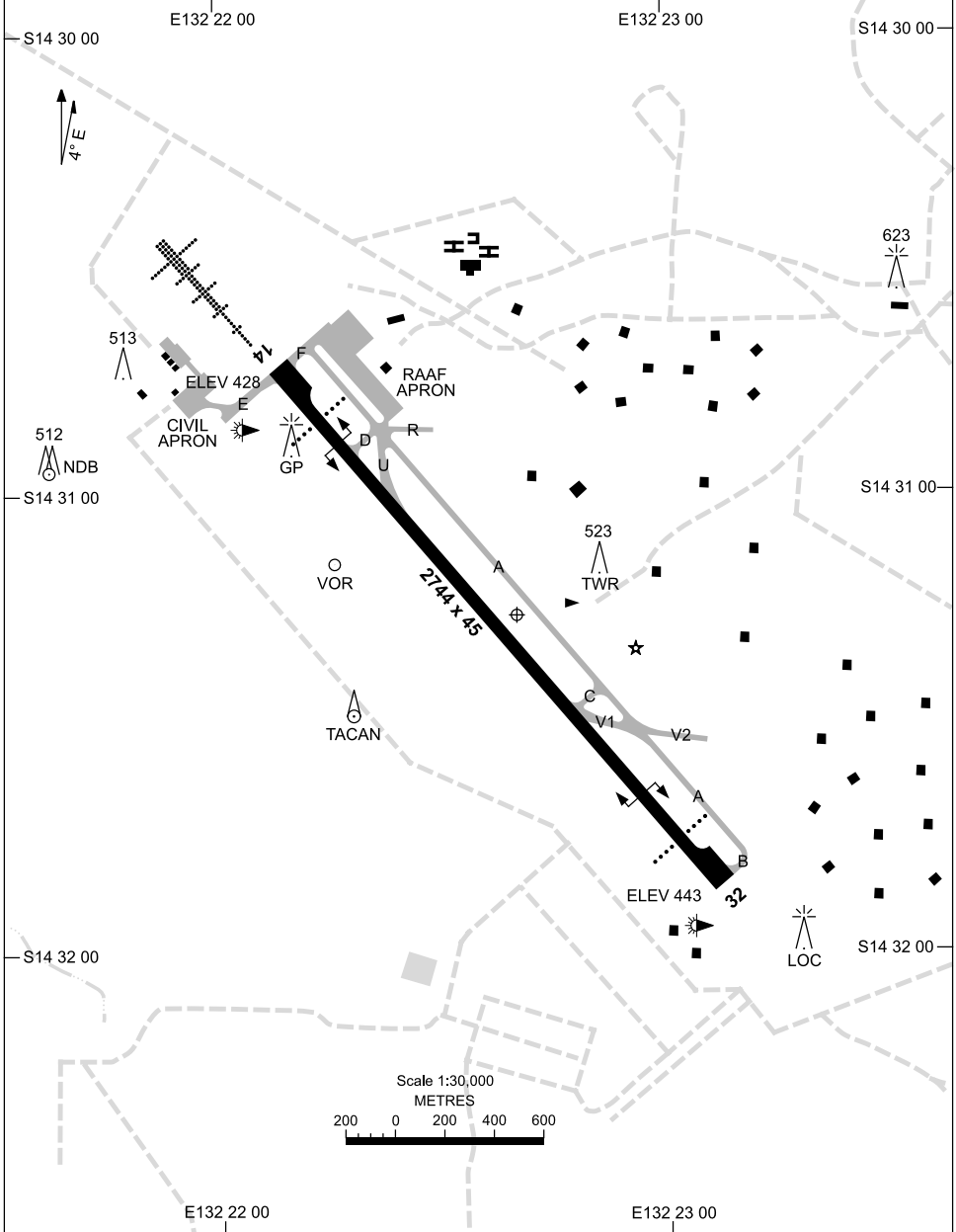


26 AUG 2010

AD ELEV 443  
S14 31 16 E132 22 40

AERODROME CHART - Page 1.  
**TINDAL, NT (YPTN)**

ATIS 112.3 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF (AH) CA/GRS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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Changes: CTAF, CO-ORD FORMAT.

