

19 MAR 2026

AD ELEV 103
12 24 53S 130 52 36E

AERODROME CHART - Page 2
DARWIN, NT (YPDN)

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1		Bearings are Magnetic Elevations in FEET AMSL
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AERODROME LIGHTING					
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RWY	TAXIWAY : GREEN CENTRELINE EXC C4, V2, Y & Z, WEST OF TWY V; RGL RL : MAN, SDBY (15 SEC, 1 SEC DURING LOW VIS PROCEDURES)				
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11 ¹⁰⁷ 287 29	PAPI 3.0° 65FT HIRL	MIRL RCLM
	PAPI 3.0° 60FT HIRL HIAL-CAT 1	MIRL RCLM SFL

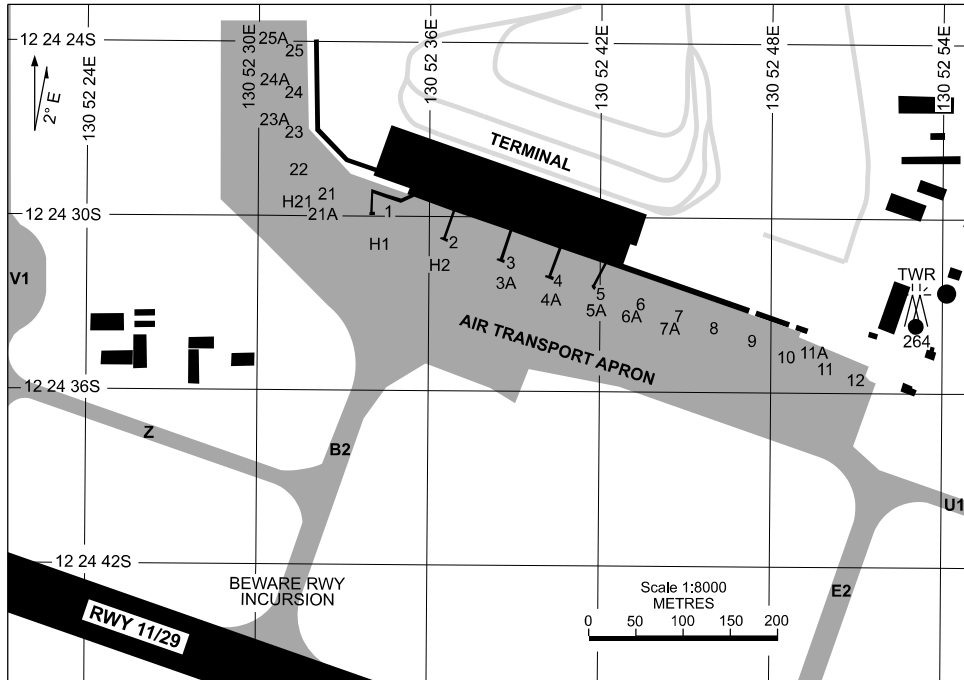
18 ¹⁷⁸ 358 36	NIL
	NIL

NOTES

Changes: RWY BRG.

PDNAD02-186

19 MAR 2026



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	12 24 29.85S	130 52 34.59E	73	A380/A124	JET A1	SAFEGATE
2	12 24 30.88S	130 52 36.77E	73	B744	JET A1	SAFEGATE
3	12 24 31.58S	130 52 38.75E	72	B763	JET A1	SAFEGATE
3A	12 24 32.24S	130 52 38.67E	72	E120/SF34	JET A1	
4	12 24 32.16S	130 52 40.48E	72	A321/B738	JET A1	SAFEGATE
4A	12 24 32.82S	130 52 40.25E	72	SF34/E120	JET A1	
5	12 24 32.61S	130 52 42.02E	72	A321/B738	JET A1	SAFEGATE
5A	12 24 33.15S	130 52 41.85E	72	E120	JET A1	
6	12 24 32.96S	130 52 43.41E	72	A320/B738	JET A1	
6A	12 24 33.32S	130 52 43.12E	72	E120	NIL	
7	12 24 33.35S	130 52 44.77E	72	A320/B738	JET A1	
7A	12 24 33.78S	130 52 44.49E	72	E120/SF34	JET A1	
8	12 24 33.79S	130 52 46.00E	72	E190	JET A1	
9	12 24 34.24S	130 52 47.35E	72	A320/B738	NIL	
10	12 24 34.70S	130 52 48.69E	72	A320/B738	NIL	
11	12 24 35.19S	130 52 49.96E	71	A320/B738	NIL	
11A	12 24 34.62S	130 52 49.35E	71	A330/B789	NIL	
12	12 24 35.52S	130 52 51.06E	70	A320/B738	NIL	
21	12 24 29.27S	130 52 32.40E	74	A321/B738	JET A1	
21A	12 24 29.89S	130 52 32.15E	74	E120/SF34	JET A1	
22	12 24 29.42S	130 52 31.42E	74	A321/B738	JET A1	
23	12 24 27.03S	130 52 31.15E	73	A321/B738	JET A1	
23A	12 24 26.86S	130 52 30.59E	73	E120/SF34	JET A1	
24	12 24 25.67S	130 52 31.10E	73	A321/B738	JET A1	
24A	12 24 25.47S	130 52 30.55E	73	E120/SF34	JET A1	
25	12 24 24.26S	130 52 31.10E	72	A321/B738	JET A1	
25A	12 24 24.00S	130 52 30.54E	72	E120/SF34	JET A1	
H1	12 24 30.97S	130 52 34.20E	72	S61/S92	NIL	
H2	12 24 31.68S	130 52 36.32E	72	S61/S92	NIL	
H21	12 24 29.72S	130 52 31.58E	74	S61/S92	NIL	

Changes: TERMINAL EXTENSION, MAG VAR, Editorial.

DME or GNSS ARRIVAL PROCEDURES DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	SMC 121.8	TWR 133.1	DEP 123.0	Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA
1700
R-251° DN VOR R-091°
3000

**DME USING DN DME
REFERENCE WAYPOINT DN VOR**

2.5 NM

10 NM MSA 3000

DN ::= VOR/DME 112.6

AD ELEV 103

* NO CIRCLING IN SECTOR SW OF RWY 11 / 29 AND RWY 18 / 36 BEYOND 2.5NM

SECTOR A

MISSED APPROACH:
CLIMB ON TRACK TO 3000ft OR AS DIRECTED BY ATC.

NM FM VOR	60	50	30	15	12	7	5	3	0						
CIRCLING MINIMA	A,B: 700-2.4			C: 800-4.0			D: 1000-5.0								
NM FM VOR	25	20	15	10	9	8	7	6	5	4	3	2.4	2		
ALT (3° APCH PATH)	8000	6410	4820	3230	2910	2590	2270	1960	1640	1320	1000	800	700		

SECTOR B

MISSED APPROACH:
CLIMB ON TRACK TO 3000ft OR AS DIRECTED BY ATC.

NM FM VOR	60	50	30	15	8	6	5	3	0						
CIRCLING MINIMA	A,B: 700-2.4			C: 800-4.0			D: 1000-5.0								
NM FM VOR	23.7	20	15	10	9	8	7	6	5	4	3	2	1.7	1.1	0.8
ALT (3° APCH PATH)	8000	6820	5230	3640	3320	3000	2680	2360	2050	1730	1410	1090	1000	800	700

SECTOR C

MISSED APPROACH:
CLIMB ON TRACK TO 3000ft OR AS DIRECTED BY ATC.

NM FM VOR	60	50	30	15	7	5	0								
CIRCLING MINIMA	A,B: 850-2.4			C: 850-4.0			D: 1000-5.0								
NM FM VOR	21.9	20	15	10	9	8	7	6	5	4	3	2	1	0.3	
ALT (3.16° APCH PATH)	8000	7360	5680	4010	3670	3340	3000	2660	2330	1990	1660	1320	1000	850	

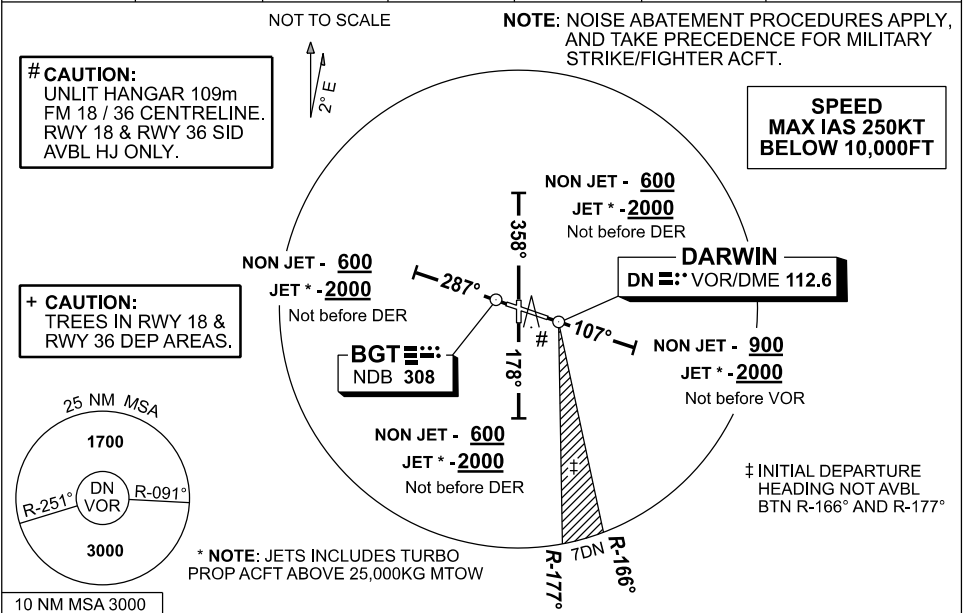
Changes: MAG TRACKS, MSA SECTOR RADIALS, Editorial.

PDNDG01-186

**STANDARD INSTRUMENT DEPARTURES (SID)
DARWIN EIGHT DEPARTMENT (RADAR)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	DEP 123.0	Bearings are Magnetic Elevations in FEET AMSL
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DARWIN EIGHT DEPARTURE (RADAR)

RWY 11:

- GRAD 5.0% to 300ft then 3.3%
- Track 107°
- AT or ABV 900ft (**2000ft JET ACFT ***) but not before VOR, turn to assigned heading or track
- When instructed, contact Approach for Radar Vectors

RWY 18 (HJ ONLY):

- # TAKEOFF MINIMA REQUIREMENTS
CEILING 50ft VIS 1000m
or
**AIP ENR 1.5 Para 4.3
WHICHEVER IS GREATER**
GRAD 3.3%
- Track 178°
 - AT or ABV 600ft (**2000ft JET ACFT ***) but not before DER, turn to assigned heading or track
 - When instructed, contact Approach for Radar Vectors

RWY 29:

- GRAD 3.3%
- Track 287°
- AT or ABV 600ft (**2000ft JET ACFT ***) but not before DER, turn to assigned heading or track
- When instructed, contact Approach for Radar Vectors

RWY 36 (HJ ONLY):

- # TAKEOFF MINIMA REQUIREMENTS
CEILING 50ft VIS 700M
or
**AIP ENR 1.5 Para 4.3
WHICHEVER IS GREATER**
GRAD 3.3%
- Track 358°
 - AT or ABV 600ft (**2000ft JET ACFT ***) but not before DER, turn to assigned heading or track
 - When instructed, contact Approach for Radar Vectors

COMMUNICATIONS FAILURE PROCEDURE

- 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.

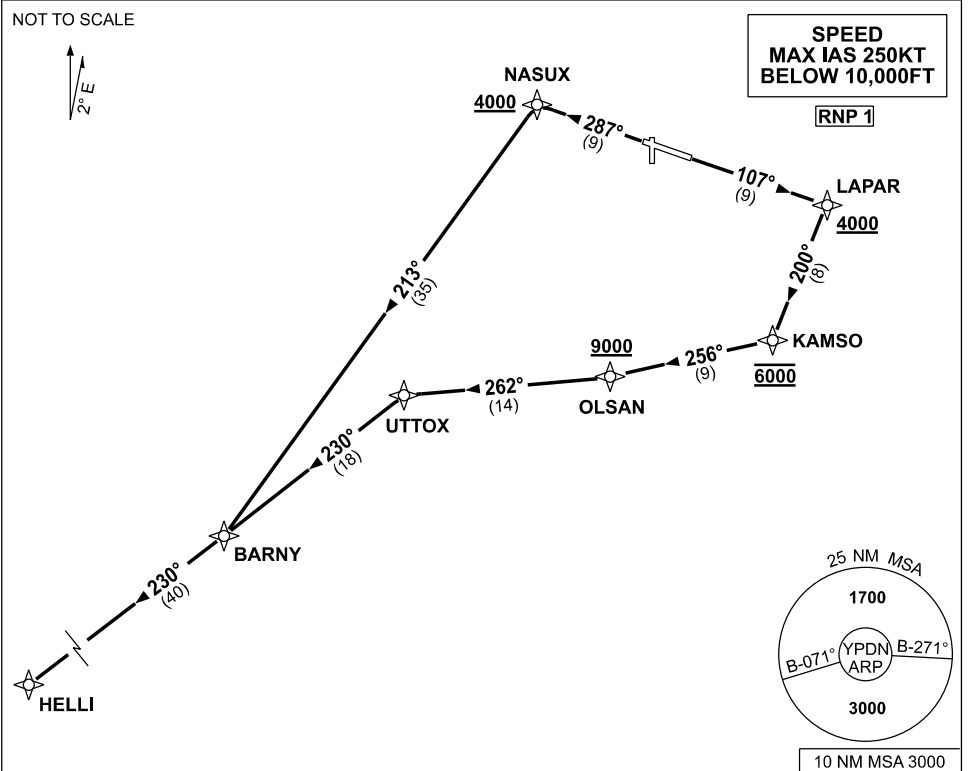
Changes: MAG VAR, GRAD.

PDNDP01-186

STANDARD INSTRUMENT DEPARTURES (SID)
HELLI SIX DEPARTURE (JET) (RNAV)
DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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HELLI SIX DEPARTURE

RWY 11

- GRAD 5.0% to 300ft then 3.3%
- Track 107° to LAPAR
- Cross** LAPAR AT or ABV 4000ft
- Turn **RIGHT** track 200° to KAMSO
- Cross** KAMSO AT 6000ft
- Turn **RIGHT** track 256° to OLSAN
- Cross** OLSAN AT or ABV 9000ft
- Turn **RIGHT** track 262° to UTTOX
- Turn **LEFT** track 230° to BARNY
- Track 230° to HELLI

RWY 29

- GRAD 3.3%
- Track 287° to NASUX
- Cross** NASUX AT or ABV 4000ft
- Turn **LEFT** track 213° to BARNY
- Turn **RIGHT** track 230° to HELLI

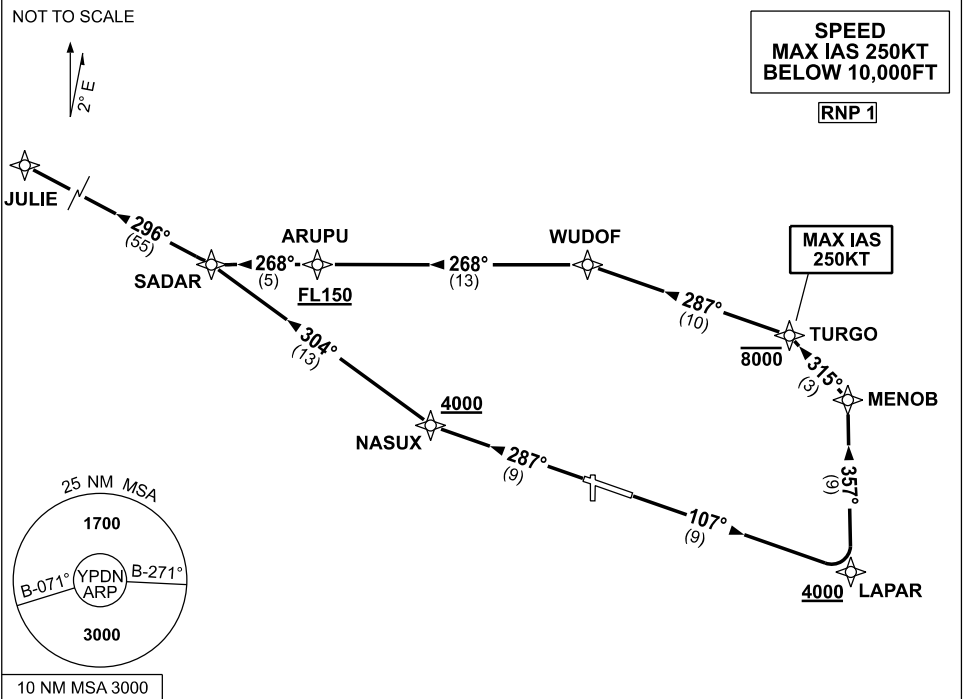
Changes: MAG VAR, GRAD, MSA REFERENCE, Editorial.

PDNDP03-186

STANDARD INSTRUMENT DEPARTURES (SID)
 JULIE SIX DEPARTURE (JET) (RNAV)
 DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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JULIE SIX DEPARTURE

RWY 11

GRAD 5.0% to 300ft then 3.3%
 MAX IAS 250KT until TURGO

- Track 107° to LAPAR
Cross LAPAR AT or ABV 4000ft
- Turn LEFT track 357° to MENOB
- Turn LEFT track 315° to TURGO
Cross TURGO AT or BLW 8000ft
- Turn LEFT track 287° to WUDOF
- Turn LEFT track 268° to ARUPU
Cross ARUPU AT or ABV FL150
- Track 268° to SADAR
- Turn RIGHT track 296° to JULIE

RWY 29

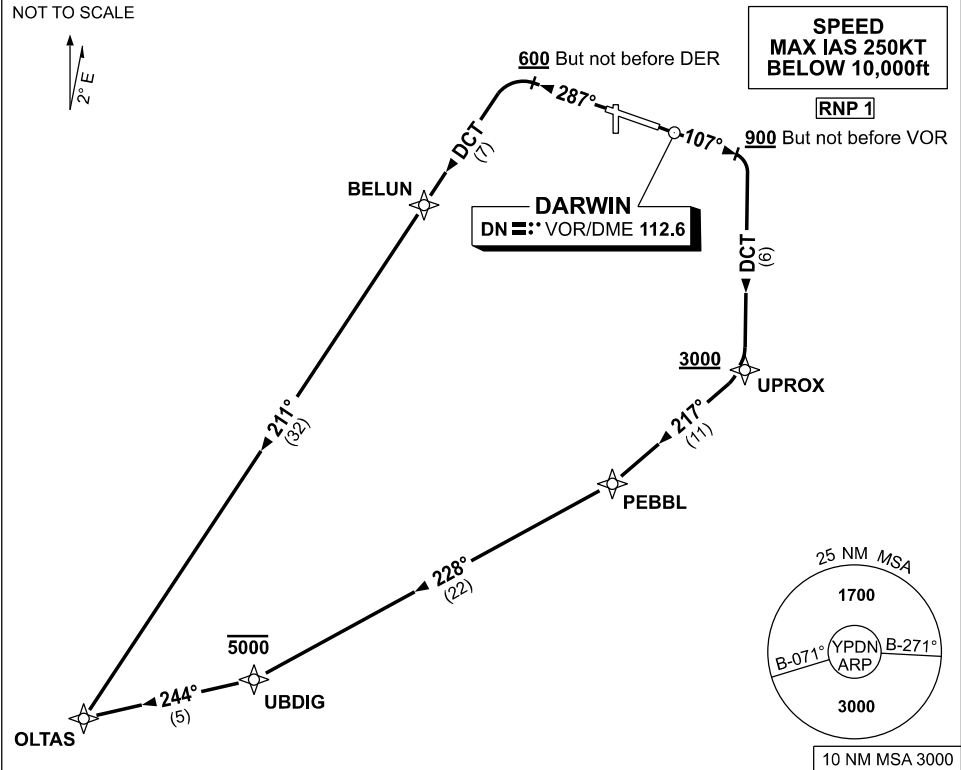
GRAD 3.3%

- Track 287° to NASUX
Cross NASUX AT or ABV 4000ft
- Turn RIGHT track 304° to TURGO
- Turn LEFT track 296° to JULIE

**STANDARD INSTRUMENT DEPARTURES (SID)
OLTAS TWO DEPARTURE (NON-JET) (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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OLTAS TWO DEPARTURE

RWY 11

- GRAD 5.0% to 300ft then 3.3% (8.8% to 3000ft)
- Track 107°
- AT or ABV 900ft, but not before DN VOR, turn RIGHT track DCT to UPROX
Cross UPROX AT or ABV 3000ft
- Turn RIGHT track 217° to PEBBL
- Turn RIGHT track 228° to UBDIG
Cross UBDIG AT or BLW 5000ft
- Turn RIGHT track 244° to OLTAS

