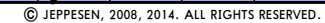


11 APR 14

Trans alt: 11000'

BALI, INDONESIA

RADAR MINIMUM ALTITUDES



WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-2

JEPPESSEN

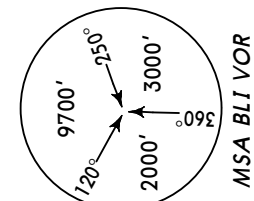
BALI, INDONESIA

RNAV STAR

*ATIS
126.2

Apt Elev
14'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



2

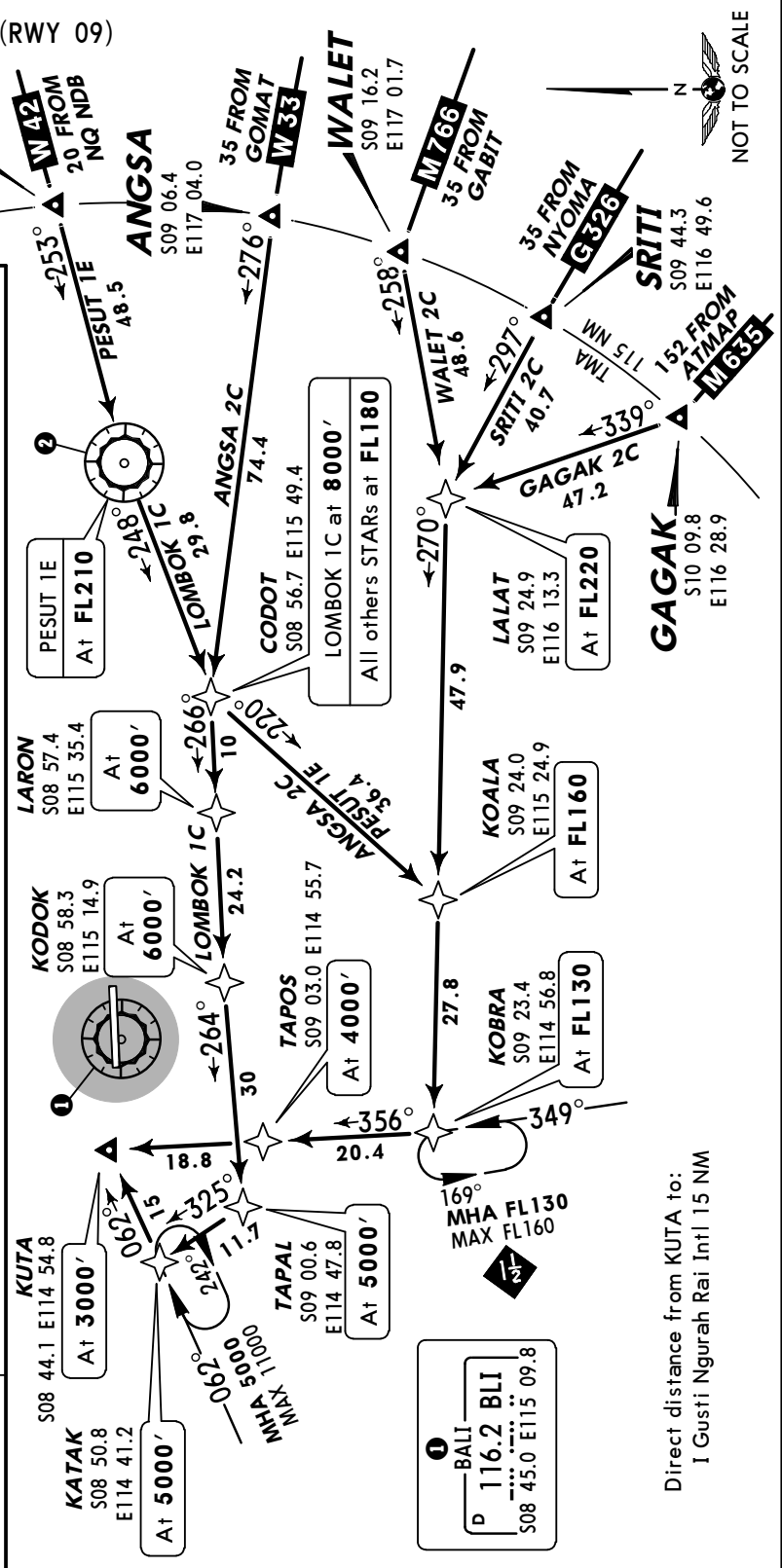
PRAYA

D 116.0 LMB
S08 46.3 E116 17.6

**ANGSA TWO CHARLIE [ANGS2C],
GAGAK TWO CHARLIE [GAGA2C],
LOMBOK ONE CHARLIE [LOMB1C],
PESUT ONE ECHO [PESU1E],
SRITI TWO CHARLIE [SRIT2C],
WALET TWO CHARLIE [WALE2C]**
ARRIVALS

(RWY 09)

STAR	ROUTING
ANGSA TWO CHARLIE	From ANGSA then to CODOT at FL180, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.
GAGAK TWO CHARLIE	From M-635 after GAGAK, then to LALAT at FL220, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', proceed to KUTA at 3000'.
LOMBOK ONE CHARLIE	From LOMBOK then to CODOT at 8000', then to LARON at 6000', then to KODOK at 6000', then to TAPAL at 5000', then to KATAK at 5000', then proceed to KUTA at 3000'.
PESUT ONE ECHO	From PESUT to LMB at FL210, then to CODOT at FL180, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', then proceed to KUTA at 3000'.
SRITI TWO CHARLIE	From G-326 after SRITI then to LALAT at FL220, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', then proceed to KUTA at 3000'.
WALET TWO CHARLIE	From M-766 after WALET, then to LALAT at FL220, then to KOALA at FL160, then to KOBRA at FL130, then to TAPOS at 4000', then proceed to KUTA at 3000'.



WADD/DPS

I GUSTI NGURAH RAI INTL

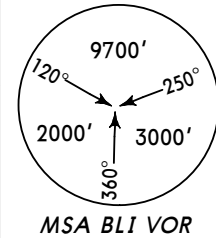
11 APR 14

(10-2A)

JEPPESSEN

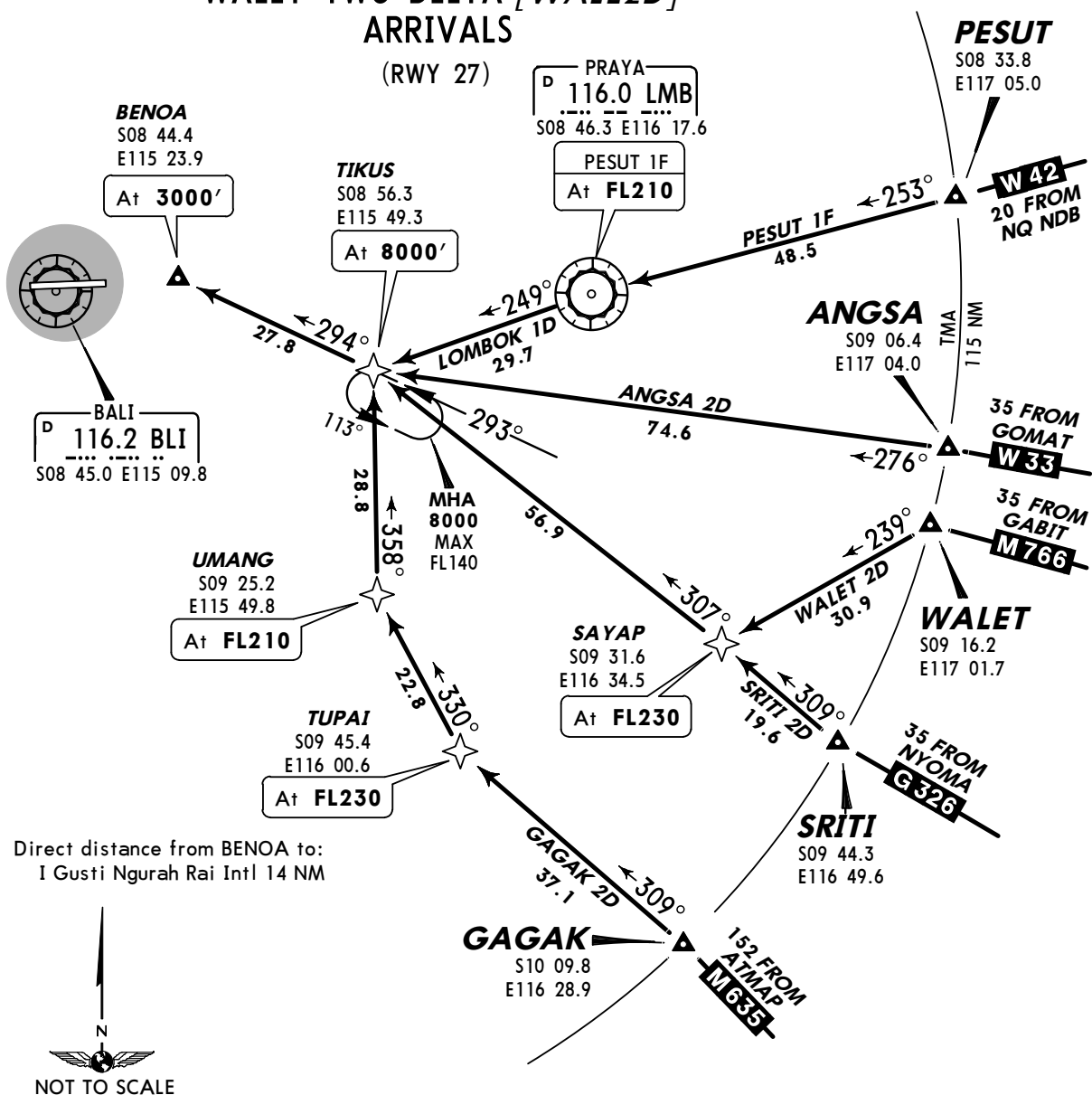
BALI, INDONESIA

RNAV STAR

*ATIS
126.2Apt Elev
14'Alt Set: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.

ANGSA TWO DELTA [ANGS2D],
GAGAK TWO DELTA [GAGA2D],
LOMBOK ONE DELTA [LOMB1D],
PESUT ONE FOXTROT [PESU1F],
SRITI TWO DELTA [SRIT2D],
WALET TWO DELTA [WALE2D]
ARRIVALS

(RWY 27)



Direct distance from BENOA to:
I Gusti Ngurah Rai Intl 14 NM



STAR	ROUTING
ANGSA TWO DELTA	From W-33 after ANGSA, then to TIKUS at 8000' then proceed to BENOA at 3000'.
GAGAK TWO DELTA	From M-635 after GAGAK then to TUPAI at FL230, then to UMANG at FL210, then to TIKUS at 8000', then proceed to BENOA at 3000'.
LOMBOK ONE DELTA	From LMB then to TIKUS at 8000', then to BENOA at 3000'.
PESUT ONE FOXTROT	From W-42 after PESUT then to LMB at FL210, then to TIKUS at 8000', then to BENOA at 3000'.
SRITI TWO DELTA	From G-326 after SRITI then to SAYAP at FL230, then to TIKUS at 8000', then proceed to BENOA at 3000'.
WALET TWO DELTA	From M-766 after WALET then to SAYAP at FL230, then to TIKUS at 8000', then proceed to BENOA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

10-2B

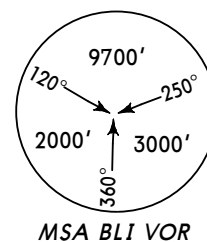
BALI, INDONESIA

RNAV STAR

*ATIS
126.2

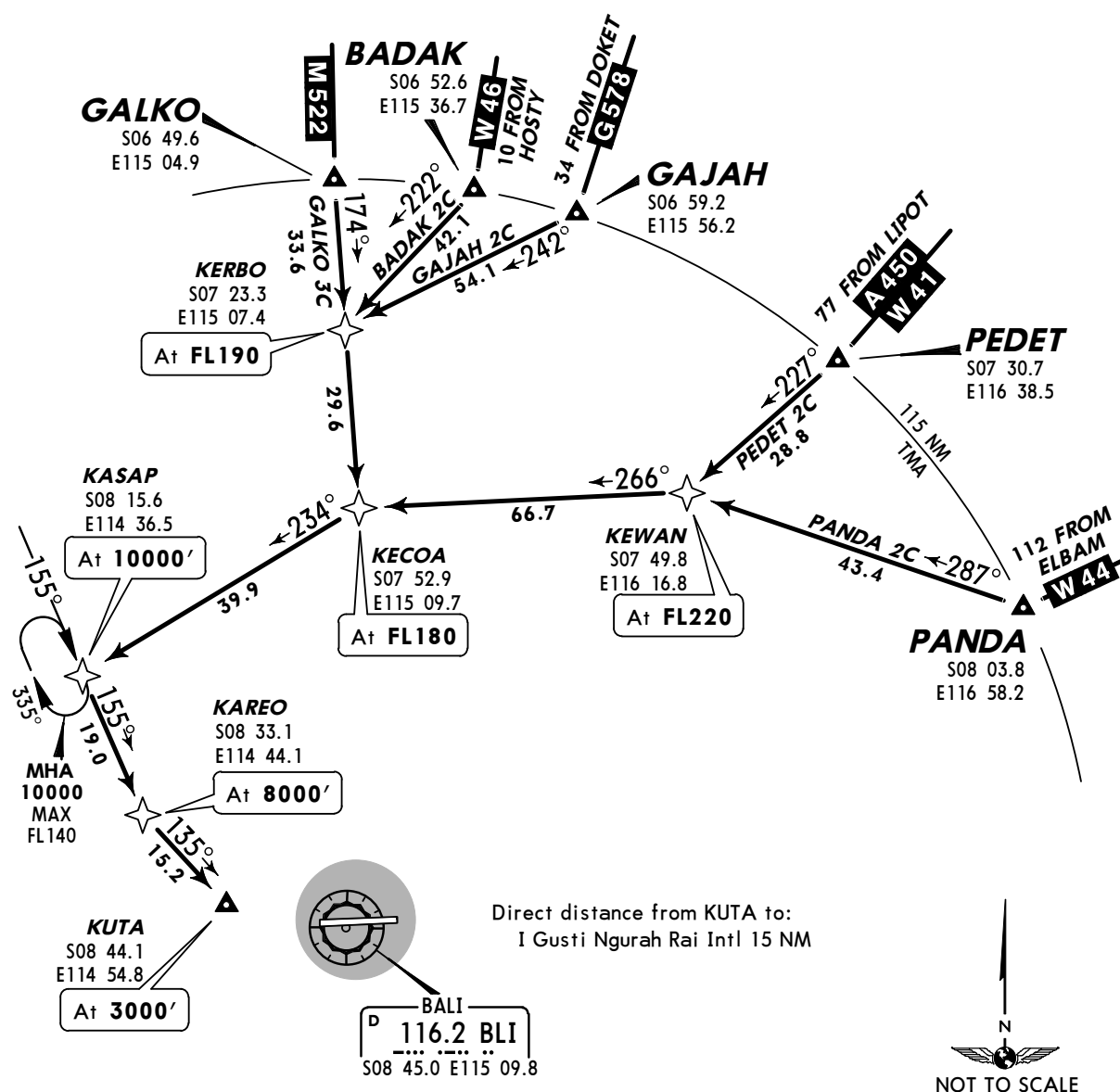
Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



BADAK TWO CHARLIE [BADA2C],
GAJAH TWO CHARLIE [GAJA2C],
GALKO THREE CHARLIE [GALK3C],
PANDA TWO CHARLIE [PAND2C],
PEDET TWO CHARLIE [PEDE2C]
ARRIVALS

(RWY 09)



STAR	ROUTING
BADAK TWO CHARLIE	From BADAK to KERBO at FL190, then to KEOCA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
GAJAH TWO CHARLIE	From GAJAH to KERBO at FL190, then to KEOCA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
GALKO THREE CHARLIE	From GALKO to KERBO at FL190, then to KEOCA at FL180, then to KASAP at 10000', then to KAREO at 8000', then to KUTA at 3000'.
PANDA TWO CHARLIE	From PANDA to KEWAN at FL220, then to KEOCA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
PEDET TWO CHARLIE	From PEDET to KEWAN at FL220, then to KEOCA at FL180, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

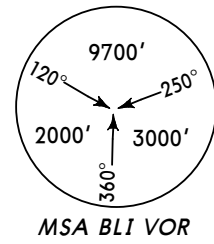
11 APR 14

JEPPESEN

(10-2C)

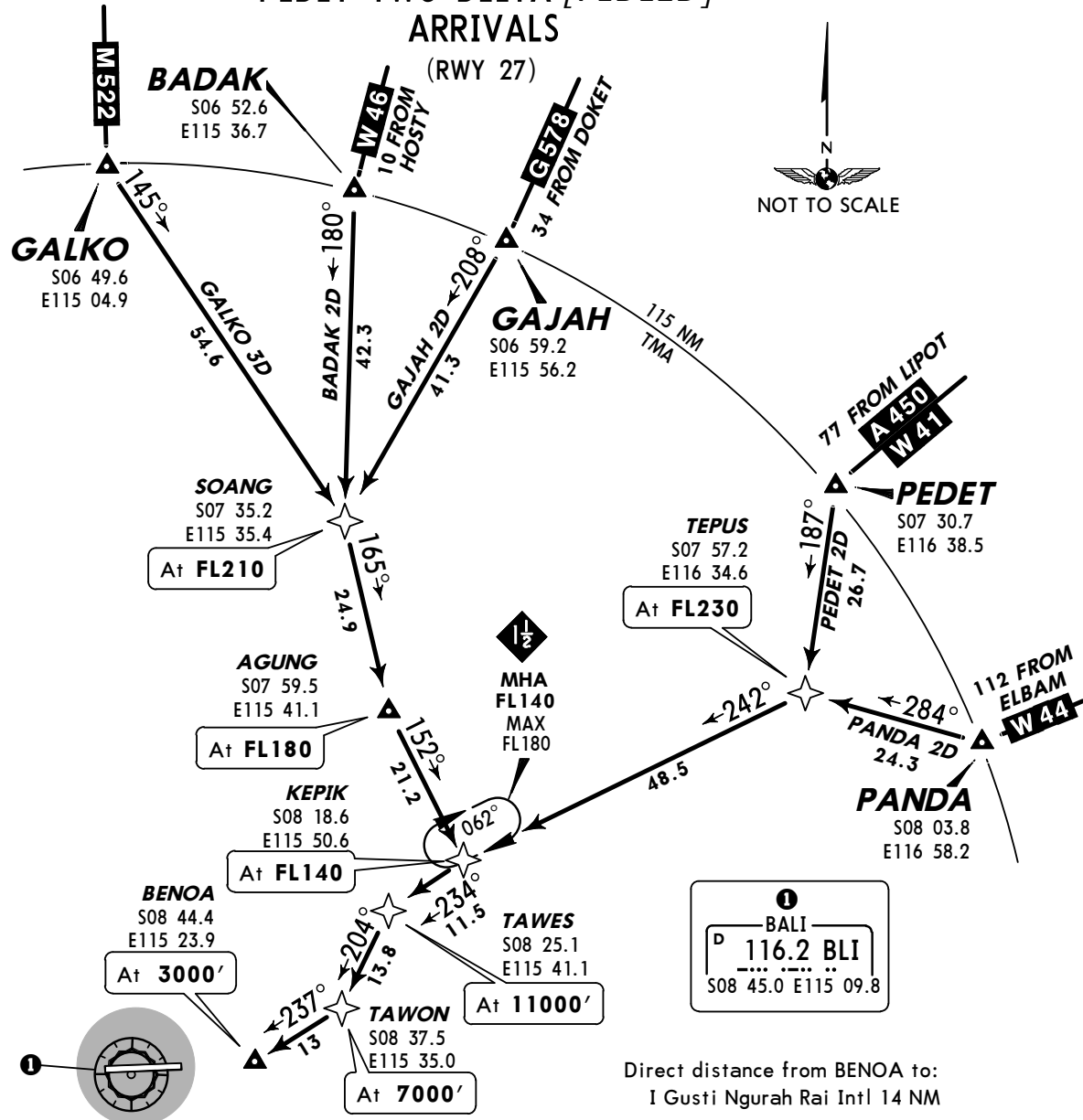
BALI, INDONESIA

RNAV STAR

*ATIS
126.2Apt Elev
14'Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.

BADAK TWO DELTA [BADA2D],
GAJAH TWO DELTA [GAJA2D],
GALKO THREE DELTA [GALK3D],
PANDA TWO DELTA [PAND2D],
PEDET TWO DELTA [PEDE2D]

ARRIVALS



STAR	ROUTING
BADAK TWO DELTA	From W-46 after BADAK then to SOANG at FL210, then to AGUNG at FL180, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
GAJAH TWO DELTA	From G-578 after GAJAH then to SOANG at FL210, then to AGUNG at FL180, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
GALKO THREE DELTA	From M-522 after GALKO then to SOANG at FL210, then to AGUNG at FL180, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
PANDA TWO DELTA	From W-44 after PANDA then to TEPUS at FL230, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.
PEDET TWO DELTA	From W-41 after PEDET then to TEPUS at FL230, then to KEPIK at FL140, then to TAWES at 11000', then to TAWON at 7000', then proceed to BENOA at 3000'.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

(10-2D)

JEPPESEN

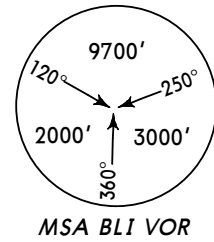
BALI, INDONESIA

RNAV STAR

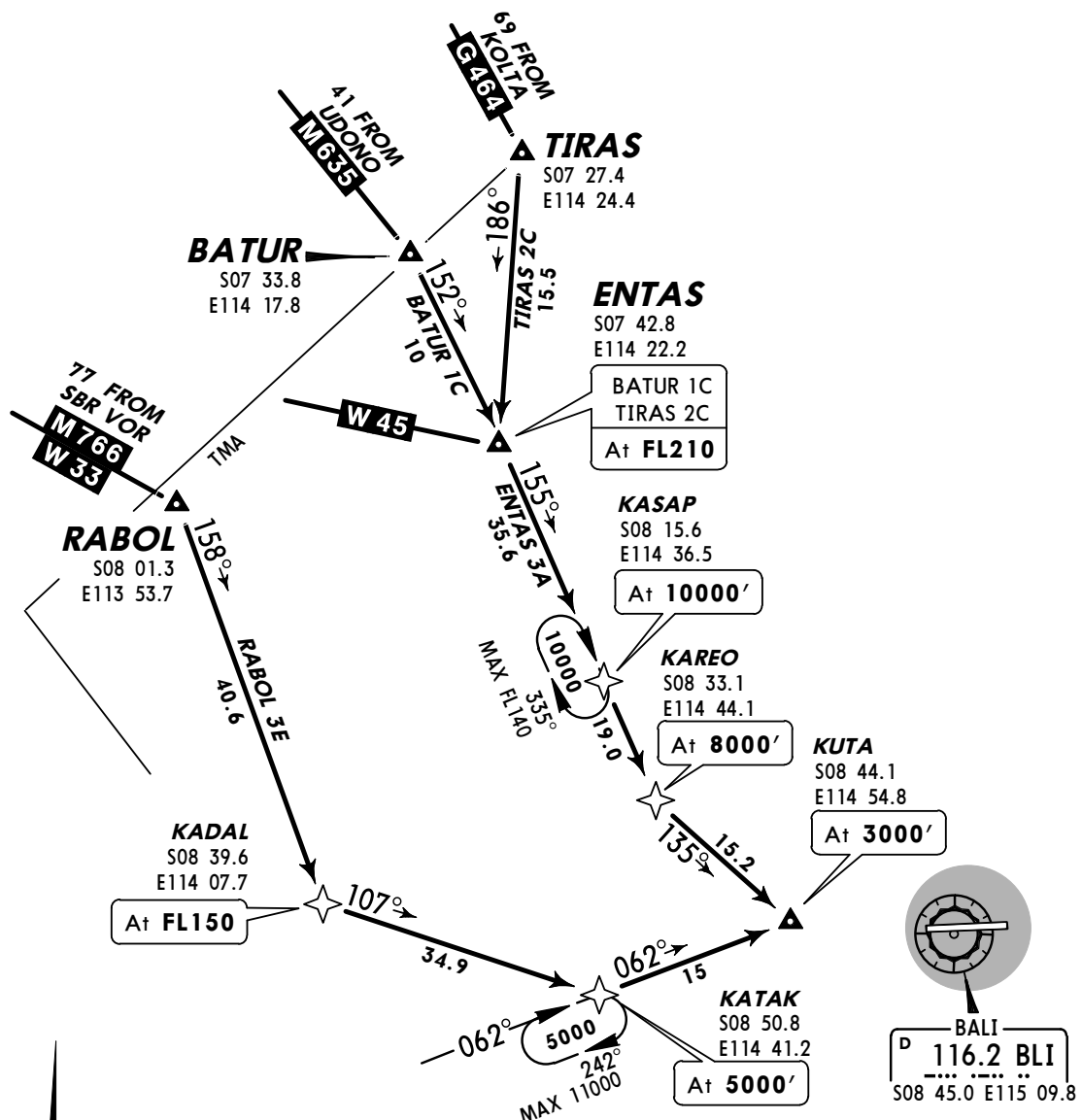
*ATIS
126.2

Apt Elev
14'

Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.



**BATUR ONE CHARLIE [BATU1C],
ENTAS THREE ALPHA [ENTA3A],
RABOL THREE ECHO [RABO3E],
TIRAS TWO CHARLIE [TIRA2C]
ARRIVALS
(RWY 09)**



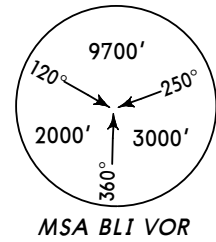
STAR	ROUTING
BATUR ONE CHARLIE	From BATUR to ENTAS at FL210, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
ENTAS THREE ALPHA	From ENTAS to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.
RABOL THREE ECHO	From W-33, M-766 after RABOL to KADAL at FL150, then to KATAK at 5000', then proceed to KUTA at 3000'.
TIRAS TWO CHARLIE	From TIRAS to ENTAS at FL210, then to KASAP at 10000', then to KAREO at 8000', then proceed to KUTA at 3000'.

WADD/DPS
I GUSTI NGURAH RAI INTL

11 APR 14

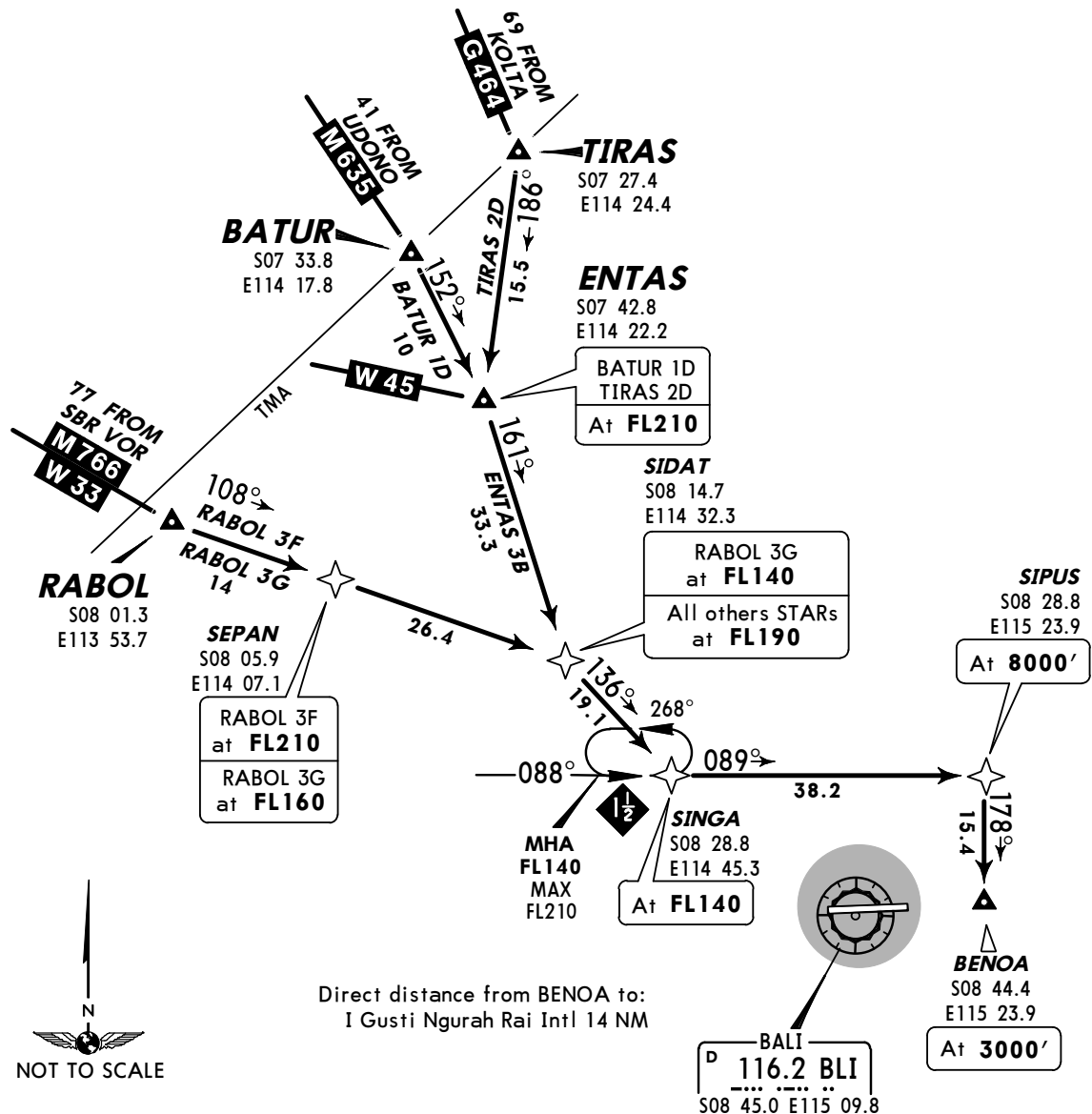
JEPPESEN
10-2E**BALI, INDONESIA**
RNAV STAR

*ATIS 126.2	Apt Elev 14'	Set Alt: hPa Trans level: FL130 Trans alt: 11000' RNAV 1.
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**BATUR ONE DELTA [BATU1D],
ENTAS THREE BRAVO [ENTA3B],
RABOL THREE FOXTROT [RABO3F],
RABOL THREE GOLF [RABO3G],
TIRAS TWO DELTA [TIRA2D]**
ARRIVALS

(RWY 27)

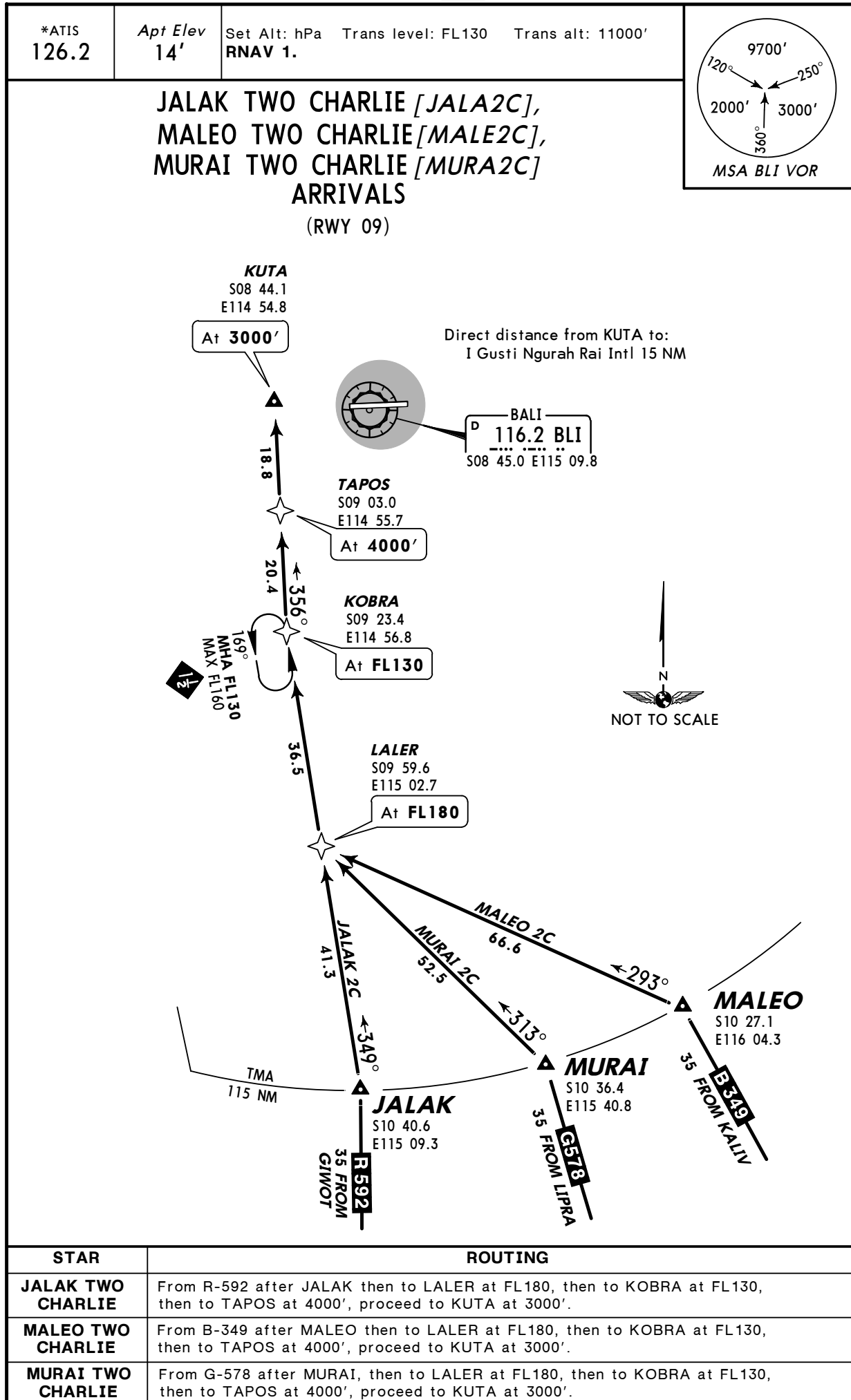


STAR	ROUTING
BATUR ONE DELTA	From BATUR to ENTAS at FL210, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
ENTAS THREE BRAVO	From W-45 after ENTAS then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
RABOL THREE FOXTROT	From W-33, M-766 after RABOL then to SEPAN at FL210, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
RABOL THREE GOLF	From W-33, M-766 after RABOL then to SEPAN at FL160, then to SIDAT at FL140, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.
TIRAS TWO DELTA	From G-464 after TIRAS then to ENTAS at FL210, then to SIDAT at FL190, then to SINGA at FL140, then to SIPUS at 8000', then proceed to BENOA at 3000'.

