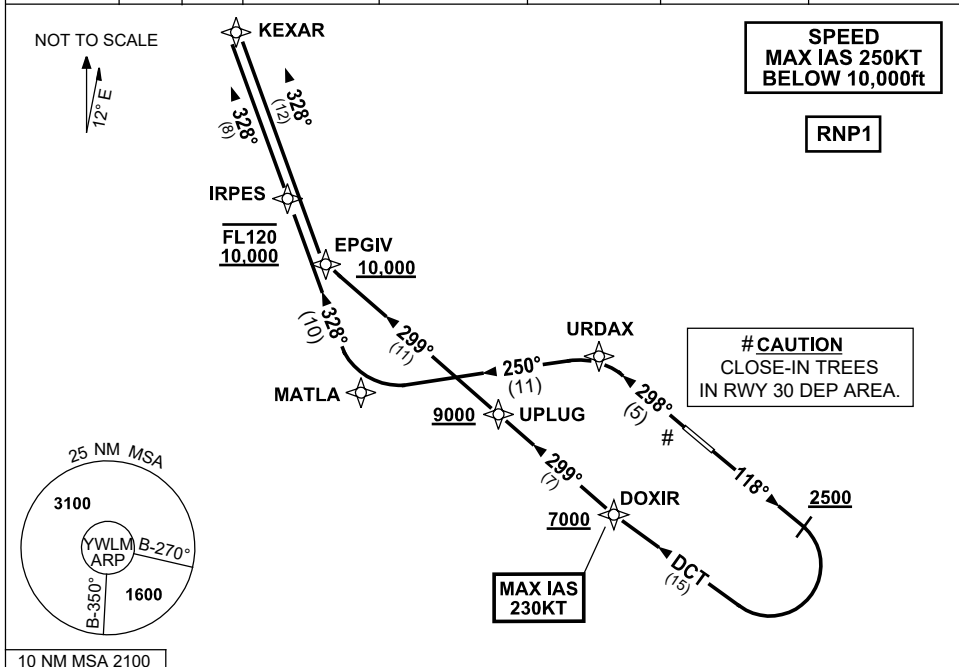
Changes: DME FREQ, Editorial.

WLMDFP01-181

**STANDARD INSTRUMENT DEPARTURES (SID)  
KEXAR ONE DEPARTURE (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**30 NOV 2023**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**KEXAR ONE DEPARTURE**

**RWY 12**

- GRAD 3.3%
- MAX IAS 230KT until DOXIR
- Track 118°
- AT or ABV 2500ft turn RIGHT
- Track DCT to DOXIR
- Cross** DOXIR AT or ABV 7000ft
- Track 299° to UPLUG
- Cross** UPLUG AT or ABV 9000ft  
(RQ GRAD TO UPLUG: 5.5%)
- Track 299° to EPGIV
- Cross** EPGIV AT or ABV 10,000ft
- Turn RIGHT, track 328° to KEXAR

**RWY 30**

- GRAD 3.8% to 500ft then 3.3%
- Track 298° to URDAX
- Turn LEFT, track 250° to MATLA
- Turn RIGHT, track 328° to IRPES
- Cross** IRPES BTN 10,000ft and FL120  
(RQ GRAD TO IRPES: 6.6%)
- Track 328° to KEXAR

**COMMUNICATIONS FAILURE PROCEDURE**

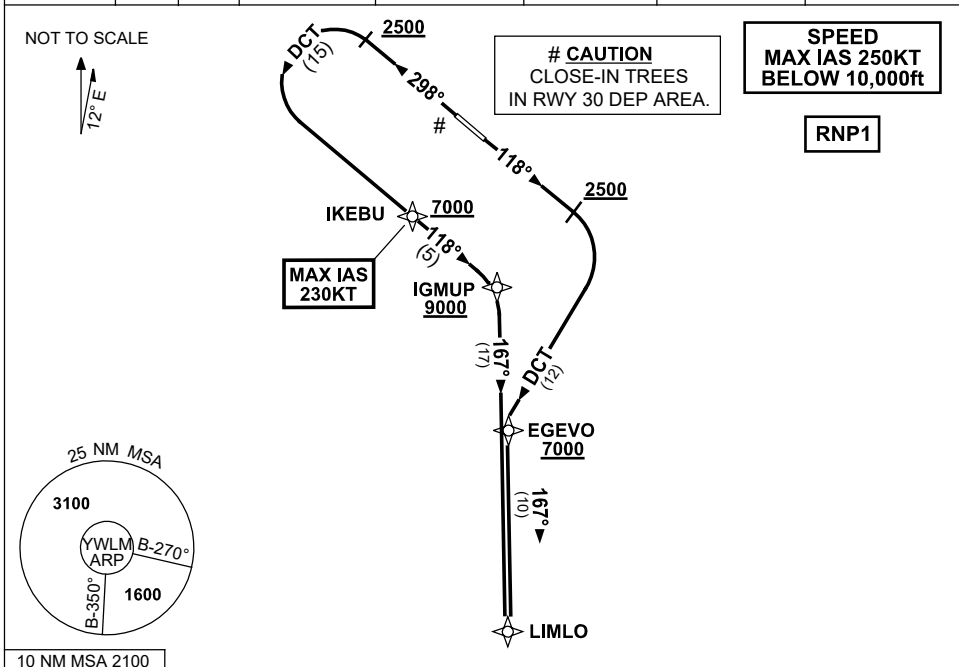
On recognition of communication failure:

- 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

**STANDARD INSTRUMENT DEPARTURES (SID)  
LIMLO ONE DEPARTURE (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**30 NOV 2023**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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10 NM MSA 2100

**LIMLO ONE DEPARTURE**

**RWY 12**

- GRAD 3.3%
- Track 118°
- AT or ABV 2500ft turn RIGHT
- Track DCT to EGEVO
- **Cross** EGEVO AT or ABV 7000 (RQ GRAD TO EGEVO: 6.2%)
- Turn LEFT, track 167° to LIMLO

**RWY 30**

- GRAD 3.3%
- MAX IAS 230KT until IKEBU
- Track 298°
- AT or ABV 2500ft
- Turn LEFT, track DCT to IKEBU
- **Cross** IKEBU AT or ABV 7000ft
- Track 118° to IGMUP
- **Cross** IGMUP AT or ABV 9000ft (RQ GRAD TO IGMUP: 5.7%)
- Turn RIGHT, track 167° to LIMLO

**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

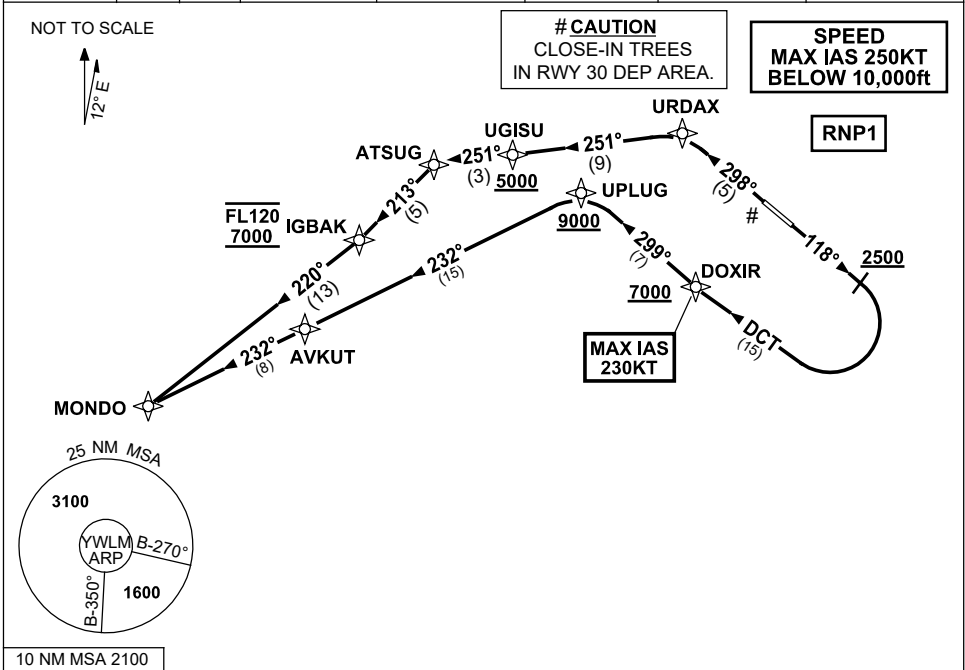
Changes: NEW PROC.

WLM DP07-177

STANDARD INSTRUMENT DEPARTURES (SID)  
 MONDO ONE DEPARTURE (RNAV) RWY 12/30  
**WILLIAMTOWN, NSW (YWLM)**

30 NOV 2023

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**MONDO ONE DEPARTURE**

**RWY 12**

- GRAD 3.3%
- MAX IAS 230KT until DOXIR
- Track 118°
- AT or ABV 2500ft turn RIGHT
- Track DCT to DOXIR
- Cross** DOXIR AT or ABV 7000ft
- Track 299° to UPLUG
- Cross** UPLUG AT or ABV 9000ft  
(RQ GRAD TO UPLUG: 5.5%)
- Turn LEFT, track 232° to AVKUT
- Track 232° to MONDO

**RWY 30**

- GRAD 3.8% to 500ft thence 3.3%
- Track 298° to URDAX
- Turn LEFT, track 251° to UGISU
- Cross** UGISU AT or ABV 5000ft  
(RQ GRAD TO UGISU: 6%)
- Track 251° to ATSUG
- Turn LEFT, track 213° to IGBAK
- Cross** IGBAK BTN 7000ft and FL120
- Turn RIGHT, track 220° to MONDO

