

TOWNSVILLE/TOWNSVILLE INTL

ELEV 18

AVFAX CODE 4402

QLD

UTC +10

YBTL

191509S

1464555E

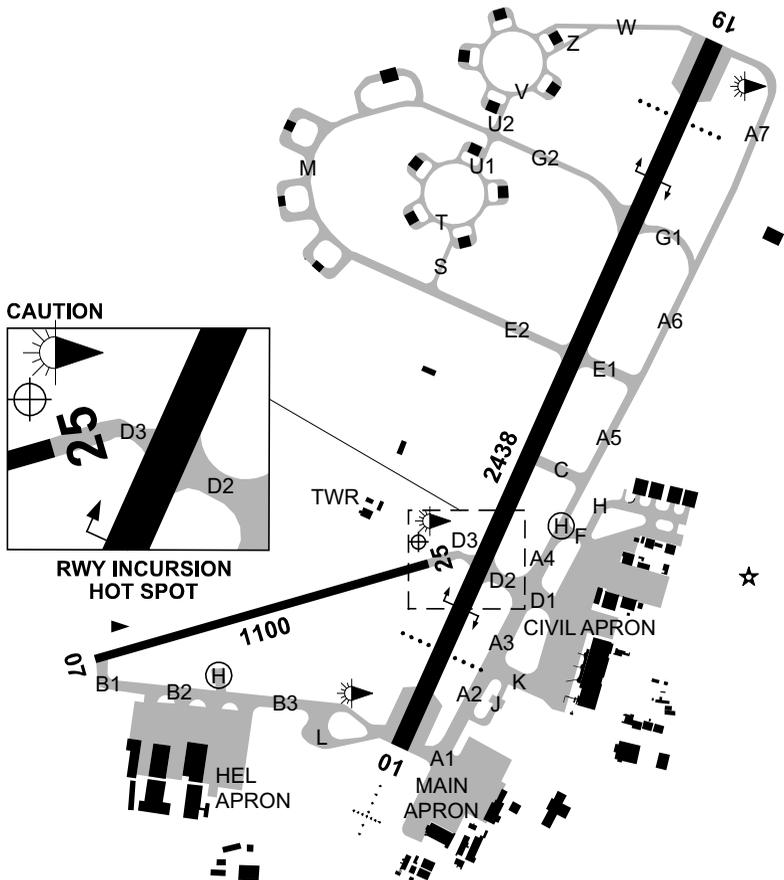
VAR 7 DEG E

JOINT

AD OPR RAAF, Garbutt/Townsville Airport Pty Ltd, PO Box 7636, Garbutt, Townsville, QLD, 4814.

Email: aviation@tvsairport.com.au. PH 07 4727 3211. ARO H24 0418 771 999.

Website: www.townsvilleairport.com.au.



REMARKS

1. Conditions of Use and AD charges apply at Townsville International Airport, AVBL FM website.
2. ATS HR 2000-1200 UTC DLY. CTAF PROC apply AH. AH ATS AVBL SUBJ staffing. Require 48HR PN for approval. Email: tvl.atc@defence.gov.au.
3. This AD is a Security Controlled Airport.
4. All pilots and operators must possess and display a current Aviation Security Identification Card (ASIC) when in all areas airside unless under escort.

HANDLING SERVICES AND FACILITIES

Civil

The Airport Operator does not provide an ACFT marshalling service. All requests for ACFT marshalling should be directed to the airlines or Fixed Base Operations (if applicable).

BP - Air Fuel Townsville: 2130-0730 UTC MON-FRI, SAT-SUN 2200-0800 UTC.

PH (Office) 0420 896 241, for fuel H24 0412 777 160, VHF 126.4 Callsign "AIR BP".

AVGAS, JET A1, O117, O125, O156. AVGAS BP Carnet bowser. EFTPOS and BP Carnet.

Skyfuel/Viva: 0430-1930 Local MON-FRI, 0445-1830 Local SAT, 0445-1830 Local SUN. AH 60MIN

PN. PH 0411 423 955 (office), PH 0407 167 346 (all fuel orders). JET A1, Viva Carnet card accepted.

