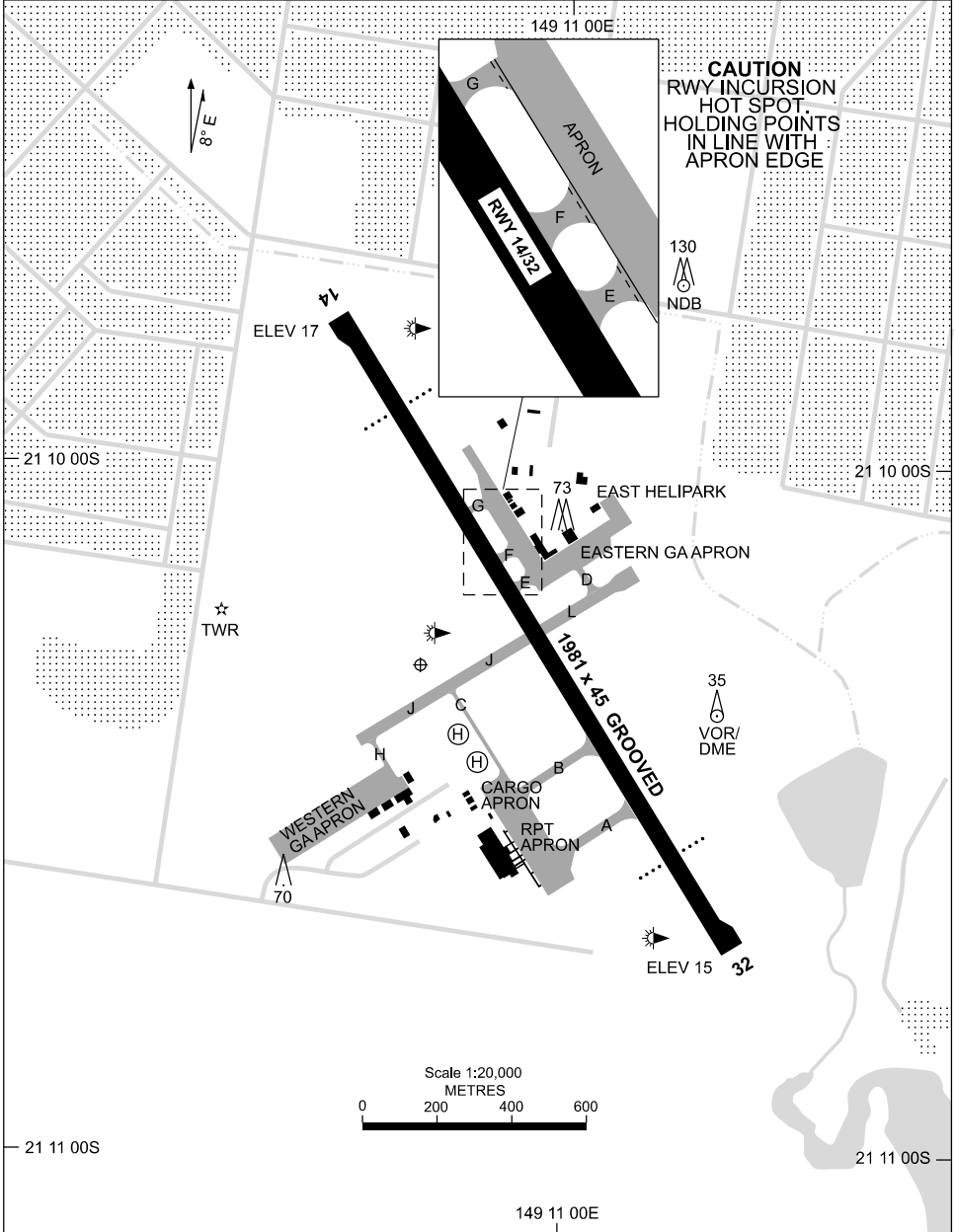


19 MAR 2026

AD ELEV 19
21 10 17S 149 10 47E

AERODROME CHART - Page 1
MACKAY, QLD (YBMK)

ATIS 112.7 128.0	AWIS 133.05	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: AWIS FREQUENCY.

BMKAD01-186

19 MAR 2026

AD ELEV 19
21 10 17S 149 10 47E

AERODROME CHART - Page 2
MACKAY, QLD (YBMK)