PTNAD01-124

26 AUG 2010

AD ELEV 443  
S14 31 16 E132 22 40

AERODROME CHART - Page 2.  
**TINDAL, NT (YPTN)**

ATIS 112.3 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF (AH) CA/GRS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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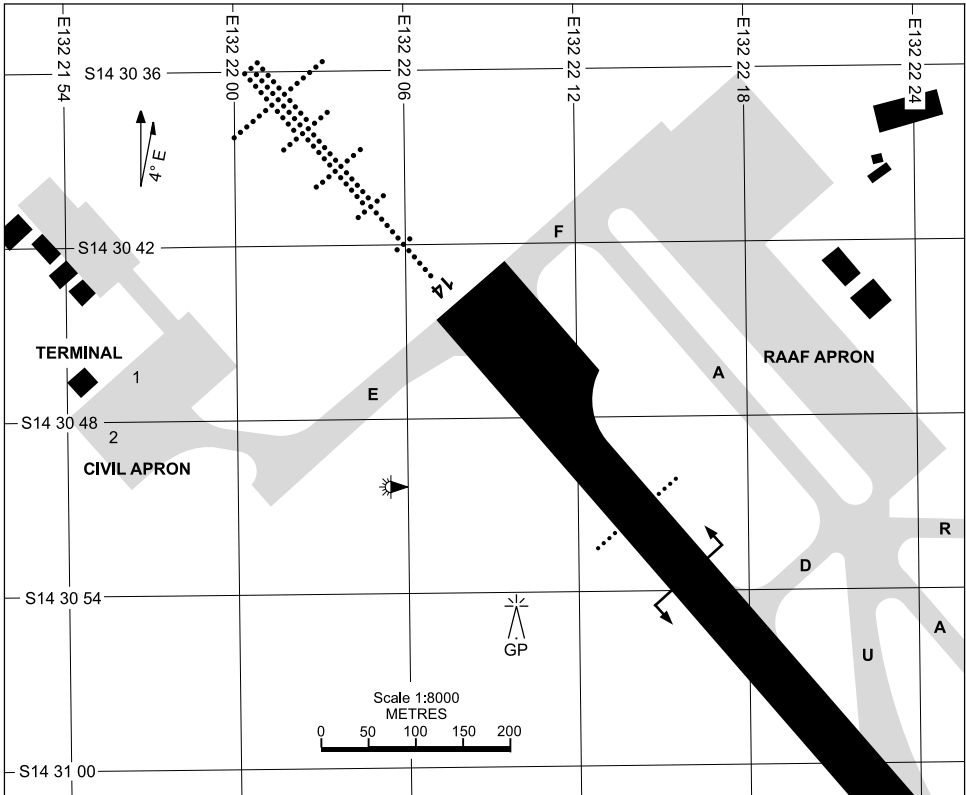
<b>RWY</b>	<b>AERODROME LIGHTING</b>					
	ABN : ALTN W/G TAXIWAY : CENTRELINE GREEN RL : MAN (PN) , SDBY , PTBL (15 MIN PN)					
<b>14</b> <small>135</small> <b>32</b> <small>315</small>	PAPI 3.0° 57FT HIRL HIAL - CAT 1 PAPI 3.0° 57FT HIRL					

**NOTES**

1. FOR RWY LIGHTING AVAILABILITY CHECK ERSA.
2. TWY's EAST OF TWY A NOT AVAILABLE TO CIVIL ACFT.
3. TWY U & V NOT AVAILABLE FOR RWY ENTRANCE.
4. RIGHT HAND CIRCUITS REQUIRED WHEN OPERATING ON RWY 14.
5. CIRCUITS:
  - A. JET 2000FT AMSL.
  - B. PROP AND HEL 1500FT AMSL.

APRON CHART  
**TINDAL, NT (YPTN)**

26 AUG 2010



**PARKING POSITION INFORMATION**

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL
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1	S14 30 42 E132 22 00	423	F27	Nil
2	S14 30 48 E132 22 00	425	B747	Nil

**NOTE:** GA AIRCRAFT ARE TO REMAIN CLEAR OF STANDS 1 AND 2 ON CIVIL APRON.

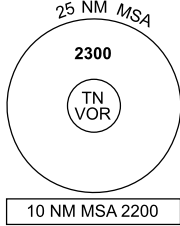
Changes: CO-ORD FORMAT.

PTNAP01-124

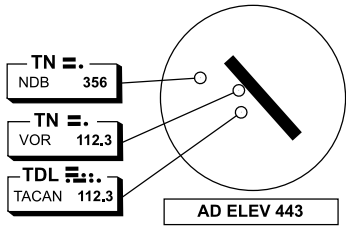
## DME or GPS ARRIVAL PROCEDURES TINDAL, NT (YPTN)

26 AUG 2010

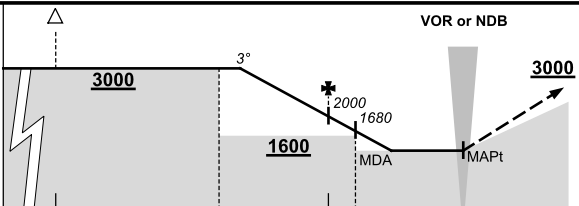
ATIS <b>112.3 316.3</b>	APP <b>120.95 261.4</b>	TWR <b>119.7 257.3</b>	SMC <b>135.85 264.3</b>	CTAF (AH) CA/GRS <b>119.7</b>	FIA (AH) <b>BN CEN 122.6</b>	Bearings are Magnetic Elevations in FEET AMSL
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**DME USING TDLE DME  
GPS REFERENCE WAYPOINT TN VOR**



**ALL ROUTES  
TO  
VOR or NDB**



**MISSED APPROACH:**  
CLIMB ON TRACK  
TO 3000FT.

NM FM VOR	25	15	14	9	5	4	0												
<b>CIRCLING MINIMA</b>	<b>A,B: 1250-2.4</b>			<b>C: 1290-4.0</b>			<b>D: 1350-5.0</b>												
NM FM VOR	8.2	8	7	6	5	4	3	2.8	2.7										
ALT (3° APCH PATH)	3000	2940	2620	2300	2000	1680	1350	1290	1250										

