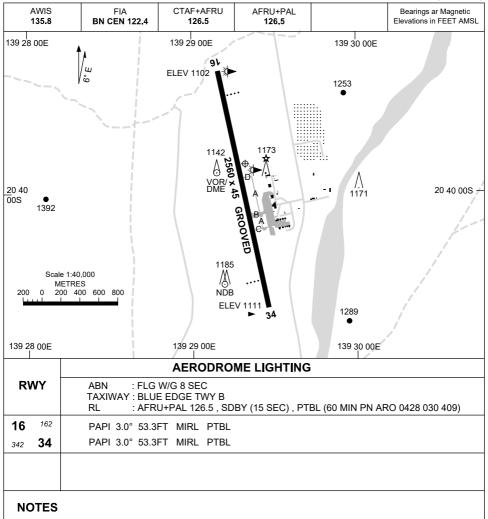
AD ELEV 1121

AERODROME CHART MOUNT ISA, QLD (YBMA)

1 DEC 2022

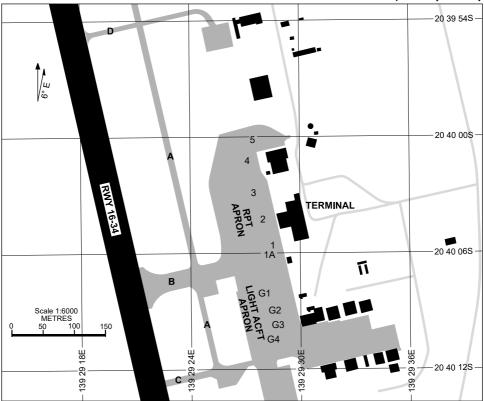
20 39 50S 139 29 19E



Changes: NOTES. BMAAD01-173



MOUNT ISA, QLD (YBMA)



PARKING POSITION INFORMATION

| STAND | CO-ORDINATES | ELEV (ft) | CAPACITY | HYDRANT FUEL | DOCKING SYSTEM |
|-------|----------------------------|-----------|----------|-----------------|-------------------|
| 1 | 20 40 05.68S 139 29 28.52E | 1106 | A321 | TANKER | NIL |
| 1A | 20 40 06.15S 139 29 28.35E | 1106 | DH8D | TANKER | NIL |
| 2 | 20 40 04.29S 139 29 27.99E | 1104 | B738 | TANKER | NIL |
| 3 | 20 40 02.86S 139 29 27.49E | 1104 | F100 | TANKER | NIL |
| 4 | 20 40 01.18S 139 29 27.14E | 1104 | DH8C | TANKER | NIL |
| 5 | 20 40 00.11S 139 29 27.14E | 1103 | SW4 | TANKER | NIL |
| G1 | 20 40 08.07S 139 29 28.04E | 1105 | SW4 | TANKER | NIL |
| G2 | 20 40 08.96S 139 29 28.63E | 1106 | BE35 | TANKER | NIL |
| G3 | 20 40 09.71S 139 29 28.82E | 1105 | BE35 | TANKER | NIL |
| G4 | 20 40 10.36S 139 29 28.25E | 1106 | BE35 | TANKER | NIL |

Changes: ACFT STANDS COORDS, ELEV, CAPACITY & DOCKING SYSYTEM UPDATE.

BMAAP01-167

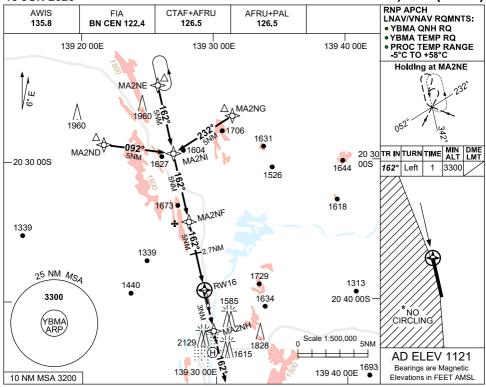


DME or GNSS ARRIVAL PROCEDURES MOUNT ISA, QLD (YBMA)

