

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information****RFF:** CAT 8**PCN:** RWY 11/29: 81/F/C/1700 (254PSI) /T
RWY 18/36: 18/F/C/1050 (152PSI) /U**Operation****Preferential RWYs**

RWY 11 for ARR tracks within the sector 200° through north to 020°.

RWY 29 for ARR tracks within the sector 021° through south to 199°.

RWY 11 for DEP tracks within the sector 021° through south to 199°.

RWY 29 for DEP tracks within the sector 200° through north to 020°.

RWY Restriction

180° turns for ACFT above 100t / 220462lbs (except B767) are permitted only at THR of RWY 11/29.

TWY Restrictions

TWY Y1, Y2 not AVBL to ACFT above 5.7t / 12500ft MTOW and above 15m / 49ft wingspan.

TWYs C4, M, V2, Y, Z west of V are unlit.

TWY C4, V1, Z not AVBL to ACFT above 22t / 48502lbs MTOW.

TWY V2 not AVBL to ACFT above 22t / 48502lbs MTOW and wingspan above 24m / 79ft.

TWY U1 not AVBL to ACFT above 60t / 132277lbs.

TWY U1 east of TWY U2 not AVBL to ACFT above 13t / 28660lbs MTOW and 23m / 75ft wingspan.

TWYs B1 and E1 shoulders not provided.

Taxilane on south edge of INTL APN not AVBL for code letter F ACFT.

TWY along southern edge of INTL APN behind stand 3 not AVBL to B767 and above when A330 parked on stand 3 unless marshaller present and in contact with SURFACE MOVEMENT CTL.

TWY west of stand 1 and behind INTL APN stands 21-25 restricted to ACFT with MAX wingspan 36m / 118ft.

Taxi/Parking: Visual Docking System Safegate AVBL at stands 1-6.**Engine Run-up Areas**

TWY C4 preferred location for engine ground running and testing.

TWY V passing bay for pre-flight power checks not exceeding 3min.

Engine testing on civil parking grounds or in the vicinity of fixed base operators prohibited.

Emergency Procedure

When ATS are not AVBL in Darwin CTR/CTA due to emergency evacuation of the ATC facility or other emergency, TIBA procedure apply FREQ 126.350. Mandatory broadcast procedures also apply FREQ 133.100. Notification will be via all stations broadcasts and ATIS.

Warnings

Birds in vicinity of AD.

High velocity gas plumes located Baldin Point, bearing 156°, 6.7NM from AD, with 0.5NM radius of S12 31.2 E130 55.1, H24.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

ALLEE, CRAIG, DONYA, GATOR, WANGI

Track via latest STAR CLR to the nominated RWY, then fly the most suitable APCH in accordance with ERSA EMERG.

Arrival Procedure

Noise Abatement Procedures: See CRAR and in addition;

Preferred Flight Paths at night:

All jet and turboprop ACFT above 25t / 55116lbs arriving from west to land RWY 29, or arriving from east to land RWY 11 can expect RADAR vectoring north of built up areas or south over water, HN.

DEPARTURE**Take-off Minima**

RWY		11/29	
Multi ENG	ft - m/km	0 - 550V	REDL+RCLM
		0 - 800V	wo LGT, HJ only
other		c300 - 2.0V	-
RWY		36	
Multi ENG	ft - m/km	0 - 800V	HJ only
		c300 - 2.0V	
other			
RWY		18	
Multi ENG	ft - m/km	c50 - 1000V	HJ only
		c300 - 2.0V	
other			

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

Maintain last assigned vector for 2min. If necessary climb to MNM safe ALT to maintain terrain CLR. Then proceed in accordance with the latest ATC route CLR acknowledged.

In case of Go-Around RWY 36

Proceed no further north than Darwin Hospital, listen out on ATIS or voice modulated NAVAIDs, look to TWR for LGT signals

DEPARTURE**Departure Procedure**

Noise Abatement Procedures: See CRAR and in addition;

Preferred Flight Paths:

All RWYs - In IFR ACFT can expect to be instructed by ATC to track via SIDs.

Unless CLRD via SID, all jet and turboprop ACFT above 25t / 55116lbs are to maintain RWY HDG until 2000ft AMSL and:

- D2 off RWY 11 between 2030-1230.
- D7 off RWY 11 between 1230-2030.
- D5 off RWY 29.