ATIS 112.7 128.0	AWIS 133.05	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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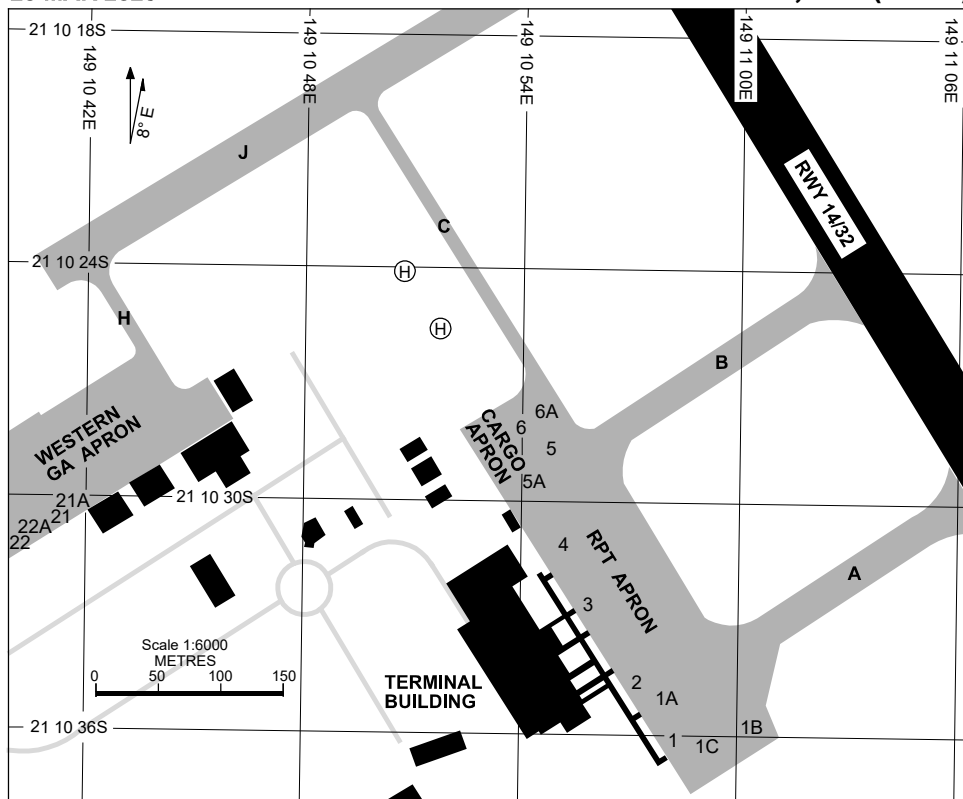
RWY	AERODROME LIGHTING	
	ABN : ALTN W/G 8 SEC	
	TAXIWAY : GREEN CENTRELINE TWY A, B, E, H, J	
	RL : AFRU+PAL 124.5 , SDBY (EXC WDI RWY 14) SWITCH TIME 15 SEC.	
14 ¹³⁹	PAPI 3.0° 53.3FT MIRL (STAGE 2 AH) RTIL	
319 32	PAPI 3.0° 53.3FT MIRL (STAGE 2 AH)	

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.
- 2. AWIS RQ ONE ONE-SEC PULSE TO ACT.

20 MAR 2025

APRON CHART - RPT MACKAY, QLD (YBMK)



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	AT72	NIL
6A	21 10 27.32S	149 10 55.22E	18	SF34	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

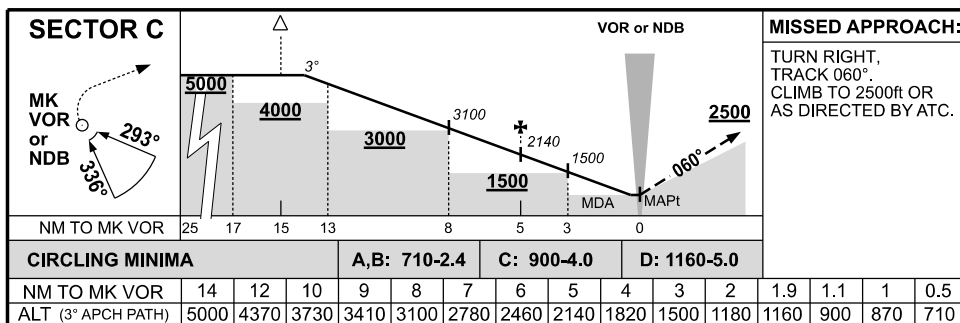
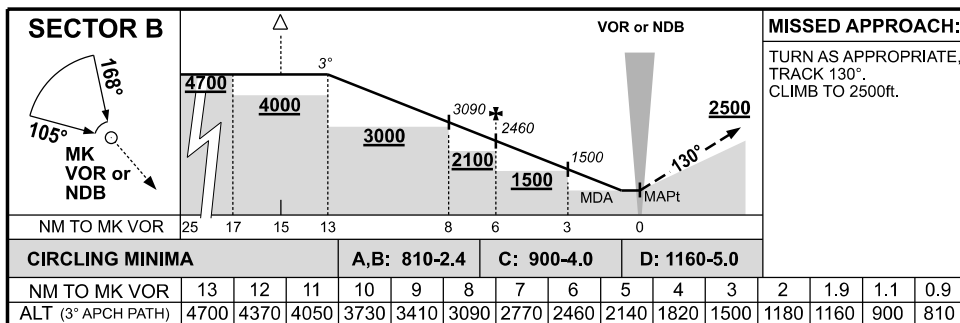
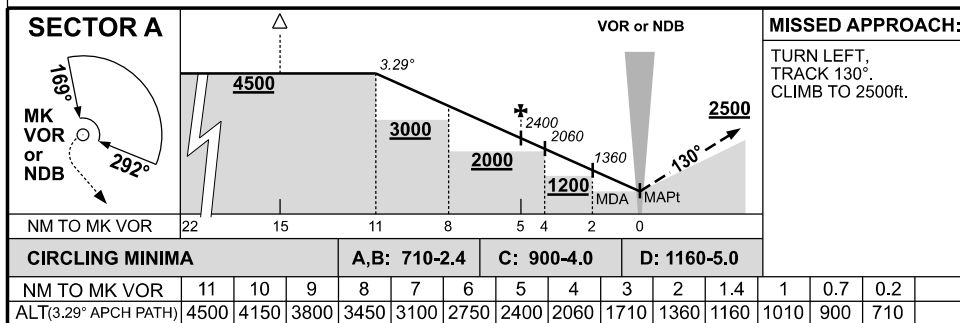
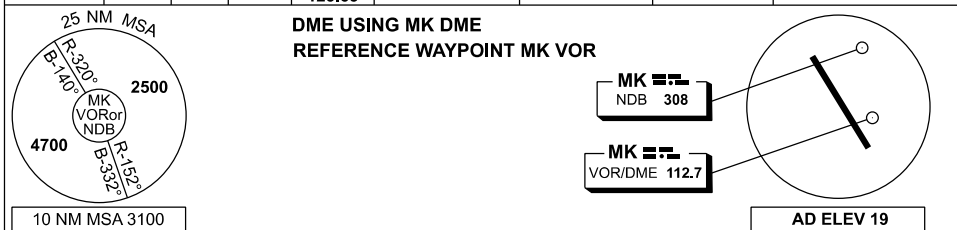
Changes: 6 AND 6A CAPACITY UPDATE.

