

JEPPESEN

2 DEC 16

Eff 7 Dec 1600Z (10-2)

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

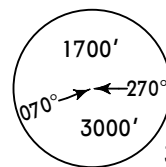
SECTOR A

VOR 112.6 DN

Apt. Elev **103'**

ATIS 128.25 308 316.2
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

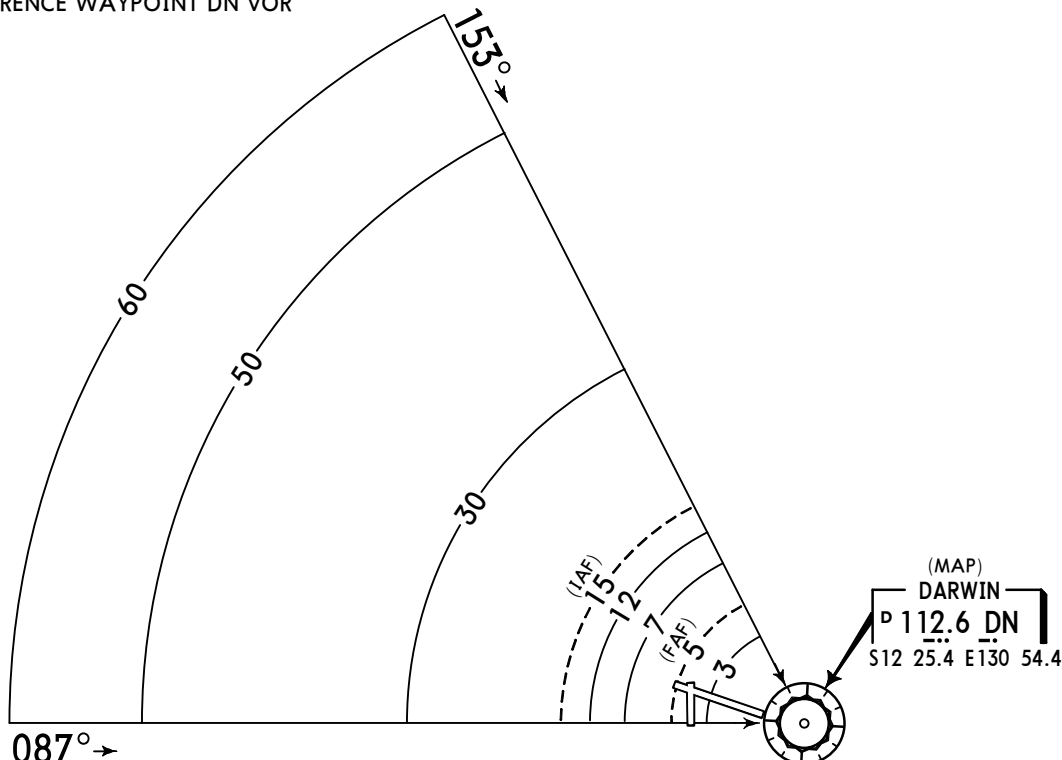
Alt Set: hPa Trans level: FL110
Apt Elev: 4 hPa Trans alt: 10000' (9897')



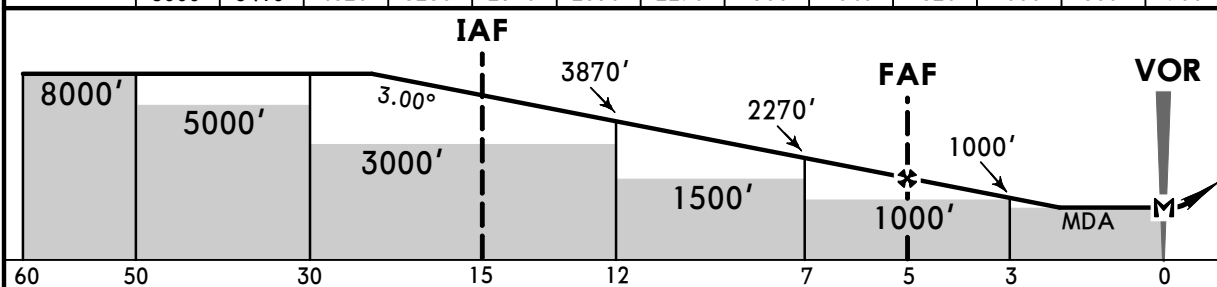
MSA
DN VOR
3000' within 10 NM

NOT TO SCALE


DME USING DN DME
REFERENCE WAYPOINT DN VOR

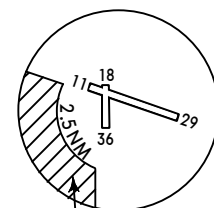


NM to VOR	25.0	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.4	2.0
ALTITUDE	8000'	6410'	4820'	3230'	2910'	2590'	2270'	1960'	1640'	1320'	1000'	800'	700'



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		
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

PANS OPS

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

JEPPESEN

2 DEC 16
Eff 7 Dec 1600Z **10-2A**

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

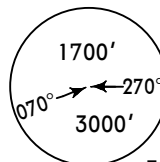
SECTOR B

VOR 112.6 DN

Apt. Elev **103'**

ATIS 128.25 308 316.2
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: FL110
Apt Elev: 4 hPa Trans alt: 10000' (9897')

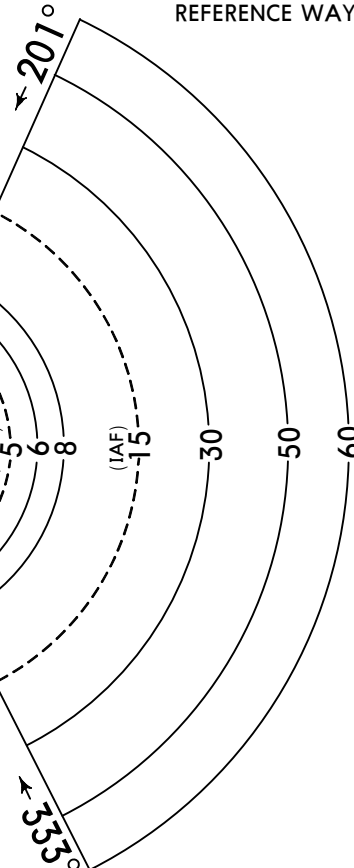
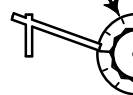


MSA
DN VOR
3000' within 10 NM

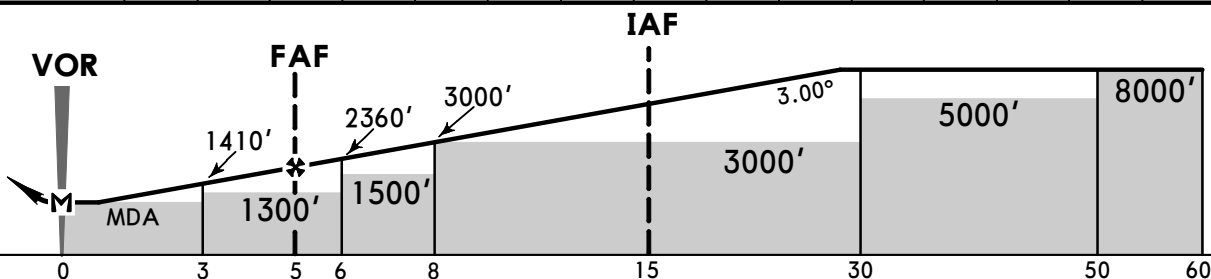
DME USING DN DME
REFERENCE WAYPOINT DN VOR

NOT TO SCALE

(MAP)
DARWIN
P 112.6 DN
S12 25.4 E130 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'

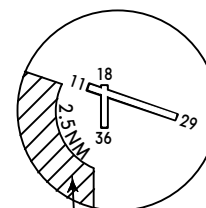


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)
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

PANS OPS

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

CHANGES: Sector B, MSA revised.

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JEPPESSEN

2 DEC 16

Eff 7 Dec 1600Z

10-2B

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

SECTOR C

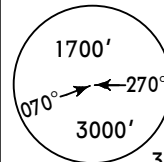
VOR 112.6 DN

MSA
DN VOR
3000' within 10 NM

Apt. Elev **103'**

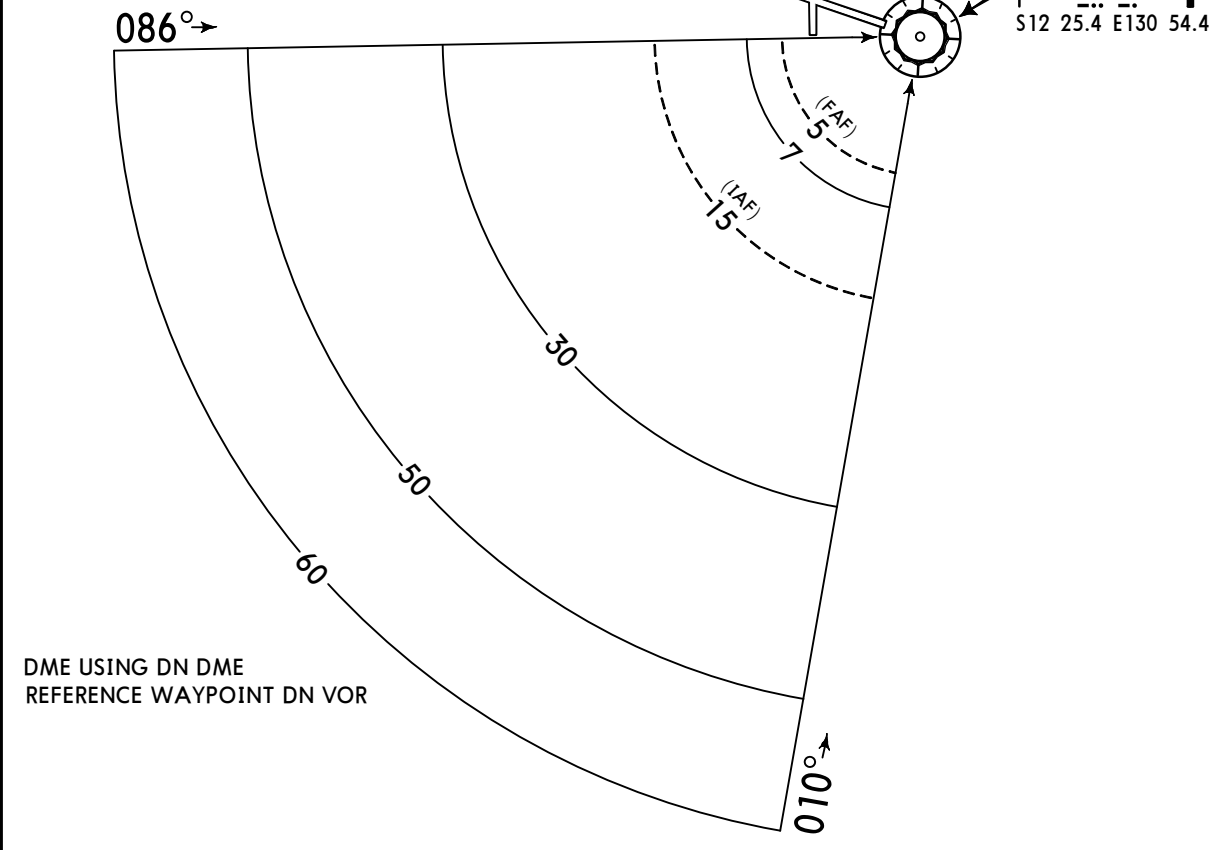
ATIS 128.25 308 316.2
BRISBANE Center (FIA) 118.15
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1
*DARWIN Traffic (Approach Sequencing) 123.0
DARWIN Tower 133.1
Ground 121.8

Alt Set: hPa Trans level: FL110
Apt Elev: 4 hPa Trans alt: 10000' (9897')

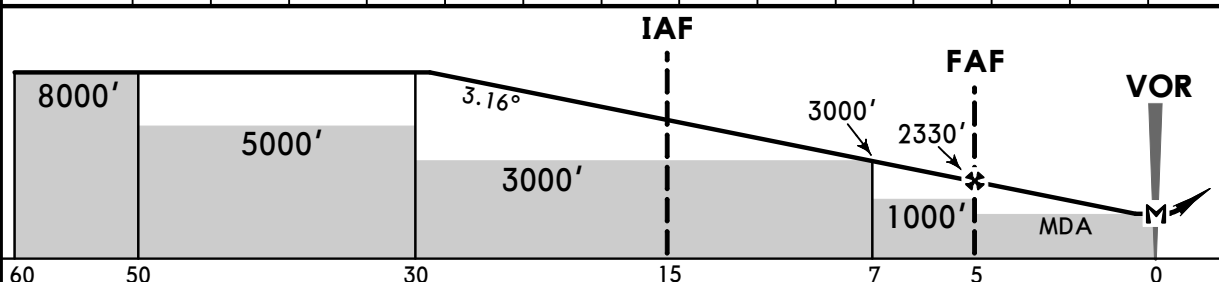


(MAP)
DARWIN
P 112.6 DN
S12 25.4 E130 54.4

NOT TO SCALE

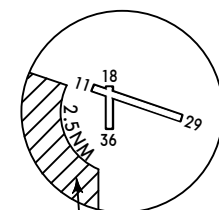


NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000'	7360'	5680'	4010'	3670'	3340'	3000'	2660'	2330'	1990'	1660'	1320'	1000'	850'



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	4.0 km						
C	5.0 km						
D							



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

PANS OPS

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

CHANGES: Sector C, MSA revised.

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JEPPesen

2 DEC 16

(10-2C)

Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

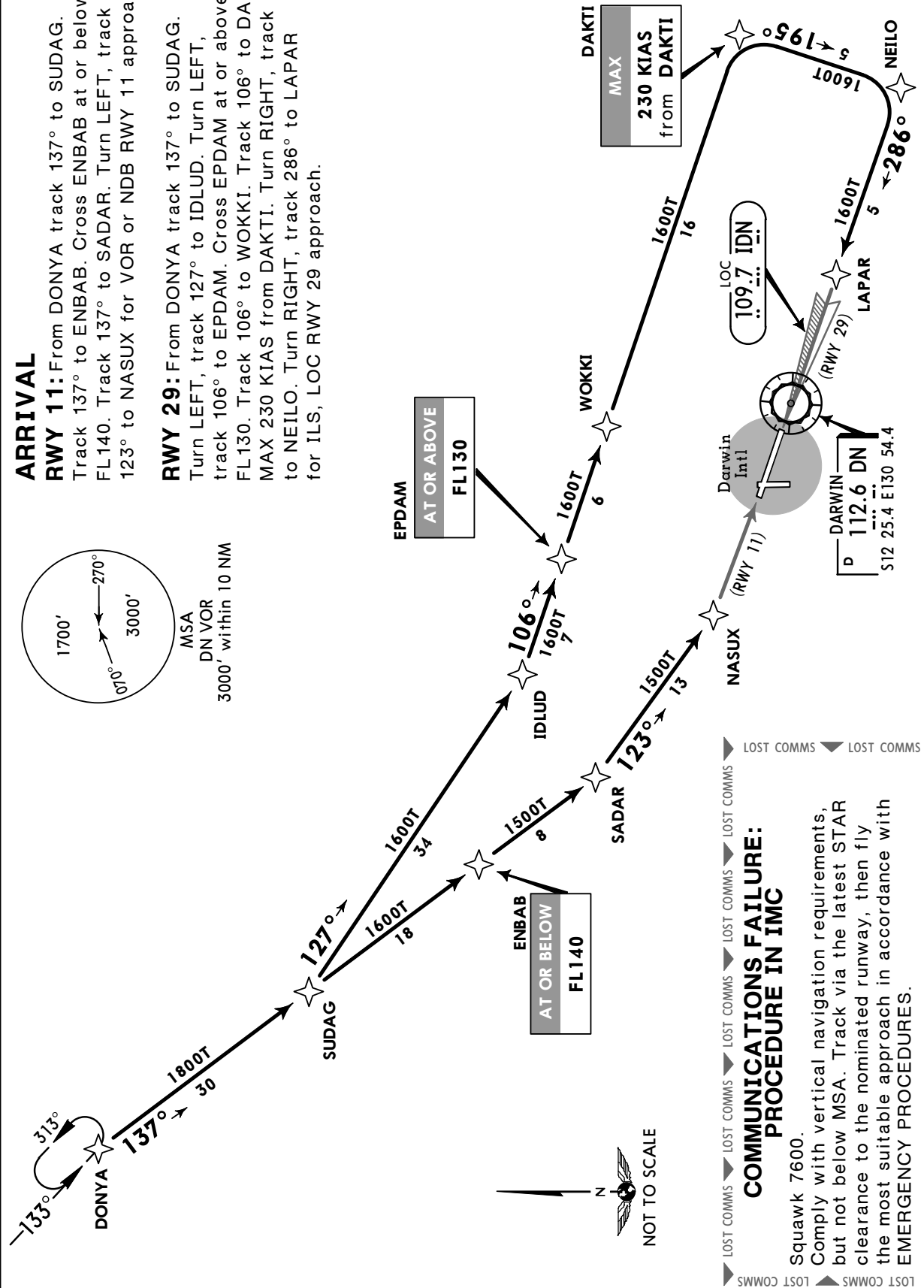
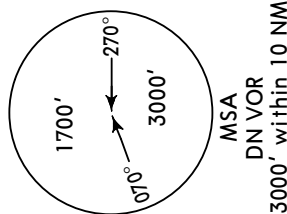
TRANS LEVEL: FL110
TRANS ALT: 10000'

DONYA 7A ARRIVAL [DONY7A]
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT, track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Turn RIGHT, track 195° to NEILO. Turn RIGHT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



JEPPesen

2 DEC 16

(10-2D)

Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

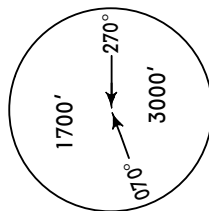
DONYA 7U ARRIVAL [DONY7U]

SPEED: MAX 250 KIAS BELOW 10000'

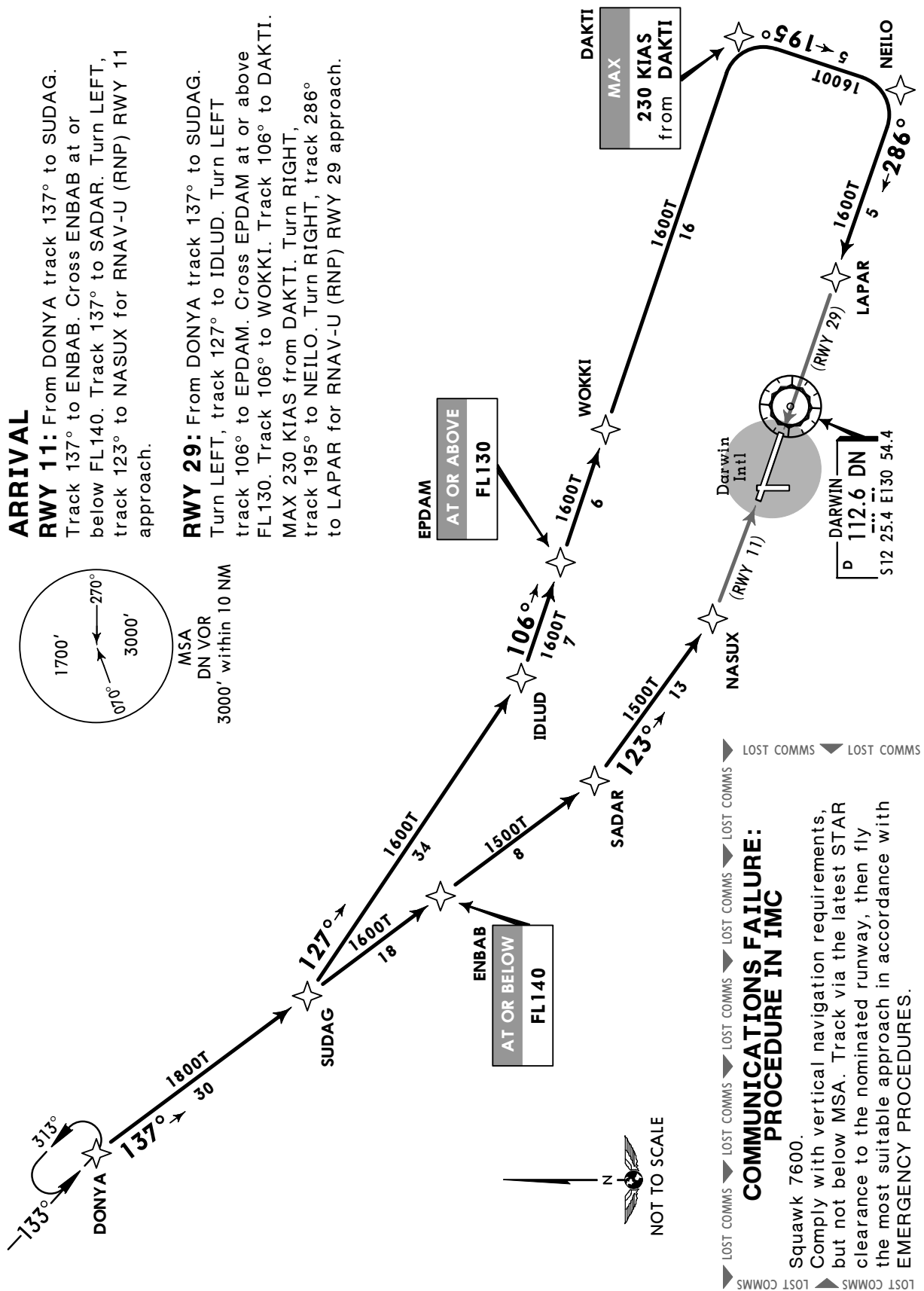
ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Turn RIGHT, track 195° to NEILO. Turn RIGHT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000' within 10 NM



ATIS	128.25	308	316.2
DARWIN Approach EAST (R)			125.2
DARWIN Approach WEST (R)			134.1

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

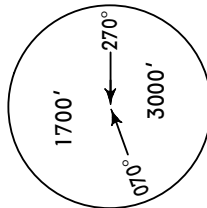
GATOR SEVEN ALPHA ARRIVAL [GATO7A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From GATOR track 272° to KOOLI. Turn RIGHT, track 286° to VIKUV. Cross VIKUV at or above 9000'. Track 286° to ELGUM, MAX 230 KIAS from ELGUM. Turn LEFT track 196° to NASUX for VOR or NDB RWY 11 approach.

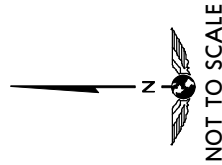
RWY 29: From GATOR track 265° to BIDSA. Cross BIDSA at or below FL130. Track 265° to SARRE. Turn RIGHT track 286° to LAPAR for ILS, LOC RWY 29 approach.



MSA

DN VOR

3000' within 10 NM



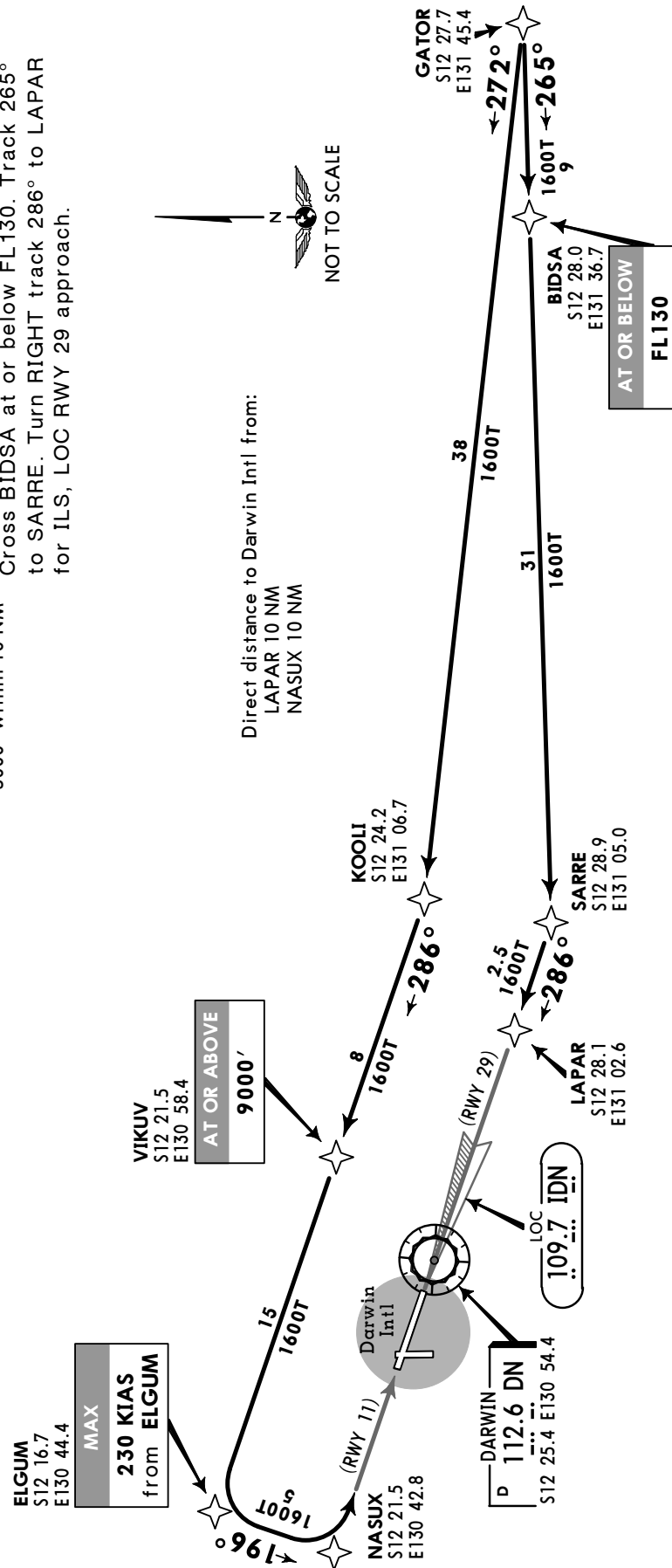
Direct distance to Darwin Intl from:
LAPAR 10 NM
NASUX 10 NM

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.

LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC



ATIS 128.25 308 316.2
 DARWIN Approach EAST (R) 125.2
 DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
 TRANS ALT: 10000'

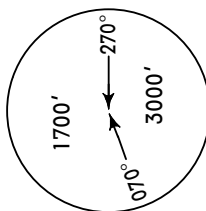
GATOR SEVEN UNIFORM ARRIVAL [GAT07U]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

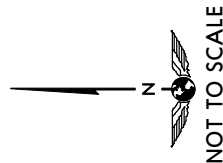
RWY 11: From GATOR track 272° to KOOLI.
 Turn RIGHT, track 286° to VIKUV. Cross
 VIKUV at or above 9000'. Track 286° to
 ELGUM, MAX 230 KIAS from ELGUM. Turn
 LEFT track 196° to NASUX for RNAV-U (RNP)
 RWY 11 approach.

RWY 29: From GATOR track 265° to BIDSA.
 Cross BIDSA at or below FL130. Track 265° to
 SARRE. Turn RIGHT, track 286° to LAPAR
 for RNAV-U (RNP) RWY 29 approach.



