

**AIP SUPPLEMENT
(SUP)****H43/22****Effective: 202205312000 UTC**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.com

For **CONTENT** queries regarding this SUP, contact:
Email: wlm.abcp@defence.gov.au Phone: 02 4034 5888

**RAAF BASE WILLIAMTOWN (YWLM)
RWY 12/30 UPGRADE PHASE 1 -
DISPLACED THR RWY 30,
01 JUNE - 30 AUGUST 2022****1. INTRODUCTION**

- 1.1 Works are underway to repair and upgrade Williamtown's RWY and selected TWY to Code E standard. The work also includes the installation of 2 new Aircraft Arrestor Systems (AAS) as well as the removal of 2 legacy AAS.
- 1.2 This AIP SUP is to provide notification and operational information to aircraft and ground operations in regard to the RWY 12/30 upgrade works by the Department of Defence from 01 June through to 30 August 2022 – Phase 1.
- 1.3 The displacement of THR RWY 30 is required to facilitate the installation of a new AAS and the demolition of the legacy AAS. These construction works include excavation, pavement construction and AGL changes/additions.
- 1.4 All works affecting aircraft operations, including displacement preparation works, will be advised via the distribution of a Method of Working Plan.
- 1.5 The actual date and time of works will be advised by NOTAM.

2. WORK PROGRAMME

2.1 Phase 1 - THR RWY 30 displacement (this SUP) – 01 June to 30 August 2022

2.1.1 South Eastern end RWY 12/30:

- a) THR RWY 30 DTHR of 1,220M will remain in place for the entire period referenced under this SUP.
- b) TWY A from intersection TWY B to TWY A1 will be closed.
- c) TWY A1, TWY A2, and TWY J will be closed.
- d) DTHR RWY 30 will comprise of inset lights with the current THR RWY 30 lights extinguished.
- e) RWY 30 PAPI will be relocated to suit displacement and will consist of a single set of four PAPI units on the left hand side of RWY 30.
- f) RTIL will be installed at RWY 30 DTHR
- g) HIRL within the displacement length will be extinguished.
- h) RWY 30 HIAL and SFAL will be extinguished.
- i) RWY 12/30 DTRM within the displacement will be extinguished and covered.
- j) RWY 12 DTRM will be adjusted to the correct distances.
- k) DTHR RWY 30 will include new line marking – THR arrows, RWY designator. The current THR RWY 30 line marking will be covered.
- l) RWY 30 BAK 12/14 AAS inner and outer are unavailable.
- m) RWY 12 ILS unavailable during displacement period.

3. RWY DISTANCE SUPPLEMENT

RWY	(CN)	TORA	TODA	ASDA	LDA
12	(MIL)	1838 (6030)	2042 (6699) (5%)	1838 (6030)	1838 (6030)
30	(MIL)	1898 (6227)	1958 (6423) (2.33%)	1898 (6227)	1838 (6030)

4. TAXIWAY INTERSECTION DECLARED DISTANCES

RWY 12-TKOF from TWY A3; RWY remaining 956 (3137) reduce all DIST by 882 (2893)

RWY 12-TKOF from TWY A4; RWY remaining 1558 (5111) reduce all DIST by 280 (919)

5. ADDITIONAL PHASES

- 5.1 Phase 2 - RWY 12 Displacement commences 01 November 2022 to 28 February 2023.

6. CANCELLATION

- 6.1 This SUP will be cancelled when the Phase 1 works are complete.

7. DISTRIBUTION

- 7.1 Airservices Australia website only.

Appendices

1. Layout of THR RWY 30 displacement
2. Close up of DTHR RWY 30

1. Layout of THR RWY 30 displacement

1

P0008 - Defence National Airfields Works (NAW) - RAAF WLM

SE Arrestor Construction - Extended Duration Displaced Threshold
During ATC Hours (3 months)
Drain 02 construction as night works (under WSO notice for emergency flights)

- Minimum work height restriction of 4.8 m
- Additional 10 m working area at Arrestor
- RWY closed for construction works
- RWY open for flight operations

This distance to be determined by the SA, which may be more than 100m. Also consider per latest (MDE LU).

Source: Plan 139/003/2015/9

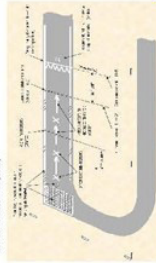
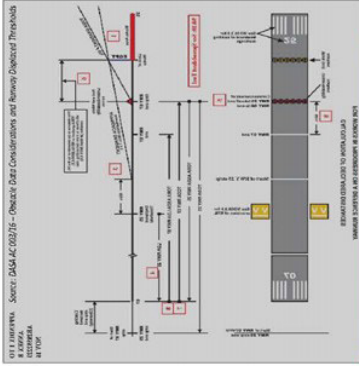
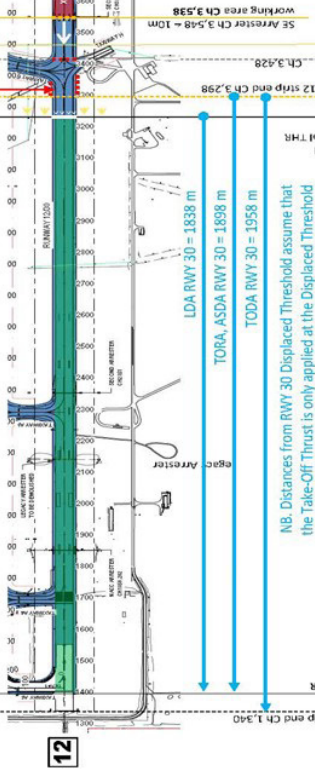
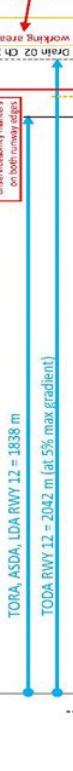


Figure 4.17 (D) 1. Markings for a temporarily displaced threshold (due to work) being displaced for construction works. The displaced threshold (indicated by a red line) is shown at the end of the runway. The displaced threshold is shown at the end of the runway. The displaced threshold is shown at the end of the runway.