BMKAP01-182

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

19 MAR 2026

ATIS 112.7 128.0	AWIS 133.05	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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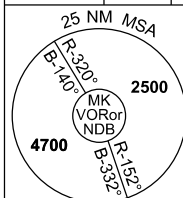
Changes: AWIS FREQUENCY.

BMKDG01-186

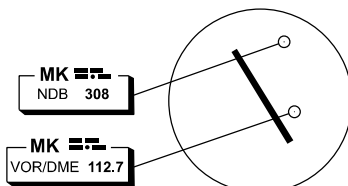
DME or GNSS ARRIVAL PROCEDURES MACKAY, QLD (YBMK) Page 2

19 MAR 2026

ATIS 112.7 128.0	AWIS 133.05	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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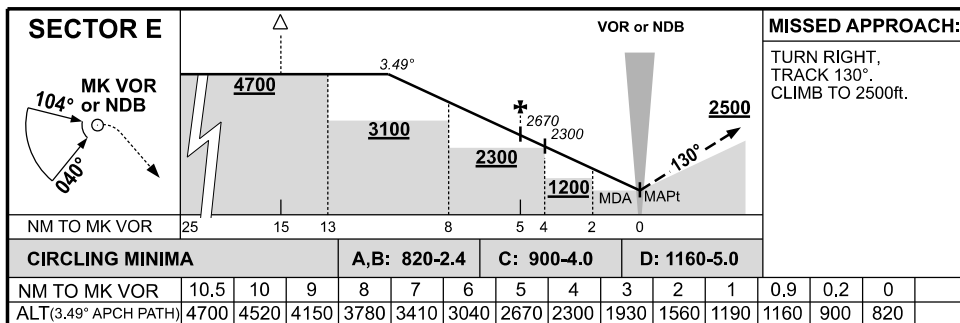
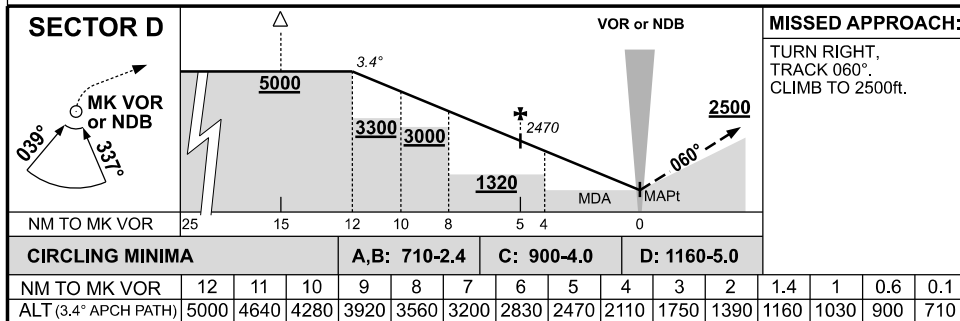


DME USING MK DME REFERENCE WAYPOINT MK VOR



10 NM MSA 3100

AD ELEV 19



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

19 MAR 2026

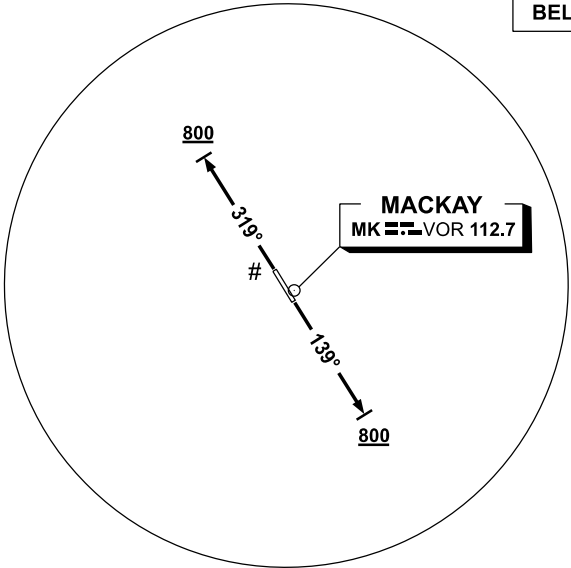
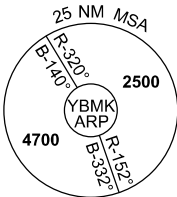
ATIS 112.7 128.0	AWIS 133.05	SMC 121.7	TWR 124.5	CORAL APP (MK) 125.65	CTAF+AFRU (AH) 124.5	AFRU+PAL (AH) 124.5	FIA (AH) BN CEN 135.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



CAUTION:
1. TREES IN
RWY 32 DEP
AREA.

