

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For YWLM

Terminal Charts For YWLM

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: WILLIAMTOWN NS AUS  
ICAO/IATA: YWLM / NTL  
Lat/Long: S32° 47.7', E151° 50.1'  
Elevation: 31 ft

Airport Use: Military  
Daylight Savings: Observed  
UTC Conversion: -10:00 = UTC  
Magnetic Variation: 12.0° E

Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: No

Sunrise: 1902 Z  
Sunset: 0812 Z

Runway Information

Runway: 12  
Length x Width: 10033 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 30 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 30  
Length x Width: 10033 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS: 36.500  
ATIS: 31.610  
ATIS: 134.450  
Willy Tower: 118.300 PCL  
Willy Tower: 28.090  
Willy Ground: 127.250  
Willy Ground: 121.800  
Willy Clearance Delivery: 130.350  
Willy Approach: 29.340  
Willy Approach: 135.700

Brisbane Center Information: 125.700 RCO

Willy Centre ACC: 133.300

Willy Centre ACC: 26.140

AWIS: 31.610

Williamtown Traffic MULTICOM: 118.300 CTAF PCL

YWLM/NTL  
WILLIAMTOWN (MILITARY)

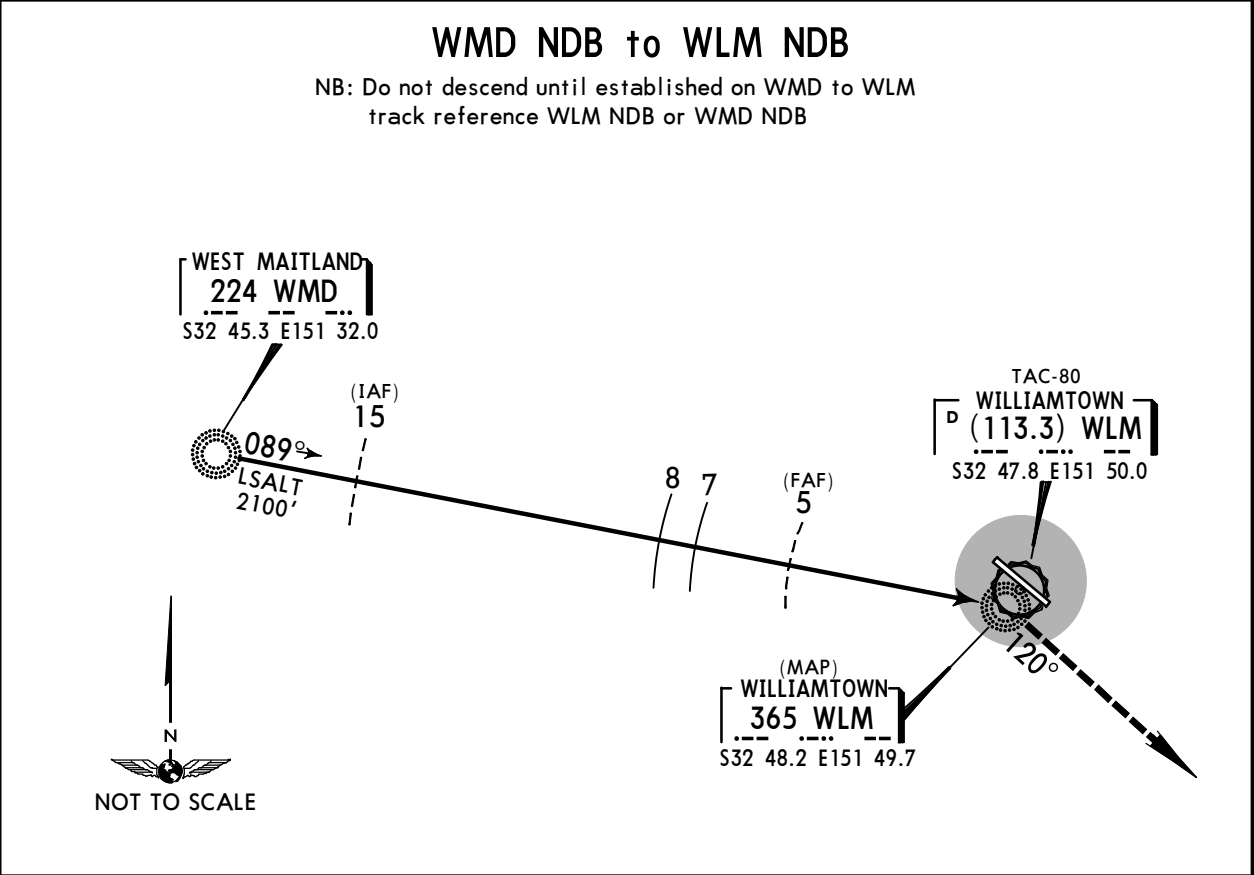
 **JEPPESSEN** WILLIAMTOWN, NSW, AUSTRALIA

10-2

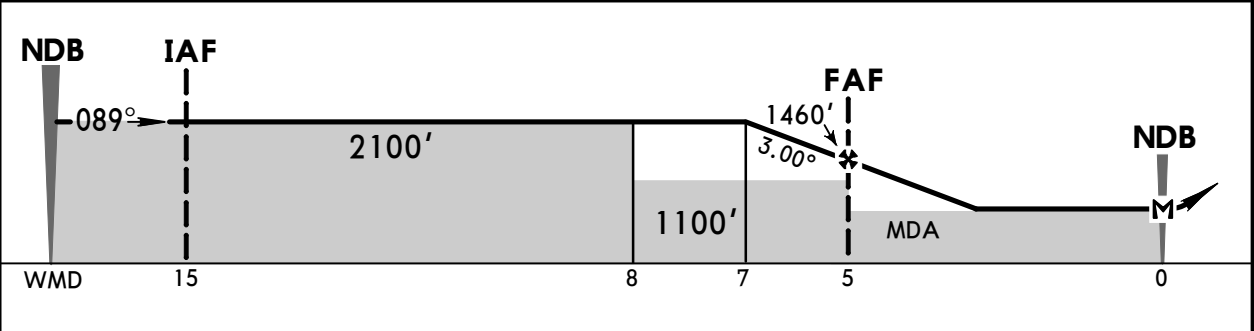
2 DEC 16  
Eff 7 Dec 1600Z

DME OR GNSS ARRIVAL

|                                                                |                     |                                         |                                                    |                                |                          |                                                                                                                                 |                                            |
|----------------------------------------------------------------|---------------------|-----------------------------------------|----------------------------------------------------|--------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| * ATIS<br>134.45 316.1 365                                     |                     |                                         | BRISBANE Center (FIA)<br>125.7<br>(when App inop.) | *WILLY Tower<br>118.3          | *WILLY Approach<br>135.7 | *WILLY Ground<br>121.8                                                                                                          | CTAF (AFRU+PAL)<br>118.3<br>when Twr inop. |
| NDB<br>WLM<br>365                                              | TAC<br>WLM<br>113.3 | Final<br>Apch Crs<br>Refer to Plan View | Procedure Alt<br>FAF<br>1460' (1429')              | MDA(H)<br>Refer to<br>Minimums | Apt Elev<br>31'          | <div><div>3100'</div><div>270°</div><div>1600'</div><div>350°</div></div> <div>MSA<br/>WLM NDB<br/>2100'<br/>Within 10 NM</div> |                                            |
| MISSED APCH: Track 120°. Climb to 3100' or as directed by ATC. |                     |                                         |                                                    |                                |                          |                                                                                                                                 |                                            |
| Alt Set: hPa                                                   |                     | Apt Elev: 1 hPa                         | Trans level: FL110                                 | Trans alt: 10000'              |                          |                                                                                                                                 |                                            |
| Reference waypoint WLM NDB. DME using WLM DME.                 |                     |                                         |                                                    |                                |                          |                                                                                                                                 |                                            |



|               |       |       |       |       |       |      |      |      |
|---------------|-------|-------|-------|-------|-------|------|------|------|
| NM to WLM NDB | 7.0   | 6.0   | 5.0   | 4.0   | 3.8   | 3.0  | 2.8  | 2.5  |
| ALTITUDE      | 2100' | 1770' | 1460' | 1140' | 1060' | 820' | 760' | 660' |

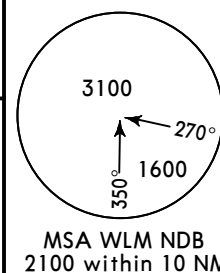


|               |       |     |     |     |     |     |                                         |      |       |
|---------------|-------|-----|-----|-----|-----|-----|-----------------------------------------|------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | Lighting -<br>Refer to<br>Airport Chart | 120° | 3100' |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                                         |      |       |
| MAP at NDB    |       |     |     |     |     |     |                                         |      |       |

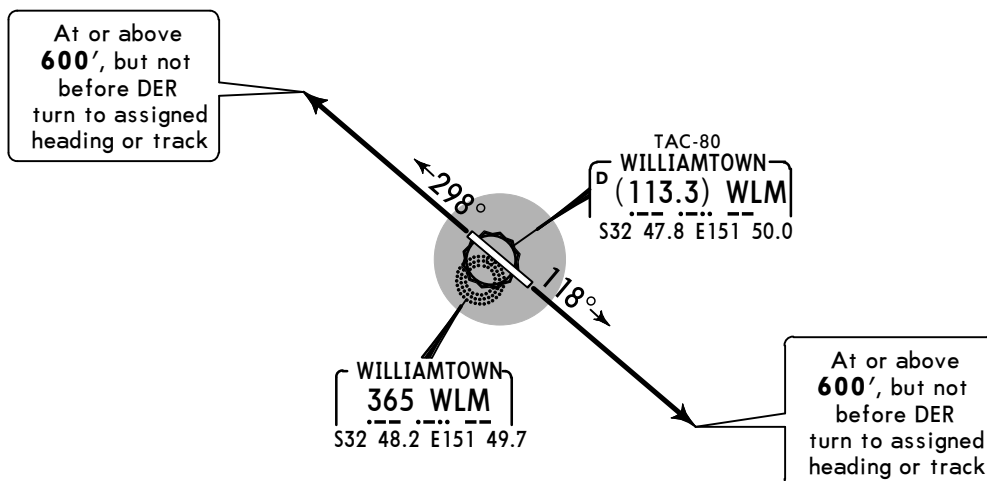
| Actual Aero QNH   |  | CIRCLE-TO-LAND |  | Forecast Terminal QNH |  |
|-------------------|--|----------------|--|-----------------------|--|
| A, B: 560' (529') |  |                |  | A, B: 660' (629')     |  |
| C: 660' (629')    |  |                |  | C: 760' (729')        |  |
| D: 960' (929')    |  |                |  | D: 1060' (1029')      |  |
| Max<br>Kts        |  |                |  |                       |  |
| A 100             |  | 2.4 km         |  | 2.4 km                |  |
| B 135             |  | 4.0 km         |  | 4.0 km                |  |
| C 180             |  | 5.0 km         |  | 5.0 km                |  |
| D 205             |  |                |  |                       |  |

© JEPPESEN, 2004, 2016. ALL RIGHTS RESERVED.

