

**GENERAL****Operational Hours**

**ATS Hours:** 2000-1200 $\pm$ , other times O/R, see NOTAM

**CIV OPS Hours**

CIV OPS curfew applies outside ATS Hours and any CIV OPS during curfew must be approved by RAAF.

**Airport Information**

**RFF:** CAT 6 2000-1200 $\pm$ , other times CAT 4.

**PCN:** RWY 12/30: 45/F/B/1750 (254 PSI)/U Grooved

**Operation****Traffic Note**

PPR for all CIV OPS.

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

**Transponder Operation:** For details on Transponder Mode S Operation see CRAR.

**RWY Restriction**

To preserve RWY grooving ACFT with MTOW 25t / 55155lbs or more use concrete THR unless directed by ATC or NOTAM for 180° turns. Use MAX radius turns.

180°-turns for ACFT with MTOW of 25t / 55116lbs on THR only, except when directed by ATC or NOTAM.

**Taxi**

Bitumen pavements S side of THR RWY 12/30 not AVBL for CIV ACFT.

Expect RWY 12 departure from TWY A4. TKOF from TWY A5 AVBL O/R, expect delays.

**Warnings**

Weather balloon launch APPROX 0015 $\pm$ , 054° / 0.1NM from ARP. Launches may occur at other times.

25m / 75ft ground firing range. APPROX PSN 040°/0.5NM of AD. Limits: 400ft in all DIRs. Active on display of red flags.

MIL HEL OPS in vicinity of AD.

Model ACFT OPS at Hexham bridge surface to 400ft 234° / 7.1NM from AD and Oyster cove 057° / 7.2NM from AD.

Parachute OPS at Stockton 190° D7.

Occasional blasting demolitions from surface until 1700ft at 1NM of AD in bearing 245°.

High velocity gas plume located at 2.04NM from RWY 30 THR in bearing 200°, H24.

TWY A may be visually dominant in certain wet weather conditions and may be mistaken for the RWY

**GENERAL**

Wind shear hazard on RWY 12 when wind velocity 030°-090° above 10KT.

Wind shear hazard on RWY 30 when wind velocity 270°-330° above 15KT due to jet blast wall.

OPS on air weapons range associated with R596 will be broadcast on ATIS as Saltash Alpha active.

Birds and other animals in vicinity of AD.

**Arresting Gear Systems**

SE BAK 12/14 hookcable located 450m / 1476ft NW of THR 30, distance between hookcables 1868m / 6128ft.

**EMERG FREQ:** 125.700

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 12 right-hand circuit.

**Noise Abatement Procedure:** See CRAR.

**Warnings**

ILS critical area not protected outside TWR HR.

NDB APCH and DME or GNSS arrival not AVBL when Saltash Alpha active.

**DEPARTURE****Take-off Minima**

RWY		12/30	
Multi-ENG	ft - m/km	0 - 550V	REDL+RCLM, HJ only
		0 - 800V	-
Other		c300 - 2.0V	-

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR and in addition;

Maintain last assigned vector for 2min and, if necessary, climb to MNM safe ALT to maintain terrain CLR, then proceed in accordance with the latest ATC route CLR acknowledged.

**Departure Procedure**

**Noise Abatement Procedure:** See CRAR and in addition;

Use ICAO standard NADP 1 or 2.

**Warnings**

RWY 12: Departures may experience glare when HIAL is active.

06-SEP-2018/UFN

06-SEP-2018

NTL-YWLM

2-08

Australia Williamtown

Tempo AGC

Tempo AFC

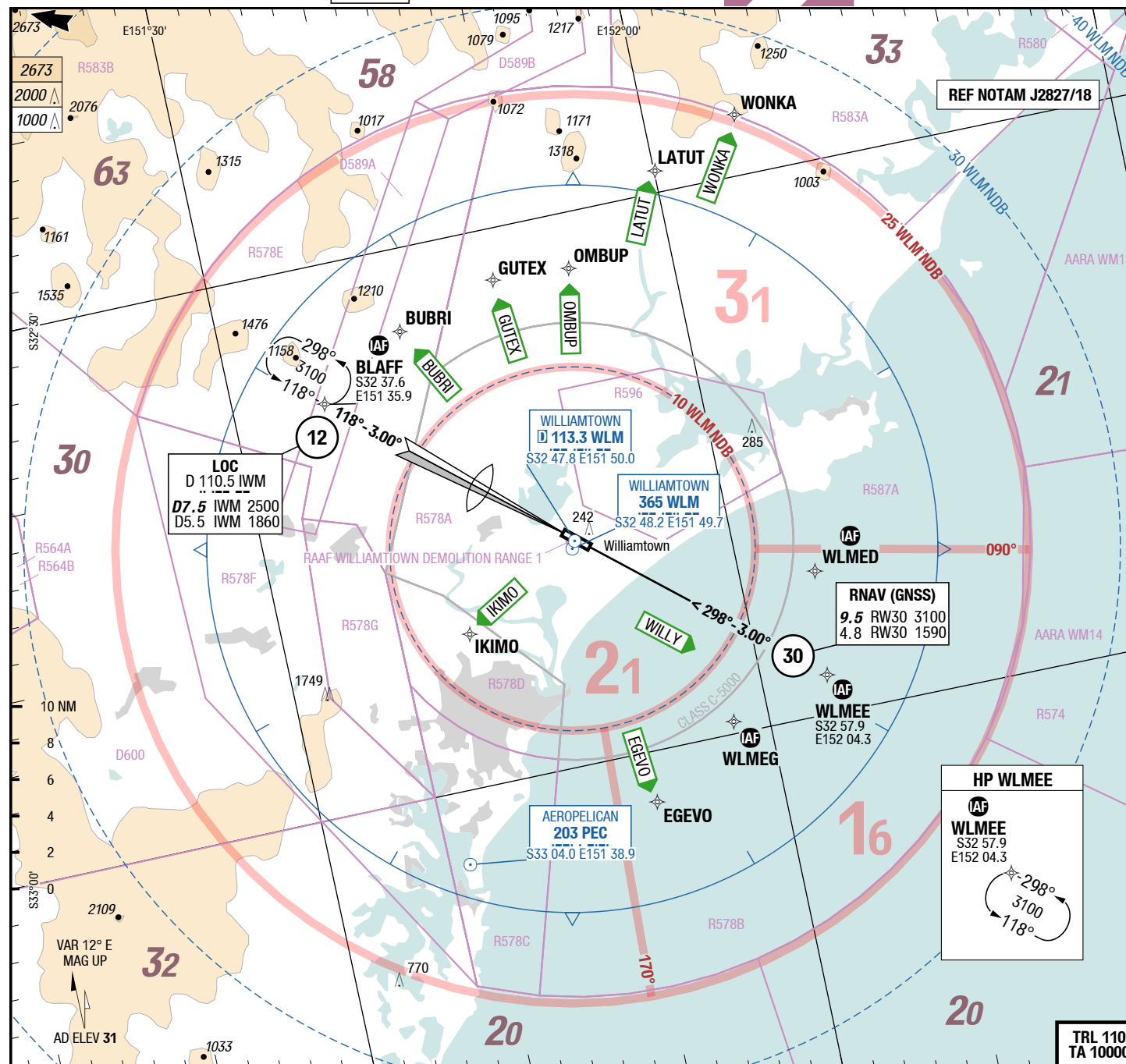
AFC

AFC

Williamtown Australia

Tempo AGC

Tempo AFC



Willy ATIS

134.450

Willy Center

365 WLM

Willy APP

133.300

Willy TWR

135.700 2000-1200± CIV: 1200-1300± (PPR)

CTAF

118.300 2000-1200± CIV: 1200-1300± (PPR)

Willy GND

118.300 ARCAL PAL

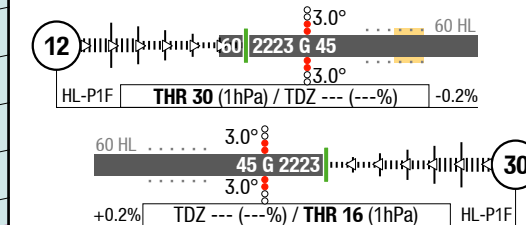
Willy DLV

121.800 2000-1200± CIV: 1200-1300± (PPR)

Willy DLV

130.350 2000-1200± CIV: 1200-1300± (PPR)

Landing RWY system:



Changes: APL, Note

**NTL-YWLM**

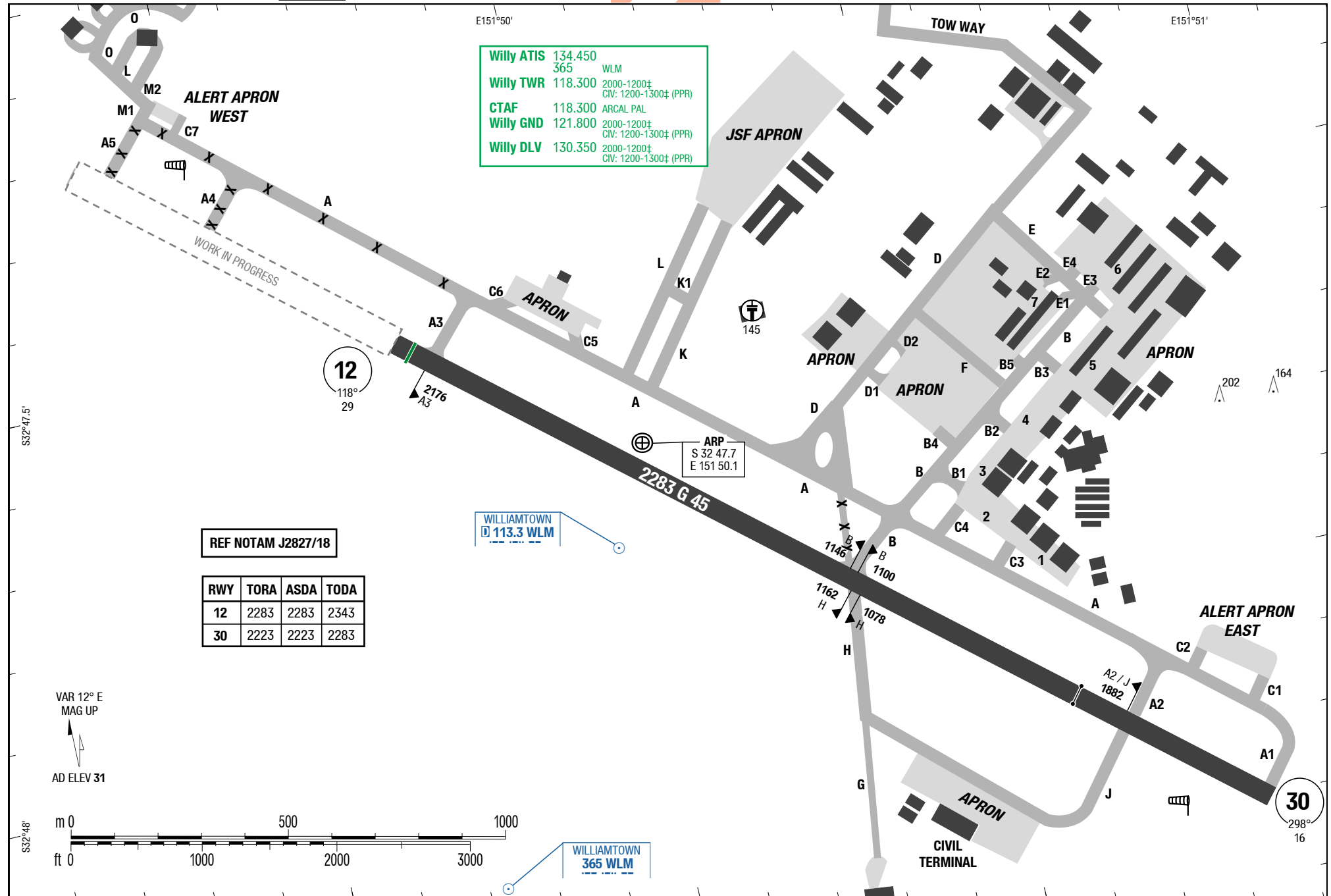
## Tempo AGC

AGC

AGC

## Tempo AGC

**3-09**



Changes: Note

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Effective 16-AUG-2018

09-AUG-2018

NTL-YWLM

2-10

Australia Williamtown

AGC

AFC

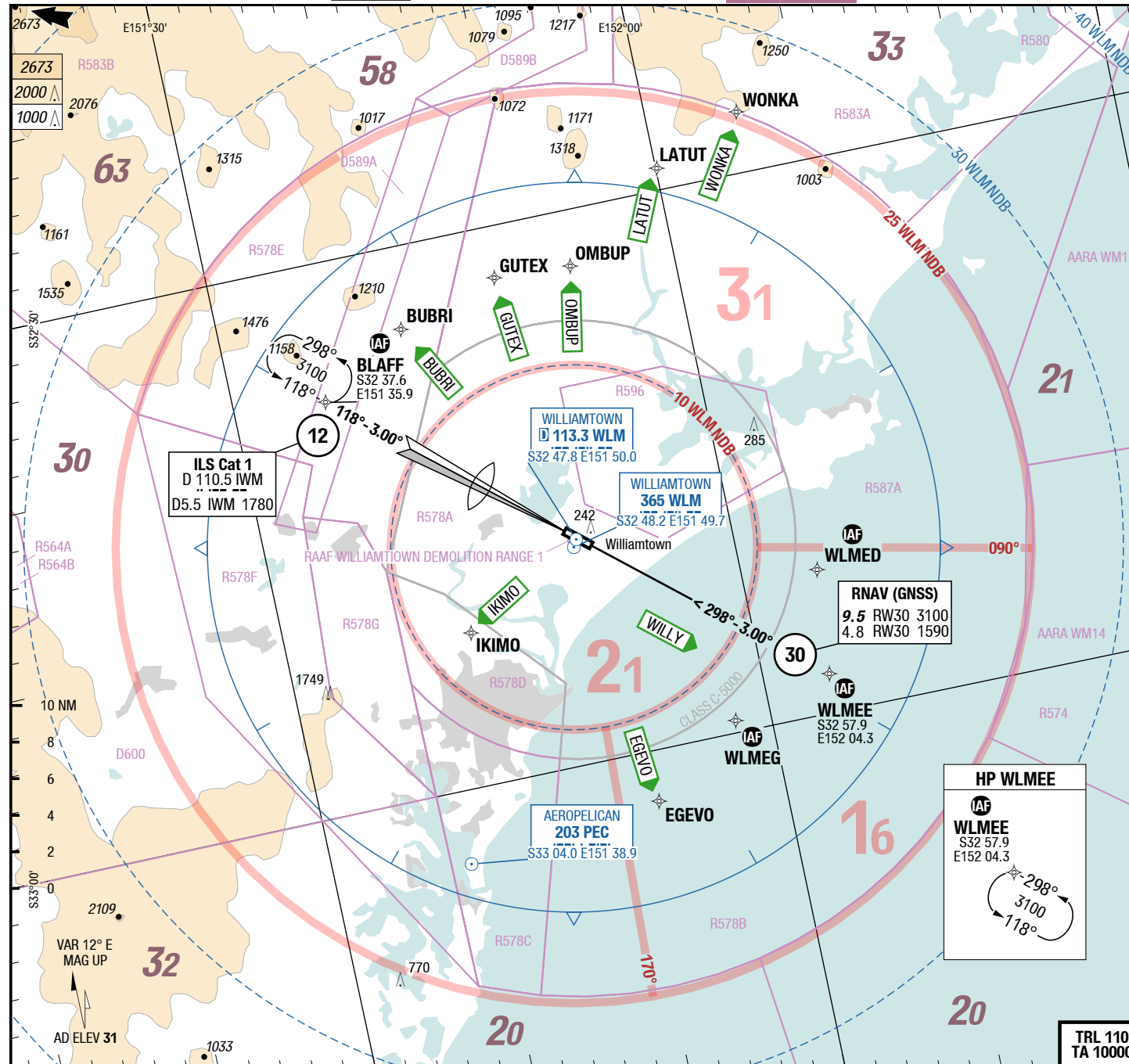
AFC

AFC

Williamtown Australia

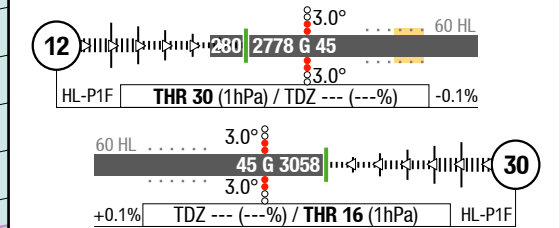
AGC

AFC



Willy ATIS	134.450
Willy Center	365 WLM
Willy APP	133.300
Willy TWR	135.700 2000-1200± CIV: 1200-1300± (PPR)
CTAF	118.300 2000-1200± CIV: 1200-1300± (PPR)
Willy GND	118.300 ARCAL PAL
Willy DLV	121.800 2000-1200± CIV: 1200-1300± (PPR)
	130.350 2000-1200± CIV: 1200-1300± (PPR)

Landing RWY system:



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

NTL-YWLM

Australia Williamtown

AGC

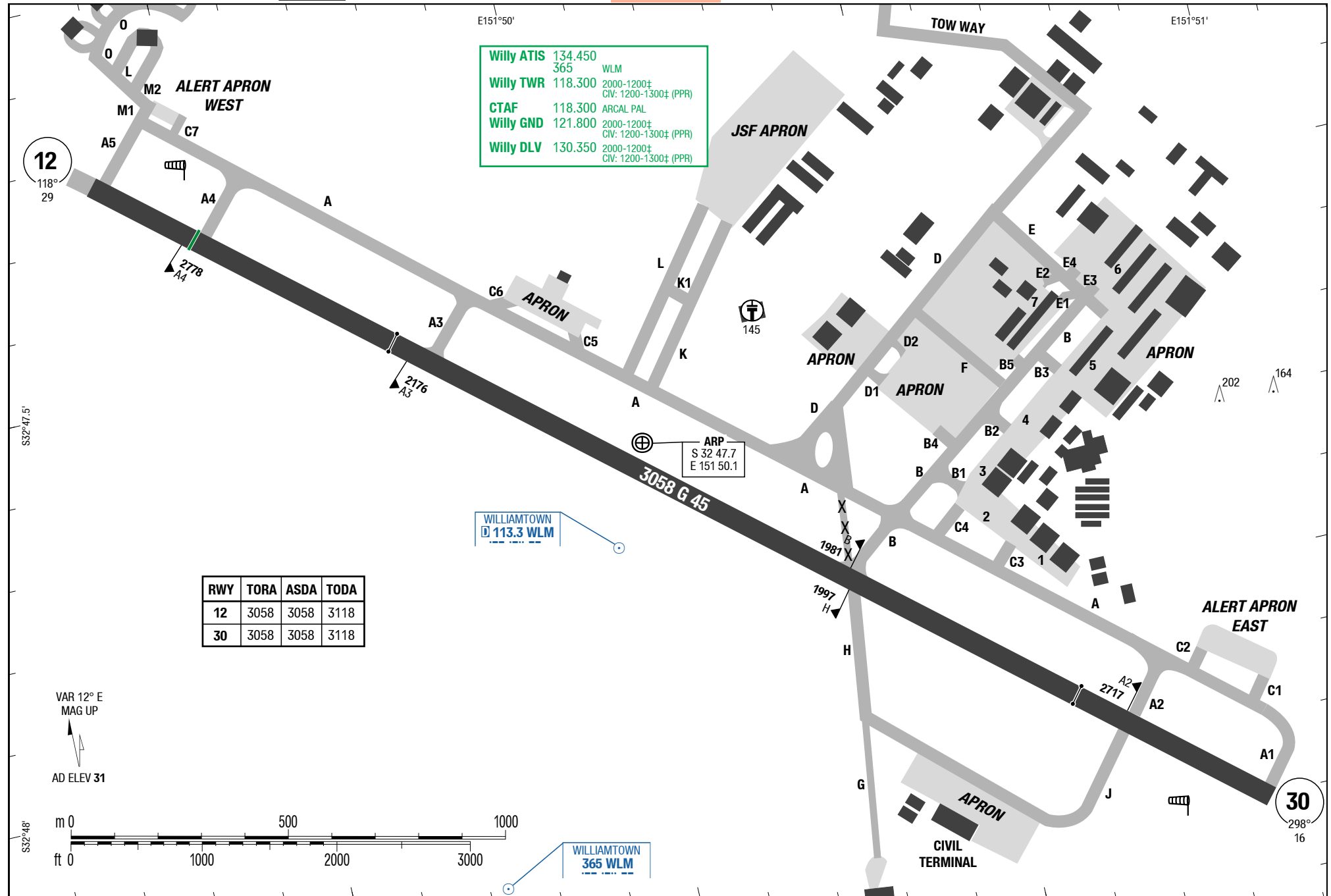
AGC

AGC

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3-20



Changes: TWY L, O, APN, OBST, TWR

14-JUN-2018  
NTL-YWLM

4-10

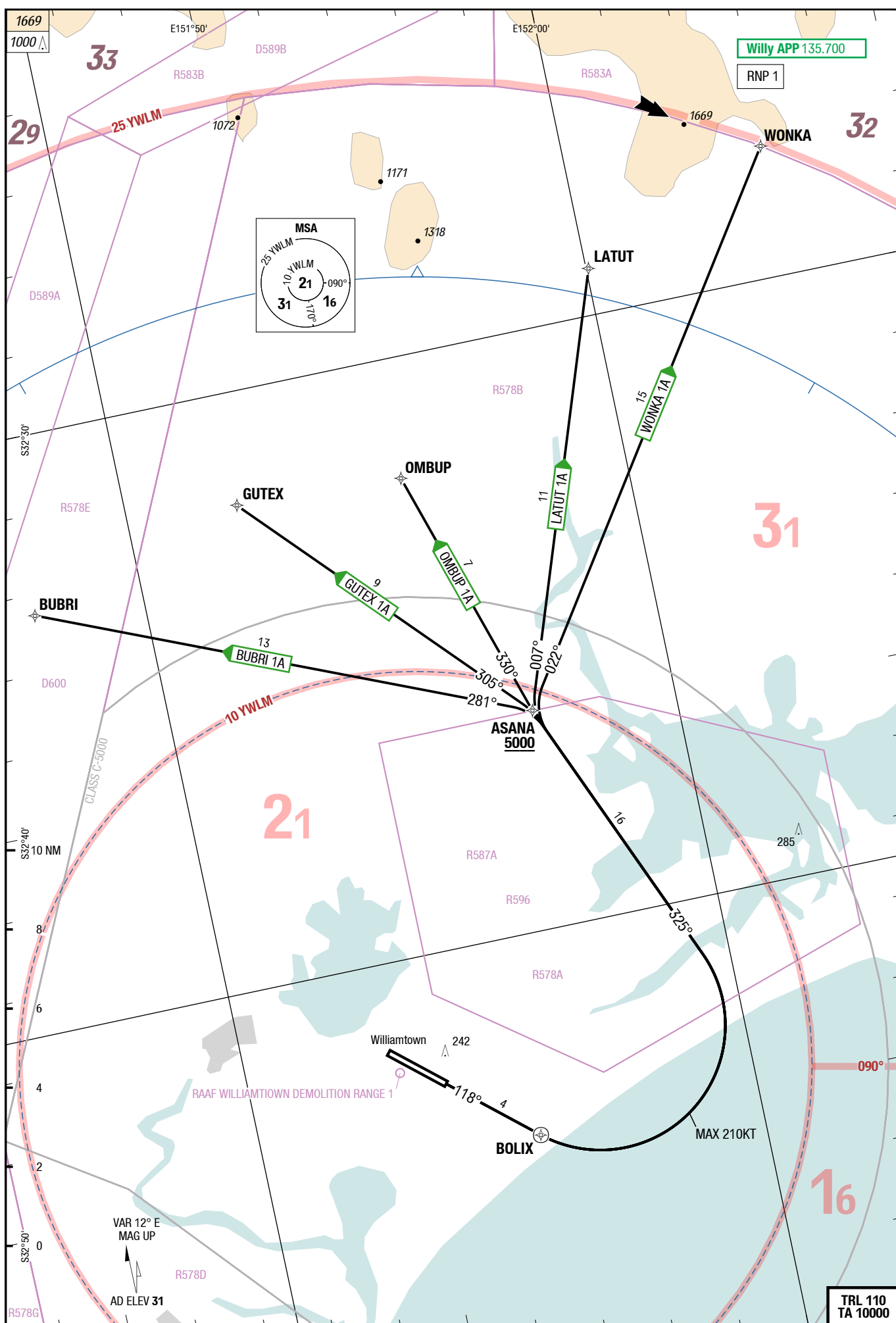
Australia Williamtown  
RNAV SIDS Rwy 12 BRAVO

SID

SID

Williamtown Australia  
RNAV SIDS Rwy 12 BRAVO

RNAV SIDS Rwy 12 ALPHA





14-JUN-2018

NTL-YWLM

Australia Williamtown

4-20

RNAV SIDS RWY 12 BRAVO

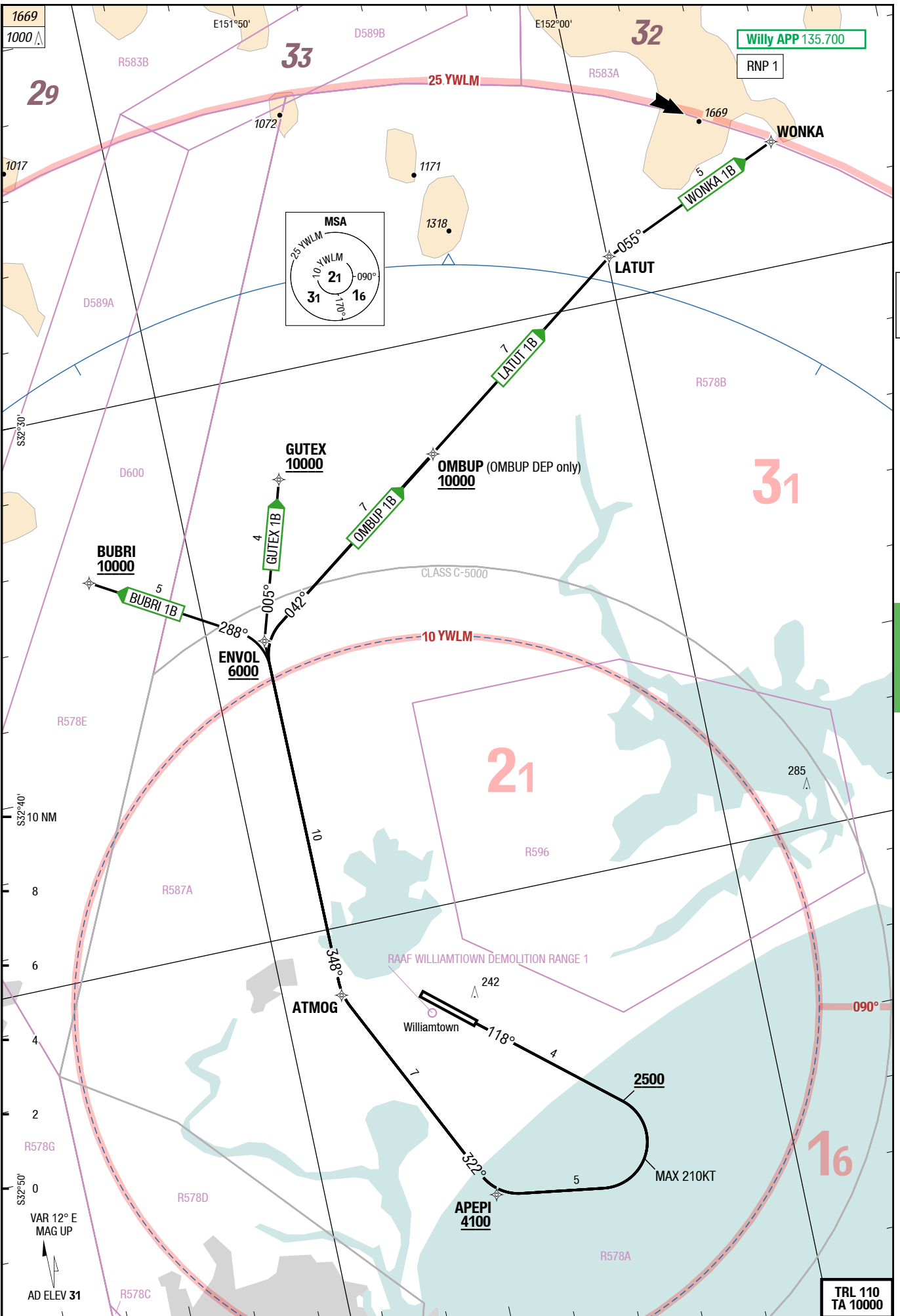
SID

SID

Williamtown Australia

RNAV SIDS RWY 12 BRAVO

TRL 110  
TA 10000



Changes: OBST



14-JUN-2018

NTL-YWLM

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[RNAV SIDS RWY 30 North]