2 MAR 2017 **AWIS** FIA CTAF+AFRU AFRU+PAL Bearings are Magnetic **BN CEN 122.4** Elevations in FEET AMSL 135.8 126.5 126.5 25 NM MSA **DME USING MA DME** REFERENCE WAYPOINT MA VOR 3300 MA == VOR/DME 117.5 MA ^ NO / MA :--NDB CIRCLING NDB 338 NO CIRCLING WEST OF RWY 16/34. 10 NM MSA 3200 **AD ELEV 1121** Δ MISSED APPROACH: VOR or NDB ALL ROUTES 3300 CLIMB ON TRACK TO 3300FT. 3300 TO 3000 2500 <u> 2500</u> MDA MAPt MA VOR or NDB NM FM VOR 25 15 7 2 0 **CIRCLING MINIMA** A,B 2220-2.4 C 2450-4.0 D 2450-5.0 NM FM VOR 4.5 4 3 2 1.8 1.1 ALT (3° APCH PATH) 3300 3140 2820 2500 2450 2220

Changes: FAF. BMADG01-150

MOUNT ISA, QLD (YBMA)



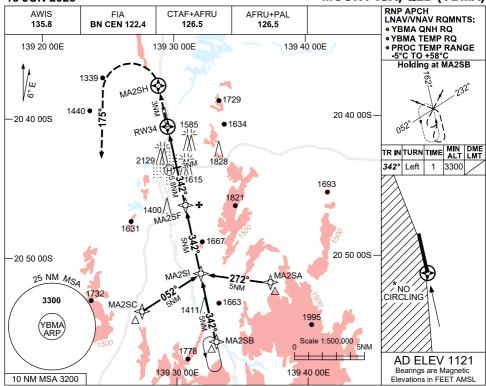
| | | | | | | | | | | | | i | | |
|--|-------|------|------|-------|-----------------|------|------|--------------------|------|------|-----------------------------------|---------|------------|--|
| NM TO NEX | T WPT | 1.7 | 1 | MA2NF | 4 | 3 | 2.7 | 2.5 | 2 | 1.8 | RW16 | | | |
| ALT (3° APCH | PATH) | 3300 | 3060 | 2740 | 2430 | 2110 | 2010 | 1940 | 1790 | 1740 | | | | |
| MISSED APPRO TRACK DCT TO! IAF IF FAF MAPT MAHF CLIMB TO: MA2NI MA2NF RW16 MA2NH | | | | | | | | MA2NH, CK 162°. | | | | | | |
| 3300 A 3300 MA2ND MA2NE MA2NG MA2NG | | | | 162 | 2° ►—3° 2600 | | 2010 | 010 | MAPt | | 162° – 1 FCH 50F1 FHR 16 E | Г | 20 | |
| NM TO RW16 | 15 | 5 | | 10 | | 5 | 2.7 | • | ò | 3 | INK 10 E | LEV III | J <u>Z</u> | |

NOTES

| CATEGORY | Α | В | С | D |] 1. MAX IAS: INITIAL : 210KT. |
|------------|----------------|---|------------------------|------------------------|-------------------------------------|
| LNAV/VNAV | | *2. NO CIRCLING WEST | | | |
| LNAV | | OF RWY 16/34. 3. COLOUR : SEE | | | |
| CIRCLING * | 2090 (9 | 69-2.4) | 2450 (1329-4.0) | 2450 (1329-5.0) | SPEC NOTICES. |
| ALTERNATE | (1469- | -4.4) | (1829-6.0) | (1829-7.0) | |

Changes: Editorial. BMAGN01-175

MOUNT ISA, QLD (YBMA)



| NM TO NEXT WPT | RW34 | 1.3 | 1.8 | 3 | 4 | 5 | MA2SF | 1 | | | | | |
|--|---------------------|------|--------|------|-------------|--------------------|-------|-------------------------|------|------|-----|------------------------------|---|
| ALT (3° APCH PATH) | | 1590 | 1740 | 2120 | 2430 | 2750 | 2990 | 3300 | | | | | |
| MISSED APPROACH: TRACK DCT TO MA2SH, THEN TURN LEFT, THEN TURN LEFT, TRACK 175°. MA4F MAPt FAF IF IAF TRACK 175°. MA2SH RW34 MA2SF MA2SI | | | | | | | | | | | | | |
| | H 50FT R 34 ELEV | (| _175°° | \Pt | 2120 MDA | 299 34° 2000 | | - ⊲ 342° 2700 | | 3300 | ! | 3300 MA2S MA2S MA2S | В |
| NM TO RW34 | | 3 | | Ó | | 3 | 5.8 | | 10.8 | | 15. | 8 | |