Trans level: FL110    Trans alt: 10000'



**SPEED: MAX 250 KT BELOW 10000'**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS ►

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.

COMMENTS  
LOS

| RWY | INITIAL CLIMB                                                                        |
|-----|--------------------------------------------------------------------------------------|
| 12  | Track 118°. At or above 600', but not before DER, turn to assigned heading or track. |
| 30  | Track 298°. At or above 600', but not before DER, turn to assigned heading or track. |

YWLM/NTL

WILLIAMTOWN (MILITARY)

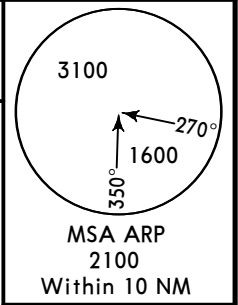
10-3A

15 MAY 20  
Eff 21 May

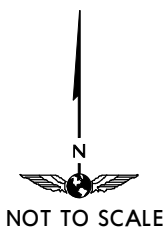
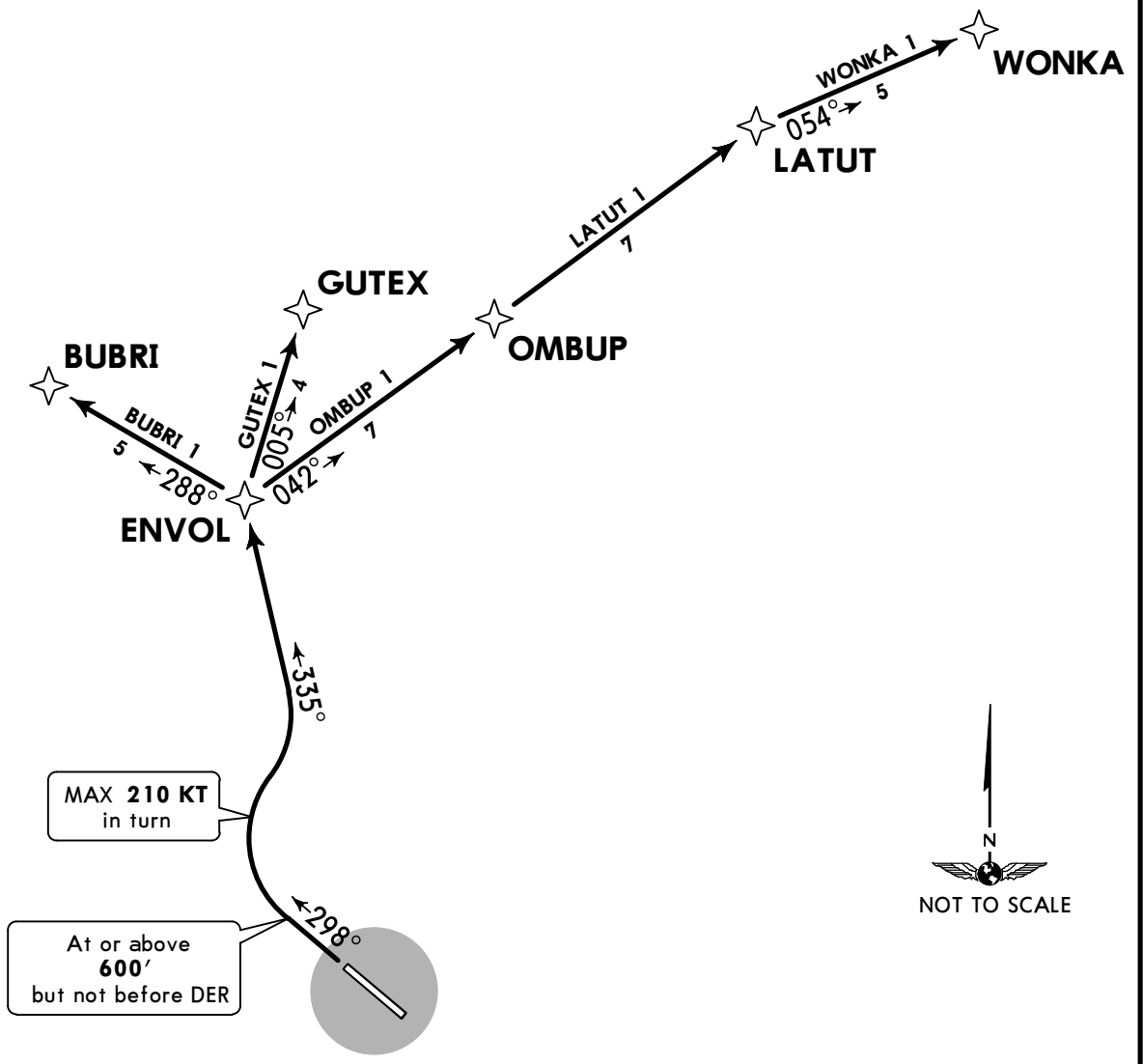
JEPPESEN WILLIAMTOWN, NSW, AUSTRALIA

RNAV SID

|                                 |                 |                             |                   |
|---------------------------------|-----------------|-----------------------------|-------------------|
| * WILLY Approach (DEP)<br>135.7 | Apt Elev<br>31' | Trans level: FL110<br>RNP-1 | Trans alt: 10000' |
|---------------------------------|-----------------|-----------------------------|-------------------|



BUBRI 1 [BUBRI1], GUTEX 1 [GUTEX1]  
LATUT 1 [LATUT1], OMBUP 1 [OMBUP1]  
WONKA 1 [WONKA1]  
RWY 30 (RNAV) DEPARTURES  
**SPEED: MAX 250 KT BELOW 10000'**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
On recognition of communication failure:  
Squawk 7600  
MAINTAIN last assigned vector for two minutes, and  
CLIMB IF NECESSARY TO MINIMUM SAFE  
ALTITUDE, to MAINTAIN terrain clearance, then  
proceed in accordance with the latest ATC route  
clearance acknowledged.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

INITIAL CLIMB

Track 298°. At or above 600', but not before DER, turn RIGHT. MAX 210 KT in turn. Track 335° to ENVOL.  
**For BUBRI:** Turn LEFT, track 288° to BUBRI, thence as cleared.  
**For GUTEX:** Turn RIGHT, track 005° to GUTEX, thence as cleared.  
**For LATUT:** Turn RIGHT, track 042° to LATUT, thence as cleared.  
**For OMBUP:** Turn RIGHT, track 042° to OMBUP, thence as cleared.  
**For WONKA:** Turn RIGHT, track 042° to LATUT. Turn RIGHT, track 054° to WONKA, thence as cleared.

YWLM/NTL  
WILLIAMTOWN (MILITARY)

