

GENERAL

ATS Hours

MON-THU 2200-0700, FRI 2200-0500.

Outside hours of service monitor **ILS RWY 14 ITN**.

Airport Information

RFF: CAT 6 MON-FRI during MIL OPS except HOL
Other times CAT 4

PCN: RWY 14/32: 60/F/C/1750/T

Operation

Traffic Notes

For AD LGT outside TWR hours contact Tindal Base Fire on FREQ 119.700 at 30NM Tindal or on TAX.
A permanent marked TEMPO displaced THR in use when MIL ACFT are parked in Operational Readiness Platform (ORP) at ends of RWY. Limited to HJ, VMC and when ATS manned. Full TKOF length AVBL for CIV ACFT up to code letter C. All CIV ACFT must land at displaced THR, PAPI and ILS not AVBL. ACFT requiring full length for LDG, notify ATC on first contact.

RWY Restriction

For ACFT 25t / 55116lbs and above 180°-turns only permitted on concrete ends of RWY.

TWY Restriction

TWY A, B, C, D, R, S, U and V width 15m / 49ft.

TWY W, X1, X2 width 9m / 30ft.

TWY A, R, and S are marked and can be lit as RWYs. They are not to be used as a RWY except in EMERG.
TWY V and U not AVBL for RWY entrance.

TWY E not AVBL for ACFT with MTOW above 25t / 55116lbs.

TWYs east of TWY A not AVBL to CIV ACFT.

Parking

ACFT above 5.7t / 12570lbs 24HR PN for parking REQ.

Warnings

LOC unusable: outside 20° either sides of CL.

Powered hang GLD and gyroplane OPS from TWY A.

Hang GLD also operate from TWYs S, R, E of RWY 14/32 up to 10000ft.

Animal and bird hazard exists. Notify all sightings to ATC when active. All other times notify Tindal Base Fire on FREQ 119.700.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR Australia.

Arrival Procedure

VFR Traffic Pattern: RWY 14 right-hand circuit.

Noise Abatement Procedure: See CRAR Australia.

DEPARTURE

Take-off Minima

RWY		14/32	
Multi ENG	ft - m/km	0 - 550V	REDL+RCLM, HJ only
		0 - 800V	-
other		c300 - 2.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR Australia.

Departure Procedure

Noise Abatement Procedure: See CRAR Australia.

