

DARWIN**ELEV 103****AVFAX CODE 8001**

NT

UTC +9:30

YPDN

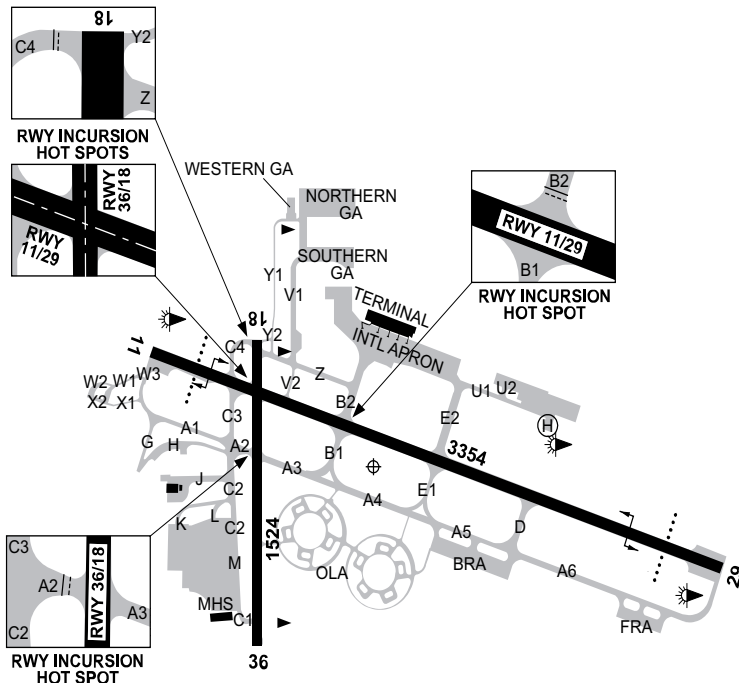
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VAR 3 DEG E

JOINT

AD OPR Darwin International Airport Pty Ltd (DIA), PO Box 40996, Casuarina, NT 0811. RAAF Base Darwin, Winnellie, NT, 0820. PH Civil 08 8920 1811(ADMIN HJ): OPS 8920 1852 H24: 0402 088 145: MIL 8923 8888. Fax Civil 8920 1800: OPS 8920 1855: MIL 8923 8881.

**REMARKS**

1. Access to the RPT terminal not available to itinerant aircraft without PN.
2. AD Charges: All civil ACFT, copies of Conditions of Use can be obtained from civil AD OPR or www.ntairports.com.au.
3. PPR for civil and foreign MIL ACFT transiting RAAF Darwin from Air Base Command Post. 72HR PN.
4. Civil airport HR H24. MIL AD HR HJ. OT PPR 72HR PN.
5. The RPT Apron is a Security Restricted Area. Identification authorised by civil AD OPR must be worn by all personnel not accompanied by an approved airside escort
6. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES**Civil Airport**

AIR BP/SHELL (RPT): H24. Phone 08 8945 2655, 0458 093 833, Fax 08 8945 2654.

AH 0458 093 833, 0410 060 730, 0409 491 958. JET A1.

Viva Energy Australia Pty Ltd: JET A1, AEROJET Tanker Refuelling H24 (RPT, HEL and GA Aprons, excluding western GA): Phone 0409 889 236, Office 08 8923 3310, Fax 08 8945 0421.

AVGAS Tanker Refuelling (RPT, HEL and GA Aprons, excluding western GA): 2030-0800, Phone 0438 450 038, Office 08 8923 3310.

Viva Energy Australia Pty Ltd: Bowser H24 Northern GA Apron.

PASSENGER FACILITIES

N GA Apron terminal: PT/LG/WC

Domestic and International terminal: PT/TX/HC/BU/AC/LG/RF/WC/ME/RC

RESCUE AND FIREFIGHTING SERVICES

1. CAT 8 H24.
2. 131.0 MHz AVBL H24. Request via ATC.

APRONS AND TAXIWAYS

1. TWY K, L and C S of MHS PCN 18/F/C.
2. GA APRONS PCN 9/F/C/550 (83PSI).

SURFACE MOVEMENT GUIDANCE

RWY 11/29 DTRM (lit) from 9,000FT.

