AD ELEV 103

AERODROME CHART - Page 1 DARWIN, NT (YPDN)



Bearings are Magnetic 128.25 126.8 121.8 133.1 Elevations in FEET AMSL 308 316.2 130 52 00Ė :: 130 53 00E :: 130 54 00E LDA FOR LAHSO TO RWS EDGE FROM THR LDA (MTRS) **RWY 29** RWS 18/36 2687 **RWY 36** RWS 11/29 1146 18 C4 | RWY INCURSION HOT SPOTS WESTERN GA NORTHERN AIR TRANSPORT O BGT NDB , roc ∮ ELEV 96 HLS INCURSION 3354 × 45 GROOVED X2 X1 B2 ACFT RINSE HOT SPOT FACILITY **B**1 /<u>}</u>\\₁₃₀ Б1 12 25 00S 00S **ELEV 81** W₁ W1 W3 FRA ELEV 91 36 VOR/ DME 206 /.\ 206 12 26 00S 12 26 00S

Changes: LIT GP, Editorial.



130 54 00E



Scale 1:40,000 METRES 200 400 600 800

130 53 00E

130 52 00E

12 24 53S 130 52 36E

AD ELEV 103 AERODROME CHART - Page 2 24 538 130 52 36E DARWIN, NT (YPDN)

1 DEC 2022

126.25

	AERODROME LIGHTING
RWY	TAXIWAY : GREEN CENTRELINE EXC C4, V2, Y & Z, W OF TWY V ; RGL RL : MAN , SDBY (15 SEC, 1 SEC DURING LOW VIS PROCEDURES)
11 106	PAPI 3.0° 57FT HIRL RCLM
286 29	PAPI 3.0° 59FT HIRL HIAL-CAT 1 RCLM
18 177	NIL
357 36	NIL

NOTES

airservices

APRON CHART

PDNAP01-180

5 SEP 2024 **DARWIN, NT (YPDN)** U 25A 0 25 25 24A 0 24 23A 23 52 54E 52 42E 130 52 24E 30 52 36E 130 52 48E TERMINAL 12 24 30S -21 H21 21A TWR H2 V1 ЗА AIR TRANSPORT APRON 4A 5A 6A 7 7A—8--12 24 36S 10 11A 11 B2 U1 - 12 24 4²S Scale 1:8000 **METRES** BEWARE RWY INCURSION 100 200 E2 RWY 11/29 - 12 24 4[']8S

PARKING	POSITION	INFORMATION

STAND	CO-ORDINA	TES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1		130 52 34.59E	73	A380/A124	JET A1	SAFEGATE
2 3		130 52 36.77E	73	B744	JET A1	SAFEGATE
3		130 52 38.75E	72	B763	JET A1	SAFEGATE
3A		130 52 38.67E	72	E120/SF34	JET A1	
4		130 52 40.48E	72	A321/B738	JET A1	SAFEGATE
4A		130 52 40.25E	72	SF34/E120	JET A1	
5		130 52 42.02E	72	A321/B738	JET A1	SAFEGATE
5A		130 52 41.85E	72	E120	JET A1	
6		130 52 43.41E	72	A320/B738	JET A1	
6A		130 52 43.12E	72	E120	NIL	
7		130 52 44.77E	72	A320/B738	JET A1	
7A		130 52 44.49E	72	E120/SF34	JET A1	
8	12 24 33,79S	130 52 46.00E	72	E190	JET A1	
9 10	12 24 34.24S	130 52 47.35E	72	A320/B738	NIL	
10	12 24 34.70S	130 52 48.69E	72	A320/B738	NIL	
11		130 52 49.96E	71	A320/B738	NIL	
11A		130 52 49.35E	71	A330/B789	NIL	
12		130 52 51.06E	70	A320/B738	NIL	
21		130 52 32.40E	74	A321/B738	JET A1	
21A		130 52 32.15E	74	E120/SF34	JET A1	
22		130 52 31.42E	74	A321/B738	JET A1	
23		130 52 31.12E	73	A321/B738	JET A1	
23A		130 52 26.91E	73	E120/SF34	JET A1	
24		130 52 31.10E	73	A321/B738	JET A1	
24A		130 52 30.55E	73	E120/SF34	JET A1	
25		130 52 31.10E	72	A321/B738	JET A1	
25A		130 52 30.54E	72	E120/SF34	JET A1	
20/1	12 24 24.000	100 02 00.042	12	E 120/01 04	JETAT	
H1	12 24 30.97S	130 52 34.20E	72	S61/S92	NIL	
H2		130 52 34.20E	72	S61/S92	NIL	
H21		130 52 31.58E	74	S61/S92	NIL	
1121	.2 27 20.120	.55 02 01.00L	1-7	301/002	1412	

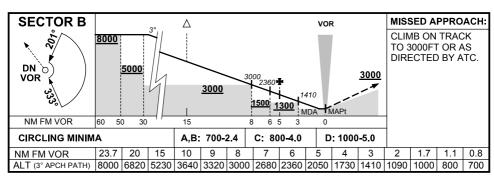
Changes: 3A CAPACITY, Editorial.

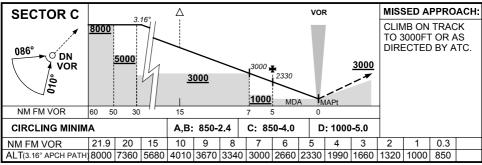


DME or GNSS ARRIVAL PROCEDURES DARWIN, NT (YPDN)

2 MAR 2017

ATIS 128.25 308 316.2 APP-E 125.2 APP-W 134.1 121.8 TWR 133.1 DEP 123.0 Bearings are Magnetic Elevations in FEET AMSL DME USING DN DME REFERENCE WAYPOINT DN VOR DN =:- VOR/DME 112.6 **NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **MISSED APPROACH: CLIMB ON TRACK TO 3000FT OR AS DIRECTED BY ATC.	Z WAR ZOTA	2.11.7.1.2017											
1700 REFERENCE WAYPOINT DN VOR DN =:- VOR/DME 112.6 3000 * NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 SECTOR A VOR MISSED APPROACH: CLIMB ON TRACK TO 3000FT OR AS DIRECTED BY ATC.	128.25 308 316.2						-						
**NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **SECTOR A **NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **SECTOR A **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM AD ELEV 103 **OO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 11/2	1700 REFERENCE WAYPOINT DN VOR												
** NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM **SECTOR A ** NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM **AD ELEV 103 **DOO ** **MISSED APPROACH: **CLIMB ON TRACK TO 3000FT OR AS DIRECTED BY ATC. **DOO ** ** **DOO ** **DOO ** **DOO ** **DOO ** **DOO ** **DOO ** ** **DOO ** **DOO ** **DOO ** **DOO ** **DOO ** ** **DOO ** ** **DOO ** ** **DOO ** ** ** ** ** ** ** ** ** *	R-250° VOR P-090° VOR/DME 112.6												
8000 STOR A STOR STOR STOR STOR STOR STOR STOR STOR	* NO CIRCLING IN SECTOR SW OF RWY 11/29 AND												
3000 CLIMB ON TRACK TO 3000FT OR AS DIRECTED BY ATC.									H:				
1500 1000 MDA MAPt													
NM FM VOR 60 50 30 15 12 7 5 3 0	NM FM VOR	60 5	0 30	15	12	7 :	5 3	0					
CIRCLING MINIMA A,B: 700-2.4 C: 800-4.0 D: 1000-5.0	CIRCLING MINIM	IA		A,E	3: 700-2.4	4 C: 80	0-4.0	D: 100	0-5.0				
NM FM VOR 25 20 15 10 9 8 7 6 5 4 3 2.4 2	NM FM VOR	25	20	15 10	9	8 7	6	5 4	3	2.4	2		
ALT (3° APCH PATH) 8000 6410 4820 3230 2910 2590 2270 1960 1640 1320 1000 800 700	ALT (SO ADOLLDATE)	0000	0440	1000 000	10040 0				1000	000			-



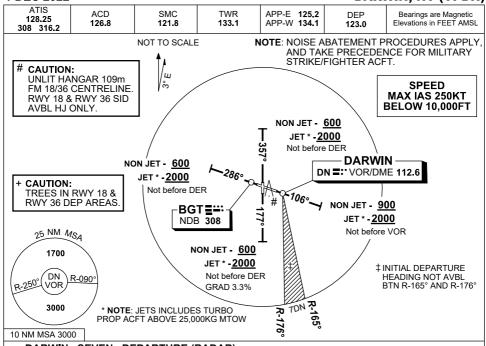


Changes: FROM SUP H159/16.

PDNDG01-150



1 DEC 2022



DARWIN SEVEN DEPARTURE (RADAR)

RWY 11

- Track 106°
- AT or ABV 900ft (2000ft JET ACFT *) but not before VOR, turn to assigned heading or track
- When instructed, contact Approach for Radar Vectors

RWY 18 (HJ ONLY)

TAKEOFF MINIMA REQUIREMENTS CEILING 50ft VIS 1000m

OF AIP ENR 1.5 Para 4.3 WHICHEVER IS GREATER

- Track 177°
- AT or ABV 600ft (2000ft JET ACFT *) but not before DER, turn to assigned heading or track
- When instructed, contact Approach for Radar Vectors

RWY 29

- Track 286°
- AT or ABV 600ft (2000ft JET ACFT *) but not before DER, turn to assigned heading or track
- When instructed, contact Approach for Radar Vectors

RWY 36 (HJ ONLY)

TAKEOFF MINIMA REQUIREMENTS CEILING 50ft VIS 700M

or AIP ENR 1.5 Para 4.3 WHICHEVER IS GREATER

- Track 357°
- AT or ABV 600ft (2000ft JET ACFT*) but not before DER, turn to assigned heading or track
- When instructed, contact Approach for Radar Vectors