Effective 02-MAR-2017

23-FEB-2017

DRW-YPDN

Australia Darwin Darwin Intl

AGC

AFC

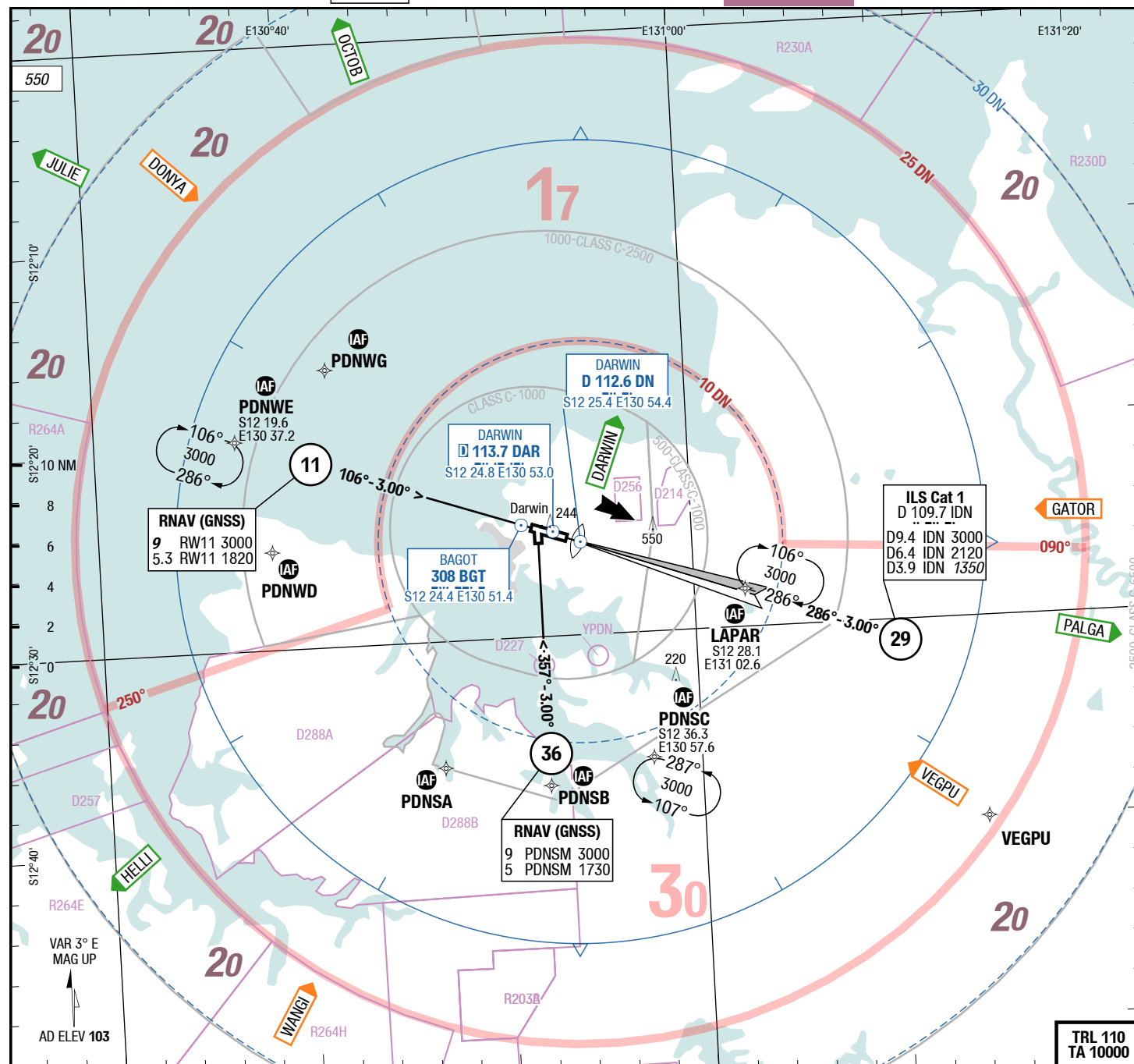
AFC

AFC

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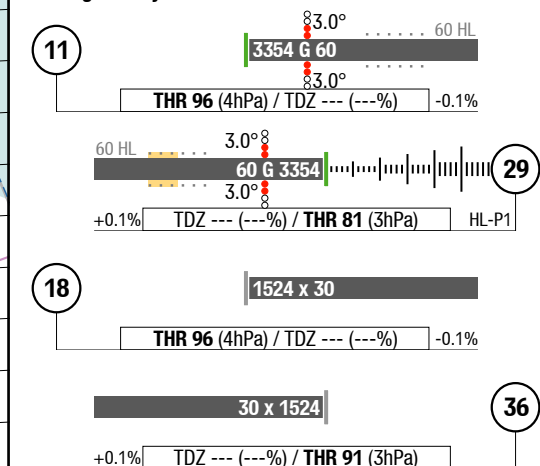
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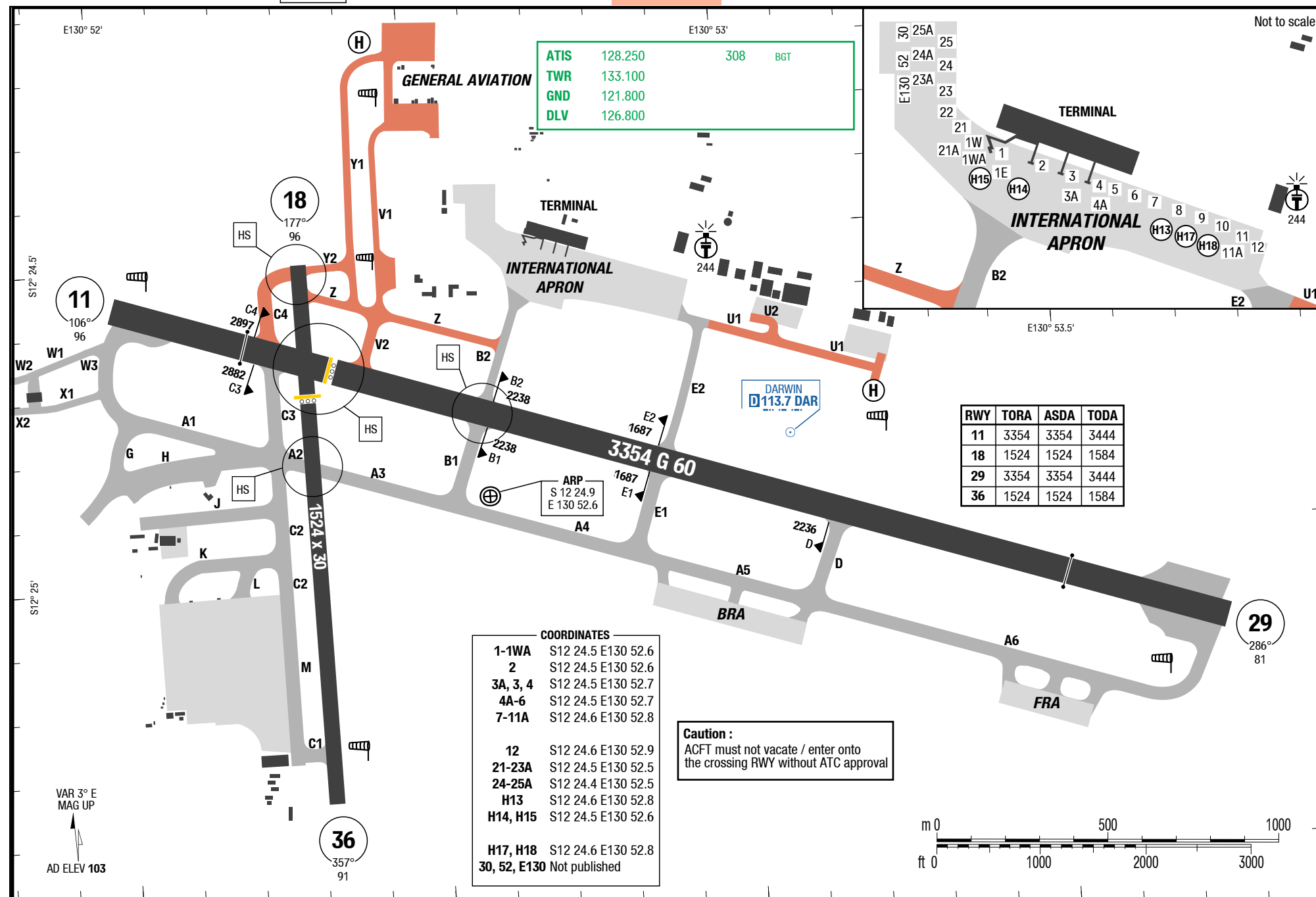
ATIS	128.250	308	BGT
APP	125.200 E	134.100	W
TWR	133.100		
GND	121.800		