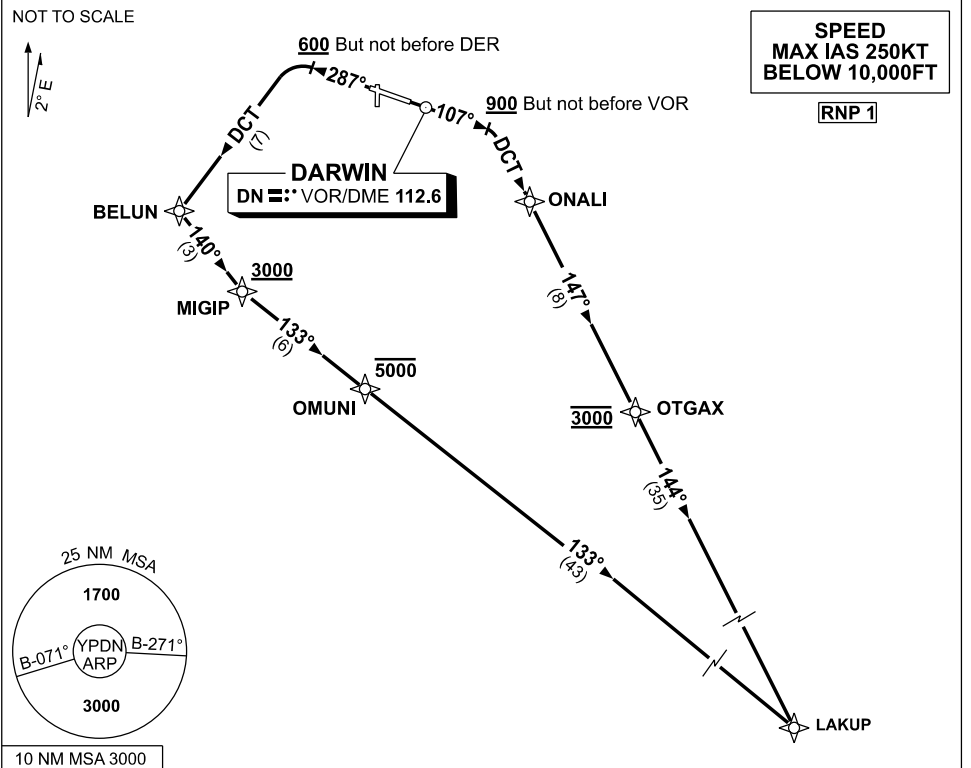
RWY 29

- GRAD 3.3% (7% to 3000ft)
- Track 287°
- AT or ABV 600ft, but not before DER, turn LEFT track DCT to BELUN
- Track 211° to OLTAS

STANDARD INSTRUMENT DEPARTURES (SID)
LAKUP SIX DEPARTURE (NON-JET) (RNAV)
DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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LAKUP SIX DEPARTURE

RWY 11

- GRAD 5.0% to 300ft then 3.3%
- Track 107°
- AT or ABV 900ft, but not before DN VOR turn RIGHT track DCT to ONALI
- Track 147° to OTGAX
- Cross** OTGAX AT 3000ft
- Turn LEFT track 144° to LAKUP

RWY 29

- GRAD 3.3% (7% to 3000ft)
- Track 287°
- AT or ABV 600ft, but not before DER turn LEFT track DCT to BELUN
- Turn LEFT track 140° to MIGIP
- Cross** MIGIP AT or ABV 3000ft
- Turn LEFT track 133° to OMUNI
- Cross** OMUNI AT or BLW 5000ft
- Track 133° to LAKUP

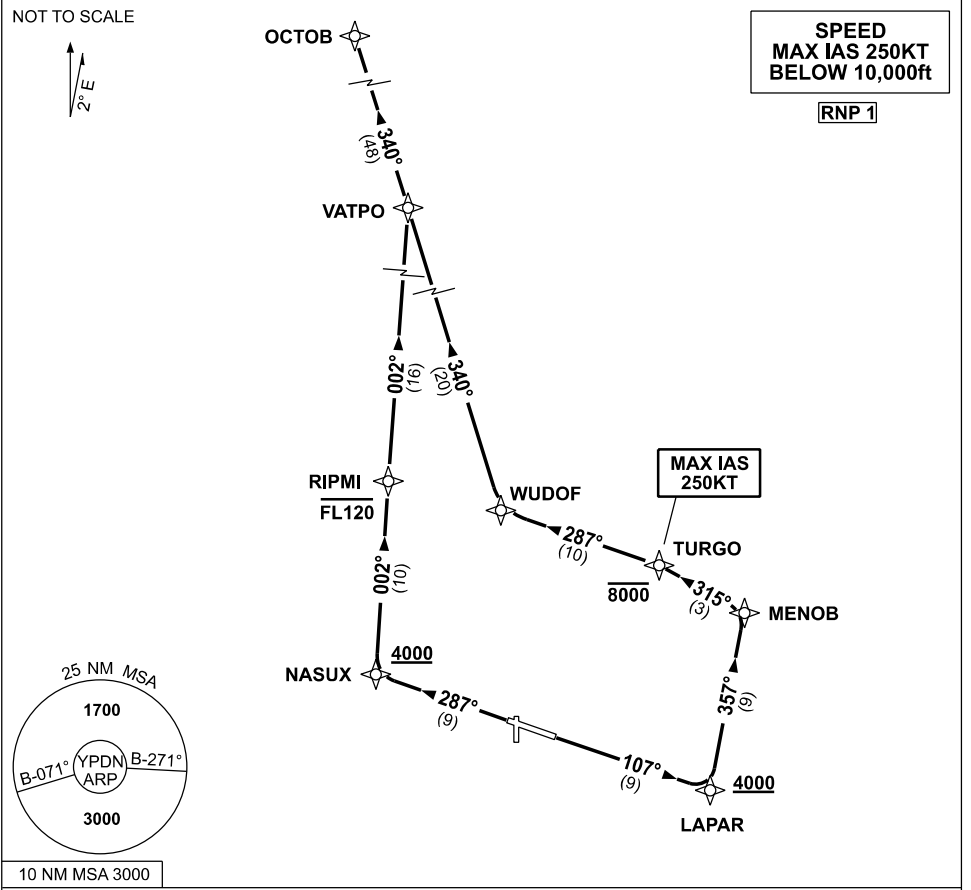
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNDP06-186

STANDARD INSTRUMENT DEPARTURES (SID)
 OCTOB NINE DEPARTURE (JET) (RNAV)
 DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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OCTOB NINE DEPARTURE

RWY 11

- GRAD 5.0% to 300ft then 3.3%
- MAX IAS 250KT to TURGO
- Track 107° to LAPAR
- Cross** LAPAR AT or ABV 4000ft
- Turn LEFT track 357° to MENOB
- Turn LEFT track 315° to TURGO
- Cross** TURGO AT or BLW 8000ft
- Turn LEFT track 287° to WUDOF
- Turn RIGHT track 340° to VATPO
- Track 340° to OCTOB

RWY 29

- GRAD 3.3%
- Track 287° to NASUX
- Cross** NASUX AT or ABV 4000ft
- Turn RIGHT track 002° to RIPMI
- Cross** RIPMI AT or BLW FL120
- Track 002° to VATPO
- Turn LEFT track 340° to OCTOB

Changes: MAG VAR, SPEED RESTRICTION, MSA REFERENCE, Editorial.

PDNDP07-186

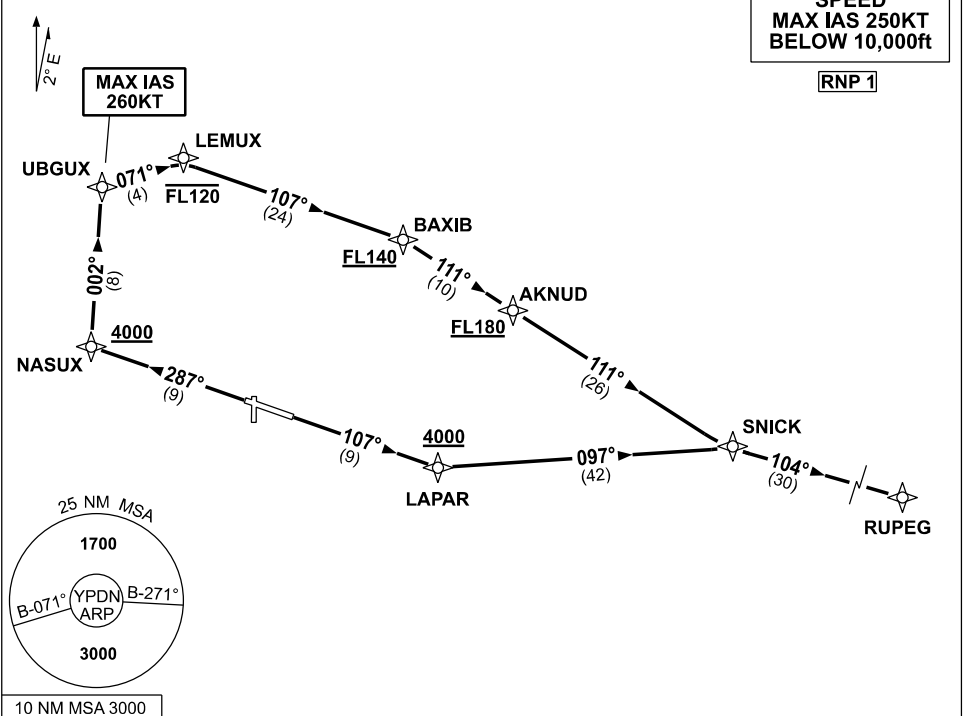
**STANDARD INSTRUMENT DEPARTURES (SID)
RUPEG THREE DEPARTURE (JET) (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

**SPEED
MAX IAS 250KT
BELOW 10,000ft**
RNP 1



RUPEG THREE DEPARTURE

RWY 11

- GRAD 5.0% to 300ft then 3.3%
- Track 107° to LAPAR
- Cross** LAPAR AT or ABV 4000ft
- Turn LEFT track 097° to SNICK
- Turn RIGHT track 104° to RUPEG

RWY 29

- GRAD 3.3%
- MAX IAS 260KT to UBGUX
- Track 287° to NASUX
- Cross** NASUX AT or ABV 4000ft
- Turn RIGHT track 002° to BAXIB
- Turn RIGHT track 071° to LEMUX
- Cross** LEMUX AT or BLW FL120
- Turn RIGHT track 107° to BAXIB
- Cross** BAXIB AT or ABV FL140
- Turn RIGHT track 111° to AKNUD
- Cross** AKNUD AT or ABV FL180 (RQ GRAD TO AKNUD: 5.3%)
- Track 111° to SNICK
- Turn LEFT track 104° to RUPEG

Changes: MAG VAR, SPEED RESTRICTION, MSA REFERENCE, Editorial. PDNDP08-186

**STANDARD INSTRUMENT DEPARTURES (SID)
RUSKA SEVEN DEPARTURE (NON-JET) (RNAV)
DARWIN, NT (YPDN)**

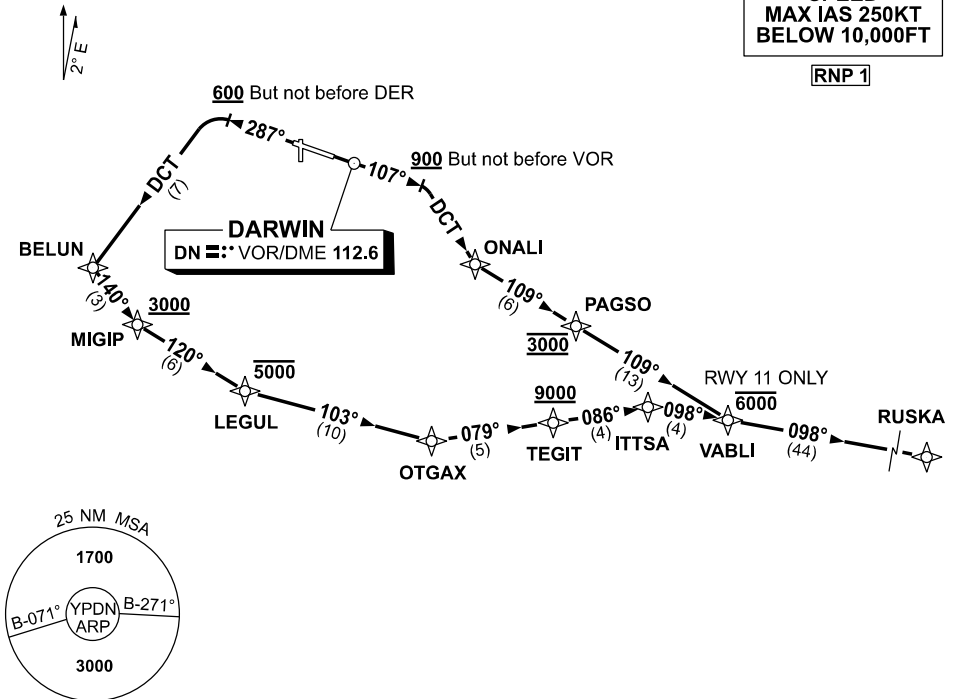
19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

**SPEED
MAX IAS 250KT
BELOW 10,000FT**

RNP 1



10 NM MSA 3000

RUSKA SEVEN DEPARTURE

RWY 11

- GRAD 5.0% TO 300ft then 3.3%
- Track 107°
- AT or ABV 900ft, but not before DN VOR turn RIGHT track DCT to ONALI
- Turn LEFT track 109° to PAGSO
Cross PAGSO AT 3000ft
- Track 109° to VABLI
Cross VABLI AT or BLW 6000ft
- Turn LEFT track 098° to RUSKA

RWY 29

- GRAD 3.3% (7% to 3000ft)
- Track 287°
- AT or ABV 600ft, but not before DER turn LEFT track DCT to BELUN
- Turn LEFT track 140° to MIGIP
Cross MIGIP AT or ABV 3000ft
- Turn LEFT track 120° to LEGUL
Cross LEGUL AT or BLW 5000ft
- Turn LEFT track 103° to OTGAX
- Turn LEFT track 079° to TEGIT
Cross TEGIT AT or ABV 9000ft
- Turn RIGHT track 086° to ITTSA
- Turn RIGHT track 098° to VABLI
- Track 098° to RUSKA

Changes: MAG VAR, MSA REFERENCE, Editorial.

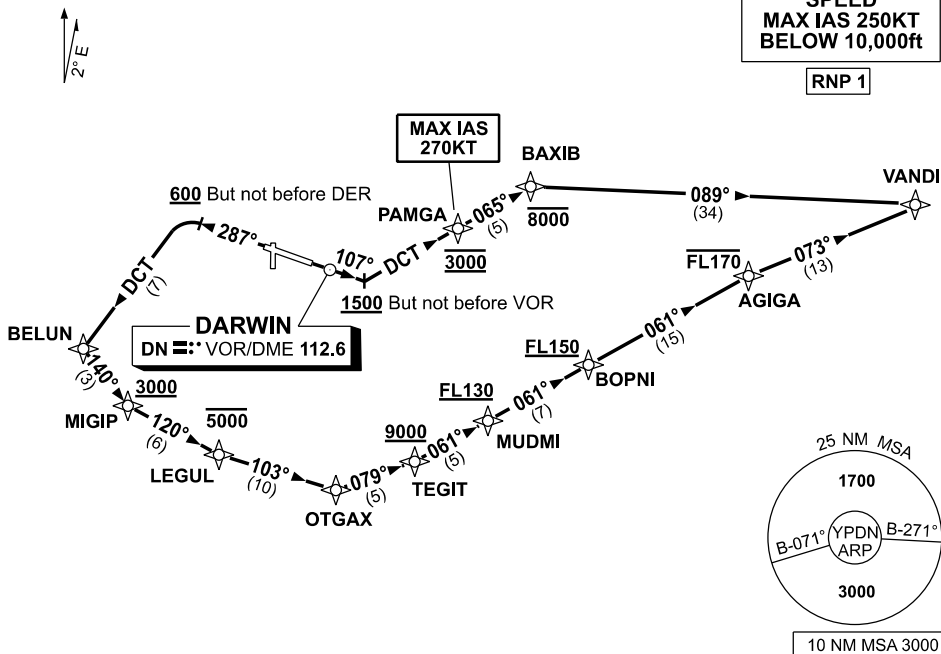
PDNDP09-186

**STANDARD INSTRUMENT DEPARTURES (SID)
VANDI NINE DEPARTURE (NON-JET) (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



VANDI NINE DEPARTURE

RWY 11

- GRAD 5.0% to 300ft then 3.3%
MAX IAS 270KT to PAMGA
- Track 107°
 - AT or ABV 1500ft, but not before DN VOR
turn LEFT track DCT to PAMGA
Cross PAMGA AT 3000ft
 - Track 065° to BAXIB
Cross BAXIB AT or BLW 8000ft
 - Turn RIGHT track 089° to VANDI

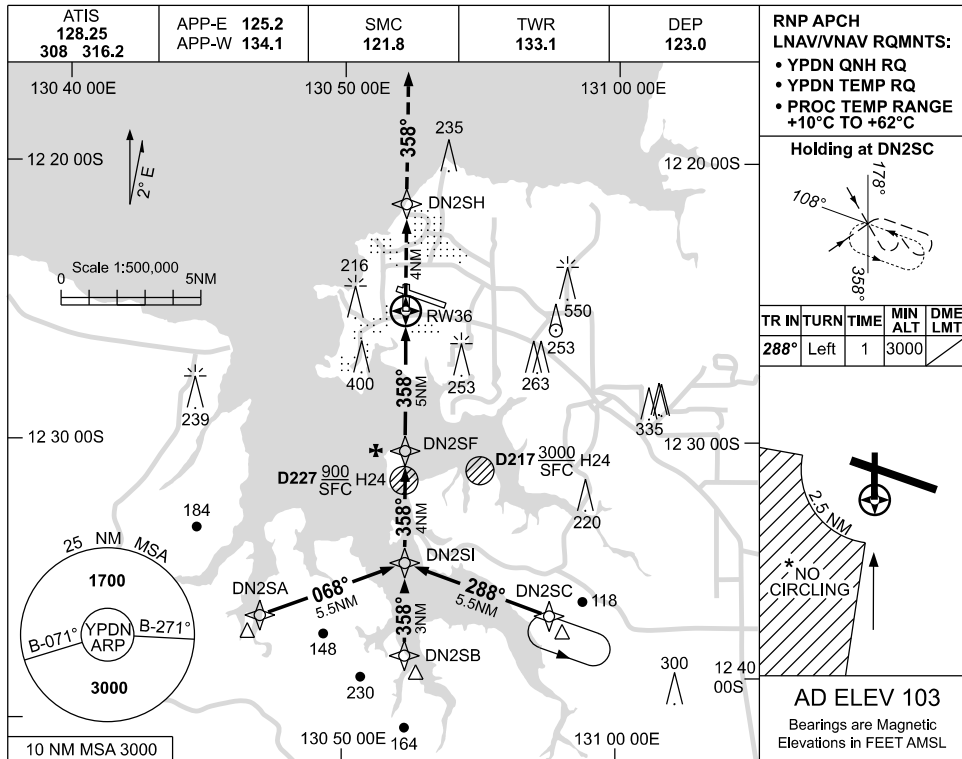
RWY 29

- GRAD 3.3% (7% to 3000ft)
- Track 287°
 - AT or ABV 600ft, but not before DER,
turn LEFT track DCT to BELUN
 - Turn LEFT track 140° to MIGIP
Cross MIGIP AT or ABV 3000ft
 - Turn LEFT track 120° to LEGUL
Cross LEGUL AT or BLW 5000ft
 - Turn LEFT track 103° to OTGAX
 - Turn LEFT track 079° to TEGIT
Cross TEGIT AT or ABV 9000ft
 - Turn LEFT track 061° to MUDMI
Cross MUDMI AT or ABV FL130
 - Track 061° to BOPNI
Cross BOPNI AT or ABV FL150
 - Track 061° to AGIGA
Cross AGIGA AT or BLW FL170
 - Turn RIGHT track 073° to VANDI

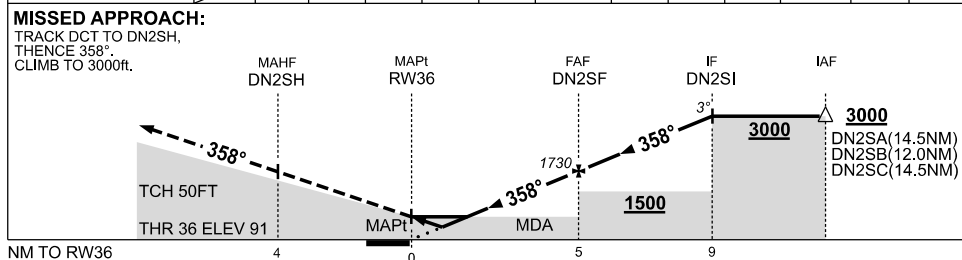
USE QNH

RNP RWY 36
DARWIN, NT (YPDN)

19 MAR 2026



NM TO NEXT WPT	RW36	0.9	1.2	2	3	4	DN2SF	1	2	3	DN2SI		
ALT (3° APCH PATH)		420	520	780	1100	1410	1730	2050	2370	2690	3000		



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		420 (329-1.8)		NOT APPLICABLE
LNAV		520 (429-2.4)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	
ALTERNATE		(1097-4.4)	(1197-6.0)	

* 1. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.
CAUTION: GAS PLUME APPROACHING FAF.