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

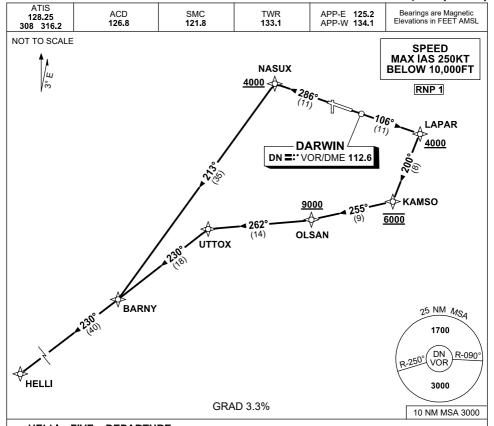
- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

Changes: MAG VAR. PDNDP01-173



STANDARD INSTRUMENT DEPARTURES (SID) HELLI FIVE DEPARTURE (JET) (RNAV) DARWIN, NT (YPDN)

1 DEC 2022



HELLI FIVE DEPARTURE

RWY 11

- Track 106° to LAPAR
 Cross LAPAR AT or ABV 4000ft
- Turn RIGHT, track 200° to KAMSO
 Cross KAMSO AT 6000ft
- Turn RIGHT, track 255° to OLSAN Cross OLSAN AT or ABV 9000ft
- Turn RIGHT, track 262° to UTTOX
- Turn LEFT, track 230° to BARNY
- Track 230° to HELLI

RWY 29

- Track 286° to NASUX
 Cross NASUX AT or ABV 4000ft
- Turn LEFT, track 213° to BARNY
- Turn RIGHT, track 230° to HELLI

Changes: MAG VAR. PDNDP03-173



1 DEC 2022

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE					SPEED MAX IAS 250KT BELOW 10,000FT
JULIE /	(5)	RUPU	WUDC	PF	
	_	- <u>L150</u>	267°	286° (10) 8	TURGO
25 NM M	IS _A	NASUX	286° (11)	1060	4 356° (9)
R-250° (DN VOR)	R-090°		ARWIN OR/DME 112.6	/ (11)	4000 LAPAR
10 NM MSA 300	00	GRA	D 3.3%		

JULIE FIVE DEPARTURE

RWY 11

- Track 106° to LAPAR
 Cross LAPAR AT or ABV 4000ft
- Turn LEFT, track 356° to MENOB
- Turn LEFT, track 315° to TURGO
 Cross TURGO AT or BLW 8000ft
- Turn LEFT, track 286° to WUDOF
- Turn LEFT track 267° to ARUPU
 Cross ARUPU AT or ABV FL150
- Track 267° to SADAR
- Turn RIGHT, track 295° to JULIE

RWY 29

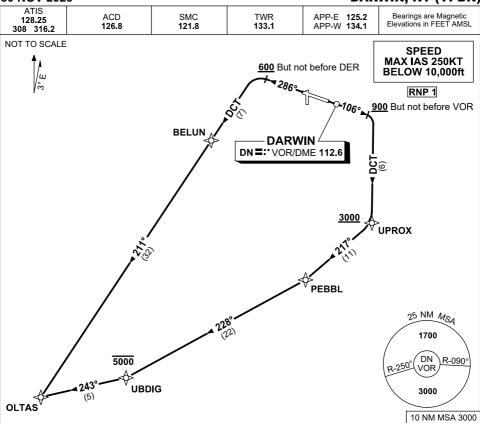
- Track 286° to NASUX
 Cross NASUX AT or ABV 4000ft
- Turn RIGHT, track 303° SADAR
- Turn LEFT, track 295° to JULIE

Changes: MAG VAR. PDNDP04-173



STANDARD INSTRUMENT DEPARTURES (SID) **OLTAS ONE DEPARTURE (NON-JET) (RNAV** DARWIN, NT (YPDN)

30 NOV 2023



OLTAS ONE **DEPARTURE**

RWY 11

GRAD 8.8% to 3000ft, THENCE 3.3%

- Track 106°
- AT or ABV 900ft, but not before VOR turn RIGHT, track DCT to UPROX
- Cross UPROX AT or ABV 3000ft • Turn RIGHT, track 217° to PEBBL
- Turn RIGHT track 228° to UBDIG
- Cross UBDIG AT or BLW 5000ft
- Turn RIGHT, track 243° to OLTAS

RWY 29

GRAD 3.3% (GRAD 7% to 3000ft)

- Track 286°
- AT or ABV 600ft, but not before DER, turn LEFT, track DCT to BELUN
 • Track 211° to OLTAS

Changes: OLTAS REPLACES BIRDY, CHART TITLE, Editorial.



1 DEC 2022

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE		<u>600</u> But not before	DER		SPEED MAX IAS 250KT BELOW 10,000FT
е Мш	NO -	10	6° <u>900</u> But not be	efore VOR	RNP 1
BELU		ARWIN / VOR/DME 112.6	ONALI		
	MIGIP 3000		\ ⊚ £ ,		
	73.	5000 MUNI	_	OTGAX	
	U	WONI	3000	_∑ ্ক otgax ূহ্	
25 NM M	¹ S₄		7330 (43)00		
1700	R-090°		**************************************		,
R-250° (DN)				~	LAKUP

LAKUP FIVE DEPARTURE

RWY 11

10 NM MSA 3000

GRAD 3.3%

- Track 106°
- AT or ABV 900ft, but not before VOR turn RIGHT, track DCT to ONALI
- Track 146° to OTGAX
 <u>Cross</u> OTGAX AT 3000ft
- Track 143° to LAKUP

RWY 29

GRAD 3.3% (GRAD 7% to 3000ft)

- Track 286°
- AT or ABV 600ft, but not before DER turn LEFT, track DCT° to BELUN
- Turn LEFT, track 139° to MIGIP Cross MIGIP AT or ABV 3000ft
- Turn LEFT, track 133° to OMUNI Cross OMUNI AT or BLW 5000ft
- Track 133° to LAKUP

Changes: MAG VAR. PDNDP06-173



30 NOV 2023

30 NOV 2023				DAF	RWIN, NT (YPDN)
ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE	ост	1			SPEED MAX IAS 250KT BELOW 10,000ft RNP 1
		VATPO (25)			
		RIPMI (0) (0) (0) (1) (4000	WUDOF 2866 (10)	*TURGO	⊳ MENOB
25 NM MSA 1700 DN R-0 VOR		ASUX 4-000 28	360		
3000 10 NM MSA 3000		DARWIN — N =: VOR/DME 1		106° 41 (11) LAPAR	<u>000</u>

OCTOB EIGHT DEPARTURE

RWY 11

- Track 106° to LAPAR Cross LAPAR AT or ABV 4000ft
- Turn LEFT, track 356° to MENOB • Turn LEFT, track 315° to TURGO
- Cross TURGO AT or BLW 8000ft • Turn LEFT, track 286° to WUDOF
- Turn RIGHT, track 340° to VATPO
- Track 340° to OCTOB

RWY 29

- Track 286° to NASUX Cross NASUX AT or ABV 4000ft
- Turn RIGHT, track 001° to RIPMI Cross RIPMI AT or BLW FL120
- Track 001° to VATPO
- Turn LEFT track 340° to OCTOB

Changes: RIPMI REPLACES PORKY, VATPO REPLACES TUMBL, VALIDITY NUMBER, Editorial.





13 JUN 2024

13 JUN 2024				DAR	WIN, NI	(TPDN
ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings ar Elevations in	e Magnetic FEET AMSL
NOT TO SCALE					SPE MAX IAS BELOW 1	250KT 10,000ft
UBGUX 070° (4) (4) (4) (4) (4) (4) (4) (4) (4) (4)	₹286 ° (9)	FL140 77	AKNUD -L180 0 0 0 0 0 0 0 0 0 0 0 0	··	SNICK	1 RUPEG
R-250° VOR R-0 3000	90°	G	RAD 3.3%			
RUPEG TWO	DEPARTUR	F				
RWY 11 • Track 106° to <u>Cross</u> LAP • Turn LEFT, t		000ft ICK	Cross N Turn RIG Turn RIG Turn RIG Cross L Turn RIG Cross E Turn RIG	6° to NASUX NASUX AT or AN HT, track 001° t HT, track 070° t EMUX AT or BN HT, track 106° t BAXIB AT or AB HT, track 111° t	o UBGUX o LEMUX LW FL120 o BAXIB V FL140	

Changes: VALIDITY NR, AKNUD WPT, CROSSING ALTITUDE, GRAD.



Cross AKNUD AT or ABV FL180 (RQ GRAD TO AKNUD: 5.3%)
• Track 111° to SNICK
• Turn LEFT, track 104° to RUPEG

1 DEC 2022 ATIS

128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE					SPEED MAX IAS 250KT
ς ψ					RNP 1
	<u>600</u> But no	ot before DER			
	<u>ر</u> خ.	106. 200	But not before VO	R	
	DARW	/IN	<u> </u>		
BELUN	DN =: VOR/D		ONALI		
MIGIP	3000		(0)	AGSO	
	720° 5000		3000 ° >		11 ONLY
	LEGUL	-103°	_079°	4) (4)	000 RUSKA
		otg.⁄	(5) TEGIT	TITSA VABI	-I (44)
25 NM M	¹⁸ / ₄				
1700	2 000				
R-250° DN F	R-090°				
3000					

RUSKA SIX DEPARTURE

RWY 11

10 NM MSA 3000

GRAD 3.3%

- Track 106°
- AT or ABV 900ft, but not before VOR turn RIGHT, track DCT to ONALI
- Turn LEFT, track 108° to PAGSO <u>Cross</u> PAGSO AT 3000ft
- Track 108° to VABLI
 Cross VABLI AT or BLW 6000ft

Turn LEFT, track 097° to RUSKA

RWY 29

GRAD 3.3% (GRAD 7% to 3000ft)

- Track 286°
- AT or ABV 600ft, but not before DER turn LEFT, track DCT to BELUN
- Turn LEFT, track 139° to MIGIP <u>Cross</u> MIGIP AT or ABV 3000ft
- Turn LEFT, track 120° to LEGUL
 Cross LEGUL AT or BLW 5000ft
- Turn LEFT, track 103° to OTGAX
- Turn LEFT, track 079° to TEGIT
 Cross TEGIT AT or ABV 9000ft
- Turn RIGHT, track 086° to ITTSA
- Turn RIGHT, track 097° to VABLI
- Track 097° to RUSKA