Military

LHOX and LOX AVBL. First point of contact is Airbase Operations Centre.

Duty Crew and 27 Squadron Air Movements Townsville AVBL MON-THU 2130-0630 UTC,

FRI 2130-0400 UTC excluding PH. CTC 361.6 MHZ.

Airbase Operations Centre: Phone 07 4752 1888, Mobile 0418 405 948,

email: tvl.aboc@defence.gov.au.

RESCUE AND FIREFIGHTING SERVICES

1. CAT 7 H24.
2. AVBL H24 FREQ 131.0. Request via ATC.

APRONS AND TAXIWAYS

1. Civilian Aircraft Apron Pavement Ratings

- a. Concrete APN unrated.
- b. Asphalt APN unrated.
- c. GA APN unrated.

2. TWY Restrictions

- a. TWY A, N of TWY D reduced to 15M width. Not AVBL to ACFT with wingspan greater than 36M or wheel base greater than 18M. MIL ACFT up to C-17A permitted.
- b. TWY B not AVBL to ACFT with wingspan greater than 36M or wheel base greater than 18M.
- c. TWY C not AVBL to ACFT with MTOW greater than 5,700KG.
- d. TWY D1 not AVBL to ACFT with wingspan greater than 36M.
- e. TWY E1 not AVBL to ACFT with wingspan greater than 29M. E-7A ACFT permitted.
- f. TWY E2 limited to ACFT no larger than C130. Pavement concession required for C-17, BBJ, P-8A and E-7A.
- g. TWY G1 not AVBL to ACFT with wingspan greater than 36M or wheel base greater than 18M. MIL ACFT up to C-17A permitted.
- h. TWY G2 21M wide. No shoulders. KC-30A requires pavement concession.
- i. TWY J not AVBL.
- j. TWY L not AVBL to ACFT with wingspan greater than 36M or wheel base greater than 18M.
- k. TWY M restriction between TWY G2 and Military Ordnance Loading Area (MOLA) 11, see TWY G2. For TWY M restriction between E2 and MOLA 12, see TWY E2.
- l. TWY S, T, U, V, W and Z limited to MIL fast jets.

SURFACE MOVEMENT GUIDANCE

1. RWY 01/19 Distance-to-run markers installed.
2. RWY 07 300M and 600M to RWY end markers installed left of RWY.

AERODROME OBSTACLES

1. Lit WDI:
 - a. 13FT AMSL PSN 191422.82S 1464631.08E. Infringes TNS by 13FT.
 - b. 10FT AMSL PSN 191524.55S 1464548.76E. Infringes TNS by 10FT.
2. Lit buildings:
 - a. 28FT AMSL PSN 191538.97S 1464557.33E. Infringes TNS by 28FT.
 - b. 10FT AMSL PSN 191413.76S 1464623.53E. Infringes RWS and TNS by 10FT.
3. Lit masts:
 - a. TACAN, 669FT AMSL PSN 191644.35S 1464433.16E. Infringes HZS by 84FT.
 - b. COM TWR, 535FT AMSL PSN 191459.11S 1464758.84E. Infringes HZS by 364FT.
 - c. COM TWR, 980FT AMSL PSN 191530.73S 1464808.70E. Infringes HZS by 816FT.

- d. 53FT AMSL PSN 191518.63S 1464552.72E. Infringes TNS by 53FT.
- e. 1,683FT AMSL on Magnetic Island PSN 190817.80S 1464937.57E. Infringes TKOF/ APCH by 870FT.
- f. Radar dome, 705FT AMSL PSN 191119.41S 1464553.56E. Infringes HZS by 311FT.
- g. Mt Stuart TWR, 2,345FT AMSL PSN 192036.50S 1464650.27E. Infringes outer HZS by 1,840FT.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TAF3 issued hourly AVBL during MO HRS (2100-0700 UTC MON-THU, 2100-0500 UTC FRI, EXC PH, OT by TAF RMK/NOTAM), AD WRNG, WS WRNG.
2. AWIS PH 07 3564 3743 - Report faults to BoM.
3. AWIS FREQ 133.5 AVBL outside TWR HR - Report faults to AD OPR.
4. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MO 07 3239 8731 when staffed. AH AVBL FM MWO 07 3239 8721.

