

DARWIN**ELEV 103****AVFAX CODE 8001**

NT

UTC +9:30

YPDN

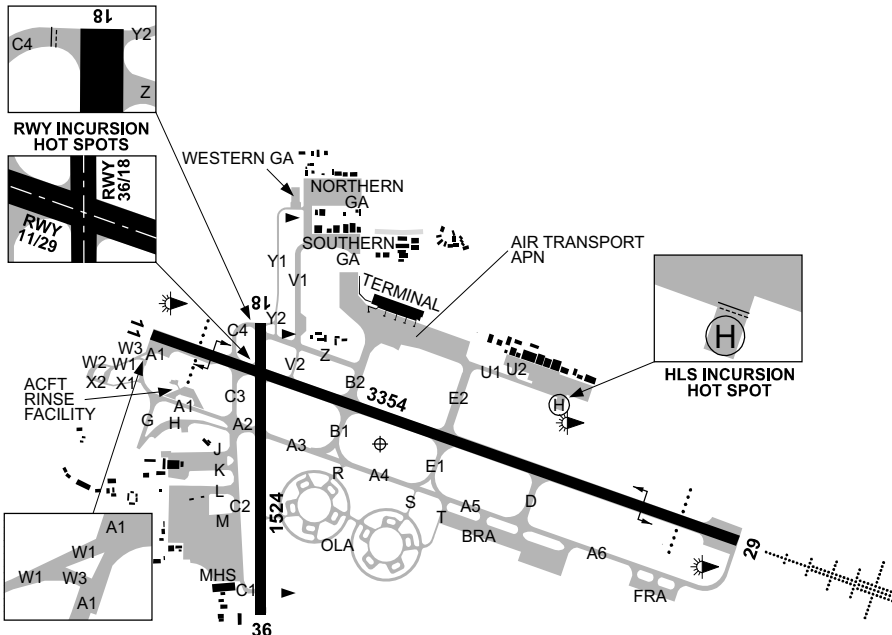
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1305236E

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JOINT

AD OPR Darwin International Airport Pty Ltd (DIA), PO Box 40996, Casuarina, NT 0811. RAAF Base Darwin, Winnellie, NT, 0820. PH Civil 08 8920 1811(ADMIN HJ): OPS 8920 1852 H24: 0402 088 145: MIL 8923 8888. Fax Civil 8920 1800: OPS 8920 1855. Website: Civil www.darwinairport.com.au.

**REMARKS**

1. Access to the RPT terminal not available to itinerant aircraft without PN.
2. AD Charges: All civil ACFT, copies of Conditions of Use can be obtained from civil AD OPR or website.
3. PPR for civil and foreign MIL ACFT transiting RAAF Darwin from Air Base Command Post. 72HR PN.
4. Civil airport H24. MIL AD H24, CTC ABCP PH: 08 8923 8888, email: dar.abcp@defence.gov.au for HN OPS.
5. The Air Transport APN is a Security Restricted Area. Identification authorised by civil AD OPR must be worn by all personnel not accompanied by an approved airside escort
6. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES**Civil Airport**

AIR BP/SHELL (Air Transport APN): H24. Phone 08 8945 2655, 0458 093 833, Fax 08 8945 2654.

AH 0458 093 833, 0410 060 730, 0409 491 958. JET A1.

Viva Energy Australia Pty Ltd: JET A1, AEROJET Tanker Refuelling H24 (Air Transport, HEL and GA Aprons, excluding western GA): Phone 0409 889 236, Office 08 9194 7701, Fax 08 8945 0421.

AVGAS Tanker Refuelling (Air Transport, HEL and GA Aprons, excluding western GA):

2030-0800 UTC, Phone 0438 450 038, Office 08 9194 7701.

Viva Energy Australia Pty Ltd: Bowser H24 Northern GA Apron.

MIL air movements/base duty crew AVBL 1930-1330 UTC, OT 72HR PN, subject to Air Base Executive approval. CTC ABCP PH: 08 8923 8888, email: dar.abcp@defence.gov.au.

Jet Aviation Australia – FBO Services H24 Civil and MIL ACFT. Phone OPS H24 +61 466 026 706. Email: drwfbo@jetaviation.com VHF 135.95 CS 'Jet Aviation'.
 Pearl Flight Centre – Full FBO services, fuel sales and VIP facilities for ACFT up to 400,000KG. MEDEVAC, Customs, Immigration and Biosecurity services AVBL H24 with 2HR PN for Civil and MIL ACFT. Short/long-term hangarage (subject to availability) and apron PRKG AVBL on private apron, direct ACFT and vehicle access. Apron and hangar are located off TWY U2.
 H24 OPS: +61 434 124 740. Email: pfc@pearlflightcentre.com.au.