**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: NEW PROC.

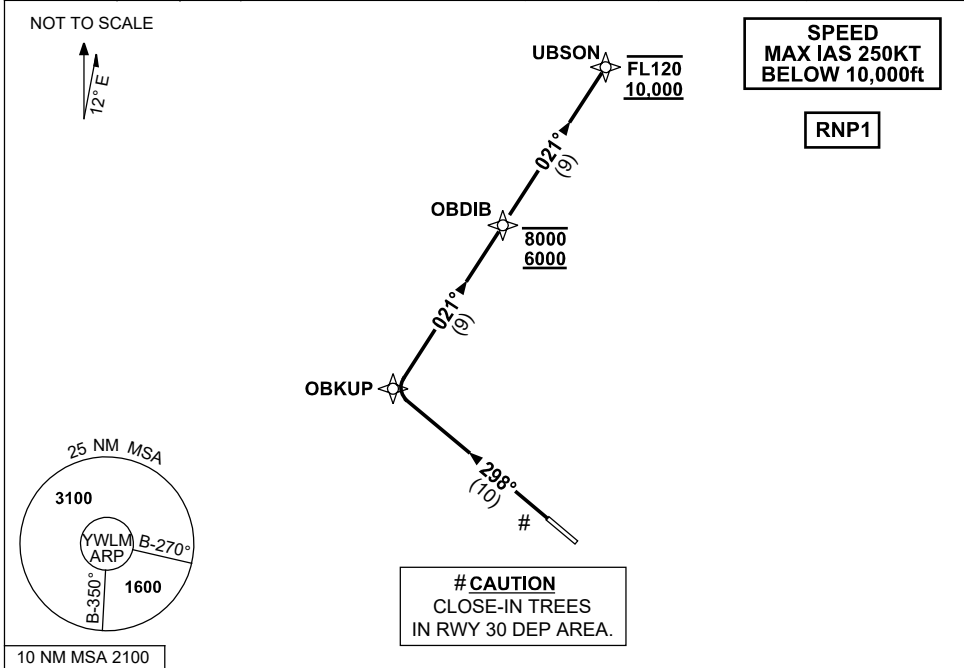
WLM DP08-177



**STANDARD INSTRUMENT DEPARTURES (SID)  
UBSON ONE ALPHA DEPARTURE (RNAV) RWY 30  
WILLIAMTOWN, NSW (YWLM)**

**30 NOV 2023**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**UBSON ONE ALPHA DEPARTURE**

- RWY 30**  
GRAD 3.3%
- Track 298° to OBKUP
  - Turn **RIGHT**, track 021° to OBDIB  
**Cross** OBDIB BTN 6000ft AND 8000ft
  - Track 021° to UBSON  
**Cross** UBSON BTN 10,000ft and FL120  
(RQ GRAD TO UBSON: 6.1%)

**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

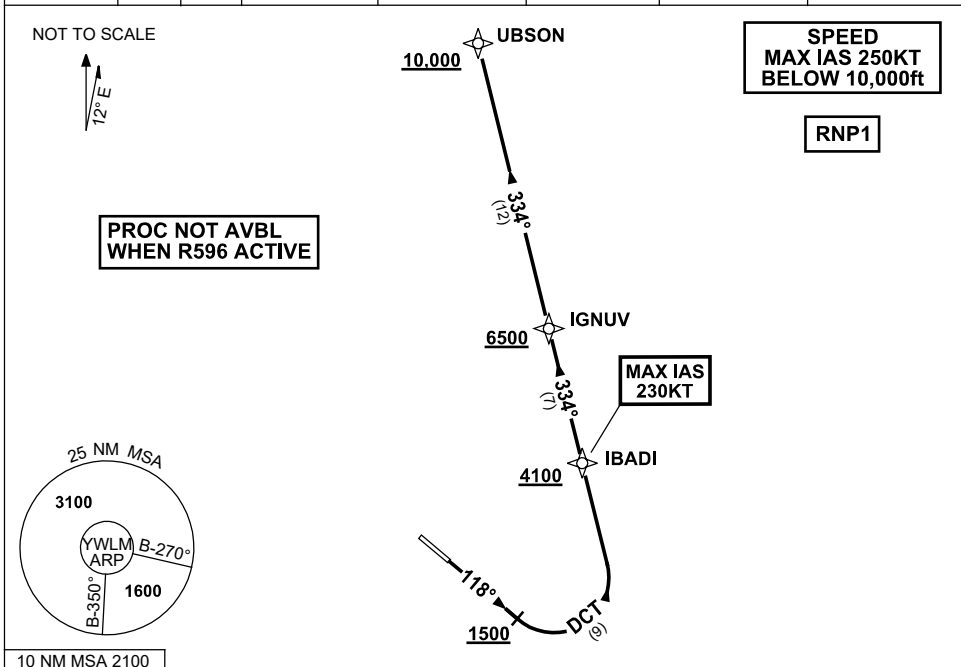
Changes: NEW PROC.

WLM DP09-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
UBSON ONE ALPHA DEPARTURE (RNAV) RWY 12  
WILLIAMTOWN, NSW (YWLM)**

**30 NOV 2023**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**UBSON ONE ALPHA DEPARTURE**

**RWY 12**

- GRAD 3.3%
- MAX IAS 230KT until IBADI
- Track 118°
- AT or ABV 1500ft, turn LEFT
- Track DCT to IBADI
- **Cross** IBADI AT or ABV 4100ft
- Track 334° to IGNUV
- **Cross** IGNUV AT or ABV 6500ft (RQ GRAD TO IGNUV: 5.5%)
- Track 334° to UBSON
- **Cross** UBSON AT or ABV 10,000ft

**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

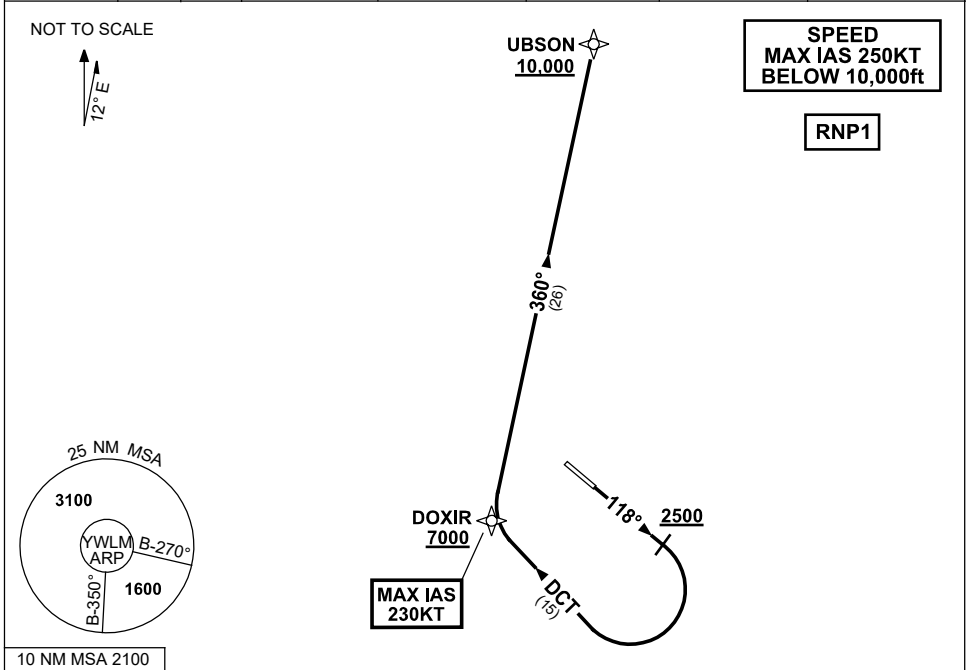
Changes: NEW PROC.

WLM DP10-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
UBSON ONE BRAVO DEPARTURE (RNAV) RWY 12  
WILLIAMTOWN, NSW (YWLM)**

**30 NOV 2023**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**UBSON ONE BRAVO DEPARTURE**

**RWY 12**

- GRAD 3.3%
- MAX IAS 230KT until DOXIR
- Track 118°
- AT or ABV 2500ft turn RIGHT
- Track DCT to DOXIR
- **Cross** DOXIR AT or ABV 7000ft (RQ GRAD TO DOXIR: 5.5%)
- Track 360° to UBSON
- **Cross** UBSON AT or ABV 10,000ft

**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: NEW PROC.

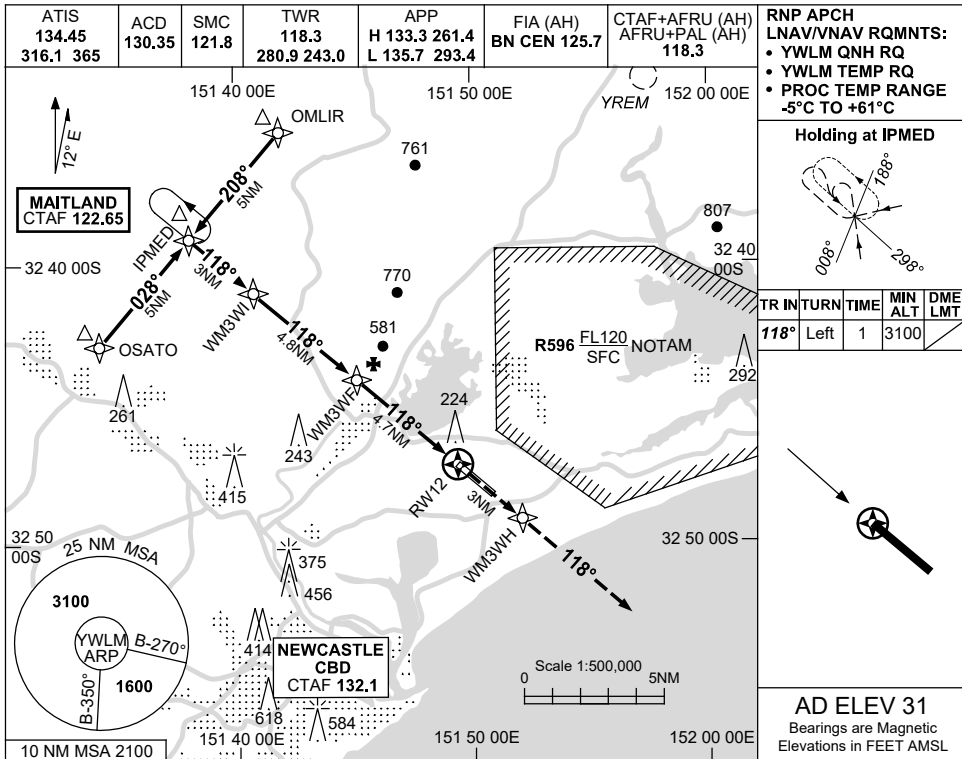
WLM DP11-177

USE QNH

RNP Z RWY 12

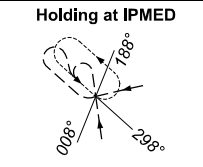
30 NOV 2023

**WILLIAMTOWN, NSW (YWLM)**

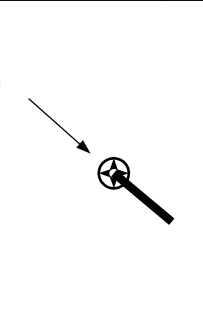


**RNP APCH LNAV/VNAV RQMNTS:**

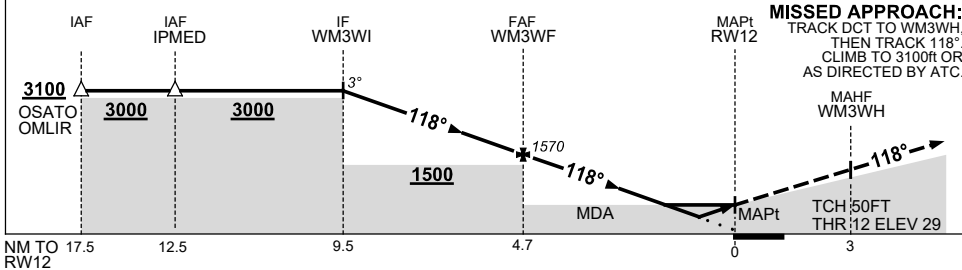
- YWLM QNH RQ
- YWLM TEMP RQ
- PROC TEMP RANGE -5°C TO +61°C



TR	INTURN	TIME	MIN ALT	DME LMT
118°	Left	1	3100	



NM TO NEXT WPT	WM3WI	4	3	2	1	WM3WF	4	3	2	1.6	1	RWY12
ALT (3° APCH PATH)	3100	2850	2530	2210	1890	1570	1350	1040	720	600	390	



**NOTES**

1. MAX IAS: INITIAL : 230KT.

CATEGORY	A	B	C	D
LNAV/VNAV		390 (361-1.1)		
LNAV		600 (569-2.3)		
CIRCLING	710 (679-2.4)	810 (779-4.0)	1070 (1039-5.0)	
ALTERNATE	(1179-4.4)	(1279-6.0)	(1539-7.0)	

Changes: NEW PROC.

