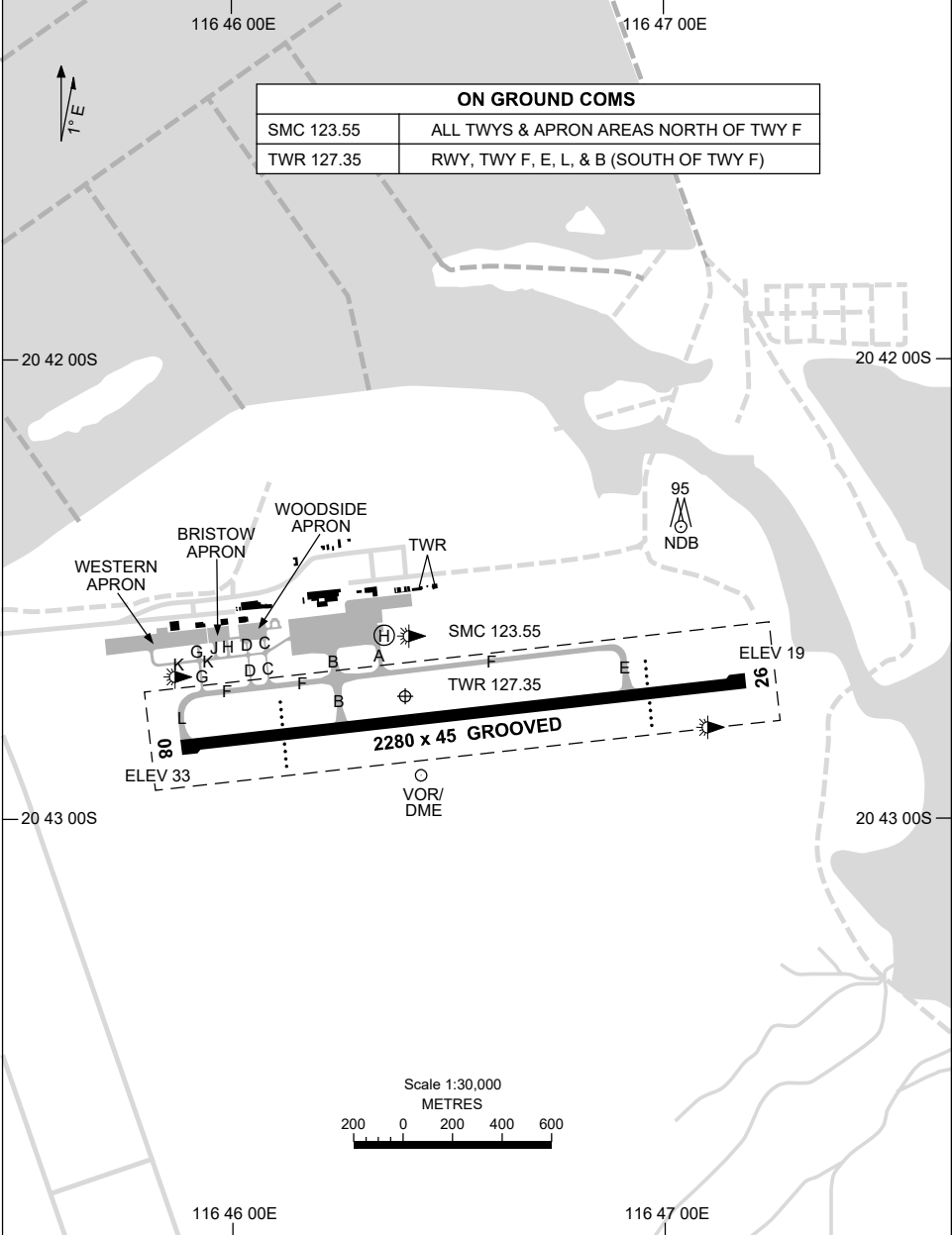


5 NOV 2020

AD ELEV 33  
20 42 44S 116 46 24E

AERODROME CHART - Page 1  
**KARRATHA, WA (YPKA)**

WATIR (H24) 135.85	ATIS (TWR HR) 134.55	TWR 127.35	SMC 123.55	FIA (AH) ML CEN 122.4	CTAF+AFRU (AH) AFRU+PAL (AH) 127.35	Bearings are Magnetic Elevations in FEET AMSL
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Changes: RWY 08 AND RWY26 THR ELEVATIONS, GRID COORD FORMAT.

PKAAD01-165

7 SEP 2023

AD ELEV 33  
20 42 44S 116 46 24E

AERODROME CHART - Page 2  
**KARRATHA, WA (YPKA)**

WATIR (H24) 135.85	ATIS (TWR HR) 134.55	TWR 127.35	SMC 123.55	FIA (AH) ML CEN 122.4	CTAF+AFRU (AH) AFRU+PAL (AH) 127.35	Bearings are Magnetic Elevations in FEET AMSL
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<b>AERODROME LIGHTING</b>						
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<b>RWY</b>	TAXIWAYS : BLUE EDGE					
	RL : AFRU+PAL 127.35 , SDBY (7 SEC) , PTBL (EMERG ONLY , 60 MIN PN ROTARY , 120 MIN PN FIXED WING).					

<b>08</b> <sup>083</sup>	PAPI BOTH SIDES 3.0° 62FT MIRL PTBL					
263 <b>26</b>	PAPI BOTH SIDES 3.0° 62FT MIRL PTBL					

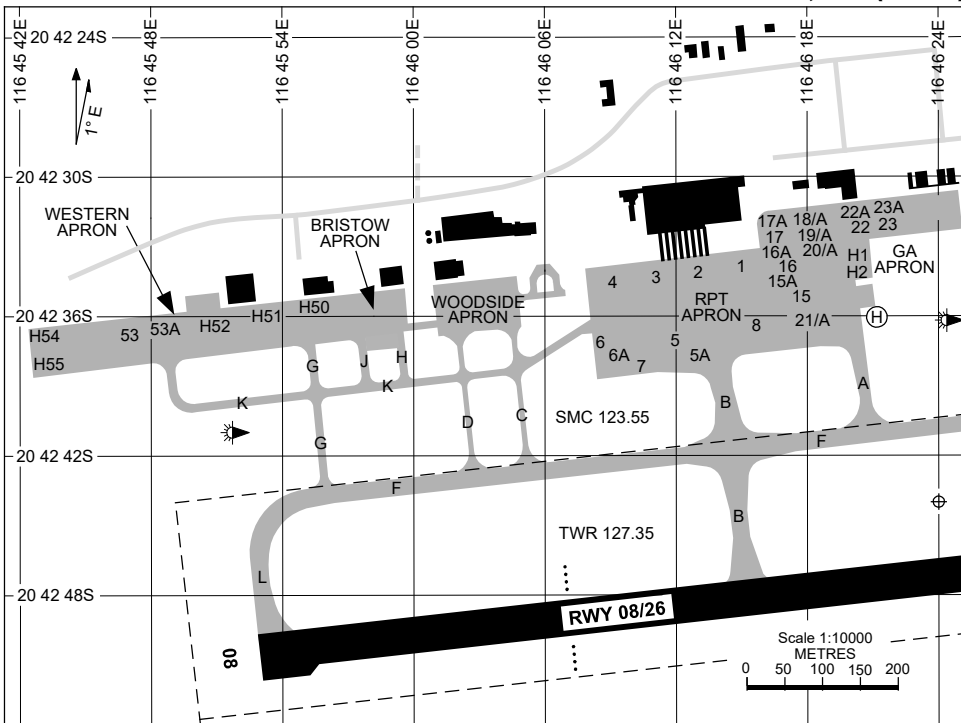
<b>NOTES</b>						
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1. LANDING ACFT TO REMAIN ON TWR FREQ UNTIL VACATED TWY FOXTROT AND THEN MONITOR GND UNLESS INSTRUCTED OTHERWISE.

Changes: NOTES.

