

TAMWORTH**ELEV 1335****AVFAX CODE 2025**

NSW

UTC +10

YSTW

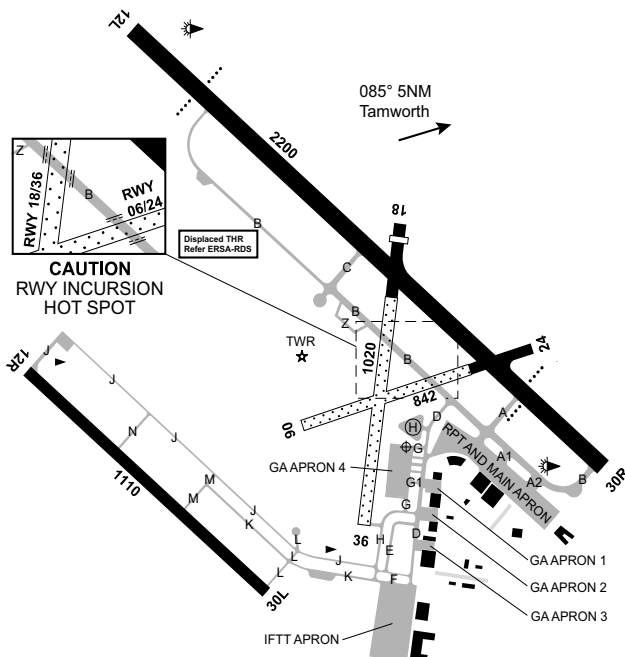
310502S

1505048E

VAR 11 DEG E

CERT

AD OPR Tamworth Regional Council, PO Box 555, Tamworth, NSW, 2340. Email: airportops@tamworth.nsw.gov.au. ARO H24 02 6767 5546 (Primary CTC). EMERG 0429 582 400.

**REMARKS**

1. AD Charges: All ACFT. Contact AD OPR for price structure and conditions of use.
2. Private ILS. Charges apply for ILS approaches as per Tamworth Regional Council published fees and charges.
3. Captains of visiting military aircraft are to contact Airport Management at least 48HR prior to arrival. MIL ACFT requiring civil hardstand are to forward requests to airportops@tamworth.nsw.gov.au for parking allocation.
4. This AD is a Security Controlled Airport:
 - a. RPT APN Bays 1 to 4 are Security Restricted Areas. Pilots and crew must display a valid ASIC when airside. Non RPT operators must exit and enter via coded entry gates located adjacent all GA APN.
 - b. Direct access FM the main APN into the terminal building is not permitted for MIL, GA or CHTR aircrew or passengers. Security restricted APN may not be traversed by persons excluded under regulations 3.13 and 3.16 of the ATS Act 2004.
 - c. ACFT which require PRKG on the main APN outside the Security Restricted Area must obtain prior approval from AD OPR. Bays 8 and 9 are restricted to aeromedical ACFT unless specific approval is granted.
5. GA users use coded exit gates provided adjacent GA PRKG APN. Pilots must note displayed code for re-entry.

HANDLING SERVICES AND FACILITIES

Viva Energy Australia – Northwest Aviation Fuels Pty Ltd: 2030-0630 UTC MON-FRI, AVGAS H24 Viva swipe card/credit card bowser. AH 1HR PN, JET A1 available 24HR. AH call-out fees apply: PH 0419 424 834, 02 6761 5640, VHF 126.4 JO. AVGAS, JET A1, 0125. Viva fuel and fly, carnet and credit cards (V and MC) (NSW and QLD government contract, Department of Defence contract).

PASSENGER FACILITIES

LG/RF/WC/ME

APRONS AND TAXIWAYS

- 1. ACFT ABV 5,700KG MTOW limited to TWY A, A1, A2, B, C, D and G.
- 2. TWY B west of TWY C limited to 8,000KG AUW and 23M MAX wing span.
- 3. Run-up bays for ACFT to 5,700KG and MAX wing span limitations of 12 and 16M.
- 4. TWY D MAX wingspan 17.65M. ACFT with wingspans ABV 15M and up to 17.65M, accessing the GA parking areas, may only do so via TWY D.
- 5. 3 sealed GA parking bays are AVBL for MAX 24HR parking. They are length limited. P1 limit 14.5M (47FT), P2 limit 13.5M (44FT), P3 limit 12.5M (41FT).
- 6. Bays 6 - 9 MAX wing span 23M.
- 7. IFTT APN covered parking restricted to MAX 12M wingspan.
- 8. TWY D and G and GA Bays 10-14 MAX AUW 12,500KG.

