

**AIP SUPPLEMENT
(SUP)****H100/24****Effective: 202407290200 UTC**AERONAUTICAL INFORMATION SERVICE,
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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 21****1. INTRODUCTION**

- 1.1 This SUP cancels and replaces SUP H30/24, with a change in the reference to the stages.
- 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 will be published by an additional SUP, available online: www.airservicesaustralia.com/aip/aip.asp.

2. IMPLEMENTATION

- 2.1 The procedures in the appendices become effective 202407290200 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.

5.2 The differences between VOR-Z RWY 29 and VOR-V RWY 29 procedures include:

- Procedure name
- DTHR location and elevation
- 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 November 2024.

7. DISTRIBUTION

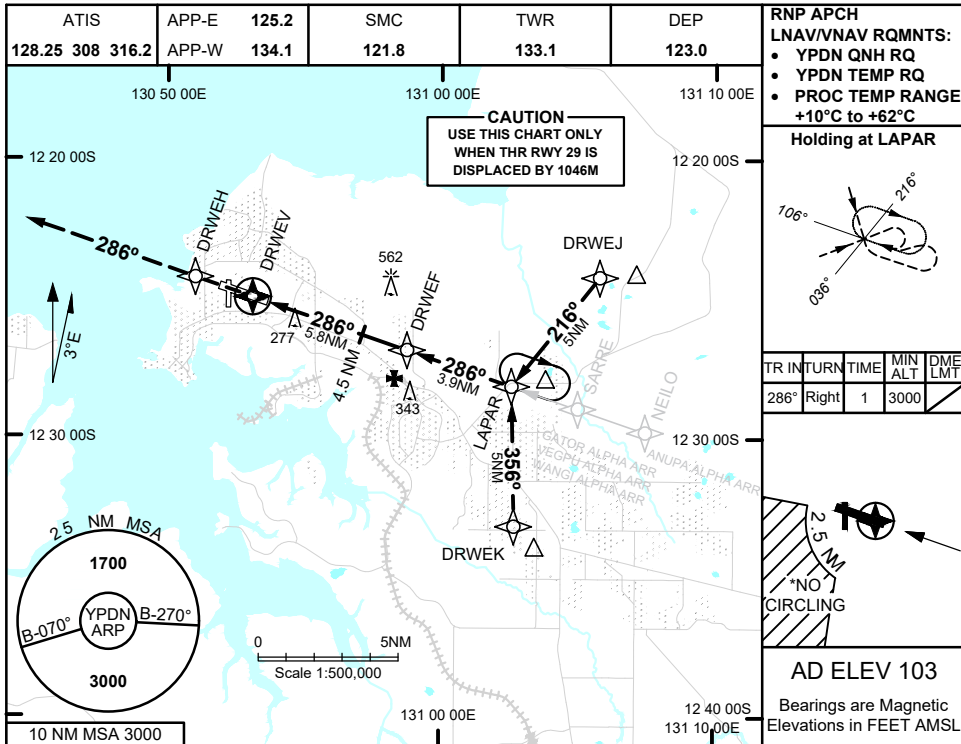
- 7.1 Airservices Australia website only.

