

AD ELEV 31

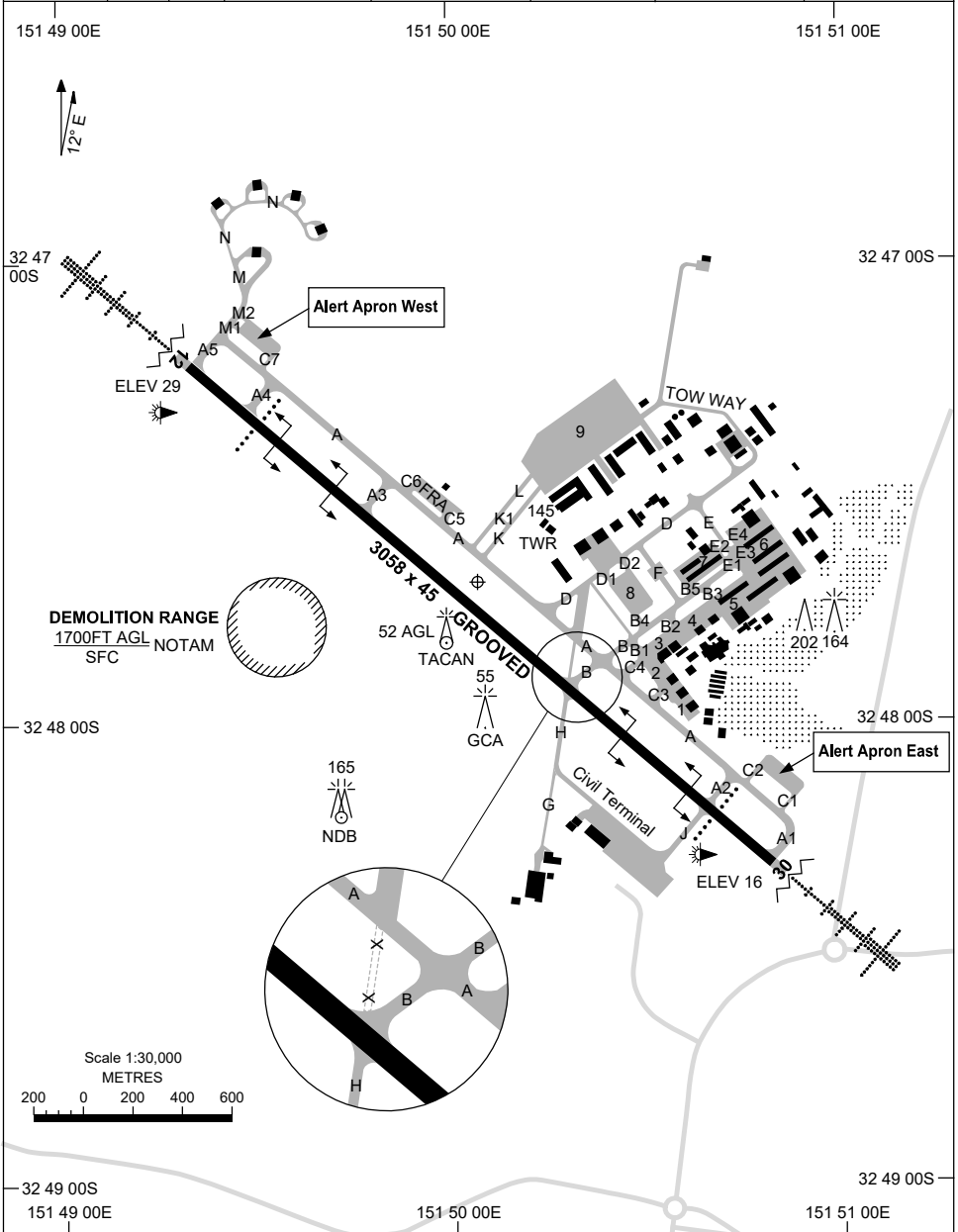
32 47 42S 151 50 04E

AERODROME CHART - Page 1

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



Changes: APP FREQ, Editorial.

WLMAD01-177

30 NOV 2023

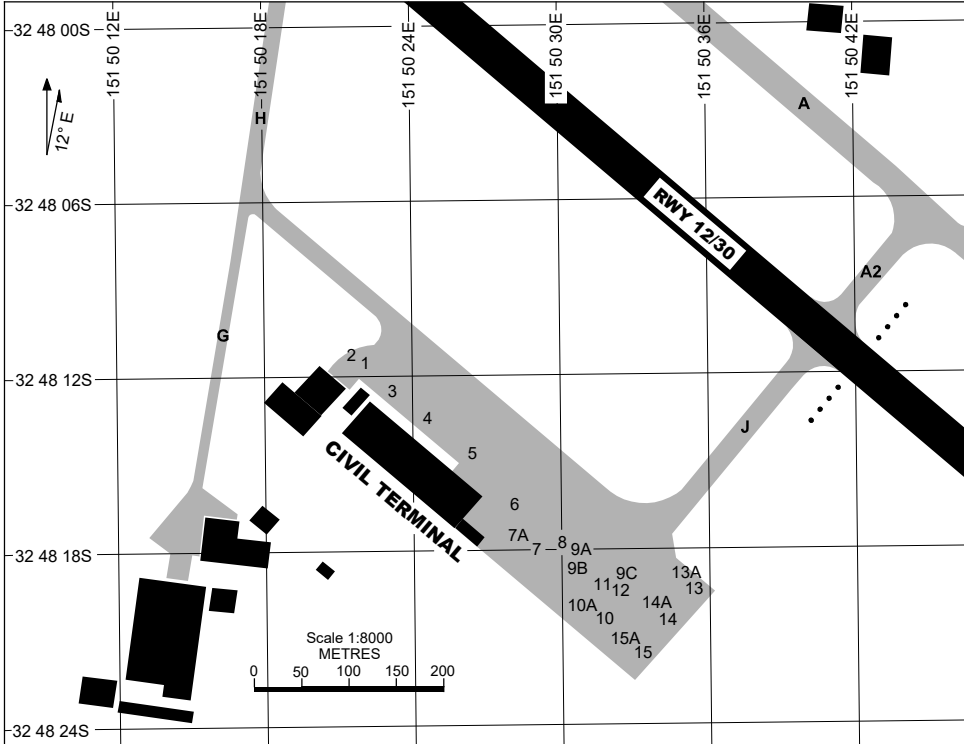
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|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|
| ATIS 134.45 316.1 365 | ACD 130.35 | SMC 121.8 | 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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|--|--|--|--|--|--|--|--|
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|--|--|--|--|--|--|--|--|

| | | | | | | | |
|---|---|--|--|--|--|--|--|
| RWY | AERODROME LIGHTING | | | | | | |
| | TAXIWAYS : GREEN CENTRELINE RL : AFRU+PAL (AH) 118.3 , MAN , SDBY (15 SEC) * , PTBL (120 MIN PN) | | | | | | |
| 12 ¹¹⁸ 298 30 | PAPI 3.0° 50FT HIRL HIAL - CAT I SFL PAPI 3.0° 50FT HIRL HIAL - CAT I SFL | | | | | | |
| | | | | | | | |

| | | | | | | | |
|---|--|--|--|--|--|--|--|
| <p>NOTES</p> <p>* 1. DOES NOT SUPPORT TKOF BLW 800M VIS.</p> | | | | | | | |
|---|--|--|--|--|--|--|--|

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)

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 |
|------------------------------------|----------------------|---------------------|------------------------------------|---------------------------------------|--------------------------|---|----------------------------------|

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 110.2 (39X)

AD ELEV 31

WMD TO WLM

089°
WLM NDB

3100
2100
1100
1460
MDA
MAPt
045°
WLM NDB

MISSED APPROACH:

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

| | | | | | | | | | | | | | |
|------------------------|--------------|------|------|------------|------|-------------|-----|--|--|--|--|--|--|
| NM TO WLM NDB | 15 | 8 | 5 | 0 | | | | | | | | | |
| CIRCLING MINIMA | 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**

3100
2100
1000
2180
1860
MDA
MAPt
045°
NDB

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.

