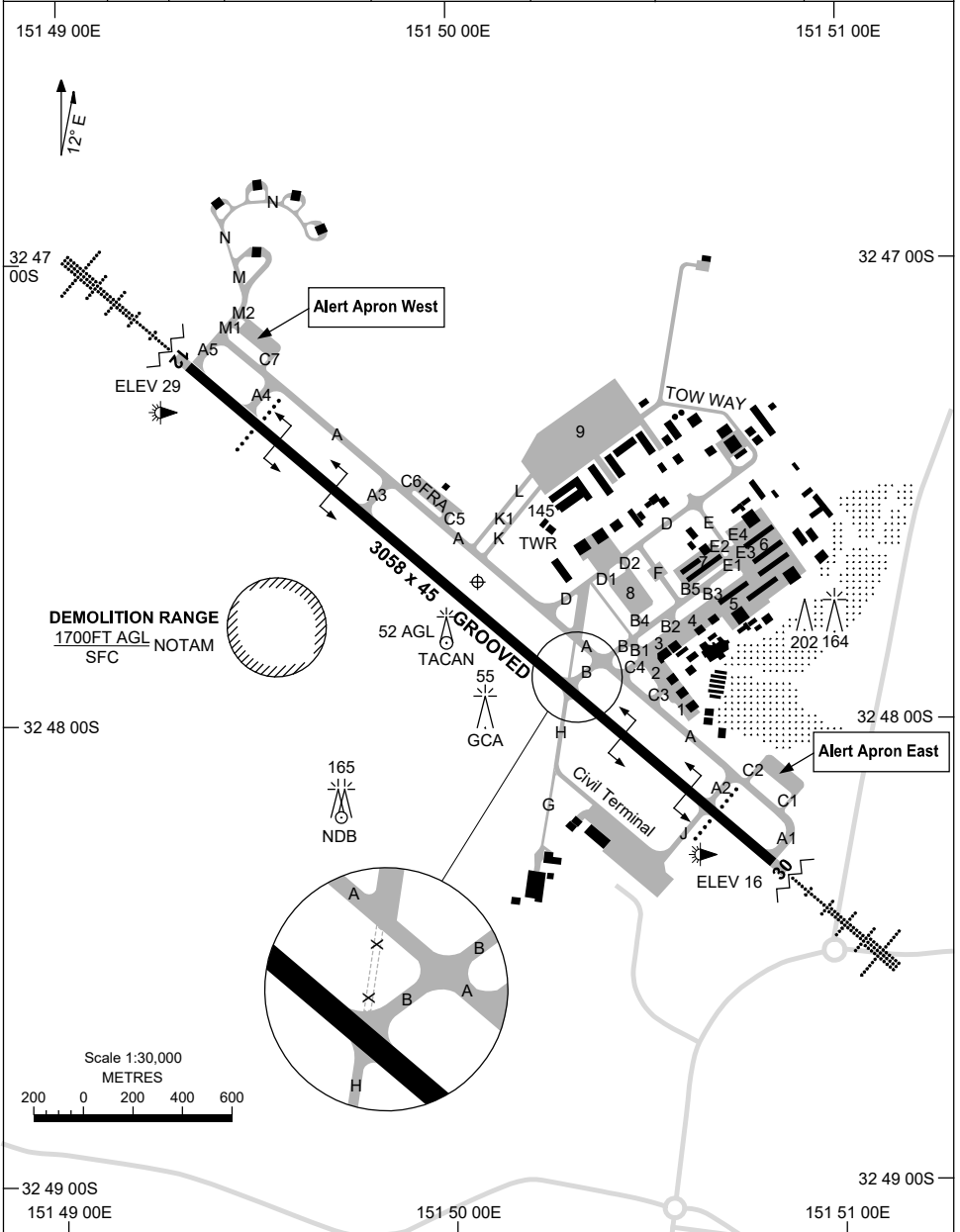


30 NOV 2023

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

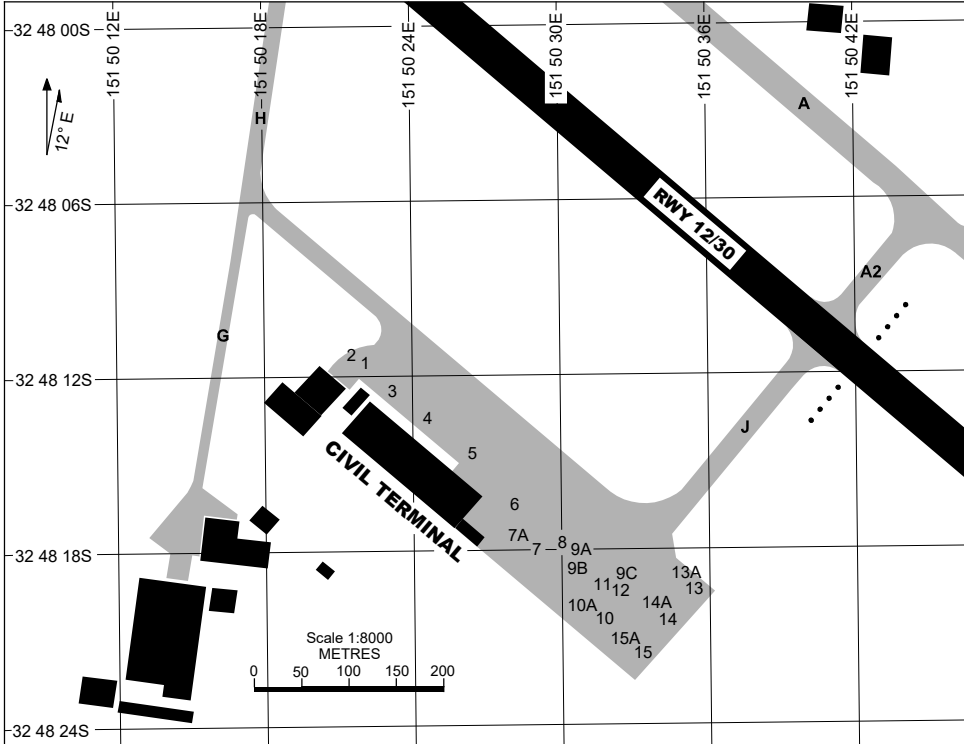
ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261.4 L 135.7 293.4	FIA (AH) BN CEN 125.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
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RWY	AERODROME LIGHTING						
	TAXIWAYS : GREEN CENTRELINE RL : AFRU+PAL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

NOTES							
* 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)

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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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°

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°

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.

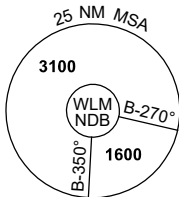
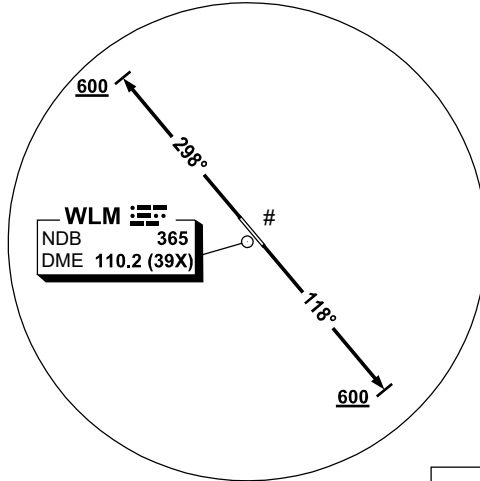
NM TO WLM NDB	25	15	9	5	4	0								
CIRCLING MINIMA	A,B: 720-2.4			C: 810-4.0		D: 1070-5.0								
NM TO WLM NDB	7.9	7	6	5	4	3	2	1.5	1	0.7	0.4			
ALT (3° APCH PATH)	3100	2820	2500	2180	1860	1550	1230	1070	910	810	720			

**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
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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

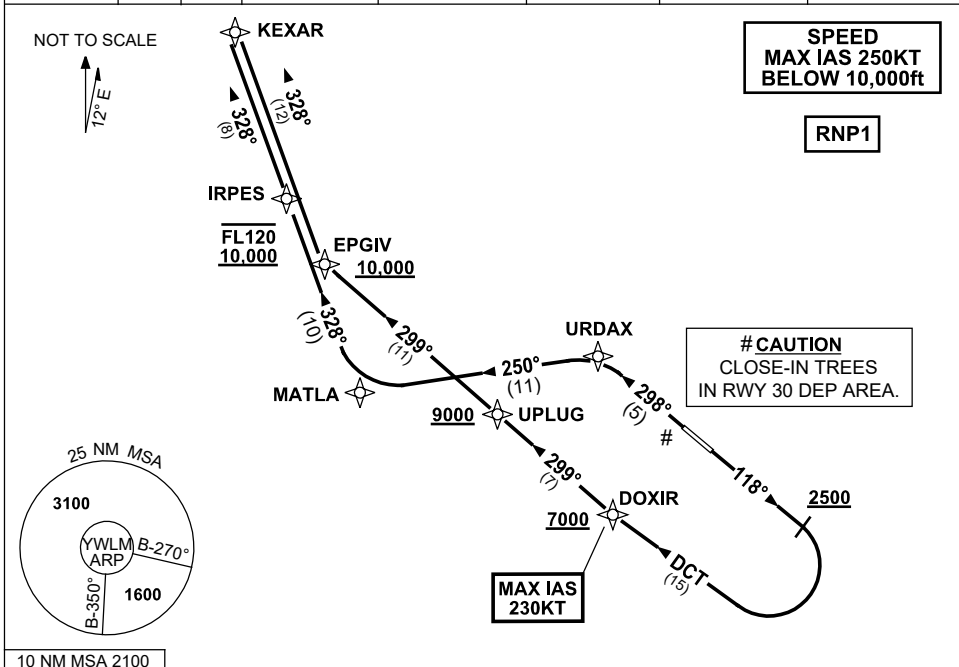
Changes: CAUTION NOTE, APP FREQ, Editorial.

