

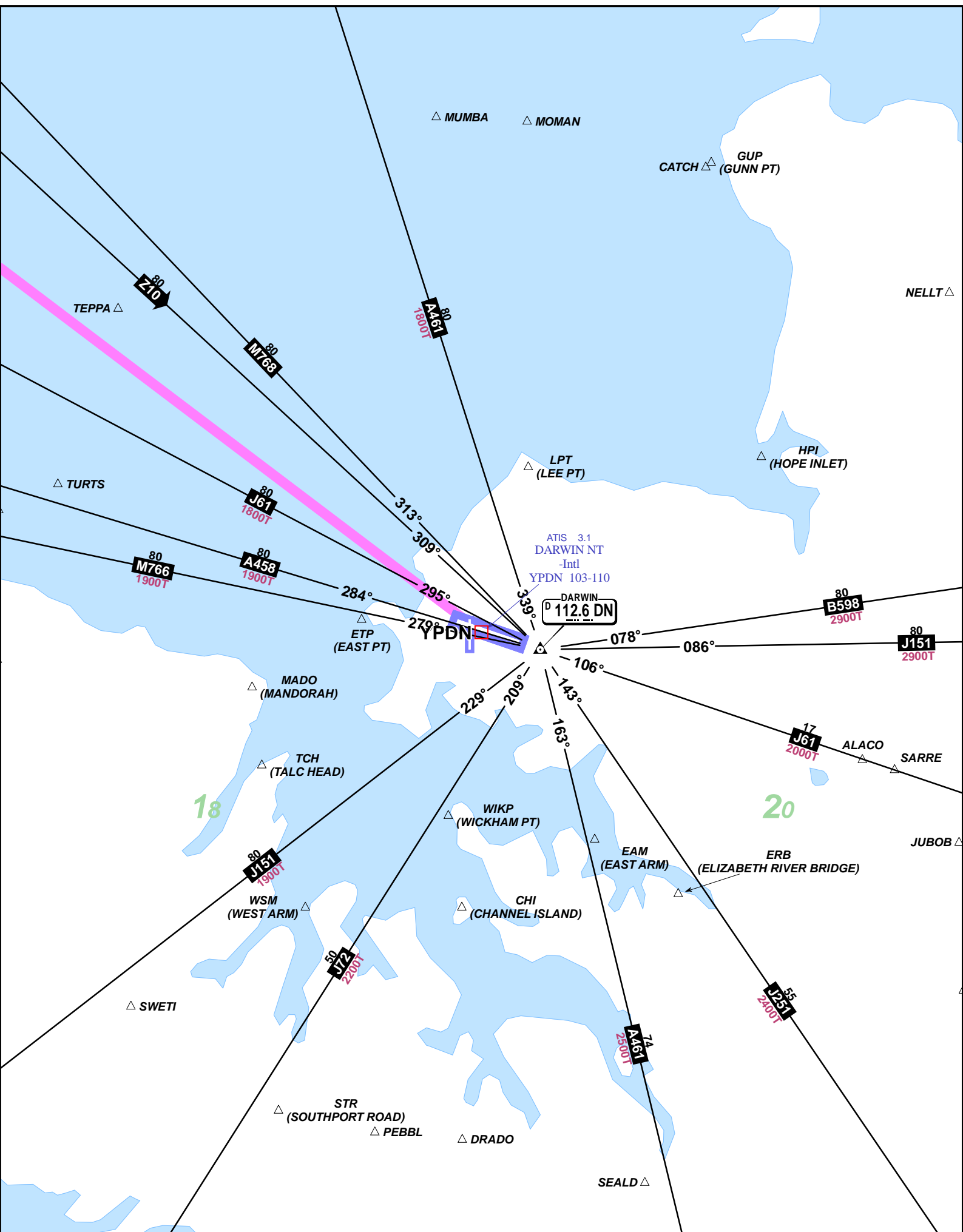
DESTINATION (WARR -> YPDN): YPDN (Darwin Intl)

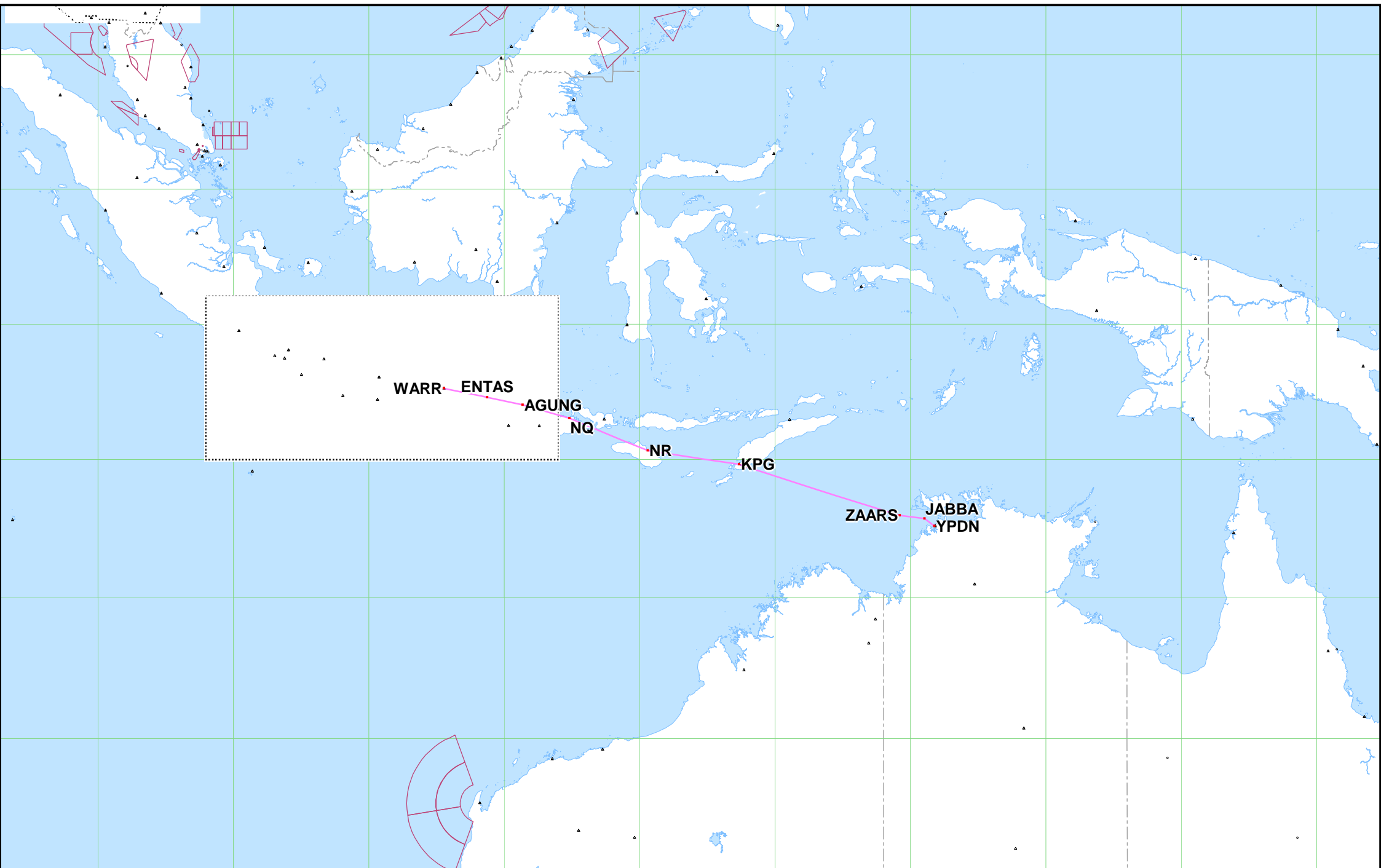
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0

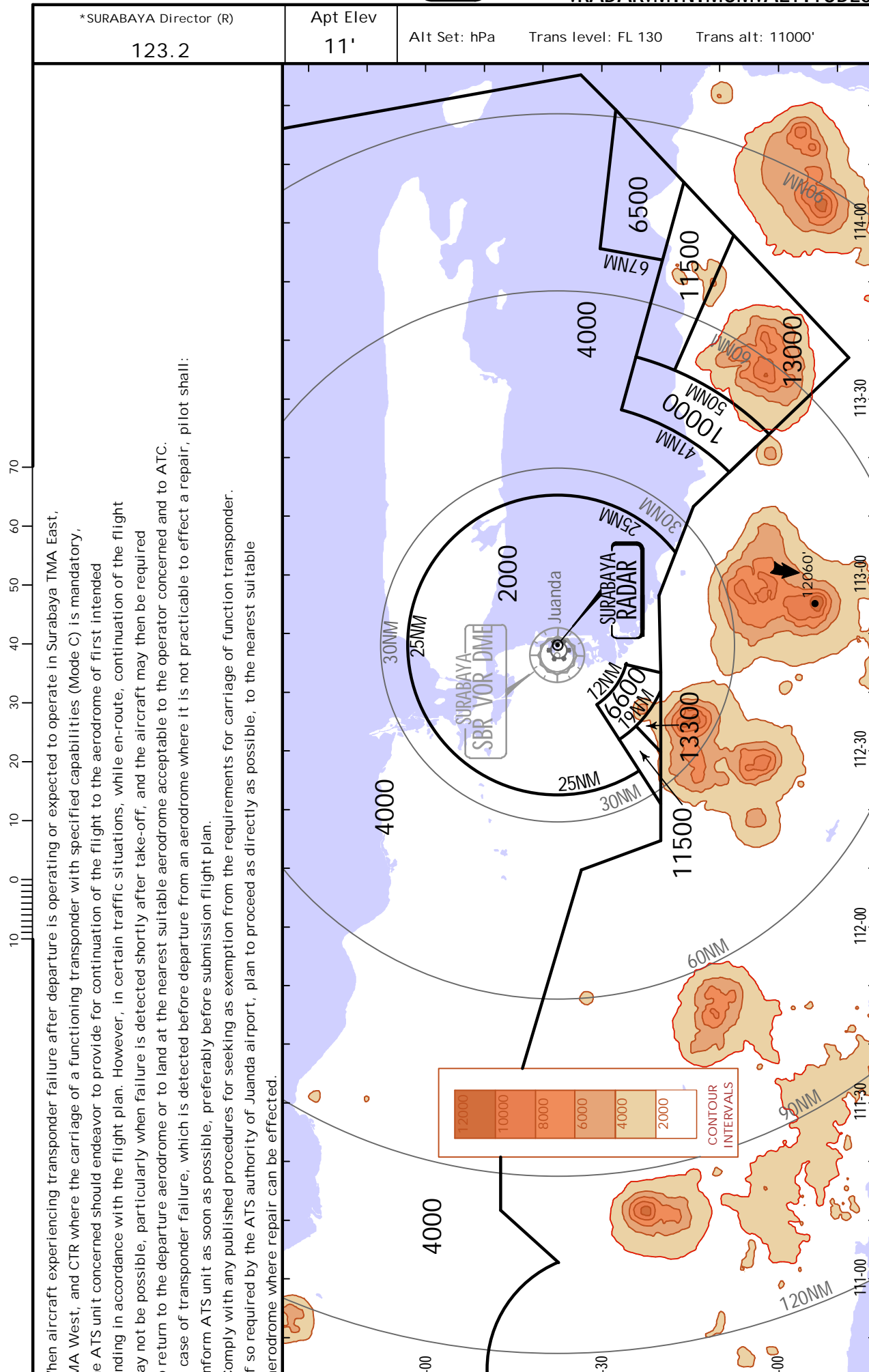




WARR/SUB
JUANDA

3 FEB 12 (10-1R)

SURABAYA, INDONESIA
RADAR MINIMUM ALTITUDES



WARR/SUB
JUANDA

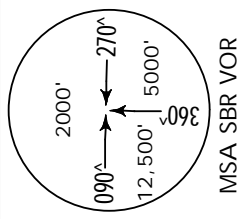
JEPPESEN
4 FEB 11 10-2

SURABAYA, INDONESIA
.STAR.

*ATIS
128.2

Apt Elev
9'

Alt set: hPa
Trans level: FL 130 Trans alt: 11000'



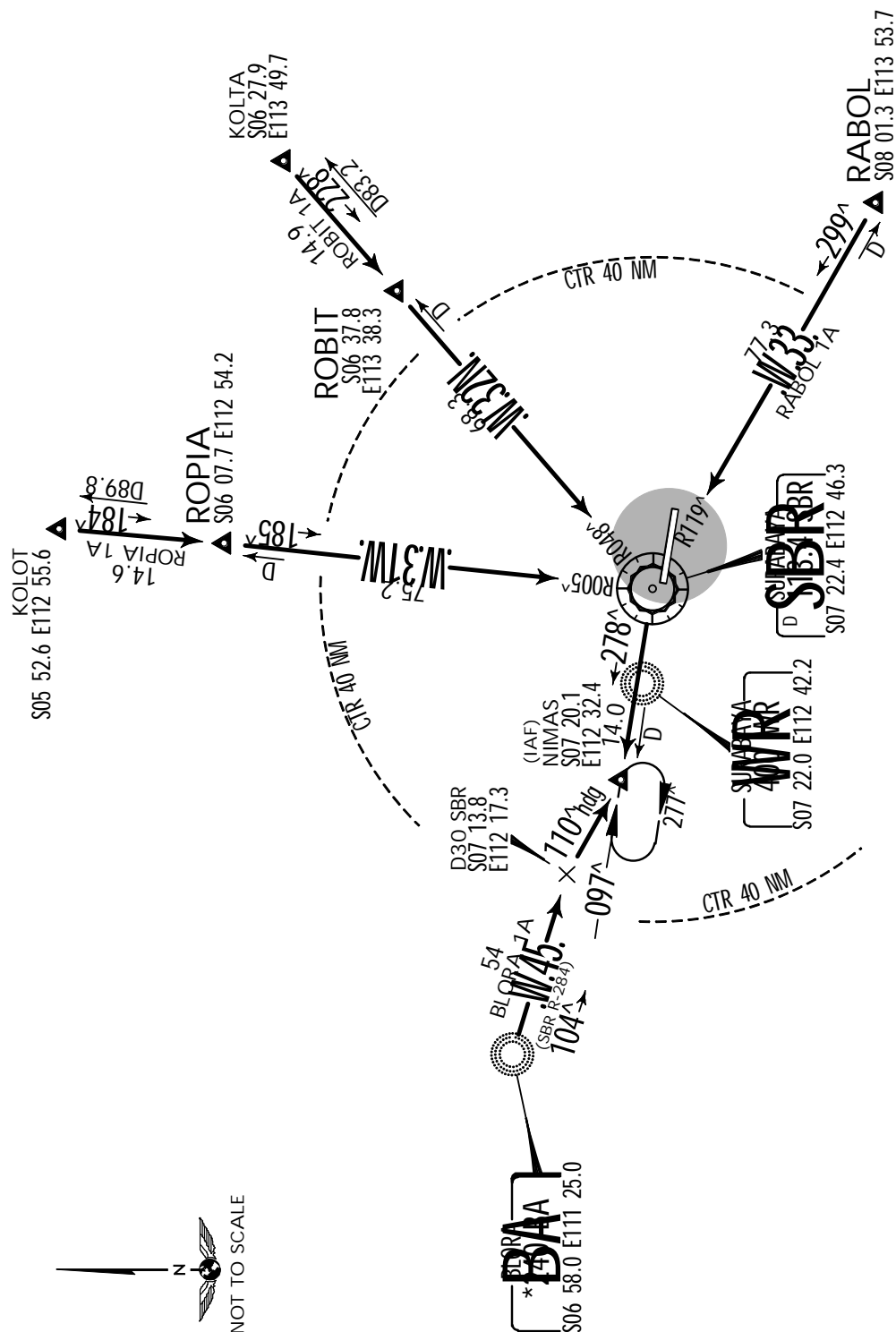
RWY 10 ARRIVALS

BLORA ONE ALPHA [BLOR1A]

RABOL ONE ALPHA [RABO1A]

ROBIT ONE ALPHA [ROBI1A]

ROPIA ONE ALPHA [ROPI1A]



ROUTING

STAR	ROUTING
BLORA ONE ALPHA	Flying on SBR R-284 proceed to SBR, at D30 SBR turn RIGHT heading 110° to NIMAS.
RABOL ONE ALPHA	Flying on SBR R-119 proceed to SBR, then turn LEFT to intercept SBR R-278 to NIMAS.
ROBIT ONE ALPHA	Flying on SBR R-048 proceed to SBR, then turn RIGHT to intercept SBR R-278 to NIMAS.
ROPIA ONE ALPHA	Flying on SBR R-005 proceed to SBR, then turn RIGHT to intercept SBR R-278 to NIMAS.

WARR/SUB
JUANDA



4 FEB 11

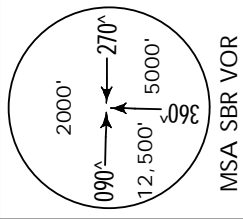
(10-2A)

SURABAYA, INDONESIA
.STAR.

*ATIS
128.2

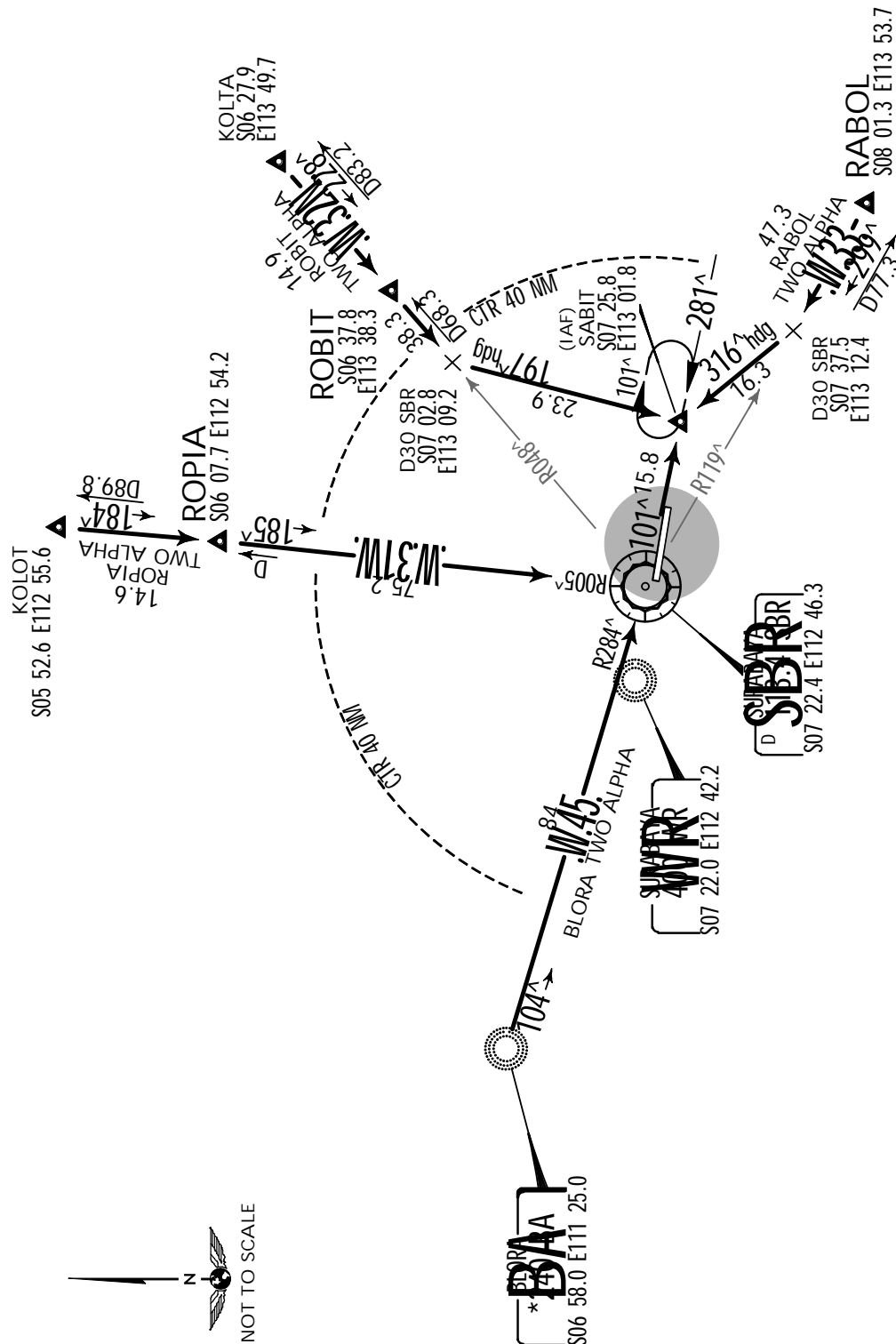
Apt Elev
9'

Alt set: hPa
Trans level: FL 130 Trans alt: 11000'



RWY 28 ARRIVALS

BLORA TWO ALPHA [BLOR2A]
RABOL TWO ALPHA [RABO2A]
ROBIT TWO ALPHA [ROBI2A]
ROPIA TWO ALPHA [ROPI2A]



STAR	ROUTING
LORA TWO ALPHA	Flying on SBR R-284 proceed to SBR, then turn LEFT to intercept SBR R-101 to SABIT.
ABOL TWO ALPHA	Flying on SBR R-119 proceed to SBR. At D30 SBR turn RIGHT heading 316° to SABIT.
ROBIT TWO ALPHA	Flying on SBR R-048 proceed to SBR. At D30 SBR turn LEFT heading 197° to SABIT.
ROPIA TWO ALPHA	Flying on SBR R-005 proceed to SBR, then turn LEFT to intercept SBR R-101 to SABIT.

WARR/SUB
JUANDA

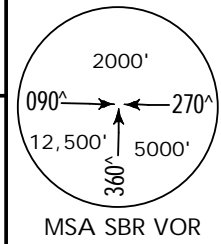


18 FEB 11 (10-3

SURABAYA, INDONESIA
.SID.

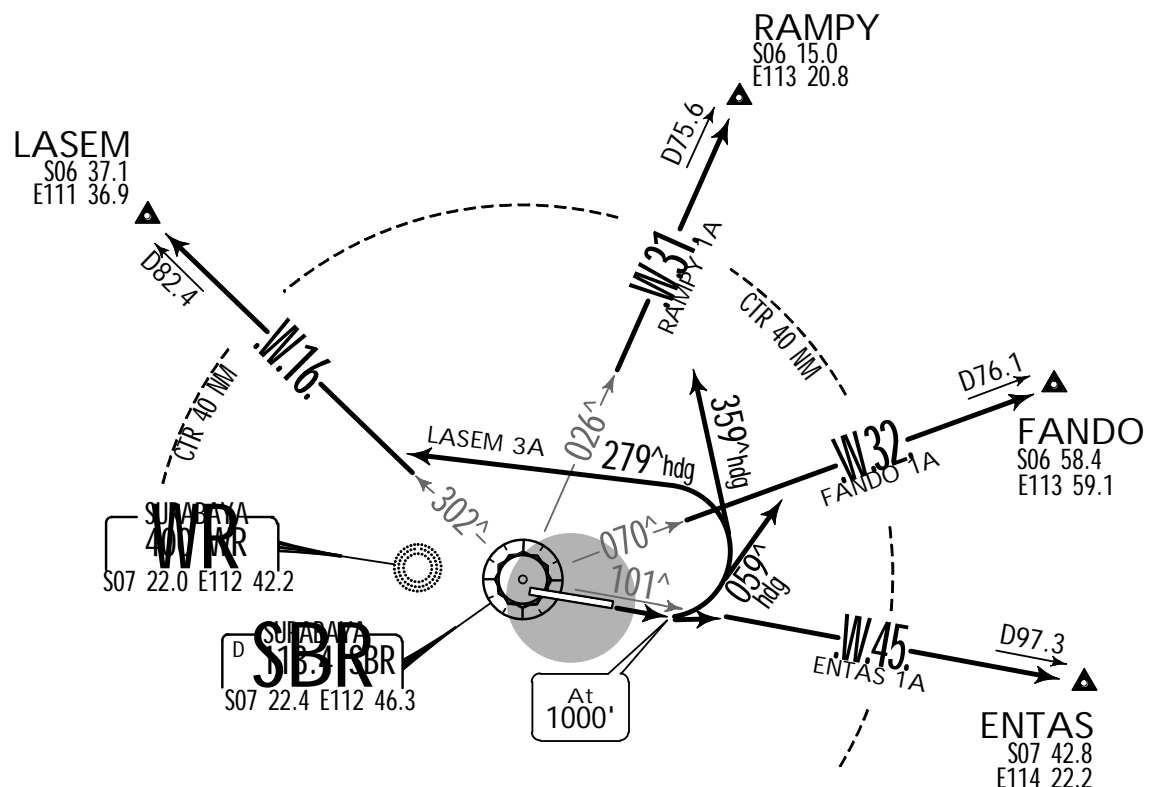
Apt Elev
11'

Trans level: FL 130 Trans alt: 11000'



RWY 10 DEPARTURES

ENTAS ONE ALPHA [ENTA1A],
FANDO ONE ALPHA [FAND1A],
LASEM THREE ALPHA [LASE3A],
RAMPY ONE ALPHA [RAMP1A]



Direct distance from Juanda Apt to:

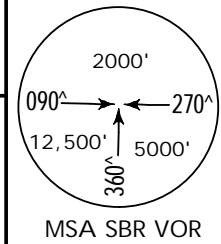
ENTAS	96 NM
FANDO	76 NM
LASEM	83 NM
RAMPY	75 NM



SID	INITIAL CLIMB
ENTAS ONE ALPHA	MAINTAIN runway heading until 1000', then join W-45.
FANDO ONE ALPHA	MAINTAIN runway heading until 1000', turn LEFT heading 059^ to join W-32.
LASEM THREE ALPHA	MAINTAIN runway heading until 1000', turn LEFT heading 279^ to join W-16.
RAMPY ONE ALPHA	MAINTAIN runway heading until 1000', turn LEFT heading 359^ to join W-16.