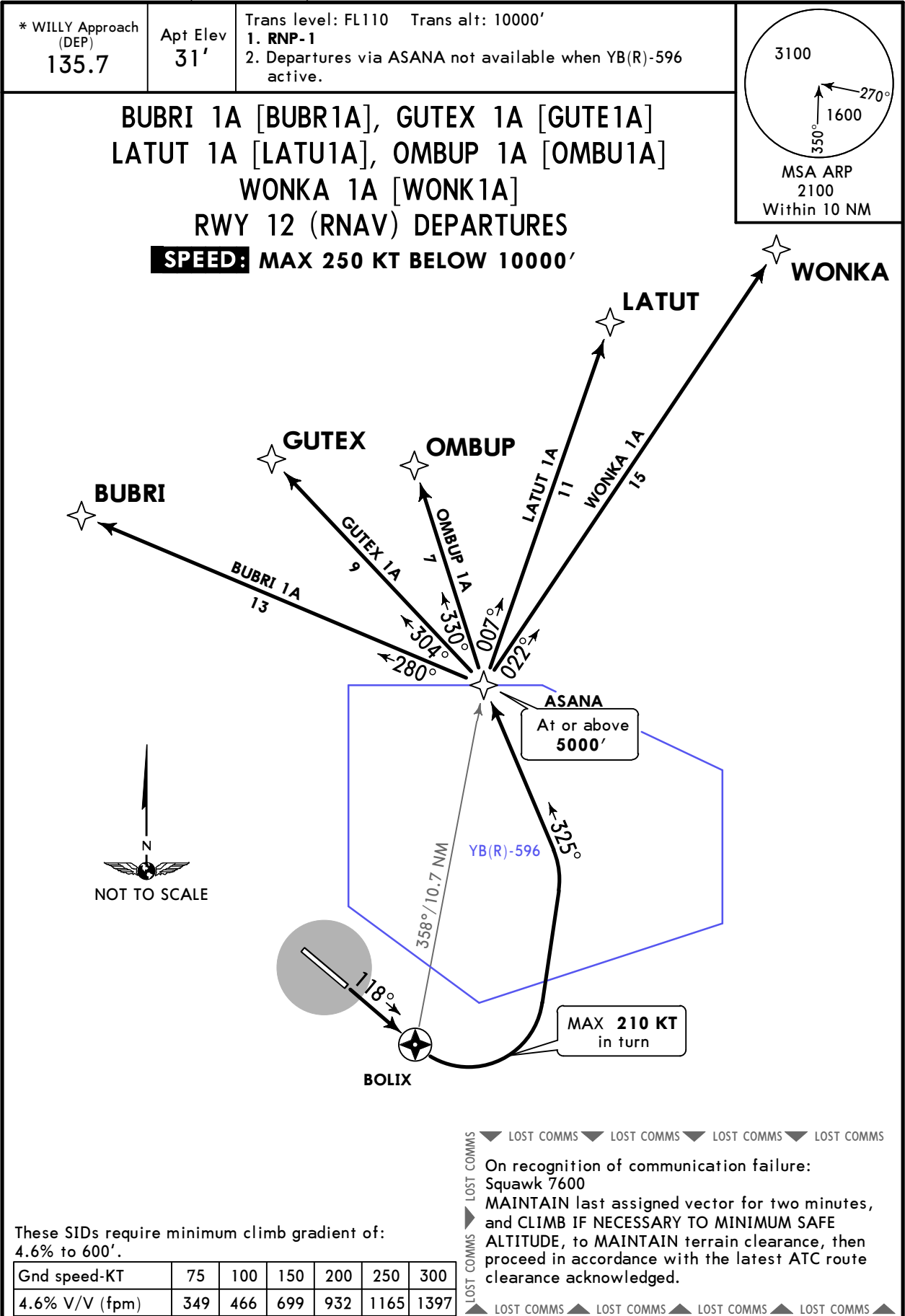
JEPPESSEN

WILLIAMTOWN, NSW, AUSTRALIA

10-3B

10 AUG 18  
Eff 16 Aug

RNAV SID

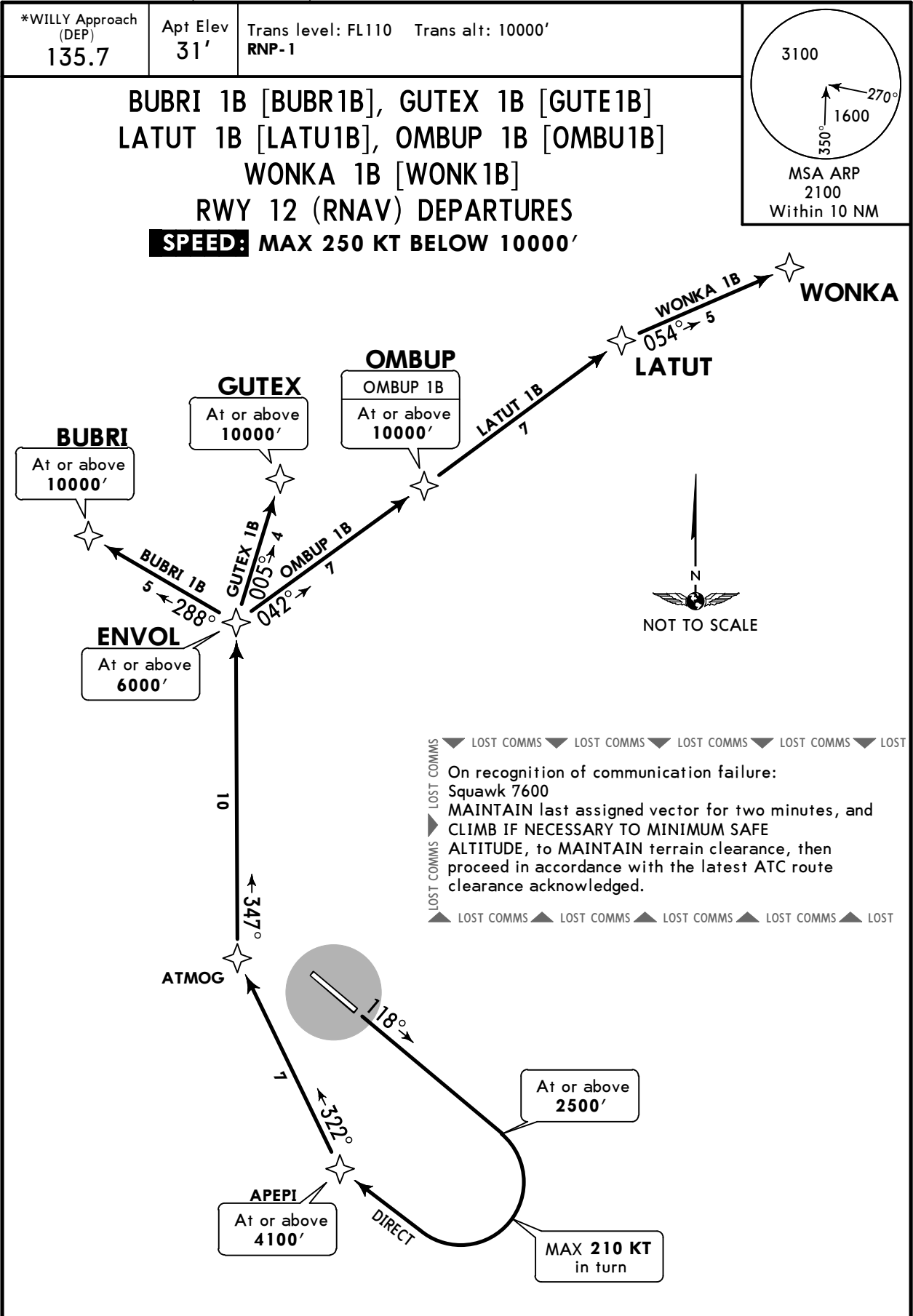


YWLM/NTL  
WILLIAMTOWN (MILITARY)

 **JEPPESSEN** WILLIAMTOWN, NSW, AUSTRALIA

10-3C 10 AUG 18  
Eff 16 Aug

**RNAV SID**



**INITIAL CLIMB**

Track 118°. At or above 2500' turn RIGHT. MAX 210 KT in turn. Track direct APEPI. Cross APEPI at or above 4100'. Turn RIGHT, track 322° to ATMOG. Turn RIGHT, track 347° to ENVOL. Cross ENVOL at or above 6000'.

**For BUBRI:** Turn LEFT, track 288° to BUBRI, thence as cleared. Cross BUBRI at or above 10000'.

**For GUTEX:** Turn RIGHT, track 005° to GUTEX, thence as cleared. Cross GUTEX at or above 10000'.

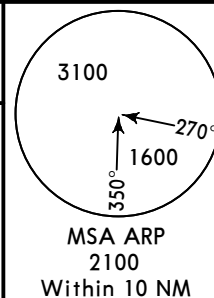
**For LATUT:** Turn RIGHT, track 042° to LATUT, thence as cleared.

**For OMBUP:** Turn RIGHT, track 042° to OMBUP, thence as cleared. Cross OMBUP at or above 10000'.

**For WONKA:** Turn RIGHT, track 042° to LATUT. Turn RIGHT, track 054° to WONKA, thence as cleared.

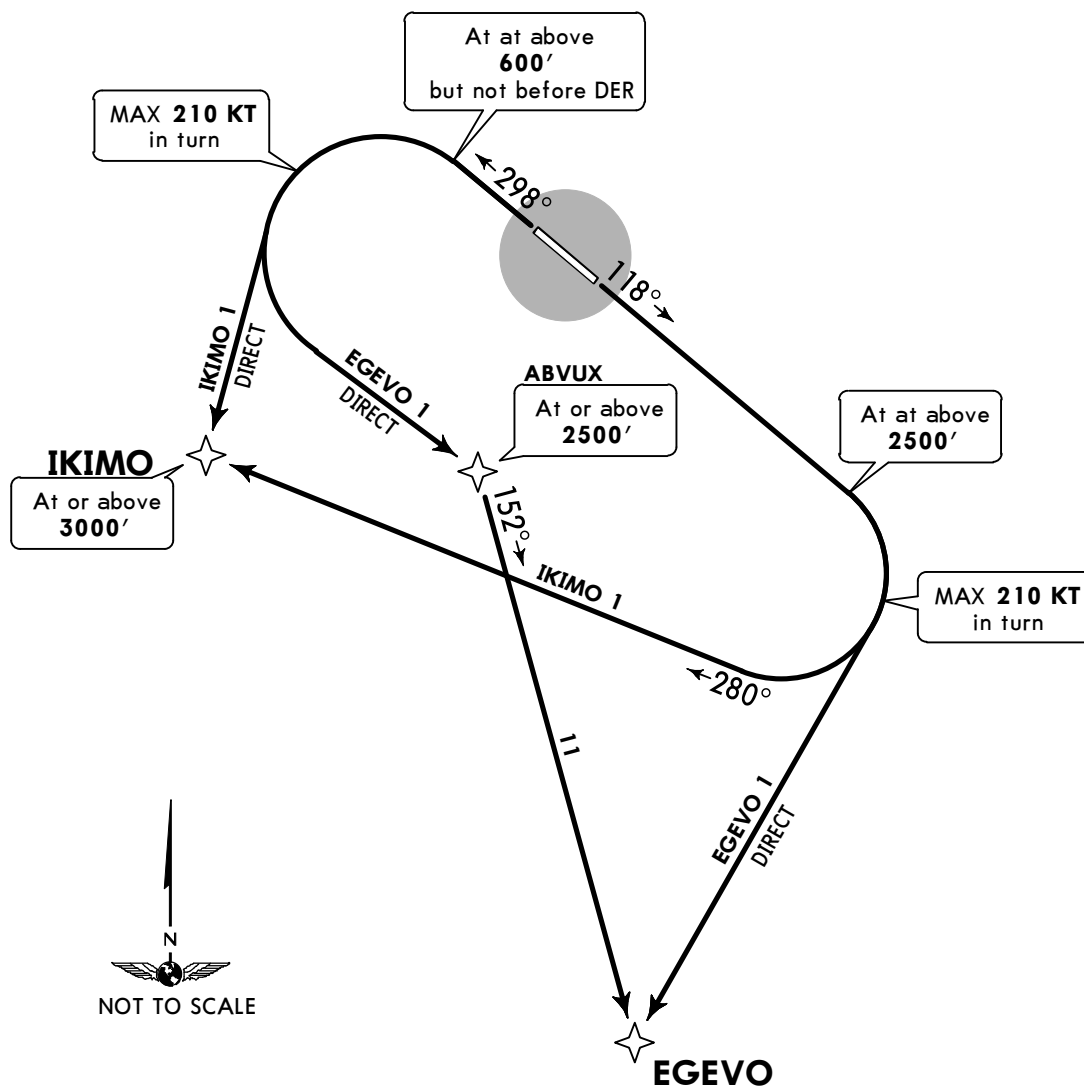
**WILLIAMTOWN, NSW, AUSTRALIA**

Trans level: FL110    Trans alt: 10000'  
**RNP-1**



(RNAV) DÉPARTURES

**SPEED: MAX 250 KT BELOW 10000'**



On recognition of communication failure:  
Squawk 7600  
MAINTAIN last assigned vector for two minutes, and  
CLIMB IF NECESSARY TO MINIMUM SAFE  
ALTITUDE, to MAINTAIN terrain clearance, then  
proceed in accordance with the latest ATC route  
clearance acknowledged.

