

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For YBBN
- Terminal Charts For YBBN
- Revision Letter For Cycle 01-2015
- Change Notices
- Notebook

General Information

Location: Brisbane QL Aus
IATA Code: BNE
Lat/Long: S27° 23.0' E153° 07.0'
Elevation: 13 ft

Airport Use: Public
Magnetic Variation: 10.9°E

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1859 Z
Sunset: 0847 Z,

Runway Information

Runway: 01
Length x Width: 11680 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 197 ft
Stopway: 197 ft

Runway: 14
Length x Width: 5577 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge
Displaced Threshold: 197 ft

Runway: 19
Length x Width: 11680 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 5577 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge

Displaced Threshold: 197 ft

Communication Information

- ATIS 125.5
- ATIS 113.2
- Brisbane Tower 120.5
- Brisbane Ground Control 121.7
- Brisbane Clearance Delivery 118.6
- Brisbane Approach Control 125.6 Secondary
- Brisbane Approach Control 124.7
- Brisbane Approach Control 123.5
- Brisbane Departure Control 128.3
- Brisbane Departure Control 123.5
- Brisbane Departure Control 118.45
- Brisbane Centre Radar 125.7

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and aircraft operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

For full information regarding the Brisbane RDMS see BAC website:
<http://www.bne.com.au/corporate/airlines-aviation/runway-demand-management-scheme>.

Ground Delay Program (GDP)

Brisbane GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Brisbane 7 days per week BTN 2000-1259 UTC.

Flights to Brisbane during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

The following additional requirements apply:

- a. Flights departing from Archerfield for a landing at Brisbane must contact the Brisbane Flow Controller on 07 3866 3588 prior to starting engines.
- b. Pilots of inbound flights to Brisbane from airports within a radius of 160 NM must contact the Brisbane Flow Controller on 07 3866 3588 to validate their COBT and confirm a Flow tactical landing slot.
- c. Pilots of all inbound RFDS flights must contact the Brisbane Flow Controller on 07 3866 3588 as soon as possible with an updated ACFT operating time.

For full information regarding the Ground Delay Program see AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR A

ATIS **113.2 125.5**

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower **120.5**

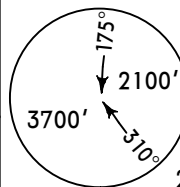
Ground **121.7**

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

Within 25 NM

2500' within 10 NM

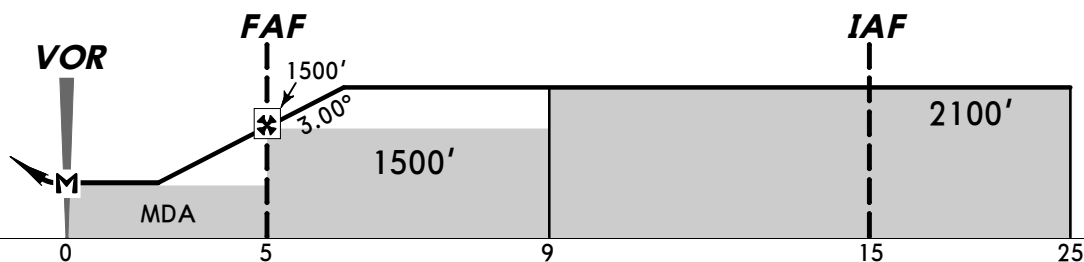
VOR **113.2 BN**

Apt. Elev **13'**

DME USING BN DME
REFERENCE WAYPOINT BN VOR

(MAP)
BRISBANE
D **113.2 BN**
S27 22.0 E153 08.4

NM to VOR	2.4	2.6	3.0	4.0	5.0	6.0	6.9
ALTITUDE	660'	750'	850'	1180'	1500'	1820'	2100'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

A, B: **660'** (647')

MDA(H) C: **750'** (737')

D: **850'** (837')

A	2.4 km					
B						
C						
D						
	4.0 km					
	5.0 km					

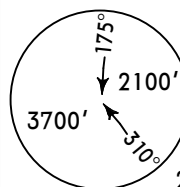
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ATIS 113.2 125.5
 BRISBANE Approach (R) Within 30 NM:
 Northwest of extended C/L Rwy 01/19 124.7
 Southeast of extended C/L Rwy 01/19 125.6
 BRISBANE Tower 120.5
 Ground 121.7
 Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9987')

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

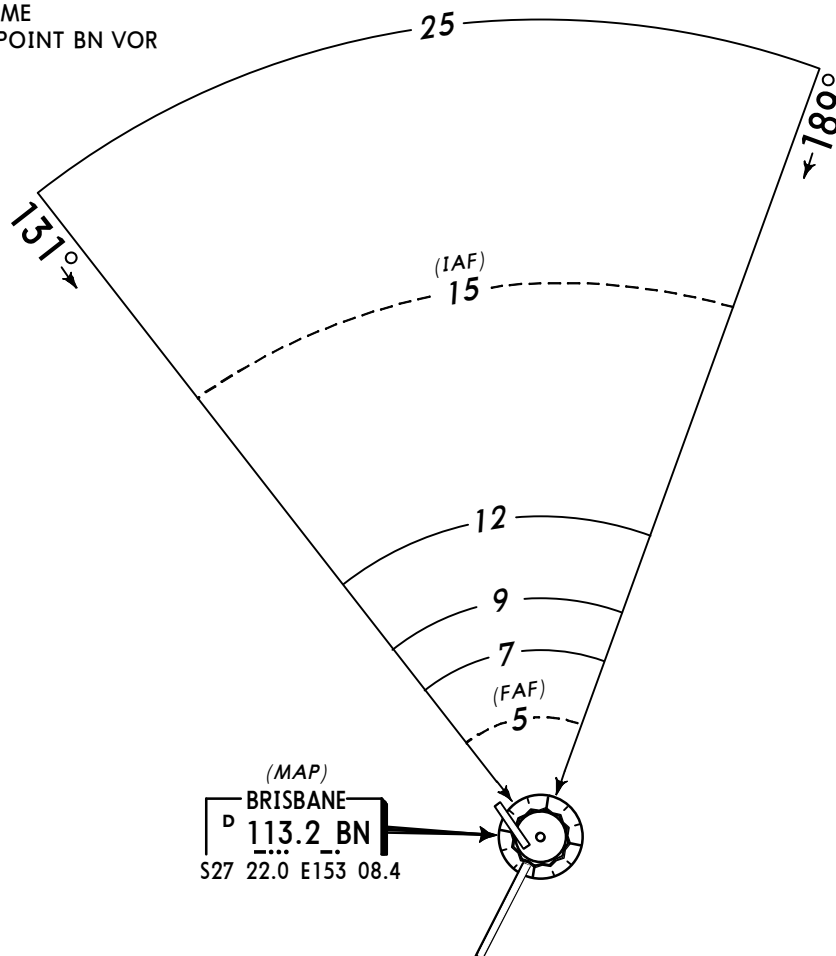
SECTOR B



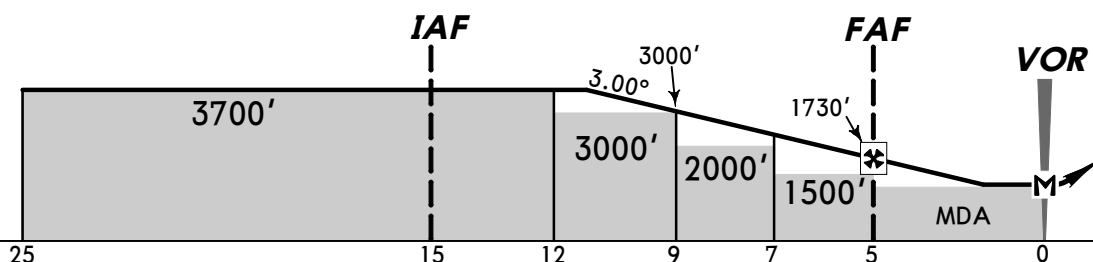
MSA
 BN VOR
 Within 25 NM
 2500' within 10 NM

VOR 113.2 BN
 Apt. Elev 13'

DME USING BN DME
 REFERENCE WAYPOINT BN VOR



NM to VOR	11.2	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.9	1.6
ALTITUDE	3700'	3640'	3320'	3000'	2690'	2370'	2050'	1730'	1410'	1100'	850'	780'	750'	650'



MISSED APPROACH: Climb on track to 3700' or as directed by ATC.

CIRCLE-TO-LAND

A, B: 650' (637')
 C: 750' (737')
 D: 850' (837')

A	2.4 km
B	
C	4.0 km
D	5.0 km

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

CHANGES: None.

NOT TO SCALE

PANS OPS 4

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

Ground 121.7

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

Trans alt: 10000' (9987')

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

MSA

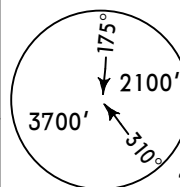
BN VOR

Within 25 NM

2500' within 10 NM

VOR 113.2 BN

Apt. Elev 13'



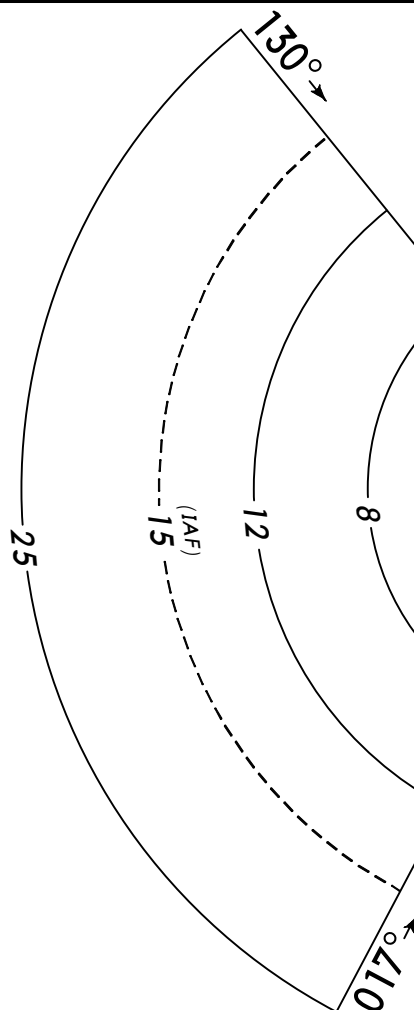
DME USING BN DME
REFERENCE WAYPOINT BN VOR

(MAP)

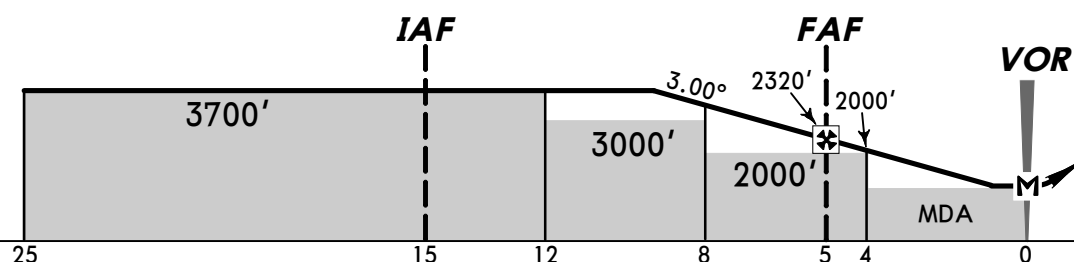
BRISBANE

D 113.2 BN

S27 22.0 E153 08.4



NM to VOR	9.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3700'	3590'	3280'	2960'	2640'	2320'	2000'	1690'	1370'	1050'	1000'



MISSED APPROACH: Climb on track to 3000' or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 1000' (987')

A	2.4 km					
B						
C						
D						

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7 (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN ALPHA ARRIVAL [BLAK7A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From BLAKA track 001° to MOOVI, cross MOOVI at or below FL120.

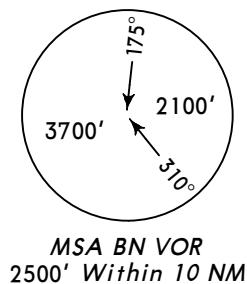
RWY 01: From MOOVI, turn LEFT, track 313° to BERTI. Cross BERTI at or below 7000'. Track 313° to GEROO, IAS at 230 KT from GEROO. Cross GEROO at or below 5000'. Track 313° to GLENN, MAX IAS 185 KT from GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach.

RWY 14: From MOOVI, track 002° to JCW VOR. Turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR for VOR RWY 14 approach.

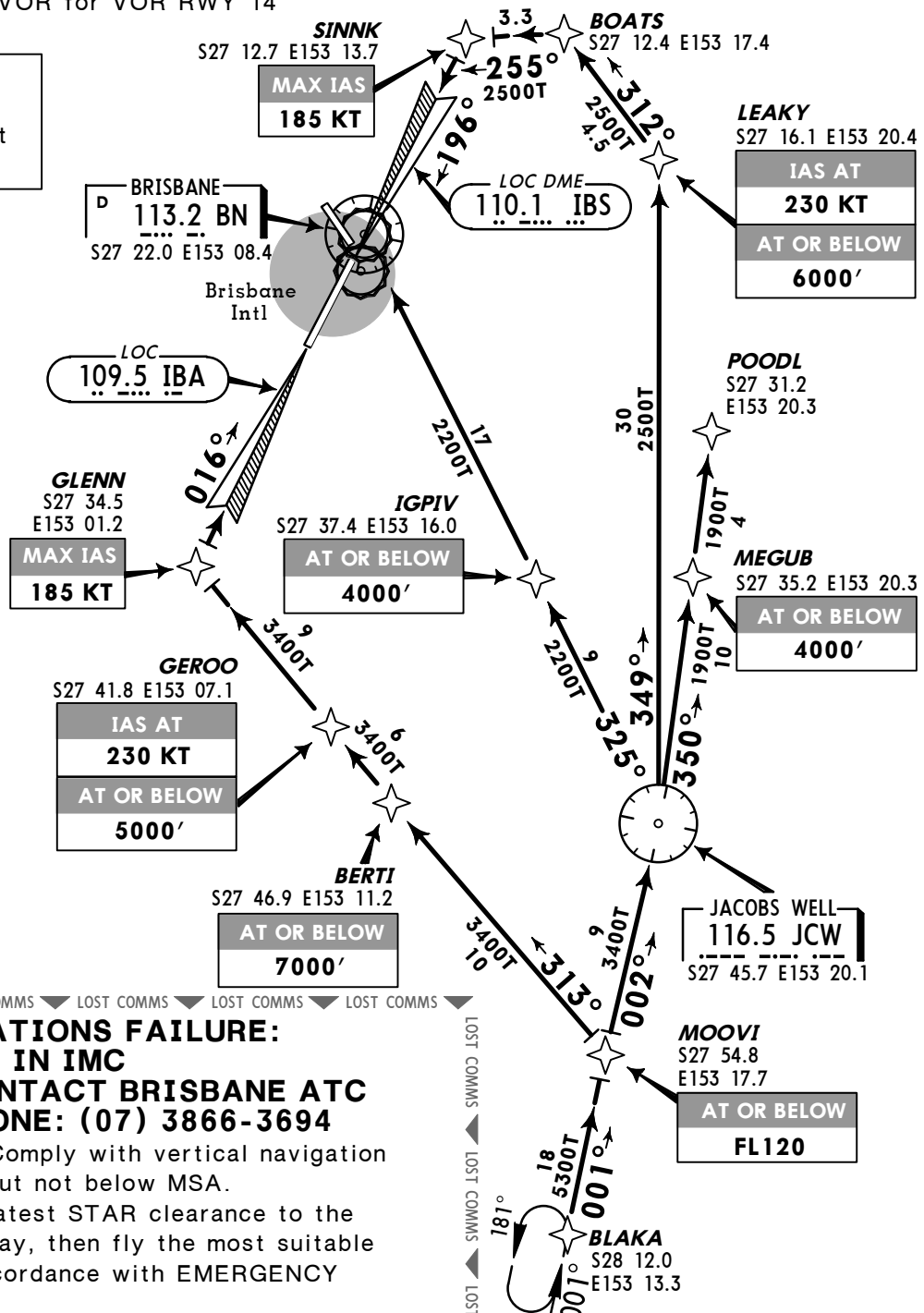
RWY 19: From MOOVI, track 002° to JCW VOR. Turn LEFT, track 349° to LEAKY. IAS at 230 KT from LEAKY. Cross LEAKY at or below 6000'. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK. MAX IAS 185 KT from SINNK for VOR, LOC, ILS, or RNAV-Z (GNSS) RWY 19 approach.

RWY 32: From MOOVI, track 002° to JCW VOR. Turn LEFT, track 350° to MEGUB. Cross MEGUB at or below 4000'. Track 350° to POODL for RNAV-Z (GNSS) RWY 32 approach.

GNSS permitted
in lieu of DME
Reference waypoint
BN VOR



Direct distance to
Brisbane Intl from:
GLENN 13 NM
POODL 14 NM
SINNK 12 NM



LOST COMMS
COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694
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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN PAPA ARRIVAL [BLAK7P]

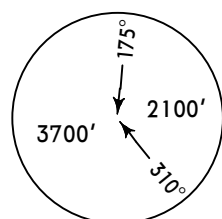
SPEED: MAX IAS 250 KT BELOW 10000'**ARRIVAL**

From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. From MOOVI track 002° to JCW VOR.

RWY 01: From JCW VOR track 312° to PUNEK. IAS at 230 KT from PUNEK. Cross PUNEK at or below 5000'. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. From LISSA track via RNAV-P (RNP) RWY 01. MAX IAS 185 KT from LISSA.

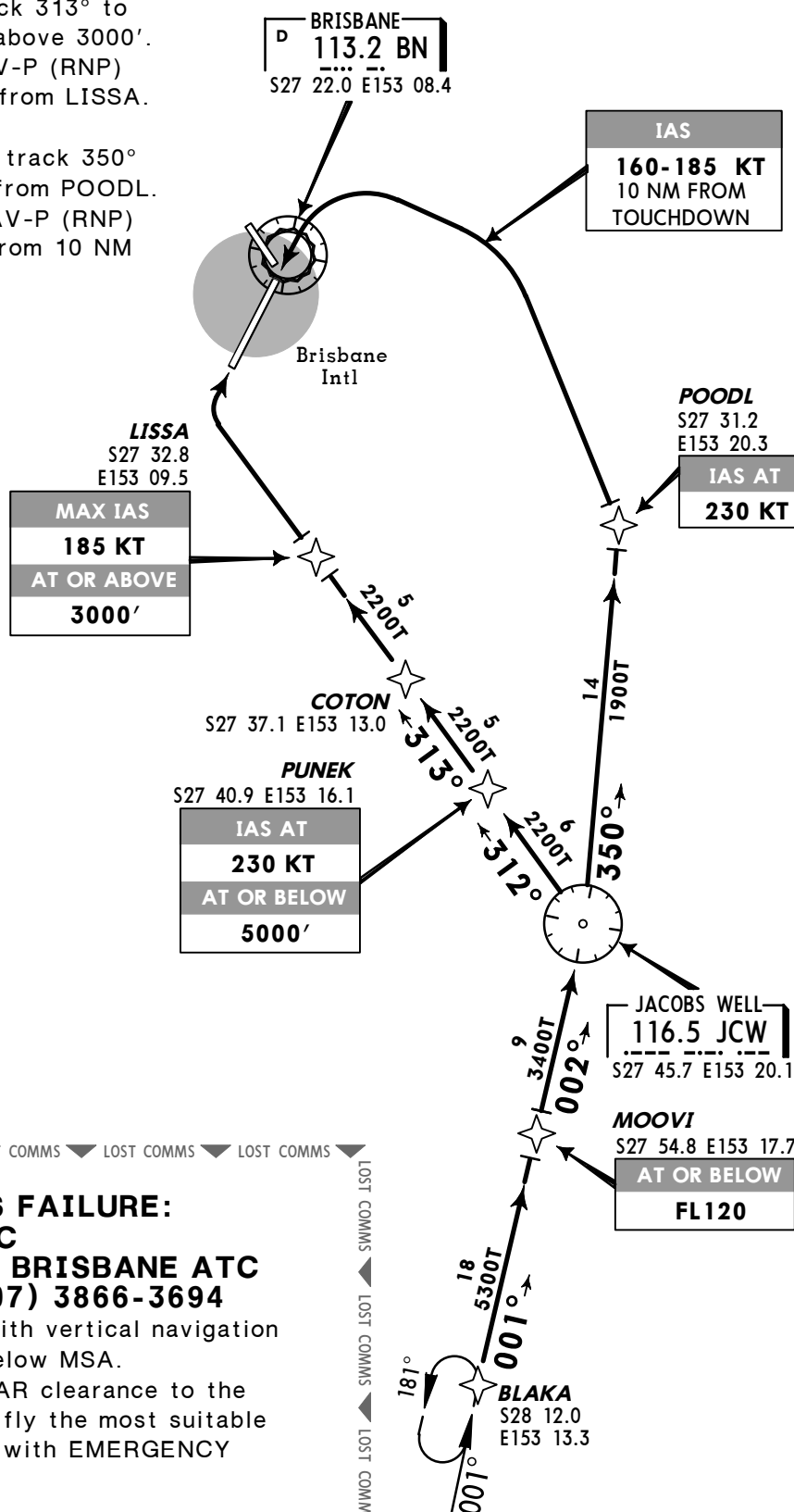
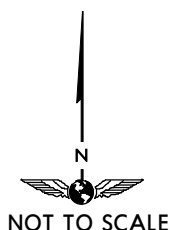
RWY 19: From JCW VOR track 350° to POODL. IAS at 230 KT from POODL. From POODL track via RNAV-P (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
LISSA 10 NM
POODL 14 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ATIS 113.2 125.5

BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BLAKA SEVEN VICTOR ARRIVAL [BLAK7V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

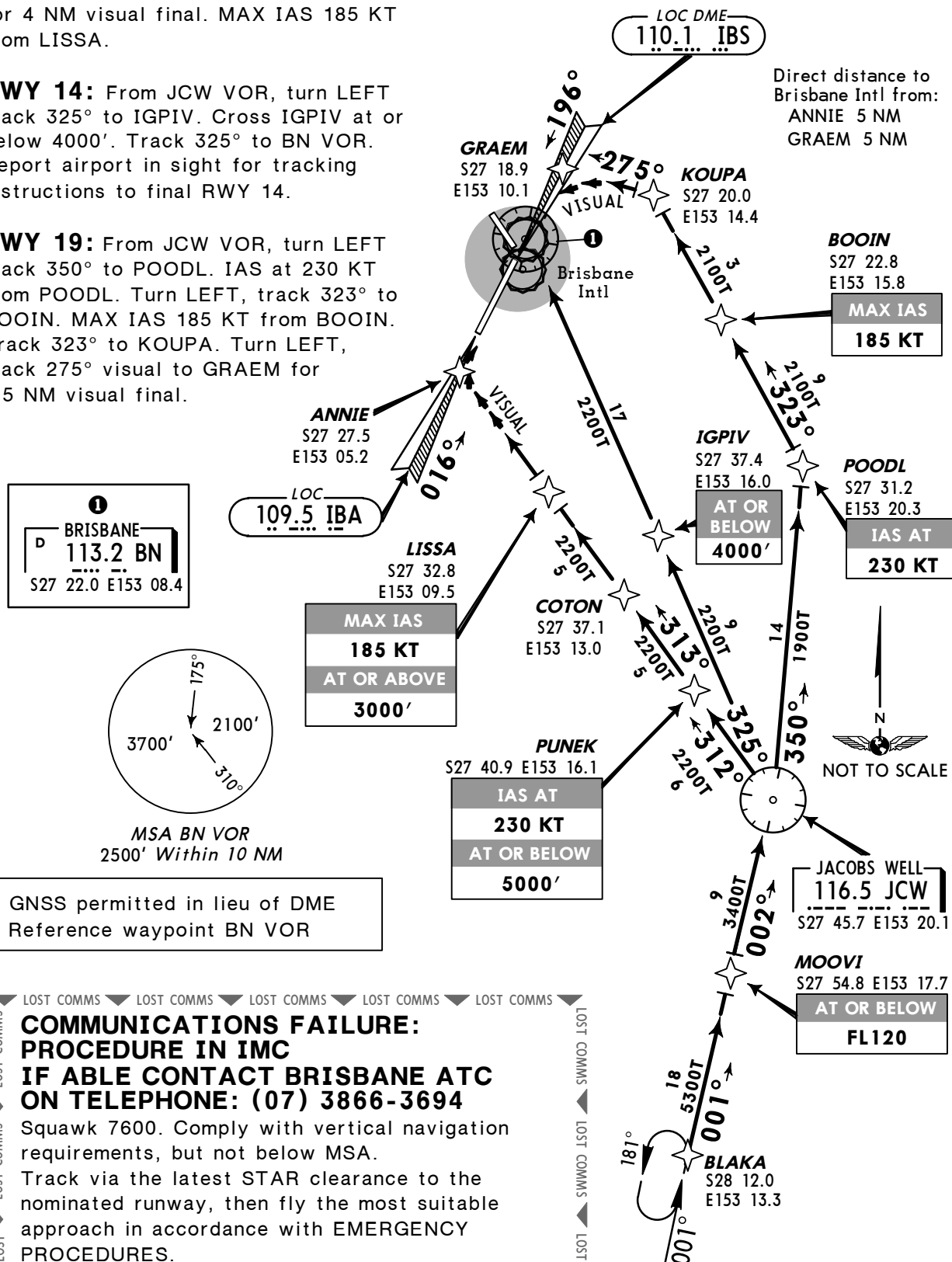
From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. Track 002° to JCW VOR.