MSA
 DN VOR
 3000' within 10 NM

Direct distance to Darwin Intl from:
 LAPAR 10 NM
 NASUX 10 NM

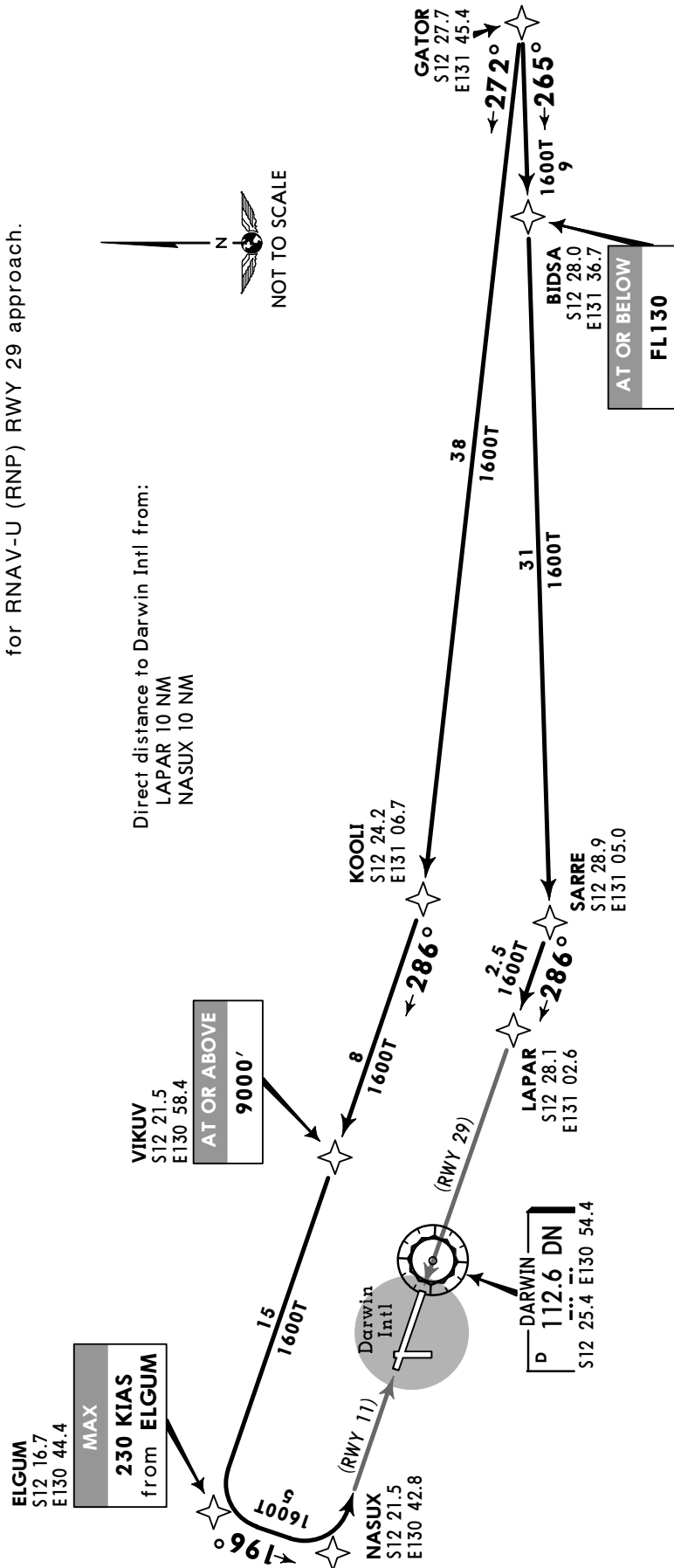


LOST COMMS ▼ LOST COMMS ▼

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.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



ATIS	128.25	308	316.2
DARWIN Approach EAST (R)			125.2
DARWIN Approach WEST (R)			134.1

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

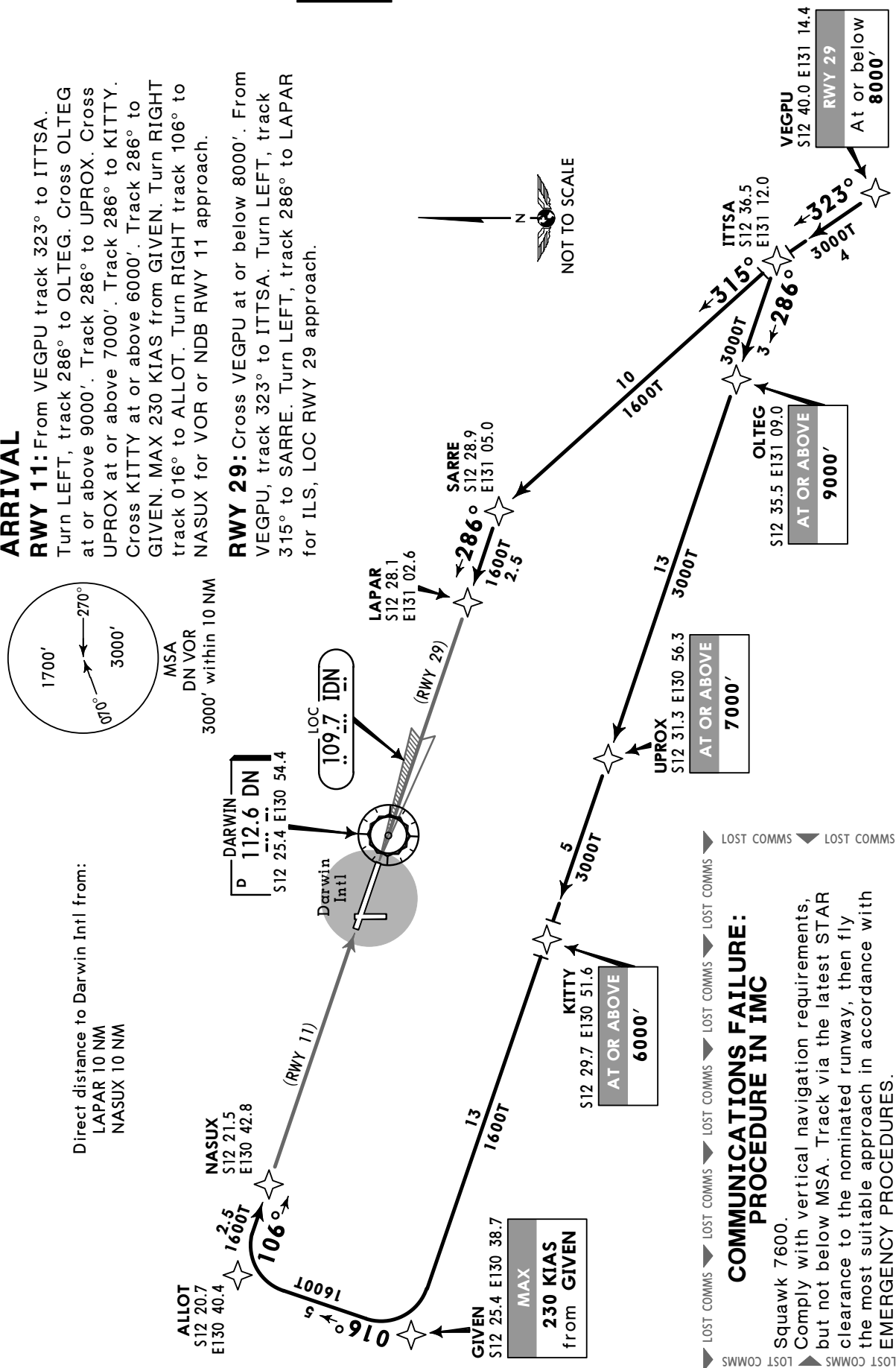
VEGPU FIVE ALPHA ARRIVAL [VEGP5A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000'. Track 286° to UPROX. Cross UPROX at or above 7000'. Track 286° to KITTY. Cross KITTY at or above 6000'. Track 286° to GIVEN. MAX 230 KIAS from GIVEN. Turn RIGHT track 016° to ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: Cross VEGPU at or below 8000'. From VEGPU, track 323° to ITTSA. Turn LEFT, track 315° to SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

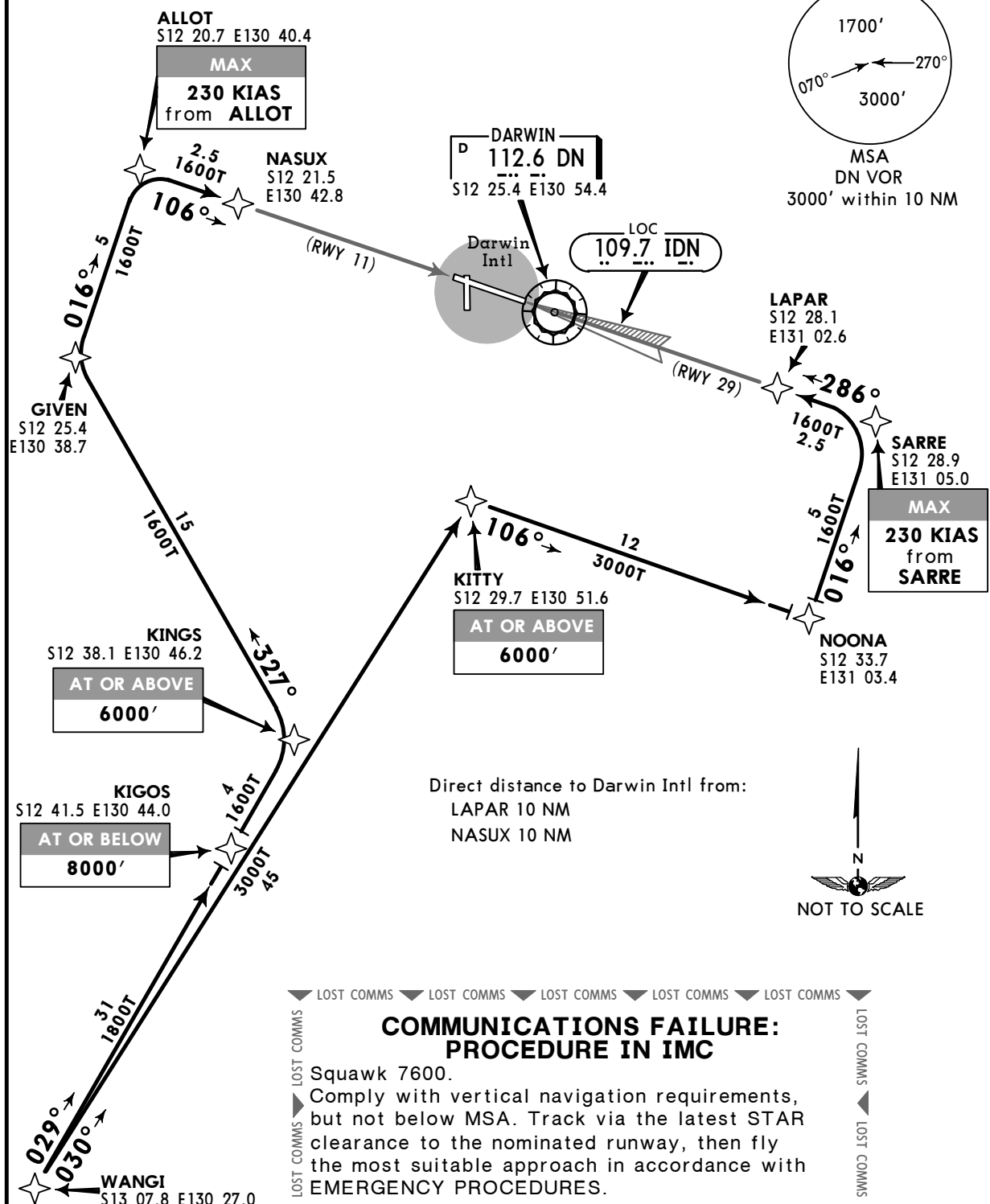
WANGI SEVEN ALPHA ARRIVAL[WANG7A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000'. Track 029° to KINGS. Cross KINGS at or above 6000'. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From WANGI track 030° to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



JEPPESEN

2 DEC 16

10-2K

Eff 7 Dec 1600Z

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

**WANGI SEVEN PAPA [WANG7P],
WANGI SEVEN UNIFORM [WANG7U]
ARRIVALS**

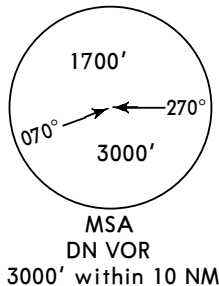
RUNWAY 11

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11 PAPA: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000'. Track 029° to KINGS for RNAV-P (RNP) RWY 11 approach.

RWY 11 UNIFORM: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000'. Track 029° to KINGS. Cross KINGS at or above 6000'. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for RNAV-U (RNP) RWY 11 approach.



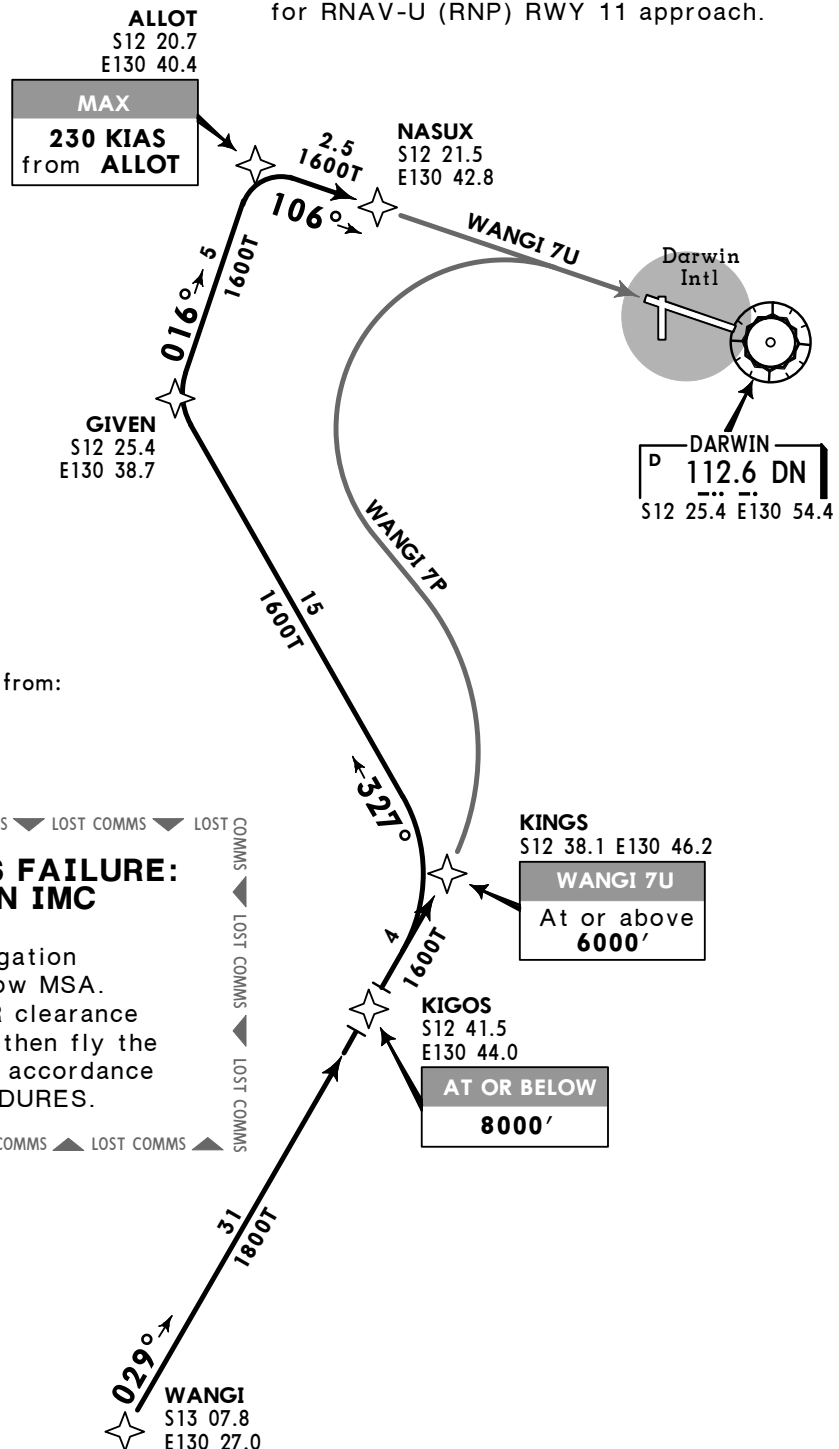
Direct distance to Darwin Intl from:
KINGS 15 NM
NASUX 10 NM

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.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



JEPPESSEN

2 DEC 16

10-2L

Eff 7 Dec 1600Z

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

**WANGI SEVEN PAPA [WANG7P],
WANGI SEVEN UNIFORM [WANG7U]
ARRIVALS**

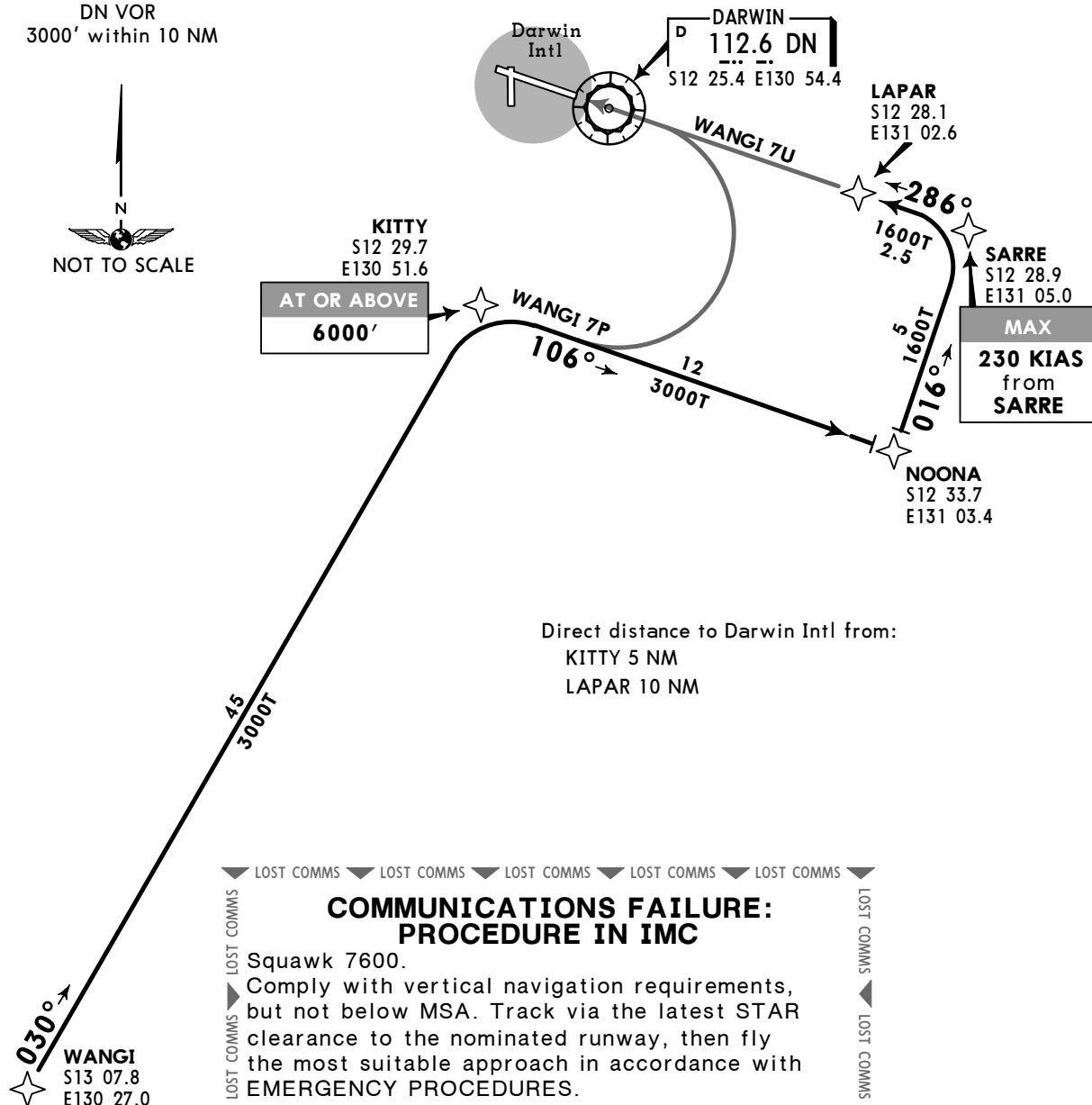
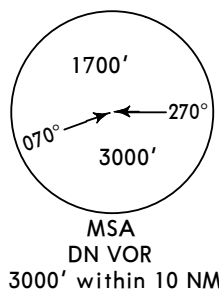
RUNWAY 29

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 29 PAPA: From WANGI track 030° to KITTY for RNAV-P (RNP) RWY 29 approach. Cross KITTY at or above 6000'.

RWY 29 UNIFORM: From WANGI track 030° to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESEN 13 JAN 17

10-3

STANDARD INSTRUMENT DEPARTURE (RADAR) **SID(R)****DARWIN, NT, AUSTRALIA**

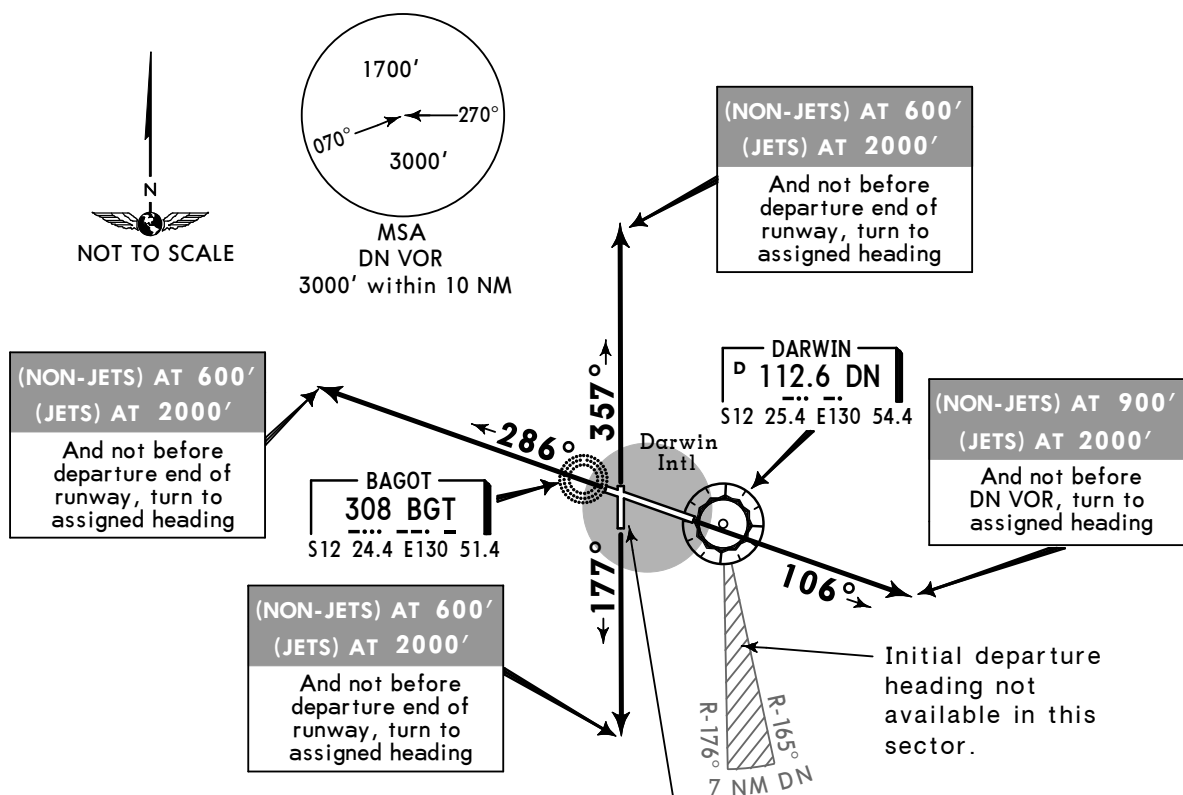
YPDN DARWIN INTL

DARWIN Clearance **126.8**
DARWIN Departure (R) **123.0**TRANS LEVEL: FL110
TRANS ALT: 10000'

ALL RUNWAYS

DARWIN SIX DEPARTURE (RADAR) [DN6](Jets includes turbo prop aircraft)
(above 25000 kg (55,116lbs) MTOW)This SID requires the following take-off minimums
(for standard minimums, refer to airport chart):

- ❶ Rwy 18: Ceiling 50' visibility 1000m or Standard, whichever is greater.
- ❶ 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 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 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 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.❶ CAUTION: Unlit hangar 109m
from Rwy 18/36 centerline.

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
terrain clearance, then

-proceed in accordance with the latest ATC route clearance acknowledged.

JEPPesen

10-3B

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

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

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

BIRDY THREE DEPARTURE [BIRDY3]

Minimum required climb gradients:

Rwy 11: 8.8% to 3000'.

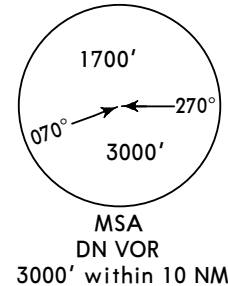
Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

RWY 11: Track 106°. At 900' and not before VOR turn RIGHT, track direct to UPROX. Cross UPROX at or above 3000'. Turn RIGHT, track 217° to PEBBL. Turn RIGHT track 227° to UBDIG. Cross UBDIG at or below 5000'. Turn RIGHT, track 243° to BIRDY.

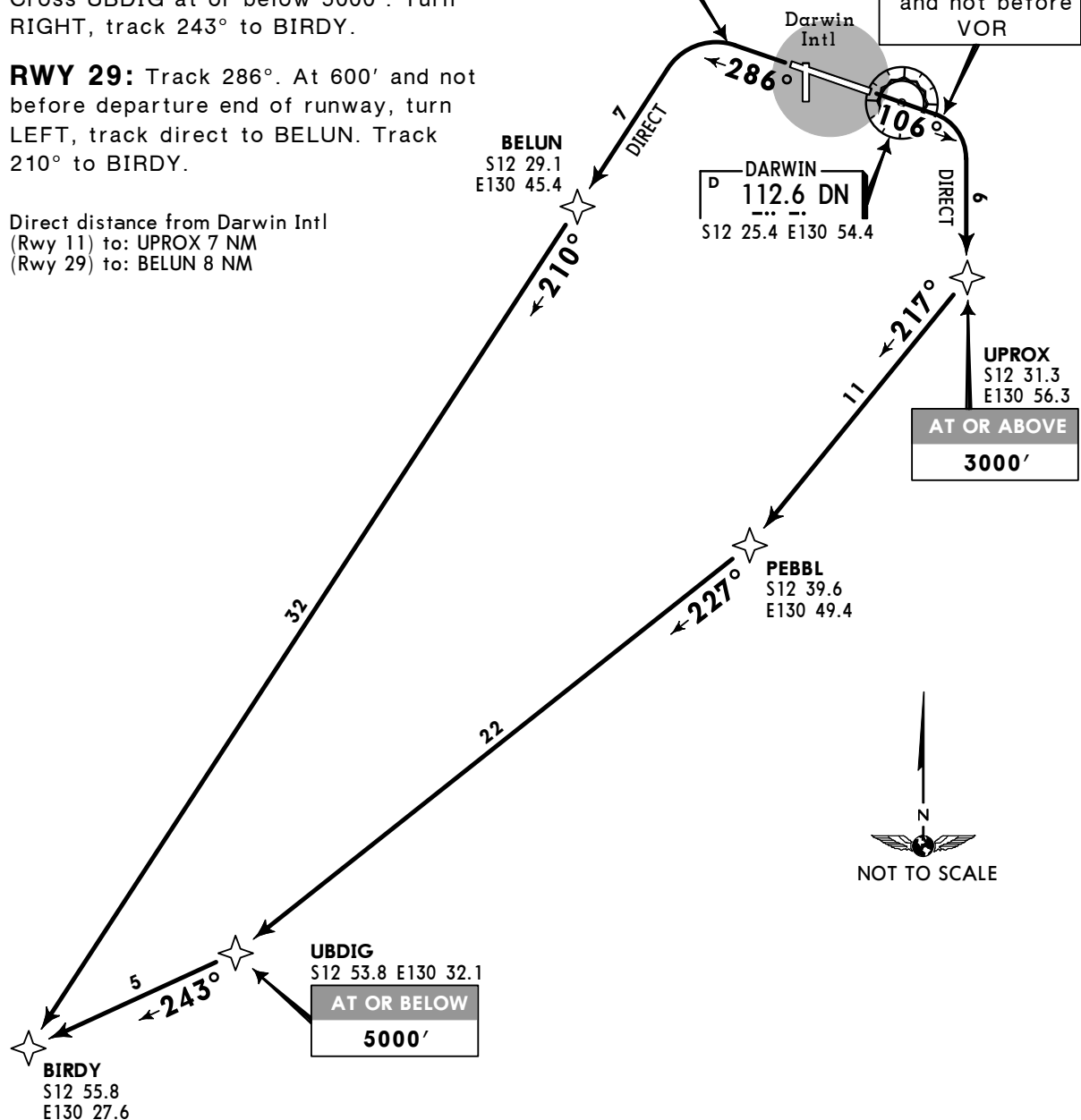
RWY 29: Track 286°. At 600' and not before departure end of runway, turn LEFT, track direct to BELUN. Track 210° to BIRDY.