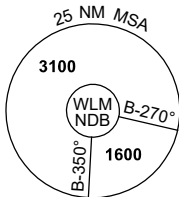
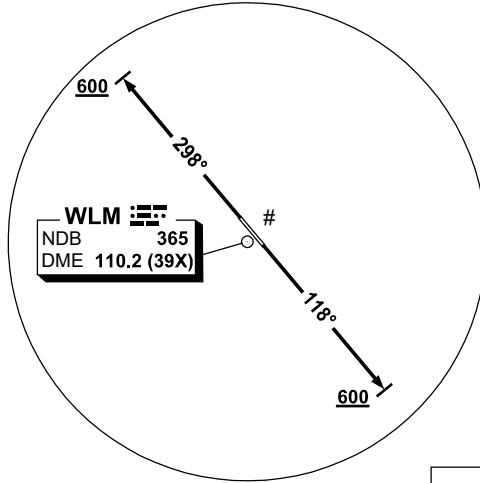
| | | | | | | | | | | | | | |
|------------------------|--------------|------|------|------------|------|-------------|------|------|-----|-----|-----|--|--|
| NM TO WLM NDB | 25 | 15 | 9 | 5 | 4 | 0 | | | | | | | |
| CIRCLING MINIMA | A,B: 720-2.4 | | | C: 810-4.0 | | D: 1070-5.0 | | | | | | | |
| NM 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)**

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|

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

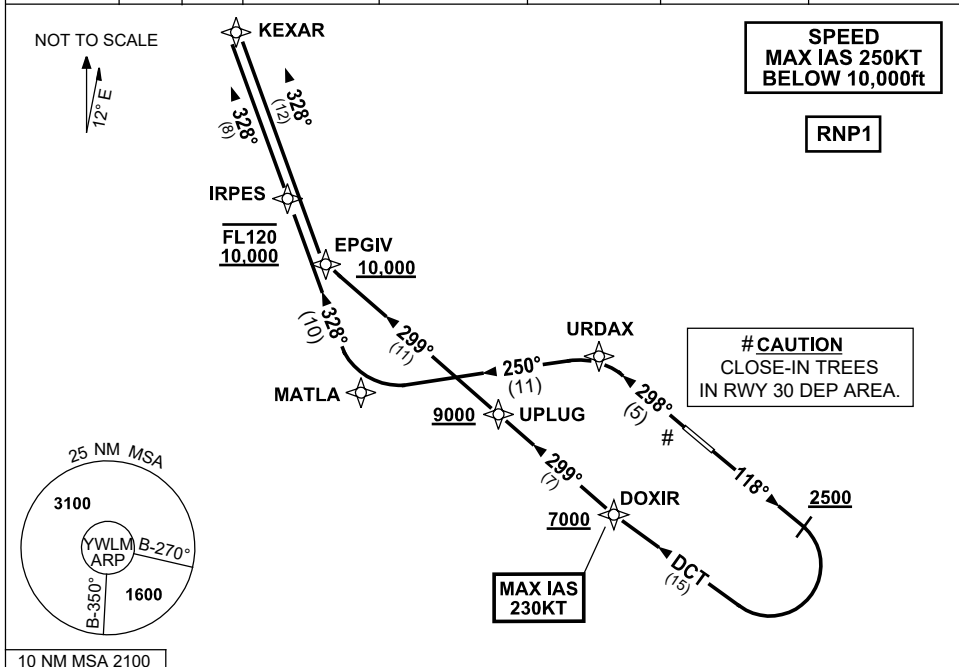
Changes: CAUTION NOTE, APP FREQ, Editorial.

WLM DP01-177

**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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

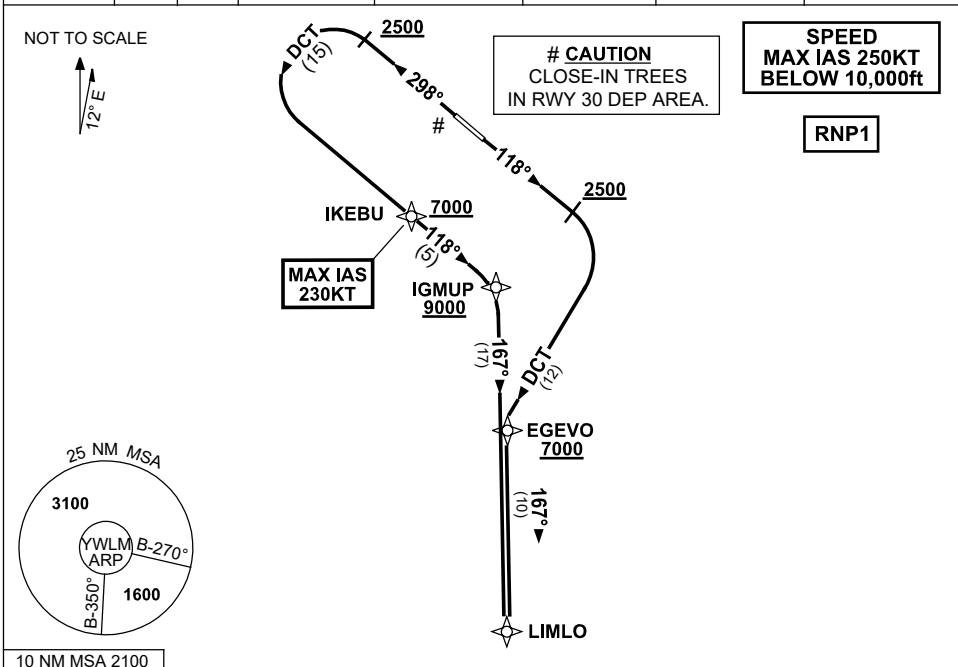
On recognition of communication failure:

- 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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

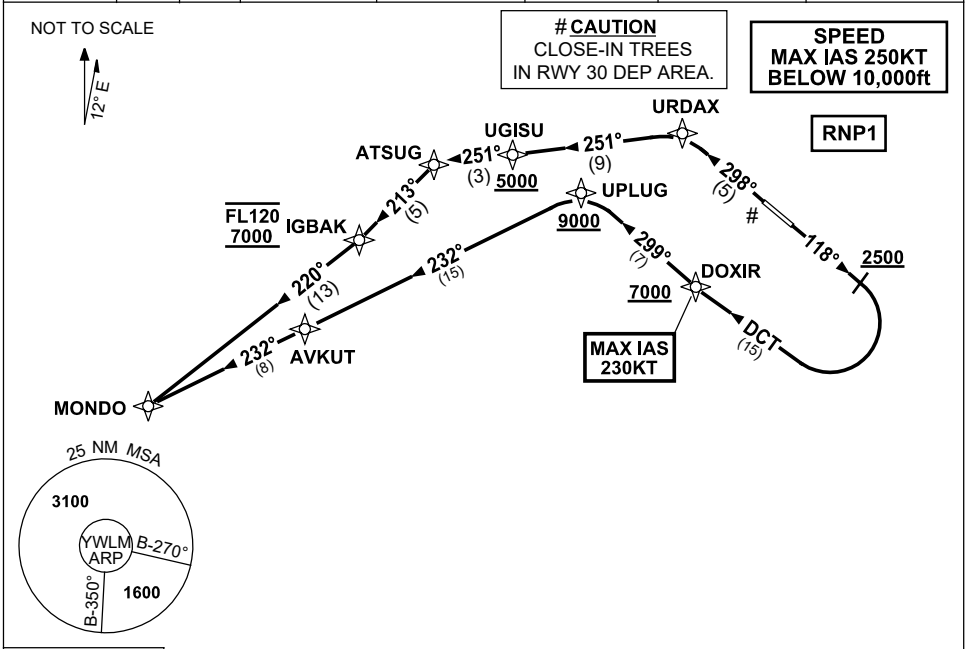
Changes: NEW PROC.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



10 NM MSA 2100

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 FL 120
- 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

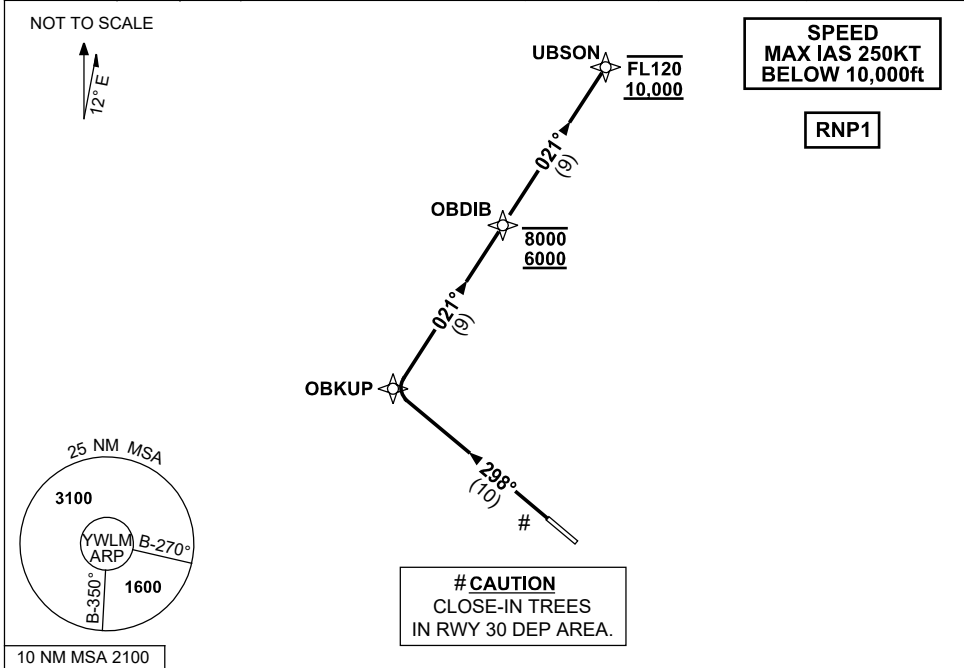
Changes: NEW PROC.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