AERODROME OBSTACLES

1. Lightning rod on Fire Station tower location 2438M FM SOT RWY 29 and 263M right of CL infringes transitional surface by 3.4FT.
2. Anemometer located 2,440M FM SOT RWY 29 and 204M left of CL infringes horizontal surface by 17.8FT.
3. TACAN monitor antenna located 1364M FM SOT RWY 29 and 187M right of CL infringes transitional surface by 24.2FT.
4. TACAN located 1345M FM SOT RWY 29 and 183M right of CL infringes transitional surface by 29.9FT.
5. Substation located 493M FM SOT RWY 29 and 150M right of CL infringes transitional surface by 4FT.
6. GP antenna located 310M FM SOT RWY 29 and 148M right of CL infringes the 5% plane of RWY 11/29 flyover area by 33FT.
7. For information regarding obstacles CTC AD OPR.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TTF AVBL 20Z - 12Z, AD WRNG, WS WRNG.
2. AWIS PH 08 8995 9712 - Report faults to BoM.
3. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 08 8920 3814.

PHYSICAL CHARACTERISTICS

11/29	106	110a	PCN 81 /F /C /1750 (254PSI) /T C5A B747.	WID 60	RWS 300
			Central 45M grooved SFC of 7.5M outer ungrooved sections BLW MNM friction LVL when wet. 91M concrete ends RWY 11 and RWY 29 ungrooved.		
18/36	177	50a	PCN 18 /F /C /1050 (152PSI) /U	WID 30	RWS 90
RWY 11 BAK 12/14(R)(B) ----- BAK 12/14 (R)(B) RWY 29					
410(1345) 465(1525)					

1. **BAK 12/14 Hookcable** RWYs 11 and 29
Recessed bi-directional BAK12/14 Hookcables INSTL 410M (1,345FT) FM THR RWY 11 and 465M (1,525FT) FM THR RWY 29. Marked by yellow disks. DIST BTN cables 2,479M (8,133FT) No crossing RESTR in down PSN. NML OPR PSN: Arrestable ACFT OPR - DEP end up, APCH end down; non-arrestable ACFT OPR - both ends down. CONC absorber housing 30CM high, 7M FM RWY edges. CONC pits and elevated equipment 30M FM RWY edges.
2. **Maintenance**
 - a. Maintenance conducted on a regular basis, refer to NOTAM for details.

AERODROME AND APPROACH LIGHTING

RWY 11/29	HIRL		SDBY PWR AVBL
RWY 11	PAPI	3.0 DEG57FT	SDBY PWR AVBL
RWY 29	HIAL-CAT I		SDBY PWR AVBL
RWY 29	PAPI	3.0 DEG59FT	SDBY PWR AVBL

1. ALS Type and Length: RWY 29 - Distance coded CL: 900M.
2. RWY edge light spacing: 11/29: 60M. EXC first pair E end 53.2M, W end 62.4M.
3. RWY Guard Lights at all RWY/TWY intersections.

OTHER LIGHTING

- ABN ALTN 12 WG On ATC TWR S12 24.5 E130 52.8 217/0.4 to ARP
1. TWY LGT: Green CL. However, TWY C4, M, V2, Y and Z west of TWY V are unlit.
 2. Safagate Visual Docking System Bays 1, 2, 3, 4 & 5.

ATS COMMUNICATIONS FACILITIES

- | | | | |
|-----------|-----------------------------|-----|-----------------------|
| FIA | BRISBANE CENTRE | | 118.15 |
| ATIS | DARWIN ATIS | (4) | 128.25 308 316.2 |
| ACD | DARWIN DELIVERY | | 126.8 237.3 |
| SMC | DARWIN GROUND | | 119.55S 121.8P 265.3 |
| DEP | DARWIN APPROACH | | 123.0 325.4 |
| SMCV | DARWIN GROUND
(VEHICLES) | | 121.8S 119.55P |
| APP E/DEP | DARWIN APP E/DEP | | 125.2 305.5 (3) |
| VOLMET | AUSTRALIA | (1) | 6676 11387 |
| APP W/ | DARWIN APP W/DEP | | 134.1 243.0 363.8 (2) |
| DEP | | | |
| TWR | DARWIN TOWER | | 133.1 243.0 257.8 |
- (1) H24, BCST 00 - 05 & 30 - 35. Contents TTF YMML, YSSY, YBBN, YPPH, YPDN, YBCS, YBTL & YPAD plus selected SIGMETs if time permits.
 - (2) Darwin APCH provides ATS in CTA out to 40NM.
 - (3) Provides ATS in CTA FM 360 RDL THRU E to 180 RDL JO 0030-0830.
 - (4) Also AVBL on Phone 08 8920 2950.
 1. RAAF ATC 08 8924 2363, 08 8924 2358, dar.atc@defence.gov.au.
 2. FREQ 243.0 - Monitored H24. Test transmissions on voice and beacon on 243.0 will take place BTN 0100-0110 every MON not exceeding 10 SEC duration.
 3. Automatic retransmit FAC exists BTN FLW FREQ: 134.1/363.8; 125.2/305.5; 133.1/257.8; 123.0/325.4; 121.8/265.3; 126.8/237.3.
 4. When ATS are not AVBL in DN CTR/CTA due to emergency evacuation of the ATC facility or other emergency, TIBA procedures apply frequency 126.35 MHz. Mandatory broadcast procedures as detailed in *AIP GEN 3.3* also apply frequency 133.1 MHz. Notification will be via 'all stations' broadcasts and ATIS.