PKAAD02-176

21 MAR 2024



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	20 42 33.75S	116 46 14.89E	23	A320/B738	TANKER	MARSHALLER
2	20 42 33.97S	116 46 12.83E	23	A320/B738	TANKER	MARSHALLER
3	20 42 34.09S	116 46 10.68E	24	A320/B738	TANKER	MARSHALLER
4	20 42 34.31S	116 46 08.67E	24	A320/B738	TANKER	MARSHALLER
5	20 42 37.21S	116 46 10.61E	24	A320/A321	TANKER	MARSHALLER
5A	20 42 37.61S	116 46 11.35E	24	B463/F50	TANKER	MARSHALLER
6	20 42 37.55S	116 46 08.47E	25	A320/B738	TANKER	MARSHALLER
6A	20 42 37.89S	116 46 09.15E	25	B463/F50	TANKER	MARSHALLER
7	20 42 38.14S	116 46 09.57E	24	SB1: A332/A333 SB2: AN124	TANKER	MARSHALLER
8	20 42 35.47S	116 46 15.96E	24	E190/F100	TANKER	MARSHALLER
15	20 42 34.50S	116 46 16.50E	23	DHC6/PC12/24	TANKER	PILOT STOP BAR
15A	20 42 34.74S	116 46 16.82E	24	DHC6/PC12/24	TANKER	PILOT STOP BAR
16	20 42 33.33S	116 46 16.36E	23	DHC6/PC12/24	TANKER	PILOT STOP BAR
16A	20 42 33.57S	116 46 16.89E	23	DHC6/PC12/24	TANKER	PILOT STOP BAR
17	20 42 32.18S	116 46 16.26E	21	H25B/PC12	TANKER	PILOT STOP BAR
17A	20 42 32.42S	116 46 16.59E	22	H25B/PC12	TANKER	PILOT STOP BAR
18	20 42 31.89S	116 46 17.75E	21	B200/PC12	TANKER	PILOT STOP BAR
18A	20 42 31.83S	116 46 18.31E	22	B200/PC12	TANKER	PILOT STOP BAR
19	20 42 32.56S	116 46 17.82E	21	B200/PC12	TANKER	PILOT STOP BAR
19A	20 42 32.51S	116 46 18.26E	21	B200/PC12	TANKER	PILOT STOP BAR
20	20 42 33.22S	116 46 17.90E	24	B200/PC12	TANKER	PILOT STOP BAR
20A	20 42 33.18S	116 46 18.34E	24	B200/PC12	TANKER	PILOT STOP BAR
21	20 42 35.78S	116 46 18.32E	24	E120/SW4	TANKER	PILOT STOP BAR
21A	20 42 35.73S	116 46 18.85E	24	E120/SW4	TANKER	PILOT STOP BAR
22A	20 42 31.63S	116 46 19.19E	24	B200/PC12	TANKER	PILOT STOP BAR
22A	20 42 31.59S	116 46 19.58E	24	B200/PC12	TANKER	PILOT STOP BAR
23	20 42 31.68S	116 46 20.65E	24	B200/PC12	TANKER	PILOT STOP BAR
23A	20 42 31.68S	116 46 20.65E	24	B200/PC12	TANKER	PILOT STOP BAR
53	20 42 36.72S	116 45 48.57E	27	C550	TANKER	PILOT STOP BAR
53A	20 42 36.67S	116 45 48.99E	27	C550	TANKER	PILOT STOP BAR

Changes: VARIOUS CHANGES.

PKAAP01-178

PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
H50	20 42 36.11S	116 45 54.04E	27	S-92	TANKER	PILOT STOP BAR
H51	20 42 36.32S	116 45 52.11E	27	S-92	TANKER	PILOT STOP BAR
H52	20 42 36.49S	116 45 50.62E	27	S-92	TANKER	PILOT STOP BAR
H54	20 42 36.86S	116 45 43.47E	27	S-92	TANKER	PILOT STOP BAR
H55	20 42 38.00S	116 45 43.61E	26	S-92	TANKER	PILOT STOP BAR

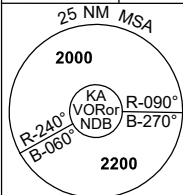
Changes: NEW CHART.

PKAAP02-178

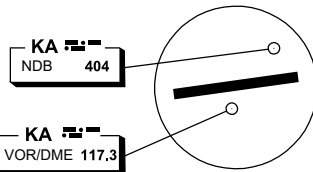
# DME or GNSS ARRIVAL PROCEDURES KARRATHA, WA (YPKA) Page 1

5 NOV 2020

WATR (H24) 135.85	ATIS (TWR HR) 134.55	TWR 127.35	SMC 123.55	FIA (AH) ML CEN 122.4	CTAF+AFRU (AH) AFRU+PAL (AH) 127.35	Bearings are Magnetic Elevations in FEET AMSL
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**DME USING KA DME  
REFERENCE WAYPOINT KA VOR**



10 NM MSA 2000

AD ELEV 33

**SECTOR A**

**MISSED APPROACH:**  
CLIMB ON TRACK TO 2200FT.

NM TO KA VOR	25	15	10	7	5	3	2	0													
<b>CIRCLING MINIMA</b>	A,B: 900-2.4			C: 1090-4.0			D: N/A														
NM TO KA VOR	5.8	5	4	3	2.3	2	1.7														
ALT (3° APCH PATH)	2200	1960	1640	1320	1090	1000	900														

**SECTOR B**

**MISSED APPROACH:**  
CLIMB ON TRACK TO 2200FT.

NM TO KA VOR	25	15	10	5	4	2	0														
<b>CIRCLING MINIMA</b>	A,B: 900-2.4			C: 1090-4.0			D: N/A														
NM TO KA VOR	4.6	4	3	2	1.1	1	0.5														
ALT (3° APCH PATH)	2200	2000	1680	1360	1090	1040	900														

**SECTOR C**

**MISSED APPROACH:**  
CLIMB ON TRACK TO 2200FT.

NM TO KA VOR	25	15	7	5	0																
<b>CIRCLING MINIMA</b>	A,B: 1660-2.4			C: 1660-4.0			D: N/A														
NM TO KA VOR	4.4	4	3	2.7																	
ALT (3° APCH PATH)	2200	2090	1770	1660																	

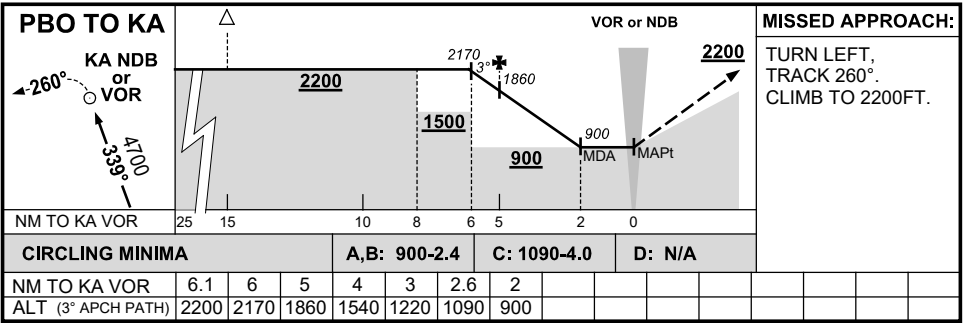
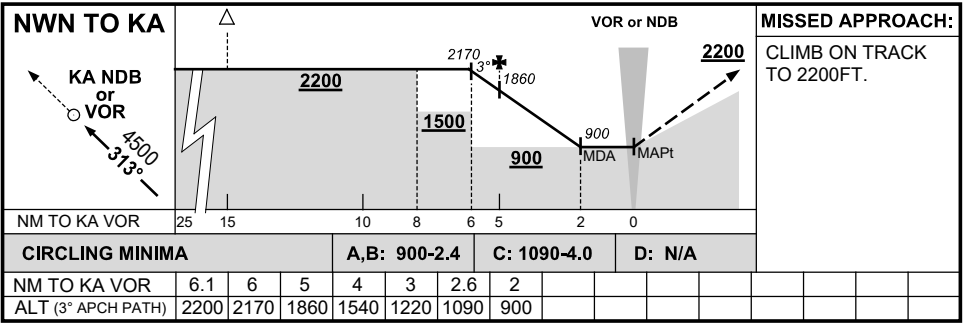
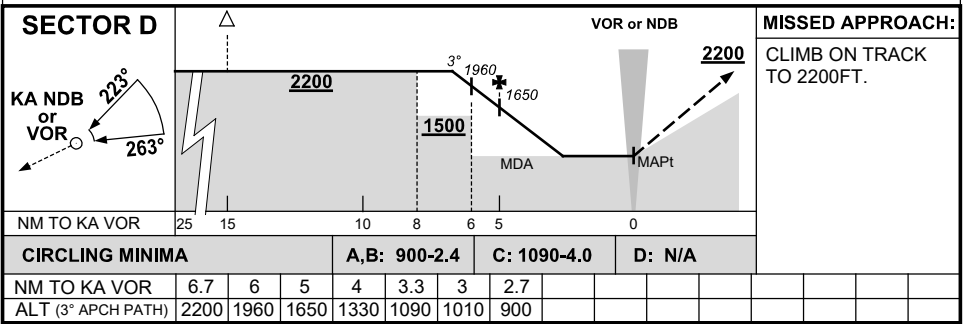
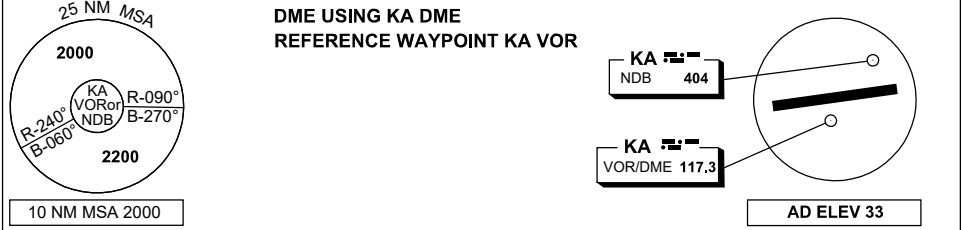
Changes: AD ELEV.