RWY 01: From JCW VOR, turn LEFT track 312° to PUNEK. IAS at 230 KT from PUNEK. Cross PUNEK at or below 5000'. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. From LISSA track 313° visual to ANNIE for 4 NM visual final. MAX IAS 185 KT from LISSA.

RWY 14: From JCW VOR, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.

RWY 19: From JCW VOR, turn LEFT track 350° to POODL. IAS at 230 KT from POODL. Turn LEFT, track 323° to BOOIN. MAX IAS 185 KT from BOOIN. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

RWY 32: From JCW VOR, turn LEFT track 325° to IGPIV. Cross IGPIV at or below 4000'. Track 325° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.



ATIS 113.2 125.5

BRISBANE Approach (R) 124.7 (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOLD COAST (CG) SEVEN ALPHA ARRIVAL[CG7A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From CG VOR track 313° to MOOVI. Cross MOOVI at or below FL120. Track 313° BERTI. Cross BERTI at or below 7000'. Track 313° to GEROO. Cross GEROO at or below 5000'. IAS at 230 KT from GEROO. Track 313° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

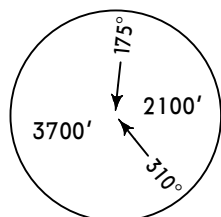
RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR RWY 14 approach.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Track 339° to LEAKY. Cross LEAKY at or below 6000'. IAS at 230 KT from LEAKY. Turn LEFT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for VOR, LOC, ILS, or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.

RWY 32: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000'. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.

1
BRISBANE
D 113.2 BN
S27 22.0 E153 08.4

GNSS permitted in lieu of DME
Reference waypoint
BN VOR



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
GLENN 13 NM
POODL 14 NM
SINNK 12 NM

2
GOLD COAST
D 112.3 CG
S28 10.1 E153 30.2
278 CG
S28 09.9 E153 30.1

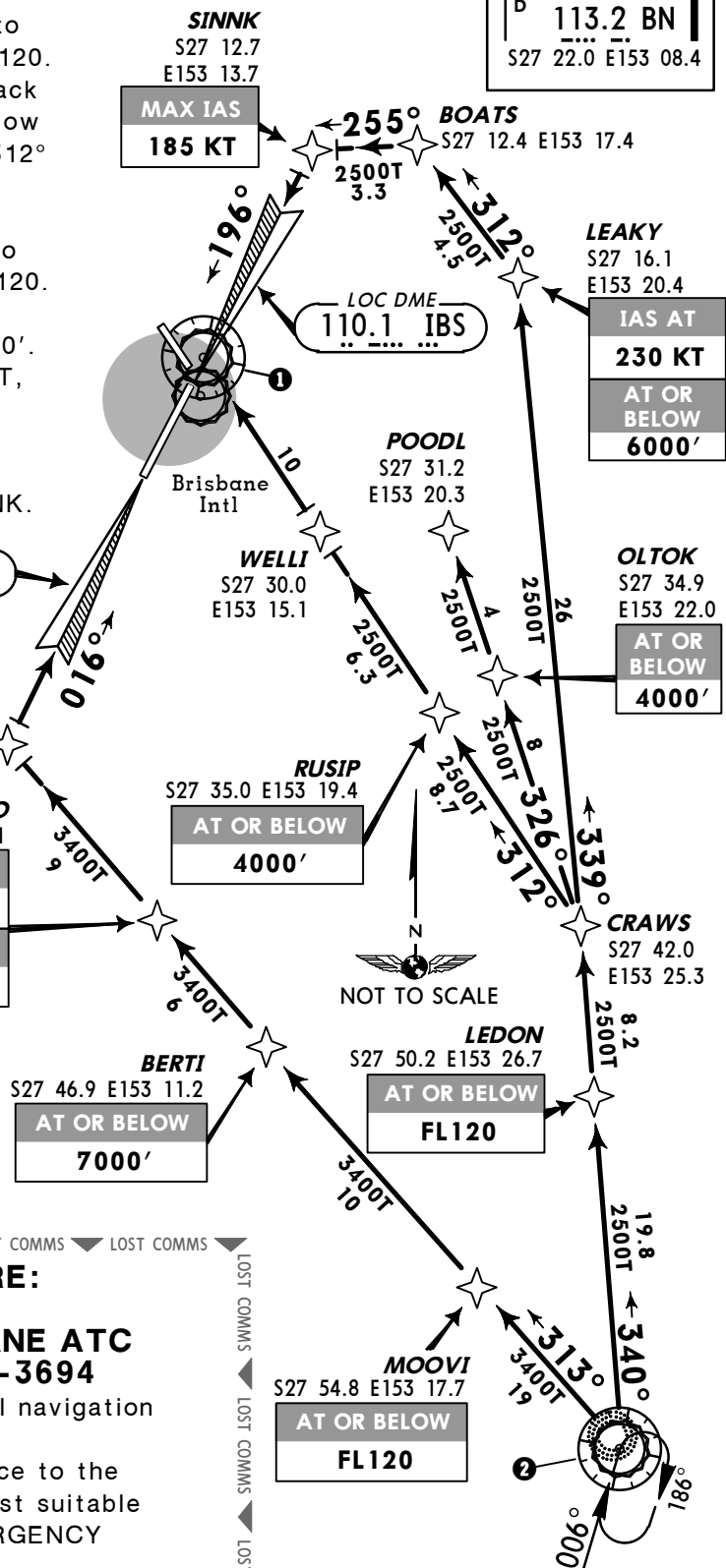
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

**IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.



ATIS 113.2 125.5

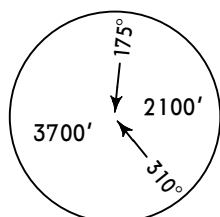
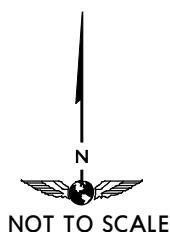
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

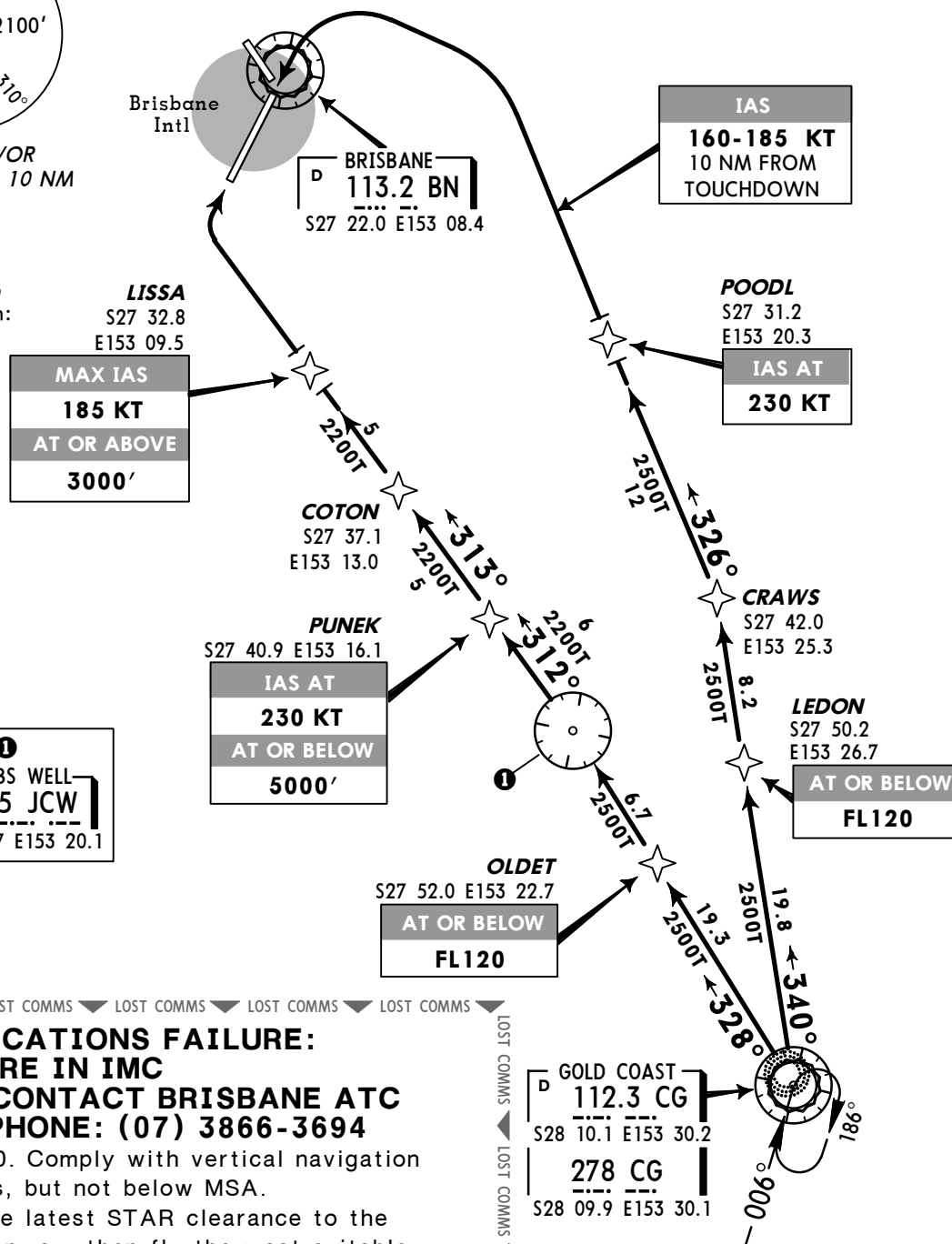
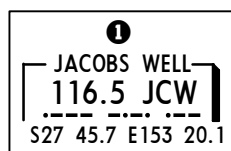
TRANS LEVEL: FL 110
TRANS ALT: 10000'**GOLD COAST (CG) SEVEN PAPA ARRIVAL [CG7P]****SPEED: MAX IAS 250 KT BELOW 10000'****ARRIVAL**

RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to JCW VOR. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000'. IAS at 230 KT from PUNEK. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA, track via RNAV-P (RNP) RWY 01.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWL. Turn LEFT, track 326° to POODL. IAS at 230 KT from POODL. From POODL track via RNAV-P (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.

GNSS permitted in lieu of DME
Reference waypoint BN VORMSA BN VOR
2500' Within 10 NMDirect distance to
Brisbane Intl from:
LISSA 10 NM
POODL 14 NM

NOT TO SCALE



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE:**PROCEDURE IN IMC****IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**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 EMERGENCY
PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'**GOLD COAST (CG) SEVEN VICTOR ARRIVAL[CG7V]*****SPEED: MAX IAS 250 KT BELOW 10000'*****ARRIVAL**

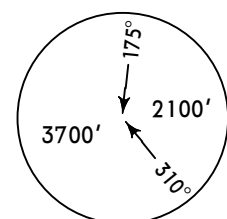
RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to JCW VOR. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000'. IAS at 230 KT from PUNEK. Track 313° to COTON. Track 313° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA, track 313° visual to ANNIE for 4 NM visual final.

RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 14.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 326° to POODL. IAS at 230 KT from POODL. Turn LEFT track 323° to BOOIN. MAX IAS 185 KT from BOOIN. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

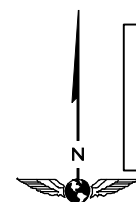
RWY 32: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 312° to RUSIP. Cross RUSIP at or below 4000'. Track 312° to WELLI, thence 312° to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



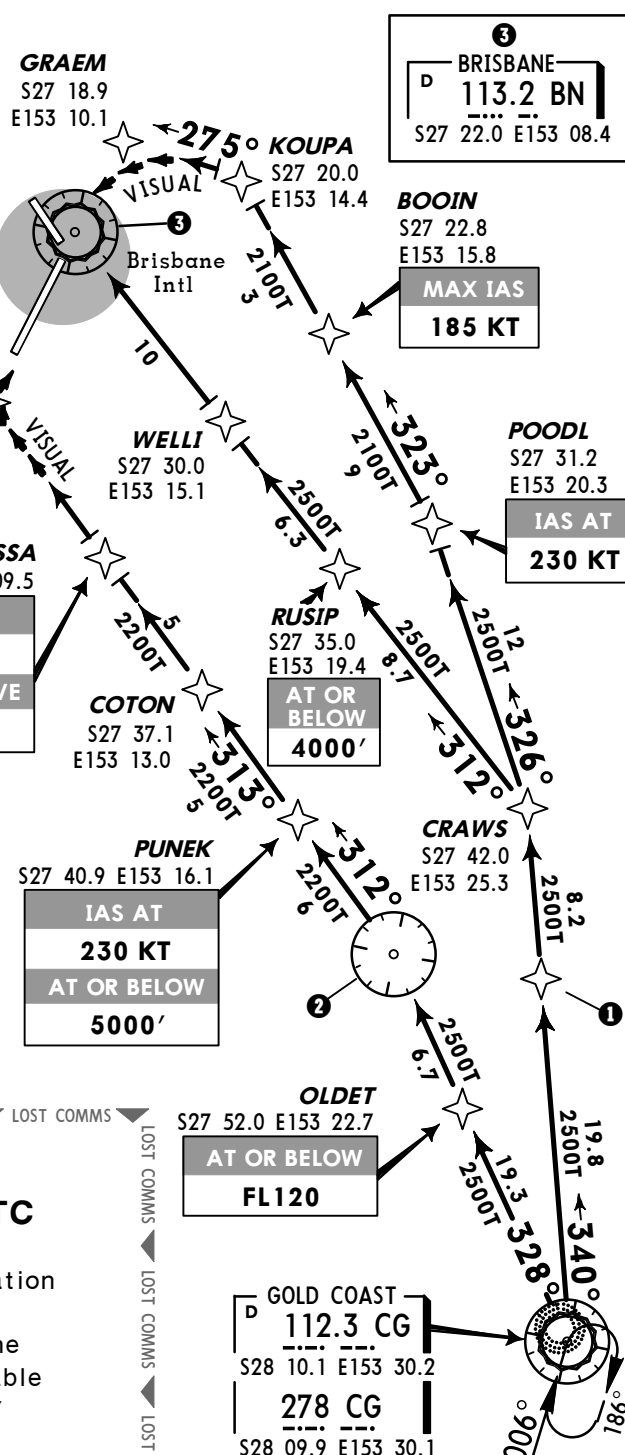
MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
ANNIE 5 NM
GRAEM 5 NM



2
JACOBS WELL
116.5 JCW
S27 45.7 E153 20.1

1
LEDON
S27 50.2 E153 26.7
AT OR BELOW
FL120



NOT TO SCALE

LOST COMMS

**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**

**IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEVIE FOUR ALPHA ARRIVAL [KEVI4A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

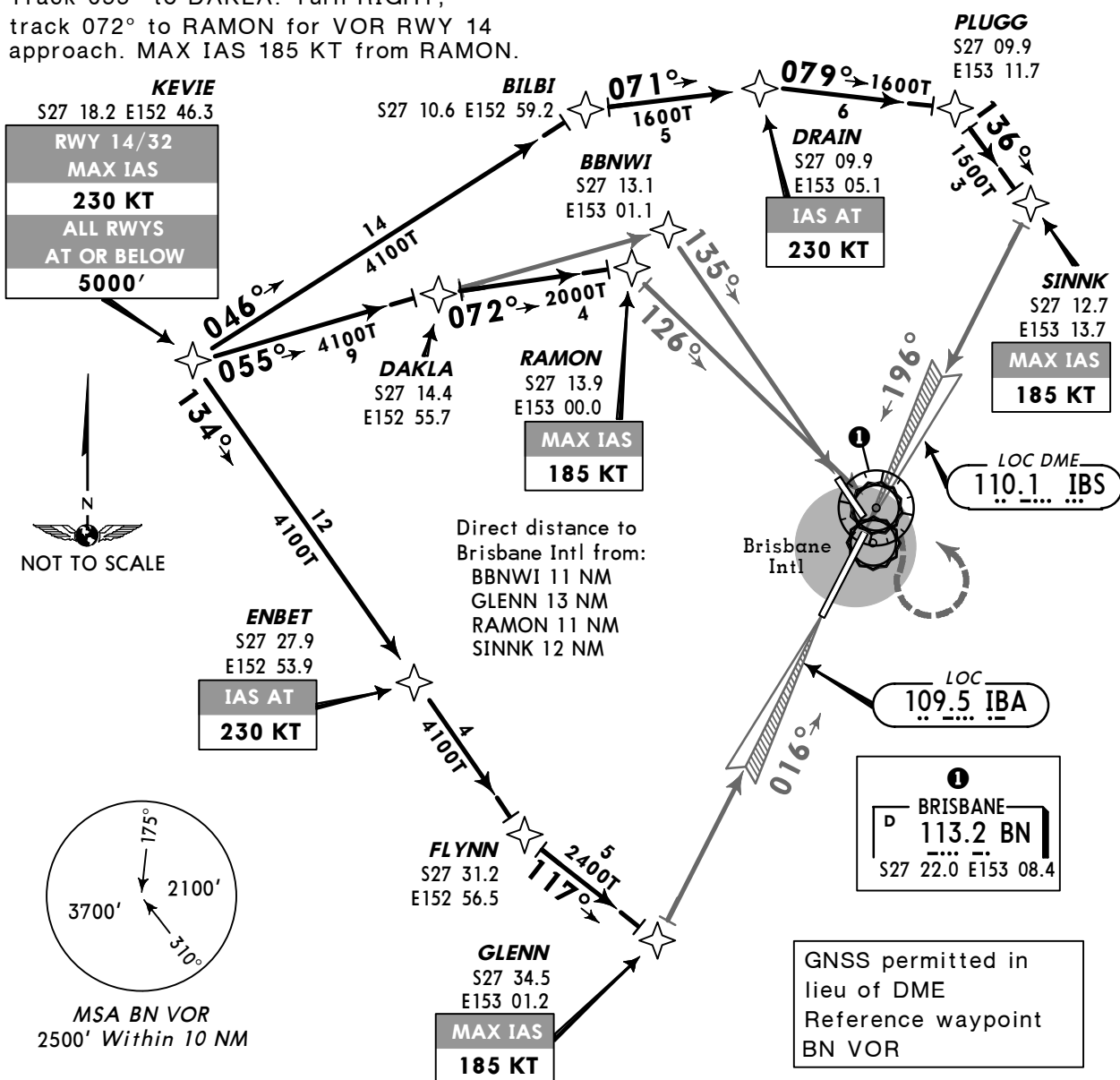
MAX IAS RWY 14/32 230 KT from
KEVIE. Cross KEVIE at or below 5000'.

RWY 01: From KEVIE track 134° to ENBET. IAS at 230 KT from ENBET. Track 134° to FLYNN. Turn LEFT, track 117° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 14: From KEVIE track 055° to DAKLA for RNAV-Z (GNSS) RWY 14 approach or: (On pilot request) Track 055° to DAKLA. Turn RIGHT, track 072° to RAMON for VOR RWY 14 approach. MAX IAS 185 KT from RAMON.

RWY 19: From KEVIE track 046° to BILBI. Turn RIGHT, track 071° to DRAIN. IAS at 230 KT from DRAIN. Turn RIGHT, track 079° to PLUGG. Turn RIGHT, track 136° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.

