

10-SEP-2015

KTR-YPTN

1-10

AOI

AOI

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.

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DEPARTURE**Take-off Minima**

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

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR Australia.**Departure Procedure****Noise Abatement Procedure:** See CRAR Australia.

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Australia Tindal

AGC

Tindal Australia

AGC

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Changes: PROC renamed, APL

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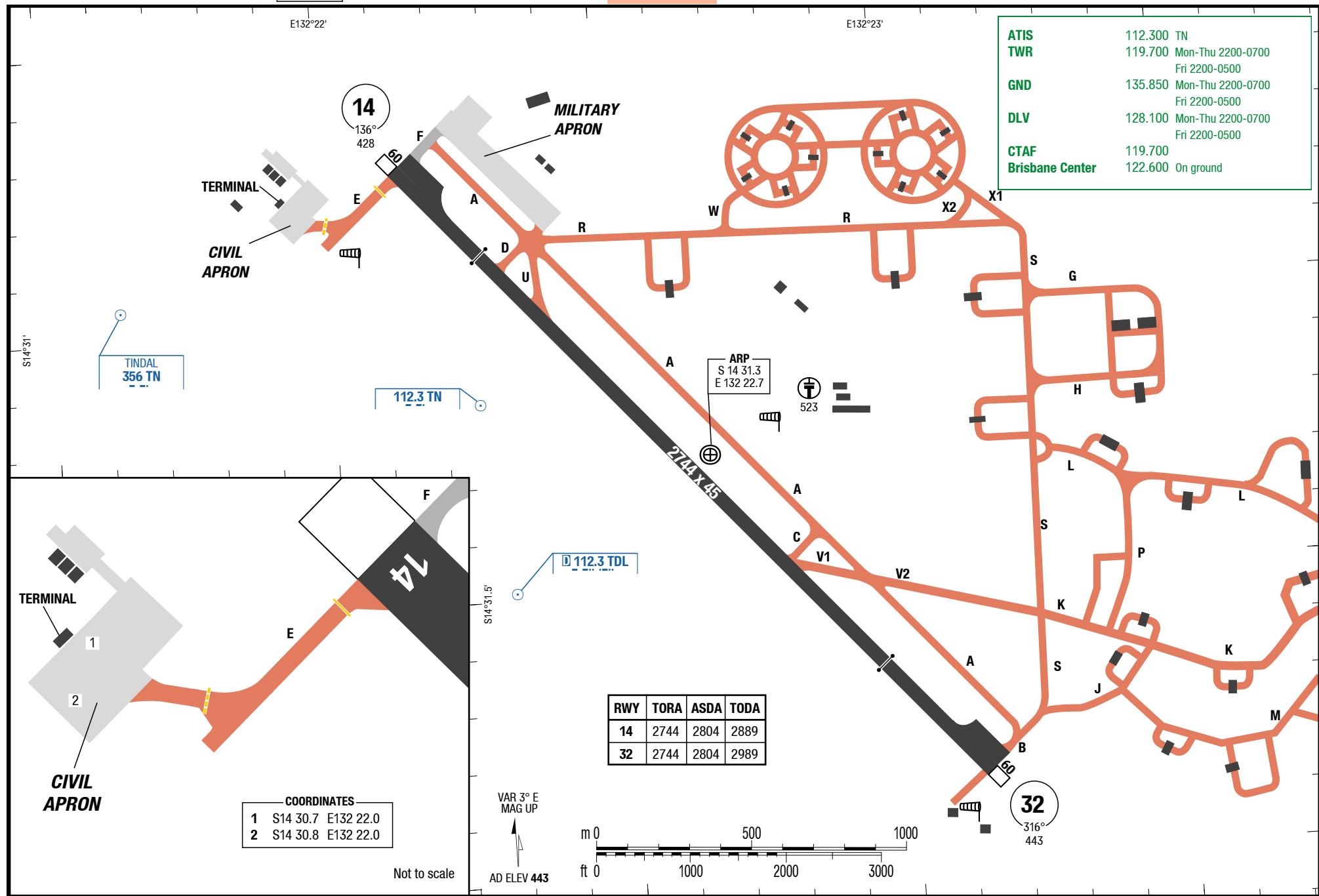
Australia Tindal

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Tindal Australia

AGC

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Australia Tindal

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Tindal Australia

AGC
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3-30

AGC (OPERATIONAL READINESS PLATFORMS)

Not to scale

E132°22'

E132°23'

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.