Changes: MAG VAR. PDNDP09-173



13 JUN 2024

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E APP-W		Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE						SPEED MAX IAS 250KT
3°E						BELOW 10,000FT
\mathcal{m}						RNP 1
BELUN Sign	600 But not bef 286° DARWIN DN ■: VOR/DME	106° DC 1 3	8000 8000 before VOR	060° / O60° / O6	-088° ► (34) FI	VANDI
MIGIP	7 ₁₉ , 5000	900	060	3AIVI		25 NM MSA
	LEGUL ^V (70)	OTGAX	GIT			1700 R.250° DN R-090° VOR 3000
						10 NM MSA 3000

VANDI SEVEN DEPARTURE

RWY 11

GRAD 3.3%

- Track 106°
- AT or ABV 1500ft, but not before VOR turn LEFT, track DCT to PAMGA Cross PAMGA AT 3000ft
- Track 065° to BAXIB
- Cross BAXIB AT or BLW 8000ft
 Turn RIGHT, track 088° to VANDI

RWY 29

GRAD 3.3% (GRAD 7% to 3000ft)

- Track 286°
- AT or ABV 600ft, but not before DER, turn LEFT track DCT to BELUN
- Turn LEFT, track 139° to MIGIP Cross MIGIP AT or ABV 3000ft
- Turn LEFT, track 119° to LEGUL
 Cross LEGUL AT or BLW 5000ft
- Turn LEFT, track 103° to OTGAX
- Turn LEFT, track 079° to TEGIT
 Cross TEGIT AT or ABV 9000ft
- Turn LEFT, track 060° to DUGAM Cross DUGAM AT or ABV FL140
- Track 060° to AGIGA
 Cross AGIGA AT or BLW FL170

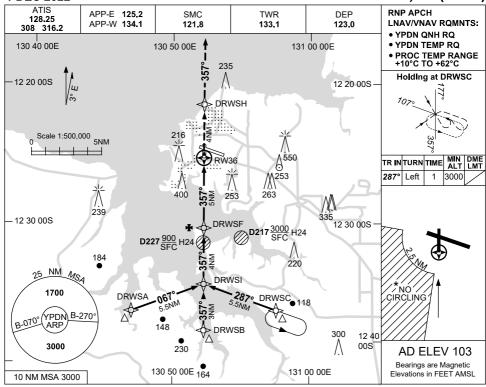
• Turn RIGHT, track 072° to VANDI

Changes: VALIDITY NR, AGIGA WPT.



1 DEC 2022

DARWIN, NT (YPDN)



NM TO NEXT	WPT	RW36	0.9	1.2	2	3	4	DRWSF	1	2	3	DRWSI		
ALT (3° APCH	PATH)		420	520	780	1100		1730	2050	2370	2690			
MISSED APP TRACK DCT TO I THENCE 357°. CLIMB TO 3000F	DRWSH,		MAHF DRWSH	ı	MAF RW3		•	FAF DRWSF		IF DRW	/SI	IAF		
	TCH 50	-3 _{57°} -					₄ 357	1730	35 ⁷	330	300	<u>O</u>	3000 RWSA(1 RWSB(1 RWSC(1	2.0NM)
	THR 36	ELEV 9	01		MAPt .		MI		1500					
NM TO RW36			4		0			5		9				

NOTES

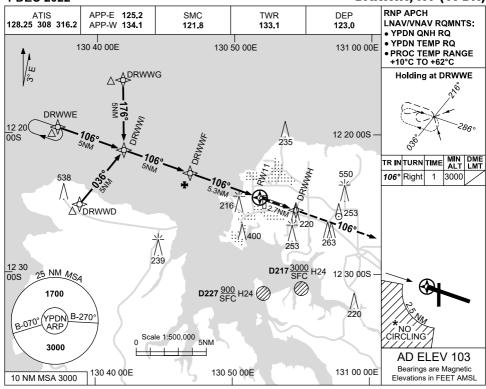
CATEGORY	Α	В	С	D	* 1. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND
LNAV/VNAV		420 (329-1.8)		RWY 18/36 BEYOND 2.5NM. CAUTION: GAS PLUME
LNAV		520 (429-2.4)	NOT	APPROACHING FAF.
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	APPLICABLE	
ALTERNATE	(1097	-4.4)	(1197-6.0)		

Changes: MAG VAR. PDNGN01-173



1 DEC 2022

DARWIN, NT (YPDN)



NM TO NEXT WPT	3.7	3	2	1	DRWWF	4	3	2	1.2	0.9	RW11		
ALT (3° APCH PATH)	3000	2780	2460	2140	1820	1420	1100	780	520	430			
IAF		IF DRWW	/I		FAF DRWWI	F			APt W11	MAH DRW	IF 0.		RWWH, CK 106°.
3000 A 300 DRWWD DRWWE DRWWG	<u>00</u>		3°	106° ►	182						_ 106° -	. —	
			-	<u>1600</u>		-106°	MDA	<u>~</u>	MAPt		TCH	50FT 11 ELE	V 96
NM TO 15.3 RW11		10.3			5.3				Ö	2.7	,		·

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NOTES

CATEGORY	Α	В	С	D	1. MAX INITIA
LNAV/VNAV		430	(334-1.9)		* 2. NO CI
LNAV		520	(417-2.3)		SW O RWY
CIRCLING *	700 (5	597-2.4)	800 (697-4.0)	1000 (897-5.0)	
ALTERNATE	(1097	7-4.4)	(1197-6.0)	(1397-7.0)	1

Changes: CHART TITLE, PBN SPECIFICATION BOX.

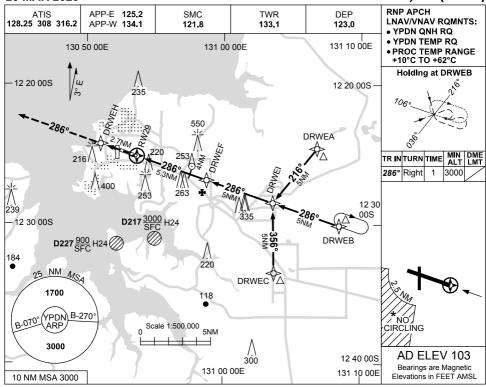
1. MAX IAS: INITIAL: 210KT. 52. NO CIRCLING IN SECTOR

2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.



23 MAR 2023

DARWIN, NT (YPDN)



NM TO NEXT W	PT	RW29	1.0	1.3	2	3	4	DRWEF	1	2	3	3.7		
ALT (3° APCH PAT	ГН)		460	530	770	1090	1400	1810	2130	2450	2760	3000		
MISSED APPRO TRACK DCT TO DRW THEN TRACK 286°. CLIMB TO 3000FT.	EH, M	AHF	MAPt				FAF			IF.			IAF	
GEIIII 10 00001 11	DR	WEH	RW29)		Di	RWEF	~ 0 ~	3°	RWEI	20	00		<u>000</u>
	6° _				14	181 00.	0	286° -			<u>30</u>	<u>00</u>	DF	RWEA RWEB RWEC
TCH 50FT			1APt		28 MDA	130	<u>o</u>	<u>1600</u>						
THR 29 ELE				<u>. </u>	WIDA		5.2			10.0			45.0	
NM TO RW29	2	2.7	Ò			4	5.3			10.3			15.3	

NOTES

CATEGORY	Α	В	С	D
LNAV/VNAV		460	(379-1.2)	
LNAV		530	(449-1.6)	
CIRCLING *	700 (5	597-2.4)	800 (697-4.0)	1000 (897-5.0)
ALTERNATE	(1097	7-4.4)	(1197-6.0)	(1397-7.0)

1. MAX IAS: INITIAL : 210KT. *2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND

RWY 18/36 BEYOND 2.5NM.

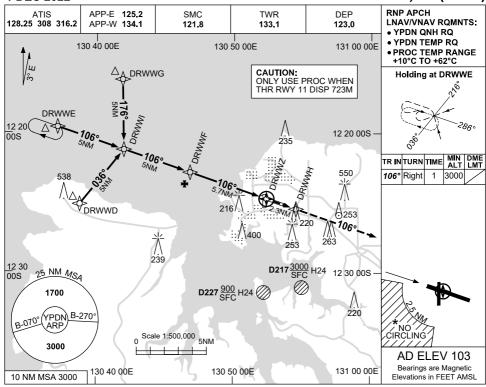
Changes: VIS MINIMA.

PDNGN03-174



1 DEC 2022

DARWIN, NT (YPDN)



NM TO NEXT WPT	3.3	3	2	1	DRWWF	5	4	3	2	1.2	0.9	DRWWZ	
ALT (3° APCH PATH)	3000	2900	2590	2270	1950	1740	1420	1100	780	520	430		
IAF		IF DRWW	VI		FAF DRWWI	=			APt WWZ	MAH DRW	TRAC	D APPRO K DCT TO D THEN TRAC CLIMB TO	RWWH, CK 106°.
3000 A DRWWD DRWWE DRWWG	<u>00</u>			106° 🛌	195						106	·	
			-	<u>1600</u>		10 _{6°} MDA	_		MAPt		T	CH 50FT THR 11 EL	EV 97
NM TO 15.7 DRWWZ		10.7			5.7				Ö	2.3	3		

NOTES

CATEGORY	Α	В	С	D] 1.
LNAV/VNAV		430	(333-1.9)		* 2.
LNAV		520	(417-2.3)		
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)	
ALTERNATE	(1097	'-4.4)	(1197-6.0)	(1397-7.0)	

IAX IAS: IITIAL : 210KT. O CIRCLING IN SECTOR W OF RWY 11/29 AND WY 18/36 BEYOND 2.5NM.

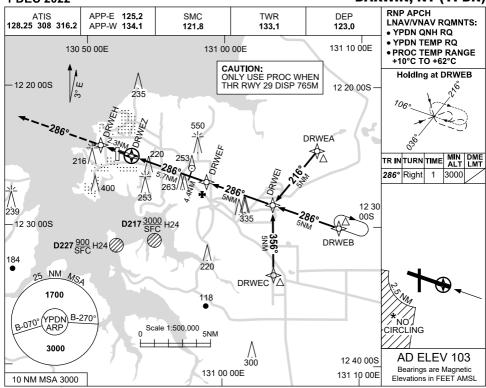
Changes: MAG VAR.