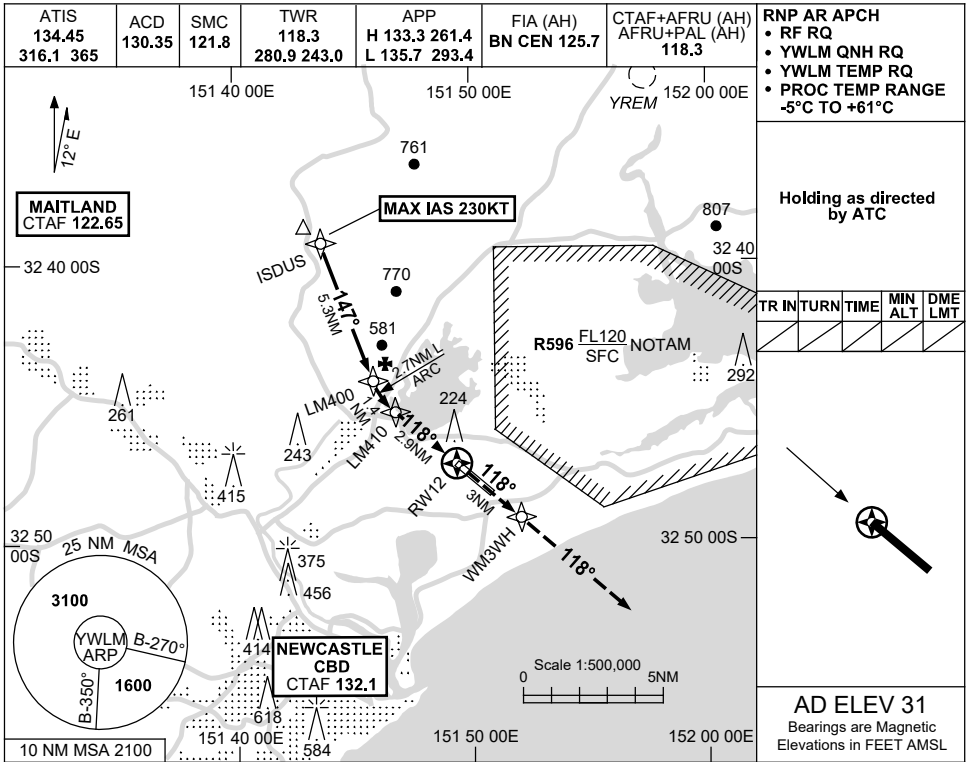
WLMGN04-177

**FOR CASA APPROVED OPERATORS ONLY**  
**USE QNH**

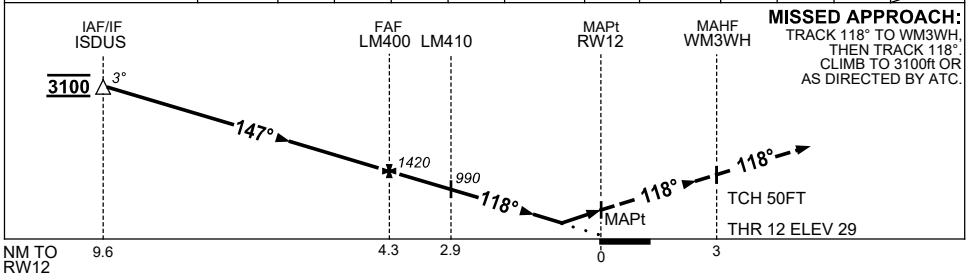
RNP X RWY 12 (AR)

**30 NOV 2023**

**WILLIAMTOWN, NSW (YWLM)**



NM TO NEXT WPT	ISDUS	4	3	2	1	LM400	1	LM410	2	1	0.9	RWY12
ALT (3° APCH PATH)	3100	2700	2380	2060	1740	1420	1300	990	720	390	350	



**NOTES**

1. MAX IAS:  
ISDUS: 230KT.

CATEGORY	A	B	C	D
RNP 0.3		<b>390</b> (361-1.1)		
RNP 0.15		<b>350</b> (321-0.9)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1079-4.4)		(1179-6.0) (1439-7.0)	

Changes: NEW PROC.

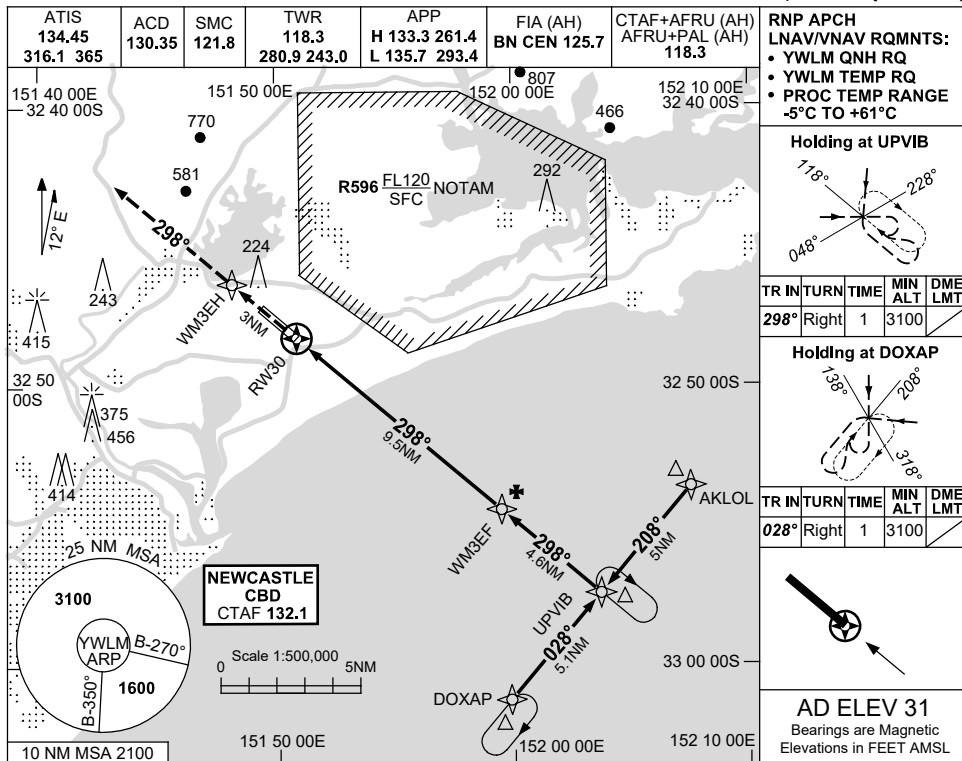
WLMGN05-177

USE QNH

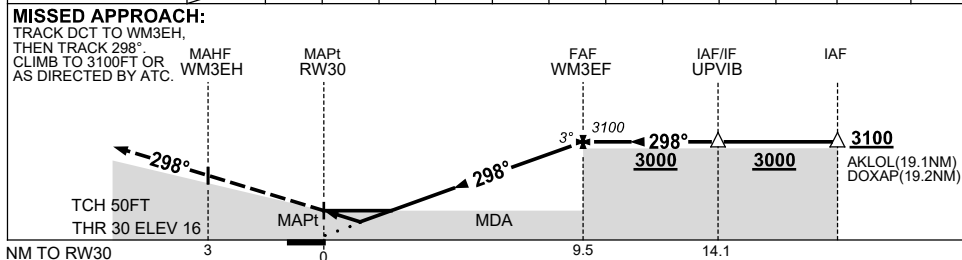
RNP Z RWY 30

30 NOV 2023

**WILLIAMTOWN, NSW (YWLM)**



NM TO NEXT WPT	RW30	1.1	1.7	2	3	4	5	6	7	8	9	WM3EF
ALT (3° APCH PATH)		410	600	700	1020	1340	1660	1980	2300	2610	2930	3100



**NOTES**

1. MAX IAS:  
INITIAL : 230KT.

CATEGORY	A	B	C	D
LNAV/VNAV		410 (394-1.3)		
LNAV		600 (584-2.4)		
CIRCLING	710 (679-2.4)		810 (779-4.0)	1070 (1039-5.0)
ALTERNATE	(1179-4.4)		(1279-6.0)	(1539-7.0)

Changes: NEW PROC.

