

**WILLIAMTOWN****ELEV 31****AVFAX CODE 2012**

NSW

UTC +10

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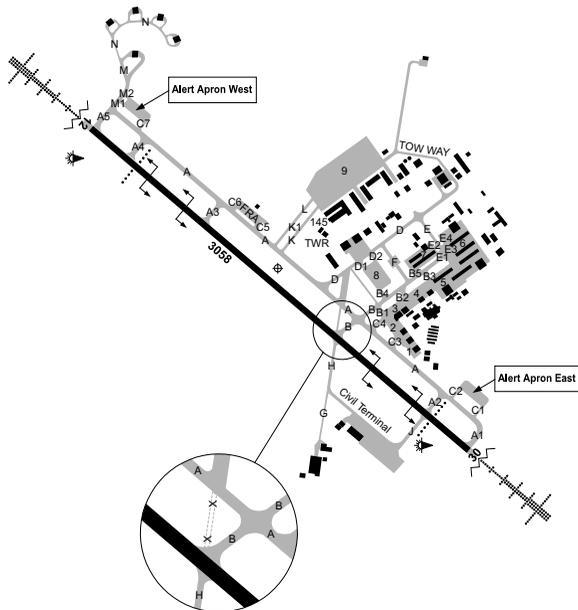
YWLM

AD OPR RAAF, Airbase Operations Centre - RAAF Base, Williamtown, NSW, 2314.

Email: wlm.aboc@defence.gov.au. PH 02 4034 5888. Fax 4034 7881.

Website: Civil www.newcastleairport.com.au.

MIL

**REMARKS**

1. CIV terminal OPR: Newcastle Airport Ltd (NAPL), Private Bag 1, Williamtown NSW 2318. Terminal Operations Coordinator 02 4928 9810, 0417 281 866, fax 02 4965 1556, email: operations2@newcastleairport.com.au or website.
2. AD not AVBL for planning as an ALTN or ENR ALTN without prior approval.
3. AD not AVBL for general use – MIL CONTROL. PPR for all CIV OPS and visiting MIL ACFT:
  - a. For all MIL ACFT and CIV ACFT parking on MIL aprons, contact WLM ABOC.
  - b. For CIV ACFT, contact NAPL. Online approval AVBL. ARR/DEP times may be SKED to meet RAAF/CIV RQMNTS.
  - c. Curfew applies to CIV OPS outside normal airfield operating hours (2000-1200 UTC, 1HR earlier HDS). AH must be approved by RAAF, regardless of previous NAPL approval. Contact NAPL.
  - d. All CIV and visiting MIL aircraft to submit FPL and quote approval number. ATS HR 2000-1200 UTC DLY (1HR earlier HDS). May be extended in support of MIL OPS (check CTR NOTAM).
4. NAPL charges - refer to website.
5. Customs, immigration and health AVBL 24HR PN.
6. This AD is a Security Controlled Airport.

**HANDLING SERVICES AND FACILITIES**

AMS (MIL) AVBL email: wlm.26sqnamsops@defence.gov.au or PH: 02 4034 7214.

OPR HR MON-FRI 2200-0600 UTC (1HR earlier HDS) except public holidays.

AIR BP – NTL Ground Handling DLY 2000-0800 UTC, 1HR PN AH, AH call out fee \$150, PH: 0404 484 053, email: shane@austrs.com. Nil AVGAS AVBL.



**ARRESTING GEAR**

- |       |                                 |       |                                 |       |
|-------|---------------------------------|-------|---------------------------------|-------|
| RWY12 | BAK 12/14 (R)(B)<br>450 (1,476) | ----- | BAK 12/14 (R)(B)<br>450 (1,476) | RWY30 |
|-------|---------------------------------|-------|---------------------------------|-------|
1. Recessed bi-directional BAK 12/14 hookcables INSTL 450M (1,476FT) SE of THR RWY 12 and 450M (1,476FT) NW of THR RWY 30. Marked by yellow circles painted on RWY and adjacent to DIST to run marker.
  - 1.1. Infrastructure exists for inner east and inner west BAK 12/14, however hookcables not INSTL. Location of inner west infrastructure is 951M (3,120FT) SE THR RWY 12. Location of inner east infrastructure is 910M (2,985FT) NW THR RWY 30. Marked by yellow circles painted on RWY and adjacent to DIST to run marker.
  - 1.2. Normal OPR PSN on LDG:
    - a. Dry RWY - arrestable ACFT DEP end down.
    - b. Wet RWY - arrestable ACFT DEP end up.
  - 1.3. Normal OPR PSN on DEP:
    - a. Wet/dry RWY - arrestable ACFT DEP end up.
  - 1.4. DEP end up on pilot request at anytime.
  - 1.5. Non-arrestable ACFT both ends down. No crossing RESTR in down PSN.
 