PHYSICAL CHARACTERISTICS

01/19	017	80a	PCR 710/F/C/X/T Grooved. N and S ends concrete ungrooved.	WID 45	RWS 300
07/25	067	36a	PCR 200/F/C/1.05 MPa/T Asphalt.	WID 30	RWS 90

ARRESTING GEAR

- | | | | | |
|--------|------------------------------------|-------|------------------------------------|--------|
| RWY 01 | BAK 12/14
(R)(B)
445 (1,460) | ----- | BAK 12/14
(R)(B)
445 (1,460) | RWY 19 |
|--------|------------------------------------|-------|------------------------------------|--------|
1. Recessed bi-directional BAK 12/14 hookcable infrastructure remains 445M (1,460FT) FM THR RWY 01/19. Marked by yellow disks. DIST BTN empty cable housings 1,540M (5,080FT).
 2. RWY 01 and RWY 19 hookcable arrestor systems not AVBL (cable removed).

AERODROME AND APPROACH LIGHTING

RWY 01/19	MIRL	AFRU+PAL 118.3		SDBY PWR AVBL
RWY 01/19	PTBL(2)			
RWY 01	PAPI	AFRU+PAL 118.3	3.0 DEG49FT	SDBY PWR AVBL
RWY 01	SALS	AFRU+PAL 118.3		SDBY PWR AVBL
RWY 19	PAPI	AFRU+PAL 118.3	3.3 DEG49FT	SDBY PWR AVBL
RWY 07/25	PTBL(1)			
(1)	AVBL EMERG only			
(2)	30 MIN PN			

1. ALS type and length

- a. RWY 01 - distance coded CL: 340M.
2. PTBL LGT - Emergency flare path AVBL H24, laid by ARFFS.
3. PAPI RWY 19 should not be used beyond 5NM FM THR as it does not provide CLR over Magnetic Island.
4. RWY 01 PAPI AZM restricted to 8DEG either side of CL.
5. AFRU+PAL AVBL outside ATS HR. REQ for LGT can also be made THRU Brisbane ATC 120.55. Expect a 10MIN DLA.
6. RWY 01 and RWY 19 RTIL activated when threshold displaced during daylight hours only. RTIL located on both sides of RWY at 574M FM permanent THR position.
7. RWY 01/19 edge light spacing: 60M.

OTHER LIGHTING

- | | | |
|-----|-------|---------------------------------|
| HBN | OCC R | Mt Louisa, Mt Stuart, Mt Cook. |
| HBN | R | CONS - Castle Hill, Many Peaks. |
1. Standby PWR generators are activated when LOW VIS procedures are imminent.
 2. Standby PWR switchover time: 15 SEC.
 3. TWY LGT: Green CL.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	BRISBANE CENTRE	120.55 On Ground (Outside TWR HR)
ACD	TOWNSVILLE DELIVERY (4)	128.1 236.1
APP/DEP	TOWNSVILLE APPROACH (2)	126.8P 134.1S 243.0 276.0 (5) 282.4S 307.8P 335.8S

ATIS	TOWNSVILLE ATIS	(3)	114.1 133.5 276
SMC	TOWNSVILLE GROUND (ACFT)		121.8 264.6
SMCV	TOWNSVILLE GROUND (VEHICLES)		119.45
TWR	TOWNSVILLE TOWER		118.3 243.0 257.8 276 (5)
VOLMET	AUSTRALIA		6676 (1) 11387 (1)

- (1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.
 - (2) FIS AVBL in Class G within 36NM TL during ATS HR.
 - (3) ATIS available on phone 07 4752 1216.
 - (4) Arriving VFR ACFT shall CTC ACD to pass FLT details and obtain SSR code.
 - (5) Transmits voice to ACFT with COM failure.
1. FREQ 243.0 - Guarded EMERG FREQ. Test transmissions every MON FM 2300-2315
 2. Automatic retransmit FAC exists BTN FLW FREQ: 126.8/307.8; 134.1/335.8; 118.3/257.8; 121.8/264.6; 128.1/236.1