PDNGN10-173



1 DEC 2022

DARWIN, NT (YPDN)



NM TO NEXT WPT	DRWEZ	1.0	1.2	2	3	1.1	5	DRWEF	-1	2	3	3.3	
	DKWEZ	-			-	4.4	-						
ALT (3° APCH PATH)		460	530	780	1100	1540	1730	1950	2270	2590	2900	3000	
MISSED APPROAC	H:												
TRACK DCT TO DRWEH,													
THEN TRACK 286°.	MAHF	MAPt				FAF			IF			IAF	
CLIMB TO 3000FT.	RWEH	DRWE	Z		DI	RWEF		D	RWEI				
	- 1					1			1				
								3°	<u> </u>			—∧ 3	8000
							2986	0		<u>30</u>	<u>00</u>	TDF	RWEA
→ -286°					195	0 <u>1</u>							RWEB
~06°	~ <u>i</u> _			15	40	-	160	٥	- 1			DF	RWEC
TCH 50FT		_		128	130		100	<u> </u>					
	M	IAPt -		MDA	130	<u> </u>							
DTHR 29 ELEV 9	0		~		`								
NM TO DRWEZ	2.3	Ó			4.4	5.7			10.7			15.7	

NOTES

CATEGORY	Α	В	С	D
LNAV/VNAV		460	(370-2.1)	
LNAV		530	(440-2.5)	
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)
ALTERNATE	(1097	7-4.4)	(1197-6.0)	(1397-7.0)

1. MAX IAS: INITIAL : 210KT. *2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND

SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

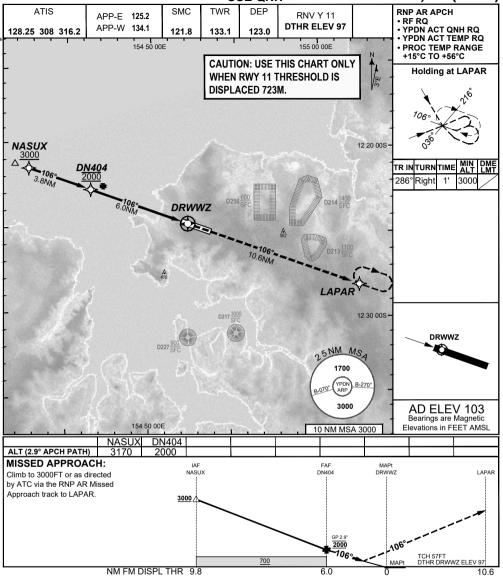
Changes: MAG VAR.

PDNGN11-173



FOR CASA APPROVED OPERATORS ONLY USE QNH

RNP Y RWY 11 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 498 (401 - 2.3)	DA(H) 498 (401 - 2.3)
	١.,,			
CIRCLING	N/	A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE	1			

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NOTES

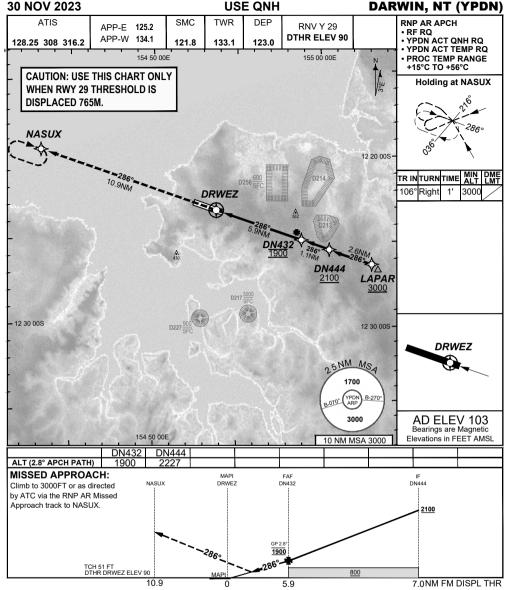
- 1. PAPI not coincident with VPA.
- 2. RNP 0.3 RQ FROM NASUX TO DN404.
- 3. MIN MAP GRAD 4.2% TO 3000FT per ATC.

Changes: EDITORIAL PDNGN12-177

30 NOV 2023

FOR CASA APPROVED **OPERATORS ONLY USE QNH**

RNP Y RWY 29 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 495 (405 - 2.4) 1.5 HIALS	DA(H) 495 (405 - 2.4) 1.5 HIALS
	١			
CIRCLING] N	/A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

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Changes: EDITORIAL

NOTES

1. PAPI not coincident with VPA.

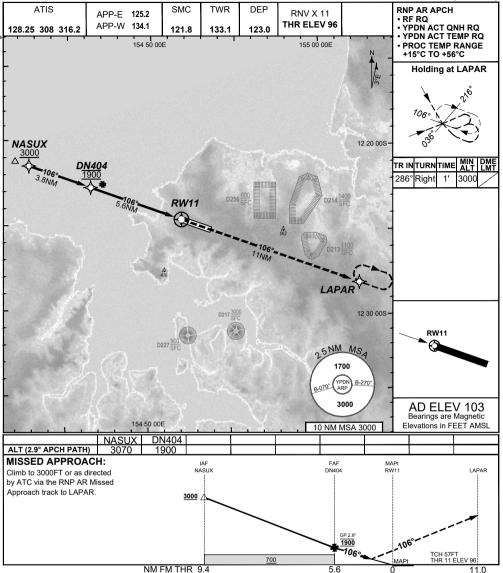
2. RNP 0.3 RQ FROM LAPAR TO DN432.

3. MIN MAP GRAD 4.1% TO 3000FT per ATC.

PDNGN13-177

FOR CASA APPROVED **OPERATORS ONLY** USE ONH

RNP X RWY 11 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 487 (391 - 2.2)	DA(H) 487 (391 - 2.2)
RNP (0.15)	l		DA(H) 436 (340 - 1.9)	DA(H) 436 (340 - 1.9)
CIRCLING	N/	A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE	1			

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1. PAPI not coincident with VPA

NOTES 2. RNP 0.3 RQ FROM NASUX TO DN404.

3. MIN MAP GRAD 4.2% TO 3000FT per ATC.

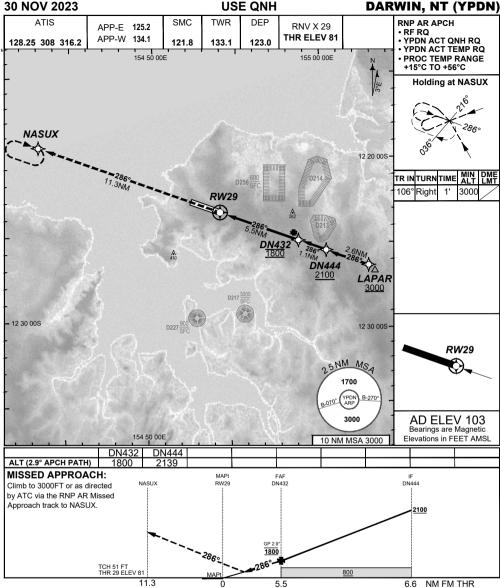
Changes: EDITORIAL

30 NOV 2023

PDNGN14-177

FOR CASA APPROVED OPERATORS ONLY USE QNH

RNP X RWY 29 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 500 (419 - 2.4) 1.5 HIALS	DA(H) 500 (419 - 2.4) 1.5 HIALS
RNP (0.15)	l		DA(H) 444 (363 - 2.1) 1.2 HIALS	DA(H) 444 (363 - 2.1) 1.2 HIALS
CIRCLING	N.	/A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

NOTES

PAPI not coincident with VPA.
 RNP 0.3 RQ FROM LAPAR TO DN432.

3. MIN MAP GRAD 4.1% TO 3000FT per ATC.

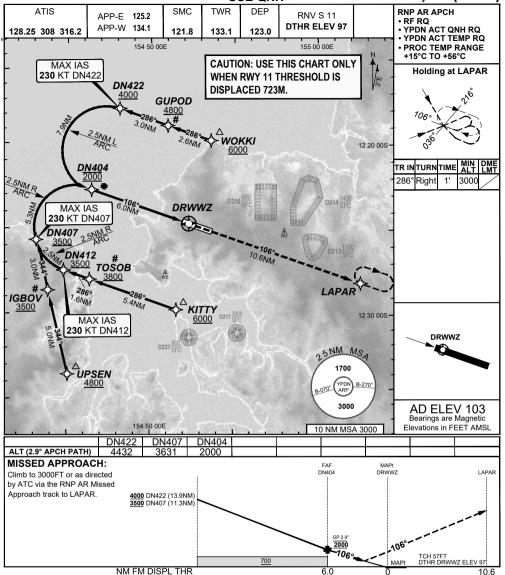
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Changes: EDITORIAL

PDNGN15-177

FOR CASA APPROVED **OPERATORS ONLY** USE ONH

RNP S RWY 11 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 498 (401 - 2.3)	DA(H) 498 (401 - 2.3)
	l	.		
CIRCLING	N/	Α	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

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NOTES

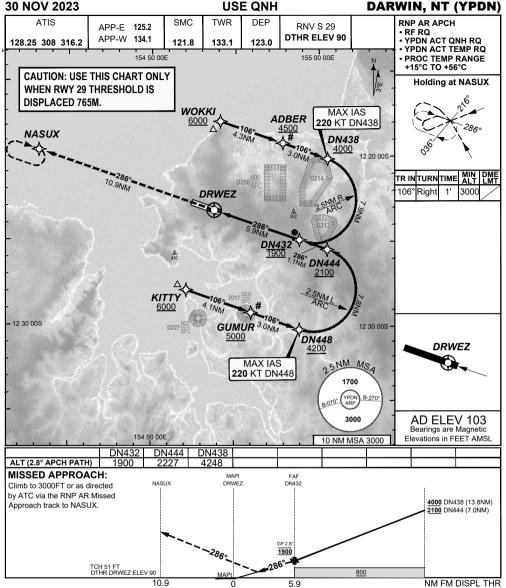
- 1. PAPI not coincident with VPA.
- 2. RNP 0.3 RQ FROM WOKKI TO DN404.
- 3. RNP 0.3 RQ FROM UPSEN TO DN404.
- 4. RNP 0.3 RQ FROM KITTY TO DN404.
- 5. MIN MAP GRAD 4.2% TO 3000FT per ATC. 6#. Latest Intercept Point (LIP)

