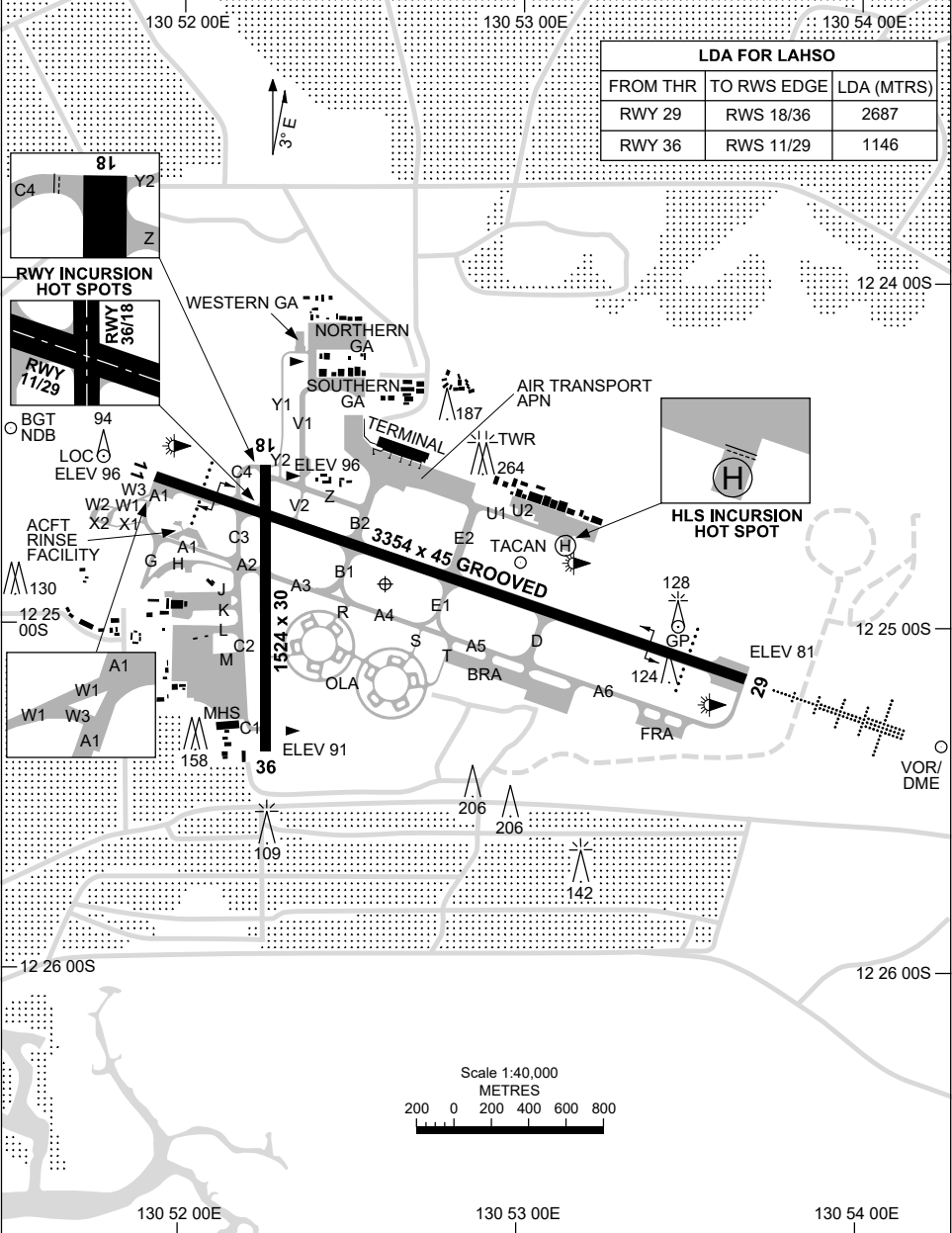


13 JUN 2024

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	--------------	--------------	--------------	--

LDA FOR LAHSO		
FROM THR	TO RWS EDGE	LDA (MTRS)
RWY 29	RWS 18/36	2687
RWY 36	RWS 11/29	1146

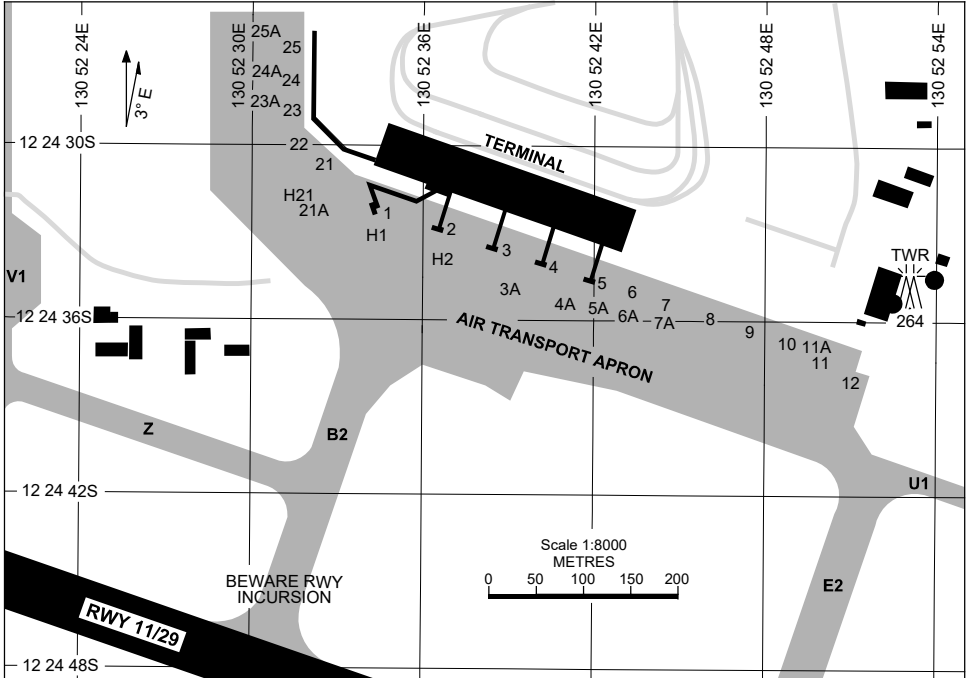


Changes: LIT GP, Editorial.

PDNAD01-179



5 SEP 2024



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	12 24 29.85S	130 52 34.59E	73	A380/A124	JET A1	SAFEGATE
2	12 24 30.88S	130 52 36.77E	73	B744	JET A1	SAFEGATE
3	12 24 31.58S	130 52 38.75E	72	B763	JET A1	SAFEGATE
3A	12 24 32.24S	130 52 38.67E	72	E120/SF34	JET A1	
4	12 24 32.16S	130 52 40.48E	72	A321/B738	JET A1	SAFEGATE
4A	12 24 32.82S	130 52 40.25E	72	SF34/E120	JET A1	
5	12 24 32.61S	130 52 42.02E	72	A321/B738	JET A1	SAFEGATE
5A	12 24 33.15S	130 52 41.85E	72	E120	JET A1	
6	12 24 32.96S	130 52 43.41E	72	A320/B738	JET A1	
6A	12 24 33.32S	130 52 43.12E	72	E120	NIL	
7	12 24 33.35S	130 52 44.77E	72	A320/B738	JET A1	
7A	12 24 33.78S	130 52 44.49E	72	E120/SF34	JET A1	
8	12 24 33.79S	130 52 46.00E	72	E190	JET A1	
9	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	12 24 35.19S	130 52 49.96E	71	A320/B738	NIL	
11A	12 24 34.62S	130 52 49.35E	71	A330/B789	NIL	
12	12 24 35.52S	130 52 51.06E	70	A320/B738	NIL	
21	12 24 29.27S	130 52 32.40E	74	A321/B738	JET A1	
21A	12 24 29.89S	130 52 32.15E	74	E120/SF34	JET A1	
22	12 24 28.42S	130 52 31.42E	74	A321/B738	JET A1	
23	12 24 27.08S	130 52 31.12E	73	A321/B738	JET A1	
23A	12 24 30.56S	130 52 26.91E	73	E120/SF34	JET A1	
24	12 24 25.67S	130 52 31.10E	73	A321/B738	JET A1	
24A	12 24 25.47S	130 52 30.55E	73	E120/SF34	JET A1	
25	12 24 24.26S	130 52 31.10E	72	A321/B738	JET A1	
25A	12 24 24.00S	130 52 30.54E	72	E120/SF34	JET A1	
H1	12 24 30.97S	130 52 34.20E	72	S61/S92	NIL	
H2	12 24 31.68S	130 52 36.32E	72	S61/S92	NIL	
H21	12 24 29.72S	130 52 31.58E	74	S61/S92	NIL	

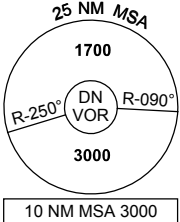
Changes: 3A CAPACITY, Editorial.

PDNAP01-180

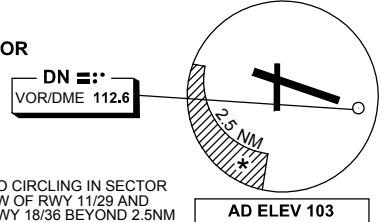
# DME or GNSS ARRIVAL PROCEDURES DARWIN, NT (YPDN)

2 MAR 2017

ATIS <b>128.25</b> 308 316.2	APP-E <b>125.2</b> APP-W <b>134.1</b>	SMC <b>121.8</b>	TWR <b>133.1</b>	DEP <b>123.0</b>	Bearings are Magnetic Elevations in FEET AMSL
------------------------------------	--	---------------------	---------------------	---------------------	--



## DME USING DN DME REFERENCE WAYPOINT DN VOR



### SECTOR A

### MISSED APPROACH:

CLIMB ON TRACK  
TO 3000FT OR AS  
DIRECTED BY ATC.

NM FM VOR	60	50	30	15	12	7	5	3	0						
<b>CIRCLING MINIMA</b>				<b>A,B: 700-2.4</b>		<b>C: 800-4.0</b>		<b>D: 1000-5.0</b>							
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		

### SECTOR B

### MISSED APPROACH:

CLIMB ON TRACK  
TO 3000FT OR AS  
DIRECTED BY ATC.

NM FM VOR	60	50	30	15	8	6	5	3	0						
<b>CIRCLING MINIMA</b>				<b>A,B: 700-2.4</b>		<b>C: 800-4.0</b>		<b>D: 1000-5.0</b>							
NM FM VOR	23.7	20	15	10	9	8	7	6	5	4	3	2	1.7	1.1	0.8
ALT (3° APCH PATH)	8000	6820	5230	3640	3320	3000	2680	2360	2050	1730	1410	1090	1000	800	700

### SECTOR C

### MISSED APPROACH:

CLIMB ON TRACK  
TO 3000FT OR AS  
DIRECTED BY ATC.

NM FM VOR	60	50	30	15	7	5	0								
<b>CIRCLING MINIMA</b>				<b>A,B: 850-2.4</b>		<b>C: 850-4.0</b>		<b>D: 1000-5.0</b>							
NM FM VOR	21.9	20	15	10	9	8	7	6	5	4	3	2	1	0.3	
ALT(3.16° APCH PATH)	8000	7360	5680	4010	3670	3340	3000	2660	2330	1990	1660	1320	1000	850	

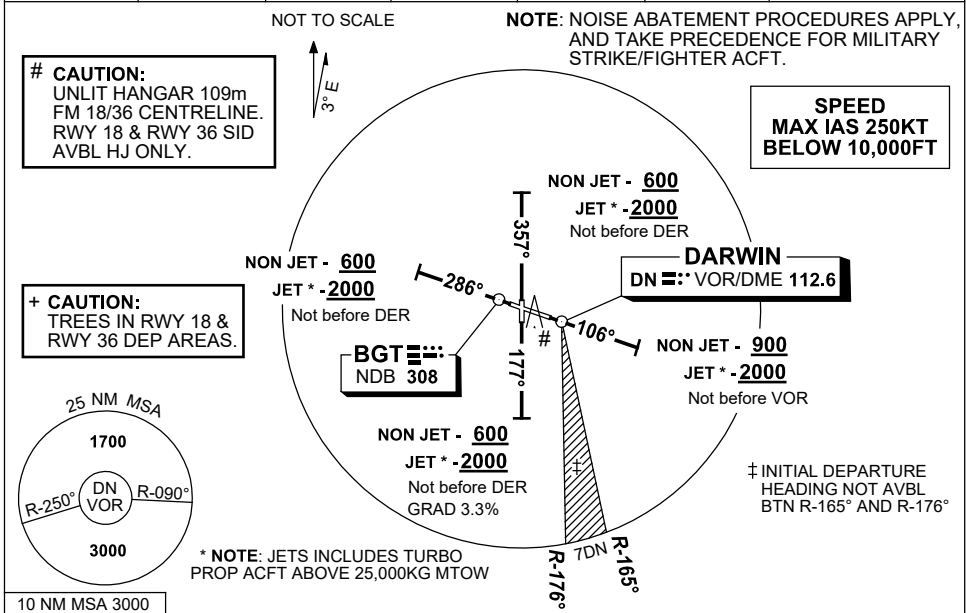
Changes: FROM SUP H159/16.

PDNDG01-150

**STANDARD INSTRUMENT DEPARTURES (SID)  
DARWIN SEVEN DEPARTURE (RADAR)  
DARWIN, NT (YPDN)**

**1 DEC 2022**

ATIS <b>128.25</b> 308 316.2	ACD <b>126.8</b>	SMC <b>121.8</b>	TWR <b>133.1</b>	APP-E <b>125.2</b> APP-W <b>134.1</b>	DEP <b>123.0</b>	Bearings are Magnetic Elevations in FEET AMSL
------------------------------------	---------------------	---------------------	---------------------	--	---------------------	--



**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  
or  
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.

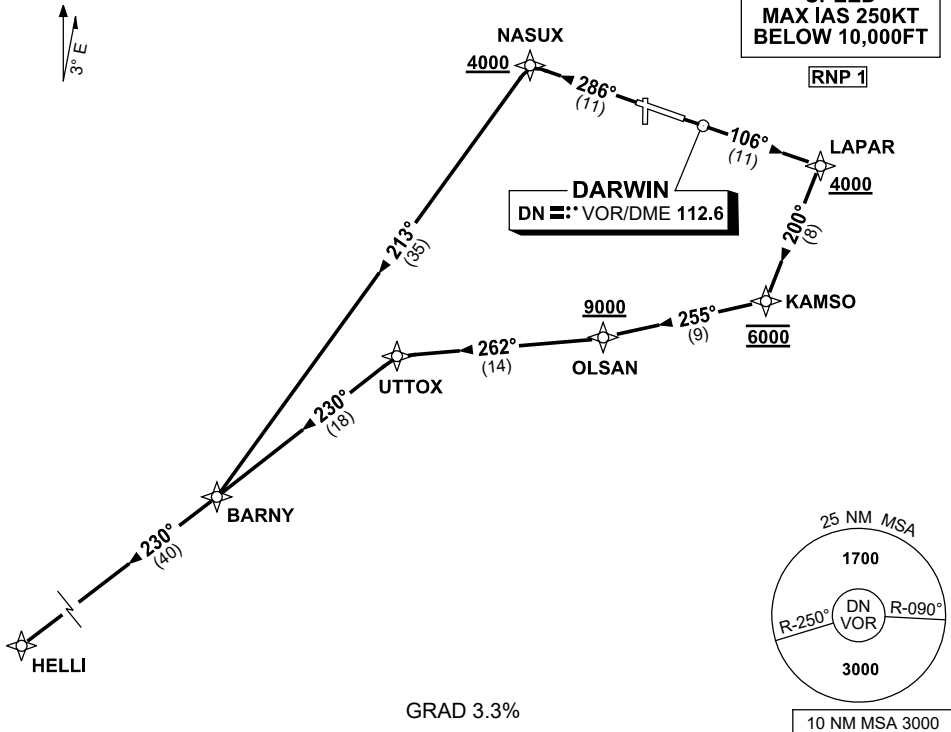
PDNDP01-173

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

1 DEC 2022

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



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

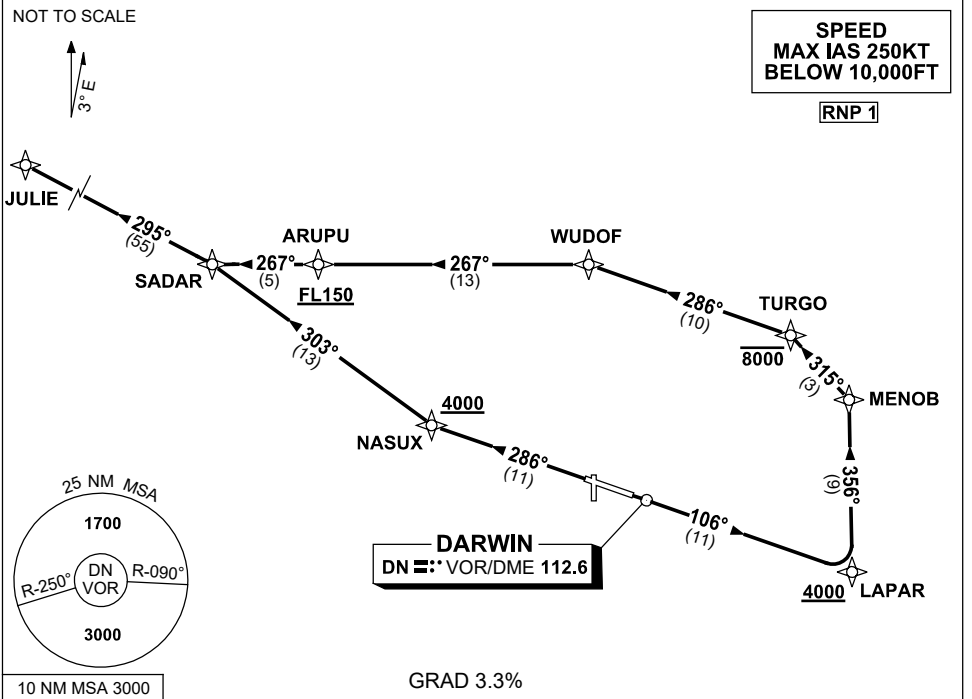
Changes: MAG VAR.