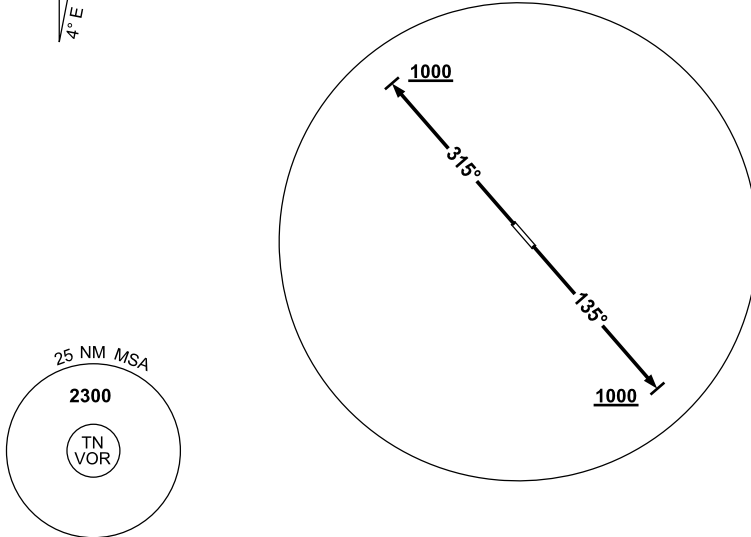
PTNDG01-124

**STANDARD INSTRUMENT DEPARTURES (SID)  
TINDAL ONE DEPARTURE (RADAR) - RWYS 14/32  
TINDAL, NT (YPTN)**

**26 AUG 2010**

ATIS 112.3 316.3	APP 120.95 261.4	TWR 119.7 257.3	SMC 135.85 264.3	CTAF (AH) CA/GRS 119.7	FIA (AH) BN CEN 122.6
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NOT TO SCALE



10 NM MSA 2200

**TINDAL ONE DEPARTURE (RADAR)**

**RWY 14**

- GRAD 3.3%
- Track 135°
- At 1000FT but not before DER turn to assigned radar HDG

**RWY 32**

- GRAD 3.3%
- Track 315°
- At 1000FT but not before DER turn to assigned radar HDG

**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of Communications 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

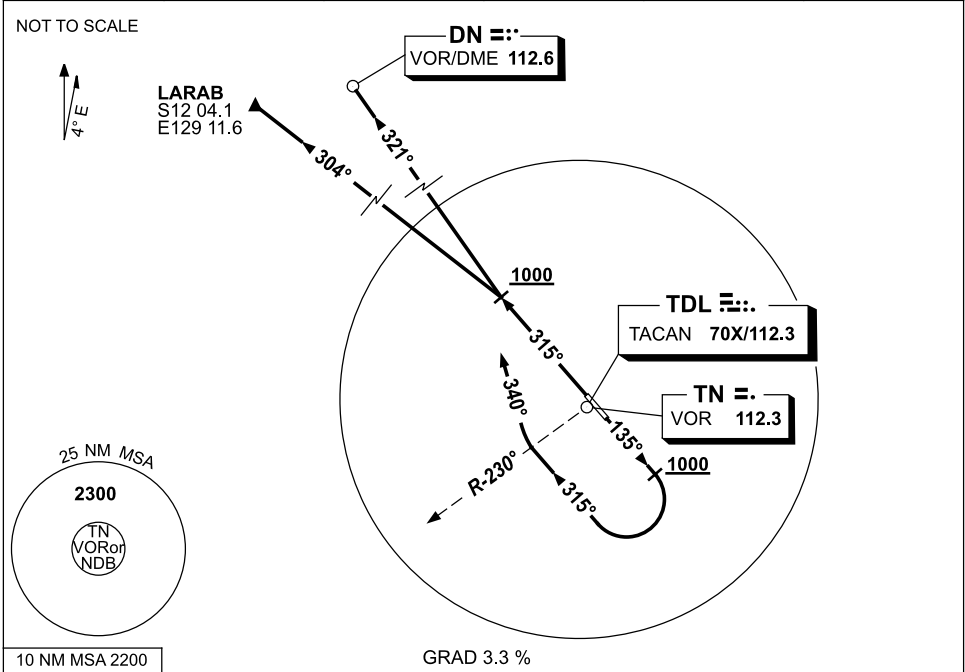
Changes: CTAF.

PTNDP01-124

**STANDARD INSTRUMENT DEPARTURES (SID)  
DEPARTURES - RWYS NORTH  
TINDAL, NT (YPTN)**

**26 AUG 2010**

ATIS 112.3 316.3	APP 120.95 261.4	TWR 119.7 257.3	SMC 135.85 264.3	CTAF (AH) CA/GRS 119.7	FIA (AH) BN CEN 122.6
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<p><b>LARAB</b> <b>DARWIN (DN)</b></p> <p><b>ONE DEPARTURE</b></p> <p><b>RWY 14</b></p> <ul style="list-style-type: none"> <li>Track 135°</li> <li>AT 1000FT BUT NOT BEFORE DER</li> </ul> <p>For LARAB &amp; DN</p> <ul style="list-style-type: none"> <li>Turn RIGHT, track 315°</li> <li>After crossing TN R-230° turn RIGHT</li> <li>Track 340°</li> <li>Intercept cleared route</li> </ul>	<p><b>ONE DEPARTURE</b></p> <p><b>RWY 32</b></p> <ul style="list-style-type: none"> <li>Track 315°</li> <li>AT 1000FT BUT NOT BEFORE DER</li> </ul> <p>For LARAB</p> <ul style="list-style-type: none"> <li>Turn LEFT, track 304° for LARAB, thence as cleared</li> </ul> <p>For DN</p> <ul style="list-style-type: none"> <li>Turn RIGHT, track 321° for DN, thence as cleared</li> </ul>
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**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of Communications 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