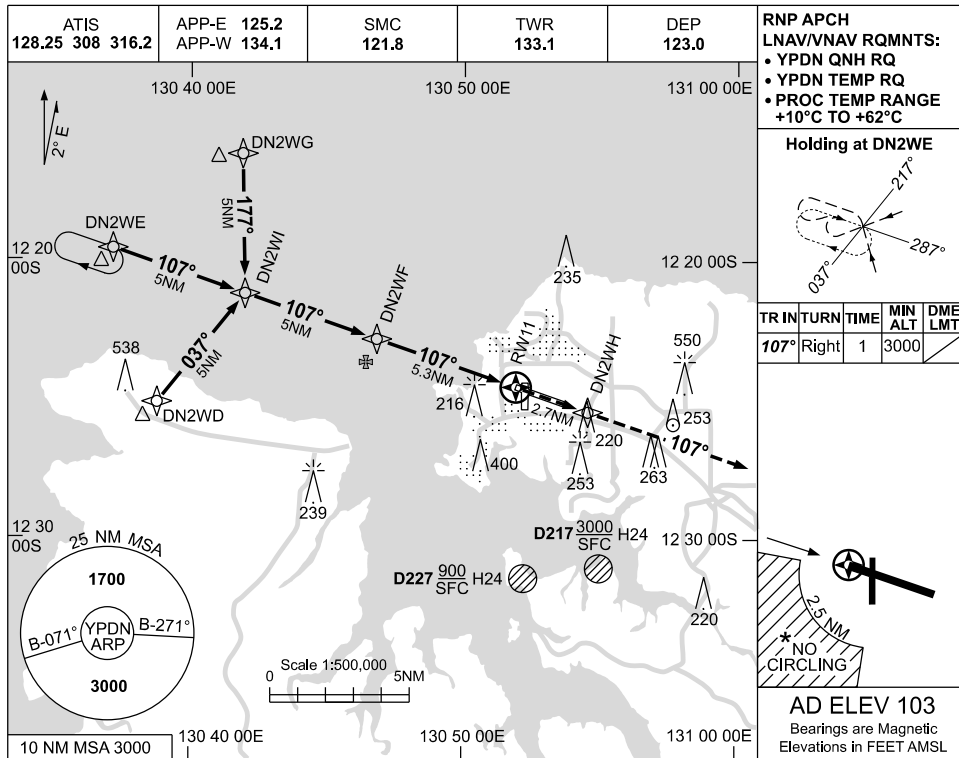
Changes: MAG VAR, WPT NAMING CONVENTION.

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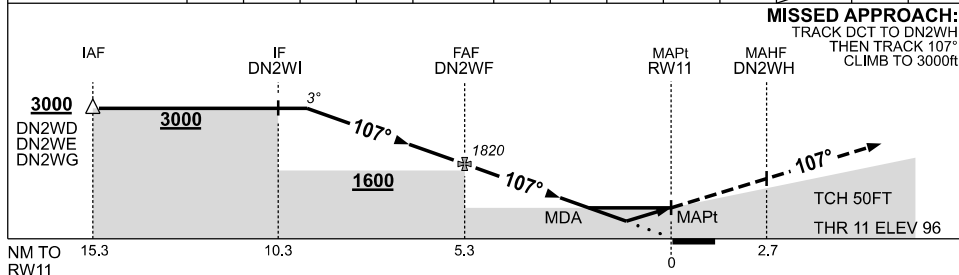
USE QNH

RNP Z RWY 11
DARWIN, NT (YPDN)

19 MAR 2026



NM TO NEXT WPT	3.7	3	2	1	DN2WF	4	3	2	1.2	0.9	RW11		
ALT (3° APCH PATH)	3000	2780	2460	2140	1820	1420	1100	780	520	430			



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		430	(334-1.9)	
LNAV		520	(417-2.3)	
CIRCLING *	700	(597-2.4)	800	1000 (897-5.0)
ALTERNATE		(1097-4.4)	(1197-6.0)	(1397-7.0)

1. MAX IAS:
INITIAL : 210KT.
- * 2. NO CIRCLING IN SECTOR
SW OF RWY 11/29 AND
RWY 18/36 BEYOND 2.5NM.

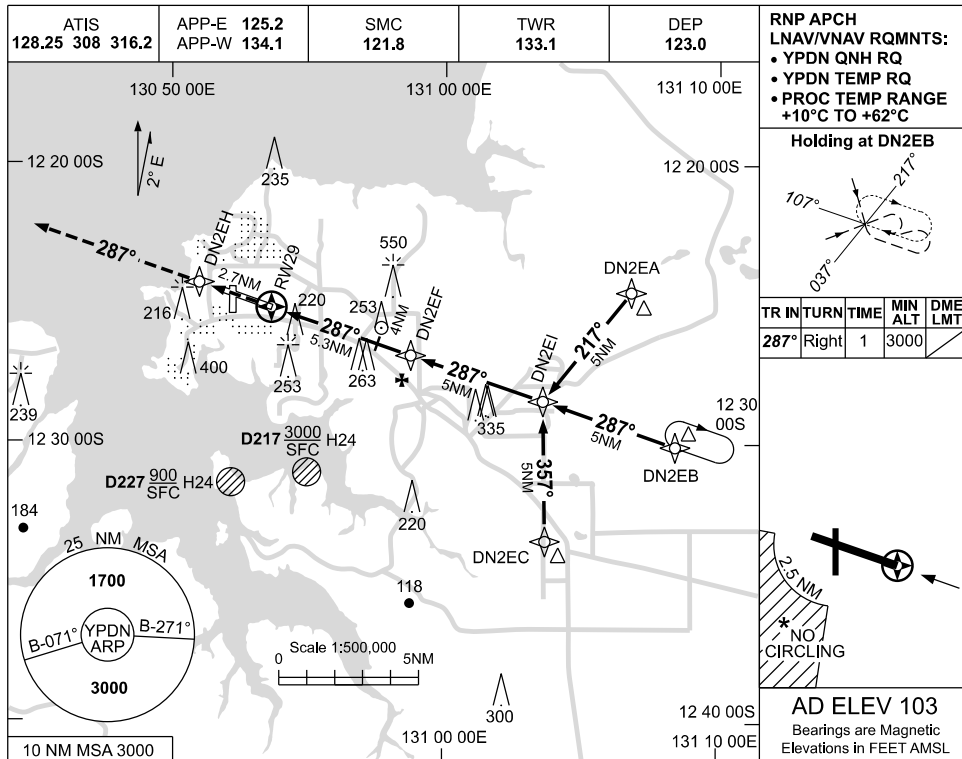
Changes: MAG VAR, WPT NAMING CONVENTION, Editorial.

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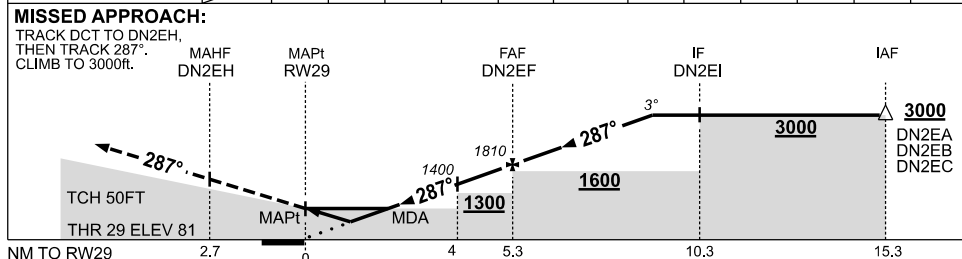
USE QNH

RNP Z RWY 29
DARWIN, NT (YPDN)

19 MAR 2026



NM TO NEXT WPT	RW29	1.0	1.3	2	3	4	DN2EF	1	2	3	3.7		
ALT (3° APCH PATH)		460	540	770	1090	1400	1810	2130	2450	2760	3000		



NOTES

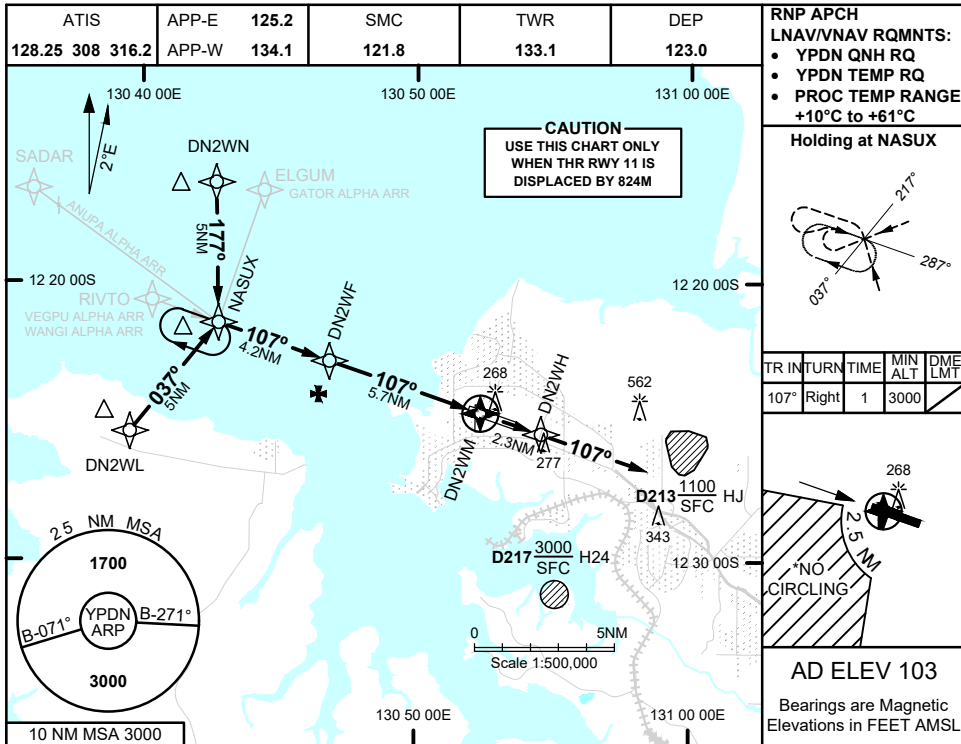
CATEGORY	A	B	C	D
LNAV/VNAV		460 (379-1.2)		
LNAV		540 (459-1.7)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE	(1097-4.4)		(1197-6.0)	(1397-7.0)

1. MAX IAS: INITIAL : 210KT.
- * 2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

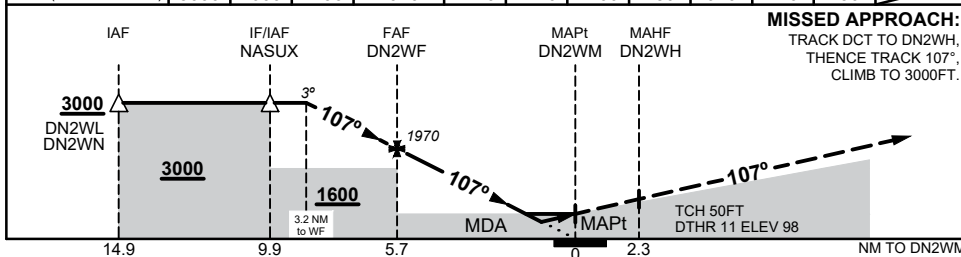
Changes: MAG VAR, MINIMA, WPT NAMING CONVENTION, Editorial.

PDNGN03-186

19 MAR 2026



NM TO NEXT WPT	3.2	2	1	DN2WF	5	4	3	2	1.5	1	0.9	DN2WM
ALT (3° APCH PATH)	3000	2600	2290	1970	1740	1420	1100	780	620	470	430	



NOTES

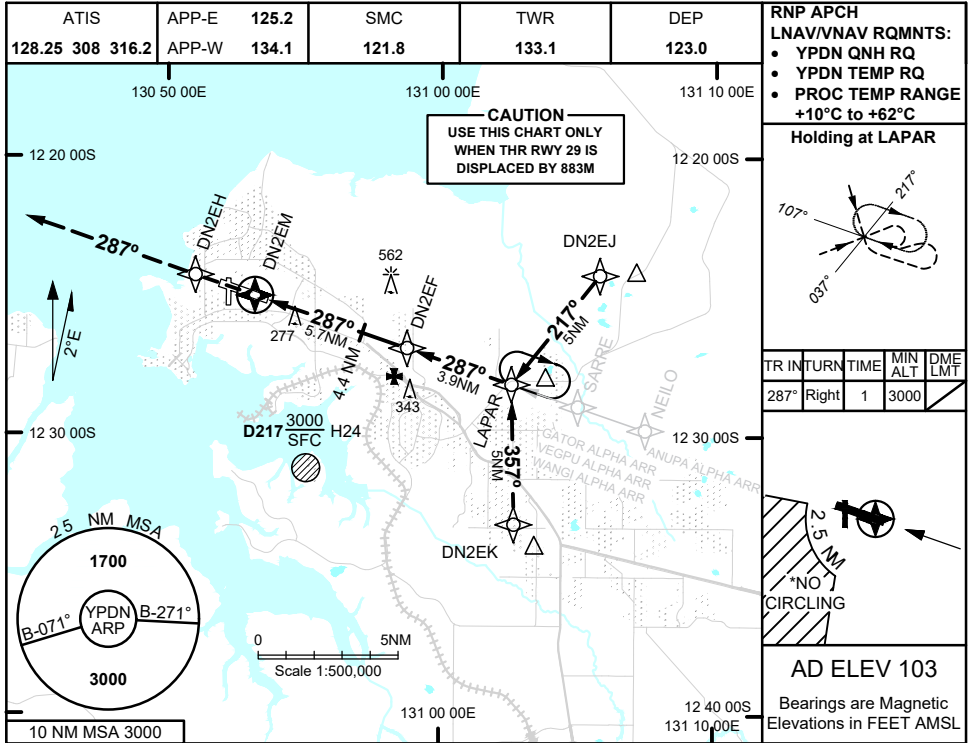
1. MAX IAS:
 INITIAL : 210KT
- *2. NO CIRCLING IN
 SECTOR SW OF
 RWY 11/29 AND RWY
 18/36 BEYOND 2.5NM

CATEGORY	A	B	C	D
LNAV/VNAV	430 (332 - 1.8)			
LNAV	620 (517 - 2.9)			
CIRCLING*	800 (697 - 2.4)	900 (797 - 4.0)		1100 (997 - 5.0)
ALTERNATE	(1197 - 4.4)		(1497 - 7.0)	

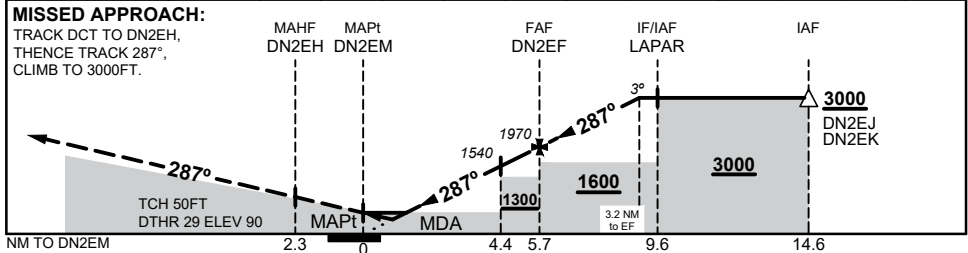
Changes: WAYPOINT NAMES, VAR.

PDNGN10-186

19 MAR 2026



NM TO NEXT WPT	DN2EM	1	1.5	2	3	4.4	5	DN2EF	1	2	3	3.2
ALT (3° APCH PATH)		460	630	780	1100	1540	1730	1970	2290	2610	2930	3000



NOTES

1. MAX IAS:
INITIAL : 210KTS
- *2. NO CIRCLING IN
SECTOR SW OF RWY
11/29 AND RWY 18/36
BEYOND 2.5 NM

CATEGORY	A	B	C	D
LNAV/VNAV	460 (370 - 2.1)			
LNAV	630 (540 - 3.0)			
CIRCLING*	800 (697 - 2.4)	900 (797 - 4.0)		1100 (997 - 5.0)
ALTERNATE	(1197 - 4.4)		(1497 - 7.0)	

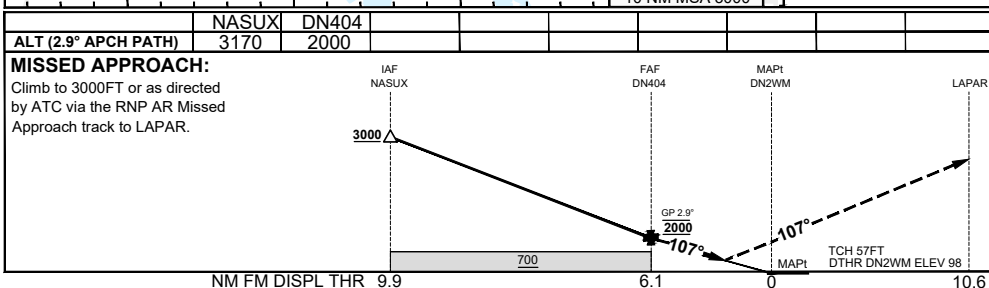
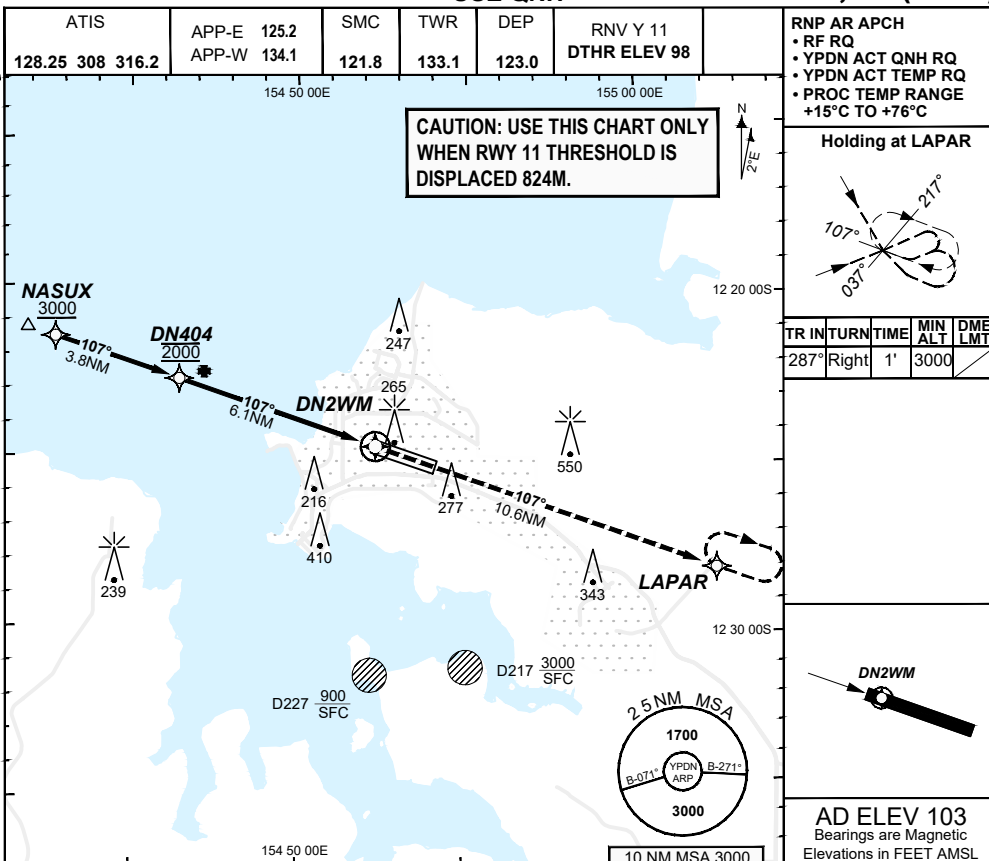
Changes: WAYPOINT NAMES, VAR.