PDNDP03-173

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

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
-----------------------------	--------------	--------------	--------------	----------------------------	--



**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**

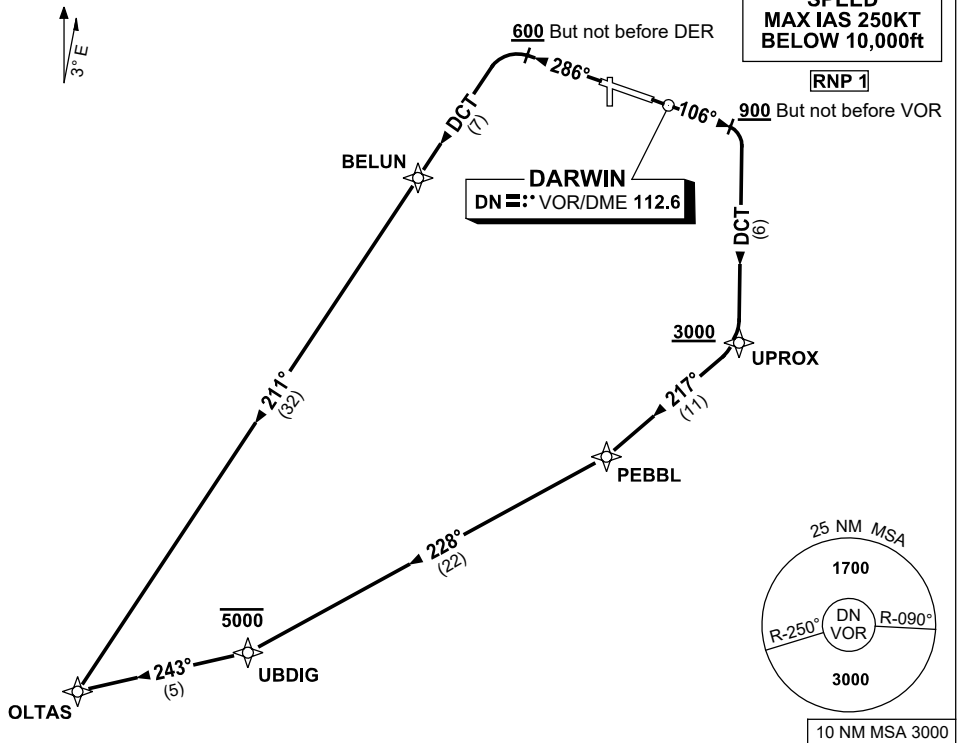
- Track 286° to NASUX  
**Cross** NASUX AT or ABV 4000ft
- Turn RIGHT, track 303° SADAR
- Turn LEFT, track 295° to JULIE

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

30 NOV 2023

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



**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.

PDNDP05-177

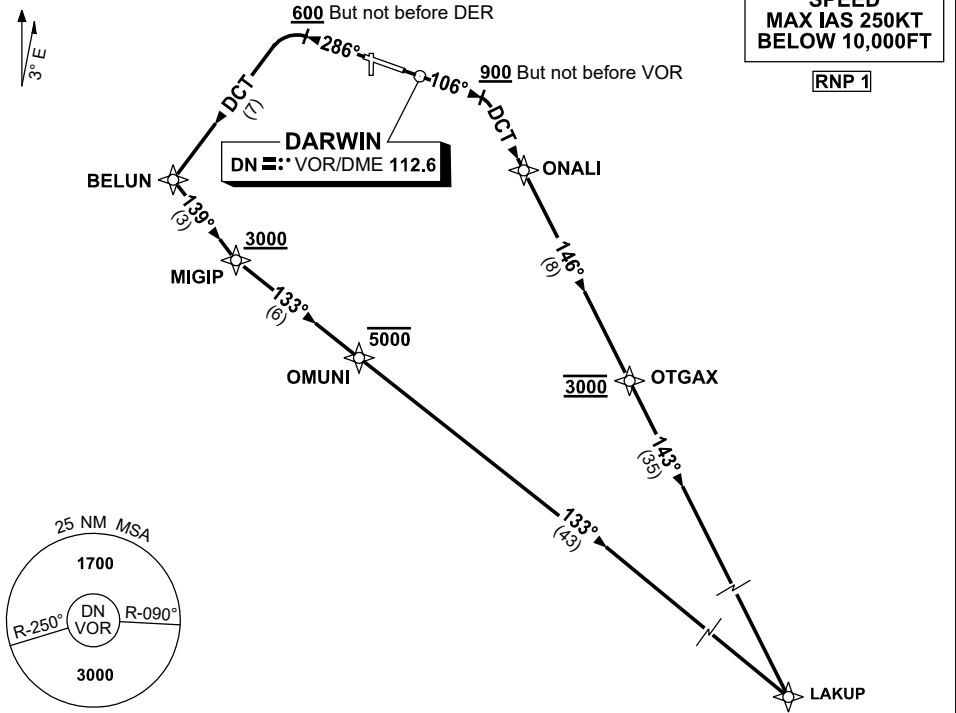


STANDARD INSTRUMENT DEPARTURES (SID)  
LAKUP FIVE DEPARTURE (NON-JET) (RNAV)  
**DARWIN, NT (YPDN)**

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



**LAKUP FIVE DEPARTURE**

**RWY 11**

- GRAD 3.3%
- Track 106°
- AT or ABV 900ft, but not before VOR  
turn RIGHT, track DCT to ONALI
- Track 146° to OTGAX  
**Cross** 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

STANDARD INSTRUMENT DEPARTURES (SID)  
 OCTO EIGHT DEPARTURE (JET) (RNAV)  
**DARWIN, NT (YPDN)**

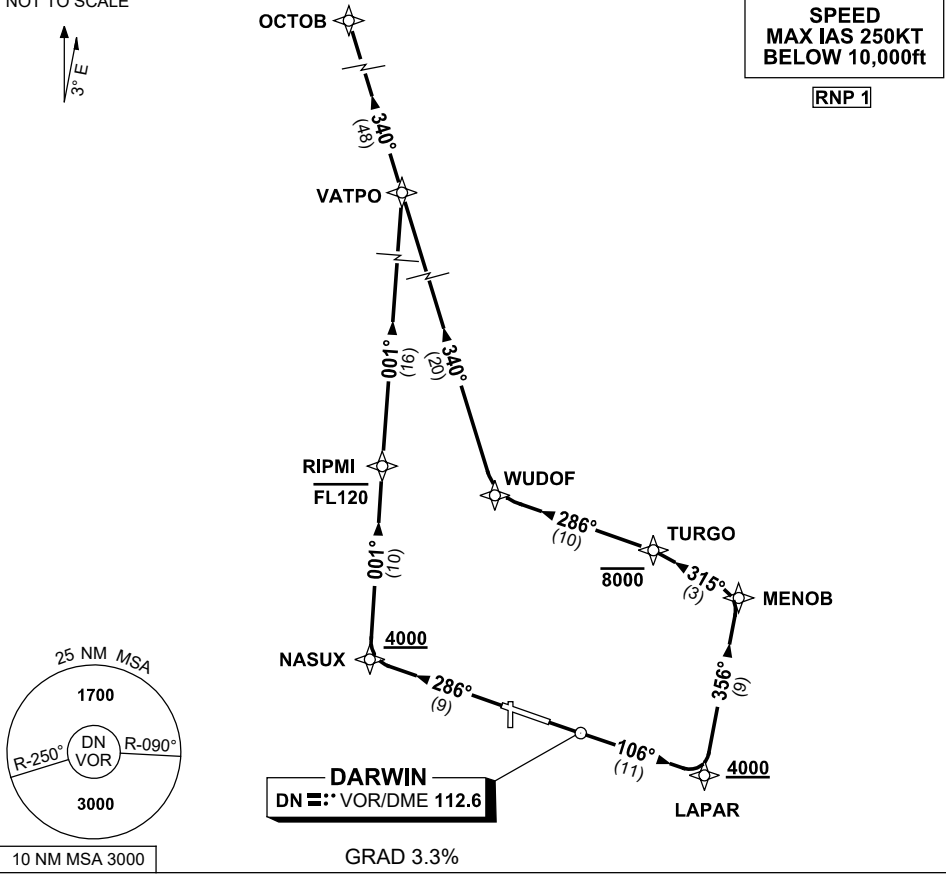
30 NOV 2023

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**  
**RNP 1**



**OCTO 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 OCTO

**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 OCTO

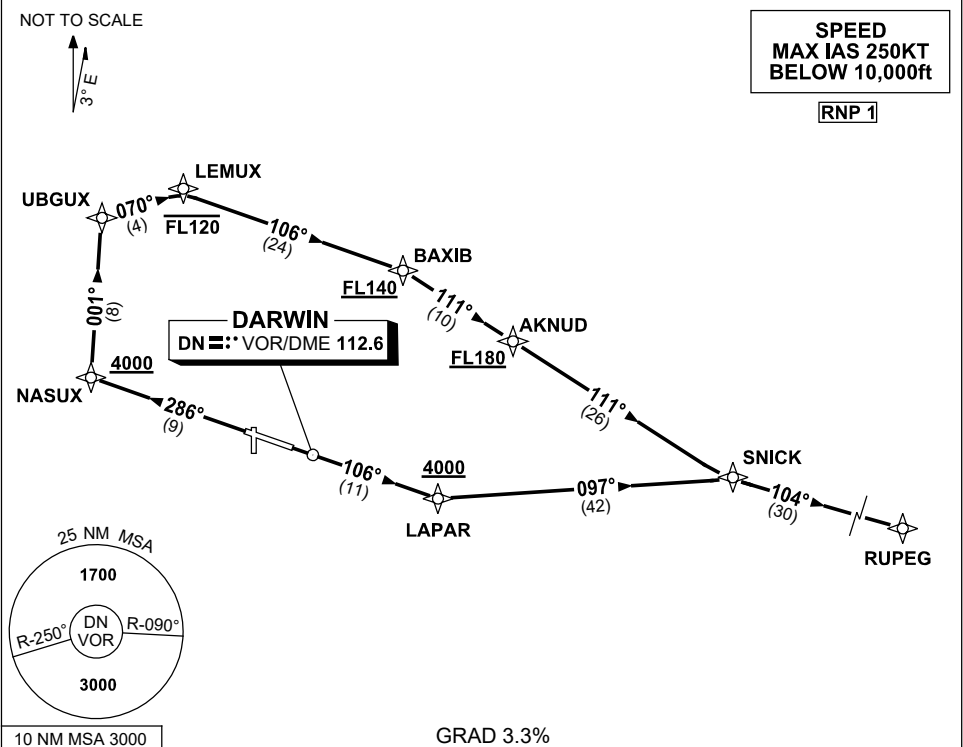
Changes: RIPMI REPLACES PORKY, VATPO REPLACES TUMBL, VALIDITY NUMBER, Editorial.

PDNDP07-177

STANDARD INSTRUMENT DEPARTURES (SID)  
 RUPEG TWO DEPARTURE (JET) (RNAV)  
**DARWIN, NT (YPDN)**

13 JUN 2024

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
-----------------------------	--------------	--------------	--------------	----------------------------	--



**RUPEG TWO DEPARTURE**

**RWY 11**

- Track 106° to LAPAR  
**Cross** LAPAR AT or ABV 4000ft
- Turn LEFT, track 097° to SNICK
- Turn RIGHT, track 104° to RUPEG

**RWY 29**

- Track 286° to NASUX  
**Cross** NASUX AT or ABV 4000ft
- Turn RIGHT, track 001° to UBGUX
- Turn RIGHT, track 070° to LEMUX  
**Cross** LEMUX AT or BLW FL120
- Turn RIGHT, track 106° to BAXIB  
**Cross** BAXIB AT or ABV FL140
- Turn RIGHT, track 111° to AKNUD  
**Cross** AKNUD AT or ABV FL180  
 (RQ GRAD TO AKNUD: 5.3%)
- Track 111° to SNICK
- Turn LEFT, track 104° to RUPEG

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

PDNDP08-179

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

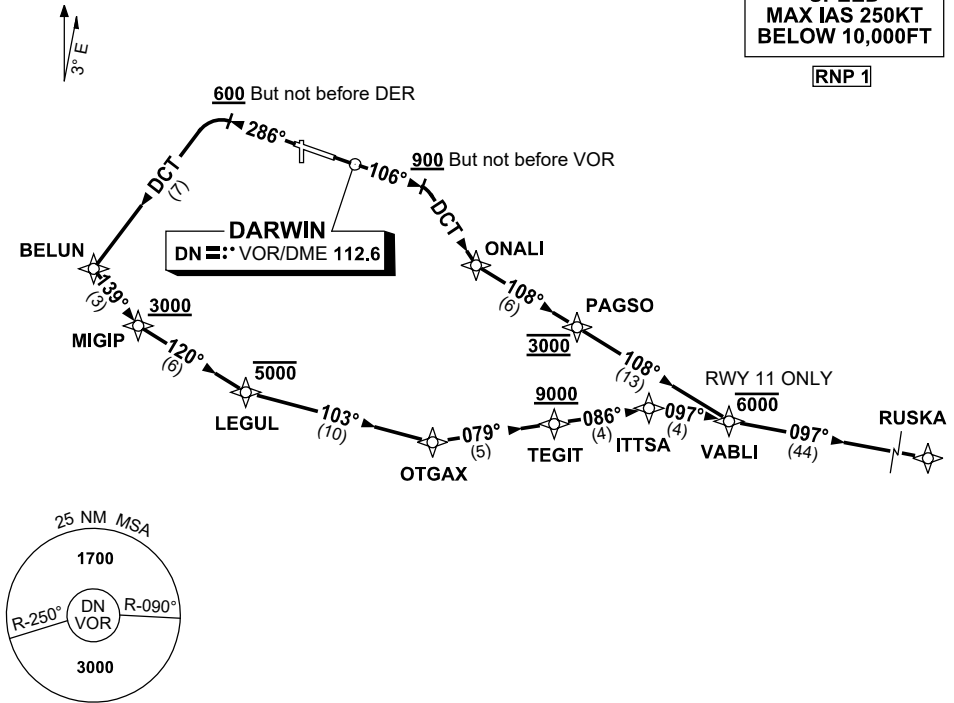
1 DEC 2022

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**

**RNP 1**



10 NM MSA 3000

**RUSKA SIX DEPARTURE**

**RWY 11**

- 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  
**Cross** 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  
**Cross** 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

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

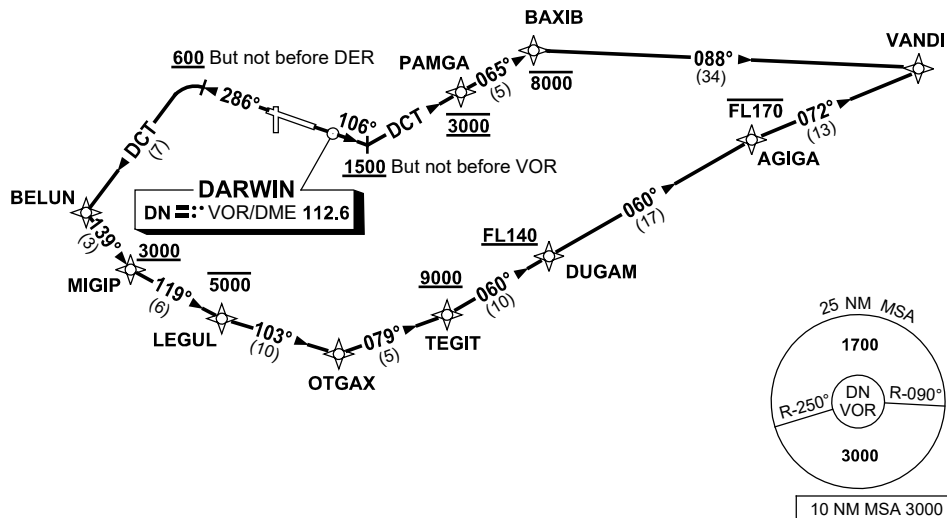
13 JUN 2024

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**  
**RNP 1**



**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

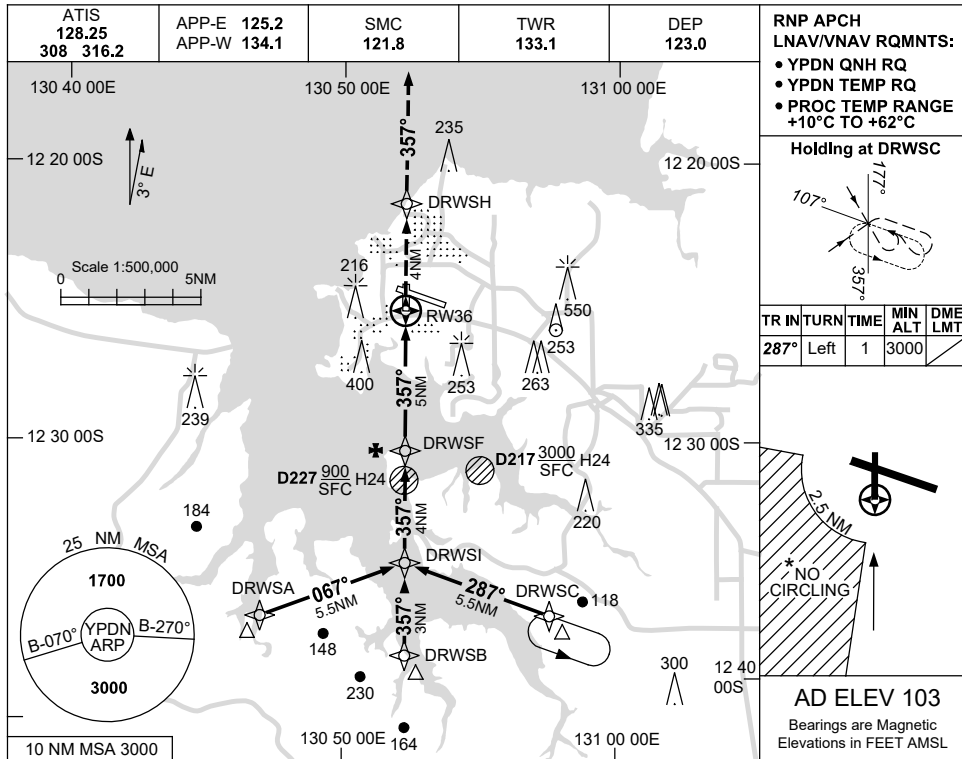
Changes: VALIDITY NR, AGIGA WPT.

