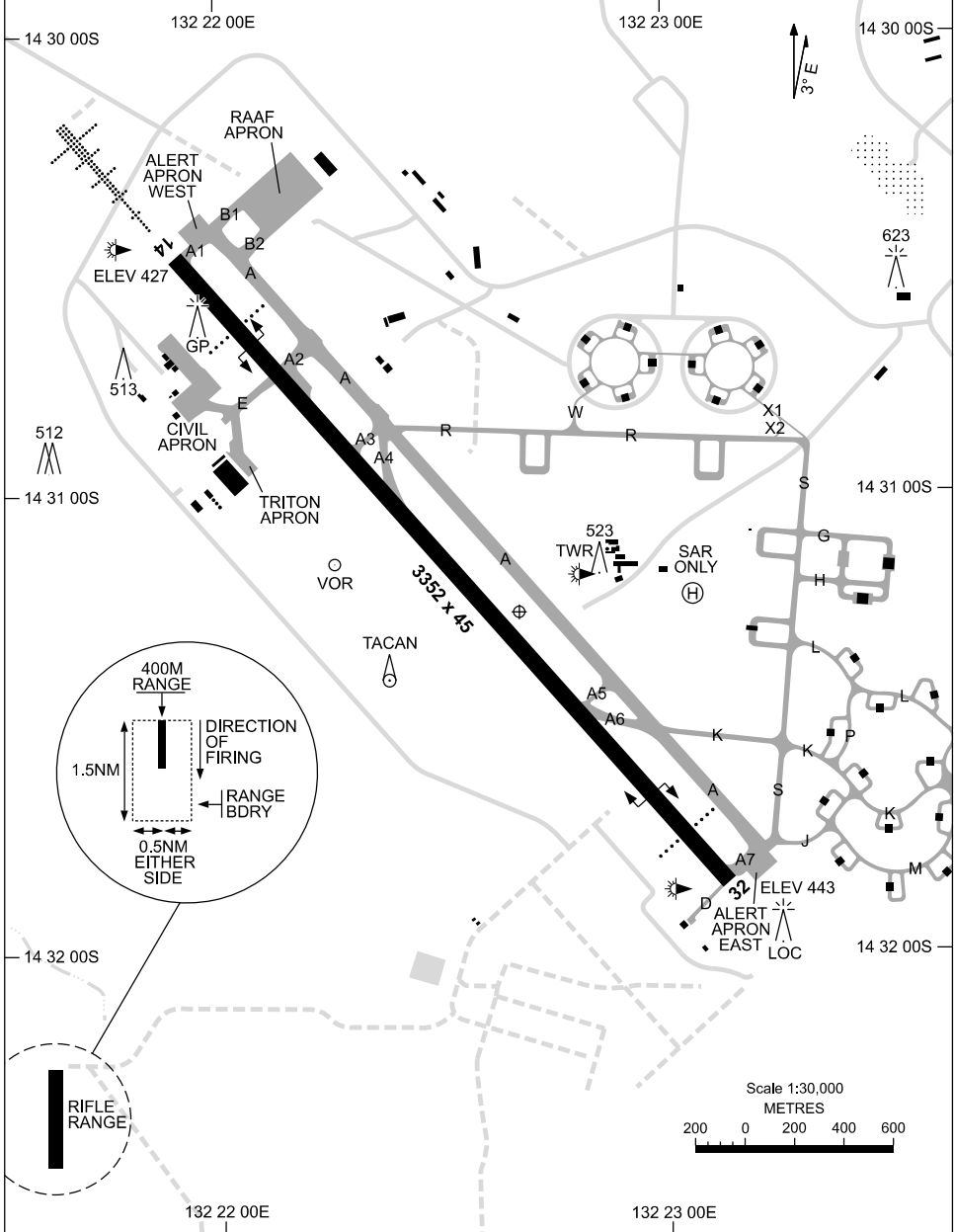


AD ELEV 443
14 31 16S 132 22 40E

AERODROME CHART - Page 1
TINDAL, NT (YPTN)

19 MAR 2026

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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Changes: ALERT APRON EAST, TRITON APRON, ARRESTOR GEAR, IWDI, Editorial.