DLV	126.800		

Landing RWY system:



Changes: APCH boxes

3-20



Effective 08-DEC-2016

01-DEC-2016

DRW-YPDN

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[RNAV SID OCT06 6]

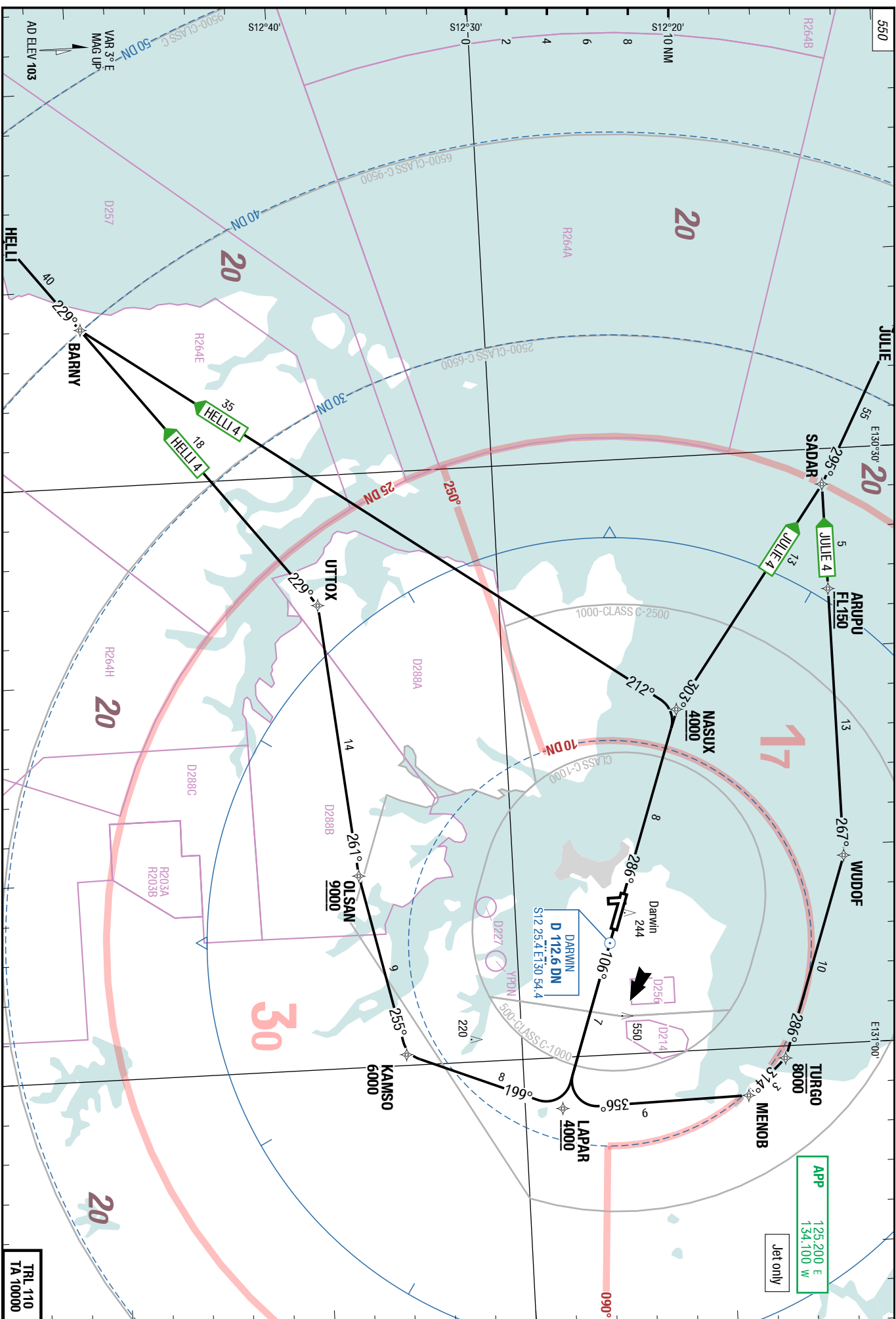
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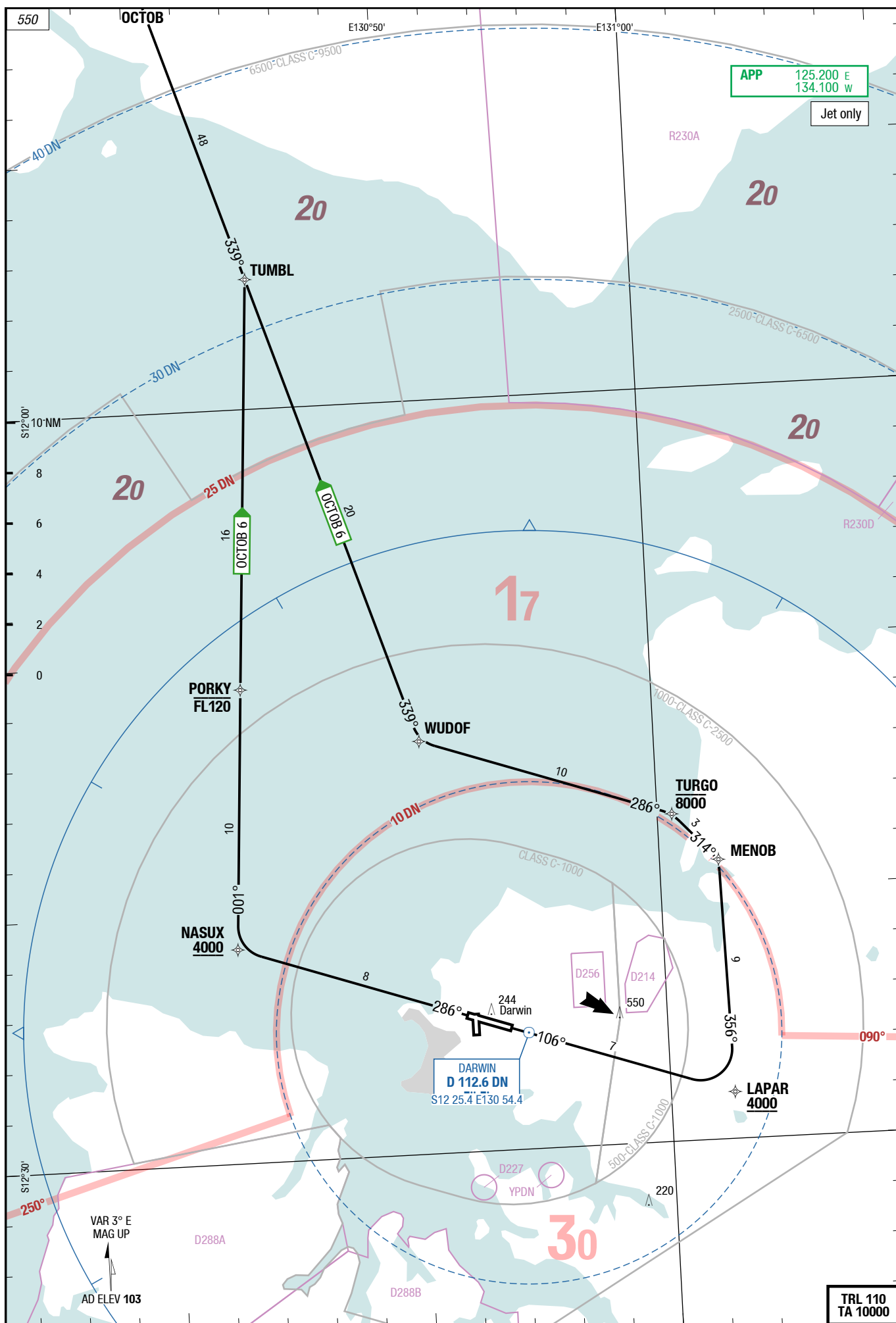
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[RNAV SID OCT06 6]