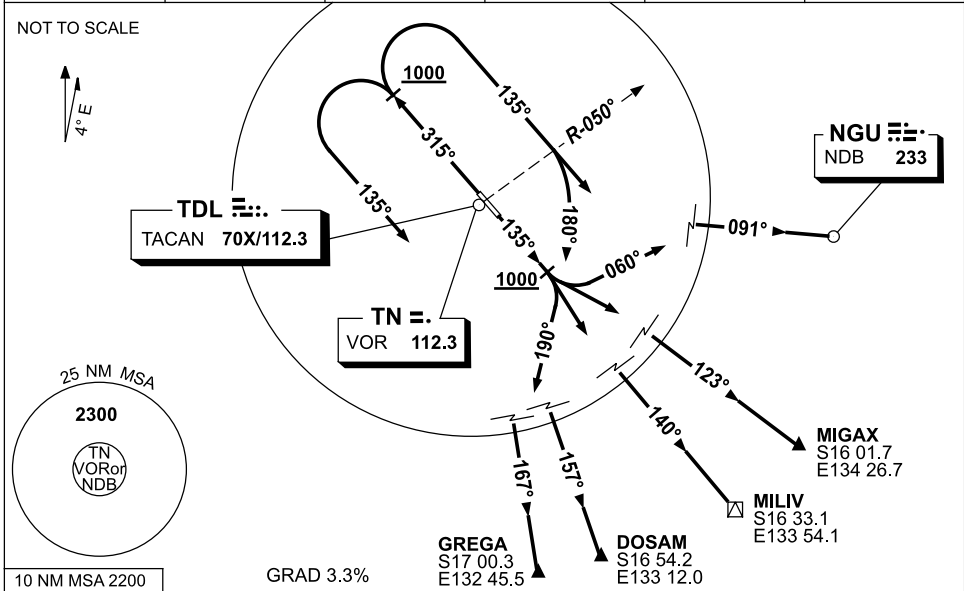
Changes: CTAF.

PTNDP02-124

**STANDARD INSTRUMENT DEPARTURES (SID)  
DEPARTURES - RWYS SOUTH  
TINDAL, NT (YPTN)**

**26 AUG 2010**

ATIS 112.3 316.3	APP 120.95 261.4	TWR 119.7 257.3	SMC 135.85 264.3	CTAF (AH) CA/GRS 119.7	FIA (AH) BN CEN 122.6
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<p><b>NGUKURR (NGU) ONE DEPARTURE</b></p> <p><b>MIGAX ONE DEPARTURE</b></p> <p><b>MILIV ONE DEPARTURE</b></p> <p><b>DOSAM ONE DEPARTURE</b></p> <p><b>GREGA ONE DEPARTURE</b></p> <p><b>RWY 14</b></p> <ul style="list-style-type: none"> <li>• Track 135°</li> <li>• AT 1000FT BUT NOT BEFORE DER</li> </ul> <p>For NGU</p> <ul style="list-style-type: none"> <li>• Turn LEFT, track 060°</li> <li>• Intercept cleared route</li> </ul> <p>For MIGAX</p> <ul style="list-style-type: none"> <li>• Turn LEFT, track 123° to MIGAX, thence as cleared</li> </ul> <p>For MILIV</p> <ul style="list-style-type: none"> <li>• Turn RIGHT, track 140° to MILIV, thence as cleared</li> </ul> <p>For DOSAM &amp; GREGA</p> <ul style="list-style-type: none"> <li>• Turn RIGHT, track 190°</li> <li>• Intercept cleared route</li> </ul>	<p><b>RWY 32</b></p> <ul style="list-style-type: none"> <li>• Track 315°</li> <li>• AT 1000FT BUT NOT BEFORE DER</li> </ul> <p>For NGU</p> <ul style="list-style-type: none"> <li>• Turn RIGHT, track 135°</li> <li>• Intercept cleared route</li> </ul> <p>For MIGAX &amp; MILIV</p> <ul style="list-style-type: none"> <li>• Turn RIGHT, track 135°</li> <li>• After crossing TN R-050° turn RIGHT</li> <li>• Track 180°</li> <li>• Intercept cleared route</li> </ul> <p>For DOSAM &amp; GREGA</p> <ul style="list-style-type: none"> <li>• Turn LEFT, track 135°</li> <li>• Intercept cleared route</li> </ul>
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**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of Communications Failure:

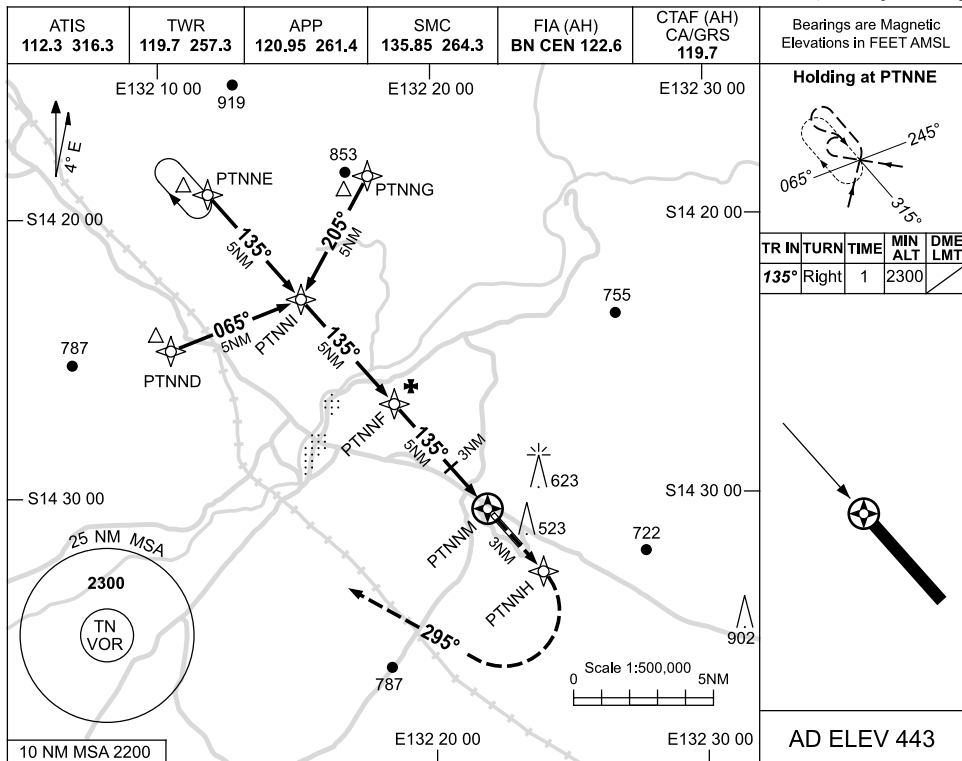
- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged

Changes: CTAF. PTNDP03-124

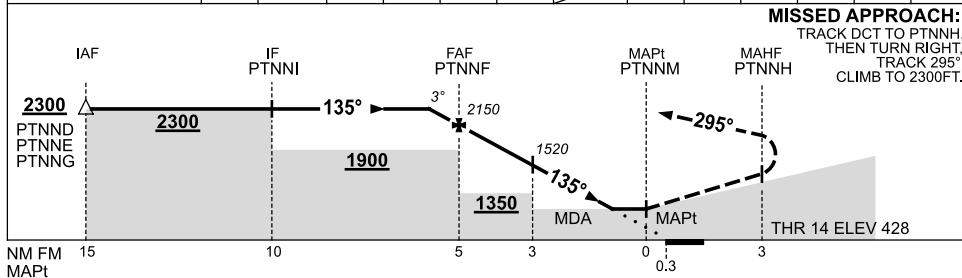
USE QNH

RNAV (GNSS) RWY 14  
TINDAL, NT (YPTN)

26 AUG 2010



NM TO NEXT WPT	0.5	PTNNF	4	3	2	1.2	PTNNM						
ALT (3° APCH PATH)	2300	2150	1830	1520	1200	940							



**MISSED APPROACH:**  
TRACK DCT TO PTNNH,  
THEN TURN RIGHT,  
TRACK 295°,  
CLIMB TO 2300FT.

**NOTES**

- 1. MAX IAS:  
INITIAL : 210KT.

CATEGORY	A	B	C	D
S-I GNSS	<b>940 (512-2.9)</b>			
CIRCLING	<b>1260 (817-2.4)</b>		<b>1290 (847-4.0)</b>	<b>1350 (907-5.0)</b>
ALTERNATE	(1317-4.4)		(1347-6.0)	(1407-7.0)