Changes: EDITORIAL

30 NOV 2023

FOR CASA APPROVED **OPERATORS ONLY USE QNH**

RNP S RWY 29 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 495 (405 - 2.4) 1.5 HIALS	DA(H) 495 (405 - 2.4) 1.5 HIALS
	١			
CIRCLING	N.	A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

Changes: EDITORIAL

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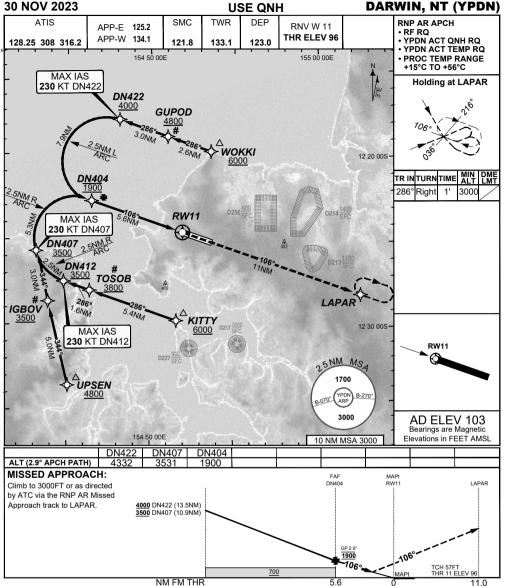
NOTES

- 1. PAPI not coincident with VPA.
- 2. RNP 0.3 RQ FROM WOKKI TO DN432.
- 3. RNP 0.3 RQ FROM KITTY TO DN432.
- 4. MIN MAP GRAD 4.1% TO 3000FT per ATC.
- 5#. Latest Intercept Point (LIP)

PDNGN17-177

FOR CASA APPROVED **OPERATORS ONLY** USE ONH

RNP W RWY 11 (AR) DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 487 (391 - 2.2)	DA(H) 487 (391 - 2.2)
RNP (0.15)	l		DA(H) 436 (340 - 1.9)	DA(H) 436 (340 - 1.9)
CIRCLING	N/	A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE	1			

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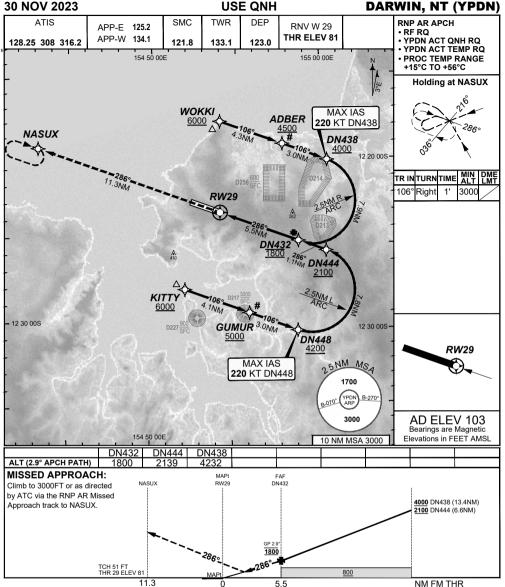
NOTES

- 1. PAPI not coincident with VPA.
- 2. RNP 0.3 RQ FROM WOKKI TO DN404.
- 3. RNP 0.3 RQ FROM UPSEN TO DN404.
- 4. RNP 0.3 RQ FROM KITTY TO DN404.
- 5. MIN MAP GRAD 4.2% TO 3000FT per ATC. 6#. Latest Intercept Point (LIP)

Changes: EDITORIAL

FOR CASA APPROVED **OPERATORS ONLY**

RNP W RWY 29 (AR) **USE QNH** DARWIN, NT (YPDN)



CATEGORY	Α	В	С	D
RNP (0.30)			DA(H) 500 (419 - 2.4) 1.5 HIALS	DA(H) 500 (419 - 2.4) 1.5 HIALS
RNP (0.15)	١		DA(H) 444 (363 - 2.1) 1.2 HIALS	DA(H) 444 (363 - 2.1) 1.2 HIALS
CIRCLING	N.	A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

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Changes: EDITORIAL

NOTES

1. PAPI not coincident with VPA.

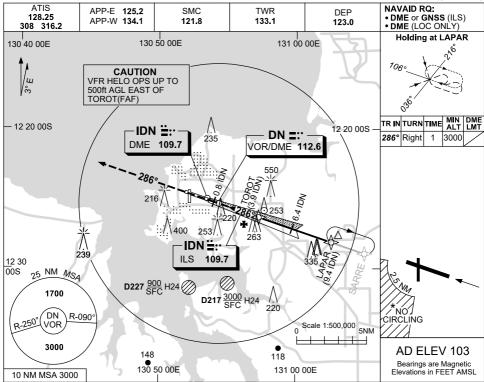
2. RNP 0.3 RQ FROM WOKKI TO DN432.

3. RNP 0.3 RQ FROM KITTY TO DN432.

4. MIN MAP GRAD 4.1% TO 3000FT per ATC. 5#. Latest Intercept Point (LIP)

PDNGN19-177

DARWIN, NT (YPDN)



NM TO IDN DME	1.4	2	3	3.9	5	6	6.4	7	8	9	9.2	
ALT (3° APCH PATH)	520	720	1040	1330	1680	2000	2120	2310	2630	2950	3000	
MISSED APPROACH: TRACK 286°, CLIMB TO 3000ft OR AS DIRECTED BY ATC.				IDN DME	Т	OROT		 LAF	\ YAR			
						21	20_1	GP 3°		<u>3000</u>		
	RDH 5	~ ~ 2	86°~~	MAP (LOC		0 2	36° 15 00 (LC	00 DC)				
	THR 2	9 ELEV	81			(LC	(C)					
NM TO IDN DME				0 0.8		3.9	6.4	9.	4			
NM TO THR 29				0.2 0.6		3.7	6.2	9	.2			

NOTES

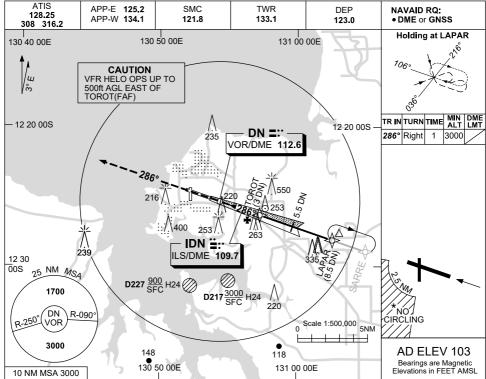
					ACFT MAY BE RADAR VECTORED TO FNA.				
CATEGORY	Α	В	С	* 2. SPECIAL ALTN MNM					
S-I ILS		800/4 KM. 3. DME 71X(112.4) NOT							
S-I LOC		520 (439-1.6)							
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)	* 4. NO CIRCLING IN SECTOR				
ALTERNATE *	(1097	'-4.4)	(1197-6.0)	(1397-7.0)	SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM				

Changes: NOTE 3, Editorial.





DARWIN, NT (YPDN)



NM TO DN DME	0.5	1	2	3	4	5	5.5	6	7	8	8.2		
ALT (3° APCH PATH)	520	690	1010	1330	1650	1970	2120	2280	2600	2920	3000		
	GNSS Referer				M⊨ ν	DN OR/ DME	TORO	т	L	 ∆ .APAR			
								2120_	GP:	3°	— <u>300</u>	<u>o</u>	
	RDH	57FT	*-	286°.	N (L	IAPt 1		286° † 1200 LOC)	1500 (LOC)				
	THR	29 ELE	V 81					LUC)					
NM TO DN DME						0	3	5.5	5	8.5			
NM TO THR 29						0.7	3.7	6.2	2	9.2			
											NOT	ES	

					1. AC					
CATEGORY	Α	В	С	D	‡ 2. SP					
S-I ILS	290 (209) 0.8									
S-I LOC		520 (439-1.6)								
CIRCLING *	700 (5	97-2 4)	800 (697-4 0)	1000 (897-5.0)	* 4 NC					

ALTERNATE \$ (1197-6.0)(1097-4.4)(1397-7.0)

CFT MAY BE RADAR ECTORED TO FNA. PECIAL ALTN MNM 00/4 KM. ME 71X(112.4) NOT O BE USED WITH

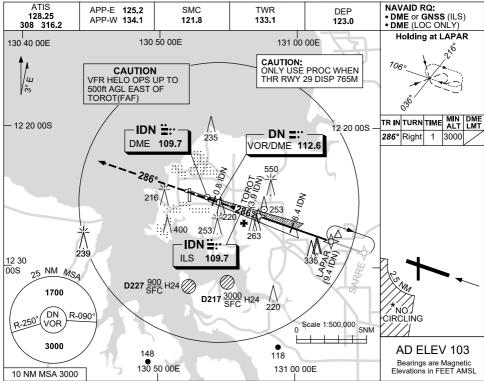
IIS PROCEDURE. O CIRCLING IN SECTOR

SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM. PDNII02-180

Changes: NOTE 3, Editorial.



DARWIN, NT (YPDN)



NM TO IDN DME	1	2	3	3.9	5	6	6.4	7	8	8.7		
ALT (3° APCH PATH)	520	850	1170	1460	1810	2130	2250	2440	2760	3000		
MISSED APPROACH: TRACK 286°, CLIMB TO 3000ft OR AS DIRECTED BY ATC.	•	•		IDN DME	T	OROT			\ PAR		•	
						22	250	GP 3°		<u>3000</u>		
	•	2	86°~~	MAP (LOC	t 1466		36° 15	00 DC)				
DTH	R 29 EL	EV 90		7		(LO	()					
NM TO IDN DME				0 0.8		3.9	6.4	9.	4			
NM TO DTHR 29				0.2 1		4.1	6.6	9	.6			

NOTES

					VECTORED TO FNA.				
CATEGORY	Α	В	С	D	2. SPECIAL ALTN MNM				
S-I LOC		520 (4	800/4 KM. 3. DME 71X(112.4) NOT						
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)	*4. NO CIRCLING IN SECTOR				
ALTERNATE *	(1097	'-4.4)	(1197-6.0)	(1397-7.0)	SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NN				

Changes: NOTE 3, Editorial.