RNAV SIDS HELLI 4 / JULIE 4



Changes: MSA, SUAS



DRW-YPDN

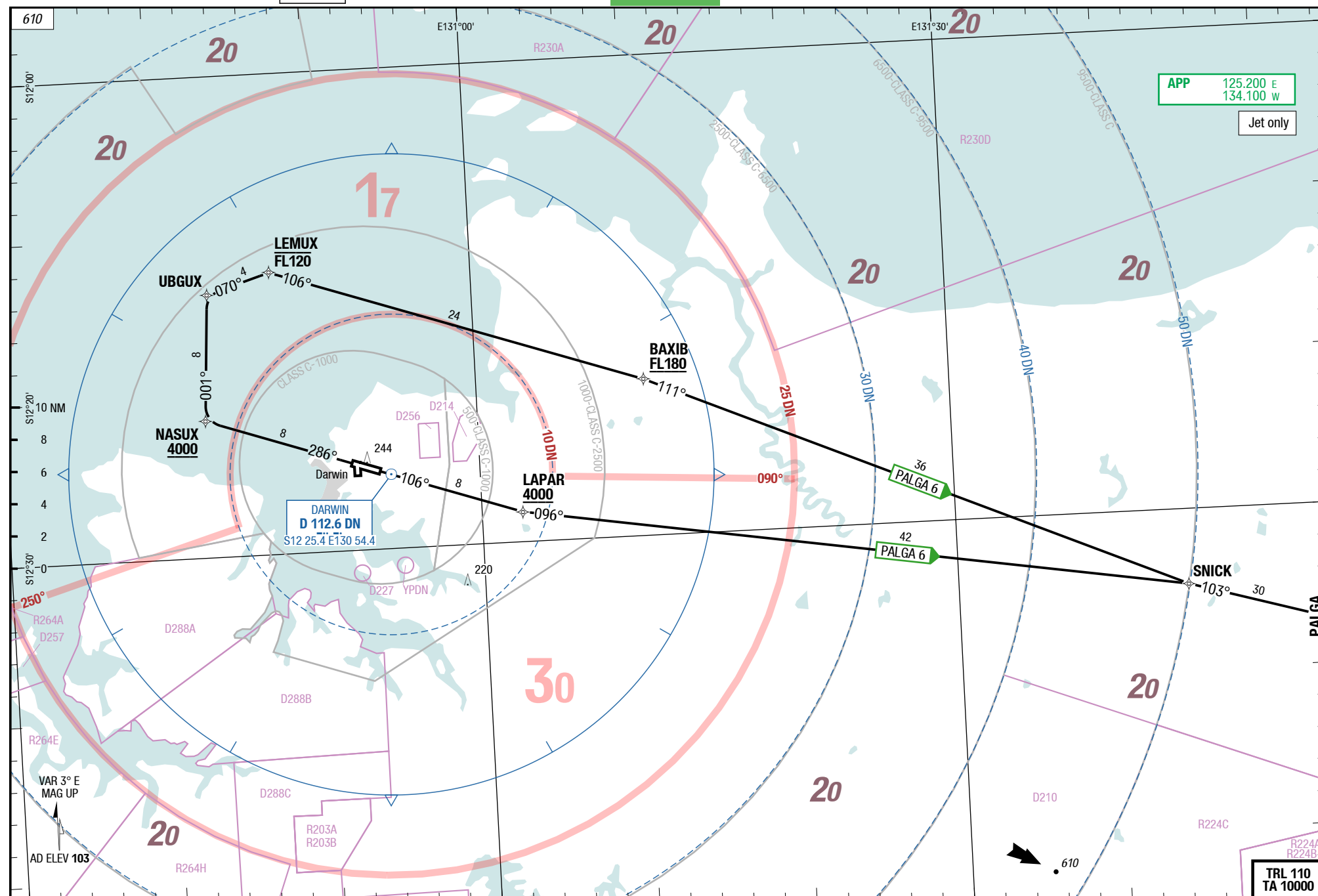
RNAV SID PALGA 6

SID

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RNAV SID PALGA 6

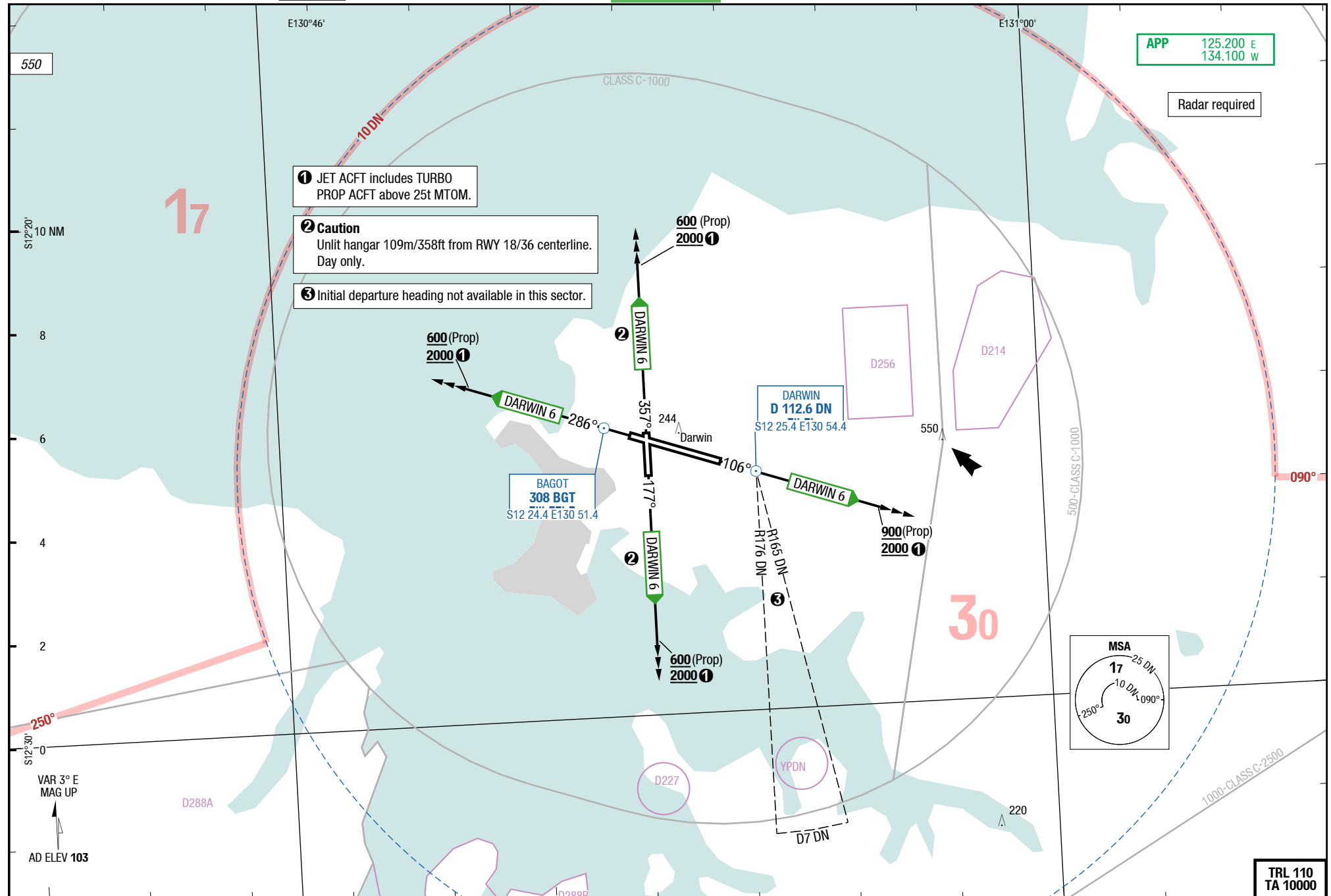
4-30



Changes: PROC renumbered

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4-40



HELLI 4 / JULIE 4

RWYs 11 (106°) / 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
HELLI 4 (Jet) 125.200 (E) 134.100 (W)	LAPAR - RT 199° to KAMSO - OLSAN - UTTOX - BARNY - HELLI	LAPAR MNM 4000 KAMSO at 6000 OLSAN MNM 9000
JULIE 4 (Jet) 125.200 (E) 134.100 (W)	LAPAR - LT 356° to MENOB - TURGO - WUDOF - ARUPU - SADAR - JULIE	LAPAR MNM 4000 TURGO MAX 8000 ARUPU MNM FL150
	Runway 29	
HELLI 4 (Jet) 125.200 (E) 134.100 (W)	NASUX - LT 212° to BARNY - HELLI	NASUX MNM 4000
JULIE 4 (Jet) 125.200 (E) 134.100 (W)	NASUX - RT 303° to SADAR - JULIE	NASUX MNM 4000

OCTOB 6

RWYs 11 (106°) / 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
OCTOB 6 (Jet) 125.200 (E) 134.100 (W)	LAPAR - LT 356° to MENOB - TURGO - WUDOF - TUMBL - OCTOB	LAPAR MNM 4000 TURGO MAX 8000
	Runway 29	
OCTOB 6 (Jet) 125.200 (E) 134.100 (W)	NASUX - RT 001° to PORKY - TUMBL - OCTOB	NASUX MNM 4000 PORKY MAX FL120

PALGA 6

RWYs 11 (106°) / 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
PALGA 6 (Jet) 125.200 (E) 134.100 (W)	LAPAR - LT 096° to SNICK - RT 103° to PALGA	LAPAR MNM 4000
	Runway 29	
PALGA 6 (Jet) 125.200 (E) 134.100 (W)	NASUX - RT 001° to UBGUX - RT 070° to LEMUX - RT 106° to BAXIB - RT 111° to SNICK - LT 103° to PALGA	NASUX MNM 4000 LEMUX MAX FL120 BAXIB MNM FL180

DARWIN 6

RWYs 11 (106°) / 18 (177°) / 29 (286°) / 36 (357°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
DARWIN 6 125.200 (E) 134.100 (W) ①	at MNM 2000 (Jet) / MNM 900 (Prop), but not before DN , turn to assigned HDG - expect radar vectors	
	Runway 18	
DARWIN 6 125.200 (E) 134.100 (W) ①②③	at MNM 2000 (Jet) / MNM 600 (Prop), but not before DER , turn to assigned HDG - expect radar vectors	
	Runway 29	
DARWIN 6 125.200 (E) 134.100 (W) ①	at MNM 2000 (Jet) / MNM 600 (Prop), but not before DER , turn to assigned HDG - expect radar vectors	
	Runway 36	
DARWIN 6 125.200 (E) 134.100 (W) ①②③	at MNM 2000 (Jet) / MNM 600 (Prop), but not before DER , turn to assigned HDG - expect radar vectors	

① Jet ACFT includes Turbo Prop ACFT above 25t MTOM.

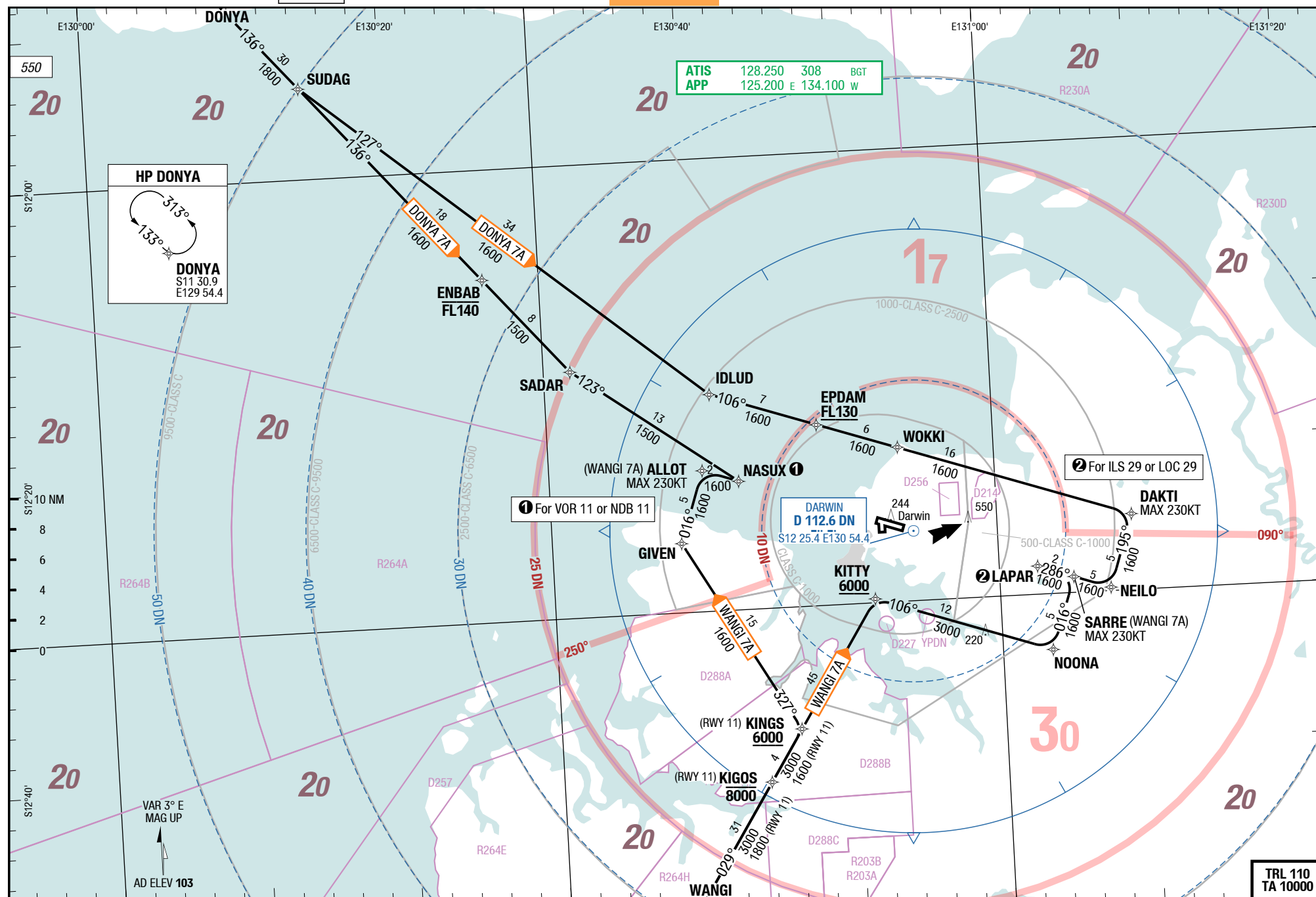
② Unlit hangar 109m/358ft from RWY 18/36 centerline.