RWY 32: From KEVIE track 055° to DAKLA. Turn RIGHT, track 072° to RAMON. MAX IAS 185 KT from RAMON. Turn RIGHT, track 126° to BN. From BN track LEFT base RWY 32.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MALENY ONE ARRIVAL [MLY1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

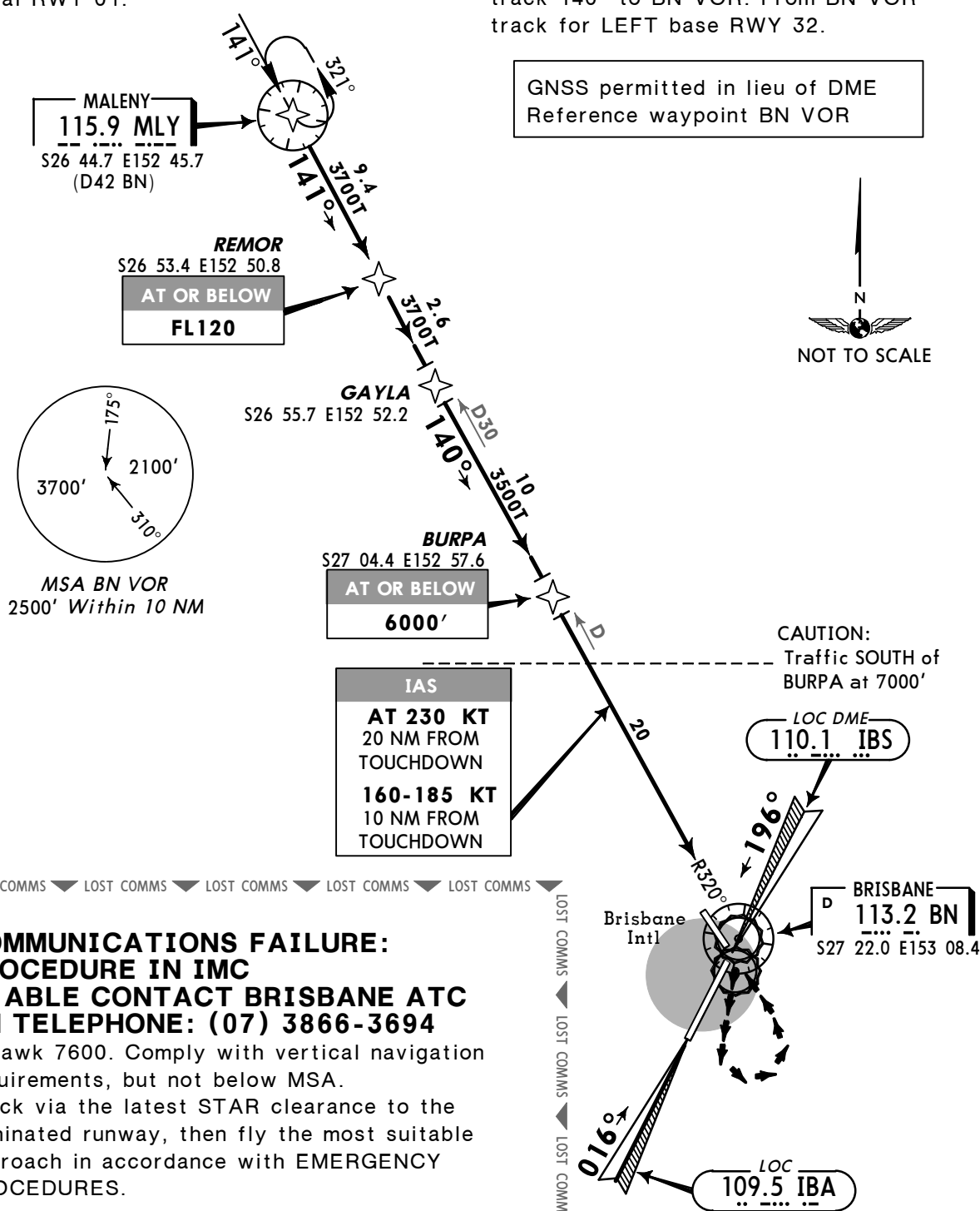
From MLY track 141° to REMOR.
Cross REMOR at or below FL120.
Track 141° to GAYLA. From GAYLA
Track 140° to BURPA. Cross BURPA
at or below 6000'. IAS at 230 KT
from 20 NM to TOUCHDOWN. IAS
160-185 KT from 10 NM to
TOUCHDOWN.

RWY 01: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 01.
In VMC EXPECT tracking instructions
to final RWY 01.

RWY 14: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 14.
In VMC EXPECT tracking instructions
to final RWY 14.

RWY 19: From BURPA track 140° to
BN VOR. EXPECT RADAR vectors
for instrument approach RWY 19.
In VMC EXPECT tracking instructions
to final RWY 19.

RWY 32 (VISUAL): From BURPA
track 140° to BN VOR. From BN VOR
track for LEFT base RWY 32.



ATIS 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

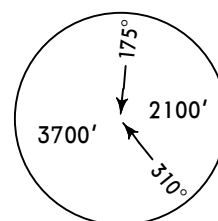
TRANS LEVEL: FL 110
TRANS ALT: 10000'**QUIET FOUR ALPHA ARRIVAL [QUIE4A]*****SPEED: MAX IAS 250 KT BELOW 10000'*****TRANSITION****SMOKA: From SMOKA to QUIET:**

Track 110° to QUIET. Cross QUIET at or above 5000'. IAS at 230 KT from QUIET, then follow arrival instructions.

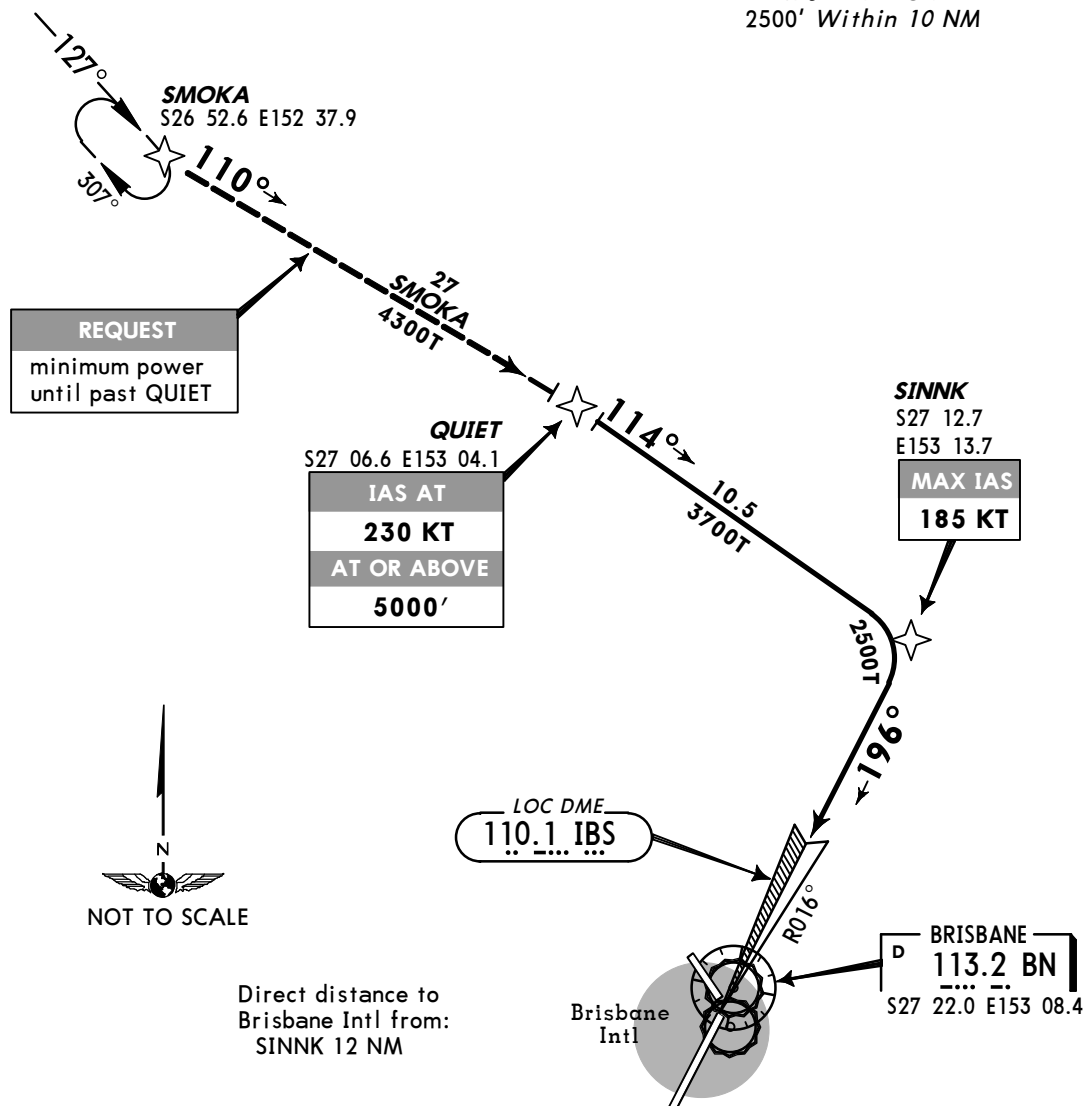
GNSS permitted in lieu of DME
Reference waypoint BN VOR

ARRIVAL

RWY 19: From QUIET track 114° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



MSA BN VOR
2500' Within 10 NM



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7 (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT ALPHA ARRIVAL [SAVE8A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

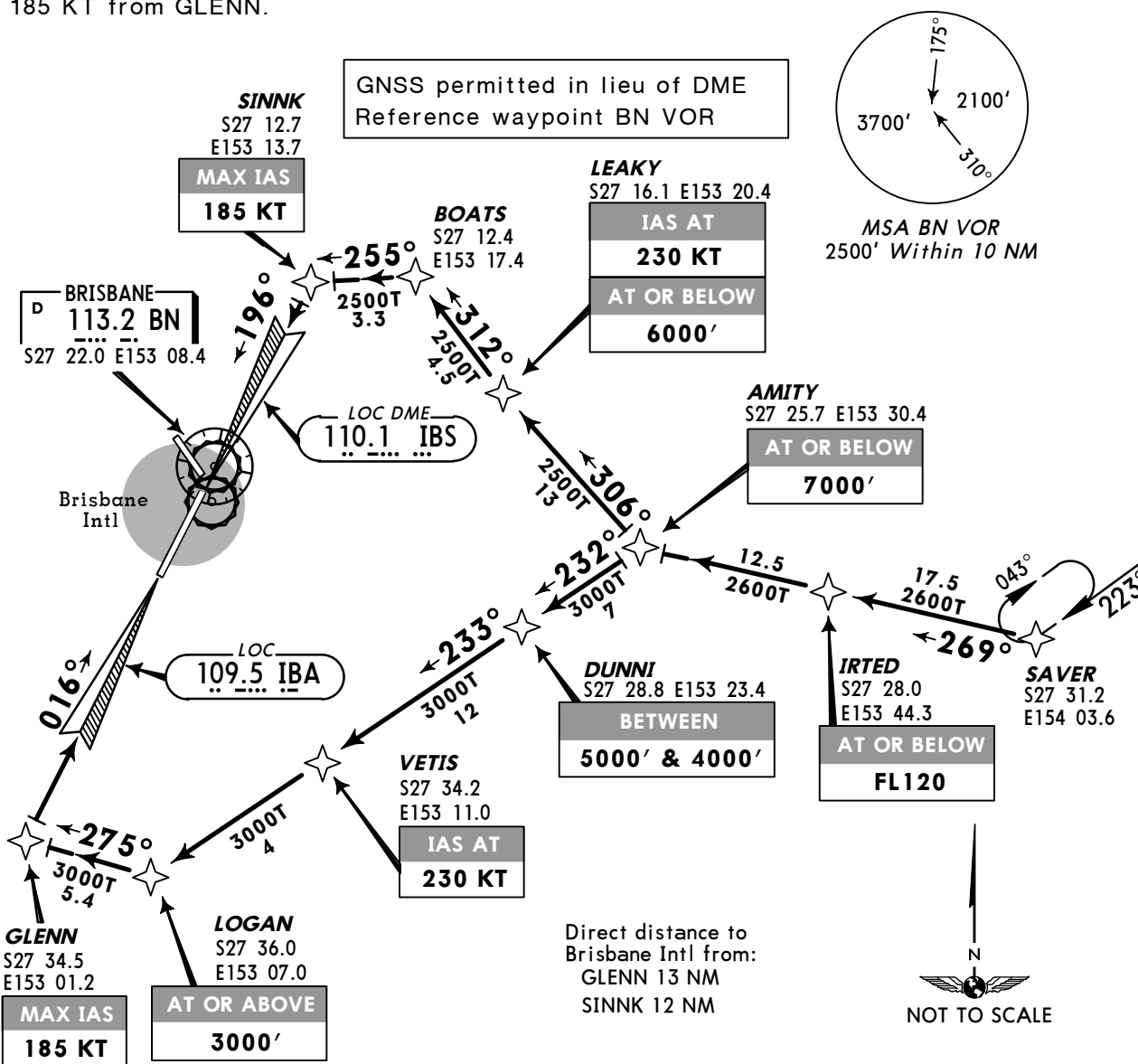
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to VETIS. IAS at 230 KT from VETIS. Track 233° to LOGAN. Cross LOGAN at or above 3000'. Turn RIGHT, track 275° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

RWY 19: From AMITY, turn RIGHT track 306° to LEAKY. IAS at 230 KT from LEAKY. Cross LEAKY at or below 6000'. Turn RIGHT, track 312° to BOATS. Turn LEFT, track 255° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CONTACT BRISBANE ATC ON TELEPHONE: (07) 3866-3694

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT PAPA ARRIVAL [SAVE8P]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From SAVER track 269° to IRTED.

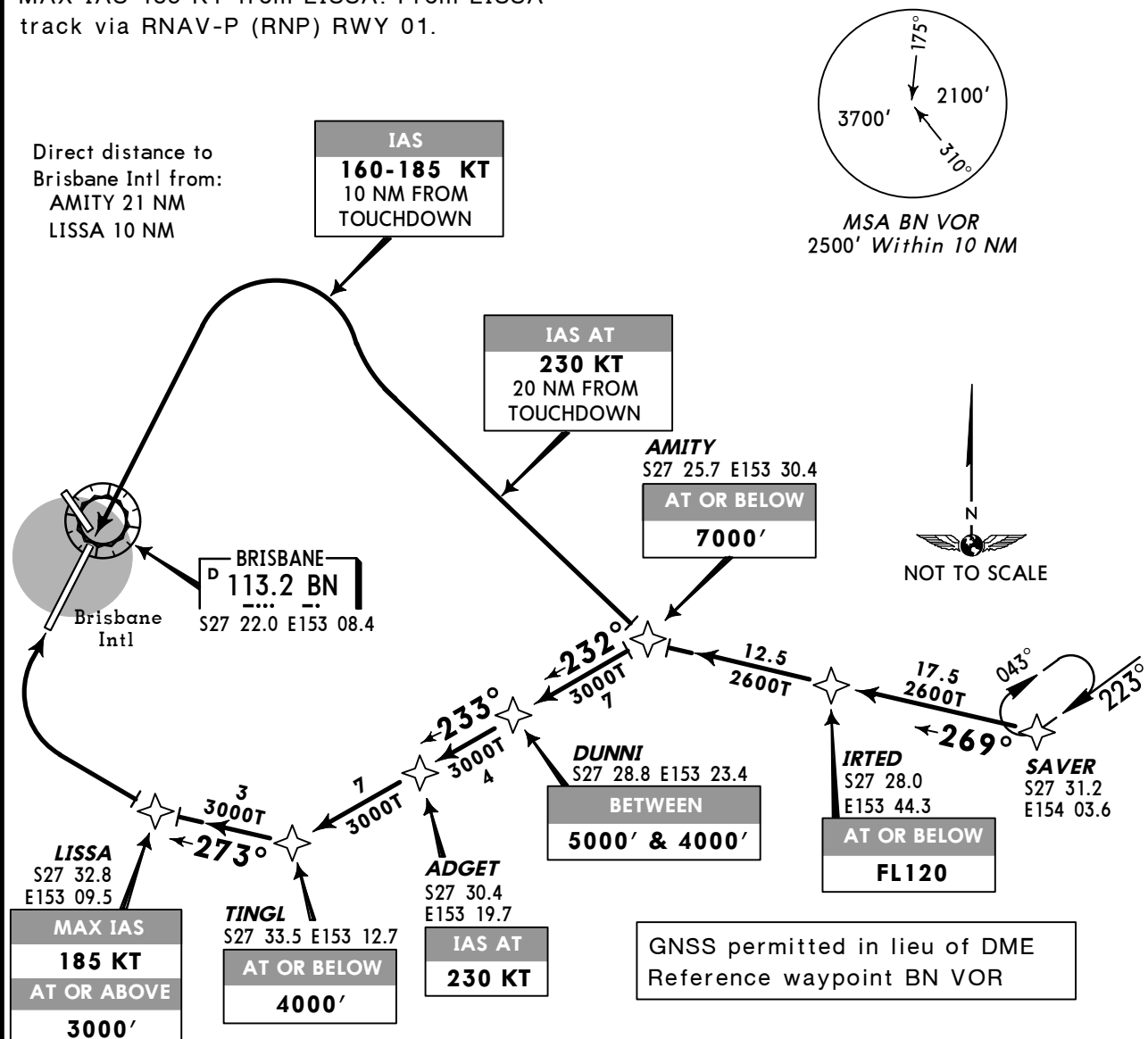
Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at
or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET. IAS at 230 KT from ADGET.

Track 233° to TINGL. Cross TINGL at or below 4000'. Turn RIGHT, track 273° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. From LISSA track via RNAV-P (RNP) RWY 01.

RWY 19: From AMITY track via RNAV-P (RNP) RWY 19. IAS at 230 KT from 20 NM to TOUCHDOWN. IAS at 160-185 KT from 10 NM to TOUCHDOWN.



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**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) **124.7** (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER EIGHT VICTOR ARRIVAL [SAVE8V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

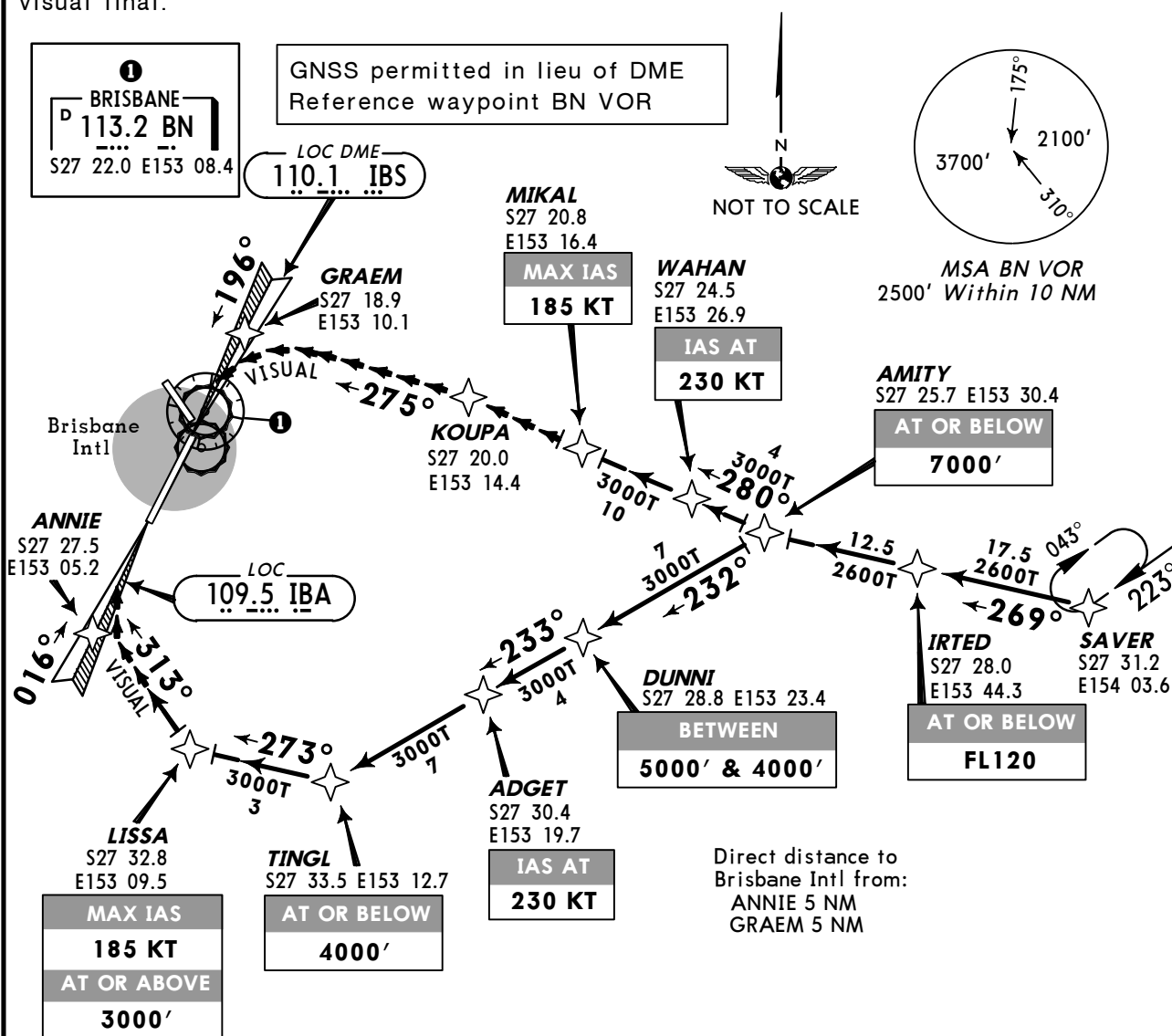
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

Track 269° to AMITY. Cross AMITY at
or below 7000'.

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET. IAS at 230 KT from ADGET. Track 233° to TINGL. Cross TINGL at or below 4000'. Turn RIGHT, track 273° to LISSA. Cross LISSA at or above 3000'. MAX IAS 185 KT from LISSA. Turn RIGHT, track 313° visual to ANNIE for 4NM visual final.

RWY 19: From AMITY, turn RIGHT track 280° to WAHAN. IAS at 230 KT from WAHAN. Track 280° to MIKAL then visual to KOUPA. IAS at 185 KT from MIKAL. Turn LEFT track 275° visual to GRAEM for 3.5 NM visual final.



**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7 (NORTH)
125.6 (SOUTH)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SINNK EIGHT ARRIVAL [SINNK8]

SPEED: MAX IAS 250 KT BELOW 10000'

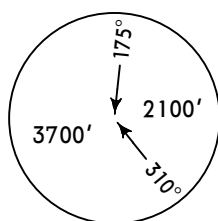
TRANSITION

GLENN: From GLENN track 066° to LISSA. Cross LISSA between FL120 and 8000'. Turn LEFT, track 019° to LEAKY. Cross LEAKY at or below 6000'. IAS at 230 KT from LEAKY. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK, then follow arrival instructions.
MAX IAS 185 KT from SINNK.