26-MAY-2016
KTR-YPTN

Australia Tindal

AGC
AFC

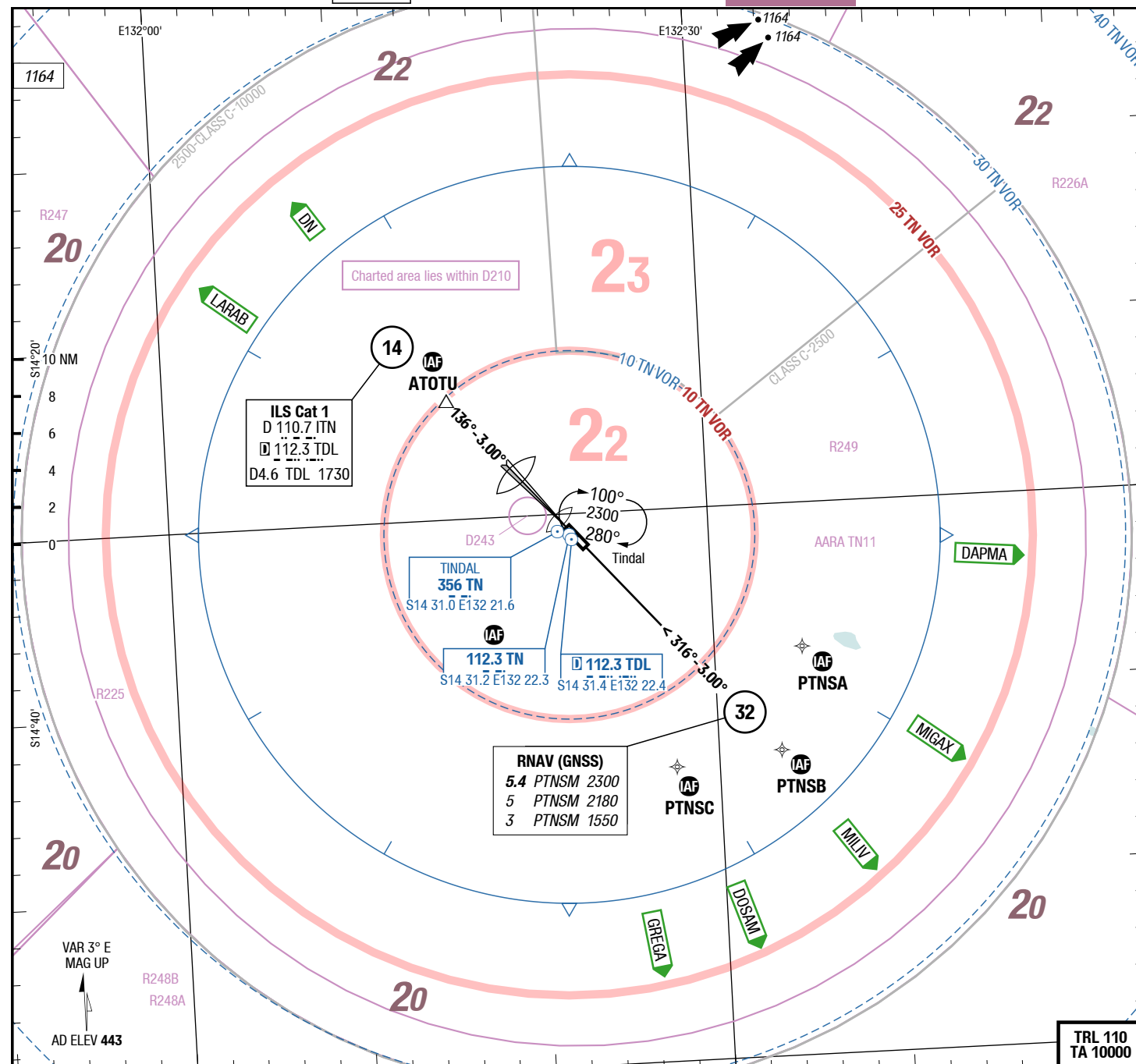
AFC

AFC

Tindal Australia

AGC
AFC

2-10



Changes: PROC renamed, APL

26-MAY-2016
KTR-YPTN

Australia Tindal

AGC

AGC

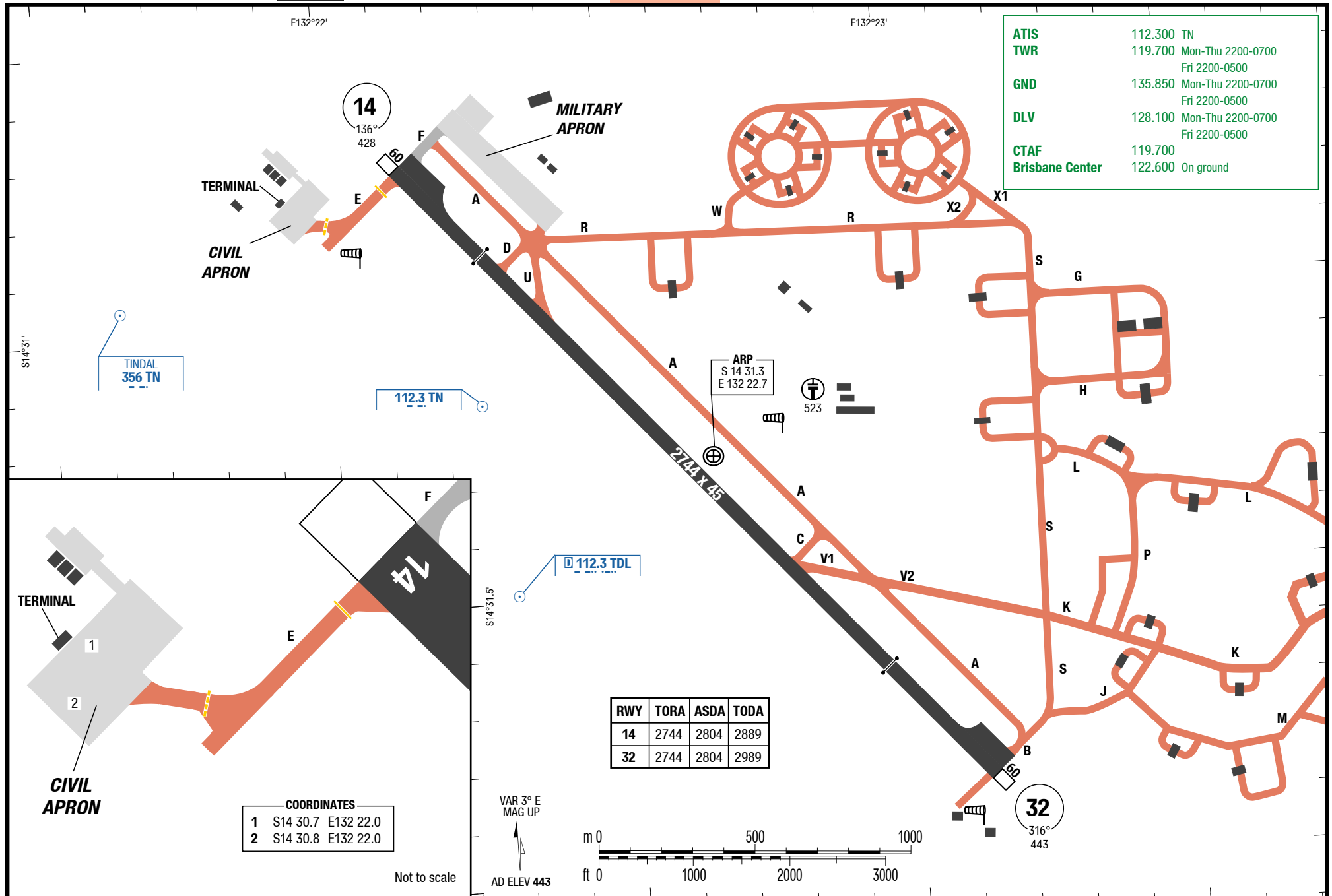
AGC

Tindal Australia

AGC

3-20

ATIS 112.300 TN
TWR 119.700 Mon-Thu 2200-0700
Fri 2200-0500
GND 135.850 Mon-Thu 2200-0700
Fri 2200-0500
DLV 128.100 Mon-Thu 2200-0700
Fri 2200-0500
CTAF 119.700
Brisbane Center 122.600 On ground



26-MAY-2016

KTR-YPTN

Australia Tindal

NIL

AGC

AGC

Tindal Australia

NIL

AGC (OPERATIONAL READINESS PLATFORMS)

3-30

AGC (OPERATIONAL READINESS PLATFORMS)

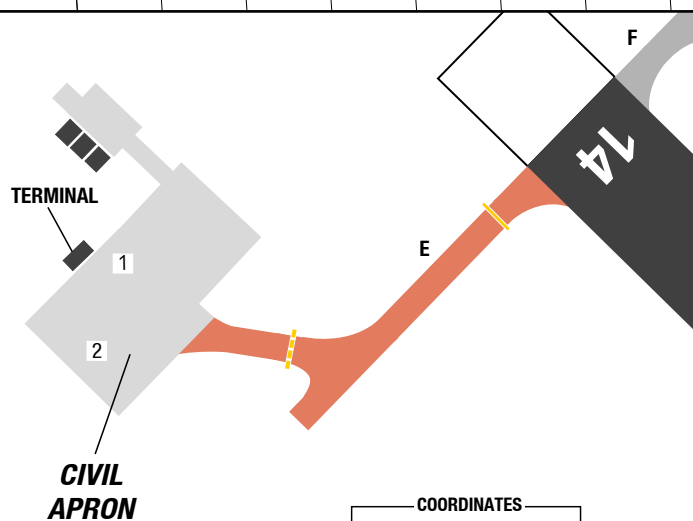
ATIS	112.300	TN
TWR	119.700	Mon-Thu 2200-0700 Fri 2200-0500
GND	135.850	Mon-Thu 2200-0700 Fri 2200-0500
DLV	128.100	Mon-Thu 2200-0700 Fri 2200-0500
CTAF	119.700	
Brisbane Center	122.600	On ground

Tempo Displaced Threshold in use when Military A/Cs are parked in ORP (Operational Readiness Platforms).

