

NDB RWY 03
BUSSELTON, WA (YBLN)

AWIS 128.05	FIA ML CEN 124.9	CTAF + AFRU 127.0	PAL 119.6		Bearings are Magnetic Elevations in FEET AMSL										
					Holding at NDB 										
<table border="1"> <thead> <tr> <th>TR</th> <th>TURN</th> <th>TIME</th> <th>MIN ALT</th> <th>DME LMT</th> </tr> </thead> <tbody> <tr> <td>176°</td> <td>Left</td> <td>1</td> <td>2400</td> <td></td> </tr> </tbody> </table>					TR	TURN	TIME	MIN ALT	DME LMT	176°	Left	1	2400		
TR	TURN	TIME	MIN ALT	DME LMT											
176°	Left	1	2400												
AD ELEV 56															

DIST BY DME																			
ALT																			

NOT APPLICABLE

The diagram illustrates a missed approach procedure. It begins with a solid line segment labeled '1800*' at its start. This segment turns right at a 021° angle. The turn is labeled with two categories: 'CAT A&B 186° (2 1/2 MIN)' and 'CAT C&D 176° (2 MIN)'. The line continues to a point labeled 'MAPt' (Missed Approach Point). From the MAPt, a dashed line extends upwards and to the right, also labeled with a 021° angle. A shaded triangular area represents the obstacle clearance zone, with its apex at a point labeled 'BLN NDB' and an elevation of '2400'. The text 'THR 03 ELEV 56' is located at the bottom right of the diagram.

MISSED APPROACH:
 TRACK 021°;
 CLIMB TO 2400FT.

1. MAX IAS : INITIAL
CAT A/B : 140KTS
CAT C/D : 210KTS
- *2. CAT A/B 1700FT
UNTIL ESTABLISHED
INBOUND
- #3. CIRCLING VALUES
ONLY APPLY TO
THIS PROCEDURE

CATEGORY	A	B	C	D
S-I NDB	1090 (1034 - 5.0)			
CIRCLING [#]	1090 (1034 - 2.4)	1090 (1034 - 4.0)	1150 (1094 - 5.0)	
ALTERNATE	(1534 - 4.4)	(1534 - 6.0)	(1594 - 7.0)	

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