OPERATIONAL READINESS PLATFORMS (ORP)

TERMINAL

CIVIL APRON

TINDAL 356 TN

With Tempo Displaced Threshold RWY 14

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

14
136°
428

60

80

100

120

140

160

180

200

220

240

260

280

300

320

340

360

380

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420

440

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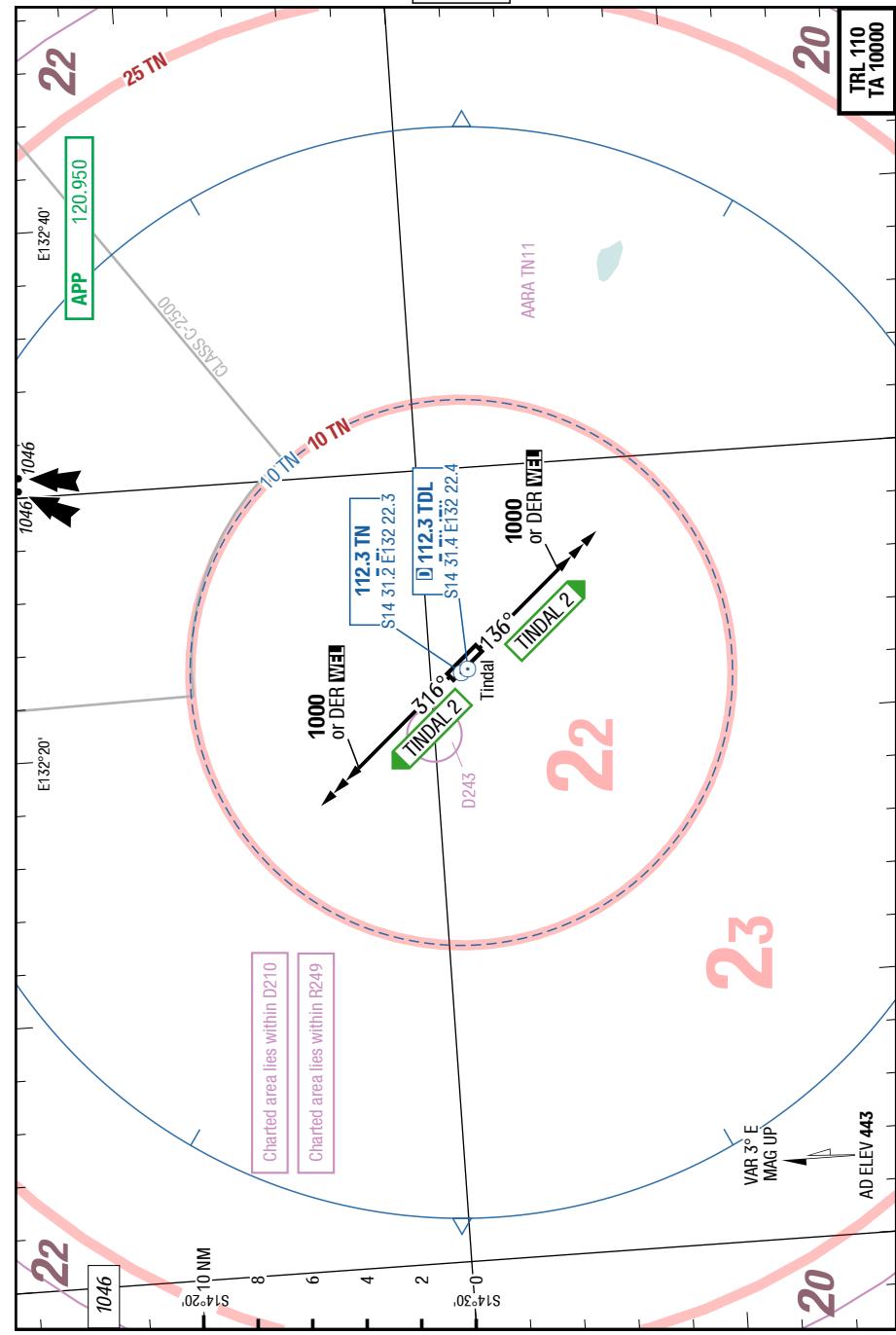
SID TINDAL 2 (Radar)

SIDs RWY 14

Tindal Australia

SIDs RWY 14

SID TINDAL 2 (Radar)



