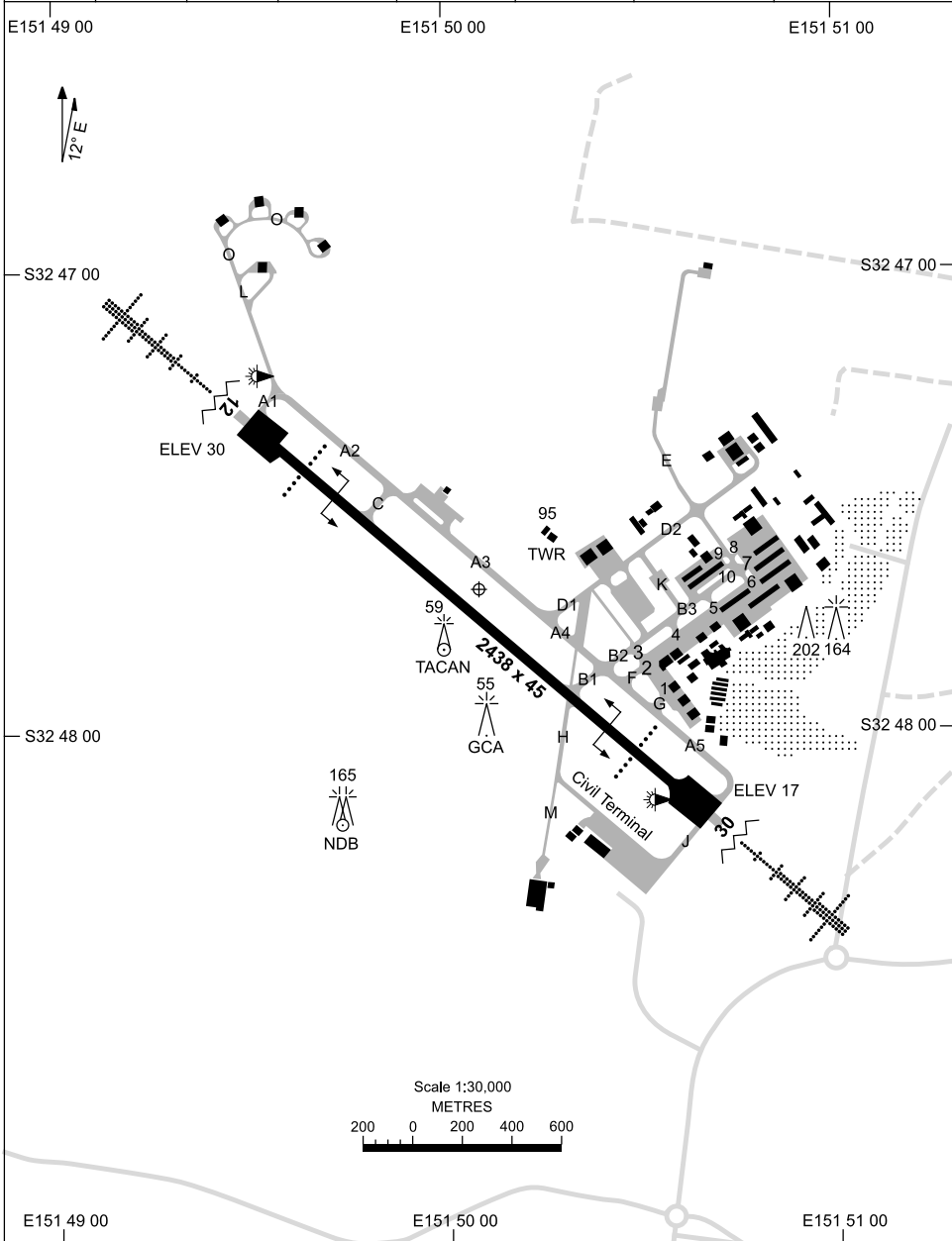


8 MAR 2012

ATIS 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	APP 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF (AH) AFRU + PAL (AH) 118.3	Bearings are Magnetic Elevations in FEET AMSL
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Changes: LOGO.