Direct distance from Darwin Intl
(Rwy 11) to: UPROX 7 NM
(Rwy 29) to: BELUN 8 NM



TURN LEFT
At **600'**
and not before
departure end
of runway

TURN RIGHT
At **900'**
and not before
VOR



JEPPesen

10-3C

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

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

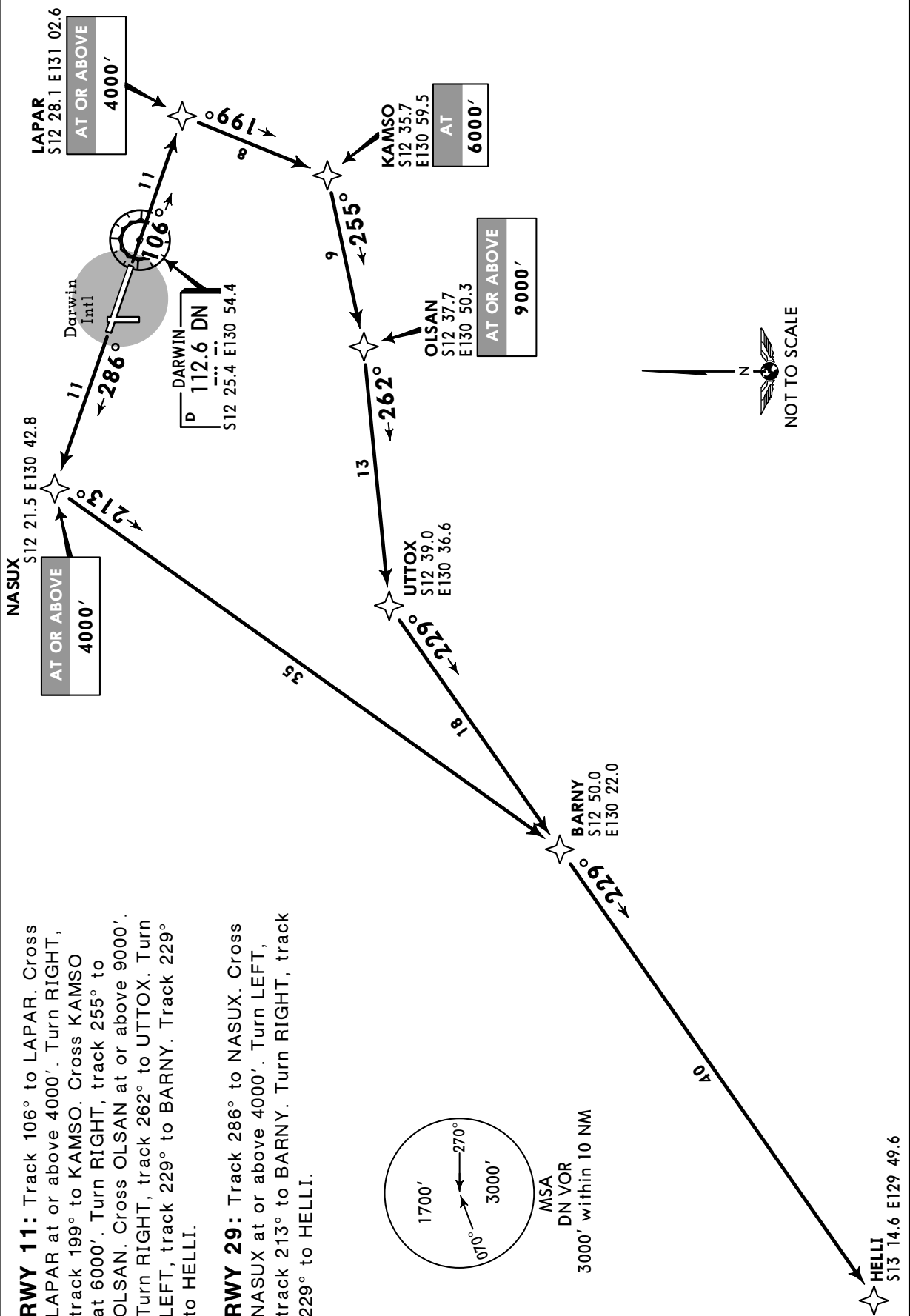
DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

HELLI FOUR DEPARTURE [HELLI4]



JEPPesen

10-3D

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

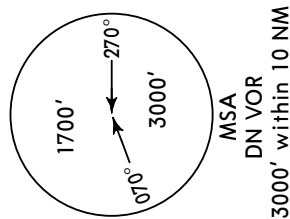
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

JULIE FOUR DEPARTURE [JULIE4]

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000'. Turn RIGHT, track 303° to SADAR. Turn LEFT, track 295° to JULIE.

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000'. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000'. Turn LEFT, track 286° to WUDOF. Turn LEFT track 267° to ARUPU. Cross ARUPU at or above FL150. Track 267° to SADAR. Turn RIGHT, track 295° to JULIE.



JULIE
S11 47.8
E129 42.2

SADAR
S12 13.7
E130 31.8

ARUPU
S12 13.6 E130 37.1

**AT OR ABOVE
FL150**

WUDOF
S12 13.6
E130 50.5

TURGO
S12 17.0
E131 00.6

**AT OR BELOW
8000'**

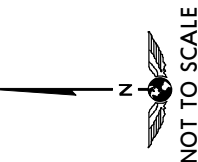
MENOB
S12 18.9
E131 02.4

NASUX
S12 21.5
E130 42.8

**AT OR ABOVE
4000'**

LAPAR
S12 28.1
E131 02.6

**AT OR ABOVE
4000'**



JEPPESEN

10-3E

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

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

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

LAKUP FOUR DEPARTURE [LAKUP4]

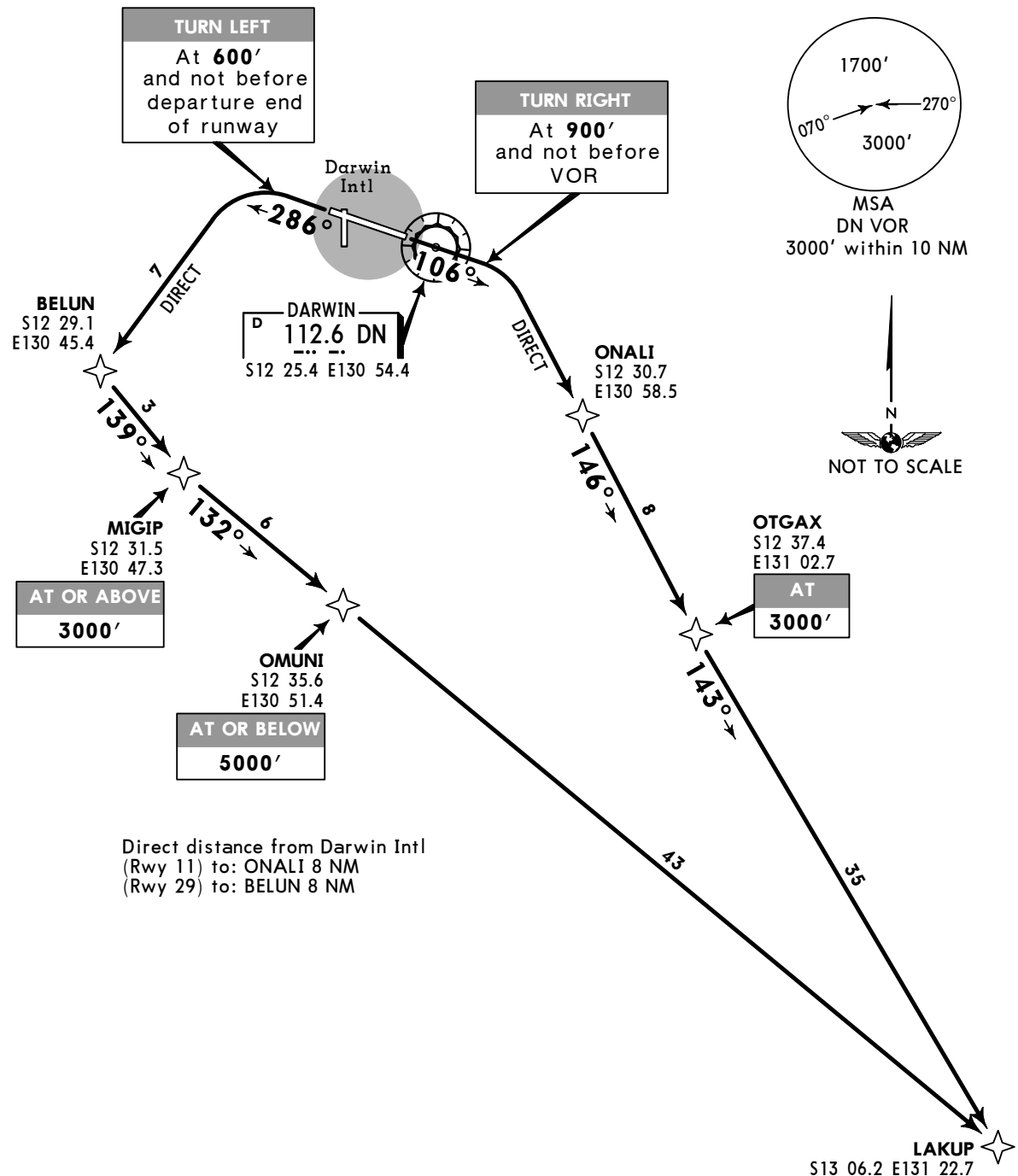
Minimum required climb gradients:

Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900' and not before VOR turn RIGHT, track direct to ONALI. Track 146° to OTGAX. Cross OTGAX at 3000'. Track 143° to LAKUP.

RWY 29: Track 286°. At 600' and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000'. Turn LEFT, track 132° to OMUNI. Cross OMUNI at or below 5000'. Track 132° to LAKUP.



JEPPESEN

10-3F

30 DEC 16

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

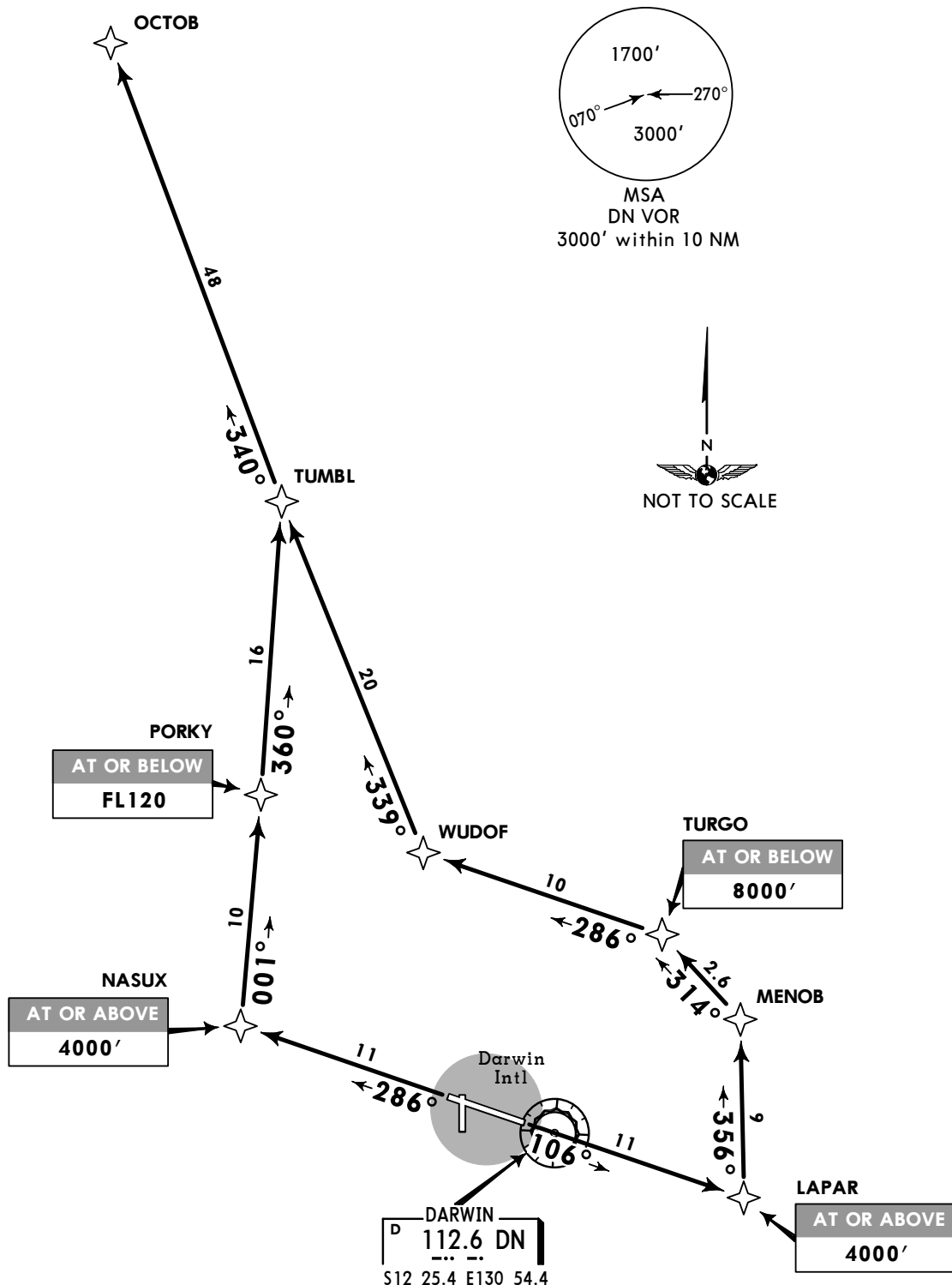
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

OCTOB 6 DEPARTURE [OCTOB6]

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000'. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000'. Turn LEFT, track 286° to WUDOF. Turn RIGHT, track 339° to TUMBL. Turn RIGHT, track 340° to OCTOB.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000'. Turn RIGHT, track 001° to PORKY. Cross PORKY at or below FL120. Track 360° to TUMBL. Turn LEFT track 340° to OCTOB.



JEPPesen

10-3G

30 DEC 16

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

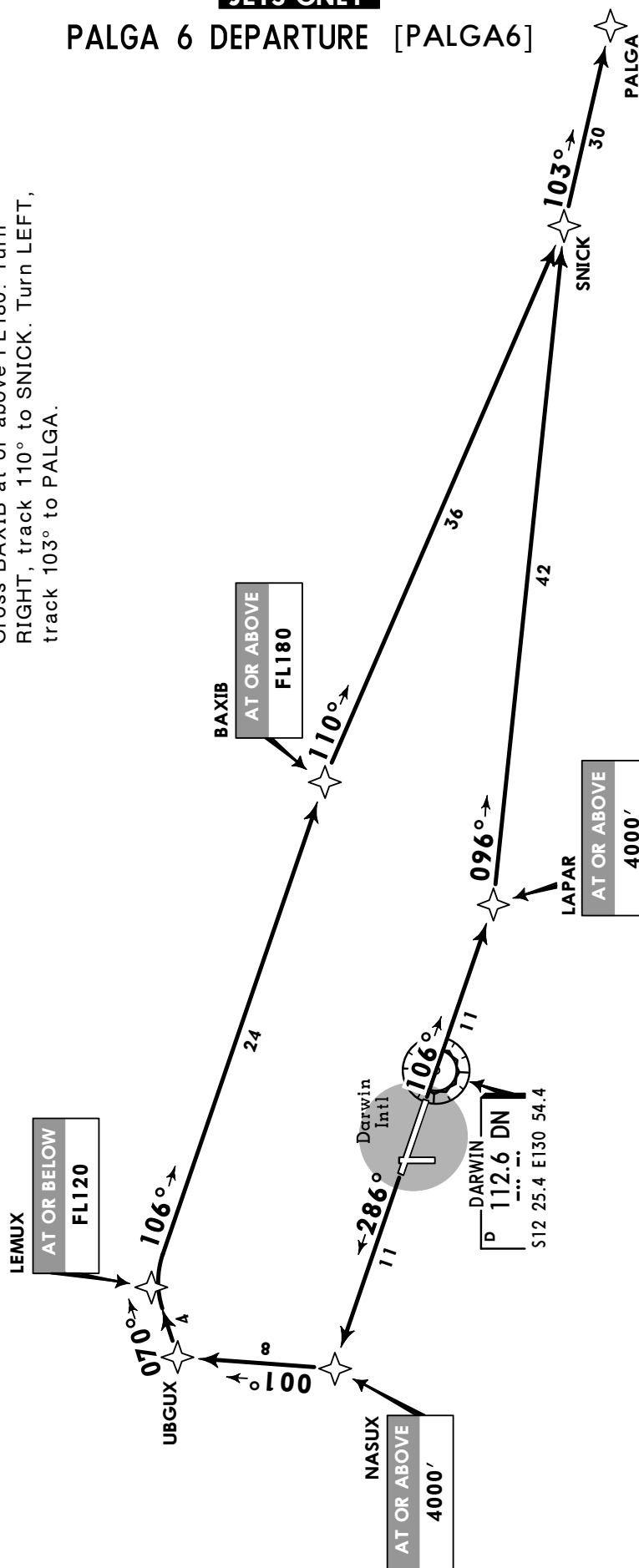
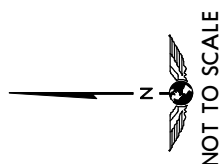
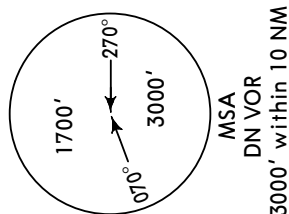
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

PALGA 6 DEPARTURE [PALGA6]

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000'. Turn LEFT, track 096° to SNICK. Turn RIGHT, track 103° to PALGA.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000'. Turn RIGHT, track 001° to UBGUX. Turn RIGHT, track 070° to LEMUX. Cross LEMUX at or below FL120. Turn RIGHT, track 106° to BAXIB. Cross BAXIB at or above FL180. Turn RIGHT, track 110° to SNICK. Turn LEFT, track 103° to PALGA.



JEPPesen

10-3H

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

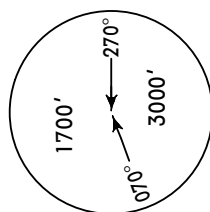
RUSKA 5 DEPARTURE [RUSKA5]

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

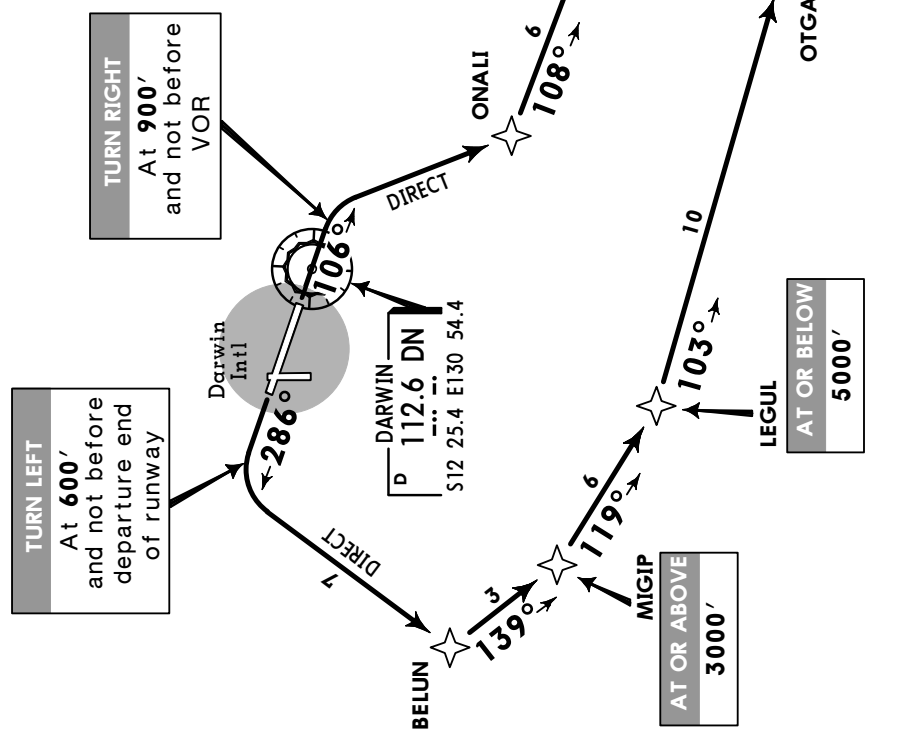
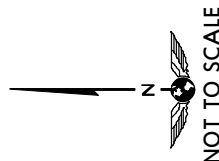
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900' and not before VOR turn RIGHT, track direct to ONALI. Turn LEFT, track 108° to PAGSO. Cross PAGSO at 3000'. Track 108° to VABLI. Cross VABLI at or below 6000'. Turn LEFT, track 097° to RUSKA.

RWY 29: Track 286°. At 600' and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000'. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000'. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000'. Turn RIGHT, track 085° to ITTSA. Turn RIGHT, track 097° to VABLI. Track 097° to RUSKA.



MSA
DN VOR
3000' within 10 NM



JEPPESSEN

10-3J

2 DEC 16

Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

VANDI 5 DEPARTURE [VANDI5]

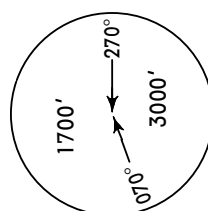
RWY 29: Track 286°. At 600' and not before departure end of runway, turn LEFT track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000'. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000'. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000'. Turn LEFT, track 060° to DUGAM. Cross DUGAM at or above FL140. Track 060° to BURBA. Cross BURBA at or below FL170. Turn RIGHT, track 071° to VANDI.

RWY 11: Track 106°. At 1500' and not before VOR turn LEFT, track direct to PAMGA. Cross PAMGA at 3000'. Track 064° to BAXIB. Cross BAXIB at or below 8000'. Turn RIGHT, track 088° to VANDI.

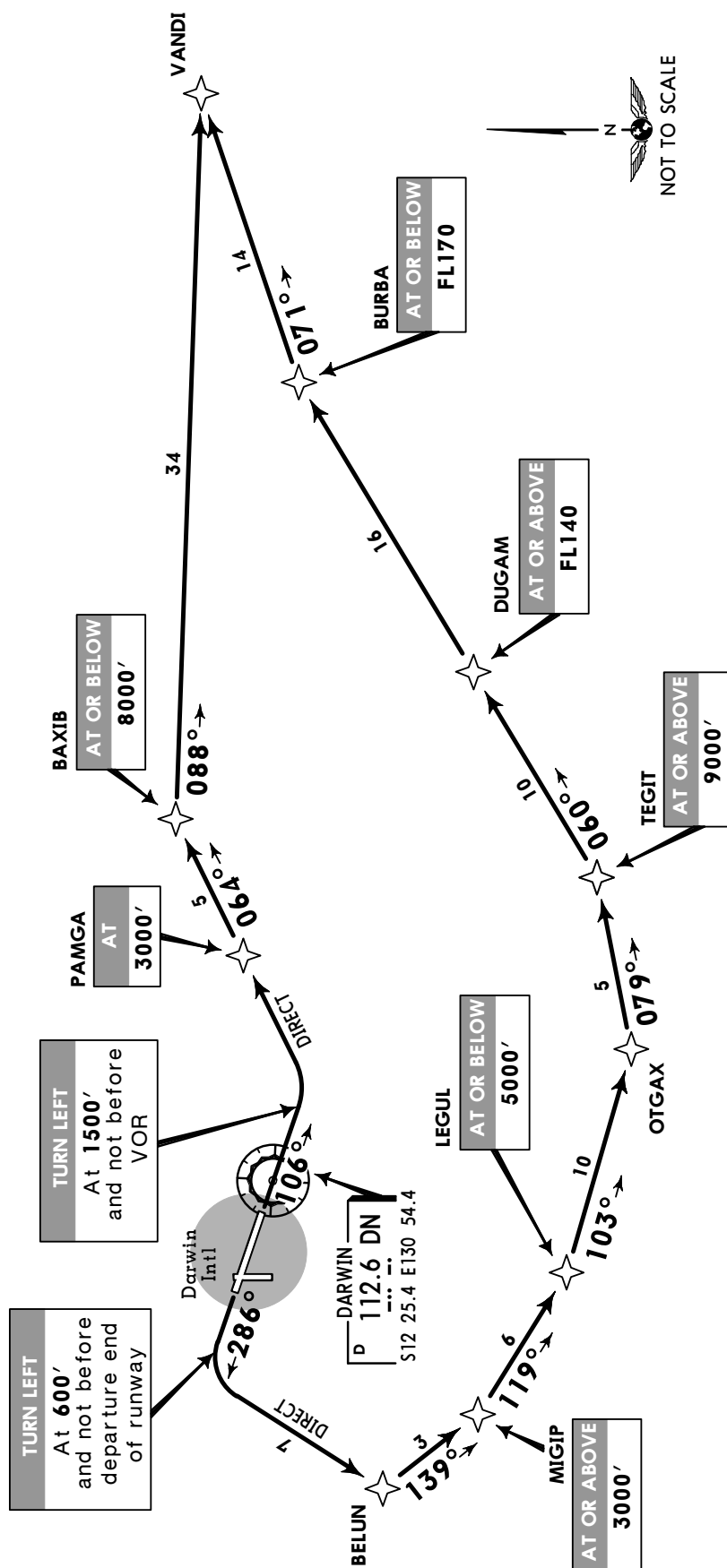
Minimum required climb gradients:

Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



MSA
DN VOR
3000' within 10 NM



YPDN/DRW

23 MAY 14 **JEPPESEN**
10-4

Eff 29 May

DARWIN, NT, AUSTRALIA
DARWIN INTL**NOISE****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.

