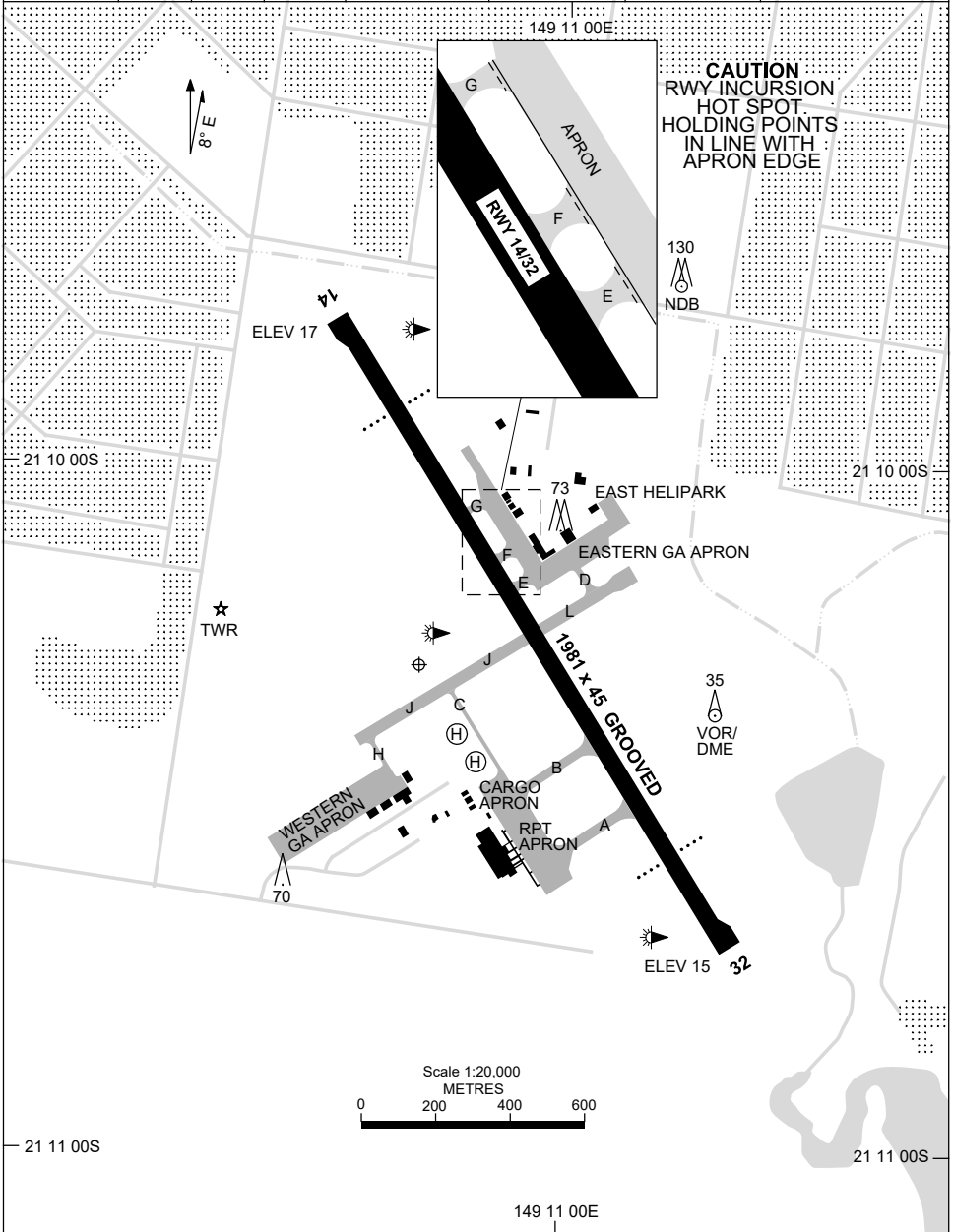


1 DEC 2022

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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Changes: CORAL APP FREQUENCY.

BMKAD01-173

7 SEP 2023

AD ELEV 19
21 10 17S 149 10 47E

AERODROME CHART - Page 2
MACKAY, QLD (YBMK)

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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	AERODROME LIGHTING
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RWY	ABN : ALTN W/G 8 SEC TAXIWAY : GREEN CENTRELINE TWY A, B, E, H, J RL : AFRU+PAL 124.5 , SDBY (EXC WDI RWY 14) SWITCH TIME 15 SEC.
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14 ¹³⁹	PAPI 3.0° 53.3FT MIRL (STAGE 2 AH) RTIL
³¹⁹ 32	PAPI 3.0° 53.3FT MIRL (STAGE 2 AH)