Changes: Nil

26-MAY-2016

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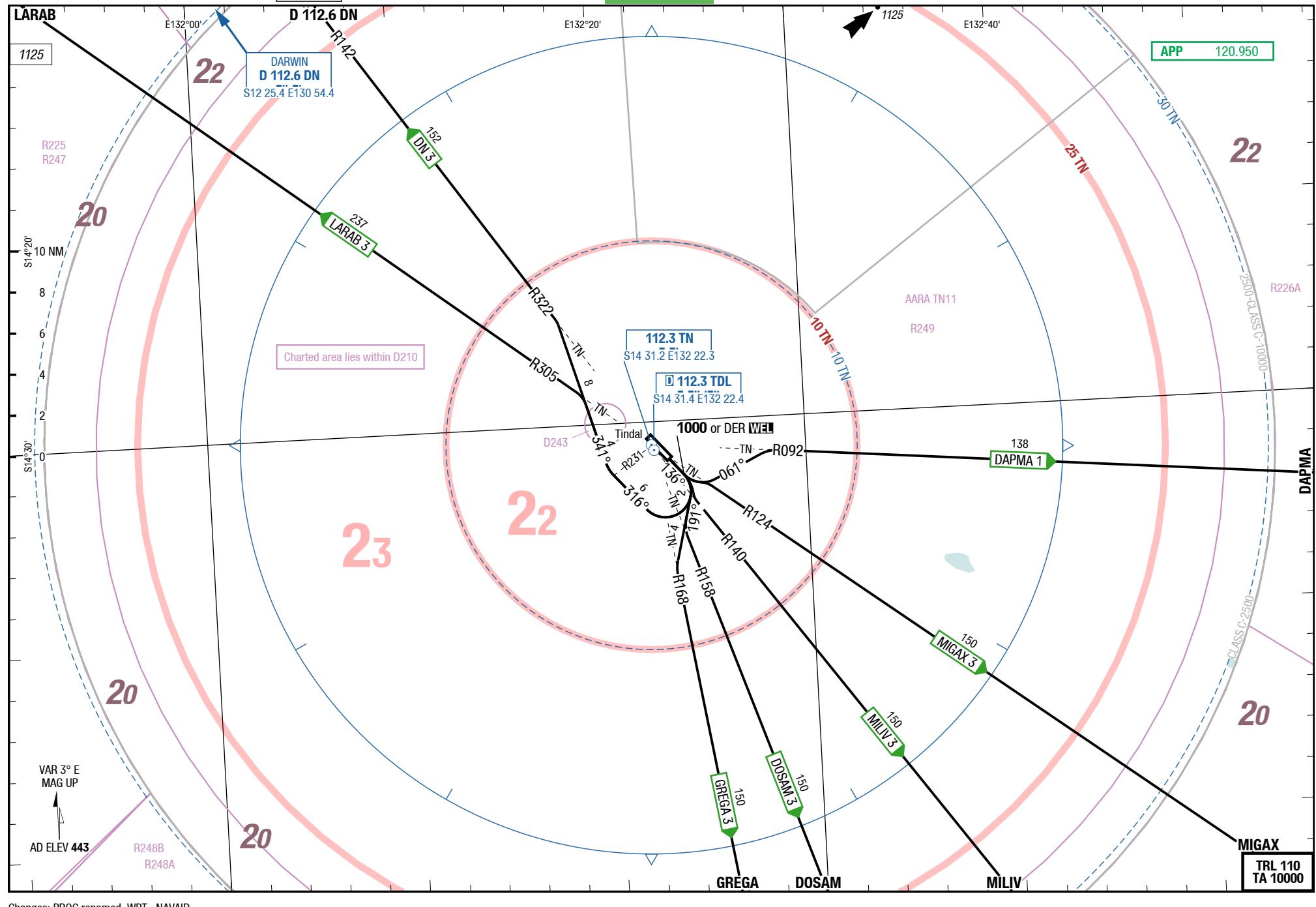
Australia Tindal

SIDs RWY 14

Tindal Australia

SIDs RWY 14

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Changes: PROC renamed, WPT , NAVAID