See AOI in order to check the landing and take-off restrictions.

With Tempo Displaced Threshold RWY 14

RWY	TORA	ASDA	TODA
14	2203	2203	2348
32	2203	2203	2203



COORDINATES			
1	S14 30.7	E132 22.0	
2	S14 30.8	E132 22.0	

Not to scale

OPERATIONAL READINESS PLATFORMS (ORP)

MILITARY APRON

TERMINAL

CIVIL APRON

TINDAL
356 TN

ARP
S 14 31.3
E 132 22.7

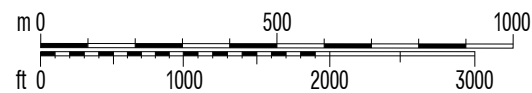
112.3 TN

112.3 TDL

With Tempo Displaced Threshold RWY 32

RWY	TORA	ASDA	TODA
14	2127	2127	2127
32	2127	2127	2372

VAR 3° E
MAG UP
AD ELEV 443



OPERATIONAL READINESS PLATFORMS (ORP)

32
316°
443

Changes: Declared distances

© Lido 2016

26-MAY-2016

KTR-YPTN

Australia Tindal

SIDs RWY 14

4-10

SID TINDAL 2 (Radar)

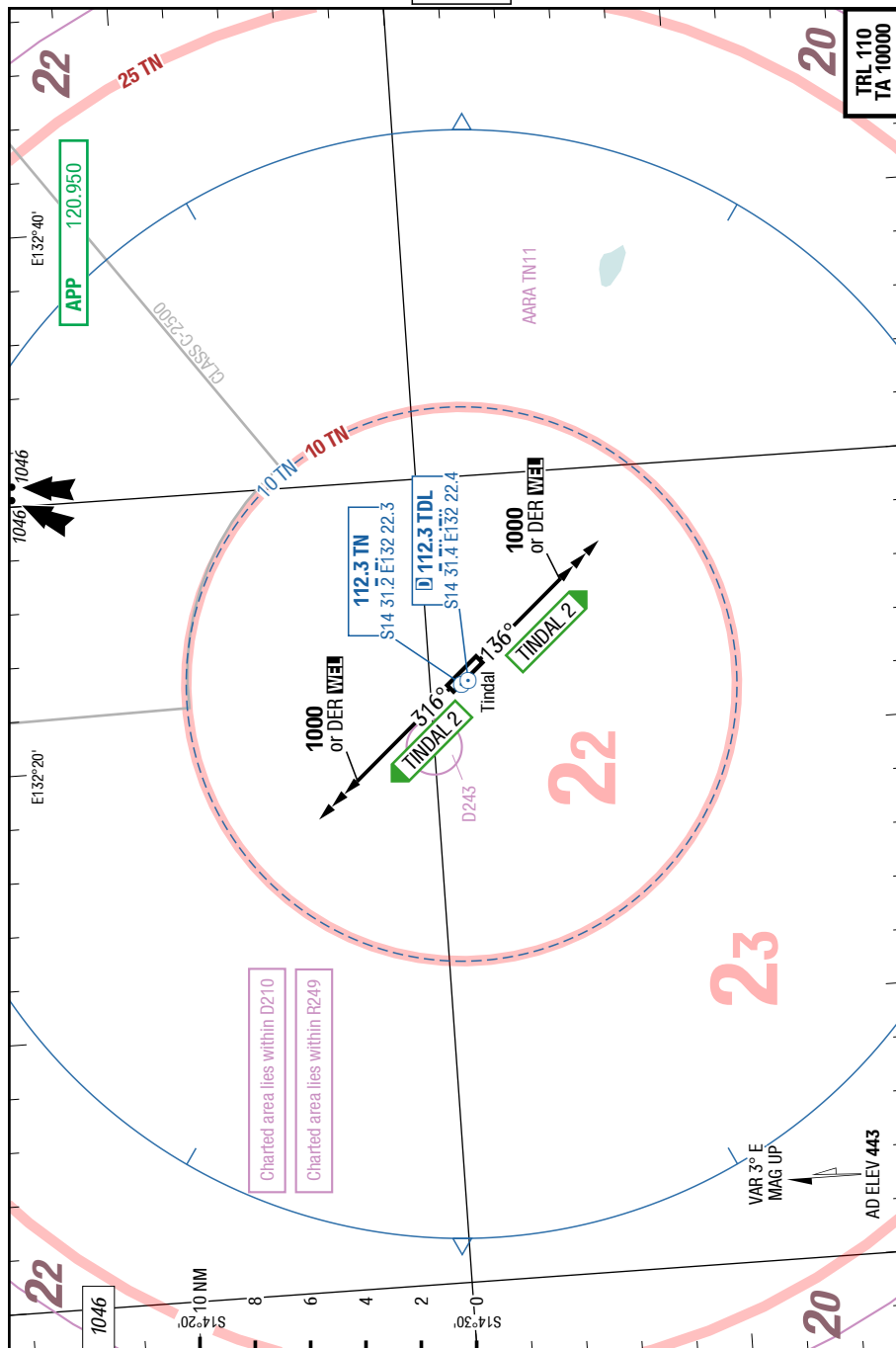
SID

SID

Tindal Australia

SIDs RWY 14

SID TINDAL 2 (Radar)