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NOTES

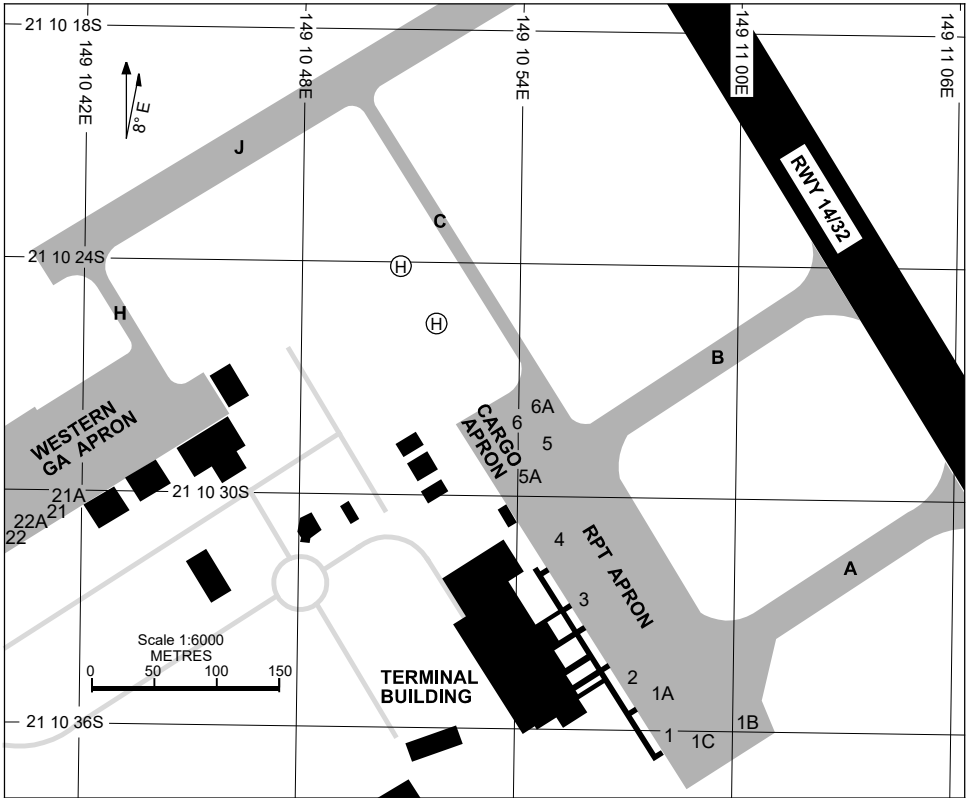
1. ON APPROACH TO RWY 14 IN POOR VISIBILITY, LIGHTING ALONG SECTION OF BRUCE HIGHWAY ALIGNED N/S APPROXIMATELY 1.5NM W OF AD MAY BE MISTAKEN FOR RWY.

Changes: NOTES.

BMKAD02-176

APRON CHART - RPT
MACKAY, QLD (YBMK)

17 JUN 2021



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL
1	21 10 35.70S	149 10 58.54E	18	DH8D	NIL
1A	21 10 34.69S	149 10 58.63E	18	B763	NIL
1B	21 10 35.81S	149 11 00.35E	18	DH8C	NIL
1C	21 10 35.96S	149 10 59.57E	18	B738	NIL
2	21 10 34.22S	149 10 57.76E	18	B738	NIL
3	21 10 32.43S	149 10 56.56E	18	B738	NIL
4	21 10 30.64S	149 10 55.37E	18	B738	NIL
5	21 10 28.49S	149 10 55.17E	18	B738/C130	NIL
5A	21 10 29.34S	149 10 54.38E	18	DH8C	NIL
6	21 10 28.28S	149 10 54.14E	18	DH8C	NIL
6A	21 10 27.32S	149 10 55.22E	18	DH8B	NIL
21	21 10 30.62S	149 10 40.29E	18	E135/CL60/SW4	NIL
21A	21 10 30.28S	149 10 40.87E	18	E135/CL60/SW4	NIL
22	21 10 31.50S	149 10 38.80E	18	E135/CL60/SW4	NIL
22A	21 10 31.22S	149 10 39.28E	18	E135/CL60/SW4	NIL
HELIPAD NORTH	21 10 23.98S	149 10 51.18E	18	NH90	N/A
HELIPAD SOUTH	21 10 25.40S	149 10 52.14E	18	NH90	N/A

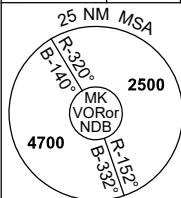
Changes: HELIPAD NORTH AND SOUTH CAPACITY UPDATE.

BMKAP01-167

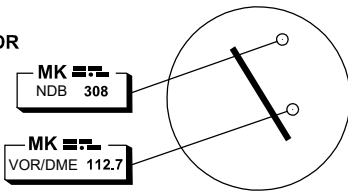
DME or GNSS ARRIVAL PROCEDURES MACKAY, QLD (YBMK) Page 1

1 DEC 2022

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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DME USING MK DME REFERENCE WAYPOINT MK VOR



10 NM MSA 3100

AD ELEV 19

SECTOR A

MISSED APPROACH:
TURN LEFT,
TRACK 130°.
CLIMB TO 2500FT.

NM TO MK VOR	22	15	11	8	5	4	2	0						
CIRCLING MINIMA	A,B: 710-2.4			C: 900-4.0			D: 1160-5.0							
NM TO MK VOR	11	10	9	8	7	6	5	4	3	2	1.4	1	0.7	0.2
ALT (3.29° APCH PATH)	4500	4150	3800	3450	3100	2750	2400	2060	1710	1360	1160	1010	900	710

SECTOR B

MISSED APPROACH:
TURN AS APPROPRIATE,
TRACK 130°.
CLIMB TO 2500FT.

NM TO MK VOR	25	17	15	13	8	6	3	0							
CIRCLING MINIMA	A,B: 810-2.4			C: 900-4.0			D: 1160-5.0								
NM TO MK VOR	13	12	11	10	9	8	7	6	5	4	3	2	1.9	1.1	0.9
ALT (3° APCH PATH)	4700	4370	4050	3730	3410	3090	2770	2460	2140	1820	1500	1180	1160	900	810

SECTOR C

MISSED APPROACH:
TURN RIGHT,
TRACK 060°.
CLIMB TO 2500FT OR
AS DIRECTED BY ATC.

NM TO MK VOR	25	17	15	13	8	5	3	0							
CIRCLING MINIMA	A,B: 710-2.4			C: 900-4.0			D: 1160-5.0								
NM TO MK VOR	14	12	10	9	8	7	6	5	4	3	2	1.9	1.1	1	0.5
ALT (3° APCH PATH)	5000	4370	3730	3410	3100	2780	2460	2140	1820	1500	1180	1160	900	870	710

Changes: CORAL APP FREQUENCY.

BMKDG01-173

DME or GNSS ARRIVAL PROCEDURES MACKAY, QLD (YBMK) Page 2

1 DEC 2022

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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**DME USING MK DME
REFERENCE WAYPOINT MK VOR**

10 NM MSA 3100

AD ELEV 19

SECTOR D

MISSED APPROACH:
TURN RIGHT,
TRACK 060°. CLIMB TO 2500FT.