WADD/DPS
I GUSTI NGURAH RAI INTL

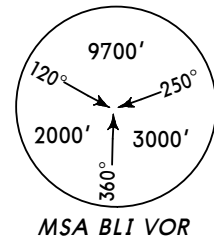
JEPPESEN
11 APR 14 **10-2F**

BALI, INDONESIA
RNAV STAR

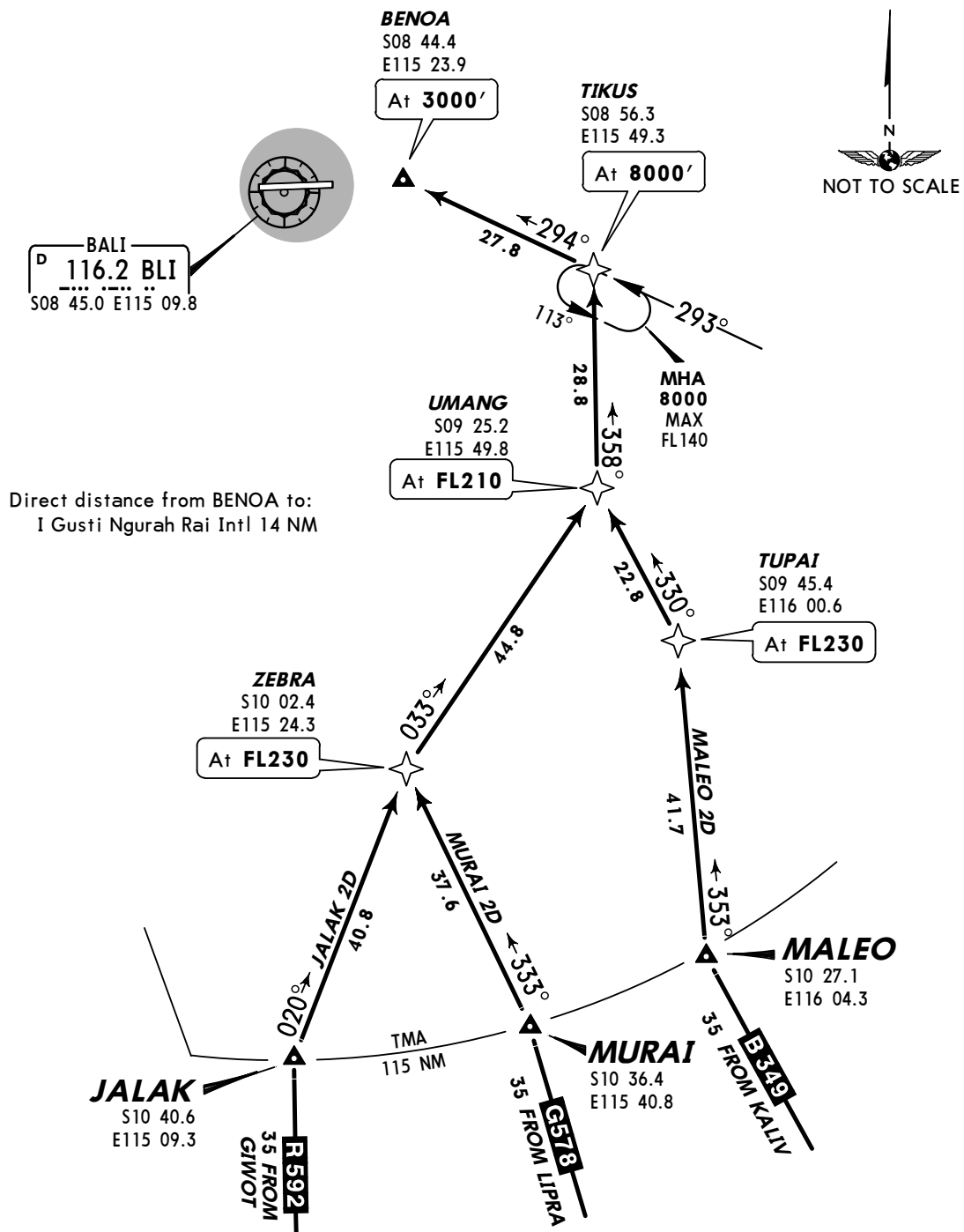


WADD/DPS
I GUSTI NGURAH RAI INTL

11 APR 14

JEPPESEN
10-2G**BALI, INDONESIA****RNAV STAR***ATIS
126.2Apt Elev
14'Set Alt: hPa Trans level: FL130 Trans alt: 11000'
RNAV 1.

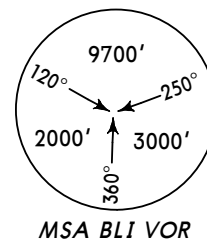
JALAK TWO DELTA [JALA2D], MALEO TWO DELTA [MALE2D], MURAI TWO DELTA [MURA2D] ARRIVALS (RWY 27)



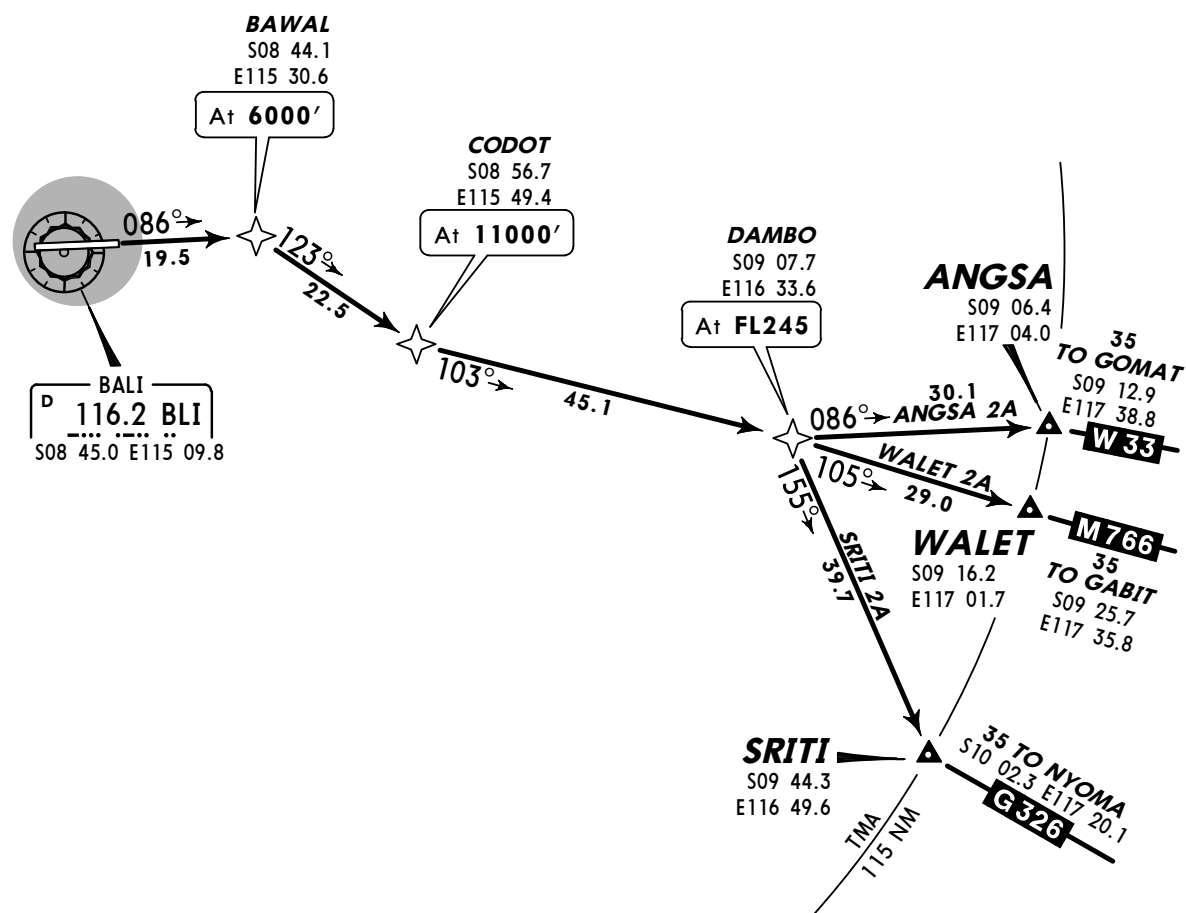
STAR	ROUTING
JALAK TWO DELTA	From R-592 after JALAK then to ZEBRA at FL230, then to UMANG at FL210 then to TIKUS at 8000', proceed to BENOA at 3000'.
MALEO TWO DELTA	From B-349 after MALEO then to TUPAI at FL230, then to UMANG at FL210, then to TIKUS at 8000', proceed to BENOA at 3000'.
MURAI TWO DELTA	From G-578 after MURAI, then to ZEBRA at FL230, then to UMANG at FL210, then to TIKUS at 8000', proceed to BENOA at 3000'.

WADD/DPS**I GUSTI NGURAH RAI INTL**

11 APR 14

JEPPESEN
10-3**BALI, INDONESIA****RNAV SID****Apt Elev**
14'Trans level: FL130 Trans alt: 11000'
RNAV 1.

**ANGSA TWO ALPHA [ANGS2A],
SRITI TWO ALPHA [SRIT2A],
WALET TWO ALPHA [WALE2A]
DEPARTURES**
(RWY 09)

**INITIAL CLIMB**

Take off to BAWAL at 6000', then to CODOT at 11000', then to DAMBO at FL245.

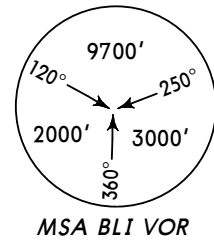
SID	ROUTING
ANGSA TWO ALPHA	From DAMBO proceed to ANGSA.
SRITI TWO ALPHA	From DAMBO proceed to SRITI.
WALET TWO ALPHA	From DAMBO proceed to WALET.

WADD/DPS
I GUSTI NGURAH RAI INTL

11 APR 14

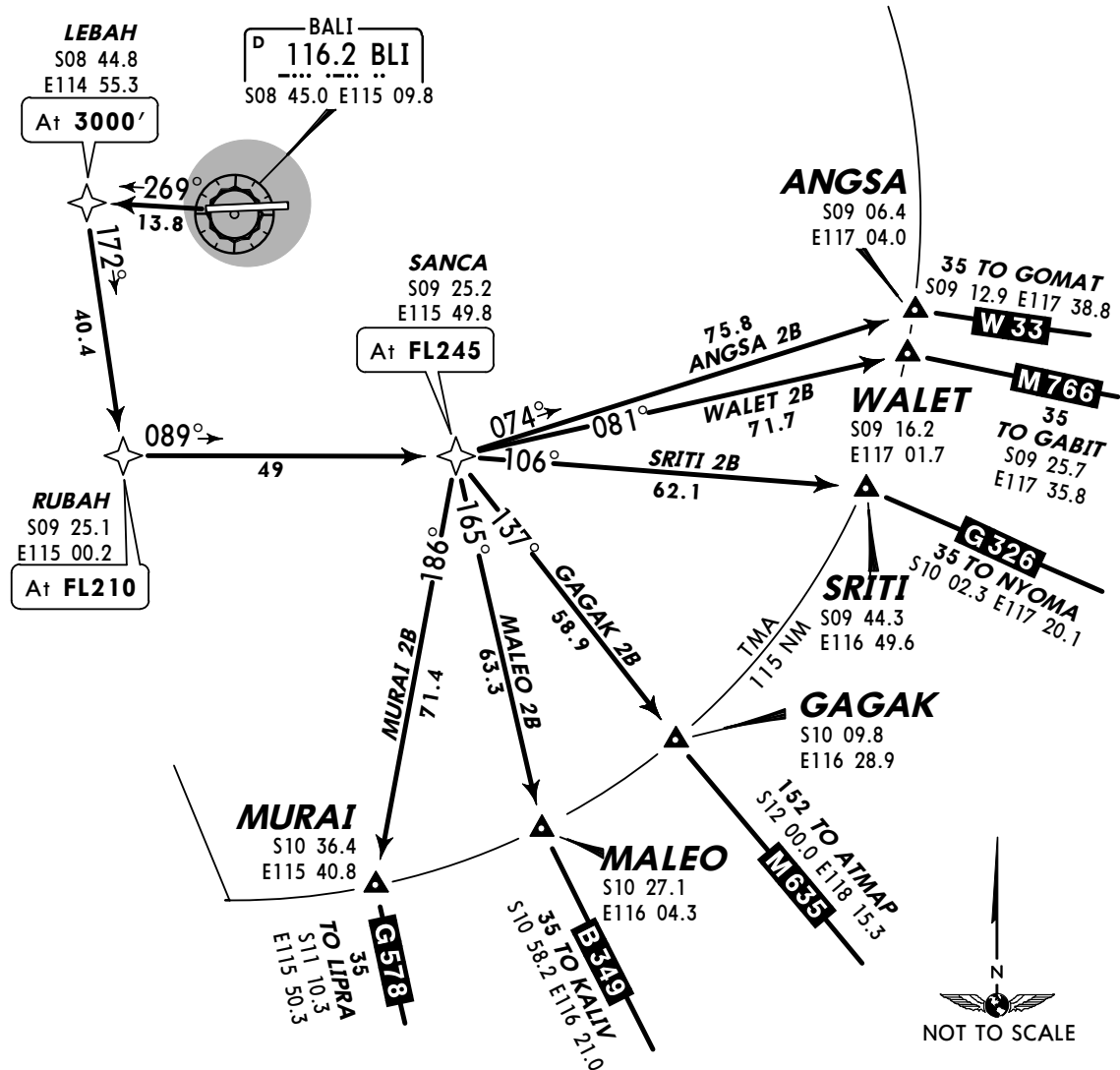
(10-3A)
JEPPESSEN
BALI, INDONESIA
RNAV SID

 Apt Elev
 14'

 Trans level: FL130 Trans alt: 11000'
 RNAV 1.


ANGSA TWO BRAVO [ANGS2B],
GAGAK TWO BRAVO [GAGA2B],
MALEO TWO BRAVO [MALE2B],
MURAI TWO BRAVO [MURA2B],
SRITI TWO BRAVO [SRIT2B]
WALET TWO BRAVO [WALE2B]
DEPARTURES

(RWY 27)

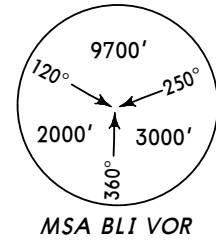
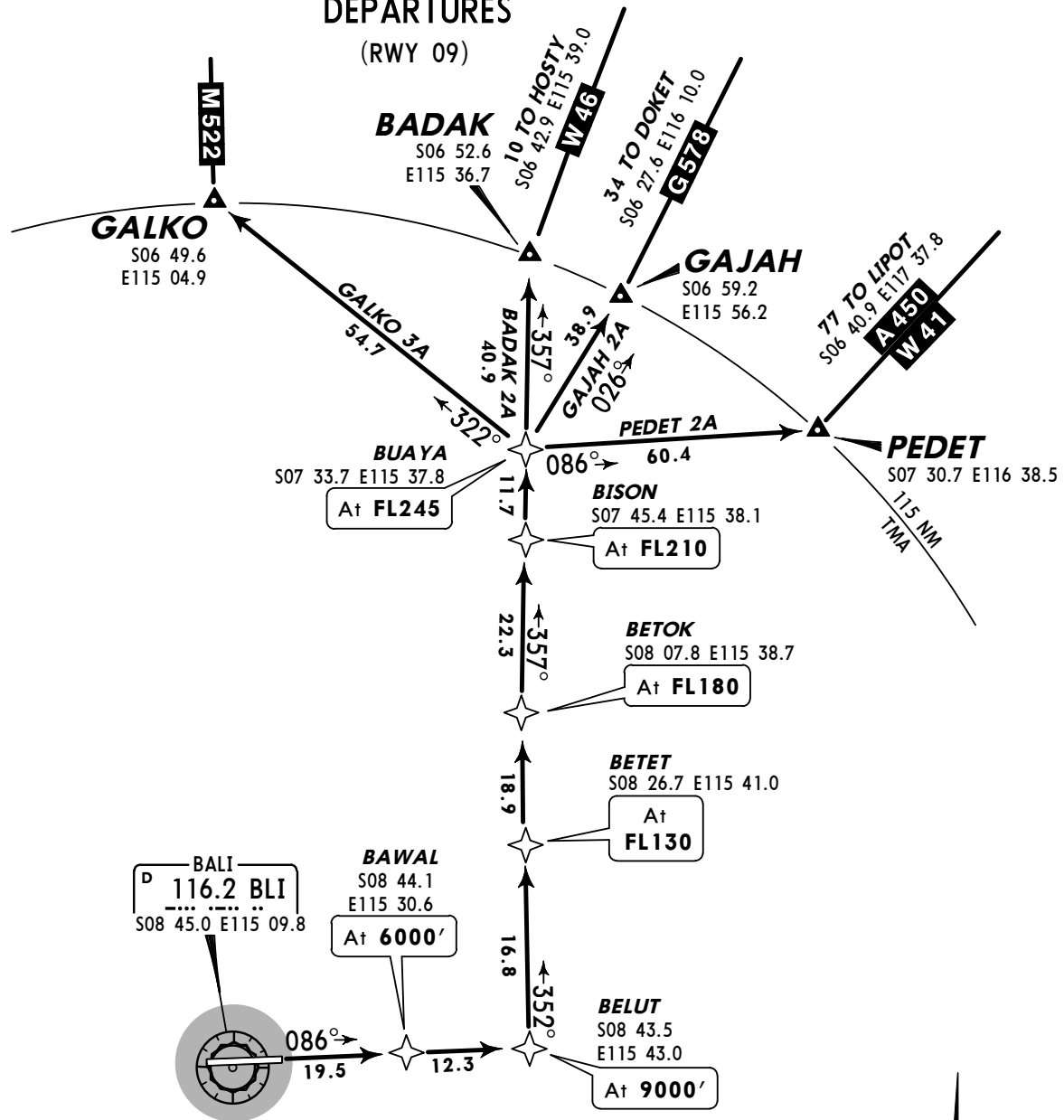

INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000', then turn LEFT to RUBAH at FL210, then to SANCA at FL245.

SID	ROUTING
ANGSA TWO BRAVO	From SANCA proceed to ANGSA.
GAGAK TWO BRAVO	From SANCA proceed to GAGAK.
MALEO TWO BRAVO	From SANCA proceed to MALEO.
MURAI TWO BRAVO	From SANCA proceed to MURAI.
SRITI TWO BRAVO	From SANCA proceed to SRITI.
WALET TWO BRAVO	From SANCA proceed to WALET.

WADD/DPS
I GUSTI NGURAH RAI INTL
JEPPESSEN
 11 APR 14 **(10-3B)**
BALI, INDONESIA
RNAV SID

 Apt Elev
14'

 Trans level: FL130 Trans alt: 11000'
 RNAV 1.

**BADAK TWO ALPHA [BADA2A],
 GAJAH TWO ALPHA [GAJA2A],
 GALKO THREE ALPHA [GALK3A],
 PEDET TWO ALPHA [PEDE2A]**
DEPARTURES
 (RWY 09)

INITIAL CLIMB

Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BETOK at FL180, then to BISON at FL210, then to BUAYA at FL245.

SID	ROUTING
BADAK TWO ALPHA	From BUAYA proceed to BADAK.
GAJAH TWO ALPHA	From BUAYA proceed to GAJAH.
GALKO THREE ALPHA	From BUAYA proceed to GALKO.
PEDET TWO ALPHA	From BUAYA proceed to PEDET.

WADD/DPS

I GUSTI NGURAH RAI INTL

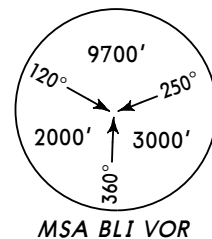
11 APR 14

JEPPESEN

(10-3C)

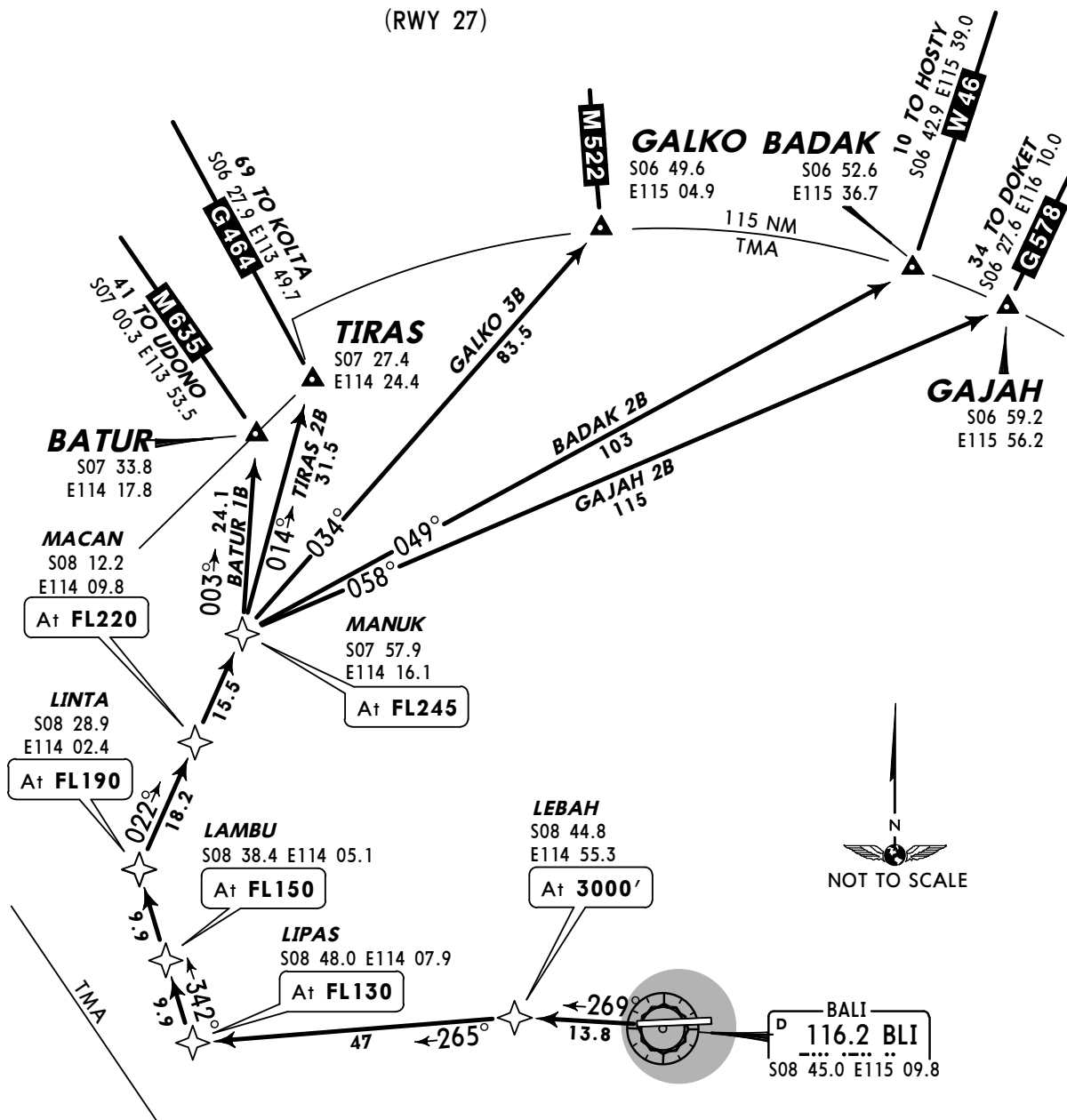
BALI, INDONESIA

RNAV SID

Apt Elev
14'Trans level: FL130 Trans alt: 11000'
RNAV 1.

BADAK TWO BRAVO [BADA2B],
 BATUR ONE BRAVO [BATU1B],
 GAJAH TWO BRAVO [GAJA2B],
 GALKO THREE BRAVO [GALK3B],
 TIRAS TWO BRAVO [TIRA2B]
 DEPARTURES

(RWY 27)



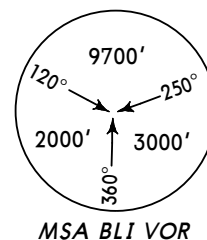
INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000', then to LIPAS at FL130, then to LAMBU at FL150, then to LINTA at FL190, then to MACAN at FL220, then to MANUK at FL245.

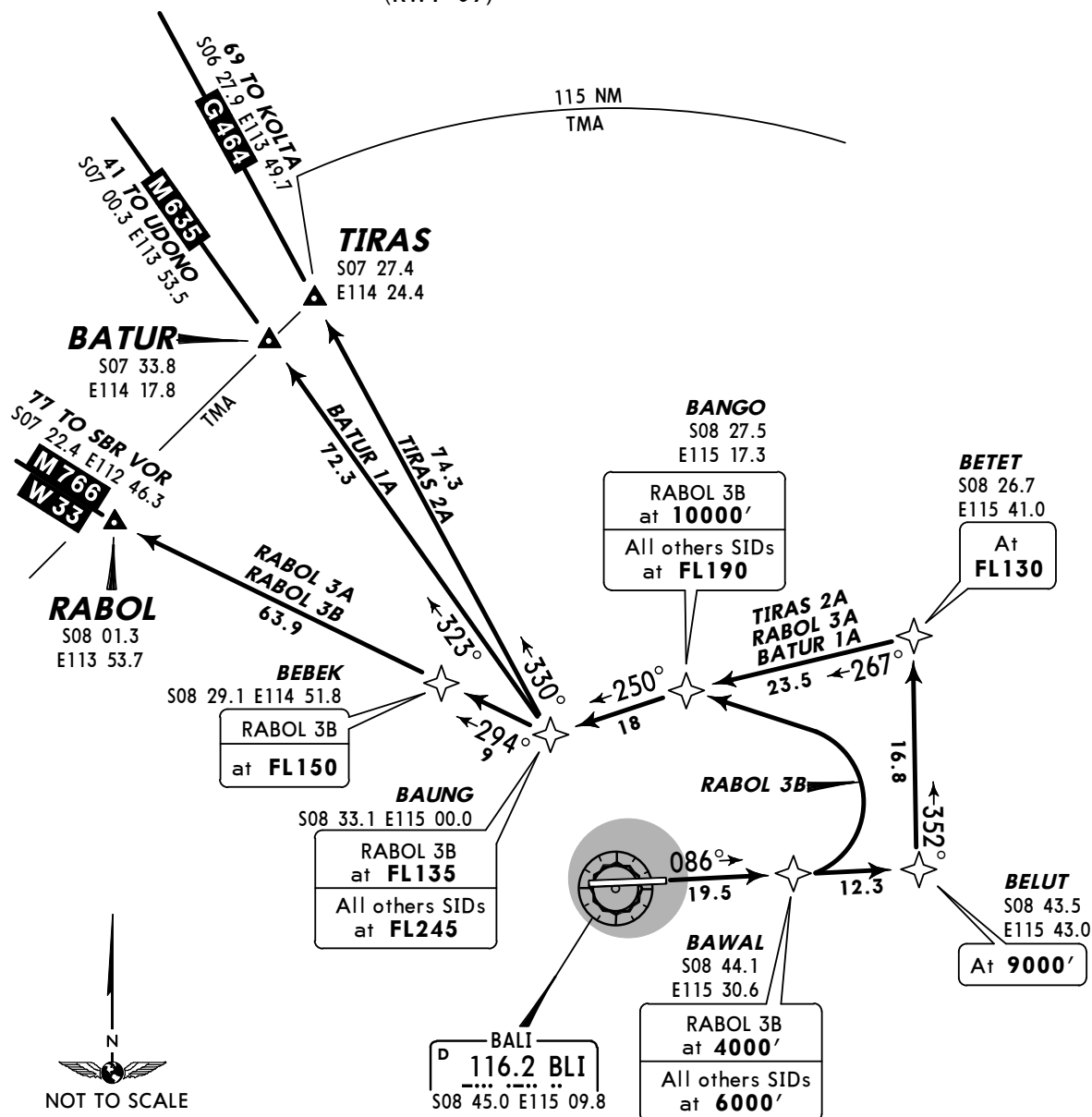
SID	ROUTING
BADAK TWO BRAVO	From MANUK proceed to BADAK.
BATUR ONE BRAVO	From MANUK proceed to BATUR.
GAJAH TWO BRAVO	From MANUK proceed to GAJAH.
GALKO THREE BRAVO	From MANUK proceed to GALKO.
TIRAS TWO BRAVO	From MANUK proceed to TIRAS.

WADD/DPS
I GUSTI NGURAH RAI INTL

11 APR 14

JEPPESEN
10-3D**BALI, INDONESIA****RNAV SID**Apt Elev
14'Trans level: FL130 Trans alt: 11000'
RNAV 1.

**BATUR ONE ALPHA [BATU1A],
RABOL THREE ALPHA [RABO3A],
RABOL THREE BRAVO [RABO3B],
TIRAS TWO ALPHA [TIRA2A]
DEPARTURES
(RWY 09)**



SID	INITIAL CLIMB
BATUR ONE ALPHA	Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BANGGO at FL190, then to BAUNG at FL245, then proceed to BATUR.
RABOL THREE ALPHA	Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BANGGO at FL190, then to BAUNG at FL245, then proceed to RABOL.
RABOL THREE BRAVO	Take off, MAINTAIN runway heading until 4000', then turn LEFT direct to BANGGO at 10000', then to BAUNG at FL135, then to BEBEK at FL150, then proceed to RABOL.
TIRAS TWO ALPHA	Take off to BAWAL at 6000', then to BELUT at 9000', then to BETET at FL130, then to BANGGO at FL190, then to BAUNG at FL245, then proceed to TIRAS.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

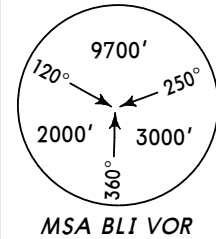

JEPPESSEN

(10-3E)

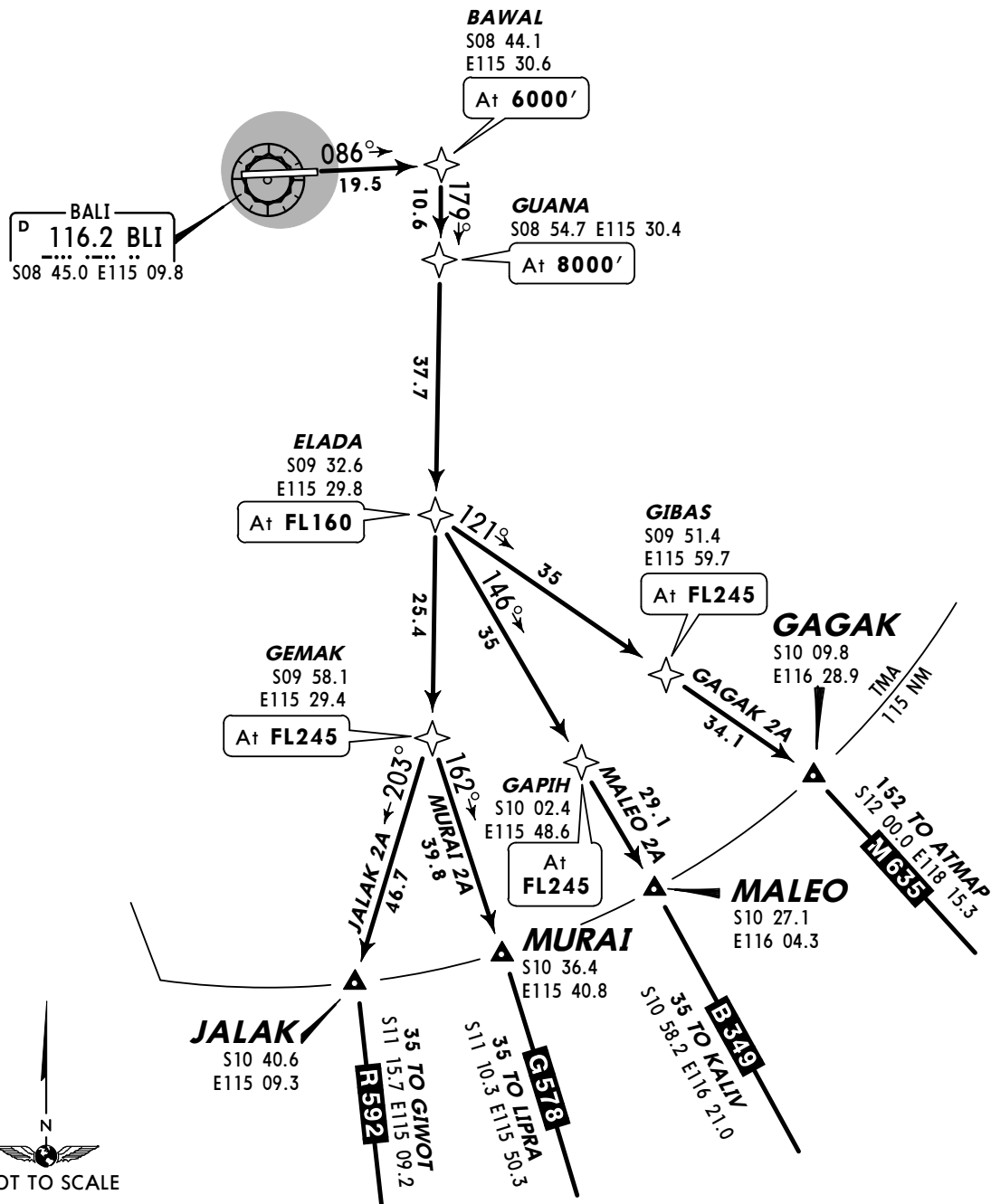
BALI, INDONESIA

RNAV SID

 Apt Elev
 14'

 Trans level: FL130 Trans alt: 11000'
 RNAV 1.