26-MAY-2016

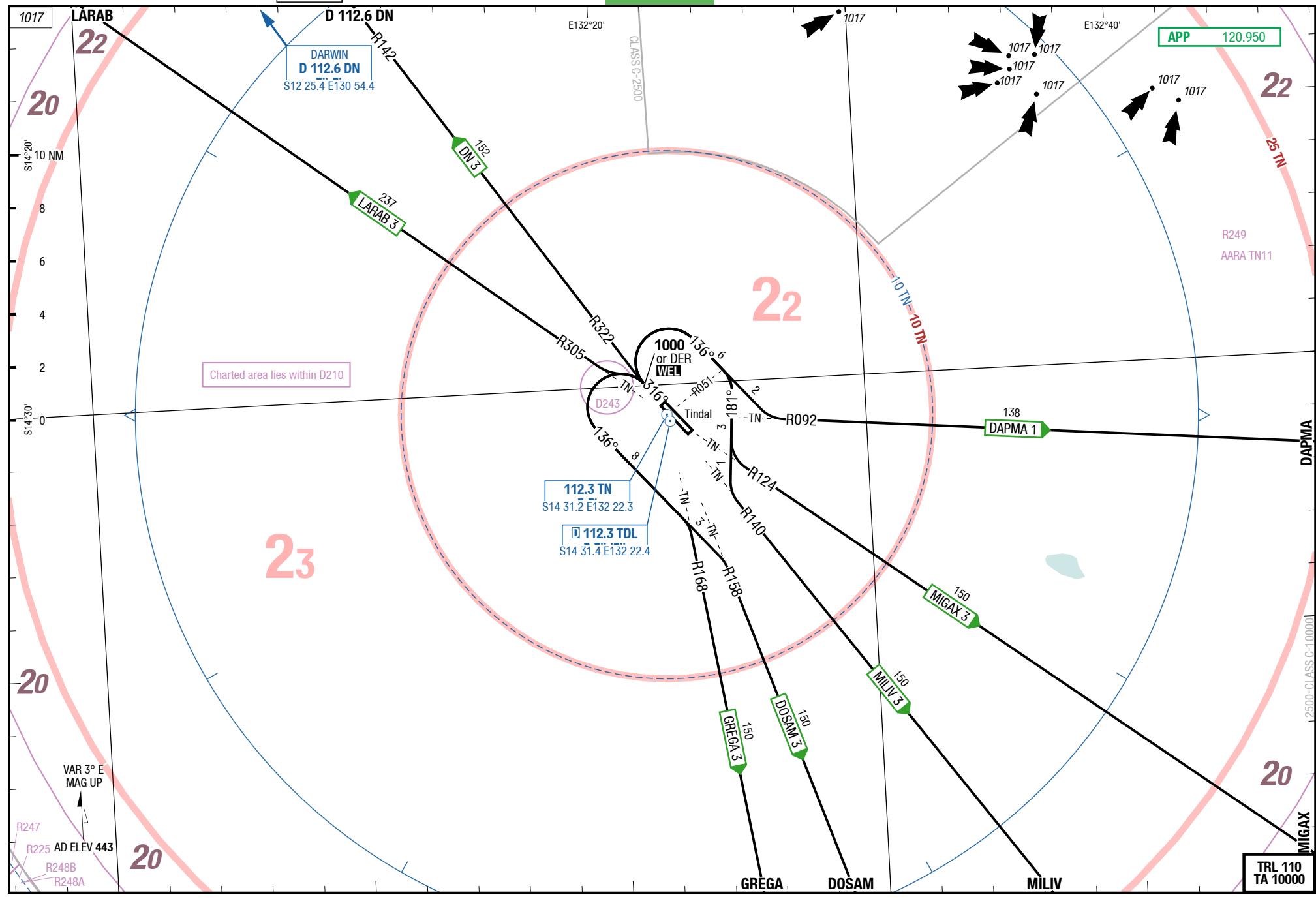
KTR-YPTN

Australia Tindal

SIDs RWY 32

Tindal Australia

SIDs RWY 32



Changes: PROC renamed, WPT , NAVAID

26-MAY-2016

KTR-YPTN**5-10****SID TINDAL 2 (Radar)**

SIDPT

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	

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KTR-YPTN**5-20****SIDs RWY 14****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	

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KTR-YPTN**5-30****SIDs RWY 32****DAPMA 1 / DARWIN 3 / DOSAM 3 / GREGA 3 / LARAB 3 / MIGAX 3 / MILIV 3**

RWY 32 (316°)

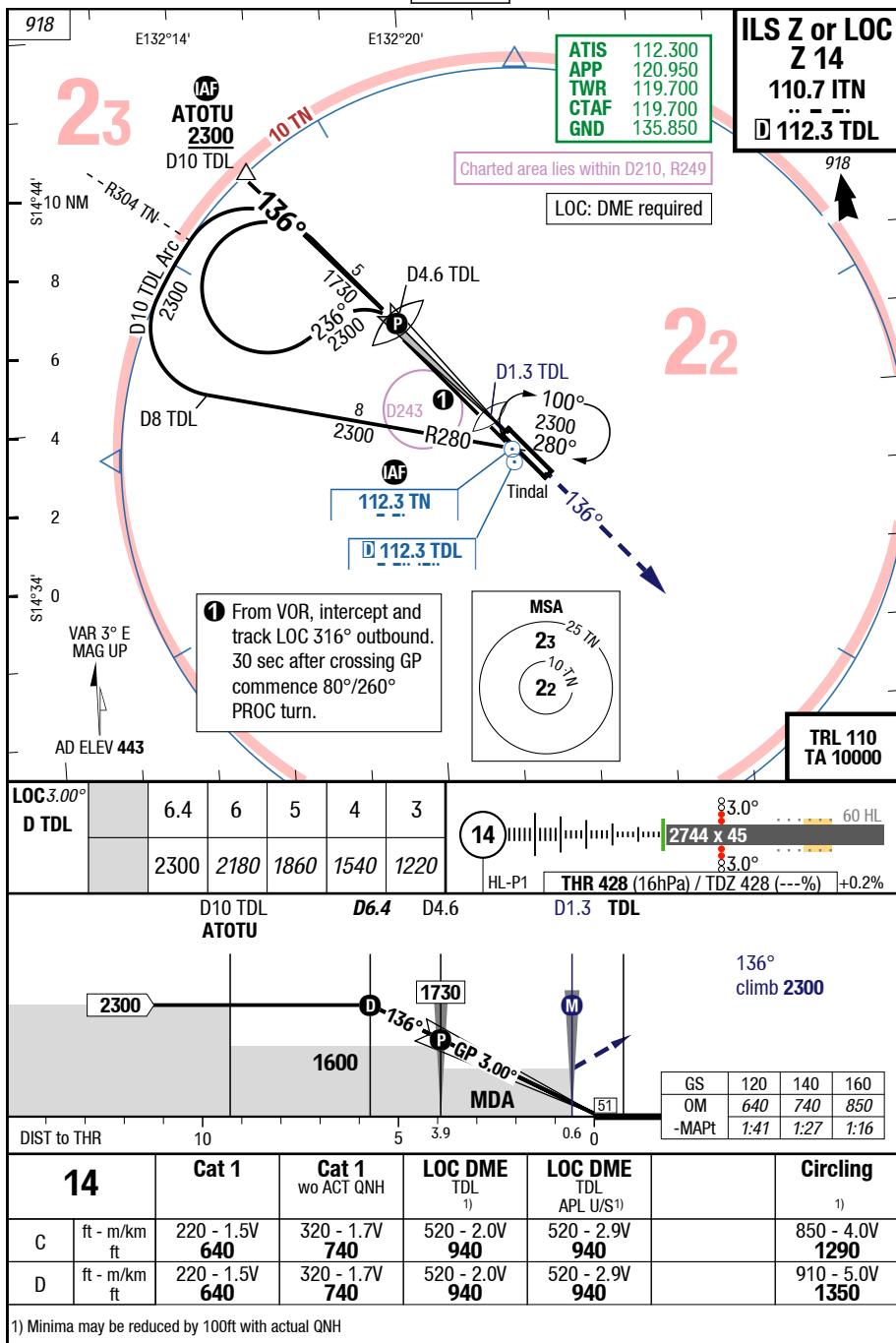
DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
DAPMA 1 120.950	at 1000 or DER, whichever is later, RT 136° intercept cleared route to DAPMA	
DARWIN 3 DN3 120.950	at 1000 or DER, whichever is later, RT intercept R322 TN to DN	
DOSAM 3 120.950	at 1000 or DER, whichever is later, LT 136° intercept cleared route 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	

