

**STANDARD INSTRUMENT DEPARTURES (SID)
DARWIN TWO DEPARTURE (RADAR) - ALL RUNWAYS
DARWIN, NT (YPDN)**

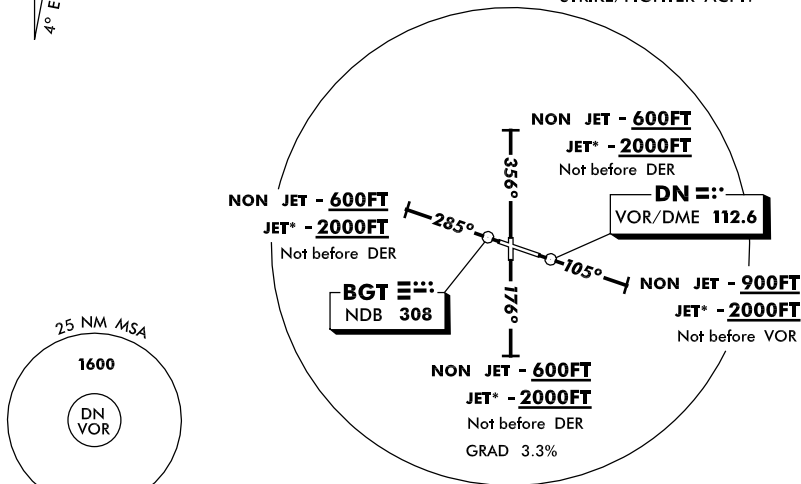
31 AUG 2006

ATIS 112.6 308 344	ACD 126.8	SMC 121.8	TWR 133.1	APP-E 125.2 APP-W 134.1	DEP 123.0	BRG MAG ELEV FT AMSL
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NOT TO SCALE



NOTE: NOISE ABATEMENT PROCEDURES APPLY,
AND TAKE PRECEDENCE FOR MILITARY
STRIKE/FIGHTER ACFT.



* NOTE: JETS INCLUDES TURBO PROP ACFT ABOVE 25,000KG MTOW

DARWIN TWO DEPARTURE (RADAR)

RWY 11

- Track 105°
- At 900FT (**2000FT JET ACFT***) and not before VOR, turn to assigned heading
- When instructed, contact Approach for Radar Vectors

RWY 18

- Track 176°
- At 600FT (**2000FT JET ACFT***) and not before DER, turn to assigned heading
- When instructed, contact Approach for Radar Vectors

RWY 29

- Track 285°
- At 600FT (**2000FT JET ACFT***) and not before DER, turn to assigned heading
- When instructed, contact Approach for Radar Vectors

RWY 36

- Track 356°
- At 600FT (**2000FT JET ACFT***) and not before DER, turn to assigned heading
- 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.