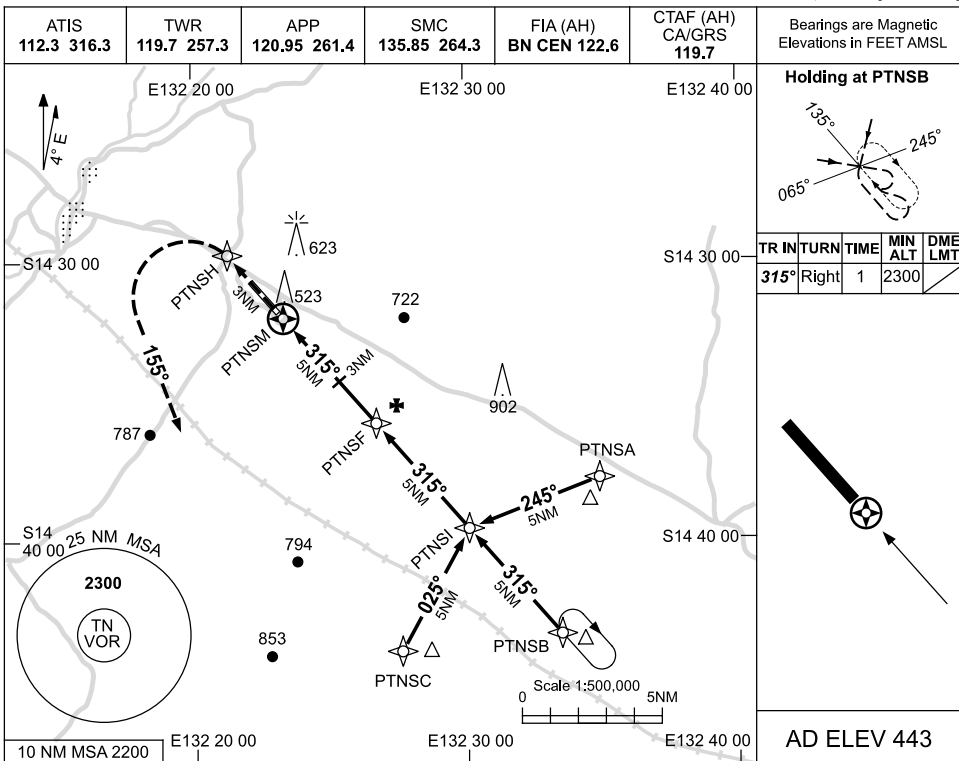
Changes: CTAF, CO-ORD FORMAT.

PTNNG01-124

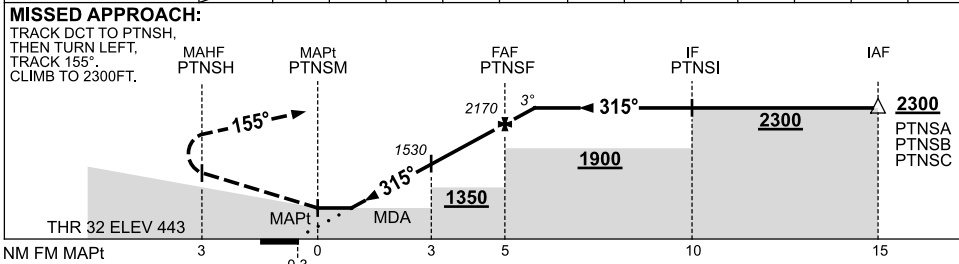
USE QNH

RNAV (GNSS) RWY 32  
TINDAL, NT (YPTN)

26 AUG 2010



NM TO NEXT WPT	PTNSM	1.4	2	3	4	PTNSF	0.4						
ALT (3° APCH PATH)		1010	1210	1530	1850	2170	2300						



**NOTES**

CATEGORY	A	B	C	D
S-I GNSS	<b>1010 (567-3.2)</b>			
CIRCLING	<b>1260 (817-2.4)</b>		<b>1350 (907-5.0)</b>	
ALTERNATE	(1317-4.4)		(1407-7.0)	

1. MAX IAS:  
INITIAL : 210KT.

Changes: CTAF, CO-ORD FORMAT.

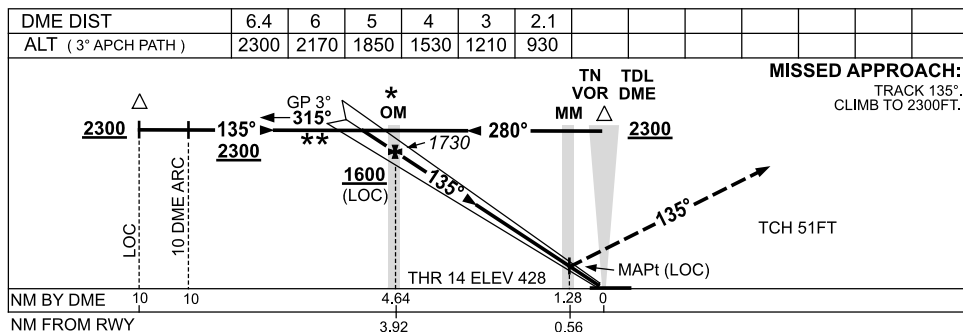
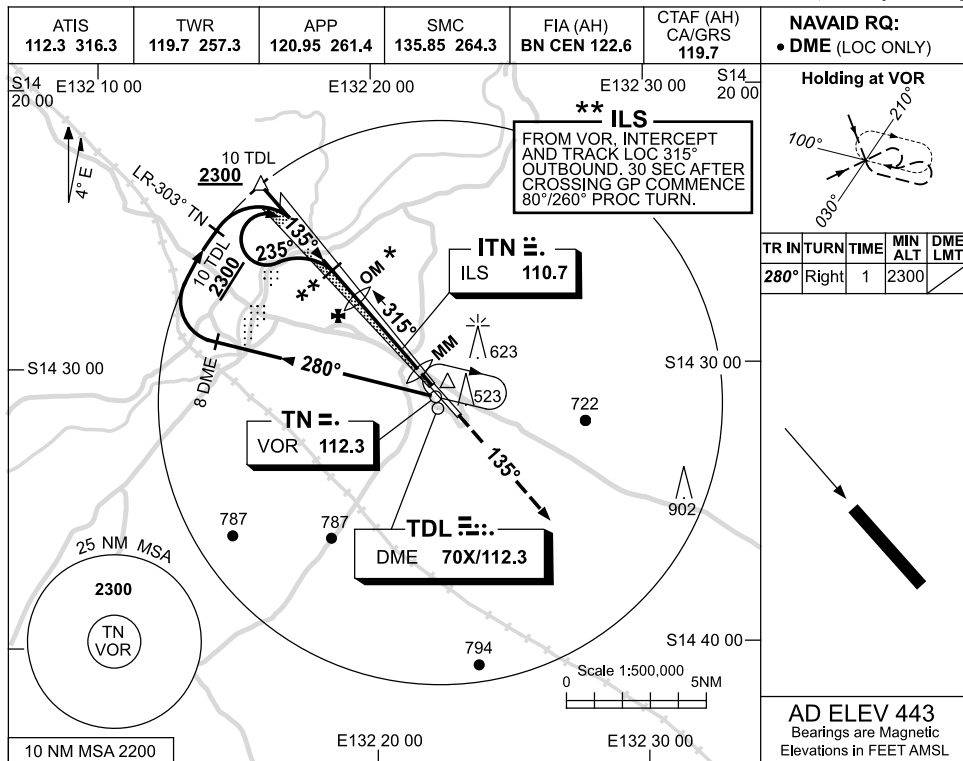
PTNGN02-124