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ILS Z or LOC Z 14



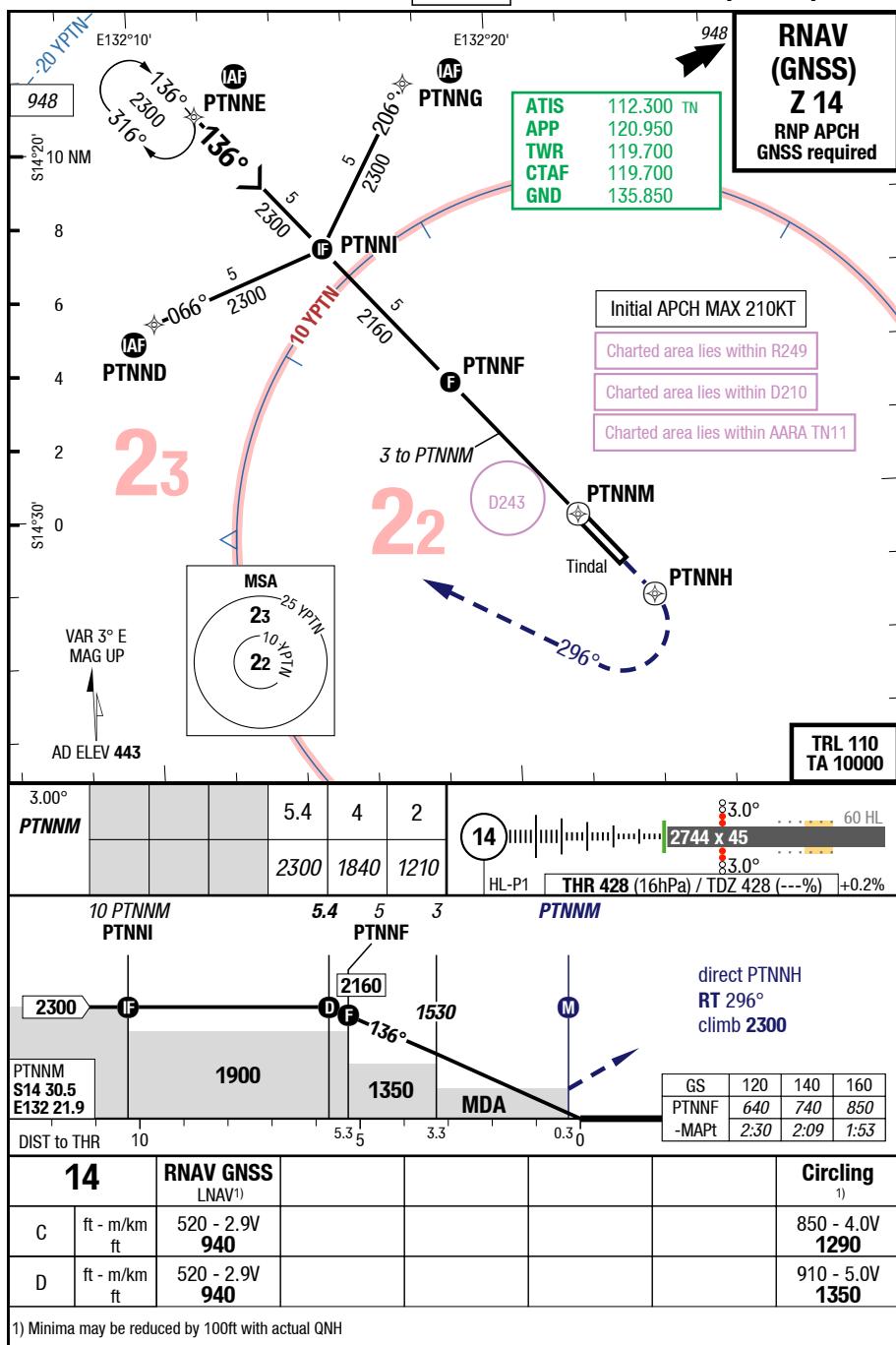
Changes: APL

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RNAV (GNSS) Z 14