RTI 10/10/19/19. Source: DAAG AC 002/15 - Obstacle Data Considerations and Runway Objected Thresholds

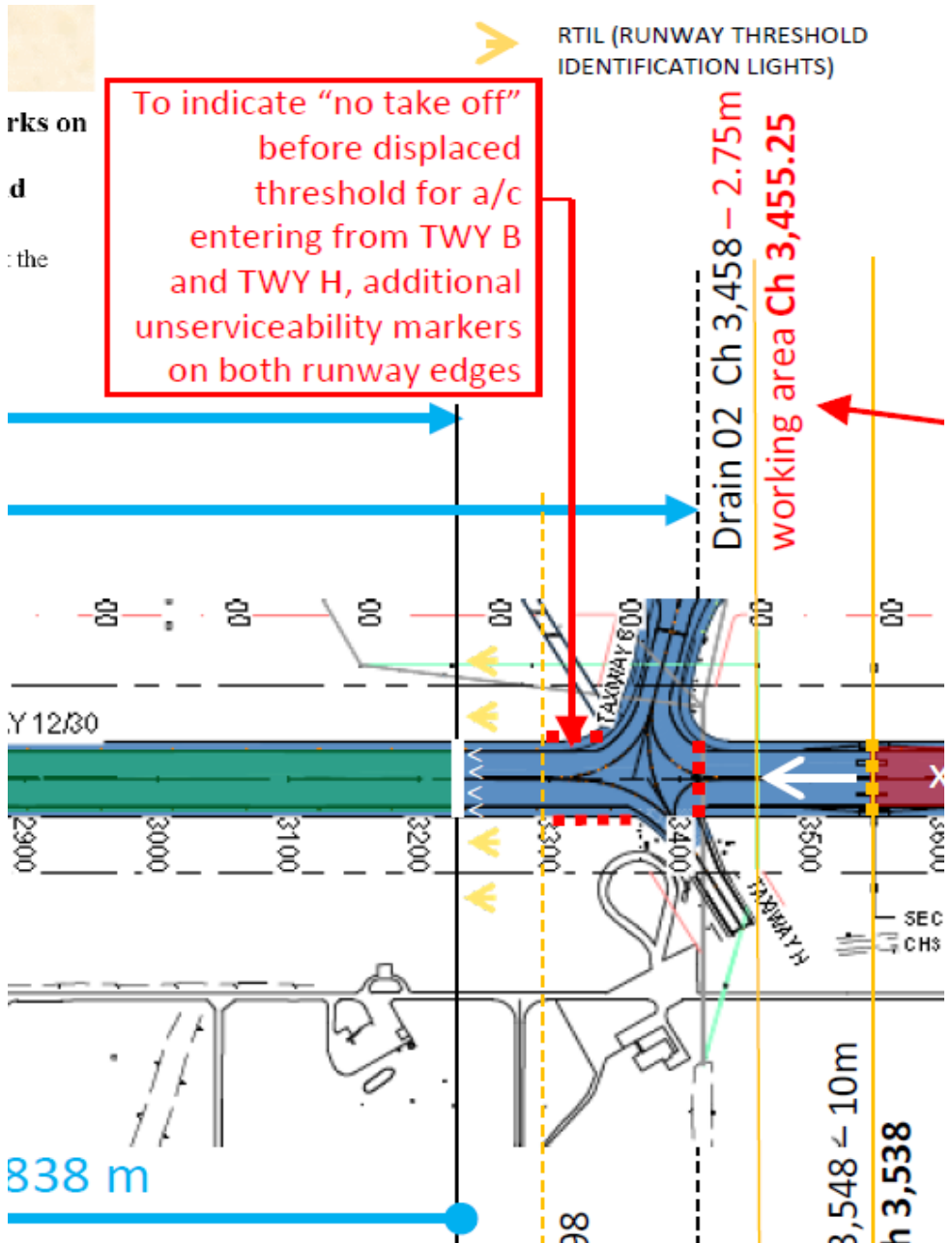
Actual working area confirmed with Downer to 2.75m offset from centre of drain (2.5m trench width + 0.25m from edge of trench) to allow for 2.5m offset from centre of drain. At this location, the offset surface at a gradient of 5% max height is 1.86m. Downer to limit height of shoring boxes, ceases and handrails at work area limit to 0.8m to allow for margin of safety.



TORA, ASDA, LDA RWY 12 = 1838 m
 TODA RWY 12 = 2042 m (at 5% max gradient)
 TORA, ASDA RWY 30 = 1890 m
 TODA RWY 30 = 1950 m
 NB. Distances from RWY 30 Displaced Threshold assume that the Take-Off Thrust is only applied at the Displaced Threshold



2. Close up of DTHR RWY 30



Note: To ensure safety of workers inside the displacement take-off thrust is not to be applied until after the red unserviceability cones/red lighting.