PASSENGER FACILITIES

N GA Apron terminal: PT/LG/WC

Domestic and International terminal: PT/TX/HC/BU/AC/LG/RF/WC/ME

RESCUE AND FIREFIGHTING SERVICES

1. CAT 8 H24.
2. 131.0 MHz AVBL H24. Request via ATC.

APRONS AND TAXIWAYS

1. TWY C S of MHS PCN 18/F/C.
2. GA APRONS PCN 9/F/C/550 (83PSI).

SURFACE MOVEMENT GUIDANCE

RWY 11/29 DIST to run markers (lit) from 9,000FT.

AERODROME OBSTACLES

1. Lightning rod on Fire Station tower 152FT AMSL BRG 327 DEG MAG 0.33NM FM ARP. Infringes TNS by 3.4FT.
2. Anemometer 139FT AMSL BRG 278 DEG MAG 0.25NM FM ARP. Infringes TNS by 17.8FT.
3. GP antenna 128FT AMSL 310M FM SOT RWY 29 and 148M right of CL. Infringes the 5% plane of RWY 11/29 flyover area by 33FT.
4. Lit control tower 264FT AMSL BRG 039 DEG MAG 0.42NM FM ARP. Infringes inner HZS by 22FT.
5. For information regarding obstacles CTC AD OPR.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TAF3 H24, AD WRNG, WS WRNG.
2. AWIS PH 08 7922 2503 - Report faults to BoM.
3. MET INFO AVBL FM Aircservices Pilot Briefing. Elaborative briefing FM MWO 08 8920 3814.

PHYSICAL CHARACTERISTICS

| | | | | | |
|-------|-----|------|--|--------|---------|
| 11/29 | 106 | 110a | PCN 81 /F /C /1750 (254PSI) /T C5A B747. | WID 60 | RWS 300 |
| | | | Central 45M grooved. Outer sections 7.5M wide ungrooved. 91M long concrete ends RWY 11 and RWY 29 ungrooved. | | |
| 18/36 | 177 | 50a | PCN 18 /F /C /1050 (152PSI) /U | WID 30 | RWS 90 |

ARRESTING GEAR

| | | | | |
|--------|------------------------------------|-------|------------------------------------|--------|
| RWY 11 | BAK 12/14 (R)(B) 410 (1,345) | ----- | BAK 12/14 (R)(B) 465 (1,525) | RWY 29 |
|--------|------------------------------------|-------|------------------------------------|--------|

1. **BAK 12/14 Hookcable** RWY 11 and 29
 - a. Recessed bi-directional BAK 12/14 hookcables INSTL 410M (1,345FT) FM THR RWY 11 and 465M (1,525FT) FM THR RWY 29. Marked by yellow disks. DIST BTN cables 2,479M (8,133FT) no crossing RESTR in down PSN. Steel sheave/CONC kerb 31CM High, 7.6M FM RWY edges. When in OPR PSN, pit hatch lids 13.7M FM edge graded strip infringe the 5% plane of RWY 11/29 fly-over area by 2.7FT.
 - b. NML OPR PSN:
 - (i) Arrestable ACFT DEP - DEP end up, APCH end down.
 - (ii) Arrestable ACFT ARR - DEP end down (DEP end up for EMERG, RWY wet or tailwind), APCH end down.
 - (iii) Non-arrestable ACFT OPR - both ends down.

Note: For all ACFT, arrestor system status will not be provided when in NM OPR PSN.

2. BAK 14 Hookcables will be bolted down 0230 FRI to 2330 MON UTC (1200 - 0900 Local). 48 HRS PN for ACFT requiring Hookcables.
Note: TUE if MON is a public holiday.
3. **Maintenance**
Maintenance conducted on a regular basis, refer to NOTAM for details.
4. When RWY 11/29 THR displaced for BAK 12/14 hookcable maintenance, RWY not AVBL marked by lighted visual aids (trailer mounted illuminated vertical crosses).

