

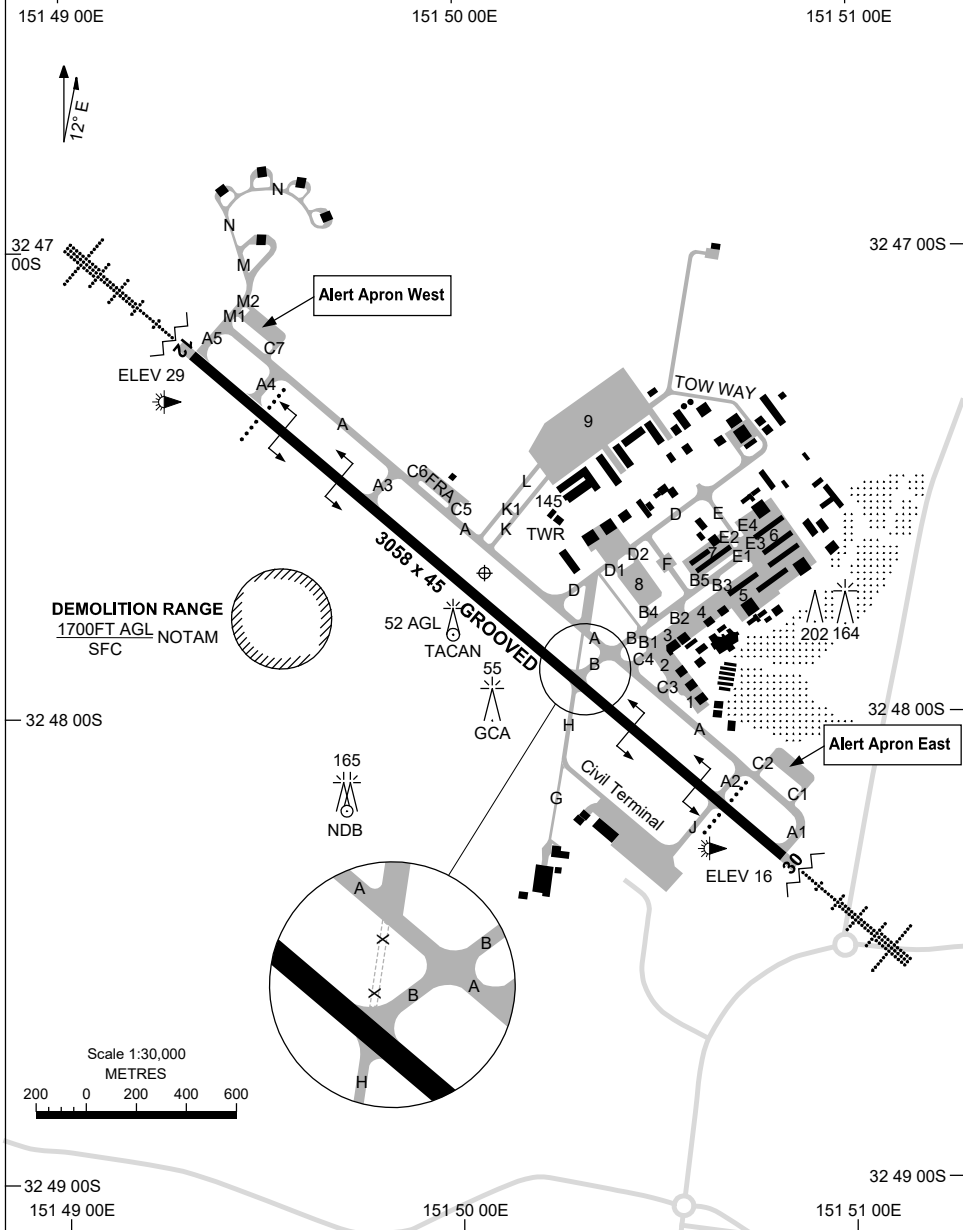
AD ELEV 31

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
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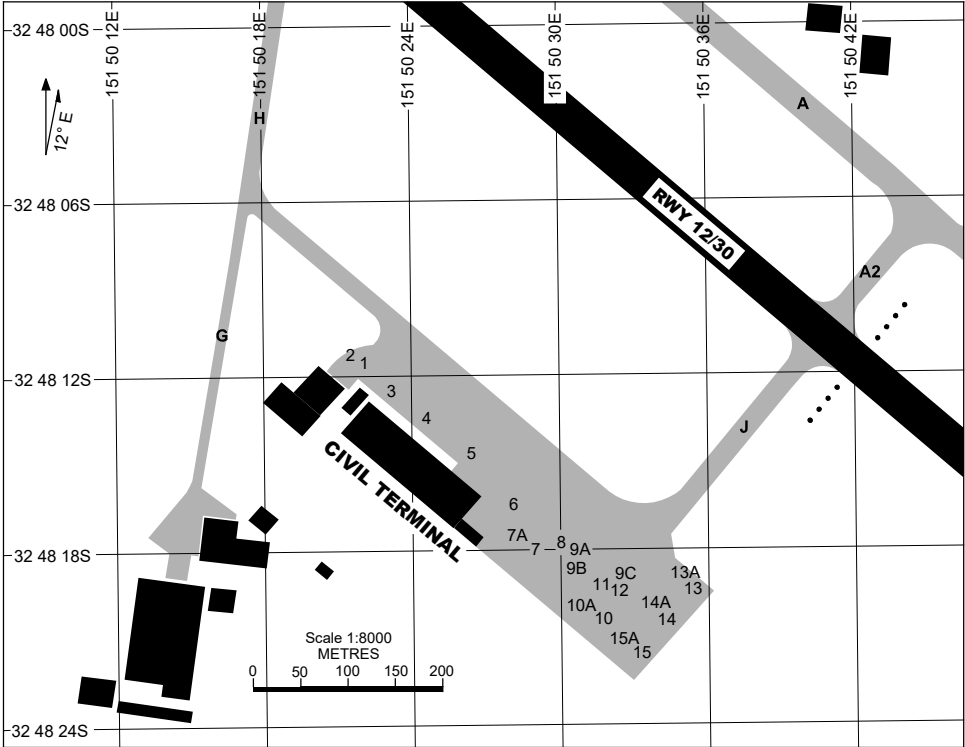
Changes: APP FREQ, Editorial.

WLMAD01-177

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
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

WILLIAMTOWN, NSW (YWLM)



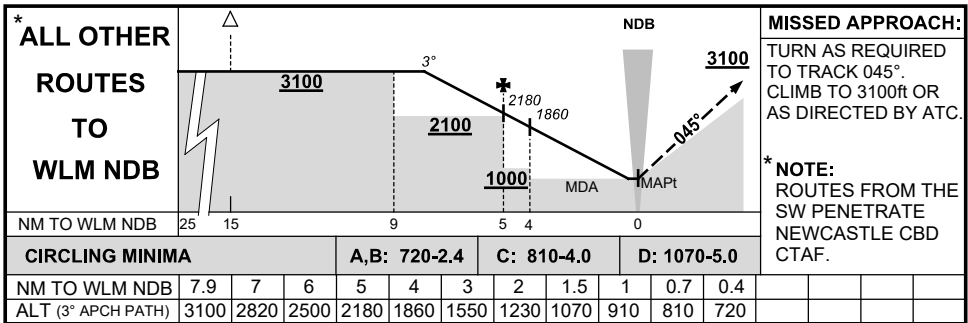
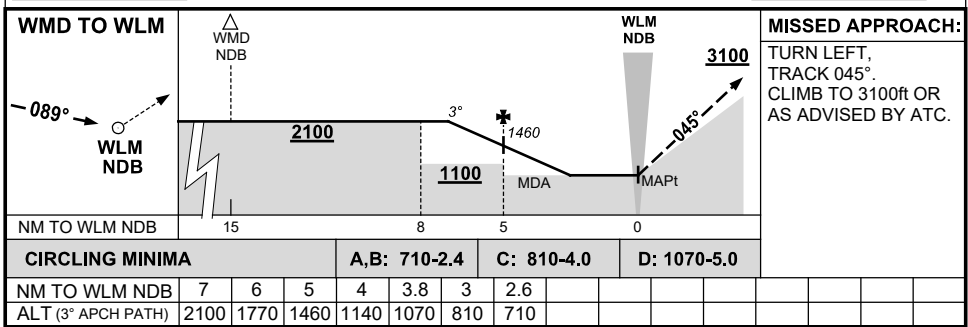
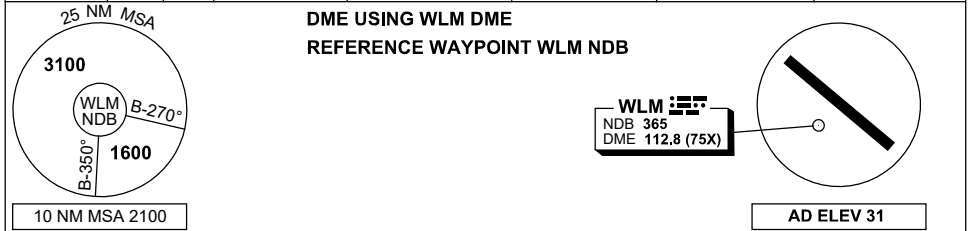
PARKING POSITION INFORMATION