RADIO NAVIGATION AND LANDING AIDS

DME	ITL	109.3/ 30X (RWY01)	191518.6S	1464552.3E		(6)(7)
GP	ITL	332 (RWY01)	191518.7S	1464552.6E		(5)(8)
ILS	ITL	109.3 (RWY01)	191406.8S	1464632.2E		
LOC	ITL	109.3 (RWY01)	191406.8S	1464632.2E		(5)
DME	TL	114.1/ 88X	191439.1S	1464529.6E		(2)
VOR	TL	114.1	191439.1S	1464529.1E		(1)
NDB	TVL	276	191449.0S	1464544.3E	Range 70 (HN 75) OW 170 (OW HN110)	(3)
TAC	TVL	112.5/ 72X	191644.5S	1464433.4E		(4)(9)

- (1) 133/0.6
- (2) 134/0.6 - Antenna ELEV 35 FT AMSL.
- (3) 145/0.4 - ATIS, voice AVBL for EMERG - POSS BRG FLUC BTN 070 and 270 MAG BLW 11,000FT AMSL - Pilot MNT DRG CTAF HR.
- (4) 032/2.0 - Terrain shielding BTN 140 radial - 160 radial beyond 25NM at MSA. TACAN TVL is not paired with or co-located with TL VOR/DME, and therefore is not to be used with:SID, ILS/DME, LOC/DME or VOR/DME approaches. Pilot MNT outside ATS HR.
- (5) Pilot MNT outside ATS HR.
- (6) Antenna ELEV 30FT AMSL.
- (7) Poor coverage below 5500FT AMSL LTD by terrain shielding beyond 12DEG N and beyond 22DEG S of RWY CL.
- (8) ILS GP critical area infringed by IWI.
- (9) TACAN guidance unusable in sector area BTN 139 radial and 149 radial.

LOCAL TRAFFIC REGULATIONS

1. Code D ACFT or larger LDG RWY 01 require roll through and conduct 180 DEG turn on THR and backtrack to TWY A1 or D2. Code D ACFT or larger restricted to:
 - a. TWY A1, A2, A3;
 - b. TWY D2 and
 - c. TWY K.
2. **LOCAL TRAFFIC**
- 2.1 **Booking Procedure**
 - a. ACFT conducting AWK within TVL CTR and CTA including SVY, IAT, or circuit training must contact ATC for approval and slot time.
 - b. For SVY, OPR are to email AWK maps to tvl.atc@defence.gov.au 7 working days before the planned activity, and prior to contacting ATC. For IAT and CTR OPS (including circuit area), OPR are to book using the online book AWK website: www.qld.bookawk.com.
 - c. OPR are to contact the following telephone numbers for SVY AWK confirmation, or if unable to book IAT or CTR AWK online:
 - (i) CTA AWK (APP): 07 4752 1207.