Changes: Nil

26-MAY-2016

KTR-YPTN

Australia Tindal

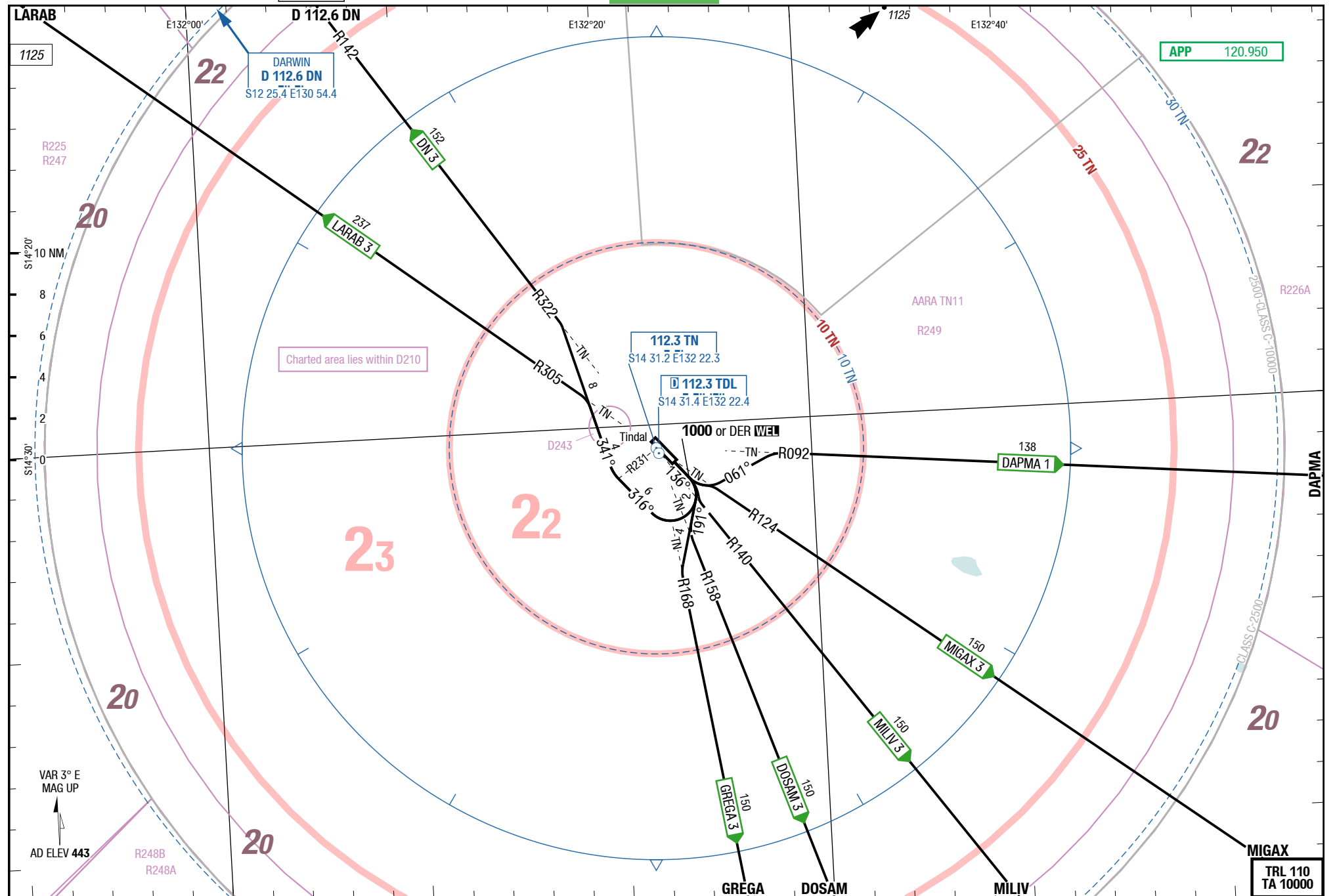
SIDs RWY 14

SID

SID

Tindal Australia

SIDs RWY 14



Changes: PROC renamed, WPT , NAVAID

KTR-YPTN

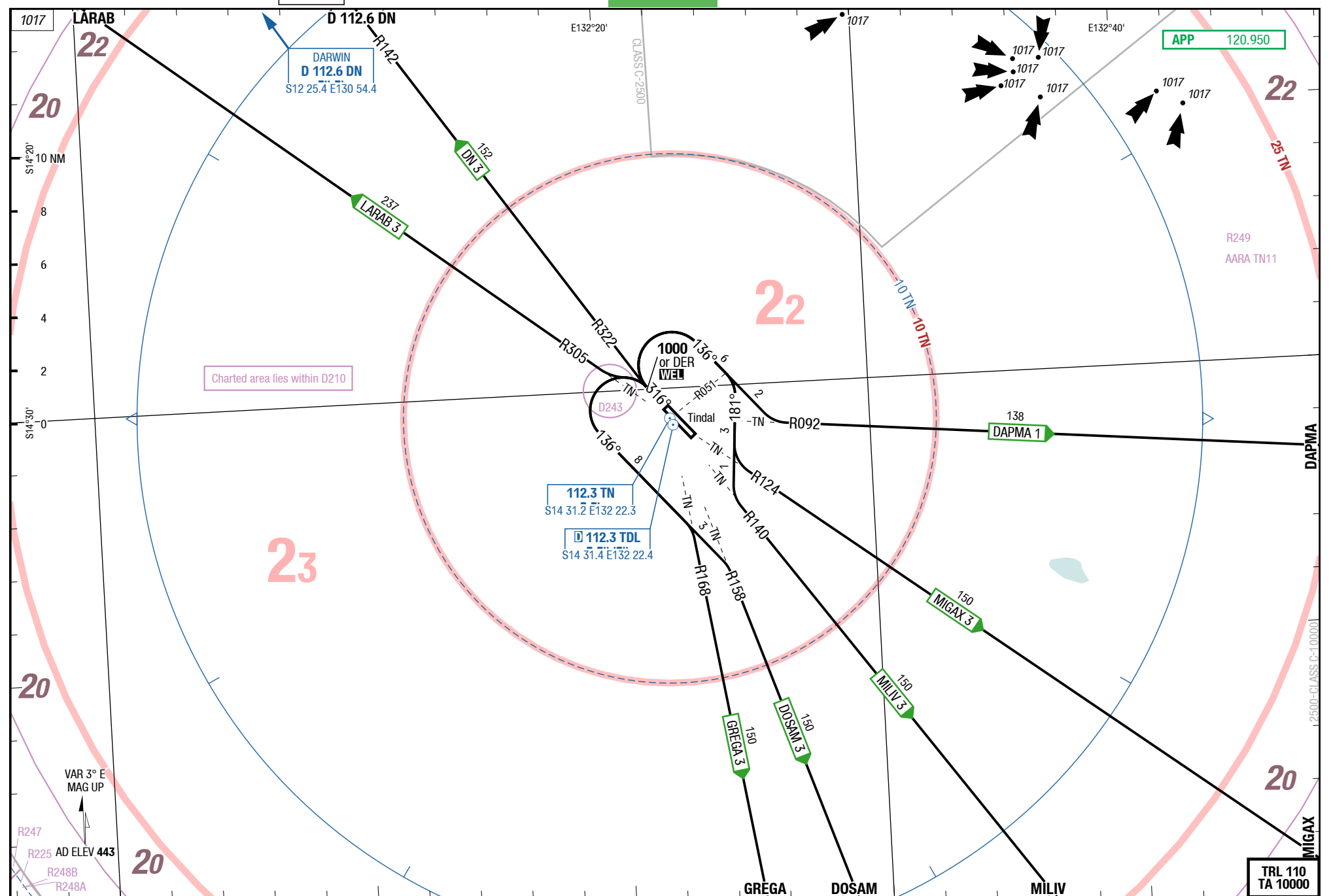
NIL

SIDs RWY 32

SID

SID

SIDs RWY 32



Changes: PROC renamed, WPT , NAVAID

© Lido 2016

TINDAL 2 RWYs 14 (136°) / 32 (316°)		
DESIGNATOR	ROUTING	ALTITUDES
TINDAL 2 120.950		
RWY 14	at 1000 or DER, whichever is later, turn to assigned radar HDG	
RWY 32	at 1000 or DER, whichever is later, turn to assigned radar HDG	

DAPMA 1 / DARWIN 3 / DOSAM 3 / GREGA 3 / LARAB 3 / MIGAX 3 / MILIV 3
RWY 14 (136°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
DAPMA 1 120.950	at 1000 or DER, whichever is later, LT 061° intercept cleared route to DAPMA	
DARWIN 3 DN3 120.950	at 1000 or DER, whichever is later, RT 316° - crossing R231 TN RT 341° intercept cleared route to DN	
DOSAM 3 120.950	at 1000 or DER, whichever is later, RT 191° intercept cleared route to DOSAM	
GREGA 3 120.950	at 1000 or DER, whichever is later, RT 191° intercept cleared route to GREGA	