*Notes:*

    - a. *In the event of PWR failure, cables will rise to a HGT of 10CM until PWR is restored (up to 30 MINS).*
    - b. *CONC absorber housing 1FT high ADJ RWY edge.*
  2. M34B(R) barriers located in OVRN 62M (203FT) NW of THR RWY 12 and 62M (203FT) SE of THR RWY 30. NML OPR PSN for barriers is down (1M AGL). Barriers equipped with FLG red lights. If lights are visible on final, LDG is being attempted over a raised barrier (6M AGL).
  3. BAK 12/14 locked down and not AVBL MON-FRI outside of published HR of locally based MIL fast jet ACFT OPS, including weekends and public holidays. ATC cannot override. Contact WLM ABOC to check or arrange availability.
  4. M34B and BAK 12/14 not available during CTAF HR except with PN.
  5. Arresting system status will not be provided by ATC when in normal operating position.
  6. M34B Net Arrestor Systems top wire design height not guaranteed when the RWY condition is wet due to Net sagging.

**AERODROME AND APPROACH LIGHTING**

- |           |            |                |             |               |
|-----------|------------|----------------|-------------|---------------|
| RWY 12/30 | HIAL-CAT I | AFRU+PAL 118.3 |             | SDBY PWR AVBL |
| RWY 12/30 | HIRL(1)    | AFRU+PAL 118.3 |             | SDBY PWR AVBL |
| RWY 12/30 | PAPI       | AFRU+PAL 118.3 | 3.0 DEG50FT | SDBY PWR AVBL |
| RWY 12/30 | PTBL(2)    |                |             |               |
| RWY 12/30 | SFL        | AFRU+PAL 118.3 |             | SDBY PWR AVBL |
- (1) NIL STWL.
  - (2) PTBL LGT AVBL H24. Laid by RFFS. 2HR PN RQ.
  1. **ALS type and length**
    - a. RWY 12 - distance coded CL: 900M.
    - b. RWY 30 - distance coded CL: 930M.
  2. AFRU+PAL AVBL during CTAF HR.
  3. Fixed LGT INTST settings when PAL in use. Fixed LGT INTST settings may RQ increased ILS LDG VIS minima.
    - a. PAL day mode LGT INTST – PAPI stage 6, HIRL/HIAL/SFL/TWY OFF
    - b. PAL evening mode LGT INTST – PAPI/HIRL/HIAL stage 4, SFL/TWY stage 2
    - c. PAL night mode LGT INTST – HIRL/HIAL/PAPI stage 2, SFL/TWY stage 1
  4. For manual activation of AD LGT in event of PAL failure CTC “WILLY FIRE” FREQ 118.3 and REQ “PAL OVERRIDE”.
  5. RWY 12/30 – no RWY CL LGT INSTL.
  6. RWY 12/30 edge lighting spacing: 56M.

**OTHER LIGHTING**

Secondary PWR switchover time: 15 SEC. Does not support TKOF BLW 800M VIS.

**ATS AND AERODROME COMMUNICATION FACILITIES**

FIA	BRISBANE CENTRE	125.7
ACD	WILLY DELIVERY	130.35 (3)
APP H	WILLY APPROACH HIGH (1)	133.3 261.4
APP L	WILLY APPROACH LOW (1)	135.7 293.4
ATIS	WILLY ATIS	134.45 316.1 365
SMC	WILLY GROUND (2)	121.8
SMCV	WILLY GROUND	127.25
TWR	WILLY TOWER (2)	118.3 243.0 280.9

- (1) APP H is the primary frequency. During busy periods, APP L is also active to provide ATS. Both frequencies are monitored and ACFT will be directed to the appropriate frequency as required.
  - (2) ACFT will not be advised of SMC or TWR frequencies. Departing ACFT shall CTC SMC after receiving AWY CLR and CTC TWR approaching holding point. Arriving ACFT shall CTC SMC after vacating RWY.
  - (3) ATS frequencies have reduced range APRX 25NM to N and NW BLW 3000FT due terrain shielding. Relay AVBL through BRISBANE CENTRE 120.55.
1. EMERG FREQ 243.0 guarded, APP and TWR.
  2. Automatic retransmit FAC exists BTN 118.3/280.9, 133.3/261.4, 135.7/293.4, 121.8/127.25.