AERODROME OBSTACLES

- 1. LIOL ILS GP 1,369FT AMSL BRG 051 MAG 585M FM ARP infringes TNS RWY12L/30R by 16FT and TNS RWY 06/24 by 39FT.
- 2. LIOL Primary IWI 1,357FT AMSL BRG 089 MAG 429M FM ARP infringes TNS RWY 12L/30R by 6FT.

METEOROLOGICAL INFORMATION PROVIDED

- 1. TAF CAT B, METAR/SPECI, AD WRNG.
- 2. AWIS Phone 02 9353 6451 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

06/24	062	28c	Unrated. Grassed brown clay	WID 30	RWS 90
12L/30R	121	72a	PCN 19/F/C/0.78 MPa/T Grooved Central 30M	WID 45	RWS 150
12R/30L	121	36a	5700 kg/1.00 MPa Sealed	WID 18	RWS 90
18/36	177	33c	Unrated. Grassed brown clay	WID 30	RWS 90

AERODROME AND APPROACH LIGHTING

RWY 12L/30R MIRL(1) AFRU+PAL 119.4 SDBY PWR AVBL
RWY 12L/30R PAPI(2) AFRU+PAL 119.4 3.0 DEG49FT SDBY PWR AVBL
(1) Outside TWR HR.
(2) Both sides.
RWY edge light spacing: 12L/30R: 59M.

OTHER LIGHTING

- 1. Secondary PWR switchover time: 1 SEC during LVP; 8 SEC other times.
- 2. TWY LGT: Green CL.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	BRISBANE CENTRE	127.1 Circuit Area (Outside TWR HR)
ATIS	TAMWORTH	116.0 123.8 (1)
SMC	TAMWORTH GROUND/ DELIVERY	121.9 (2)

TWR	TAMWORTH TOWER	118.25 (3) 119.4
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- (1) or Phone 02 6764 5288
 (2) Taxi clearance required on all TWY.
 (3) HJ only.

1. TWR HR:
 a. MON-FRI: 2100-1015 UTC (1HR earlier during HDS.)
 b. SAT-SUN: 2200-0530 UTC (1HR earlier during HDS.)

Phone: 02 6764 5271^

Note: All times 1HR earlier during HDS. TWR HR may change at short notice, check status of airspace with ATS or Tamworth ATIS.

2. Tamworth TWR provides combined TWR and APP CTL services within Class D airspace 4,500FT AMSL and BLW DRG TWR HR. CTC TWR for a clearance.
 3. Outside TWR HR, Tamworth Class D airspace 4,500FT AMSL and BLW and Class C airspace BLW 8,500FT becomes Class G.

RADIO NAVIGATION AND LANDING AIDS

DME	ITW	109.9/ 36X (RWY30R)	310453.0S	1505108.2E	(4)
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GP	ITW	333.8 (RWY30R)	310453.0S	1505108.2E
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ILS	ITW	109.9 (RWY30R)	310412.1S	1505008.5E	(3)
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LOC	ITW	109.9 (RWY30R)	310412.1S	1505008.5E	(1)
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DME	TW	116.0/107X	310357.8S	1504948.3E	(2)
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NDB	TW	341	310416.2S	1504952.2E	Range 50 (HN 50)
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VOR	TW	116.0	310357.9S	1504948.9E
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- (1) Pilot monitored outside TWR HR.
 (2) Antenna ELEV 1285FT.
 (3) Private ILS - Fees apply - Operated by AD OPR.
 (4) Antenna ELEV 1329FT.

