

Darwin International

IATA/ICAO CODE: DRW/YPDN  
CITY: Darwin N. Territory  
COUNTRY: Australia

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 103 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11/29	11004	-	-	197
18/36	5000	-	-	98

NOISE ABATEMENT PROCEDURES

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. 2 DME(GPS)/3 TAC off runway 11
- b. 5 DME(GPS)/3 TAC off runway 29

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 minimize use of afterburner VTOL OPS not permitted.

RWY 11:

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

Low Level Sorties (below 5000FT) if approved by 321 ABW due to operational requirements shall maintain runway heading until HWS L/10TAC/9DME(GPS), then turn and remain outside 10TAC/9DME(GPS) to intercept outbound track.

RWY 29:

Aircraft shall maintain runway heading until above 2000FT AML and establish over water, then turn. Also refer AIP/DAP.

Training: See AIP/ERSA

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

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

### PREFERENTIAL RUNWAYS

#### **Landing:**

Runway 11 for arrival tracks within the sector 200 deg. through north to 020 deg.

Runway 29 for arrival tracks within the sector 199 deg. through south to 021 deg.

#### **Takeoff:**

Runway 11 for departure tracks within the sector 021 deg. through south to 199 deg.

Runway 29 for departure tracks within the sector 200 deg. through north to 020 deg.

Noise Abatement Procedures

- 1. On DEP, unless cleared via a SID, all jet and turboprop aircraft above 25,000 kg (except designated quiet jets) are to maintain runway heading to 2000 ft AMSL and:
  - a. Runway 11 - 2 DME/3 TAC
  - b. Runway 29 - 5 DME/3 TAC
- 2. All jet and turboprop aircraft above 5700 kg (except designated quiet jets) arriving from the west to land Runway 29, or arriving from the east to land Runway 11, can expect radar vectoring north of built up areas or S O W H N.
- 3. DEP MIL fighter/strike aircraft
  - a) Runway 11
    - (i) High level sorties must maintain runway heading until above 5000 ft then turn.
    - (ii) Low level sorties (BLW 5000 ft) must maintain runway heading until HWS L/10 TAC/9 DME then turn and remain outside 10 TAC/9 DME to intercept outbound track
  - b) Runway 29 - aircraft must maintain runway heading until above 2000 ft AMSL and establish over water, then turn.

Also refer AIP/DAP

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

TWY V passing bay may be used for pre-flight power checks only engine testing and run-ups not exceeding 3MIN at high RPM.

TWY C4 is preferred due to the excessive noise for the ARFF facility. Engine test and run-ups are not to be conducted on the Civil Parking Aprons or in the vicinity of fixed base operators.

MIL ENG run-up procedures refer 321 CSS SI OPS 3-4 Para 7. For RFF coverage CTC SMC FREQ prior to start.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date	Status
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	Implemented	
Sound Insulation (Residences and Public Buildings)	-	No
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	None
Avigation Easements	-	N/A
Zoning Laws	-	Refer NT Department of Lands and Planning at <a href="http://www.dpi.nt.gov.au">www.dpi.nt.gov.au</a>
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	None
Population within each noise contour level relative to aircraft operations	-	N/A
Airport Noise Contour Overlay Maps	-	Refer to Airport Master Plan on Darwin International Airport web site at <a href="http://www.ntapl.com.au">www.ntapl.com.au</a>
Total Cost of Noise Mitigation Programs to Date	-	Nil
Source of Noise Mitigation Program Funding for Aircraft Noise	-	No program

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are prohibited from operating at airports in Australia as of April 1, 2002.

CHAPTER 2 PHASEOUT

[Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS

[Marginally compliant Chapter 3 airplanes restricted](#)