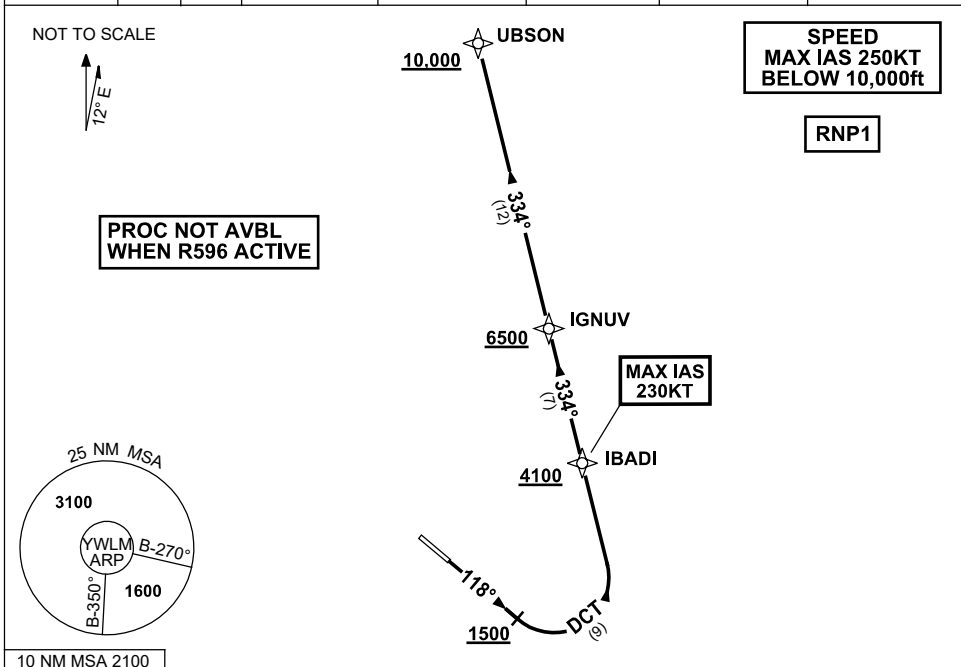
Changes: NEW PROC.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

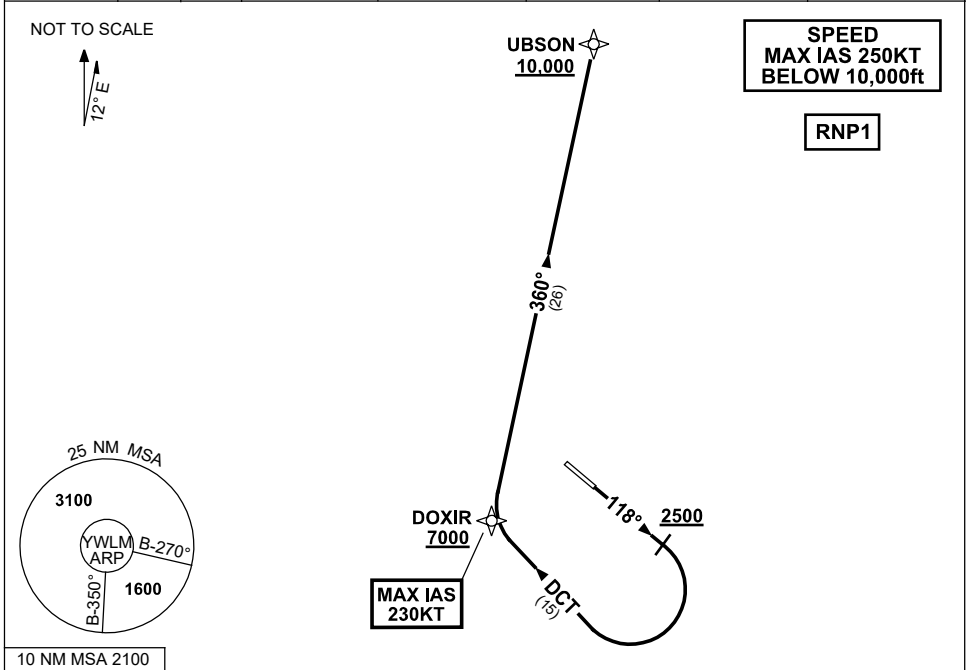
Changes: NEW PROC.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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.

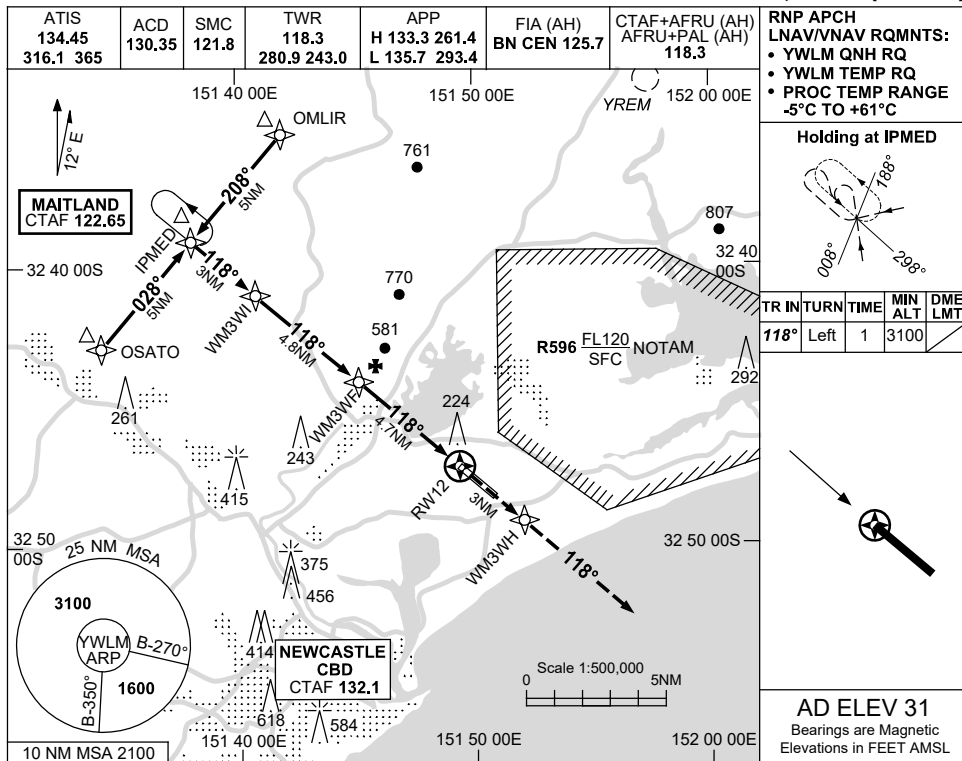
WLM DP11-177

USE QNH

RNP Z RWY 12

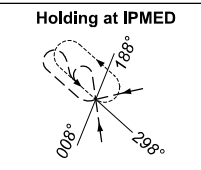
30 NOV 2023

WILLIAMTOWN, NSW (YWLM)

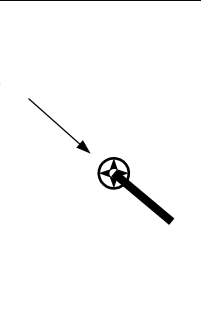


RNP APCH LNAV/VNAV RQMNTS:

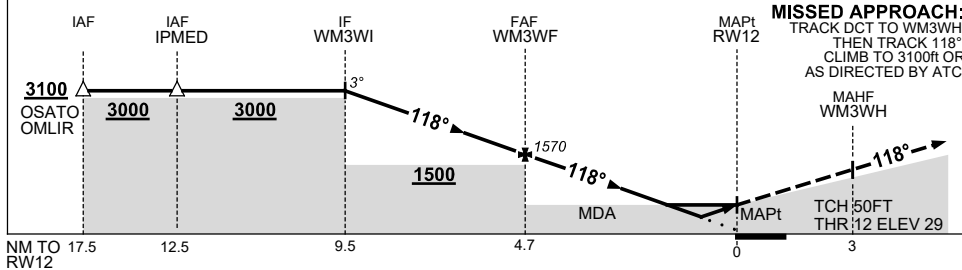
- YWLM QNH RQ
- YWLM TEMP RQ
- PROC TEMP RANGE -5°C TO +61°C



| 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.