NM TO MK VOR	25	15	12	10	8	5	4	3	2	1.4	1	0.6	0.1		
CIRCLING MINIMA	A,B: 710-2.4			C: 900-4.0		D: 1160-5.0									
ALT(3.4° APCH PATH)	5000	4640	4280	3920	3560	3200	2830	2470	2110	1750	1390	1160	1030	900	710

SECTOR E

MISSED APPROACH:
TURN RIGHT,
TRACK 130°. CLIMB TO 2500FT.

NM TO MK VOR	25	15	13	8	5	4	2	1	0.9	0.2	0			
CIRCLING MINIMA	A,B: 820-2.4			C: 900-4.0		D: 1160-5.0								
ALT(3.49° APCH PATH)	4700	4520	4150	3780	3410	3040	2670	2300	1930	1560	1190	1160	900	820

**STANDARD INSTRUMENT DEPARTURES (SID)
MACKAY TWO DEPARTURE (RADAR)
MACKAY, QLD (YBMK)**

1 DEC 2022

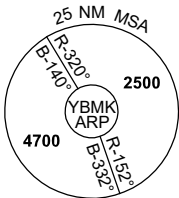
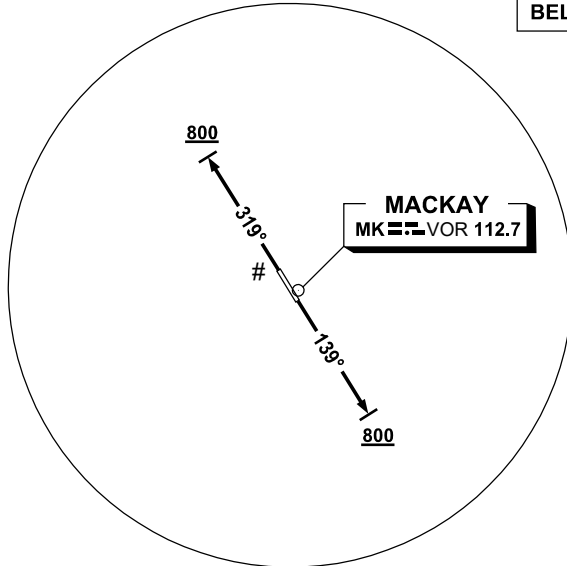
ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000FT**

CAUTION:
1. TREES IN
RWY 32 DEP
AREA.



10 NM MSA 3100

MACKAY TWO DEPARTURE (RADAR)

RWY 14

- GRAD 3.3%
- Track 139°
- AT or ABV 800ft turn to assigned heading or track

RWY 32

- GRAD 3.7% to 800ft, then 3.3%
- Track 319°
- AT or ABV 800ft 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.

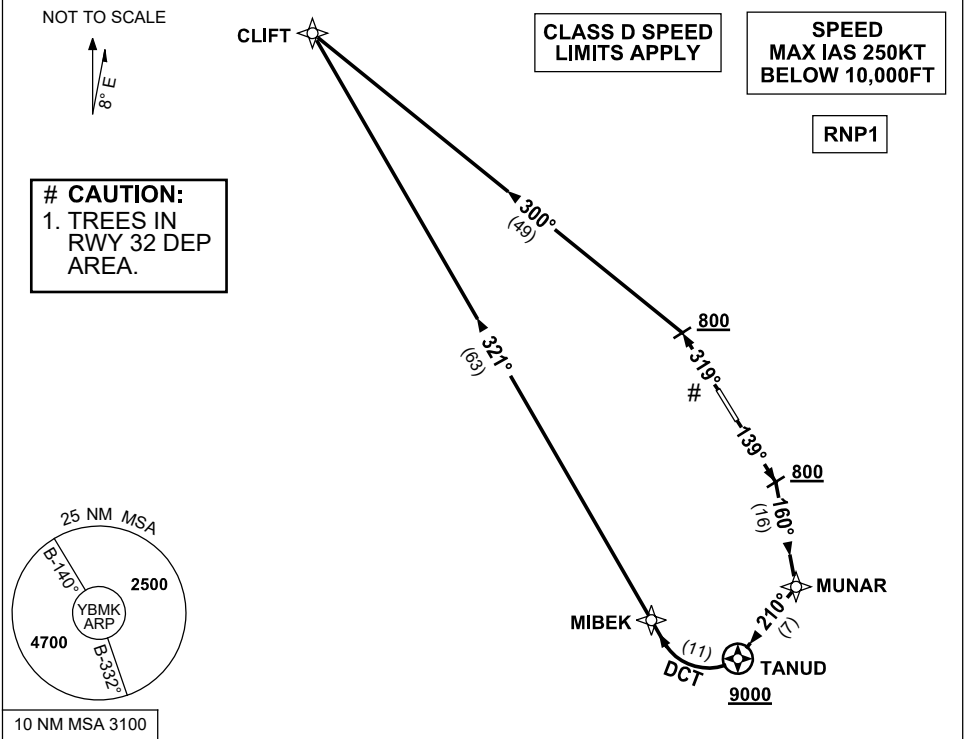
Changes: CORAL APP FREQUENCY, Editorial.

BMKDP01-173

**STANDARD INSTRUMENT DEPARTURES (SID)
CLIFT THREE DEPARTURE (RNAV)
MACKAY, QLD (YBMK)**

30 NOV 2023

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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CLIFT THREE DEPARTURE

RWY 14

- GRAD 3.3% (5.6% to 9000ft)
- Track 139°
- AT or ABV 800ft turn RIGHT, intercept 160° to MUNAR
- Turn RIGHT, track 210° to TANUD
Cross TANUD AT or ABV 9000ft
- Turn RIGHT, track DCT to MIBEK
- Turn RIGHT, track 321° to CLIFT, thence as cleared

RWY 32

- GRAD 3.7% to 800ft, thence 3.3%
- Track 319°
- AT or ABV 800ft turn LEFT, intercept 300° to CLIFT, thence as cleared