WLMDFP01-177

**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
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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

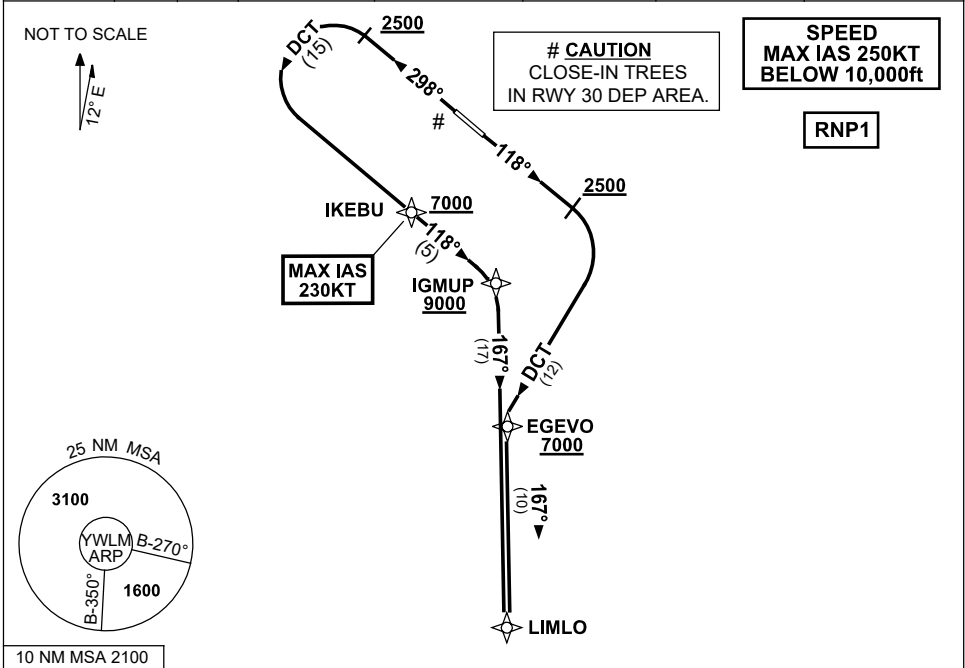
On recognition of communication failure:

- 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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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

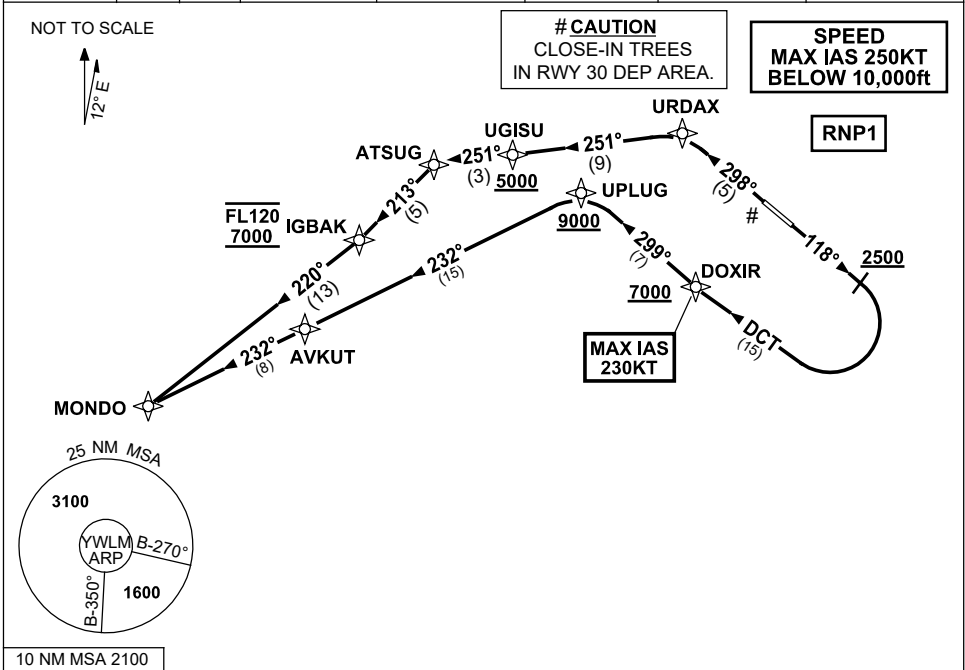
- On recognition of communication failure:
- Squawk 7600
 - Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
 - Proceed in accordance with the latest ATC route clearance acknowledged



**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 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

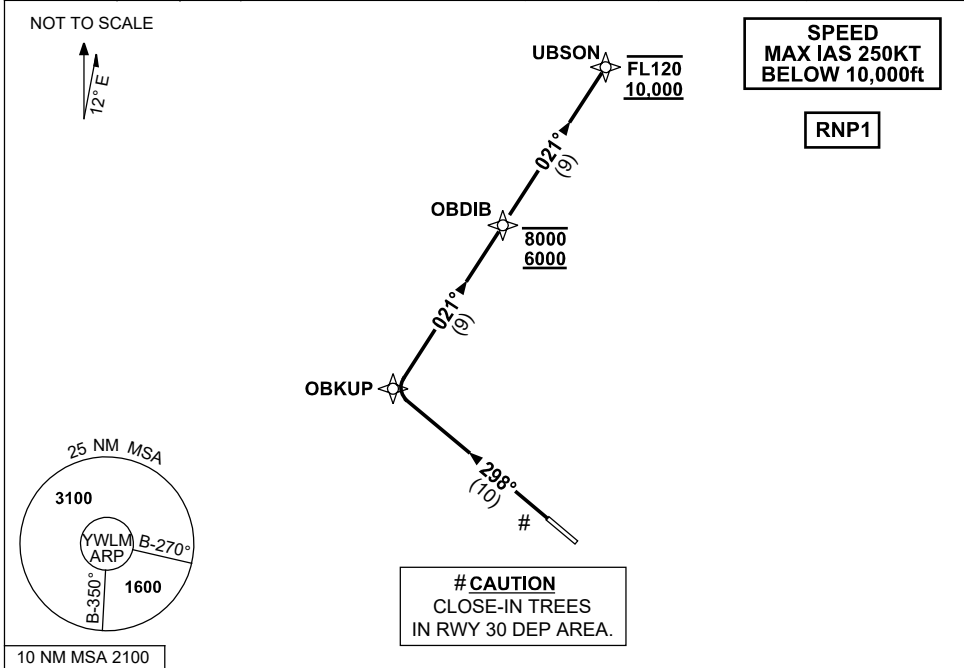
Changes: NEW PROC.

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
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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

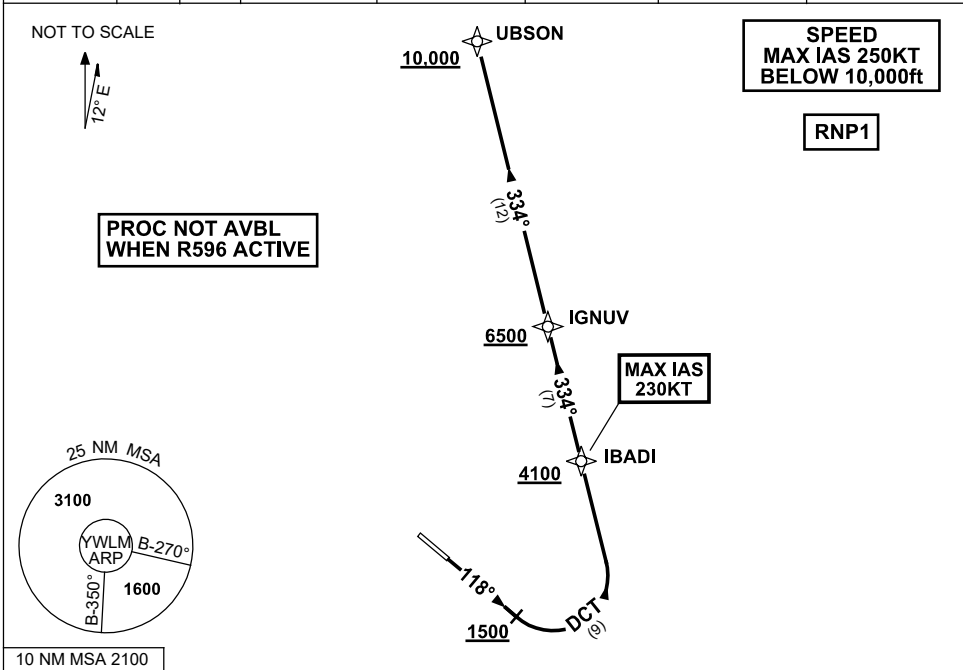
Changes: NEW PROC.

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.