WLMAD01-130

8 MAR 2012

ATIS 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	APP 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF (AH) AFRU + PAL (AH) 118.3	Bearings are Magnetic Elevations in FEET AMSL
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	AERODROME LIGHTING
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RWY	TAXIWAYS : CENTRELINE GREEN RL : MAN , SDBY , PTBL
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12 ¹¹⁸	PAPI 3.0° 50FT HIRL HIAL-CAT 1 SFL
298 30	PAPI 3.0° 50FT HIRL HIAL-CAT 1 SFL

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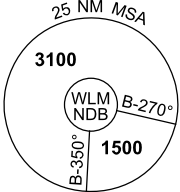
NOTES

1. RIGHT HAND CIRCUITS RWY 12
2. PARACHUTE OPS AT STOCKTON BRG 190° MAG/7DME.

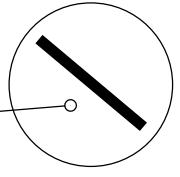
DME or GNSS ARRIVAL PROCEDURES WILLIAMTOWN, NSW (YWLM)

8 MAR 2012

ATIS 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	APP 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF (AH) AFRU + PAL (AH) 118.3	Bearings are Magnetic Elevations in FEET AMSL
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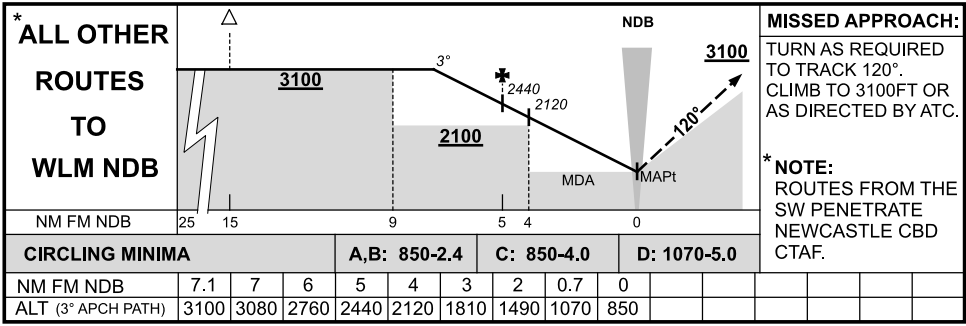
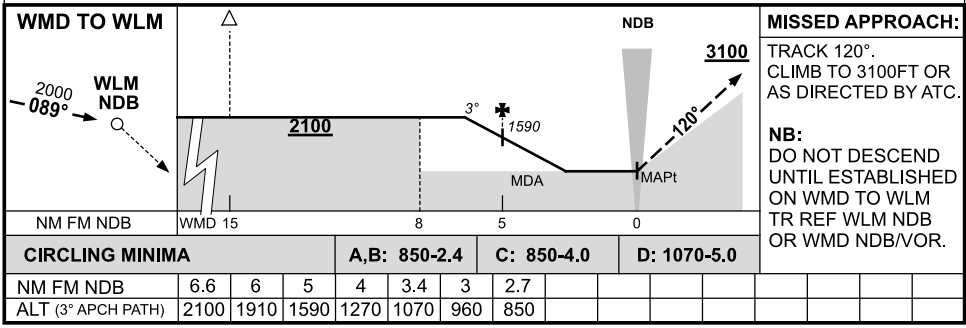


**DME USING WLM DME
REFERENCE WAYPOINT WLM NDB**



10 NM MSA 2100

AD ELEV 31



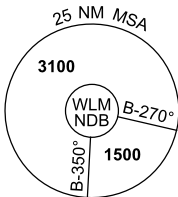
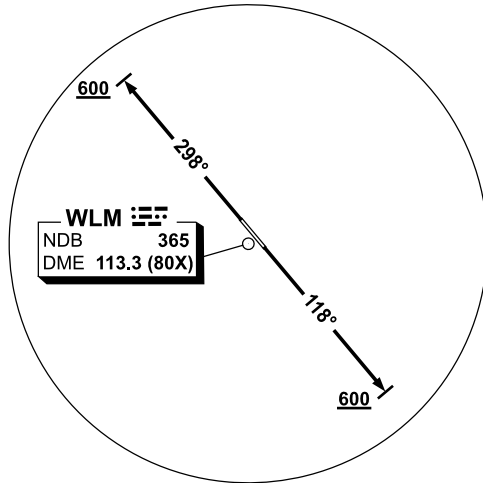
WLM DG01-130