PKADG01-165

# DME or GNSS ARRIVAL PROCEDURES KARRATHA, WA (YPKA) Page 2

5 NOV 2020

WATIR (H24) 135.85	ATIS (TWR HR) 134.55	TWR 127.35	SMC 123.55	FIA (AH) ML CEN 122.4	CTAF+AFRU (AH) AFRU+PAL (AH) 127.35	Bearings are Magnetic Elevations in FEET AMSL
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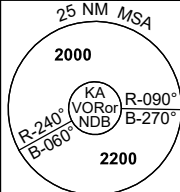
Changes: AD ELEV.

PKADG02-165

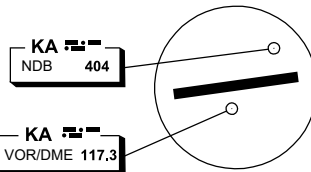
## DME or GNSS ARRIVAL PROCEDURES KARRATHA, WA (YPKA) Page 3

5 NOV 2020

WATIR (H24) 135.85	ATIS (TWR HR) 134.55	TWR 127.35	SMC 123.55	FIA (AH) ML CEN 122.4	CTAF+AFRU (AH) AFRU+PAL (AH) 127.35	Bearings are Magnetic Elevations in FEET AMSL
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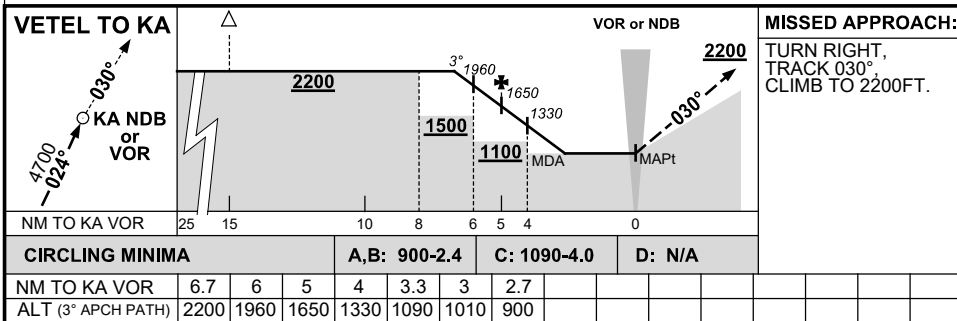


**DME USING KA DME  
REFERENCE WAYPOINT KA VOR**



10 NM MSA 2000

AD ELEV 33

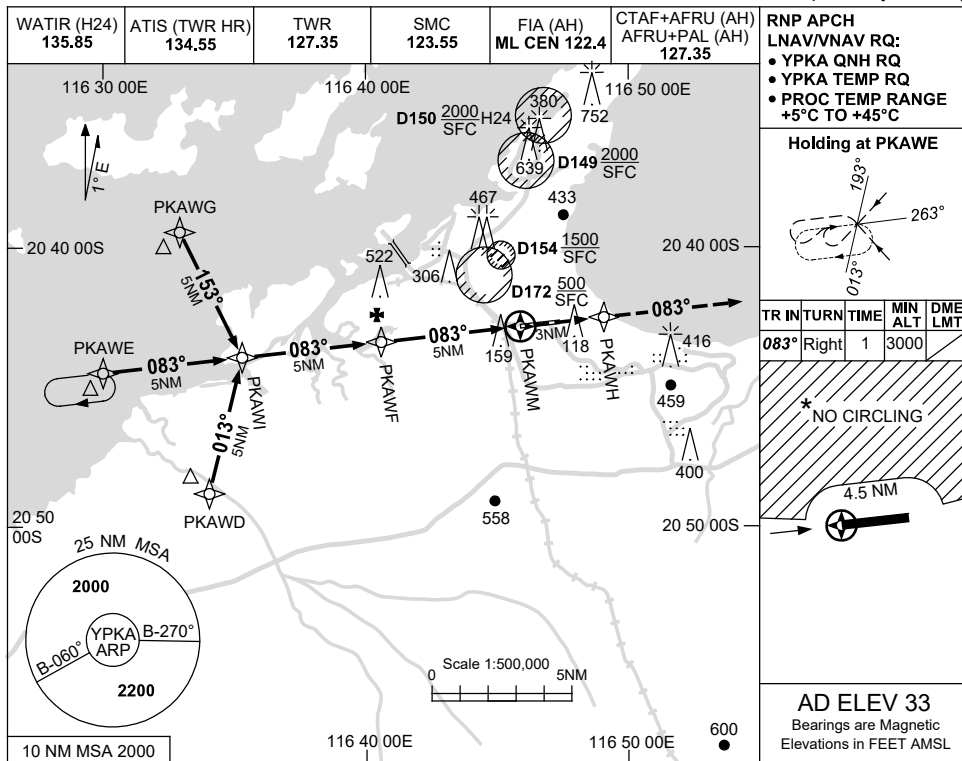


USE QNH

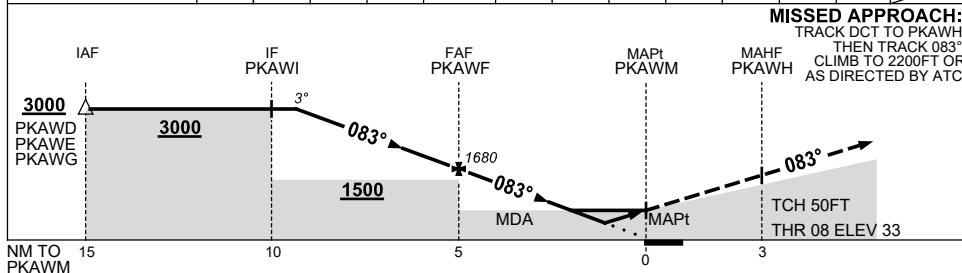
RNP RWY 08

30 NOV 2023

KARRATHA, WA (YPKA)



NM TO NEXT WPT	4.2	3	2	1	PKAWF	4	3	2	1.5	1	0.9	0.8	PKAWM
ALT (3° APCH PATH)	3000	2630	2310	1990	1680	1360	1040	720	550	400	370	350	



**NOTES**

CATEGORY	A	B	C	D
LNAV/VNAV		350 (317-1.8)		370 (337-1.9)
LNAV		550 (517-2.9)		
CIRCLING *	860 (827-2.4)		1090 (1057-4.0)	1090 (1057-5.0)
ALTERNATE	(1327-4.4)		(1557-6.0)	(1557-7.0)

1. MAX IAS:  
INITIAL : 210KT.
2. D154 MAYBE IN USE  
WITHOUT NOTAM  
PROMULGATION.
- \*3. NO CIRCLING N  
OF RWY 08/26  
BEYOND 4.5NM.

Changes: CHART TITLE, PBN SPECIFICATION BOX, Editorial.