PDNDP10-179

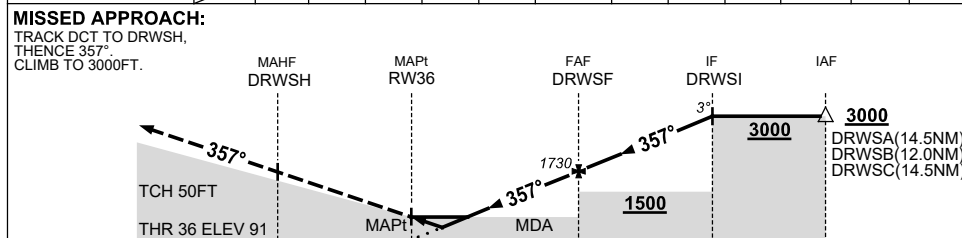
USE QNH

RNP RWY 36  
**DARWIN, NT (YPDN)**

1 DEC 2022



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	1410	1730	2050	2370	2690	3000		



NM TO RW36 4 0 5 9

**NOTES**

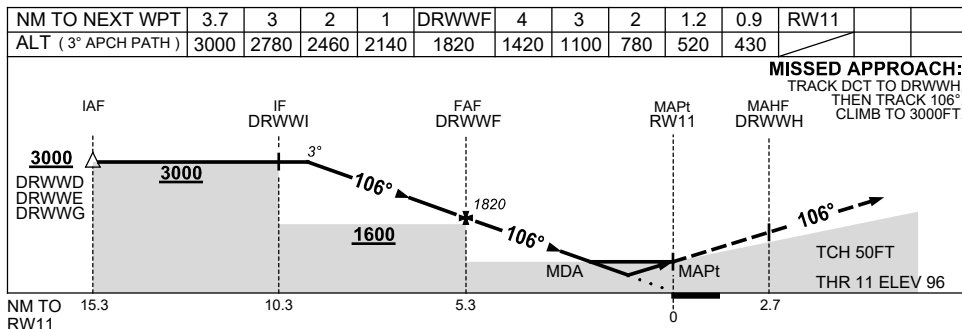
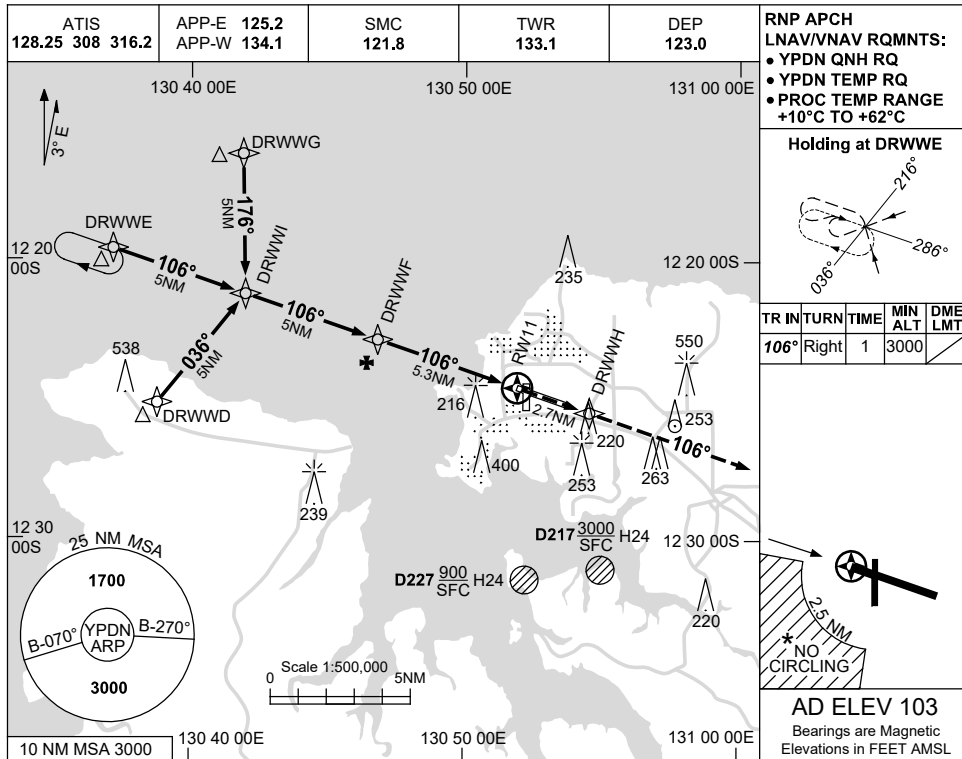
CATEGORY	A	B	C	D
LNAV/VNAV		420 (329-1.8)		NOT APPLICABLE
LNAV		520 (429-2.4)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	
ALTERNATE	(1097-4.4)		(1197-6.0)	

\* 1. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.  
**CAUTION: GAS PLUME APPROACHING FAF.**

Changes: MAG VAR.

PDNGN01-173

1 DEC 2022



**NOTES**

CATEGORY	A	B	C	D
LNAV/VNAV		<b>430</b>	(334-1.9)	
LNAV		<b>520</b>	(417-2.3)	
CIRCLING *	<b>700</b>	(597-2.4)	<b>800</b>	<b>1000</b>
ALTERNATE		(1097-4.4)	(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.

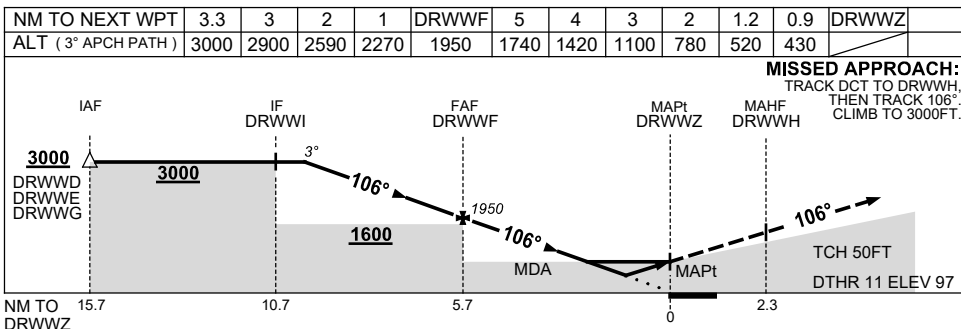
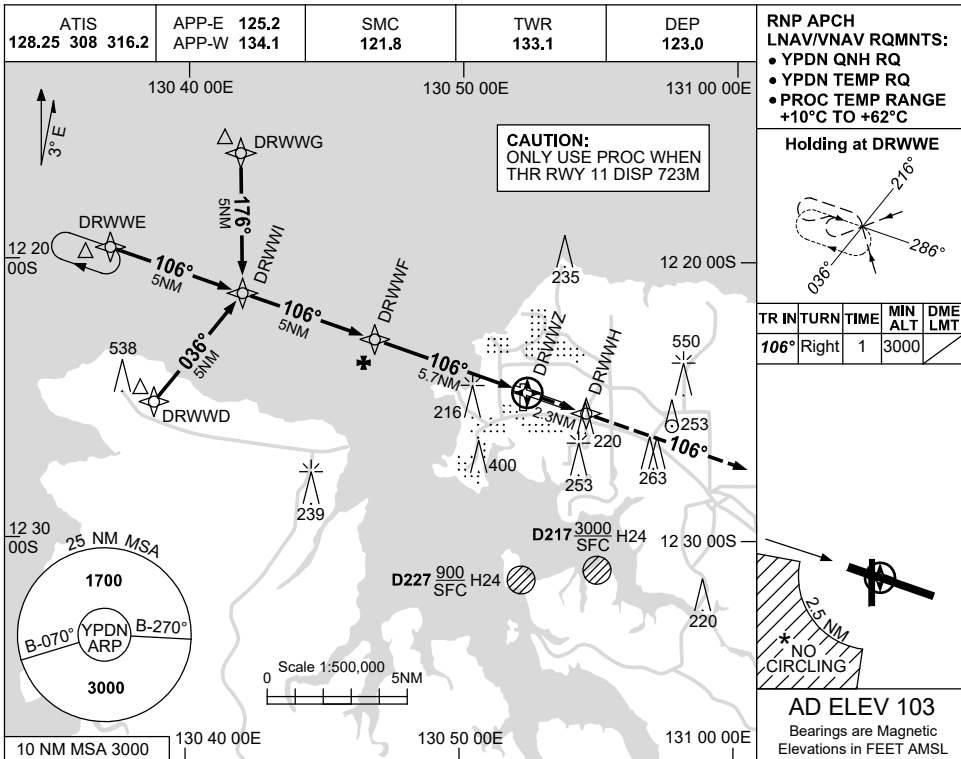
Changes: CHART TITLE, PBN SPECIFICATION BOX.

PDNGN02-173





1 DEC 2022



**NOTES**

CATEGORY	A	B	C	D
LNAV/VNAV		430	(333-1.9)	
LNAV		520	(417-2.3)	
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE	(1097-4.4)		(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: MAG VAR.

PDNGN10-173

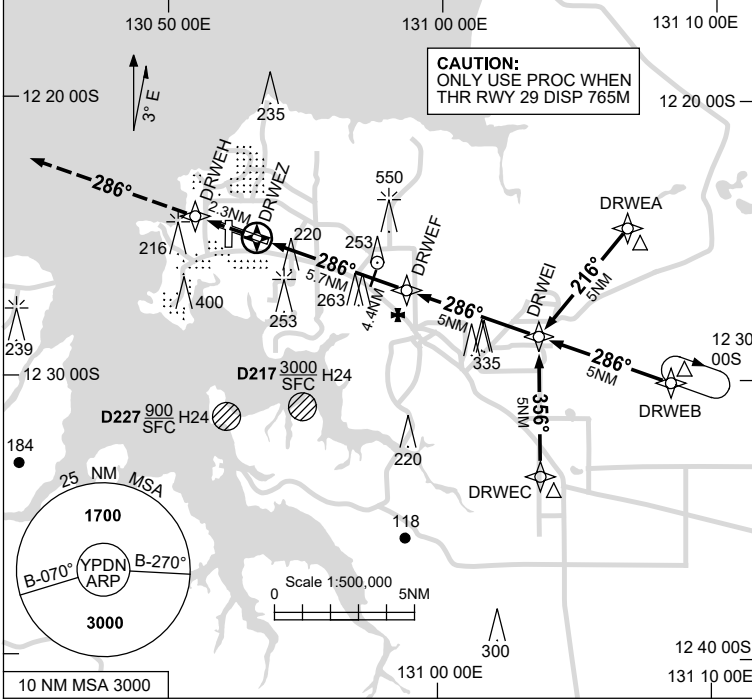
USE QNH

RNP T RWY 29  
**DARWIN, NT (YPDN)**

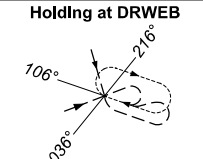
1 DEC 2022

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	SMC 121.8	TWR 133.1	DEP 123.0
--------------------------	----------------------------	--------------	--------------	--------------

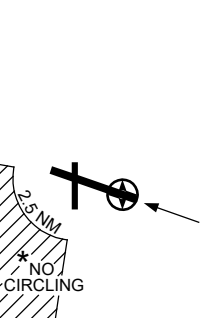
RNP APCH  
 LNAV/VNAV RQMNNTS:  
 • YPDN QNH RQ  
 • YPDN TEMP RQ  
 • PROC TEMP RANGE  
 +10°C TO +62°C



**CAUTION:**  
 ONLY USE PROC WHEN  
 THR RWY 29 DISP 765M

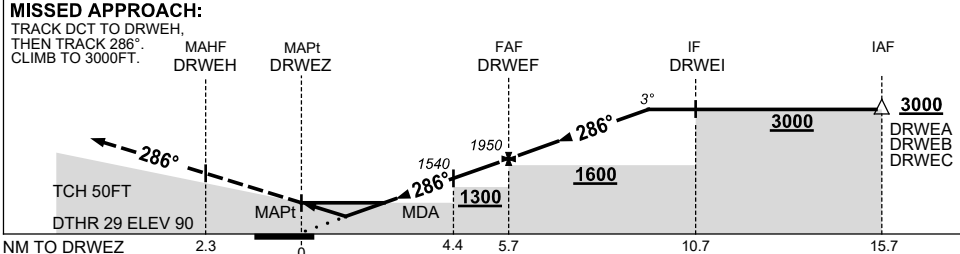


TR IN	TURN	TIME	MIN ALT	DME LMT
286°	Right	1	3000	



**AD ELEV 103**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

NM TO NEXT WPT	DRWEZ	1.0	1.2	2	3	4.4	5	DRWEF	1	2	3	3.3
ALT (3° APCH PATH)		460	530	780	1100	1540	1730	1950	2270	2590	2900	3000



**NOTES**

CATEGORY	A	B	C	D
LNAV/VNAV		460	(370-2.1)	
LNAV		530	(440-2.5)	
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE	(1097-4.4)		(1197-6.0)	(1397-7.0)

- MAX IAS:  
INITIAL : 210KT.
- \* 2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

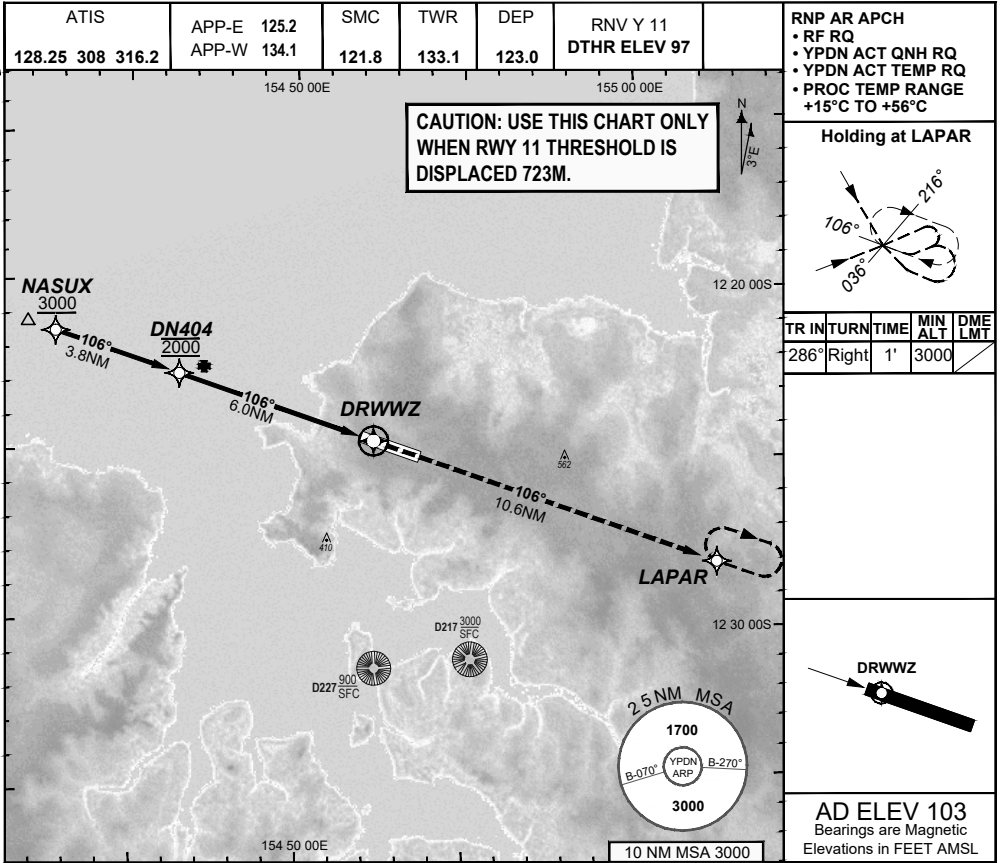
Changes: MAG VAR.

PDNGN11-173

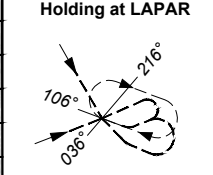
**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

**28 NOV 2024**



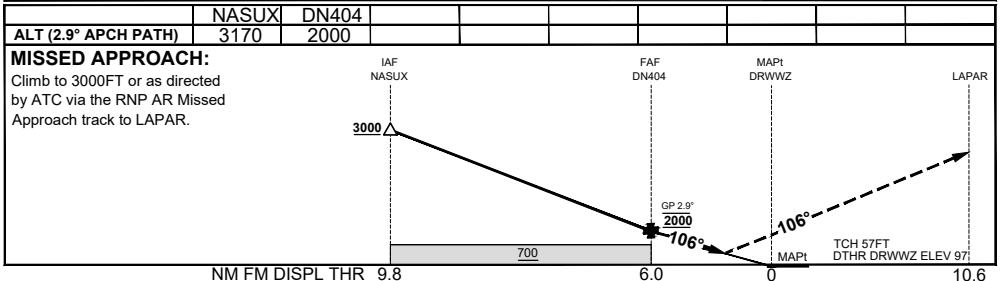
**RNP AR APCH**  
 • RF RQ  
 • YPDN ACT QNH RQ  
 • YPDN ACT TEMP RQ  
 • PROC TEMP RANGE  
 +15°C TO +56°C



TR IN	TURN	TIME	MIN ALT	DME LMT
286°	Right	1'	3000	



**AD ELEV 103**  
 Bearings are Magnetic  
 Elevations in FEET AMSL



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) <b>498</b> (401 - 2.3)	DA(H) <b>498</b> (401 - 2.3)
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- 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.

