

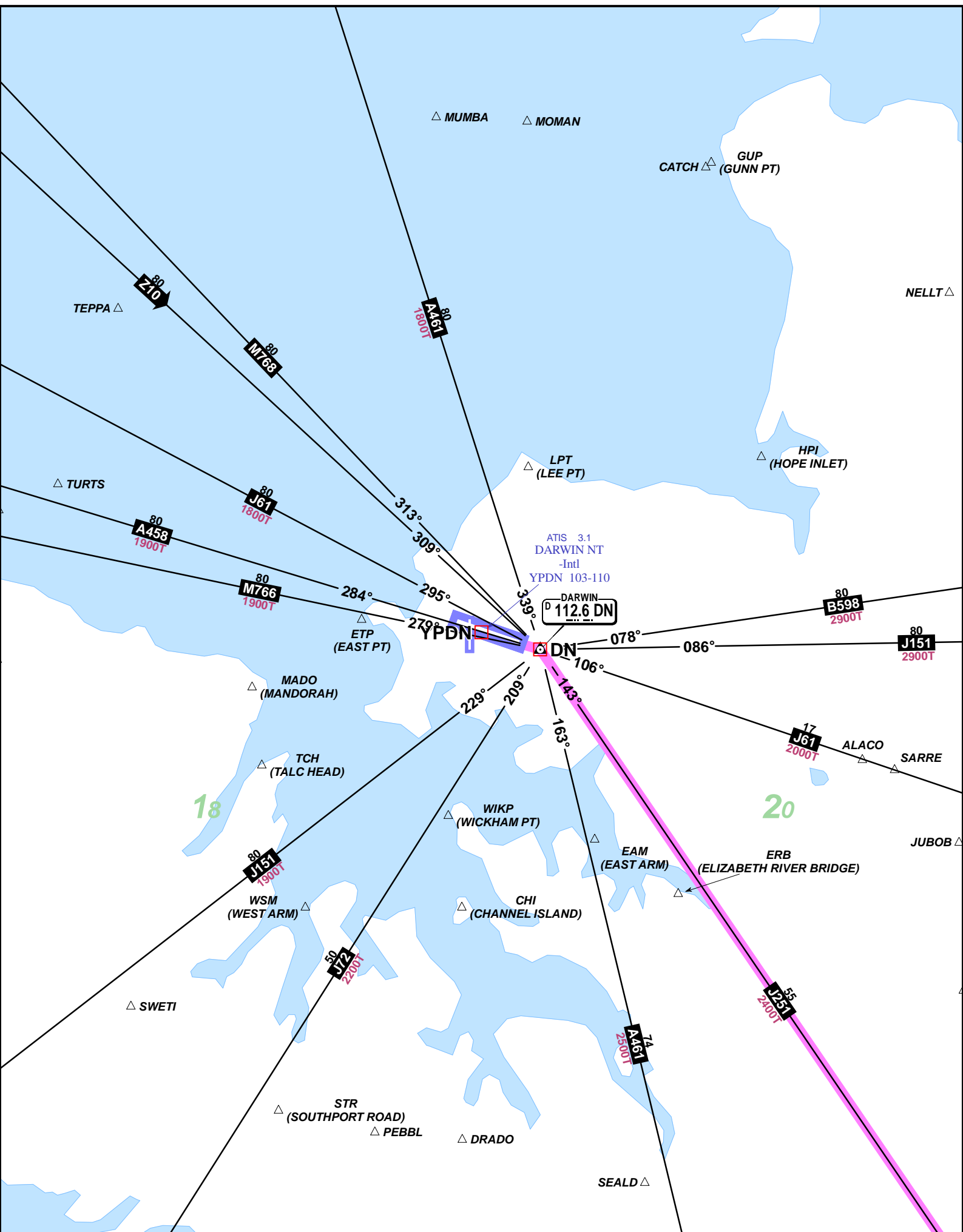
# DEPARTURE (YPDN -> YBAS): YPDN (Darwin Intl)

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



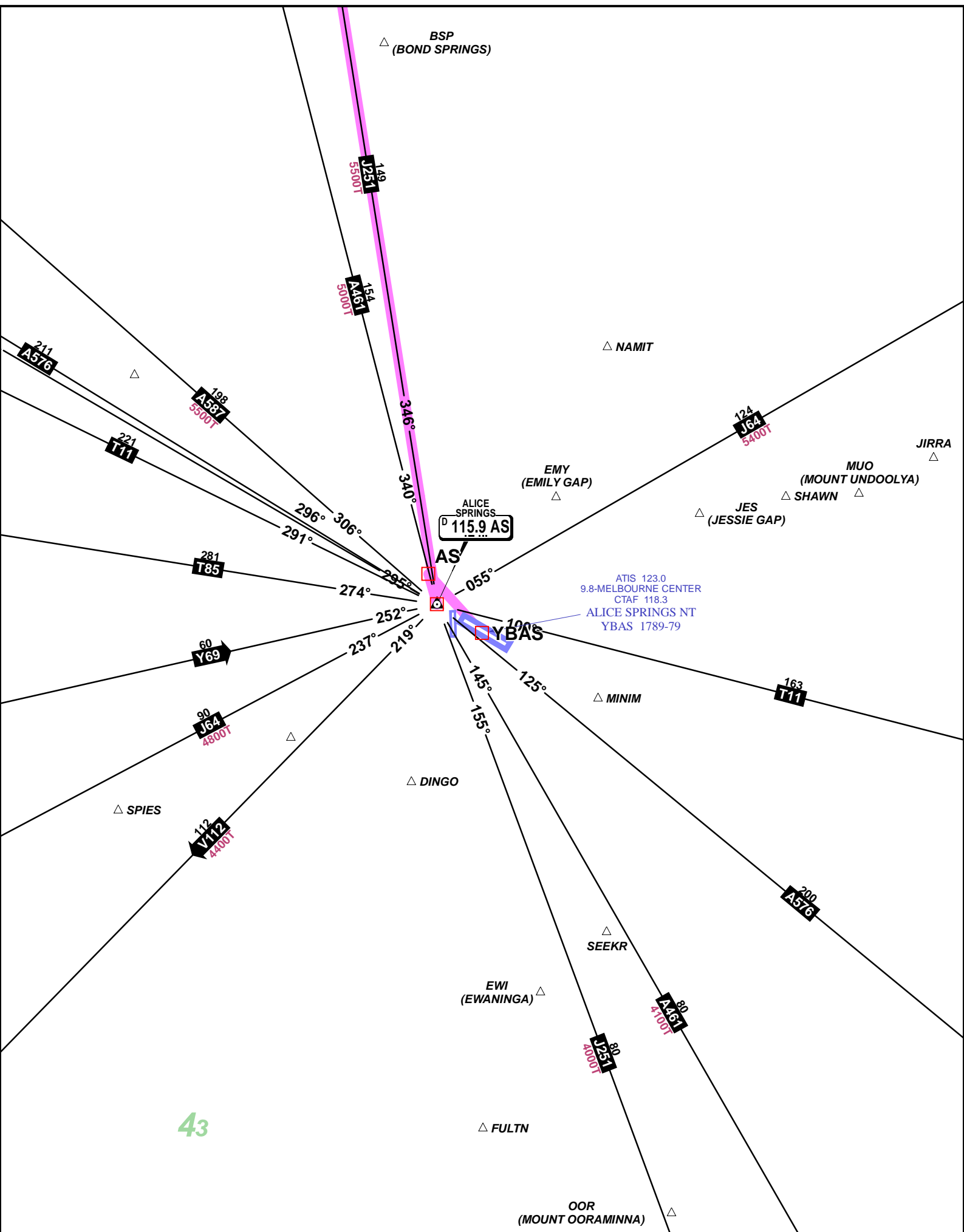
# DESTINATION (YPDN -> YBAS): YBAS (Alice Springs)

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

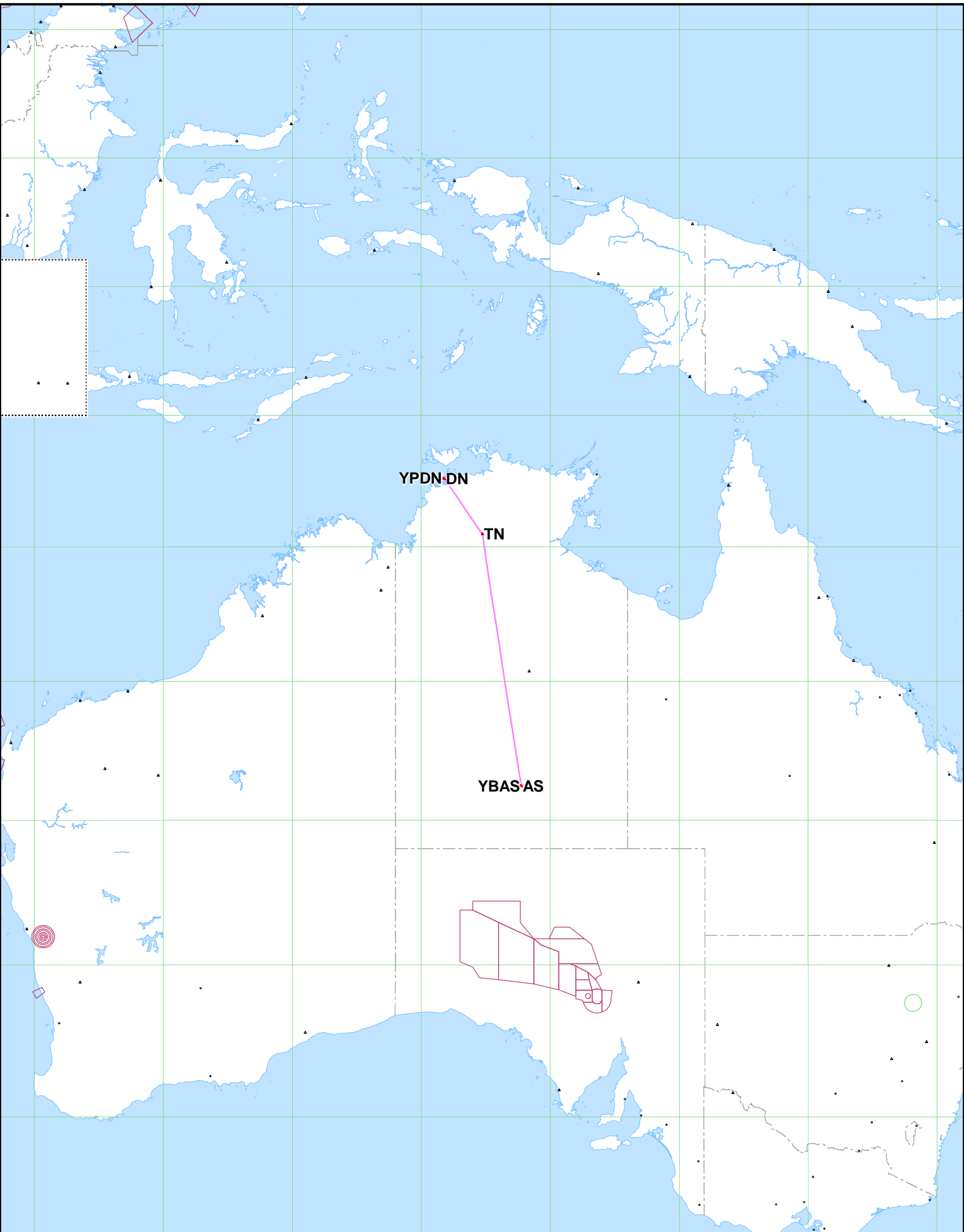
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



43



JEPPESEN

29 MAR 13 (10-2)

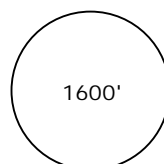
.DME.or.GNSS.ARRIVAL.  
DARWIN, NT, AUSTRALIA

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

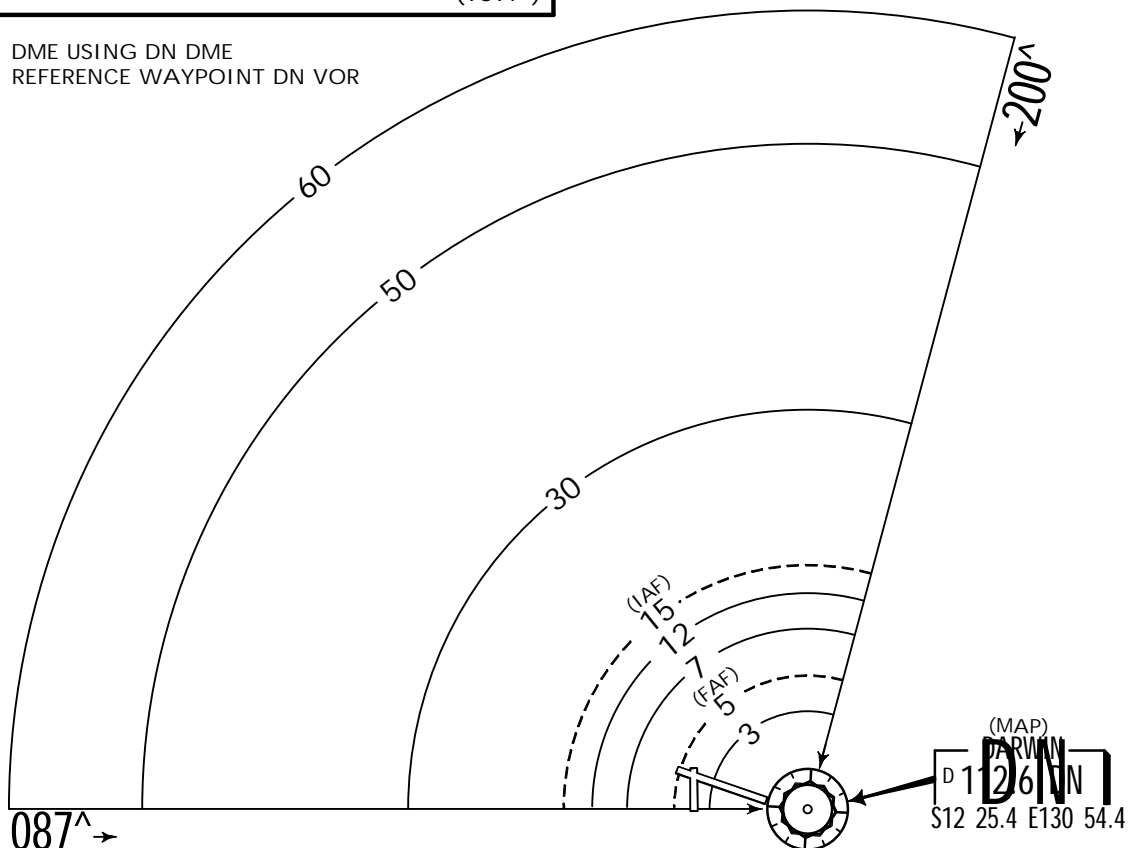
Alt Set: hPa Trans level: FL 110  
Apt Elev: 4 hPa Trans alt: 10000' (9897')



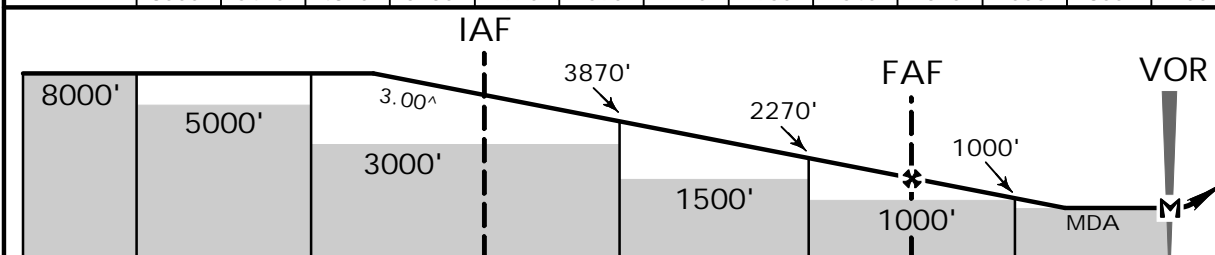
MSA  
DN VOR

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'

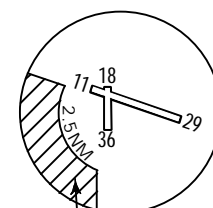


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

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**

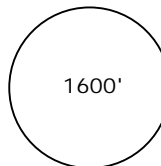
29 MAR 13 10-2A

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')

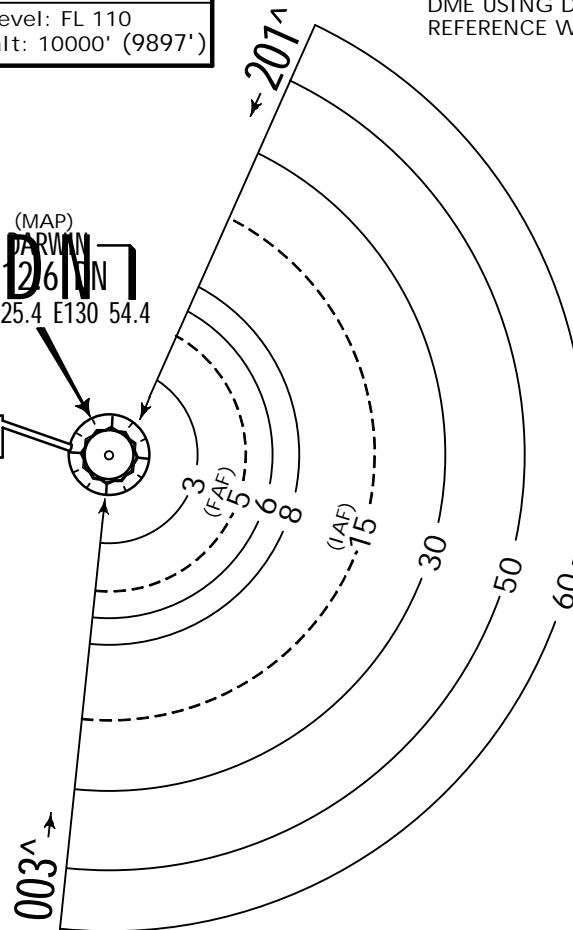


MSA  
DN VOR

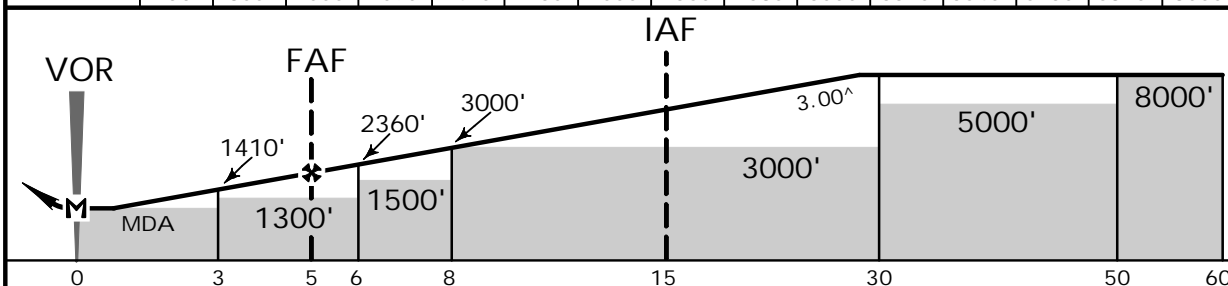
DME USING DN DME  
REFERENCE WAYPOINT DN VOR

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'

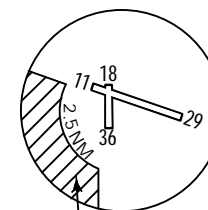


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

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)

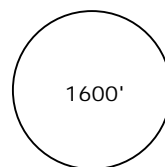
ATIS 112.6 128.25 308 316.2 344  
BRISBANE Center (FIA) 118.15  
DARWIN Approach EAST (R) 125.2  
DARWIN Approach WEST (R) 134.1  
\*DARWIN Traffic (Approach Sequencing) 123.0  
DARWIN Tower 133.1  
Ground 121.8

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

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

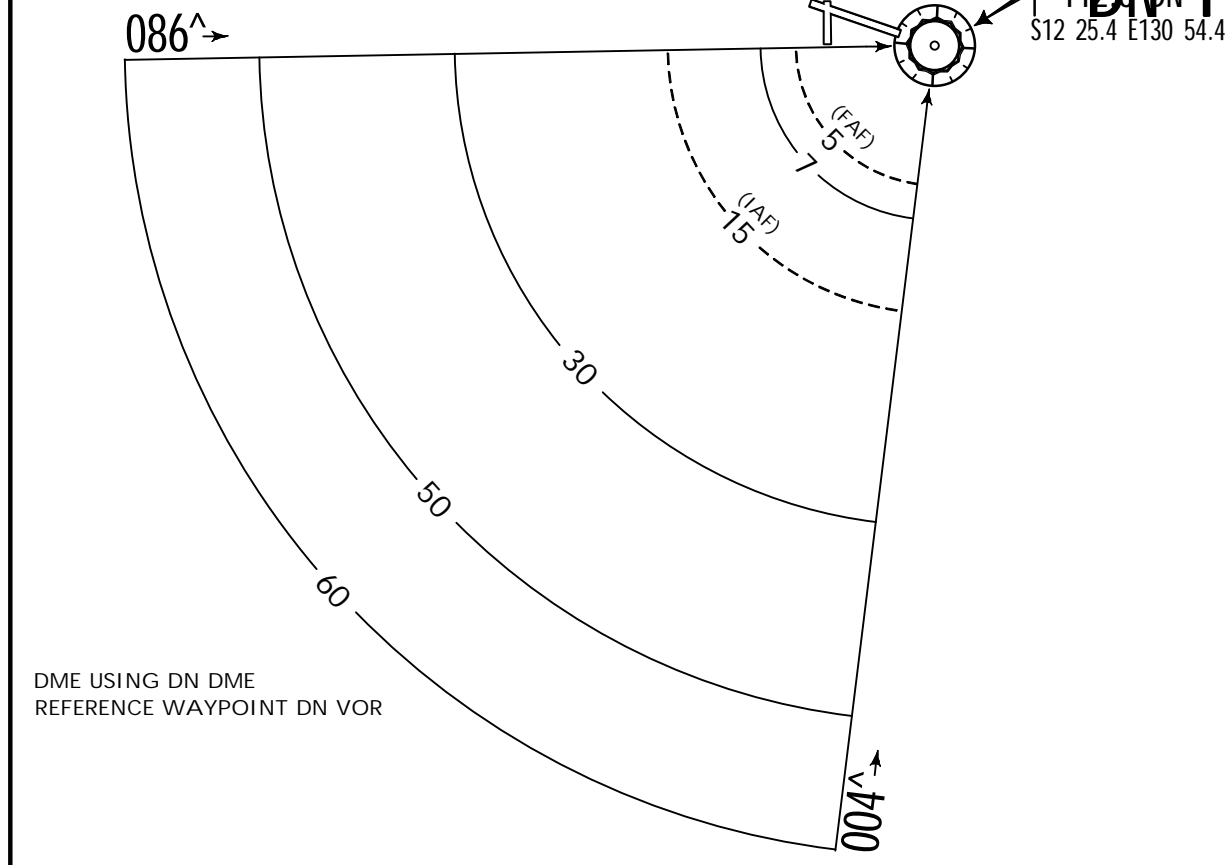
DARWIN INTL  
**SECTOR C**  
VOR 112.6

Apt. Elev 103'

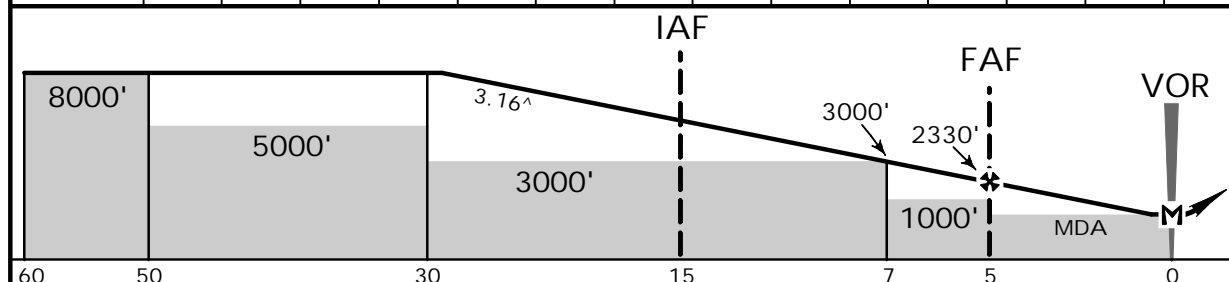


MSA  
DN VOR

NOT TO SCALE

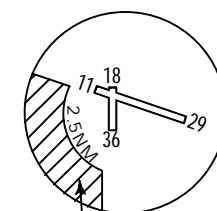


NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000'	7360'	5680'	4010'	3670'	3340'	3000'	2660'	2330'	1990'	1660'	1320'	1000'	850'



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'

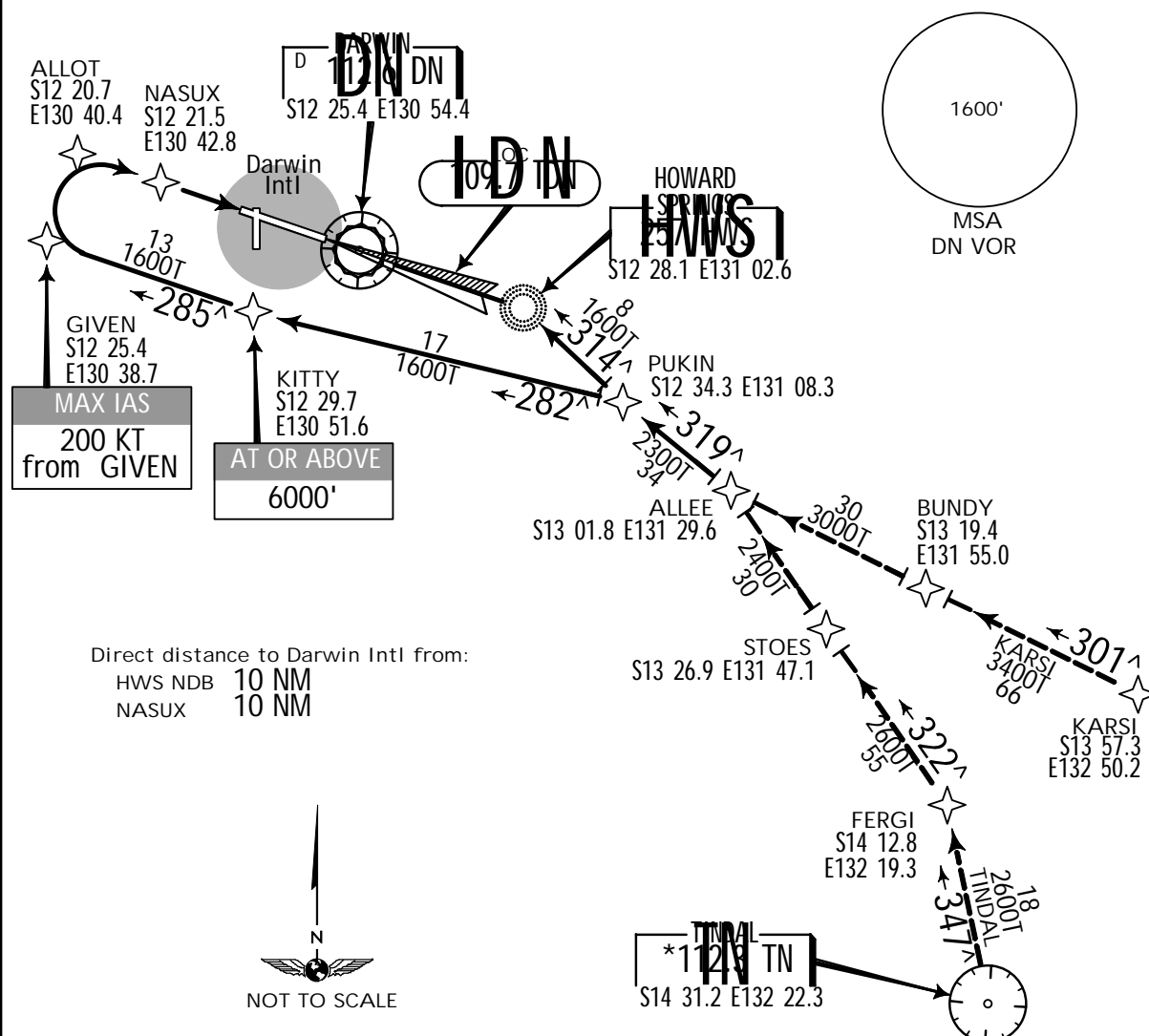
## ALLEE TWO ARRIVAL [ALLEE2]

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

## TRANSITIONS

KARSI: From KARSI track 301<sup>^</sup> to BUNDY. Track 301<sup>^</sup> to ALLEE.TINDAL: From TN VOR track 347<sup>^</sup> to FERGI, turn LEFT, track 322<sup>^</sup> to STOES. Track 322<sup>^</sup> to ALLEE.

