

**AIP SUPPLEMENT
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DARWIN AERODROME (YPDN) VFR CODED CLEARANCES AND VFR ROUTES

1. INTRODUCTION

- 1.1 Coded clearances have been designed to facilitate the expedition of VFR fixed wing arrival and VFR helicopter arrival and departure from Darwin (YPDN) under certain conditions.
- 1.2 Both clearances have been in use at YPDN for an extended period, issued with expanded radiotelephony. The use of coded clearances intends to reduce the radiotelephony burden on the pilot and controller, and provide unfamiliar pilots with depictions of the procedures.
- 1.3 Additionally, this AIP SUP will standardise the assignment of VFR route use at YPDN and prescribe the flight planning requirements for inbound and outbound VFR aircraft.

2. CODED CLEARANCES

2.1 General

- 2.1.1 Procedures are promulgated using coded designators for routes and procedures regularly flown by VFR operators in DN terminal airspace. The coded clearances and operating requirements are as identified hereunder:

2.2 Helicopter Coded Clearance

- 2.2.1 The routes have been given geographical designators and a direction which must be used in all radio communication. Clearance via a specific route authorises a pilot to fly the route at the altitudes specified.
- 2.2.2 The clearances are used for flights both inbound to and outbound FM DN Airport.
 - Note 1. The clearance contains route and altitude instructions.
 - Note 2. ATC may amend the altitudes specified.

2.3 The following will be incorporated in the ERSA, Darwin FAC page, Flight Procedures. (Diagrams not included in the ERSA)

10. Helicopter Coded Clearances and Operating Requirements

TALC HEAD – INBOUND

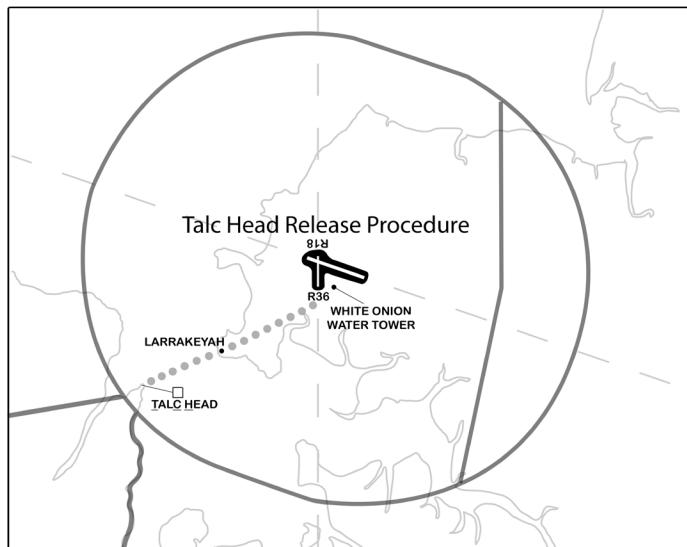
TR Talc Head (TCH) direct Larrakeyah not above 2,500FT; thence TR direct White Onion Water Tower (WOW) (white tower south and east of runway intersection); requirement to reach not above 1,000FT west of centreline RWY 18/36 and then hold at WOW until directed by ATC.

TALC HEAD – OUTBOUND

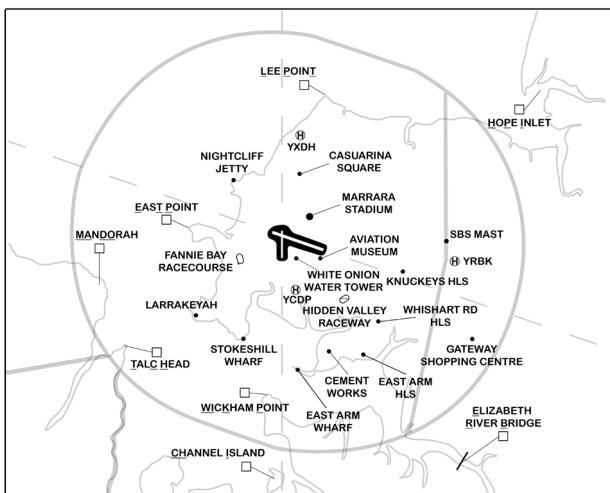
TR as directed by ATC to the White Onion Water Tower (WOW) (white tower south of runway) not above 1,000FT thence direct Larrakeyah; established west of centreline RWY 18/36 climb to not above 2,500FT; thence direct Talc Head (TCH).