③ Day only

DRW-YPDN**RNAV STARs DONYA 7/WANGI 7**

STAR

STAR

RNAV STARs DONYA 7/WANGI 7

Changes: MSA, PROC renumbered, MEA, SUAs

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Effective 08-DEC-2016

01-DEC-2016

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6-20

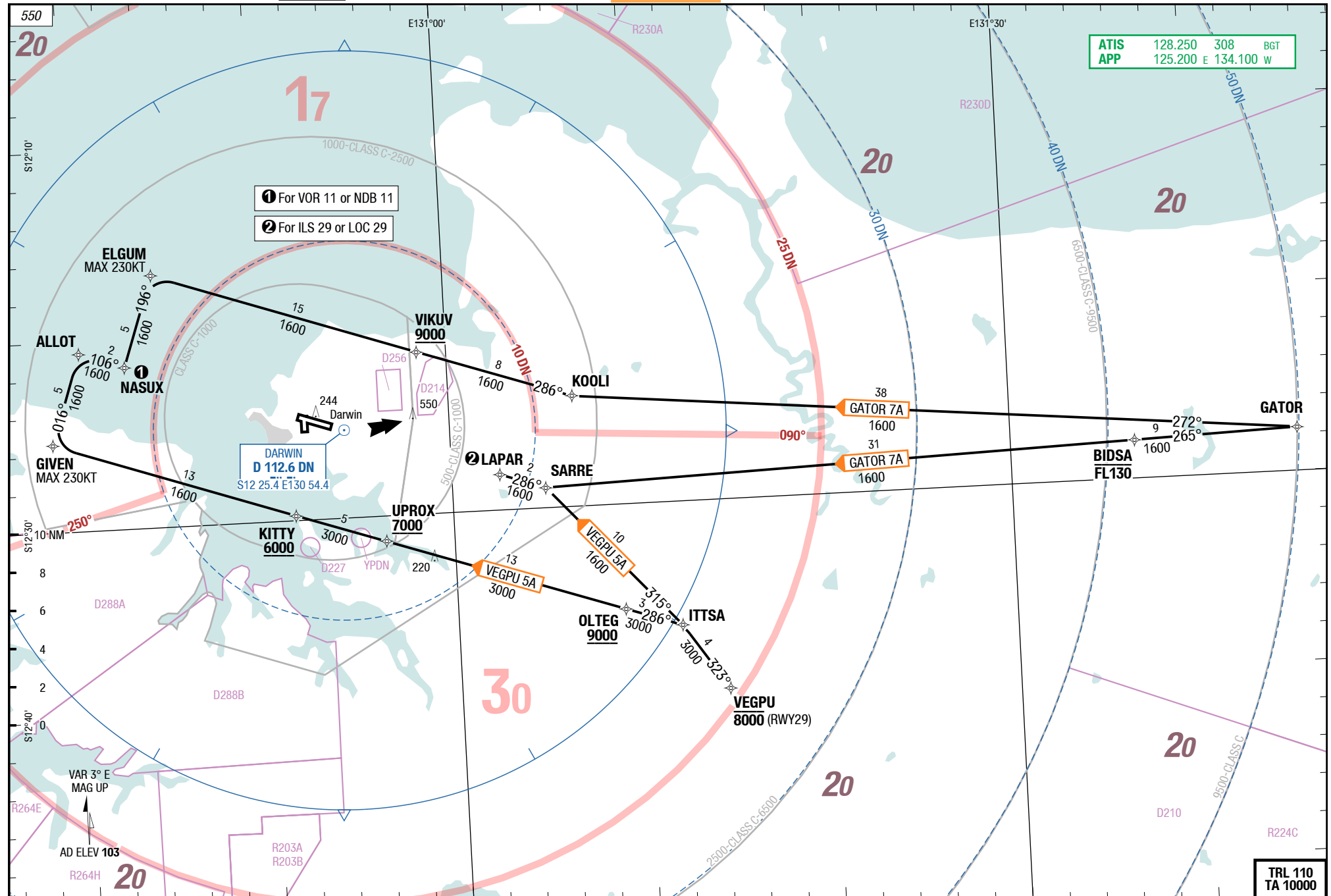
RNAV STARs GATOR 7/ VEGPU 5

STAR

STAR

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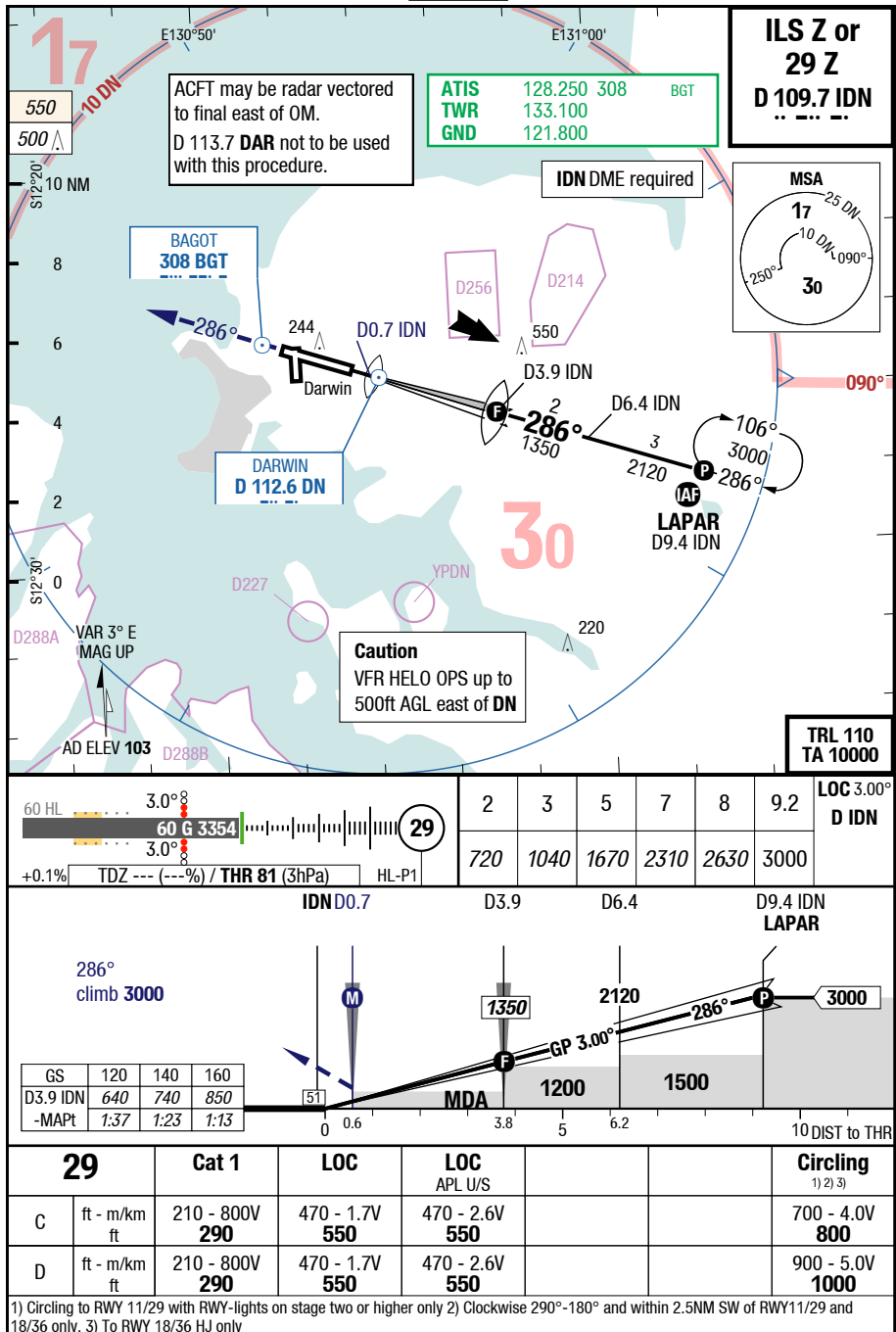
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DRW-YPDN