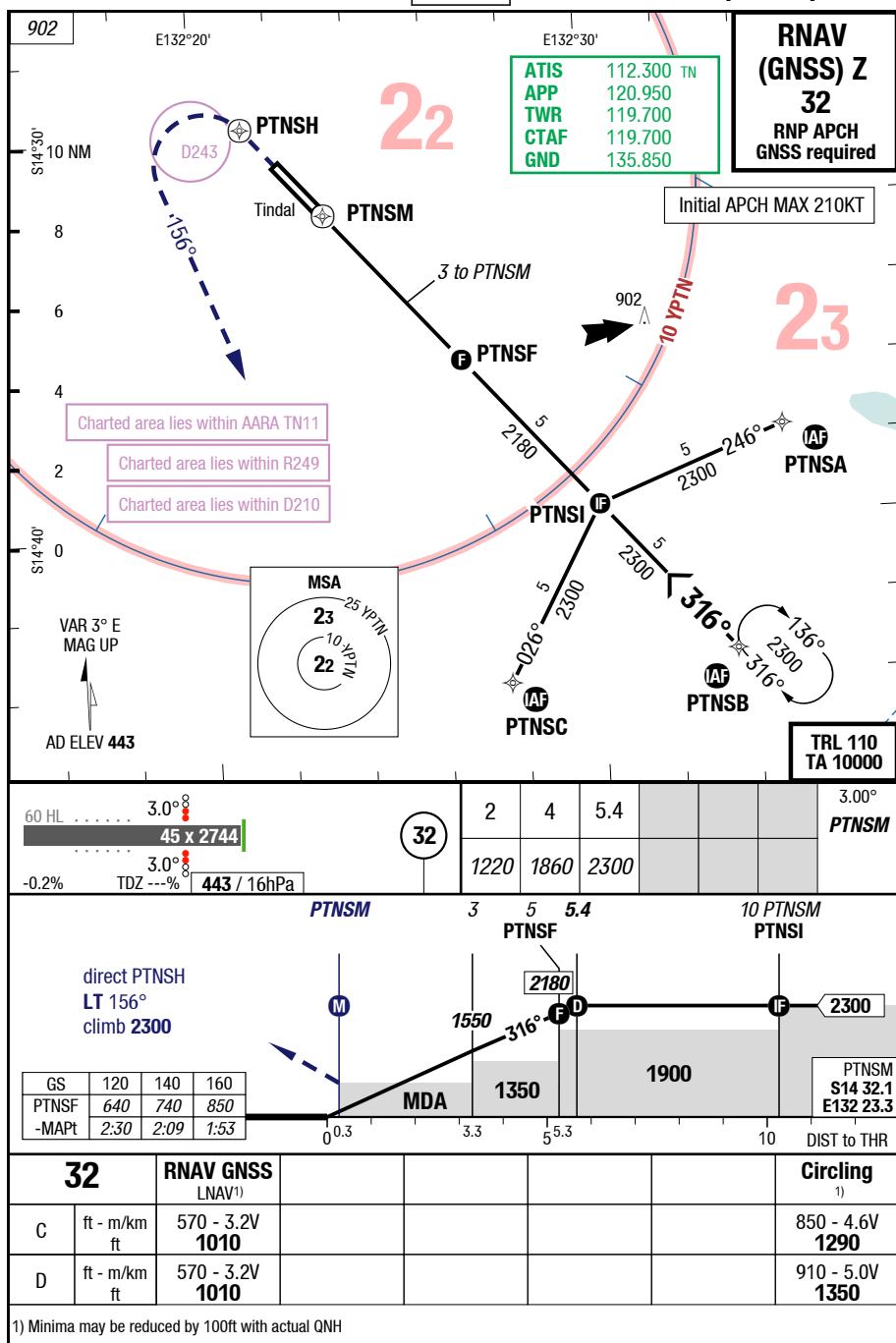


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RNAV (GNSS) Z 32

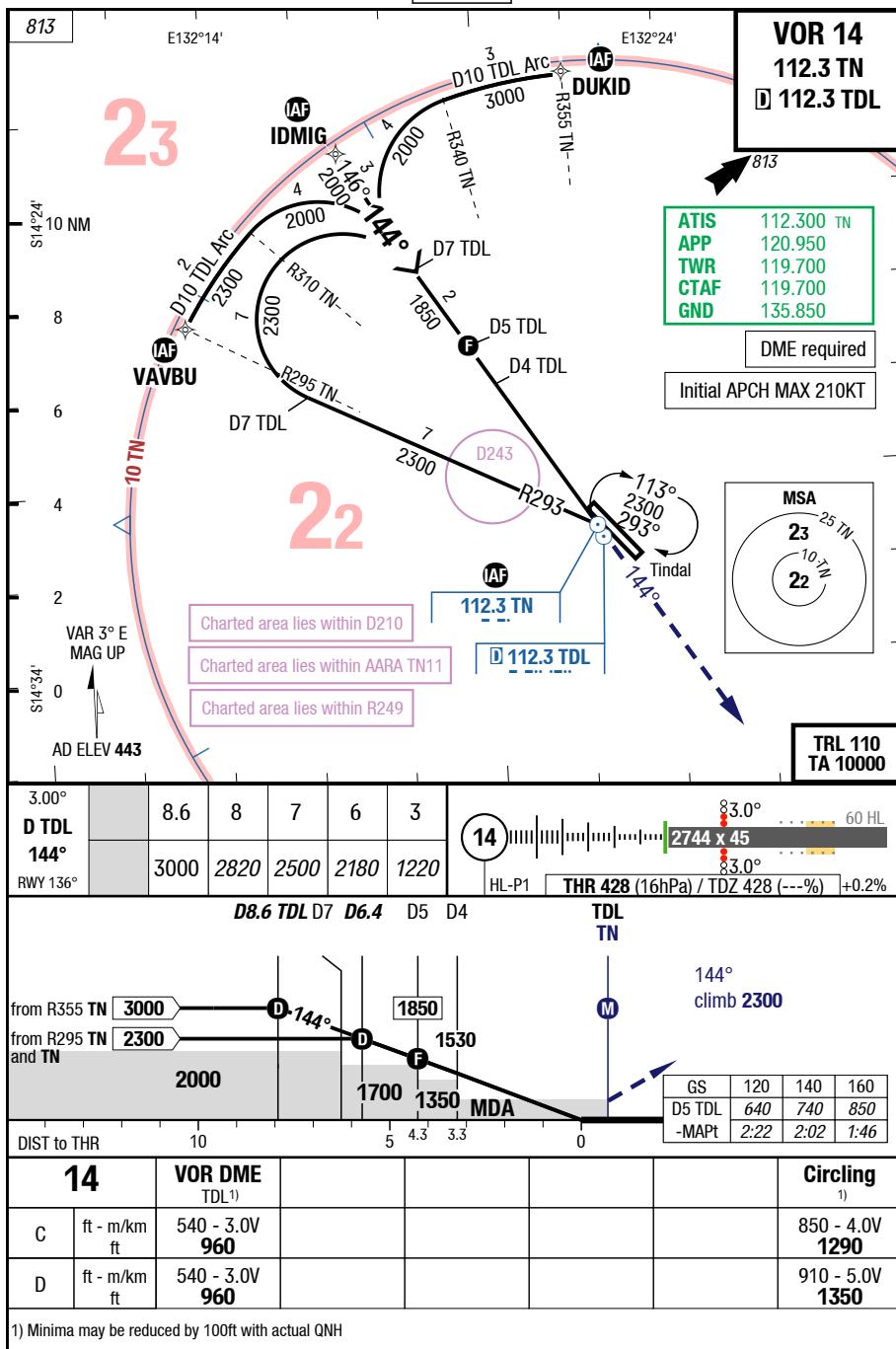