PKAGN01-177

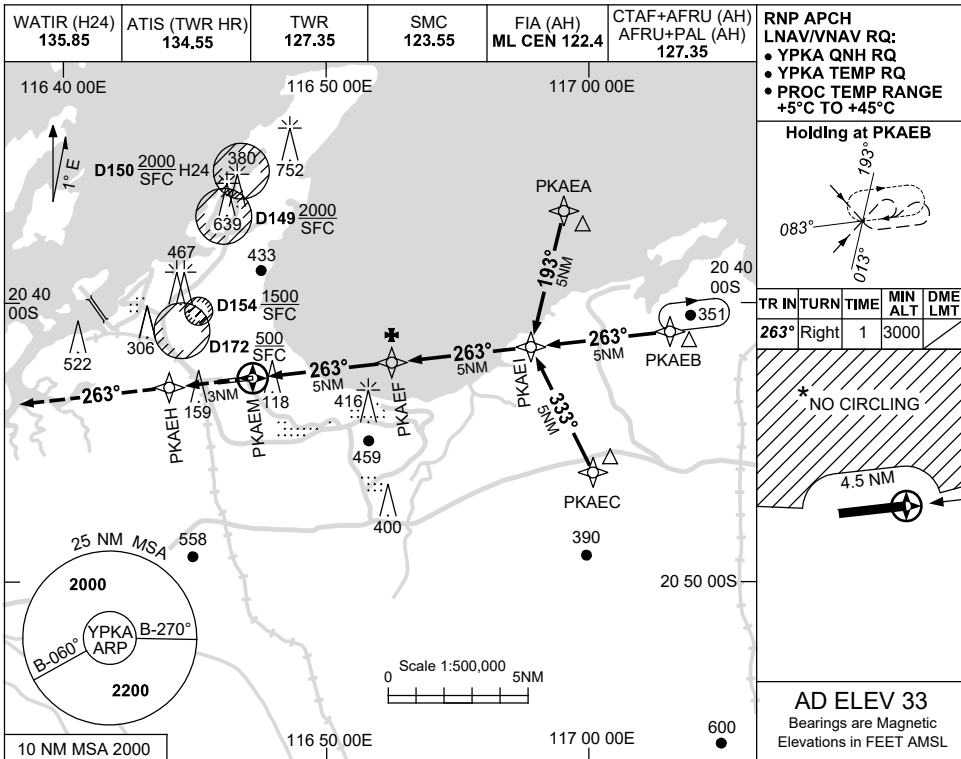


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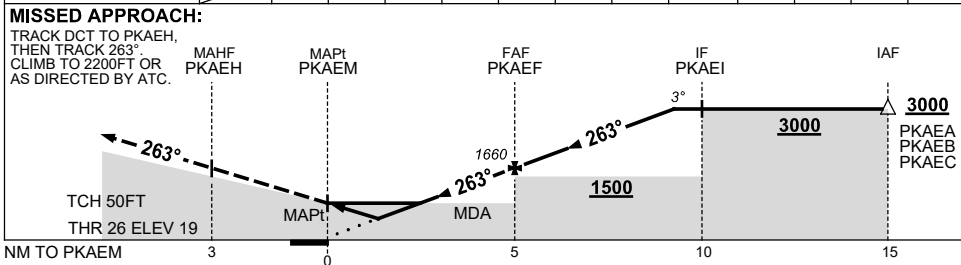
RNP RWY 26

30 NOV 2023

KARRATHA, WA (YPKA)



NM TO NEXT WPT	PKAEM	0.8	0.9	1	1.5	2	3	4	PKAEF	1	2	3	4.2
ALT (3° APCH PATH)		350	370	390	550	710	1020	1340	1660	1980	2300	2620	3000



CATEGORY	A	B	C	D
LNAV/VNAV		350 (331-1.8)		370 (351-2.0)
LNAV		550 (531-3.0)		
CIRCLING *	860 (827-2.4)		1090(1057-4.0)	1090(1057-5.0)
ALTERNATE	(1327-4.4)		(1557-6.0)	(1557-7.0)

- NOTES**
- MAX IAS: INITIAL : 210KT.
  - D154 MAYBE IN USE WITHOUT NOTAM PROMULGATION.
  - \*3. NO CIRCLING N OF RWY 08/26 BEYOND 4.5NM.

Changes: CHART TITLE, PBN SPECIFICATION BOX, Editorial.

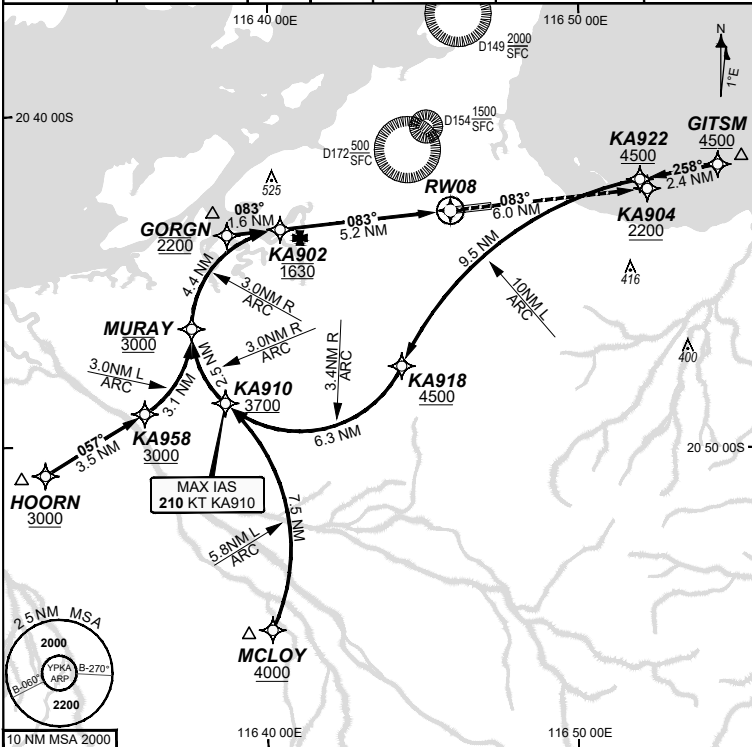
PKAGN02-177

**FOR CASA APPROVED  
OPERATORS ONLY**

**30 NOV 2023**

**USE QNH**

WATIR (H24) <b>135.85</b>	ATIS (TWR HR) <b>134.55</b>	TWR <b>127.35</b>	SMC <b>123.55</b>	FIA (AH) <b>ML CEN 122.4</b>	CTAF+AFRU (AH) AFRU+PAL (AH) <b>127.35</b>	RNV U 08 <b>THR ELEV 33</b>	RNP AR APCH - RF RQ - YPKA ACT QNH RQ - YPKA ACT TEMP RQ - PROC TEMP RANGE <b>+8°C TO +46°C</b>
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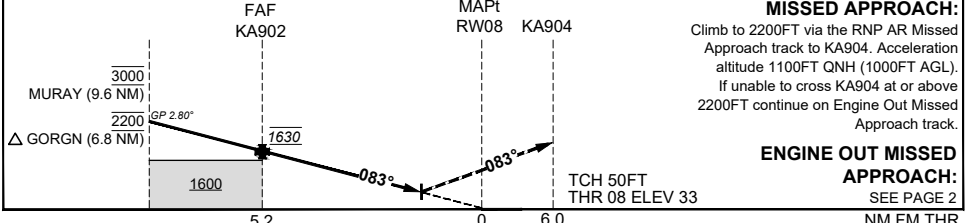


**Holding as directed  
by ATC**

TR	INT	TURN	TIME	MIN	DME
				ALT	LMT

**AD ELEV 33**  
Bearings are Magnetic  
Elevations in FEET AMSL

	MURAY	GORGN	KA902	0.7	RW08				
ALT (2.80° APCH PATH)	3000	2200	1630	297					



CATEGORY	A	B	C	D
RNP (0.30)			DA(H) <b>297</b> (264 - 1.4)	DA(H) <b>297</b> (264 - 1.4)
		N/A		
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- NOTES**
- Lateral transition to MAP must not be initiated prior to DA/H PSN.
  - APCH Path does not coincide with PAPI glide path 3°.
  - MIN MAP GRAD (AE) for RNP 0.30 5.1% to 2200 FT.