## ARRIVAL

RWY 11: From ALLEE track 319<sup>^</sup> to PUKIN, turn LEFT, track 282<sup>^</sup> to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 285<sup>^</sup> to GIVEN. MAX IAS FROM GIVEN 200 KT. Turn RIGHT to ALLOT, turn RIGHT to NASUX for RWY 11 VOR or RWY 11 NDB.RWY 29: From ALLEE track 319<sup>^</sup> to PUKIN, track 314<sup>^</sup> to HWS NDB for RWY 29 ILS or RWY 29 NDB.

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'

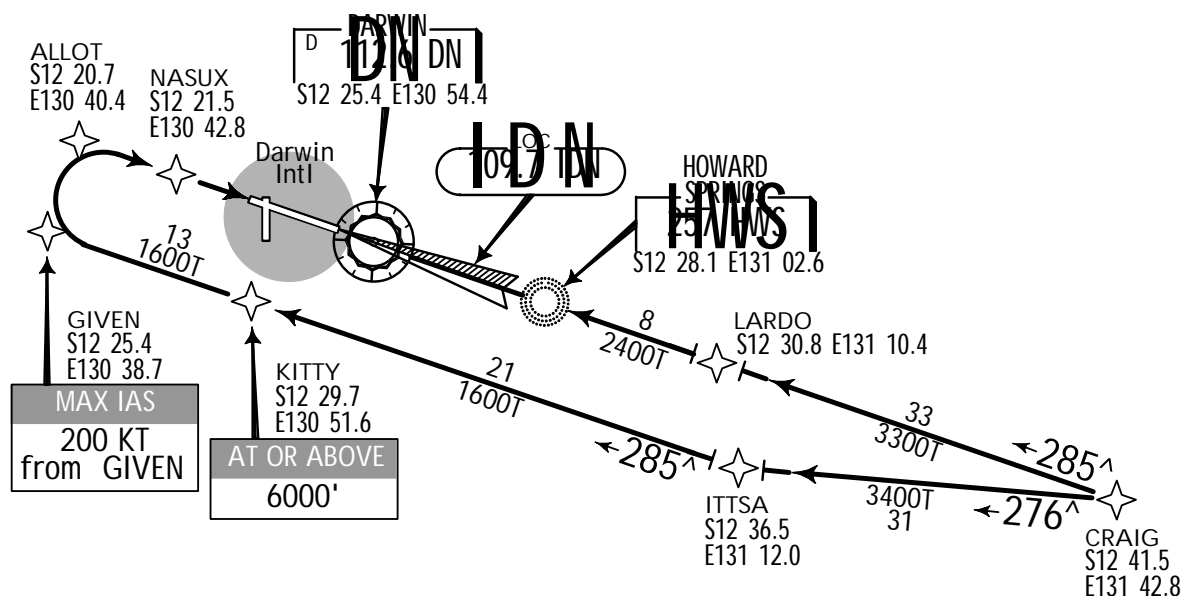
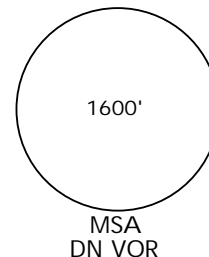
## CRAIG TWO ARRIVAL[CRAIG2]

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

### ARRIVAL

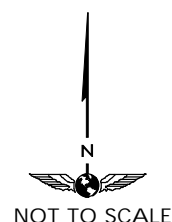
RWY 11: From CRAIG track 276° to ITTSA, turn RIGHT, track 285° to KITTY. Cross KITTY at or above 6000'. Track 285° to GIVEN. MAX IAS FROM GIVEN 200 KT. Turn RIGHT to ALLOT, then turn RIGHT to NASUX for RWY 11 VOR or RWY 11 NDB.

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



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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 (10-2E)

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.

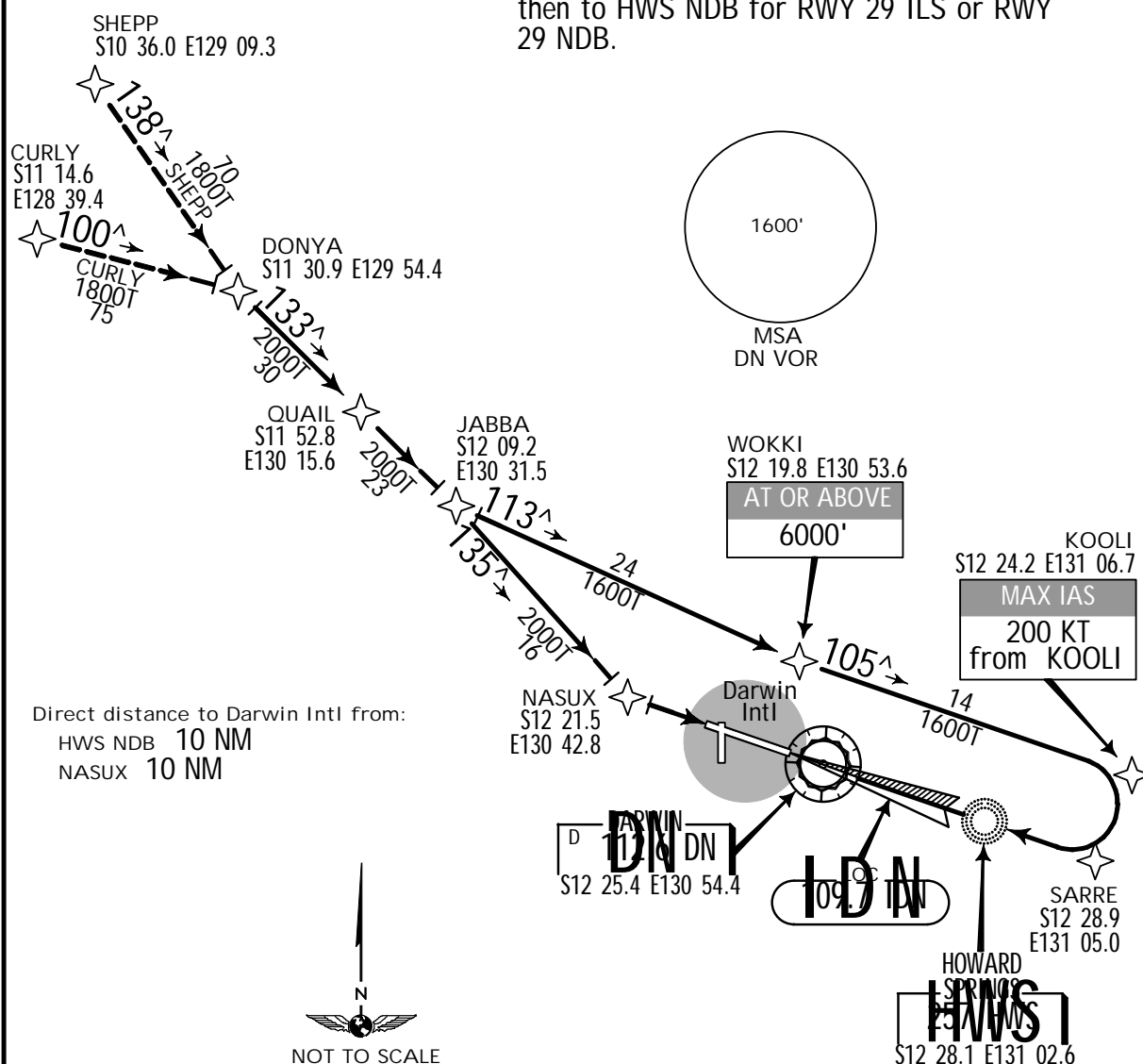
SHEPP: From SHEPP track 138° to DONYA.

## 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.



ST 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

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**.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'

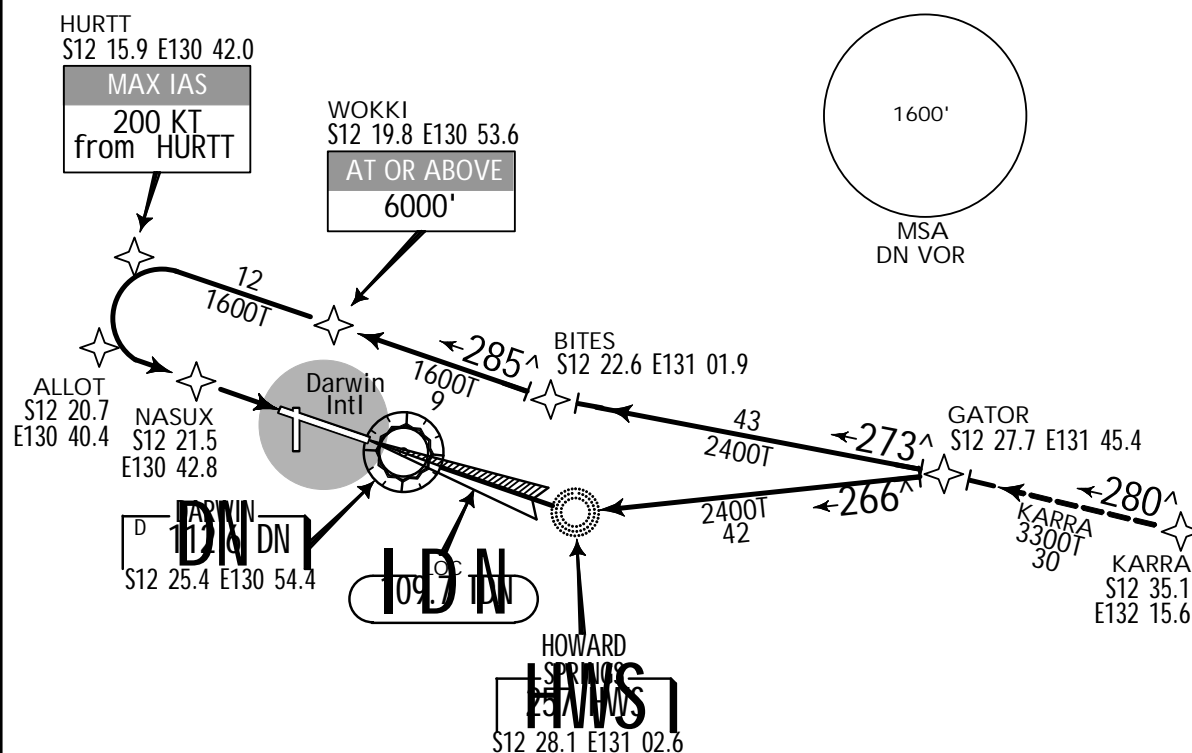
## TRANSITION

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



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 (10-2G)

.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'

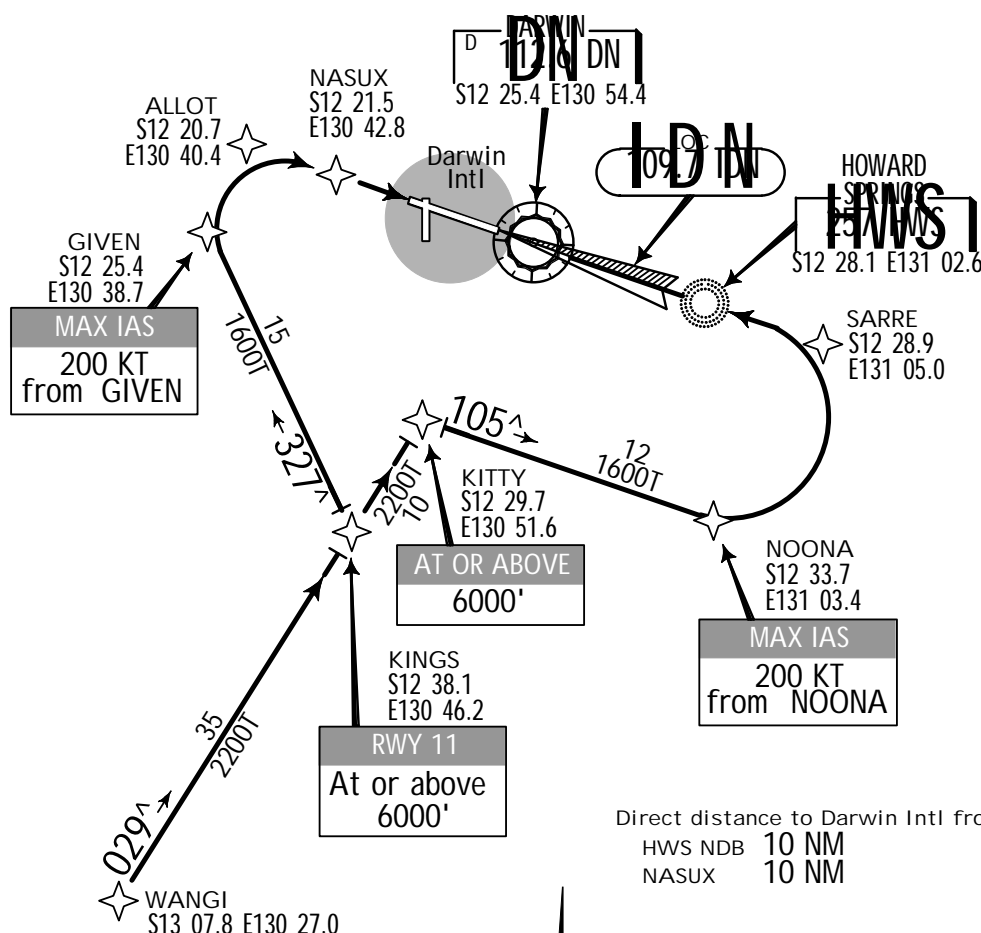
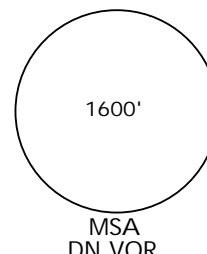
## ARRIVAL

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.



Direct distance to Darwin Intl from:

HWS NDB 10 NM  
NASUX 10 NM



NOT TO SCALE

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** 2 MAR 12  
Eff. 8. Mar. (10-3)

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

**DARWIN, NT, AUSTRALIA**

DARWIN Clearance 126.8

DARWIN Departure (R) 123.0

YPDN DARWIN INTL

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°.**

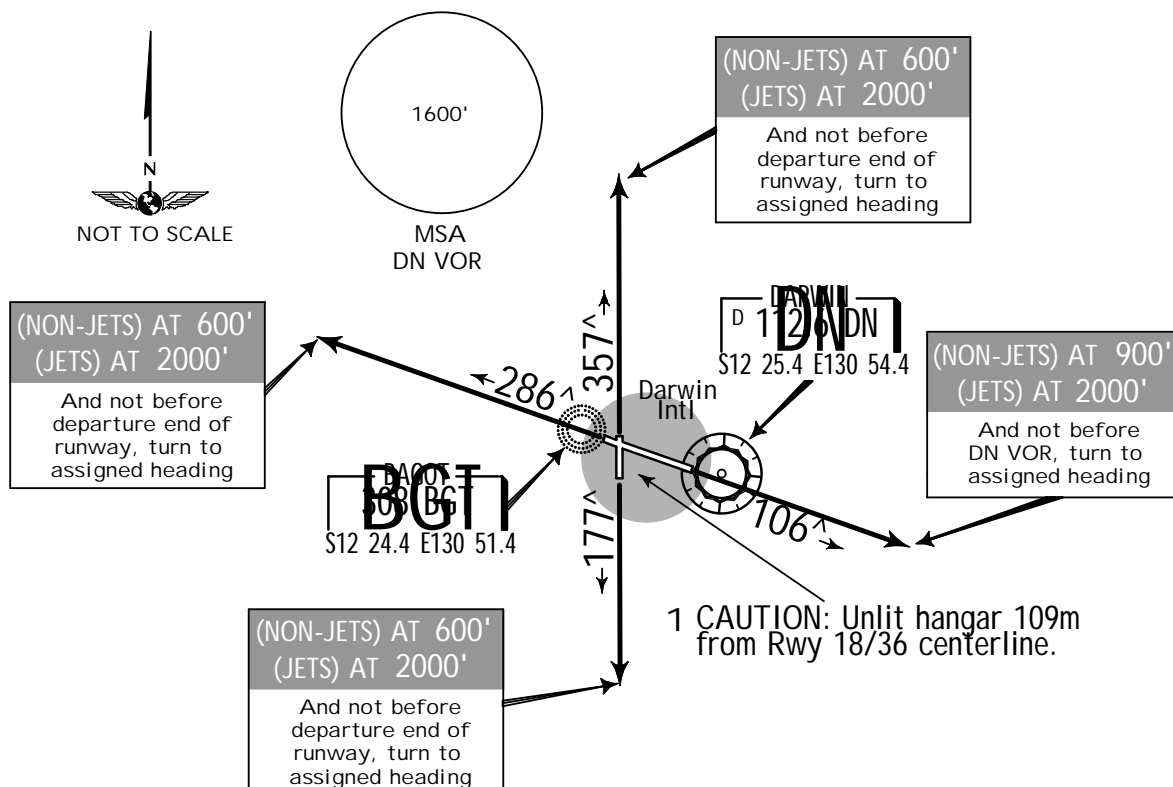
At 600' (2000' for Jet Aircraft)  
and not before departure end of  
runway, turn to assigned heading.  
When instructed, contact Approach  
for RADAR vectors.

**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 ▼ 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

MAINTAIN

-proceed in accordance with the latest ATC route clearance acknowledged

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

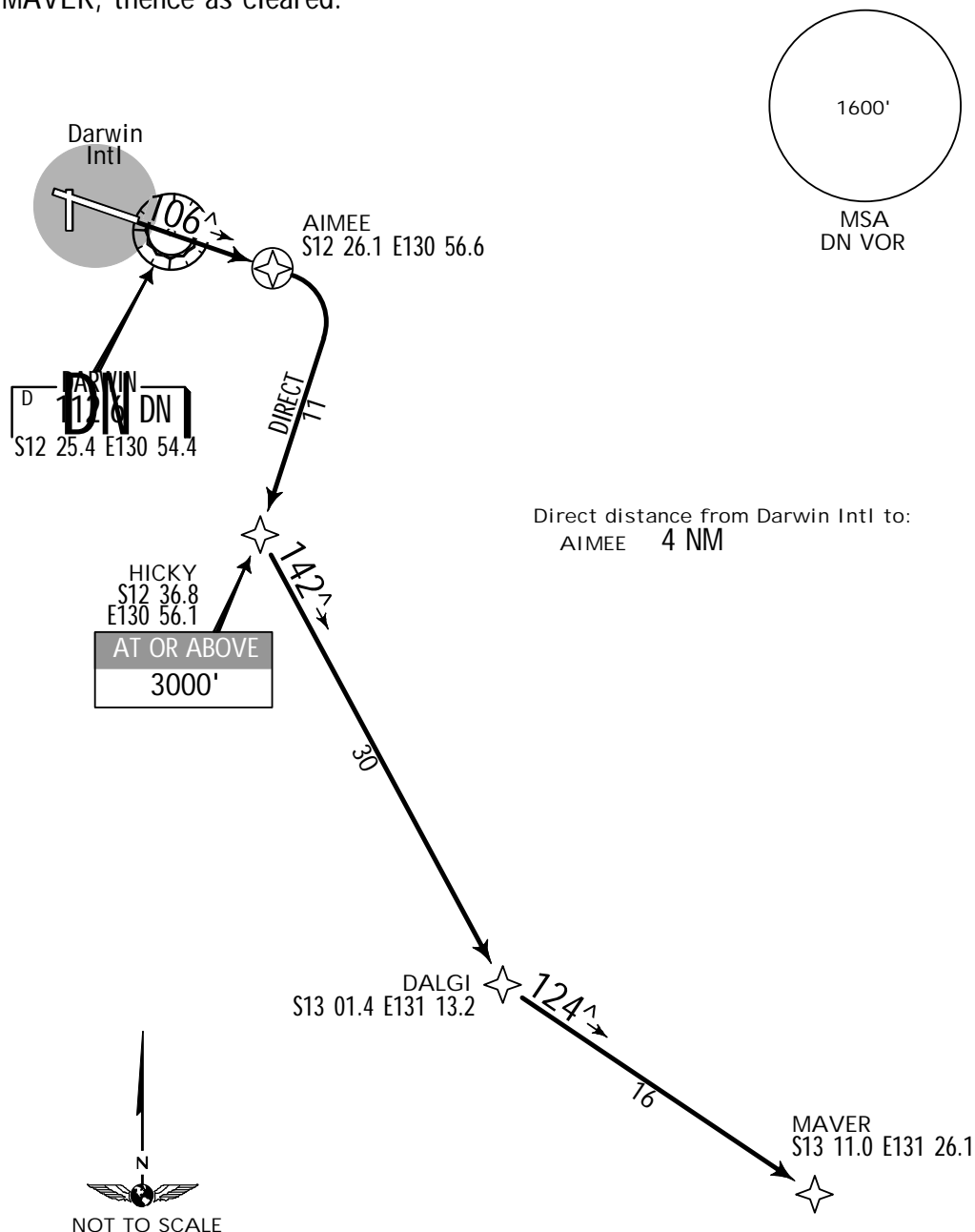
TRANS LEVEL: FL 110  
TRANS ALT: 10000'**NON-JETS ONLY**

## 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.





10-3B

21 JAN 11

.RNAV.SID.  
DARWIN, NT, AUSTRALIA

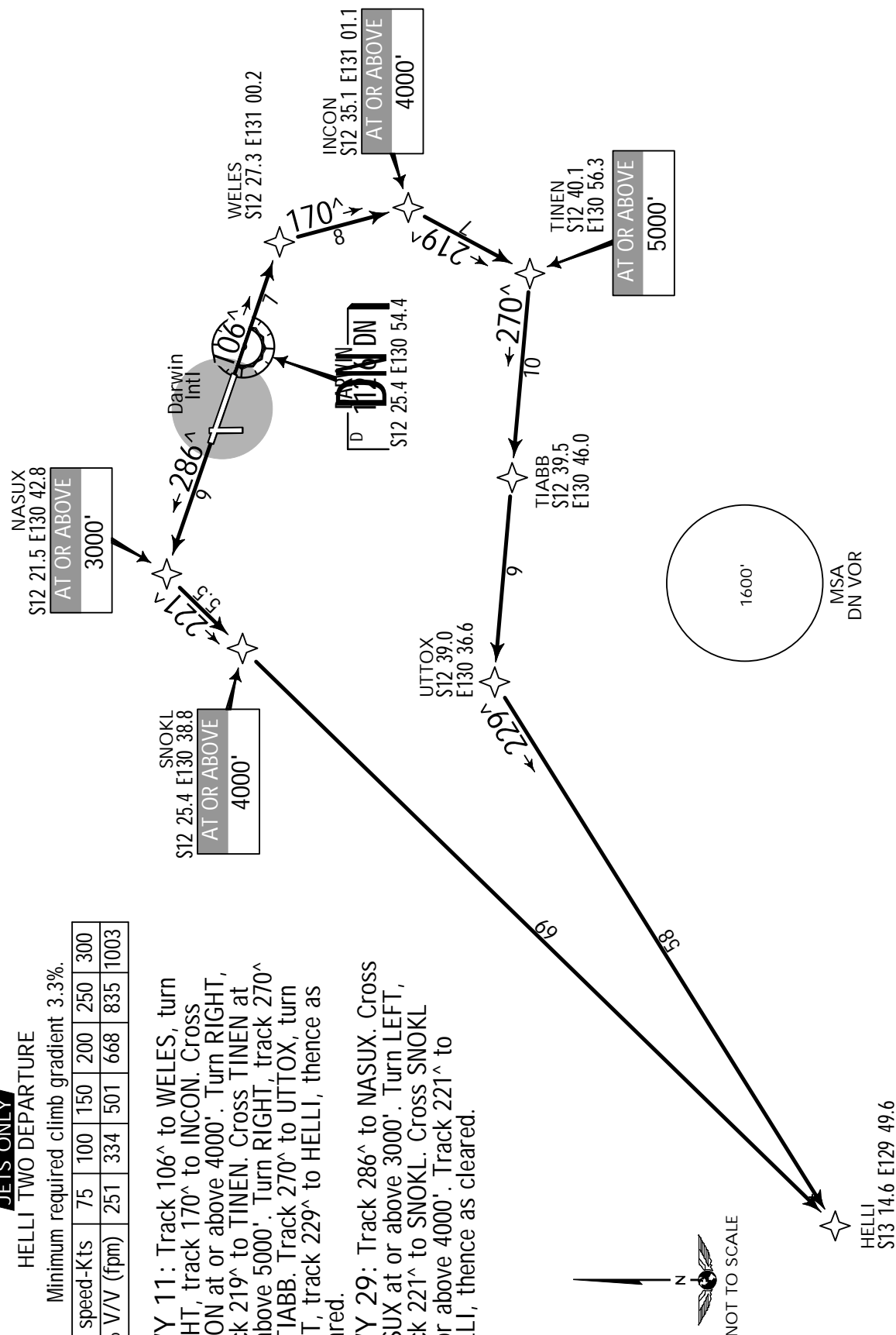
YPDN DARWIN INTL

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]



**JETS ONLY**

## HELLI TWO DEPARTURE

Minimum required climb gradient 3.3%.