PDNGN11-186

**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

**RNP Y RWY 11 (AR)
DARWIN, NT (YPDN)**

19 MAR 2026



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) 436 (338 - 1.9)	DA(H) 436 (338 - 1.9)
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE			NOT AUTHORISED	NOT AUTHORISED

- NOTES**
- PAPI not coincident with VPA.
 - RNP 0.3 RQ FROM NASUX TO DN404.
 - MIN MAP GRAD 4.5% TO 3000FT per ATC.

202510291224 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, DRWWM changed to DN2WM, Editorial.

PDNGN12-186

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

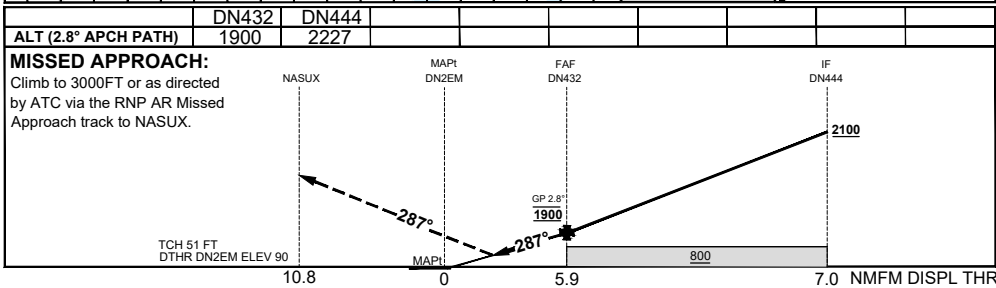
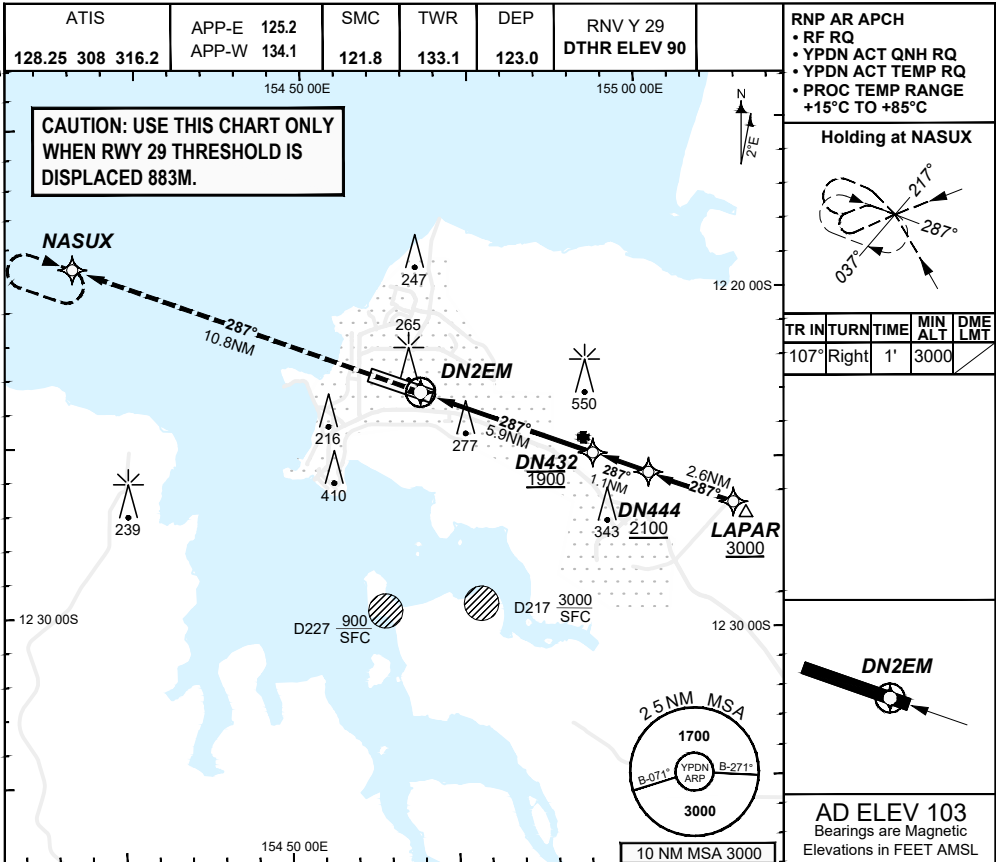
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**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

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

19 MAR 2026



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 436 (346 - 2.0)	DA(H) 436 (346 - 2.0)
	N/A		NOT AUTHORISED	NOT AUTHORISED
CIRCLING				
ALTERNATE				

NOTES

1. PAPI not coincident with VPA.
2. RNP 0.3 RQ FROM LAPAR TO DN432.
3. MIN MAP GRAD 4.3% TO 3000FT per ATC.

202510291225 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, DRWEM changed to DN2EM, Editorial.

PDNGN13-186

DO NOT USE FOR NAVIGATION

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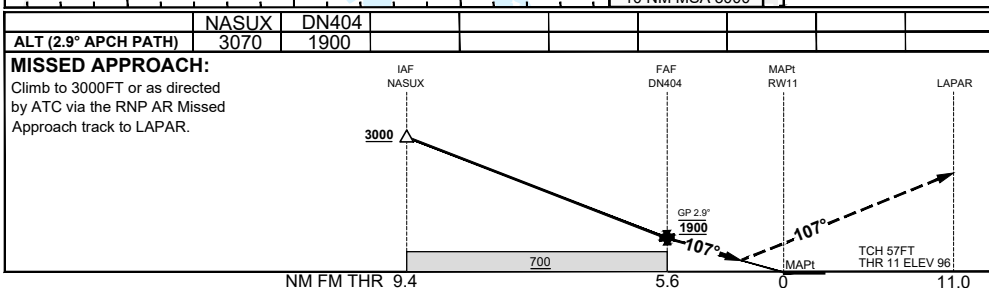
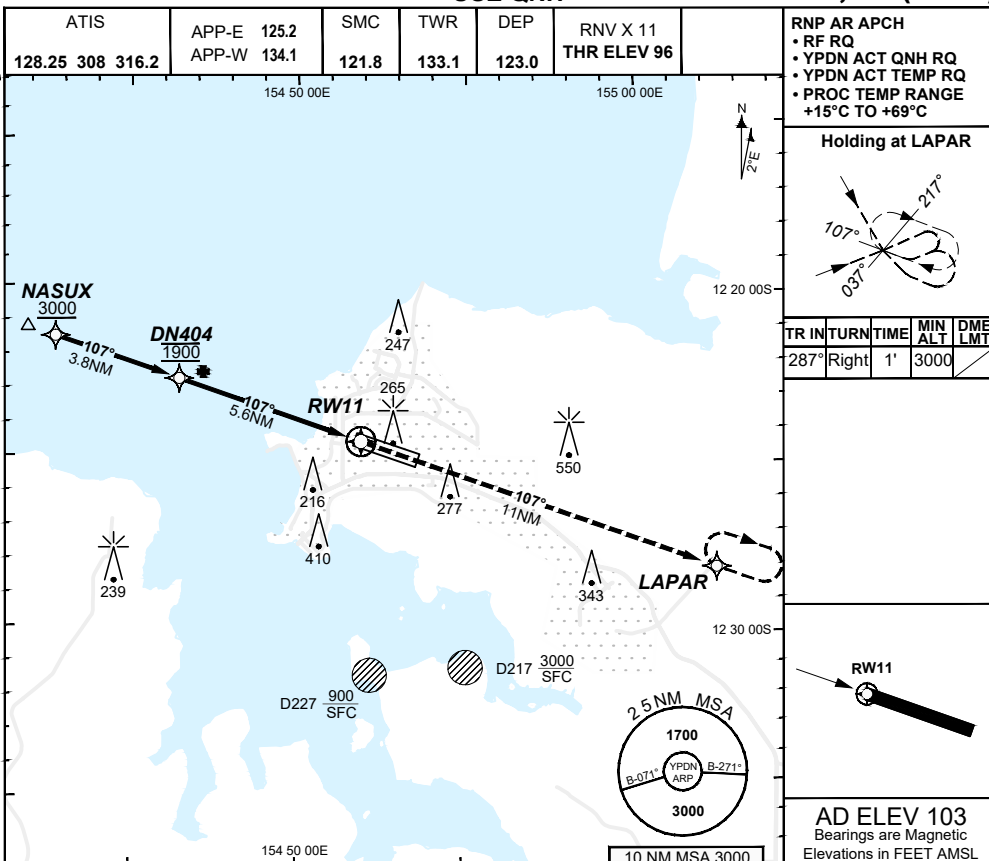
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OPERATORS ONLY
USE QNH**

**RNP X RWY 11 (AR)
DARWIN, NT (YPDN)**

19 MAR 2026



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 436 (340 - 1.9)	DA(H) 436 (340 - 1.9)
CIRCLING	N/A		NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
- PAPI not coincident with VPA.
 - RNP 0.3 RQ FROM NASUX TO DN404.
 - MIN MAP GRAD 4.3% TO 3000FT per ATC.

202510280142 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, Editorial.

PDNGN14-186

DO NOT USE FOR NAVIGATION

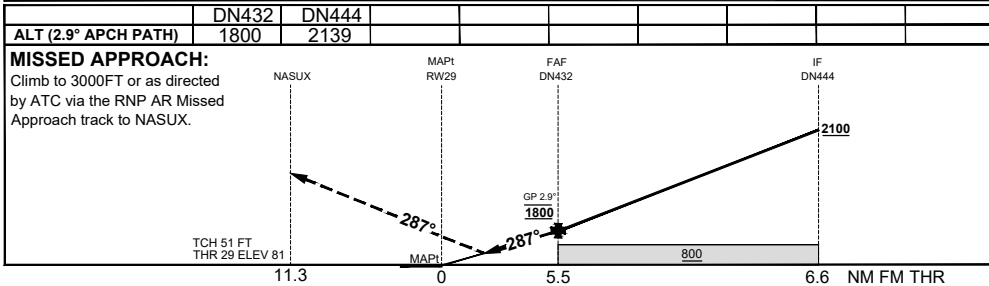
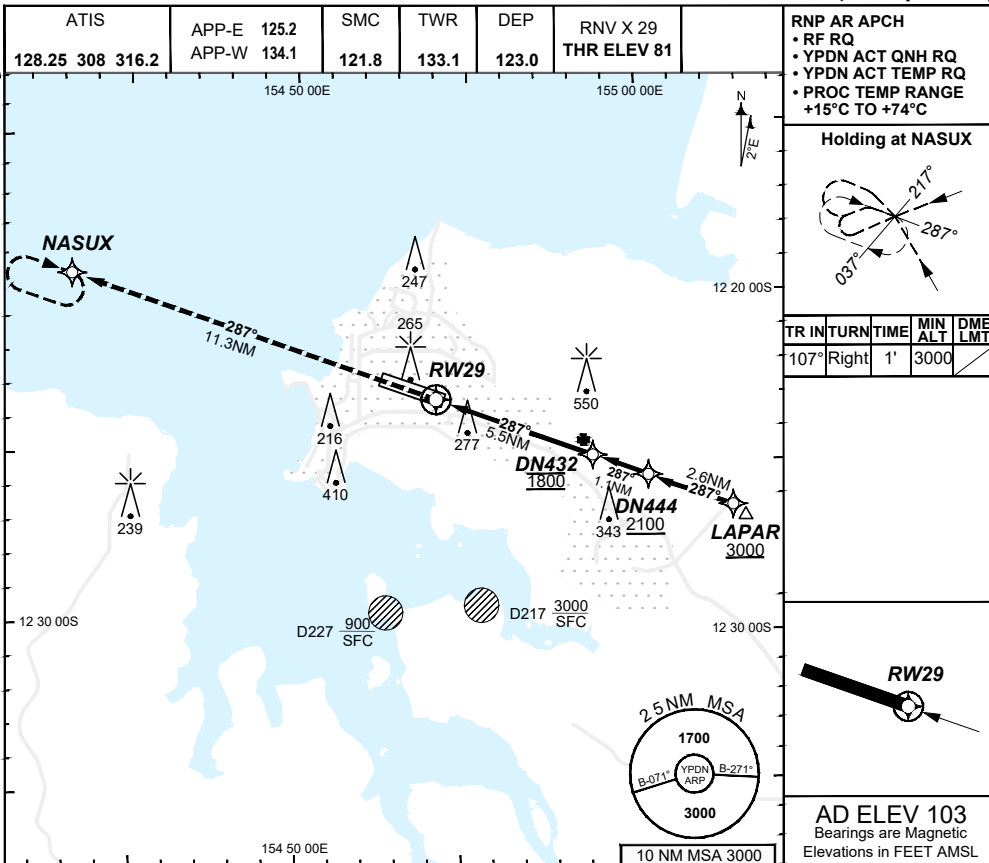
Prepared by GE Aerospace - ICAO Doc 9905 Compliant



**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

**RNP X RWY 29 (AR)
DARWIN, NT (YPDN)**

19 MAR 2026



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) 472 (391 - 2.3) 1.4 HIALS	DA(H) 472 (391 - 2.3) 1.4 HIALS
RNP (0.15)			DA(H) 432 (351 - 2.0) 1.1 HIALS	DA(H) 432 (351 - 2.0) 1.1 HIALS
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
- PAPI not coincident with VPA.
 - RNP 0.3 RQ FROM LAPAR TO DN432.
 - MIN MAP GRAD 4.1% TO 3000FT per ATC.

202510280142 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, Editorial.

PDNGN15-186

DO NOT USE FOR NAVIGATION

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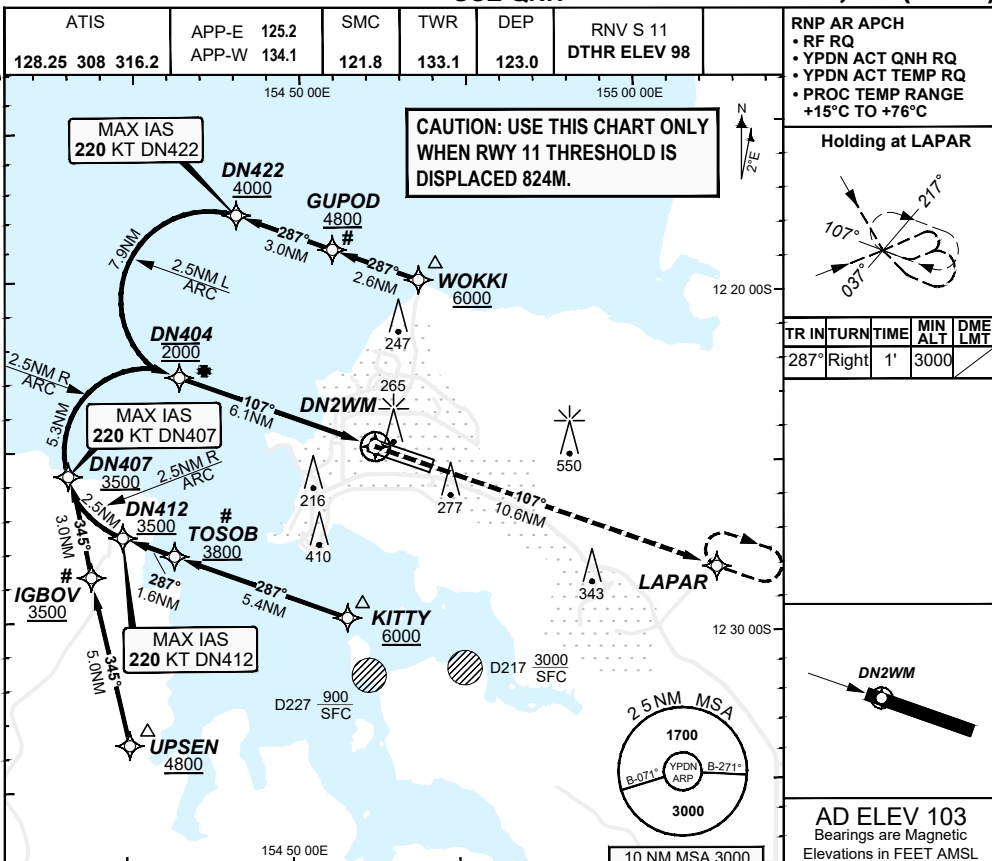
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**RNP S RWY 11 (AR)
DARWIN, NT (YPDN)**

19 MAR 2026

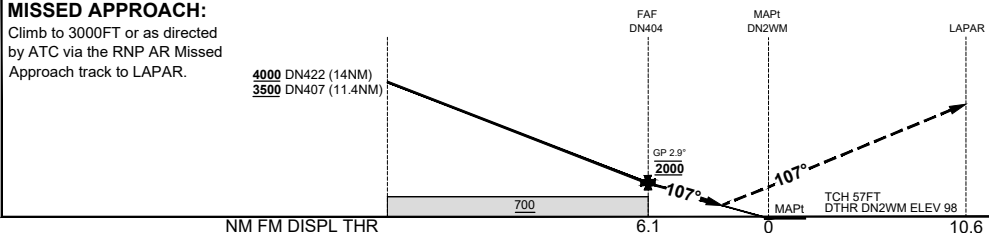


TR IN	TURN	TIME	MIN ALT	DME LMT
287°	Right	1'	3000	

ALT (2.9° APCH PATH)	DN422	DN407	DN404
	4432	3631	2000

AD ELEV 103
Bearings are Magnetic
Elevations in FEET AMSL

ALT (2.9° APCH PATH)	DN422	DN407	DN404
	4432	3631	2000



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 436 (338 - 1.9)	DA(H) 436 (338 - 1.9)
CIRCLING	N/A		NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
1. PAPI not coincident with VPA.
 2. RNP 0.3 RQ FROM WOKKI TO DN404.
 3. RNP 0.3 RQ FROM UPSEN TO DN404.
 4. RNP 0.3 RQ FROM KITTY TO DN404.
 5. MIN MAP GRAD 4.5% TO 3000FT PER ATC.
 - 6#. Latest Intercept Point (LIP)

202510291222 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, DRWWW changed to DN2WM, Editorial.

PDNGN16-186

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

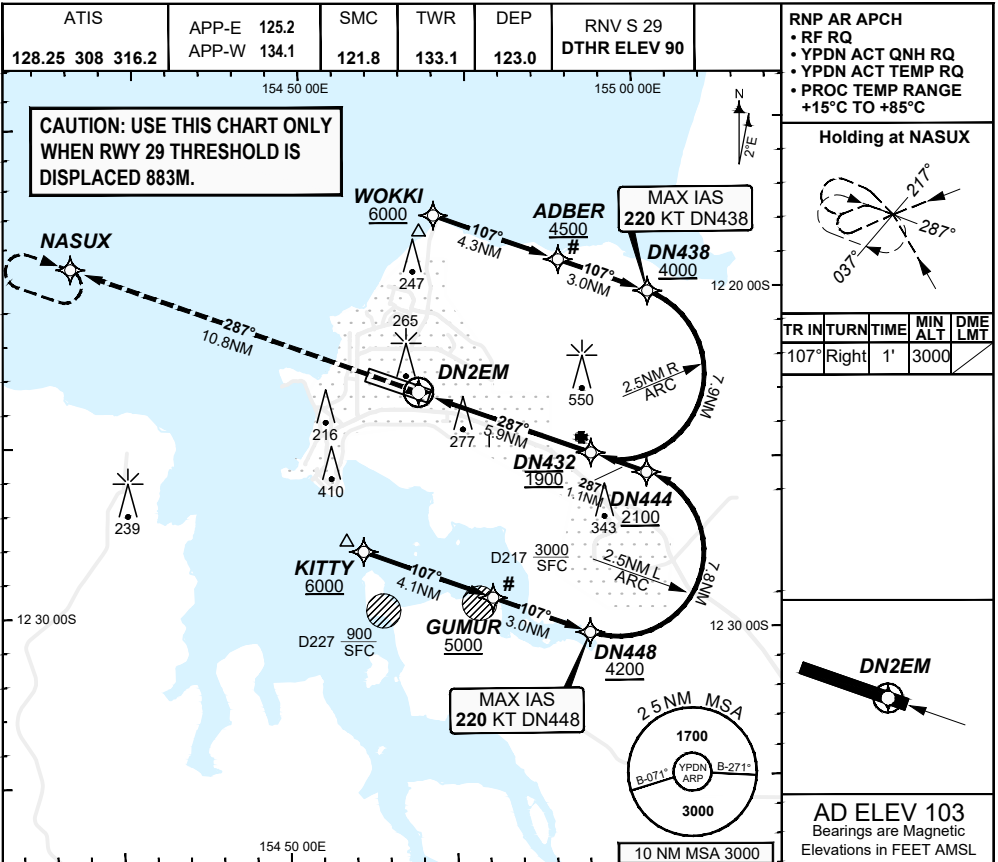
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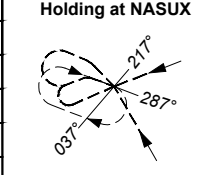
**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

**RNP S RWY 29 (AR)
DARWIN, NT (YPDN)**

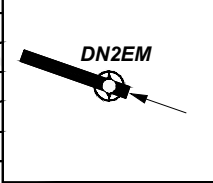
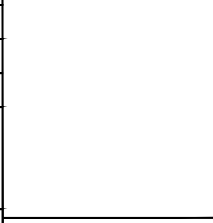
19 MAR 2026



RNP AR APCH
 • RF RQ
 • YPDN ACT QNH RQ
 • YPDN ACT TEMP RQ
 • PROC TEMP RANGE
 +15°C TO +85°C

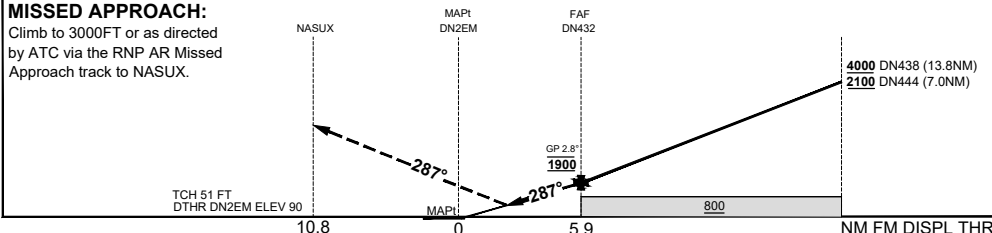


TR IN	TURN	TIME	MIN ALT	DME LMT
107°	Right	1'	3000	



AD ELEV 103
 Bearings are Magnetic
 Elevations in FEET AMSL

	DN432	DN444	DN438
ALT (2.8° APCH PATH)	1900	2227	4248



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 436 (346 - 2.0)	DA(H) 436 (346 - 2.0)
	N/A		NOT AUTHORISED	NOT AUTHORISED
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE			NOT AUTHORISED	NOT AUTHORISED

- NOTES**
- PAPI not coincident with VPA.
 - RNP 0.3 RQ FROM WOKKI TO DN432.
 - RNP 0.3 RQ FROM KITTY TO DN432.
 - MIN MAP GRAD 4.3% TO 3000FT per ATC.
 - 5#. Latest Intercept Point (LIP)

202510291223 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, DRWEM changed to DN2EM, Editorial.