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		

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

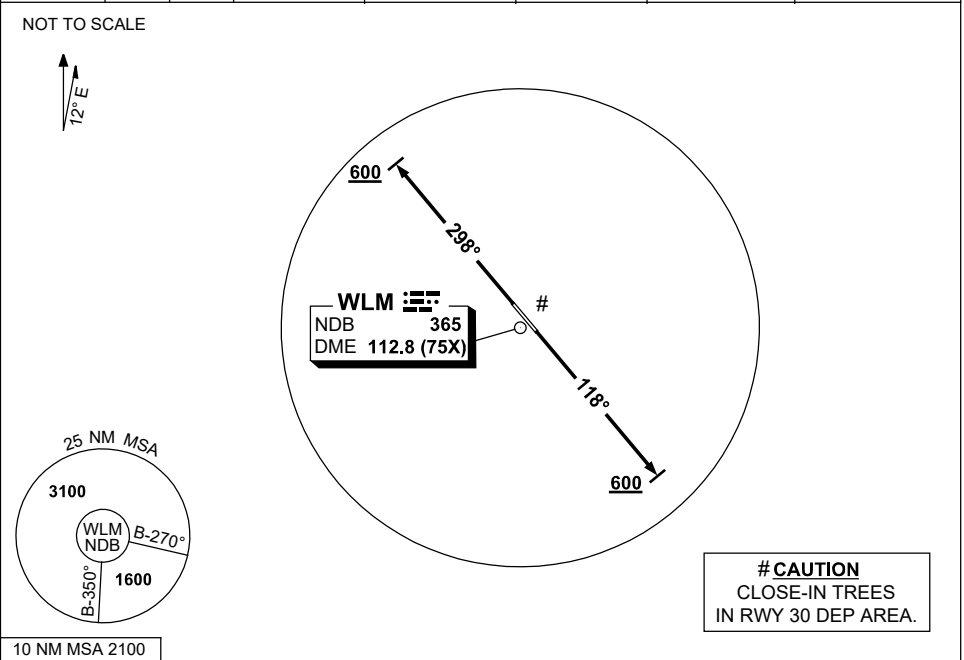
MISSED APPROACH:
TURN AS REQUIRED
TO TRACK 045°.
CLIMB TO 3100ft OR
AS DIRECTED BY ATC.

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

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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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.

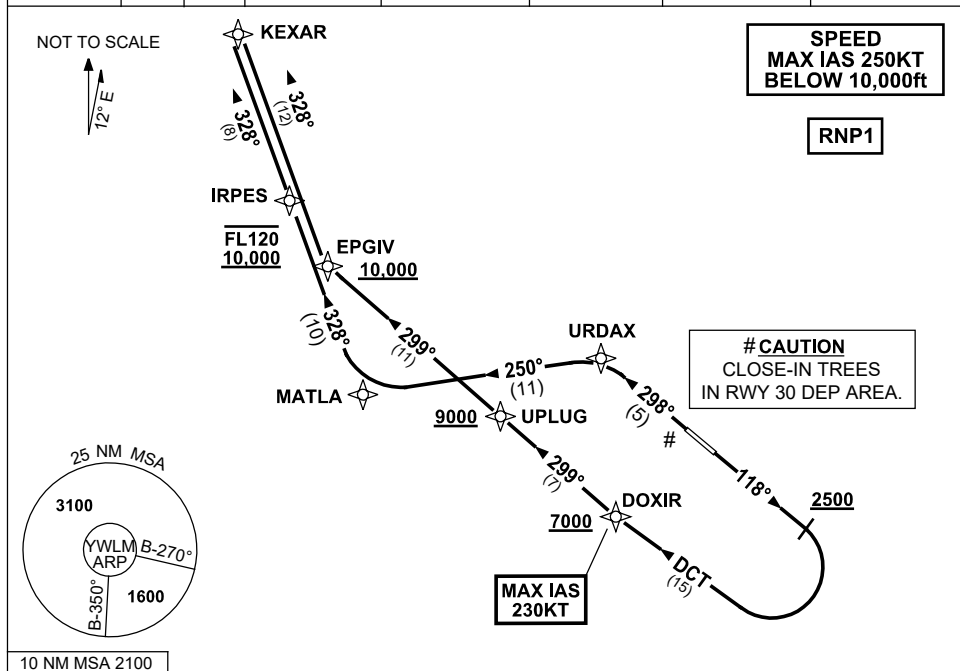
COMMUNICATIONS FAILURE PROCEDURE

- 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

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

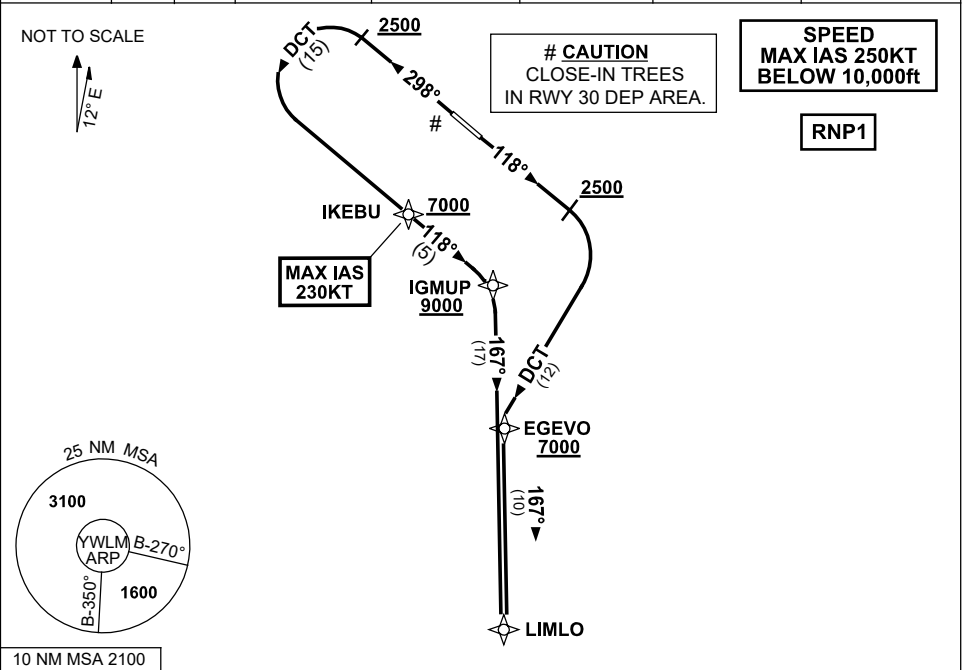
Changes: NEW PROC.

WLM DP02-177

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

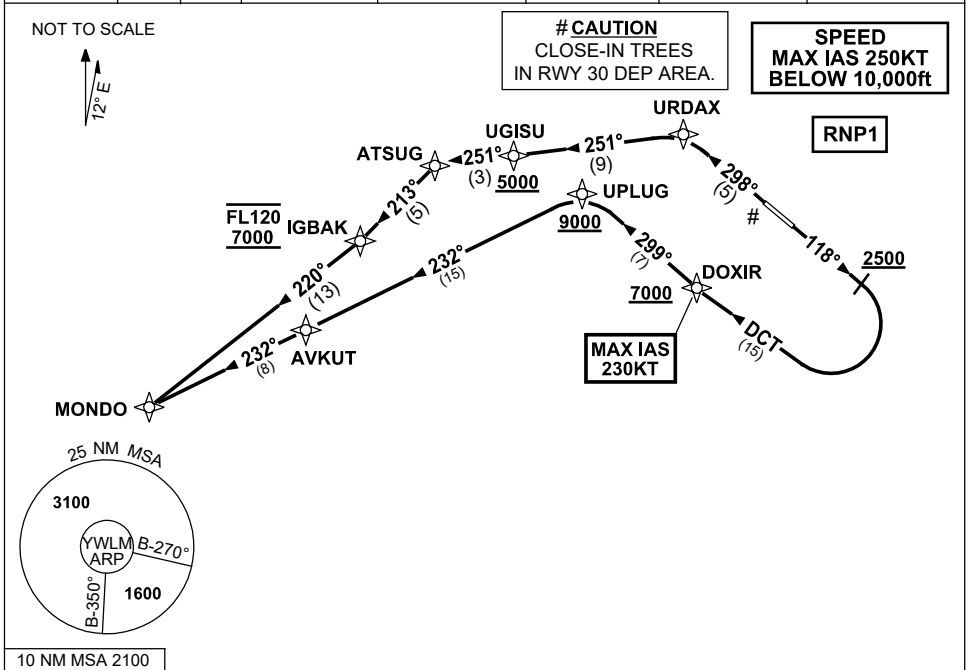
Changes: NEW PROC.

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

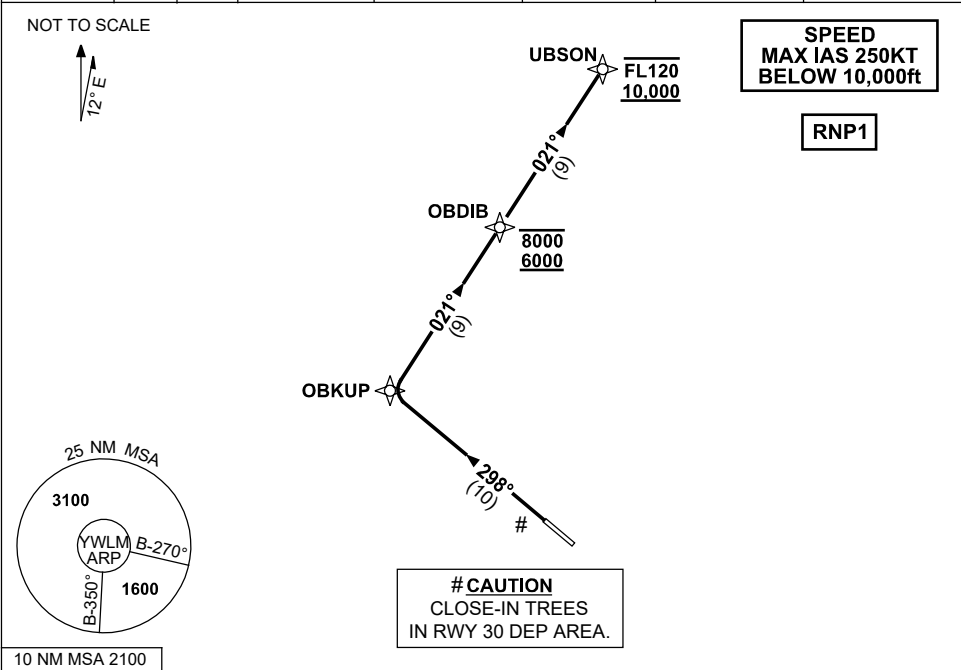
Changes: NEW PROC.

