

**GENERAL****Operational Hours**

**ATS Hours:** 2000-1200‡, 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‡, 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‡, 054° / 0.1NM from ARP. Launches may occur at other times.

25m / 75ft ground firing range. APRX 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

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1-20

AOI

AOI

**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	-
		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.

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Tempo AGC

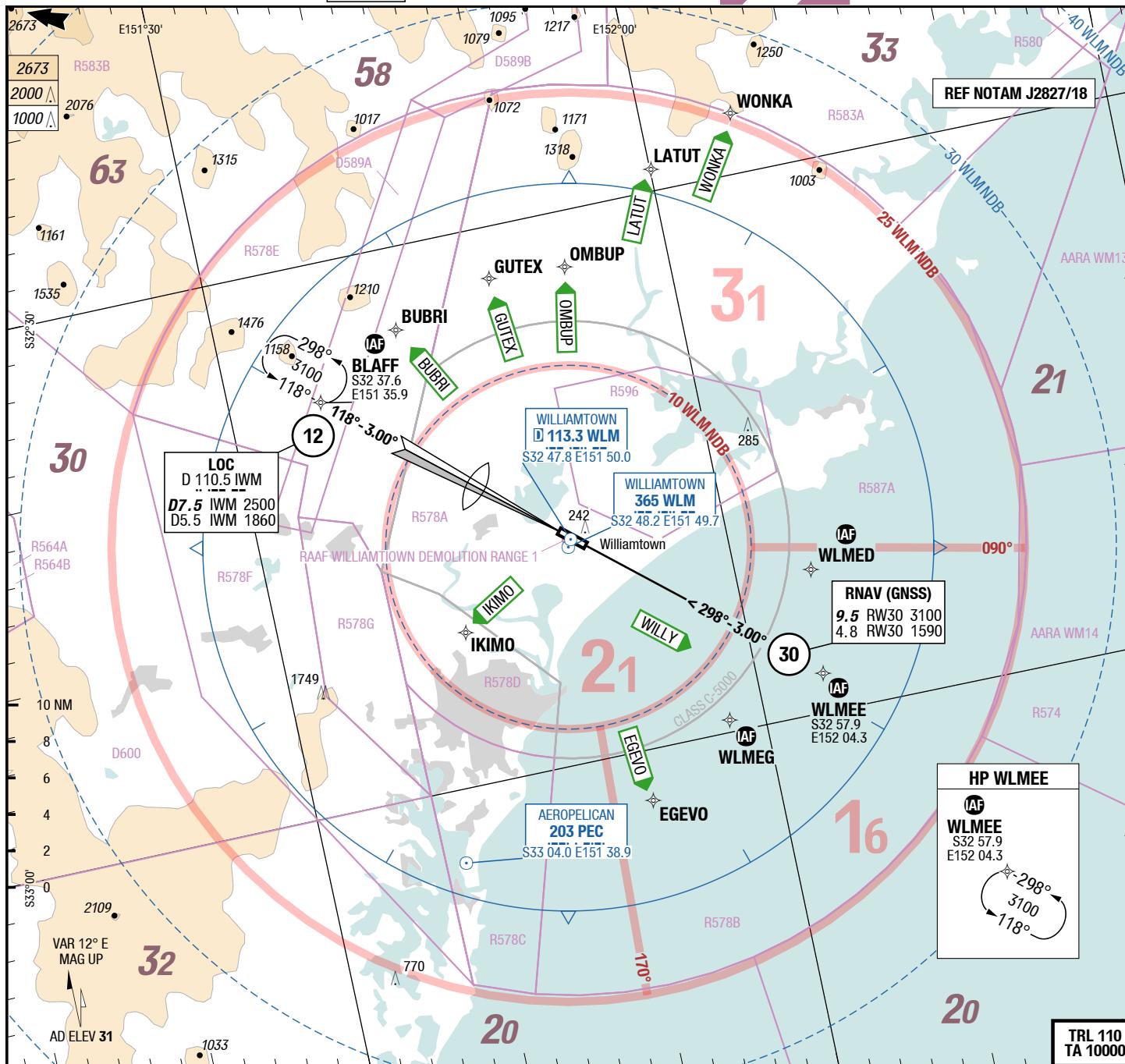
Tempo AFC

Williamtown Australia

Tempo AGC

Tempo AFC

2-08



Changes: APL, Note

06-SEP-2018/UFN

06-SEP-2018

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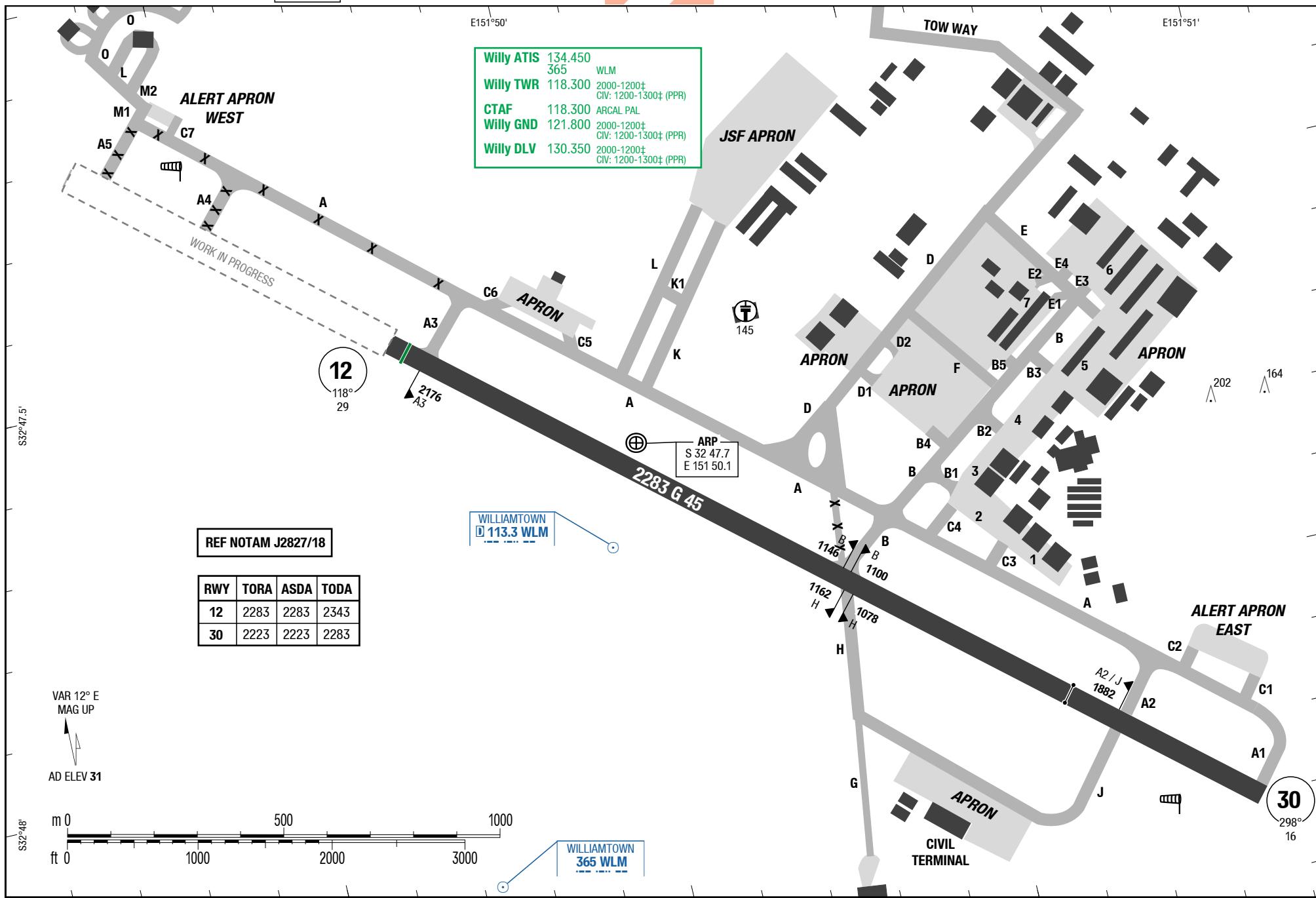
3-09