PTNAD01-186

30 NOV 2023

AD ELEV 443
14 31 16S 132 22 40E

AERODROME CHART - Page 2
TINDAL, NT (YPTN)

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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	AERODROME LIGHTING
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RWY	TAXIWAY : CENTRELINE GREEN RL : MAN (PN) , SDBY , PTBL (15 MIN PN)
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14 ¹³⁶ ₃₁₆ 32	PAPI 3.0° 57FT HIRL HIAL - CAT I PAPI 3.0° 57FT HIRL
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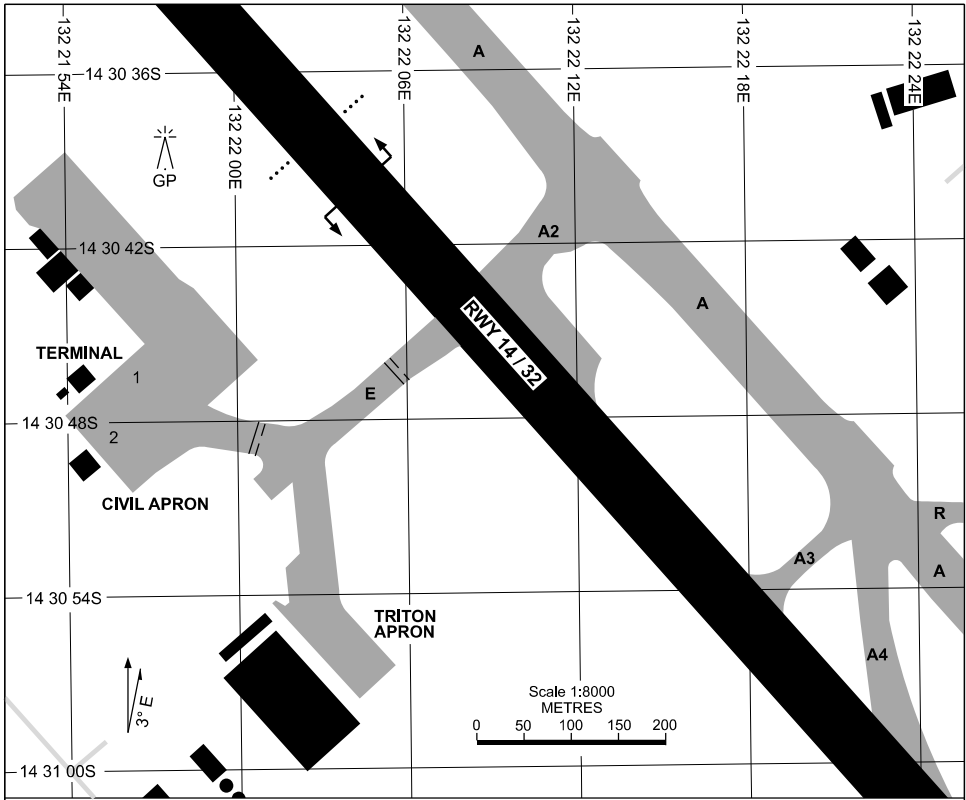
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NOTES	
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1. RWY 14 SFL NOT AVBL.

APRON CHART
TINDAL, NT (YPTN)

19 MAR 2026



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL
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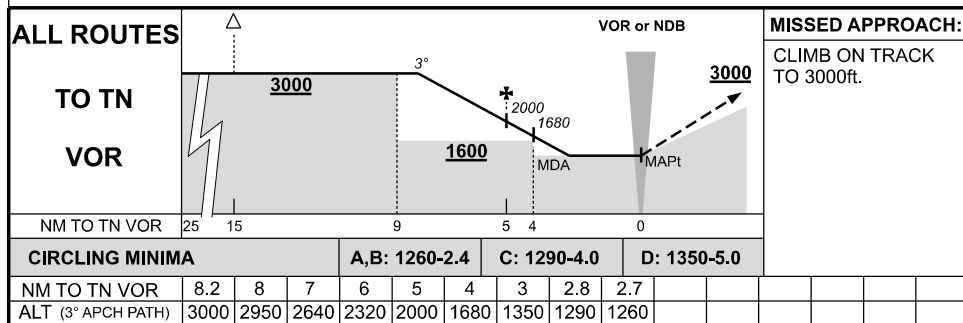
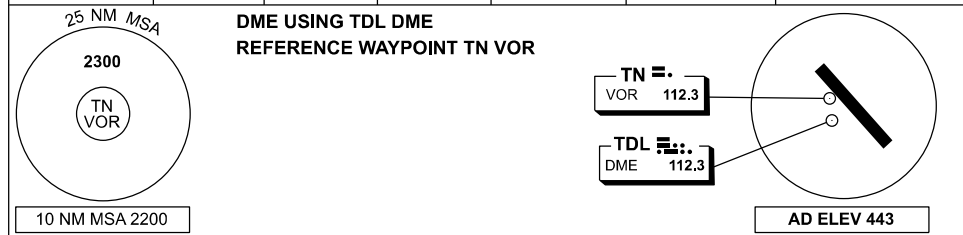
1	14 30 42S 132 22 00E	423	F27	Nil
2	14 30 48S 132 22 00E	425	F28	Nil

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

DME or GNSS ARRIVAL PROCEDURES TINDAL, NT (YPTN)