**STANDARD INSTRUMENT DEPARTURES (SID)
MUNAR ONE DEPARTURE (RNAV)
MACKAY, QLD (YBMK)**

30 NOV 2023

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

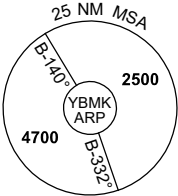
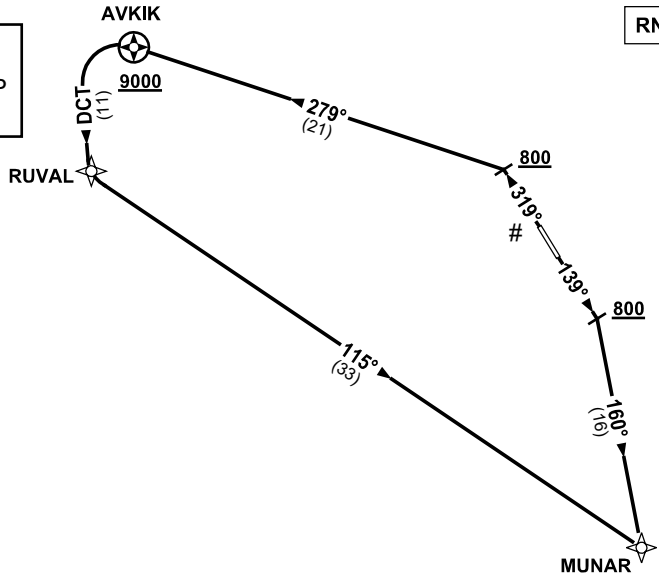


**CLASS D SPEED
LIMITS APPLY**

**SPEED
MAX IAS 250KT
BELOW 10,000FT**

RNP1

CAUTION:
1. TREES IN
RWY 32 DEP
AREA.



10 NM MSA 3100

MUNAR ONE DEPARTURE

RWY 14

- GRAD 3.3%
- Track 139°
- AT or ABV 800ft turn RIGHT, intercept 160° to MUNAR, thence as cleared

RWY 32

- GRAD 3.7% to 800ft, then 3.3% (6.0% to 9000ft)
- Track 319°
- AT or ABV 800ft turn LEFT, intercept 279° to AVKIK
- **Cross AVKIK AT or ABV 9000ft**
- Turn LEFT, track DCT to RUVAL
- Turn LEFT, track 115° to MUNAR, thence as cleared

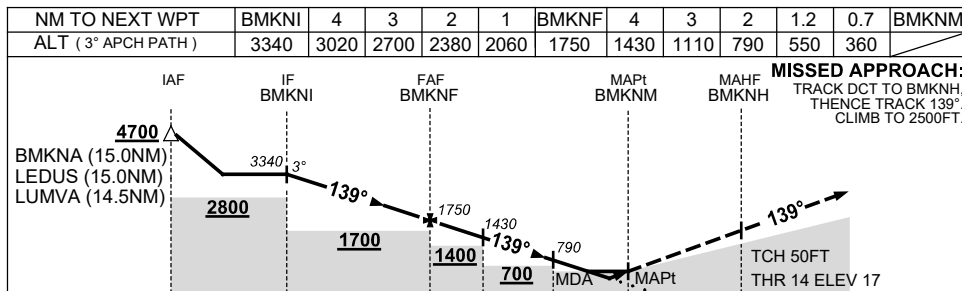
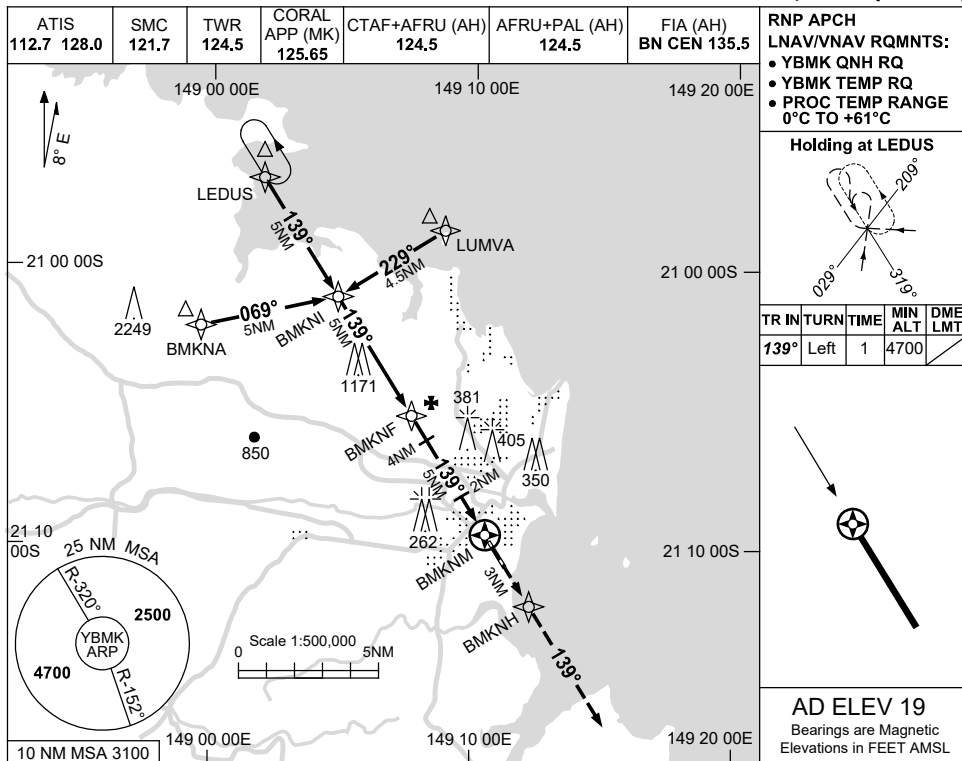
Changes: AVKIK REPLACES HARPO, MUNAR REPLACES POONA, CHART TITLE, Editorial.