LOCAL TRAFFIC REGULATIONS

- HEL PRKG ADJ to SGS enclosure. Design ACFT SH-60/MRH 90. Pilots and passengers to exit via gates 14A or 15. No direct access into terminal due to security restricted apron.
- All ACFT above 5,700KG which are not RPT must obtain prior approval of AD OPR if they are programmed to stage through or remain at Tamworth Regional Airport. To obtain such approval 48HRS notice is required. Phone Duty Airport Officer 02 6767 5546 and email airportops@tamworth.nsw.gov.au with details of your request. ACFT must follow lead-in lines.
- GA ACFT BLW 5,700KG (EXC aeromed) not permitted on main apron. Limited sealed parking and tie-downs for ACFT BLW 5,700KG are AVBL in GA areas. Parking bays P1, P2, P3 MAX 24HR only. Fees apply for parking in excess of 24HR.
- Bays 1 to 4 on the main apron for RPT services only.
- Bay 5 pre-flight engine running limited to 5MIN at idle power due noise restrictions. HRS 0630-2300 Local.
- IFTT APN. All ACFT wishing to park on the IFTT APN require prior permission from AD OPR. Personnel airside on the IFTT APN are to wear high visibility vests at all times.
- Bays 8 and 9 pilots are requested to minimise ground running with reference exhaust blast directed towards the Westpac hangar facility.
- Tamworth Airport does not support OPS below 800M RWY VIS.
- RWY Incursion Hotspots at the intersection of TWY B and grass RWY 18/36 and 06/24.
- GA parking positions 10-14 are AVBL for ACFT up to 12,500KG AUW. Fees apply in excess of 48HR.
- RWS not AVBL for ACFT OPS.

FLIGHT PROCEDURES

1. RUNWAYS

Circuit Direction

HJ	RWY 12R	right hand circuit	FREQ 118.25 (119.4 Outside TWR HR)
	RWY 30L	left hand circuit	FREQ 118.25 (119.4 Outside TWR HR)
	RWY 12L	left hand circuit	FREQ 119.4
	RWY 30R	right hand circuit	FREQ 119.4
HN	RWY 12L	right hand circuit	FREQ 119.4
	RWY 30R	left hand circuit	FREQ 119.4

2. LOCAL PROCEDURES - HJ DRG TWR HR

If unfamiliar, contact TW ATC prior to departure for clarification.

The following procedures must be read in conjunction with the TW VTC.

3. RUNWAY NOMINATION

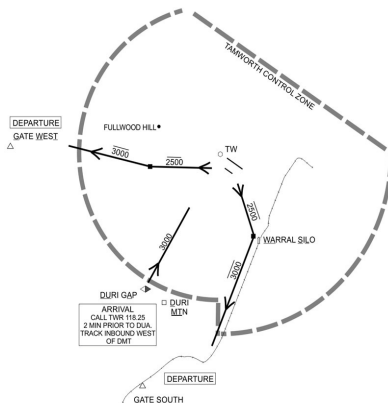
3.1. RWY12R/30L on FREQ 118.25 shall be used for:

- ALL single engine VFR ACFT ARR and DEP from the 160R through west to the 295R:
 - ARRIVALS via Duri Gap (DUA) (see para B)
 - DEPARTURES via GATE SOUTH (GST) or GATE WEST (GWT) (see para 4)
- single engine ACFT circuit training.

3.2. RWY12L/30R on FREQ 119.4 shall be used for all other OPS.

4. ARRIVALS VIA DURI GAP (DUA)

- Route for single engine VFR ACFT from the 160R through west to the 295R;
- FREQ 118.25;
- RWY12R/30L;
- CAUTION: Pilots can mistake Mt Terrible and Soma MTN for Duri MTN. Pilots should confirm Duri MTN with the location of Currabubula and the Tamworth-Werris Creek railway line. Mis-identification will lead to conflict with any opposite direction traffic outbound via Gate South (GST);



- Clearance required prior to DUA at **3,000FT AMSL**;
- CAUTION: D523 is a high traffic density flying training area. ACFT recovering D523 track via DUA at 3,000FT. ACFT approaching DUA must be alert to increased traffic density and visually maintain separation from other ACFT;
- Report at 5NM for circuit entry instructions;
- DO NOT CROSS N OF RWY12R/30L CENTRE LINE** due to operations on the parallel RWY 12L/30R;
- In the unlikely event of frequency congestion or radio failure after receiving clearance, **MAINTAIN 3,000FT AMSL** and join upwind overhead the duty RWY (12R/30L) threshold. Maintain separation with other aircraft and descend to circuit altitude.