WLMGN06-177

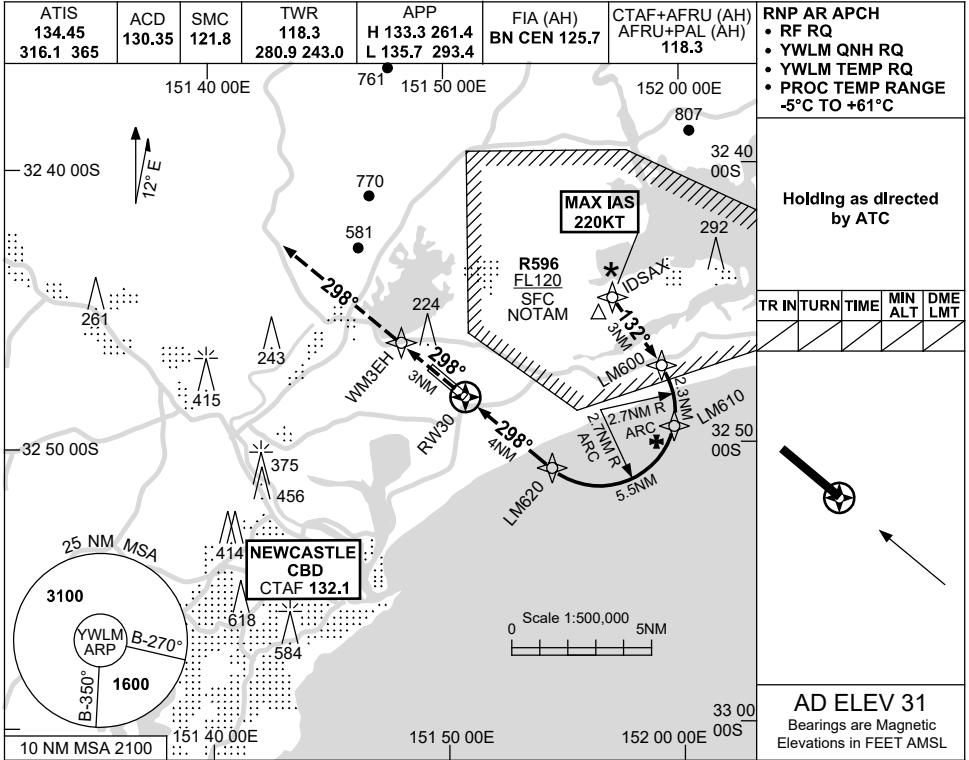
**FOR CASA APPROVED OPERATORS ONLY**

USE QNH

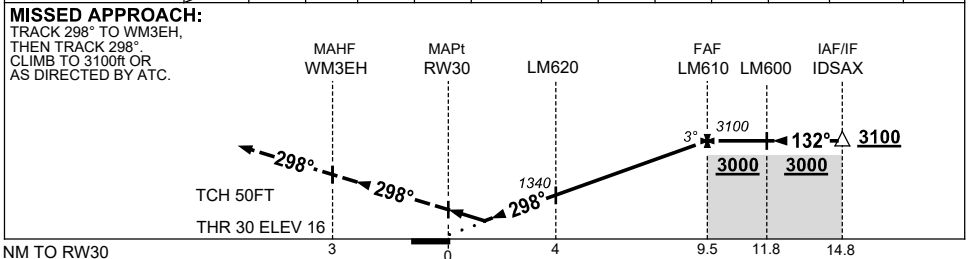
RNP X RWY 30 (AR)

**WILLIAMTOWN, NSW (YWLM)**

30 NOV 2023



NM TO NEXT WPT	RW30	0.9	1.1	2	3	LM620	1	2	3	4	5	LM610
ALT (3° APCH PATH)		350	410	700	1020	1340	1660	1980	2300	2610	2930	3100



**NOTES**

CATEGORY	A	B	C	D
RNP 0.3		<b>410</b> (394-1.3)		
RNP 0.2		<b>350</b> (334-0.9)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1079-4.4)		(1179-6.0)	(1439-7.0)

1. MAX IAS:  
IDSAX: 220KT.
- \*2. APCH NOT AVBL  
WHEN R596 ACT.

Changes: NEW PROC.

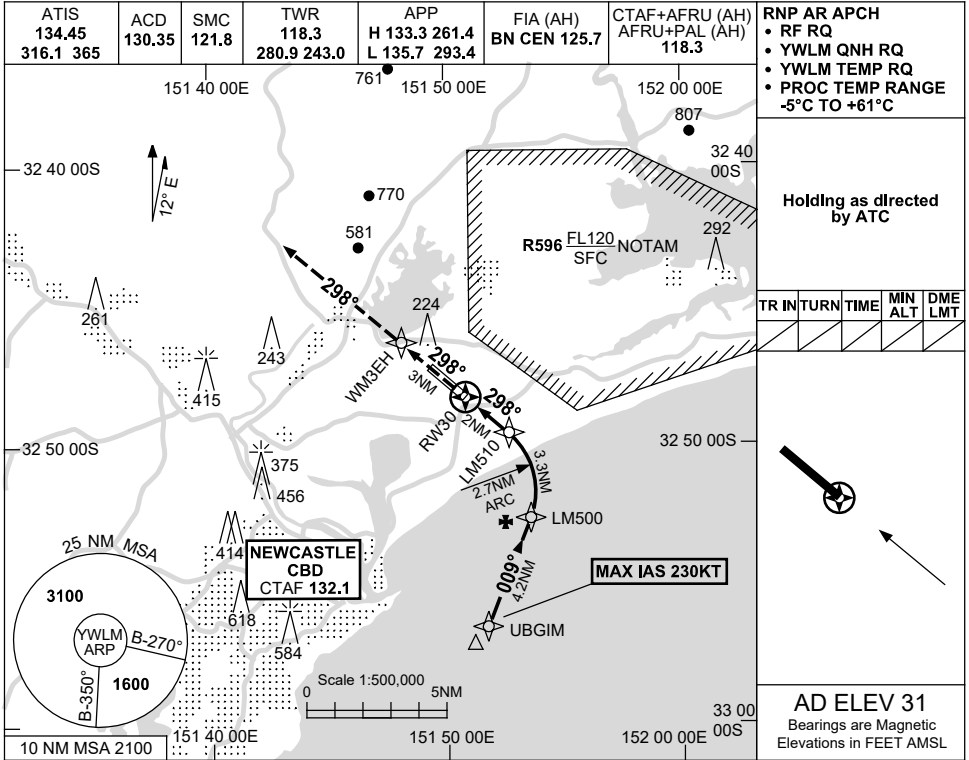
WLMGN07-177

**FOR CASA APPROVED OPERATORS ONLY**  
**USE QNH**

RNP W RWY 30 (AR)

**WILLIAMTOWN, NSW (YWLM)**

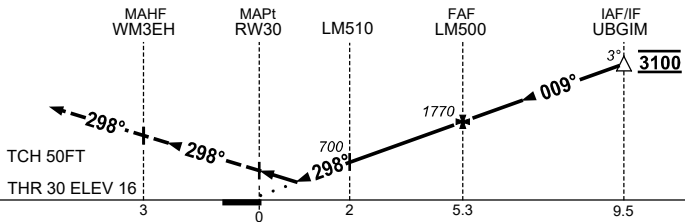
13 JUN 2024



NM TO NEXT WPT	RW30	0.9	1.1	LM510	1	2	3	LM500	1	2	3	4	UBGIM
ALT (3° APCH PATH)		350	410	700	1020	1340	1660	1770	2090	2410	2720	3040	3100

**MISSED APPROACH:**

TRACK 298° TO WM3EH,  
THEN TRACK 298°  
CLIMB TO 3100ft OR  
AS DIRECTED BY ATC.



**NOTES**

1. MAX IAS:  
UBGIM : 230KT.

CATEGORY	A	B	C	D
RNP 0.3		<b>410</b> (394-1.3)		
RNP 0.2		<b>350</b> (334-0.9)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1079-4.4)		(1179-6.0) (1439-7.0)	

Changes: DIST-ALT TABLE, Editorial.

WLMGN08-179

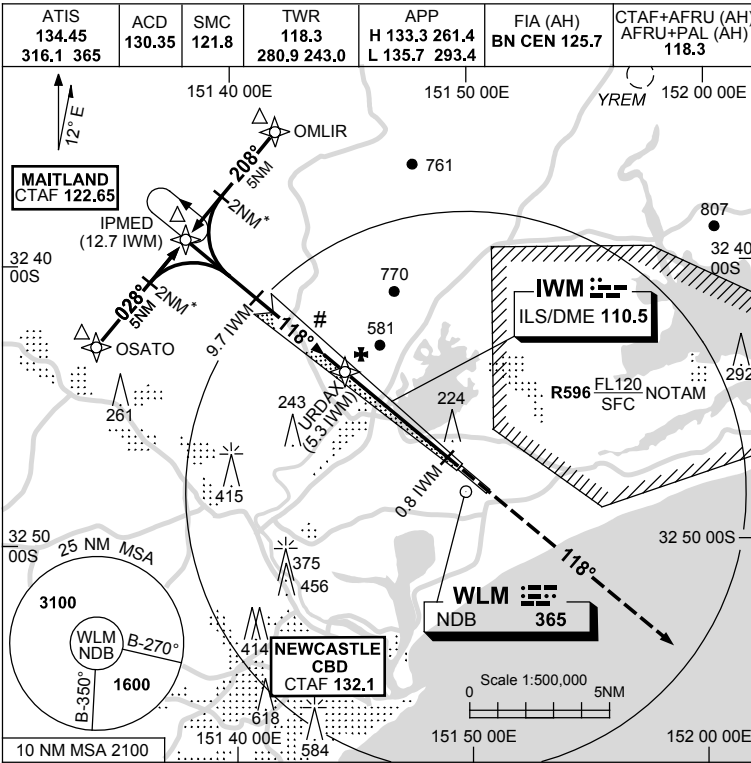


USE QNH

ILS-Z or LOC-Z RWY 12

**WILLIAMTOWN, NSW (YWLM)**

21 MAR 2024



**NAVAID RQ:**

- DME or GNSS (ILS)
- DME (LOC ONLY)
- RNP1

OSATO and OMLIR TRANSITIONS

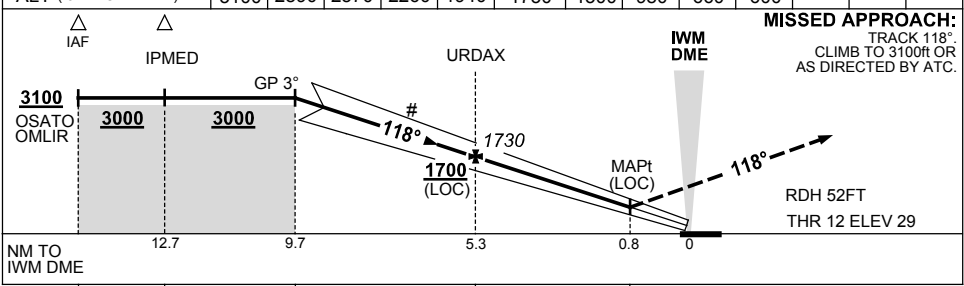
**Holding at IPMED**

TR IN	TURN	TIME	MIN ALT	DME LMT
118°	Left	1	3100	

WLM NDB DME/TACAN

**AD ELEV 31**  
Bearings are Magnetic  
Elevations in FEET AMSL

NM TO IWM DME	9.7	9	8	7	6	URDAX	4	3	2	1.8			
ALT (3° APCH PATH)	3100	2890	2570	2260	1940	1730	1300	980	660	600			



**MISSED APPROACH:**

TRACK 118°  
CLIMB TO 3100ft OR  
AS DIRECTED BY ATC.