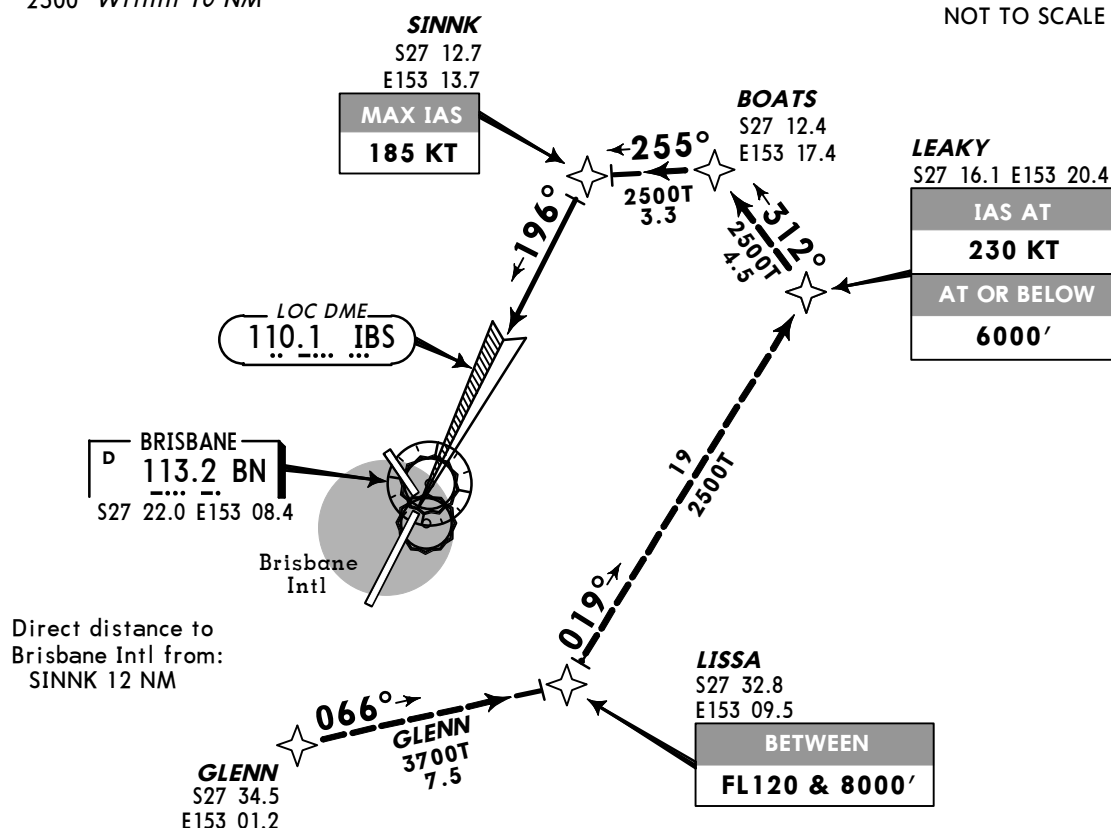
ARRIVAL

RWY 19: From SINNK track via instrument approach as advised or cleared.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM



**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

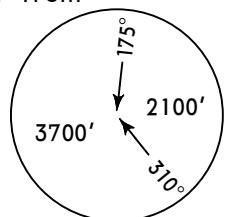
SMOKA TWO ALPHA ARRIVAL [SMOK2A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT, track 162° to GORRI, IAS at 230 KT from GORRI. Track 162° to FLYNN. From FLYNN, track 117° to GLENN for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 01 approach. MAX IAS 185 KT from GLENN.

GNSS permitted in lieu of DME Reference waypoint BN VOR

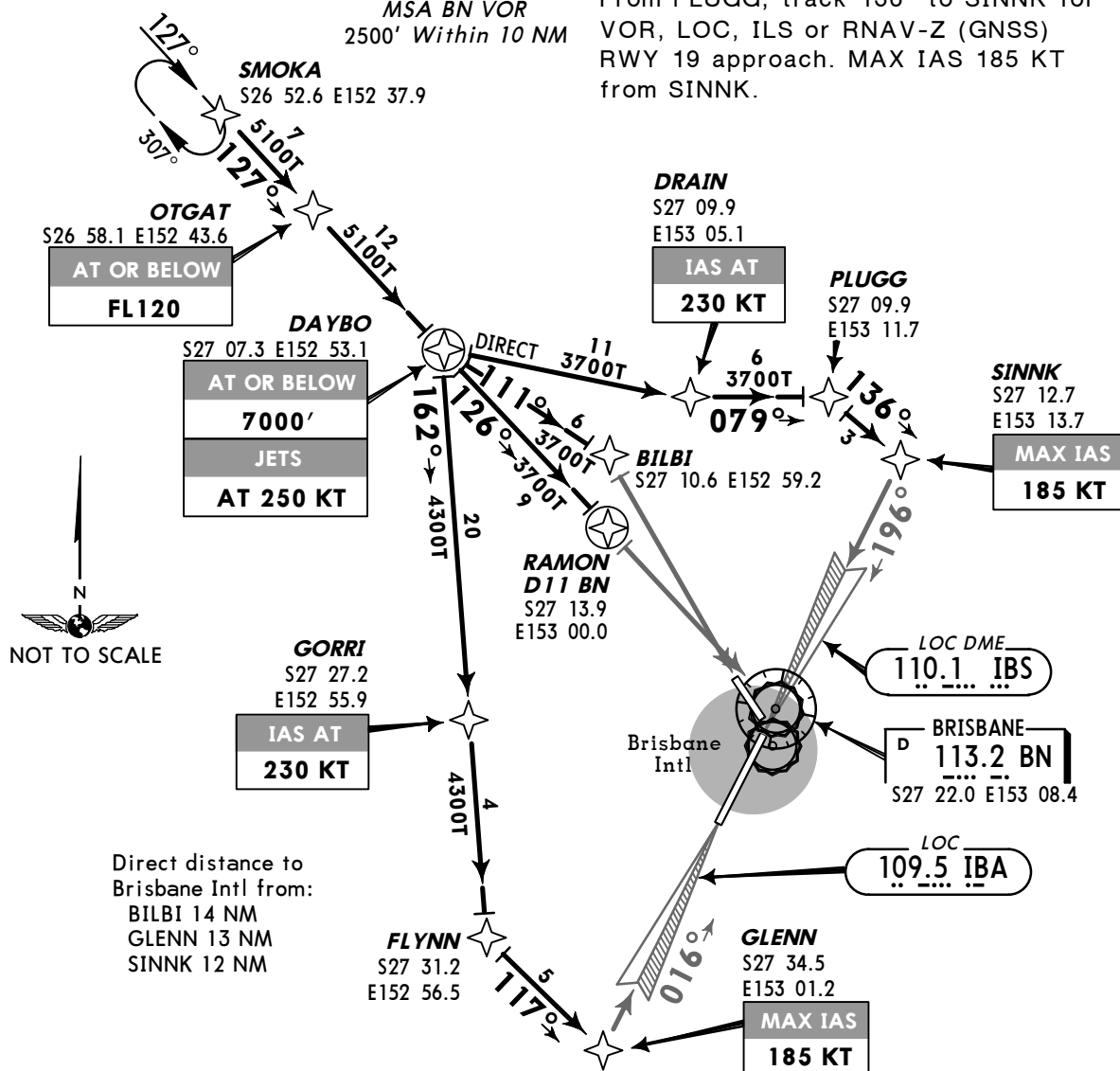


MSA BN VOR
2500' Within 10 NM

RWY 14: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Track 126° to RAMON for VOR RWY 14 approach.

OR ON REQUEST: From DAYBO track 111° to BILBI for RNAV (GNSS) RWY 14 approach.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to DRAIN. IAS at 230 KT from DRAIN. Turn LEFT, track 079° to PLUGG. From PLUGG, track 136° to SINNK for VOR, LOC, ILS or RNAV-Z (GNSS) RWY 19 approach. MAX IAS 185 KT from SINNK.



**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

Squawk 7600. Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the mostsuitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 113.2 125.5

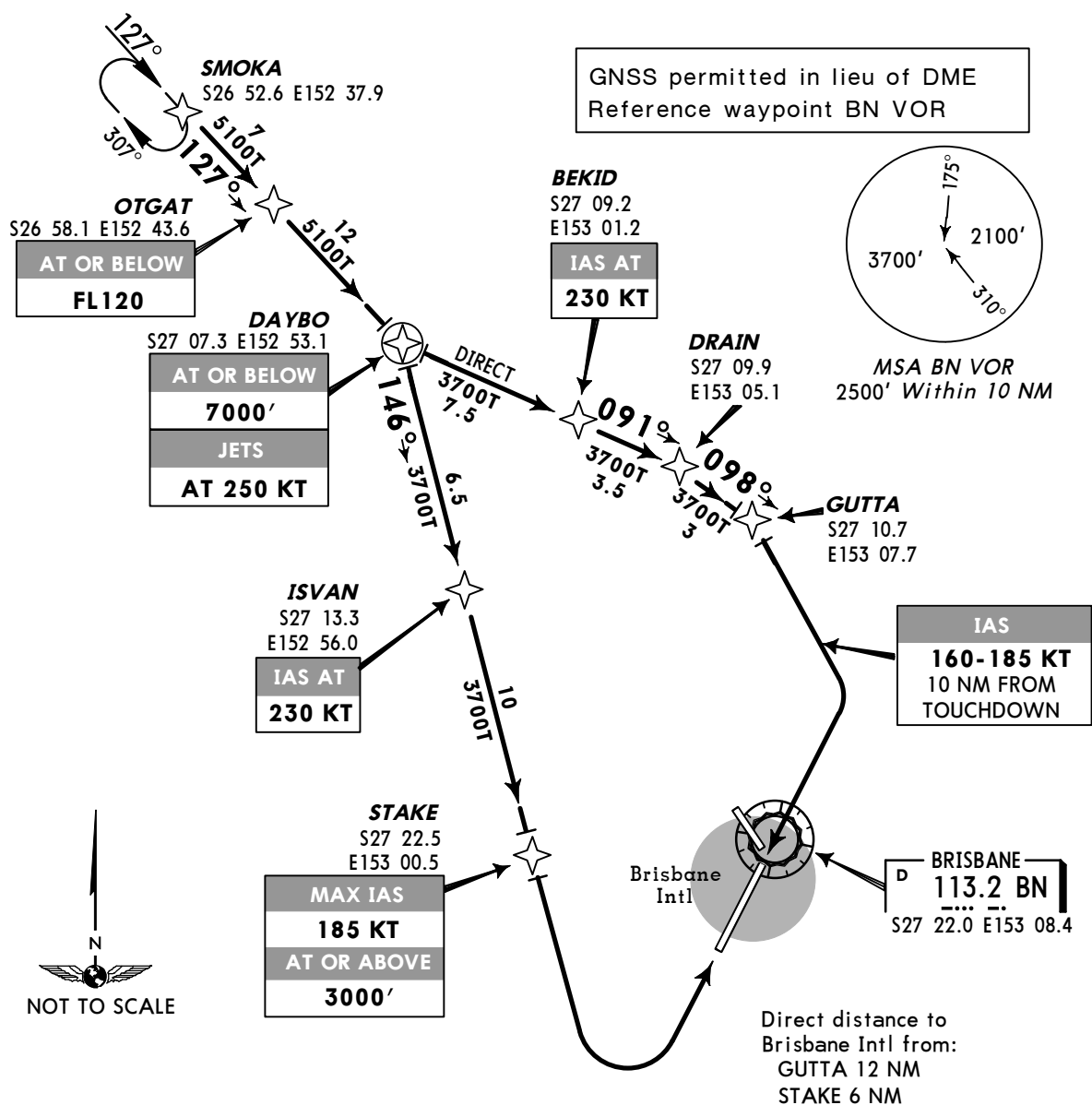
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'**SMOKA TWO MIKE ARRIVAL [SMOK2M]*****SPEED: MAX IAS 250 KT BELOW 10000'*****ARRIVAL**

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT, track 146° to ISVAN. IAS at 230 KT from ISVAN. Track 146° to STAKE. Cross STAKE at or above 3000'. MAX IAS 185 KT from STAKE. Track via RNAV-M (RNP) RWY 01.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to BEKID. IAS at 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Track via RNAV-M (RNP) RWY 19. IAS 160-185 KT from 10 NM to TOUCHDOWN.



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694

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 EMERGENCY PROCEDURES.

ATIS 113.2 125.5

BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SMOKA TWO VICTOR ARRIVAL [SMOK2V]

SPEED: MAX IAS 250 KT BELOW 10000'

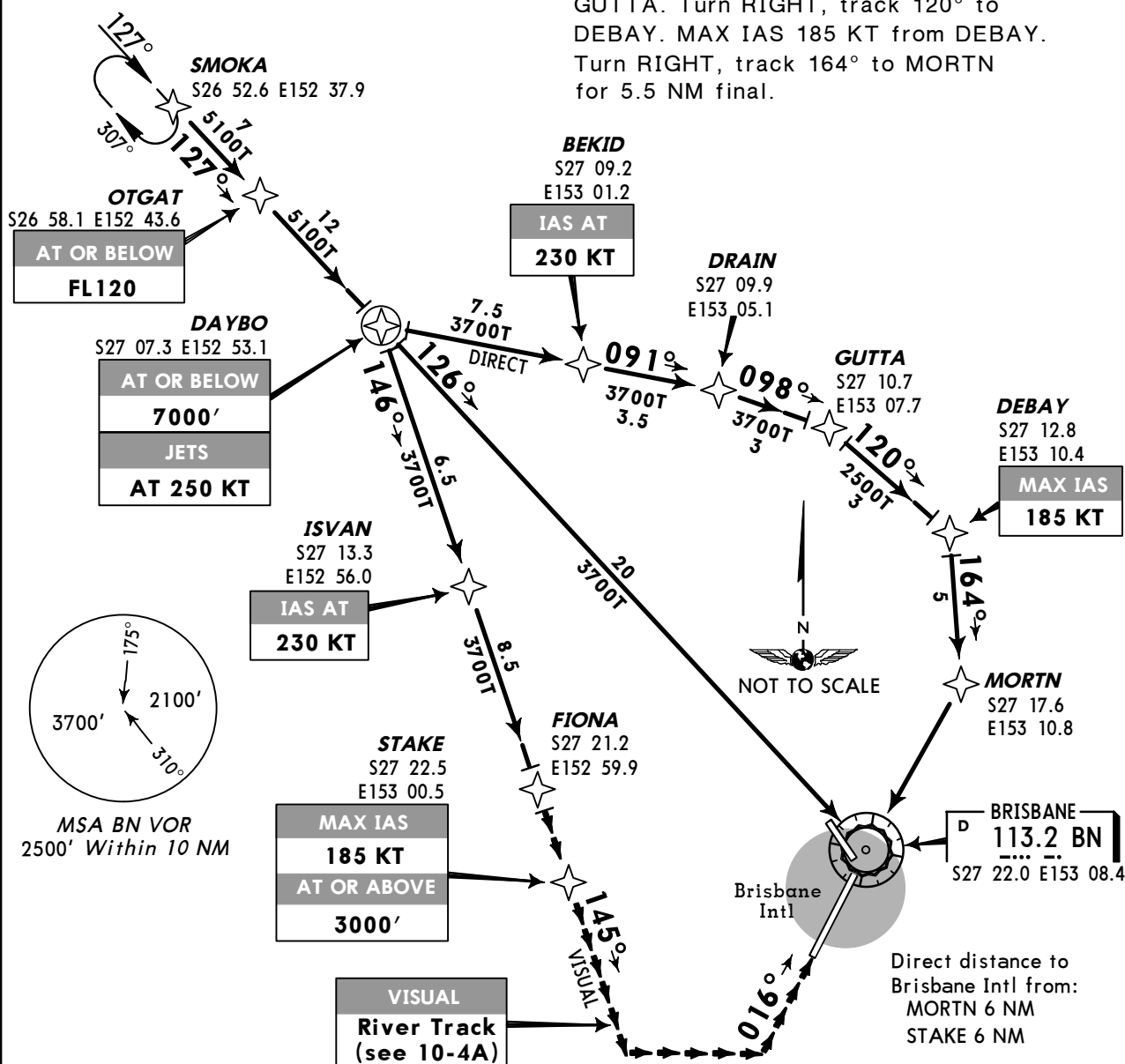
ARRIVAL

RWY 01: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn RIGHT track 146° to ISVAN. IAS at 230 KT from ISVAN. Track 146° to FIONA. Track visual to STAKE. Cross STAKE at or above 3000' visual. MAX IAS 185 KT from STAKE. Track 145° and intercept "River Track" (See 10-4A).

GNSS permitted in lieu of DME
Reference waypoint BN VOR

RWY 14: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Track 126° to BN VOR. Report runway in sight for tracking instructions.

RWY 19: From SMOKA track 127° to OTGAT. Cross OTGAT at or below FL120. Track 127° to DAYBO. Cross DAYBO at or below 7000', JETS at 250 KT. Turn LEFT, track direct to BEKID. IAS at 230 KT from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX IAS 185 KT from DEBAY. Turn RIGHT, track 164° to MORTN for 5.5 NM final.



**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC ON
TELEPHONE: (07) 3866-3694**

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 EMERGENCY PROCEDURES.

BRISBANE Clearance **118.6**

Departure (R) **128.3**

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

**RUNWAY
01/19 NORTH**

**CORAL FOUR DEPARTURE [CORAL4],
TRIKI FOUR DEPARTURE [TRIKI4]**

**~~SPEED:~~ MAX IAS 250 KT BELOW 10000'
MAX IAS 220 KT UNTIL PASSING NOGRA**

Minimum required climb gradient:

Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

Rwy 01: Track 016° to VERRY.

From VERRY turn LEFT.

For CORAL: Track 356° to CORAL.

For TRIKI: Track 007° to TRIKI.

Rwy 19: Track 196° to CITEE. Cross

CITEE at or above 3000'. At CITEE

turn RIGHT. Track direct to NOGRA.

Track 024° to AMBLE. Cross AMBLE

at or above 8000'. From AMBLE

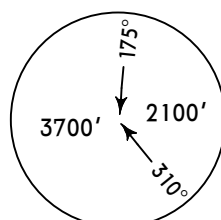
turn RIGHT, track 030° to DEBAY.

From DEBAY turn LEFT.

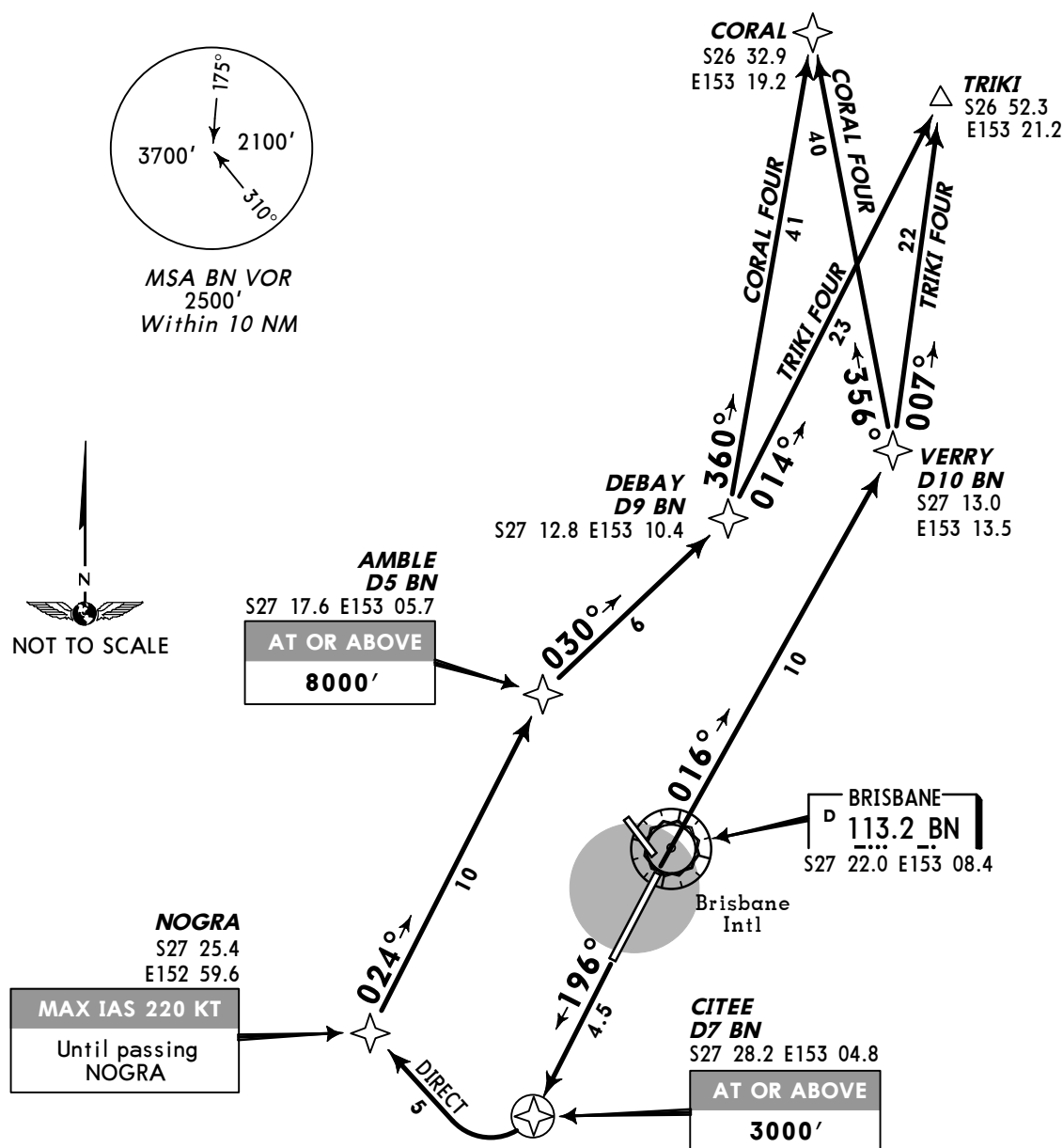
For CORAL: Track 360° to CORAL.

For TRIKI: Track 014° to TRIKI.

GPS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500'
Within 10 NM



BRISBANE Clearance 118.6

Departure (R) 118.45 (Rwy 01)

128.3 (Rwy 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAYS 01/19 NORTH-EAST

JETS ONLY**COODA TWO DEPARTURE [COODA2]*****SPEED: MAX IAS 250 KT BELOW 10000'***
MAX IAS 220 KT UNTIL PASSING NOGRA

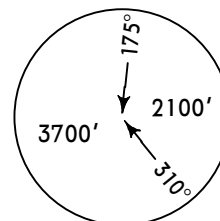
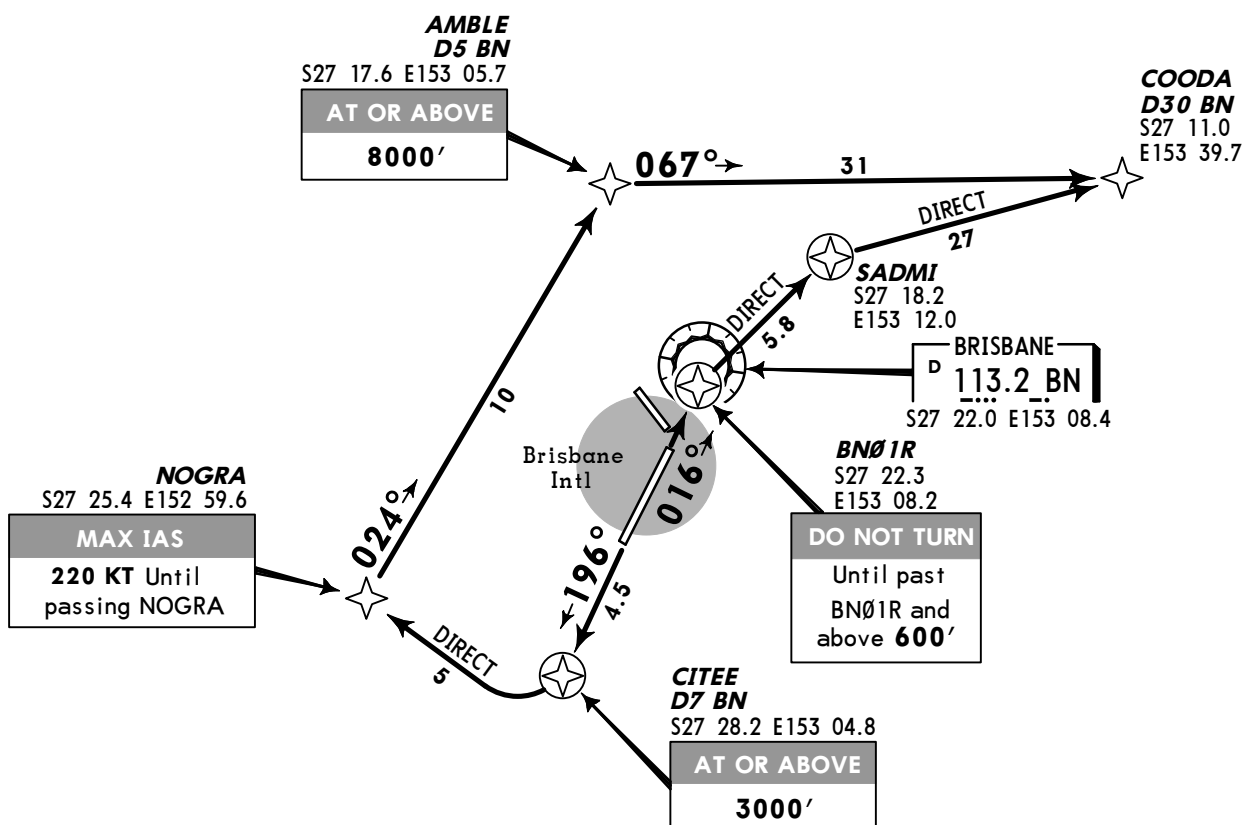
Minimum required climb gradient:

Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to SADMI. At SADMI turn RIGHT, track direct to COODA, then as cleared.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT, track direct to NOGRA. MAX IAS 220 KT until passing NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to COODA, then as cleared.