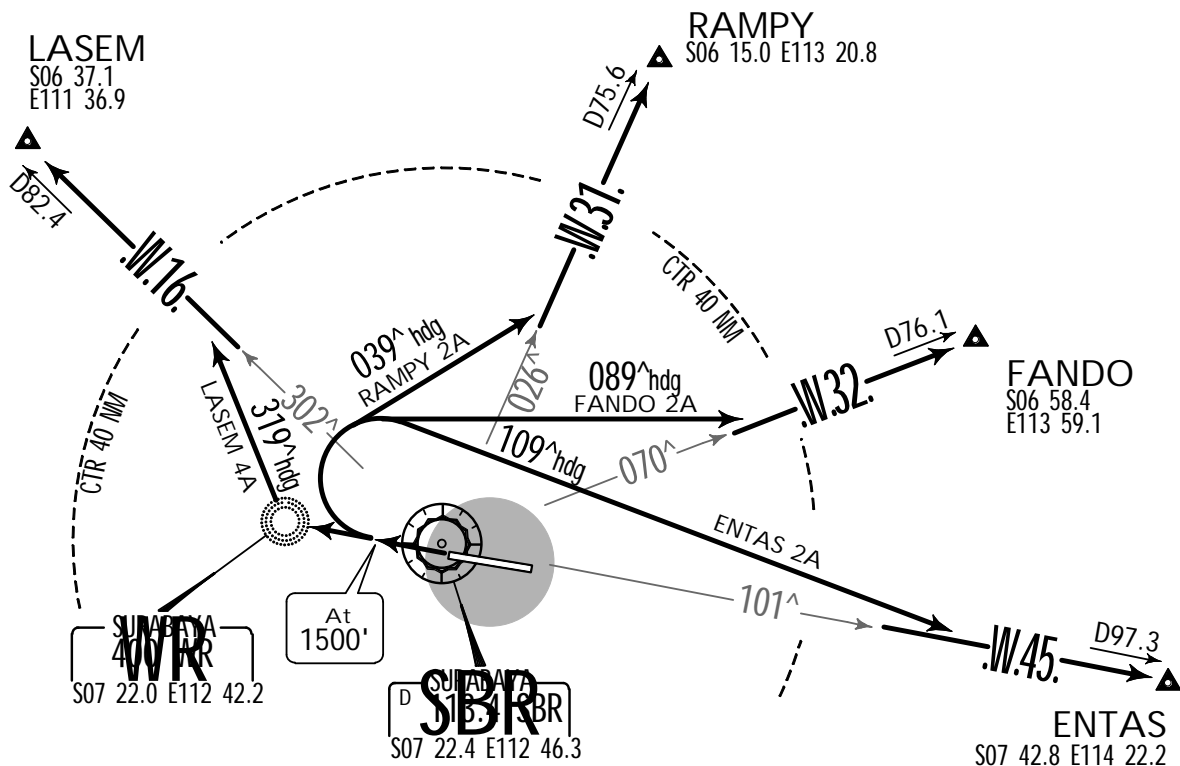
WARR/SUB
JUANDAJEPPESEN
18 FEB 11 (10-3A)SURABAYA, INDONESIA
.SID.Apt Elev
11'

Trans level: FL 130 Trans alt: 11000'



RWY 28 DEPARTURES

ENTAS TWO ALPHA [ENTA2A],
FANDO TWO ALPHA [FAND2A],
LASEM FOUR ALPHA [LASE4A],
RAMPY TWO ALPHA [RAMP2A]



Direct distance from Juanda Apt to:

ENTAS 96 NM
FANDO 76 NM
RAMPY 75 NM
WR 5 NM

SID	INITIAL CLIMB
ENTAS TWO ALPHA	MAINTAIN runway heading until 1500', turn RIGHT heading 109° to join W-45.
FANDO TWO ALPHA	MAINTAIN runway heading until 1500', turn RIGHT heading 089° to join W-32.
LASEM FOUR ALPHA	Proceed to WR then turn RIGHT heading 319° to join W-16.
RAMPY TWO ALPHA	MAINTAIN runway heading until 1500', turn RIGHT heading 039° to

WARR/SUB

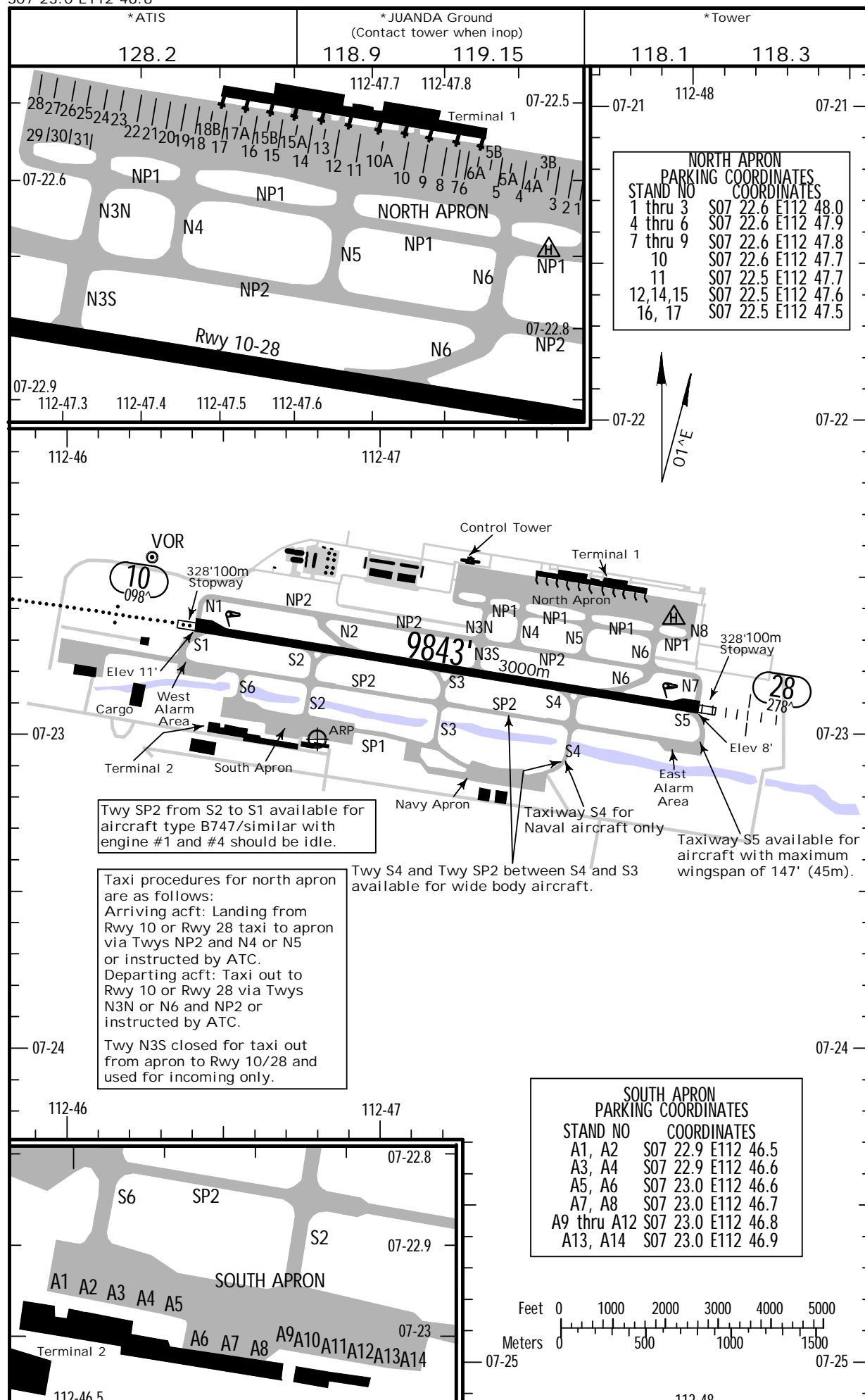
Apt Elev 11'
S07 23.0 E112 46.8

JEPPESSEN

9 MAY 14 (10-9)

SURABAYA, INDONESIA

JUANDA



WARR/SUB



SURABAYA, INDONESIA

JUANDA

GENERAL

Follow nose-wheel guidelines when taxiing on Apron, Taxiways and entry/exit RWY.
Aircraft turning area shall follow guidance line.
Jet aircraft are not permitted to run up engines on apron.
Two-way radio required.
Birds in vicinity of airport.
Rotating beacon.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope		
10	HIRL (60m) HIALS SFL PAPI-L (angle 3.05°)		8864' 2702m		148'
28	HIRL (60m) REIL SALS PAPI-L (angle 3.02°)				45m

TAKE-OFF

	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in Force All Rwys RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	All Rwys Adequate Vis Ref	
A	RVR 250m	RVR 400m	2 Eng	400m
B			3 & 4 Eng	
C				
D	RVR 300m			

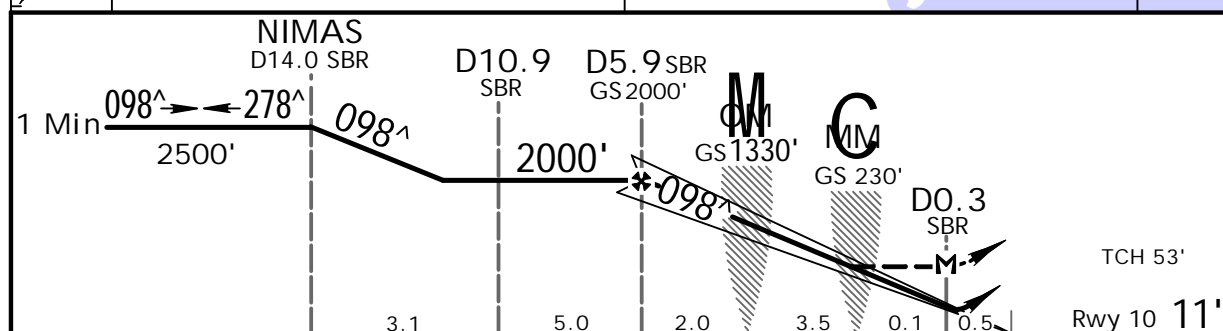
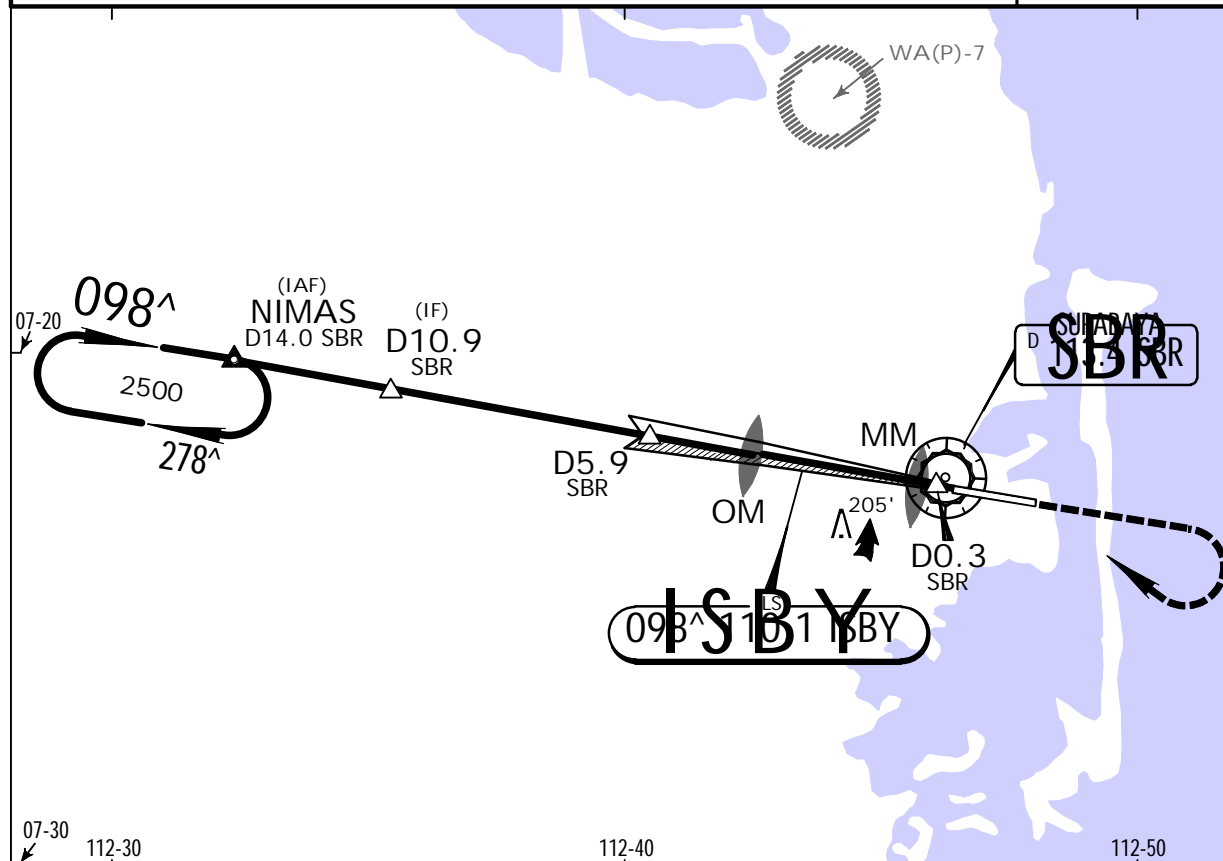
FOR FILING AS ALTERNATE

WARR/SUB
JUANDA

JEPPESEN
29 AUG 14 11-1

SURABAYA, INDONESIA
ILS Rwy 10

* ATIS	SURABAYA Control (R)		* SURABAYA Director (R)	* JUANDA Tower		* Ground (Contact tower when inop)
128.2	WEST 125.1	EAST 124.0	123.2	118.1	118.3	118.9 119.15
LOC ISBY 110.1	Final Apch Crs 098^	GS OM 1330' (1319')	ILS DA(H) 211' (200')	Apt Elev 11' Rwy 10 11'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 1500' then turn RIGHT join SBR VOR R-278 climb to 2500' proceed to NIMAS for holding, consecutive approach or as instructed by ATC.</p>						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 130		Trans alt: 11000'	
						MSA SBR VOR



							4.0	0.5	0		
Gnd speed-Kts	70	90	100	120	140	160					
GS 3.00^	372	478	531	637	743	849			1500'	2500'	SBR 113.4
MAP at D0.3 SBR or D5.9 SBR to MAP 5.6									↑		R-278
	4:48	3:44	3:22	2:48	2:24	2:06					

STRAIGHT-IN LANDING RWY10					CIRCLE-TO-LAND		
ILS DA(H) 211'(200')			LOC (GS out) MDA(H) 460'(449')				
FULL		ALS out		Max Kts		MDA(H)	
A	800m	1200m	800m	1600m	100	610'(599')-1600m	
B					135		
C			1200m	2000m	180		800'(789')-2400m
D			1600m	2400m	205		800'(789')-3600m

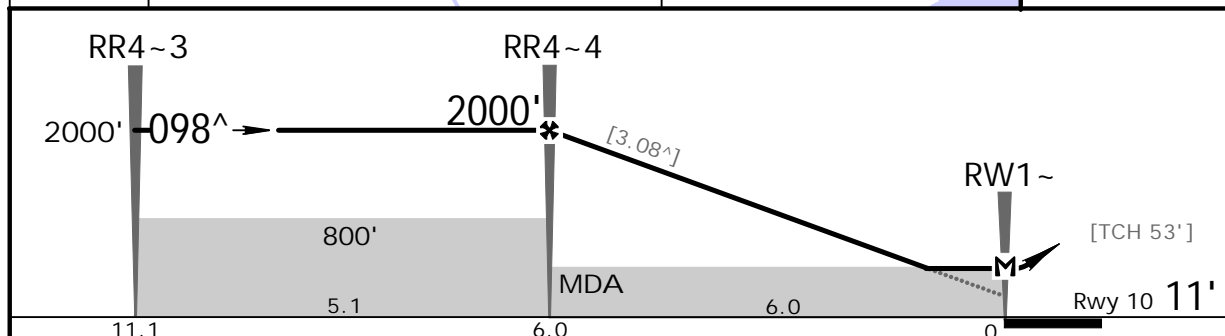
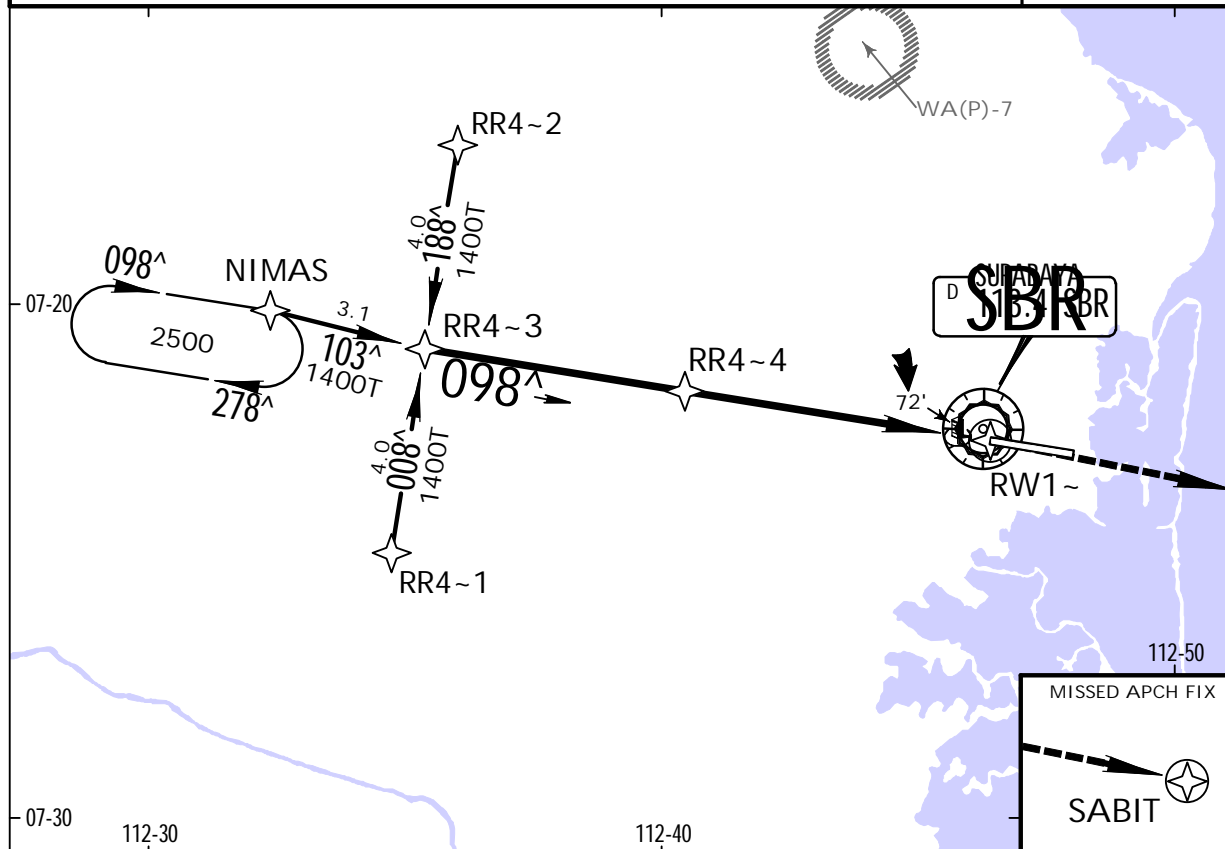
WARR/SUB
JUANDA

JEPPESSEN
29 AUG 14 (12-1)

SURABAYA, INDONESIA
RNAV (GNSS) Rwy 10

BRIEFING STRIP™

*ATIS 128.2	SURABAYA Control (R) WEST 125.1 EAST 124.0	*SURABAYA Director (R) 123.2	*JUANDA Tower 118.1 118.3	*Ground (Contact tower when inop) 118.9 119.15
RNAV	Final Apch Crs 098°	Minimum Alt RR4~4 2000' (1989')	LNAV/VNAV MDA(H) 370' (359')	Apt Elev 11' Rwy 10 11'
MISSED APCH: Climb STRAIGHT AHEAD 2500' to SABIT for holding and or as instructed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000' 1. GPS or RNP 0.30 required. 2. Max IAS for initial: 210 Kts. 3. Baro VNAV not authorized below 15°C (59°F).				
MSA SBR VOR				



Gnd speed-Kts	110	120	130	140	150	170	180			
Rate of decent on final (feet/min)	584	637	690	744	797	903	956			
MAP at RW1~										
RR4~4 to MAP	6.0	3:17	3:00	2:47	2:35	2:24	2:08	2:00		

STRAIGHT-IN LANDING RWY 10					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			
DA(H) 370' (359')			MDA(H) 460' (449')			
ALS out			ALS out		Max Kts.	MDA(H)
A	1600m		1600m		100	610' (599')-1600m
B					135	
C	2000m		2000m		180	800' (789')-3600m
D	2400m		2400m		205	800' (789')-4000m

INS OPS

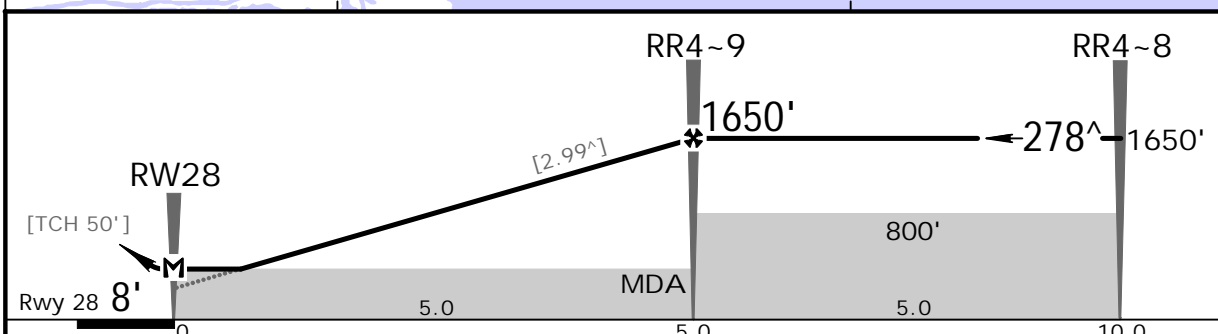
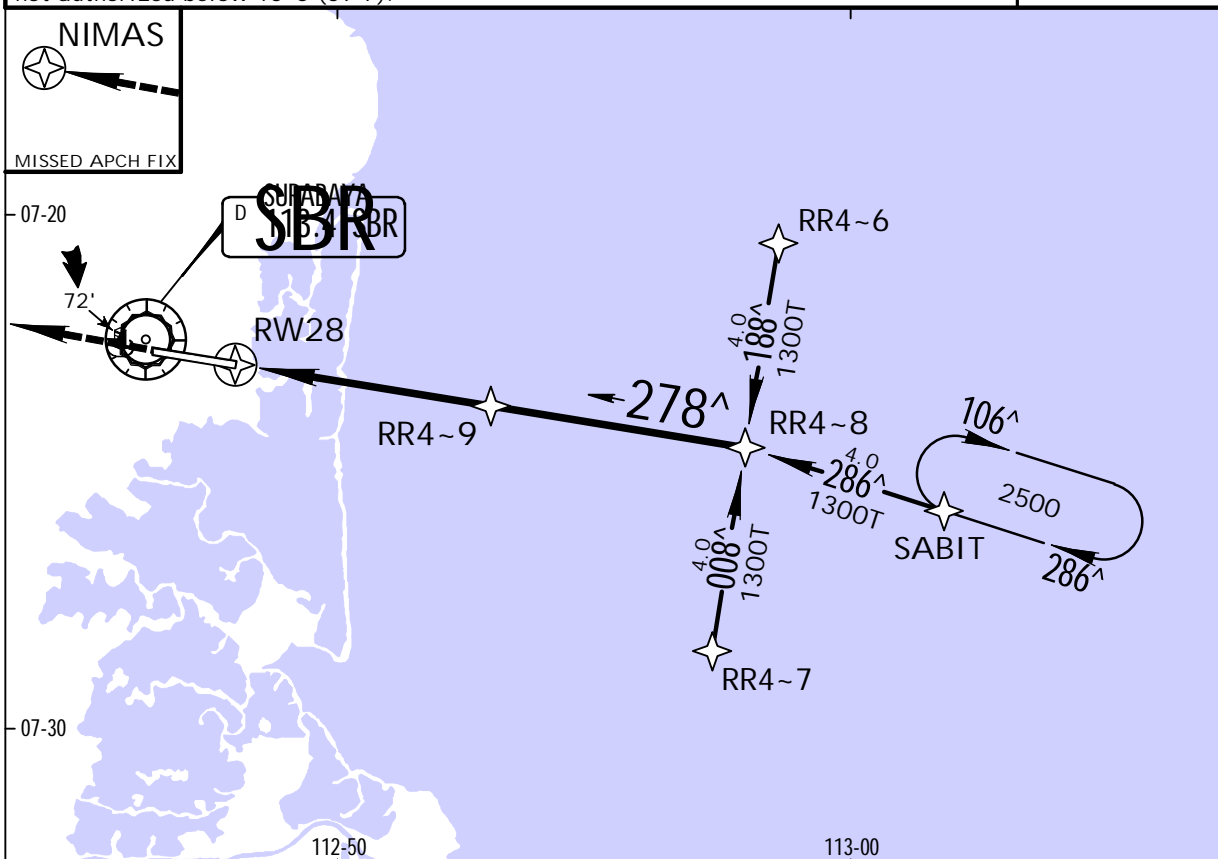
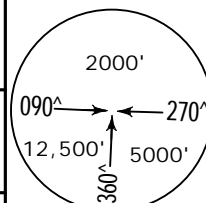
WARR/SUB
JUANDA