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

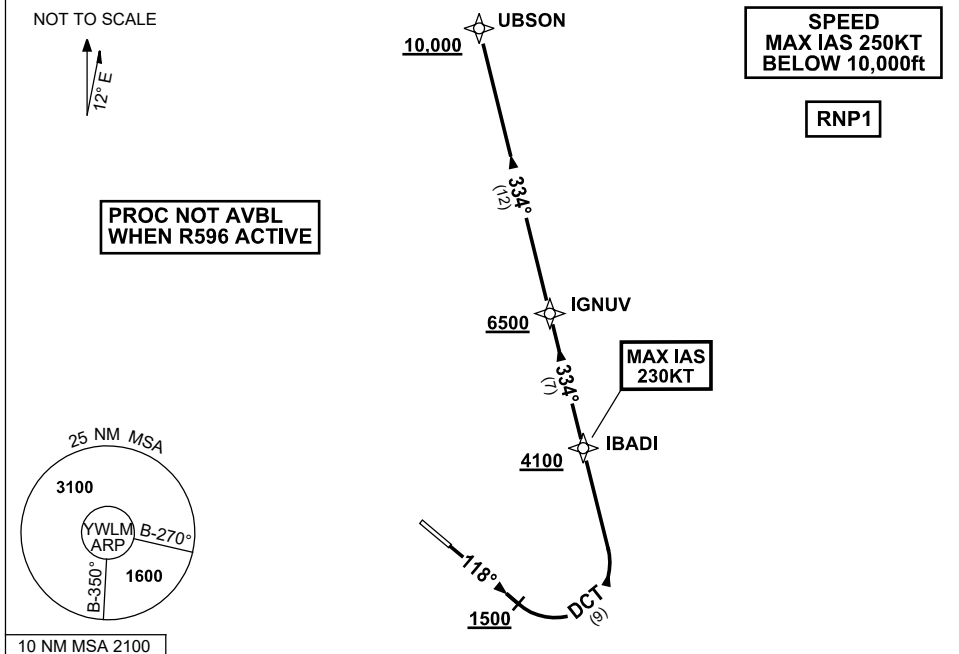
Changes: NEW PROC.

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

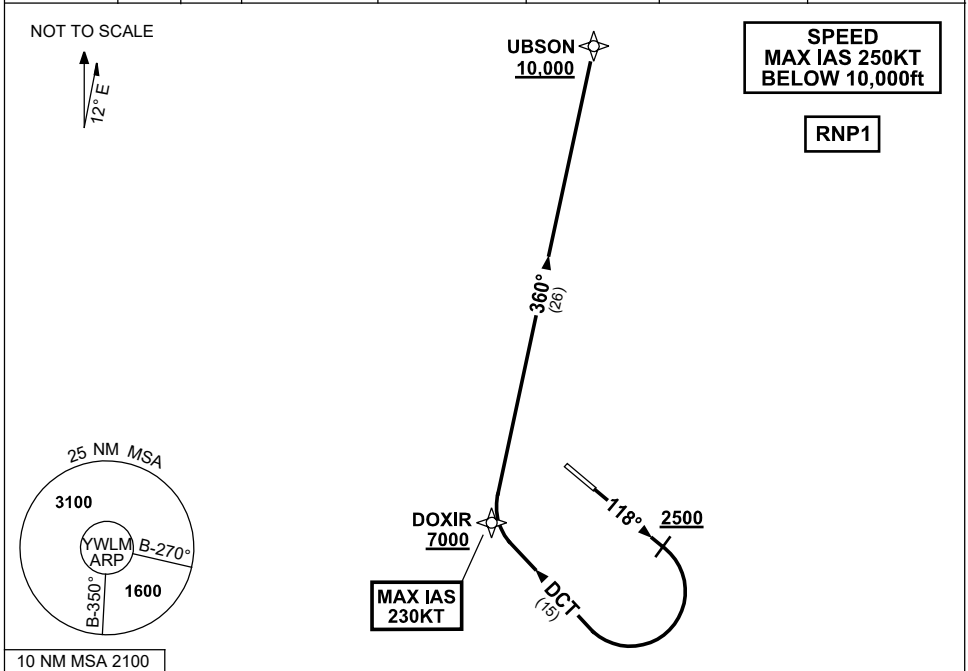
Changes: NEW PROC.

WLMDP10-177

**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.

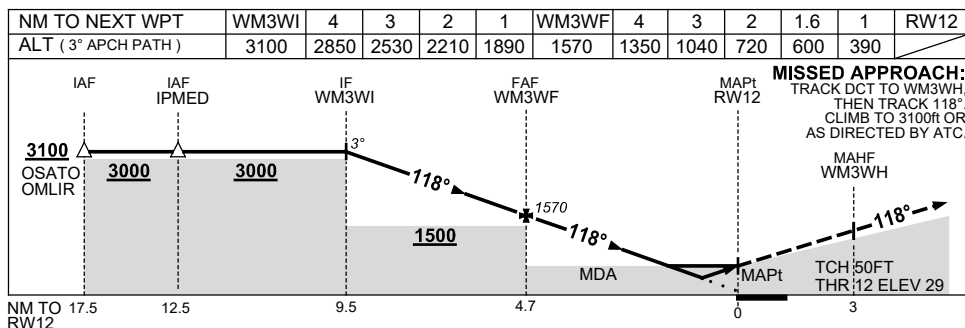
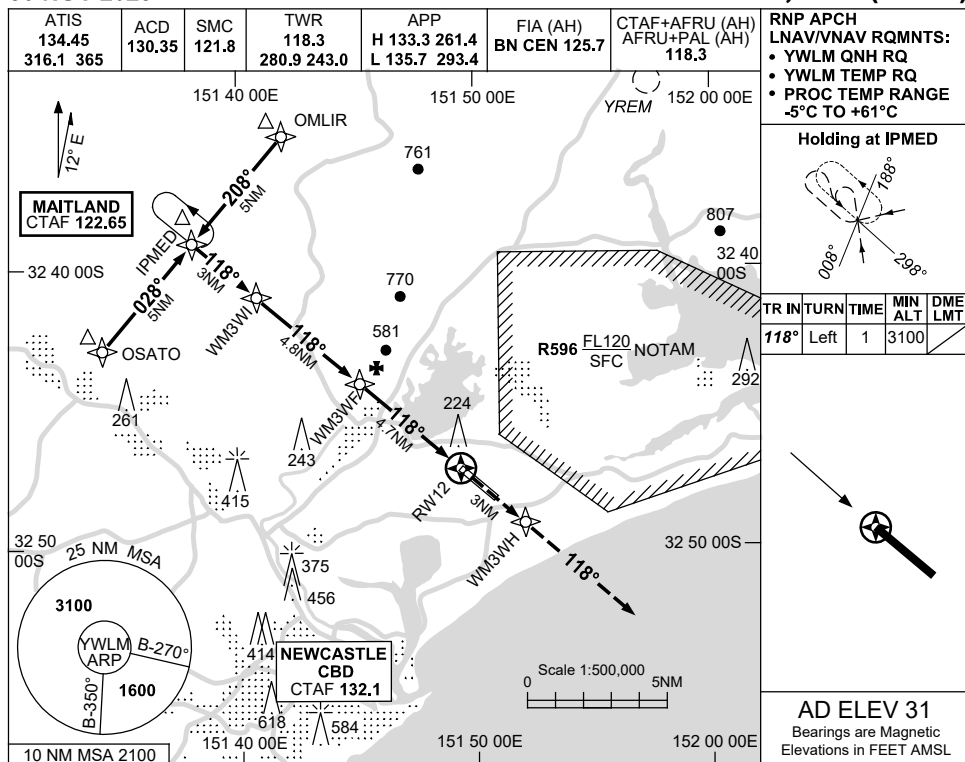
WLMDP11-177