**STANDARD INSTRUMENT DEPARTURES (SID)
WILLY TWO DEPARTURE (RADAR) - ALL RUNWAYS
WILLIAMTOWN, NSW (YWLM)**

8 MAR 2012

ATIS 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	APP 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF (AH) AFRU + PAL (AH) 118.3	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 2100

WILLY TWO DEPARTURE (RADAR)

RWY 12

- GRAD 3.3%
- Track 118°
- AT or ABV 600FT, but not before DER, turn to assigned heading
- Contact Approach for radar vectors

RWY 30

- GRAD 3.3%
- Track 298°
- AT or ABV 600FT, but not before DER, turn to assigned heading
- Contact Approach for radar vectors

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

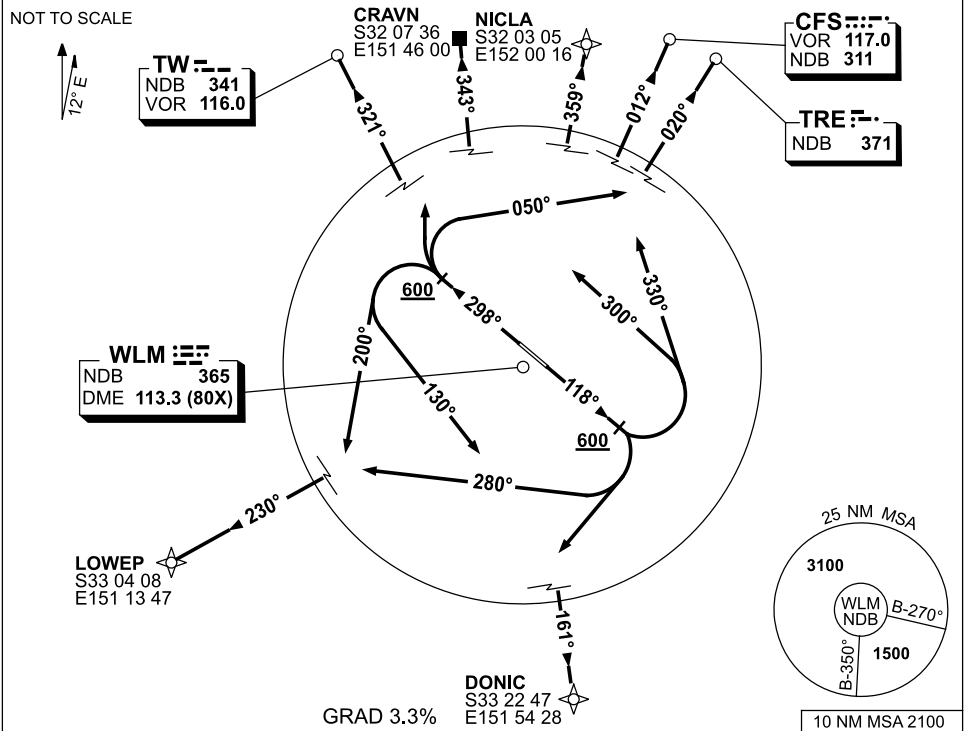
Changes: LOGO.

WLM DP01-130

**STANDARD INSTRUMENT DEPARTURES (SID)
ALL RUNWAYS
WILLIAMTOWN, NSW (YWLM)**

8 MAR 2012

ATIS 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9	APP 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF (AH) AFRU + PAL (AH) 118.3	Bearings are Magnetic Elevations in FEET AMSL
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COFFS HARBOUR (CFS) TWO DEPARTURE	LOWEP TWO DEPARTURE	TAREE (TRE) THREE DEPARTURE	TAMWORTH (TW) TWO DEPARTURE
DONIC TWO DEPARTURE	CRAVN TWO DEPARTURE		NICLA TWO DEPARTURE