**RADIO NAVIGATION AND LANDING AIDS**

DME	IWM	110.5/ 42X	324723.7S	1514926.4E	(5)
		(RWY12)			
GP	IWM	329.6 (RWY12)	324723.7S	1514926.4E	(3)
ILS	IWM	110.5 (RWY12)	324823.1S	1515058.3E	(4)
LOC	IWM	110.5 (RWY12)	324823.1S	1515058.3E	(3)
NDB	WLM	365	324812.1S	1514943.6E	Range 115 (1)
TAC	WLM	112.8/ 75X	324749.7S	1514959.2E	(2)

- (1) Voice AVBL to ACFT with COM failure. Pilot MNT. Excessive needle oscillations on BRG 230 beyond 21NM.
- (2) CAUTION: Bearing unlock may occur on final APCH inside FAF both RWY. Pilot MNT.
- (3) Pilot MNT during CTAF HR.
- (4) ILS Critical Area not protected during CTAF HR. Pilot MNT during CTAF HR.
- (5) Antenna ELEV 53FT.

**LOCAL TRAFFIC REGULATIONS**

1. Civil VFR ACFT must contact Willy Delivery 130.35 to advise FLT details and obtain SSR code before entering WLM restricted areas. VFR ACFT should submit FPL to reduce delays in ACFT processing. Exceptions apply to some VFR routes, see Flight Procedures.
2. ACFT operating at weights of 25,000KG or less are permitted to conduct 180 DEG turns on the RWY. All other ACFT must execute 180 DEG turns on concrete THR. All ACFT must use MAX radius turns on RWY.
3. New (taller, eastern) ATC tower not yet commissioned. If ATC light signals are required, look to old (shorter, western) tower.
4. All taxiways and aprons NE of TWY A restricted to MIL and RAAF-approved CIV ACFT only.
5. During CHASE OPS, all taxiing aircraft can expect a clearance to intermediate holding points located on TWY A, B, H, J. Aircraft are not to proceed beyond the intermediate holding point until cleared by ATC. Standard readback RQMNTS apply.
6. All civil ACFT require 30MIN holding fuel during ATS hours. Non-standard priorities apply during ATS hours.
7. **PRIORITIES**
  - a. DRG ATS HR, priorities are applied IAW *AIP ENR 1.4*, except military activities may be given priority over other traffic.
  - b. Priorities between conflicting military activities will be managed as per *FIHA AD2 SUP WLM*. Locally-based Air Combat Group ACFT will typically receive priority over other MIL ACFT.

- c. Priorities may be amended by AIP SUP or NOTAM during periods of increased operational tempo.
8. **INSTRUMENT APPROACH TRAINING**
- a. CIV and MIL INSTR APCH training permitted DRG ATS HR with ATC approval. CTC ATC for approval and slot time, phone 02 4034 6807. See Priorities.
- b. During CTAF HR, full stop LDG and touch and go not AVBL. All aircraft are to comply with published missed approach procedures unless specific approval granted by WLM ABOC.
9. **SURVEY AND AWK FLIGHTS**
- a. Survey and AWK within 25NM of YWLM PPR, subject to ATC workload and MIL traffic. See Priorities.
- b. Details of proposed flight, including maps, must be provided to ATC 24 hours prior to intended operation, email: wlm.atc@defence.gov.au. Submission of details does not assure flight will be approved.
- c. CTC ATC for approval and slot time prior to take off, phone 02 4034 6807.  
*Note approval may be withdrawn at any time to afford MIL priority.*
- d. AC approval of survey flight does not constitute approval for photography of RAAF Base Williamtown. CTC Airbase Operations Centre 02 4034 5888 for photography approval.
10. **MILITARY L-BAND RADAR** is in operation at PSN 324801S 1514956E.
- a. Possible avionics interruptions/errors WI 150M BLW 500FT AMSL. ACFT transporting MIL ordnance are to observe the FLW separation FM the radar site unless ordnance manufacturers specify shorter distance.
- b. Hero Susceptible 1.3KM/1,500FT AMSL.  
All ACFT planning to carry Hero Susceptible ordnance into Williamtown are required to obtain permission 24HR prior to arrival. Contact as listed at the start of the Williamtown entry.