USE QNH

RNP Z RWY 12

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



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

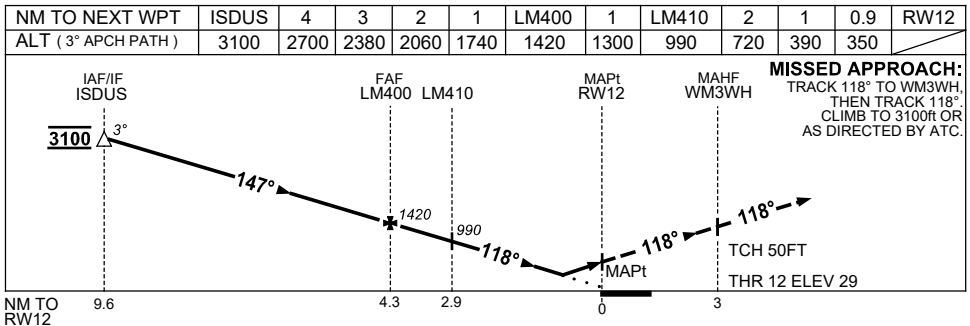
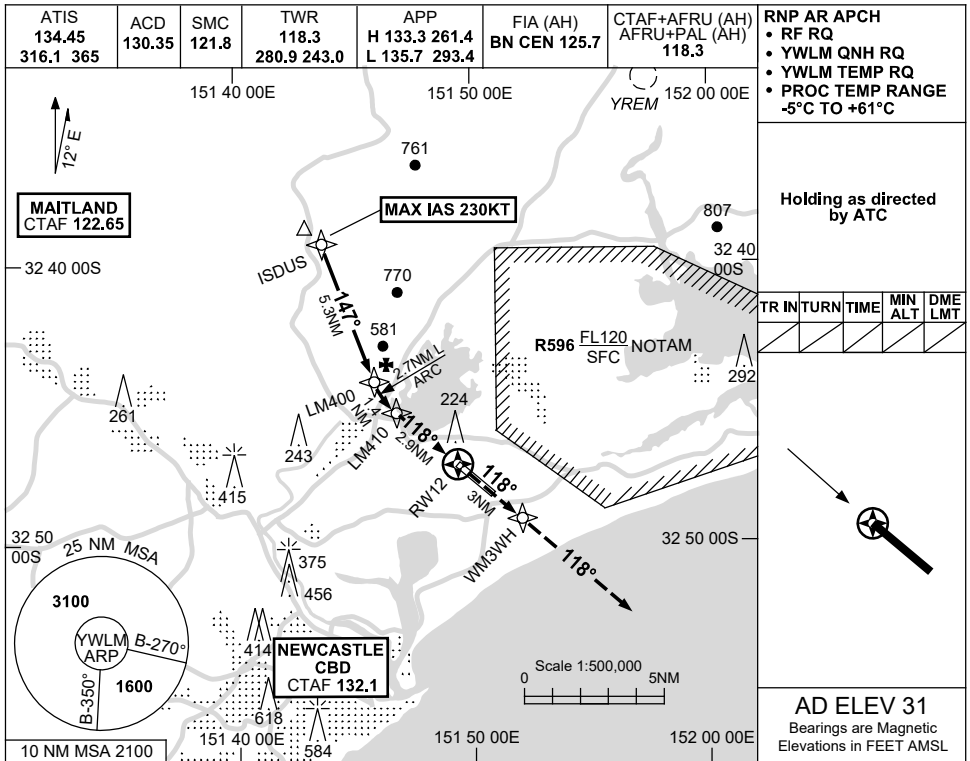
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 12 (AR)

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



NOTES

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)

1. MAX IAS:
ISDUS: 230KT.

Changes: NEW PROC.

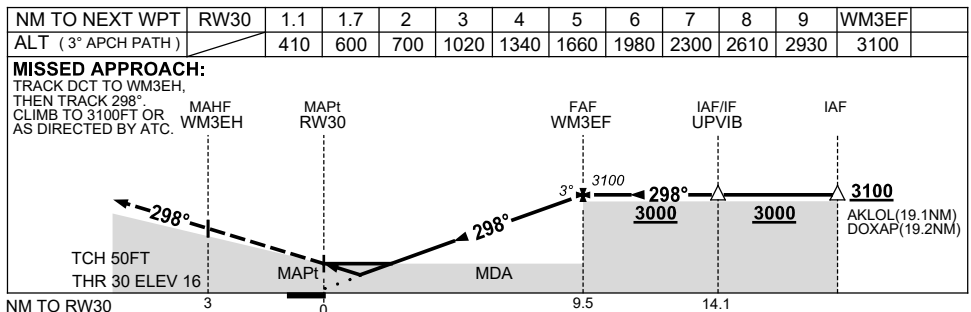
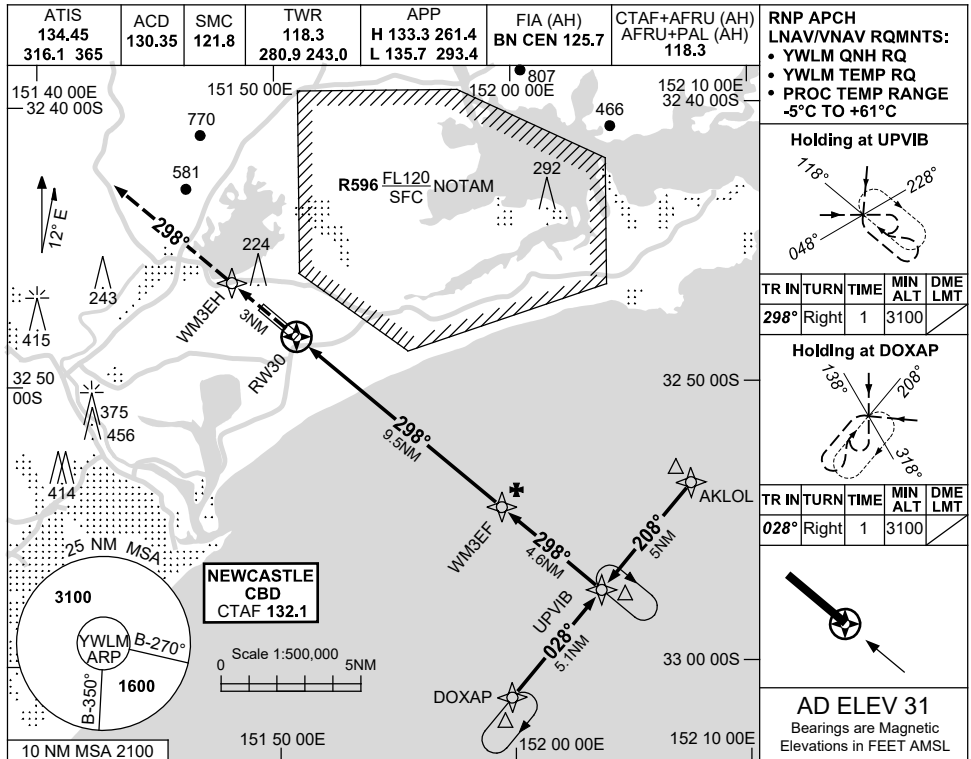
WLMGN05-177

USE QNH

RNP Z RWY 30

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



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

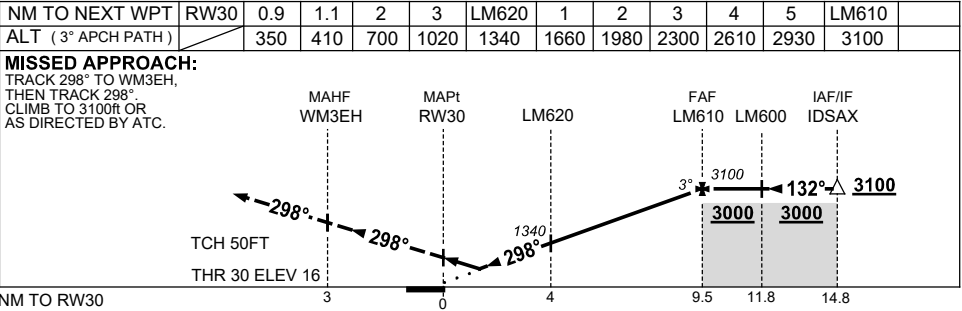
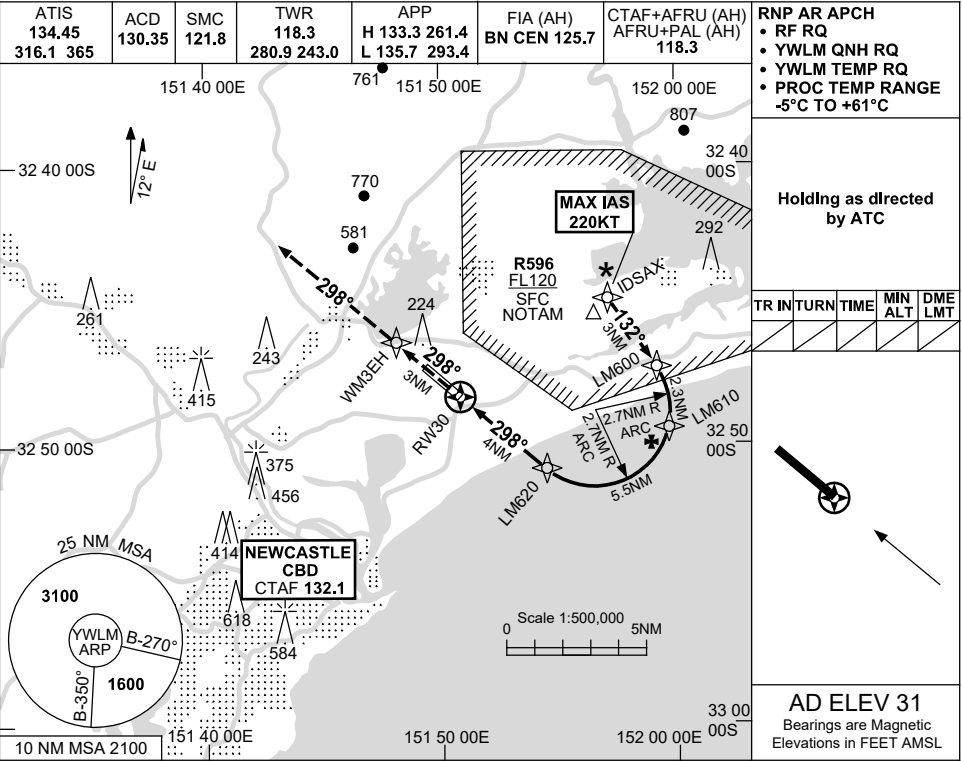
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 30 (AR)

30 NOV 2023

WILLIAMTOWN, NSW (YWLM)