**GAGAK TWO ALPHA [GAGA2A],
 JALAK TWO ALPHA [JALA2A],
 MALEO TWO ALPHA [MALE2A],
 MURAI TWO ALPHA [MURA2A]
 DEPARTURES
 (RWY 09)**

**INITIAL CLIMB**

Take off to BAWAL at 6000', then to GUANA at 8000', then to ELADA at FL160.

SID	ROUTING
GAGAK TWO ALPHA	From ELADA to GIBAS at FL245, then proceed to GAGAK.
JALAK TWO ALPHA	From ELADA to GEMAK at FL245, then proceed to JALAK.
MALEO TWO ALPHA	From ELADA to GAPIH at FL245, then proceed to MALEO.
MURAI TWO ALPHA	From ELADA to GEMAK at FL245, then proceed to MURAI.

WADD/DPS

I GUSTI NGURAH RAI INTL

11 APR 14

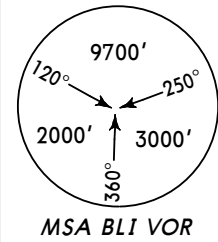
(10-3F)


JEPPesen

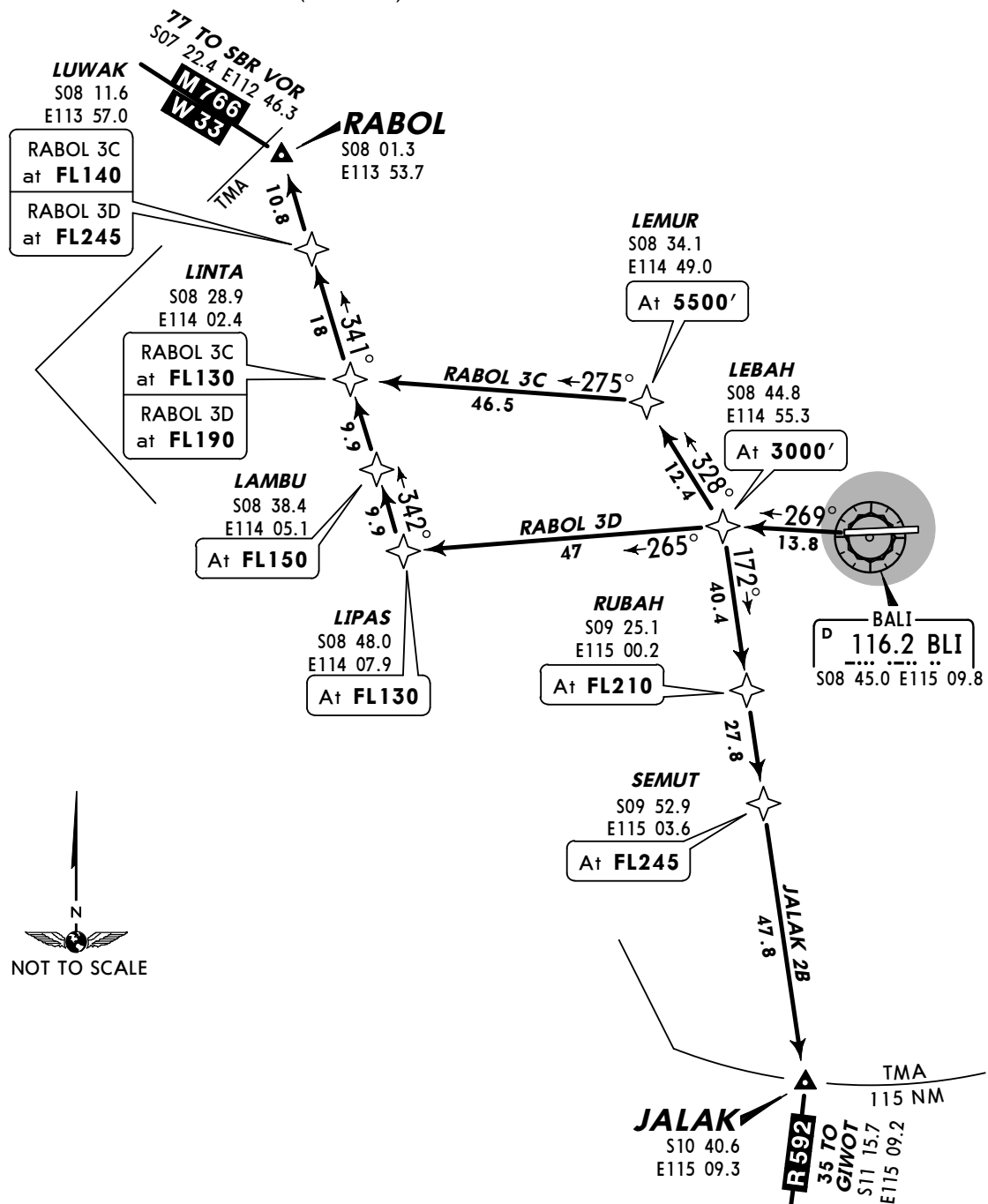
BALI, INDONESIA

RNAV SID

 Apt Elev
 14'

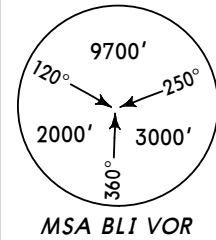
 Trans level: FL130 Trans alt: 11000'
 RNAV 1.


**JALAK TWO BRAVO [JALA2B],
 RABOL THREE CHARLIE [RABO3C],
 RABOL THREE DELTA [RABO3D]
 DEPARTURES**
 (RWY 27)

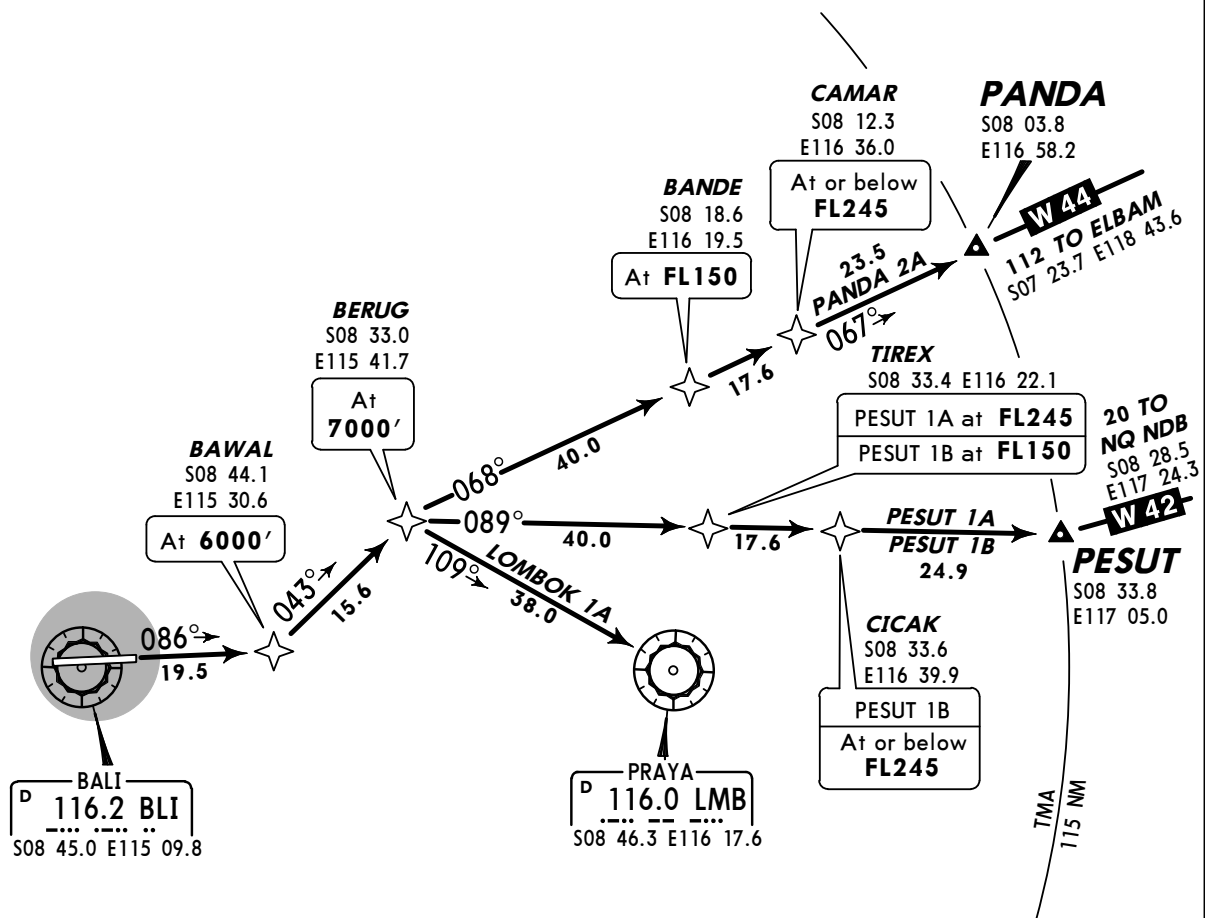
**INITIAL CLIMB**

Take off, MAINTAIN runway heading to LEBAH at 3000'.

SID	ROUTING
JALAK TWO BRAVO	From LEBAH turn LEFT to RUBAH at FL210, then to SEMUT at FL245, then proceed to JALAK.
RABOL THREE CHARLIE	From LEBAH turn RIGHT to LEMUR at 5500', then to LINTA at FL130, then to LUWAK at FL140, then proceed to RABOL.
RABOL THREE DELTA	From LEBAH to LIPAS at FL130, then to LAMBU at FL150, then to LINTA at FL190, then to LUWAK at FL245, then proceed to RABOL.

WADD/DPS
I GUSTI NGURAH RAI INTLJEPPESEN
11 APR 14 (10-3G)BALI, INDONESIA
RNAV SIDApt Elev
14'Trans level: FL130 Trans alt: 11000'
RNAV 1.

LOMBOK ONE ALPHA [LOMB1A],
PANDA TWO ALPHA [PAND2A],
PESUT ONE ALPHA [PESU1A],
PESUT ONE BRAVO [PESU1B]
DEPARTURES
(RWY 09)



INITIAL CLIMB

Take off to BAWAL at 6000', then to BERUG at 7000'.

SID	ROUTING
LOMBOK ONE ALPHA	From BERUG proceed to LMB.
PANDA TWO ALPHA	From BERUG to BANDE at FL150, then to CAMAR at FL245 or below, then to PANDA.
PESUT ONE ALPHA	From BERUG to TIREX at FL245, then to PESUT.
PESUT ONE BRAVO	From BERUG to TIREX at FL150, then to CICAQ at FL245 or below, then to PESUT.

WADD/DPS

I GUSTI NGURAH RAI INTL

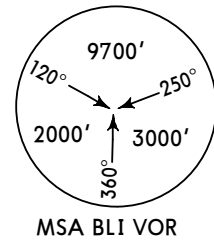
27 JAN 17

JEPPESEN

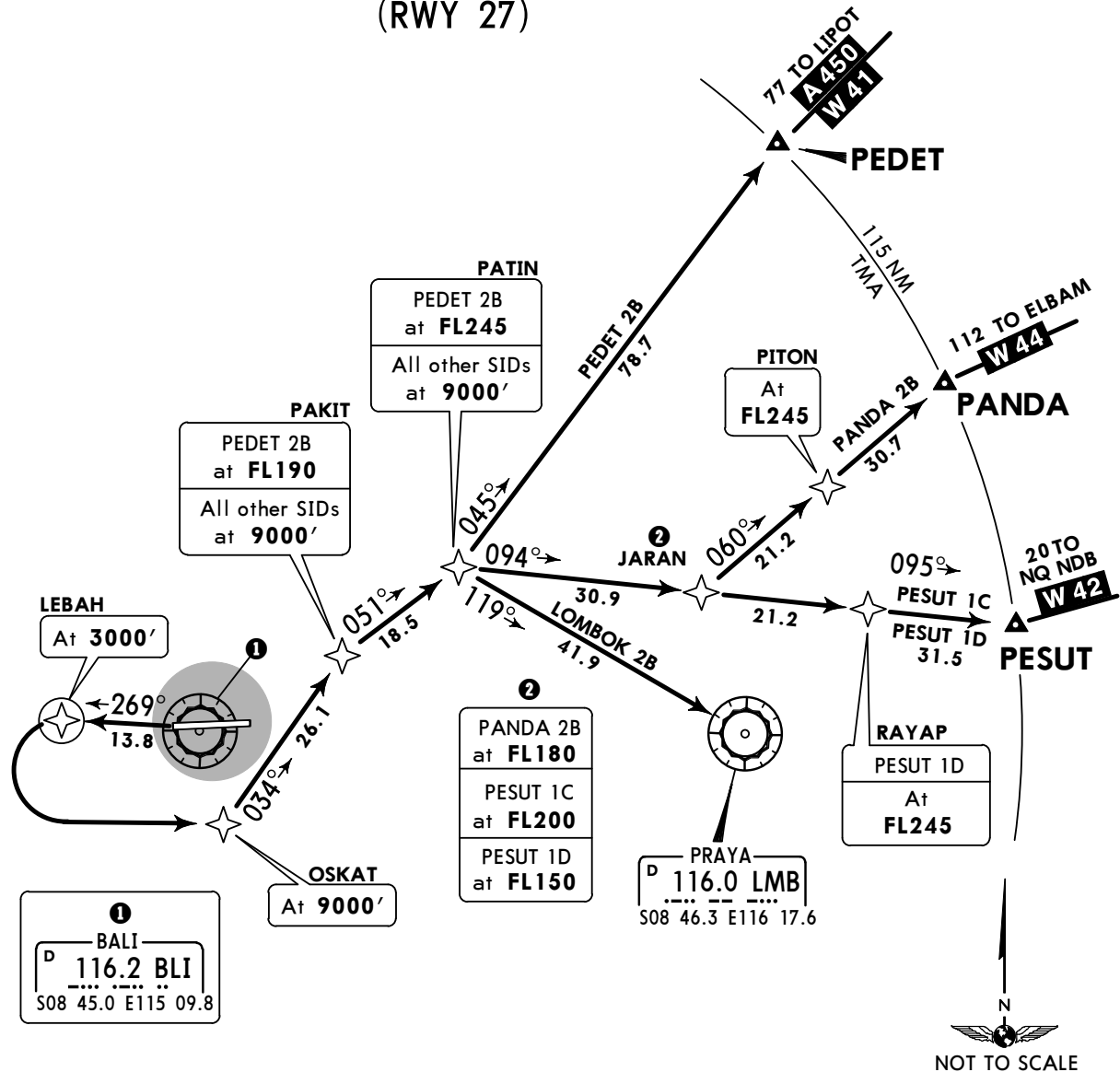
10-3H

BALI, INDONESIA

RNAV SID

Apt Elev
14'Trans level: FL130 Trans alt: 11000'
RNAV 1.

LOMBOK 2B [LOMB2B]
PANDA 2B [PAND2B]
PEDET 2B [PEDE2B]
PESUT 1C [PESU1C]
PESUT 1D [PESU1D]
DEPARTURES
(RWY 27)



INITIAL CLIMB

Take off, MAINTAIN runway heading to LEBAH at 3000', then turn LEFT to OSKAT at 9000', then to PAKIT.

SID	ROUTING
LOMBOK 2B	From PAKIT at 9000' to PATIN at 9000', then proceed to LMB.
PANDA 2B	From PAKIT at 9000' to PATIN at 9000', then to JARAN at FL180, then to PITON at FL245, then proceed to PANDA.
PEDET 2B	From PAKIT at FL190 to PATIN at FL245, then proceed to PEDET.
PESUT 1C	From PAKIT at 9000' to PATIN at 9000', then to JARAN at FL200, then proceed to PESUT.
PESUT 1D	From PAKIT at 9000' to PATIN at 9000', then to JARAN at FL150, then to RAYAP at FL245, then proceed to PESUT.

WADD/DPS

Apt Elev **14'**
S08 44.8 E115 10.1

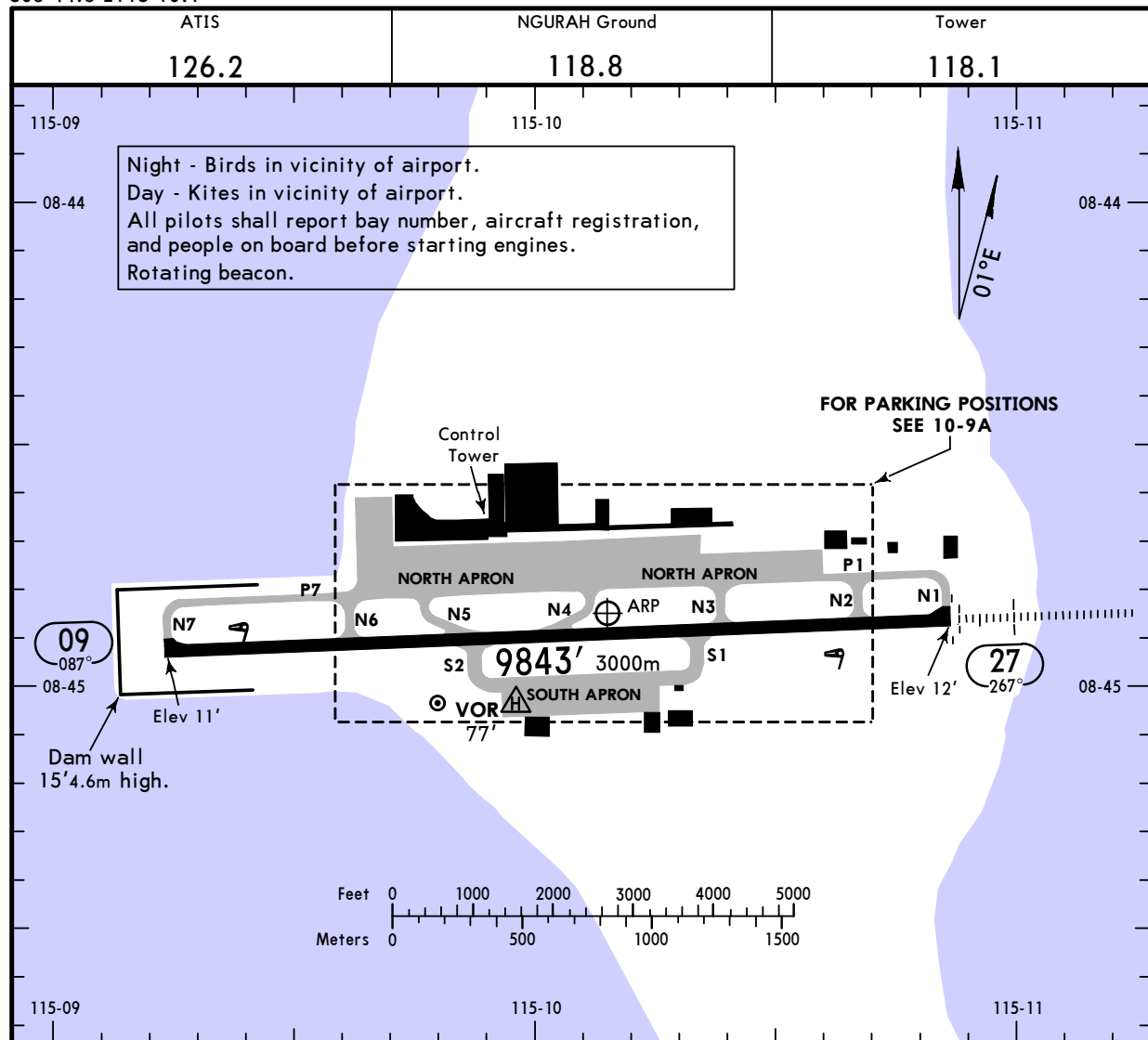
JEPPESEN

10 FEB 17

(10-9)

BALI, INDONESIA

I GUSTI NGURAH RAI INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
09	HIRL PAPI-L (angle 3.0°)				148'
27	HIRL HIALS PAPI-L (angle 3.0°)		8888' 2709m		45m

GENERAL

Runway closed at 2100-2130 daily and every Tuesday at 1800-2300.

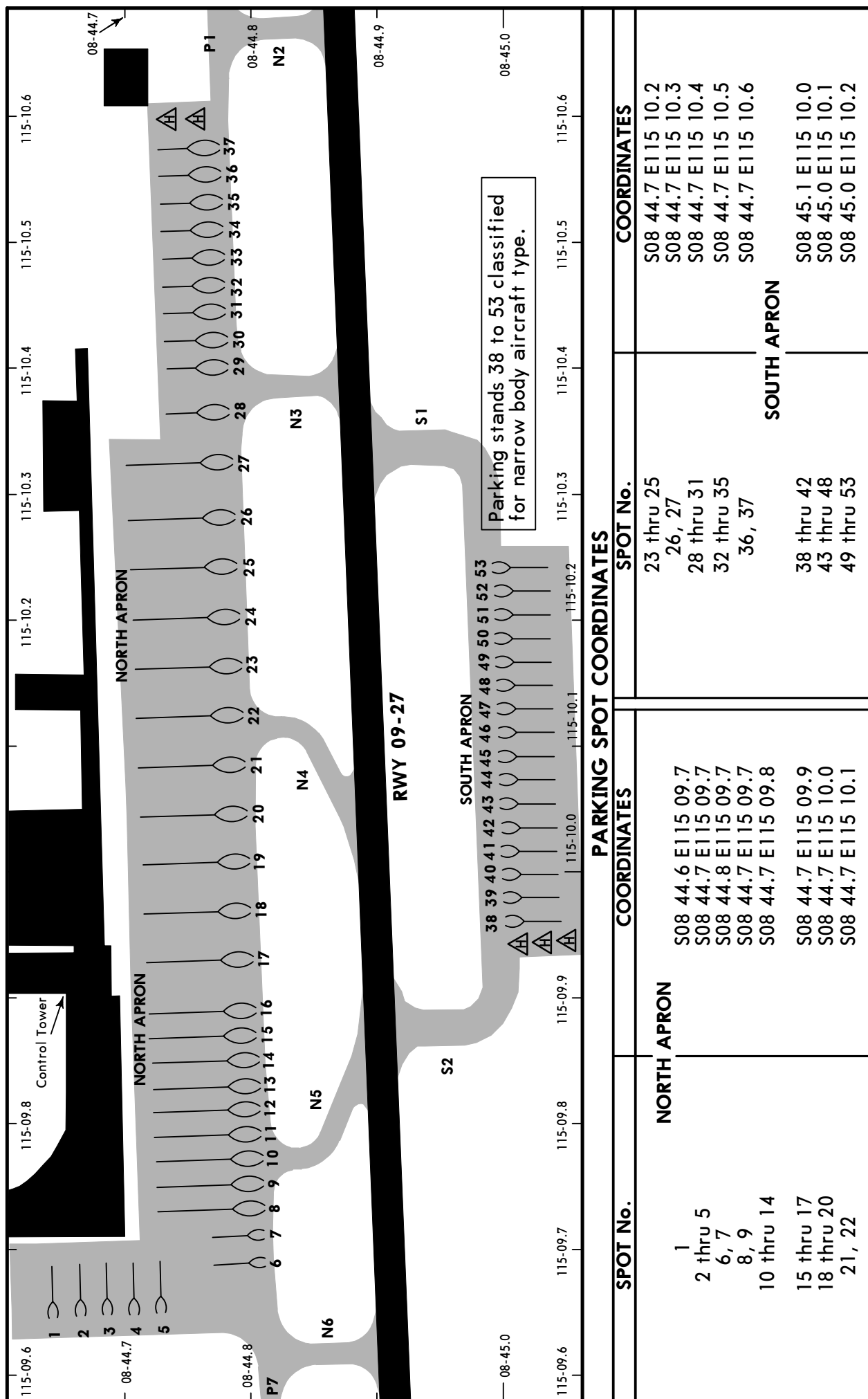
TAKE-OFF

AIR CARRIER (JAA)			AIR CARRIER (FAR 121)	
A	LVP must be in Force All Rwys RCLM (Day only) or RL		All Rwys Adequate Vis Ref	
B	250m	400m	2 Eng	400m
C			3 & 4 Eng	
D	300m			

WADD/DPS

JEPPesen
10 FEB 17 **10-9A**

BALI, INDONESIA
I GUSTI NGURAH RAI INTL



CHANGES: None.

WADD/DPS**BALI, INDONESIA**
I GUSTI NGURAH RAI INTL**VISUAL DOCKING GUIDANCE SYSTEM****VISUAL DOCKING PARKING GUIDANCE SYSTEM AT AIRCRAFT STANDS**

- a. The RLG visual docking guidance system is installed at parking stand Nr. 17-27 at I Gusti Ngurah Rai Airport.
- b. The system is aligned for interpretation by the pilot in the left hand seat.

DOCKING PROCEDURES

- a. Pilot while taxiing Aircraft into a parking stand Nr. 17-27 shall stop the aircraft immediately, if he sees that the docking system is not switched on or is unserviceable or when it shows a different Aircraft type.

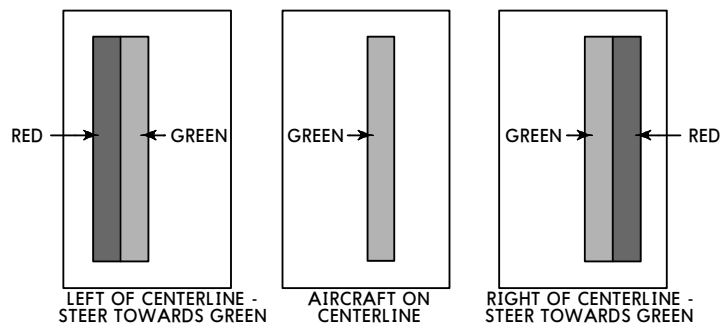
- b. Aircraft type indication

1. Confirm Aircraft type displayed prior to turning into stand.
2. Discontinue docking when wrong Aircraft type is illuminated.

(Aircraft Marshaller shall recheck system or Marshal Aircraft into stand)

- c. Centerline Guidance

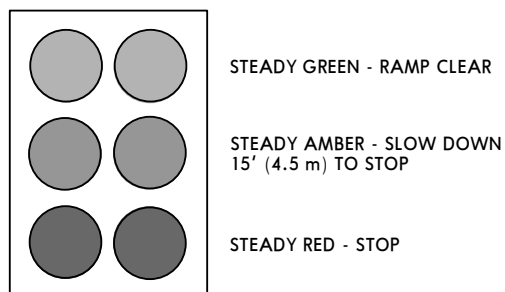
1. Look at bottom half of housing and interpret vertical neon light as shown:



2. Discontinue docking when lights go off.

- d. Stopping Guidance

1. Look at round incandescent lamp on top half of housing and interpret as shown:



2. Discontinue docking immediately should lights go off.

(Aircraft Marshaller shall Marshal Aircraft into stand)

WADD/DPS



BALI, INDONESIA
I GUSTI NGURAH RAI INTL

VISUAL DOCKING GUIDANCE SYSTEM

TO AVOID OVER SHOOTING

- a. When Using the RLG system, pilots taxi into stand at minimum speed.
- b. On seeing the round incandescent amber lights, slowdown and prepare to stop.
- c. The round incandescent amber and red lights are activated by the Aircraft as its nose-wheel passes over the indication loops at the parking stand centerline. The lights may not come on if Aircraft is not properly lined up on the centerline. Pilot should stop aircraft immediately when the red lights come on suddenly or when given the stop sign by the Aircraft Marshaller.

WADD/DPS

I GUSTI NGURAH RAI INTL

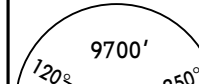
JEPPESEN

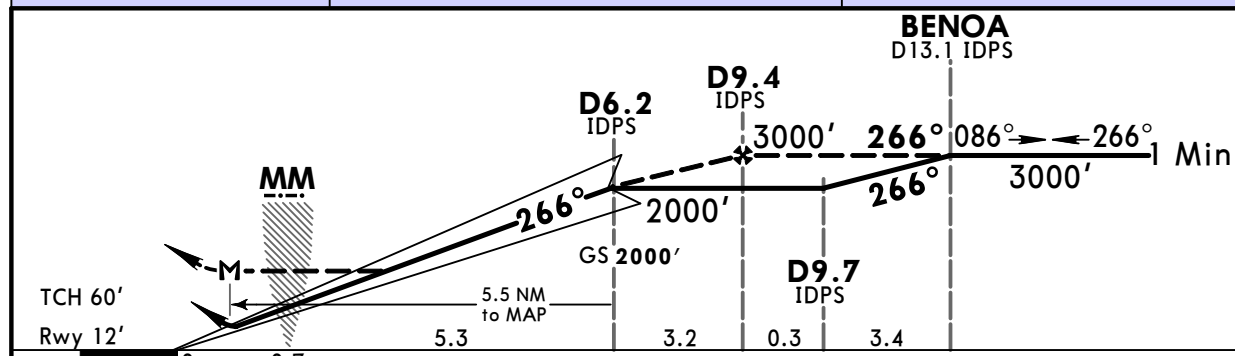
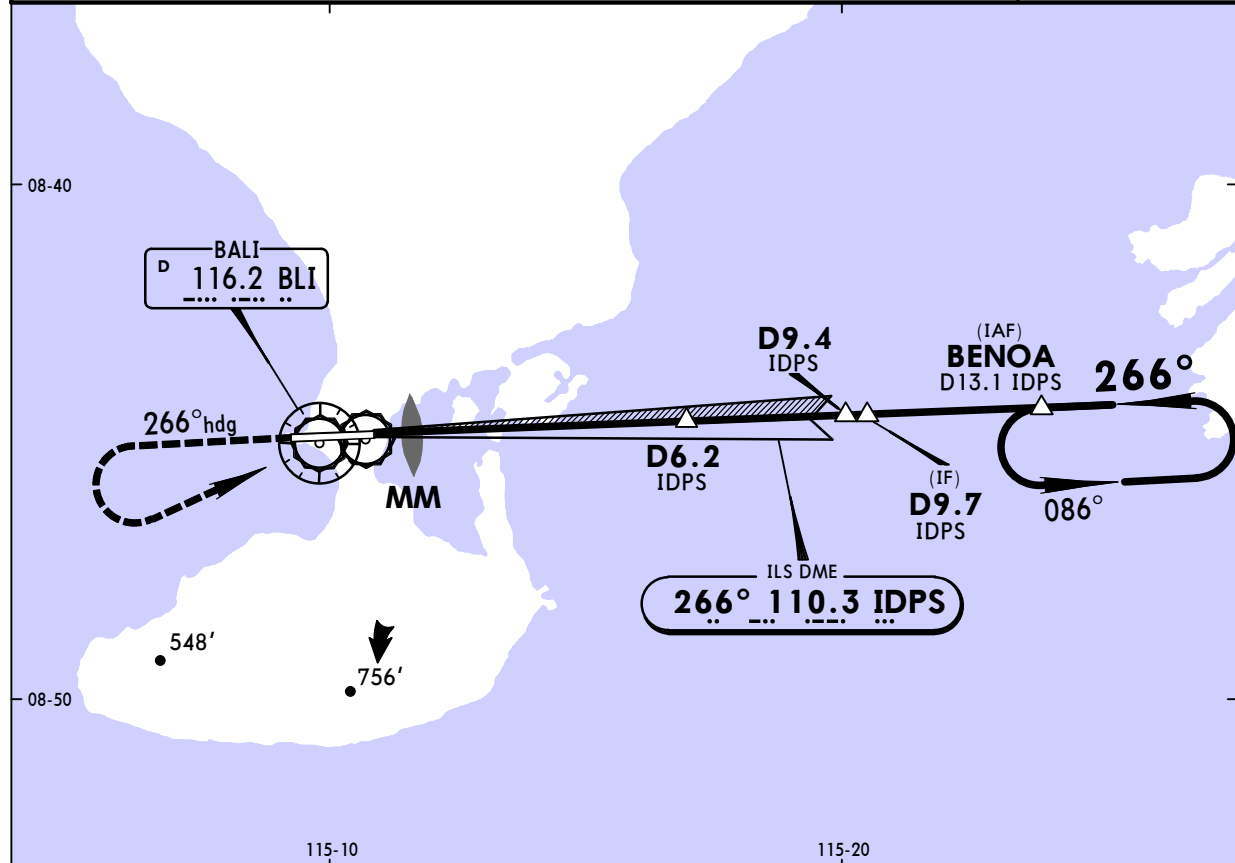
10 FEB 17 **(11-1)**

BALI, INDONESIA

ILS Rwy 27

BRIEFING STRIP

ATIS 126.2		BALI Director (R) 119.7		NGURAH Tower 118.1		Ground 118.8	
LOC IDPS 110.3	Final Apch Crs 266°	GS D6.2 IDPS 2000' (1988')	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 12'			
MISSED APCH: Maintain 266° heading until 1500', then turn LEFT, climb to 6000'. Proceed to BENOA holding point via overhead BLI VOR, cross BLI VOR at or above 5000' or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'	
MSA BLI VOR							



Gnd speed-Kts	70	90	100	120	140	160		266° hdg	1500' ↑
GS	372	478	531	637	743	849			
Rate of descent on final (feet/min)	362	465	517	621	724	827			
D6.2 IDPS to MAP	5.5	4:43	3:40	3:18	2:45	2:21			

STRAIGHT-IN LANDING RWY27				CIRCLE-TO-LAND	
ILS CAT A & B 245' (233') CAT C & D 265' (253')		LOC (GS out) MDA(H) 360' (348')		Max Kts	MDA(H)
FULL		ALS out		100	720' (706') - 1600m
RVR 550m VIS 800m		1200m		135	1250' (1236') - 4000m
				180	1250' (1236') - 4000m
				205	1250' (1236') - 4400m
A					
B					
C					
D					