| RWY | INITIAL CLIMB                                                                                                                                                                                                                                                                                                 |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12  | Track 118°, at or above 2500' turn RIGHT. MAX 210 KT in TURN.<br><b>For EGEVO:</b> Track direct to EGEVO, thence as cleared.<br><b>For IKIMO:</b> Track 280° to IKIMO, thence as cleared.                                                                                                                     |
| 30  | Track 298°. At or above 600', but not before DER, turn LEFT. MAX 210 KT in turn.<br><b>For EGEVO:</b> Track direct to ABVUX. Cross ABVUX at or above 2500'. Turn RIGHT, track 152° to EGEVO, thence as cleared.<br><b>For IKIMO:</b> Track direct to IKIMO, thence as cleared. Cross IKIMO at or above 3000'. |

YWLM/NTL

Apt Elev 31'  
S32 47.7 E151 50.1



WILLIAMTOWN, NSW, AUSTRALIA

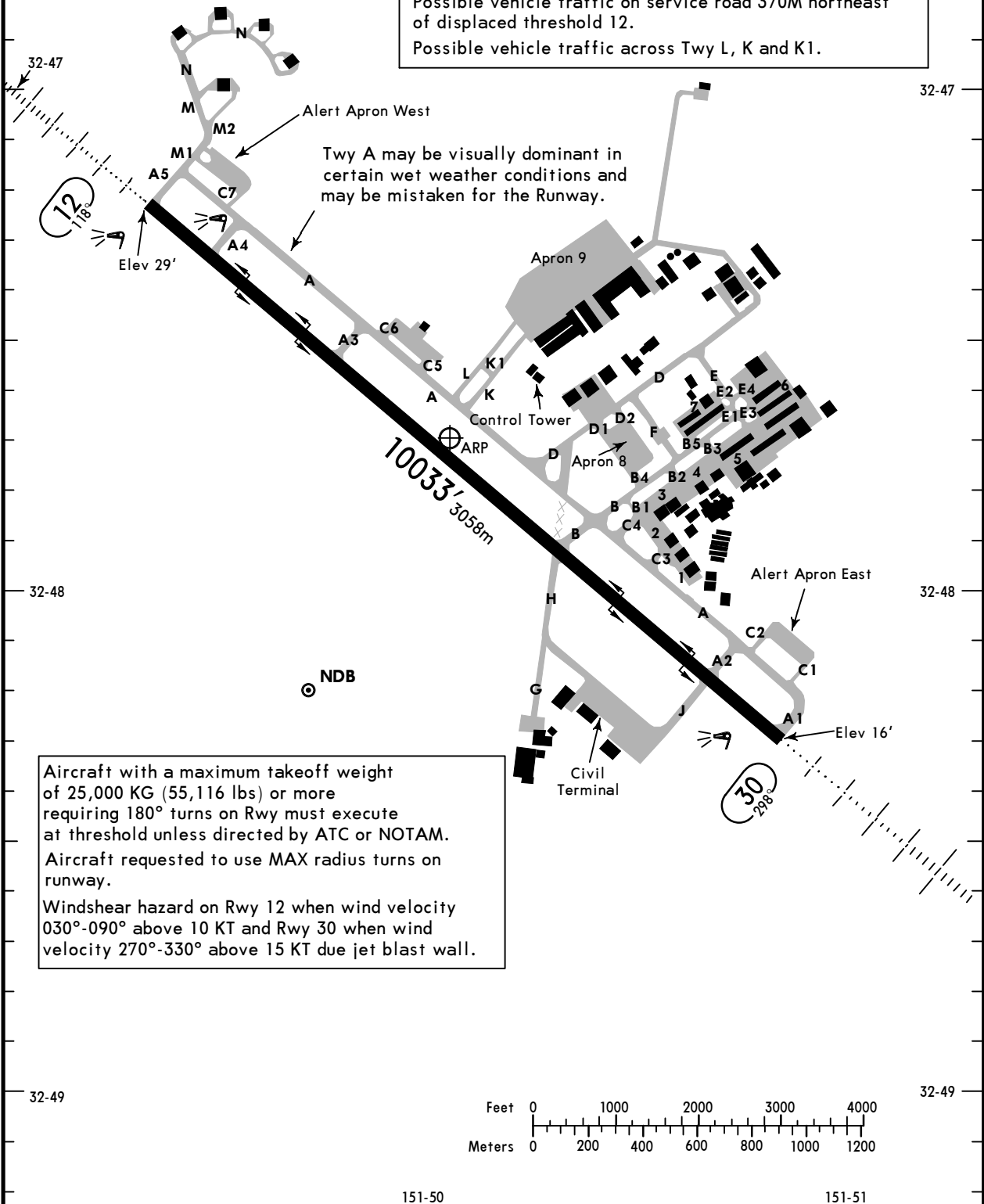
21 AUG 20 (10-9)

WILLIAMTOWN (MILITARY)

| *ATIS         | WILLY Delivery | *WILLY Ground | *Tower | CTAF (AFRU+PAL)         | *WILLY Approach (Dep) | BRISBANE Center (FIA)   |
|---------------|----------------|---------------|--------|-------------------------|-----------------------|-------------------------|
| 134.45<br>365 | 130.35         | 121.8         | 118.3  | 118.3<br>when Twr inop. | 135.7                 | 125.7<br>when Dep inop. |

All taxiways and aprons northeast of Twy A restricted to military and RAAF - approved civil aircrafts only.  
Runway 12 right-hand circuit.  
Runway 12/30 distance to run marker installed.  
INS marker boards coincident with TACAN check points on Twy A and lit.  
Taxiway L/K are one way. Guidance signs installed facing Taxiway A.

CAUTION  
Uncontrolled vehicle crossings on Twy B, D, H, J, K, L.  
Possible vehicle traffic on service road 370M northeast of displaced threshold 12.  
Possible vehicle traffic across Twy L, K and K1.



Aircraft with a maximum takeoff weight of 25,000 KG (55,116 lbs) or more requiring 180° turns on Rwy must execute at threshold unless directed by ATC or NOTAM.  
Aircraft requested to use MAX radius turns on runway.  
Windshear hazard on Rwy 12 when wind velocity 030°-090° above 10 KT and Rwy 30 when wind velocity 270°-330° above 15 KT due jet blast wall.

YWLM/NTL



JEPPESSEN WILLIAMTOWN, NSW, AUSTRALIA

21 AUG 20 10-9A

WILLIAMTOWN (MILITARY)

GENERAL

CAUTION: Gas flare located 247° 5.3NM from ARP (Tomago Smelter).

CAUTION: Model acft operate at:

(a) Hexham bridge surface to 400' AGL 234°/7.1 NM from ARP

(b) Oyster Cove 057°/7.2 NM from ARP.

CAUTION: Military taxiways and aprons not visible to ATC. Vehicles and pedestrians may operate north of Taxiway A without ATC clearance. ATC will advise taxiing aircraft about other taxiing aircraft and aircraft under tow.

Parachute OPS at Stockton, bearing 190°/7DME.

Animal and bird hazard exists.

Demolition Range 1, 245°/0.5 NM from airport. Blasts conducted under ATC approval.

Ground firing range approx 040°/0.5 NM from airport.

Civil and visiting military aircraft prior permission required. An approval number will be provided and should be quoted on flight plan.

Civil operations permitted only in accordance with Civil Aviation Order 20.17.

VFR acft operating in the circuit will not receive directed traffic info regarding VFR acft operating in the adjacent Coastal Route and will not be separated from IFR local military operations.

Weather balloon launch approximately 0015 UTC (daily), position bearing 054° 755' (230m) from ARP. Launches may occur at other times.

Aerodrome work-in-progress between 1200-1600 UTC (1200-1500 UTC during HDS) men and equipment will vacate with 15 min prior notice. When ATC not active contact Airfield Works Safety Officer call sign 'SWEEPER 1' or 'SWEEPER 2' on CTAF 118.3.

Recessed HIAL on Rwy 12 between threshold and Twy A4. May pose glare hazard to aircraft departing Rwy 12 from threshold.

NOISE ABATEMENT PROCEDURES

DEPARTURES

Departing aircraft will be issued a SID. Aircraft issued a radar SID will be issued noise abatement heading between R-080 and R-330. All jet aircraft are to apply ICAO noise abatement procedures 1 or 2.

EXCEPTIONS

- a. Rotary wing aircraft.
- b. Fixed wing aircraft with a MTOW of 15,432 lbs (7,000 kg) or less.
- c. Locally briefed fighter aircraft (local procedures apply).
- d. Priority aircraft.