PDNGN17-186

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

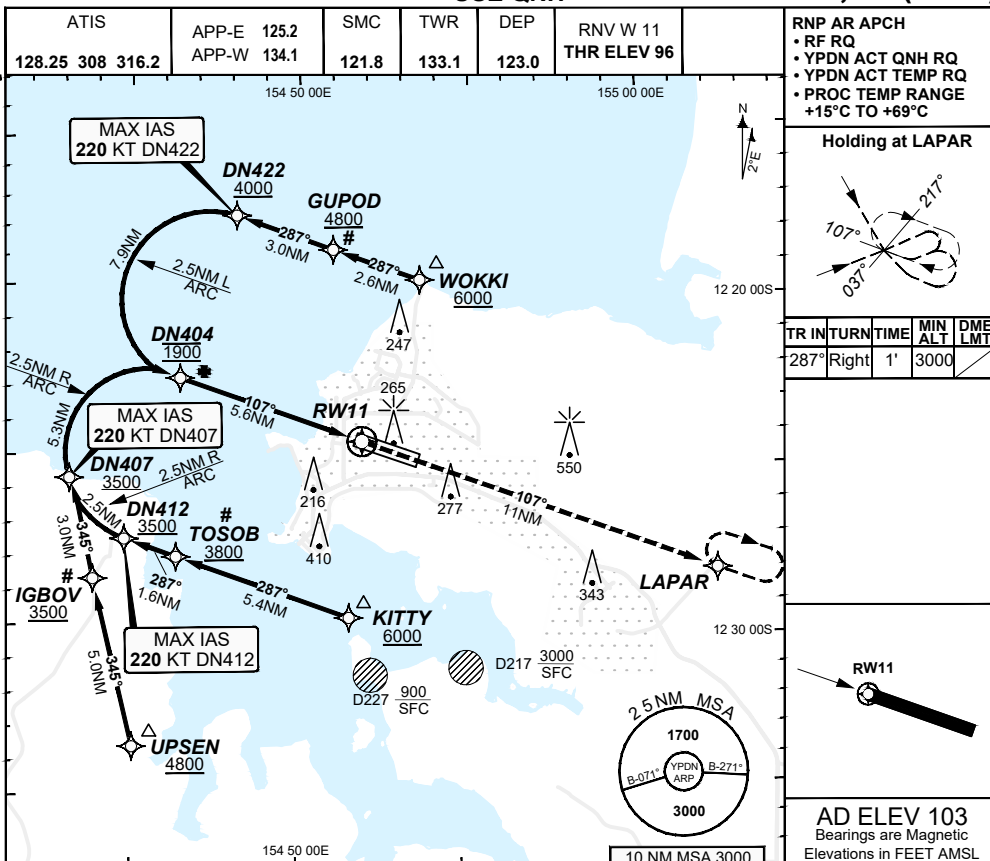
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**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

**RNP W RWY 11 (AR)
DARWIN, NT (YPDN)**

19 MAR 2026

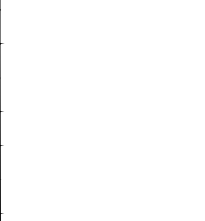


RNP AR APCH

- RF RQ
- YPDN ACT QNH RQ
- YPDN ACT TEMP RQ
- PROC TEMP RANGE +15°C TO +69°C

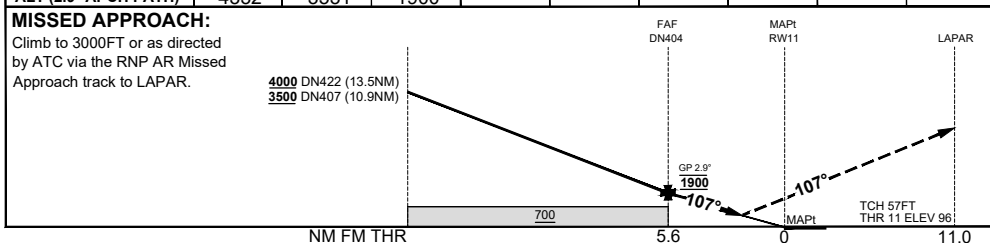
Holding at LAPAR

TR IN	TURN	TIME	MIN ALT	DME LMT
287°	Right	1'	3000	



AD ELEV 103
Bearings are Magnetic
Elevations in FEET AMSL

	DN422	DN407	DN404				
ALT (2.9° APCH PATH)	4332	3531	1900				



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 436 (340 - 1.9)	DA(H) 436 (340 - 1.9)
CIRCLING	N/A		NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
1. PAPI not coincident with VPA.
 2. RNP 0.3 RQ FROM WOKKI TO DN404.
 3. RNP 0.3 RQ FROM UPSEN TO DN404.
 4. RNP 0.3 RQ FROM KITTY TO DN404.
 5. MIN MAP GRAD 4.3% TO 3000FT PER ATC.
 - 6#. Latest Intercept Point (LIP)

202510280141 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, Editorial.

PDNGN18-186

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

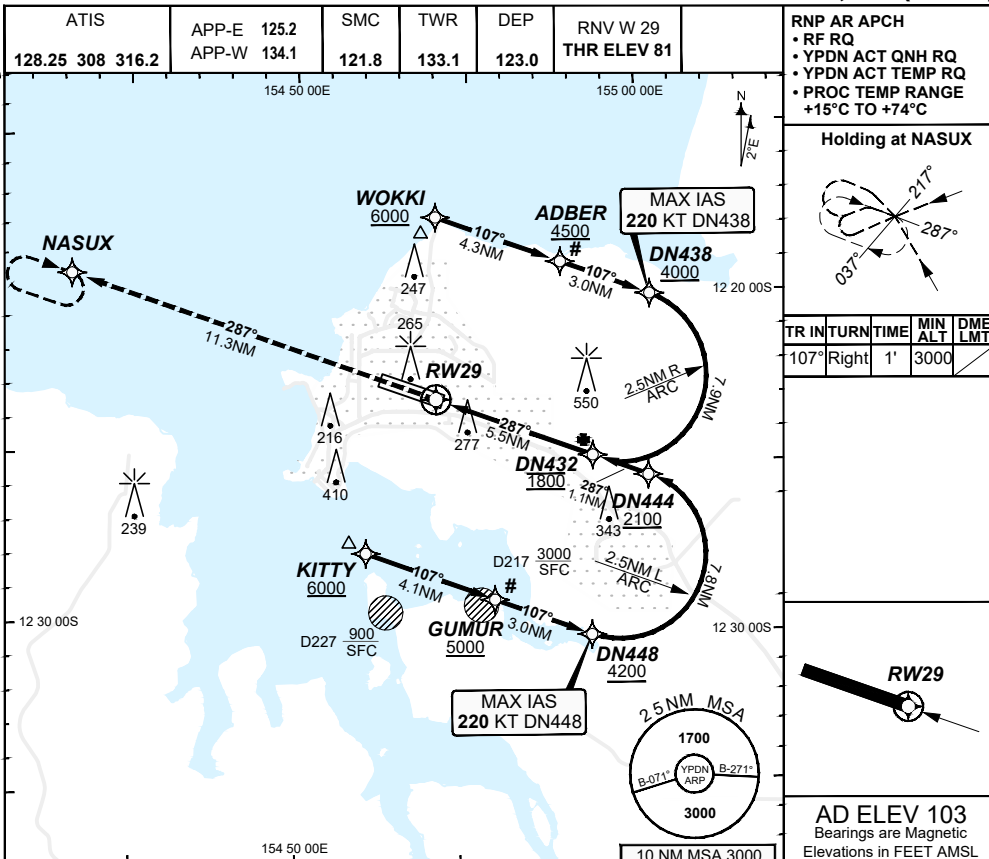
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**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

**RNP W RWY 29 (AR)
DARWIN, NT (YPDN)**

19 MAR 2026



RNP AR APCH

- RF RQ
- YPDN ACT QNH RQ
- YPDN ACT TEMP RQ
- PROC TEMP RANGE +15°C TO +74°C

Holding at NASUX

TR	IN	TURN	TIME	MIN ALT	DME LMT
107°	Right	1'		3000	

AD ELEV 103
Bearings are Magnetic
Elevations in FEET AMSL

	DN432	DN444	DN438				
ALT (2.9° APCH PATH)	1800	2139	4232				

MISSED APPROACH:
Climb to 3000FT or as directed by ATC via the RNP AR Missed Approach track to NASUX.

	11.3	0	5.5	
TCH 51 FT THR 29 ELEV 81				
				800
				NM FM THR

CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) 472 (391 - 2.3) 1.4 HIALS	DA(H) 472 (391 - 2.3) 1.4 HIALS
RNP (0.15)			DA(H) 432 (351 - 2.0) 1.1 HIALS	DA(H) 432 (351 - 2.0) 1.1 HIALS
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
1. PAPI not coincident with VPA.
 2. RNP 0.3 RQ FROM WOKKI TO DN432.
 3. RNP 0.3 RQ FROM KITTY TO DN432.
 4. MIN MAP GRAD 4.1% TO 3000FT per ATC.
 - 5#. Latest Intercept Point (LIP)

202510280142 General Electric Company Proprietary & Confidential Information

Changes: MagVar update, Editorial.

PDNGN19-186

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

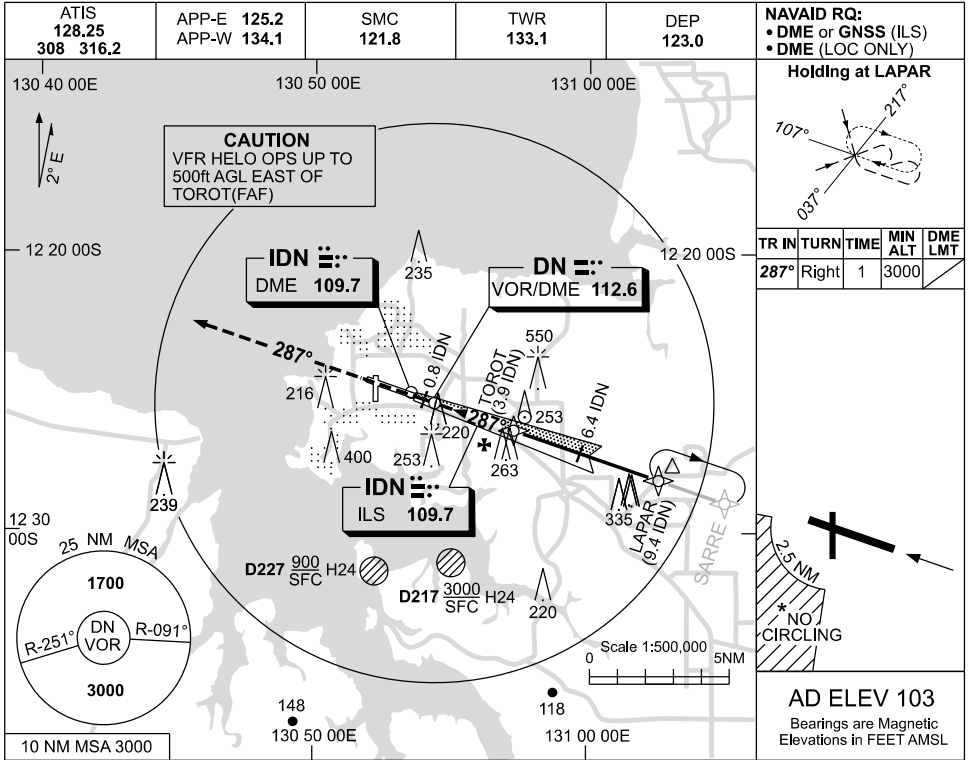
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USE QNH

ILS-Z or LOC-Z RWY 29
DARWIN, NT (YPDN)

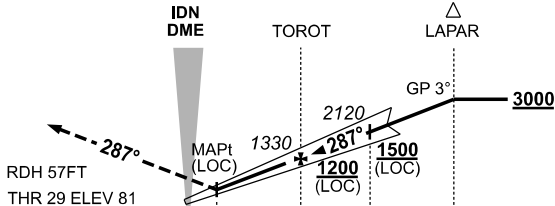
19 MAR 2026



NM TO IDN DME	1.4	2	3	3.9	5	6	6.4	7	8	9	9.2		
ALT (3° APCH PATH)	520	720	1040	1330	1680	2000	2120	2310	2630	2950	3000		

MISSED APPROACH:

TRACK 287°
 CLIMB TO 3000ft OR
 AS DIRECTED BY ATC.



NM TO IDN DME													
NM TO THR 29													

NOTES

- ACFT MAY BE RADAR VECTORED TO FNA.
- SPECIAL ALTN MNM 800/4 KM.
- DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D/DL
S-I ILS		290 (209) 0.8		
S-I LOC		520 (439-1.6)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE ‡	(1097-4.4)		(1197-6.0)	(1397-7.0)

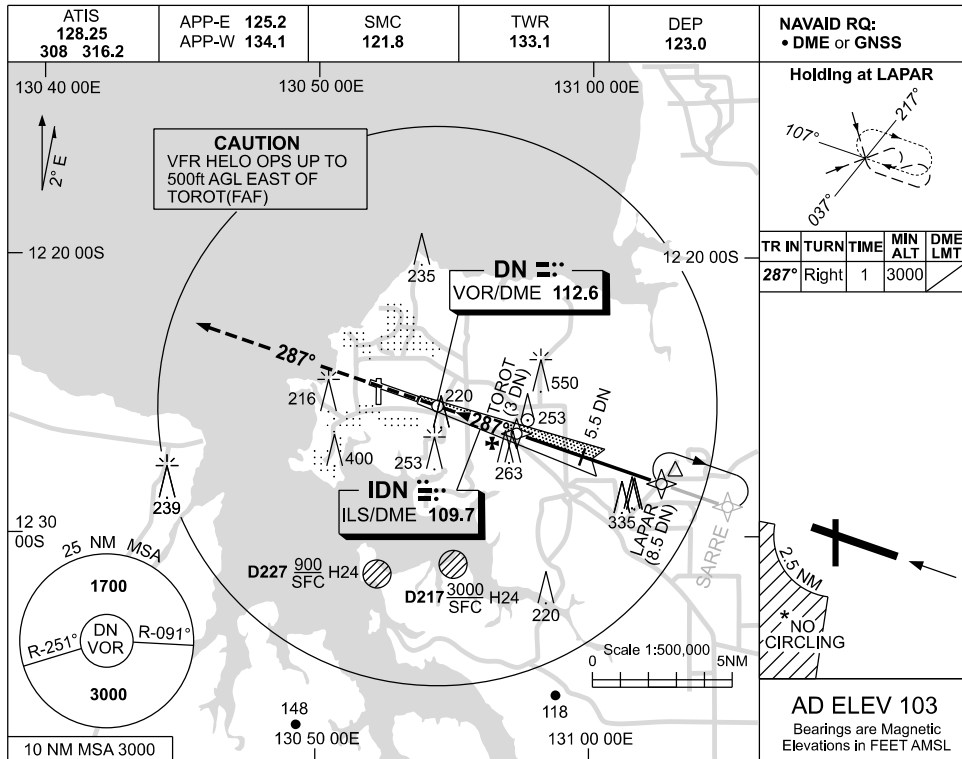
Changes: MAG VAR, Editorial.

PDNII01-186

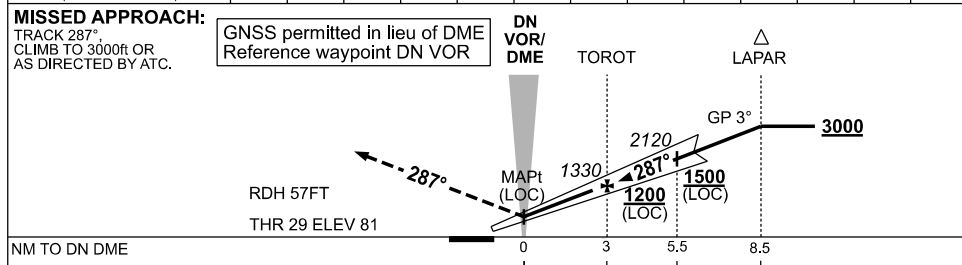
USE QNH

ILS-X or LOC-X RWY 29
DARWIN, NT (YPDN)

19 MAR 2026



NM TO DN DME	0.5	1	2	3	4	5	5.5	6	7	8	8.2		
ALT (3° APCH PATH)	520	690	1010	1330	1650	1970	2120	2280	2600	2920	3000		



NOTES

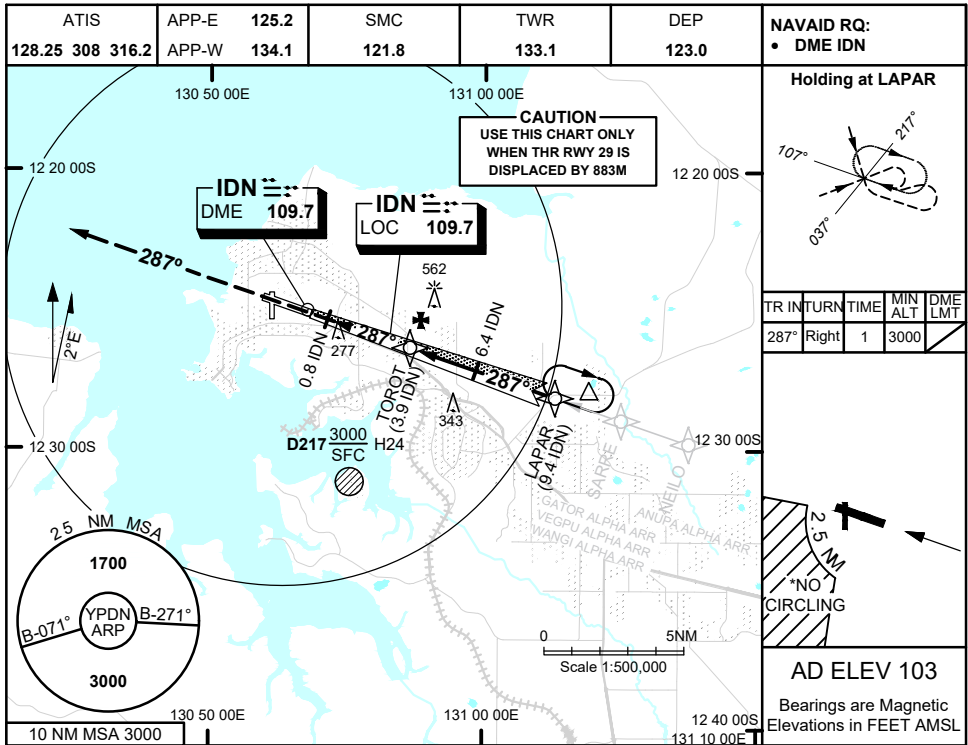
1. ACFT MAY BE RADAR VECTORED TO FNA.
- * 2. SPECIAL ALTN MNM 800/4 KM.
3. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- * 4. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D/DL
S-I ILS		290 (209-0.8)		
S-I LOC		520 (439-1.6)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE *	(1097-4.4)		(1197-6.0)	(1397-7.0)

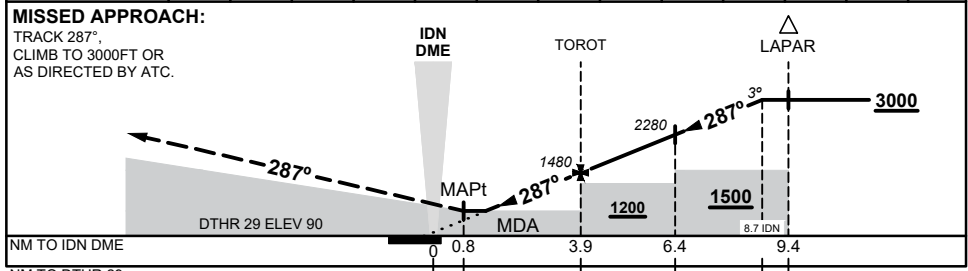
Changes: MAG VAR, Editorial.