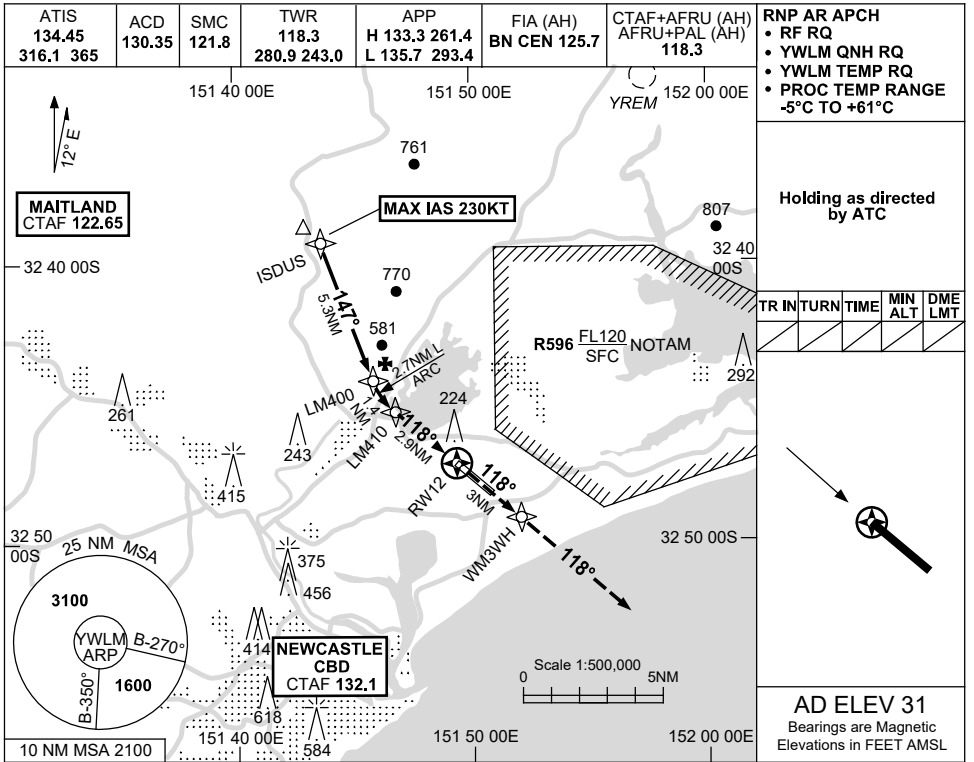
WLMGN04-177

FOR CASA APPROVED OPERATORS ONLY
USE QNH

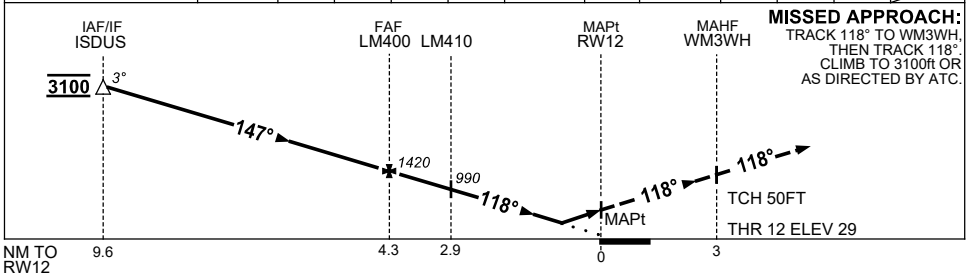
RNP X RWY 12 (AR)

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 | | 390 (361-1.1) | | |
| RNP 0.15 | | 350 (321-0.9) | | |
| CIRCLING | NOT AUTHORISED | | | |
| ALTERNATE | (1079-4.4) | | (1179-6.0) (1439-7.0) | |

Changes: NEW PROC.

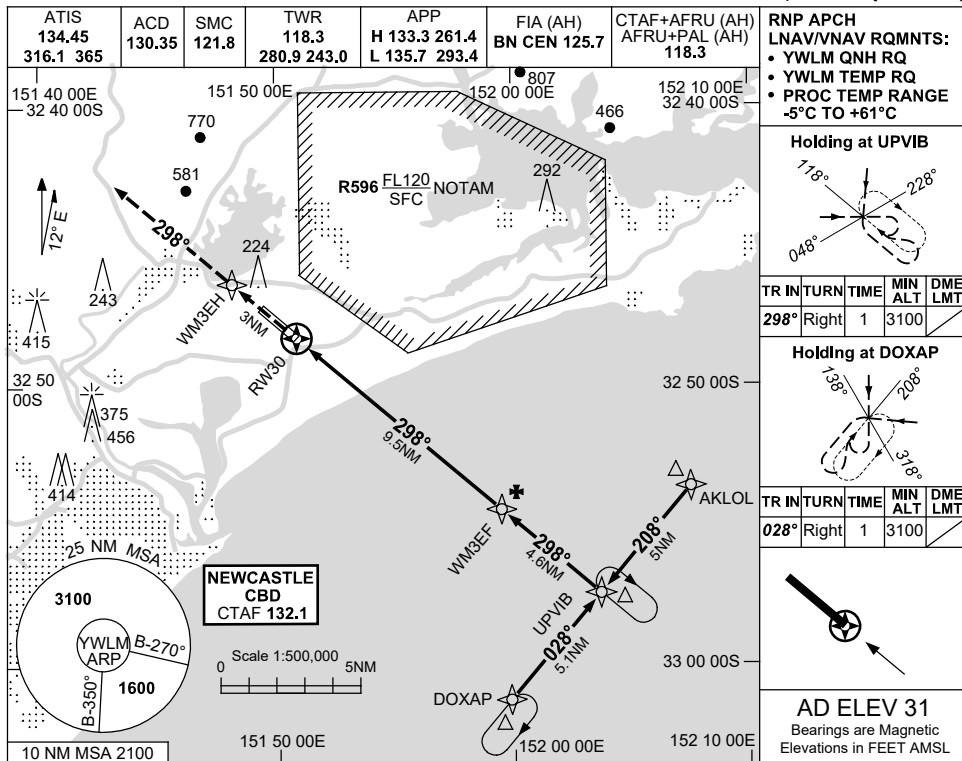
WLMGN05-177

USE QNH

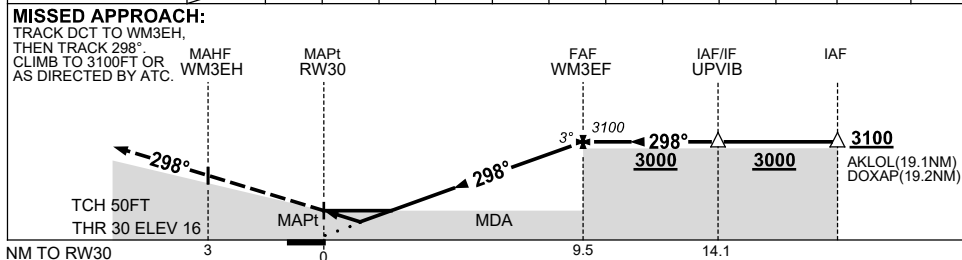
RNP Z RWY 30

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



| | | | | | | | | | | | | |
|--------------------|------|-----|-----|-----|------|------|------|------|------|------|------|-------|
| NM TO NEXT WPT | RW30 | 1.1 | 1.7 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | WM3EH |
| 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

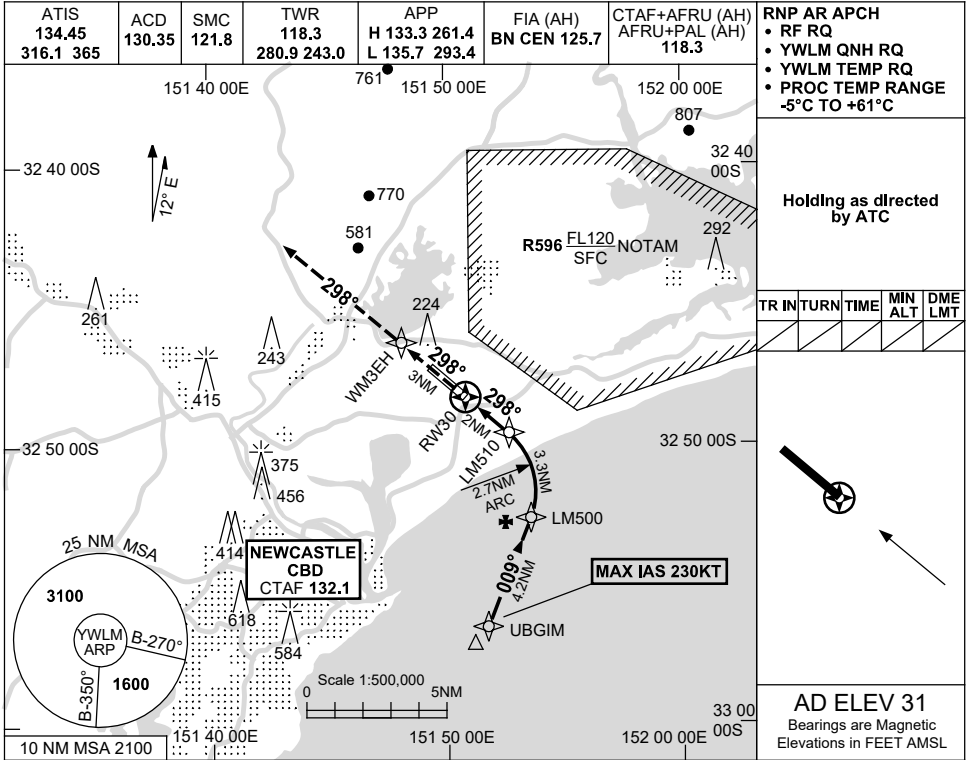
FOR CASA APPROVED OPERATORS ONLY

USE QNH

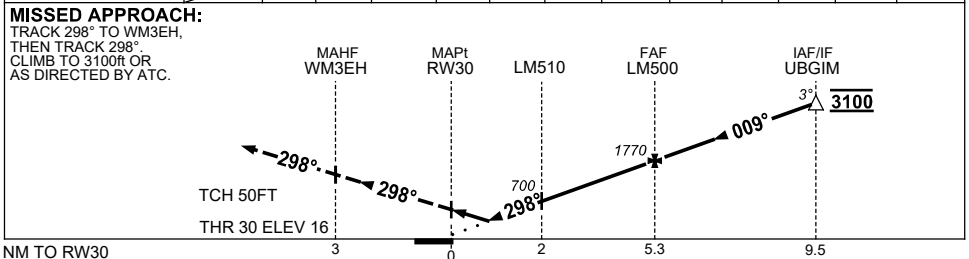
RNP W RWY 30 (AR)

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 |



NOTES

- MAX IAS: UBGIM : 230KT.