202408010141 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN12-181

**DO NOT USE FOR NAVIGATION**

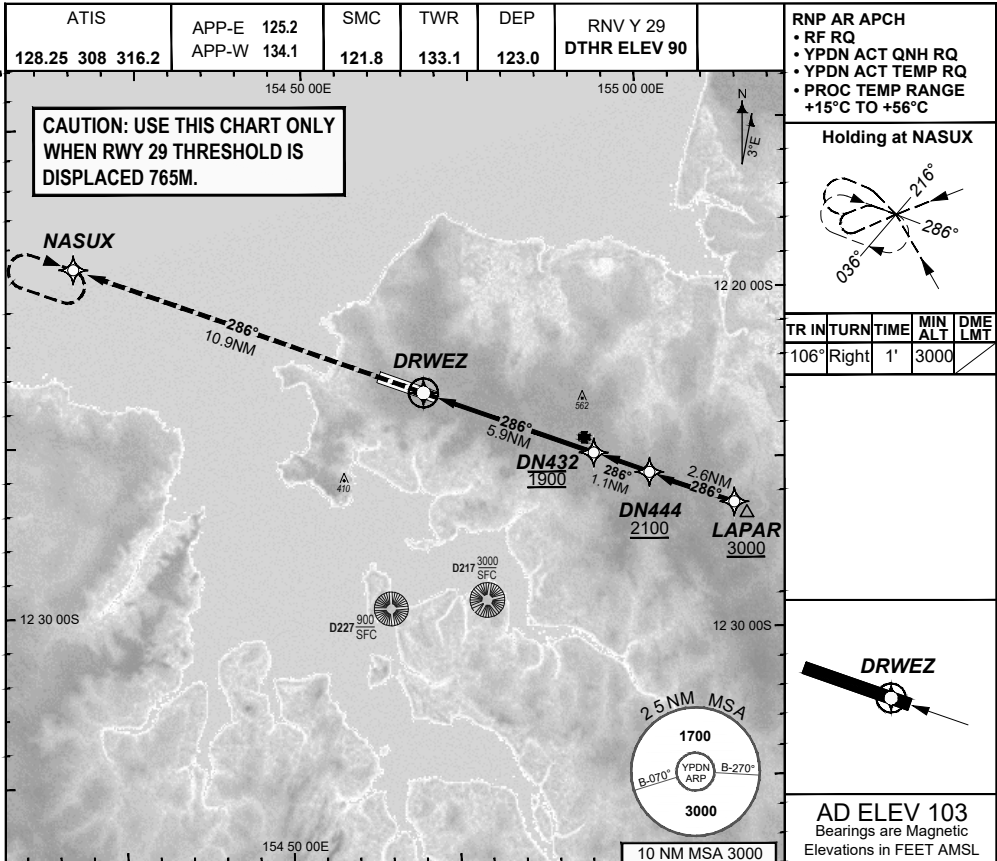
Prepared by GE Aerospace - ICAO Doc 9905 Compliant



**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

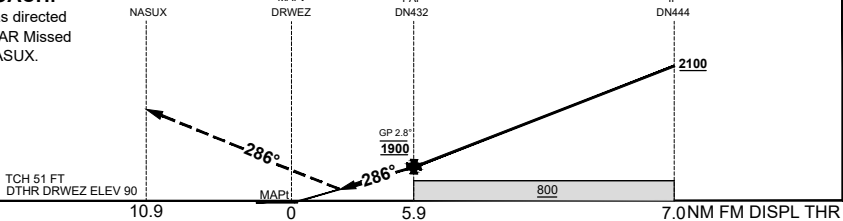
**RNP Y RWY 29 (AR)  
DARWIN, NT (YPDN)**

**28 NOV 2024**



**MISSED APPROACH:**

Climb to 3000FT or as directed by ATC via the RNP AR Missed Approach track to NASUX.



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) 495 (405 - 2.4) 1.5 HIALS	DA(H) 495 (405 - 2.4) 1.5 HIALS
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

**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.

202408011221 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN13-181

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

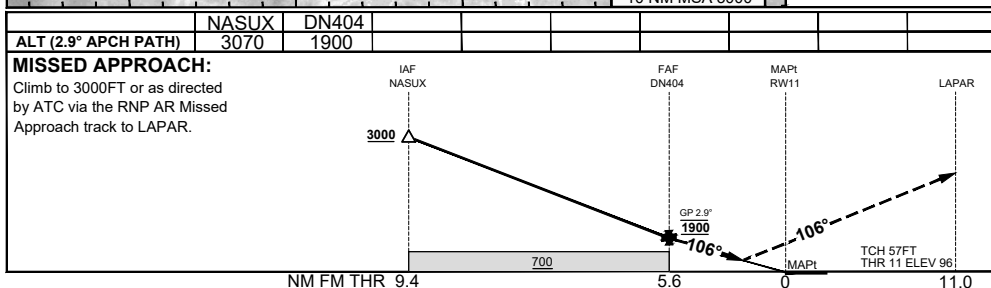
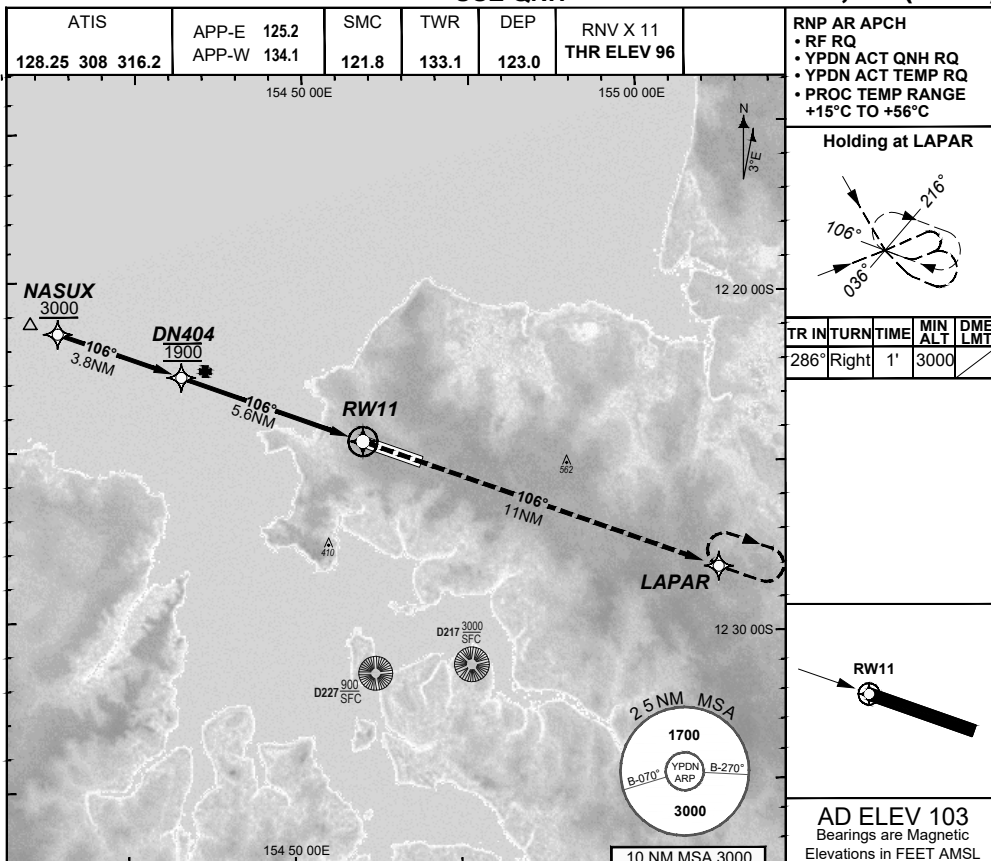
© Airservices Australia



**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

**28 NOV 2024**



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) <b>487</b> (391 - 2.2)	DA(H) <b>487</b> (391 - 2.2)
RNP (0.15)			DA(H) <b>436</b> (340 - 1.9)	DA(H) <b>436</b> (340 - 1.9)
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

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

202408010140 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN14-181

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

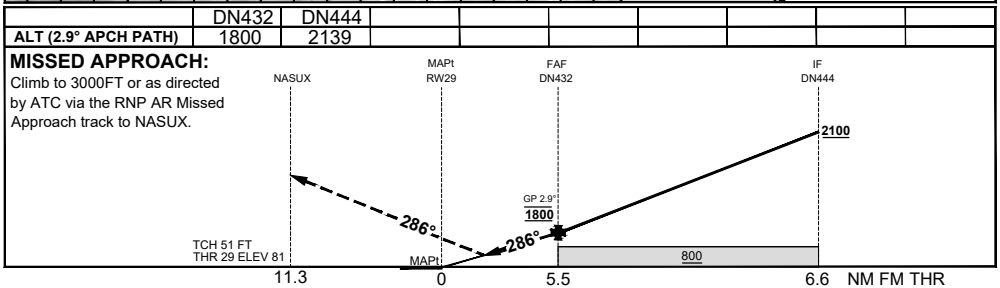
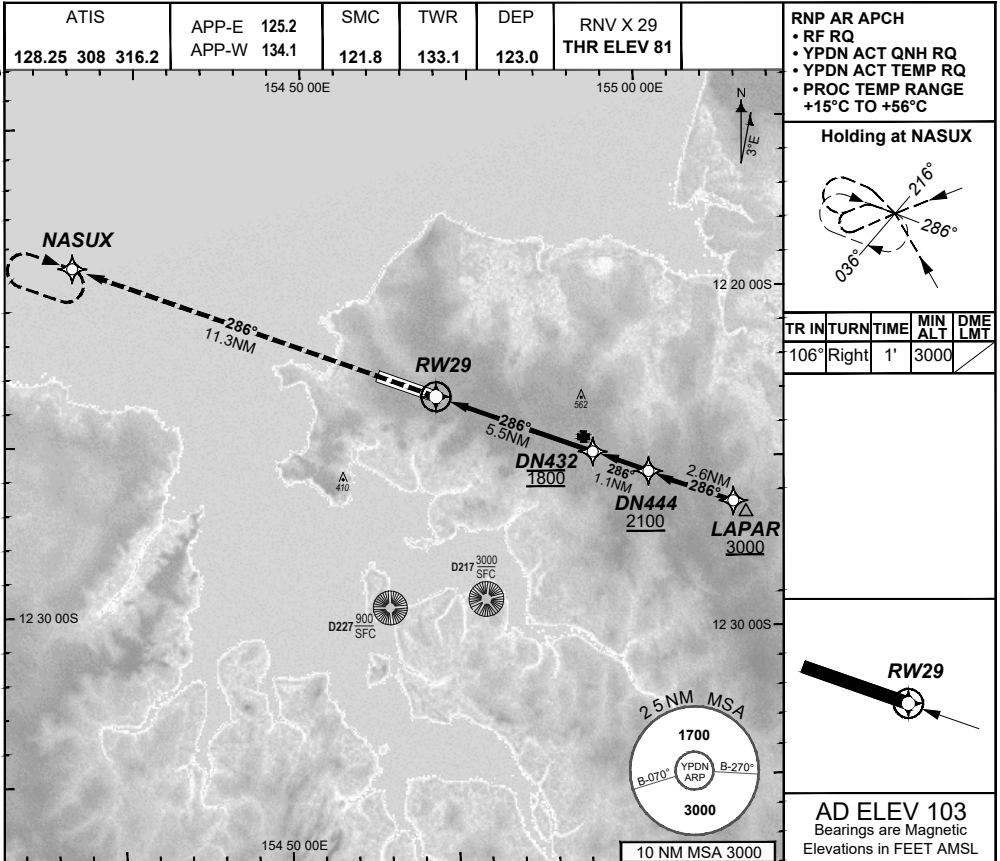
© Airservices Australia



**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

**28 NOV 2024**



CATEGORY	A	B	C	D
RNP (0.30)	<b>N/A</b>		DA(H) <b>500</b> (419 - 2.4) 1.5 HIALS	DA(H) <b>500</b> (419 - 2.4) 1.5 HIALS
RNP (0.15)			DA(H) <b>444</b> (363 - 2.1) 1.2 HIALS	DA(H) <b>444</b> (363 - 2.1) 1.2 HIALS
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

**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.

202408011221 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN15-181

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

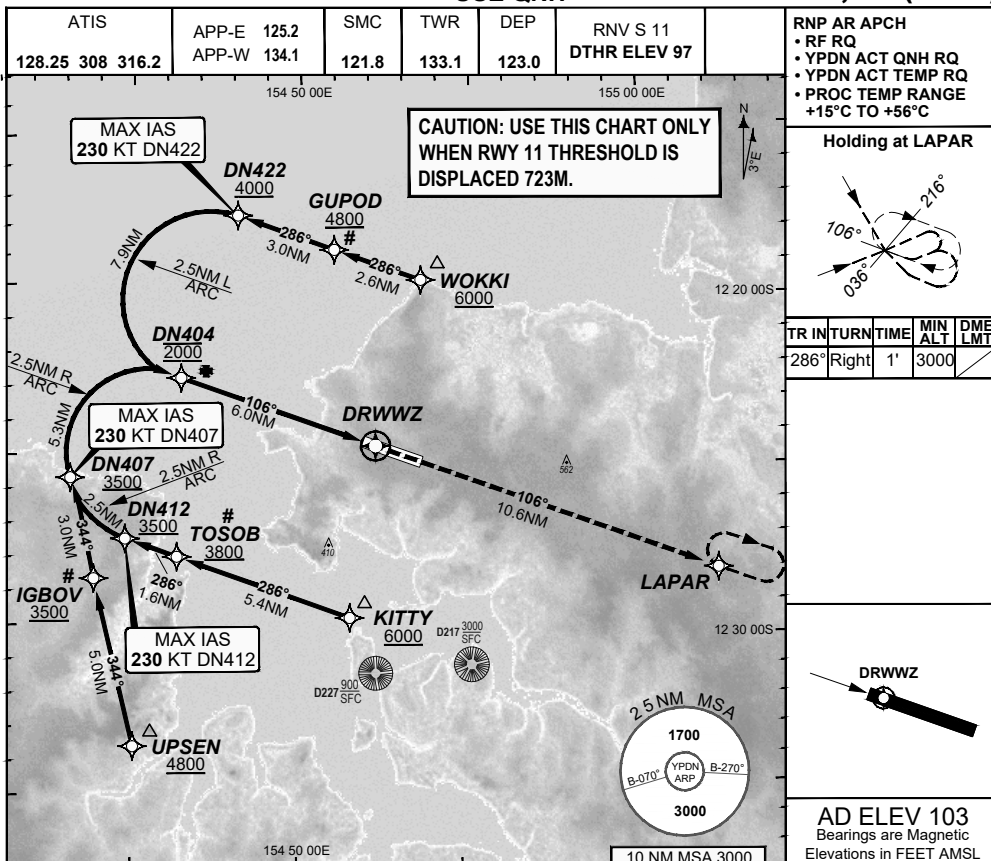
© Airservices Australia



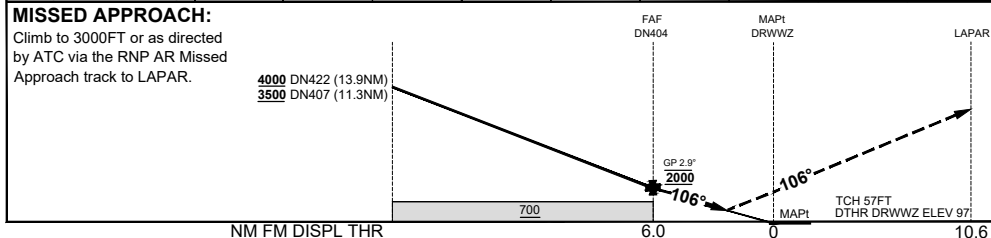
**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

**28 NOV 2024**



	DN422	DN407	DN404				
<b>ALT (2.9° APCH PATH)</b>	4432	3631	2000				



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) <b>498</b> (401 - 2.3)	DA(H) <b>498</b> (401 - 2.3)
CIRCLING		N/A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
- PAPI not coincident with VPA.
  - RNP 0.3 RQ FROM WOKKI TO DN404.
  - RNP 0.3 RQ FROM UPSEN TO DN404.
  - RNP 0.3 RQ FROM KITTY TO DN404.
  - MIN MAP GRAD 4.2% TO 3000FT per ATC.
  - Latest Intercept Point (LIP)

202408011217 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN16-181

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

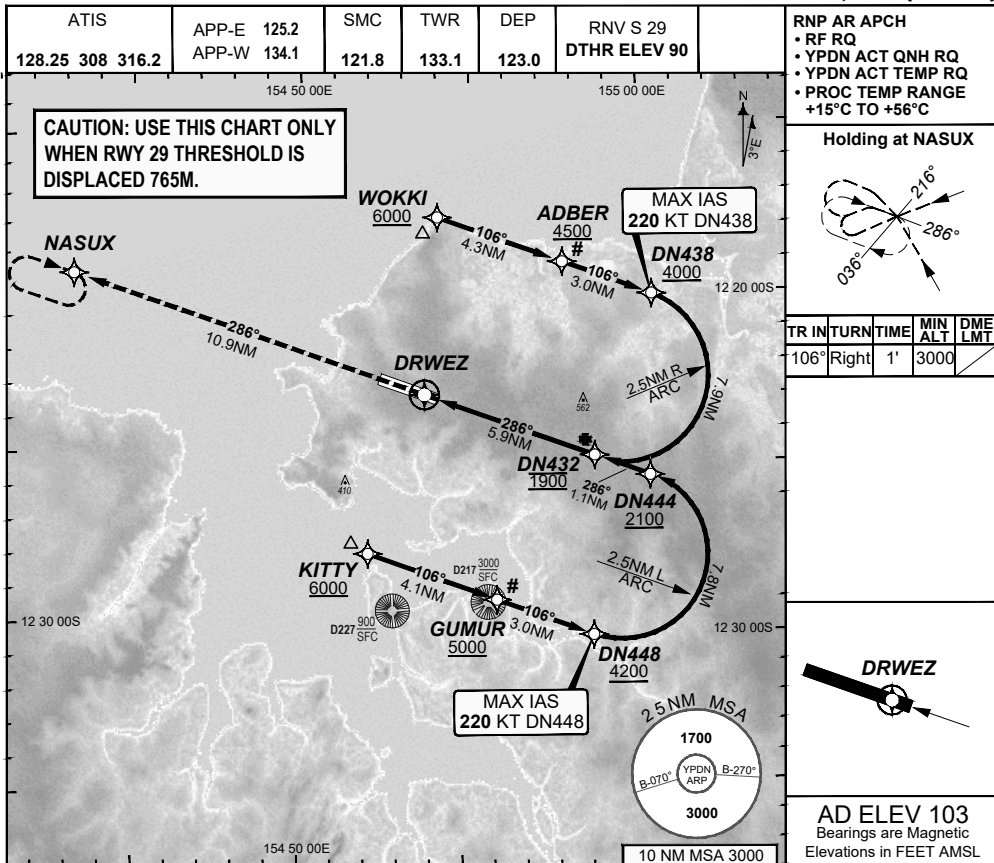
© Airservices Australia



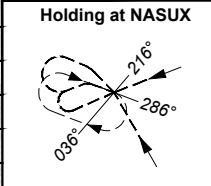
**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