AERODROME AND APPROACH LIGHTING

| | | | |
|-----------|------------|-------------|---------------|
| RWY 11/29 | HIRL | | SDBY PWR AVBL |
| RWY 11 | PAPI | 3.0 DEG57FT | SDBY PWR AVBL |
| RWY 29 | HIAL-CAT I | | SDBY PWR AVBL |
| RWY 29 | PAPI | 3.0 DEG59FT | SDBY PWR AVBL |

1. ALS Type and Length: RWY 29 - Distance coded CL: 900M.
2. RWY edge light spacing: 11/29: 60M. EXC first pair E end 53.2M, W end 62.4M.
3. RWY Guard Lights at all RWY/TWY intersections.
4. RWY 11/29 CL and TDZ LGT not provided.
5. RWY 18/36 are unlit. Only military ACFT or ACFT subject to an EMERG may OPR on RWY 18/36 during HN. RWY 18/36 is not visible from the TWR and TWR cannot guarantee the area is clear of obstructions.

OTHER LIGHTING

1. TWY LGT: Green CL. However, TWY C4, V2, Y and Z west of TWY V are unlit.
2. Air Transport APN TXL LGT: Blue edge LGT S of Bays 2, 3 and 21, 22.
3. Safegate Visual Docking System Bays 1, 3, 4 and 5. CIMC visual docking guidance system (VDGS) Bay 2.
4. LGT signal 'ALDIS LGT' FM Control TWR restricted FM NE (BTN 030 to 090 DEG MAG) due to new TWR construction.

ATS AND AERODROME COMMUNICATION FACILITIES

| | | | |
|-----------|-----------------------------|-----|-----------------------|
| FIA | BRISBANE CENTRE | | 118.15 |
| ACD | DARWIN DELIVERY | | 126.8 237.3 |
| APP E/DEP | DARWIN APP E/DEP | | 125.2 305.5 (3) |
| APP W/ | DARWIN APP W/DEP | | 134.1 243.0 363.8 (2) |
| DEP | | | |
| ATIS | DARWIN ATIS | (4) | 128.25 308 316.2 |
| DEP | DARWIN APPROACH | | 123.0 325.4 |
| SMC | DARWIN GROUND | | 119.55S 121.8P 265.3 |
| SMCV | DARWIN GROUND (VEHICLES) | | 119.55P 121.8S |
| TWR | DARWIN TOWER | | 133.1 243.0 257.8 |
| VOLMET | AUSTRALIA | | 6676 (1) 11387 (1) |

- (1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.
- (2) Darwin APCH provides ATS in CTA out to 40NM.
- (3) Provides ATS in CTA FM 360 RDL THRU E to 180 RDL 0030-0830 UTC JO.
- (4) ATIS also AVBL on phone 08 7929 4787.
 1. RAAF ATC 08 7929 4816 (TWR), 08 7929 4817 (APP), email: dar.atc@defence.gov.au
 2. FREQ 243.0 - Monitored H24. Test transmissions on voice and beacon on 243.0 will take place BTN 0100-0110 UTC every MON not exceeding 10 SEC duration.
 3. Automatic retransmit FAC exists BTN FLW FREQ: 134.1/363.8; 125.2/305.5; 133.1/257.8; 123.0/325.4; 121.8/265.3; 126.8/237.3.
 4. When ATS are not AVBL in DN CTR/CTA due to emergency evacuation of the ATC facility or other emergency, TIBA procedures apply frequency 126.35 MHz. Mandatory broadcast procedures as detailed in *AIP GEN 3.3* also apply frequency 133.1 MHz. Notification will be via 'all stations' broadcasts and ATIS.

RADIO NAVIGATION AND LANDING AIDS

| | | | | | | |
|-----|------------------------------|-----------------------|-----------|------------|------------------|-----|
| NDB | BGT | 308 (RWY11) | 122423.9S | 1305125.3E | Range 50 (HN 50) | (3) |
| TAC | DAR | 110.4/ 41X | 122447.1S | 1305300.4E | | (4) |
| DME | DN | 112.6/ 73X | 122523.8S | 1305422.8E | | (2) |
| VOR | DN | 112.6 | 122523.8S | 1305423.3E | | (1) |
| DME | IDN | 109.7/ 34X (RWY29) | 122501.2S | 1305332.0E | | (6) |
| GP | IDN | 333.2 (RWY29) | 122501.4S | 1305331.9E | | |
| ILS | IDN | 109.7 (RWY29) | 122430.8S | 1305145.7E | | |
| LOC | IDN | 109.7 (RWY29) | 122430.8S | 1305145.7E | | (5) |
| (1) | 283/1.8 | | | | | |
| (2) | 283/1.8 - Antenna ELEV 132FT | | | | | |
| (3) | 109/1.3 to ARP. | | | | | |
| (4) | 255/0.4 to ARP. | | | | | |
| (5) | 110/0.9 to ARP. | | | | | |
| (6) | Antenna ELEV 93FT. | | | | | |