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

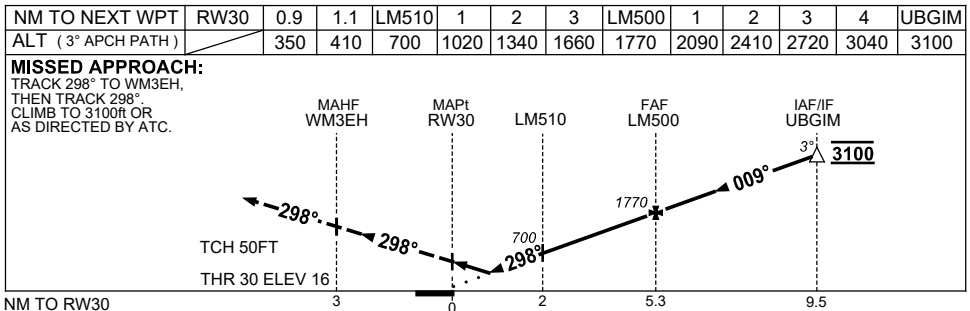
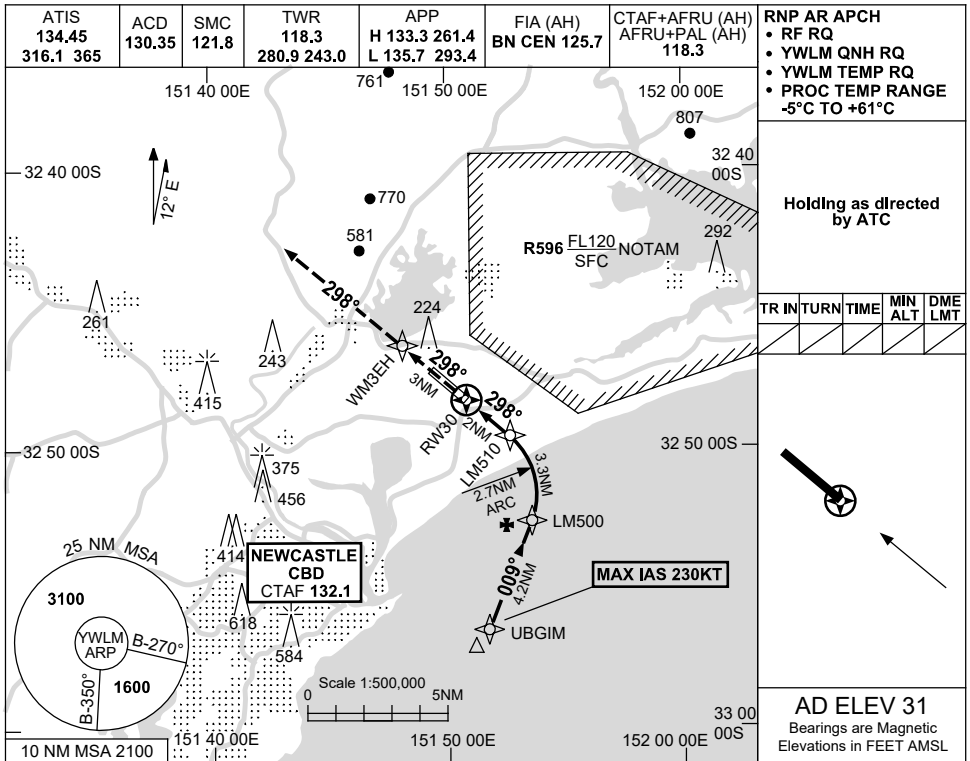
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 30 (AR)

WILLIAMTOWN, NSW (YWLM)

13 JUN 2024



NOTES

1. 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.

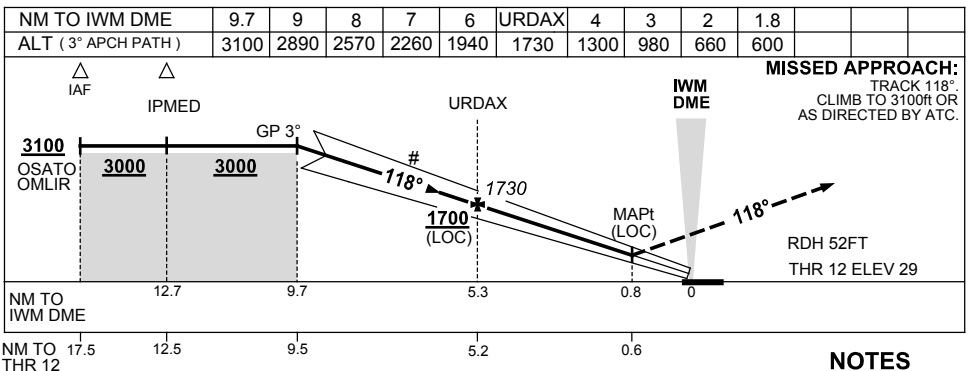
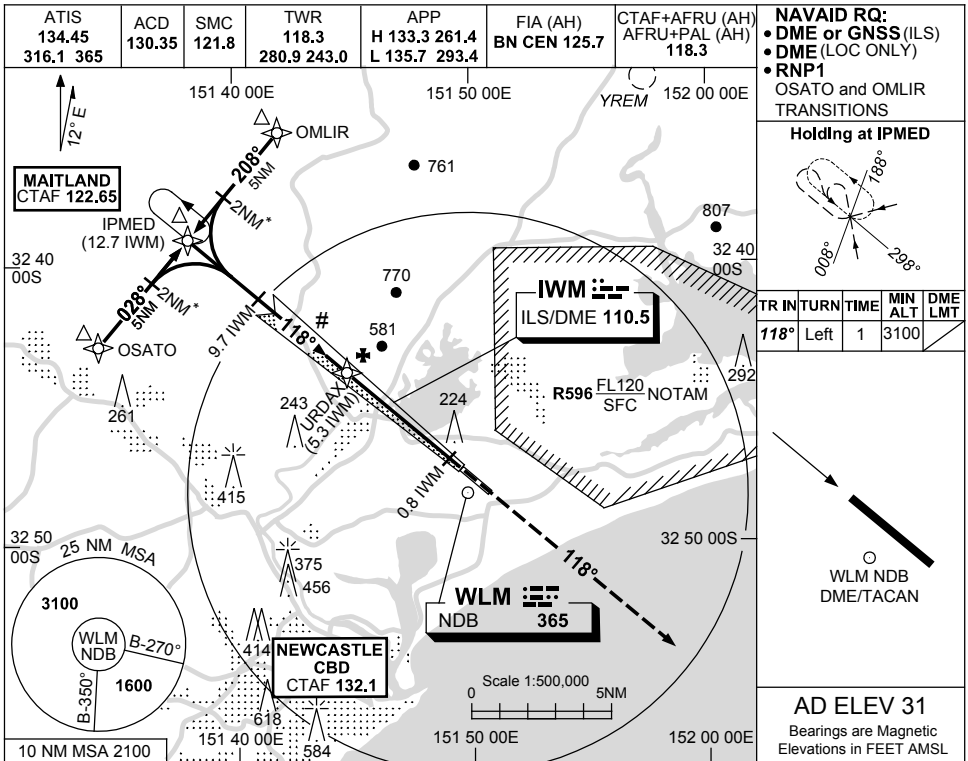
WLMGN08-179

USE QNH

ILS-Z or LOC-Z RWY 12

21 MAR 2024

WILLIAMTOWN, NSW (YWLM)



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.

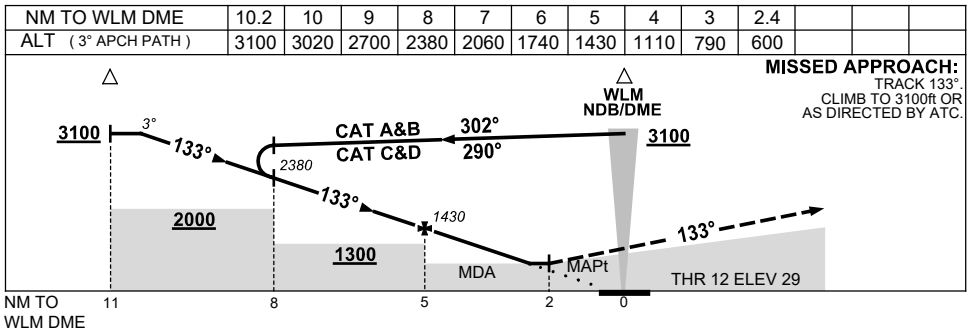
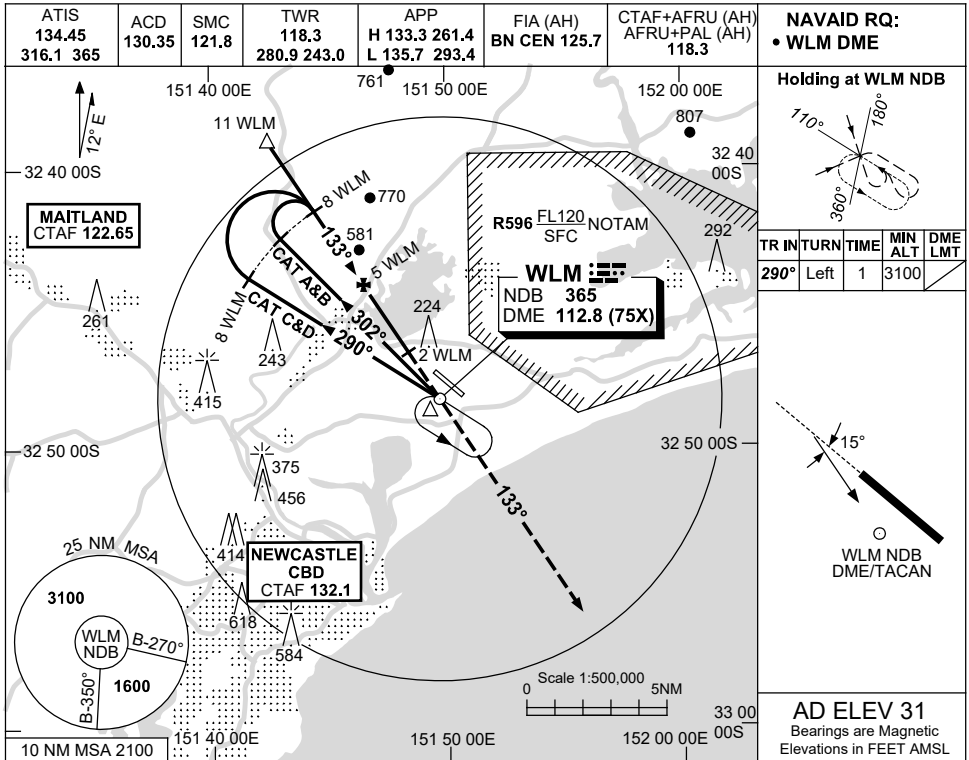
WLMII01-178

USE QNH

NDB RWY 12

28 NOV 2024

WILLIAMTOWN, NSW (YWLM)



NOTES

- MAX IAS:
INITIAL : 210KT.