MSA BN VOR
2500' Within 10 NMGNSS permitted in lieu of DME
Reference waypoint BN VOR

BRISBANE Clearance **118.6**
Departure (R) **118.45** (Rwy 01)
128.3 (Rwy 19)

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 WEST

IBUNA SIX DEPARTURE *[IBUNA6]*

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient:

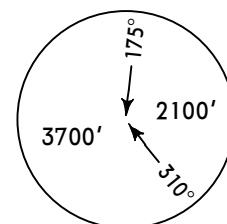
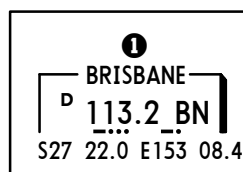
Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

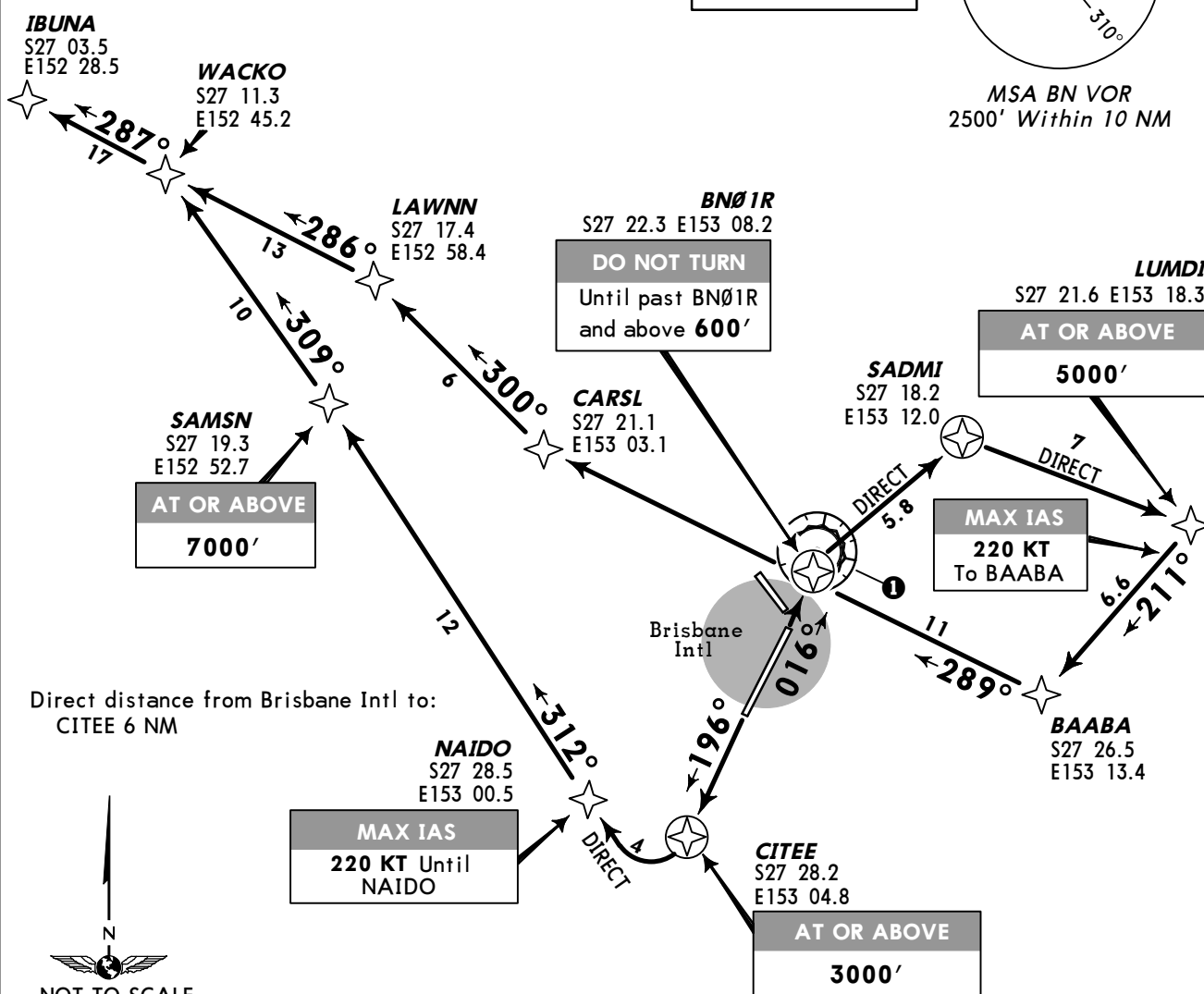
RWY 01: Track 016° to BN01R. After passing BN01R and 600', turn RIGHT, track direct to SADMI. At SADMI turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000'. Turn RIGHT, track 211° to BAABA. MAX IAS to BAABA 220 KT. Turn RIGHT, track 289° to CARSL. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO. Turn RIGHT, track 287° to IBUNA.

RWY 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE, turn RIGHT, track direct to NAIDO. MAX IAS 220 KT until NAIDO. Track 312° to SAMSN. Cross SAMSN at or above 7000'. Turn LEFT, track 309° to WACKO. Turn LEFT, track 287° to IBUNA.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500' Within 10 NM



BRISBANE Clearance 118.6
Departure (R) 118.45

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH

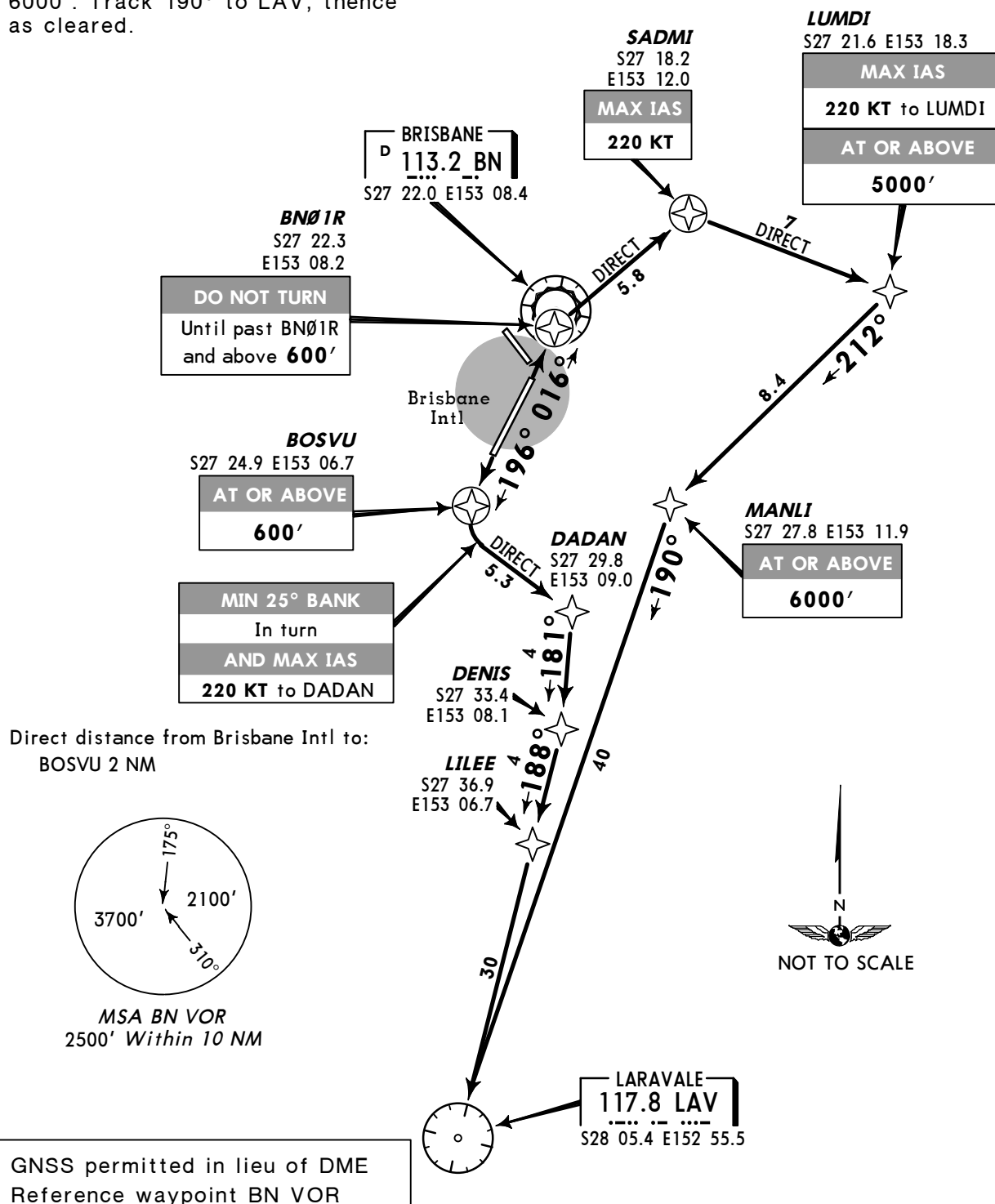
LARVALE (LAV) THREE DEPARTURE [LAV3]

SPEED: MAX IAS 250 KT BELOW 10000'

(To remain in controlled airspace reach 1500' or above by BN 7 DME)

RWY 01: Track 016° to BN01R.
After passing BN01R and 600',
turn RIGHT, track direct to SADMI.
Turn RIGHT, track direct to
LUMDI. MAX IAS 220 KT to
LUMDI. Cross LUMDI at or
above 5000'. Track 212° to
MANLI. Cross MANLI at or above
6000'. Track 190° to LAV, thence
as cleared.

RWY 19: Track 196° to BOSVU. At
BOSVU, and not below 600', turn LEFT
track direct to DADAN. Minimum bank
25° in turn and MAX IAS 220 KT to
DADAN. Track 181° to DENIS. Track
188° to LILEE. Track 188° to LAV.



BRISBANE Clearance **118.6**

Departure (R) **118.45** (Rwy 01) **128.3** (Rwy 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH-EAST

SCOTT NINE DEPARTURE [SCOTT9]
[SPEED: MAX IAS 250 KT BELOW 10000']
MAX IAS 220 KT UNTIL PASSING NOGRA

Minimum required climb gradient:

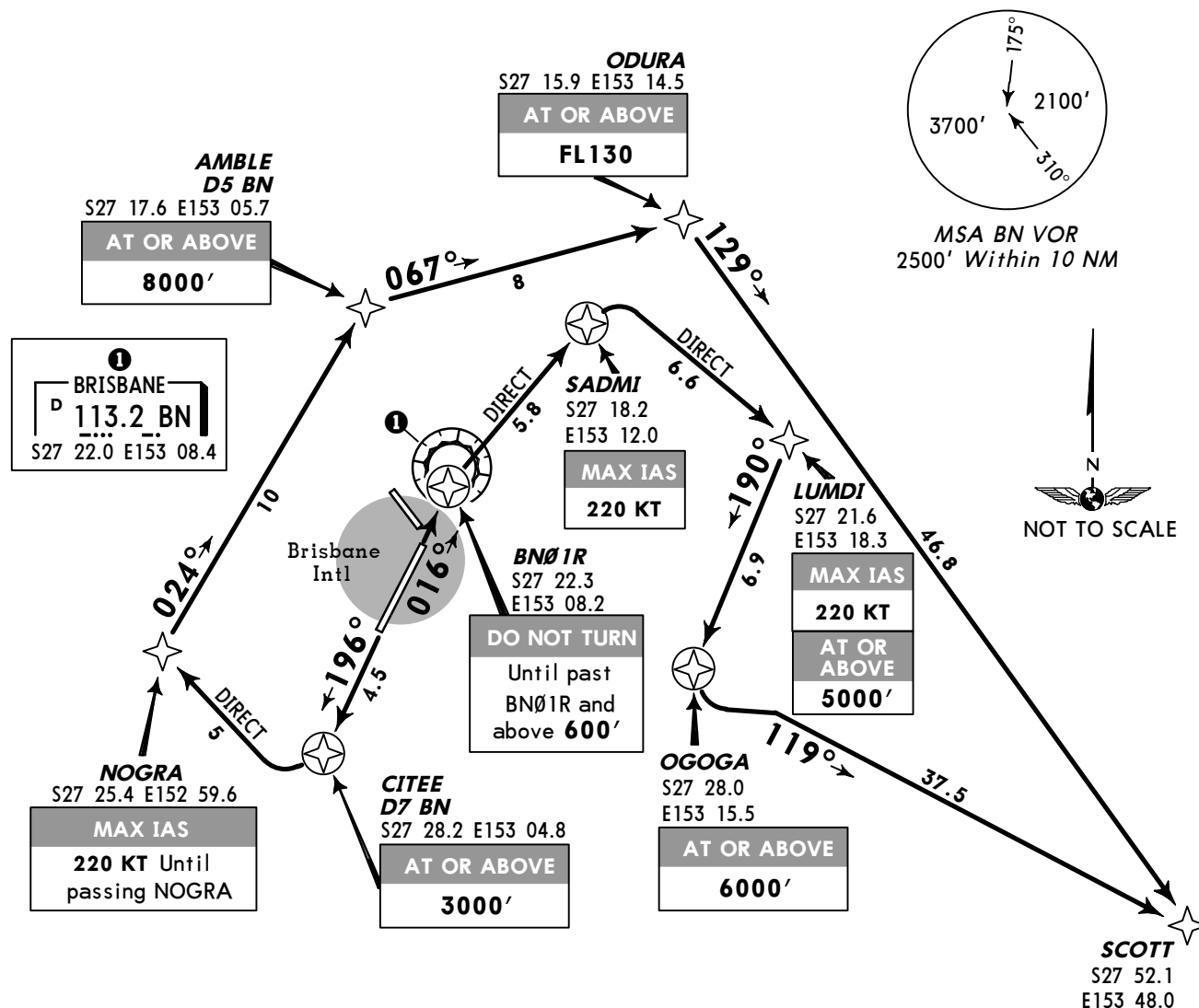
Rwy 19: 10.8% to 3000'.

Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

RWY 01: Track 016° to BN01R.
After passing BN01R and 600',
turn RIGHT, track direct to
SADMI. AT SADMI turn RIGHT,
track direct to LUMDI.
MAX IAS 220 KT to LUMDI.
Cross LUMDI at or above 5000'.
Track 190° to OGOGA. Cross
OGOGA at or above 6000'.
Turn LEFT, intercept and track
119° to SCOTT, thence as cleared.

RWY 19: Track 196° to CITEE. Cross
CITEE at or above 3000'. At CITEE
turn RIGHT, track direct to NOGRA.
MAX IAS 220 KT until passing NOGRA.
Turn RIGHT, track 024° to AMBLE.
Cross AMBLE at or above 8000'.
Turn RIGHT, track 067° to ODURA.
Cross ODURA at or above FL130.
Turn RIGHT, track 129° to SCOTT,
thence as cleared.

GNSS permitted in lieu of DME
Reference waypoint BN VOR



NOISE ABATEMENT PROCEDURES

Airservices Air Traffic Control will facilitate over water operations and maximize the use of preferred flight paths wherever possible.

Day Operations

Day Operation times are 0600-2200 Local Monday to Friday and 0600-2100 Local Saturday and Sunday.

Night Operations

Night Operation times are all other times.

Reciprocal Runway Operations

Reciprocal Runway Operations require:

- Downwind component does not exceed 10 knots (including gusts) and
- Runway surface completely dry.

During Night Operations, Reciprocal Runway Operations are the preferred runway mode. Traffic Management - airborne holding and start clearances - will be employed to enable Reciprocal Runway Operations where safety requirements permit.

Noise abatement will not be a determining factor in runway selection at Brisbane under the following circumstances:

1. During Thunderstorms and Low Visibility Procedures
2. MEDEVAC priority aircraft
3. Where traffic management procedures are required to safely manage ATC workload.

Where noise abatement procedures are prescribed, and ATC traffic management safety requirements permit, the following runway nomination provisions will be applied.

PREFERRED RUNWAYS

Jet Noise Abatement climb procedures apply 24 hours Runway 19.

(a) For Day Operations, when Reciprocal Runway Operations are not possible, the preferred runways are:

Landing	Take-off
Runway 01	Runway 01
Runway 14/32	Runway 14/32
Runway 19	Runway 19

(b) For Night Operations, the preferred runways are:

Landing	Take-off
Runway 19	Runway 01
Runway 32	Runway 14
Runway 14	Runway 32
Runway 01	Runway 19

Intersection departures on Runway 19 are not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW during (a) and by all aircraft during (b) - exception: jet aircraft not exceeding ICAO Code letter C aerodrome reference code are permitted to depart from A1 or intersection A3 during (a).

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

1. Landing Runway 19:

- All jet aircraft will not normally be descended below 3000' until east of the coast to avoid noise sensitive areas.
- During Night Operations, descent below 5000' is not permitted for all jet aircraft until east of the coast.
- During Night Operations, descent below 3000' is not permitted for all non-jet aircraft until east of the coast.

2. Landing Runway 32:

- During Night Operations, all aircraft will be normally tracked for right base.

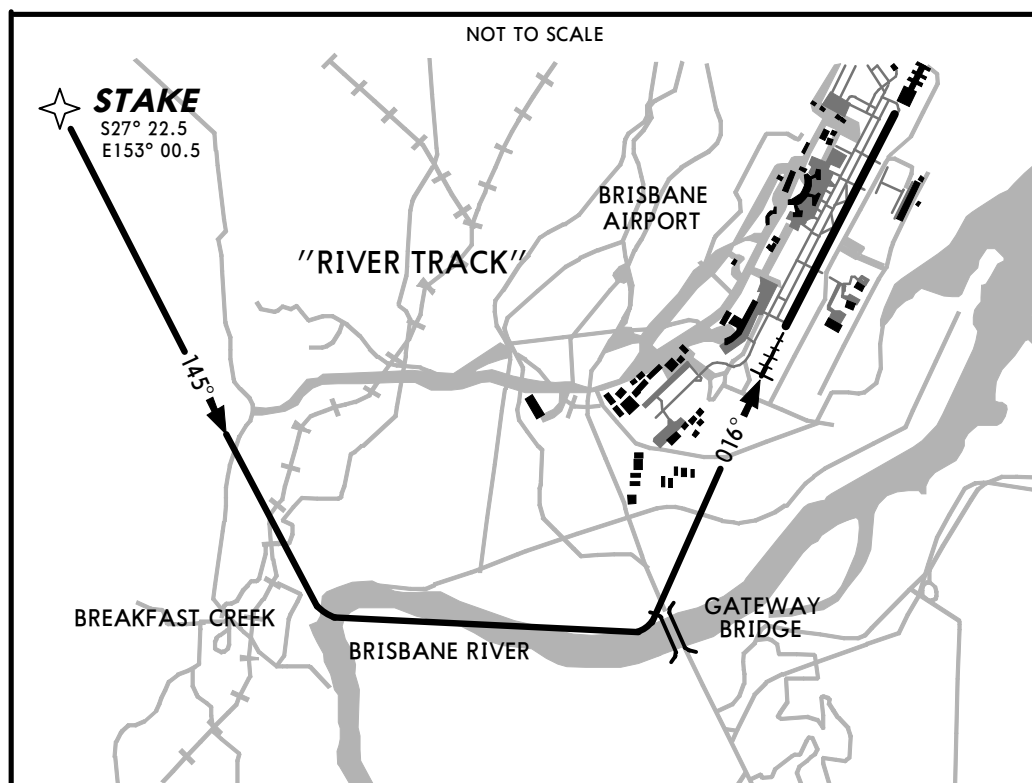
3. Landing Runway 14:

- During Night Operations, all aircraft will be normally tracked for left base.

4. Landing Runway 01:

- Jet aircraft arriving from the north on the SMOKA V ARRIVAL will be routed via "River Track" from waypoint STAKE for a visual approach (see diagram below).

During Night Operations, all aircraft shall not descend below 3000' until aligned with the runway.



NOTE: To satisfy the requirements of 1. and 3. above, for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JCW-POODL-BN.

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS (CONTD)

b. Departing Aircraft

1. Departing runway 19:

- Jet aircraft will normally be assigned a procedural SID.
- NON-JET aircraft will normally be assigned a SID RADAR.

2. Departing runway 14/32:

- All aircraft will be assigned a SID RADAR.
- Jet aircraft will normally be contained within a sector 360°-120°, over water until above 5000'.
- During Night Operations, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

3. Departing Runway 01:

- Jet aircraft will normally be assigned a procedural SID.
- Non-jet aircraft will normally be assigned a SID RADAR.
- During Night Operations, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

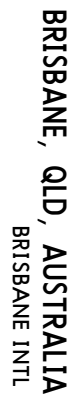
NOTE 1: *In the above procedures, the term "all aircraft" applies to all jet propelled aircraft and all other aircraft having two or more engines or having MTOW exceeding 12,566 lbs (5700 kg).*

NOTE 2: *Procedural SID's issued to jet aircraft all have preferred noise abatement procedure flight paths.*

NOTE 3: *Jet aircraft may be cleared via a SID RADAR when required for weather or traffic management. When this occurs, they will be processed as closely as possible to comply with the applicable Day or Night Operations (NAP).*

TRAINING FLIGHTS

- a. Circuit training available 0000-0200 UTC and 0400-0700 UTC. Bookings required.
Phone Brisbane TMA (07) 3866 3694.
- b. Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on runway 01.
- c. Jet and turbo-prop training and flight test operations not requiring runway or instrument approach procedures shall be flight planned in either.
 - (i) Low Performance Area (LPA) - within the minor arc between Brisbane VOR R-030 and R-100 from 15 to 30 DME; or
 - (ii) High performance Area (HPA) - within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.
- d. Arriving aircraft may request an instrument approach for training or license renewal.
The request should be made as early as possible, preferably at flight planning.
- e. Instrument approach and landing training not available Monday to Friday. During the period 0100-0900 UTC on Saturday and 2300-0600 UTC on Sunday, training is available due traffic.
- f. Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. Tower will advise if traffic disposition allows for a missed approach.