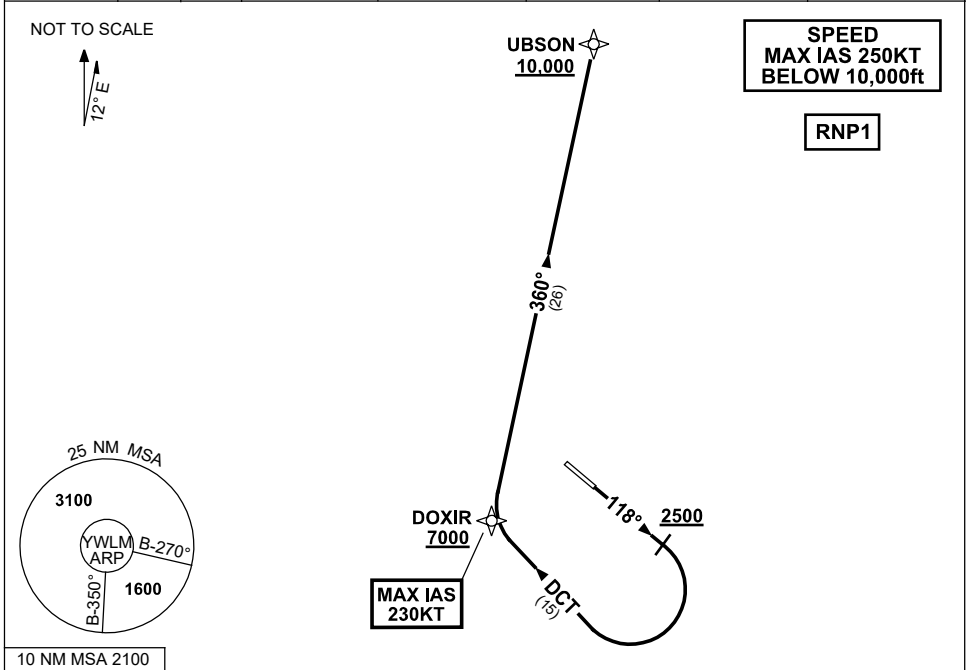
WLMDB10-177



**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.

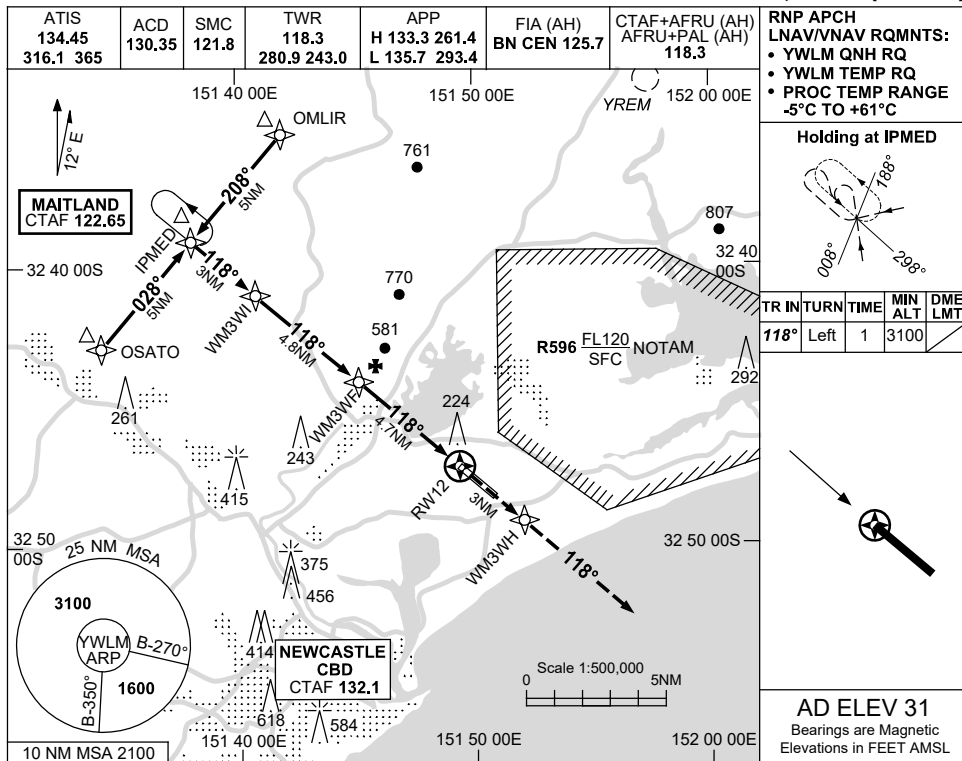
WLM DP11-177

USE QNH

RNP Z RWY 12

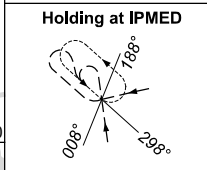
30 NOV 2023

WILLIAMTOWN, NSW (YWLM)

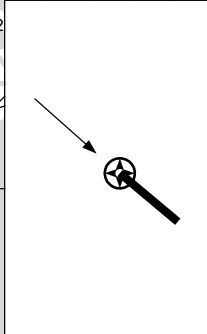


RNP APCH LNAV/VNAV RQMNTS:

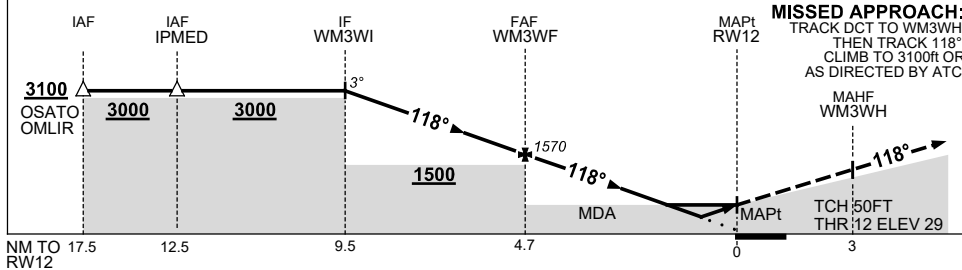
- YWLM QNH RQ
- YWLM TEMP RQ
- PROC TEMP RANGE -5°C TO +61°C



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

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)	

1. MAX IAS: INITIAL : 230KT.

Changes: NEW PROC.

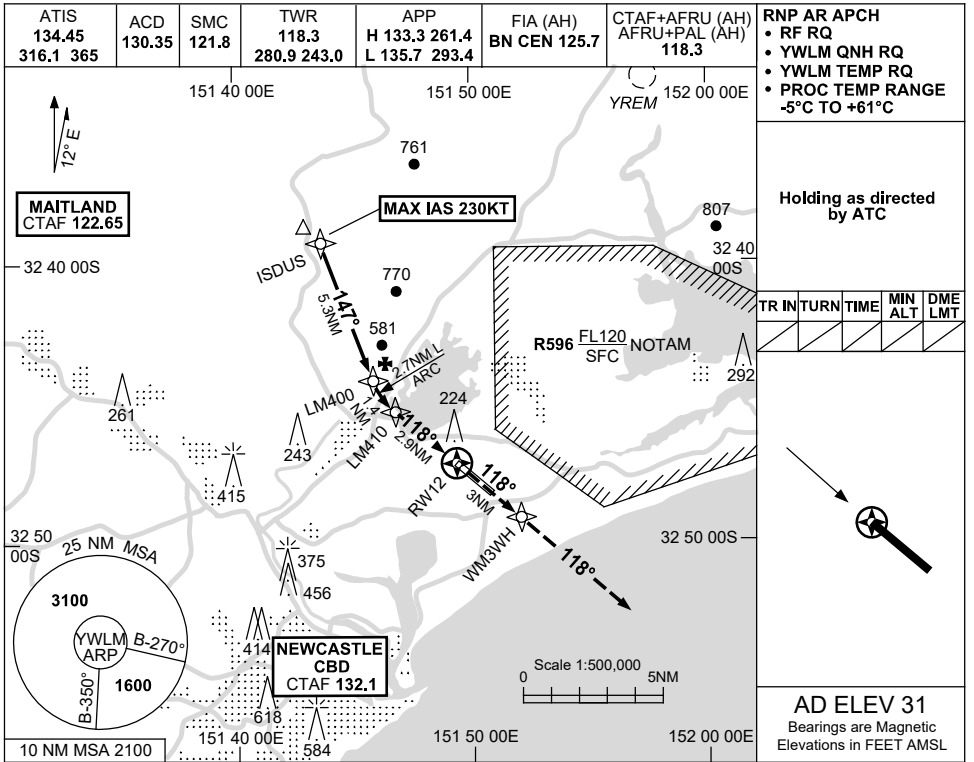
WLMGN04-177

FOR CASA APPROVED OPERATORS ONLY
USE QNH

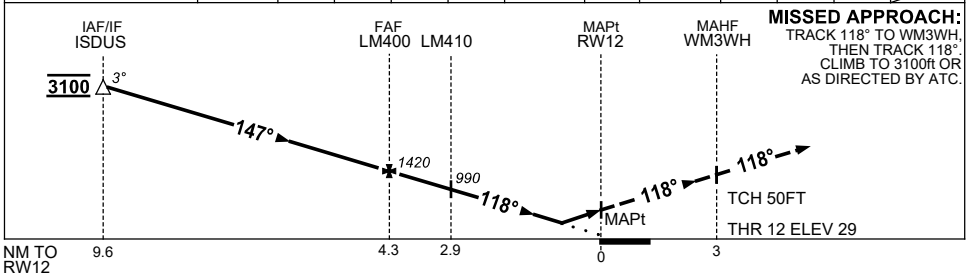
RNP X RWY 12 (AR)

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



NM TO NEXT WPT	ISDUS	4	3	2	1	LM400	1	LM410	2	1	0.9	RW12
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.