Appendices

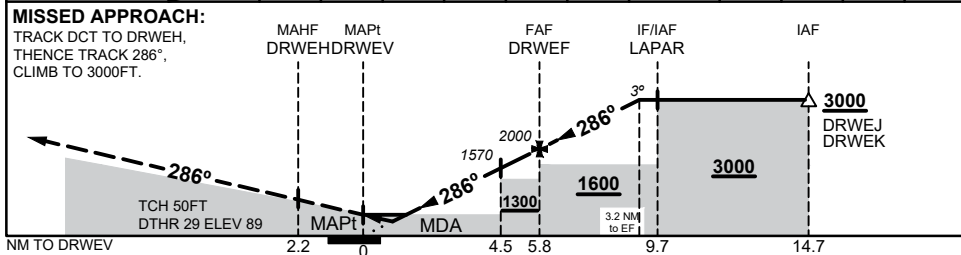
1. RNP V RWY 29
2. VOR-V RWY 29

**APPENDIX 1
TO SUP H100/24**

**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

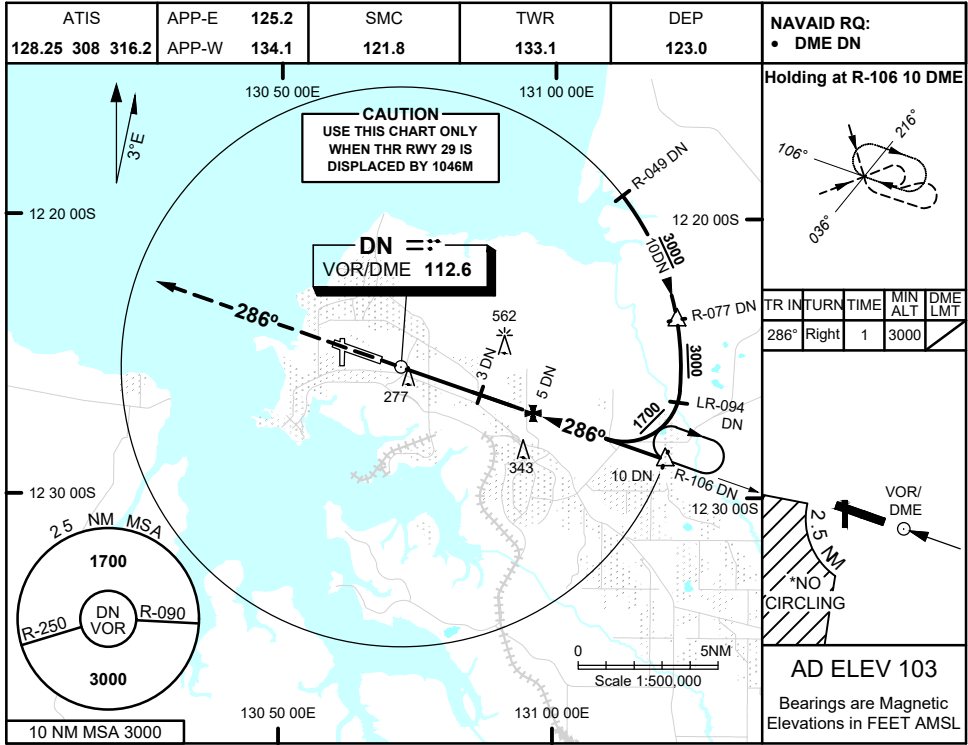
CATEGORY	A	B	C	D
LNAV/VNAV	460 (371 - 2.1)			
LNAV	630 (541 - 3.0)			
CIRCLING*	800 (697 - 2.4)	900 (797 - 4.0)		1100 (997 - 5.0)
ALTERNATE	(1197 - 4.4)		(1497 - 7.0)	

Changes: FROM SUP H30/24

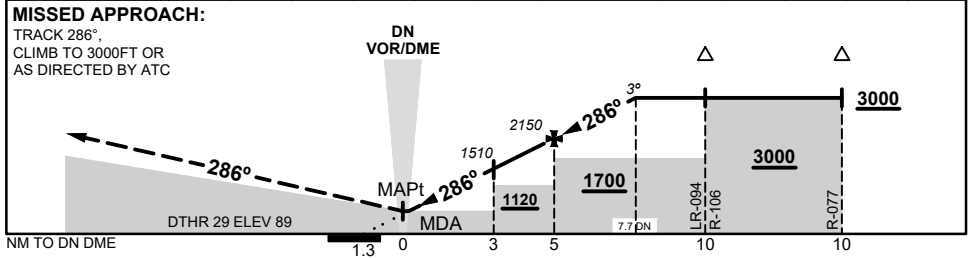
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**APPENDIX 2
TO SUP H100/24**

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: FROM SUP H30/24

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