Tempo AGC

AGC

AGC

Tempo AGC



Changes: Note

Effective 16-AUG-2018

09-AUG-2018

NTL-YWLM

Australia Williamtown

AGC

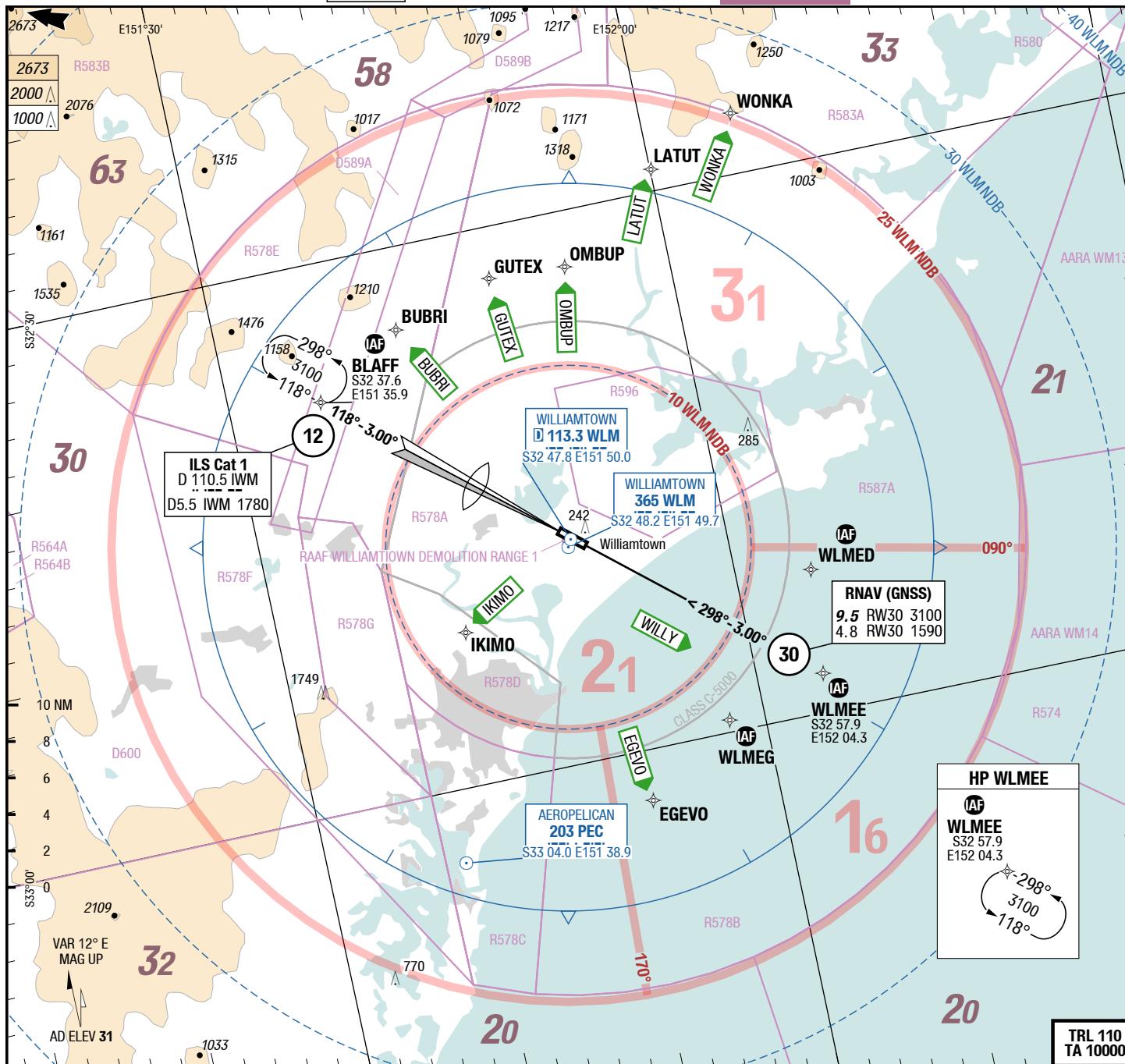
AFC

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AFC

2-10



Willy ATIS

134.450  
365 WLM

Willy Center

133.300

Willy APP

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

Willy TWR

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

CTAF

118.300 ARCAL PAL

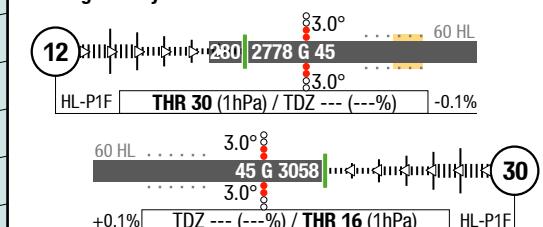
Willy GND

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

Willy DLV

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

Landing RWY system:



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

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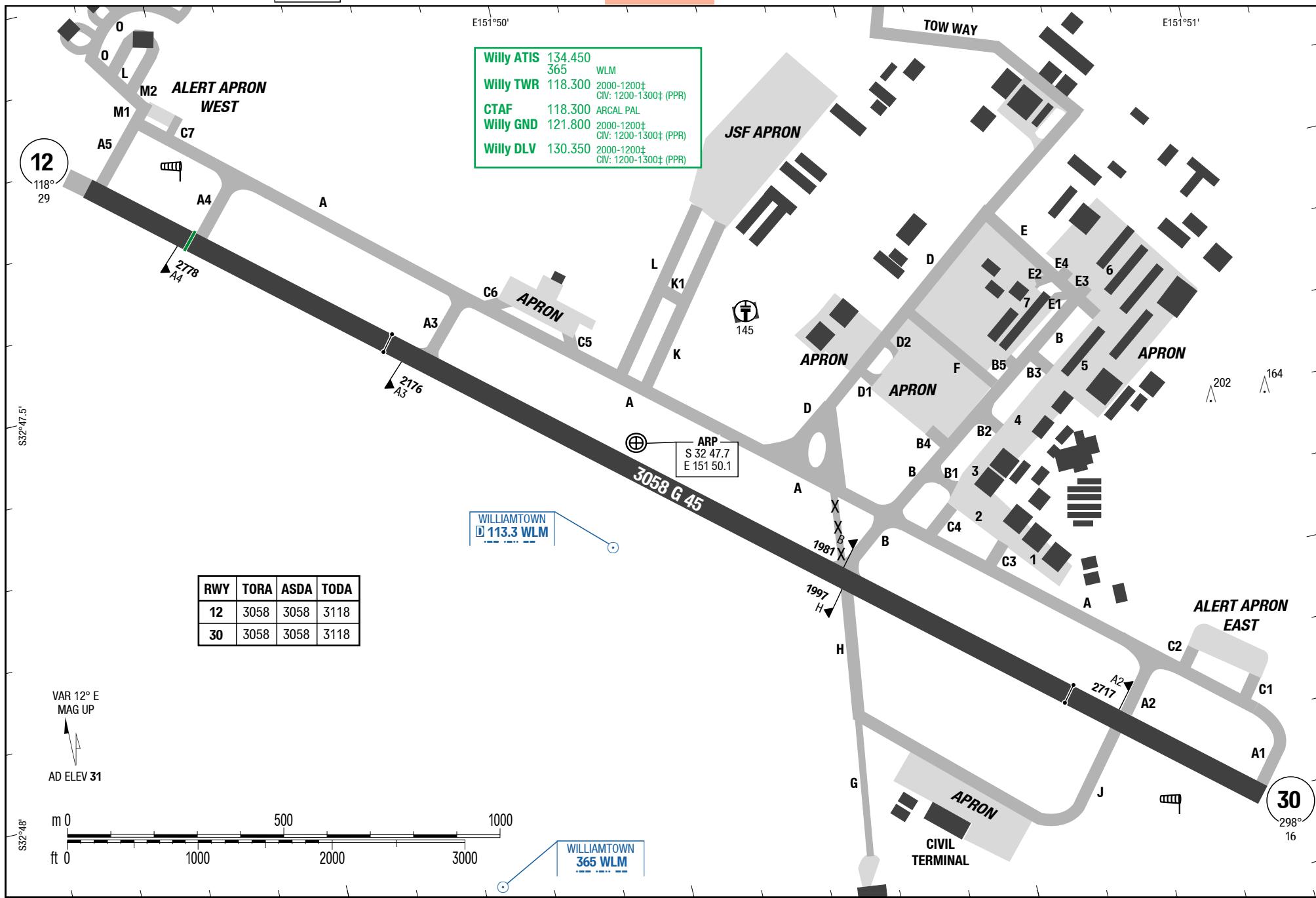
3-20