7-10

ILS Z or LOC Z 29

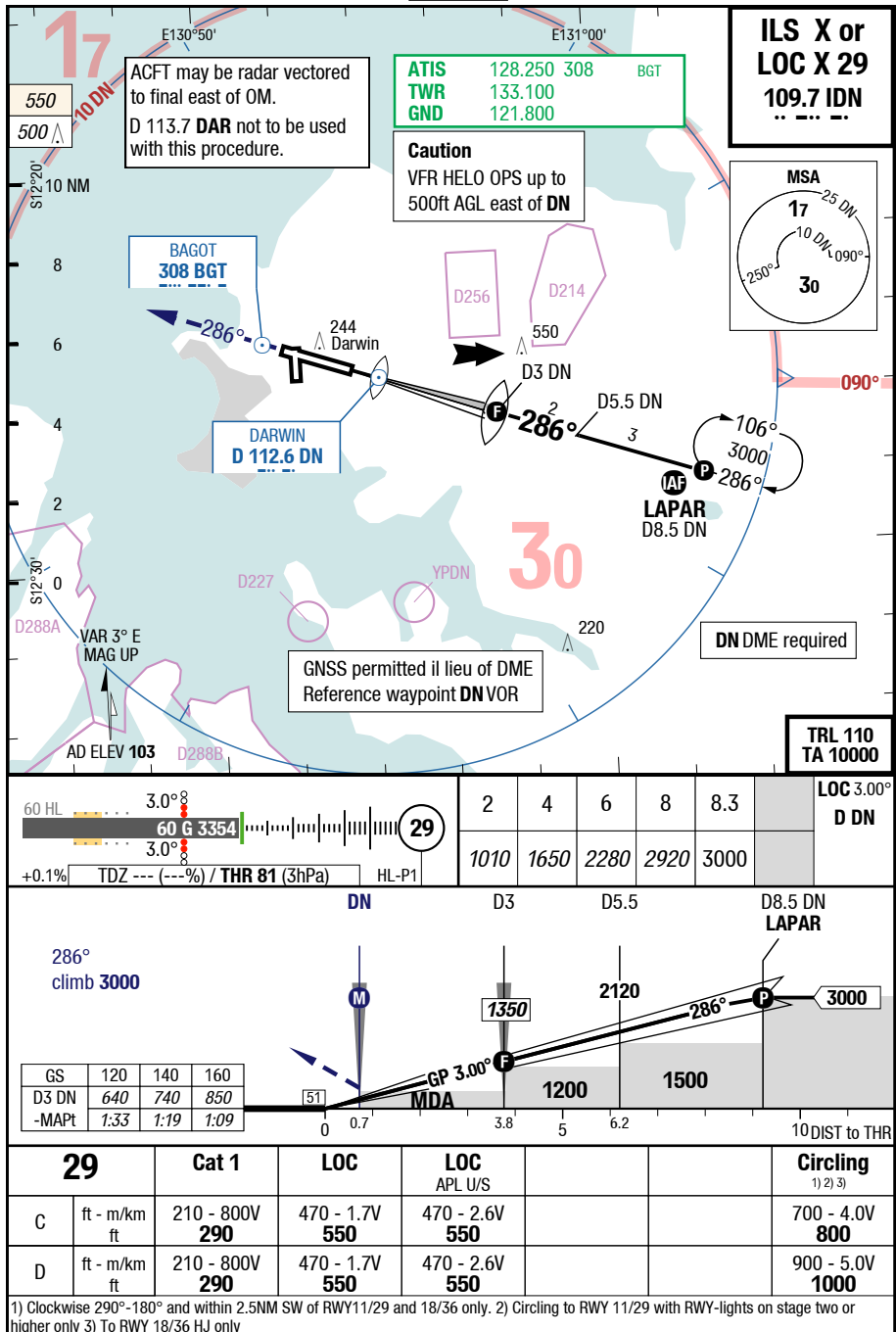


Changes: APL, MSA, SUAS

DRW-YPDN

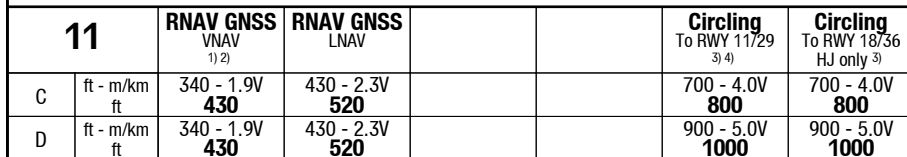
7-20

ILS X or LOC X 29



Changes: APL, MSA, SUAS

RNAV (GNSS) Z 11

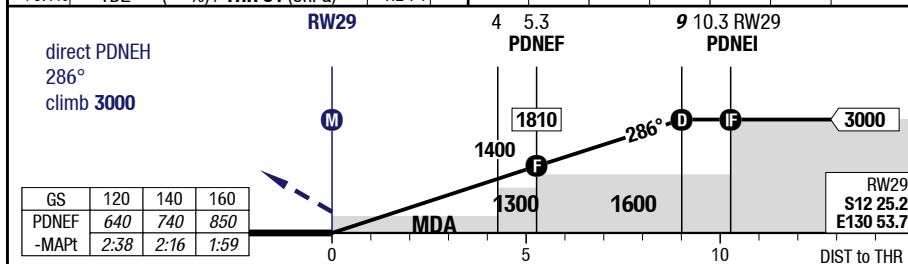
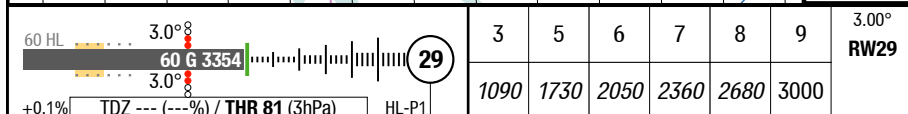
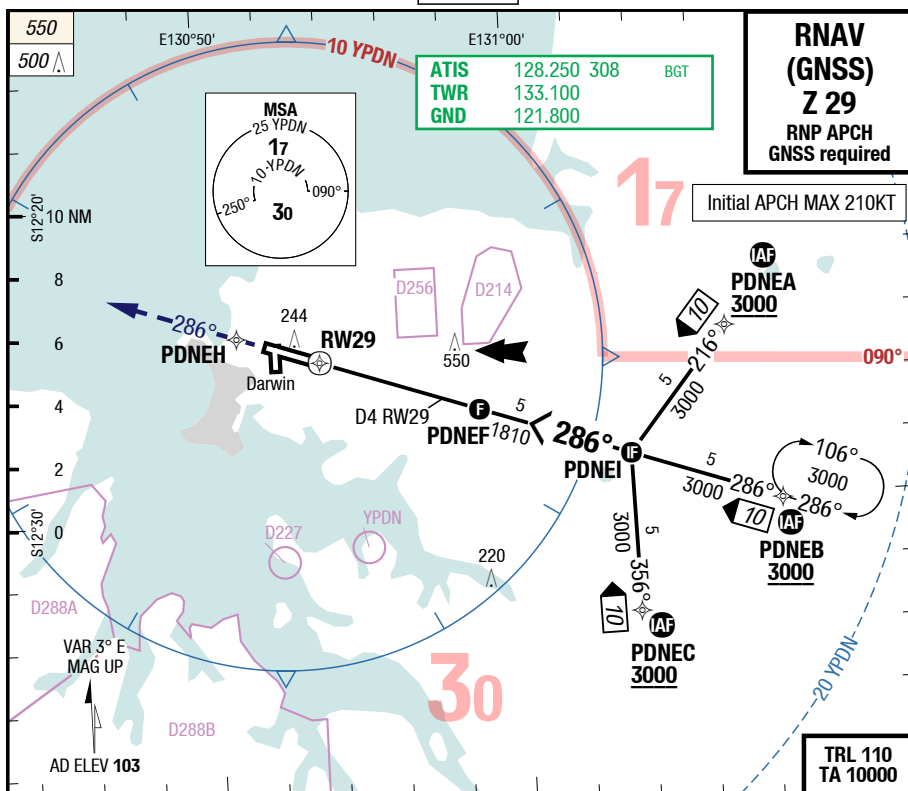