27 NOV 2025

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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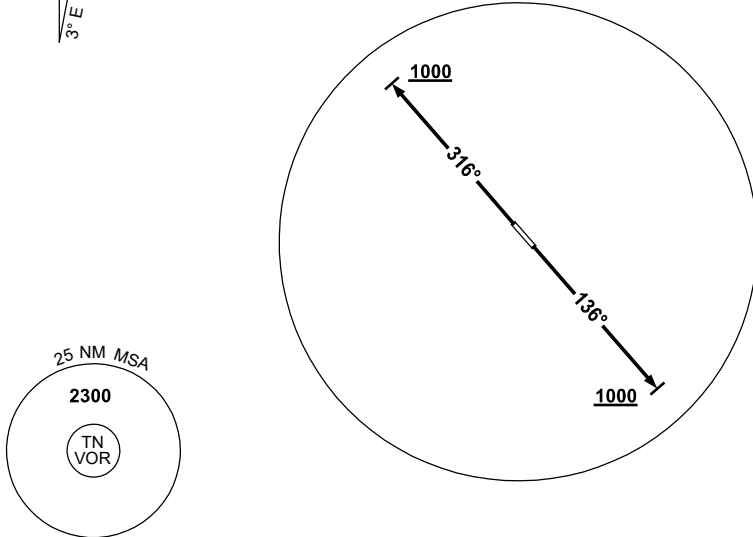


**STANDARD INSTRUMENT DEPARTURES (SID)
TINDAL THREE DEPARTURE (RADAR)
TINDAL, NT (YPTN)**

30 NOV 2023

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 2200

TINDAL THREE DEPARTURE (RADAR)

RWY 14

- GRAD 3.3%
- Track 136°
- AT 1000ft but not before DER turn to assigned heading or track

RWY 32

- GRAD 3.3%
- Track 316°
- AT 1000ft but not before DER turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

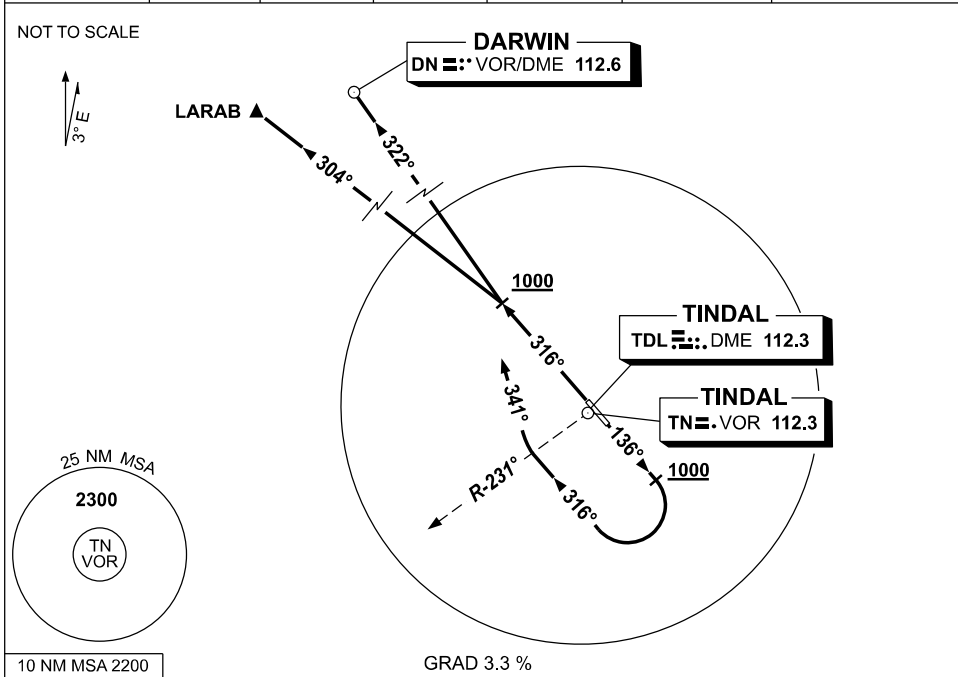
On recognition of Communications Failure:

- 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

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

27 NOV 2025

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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**LARAB FOUR DEPARTURE
DARWIN (DN) FOUR DEPARTURE**

RWY 14

- Track 136°
- AT 1000ft BUT NOT BEFORE DER

For LARAB & DN

- Turn RIGHT, track 316°
- After crossing TN R-231° turn RIGHT
- Track 341°
- Intercept cleared route

