

22-FEB-2018

TSV-YBTL

1-10

A01

GENERAL**Operational Hours****ATS Hours:** TWR: 2000-1200, CTAF outside TWR HRs. Other times O/R 48HR PN**AD OPS Hours:** Not published**Airport Information****RFF:** CAT 7, H24**PCN:** RWY 01/19: 71/F/C/1750 (254PSI) / T Grooved**Operation****Traffic Note**

48HR PPR for unscheduled FLTs for OPS and technical requirements.

Do not submit FPLs to/from AD before 20HR prior EOBT.

Transponder Operation

For details on Transponder Mode S Operation see CRAR.

Preferential RWY

LDG: RWY 19

TKOF: RWY 01

RWY Restriction

RTL activated when THR displaced during daylight HRs only.

TWY Restriction

TWYs B, G1, L and TWY A north of TWY D MAX wingspan 36m / 118ft or MAX wheel base 18m / 59ft.

TWY D1 MAX wingspan 36m / 118ft.

TWY E1, F MAX wingspan 29m / 95ft.

TWY C MAX ACFT weight 5.7t / 12500lbs.

Wide-body ACFT restricted to TWYs D2, A1, A2, A3 and K.

Taxi/Parking

Visual docking guidance system AVBL.

Stand 1-4: Combined azimuth and stopping nose in guidance system.

Pylon-mounted 4 ENG ACFT on parallel TWY A north of TWY D taxi using PWR on inboard ENG only.

Warnings**ITL DME limitation:**

Poor coverage below 5500ft limited by terrain shielding beyond 12° north and beyond 22° south of RWY CL.

TVL DME

Terrain shielding between R140-R160 beyond 25NM MSA. TVL DME is not paired with or co-located with TL VOR/DME and therefore is not to be used with: SIDs, ILS/DME, LOC/DME or VOR/DME APCH.

Weather balloon launch APRX 2315 from PSN 470m / 1542ft NNE of ARP. Launches may occur at other times.

Birds and animals on and in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR.

Arrival Procedure

Wide-body ACFT LDG RWY 01 roll through and turn on northern end, then back-track to TWY D2 or A1.

VFR Traffic Pattern

RWY 19 right-hand circuit; avoid overflying of Cape Plarendra built-up area during RWY 19 pattern.

Noise Abatement Procedures: See CRAR.

Warnings**PAPI RWY 19**

Should not be used beyond 5NM from THR as it does not provide CLR over magnetic island.

PAPI AZM RWY 01: Restricted to 8° either side of CL.

DEPARTURE**Take-off Minima**

RWY		01/19	
Multi ENG	ft - m/km	0 - 800V	-
other		c300 - 2.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

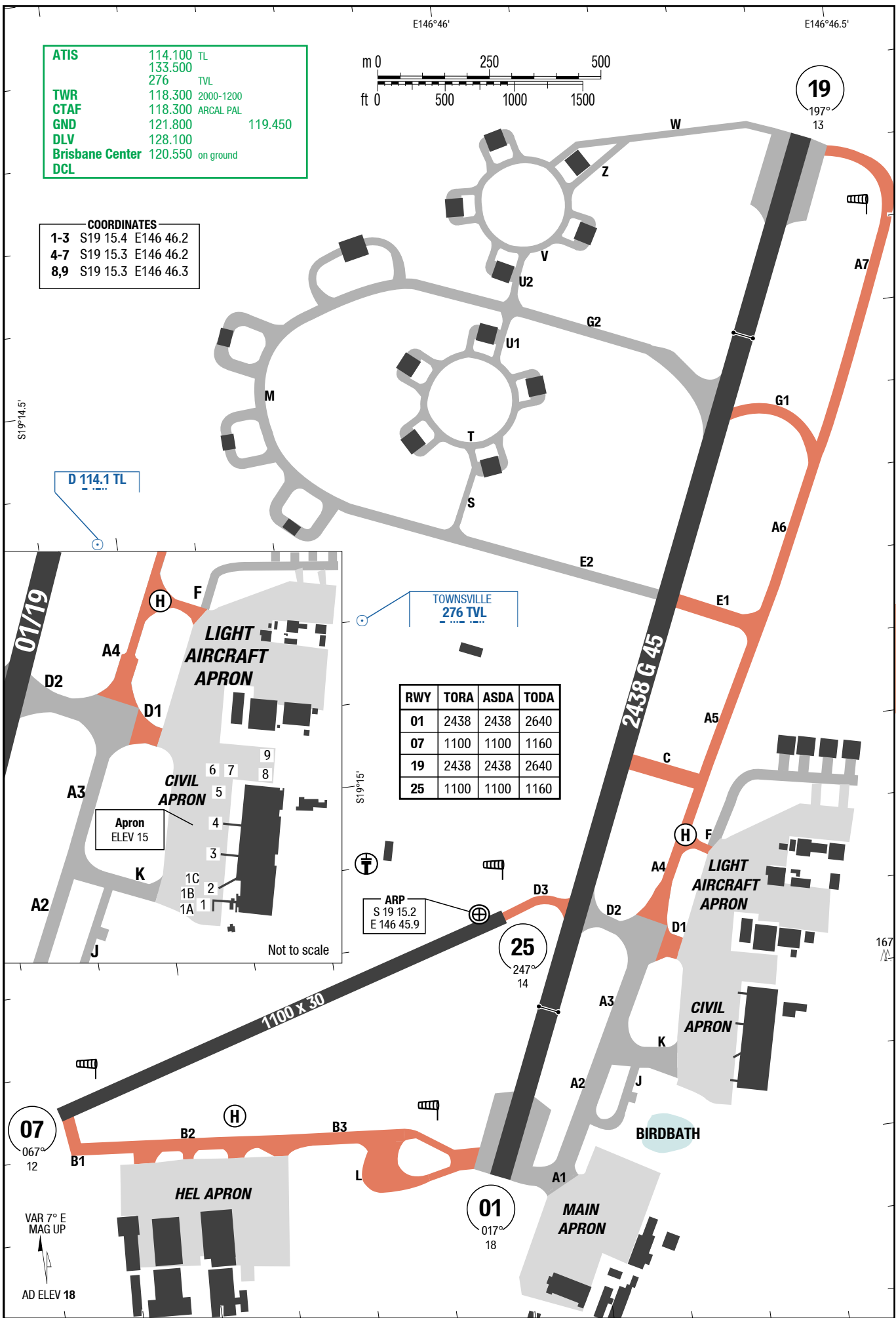
COM Failure: See CRAR and in addition;