AGC

AGC

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AGC

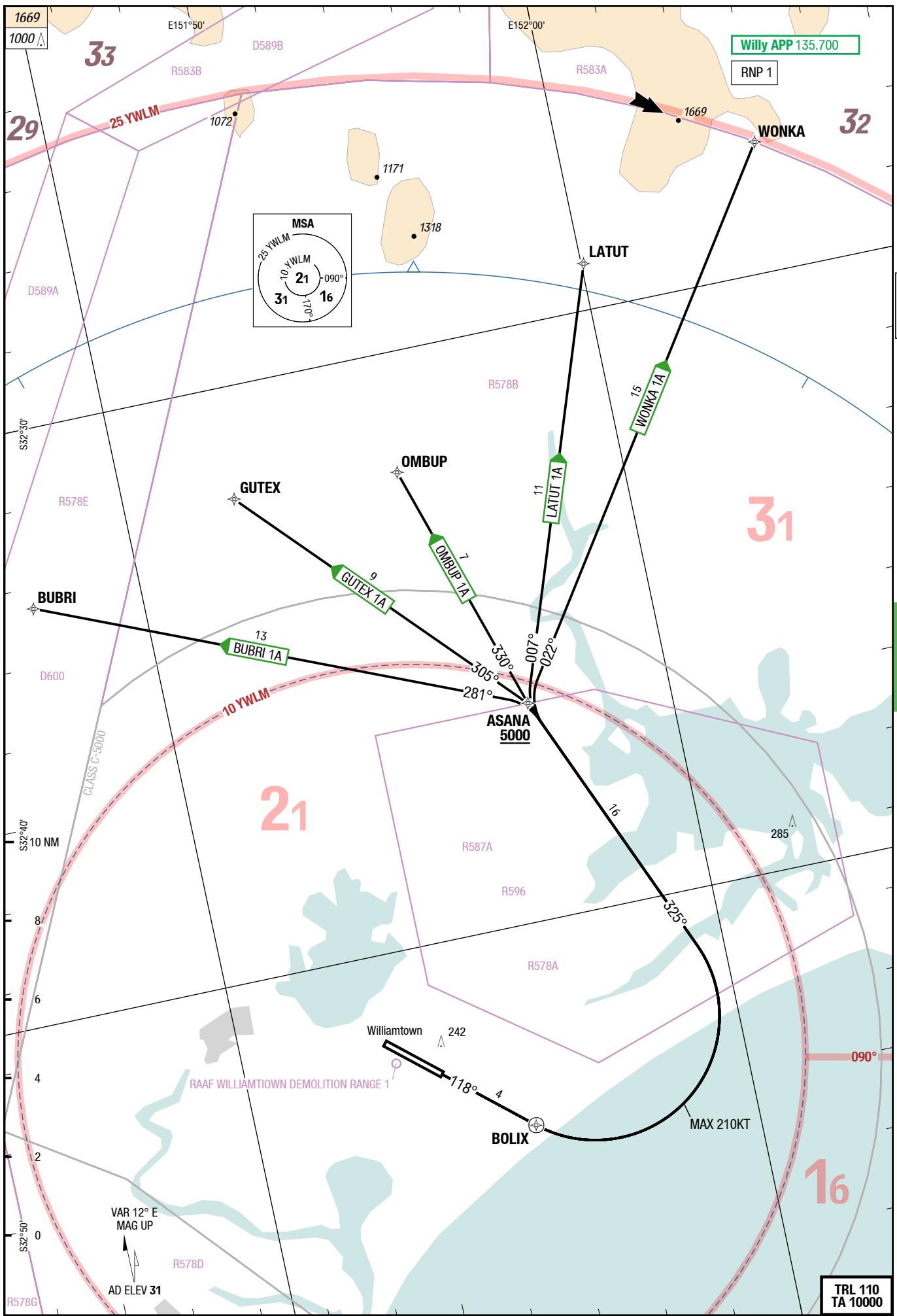


Changes: TWY L, 0, APN, OBST, TWR

14-JUN-2018

NTL-YWLM

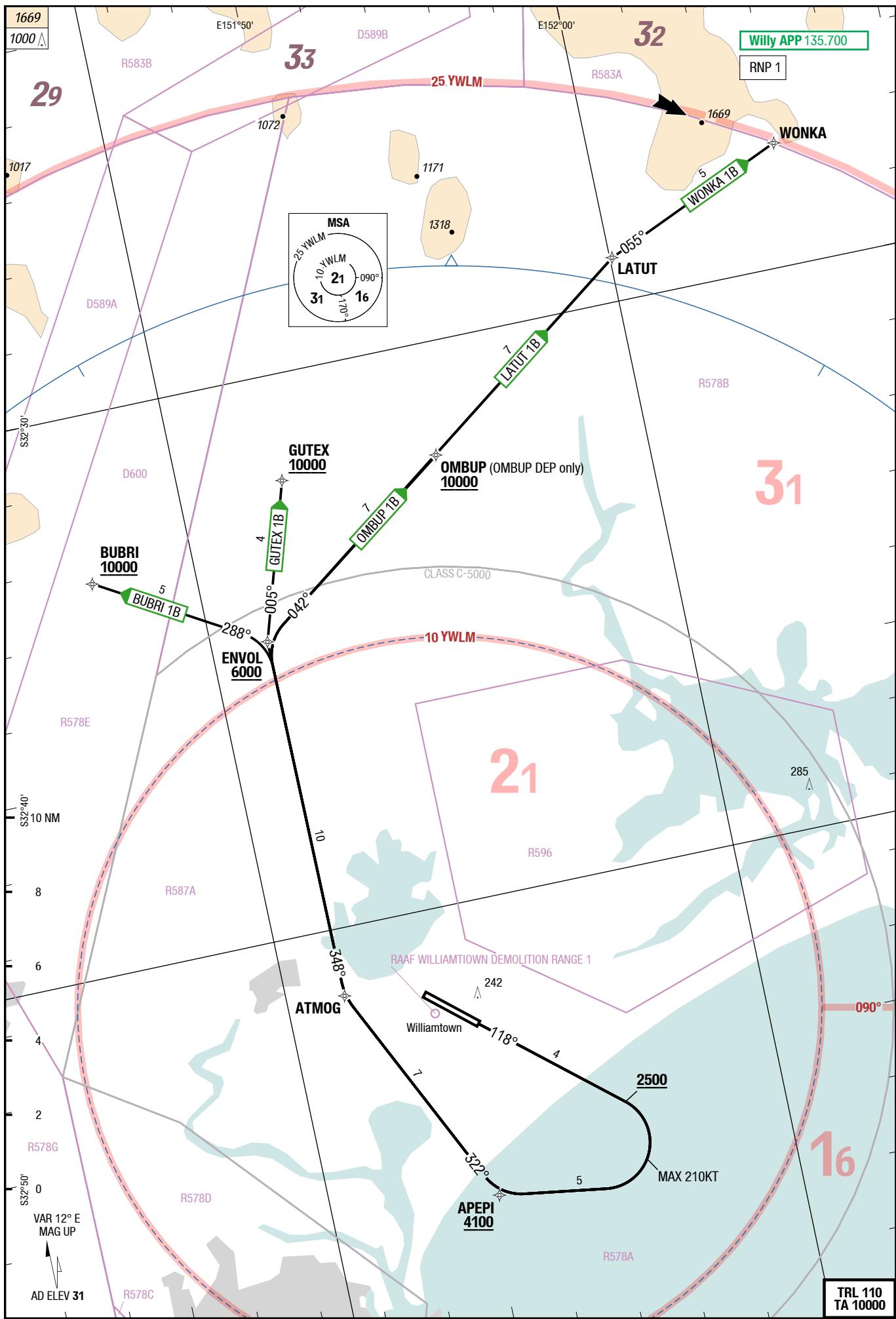
4-10

Australia Williamtown  
RNAV SIDs RWY 12 BRAVOSID  
SIDWilliamtown Australia  
RNAV SIDs RWY 12 BRAVOTRL 110  
TA 10000

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Australia Williamtown  
RNAV SIDs RWY 12 BRAVOSID  
SIDWilliamtown Australia  
RNAV SIDs RWY 12 BRAVO