LARAB 3 120.950	at 1000 or DER, whichever is later, RT 316° - crossing R231 TN RT 341° intercept cleared route to LARAB	
MIGAX 3 120.950	at 1000 or DER, whichever is later, LT intercept R124 TN to MIGAX	
MILIV 3 120.950	at 1000 or DER, whichever is later, RT intercept R140 TN to MILIV	

DAPMA 1 / DARWIN 3 / DOSAM 3 / GREGA 3 / LARAB 3 / MIGAX 3 / MILIV 3
RWY 32 (316°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
DAPMA 1 120.950	at 1000 or DER, whichever is later, RT 136° intercept cleared route to DAPMA	
DARWIN 3 DN3 120.950	at 1000 or DER, whichever is later, RT intercept R322 TN to DN	
DOSAM 3 120.950	at 1000 or DER, whichever is later, LT 136° intercept cleared route to DOSAM	
GREGA 3 120.950	at 1000 or DER, whichever is later, LT 136° intercept cleared route to GREGA	
LARAB 3 120.950	at 1000 or DER, whichever is later, LT intercept R305 TN to LARAB	
MIGAX 3 120.950	at 1000 or DER, whichever is later, RT 136° - crossing R051 TN RT 181° intercept cleared route to MIGAX	
MILIV 3 120.950	at 1000 or DER, whichever is later, RT 136° - crossing R051 TN RT 181° intercept cleared route to MILIV	