<p>RWY 12</p> <ul style="list-style-type: none"> Track 118° AT or ABV 600FT, but not before DER: <p>FOR TW, CRAVN,</p> <ul style="list-style-type: none"> Turn LEFT Track 300° Intercept cleared route <p>FOR DONIC</p> <ul style="list-style-type: none"> Turn RIGHT Intercept cleared route <p>FOR LOWEP</p> <ul style="list-style-type: none"> Turn RIGHT Track 280° Intercept cleared route <p>FOR NICLA, CFS and TRE</p> <ul style="list-style-type: none"> Turn LEFT Track 330° Intercept cleared route 	<p>RWY 30</p> <ul style="list-style-type: none"> Track 298° AT or ABV 600FT, but not before DER: <p>FOR NICLA, CFS and TRE</p> <ul style="list-style-type: none"> Turn RIGHT Track 050° Intercept cleared route <p>FOR DONIC</p> <ul style="list-style-type: none"> Turn LEFT Track 130° Intercept cleared route <p>FOR LOWEP</p> <ul style="list-style-type: none"> Turn LEFT Track 200° Intercept cleared route <p>FOR TW, CRAVN</p> <ul style="list-style-type: none"> Turn RIGHT Intercept cleared route
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Changes: LOGO.

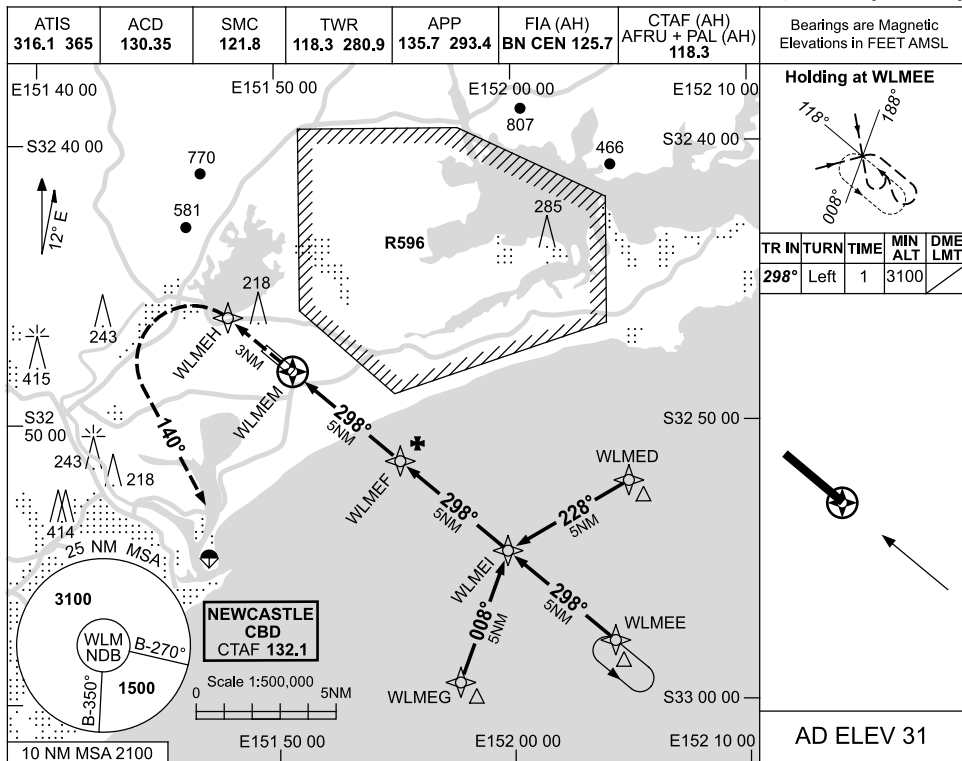
WLM DP02-130

USE QNH

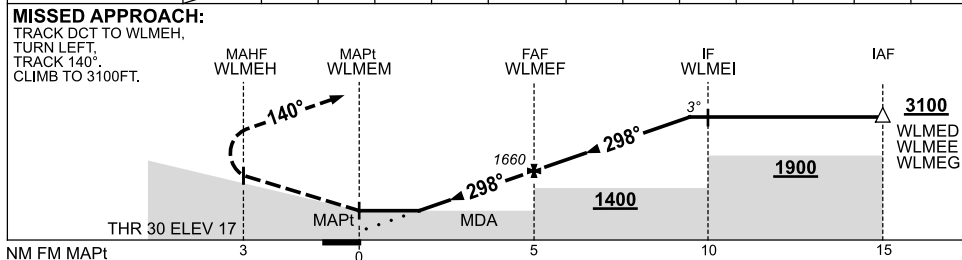
RNAV (GNSS) RWY 30

WILLIAMTOWN, NSW (YWLM)

8 MAR 2012



NM TO NEXT WPT	WLMEM	1.7	2	3	4	WLMEF	1	2	3	4	4.5		
ALT (3° APCH PATH)		610	700	1020	1340	1660	1980	2300	2610	2930	3100		



NOTES

CATEGORY	A	B	C	D
S-I GNSS	610 (593-3.3)			
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: PJE, LOGO.