SPEED
MAX IAS 250KT
BELOW 10,000ft



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.

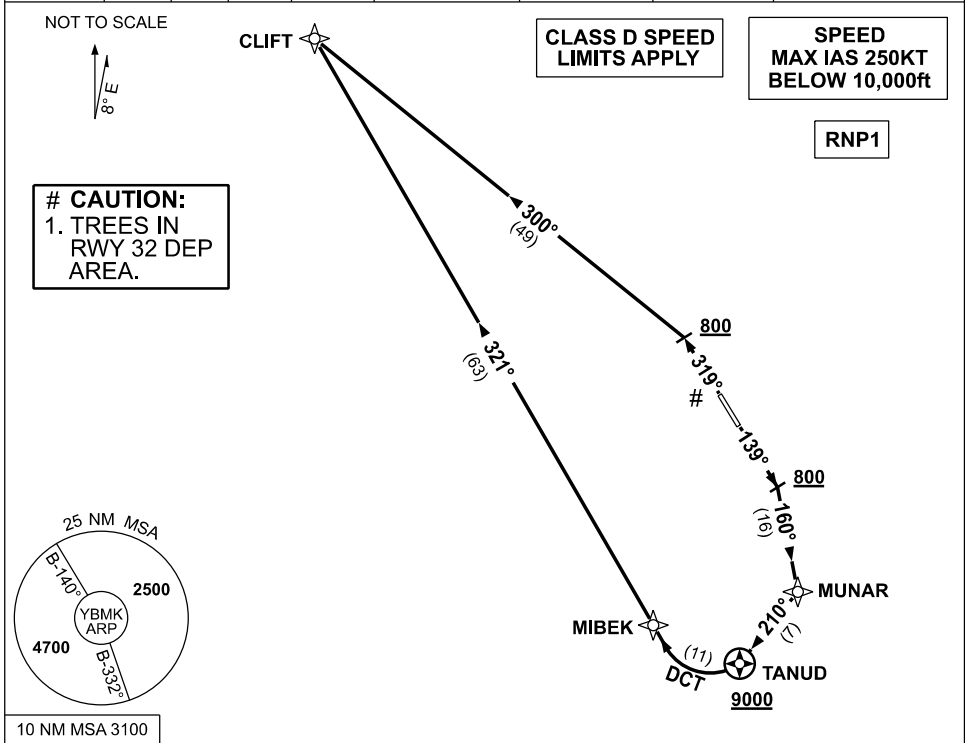
Changes: AWIS FREQUENCY.

BMKDP01-186

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

19 MAR 2026

ATIS 112.7 128.0	AWIS 133.05	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, then as cleared

RWY 32

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

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

19 MAR 2026

ATIS 112.7 128.0	AWIS 133.05	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

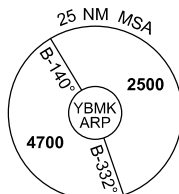
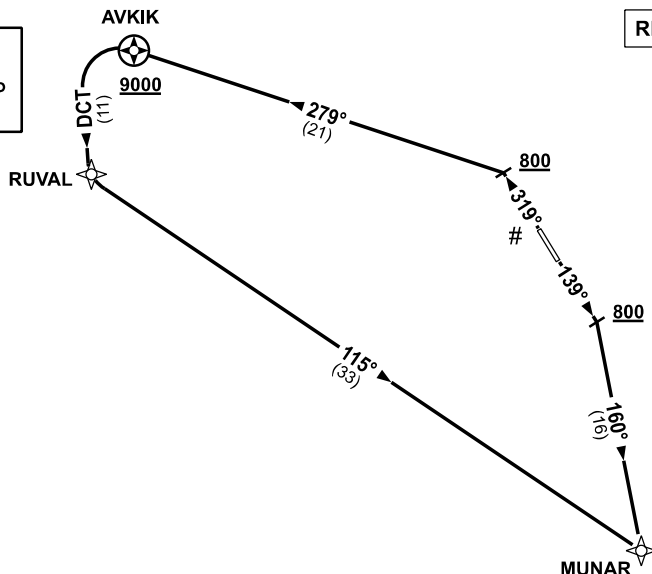