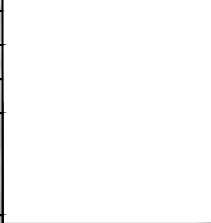
**28 NOV 2024**



**RNP AR APCH**  
 • RF RQ  
 • YPDN ACT QNH RQ  
 • YPDN ACT TEMP RQ  
 • PROC TEMP RANGE  
 +15°C TO +56°C

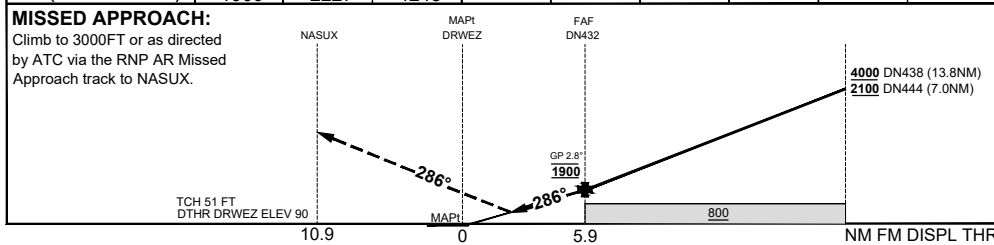


TR IN	TURN	TIME	MIN ALT	DME LMT
106°	Right	1'	3000	



**AD ELEV 103**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

	DN432	DN444	DN438
<b>ALT (2.8° APCH PATH)</b>	1900	2227	4248



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 495 (405 - 2.4) 1.5 HIALS	DA(H) 495 (405 - 2.4) 1.5 HIALS
CIRCLING		N/A	NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

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

202408011218 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN17-181

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

© Airservices Australia

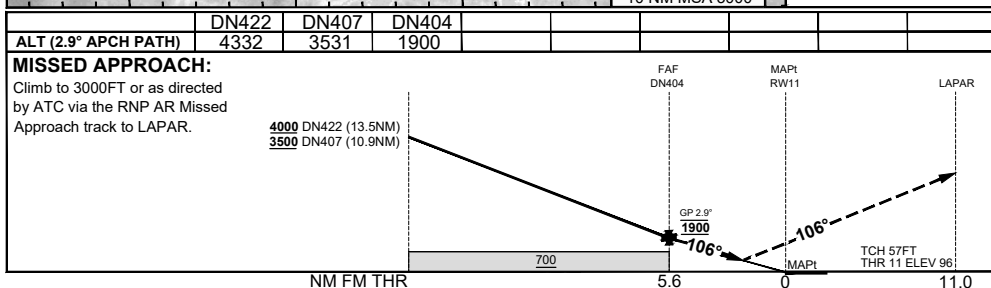
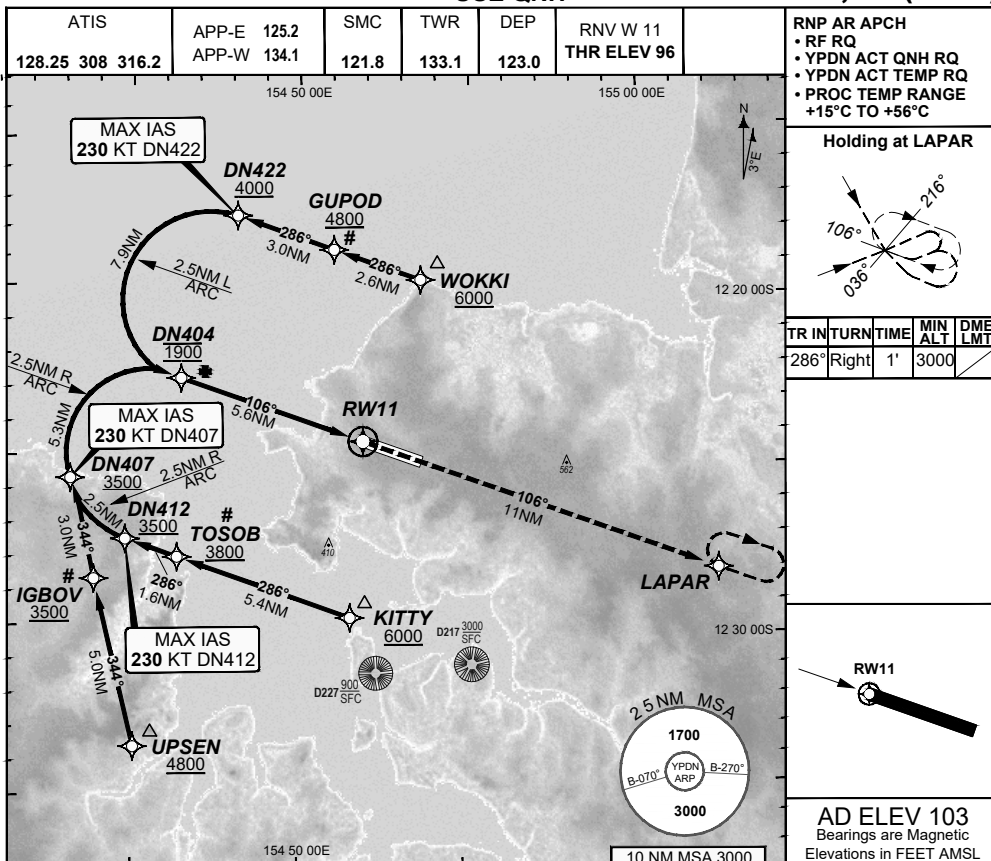




**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

**28 NOV 2024**



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) <b>487</b> (391 - 2.2)	DA(H) <b>487</b> (391 - 2.2)
RNP (0.15)			DA(H) <b>436</b> (340 - 1.9)	DA(H) <b>436</b> (340 - 1.9)
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
- PAPI not coincident with VPA.
  - RNP 0.3 RQ FROM WOKKI TO DN404.
  - RNP 0.3 RQ FROM UPSSEN TO DN404.
  - RNP 0.3 RQ FROM KITTY TO DN404.
  - MIN MAP GRAD 4.2% TO 3000FT PER ATC.
  - 6#. Latest Intercept Point (LIP)

202408011219 General Electric Company Proprietary & Confidential Information  
 Changes: D256, D214, D213 REMOVED, Editorial. PDNGN18-181

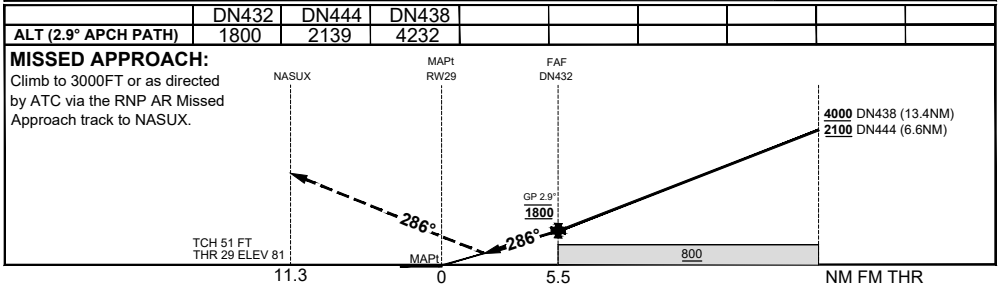
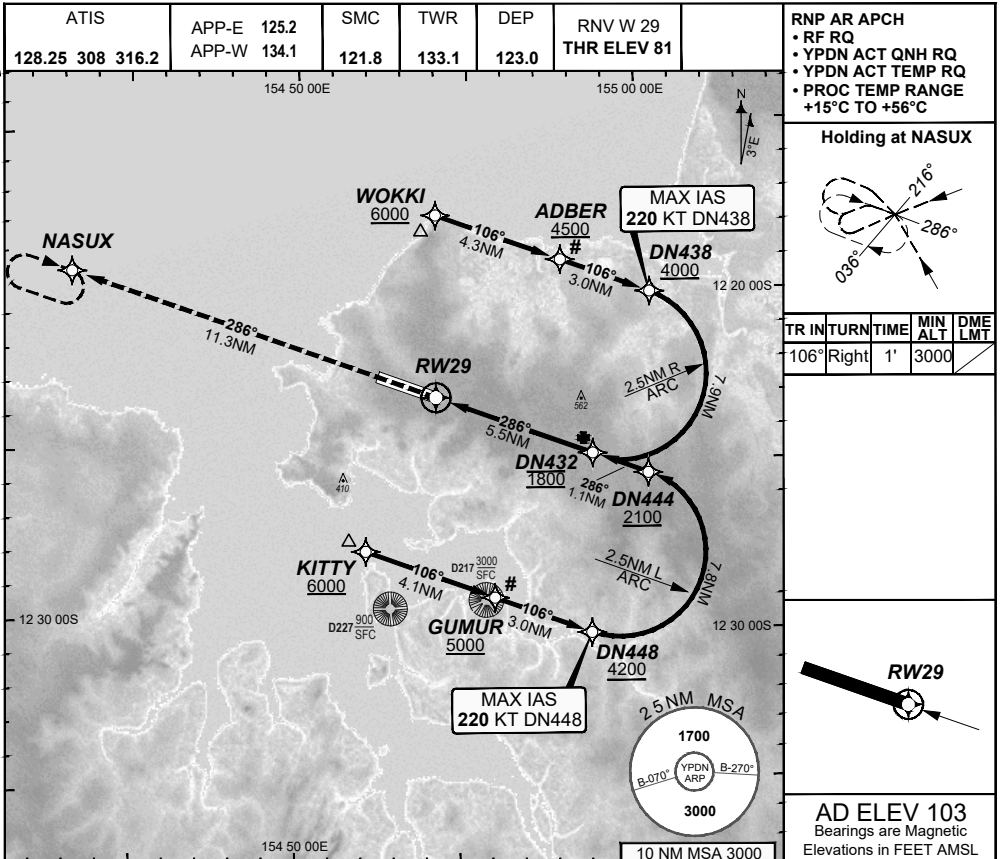
**DO NOT USE FOR NAVIGATION**



**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

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

**28 NOV 2024**



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) 500 (419 - 2.4) 1.5 HIALS	DA(H) 500 (419 - 2.4) 1.5 HIALS
RNP (0.15)			DA(H) 444 (363 - 2.1) 1.2 HIALS	DA(H) 444 (363 - 2.1) 1.2 HIALS
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- 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)

202408011220 General Electric Company Proprietary & Confidential Information

Changes: D256, D214, D213 REMOVED, Editorial.

PDNGN19-181

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

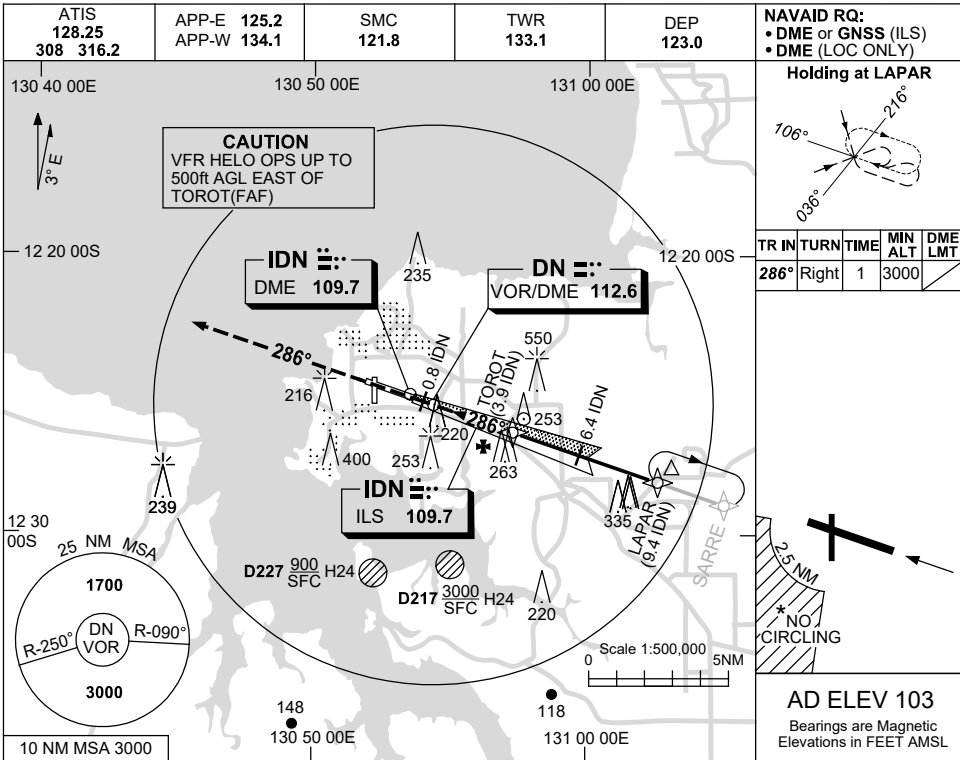
© Airservices Australia



USE QNH

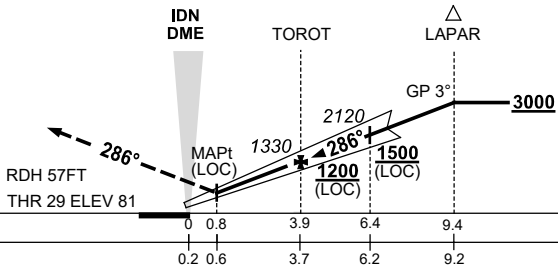
ILS-Z or LOC-Z RWY 29  
**DARWIN, NT (YPDN)**

5 SEP 2024



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.



NM TO IDN DME  
 NM TO THR 29

**NOTES**

1. ACFT MAY BE RADAR VECTORED TO FNA.
2. SPECIAL ALTN MNM 800/4 KM.
3. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
4. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I ILS		<b>290</b> (209) 0.8		
S-I LOC		<b>520</b> (439-1.6)		
CIRCLING *	<b>700</b> (597-2.4)		<b>800</b> (697-4.0)	<b>1000</b> (897-5.0)
ALTERNATE ‡	(1097-4.4)		(1197-6.0)	(1397-7.0)

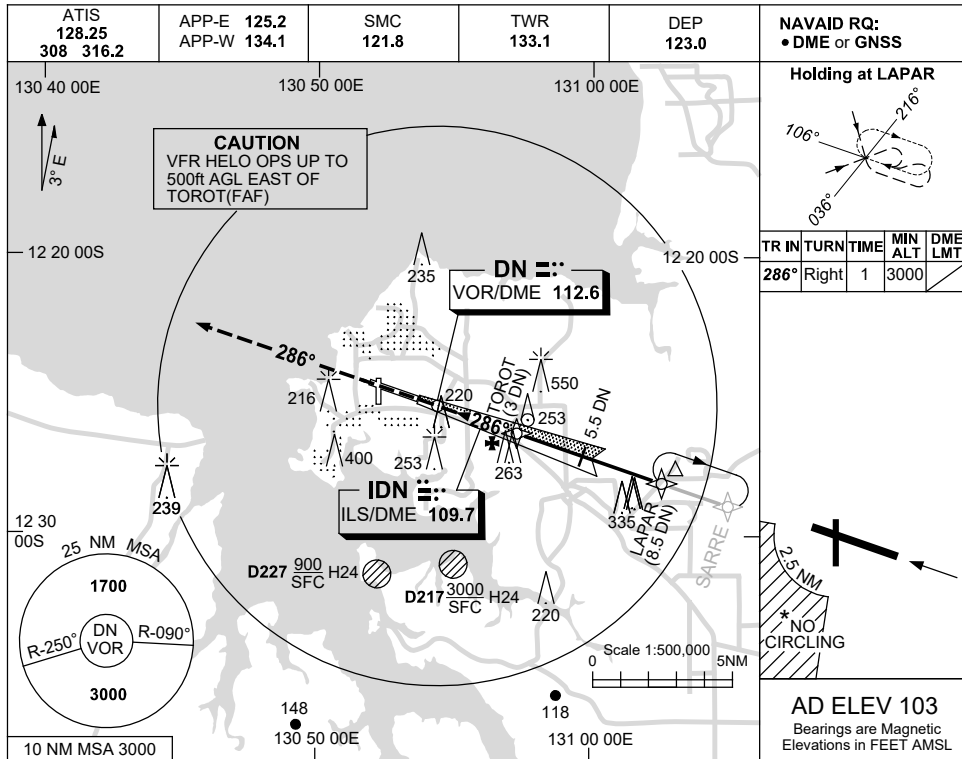
Changes: NOTE 3, Editorial.

PDNII01-180

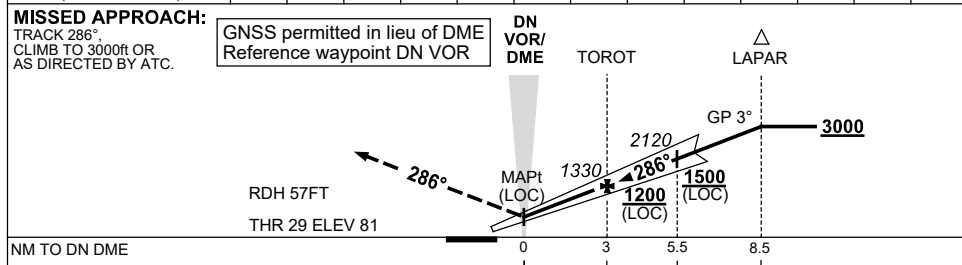
USE QNH

ILS-X or LOC-X RWY 29  
**DARWIN, NT (YPDN)**

5 SEP 2024



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		



**NOTES**

1. ACFT MAY BE RADAR VECTORED TO FNA.
- \* 2. SPECIAL ALTN MNM 800/4 KM.
3. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- \* 4. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I ILS		290 (209)	0.8	
S-I LOC		520 (439-1.6)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE ‡	(1097-4.4)		(1197-6.0)	(1397-7.0)

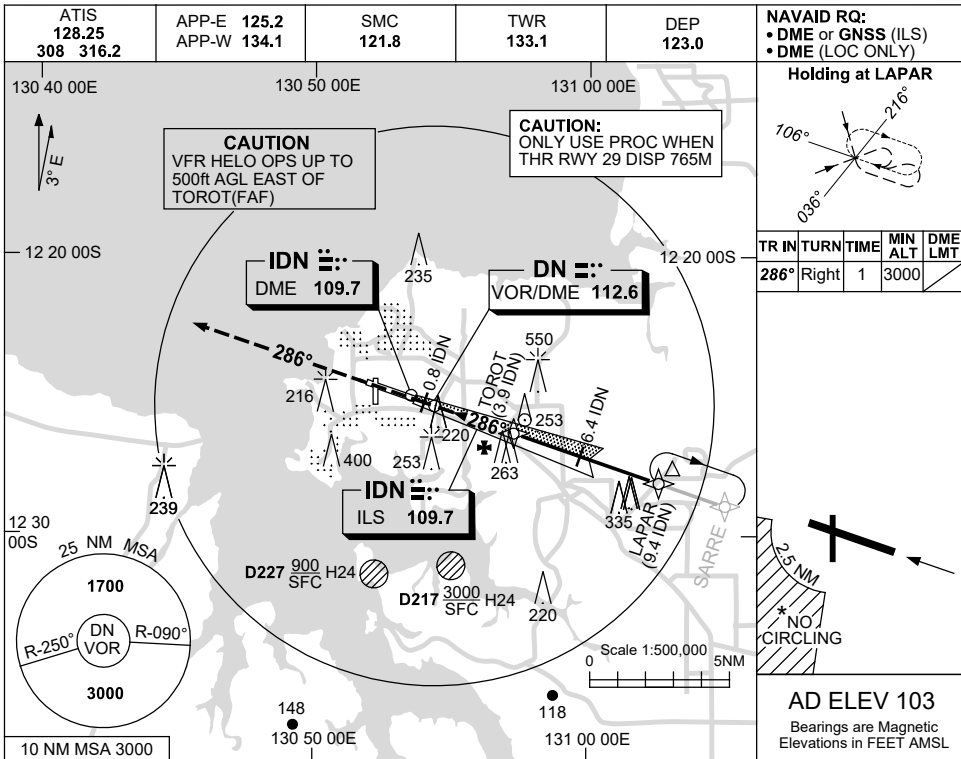
Changes: NOTE 3, Editorial.