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

Changes: DIST-ALT TABLE, Editorial.

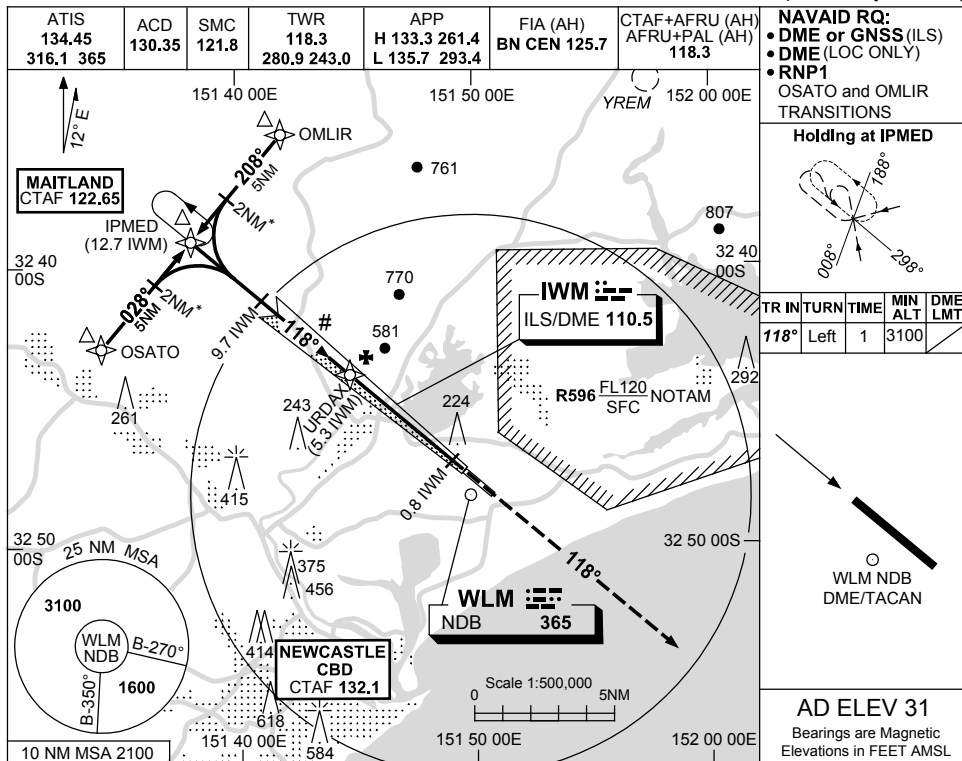
WLMGN08-179

USE QNH

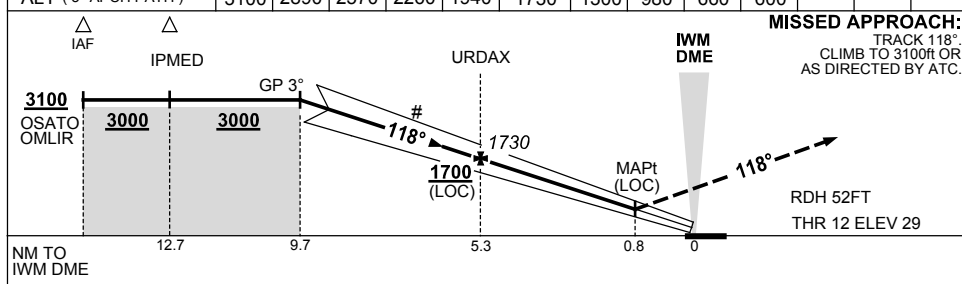
ILS-Z or LOC-Z RWY 12

WILLIAMTOWN, NSW (YWLM)

21 MAR 2024



| | | | | | | | | | | | | | |
|--------------------|------|------|------|------|------|-------|------|-----|-----|-----|--|--|--|
| 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 | | | |



| | | | | | |
|---------------|------|------|-----|-----|-----|
| 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 |

NOTES

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

| 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) |

Changes: S-I ILS VIS.

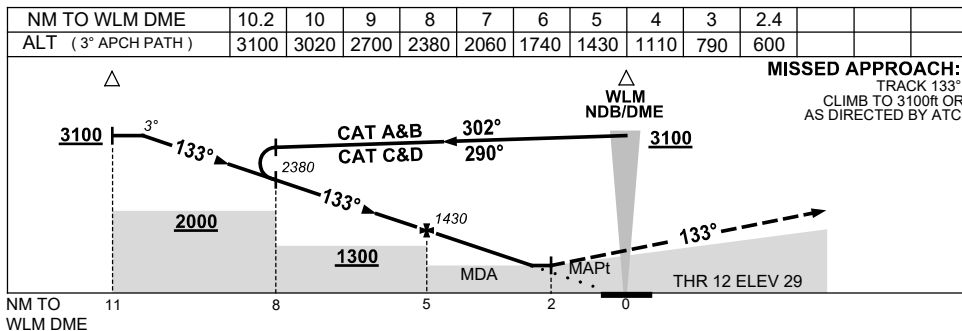
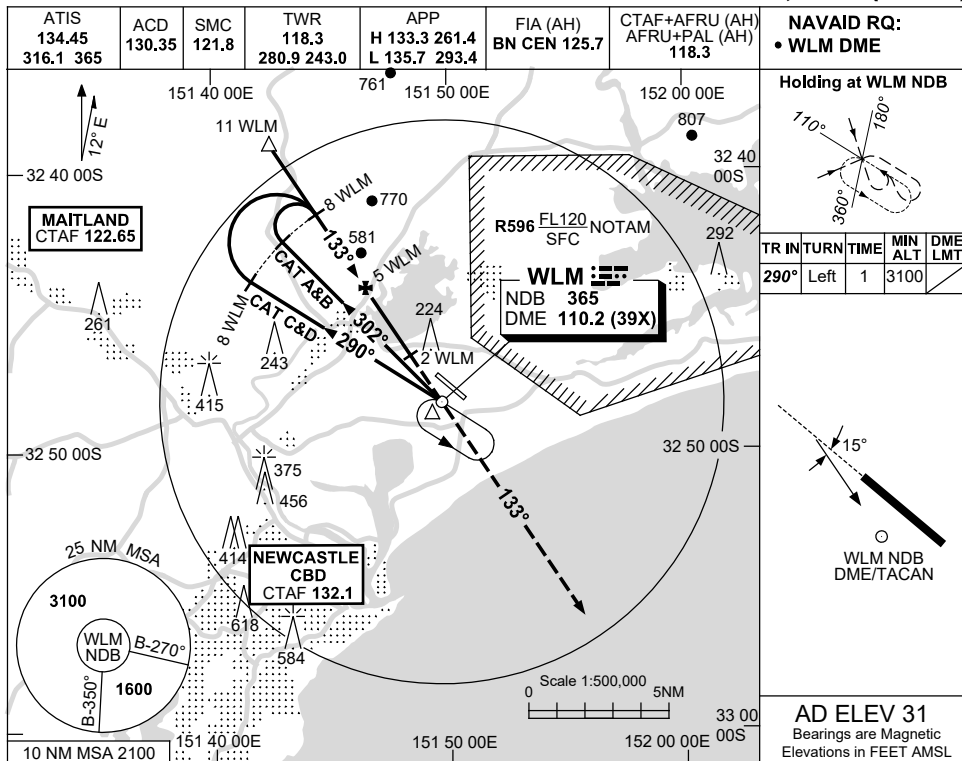
WLMII01-178

USE QNH

NDB RWY 12

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



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

1. MAX IAS:
INITIAL : 210KT.

Changes: DME ARCS REMOVED, MINIMA, DIST/ALT TABLE, NEW LOGO, Editorial.