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VOR 14



Changes: ALT, APL, OBST, Profile, TOPO

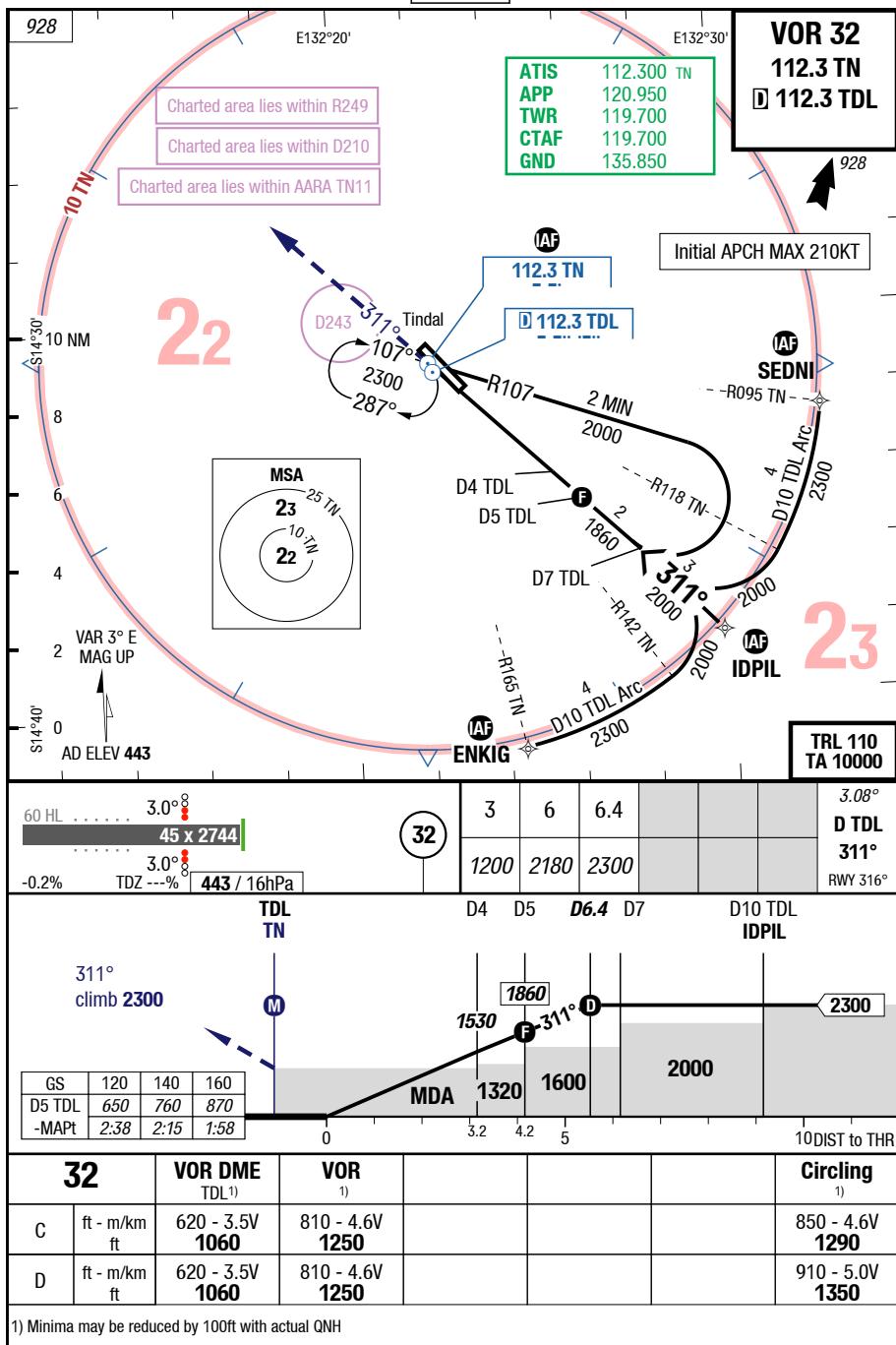
26-MAY-2016

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VOR 32