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)	

Changes: DME FREQ, Editorial.

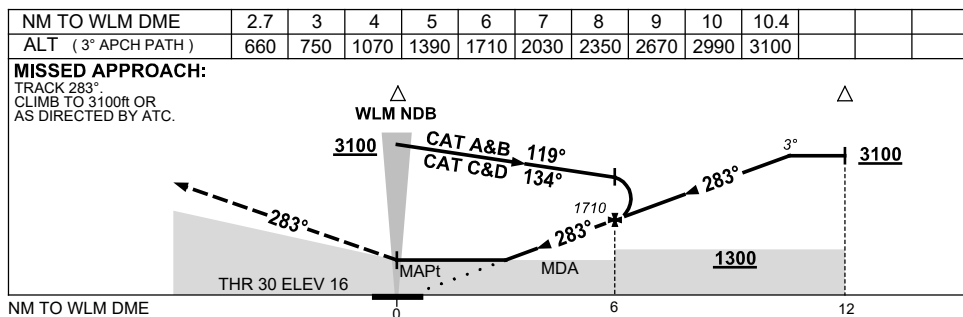
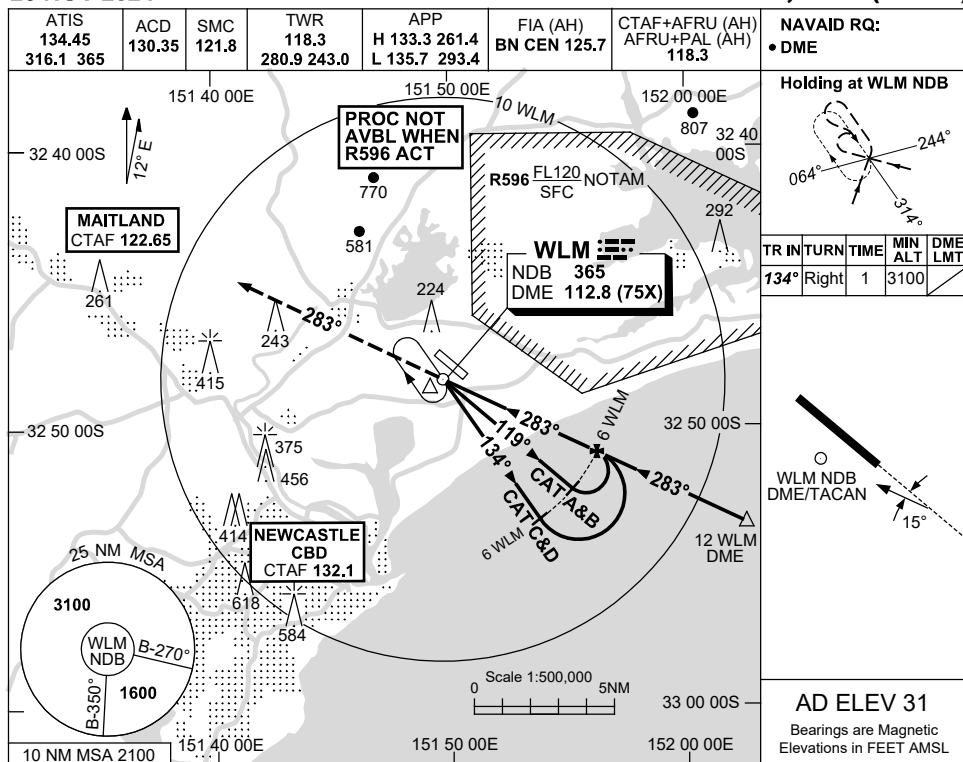
WLMNB01-181

USE QNH

NDB RWY 30

28 NOV 2024

WILLIAMTOWN, NSW (YWLM)



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)	(1279-6.0)	(1539-7.0)	

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

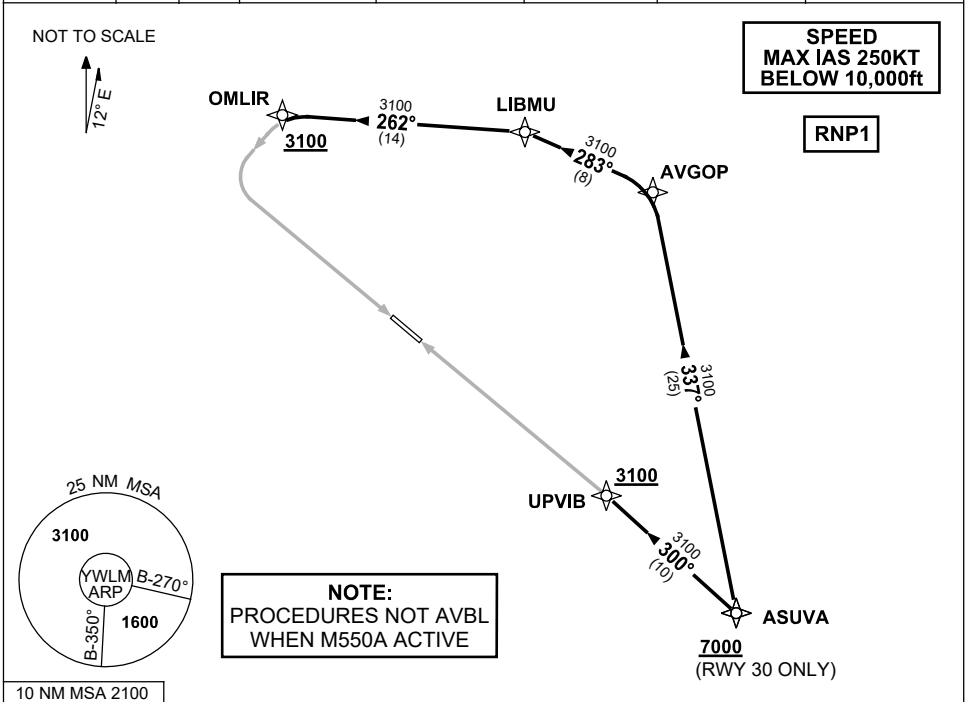
Changes: DME FREQ, Editorial.

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.

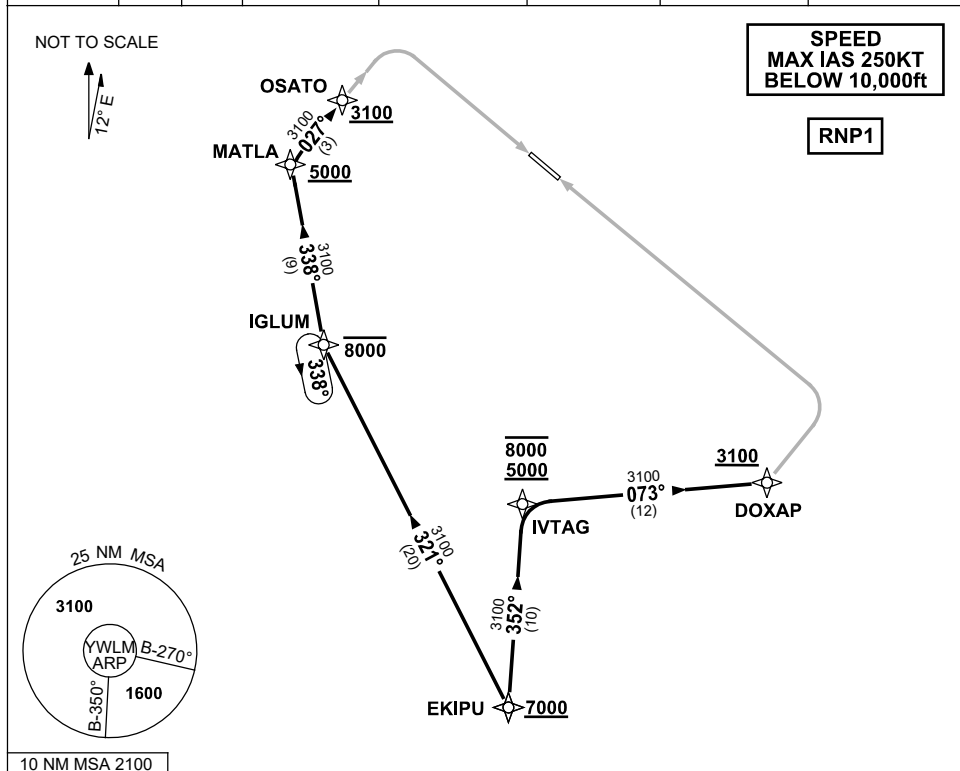
Changes: Editorial.