RWY 32

- Track 316°
- AT 1000ft BUT NOT BEFORE DER

For LARAB

- Turn LEFT, track 304° for LARAB, then as cleared

For DN

- Turn RIGHT, track 322° for DN, then as cleared

COMMUNICATIONS FAILURE PROCEDURE

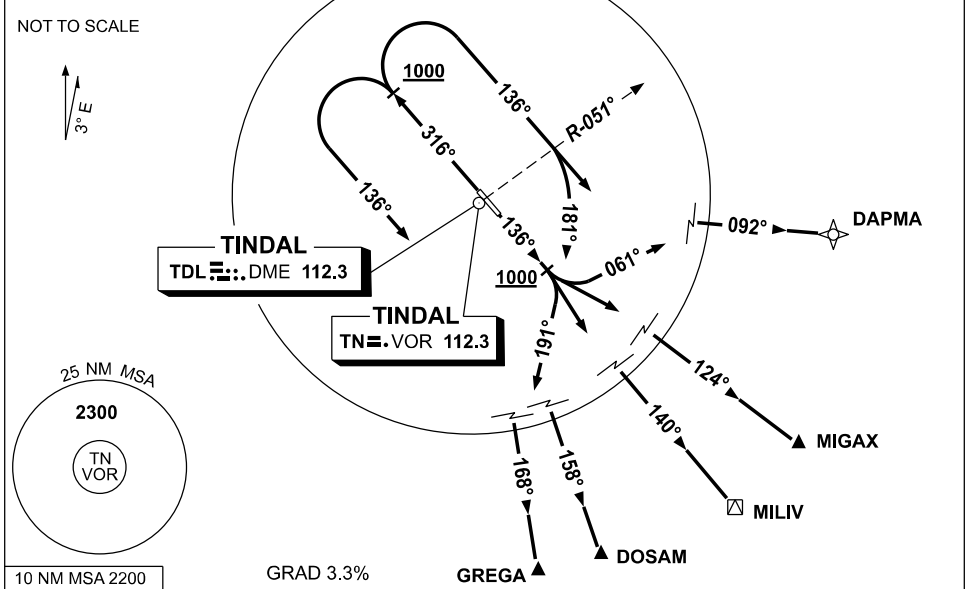
On recognition of Communications Failure:

- 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

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

27 NOV 2025

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7	Bearings are Magnetic Elevations in FEET AMSL
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<p>DAPMA TWO DEPARTURE</p> <p>MIGAX THREE DEPARTURE</p> <p>MILIV FOUR DEPARTURE</p> <p>DOSAM FOUR DEPARTURE</p> <p>GREGA FOUR DEPARTURE</p> <p>RWY 14</p> <ul style="list-style-type: none"> • Track 136° • AT 1000ft BUT NOT BEFORE DER <p>For DAPMA</p> <ul style="list-style-type: none"> • Turn LEFT, track 061° • Intercept cleared route <p>For MIGAX</p> <ul style="list-style-type: none"> • Turn LEFT, track 124° to MIGAX, then as cleared <p>For MILIV</p> <ul style="list-style-type: none"> • Turn RIGHT, track 140° to MILIV, then as cleared <p>For DOSAM & GREGA</p> <ul style="list-style-type: none"> • Turn RIGHT, track 191° • Intercept cleared route 	<p>RWY 32</p> <ul style="list-style-type: none"> • Track 316° • AT 1000ft BUT NOT BEFORE DER <p>For DAPMA</p> <ul style="list-style-type: none"> • Turn RIGHT, track 136° • Intercept cleared route <p>For MIGAX & MILIV</p> <ul style="list-style-type: none"> • Turn RIGHT, track 136° • After crossing TN R-051° turn RIGHT • Track 181° • Intercept cleared route <p>For DOSAM & GREGA</p> <ul style="list-style-type: none"> • Turn LEFT, track 136° • Intercept cleared route
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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

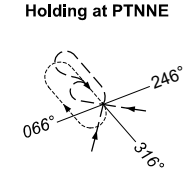
USE QNH

RNP RWY 14
TINDAL, NT (YPTN)

