



APPENDIX F

PANS-OPS Assessment



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16 May, 2008
 Our File Ref: A08006AL001
 Contact: Kevin Moore

Manager Airport Operations
 Northern Territory Airports Pty Ltd
 PO Box 40996
 CASUARINA NT 0811

Attention: Bob Calaby

RE: DARWIN BULKY GOODS STORE — PANS-OPS ASSESSMENT

You requested Rehbein AOS Airport Consulting to determine whether the bulky goods store development planned for the site bounded by Bagot Road, McMillans Road and Osgood Drive, Darwin International Airport would affect the instrument approach and departure procedures for the airport. We understand that the planned development will not exceed 34m AHD.

The planned development will not affect any of the published instrument departure procedures for Darwin International Airport because the site is outside the limits of the PANS-OPS protection areas for each departure procedure.

The instrument approach procedures at Darwin Airport have been checked to determine whether the planned development will infringe the relevant PANS-OPS surfaces. For this assessment the bulky goods store was assumed to be in the primary area for each procedure where 100% of the MOC was applied. The results obtained are therefore conservative because in some cases the development will be in the secondary area where a smaller applicable MOC value increases the obstacle clearance margin.

The results of the assessments are tabulated below.

Approach Procedure	Lowest MDA or DA (ft)	Less MOC (ft)	Critical Obstacle (ft)	HP (m)	Result
VOR Runway 11	500	246	254	77.4	Procedure not affected
NDB Runway 11	500	300	200	60.9	Procedure not affected
RNAV Runway 11	460	246	214	65.2	Procedure not affected
VOR Runway 29	560	246	314	95.7	Procedure not affected
NDB Runway 29	560	246	314	95.7	Procedure not affected
RNAV _(GNSS) Runway 11	460	246	214	65.2	Procedure not affected
RNAV _(GNSS) Runway 29	530	246	284	86.6	Procedure not affected
RNAV _(GNSS) Runway 36	610	246	364	110.9	Procedure not affected



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The ILS Runway 29 approach procedure was also assessed, but the planned development is so far removed from the ILS approach and missed approach obstacle assessment surfaces that it will not affect this procedure.

The missed approach climb was also checked for the following procedures to confirm that in each case the missed approach procedure provides adequate obstacle clearance:

- RNAV_(GNSS) Runway 36 approach
- VOR Runway 29

In neither case will the proposed development infringe the missed approach climb protection surface for the procedure.

Yours faithfully
For and on behalf of
LAMBERT REHBEIN (ACT) PTY LTD

KEVIN MOORE
AVIATION SPECIALIST