PDNII02-180

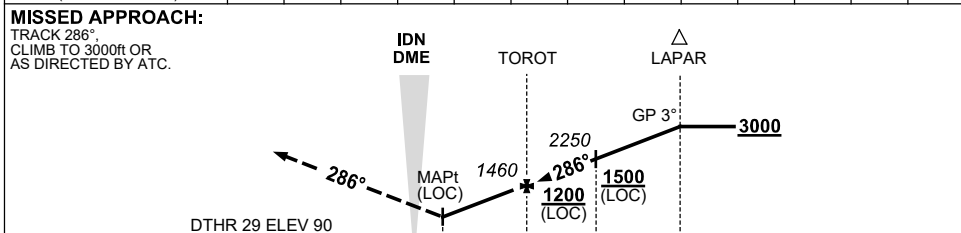
USE QNH

LOC-T RWY 29  
**DARWIN, NT (YPDN)**

5 SEP 2024



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			



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**

- ACFT MAY BE RADAR VECTORED TO FNA.
- SPECIAL ALTN MNM 800/4 KM.
- DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I LOC	520 (430-2.4)			
CIRCLING *	700 (597-2.4)	800 (697-4.0)	1000 (897-5.0)	
ALTERNATE ‡	(1097-4.4)	(1197-6.0)	(1397-7.0)	

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

**17 AUG 2017**

---

**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.

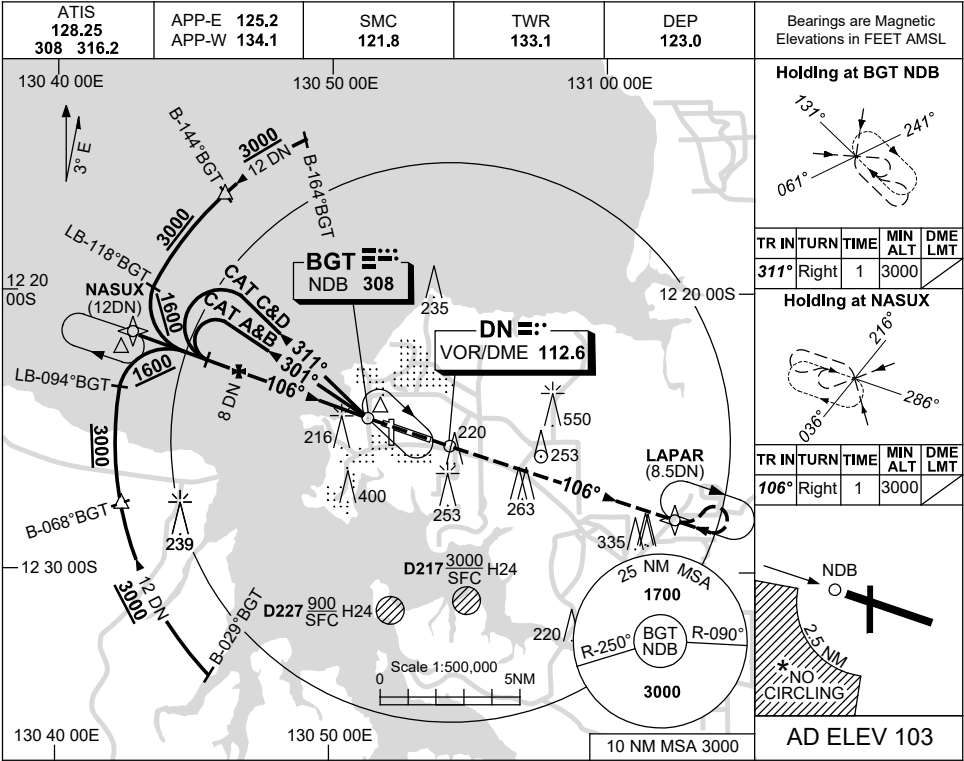
**4 - NOTE:**

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

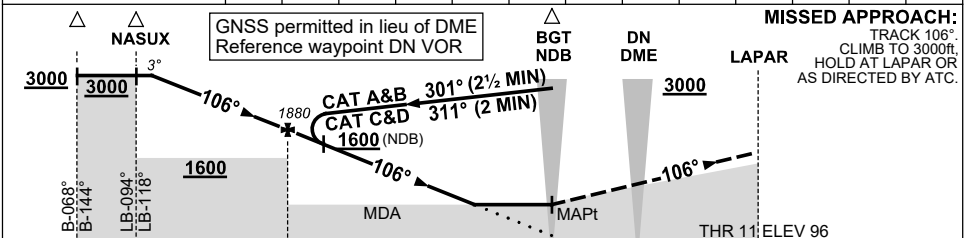
USE QNH

NDB-Z RWY 11  
**DARWIN, NT (YPDN)**

5 SEP 2024



DIST BY DME	11.5	11	10	9	8	7	6	5	4	3.7		
ALT (3° APCH PATH)	3000	2840	2520	2200	1880	1560	1240	930	610	520		



CATEGORY	A	B	C	D
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)
ALTERNATE *	(1097-4.4)		(1197-6.0)	(1397-7.0)

**NOTES**

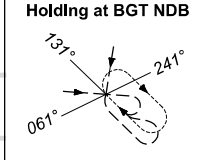
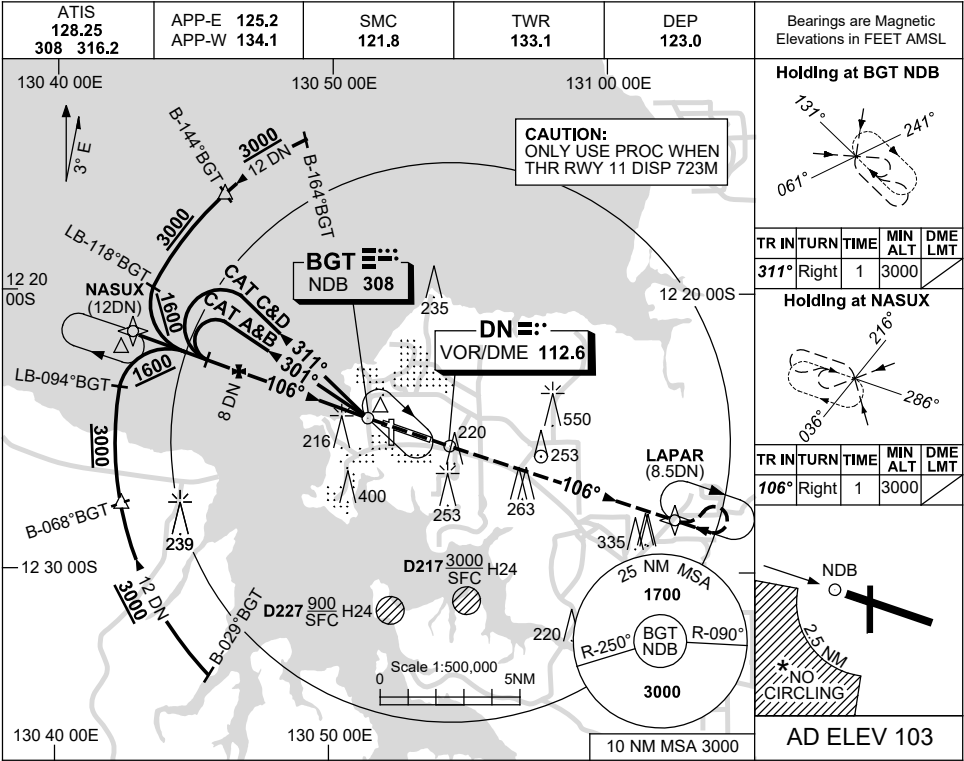
- MAX IAS: INITIAL : 210KT.
- ACFT MAY BE RADAR VECTORED TO FINAL.
- DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- SPECIAL ALTN MNM 800/4 KM.
- NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

Changes: NOTE 3, Editorial.

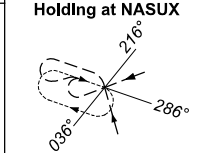
PDNNB01-180



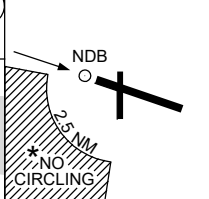
5 SEP 2024



TR	IN	TURN	TIME	MIN	DME
311°	Right	1	3000		LMT

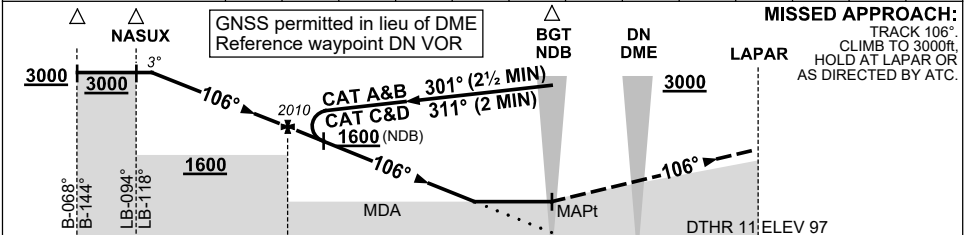


TR	IN	TURN	TIME	MIN	DME
106°	Right	1	3000		LMT



AD ELEV 103

DIST BY DME	11.1	11	10	9	8	7	6	5	4	3.3
ALT (3° APCH PATH)	3000	2960	2640	2320	2010	1690	1370	1050	730	520



NM BY DME: 12, 12, 8, 3.1, 2.2, 0, 8.5

- NOTES**
- MAX IAS: INITIAL : 210KT.
  - ACFT MAY BE RADAR VECTORED TO FINAL.
  - DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
  - SPECIAL ALTN MNM 800/4 KM.
  - NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
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)
ALTERNATE **	(1097-4.4)		(1197-6.0)	(1397-7.0)

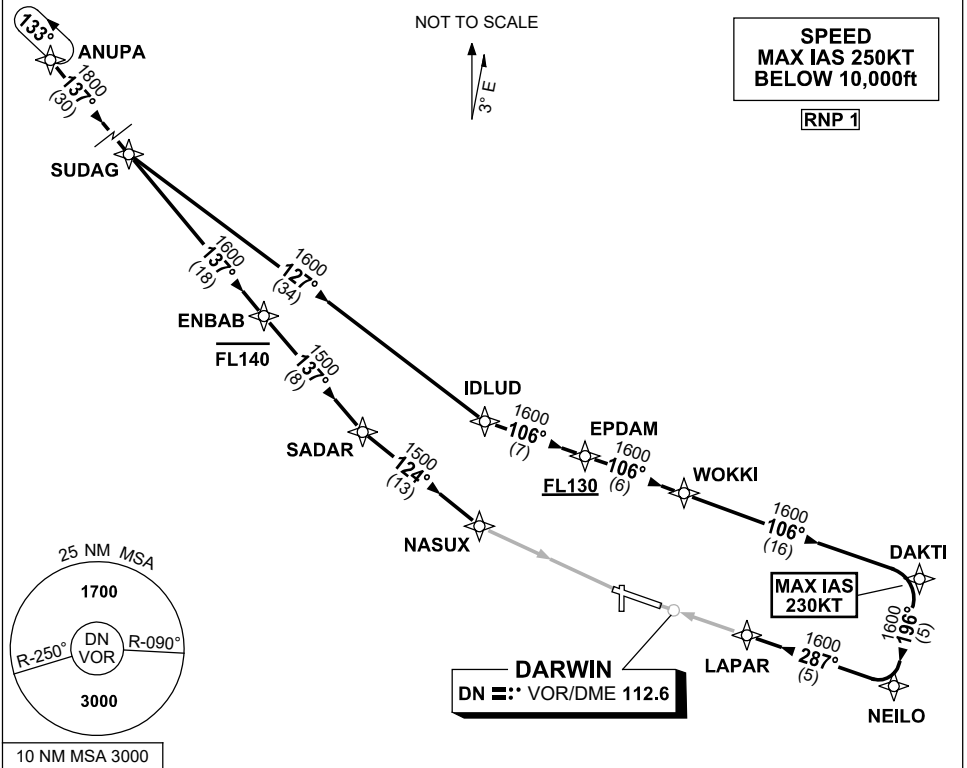
Changes: NOTE 3, Editorial.

PDNNB03-180

STANDARD INSTRUMENT ARRIVAL (STAR)  
ANUPA ONE X-RAY ARRIVAL (RNAV)  
DARWIN, NT (YPDN)

30 NOV 2023

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**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.

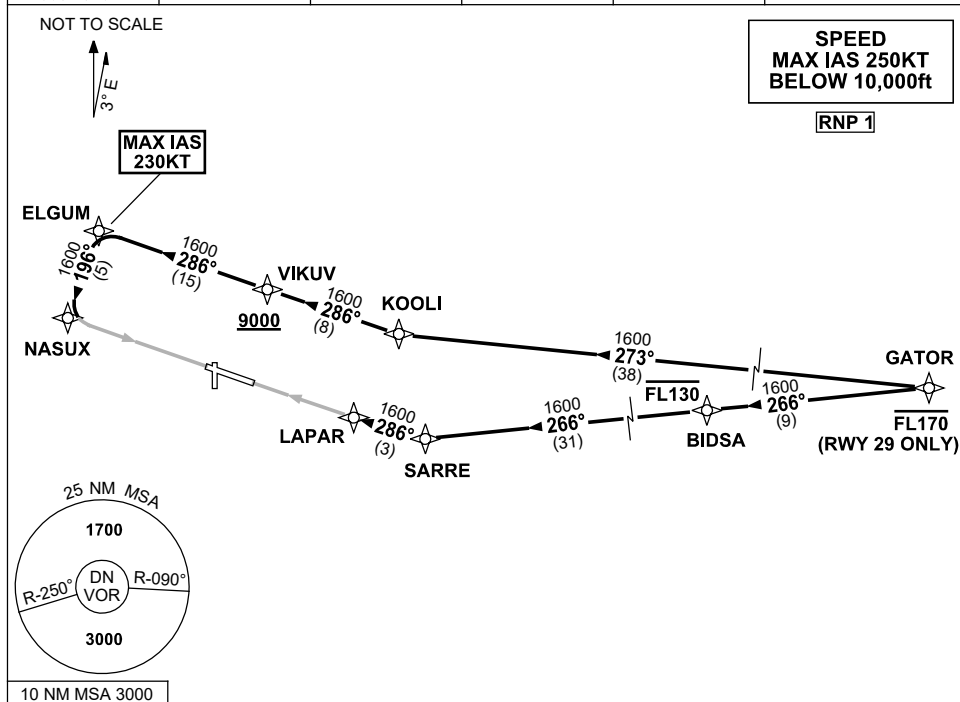
Changes: ANUPA REPLACES DONYA, CHART TITLE, Editorial.

PDNSR01-177

**STANDARD INSTRUMENT ARRIVAL (STAR)  
GATOR TWO X-RAY ARRIVAL (RNAV)  
DARWIN, NT (YPDN)**

**13 JUN 2024**

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**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 BIDSAs  
**Cross** BIDSAs 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.

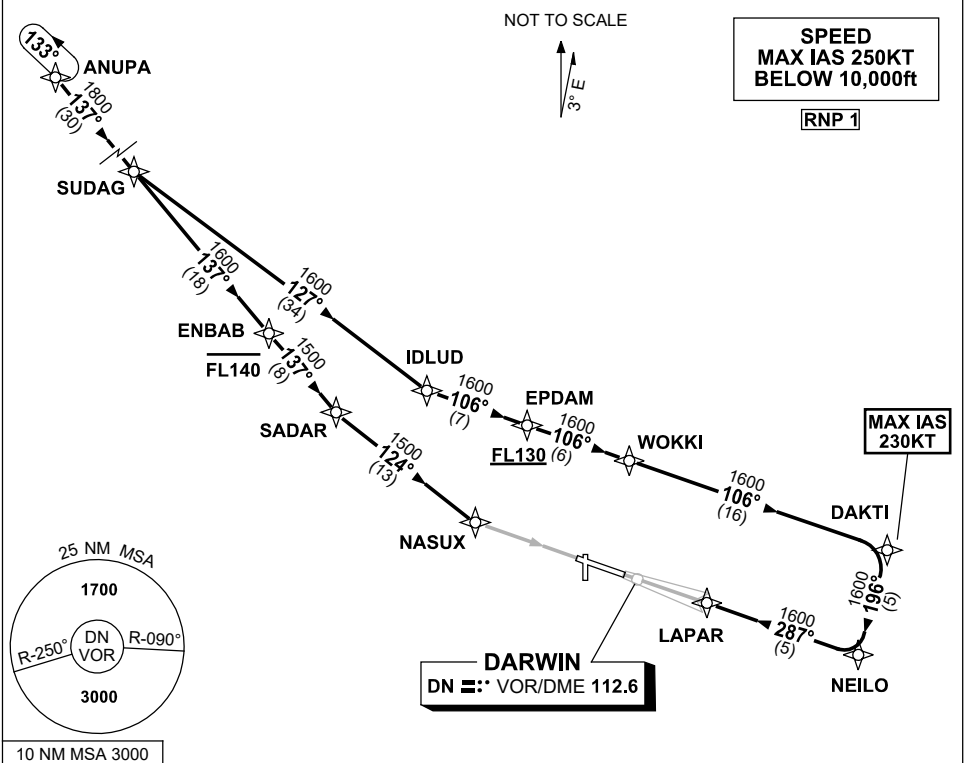
Changes: CROSSING ALTITUDE AT GATOR, VALIDITY NR.