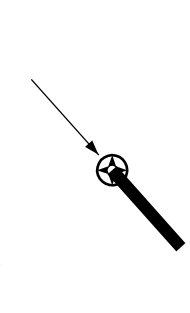
21 MAR 2024

ATIS 112.3 124.0 316.3	TWR 119.7 257.3	APP 120.95 261.4	SMC 135.85 264.3	FIA (AH) BN CEN 122.6	CTAF+AFRU (AH) AFIS 119.7
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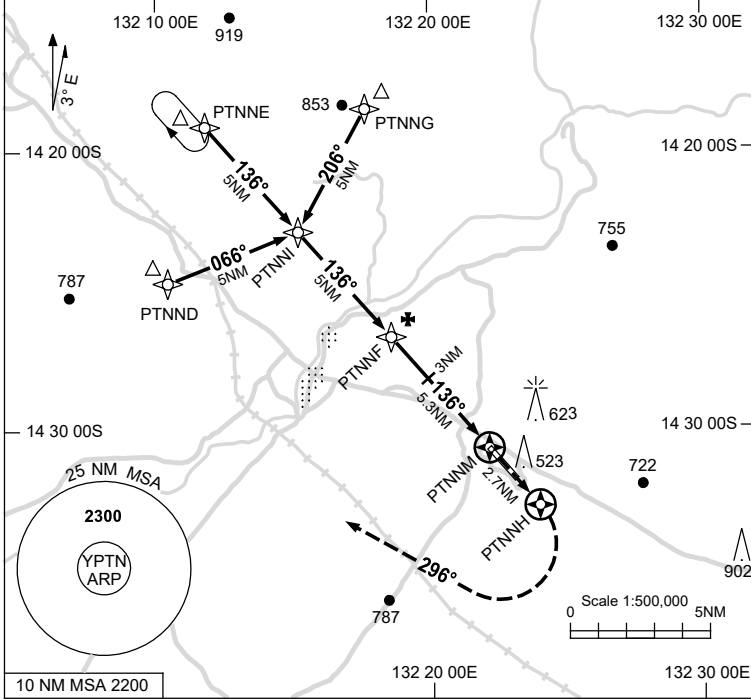
RNP APCH
LNAV/VNAV RQMTS:
• YPTN QNH RQ
• YPTN TEMP RQ
• PROC TEMP RANGE
0°C TO +60°C



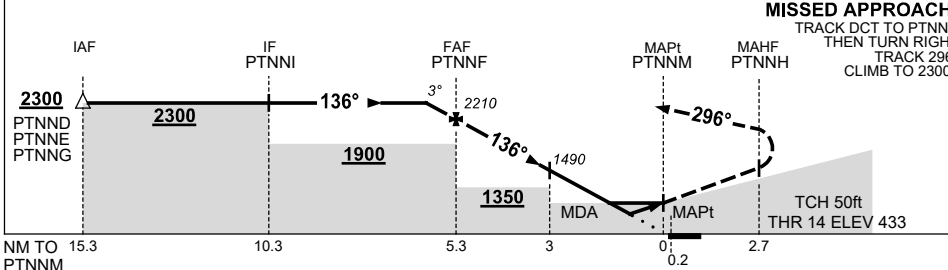
TR IN	TURN	TIME	MIN ALT	DME LMT
136°	Right	1	2300	



AD ELEV 443
Bearings are Magnetic
Elevations in FEET AMSL



NM TO NEXT WPT	0.3	PTNNF	5	4	3	2	1.3	0.7	PTNNM				
ALT (3° APCH PATH)	2300	2210	2120	1810	1490	1170	940	760					



NOTES

1. MAX IAS:
INITIAL : 210KT.

CATEGORY	A	B	C	D
LNAV/VNAV	760 (327-0.9)			
LNAV	940 (507-2.0)			
CIRCLING	1260 (817-2.4)	1290 (847-4.0)	1350 (907-5.0)	
ALTERNATE	(1317-4.4)	(1347-6.0)	(1407-7.0)	

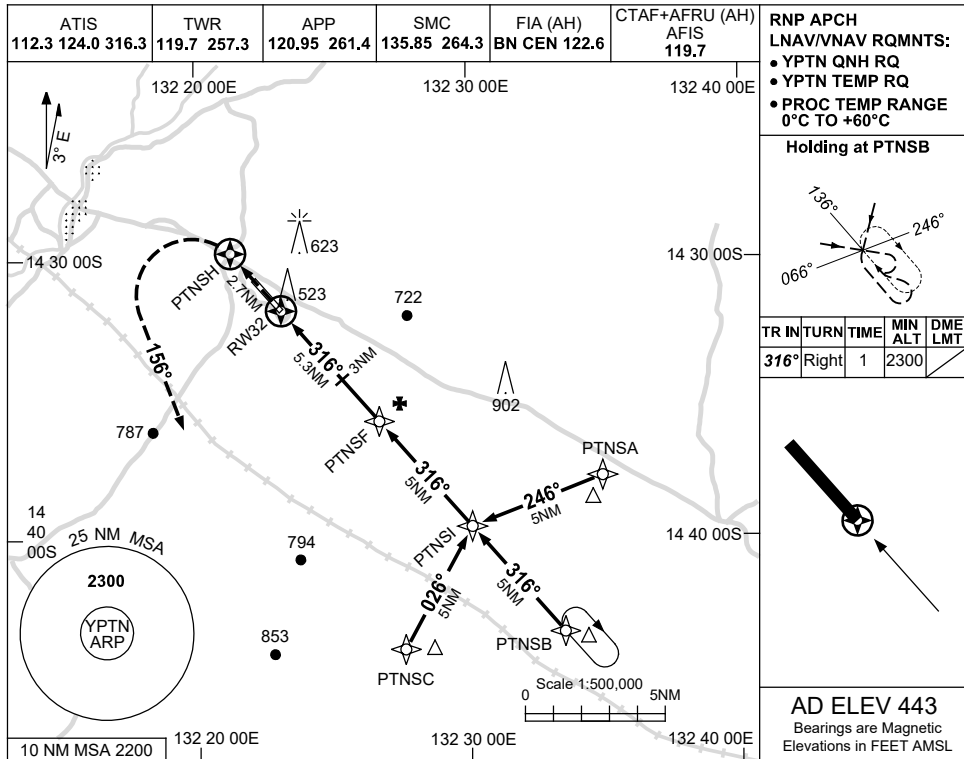
Changes: VISIBILITY.