SID

SID

Williamtown Australia

[RNAV SIDS RWY 30 North]

RNAV SIDS RWY 12/30 South

4-30

RNAV SIDS RWY 12/30 South

TRL 110  
TA 10000

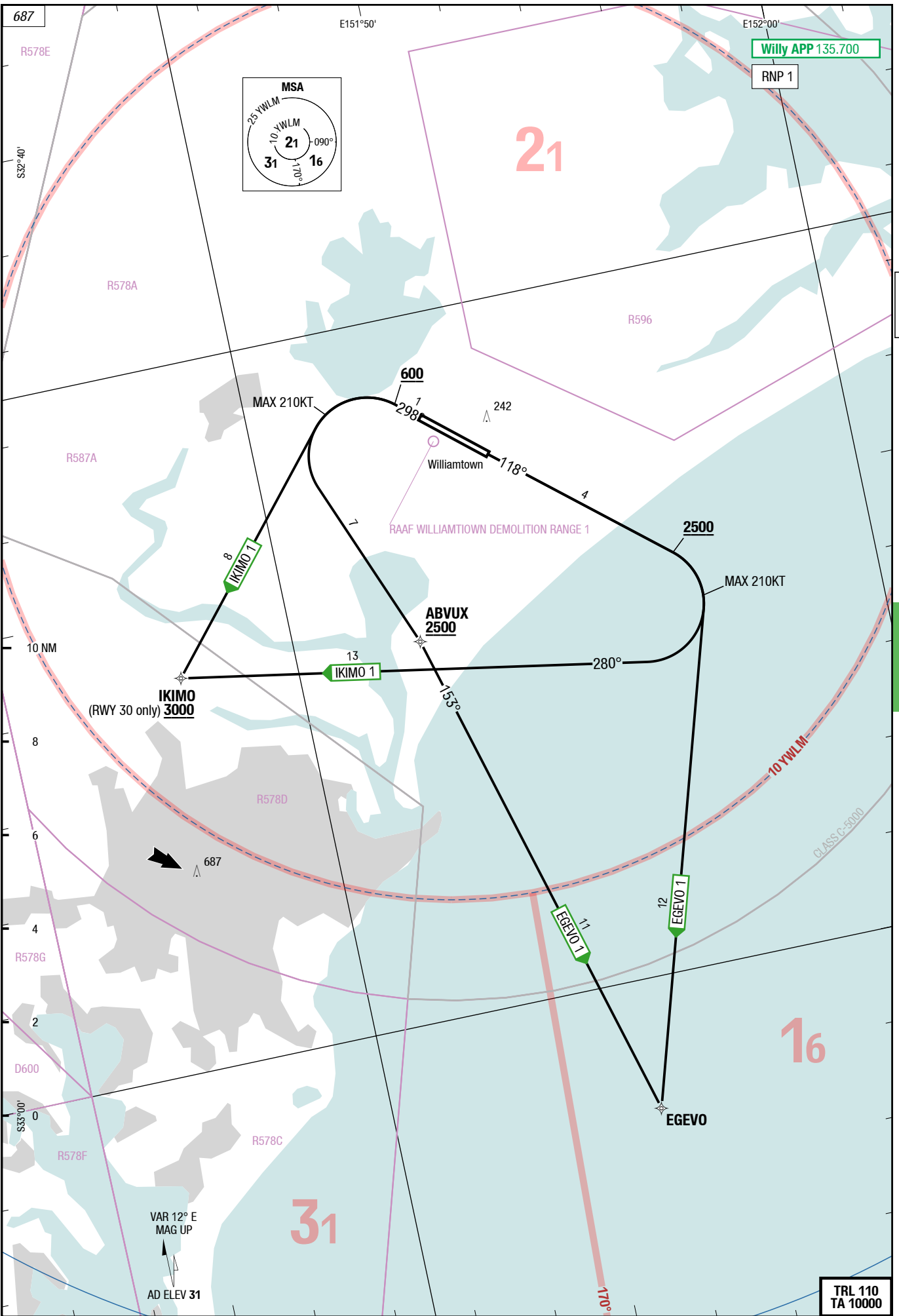
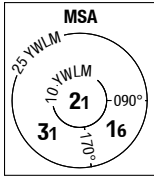
Willy APP 135.700