LOCAL TRAFFIC REGULATIONS**1. RWY INCURSION HOTSPOTS:**

- a. RWY 18/36 and TWY C4
 - b. Intersection of RWY 11/29 and 18/36
 - c. ACFT must not vacate/enter onto the crossing RWY without ATC approval.
2. 180 DEG turns for ACFT ABV 100,000KG only permitted on THR RWY 11/29. B767 are exempt from this REQ due to their LDG gear configuration
 3. When THR RWY 11 displaced, unless operationally required, single engine ACFT can expect to depart RWY 29 FM TWY E2. Twin engine ACFT and ABV can expect to depart RWY 29 FM TWY D or A6.
 4. New TWR under constructions 15M E of current TWR, not commissioned. Observe current TWR for light signals.

5. TAXIWAYS

- a. TFC permitting, ACFT ABV 136,000KG will be entered/exited for RWY 11/29 FM TWYs B2, C3, D or E2 and backtracked as RQ. HVY ACFT may accept use of TWY A to avoid DLAs.
- b. TXL on S edge of Air Transport APN not AVBL to Code F ACFT.
- c. TXL on southern edge of Air Transport APN behind Bay 3 not AVBL to B767 and ABV when A330-300 parked on Bay 3 unless marshaller present in CTC with SMC.
- d. TWY Y1 and Y2 not AVBL to ACFT ABV 5,700KG and ABV 16M wingspan.
- e. TWY V1 and Z not AVBL to ACFT ABV 22,000KG MTOW.
- f. TWY V2 not AVBL to ACFT ABV 22,000KG MTOW and 24M wingspan.
- g. TWYs C4, M, V2, Y and Z west of V are unlit. TWY C4 not AVBL to ACFT ABV 22,000KG MTOW. Compass swing site established on TWY C4 marked at 30DEG MAG intervals. Details FM AD OPR.
- h. TWY U1 not AVBL to ACFT ABV 60,000KG MTOW.
- i. TWY U1 E of TWY U2 not AVBL to ACFT ABV 13,000KG MTOW, 23M wingspan and 18.9M rotor diameter.
- j. TWY V passing bay is ADJ the ARFF station. Due noise and blast TWY V passing bay may only be used for pre-flight power checks not exceeding 3MIN. TWY C4 is the preferred location for all other engine ground running and testing with prior approval REQ from AD Operator. ACFT requiring high PWR runs at TWY C4 on headings other than 180DEG must seek approval from SMC. SMC may instruct ACFT to reduce to idle PWR when ACFT pass behind on ADJ RWY and TWY. TWY Y run-up bay AVBL all PWR settings wingspan MAX 15M.
- k. TXL west of Bay 1 and behind Air Transport APN Bays 21 - 25 restricted to 36M MAX wingspan.
- l. TWY K and TWY L decommissioned, not AVBL.
- m. TWY G not to be used for night OPS unless approved by Darwin ABCP.