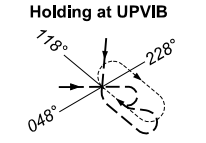
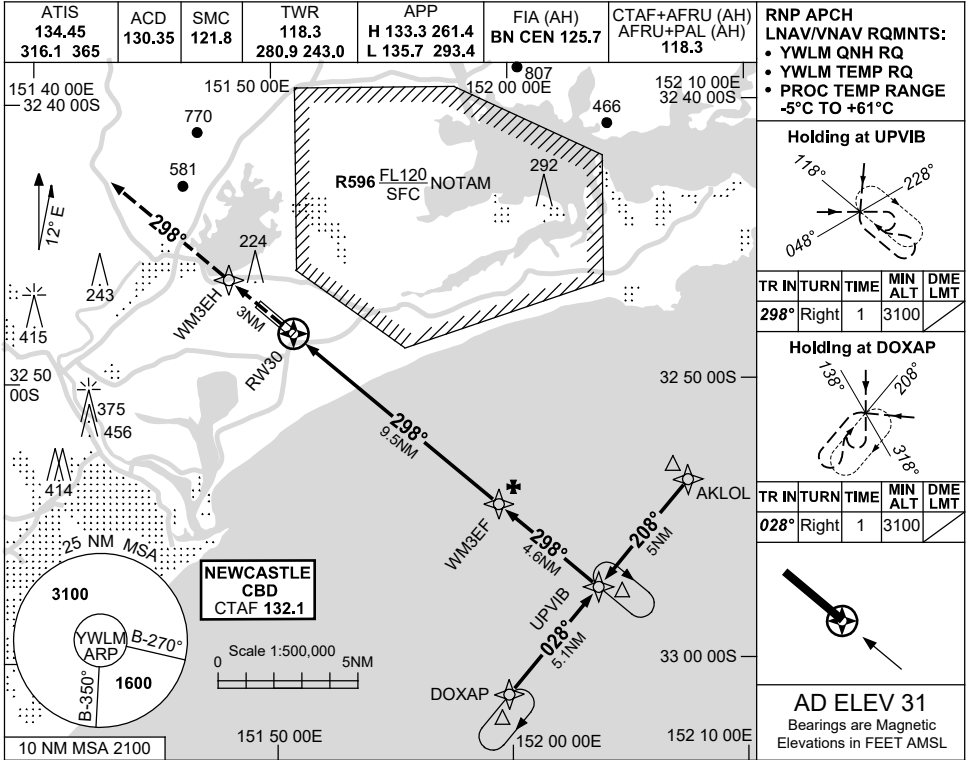
WLMGN05-177

USE QNH

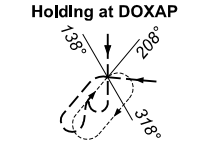
RNP Z RWY 30

30 NOV 2023

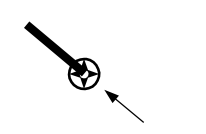
WILLIAMTOWN, NSW (YWLM)



TR	IN	TURN	TIME	MIN ALT	DME LMT
298°	Right	1	3100		

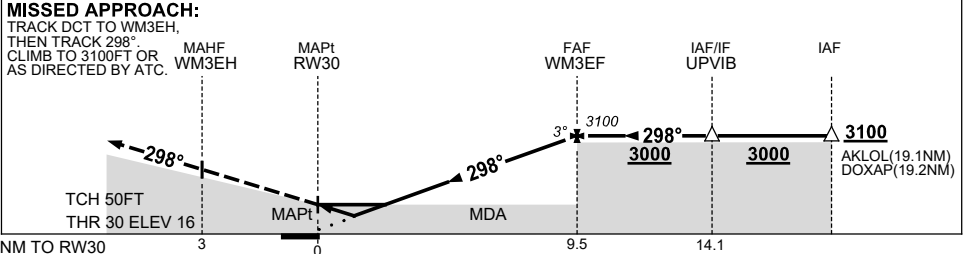


TR	IN	TURN	TIME	MIN ALT	DME LMT
028°	Right	1	3100		



AD ELEV 31
 Bearings are Magnetic
 Elevations in FEET AMSL

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



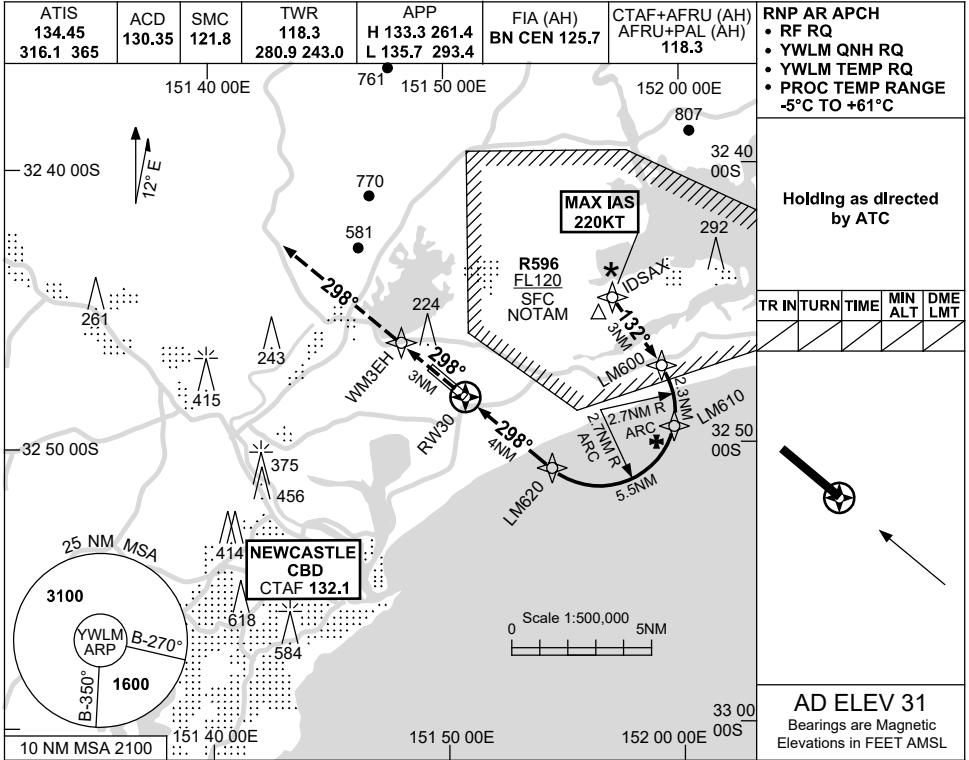
FOR CASA APPROVED OPERATORS ONLY

USE QNH

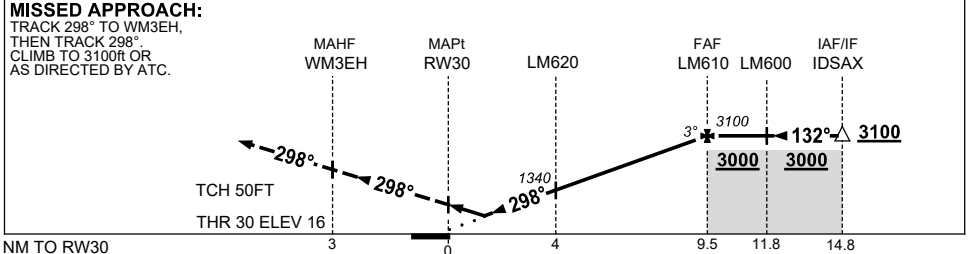
RNP X RWY 30 (AR)

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		410 (394-1.3)		
RNP 0.2		350 (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

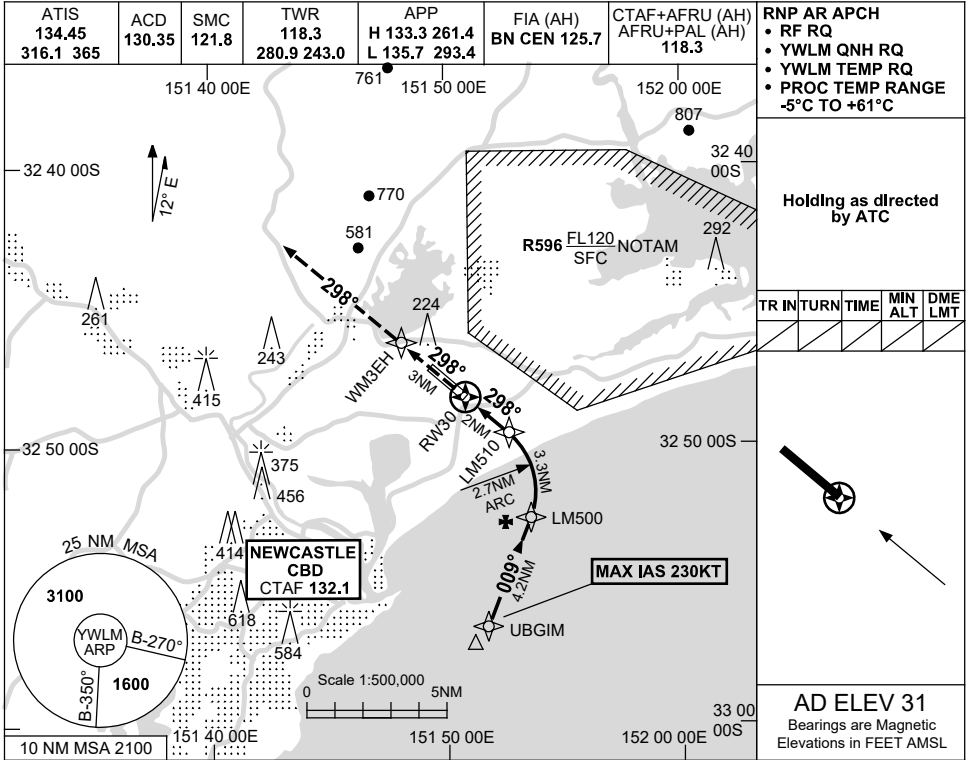
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 30 (AR)

WILLIAMTOWN, NSW (YWLM)

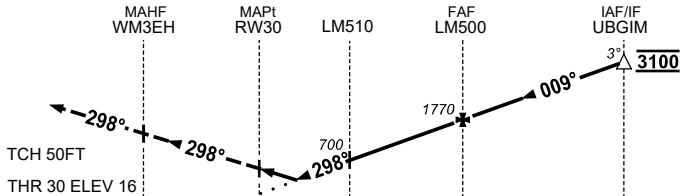
30 NOV 2023



NM TO NEXT WPT	RW30	0.9	1.1	LM510	3	4	5	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.