PDNII02-186

19 MAR 2026



NM TO IDN DME	1.2	2	3	3.9	5	6	6.4	7	8	8.7		
ALT (3° APCH PATH)	620	880	1200	1480	1830	2150	2280	2470	2790	3000		



NOTES

1. ACFT MAY BE RADAR VECTORED TO FNA
- *2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5 NM
- #3. SPECIAL ALTN MNM 800/4 KM

CATEGORY	A	B	C	D
S-I LOC	620 (530 - 3.0)			
CIRCLING*	800 (697 - 2.4)		900 (797 - 4.0) 1100 (997 - 5.0)	
ALTERNATE#	(1197 - 4.4)		(1297 - 6.0) (1497 - 7.0)	

Changes: VAR, Editorial.

PDNLZ01-186

NOISE ABATEMENT PROCEDURES

DARWIN

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 25,000KG 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, HN.

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 2000FT 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 25,000KG are to maintain runway heading until 2000FT AMSL and:

- (a) 2DME(GPS)/3TAC off RWY 11 between 2030 and 1230 UTC
- (b) 7DME(GPS)/8TAC off RWY 11 between 1230 and 2030 UTC
- (c) 5DME(GPS)/3TAC off RWY 29

17 AUG 2017

2.2.3 Military Strike/Fighter Aircraft:

NOTE: These procedures are additional to and take precedence over the requirements contained in Darwin SID "DARWIN.....DEPARTURE - ALL RUNWAYS".

Rolling take-offs are preferred. Aircraft are to minimise use of afterburner. VTOL OPS not permitted.

RWY 11:

High Level Sorties shall maintain runway heading until above 5000FT AMSL, then turn.

Low Level Sorties (below 5000FT) if approved by RAAF Darwin ABCP due to operational requirements shall maintain runway heading until LAPAR/10TAC/9DME (GNSS), then turn and remain outside 10TAC/9DME(GNSS) to intercept outbound track.

RWY 29:

Aircraft shall maintain runway heading until above 2000FT AMSL and established over water, then turn.

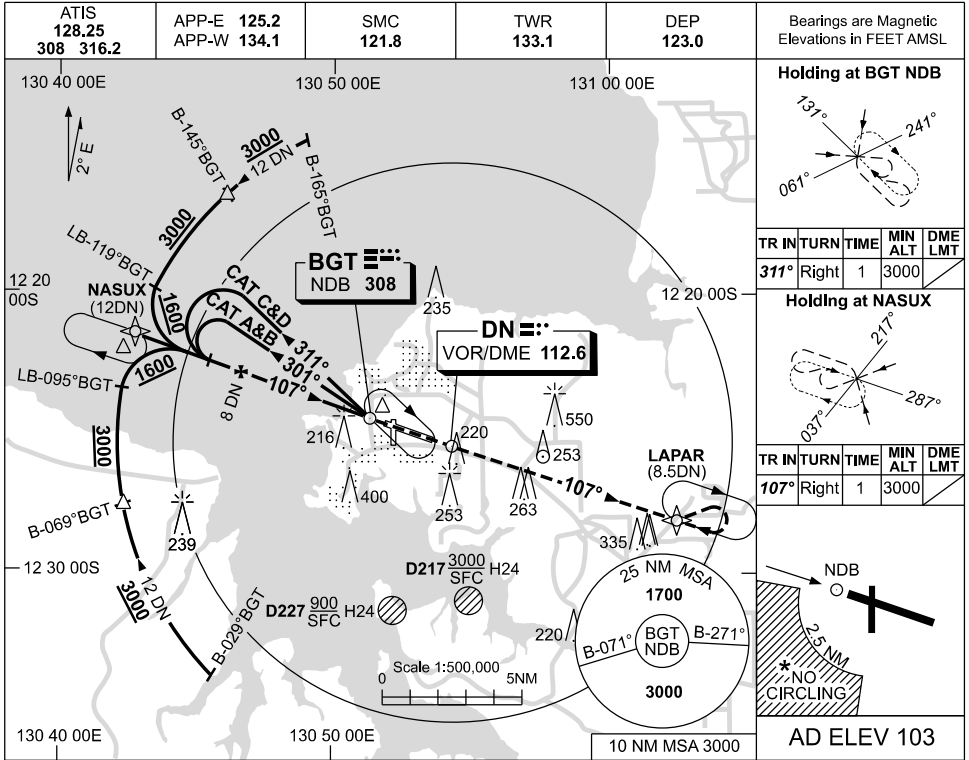
3 - TRAINING

See AIP/ERSA.

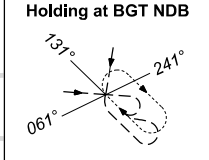
4 - NOTE:

Australian registered jet propelled aircraft that are noise certified as per ICAO Annex 16 may conduct operations using Runway 18/36.

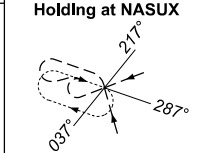
19 MAR 2026



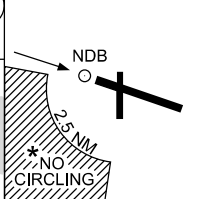
Bearings are Magnetic
 Elevations in FEET AMSL



TR	IN	TURN	TIME	MIN	DME
311°	Right	1	3000		

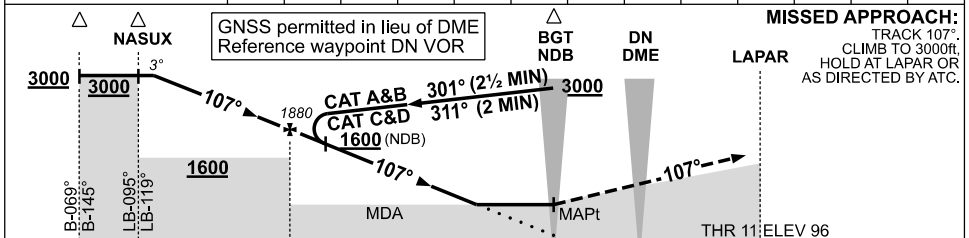


TR	IN	TURN	TIME	MIN	DME
107°	Right	1	3000		



AD ELEV 103

DIST BY DME	11.5	11	10	9	8	7	6	5	4	3.7
ALT (3° APCH PATH)	3000	2840	2520	2200	1880	1560	1240	930	610	520



NM BY DME: 12, 12, 8, 0, 8.5
 THR 11: ELEV 96

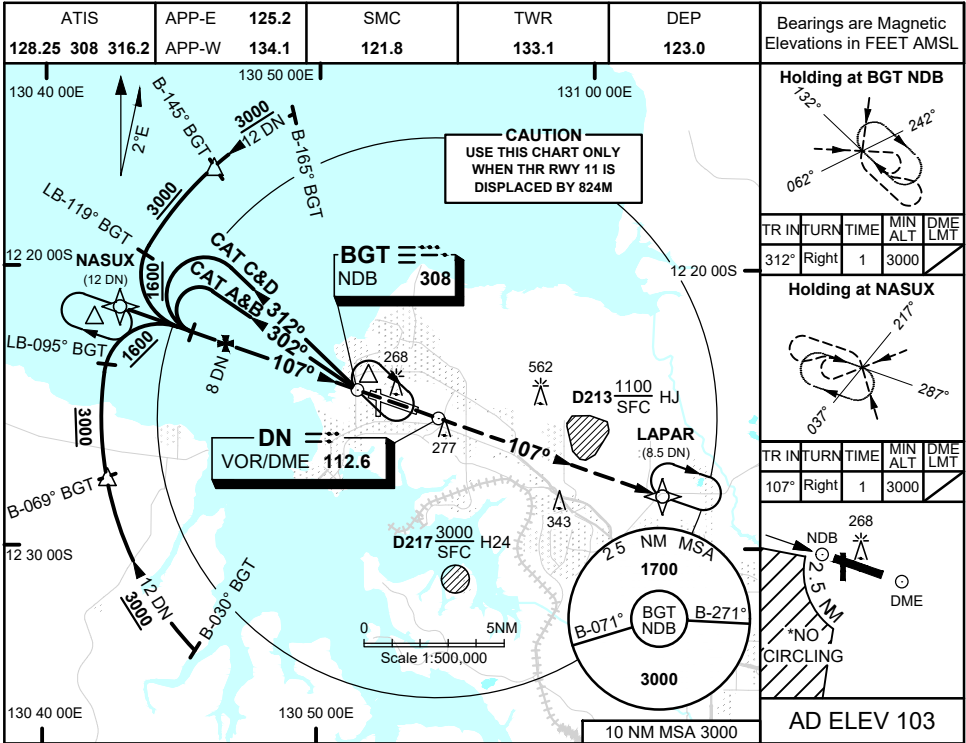
- NOTES**
- MAX IAS: INITIAL : 210KT.
 - ACFT MAY BE RADAR VECTORED TO FINAL.
 - DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
 - SPECIAL ALTN MNM 800/4 KM.
 - NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I NDB		560 (457-2.6)		
S-I NDB/DME		520 (417-2.3)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	1000 (897-5.0)
ALTERNATE *	(1097-4.4)		(1197-6.0)	(1397-7.0)

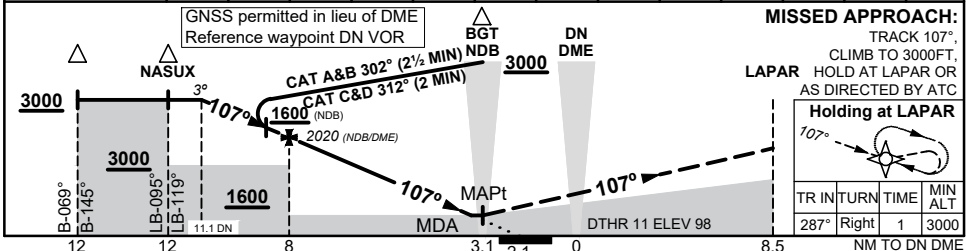
Changes: MAG VAR, Editorial.

PDNNB01-186

19 MAR 2026



DIST TO DN DME	11.1	10	9	8	7	6	5	4	3.7	3.6		
ALT (3° APCH PATH)	3000	2660	2340	2020	1700	1390	1070	750	660	620		



NOTES

1. MAX IAS:
INITIAL :210KT
2. ACFT MAY BE RADAR VECTORED TO FINAL
- *3. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5 NM
- *4. SPECIAL ALTN MNM 800/4 KM

CATEGORY	A	B	C	D
S-I NDB	660 (557 - 3.1)			
S-I NDB/DME	620 (517 - 2.9)			
CIRCLING*	800 (697 - 2.4)	900 (797 - 4.0)		1100 (997 - 5.0)
ALTERNATE#	(1197 - 4.4)		(1497 - 7.0)	

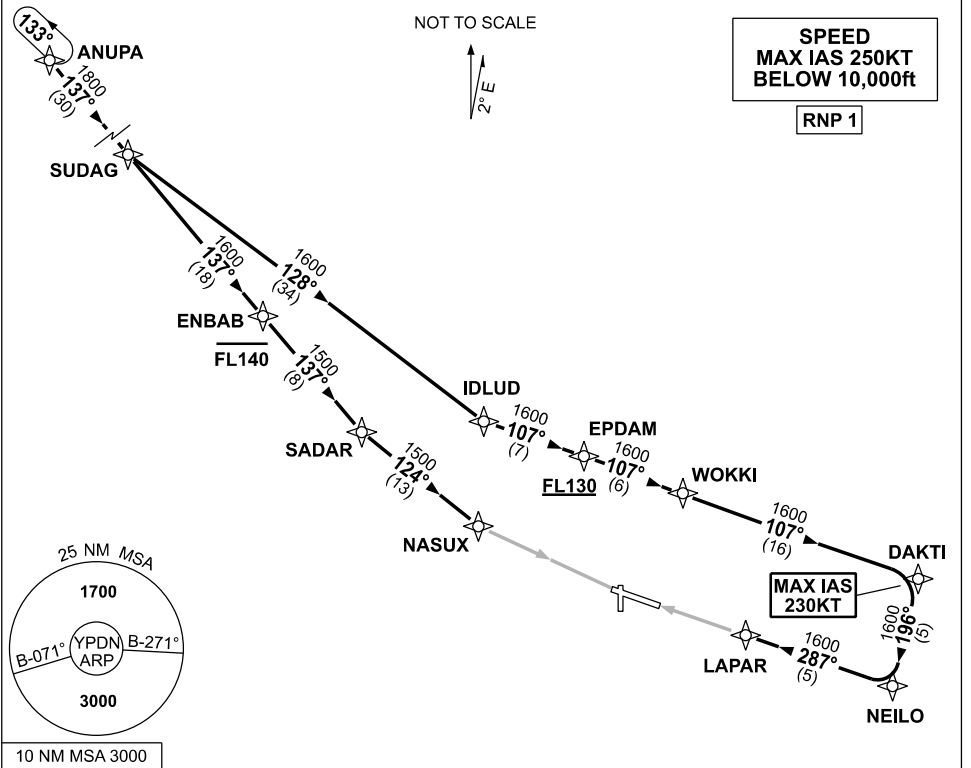
Changes: VAR.

PDNNB03-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
ANUPA TWO X-RAY ARRIVAL (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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- ARRIVAL: ANUPA TWO X-RAY**
- RWY 11:**
- From ANUPA track 137° to SUDAG
 - Track 137° to ENBAB
 - **Cross** ENBAB AT or BLW FL140
 - Track 137° to SADAR
 - Turn LEFT track 124° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11 approach
- RWY 29:**
- From ANUPA track 137° to SUDAG
 - Turn LEFT track 128° to IDLUD
 - Turn LEFT track 107° to EPDAM
 - **Cross** EPDAM AT or ABV FL130
 - Track 107° to WOKKI
 - Track 107° to DAKTI
 - MAX IAS 230KT from DAKTI
 - Turn RIGHT track 196° to NEILO
 - Turn RIGHT track 287° to LAPAR for RNP X (AR) or RNP Y (AR) RWY 29 approach

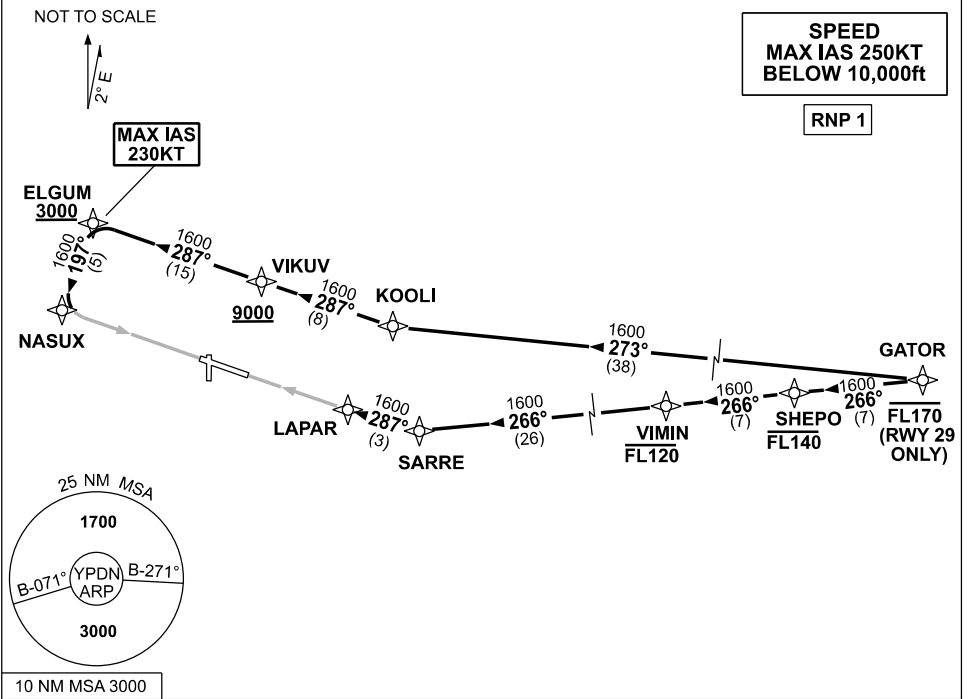
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
GATOR FOUR X-RAY ARRIVAL (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: GATOR FOUR X-RAY

RWY 11:

- From GATOR track 273° to KOOLI
- Turn RIGHT track 287° to VIKUV
Cross VIKUV AT or ABV 9000ft
- Track 287° to ELGUM,
Cross ELGUM AT or ABV 3000ft
MAX IAS 230KT FROM ELGUM
- Turn LEFT track 197° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11 approach

RWY 29:

- **Cross** GATOR AT or BLW FL170
- From GATOR track 266° TO SHEPO
Cross SHEPO AT or BLW FL140
- From SHEPO track 266° TO VIMIN
Cross VIMIN AT or BLW FL120
- From VIMIN track 266° to SARRE
- Turn RIGHT, track 287° to LAPAR for RNP X (AR) or RNP Y (AR) RWY 29 approach

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 ERSA EMERG Section 1.5.

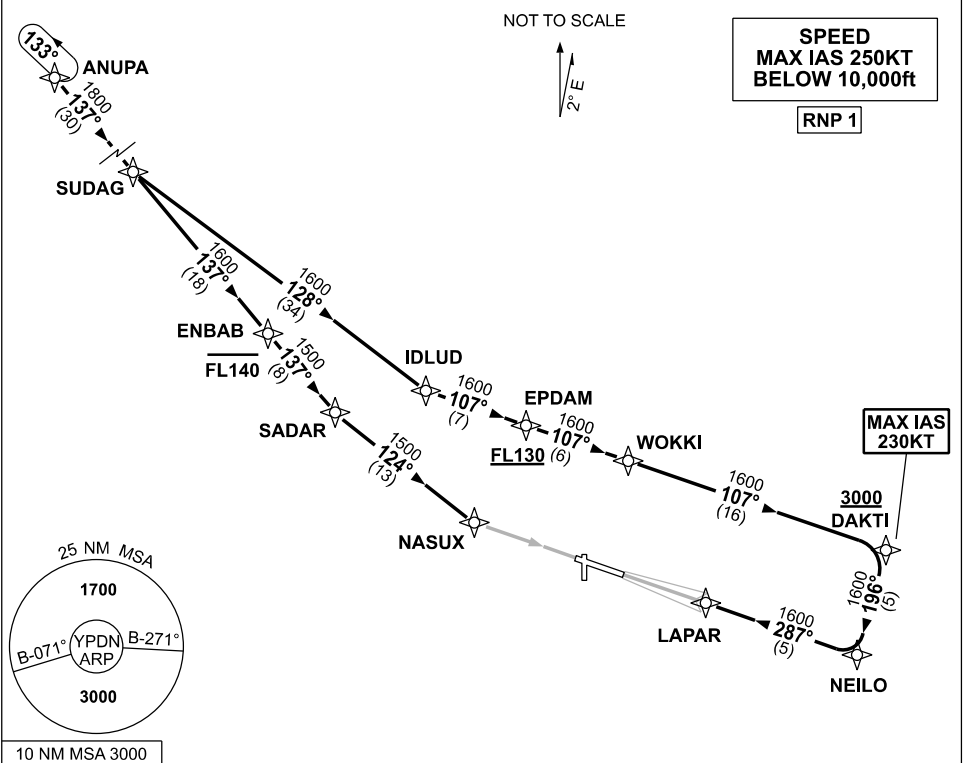
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNSR02-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
ANUPA TWO ALPHA ARRIVAL (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: ANUPA TWO ALPHA

RWY 11:

- From ANUPA track 137° to SUDAG
- Track 137° to ENBAB
Cross ENBAB AT or BLW FL140
- Track 137° to SADAR
- Turn LEFT track 124° to NASUX
 for VOR or NDB RWY 11 approach

RWY 29:

- From ANUPA track 137° to SUDAG
- Turn LEFT track 128° to IDLUD
- Turn LEFT track 107° to EPDAM
Cross EPDAM AT or ABV FL130
- Track 107° to WOKKI
- Track 107° to DAKTI
Cross DAKTI AT or ABV 3000ft
 MAX IAS 230KT from DAKTI
- Turn RIGHT track 196° to NEILO
- Turn RIGHT track 287° to LAPAR for
 ILS or LOC RWY 29 approach

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 ERS A EMERG Section 1.5.