RNP 1

21

16

31



Changes: OBST

14-JUN-2018

NTL-YWLM

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4-40

RNAV SIDS RWY 30 North

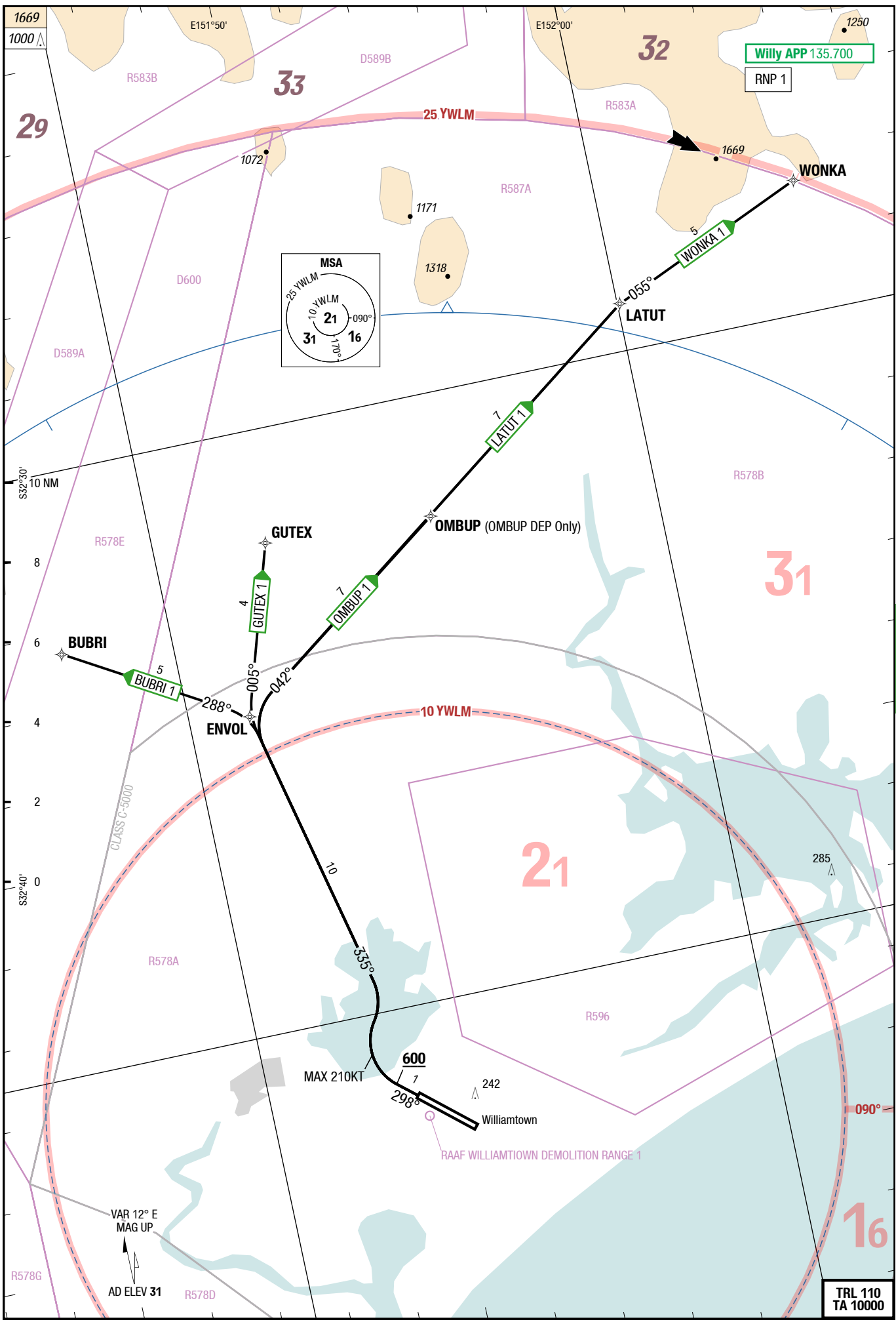
SID

SID

Williamtown Australia

RNAV SIDS RWY 30 North

Changes: OBST



**NTL-YWLM**

NIL

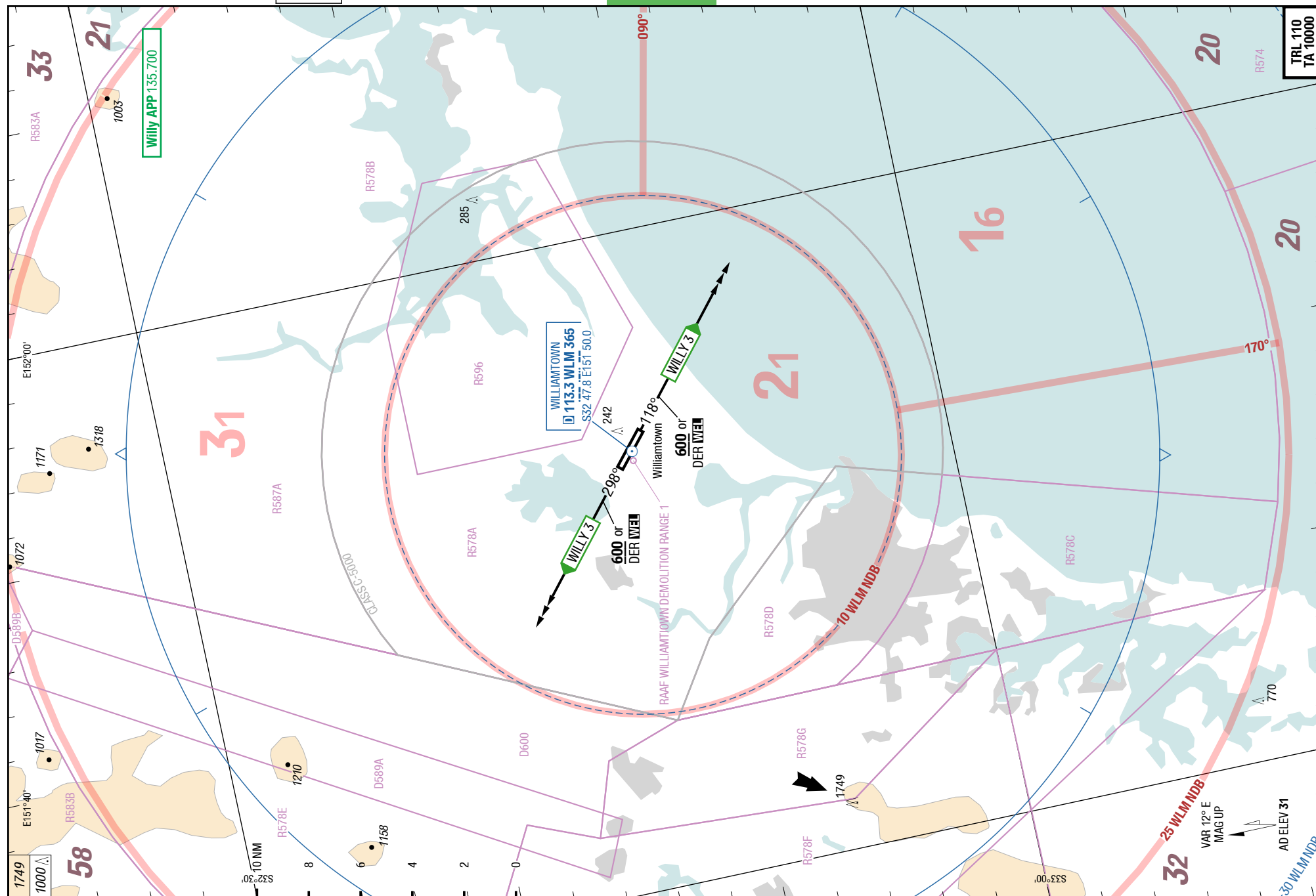
### WILLY 3 (Radar)

SID

SID

NIL

### WILLY 3 (Radar)



Changes: OBST

**BUBRI 1A / GUTEX 1A / LATUT 1A / OMBUP 1A / WONKA 1A**

RWY 12 (118°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>BUBRI 1A</b> 4.6% to 600 <b>135.700</b>	<u>BOLIX</u> [L] - 325° ASANA [K210-] - BUBRI	ASANA MNM <b>5000</b>
<b>GUTEX 1A</b> 4.6% to 600 <b>135.700</b>	<u>BOLIX</u> [L] - 325° ASANA [K210-] - GUTEX	ASANA MNM <b>5000</b>
<b>LATUT 1A</b> 4.6% to 600 <b>135.700</b>	<u>BOLIX</u> [L] - 325° ASANA [K210-] - LATUT	ASANA MNM <b>5000</b>
<b>OMBUP 1A</b> 4.6% to 600 <b>135.700</b>	<u>BOLIX</u> [L] - 325° ASANA [K210-] - OMBUP	ASANA MNM <b>5000</b>
<b>WONKA 1A</b> 4.6% to 600 <b>135.700</b>	<u>BOLIX</u> [L] - 325° ASANA [K210-] - WONKA	ASANA MNM <b>5000</b>

**BUBRI 1B / GUTEX 1B / LATUT 1B / OMBUP 1B / WONKA 1B**

RWY 12 (118°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>BUBRI 1B</b> <b>135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATMOG - ENVOL - BUBRI	APEPI MNM <b>4100</b> ENVOL MNM <b>6000</b> BUBRI MNM <b>10000</b>
<b>GUTEX 1B</b> <b>135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATMOG - ENVOL - GUTEX	APEPI MNM <b>4100</b> ENVOL MNM <b>6000</b> GUTEX MNM <b>10000</b>
<b>LATUT 1B</b> <b>135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATMOG - ENVOL - LATUT	APEPI MNM <b>4100</b> ENVOL MNM <b>6000</b>
<b>OMBUP 1B</b> <b>135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATMOG - ENVOL - OMBUP	APEPI MNM <b>4100</b> ENVOL MNM <b>6000</b> OMBUP MNM <b>10000</b>
<b>WONKA 1B</b> <b>135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATMOG - ENVOL - LATUT - WONKA	APEPI MNM <b>4100</b> ENVOL MNM <b>6000</b>

**EGEVO 1 / IKIMO 1**

RWYs 12 (118°) / 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12</b>		
<b>EGEVO 1</b> <b>135.700</b>	118° [A2500+ ;R] - DCT EGEVO [K210-]	
<b>IKIMO 1</b> <b>135.700</b>	118° [A2500+ ;R] - 280° IKIMO [K210-]	
<b>Runway 30</b>		
<b>EGEVO 1</b> <b>135.700</b> ①	298° [A600+ ;L] - DCT ABVUX [K210-] - EGEVO	ABVUX MNM <b>2500</b>
<b>IKIMO 1</b> <b>135.700</b> ①	298° [A600+ ;L] - DCT IKIMO [K210-]	IKIMO MNM <b>3000</b>

① No turn before DER

BUBRI 1 / GUTEX 1 / LATUT 1 / OMBUP 1 / WONKA 1

RWY 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
<b>BUBRI 1</b> <b>135.700</b> ①	298° [A600+ ;R] - 335° ENVOL [K210-] - BUBRI	
<b>GUTEX 1</b> <b>135.700</b> ①	298° [A600+ ;R] - 335° ENVOL [K210-] - GUTEX	
<b>LATUT 1</b> <b>135.700</b> ①	298° [A600+ ;R] - 335° ENVOL [K210-] - LATUT	
<b>OMBUP 1</b> <b>135.700</b> ①	298° [A600+ ;R] - 335° ENVOL [K210-] - OMBUP	
<b>WONKA 1</b> <b>135.700</b> ①	298° [A600+ ;R] - 335° ENVOL [K210-] - LATUT - WONKA	

① No turn before DER



NTL-YWLM

5-50

WILLY 3 (Radar)

SIDPT

**WILLY 3**

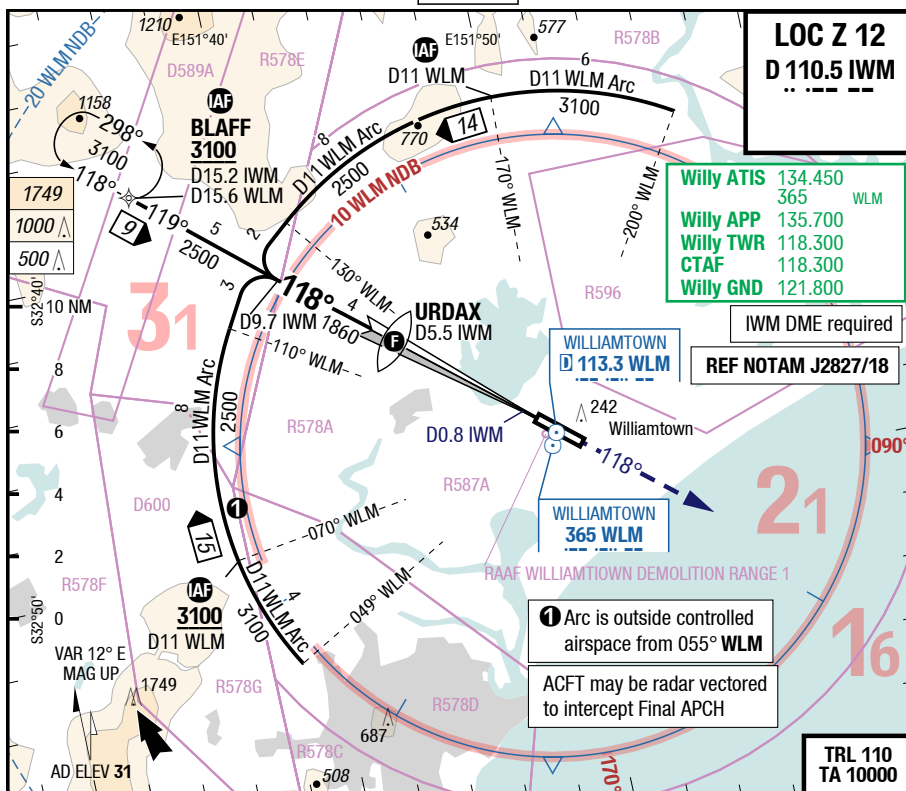
RWYs 12 (118°) / 30 (298°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>WILLY 3</b> (Radar) <b>135.700</b>	at MNM <b>600</b> or DER, whichever is later, turn to assigned heading	
	<b>Runway 30</b>	
<b>WILLY 3</b> (Radar) <b>135.700</b>	at MNM <b>600</b> or DER, whichever is later, turn to assigned heading	

