

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