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Changes: Chart reformatting, PROC NAME, RNAV (RNP) to RNP AR, APP Notes, DA. PKAGN03-177

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aviation

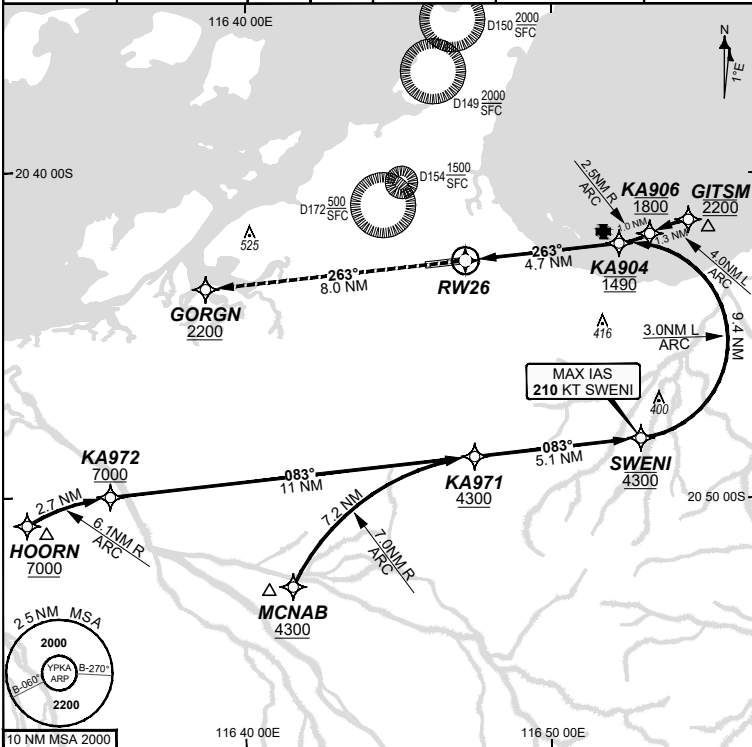


**FOR CASA APPROVED  
OPERATORS ONLY**

30 NOV 2023

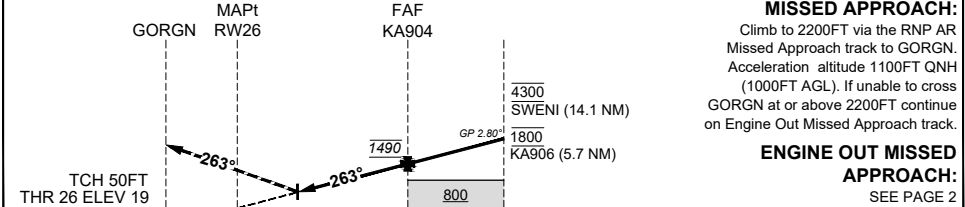
USE QNH

WATIR (H24) <b>135.85</b>	ATIS (TWR HR) <b>134.55</b>	TWR <b>127.35</b>	SMC <b>123.55</b>	FIA (AH) <b>ML CEN 122.4</b>	CTAF+AFRU (AH) AFRU+PAL (AH) <b>127.35</b>	RNV U 26 <b>THR ELEV 19</b>	RNP AR APCH - RF RQ - YPKA ACT QNH RQ - YPKA ACT TEMP RQ - PROC TEMP RANGE <b>+8°C TO +46°C</b>
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Holding as directed by ATC				
TR IN	TURN	TIME	MIN ALT	DME LMT
<b>AD ELEV 33</b> Bearings are Magnetic Elevations in FEET AMSL				

ALT (2.80° APCH PATH)	RW26	0.7	KA904	KA906	SWENI		
		269	1490	1800	4300		



CATEGORY	A	B	C	D
RNP (0.30)	N/A		DA(H) <b>269</b> (250 - 1.3)	DA(H) <b>269</b> (250 - 1.3)
CIRCLING			NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

**NOTES**

- Lateral transition to MAP must not be initiated prior to DA/H PSN.
- APCH Path does not coincide with PAPI glide path 3°.
- MIN MAP GRAD (AE) for RNP 0.30 4.0% to 2200 FT.

**DO NOT USE FOR NAVIGATION**

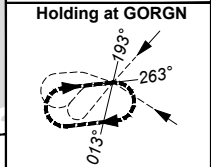
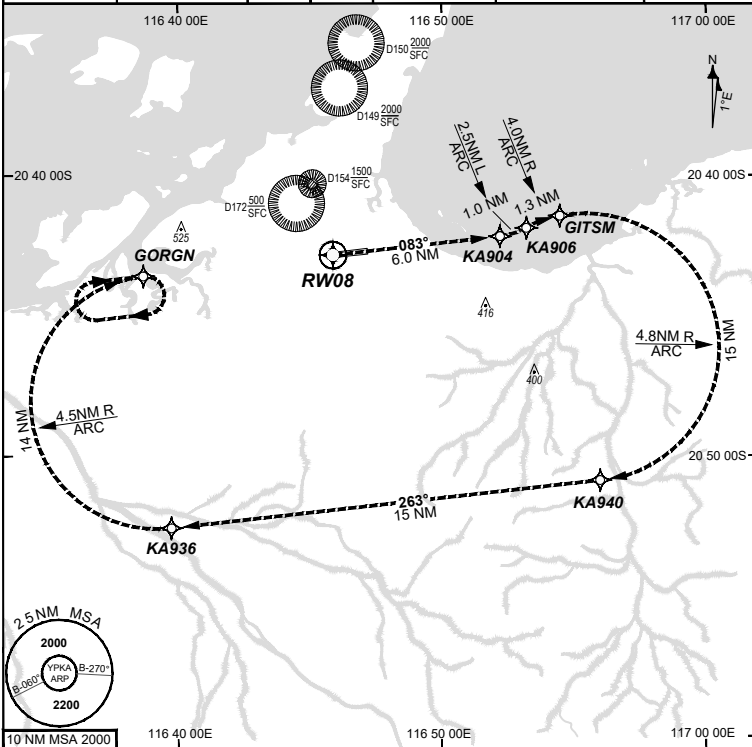


**FOR CASA APPROVED  
OPERATORS ONLY  
USE QNH**

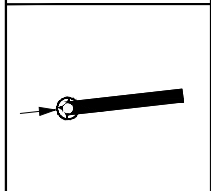
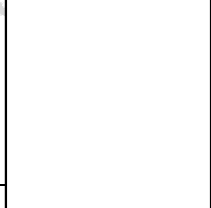
**30 NOV 2023**

WATIR (H24)	ATIS (TWR HR)	TWR	SMC	FIA (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	RNV U 08 THR ELEV 33
135.85	134.55	127.35	123.55	ML CEN 122.4	127.35	

**RNP AR APCH**  
 - RF RQ  
 - YPKA ACT QNH RQ  
 - YPKA ACT TEMP RQ  
 - PROC TEMP RANGE  
 +8°C TO +46°C



TR	TURN	TIME	MIN ALT	DME LMT
083°	Right	1'	2200	



**AD ELEV 33**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

**ENGINE OUT MISSED APPROACH:**

Track via the RNP AR Engine Out Missed Approach track to GORGN and hold as published. Acceleration altitude 1100FT QNH (1000FT AGL). Maximum holding speed 230 KIAS. EO hold only.

**DO NOT USE FOR NAVIGATION**

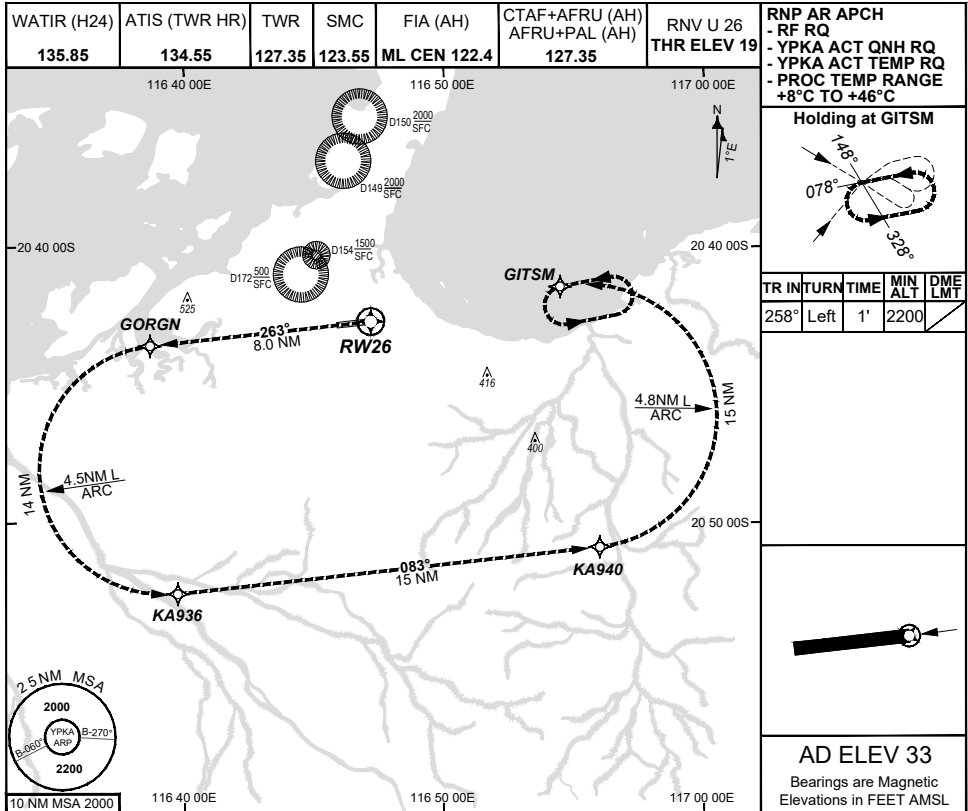
Prepared by GE Aviation



**FOR CASA APPROVED  
OPERATORS ONLY**

**30 NOV 2023**

**USE QNH**



**ENGINE OUT MISSED APPROACH:**

Track via the RNP AR Engine Out Missed Approach track to GITSM and hold as published. Acceleration altitude 1100FT QNH (1000FT AGL). Maximum holding speed 230 KIAS. EO hold only.