WLMSR01-179

**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 ERSa EMERG Section 1.5.

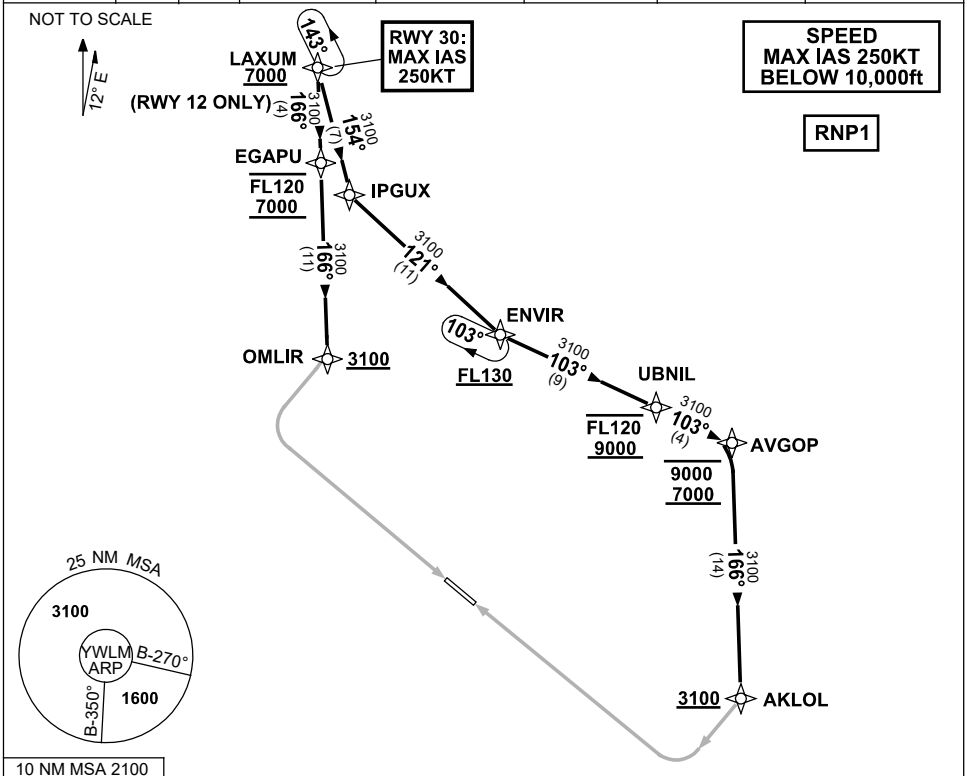
Changes: EKIPU ALT, VALIDITY NR.

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 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: LAXUM ALT RQMNTS, VALIDITY N.R.

WLMSR03-179

13 JUN 2024

NOT TO SCALE

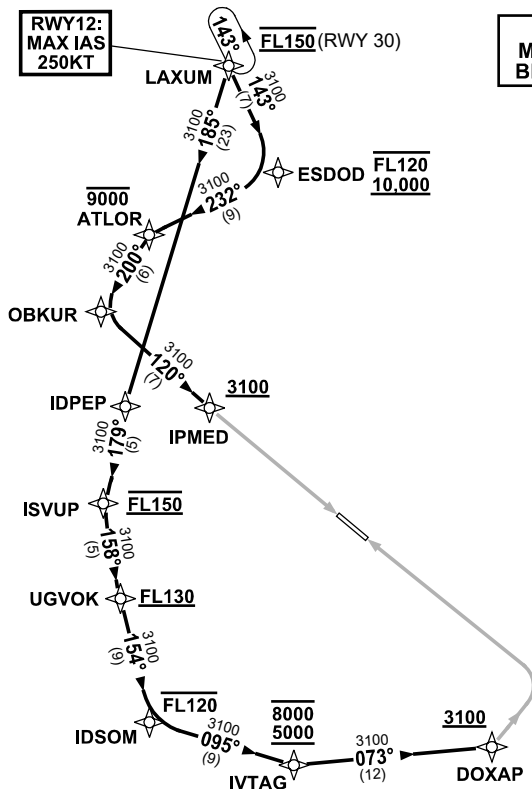


**RWY12:
MAX IAS
250KT**

FL150 (RWY 30)

SPEED
MAX IAS 250KT
BELOW 10.000ft

RNP1



10 NM MSA 2100

RWY 12:

- RWY 30:**

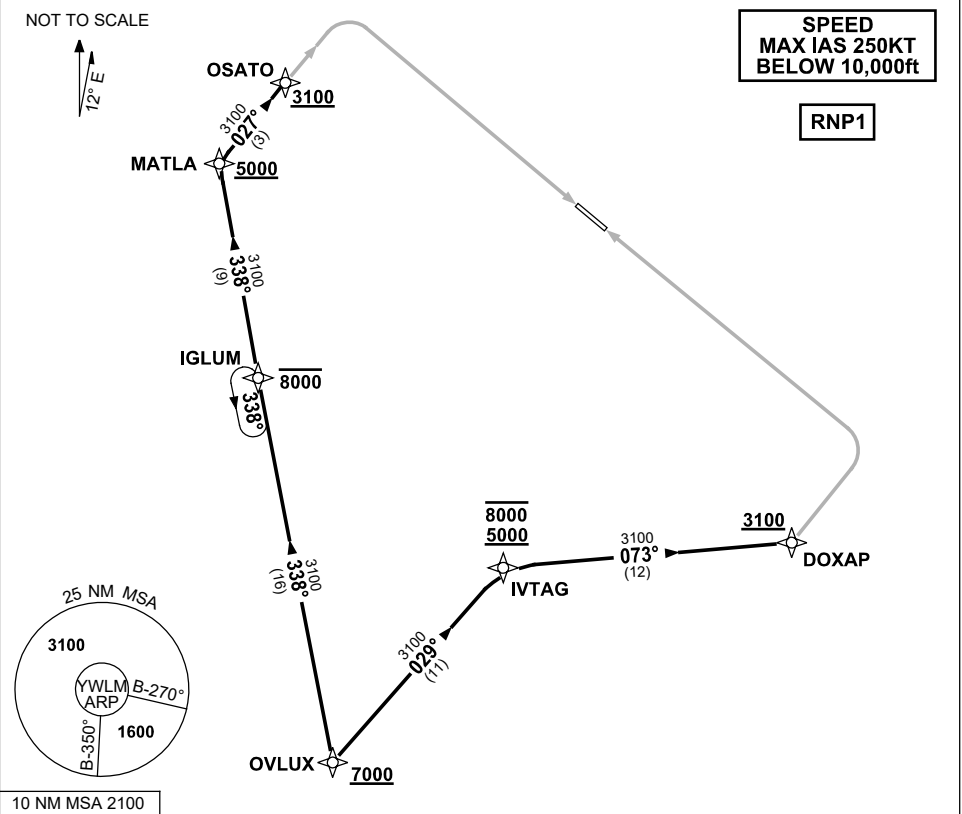
- ## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERSA EMERG Section 1.5.

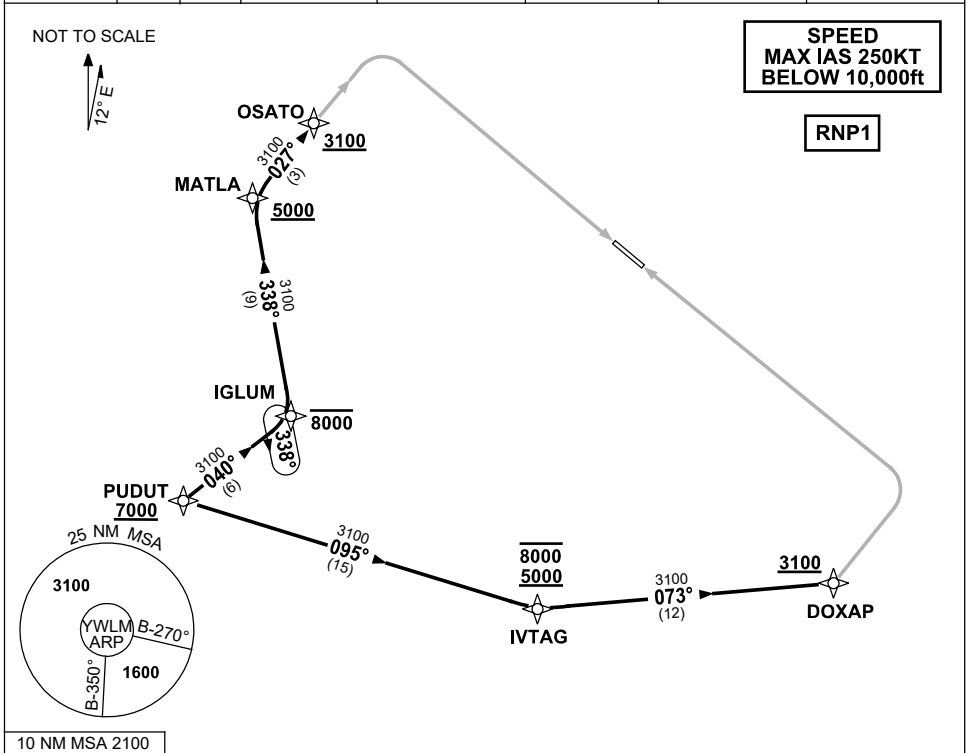
Changes: OVLUX ALT, VALIDITY NR.

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.