ADDITIONAL RUNWAY INFORMATION

| RWY |                                 | USABLE LENGTHS |             | TAKE-OFF | WIDTH    |
|-----|---------------------------------|----------------|-------------|----------|----------|
|     |                                 | Threshold      | Glide Slope |          |          |
| 12  | ① ②③ HIRL ② HIALS ② SFL ②④ PAPI |                | 8119' 2475m | ⑤        | 148' 45m |
| 30  |                                 |                |             |          |          |

- ① Grooved.
- ② Activate on 118.3. Standby power available.
- ③ Manual; Portable. 120 min prior notice required.
- ④ (angle 3.0°, MEHT 50')
- ⑤ TAKE-OFF RUN AVAILABLE

RWY 12:

|               |        |       |
|---------------|--------|-------|
| From rwy head | 10033' | 3058m |
| Twy A4        | 9112'  | 2778m |
| Twy A3        | 7138'  | 2176m |
| Twy B         | 3608'  | 1100m |
| Twy H         | 3536'  | 1078m |

RWY 30:

|               |        |       |
|---------------|--------|-------|
| From rwy head | 10032' | 3058m |
| Twy A2        | 8913'  | 2717m |
| Twy H         | 6551'  | 1997m |
| Twy B         | 6498'  | 1981m |

| TAKE-OFF     |                                                                                                                         | FOR FILING AS ALTERNATE                                                                                                                    |                           |
|--------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
|              | All Rwys                                                                                                                | ILS-Z or LOC-Z Rwy 12<br>ILS-Y or LOC-Y Rwy 12<br>RNAV-Y (GNSS) Rwy 12<br>RNAV (GNSS) Rwy 30<br>NDB Rwy 12<br>NDB-Z Rwy 30<br>NDB-Y Rwy 30 |                           |
|              | STANDARD                                                                                                                | Actual<br>Aero QNH                                                                                                                         | Forecast<br>Terminal QNH  |
| 1 Eng        | 300' - 2 km                                                                                                             | A                                                                                                                                          | 1029'-4.4 km 1129'-4.4 km |
| 2, 3 & 4 Eng | Single pilot acft without auto-feathering.<br>Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9% | B                                                                                                                                          | 1129'-6.0 km 1229'-6.0 km |
| 2, 3 & 4 Eng | 300' - 2 km                                                                                                             | C                                                                                                                                          | 1429'-7.0 km 1529'-7.0 km |
| 2, 3 & 4 Eng | 800m                                                                                                                    | D                                                                                                                                          |                           |

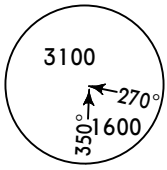
YWLM/NTL  
WILLIAMTOWN (MILITARY)

21 AUG 20

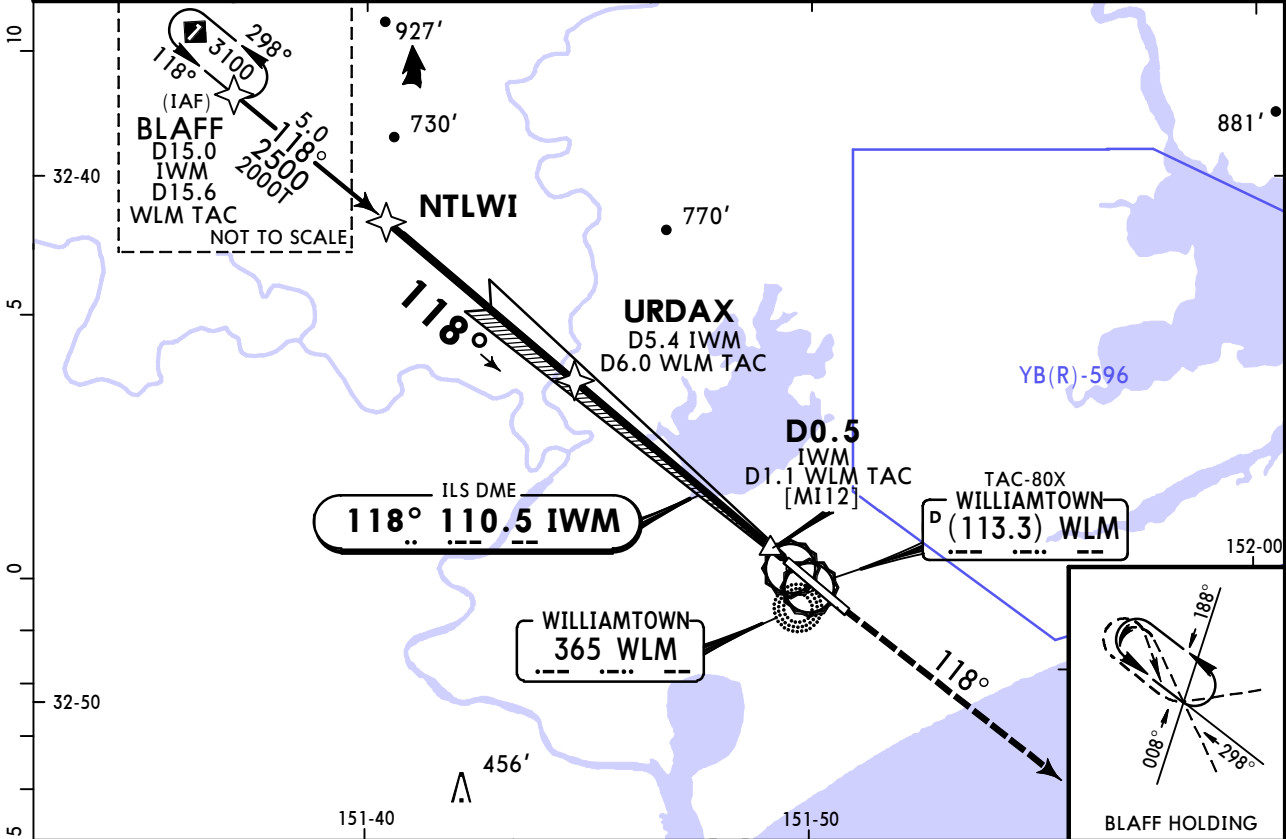
11-1

JEPPESSEN WILLIAMTOWN, NSW, AUSTRALIA  
ILS-Z or LOC-Z Rwy 12

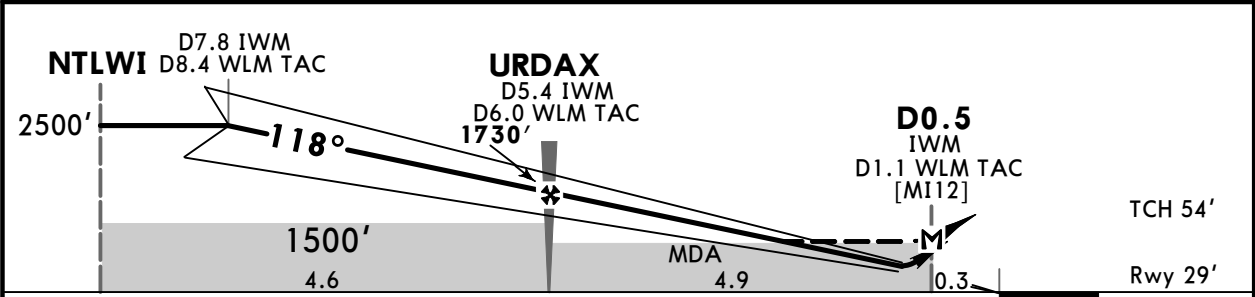
|                                                                                                                                                                                                                                                      |                              |                                               |                                              |                                         |                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------|----------------------------------------------|-----------------------------------------|------------------|
| *ATIS<br>134.45 365                                                                                                                                                                                                                                  | *WILLY Approach (R)<br>135.7 | BRISBANE Center (FIA)<br>125.7 when App inop. | *WILLY Tower<br>118.3                        | CTAF (AFRU+PAL)<br>118.3 when Twr inop. | *Ground<br>121.8 |
| LOC<br>IWM<br>110.5                                                                                                                                                                                                                                  | Final<br>Apch Crs<br>118°    | URDAX<br>1730' (1701')                        | ILS<br>DA(H)<br>(CONDITIONAL)<br>229' (200') | Apt Elev 31'<br>Rwy 29'                 |                  |
| MISSED APCH: Track 118°. Climb to 3100' or as directed by ATC.                                                                                                                                                                                       |                              |                                               |                                              |                                         |                  |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'                                                                                                                                                                                   |                              |                                               |                                              |                                         |                  |
| 1. GNSS or IWM or WLM DME REQUIRED (ILS). 2. IWM or WLM DME REQUIRED (LOC).<br>3. GNSS permitted in lieu of DME Reference waypoint WLM TAC. 4. Acft may be RADAR<br>vectored to final approach. 5. Newcastle CBD CTAF 132.1. 6. Mitland CTAF 122.65. |                              |                                               |                                              |                                         |                  |



MSA WLM NDB  
2100  
within 10 NM



|                 |          |       |       |       |       |       |       |      |      |      |
|-----------------|----------|-------|-------|-------|-------|-------|-------|------|------|------|
| LOC<br>(GS out) | WLM DME  | 8.4   | 7.6   | 6.6   | 6.0   | 5.6   | 4.6   | 3.6  | 2.6  | 2.3  |
|                 | IWM DME  | 7.8   | 7.0   | 6.0   | 5.4   | 5.0   | 4.0   | 3.0  | 2.0  | 1.7  |
|                 | ALTITUDE | 2500' | 2260' | 1940' | 1730' | 1620' | 1300' | 980' | 660' | 570' |



|                                      |     |     |     |     |     |     |           |       |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----------|-------|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160 | HIALS     | 3100' |
| ILS GS<br>or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI-PAPI | 118°  |
| MAP at D0.5 IWM/D1.1 WLM TAC         |     |     |     |     |     |     |           |       |

| STRAIGHT-IN LANDING RWY 12           |        |        |                                            |        |        |        | CIRCLE-TO-LAND                       |                        |                                            |
|--------------------------------------|--------|--------|--------------------------------------------|--------|--------|--------|--------------------------------------|------------------------|--------------------------------------------|
| ILS                                  |        |        | 1 LOC (GS out)                             |        |        |        | Actual Aero QNH                      |                        | Forecast Terminal QNH                      |
| Actual Aero QNH<br>DA(H) 229' (200') |        |        | Forecast Terminal QNH<br>DA(H) 329' (300') |        |        |        | Actual Aero QNH<br>DA(H) 470' (441') |                        | Forecast Terminal QNH<br>DA(H) 470' (441') |
| FULL   HIRL out   HIALS out          |        |        | FULL   HIRL out   HIALS out                |        |        |        | FULL   HIRL out   HIALS out          |                        | Full   HIRL out   HIALS out                |
| A                                    |        |        |                                            |        |        |        | Max Kts                              | MDA(H)                 | MDA(H)                                     |
| B                                    |        |        |                                            |        |        |        | 100                                  | 560' -2.4 km<br>(529') | 660' -2.4 km<br>(629')                     |
| C                                    | 0.8 km | 1.2 km | 1.5 km                                     | 1.2 km | 1.5 km | 2.2 km | 135                                  | 660' -4.0 km<br>(629') | 760' -4.0 km<br>(729')                     |
| D                                    |        |        |                                            |        |        | 3.1 km | 180                                  | 960' -5.0 km<br>(929') | 1060' -5.0 km<br>(1029')                   |