PDNII04-178



NOISE ABATEMENT PROCEDURES

DARWIN

1 PREFERRED RUNWAYS

1.1 LANDING Runway 11 for arrival tracks within the sector 200°

through NORTH to 020°.

Runway 29 for arrival tracks within the sector 021°

through SOUTH to 199°.

1.2 TAKE-OFF Runway 11 for departure tracks within the sector 021° through

SOUTH to 199°.

Runway 29 for departure tracks within the sector 200° through

NORTH to 020°.

2 PREFERRED FLIGHT PATHS

2.1 ARRIVING AIRCRAFT

2.1.1 Preferred runway requirements apply.

2.1.2 Arriving aircraft at night:

All JET and TURBOPROP aircraft above 25,000KG arriving from the WEST to land RWY 29, or arriving from the EAST to land RWY 11 can expect radar vectoring NORTH of built up areas or SOUTH over water, HN.

2.1.3 Military Strike/Fighter Aircraft

In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000FT AMSL, proceed for further straight-in approach. If fuel limited, make circuit SOUTH of Runway 11/29.

2.2 DEPARTING AIRCRAFT

2.2.1 All Runways:

IFR category aircraft can expect to be instructed by ATC to track via Standard Instrument Departure (SID).

- 2.2.2 Unless cleared via SID, all JET and TURBOPROP aircraft above 25,000KG are to maintain runway heading until 2000FT AMSL and:
 - (a) 2DME(GPS)/3TAC off RWY 11 between 2030 and 1230 UTC
 - (b) 7DME(GPS)/8TAC off RWY 11 between 1230 and 2030 UTC
 - (c) 5DME(GPS)/3TAC off RWY 29



2.2.3 Military Strike/Fighter Aircraft:

NOTE: These procedures are additional to and take precedence over the requirements contained in Darwin SID "DARWIN.....DEPARTURE - ALL RUNWAYS".

Rolling take-offs are preferred. Aircraft are to minimise use of afterburner. VTOL OPS not permitted.

RWY 11:

High Level Sorties shall maintain runway heading until above 5000FT AMSL, then turn.

Low Level Sorties (below 5000FT) if approved by RAAF Darwin ABCP due to operational requirements shall maintain runway heading until LAPAR/10TAC/9DME (GNSS), then turn and remain outside 10TAC/9DME(GNSS) to intercept outbound track.

RWY 29:

Aircraft shall maintain runway heading until above 2000FT AMSL and established over water, then turn.

3 - TRAINING

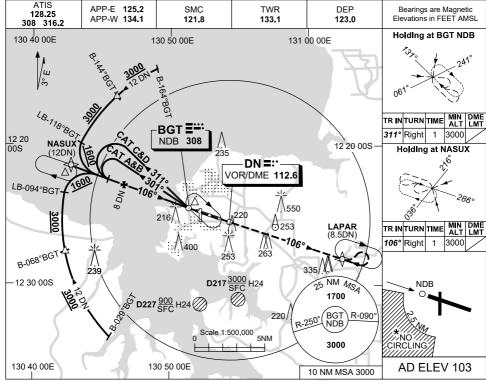
See AIP/ERSA.

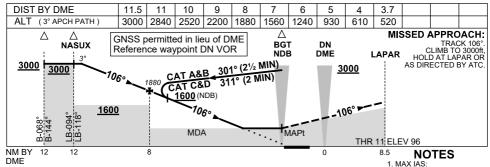
4 - NOTE:

Australian registered jet propelled aircraft that are noise certified as per ICAO Annex 16 may conduct operations using Runway 18/36.



DARWIN, NT (YPDN) Bearings are Magnetic





INITIAL : 210KT.

2. ACFT MAY BE RADAR VECTORED TO FINAL.

CATEGORY	Α	В	С	D	3.	DME 7			
S-I NDB		560 (4	57-2.6)]	THIS F SPEC 800/4			
S-I NDB/DME	520 (417-2.3)								
CIRCLING *	700 (597-2.4)	800 (697-4.0)	1000 (897-5.0)	‡ 5.	NO CI			
ALTERNATE *	(1097	7-4.4)	(1197-6.0)	(1397-7.0)		SW O			

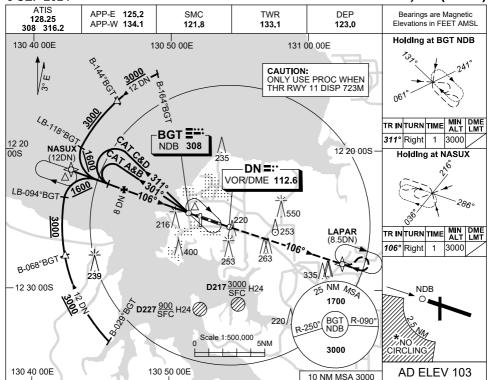
B. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE. B. SPECIAL ALTN MNM

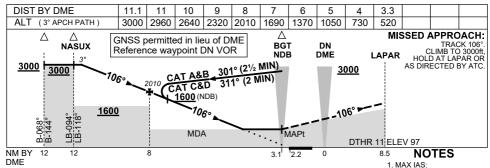
5. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

Changes: NOTE 3, Editorial.

PDNNB01-180







INITIAL: 210KT.

2. ACFT MAY BE RADAR VECTORED TO FINAL.

CATEGORY	Α	В	С	D	3. DME 71X(112.4) NOT TO BE USED WITH				
S-I NDB		560 (457-2.6)							
S-I NDB/DME		520 (417-2.3)							
CIRCLING *	700 (597-2.4)	800 (697-4.0)	1000 (897-5.0)	\$5. NO CIRCLING IN SEC				
ALTERNATE *	(1097	7-4.4)	(1197-6.0)	(1397-7.0)	SW OF RWY 11/29 AN RWY 18/36 BEYOND 2				

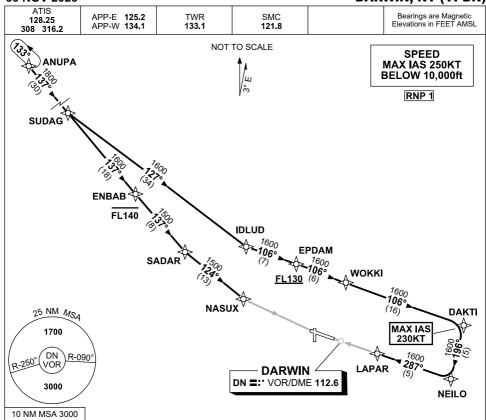
CLING IN SECTOR RWY 11/29 AND /36 BEYOND 2.5NM.

Changes: NOTE 3, Editorial.

PDNNB03-180



30 NOV 2023



ARRIVAL: ANUPA ONE X-RAY

RWY 11:

- From ANUPA track 137° to SUDAG
- Track 137° to ENBAB Cross ENBAB AT or BLW FL140
- Track 137° to SADAR
- Turn LEFT, track 124° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11 approach

RWY 29:

- From ANUPA track 137° to SUDAG
- Turn LEFT, track 127° to IDLUD
- Turn LEFT, track 106° to EPDAM Cross EPDAM AT or ABV FL130
- Track 106° to WOKKI
- Track 106° to DAKTI MAX IAS 230KT from DAKTI
- Turn RIGHT, track 196° to NEILO
- Turn RIGHT, track 287° to LAPAR for RNP X (AR) or RNP Y (AR) RWY 29 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: ANUPA REPLACES DONYA, CHART TITLE, Editorial.



13 JUN 2024

308 316.2 APP-W 134.1 133.1 121.8 Elevations in FEET AMS NOT TO SCALE SPEED MAX IAS 250KT BELOW 10,000ft RNP 1 ELGUM 9000 860 (75) KOOLI 9000 1600 273° (38) 1600 1600 GATO	128.25 APP-E 125.2 TWR SMC Elevations in FEET AMSL NOT TO SCALE MAX IAS 230KT ELGUM POR 100 100 100 100 100 100 100 100 100 10	13 0011 2024				DARWIN, IVI (II DIV
ELGUM MAX IAS 250KT BELOW 10,000ft	SPEED MAX IAS 250KT BELOW 10,000ft RNP 1 RNP 1 RNP 1 LAPAR 1600 286° KOOLI 300 1600 1600 1600 1600 1600 1600 1600	128.25				Bearings are Magnetic Elevations in FEET AMSL
LAPAR 266° (31) BIDSA (RWY 29 ONL SARRE	R-250 VOR	128.25 308 316.2 NOT TO SCALE MAX 231 ELGUM NASUX	APP-W 134.1 (IAS) (IA	UV √286° KOOLI (8) √286° √286° √3	1600 266° (31)	SPEED MAX IAS 250KT BELOW 10,000ft RNP 1 GATOR 1600 273° (38) FL130 266° (9) FL170
10 NM MSA 3000		1				

ARRIVAL: GATOR TWO X-RAY

RWY 11:

- From GATOR track 273° to KOOLI
- Turn RIGHT, track 286° to VIKUV Cross VIKUV AT or ABV 9000ft
- Track 286° to ELGUM, MAX IAS 230KT FROM ELGUM
- Turn LEFT track 196° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11 approach

RWY 29:

Cross GATOR AT or BLW FL170

- From GATOR track 266° TO BIDSA Cross BIDSA AT or BLW FL130
- Track 266° to SARRE
- Turn RIGHT, track 286° to LAPAR for RNP X (AR) or RNP Y (AR) RWY 29 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

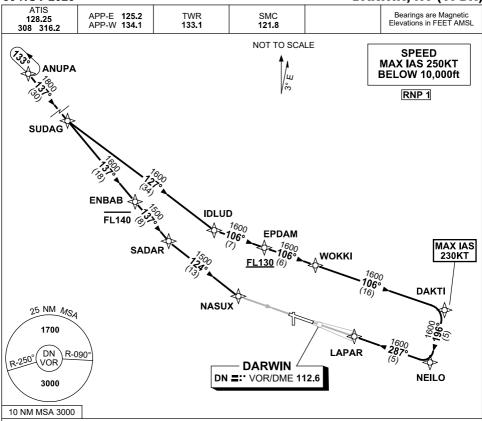
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: CROSSING ALTITUDE AT GATOR, VALIDITY NR.