JEPPESSEN
29 AUG 14 (12-2)

SURABAYA, INDONESIA
RNAV (GNSS) Rwy 28

BRIEFING STRIP™

*ATIS 128.2	SURABAYA Control (R) WEST 125.1 EAST 124.0	*SURABAYA Director (R) 123.2	*JUANDA Tower 118.1 118.3	*Ground (Contact tower when inop) 118.9 119.15
RNAV	Final Apch Crs 278°	Minimum Alt RR4~9 1650' (1642')	LNAV/VNAV MDA(H) 290' (282')	Apt Elev 11' Rwy 28 8'
MISSED APCH: Climb STRAIGHT AHEAD 2500' to NIMAS for holding and or as instructed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'				
1. GPS or RNP 0.30 required. 2. Max IAS for initial: 210 Kts. 3. Baro VNAV not authorized below 15°C (59°F).				
				MSA SBR VOR



Gnd speed-Kts	110	120	130	140	150	170	180	SALS REIL PAPI	2500' ↑ to NIMAS
Rate of decent on final (feet/min)	584	637	690	744	797	903	956		
MAP at RW28									
RR4~9 to MAP	5.0	2:44	2:30	2:19	2:09	2:00	1:46		

INS OPS

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	290' (282')	MDA(H)	460' (452')		
ALS out		ALS out			
A				100	610' (599')-1600m
B	1600m		1600m	135	
C			2000m	180	800' (789')-3600m
D	2000m		2400m	205	800' (789')-4000m

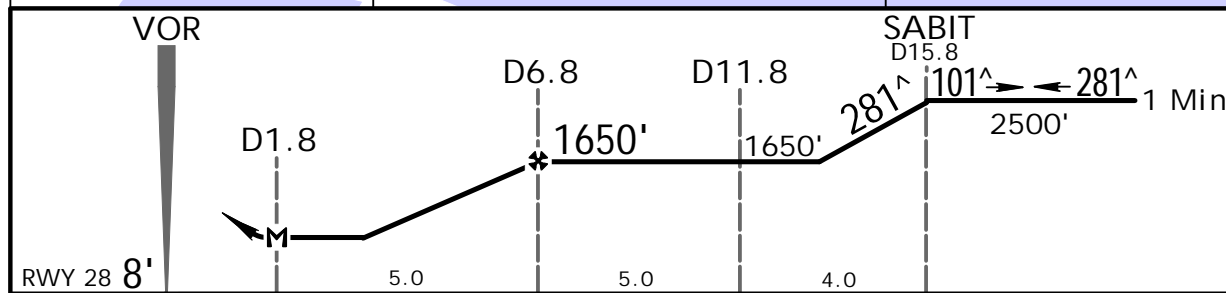
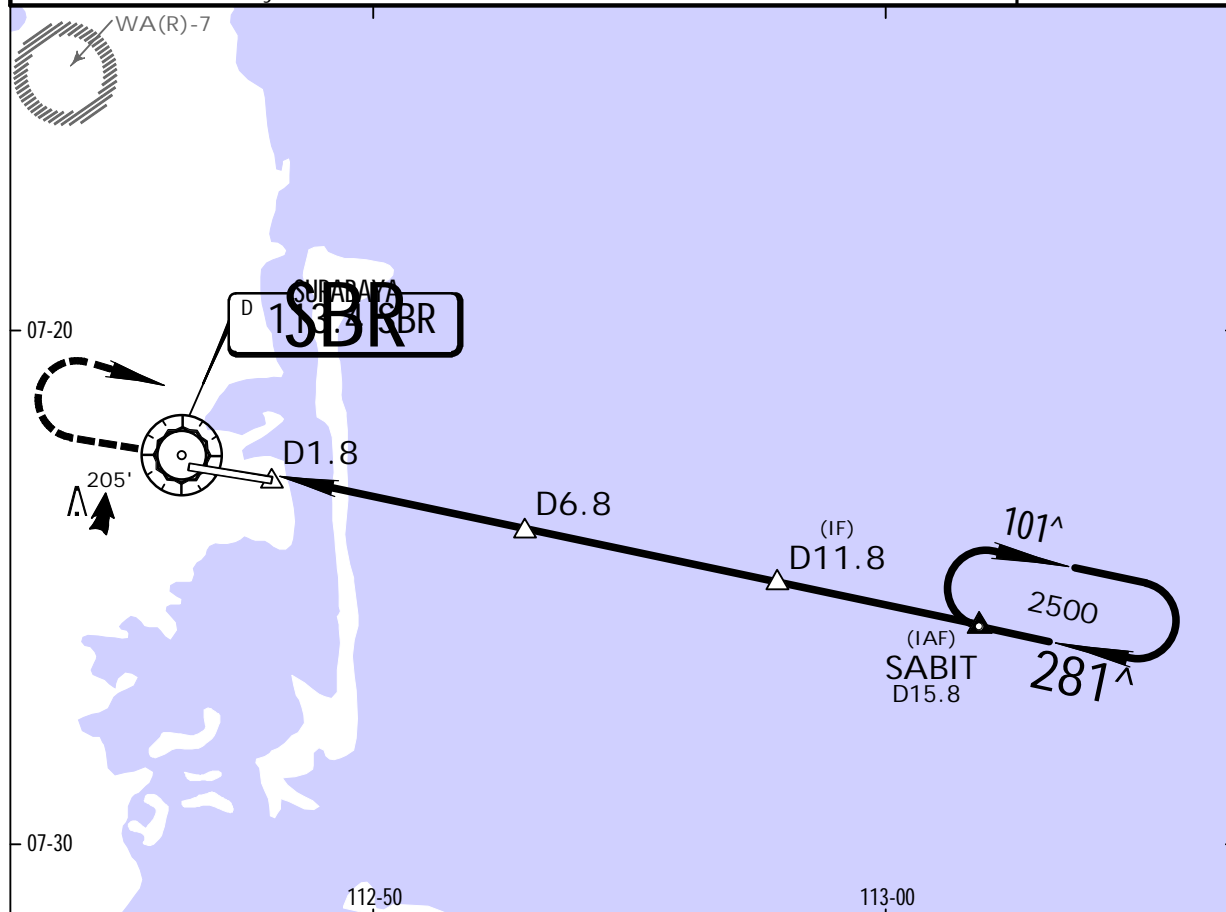
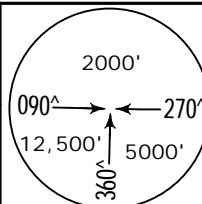
WARR/SUB
JUANDA

JEPPESEN
4 FEB 11 (13-1)

SURABAYA, INDONESIA
VOR DME Rwy 28

BRIEFING STRIP™

*ATIS 128.2	SURABAYA Control (R) WEST 125.1 EAST 124.0	*SURABAYA Director (R) 123.2	*JUANDA Tower 118.1 118.3	*Ground (Contact tower when inop) 118.9 119.15
VOR SBR 113.4	Final Apch Crs 281 [^]	Minimum Alt D6.8 1650' (1642')	MDA(H) 460' (452')	Apt Elev 11' Rwy 28 8'
MISSED APCH: Climb to 1500' then turn RIGHT climb to 2500' proceed to SABIT for holding, consecutive approach or as instructed by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA SBR VOR



Gnd speed-Kts	90	100	110	120	130	150	170	SALS REIL PAPI	1500' ↑	2500' ↻ RT	SABIT
Rate of descent on final (feet/min)	474	526	579	632	684	790	895				
MAP at D1.8 or FAF to MAP	5.0	2:41	2:25	2:12	2:01	1:51	1:36	1:25			

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 460' (452')				MDA(H)			
ALS out				Max Kts			
A				100	610' (599') -1600m		
B	1600m			135			
C	2000m			180	800' (789') -2400m		
D	2400m			205	800' (789') -3600m		

VS OPS

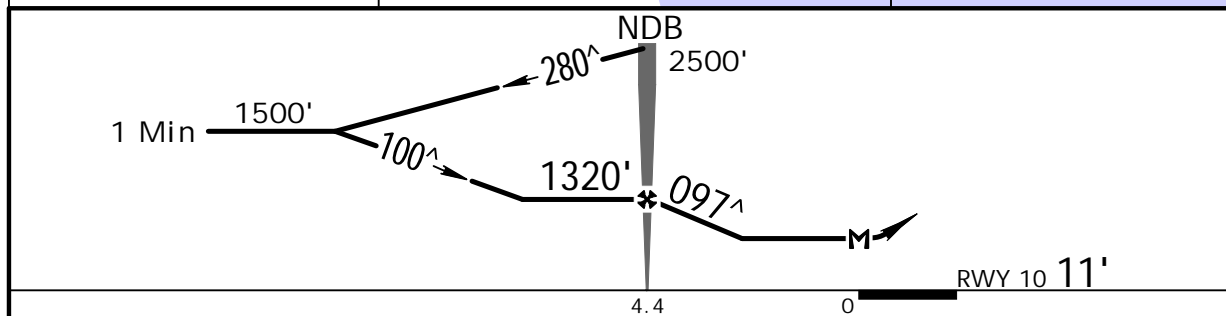
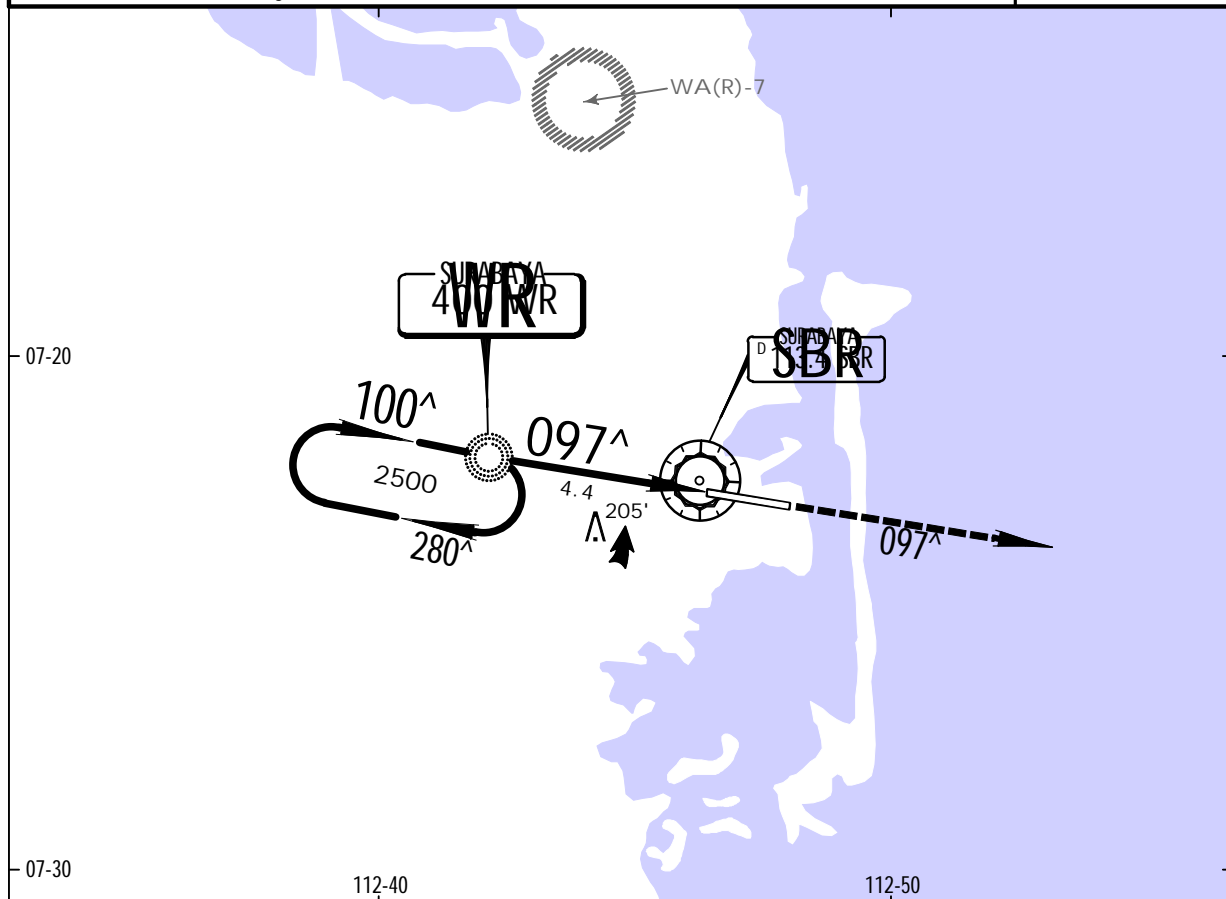
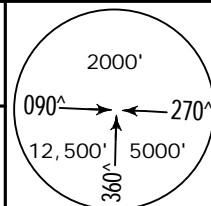
WARR/SUB
JUANDA

JEPPESEN
4 FEB 11 (16-1)

SURABAYA, INDONESIA
NDB Rwy 10

BRIEFING STRIP™

* ATIS 128.2	SURABAYA Control (R) WEST 125.1 EAST 124.0	* SURABAYA Director (R) 123.2	* JUANDA Tower 118.1 118.3	* Ground (Contact tower when inop) 118.9 119.15
NDB WR 400	Final Apch Crs 097°	Minimum Alt NDB 1320' (1309')	MDA(H) 510' (499')	Apt Elev 11' Rwy 10 11'
MISSED APCH: Climb to 2500' and return to the holding fix or as instructed by ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 130	Trans alt: 11000'	MSA WR NDB



Gnd speed-Kts	120	130	140	150	160	<div><div>HIALS</div><div>PAPI</div><div>2500'</div><div>↑</div><div>WR 400</div></div>
Rate of descent on final (feet/min)	585	630	680	730	780	
NDB to MAP	4.4	2:12	2:02	1:53	1:46	

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
MDA(H) 510' (499')				MDA(H)	
ALS out				Max Kts.	
A				100	610' (599')-1600m
B				135	610' (599')-2400m
C				180	700' (689')-3600m
D				205	

IS OPS

JEPPESEN

29 MAR 13 (10-2)

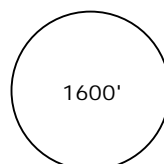
.DME.or.GNSS.ARRIVAL.
DARWIN, NT, AUSTRALIA

DARWIN INTL
SECTOR A
VOR 111.0

Apt. Elev 103'

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

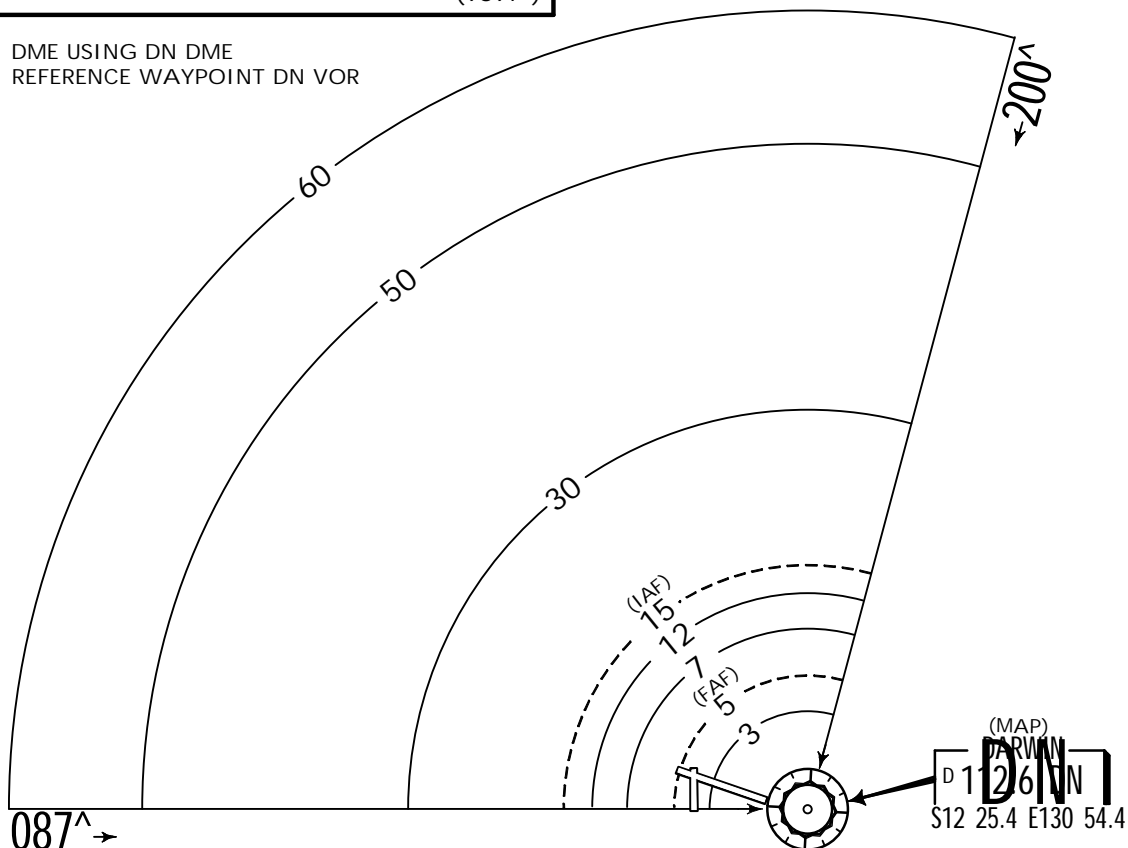
Alt Set: hPa Trans level: FL 110
Apt Elev: 4 hPa Trans alt: 10000' (9897')



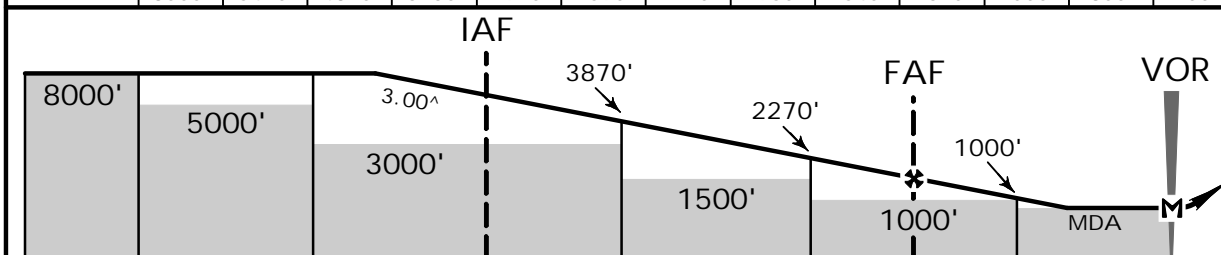
MSA
DN VOR

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'

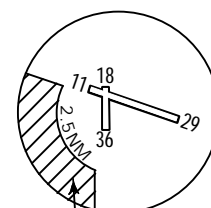


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

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

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



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

VS OPS 4

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

JEPPESEN

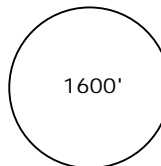
29 MAR 13 10-2A

.DME.or.GNSS.ARRIVAL.
DARWIN, NT, AUSTRALIA

DARWIN INTL
SECTOR B
VOR 112.1
Apt. Elev 103'

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

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

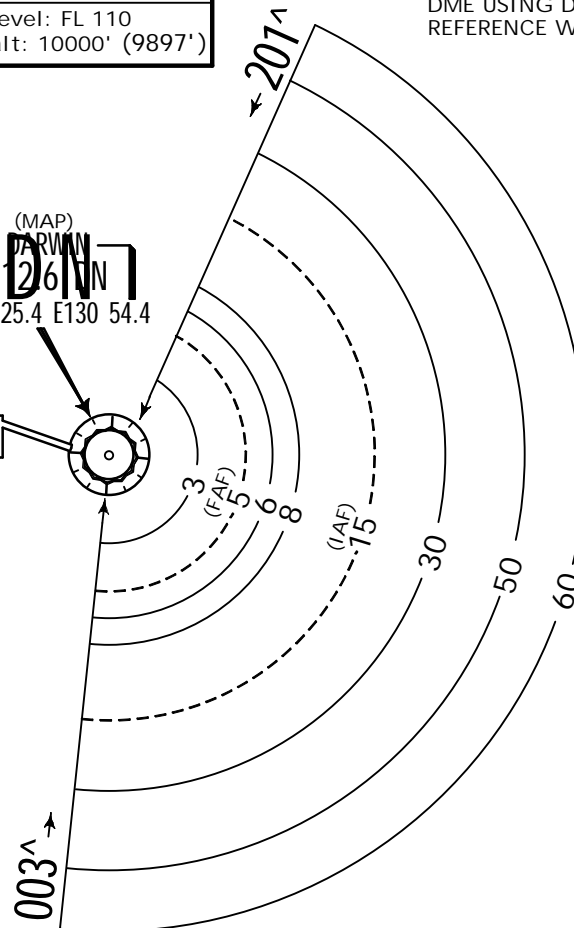


MSA
DN VOR

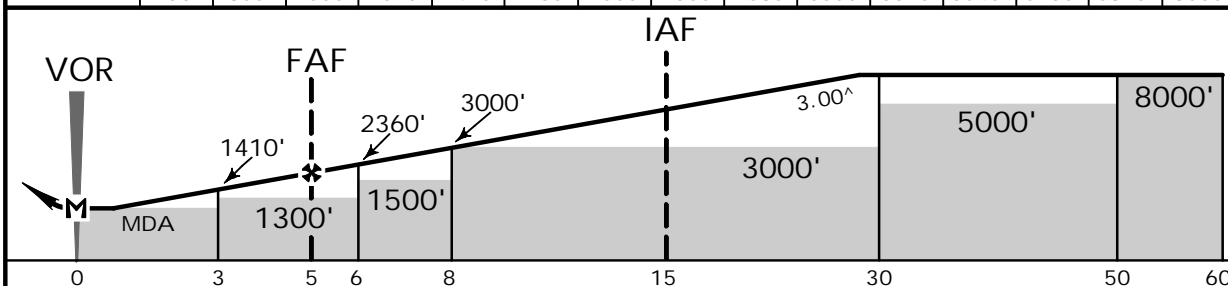
DME USING DN DME
REFERENCE WAYPOINT DN VOR

NOT TO SCALE

(MAP)
DARWIN
D 112.1
S 12 25.4 E 130 54.4



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'

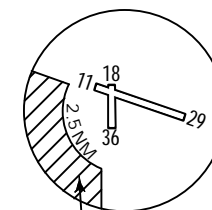


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

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

A	2.4 km
B	
C	4.0 km
D	5.0 km



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

VS OPS 4

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3 00^	372	478	531	637	743	849

