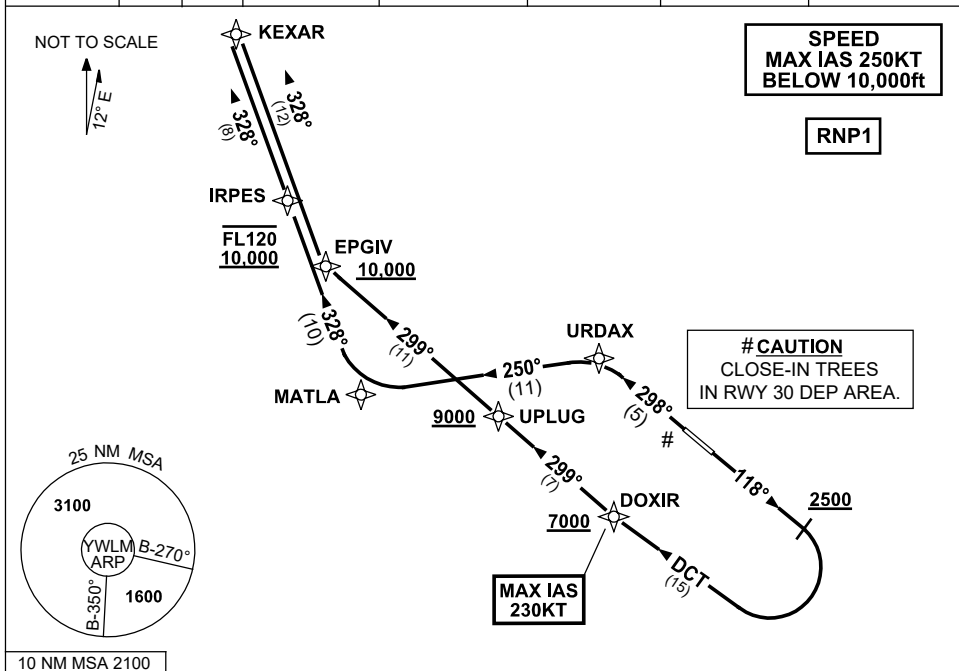


STANDARD INSTRUMENT DEPARTURES (SID)  
KEXAR ONE DEPARTURE (RNAV) RWY 12/30  
**WILLIAMTOWN, NSW (YWLM)**

30 NOV 2023

|                             |               |              |                             |                                       |                          |                                          |                                  |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|------------------------------------------|----------------------------------|
| ATIS<br>134.45<br>316.1 365 | ACD<br>130.35 | SMC<br>121.8 | TWR<br>118.3<br>280.9 243.0 | APP<br>H 133.3 261.4<br>L 135.7 293.4 | FIA (AH)<br>BN CEN 125.7 | CTAF+AFRU (AH)<br>AFRU+PAL (AH)<br>118.3 | BRG are MAG<br>ELEV in FEET AMSL |
|-----------------------------|---------------|--------------|-----------------------------|---------------------------------------|--------------------------|------------------------------------------|----------------------------------|



**KEXAR ONE DEPARTURE**

**RWY 12**

- GRAD 3.3%
- MAX IAS 230KT until DOXIR
- Track 118°
- AT or ABV 2500ft turn RIGHT
- Track DCT to DOXIR
- Cross** DOXIR AT or ABV 7000ft
- Track 299° to UPLUG
- Cross** UPLUG AT or ABV 9000ft  
(RQ GRAD TO UPLUG: 5.5%)
- Track 299° to EPGIV
- Cross** EPGIV AT or ABV 10,000ft
- Turn RIGHT, track 328° to KEXAR

**RWY 30**

- GRAD 3.8% to 500ft then 3.3%
- Track 298° to URDAX
- Turn LEFT, track 250° to MATLA
- Turn RIGHT, track 328° to IRPES
- Cross** IRPES BTN 10,000ft and FL120  
(RQ GRAD TO IRPES: 6.6%)
- Track 328° to KEXAR

**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of communication failure:

- Squawk 7600
- 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

Changes: NEW PROC.

WLM DP02-177