BMKDP03-177

USE QNH

RNP RWY 14
MACKAY, QLD (YBMK)

1 DEC 2022



CATEGORY	A	B	C	D
LNAV/VNAV		360 (343-1.9)		
LNAV		550 (531-3.0)		
CIRCLING	710 (691-2.4)	900 (881-4.0)		1160 (1141-5.0)
ALTERNATE	(1191-4.4)		(1381-6.0)	(1641-7.0)

NOTES

- MAX IAS:
INITIAL : 210KT.
- CAUTION: PROC IS OVERLAID BY VICTOR ISLAND EAST (YVIE) AND WEST (YVIV) PROCS. ACFT SEPARATION NOT ASSURED.
- HLDG NOT CONTAINED IN CTA.

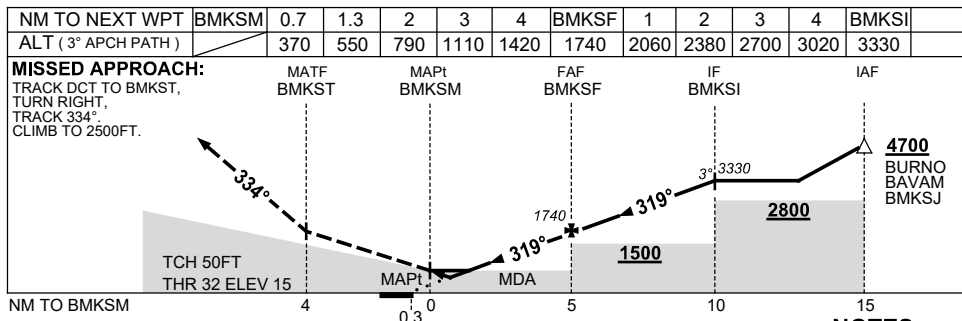
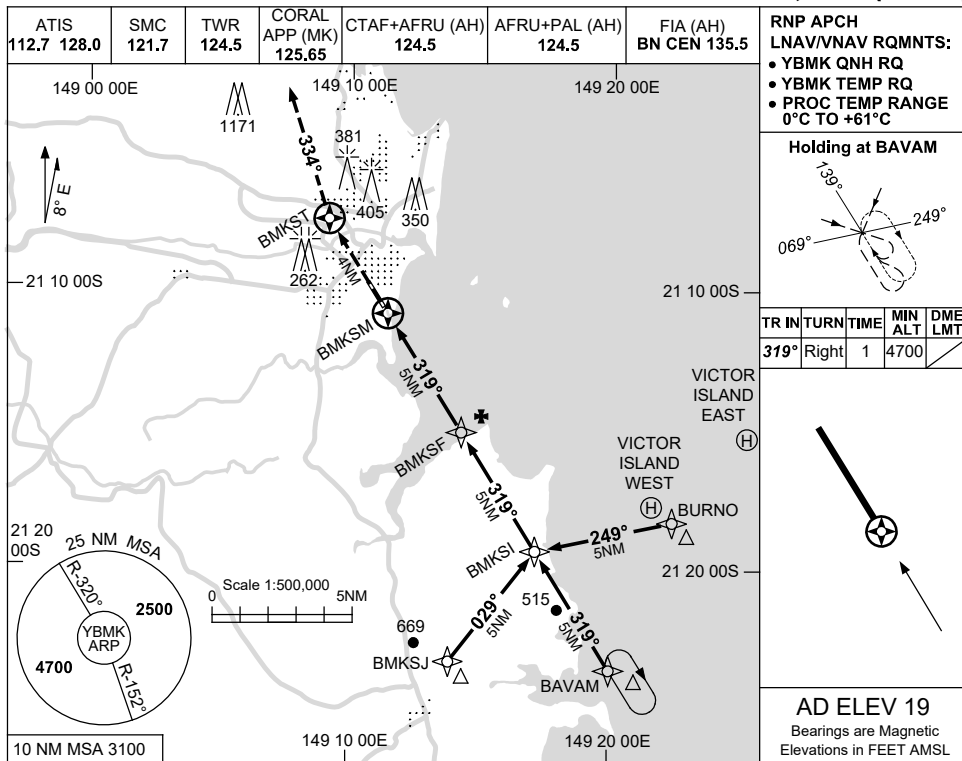
Changes: CORAL APP FREQUENCY.

BMKGN01-173

USE QNH

RNP RWY 32
MACKAY, QLD (YBMK)

1 DEC 2022



- NOTES**
- MAX IAS:
INITIAL : 210KT.
 - CAUTION: PROC IS OVERLAID BY VICTOR ISLAND EAST (YVIE) AND WEST (YVW) PROCS. ACFT SEPARATION NOT ASSURED.
 - HLDG NOT CONTAINED IN CTA.

CATEGORY	A	B	C	D
LNAV/VNAV		370 (355-2.0)		
LNAV		550 (531-3.0)		
CIRCLING	710 (691-2.4)	900 (881-4.0)		1160 (1141-5.0)
ALTERNATE	(1191-4.4)		(1381-6.0)	(1641-7.0)

Changes: CORAL APP FREQUENCY.

BMKGN02-173

NOISE ABATEMENT PROCEDURES

MACKAY

1. PREFERRED RUNWAYS

- 1.1 LANDING RWY 32
1.2 TAKE-OFF RWY 14

2. PREFERRED FLIGHT PATHS

2.1 - Arriving Aircraft

- (a) Landing RWY 32:
From the SOUTH - make a straight-in approach or overfly for a LEFT base.
From the WEST, NORTH and NORTH-EAST - track for a LEFT base.
- (b) Landing RWY 14:
From the NORTH and NORTH-EAST - make a straight-in approach or overfly for a RIGHT base.
From the SOUTH and WEST - track for a RIGHT base, or track for a LEFT base seaward of the coast until NORTH of the Pioneer River

ID

ID

2.2 - Departing Aircraft

- (a) Departing RWY 32:
To the WEST or SOUTH - turn LEFT.
To the NORTH or NORTH-EAST - no restrictions.
- (b) Departing RWY 14:
All departing aircraft are to turn RIGHT or continue straight ahead, except that LEFT turns are permitted, provided aircraft keep seaward of the coast until NORTH of the Pioneer River.