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

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

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

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

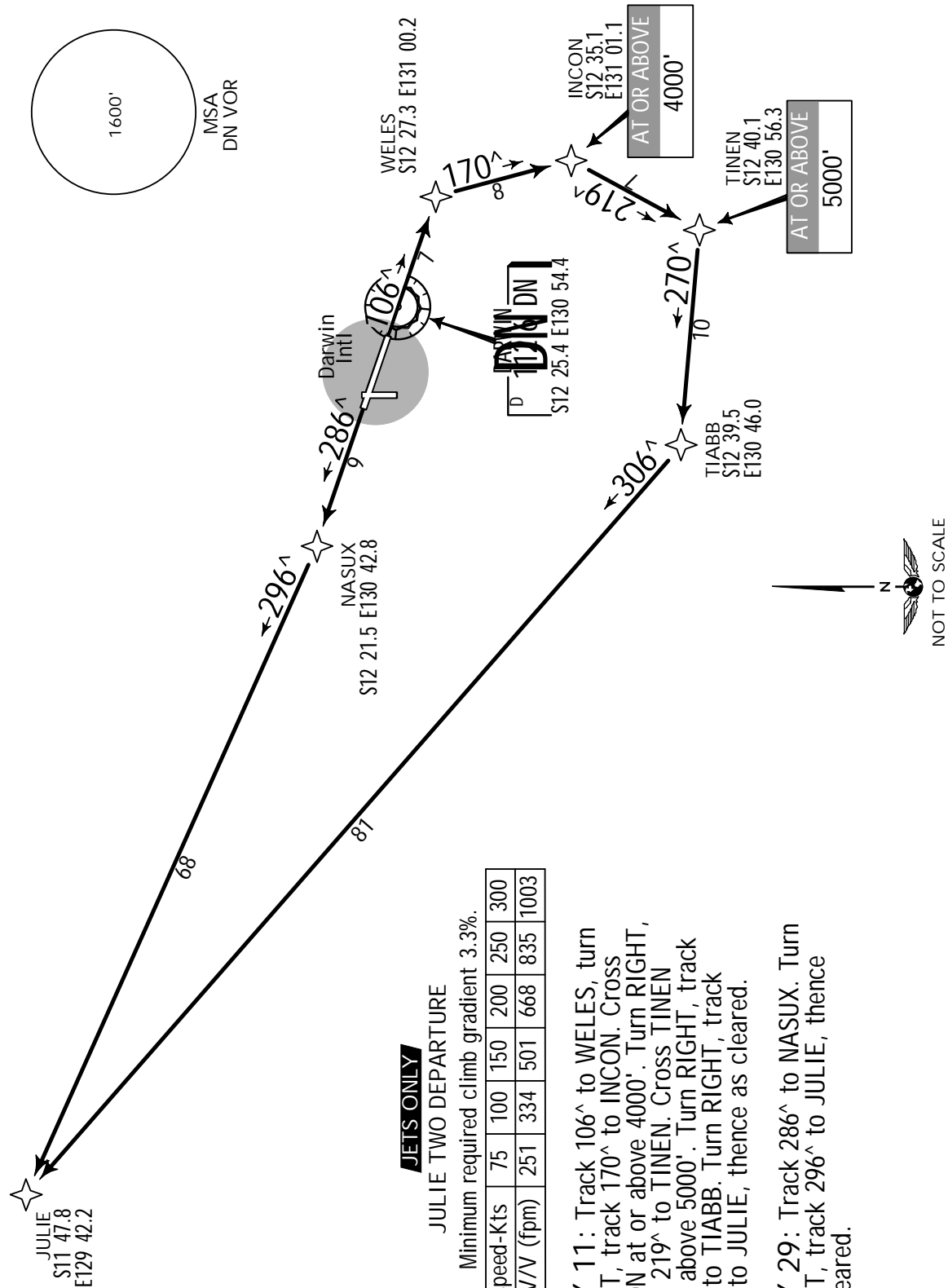
DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110

TRANS ALT: 10000'

**JETS ONLY**

## JULIE TWO DEPARTURE [JULIE2]



**JETS ONLY**

### JULIE TWO DEPARTURE

Minimum required climb gradient 3.3%.

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

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

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



**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**

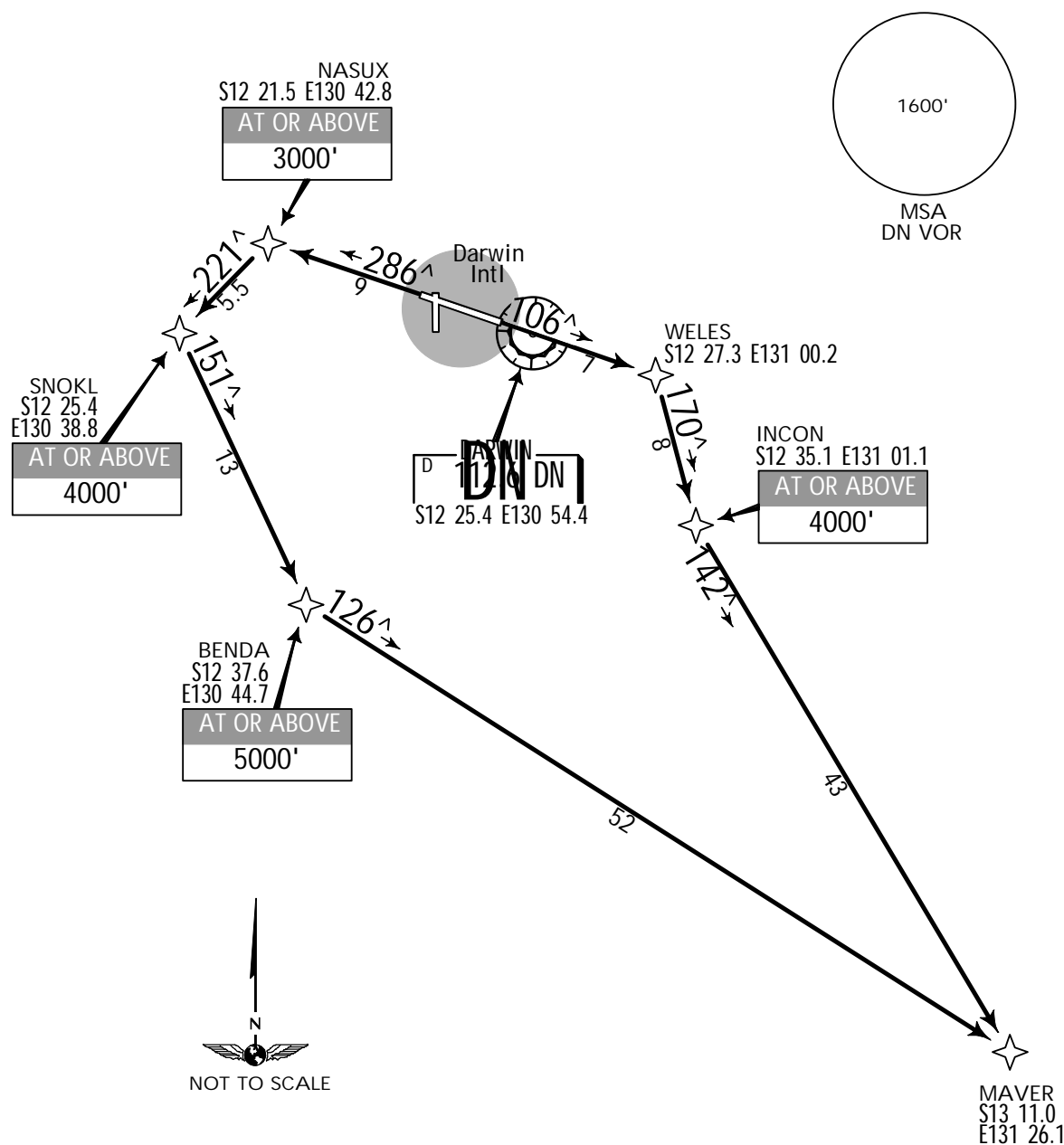
## MAVER TWO DEPARTURE [MAVER2]

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**

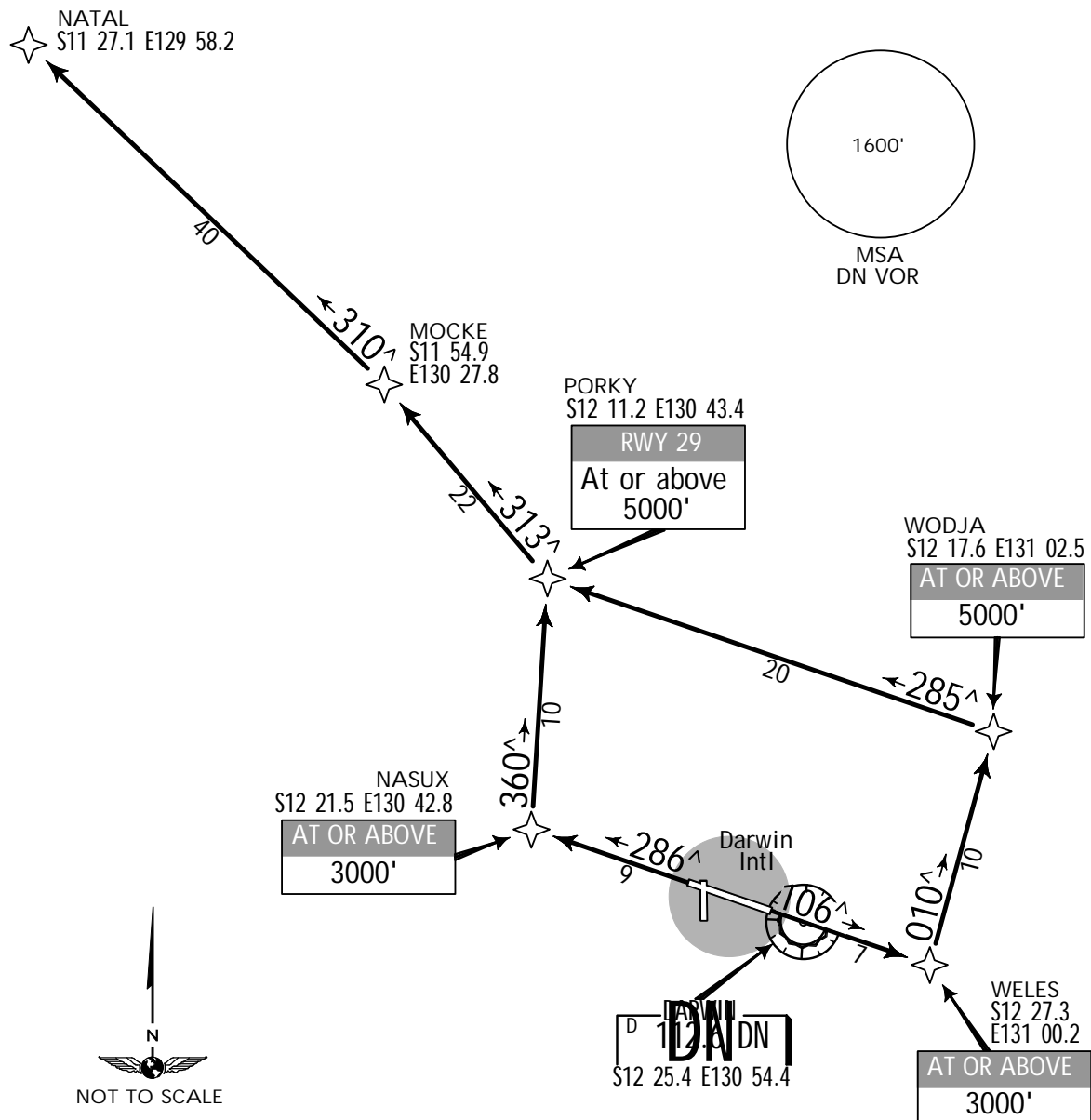
## NATAL TWO DEPARTURE [NATAL2]

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**

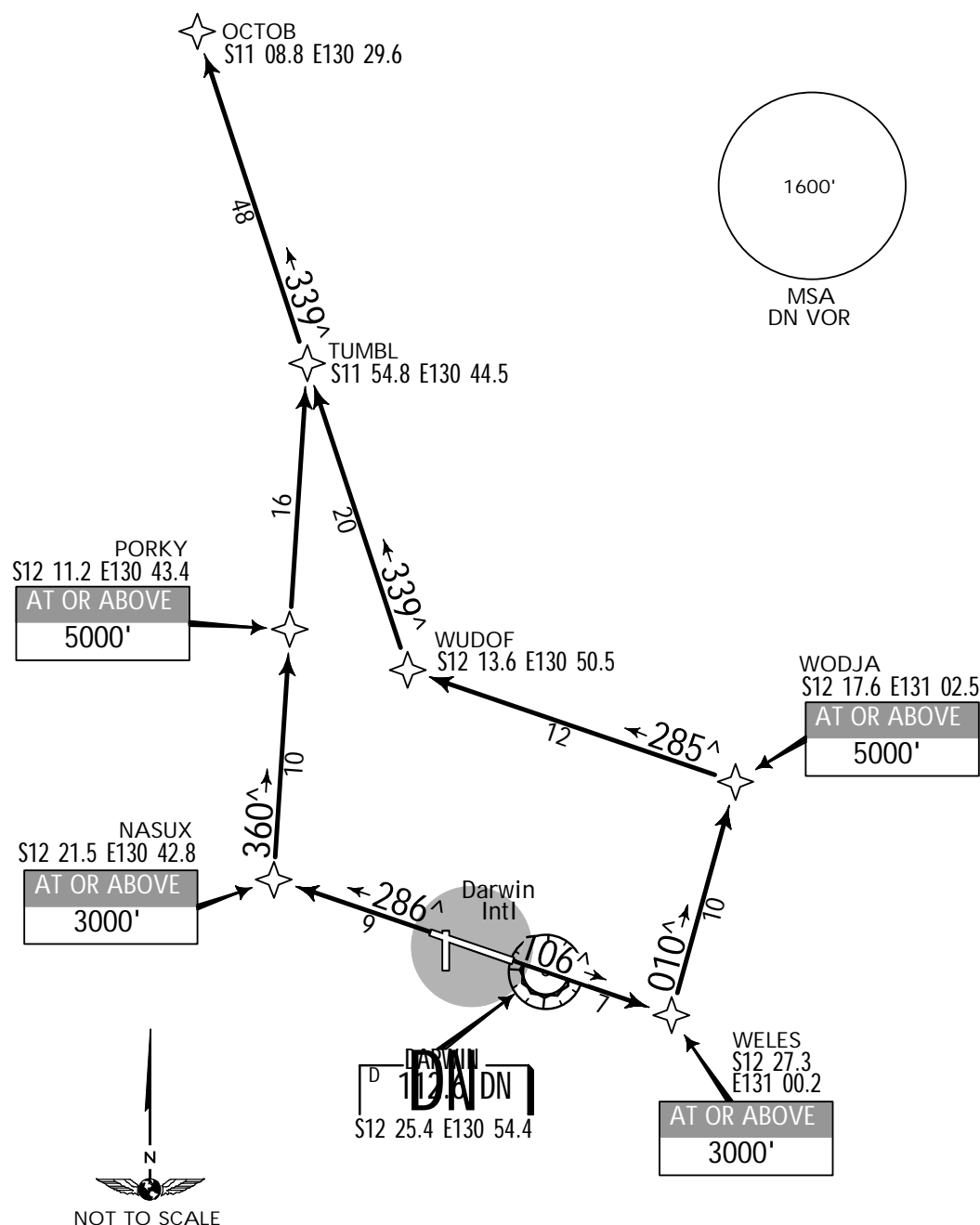
## OCTOB TWO DEPARTURE [OCTOB2]

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.



NOT TO SCALE

JEPPESEN

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.

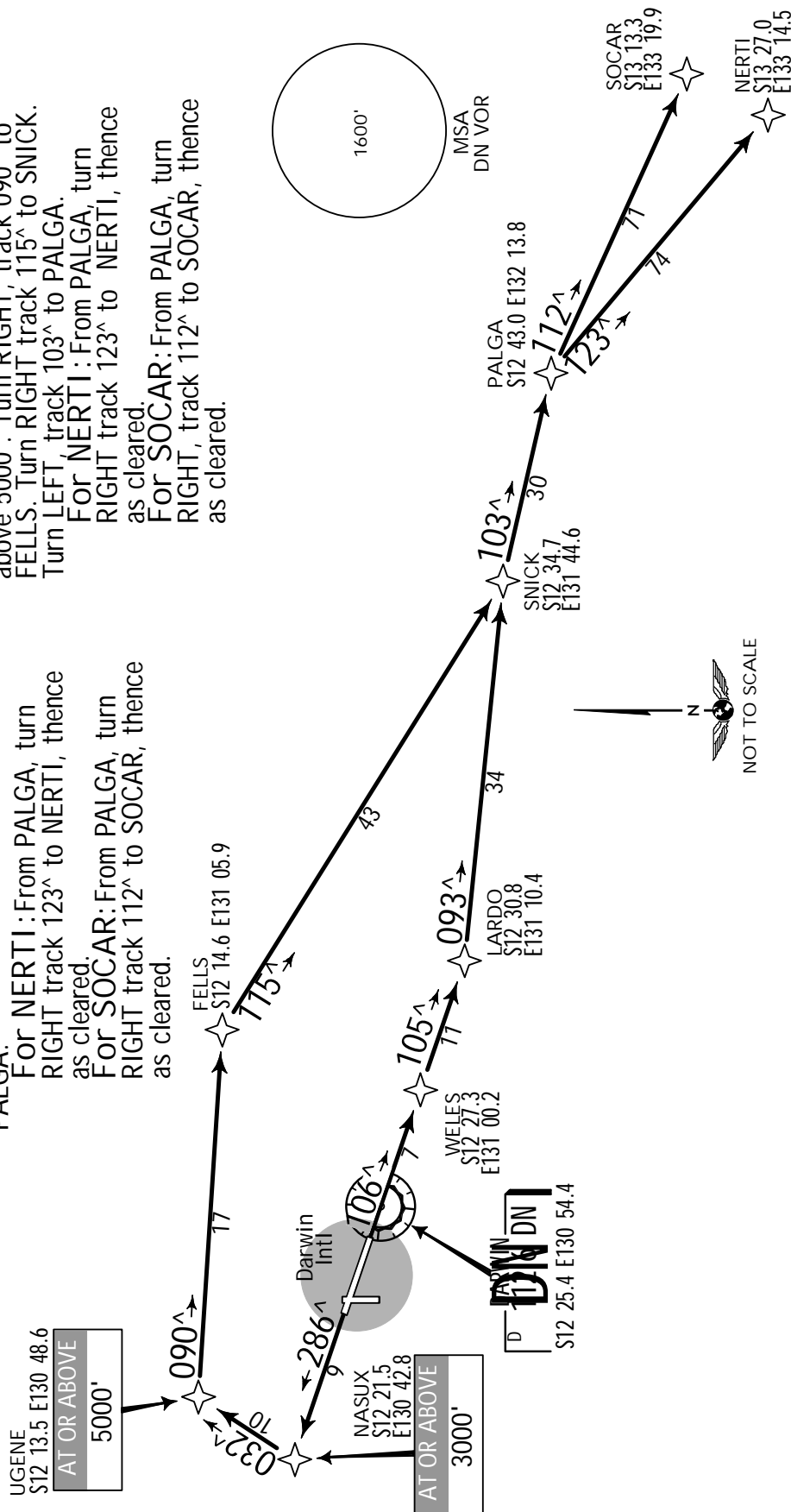
For NERTI: From PALGA, turn RIGHT track 123° to NERTI, thence as cleared.

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

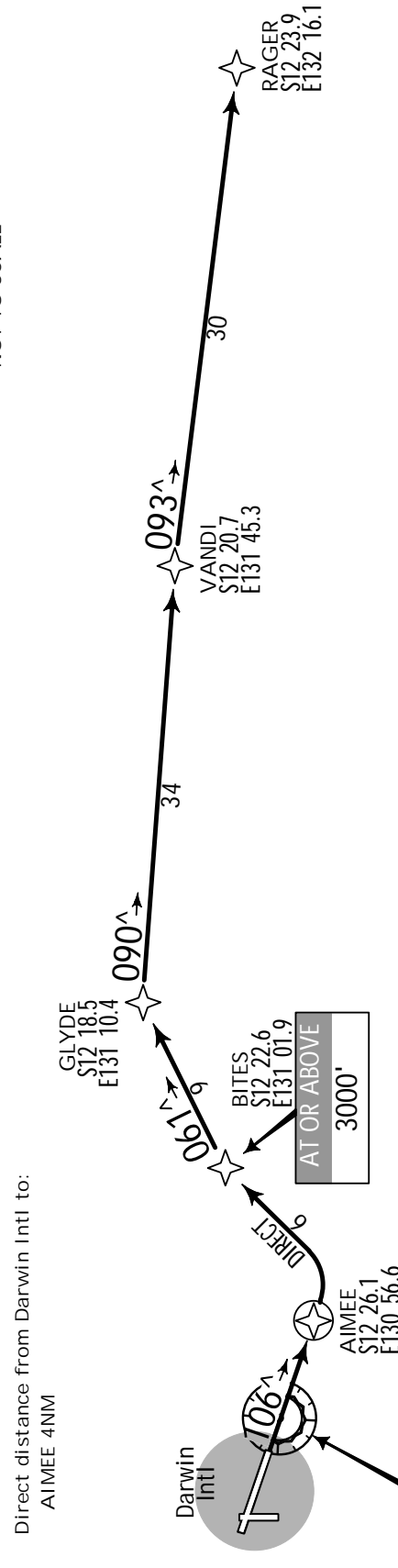
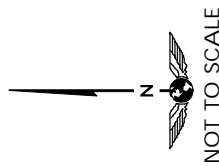
DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

TRANS LEVEL: FL 110

TRANS ALT: 10000'

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



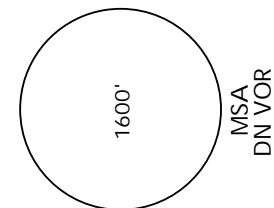
## **NON-JETS ONLY**

### 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



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**

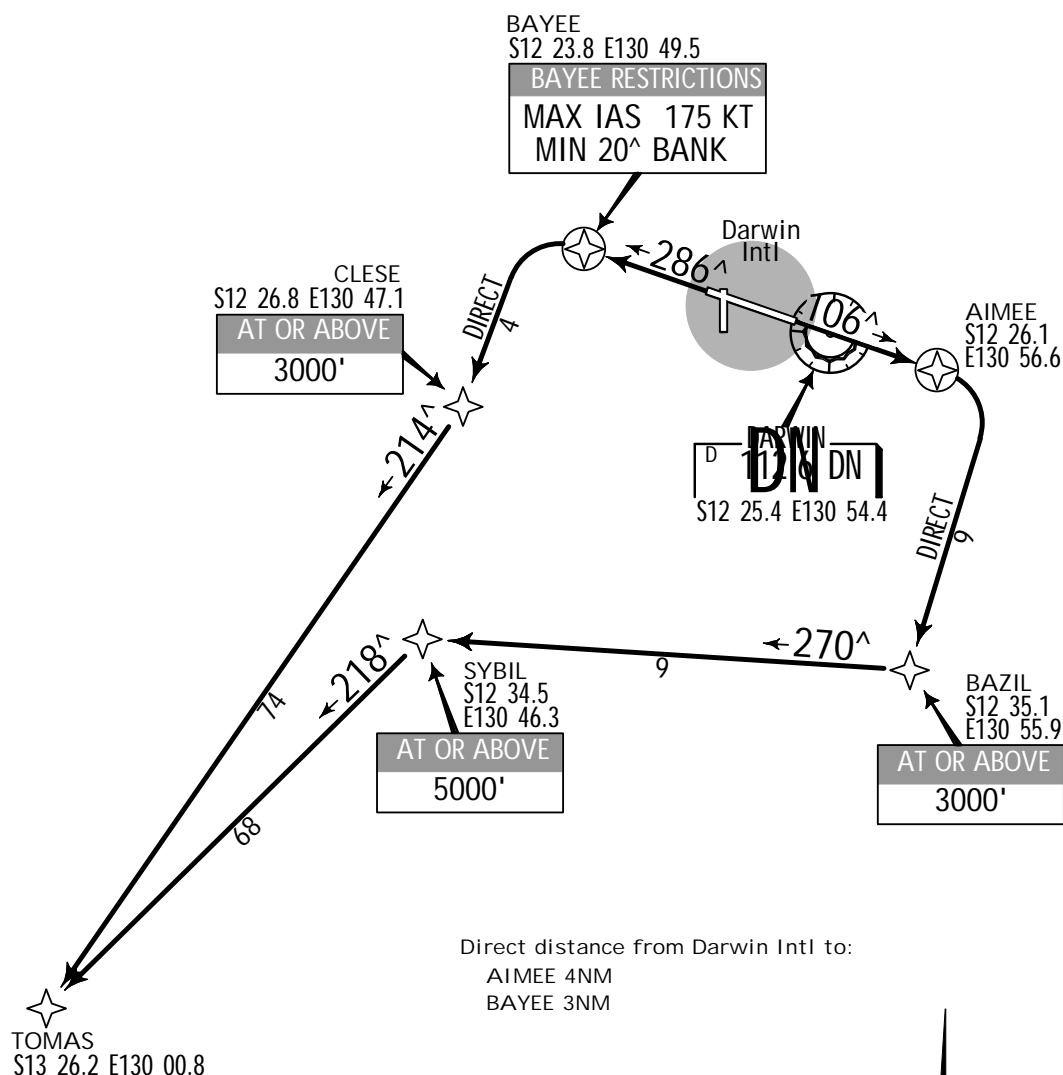
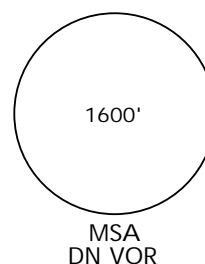
## TOMAS THREE DEPARTURE [TOMAS3]

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 (10-4) .Eff.29.May.

DARWIN, NT, AUSTRALIA  
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.