**DO NOT USE FOR NAVIGATION**

Prepared by GE Aviation

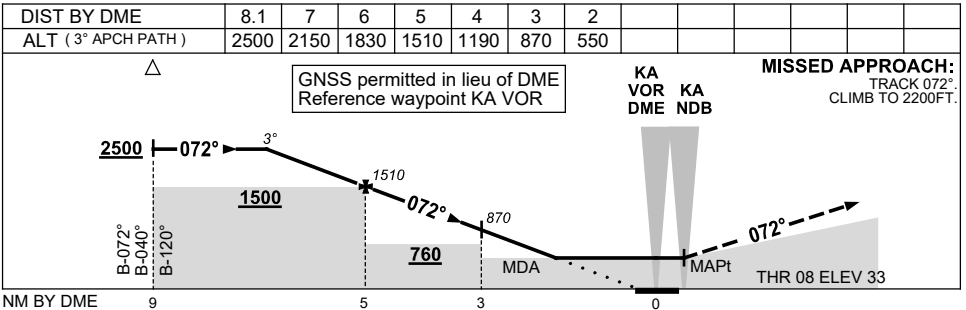
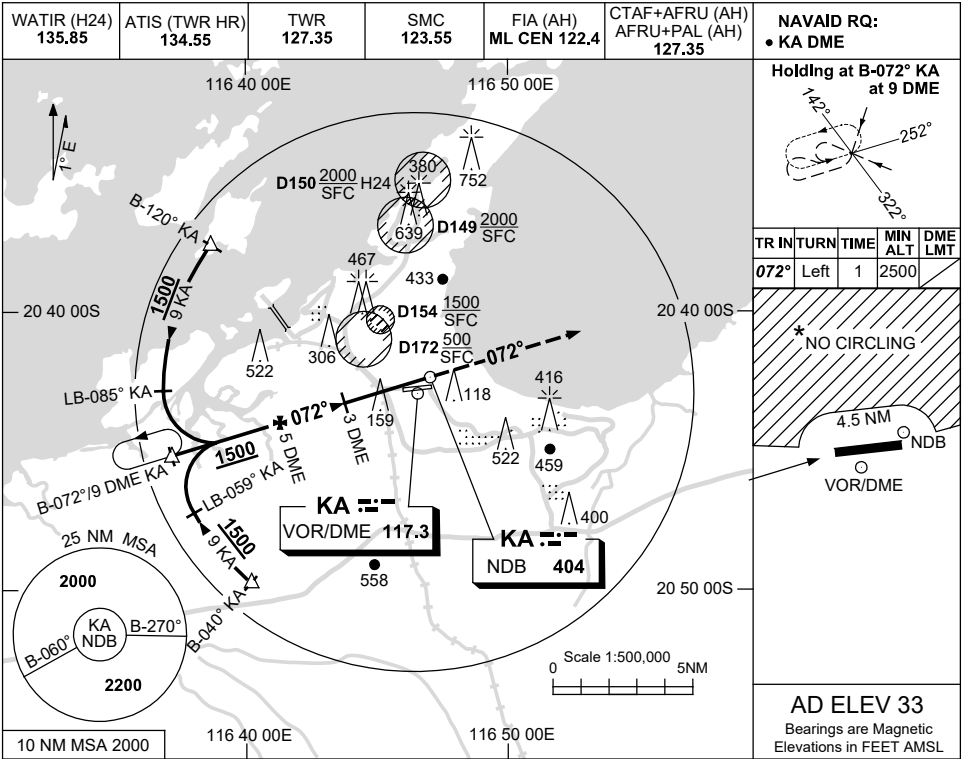


USE QNH

NDB-Z RWY 08

5 NOV 2020

KARRATHA, WA (YPKA)



CATEGORY	A	B	C	D
S-I NDB/DME	550 (517-2.9)			NOT APPLICABLE
CIRCLING *	860 (827-2.4)		1090 (1057-4.0)	
ALTERNATE	(1327-4.4)		(1557-6.0)	

- NOTES**
- MAX IAS: INITIAL : 210KT.
  - D154 MAYBE IN USE WITHOUT NOTAM PROMULGATION.
  - \*3. NO CIRCLING N OF RWY 08/26 BEYOND 4.5NM.

Changes: THR AND AD ELEV, GRID COORD FORMAT.

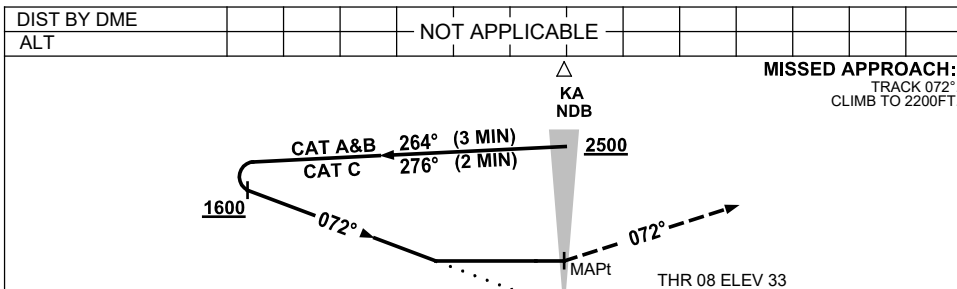
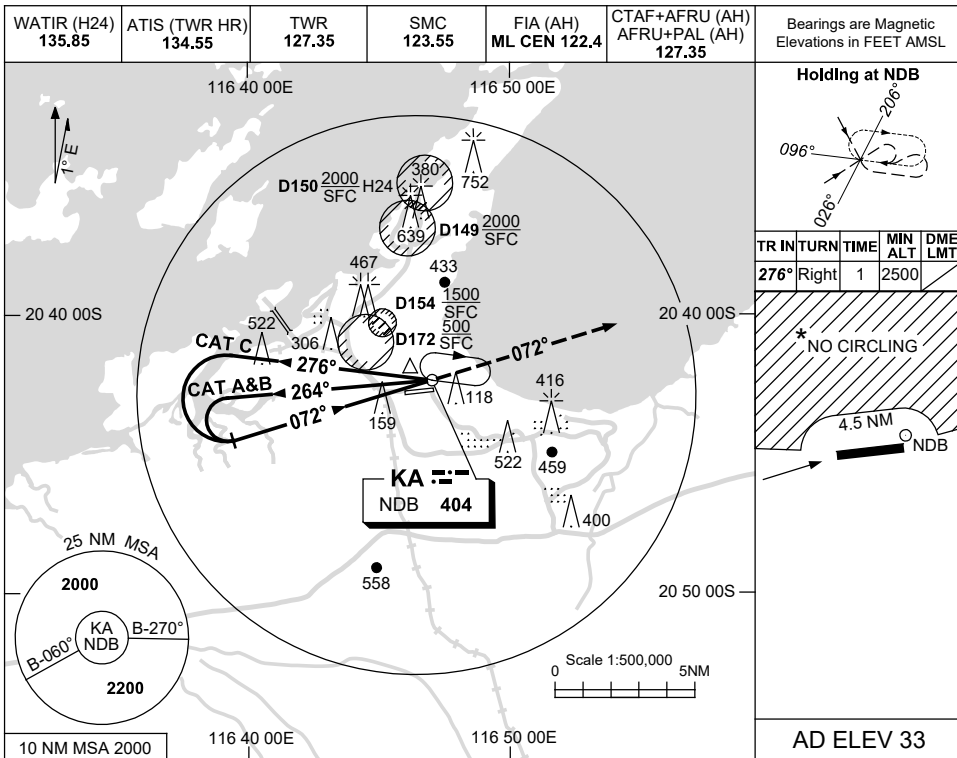
PKANB01-165

USE QNH

NDB-Y RWY 08

**KARRATHA, WA (YPKA)**

5 NOV 2020



**NOTES**

CATEGORY	A	B	C	D
S-I NDB	640 (607-3.4)			NOT APPLICABLE
CIRCLING *	860 (827-2.4)		1090 (1057-4.0)	
ALTERNATE	(1327-4.4)		(1557-6.0)	

1. MAX IAS:  
INITIAL : 210KT.
2. D154 MAYBE IN USE  
WITHOUT NOTAM  
PROMULGATION.
- \* 3. NO CIRCLING N  
OF RWY 08/26  
BEYOND 4.5NM.