NOTES

| CATEGORY | Α | В | С | D | 1. MAX IAS: INITIAL: 210KT. | | | | | |
|------------|----------------|-----------------------|------------------------|------------------------|--------------------------------------|--|--|--|--|--|
| LNAV/VNAV | | 1590 (479-2.7) | | | | | | | | |
| LNAV | | 1740 (629-3.6) | | | | | | | | |
| CIRCLING * | 2090 (9 | 69-2.4) | 2450 (1329-4.0) | 2450 (1329-5.0) | 3. COLOUR : SEE SPEC NOTICES. | | | | | |

(1469-4.4)

| ~ 2. | NO CIRCLING WEST | |
|-------------|------------------|--|
| | OF RWY 16/34. | |

(1829-7.0)

Changes: 5.8NM-3NM MIN ALT.

ALTERNATE

BMAGN02-175





(1829-6.0)

FOR CASA APPROVED OPERATORS ONLY

RNP U RWY 16 (AR) - Page 1 1 DEC 2022 MOUNT ISA, QLD (YBMA) **USE QNH** RNP AR APCH - RF RQ **SE PROPRIETARY INFORMATION AWIS** FΙΑ CTAF+AFRU AFRU+PAL RNV U 16 THR ELEV 1102 - YBMA ACT QNH RQ 135.8 BN CEN 122.4 126.5 126.5 - YBMA ACT TEMP RQ - PROC TEMP RANGE 139 40 00E MA574 -2°C TO +45°C 3300 7.4 NM 1674 Holding as directed MA538 by ATC MA534 5000 2700 TR INTURN TIME MIN PME MA530 1960 MA526 1580 **RW16** 20 40 00S 1829 1450 2038 MA542 6500 SNM MS 1871 USA MA558 3300 202208051420 COPYRIGHT 2022 NAVERUS, INC. YBMA **AD ELEV 1121** $\vec{\Lambda}$ Bearings are Magnetic 139 40 00F Elevations in FEET AMSL 10 NM MSA 3200 MA574 MA534 RW16 MA538 MA530 MA526 1102 5000 3300 ALT (2,85° APCH PATH) 2700 1580 1960 MAP MISSED APPROACH: FAF MA530 MA526 **RW16** MA558 MA534 Climb to 3300FT via the RNP AR Missed Approach track to MA558. Acceleration 5000 MA538 (12.4 NM) altitude 2200FT QNH (1000FT AGL).

NOTES

TCH 50FT THR 16 ELEV 1102

8.4

| CATEGORY | Α | В | С | D |
|------------|----|----|-------------------------------|-------------------------------|
| RNP (0.30) | | | DA(H) 1675 (573 - 3.3) | DA(H) 1675 (573 - 3.3) |
| RNP (0.20) | N. | /A | DA(H) 1621 (519 - 2.9) | DA(H) 1621 (519 - 2.9) |
| CIRCLING | | | NOT AUTHORISED | NOT AUTHORISED |
| ALTERNATE | | | | |

1960

2.6

1580

1.4

Changes: Chart reformatting, Glide path note, Added D615 danger area.

<u>2700</u>

5.0

2200

- Lateral transition to MAP must not be initiated prior to DA/H PSN.
- 2. APCH Path does not coincide with PAPI glide path 3°.

If unable to cross MA558 at or above

ENGINE OUT MISSED

3300FT continue on Engine Out Missed

3. MIN MAP GRAD (AE) for RNP 0.20 3.2% and RNP 0.30 3.0% to 3300 FT.

BMAGN03-173

Approach track.

APPROACH:

SEE PAGE 2

NM FM THR

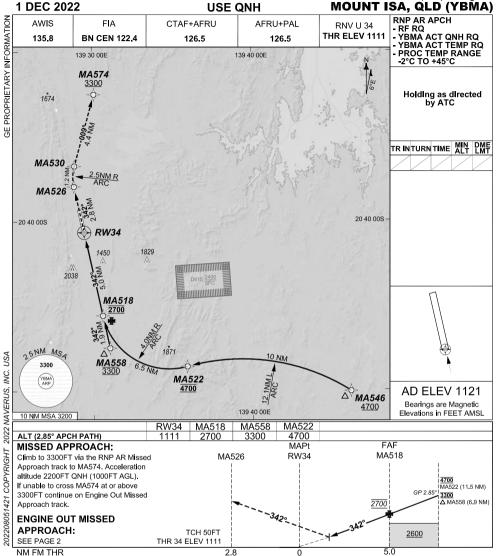
3300

△MA574 (6.9 NM)