CLASS D SPEED
LIMITS APPLY

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, then as cleared

RWY 32

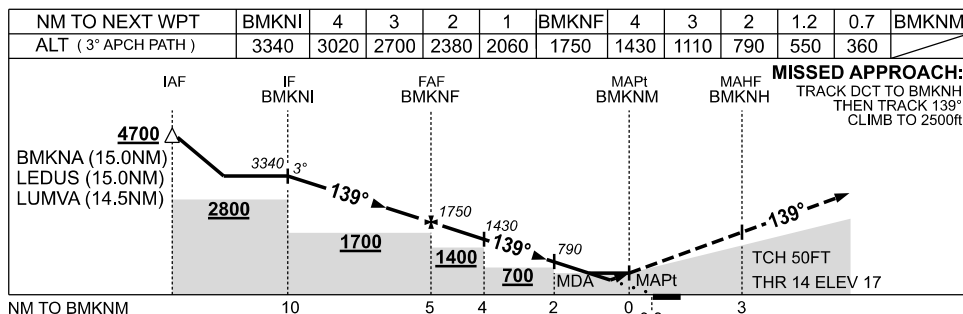
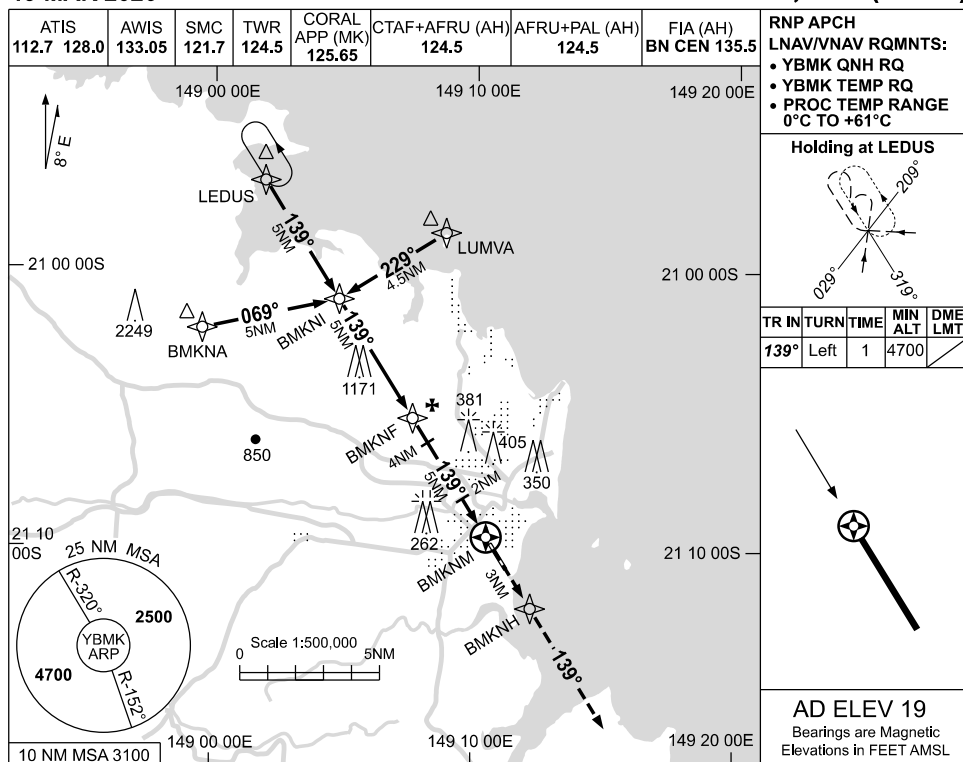
- GRAD 3.7% to 800ft, then 3.3% (6.0% to 9000ft)
- Track 319°
- AT or ABV 800ft turn LEFT, intercept 279° to AVKIK
- **Cross** AVKIK AT or ABV 9000ft
- Turn LEFT track DCT to RUVAL
- Turn LEFT track 115° to MUNAR, then as cleared

USE QNH

RNP RWY 14

19 MAR 2026

MACKAY, QLD (YBMK)

**NOTES**

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

Changes: AWIS FREQUENCY, Editorial.

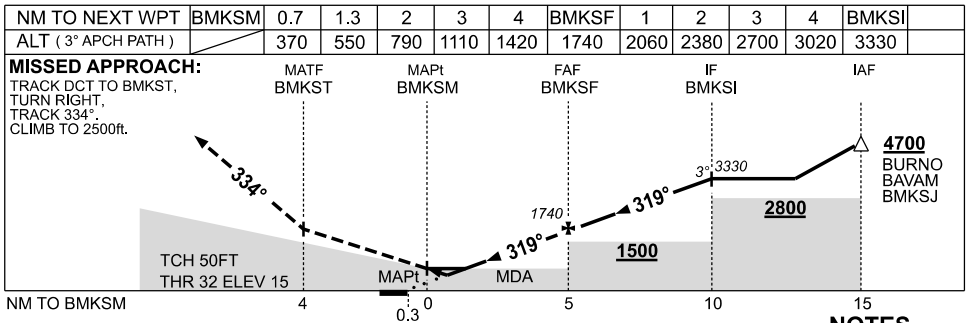
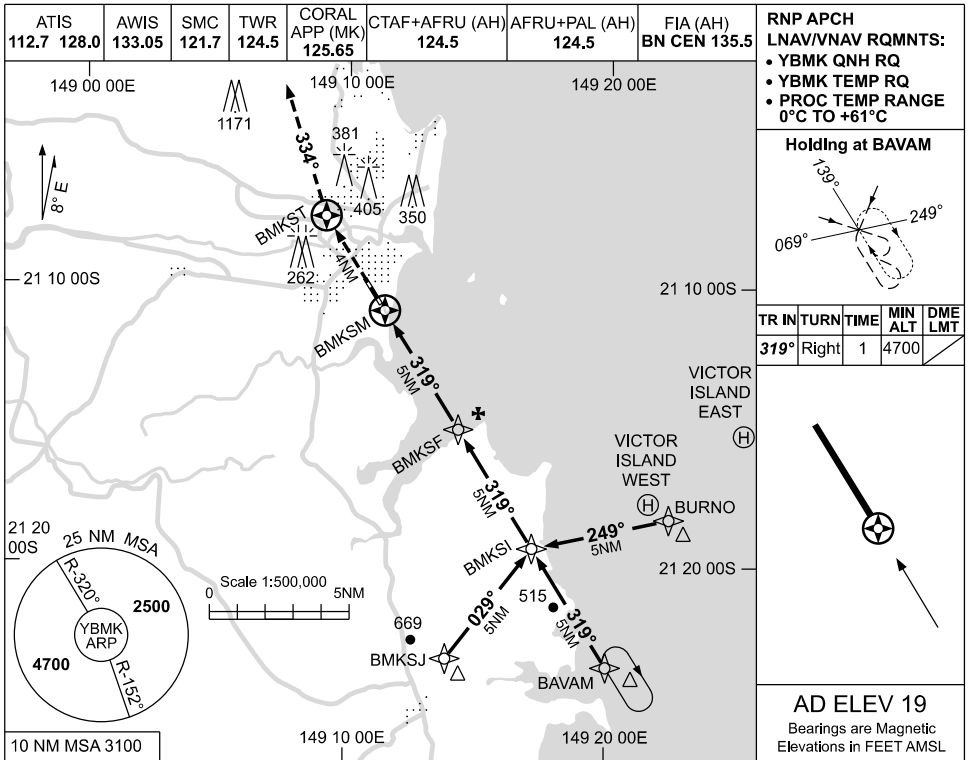
BMKGN01-186