26-MAY-2016

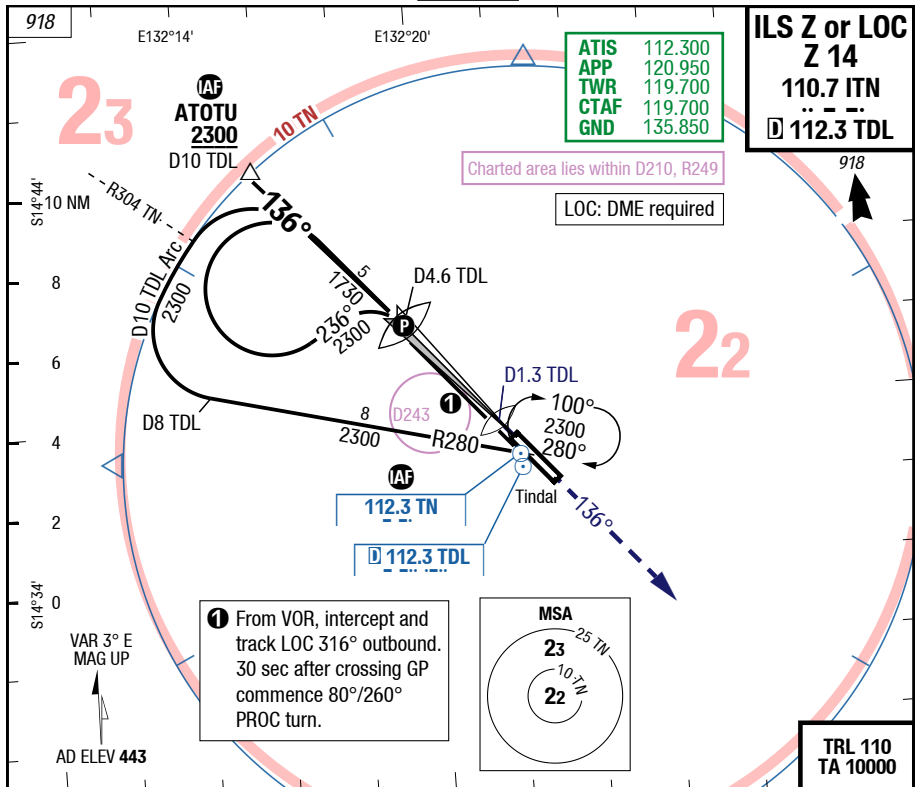
KTR-YPTN

7-10

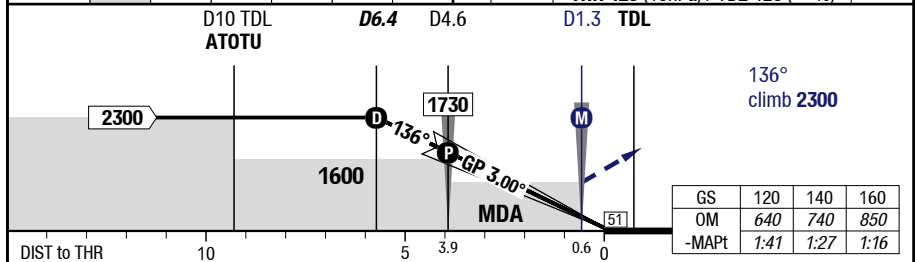
Australia Tindal

ILS Z or LOC Z 14

IAC



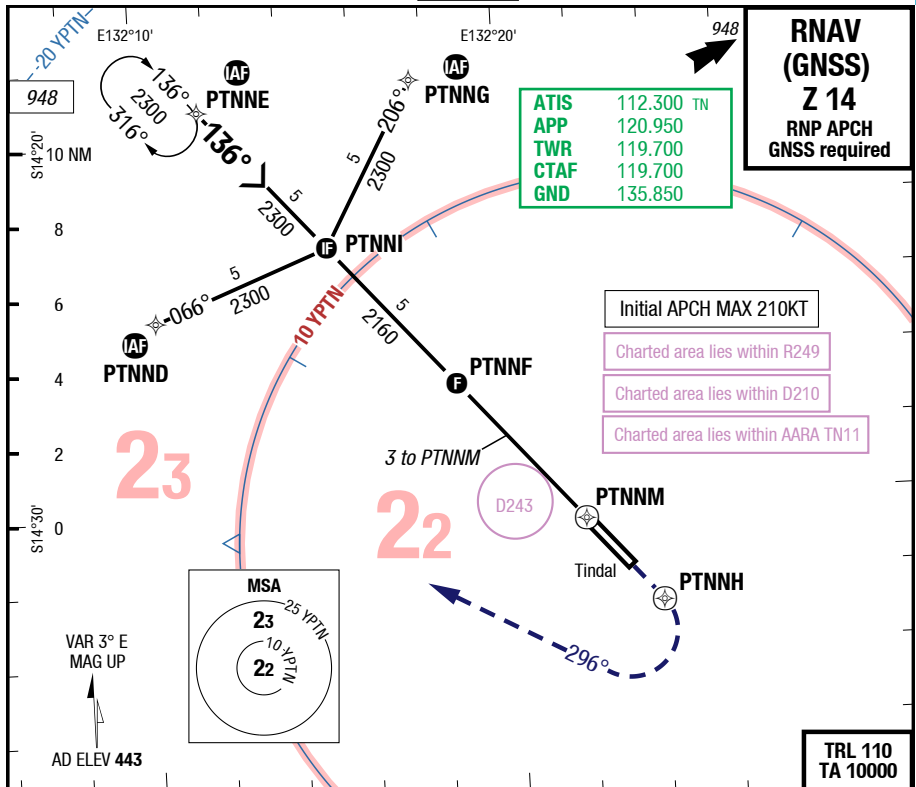
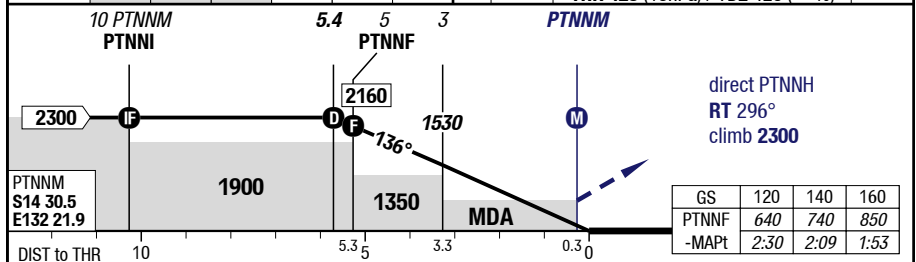
LOC 3.00° D TDL	6.4	6	5	4	3	14	83.0°	60 HL
	2300	2180	1860	1540	1220	HL-P1	2744 x 45	
							THR 428 (16hPa) / TDZ 428 (---%)	+0.2%



14	Cat 1	Cat 1 wo ACT QNH	LOC DME TDL 1)	LOC DME TDL APL U/S ¹⁾	Circling 1)
C	ft - m/km ft 220 - 1.5V 640	320 - 1.7V 740	520 - 2.0V 940	520 - 2.9V 940	850 - 4.0V 1290
D	ft - m/km ft 220 - 1.5V 640	320 - 1.7V 740	520 - 2.0V 940	520 - 2.9V 940	910 - 5.0V 1350

1) Minima may be reduced by 100ft with actual QNH

Changes: APL

[illegible]

14		RNAV GNSS LNAV ¹⁾					Circling 1)
C	ft - m/km ft	520 - 2.9V 940					850 - 4.0V 1290
D	ft - m/km ft	520 - 2.9V 940					910 - 5.0V 1350