When Rwy 19 is nominated, Twy A4 not available for arriving acft unless directed by ATC.

B737 aircraft and above not to execute 180° turns on Rwy 14/32 or Rwy 01/19.

Ground running of engines require prior approval.

Twys D, E, F1 and F2 not available for aircraft above 123,459 lbs (56,000 kg) and 1327 kPa.

B777-300, A340-600 and A380-800 operations: Twys associated with Rwy 01/19 are 75' (23m) wide. Due to excessive acft wheelbase, normal twy safety edge margin not available. Pilots should apply judgmental oversteer when negotiating twy intersections at B/C9, B/C10 and on Intl Apron. Pilots should request marshalling assistance from a fixed base operator (FBO) if acft ground maneuvering cameras are not available.

LOGISTICS APRON PARKING STAND COORDINATES			
STAND No.	COORDINATES		ELEV
L1	S27 25.1	E153 06.1	12'
L1A, L3	S27 25.1	E153 06.0	12'
L4	S27 25.2	E153 06.0	12'
L5, L6	S27 25.2	E153 05.9	13'
P1	S27 24.8	E153 05.9	12'
P2 thru P4	S27 24.9	E153 05.8	12'
P4A, P4B	S27 24.9	E153 05.8	12'
P4C	S27 24.8	E153 05.8	12'
P5	S27 24.7	E153 06.3	12'
P6	S27 24.7	E153 06.2	12'
P7	S27 24.9	E153 05.9	12'

GENERAL
Significant bird hazard exists.
All aircraft must provide their parked position/gate number to ATC on acknowledgment of airways clearance.
Pilots of aircraft landing on Rwy 14-32 shall report "Runway Vacated" on Ground frequency.

ADDITIONAL RUNWAY INFORMATION				
RWY		USABLE LENGTHS		
		LANDING BEYOND		TAKE-OFF
01	19	Threshold	Glide Slope	
		11,483' 3500m	10,254' 3125m	148' 45m

1 Grooved.
2 Manual.
3 MEHT 64'.
Standby power available.
4 TAKE-OFF RUN AVAILABLE
RWY 01:
From rwy head 11,483' 3500m
Twy M 8809' 2685m
Twy A7 8822' 2689m
Twy A6 6174' 1882m
Twy A5 4632' 1412m
Twy A4 4196' 1279m
Twy A3 2654' 809m
RWY 19:
From rwy head 11,680' 3560m
Twy H4 7559' 2304m
Twy H3 9101' 2774m
Twy A4S 6476' 1974m
Twy A4 7582' 2311m
Twy A3 9124' 2781m

14	32	5 MRL PAPI (angle 3.0°, MEHT 51')	5577' 1700m	5577' 1700m	98' 30m
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5 Manual.
Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
- 1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
- 1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

- 2.1 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.2 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.3 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	TWY Exits	LED
01	Turboprop, Jet Jet, Heavy	6 A5S 6 A4S A4 A3	4839' 1475m 6381' 1945m 7536' 2297m 9131' 2783m
19	Turboprop, Jet Jet, Heavy	6 A5 6 A6 A7	4734' 1443m 6276' 1913m 9016' 2748m

6 Preferred exits.

7 Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50 KT.

TAKE-OFF

1 All Rwys	
STANDARD	
With RL & either CL or RCLM	Other
1 Eng	300' - 2 km
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%.
2, 3 & 4 Eng	300' - 2 km
2, 3 & 4 Eng	550m
2, 3 & 4 Eng	800m

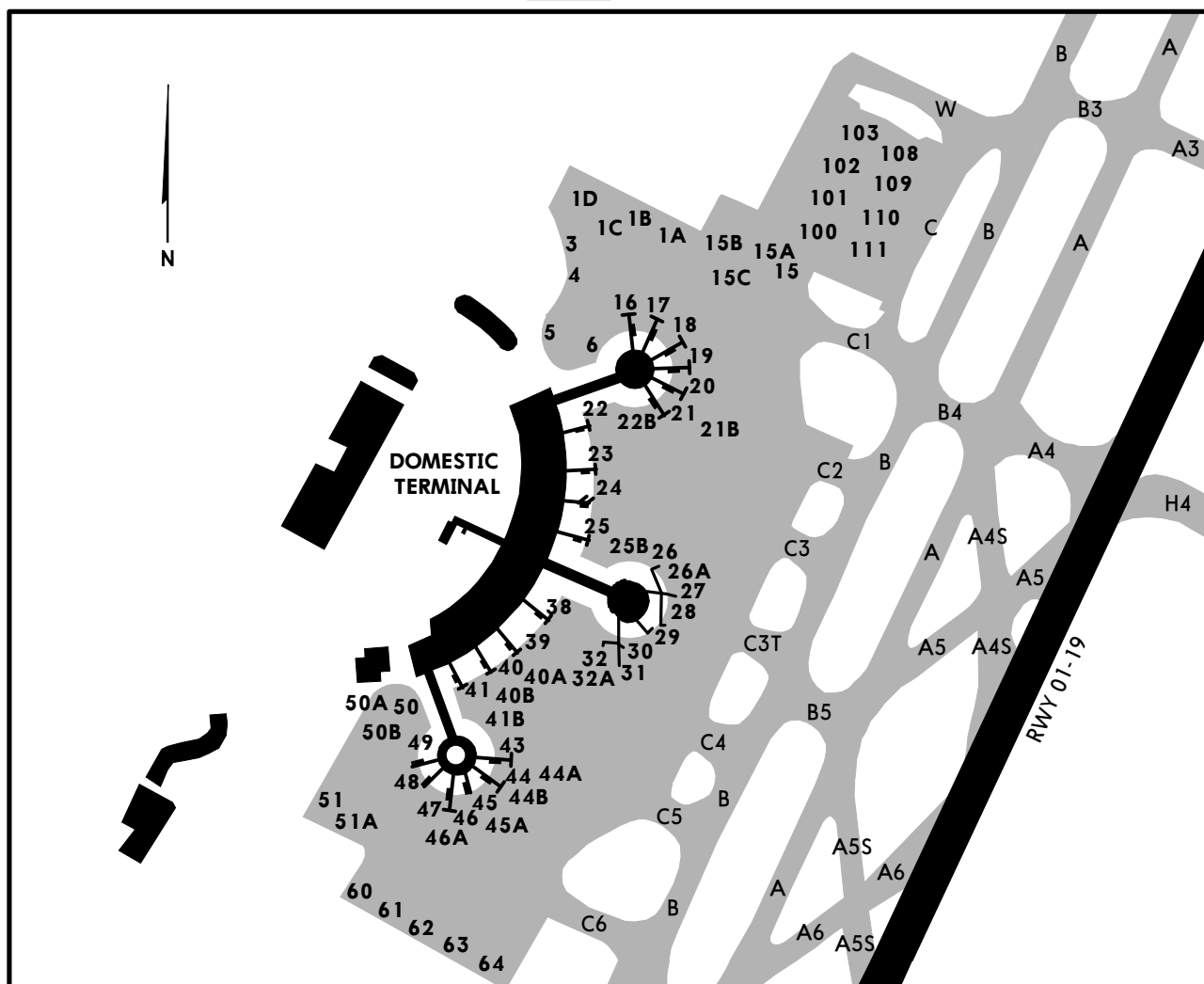
1 For CASA approved operators, RWY 01/19 is capable of supporting take-offs with an RVR/RV of not less than 350 meters.

FOR FILING AS ALTERNATE

		Special	
		2	ILS Rwy 01
		2	ILS-Y Rwy 19
		2	ILS-Z Rwy 19
A	700'-2.5 km	Other	
B			
C			
D			

2 LOC DME procedure not applicable.

3 RNAV (RNP) procedures 2 engine wide body aircraft only (MVD-2): 1337' - 7 km.



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
1A	S27 22.9 E153 07.4	12'
1B, 1C, 1D, 3, 4	S27 22.9 E153 07.3	12'
5, 6, 16, 17, 22, 22B	S27 23.0 E153 07.3	12'
15	S27 22.9 E153 07.4	11'
15A, 15B	S27 22.9 E153 07.4	10'
15C	S27 22.9 E153 07.4	12'
18, 19, 20, 21, 21B	S27 23.0 E153 07.4	12'
23, 24, 25, 25B	S27 23.1 E153 07.3	12'
26, 26A	S27 23.1 E153 07.4	12'
27 thru 29	S27 23.2 E153 07.4	12'
30 thru 32A, 38	S27 23.2 E153 07.3	12'
39, 40, 40A/B, 41	S27 23.2 E153 07.2	12'
41B, 43, 44 thru 46A	S27 23.3 E153 07.2	12'
47, 48, 51, 51A	S27 23.3 E153 07.1	12'
49	S27 23.3 E153 07.1	11'
50, 50A	S27 23.2 E153 07.1	11'
50B	S27 23.3 E153 07.1	12'
60, 61, 62	S27 23.4 E153 07.1	12'
63, 64	S27 23.4 E153 07.2	12'
100, 101	S27 22.9 E153 07.5	12'
102, 103, 108	S27 22.8 E153 07.5	12'
109 thru 111	S27 22.9 E153 07.5	12'

VISUAL DOCKING GUIDANCE SYSTEMS
RLG NOSE-IN-GUIDANCE SYSTEM

The RLG System installed at Brisbane Intl Airport operates on Bays 77 to 84. The complete system consists of three separate components:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. RLG (NIG) unit.

System Description

- a. The Position Identification Unit (Bay Marker) gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights) and is situated on the Terminal wall with the NIG system unit.
- b. The Aerobridge Retraction Indicator Light, mounted on the aerobridge, provides an early warning of the state of the aerobridge location. Green indicates a fully retracted aerobridge position, or a safe pre-parked position; red indicates that the aerobridge is out of position, and the pilot should not proceed with parking the aircraft. The NIG system is unable to be used while the aerobridge is out of position, and will flash a red signal.
- c. The RLG NIG system is based on a centerline guidance display unit which is mounted on the wall of the Terminal building. The unit contains three separate components which provide information to the pilot:
 1. the display box (top) which shows the aircraft type designation in white lights;
 2. the green / yellow / red 'traffic lights' display box (center); and
 3. the green / red azimuth centerline display unit (bottom).

Aircraft Types

The aircraft types which can utilize the system are displayed as follows:

Type	Display
Boeing	777, 7673, 7672, 757, 747, 747SP, 737
McDonnell Douglas	DC10, MD11
Lockheed	1011
Airbus Industries	300, 310, 320, 330

System Operation

The following is the sequence of system operation from initial approach to stop:

- a. Identify the correct parking bay position.
- b. Ensure that the aerobridge retraction light indicates green.
- c. Follow the taxi-in line and check that the correct aircraft type is displayed (white light on black background).
- d. If two (or one) round green lights are illuminated, proceed.
NOTE: Failure of both green lights will render the system inoperable.
- e. Line up so that the green vertical azimuth tube is visible (this is lined up on the left hand seat only).
- f. If a vertical line of red is seen to one side of the green vertical azimuth tube, the aircraft is off line in that direction. Steer towards the green.

VISUAL DOCKING GUIDANCE SYSTEMS

g. When the aircraft is 10m (32 ft) from stop, the round green lights extinguish and the two (or one) yellow (caution) lights appear. The aircraft type display lights now change to indicate 'countdown to stop' and will show 10m.

NOTE: Failure of both yellow lights will render the system inoperable.

h. Countdown to STOP will be indicated at 10m, 5m, and 2m.

i. When the stopping position is reached, the yellow lights are extinguished and two (or one) red lights appear, and the countdown indicator changes to STOP.

NOTE: Failure of both red lights will render the system inoperable.

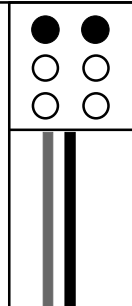
The aircraft is now at the correct location to allow the aerobridge to be moved to the aircraft door. If the NIG system is not turned off once the aircraft docks, movement of the aerobridge will cause the two (or one) round red lights to flash. This is not an emergency situation.

NOTE: Ground engineers have access to emergency push-buttons to deactivate the system should this become necessary. If an emergency situation occurs, operation of any push-button will cause:

1. the aircraft/countdown display to extinguish;
2. two (or one) round red lights to flash; and
3. the aerobridge retraction light to indicate red.

Ground engineers will be required to complete the guide-in manually once the emergency situation is cleared.

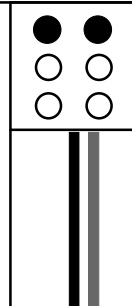
747



Green

Gate clear - enter
Off centerline left

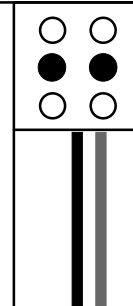
747



Green

Off centerline right

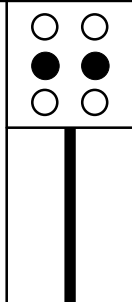
10 M



Yellow

Caution countdown
Off centerline right

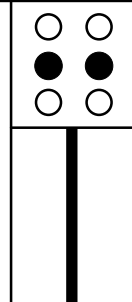
5 M



Yellow

Caution countdown
On centerline

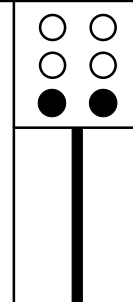
2 M



Yellow

Caution countdown
On centerline

STOP



Red

Stop

VISUAL DOCKING GUIDANCE SYSTEMS**SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)**

The Safegate Docking Guidance System is used at Brisbane International Terminal, Bays 85 and 86. Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

1. The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.
2. The azimuth and centerline guidance displays in red and yellow and the Closing Rate Bar in yellow.

Aircraft Types

The aircraft types which can utilize the system are displayed as follows:

Type	Display
Boeing	777, 767, 757, 747, 737, 727, 717, 707
McDonnell Douglas	MD11, DC10
Airbus Industries	340, 330, 320, 319, 310, 300
British Aerospace	146
Fokker	F100
Lockheed	L1011

System Operation

The following is the sequence of system operation from initial approach to STOP:

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.

- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.

VISUAL DOCKING GUIDANCE SYSTEMS

- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 20 meters from the STOP position.

NOTE: If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

- i. When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5 meters closing rate.

NOTE: If the detected aircraft is lost after 12 meters to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.

- k. When the aircraft has parked, OK will be displayed.

- l. If the aircraft has overshoot the position, TOO FAR will be displayed.

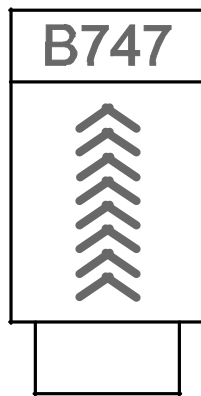
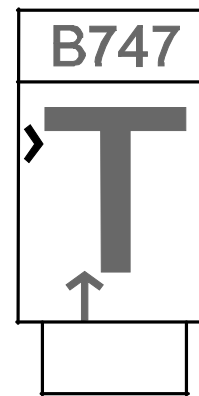
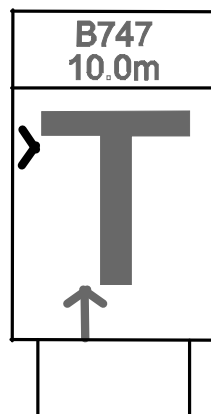
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

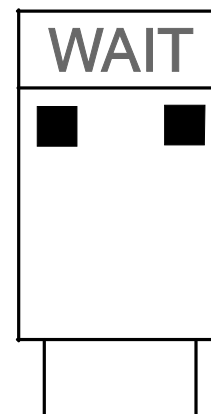
VISUAL DOCKING GUIDANCE SYSTEMS

Aircraft Type
(Yellow)Rising
Vertical
Arrows
(Yellow)Gate Clear
Searching for AircraftTurn
Direction
Arrow
(Red)Closing Rate
Bar (Yellow)Position Arrow
(Yellow)Aircraft Captured
Aircraft Left of CenterlineDigital
Closing
Rate
(Yellow)

Closing Rate

(Yellow)

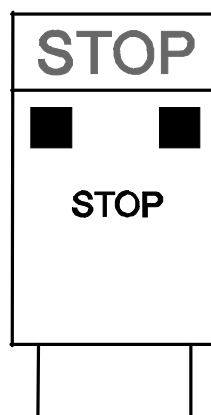
(Red)

Aircraft Lost
Wait

(Yellow)

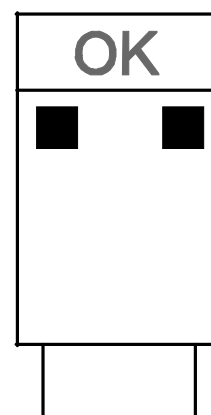
(Red)

(Yellow)

Stop Position
Reached

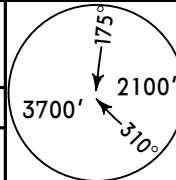
(Yellow)

(Red)



Docking Complete

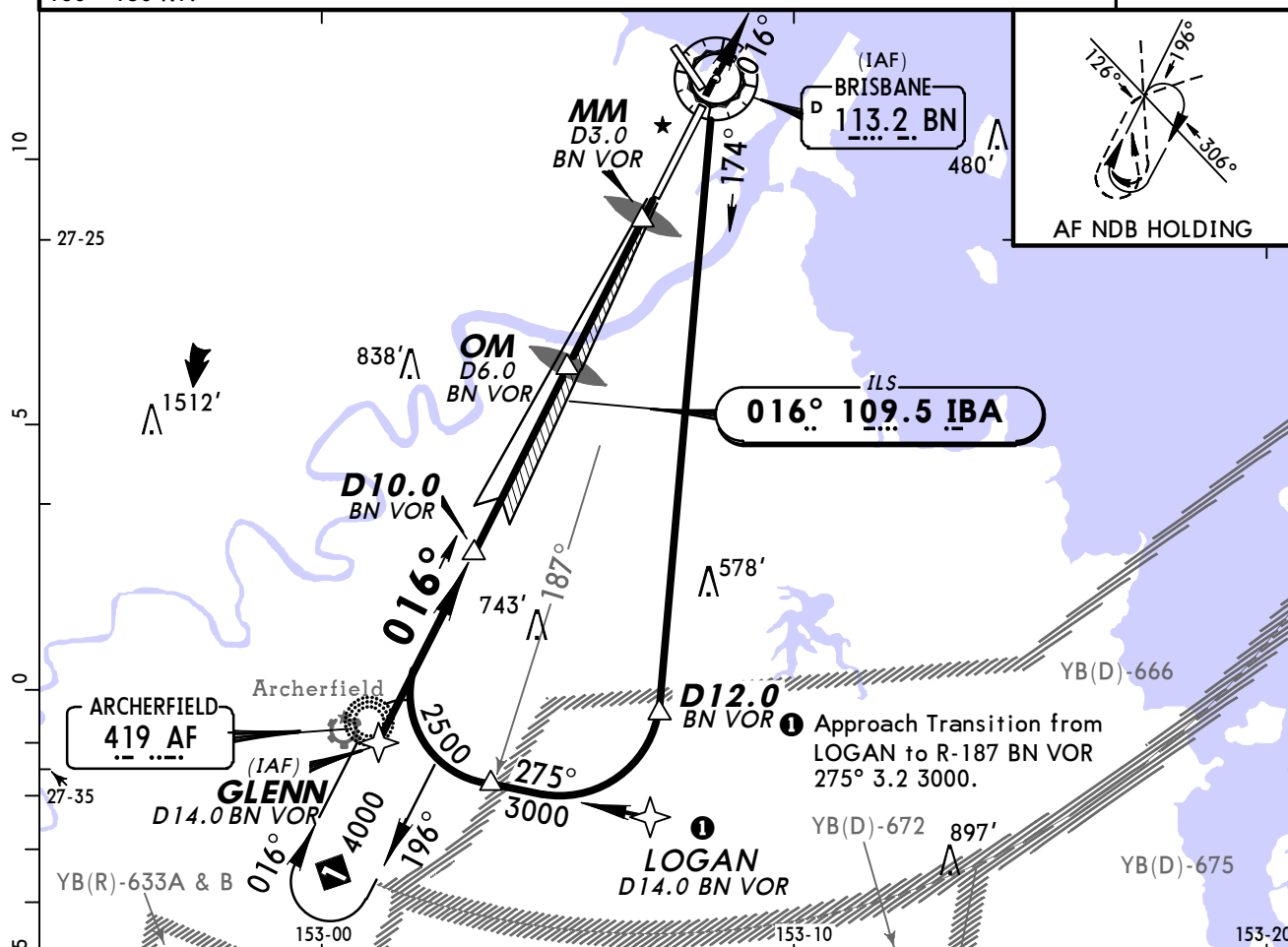
BRIEFING STRIP™

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground		
113.2 125.5		Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19		120.5		
		124.7		125.6		121.7		
LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 13' Rwy 01 12'				
109.5	016°	1190' (1178')	220' (208')					
MISSED APCH: Track 016°, climb to 3000' or as directed by ATC.								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'		
1. BN DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 4. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.								