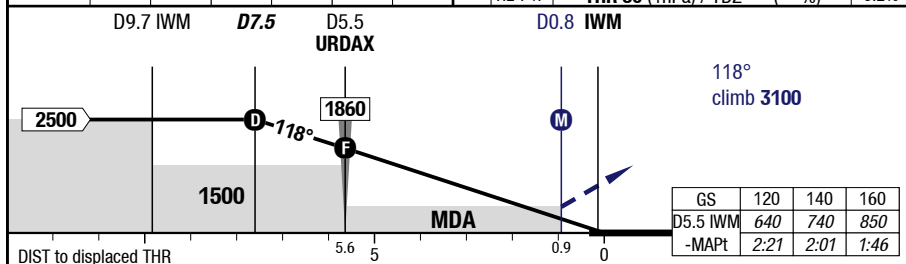
## NTL-YWLM

7-08

## Tempo LOC Z 12



3.00° <b>D IWM</b>	7.5	6	5	4	3	2		
	2500	2040	1720	1400	1080	760	12 HL-P1F <b>THR 30</b> (1hPa) / TDZ --- (---%) -0.2%	



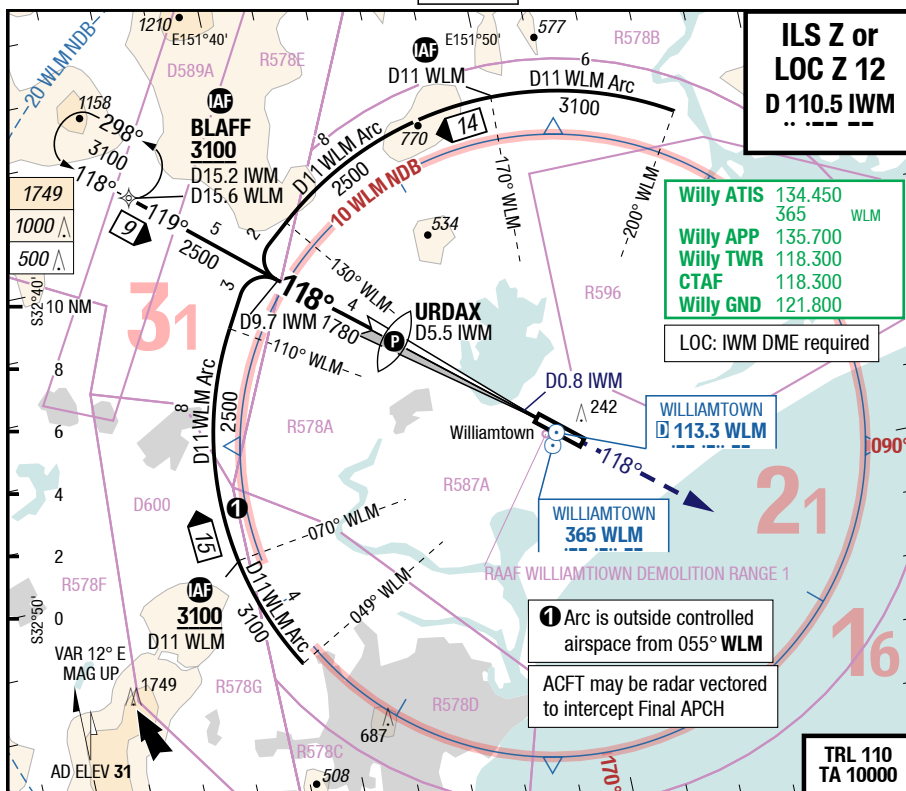
<b>12</b>		<b>LOC DME</b> 1)	<b>LOC DME</b> APL U/S 1)			<b>Circling</b> 1)
C	ft - m/km ft	570 - 2.3V <b>600</b>	570 - 3.2V <b>600</b>			730 - 4.0V <b>760</b>
D	ft - m/km ft	570 - 2.3V <b>600</b>	570 - 3.2V <b>600</b>			1030 - 5.0V <b>1060</b>

1) Minima may be reduced by 100ft with actual QNH

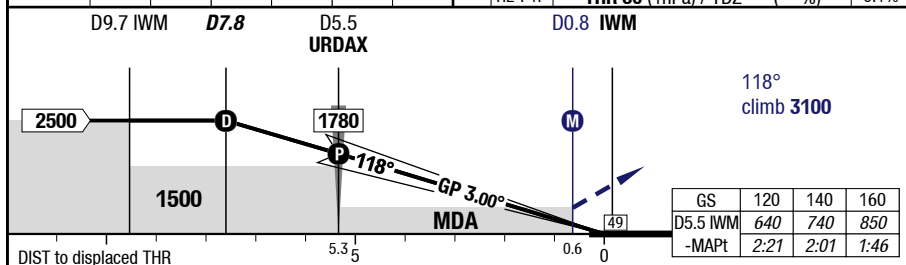
## NTL-YWLM

7-10

**ILS Z or LOC Z 12**



LOC 3.00° D IWM	7.8	6	5	4	3	2	
	2500	1940	1620	1310	990	670	



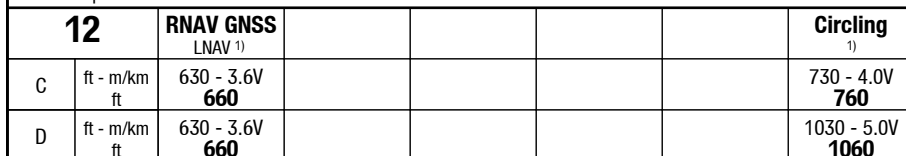
12		Cat 1 DME	Cat 1 DME w/o ACT QNH <sup>1)</sup>	LOC DME <sup>2)</sup>	LOC DME APL U/S <sup>2)</sup>	Circling <sup>2)</sup>
C	ft - m/km ft	230 - 800V <b>260</b>	330 - 1.2V <b>360</b>	570 - 2.3V <b>600</b>	570 - 3.2V <b>600</b>	730 - 4.0V <b>760</b>
D	ft - m/km ft	230 - 800V <b>260</b>	330 - 1.2V <b>360</b>	570 - 2.3V <b>600</b>	570 - 3.2V <b>600</b>	1030 - 5.0V <b>1060</b>

1) With EVS VIS 800m	
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2) Minima may be reduced by 100ft with actual QNH

Changes: Completely revised

## Tempo RNAV (GNSS) Y 12

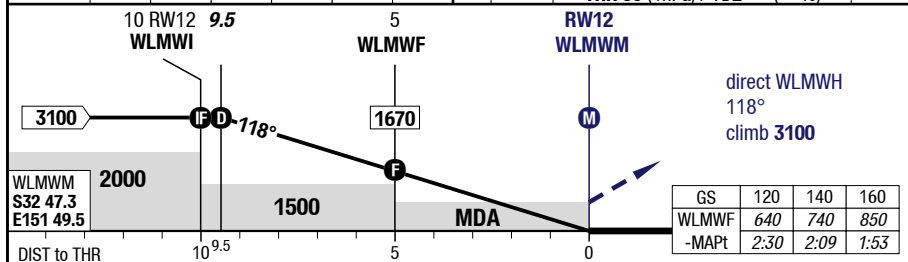
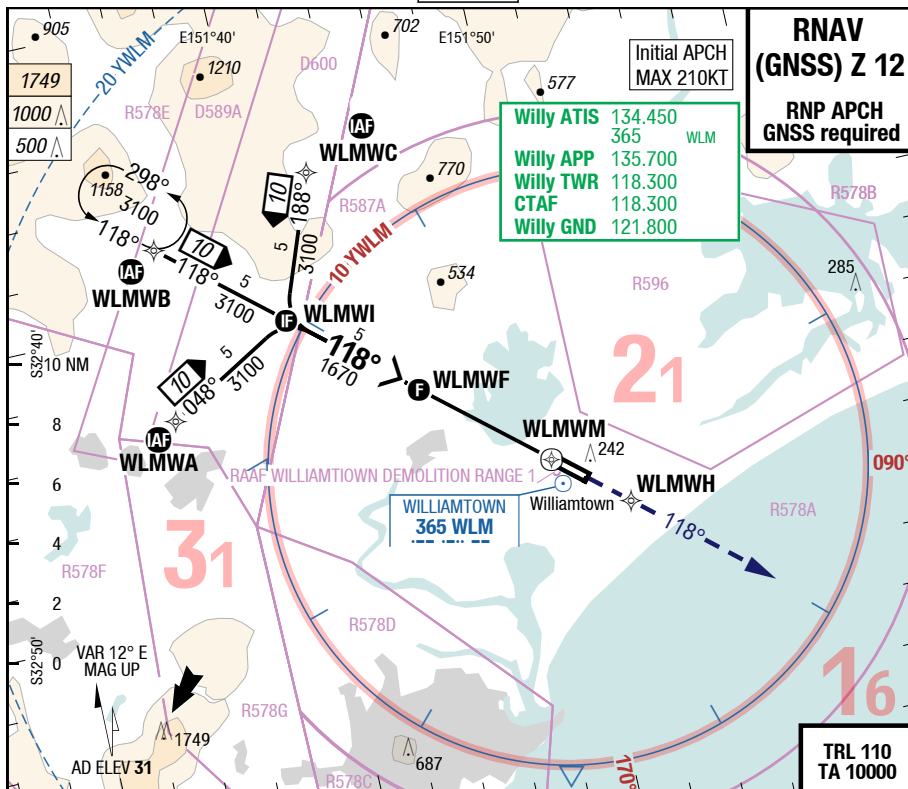