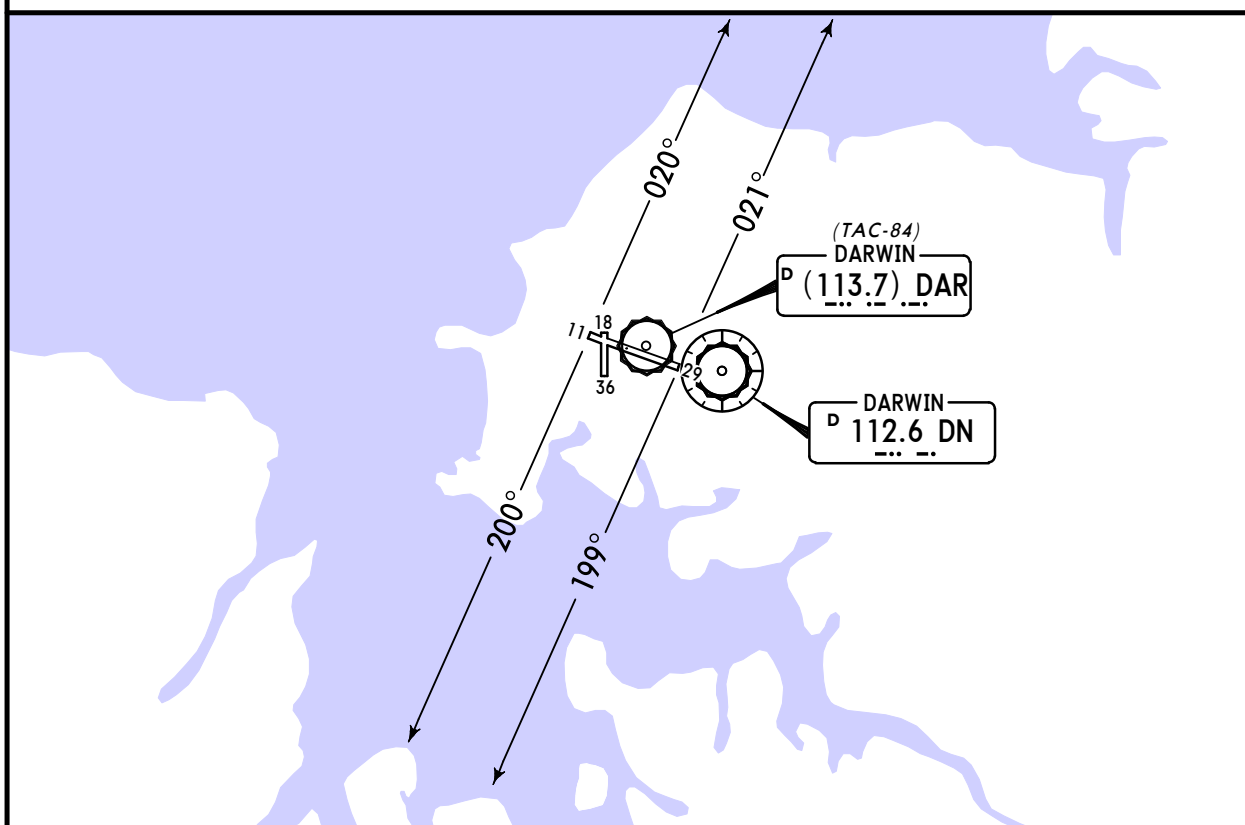
2.1.3 Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000' AMSL, proceed for further straight-in approach. If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

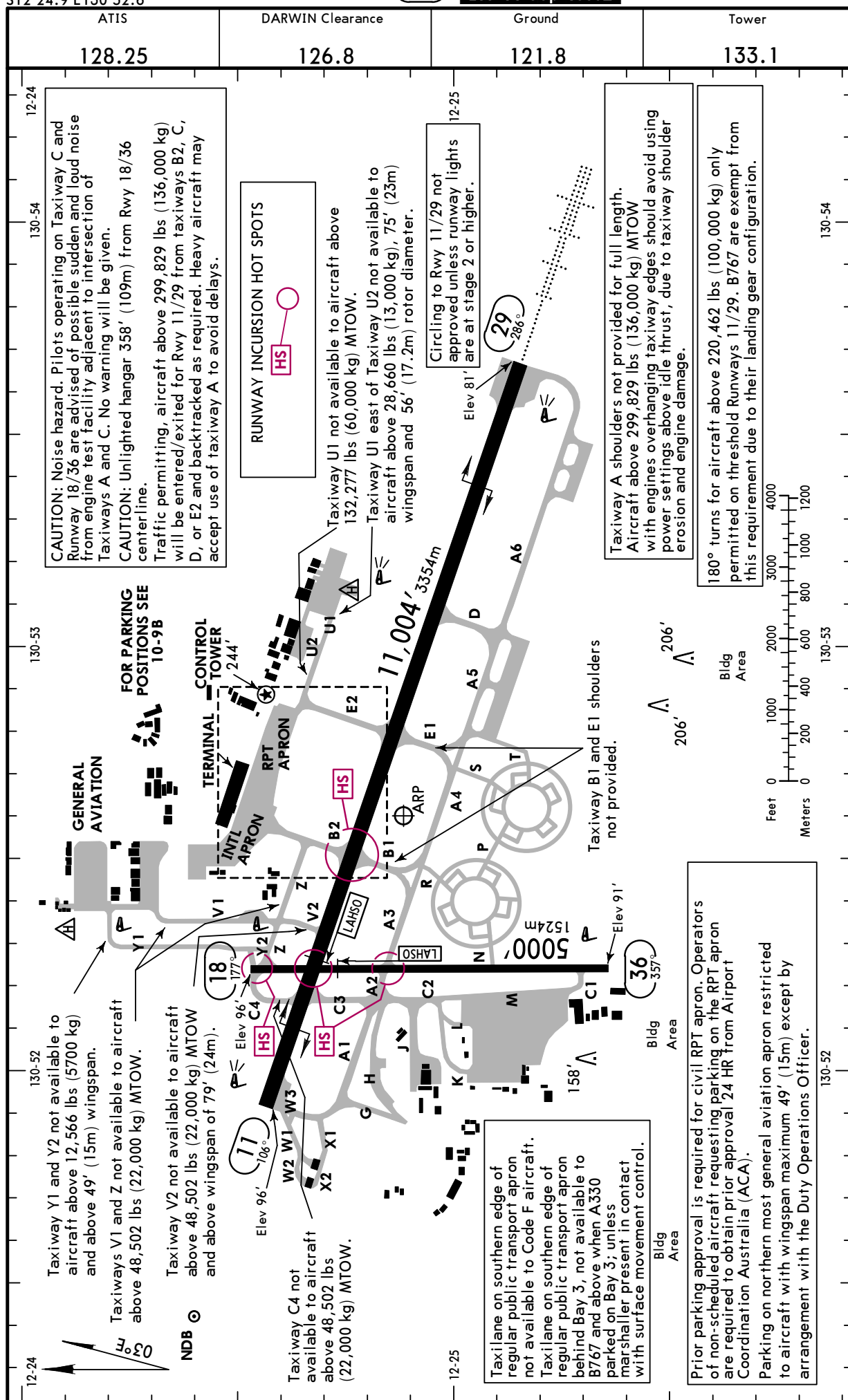
9 SEP 16

(10-9)

Eff 14 Sep 1600Z

DARWIN, NT, AUSTRALIA

DARWIN INTL



YPDN/DRW

 **JEPPESEN****DARWIN, NT, AUSTRALIA**

9 SEP 16

10-9A**Eff 14 Sep 1600Z****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	Landing Beyond Glide Slope			
11	HIRL PAPI (angle 3.0°, MEHT 57')					197'
29	HIRL HIALS PAPI (angle 3.0°, MEHT 59')		9994' 3046m	18/36 8816' 2687m		60m

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 ILS X or LOC X Rwy 29 VOR 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 Y 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

1 CAT D not applicable for RNAV Rwy 36.

YPDN/DRW

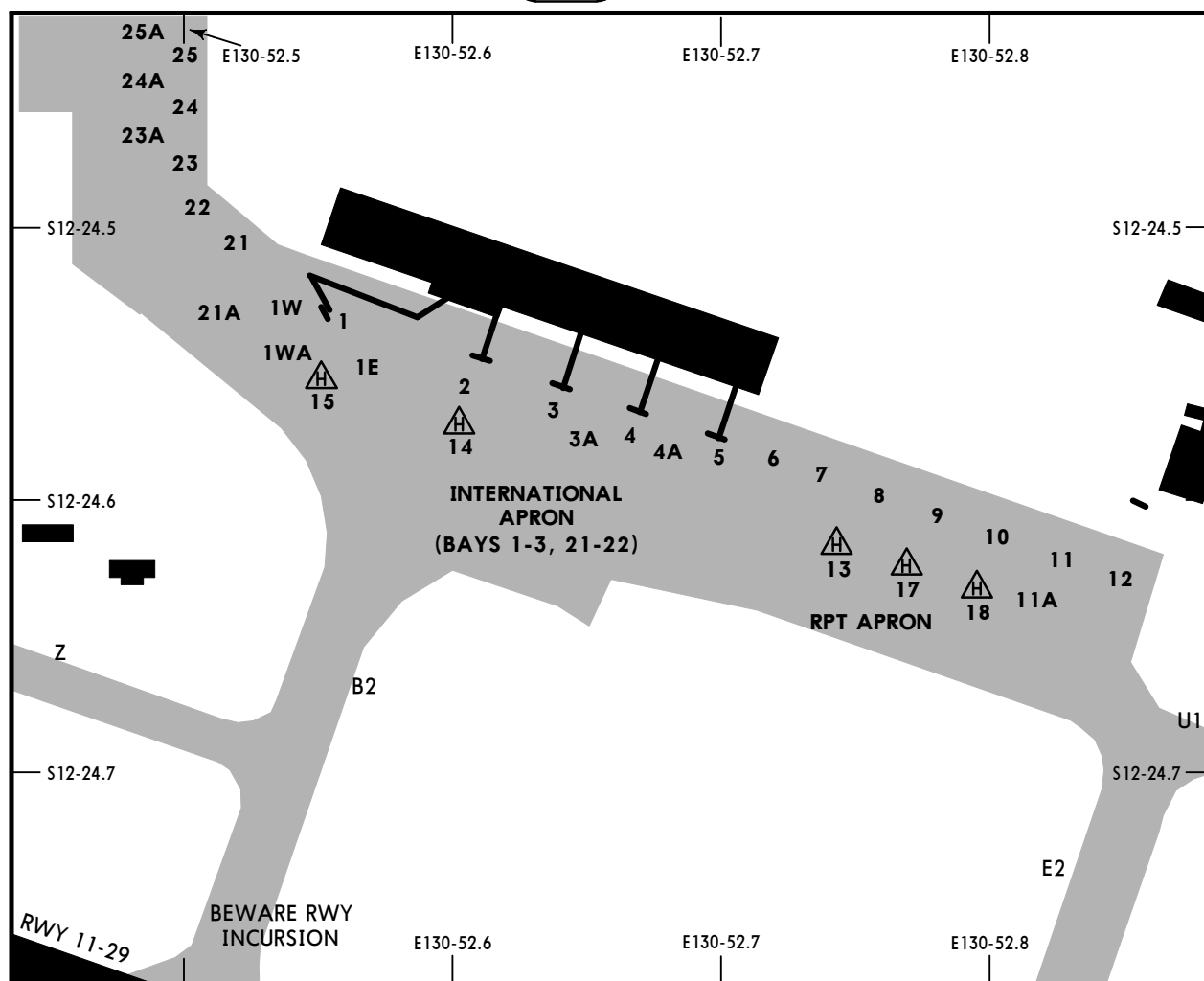
JEPPESEN**DARWIN, NT, AUSTRALIA**

22 MAY 15

(10-9B)

Eff 28 May

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'	DH8C	
2	S12 24.5 E130 52.6	73'	B744	SAFEGATE DGS
3	S12 24.5 E130 52.7	72'	B763	
3A	S12 24.5 E130 52.7	72'	SF34/E120	SAFEGATE DGS
4	S12 24.5 E130 52.7	72'	A321/B738	
4A	S12 24.6 E130 52.7	72'	SF34/E120	SAFEGATE DGS
5	S12 24.6 E130 52.7	72'	A321/B738	
6	S12 24.6 E130 52.7	72'	A321/B738	
7	S12 24.6 E130 52.8	72'	A321/B738	
8	S12 24.6 E130 52.8	72'	B717	SAFEGATE DGS
9 thru 11	S12 24.6 E130 52.8	72'	A321/B738	
11A	S12 24.6 E130 52.8	72'	B763	
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	
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	
23A	S12 24.5 E130 52.5	73'	SF34/E120	
24A	S12 24.4 E130 52.5	73'	SF34/E120	SAFEGATE DGS
24	S12 24.4 E130 52.5	73'	A321/B738	
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 International Airport Management.

YPDN/DRW

 **JEPPESEN**

13 MAR 15

10-9C

DARWIN, NT, AUSTRALIA**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, 4 and 5. 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	310 (Bay 2), 319, 320, 321 (Bays 1, 2, 3, 4 & 5), 330 (Bays 1 & 2), 340-300 (Bay 1), 340-600 (Bay 1), 380 (Bay 1).
Antonov	An-124 (Bay 1)
Boeing	717 (Bays 1, 2, 3, 4 & 5), 737 All Series (Bays 2, 3 & 4), 737-300 (Bay 1), 737-500 (Bay 1), 737-800 (Bays 1 & 5), 757 (Bays 1, 2 & 3), 767 (Bays 1, 2 & 3), 777 (Bays 1 & 2), 787 (Bays 1 & 2).
Embraer	E170, E190 (Bays 1, 2, 3, 4 & 5).
Fokker	F70 (Bays 1 & 2), F100 (Bays 1, 2, 3, 4 & 5).
McDonnell Douglas	MD11 (Bay 1)

System Operation

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

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.
NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.
- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.
NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.
- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.
NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.
- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.
NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.
- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.
NOTE: If the detected aircraft is lost prior to 39' (12m) to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

YPDN/DRW

 **JEPPESEN**

13 MAR 15

10-9D

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.

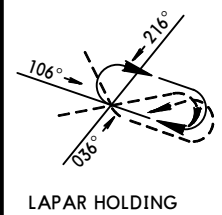
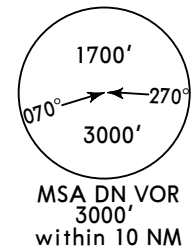
YPDN/DRW
DARWIN INTL

JEPPesen
2 DEC 16
Eff 7 Dec 1600Z (11-1)

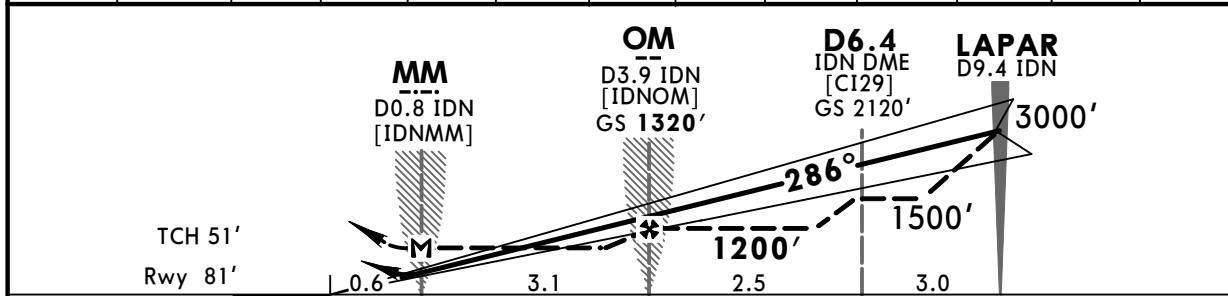
DARWIN, NT, AUSTRALIA
ILS-Z or LOC-Z Rwy 29

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 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 1320' (1239')	ILS DA(H) 290' (209')	Apt Elev 103' Rwy 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. IDN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500' AGL east of MM. 3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure.				



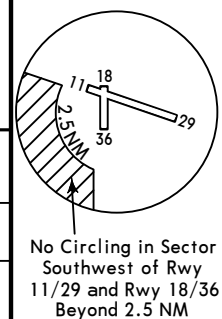
LOC (GS out)	IDN DME	1.5	2.0	3.0	3.9	5.0	6.0	6.4	7.0	8.0	9.0	9.2
	ALTITUDE	550'	720'	1030'	1320'	1670'	1990'	2120'	2310'	2630'	2940'	3000'



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

PANS OPS

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			
D					205	1000' (897') - 5.0 km			



YPDN/DRW
DARWIN INTL

JEPPESSEN
2 DEC 16
Eff 7 Dec 1600Z **(11-2)**

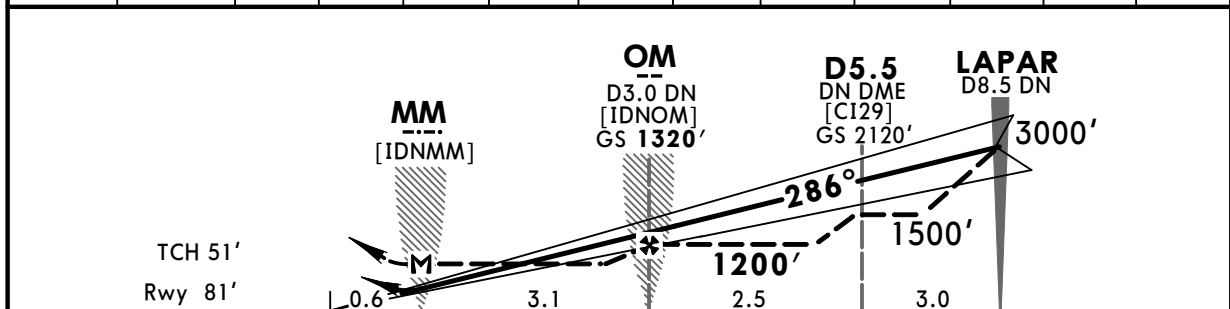
DARWIN, NT, AUSTRALIA
ILS-X or LOC-X Rwy 29

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 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 1320' (1239')	ILS DA(H) 290' (209')	Apt Elev 103' Rwy 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. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500' AGL east of MM. 3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GPS permitted in lieu of DME. Reference waypoint DN VOR.				
				MSA DN VOR 3000' within 10 NM



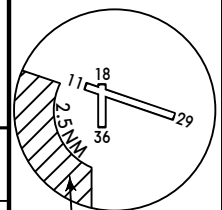
LOC (GS out)	DN DME	0.6	1.0	2.0	3.0	4.0	5.0	5.5	6.0	7.0	8.0	8.3
	ALTITUDE	550'	690'	1000'	1320'	1640'	1960'	2120'	2280'	2600'	2920'	3000'



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

PANS OPS

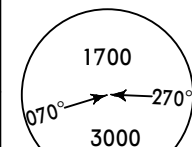
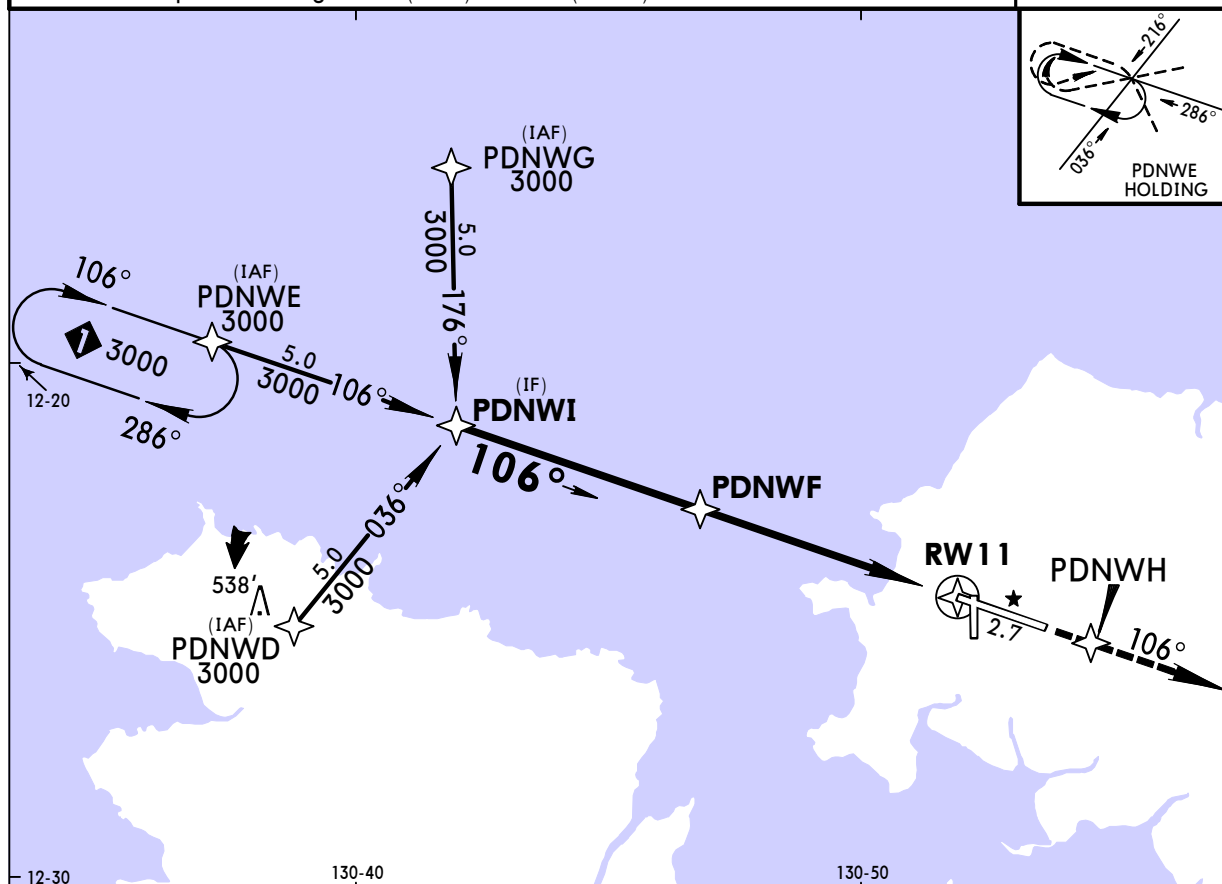
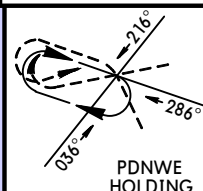
STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND				
ILS			LOC (GS out)						
DA(H) 290' (209')			MDA(H) 550' (469')						
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)			
A					100	700' (597') - 2.4 km			
B					135				
C	0.8 km	1.2 km	1.5 km	1.7 km	180	800' (697') - 4.0 km			
D					205	1000' (897') - 5.0 km			



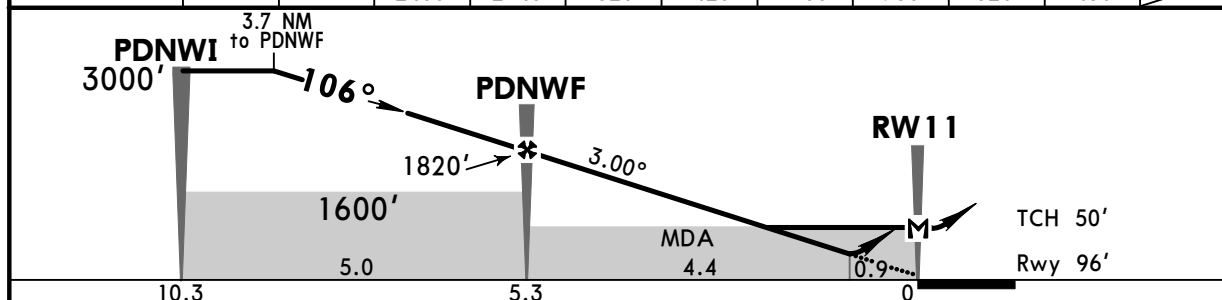
YPDN/DRW
DARWIN INTL24 FEB 17
Eff 2 MarJEPPESEN
(12-1)DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 11

BRIEFING STRIP

ATIS 128.25	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 106°	Procedure Alt PDNWF 1820' (1724')	LNAV/VNAV DA(H) 430' (334')	Apt Elev 103' Rwy 96'
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. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.				

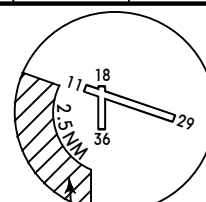
MSA ARP
3000
within 10 NM

NM to NEXT WPT	3.7	3.0	2.0	1.0	PDNWF	4.0	3.0	2.0	1.2	0.9	RW11
ALTITUDE	3000'	2780'	2460'	2140'	1820'	1420'	1100'	780'	520'	430'	



Gnd speed-Kts	70	90	100	120	140	160					
Descent angle	3.00°	372	478	531	637	743	849				
LNAV/VNAV: MAP at DA											
LNAV: MAP at RW11											

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 430' (334')	LNAV MDA(H) 520' (424')	Max Kts	MDA(H)
A B C D	1.9 km	100	700' (597') - 2.4 km
		135	800' (697') - 4.0 km
		180	800' (697') - 4.0 km
		205	1000' (897') - 5.0 km

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

PANS OPS

YPDN/DRW
DARWIN INTL

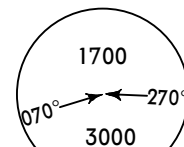
24 FEB 17
Eff 2 Mar

JEPPesen
(12-2)

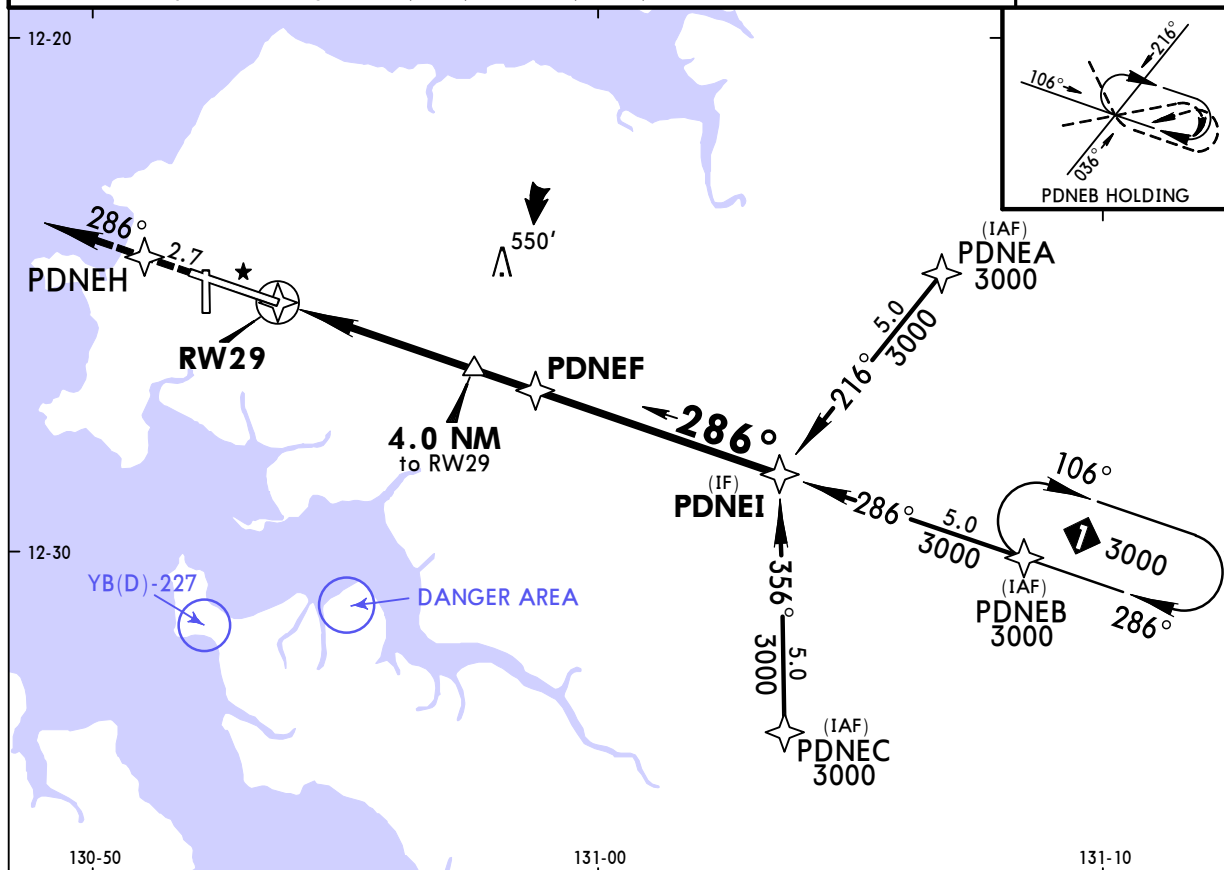
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 29

BRIEFING STRIP

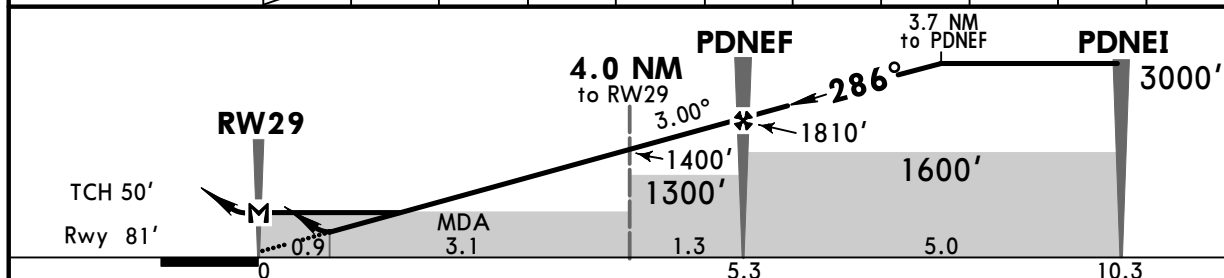
ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
RNAV	Final Apch Crs 286°	Procedure Alt PDNEF 1810' (1729')	LNAV/VNAV DA(H) 430' (349')	Apt Elev 103' Rwy 81'
MISSED APCH: Track direct to PDNEH, then track 286°. Climb to 3000'.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.				