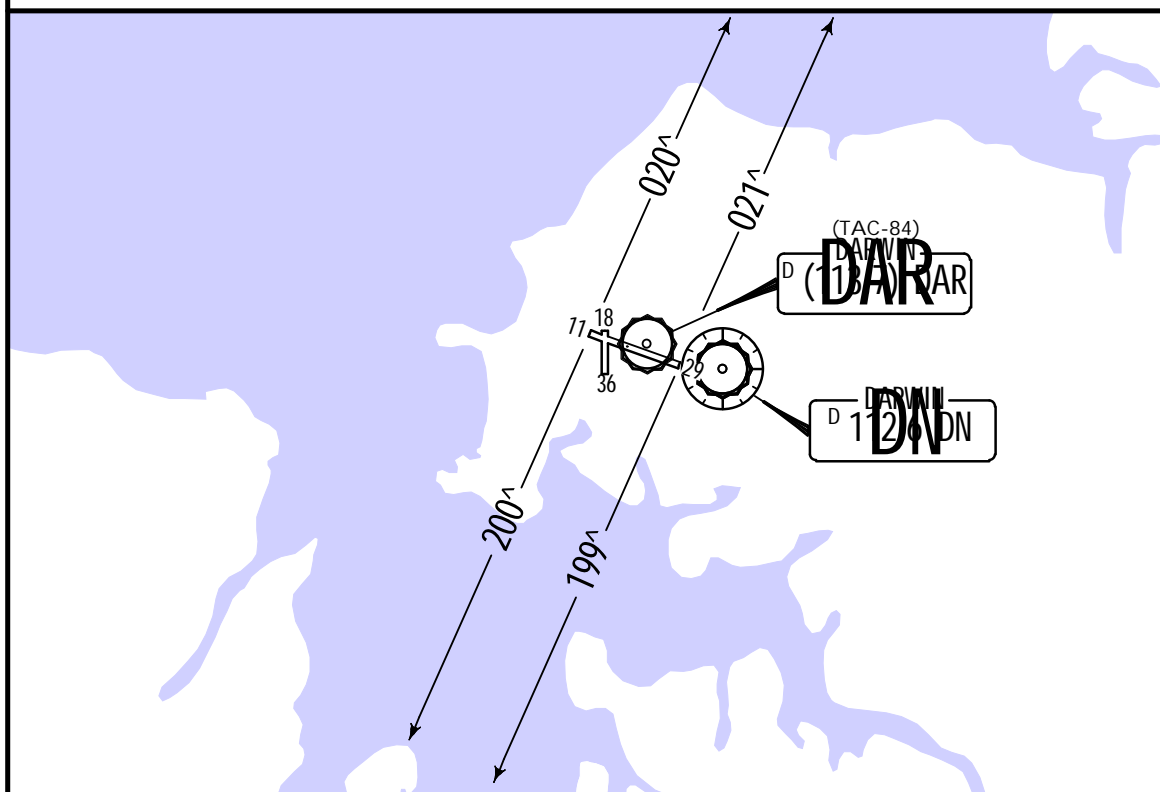
2.1.3 Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000' AMSL, proceed for further straight-in approach. If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

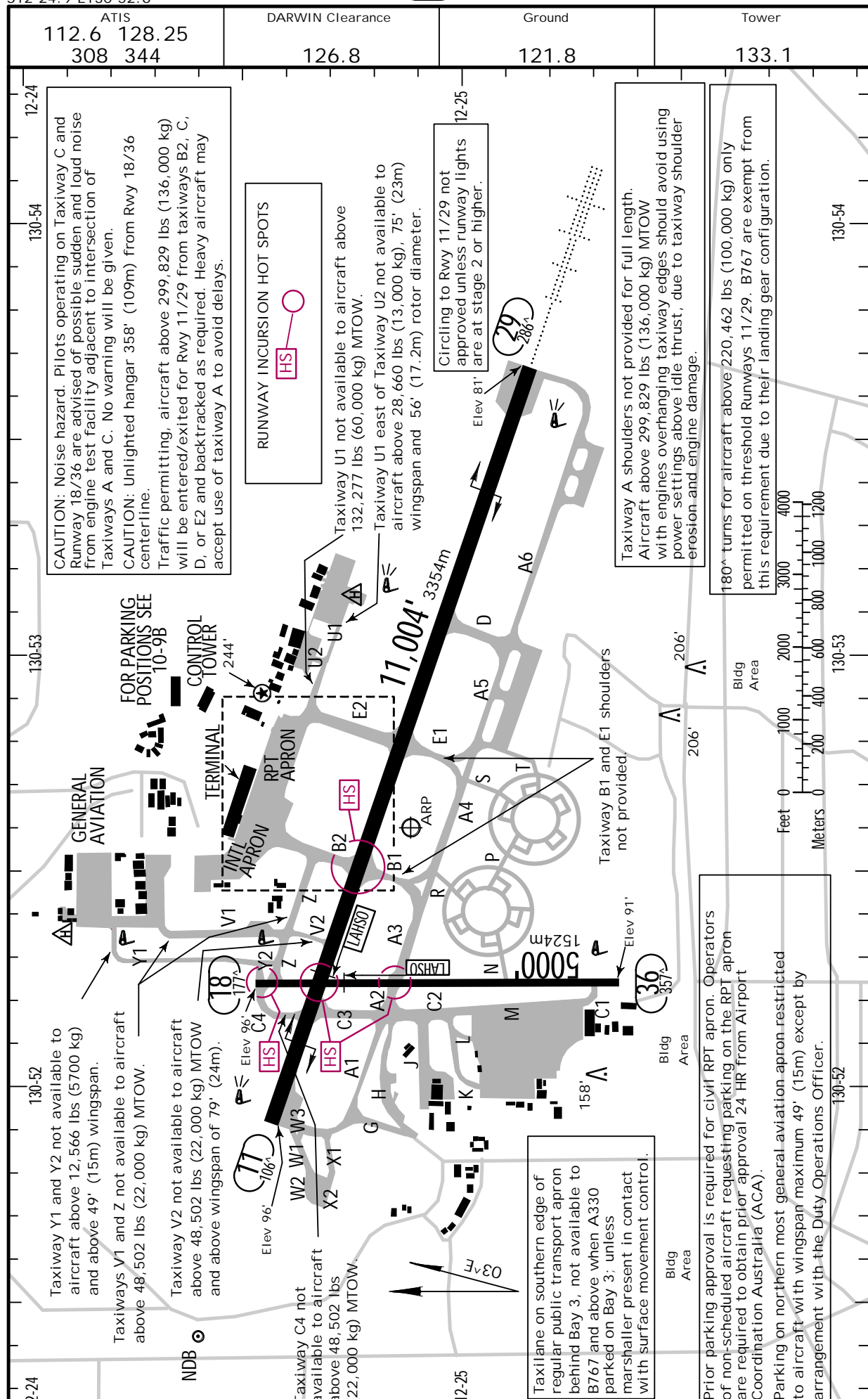
26 SEP 14

10-9


**JEPPESEN**

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

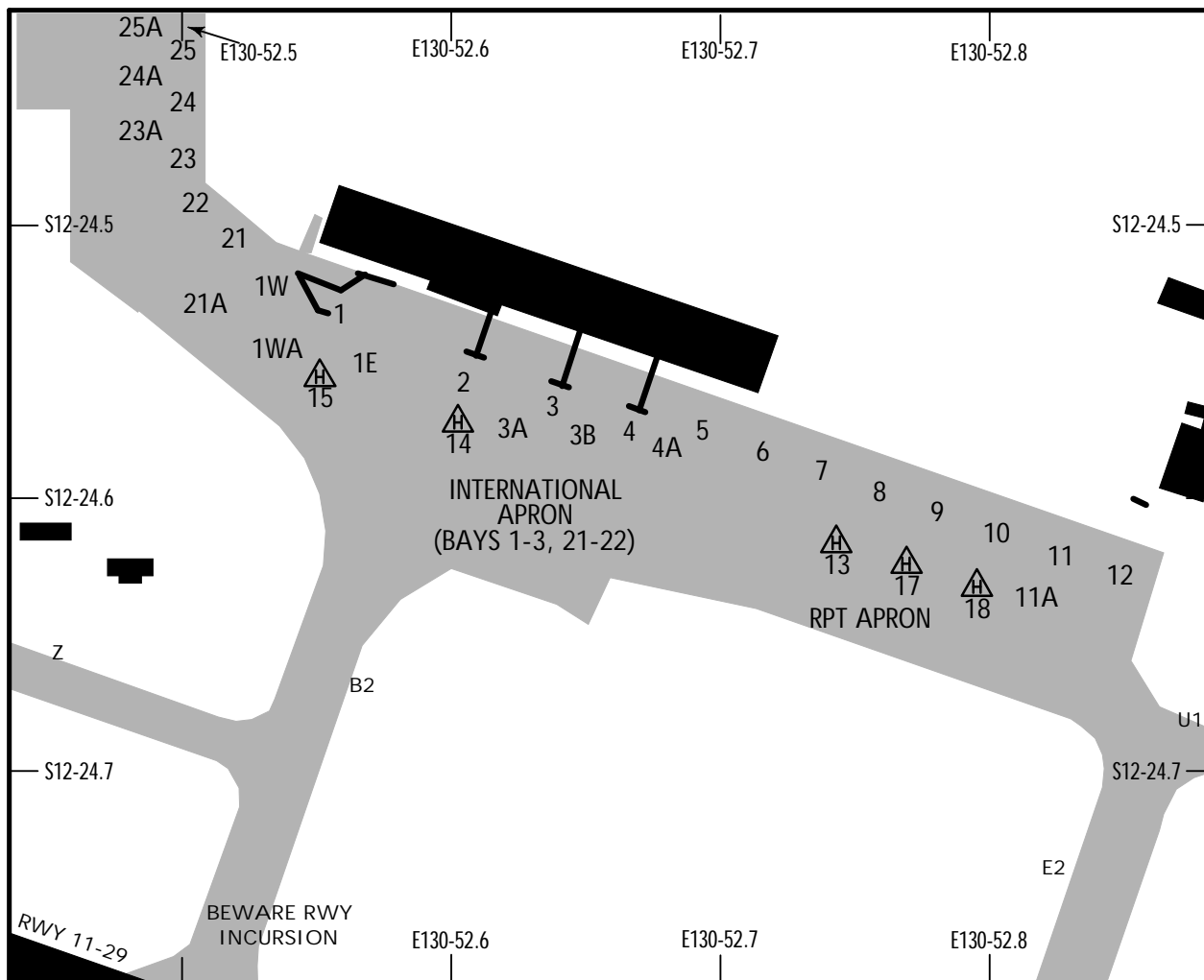
26 SEP 14

10-9B

JEPPESEN

DARWIN, NT, AUSTRALIA

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	
1WA	S12 24.5 E130 52.5	74'	DHC8	SAFEGATE DGS
2	S12 24.5 E130 52.6	73'	B747-400	
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	
4A	S12 24.5 E130 52.7	72'	SF34/E120	SAFEGATE DGS
5	S12 24.5 E130 52.7	72'	A321/B738	
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	
12	S12 24.6 E130 52.9	72'	A320/B738	SAFEGATE DGS
H13	S12 24.6 E130 52.8	72'	AS332/EC 225	
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	
21A	S12 24.5 E130 52.5	74'	SF34/E120	SAFEGATE DGS
22, 23	S12 24.5 E130 52.5	73'	A321/B738	
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	

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.

YPDN/DRW



17 AUG 12

10-9D

.Eff.23.Aug.

DARWIN, NT, AUSTRALIA

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.

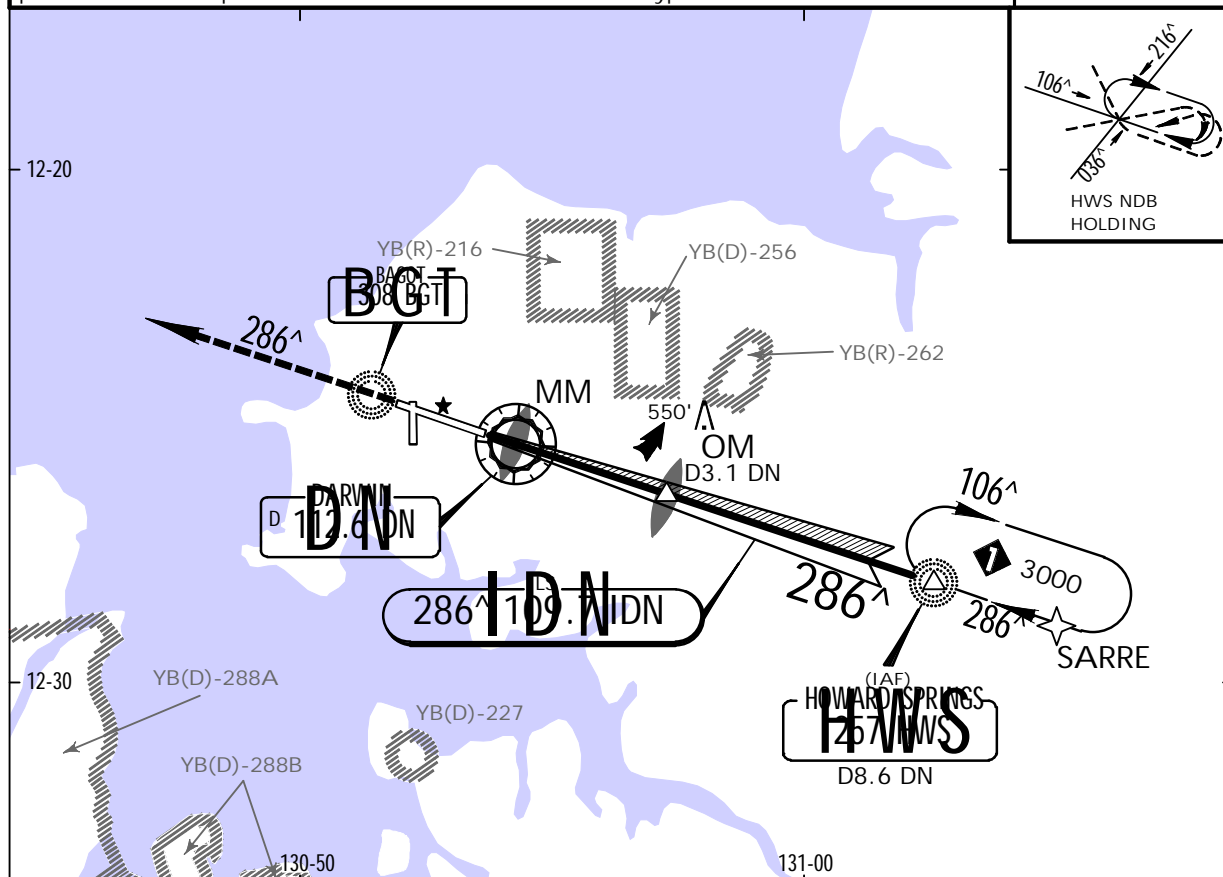
YPDN/DRW  
DARWIN INTL

JEPPESEN  
11 OCT 13 (11-1)

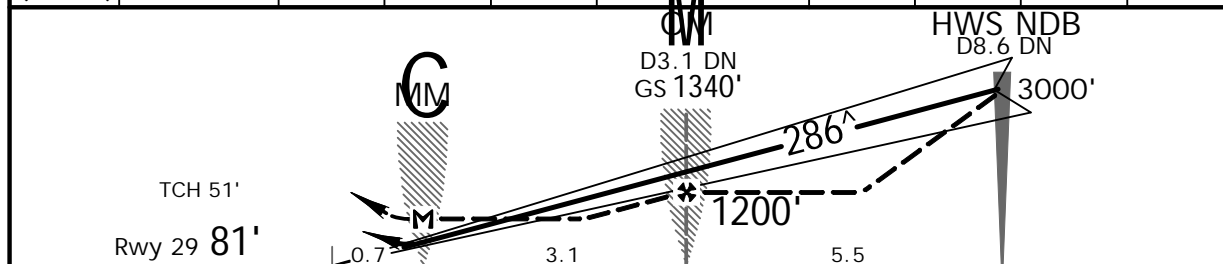
DARWIN, NT, AUSTRALIA  
ILS-Z or LOC-Z Rwy 29

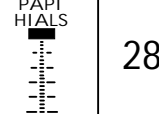
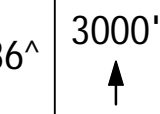
BRIEFING STRIP™

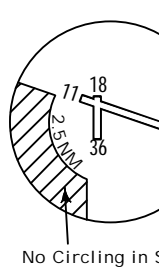
ATIS 112.6 128.25 308 344		DARWIN Approach (R) West East 134.1 125.2		*DARWIN Traffic (Approach Sequencing)  123.0		DARWIN Tower  133.1		Ground  121.8	
LOC IDN 109.7	Final Apch Crs 286^	GS OM 1340'	(1259')	ILS DA(H) 290'	(209')	Apt Elev 103' Rwy 29 81'		<div><div>1600'</div><div>MSA DN VOR</div></div>	
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		
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	HALS out		HALS 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	

IS OPS

YPDN/DRW

DARWIN INTL

11 OCT 13

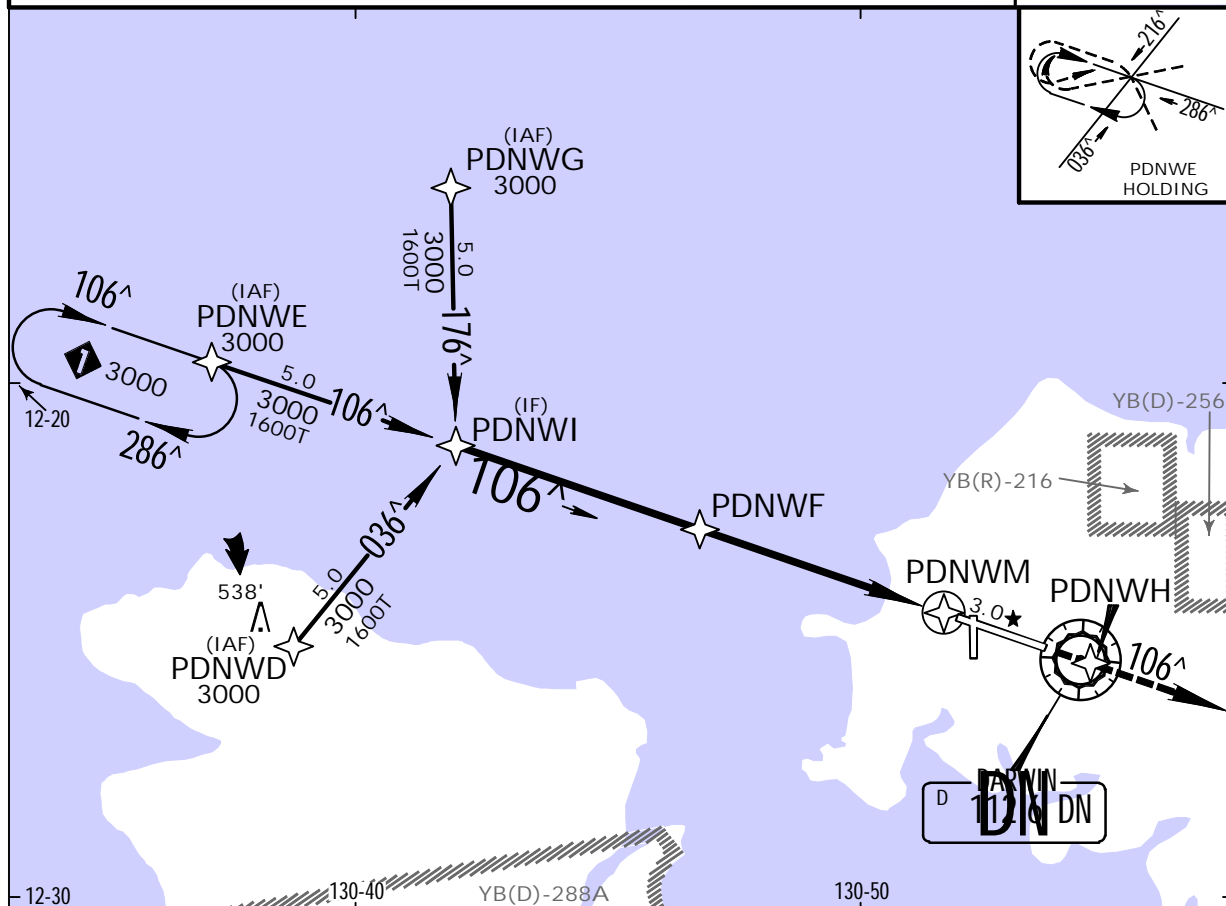
(12-1)

JEPPESSEN

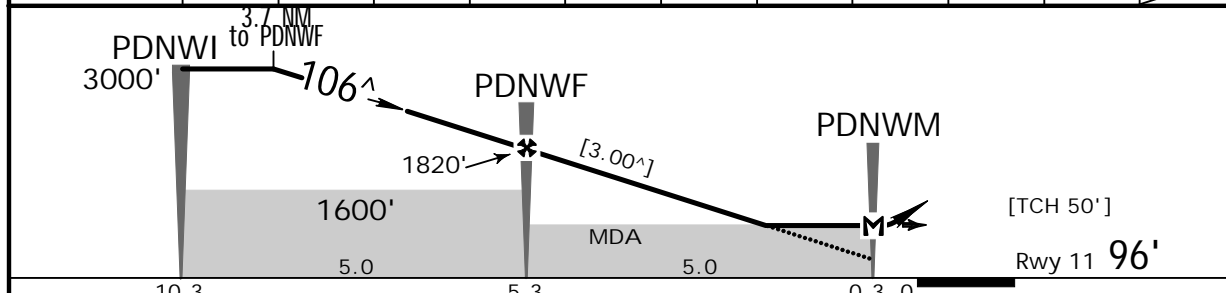
DARWIN, NT, AUSTRALIA  
RNAV-Z (GNSS) Rwy 11


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

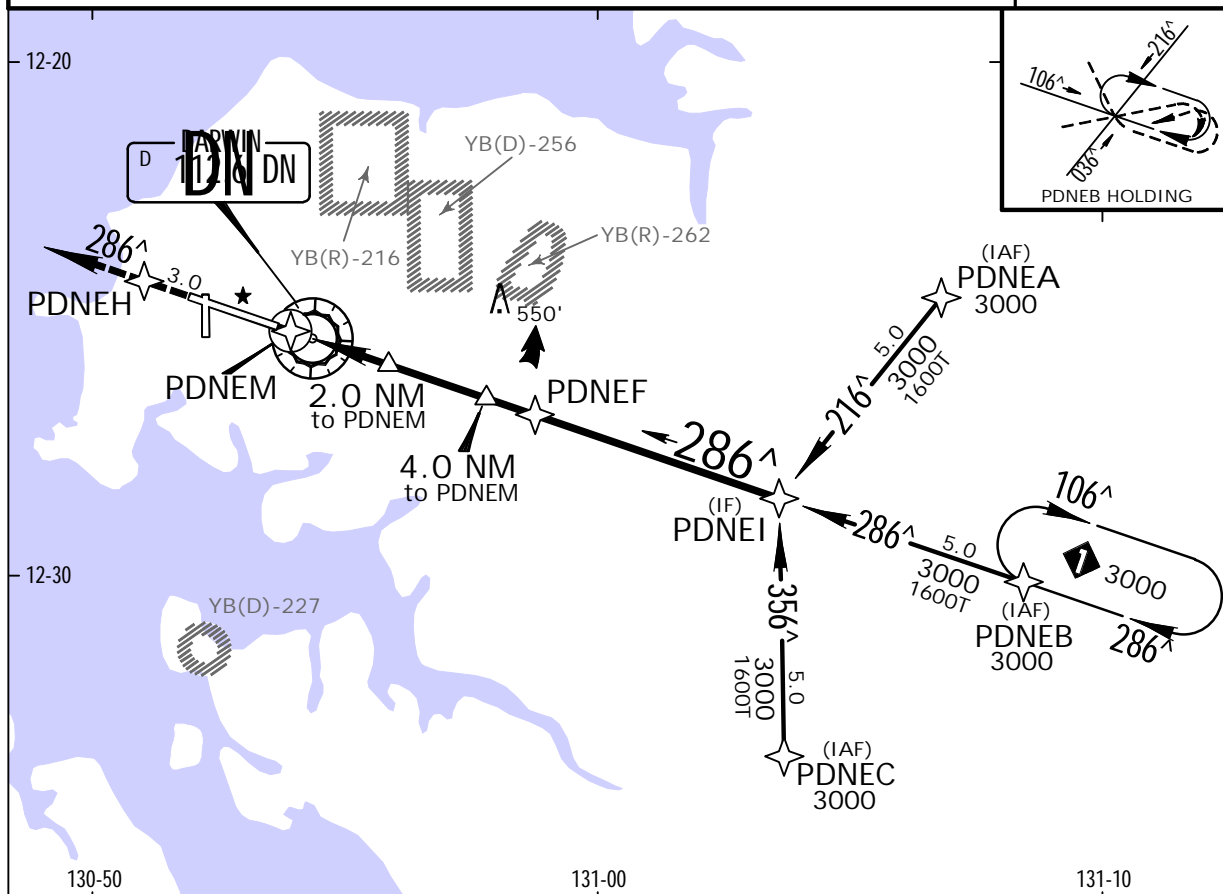
JEPPESSEN

11 OCT 13 (12-2)

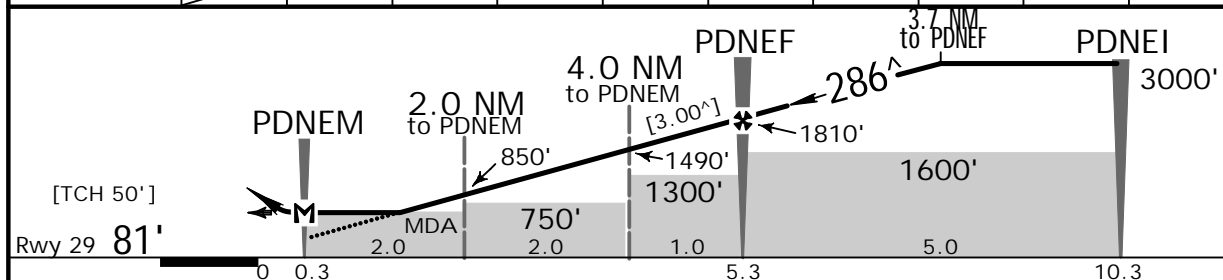
DARWIN, NT, AUSTRALIA  
RNAV-Z (GNSS) Rwy 29

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				700' (597')-2.4 km			
2.5 km				800' (697')-4.0 km			

IS OPS





YPDN/DRW

DARWIN INTL

11 OCT 13

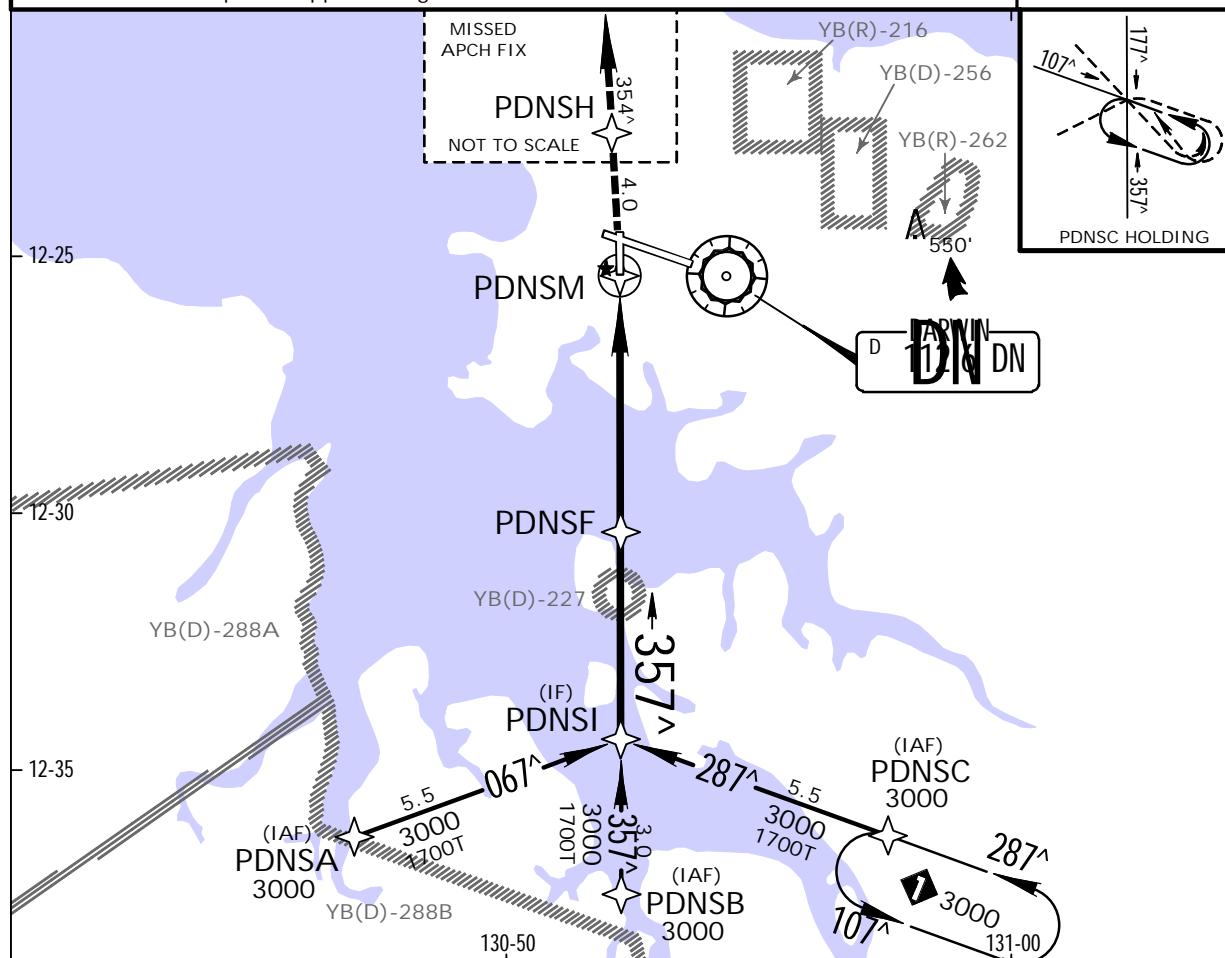
(12-3)

CAT A, B & C

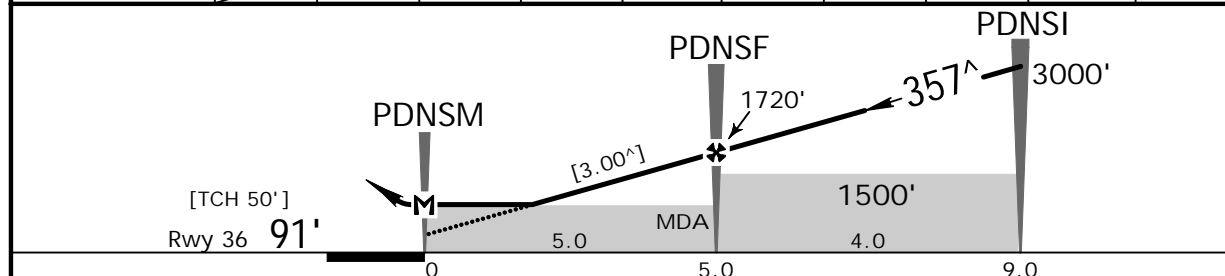
DARWIN, NT, AUSTRALIA  
RNAV-Z (GNSS) Rwy 36