Refer associated diagram for a depiction of the TALC HEAD route, as well as common visual tracking features.

TALC HEAD ROUTE AND COMMON VISUAL TRACKING FEATURES



Note: Refer to DAH for exact airspace dimensions



Note: Refer to DAH for exact airspace dimensions

11. Fixed Wing Coded Clearance and Operating Requirements

ATC may clear VFR ACFT on a visual approach via 'MARRARA DOWNWIND RWY 11' or 'MARRARA DOWNWIND RWY 29' coded clearance, e.g. "ALPHA BRAVO CHARLIE, CLEARED VISUAL APPROACH VIA MARRARA DOWNWIND [RWY 11 or RWY 29]".

VISUAL APPROACH MARRARA DOWNWIND RWY 11

ACFT are to TR via Lee Point (LPT) to Marrara Stadium, thence from Marrara Stadium enter and maintain a left downwind RWY 11.

ACFT shall maintain downwind and await ATC instruction on when to turn base for RWY 11.

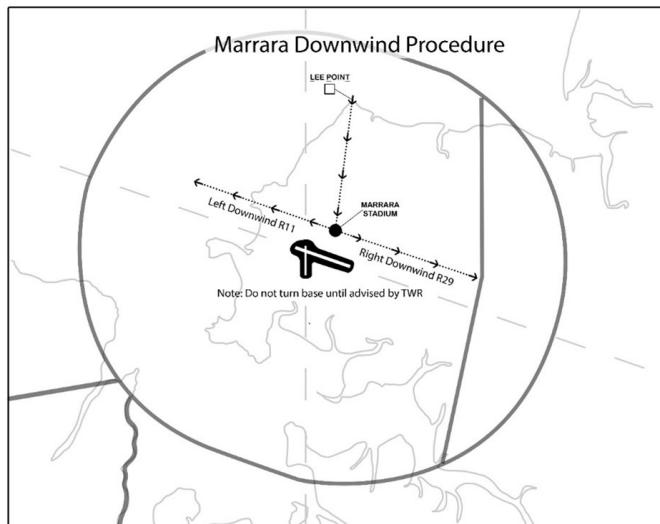
VISUAL APPROACH MARRARA DOWNWIND RWY 29

ACFT are to TR via LPT to Marrara Stadium, thence from Marrara Stadium enter and maintain a right downwind RWY 29.

ACFT shall maintain downwind and await ATC instruction on when to turn base for RWY 29.

Refer associated diagram for a depiction of the Marrara Downwind Visual Approach procedure.

MARRARA DOWNWIND VISUAL APPROACH PROCEDURE



Note: Refer to DAH for exact airspace dimensions

12. VFR Flight Planning

Flight notification acceptance by radio is subject to ATS workload. VFR operations in Darwin Class C airspace should flight plan prior to departure. Failure to do so may result in lengthy delays.

VFR ACFT departing and arriving DN, with the exception of YDLV, YMKT and those with destinations on Bathurst and Melville Islands, are required to flight plan via a DN VFR route. VFR route selection should be based on the DN radial to the destination or departure aerodrome (if inbound), and in accordance with the applicable tables below:

OUTBOUND VFR				
ROUTE	POINTS			RADIAL
VFR 1	LPT	JAC	CGR	270-044
VFR 2	LPT	JAC	ADRM	045-104
VFR 3	CHI	LAD	ADB	105-133
VFR 4	CHI	LAD	MTD	134-179
VFR 5	CHI	BYNO	-	180-269

INBOUND VFR				
ROUTE	POINTS			RADIAL
VFR 1	CGR	JAC	LPT	270-044
VFR 2	ADRM	JAC	LPT	045-104
VFR 3	ADB	LAD	CHI	105-133
VFR 4	MTD	LAD	CHI	134-179
VFR 5	-	BYNO	CHI	180-269

3. CANCELLATION

3.1 This SUP will be cancelled when it's incorporated into the AIP ERSA, effective 09 July 2026.

4. DISTRIBUTION

4.1 Airservices Australia website only.