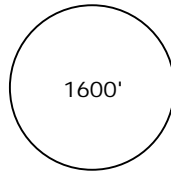


ATIS 112.6 128.25 308 316.2 344  
BRISBANE Center (FIA) 118.15  
DARWIN Approach EAST (R) 125.2  
DARWIN Approach WEST (R) 134.1  
\*DARWIN Traffic (Approach Sequencing) 123.0  
DARWIN Tower 133.1  
Ground 121.8

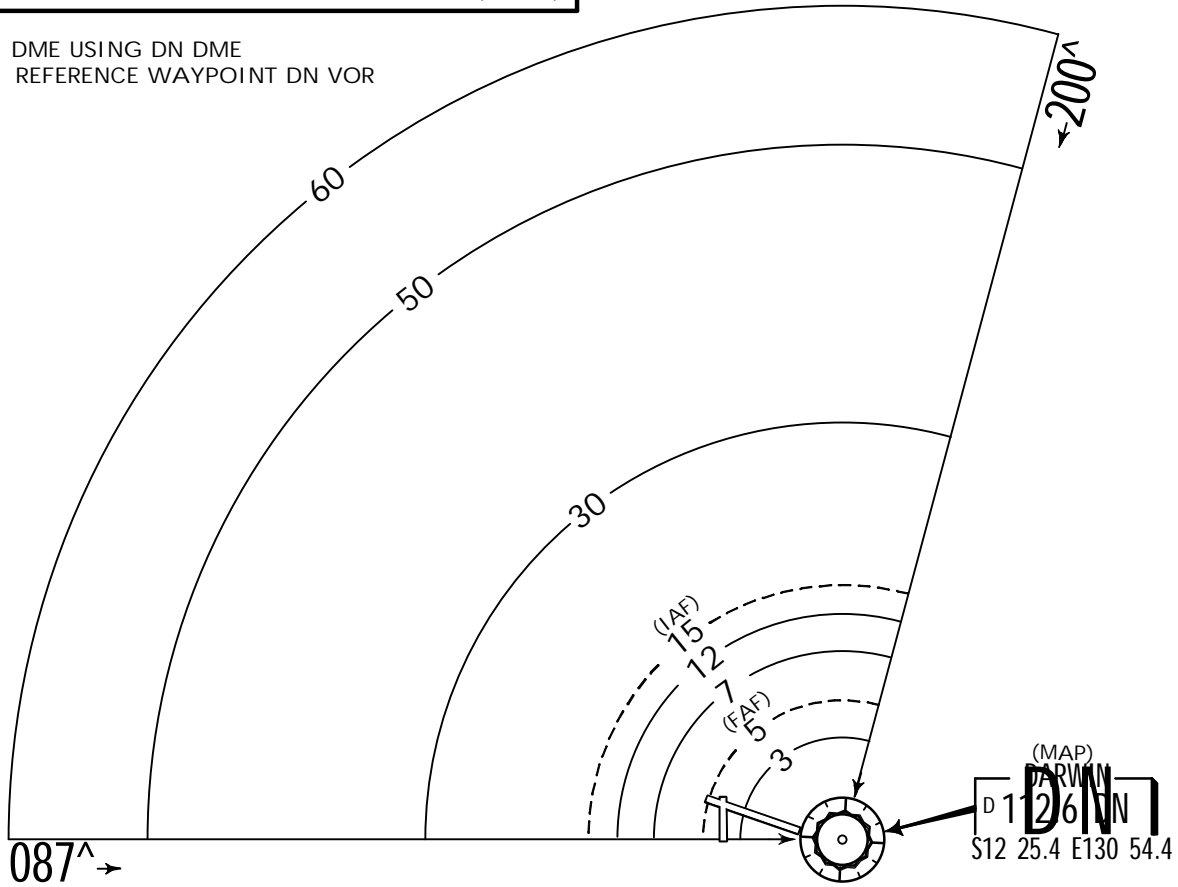


MSA  
DN VOR

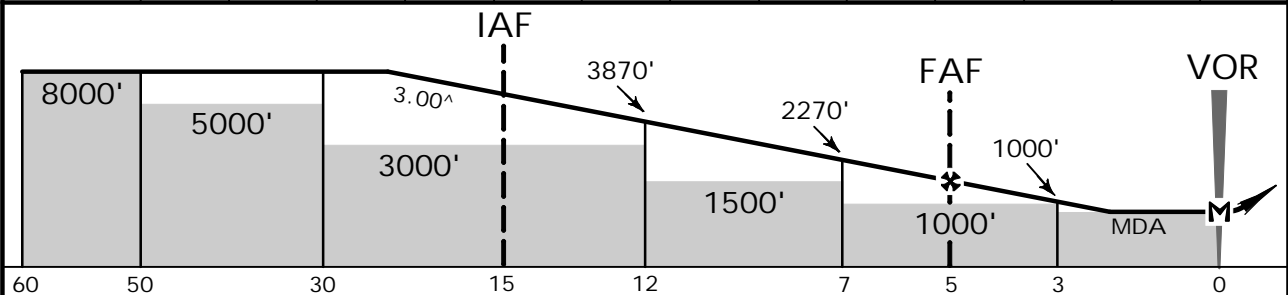
Alt Set: hPa Trans level: FL 110  
Apt Elev: 4 hPa Trans alt: 10000' (9897')

NOT TO SCALE

DME USING DN DME  
REFERENCE WAYPOINT DN VOR



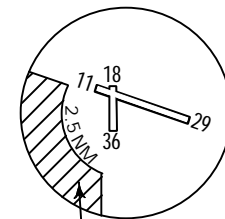
NM to VOR	25.0	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.4	2.0
ALTITUDE	8000'	6410'	4820'	3230'	2910'	2590'	2270'	1960'	1640'	1320'	1000'	800'	700'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)	A, B: 700' (597')
	C: 800' (697')
	D: 1000' (897')



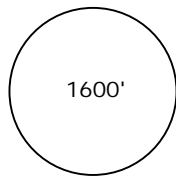
No Circling in Sector  
Southwest of Rwy  
11/29 and Rwy 18/36  
Beyond 2.5 NM

A	2.4 km
B	4.0 km
C	5.0 km

PANS OPS 4

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ATIS 112.6 128.25 308 316.2 344  
BRISBANE Center (FIA) 118.15  
DARWIN Approach EAST (R) 125.2  
DARWIN Approach WEST (R) 134.1  
\*DARWIN Traffic (Approach Sequencing) 123.0  
DARWIN Tower 133.1  
Ground 121.8

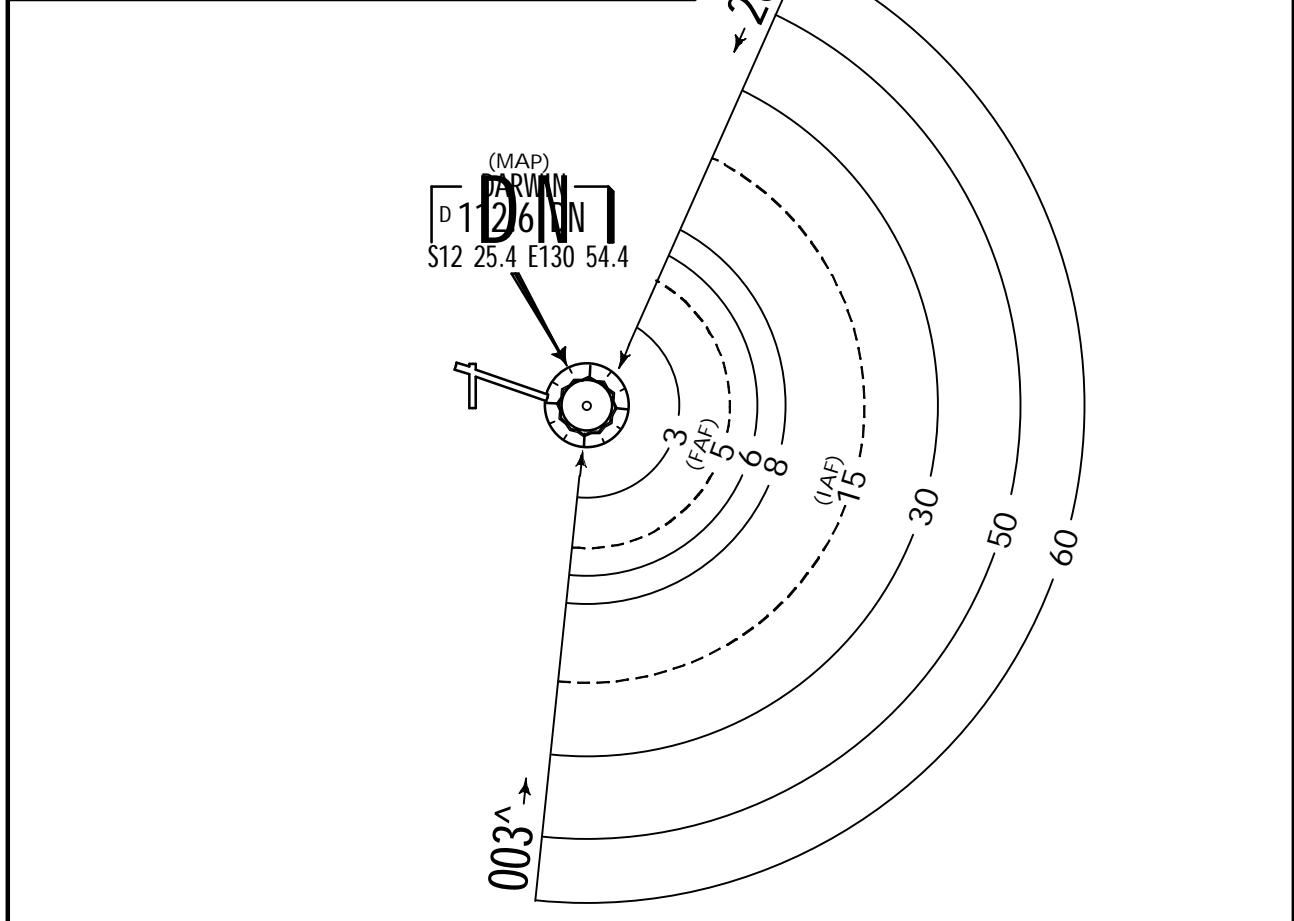


MSA  
DN VOR

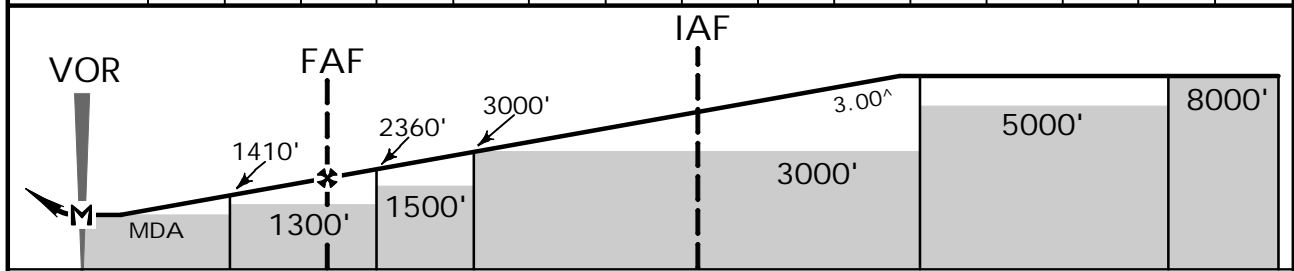
Alt Set: hPa Trans level: FL 110  
Apt Elev: 4 hPa Trans alt: 10000' (9897')

DME USING DN DME  
REFERENCE WAYPOINT DN VOR

NOT TO SCALE

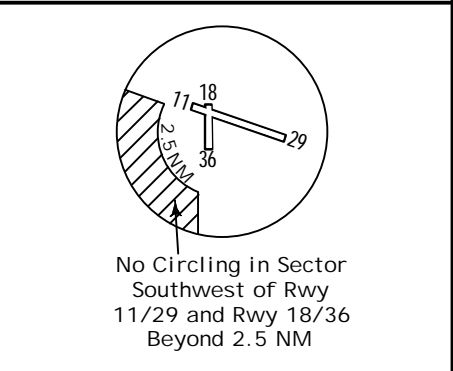


NM to VOR	0.8	1.1	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	15.0	20.0	23.7
ALTITUDE	700'	800'	1000'	1090'	1410'	1730'	2050'	2360'	2680'	3000'	3320'	3640'	5230'	6820'	8000'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND  
MDA(H)  
A, B: 700' (597')  
C: 800' (697')  
D: 1000' (897')

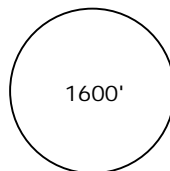


PANS OPS 4

A	2.4 km
B	4.0 km
C	5.0 km

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at VOR						

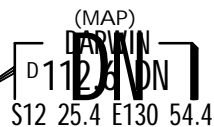
ATIS 112.6 128.25 308 316.2 344  
 BRISBANE Center (FIA) 118.15  
 DARWIN Approach EAST (R) 125.2  
 DARWIN Approach WEST (R) 134.1  
 \*DARWIN Traffic (Approach Sequencing) 123.0  
 DARWIN Tower 133.1  
 Ground 121.8



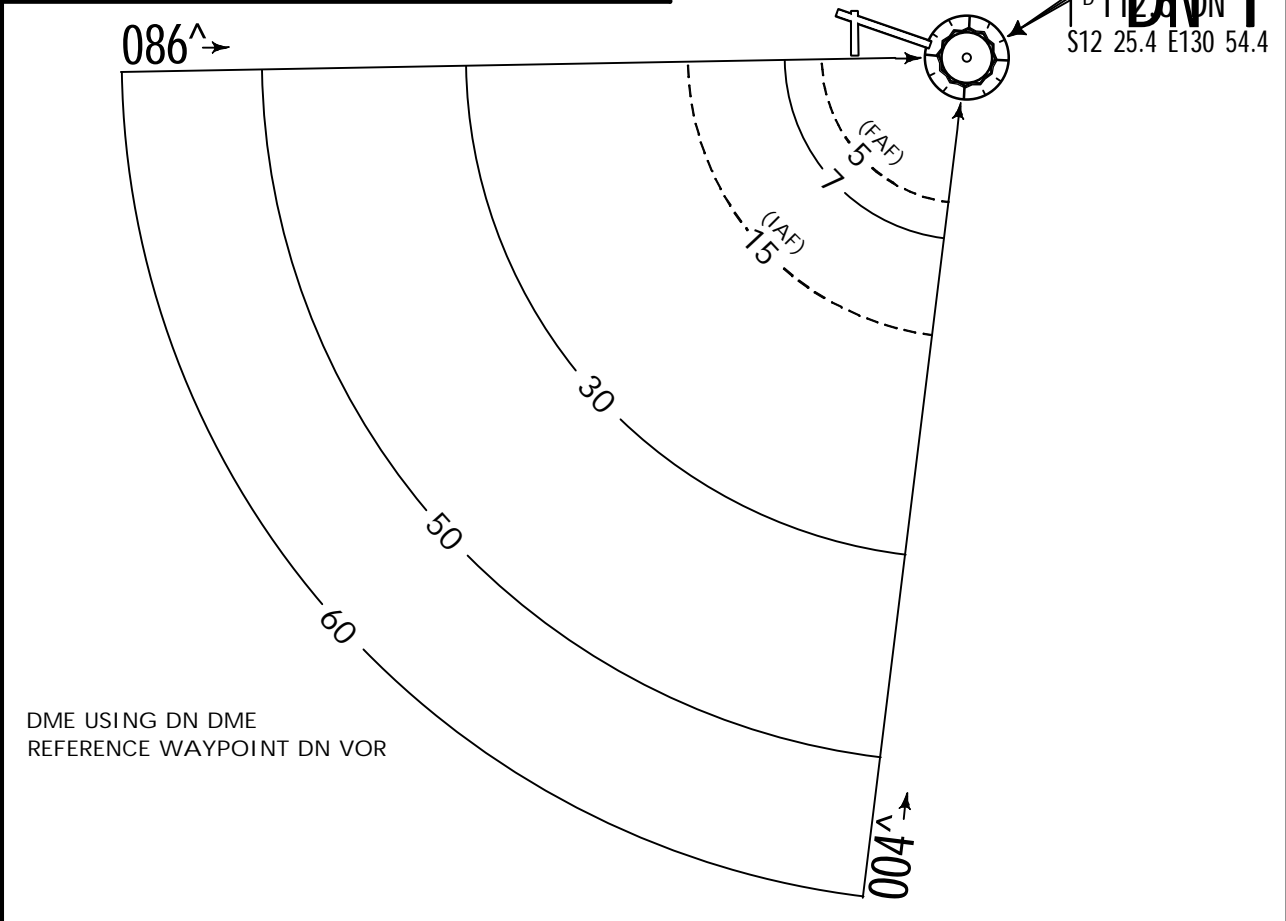
MSA  
DN VOR

Apt. Elev 103'

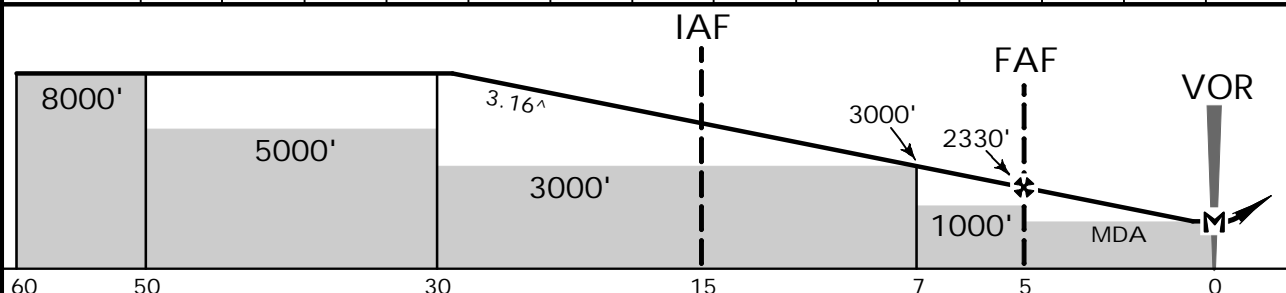
Alt Set: hPa Trans level: FL 110  
 Apt Elev: 4 hPa Trans alt: 10000' (9897')