PDNSR02-179

**STANDARD INSTRUMENT ARRIVAL (STAR)  
ANUPA ONE ALPHA ARRIVAL (RNAV)  
DARWIN, NT (YPDN)**

**30 NOV 2023**

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**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.

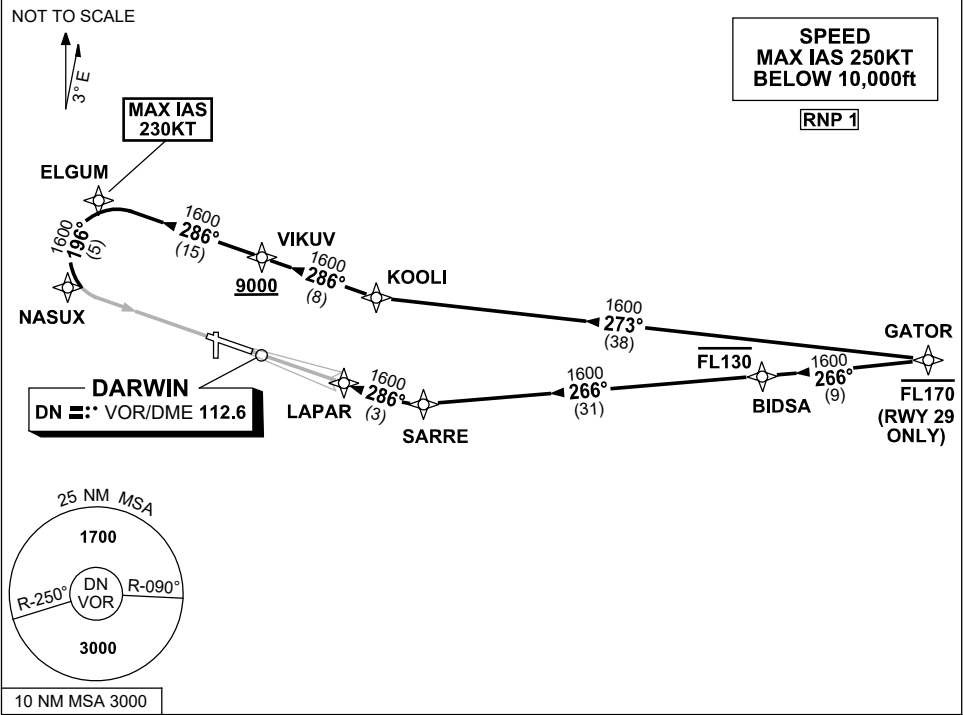
Changes: ANUPA REPLACES DONYA, CHART TITLE, Editorial.

PDNSR03-177

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

**13 JUN 2024**

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**ARRIVAL: GATOR TWO ALPHA**

**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 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.

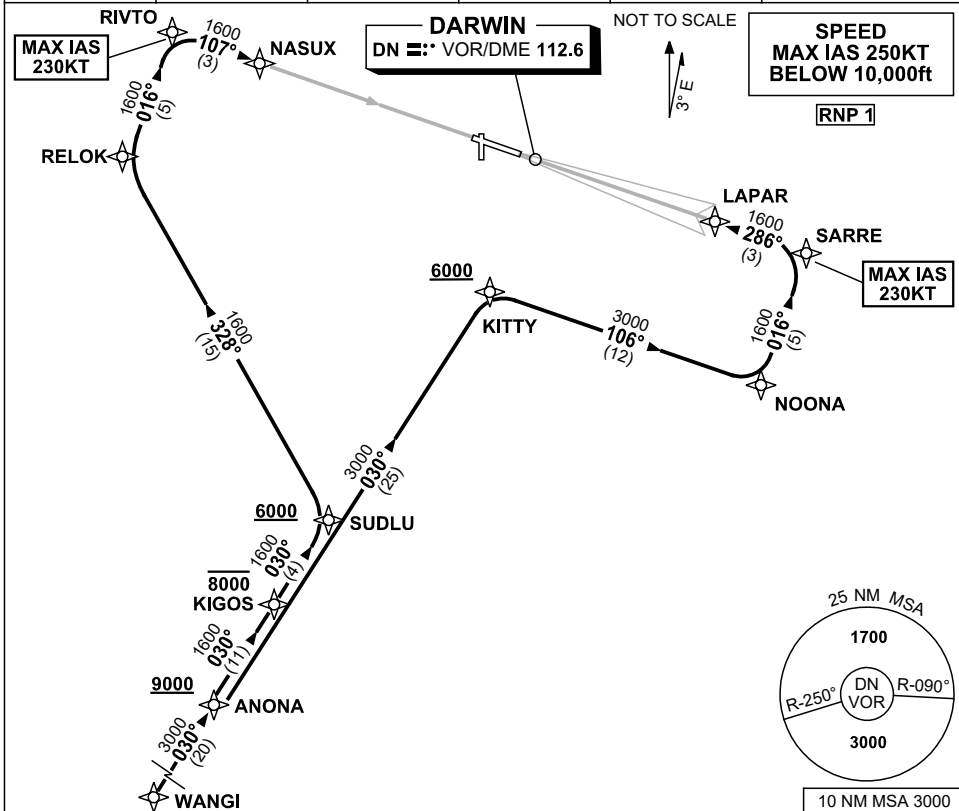
Changes: CROSSING ALTITUDE AT GATOR, VALIDITY NR.

PDNSR04-179

STANDARD INSTRUMENT ARRIVAL (STAR)  
WANGI FOUR ALPHA ARRIVAL (RNAV)  
DARWIN, NT (YPDN)

30 NOV 2023

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**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.

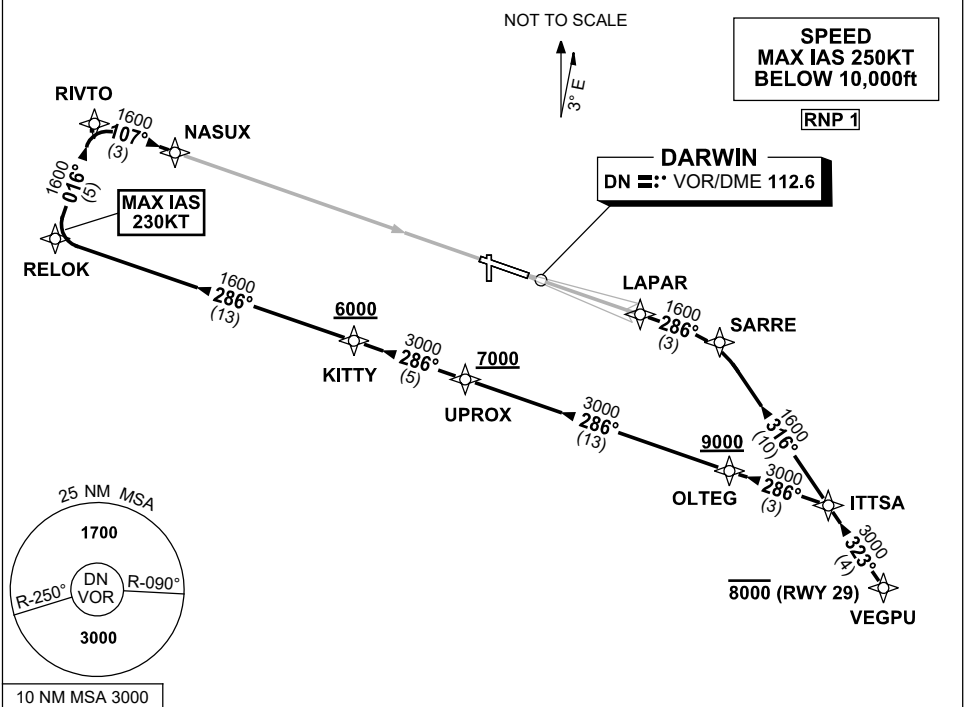
Changes: RIVTO REPLACES ALLOT, RELOK REPLACES GIVEN, SUDLU REPLACES KINGS, Editorial.

PDNSR05-177

STANDARD INSTRUMENT ARRIVAL (STAR)  
VEGPU NINE ALPHA ARRIVAL (RNAV)  
DARWIN, NT (YPDN)

30 NOV 2023

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**ARRIVAL: VEGPU NINE ALPHA**

**RWY 11:**

- 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 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.

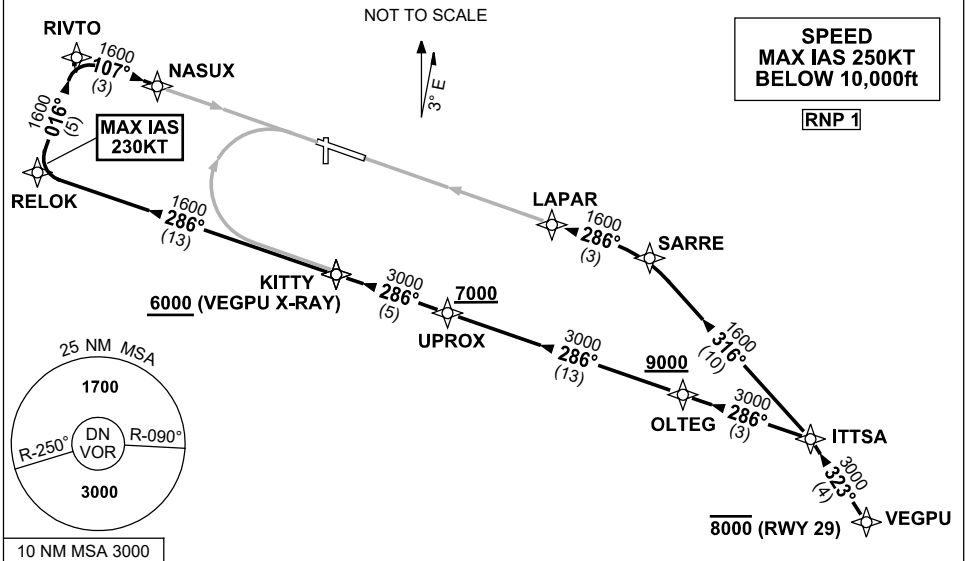
Changes: RIVTO REPLACES ALLOT, RELOK REPLACES GIVEN, VALIDITY NUMBER, Editorial.

PDNSR06-177

**STANDARD INSTRUMENT ARRIVAL (STAR)  
VEGPU NINE WHISKEY, X-RAY ARRIVAL (RNAV)  
DARWIN, NT (YDPN)**

**30 NOV 2023**

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**ARRIVAL: VEGPU 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.

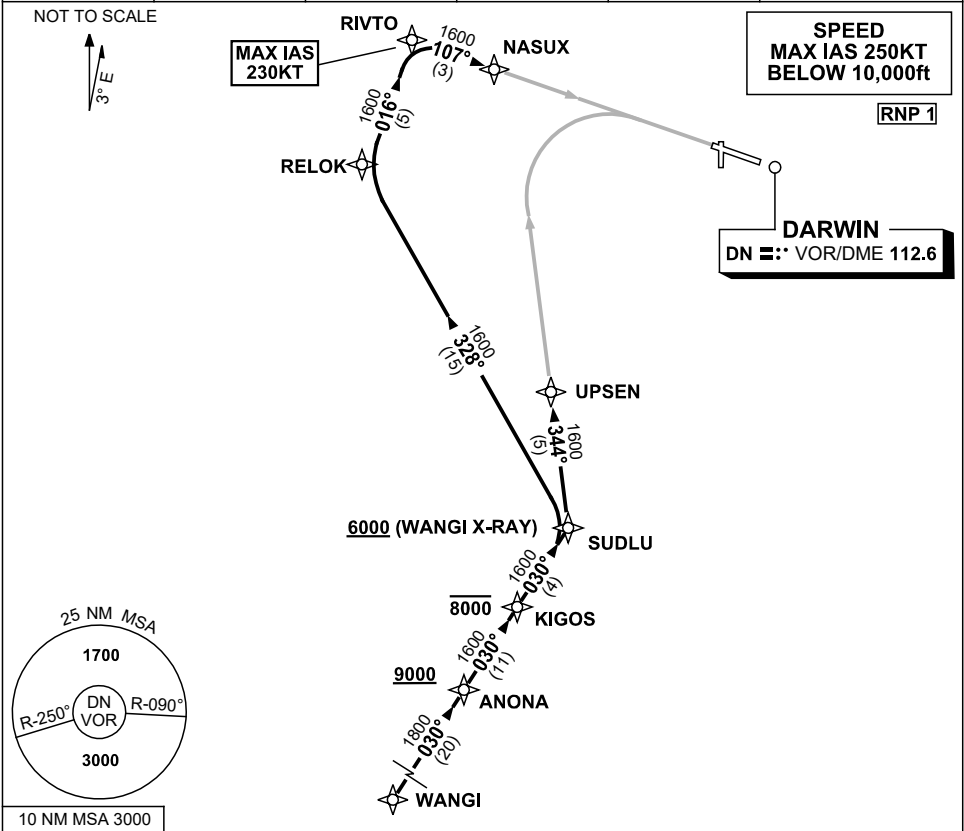
PDNSR07-177



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

**30 NOV 2023**

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



- |   |   |
|---|---|
| <p><b>ARRIVAL: WANGI FOUR</b></p> <p><b>RWY 11 WHISKEY:</b></p> <ul style="list-style-type: none"> <li>From WANGI track 030° to ANONA<br/><b>Cross</b> ANONA AT or ABV 9000ft</li> <li>Track 030° to KIGOS<br/><b>Cross</b> KIGOS AT or BLW 8000ft</li> <li>Track 030° to SUDLU</li> <li>Turn LEFT, track 344° to UPSEN for RNP W (AR) or RNP S (AR) RWY 11 approach</li> </ul> | <p><b>RWY 11 X-RAY:</b></p> <ul style="list-style-type: none"> <li>From WANGI track 030° to ANONA<br/><b>Cross</b> ANONA AT or ABV 9000ft</li> <li>Track 030° to KIGOS<br/><b>Cross</b> KIGOS AT or BLW 8000ft</li> <li>Track 030° to SUDLU<br/><b>Cross</b> SUDLU AT or ABV 6000ft</li> <li>Turn LEFT, track 328° to RELOK</li> <li>Turn RIGHT track 016° to RIVTO, MAX IAS 230KT from RIVTO</li> <li>Turn RIGHT track 107° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11 approach</li> </ul> |
|---|---|

**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.

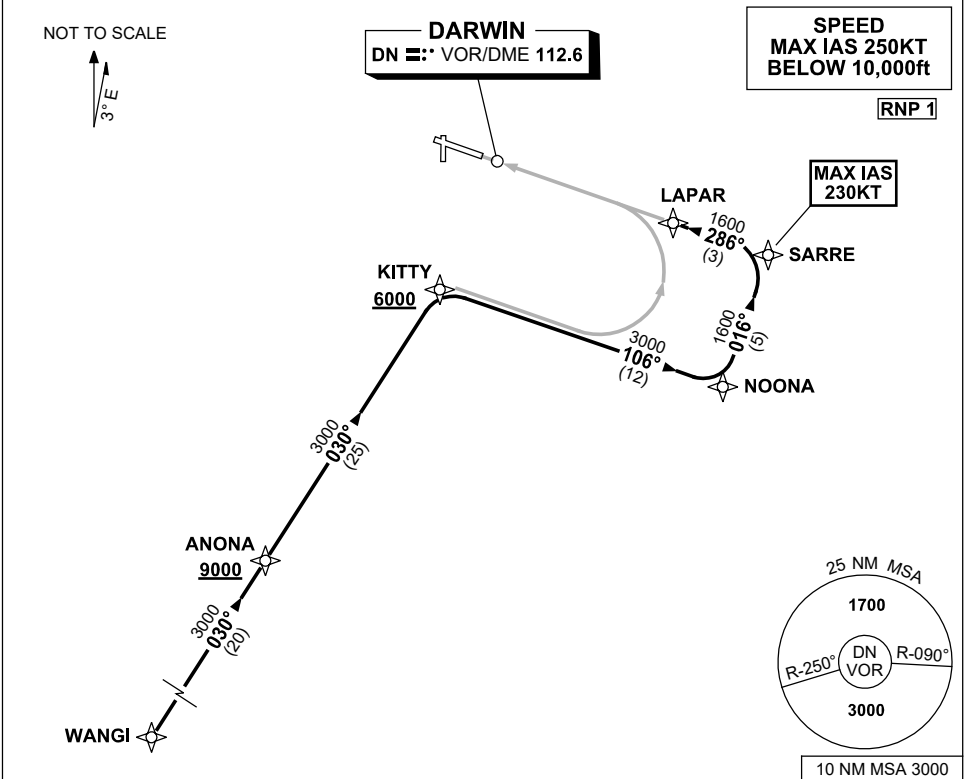
Changes: RIVTO REPLACES ALLOT, RELOK REPLACES GIVEN, SUDLU REPLACES KINGS, Editorial.

PDNSR08-177

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

**21 MAR 2024**

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
-----------------------------	----------------------------	--------------	--------------	--	--



**ARRIVAL: WANGI FOUR**

**RWY 29 WHISKEY:**

- 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:**

- 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 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.

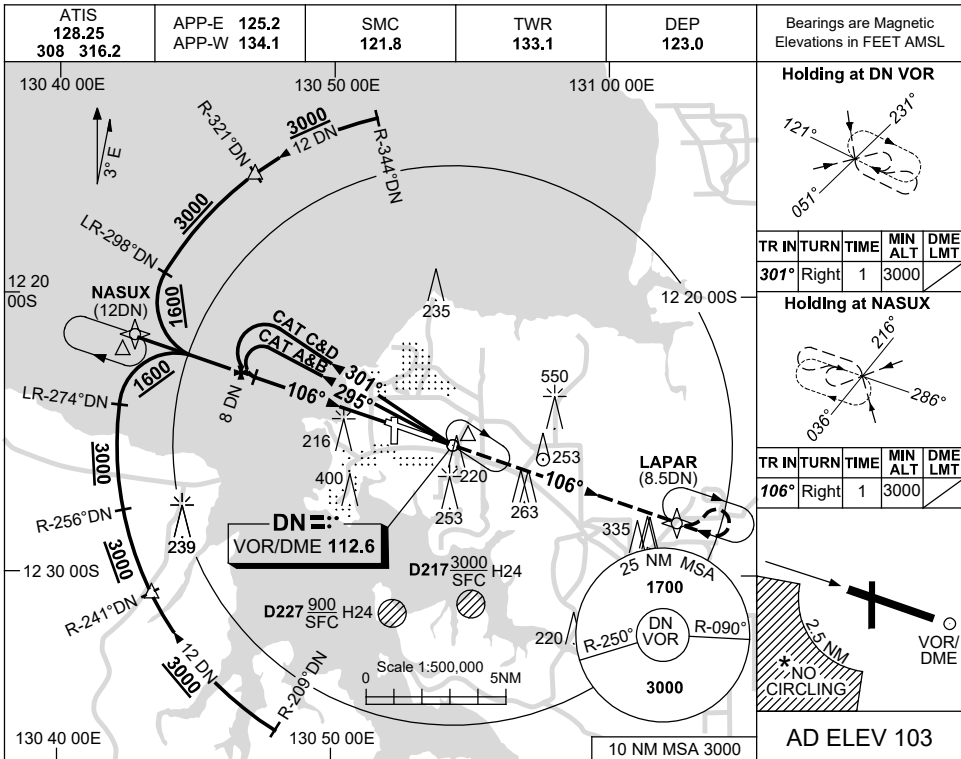
Changes: STAR VALIDITY INDICATOR.