Changes: THR AND AD ELEV, GRID COORD FORMAT.

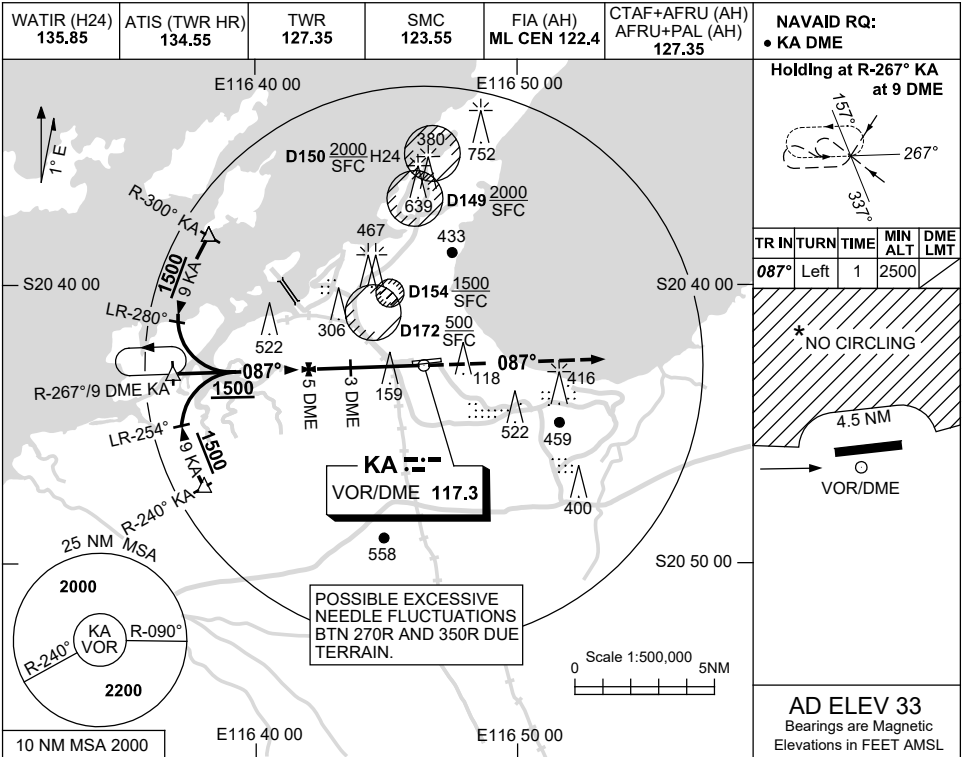
PKANB02-165

USE QNH

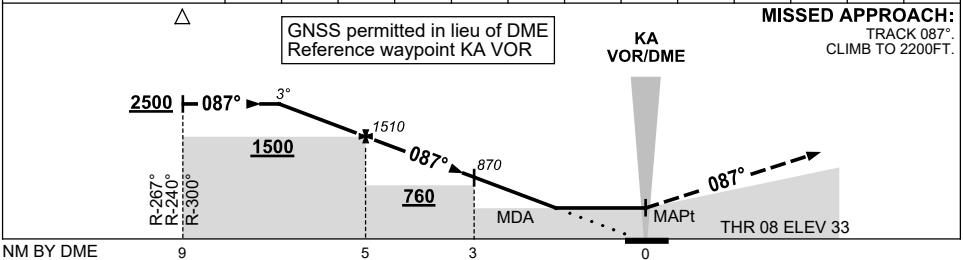
VOR-Z RWY 08

5 NOV 2020

**KARRATHA, WA (YPKA)**



DIST BY DME	8.1	7	6	5	4	3	2						
ALT (3° APCH PATH)	2500	2150	1830	1510	1190	870	550						



CATEGORY	A	B	C	D
S-I VOR/DME	<b>550 (517-2.9)</b>			
CIRCLING *	<b>860 (827-2.4)</b>		<b>1090 (1057-4.0)</b>	<b>1090 (1057-5.0)</b>
ALTERNATE	(1327-4.4)		(1557-6.0)	(1557-7.0)

**NOTES**

- MAX IAS: INITIAL : 210KT.
- D154 MAYBE IN USE WITHOUT NOTAM PROMULGATION.
- \*3. NO CIRCLING N OF RWY 08/26 BEYOND 4.5NM.

Changes: THR AND AD ELEV, GRID COORD FORMAT.

PKAV001-165

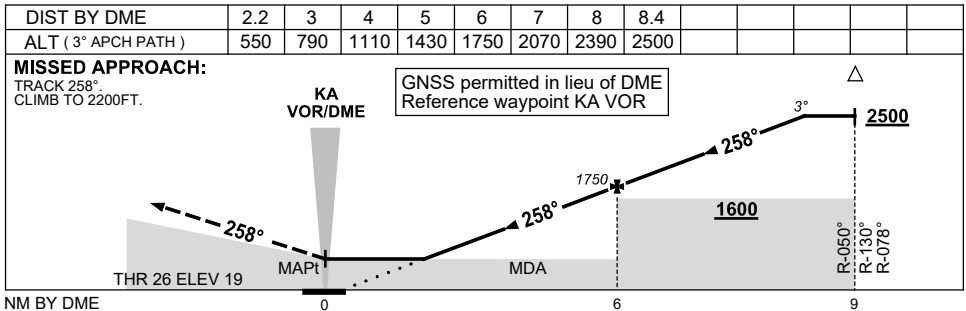
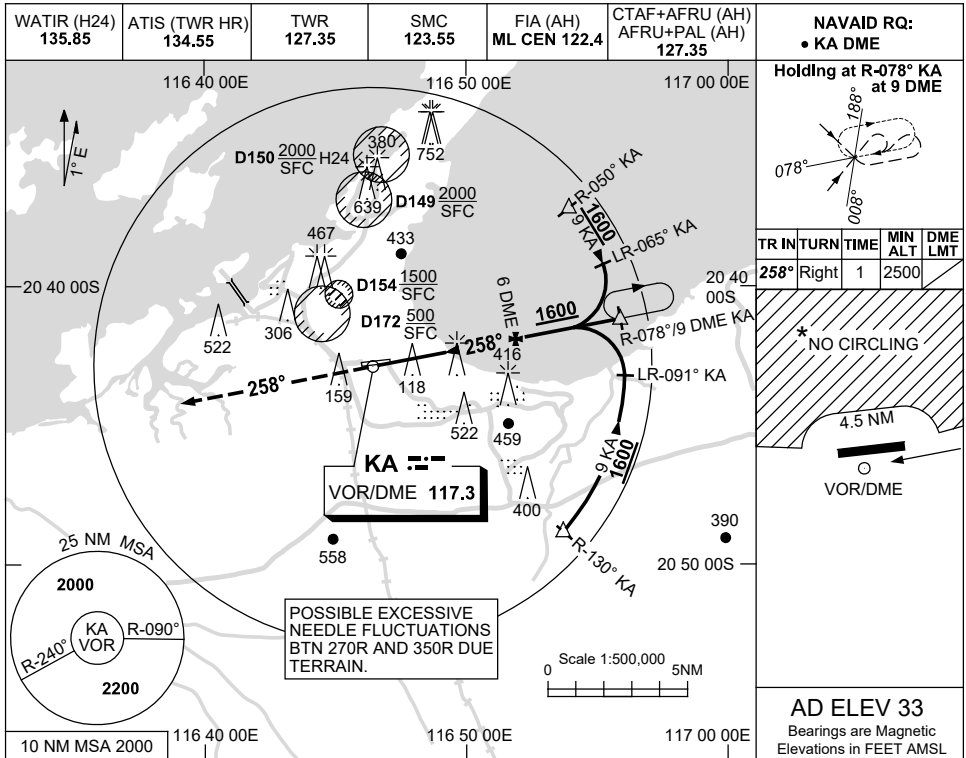


USE QNH

VOR-Z RWY 26

5 NOV 2020

**KARRATHA, WA (YPKA)**



**NOTES**

CATEGORY	A	B	C	D
S-I VOR/DME	<b>550 (531-3.0)</b>			
CIRCLING *	<b>860 (827-2.4)</b>		<b>1090 (1057-4.0)</b>	
ALTERNATE	(1327-4.4)		(1557-7.0)	

1. MAX IAS:  
INITIAL : 210KT.
2. D154 MAYBE IN USE WITHOUT NOTAM PROMULGATION.
- \*3. NO CIRCLING N OF RWY 08/26 BEYOND 4.5NM.