RWY 01/19

- Maintain last assigned vector for 2min, and
- If necessary climb to MNM safe ALT to maintain terrain CLR, then
- Proceed in accordance with the latest ATC route CLR acknowledged.

Departure Procedure

Noise Abatement Procedures: See CRAR.



Effective 01-MAR-2018

22-FEB-2018

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Australia Townsville

DEPARTUREs South/East

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DEPARTUREs North/West

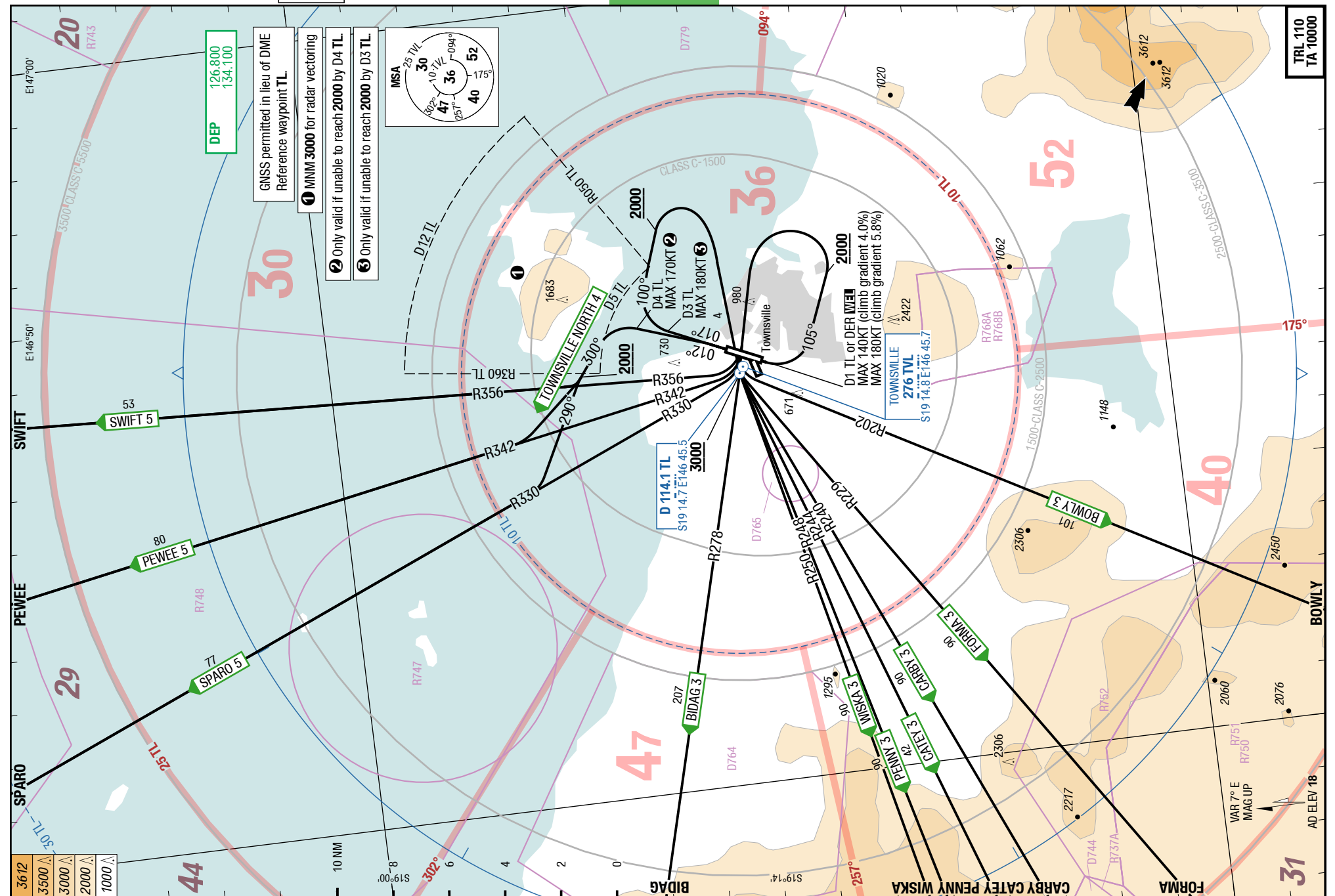
SID

SID

Townsville Australia

DEPARTUREs South/East

DEPARTUREs North/West



Changes: ALT, OBST, Note

TSV-YBTL

4-20

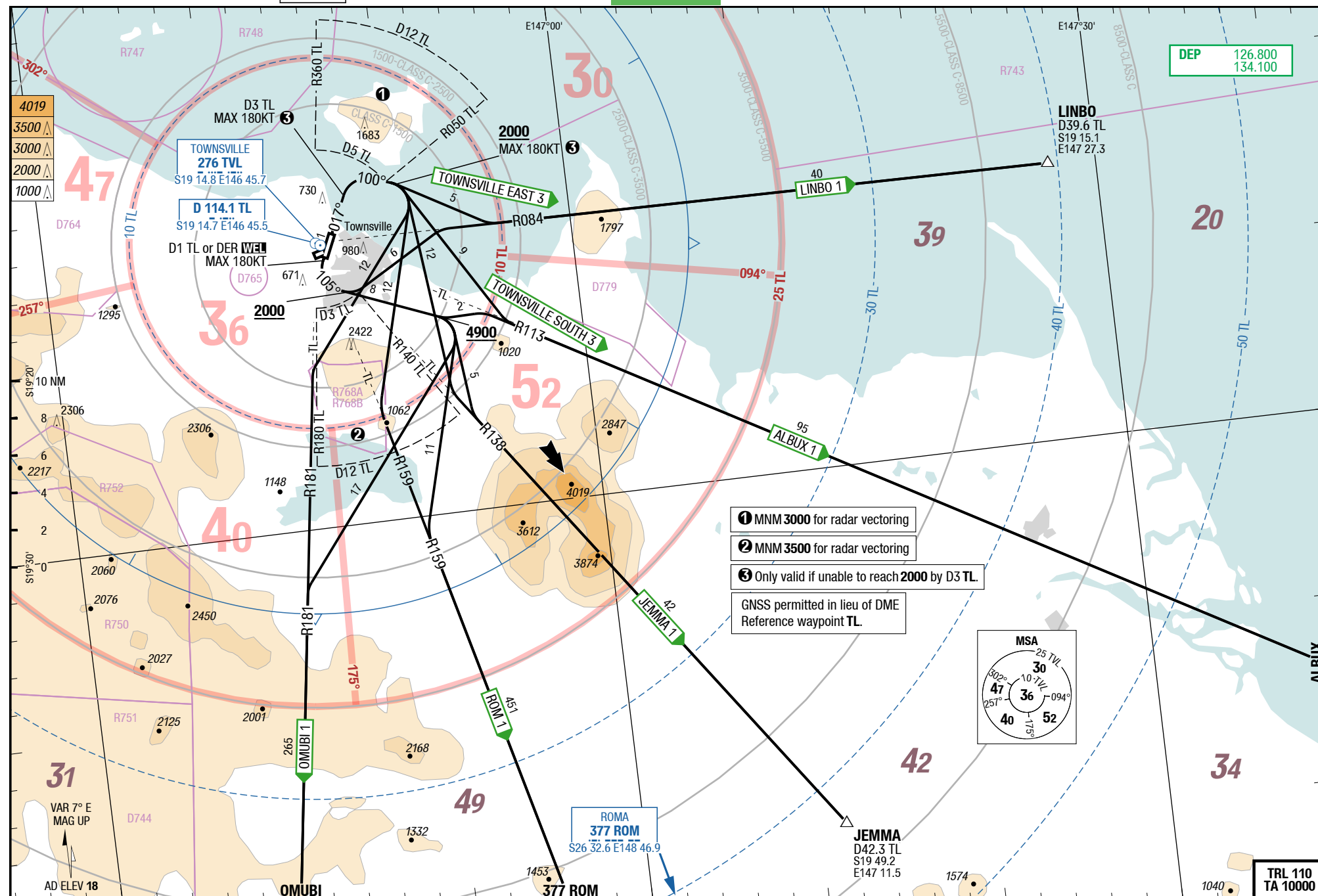
DEPARTURES South/East

SID

SID

Townsville Australia

DEPARTURES South/East



Changes: ALT, OBST, Note

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BIDAG 3 / BOWLY 3 / CARBY 3 / CATEY 3 / FORMA 3 / PENNY 3 / PEWEE 5 / SPARO 5
RWY 01 (017°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
BIDAG 3 3.7 % to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R278 TL / QDR 278 TVL to BIDAG	TL/TVL MNM 3000
BOWLY 3 3.7 % to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R202 TL / QDR 202 TVL to BOWLY	TL/TVL MNM 3000
CARBY 3 3.7 % to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R240 TL / QDR 240 TVL to CARBY	TL/TVL MNM 3000
CATEY 3 3.7 % to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R244 TL / QDR 244 TVL to CATEY	TL/TVL MNM 3000
FORMA 3 3.7 % to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R229 TL / QDR 229 TVL to FORMA	TL/TVL MNM 3000
PENNY 3 3.7 % to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R248 TL / QDR 248 TVL to PENNY	TL/TVL MNM 3000
PEWEE 5 3.7% to 1500 126.800 ①	012° (Not before DER) - at D4 TL LT 300° - at MNM 2000 RT intercept R342 TL / QDR 342 TVL to PEWEE	
SPARO 5 3.7% to 1500 126.800 ①	012° (Not before DER) - at D4 TL LT 300° - at MNM 2000 LT 290° intercept R330 TL / QDR 330 TVL (by D20 TL) to SPARO	

① MAX 170KT if unable to reach 2000ft by D4 TL.