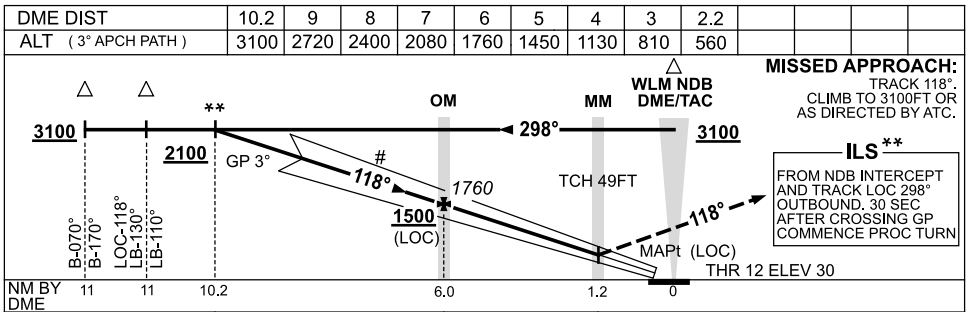
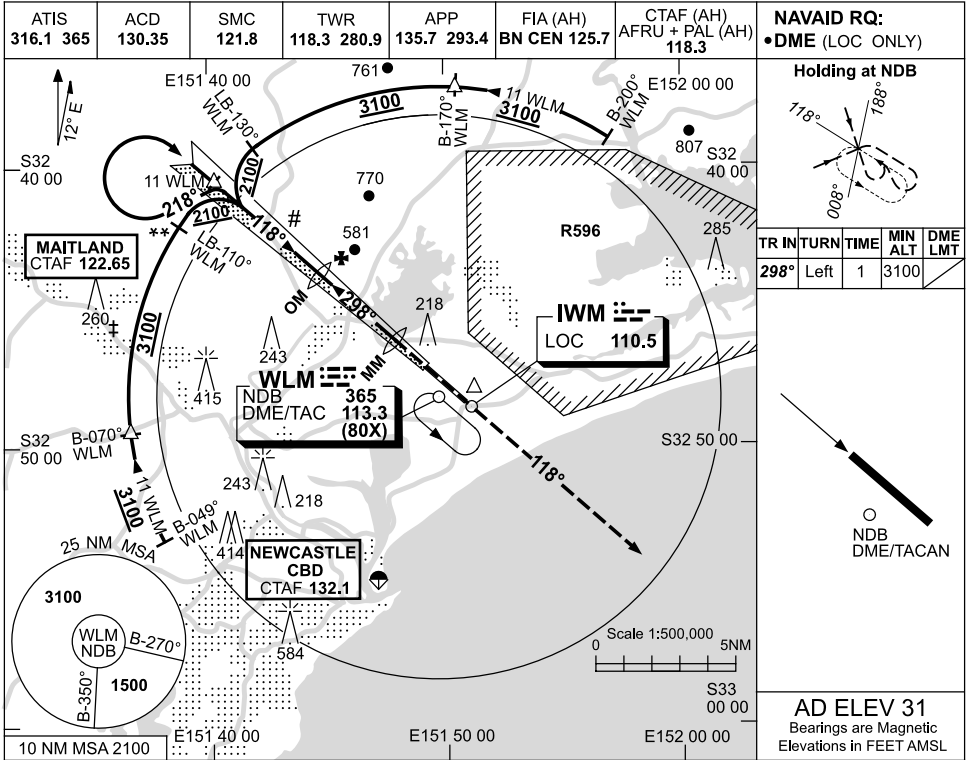
WLMGN02-130

USE QNH

ILS-Z or LOC-Z RWY 12

WILLIAMTOWN, NSW (YWLM)

8 MAR 2012



NOTES

1. MAX IAS:
INITIAL : 210KT.
- #2. ACFT MAY BE RADAR
VECTORED TO
INTERCEPT FINAL
APPROCH.
- #3. SOUTHERN ARC IS
OCTA FM B-055°
WLM.