1) Minima may be reduced by 100ft with actual QNH

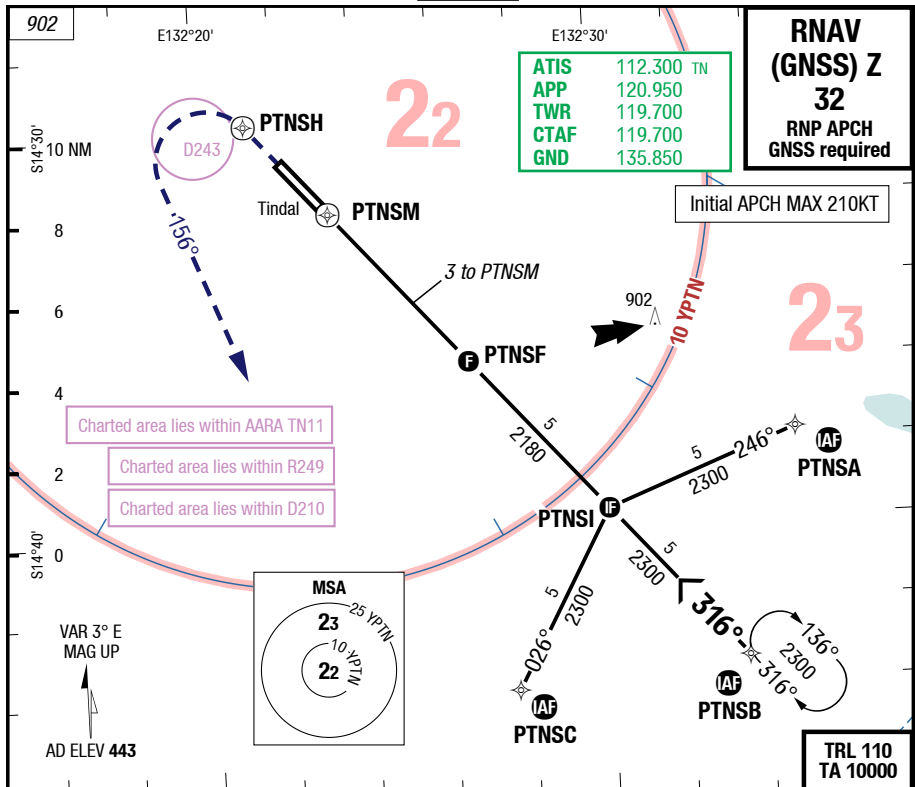
26-MAY-2016

KTR-YPTN

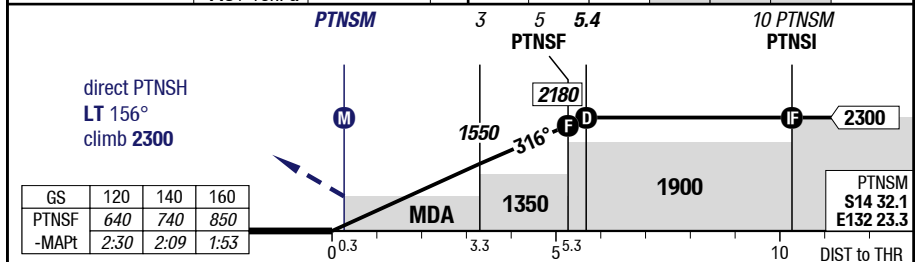
7-40

Australia Tindal
RNAV (GNSS) Z 32

IAC



60 HL	3.0°	2	4	5.4				3.00°
45 x 2744								PTNSM
-0.2%	3.0°	1220	1860	2300				
TDZ ---%	443 / 16hPa							

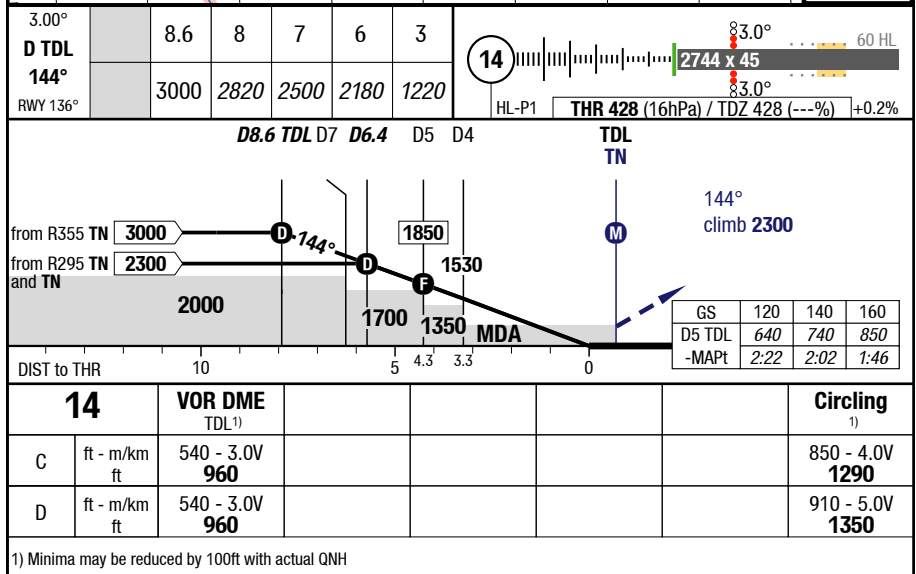


32	RNAV GNSS						Circling
	LNAV ¹⁾						¹⁾
C	ft - m/km ft	570 - 3.2V 1010					850 - 4.6V 1290
D	ft - m/km ft	570 - 3.2V 1010					910 - 5.0V 1350