6. CIVIL APRONS

- a. Civil AD OPR does not provide ACFT marshalling services. All requests for ACFT marshalling should be directed to the airlines or local operator by prior arrangement.
- b. Prior PRKG approval is RQ for civil Air Transport APN. OPR of non-scheduled ACFT RQ PRKG on the Air Transport APN are RQ to obtain approval 24HR prior from Airport Coordination Australia (ACA) MON-FRI 2200-0530 UTC (1HR earlier during HDS). Phone +61 2 9313 5469, Fax +61 2 9313 4210, Email: slots@airportcoordination.org SITA HDQACXH. LDG charges apply and include PRKG. Refer to website.
- c. PRKG on northern GA APN RESTR to ACFT with wingspan MAX 15M except by arrangement with Duty Operations Officer, Phone 08 8920 1852 or Mobile 0402 088 145 or Fax 08 8920 1855.
Email: operations.officer@ntairports.com.au. Northern GA APN fully leased except for two set-down and loading positions ADJ Waiting Room in SE corner. Visitor PRKG AVBL on an opportunity basis at western GA APN ADJ TWY Y. HEL PRKG is not AVBL on GA aprons. All HEL must park at the E HEL apron. LDG and PRKG charges apply all ACFT. Refer to website for Conditions of Use.
- d. Non-scheduled ACFT above 10,000KG MAUW using the Air Transport APN are RQ to align with the nose-in bay visual PRKG guidance markings.
- e. Operators should check with their ground handling agent for push-back tow-bar availability. If a suitable tow-bar is not AVBL, operators are to carry an on-board tow-bar for their arrival.
- f. The Air Transport APN fuel hydrants preclude cross-bay PRKG.
- g. Operators will be liable for damage to property caused by prop-wash or jet blast from incorrectly parked ACFT.
- h. PVT APN NW of TWY U2 OPR by Pearl Flight Centre. ACFT marshalling is RQ for all visiting ACFT. Requests for marshalling should be directed to Pearl Flight Centre by prior arrangement. PVT APN NE of TWY U2 OPR by Airnorth.
- i. PVT aprons W side of HEL APN OPR by Top End Medical Retrieval Service, Careflight, RFDS and Police Air Wing.
- j. SE corner Southern GA APN OPR by Jet Aviation. ACFT in excess of 22,000KG and up to 42,000KG may access Jet Aviation APN via TWY Z and V1 with prior pavement concession and approval from the AD OPR.
- k. B767 ACFT for parking Bay 21 required to be marshalled to the disconnect point in the taxiway abeam Bay 1, shut down and towed onto Bay. On departure, ACFT to be pushed back tail west to the push-back limit line then towed forward to the disconnect point abeam Bay 1.

7. MILITARY APRONS

- a. EO class 1.1, 1.2 must be off loaded from ACFT PRKG overnight.
- b. Northern PRKG of MHS decommissioned, not AVBL.

8. SURVEY FLIGHTS

- a. ACFT conducting SVY within DN CTR or CTA must CTC ATC for approval with at least 7 days PN.
- b. OPR are to email AWK maps and flight details including timings, levels, FLT CAT, ACFT type and registration to atc@defence.gov.au prior to contacting ATC on phone 08 7929 4817.
- c. OPS preferred on SAT or SUN.

9. TRAINING FLIGHTS

- a. Circuit and INSTR TRNG in the DN CTR/CTA require prior ATC approval. For INSTR TRNG CTC APP, PH 08 7929 4817. For circuit TRNG CTC TWR, PH 08 7929 4816.
- b. INTR APCH to a non-duty RWY can expect delay.
- c. Jet or turboprop ACFT above 25,000KG MTOW and all MIL jet (fighter and strike type ACFT) shall maintain RWY HDG until at circuit ALT or, for RWY 29, established over water. Circuit ALT (AMSL):
 - (i) MIL Jet 2,000FT,
 - (ii) Jet 1,500FT,
 - (iii) PROP 1,000FT,
 - (iv) HEL 1,000FT.

Note: DN circuit area is defined as the lateral confines of DN CTR plus DN CTA C1 as defined in the DAH.

10. IFR TRAINING AREA

- a. IFR training may be conducted in the North Eastern Training Area (NETA). The abbreviation NETA may be used as a remark in field 18 when flight planning.
- b. The lateral limits of the NETA are: DN 360R-060R; 15DME-30DME DN.
- c. Vertical limits will be specified in the airways clearance.
- d. PPR, CTC DN APP for approval on phone: 08 7929 4817.

11. EASTERN GRASS TRAINING AREA

- a. The Eastern Grass Training Area is an area adjacent to the E HLS. The training area is to facilitate HEL hover OPS, particularly winching OPS. The area is bounded by drainage trenches to the N, E and S, and the E HLS to the W. Entry and exit to the area is via the E HLS at ATC discretion.
- b. PPR, CTC DN TWR for approval on phone: 08 7929 4816.