RADIO NAVIGATION AID AND LANDING AIDS

- | | | | | | | |
|-----|-----|-----------------------|-----------|------------|------------------|-----|
| NDB | BGT | 308 (RWY11) | S 12 24.4 | E 130 51.4 | Range 50 (HN 50) | (3) |
| TAC | DAR | 113.7/ 84X | S 12 24.8 | E 130 53.0 | | (4) |
| VOR | DN | 112.6 | S 12 25.4 | E 130 54.4 | | (1) |
| DME | DN | 112.6/ 73X | S 12 25.4 | E 130 54.4 | | (2) |
| ILS | IDN | 109.7 (RWY29) | S 12 24.5 | E 130 51.8 | | |
| LOC | IDN | 109.7 (RWY29) | S 12 24.5 | E 130 51.8 | | (5) |
| GP | IDN | 333.2 (RWY29) | S 12 25.0 | E 130 53.5 | | |
| DME | IDN | 109.7/ 34X
(RWY29) | S 12 25.0 | E 130 53.5 | | (6) |
- (1) 283/1.8
 - (2) 283/1.8 - Antenna ELEV 132FT
 - (3) 109/1.3 to ARP.
 - (4) 259/0.4 to ARP.
 - (5) 110/0.9 to ARP.
 - (6) Antenna ELEV 93FT.

LOCAL TRAFFIC REGULATIONS

1. RWY Incursion Hotspots:
RWY 11/29 and TWY B2
RWY 18/36 and TWY C4
RWY 18/36 and TWY A2
Intersection of RWY 11/29 and 18/36
ACFT must not vacate/enter onto the crossing RWY without ATC approval.
2. 180 DEG turns for ACFT ABV 100,000KG only permitted on THR RWYs 11/29. B767 are exempt from this REQ due to their LDG gear configuration

3. TAXIWAYS

- a. TFC permitting, ACFT ABV 136,000KG will be entered/exited for RWY 11/29 FM TWYs B2, C, D or E2 and backtracked as RQ. HVY ACFT may accept use of TWY A to avoid DLAs.
- b. TXL on S edge of RPT APN not AVBL to Code F ACFT.
- c. TXL on southern edge of RPT APN behind Bay 3 not AVBL to B767 and ABV when A330-300 parked on Bay 3 unless marshaller present in CTC with SMC.
- d. TWY Y1 and Y2 not AVBL to ACFT ABV 5,700KG and ABV 15M wingspan EXC C441 and C208 series aeroplanes OPR by Hardy Aviation and C441 OPR by Chartair.
- e. TWY V1 and Z not AVBL to ACFT ABV 22,000KG MTOW.
- f. TWY V2 not AVBL to ACFT ABV 22,000KG MTOW and 24M wingspan.
- g. TWYs C4, M, V2, Y & Z west of V are unlit. TWY C4 not AVBL to ACFT ABV 22,000KG MTOW. Compass swing site established on TWY C4 marked at 30DEG MAG intervals. Details FM AD OPR.
- h. TWY U1 not AVBL to ACFT ABV 60,000KG MTOW.
- i. TWY U1 E of TWY U2 not AVBL to ACFT ABV 13,000KG MTOW, 23M wingspan and 17.2M rotor diameter.
- j. TWY V passing bay is ADJ the ARFF station. Due noise and blast TWY V passing bay may only be used for pre-flight power checks not exceeding 3MIN. TWY C4 is the preferred location for all other engine ground running and testing with prior approval REQ from AD Operator. ACFT requiring high PWR runs at TWY C4 on headings other than 180DEG must seek approval from SMC. SMC may instruct ACFT to reduce to idle PWR when ACFT pass behind on ADJ RWY and TWY. Engine testing is not to be conducted on the Civil PRKG Aprons or in the vicinity of fixed base operators. TWY Y run-up bay AVBL all PWR settings wingspan MAX 15M.
- k. TXL west of Bay 1 and behind RPT APN Bays 21 - 25 restricted to 36M MAX wingspan.