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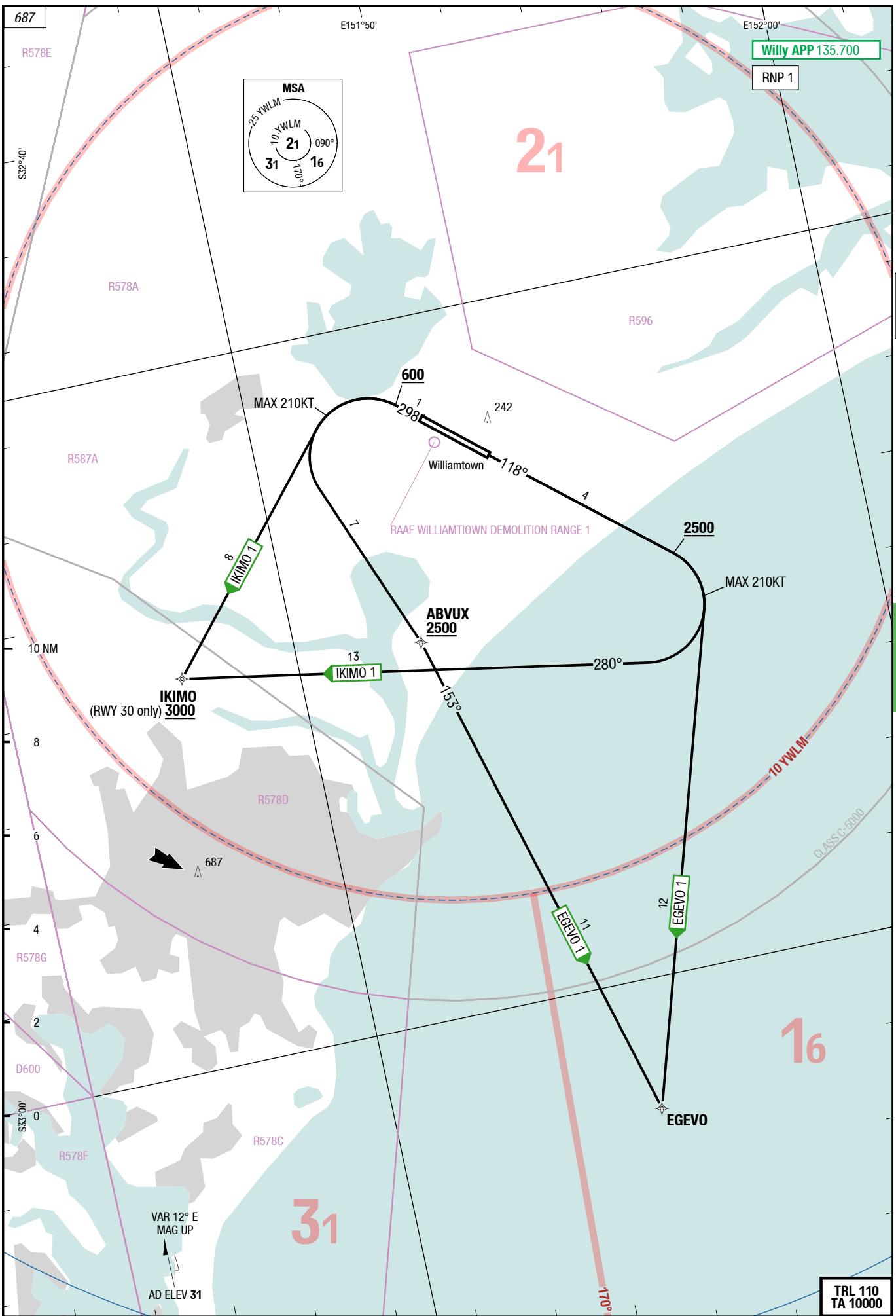
4-30

RNAV SIDs RWY 12/30 South

Australia Williamtown  
RNAV SIDs RWY 30 North

SID  
SID

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RNAV SIDs RWY 30 North  
RNAV SIDs RWY 12/30 South



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NTL-YWLM

4-40

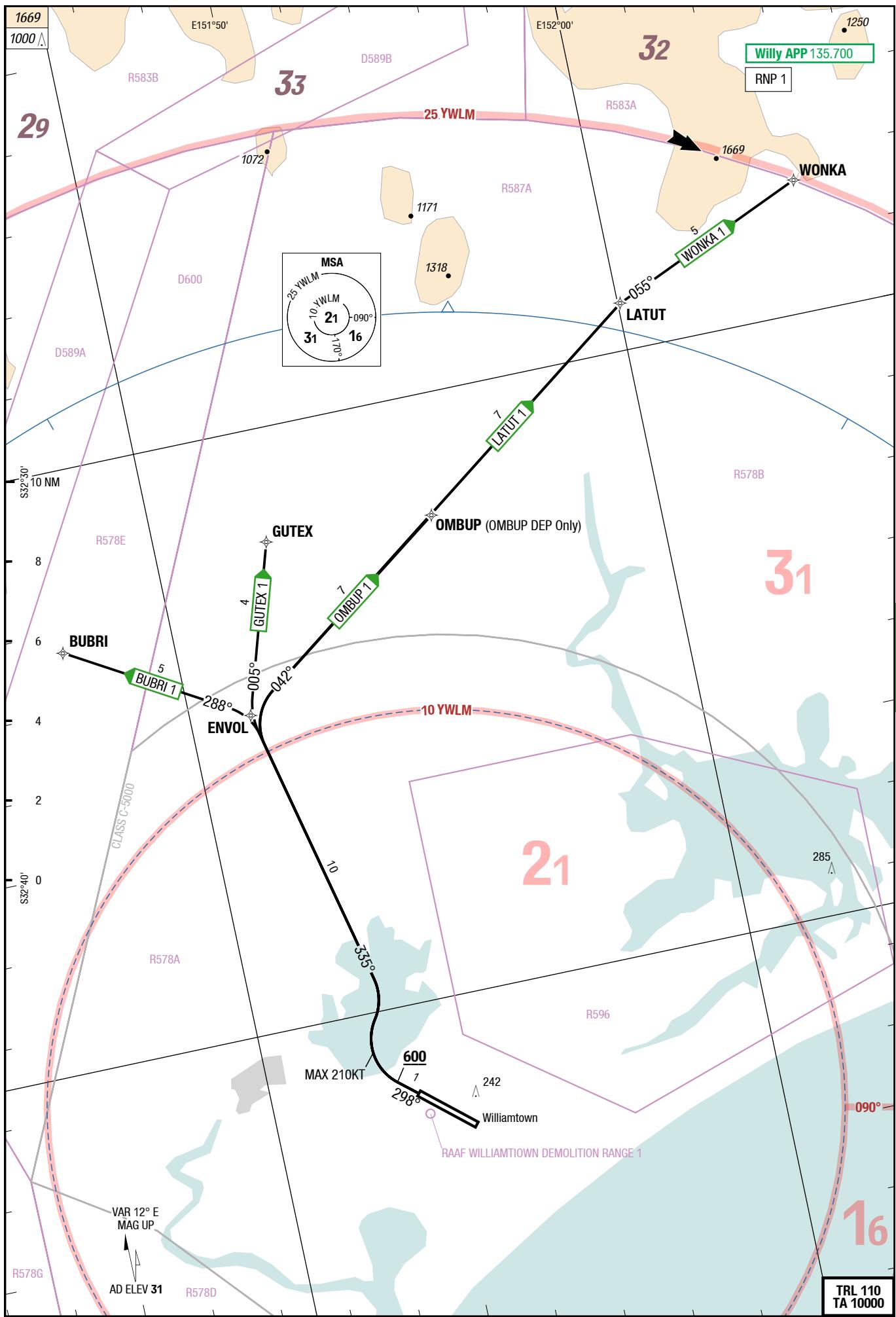
RNAV SIDs RWY 30 North

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SID

RNAV SIDs RWY 30 North
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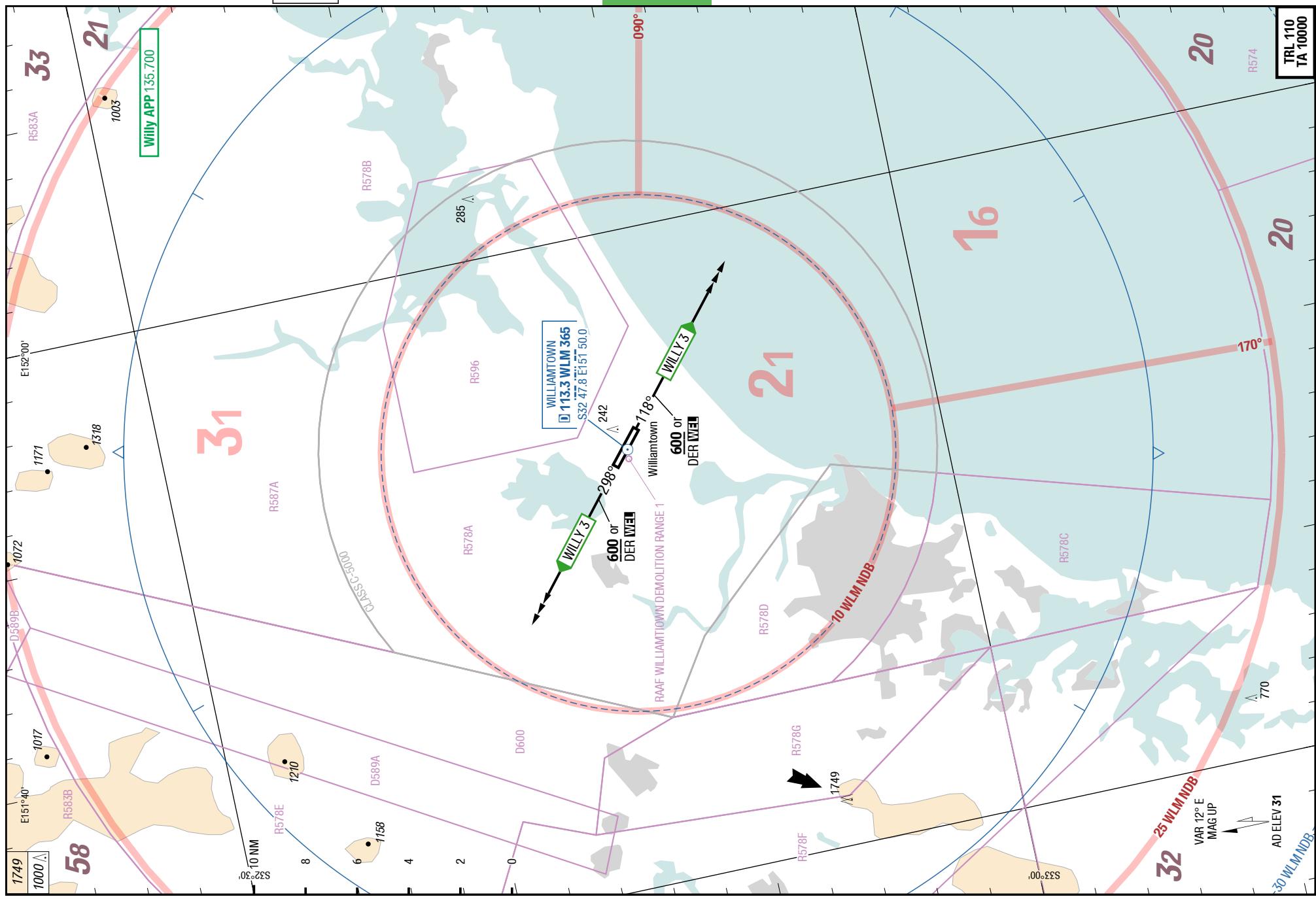
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**WILLY 3 (Radar)**