FLIGHT PROCEDURES**1. ATC TRAFFIC MANAGEMENT SPEED**

- a. When **not** on a SID or STAR (including vectoring) - civil ACFT ARR or DEP DN must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.
 - b. For MIL speed restrictions refer *FIHA AD2 SUPP DAR*.
2. In VMC, MIL ACFT can expect straight in visual APCH. VTOL operations are not permitted. Rolling takeoffs are preferred. ACFT are to minimise use of afterburner. Go-around - climb to 1,500FT AMSL, maintain RWY heading tracking between the ATC tower and RWY 11/29 unless otherwise directed by ATC. Once onwards clearance is received from ATC climb to 2,000FT AMSL before turning.
 3. All arriving VFR ACFT are to make first contact with Darwin ACD on 126.8/237.3 to pass details, including and estimate for YPDN and obtain SSR code. Those ACFT can EXP to be transferred to Darwin APCH to obtain AWY CLR when FLT notification and SSR allocation action is complete.
 4. Circling to RWY 11/29 not approved unless the RWY lights are at stage 2 or higher.
 5. VFR Helicopters at or below 1,000FT AMSL HJ only.
 - a. VFR helicopters arriving and departing Darwin CTR at or below 1,000FT AMSL contact TWR on 133.1/257.8 for arrival clearance, or SMC on 121.8/265.3 for departure airways and taxi clearance.
 - b. Obtain departure airways clearance prior to taxi.
 - c. Obtain arrival clearance prior to 10NM from Darwin.
 - d. For departing helicopters contact TWR on 133.1/257.8 for departure instructions/line-up/takeoff clearance.
 - e. **Darwin Aviation Heritage Museum.** To ensure adequate separation with all ACFT arriving to and departing from RWY 11/29, HEL arriving to and departing from the Aviation Heritage Museum are required to remain S of the extended CL of TWY A at all times unless issued a clearance to/from a point N of TWY A or otherwise instructed by ATC.
 6. Due system limitations, pilots are to CTC Darwin Delivery for outbound airways clearance no earlier than 30 MIN prior to notified EOBT.
 7. ADF ACFT carrying Dangerous Cargo and Explosive Weapons Stores shall notify ATC APP or Clearance Delivery on first CTC with such advice including the Net Explosive Quantity (NEQ).
 8. Arriving ACFT RWY 36 during Lee Point parachute drop area activation.
 - a. When arriving RWY 36 for a visual approach and Darwin APP has advised Lee Point drop area is active, in the event of a go around, TWR will issue tracking instructions or a requirement to hold south of Casuarina Square Shopping Centre.
 - b. In the event of a radio failure during a go around RWY 36, hold south of Casuarina Square Shopping Centre in right hand patterns, listen out on ATIS and/or voice modulated NAVAIDS, look to the TWR for light signals.
9. **INITIAL AND PITCH PROCEDURES**
 - 9.1. Initial and Pitch (I&P) procedures are only available to MIL ACFT.
 - 9.2. **Initial point.** The Darwin initial point (IP) is located at 5 TACAN (4.4NM from the RWY 29 threshold, 3.8NM from the RWY 11 threshold) aligned with RWY 11/29. Aircraft will arrive at the IP via a fixed point located at 10 TAC aligned with the RWY centre line.

- 9.3. **Flight category.** Aircraft arriving via I&P shall automatically convert to VFR category at the IP for the assigned landing runway.
- 9.4. **Lateral requirements.** For separation with arriving aircraft RWY 18/36, aircraft are required to run in no further north of the main RWY than the ATC tower and pitch south. ACFT are required to remain over land for the downwind leg unless otherwise directed by ATC.
- 9.5. **Speed.** Aircraft shall not fly above 350KTS throughout the I&P manoeuvre.
- 9.6. **Vertical.** The following vertical requirements apply:
- Aircraft shall not descend below 4,000FT AMSL until arriving at the 10 TAC point, aligned with the centre line. ATC clearance for the visual approach does not authorise descent below this level. Should additional descent be required, ATC shall specifically authorise a nominated level.
 - From the 10TAC point aircraft shall descend to reach 2,000FT AMSL by the IP.
 - From the IP aircraft shall maintain 2,000 FT AMSL until commencing the base turn.
- 9.7. **Go-around procedures.** ACFT conducting a go-around shall climb to 1,500FT and maintain runway heading tracking between the ATC tower and RWY11/29 unless otherwise directed by ATC. ATC will issue a clearance for a closed left/right circuit as required, at which point the go-around aircraft must climb to 2,000FT AMSL before turning off runway heading.
10. **LOW VISIBILITY OPERATIONS**
- 10.1. LVP exist when RV is reported at 800M, and/or cloud ceiling is 200FT or less.
- 10.2. Secondary PWR switchover time: 1 SEC during LVP, 15 SEC OT.
- 10.3. HIAL and HIRL used in reduced visibility.
- 10.4. When VIS less than 800M, ATC will restrict vehicle movements to Airport Operations Officer (AOO) and ARFF.
- 10.5. When VIS between 800M and 550M no more than 3 ACFT on manoeuvring area; below 550M no more than 1 ACFT on manoeuvring area.
- 10.6. AOO will conduct RV assessments.
- 10.7. For CASA approved operators, RWY 11/29 capable of supporting takeoffs with RV not less than 550M.
11. **REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS)**
- 11.1. All RPAS requests and enquiries are to be sent to 452sqndar.rpas@defence.gov.au with at least 5 business days PN. OPS are subject to MIL OPS and may be restricted or cancelled at any time.
- Caution: UA (Multicopter up to 104KG) OPR HJ MON-FRI, SFC to 150FT AGL, WI 250M of PSN BRG 123 DEG MAG 3.23NM FM ARP.*