JEPPESEN

29 MAR 13 (10-2B)

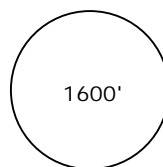
ATIS 112.6 128.25 308 316.2 344
BRISBANE Center (FIA) 118.15
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1
*DARWIN Traffic (Approach Sequencing) 123.0
DARWIN Tower 133.1
Ground 121.8

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

.DME.or.GNSS.ARRIVAL.
DARWIN, NT, AUSTRALIA

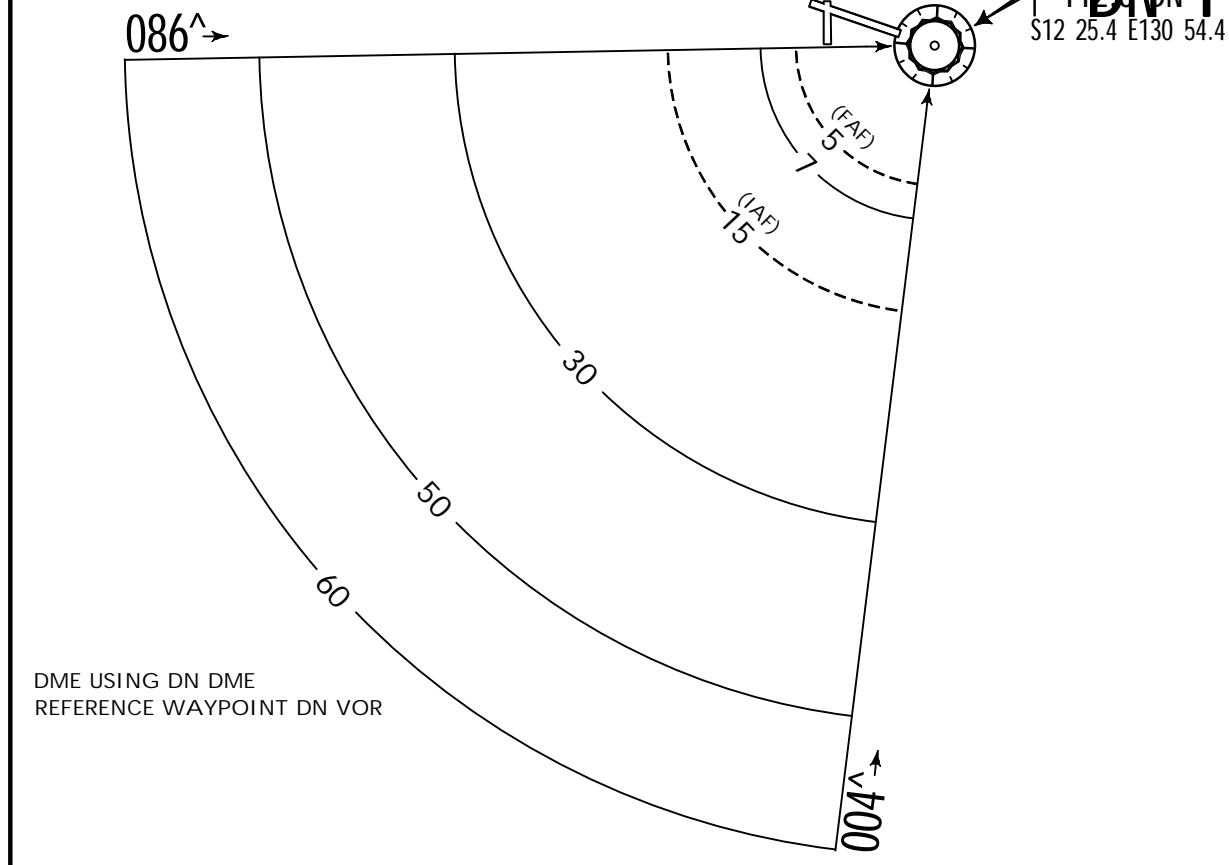
DARWIN INTL
SECTOR C
VOR 112.6

Apt. Elev 103'

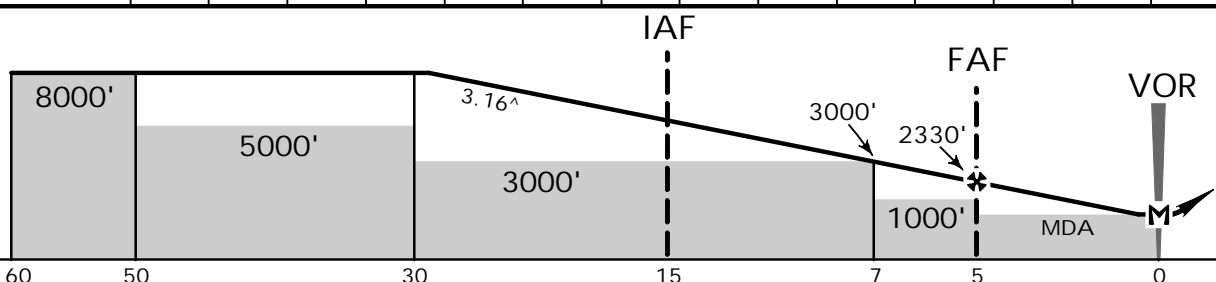


MSA
DN VOR

NOT TO SCALE

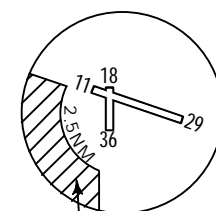


NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000'	7360'	5680'	4010'	3670'	3340'	3000'	2660'	2330'	1990'	1660'	1320'	1000'	850'



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



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

VS OPS 4

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.16°	301	503	550	671	783	895

JEPPESEN

10-2C

29 MAR 13

.RNAV.STAR.

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'

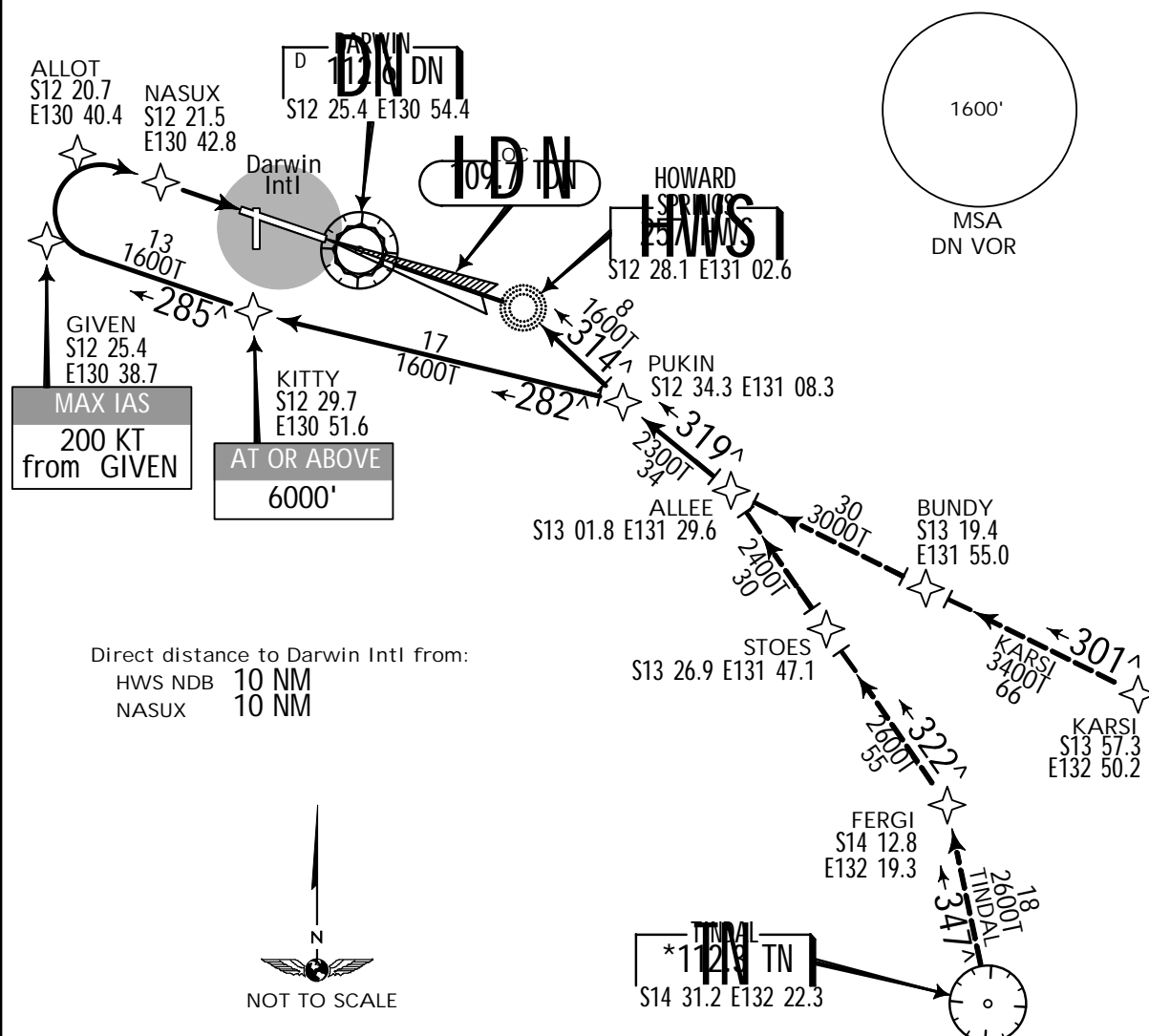
ALLEE TWO ARRIVAL [ALLEE2]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

KARSI: From KARSI track 301[^] to BUNDY. Track 301[^] to ALLEE.TINDAL: From TN VOR track 347[^] to FERGI, turn LEFT, track 322[^] to STOES. Track 322[^] to ALLEE.

ARRIVAL

RWY 11: From ALLEE track 319[^] to PUKIN, turn LEFT, track 282[^] to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 285[^] 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[^] to PUKIN, track 314[^] 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 ▼

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

JEPPESEN

29 MAR 13 10-2D

RNAV STAR.

DARWIN, NT, AUSTRALIA

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'

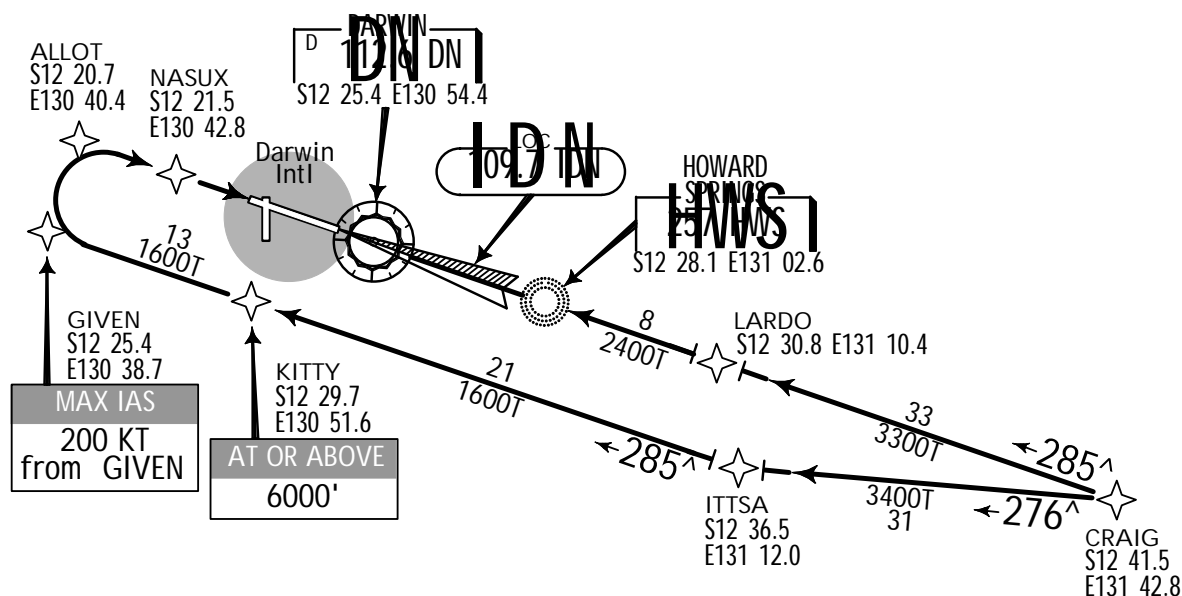
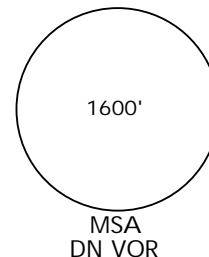
CRAIG TWO ARRIVAL[CRAIG2]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

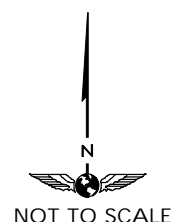
RWY 11: From CRAIG track 276° to ITTSA, turn RIGHT, track 285° to KITTY. Cross KITTY at or above 6000'. Track 285° to GIVEN. MAX IAS FROM GIVEN 200 KT. Turn RIGHT to ALLOT, then turn RIGHT to NASUX for RWY 11 VOR or RWY 11 NDB.

RWY 29: From CRAIG track 285° to LARDO, track 285° to HWS NDB for RWY 29 ILS or RWY 29 NDB.



Direct distance to Darwin Intl from:

HWS NDB 10 NM
NASUX 10 NM



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.

JEPPESEN

29 MAR 13 10-2E

.RNAV.STAR.

DARWIN, NT, AUSTRALIA

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.

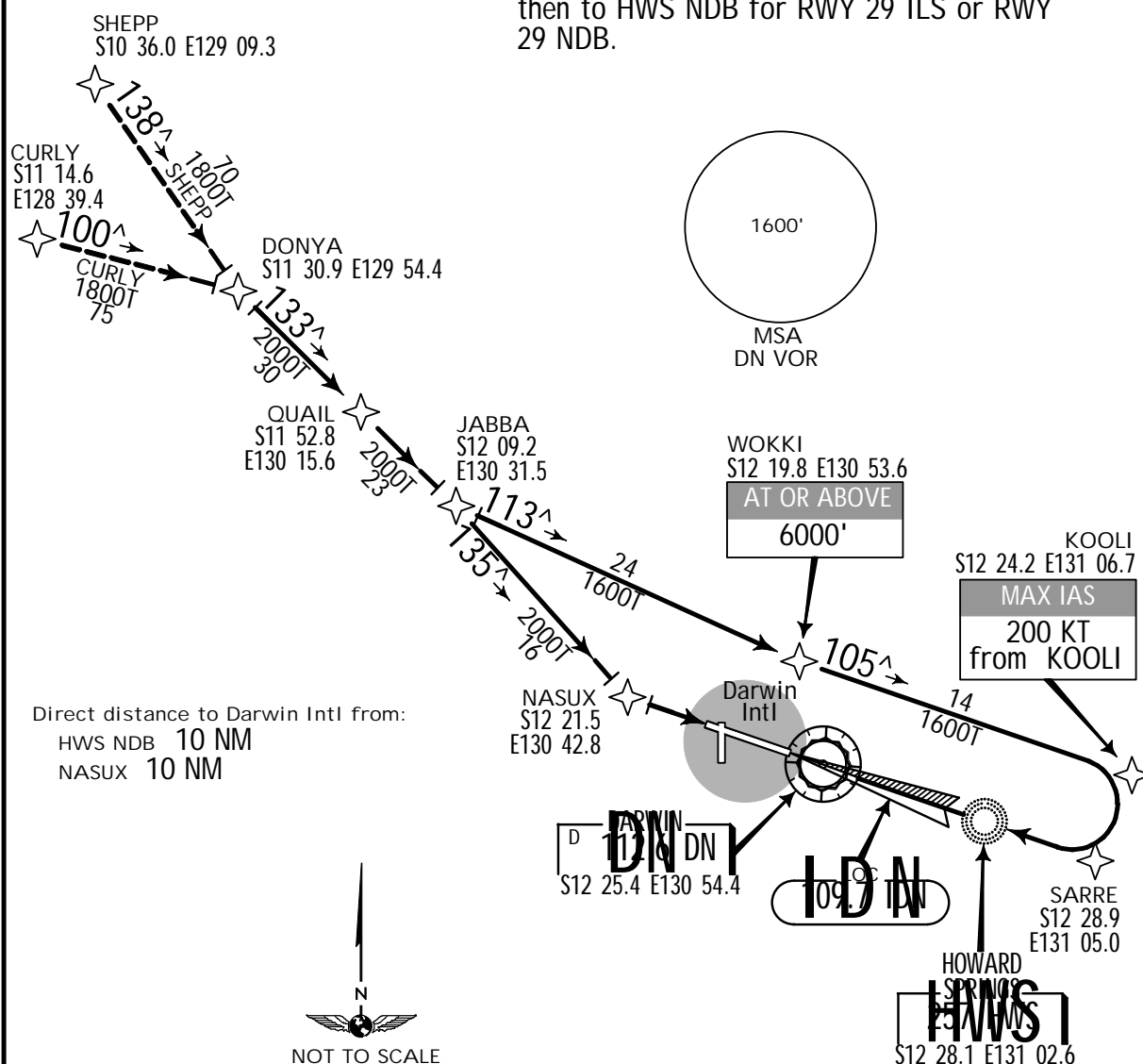
SHEPP: From SHEPP track 138° to DONYA.

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.



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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

.RNAV.STAR.

DARWIN, NT, AUSTRALIA

ATIS	112.6	128.25	308	316.2	344
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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'

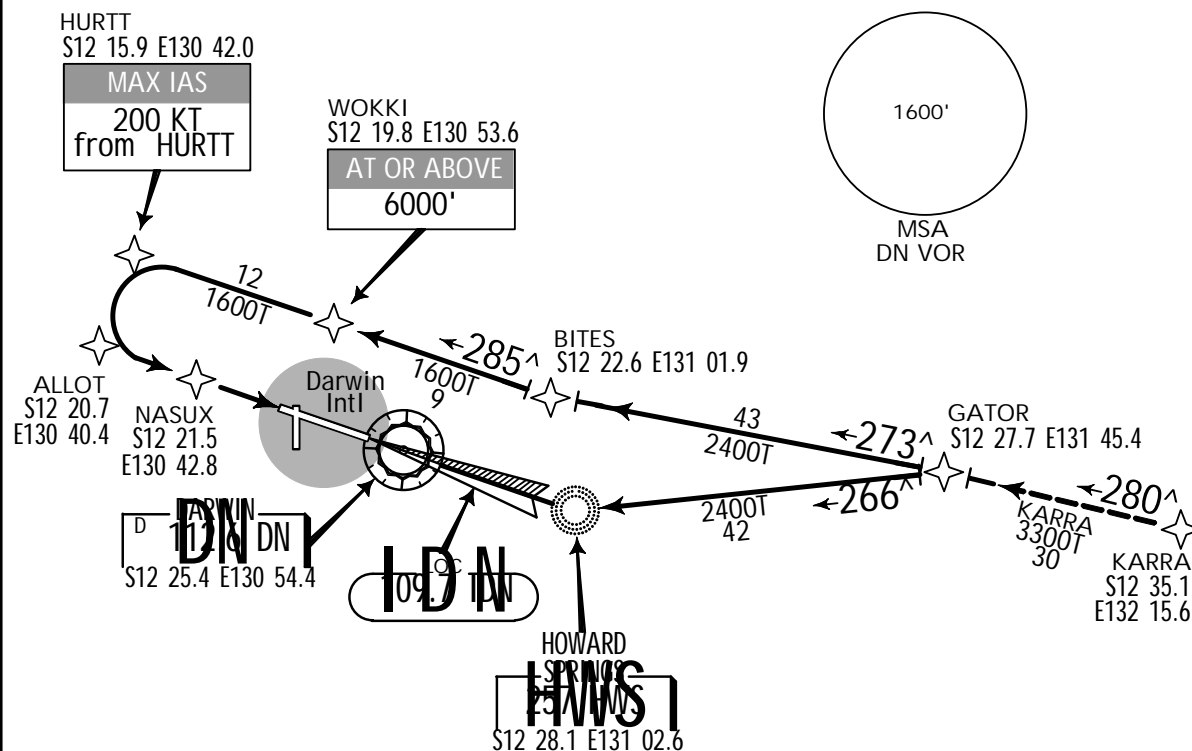
TRANSITION

KARRA: From KARRA track 280^
to GATOR.

ARRIVAL

RWY 11: From GATOR turn LEFT, track 273^ to BITES, turn RIGHT track 285^ to WOKKI. Cross WOKKI at or above 6000'. Track 285^ 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° 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

JEPPESEN

29 MAR 13 (10-2G)

.RNAV.STAR.

DARWIN, NT, AUSTRALIA

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'

WANGI THREE ARRIVAL[WANGI3]

SPEED: MAX IAS 250 KT BELOW 10000'

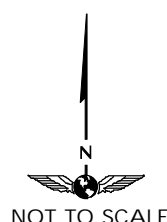
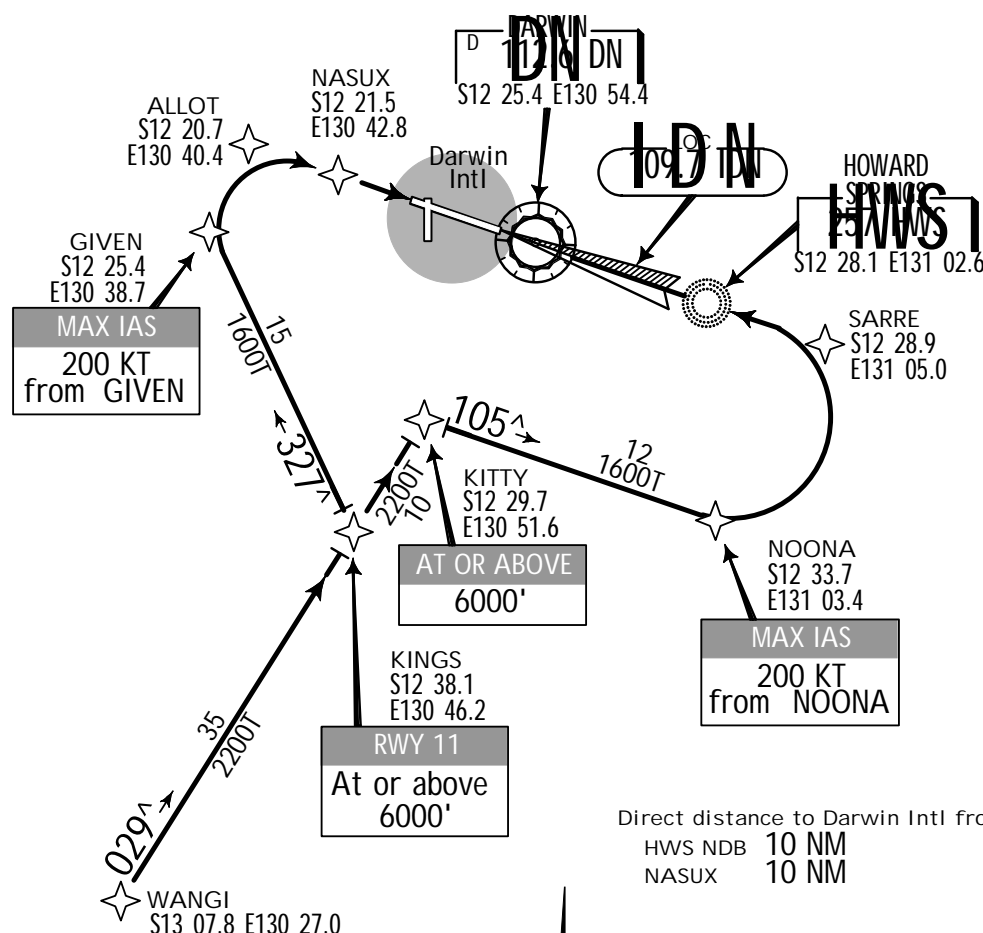
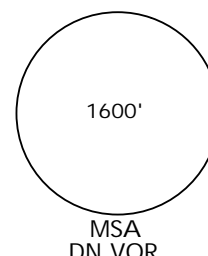
ARRIVAL

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

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

JEPPESEN 2 MAR 12
Eff. 8. Mar.

10-3

STANDARD INSTRUMENT DEPARTURE (RADAR) .SID(R).

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8

DARWIN Departure (R) 123.0

TRANS LEVEL: FL 110

TRANS ALT: 10000'

DARWIN FIVE DEPARTURE (RADAR)

ALL RUNWAYS

(Jets includes turbo prop aircraft
above 25000 kg (55,116lbs) MTOW)

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

This SID requires the following take-off minimums
(for standard minimums, refer to airport chart):

1 Rwy 18: Ceiling 50' visibility 1000m or Standard, whichever is greater.

1 Rwy 36: Ceiling 50' visibility 700m or Standard, whichever is greater.

Noise abatement procedures apply, and take precedence for Military
Strike/Fighter Aircraft.

RWY 11: Track 106°.

At 900' (2000' for Jet Aircraft)
and not before DN VOR, turn to
assigned heading. When instructed,
contact Approach for RADAR
vectors.