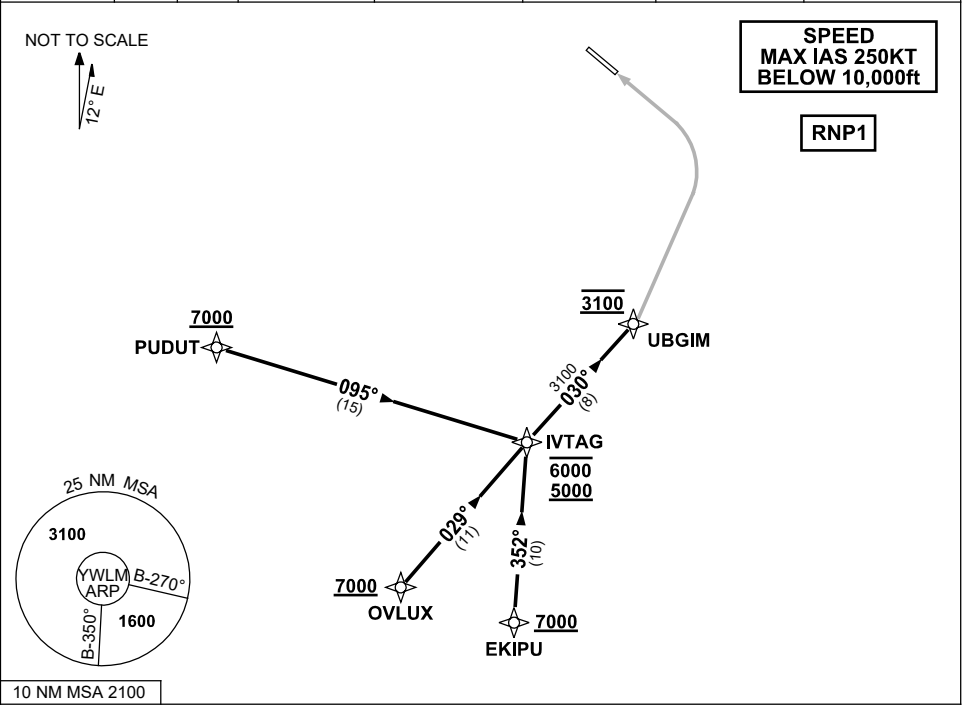
Changes: Editorial.

WLMSR06-179

13 JUN 2024

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

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

EKIPI:

- 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 ERS A EMERG Section 1.5.

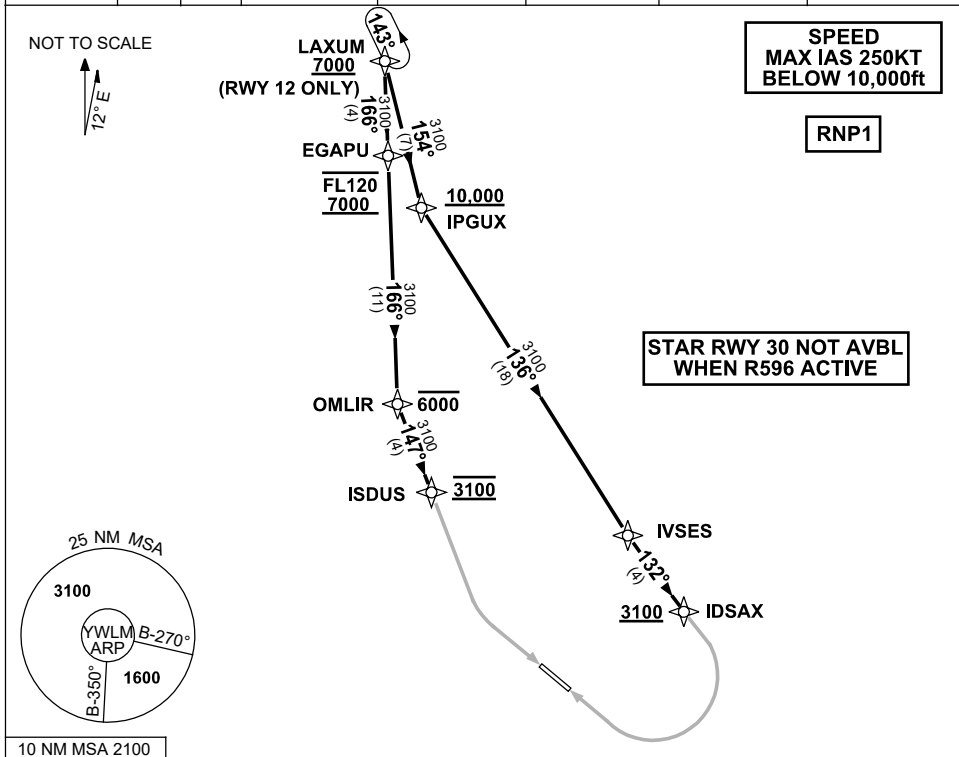
Changes: Editorial.

WLMSR07-179

**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.

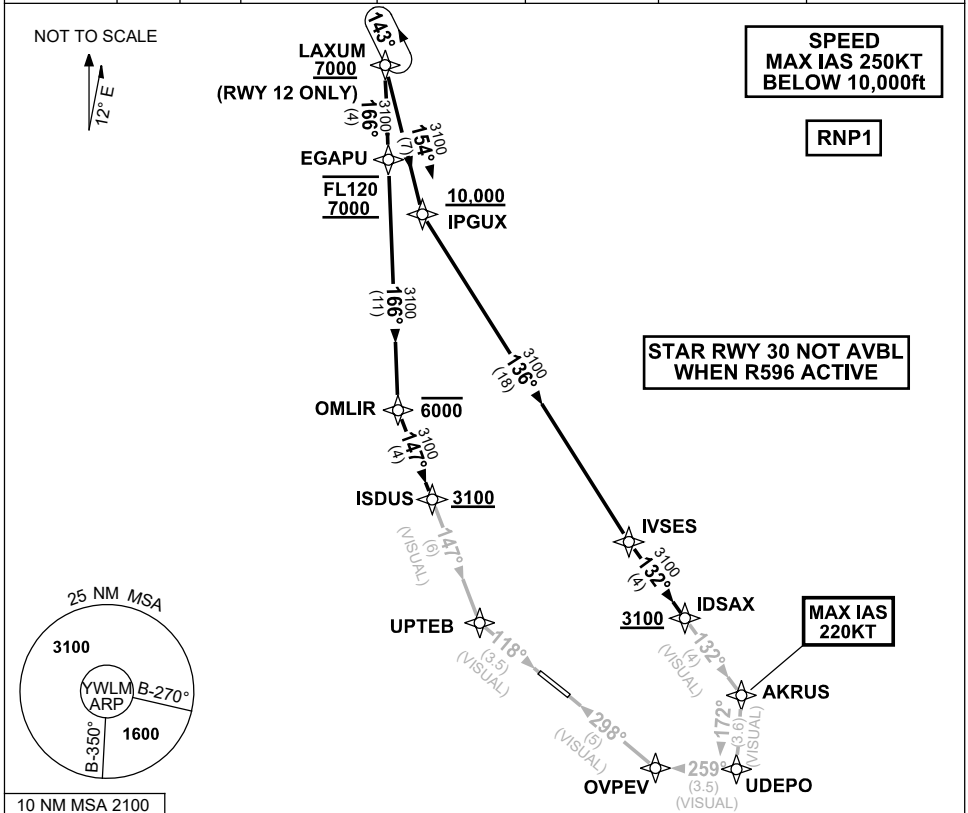
Changes: LAXUM, IDSAX ALT RQMNTS, VALIDITY NR.

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
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.

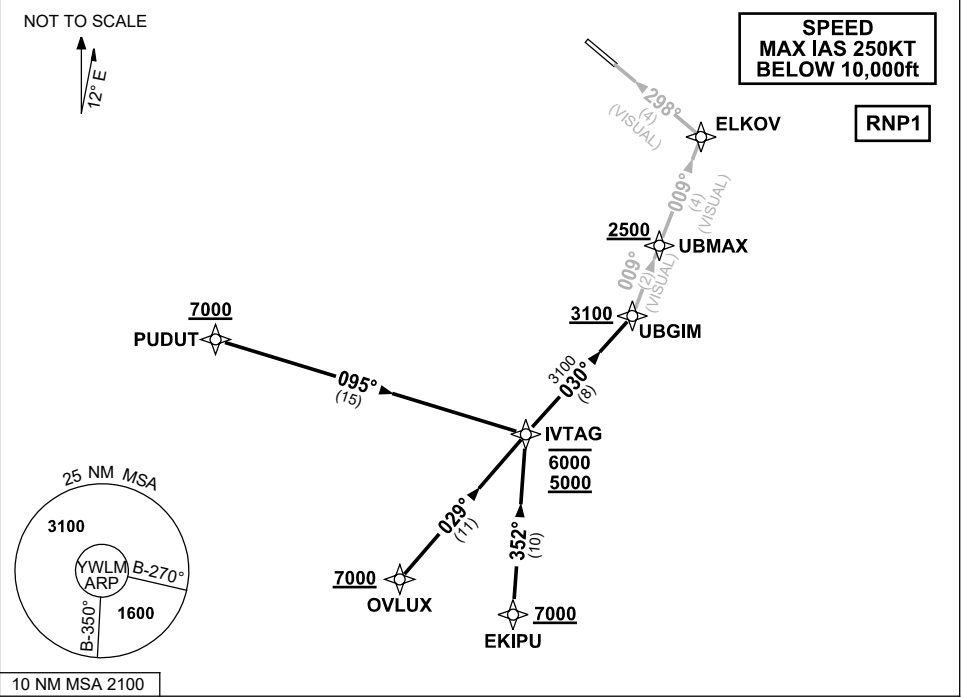
Changes: LAXUM ALT RQMNTS, VALIDITY NR, Editorial.

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.