MSA ARP
3000
within 10 NM



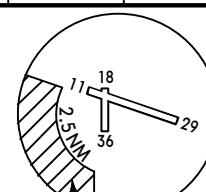
NM to NEXT WPT	RW29	0.9	1.3	2.0	3.0	4.0	PDNEF	1.0	2.0	3.0	3.7
ALTITUDE		430'	530'	770'	1090'	1400'	1810'	2130'	2450'	2760'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	→ PDNEH
Descent angle 3.00°	372	478	531	637	743	849		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW29								

PANS OPS

STRAIGHT-IN LANDING RWY29		CIRCLE-TO-LAND	
LNAV/VNAV	LNAV		
DA(H) 430' (349')	MDA(H) 530' (449')		
HIALS out	HIALS out		
A		Max Kts	MDA(H)
B		100	700' (597') -2.4 km
C	1.9 km	135	800' (697') -4.0 km
D	2.5 km	180	1000' (897') -5.0 km
		205	



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

YPDN/DRW
DARWIN INTL

2 DEC 16

Eff 7 Dec 1600Z

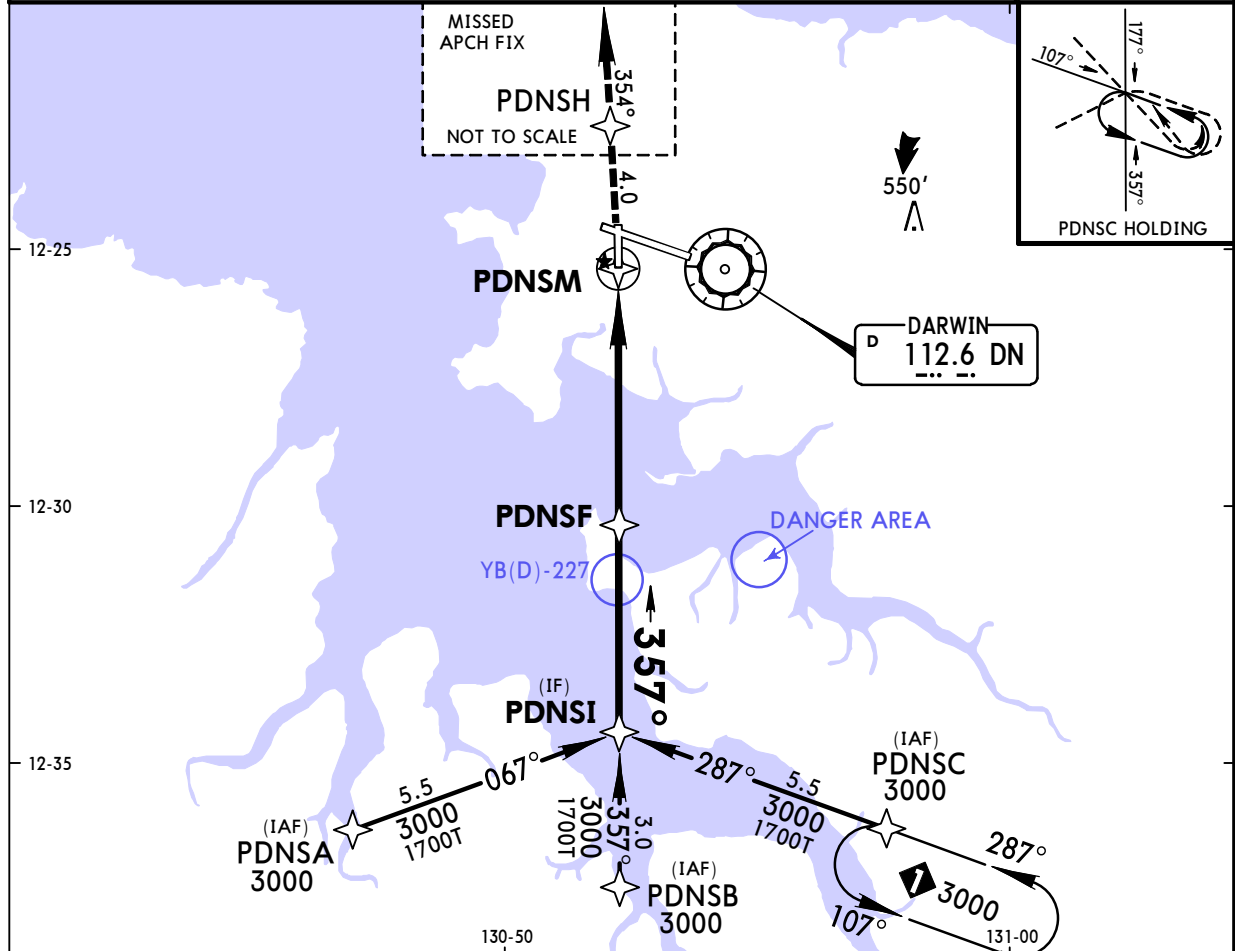
(12-3)

CAT A, B & C

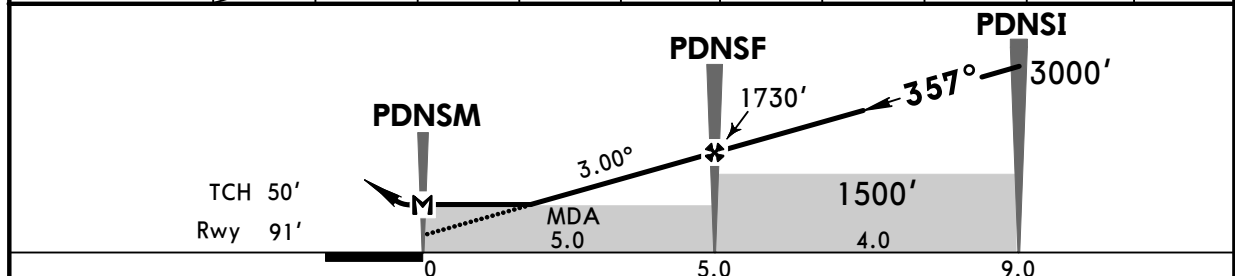
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 36

BRIEFING STRIP

ATIS 128.25	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 1730' (1639')	MDA(H) 610' (519')	Apt Elev 103' Rwy 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'				MSA DN VOR 3000' within 10 NM
1. CAUTION: Gas plume approaching FAF.				



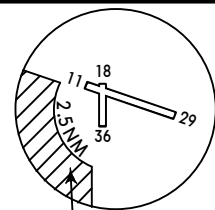
NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610'	780'	1100'	1410'	1730'	2050'	2370'	2690'	3000'



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

PANS OPS

STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
MDA(H) 610' (519')		Max Kts MDA(H)	
2.9 km		100	700' (597') - 2.4 km
		135	800' (697') - 4.0 km
		180	800' (697') - 4.0 km
NOT APPLICABLE		NOT APPLICABLE	



YPDN/DRW
DARWIN INTL

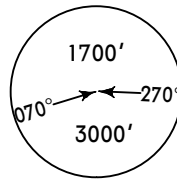
2 DEC 16

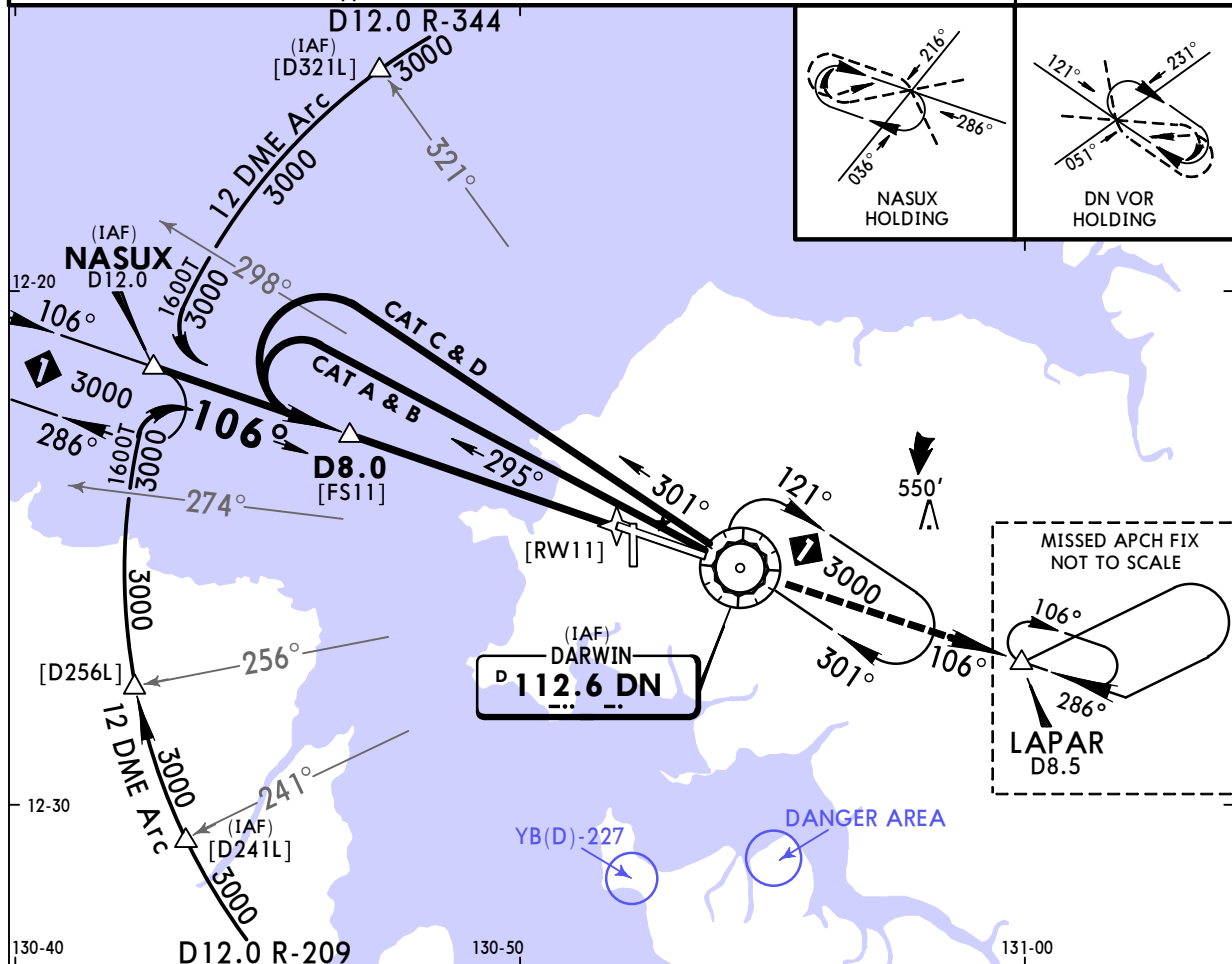
Eff 7 Dec 1600Z

(13-1)

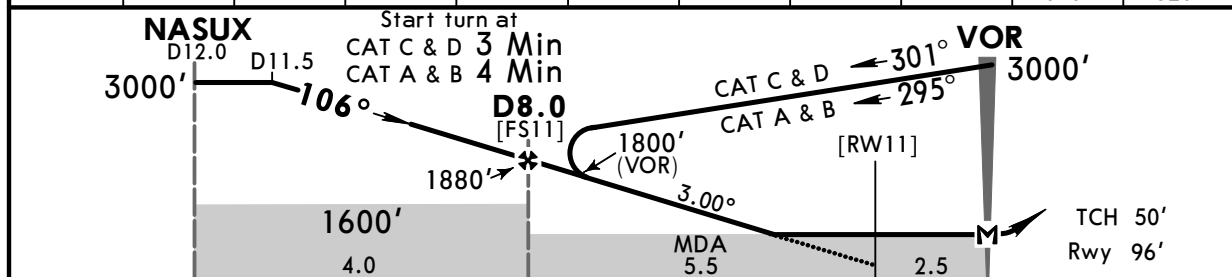
DARWIN, NT, AUSTRALIA
VOR Rwy 11

BRIEFING STRIP

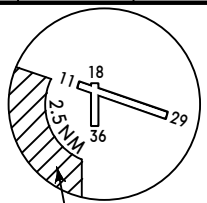
ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
VOR DN 112.6	Final Apch Crs 106°	Minimum Alt D8.0 Refer to Profile	VOR DME MDA(H) 520' (424')	Apt Elev 103' Rwy 96'
MISSED APCH: Track 106°, climb to 3000'. Hold at LAPAR 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 KT. 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 3000' within 10 NM



DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000'	2840'	2520'	2200'	1880'	1560'	1240'	930'	610'	520'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at VOR										
								PAPI	106°	3000'

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND		 No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM
VOR DME MDA(H) 520' (424')	VOR MDA(H) 560' (464')	Max Kts	MDA(H)	
A B C D	2.3 km	100 135 180 205	700' (597') - 2.4 km	
			800' (697') - 4.0 km	
			1000' (897') - 5.0 km	

PANS OPS

YPDN/DRW
DARWIN INTLJEPPESEN DARWIN, NT, AUSTRALIA
2 DEC 16 (13-2) Eff 7 Dec 1600Z VOR-Z Rwy 29

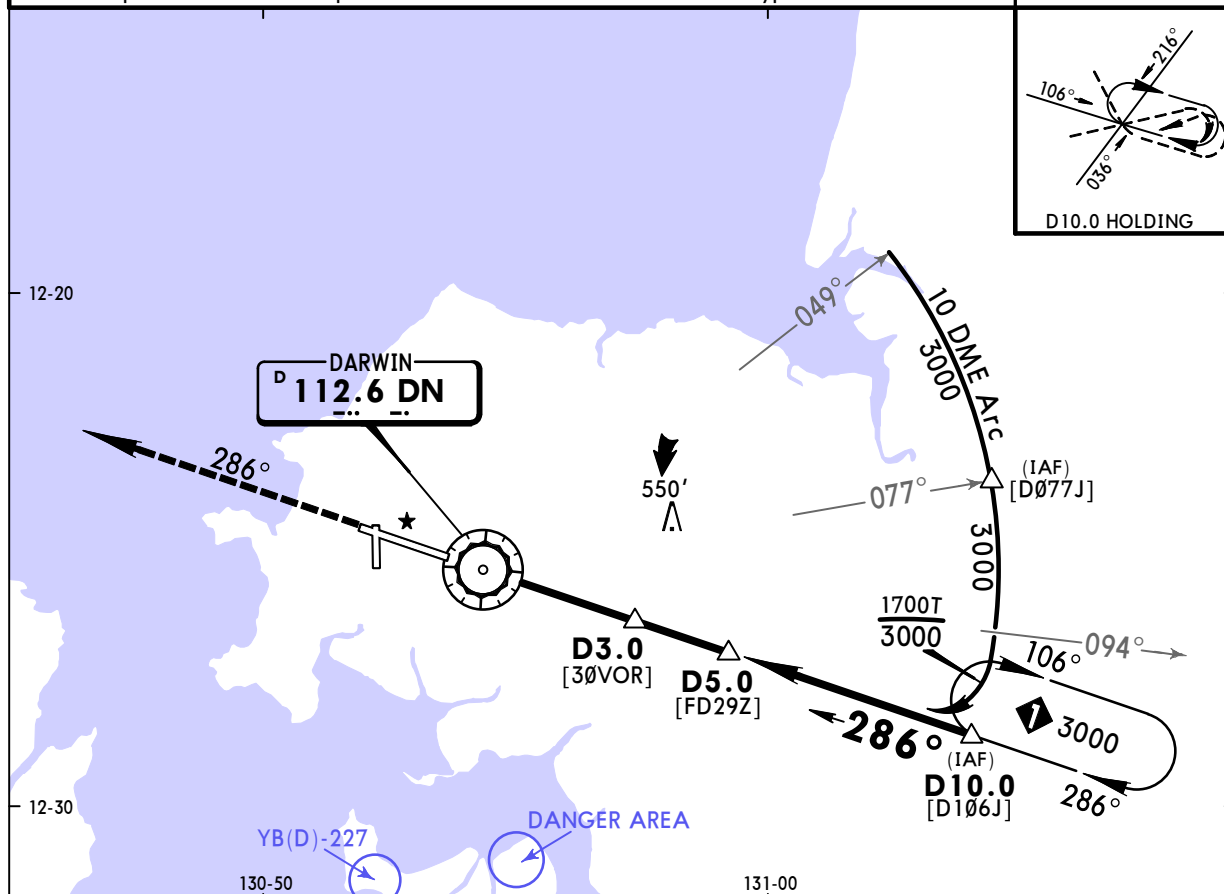
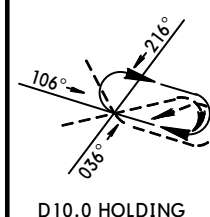
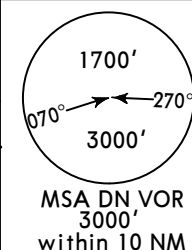
BRIEFING STRIP™

ATIS 128.25	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 1960' (1879')	MDA(H) 560' (479')	Apt Elev 103' Rwy 81'

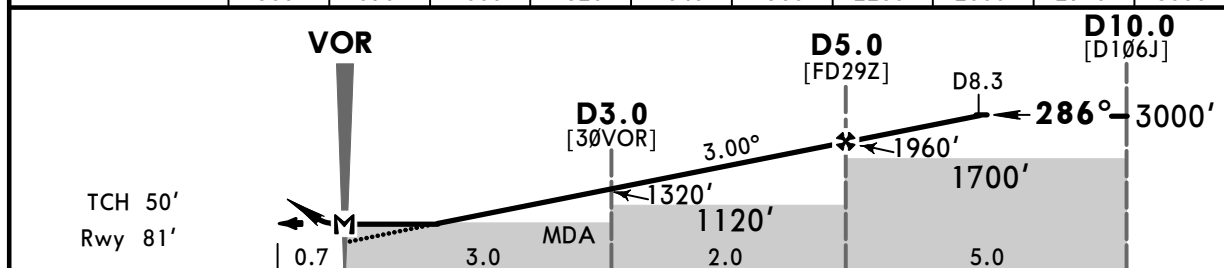
MISSED APCH: Track 286°, climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'

1. **DN DME REQUIRED.** 2. CAUTION: VFR helo ops up to 500' AGL east of 3 NM step.
 3. Aircraft may be RADAR vectored to final. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GNSS permitted in lieu of DME. Reference waypoint DN VOR.

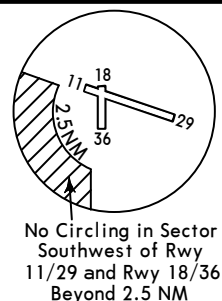


DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560'	690'	1000'	1320'	1640'	1960'	2280'	2600'	2910'	3000'



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')							
HIALS out							
A				Max Kts	MDA(H)		
B				100	700' (597') - 2.4 km		
C				135	800' (697') - 4.0 km		
D				180	1000' (897') - 5.0 km		



PANS OPS

CHANGES: MSA, danger area.

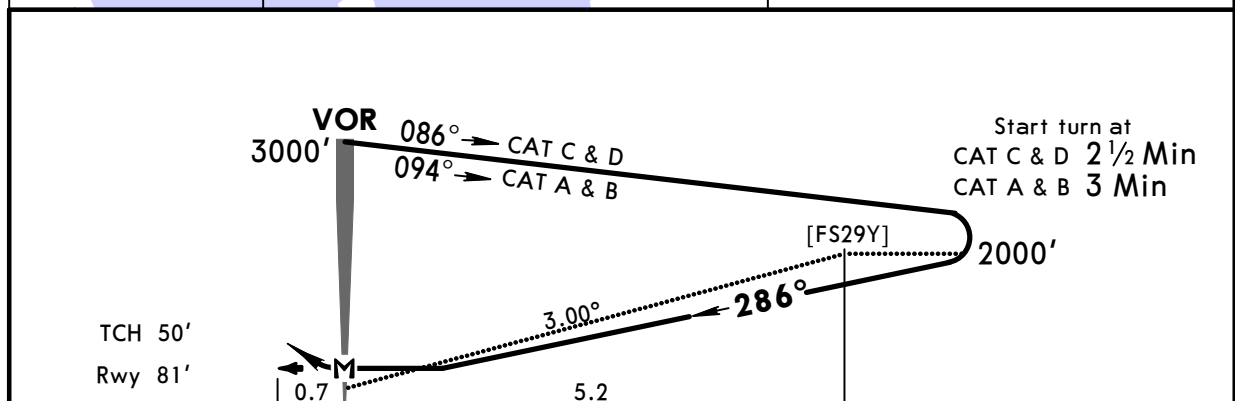
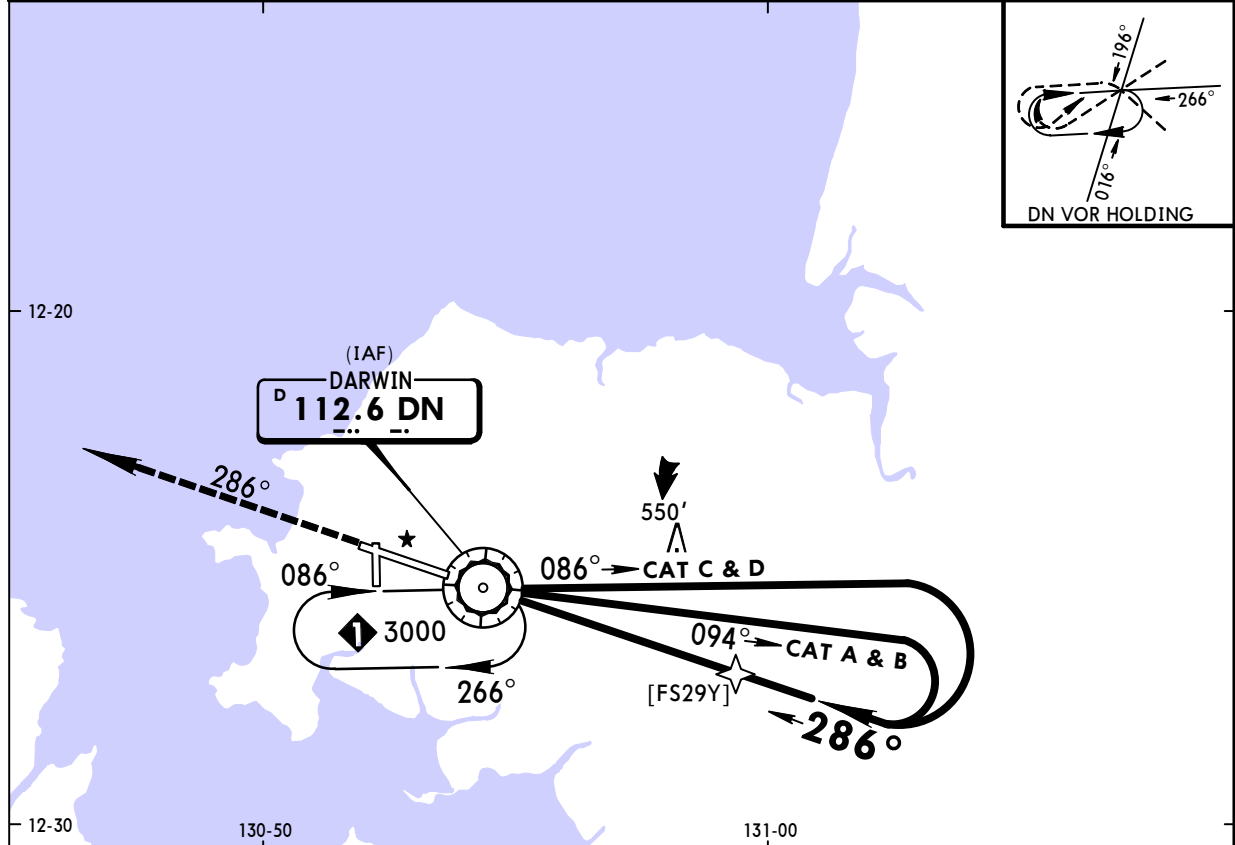
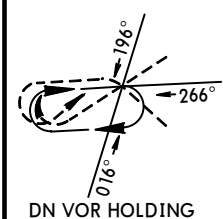
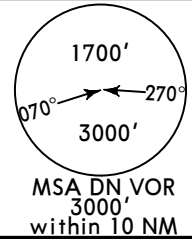
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YPDN/DRW
DARWIN INTL

JEPPesen **DARWIN, NT, AUSTRALIA**
2 DEC 16 **(13-3)** Eff 7 Dec 1600Z **VOR-Y Rwy 29**

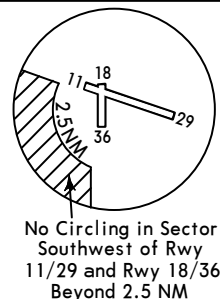
BRIEFING STRIP™

ATIS 128.25	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°	No FAF	MDA(H) 1000' (919')	Apt Elev 103' Rwy 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.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		286°	3000'
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR										

STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND		
VOR MDA(H) 1000' (919')			MDA(H)		
HIALS out			Max Kts		
5.0 km			100	1000' (897') -2.4 km	
			135	1000' (897') -4.0 km	
			180	1000' (897') -4.0 km	
			205	1000' (897') -5.0 km	



PANS OPS

CHANGES: MSA.

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YPDN/DRW
DARWIN INTL

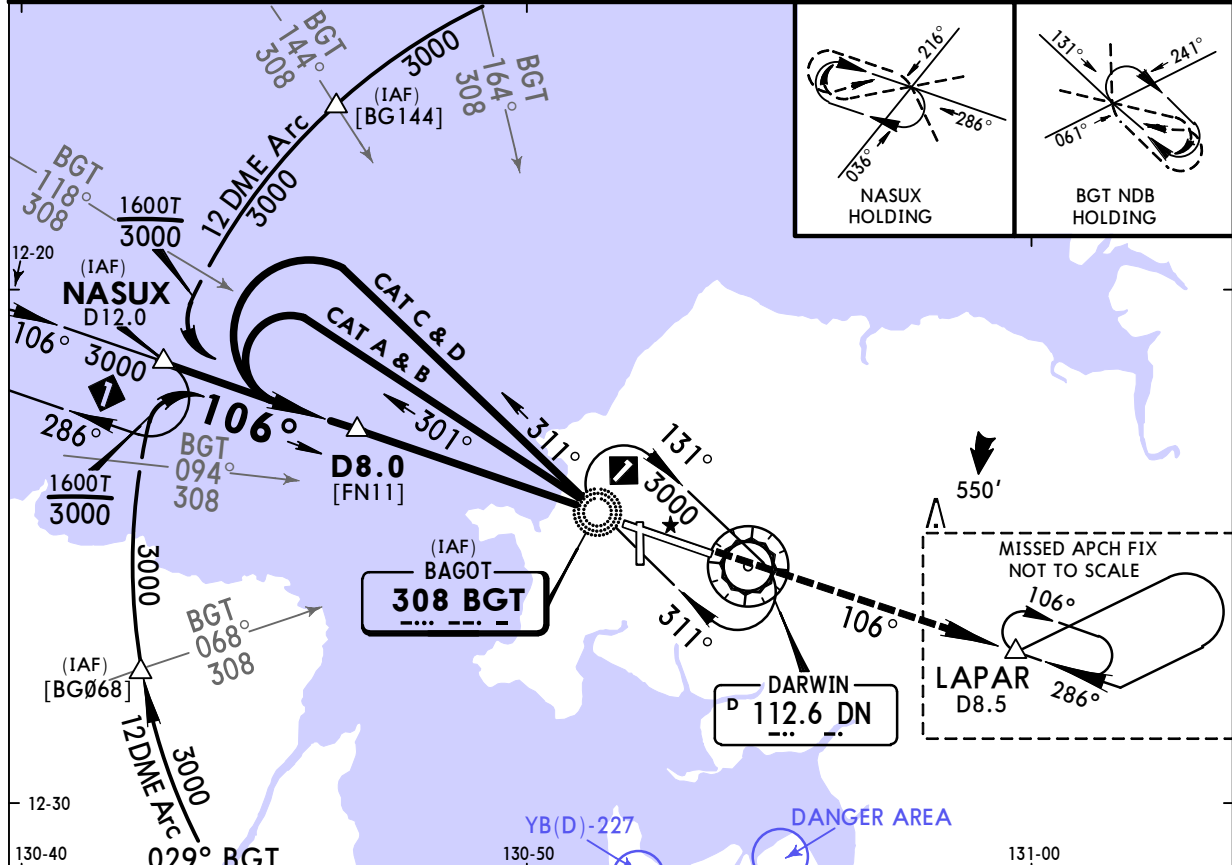
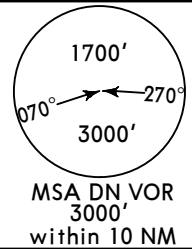
JEPPesen

2 DEC 16 **16-1** Eff 7 Dec 1600Z

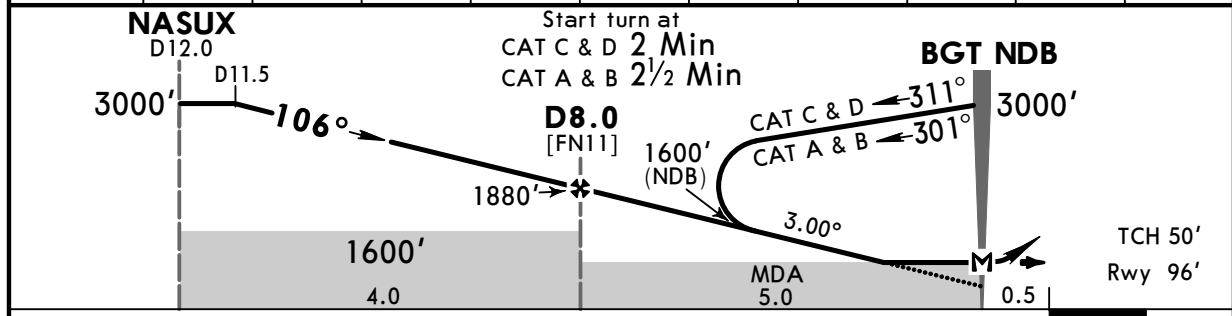
DARWIN, NT, AUSTRALIA
NDB Rwy 11

BRIEFING STRIP

ATIS 128.25	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	NDB DME MDA(H) 520' (424')	Apt Elev 103' Rwy 96'
MISSED APCH: Track 106°, climb to 3000', hold at LAPAR 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 KT. 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	3.7
ALTITUDE	3000'	2840'	2520'	2200'	1880'	1560'	1240'	930'	610'	520'



JEPPESEN

26 FEB 16
Eff 3 Mar (10-2)

DME or GNSS ARRIVAL

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

SECTOR A

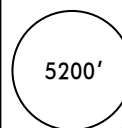
VOR 115.9 AS

NDB 335 AS

Apt. Elev 1789'