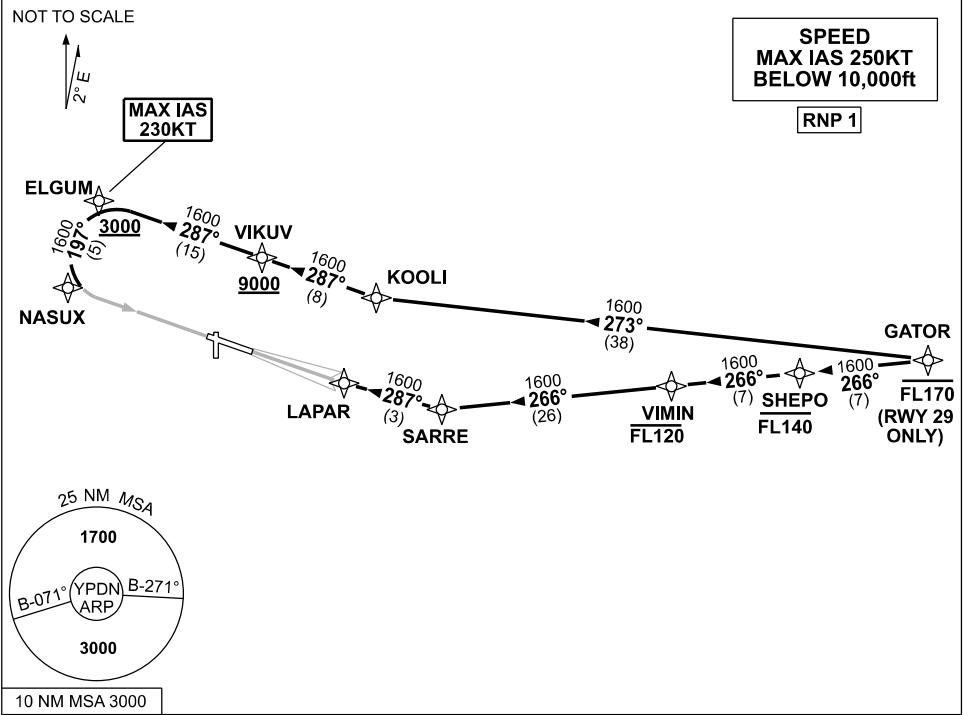
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNSR03-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
GATOR FOUR ALPHA ARRIVAL (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: GATOR FOUR ALPHA

RWY 11:

- From GATOR track 273° to KOOLI
- Turn RIGHT track 287° to VIKUV
Cross VIKUV AT or ABV 9000ft
- Track 287° to ELGUM,
Cross ELGUM AT or ABV 3000ft
MAX IAS 230KT FROM ELGUM
- Turn LEFT track 197° to NASUX for VOR or NDB RWY 11 approach

RWY 29:

- Cross** GATOR AT or BLW FL170
- From GATOR track 266° TO SHEPO
Cross SHEPO AT or BLW FL140
- From SHEPO track 266° TO VIMIN
Cross VIMIN AT or BLW FL120
- From VIMIN track 266° to SARRE
- Turn RIGHT track 287° to LAPAR for ILS or LOC RWY 29 approach.

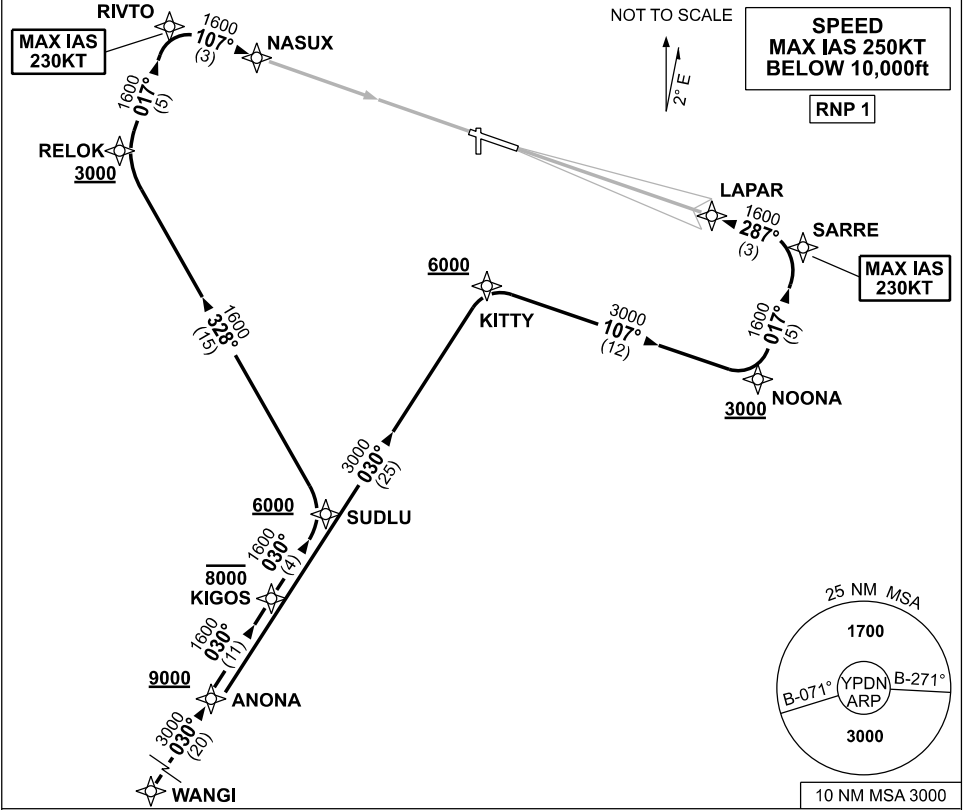
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERS A EMERG Section 1.5.

STANDARD INSTRUMENT ARRIVAL (STAR)
WANGI FIVE ALPHA ARRIVAL (RNAV)
DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: WANGI FIVE ALPHA

RWY 11:

- From WANGI track 030° to ANONA
Cross ANONA AT or ABV 9000ft
- Track 030° to KIGOS
Cross KIGOS AT or BLW 8000ft
- Track 030° to SUDLU
Cross SUDLU AT or ABV 6000ft
- Turn LEFT, track 328° to RELOK
Cross RELOK AT or ABV 3000ft
- Turn RIGHT track 017° to RIVTO,
MAX IAS 230KT from RIVTO
- Turn RIGHT track 107° to NASUX for
VOR or NDB RWY 11 approach

RWY 29:

- From WANGI track 030° to ANONA
Cross ANONA AT or ABV 9000ft
- Track 030° to KITTY
Cross KITTY AT or ABV 6000ft
- Turn RIGHT track 107° to NOONA
Cross NOONA AT or ABV 3000ft
- Turn LEFT track 017° to SARRE
MAX IAS 230KT from SARRE
- Turn LEFT track 287° to LAPAR for
ILS or LOC RWY 29 approach

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 ERSA EMERG Section 1.5.

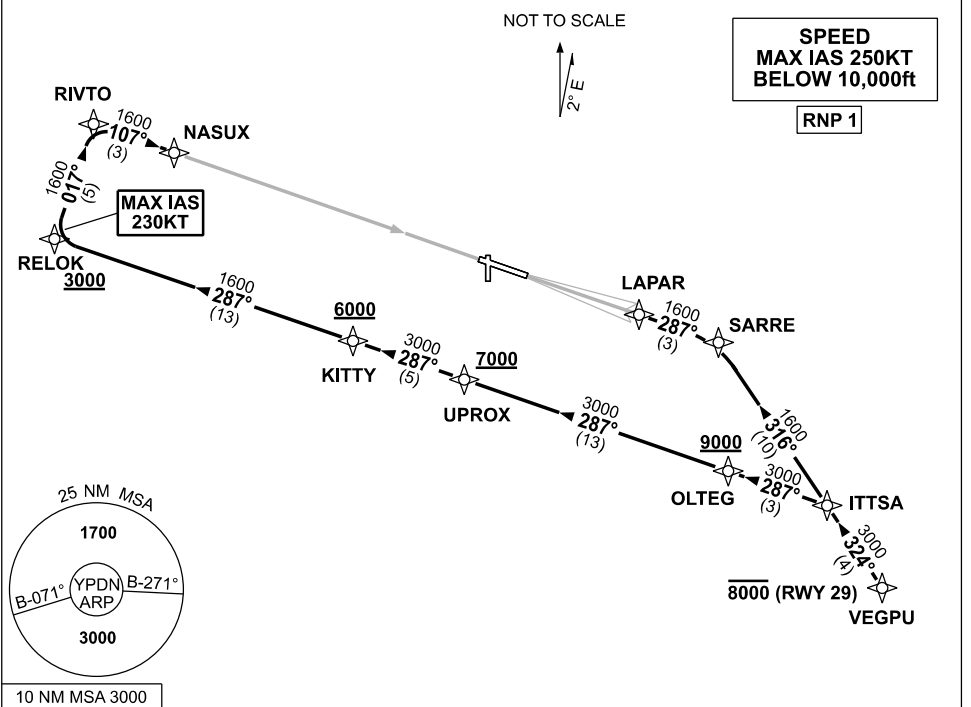
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNSR05-186

STANDARD INSTRUMENT ARRIVAL (STAR)
VEGPU ONE ALPHA ARRIVAL (RNAV)
DARWIN, NT (YPDN)

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: VEGPU ONE ALPHA

RWY 11:

- From VEGPU track 324° to ITTSA
- Turn LEFT track 287° to OLTEG
Cross OLTEG AT or ABV 9000ft
- Track 287° to UPROX
Cross UPROX AT or ABV 7000ft
- Track 287° to KITTY
Cross KITTY AT or ABV 6000ft
- Track 287° to RELOK
Cross RELOK AT or ABV 3000ft
MAX IAS 230KT from RELOK
- Turn RIGHT track 017° to RIVTO
- Turn RIGHT track 107° to NASUX for
VOR or NDB RWY 11 approach

RWY 29:

- **Cross** VEGPU AT or BLW 8000ft
- From VEGPU track 324° to ITTSA
- Turn LEFT track 316° to SARRE
- Turn LEFT track 287° to LAPAR for
ILS or LOC RWY 29 approach

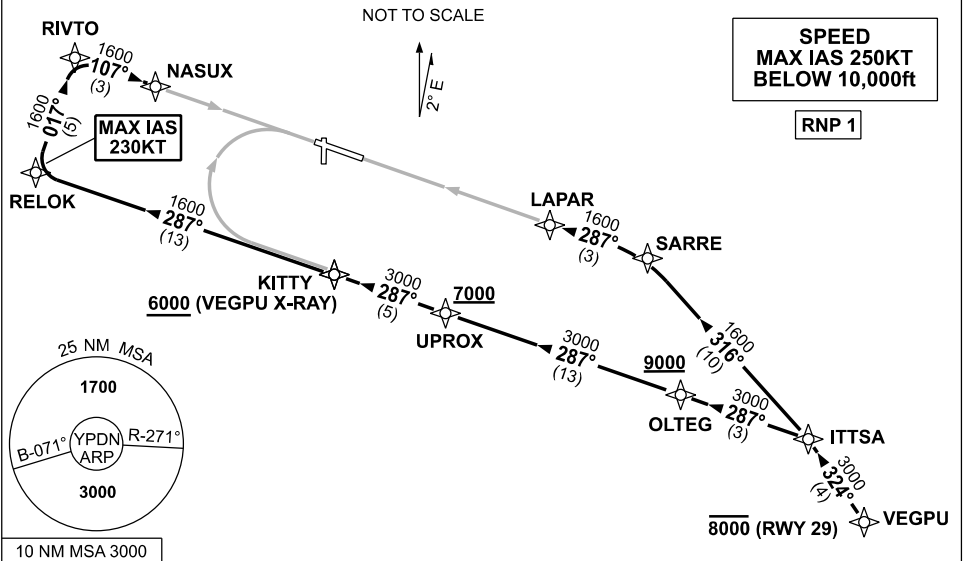
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
VEGPU ONE WHISKEY, X-RAY ARRIVAL (RNAV)
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: VEGPU ONE

RWY 11 WHISKEY:

- From VEGPU track 324° to ITTSA
- Turn LEFT track 287° to OLTEG
Cross OLTEG AT or ABV 9000ft
- Track 287° to UPROX
Cross UPROX AT or ABV 7000ft
- Track 287° to KITTY for RNP W (AR)
or RNP S (AR) RWY 11 approach

RWY 11 X-RAY:

- From VEGPU track 324° to ITTSA
- Turn LEFT track 287° to OLTEG
Cross OLTEG AT or ABV 9000ft
- Track 287° to UPROX
Cross UPROX AT or ABV 7000ft
- Track 287° to KITTY
Cross KITTY AT or ABV 6000ft
- Track 287° to RELOK
MAX IAS 230KT from RELOK
- Turn RIGHT track 017° to RIVTO
- Turn RIGHT track 107° to NASUX for
RNP X (AR) or RNP Y (AR)
RWY 11 approach

RWY 29 X-RAY:

- Cross VEGPU AT or BLW 8000ft
- From VEGPU track 324° to ITTSA
- Turn LEFT track 316° to SARRE
- Turn LEFT track 287° to LAPAR for
RNP X (AR) or RNP Y (AR)
RWY 29 approach

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 ERSa EMERG Section 1.5.

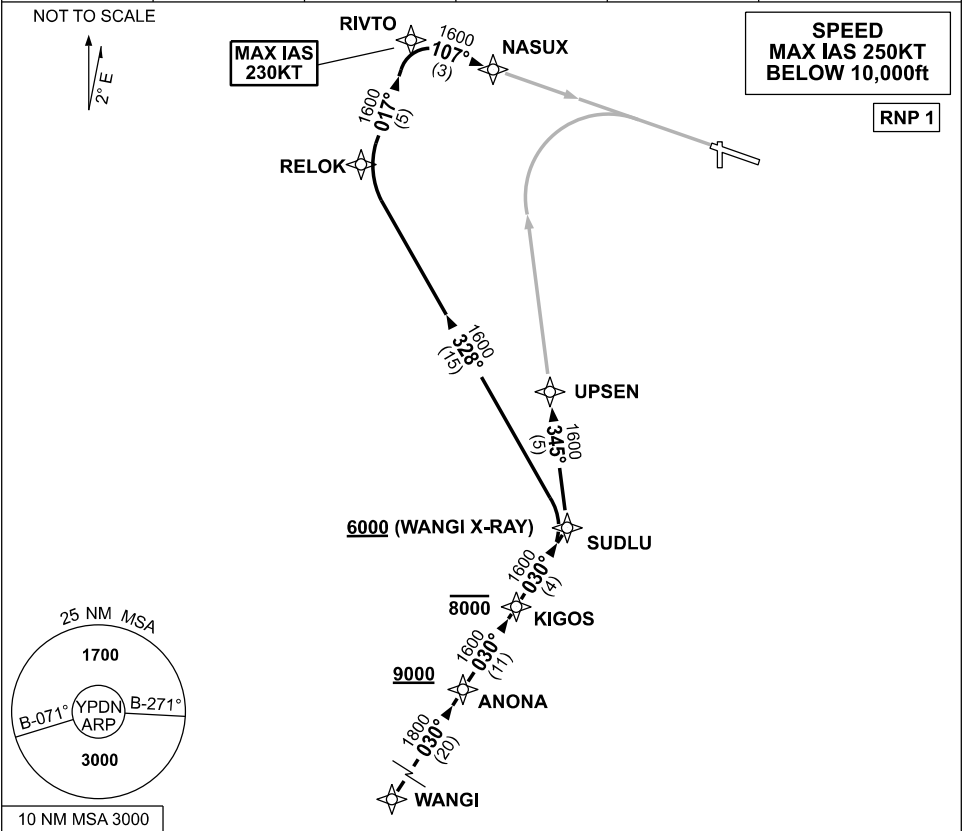
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNSR07-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
WANGI FIVE WHISKEY, X-RAY ARRIVALS (RNAV) RWY 11
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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<p>ARRIVAL: WANGI FIVE</p> <p>RWY 11 WHISKEY:</p> <ul style="list-style-type: none"> From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft Track 030° to KIGOS Cross KIGOS AT or BLW 8000ft Track 030° to SUDLU Turn LEFT track 345° to UPSEN for RNP W (AR) or RNP S (AR) RWY 11 approach 	<p>RWY 11 X-RAY:</p> <ul style="list-style-type: none"> From WANGI track 030° to ANONA Cross ANONA AT or ABV 9000ft Track 030° to KIGOS Cross KIGOS AT or BLW 8000ft Track 030° to SUDLU Cross SUDLU AT or ABV 6000ft Turn LEFT track 328° to RELOK Turn RIGHT track 017° to RIVTO, MAX IAS 230KT from RIVTO Turn RIGHT track 107° to NASUX for RNP X (AR) or RNP Y (AR) RWY 11 approach
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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 ERSA EMERG Section 1.5.

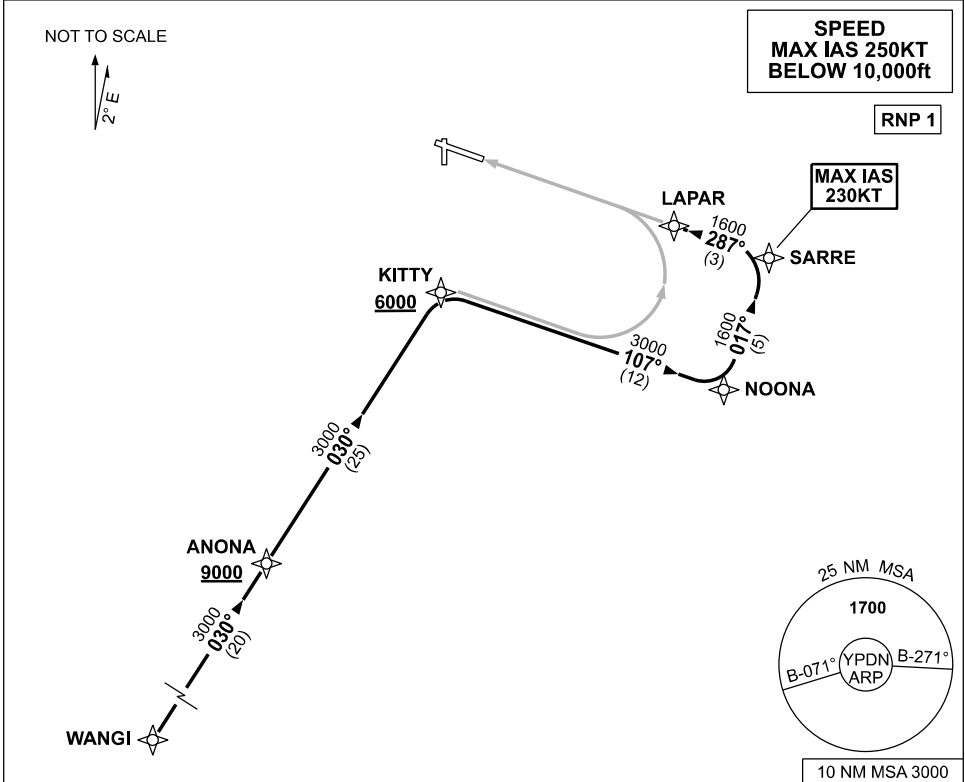
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNSR08-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
WANGI FIVE WHISKEY, X-RAY ARRIVALS (RNAV) RWY 29
DARWIN, NT (YPDN)**

19 MAR 2026

ATIS 128.25 308 316.2	APP-E 125.2 APP-W 134.1	TWR 133.1	SMC 121.8		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: WANGI FIVE

RWY 29 WHISKEY:

- From WANGI track 030° to ANONA
Cross ANONA AT or ABV 9000ft
- Track 030° to KITTY for RNP W (AR)
or RNP S (AR) RWY 29 approach
Cross KITTY AT or ABV 6000ft

RWY 29 X-RAY:

- From WANGI track 030° to ANONA
Cross ANONA AT or ABV 9000ft
- Track 030° to KITTY
Cross KITTY AT or ABV 6000ft
- Turn RIGHT track 107° to NOONA
- Turn LEFT track 017° to SARRE
MAX IAS 230KT from SARRE
- Turn LEFT track 287° to LAPAR for
RNP X (AR) or RNP Y (AR) RWY 29
approach

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 ERSA EMERG Section 1.5.