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

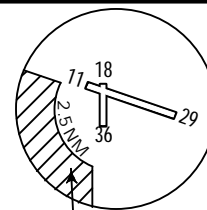


NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610'	770'	1090'	1400'	1720'	2040'	2350'	2670'	3000'



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle [3.00 <sup>^</sup> ]	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

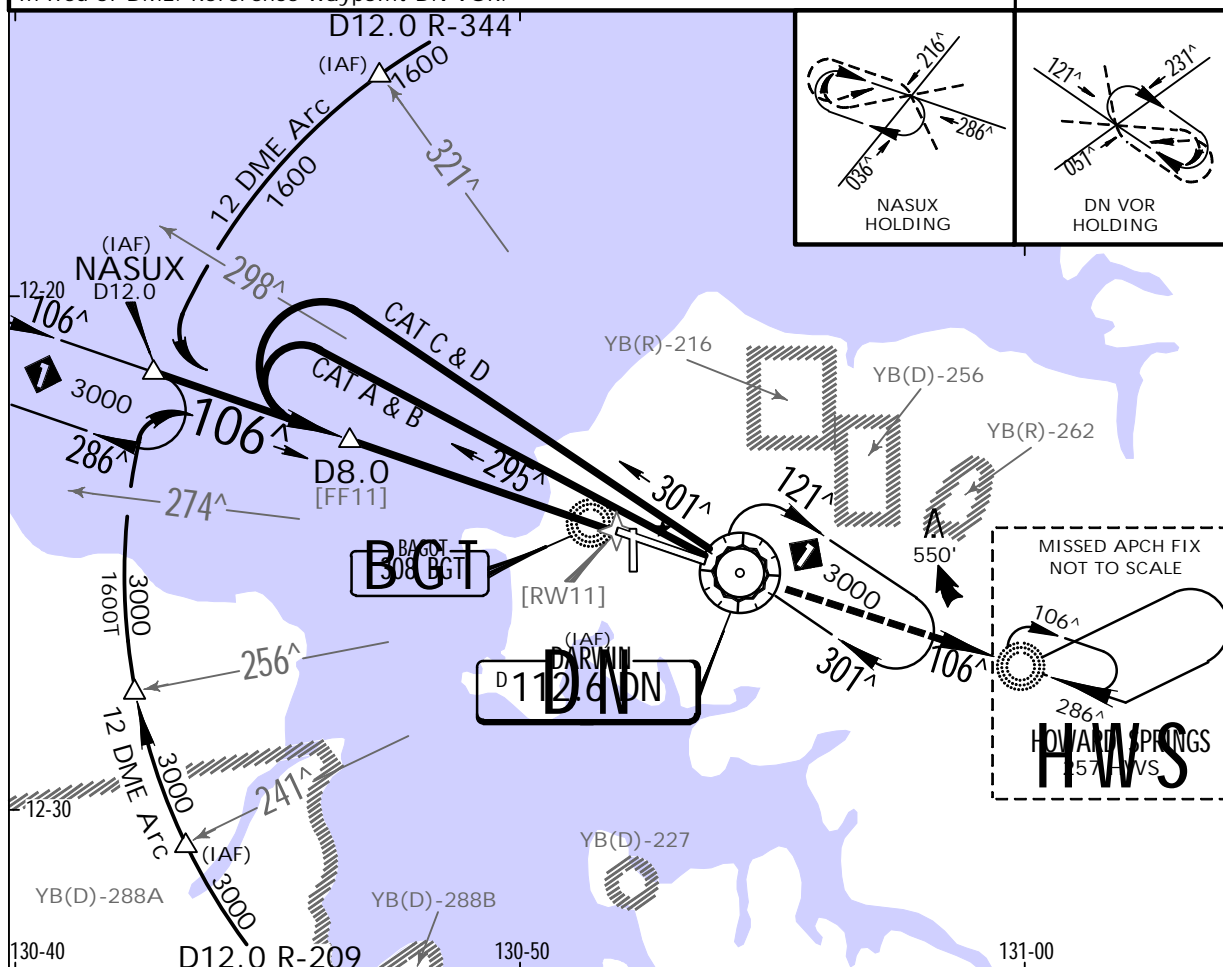
18 JUL 14

(13-1)

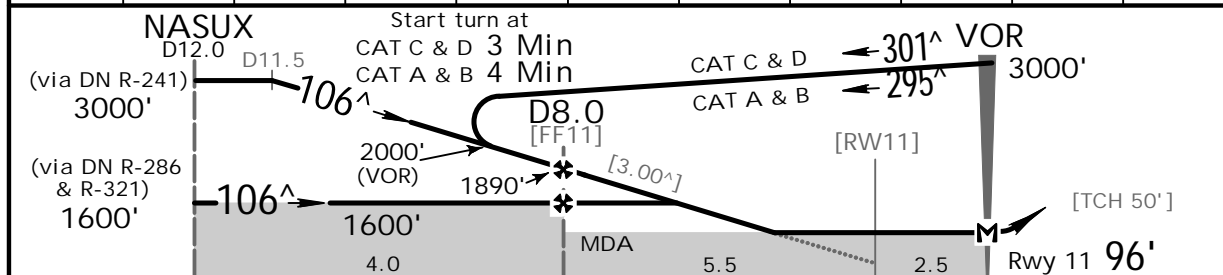
DARWIN, NT, AUSTRALIA  
VOR Rwy 11

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	2.2 km		No Circling in Sector	
B				
C				



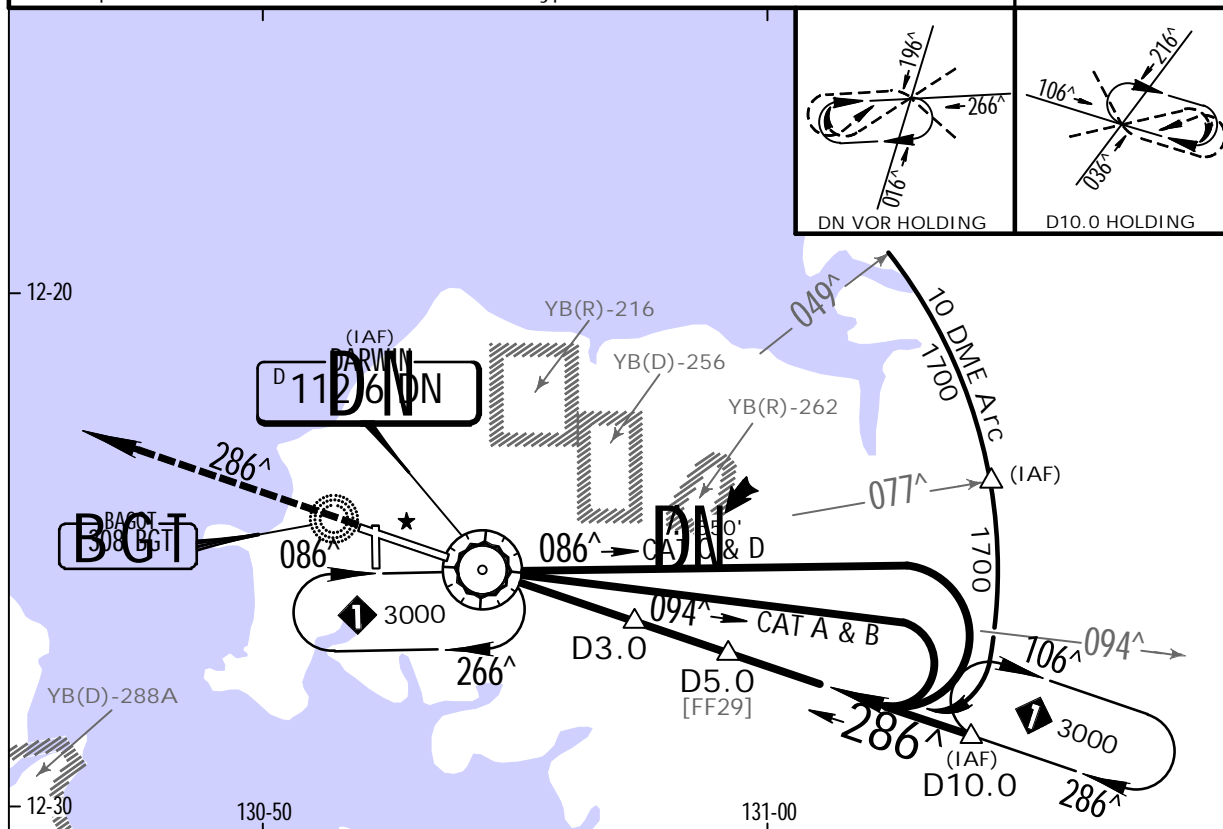
YPDN/DRW  
DARWIN INTL

JEPPESSEN  
18 JUL 14 (13-2)

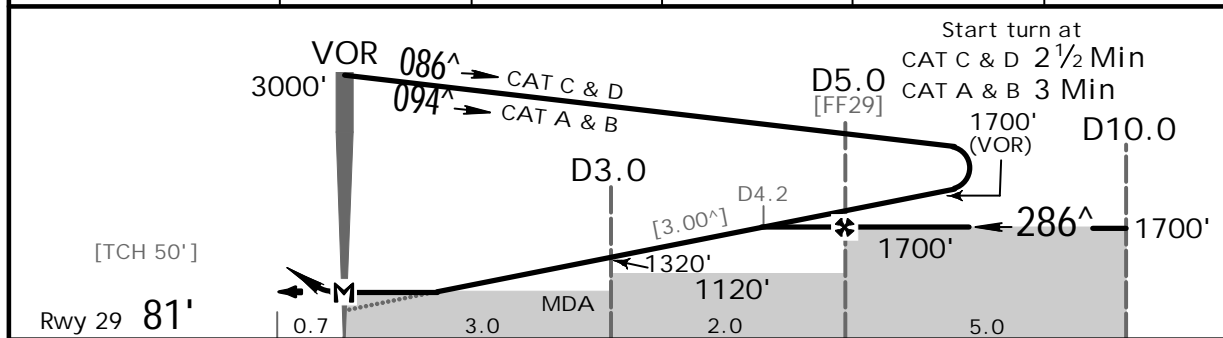
DARWIN, NT, AUSTRALIA  
VOR Rwy 29

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 1600'

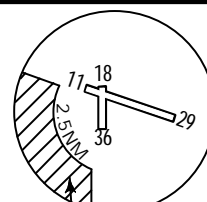


DN DME	0.6	1.0	2.0	3.0	3.6
ALTITUDE	560'	680'	1000'	1320'	1500'



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	2.7 km	180	
C			



No Circling in Sector Southwest of Rwy 29

YPDN/DRW  
DARWIN INTL

JEPPESSEN  
18 JUL 14 (16-1)

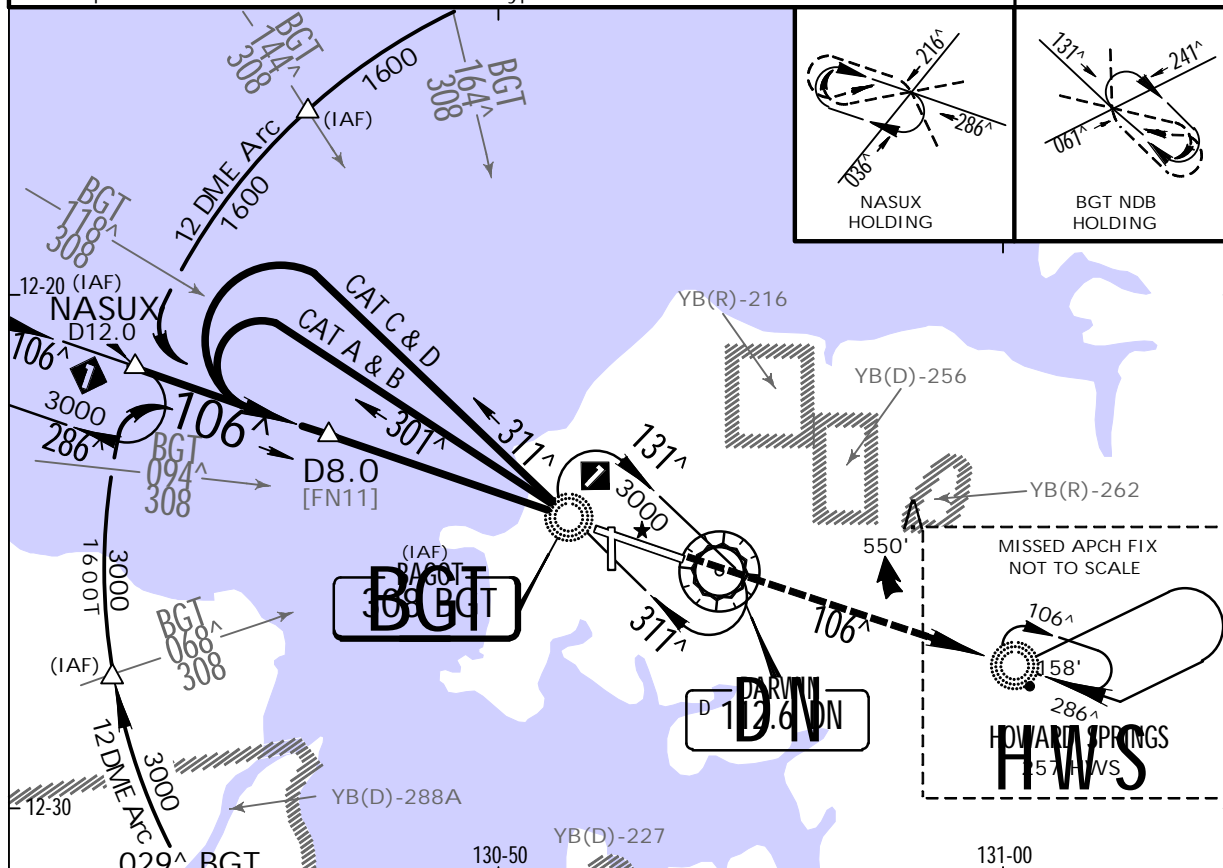
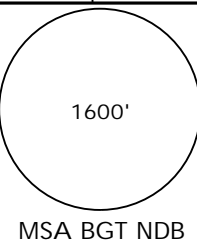
DARWIN, NT, AUSTRALIA  
NDB Rwy 11

BRIEFING STRIP™

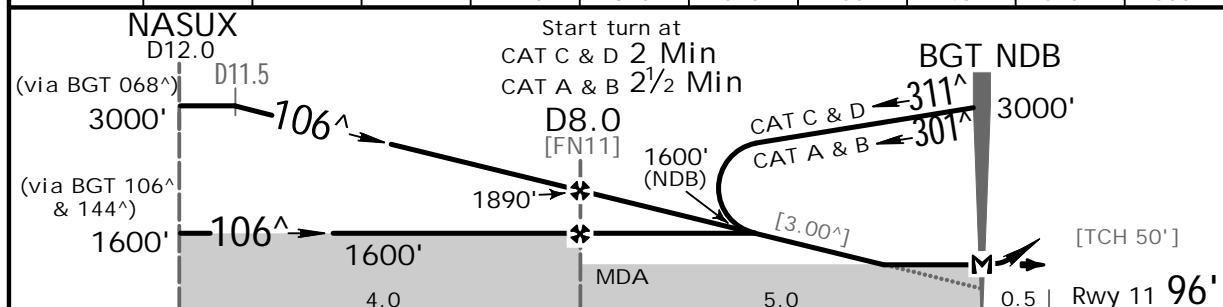
ATIS 112.6 128.25 308 344	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
NDB BGT 308	Final Apch Crs 106°	Minimum Alt D8.0 Refer to Profile	MDA(H) 500' (404')	Apt Elev 103' Rwy 11 96'

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.

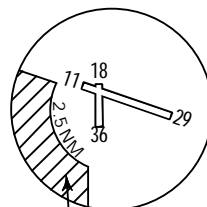


DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.6
ALTITUDE	3000'	2850'	2530'	2210'	1890'	1570'	1260'	940'	620'	500'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	106°	3000'
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 18/36

YPDN/DRW

DARWIN INTL

JEPPESSEN

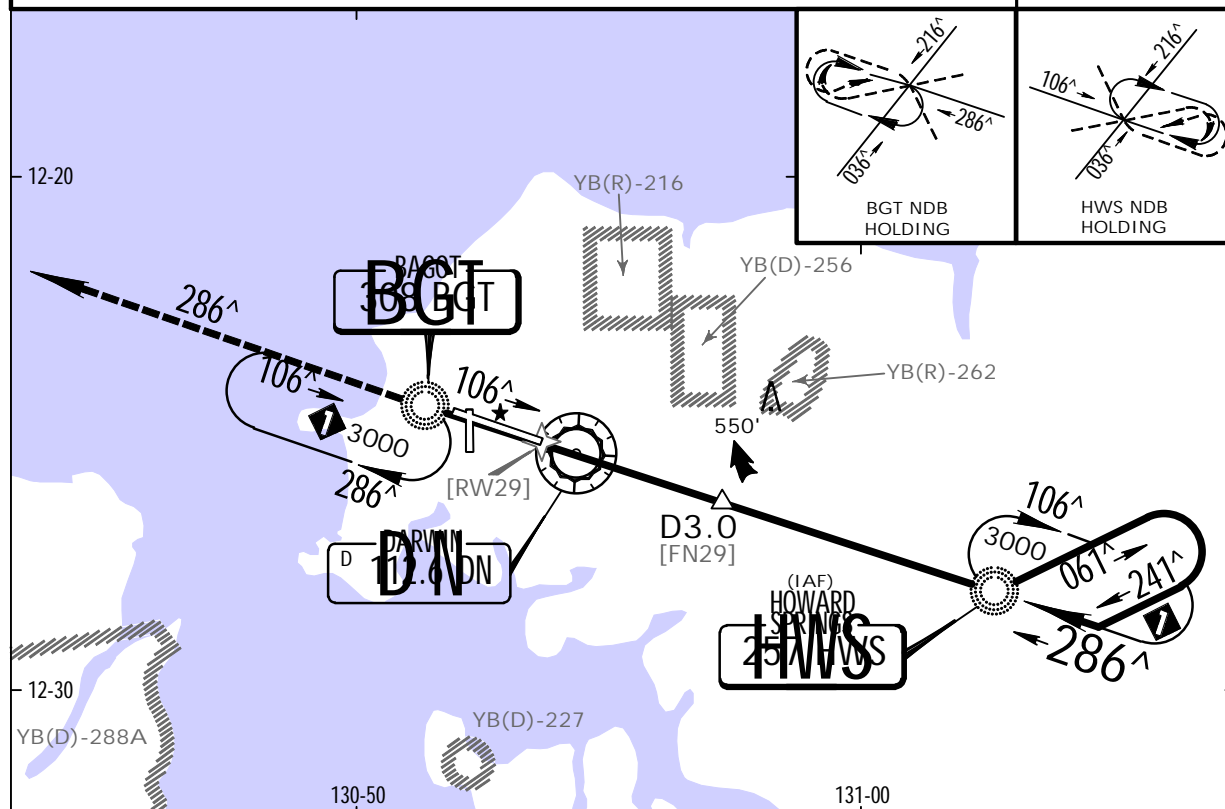
18 JUL 14

(16-2)

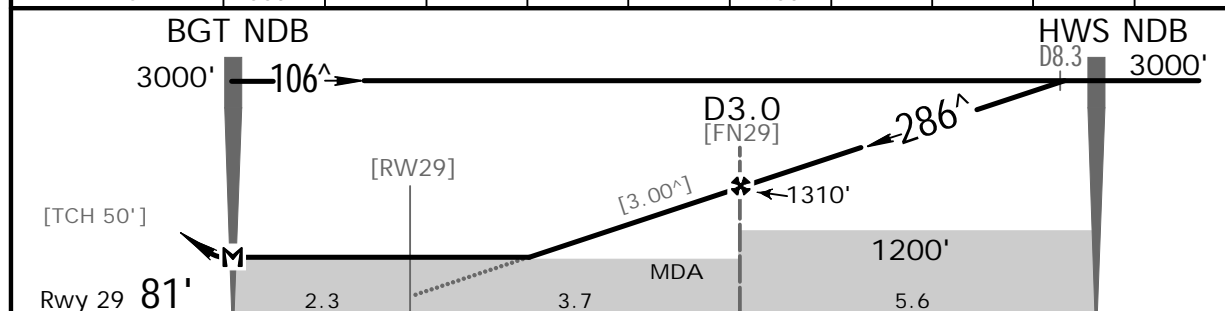
DARWIN, NT, AUSTRALIA  
NDB Rwy 29


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><div>1600'</div><div>MSA BGT NDB</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 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.							

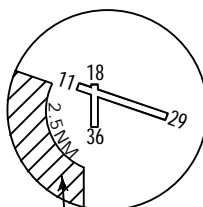


DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560'	680'	1000'	1310'	1630'	1950'	2270'	2590'	2900'	3000'



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 RWY29		CIRCLE-TO-LAND	
TWIN NDB DME MDA(H) 560' (479')	TWIN NDB 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	1000' (897') - 5.0 km
C	2.7 km		
D	5.0 km		



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

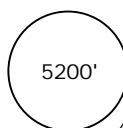
JEPPESEN

16 MAR 12 (10-2)

~~DME or GNSS ARRIVAL~~  
**ALICE SPRINGS, NT, AUST**

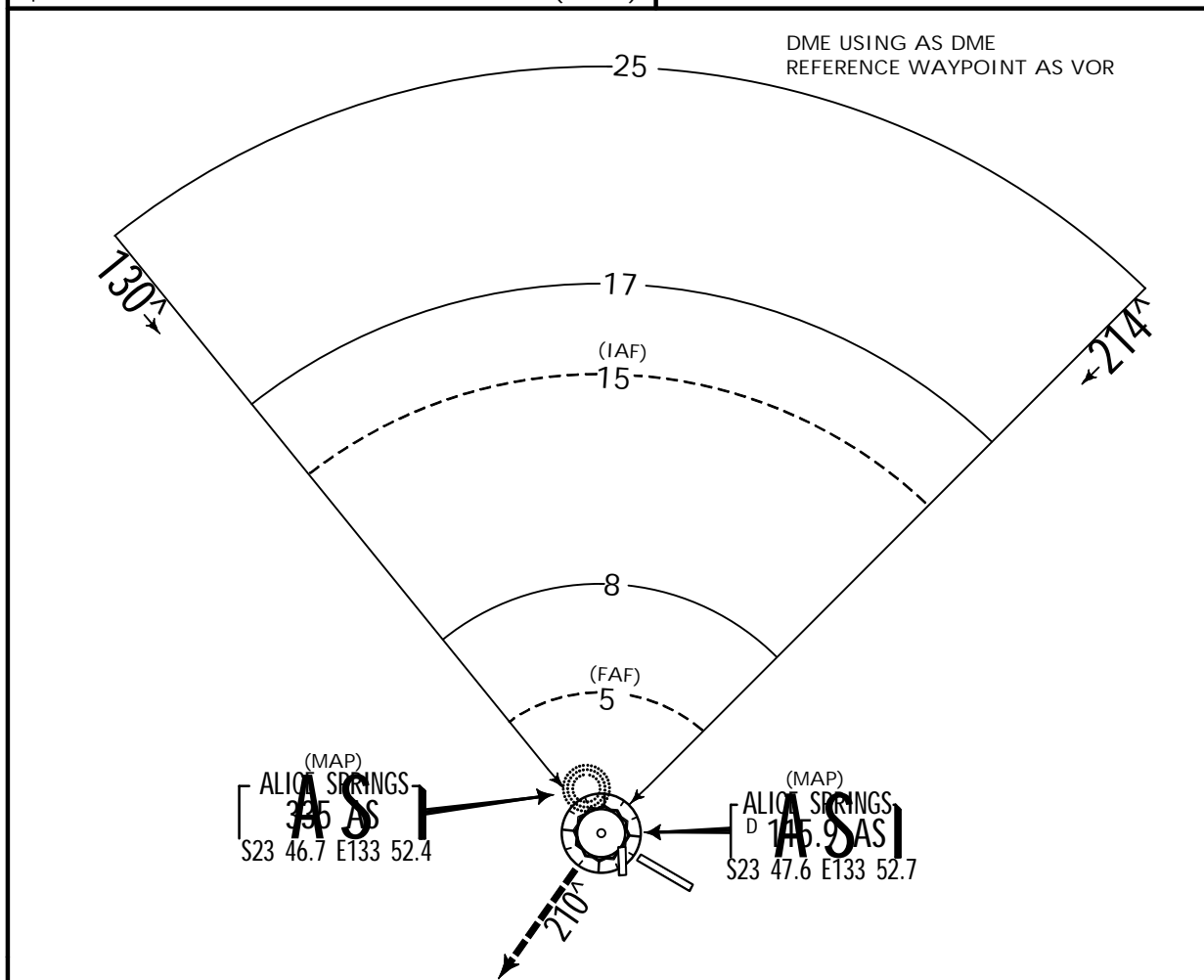
ALICE SPRINGS  
**SECTOR A**  
VOR 115.9  
NDB 355 AS  
Apt. Elev 1789'

\*ATIS 115.9 123.0 335  
AWIS 134.05 When ATIS inop.  
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)  
\*ALICE Tower 118.3  
CTAF (AFRU) 118.3 when Twr inop.  
Alt Set: hPa Trans level: FL 110  
Apt Elev: 64 hPa Trans alt: 10000' (8211')

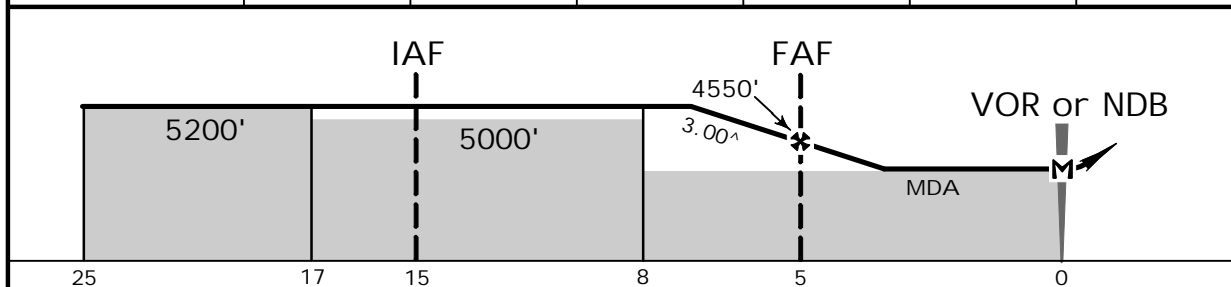


MSA  
AS VOR or NDB  
Within 25 NM  
4200' Within 10 NM

NOT TO SCALE



NM to VOR	7.1	6.0	5.0	4.0	3.0	2.7
ALTITUDE	5200'	4860'	4550'	4230'	3910'	3800'



Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 3700' (1911')		MDA(H) 3800' (2011')	
A	2.4 km	2.4 km	No Circling North of Rwy 12-30 beyond 3 NM 
B	4.0 km	4.0 km	
C	4.0 km	4.0 km	
D	5.0 km	5.0 km	