NM TO RW30

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: NEW PROC.

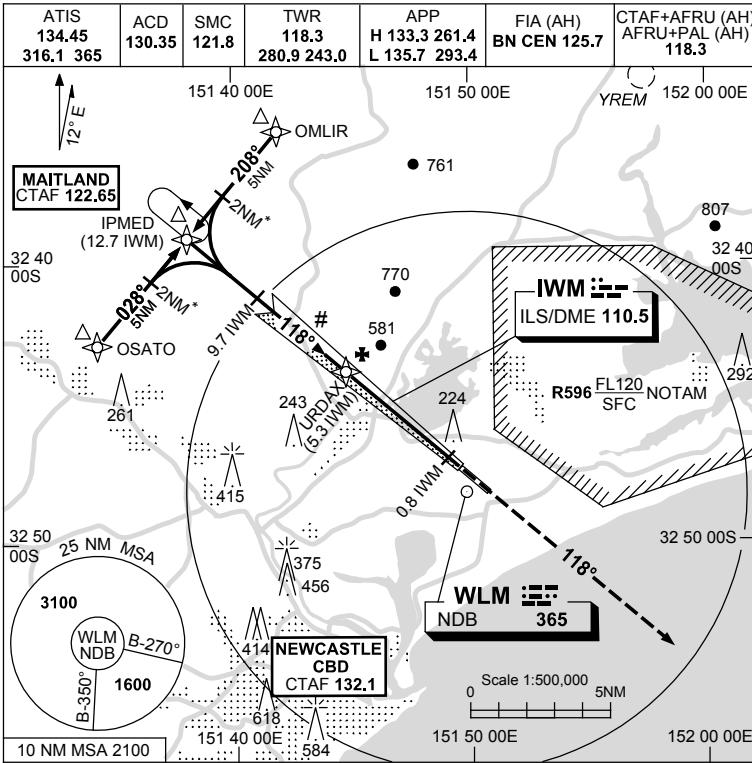
WLMGN08-177

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

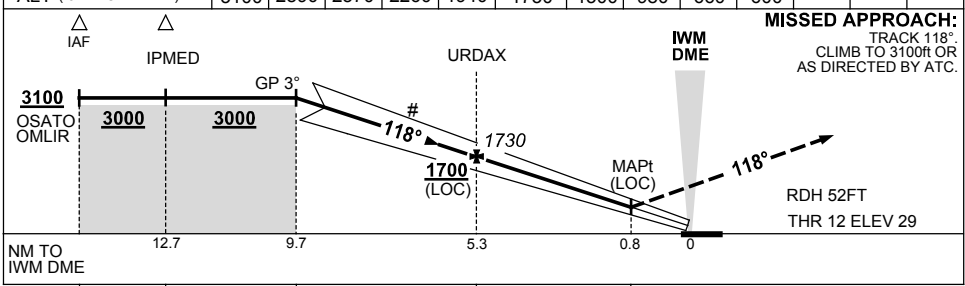
Holding at IPMED

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			



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.

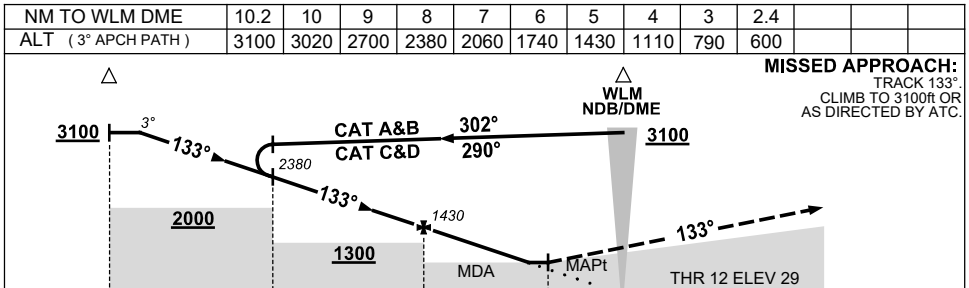
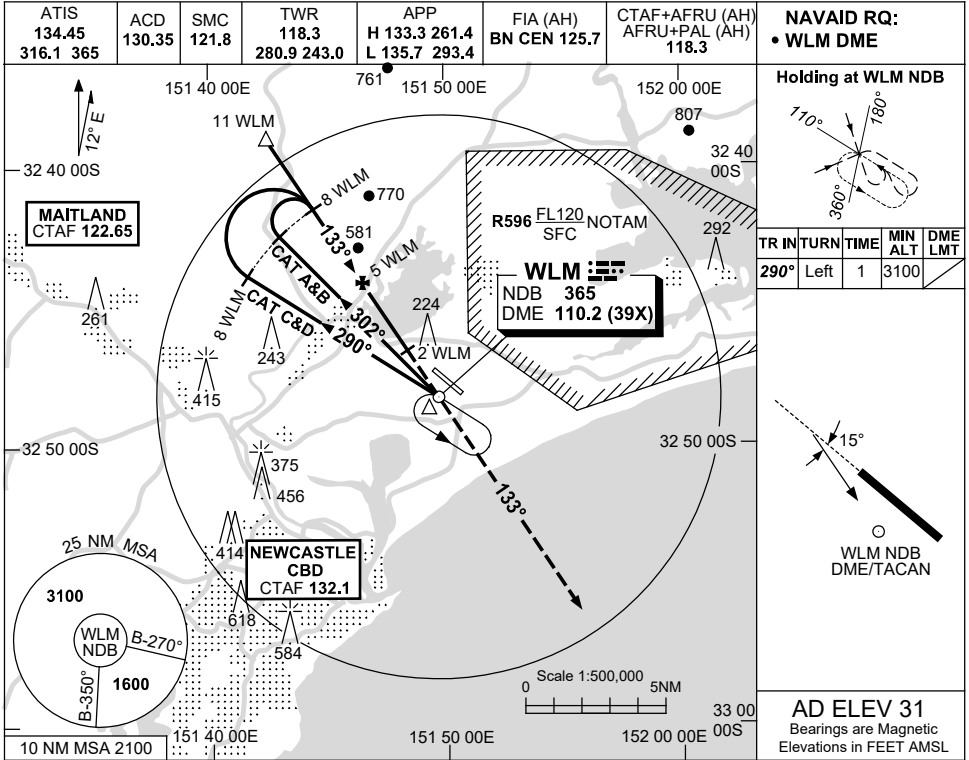
WLMII01-178

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.

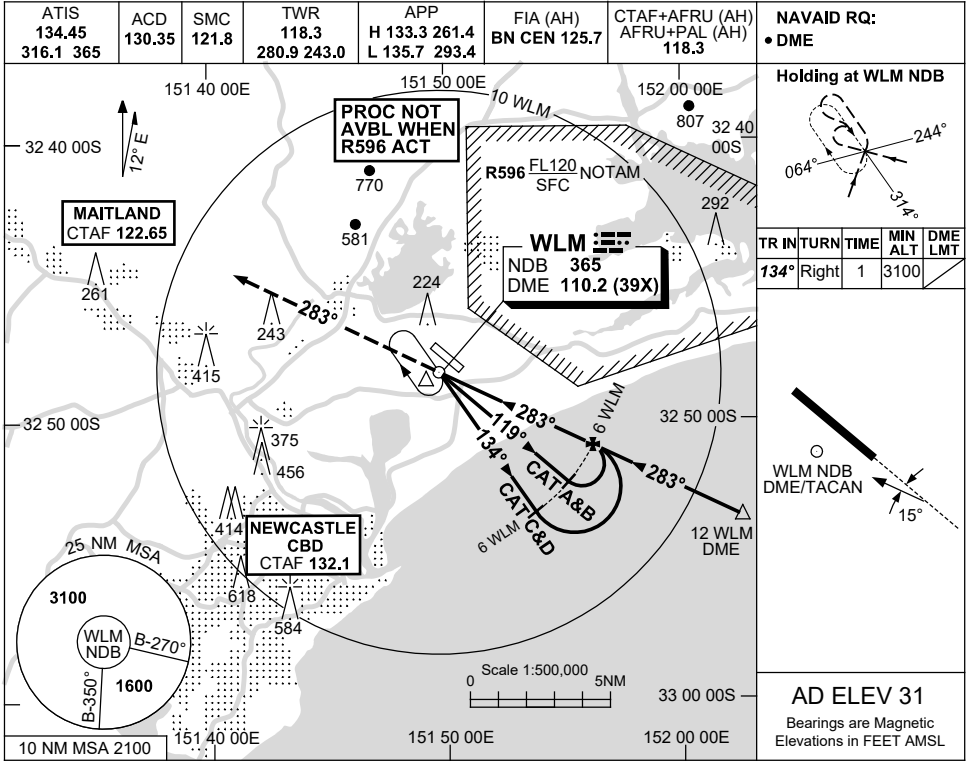
WLMNB01-177

USE QNH

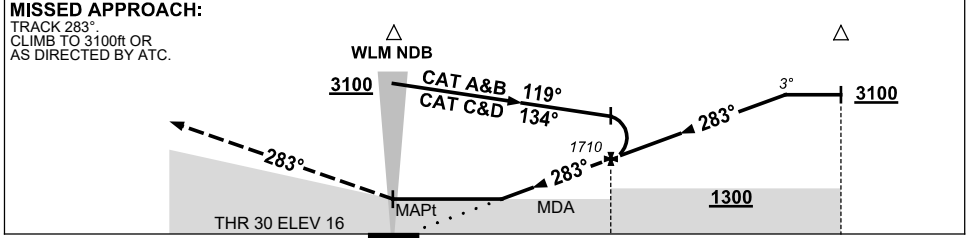
NDB RWY 30

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)	1070 (1039-5.0)	
ALTERNATE	(1179-4.4)		(1539-7.0)	