② MAX 180KT if unable to reach 2000ft by D3 TL.

TSV-YBTL

5-20

DEPARTURES North/West

SWIFT 5 / TOWNSVILLE NORTH 4 / WISKA 3 / BIDAG 3 / BOWLY 3 / CARBY 3

RWYs 01 (017°) / 19 (197°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
SWIFT 5 3.7% to 1500 126.800 ①	012° (Not before DER) - at D4 TL LT 300° - at MNM 2000 RT intercept R356 TL / QDR 356 TVL to SWIFT	
TOWNSVILLE NORTH 4 YBTLN 4 3.7% to 1500 126.800 ①	012° (Not before DER) - at D4 TL LT 300°	
WISKA 3 3.7% to 1300 126.800 ②	017° - at D3 TL RT 100° - at MNM 2000 RT direct TL/TVL - R250 TL / QDR 250 TVL to WISKA	TL/TVL MNM 3000
	Runway 19	
BIDAG 3 5.8% to 700 4.0% to 1500 126.800 ③④	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R278 TL / QDR 278 TVL to BIDAG	TL/TVL MNM 3000
BOWLY 3 5.8% to 700 4.0% to 1500 126.800 ③④	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R202 TL / QDR 202 TVL to BOWLY	TL/TVL MNM 3000
CARBY 3 5.8% to 700 4.0% to 1500 126.800 ③④	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R240 TL / QDR 240 TVL to CARBY	TL/TVL MNM 3000

- ① MAX 170KT if unable to reach 2000ft by D4 TL.
 ② MAX 180KT if unable to reach 2000ft by D3 TL.
 ③ With climb gradient 5.8% MAX 180KT until 105°.
 ④ With climb gradient 4.0% MAX 140KT until 105°.

TSV-YBTL

5-30

DEPARTURES North/West

CATEY 3 / FORMA 3 / PENNY 3 / PEWEE 5 / SPARO 5 / SWIFT 5

RWY 19 (197°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
CATEY 3 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R244 TL / QDR 244 TVL to CATEY	TL/TVL MNM 3000
FORMA 3 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R229 TL / QDR 229 TVL to FORMA	TL/TVL MNM 3000
PENNY 3 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R248 TL / QDR 248 TVL to PENNY	TL/TVL MNM 3000
PEWEE 5 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R342 TL / QDR 342 TVL to PEWEE	TL/TVL MNM 3000
SPARO 5 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R330 TL / QDR 330 TVL to SPARO	TL/TVL MNM 3000
SWIFT 5 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R356 TL / QDR 356 TVL to SWIFT	TL/TVL MNM 3000

① With climb gradient 5.8% MAX 180KT until 105°.

② With climb gradient 4.0% MAX 140KT until 105°.

WISKA 3

RWY 19 (197°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
WISKA 3 5.8% to 700 4.0% to 1500 126.800 ①②	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT direct TL/TVL - R250 TL / QDR 250 TVL to WISKA	TL/TVL MNM 3000

- ① With climb gradient 5.8% MAX 180KT until 105°.
 ② With climb gradient 4.0% MAX 140KT until 105°.

ALBUX 1 / JEMMA 1 / LINBO 1 / OMUBI 1 / ROMA 1 / TOWNSVILLE EAST 3

RWYs 01 (017°) / 19 (197°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
ALBUX 1 3.7% to 1300 126.800 ①	017° - at D3 TL RT 100° - at MNM 2000 RT intercept R113 TL / QDR 113 TVL (by D20 TL) to ALBUX	
JEMMA 1 3.7 % to 1300 126.800 ①	017° - at D3 TL RT 100° - at MNM 2000 RT intercept R138 TL / QDR 138 TVL (by D20 TL) to JEMMA	
LINBO 1 3.7 % to 1300 126.800 ①	017° - at D3 TL RT 100° - at MNM 2000 RT intercept R084 TL / QDR 084 TVL (by D20 TL) to LINBO	
OMUBI 1 3.7 % to 1300 126.800 ①	017° - at D3 TL RT 100° - at MNM 2000 RT intercept R181 TL / QDR 181 TVL (by D20 TL) to OMUBI	
ROMA 1 ROM 1 3.7 % to 1300 126.800 ①	017° - at D3 TL RT 100° - at MNM 2000 RT intercept R159 TL / QDR 159 TVL (by D20 TL) to ROM	
TOWNSVILLE EAST 3 YBTLE 3 3.7 % to 1300 126.800 ①	017° - at D3 TL RT 100°	
	Runway 19	
ALBUX 1 5.8% to 700 126.800 ②	at D1 TL or DER, whichever is later, LT 105° - at MNM 4900 LT intercept R113 TL / QDR 113 TVL (by D30 TL) to ALBUX	

① MAX 180KT if unable to reach 2000ft by D3 TL.

② MAX 180KT until 105°.