4. CIVIL APRONS

- a. Civil AD OPR does not provide ACFT marshalling services. All requests for ACFT marshalling should be directed to the airlines or local operator by prior arrangement.
- b. Prior PRKG approval is RQ for civil RPT APN. OPR of non-scheduled ACFT RQ PRKG on the RPT APN are RQ to obtain approval 24HR prior from Airport Coordination Australia (ACA) W 2200-0600 (during HDS subtract 1HR).
PH +61 2 9313 5469, Fax +61 2 9313 4210, Email: slots@airportcoordination.org SITA HDQACXH. LDG charges apply and include PRKG. Refer www.ntairports.com.au.
- c. PRKG on northern GA APN RESTR to ACFT with wingspan MAX 15M except by arrangement with Duty Operations Officer PH 08 8920 1852 or MOB 0402 088 145 or Fax 08 8920 1855. Email: operations.officer@ntairports.com.au. Northern GA APN fully leased except for two set-down and loading positions ADJ Waiting Room in SE corner. Visitor PRKG AVBL on an opportunity basis at western GA APN ADJ TWY Y. HEL PRKG is not AVBL on GA aprons. All HEL must park at the E HEL apron. LDG and PRKG charges apply all ACFT. Refer www.ntairports.com.au Conditions of Use.
- d. Non-scheduled ACFT above 10,000KG MAUW using the RPT APN are RQ to align with the nose-in bay visual PRKG guidance markings.
- e. Operators should check with their ground handling agent for push-back tow-bar availability. If a suitable tow-bar is not AVBL, operators are to carry an on-board tow-bar for their arrival.
- f. The RPT APN fuel hydrants preclude cross-bay PRKG.
- g. Operators will be liable for damage to property caused by prop-wash or jet blast from incorrectly parked ACFT.
- h. PVT APN NW of TWY U2 OPR by Pearl Flight Centre. ACFT marshalling is RQ for all visiting ACFT. Requests for marshalling should be directed to Pearl Flight Centre by prior arrangement. PVT APN NE of TWY U2 OPR by Airnorth.
- i. PVT aprons W side of HEL APN OPR by Top End Medical Retrieval Service, Careflight and RFDS.

5. MILITARY APRONS

EO class 1.1, 1.2 must be off loaded from ACFT PRKG overnight.

6. TRAINING FLIGHTS

- a. CCT, INSTR TRNG in the DN CTR/CTA require prior ATC approval. For INSTR TRNG CTC APCH Supervisor phone 08 8924 2363. For CCT TRNG CTC TWR Supervisor phone 08 8924 2358.
 - b. With the exception of an Instrument Rating Test, a practice INSTR APCH to the minima on the non duty RWY will be sequenced behind normal TFC on the duty RWY. To avoid DLA non precision APCH can be conducted at ALT plus margins specified by ATC.
 - c. Jet or turboprop ACFT above 25,000KG MTOW and all MIL jet (fighter and strike type ACFT) shall maintain RWY HDG until at CCT ALT or, for RWY 29, established over water. CCT ALT:
 - (i) MIL Jet 2000FT,
 - (ii) Jet 1500FT,
 - (iii) PROP 1000FT,
 - (iv) HEL 1000FT.DN CIRA is defined as the lateral confines of DN CTR plus DN CTA C1 as defined in DAH.
7. For all ACFT, arrestor system STS will not be provided when in NML OPR PSN. NML OPR PSN: arrestable ACFT OPR - DEP end up, APCH end down; non-arrestable ACFT OPR - both ends down.

8. IFR TRAINING AREA

- a. IFR ACFT requiring an area for training may be cleared by DN APP to operate in the North Eastern Training Area (NETA). The abbreviation NETA may be used as a remark in field 18 when flight planning.
- b. The lateral limits of the NETA are: DN 360R-060R; 15DME-30DME DN.
- c. Vertical limits will be specified in the airways clearance.