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**WILLY 3 (Radar)**

4-50



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5-10

RNAV SIDs RWY 12 ALPHA

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

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5-20

## RNAV SIDs RWY 12 BRAVO

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

RWY 12 (118°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>BUBRI 1B 135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATM0G - ENVOL - BUBRI	APEPI MNM 4100 ENVOL MNM 6000 BUBRI MNM 10000
<b>GUTEX 1B 135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATM0G - ENVOL - GUTEX	APEPI MNM 4100 ENVOL MNM 6000 GUTEX MNM 10000
<b>LATUT 1B 135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATM0G - ENVOL - LATUT	APEPI MNM 4100 ENVOL MNM 6000
<b>OMBUP 1B 135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATM0G - ENVOL - OMBUP	APEPI MNM 4100 ENVOL MNM 6000 OMBUP MNM 10000
<b>WONKA 1B 135.700</b>	118° [A2500+ ;R] - DCT APEPI [K210-] - ATM0G - ENVOL - LATUT - WONKA	APEPI MNM 4100 ENVOL MNM 6000

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**5-30**

**RNAV SIDs RWY 12/30 South**

**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

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5-40

## RNAV SIDs RWY 30 North

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

RWY 30 (298°)

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

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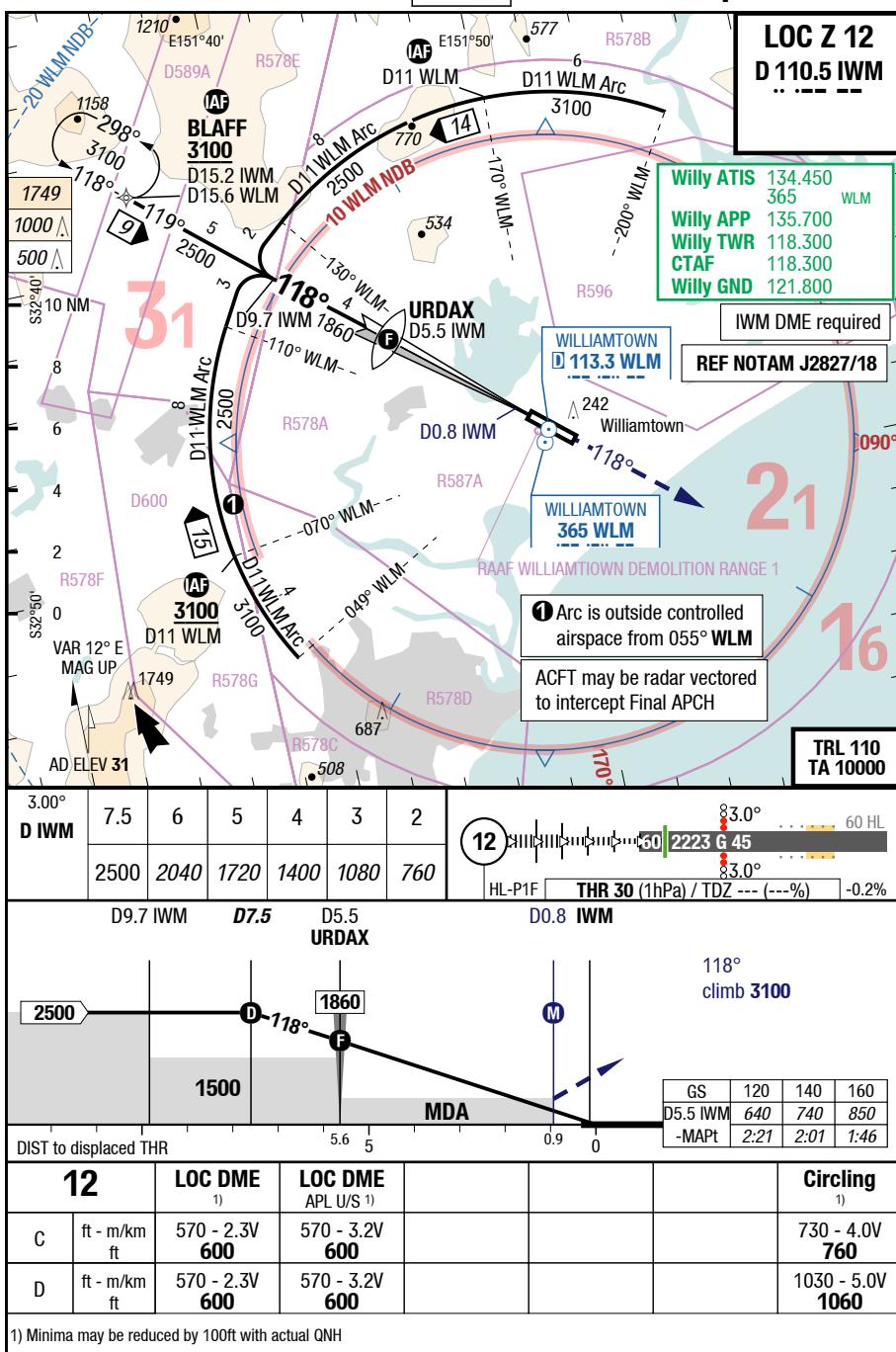
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IAC