PANS OPS

WADD/DPS

I GUSTI NGURAH RAI INTL


10 FEB 17

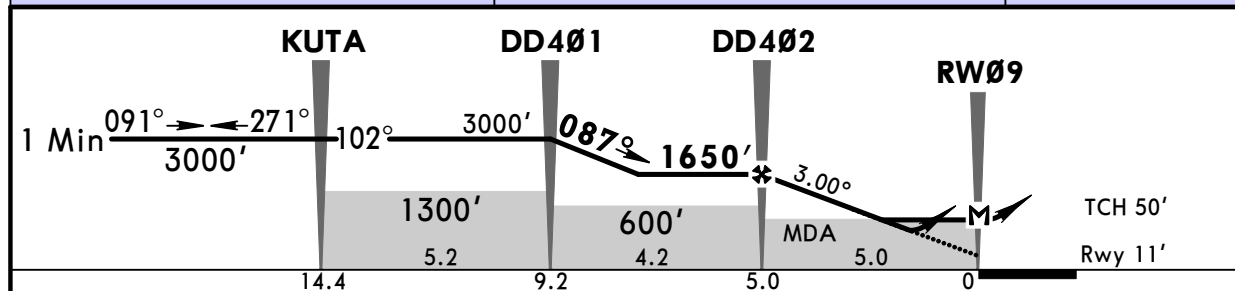
(12-1)

JEPPESSEN

BALI, INDONESIA
RNAV (GNSS) Rwy 09

BRIEFING STRIP

ATIS 126.2		BALI Director (R) 119.7		NGURAH Tower 118.1		Ground 118.8	
RNAV	Final Apch Crs 087°	Procedure Alt DD402 1650' (1639')	LNAV/VNAV DA(H) 280' (269')	Apt Elev 14' Rwy 11'			
MISSED APCH: Climb to 2000' then turn RIGHT direct to KUTA or 3000' for holding or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130			
1. GNSS required. 2. Baro VNAV not authorized below 15°C (59°F).						Trans alt: 11000'	
						MSA BLI VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	RT	D	KUTA
Descent Angle	3.00°	372	478	531	637	743					
LNAV/VNAV: MAP at DA											
LNAV: MAP at RWY09											

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts	MDA(H)		
DA(H) 280' (269')		MDA(H) 370' (359')		100	720' (706') - 2000m		
				135	720' (706') - 2400m		
				180	1250' (1236') - 4000m		
				205	1250' (1236') - 5000m		

PANS OPS

WADD/DPS

I GUSTI NGURAH RAI INTL

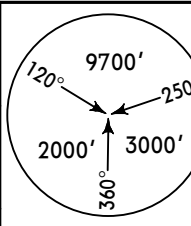
10 FEB 17

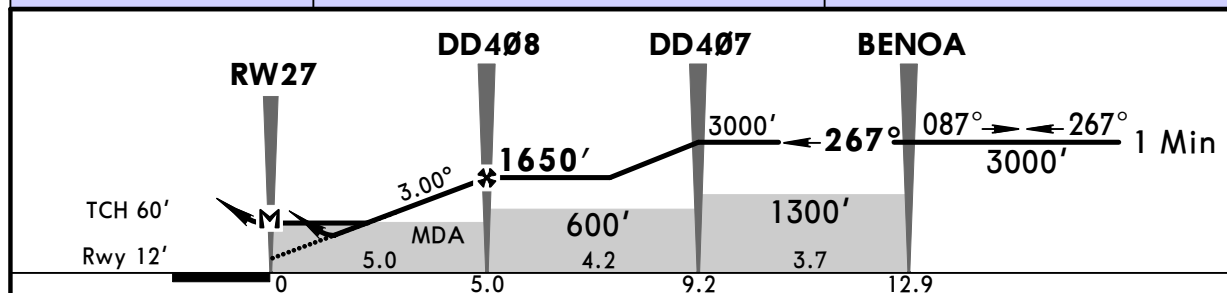
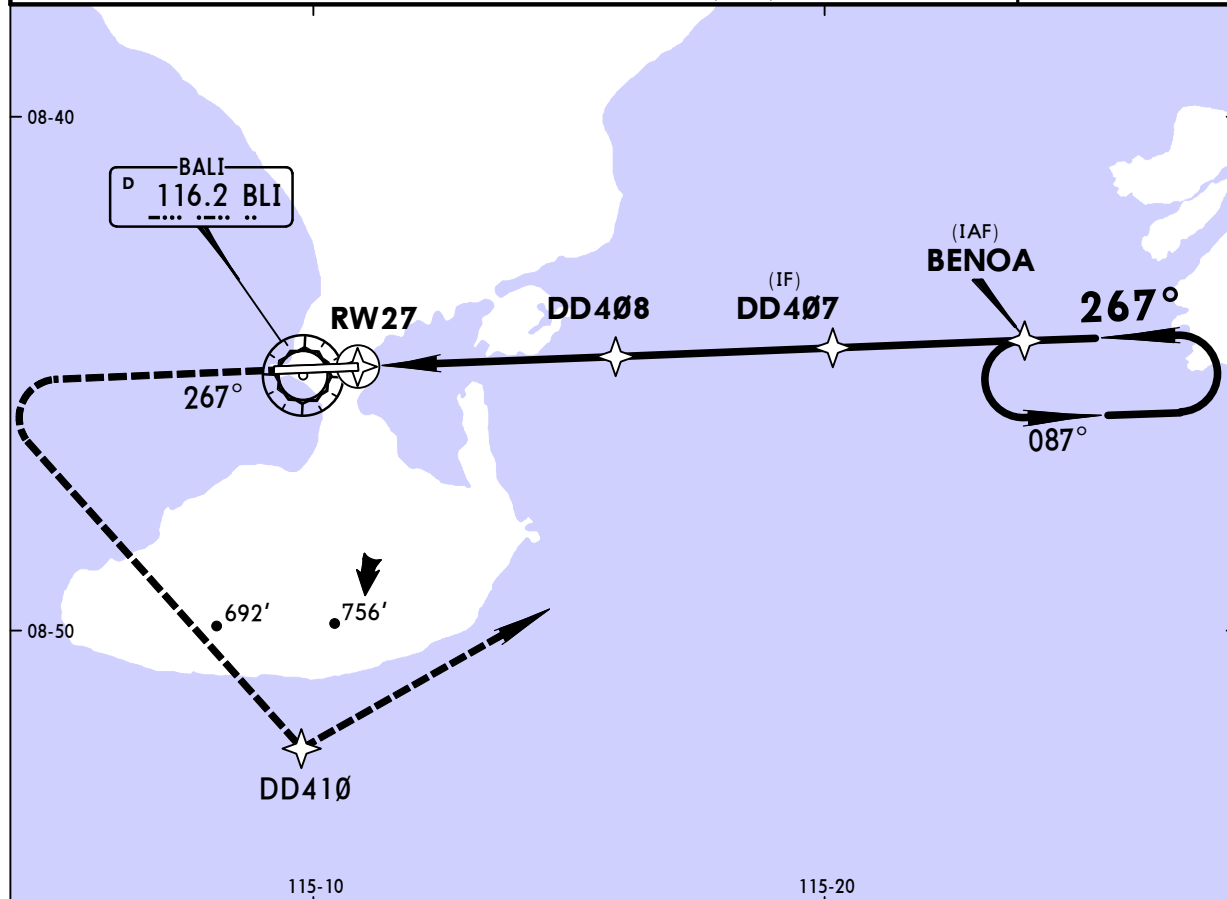
(12-2)

JEPPesen

BALI, INDONESIA
RNAV (GNSS) Rwy 27

BRIEFING STRIP™

ATIS 126.2		BALI Director (R) 119.7		NGURAH Tower 118.1		Ground 118.8	
RNAV	Final Apch Crs 267°	Procedure Alt DD408 1650' (1638')	LNAV/VNAV DA(H) 300' (288')	Apt Elev 14' Rwy 12'			
MISSED APCH: Climb to 3000' then turn LEFT direct to DD410 at or above 5000', then to BENOA for holding or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'	
1. GNSS required.		2. Baro VNAV not authorized below 15°C (59°F).					



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>PAPI</div> <div>3000'</div> <div>LT</div> <div>DD410</div> </div>
Descent Angle	3.00°	372	478	531	637	743	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW27							

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 300' (288')		MDA(H) 390' (378')			
ALS out		ALS out		100	720' (706') -2100m
1850m		2100m		135	720' (706') -2400m
				180	1250' (1236') -4000m
				205	1250' (1236') -5000m

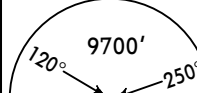
PANS OPS

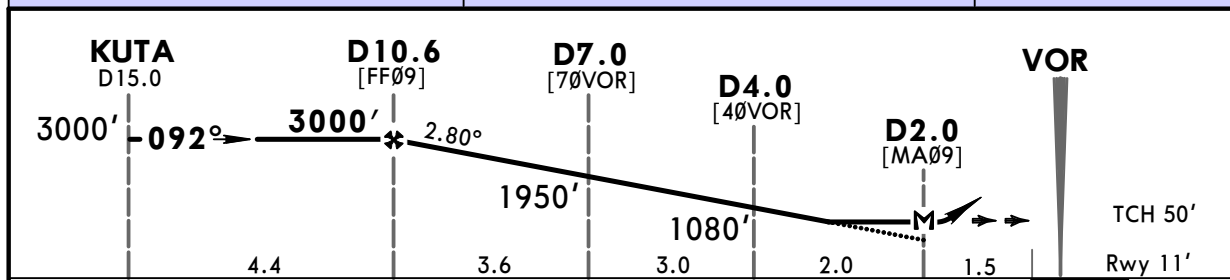
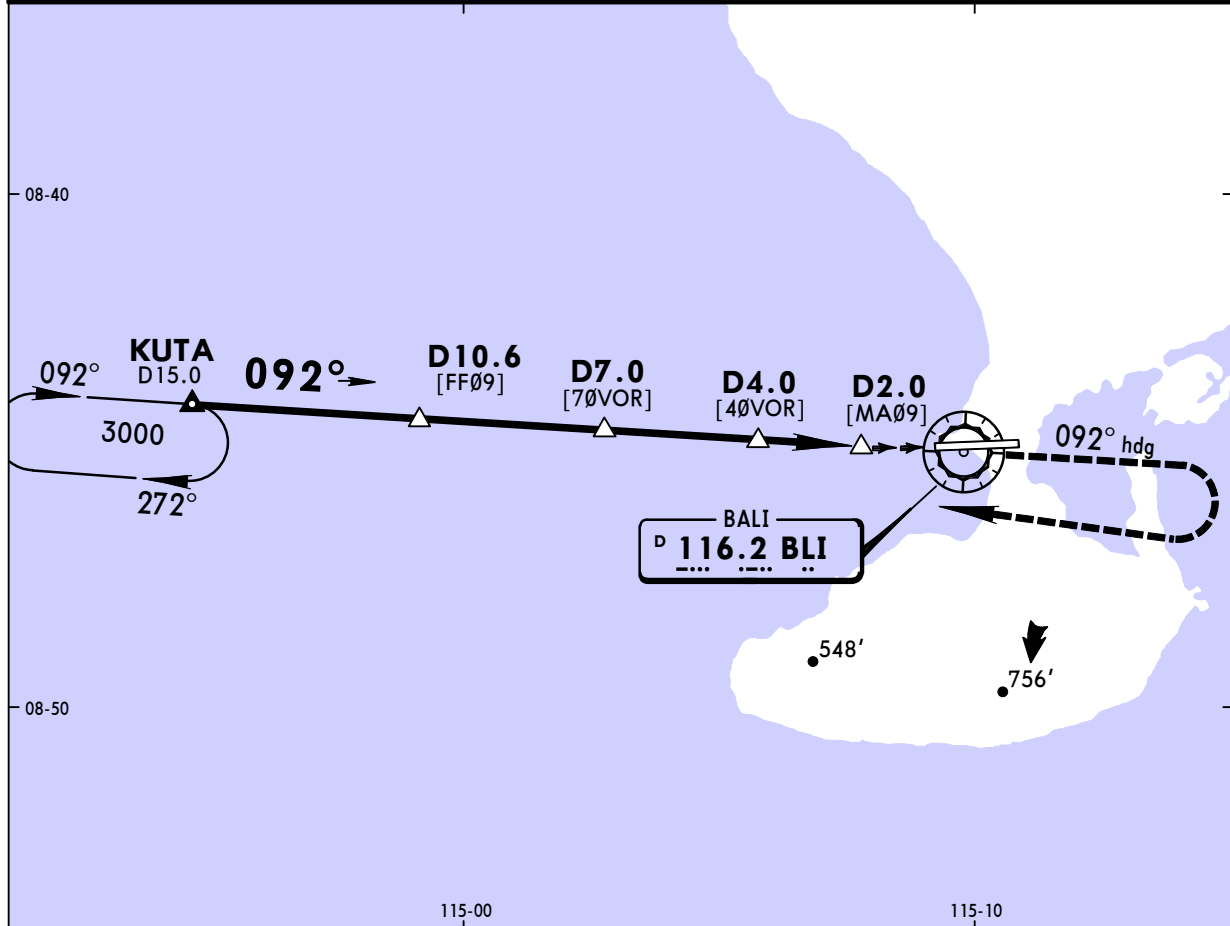
WADD/DPS
I GUSTI NGURAH RAI INTL

JEPPESEN
10 FEB 17 **(13-1)**

BALI, INDONESIA
VOR DME Rwy 09

BRIEFING STRIP

ATIS 126.2		BALI Director (R) 119.7		NGURAH Tower 118.1		Ground 118.8
VOR BLI 116.2	Final Apch Crs 092°	Minimum Alt D10.6 3000' (2989')	MDA(H) 470' (459')	Apt Elev 14' Rwy 11'		
MISSED APCH: Maintain heading 092° climb to 3000', then turn RIGHT and proceed to KUTA D15.0 or contact ATC for further instructions.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 130		Trans alt: 11000'	
						MSA BLI VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	092° hdg	3000' ↑	RT →	KUTA
Descent Angle	2.80°	347	446	495	594	792					
MAP at D2.0											

STRAIGHT-IN LANDING RWY09				CIRCLE-TO-LAND			
MDA(H) 470' (459')							
A	2600m			Max Kts	MDA(H)		
B				100	720' (706') - 2600m		
C				135			
D				180	1250' (1236') - 4000m		
				205	1250' (1236') - 5000m		

PANS OPS

WADD/DPS

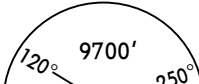
I GUSTI NGURAH RAI INTL

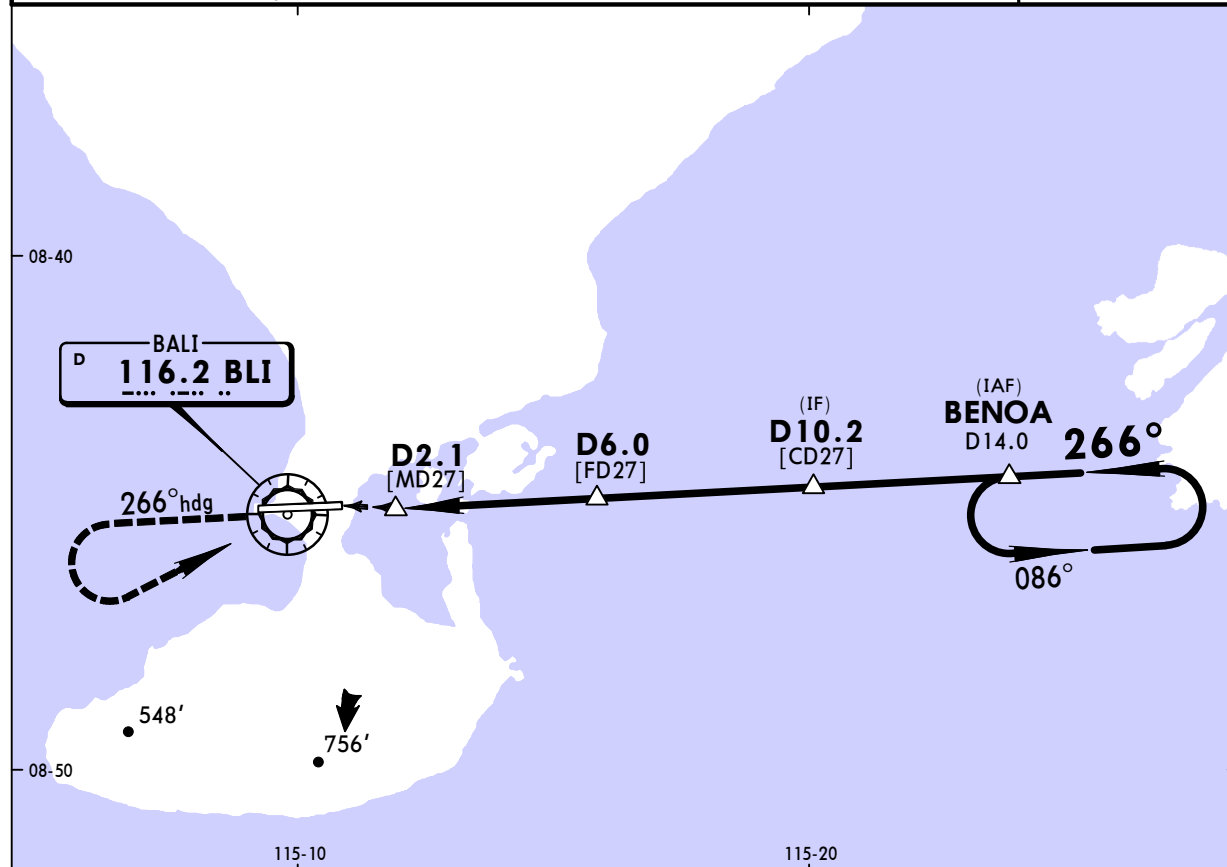
JEPPESEN

10 FEB 17 **(13-2)**

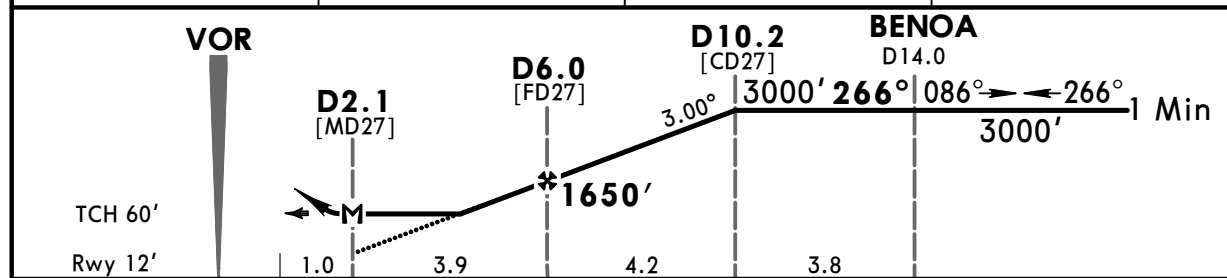
BALI, INDONESIA
VOR DME Rwy 27

BRIEFING STRIP

ATIS 126.2		BALI Director (R) 119.7		NGURAH Tower 118.1		Ground 118.8	
VOR BLI 116.2	Final Apch Crs 266°	Minimum Alt D6.0 1650' (1638')	MDA(H) 370' (358')	Apt Elev 14' Rwy 12'			
MISSED APCH: Maintain 266° heading until 2000', then turn LEFT climb to 6000' proceed to D14.0 holding point via overhead BLI VOR, cross BLI VOR at or above 5000' or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 130		Trans alt: 11000'	
						MSA BLI VOR	



Distance from VOR	D3.0	D4.0	D5.0
ALTITUDE	698'	1016'	1335'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.1 or							
D6.0 to MAP	3.9	3:21	2:36	2:20	1:57	1:40	

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 370' (358')							
ALS out				Max Kts	MDA(H)		
A				100	720' (706') - 1600m		
B	1600m			135			
C				180	1250' (1236') - 4000m		
D	2000m			205	1250' (1236') - 4400m		

PANS OPS

JEPPESEN

2 DEC 16

Eff 7 Dec 1600Z (10-2)

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

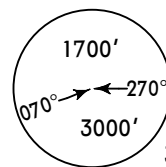
SECTOR A

VOR 112.6 DN

Apt. Elev **103'**

ATIS 128.25 308 316.2
BRISBANE Center (FIA) 118.15
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1
*DARWIN Traffic (Approach Sequencing) 123.0
DARWIN Tower 133.1
Ground 121.8

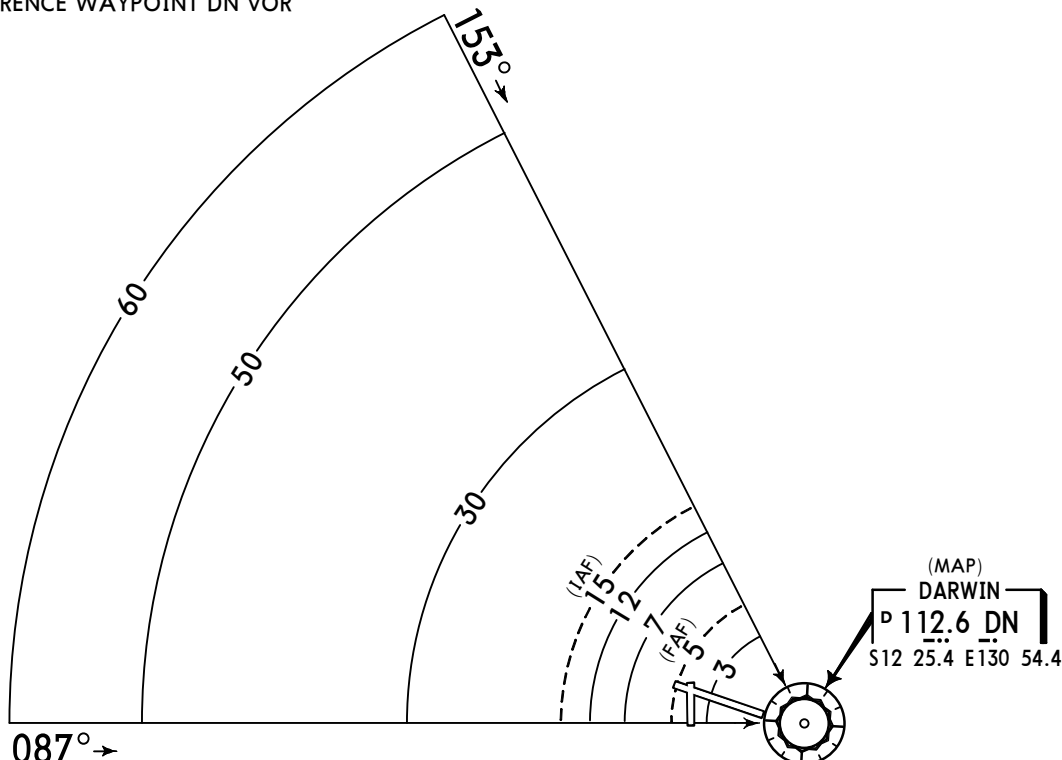
Alt Set: hPa Trans level: FL110
Apt Elev: 4 hPa Trans alt: 10000' (9897')



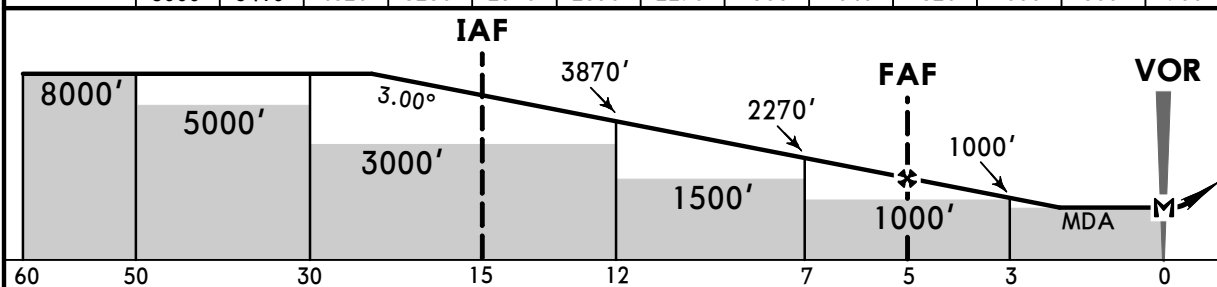
MSA
DN VOR
3000' within 10 NM

NOT TO SCALE

DME USING DN DME
REFERENCE WAYPOINT DN VOR



NM to VOR	25.0	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.4	2.0
ALTITUDE	8000'	6410'	4820'	3230'	2910'	2590'	2270'	1960'	1640'	1320'	1000'	800'	700'

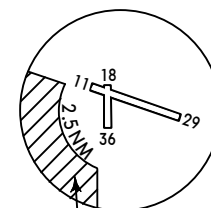


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)
A, B: 700' (597')
C: 800' (697')
D: 1000' (897')

A	2.4 km
B	4.0 km
C	5.0 km
D	



No Circling in Sector
Southwest of Rwy
11/29 and Rwy 18/36
Beyond 2.5 NM

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

CHANGES: Sector A, MSA revised.

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JEPPESEN

2 DEC 16
Eff 7 Dec 1600Z **10-2A**

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

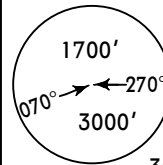
SECTOR B

VOR 112.6 DN

Apt. Elev **103'**

ATIS 128.25 308 316.2
BRISBANE Center (FIA) 118.15
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1
*DARWIN Traffic (Approach Sequencing) 123.0
DARWIN Tower 133.1
Ground 121.8

Alt Set: hPa Trans level: FL110
Apt Elev: 4 hPa Trans alt: 10000' (9897')

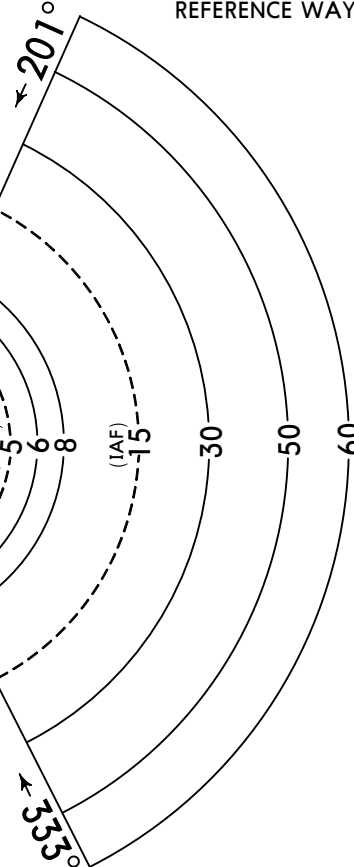
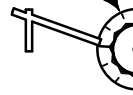


MSA
DN VOR
3000' within 10 NM

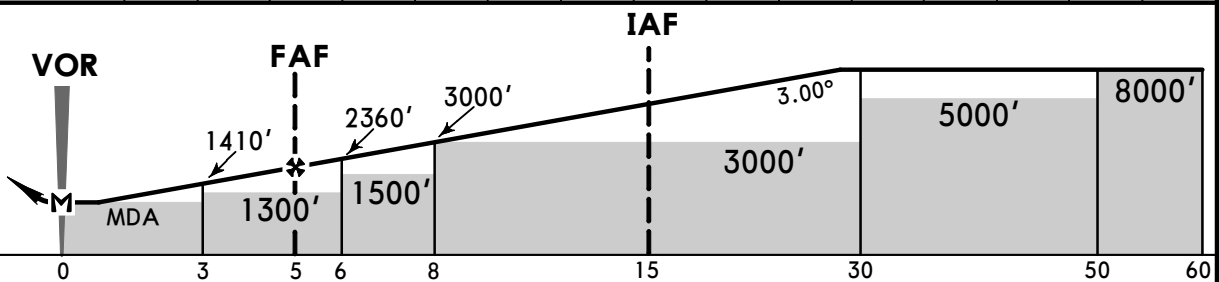
DME USING DN DME
REFERENCE WAYPOINT DN VOR

NOT TO SCALE

(MAP)
DARWIN
P 112.6 DN
S12 25.4 E130 54.4



NM to VOR	0.8	1.1	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	15.0	20.0	23.7
ALTITUDE	700'	800'	1000'	1090'	1410'	1730'	2050'	2360'	2680'	3000'	3320'	3640'	5230'	6820'	8000'

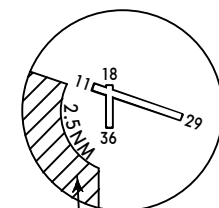


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H)
A, B: 700' (597')
C: 800' (697')
D: 1000' (897')

A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



No Circling in Sector
Southwest of Rwy
11/29 and Rwy 18/36
Beyond 2.5 NM

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

CHANGES: Sector B, MSA revised.

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JEPPesen

2 DEC 16

Eff 7 Dec 1600Z

10-2B

DME or GNSS ARRIVAL

DARWIN, NT, AUSTRALIA

DARWIN INTL

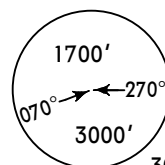
SECTOR C

VOR 112.6 DN

Apt. Elev **103'**

ATIS 128.25 308 316.2
BRISBANE Center (FIA) 118.15
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1
*DARWIN Traffic (Approach Sequencing) 123.0
DARWIN Tower 133.1
Ground 121.8

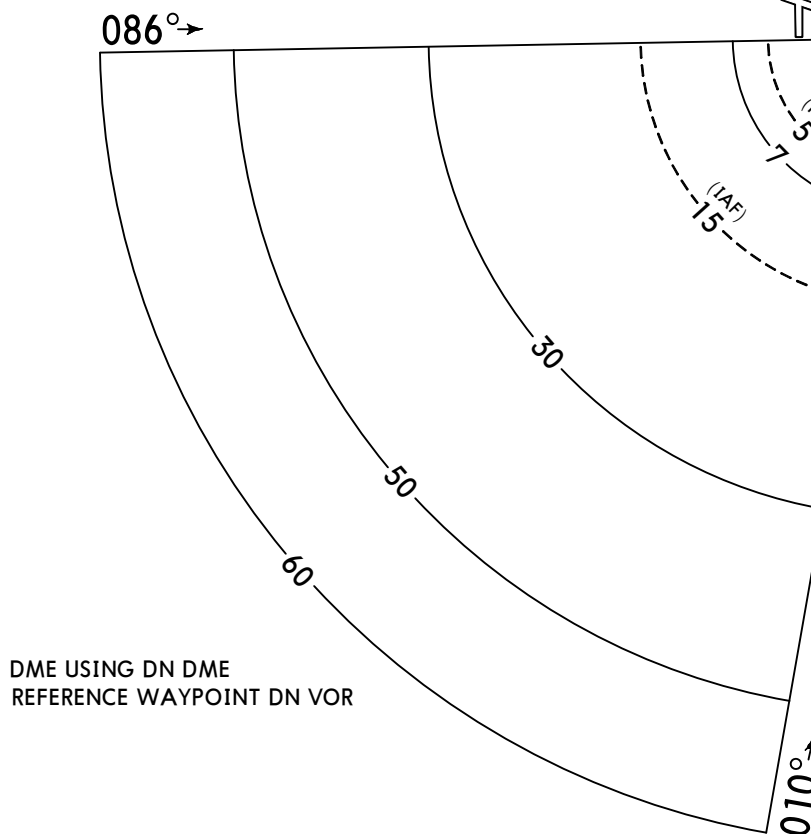
Alt Set: hPa Trans level: FL110
Apt Elev: 4 hPa Trans alt: 10000' (9897')



MSA
DN VOR
3000' within 10 NM

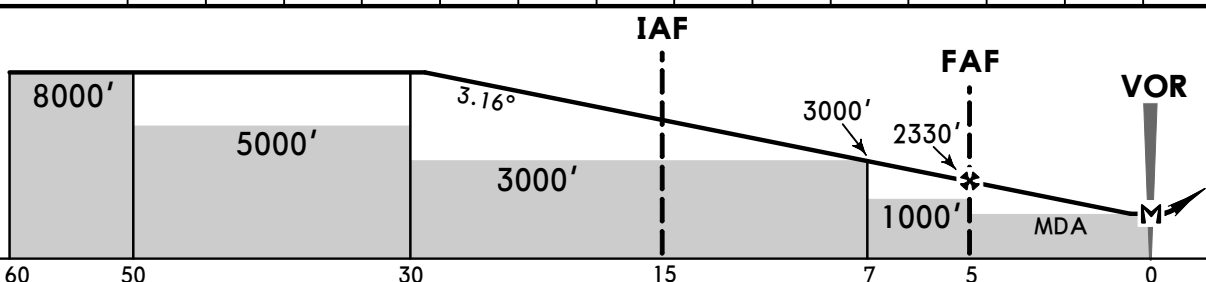
(MAP)
DARWIN
P 112.6 DN
S12 25.4 E130 54.4

NOT TO SCALE



DME USING DN DME
REFERENCE WAYPOINT DN VOR

NM to VOR	21.9	20.0	15.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.3
ALTITUDE	8000'	7360'	5680'	4010'	3670'	3340'	3000'	2660'	2330'	1990'	1660'	1320'	1000'	850'

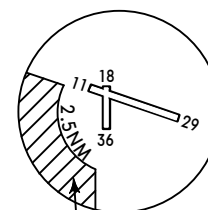


MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B, C: 850' (747')
D: 1000' (897')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling in Sector
Southwest of Rwy
11/29 and Rwy 18/36
Beyond 2.5 NM

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.16°	391	503	559	671	783	895
MAP at VOR						

CHANGES: Sector C, MSA revised.