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## NTL-YWLM

7-30

## RNAV (GNSS) Z 12



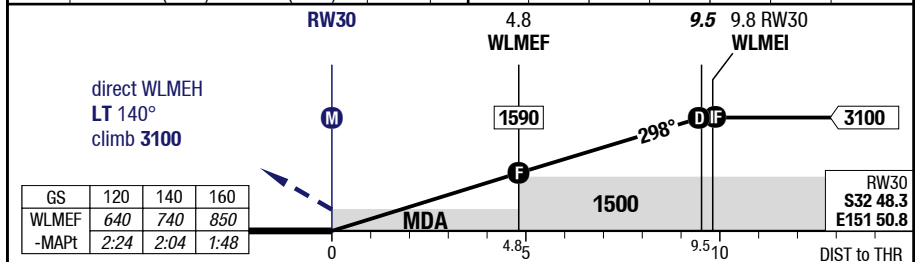
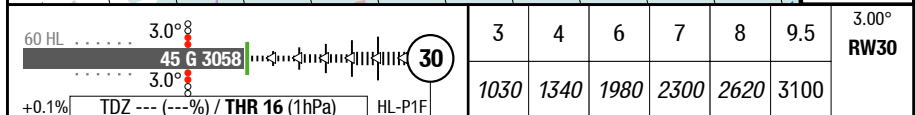
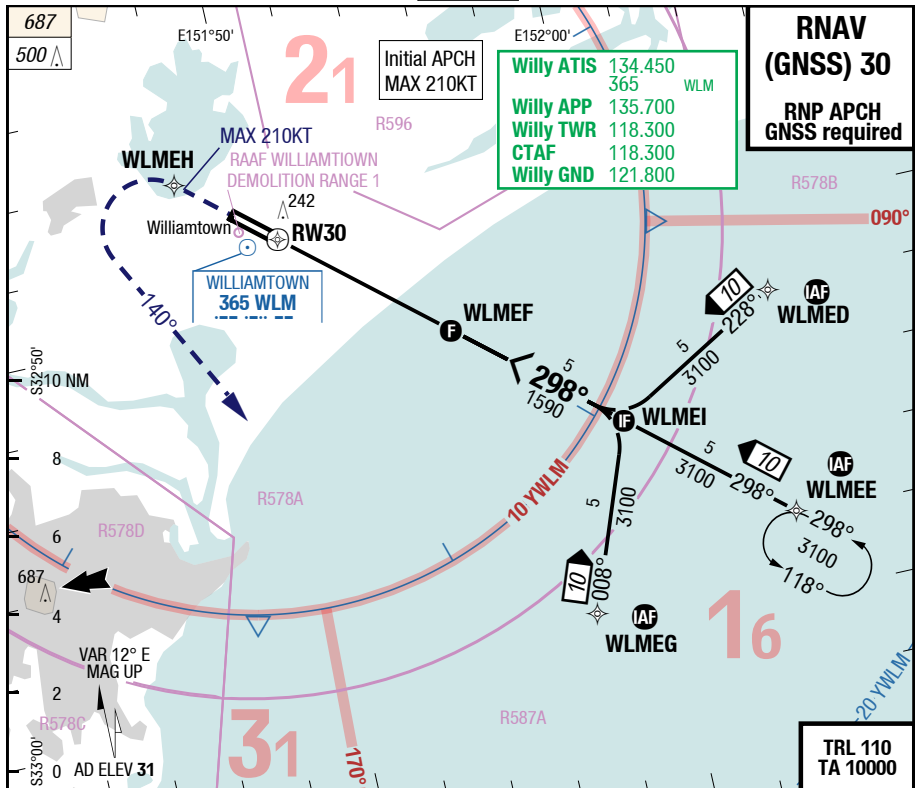
12	RNAV GNSS					Circling
	LNAV 1)					1)
C	ft - m/km ft	630 - 3.6V 660				730 - 4.0V 760
D	ft - m/km ft	630 - 3.6V 660				1030 - 5.0V 1060

1) Minima may be reduced by 100ft with actual QNH

# NTL-YWLM

**7-40**

## RNAV (GNSS) 30



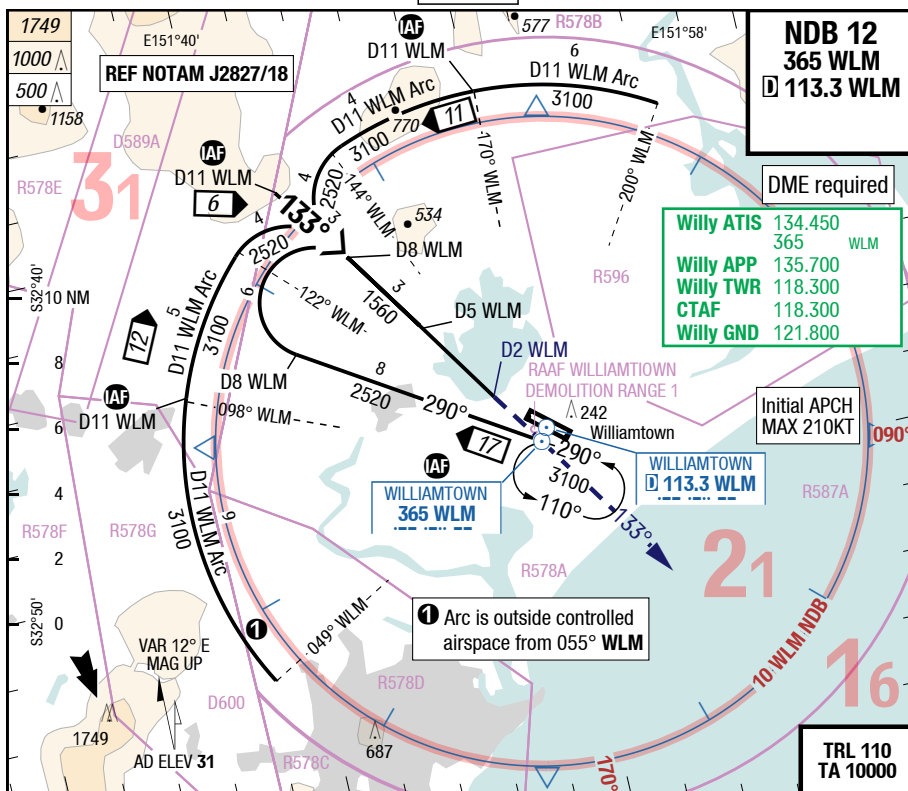
<b>30</b>		<b>RNAV GNSS</b> LNAV <sup>1)</sup>					<b>Circling</b> <sup>1)</sup>
C	ft - m/km ft	600 - 3.4V <b>610</b>					730 - 4.0V <b>760</b>
D	ft - m/km ft	600 - 3.4V <b>610</b>					1030 - 5.0V <b>1060</b>

1) Minima may be reduced by 100ft with actual QNH

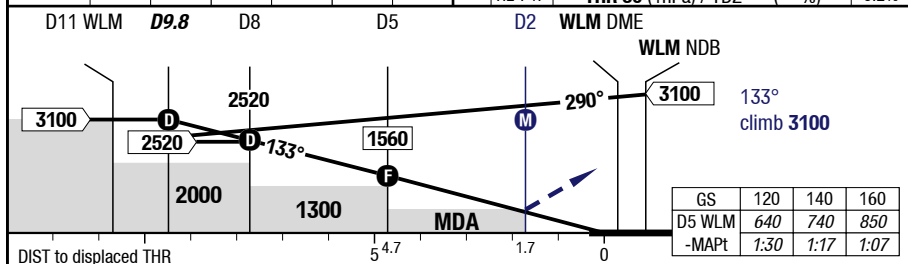
# NTL-YWLM

**7-48**

## Tempo NDB 12



3.00° <b>D WLM</b> <b>133°</b> RWY 118°	9.8	9	7	6	4	3
	3100	2850	2220	1900	1260	940



<b>12</b>		<b>NDB DME</b> WLM 1)				<b>Circling</b> 1)
C	ft - m/km ft	630 - 3.6V <b>660</b>				730 - 4.0V <b>760</b>
D	ft - m/km ft	630 - 3.6V <b>660</b>				1030 - 5.0V <b>1060</b>

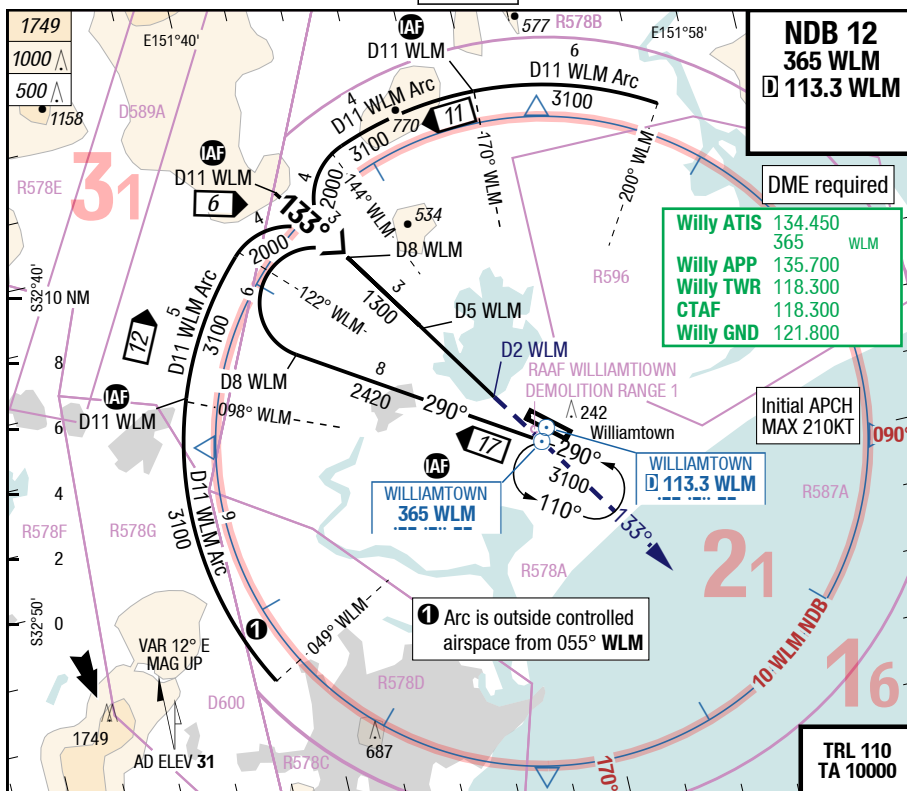
1) Minima may be reduced by 100ft with actual QNH