- (ii) CTA AWK (TWR): 07 4752 1205.
- d. For OPS within R751, R752, R736 and R739, OPR are to submit an air activity request to the range control by email to: dotam.rangecontrol.tfta@defence.gov.au in addition to ATC approval.
- 2.2 **Training Airspace**
- a. **Circuit Area.** All ACFT REQ circuit CLR shall CTC TL SMC to obtain SSR Code and airways CLR. TL Circuit Area defined as 5NM radius of TL ARP. Preferred circuit direction is as follows:
- (i) **RWY 01** - Left hand CCTS, avoiding Cape Pallarenda built up areas;
 - (ii) **RWY 07** - Left hand CCTS;
 - (iii) **RWY 19** - Right hand CCTS, avoiding Cape Pallarenda built up areas; and
 - (iv) **RWY 25** - Right hand CCTS
- 2.3 **TL North Eastern Training Area (NETA).** The TL NETA is an IFR training area, defined as TL 025-080 VOR radials, 10-30DME. Entry and exit gates are RWY dependant.
- a. When RWY 01 is in use:
- (i) Entry gate via KAGES.
 - (ii) Exit gate via REGIN.
- b. When RWY 19 is in use:
- (i) Entry gate via REGIN.
 - (ii) Exit gate via KAGES.
- 2.4 **Townsville Field Training Area (TFTA).** MIL HEL regularly OPR WI the lateral boundaries of R736, R739, R751, R752 and D745 whilst the relevant airspace is not ACT. Suggest ACFT OPR in Class G airspace WI the boundaries of this airspace MNT FREQ 126.05 to ensure appropriate situational awareness is maintained with respect to MIL Class G OPS.
- 2.5 **Town Common.** The Town Common is defined as the area bounded by a line from the Radar Site (RDRS), to the Western airfield boundary fence, through the HF transmitter site to the Bohle River, along the Bohle River and the Coastline back to the RDRS. Town Common has the following sectors that may be used by ATC:
- a. **Many Peaks.** The portion of the Town Common North of the Southern slopes of Many Peaks (MYP).
 - b. **Town Common East.** The portion of Town Common East of the line running South from the Southern point of MYP and south of the southern slopes of MYP.
 - c. **Town Common West.** The portion of Town Common West of the line running South from the Southern point of MYP and south of the southern slopes of MYP.
- 2.6 **Helo West.** Helo West is defined as an area within the following lateral limits: in a clockwise direction from the southern slopes of Many Peaks Range to the western edge of the Northern Ordinance Loading Areas (requirement to remain one mile west of the coast) to the NDB (remaining north west of the Navaid) to the HF TX site (remaining east of the facility) to the southern tip of Many Peaks Range (requirement to remain one mile east of the Bohle River). ACFT can expect clearance of Helo West, not ABV 1,000FT AMSL or requested level.
- 2.7 **D779 (Cape Cleveland).** Suggest ACFT OPR in D779 MNT FREQ 126.05 to ensure appropriate situational awareness is MNTN with respect to OPS in Class G Airspace WI the confines of the Danger Area. Tracking to/from D779 is RWY dependant.
- a. When RWY 01 is in use:
- (i) Outbound: via Coastal Southbound
 - (ii) Inbound: Townsville via Sunzinc, expect a clearance limit of 'The Lakes'
- b. When RWY 19 is in use:
- (i) Outbound: via Sunzinc
 - (ii) Inbound: Townsville via the Coast, expect a clearance limit of Kissing Point.
- 2.8 **Nil Transponder Aircraft.** Nil transponder aircraft should expect clearance via a published VFR route not above 1,500FT AMSL. Prior ATC approval is required from ATC on 07 4752 1207.
- 2.9 **Parking**
- a. **Civil Terminal**
- All charter/itinerant ACFT with MTOW greater than 5,700KG PRKG requests must be made via Townsville Airport Website> Regulatory> Aircraft Parking or by contacting the Townsville Airport ARO on 0418 771 999 with MNM 48HR PN.

- b. **Visual Docking System**
Visual Docking System - Bay 1, 2, 3 and 4 - Combined azimuth and stopping nose in guidance system.
- c. **General Aviation**
 - (i) Rotary wing ACFT must park in designated helicopter parking area unless approved by ARO. Air taxi east of AVGAS bowser prohibited. CTC ARO for approval if required.
 - (ii) No ACFT movement permitted east of designated wash bay aircraft parking area.
 - (iii) PRKG for itinerant ACFT with MTOW less than 5,700KG not permitted on leased PRKG positions. Leased PRKG positions identified by green borders painted inside PRKG clearance lines.