## FLIGHT PROCEDURES

1. **TRAFFIC MANAGEMENT PROCEDURES**
- a. In order to comply with the WLM TMP, suitably equip aircraft will be issued a corresponding SID/STAR for the duty RWY IAW *GEN-FPR* for WLM.
- b. During Military flying windows, nominally 0900-2200 Local MON-FRI, the RNP AR approaches and corresponding STAR are not available. WLM ATC may offer these approaches when traffic/workload permits.
- c. During CTAF operations WLM SID and STAR may be available subject BN CEN workload and traffic management
2. **SPEED RESTRICTIONS**
- a. When not on a SID or STAR CIV ACFT must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.
- b. Refer *FIHA AD2 SUP WLM* for MIL speed restrictions.
3. **CIRCUITS**
- a. Right hand circuits required when OPR on RWY12.
- b. Circuit Area defined as 5NM radius, over land, SFC to 2,500FT AMSL.
- c. Circuit heights: Non-jet FW ACFT with MTOW more than 7,000kg and all jet FW ACFT – 1,500FT AMSL; Non-jet FW ACFT with MTOW of 7,000kg or less – 1,000FT AMSL; rotary wing ACFT – 500FT AMSL.
- d. VFR ACFT OPR in the circuit area will not receive directed traffic information regarding VFR ACFT OPR in the ADJ Coastal Route.
- e. VFR ACFT OPS in the circuit area will not be separated from IFR local MIL operations.
- f. CIV circuit training is only AVBL to authorised ACFT – see Remarks. PPR. CTC ATC for approval and slot time, phone 02 4034 6912.
4. **R596 SALT ASH AIR WEAPONS RANGE**
- a. When Salt Ash Air Weapons Range is in use, R596 ACTIVE will be broadcast on ATIS during ATS HR. Range activity height may vary from R596 NOTAM levels.
- b. When R596 SALT ASH ACTIVE, FLW restrictions apply:
- (i) UBSON ONE ALPHA RWY 12 SID not AVBL.
  - (ii) LAXUM TWO ROMEO RWY 30 STAR, LAXUM TWO VICTOR RWY 30 STAR and RNP X RWY 30 not AVBL.

- (iii) NDB RWY 30 APCH and DME/GNSS Arrival not AVBL.
- (iv) ARR and DEP ACFT expect tracking RESTR around R596.

- c. Coastal VFR Route traffic will not be provided with traffic information on ACFT operating within R596.

*Note: additional PROC and some exceptions apply to MIL ACFT – refer FIHA AD2 SUP WLM.*

5. **D537 SALT ASH MILITARY FIRING**

- a. Caution: D537 infringes the WLM circuit area and circling area. Vertical limits SFC to A013. Hours of activation vary, check NOTAM.

6. **COASTAL VFR ROUTE**

**NOBBYS HEAD (NBB) – ANNA BAY (ANA) – PORT STEPHENS LIGHTHOUSE (PSS) – BROUGHTON ISLAND (BRI) – SUGARLOAF POINT (SUG) AND REVERSE**