NOT TO SCALE

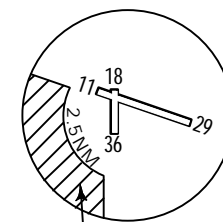


NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000'	7360'	5680'	4010'	3670'	3340'	3000'	2660'	2330'	1990'	1660'	1320'	1000'	850'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND  
 MDA(H) A, B, C: 850' (747')  
 D: 1000' (897')



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.16^	391	503	559	671	783	895
MAP at VOR						

PANS OPS 4

ATIS 112.6 128.25 308 316.2 344

DARWIN Approach EAST (R) 125.2

DARWIN Approach WEST (R) 134.1

# DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

## ALLEE TWO ARRIVAL [ALLEE2]

**SPEED:** MAX IAS 250 KT BELOW 10000'

### TRANSITIONS

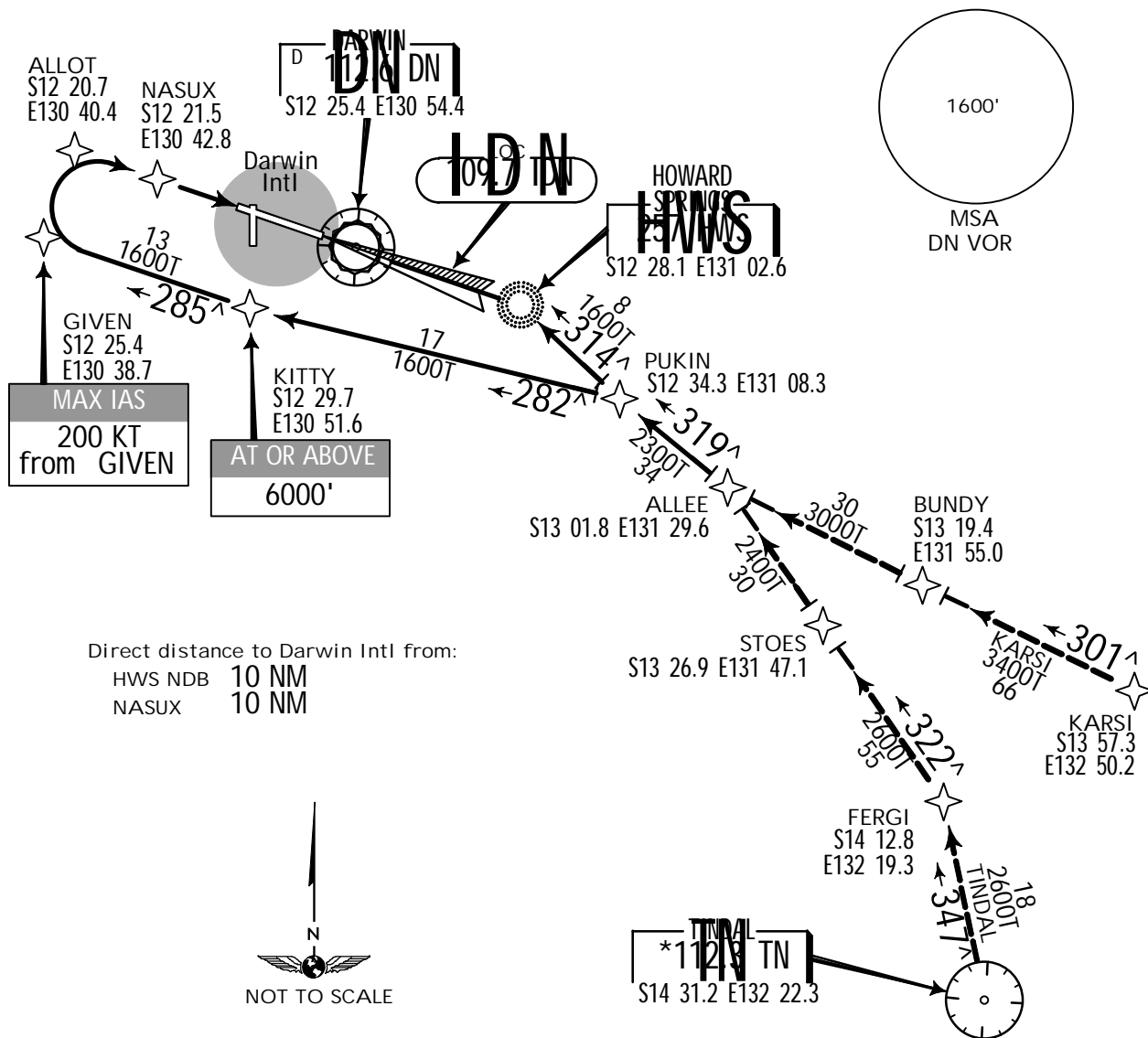
**KARSI:** From KARSI track 301<sup>^</sup> to BUNDY. Track 301<sup>^</sup> to ALLEE.

**TINDAL:** From TN VOR track 347<sup>^</sup> to FERGI, turn LEFT, track 322<sup>^</sup> to STOES. Track 322<sup>^</sup> to ALLEE.

### ARRIVAL

**RWY 11:** From ALLEE track 319<sup>^</sup> to PUKIN, turn LEFT, track 282<sup>^</sup> to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 285<sup>^</sup> to GIVEN. MAX IAS FROM GIVEN 200 KT. Turn RIGHT to ALLOT, turn RIGHT to NASUX for RWY 11 VOR or RWY 11 NDB.

**RWY 29:** From ALLEE track 319<sup>^</sup> to PUKIN, track 314<sup>^</sup> to HWS NDB for RWY 29 ILS or RWY 29 NDB.



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### 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 EMERGENCY PROCEDURES.



ATIS 112.6 128.25 308 316.2 344

DARWIN Approach EAST (R) 125.2

DARWIN Approach WEST (R) 134.1

YPDN DARWIN INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

### DONYA TWO ARRIVAL[DONYA2]

**SPEED:** MAX IAS 250 KT BELOW 10000'

#### TRANSITIONS

CURLY: From CURLY track 100^ to DONYA.

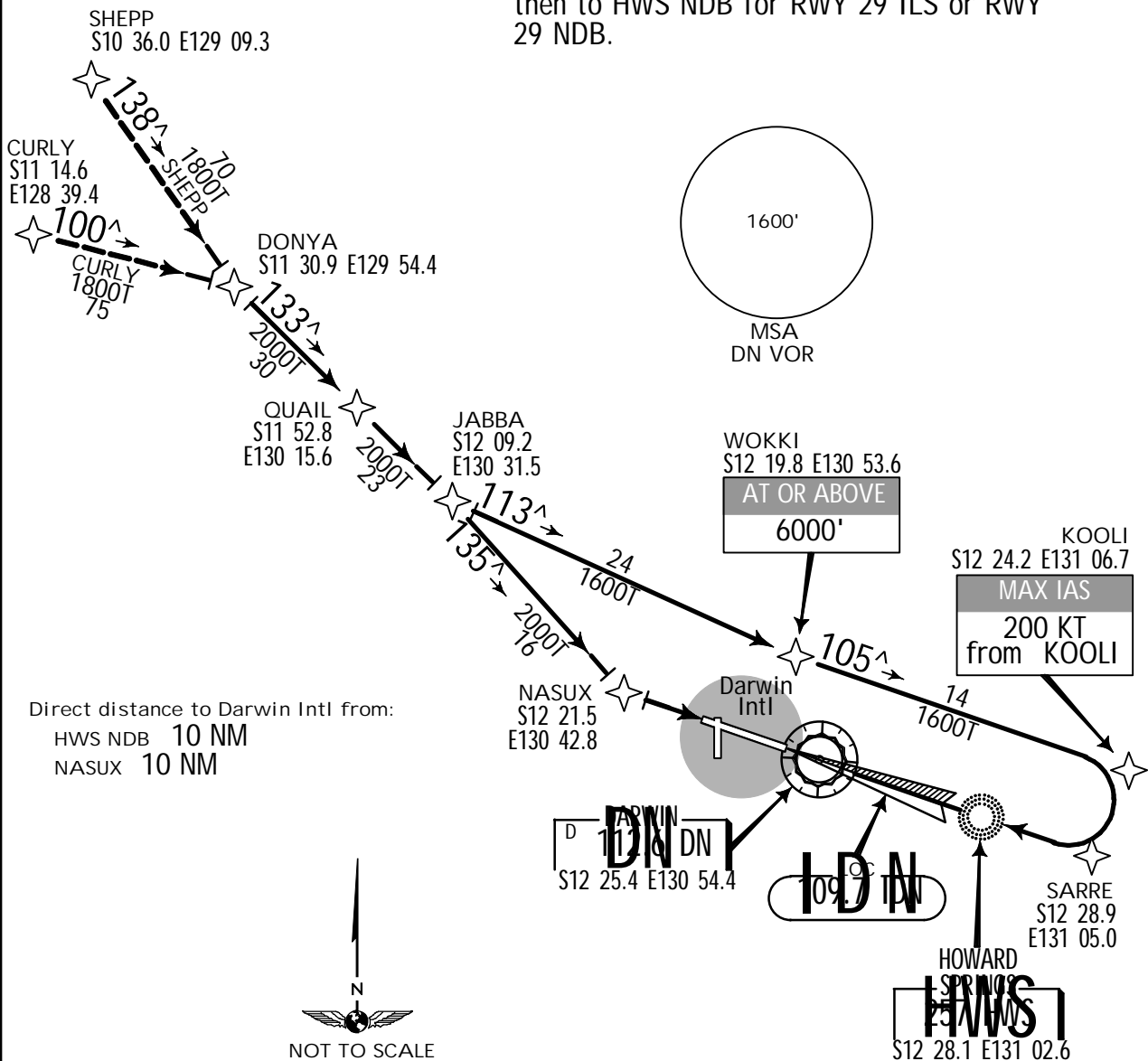
SHEPP: From SHEPP track 138^ to DONYA.

#### ARRIVAL

From DONYA, track 133^ to QUAIL. Track 133^ to JABBA.

RWY 11: From JABBA turn RIGHT, track 135^ to NASUX for RWY 11 VOR or RWY 11 NDB.

RWY 29: From JABBA turn LEFT, track 113^ to WOKKI. Cross WOKKI at or above 6000'. Turn LEFT, track 105^ to KOOLI. MAX IAS 200 KT FROM KOOLI. Turn RIGHT to SARRE, then to HWS NDB for RWY 29 ILS or RWY 29 NDB.



Direct distance to Darwin Intl from:  
HWS NDB 10 NM  
NASUX 10 NM



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#### 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 EMERGENCY PROCEDURES.

ATIS 112.6 128.25 308 316.2 344

DARWIN Approach EAST (R) 125.2

DARWIN Approach WEST (R) 134.1

YPDN DARWIN INTL

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

### GATOR TWO ARRIVAL[GATOR2]

**SPEED:** MAX IAS 250 KT BELOW 10000'

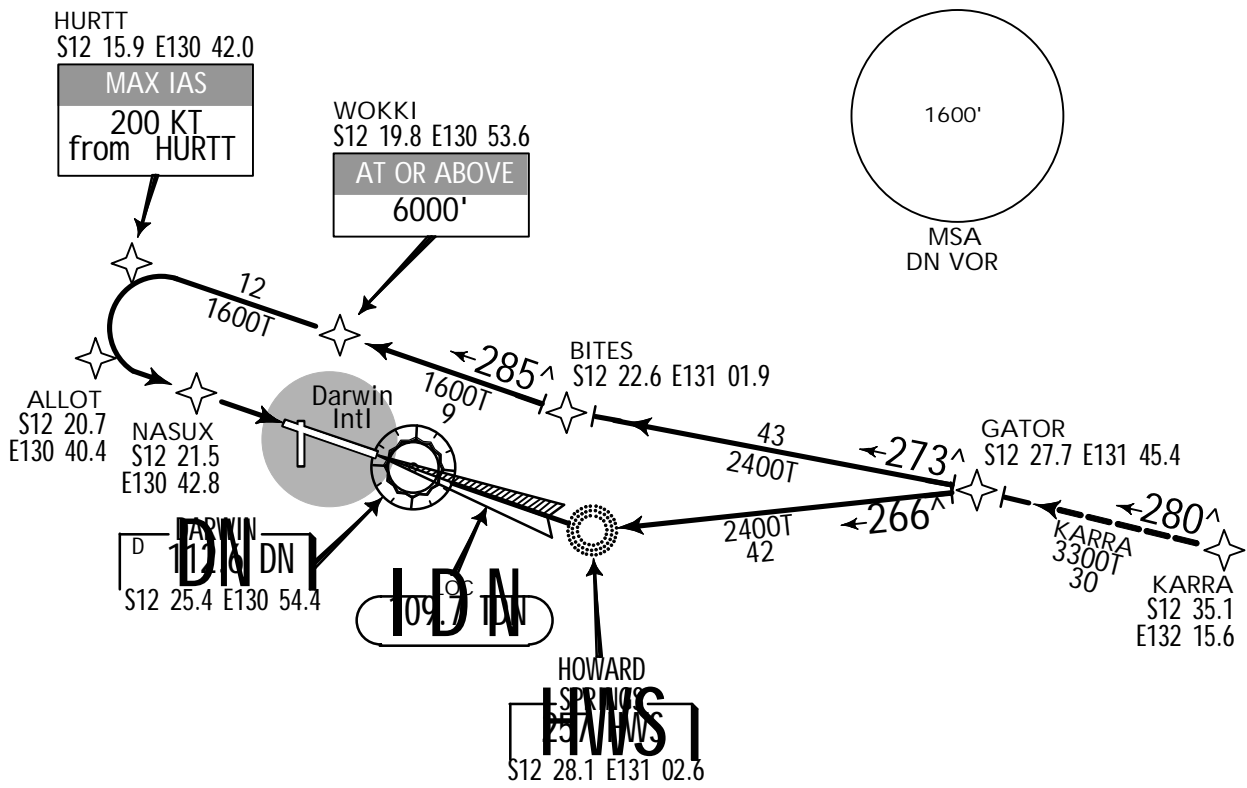
#### TRANSITION

KARRA: From KARRA track 280<sup>^</sup> to GATOR.

#### ARRIVAL

RWY 11: From GATOR turn LEFT, track 273<sup>^</sup> to BITES, turn RIGHT track 285<sup>^</sup> to WOKKI. Cross WOKKI at or above 6000'. Track 285<sup>^</sup> to HURTT. MAX IAS FROM HURTT 200 KT. Turn LEFT to ALLOT then to NASUX for RWY 11 VOR or RWY 11 NDB.

RWY 29: From GATOR turn LEFT, track 266<sup>^</sup> to HWS NDB for RWY 29 ILS or RWY 29 NDB.



Direct distance to Darwin Intl from:  
HWS NDB 10 NM  
NASUX 10 NM



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#### 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 EMERGENCY PROCEDURES.

ATIS 112.6 128.25 308 316.2 344

DARWIN Approach EAST (R) 125.2

DARWIN Approach WEST (R) 134.1

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

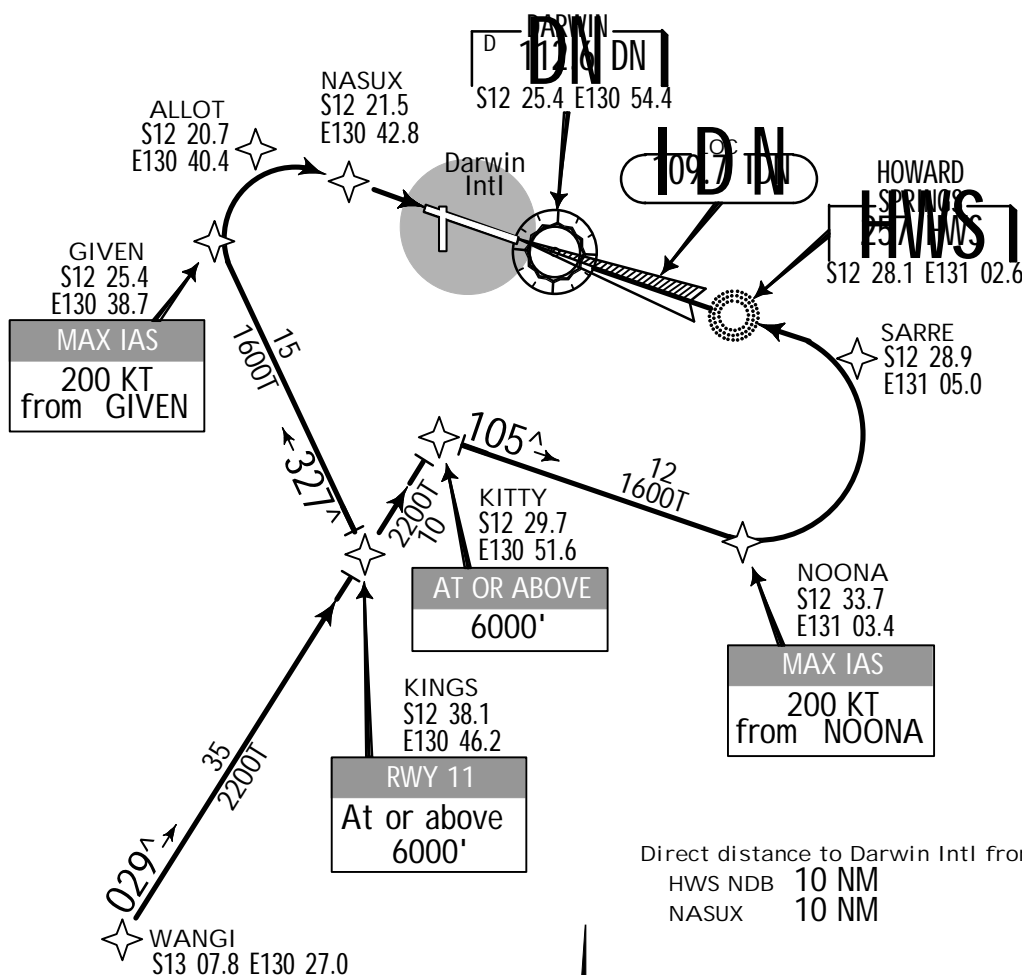
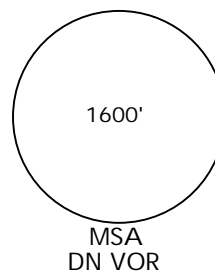
# WANGI THREE ARRIVAL[WANGI3]

**SPEED:** MAX IAS 250 KT BELOW 10000'

## ARRIVAL

**RWY 11:** From WANGI track 029° to KINGS. Cross KINGS at or above 6000'. Turn LEFT, track 327° to GIVEN. MAX IAS FROM GIVEN 200 KT. Turn RIGHT to ALLOT then to NASUX for RWY 11 VOR or RWY 11 NDB.