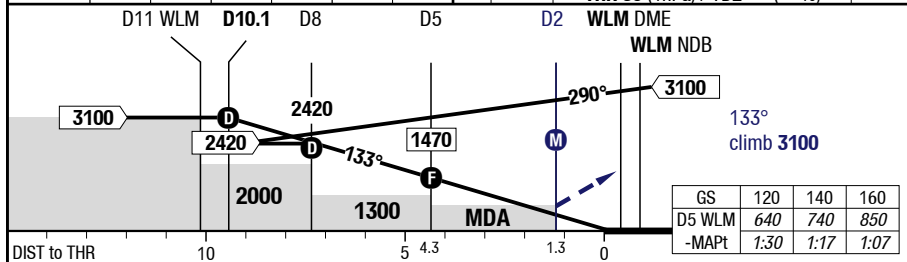
## NTL-YWLM

7-50

## NDB 12



3.00°	10.1	9	7	6	4	3	12	83.0°	60 HL
D WLM								280	2778 G 45
133°								83.0°	
RWY 118°	3100	2760	2120	1800	1160	840	HL-P1F	THR 30 (1hPa) / TDZ --- (---%)	-0.1%



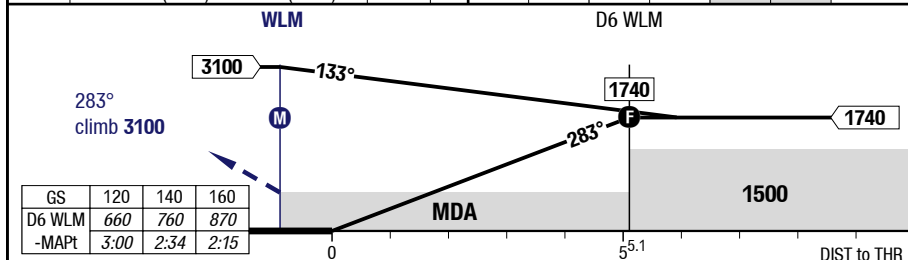
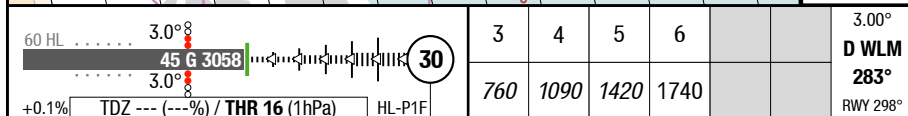
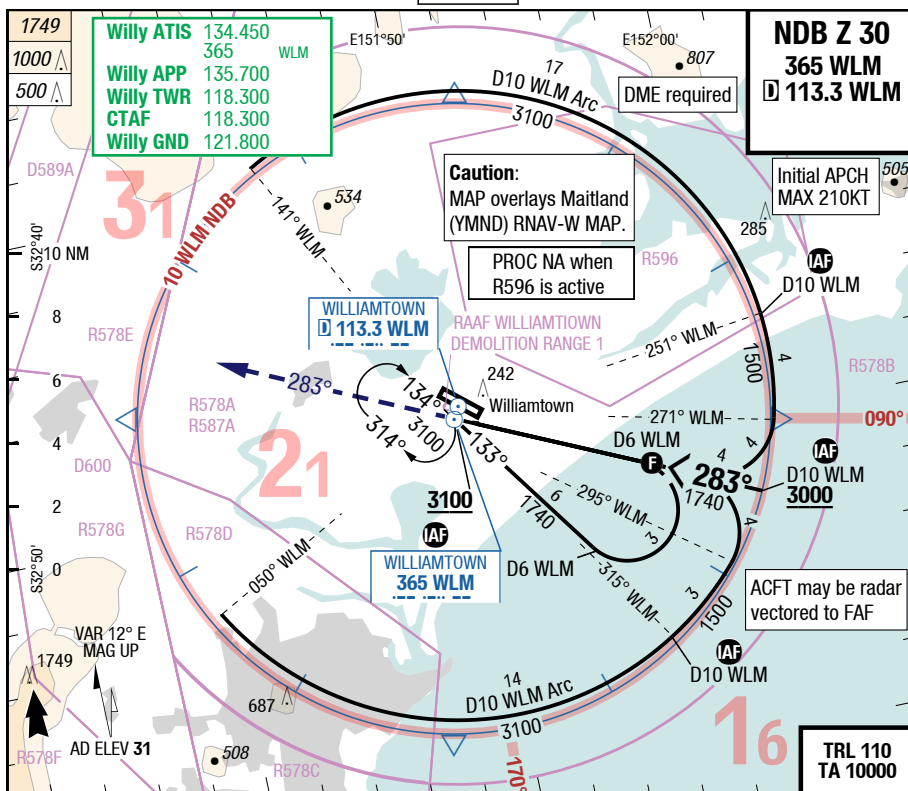
12	NDB DME					Circling
	WLM 1)					1)
C	ft - m/km ft	630 - 3.6V 660				730 - 4.0V 760
D	ft - m/km ft	630 - 3.6V 660				1030 - 5.0V 1060

1) Minima may be reduced by 100ft with actual QNH

# NTL-YWLM

**7-60**

## NDB Z 30



<b>30</b>		<b>NDB DME</b> WLM 1) 2)					<b>Circling</b>  1)
C	ft - m/km ft	600 - 3.4V <b>610</b>					730 - 4.0V <b>760</b>
D	ft - m/km ft	600 - 3.4V <b>610</b>					1030 - 5.0V <b>1060</b>

1) Minima may be reduced by 100ft with actual QNH

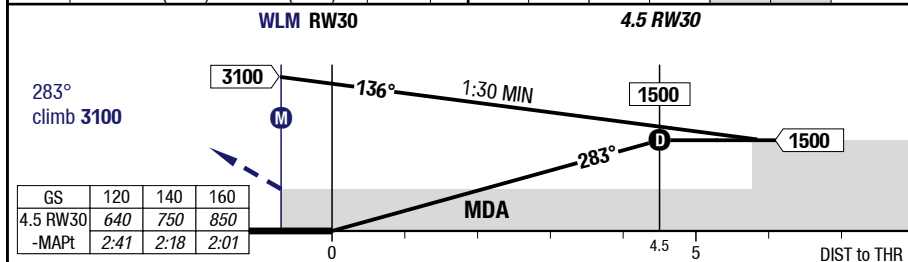
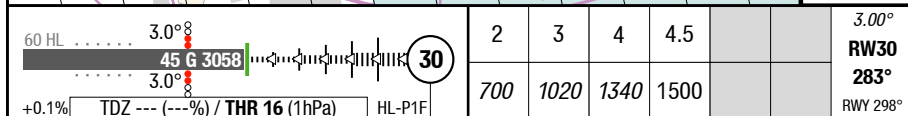
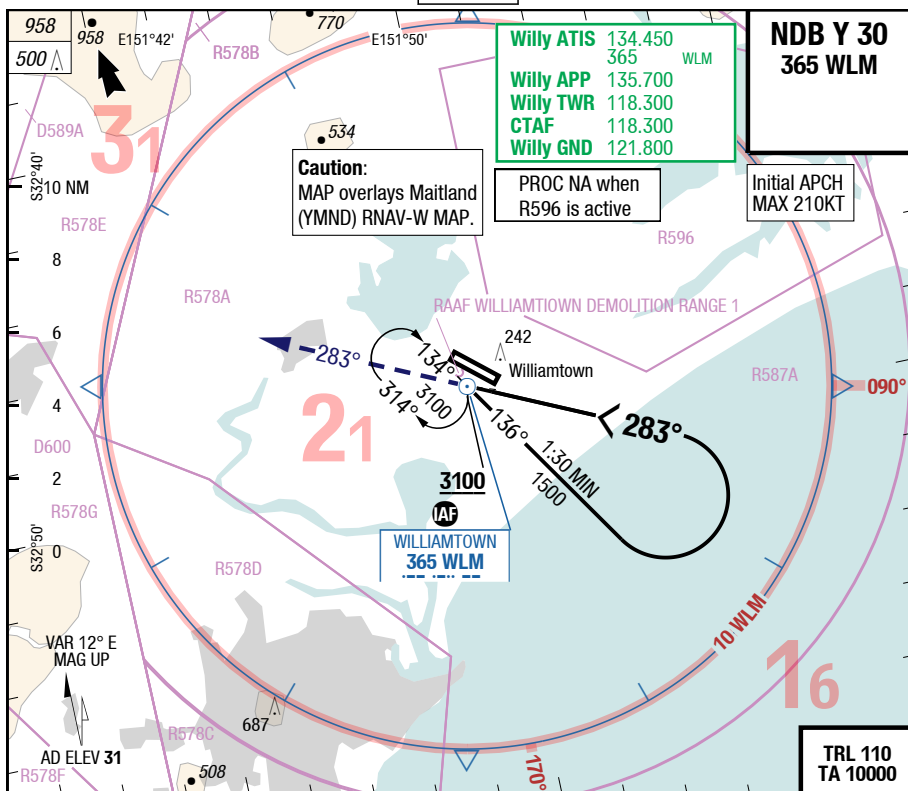
2) NA when R596 ACT

Changes: OBST

# NTL-YWLM

7-70

## NDB Y 30



<b>30</b>		<b>NDB</b> 1) 2)					<b>Circling</b> 1)
C	ft - m/km ft	650 - 3.7V <b>660</b>					730 - 4.0V <b>760</b>
D	ft - m/km ft	650 - 3.7V <b>660</b>					1030 - 5.0V <b>1060</b>

1) Minima may be reduced by 100ft with actual QNH

2) NA when R596 ACT

Changes: OBST