RDH 52FT  
THR 12 ELEV 29

NM TO IWM DME	12.7	9.7	5.3	0.8	0
NM TO THR 12	17.5	12.5	9.5	5.2	0.6

CATEGORY	A	B	C	D
S-I ILS		330 (301) 0.8		
S-I LOC		600 (569-2.3)		
CIRCLING	710 (679-2.4)		810 (779-4.0)	1070 (1039-5.0)
ALTERNATE	(1179-4.4)		(1279-6.0)	(1539-7.0)

- NOTES**
1. MAX IAS:  
INITIAL : 230KT.
  2. ACFT MAY BE RADAR  
VECTORED TO  
INTERCEPT FINAL  
APCH.
  - \* 3. LEAD-IN POINTS FOR  
GUIDANCE ONLY.

Changes: S-I ILS VIS.

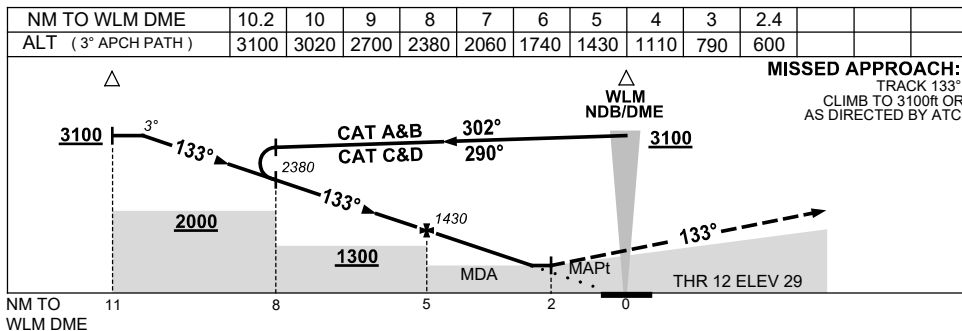
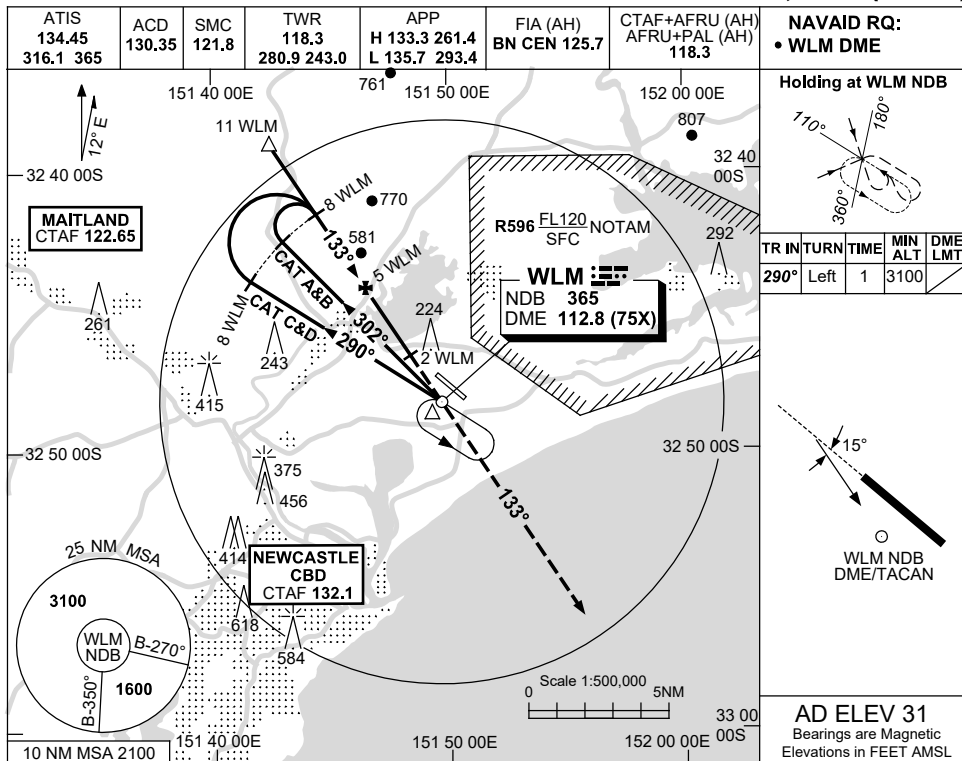
WLMII01-178

USE QNH

NDB RWY 12

28 NOV 2024

WILLIAMTOWN, NSW (YWLM)



CATEGORY	A	B	C	D
S-I NDB/DME	<b>600 (569-3.2)</b>			
CIRCLING	<b>710 (679-2.4)</b>		<b>810 (779-4.0)</b>	<b>1070 (1039-5.0)</b>
ALTERNATE	(1179-4.4)		(1279-6.0)	(1539-7.0)

1. MAX IAS:  
INITIAL : 210KT.

Changes: DME FREQ, Editorial.

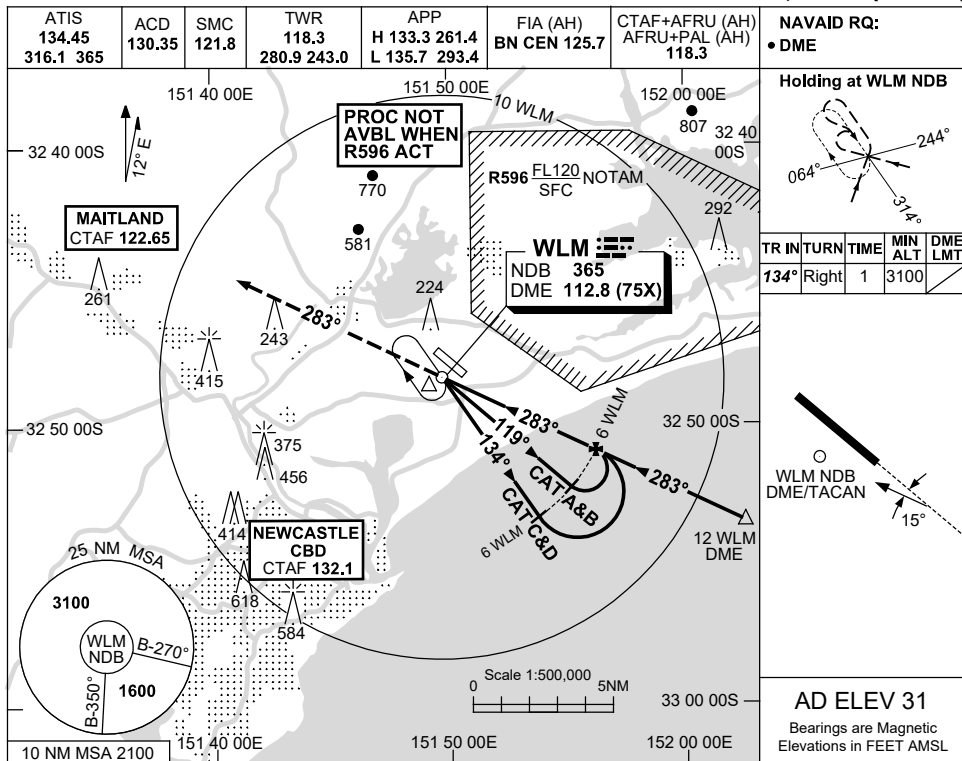
WLMNB01-181

USE QNH

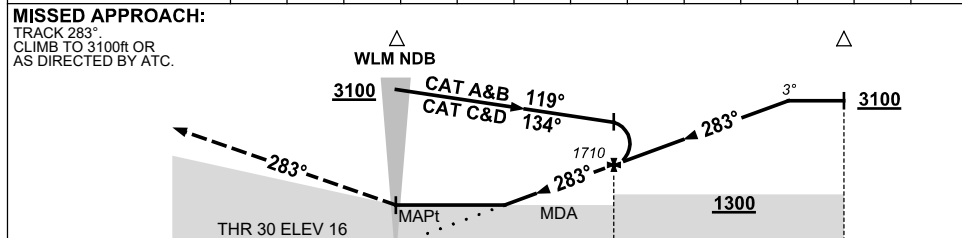
NDB RWY 30

28 NOV 2024

**WILLIAMTOWN, NSW (YWLM)**



NM TO WLM DME	2.7	3	4	5	6	7	8	9	10	10.4			
ALT (3° APCH PATH)	660	750	1070	1390	1710	2030	2350	2670	2990	3100			



NM TO WLM DME      0      6      12

**NOTES**

CATEGORY	A	B	C	D
S-I NDB/DME	<b>660 (644-3.7)</b>			
CIRCLING	<b>710 (679-2.4)</b>		<b>810 (779-4.0)</b>	<b>1070 (1039-5.0)</b>
ALTERNATE	(1179-4.4)		(1279-6.0)	(1539-7.0)

1. MAX IAS:  
INITIAL : 210KT.
2. ACFT MAY BE RADAR  
VECTORED TO FAF.
3. **CAUTION:**  
MAP OVERLAYS  
MAITLAND RNP W  
MAP.

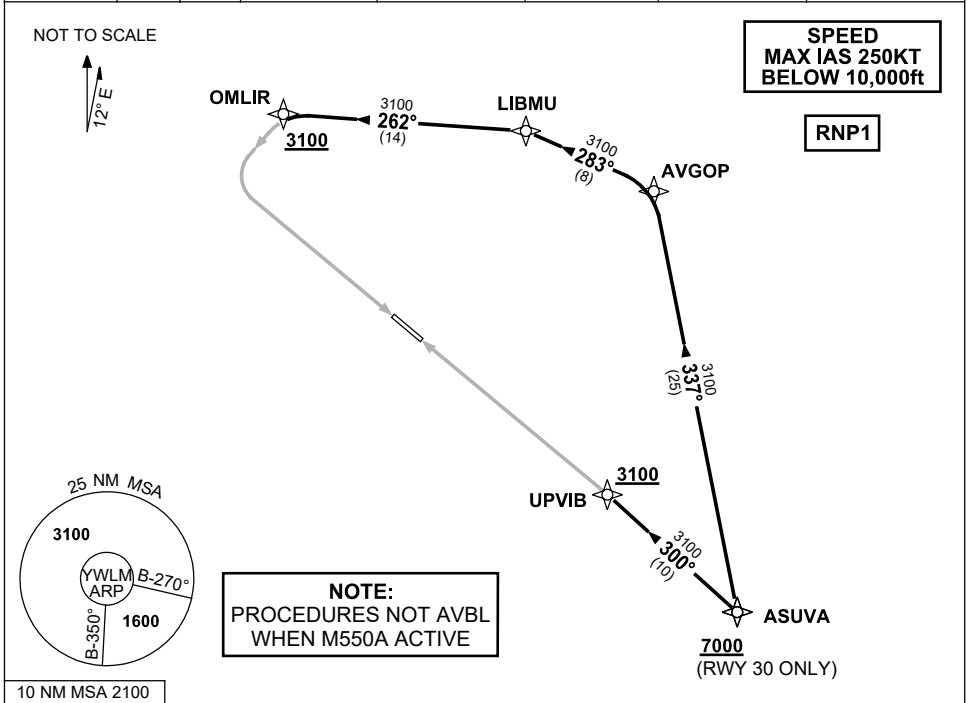
Changes: DME FREQ, Editorial.