**RWY 29:** From WANGI track 029° to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 105° to NOONA. MAX IAS FROM NOONA 200 KT. Turn LEFT to SARRE then to HWS NDB for RWY 29 ILS or RWY 29 NDB.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

**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 EMERGENCY PROCEDURES.



DARWIN Clearance 126.8  
DARWIN Approach EAST (R) (DEP) 125.2  
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

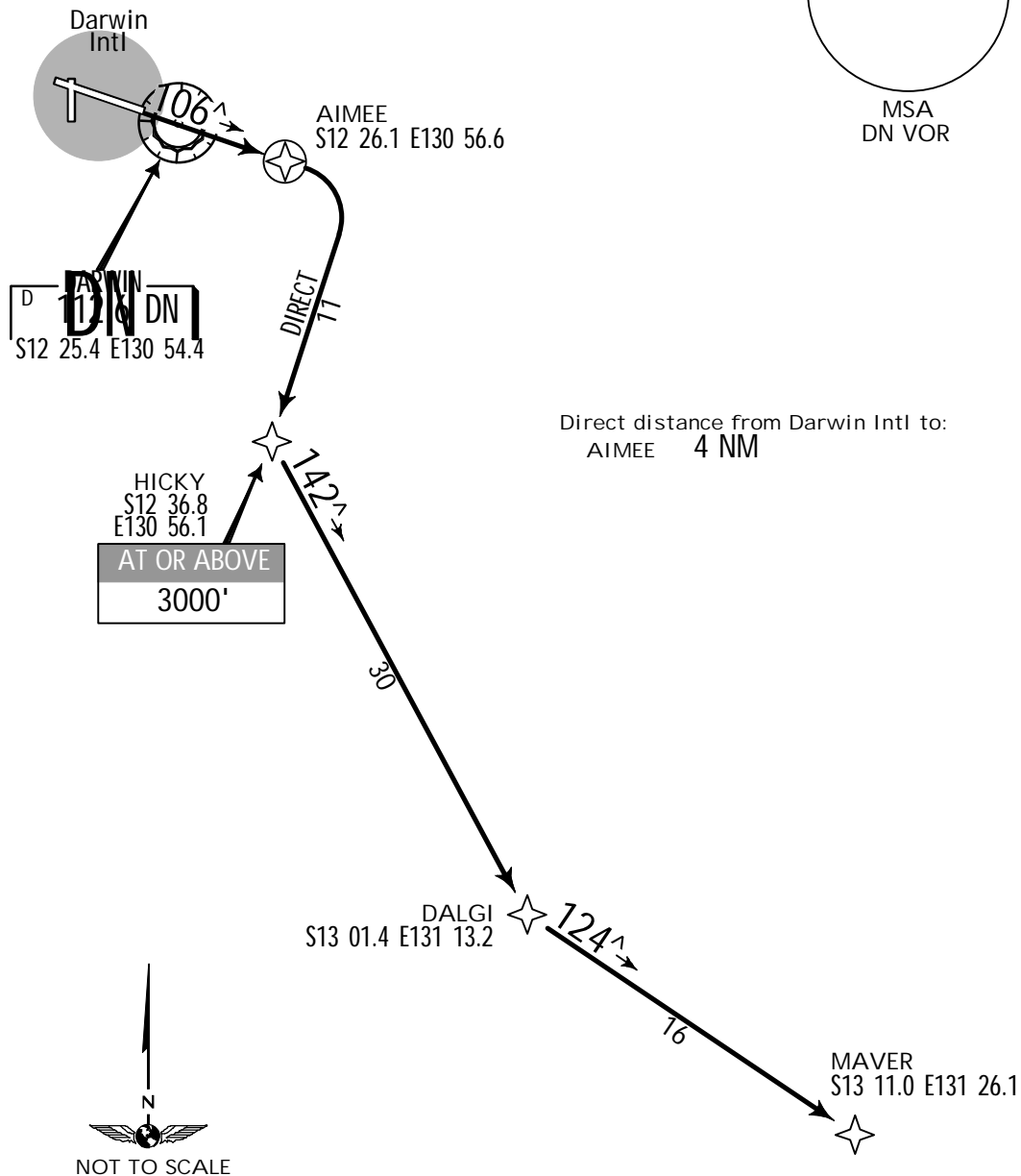
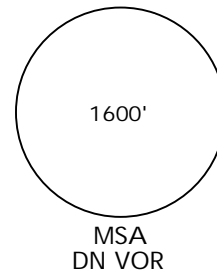
**NON-JETS ONLY**

**DALGI TWO DEPARTURE [DALGI2]**

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

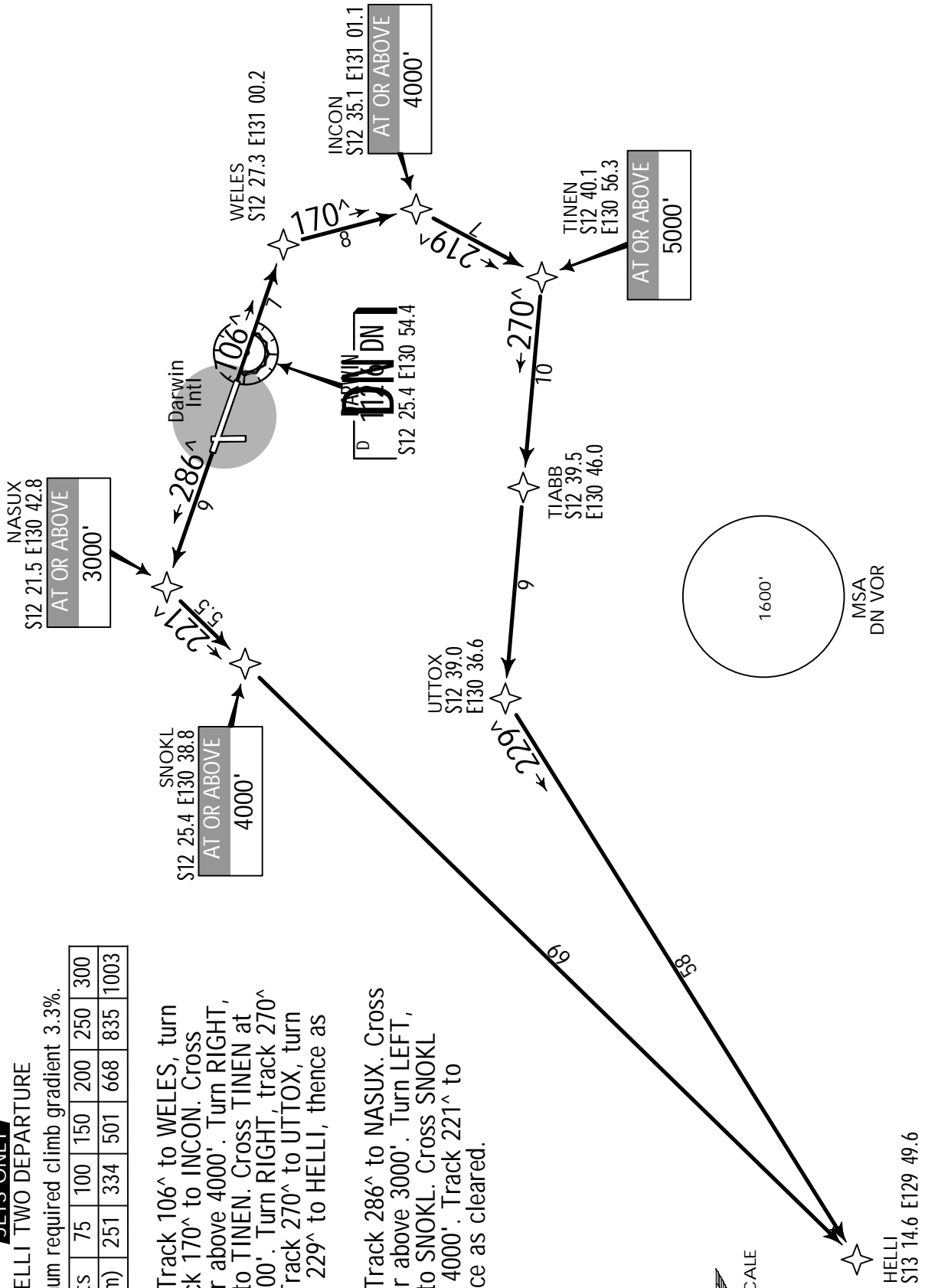
RWY 11: Track 106° to AIMEE. At AIMEE, turn RIGHT, track direct to HICKY. Cross HICKY at or above 3000'. Turn LEFT, track 142° to DALGI. For MAVER: Track 124° to MAVER, thence as cleared.



DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

**JETS ONLY**  
**HELLI TWO DEPARTURE [HELLI2]**



**JETS ONLY**

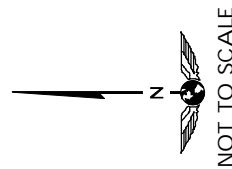
**HELLI TWO DEPARTURE**

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**RWY 11:** Track 106° to WELES, turn RIGHT, track 170° to INCON. Cross INCON at or above 4000'. Turn RIGHT, track 219° to TINEN. Cross TINEN at or above 5000'. Turn RIGHT, track 270° to TIABB. Track 270° to UTTOX, turn LEFT, track 229° to HELLI, thence as cleared.

**RWY 29:** Track 286° to NASUX. Cross NASUX at or above 3000'. Turn LEFT, track 221° to SNOKL. Cross SNOKL at or above 4000'. Track 221° to HELLI, thence as cleared.



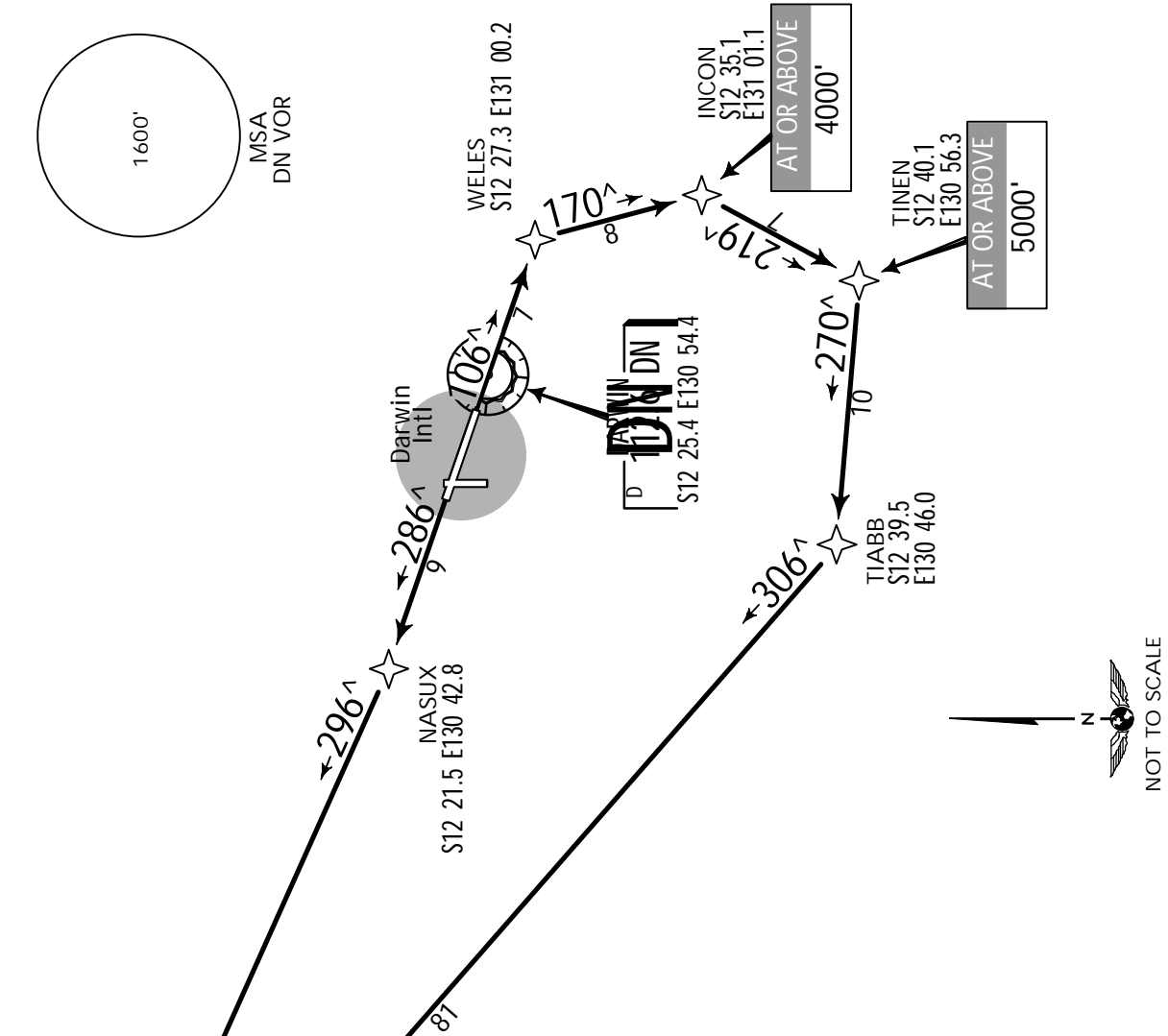
HELLI  
 S13 14.6 E129 49.6

DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

YPDN DARWIN INTL

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

**JETS ONLY**  
 JULIE TWO DEPARTURE [JULIE2]



**JETS ONLY**

JULIE TWO DEPARTURE

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 11: Track 106° to WELES, turn RIGHT, track 170° to INCON. Cross INCON at or above 4000'. Turn RIGHT, track 219° to TINEN. Cross TINEN at or above 5000'. Turn RIGHT, track 270° to TIBBB. Turn RIGHT, track 306° to JULIE, thence as cleared.

RWY 29: Track 286° to NASUX. Turn RIGHT, track 296° to JULIE, thence as cleared.

# DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

**JETS ONLY**

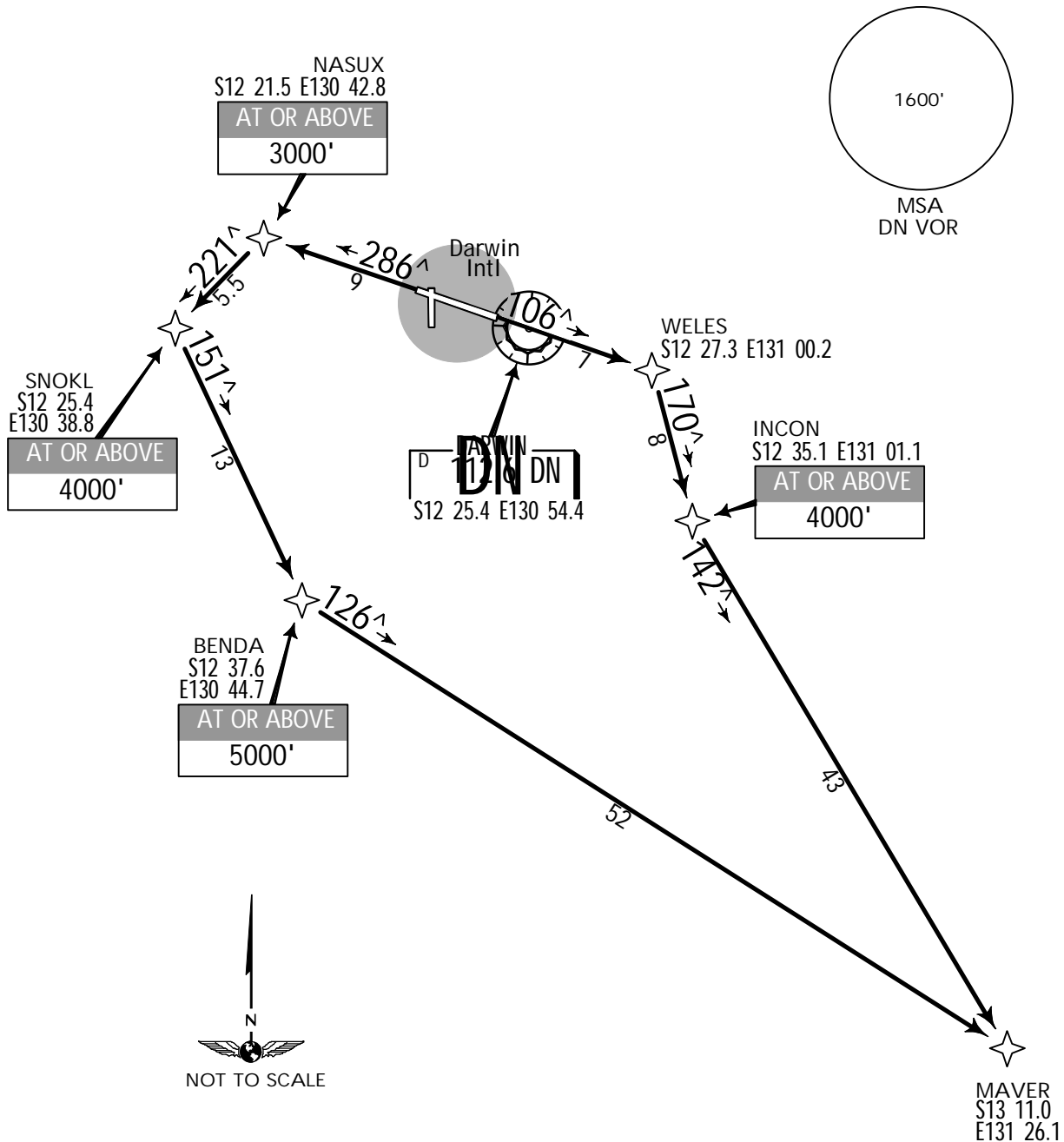
## MAVER TWO DEPARTURE [MAVER2]

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**RWY 11:** Track 106° to WELES, turn RIGHT, track 170° to INCON. Cross INCON at or above 4000'. Turn LEFT, track 142° to MAVER, thence as cleared.