PTNGN01-178

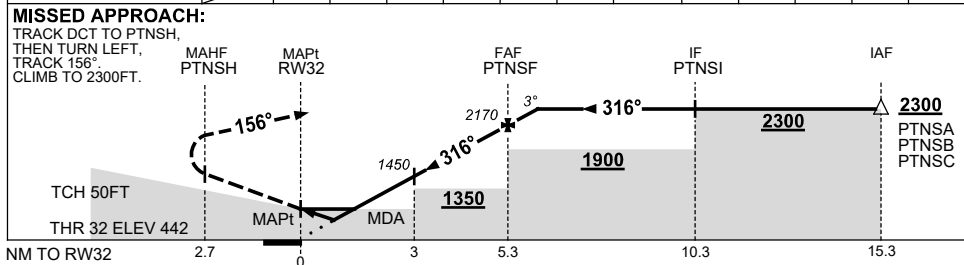
USE QNH

RNP RWY 32
TINDAL, NT (YPTN)

30 NOV 2023



NM TO NEXT WPT	RW32	1	1.6	2	3	4	5	PTNSF	0.4				
ALT (3° APCH PATH)		820	1010	1130	1450	1770	2090	2170	2300				



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	820 (378-2.1)			
LNAV	1010 (567-3.2)			
CIRCLING	1260 (817-2.4)		1290 (847-4.0)	1350 (907-5.0)
ALTERNATE	(1317-4.4)		(1347-6.0)	(1407-7.0)

1. MAX IAS:
INITIAL : 210KT.

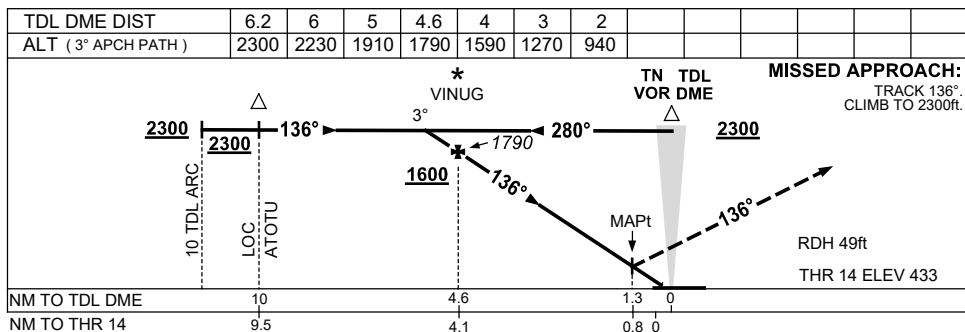
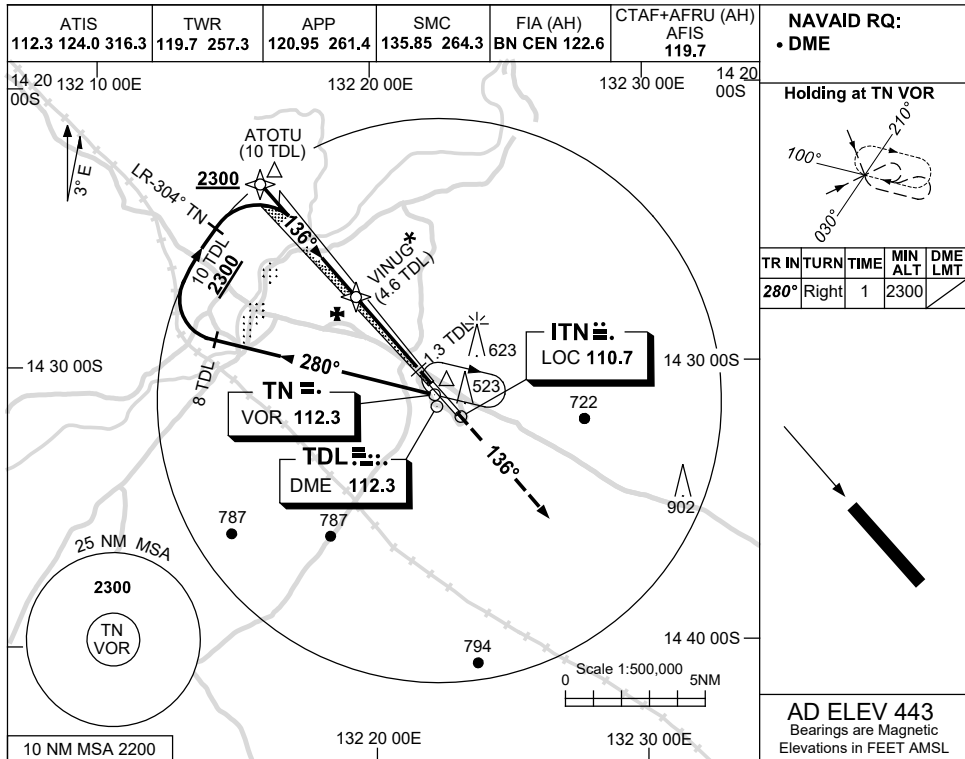
Changes: AFIS, Editorial.