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DRW-YPDN

7-40

RNAV (GNSS) Z 29

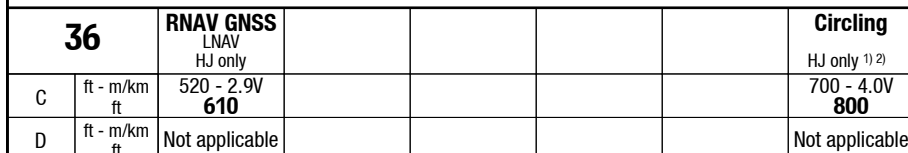


29		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling To RWY 11/29 3) 4)	Circling To RWY 18/36 HJ only 3)
C	ft - m/km ft	350 - 1.9V 430	450 - 2.5V 530			700 - 4.0V 800	700 - 4.0V 800
D	ft - m/km ft	350 - 1.9V 430	450 - 2.5V 530			900 - 5.0V 1000	900 - 5.0V 1000

1) Uncompensated BARO VNAV NA below 10°C (50°F) or above 62°C (143°F) 2) Use with Darwin (YPDN) QNH only 3) Clockwise 290°-180° and within 2.5NM SW of RWY 11/29 and 18/36 only 4) With RWY-lights on stage two or higher only

Changes: MAPt, MSA, DIST ALT table, MIN, Profile, ROD

RNAV (GNSS) Z 36

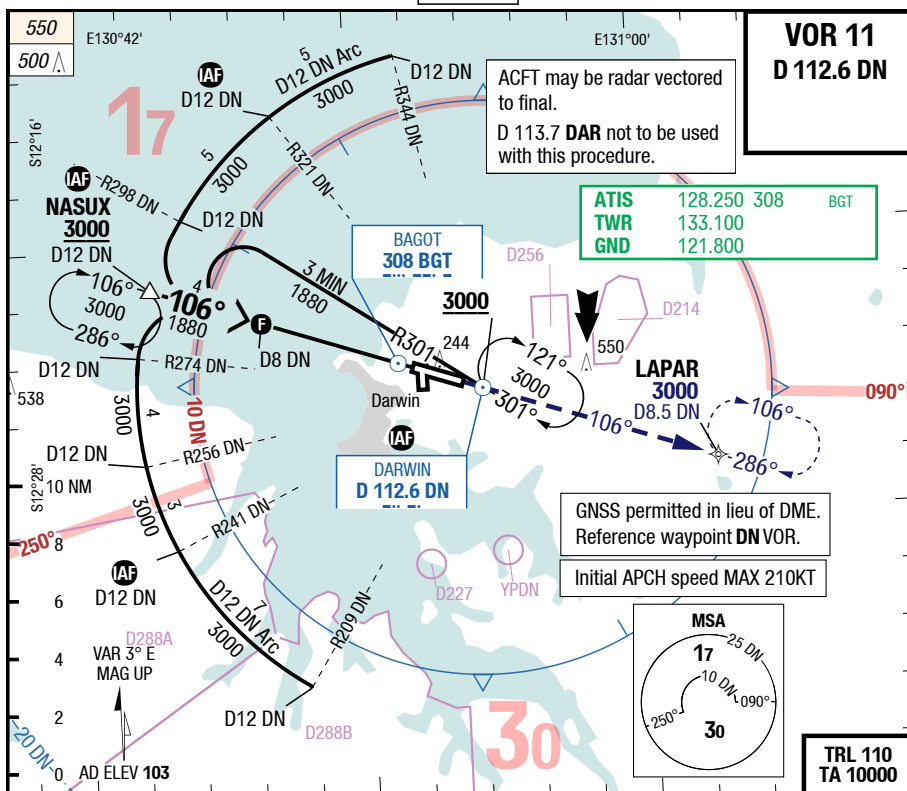


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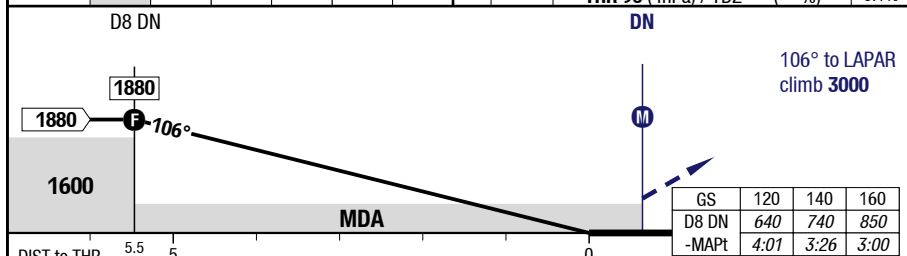
DRW-YPDN

7-70

VOR 11



3.00° D DN	8	7	6	5	4	11	83.0° 3354 G 60 83.0°	60 HL	
	1880	1570	1250	930	610		THR 96 (4hPa) / TDZ --- (---%)	-0.1%	



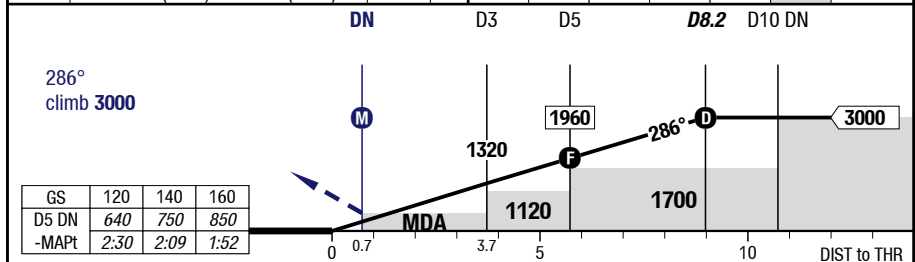
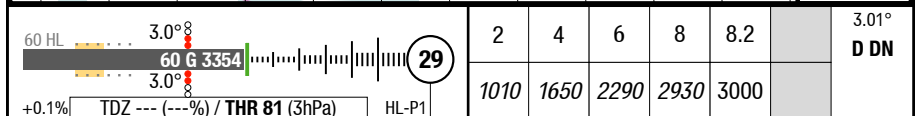
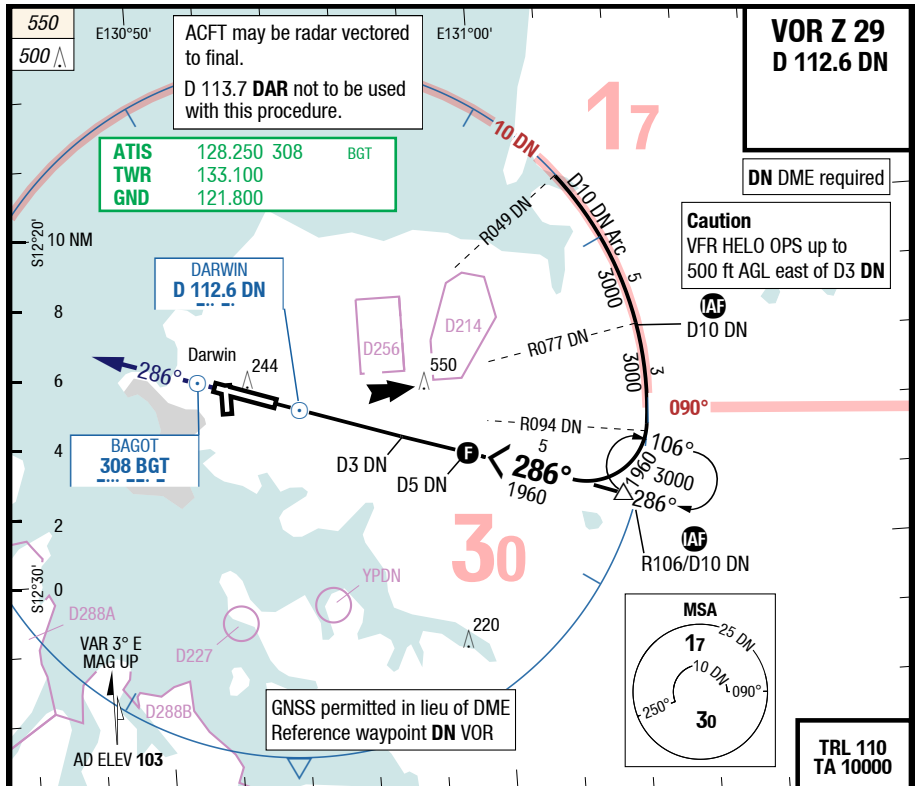
11		VOR DME	VOR				Circling 1) 2) 3)
C	ft - m/km ft	430 - 2.3V 520	470 - 2.6V 560				700 - 4.0V 800
D	ft - m/km ft	430 - 2.3V 520	470 - 2.6V 560				900 - 5.0V 1000

1) Clockwise 290°-180° and within 2.5NM SW of RWY11/29 and 18/36 only. 2) Circling to RWY 11/29 with RWY-lights on stage two or higher only 3) To RWY 18/36 HJ only