WLMNB04-181

**STANDARD ARRIVAL ROUTE (STAR)  
ASUVA ONE ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: ASUVA ONE**

**RWY 12:**

- From ASUVA track 337° to AVGOP
- Turn LEFT, track 283° to LIBMU
- Turn LEFT, track 262° to OMLIR
- **Cross** OMLIR AT or ABV 3100ft
- Track via ILS Z RWY 12 or RNP Z RWY 12 or LOC Z RWY 12

**RWY 30:**

- **Cross** ASUVA AT or ABV 7000ft
- From ASUVA track 300° to UPVIB
- **Cross** UPVIB AT or ABV 3100ft
- Track via RNP Z RWY 30

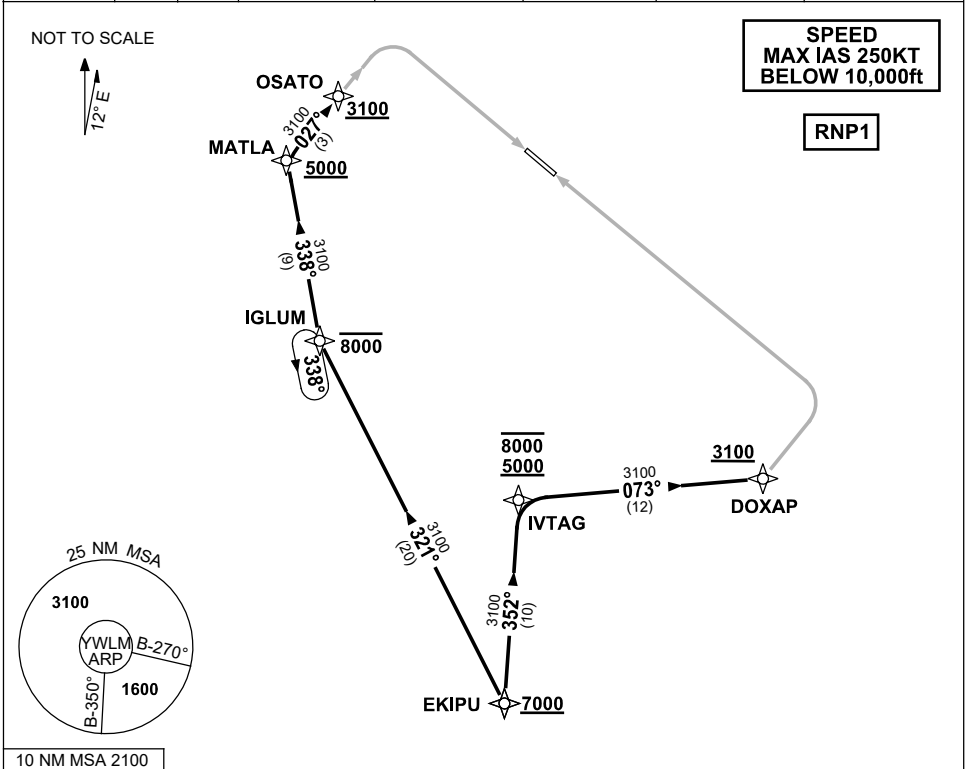
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**STANDARD ARRIVAL ROUTE (STAR)  
EKIPU TWO ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: EKIPU TWO**  
**Cross** EKIPU AT or ABV 7000ft, then

**RWY 12:**

- From EKIPU track 321° to IGLUM  
**Cross** IGLUM AT or BLW 8000ft
- Turn RIGHT, track 338° to MATLA  
**Cross** MATLA AT or ABV 5000ft
- Turn RIGHT, track 027° to OSATO  
**Cross** OSATO AT or ABV 3100ft
- Track via ILS Z RWY 12 or  
RNP Z RWY 12 or LOC Z RWY 12

**RWY 30:**

- From EKIPU track 352° to IVTAG  
**Cross** IVTAG BTN 5000ft and 8000ft
- Turn RIGHT, track 073° to DOXAP  
**Cross** DOXAP AT or ABV 3100ft
- Track via RNP Z RWY 30

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

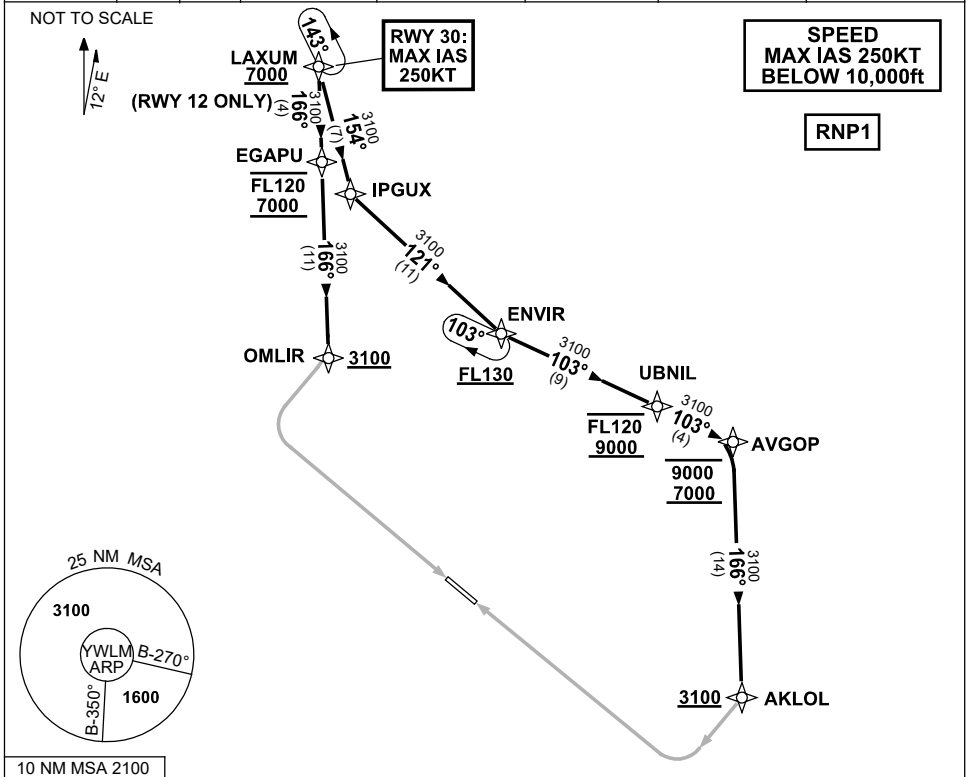
Changes: EKIPU ALT, VALIDITY NR.

WLMSR02-179

**STANDARD ARRIVAL ROUTE (STAR)  
LAXUM TWO ALPHA ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: LAXUM TWO ALPHA**

**RWY 12:**

- **Cross** LAXUM AT or ABV 7000ft, then
- From LAXUM track 166° to EGAPU
- **Cross** EGAPU BTN 7000ft and FL120
- Track 166° to OMLIR
- **Cross** OMLIR AT or ABV 3100ft
- Track via ILS Z RWY 12 or RNP Z RWY 12 or LOC Z RWY 12

**RWY 30:**

- MAX IAS 250KT from LAXUM
- From LAXUM, track 154° to IPGUX
- Turn LEFT, track 121° to ENVIR
- **Cross** ENVIR AT or ABV FL130
- Turn LEFT, track 103° to UBNIL
- **Cross** UBNIL BTN 9000FT and FL120
- Track 103° to AVGOP
- **Cross** AVGOP BTN 7000ft and 9000ft
- Turn RIGHT, track 166° to AKLLOL
- **Cross** AKLLOL AT or ABV 3100ft
- Track via RNP Z RWY 30

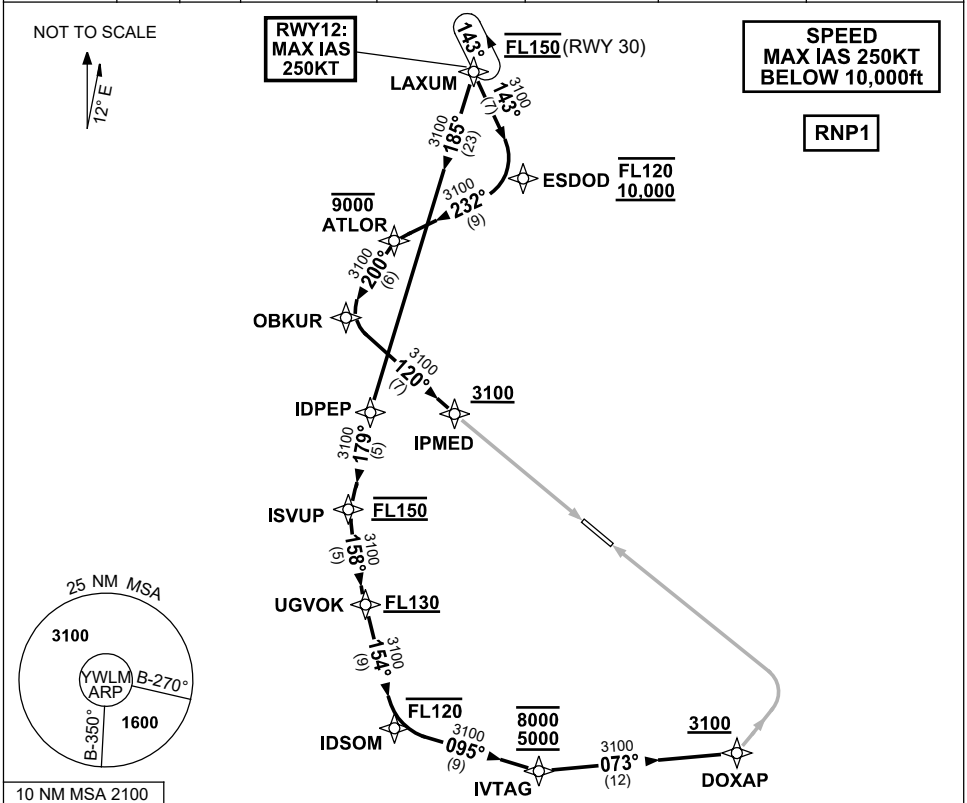
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

**STANDARD ARRIVAL ROUTE (STAR)  
LAXUM TWO BRAVO ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

13 JUN 2024

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: LAXUM TWO BRAVO**

**RWY 12:**

- MAX IAS 250KT from LAXUM
- From LAXUM track 143° to ESDOD  
Cross ESDOD BTN 10,000ft and FL120
- Turn RIGHT, track 232° to ATLOR  
Cross ATLOR AT or BLW 9000ft
- Turn LEFT, track 200° to OBKUR
- Turn LEFT, track 120° to IPMED  
Cross IPMED AT or ABV 3100ft
- Track via ILS Z RWY 12 or  
RNP Z RWY 12 or LOC Z RWY 12