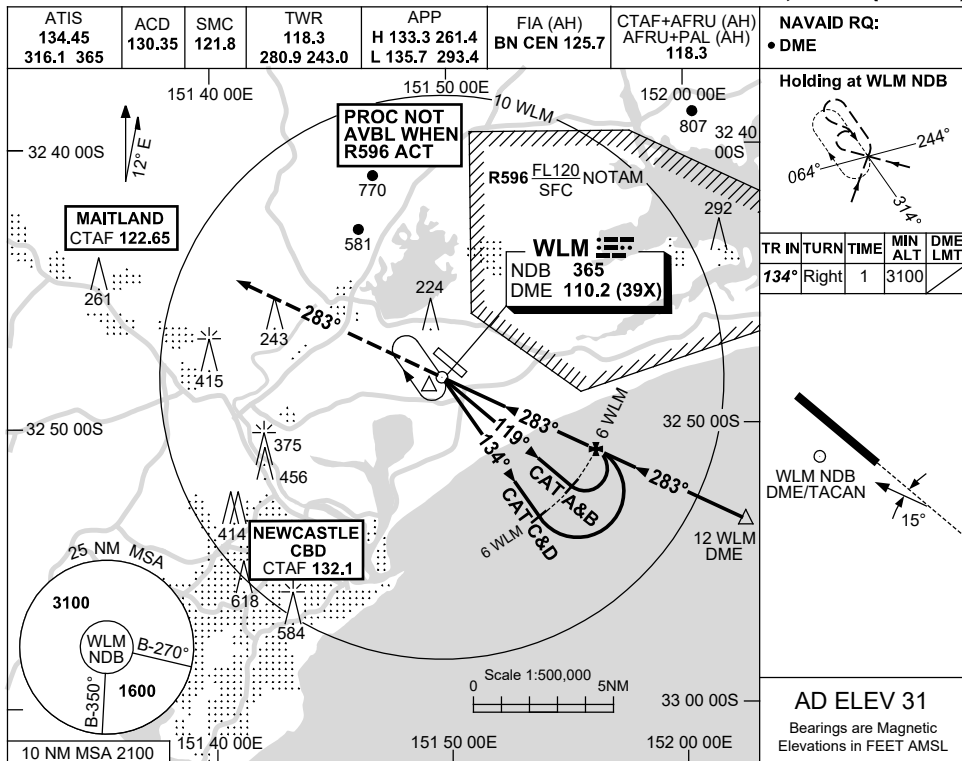
WLMNB01-177

USE QNH

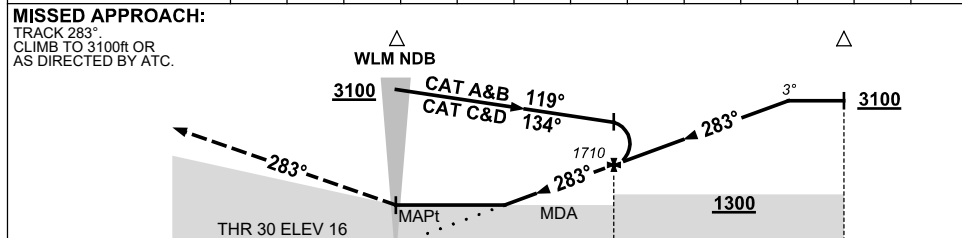
NDB RWY 30

30 NOV 2023

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 | 660 (644-3.7) | | | |
| CIRCLING | 710 (679-2.4) | | 810 (779-4.0) | |
| ALTERNATE | (1179-4.4) | | (1539-7.0) | |

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

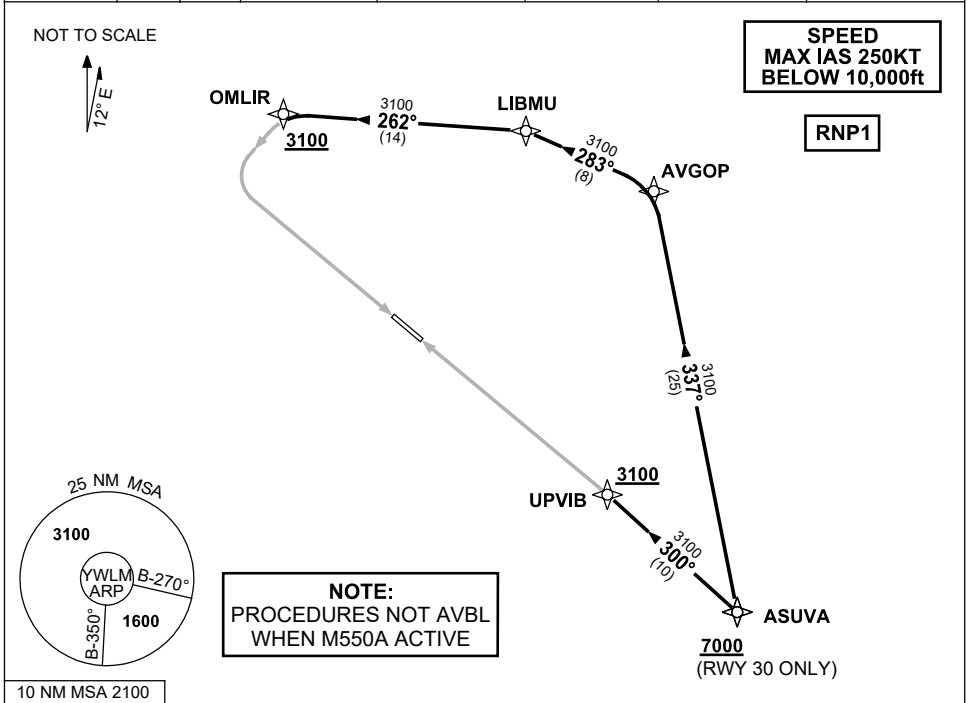
Changes: DME ARCS REMOVED, DIST/ALT TABLE, MINIMA, NEW LOGO, Editorial.

WLMNB04-177

**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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

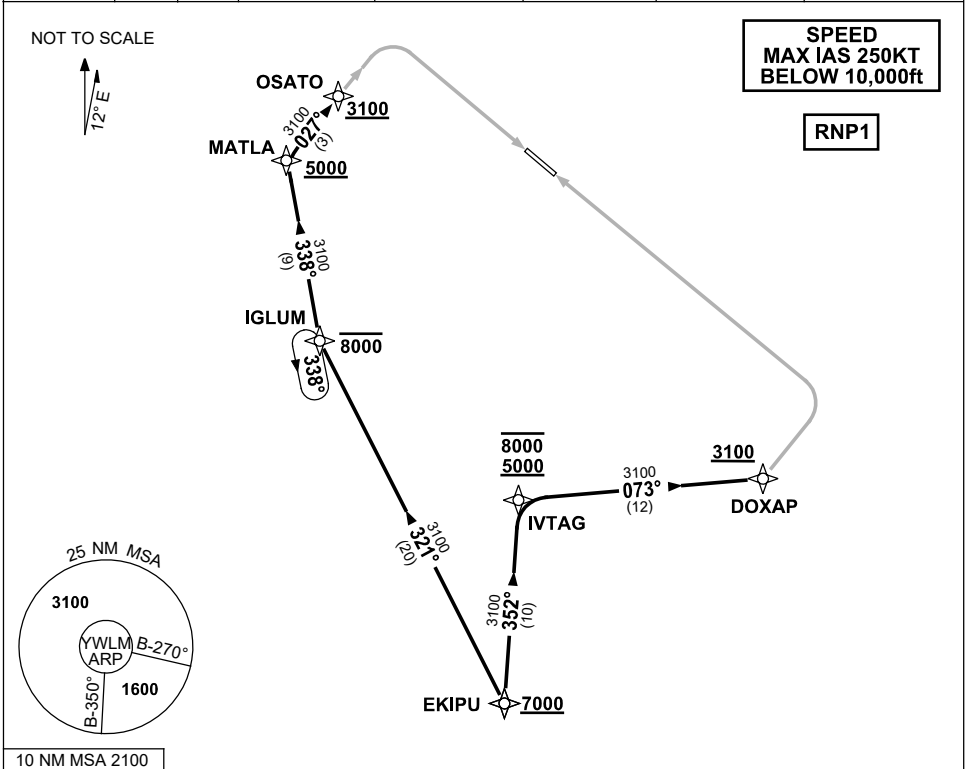
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERS A 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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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.

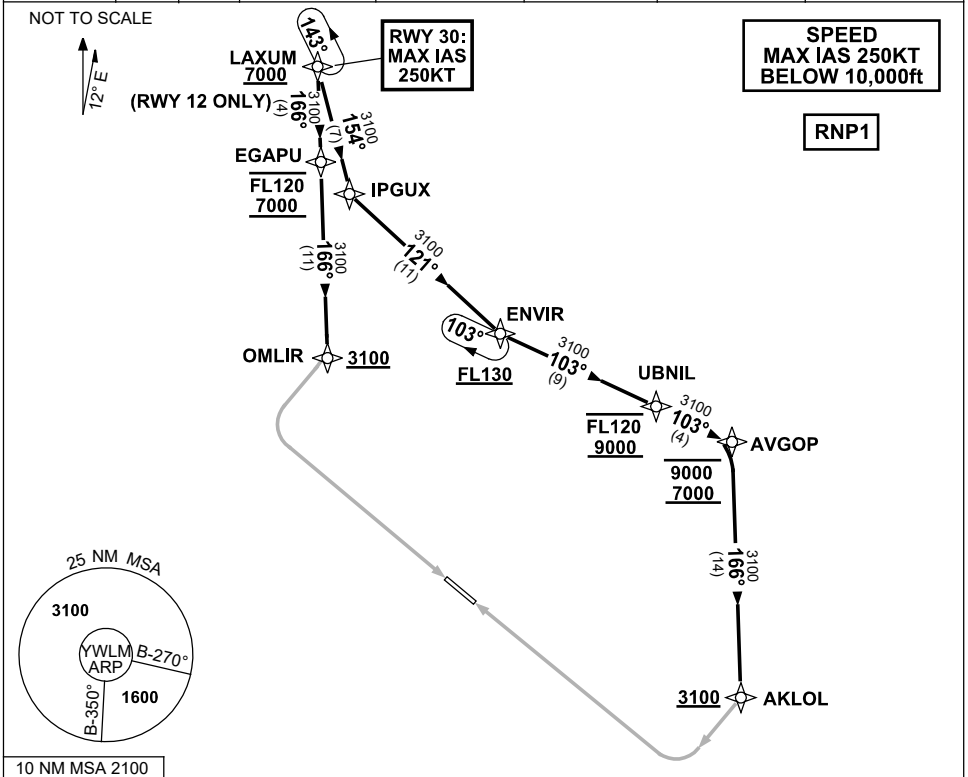
Changes: EKIPU ALT, VALIDITY NR.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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.

