

**AIP SUPPLEMENT
(SUP)****H30/24****Effective: 202403130400 UTC**AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.comFor **CONTENT** queries regarding this SUP, contact:
Email: bas@globalairspaceolutions.com**DARWIN (YPDN) DAP PROCEDURES FOR
TEMPORARY DISPLACED THRESHOLD
RWY 29 - STAGE 6B, 21 AND 21A****1. INTRODUCTION**

- 1.1 This AIP SUP cancels and replaces SUP H85/23, with changes to reference stages and estimated cancellation date.
- 1.2 This AIP SUP publishes revised procedures for use during the displaced threshold of RWY 29 at Darwin (YPDN).
- 1.3 The procedures published in this SUP are to be used only when RWY 29 THR is displaced by 1,046M. A NOTAM will be issued to indicate when the threshold is displaced.
- 1.4 RNP V RWY 29 and VOR-V RWY 29 have incorporated the displaced THR RWY 29 of 1,046M.
- 1.5 The existing RWY 29 ALPHA STAR remain unchanged and will be used with the RNP V RWY 29.
- 1.6 Temporary changes to RWY 29 are published by an additional SUP, available online: www.airservicesaustralia.com/aip/aip.asp.

2. IMPLEMENTATION

- 2.1 The procedures in the appendices become effective 202403130400 UTC.

3. NEW DISPLACED THRESHOLD

RWY	LAT	LONG	ELEV
29	122458.15S	1305307.22E	89FT

4. WAYPOINTS

DRWEV	122458.15S	1305307.22E	MAPt RNP V RWY 29
DRWEJ	122414.48S	1310547.33E	RIGHT IAF
DRWEK	123310.39S	1310240.97E	LEFT IAF

5. PROCEDURE DIFFERENCES

5.1 The differences between RNP Z RWY 29 and RNP V RWY 29 procedures include:

- Procedure name
- DTHR location and elevation
- IF/IAF LAPAR
- Right IAF DRWEJ
- Left IAF DRWEK
- MAPt DRWEV
- Holding at LAPAR
- Connection to the ALPHA STARs for RWY 29
- FAF altitude
- MDA and visibilities
- Distance/altitude table
- Added caution note

6. CANCELLATION

6.1 This SUP will be cancelled when all works are completed, expected to be on 12 November 2024.

7. DISTRIBUTION

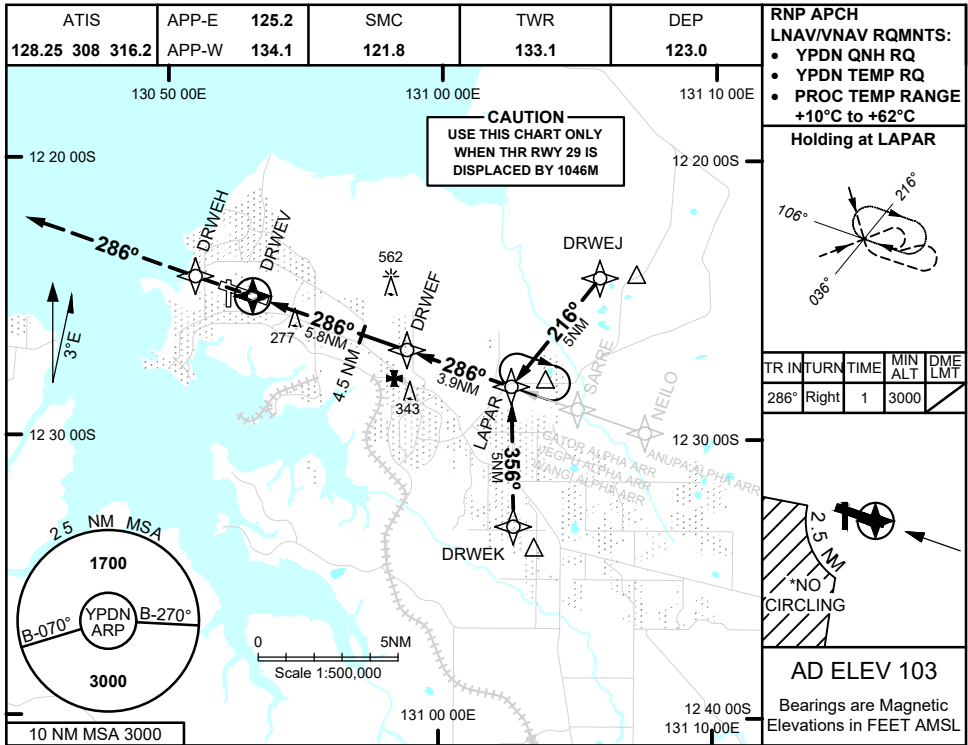
7.1 Airservices Australia website only.