30 NOV 2023



ARRIVAL: ANUPA ONE ALPHA

RWY 11.

- From ANUPA track 137° to SUDAG
- Track 137° to ENBAB Cross ENBAB AT or BLW FL140
- Track 137° to SADAR
- Turn LEFT, track 124° to NASUX for VOR or NDB RWY 11 approach

RWY 29:

- From ANUPA track 137° to SUDAG
- Turn LEFT, track 127° to IDLUD
- Turn LEFT, track 106° to EPDAM Cross EPDAM AT or ABV FL130
- Track 106° to WOKKI
- Track 106° to DAKTI MAX IAS 230KT from DAKTI
- Turn RIGHT, track 196° to NEILO
- Turn RIGHT, track 287° to LAPAR for ILS or LOC RWY 29 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

airservices australia

Changes: ANUPA REPLACES DONYA, CHART TITLE, Editorial.



STANDARD INSTRUMENT ARRIVAL (STAR) GATOR TWO ALPHA ARRIVAL (RNAV) DARWIN. NT (YPDN)

13 JUN 2024

13 0011 2024					(
ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8	Bearings an Elevations in	e Magnetic FEET AMSL
NOT TO SCALE NOT TO SCALE M/2 ELGUM NASUX DARV DN =: VOR/	7600 286° (15) 9000 WIN DME 112.6	133.1 (300 286° (8) 1600 286° APAR (3) SARR	1600 266 ° (31)	SPEEL MAX IAS 2 BELOW 10) 50KT

ARRIVAL: GATOR TWO ALPHA

RWY 11:

10 NM MSA 3000

- From GATOR track 273° to KOOLI
 Turn RIGHT, track 286° to VIKUV
- Turn RIGHT, track 286° to VIKUV <u>Cross</u> VIKUV AT or ABV 9000ft
- Track 286° to ELGUM, MAX IAS 230KT FROM ELGUM
- Turn LEFT track 196° to NASUX for VOR or NDB RWY 11 approach

RWY 29:

Cross GATOR AT or BLW FL170

- From GATOR track 266° TO BIDSA Cross BIDSA AT or BLW FL130
- Track 266° to SARRE
- Turn RIGHT track 286° to LAPAR for ILS or LOC RWY 29 approach.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

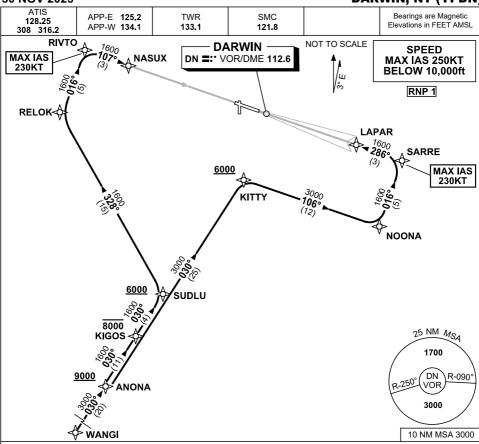
airservices

Changes: CROSSING ALTITUDE AT GATOR, VALIDITY NR.



PDNSR04-179





ARRIVAL: WANGI FOUR ALPHA

RWY 11:

- From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft
- Track 030° to KIGOS
 - Cross KIGOS AT or BLW 8000ft
- Track 030° to SUDLU
- Cross SUDLU AT or ABV 6000ft
- Turn LEFT, track 328° to RELOK
- Turn RIGHT track 016° to RIVTO, MAX IAS 230KT from RIVTO
- Turn RIGHT track 107° to NASUX for VOR or NDB RWY 11 approach

RWY 29:

- From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft
- Track 030° to KITTY
 Cross KITTY AT or ABV 6000ft
- Turn RIGHT, track 106° to NOONA
- Turn LEFT, track 016° to SARRE
- MAX IAS 230KT from SARRE

 Turn LEFT, track 286° to LAPAR for ILS or LOC RWY 29 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

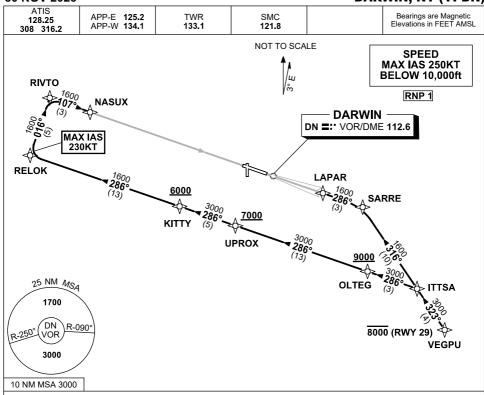
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: RIVTO REPLACES ALLOT, RELOK REPLACES GIVEN, SUDLU REPLACES KINGS, Editorial.

PDNSR05-177



30 NOV 2023



ARRIVAL: VEGPU NINE ALPHA

RWY 11:

- From VEGPU track 323° to ITTSA
- Turn LEFT, track 286° to OLTEG <u>Cross</u> OLTEG AT or ABV 9000ft
- Track 286° to UPROX
 Cross UPROX AT or ABV 7000ft
- Track 286° to KITTY
 Cross KITTY AT or ABV 6000ft
- Track 286° to RELOK MAX IAS 230KT from RELOK
- Turn RIGHT track 016° to RIVTO
- Turn RIGHT track 107° to NASUX for VOR or NDB RWY 11 approach

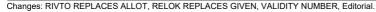
RWY 29:

Cross VEGPU AT or BLW 8000ft

- From VEGPU, track 323° to ITTSA
- Turn LEFT, track 316° to SARRE
- Turn LEFT, track 286° to LAPAR for ILS or LOC RWY 29 approach

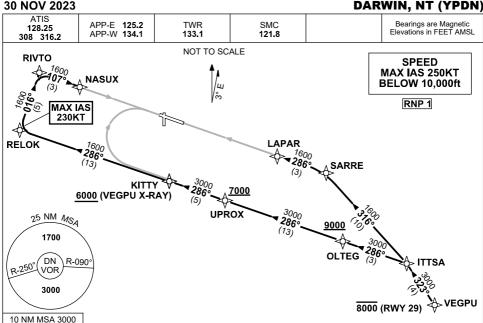
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.









VEGPU ARRIVAL: NINE

RWY 11 WHISKEY:

- From VEGPU track 323° to ITTSA
- Turn LEFT, track 286° to OLTEG Cross OLTEG AT or ABV 9000ft
- Track 286° to UPROX Cross UPROX AT or ABV 7000ft
- Track 286° to KITTY for RNP W (AR) or RNP S (AR) RWY 11 approach

RWY 11 X RAY

- From VEGPU track 323° to ITTSA
- Turn LEFT, track 286° to OLTEG Cross OLTEG AT or ABV 9000ft
- Track 286° to UPROX Cross UPROX AT or ABV 7000ft
- Track 286° to KITTY

Cross KITTY AT or ABV 6000ft

- Track 286° to RELOK
 - MAX IAS 230KT from RELOK Turn RIGHT track 016° to RIVTO
- Turn RIGHT track 107° to NASUX for
- RNP X (AR) or RNP Y (AR) RWY 11 approach

RWY 29 X-RAY

Cross VEGPU AT or BLW 8000ft

- From VEGPU, track 323° to ITTSA
- Turn LEFT, track 316° to SARRE
- Turn LEFT, track 286° to LAPAR for RNP X (AR) or RNP Y (AR) RWY 29 approach

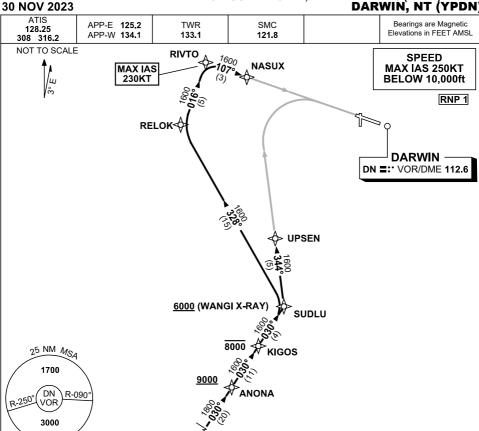
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: RIVTO REPLACES ALLOT, RELOK REPLACES GIVEN, VALIDITY NUMBER, Editorial.



STANDARD INSTRUMENT ARRIVAL (STAR) WANGI FOUR WHISKEY, X-RAY ARRIVALS (RNAV) RWY 11 DARWIN, NT (YPDN)



ARRIVAL: WANGI FOUR

RWY 11 WHISKEY:

10 NM MSA 3000

- From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft
- Track 030° to KIGOS
 Cross KIGOS AT or BLW 8000ft
- Track 030° to SUDLU
- Turn LEFT, track 344° to UPSEN for RNP W (AR) or RNP S (AR) RWY 11 approach

RWY 11 X-RAY

approach

- From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft
- Track 030° to KIGOS
 Cross KIGOS AT or BLW 8000ft
- Track 030° to SUDLU
- Cross SUDLU AT or ABV 6000ft
 Turn LEFT, track 328° to RELOK
- Turn RIGHT track 016° to RIVTO,
- MAX IAS 230KT from RIVTO

 Turn RIGHT track 107° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: RIVTO REPLACES ALLOT, RELOK REPLACES GIVEN, SUDLU REPLACES KINGS, Editorial.