1) Minima may be reduced by 100ft with actual QNH

Changes: Nil

© Lido 2016



26-MAY-2016

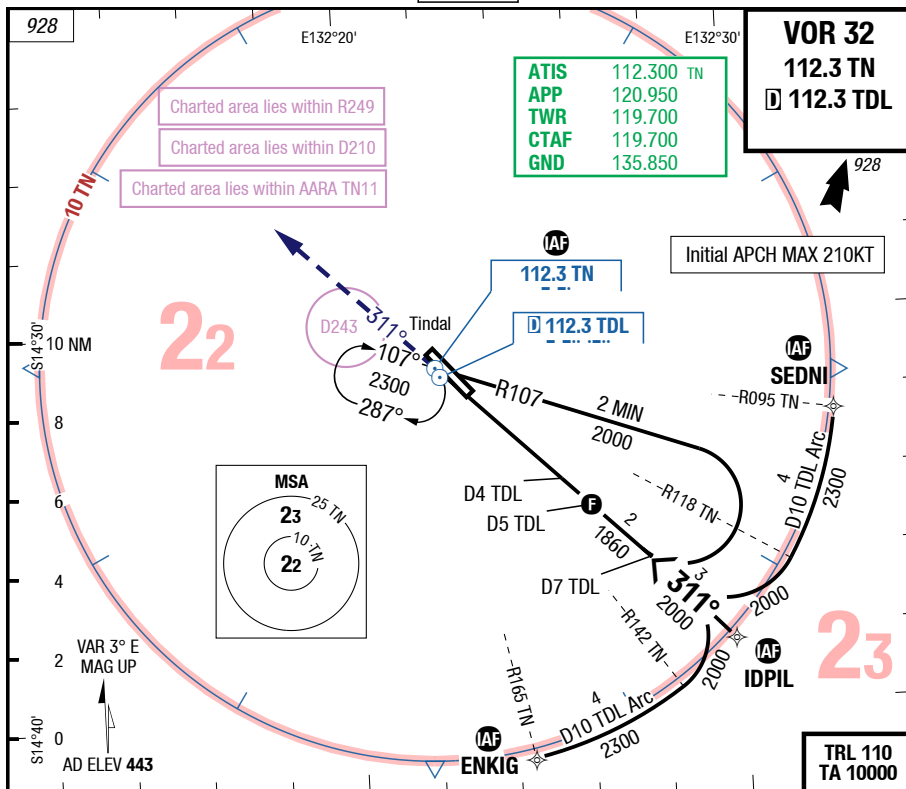
KTR-YPTN

7-60

Australia Tindal

VOR 32

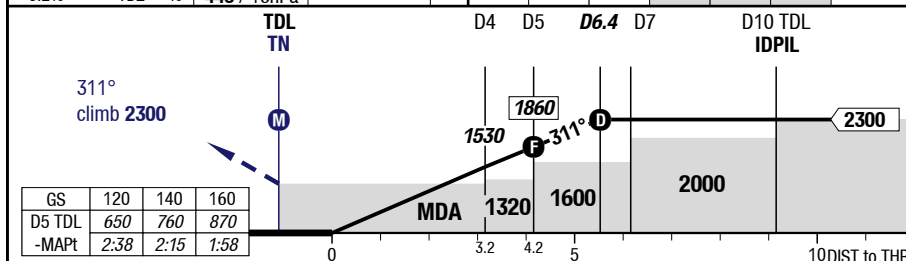
IAC



60 HL 3.0°
45 x 2744
-0.2% TDZ ---% 443 / 16hPa

32

3	6	6.4				3.08°
1200	2180	2300				D TDL 311° RWY 316°



32		VOR DME TDL ¹⁾	VOR ¹⁾			Circling ¹⁾
C	ft - m/km ft	620 - 3.5V 1060	810 - 4.6V 1250			850 - 4.6V 1290
D	ft - m/km ft	620 - 3.5V 1060	810 - 4.6V 1250			910 - 5.0V 1350

1) Minima may be reduced by 100ft with actual QNH

Changes: Nil

26-MAY-2016

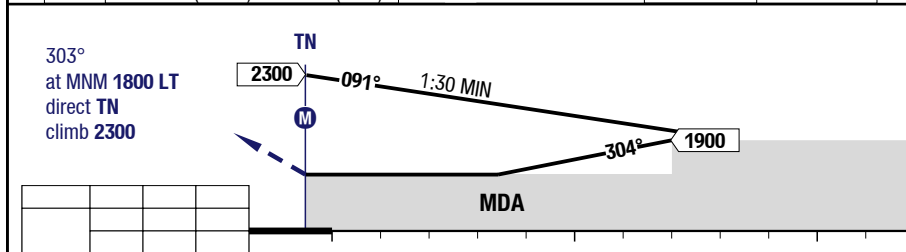
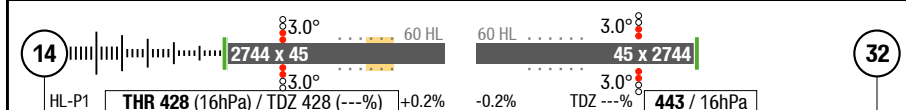
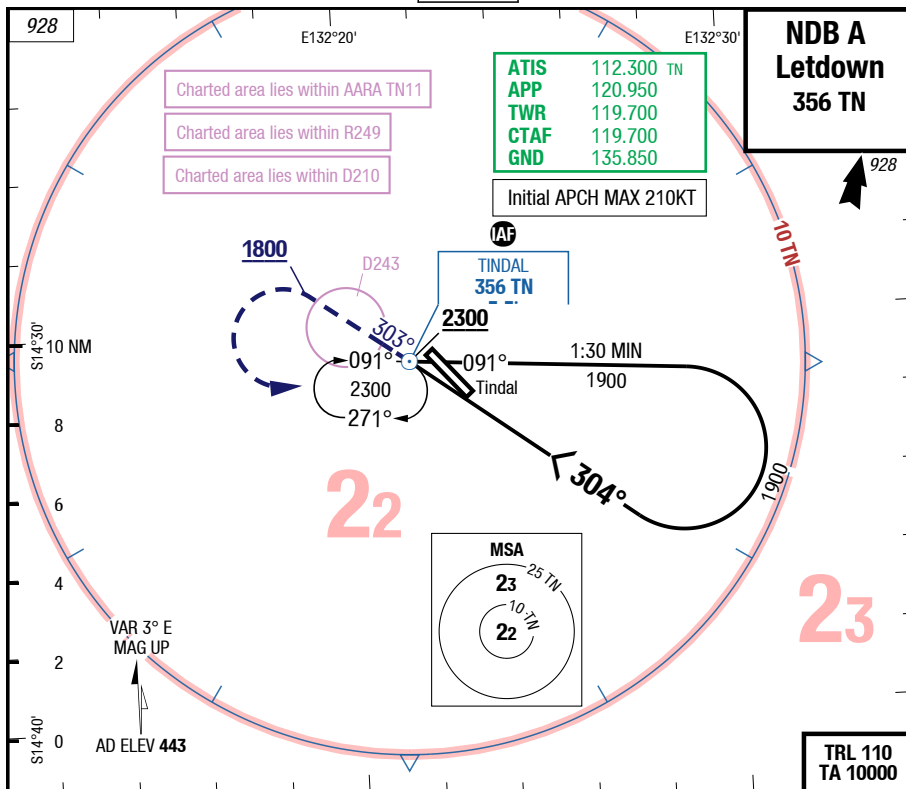
KTR-YPTN

7-70

Australia Tindal

NDB A Letdown

IAC



14/32	Letdown NDB ¹⁾					Circling ¹⁾
C	ft - m/km ft	850 - 4.0V 1290				850 - 4.0V 1290
D	ft - m/km ft	910 - 5.0V 1350				910 - 5.0V 1350

1) Minima may be reduced by 100ft with actual QNH

Changes: APL

© Lido 2016