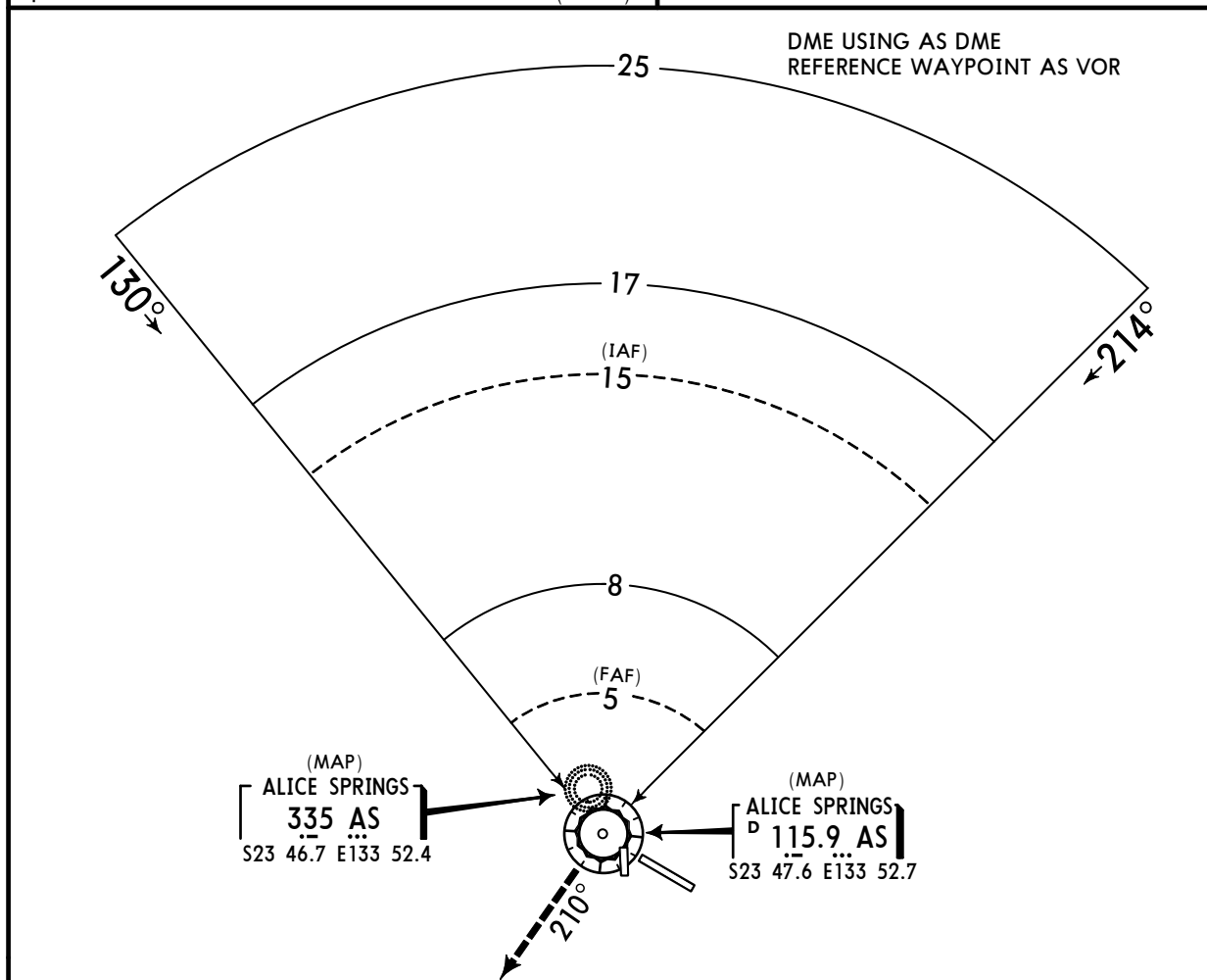
*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

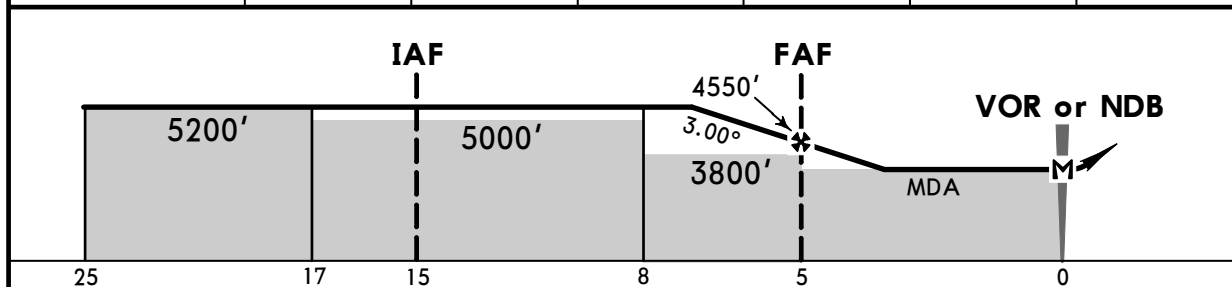


MSA
AS VOR or NDB
4300' Within 10 NM

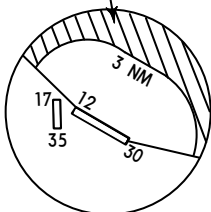
NOT TO SCALE



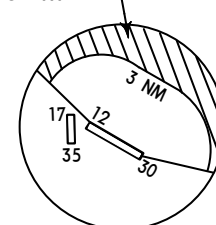
NM to VOR	7.1	6.0	5.0	4.0	3.0	2.7
ALTITUDE	5200'	4860'	4550'	4230'	3910'	3800'



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

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

No Circling North of Rwy 12-30 beyond 3 NM



PANS OPS

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

JEPPESEN

26 FEB 16
Eff 3 Mar

10-2A

DME or GNSS ARRIVAL

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

SECTOR B

VOR 115.9 AS

NDB 335 AS

Apt. Elev **1789'**

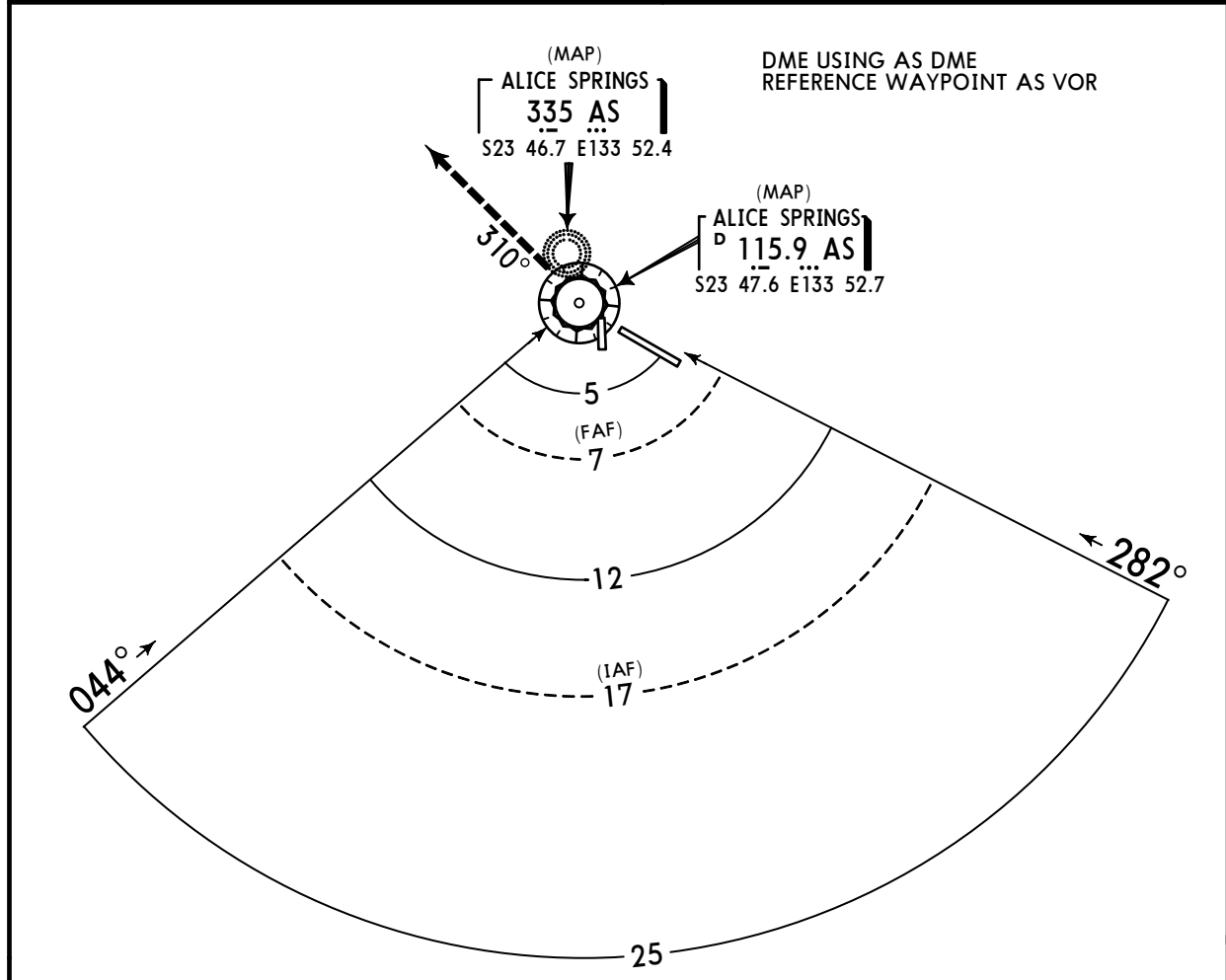
*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

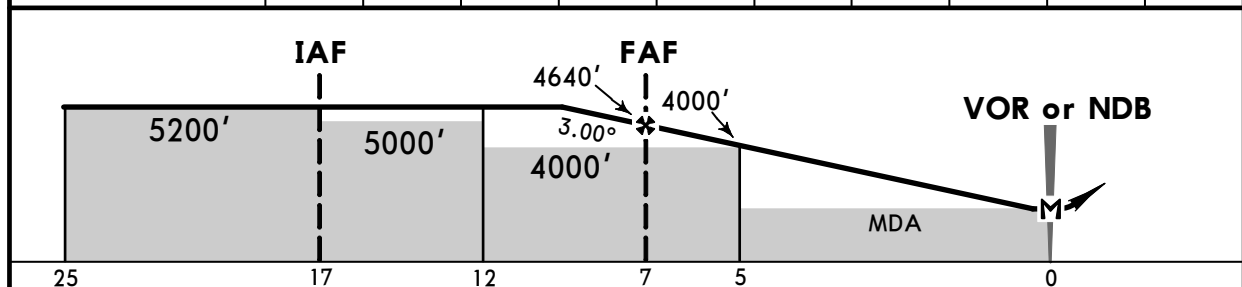
5200'

MSA
AS VOR or NDB
4300' Within 10 NM


NOT TO SCALE



NM to VOR	8.8	8.0	7.0	6.0	5.0	4.0	3.1	2.8	2.0	1.2
ALTITUDE	5200'	4960'	4640'	4320'	4000'	3680'	3400'	3300'	3040'	2800'



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: 2700' (911')			A, B: 2800' (1011')		
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		

PANS OPS

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

JEPPESEN

26 FEB 16
Eff 3 Mar

(10-2B)

DME or GNSS ARRIVAL

ALICE SPRINGS, NT, AUST

ALICE SPRINGS

SECTOR C

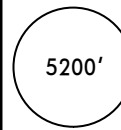
VOR 115.9 AS

NDB 335 AS

Apt. Elev **1789'**

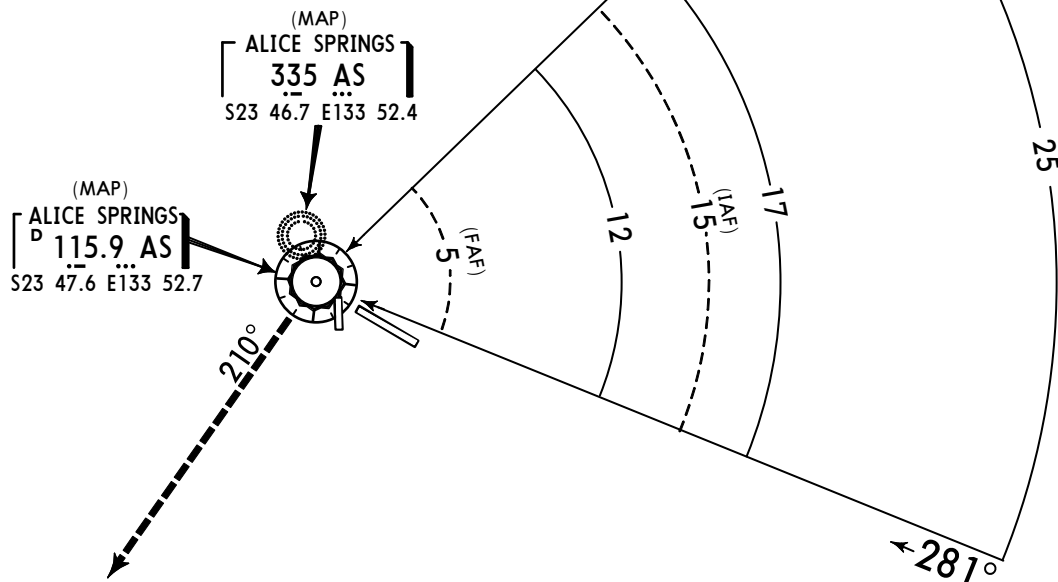
*ATIS 115.9 123.0 335
AWIS 134.05 When ATIS inop.
MELBOURNE Center (FIA) 119.8 On Ground (When Twr inop.)
*ALICE Tower 118.3
CTAF (AFRU) 118.3 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 64 hPa Trans alt: 10000' (8211')

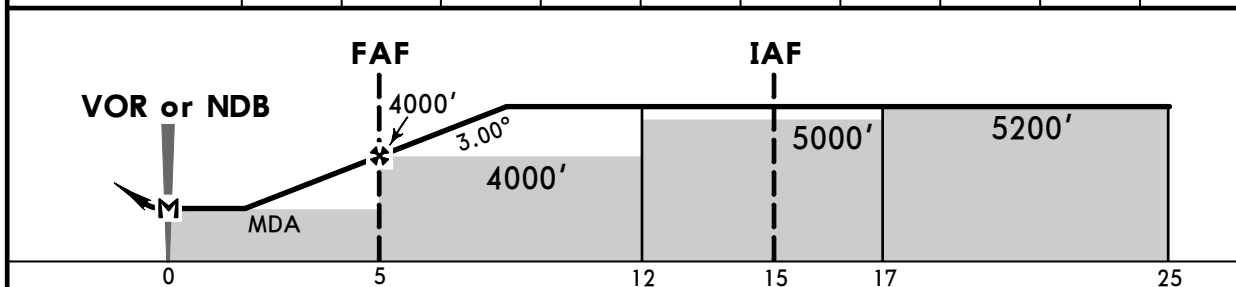


DME USING AS DME
REFERENCE WAYPOINT AS VOR

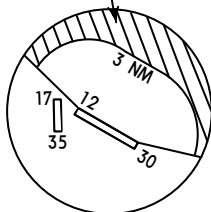
NOT TO SCALE



NM to VOR	2.2	2.8	3.0	3.1	4.0	5.0	6.0	7.0	8.0	8.8
ALTITUDE	3100'	3300'	3360'	3400'	3680'	4000'	4320'	4640'	4960'	5200'



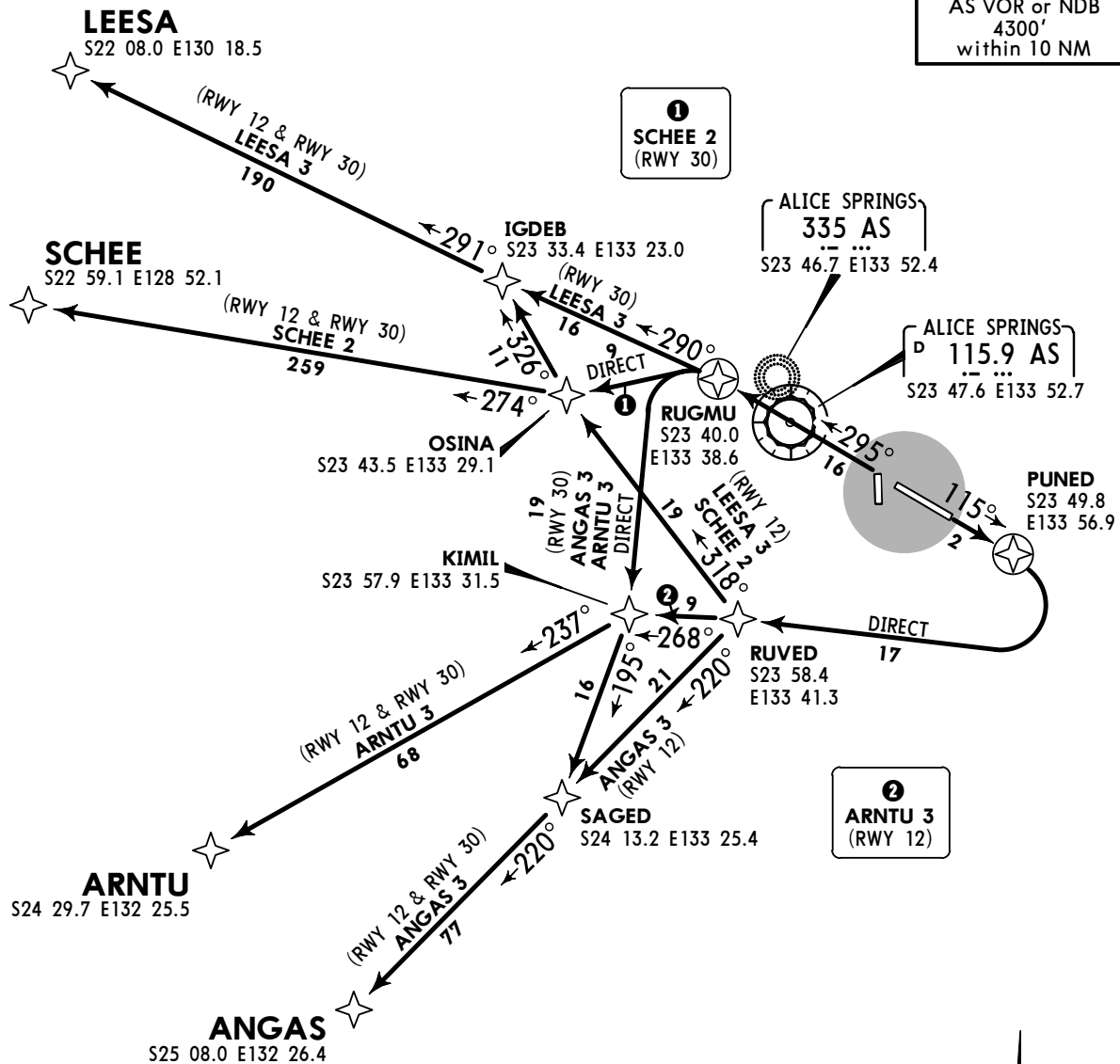
MISSED APPROACH: Track 210° AS VOR or NDB, climb to 5200'.

Actual Aero QNH		CIRCLE-TO-LAND	Forecast Terminal QNH	<div>No Circling North of Rwy 12-30 beyond 3 NM</div> 
A, B: 3000' (1211')			A, B: 3100' (1311')	
MDA(H)	C: 3200' (1411')	MDA(H)	C: 3300' (1511')	
	D: 3300' (1511')		D: 3400' (1611')	
A	2.4 km		2.4 km	
B				
C	4.0 km		4.0 km	
D	5.0 km		5.0 km	

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

YBAS/ASP
ALICE SPRINGSJEPPESEN ALICE SPRINGS, NT, AUSTRALIA
12 AUG 16 10-3 Eff 18 Aug

SID

Apt Elev
1789'Trans level: FL110 Trans alt: 10000'
Rwy 12/30 WEST.ANGAS 3 [ANGAS3], ARNTU 3 [ARNTU3]
LEESA 3 [LEESA3], SCHEE 2 [SCHEE2]
DEPARTURES

These SIDs require a minimum climb gradient:
Rwy 30: 3.9% to 3300'.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

RWY	INITIAL CLIMB
12	<p>Track 115° to PUNED. Turn RIGHT, track direct to RUVED.</p> <p>For ANGAS: From RUVED turn LEFT, track 220° to SAGED. Track 220° to ANGAS, then as cleared.</p> <p>For ARNTU: From RUVED track 268° to KIMIL. Turn LEFT, track 237° to ARNTU, then as cleared.</p> <p>For LEESA: From RUVED turn RIGHT, track 318° to OSINA. Track 326° to IGDEB, turn LEFT, track 291° to LEESA, then as cleared.</p> <p>For SCHEE: From RUVED turn RIGHT, track 318° to OSINA. Turn LEFT, track 274° to SCHEE, then as cleared.</p>
30	<p>Track 295° to RUGMU.</p> <p>For ANGAS: From RUGMU turn LEFT, track direct to KIMIL. Track 195° to SAGED, turn RIGHT, track 220° to ANGAS, then as cleared.</p> <p>For ARNTU: From RUGMU turn LEFT, track direct to KIMIL. Turn RIGHT, track 237° to ARNTU, then as cleared.</p> <p>For LEESA: From RUGMU track 290° to IGDEB. Track 291° to LEESA, then as cleared.</p> <p>For SCHEE: From RUGMU turn LEFT, track direct to OSINA. Turn RIGHT, track 274° to SCHEE, then as cleared.</p>



12 AUG 16
Eff 18 Aug

(10-3A)

ALICE SPRINGS, NT, AUSTRALIA

YBAS

ALICE SPRINGS

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

DESET TWO [DESET2], ELLOW TWO [ELLOW2], IDANU TWO [IDANU2], KALUG TWO [KALUG2] DEPARTURES

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

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

For DESET, IDANU, KALUG:

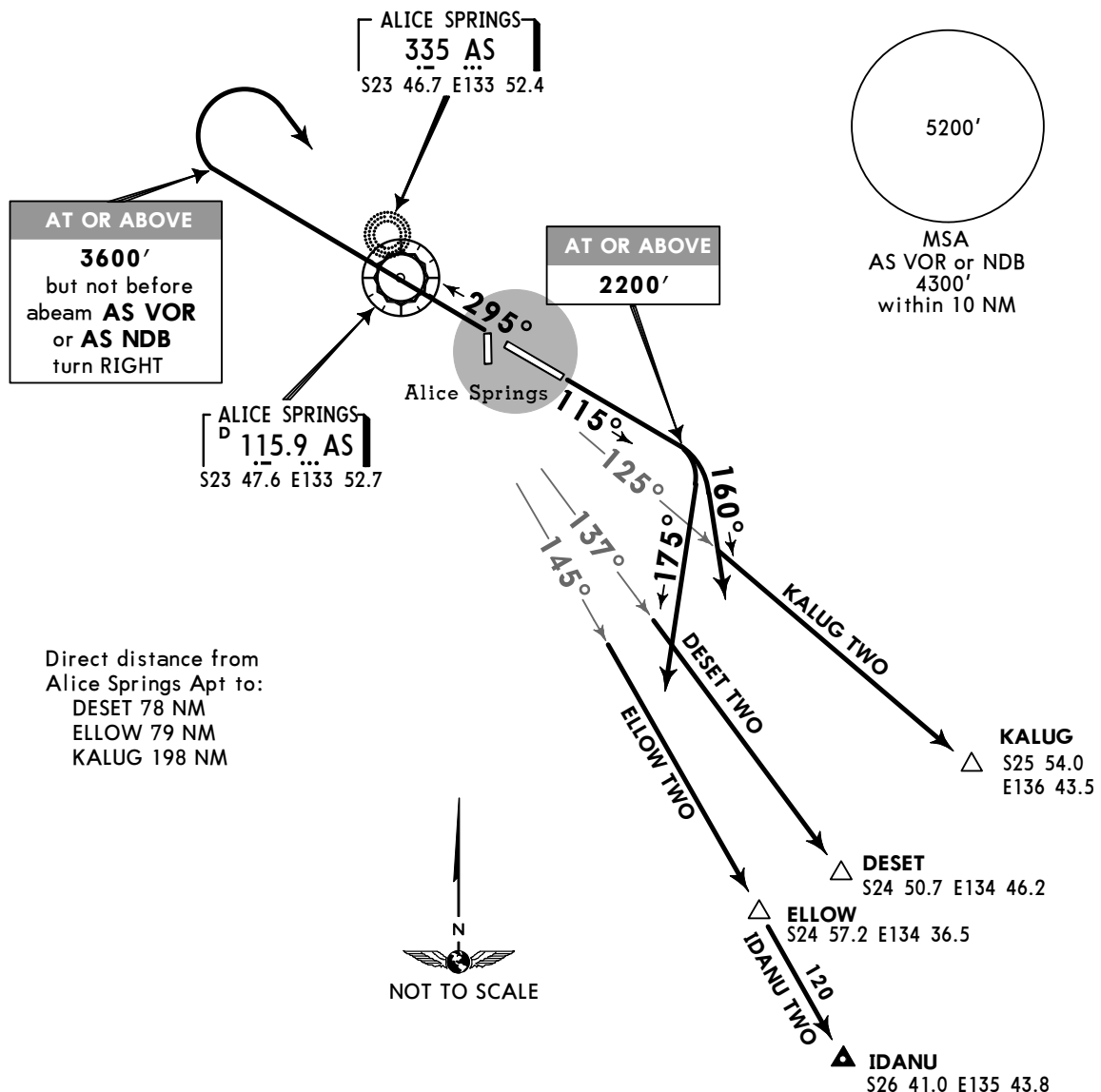
Turn RIGHT, track 160°, intercept cleared route.

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.



TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

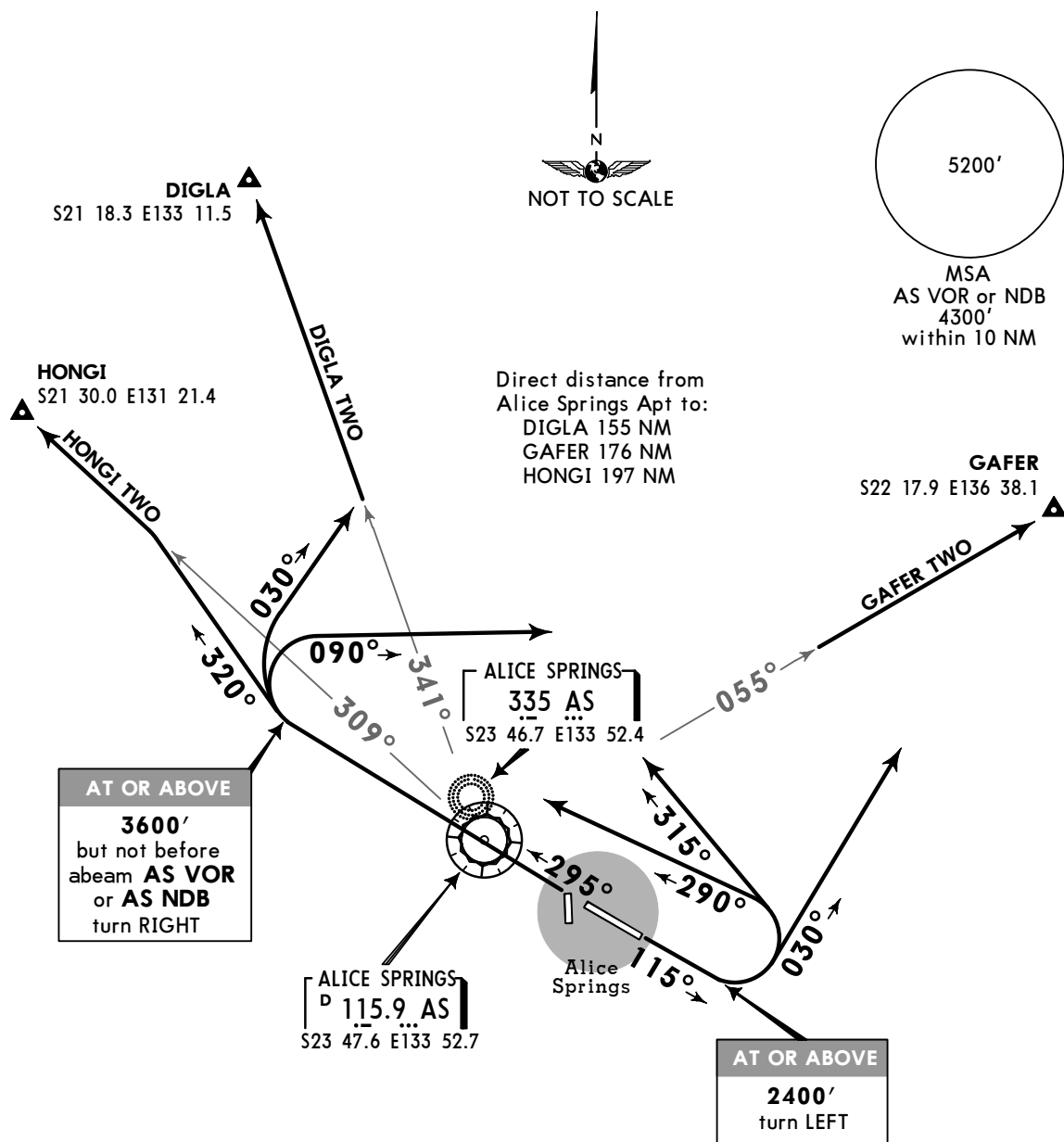
**DIGLA TWO [DIGLA2],
GAFER TWO [GAFER2],
HONGI TWO [HONGI2]
DEPARTURES**

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

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.



TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 SOUTH EAST

**PULOL TWO [PULOL2],
SADEL TWO [SADEL2],
SARAH TWO [SARAH2],
STEEL TWO [STEEL2]
DEPARTURES**

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

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.

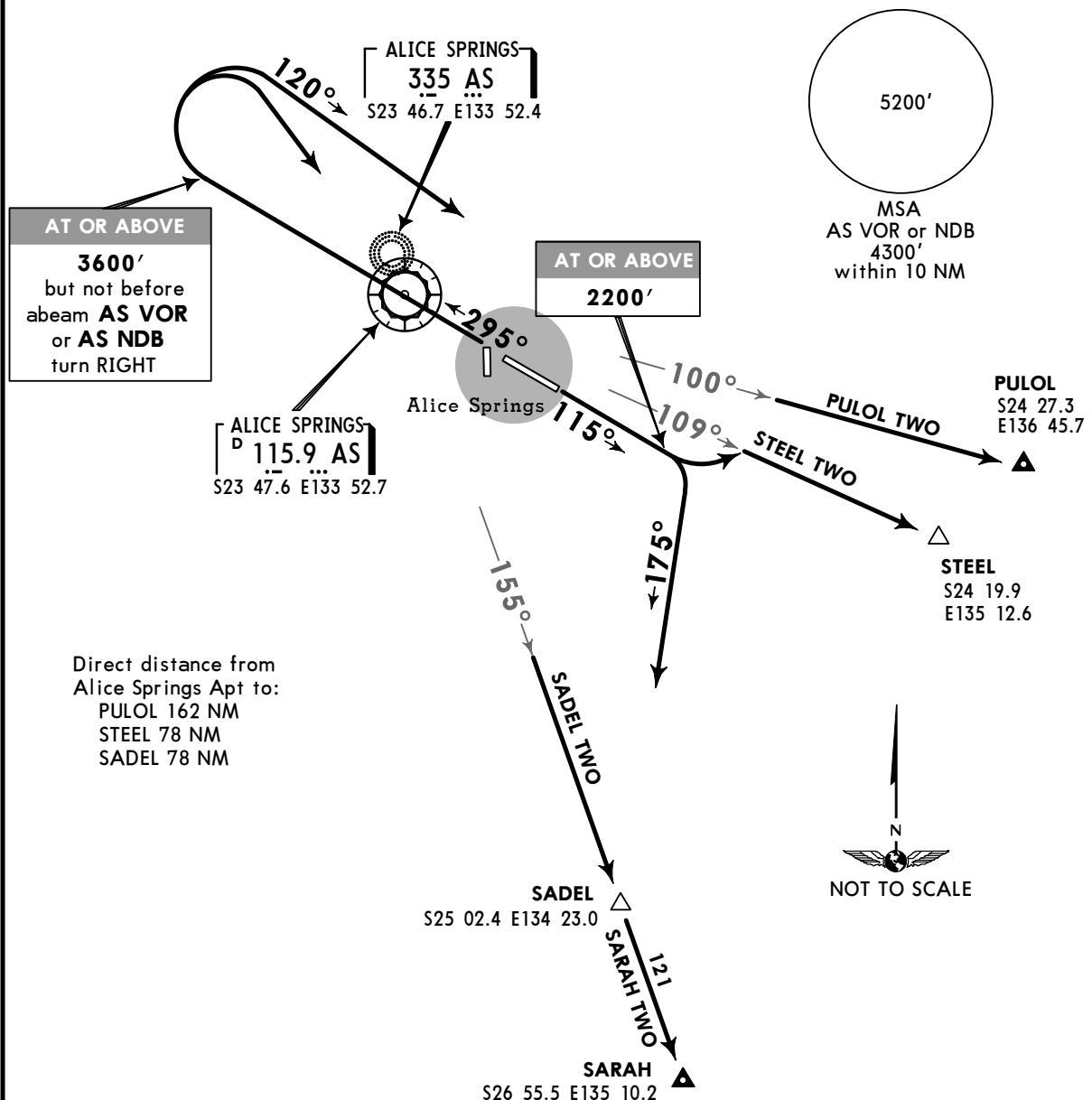
RWY 30: Track 295°. At or above 3600' but not before abeam AS VOR or AS NDB turn RIGHT.

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.



TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 12/30 NORTH

**SCOTI TWO [SCOTI2],
TENNANT CREEK (TNK) TWO[TNK2]
DEPARTURES**

Minimum required climb gradient:
Rwy 30: 3.8% to 3600'.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

RWY 12: Track 115°. At or above 2400' turn LEFT.

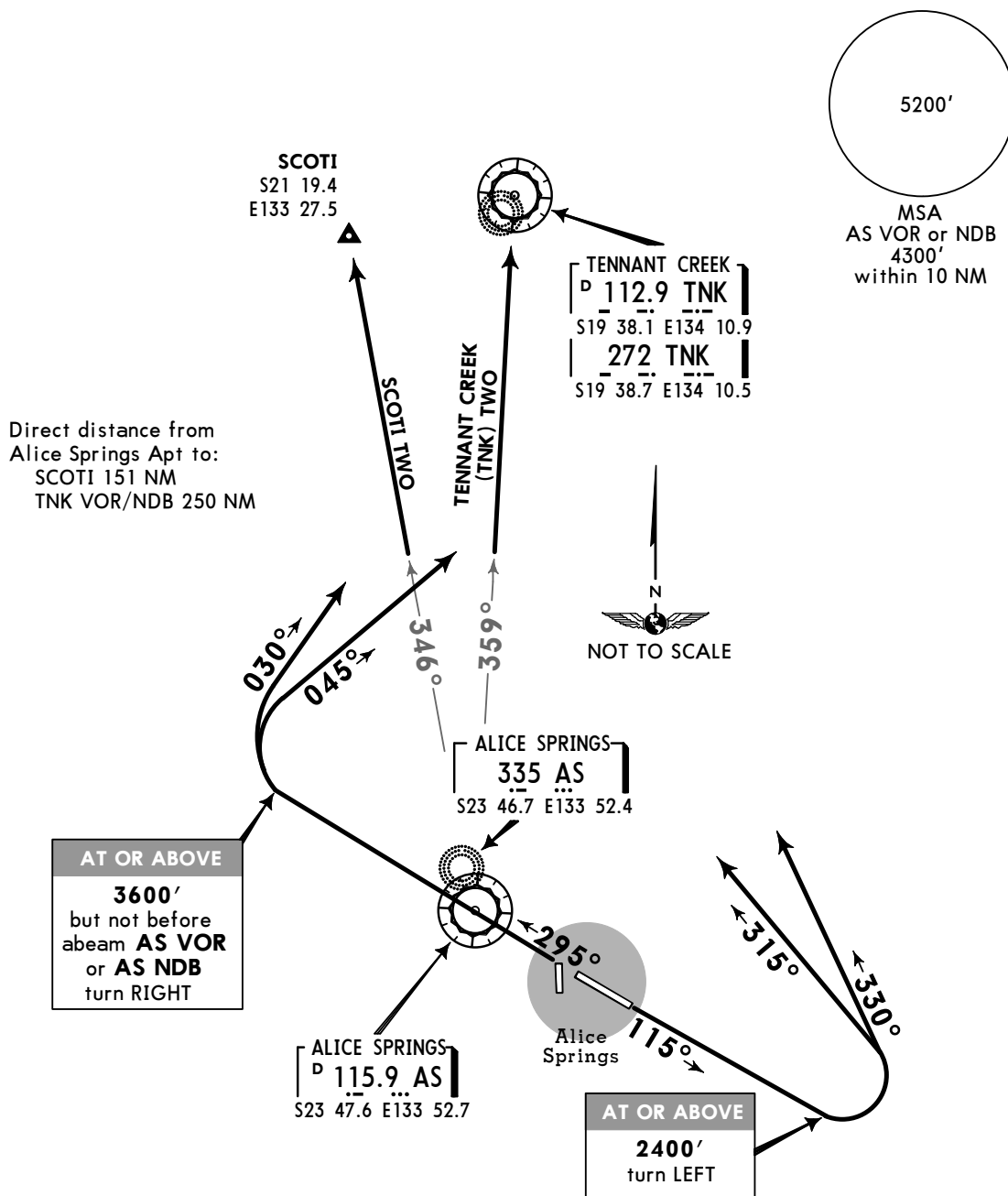
For SCOTI: Track 315°, intercept cleared route.

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.



YBAS/ASP

Apt Elev **1789'**
S23 48.4 E133 54.1

JEPPesen

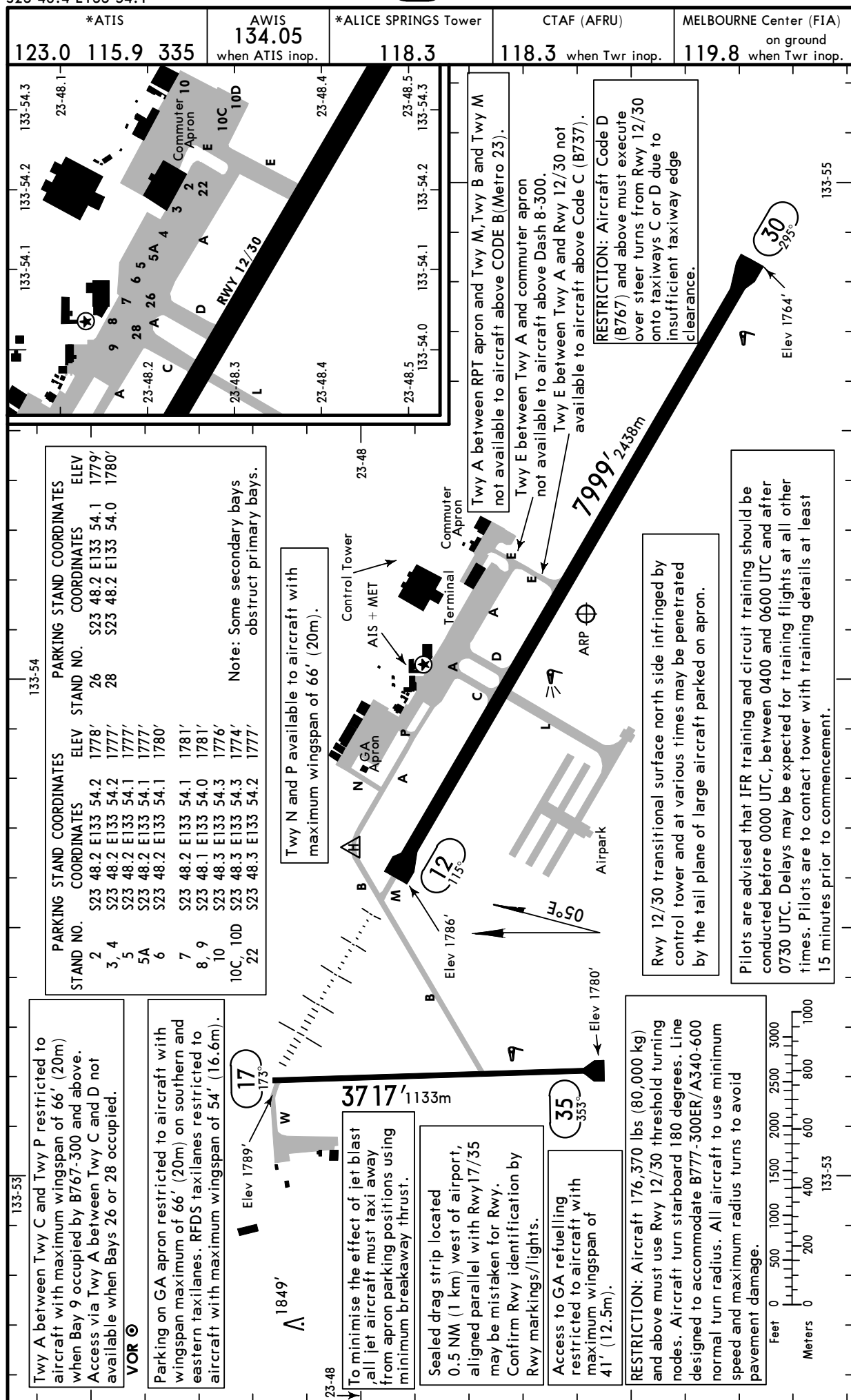
ALICE SPRINGS, NT, AUST

24 FEB 17

10-9

Eff 2 Mar

ALICE SPRINGS



YBAS/ASP

24 FEB 17

JEPPesen**(10-9A)****Eff 2 Mar****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		TAKE-OFF	WIDTH
			LANDING	BEYOND		
			Threshold	Glide Slope		
12	① HIRL HIALS T-VASI (angle 3.0°, MEHT 47')	grooved		6973' 2125m	②	148'
30	① MIRL T-VASI (angle 3.0°, MEHT 46')	grooved				45m

① Manual; standby power available.

② TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	7999'	2438m
Twy C	5702'	1738m
Twy D	5449'	1661m
Twy E	4288'	1307m

RWY 30:

From rwy head	7999'	2438m
Twy E	3760'	1146m
Twy D	2625'	800m
Twy C	2372'	723m

17	③ RL (Portable)				59'
35					18m

③ Sunset to sunrise.

TAKE-OFF

All Rwys

STANDARD

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	800m

FOR FILING AS ALTERNATE

	Special ILS-Z or LOC-Z Rwy 12 ILS-Y or LOC-Y Rwy 12 VOR Rwy 12 VOR Rwy 30	Other	
		Actual Aero QNH	Forecast Terminal QNH
A	800' - 4.0 km	1181' - 4.4 km	1281' - 4.4 km
B			
C		1601' - 6.0 km	1701' - 6.0 km
D		1601' - 7.0 km	1701' - 7.0 km

YBAS/ASP

ALICE SPRINGS

20 MAY 16

(11-1)

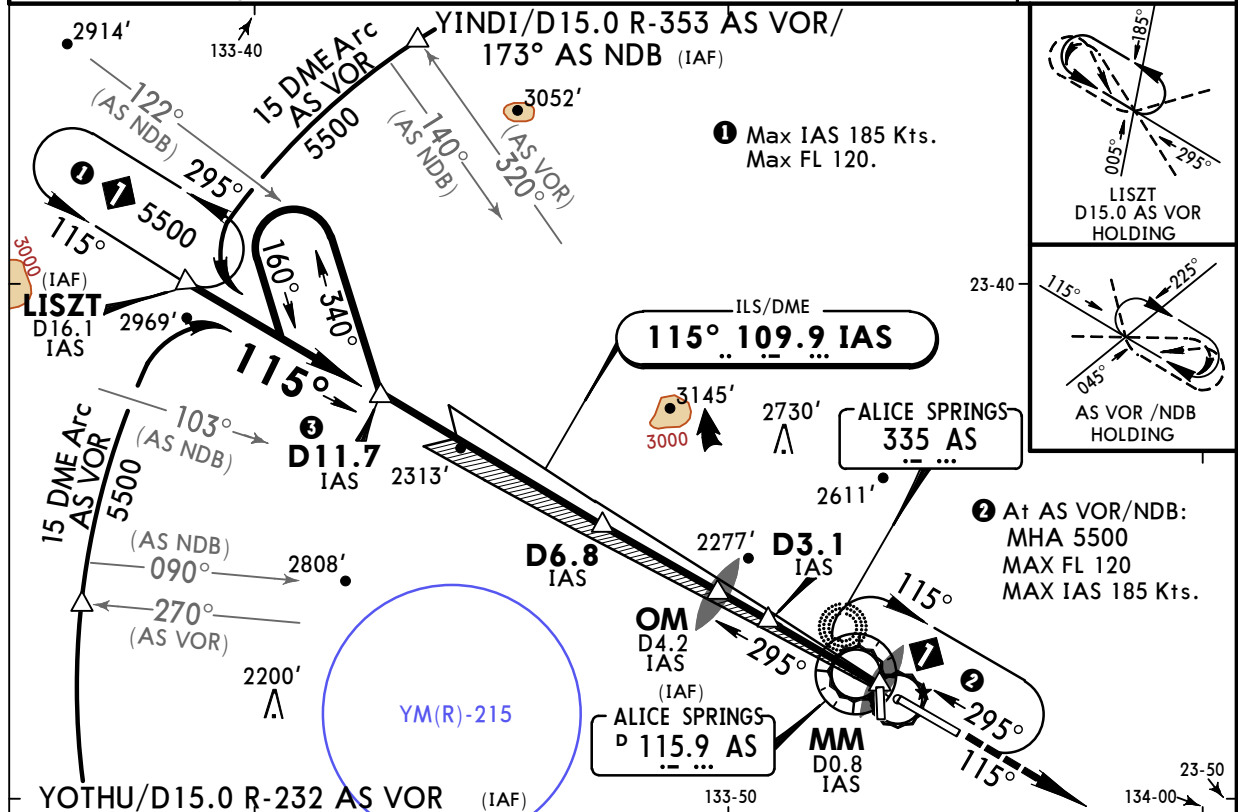
Eff 26 May

ALICE SPRINGS, NT, AUST

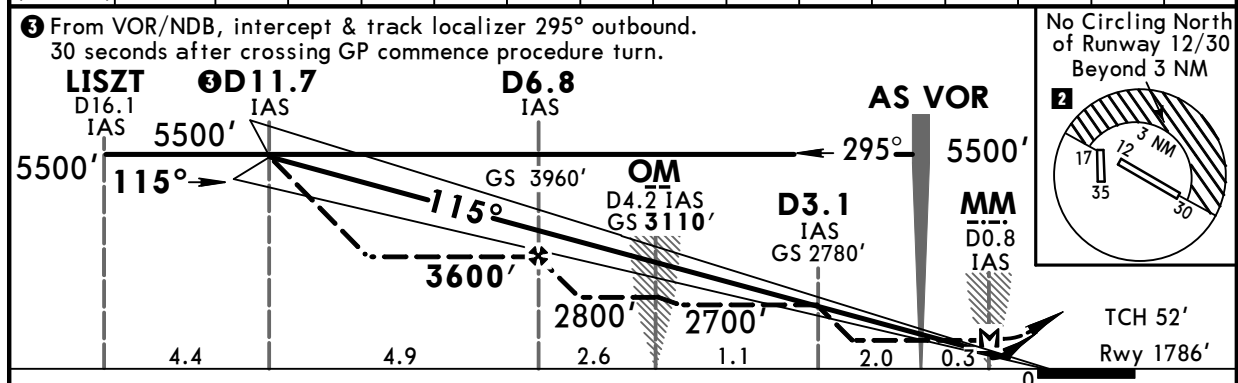
ILS-Z or LOC-Z Rwy 12

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.
LOC IAS 109.9	Final Apch Crs 115°	GS OM 3110' (1324')	ILS DA(H) (CONDITIONAL) 2000' (214')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track 115°. Climb to 5500'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. IAS DME REQUIRED (LOC only). 2. NDB AS: possible excessive needle swings near McDonnell Ranges.				
				MSA AS VOR/NDB 4300' within 10 NM



LOC	IAS DME	11.7	11.0	10.0	9.0	8.0	6.8	6.0	5.0	4.2	4.0	3.1	3.0	2.0	1.7
(GS out)	ALTITUDE	5500'	5290'	4970'	4650'	4330'	3960'	3690'	3380'	3110'	3060'	2780'	2740'	2420'	2320'



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				2	
Actual Aero QNH			Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH	
DA(H) 2000' (214')			MDA(H) 2220' (434')		MDA(H) 2320' (534')		MDA(H)	
FULL	HIRL out	HIALS out	HIALS out		HIALS out		Max Kts	MDA(H)
A							100	2470' (681') -2.4 km
B							135	2570' (781') -2.4 km
C	0.8 km	1.2 km	1.5 km	2.2 km	3.1 km	2.2 km	180	2890' (1101') -4.0 km
D							205	2990' (1201') -5.0 km

1 Forecast Terminal QNH: DA(H) 2100' (314'); Vis 1.2 km, HIALS out 1.5 km.

YBAS/ASP

ALICE SPRINGS

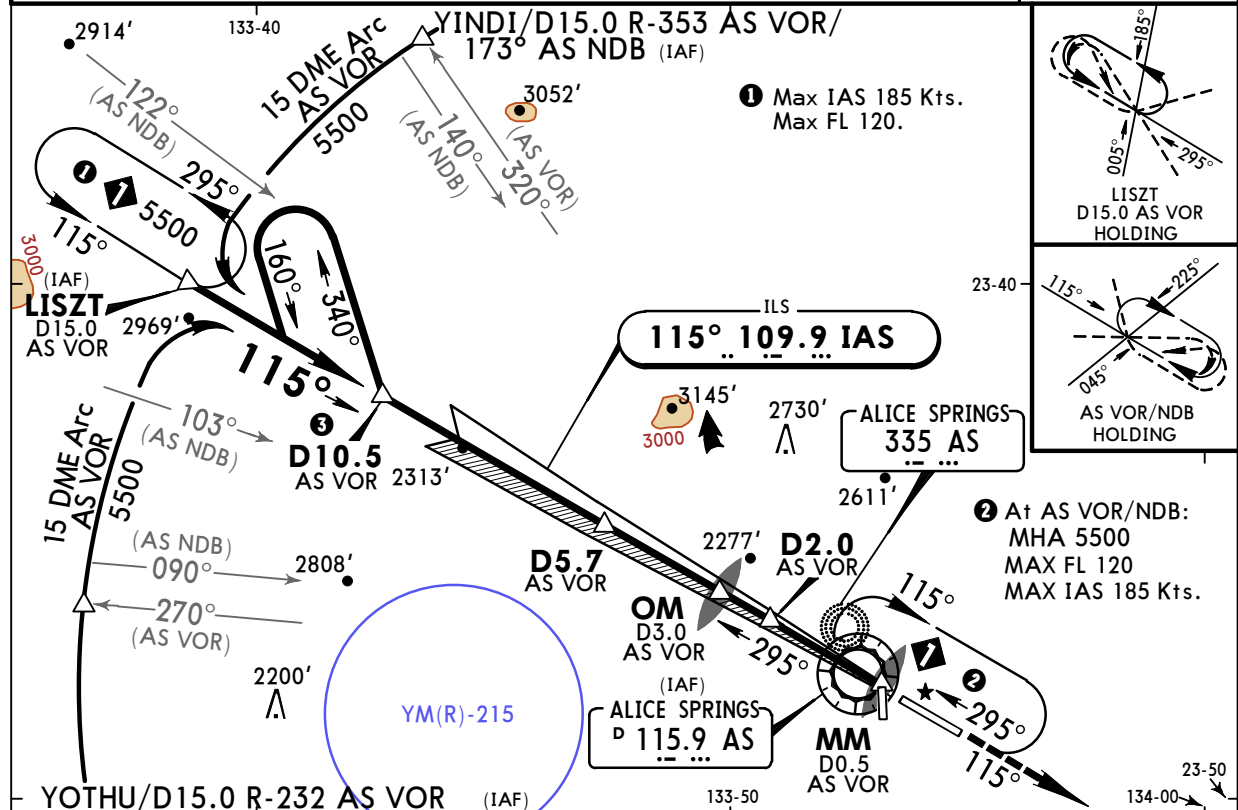
20 MAY 16
Eff 26 May (11-2)

ALICE SPRINGS, NT, AUST

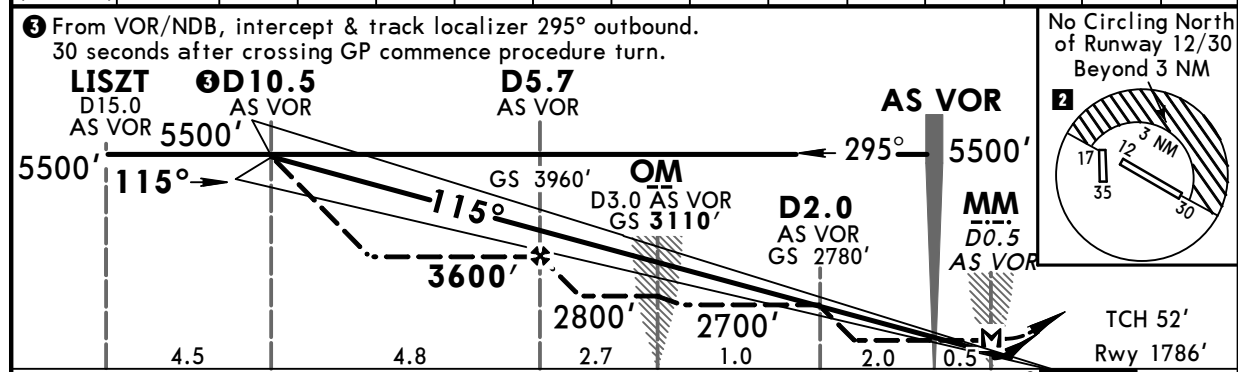
ILS-Y or LOC-Y Rwy 12

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.
LOC IAS 109.9	Final Apch Crs 115°	GS OM 3110' (1324')	ILS DA(H) (CONDITIONAL) 2000' (214')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track 115°. Climb to 5500'.				
Alt Set: hPa	Rwy Elev: 64 hPa	Trans level: FL 110	Trans alt: 10000'	
1. AS DME REQUIRED (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint AS VOR. 3. NDB AS: possible excessive needle swings near McDonnell Ranges.				
				5200'
				MSA AS VOR/NDB 4300 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'	



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							2 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	HIALS out			HIALS out				
A	0.8 km	1.2 km	1.5 km	2.2 km	3.1 km	2.2 km	3.1 km	Max Kts	MDA(H)	MDA(H)
B								100	2470' (681') -2.4 km	2570' (781') -2.4 km
C								135	2890' (1101') -4.0 km	2990' (1201') -4.0 km
D								180	2890' (1101') -5.0 km	2990' (1201') -5.0 km
5								205		

YBAS/ASP
ALICE SPRINGS

24 FEB 17

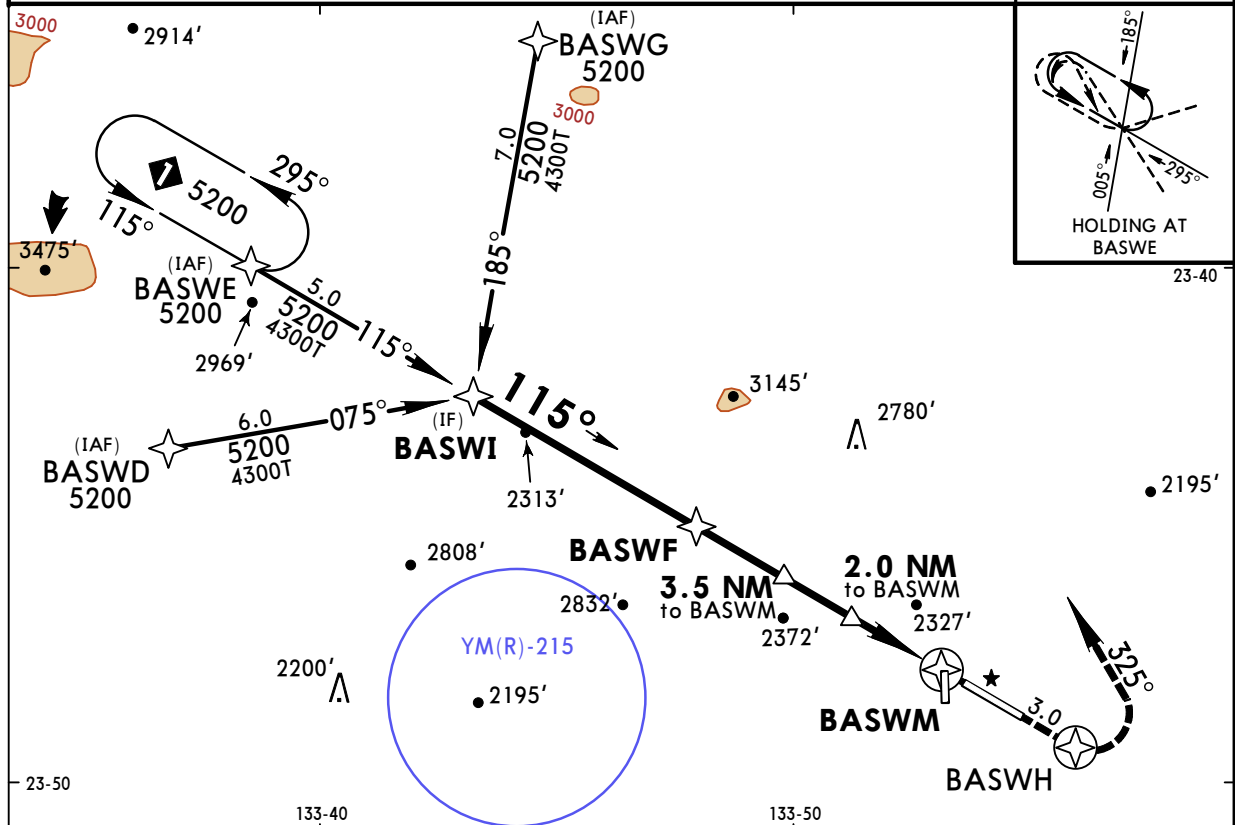
(12-1)