Appendices

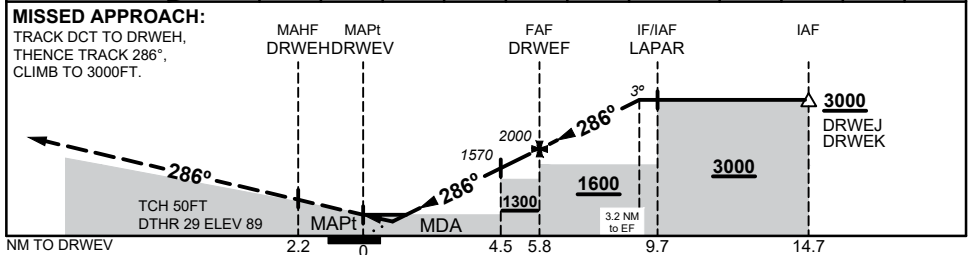
1. RNP V RWY 29
2. VOR-V RWY 29

**APPENDIX 1
TO SUP H30/24**

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



NM TO NEXT WPT	DRWEV	1	1.6	2	3	4.5	5	DRWEF	1	2	3	3.2
ALT (3° APCH PATH)		460	630	780	1090	1570	1730	2000	2320	2630	2950	3000



NOTES

1. MAX IAS:
INITIAL : 210KTS
 2. **CAUTION:** USE THIS CHART ONLY WHEN THR RWY 29 IS DISPLACED BY 1046M
- *3. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5 NM

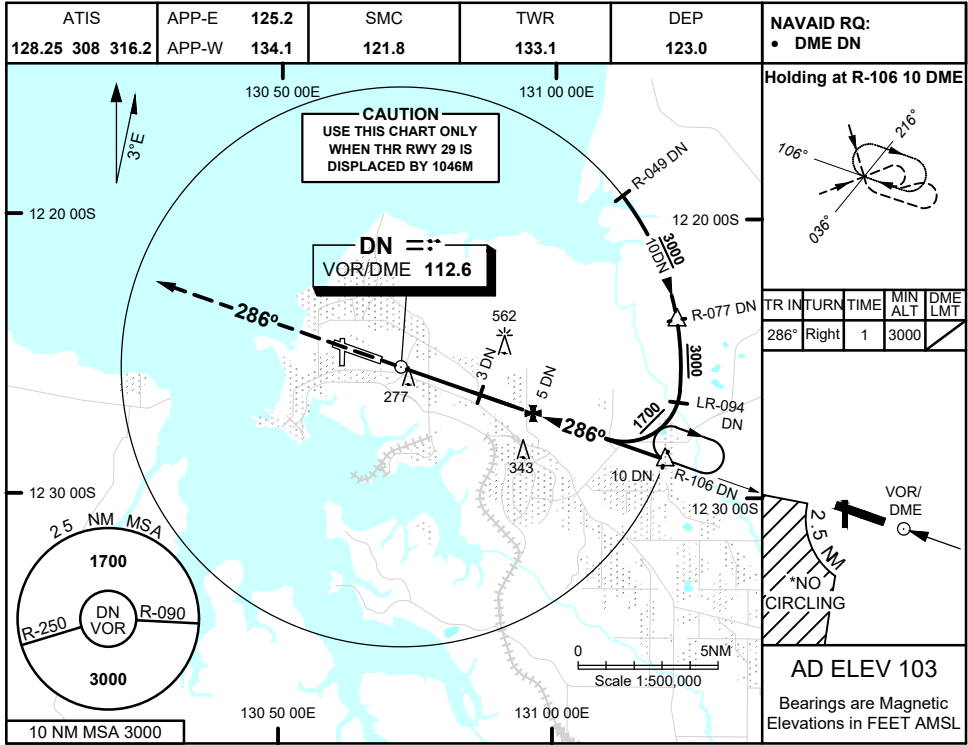
CATEGORY	A	B	C	D
LNAV/VNAV	460 (371 - 2.1)			
LNAV	630 (541 - 3.0)			
CIRCLING*	800 (697 - 2.4)	900 (797 - 4.0)	1100 (997 - 5.0)	
ALTERNATE	(1197 - 4.4)		(1497 - 7.0)	

Changes: IAF LAPAR, IAF DRWEJ, IAF DRWEK, HOLDING, CONNECTION TO STARS

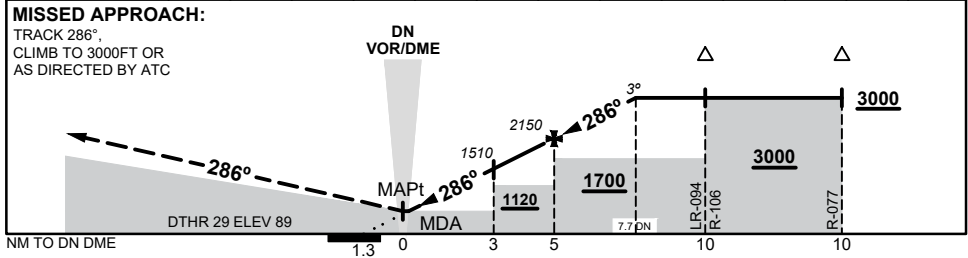
PDNGN20-SUP

**APPENDIX 2
TO SUP H30/24**

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



DIST TO DN DME	0.4	1	2	3	4	5	6	7	7.7			
ALT (3° APCH PATH)	670	880	1190	1510	1830	2150	2470	2790	3000			



NOTES

1. ACFT MAY BE RADAR VECTORED TO FINAL
2. **CAUTION:** USE THIS CHART ONLY WHEN THR RWY 29 IS DISPLACED BY 1046M
- *3. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5 NM

CATEGORY	A	B	C	D
S-I VOR/DME	670 (581 - 3.3)			
CIRCLING*	800 (697 - 2.4)		900 (797 - 4.0)	
ALTERNATE#	(1197 - 4.4)		(1497 - 7.0)	

Changes: NEW PROCEDURE

PDNV006-SUP