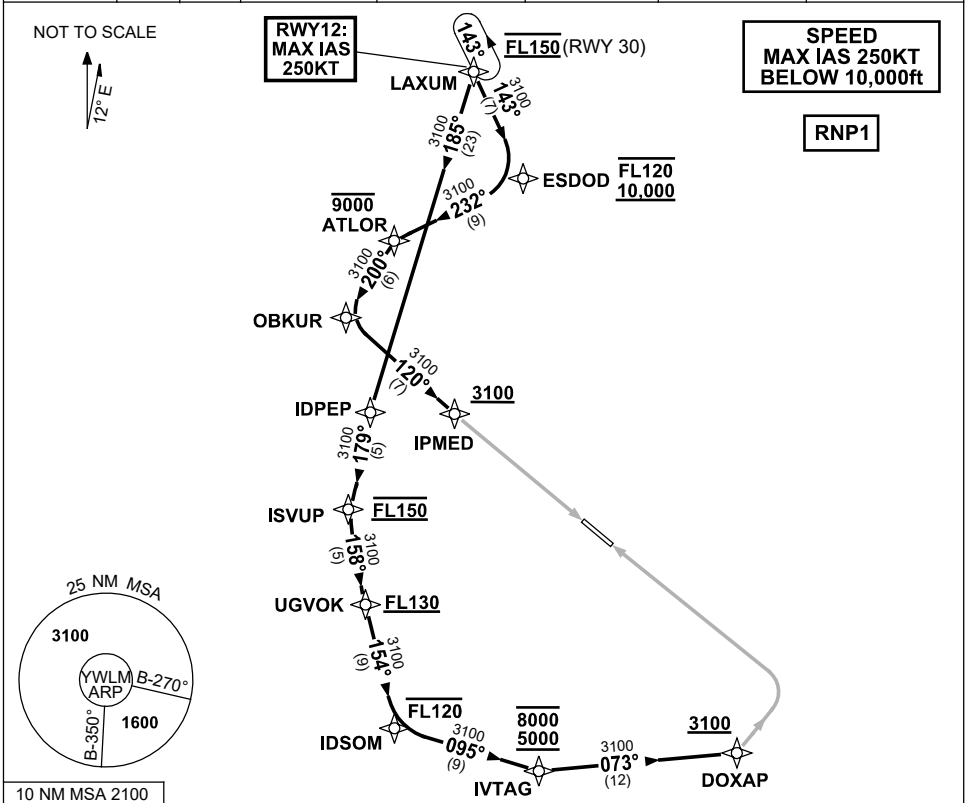
Changes: LAXUM ALT RQMNTS, VALIDITY NR.

WLMSR03-179

**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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

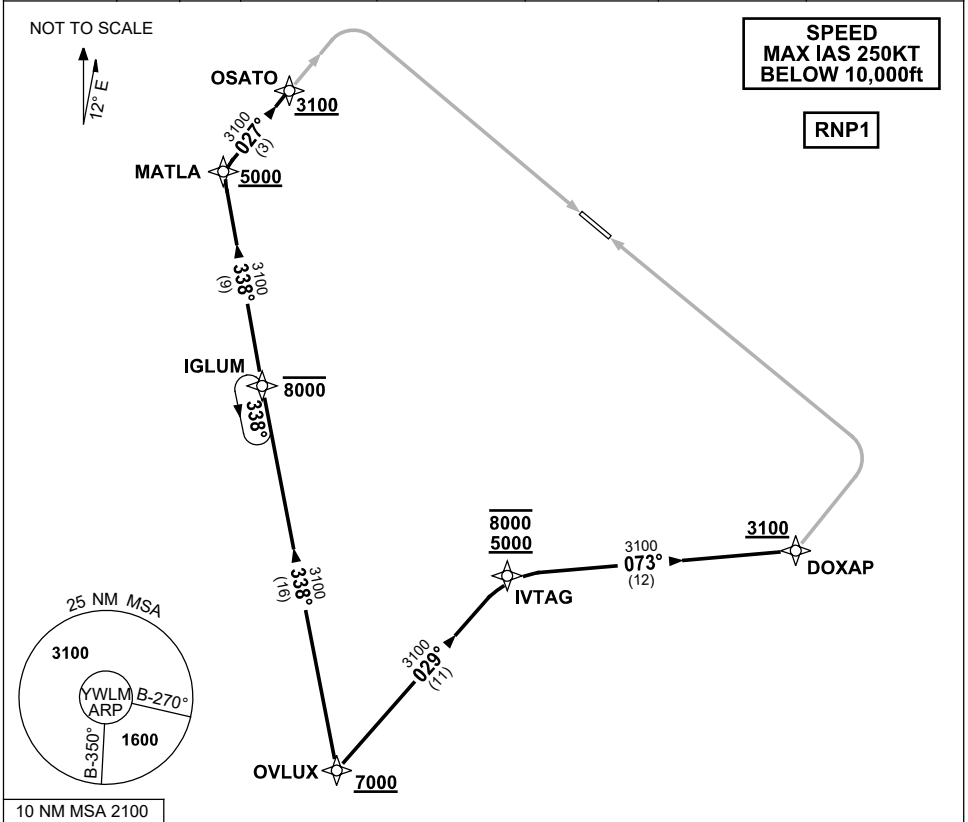
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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.

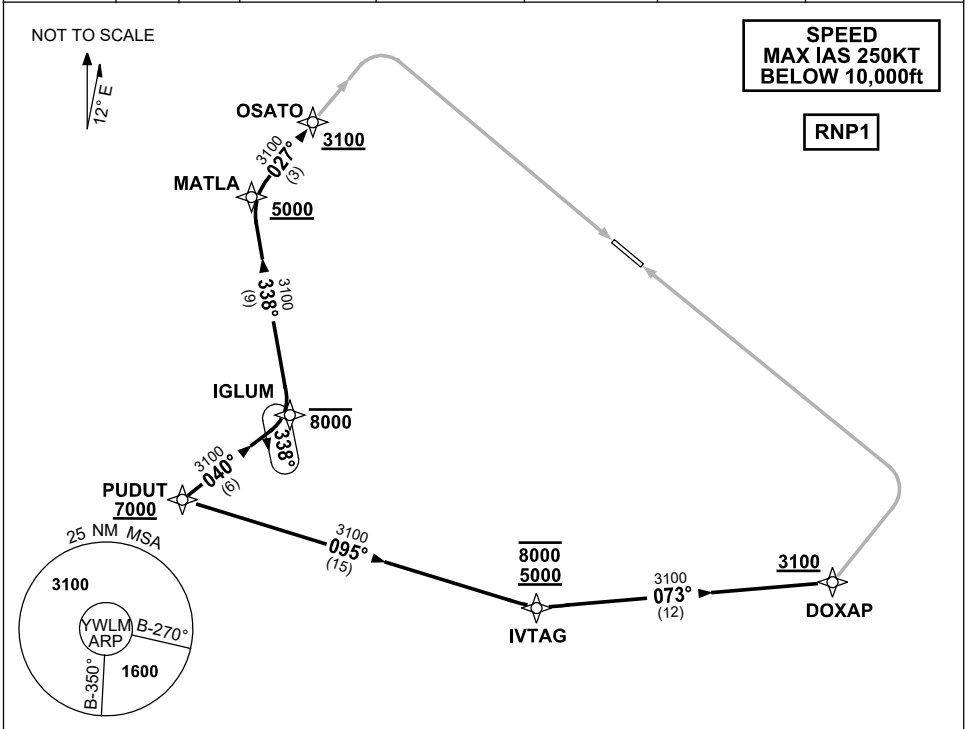
Changes: OVLUX ALT, VALIDITY NR.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