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JEPPesen

2 DEC 16

(10-2C)

Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

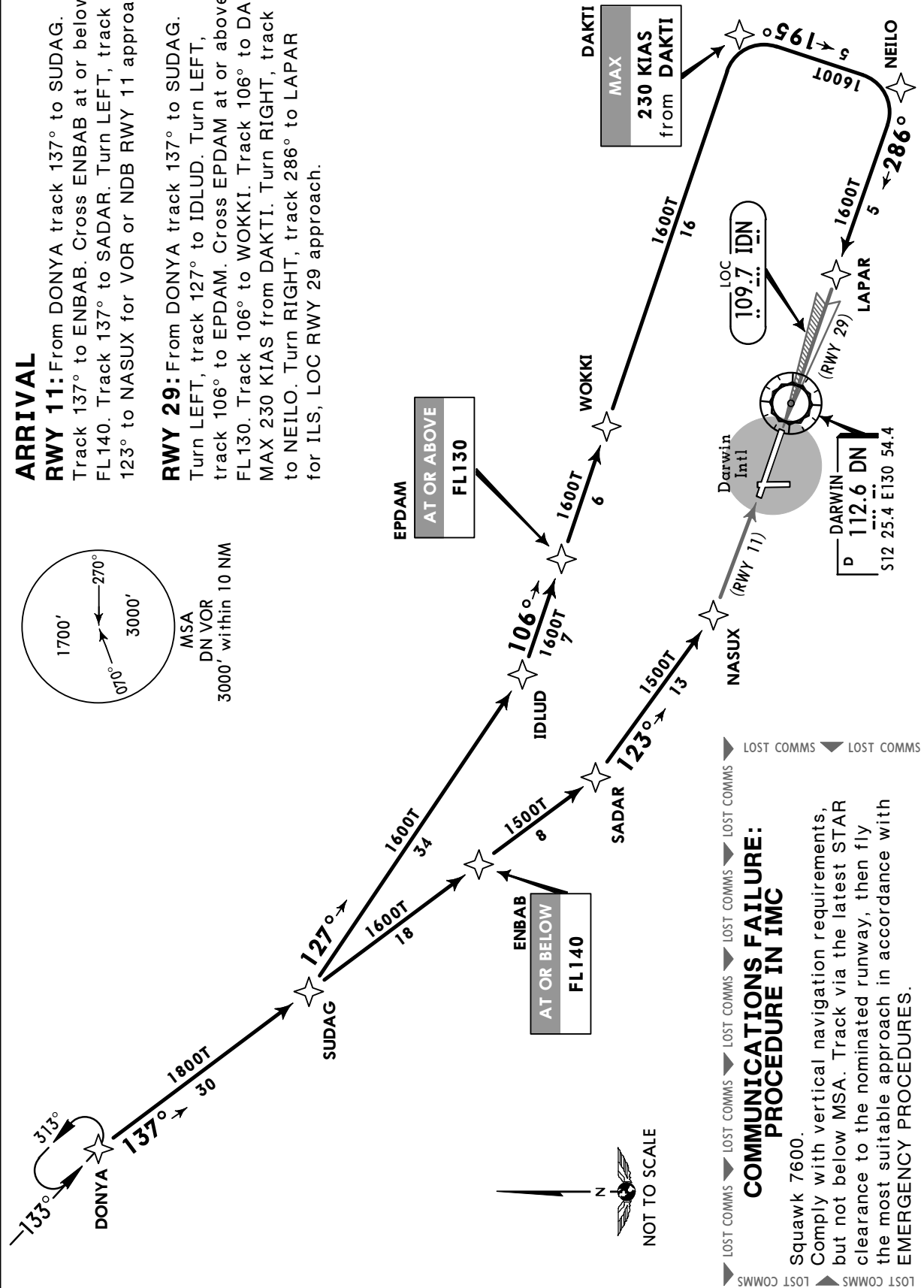
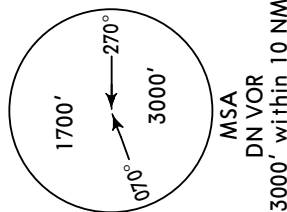
TRANS LEVEL: FL110
TRANS ALT: 10000'

DONYA 7A ARRIVAL [DONY7A]
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT, track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Turn RIGHT, track 195° to NEILO. Turn RIGHT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



JEPPesen

2 DEC 16

(10-2D)

Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

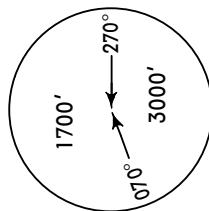
DONYA 7U ARRIVAL [DONY7U]

SPEED: MAX 250 KIAS BELOW 10000'

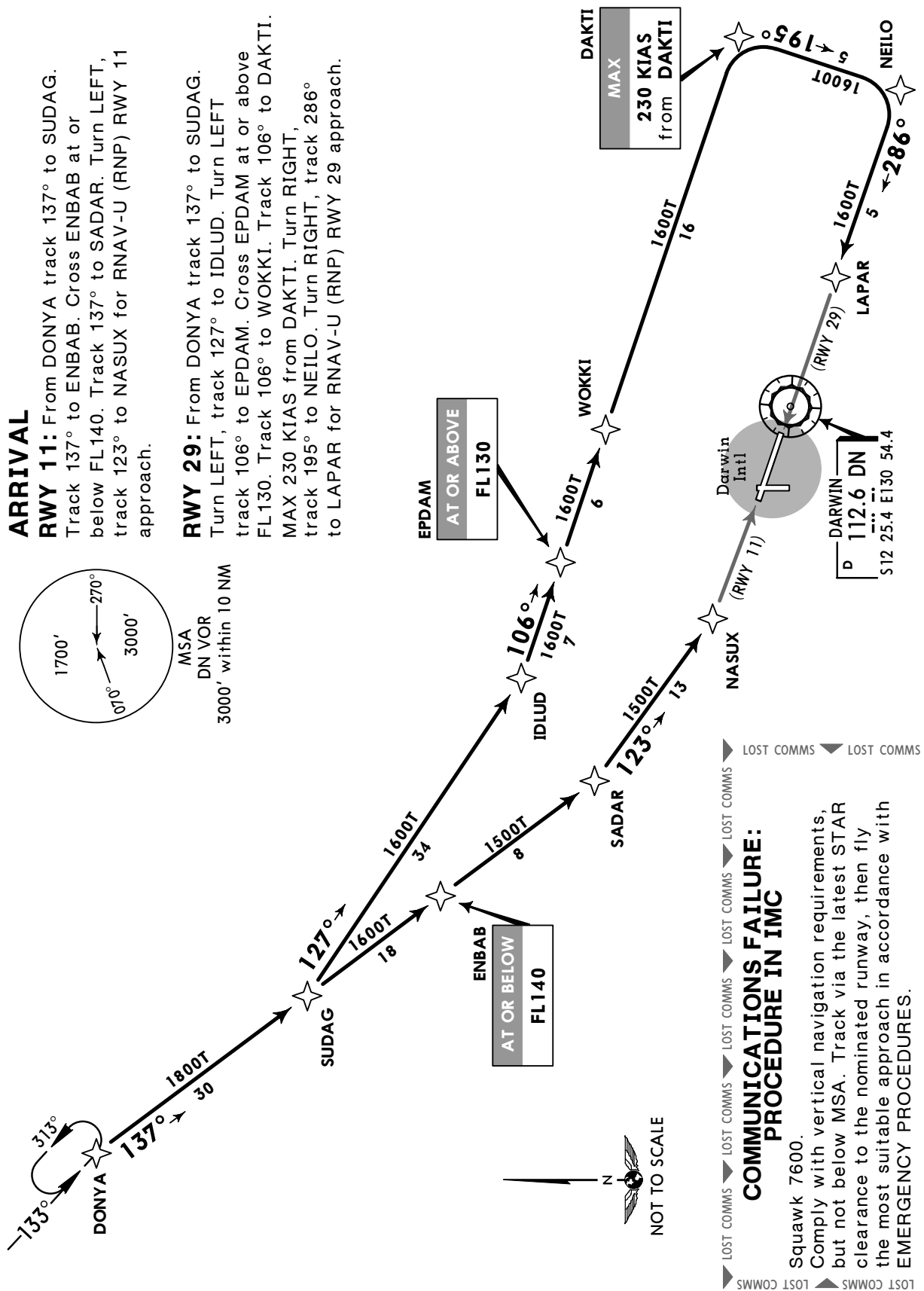
ARRIVAL

RWY 11: From DONYA track 137° to SUDAG. Track 137° to ENBAB. Cross ENBAB at or below FL140. Track 137° to SADAR. Turn LEFT, track 123° to NASUX for RNAV-U (RNP) RWY 11 approach.

RWY 29: From DONYA track 137° to SUDAG. Turn LEFT, track 127° to IDLUD. Turn LEFT track 106° to EPDAM. Cross EPDAM at or above FL130. Track 106° to WOKKI. Turn RIGHT, track 195° to NEILO. Turn RIGHT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000' within 10 NM



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

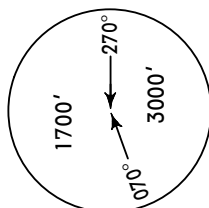
GATOR SEVEN ALPHA ARRIVAL [GATO7A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From GATOR track 272° to KOOLI. Turn RIGHT, track 286° to VIKUV. Cross VIKUV at or above 9000'. Track 286° to ELGUM, MAX 230 KIAS from ELGUM. Turn LEFT track 196° to NASUX for VOR or NDB RWY 11 approach.

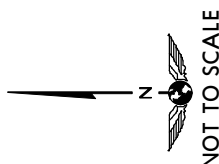
RWY 29: From GATOR track 265° to BIDSA. Cross BIDSA at or below FL130. Track 265° to SARRE. Turn RIGHT track 286° to LAPAR for ILS, LOC RWY 29 approach.



MSA

DN VOR

3000' within 10 NM



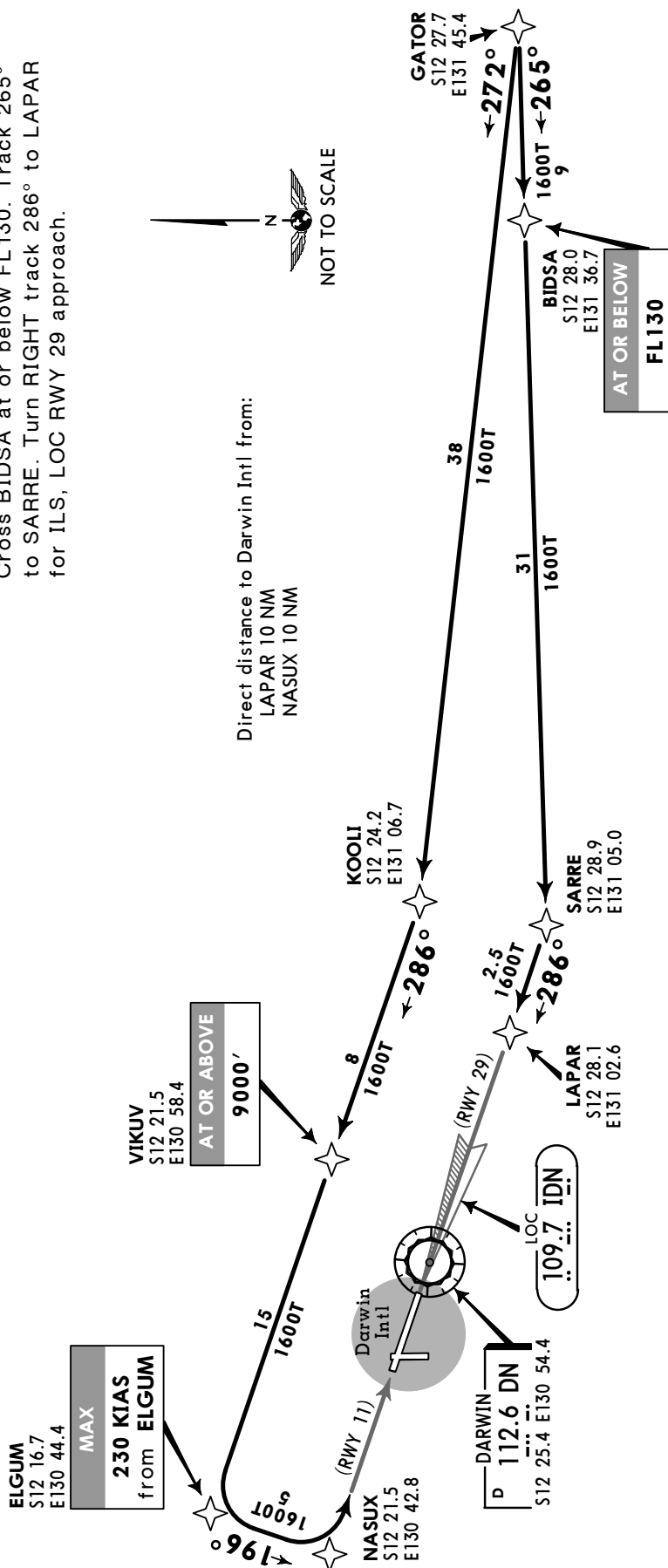
Direct distance to Darwin Intl from:
LAPAR 10 NM
NASUX 10 NM

LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



ATIS 128.25 308 316.2
 DARWIN Approach EAST (R) 125.2
 DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
 TRANS ALT: 10000'

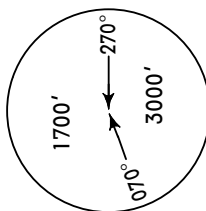
GATOR SEVEN UNIFORM ARRIVAL [GAT07U]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

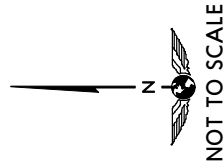
RWY 11: From GATOR track 272° to KOOLI.
 Turn RIGHT, track 286° to VIKUV. Cross
 VIKUV at or above 9000'. Track 286° to
 ELGUM, MAX 230 KIAS from ELGUM. Turn
 LEFT track 196° to NASUX for RNAV-U (RNP)
 RWY 11 approach.

RWY 29: From GATOR track 265° to BIDSA.
 Cross BIDSA at or below FL130. Track 265° to
 SARRE. Turn RIGHT, track 286° to LAPAR
 for RNAV-U (RNP) RWY 29 approach.



MSA
 DN VOR
 3000' within 10 NM

Direct distance to Darwin Intl from:
 LAPAR 10 NM
 NASUX 10 NM

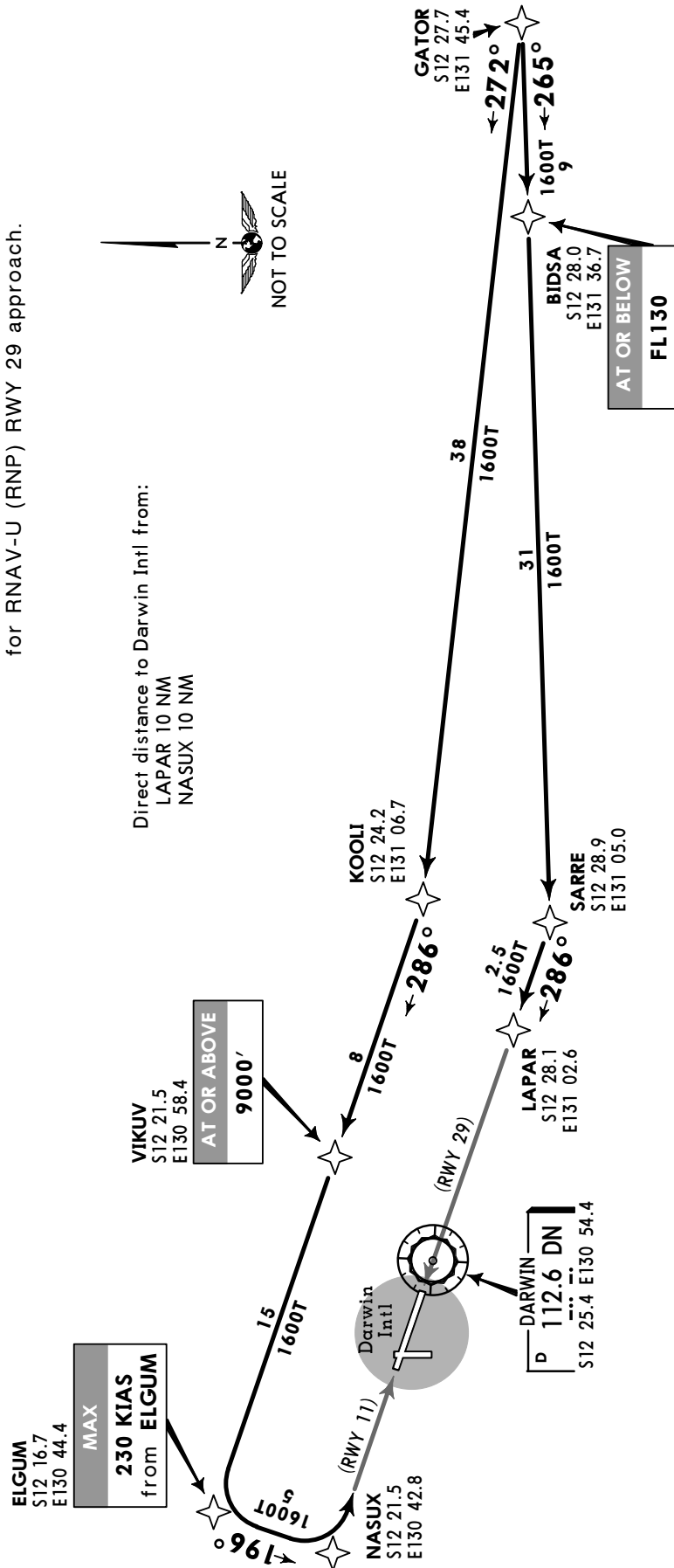


LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
 Comply with vertical navigation requirements,
 but not below MSA. Track via the latest STAR
 clearance to the nominated runway, then fly
 the most suitable approach in accordance with
 EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



JEPPesen

2 DEC 16

10-2G

Eff 7 Dec 1600Z

RNAV STAR

ATIS 128.25 308 316.2
 DARWIN Approach EAST (R) 125.2
 DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
 TRANS ALT: 10000'

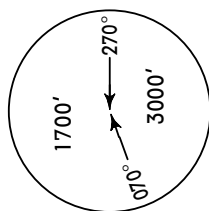
VEGPU FIVE ALPHA ARRIVAL [VEGP5A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

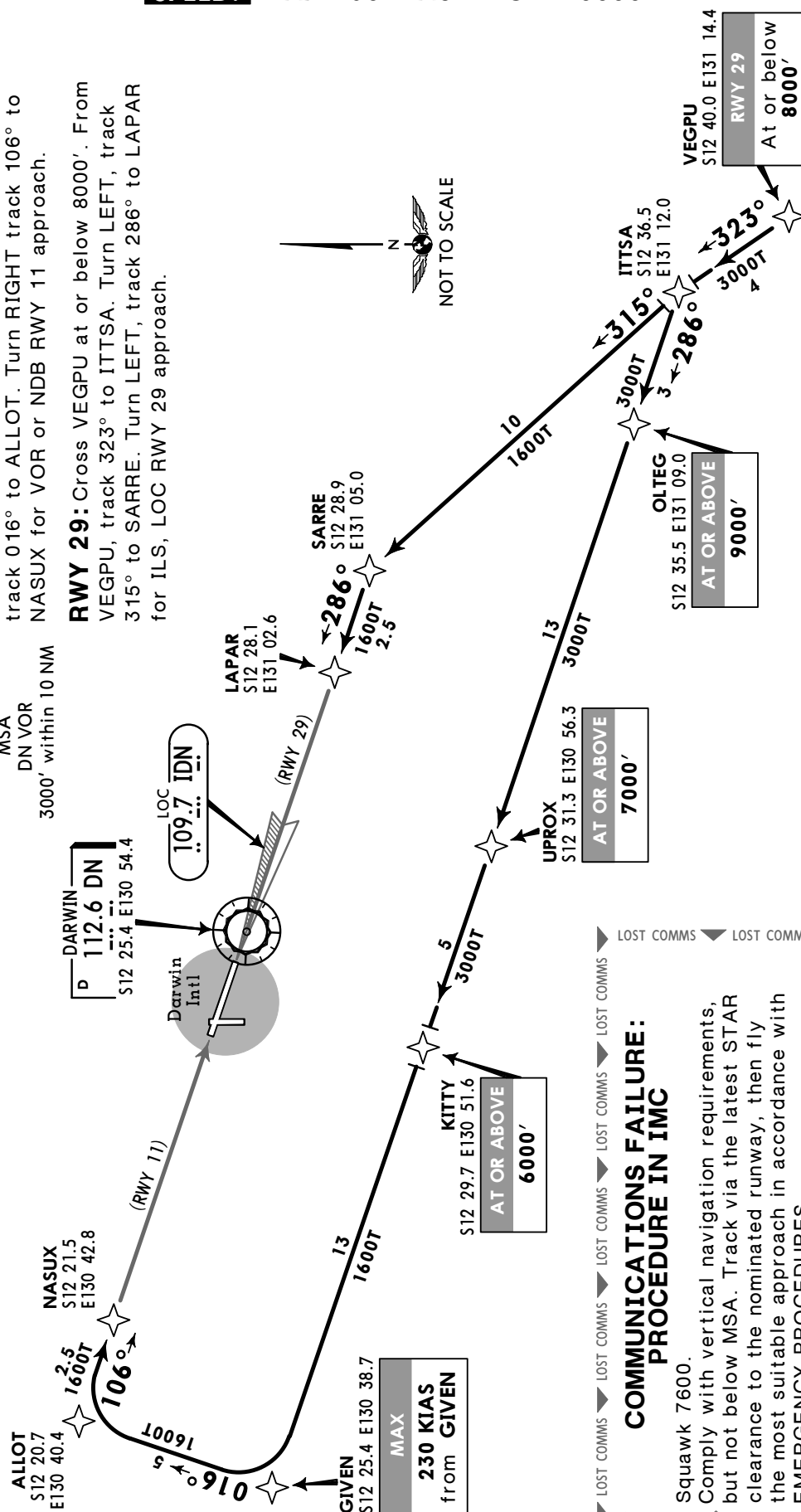
RWY 11: From VEGPU track 323° to ITTSA. Turn LEFT, track 286° to OLTEG. Cross OLTEG at or above 9000'. Track 286° to UPROX. Cross UPROX at or above 7000'. Track 286° to KITTY. Cross KITTY at or above 6000'. Track 286° to GIVEN. MAX 230 KIAS from GIVEN. Turn RIGHT track 016° to ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: Cross VEGPU at or below 8000'. From VEGPU, track 323° to ITTSA. Turn LEFT, track 315° to SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



MSA
 DN VOR
 3000' within 10 NM

Direct distance to Darwin Intl from:
 LAPAR 10 NM
 NASUX 10 NM



ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

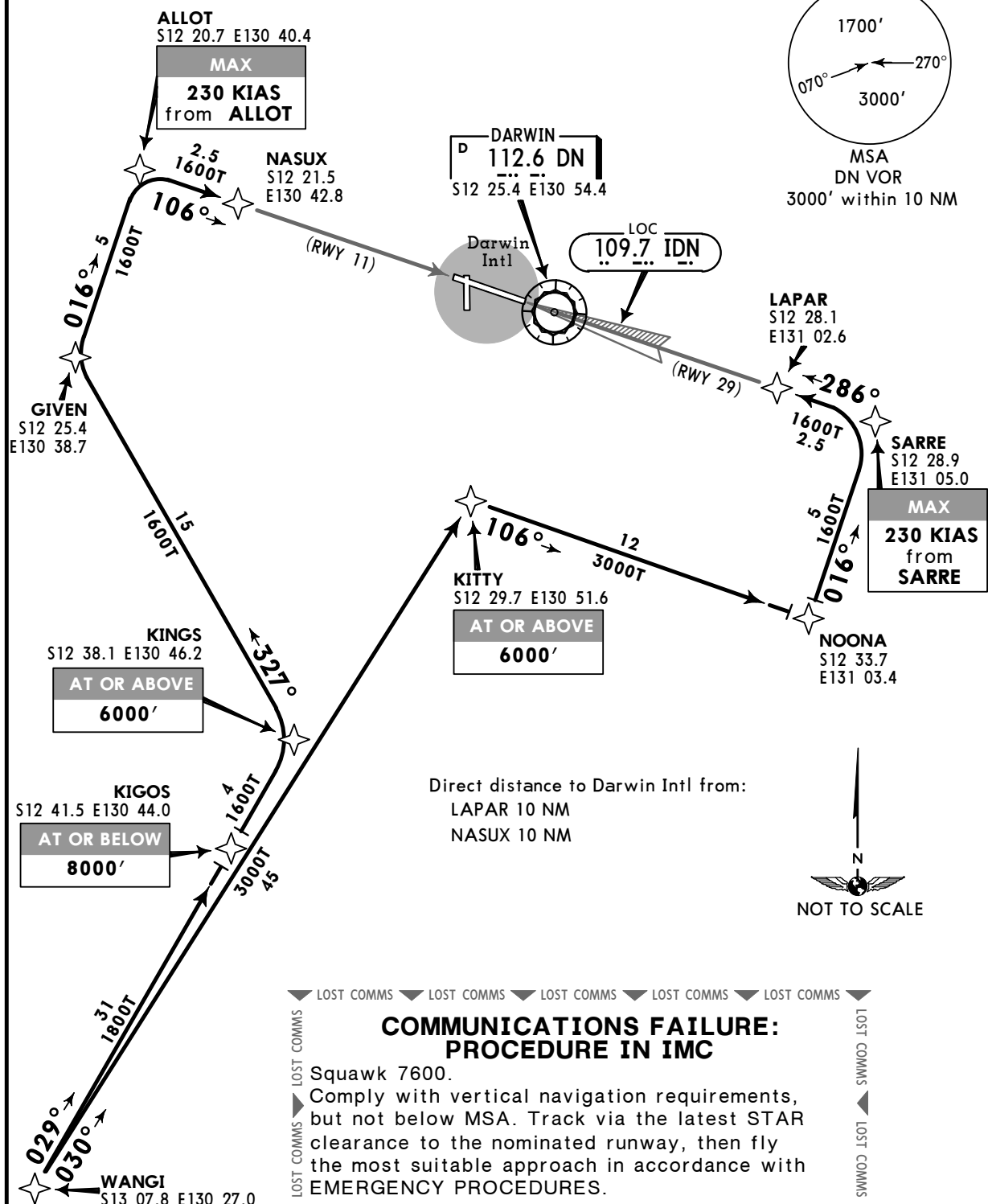
WANGI SEVEN ALPHA ARRIVAL[WANG7A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000'. Track 029° to KINGS. Cross KINGS at or above 6000'. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for VOR or NDB RWY 11 approach.

RWY 29: From WANGI track 030° to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for ILS, LOC RWY 29 approach.



JEPPESEN

2 DEC 16

10-2K

Eff 7 Dec 1600Z

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

**WANGI SEVEN PAPA [WANG7P],
WANGI SEVEN UNIFORM [WANG7U]
ARRIVALS**

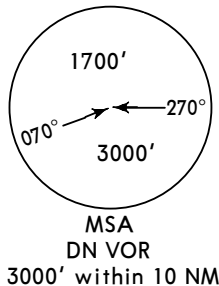
RUNWAY 11

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 11 PAPA: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000'. Track 029° to KINGS for RNAV-P (RNP) RWY 11 approach.

RWY 11 UNIFORM: From WANGI track 029° to KIGOS. Cross KIGOS at or below 8000'. Track 029° to KINGS. Cross KINGS at or above 6000'. Turn LEFT, track 327° to GIVEN. Turn RIGHT track 016° to ALLOT, MAX 230 KIAS from ALLOT. Turn RIGHT track 106° to NASUX for RNAV-U (RNP) RWY 11 approach.



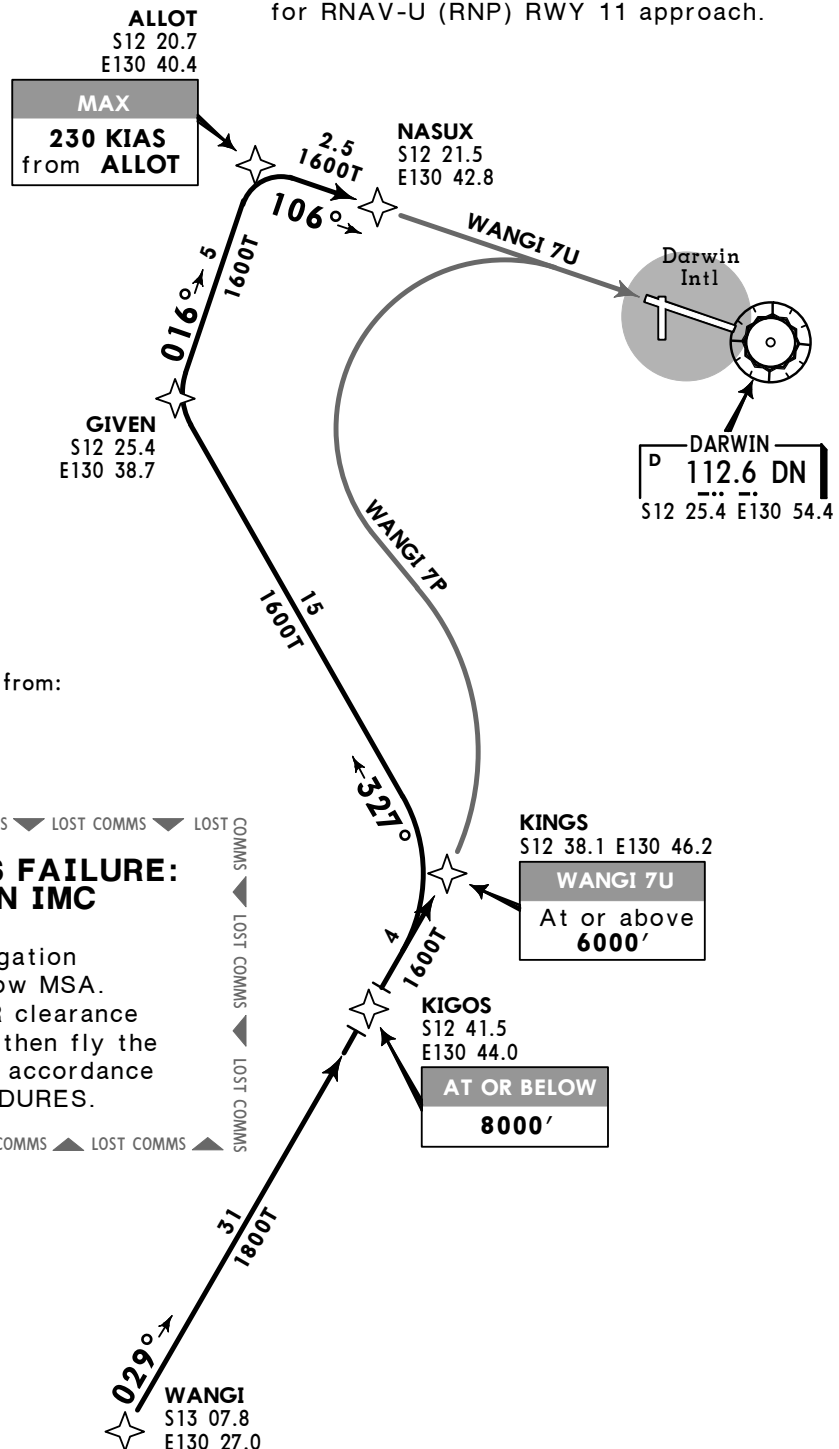
Direct distance to Darwin Intl from:
KINGS 15 NM
NASUX 10 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



JEPPESSEN

2 DEC 16

10-2L

Eff 7 Dec 1600Z

ATIS 128.25 308 316.2
DARWIN Approach EAST (R) 125.2
DARWIN Approach WEST (R) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

**WANGI SEVEN PAPA [WANG7P],
WANGI SEVEN UNIFORM [WANG7U]
ARRIVALS**

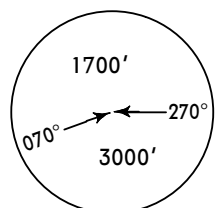
RUNWAY 29

SPEED: MAX 250 KIAS BELOW 10000'

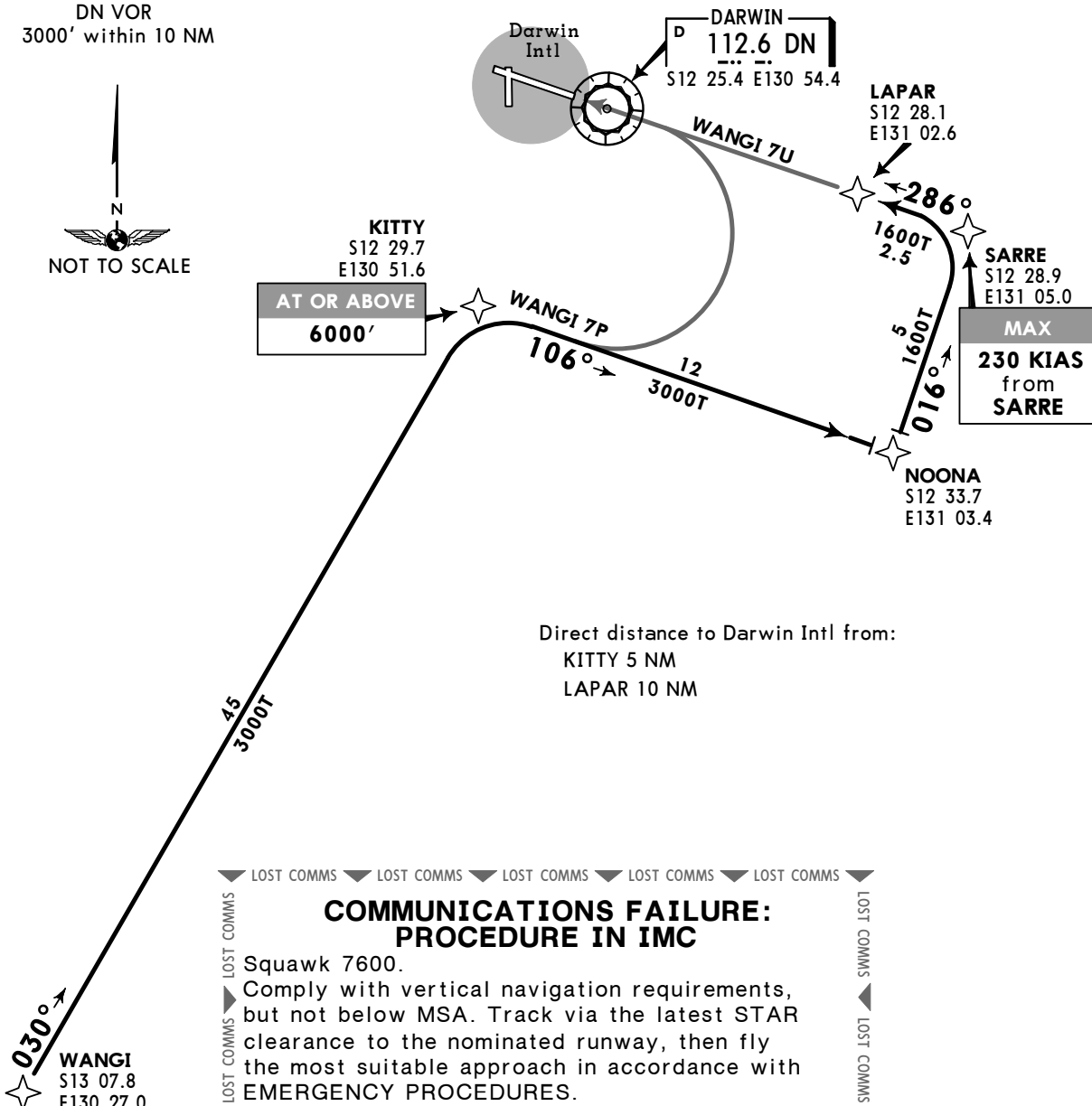
ARRIVAL

RWY 29 PAPA: From WANGI track 030° to KITTY for RNAV-P (RNP) RWY 29 approach. Cross KITTY at or above 6000'.