RWY 29: Track 286°.

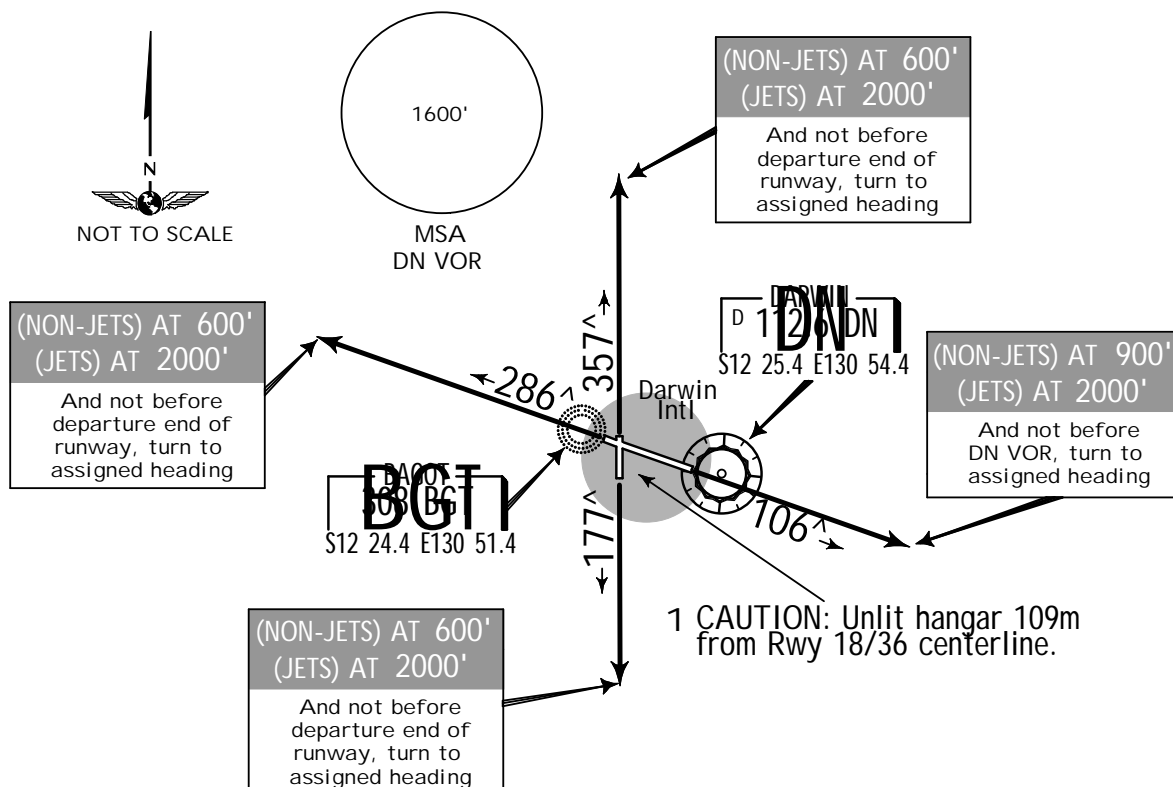
At 600' (2000' for Jet Aircraft)
and not before departure end of
runway, turn to assigned heading.
When instructed, contact Approach
for RADAR vectors.

RWY 18 (HJ ONLY): Track 177°.

At 600' (2000' for Jet Aircraft)
and not before departure end of
runway, turn to assigned heading.
When instructed, contact Approach
for RADAR vectors.

RWY 36 (HJ ONLY): Track 357°.

At 600' (2000' for Jet Aircraft)
and not before departure end of
runway, turn to assigned heading.
When instructed, contact Approach
for RADAR vectors.



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

On recognition of communication failure
-Squawk 7600.

-MAINTAIN last assigned vector for two minutes, and

-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to

terrain clearance, then

-proceed in accordance with the latest ATC route clearance acknowledged

MAINTAIN

JEPPESEN

10-3A

2 MAR 12
.Eff.8.Mar.

.RNAV.SID.

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

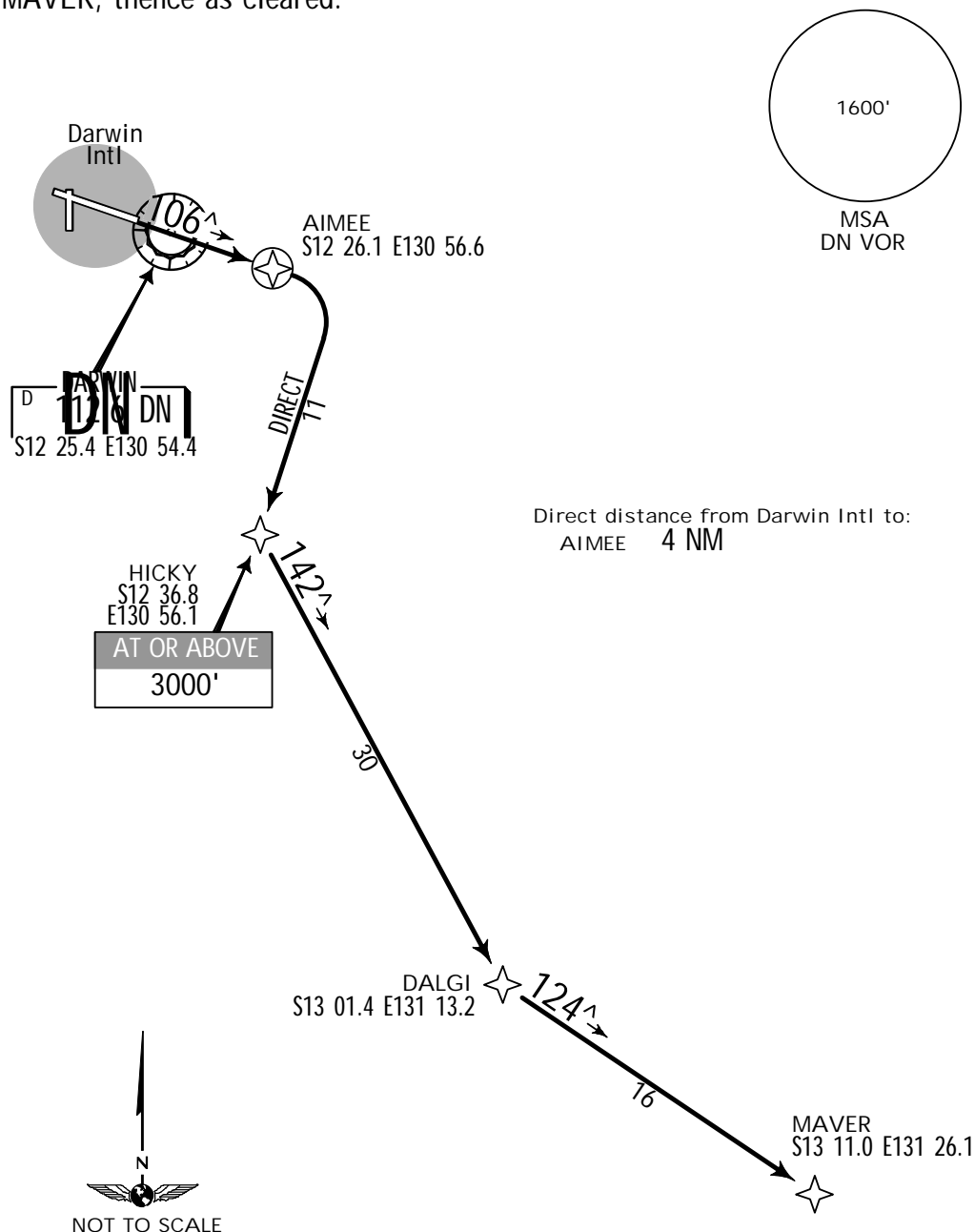
TRANS LEVEL: FL 110
TRANS ALT: 10000'**NON-JETS ONLY**

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.



JEPPESEN

10-3B

21 JAN 11

.RNAV.SID.
DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

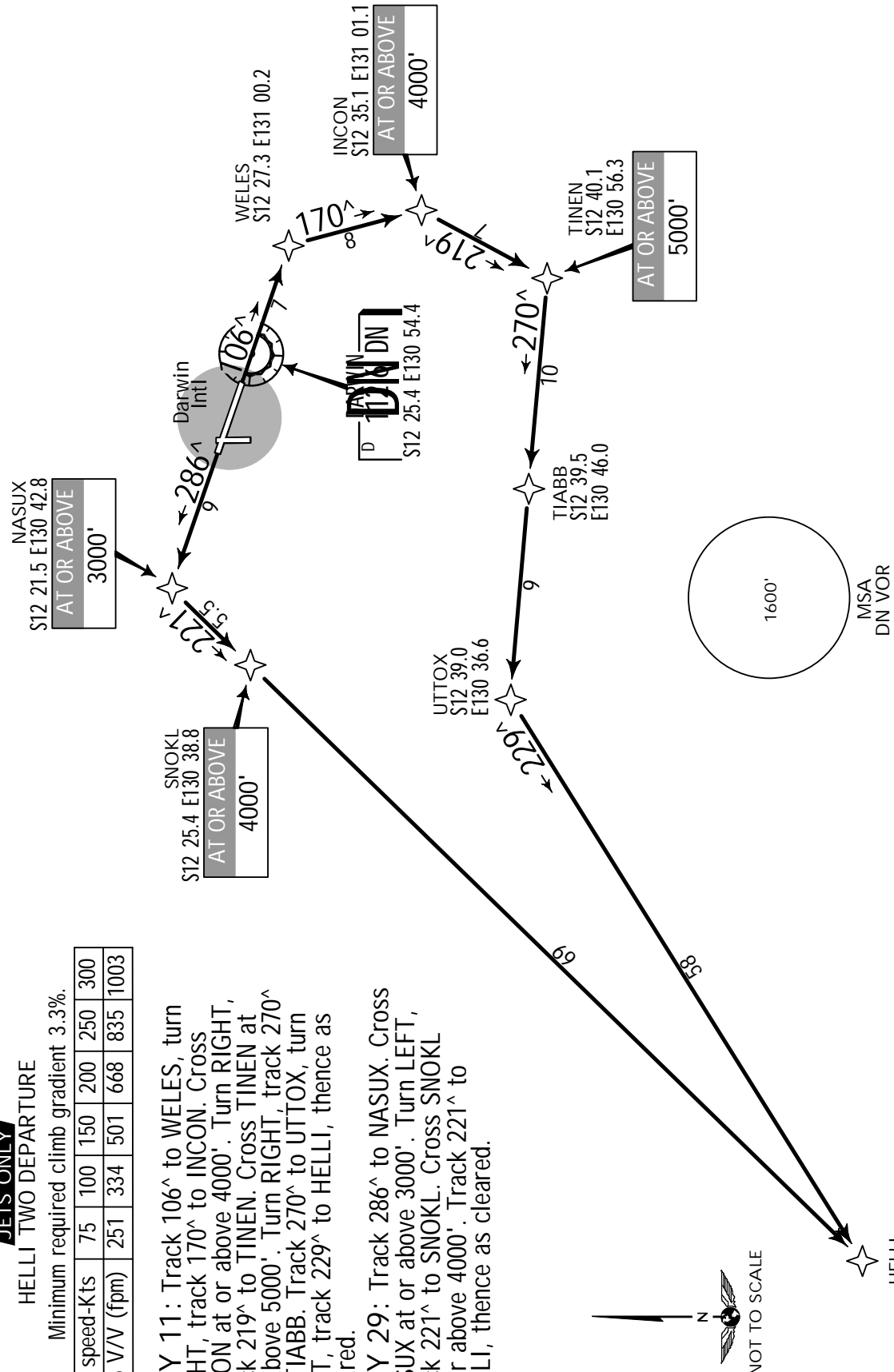
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110

TRANS ALT: 10000'

JETS ONLY

HELLI TWO DEPARTURE [HELLI2]



JEPPESSEN

10-3C

21 JAN 11

.RNAV.SID.

DARWIN, NT, AUSTRALIA

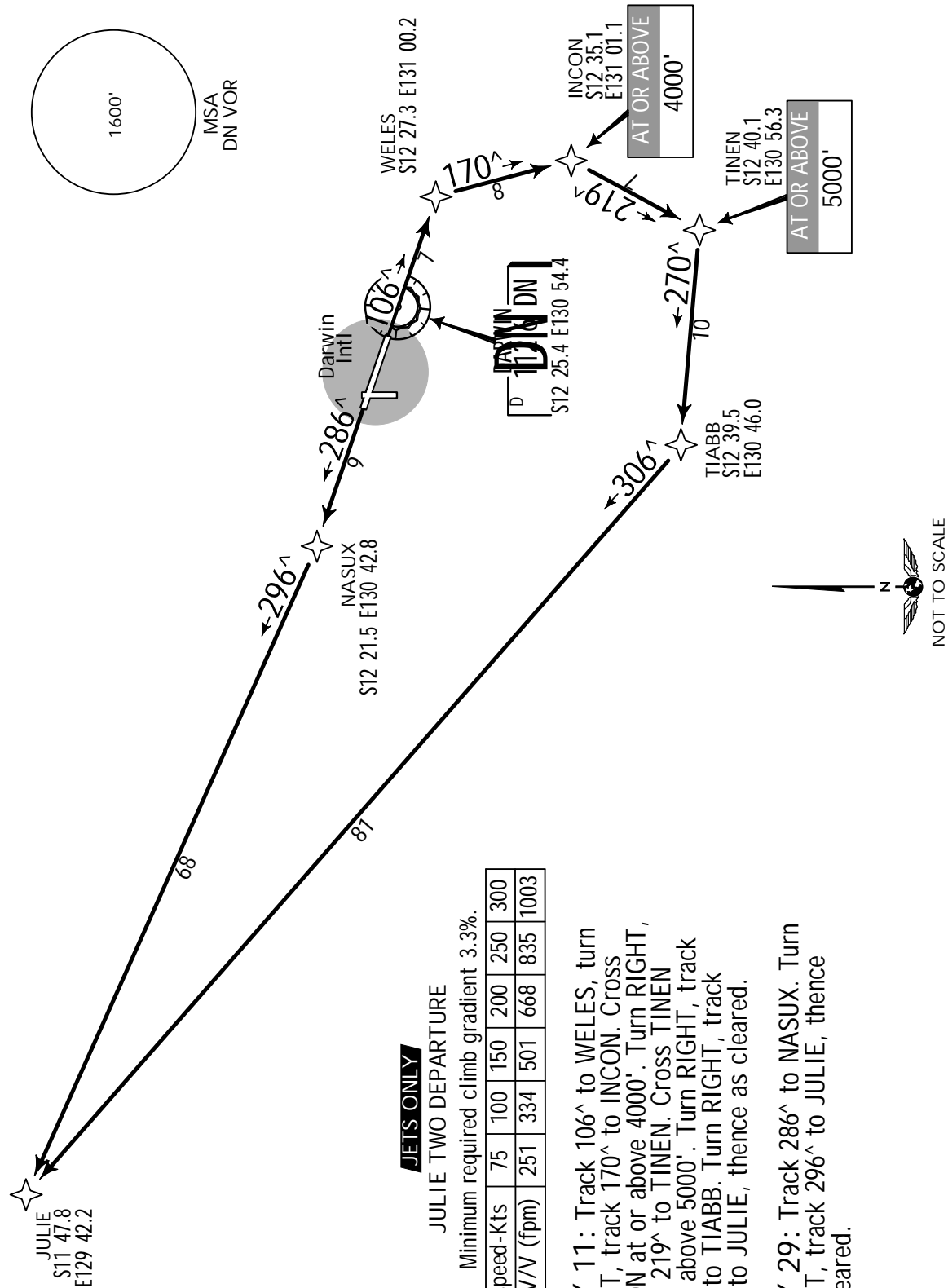
YPDN DARWIN INTL

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

JULIE TWO DEPARTURE [JULIE2]



JEPPESEN

10-3D

21 JAN 11

.RNAV.SID.

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

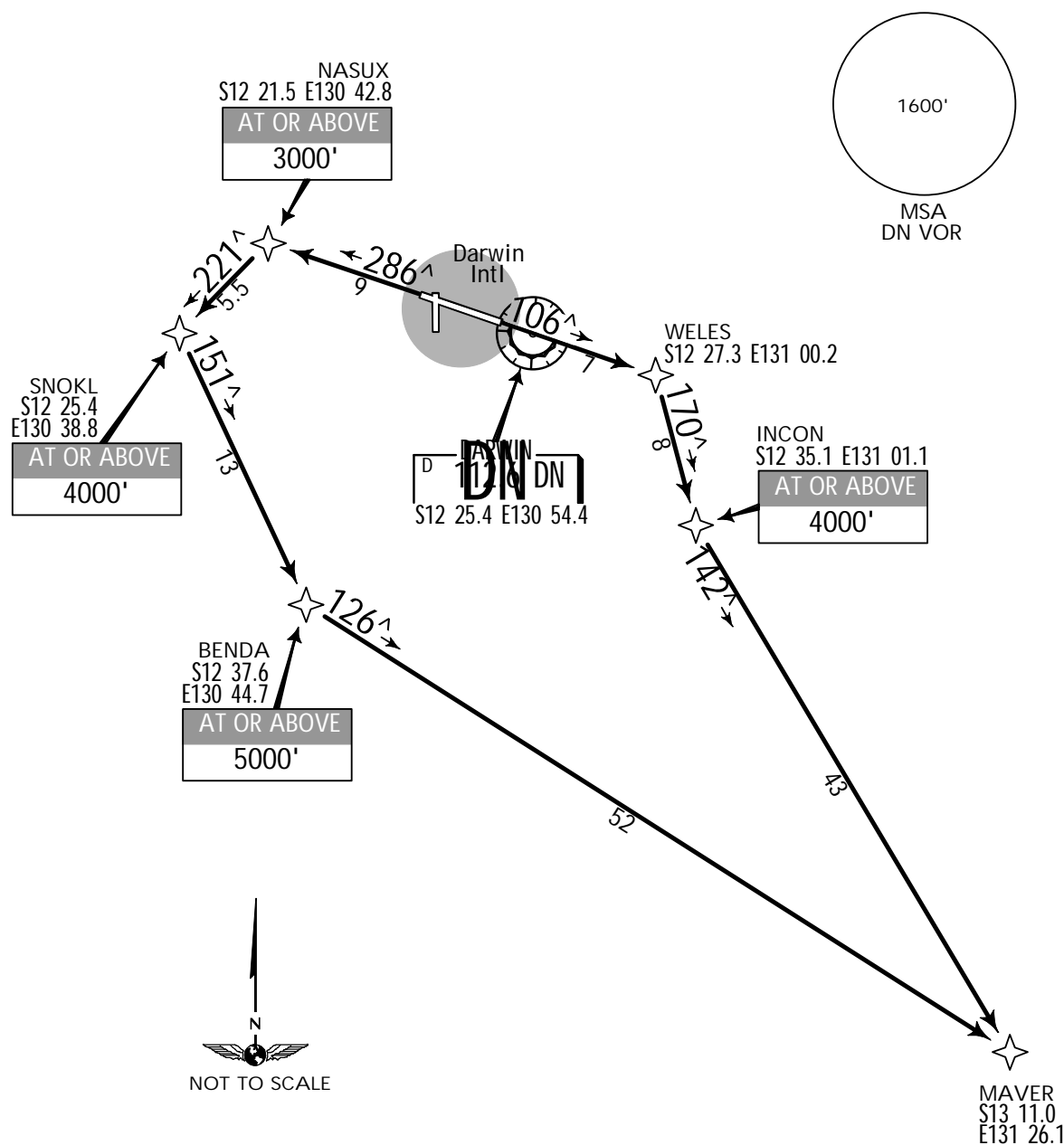
MAVER TWO DEPARTURE [MAVER2]

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.



JEPPESEN

10-3E

21 JAN 11

.RNAV.SID.
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

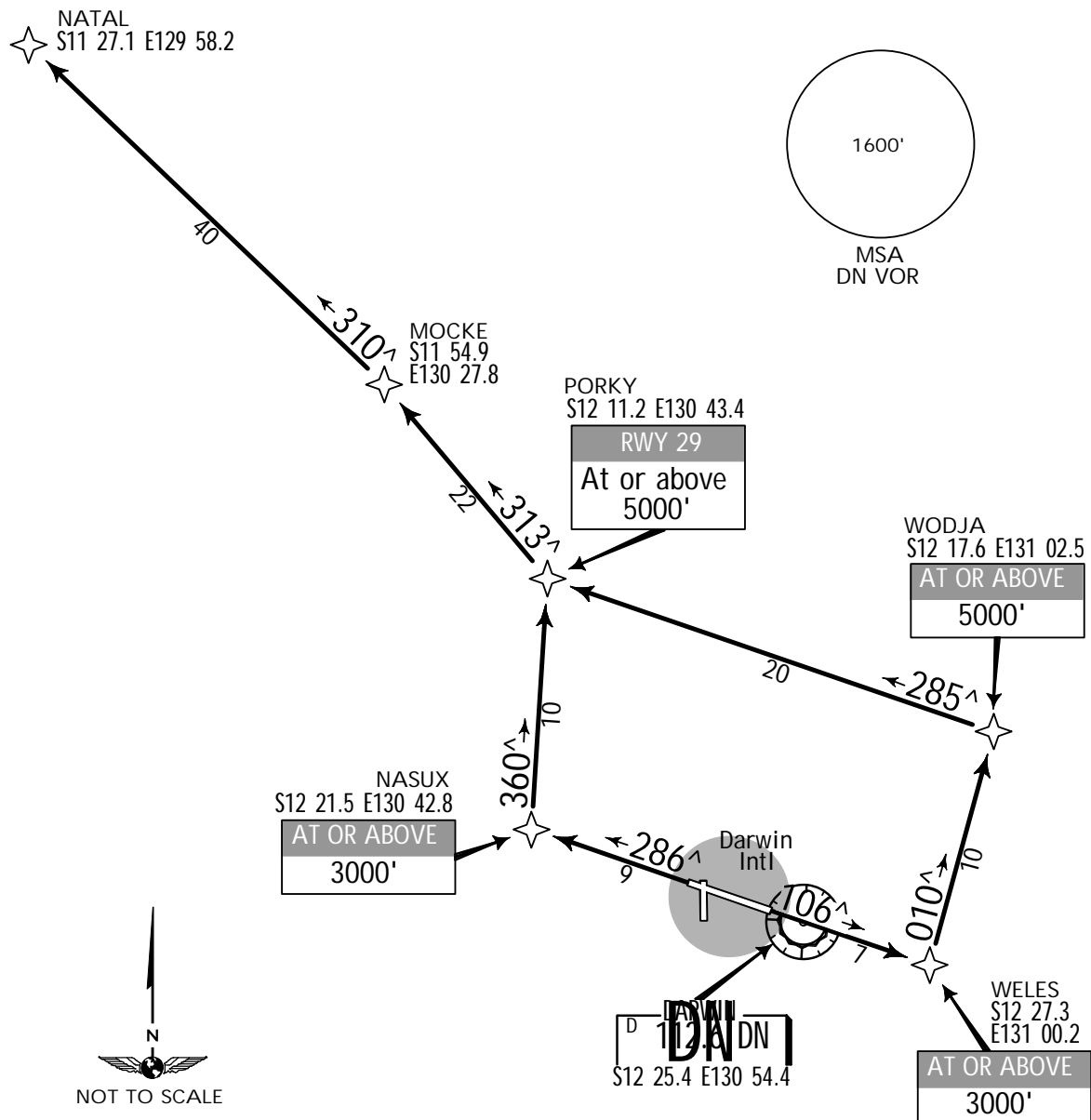
NATAL TWO DEPARTURE [NATAL2]

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.



