

RNP Y RWY 29 (AR)
DARWIN, NT (YPDN)

ATIS
128.25 308 316.2

APP-E 125.2
APP-W 134.1

SMC 121.8

TWR 133.1

DEP 123.0

RNV Y 29
DTHR ELEV 90

AD ELEV 103
Bearings are Magnetic
Elevations in FEET AMSL

CAUTION: USE THIS CHART ONLY WHEN RWY 29 THRESHOLD IS DISPLACED 883M.

Holding at NASUX

TR	IN	TURN	TIME	MIN ALT	DME LMT
106°	Right	1'	3000		

DRWEM

DN432 1900

DN444 2100

LAPAR 3000

DRWEM

25 NM MSA

1700

3000

10 NM MSA 3000

ALT (2.8" APCH PATH)		DN432 1900	DN444 2227					
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MISSED APPROACH:
Climb to 3000FT or as directed by ATC via the RNP AR Missed Approach track to NASUX.

Diagram illustrating the Missed Approach Profile for Runway 10R at NMFM:

- Start Point:** NASUX (10.8 NM from Runway End)
- Initial Climb:** Climb to 1900 FT (GP 2.8°).
- Turn 1:** Turn 286° to follow the 2.8° glide path.
- GP 2.8° 1900:** Point at 5.9 NM from Runway End.
- Turn 2:** Turn 286° to follow the 2.8° glide path.
- Final Climb:** Climb to 2100 FT (IF DN444) at 7.0 NM from Runway End.
- Shaded Area:** 800 FT climb gradient from 5.9 NM to 7.0 NM.
- Key Points:** TCH 51 FT DTHR DRWEM ELEV 90, MAP1 DRWEM, FAF DN432.

CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) 495 (405 - 2.4) 1.5 HIALS	DA(H) 495 (405 - 2.4) 1.5 HIALS
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

1. PAPI not coincident with VPA.
2. RNP 0.3 RQ FROM LAPAR TO DN432.
3. MIN MAP GRAD 4.1% TO 3000FT per ATC.

Changes: New DISP THLD POSN, amended profile

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Prepared by GE Aerospace - ICAO Doc 9905 Compliant

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