FLIGHT PROCEDURES**1. ATC TRAFFIC MANAGEMENT SPEED**

- When **not** on a SID or STAR (including vectoring) - non-fighter ACFT ARR or DEP DN must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required. ARR Fighter ACFT must not exceed 350KT IAS when within 40NM of DN, unless otherwise directed by ATC.
2. In VMC, MIL ACFT can expect straight in visual APCH. VTOL operations are not permitted. Rolling takeoffs are preferred. ACFT are to minimise use of afterburner. Go-around - climb to 1,500FT AMSL, maintain RWY heading tracking between the ATC tower and RWY 11/29 unless otherwise directed by ATC. Once onwards clearance is received from ATC climb to 2,000FT AMSL before turning.
 3. All arriving VFR ACFT are to make first contact with Darwin ACD on 126.8/237.3 to pass details, including and estimate for YPDN and obtain SSR code. Those ACFT can EXP to be transferred to Darwin APCH to obtain AWY CLR when FLT notification and SSR allocation action is complete.
 4. Circling to RWY 11/29 not approved unless the lights are at stage 2 or higher.
 5. VFR Helicopters at or below 1,000FT AMSL HJ only.
 - a. VFR helicopters arriving and departing Darwin CTR at or below 1,000FT AMSL contact TWR on 133.1/257.8 for arrival clearance, or SMC on 121.8/265.3 for departure airways and taxi clearance.
 - b. Obtain departure airways clearance prior to taxi.
 - c. Obtain arrival clearance prior to 10NM from Darwin.
 - d. For departing helicopters contact TWR on 133.1/257.8 for departure instructions/line-up/takeoff clearance.
 - e. **Lagoon Helicopter Route.** Utilised to separate helicopters in/out CTR from certain instrument departures/arrivals to RWY 11/29; when the weather does not facilitate visual separation (ATC or Pilot). An inbound clearance via the 'Lagoon Route' requires the helicopter to be flown overhead key tracking points: Palmerston Recycling Centre (Intersection of Stuart Highway and Howard Springs Rd) - Marlow Lagoon - The Fork (the fork in Hudson Creek): outbound in reverse. Inbound helicopters can expect holding at 'The Fork' (orbit south) for traffic management.

- f. **Darwin Aviation Heritage Museum.** To ensure adequate separation with all ACFT arriving to and departing from RWY 11/29, HEL arriving to and departing from the Aviation Heritage Museum are required to remain S of the extended CL of TWY A at all times unless issued a clearance to/from a point N of TWY A or otherwise instructed by ATC.
6. Due system limitations, pilots are to CTC Darwin Delivery for outbound airways clearance no earlier than 30 MIN prior to notified EOBT.
7. ADF ACFT carrying Dangerous Cargo and Explosive Weapons Stores shall notify ATC APP or Clearance Delivery on first CTC with such advice including the Net Explosive Quantity (NEQ).
8. Arriving ACFT RWY 36 during Lee Point parachute drop zone activation.
- a. When arriving RWY 36 for a visual approach and Darwin APP has advised Lee Point drop zone is active, in the event of a go around, TWR will issue tracking instructions or a requirement to hold south of Casuarina Square Shopping Centre.
- b. In the event of a radio failure during a go around RWY 36, hold south of Casuarina Square Shopping Centre in right hand patterns, listen out on ATIS and/or voice modulated NAVAIDS, look to the TWR for light signals.
- 9. INITIAL AND PITCH PROCEDURES**
- 9.1. Initial and Pitch (I&P) procedures are only available to MIL ACFT.
- 9.2. **Initial point.** The Darwin initial point (IP) is located at 5 TACAN (4.4 M from the RWY 29 threshold, 3.8 NM from the RWY 11 threshold) aligned with RWY 11/29. Aircraft will arrive at the IP via a fixed point located at 10 TAC aligned with the RWY centre line.
- 9.3. **Flight category.** Aircraft arriving via I&P shall automatically convert to VFR category at the IP for the assigned landing runway.
- 9.4. **Lateral requirements.** For separation with arriving aircraft RWY 18/36, aircraft are required to run in no further north of the main RWY than the ATC tower and pitch south. ACFT are required to remain over land for the downwind leg unless otherwise directed by ATC.
- 9.5. **Speed.** Aircraft shall not fly above 350KTS throughout the I&P manoeuvre.
- 9.6. **Vertical.** The following vertical requirements apply:
- a. Aircraft shall not descend below 4,000FT AMSL until arriving at the 10 TAC point, aligned with the centre line. ATC clearance for the visual approach does not authorise descent below this level. Should additional descent be required, ATC shall specifically authorise a nominated level.
- b. From the 10TAC point aircraft shall descend to reach 2,000FT AMSL by the IP.
- c. From the IP aircraft shall maintain 2,000 FT AMSL until commencing the base turn.
- 9.7. **Go-around procedures.** ACFT conducting a go-around shall climb to 1,500FT and maintain runway heading tracking between the ATC tower and RWY 11/29 unless otherwise directed by ATC. ATC will issue a clearance for a closed left/right circuit as required, at which point the go-around aircraft must climb to 2,000FT AMSL before turning off runway heading.
- 10. LOW VISIBILITY OPERATIONS**
- 10.1. LVP exist when RV is reported at 800M, and/or cloud ceiling is 200FT or less.
- 10.2. Secondary PWR switchover time: 1 SEC during LVP, 15 SEC OT.
- 10.3. HIAL and HIRL used in reduced visibility.
- 10.4. When VIS less than 800M, ATC will restrict vehicle movements to Airport Operations Officer (AOO) and ARFF.
- 10.5. When VIS between 800M and 550M no more than 3 ACFT on manoeuvring area; below 550M no more than 1 ACFT on manoeuvring area.
- 10.6. AOO will conduct RV assessments.
- 10.7. For CASA approved operators, RWY 11/29 capable of supporting takeoffs with RV not less than 550M.