**RWY 30:**

- Cross LAXUM at FL150
- From LAXUM track 185° to IDPEP
- Turn LEFT, track 179° to ISVUP  
Cross ISVUP AT FL150
- Turn LEFT, track 158° to UGVOK  
Cross UGVOK AT or ABV FL130
- Turn LEFT, track 154° to IDSOM  
Cross IDSOM AT or BLW FL120
- Turn LEFT, track 095° to IVTAG  
Cross IVTAG BTN 5000ft and 8000ft
- Turn LEFT, track 073° to DOXAP  
Cross DOXAP AT or ABV 3100ft
- Track via RNP Z RWY 30

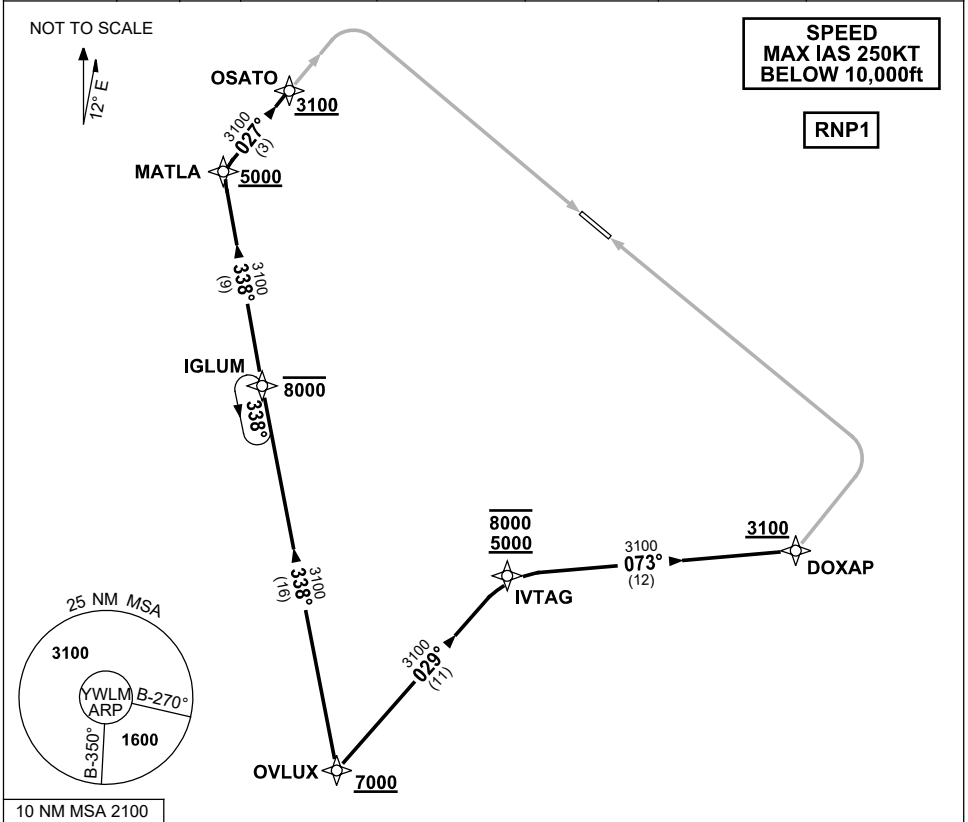
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**STANDARD ARRIVAL ROUTE (STAR)  
OVLUX TWO ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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- ARRIVAL: OVLUX TWO**  
**Cross OVLUX AT or ABV 7000ft, then RWY 12:**
- From OVLUX track 338° to IGLUM  
**Cross IGLUM AT or BLW 8000ft**
  - Track 338° to MATLA  
**Cross MATLA AT or ABV 5000ft**
  - Turn RIGHT, track 027° to OSATO  
**Cross OSATO AT or ABV 3100ft**
  - Track via ILS Z RWY 12 or RNP Z RWY 12 or LOC Z RWY 12
- RWY 30:**
- From OVLUX track 029° to IVTAG  
**Cross IVTAG BTN 5000ft and 8000ft**
  - Turn RIGHT, track 073° to DOXAP  
**Cross DOXAP AT or ABV 3100ft**
  - Track via RNP Z RWY 30

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

Changes: OVLUX ALT, VALIDITY NR.

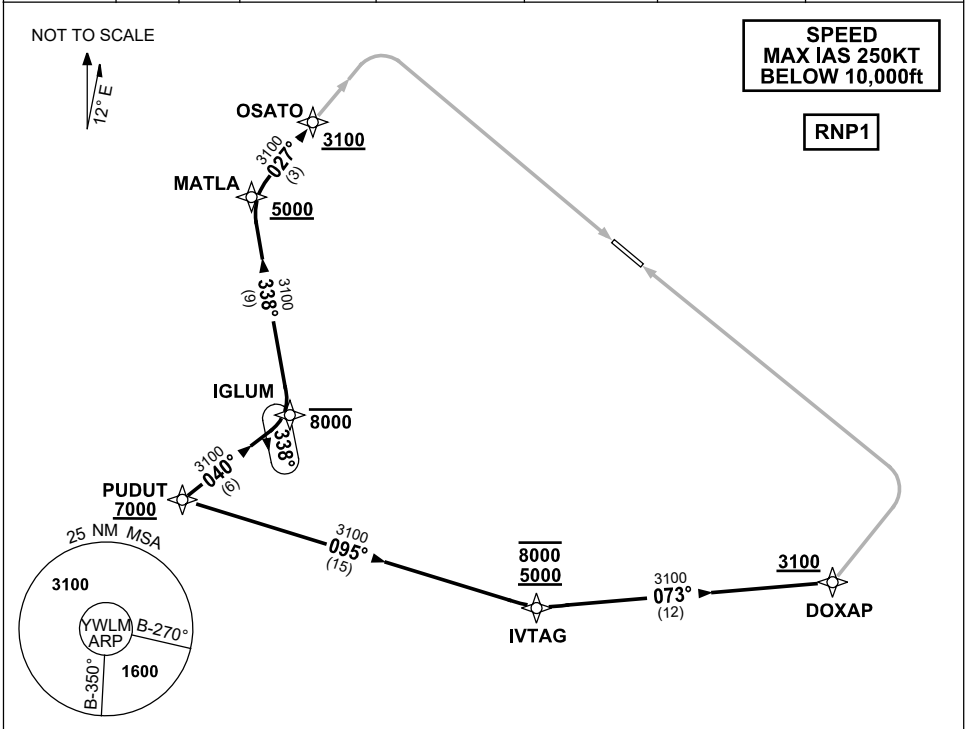
WLMSR05-179



**STANDARD ARRIVAL ROUTE (STAR)  
PUDUT ONE ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: PUDUT ONE**

**Cross** PUDUT AT or ABV 7000ft, then

**RWY 12:**

- From PUDUT track 040° to IGLUM  
**Cross** IGLUM AT or BLW 8000ft
- Turn LEFT, track 338° to MATLA  
**Cross** MATLA AT or ABV 5000ft
- Turn RIGHT, track 027° to OSATO  
**Cross** OSATO AT or ABV 3100ft
- Track via ILS Z RWY 12 or  
RNP Z RWY 12 or LOC Z RWY 12

**RWY 30:**

- From PUDUT track 095° to IVTAG  
**Cross** IVTAG BTN 5000ft and 8000ft
- Turn LEFT, track 073° to DOXAP  
**Cross** DOXAP AT or ABV 3100ft
- Track via RNP Z RWY 30

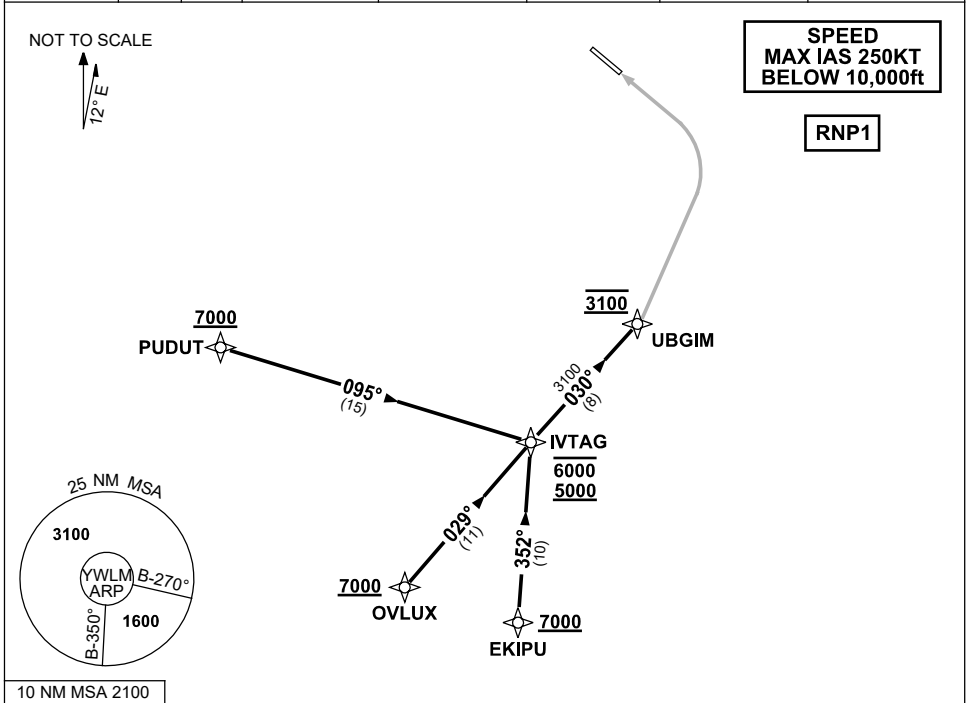
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

STANDARD ARRIVAL ROUTE (STAR)  
 IVTAG ONE ROMEO (RNAV) RWY 30  
 WILLIAMTOWN, NSW (YWLM)

13 JUN 2024

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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10 NM MSA 2100

**TRANSITIONS:**

**PUDUT:**

- **Cross PUDUT AT or ABV 7000ft**
- From PUDUT track 095° to IVTAG

**OVLUX:**

- **Cross OVLUX AT or ABV 7000ft**
- From OVLUX track 029° to IVTAG

**EKIPU:**

- **Cross EKIPU AT or ABV 7000ft**
- From EKIPU track 352° to IVTAG

**ARRIVAL: IVTAG ONE ROMEO RWY 30**

- **Cross IVTAG BTN 5000ft and 6000ft**
- From IVTAG track 030° to UBGIM
- **Cross UBGIM AT 3100ft**
- Track via RNP W RWY 30 (AR)