JEMMA 1 / LINBO 1 / OMUBI 1 / ROMA 1 / TOWNSVILLE SOUTH 3

RWY 19 (197°)

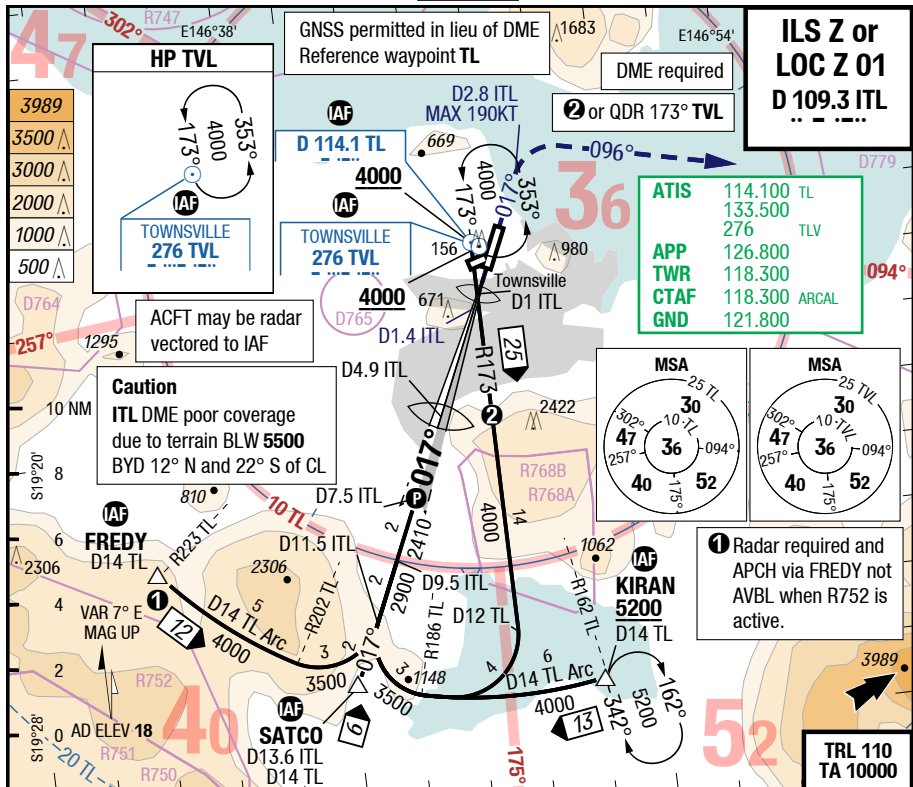
	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
JEMMA 1 5.8% to 700 126.800 ①	at D1 TL or DER, whichever is later, LT 105° - at MNM 4900 RT intercept R138 TL / QDR 138 TVL (by D30 TL) to JEMMA	
LINBO 1 5.8% to 700 126.800 ①	at D1 TL or DER, whichever is later, LT 105° - at MNM 2000 LT intercept R084 TL / QDR 084 TVL (by D20 TL) to LINBO	
OMUBI 1 5.8% to 700 126.800 ①	at D1 TL or DER, whichever is later, LT 105° - at MNM 4900 RT intercept R181 TL / QDR 181 TVL (by D30 TL) to OMUBI	
ROMA 1 ROM 1 5.8% to 700 126.800 ①	at D1 TL or DER, whichever is later, LT 105° - at MNM 4900 RT intercept R159 TL / QDR 159 TVL (by D30 TL) to ROM	
TOWNSVILLE SOUTH 3 YBTL 3 5.8% to 700 126.800 ①	196° - at D1 TL or DER, whichever is later, LT 105°	

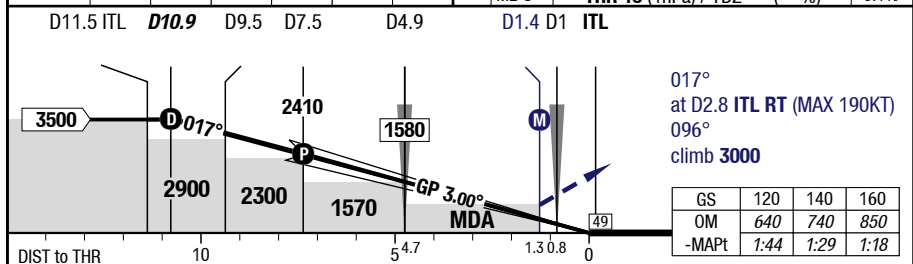
① MAX 180KT until 105°.

7-10

ILS Z or LOC Z 01



LOC 3.00° D ITL	10.9	10	8	6	4	3	01	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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01		Cat 1 1)	Cat 1 wo ACT QNH 2)	LOC DME 3)			Circling 3) 4)
C	ft - m/km ft	260 - 1.5V 270	360 - 1.8V 370	870 - 4.9V 880			1340 - 4.9V 1350
D	ft - m/km ft	260 - 1.5V 270	360 - 1.8V 370	870 - 4.9V 880			1340 - 5.0V 1350