USE QNH

ILS-Z or LOC-Z RWY 14

TINDAL, NT (YPTN)

2 JUN 2011



**NOTES**

\*1. ACFT MAY BE RADAR VECTORED TO FAF.

CATEGORY	A	B	C	D
S-I ILS		740 (312)	1.7 (VIS 1.5 WITH ACTUAL QNH)	
S-I LOC/DME		930 (502-2.8)		
CIRCLING	1260 (817-2.4)		1290 (847-4.0)	1350 (907-5.0)
ALTERNATE	(1317-4.4)		(1347-6.0)	(1407-7.0)

Changes: NOTES.

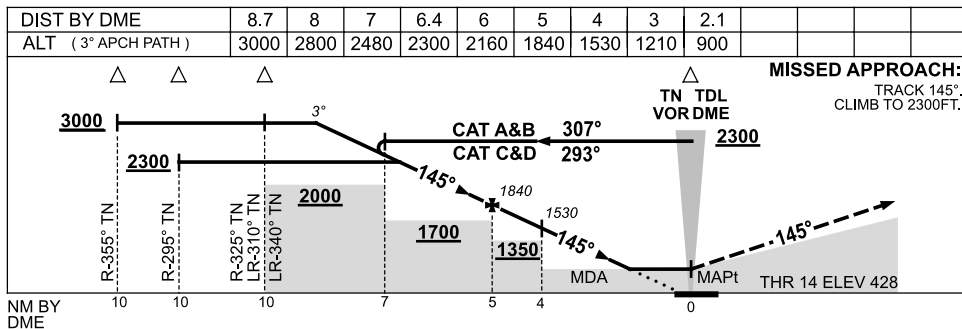
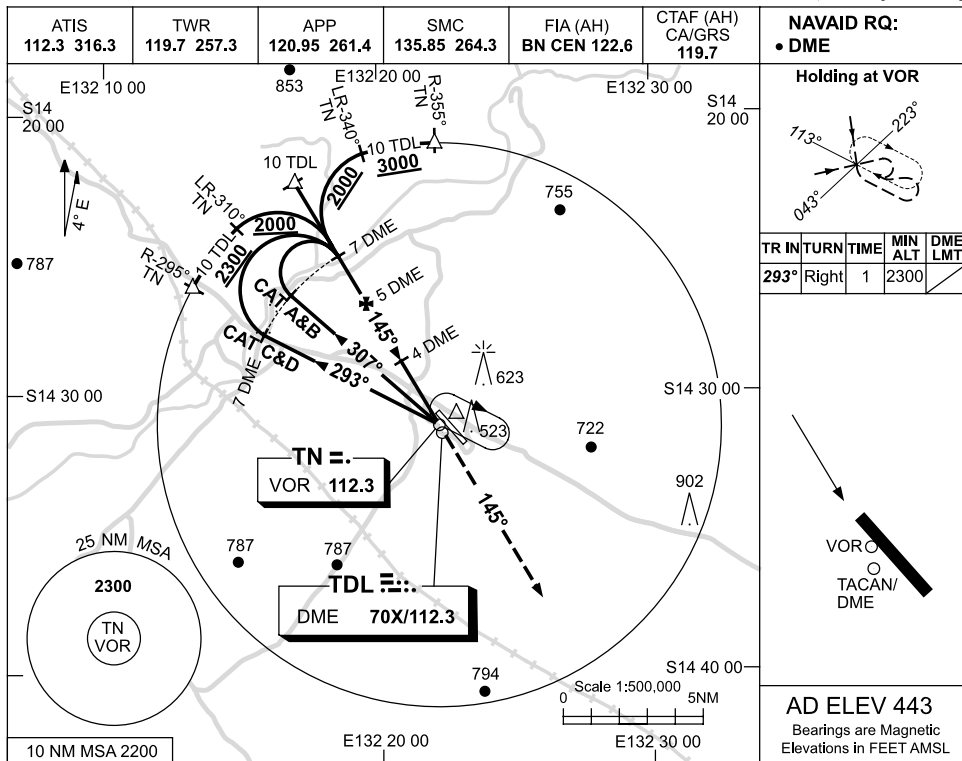
PTNII01-127