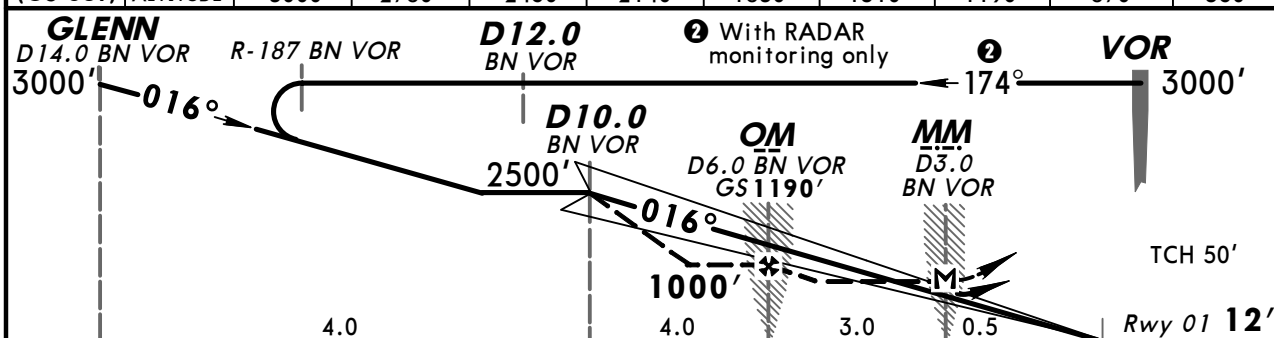
MSA BN VOR

2500'

within 10 NM



LOC (GS out)	BN DME	11.7	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.1
ALTITUDE		3000'	2780'	2460'	2140'	1830'	1510'	1190'	870'	560'



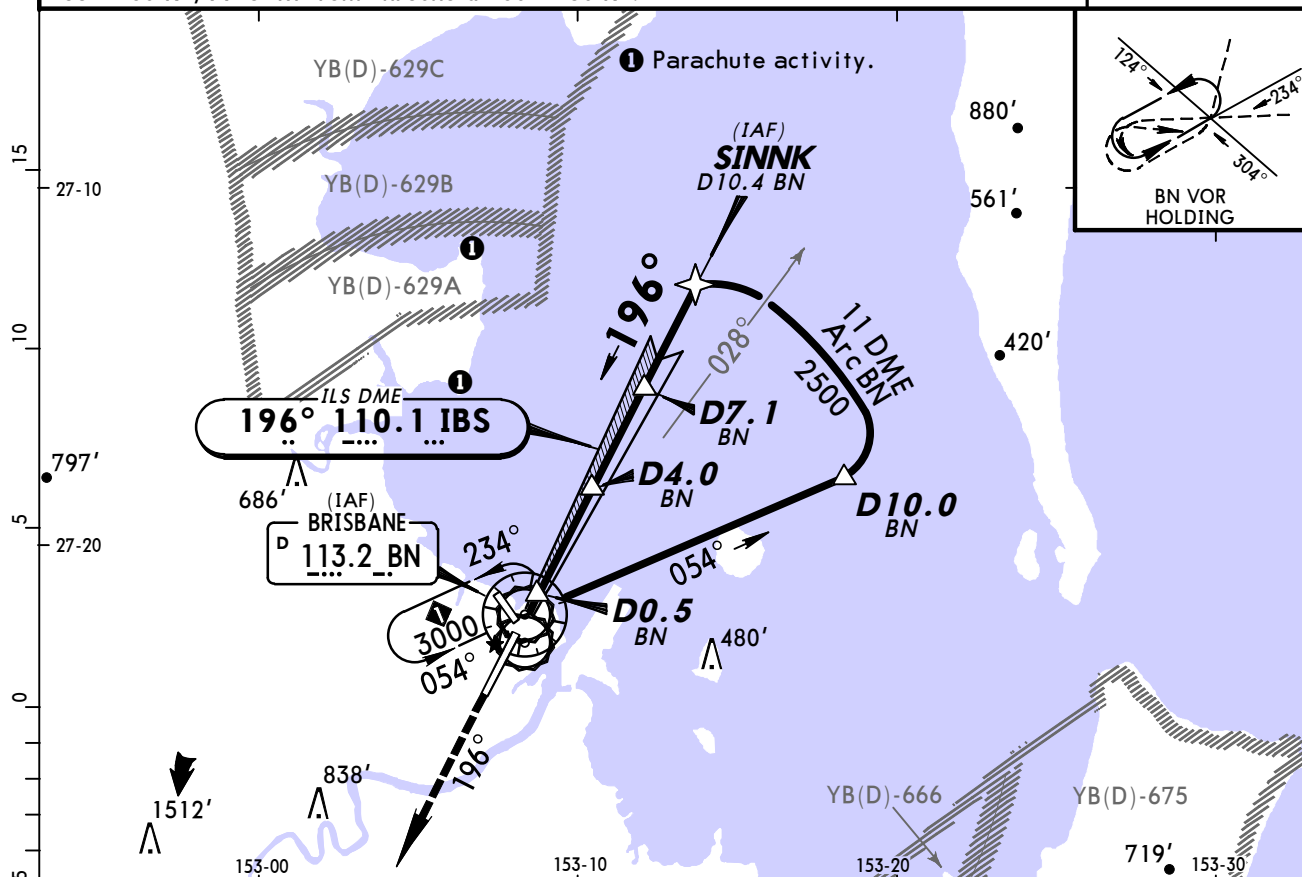
Gnd speed-Kts	70	90	100	120	140	160	HIALS		3000'	
GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	016°
MAP at MM										↑

STRAIGHT-IN LANDING RWY01					CIRCLE-TO-LAND	
ILS DA(H) 220' (208')			LOC (GS out) DME MDA(H) 560' (548')		Max Kts	MDA(H)
FULL	HIRL out	HIALS out		HIALS out		
A					100	
B					135	650' (637') - 2.4 km
C	0.8 km	1.2 km	1.5 km	2.2 km	180	750' (737') - 4.0 km
D				3.1 km	205	850' (837') - 5.0 km

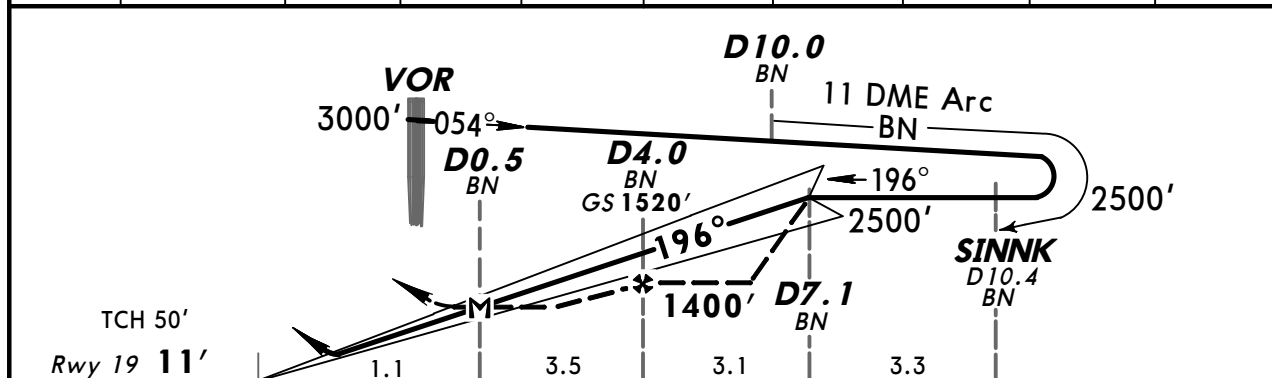
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. **BN DME Required.** 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At SINNK 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

MSA BN VOR
2500'
within 10 NM

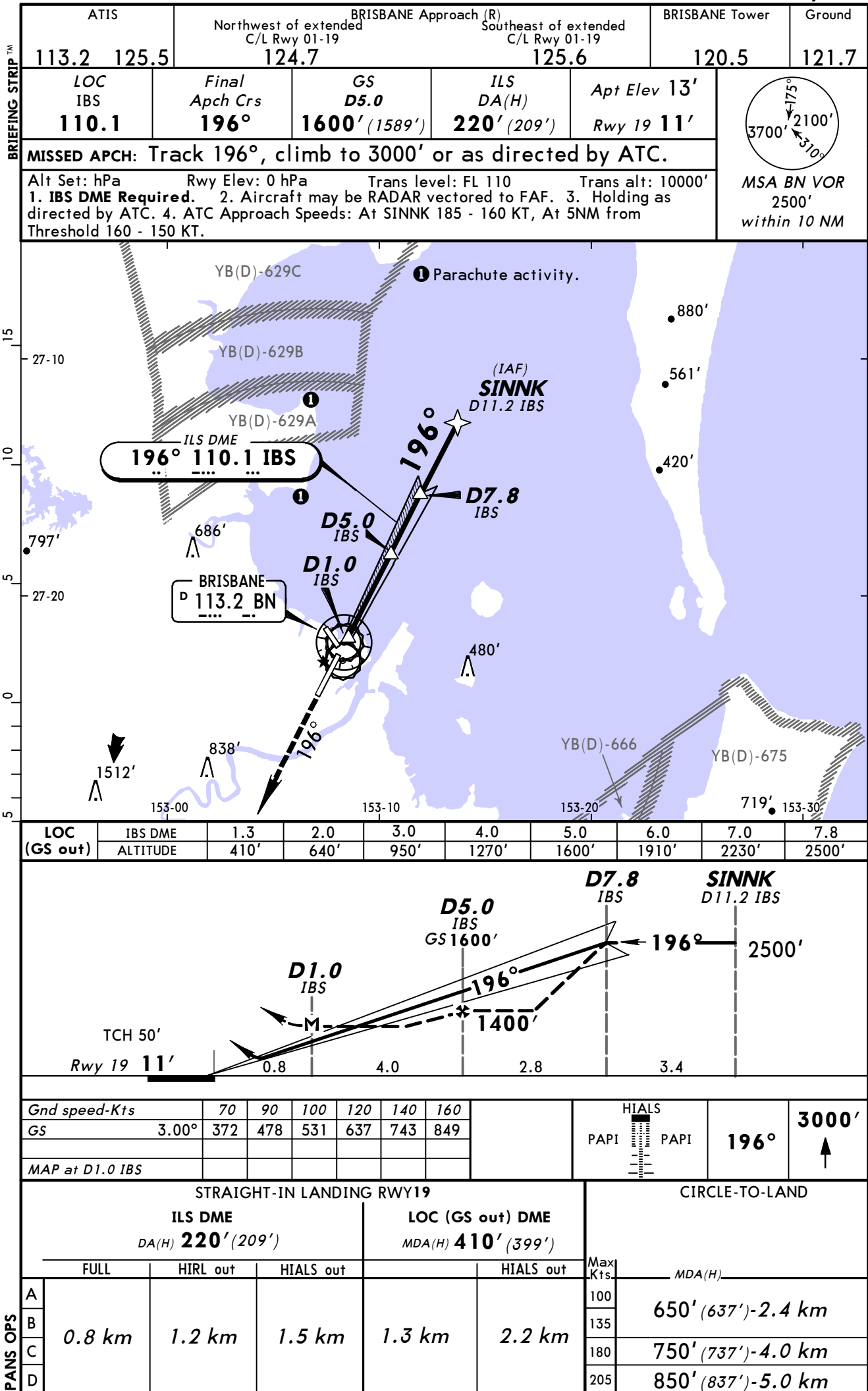


LOC (GS out)	BN DME	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.1
	ALTITUDE	410'	570'	890'	1200'	1520'	1840'	2160'	2500'

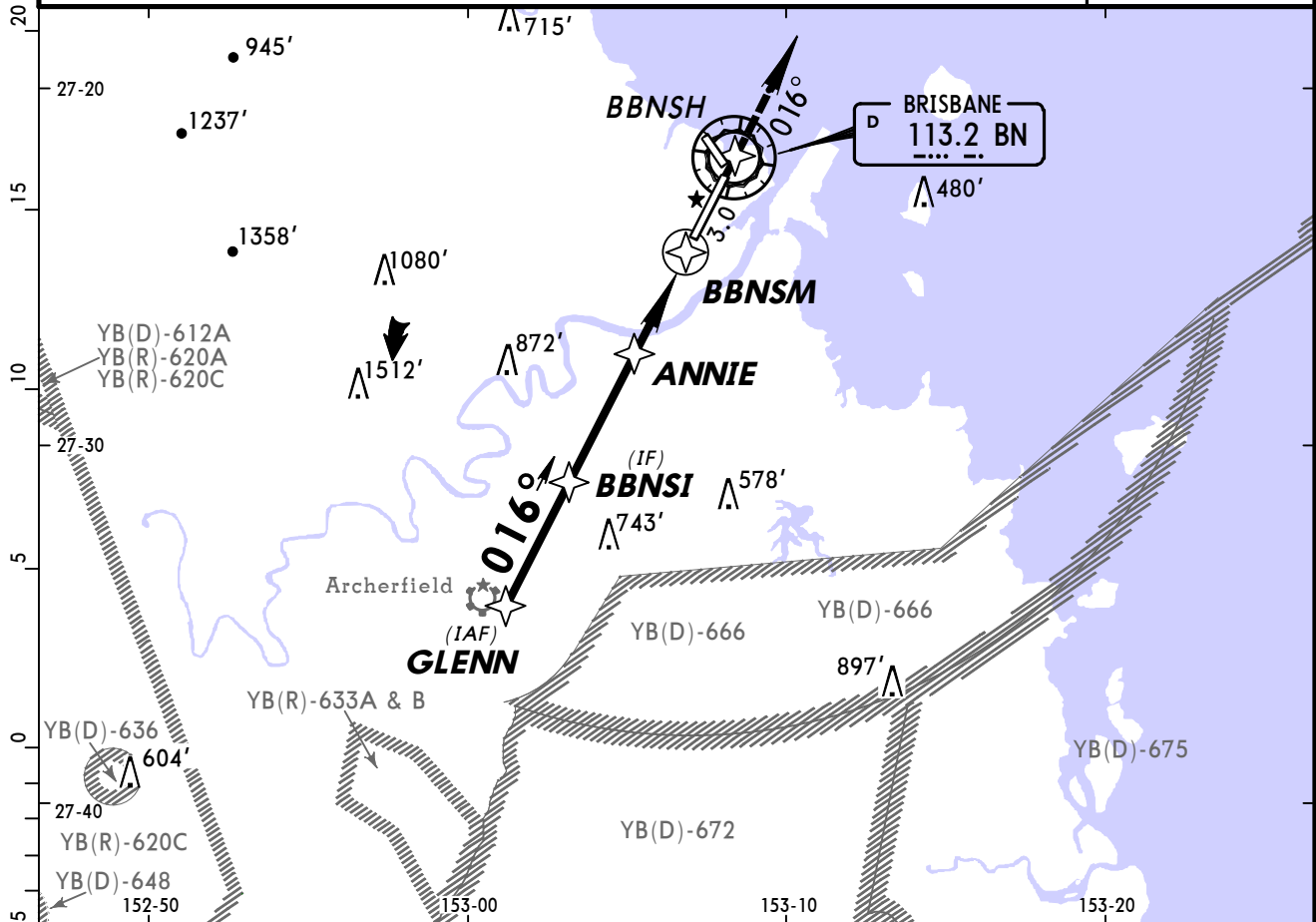


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS </
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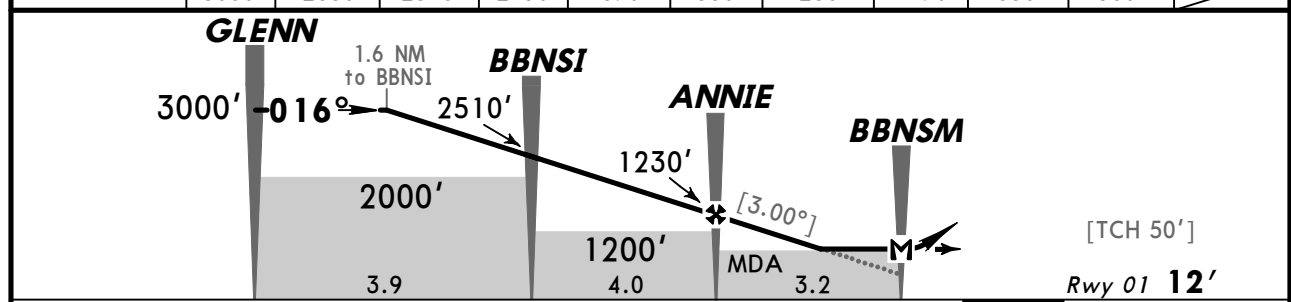
STRAIGHT-IN LANDING RWY19						CIRCLE-TO-LAND	
ILS DME				LOC (GS out) DME			
DA(H) 220' (209')				MDA(H) 410' (399')			
FULL		HIRL out	HIALS out	HIALS out		Max Kts.	MDA(H)
A						100	650' (637')- 2.4 km
B	0.8 km	1.2 km	1.5 km	1.3 km	2.2 km	135	
C						180	
D						205	
							750' (737')- 4.0 km
							850' (837')- 5.0 km



ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19	120.5	121.7
RNAV	Final Apch Crs 016°	Procedure Alt ANNIE 1230' (1218')	MDA(H) 560' (548')	Apt Elev 13' Rwy 01 12'
MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000'. Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				
				 MSA BN VOR 2500' within 10 NM



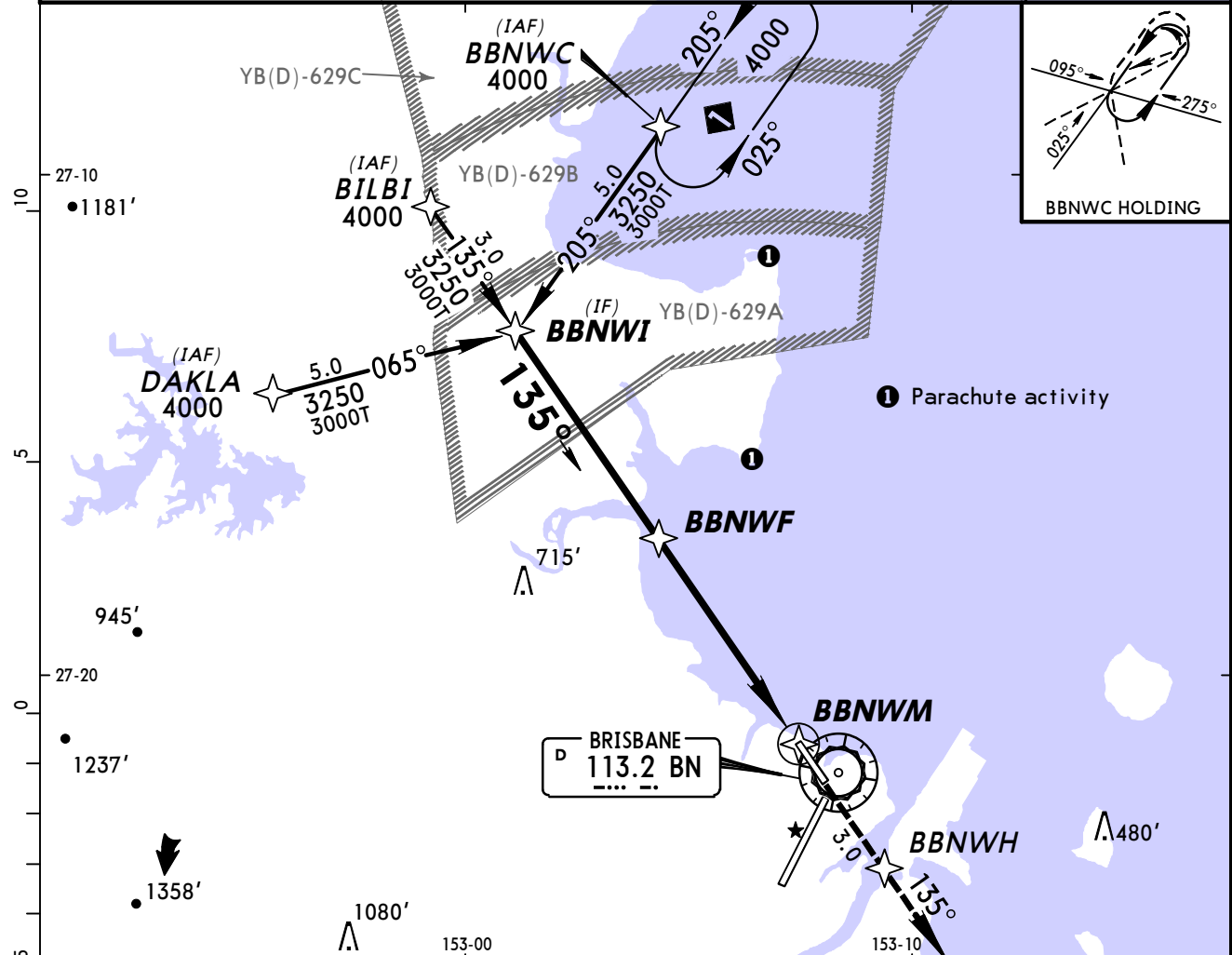
NM to NEXT WPT	1.6	1.0	BBNSI	3.0	2.0	1.0	ANNIE	3.0	2.0	1.1	BBNSM
ALTITUDE	3000'	2830'	2510'	2190'	1870'	1550'	1230'	1170'	850'	560'	



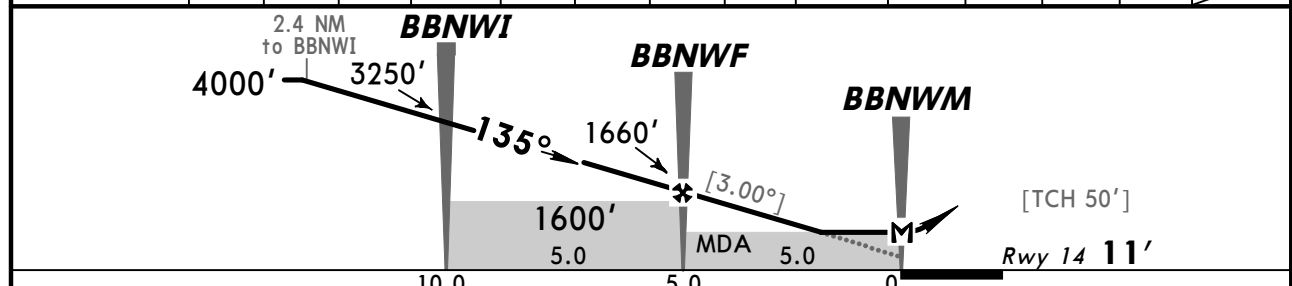
Gnd speed-Kts	70	90	100	120	140	160	HIALS				
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	PAPI	BBNSH	016°	3000'
MAP at BBNSM											

STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND					
MDA(H) 560' (548')						Max Kts					
HIALS out						MDA(H)					
A						100	650' (637') - 2.4 km				
B						135					
C	3.1 km					180	750' (737') - 4.0 km				
D						205	850' (837') - 5.0 km				

ATIS	BRISBANE Approach (R)		BRISBANE Tower		Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19	120.5	121.7	
124.7	125.6				
RNAV	Final Apch Crs 135°	Procedure Alt BBNWF 1660' (1649')	MDA(H) 430' (419')	Apt Elev 13' Rwy 14 11'	
MISSED APCH: Track to BBNWH, thence 135°, climb to 3700'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max initial IAS: 240 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA BN VOR 2500' within 10 NM



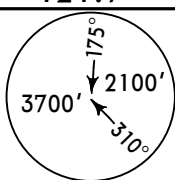
NM to NEXT WPT	2.4	2.0	1.0	BBNWI	4.0	3.0	2.0	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000'	3890'	3570'	3250'	2930'	2610'	2290'	1980'	1660'	1340'	1020'	700'	430'	