FLIGHT PROCEDURES

- 1. **ATC TRAFFIC MANAGEMENT SPEED**
When not on a SID or STAR (including vectoring) - non-fighter ACFT ARR or DEP TL must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required. ARR Fighter ACFT must not exceed 350KT IAS when within 36NM of TL, unless otherwise directed by ATC.
- 2. No ATS provided to CIV ACFT WI R736, R739, R751 and R752 when ACT.
- 3. **DEPARTURES**
 - a. **General**
 - (i) Departures from the TL 138 to 195 VOR radial conflict with R768A and R768B. Expect requirement to either reach A020 (R768A) or A030 (R768A and R768B) by 6 DME, or lateral tracking that is plotted procedurally clear.
- 4. **ARRIVALS**
 - a. **General**
 - (i) Visual approaches from the TL 138 to 195 VOR radial conflict with R768A and R768B. Expect requirement to either maintain A020 (R768A) or A030 (R768A and R768B) until 6 DME, track via the LOC, or remain north or west of the Ross River from WPT RRDM.
 - b. **Military**
 - (i) **Jet aircraft.** MNM ALT 2,500FT AMSL at initial, descend 1,500FT AMSL for pitch, unless directed by ATC. MAX speed on initial 350KT, unless higher speed operationally required.
 - (ii) **Non-jet aircraft.** MNM ALT 1,500FT AMSL at initial, descend 1,000FT AMSL for pitch, unless directed by ATC.
- 5. **PALM ISLAND TRAFFIC**
 - a. In VMC, ACFT BLW 5,000KG MTOW can expect a coded 'CORDELIA' or 'RATTLESNAKE' clearance. The tracking requirements are:
 - (i) CORDELIA clearance outbound: YBTL - east of the Radar Site (RDRS) - east of Cordelia Rocks - YPAM.
 - (ii) CORDELIA clearance inbound: YPAM - east of Cordelia Rocks - east of RDRS - YBTL.
 - (iii) RATTLESNAKE clearance outbound: YBTL - mouth of the Bohle River (MBHR) - west of Rattlesnake Island (RKI) - YPAM.
 - (iv) RATTLESNAKE clearance inbound: YPAM - west of RKI - MBHR - YBTL.
 - b. Expect coded clearances dependent on duty RWY:
 - (i) RWY 01 and RWY 07 departure: CORDELIA coded clearance.
 - (ii) RWY 01 and RWY 07 arrival: RATTLESNAKE coded clearance.
 - (iii) RWY 19 and/or RWY 25 departure: RATTLESNAKE coded clearance.
 - (iv) RWY 19 and/or RWY 25 arrival: CORDELIA coded clearance.
 - c. In IMC, expect tracking as per flight plan with a suitable standard instrument departure and level.
 - d. When R747 is active, expect amended tracking.

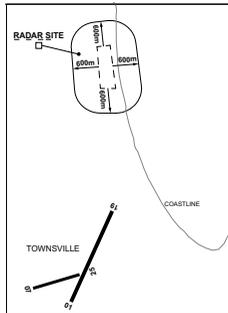
6. **TRACKING INSTRUCTIONS FOR VFR ACFT TO AND FM TOWNSVILLE WHEN R736, R739, R751 and R752 ACT**
 - a. ATC have additional separation RQMNTS with restricted airspace when ACFT are inside CTA. The visual TR listed below only separate ACFT with restricted airspace when they are OCTA. A clearance to enter CTA will not be AVBL until ATC required separation standards with restricted airspace are achieved.
 - b. R736 and R739 only - TR S of Greenvale to YBU railway line.
 - c. R751 and/or R752 - TR N of Herveys Range Developmental Road.
 - d. R736, R739, R751 and R752 ACT SIMUL - TR S of Greenvale to YBU railway and N of Herveys Range Developmental Road BTN Paynes Lagoon and TNP.
 - e. Visual NAV LGT LCA at Paynes Lagoon (192730S 1460318E) and Speed Creek (192824S 1462030E).
7. **TRACKING INSTRUCTIONS FOR ACFT OPR D764**
- 7.1 A BLUEWATER clearance allows an aircraft to operate within the lateral confines of D764 not ABV cleared LVL. Aircraft should expect a BLUEWATER clearance via the applicable runway dependant tracking. When tracking via the coast to and from D764, aircraft must remain over land.
 - a. When RWY 01 is in use:
 - (i) Outbound: BLUEWATER via the coast, not ABV 1,500FT AMSL.
 - (ii) Inbound: YBTL via Yabulu.
 - b. When RWY 19 is in use:
 - (i) Outbound: Yabulu DCT, not ABV 1,500FT AMSL.
 - (ii) Inbound: YBTL via the coast.
- 7.2 ACFT OPR D764 WI Class C Airspace must MNT FREQ 126.8 and when transiting BTN Class C and Class G Airspace should also MNT FREQ 126.7 to ensure appropriate situational awareness is MNTN with respect to OPS in Class G Airspace WI the confines of the Danger Area.
8. **AIRSPACE RECLASSIFICATION OUTSIDE TWR HR**
 - a. Class C Airspace/CTA steps WI 36 DME TL BLW 8,500FT AMSL reclassified Class G.
 - b. TL TWR may recall the CTR/CTA steps at short notice. Check NOTAM and ATIS.
9. **LOW VISIBILITY OPERATIONS**
 - a. RWY 01/19 is capable of supporting LDG with a RWY VIS of not less than 800M.
 - b. Manual RV readings are provided to the control TWR. Transmissometers are not installed.
10. **REMOTELY PILOTED AIRCRAFT SYSTEM (RPAS)**
 - a. All RPAS requests are to be sent to: 452sqntvlfjt.rpas@defence.gov.au.
 - b. A minimum of 3 business days PN is required. Approval is subject to timings, ATC workload and area of operations.
 - c. After approval, ATC reserve the right to restrict or cancel RPAS operations due to higher priorities.
 - d. Requests are to include:
 - (i) Operator details and contact instructions (primary and secondary phone, plus email).
 - (ii) Date and time (with alternate if applicable).
 - (iii) RPAS type, weight and brief description.
 - (iv) Area of operations, including LAT/LONG and/or street address including radius. Include a map screenshot if AVBL.
 - (v) Operating height (FT AGL) and elevation of AO.
 - (vi) Any specific operating conditions.
 - (vii) Procedures for abnormal operations (lost link, escaped RPAS, communication failure).
11. MIL ACFT may conduct OPS within 50NM of Townsville using Light Enhancement Devices and may not display external lighting. SFC-1,000FT AGL. Within the CTAF, when active, ACFT are to display external lighting on receipt of a CTAF broadcast from other ACFT.
12. Flight plans to/from YBTL must not be submitted more than 20 hours prior to EOBT to allow ATC system data processing.