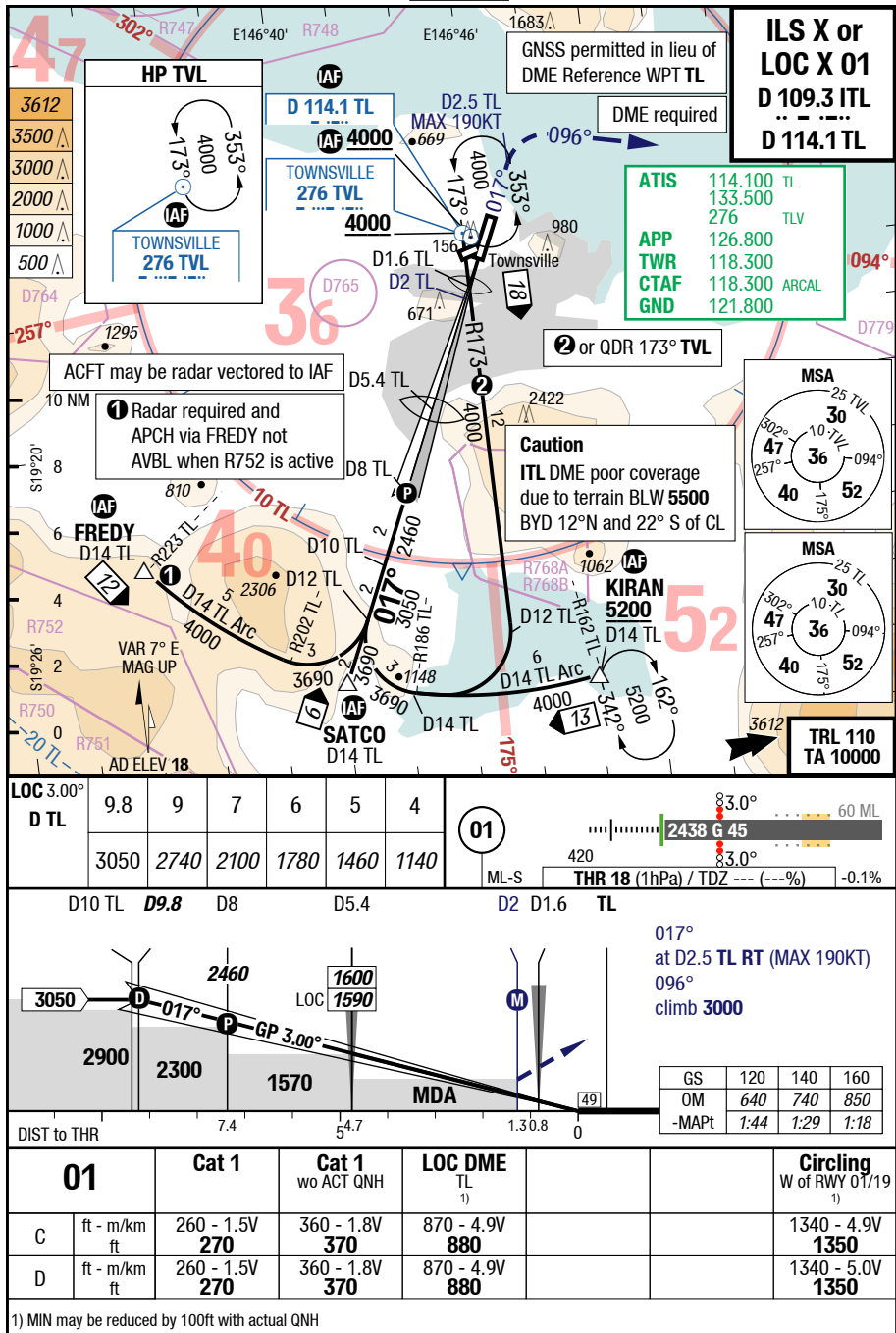
1) With EVS VIS 1.0km, wo EVS use STD	
2) With EVS VIS 1.2km, wo EVS use STD	