ID

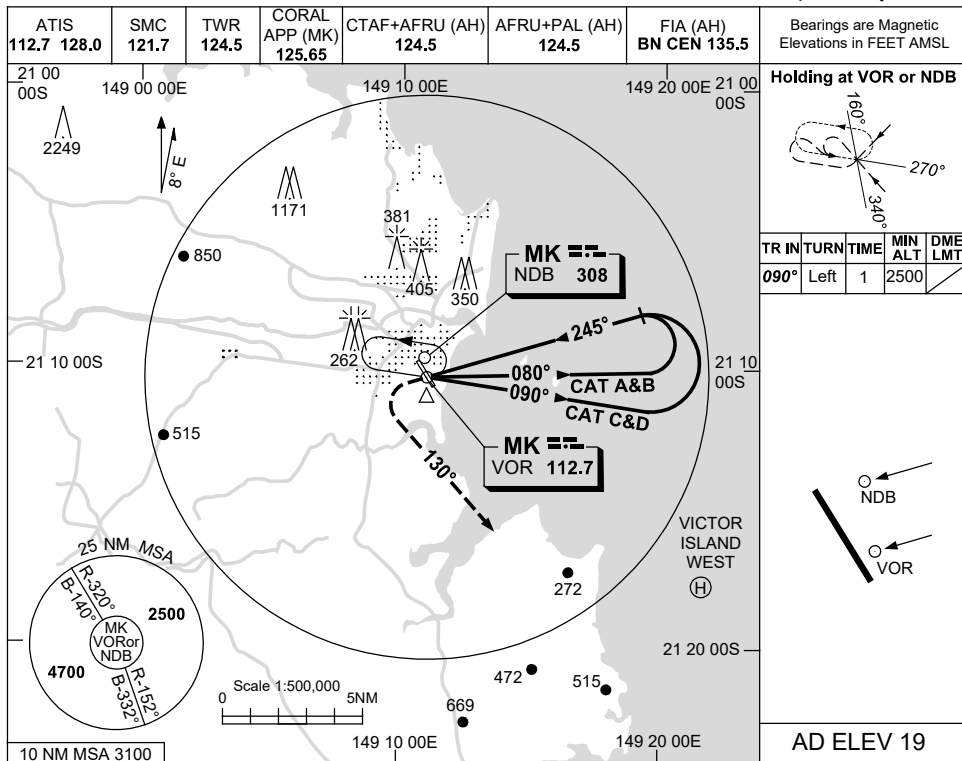
3. TRAINING FLIGHTS

See AIP/ERSA.

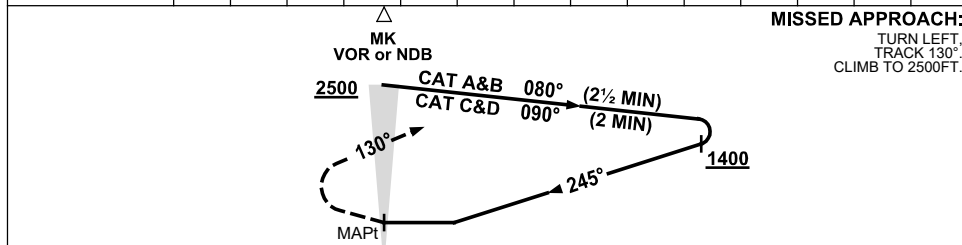
USE QNH

NDB-A or VOR-A
MACKAY, QLD (YBMK)

1 DEC 2022



DME DIST	NOT APPLICABLE						
ALT							



NOTES

1. MAX IAS :
 HOLDING : 200KT.
 INITIAL : 210KT.
 MAPt : 240KT.
2. **CAUTION:** PROC IS OVERLAID BY VICTOR ISLAND EAST (YVIE) & WEST (YVIW) PROCS. ACFT SEPARATION NOT ASSURED.
3. HLDG NOT CONTAINED IN CTA.

CATEGORY	A	B	C	D
CIRCLING	710 (691-2.4)	900 (881-4.0)	1160 (1141-5.0)	
ALTERNATE	(1191-4.4)	(1381-6.0)	(1641-7.0)	

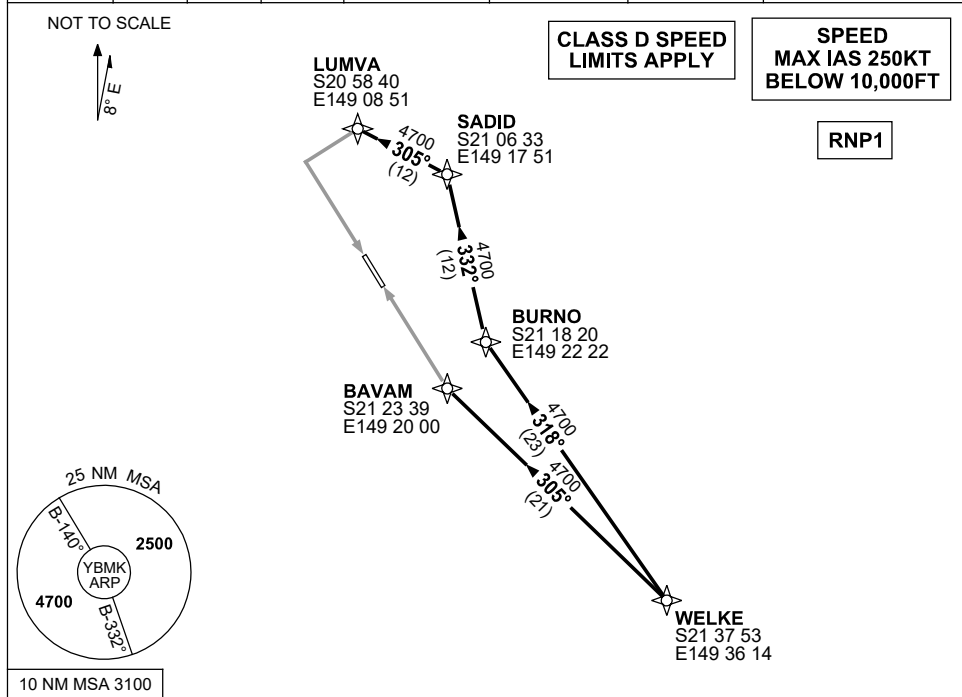
Changes: CORAL APP FREQUENCY.