Eff 2 Mar

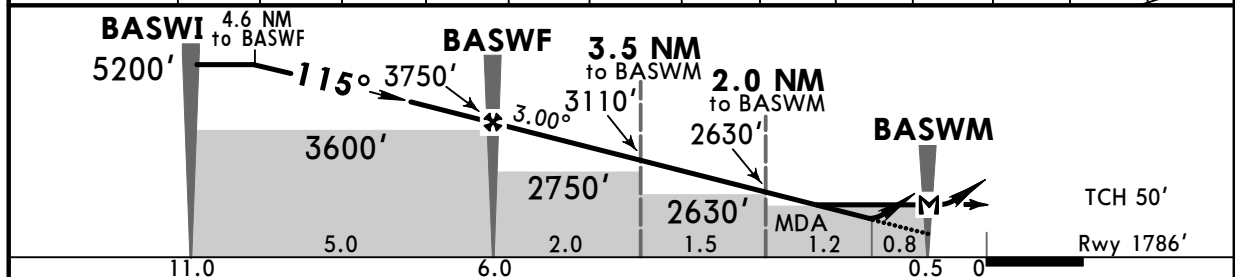
ALICE SPRINGS, NT, AUST
RNAV-Z (GNSS) Rwy 12

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 Apc Crs 115°	Procedure Alt BASWF 3750' (1964')	DA(H) LNAV/VNAV 2240' (454')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track direct to BASWH, then turn LEFT, track 325°. Climb to 5200'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 57°C (135°F).				
				MSA ARP 4300' 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	0.8	BASWM
ALTITUDE	5200'	5020'	4700'	4380'	4070'	3750'	3590'	3270'	2950'	2630'	2340'	2240'	



Gnd speed-Kts	70	90	100	120	140	160						
Descent angle	3.00°	372	478	531	637	743	849					
LNAV/VNAV: MAP at DA												
LNAV MAP at BASWM												

STRAIGHT-IN LANDING RWY 12 LNAV/VNAV				CIRCLE-TO-LAND		<div>No Circling North of Runway 12/30 Beyond 3 NM</div> 
Actual Aero QNH		Forecast Terminal QNH				
DA(H) 2240' (454')		MDA(H) 2240' (454')				
HIALS out		HIALS out				
A	2.5 km	3.1 km	Max Kts	MDA(H)	MDA(H)	
B			100	2470' -2.4 km (681')	2570' -2.4 km (781')	
C			135	2890' -4.0 km (1101')	2990' -4.0 km (1201')	
D			180	2890' -4.0 km (1101')	2990' -4.0 km (1201')	
			205	2890' -5.0 km (1101')	2990' -5.0 km (1201')	

1 Forecast Terminal QNH: MDA(H) 2340' (554').

PANS OPS

YBAS/ASP
ALICE SPRINGS

24 FEB 17

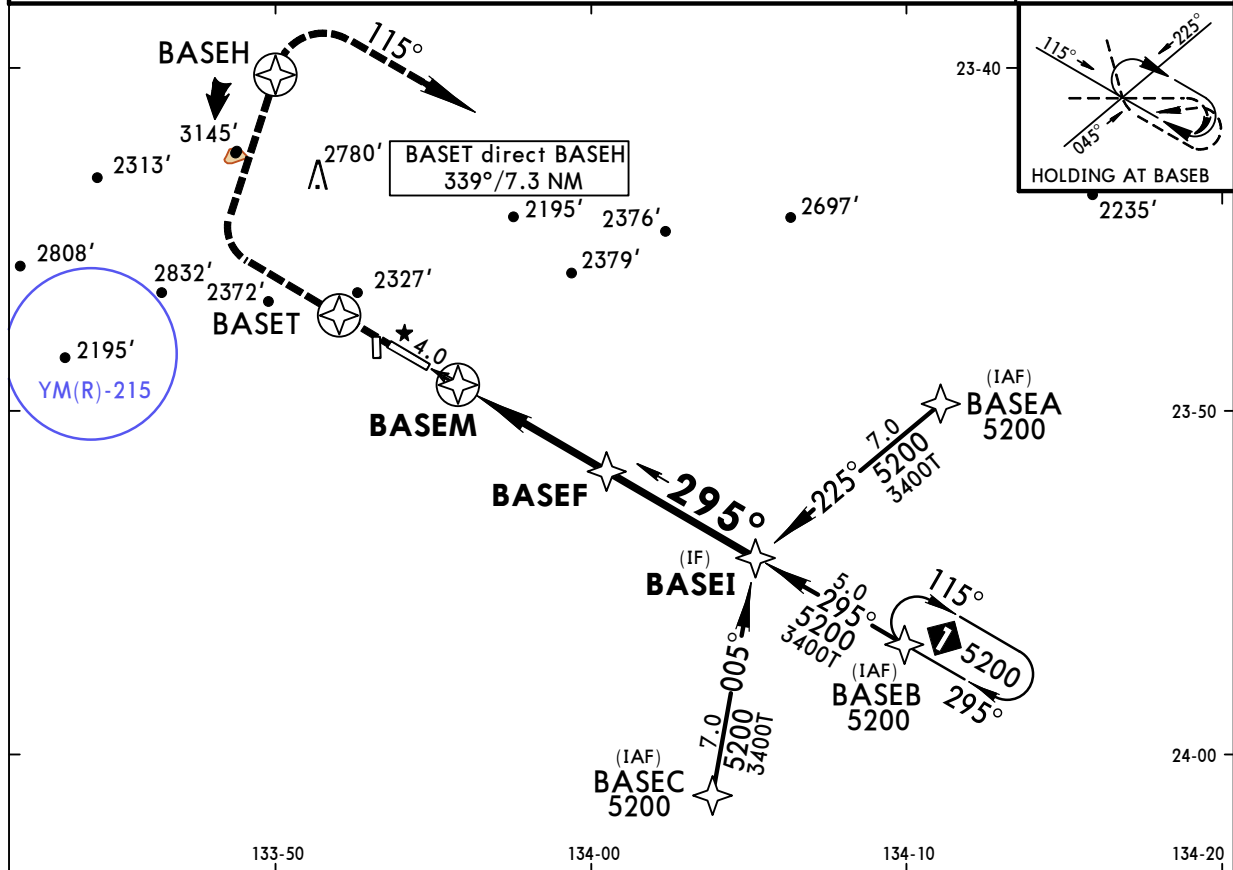
(12-2)

Eff 2 Mar

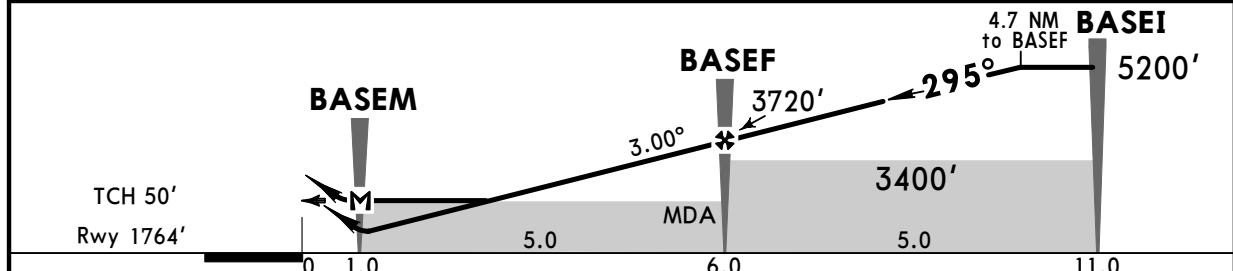
ALICE SPRINGS, NT, AUST
RNAV-Z (GNSS) Rwy 30

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°	Procedure Alt BASEF 3720' (1956')	DA(H) LNAV/VNAV 2110' (346')	Apt Elev 1789' Rwy 1764'
MISSED APCH: Track direct to BASET, after passing BASET and 3500' turn RIGHT, track direct to BASEH, thence 115°. Climb to 5200'.				
Alt Set: hPa Rwy Elev: 63 hPa Trans level: FL 110 Trans alt: 10000'				
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 57°C (135°F).				
				5200' MSA ARP 4300' within 10 NM



NM to NEXT WPT	BASEM	0.0	0.5	1.0	2.0	3.0	4.0	BASEF	1.0	2.0	3.0	4.0	4.7
ALTITUDE		2110'	2280'	2450'	2770'	3090'	3410'	3720'	4040'	4360'	4680'	5000'	5200'



LNAV/VNAV: MAP at DA													
LNAV: MAP at BASEM													

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND			
LNAV/VNAV	LNAV	Actual Aero QNH	Forecast Terminal QNH		
DA(H) 2110' (346')	Actual Aero QNH MDA(H) 2180' (416')	Max Kts	MDA(H)		
1.9 km	2.9 km	100	2470' -2.4 km (681')		
		135	2890' -4.0 km (1101')		
		180	2990' -4.0 km (1201')		
		205	2990' -5.0 km (1201')		

1 Forecast Terminal QNH: MDA(H) 2280' (516').

PANS OPS

CHANGES: LNAV/VNAV added, dist/alt table.

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YBAS/ASP
ALICE SPRINGS

26 FEB 16

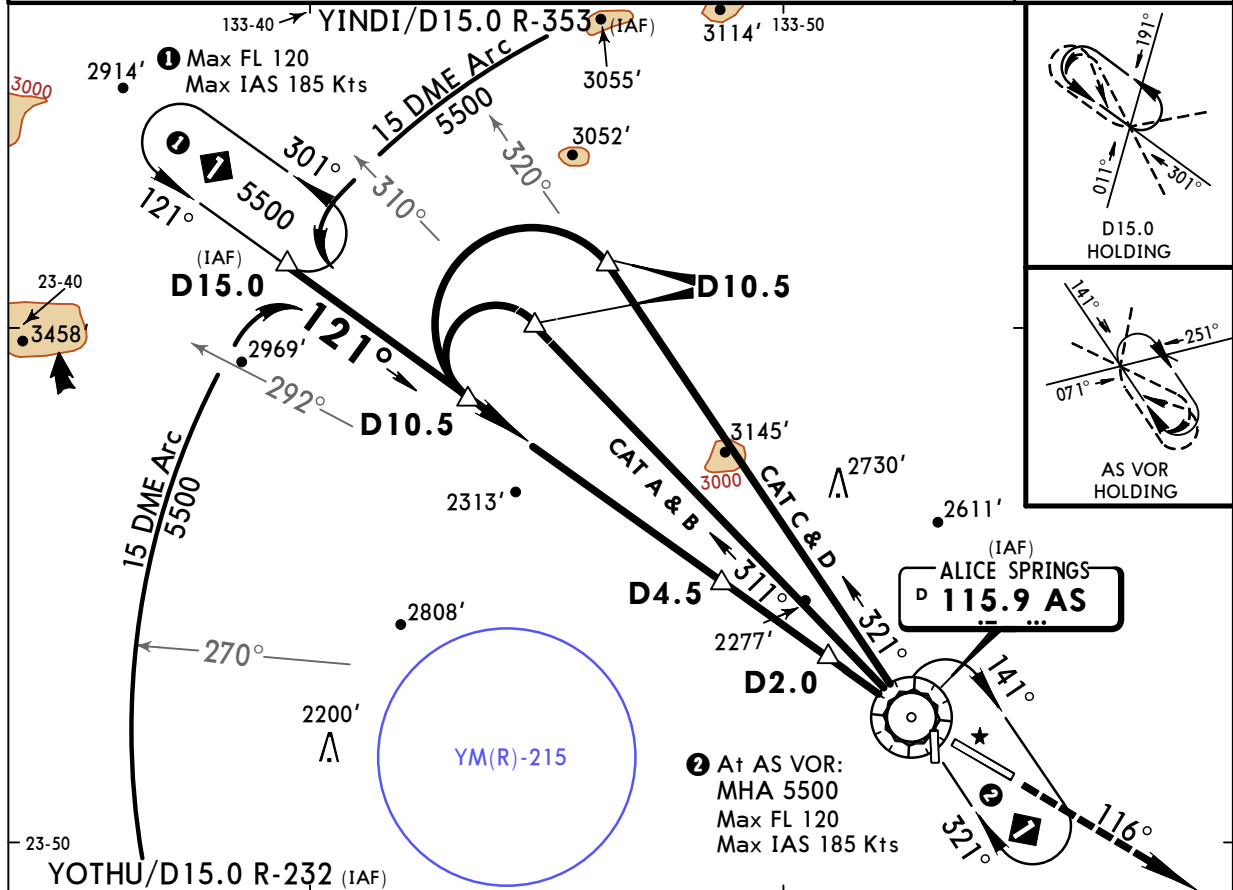
(13-1)

Eff 3 Mar

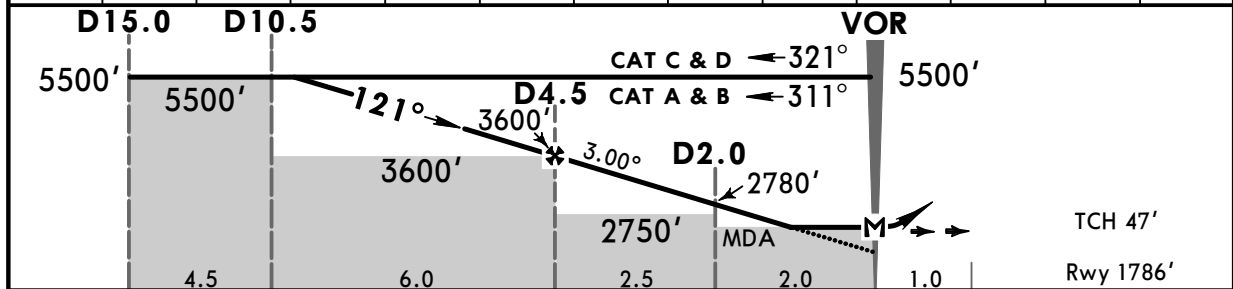
ALICE SPRINGS, NT, AUST
VOR Rwy 12

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°	Procedure Alt D4.5 3600' (1814')	MDA(H) (CONDITIONAL) 2350' (564')	Apt Elev 1789' Rwy 1786'
MISSED APCH: Track 116°. Climb to 5500'.				
Alt Set: hPa Rwy Elev: 64 hPa Trans level: FL 110 Trans alt: 10000'				
1. DME REQUIRED. 2. Max for initial: 210 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AS VOR.				
MSA AS VOR 4300' 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
ALTITUDE	5500'	5330'	5010'	4690'	4370'	4050'	3740'	3600'	3420'	3100'	2780'	2450'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		5500'	
Descent Angle	3.00°	372	478	531	637	743	T-VASI		116°	
MAP at VOR										

PANS OPS

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) 2350' (564')		MDA(H) 2450' (664')	MDA(H)		MDA(H)	
HIALS out		HIALS out	Max Kts	MDA(H)	MDA(H)	
A	3.8 km	3.8 km	100	2470' -2.4 km (681')	2570' -2.4 km (781')	
B			135			
C			180	2890' -4.0 km (1101')	2990' -4.0 km (1201')	
D			205	2890' -5.0 km (1101')	2990' -5.0 km (1201')	

YBAS/ASP
ALICE SPRINGS

26 FEB 16

13-2

Eff 3 Mar

JEPPESSEN ALICE SPRINGS, NT, AUST
26 FEB 16 (13-2) Eff 3 Mar VOR Rwy 30

VOR Rwy 30

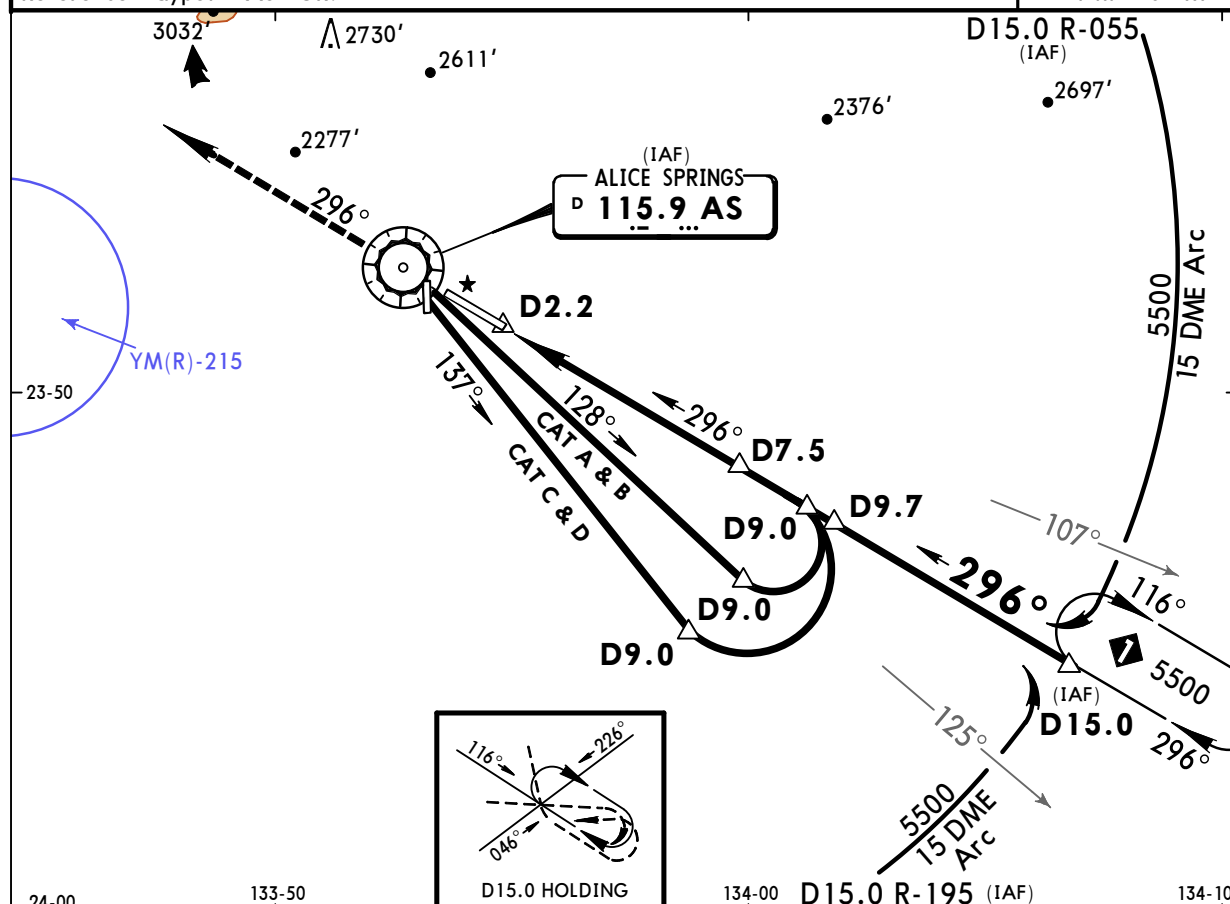
*ATIS 123.0 115.9 335		AWIS 134.05 when ATIS inop.		*ALICE SPRINGS Tower 118.3		MELBOURNE Center (FIA) 119.8 when Twr inop.		CTAF (AFRU) 118.3 when Twr inop.	
VOR AS 115.9		Final Apch Crs 296°		Procedure Alt D7.5 3510' (1746')		MDA(H) (CONDITIONAL) 2160' (396')		Apt Elev 1789' Rwy 1764'	
								5200'	

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

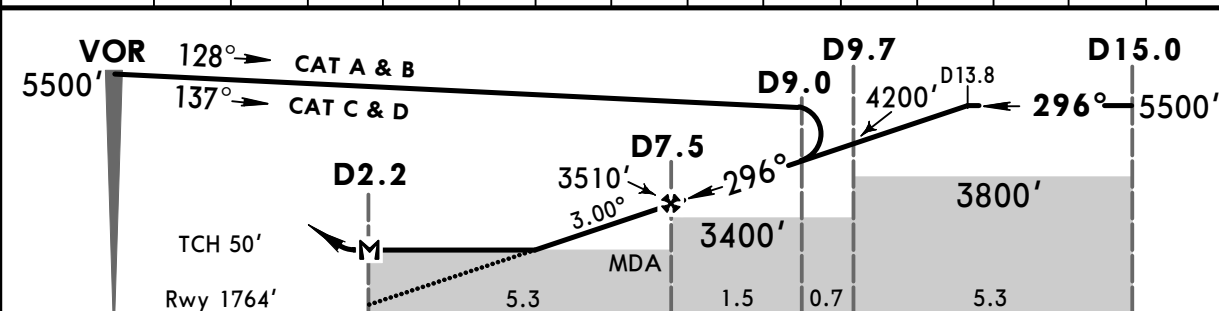
Alt Set: hPa	Rwy Elev: 63 hPa	Trans level: FL 110	Trans alt: 10000'
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1. **DME REQUIRED.** 2. Max IAS for initial: 210 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AS VOR.


MSA AS VOR
4300'
within 10 NM



AS DME	3.6	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	2260'	2390'	2710'	3030'	3350'	3510'	3670'	3980'	4200'	4300'	4620'	4940'	5260'	5500'




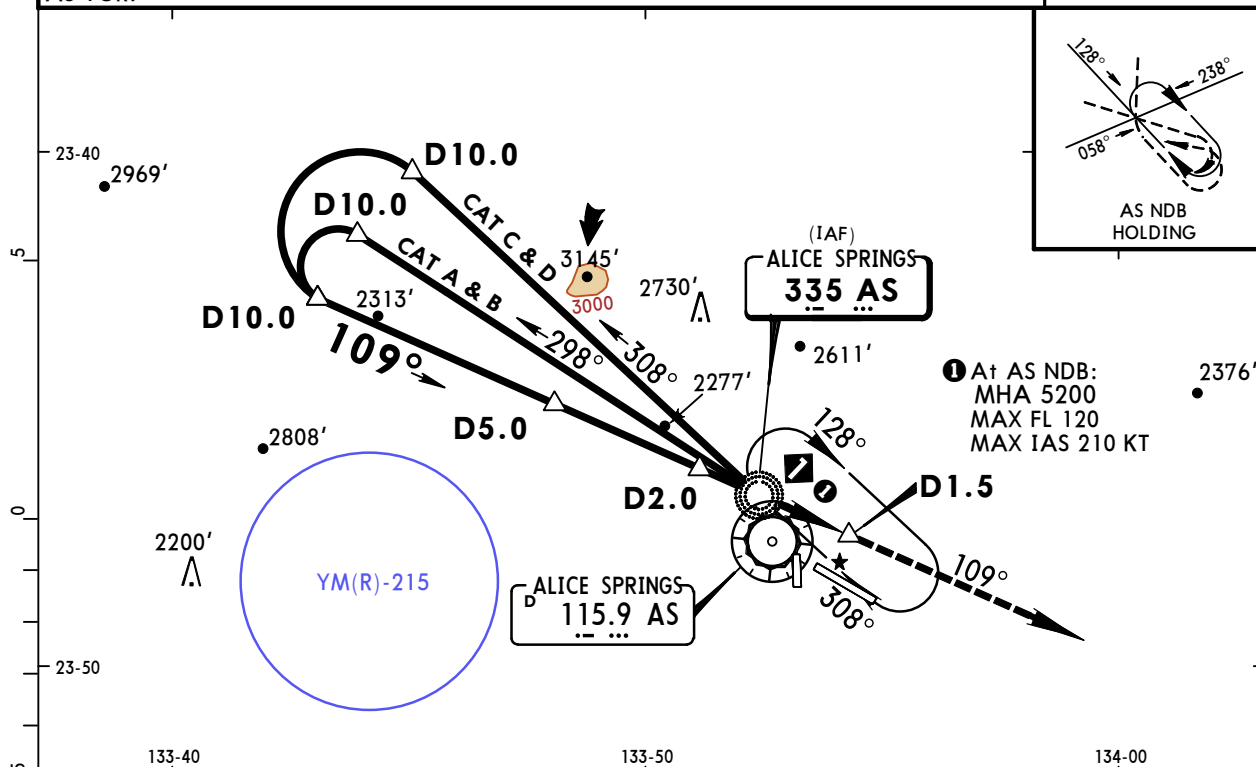
Gnd speed-Kts	70	90	100	120	140	160	T-VASI	296°	5500' ↑
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D2.2									

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) 2160' (396')		MDA(H) 2260' (496')	Max Kts.	MDA(H) _____	MDA(H) _____	
A	2.8 km	2.8 km	100	2470'-2.4 km (681')	2570'-2.4 km (781')	
B			135	2890'-4.0 km (1101')	2990'-4.0 km (1201')	
C			180	2890'-5.0 km (1101')	2990'-5.0 km (1201')	
D			205	2890'-5.0 km (1101')	2990'-5.0 km (1201')	

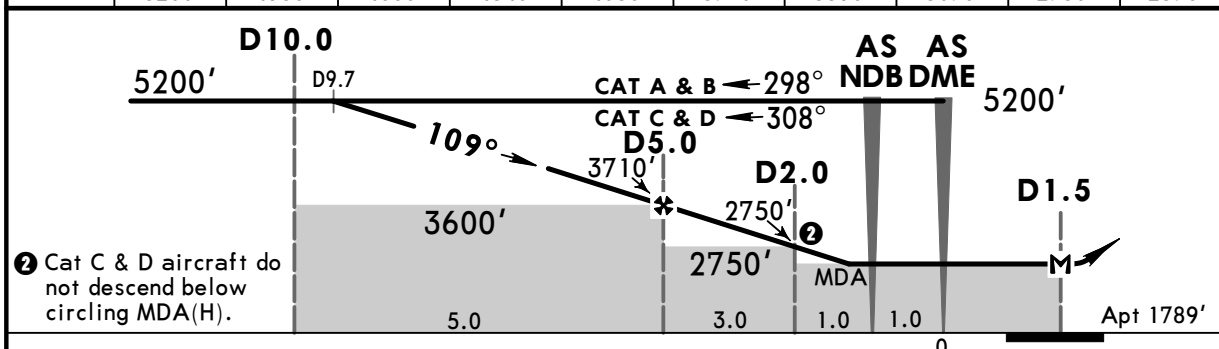
YBAS/ASP
ALICE SPRINGS

JEPPESEN ALICE SPRINGS, NT, AUST
20 MAY 16 (16-1) Eff 26 May NDB-B

BRIEFING STRIP	*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.
	NDB AS 335	Final Apch Crs 109°	Procedure Alt D5.0 37 10' (1921')	MDA(H) Refer to Minimums	Apt Elev 1789'	
	MISSED APCH: Track 109°. Climb to 5200'.					
	Alt Set: hPa Apt Elev: 64 hPa Trans level: FL 110 Trans alt: 10000' 1. DME REQUIRED. 2. NDB AS: Possible excessive needle swings near McDonnell ranges. 3. Max IAS for initial: 210 KT. 4. GNSS permitted in lieu of DME Reference waypoint AS VOR.					
	MSA AS NDB 4300' within 10 NM					



AS DME	9.7	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.4
ALTITUDE	5200'	4980'	4660'	4340'	4030'	3710'	3390'	3070'	2750'	2570'

[illegible]

CIRCLE-TO-LAND

		Actual Aero QNH	Forecast Terminal QNH
	Max Kts	MDA(H)	MDA(H)
A	100	2470' (681') -2.4 km	2570' (781') -2.4 km
B	135		
C	180	2890' (1101') -4.0 km	2990' (1201') -4.0 km
D	205	2890' (1101') -5.0 km	2990' (1201') -5.0 km

No Circling North of Runway 12/30 Beyond 3 NM