1 Forecast Terminal QNH: MDA(H) 570' (541').

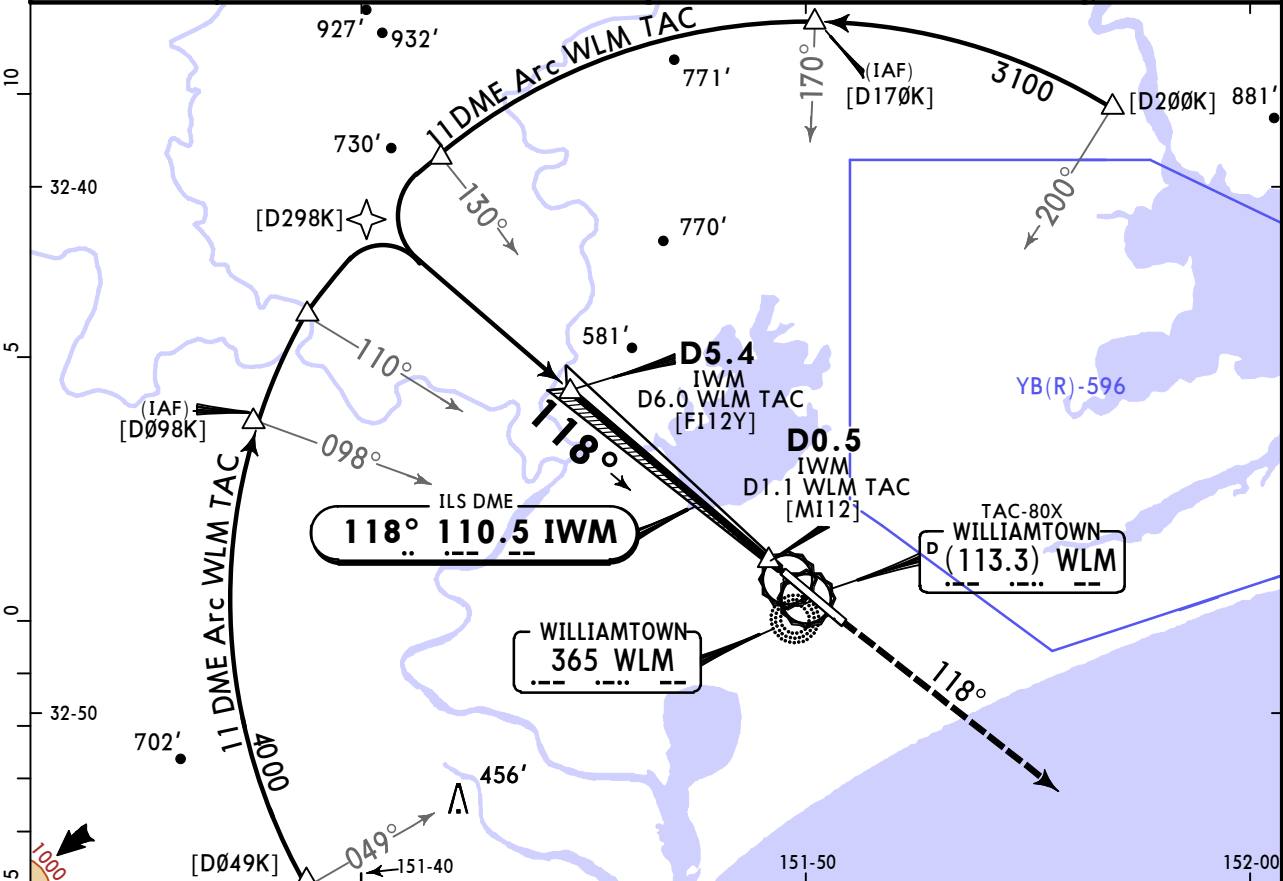
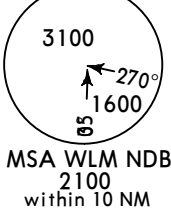
YWM/NTL  
WILLIAMTOWN (MILITARY)

JEPPESEN  
WILLIAMTOWN, NSW, AUSTRALIA

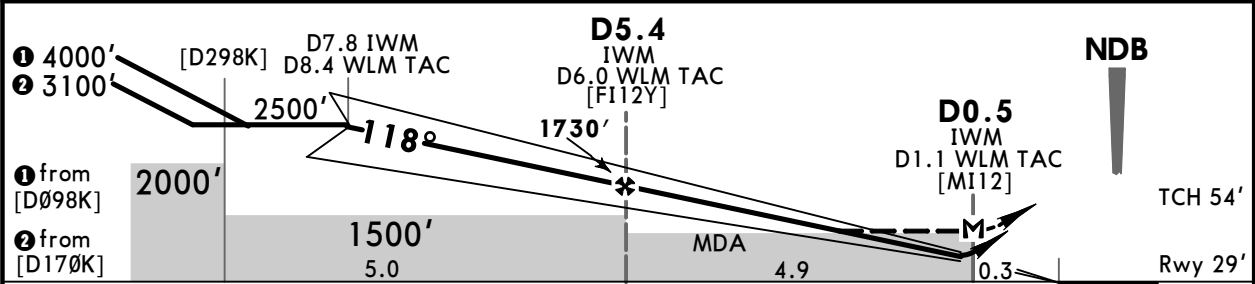
21 AUG 20  
(11-2)

ILS-Y or LOC-Y Rwy 12

|                                                                                                                                                                                                  |                              |                                               |                                              |                                         |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------|----------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|
| *ATIS<br>134.45 365                                                                                                                                                                              | *WILLY Approach (R)<br>135.7 | BRISBANE Center (FIA)<br>125.7 when App inop. | *WILLY Tower<br>118.3                        | CTAF (AFRU+PAL)<br>118.3 when Twr inop. | *Ground<br>121.8                                                                    |
| LOC<br>IWM<br>110.5                                                                                                                                                                              | Final<br>Apch Crs<br>118°    | D5.4 IWM<br>D6.0 WLM TAC<br>1730' (1701')     | ILS<br>DA(H)<br>(CONDITIONAL)<br>229' (200') | Apt Elev 31'<br>Rwy 29'                 |  |
| MISSED APCH: Track 118°. Climb to 3100' or as directed by ATC.                                                                                                                                   |                              |                                               |                                              |                                         |                                                                                     |
| Alt Set: hPa                                                                                                                                                                                     |                              | Rwy Elev: 1 hPa                               | Trans level: FL 110                          |                                         |                                                                                     |
| Trans alt: 10000'                                                                                                                                                                                |                              |                                               |                                              |                                         |                                                                                     |
| 1. IWM DME or WLM DME REQUIRED 2. GNSS permitted in lieu of DME Reference waypoint WLM TAC 3. Acft may be RADAR vectored to final approach. 4. Newcastle CBD CTAF 132.1. 5. Mitland CTAF 122.65. |                              |                                               |                                              |                                         |                                                                                     |



| LOC<br>(GS out) | WLM DME  | 8.4   | 7.6   | 6.6   | 6.0   | 5.6   | 4.6   | 3.6  | 2.6  | 2.3  |
|-----------------|----------|-------|-------|-------|-------|-------|-------|------|------|------|
|                 | IWM DME  | 7.8   | 7.0   | 6.0   | 5.4   | 5.0   | 4.0   | 3.0  | 2.0  | 1.7  |
|                 | ALTITUDE | 2500' | 2260' | 1940' | 1730' | 1620' | 1300' | 980' | 660' | 570' |