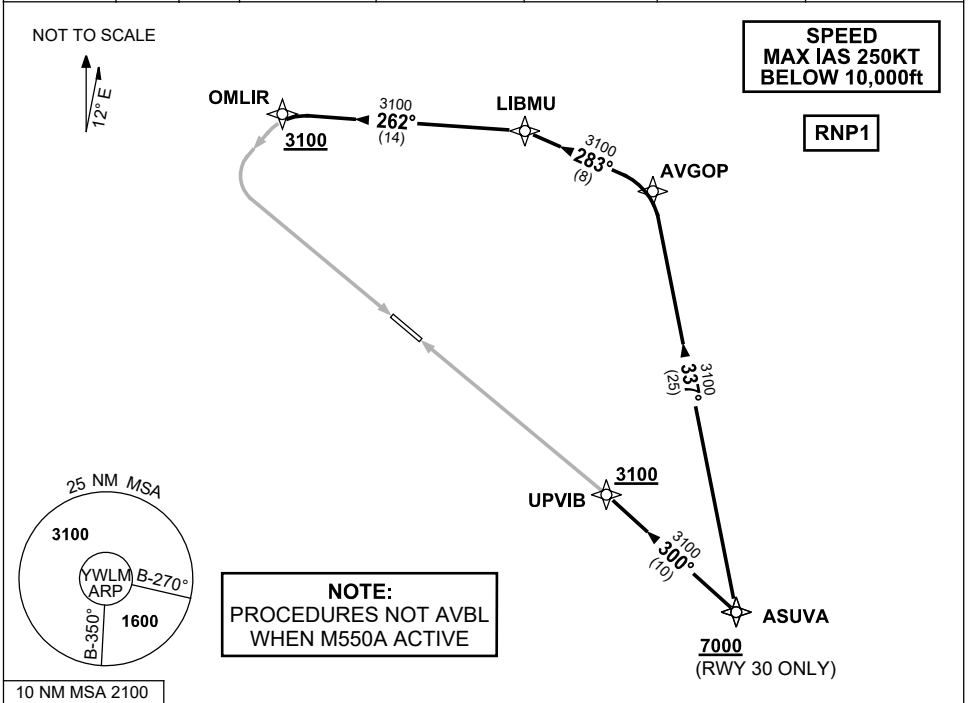
1. MAX IAS: INITIAL : 210KT.
2. ACFT MAY BE RADAR VECTORED TO FAF.
3. **CAUTION:** MAP OVERLAYS MAITLAND RNP W MAP.

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)**

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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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:

- From ASUVA AT or ABV 7000ft
- 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.

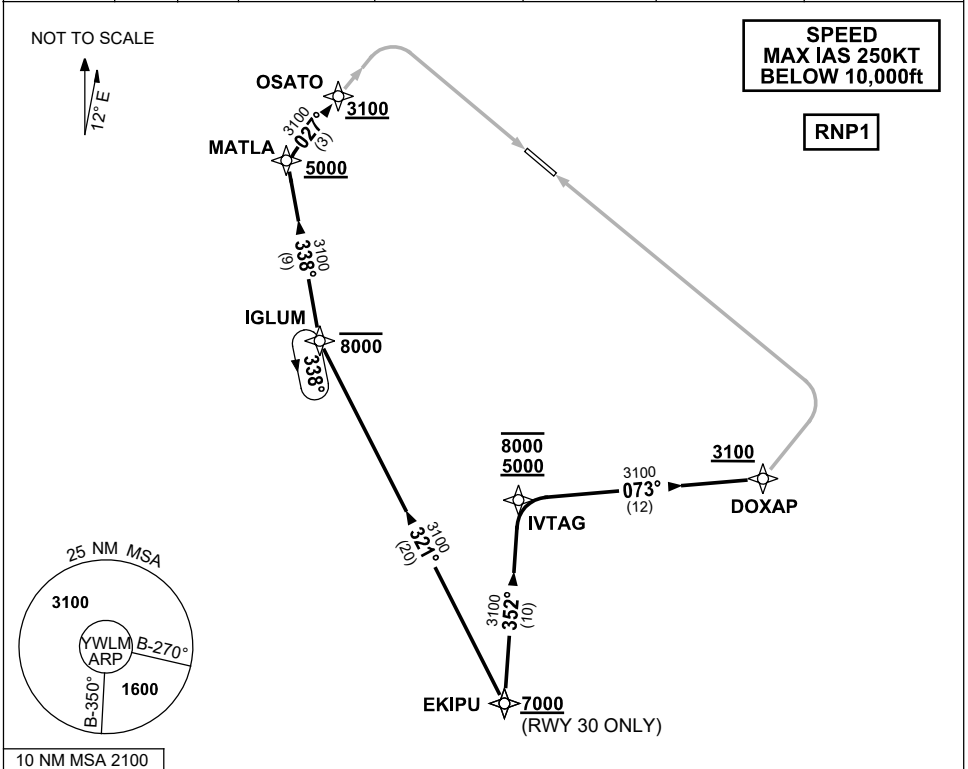
Changes: NEW PROC.

WLMSR01-177

**STANDARD ARRIVAL ROUTE (STAR)
EKIPU ONE ARRIVAL (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

ARRIVAL: EKIPU ONE

RWY 12:

- From EKIPIU 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 EKIPIU AT or ABV 7000ft
- 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

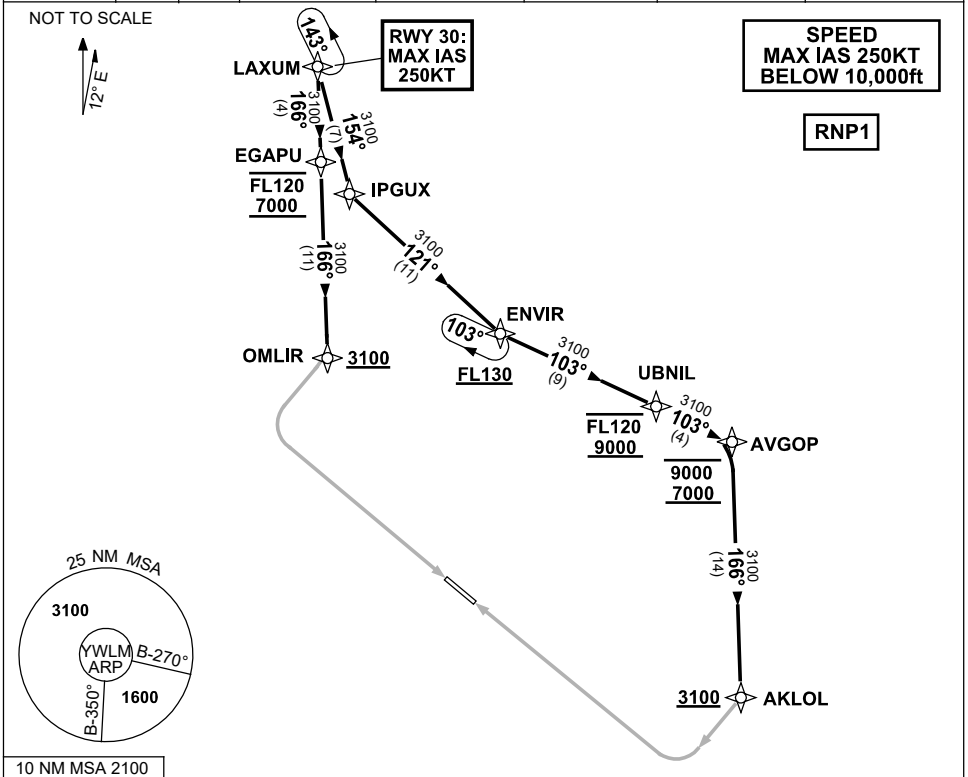
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERSA EMERG Section 1.5.

**STANDARD ARRIVAL ROUTE (STAR)
LAXUM ONE ALPHA ARRIVAL (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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ARRIVAL: LAXUM ONE ALPHA

RWY 12:

- 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 AKLOL
Cross AKLOL 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.