NTL-YWLM

7-08

Tempo LOC Z 12



Changes: APL, Note

Effective 21-JUN-2018

14-JUN-2018

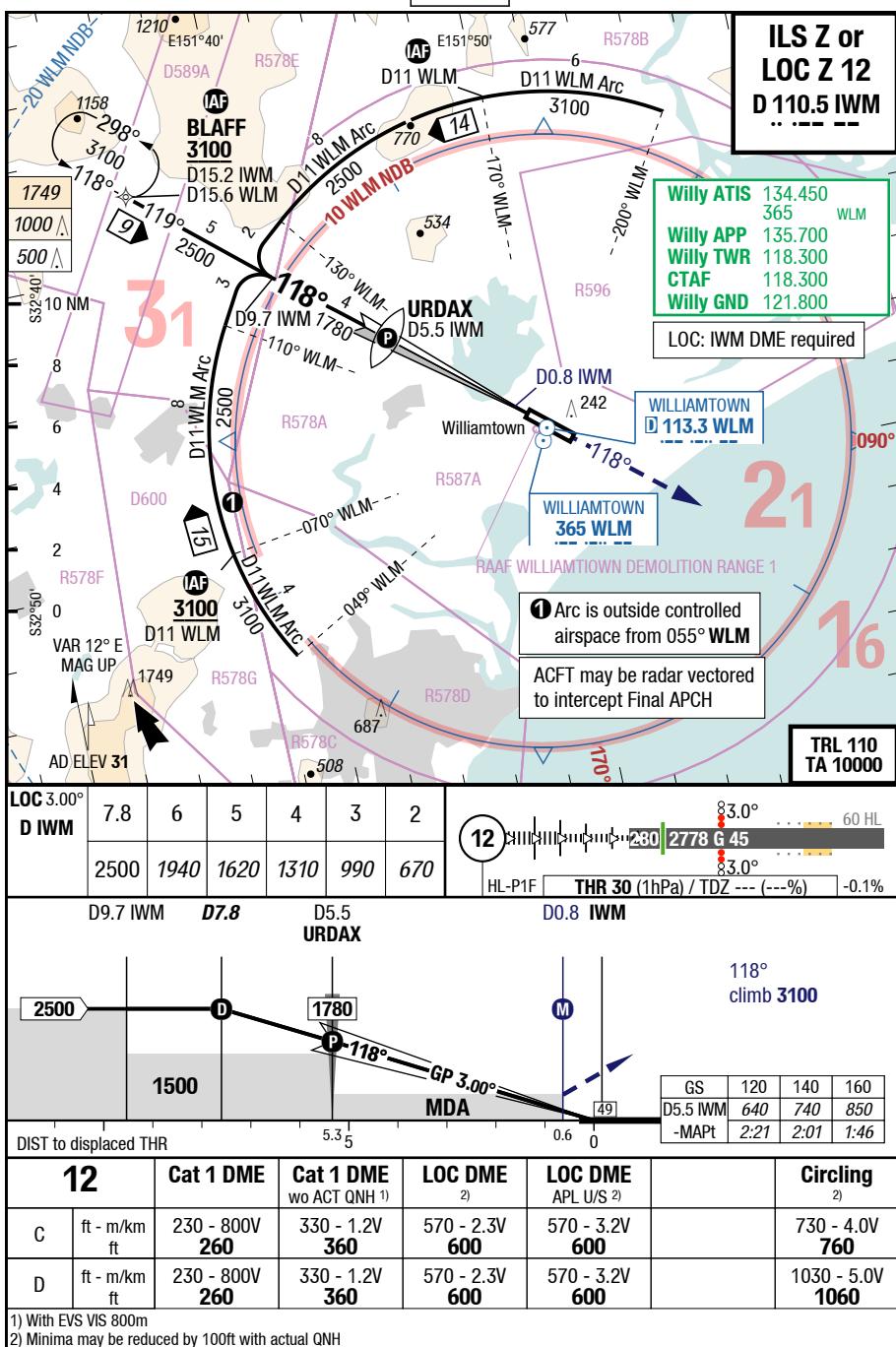
Australia Williamtown

NTL-YWLM

7-10

ILS Z or LOC Z 12

IAC



Changes: Completely revised

06-SEP-2018/UFN

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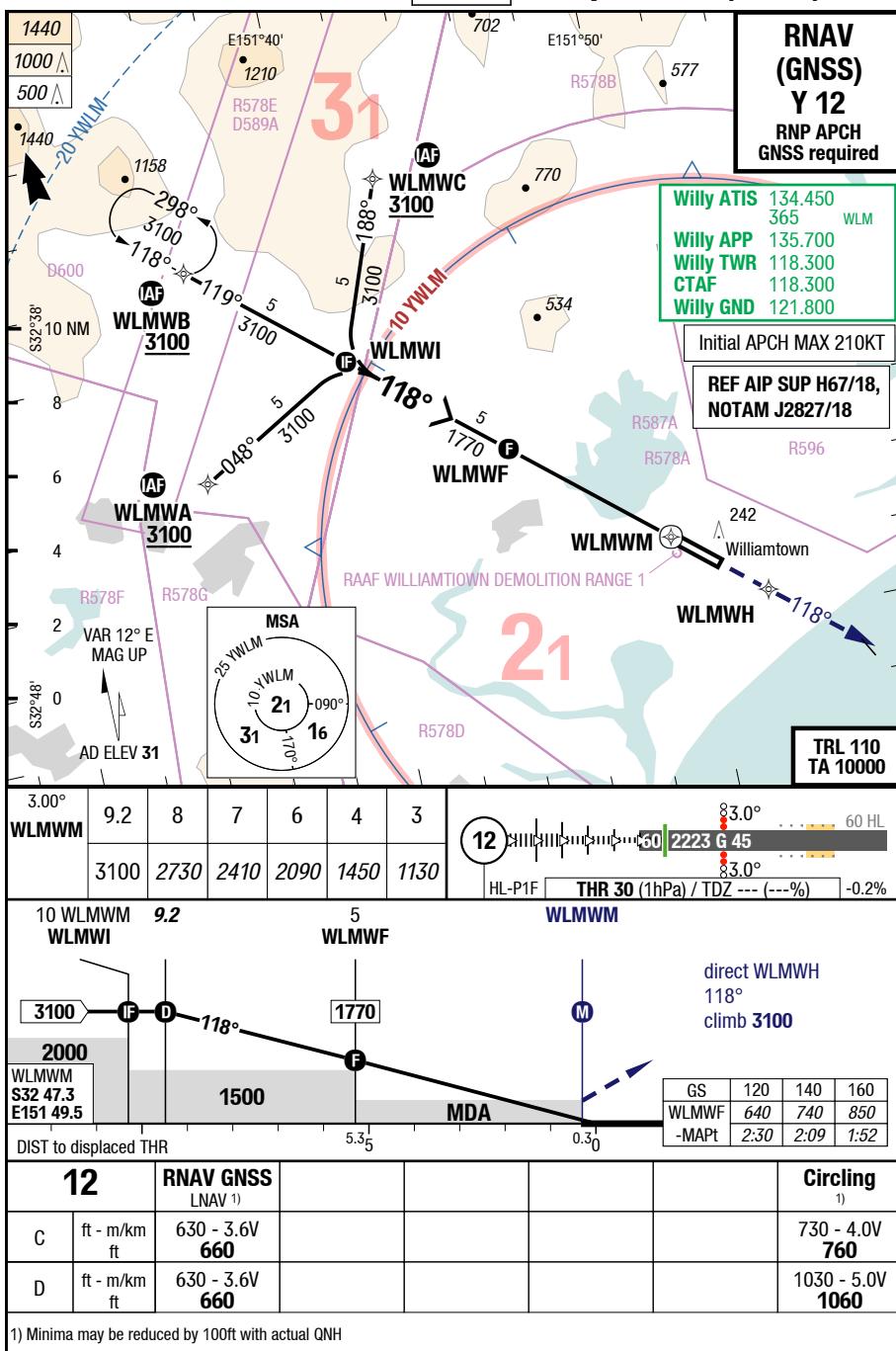
06-SEP-2018