FOR CASA APPROVED **OPERATORS ONLY USE QNH**

RNP U RWY 34 (AR) - Page 1 MOUNT ISA, QLD (YBMA)



NOTES

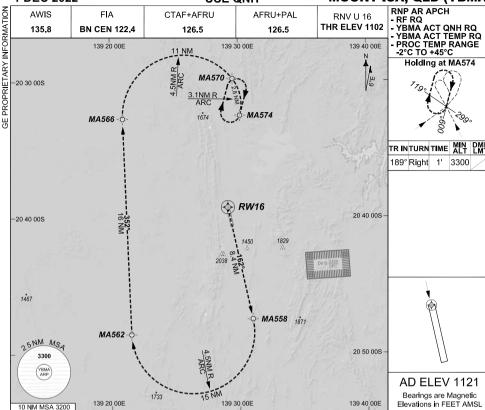
| CATEGORY | Α | В | С | D |
|------------|-----|---|-------------------------------|-------------------------------|
| RNP (0.30) | | | DA(H) 1491 (380 - 2.1) | DA(H) 1491 (380 - 2.1) |
| RNP (0.20) | | | DA(H) 1453 (342 - 1.8) | DA(H) 1453 (342 - 1.8) |
| RNP (0.15) | N/A | | DA(H) 1444 (333 - 1.8) | DA(H) 1444 (333 - 1.8) |
| CIRCLING | | | NOT AUTHORISED | NOT AUTHORISED |
| AI TERNATE | | | | |

- 1. Lateral transition to MAP must not be initiated prior to DA/H PSN.
- 2. APCH Path does not coincide with PAPI glide path 3°.
- 3. MIN MAP GRAD (AE) for RNP 0.15 and RNP 0.20 3.6% to 3000FT. RNP 0.30 3.5% to 3300 FT.

Changes: Chart reformatting, RNP 0.30 DA/VIS change, Glide path note, Added D615 danger area.

BMAGN04-173





ENGINE OUT MISSED APPROACH:

1 DEC 2022

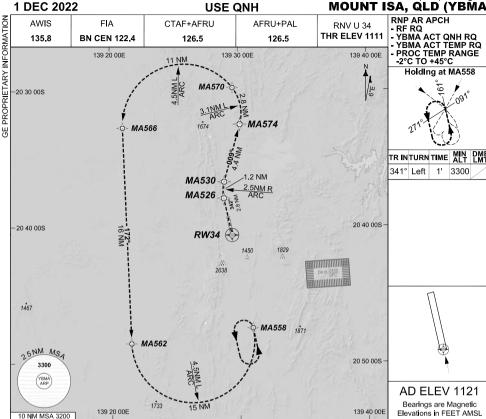
Track via the RNP AR Engine Out Missed Approach track to MA574 and hold as published. Acceleration altitude 2200FT QNH (1000FT AGL). Maximum holding speed 230 KIAS. EO hold only.

202208041711 COPYRIGHT 2022 NAVERUS, INC. USA

Changes: NEW BMAGN05-173

FOR CASA APPROVED OPERATORS ONLY **USE QNH**

RNP U RWY 34 (AR) - Page 2 MOUNT ISA, QLD (YBMA)



ENGINE OUT MISSED APPROACH:

Track via the RNP AR Engine Out Missed Approach track to MA558 and hold as published. Acceleration altitude 2200FT QNH (1000FT AGL). Maximum holding speed 230 KIAS. EO hold only.