- a. Caution: Non-compliance with procedures may result in penetration of active MIL restricted areas/R596 air weapons range.
- b. Caution: Unauthorised drone flying hotspot BTW NBB and BRI.
- c. Caution: High speed MIL jets operate in the coastal VFR route and adjacent MIL airspace. Wake turbulence may be encountered. Operate transponder and anti-collision lighting at all times if equipped. ACFT within the coastal VFR route will not receive:
  - (i) traffic information regarding MIL ACFT operating within adjacent MIL airspace, including Williamtown circuit area, R596 and R585A.
  - (ii) separation from IFR MIL ACFT operating adjacent to the coastal VFR route.
  - (iii) wake turbulence separation or caution.
- d. Caution: VFR ACFT OPR on the Coastal Route will not be separated from VFR ACFT OPR in ADJ ship transfer airspace reservation. Directed traffic information will be provided when relevant. Ship transfer airspace reservation vertical limits
  - (i) Ship transfer airspace reservation lateral limits: 325453S 1514851E - 325842S 1515411E - 325920S 1515404E - 330921S 1515537E then along the clockwise arc of a circle radius 22NM centre 324749S 1514959E (SALUS/WPT) - 330856S 1514235E - 325919S 1514600E - 325453S 1514851E.
  - (ii) Ship transfer airspace reservation vertical limits: upper limit 2,500FT AMSL, lower limit conforms to the WLM CTR A/B and CTA C2 of which the lateral limits overlie.
- e. Flight only permitted VFR
- f. Track via the coastline, over water, within 2NM of the coast; ACFT may track up to 2NM west of SUG to enter/leave the route; point-to-point tracking not permitted without ATC approval
- g. Due to poor radar and radio coverage, no control service is provided to VFR ACFT BTW BRI and SUG
- h. **NORTHBOUND NBB-ANA-PSS-BRI-SUG:**
  - (i) Remain BLW WLM CTA C3/C4. 5NM S of NBB contact WILLY DELIVERY 130.35 with flight details. Expect clearance at 500FT.
  - (ii) **DO NOT PROCEED N OF NBB WITHOUT CLEARANCE.** Do not hold at NBB over water – hold over land, S of Hunter River, BLW 2,500FT, outside WLM CTR A until cleared. Intense hang gliding, paragliding and drone flying over beaches S of NBB.
  - (iii) ACFT cleared via Coastal VFR Route are to track via the coastline over water within 0.5NM of the coast while tracking between NBB and abeam Stockton Bridge and remain clear of ship transfer airspace reservation.
  - (iv) Follow the coastline at all times, over water, within 2NM of coast. Report at ANA at 500FT. Expect climb not above 2,000FT.
  - (v) Report ABM BRI. Expect control services and identification to terminate and ATC to instruct return to civil FREQ. Remain tracking via coast not above 2,000FT until SUG. If unable to CTC WILLY APP N of BRI, relay message through BN CEN 120.55.
- i. **SOUTHBOUND SUG-BRI-PSS-ANA-NBB**
  - (i) Track from SUG not above 2,000FT. Follow the coastline at all times, over water, within 2NM of the coast. ATC clearance not required until BRI.

- (ii) 5NM N of BRI contact WILLY DELIVERY 130.35 with flight details. Expect clearance not above 2,000FT with a clearance limit of ANA. If unable to CTC WILLY DELIVERY N of BRI, relay message through BN CEN 120.55.
  - (iii) **DO NOT PROCEED S OF BRI WITHOUT CLEARANCE.** Do not hold at BRI over land – hold over water within 2NM of the coast.
  - (iv) Report at ANA at 500FT. Expect onwards clearance at 500FT.
  - (v) **DO NOT PROCEED S OF ANA WITHOUT ONWARDS CLEARANCE.** Do not hold at ANA over land – hold over water within 2NM of the coast.
  - (vi) Report at NBB.
7. **INLAND VFR ROUTE (D589)  
DUNGOG TOWNSHIP – STROUD ROAD (SRO) – GLOUCESTER (GCR) –  
WIRRADGURIE (WDU) AND REVERSE**
- a. AVBL when D589 active – check NOTAM or confirm STS with BN CEN.
  - b. When entering or exiting ACFT are to remain clear of WLM CTR B and remain below WLM CTA C2.
  - c. **Caution: Non-compliance with procedures may result in penetration of active MIL restricted areas.**
  - d. VFR ACFT may transit without ATC contact or clearance.
  - e. ATC service not provided within D589.
  - f. **D589**
    - (i) 1NM either side of the railway line BTN a position 2NM NE of DUNGOG TOWNSHIP and SRO.
    - (ii) 1.5NM either side of the RAILWAY LINE BTN SRO, GCR and WDU.
    - (iii) Vertical limit 2,500FT.
    - (iv) Caution: surrounding high terrain. If it is anticipated that VMC cannot be maintained, IMMEDIATELY contact ATC on 135.7 or 120.55 and squawk 7700.
8. **REMOTELY-PILOTED AIRCRAFT SYSTEM (RPAS)**
- a. All RPAS requests are to be sent via email: wlm.uas@defence.gov.au.
  - b. A minimum of 7 days notice is required. Approval subject to nature and location of flight, ATC workload and MIL traffic. See Priorities.
  - c. ATC approval of operation does not constitute approval for photography of RAAF Base Williamtown. CTC Airbase Operations Centre 02 4034 5888 for photography approval.
  - d. Unauthorised RPAS operations are a known risk in VCY of:
    - (i) Newcastle, Merewether, Fern Bay, Stockton Beach, Tomago, Campvale, Bobs Farm, Tanilba Bay, Corlette, Beresfield and Raymond Terrace up to 400FT. ATC will issue hazard alert on any known unauthorised RPAS operations. Pilots may request alternate tracking or holding to avoid hazard. SFC to 400FT AGL.
    - (ii) Stockton Beach and Raymond Terrace in the APCH and DEP paths of RWY 12/30 and along the coastal VFR route. ATC will issue a hazard alert on any known unauthorised RPAS OPS. Pilots may request alternate tracking or holding to avoid the hazard.