IAC

## NTL-YWLM

7-28

## Tempo RNAV (GNSS) Y 12



Changes: APL, Note

Effective 21-JUN-2018

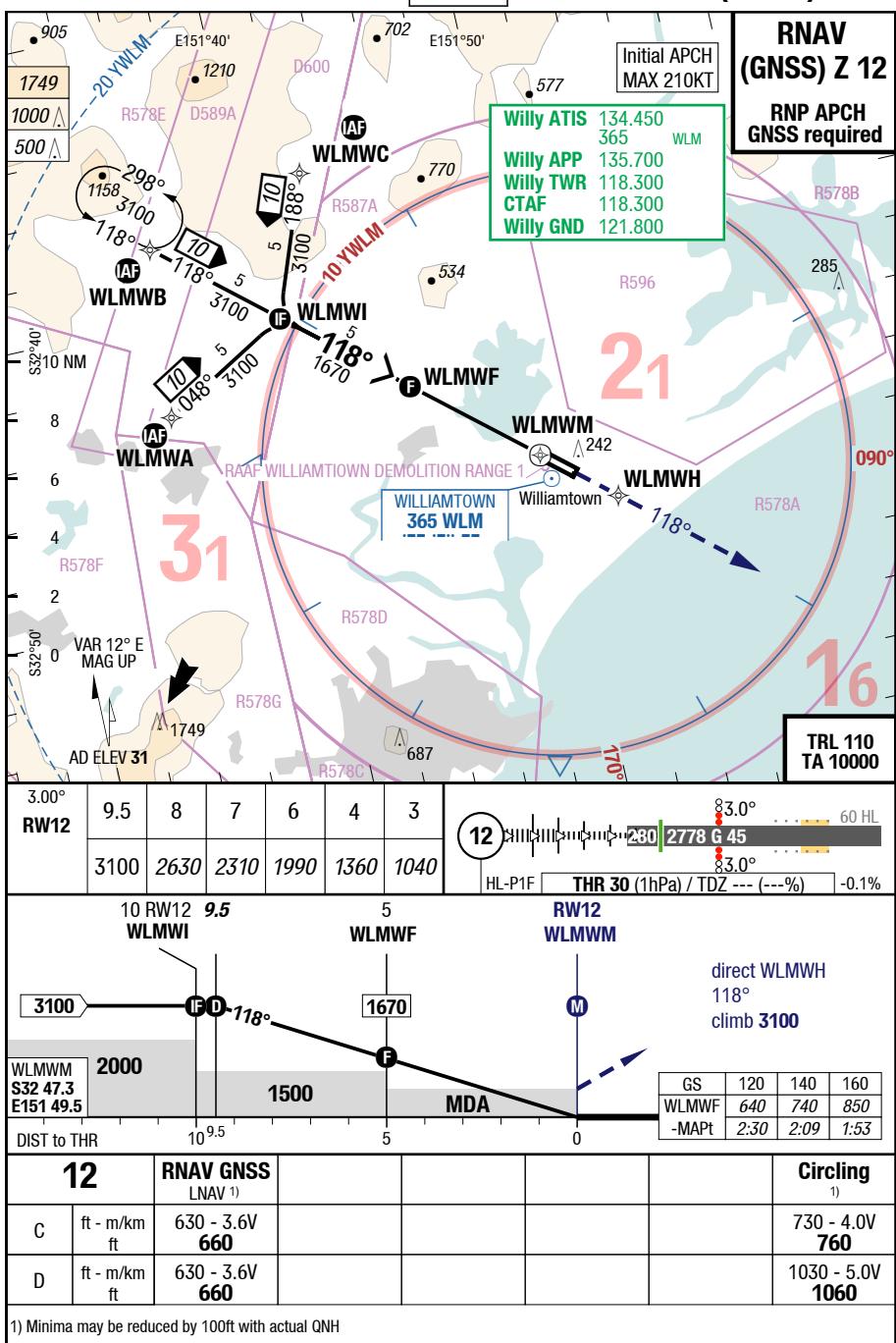
14-JUN-2018

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## NTL-YWLM

7-30

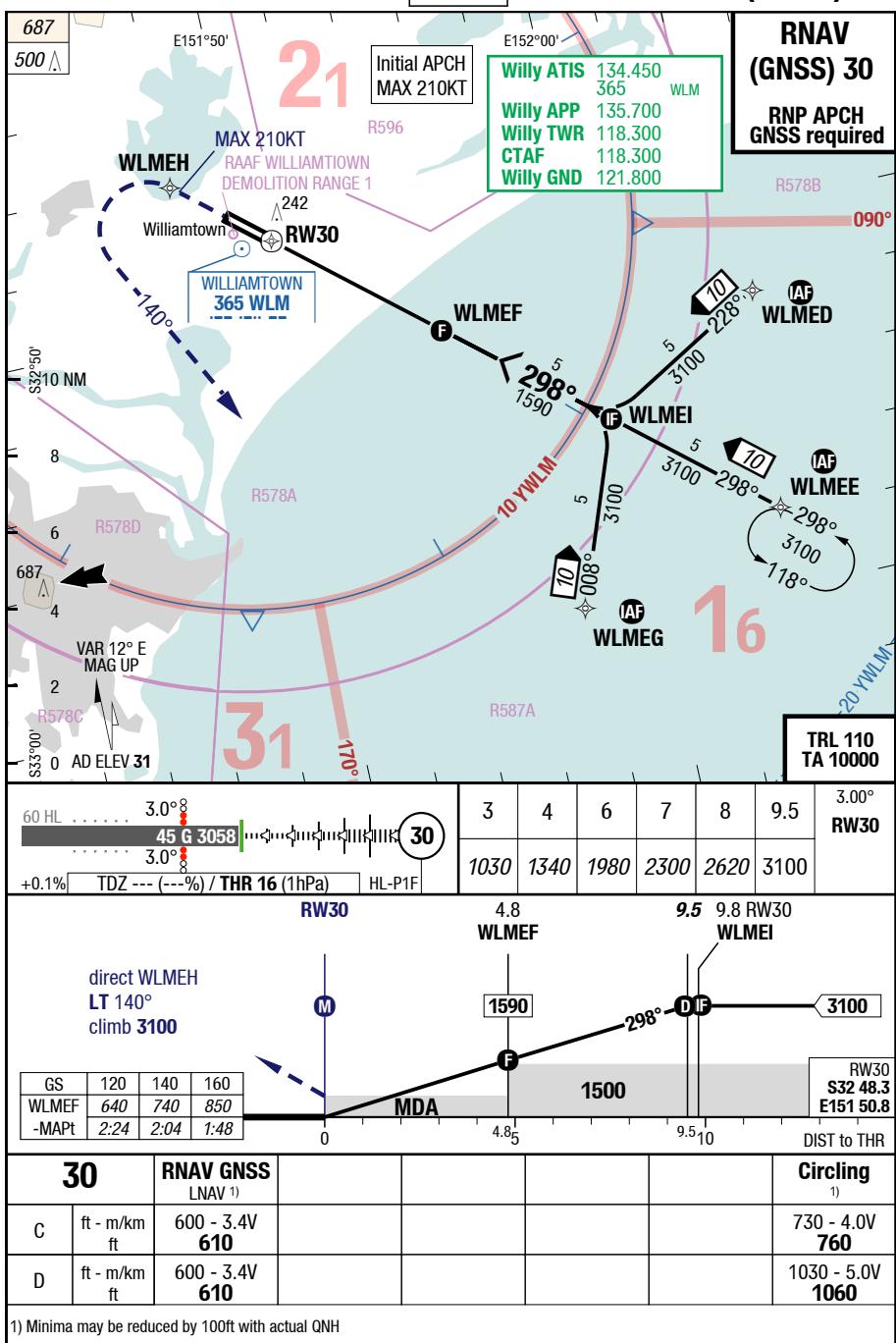
## RNAV (GNSS) Z 12



## NTL-YWLM

7-40

## RNAV (GNSS) 30



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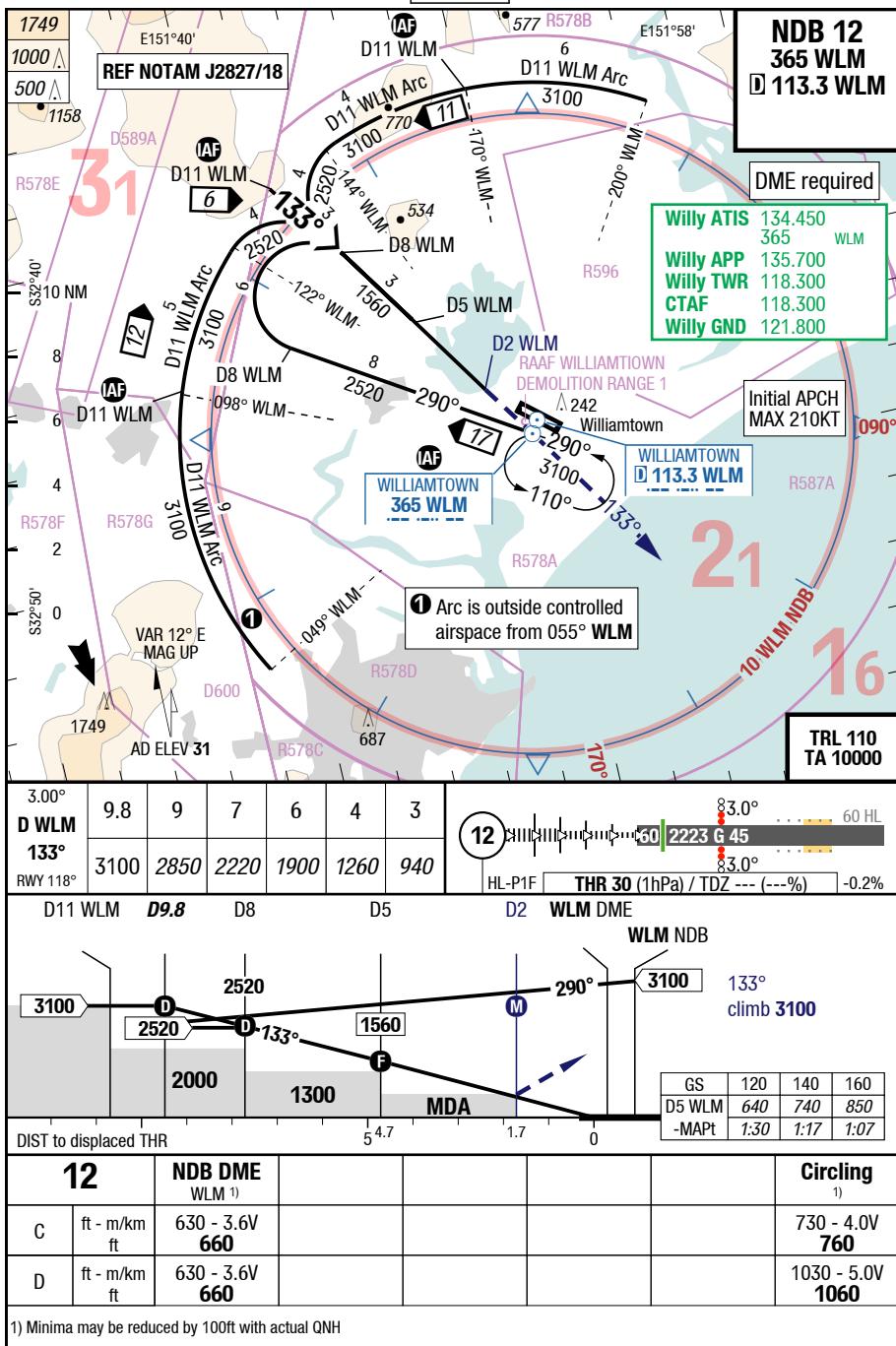
06-SEP-2018