Changes: APL, MSA, SUAs

01-DEC-2016

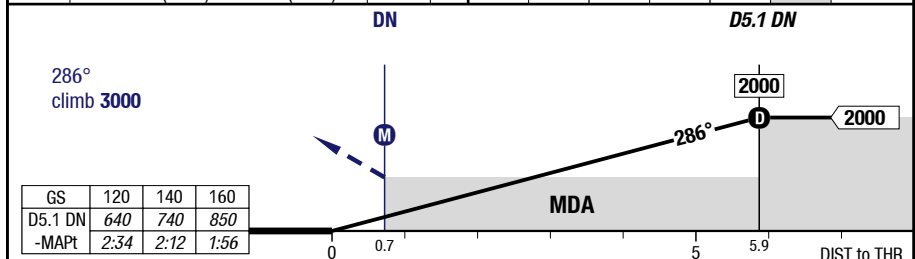
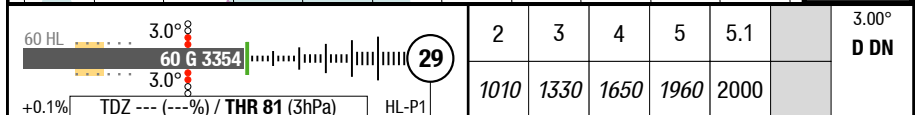
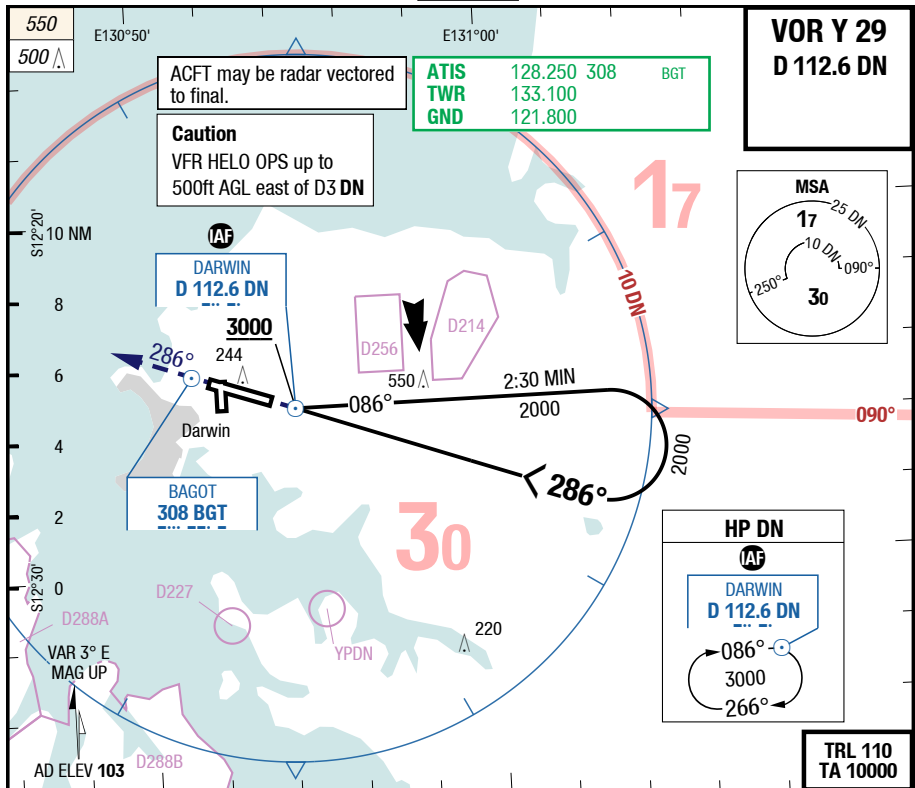
IAC

DRW-YPDN**7-80****VOR Z 29**

29		VOR DME		Circling	
				1) 2) 3)	
C	ft - m/km ft	480 - 2.7V 560		700 - 4.0V 800	
D	ft - m/km ft	480 - 2.7V 560		900 - 5.0V 1000	

1) Clockwise 290°-180° and within 2.5NM SW of RWY11/29 and 18/36 only. 2) Circling to RWY 11/29 with RWY-lights on stage two or higher only 3) To RWY 18/36 HJ only

Changes: MSA, APL, SUAS

DRW-YPDN**7-90****VOR Y 29**

29		VOR		Circling 1) 2) 3)	
C	ft - m/km ft	920 - 5.0V 1000		920 - 5.0V 1030	
D	ft - m/km ft	920 - 5.0V 1000		920 - 5.0V 1030	

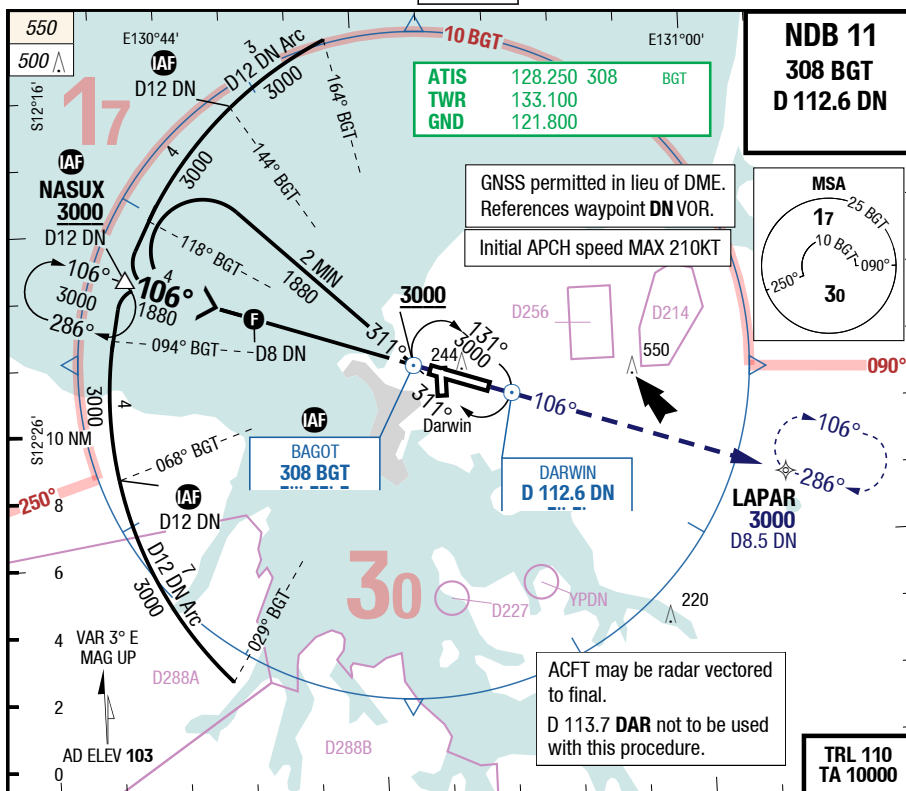
1) Clockwise 290°-180° and within 2.5NM SW of RWY11/29 and 18/36 only. 2) Circling to RWY 11/29 with RWY-lights on stage two or higher only 3) To RWY 18/36 HJ only

Changes: APL, MSA, SUAS

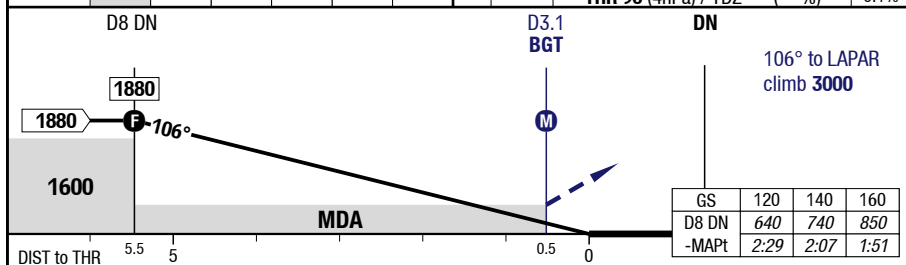
DRW-YPDN

7-100

NDB 11



3.00° D DN		8	7	6	5	4	11	8.3.0°	60 HL
		1880	1570	1250	930	610		3354 G 60	8.3.0°
								THR 96 (4hPa) / TDZ --- (---%)	-0.1%



11		NDB DME DN	NDB			Circling 1) 2) 3)
C	ft - m/km ft	430 - 2.3V 520	470 - 2.6V 560			700 - 4.0V 800
D	ft - m/km ft	430 - 2.3V 520	470 - 2.6V 560			900 - 5.0V 1000

1) Clockwise 290°-180° and within 2.5NM SW of RWY11/29 and 18/36 only. 2) Circling to RWY 11/29 with RWY-lights on stage two or higher only 3) To RWY 18/36 HJ only

Changes: APL, MSA, SUAs