5. **DEPARTURES VIA GATE SOUTH (GST) OR GATE WEST (GWT)**
 - a. Route for single engine VFR ACFT from the 160R through west to 295R,
 - b. **FREQ 118.25,**
 - c. When number one at the holding point, pilots must report "READY" with intended route; **"READY GATE SOUTH [or WEST]"**.
 - d. **VIA GATE SOUTH (GST)**
 - (i) RWY 12R - from right crosswind; or
 - (ii) RWY 30L - from left downwind;track to ABM Warral Silo (WASL) NOT ABOVE 2,500FT AMSL and remain west and within 1NM of the Werris Creek railway line. From ABM WASL, remain NOT ABV 3,000FT AMSL until clear of controlled airspace.
 - e. **VIA GATE WEST (GWT)**
 - (i) RWY 12R - from right downwind; or
 - (ii) RWY 30L - from left crosswind;track to become established to the south of the East-West power line NOT ABOVE 2,500FT AMSL. From 5NM (ABM Fullwoods Hill) remain NOT ABV 3,000FT AMSL and track to Gate West remaining south of the power line until clear of controlled airspace.
 - f. a departure report is not required and pilots should automatically change to the appropriate FREQ when clear of controlled airspace.
6. **CIRCUIT OPERATION**
 - a. Report 'ready' in the run-up bay for instructions.
 - b. ALT not ABV 2,500FT AMSL.
 - c. PPR from AD OPR for NGT CCTS.
7. **INSTRUMENT TRAINING AND AWK**
 - a. All ACFT planning practice instrument APCH, NAVAID training or AWK require prior ATC approval. Pilots must book a slot online at www.bookawk.com.
 - b. Bookings may be subject to cancellation by ATC:
 - (i) on daily review of forecast MET conditions.
 - (ii) due to OPR restrictions.
 - c. Pilots requesting an APCH to the non-duty RWY may expect extended delay. Conduct of an APCH to the non-duty RWY is not guaranteed.
8. **SIMULTANEOUS PARALLEL RWY OPS**
- 8.1. During TWR HR, ATC may conduct simultaneous parallel runway operations provided that:
 - a. operations are conducted in VMC by day only;
 - b. conditions permit continuous visual monitoring by ATC of ACFT on base and during the turn onto final; and
 - c. continuous two way communications are maintained between the ACFT and ATC.
- 8.2. Notification of simultaneous parallel runway operations will be broadcast on ATIS or by directed broadcast to aircraft; **"SIMULTANEOUS PARALLEL RUNWAY OPERATIONS IN USE. EXPECT TRAFFIC ON FINAL AND OPPOSITE BASE OF THE PARALLEL RUNWAY"**.
- 8.3. Simultaneous parallel RWY operations will normally be conducted utilising separate frequencies.
- 8.4. When simultaneous parallel runway operations are being conducted, pilots are responsible for:
 - a. ensuring that the runway centre line is not crossed during intercept of final;
 - b. accurately tracking the centre line on final and upwind; and
 - c. maintaining a visual lookout for ACFT approaching and departing the parallel RWY.
9. **LOW VISIBILITY OPS**
- 9.1. RWY 12L/30R supports takeoffs down to 800M RV during TWR HR only.
- 9.2. ATC will initiate Low Visibility Procedures when RV is below 800M or ceiling is 200FT or less.
- 9.3. Outside TWR HR - CTAF procedures apply.

CTAF - AFRU 119.4

Outside TWR HR.

ADDITIONAL INFORMATION

1. Bird hazard exists.
2. Significant increases in wildlife hazards will be notified by NOTAM.

CHARTS RELATED TO THE AERODROME

1. WAC 3357.
 2. Also refer to AIP Departure and Approach Procedures.
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