**RWY 29:** Track 286° to NASUX. Cross NASUX at or above 3000'. Turn LEFT, track 221° to SNOKL. Cross SNOKL at or above 4000'. Turn LEFT, track 151° to BENDA. Cross BENDA at or above 5000'. Turn LEFT, track 126° to MAVER, thence as cleared.



# DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

**JETS ONLY**

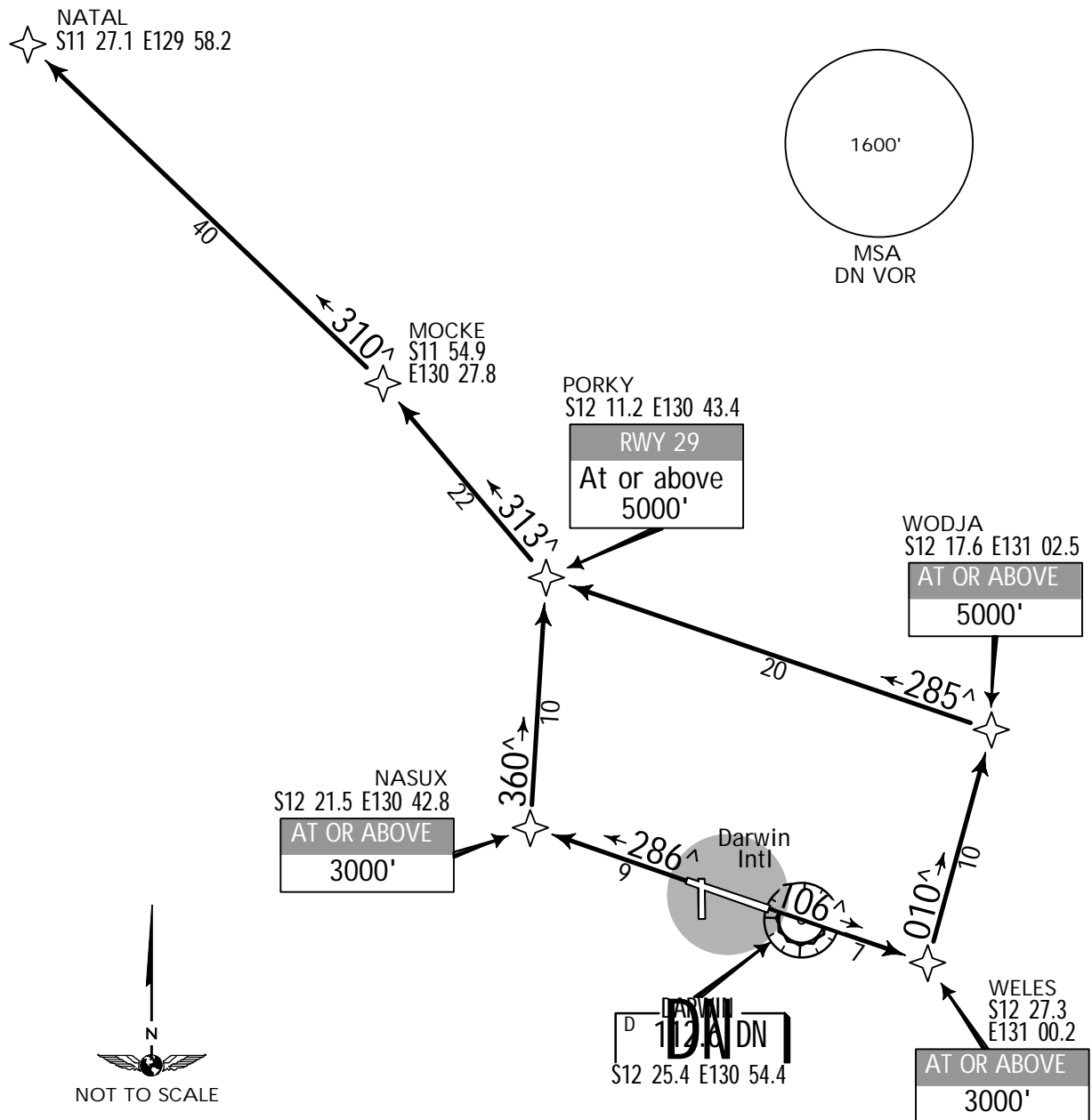
## NATAL TWO DEPARTURE [NATAL2]

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**RWY 11:** Track 106° to WELES. Cross WELES at or above 3000'. Turn LEFT, track 010° to WODJA. Cross WODJA at or above 5000'. Turn LEFT, track 285° to PORKY. Turn RIGHT, track 313° to MOCKE. Turn LEFT, track 310° to NATAL, thence as cleared.

**RWY 29:** Track 286° to NASUX. Cross NASUX at or above 3000'. Turn RIGHT, track 360° to PORKY. Cross PORKY at or above 5000'. Turn LEFT, track 313° to MOCKE. Turn LEFT, track 310° to NATAL, thence as cleared.



# DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

## JETS ONLY

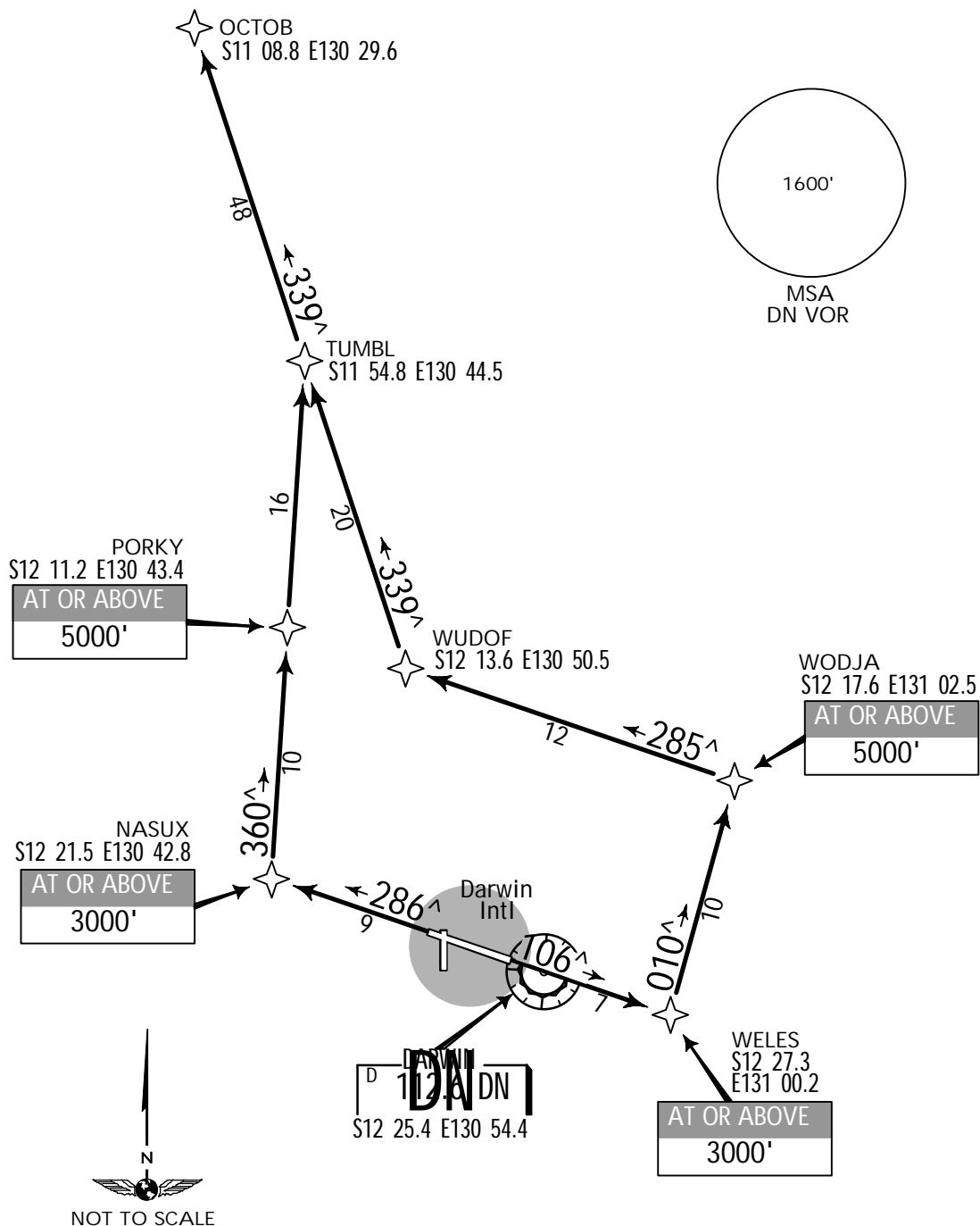
### OCTOB TWO DEPARTURE [OCTOB2]

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 11: Track 106° to WELES. Cross WELES at or above 3000'. Turn LEFT, track 010° to WODJA. Cross WODJA at or above 5000'. Turn LEFT, track 285° to WUDOF. Turn RIGHT, track 339° to TUMBL. Track 339° to OCTOB, thence as cleared.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 3000'. Turn RIGHT, track 360° to PORKY. Cross PORKY at or above 5000'. Track 360° to TUMBL. Turn LEFT track 339° to OCTOB, thence as cleared.



DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

YPDN DARWIN INTL

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

**JETS ONLY**

**PALGA TWO DEPARTURE [PALGA2]**

**JETS ONLY**

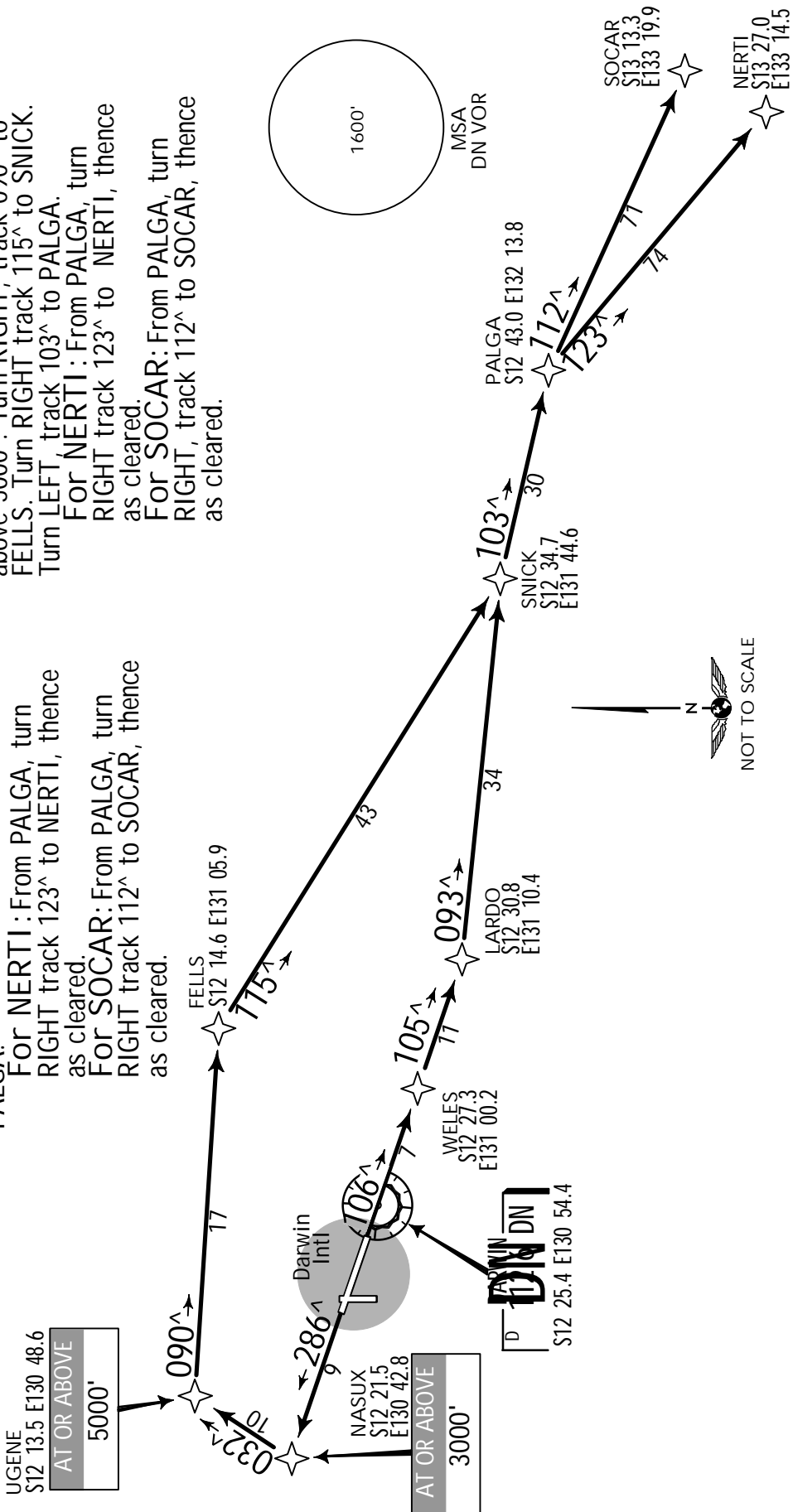
**PALGA TWO DEPARTURE**

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

**RWY 29:** Track 286° to NASUX. Cross NASUX at or above 3000'. Turn RIGHT, track 032° to UGENE. Cross UGENE at or above 5000'. Turn RIGHT, track 090° to FELLE. Turn RIGHT track 115° to SNICK. Turn LEFT, track 103° to PALGA.  
**FOR NERTI:** From PALGA, turn RIGHT track 123° to NERTI, thence as cleared.  
**FOR SOCAR:** From PALGA, turn RIGHT, track 112° to SOCAR, thence as cleared.

**RWY 11:** Track 106° to WELES, track 105° to LARDO. Turn LEFT, track 093° to SNICK. Turn RIGHT, track 103° to PALGA.  
**FOR NERTI:** From PALGA, turn RIGHT track 123° to NERTI, thence as cleared.  
**FOR SOCAR:** From PALGA, turn RIGHT track 112° to SOCAR, thence as cleared.



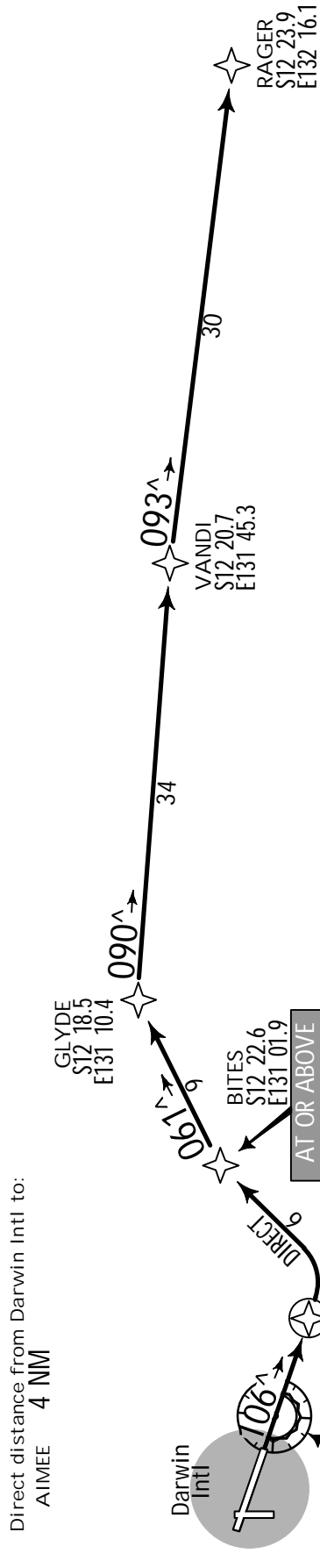
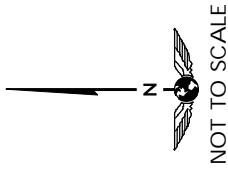
# DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

## NON-JETS ONLY RAGER TWO DEPARTURE [RAGER2]



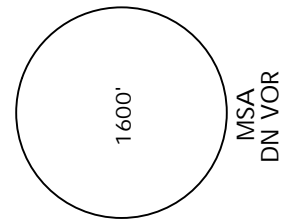
**NON-JETS ONLY**

RAGER TWO DEPARTURE

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 11: Track 106° to AIMEE. At AIMEE, turn LEFT, track direct to BITES. Cross BITES at or above 3000'. Track 061° to GLYDE, turn RIGHT, track 090° to VANDI. Turn RIGHT, track 093° to RAGER, thence as cleared.



# DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8  
 DARWIN Approach EAST (R) (DEP) 125.2  
 DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110  
 TRANS ALT: 10000'

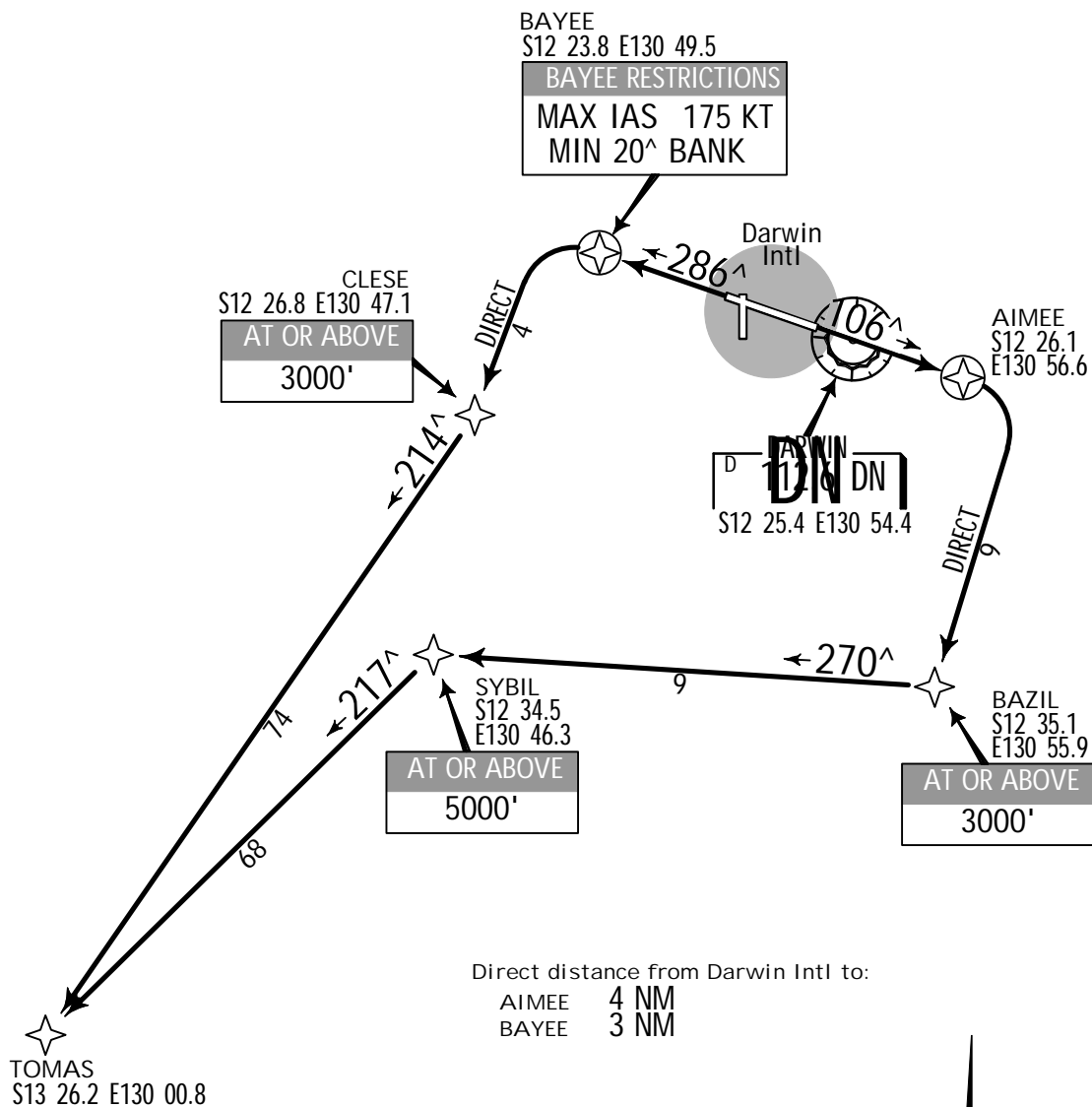
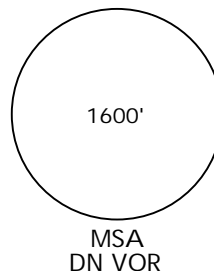
## NON-JETS ONLY TOMAS TWO DEPARTURE [TOMAS2]

Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 11: Track 106<sup>^</sup> to AIMEE. At AIMEE, turn RIGHT track direct to BAZIL. Cross BAZIL at or above 3000'. Turn RIGHT, track 270<sup>^</sup> to SYBIL. Cross SYBIL at or above 5000'. Turn LEFT, track 217<sup>^</sup> to TOMAS, thence as cleared.

RWY 29: Track 286<sup>^</sup> to BAYEE. MAX IAS 175 KT, MIN 20<sup>^</sup> BANK AT BAYEE. At BAYEE, turn LEFT track direct to CLESE. Cross CLESE at or above 3000'. Track 214<sup>^</sup> to TOMAS, thence as cleared.



Direct distance from Darwin Intl to:  
 AIMEE 4 NM  
 BAYEE 3 NM



NOISE ABATEMENT PROCEDURES

LOCAL TIME minus 9 1/2 HOURS = UTC

PREFERRED RUNWAYS

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°.

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°.

PREFERRED FLIGHT PATHS

ARRIVING AIRCRAFT

Preferred runway requirements apply.

Arriving aircraft at night: All JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) 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, sunset to sunrise.

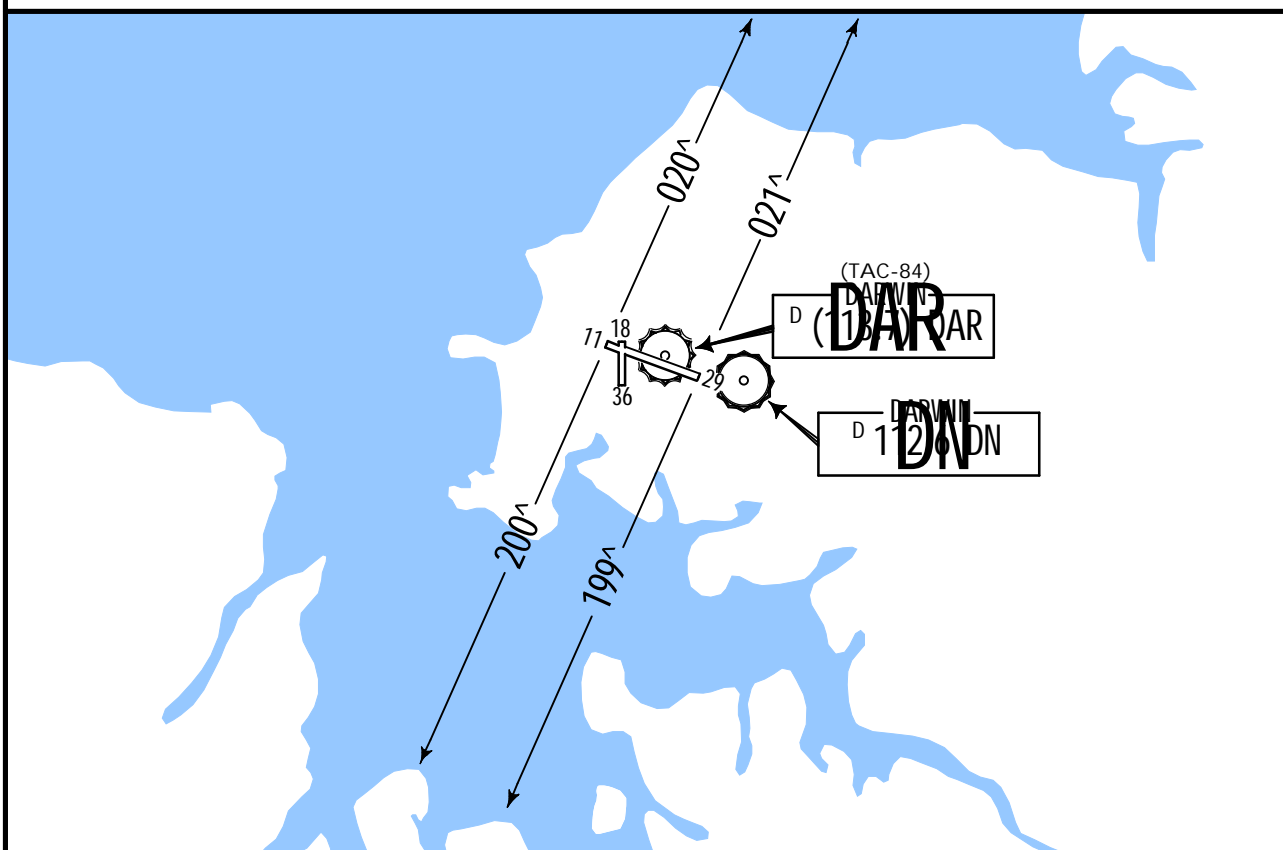
Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000' AMSL, proceed for further straight-in approach. If fuel limited,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

DEPARTING AIRCRAFT

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

Unless cleared via SID, all JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) are to maintain rwy heading until 2000' AMSL and:

- A. D2.0 DN/D3.0 DAR TACAN off runway 11
- B. D5.0 DN/D3.0 DAR TACAN off runway 29.





GENERAL

CAUTION: Possibility of wind shear/turbulence on short final for all runways.  
 CAUTION: Model aircraft operate at East Point (ETP) surface to 400' AGL 270°/2.9 NM from ARP.  
 Bird hazard exists.  
 PPR for civil and foreign military aircraft transiting RAAF Darwin from Base Command Post. 72 hours prior notice.  
 Hours of operation: Civil airport 24 hours. Military airfield daily 2130-1230. Other times PPR 72 hours prior notice.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope			
11 1 29	HIRL PAPI (angle 3.0°, MEHT 57')					197' 60m
	HIRL HIALS PAPI (angle 3.0°, MEHT 59')		9598' 2925m	18/36 8816' 2687m		

1 Grooved.  
 Standby power available. Portable in emergency with 45 minutes prior notice.

18 36				11/29 3760' 1146m		98' 30m
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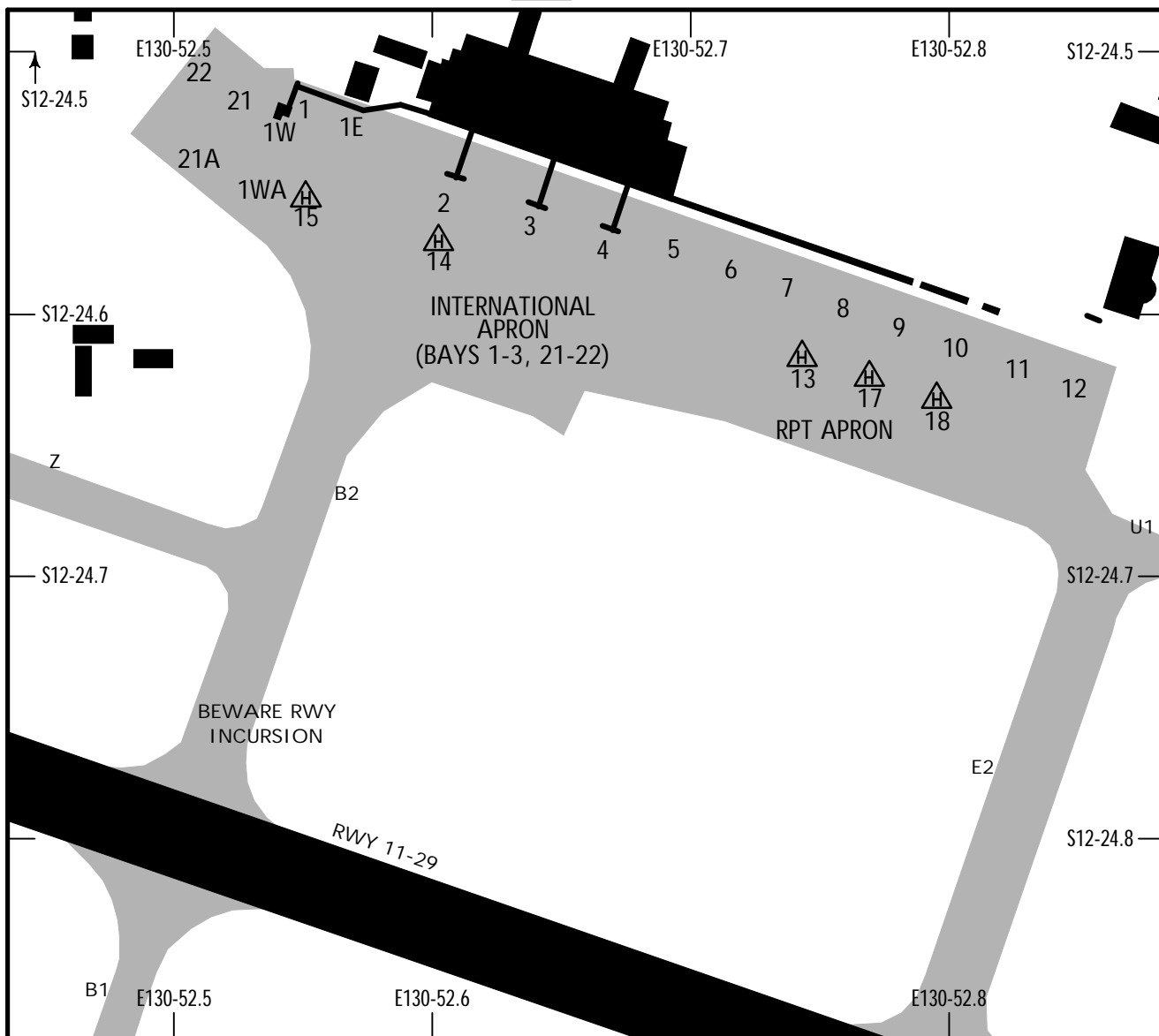
TAKE-OFF

	All Rwys	
	STANDARD	
	With RL & RCLM	Other
1 Eng	300' - 2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km	
2, 3 & 4 Eng	550m	800m

FOR FILING AS ALTERNATE

	Special	Other
	ILS Z or LOC Z Rwy 29 VOR Rwy 11 NDB Rwy 11	
A	800' - 4.0 km	1097' - 4.4 km
B		
C		1197' - 6.0 km
D		1 1397' - 7.0 km

1 CAT D not applicable for RNAV Rwy 36.



**PARKING STAND COORDINATES**

STAND No.	COORDINATES	ELEV	CAPACITY	DOCKING SYSTEM
1	S12 24.5 E130 52.6	73'	A380/AN124	SAFEGATE DGS
2	S12 24.5 E130 52.6	73'	B747-400	SAFEGATE DGS
3	S12 24.5 E130 52.6	72'	B767-300	SAFEGATE DGS
4	S12 24.5 E130 52.7	72'	A321/B738	SAFEGATE DGS
5	S12 24.5 E130 52.7	72'	A321/B738	
6, 7	S12 24.5 E130 52.7	72'	A320/B738	
8 thru 12	S12 24.6 E130 52.8	72'	A320/B738	
1E	S12 24.5 E130 52.5	73'	A321	
1W	S12 24.5 E130 52.5	73'	A321/B739	
1WA	S12 24.5 E130 52.6	74'	DHC8	
H13	S12 24.5 E130 52.7	73'	AS332/EC 225	
H14, H15	S12 24.5 E130 52.5	72'	AS332/EC 225	
H17, H18	S12 24.6 E130 52.8	72'	AS332/EC 225	
21	S12 24.5 E130 52.5	74'	A321/B739	
21A	S12 24.5 E130 52.5	74'	DHC8	
22	S12 24.5 E130 52.5	74'	A321/B739	

For specific aircraft operating capabilities and procedures, contact Darwin International Airport Management.

## VISUAL DOCKING GUIDANCE SYSTEMS

### SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

The Safegate Docking Guidance System is used at International Terminal Bays 1, 2, 3 and 4. Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

#### System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

- a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.
- b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

#### Aircraft Types

Type	Display
Airbus Industrie	300 (Bay 3), 310 (Bays 1 & 2), 319, 320, 321, 330, 340-300 (Bay1), 340-600 (Bay 1), 380 (Bay 1).
Antonov	An-124 (Bay 1)
Boeing	707 (Bay 1), 717, 727, 737-200, (Bay 2), 737-300 (Bay 1), 737-400 (Bay 1), 737-800 (Bay 1), 737 (Bays 2, 3 & 4), 747 (Bays 1 & 2), 757, 767, 777, (Bays 1 & 2).
British Aerospace	146
Embraer	E170, E190
Fokker	F100
McDonnell Douglas	DC10 (Bay 2), MD11 (Bay 1)

#### System Operation

The following is the sequence of system operation from initial approach to STOP:

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.
 

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.
- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.
 

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.
- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.
 

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.
- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.
 

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.
- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.
 