**CTAF - AFRU 118.3**

- 1. Outside ATS HR.
- 2. WAE may be OPR on or near RWY and other ACFT MOV areas.
- 3. In event of EMERG, declare the EMERG to Brisbane Centre FREQ 125.7. Additionally when within 10NM of WLM, advise details to WILLY FIRE on CTAF FREQ 118.3.

**NOISE ABATEMENT PROCEDURES**

- 1. **DEPARTURES**
  - a. Departing ACFT will be issued a SID.
  - b. ACFT issued a radar SID will be assigned noise abatement heading BTN 080R and 330R.
  - c. All jet ACFT are to apply ICAO Noise Abatement Procedures 1 or 2.
- 2. **EXCEPTIONS**
  - a. Rotary wing ACFT.
  - b. Fixed wing ACFT with a MTOW of 7,000KG or less.
  - c. *FIHA AD2 SUPP WLM Part A* compliant aircraft.
  - d. Priority ACFT as detailed in *AIP ENR 1.4*.

**ADDITIONAL INFORMATION**

1. AD WIP (sweeping) BTN 1200-2000 UTC (1HR earlier during HDS). WAE will vacate with 15MIN PN when ATC not active. CTC Airfield Works Safety Officer CS 'Sweeper 1' or 'Sweeper 2' on CTAF 118.3 or phone: 0456 456 013.
2. RAAF Williamtown Demolition Range 1, 324747.2S 1514934.0E (245DEG/800M FM ARP). Vertical limit 1,700FT AGL WI 200M radius laterally. Check NOTAM for activation periods, short notice extensions advised by ATIS. Blasts conducted under ATC approval.
3. Windshear hazard exists on RWY12 when wind velocity 030-090DEG ABV 10KTS, and on RWY30 when wind velocity 270-330DEG ABV 15KTS, due jet blast wall.
4. TWY A may be visually dominant in certain wet weather conditions and may be mistaken for the RWY.
5. 25M ground firing range, APRX position 040DEG/0.50NM FM ARP. Limits 400FT in all directions. Active on display of red flags.
6. Weather balloon launch FM PSN 323748S 1513510E APRX BRG 297 DEG MAG 16.2NM FM ARP. 2300-2330 daily. SFC to UNL. Single balloon will be released daily as per daily field timings.
7. Caution: Model ACFT OPR at:
  - a. Hexham Bridge SFC-400FT AGL 234DEG/7.1NM FM ARP.
  - b. Oyster Cove 057DEG/7.2NM FM ARP
8. Caution: Gas flare located at 324841.82S 1514351.98E 247DEG/5.3NM FM ARP (Tomago Smelter).
9. Flying foxes are a seasonal risk at dawn and dusk on APCH to the RWY (on and off the airfield), particularly in the area along Tilligerry Creek, BRG 070 MAG APRX 4-8NM FM ARP. Peak risk period is DEC-FEB although potential risk exists all year round.
10. Bird hazard exists in VCY RWY 12/30 strip at TWY B.

**CHARTS RELATED TO THE AERODROME**

1. WAC 3456.
  2. MIL Aerodrome Obstruction Chart Type A: AUG 2017  
*Note - does not include recent NW RWY extension.*
  3. Also refer to AIP Departure and Approach Procedures.
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