

RNP RWY 36
MILDURA, VIC (YMIA)

AWIS 128.675 **FIA ML CEN 122.1** **CTAF+AFRU 118.8** **PAL+AA 119.6**

RNP APCH
LNNAV/VNAV RQMNTS:
 • YMA QNH RQ
 • YMA TEMP RQ
 • PROC TEMP RANGE -5°C TO +61°C

Holding at MI2SE

TR IN	TURN	TIME	MIN ALT	DME LMT
356°	Right	1	2000	

AD ELEV 167
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO NEXT WPT	0.3	M12SF	4	3	2	1.4	0.8	RW36						
ALT (3° APCH PATH)	2000	1890	1490	1170	850	660	470							

MISSED APPROACH:
 TRACK DCT TO M12SH,
 THEN TRACK 356°
 CLIMB TO 2000ft.

Diagram illustrating the missed approach procedure for RW36. The profile view shows the altitude (feet) versus distance (NM) from the runway end (0 NM) to the next waypoint (15.3 NM). The procedure starts at the Initial Approach Fix (IAF) at 15.3 NM, proceeds to the Intermediate Fix (IF) at 10.3 NM, and then to the Final Approach Fix (FAF) at 5.3 NM. The altitude is 2000 feet from 15.3 NM to 10.3 NM, 1890 feet from 10.3 NM to 5.3 NM, and 1600 feet from 5.3 NM to the Minimum Descent Altitude (MDA) at 0 NM. The missed approach procedure is initiated at the MDA, climbing to 356° and then to 2000 feet. The diagram also shows the MAPt (Missed Approach Point) at RW36 and the MAHF (Missed Approach Holding Fix) at M12SH. The terrain clearance is 50 feet (TCH 50FT) and the threshold elevation is 165 feet (THR 36 ELEV 165).

1. MAX IAS:
INITIAL : 210KT.
2. **CAUTION:**
GLIDER OPS 2.3NM
SSW OF YMIAAD
CONFLICTS WITH
FINAL APPROACH.

CATEGORY	A	B	C	D
LNAV/VNAV	470 (305-1.7)			NOT APPLICABLE
LNAV	660 (493-2.8)			
CIRCLING	840 (673-2.4)		900 (733-4.0)	980 (813-5.0)
ALTERNATE	(1173-4.4)		(1233-6.0)	(1313-7.0)

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