BMKNB01-173

**STANDARD INSTRUMENT ARRIVAL (STAR)
WELKE ONE ARRIVAL (RNAV)
MACKAY, QLD (YBMK)**

1 DEC 2022

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: WELKE ONE

RWY 14

- From WELKE track 318° to BURNO
- Turn RIGHT, track 332° to SADID
- Turn LEFT, track 305° to LUMVA
- Track via RNP RWY 14

RWY 32

- From WELKE track 305° to BAVAM
- Track via RNP RWY 32

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

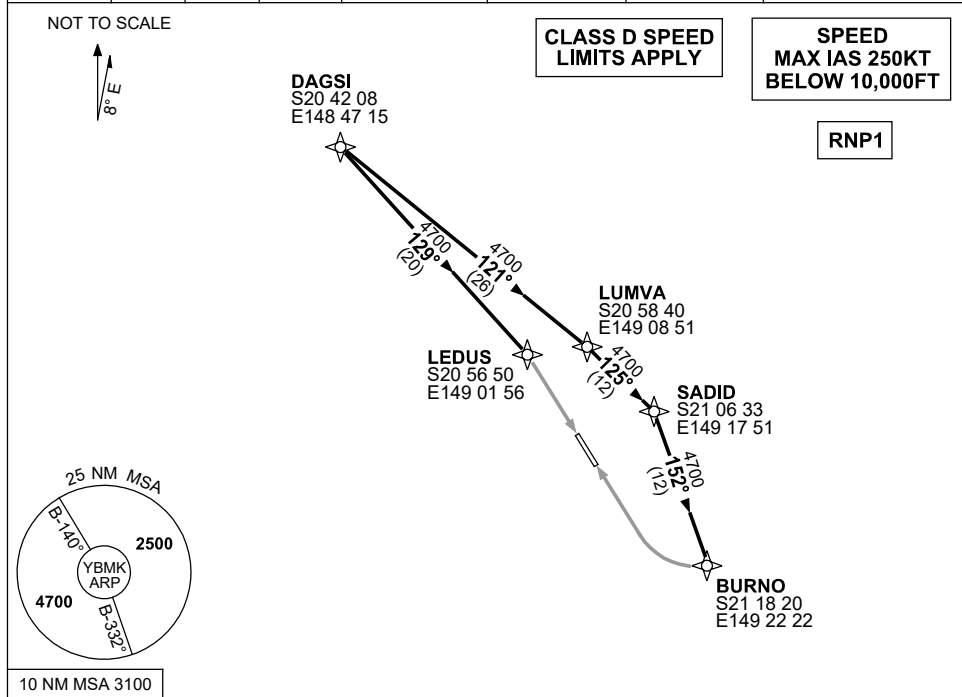
Changes: CORAL APP FREQUENCY.

BMKSR01-173

**STANDARD INSTRUMENT ARRIVAL (STAR)
DAGSI ONE ARRIVAL (RNAV)
MACKAY, QLD (YBMK)**

1 DEC 2022

ATIS 112.7 128.0	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: DAGSI ONE

RWY 14

- From DAGSI track 129° to LEDUS
- Track via RNP RWY 14

RWY 32

- From DAGSI track 121° to LUMVA
- Turn RIGHT, Track 125° to SADID
- Turn RIGHT, Track 152° to BURNO
- Track via RNP RWY 32

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

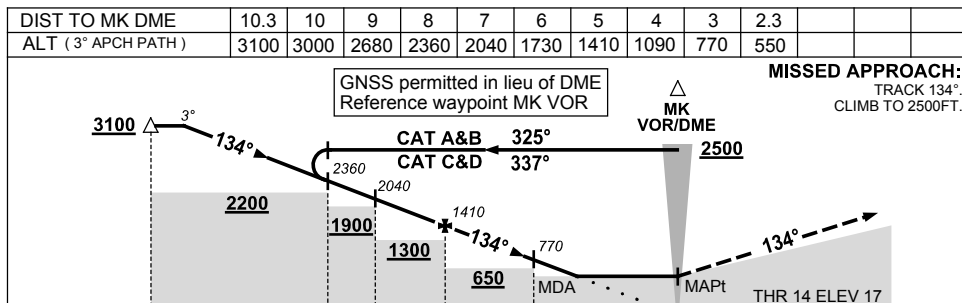
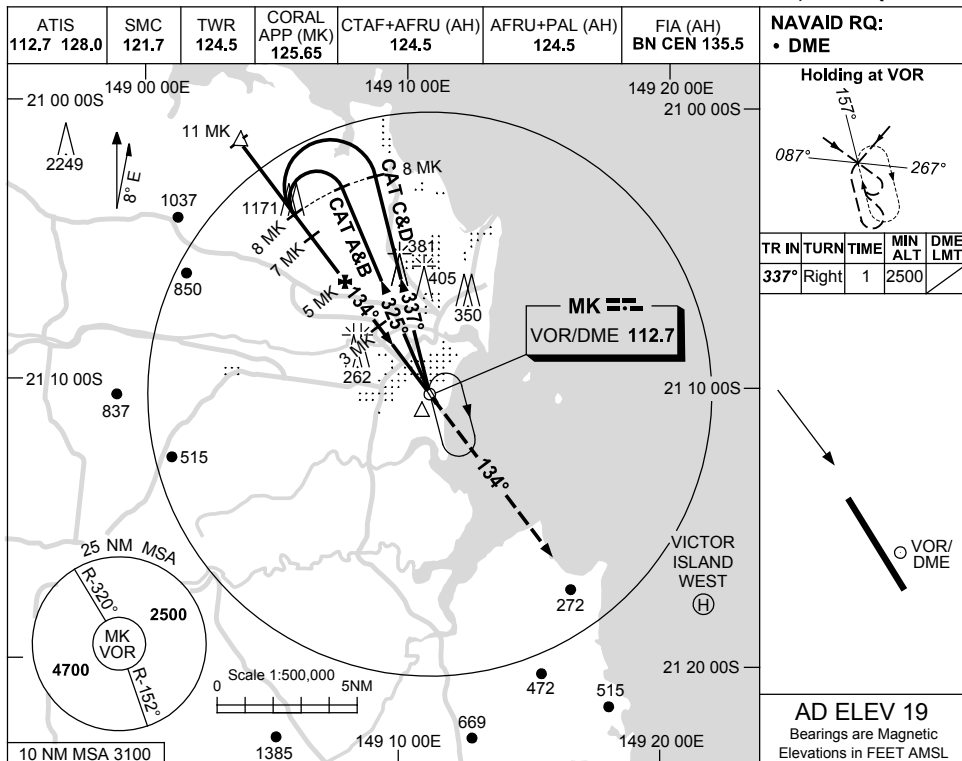
Changes: CORAL APP FREQUENCY.