CATEGORY	A	B	C	D
S-I ILS		360 (330)	1.2 (VIS 0.8 WITH ACTUAL QNH)	
S-I LOC		560 (529-2.0)		
CIRCLING	710 (679-2.4)		810 (779-4.0)	1070 (1039-5.0)
ALTERNATE	(1179-4.4)		(1279-6.0)	(1539-7.0)

Changes: PJE, LOGO.

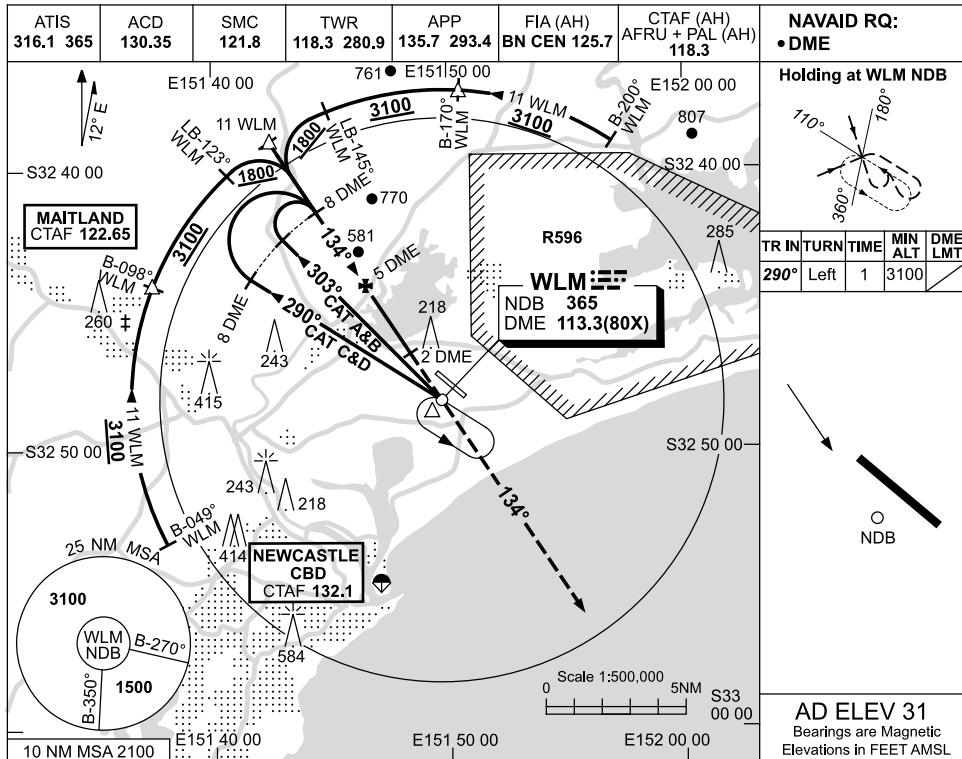
WLMII01-130

USE QNH

NDB RWY 12

8 MAR 2012

WILLIAMTOWN, NSW (YWLM)

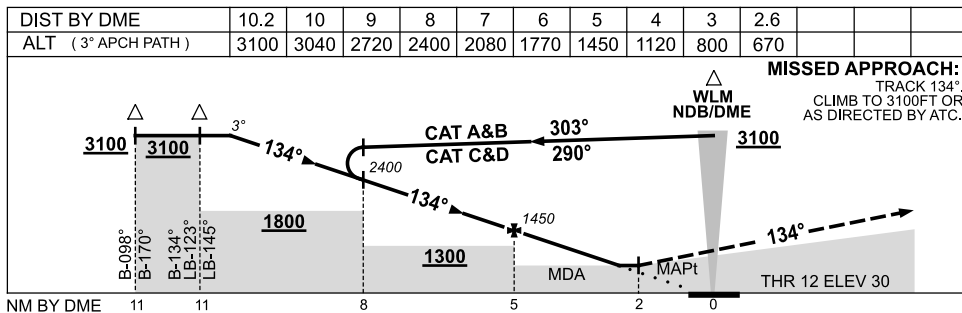


Holding at WLM NDB

TR	IN	TURN	TIME	MIN ALT	DME LMT
290°	Left	1	3100		

NDB

AD ELEV 31
Bearings are Magnetic
Elevations in FEET AMSL



NOTES

CATEGORY	A	B	C	D
S-I NDB/DME	670 (639-3.6)			
CIRCLING	710 (679-2.4)	810 (779-4.0)	1070 (1039-5.0)	
ALTERNATE	(1179-4.4)		(1279-6.0) (1539-7.0)	

1. RWY INTERCEPT ANGLE 16°.
2. SOUTHERN ARC IS OCTA FM B-055° WLM.

Changes: PJE, LOGO.