JEPPESEN

10-3F

21 JAN 11

.RNAV.SID.
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

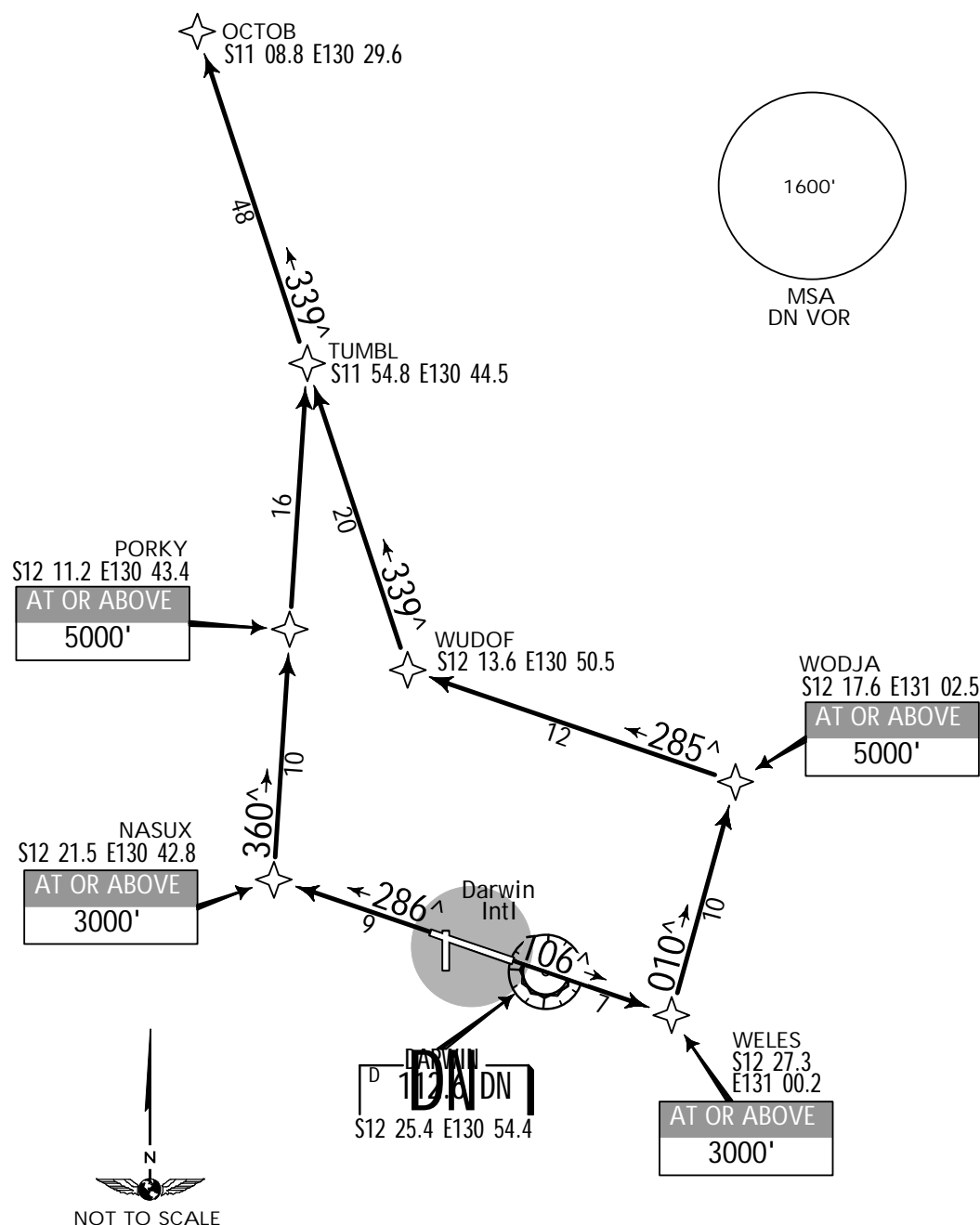
OCTOB TWO DEPARTURE [OCTOB2]

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.





10-3G

21 JAN 11

.RNAV.SID.
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

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 11: Track 106° to WELES, track 105° to LARDO. Turn LEFT, track 093° to SNICK. Turn RIGHT, track 103° to PALGA.

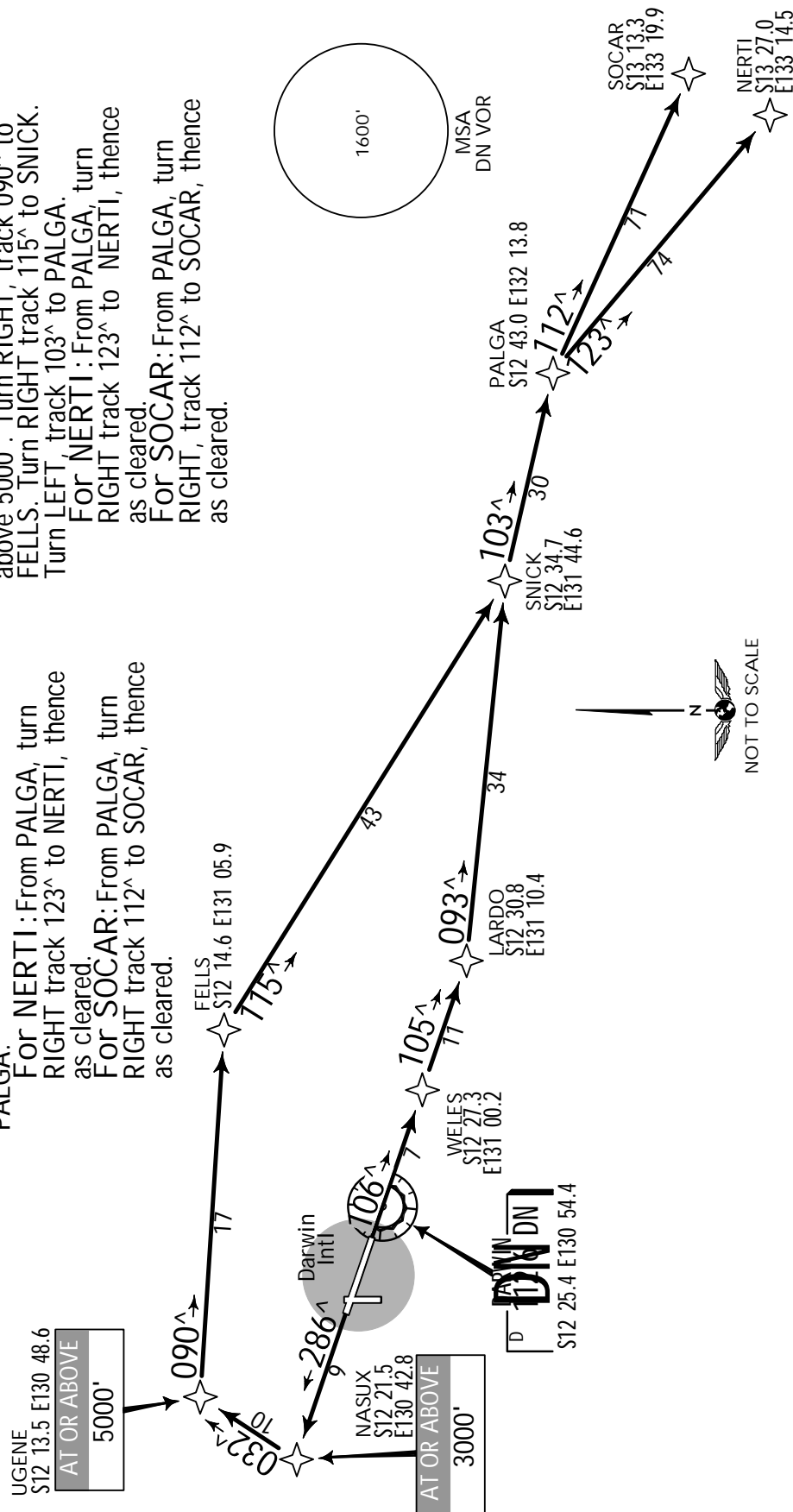
For NERTI: From PALGA, turn RIGHT track 123° to NERTI, thence as cleared.

For SOCAR: From PALGA, turn RIGHT track 112° to SOCAR, thence as cleared.

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 FELS. 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.





10-3H

16 AUG 13
.Eff.22.Aug.

.RNAV.SID.

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

DARWIN Clearance 126.8

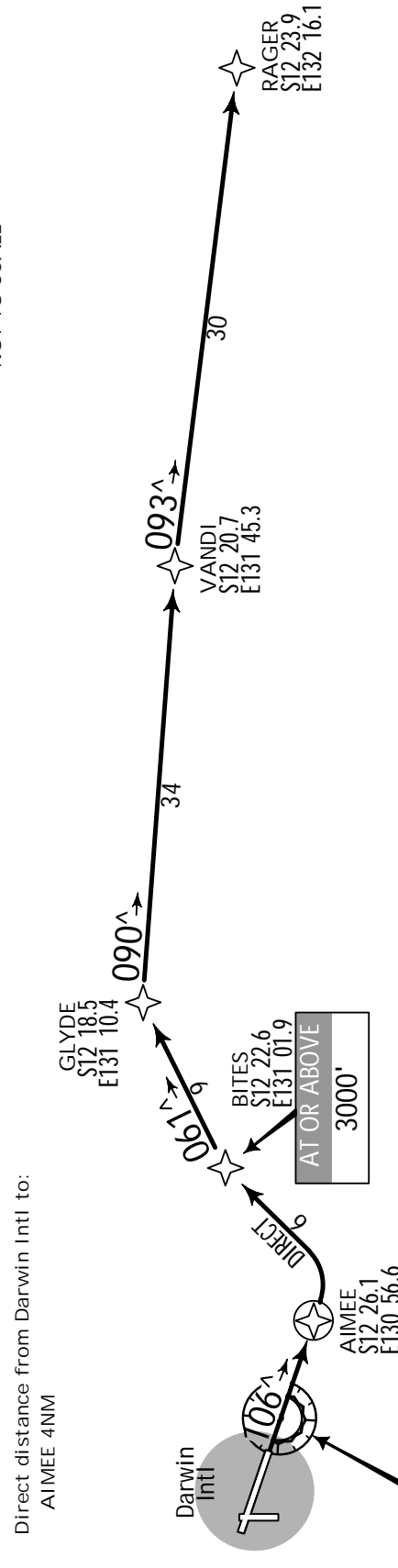
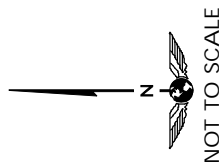
DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110

TRANS ALT: 10000'

NON-JETS ONLY RAGER TWO DEPARTURE [RAGER2]



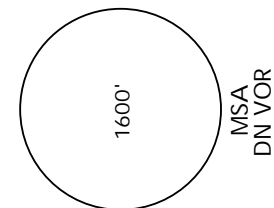
NON-JETS ONLY

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.



Direct distance from Darwin Intl to:
AIMEE 4NM



AIMEE
S12 26.1
E130 56.6

BITES
S12 22.6
E131 01.9

GLYDE
S12 18.5
E131 10.4

VANDI
S12 20.7
E131 45.3

RAGER
S12 23.9
E132 16.1

DARWIN
S12 25.4 E130 54.4

JEPPESEN

10-3J

16 AUG 13
Eff. 22 Aug.

.RNAV.SID.

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

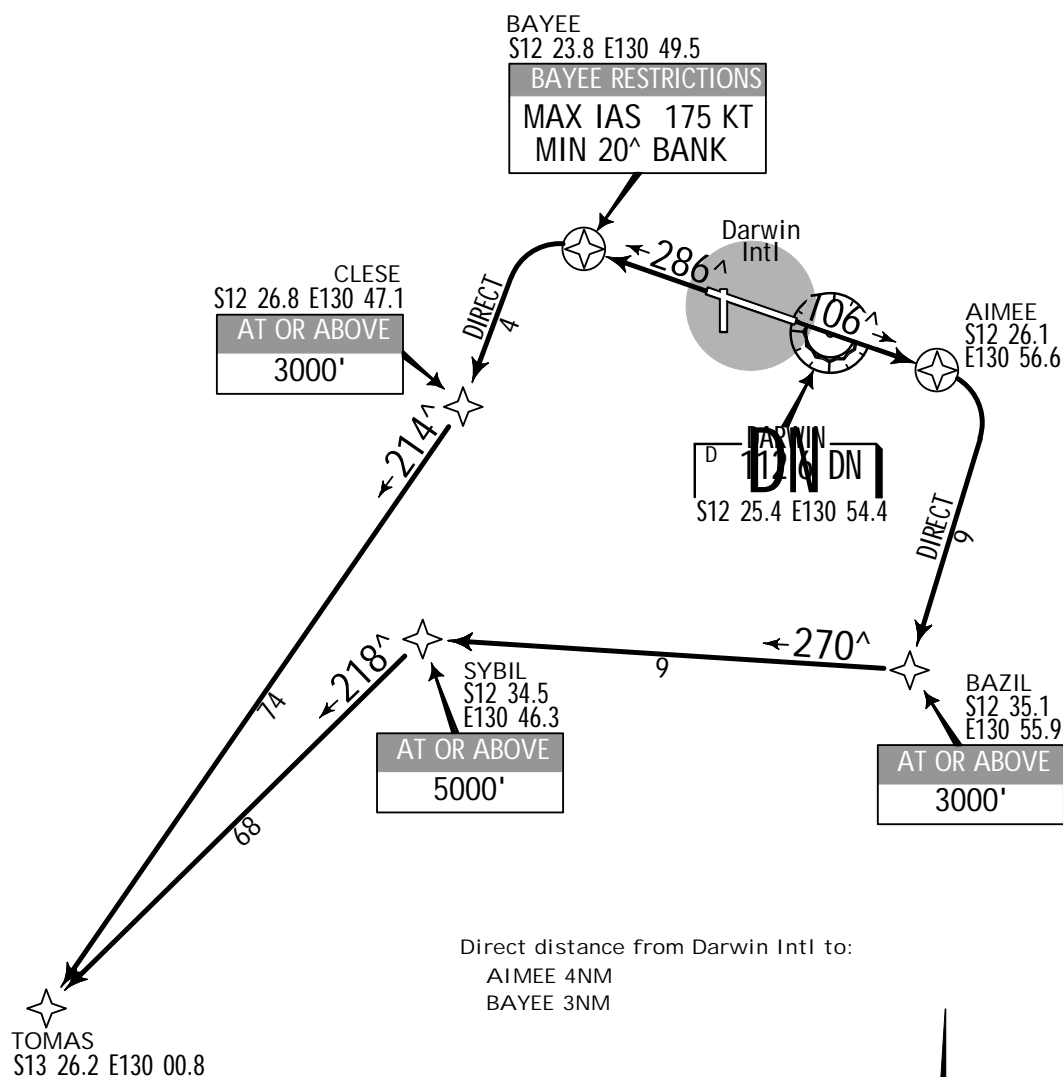
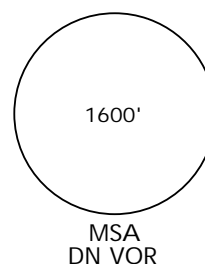
TOMAS THREE DEPARTURE [TOMAS3]

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 BAZIL. Cross BAZIL at or above 3000'. Turn RIGHT, track 270° to SYBIL. Cross SYBIL at or above 5000'. Turn LEFT, track 218° to TOMAS, thence as cleared.

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



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



YPDN/DRW

23 MAY 14

JEPPESEN

10-4

.Eff.29.May.

DARWIN, NT, AUSTRALIA
NOISE
DARWIN INTL

NOISE ABATEMENT PROCEDURES

LOCAL TIME minus 9 1/2 HOURS = UTC

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 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.

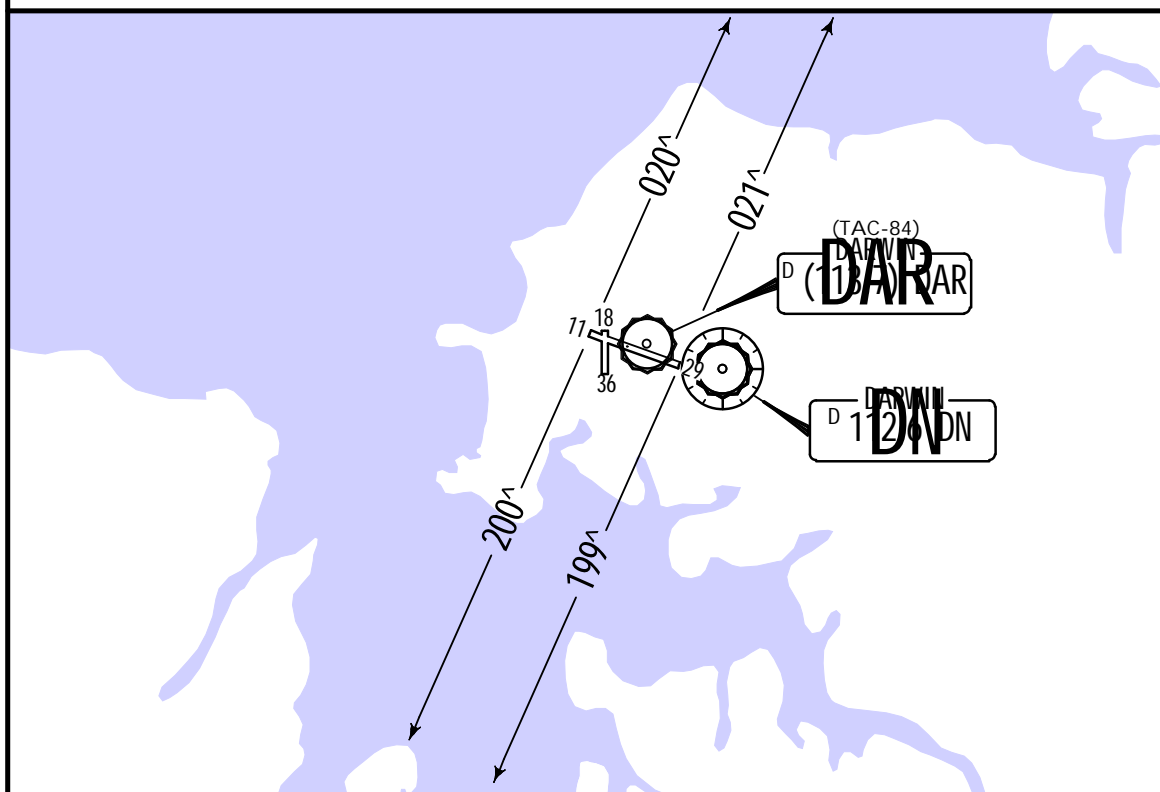
2.1.3 Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000' AMSL, proceed for further straight-in approach. If 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 55,116 lbs (25,000 kg) are to maintain runway heading until 2000' AMSL and:

- (a) D2.0 DN/D3.0 DAR TACAN off Runway 11 between 2030 and 1230 UTC.
- (b) D7.0 DN/D8.0 DAR TACAN off Runway 11 between 1230 and 2030 UTC.
- (c) D5.0 DN/D3.0 DAR TACAN off Runway 29.



YPDN/DRW

Apt Elev 103'

S12 24.9 E130 52.6

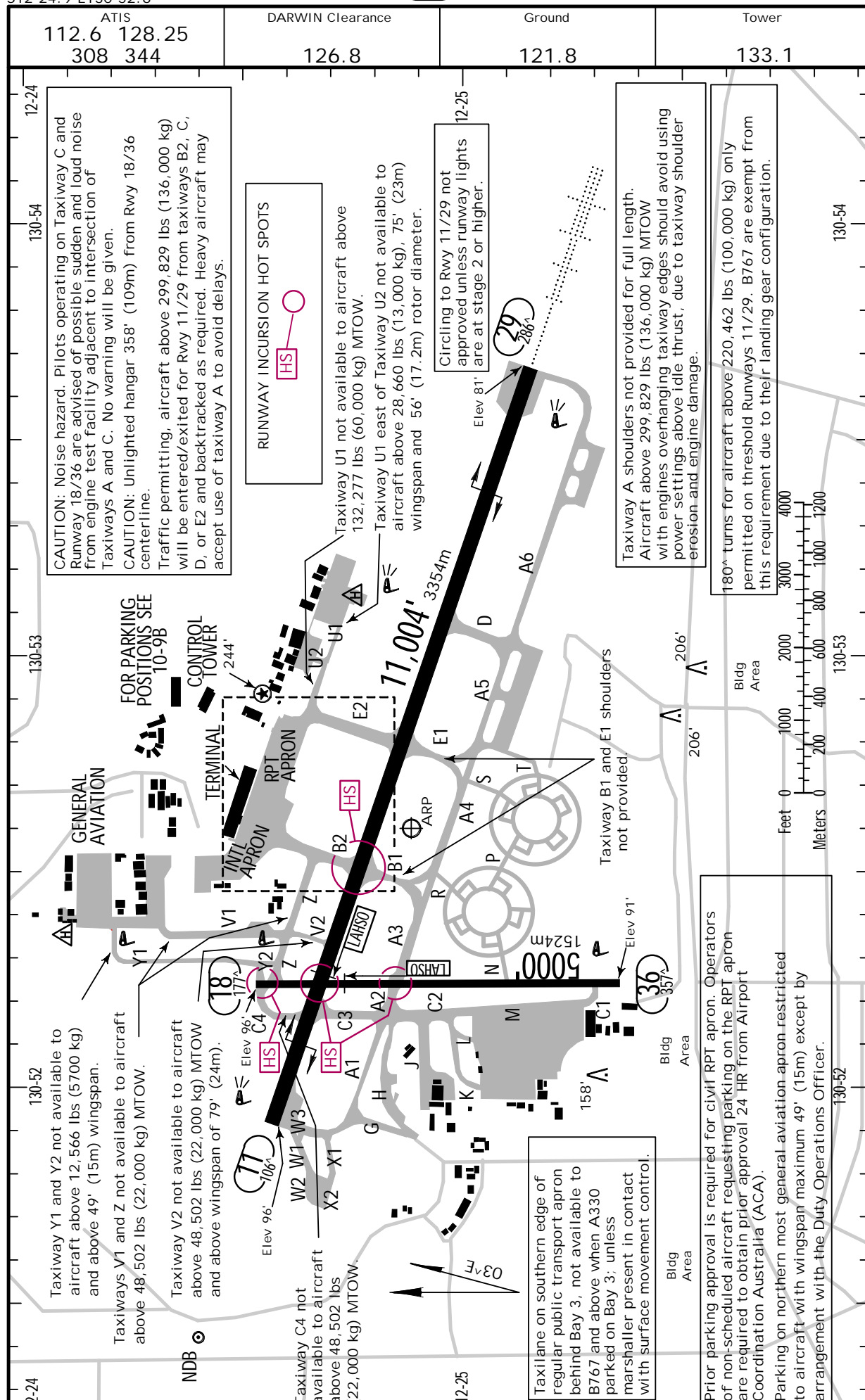
26 SEP 14

(10-9)

JEPPESSEN

DARWIN, NT, AUSTRALIA

DARWIN INTL



YPDN/DRW



26 SEP 14

10-9A

DARWIN, NT, AUSTRALIA

DARWIN INTL

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	Glide Slope			
11	HIRL PAPI (angle 3.0°, MEHT 57')					197'
1						60m
29	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						98'
36				11/29 3760' 1146m		30m

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		ILS Z or LOC Z Rwy 29 VOR Rwy 11 NDB Rwy 11 RNAV-Z (GNSS) Rwy 11 RNAV-Z (GNSS) Rwy 29 RNAV-Z (GNSS) Rwy 36	VOR Rwy 29 NDB Rwy 29
A	800' - 4.0 km	1097' - 4.4 km	1397' - 4.4 km
B			
C		1197' - 6.0 km	1397' - 6.0 km
D		1 1397' - 7.0 km	1397' - 7.0 km