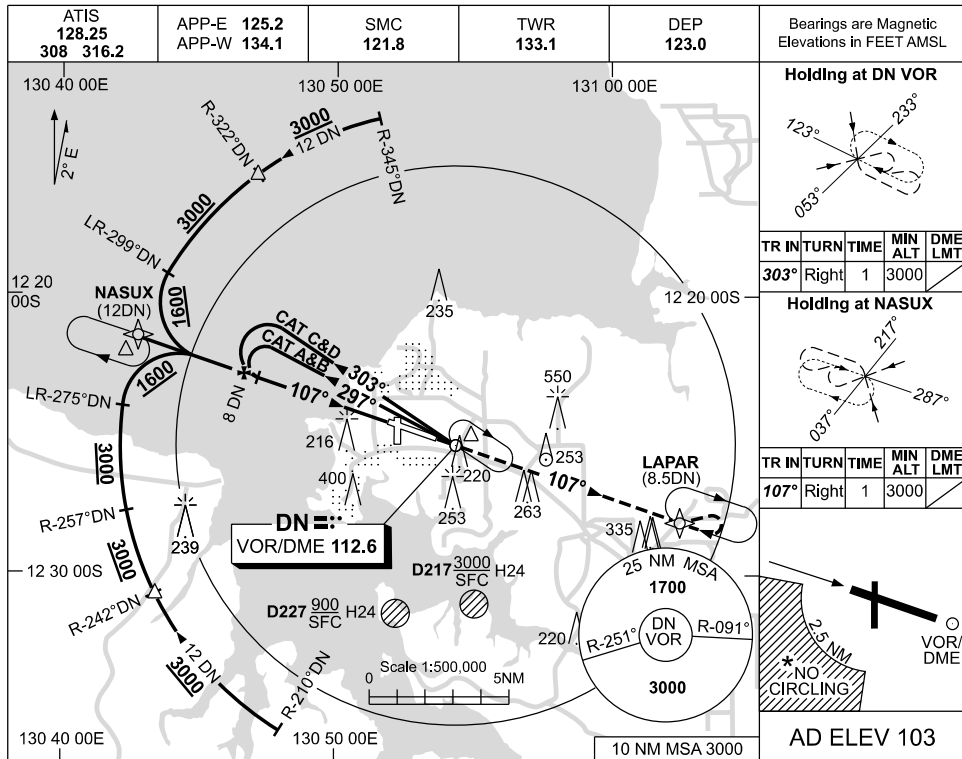
Changes: MAG VAR, MSA REFERENCE, Editorial.

PDNSR09-186

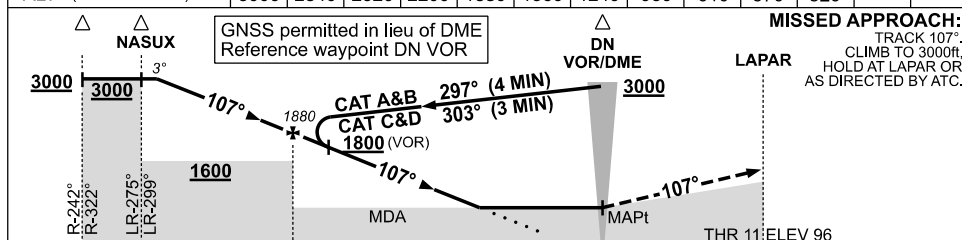
USE QNH

VOR-Z RWY 11
DARWIN, NT (YPDN)

19 MAR 2026



DIST TO DN DME	11.5	11	10	9	8	7	6	5	4	3.9	3.7		
ALT (3° APCH PATH)	3000	2840	2520	2200	1880	1560	1240	930	610	570	520		



NM TO 12 12 8 0 8.5
 DN DME

NOTES

1. MAX IAS: INITIAL : 210KT.
2. ACFT MAY BE RADAR VECTORED TO FINAL.
3. DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
- *4. SPECIAL ALTN MNM 800/4 KM.
- *5. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I VOR		570 (467-2.6)		
S-I VOR/DME		520 (417-2.3)		
CIRCLING *	700 (597-2.4)		800 (697-4.0)	
ALTERNATE *	(1097-4.4)		(1397-7.0)	

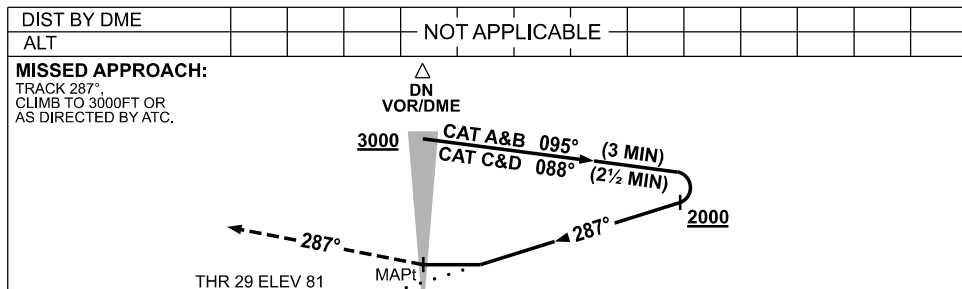
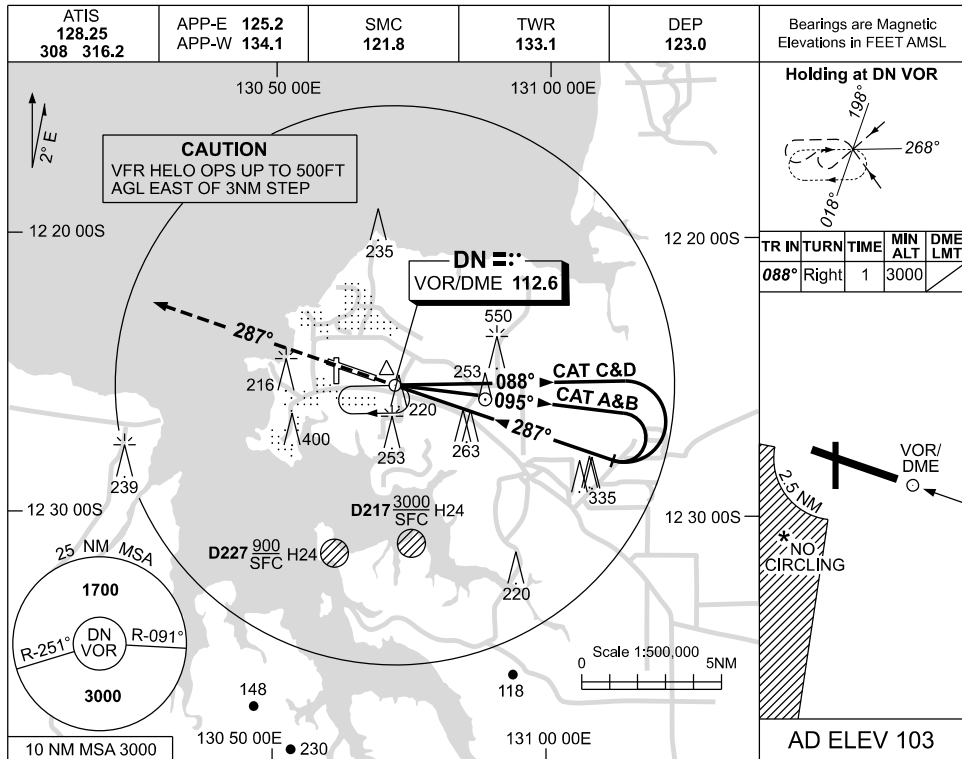
Changes: MAG VAR, Editorial.

PDNV001-186

USE QNH

VOR-Y RWY 29
DARWIN, NT (YPDN)

19 MAR 2026



NOTES

CATEGORY	A	B	C	D
S-I VOR	1100 (1019-4.9)			
CIRCLING *	1100 (997-2.4)	1100 (997-4.0)		1100 (997-5.0)
ALTERNATE	(1497-4.4)	(1497-6.0)		(1497-7.0)

1. MAX IAS:
 INITIAL: CAT C/D 210KT
2. ACFT MAY BE RADAR
 VECTORED TO FINAL.
- *3. NO CIRCLING IN SECTOR
 SW OF RWY 11/29 AND
 RWY 18/36 BEYOND 2.5NM.

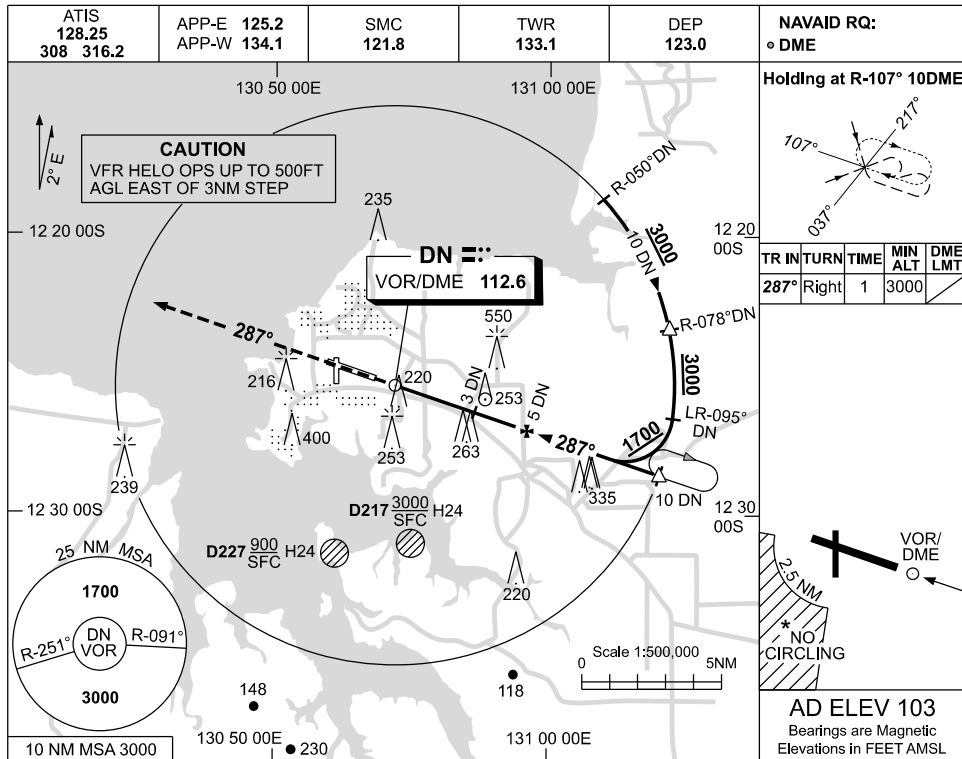
Changes: MAG VAR, Editorial.

PDNVO02-186

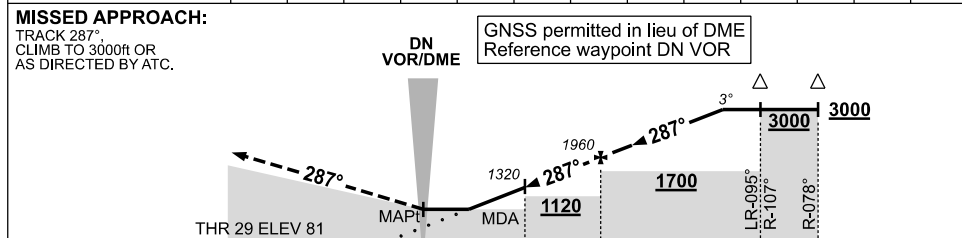
USE QNH

VOR-Z RWY 29
DARWIN, NT (YPDN)

19 MAR 2026



DIST TO DN DME	0.6	1	2	3	4	5	6	7	8	8.3		
ALT (3° APCH PATH)	570	690	1000	1320	1640	1960	2280	2600	2910	3000		



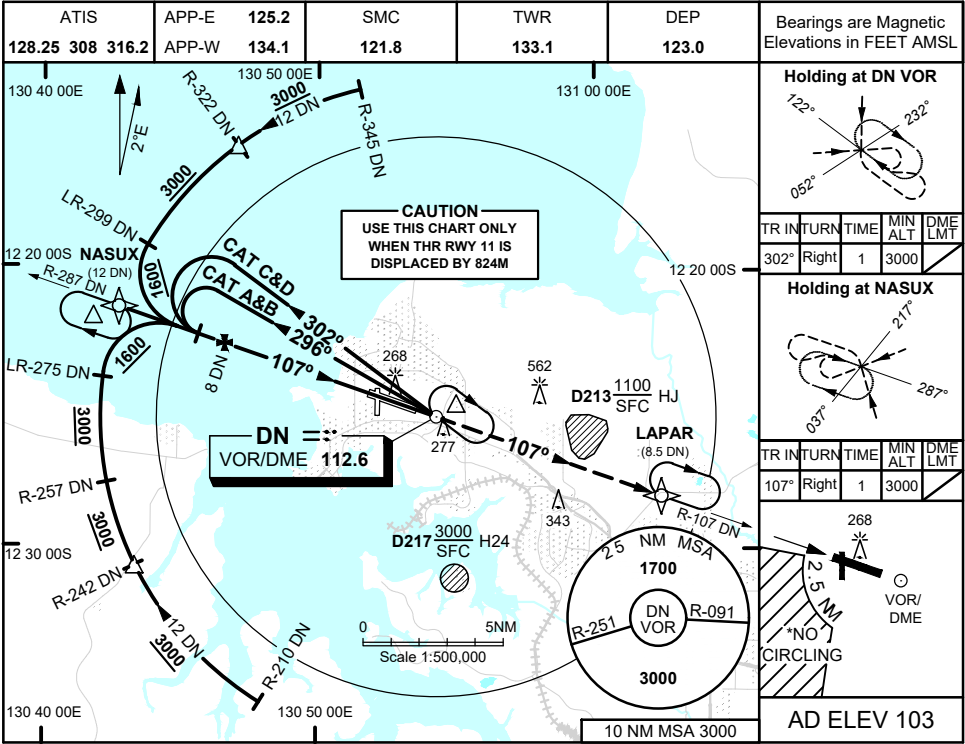
- NOTES**
- ACFT MAY BE RADAR VECTORED TO FINAL.
 - DME 71X(112.4) NOT TO BE USED WITH THIS PROCEDURE.
 - SPECIAL ALTN MNM 800/4KM.
 - NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5NM.

CATEGORY	A	B	C	D
S-I VOR/DME	570 (489-1.9)			
CIRCLING *	700 (597-2.4)	800 (697-4.0)	1000 (897-5.0)	
ALTERNATE ‡	(1097-4.4)	(1197-6.0)	(1397-7.0)	

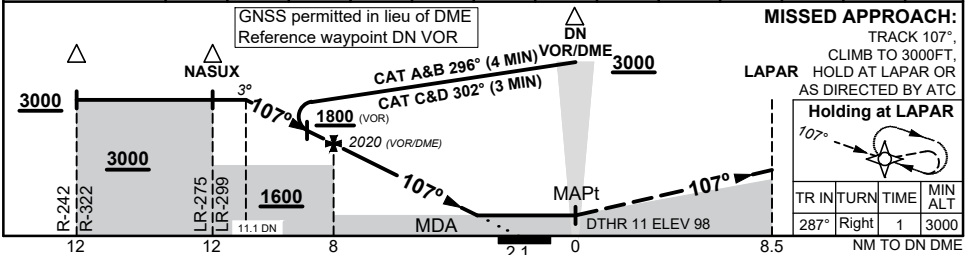
Changes: MAG VAR, Editorial.

PDNVO03-186

19 MAR 2026



DIST TO DN DME	11.1	10	9	8	7	6	5	4	3.8	3.6		
ALT (3° APCH PATH)	3000	2660	2340	2020	1700	1390	1070	750	670	620		



NOTES

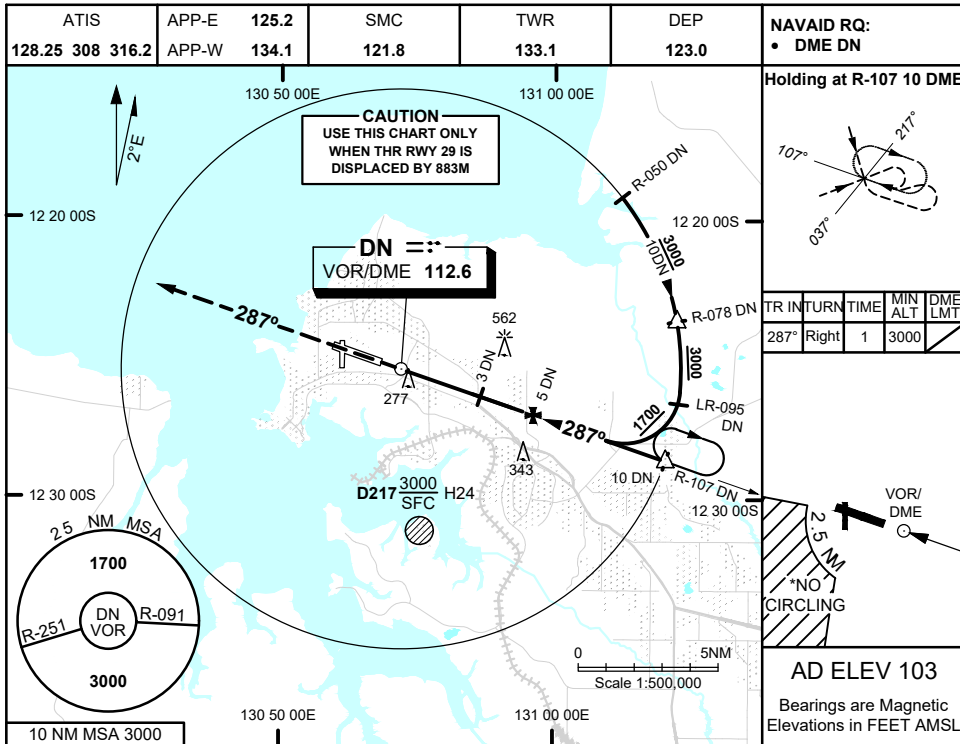
1. MAX IAS:
INITIAL :210KT
2. ACFT MAY BE RADAR VECTORED TO FINAL
- *3. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5 NM
- #4. SPECIAL ALTN MNM 800/4 KM

CATEGORY	A	B	C	D
S-I VOR	670 (567 - 3.2)			
S-I VOR/DME	620 (517 - 2.9)			
CIRCLING*	800 (697 - 2.4)	900 (797 - 4.0)	1100 (997 - 5.0)	
ALTERNATE#	(1197 - 4.4)		(1497 - 7.0)	

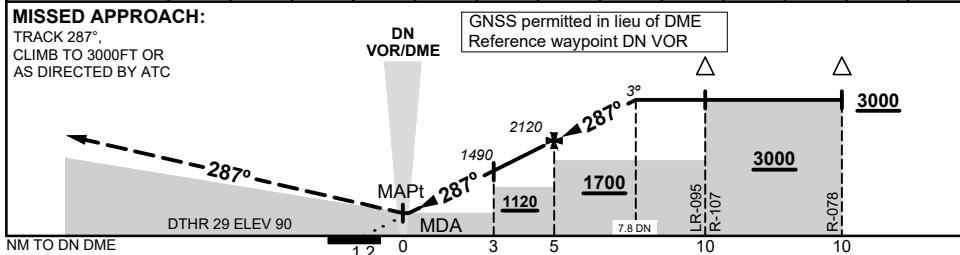
Changes: VAR.

PDNVO04-186

19 MAR 2026



DIST TO DN DME	0.4	1	2	3	4	5	6	7	7.8			
ALT (3° APCH PATH)	670	850	1170	1490	1800	2120	2440	2760	3000			



NOTES

1. ACFT MAY BE RADAR VECTORED TO FINAL
- *2. NO CIRCLING IN SECTOR SW OF RWY 11/29 AND RWY 18/36 BEYOND 2.5 NM
- #3. SPECIAL ALTN MNM 800/4 KM

CATEGORY	A	B	C	D
S-I VOR/DME	670 (580 - 3.3)			
CIRCLING*	800 (697 - 2.4)		900 (797 - 4.0)	
ALTERNATE#	(1197 - 4.4)		(1497 - 7.0)	

Changes: VAR.

PDNVO05-186