NOTE: If the detected aircraft is lost prior to 39' (12m) to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

## VISUAL DOCKING GUIDANCE SYSTEMS

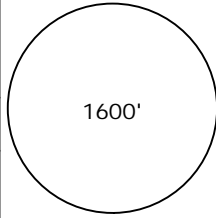
- i. When the aircraft is 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

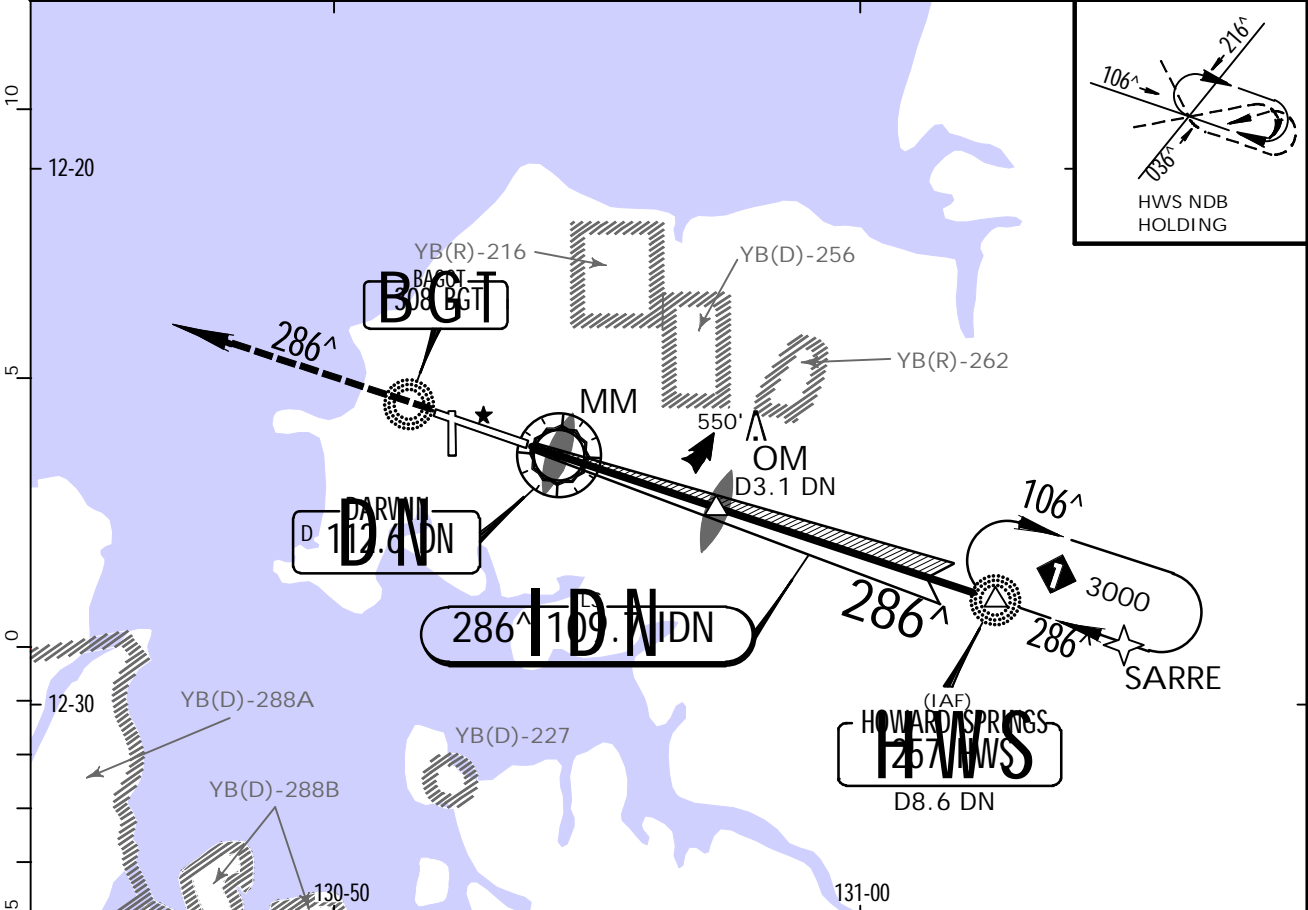
NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshoot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.
- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

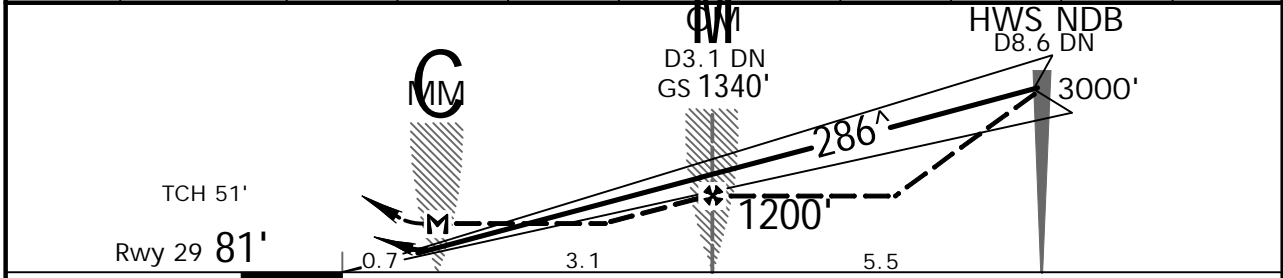
NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

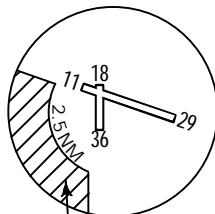
ATIS 112.6 308 344			DARWIN Approach (R) West East 134.1 125.2		*DARWIN Traffic (Approach Sequencing) 123.0		DARWIN Tower 133.1	Ground 121.8
LOC IDN 109.7	Final Apch Crs 286 <sup>^</sup>	GS OM 1340' (1259')	ILS DA(H) 290' (209')	Apt Elev 103' Rwy 29 81'		 <p>1600'</p> <p>MSA DN VOR</p>		
<p>MISSED APCH: Track 286<sup>^</sup>, climb to 3000' or as directed by ATC.</p> <p>Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. CAUTION: VFR helo ops up to 500' AGL east of MM. 2. Aircraft may be RADAR vectored to final east of OM. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.</p>								

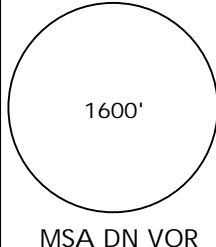


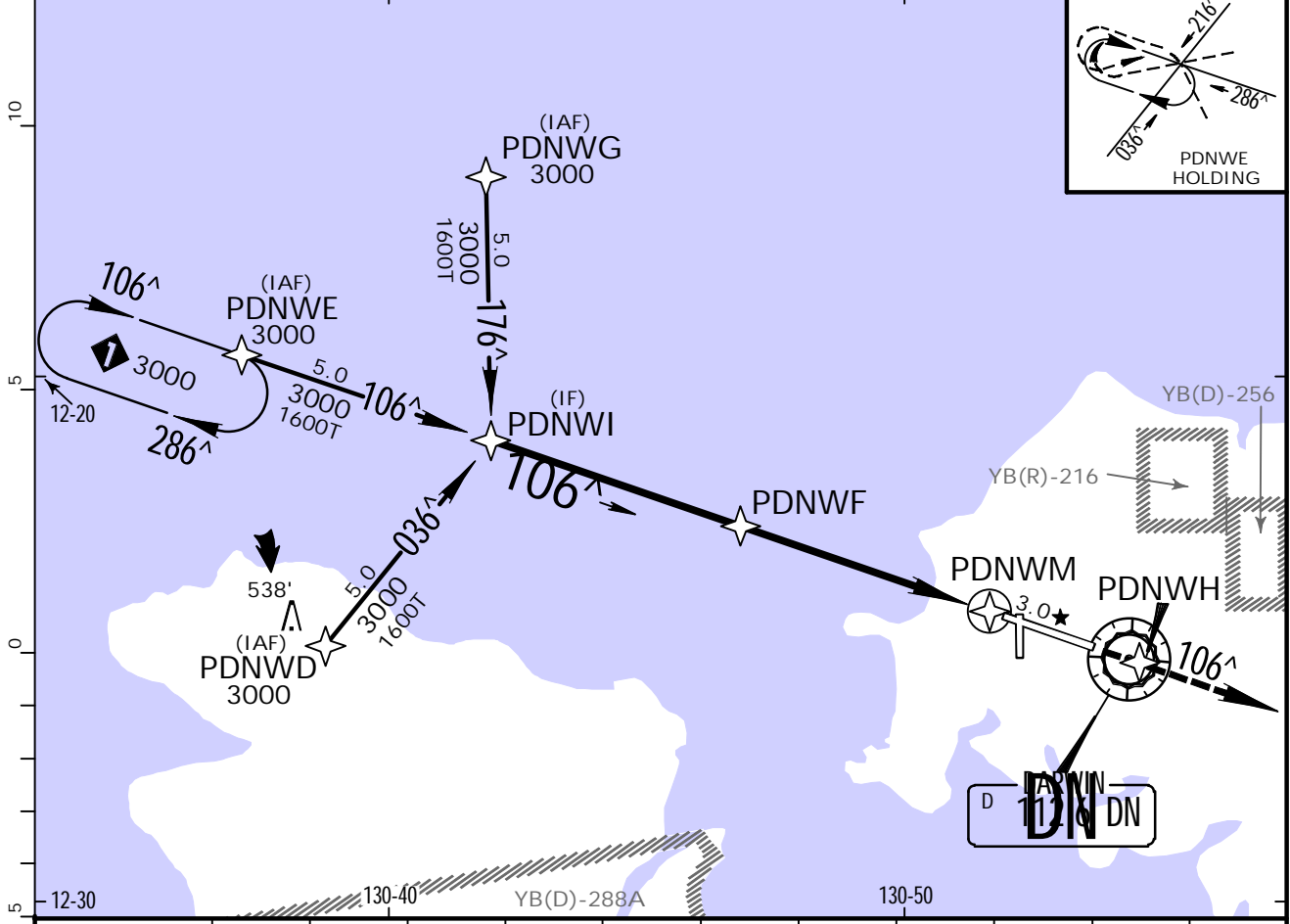
LOC (GS out)	DN DME	0.6	1.0	2.0	3.1	4.0	5.0	6.0	7.0	8.3
	ALTITUDE	550'	670'	990'	1340'	1630'	1950'	2260'	2580'	3000'



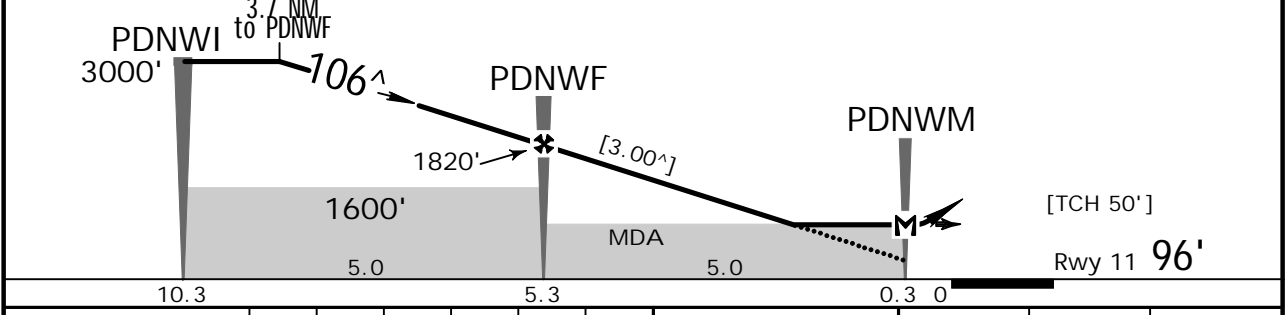
Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	286 <sup>^</sup> 3000'
GS	3.00 <sup>^</sup>	372	478	531	637	743		
MAP at MM								


STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND		 <p>No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM</p>
ILS DA(H) 290' (209')			LOC (GS out) MDA(H) 550' (469')		MDA(H)		
FULL		HIRL out	HIALS out		HIALS out		
A					Max Kts	700'(597')-2.4 km	
B					100	800'(697')-4.0 km	
C	0.8 km	1.2 km	1.5 km	1.7 km	135	1000'(897')-5.0 km	
D					180		
					205		

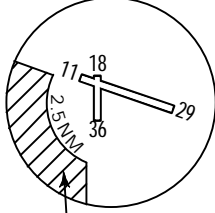
ATIS 112.6 308 344			DARWIN Approach (R) West East 134.1 125.2		*DARWIN Traffic (Approach Sequencing) 123.0			DARWIN Tower 133.1	Ground 121.8	
RNAV	Final Apch Crs 106 <sup>^</sup>	Procedure Alt PDNWF 1820' (1724')		MDA(H) 460' (364')	Apt Elev 103' Rwy 11 96'					
MISSED APCH: Track direct to PDNWH, then track 106 <sup>^</sup> . Climb to 3000'.										
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'				



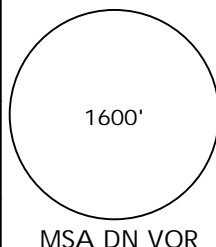
NM to NEXT WPT	3.7	3.0	2.0	1.0	PDNWF	4.0	3.0	2.0	1.0	0.7	PDNWM
ALTITUDE	3000'	2780'	2460'	2140'	1820'	1500'	1180'	870'	550'	460'	

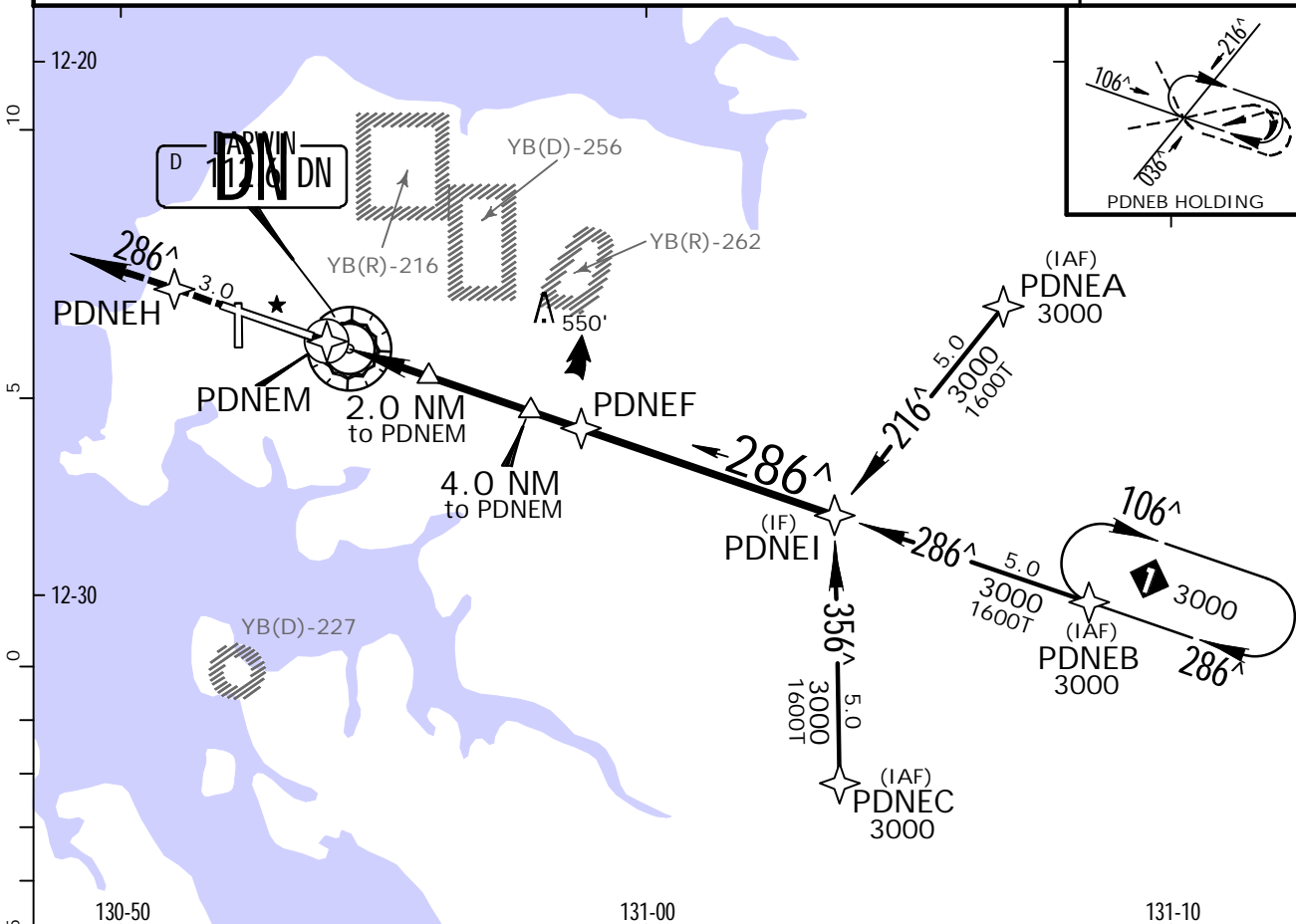


Gnd speed-Kts	70	90	100	120	140	160	PAPI		PDNWH
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849			
MAP at PDNWM									

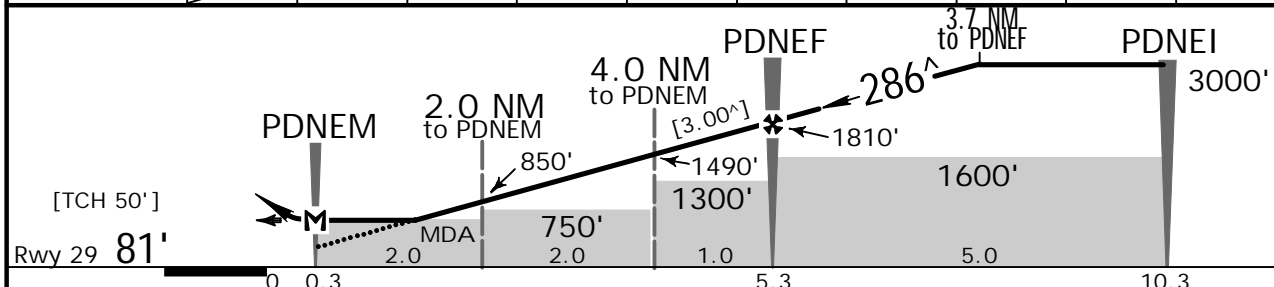
STRAIGHT-IN LANDING RWY 11 MDA(H) 460' (364')		CIRCLE-TO-LAND		
A	1.9 km	Max Kts	MDA(H)	
B		100	700' (597')-2.4 km	
C		135	800' (697')-4.0 km	
D		205	1000' (897')-5.0 km	



PANS OPS 4

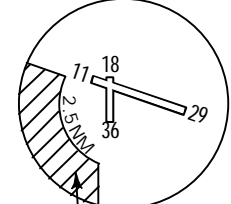
ATIS 112.6 308 344			DARWIN Approach (R) West 134.1 East 125.2		*DARWIN Traffic (Approach Sequencing) 123.0		DARWIN Tower 133.1	Ground 121.8
RNAV	Final Apch Crs <b>286<sup>^</sup></b>	Procedure Alt PDNEF <b>1810'</b> (1729')		MDA(H) <b>530'</b> (449')	Apt Elev 103' Rwy 29 <b>81'</b>			
MISSED APCH: Track direct to PDNEH, then track 286 <sup>^</sup> . Climb to 3000'.								
Alt Set: hPa			Rwy Elev: 3 hPa		Trans level: FL 110		Trans alt: 10000'	
1. Max IAS for initial: 210 Kts.								