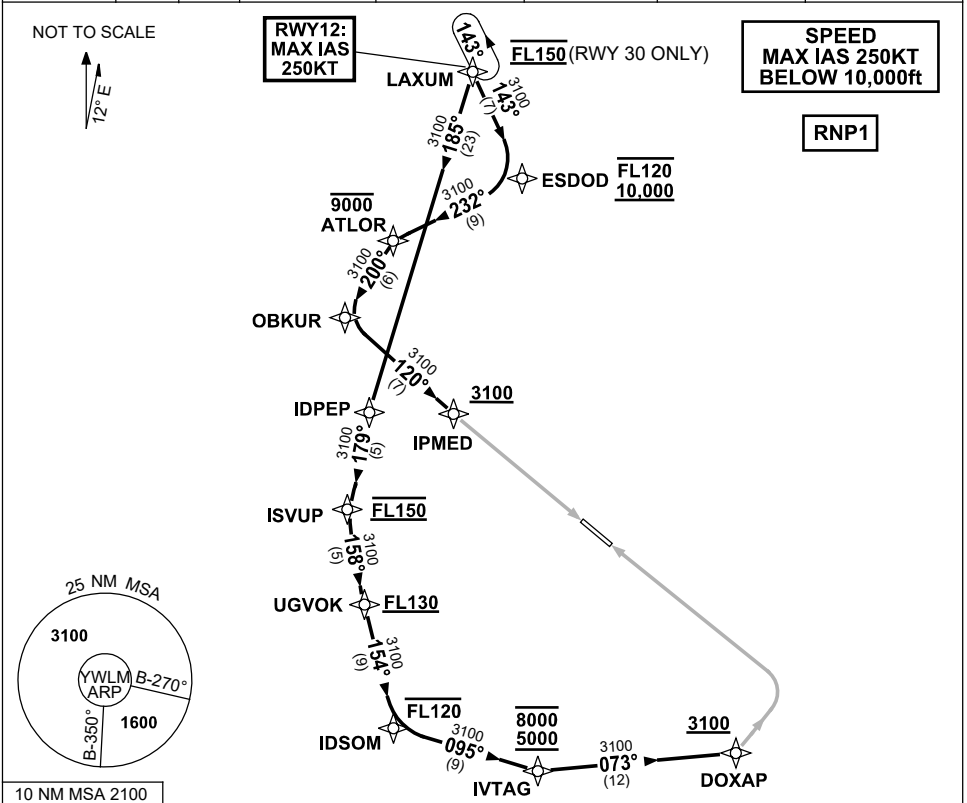
Changes: NEW PROC.

WLMSR03-177

**STANDARD ARRIVAL ROUTE (STAR)
LAXUM ONE BRAVO ARRIVAL (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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ARRIVAL: LAXUM ONE 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:

- From LAXUM AT FL150, 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.

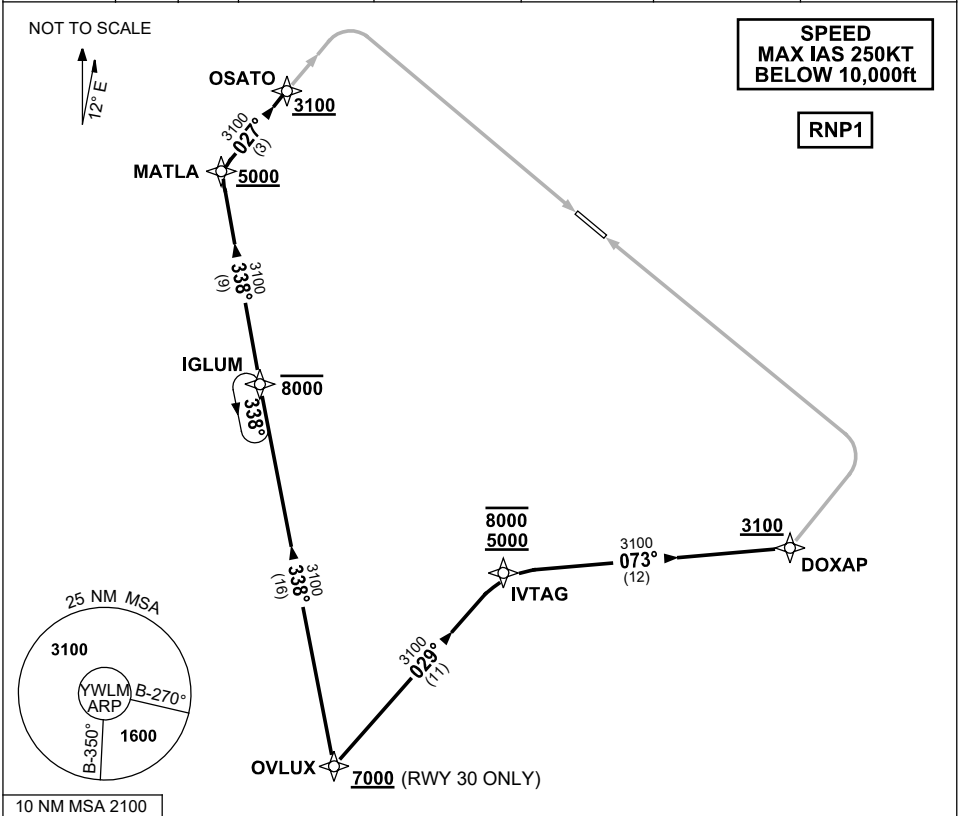
Changes: NEW PROC.

WLMSR04-177

**STANDARD ARRIVAL ROUTE (STAR)
OVLUX ONE ARRIVAL (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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ARRIVAL: OVLUX ONE

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 AT or ABV 7000ft
- 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 ERSR EMERG Section 1.5.

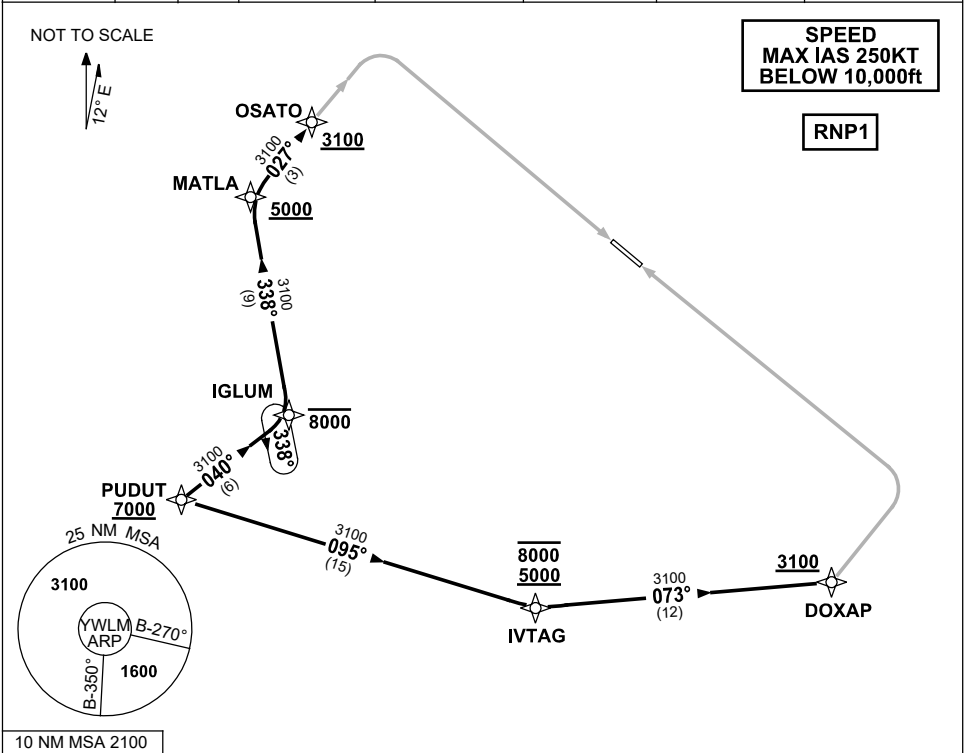
Changes: NEW PROC.

WLMSR05-177

STANDARD ARRIVAL ROUTE (STAR)
 PUDUT ONE ARRIVAL (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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ARRIVAL: PUDUT ONE

RWY 12:

- From PUDUT AT or ABV 7000ft
- 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 AT or ABV 7000ft
- 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.

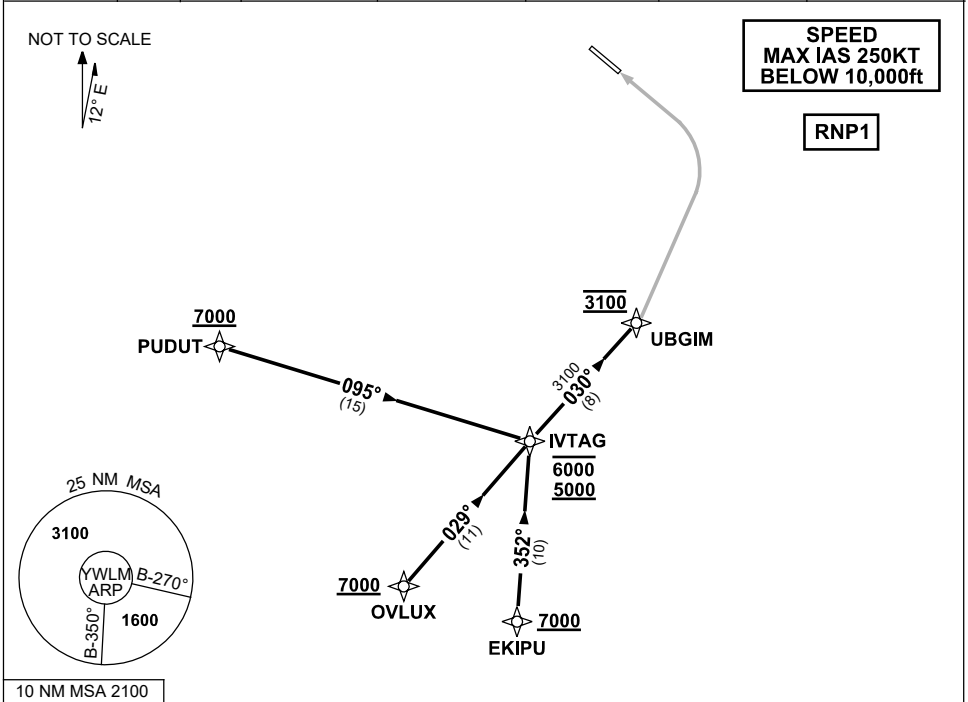
Changes: NEW PROC.