**THEN FOLLOW ARRIVAL INSTRUCTION**

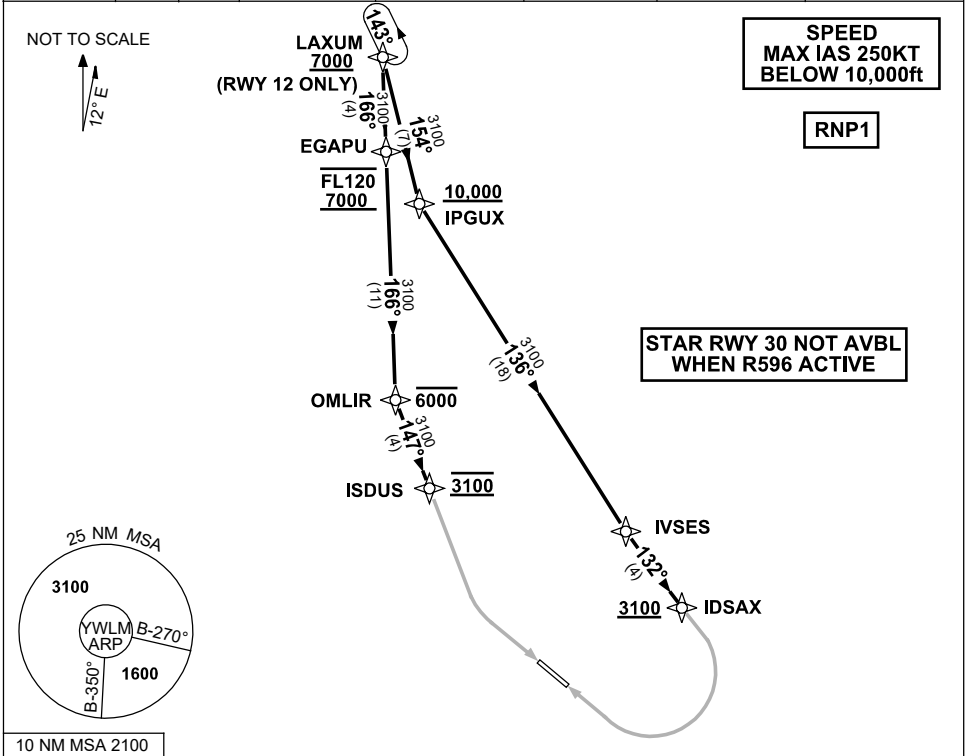
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**STANDARD ARRIVAL ROUTE (STAR)  
LAXUM TWO ROMEO ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: LAXUM TWO ROMEO**

**RWY 12:**

- **Cross** LAXUM AT or ABV 7000ft, then
- From LAXUM track 166° to EGAPU
- **Cross** EGAPU BTN 7000ft and FL120
- Track 166° to OMLIR
- **Cross** OMLIR AT or BLW 6000ft
- Turn LEFT, track 147° to ISDUS
- **Cross** ISDUS AT 3100ft
- Track via RNP X RWY 12 (AR)

**RWY 30:**

- From LAXUM track 154° to IPGUX
- **Cross** IPGUX AT or ABV 10,000ft
- Turn LEFT, track 136° to IVSES
- Turn LEFT, track 132° to IDSAX
- **Cross** IDSAX AT or ABV 3100ft
- Track via RNP X RWY 30 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

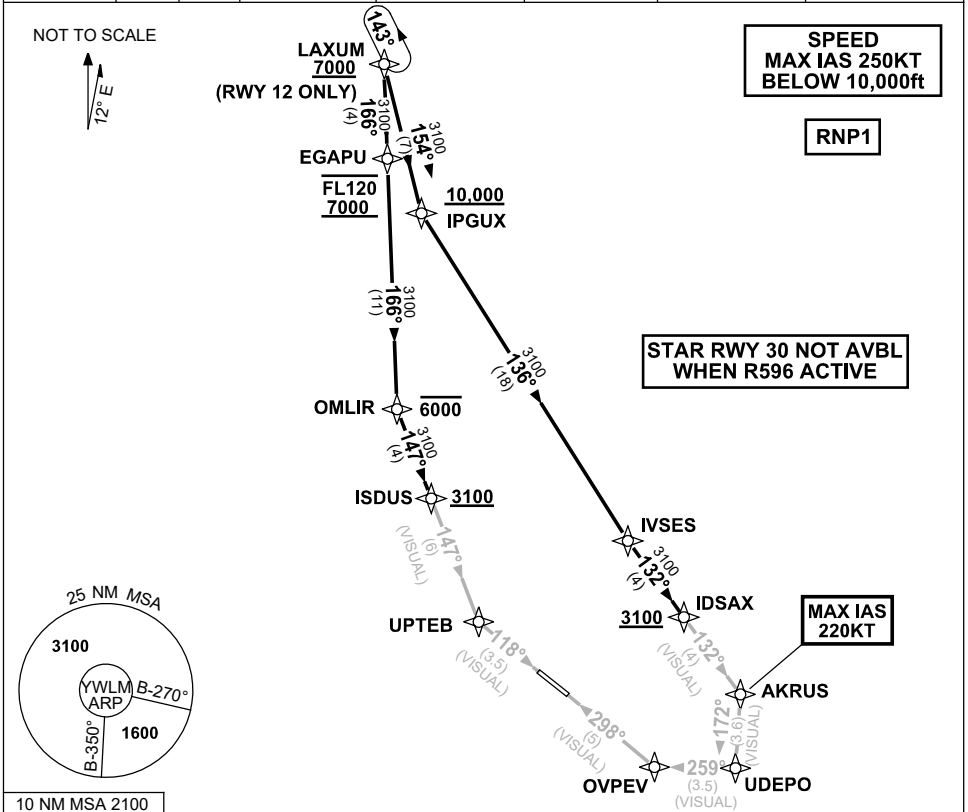
Changes: LAXUM, IDSAX ALT RQMNTS, VALIDITY NR.

WLMSR08-179

**STANDARD ARRIVAL ROUTE (STAR)  
LAXUM TWO VICTOR ARRIVAL (RNAV) RWY 12/30  
WILLIAMTOWN, NSW (YWLM)**

**13 JUN 2024**

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**ARRIVAL: LAXUM TWO VICTOR**

**RWY 12:**

- **Cross** LAXUM AT or ABV 7000ft, then
- From LAXUM track 166° to EGAPU
- **Cross** EGAPU BTN 7000ft and FL120
- Track 166° to OMLIR
- **Cross** OMLIR AT or BLW 6000ft
- Turn LEFT, track 147° to ISDUS
- **Cross** ISDUS AT or ABV 3100ft
- Track 147° VISUAL to UPTEB for 3.5NM VISUAL final.

**RWY 30:**

- From LAXUM track 154° to IPGUX
- **Cross** IPGUX AT or ABV 10,000ft
- Turn LEFT, track 136° to IVSES
- Turn LEFT, track 132° to IDSAX
- **Cross** IDSAX AT or ABV 3100ft
- Track 132° VISUAL to AKRUS
- **Cross** AKRUS AT or ABV 3100ft
- MAX IAS 220KT from AKRUS
- Turn RIGHT, track 172° VISUAL to UDEPO
- Turn RIGHT, track 259° VISUAL to OVPEV for 5NM VISUAL final.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

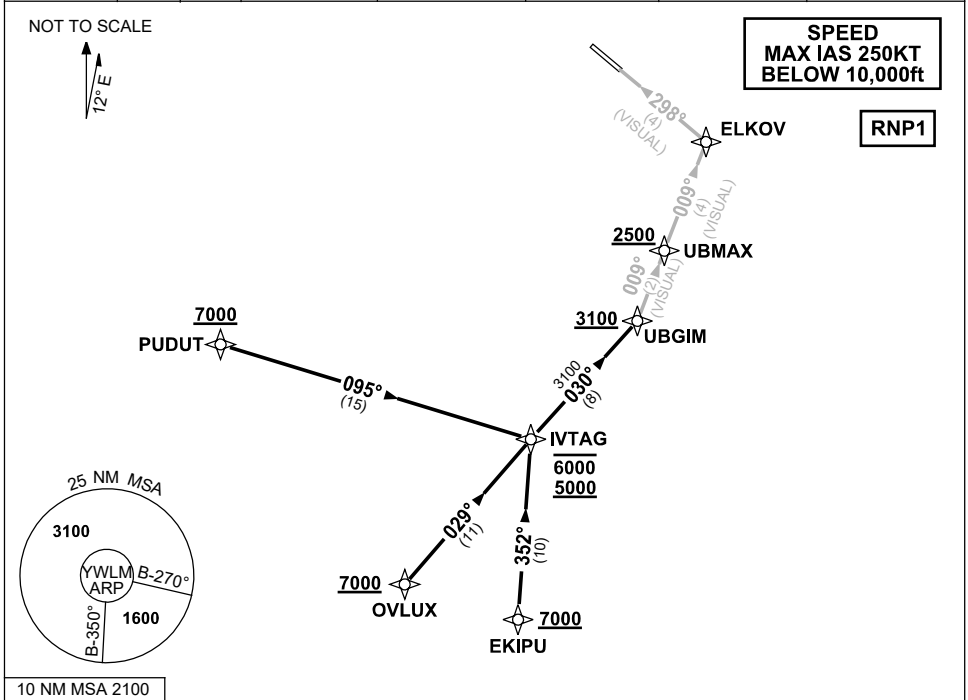
Changes: LAXUM ALT RQMNTS, VALIDITY NR, Editorial.

WLMSR09-179

**STANDARD ARRIVAL ROUTE (STAR)  
 IVTAG ONE VICTOR (RNAV) RWY 30  
 WILLIAMTOWN, NSW (YWLM)**

13 JUN 2024

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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**TRANSITIONS:**

**PUDUT:**

- **Cross** PUDUT AT or ABV 7000ft
- From PUDUT track 095° to IVTAG

**OVLUX:**

- **Cross** OVLUX AT or ABV 7000ft
- From OVLUX track 029° to IVTAG

**EKIPU:**

- **Cross** EKIPU AT or ABV 7000ft
- From EKIPU track 352° to IVTAG

**ARRIVAL: IVTAG ONE VICTOR RWY 30**

- **Cross** IVTAG BTN 5000ft and 6000ft
- From IVTAG track 030° to UBGIM
- **Cross** UBGIM AT or ABV 3100ft
- Turn LEFT, track 009° VISUAL to UBMAX
- **Cross** UBMAX AT or ABV 2500ft
- Track 009° to ELKOV for 4NM VISUAL final.

**THEN FOLLOW ARRIVAL INSTRUCTION**

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.