YPDN/DRW

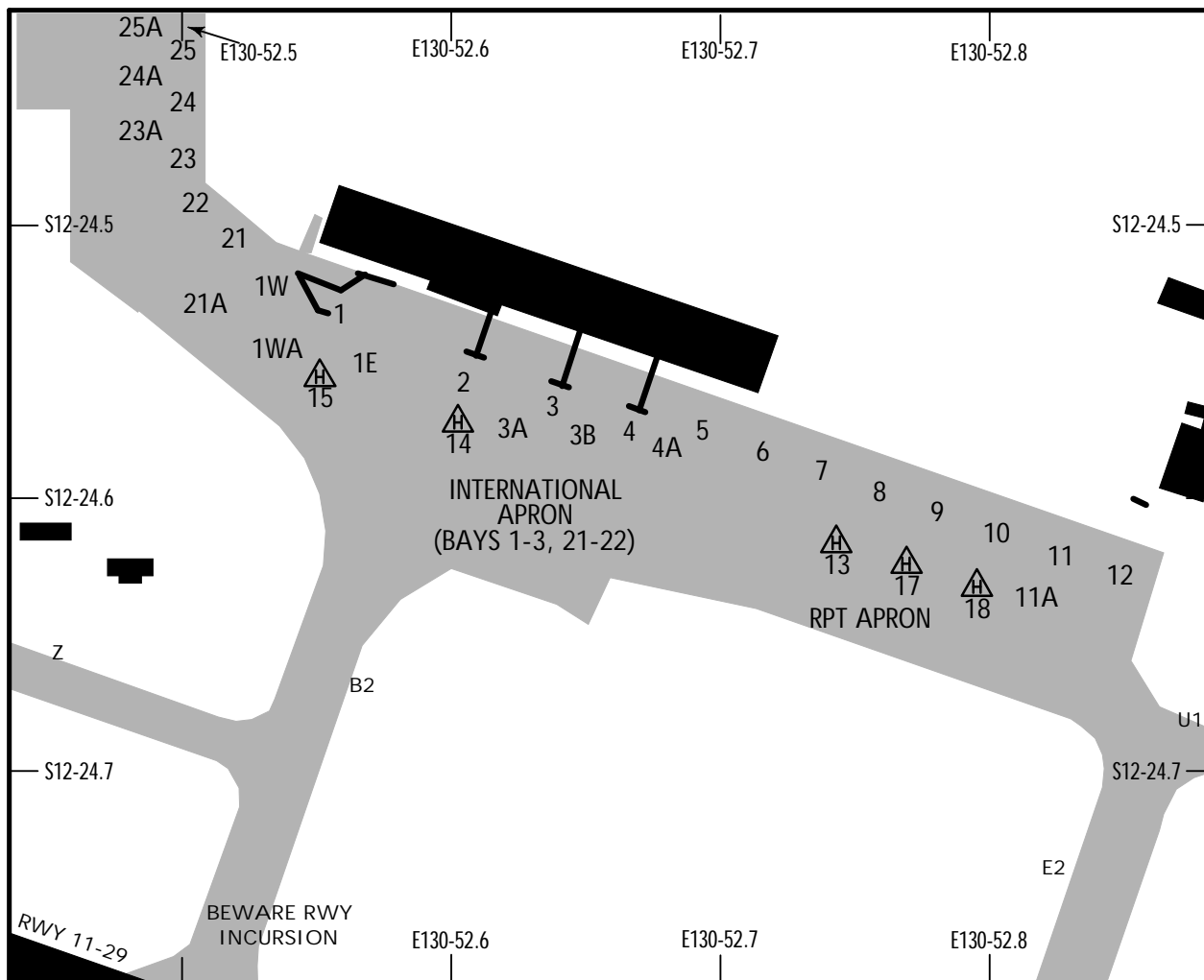
JEPPESEN

DARWIN, NT, AUSTRALIA

26 SEP 14

10-9B

DARWIN INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	CAPACITY	DOCKING SYSTEM
1	S12 24.5 E130 52.6	73'	A380/AN124	SAFEGATE DGS
1E	S12 24.5 E130 52.6	73'	A321	
1W	S12 24.5 E130 52.6	73'	A321/B738	SAFEGATE DGS
1WA	S12 24.5 E130 52.5	74'	DHC8	
2	S12 24.5 E130 52.6	73'	B747-400	SAFEGATE DGS
3	S12 24.5 E130 52.6	72'	B767-300	
3A	S12 24.5 E130 52.6	72'	B757-300	SAFEGATE DGS
3B	S12 24.5 E130 52.6	72'	SF34/E120	
4	S12 24.5 E130 52.7	72'	A321/B738	SAFEGATE DGS
4A	S12 24.5 E130 52.7	72'	SF34/E120	
5	S12 24.5 E130 52.7	72'	A321/B738	SAFEGATE DGS
6	S12 24.5 E130 52.7	72'	A321/B738	
7	S12 24.6 E130 52.7	72'	A321/B738	SAFEGATE DGS
8 thru 11	S12 24.6 E130 52.8	72'	A321/B738	
11A	S12 24.6 E130 52.8	72'	B767-300	SAFEGATE DGS
12	S12 24.6 E130 52.9	72'	A320/B738	
H13	S12 24.6 E130 52.8	72'	AS332/EC 225	SAFEGATE DGS
H14	S12 24.5 E130 52.6	72'	AS332/EC 225	
H15	S12 24.5 E130 52.6	74'	AS332/EC 225	SAFEGATE DGS
H17, H18	S12 24.6 E130 52.8	72'	AS332/EC 225	
21	S12 24.5 E130 52.5	74'	A321/B738	SAFEGATE DGS
21A	S12 24.5 E130 52.5	74'	SF34/E120	
22, 23	S12 24.5 E130 52.5	73'	A321/B738	SAFEGATE DGS
23A, 24A	S12 24.4 E130 52.5	73'	SF34/E120	
24	S12 24.4 E130 52.5	73'	A321/B738	SAFEGATE DGS
25	S12 24.4 E130 52.5	72'	A321/B738	
25A	S12 24.4 E130 52.5	72'	SF34/E120	SAFEGATE DGS

For specific aircraft operating capabilities and procedures, contact Darwin

YPDN/DRW

 JEPPESEN

DARWIN, NT, AUSTRALIA

17 AUG 12

(10-9C)

.Eff.23.Aug.

DARWIN INTL

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.

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 JEPPESEN

DARWIN, NT, AUSTRALIA

17 AUG 12

10-9D

.Eff.23.Aug.

DARWIN INTL

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 overshot 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.

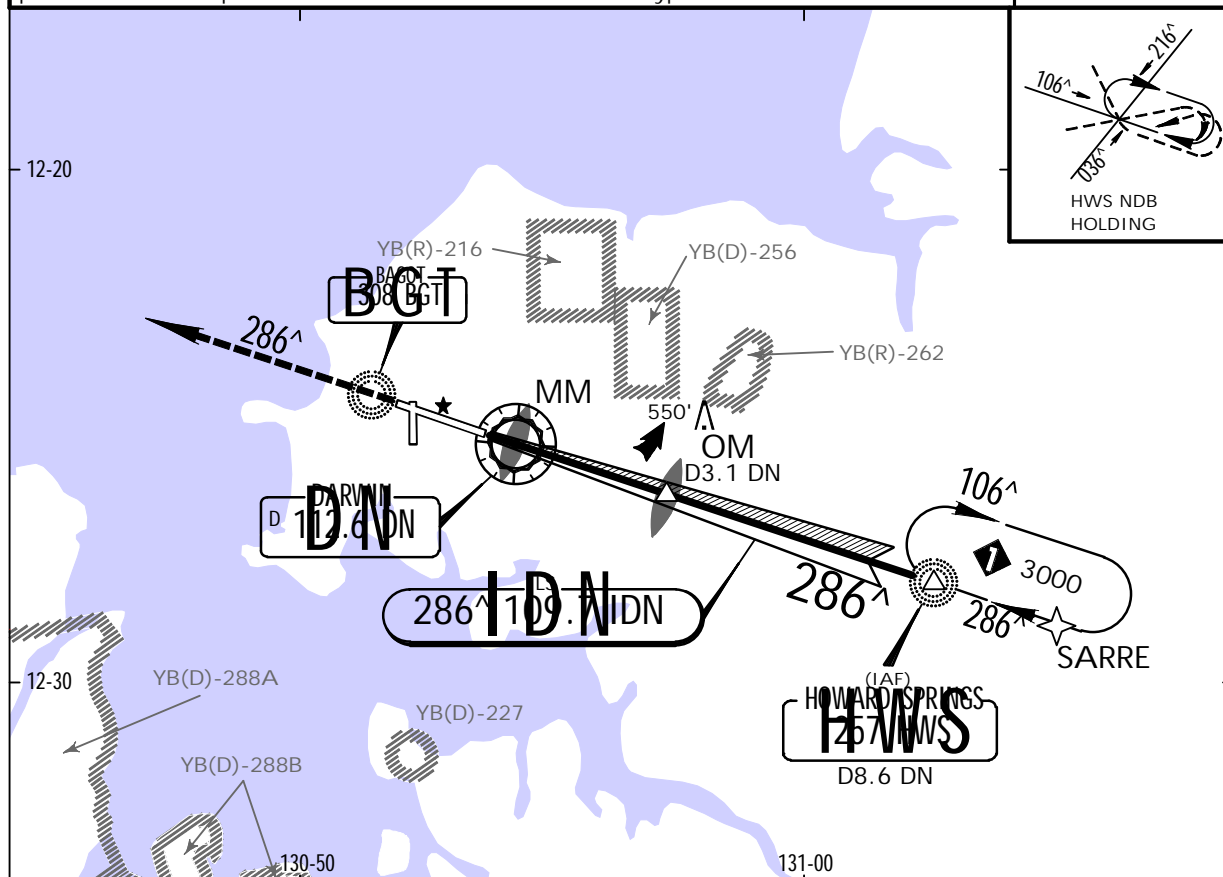
YPDN/DRW
DARWIN INTL

JEPPESSEN
11 OCT 13 (11-1)

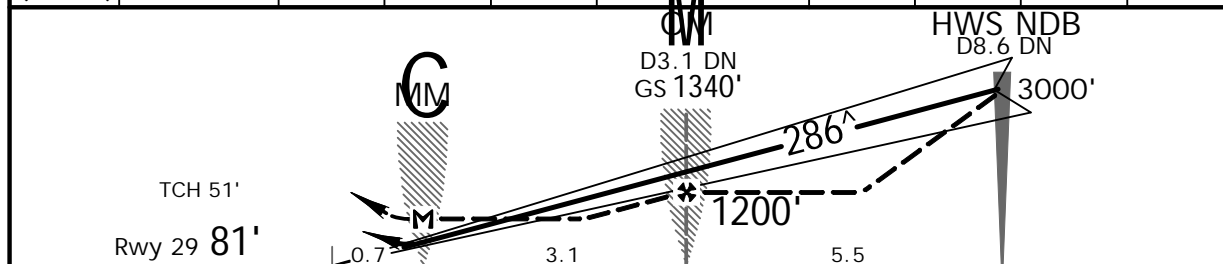
DARWIN, NT, AUSTRALIA
ILS-Z or LOC-Z Rwy 29

BRIEFING STRIP™

ATIS 112.6 128.25 308 344		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^	GS OM 1340'	(1259')	ILS DA(H) 290'	(209')	Apt Elev 103' Rwy 29 81'		<div><div>1600'</div><div>MSA DN VOR</div></div>	
MISSED APCH: Track 286^, climb to 3000' or as directed by ATC.									
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 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.									

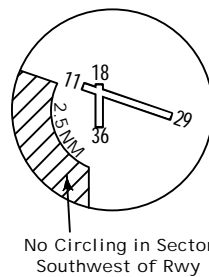


LOC (GS out)	DN DME	0.6	1.0	2.0	3.1	4.0	5.0	6.0	7.0	8.3
	ALTITUDE	550'	670'	990'	1340'	1630'	1950'	2260'	2580'	3000'



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

STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 290' (209')			MDA(H) 550' (469')				
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)	
A					100	700'(597')-2.4 km	
B					135		
C	0.8 km	1.2 km	1.5 km	1.7 km	180	800'(697')-4.0 km	



No Circling in Sector Southwest of Rwy

YPDN/DRW

DARWIN INTL

11 OCT 13

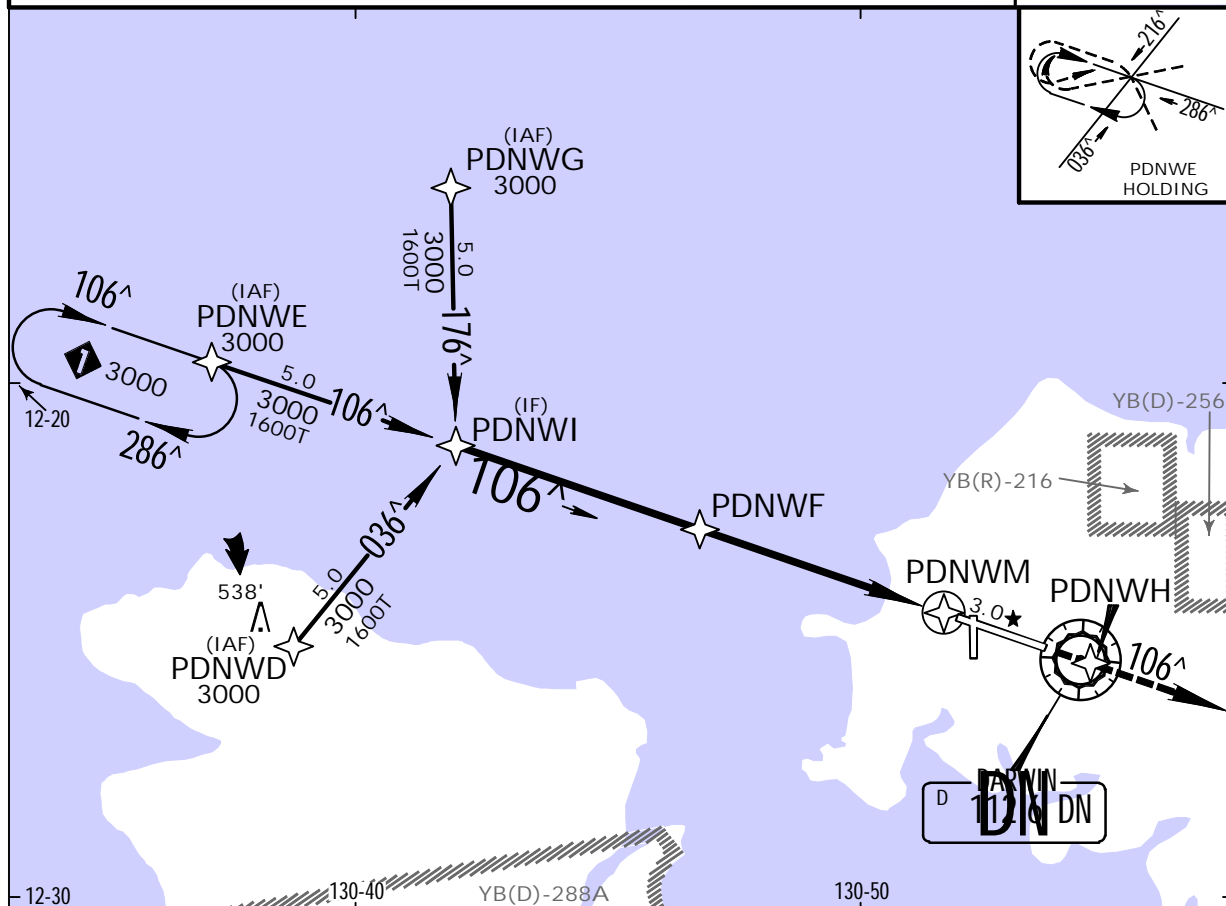
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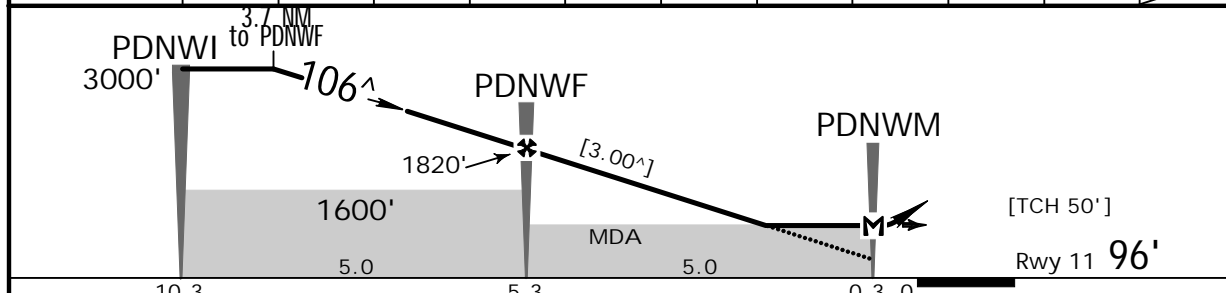
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 11


BRIEFING STRIP

ATIS 112.6 128.25 308 344		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^	Procedure Alt PDNWF 1820' (1724')	MDA(H) 460' (364')	Apt Elev 103' Rwy 11 96'		<div>1600'</div> <div>MSA DN VOR</div>	
MISSED APCH: Track direct to PDNWH, then track 106^ . Climb to 3000' .							
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 110		Trans alt: 10000'		
1. Max IAS for initial: 210 Kts.							



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			
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at PDNWM										

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND		
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IS OPS

YPDN/DRW

DARWIN INTL

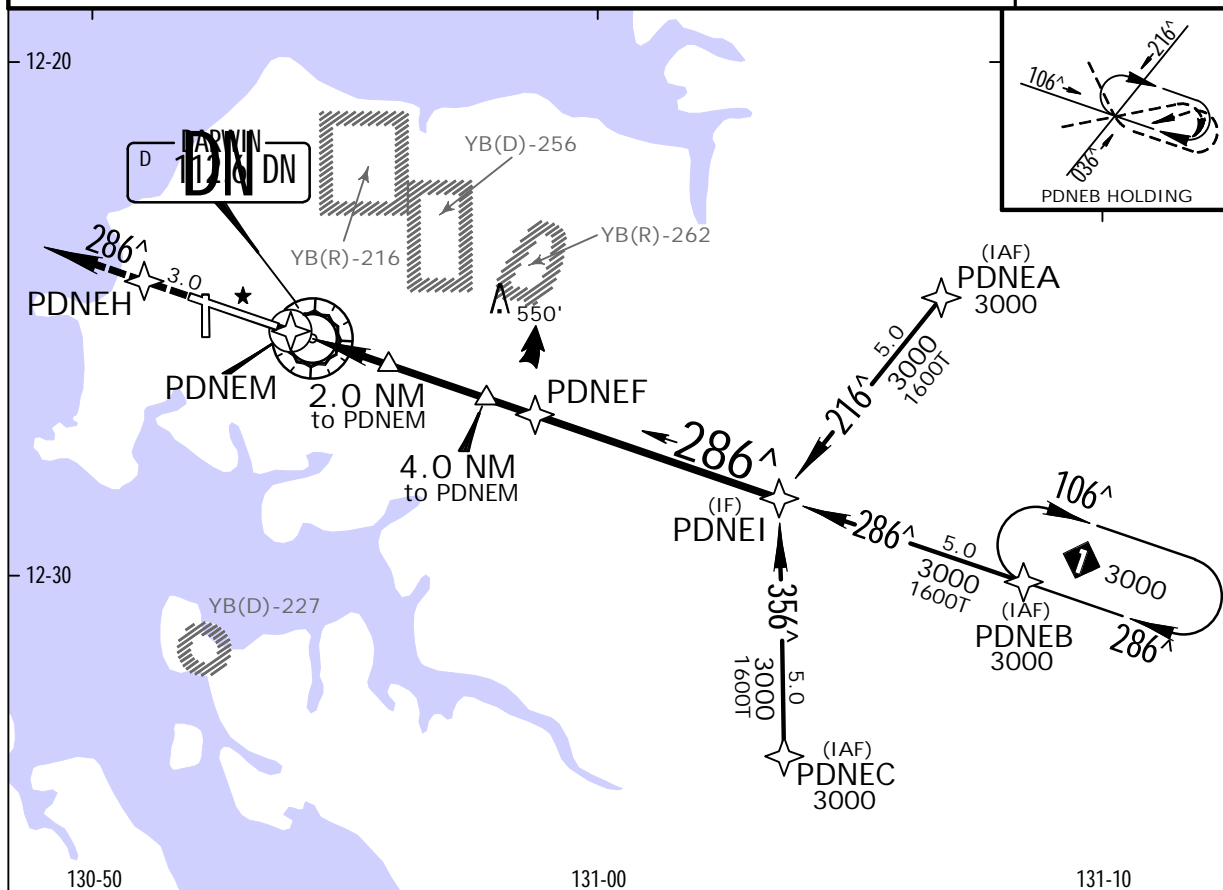
JEPPESSEN

11 OCT 13 (12-2)

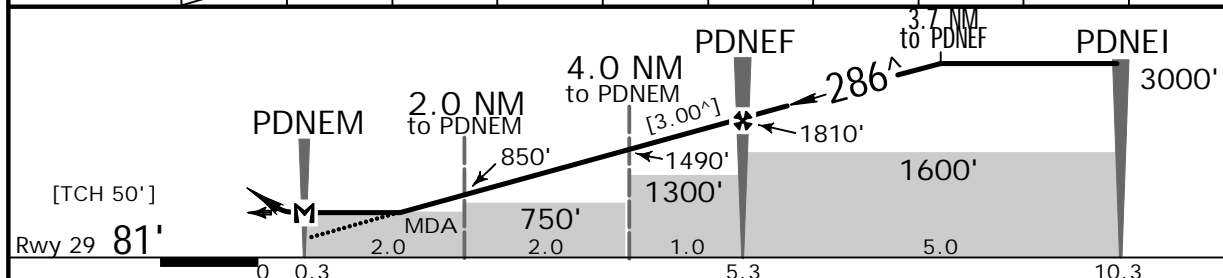
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 29

BRIEFING STRIP

ATIS 112.6 128.25 308 344		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 286^	Procedure Alt PDNEF 1810' (1729')		MDA(H) 530' (449')	Apt Elev 103' Rwy 29 81'	<div>1600'</div> <div>MSA DN VOR</div>	
MISSED APCH: Track direct to PDNEH, then track 286^. Climb to 3000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 110			
1. Max IAS for initial: 210 Kts.							



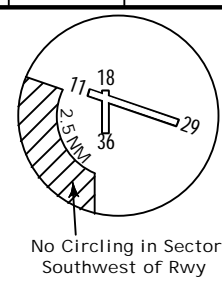
NM to NEXT WPT	PDNEM	1.0	2.0	3.0	4.0	PDNEF	1.0	2.0	3.0	3.7
ALTITUDE		530'	850'	1170'	1490'	1810'	2120'	2440'	2760'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	D → PDNEH
Descent angle [3.00 [^]]	372	478	531	637	743	849		
MAP at PDNEM								

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
MDA(H) 530' (449')				MDA(H)			
HIALS out				HIALS out			
2.5 km				700' (597')-2.4 km			
				800' (697')-4.0 km			

IS OPS



YPDN/DRW

DARWIN INTL

11 OCT 13

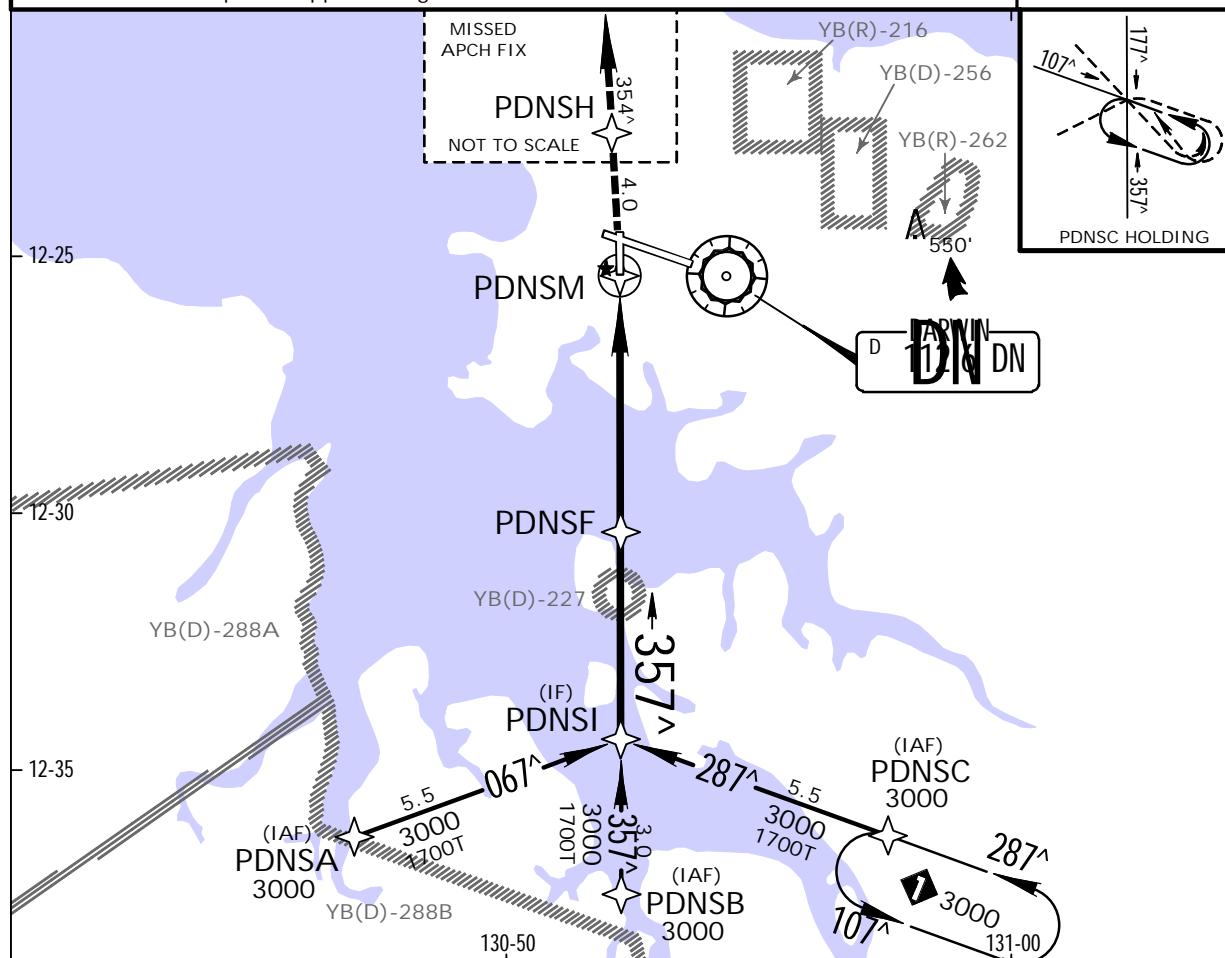
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CAT A, B & C