WLMSR06-177

**STANDARD ARRIVAL ROUTE (STAR)
 IVTAG ONE ROMEO (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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TRANSITIONS:

PUDUT: FROM PUDUT TO IVTAG

- AT OR ABOVE 7000ft.
- Track 095° to IVTAG
- **Cross** IVTAG BTN 5000ft and 6000ft

OVLUX: FROM OVLUX TO IVTAG

- AT OR ABOVE 7000ft.
- Track 029° to IVTAG
- **Cross** IVTAG BTN 5000ft and 6000ft

EKIPU: FROM EKIPU TO IVTAG

- AT OR ABOVE 7000ft.
- Track 352° to IVTAG
- **Cross** IVTAG BTN 5000ft and 6000ft

THEN FOLLOW ARRIVAL INSTRUCTION

ARRIVAL: IVTAG ONE ROMEO RWY 30

- From IVTAG BTN 5000ft and 6000ft
- Track 030° to UBGIM
- **Cross** UBGIM AT 3100ft
- Track via RNP W 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.

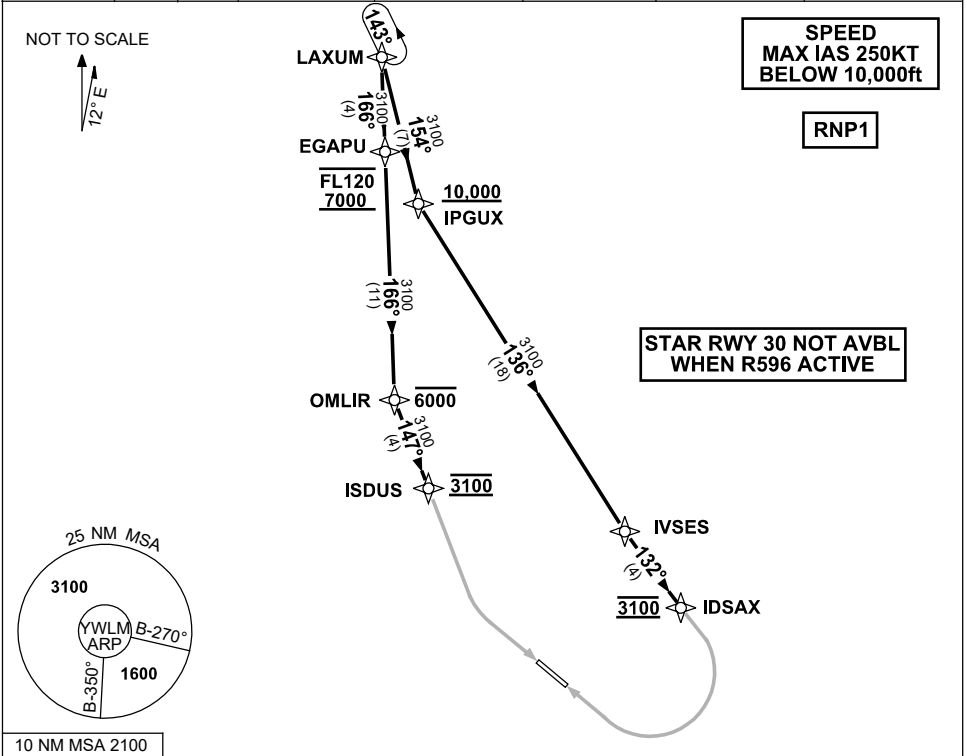
Changes: NEW PROC.

WLMSR07-177

**STANDARD ARRIVAL ROUTE (STAR)
LAXUM ONE ROMEO ARRIVAL (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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- ARRIVAL: LAXUM ONE ROMEO**
- RWY 12:**
- 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 3100ft
 - Track via RNP X RWY 30 (AR)

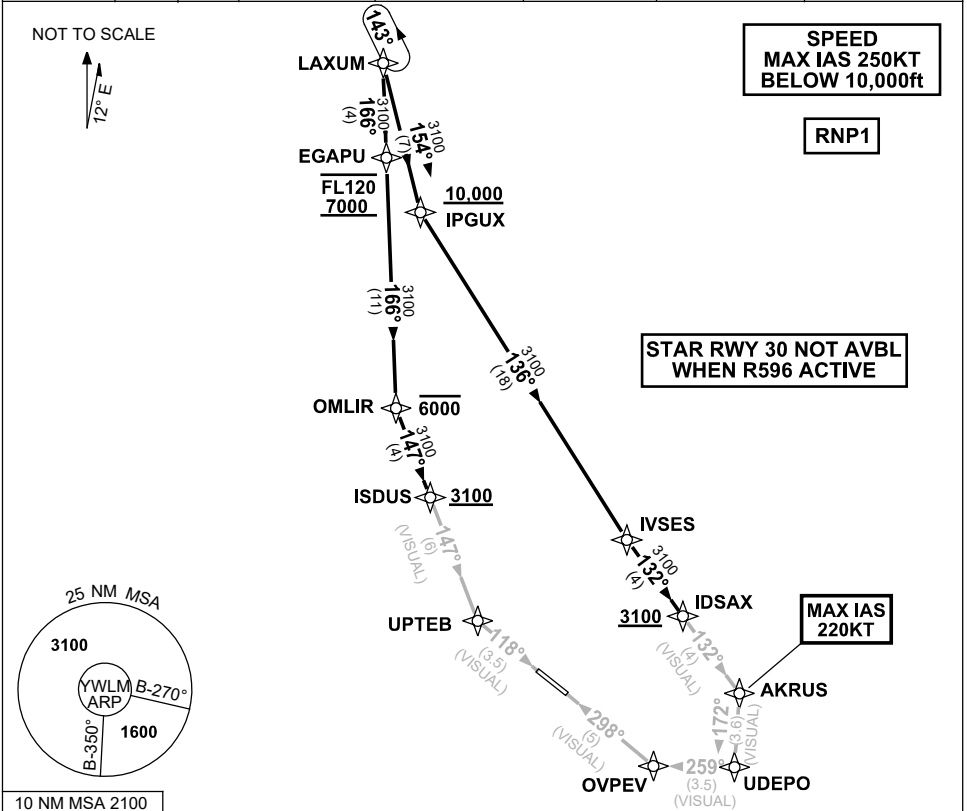
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERS A EMERG Section 1.5.

**STANDARD ARRIVAL ROUTE (STAR)
LAXUM ONE VICTOR ARRIVAL (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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ARRIVAL: LAXUM ONE VICTOR

RWY 12:

- 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
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 ERS A EMERG Section 1.5.

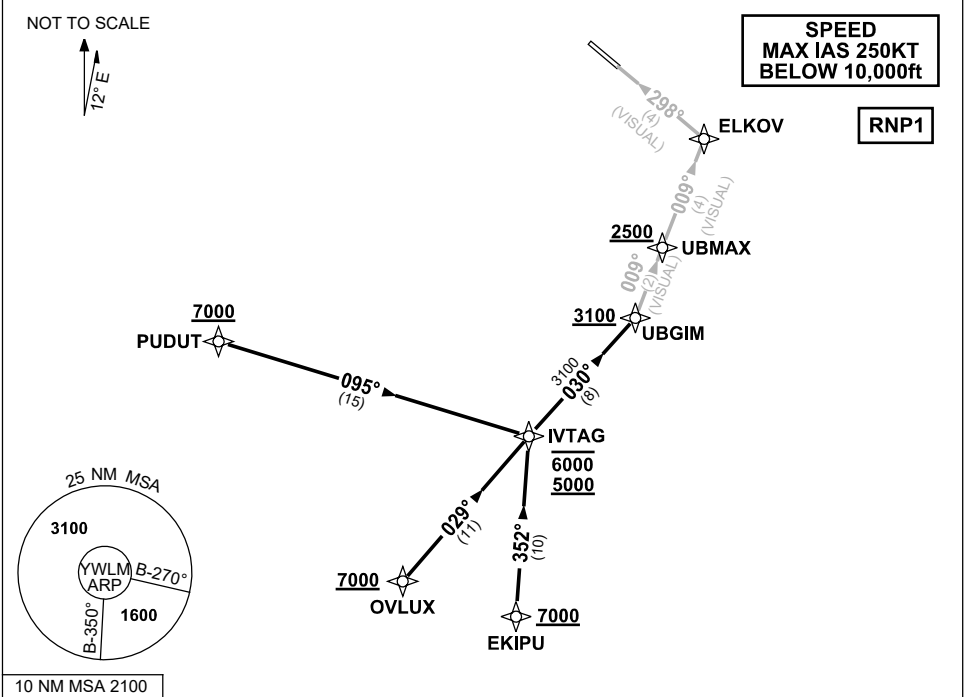
Changes: NEW PROC.

WLMSR09-177

**STANDARD ARRIVAL ROUTE (STAR)
 IVTAG ONE VICTOR (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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TRANSITIONS:

- PUDUT: FROM PUDUT TO IVTAG**
- AT OR ABOVE 7000ft.
 - Track 095° to IVTAG
Cross IVTAG BTN 5000ft and 6000ft
- OVLUX: FROM OVLUX TO IVTAG**
- AT OR ABOVE 7000ft.
 - Track 029° to IVTAG
Cross IVTAG BTN 5000ft and 6000ft
- EKIPU: FROM EKIPU TO IVTAG**
- AT OR ABOVE 7000ft.
 - Track 352° to IVTAG
Cross IVTAG BTN 5000ft and 6000ft

ARRIVAL: IVTAG ONE VICTOR RWY 30

- From IVTAG BTN 5000ft and 6000ft
- 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.