Changes: THR AND AD ELEV, GRID COORD FORMAT.

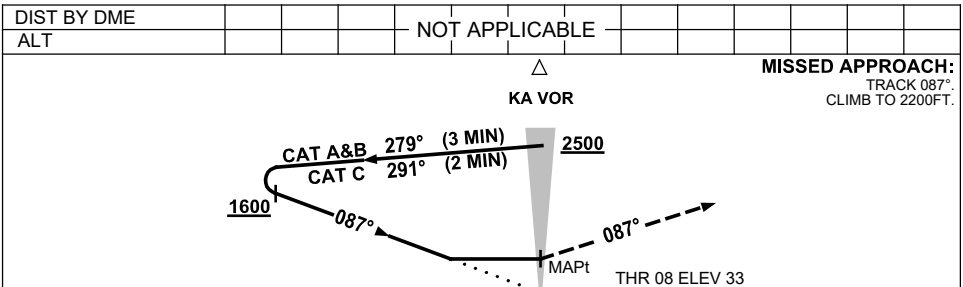
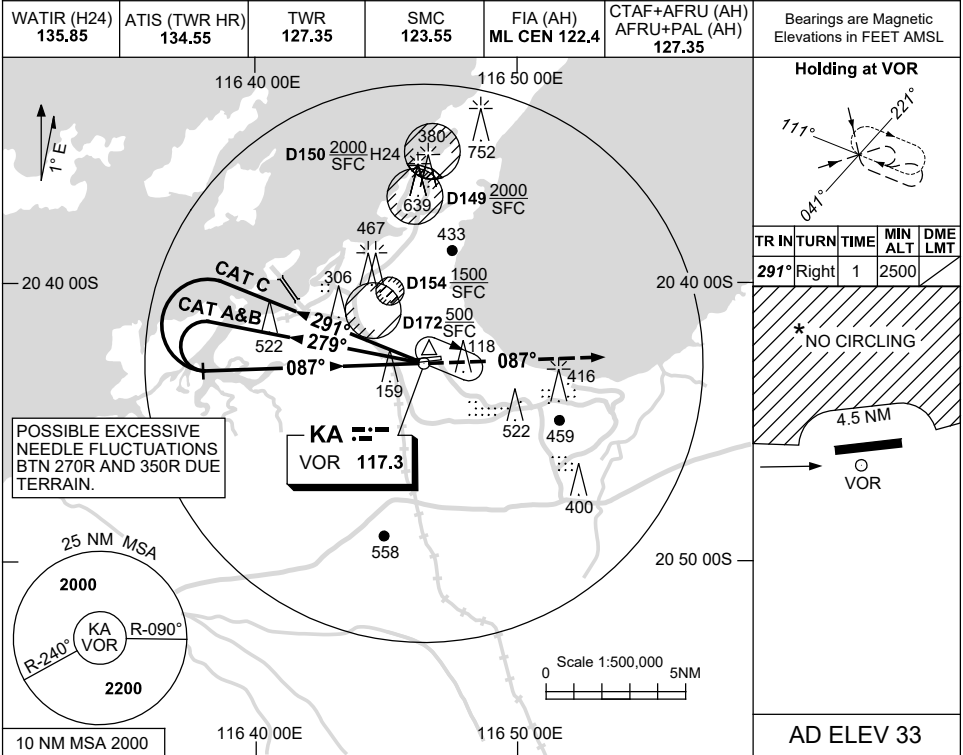
PKAV002-165

USE QNH

VOR-Y RWY 08

5 NOV 2020

KARRATHA, WA (YPKA)



CATEGORY	A	B	C	D	NOT APPLICABLE
CIRCLING*	860 (827-2.4)	1090 (1057-4.0)			
ALTERNATE	(1327-4.4)	(1557-6.0)			

\*3. NO CIRCLING N OF RWY 08/26 BEYOND 4.5NM.

Changes: THR AND AD ELEV, GRID COORD FORMAT.

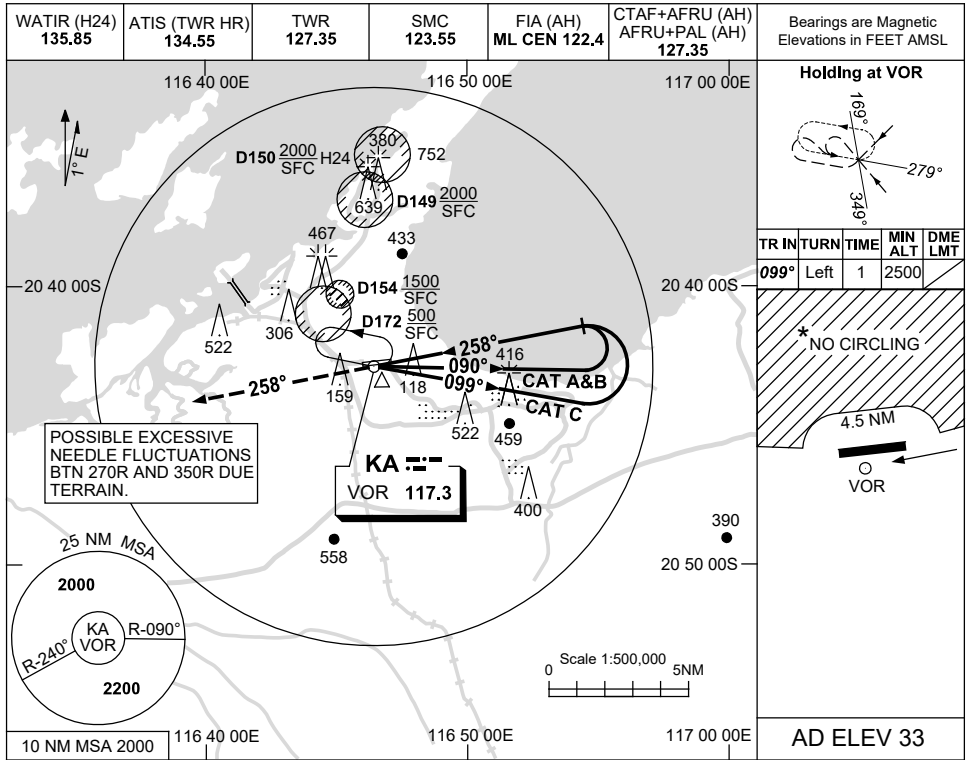
PKAVO03-165

USE QNH

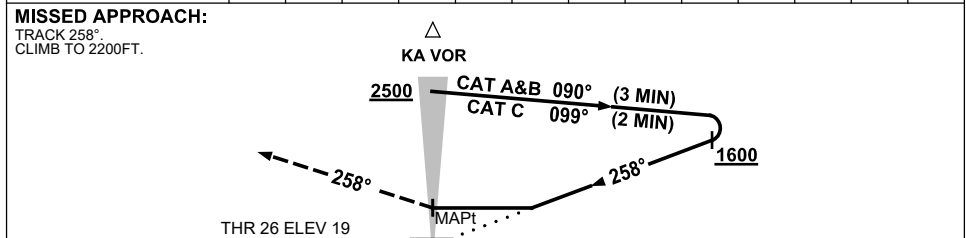
VOR-Y RWY 26

**KARRATHA, WA (YPKA)**

5 NOV 2020



DIST BY DME											
ALT										NOT APPLICABLE	



**NOTES**

CATEGORY	A	B	C	D
S-I VOR	800 (787-4.4)			NOT APPLICABLE
CIRCLING *	860 (827-2.4)	1090 (1057-4.0)		
ALTERNATE	(1327-4.4)		(1557-6.0)	

\* 3. NO CIRCLING N OF RWY 08/26 BEYOND 4.5NM.

Changes: THR AND AD ELEV, GRID COORD FORMAT.

PKAV004-165