REVISED NEWMAN (YNWN) RNAV RNP CHARTS

1. **INTRODUCTION**
1.1 This AIP SUP introduces revised Newman (YNWN) RNAV RNP procedures.

2. **IMPLEMENTATION**
2.1 The charts in the appendices become effective 202208101600 UTC.

3. **CHANGES**
3.1 Appendices 1, 3, 5, 7, 9, 11 (Page 1/2)
   - YKWA Caution notes
   - Remove VOR and MLW Note (Appendices 1, 3, 9, 11)
   - Update VOR format and Remove MLW Note (Appendices 5, 7)
   - Editorial updates
   - Updated coordinate format
   - Updated abbreviations
3.2 Appendices 2, 4, 6, 8, 10, 12 (Page 2/2)
   - YKWA Caution notes
   - Editorial updates
   - Updated coordinate format
   - Updated abbreviations
3.3 There are no waypoint or procedure changes.
4. **CANCELLATION**

4.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 173, effective 01 December 2022.

5. **DISTRIBUTION**

5.1 Airservices Australia website only.

**Appendices**

1. RNAV-M (RNP) RWY 05 - Page 1
2. RNAV-M (RNP) RWY 05 - Page 2
3. RNAV-M (RNP) RWY 23 - Page 1
4. RNAV-M (RNP) RWY 23 - Page 2
5. RNAV-P (RNP) RWY 05 - Page 1
6. RNAV-P (RNP) RWY 05 - Page 2
7. RNAV-P (RNP) RWY 23 - Page 1
8. RNAV-P (RNP) RWY 23 - Page 2
9. RNAV-U (RNP) RWY 05 - Page 1
10. RNAV-U (RNP) RWY 05 - Page 2
11. RNAV-U (RNP) RWY 23 - Page 1
12. RNAV-U (RNP) RWY 23 - Page 2
DISTANCE FM THR
ALT (2.8° APCH PATH)  

<table>
<thead>
<tr>
<th>DISTANCE</th>
<th>THR</th>
<th>0.9</th>
<th>0.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>WN504</td>
<td>7500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WN528</td>
<td>5400</td>
<td>3260</td>
<td></td>
</tr>
<tr>
<td>WN500</td>
<td>2030</td>
<td>2024</td>
<td></td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**
Climb to 3900FT via the RNAV (RNP) Missed Approach track to WN700. Acceleration altitude 2700FT QNH.

**ENGINE OUT MISSED APPROACH:**
SEE Page 2

**NOTES**
1) Lateral transition to MAP must not be initiated prior to DA(H) PSN.
2) PAPI and glidepath not coincident.
3) Minimum MAP gradient (All Engines) 3.3% to 3900FT.
4) B737-800W 24K.
5) CAUTION: This approach overlays procedures at KARLAWINDA (YKWA).
ENGINE OUT MISSED APPROACH:
Track via the RNAV (RNP) Engine Out Missed Approach track to WN712 and hold as published.

Acceleration altitude 2700FT QNH (1000FT AGL). Climb to 3900FT.
APPENDIX 3
TO SUP H55/22

FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNAV-M (RNP) RWY 23 - Page 1

NEWMAN, WA (YNWN)

Bearings are Magnetic Elevations in FEET AMSL

If required, Hold as depicted on Page 2

DISTANCE FM THR
ALT (2.8° APCH PATH)

0.9
2006

0

WRN400

WRN404

WRN408

WRN516

WRN400

WRN404

WRN408

WRN516

NOTES

1) Lateral transition to MAP must not be initiated prior to DA(H) PSN.
2) PAPI and glidepath not coincident.
3) Minimum MAP gradient (All Engines) 4.6% to 4300FT.
4) B737-800W 24K.
5) CAUTION: This approach is adjacent to procedures at KARLAWINDA (YKWA).

PREPARED BY GE AVIATION

Changes: EDITORIAL, COORD FORMAT, YKWA CAUTION NOTES, REMOVE VOR & MLW NOTE, ABBREVIATIONS
ENGINE OUT MISSED APPROACH:
Track via the RNAV (RNP) Engine Out Missed Approach track to WN700 and hold as published.

Acceleration altitude 2700FT QNH (1000FT AGL). Climb to 4300FT.
MISSED APPROACH:
Climb to 3900FT via the RNAV (RNP) Missed Approach track to WN700. Acceleration altitude 2700FT QNH.

ENGINE OUT MISSED APPROACH:
SEE Page 2

NOTES
1) Lateral transition to MAP must not be initiated prior to DA(H) PSN.
2) PAPI and glidepath not coincident.
3) Minimum MAP gradient (All Engines) 3.3\% to 3900FT.
4) B737-800W 24K.

IF required, Hold as depicted on Page 2
ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to WN712 and hold as published.

Acceleration altitude 2700FT QNH (1000FT AGL). Climb to 3900FT.
### MISSED APPROACH:
Climb to 4300FT via the RNAV(RNP) Missed Approach track to WN712. Acceleration altitude 2700FT QNH.

### ENGINE OUT MISSED APPROACH:
See Page 2

### NOTES
1. Lateral transition to MAP must not be initiated prior to DA(H) PSN.
2. PAPI and glidespath not coincident.
3. Minimum MAP gradient (All Engines) 4.6% to 4300FT.
4. B737-800W 24K.
5. **CAUTION:** This approach is adjacent to procedures at KARLAWINDA (YKWA).
ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to WN700 and hold as published.

Acceleration altitude 2700FT QNH (1000FT AGL).
Climb to 4300FT.
APPENDIX 9
FOR CASA APPROVED OPERATORS ONLY
USE QNH

NEWMAN, WA (YNWN)

DISTANCE FM THR
ALT (2.8° APCH PATH)

9.4

3900
3260
2030
2024

05 Right 1° 3900

NOTE:
1) Lateral transition to MAP must not be initiated prior to DA(H) PSN.
2) PAPI and glidepath not coincident.
3) Minimum MAP gradient (All Engines) 3.3% to 3900FT.
4) B737-800W 24K.

CIRCLING
NOT AUTHORISED

CATEGORIES
A B C D
RNP (0.10) NOT APPLICABLE DA(H) 2024' (300) - 1.6
RNP (0.30) NOT APPLICABLE DA(H) 2030' (306) - 1.6

DO NOT USE FOR NAVIGATION
Prepared by GE Aviation
ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to WN712 and hold as published.

Acceleration altitude 2700FT QNH (1000FT AGL). Climb to 3900FT.
FOR CASA APPROVED OPERATORS ONLY
USE QNH

NEWMAN, WA (YNWN)

FORGE U (RNP) RWY 23

AWIS 135.05
MELBOURNE Center (FIA) 123.4
CTAF (AFRU + PAL) 122.0
RNV U 23 THR ELEV 1712

RF RQ
YNWN ACT QNH RQ
YNWN ACT TEMP RQ
RNV U 23 PROC TEMP RANGE 0°
TO 45°

Bearing are Magnetic Elevations in FEET AMSL

ENGINE OUT MISSED APPROACH:

SEE Page 2

CIRCLING NOT AUTHORISED

NOTES
1) Lateral transition to MAP must not be initiated prior to DA(H) PSN.
2) PAPI and glidepath not coincident.
3) Minimum MAP gradient (All Engines) 4.6% to 4300FT.
4) B737-800W 24K.
ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to WN700 and hold as published.

Acceleration altitude 2700FT QNH (1000FT AGL). Climb to 4300FT.