NM to NEXT WPT	PDNEM	1.0	2.0	3.0	4.0	PDNEF	1.0	2.0	3.0	3.7
ALTITUDE		530'	850'	1170'	1490'	1810'	2120'	2440'	2760'	3000'



Gnd speed-Kts	70	90	100	120	140	160			PDNEH
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849			
MAP at PDNEM									

STRAIGHT-IN LANDING RWY29				CIRCLE-TO-LAND					
MDA(H) <b>530'</b> (449')				MDA(H) _____					
HIALS out				HIALS out					
A	2.5 km			Max Kts	_____				
B				100	700' (597') - 2.4 km				
C				135	800' (697') - 4.0 km				
D				180	1000' (897') - 5.0 km				
				205					
								No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM	

YPDN/DRW

DARWIN INTL

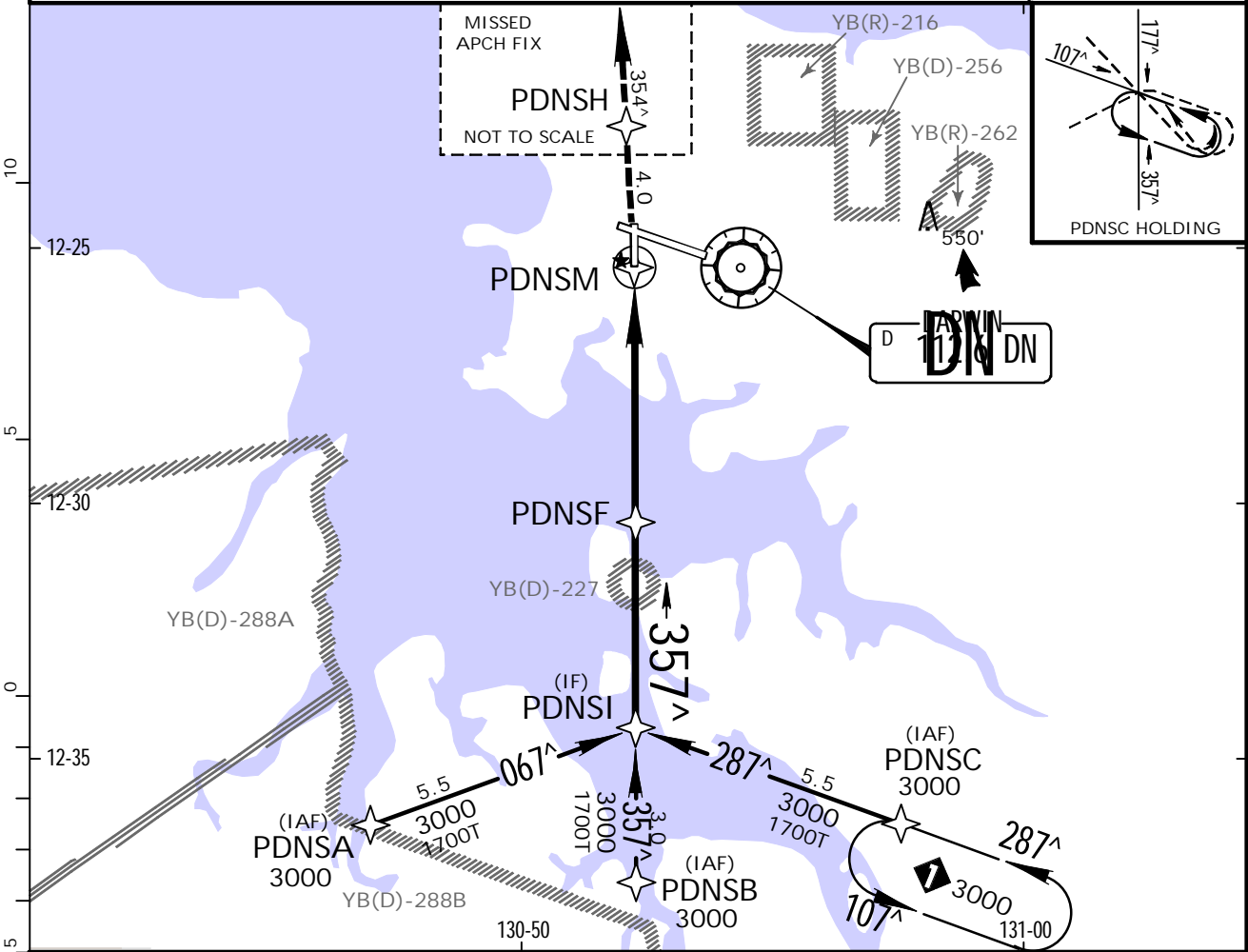
22 JUN 12  
Eff. 28 Jun.

(12-3)

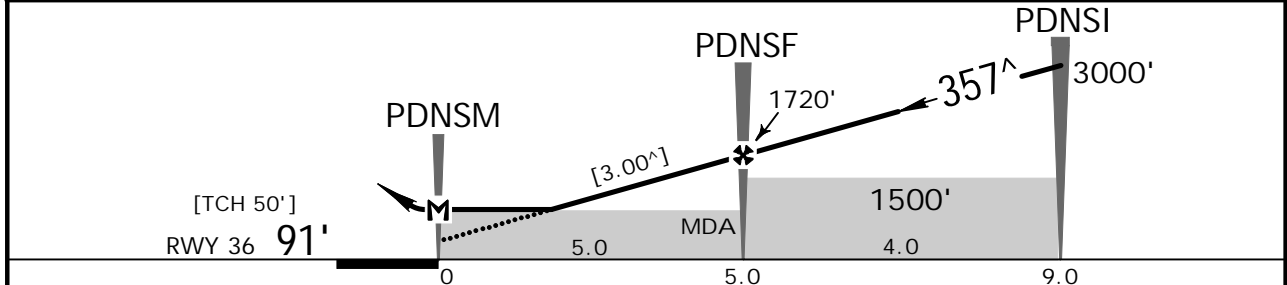
CAT A, B & C

DARWIN, NT, AUSTRALIA  
RNAV-Z (GNSS) Rwy 36

BRIEFING STRIP™	ATIS	DARWIN Approach (R)		*DARWIN Traffic (Approach Sequencing)		DARWIN Tower	Ground
	112.6 308 344	West 134.1	East 125.2	123.0		133.1	121.8
RNAV	Final Apch Crs 357 <sup>^</sup>	Procedure Alt PDNSF 1720' (1629')	MDA(H) 610' (519')	Apt Elev 103'	Rwy 36 91'	1600'  MSA DN VOR	
MISSED APCH: Track direct to PDNSH, then 354 <sup>^</sup> . Climb to 3000'.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'							
1. CAUTION: Gas plume approaching FAF.							



NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610'	770'	1090'	1400'	1720'	2040'	2350'	2670'	3000'



Gnd speed-Kts	70	90	100	120	140	160	D → PDNSH
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849	
MAP at PDNSM							

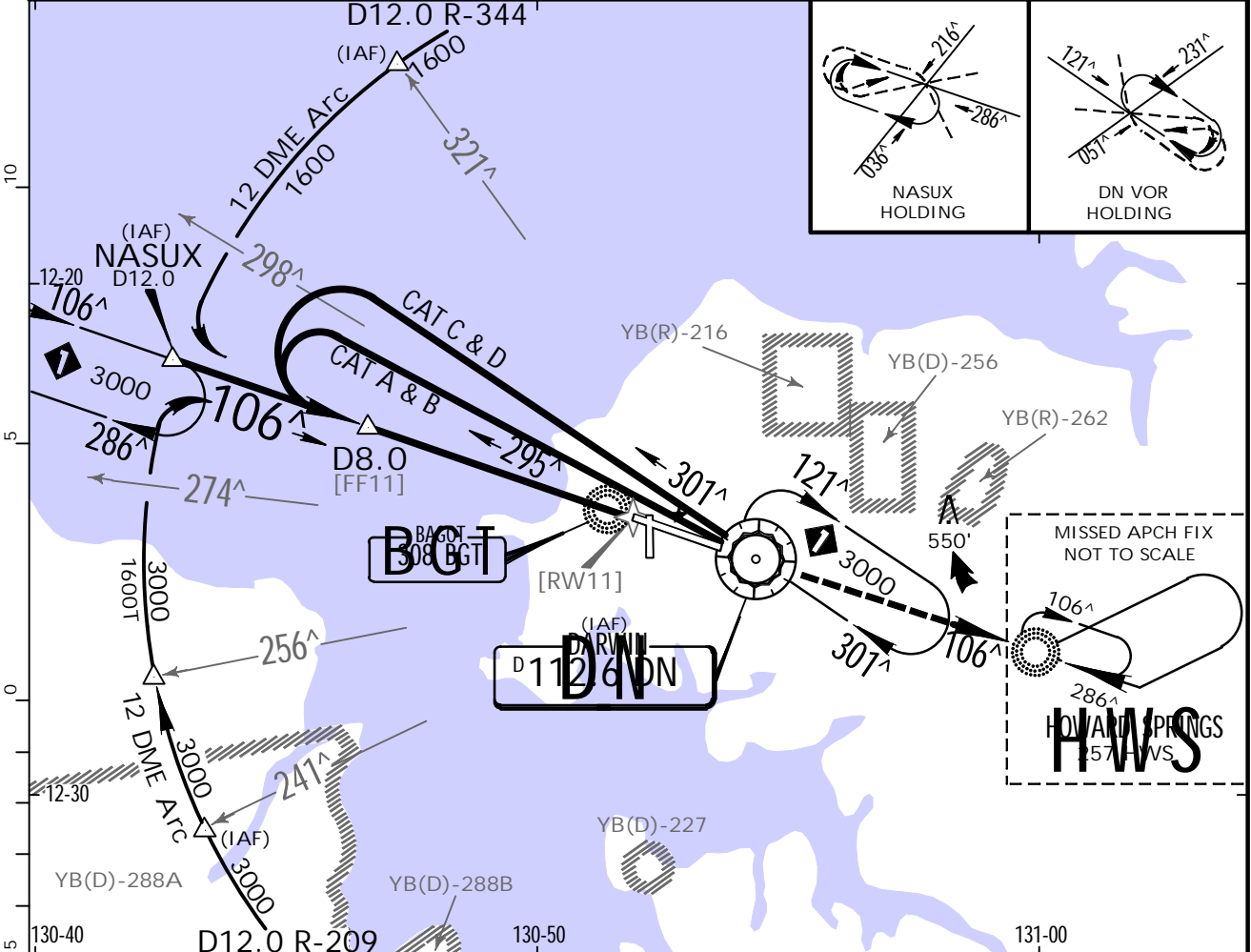
PANS OPS	STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND			<p>No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM</p>	
	MDA(H) 610' (519')			Max Kts MDA(H)				
	A	2.9 km			100	700' (597') - 2.4 km		
	B				135	800' (697') - 4.0 km		
C				180	NOT APPLICABLE			
D	NOT APPLICABLE			D	NOT APPLICABLE			

ATIS			DARWIN Approach (R)		*DARWIN Traffic (Approach Sequencing)		DARWIN Tower	Ground
112.6	308	344	West 134.1	East 125.2	123.0		133.1	121.8
VOR DN 112.6	Final Apch Crs 106 <sup>^</sup>	Minimum Alt D8.0 Refer to Profile		MDA(H) 500' (404')		Apt Elev 103' Rwy 11 96'		1600'

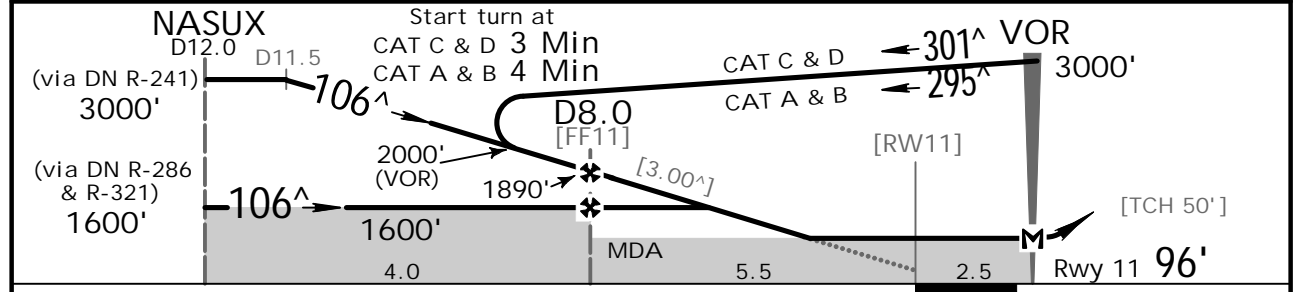
**MISSED APCH:** Track 106<sup>^</sup>, climb to 3000'. Hold at HWS NDB or as directed by ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000'  
 1. Max IAS for initial: 210 Kts. 2. Aircraft may be RADAR vectored to final.  
 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.

MSA DN VOR

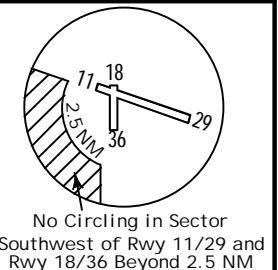


DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.6
ALTITUDE	3000'	2850'	2530'	2210'	1890'	1570'	1260'	940'	610'	500'

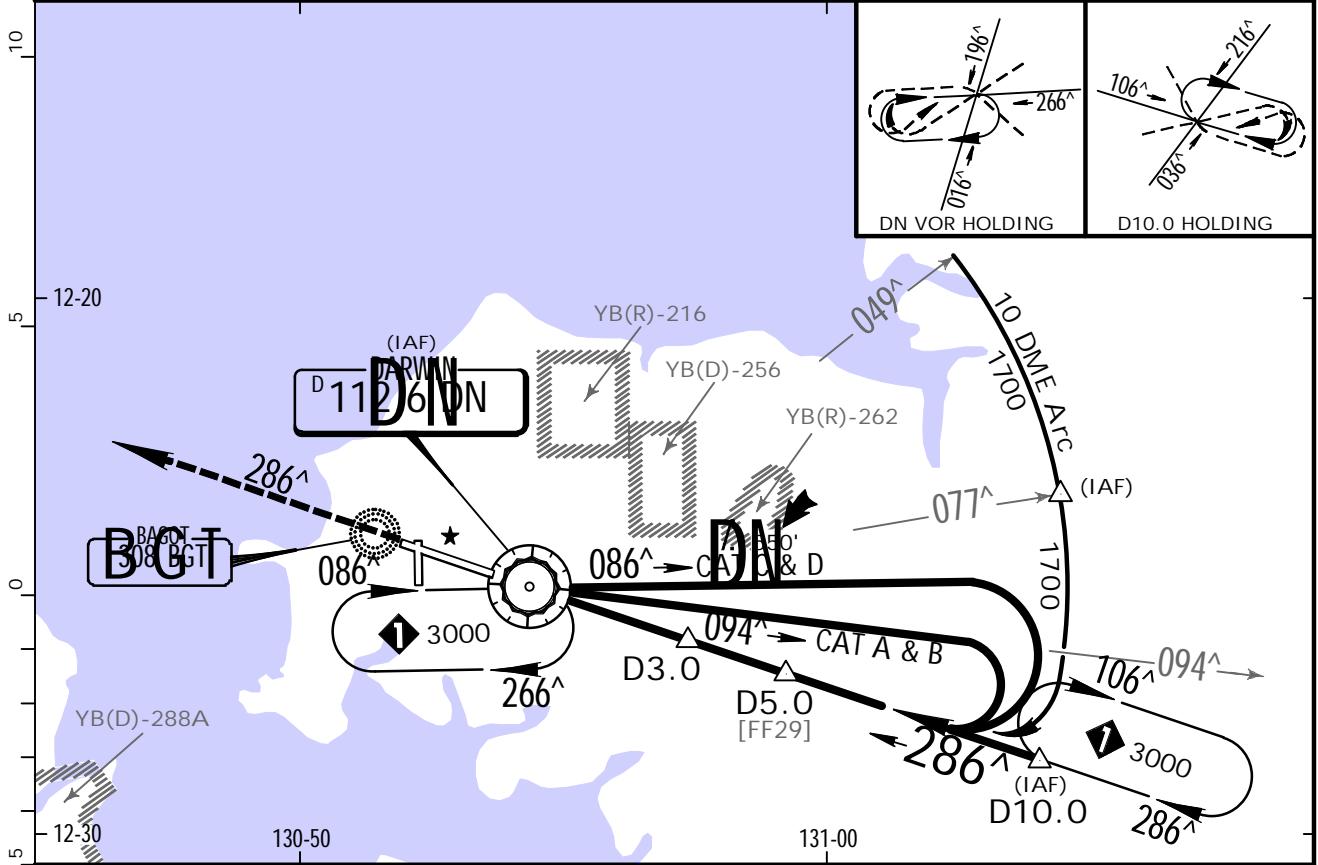


Gnd speed-Kts	70	90	100	120	140	160	PAPI	106 <sup>^</sup>	3000'
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849			
MAP at VOR									