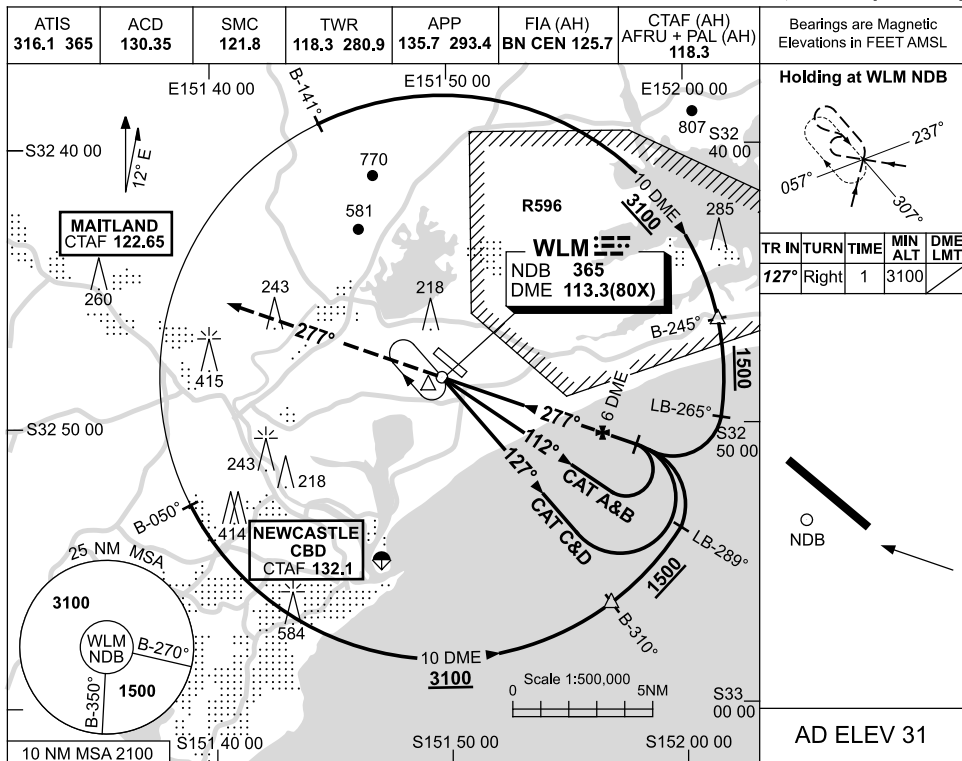
WLMNB01-130

USE QNH

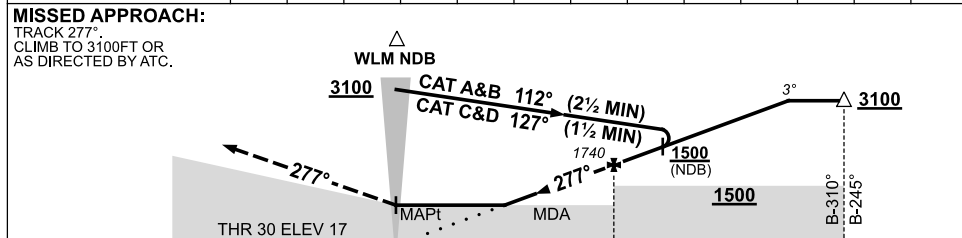
NDB RWY 30

8 MAR 2012

WILLIAMTOWN, NSW (YWLM)



DIST BY DME	2.2	2.4	3	4	5	6	7	8	9	10	10.3		
ALT (3° APCH PATH)	540	590	780	1100	1420	1740	2060	2370	2690	3010	3100		



NM BY DME

0	6	10
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NOTES

CATEGORY	A	B	C	D
S-I NDB		590 (573-3.2)		
S-I NDB/DME		540 (523-2.9)		
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.
2. RWY INTERCEPT ANGLE 20°.
3. ACFT MAY BE RADAR VECTORED TO FAF.

Changes: PJE, LOGO.

WLMNB03-130