NOISE ABATEMENT PROCEDURES

- Unless cleared via a SID, all JET and TURBOPROP ACFT above 25,000KG are to maintain RWY heading until 2,000FT AMSL, and;
 - RWY 11 - 2DME(GPS)/3TAC BTN 2030-1230 UTC;
 - RWY 11 - 7DME(GPS)/8TAC BTN 1230-2030 UTC;
 - RWY 29 - 5DME(GPS)/3TAC.
- All jet and turboprop ACFT ABV 5,700KG (EXC designated Quiet jets) arriving FM the W to land RWY 29, or arriving from the E to land RWY 11, can expect radar vectoring N of built up areas or S OW, HN.
- DEP MIL fighter/strike ACFT:
 - RWY 11 -
 - High level sorties must maintain RWY HDG until ABV 5,000FT AMSL, then turn.
 - Low level sorties (BLW 5,000FT) must maintain RWY HDG until LAPAR/10 TAC/9 DME then turn and remain outside 10 TAC/9 DME to intercept outbound track;
 - RWY 29 - ACFT must maintain RWY HDG until ABV 2,000FT AMSL AND established over water, then turn.
- Also Refer AIP DAP.

ADDITIONAL INFORMATION

1. Possibility of WS/TURB on short final for all RWYs.
2. Bird hazard exists in RWY strip areas as follows:
 - a. Whistling Kite, Bush Stone-Curlew, Masked Lapwing and Nankeen Kestrel present all year round.
 - b. Black Kite, present in greater numbers APR to OCT, and may be present NOV-APR if monsoon is late.
 - c. Australian Pratincole present in greater numbers APR to OCT.
 - d. Oriental Plover and Little Curlew present in greater numbers SEP to NOV.
 - e. Oriental Pratincole present in greater numbers NOV to MAR.Species specific NOTAM will be issued during periods of increased activity.
3. The FLW Rifle Ranges are in the Darwin CTR, ACT for all ranges is indicated by R flags.
 - a. BRG 050 1.0NM FM ARP.
 - b. BRG 140 6.0NM FM ARP.
4. Pilots of ACFT entering or exiting DN CTR to the SE are to be aware of the close proximity of YMKT AD to the CTR boundary, and make the appropriate broadcasts on CTAF 127.1.
5. CAUTION: High velocity gas plumes located Bladin Point BRG 156 MAG 6.7NM FM AD, WI 0.5NM radius of 123112S 1305506E, H24.
6. MIL HEL low level OPS WI 150NM of ARP formation ACFT using LGT enhancing devices and may not display external visual LGT.
7. During low visibility conditions pilots of ACFT landing RWY 29 HN may experience loss of visual references due RWY WID 60 with no CL or TDZ LGT.
8. CAUTION: Model ACFT OPR at East Point (ETP) SFC to 400FT AGL 270/2.9NM FM ARP.
9. MIL L-Band radar is in operation at 122457S 1305144E. Possible avionics interruptions/errors WI 150M BLW 500FT AMSL.
10. Ground running of engines on all aprons requires prior approval from AD OPR PH 0402 088 145 and notification to SMC. Engine Ground Running Plan AVBL from AD OPR.

CHARTS RELATED TO THE AERODROME

1. WAC 3109.
 2. Aerodrome Obstruction Chart Type A (RWY 11/29 only): 13th Edition (August 2020).
 3. Precision Approach Terrain Chart RWY 29 (April 2017).
 4. MIL Aerodrome Obstruction Chart Type A: November 2005.
 5. Also refer to AIP Departure and Approach Procedures.
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