3) MIN may be reduced by 100ft with actual QNH
4) W of RWY 01/19 only

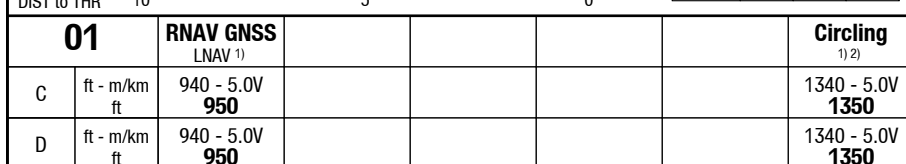
TSV-YBTL

7-20

ILS X or LOC X 01

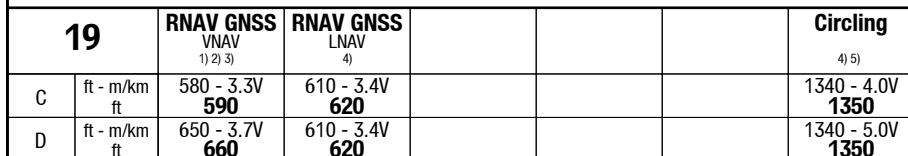


Changes: DIST ALT table, Profile, Editorial



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RNAV (GNSS) Z 19

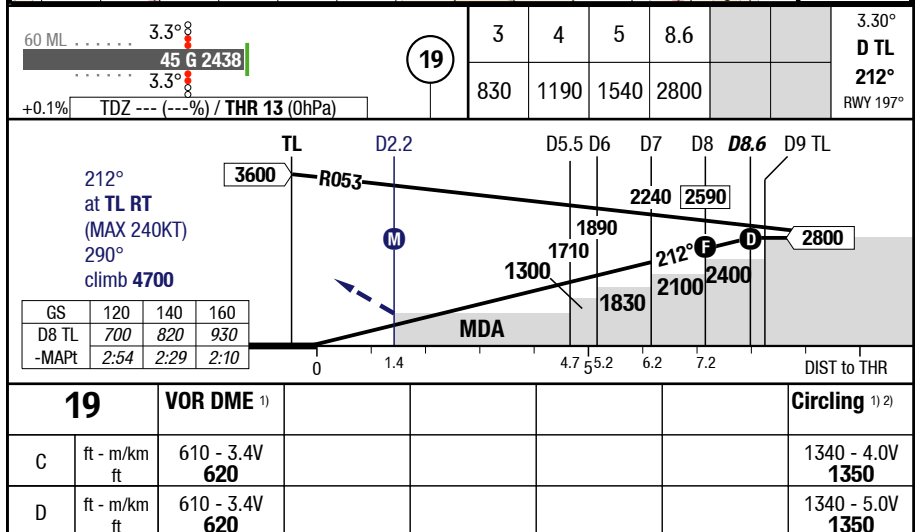
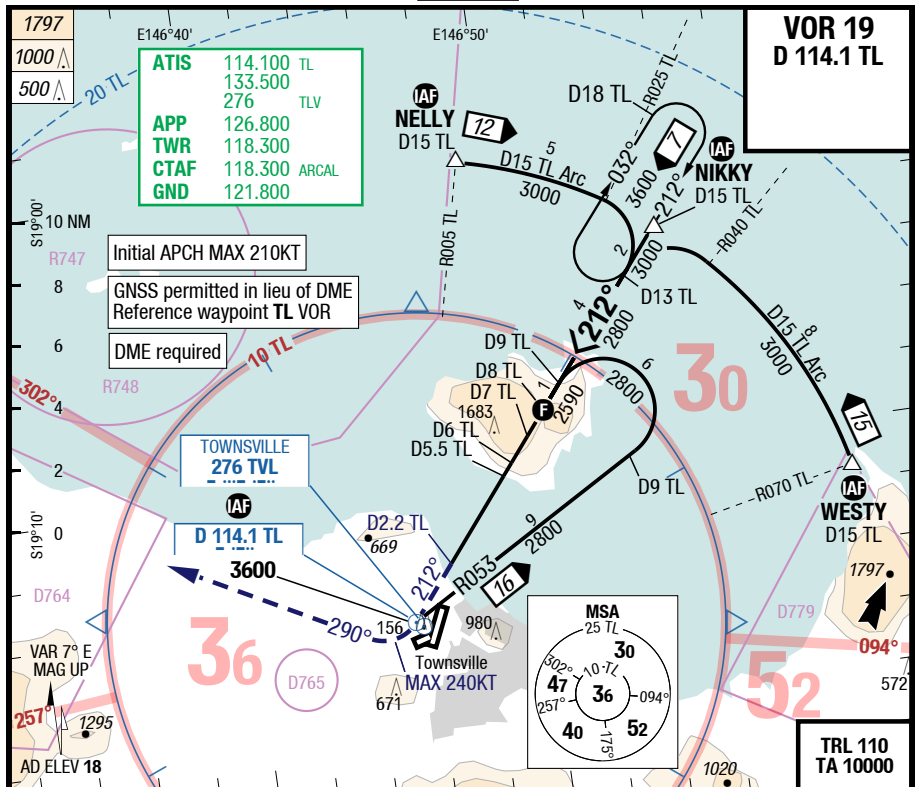