IAC



Changes: Nil

26-MAY-2016

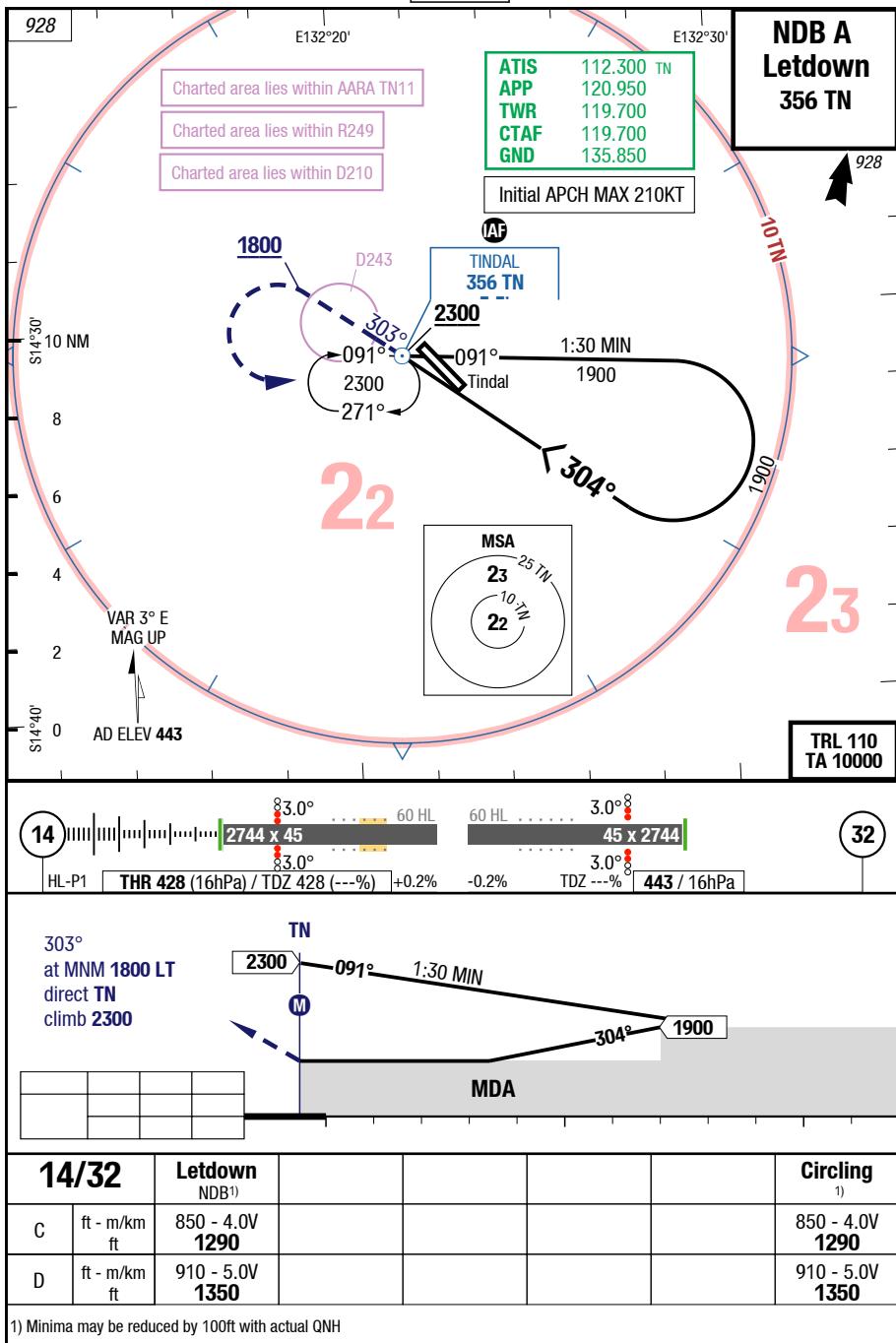
Australia Tindal

KTR-YPTN

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NDB A Letdown

IAC



Changes: APL