RWY 29 UNIFORM: From WANGI track 030° to KITTY. Cross KITTY at or above 6000'. Turn RIGHT, track 106° to NOONA. Turn LEFT, track 016° to SARRE. MAX 230 KIAS from SARRE. Turn LEFT, track 286° to LAPAR for RNAV-U (RNP) RWY 29 approach.



MSA
DN VOR
3000' within 10 NM



Direct distance to Darwin Intl from:
KITTY 5 NM
LAPAR 10 NM

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESEN 13 JAN 17

10-3

STANDARD INSTRUMENT DEPARTURE (RADAR) **SID(R)****DARWIN, NT, AUSTRALIA**

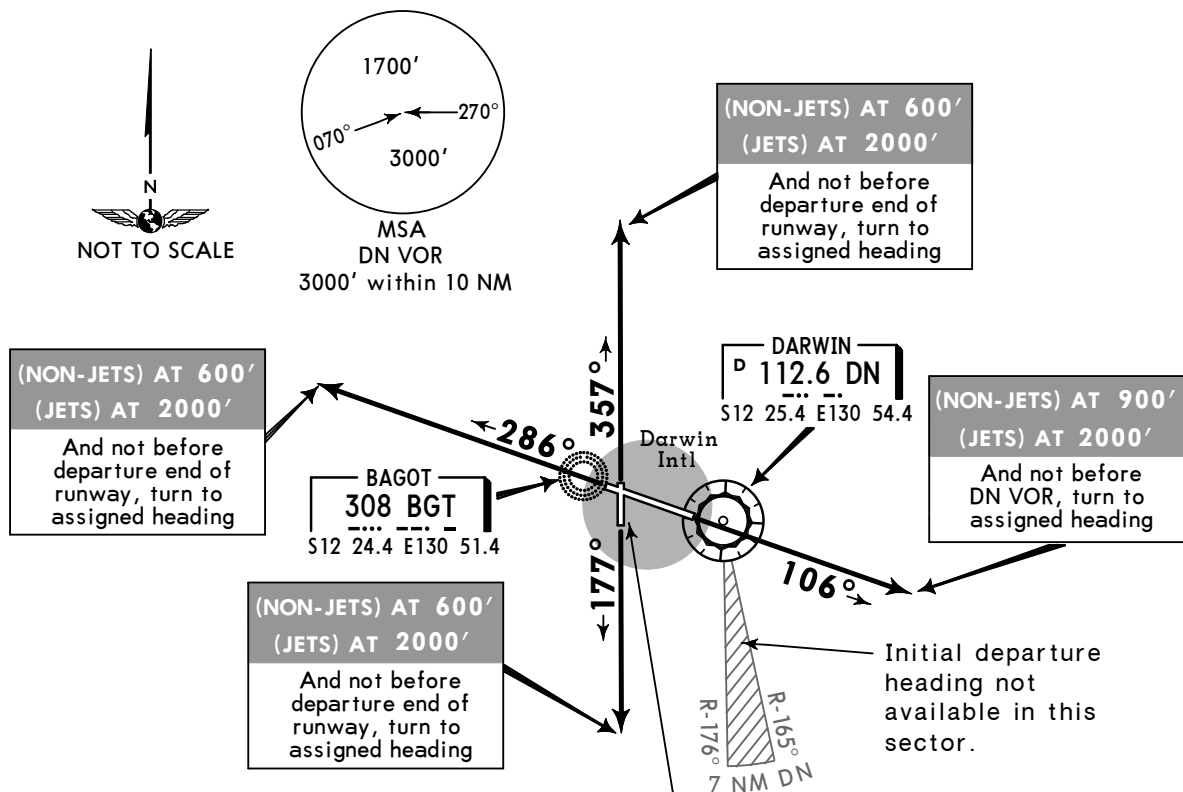
YPDN DARWIN INTL

DARWIN Clearance **126.8**
DARWIN Departure (R) **123.0**TRANS LEVEL: FL110
TRANS ALT: 10000'

ALL RUNWAYS

DARWIN SIX DEPARTURE (RADAR) [DN6](Jets includes turbo prop aircraft)
(above 25000 kg (55,116lbs) MTOW)This SID requires the following take-off minimums
(for standard minimums, refer to airport chart):

- ❶ Rwy 18: Ceiling 50' visibility 1000m or Standard, whichever is greater.
- ❶ Rwy 36: Ceiling 50' visibility 700m or Standard, whichever is greater.

Noise abatement procedures apply, and take precedence for Military
Strike/Fighter Aircraft.**RWY 11:** Track 106°.At 900' (2000' for Jet Aircraft)
and not before DN VOR, turn to
assigned heading. When instructed,
contact Approach for RADAR
vectors.**RWY 18 (HJ ONLY):** Track 177°.At 600' (2000' for Jet Aircraft)
and not before departure end of
runway, turn to assigned heading.
When instructed, contact Approach
for RADAR vectors.**RWY 29:** Track 286°.At 600' (2000' for Jet Aircraft)
and not before departure end of
runway, turn to assigned heading.
When instructed, contact Approach
for RADAR vectors.**RWY 36 (HJ ONLY):** Track 357°.At 600' (2000' for Jet Aircraft)
and not before departure end of
runway, turn to assigned heading.
When instructed, contact Approach
for RADAR vectors.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of communication failure

-Squawk 7600.

-MAINTAIN last assigned vector for two minutes, and

-CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN
terrain clearance, then

-proceed in accordance with the latest ATC route clearance acknowledged.

JEPPesen

10-3B

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance **126.8**
DARWIN Approach EAST (R) (DEP) **125.2**
DARWIN Approach WEST (R) (DEP) **134.1**

DARWIN, NT, AUSTRALIA

YPDN **DARWIN INTL**

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

BIRDY THREE DEPARTURE [BIRDY3]

Minimum required climb gradients:

Rwy 11: 8.8% to 3000'.

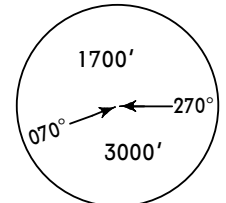
Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

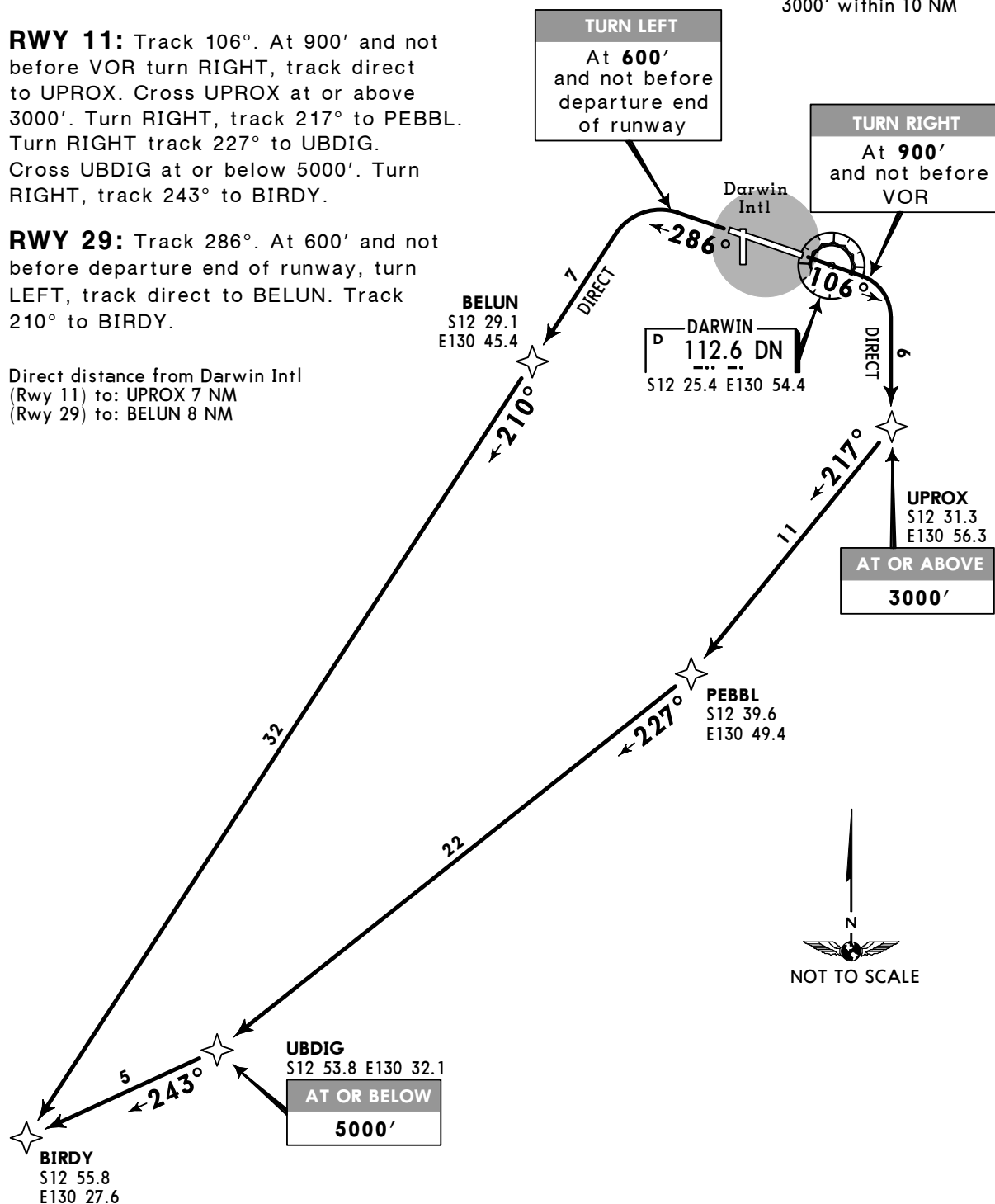
RWY 11: Track 106°. At 900' and not before VOR turn RIGHT, track direct to UPROX. Cross UPROX at or above 3000'. Turn RIGHT, track 217° to PEBBL. Turn RIGHT track 227° to UBDIG. Cross UBDIG at or below 5000'. Turn RIGHT, track 243° to BIRDY.

RWY 29: Track 286°. At 600' and not before departure end of runway, turn LEFT, track direct to BELUN. Track 210° to BIRDY.

Direct distance from Darwin Intl
(Rwy 11) to: UPROX 7 NM
(Rwy 29) to: BELUN 8 NM



MSA
DN VOR
3000' within 10 NM



JEPPesen

10-3C

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

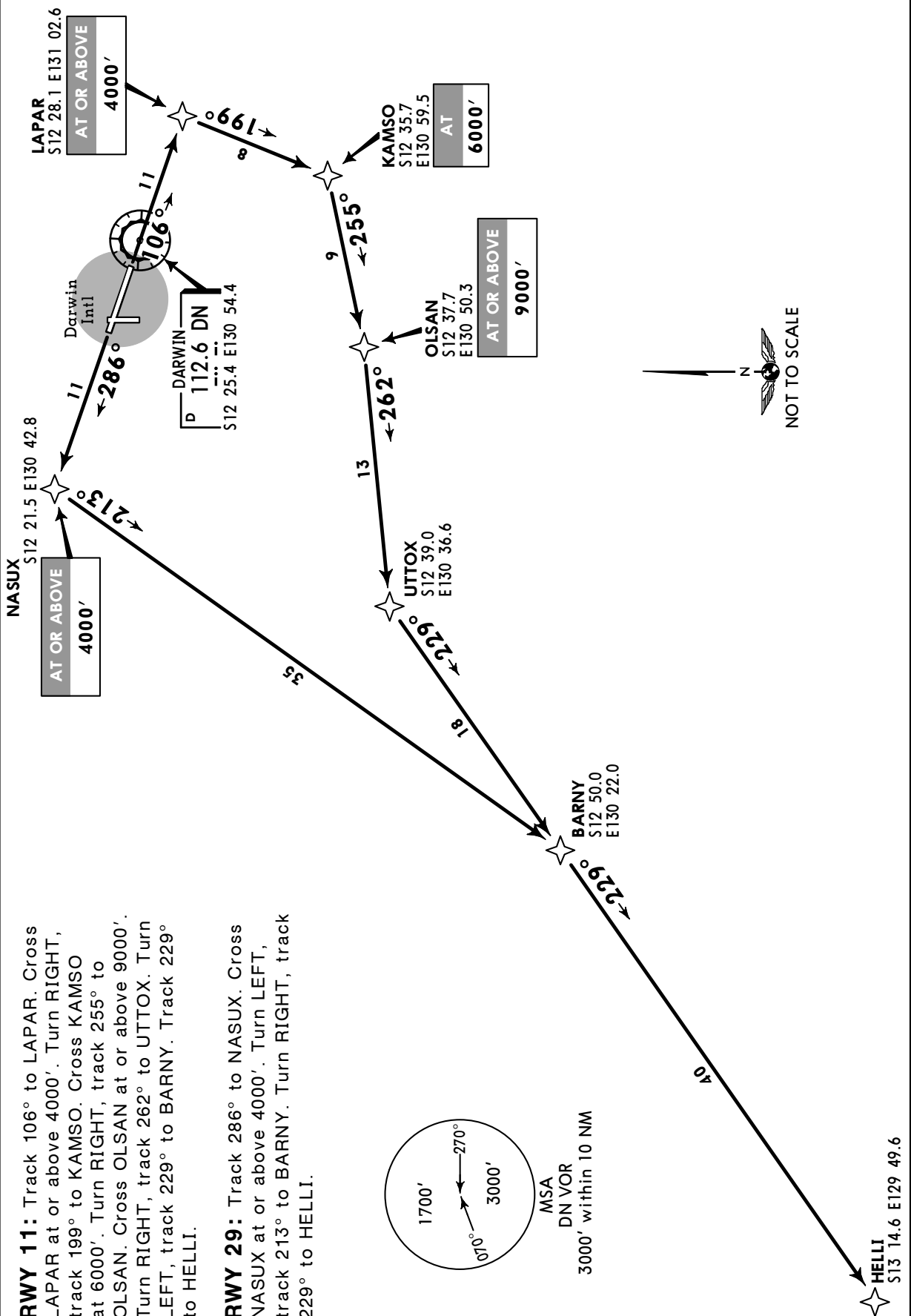
DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

HELLI FOUR DEPARTURE [HELLI4]



JEPPesen

10-3D

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

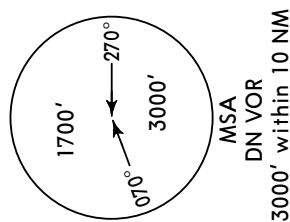
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

JULIE FOUR DEPARTURE [JULIE4]

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000'. Turn RIGHT, track 303° to SADAR. Turn LEFT, track 295° to JULIE.

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000'. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000'. Turn LEFT, track 286° to WUDOF. Turn LEFT track 267° to ARUPU. Cross ARUPU at or above FL150. Track 267° to SADAR. Turn RIGHT, track 295° to JULIE.



JULIE
S11 47.8
E129 42.2

SADAR
S12 13.7
E130 31.8

ARUPU
S12 13.6 E130 37.1

**AT OR ABOVE
FL150**

WUDOF
S12 13.6
E130 50.5

TURGO
S12 17.0
E131 00.6

**AT OR BELOW
8000'**

MENOB
S12 18.9
E131 02.4

Darwin Intl

DARWIN
S12 25.4 E130 54.4

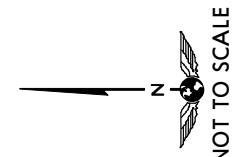
D 112.6 DN

NASUX
S12 21.5
E130 42.8

**AT OR ABOVE
4000'**

LAPAR
S12 28.1
E131 02.6

**AT OR ABOVE
4000'**



JEPPESEN

10-3E

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8
DARWIN Approach EAST (R) (DEP) 125.2
DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

LAKUP FOUR DEPARTURE [LAKUP4]

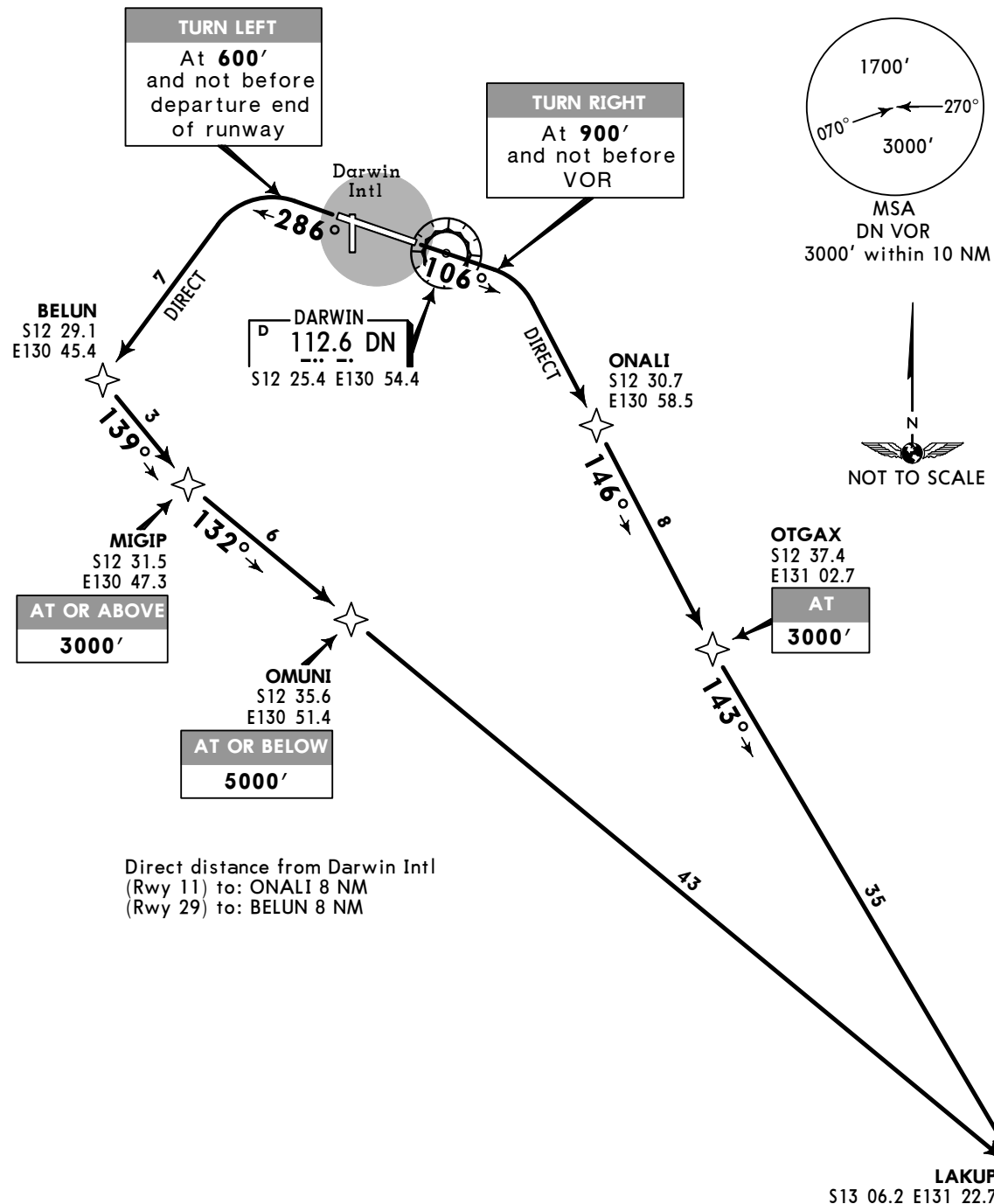
Minimum required climb gradients:

Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900' and not before VOR turn RIGHT, track direct to ONALI. Track 146° to OTGAX. Cross OTGAX at 3000'. Track 143° to LAKUP.

RWY 29: Track 286°. At 600' and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000'. Turn LEFT, track 132° to OMUNI. Cross OMUNI at or below 5000'. Track 132° to LAKUP.



JEPPESEN

10-3F

30 DEC 16

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

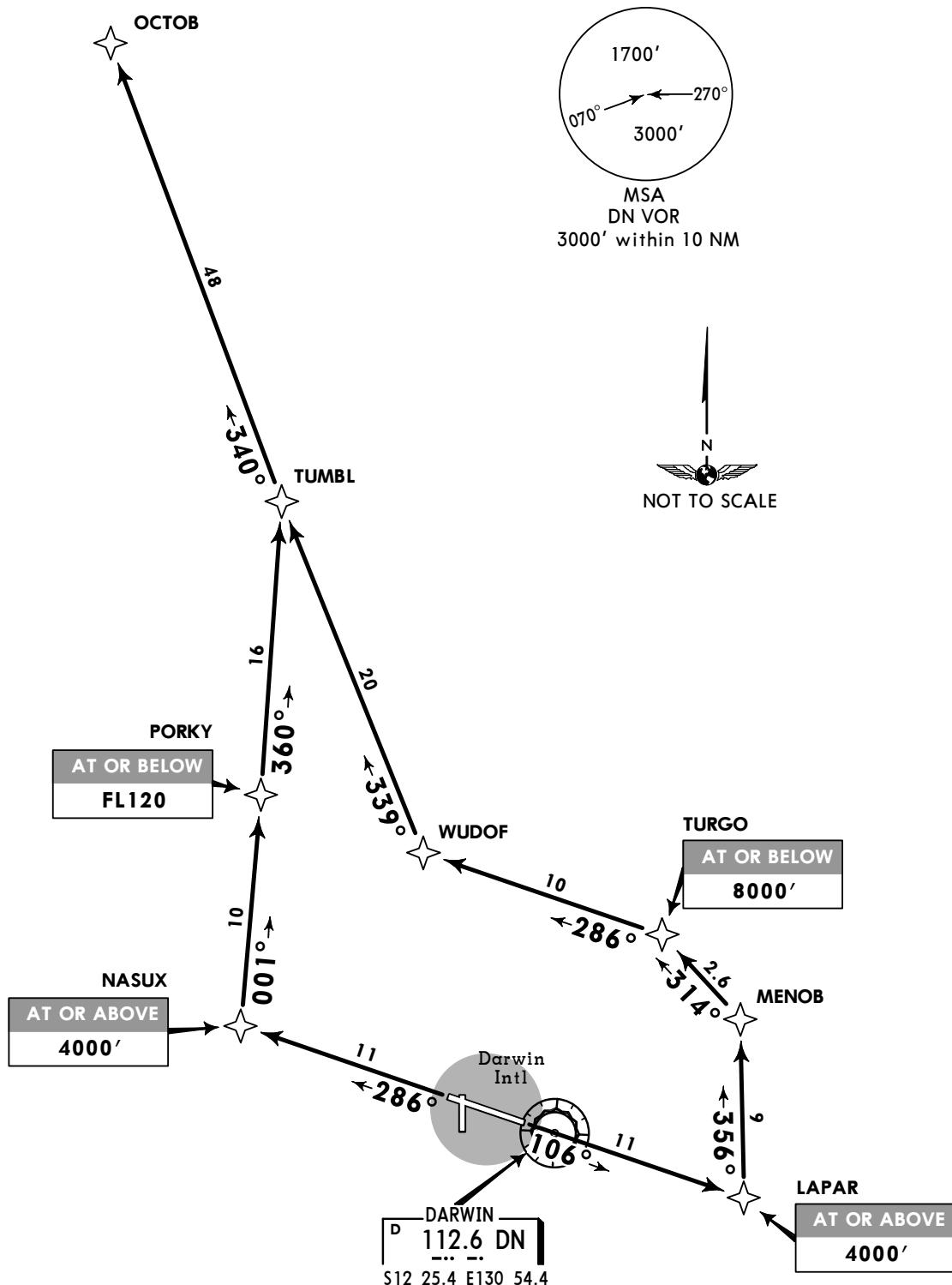
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

OCTOB 6 DEPARTURE [OCTOB6]

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000'. Turn LEFT, track 356° to MENOB. Turn LEFT, track 314° to TURGO. Cross TURGO at or below 8000'. Turn LEFT, track 286° to WUDOF. Turn RIGHT, track 339° to TUMBL. Turn RIGHT, track 340° to OCTOB.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000'. Turn RIGHT, track 001° to PORKY. Cross PORKY at or below FL120. Turn LEFT, track 360° to TUMBL. Turn LEFT track 340° to OCTOB.



JEPPesen

10-3G

30 DEC 16

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

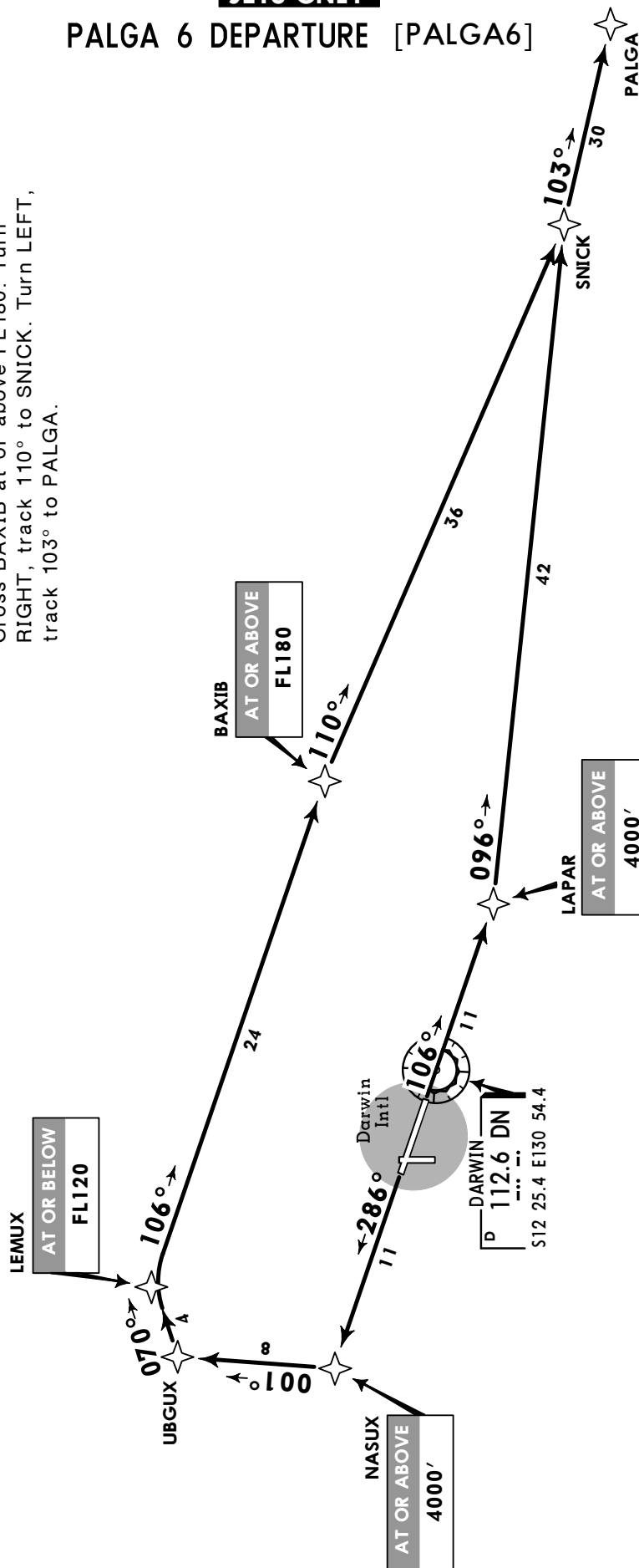
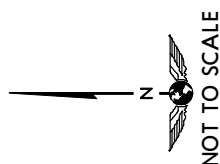
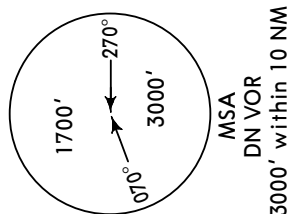
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

PALGA 6 DEPARTURE [PALGA6]

RWY 11: Track 106° to LAPAR. Cross LAPAR at or above 4000'. Turn LEFT, track 096° to SNICK. Turn RIGHT, track 103° to PALGA.

RWY 29: Track 286° to NASUX. Cross NASUX at or above 4000'. Turn RIGHT, track 001° to UBGUX. Turn RIGHT, track 070° to LEMUX. Cross LEMUX at or below FL120. Turn RIGHT, track 106° to BAXIB. Cross BAXIB at or above FL180. Turn RIGHT, track 110° to SNICK. Turn LEFT, track 103° to PALGA.



JEPPesen

10-3H

2 DEC 16
Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

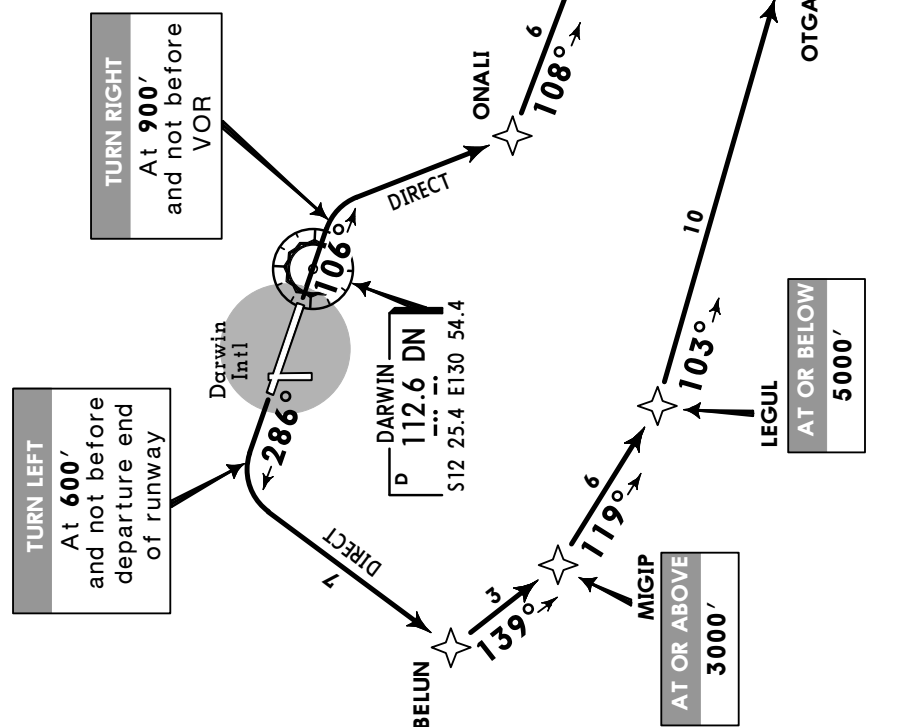
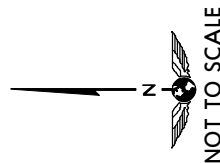
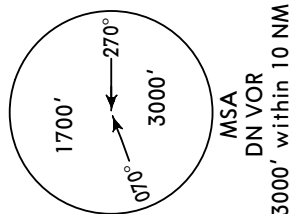
RUSKA 5 DEPARTURE [RUSKA5]

Minimum required climb gradients:
Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

RWY 11: Track 106°. At 900' and not before VOR turn RIGHT, track direct to ONALI. Turn LEFT, track 108° to PAGSO. Cross PAGSO at 3000'. Track 108° to VABLI. Cross VABLI at or below 6000'. Turn LEFT, track 097° to RUSKA.

RWY 29: Track 286°. At 600' and not before departure end of runway turn LEFT, track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000'. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000'. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000'. Turn RIGHT, track 085° to ITTSA. Turn RIGHT, track 097° to VABLI. Track 097° to RUSKA.



JEPPesen

10-3J

2 DEC 16

Eff 7 Dec 1600Z

RNAV SID

DARWIN Clearance 126.8

DARWIN Approach EAST (R) (DEP) 125.2

DARWIN Approach WEST (R) (DEP) 134.1

DARWIN, NT, AUSTRALIA

YPDN DARWIN INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY

VANDI 5 DEPARTURE [VANDI5]

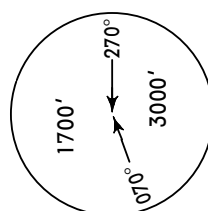
RWY 29: Track 286°. At 600' and not before departure end of runway, turn LEFT track direct to BELUN. Turn LEFT, track 139° to MIGIP. Cross MIGIP at or above 3000'. Turn LEFT, track 119° to LEGUL. Cross LEGUL at or below 5000'. Turn LEFT, track 103° to OTGAX. Turn LEFT, track 079° to TEGIT. Cross TEGIT at or above 9000'. Turn LEFT, track 060° to DUGAM. Cross DUGAM at or above FL140. Track 060° to BURBA. Cross BURBA at or below FL170. Turn RIGHT, track 071° to VANDI.

RWY 11: Track 106°. At 1500' and not before VOR turn LEFT, track direct to PAMGA. Cross PAMGA at 3000'. Track 064° to BAXIB. Cross BAXIB at or below 8000'. Turn RIGHT, track 088° to VANDI.