USE QNH

RNP RWY 32

19 MAR 2026

MACKAY, QLD (YBMK)



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.

Changes: AWIS FREQUENCY.

BMKGN02-186

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

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.

3. TRAINING FLIGHTS

See AIP/ERSA.

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

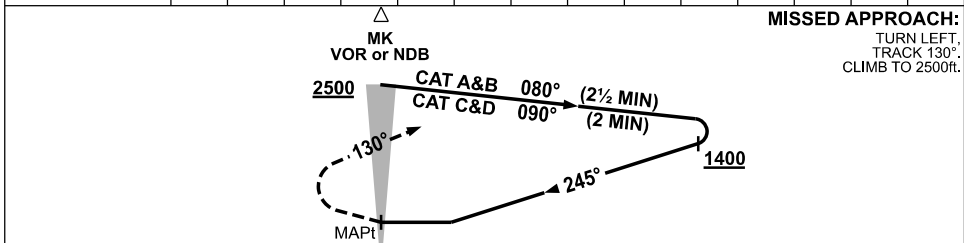
ATIS 112.7 **128.0** **AWIS** 133.05 **SMC** 121.7 **TWR** 124.5 **CORAL APP (MK)** 125.65 **CTAF+AFRU (AH)** 124.5 **AFRU+PAL (AH)** 124.5 **FIA (AH)** BN CEN 135.5

Bearings are Magnetic Elevations in FEET AMSL

Holding at VOR or NDB

TR	TURN	TIME	MIN ALT	DME LMT
090°	Left	1	2500	

AD ELEV 19

[illegible]

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

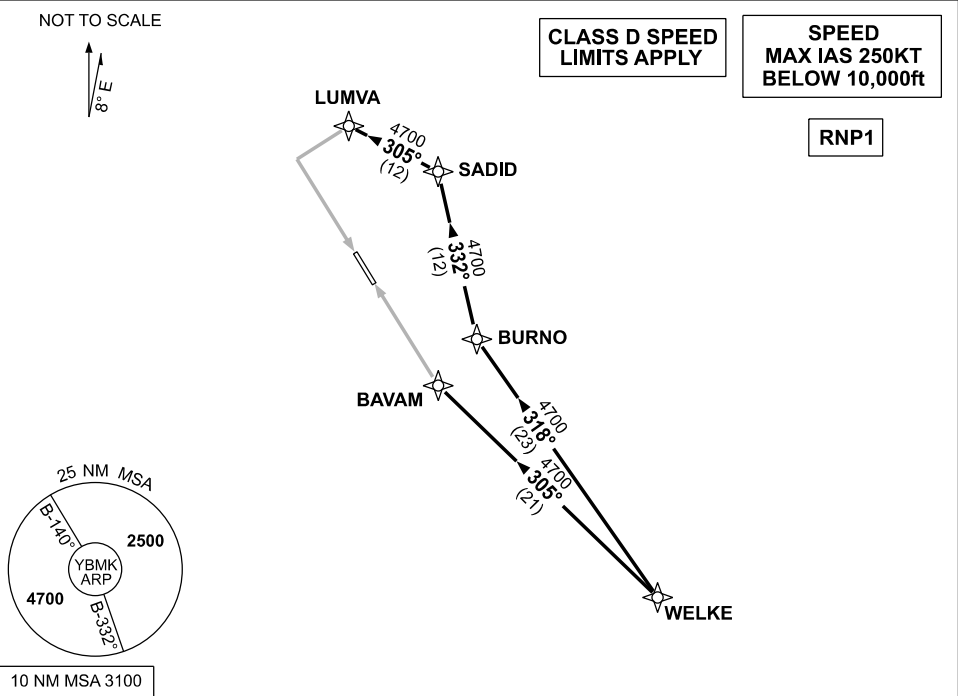
CATEGORY	A	B	C	D
CIRCLING	710 (691-2.4)		900 (881-4.0)	1160 (1141-5.0)
ALTERNATE	(1191-4.4)		(1381-6.0)	(1641-7.0)

BMKNB01-186

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

19 MAR 2026

ATIS 112.7 128.0	AWIS 133.05	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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WELKE ONE ARRIVAL

RWY 14

- From WELKE track 318° to BURNNO
- 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.