USE QNH

VOR RWY 14  
TINDAL, NT (YPTN)

18 NOV 2010



**NOTES**

CATEGORY	A	B	C	D
S-I VOR/DME	<b>900 (472-2.6)</b>			
CIRCLING	<b>1260 (817-2.4)</b>	<b>1290 (847-4.0)</b>	<b>1350 (907-5.0)</b>	
ALTERNATE	(1317-4.4)	(1347-6.0)	(1407-7.0)	

1. MAX IAS:  
INITIAL : 210KT.

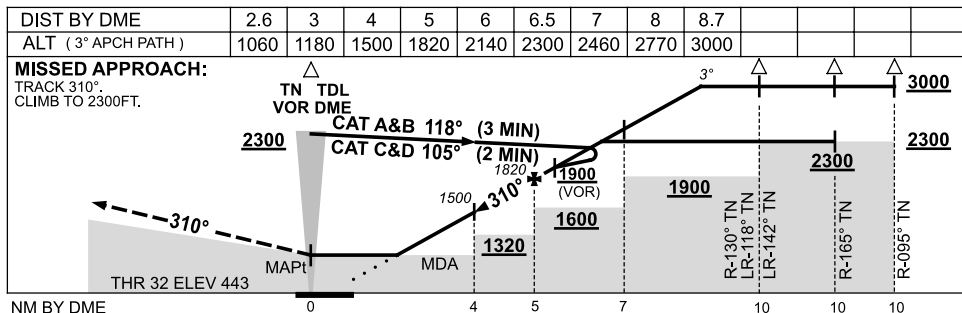
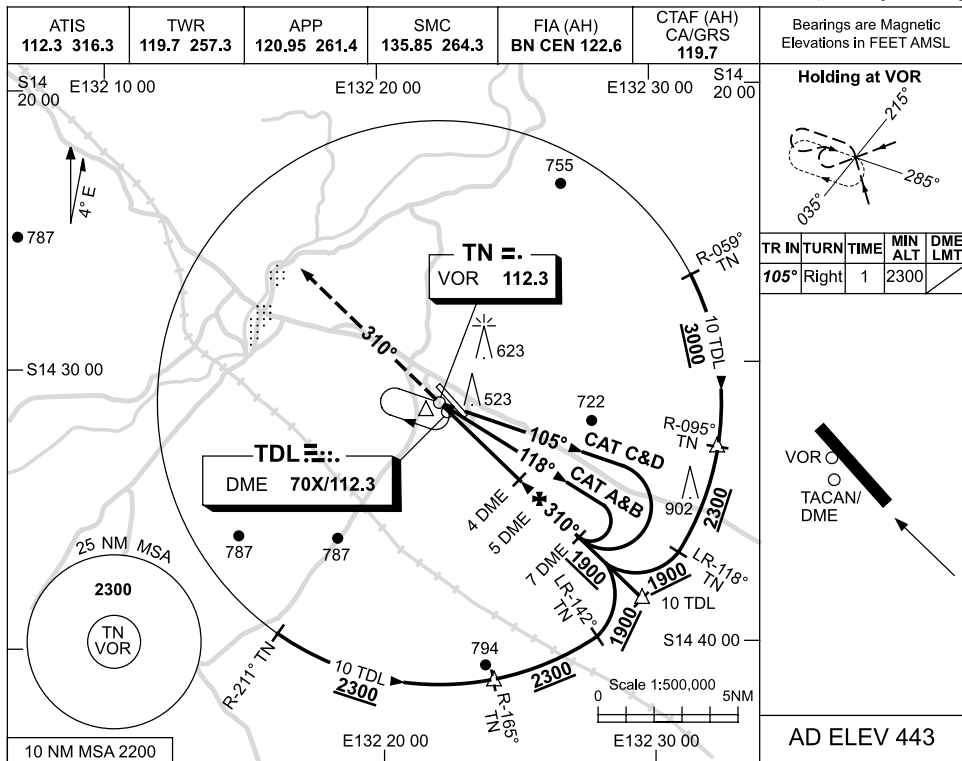
Changes: TOPO, Editorial.

PTNVO01-125

USE QNH

VOR RWY 32  
TINDAL, NT (YPTN)

18 NOV 2010



**NOTES**

CATEGORY	A	B	C	D
S-I VOR/DME	<b>1060 (617-2.4)</b>			
S-I VOR	<b>1250 (807-4.6)</b>			
CIRCLING	<b>1260 (817-2.4)</b>	<b>1290 (847-4.0)</b>		<b>1350 (907-5.0)</b>
ALTERNATE	(1317-4.4)		(1347-6.0)	
	(1407-7.0)			

1. MAX IAS:  
INITIAL :  
CAT A&B 140KT.  
CAT C&D 210KT.

Changes: TOPO, Editorial.

PTNV002-125