10 NM MSA 2100

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

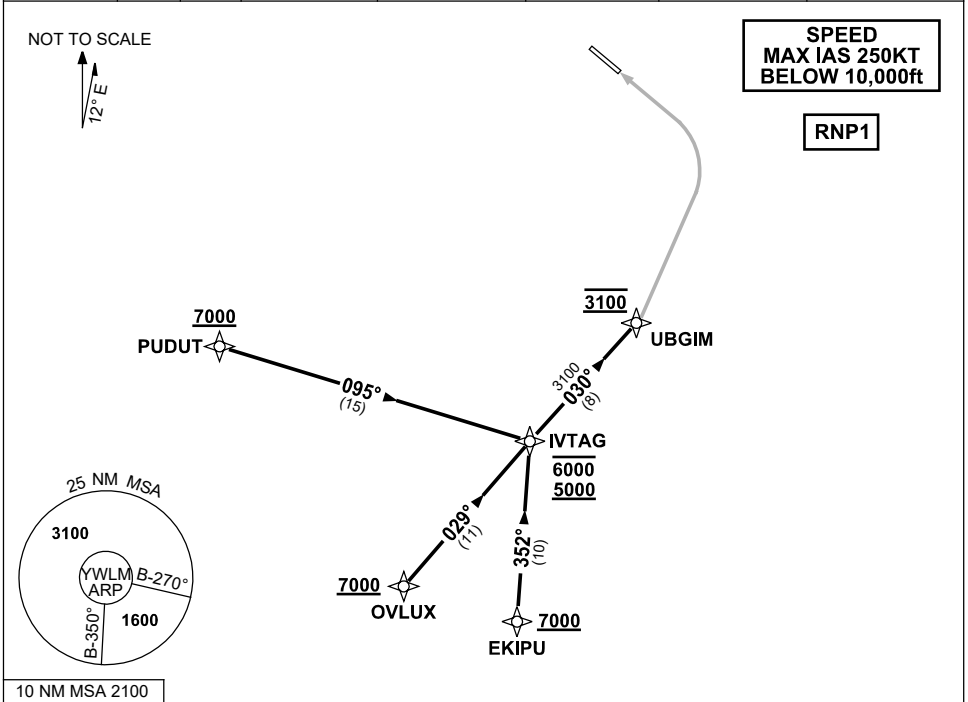
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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

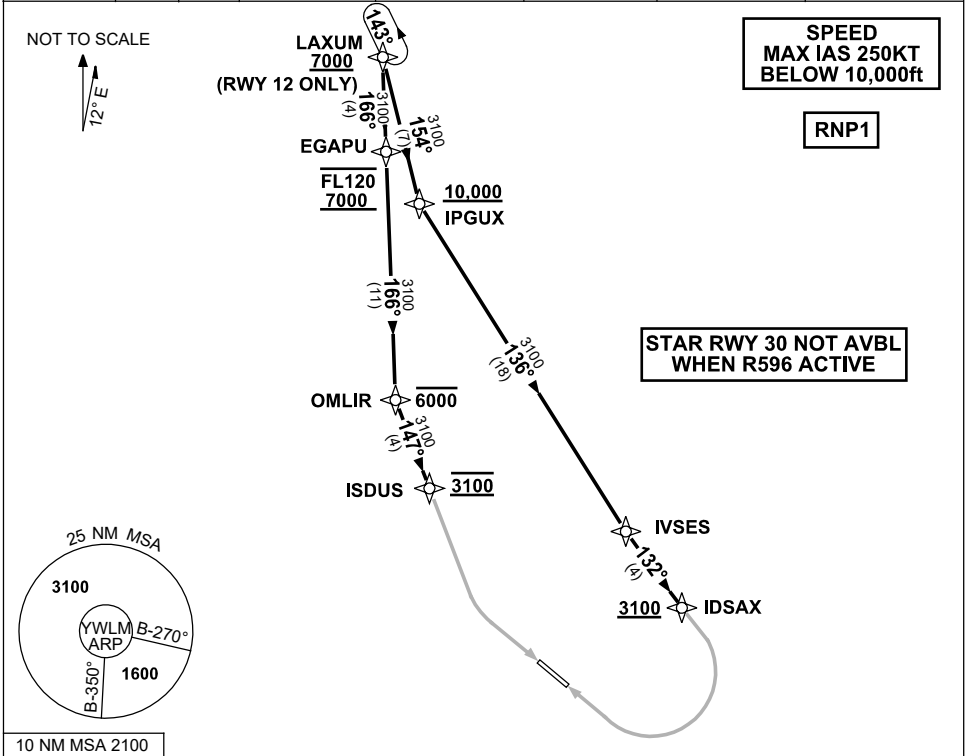
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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)

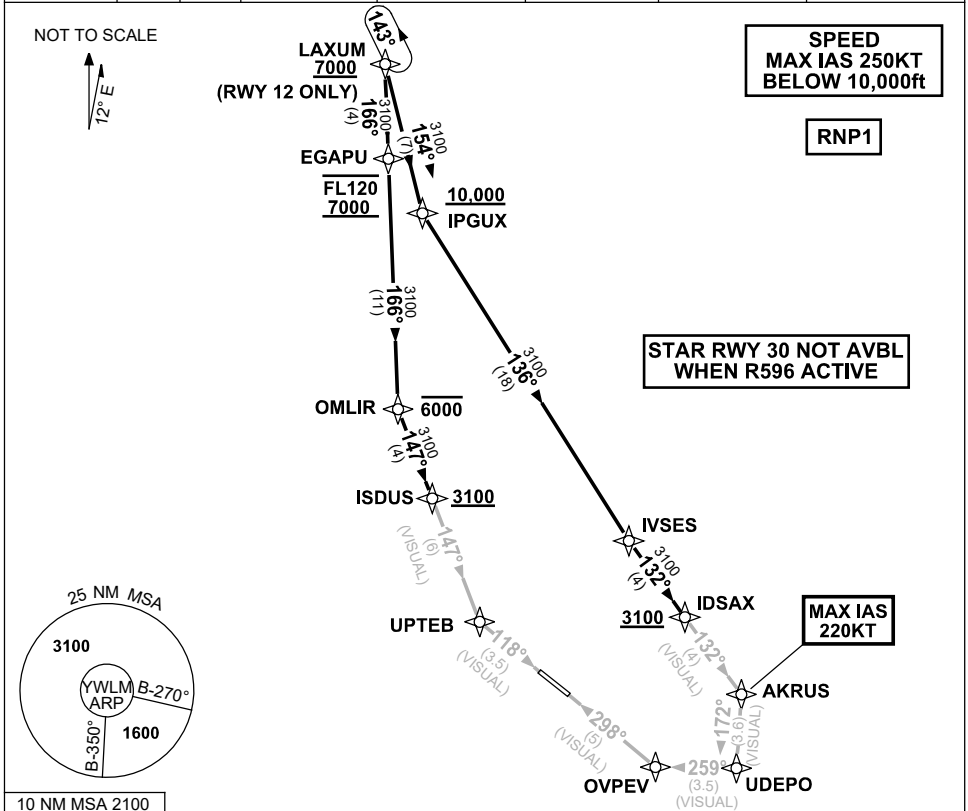
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

**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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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
- 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.

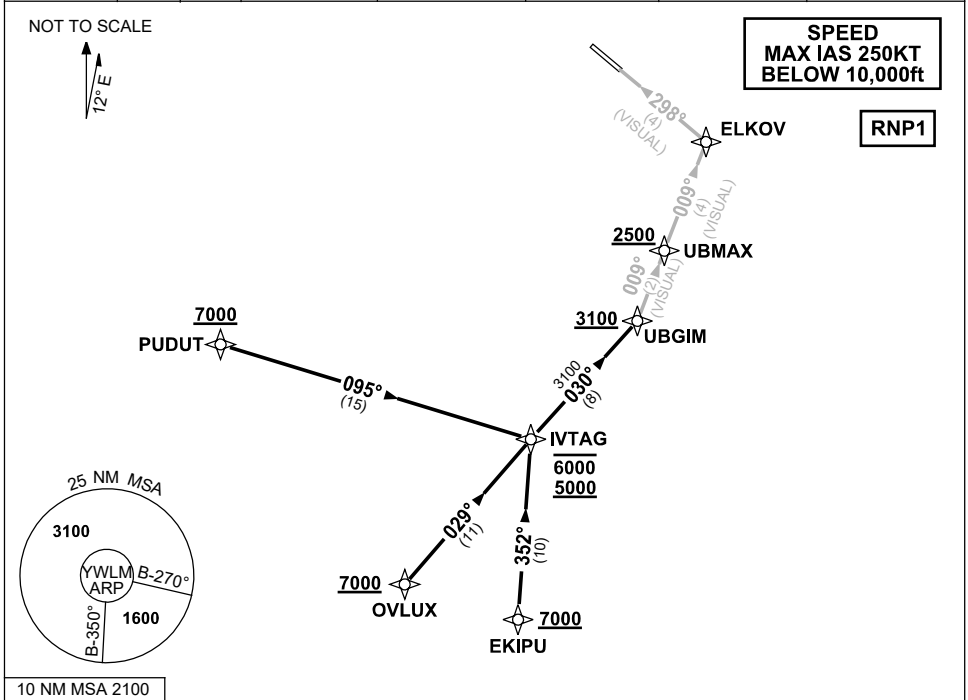
Changes: LAXUM ALT RQMNTS, VALIDITY NR, Editorial.

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 |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|--|----------------------------------|



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 ERS A EMERG Section 1.5.