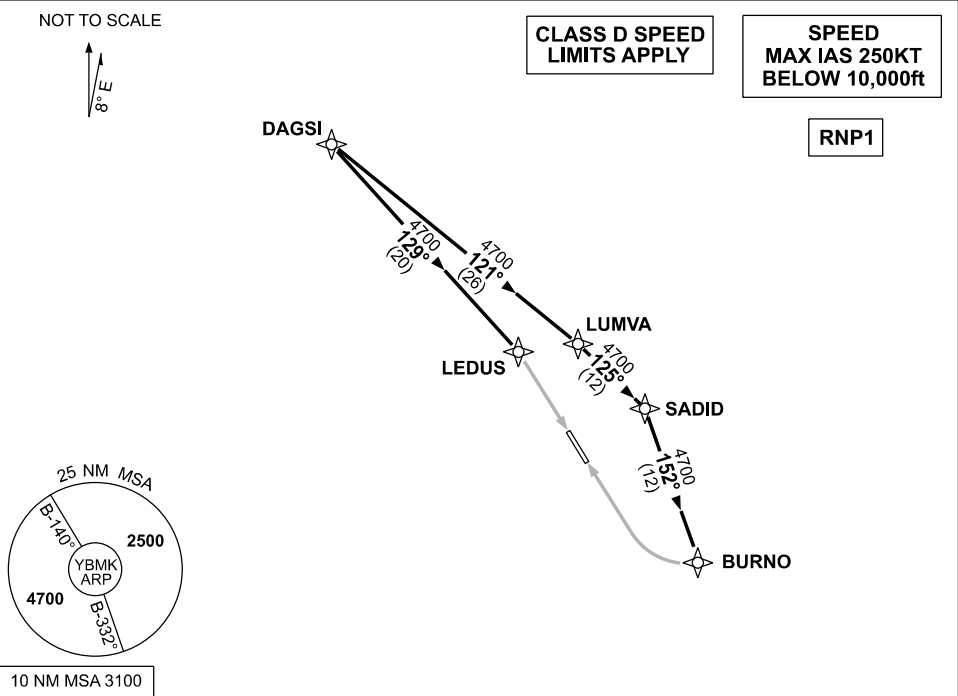
Changes: AWIS FREQUENCY, Editorial.

BMKSR01-186

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

19 MAR 2026

ATIS 112.7 128.0	AWIS 133.05	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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DAGSI ONE ARRIVAL

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: AWIS FREQUENCY.

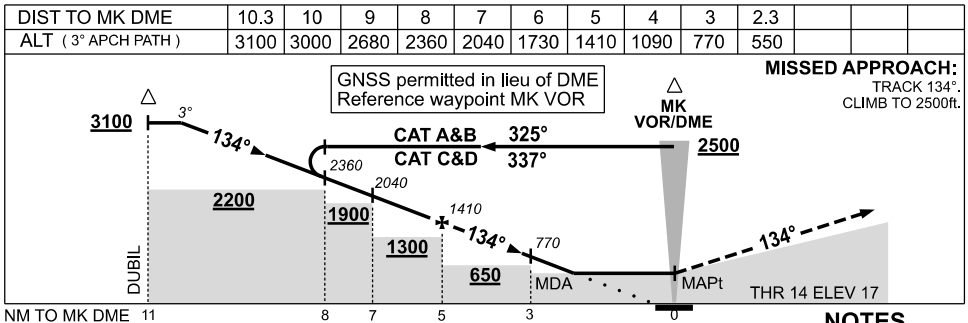
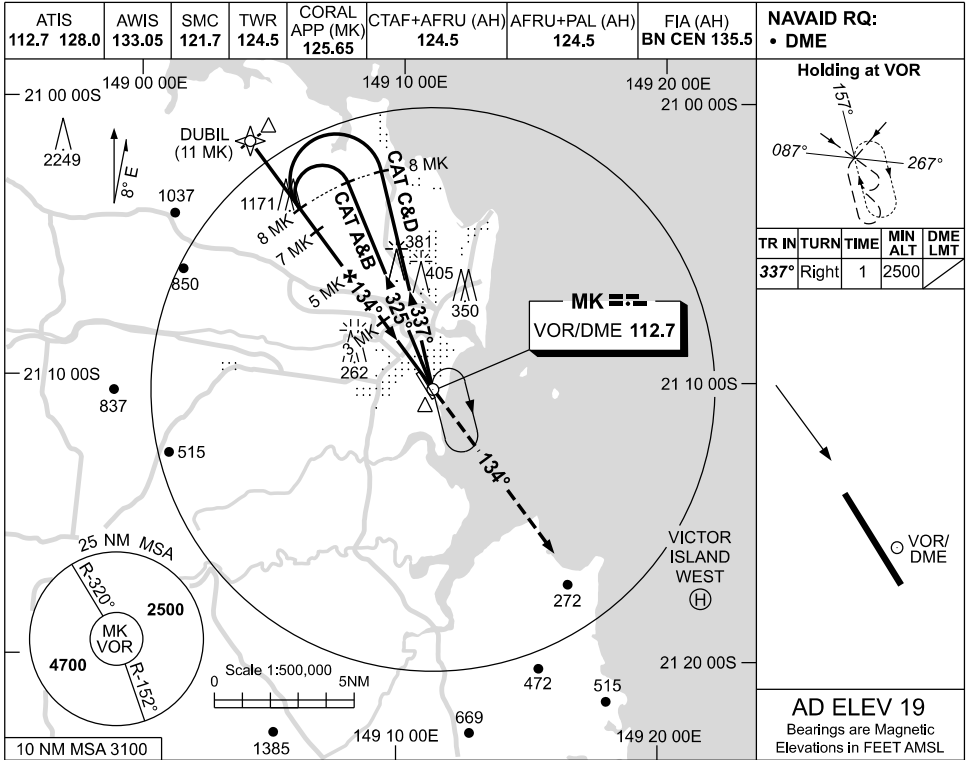
BMKSR02-186