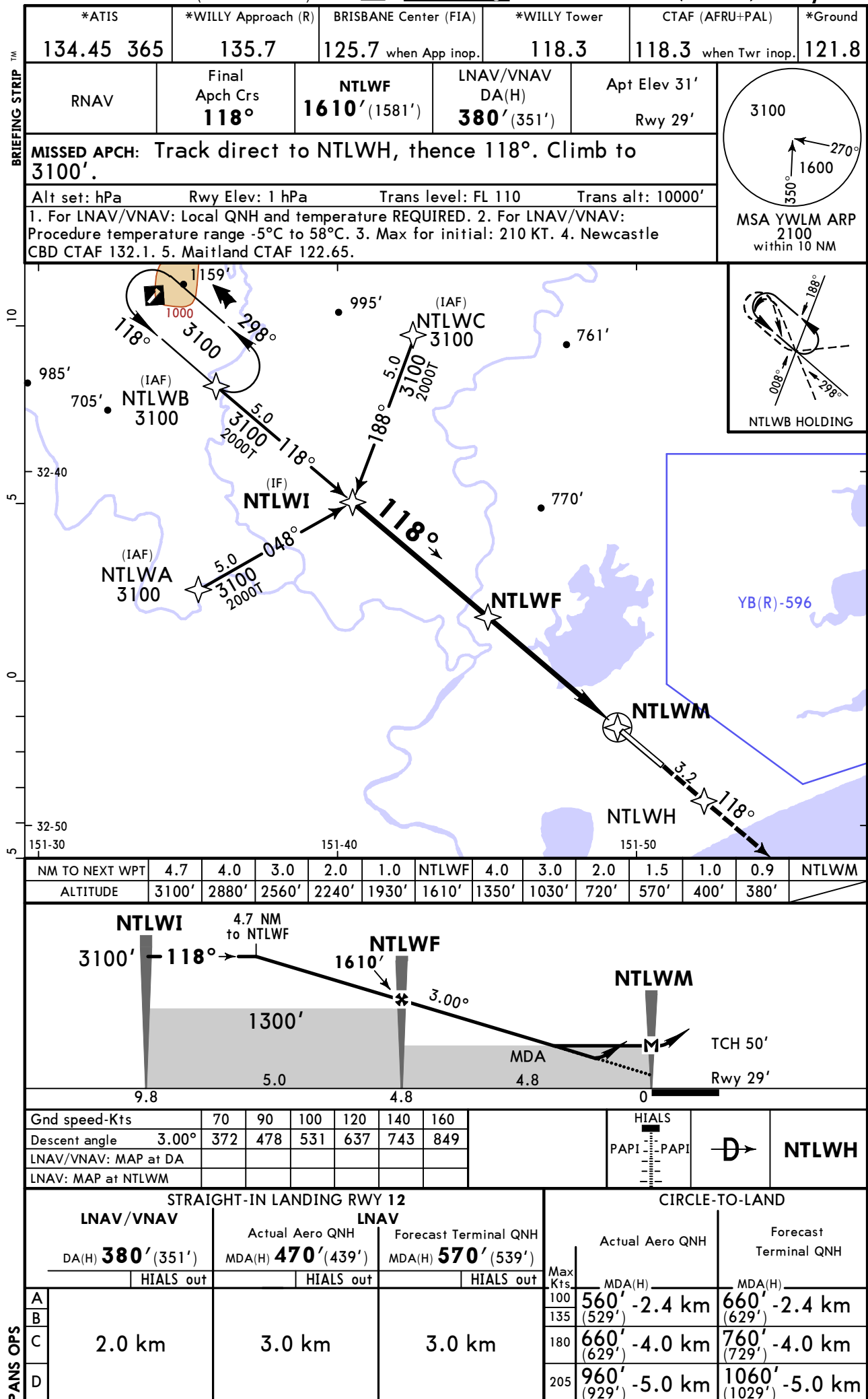


|                                |       |     |     |     |     |     |           |       |
|--------------------------------|-------|-----|-----|-----|-----|-----|-----------|-------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS     | 3100' |
| ILS GS<br>or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI-PAPI | 118°  |
| MAP at D0.5 IWM/D1.1 WLM TAC   |       |     |     |     |     |     |           |       |

| STRAIGHT-IN LANDING RWY 12           |  |  |                                            |  |  | CIRCLE-TO-LAND                       |  |                                |  |
|--------------------------------------|--|--|--------------------------------------------|--|--|--------------------------------------|--|--------------------------------|--|
| ILS                                  |  |  | 1 LOC (GS out)                             |  |  | Actual Aero QNH                      |  | Forecast Terminal QNH          |  |
| Actual Aero QNH<br>DA(H) 229' (200') |  |  | Forecast Terminal QNH<br>DA(H) 329' (300') |  |  | Actual Aero QNH<br>DA(H) 470' (441') |  | Forecast Terminal QNH<br>DA(H) |  |
| FULL   HIRL out   HIALS out          |  |  | FULL   HIRL out   HIALS out                |  |  | FULL   HIRL out   HIALS out          |  | FULL   HIRL out   HIALS out    |  |
| Max Kts                              |  |  | Max Kts                                    |  |  | Max Kts                              |  | Max Kts                        |  |
| A 100                                |  |  | A 100                                      |  |  | 100 560' -2.4 km (529')              |  | 100 660' -2.4 km (629')        |  |
| B 135                                |  |  | B 135                                      |  |  | 135 660' -4.0 km (629')              |  | 135 760' -4.0 km (729')        |  |
| C 180                                |  |  | C 180                                      |  |  | 180 960' -5.0 km (929')              |  | 180 1060' -5.0 km (1029')      |  |
| D 205                                |  |  | D 205                                      |  |  | 205 960' -5.0 km (929')              |  | 205 1060' -5.0 km (1029')      |  |

1 Forecast Terminal QNH: MDA(H) 570' (541').

# YVLM/NTL WILLIAMTOWN (MILITARY) **12-1** 7 AUG 20 Eff 13 Aug **RNAV-Y (GNSS) Rwy 12**



CHANGES: New procedure.

© JEPPESEN, 2020. ALL RIGHTS RESERVED.

YWLM/NTL  
WILLIAMTOWN (MILITARY)

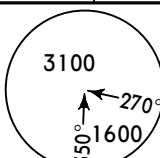
 **JEPPESSEN** WILLIAMTOWN, NSW, AUSTRALIA

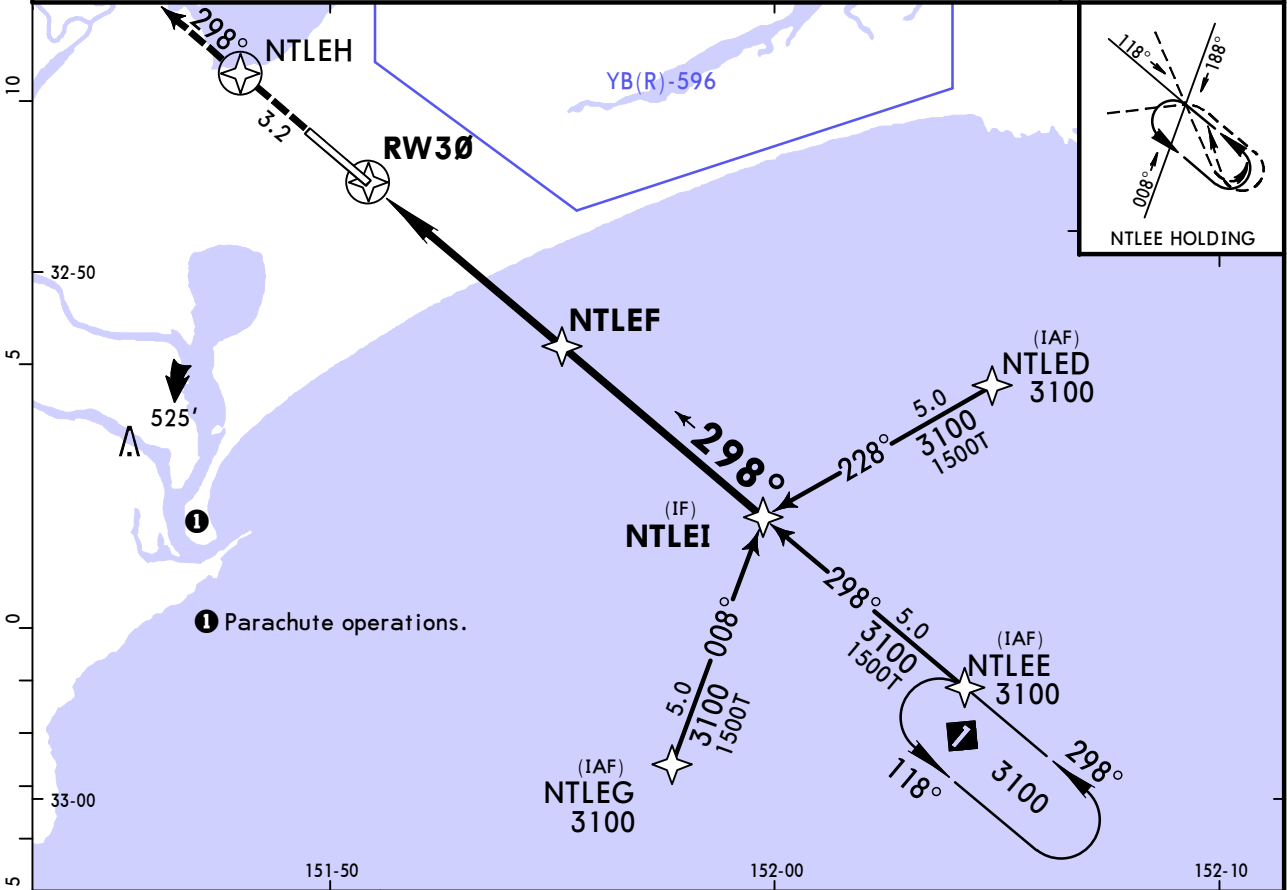
12-2

7 AUG 20

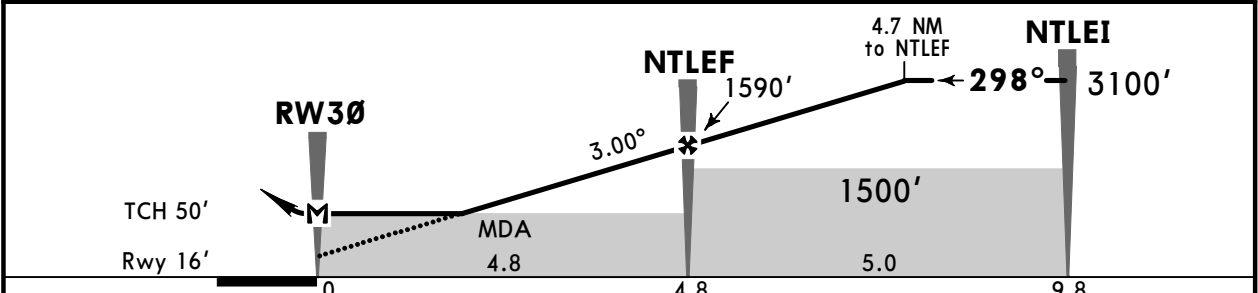
Eff 13 Aug

RNAV (GNSS) Rwy 30

|                                                                                   |                                  |                               |                                               |                             |                                                                                     |
|-----------------------------------------------------------------------------------|----------------------------------|-------------------------------|-----------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------|
| *ATIS                                                                             | *WILLY Approach (R)              | BRISBANE Center (FIA)         | *WILLY Tower                                  | CTAF (AFRU+PAL)             | *Ground                                                                             |
| 134.45 365                                                                        | 135.7                            | 125.7 when App inop.          | 118.3                                         | 118.3 when Twr inop.        | 121.8                                                                               |
| RNAV                                                                              | Final<br>Apch Crs<br><b>298°</b> | NTLEF<br><b>1590'</b> (1574') | MDA(H)<br>(CONDITIONAL)<br><b>510'</b> (494') | Apt Elev 31'<br><br>Rwy 16' |  |
| MISSED APCH: Track direct to NTLEH, thence 298°. Climb to 3100'.                  |                                  |                               |                                               |                             | MSA YWLM ARP<br>2100<br>within 10 NM                                                |
| Alt set: hPa      Rwy Elev: 1 hPa      Trans level: FL 110      Trans alt: 10000' |                                  |                               |                                               |                             |                                                                                     |
| 1. Max for initial 210 KT. 2. Newcastle CBD CTAF 132.1. 3. Maitland CTAF 122.65.  |                                  |                               |                                               |                             |                                                                                     |