MS OPS 4

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

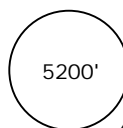
**JEPPESEN**

16 MAR 12 10-2A

DME or GNSS ARRIVAL  
**ALICE SPRINGS, NT, AUST**

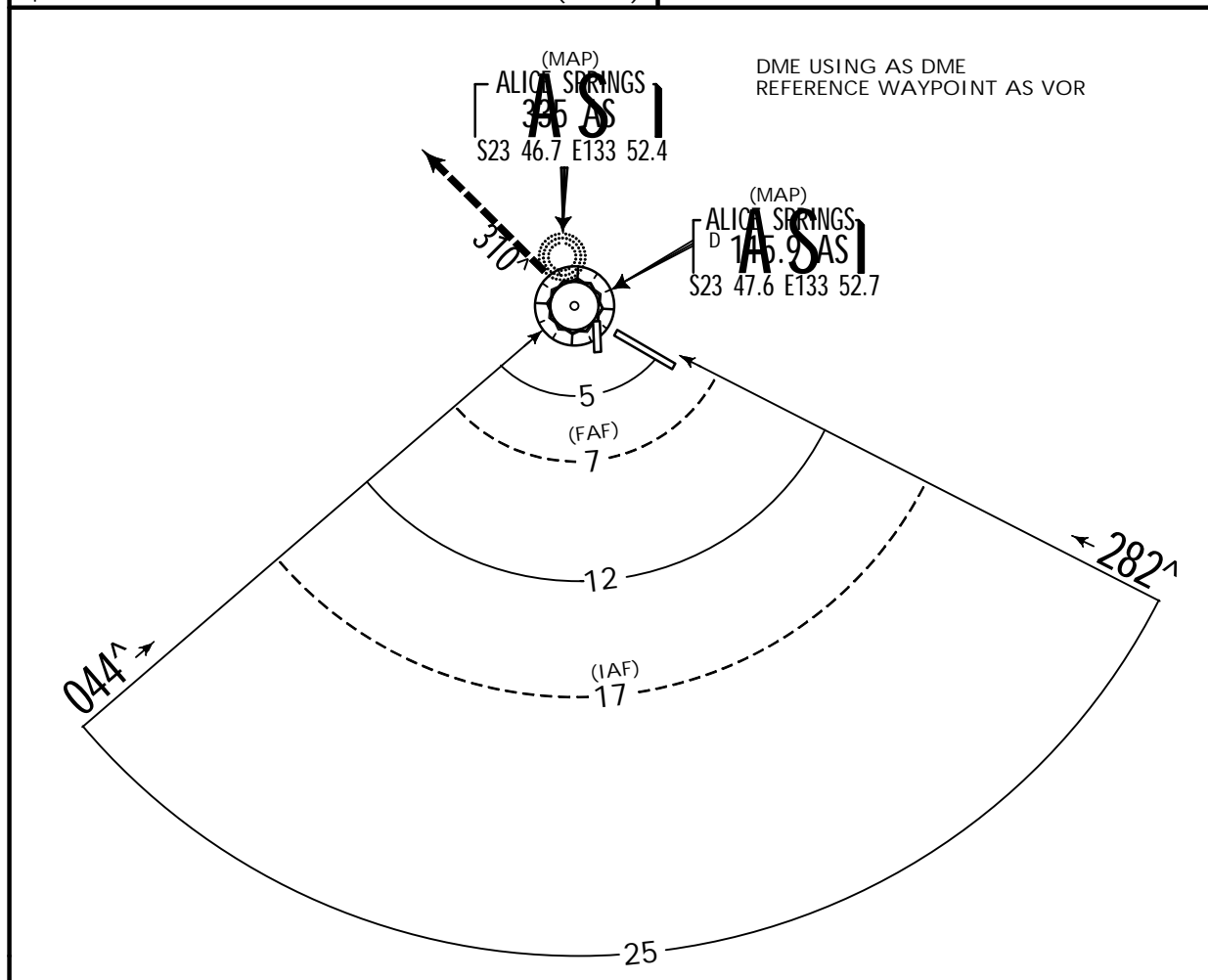
ALICE SPRINGS  
**SECTOR B**  
VOR 115.9 AS  
NDB 355 AS  
Elev 1789'

\*ATIS 115.9 123.0 335  
AWIS 134.05 When ATIS inop.  
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)  
\*ALICE Tower 118.3  
CTAF (AFRU) 118.3 when Twr inop.  
Alt Set: hPa Trans level: FL 110  
Apt Elev: 64 hPa Trans alt: 10000' (8211')

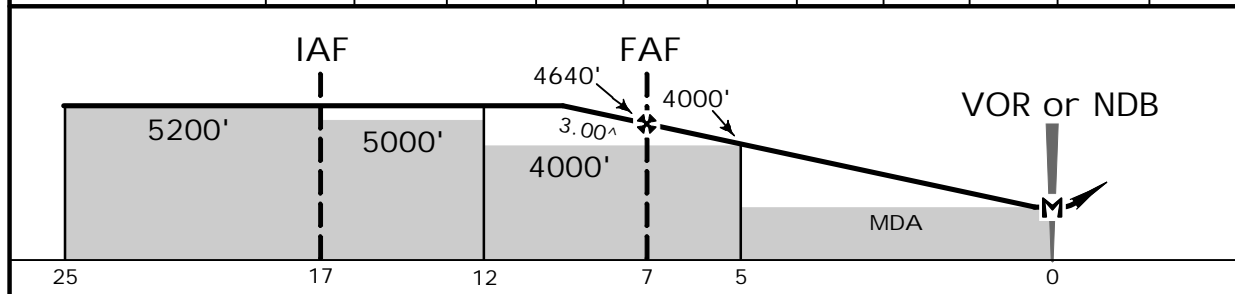


MSA  
AS VOR or NDB  
Within 25 NM  
4200' Within 10 NM Apt. Elev 1789'

NOT TO SCALE



NM to VOR	8.8	8.0	7.0	6.0	5.0	4.0	3.1	2.8	2.0	1.0	0.3
ALTITUDE	5200'	4960'	4640'	4320'	4000'	3680'	3400'	3300'	3040'	2730'	2500'



MISSED APPROACH: Track 310° AS VOR or NDB, climb to 5200'.

Actual Aero QNH		CIRCLE-TO-LAND		Forecast Terminal QNH		No Circling North of Rwy 12-30 beyond 3 NM 
A, B: 2400' (611')				A, B: 2500' (711')		
MDA(H)	C: 3200' (1411')			MDA(H)	C: 3300' (1511')	
D: 3300' (1511')				D: 3400' (1611')		
A	2.4 km			2.4 km		
B	2.4 km			2.4 km		
C	4.0 km			4.0 km		
D	5.0 km			5.0 km		

MS OPS 4

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

JEPPESEN

16 MAR 12 (10-2B)

DME or GNSS ARRIVAL  
ALICE SPRINGS, NT, AUST

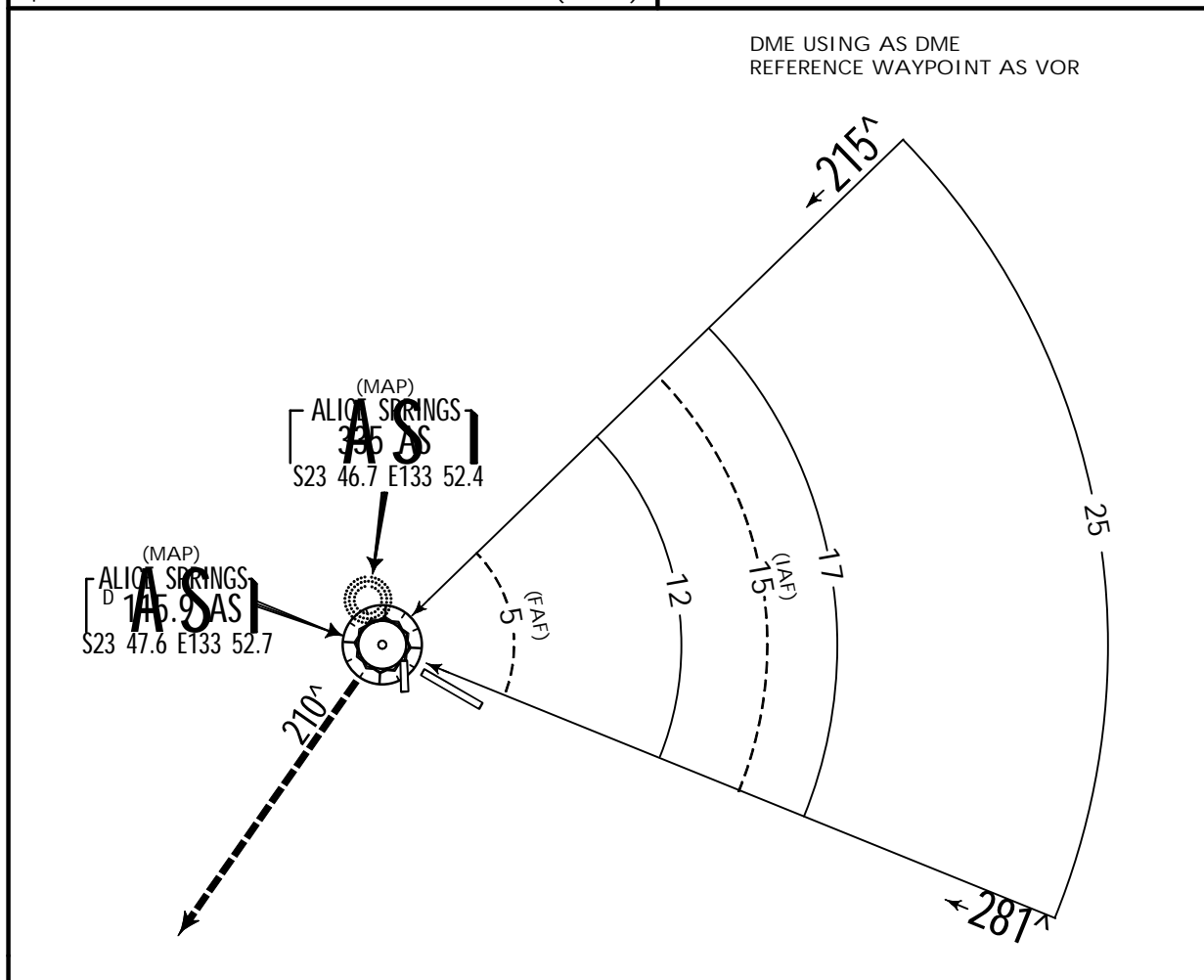
ALICE SPRINGS  
SECTOR C  
VOR 115.9 AS  
NDB 355 AS  
Elev 1789'

\*ATIS 115.9 123.0 335  
AWIS 134.05 When ATIS inop.  
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)  
\*ALICE Tower 118.3  
CTAF (AFRU) 118.3 when Twr inop.  
Alt Set: hPa Trans level: FL 110  
Apt Elev: 64 hPa Trans alt: 10000' (8211')

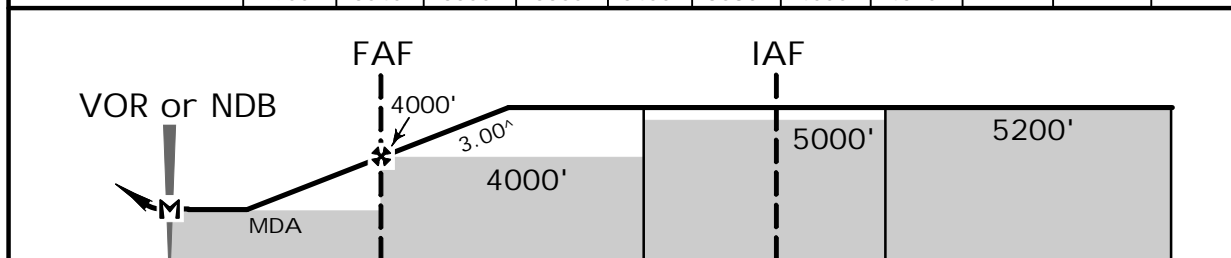


MSA  
AS VOR or NDB  
Within 25 NM  
4200' Within 10 NM Apt. Elev 1789'


NOT TO SCALE



NM to VOR	1.5	2.0	2.8	3.0	3.1	4.0	5.0	6.0	7.0	8.0	8.8
ALTITUDE	2900'	3040'	3300'	3360'	3400'	3680'	4000'	4320'	4640'	4960'	5200'



MISSED APPROACH: Track 210° AS VOR or NDB, climb to 5200'.

		Actual Aero QNH	CIRCLE-TO-LAND	Forecast Terminal QNH	No Circling North of Rwy 12-30 beyond 3 NM 
		A, B: 2800' (1011')		A, B: 2900' (1111')	
MDA(H)		C: 3200' (1411')		C: 3300' (1511')	
		D: 3300' (1511')		D: 3400' (1611')	
A					
B		2.4 km		2.4 km	
C		4.0 km		4.0 km	
D		5.0 km		5.0 km	

MS OPS 4

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





24 MAY 13  
Eff. 30 May

10-3

# Alice Springs, NT, Australia

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

RUNWAY 12/30 WEST

ANGAS ONE [ANGAS1],  
ARNTU ONE [ARNTU1],  
LEESA ONE [LEESA1]  
DEPARTURES

Minimum required climb gradient 3.3%.

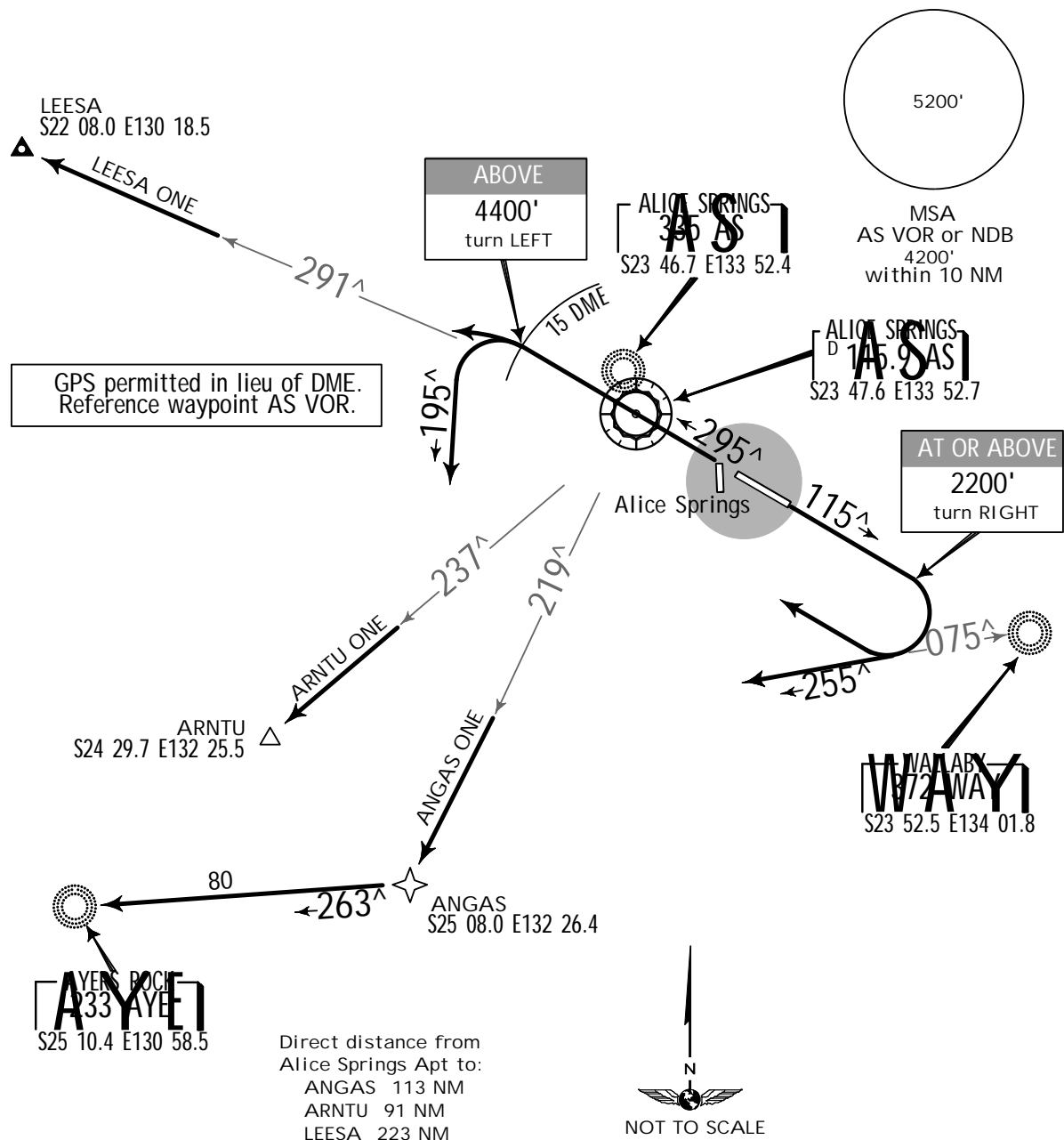
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

RWY 12: Track 115°. At or above 2200' turn RIGHT:

For ANGAS and ARNTU:  
Intercept and track 255° bearing from WAY Lctr. Intercept flight plan route.  
For LEESA:  
Intercept flight plan route.

RWY 30: Track 295°. At AS 15 DME and above 4400' turn LEFT:

For ANGAS and ARNTU:  
Track 195°. Intercept flight plan route.  
For LEESA:  
Intercept flight plan route.





24 MAY 13  
Eff. 30 May

10-3A

# Alice Springs, NT, Australia

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

DESET ONE [DESET1],  
ELLOW ONE [ELLOW1],  
IDANU ONE [IDANU1],  
KALUG ONE [KALUG1]  
DEPARTURES

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 12: Track 115°. At or above 2200':

For DESET, IDANU, KALUG:

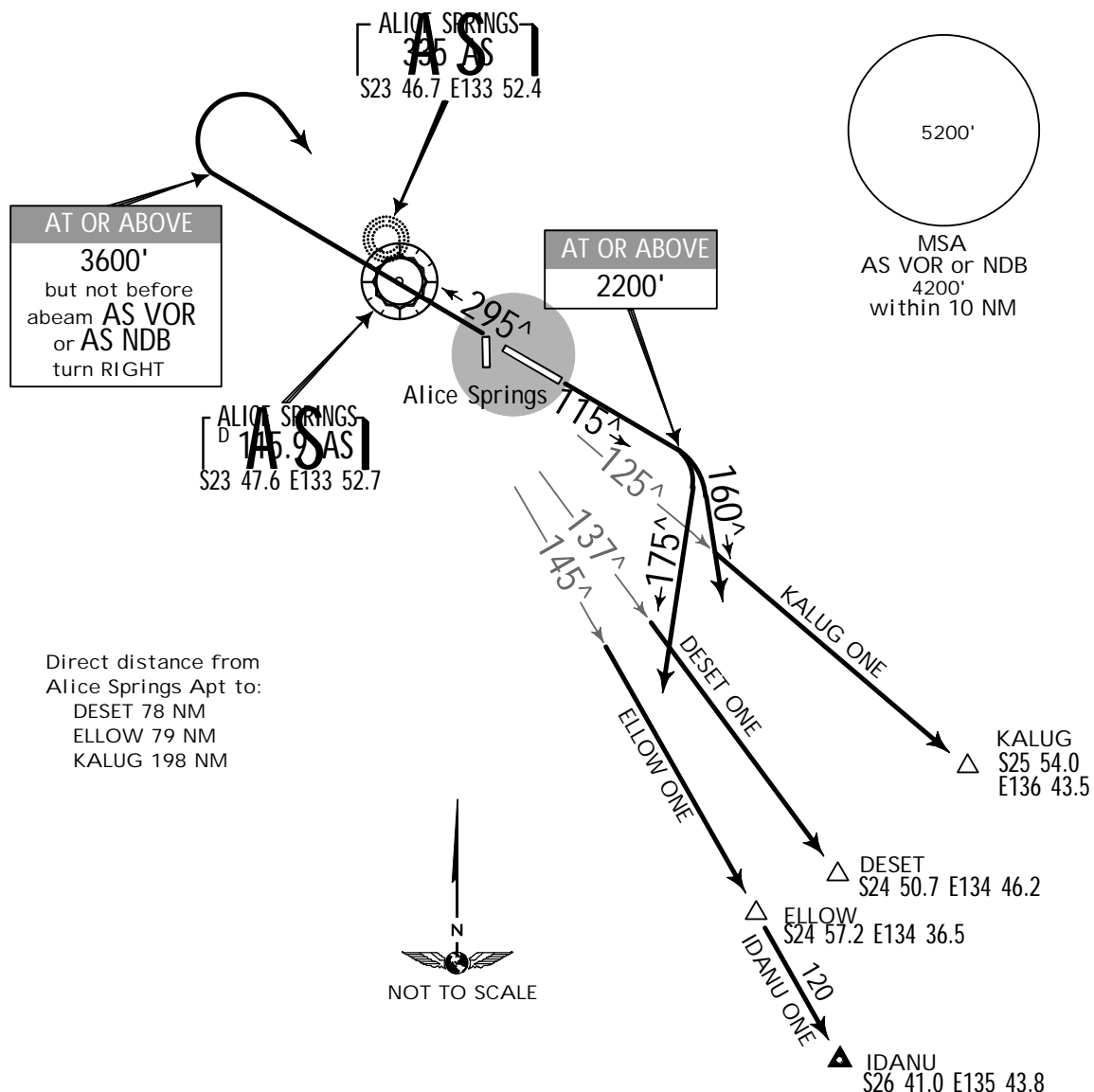
Turn RIGHT, track 160°, intercept cleared route.

For ELLOW: Turn RIGHT, track 175°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.

For DESET, ELLOW, IDANU, KALUG:

Track direct to AS VOR or AS NDB. Overhead AS VOR or AS NDB, intercept cleared route.







24 MAY 13  
Eff. 30 May

10-3B

# Alice Springs, NT, Australia

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

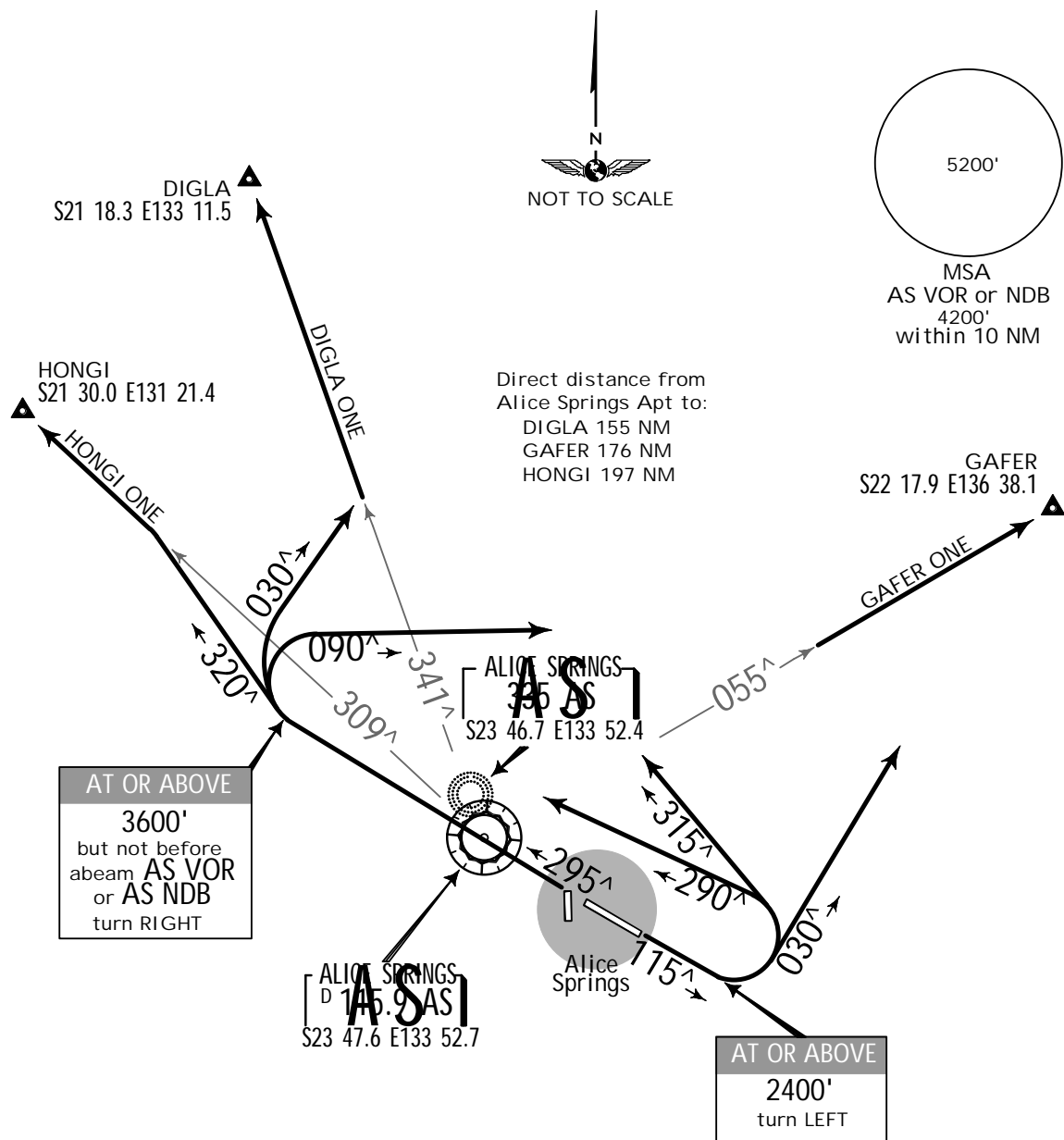
## DIGLA ONE [DIGLA1], GAFER ONE [GAFER1], HONGI ONE [HONGI1] DEPARTURES

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 12: Track 115°. At or above 2400' turn LEFT.  
For DIGLA: Track 315°, intercept cleared route.  
For GAFER: Track 030°, intercept cleared route.  
For HONGI: Track 290°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.  
For DIGLA: Track 030°, intercept cleared route.  
For GAFER: Track 090°, intercept cleared route.  
For HONGI: Track 320°, intercept cleared route.





24 MAY 13  
Eff. 30 May.

10-3C

# Alice Springs, NT, AUSTRALIA

YBAS ALICE SPRINGS

TRANS LEVEL: FL 110  
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

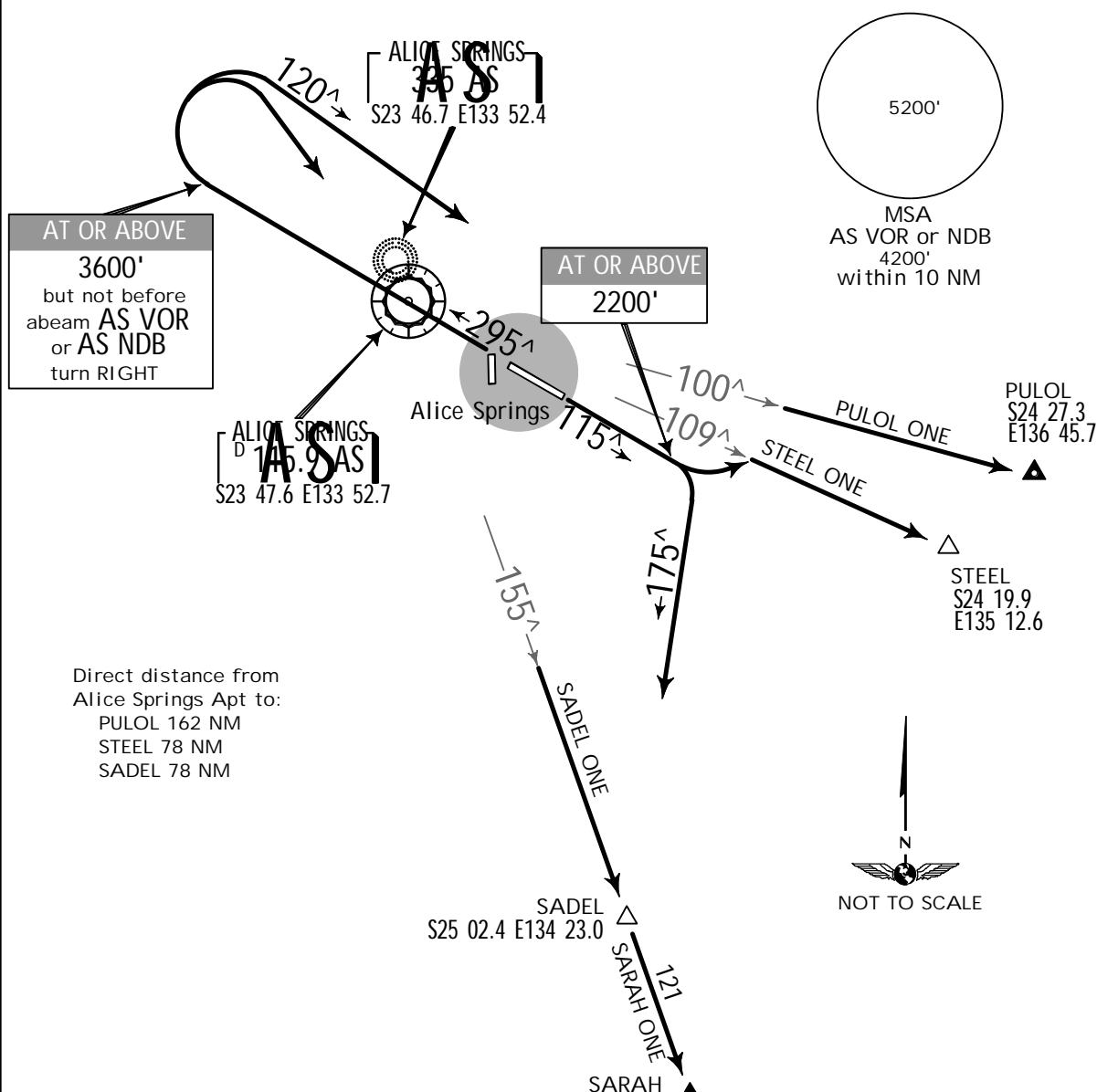
## PULOL ONE [PULOL1], SADEL ONE [SADEL1], SARAH ONE [SARAH1], STEEL ONE [STEEL1] DEPARTURES

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 12: Track 115°. At or above 2200':  
For PULOL and STEEL:  
Turn LEFT, intercept cleared route.  
For SADEL and SARAH:  
Turn RIGHT, track 175°, intercept cleared route.

RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.  
For PULOL and STEEL:  
Track 120°, intercept cleared route.  
For SADEL and SARAH:  
Track direct to AS VOR or AS NDB. Overhead AS VOR or AS NDB, intercept cleared route.





24 MAY 13  
Eff. 30 May

10-3D

ALICE SPRINGS, NT, AUSTRALIA

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TRANS LEVEL: FL 110  
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

# SCOTI ONE [SCOTI1], TENNANT CREEK (TNK) ONE [TNK1] DEPARTURES

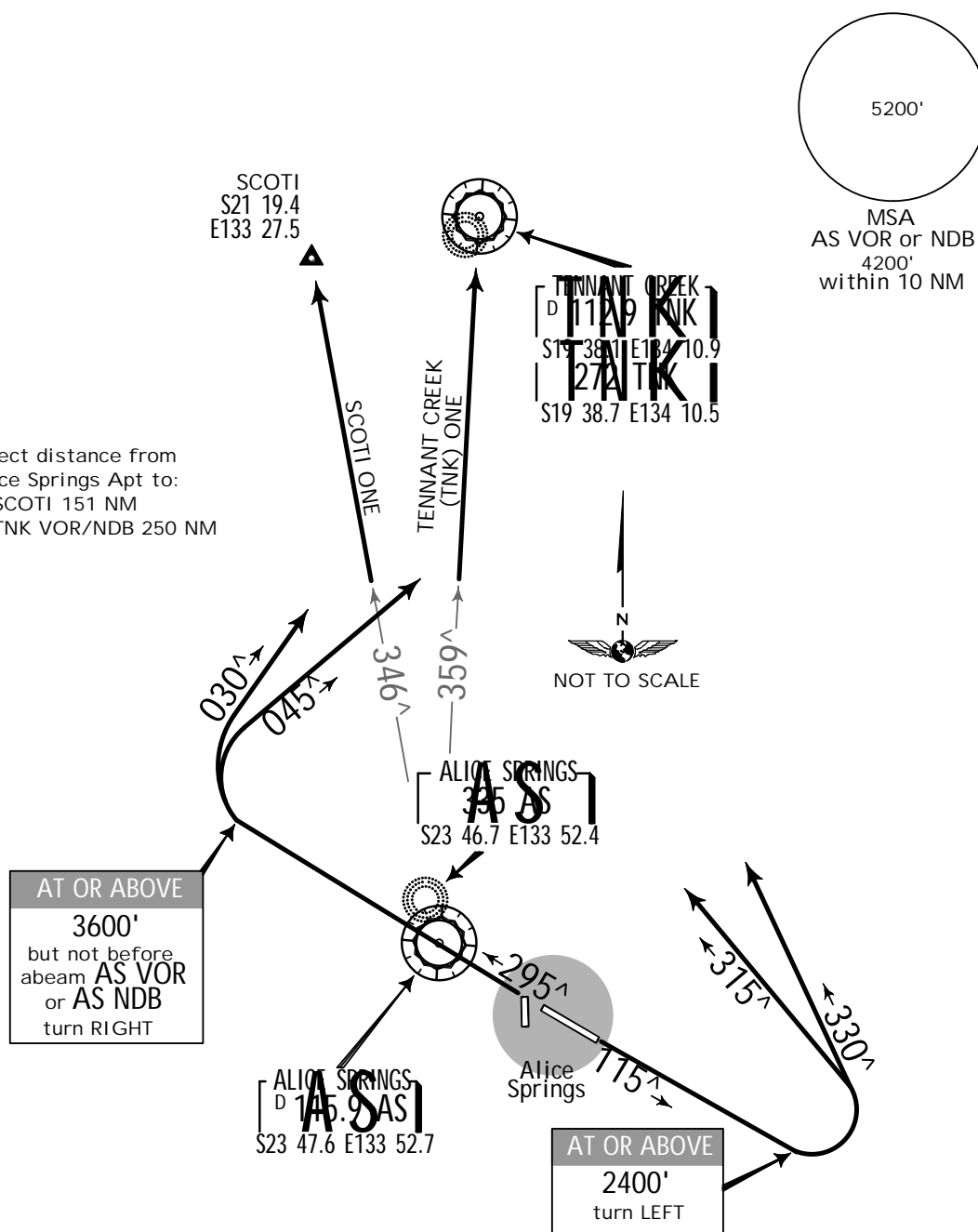
Minimum required climb gradient 3.3%.

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

RWY 12: Track 115°. At or above  
2400' turn LEFT.  
For SCOTI: Track 315°, intercept  
cleared route.  
For TNK: Track 330°, intercept  
cleared route.

RWY 30: Track 295°. At or above  
3600' but not before abeam AS VOR  
or AS NDB turn RIGHT.  
For SCOTI: Track 030°, intercept  
cleared route.  
For TNK: Track 045°, intercept  
cleared route.

Direct distance from  
Alice Springs Apt to:  
SCOTI 151 NM  
TNK VOR/NDB 250 NM



YBAS/ASP

Apt Elev 1789'  
S23 48.4 E133 54.1

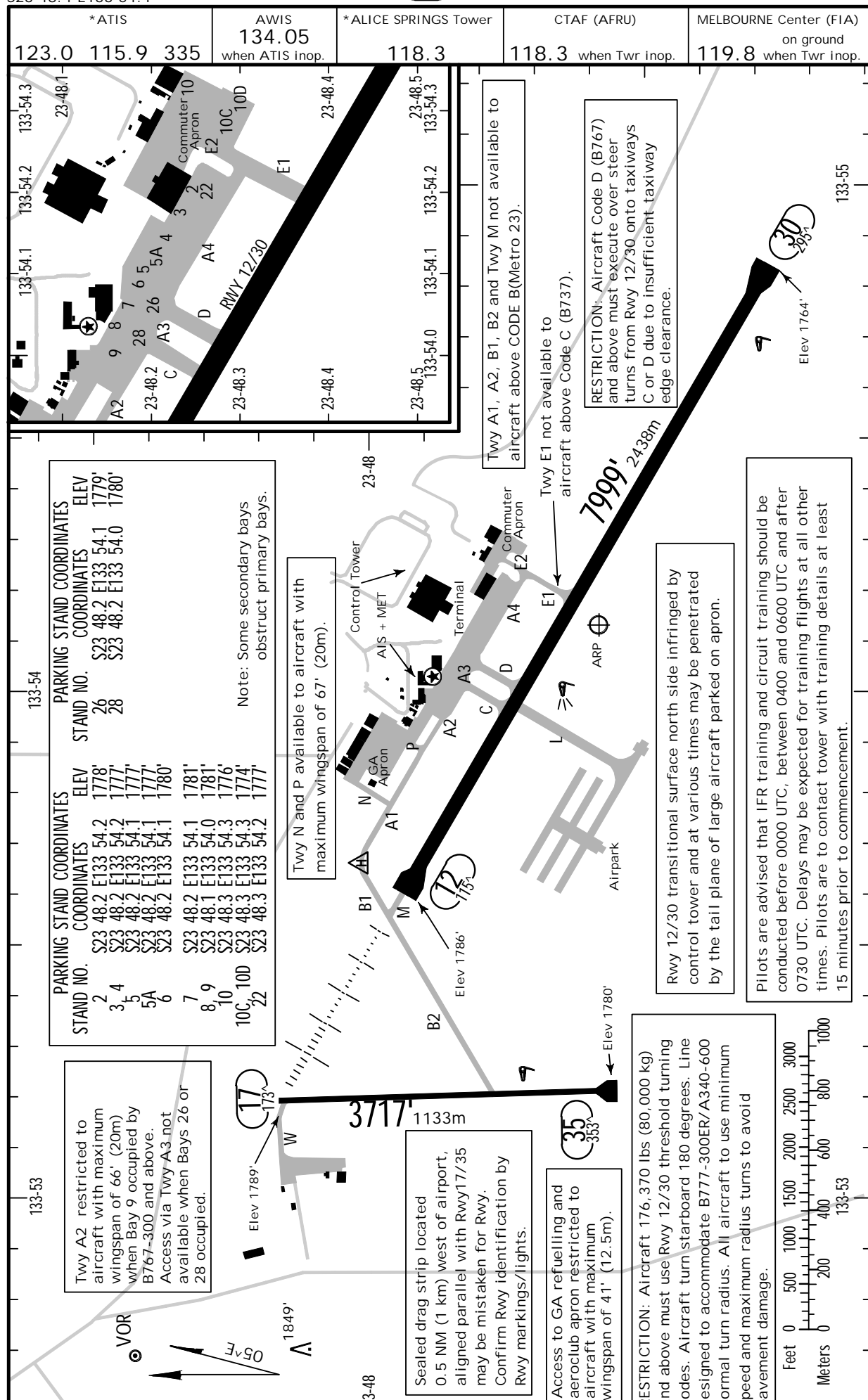
JEPPESSEN

6 JUN 14

(10-9)

ALICE SPRINGS, NT, AUST

ALICE SPRINGS



YBAS/ASP

ALICE SPRINGS, NT, AUST  
ALICE SPRINGSGENERAL

Simultaneous use of Twy C and Twy D not available to aircraft above 171' (52m) wingspan.

Manned balloon activity in the vicinity of the circuit area at sunrise and early morning.

Bird hazard exists.

Limited parking for aircraft above 12,566 lbs (5700 kg) maximum take-off weight. Parking restrictions for non-regular public transport aircraft. Prior permission required (obtainable from operations manager, Airport operator, Alice Springs, on at least 48 hours prior notice) for aircraft above 12,566 lbs (5700 kg) maximum take-off weight to remain at or transit Alice Springs except when planned as alternate.

Unscheduled operations diverting into Alice Springs require prior notice to the Airport Rescue & Fire Fighting services (ARFF) and airport management.

## ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
12 30	1 2 HIRL 1 HIALS T-VASI (angle 3.0°, MEHT 47') grooved		7001' 2134m		148' 45m
	2 MIRL T-VASI (angle 3.0°, MEHT 46') grooved				

1 Available on 60 min prior notice outside tower hours.

2 Manual; standby power available; portable in emergency from sunset to sunrise.

3 Runway lighting and T-VASIS operate stage 2 from sunset to sunrise.

17 35	4 RL (Portable, emergency only)				59' 18m
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4 Available from sunset to sunrise.

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## TAKE-OFF

	All Rwy's	
	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	1 550m	800m

1 Day only when Tower inop.

## FOR FILING AS ALTERNATE

	Special	Other	
	ILS or LOC Rwy 12 VOR Rwy 12 VOR Rwy 30	Actual Aero QNH	Forecast Terminal QNH
A	750' - 4.5 km	1081' - 4.4 km	1181' - 4.4 km
B			
C		1511' - 6.0 km	1611' - 6.0 km
D		1511' - 7.0 km	1611' - 7.0 km

YBAS/ASP

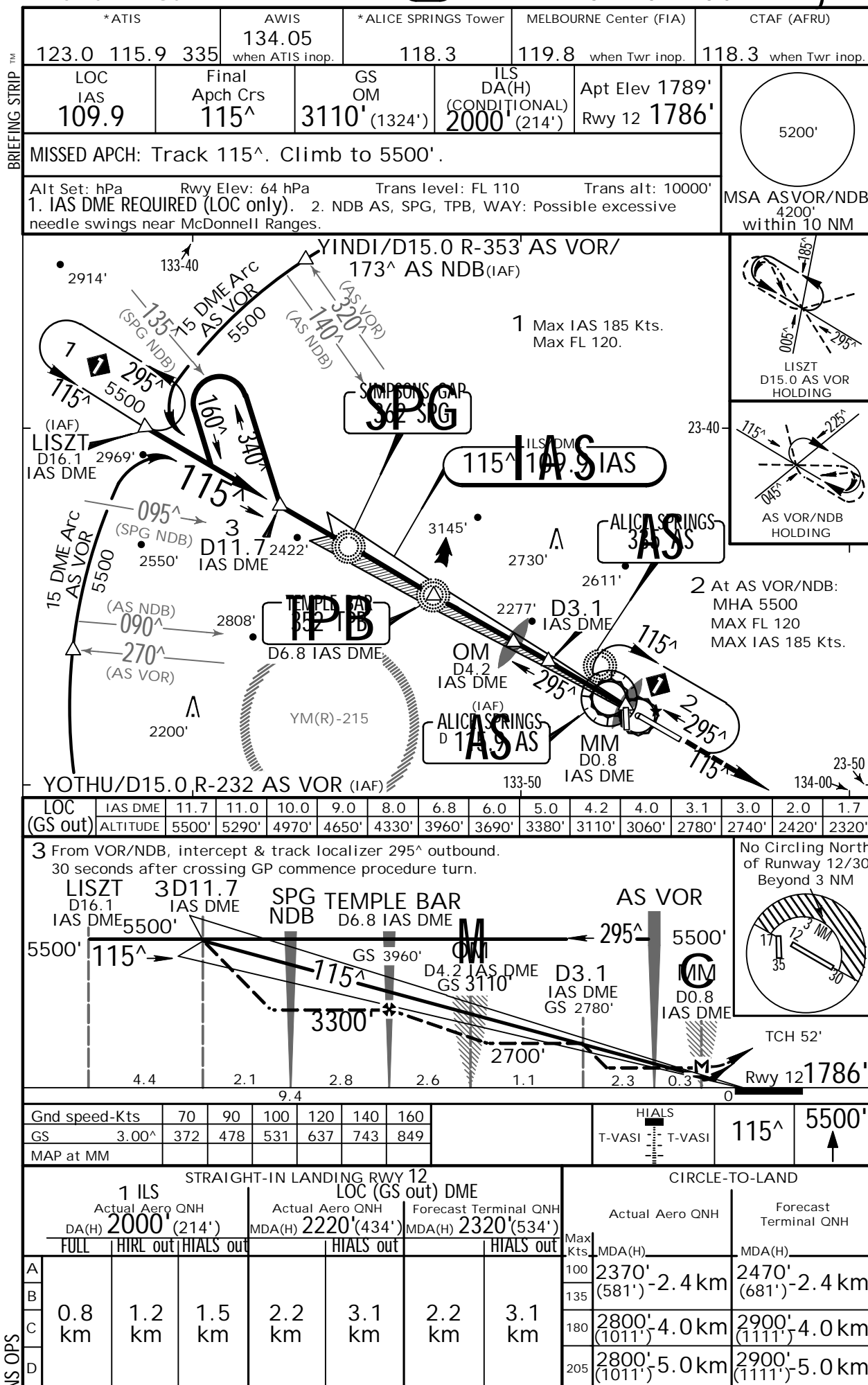
ALICE SPRINGS

28 FEB 14

(11-1)

Eff. 6. Mar.

ALICE SPRINGS, NT, AUST  
ILS-Z or LOC-Z Rwy 12





YBAS/ASP

ALICE SPRINGS

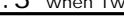
28 FEB 14  
Eff. 6. Mar.

28 FEB 14  
Eff. 6 Mar.

11-2

**JEPPESEN**

ALICE SPRINGS, NT, AUST  
ILS-Y or LOC-Y Rwy 12

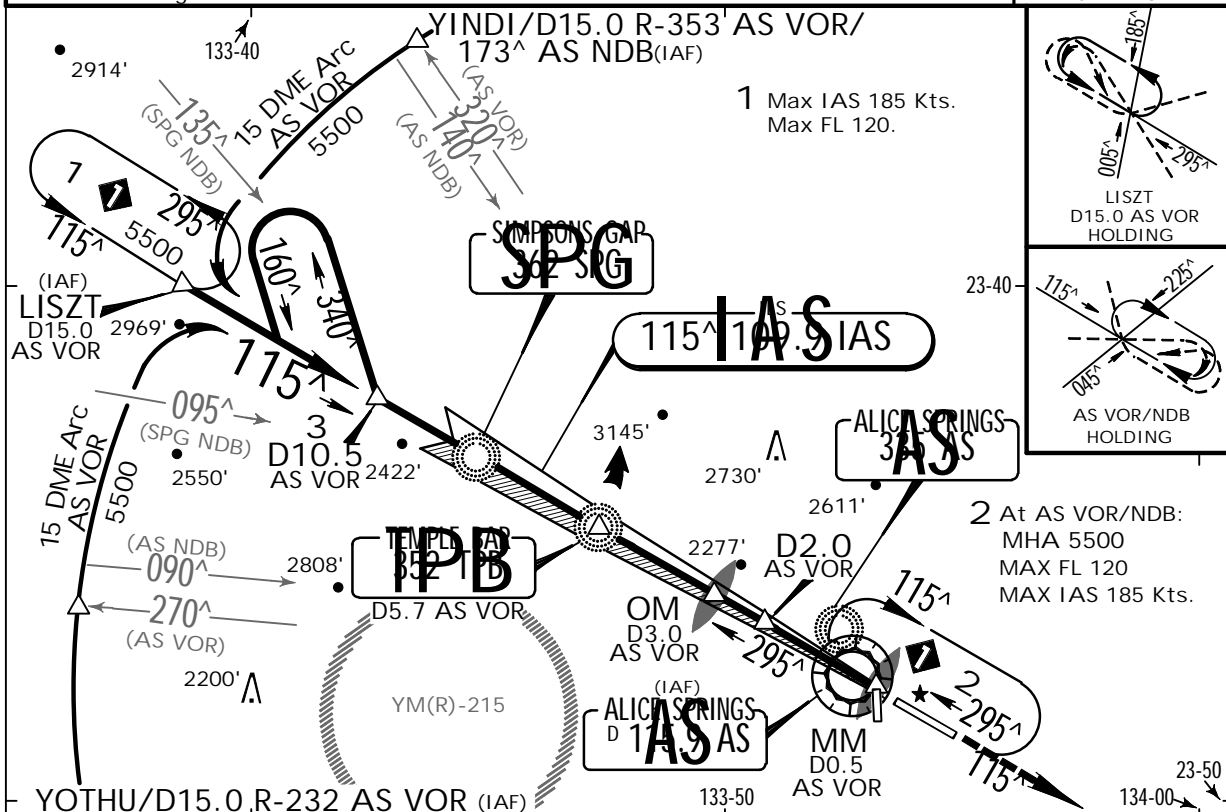
* ATIS			AWIS 134.05 when ATIS inop.		* ALICE SPRINGS Tower 118.3		MELBOURNE Center (FIA) 119.8 when Twr inop.		CTAF (AFRU) 118.3 when Twr inop.		
LOC IAS 109.9		Final Apch Crs 115^		GS OM 3110' (1324')		ILS DA(H) (CONDITIONAL) 2000' (214')		Apt Elev 1789' Rwy 12 1786'			

MISSED APCH: Track 115^. Climb to 5500'.

Alt Set: hPa	Rwy Elev: 64 hPa	Trans level: FL 110	Trans alt: 10000'
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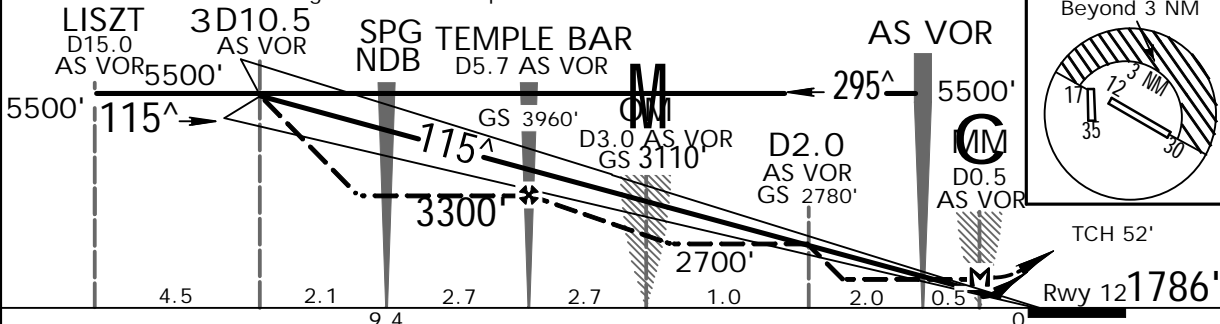
1. AS DME REQUIRED (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint AS VOR. 3. NDB AS, SPG, TPB, WAY: Possible excessive needle swings near McDonnell Ranges.

MSA ASVOR/NDB  
4200'  
within 10 NM



LOC (GS out)	AS DME	10.5	10.0	9.0	8.0	7.0	6.0	5.7	5.0	4.0	3.0	2.0	1.0	0.6
	ALTITUDE	5500'	5330'	5010'	4690'	4370'	4060'	3960'	3740'	3420'	3100'	2780'	2460'	2320'

3 From VOR/NDB, intercept & track localizer 295° outbound.  
30 seconds after crossing GP commence procedure turn.



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

STRAIGHT-IN LANDING RWY 12							CIRCLE-TO-LAND		
1 ILS			LOC (GS out) DME						
Actual Aero QNH			Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH
DA(H) 2000' (214')			MDA(H) 2220' (434')		MDA(H) 2320' (534')				
FULL			HIRL out		HIRL out		MDA(H)		MDA(H)
A							Max Kts.		
							100	2370' (581')	2470' (681')
B							135	-2.4 km	-2.4 km
C	0.8 km	1.2 km	1.5 km	2.2 km	3.1 km	2.2 km	180	2800' (1011')	2900' (1111')
								-4.0 km	-4.0 km
D							205	2800' (1011')	2900' (1111')
								-5.0 km	-5.0 km



# YBAS/ASP

## ALICE SPRINGS

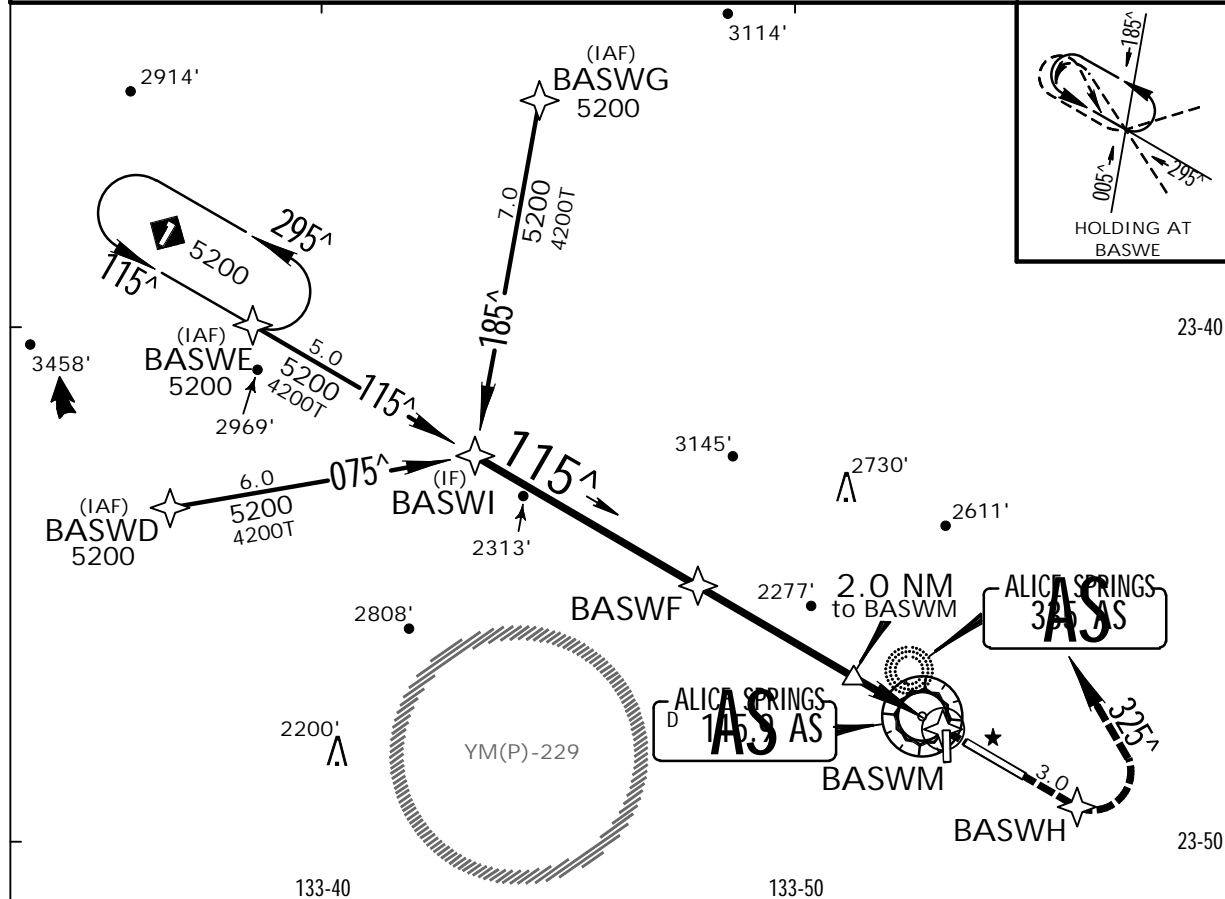
16 SEP 11 (12-1)

# ALICE SPRINGS, NT, AUST

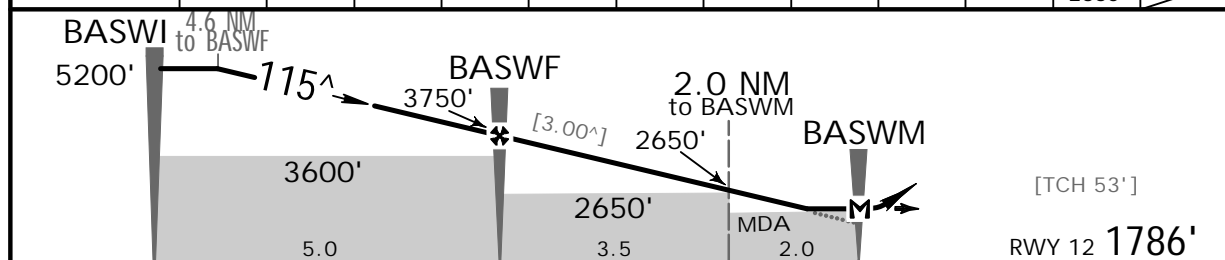
## RNAV-Z (GNSS) Rwy 12

BRIEFING STRIP


*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
RNAV	Final Apch Crs 115 <sup>^</sup>	Procedure Alt BASWF 3750' (1964')	MDA(H) (CONDITIONAL) 2260' (474')	Apt Elev 1789' Rwy 12 1786'
MISSED APCH: Track direct to BASWH, then turn LEFT, track 325 <sup>^</sup> . Climb to 5200'.				
Alt Set: hPa	Rwy Elev: 64 hPa	Trans level: FL 110	Trans alt: 10000'	MSA AS NDB or VOR 4200' within 10 NM