202208050931 COPYRIGHT 2022 NAVERUS, INC. USA

Changes: NEW

BMAGN06-173



DO NOT USE FOR NAVIGATION

NOISE ABATEMENT PROCEDURES

MOUNT ISA

1 - PREFERRED RUNWAYS

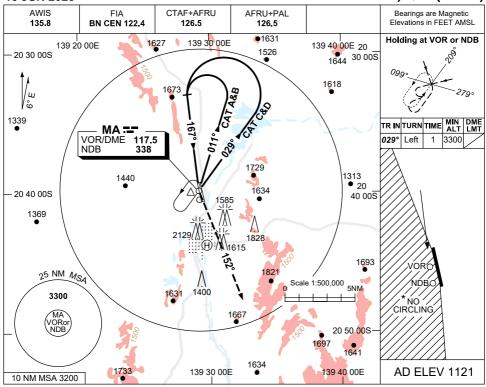
1.1 Landing Runway 161.2 Take-off Runway 34

2 - PREFERRED FLIGHT PATHS

2.1 Whenever possible, JET aircraft are to avoid overflying the residential areas of the city.



MOUNT ISA, QLD (YBMA)



| DME DIST | NOT APPLICABLE | | | | | | | | | |
|---|-------------------|--|--|--|--|--|--|--|--|--|
| MISSED APPROACH: TURN LEFT, TRACK 152°, CLIMB TO 3300FT. | △ MA VOR Or NDB | | | | | | | | | |
| 3300 CAT C&D 029° (1½ MIN) | | | | | | | | | | |
| | 167° 2900 | | | | | | | | | |
| | NOTES | | | | | | | | | |

1. MAX IAS: INITIAL: CAT C&D 190KT. *2. NO CIRCLING WEST OF RWY 16/34.

CIRCLING * 2220 (1099-2.4) 2450 (1329-4.0) 2450 (1329-5.0)
ALTERNATE (1599-4.4) (1829-6.0) (1829-7.0)

3. NDB HLDG PTN INBOUND LEG MAY BE SUBJECTED TO EXCESSIVE NEEDLE SWINGS.

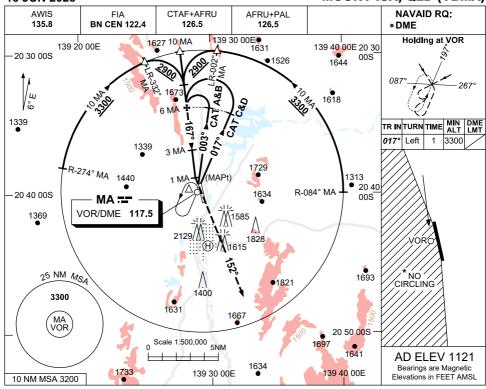
4. **COLOUR**: SEE SPEC NOTICES.

Changes: CAT C&D OUTBOUND TRK.

BMANB01-175



MOUNT ISA, QLD (YBMA)



| DIOT DV DME | 0.0 | _ | | - | _ | 0.0 | | | | | | | |
|--|----------|---------|------|------|--------------|------|---|-----------|-----------|---|--------|------------------|--|
| DIST BY DME | 2.9 | 3 | 4 | 5 | 6 | 6.6 | | | | | | | |
| ALT (3.35° APCH PATH) | 1980 | 2010 | 2370 | 2720 | 3080 | 3300 | | | | | | | |
| MISSED APPROACH: URRI LEFT, TRACK 152°. MA CLIMB TO 3300FT. VOR/DME GNSS permitted in lieu of DME Reference waypoint MA VOR | | | | | | | | | | | | | |
| CAT A&B 003° CAT C&D 017° 3080 3300 3.35° 3.35° 3.300 | | | | | | | | | | | | | |
| 2010 167° 2900 A S S S | | | | | | | | | » MA | | | | |
| THI | R 16 ELI | EV 1102 | 2 | MAPt | | MD | A | <u>20</u> | <u>10</u> | | LR-332 | R-347° LR-002 | |
| NM TO MA DME | | | 0 | | 1 | | 3 | | | 6 | 1 | 0 | |

NOTES

| CATEGORY | Α | В | С | D | 1. MAX IAS: INITIAL: 210KT. | | | | |
|-------------|----------------|----------------------|------------------------|------------------------|---------------------------------|--|--|--|--|
| S-I VOR/DME | | *2. NO CIRCLING WEST | | | | | | | |
| | | | | | | | | | |
| CIRCLING * | 2090 (9 | 69-2.4) | 2450 (1329-4.0) | 2450 (1329-5.0) | 3. COLOUR: SEE SPEC NOTICES. | | | | |
| ALTERNATE | (1469 | -4.4) | (1829-6.0) | (1829-7.0) | SPECINOTICES. | | | | |

Changes: CAT A&B OUTBOUND TRK.

BMAVO01-175