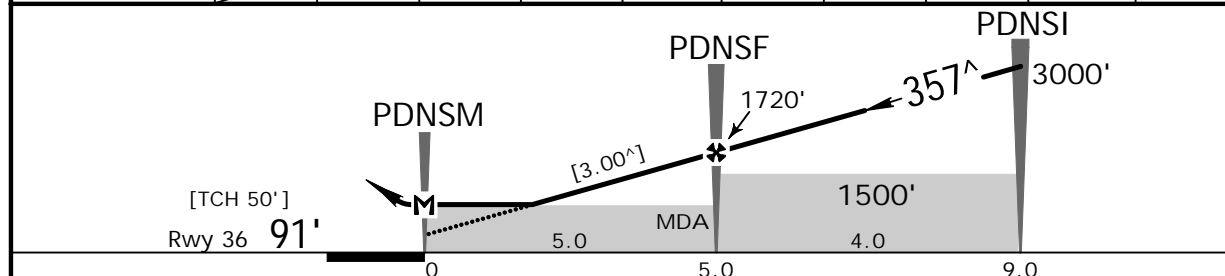
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 36

BRIEFING STRIP™

ATIS 112.6 128.25 308 344	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 357^	Procedure Alt PDNSF 1720' (1629')	MDA(H) 610' (519')	Apt Elev 103' Rwy 36 91'
MISSED APCH: Track direct to PDNSH, then 354^. Climb to 3000'.				
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 110	Trans alt: 10000'	
1. CAUTION: Gas plume approaching FAF.				MSA DN VOR

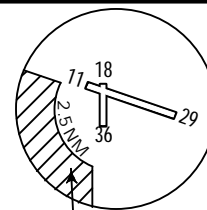


NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610'	770'	1090'	1400'	1720'	2040'	2350'	2670'	3000'



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

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
MDA(H) 610' (519')				MDA(H)			
A				Max Kts			
B	2.9 km			100	700' (597') - 2.4 km		
C				135			
				180	800' (697') - 4.0 km		



No Circling in Sector
Southwest of Run 11/29 and

YPDN/DRW
DARWIN INTL

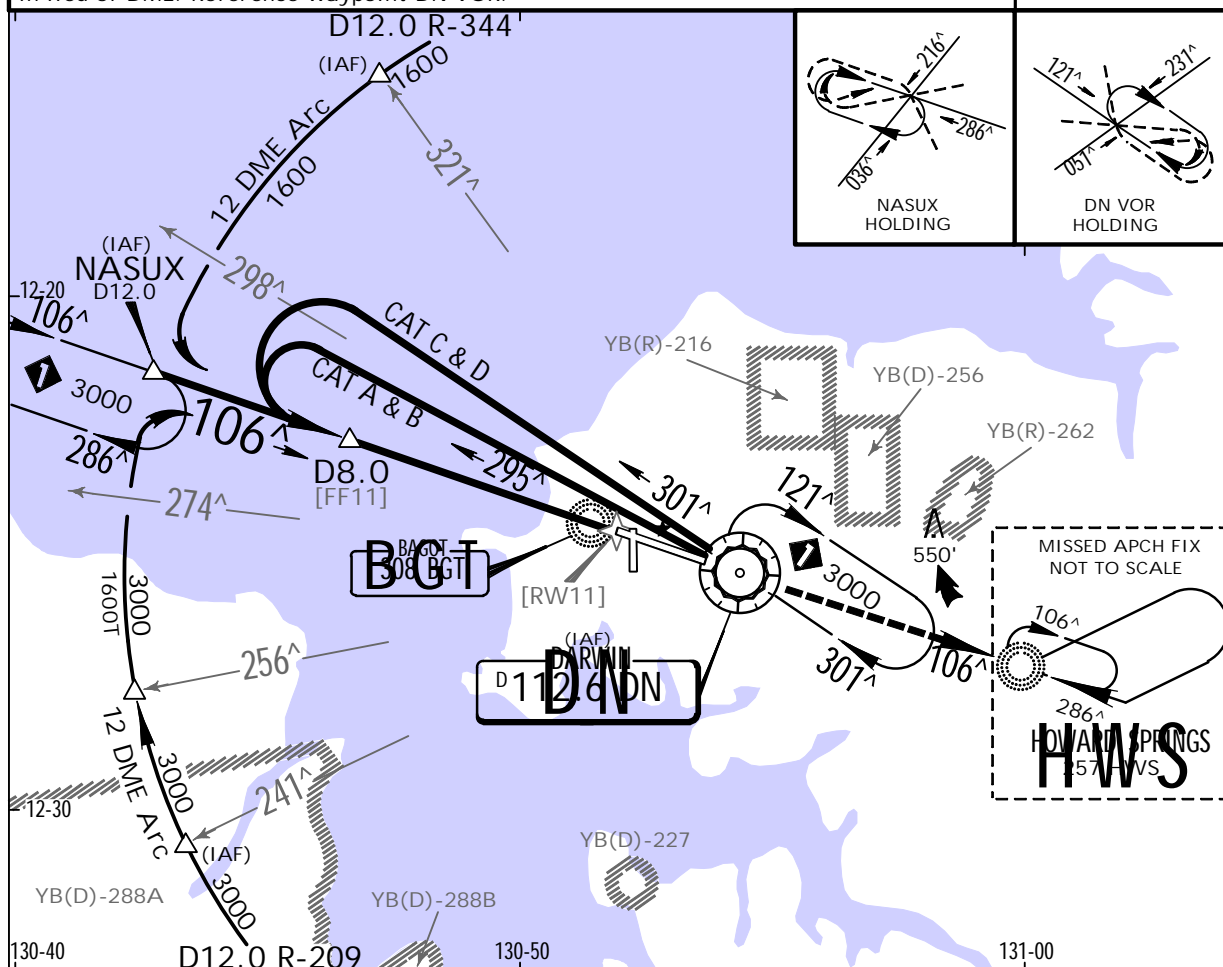
18 JUL 14

(13-1)

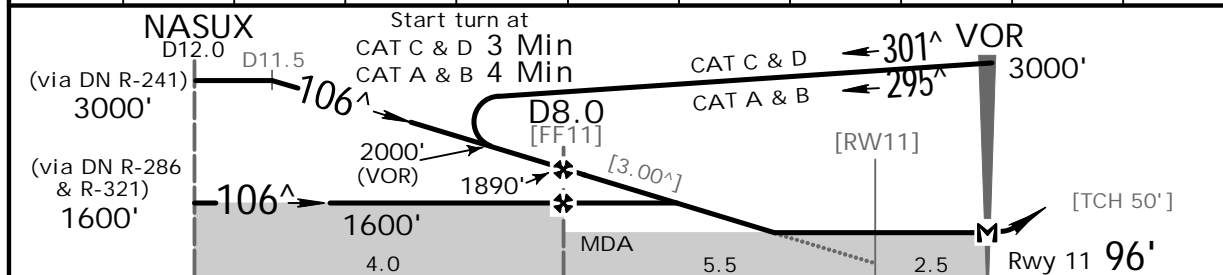
DARWIN, NT, AUSTRALIA
VOR Rwy 11

BRIEFING STRIP™

ATIS 112.6 308	128.25 344	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 106^	Minimum Alt D8.0 Refer to Profile	MDA(H) 500' (404')	Apt Elev 103' Rwy 11 96'	1600'
MISSED APCH: Track 106^, climb to 3000'. Hold at HWS NDB or as directed by ATC.					MSA DN VOR
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.					



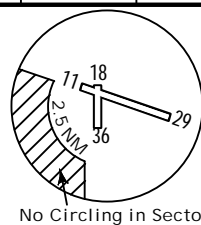
DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.6
ALTITUDE	3000'	2850'	2530'	2210'	1890'	1570'	1260'	940'	610'	500'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00^]	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)			
							700' (597') -2.4 km			
							800' (697') -4.0 km			

VS OPS

A										
B										
C										



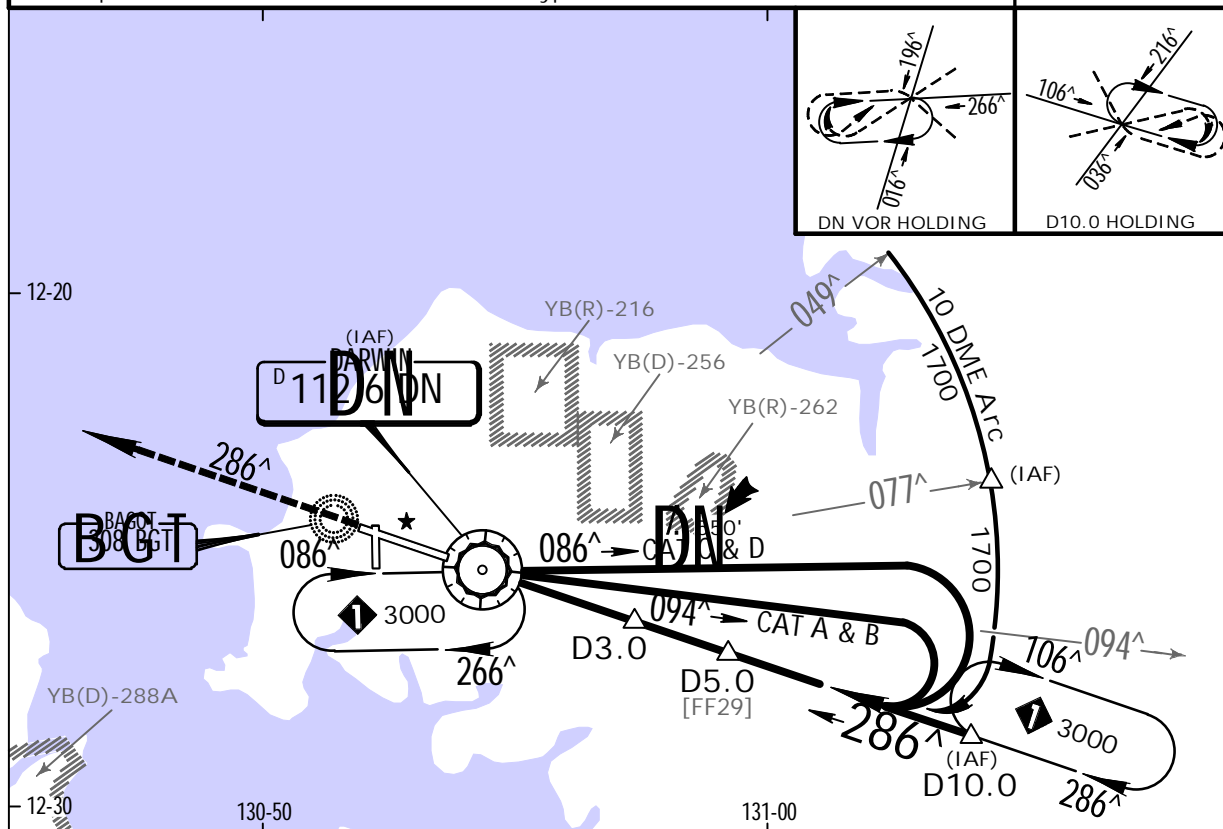
YPDN/DRW
DARWIN INTL

JEPPESSEN
18 JUL 14 (13-2)

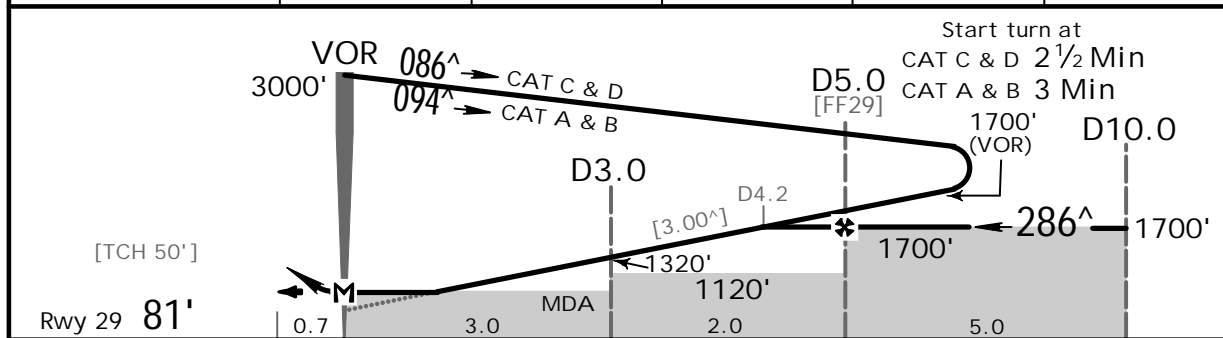
DARWIN, NT, AUSTRALIA
VOR Rwy 29

BRIEFING STRIP™

ATIS 112.6 128.25 308 344	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°	Procedure Alt D5.0 1700' (1619')	MDA(H) (CONDITIONAL) 560' (479')	Apt Elev 103' Rwy 29 81'
MISSED APCH: Track 286°, climb to 3000' or as directed by ATC.				
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.				
MSA DN VOR				

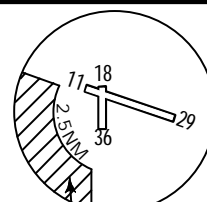


DN DME	0.6	1.0	2.0	3.0	3.6
ALTITUDE	560'	680'	1000'	1320'	1500'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	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	1000' (897') - 2.4 km
A		135	1000' (897') - 4.0 km
B		180	
C			
D			



No Circling in Sector Southwest of Rwy 29

YPDN/DRW
DARWIN INTL

JEPPESSEN
18 JUL 14 (16-1)

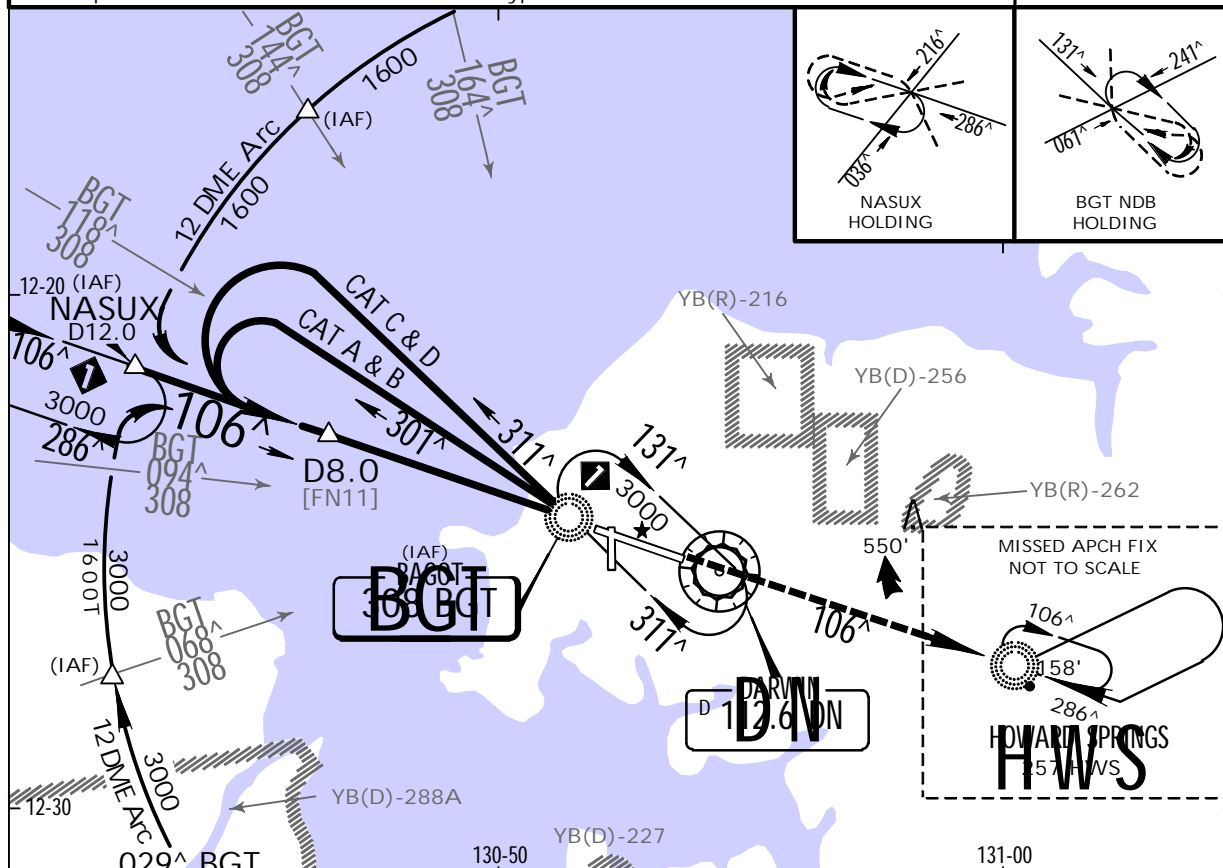
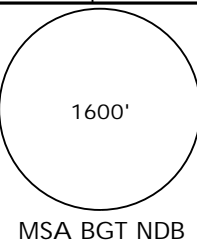
DARWIN, NT, AUSTRALIA
NDB Rwy 11

BRIEFING STRIP™

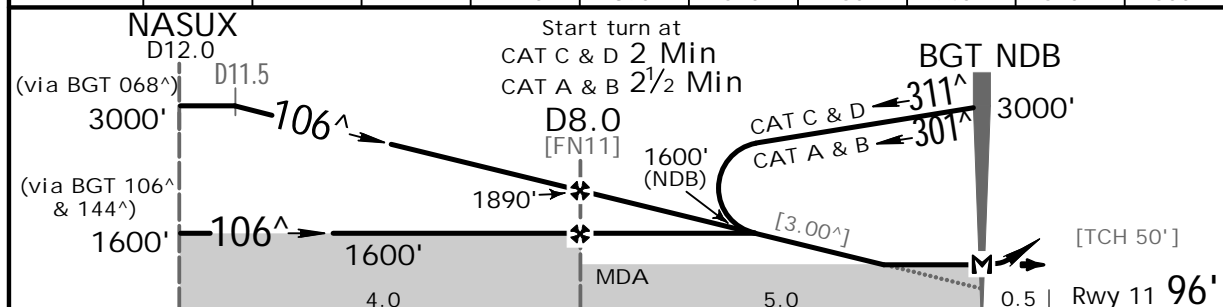
ATIS 112.6 128.25 308 344	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
NDB BGT 308	Final Apch Crs 106°	Minimum Alt D8.0 Refer to Profile	MDA(H) 500' (404')	Apt Elev 103' Rwy 11 96'

MISSED APCH: Track 106°, 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.

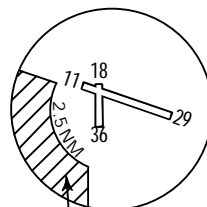


DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.6
ALTITUDE	3000'	2850'	2530'	2210'	1890'	1570'	1260'	940'	620'	500'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle[3.00°]	372	478	531	637	743	849				
MAP at BGT NDB										

STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND			
MDA(H) 500' (404')				MDA(H)			
2.2 km				Max Kts			
				100	700' (597') -2.4 km		
				135	800' (697') -4.0 km		
				180			



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/24

YPDN/DRW

DARWIN INTL

JEPPESSEN

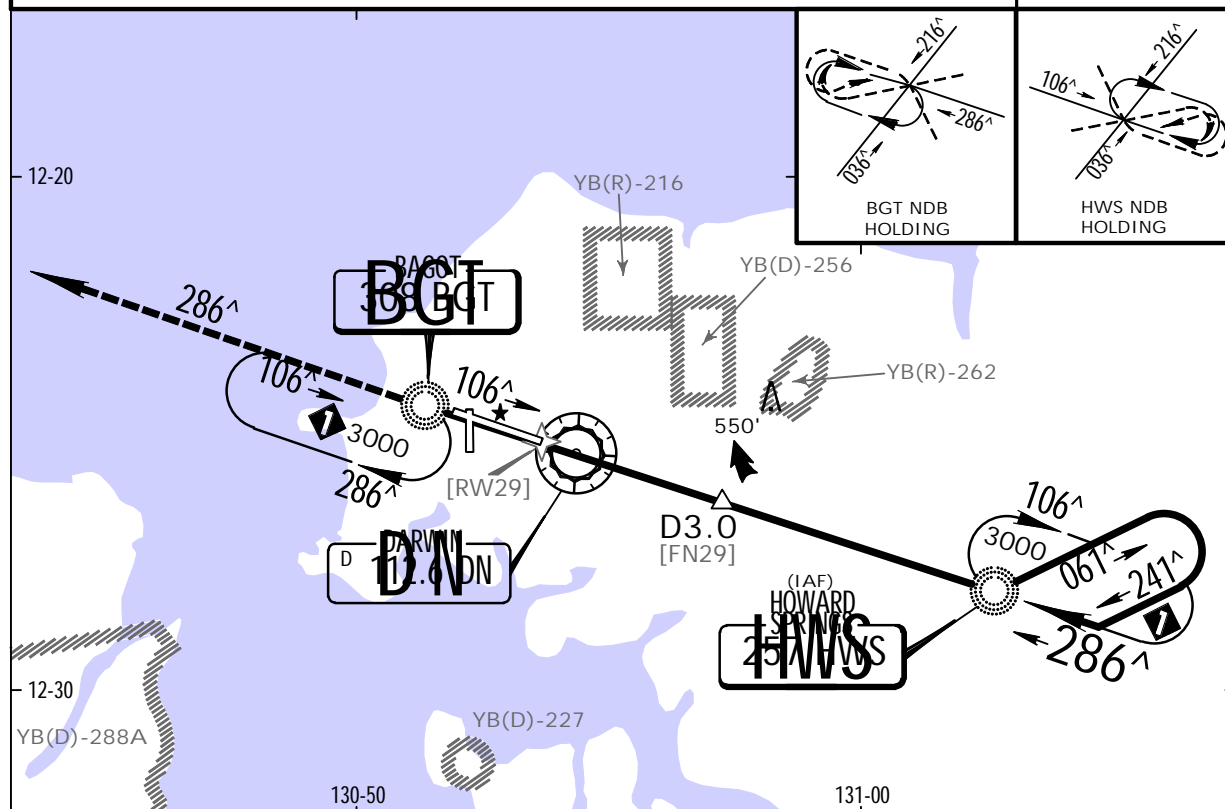
18 JUL 14

(16-2)

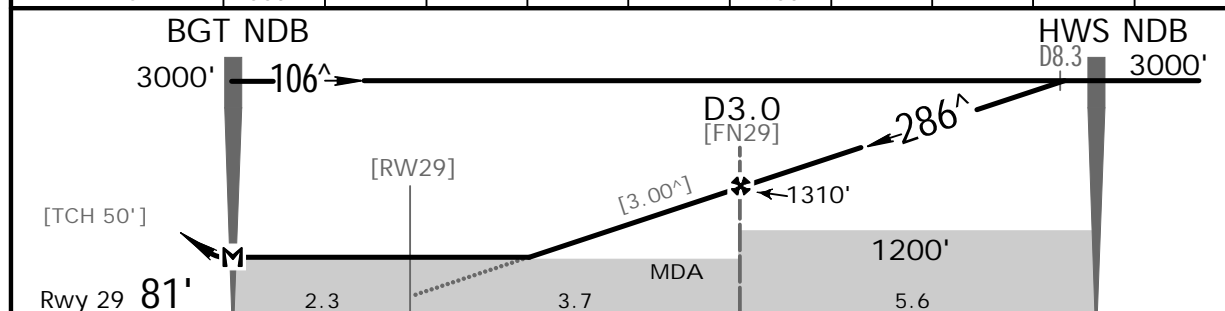
DARWIN, NT, AUSTRALIA
NDB Rwy 29


BRIEFING STRIP

ATIS 112.6 128.25 308 344		DARWIN Approach (R) West East 134.1 125.2		*DARWIN Traffic (Approach Sequencing) 123.0		DARWIN Tower 133.1	Ground 121.8
NDB BGT 308	NDB HWS 257	Final Apch Crs 286^	Procedure Alt D3.0 1310' (1229')	MDA(H) (CONDITIONAL) 560' (479')	Apt Elev 103' Rwy 29 81'	<div>1600'</div> <div>MSA BGT NDB</div>	
MISSED APCH: Track 286^, climb to 3000' or as directed by ATC.							
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.							

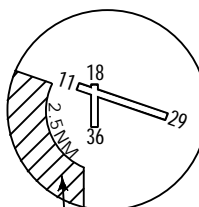


DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560'	680'	1000'	1310'	1630'	1950'	2270'	2590'	2900'	3000'



Gnd speed-Kts	70	90	100	120	140	160		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	1000' (897') - 2.4 km
HIALS out	HIALS out	135	1000' (897') - 4.0 km
A		180	1000' (897') - 5.0 km
B			
C	2.7 km		
D			



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