USE QNH

VOR RWY 14

19 MAR 2026

MACKAY, QLD (YBMK)



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)	

- MAX IAS:
INITIAL : 210KT.
HOLDING : 230KT.
- CAUTION:** PROC IS OVERLAP BY VICTOR ISLAND EAST (YVIE) & WEST (YVW) PROCS. ACFT SEPARATION NOT ASSURED.
- HLDG NOT CONTAINED IN CTA.

Changes: WPT DUBIL, AWIS FREQUENCY, Editorial.

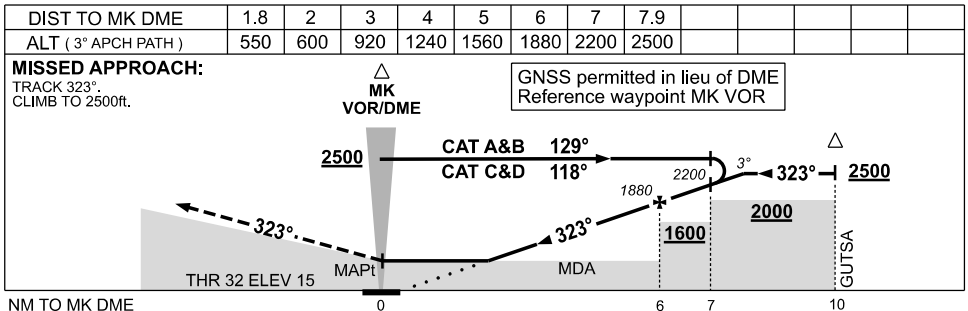
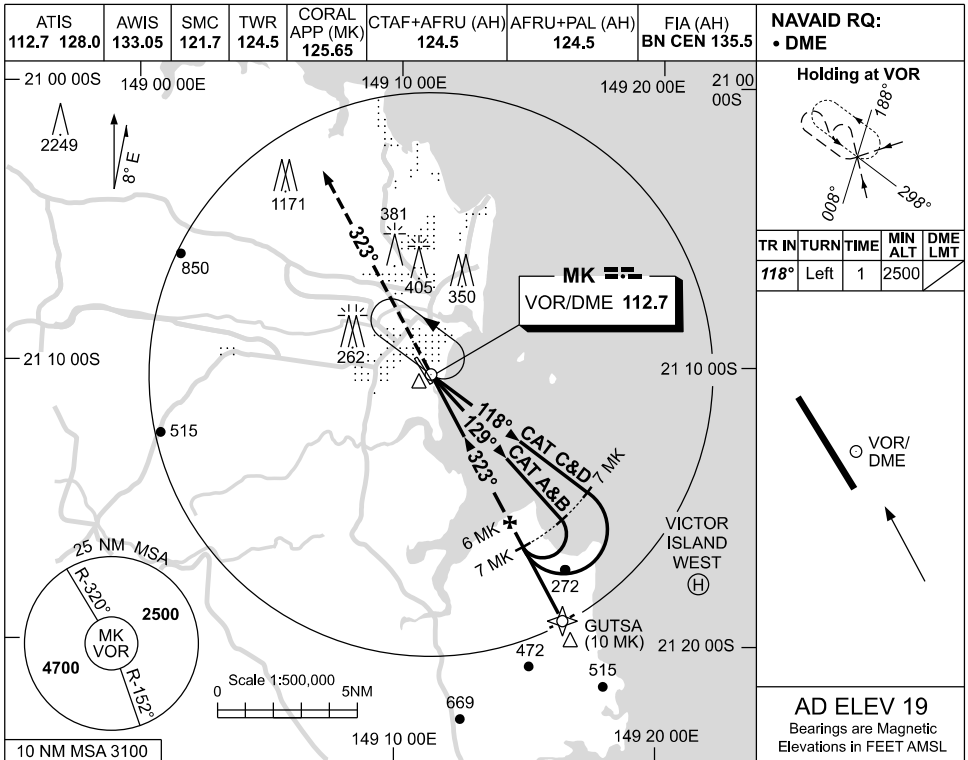
BMKVO01-186

USE QNH

VOR RWY 32

19 MAR 2026

MACKAY, QLD (YBMK)



NOTES

- MAX IAS:
HOLDING : 200KT.
INITIAL : 210KT.
- CAUTION:** PROC IS
OVERLAID BY VICTOR
ISLAND EAST (YVIE)
& WEST (YVIW) PROCS.
ACFT SEPARATION NOT
ASSURED.
- 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: WPT GUTSA, AWIS FREQUENCY, Editorial.

BMKVO02-186