

USE QNH

04 SEP 2025

RNP RWY 36

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This figure is an aeronautical chart for RNP APCH holding at ESDIG. The chart includes:

- AWIS**: 134.05
- FIA**: ML CEN 126.8
- CTAF + AFRU**: 127.75
- AFRU + PAL**: 127.75
- RNP APCH**
- Coordinates**: 143 30 00E, 143 40 00E, 143 50 00E, 140 00 00E; 37 30 00S, 37 30 00S, 37 30 00S, 37 40 00S
- Runways**: RW36, 1698, 1620, 1759
- Airports/Beacons**: BT2SF, BT2SI, BT2SC, BT2SA, ESDIG, 2034, H, 1598, 1870
- Walls**: B-120°, B-080°, 4800, 3100, 4100, 10 NM MSA 3700
- Walls**: 068° 5NM, 352° 3.3NM, 288° 5NM
- Scale**: 1:500,000
- AD ELEV**: 1444
- Bearings**: Magnetic Elevations in FEET AMSL
- Holding at ESDIG** (right side):
 - TR IN TURN TIME MIN ALT DME LMT
 - 352° Left 1 4100
- Notes** (bottom right):
 - *NO CIRCLING

This diagram illustrates the Missed Approach Procedure for Runway 36 (RW36). It shows the aircraft's path from the Initial Approach Fix (IAF) to the missed approach point (MAPt) and beyond. Key points include BT2SA, ESDIG, BT2SC at 3.2 NM from SF, IF BT2SI, FAF BT2SF, and MAPt RW36. The climb track is 358°, and the missed approach track is 358°. The diagram also indicates the TCH 50FT THR 36 ELEV 1444 and the distance to the missed approach point (MDA).

NM TO NEXT WPT	3.2	3	2	1	BT2SF	4	3	2	1.8	RW36
ALT (3° APCH PATH)	4100	4040	3720	3400	3090	2770	2450	2130	2060	

MISSSED APPROACH:
TRACK 358°,
CLIMB TO 4100FT.

BT2SA (15.0 NM)
ESDIG (13.3 NM)
BT2SC (15.0 NM)

4100

2900

3.2 NM to SF

358°

358°

3090

MDA

MAPt

TCH 50FT
THR 36 ELEV 1444

358°

10

5

NM TO RW36

NOTES

1. MAX IAS:
INITIAL : 210KT
 - *2. NO CIRCLING IN
SECTOR EAST OF
RWY 05/23 AND
RWY 18/36

CATEGORY	A	B	C	D
LNAV		2060 (616 - 3.5)		
CIRCLING*	2240 (796 - 2.4)	2540 (1096 - 4.0)		
ALTERNATE	(1296 - 4.4)	(1596 - 6.0)		
				NOT APPLICABLE

Changes: FROM SUP H64/25

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