PDNSR09-178

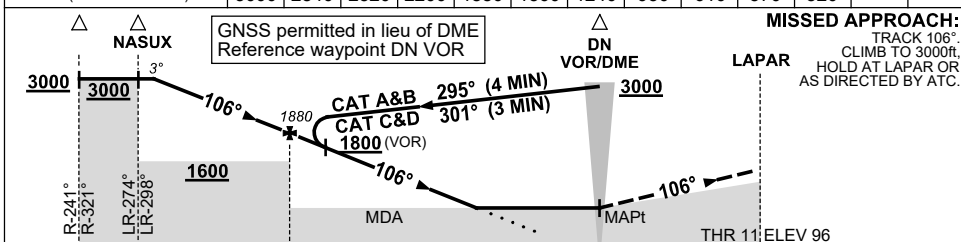
USE QNH

VOR-Z RWY 11  
**DARWIN, NT (YPDN)**

5 SEP 2024



DIST TO DN DME	11.5	11	10	9	8	7	6	5	4	3.9	3.7		
ALT (3° APCH PATH)	3000	2840	2520	2200	1880	1560	1240	930	610	570	520		



NM TO 12 12 8 0 8.5  
 DN DME

**NOTES**

1. MAX IAS:  
INITIAL : 210KT.
2. ACFT MAY BE RADAR VECTORED TO FINAL.
3. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- \*4. SPECIAL ALTN MNM 800/4 KM.
- \*5. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I VOR		<b>570 (467-2.6)</b>		
S-I VOR/DME		<b>520 (417-2.3)</b>		
CIRCLING *	<b>700 (597-2.4)</b>		<b>800 (697-4.0)</b>	<b>1000 (897-5.0)</b>
ALTERNATE **	<b>(1097-4.4)</b>		<b>(1197-6.0)</b>	<b>(1397-7.0)</b>

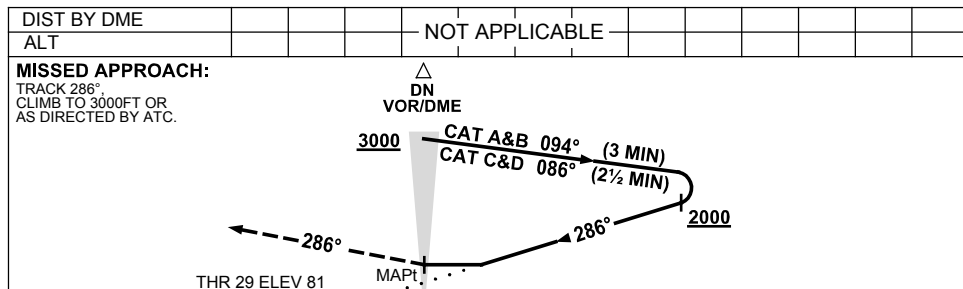
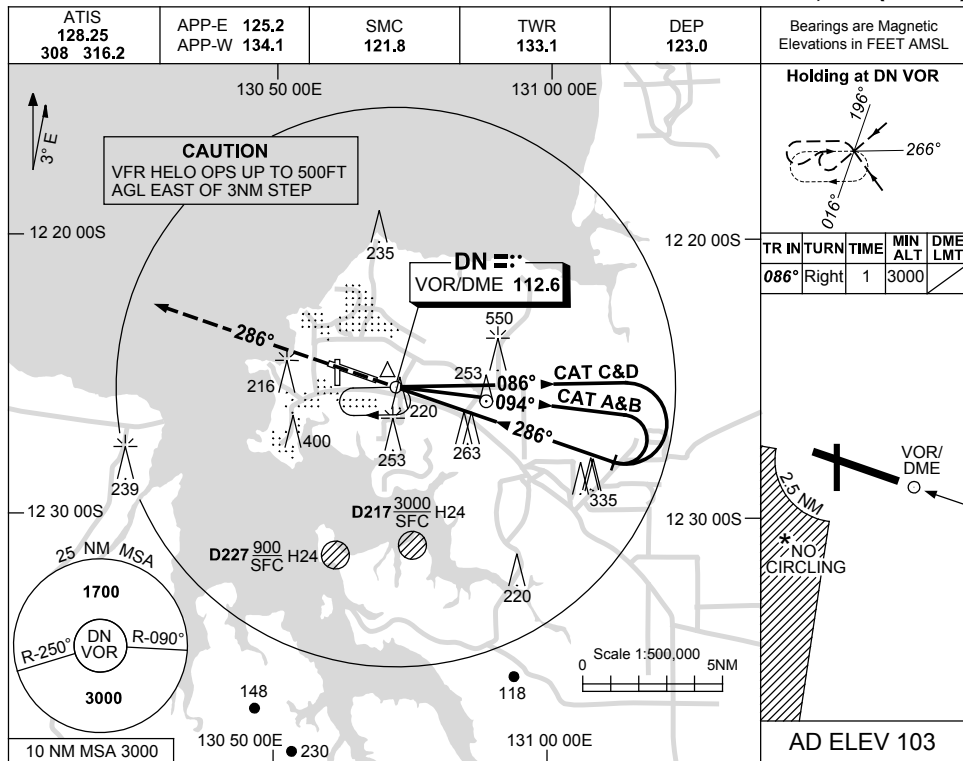
Changes: NOTE 3, Editorial.

PDNV001-180

USE QNH

VOR-Y RWY 29  
**DARWIN, NT (YPDN)**

23 MAR 2023



**NOTES**

CATEGORY	A	B	C	D
S-I VOR	<b>1100</b> (1019-4.9)			
CIRCLING *	<b>1100</b> (997-2.4)	<b>1100</b> (997-4.0)		<b>1100</b> (997-5.0)
ALTERNATE	(1497-4.4)	(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.

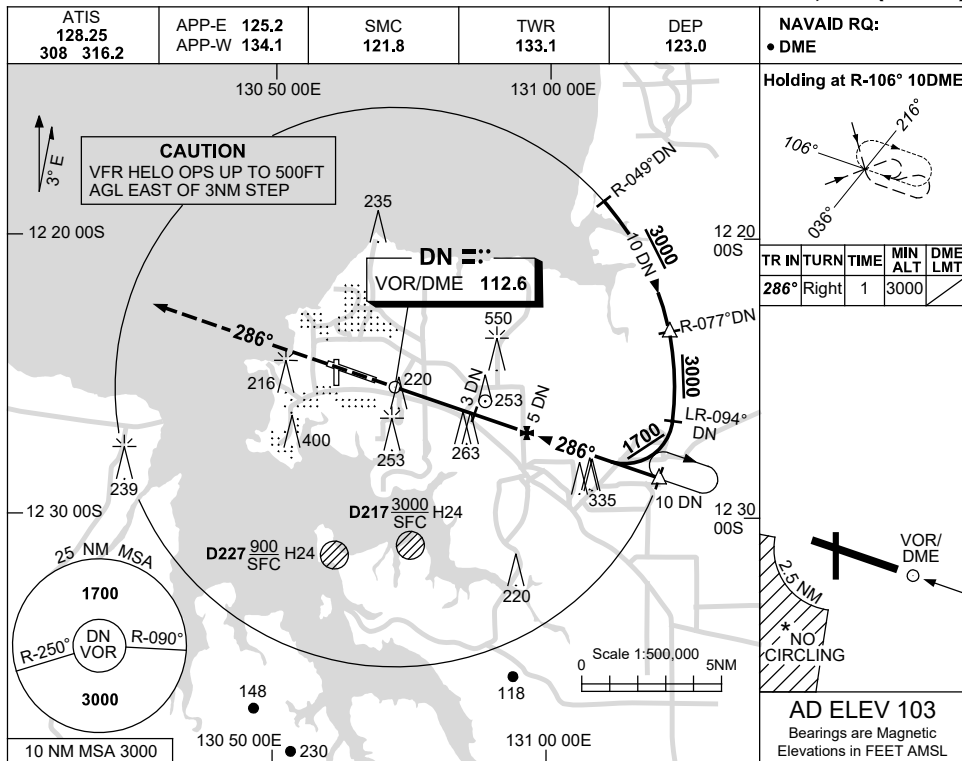
Changes: VIS MINIMA.

PDNVO02-174

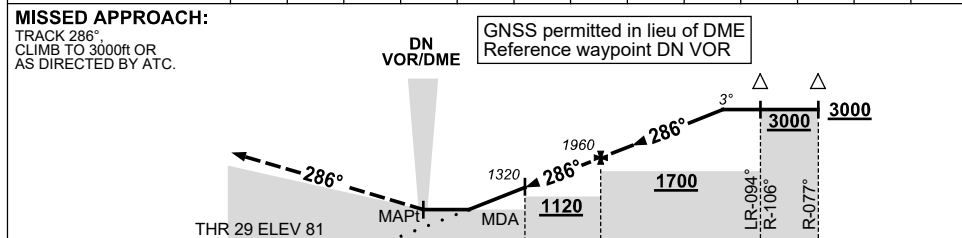
USE QNH

VOR-Z RWY 29  
**DARWIN, NT (YPDN)**

5 SEP 2024



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		



**NOTES**

1. ACFT MAY BE RADAR VECTORED TO FINAL.
2. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- \*3. SPECIAL ALTN MNM 800/4KM.
- \*4. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I VOR/DME	<b>570 (489-1.9)</b>			
CIRCLING *	<b>700 (597-2.4)</b>	<b>800 (697-4.0)</b>	<b>1000 (897-5.0)</b>	
ALTERNATE‡	<b>(1097-4.4)</b>	<b>(1197-6.0)</b>	<b>(1397-7.0)</b>	

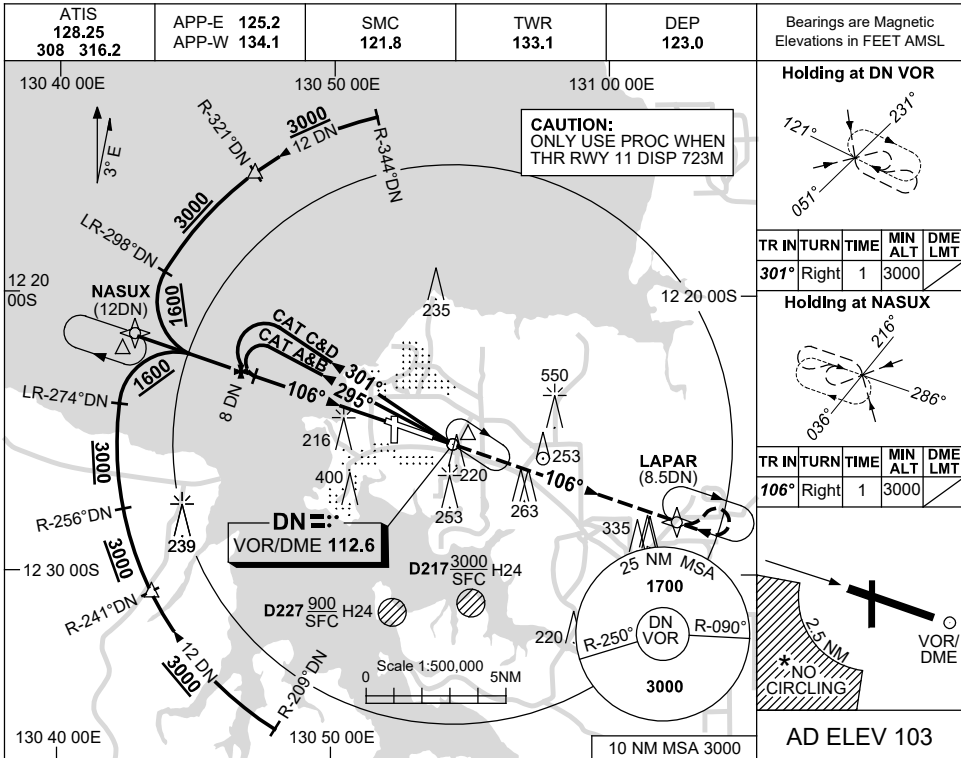
Changes: NOTE 2, Editorial.

PDNVO03-180

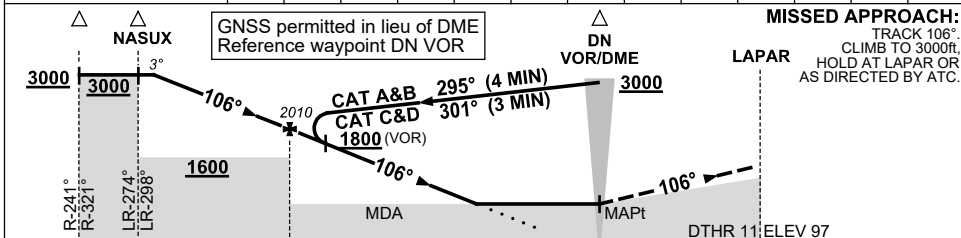
USE QNH

VOR-T RWY 11  
DARWIN, NT (YPDN)

5 SEP 2024



DIST TO DN DME	11.1	11	10	9	8	7	6	5	4	3.3			
ALT (3° APCH PATH)	3000	2960	2640	2320	2010	1690	1370	1050	730	520			



NM TO 12 12 8 2.2 0 8.5  
DN DME

**NOTES**

1. MAX IAS:  
INITIAL : 210KT.
2. ACFT MAY BE RADAR  
VECTORED TO FINAL.
3. DME 71X(112.4) NOT  
TO BE USED WITH  
THIS PROCEDURE.
- \*4. SPECIAL ALTN MNM  
800/4 KM.
- \*5. NO CIRCLING IN SECTOR  
SW OF RWY 11/29 AND  
RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I VOR		570 (467-2.6)		
S-I VOR/DME		520 (417-2.3)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	
ALTERNATE *	(1097-4.4)		(1397-7.0)	

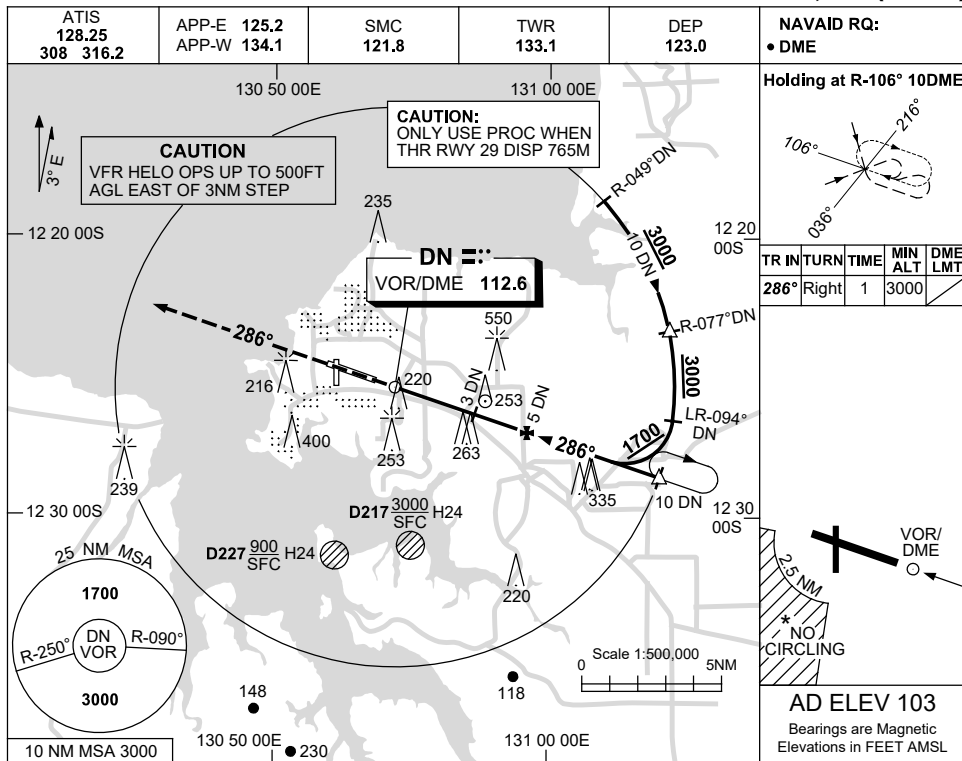
Changes: NOTE 3, Editorial.

PDNV004-180

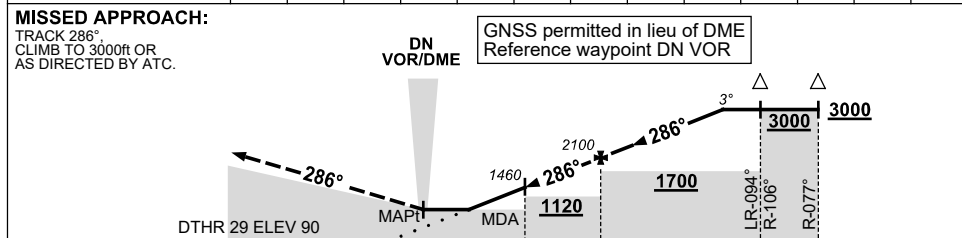
USE QNH

VOR-T RWY 29  
**DARWIN, NT (YPDN)**

5 SEP 2024



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				



NM TO DN DME

CATEGORY	A	B	C	D
S-I VOR/DME	<b>570 (480-2.7)</b>			
CIRCLING *	<b>700 (597-2.4)</b>		<b>800 (697-4.0)</b>	
ALTERNATE ‡	<b>(1097-4.4)</b>		<b>(1397-7.0)</b>	

- NOTES**
- ACFT MAY BE RADAR VECTORED TO FINAL.
  - DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
  - SPECIAL ALTN MNM 800/4KM.
  - NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

Changes: NOTE 2, Editorial.

PDNVO05-180