NOISE ABATEMENT PROCEDURES

1. Unless cleared via a SID, all JET and TURBOPROP ACFT above 25,000KG are to maintain RWY heading until 2,000FT AMSL, and;
- a. RWY 11 - 2DME(GPS)/3TAC BTW 2030 and 1230 UTC;
- b. RWY 11 - 7DME(GPS)/8TAC BTW 1230 and 2030 UTC;
- c. RWY 29 - 5DME(GPS)/3TAC.

2. All jet and turboprop ACFT ABV 5,700KG (EXC designated Quiet jets) arriving FM the W to land RWY 29, or arriving from the E to land RWY 11, can expect radar vectoring N of built up areas or S OW, HN.
3. DEP MIL fighter/strike ACFT:
 - a. RWY 11 -
 - (i) High level sorties must maintain RWY HDG until ABV 5,000FT AMSL, then turn.
 - (ii) Low level sorties (BLW 5,000FT) must maintain RWY HDG until LAPAR/10 TAC/9 DME then turn and remain outside 10 TAC/9 DME to intercept outbound track;
 - b. RWY 29 - ACFT must maintain RWY HDG until ABV 2,000FT AMSL AND established over water, then turn.
4. Also Refer AIP DAP.

ADDITIONAL INFORMATION

1. Possibility of WS/TURB on short final for all RWYs.
2. Bird hazard exists in RWY strip areas as follows:
 - a. Whistling Kite, Bush Stone-Curlew, Masked Lapwing and Nankeen Kestrel present all year round.
 - b. Black Kite, present in greater numbers APR to OCT, and may be present NOV to APR if monsoon is late.
 - c. Australian Pratincole present in greater numbers APR to OCT.
 - d. Oriental Plover and Little Curlew present in greater numbers SEP to NOV.
 - e. Oriental Pratincole present in greater numbers NOV to MAR.Species specific NOTAM will be issued during periods of increased activity.
3. The FLW Rifle Ranges are in the Darwin CTR, ACT for all ranges is indicated by R flags.
 - a. BRG 050 1.0NM FM ARP.
 - b. BRG 140 6.0NM FM ARP.
4. CAUTION: Model ACFT OPR at East Point (ETP) SFC to 400FT AGL 270/2.9NM FM ARP.
5. Pilots of ACFT entering or exiting DN CTR to the SE are to be aware of the close proximity of YMKT AD to the CTR boundary, and make the appropriate broadcasts on CTAF 127.1.
6. CAUTION: High velocity gas plumes located Bladin Point BRG 156 MAG 6.7NM FM AD, WI 0.5NM radius of S12 31.2 E130 55.1, H24.
7. MIL HEL conduct night flight OPS in the Darwin region with LGT enhancement devices and may display minimal external LGT. Area WI Lee Point (LPT) - Charles Point (CHAP) - D288ABC - YBCR - R224ABC - Gunn Point (GUP) - Lee Point (LPT).

CHARTS RELATED TO THE AERODROME

1. WAC 3109.
 2. Aerodrome Obstruction Chart Type A (RWY 11/29 only): 12th Edition (May 2016).
 3. Precision Approach Terrain Chart RWY 29 (April 2017).
 4. MIL Aerodrome Obstruction Chart Type A: November 2005.
 5. Also refer to AIP Departure & Approach Procedures.
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