BMKSR02-173

USE QNH

VOR RWY 14
MACKAY, QLD (YBMK)

13 JUN 2024



NOTES

1. MAX IAS: : 210KT.
 INITIAL : 230KT.
 HOLDING : 230KT.
2. **CAUTION:** PROC IS OVERLAID BY VICTOR ISLAND EAST (YVIE) & WEST (YVIW) PROCs. ACFT SEPARATION NOT ASSURED.
3. HLDG NOT CONTAINED IN CTA.

CATEGORY	A	B	C	D
S-I VOR/DME	550 (531-3.0)			
CIRCLING	710 (691-2.4)	900 (881-4.0)	1160 (1141-5.0)	
ALTERNATE	(1191-4.4) (1381-6.0) (1641-7.0)			

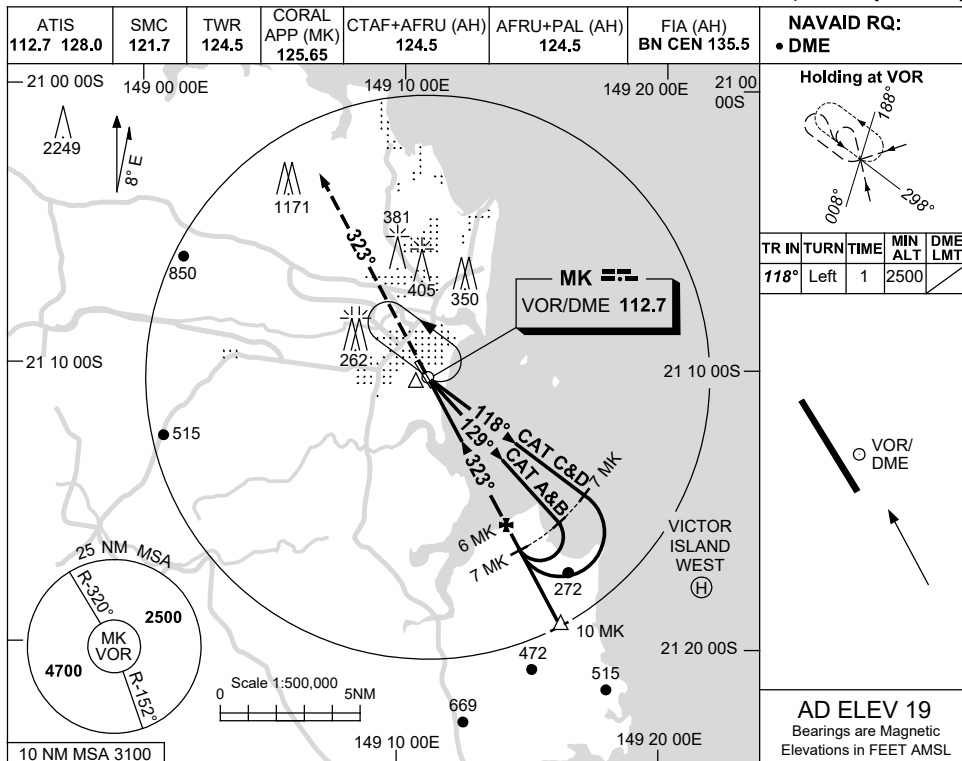
Changes: S-I VOR/DME MINIMA.

BMKVO01-179

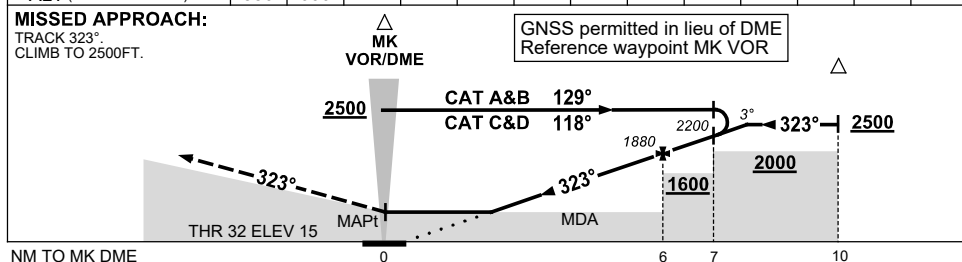
USE QNH

VOR RWY 32
MACKAY, QLD (YBMK)

1 DEC 2022



DIST TO MK DME	1.8	2	3	4	5	6	7	7.9				
ALT (3° APCH PATH)	550	600	920	1240	1560	1880	2200	2500				



NOTES

1. MAX IAS:
HOLDING: 200KT.
INITIAL : 210KT.
2. **CAUTION:** PROC IS OVERLAID BY VICTOR ISLAND EAST (YVIE) & WEST (YVIW) PROCS. ACFT SEPARATION NOT ASSURED.
3. HLDG NOT CONTAINED IN CTA.

CATEGORY	A	B	C	D
S-I VOR/DME	550 (531-3.0)			
CIRCLING	710 (691-2.4)	900 (881-4.0)	1160 (1141-5.0)	
ALTERNATE	(1191-4.4)	(1381-6.0)	(1641-7.0)	

Changes: CORAL APP FREQUENCY.

BMKVO02-173