IAC

NTL-YWLM

7-48

Tempo NDB 12



Changes: APL, Note

Effective 21-JUN-2018

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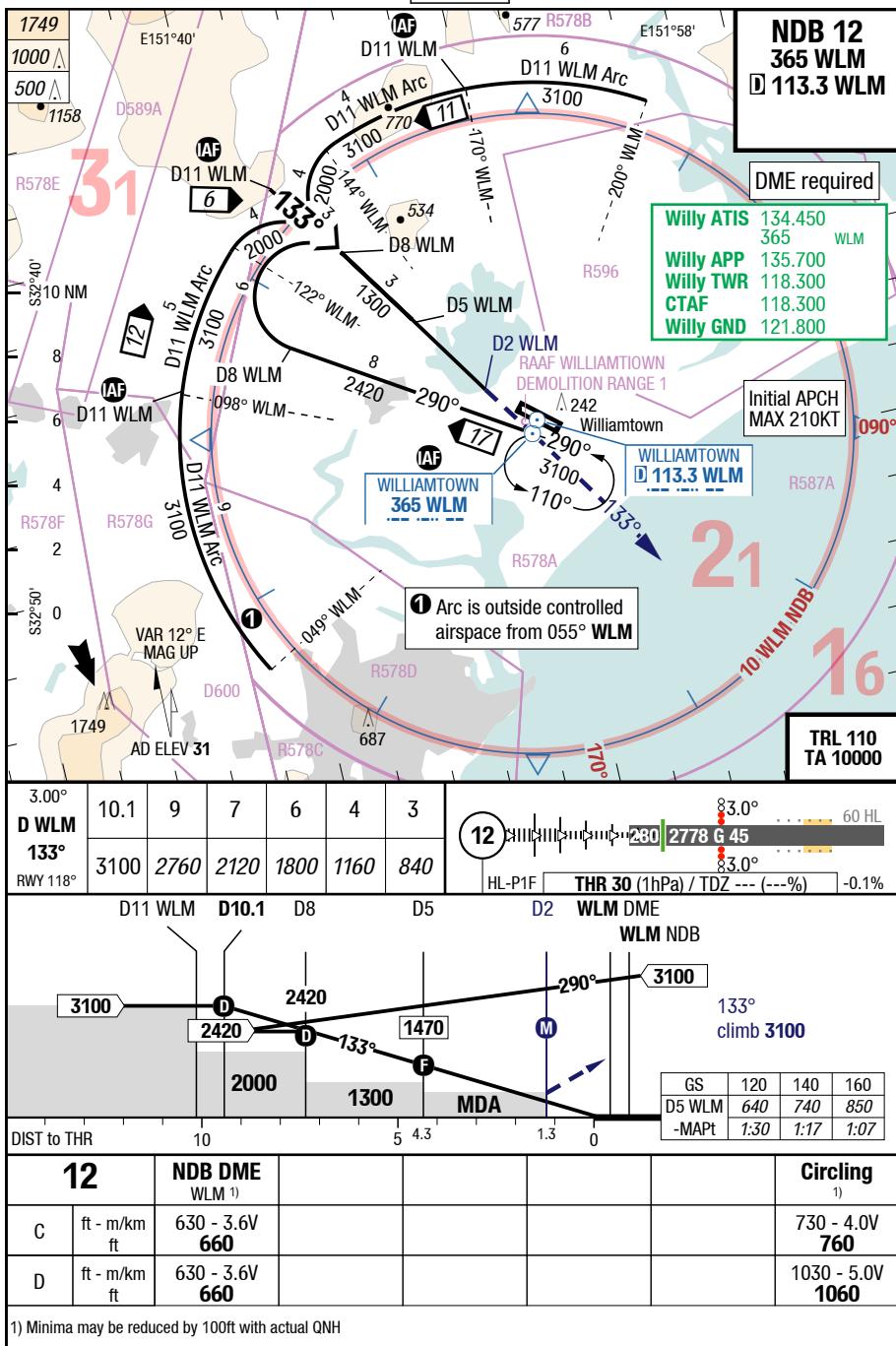
14-JUN-2018

IAC

## NTL-YWLM

7-50

## NDB 12



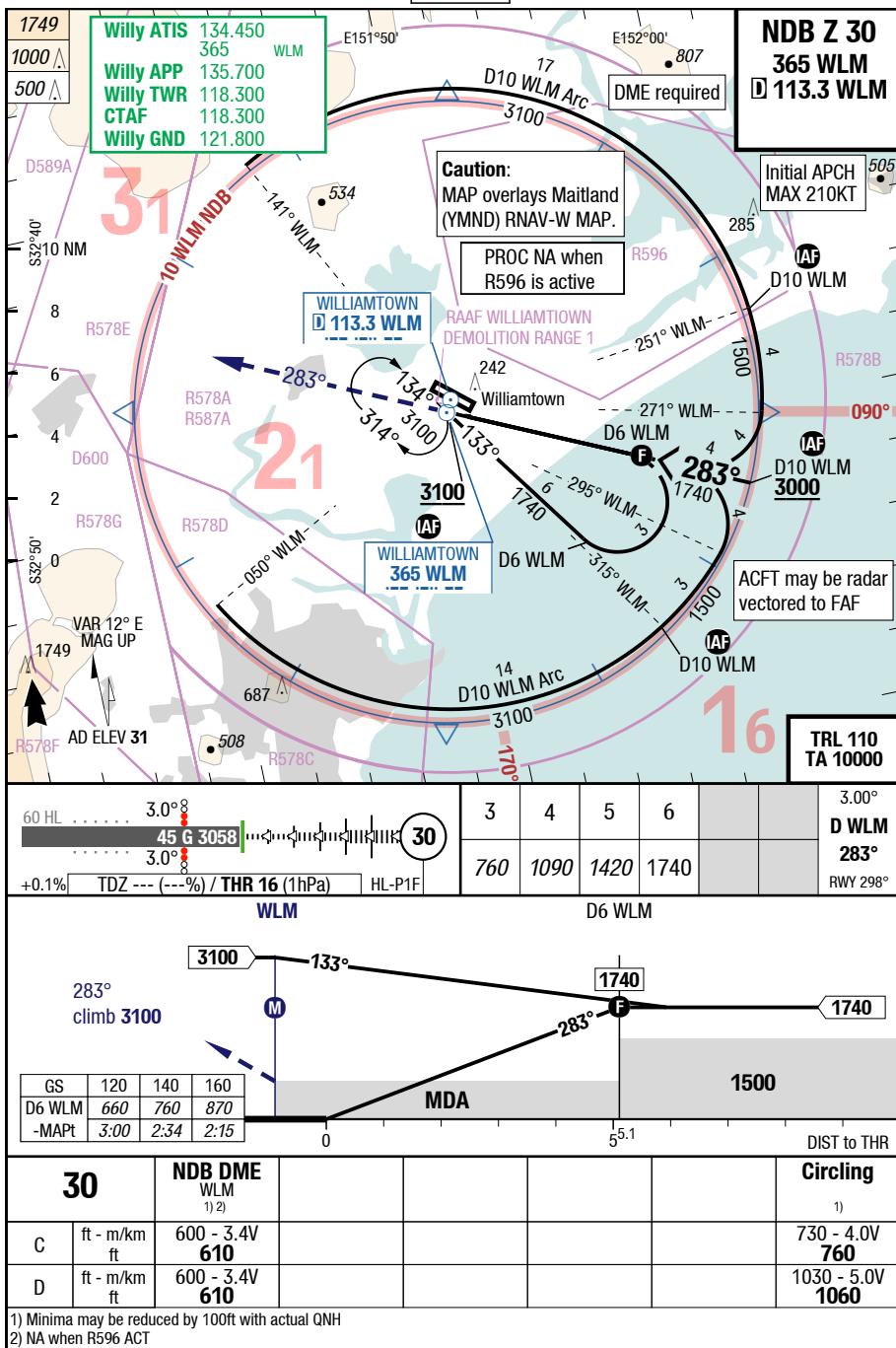
Changes: OBST

14-JUN-2018

## NTL-YWLM

7-60

NDB Z 30



Changes: OBST

## NTL-YWLM

7-70

NDB Y 30