PTNGN02-177

USE QNH

LOC-Z RWY 14
TINDAL, NT (YPTN)

5 SEP 2024



NOTES

*1. ACFT MAY BE RADAR VECTORED TO FAF.

CATEGORY	A	B	C	D
S-I LOC/DME	940 (507-2.0)			
CIRCLING	1260 (817-2.4)	1290 (847-4.0)	1350 (907-5.0)	
ALTERNATE	(1317-4.4)	(1347-6.0)	(1407-7.0)	

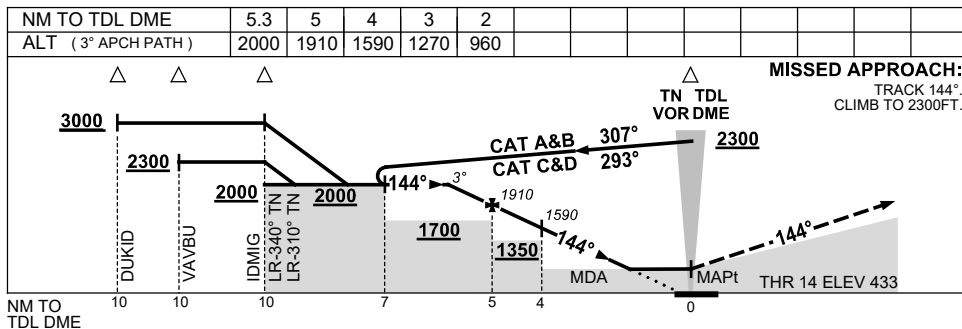
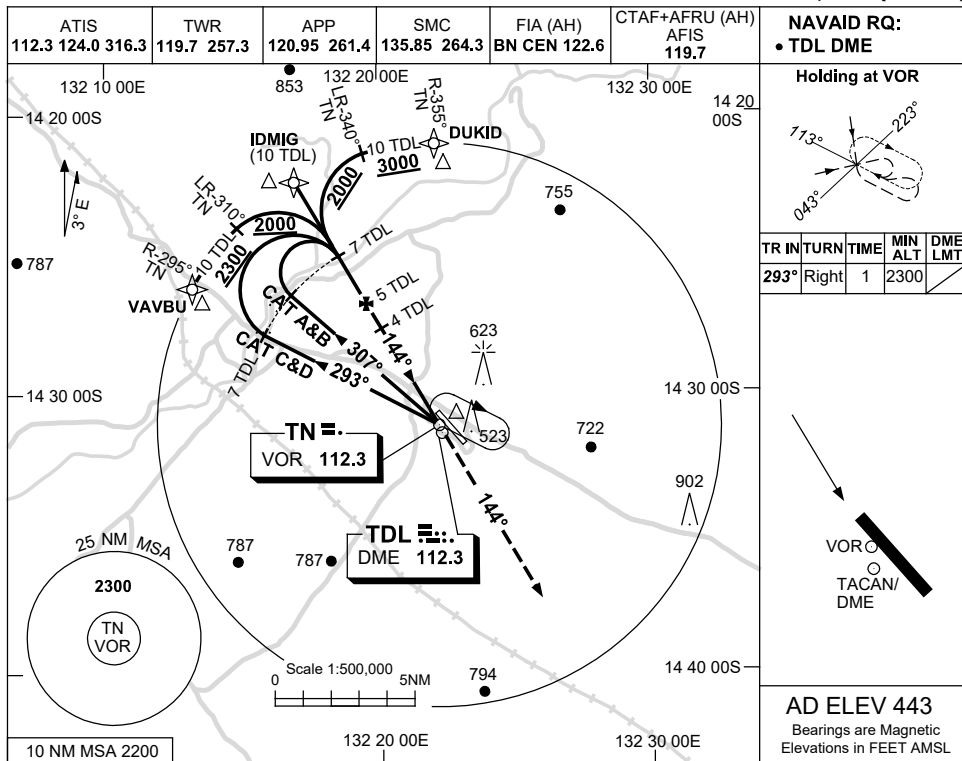
Changes: Editorial.