NM to NEXT WPT	4.6	4.0	3.0	2.0	1.0	BASWF	5.0	4.0	3.0	2.0	1.1	BASWM
ALTITUDE	5200'	5020'	4700'	4380'	4070'	3750'	3590'	3270'	2950'	2650'	2360'	



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

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND				No Circling North of Runway 12/30 Beyond 3 NM 
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2260' (474')		MDA(H) 2360' (574')		MDA(H)		MDA(H)		
HIALS out		HIALS out		Max Kts		Max Kts		
A	3.3 km		3.3 km		100	2370' -2.4 km (581')	2470' -2.4 km (681')	
B					135			
C					180	2800' -4.0 km (1011')	2900' -4.0 km (1111')	
D					205	2800' -5.0 km (1011')	2900' -5.0 km (1111')	

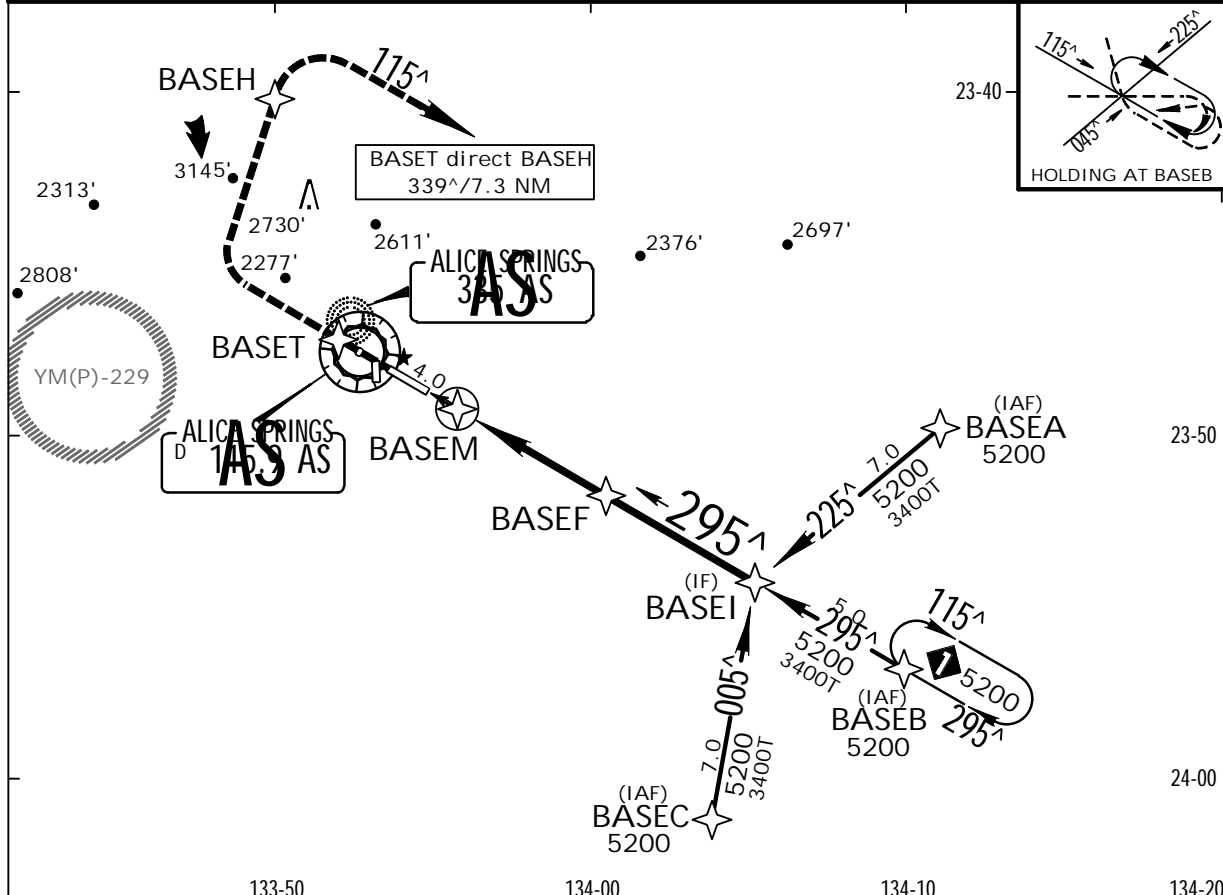
YBAS/ASP  
ALICE SPRINGS

JEPPESSEN  
16 SEP 11 (12-2)

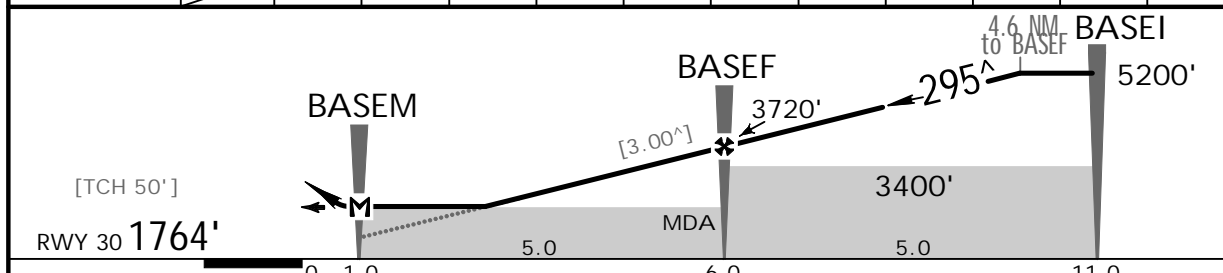
ALICE SPRINGS, NT, AUST  
RNAV-Z (GNSS) Rwy 30

BRIEFING STRIP


*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
RNAV	Final Apch Crs 295 <sup>^</sup>	Procedure Alt BASEF 3720' (1956')	MDA(H) (CONDITIONAL) 2080' (316')	Apt Elev 1789' Rwy 30 1764'
MISSED APCH: Track direct to BASET, after passing 3500' turn RIGHT, track direct to BASEH, then 115 <sup>^</sup> . Climb to 5200'.				
Alt Set: hPa	Rwy Elev: 63 hPa	Trans level: FL 110	Trans alt: 10000'	MSA AS NDB or VOR 4200' within 10 NM



NM to NEXT WPT	BASEM	0.2	1.0	2.0	3.0	4.0	BASEF	1.0	2.0	3.0	4.0	4.6
ALTITUDE		2180'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'	5200'



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

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND				<div>No Circling North of Runway 12/30 Beyond 3 NM</div> 
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2080' (316')		MDA(H) 2180' (416')		MDA(H)		MDA(H)		
A	2.3 km	2.3 km	Max Kts	MDA(H)	MDA(H)			
B			100	2370'-2.4 km (581')	2470'-2.4 km (681')			
C			135	2800'-4.0 km (1011')	2900'-4.0 km (1111')			
D			180	2800'-5.0 km (1011')	2900'-5.0 km (1111')			
			205	2800'-5.0 km (1011')	2900'-5.0 km (1111')			

YBAS/ASP  
ALICE SPRINGS

28 FEB 14

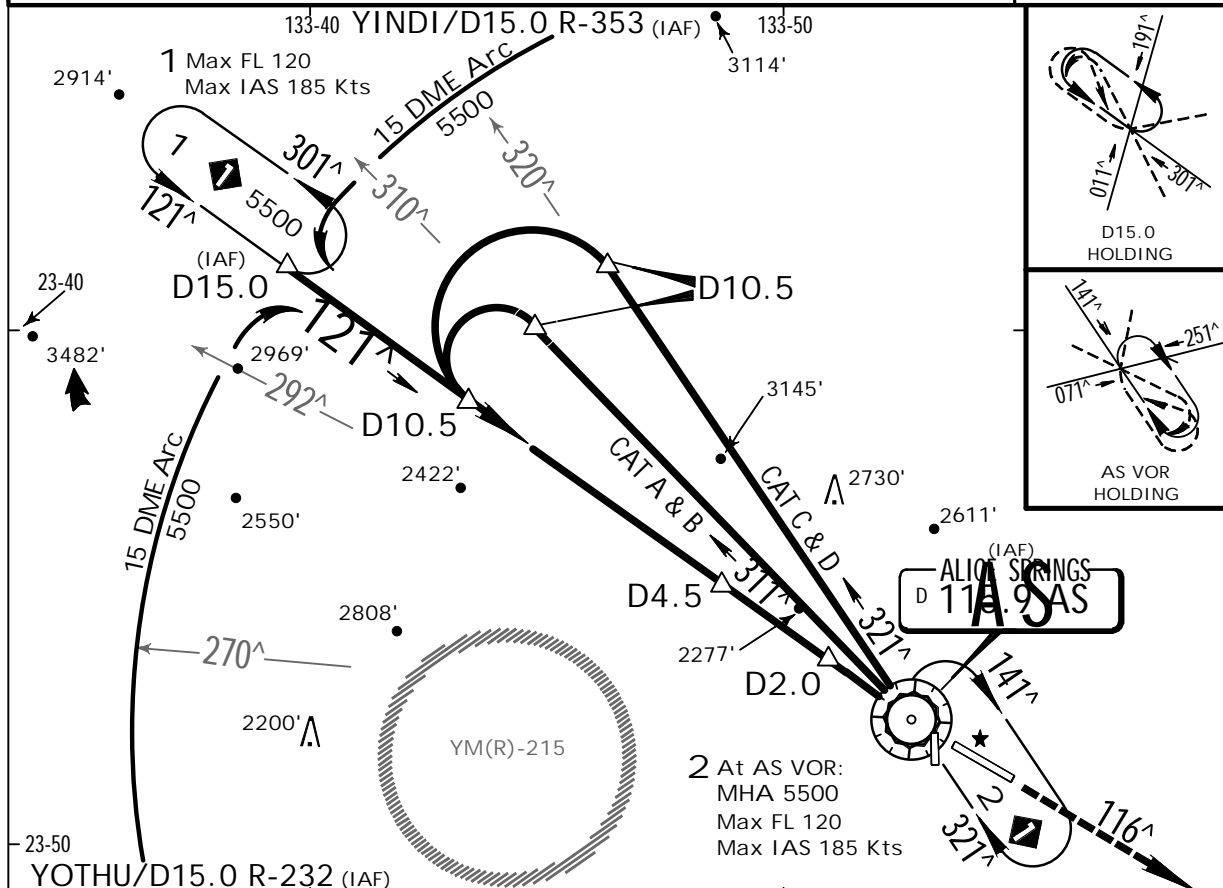
(13-1)

Eff. 6. Mar.

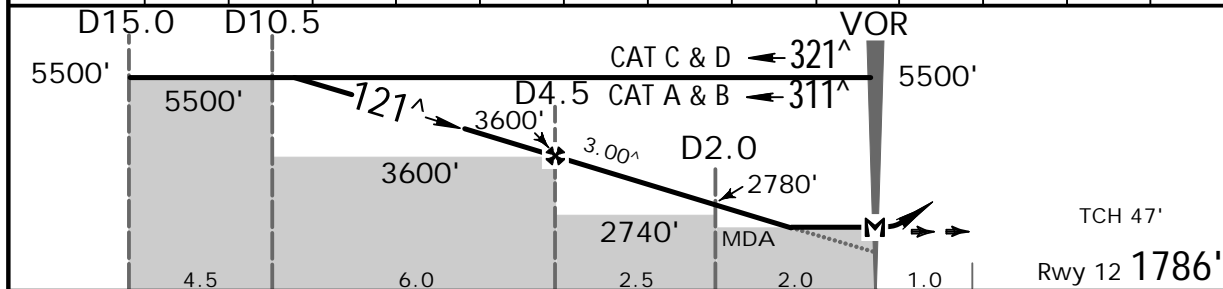
ALICE SPRINGS, NT, AUST  
VOR Rwy 12

BRIEFING STRIP

* ATIS	AWIS	* ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
VOR AS 115.9	Final Apch Crs 121 <sup>^</sup>	Procedure Alt D4.5 3600' (1814')	MDA(H) (CONDITIONAL) 2270' (484')	Apt Elev 1789' Rwy 12 1786'
MISSED APCH: Track 116 <sup>^</sup> . Climb to 5500'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME REQUIRED. 2. NDB WAY: Possible excessive needle swings near McDonnell ranges. 3. Max for initial: 210 Kts. 4. GNSS permitted in lieu of DME. Reference waypoint AS VOR.				
				5200'
				MSA AS VOR 4200' within 10 NM



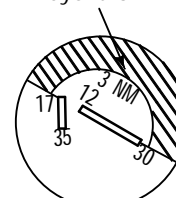
AS DME	10.5	10.0	9.0	8.0	7.0	6.0	5.0	4.5	4.0	3.0	2.0	1.0	0.7
ALTITUDE	5500'	5330'	5010'	4690'	4370'	4050'	3740'	3600'	3420'	3100'	2780'	2460'	2370'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		5500'
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	T-VASI		116 <sup>^</sup>
MAP at VOR									

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND		No Circling North of Runway 12/30 Beyond 3 NM
Actual Aero QNH	Forecast Terminal QNH	Actual Aero QNH	Forecast Terminal QNH	
MDA(H) 2270' (484')	MDA(H) 2370' (584')	MDA(H)	MDA(H)	
HIALS out	HIALS out	Max Kts	MDA(H)	
A		100	2370' (581') -2.4 km	2470' (681')
B		135	2800' (1011') -4.0 km	2900' (1111')
C		180	2800' (1011') -4.0 km	2900' (1111')
D			2800' (1011') -4.0 km	2900' (1111')

INS OPS



YBAS/ASP  
ALICE SPRINGS

28 FEB 14

(13-2)

.Eff.6.Mar.

JEPPESSEN ALICE SPRINGS, NT, AUSTRALIA  
28 FEB 14 (13-2) .Eff.6.Mar. VOR Rwy 30

VOR Rwy 30

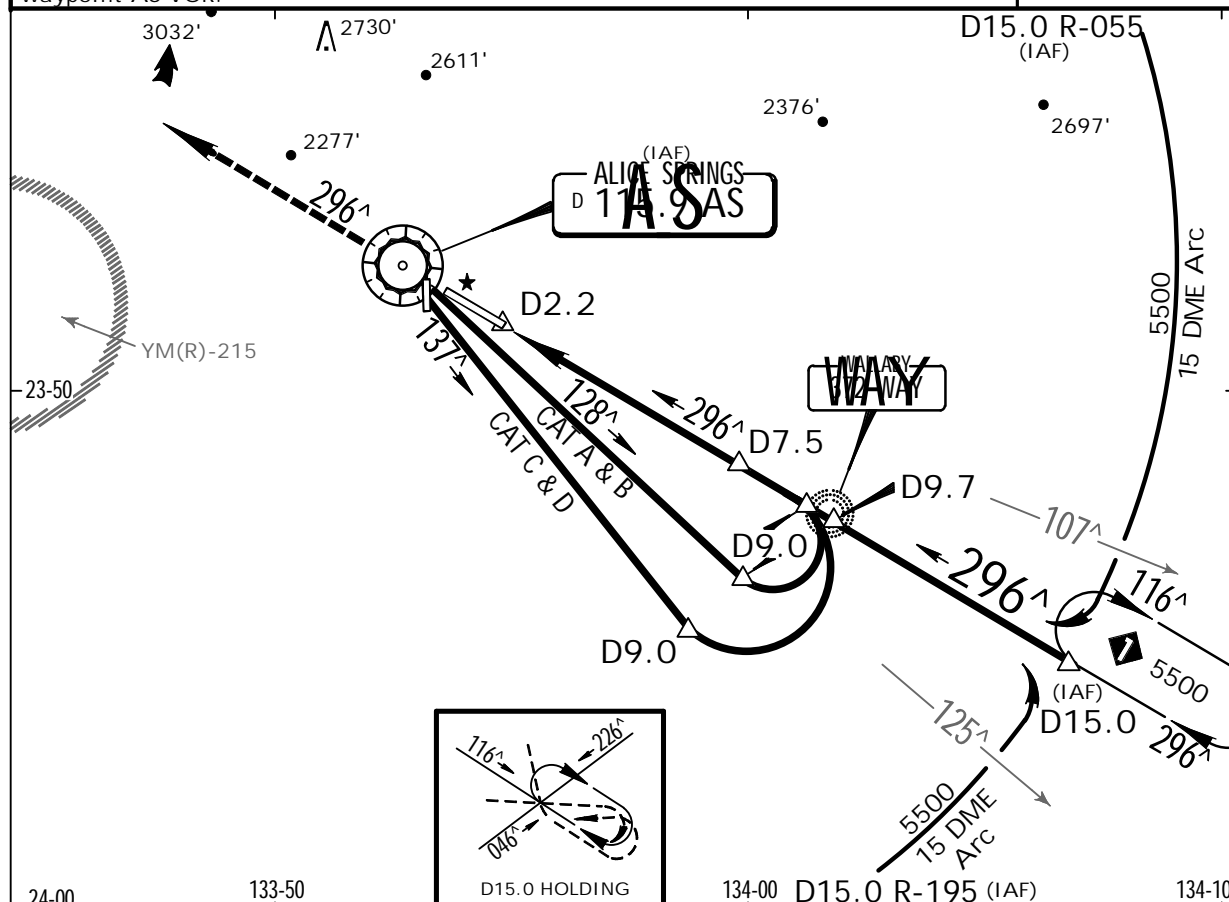
* ATIS 123.0 115.9 335			AWIS 134.05 when ATIS inop.		* ALICE SPRINGS Tower 118.3		MELBOURNE Center (FIA) 119.8 when Twr inop.		CTAF (AFRU) 118.3 when Twr inop.	
VOR AS 115.9		Final Apch Crs 296 <sup>^</sup>		Procedure Alt D7.5 3510' (1746')		MDA(H) (CONDITIONAL) 2130' (366')		Apt Elev 1789' Rwy 30 1764'		<div>5200'</div>

MISSED APCH: Track 296^. Climb to 5500'.

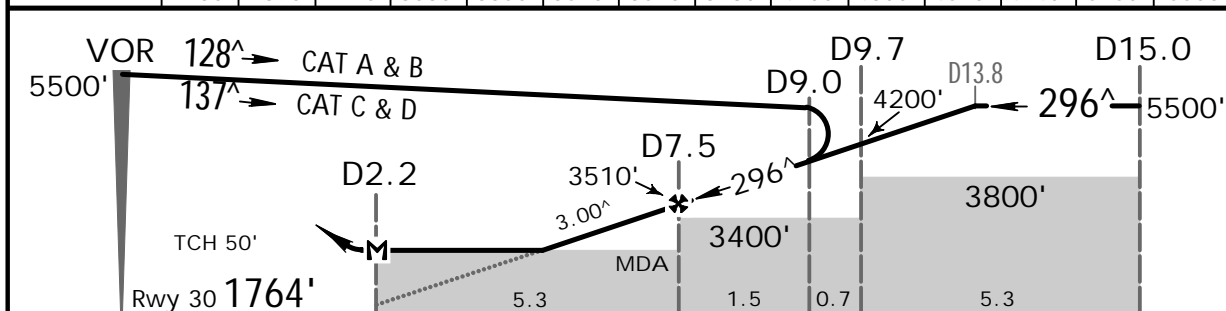
Alt Set: hPa      Rwy Elev: 63 hPa      Trans level: FL 110      Trans alt: 10000'

1. **DME REQUIRED.** 2. NDB SPG, WAY: Possible excessive needle swings near McDonnell  
 ranges. 3. Max IAS for initial: 210 Kts. 4. GNSS permitted in lieu of DME. Reference  
 waypoint AS VOR.


MSA AS VOR  
4200'  
within 10 NM



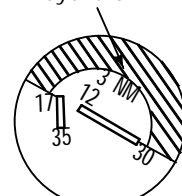
AS DME	3.5	4.0	5.0	6.0	7.0	7.5	8.0	9.0	9.7	10.0	11.0	12.0	13.0	13.8
ALTITUDE	2230'	2390'	2710'	3030'	3350'	3510'	3670'	3980'	4200'	4300'	4620'	4940'	5260'	5500'



Gnd speed-Kts	70	90	100	120	140	160		T-VASI	296 <sup>^</sup>	5500' ↑
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849				
MAP at D2.2										

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND			No Circling North of Runway 12/30 Beyond 3 NM 
Actual Aero QNH		Forecast Terminal QNH	Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 2130'(366')		MDA(H) 2230'(466')	MDA(H) _____		MDA(H) _____	
A	2.6 km	2.6 km	Max Kts			
B			100	2370'-2.4 km (581')	2470'-2.4 km (681')	
C			135	2800'-4.0 km (1011')	2900'-4.0 km (1111')	
			180	2800'-5.0 km (1011')	2900'-5.0 km (1111')	

No Circling North  
of Runway 12/30  
Beyond 3 NM



# YBAS/ASP

## ALICE SPRINGS

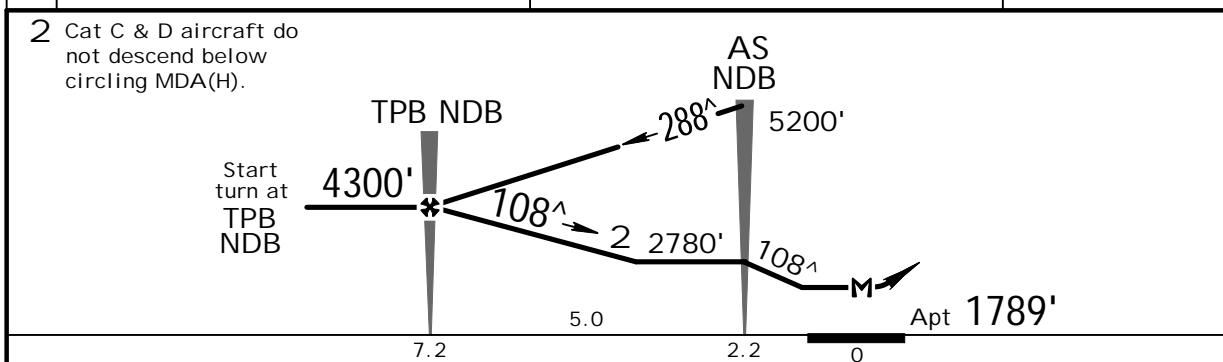
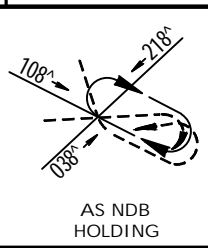
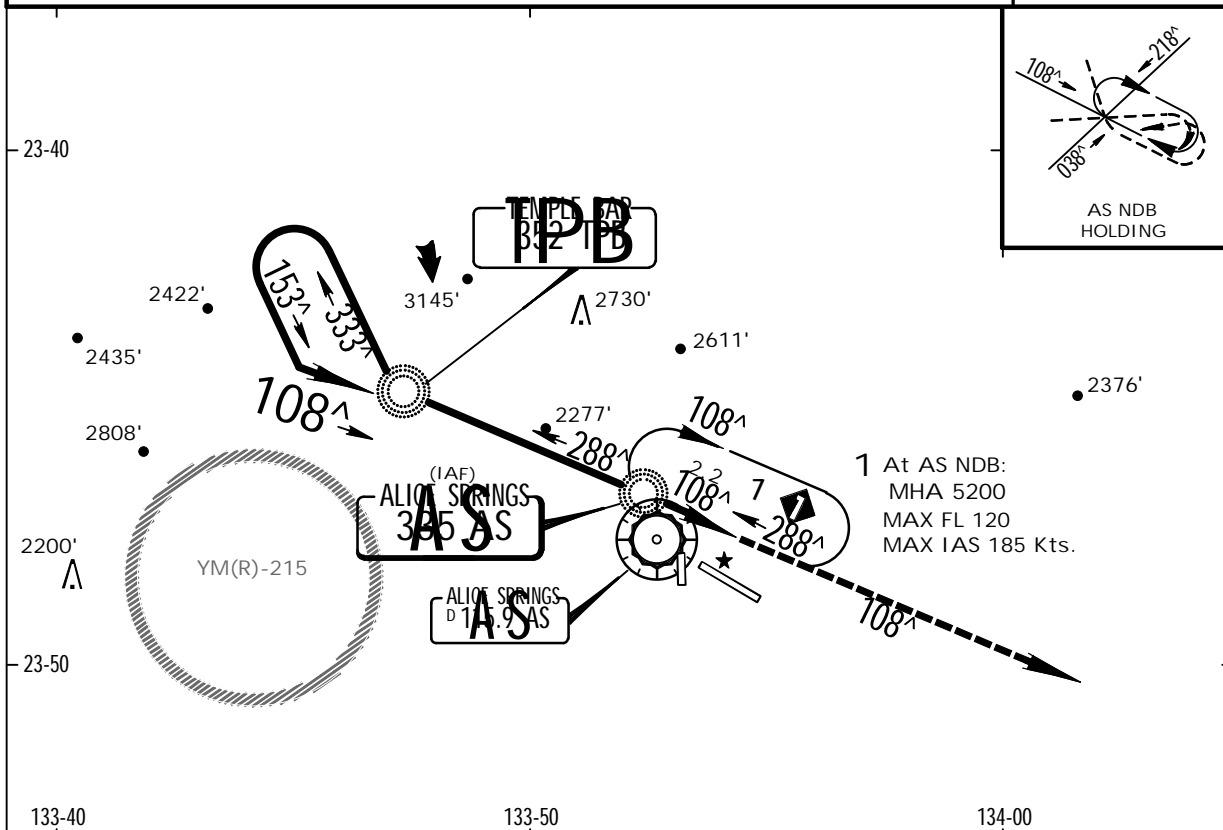
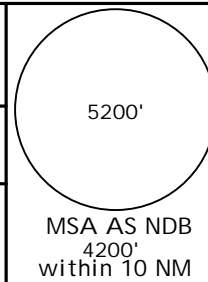
JEPPesen  
30 AUG 13 16-1

# ALICE SPRINGS, NT, AUST

## NDB-A

BRIEFING STRIP™

*ATIS	AWIS	*ALICE SPRINGS Tower	MELBOURNE Center (FIA)	CTAF (AFRU)
123.0 115.9 335	134.05 when ATIS inop.	118.3	119.8 when Twr inop.	118.3 when Twr inop.
NDB AS 335	Final Apch Crs 108 <sup>^</sup>	Minimum Alt TPB NDB 4300' (2511')	MDA(H) Refer to Minimums	Apt Elev 1789'
MISSED APCH: Track 108 <sup>^</sup> . Climb to 5200'.				
Alt Set: hPa Apt Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. NDB AS, TPB, WAY: Possible excessive needle swings near McDonnell ranges. 2. Max IAS for initial: 210 Kts.				



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	108 <sup>^</sup>	5200'
AS NDB to MAP 2.2	1:53	1:28	1:19	1:06	0:57	0:50			

US OPS

CIRCLE-TO-LAND				No Circling North of Runway 12/30 Beyond 3 NM	
Actual Aero QNH		Forecast Terminal QNH			
Max Kts	MDA(H)	MDA(H)			
A 100	2370' (581') -2.4 km	2470' (681') -2.4 km			
B 135	2800' (1011') -4.0 km	2900' (1111') -4.0 km			
C 180	2800' (1011') -5.0 km	2900' (1111') -5.0 km			
D 205					