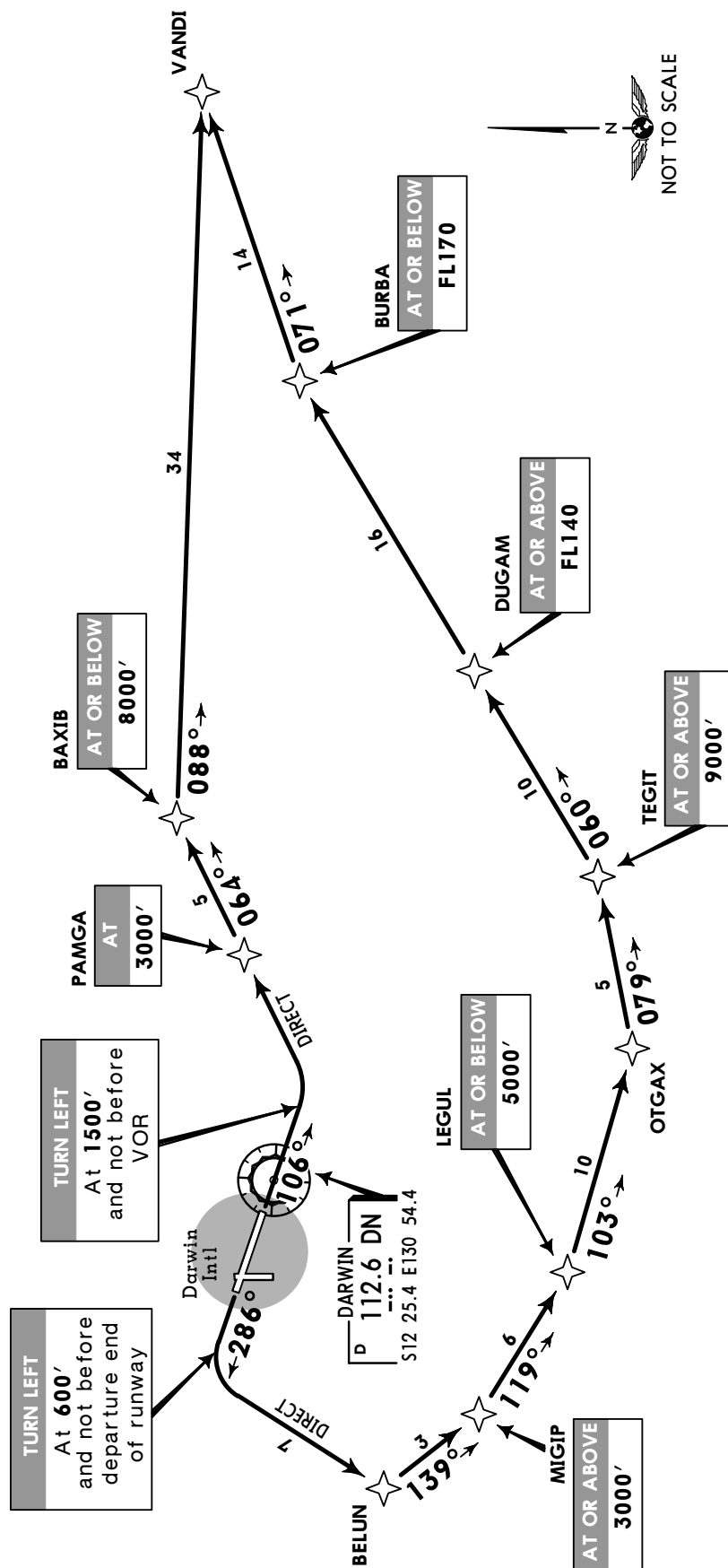
Minimum required climb gradients:

Rwy 29: 3.3% for obstacles. 7.0% to 3000' to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



MSA
DN VOR
3000' within 10 NM



YPDN/DRW

JEPPESEN **DARWIN, NT, AUSTRALIA**
23 MAY 14 **10-4** **Eff 29 May** **DARWIN INTL**

NOISE**NOISE ABATEMENT PROCEDURES****LOCAL TIME minus 9 1/2 HOURS = UTC****1. PREFERRED RUNWAYS****1.1 LANDING**

Runway 11 for arrival tracks within the sector 200° through NORTH to 020°.

Runway 29 for arrival tracks within the sector 021° through SOUTH to 199°.

1.2 TAKE-OFF

Runway 11 for departure tracks within the sector 021° through SOUTH to 199°.

Runway 29 for departure tracks within the sector 200° through NORTH to 020°.

2. PREFERRED FLIGHT PATHS**2.1 ARRIVING AIRCRAFT**

2.1.1 Preferred runway requirements apply.

2.1.2 Arriving aircraft at night: All JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) arriving from the WEST to land Rwy 29, or arriving from the EAST to land Rwy 11 can expect radar vectoring NORTH of built up areas or SOUTH over water, sunset to sunrise.

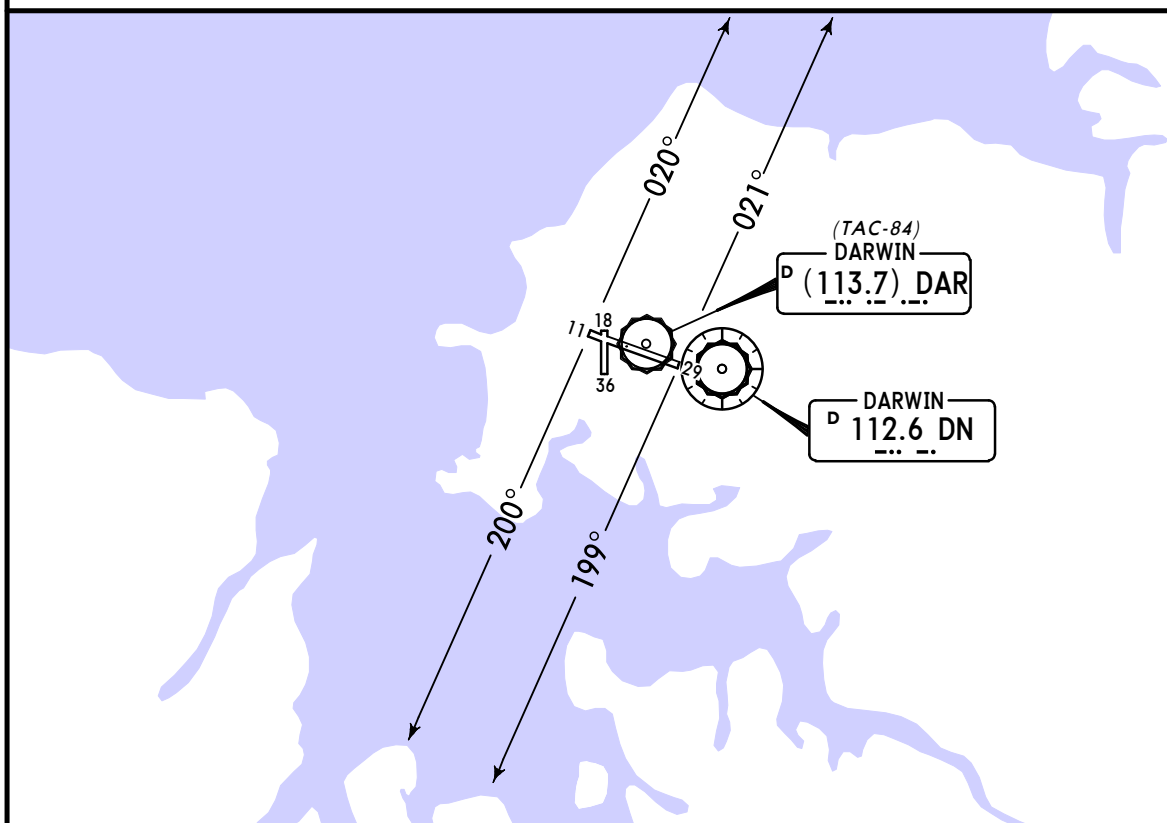
2.1.3 Military Strike/Fighter Aircraft: In VMC, military aircraft can expect straight-in visual approach. VTOL OPS are not permitted. Initial and break/pitch not permitted. In case of visual overshoot or go-round, maintain runway heading until 2000' AMSL, proceed for further straight-in approach. If fuel limited, make circuit SOUTH of Runway 11/29.

2.2 DEPARTING AIRCRAFT

2.2.1 All runways: IFR category aircraft can expect to be instructed by ATC to track via Standard Instrument Departure (SID).

2.2.2. Unless cleared via SID, all JET and TURBOPROP aircraft above 55,116 lbs (25,000 kg) are to maintain runway heading until 2000' AMSL and:

- (a) D2.0 DN/D3.0 DAR TACAN off Runway 11 between 2030 and 1230 UTC.
- (b) D7.0 DN/D8.0 DAR TACAN off Runway 11 between 1230 and 2030 UTC.
- (c) D5.0 DN/D3.0 DAR TACAN off Runway 29.



YPDN/DRW

Apt Elev **103'**
S12 24.9 E130 52.6

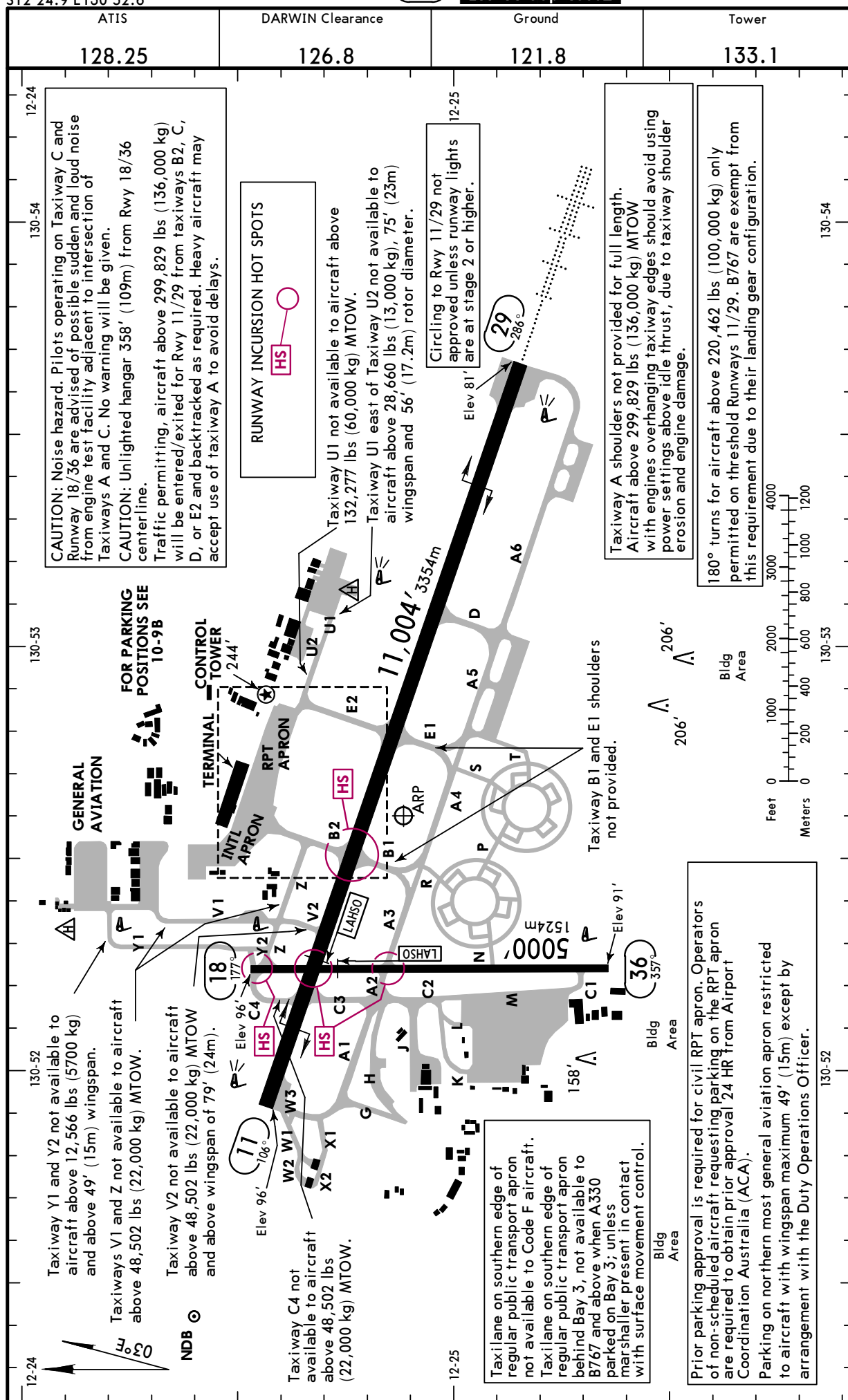
9 SEP 16

(10-9)

Eff 14 Sep 1600Z

DARWIN, NT, AUSTRALIA

DARWIN INTL



YPDN/DRW

 **JEPPESEN****DARWIN, NT, AUSTRALIA**

9 SEP 16

10-9A Eff 14 Sep 1600Z**DARWIN INTL**GENERAL

CAUTION: Possibility of wind shear/turbulence on short final for all runways.

CAUTION: Model aircraft operate at East Point (ETP) surface to 400' AGL 270°/2.9 NM from ARP.

Bird hazard exists.

PPR for civil and foreign military aircraft transiting RAAF Darwin from Base Command Post. 72 hours prior notice.

Hours of operation: Civil airport 24 hours. Military airfield daily 2130-1230. Other times PPR 72 hours prior notice.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope			
11	HIRL PAPI (angle 3.0°, MEHT 57')					197'
29	HIRL HIALS PAPI (angle 3.0°, MEHT 59')		9994' 3046m	18/36 8816' 2687m		60m

1 Grooved.

Standby power available. Portable in emergency with 45 minutes prior notice.

18						98'
36				11/29 3760' 1146m		30m

TAKE-OFF

	All Rwys	
	With RL & RCLM	Other
1 Eng	300' - 2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km	
2, 3 & 4 Eng	550m	800m

FOR FILING AS ALTERNATE

	Special	ILS Z or LOC Z Rwy 29 ILS X or LOC X Rwy 29 VOR Z Rwy 29 VOR Rwy 11 NDB Rwy 11 RNAV-Z (GNSS) Rwy 11 RNAV-Z (GNSS) Rwy 29 RNAV-Z (GNSS) Rwy 36	VOR Y Rwy 29
A	800' - 4.0 km	1097' - 4.4 km	1397' - 4.4 km
B			
C		1197' - 6.0 km	1397' - 6.0 km
D		1 1397' - 7.0 km	1397' - 7.0 km

1 CAT D not applicable for RNAV Rwy 36.

YPDN/DRW

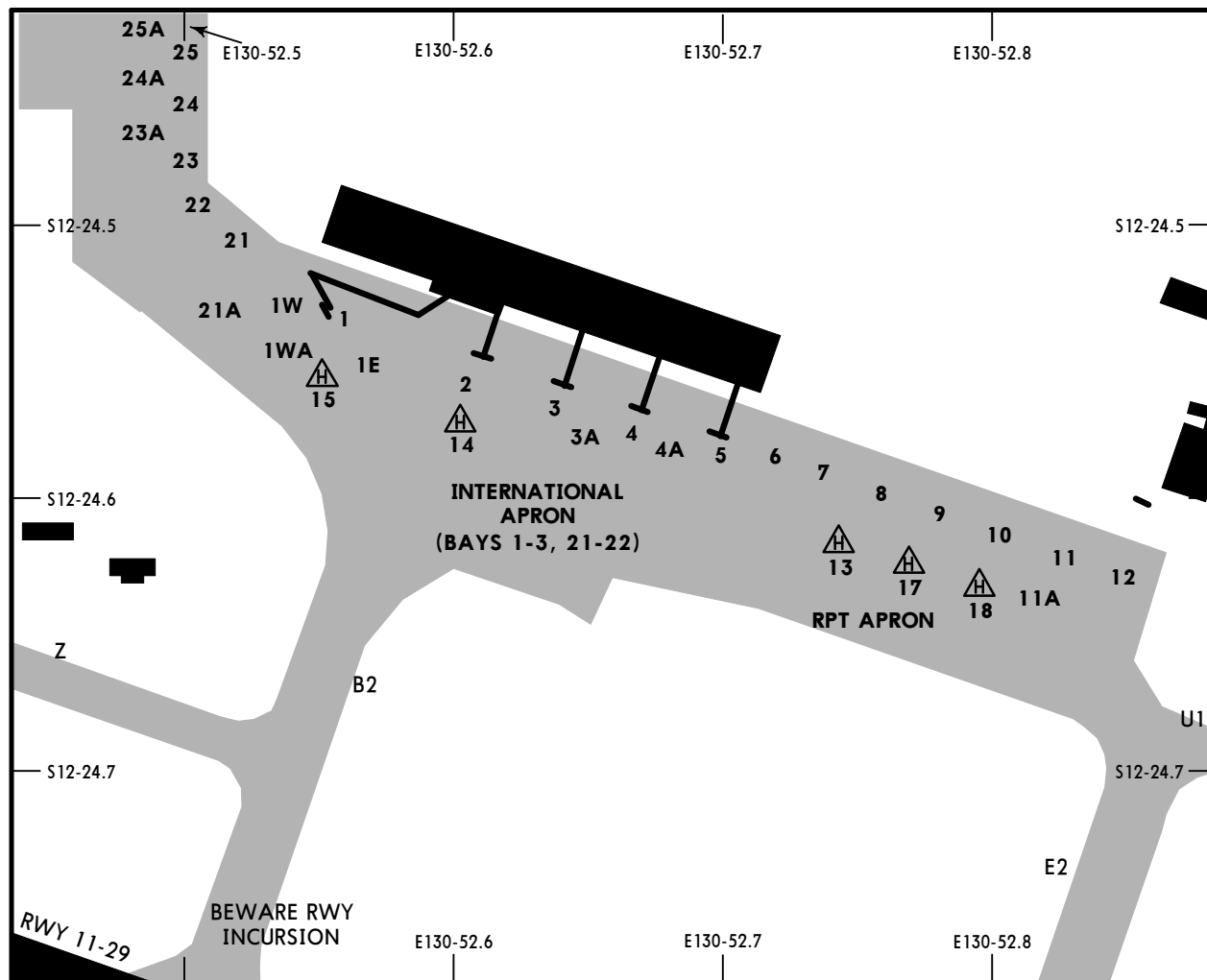
JEPPESEN**DARWIN, NT, AUSTRALIA**

22 MAY 15

(10-9B)

Eff 28 May

DARWIN INTL

**PARKING STAND COORDINATES**

STAND No.	COORDINATES	ELEV	CAPACITY	DOCKING SYSTEM
1	S12 24.5 E130 52.6	73'	A380/AN124	SAFEGATE DGS
1E	S12 24.5 E130 52.6	73'	A321	
1W	S12 24.5 E130 52.6	73'	A321/B738	
1WA	S12 24.5 E130 52.5	74'	DH8C	
2	S12 24.5 E130 52.6	73'	B744	
3	S12 24.5 E130 52.7	72'	B763	SAFEGATE DGS
3A	S12 24.5 E130 52.7	72'	SF34/E120	
4	S12 24.5 E130 52.7	72'	A321/B738	SAFEGATE DGS
4A	S12 24.6 E130 52.7	72'	SF34/E120	
5	S12 24.6 E130 52.7	72'	A321/B738	SAFEGATE DGS
6	S12 24.6 E130 52.7	72'	A321/B738	
7	S12 24.6 E130 52.8	72'	A321/B738	
8	S12 24.6 E130 52.8	72'	B717	
9 thru 11	S12 24.6 E130 52.8	72'	A321/B738	
11A	S12 24.6 E130 52.8	72'	B763	SAFEGATE DGS
12	S12 24.6 E130 52.9	72'	A320/B738	
H13	S12 24.6 E130 52.8	72'	AS332/EC 225	
H14	S12 24.5 E130 52.6	72'	AS332/EC 225	
H15	S12 24.5 E130 52.6	74'	AS332/EC 225	
H17, H18	S12 24.6 E130 52.8	72'	AS332/EC 225	SAFEGATE DGS
21	S12 24.5 E130 52.5	74'	A321/B738	
21A	S12 24.5 E130 52.5	74'	SF34/E120	
22, 23	S12 24.5 E130 52.5	73'	A321/B738	
23A	S12 24.5 E130 52.5	73'	SF34/E120	
24A	S12 24.4 E130 52.5	73'	SF34/E120	
24	S12 24.4 E130 52.5	73'	A321/B738	
25	S12 24.4 E130 52.5	72'	A321/B738	
25A	S12 24.4 E130 52.5	72'	SF34/E120	

For specific aircraft operating capabilities and procedures, contact Darwin International Airport Management.

YPDN/DRW

 **JEPPESEN**

13 MAR 15

10-9C

DARWIN, NT, AUSTRALIA**DARWIN INTL****VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)**

The Safegate Docking Guidance System is used at International Terminal Bays 1, 2, 3, 4 and 5. Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

- a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.
- b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

Aircraft Types**Type****Display**

Airbus Industrie	310 (Bay 2), 319, 320, 321 (Bays 1, 2, 3, 4 & 5), 330 (Bays 1 & 2), 340-300 (Bay 1), 340-600 (Bay 1), 380 (Bay 1).
Antonov	An-124 (Bay 1)
Boeing	717 (Bays 1, 2, 3, 4 & 5), 737 All Series (Bays 2, 3 & 4), 737-300 (Bay 1), 737-500 (Bay 1), 737-800 (Bays 1 & 5), 757 (Bays 1, 2 & 3), 767 (Bays 1, 2 & 3), 777 (Bays 1 & 2), 787 (Bays 1 & 2).
Embraer	E170, E190 (Bays 1, 2, 3, 4 & 5).
Fokker	F70 (Bays 1 & 2), F100 (Bays 1, 2, 3, 4 & 5).
McDonnell Douglas	MD11 (Bay 1)

System Operation

The following is the sequence of system operation from initial approach to STOP:

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.
NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.
- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.
NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.
- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.
NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.
- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.
NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.
- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.
NOTE: If the detected aircraft is lost prior to 39' (12m) to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

YPDN/DRW

 **JEPPESEN**

13 MAR 15

10-9D

DARWIN, NT, AUSTRALIA**DARWIN INTL****VISUAL DOCKING GUIDANCE SYSTEMS**

- i. When the aircraft is 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.

- k. When the aircraft has parked, OK will be displayed.

- l. If the aircraft has overshot the position, TOO FAR will be displayed.

- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

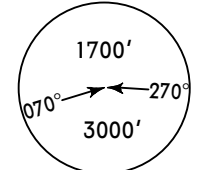
YPDN/DRW
DARWIN INTL

JEPPesen
2 DEC 16
Eff 7 Dec 1600Z (11-1)

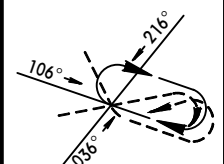
DARWIN, NT, AUSTRALIA
ILS-Z or LOC-Z Rwy 29

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
LOC IDN 109.7	Final Apch Crs 286°	GS OM 1320' (1239')	ILS DA(H) 290' (209')	Apt Elev 103' Rwy 81'
MISSED APCH: Track 286°, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'				
1. IDN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500' AGL east of MM. 3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure.				



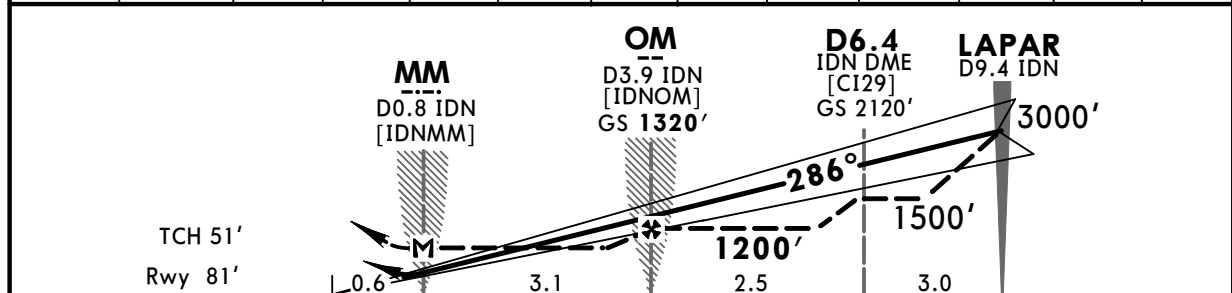
MSA DN VOR
3000'
within 10 NM



LAPAR HOLDING

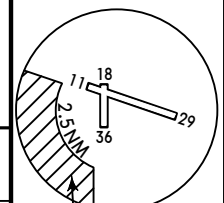


LOC (GS out)	IDN DME	1.5	2.0	3.0	3.9	5.0	6.0	6.4	7.0	8.0	9.0	9.2
	ALTITUDE	550'	720'	1030'	1320'	1670'	1990'	2120'	2310'	2630'	2940'	3000'



Gnd speed-Kts	70	90	100	120	140	160						
GS	3.00°	372	478	531	637	743	849					
MAP at MM												

STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND				
ILS			LOC (GS out)						
DA(H) 290' (209')			MDA(H) 550' (469')						
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)			
A					100	700'(597') - 2.4 km			
B					135				
C	0.8 km	1.2 km	1.5 km	1.7 km	180	800'(697') - 4.0 km			
D					205	1000'(897') - 5.0 km			



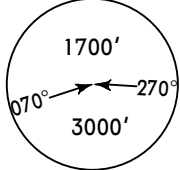
No Circling in Sector
Southwest of Rwy
11/29 and Rwy 18/36
Beyond 2.5 NM

YPDN/DRW
DARWIN INTL

JEPPesen
2 DEC 16
Eff 7 Dec 1600Z **(11-2)**

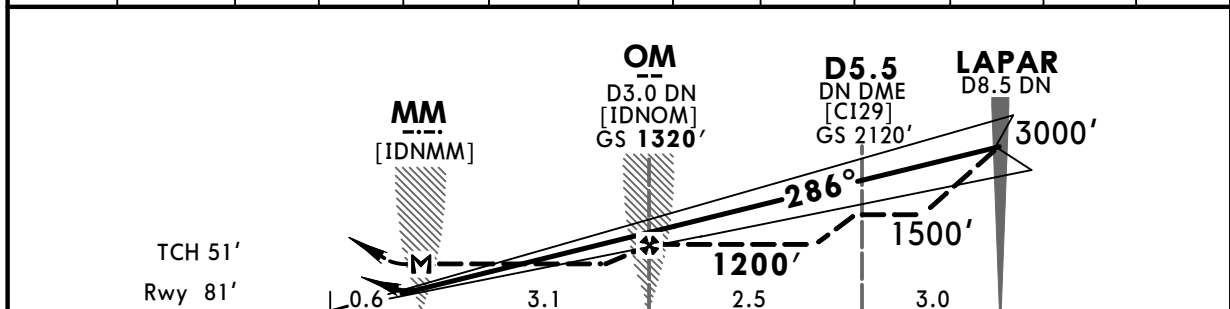
DARWIN, NT, AUSTRALIA
ILS-X or LOC-X Rwy 29

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
LOC IDN 109.7	Final Apch Crs 286°	GS OM 1320' (1239')	ILS DA(H) 290' (209')	Apt Elev 103' Rwy 81'
MISSED APCH: Track 286°, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'				
1. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500' AGL east of MM. 3. Aircraft may be RADAR vectored to final east of OM. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GPS permitted in lieu of DME. Reference waypoint DN VOR.				
				 MSA DN VOR 3000' within 10 NM



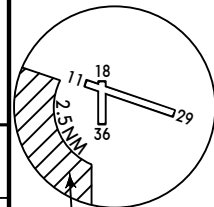
LOC (GS out)	DN DME	0.6	1.0	2.0	3.0	4.0	5.0	5.5	6.0	7.0	8.0	8.3
	ALTITUDE	550'	690'	1000'	1320'	1640'	1960'	2120'	2280'	2600'	2920'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS		286° 3000'	
GS	3.00°	372	478	531	637	743				
MAP at MM										

PANS OPS

STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND				
ILS			LOC (GS out)						
DA(H) 290' (209')			MDA(H) 550' (469')						
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)			
A					100	700' (597') - 2.4 km			
B					135				
C	0.8 km	1.2 km	1.5 km	1.7 km	180	800' (697') - 4.0 km			
D					205	1000' (897') - 5.0 km			



YPDN/DRW
DARWIN INTL

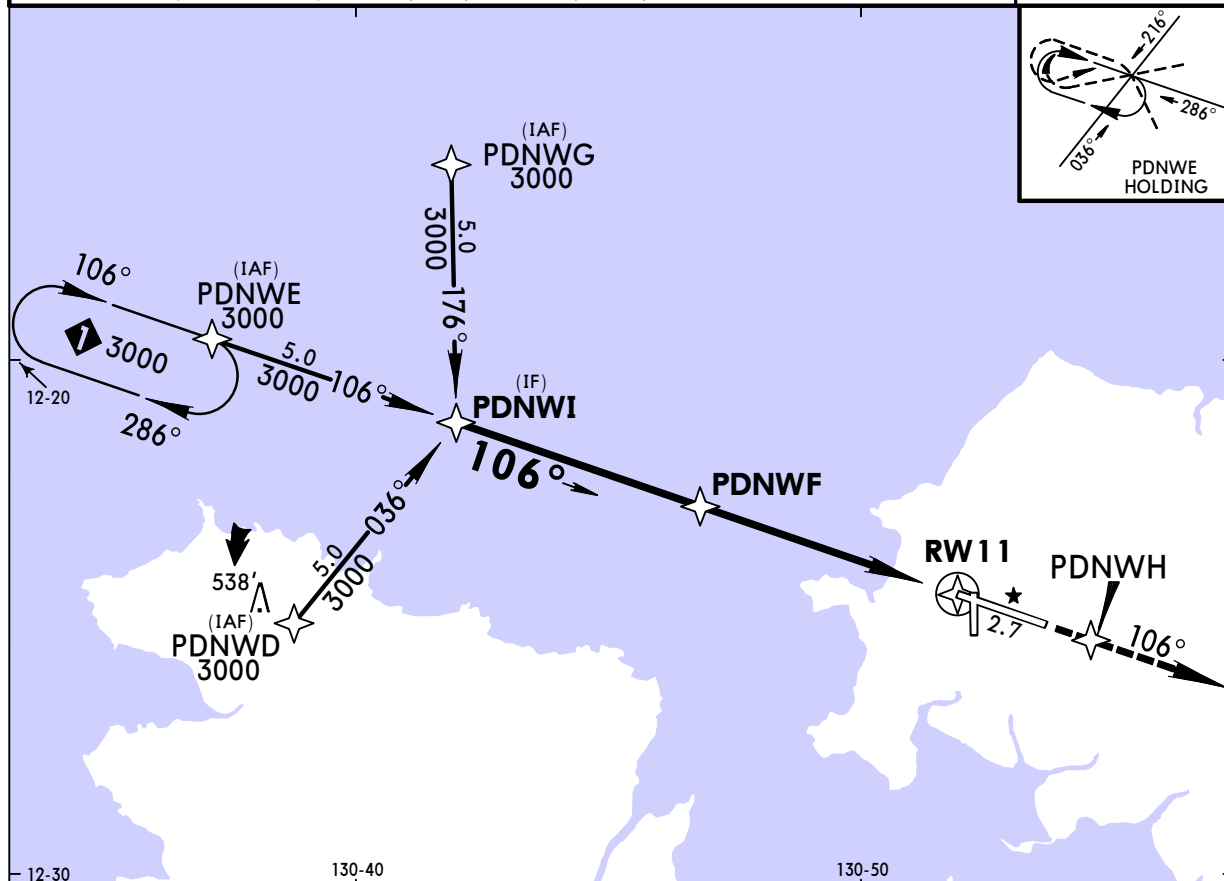
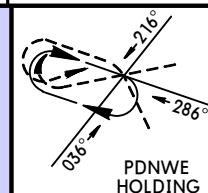
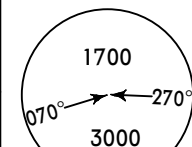
24 FEB 17
Eff 2 Mar

JEPPESSEN
(12-1)

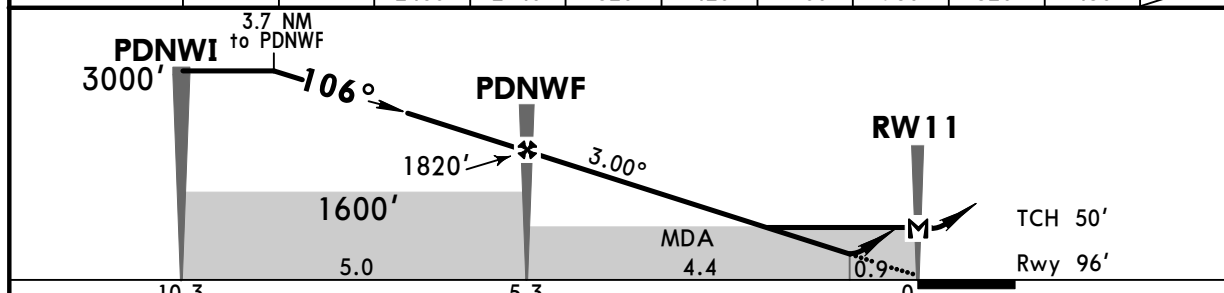
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 11

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
RNAV	Final Apch Crs 106°	Procedure Alt PDNWF 1820' (1724')	LNAV/VNAV DA(H) 430' (334')	Apt Elev 103' Rwy 96'
MISSED APCH: Track direct to PDNWH, then track 106°. Climb to 3000'.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000'				
1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.				