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TSV-YBTL

7-50

VOR 19



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

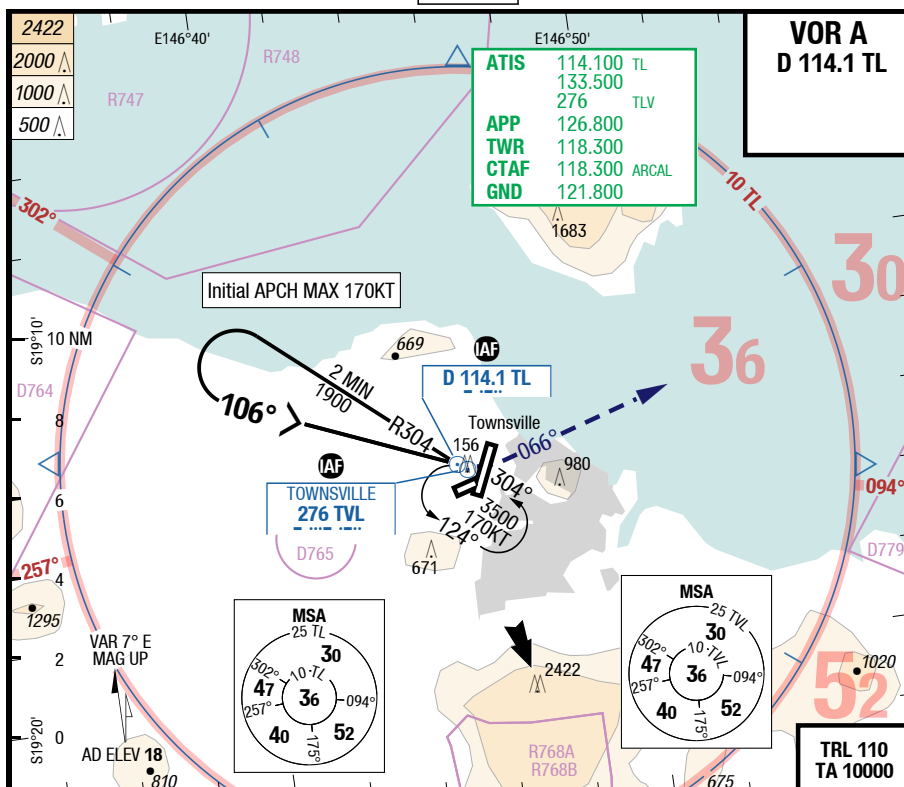
2) W of RWY 01/19 only

Changes: OBST, APL

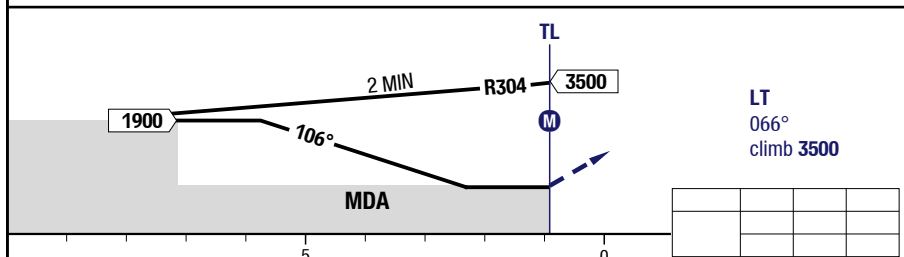
TSV-YBTL

7-60

VOR A



See AFC for RWY information
and approach light system.



All RWYs							Circling 1) 2)
C	ft - m/km ft						1340 - 4.0V 1350
D	ft - m/km ft						Not applicable

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

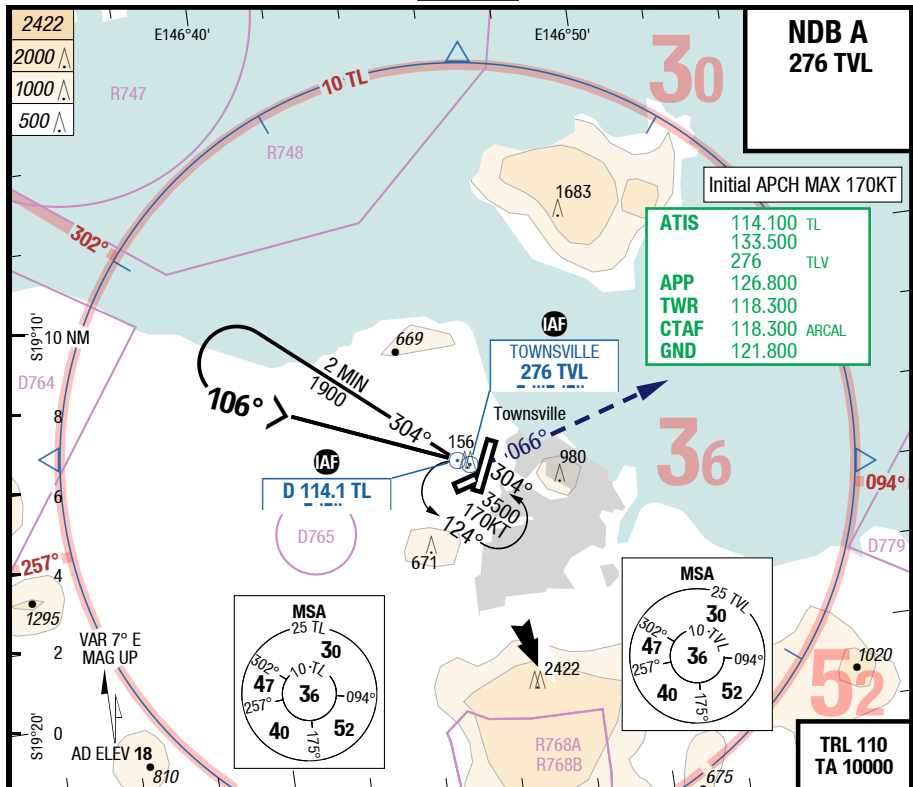
2) W of RWY 01/19 only

Changes: chart title, MIN, OBST

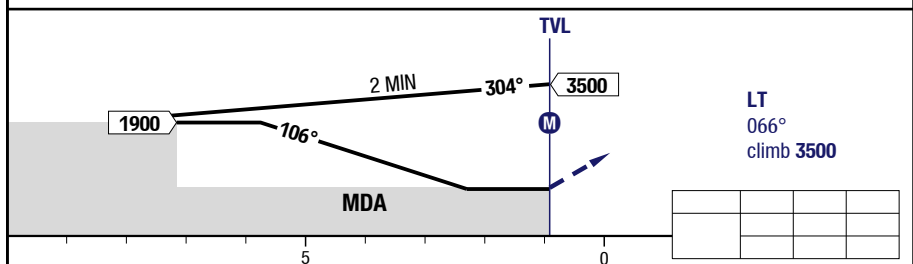
TSV-YBTL

7-70

NDB A



See AFC for RWY information
and approach light system.



All RWYs							Circling 1) 2)
C	ft - m/km ft						1340 - 4.0V 1350
D	ft - m/km ft						Not applicable

1) MIN may be reduced by 100ft with actual QNH
2) W of RWY 01/19 only

Changes: chart title, OBST, MIN