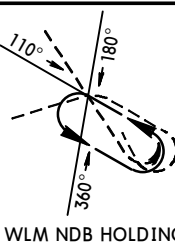
|                |      |      |      |       |       |       |       |       |       |       |       |
|----------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|
| NM TO NEXT WPT | RW30 | 1.7  | 2.0  | 3.0   | 4.0   | NTLEF | 1.0   | 2.0   | 3.0   | 4.0   | 4.7   |
| ALTITUDE       |      | 610' | 700' | 1020' | 1340' | 1590' | 1910' | 2230' | 2550' | 2870' | 3100' |



|               |       |     |     |     |     |     |       |      |       |       |
|---------------|-------|-----|-----|-----|-----|-----|-------|------|-------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |      | NTLEH |       |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI | PAPI  | NTLEH |
| MAP at RW30   |       |     |     |     |     |     |       |      |       |       |

| STRAIGHT-IN LANDING RWY 30 |        |                       |        | CIRCLE-TO-LAND  |        |                       |                       |
|----------------------------|--------|-----------------------|--------|-----------------|--------|-----------------------|-----------------------|
| Actual Aero QNH            |        | Forecast Terminal QNH |        | Actual Aero QNH |        | Forecast Terminal QNH |                       |
| MDA(H) 510' (494')         |        | MDA(H) 610' (594')    |        |                 |        |                       |                       |
| HIALS out                  |        | HIALS out             |        | Max Kts         | MDA(H) | MDA(H)                |                       |
| A                          | 3.4 km |                       | 3.4 km |                 | 100    | 560' (529') -2.4 km   | 660' (629') -2.4 km   |
| B                          |        |                       |        |                 | 135    |                       |                       |
| C                          |        |                       |        |                 | 180    | 660' (629') -4.0 km   | 760' (729') -4.0 km   |
| D                          |        |                       |        |                 | 205    | 960' (929') -5.0 km   | 1060' (1029') -5.0 km |
|                            |        |                       |        |                 |        |                       |                       |

MSA WLM NDB  
2100  
within 10 NM



## PANS OPS

© JEPPESEN, 1999, 2020. ALL RIGHTS RESERVED.

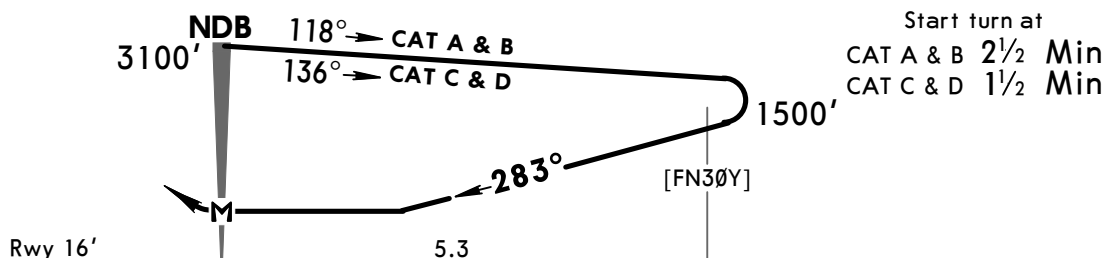
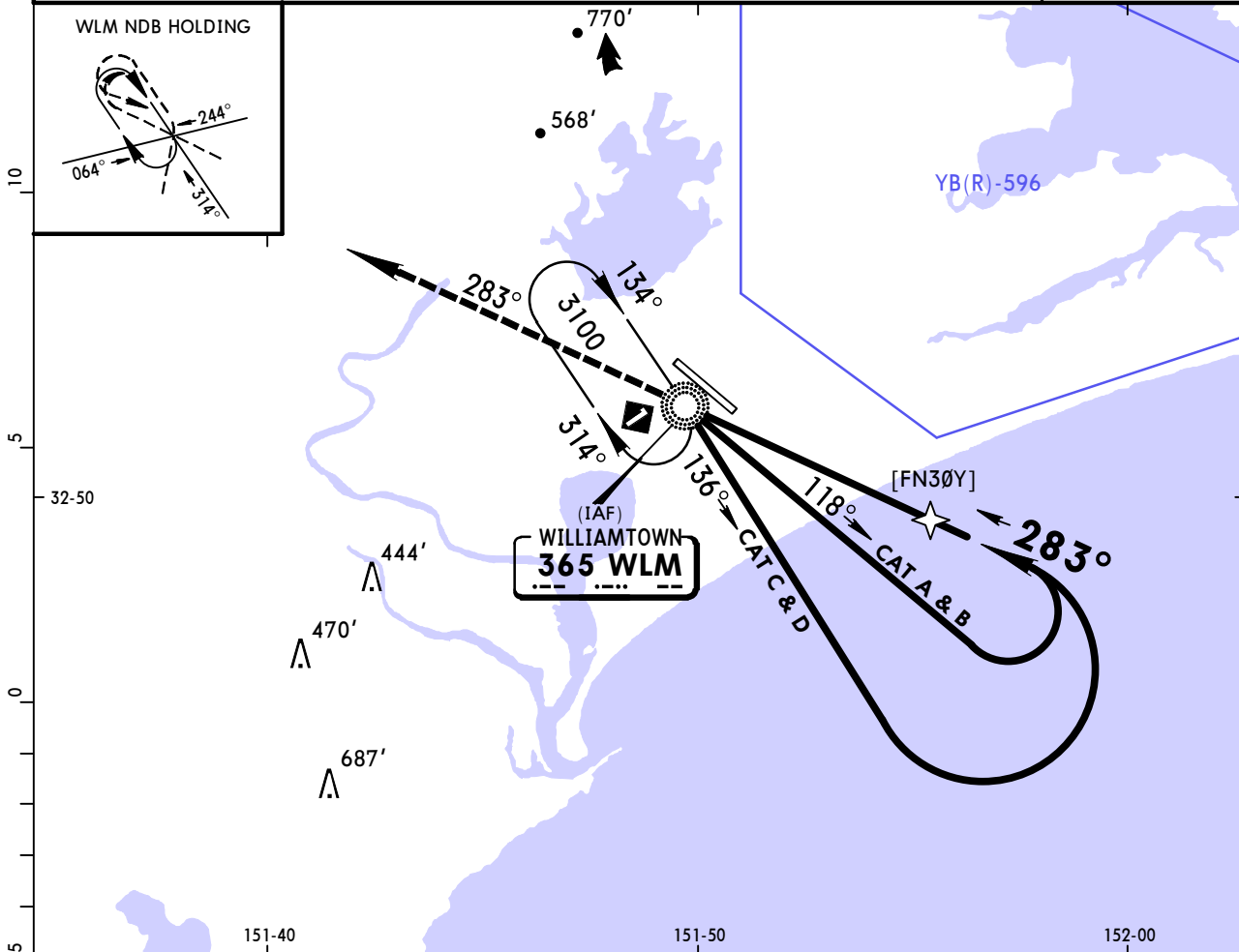
MSA WLM NDB  
2100  
within 10 NM



| STRAIGHT-IN LANDING RWY 30 |        |                           |  | CIRCLE-TO-LAND  |                    |                       |  |
|----------------------------|--------|---------------------------|--|-----------------|--------------------|-----------------------|--|
| Actual Aero QNH            |        | Forecast Terminal QNH     |  | Actual Aero QNH |                    | Forecast Terminal QNH |  |
| MDA(H) <b>510'</b> (494')  |        | MDA(H) <b>610'</b> (594') |  |                 |                    |                       |  |
| HIALS out                  |        | HIALS out                 |  | Max Kts         | MDA(H)             | MDA(H)                |  |
| A                          | 3.4 km | 3.4 km                    |  | 100             | 560'(529') -2.4 km | 660'(629') -2.4 km    |  |
| B                          |        |                           |  | 135             |                    |                       |  |
| C                          |        |                           |  | 180             |                    |                       |  |
| D                          |        |                           |  | 205             |                    |                       |  |
|                            |        |                           |  |                 |                    |                       |  |

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 110      Trans alt: 10000'

1. CAUTION: Missed approach procedure overlays Maitland RNAV-W missed approach procedure. 2. Max IAS for initial: 210 KT. 3. Newcastle CBD CTAF 132.1. 4. Maitland CTAF 122.65. 5. Final approach course offset 15° from runway centerline. 6. Procedure not available when R596 active.



| STRAIGHT-IN LANDING RWY 30 |        |                           |     | CIRCLE-TO-LAND       |       |                        |       |
|----------------------------|--------|---------------------------|-----|----------------------|-------|------------------------|-------|
| Actual Aero QNH            |        | Forecast Terminal QNH     |     | Actual Aero QNH      |       | Forecast Terminal QNH  |       |
| MDA(H) <b>560'</b> (544')  |        | MDA(H) <b>660'</b> (644') |     | MDA(H) _____         |       | MDA(H) _____           |       |
| HIALS out                  |        | HIALS out                 |     | Max Kts              | _____ |                        | _____ |
| A                          | 3.7 km | 3.7 km                    | 100 | 560' (529') - 2.4 km |       | 660' (629') - 2.4 km   |       |
| B                          |        |                           | 135 |                      |       |                        |       |
| C                          |        |                           | 180 | 660' (629') - 4.0 km |       | 760' (729') - 4.0 km   |       |
| D                          |        |                           | 205 | 960' (929') - 5.0 km |       | 1060' (1029') - 5.0 km |       |

**WILLIAMTOWN, NS (WILLIAMTOWN MILITARY - YWLM)**

**TERMINAL CHART CHANGE NOTICES**

**Chart Change Notices for Airport YWLM**

**Type:** Terminal  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Transition level should read as FL 110.