CTAF - AFRU 118.3

CTAF procedures apply outside TWR HR.

NOISE ABATEMENT PROCEDURES

1. ACFT DEP RWY 01 or RWY 07 on a visual DEP (including VFR) shall remain at least 600M CLR of Pallarenda built up areas when BLW A020 unless directed by ATC for OPR reasons.
2. This may be achieved as follows:
 - a. YBCS/YPAM DEP maintain upwind until over water then remain over water at least 600M CLR of Pallarenda.
 - b. W DEP conduct left turn remaining at least 600M S of Pallarenda or maintain upwind until over water then remain over water at least 600M CLR of Pallarenda and conduct left turn N of VFR WPT RDRS (radar site) or when ABV A020.
3. Practice ENG failures are not permitted on left crosswind RWY 01.



ADDITIONAL INFORMATION

1. Bird and animal hazards at AD up to 3,000FT, with HIGH risk during DEC-MAY seasonal period at dawn and dusk (+/- 1 HR). Increased numbers of the following species are expected during the specified periods:
 - a. Magpie geese and various duck species pose a hazard in proximity to the RWY strip following rain events especially FM DEC-MAR.
 - b. Black kites are present year round but can be found in higher numbers FM FEB-MAY when they may be attracted to the airfield during mowing OPS.
 - c. Bush-stone curlews pose a bird strike risk on the airfield during the night.
 - d. Flying foxes are a seasonal risk at dawn and dusk on the approaches to the RWY (on and off airfield). Peak risk period is AUG-DEC although potential risk exists year round.
 - e. Nankeen kestrels are present in higher numbers for DEC-MAY.
2. RAAF Townsville Demolition Range 191454.2S 1464508.0E (261/0.74 NM FM Townsville ARP). Vertical Limit 1,600FT AGL WI 370M radius laterally. Check NOTAM for activation.
3. New ATC TWR construction 310M N of current TWR. New ATC TWR not CMSD, observe old TWR for light signals.

CHARTS RELATED TO THE AERODROME

1. WAC 3219.
2. MIL AD Obstruction Chart Type A: RWY 01/19 and RWY 07/25 - FEB 2024.
3. Also refer to AIP Departure and Approach Procedures.