PNTLZ01-180

USE QNH

VOR RWY 14
TINDAL, NT (YPTN)

30 NOV 2023



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME	960 (527-3.0)			
CIRCLING	1260 (817-2.4)	1290 (847-4.0)	1350 (907-5.0)	
ALTERNATE	(1317-4.4)	(1347-6.0)	(1407-7.0)	

1. MAX IAS:
INITIAL : 210KT.

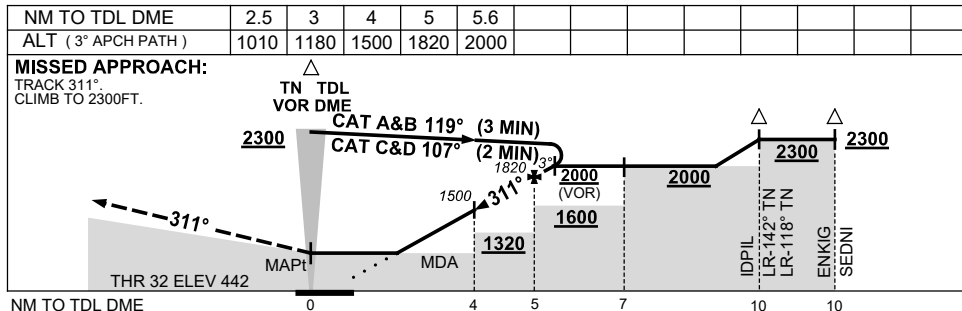
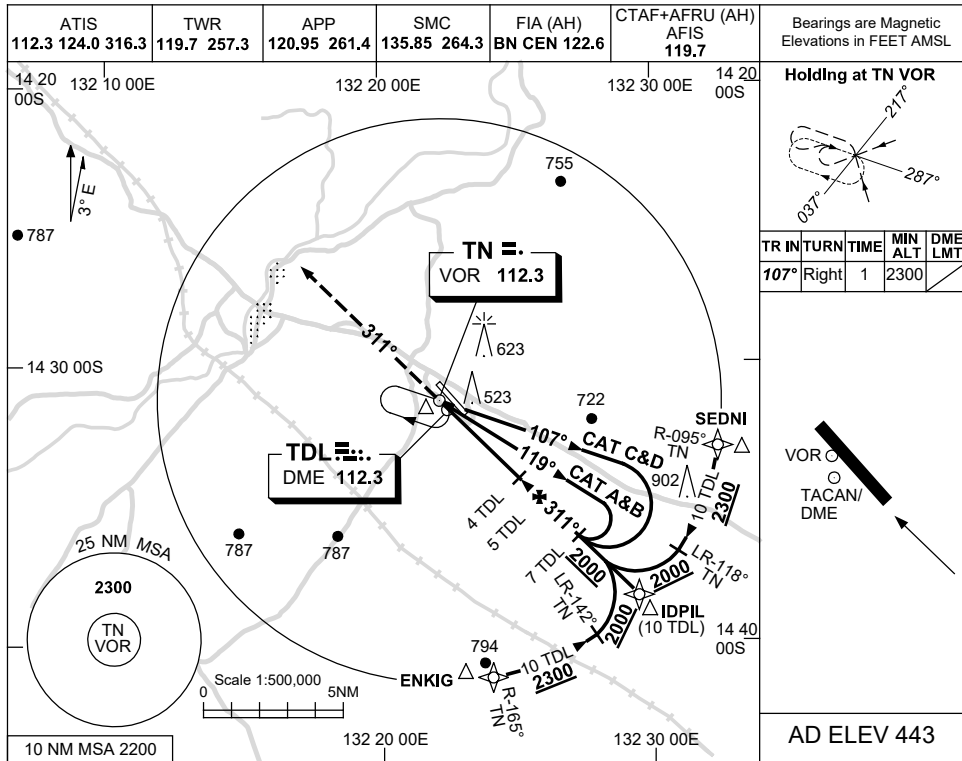
Changes: AFIS, Editorial.

PTNVO01-177

USE QNH

VOR RWY 32
TINDAL, NT (YPTN)

30 NOV 2023



NOTES

1. MAX IAS:
INITIAL : 210KT.

CATEGORY	A	B	C	D
S-I VOR/DME		1010 (567-3.2)		
S-I VOR		1250 (807-4.6)		
CIRCLING	1260 (817-2.4)		1290 (847-4.0)	1350 (907-5.0)
ALTERNATE	(1317-4.4)		(1347-6.0)	(1407-7.0)

Changes: AFIS, Editorial.

PTNVO02-177