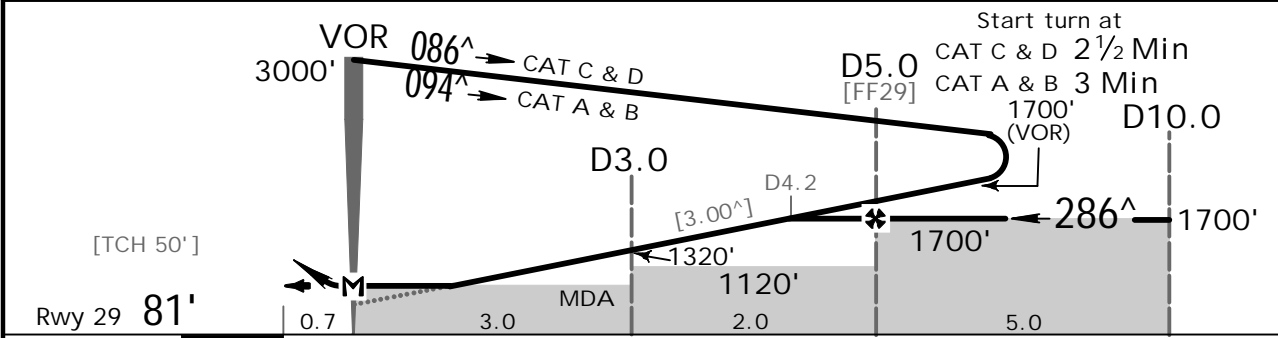
STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
MDA(H) 500' (404')		Max Kts	MDA(H)
A	2.2 km	100	700' (597') - 2.4 km
B		135	800' (697') - 4.0 km
C		180	1000' (897') - 5.0 km
D		205	



ATIS 112.6 308 344			DARWIN Approach (R) West 134.1 East 125.2		*DARWIN Traffic (Approach Sequencing) 123.0		DARWIN Tower 133.1	Ground 121.8
VOR DN 112.6		Final Apch Crs 286 <sup>^</sup>		Procedure Alt D5.0 1700' (1619')		MDA(H) (CONDITIONAL) 560' (479')		Apt Elev 103' Rwy 29 81'
MISSED APCH: Track 286 <sup>^</sup> , climb to 3000' or as directed by ATC.								1600'  MSA DN VOR
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'								
1. CAUTION: VFR helo ops up to 500' AGL east of 3 NM step. 2. Aircraft may be RADAR vectored to final. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.								



DN DME	0.6	1.0	2.0	3.0	3.6
ALTITUDE	560'	680'	1000'	1320'	1500'

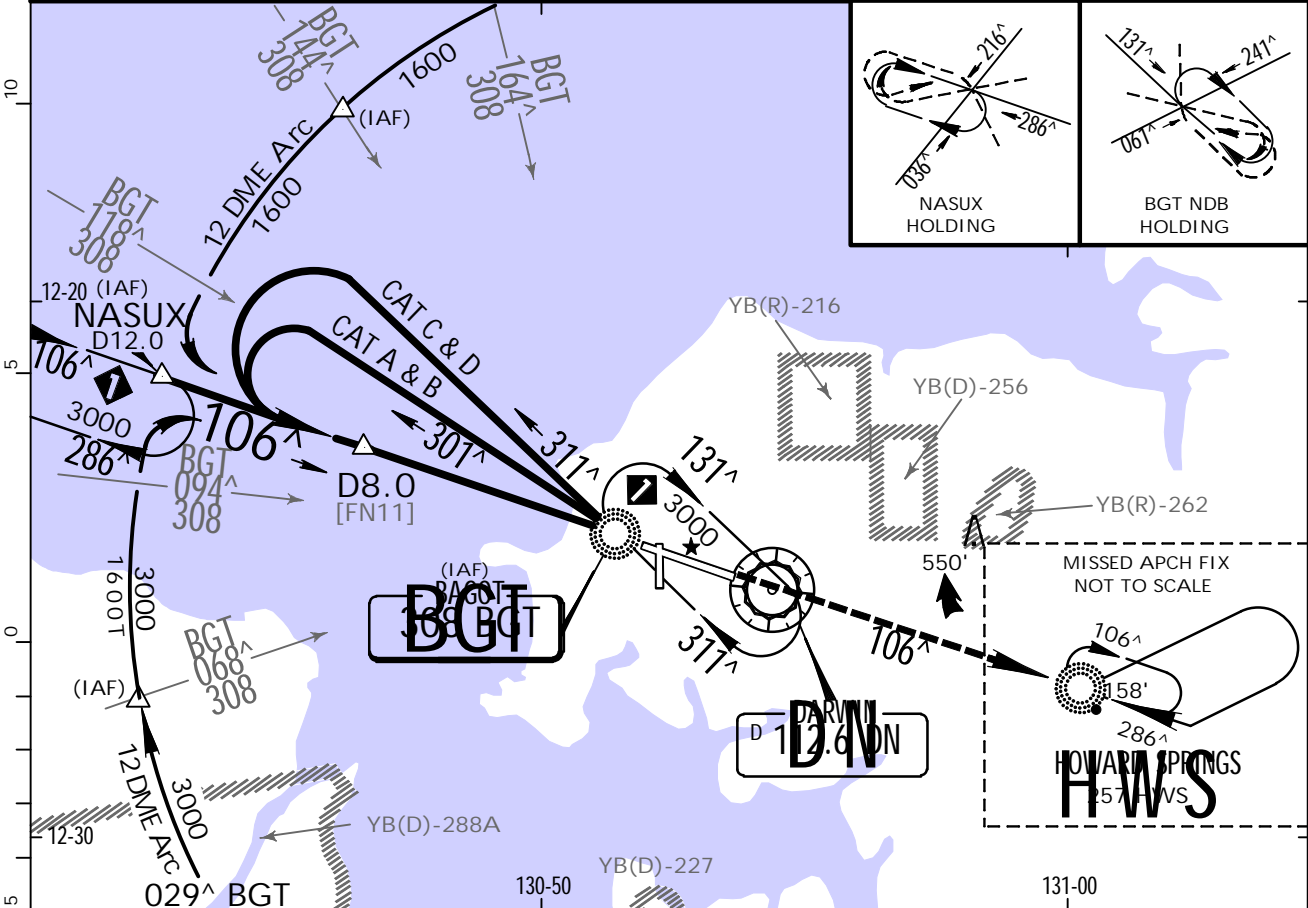


Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS 286 <sup>^</sup> 3000'
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849	
MAP at VOR							

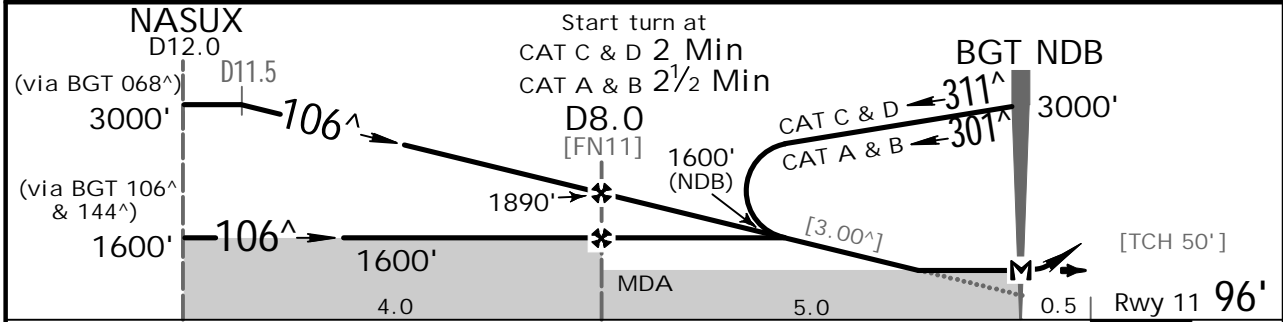
STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		
VOR DME MDA(H) 560' (479')	VOR MDA(H) 1000' (919')	Max Kts	MDA(H)	
HIALS out	HIALS out	100	700'(597')-2.4 km	
A		135	800'(697')-4.0 km	
B		180	1000'(897')-5.0 km	
C	2.7 km			
D	5.0 km			

PANS OPS 4

BRIEFING STRIP™	ATIS	DARWIN Approach (R)		*DARWIN Traffic (Approach Sequencing)			DARWIN Tower	Ground
	112.6 308 344	West 134.1	East 125.2	123.0			133.1	121.8
	NDB BGT 308	Final Apch Crs 106 <sup>^</sup>	Minimum Alt D8.0 Refer to Profile	MDA(H) 500' (404')	Apt Elev 103' Rwy 11 96'	1600'		
MISSED APCH: Track 106 <sup>^</sup> , climb to 3000', hold at HWS NDB or as directed by ATC.							MSA BGT NDB	
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000'								
1. Max IAS for initial: 210 Kts. 2. Aircraft may be RADAR vectored to final.								
3. DME Ch 84X (113.7) not to be used with this procedure.								
4. GPS permitted in lieu of DME. Reference waypoint DN VOR.								



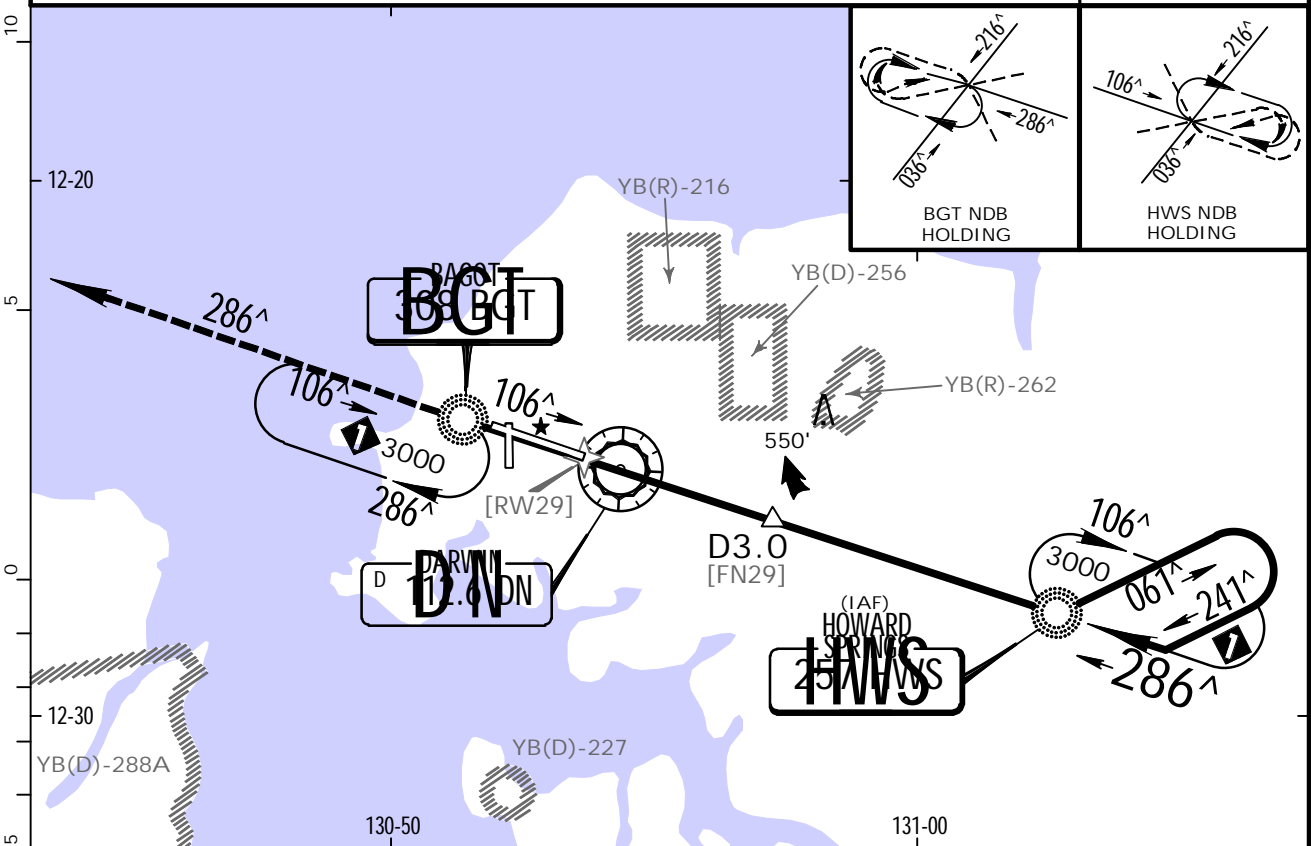
DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.6
ALTITUDE	3000'	2850'	2530'	2210'	1890'	1570'	1260'	940'	620'	500'



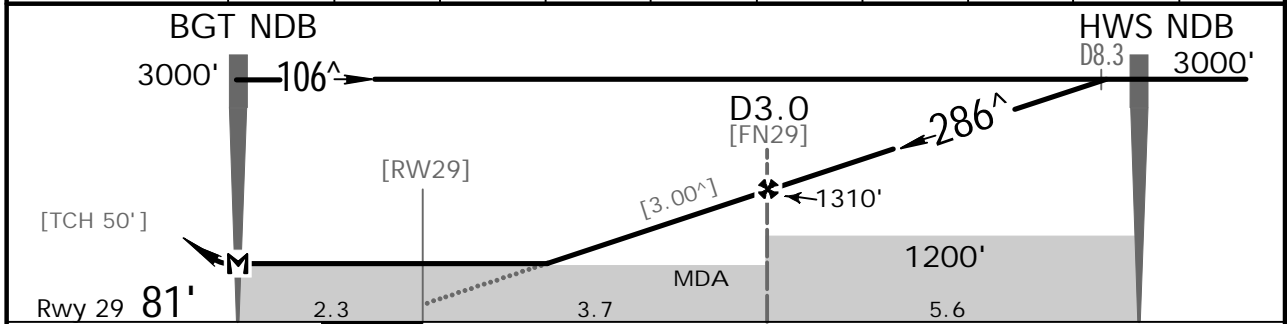
Gnd speed-Kts	70	90	100	120	140	160	PAPI	106 <sup>^</sup>	3000'
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849			
MAP at BGT NDB									

PANS OPS 4	STRAIGHT-IN LANDING RWY11		CIRCLE-TO-LAND		<p>No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM</p>
	MDA(H) 500' (404')		Max Kts	MDA(H)	
	A	2.2 km	100	700' (597') -2.4 km	
	B		135	800' (697') -4.0 km	
D	205		1000' (897') -5.0 km		

BRIEFING STRIP™	ATIS			DARWIN Approach (R)		*DARWIN Traffic (Approach Sequencing)			DARWIN Tower	Ground
	112.6	308	344	West 134.1	East 125.2	123.0			133.1	121.8
	NDB	NDB	Final	Procedure Alt	MDA(H)	Apt Elev		103'		
	BGT	HWS	Apch Crs	D3.0	(CONDITIONAL)	Rwy 29		81'		
	308	257	286^	1310' (1229')	560' (479')					
MISSED APCH: Track 286^, climb to 3000' or as directed by ATC.									1600'  MSA BGT NDB	
Alt Set: hPa      Rwy Elev: 3 hPa      Trans level: FL 110      Trans alt: 10000'										
1. CAUTION: VFR helo ops up to 500' AGL east of 3 NM step. 2. Aircraft may be RADAR vectored to HWS NDB. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.										



DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560'	680'	1000'	1310'	1630'	1950'	2270'	2590'	2900'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	286^	3000'
Descent angle [3.00^]	372	478	531	637	743	849			
MAP at BGT NDB									

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		
TWIN NDB DME	TWIN NDB	Max Kts	MDA(H)	
MDA(H) 560' (479')	MDA(H) 1000' (919')	100	700' (597') - 2.4 km	
HIALS out	HIALS out	135	800' (697') - 4.0 km	
A		180	1000' (897') - 5.0 km	
B		205		
C	2.7 km			
D	5.0 km			

PANS OPS 4

## Chart changes since cycle 10-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**DARWIN, NT (DARWIN INTL - YPDN)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport YPDN

### Chart Change Notices for Country AUS

**Type:** General

**Effectivity:** Permanent

**Begin Date:** 20100603

**End Date:** No end date

Commencing with the 3 JUN 10 effective date the CTAF (R) concept for Australia will be retired and replaced by CTAF. This is expected to be phased in over the next few months. Jeppesen will process CTAF changes on an as revise basis along with more flight critical revision activity.