PDNSR08-177



STANDARD INSTRUMENT ARRIVAL (STAR) WANGI FOUR WHISKEY, X-RAY ARRIVALS (RNAV) RWY 29

21 MAR 2024

DARWIN, NT (YPDN) **ATIS** APP-E 125.2 **TWR** Bearings are Magnetic SMC 128.25 APP-W 134.1 133.1 121.8 Elevations in FEET AMSL 308 316.2 SPEED DARWIN NOT TO SCALE **MAX IAS 250KT** DN =: VOR/DME 112.6 **BELOW 10,000ft** /ш RNP 1 MAX IAS LAPAR 230KT 1600 286 > SARRE (3) KITTY 6000 3000 106 NOONA **ANONA** 25 NM MSA 1700 DN R-090 VOR 3000

ARRIVAL: WANGI FOUR

RWY 29 WHISKEY:

WANGI √

- From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft
- Track 030° to KITTY for RNP W (AR) or RNP S (AR) RWY 29 approach Cross KITTY AT or ABV 6000ft

RWY 29 X-RAY

approach

- From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft
- Track 030° to KITTY Cross KITTY AT or ABV 6000ft
- Turn RIGHT, track 106° to NOONA
- Turn LEFT, track 016° to SARRE
- MAX IAS 230KT from SARRE Turn LEFT, track 286° to LAPAR for RNP X (AR) or RNP Y (AR) RWY 29

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

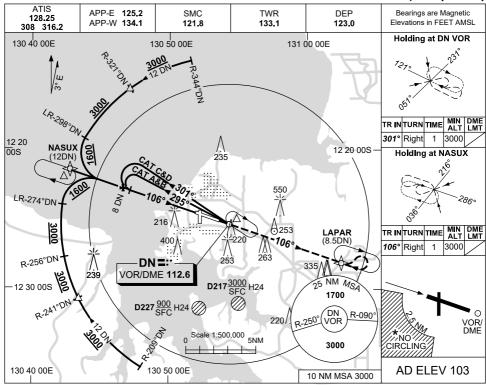
Changes: STAR VALIDITY INDICATOR.

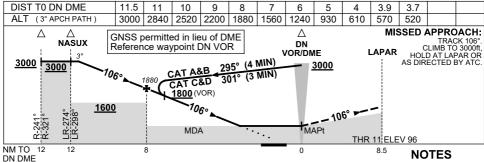


10 NM MSA 3000



DARWIN, NT (YPDN)





1. MAX IAS:

INITIAL : 210KT. 2. ACFT MAY BE RADAR VECTORED TO FINAL.

3. DME 71X(112.4) NOT TO BE USED WITH D THIS PROCEDURE.

(1397-7.0)

*4. SPECIAL ALTN MNM 800/4 KM. *5. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM. **1000** (897-5.0)

Changes: NOTE 3, Editorial

CATEGORY

S-I VOR/DME

CIRCLING *

ALTERNATE \$

S-I VOR

PDNVO01-180



800 (697-4.0)

(1197-6.0)

Α

В

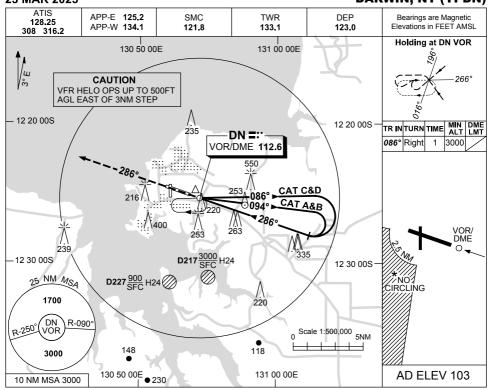
700 (597-2.4)

(1097-4.4)

570 (467-2.6)

520 (417-2.3)

DARWIN, NT (YPDN)



DIST BY DME ALT	NOT APPLICABLE	
MISSED APPROACH: TRACK 286°, CLIMB TO 3000FT OR AS DIRECTED BY ATC.	∆ DN VOR/DME	
	CAT C&D 086° (2½ MIN)	
	286°	
THI	29 ELEV 81 MAPt	

NOTES

CATEGORY	Α	В	C D					
S-I VOR		1100 (1	(1019-4.9)					
					*			
CIRCLING *	1100 (9	997-2.4)	1100 (997-4.0)	1100 (997-5.0)				
ALTERNATE	(149	7-4.4)	(1497-6.0)	(1497-7.0)				

1. MAX IAS: INITIAL: CAT C/D 210KT 2. ACFT MAY BE RADAR VECTORED TO FINAL.

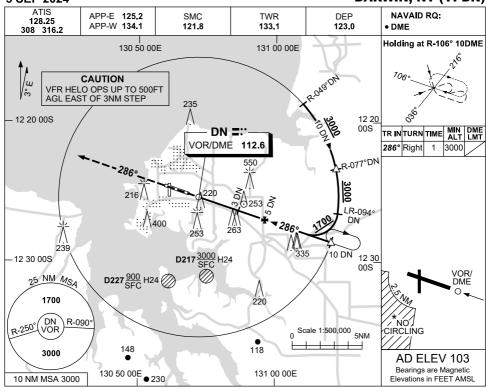
★3. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

Changes: VIS MINIMA.

PDNVO02-174



DARWIN, NT (YPDN)



DIST TO DN DME	0.6	1	2	3	4	5	6	7	8	8.3		
ALT (3° APCH PATH)	570	690	1000	1320	1640	1960	2280	2600	2910	3000		
MISSED APPROACH: TRACK 286°, CLIMB TO 3000ft OR AS DIRECTED BY ATC. DN VOR/DME GNSS permitted in lieu of DME Reference waypoint DN VOR												
7.0 5.11.2012.5 51 71.10.										Δ	Δ	
3000 3000												
	_					1	960	_ _ 286°		300	~	
	*	-286°			132	1 286 م يا ⁰	°-#	170	١٨	\$		
		-0				112		17.0	<u>,,,</u>	001	R-077°	
THR	29 ELE	V 81	MA	\Pt	MDA		~			유	잪	
NM TO DN DME				0		3	5			10	10	

NOTES

1. ACFT MAY BE RADAR VECTORED TO FINAL. 2. DME 71X(112.4) NOT

CATEGORT	Α	ь	L C	ט	2. DME /1X(112.4) NOT
S-I VOR/DME		570 (4	TO BE USED WITH THIS PROCEDURE.		
					*3. SPECIAL ALTN MNM 800/4KM.
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)	*4. NO CIRCLING IN SECTOR
ALTERNATE *	(1097	'-4.4)	(1197-6.0)	(1397-7.0)	SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

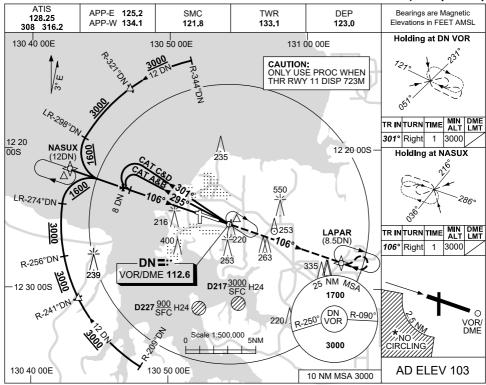
Changes: NOTE 2, Editorial.

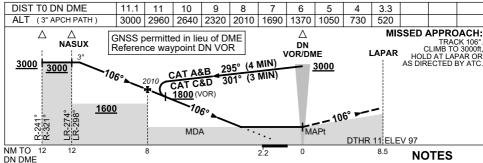
CATECORY

PDNVO03-180



DARWIN, NT (YPDN)





1. MAX IAS: INITIAL: 210KT.

2. ACFT MAY BE RADAR VECTORED TO FINAL.

CATEGORY	Α	TO BE USED WITH						
S-I VOR		570 (467-2.6)						
S-I VOR/DME		520 (417-2.3)						
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)	*5. NO CIRCLING IN SECTOR			
ALTERNATE *	(1097	-4.4)	(1197-6.0)	(1397-7.0)	SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.			

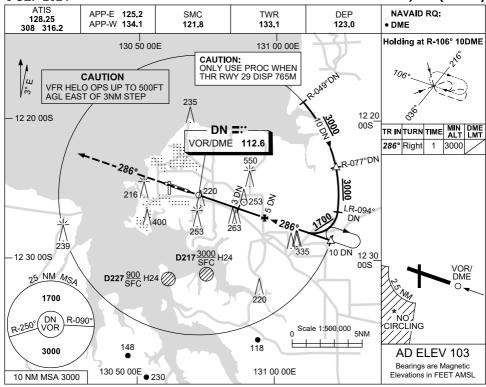
Changes: NOTE 3, Editorial.

ATECONY

PDNVO04-180



DARWIN, NT (YPDN)



DIST TO DN DME	0.2	1	2	3	4	5	6	7	7.8			
ALT (3° APCH PATH)	570	830	1140	1460	1780	2100	2420	2740	3000			
MISSED APPROACH: TRACK 286°. CLIMB TO 3000ft OR AS DIRECTED BY ATC. DN VOR/DME GNSS permitted in lieu of DME Reference waypoint DN VOR												
TO BIRCOTED BY ATO.										Δ	Δ	
3000 3000												
2100 4280												
	*	-286°			146	0 <u> </u>	°-7	170	00	4.	9	
				Pt .	_	112	20		_	2-09 106	R-077	
DTHR	29 ELE	V 90	IVIA	\Pt' \	MD/	٩ =				그	œ	
NM TO DN DME				0		3	5			10	10	

NOTES

			ACFT MAY BE RADAR VECTORED TO FINAL.					
CATEGORY	Α	В	С	D	2. DME 71X(112.4) NOT			
S-I VOR/DME		570 (4	180-2.7)		TO BE USED WITH THIS PROCEDURE.			
				*3. SPECIAL ALTN MNM 800/4KM.				
CIRCLING *	700 (5	97-2.4)	800 (697-4.0)	1000 (897-5.0)	*4. NO CIRCLING IN SECTOR			
ALTERNATE*	(1097	7-4.4)	(1197-6.0)	(1397-7.0)	SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.			

Changes: NOTE 2, Editorial.

PDNVO05-180