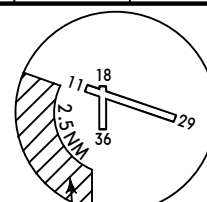
NM to NEXT WPT	3.7	3.0	2.0	1.0	PDNWF	4.0	3.0	2.0	1.2	0.9	RW11
ALTITUDE	3000'	2780'	2460'	2140'	1820'	1420'	1100'	780'	520'	430'	



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle	3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW11										

PANS OPS

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 430' (334')	LNAV MDA(H) 520' (424')	Max Kts	MDA(H)
A B C D	1.9 km	100	700' (597') - 2.4 km
		135	800' (697') - 4.0 km
		180	800' (697') - 4.0 km
		205	1000' (897') - 5.0 km



No Circling in Sector
Southwest of Rwy
11/29 and Rwy 18/36
Beyond 2.5 NM

YPDN/DRW
DARWIN INTL

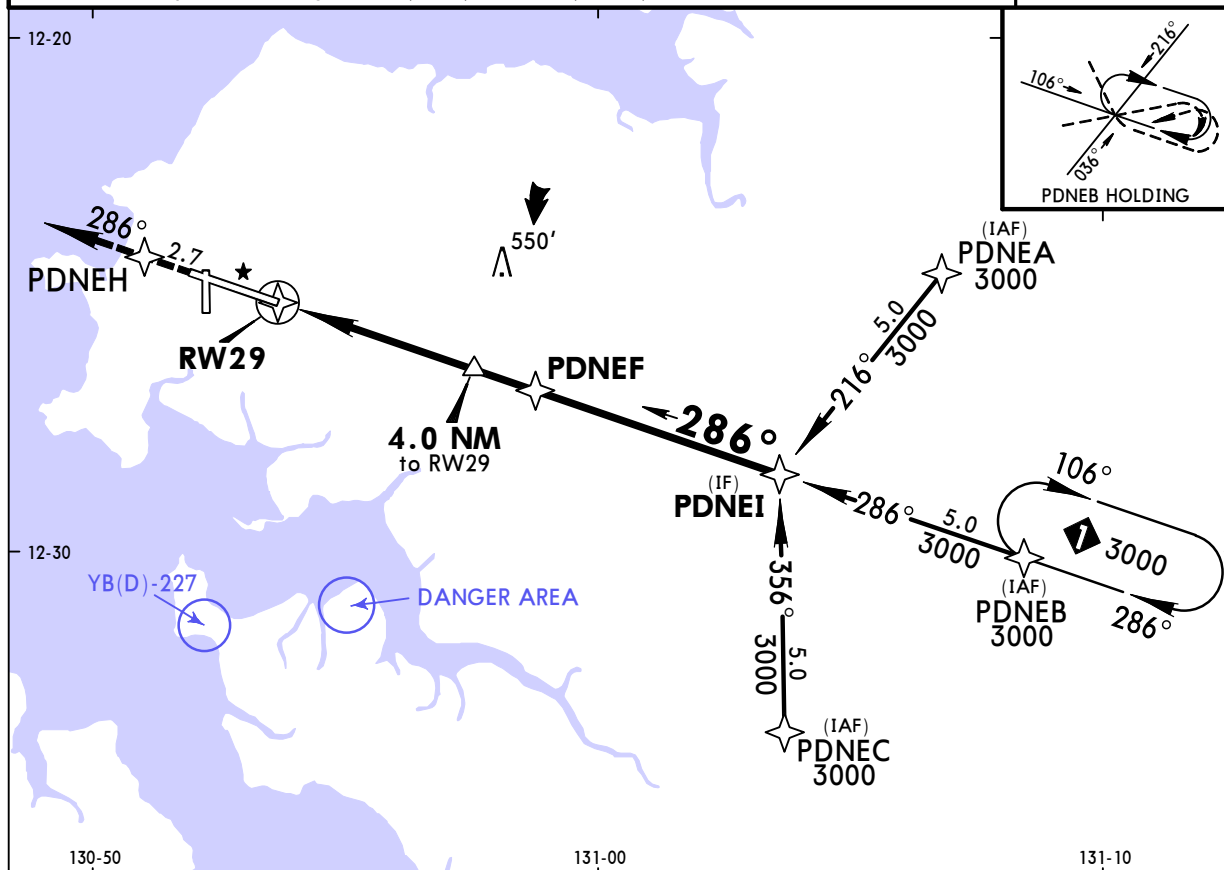
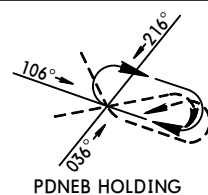
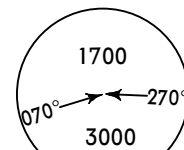
24 FEB 17
Eff 2 Mar

JEPPesen
(12-2)

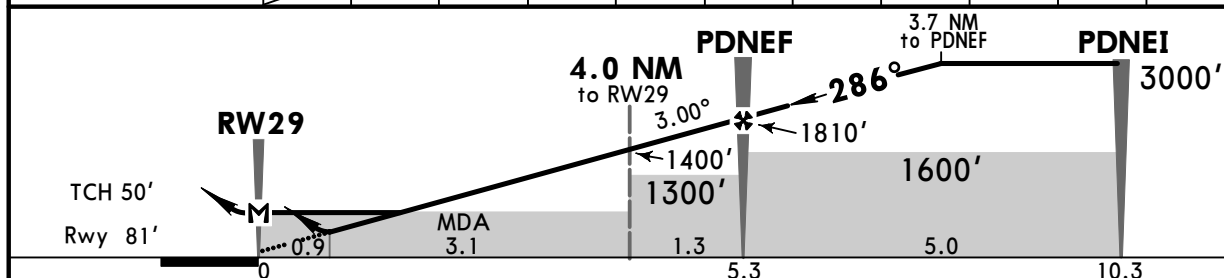
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 29

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
RNAV	Final Apch Crs 286°	Procedure Alt PDNEF 1810' (1729')	LNAV/VNAV DA(H) 430' (349')	Apt Elev 103' Rwy 81'
MISSED APCH: Track direct to PDNEH, then track 286°. Climb to 3000'.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH & temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 10°C (50°F) to 62°C (144°F). 3. Max for initial: 210 KT.				



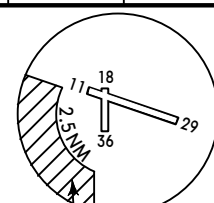
NM to NEXT WPT	RW29	0.9	1.3	2.0	3.0	4.0	PDNEF	1.0	2.0	3.0	3.7
ALTITUDE		430'	530'	770'	1090'	1400'	1810'	2130'	2450'	2760'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS 			
Descent angle	3.00°	372	478	531	637	743				
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW29										

PANS OPS

STRAIGHT-IN LANDING RWY29				CIRCLE-TO-LAND		
LNAV/VNAV		LNAV				
DA(H) 430' (349')		MDA(H) 530' (449')				
HIALS out		HIALS out		Max Kts	MDA(H)	
A	1.9 km		2.5 km		100	
B					135	
C					180	800' (697') -4.0 km
D					205	1000' (897') -5.0 km



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

YPDN/DRW
DARWIN INTL

2 DEC 16
Eff 7 Dec 1600Z

(12-3)

CAT A, B & C

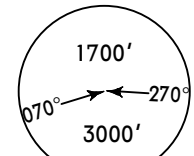
DARWIN, NT, AUSTRALIA
RNAV-Z (GNSS) Rwy 36

BRIEFING STRIP

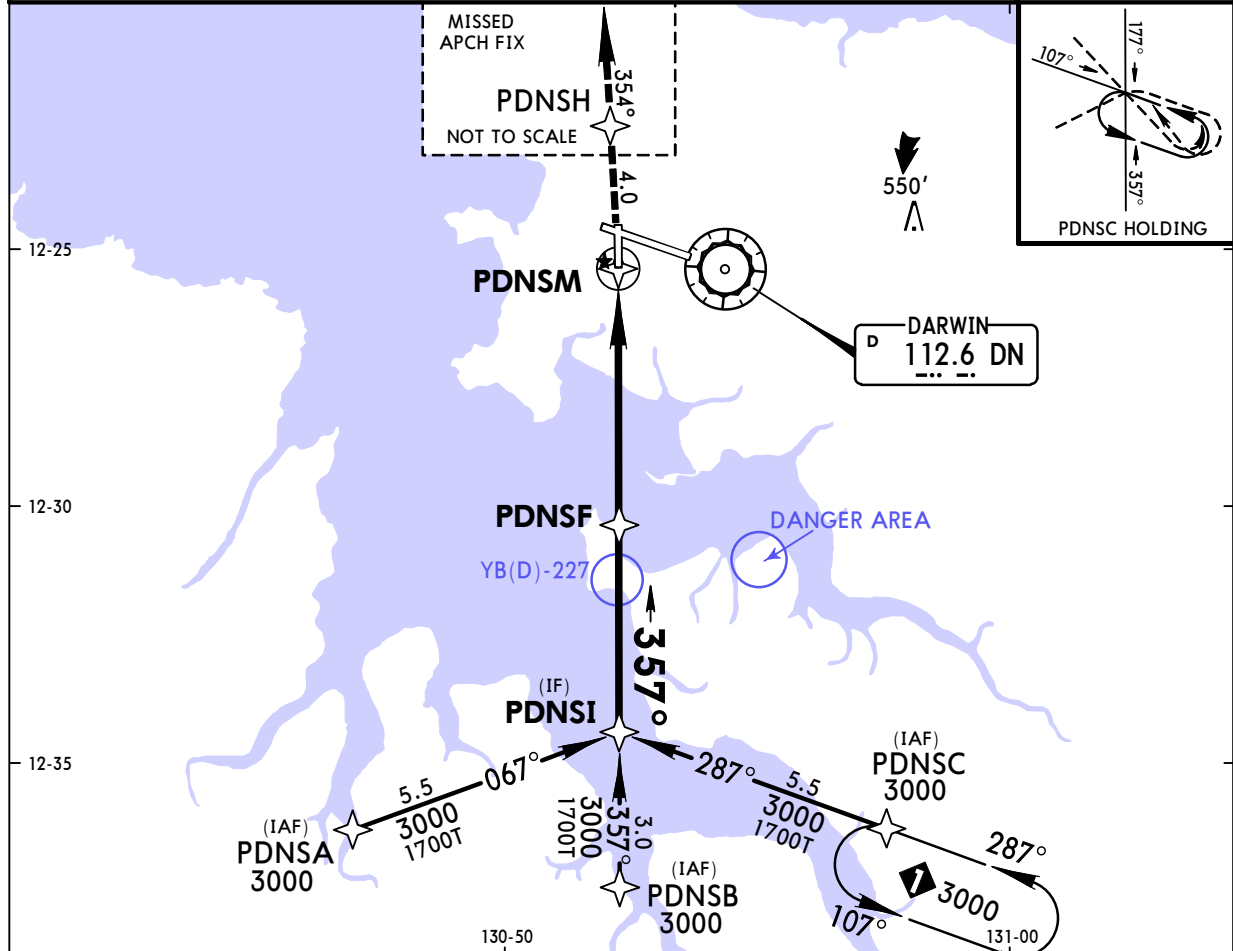
ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
RNAV	Final Apch Crs 357°	Procedure Alt PDNSF 1730' (1639')	MDA(H) 610' (519')	Apt Elev 103' Rwy 91'

MISSED APCH: Track direct to PDNSH, then 354°. Climb to 3000'.

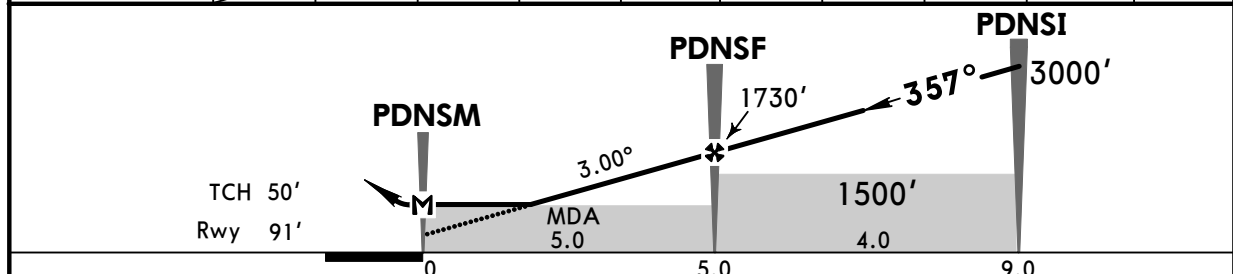
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'
1. CAUTION: Gas plume approaching FAF.



MSA DN VOR
3000'
within 10 NM



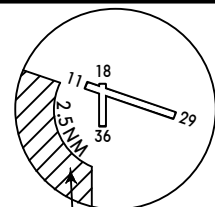
NM to NEXT WPT	PDNSM	1.5	2.0	3.0	4.0	PDNSF	1.0	2.0	3.0	PDNSI
ALTITUDE		610'	780'	1100'	1410'	1730'	2050'	2370'	2690'	3000'



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle 3.00°	372	478	531	637	743	849		
MAP at PDNSM								

PANS OPS

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
MDA(H) 610' (519')				Max Kts	MDA(H)		
A	2.9 km			100	700' (597') - 2.4 km		
B				135			
C				180	800' (697') - 4.0 km		
D	NOT APPLICABLE			D	NOT APPLICABLE		



No Circling in Sector
Southwest of Rwy 11/29 and
Rwy 18/36 Beyond 2.5 NM

YPDN/DRW
DARWIN INTL

2 DEC 16

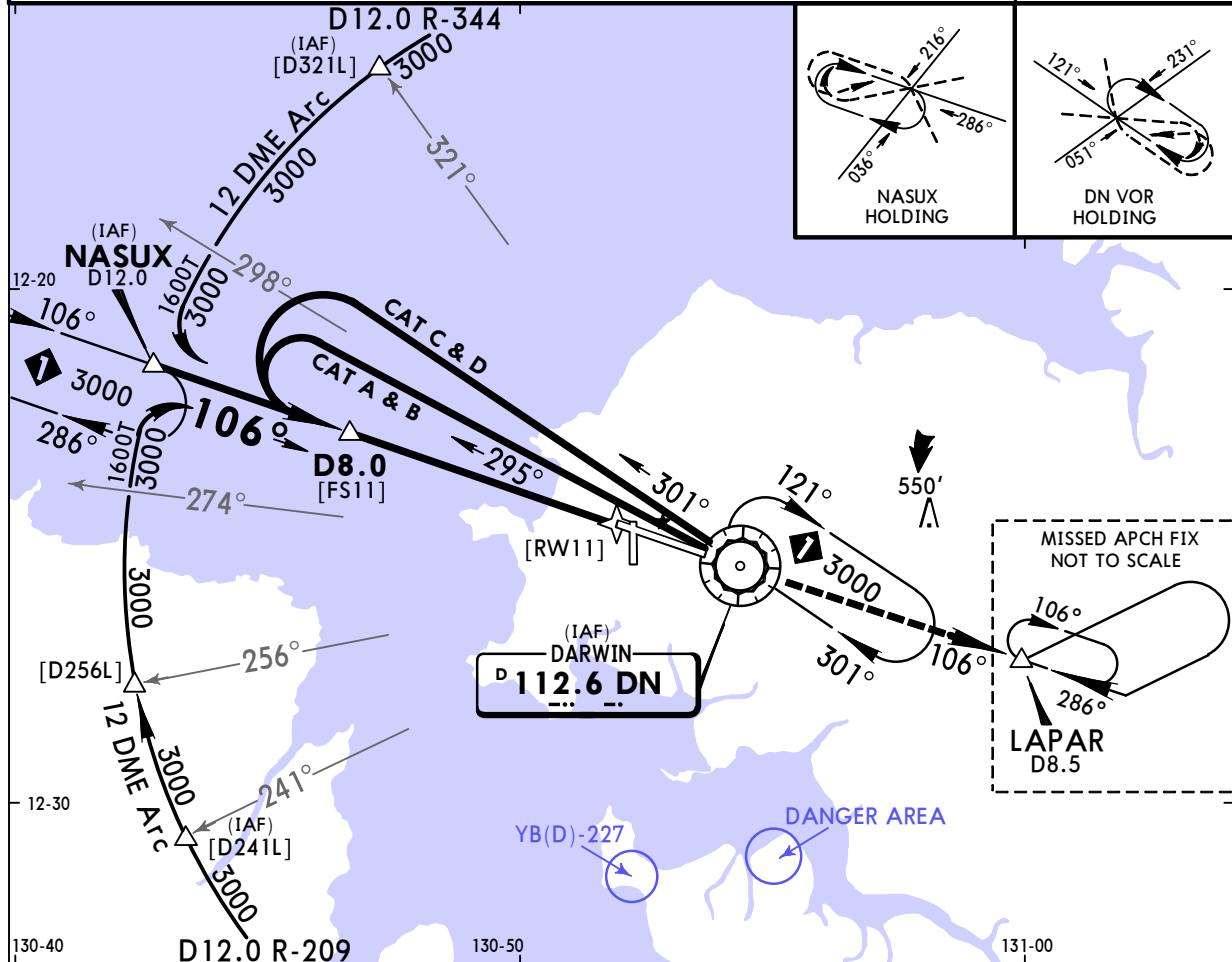
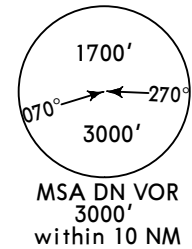
Eff 7 Dec 1600Z

(13-1)

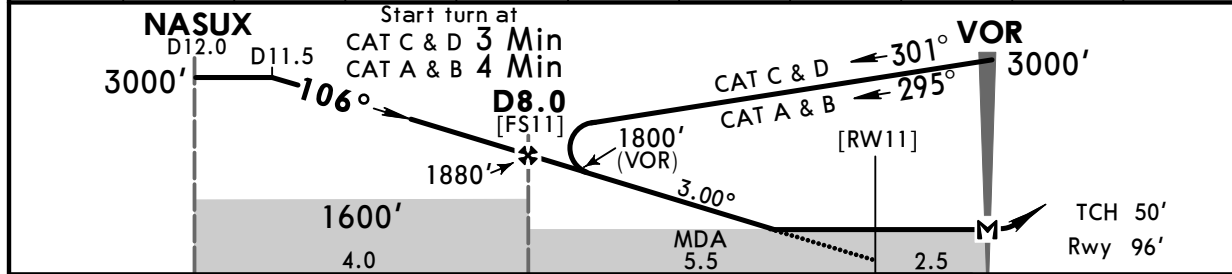
DARWIN, NT, AUSTRALIA
VOR Rwy 11

BRIEFING STRIP


ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
VOR DN 112.6	Final Apch Crs 106°	Minimum Alt D8.0 Refer to Profile	VOR DME MDA(H) 520' (424')	Apt Elev 103' Rwy 96'
MISSED APCH: Track 106°, climb to 3000'. Hold at LAPAR or as directed by ATC.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial: 210 KT. 2. Aircraft may be RADAR vectored to final. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.				



DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000'	2840'	2520'	2200'	1880'	1560'	1240'	930'	610'	520'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR										

STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
VOR DME		VOR	Max		
MDA(H) 520' (424')		MDA(H) 560' (464')	Kts	MDA(H) _____	
A	2.3 km	2.6 km	100	700' (597') - 2.4 km	
B					
C					
D					
			135	800' (697') - 4.0 km	
			180	1000' (897') - 5.0 km	
			205		

PANS OPS

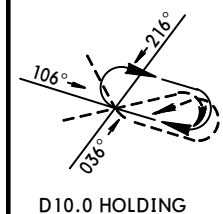
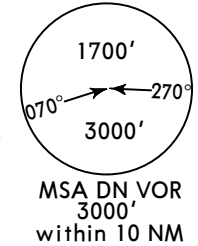
CHANGES: MSA, danger area.

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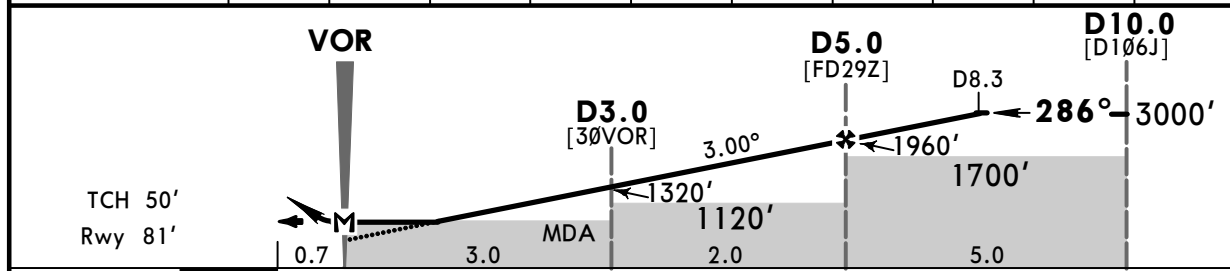
YPDN/DRW
DARWIN INTLJEPPesen DARWIN, NT, AUSTRALIA
2 DEC 16 (13-2) Eff 7 Dec 1600Z VOR-Z Rwy 29

BRIEFING STRIP™

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
VOR DN 112.6	Final Apch Crs 286°	Procedure Alt D5.0 1960' (1879')	MDA(H) 560' (479')	Apt Elev 103' Rwy 81'
MISSED APCH: Track 286°, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'				
1. DN DME REQUIRED. 2. CAUTION: VFR helo ops up to 500' AGL east of 3 NM step. 3. Aircraft may be RADAR vectored to final. 4. DME Ch 84X (113.7) not to be used with this procedure. 5. GNSS permitted in lieu of DME. Reference waypoint DN VOR.				

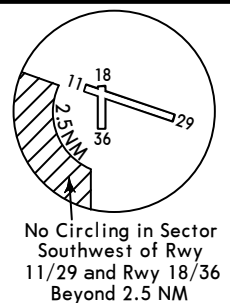


DN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	560'	690'	1000'	1320'	1640'	1960'	2280'	2600'	2910'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI		286°	3000'
Descent Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at VOR										

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
VOR DME		MDA(H)	
MDA(H) 560' (479')		700' (597') - 2.4 km	
HIALS out		800' (697') - 4.0 km	
2.7 km		1000' (897') - 5.0 km	



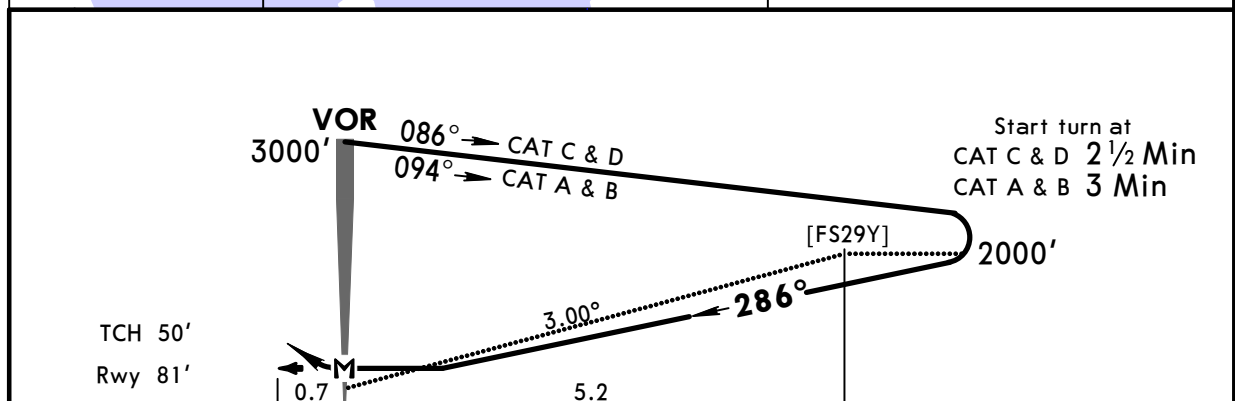
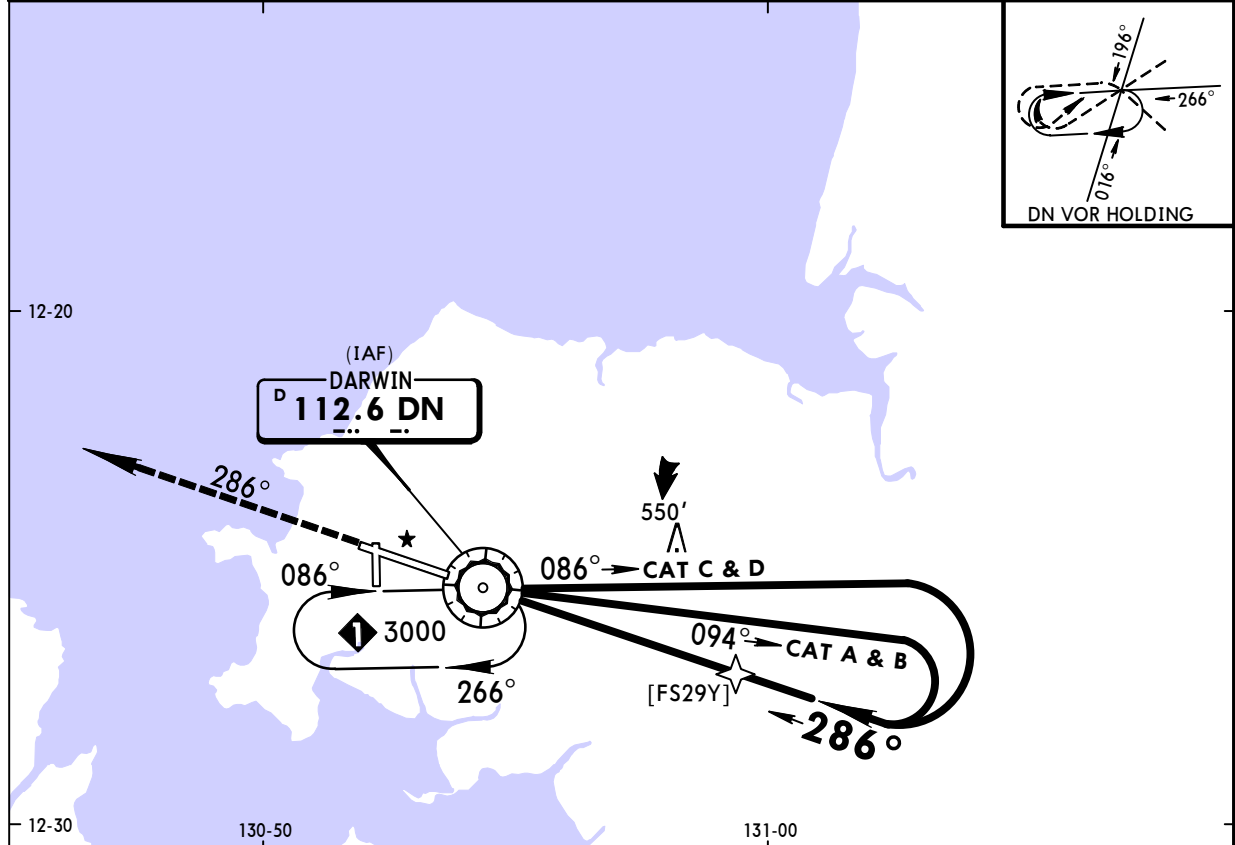
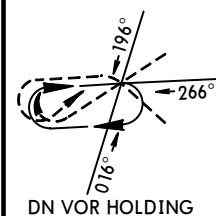
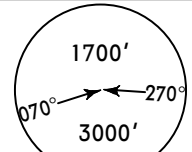
PANS OPS

YPDN/DRW
DARWIN INTL

JEPPesen **DARWIN, NT, AUSTRALIA**
2 DEC 16 **(13-3)** Eff 7 Dec 1600Z **VOR-Y Rwy 29**

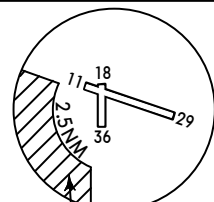
BRIEFING STRIP™

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
VOR DN 112.6	Final Apch Crs 286°	No FAF	MDA(H) 1000' (919')	Apt Elev 103' Rwy 81'
MISSED APCH: Track 286°, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 110 Trans alt: 10000'				
1. CAUTION: VFR helo ops up to 500' AGL east of 3 NM step. 2. Aircraft may be RADAR vectored to final.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		286°	3000'
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR										

STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND		
VOR MDA(H) 1000' (919')			MDA(H)		
HIALS out			Max Kts		
5.0 km			100	1000' (897') -2.4 km	
			135	1000' (897') -4.0 km	
			180	1000' (897') -4.0 km	
			205	1000' (897') -5.0 km	



No Circling in Sector Southwest of Rwy 11/29 and Rwy 18/36 Beyond 2.5 NM

PANS OPS

YPDN/DRW
DARWIN INTL

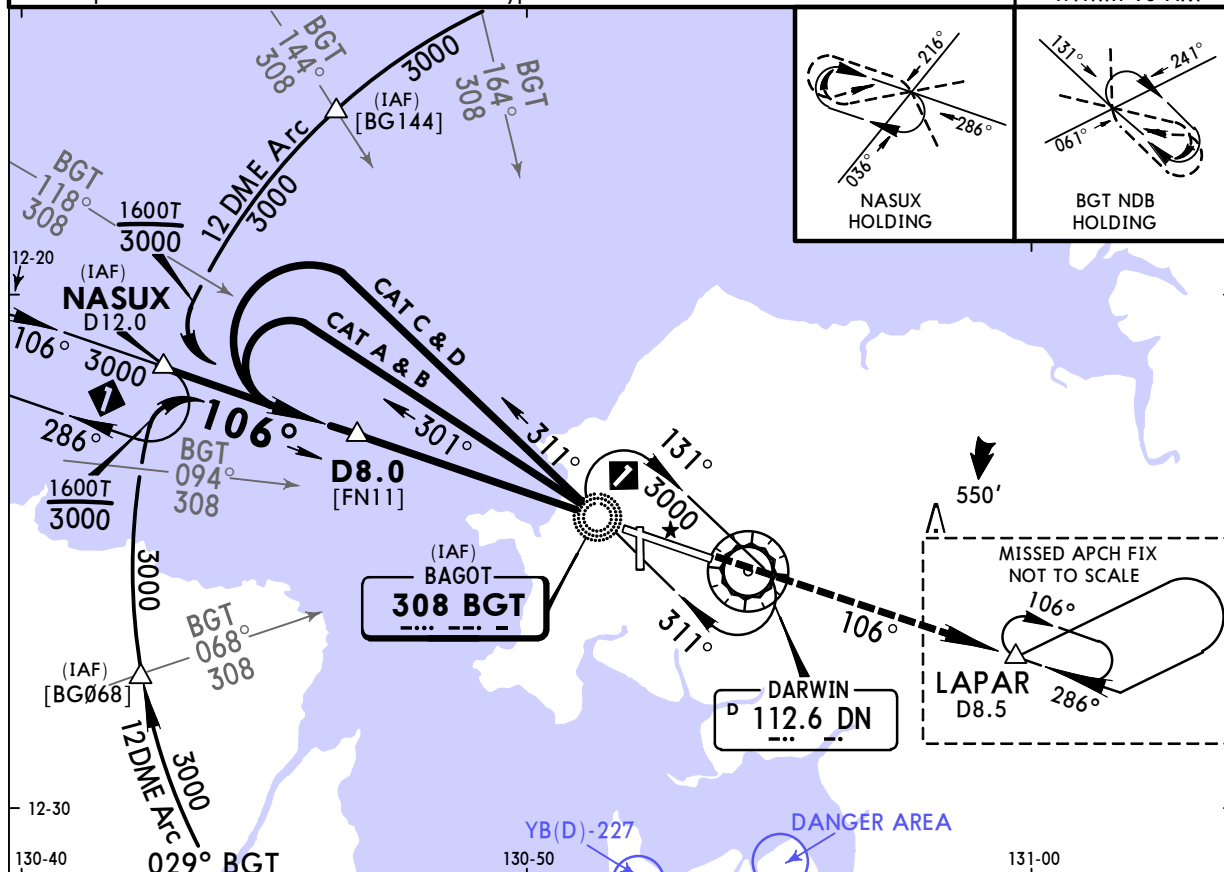
JEPPesen

2 DEC 16 16-1 Eff 7 Dec 1600Z

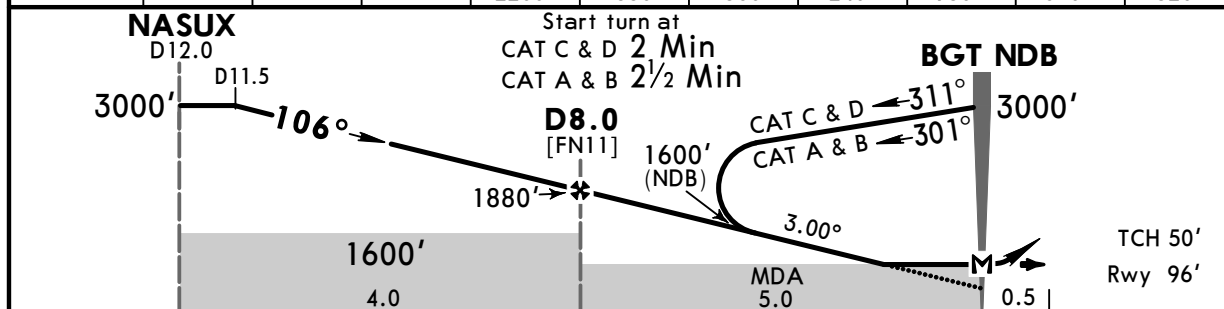
DARWIN, NT, AUSTRALIA
NDB Rwy 11

BRIEFING STRIP

ATIS 128.25	DARWIN Approach (R) West 134.1 East 125.2	*DARWIN Traffic (Approach Sequencing) 123.0	DARWIN Tower 133.1	Ground 121.8
NDB BGT 308	Final Apch Crs 106°	Minimum Alt D8.0 Refer to Profile	NDB DME MDA(H) 520' (424')	Apt Elev 103' Rwy 96'
MISSED APCH: Track 106°, climb to 3000', hold at LAPAR or as directed by ATC.				
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial: 210 KT. 2. Aircraft may be RADAR vectored to final. 3. DME Ch 84X (113.7) not to be used with this procedure. 4. GPS permitted in lieu of DME. Reference waypoint DN VOR.				
				1700' 070° ← 270° 3000' MSA DN VOR 3000' within 10 NM



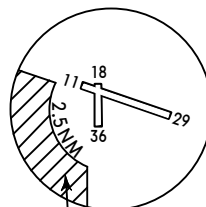
DN DME	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.7
ALTITUDE	3000'	2840'	2520'	2200'	1880'	1560'	1240'	930'	610'	520'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at BGT NDB										
								PAPI	106°	3000'

PANS OPS

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
NDB DME	NDB	Max Kts	MDA(H)
MDA(H) 520' (424')	MDA(H) 560' (464')	100	700' (597') -2.4 km
		135	
		180	800' (697') -4.0 km
		205	1000' (897') -5.0 km
A			
B			
C	2.3 km		
D			



No Circling in Sector
Southwest of Rwy
11/29 and Rwy 18/36
Beyond 2.5 NM