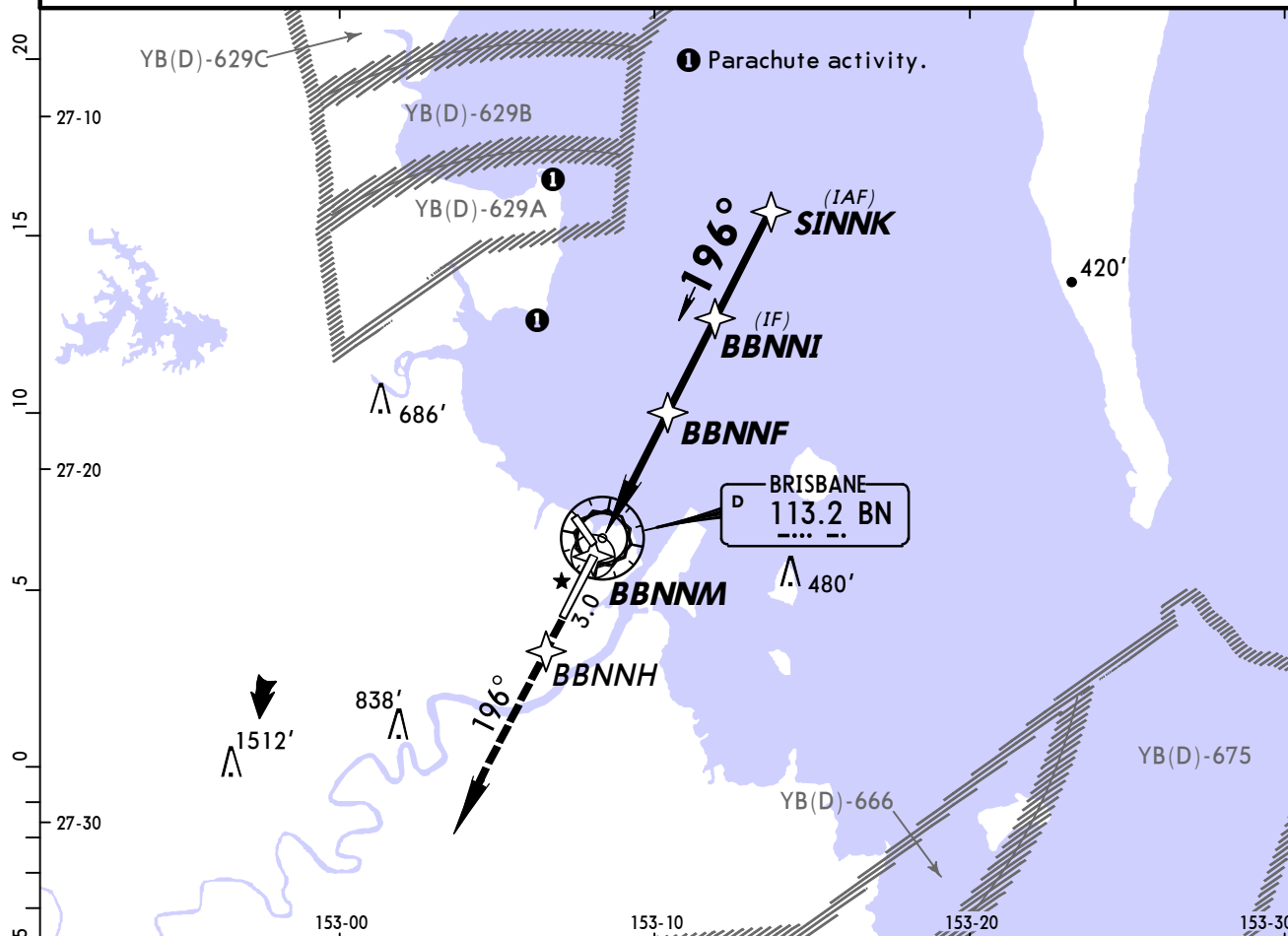


Gnd speed-Kts	70	90	100	120	140	160								
Descent Angle [3.00°]	372	478	531	637	743	849								
MAP at BBNWM														

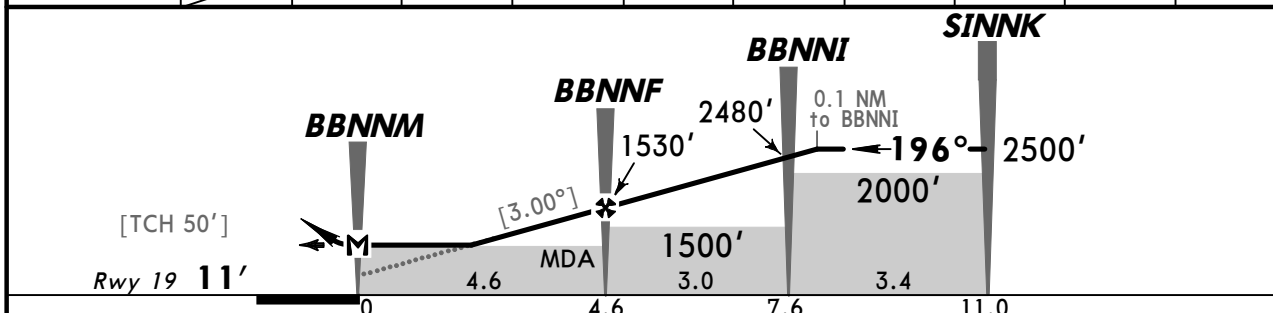
STRAIGHT-IN LANDING RWY 14							CIRCLE-TO-LAND						
MDA(H) 430' (419')							MDA(H)						
A	2.3 km						Max Kts						
B							100	650' (637')-2.4 km					
C							135	750' (737')-4.0 km					
D							180	850' (837')-5.0 km					

BRIEFING STRIP™

ATIS		BRISBANE Approach (R)		BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19			
113.2	125.5	124.7	125.6	120.5	121.7
RNAV	Final Apch Crs 196°	Procedure Alt BBNMF 1530' (1519')	MDA(H) 430' (419')	Apt Elev 13' Rwy 19 11'	 MSA BN VOR 2500' within 10 NM
MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3700'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					

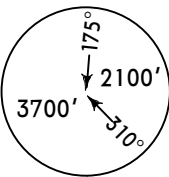


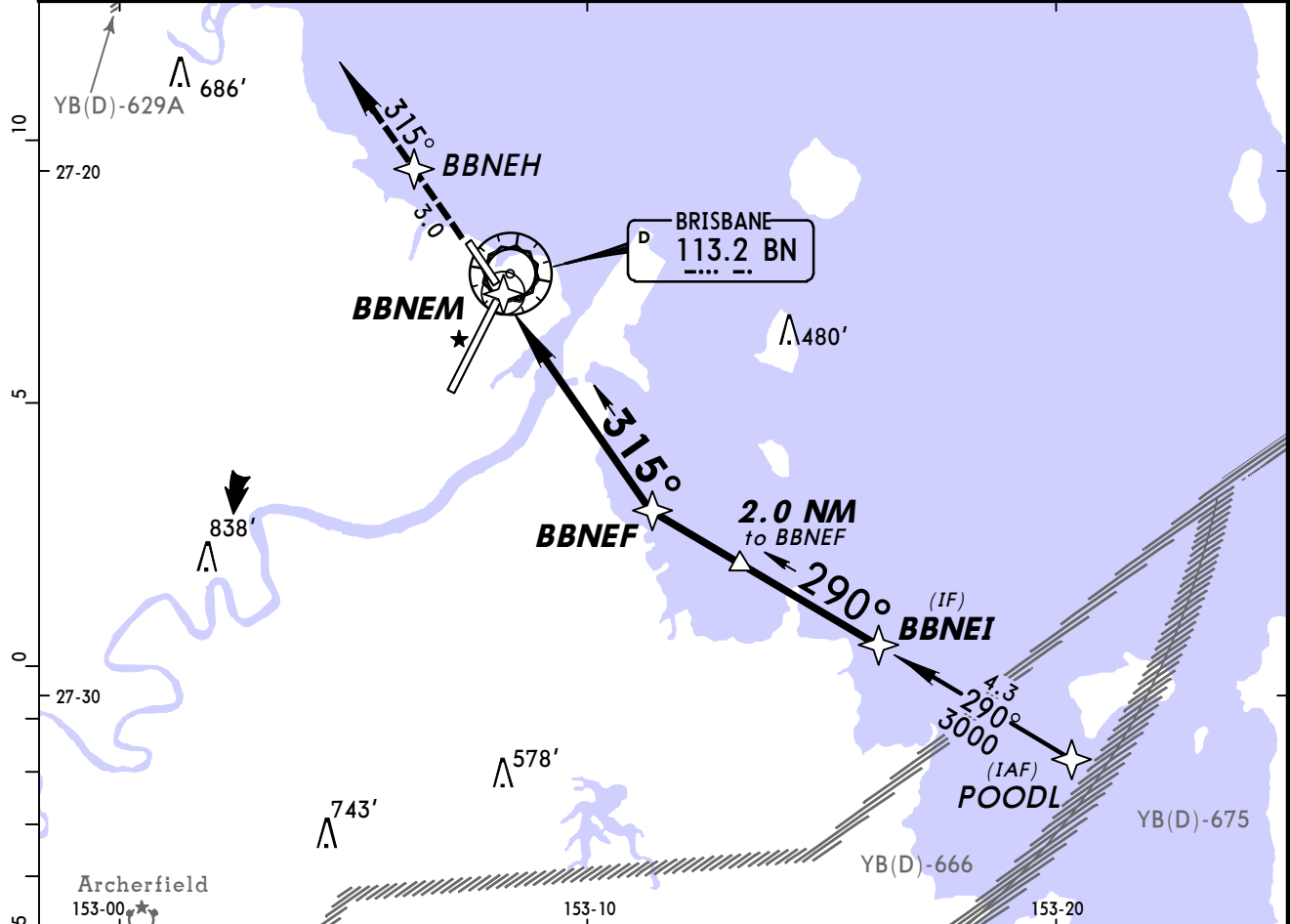
NM to NEXT WPT	BBNNM	1.2	2.0	3.0	4.0	BBNMF	1.0	2.0	BBNNI	0.1
ALTITUDE		430'	700'	1020'	1340'	1530'	1850'	2160'	2480'	2500'



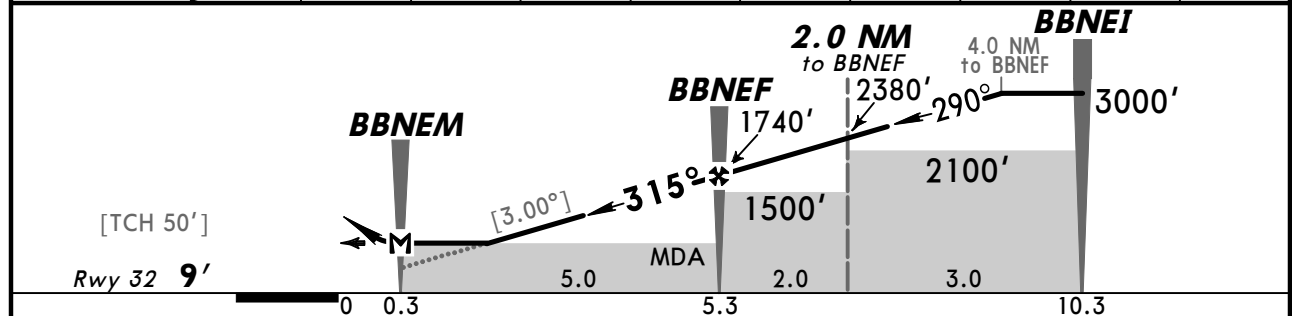
Gnd speed-Kts	70	90	100	120	140	160	HIALS			
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at BBNNM							PAPI			

STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND				
MDA(H) 430' (419')										
HIALS out						Max Kts	MDA(H)			
A						100				
B						135	650' (637')-2.4 km			
C	2.3 km					180	750' (737')-4.0 km			
D	2.3 km					205	850' (837')-5.0 km			

ATIS		BRISBANE Approach (R)		BRISBANE Tower	Ground
113.2 125.5		Northwest of extended C/L Rwy 01-19	Southeast of extended C/L Rwy 01-19	120.5	121.7
		124.7	125.6		
RNAV	Final Apch Crs 315°	Procedure Alt BBNEF 1740' (1731')	MDA(H) 490' (481')	Apt Elev 13' Rwy 32 9'	
MISSED APCH: Track direct to BBNEH, thence 315° or as directed by ATC. Climb to 3700'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	BBNEM	1.1	2.0	3.0	4.0	BBNEF	1.0	2.0	3.0	4.0
ALTITUDE		490'	790'	1100'	1420'	1740'	2060'	2380'	2700'	3000'

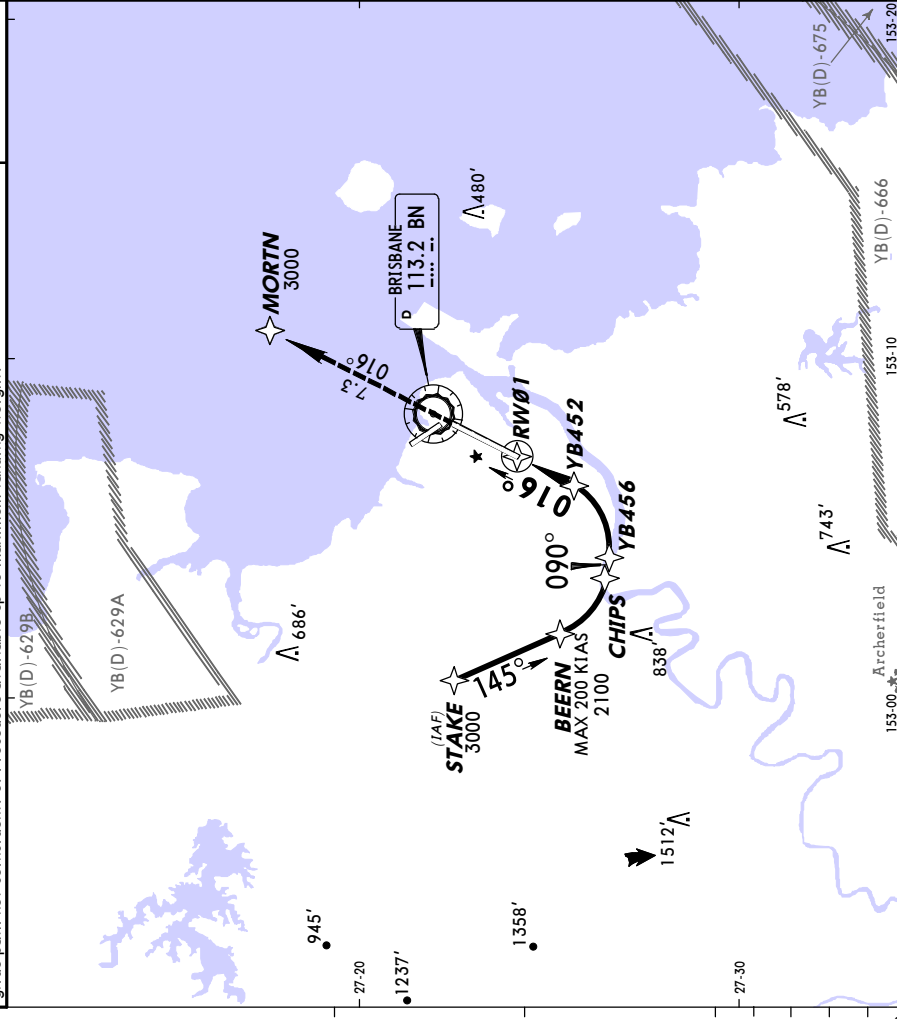


Gnd speed-Kts	70	90	100	120	140	160	PAPI		BBNEH	315°	3700'
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at BBNEH											

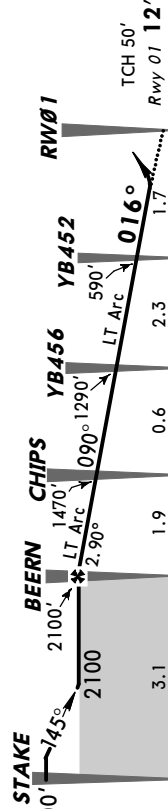
STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND					
MDA(H) 490' (481')						MDA(H)					
A	2.7 km					Max Kts					
B						100	650' (637')-2.4 km				
C						135	750' (737')-4.0 km				
D						180	850' (837')-5.0 km				

ATIS	113.2	125.5	BRISBANE Approach (R)		BRISBANE Tower	Ground
			Northwest of extended C/L Rwy 01-19	South east of extended C/L Rwy 01-19		
					125.6	121.7
RNAV			Final Apch Crs	Procedure Alt BEERV 2100' (2088')	RNP DA (H) Refer to Minimums	Apt Elev Rwy 01
RNV M 01			016°			13' 12'
MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP) MISSED APPROACH track to MORTN. Acceleration altitude 1500' QNH.						

Alt: Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000
1. For CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).
6. Lateral transition to missed approach must be initiated prior to DA(H) position. 7. PAPI
altitude path not coincident. 8. Procedure available up to maximum landing weight.

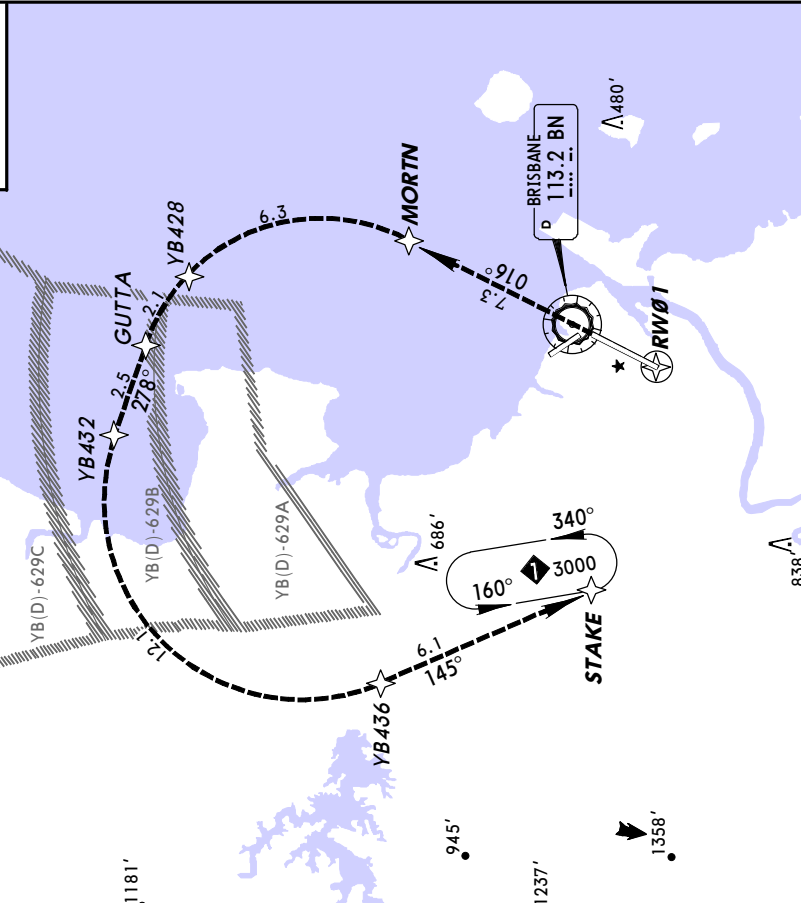


	STAKE	BEERN	CHIPS	YB456	YB452
Dist to Threshold					
ALTITUDE	3020'	2'100'	1'470'	1'290'	590'
					421'
					350'



CHANGES: Climb gradient note revised.

ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to STAKE and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 3000' or as directed by ATC

[illegible]

Wind speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	3000' ▲	
Descent Angle	2.90°	359	462	513	616	718			821
AP-1 DA									

STRAIGHT-IN LANDING RWY 01

Missed apch climb gradient (All Engines) min 5.4% to 3000'

RNP 0.20 RNP 0.30

1 CAT C: $DA(H)$ **350'** (338') **1** CAT C: $DA(H)$ **416'** (404')

2 CAT C/D: $DA_{(H)}$ **356'** ($344'$)

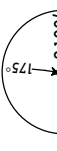
3 CAT D: $D_{A(H)}$ **359'** ($347'$)

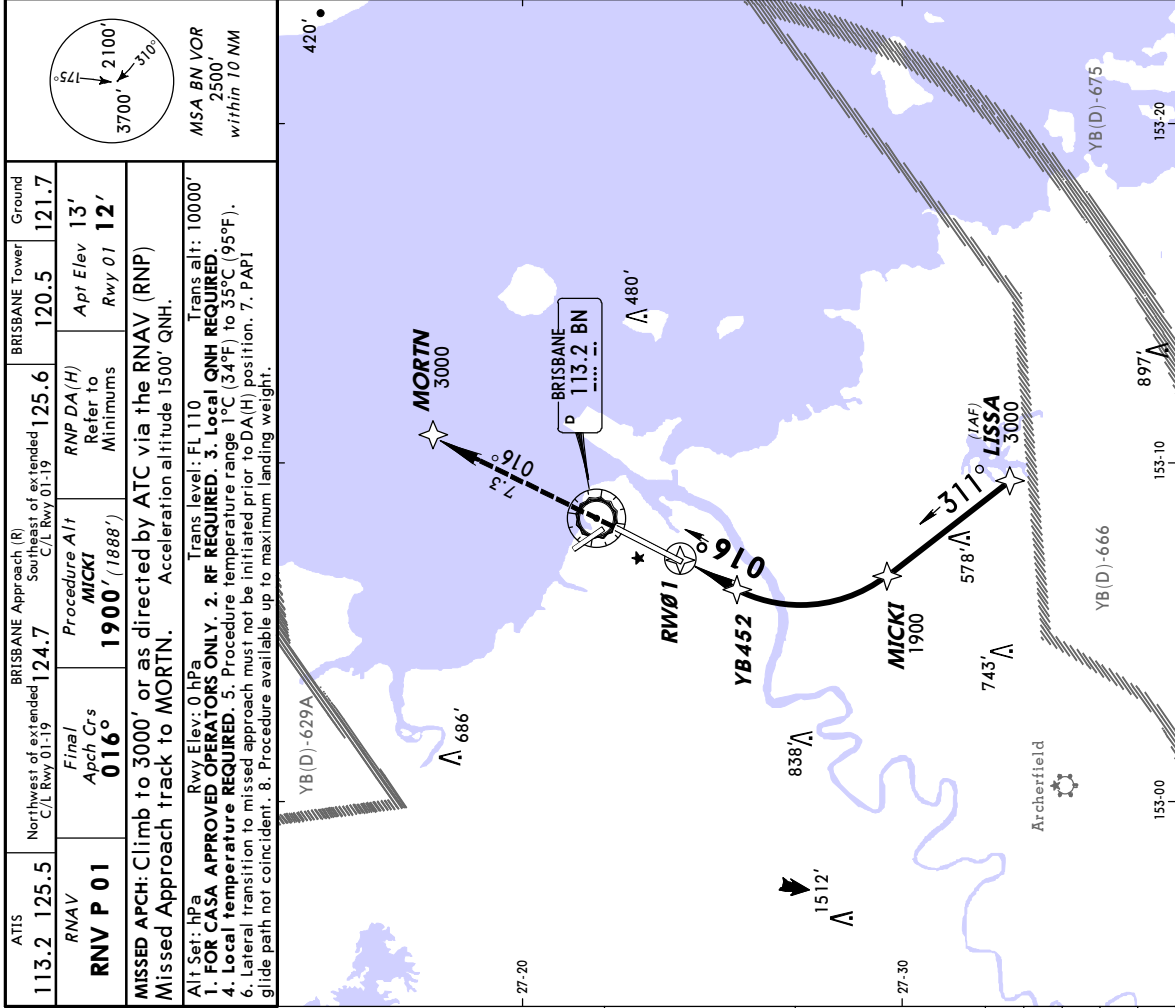
	FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out
C						
/D	0.9 km	1.2 km	1.5 km	1.3 km		1.5 km
D						

CIRCLE-TO-LAND: NOT AUTHORIZED

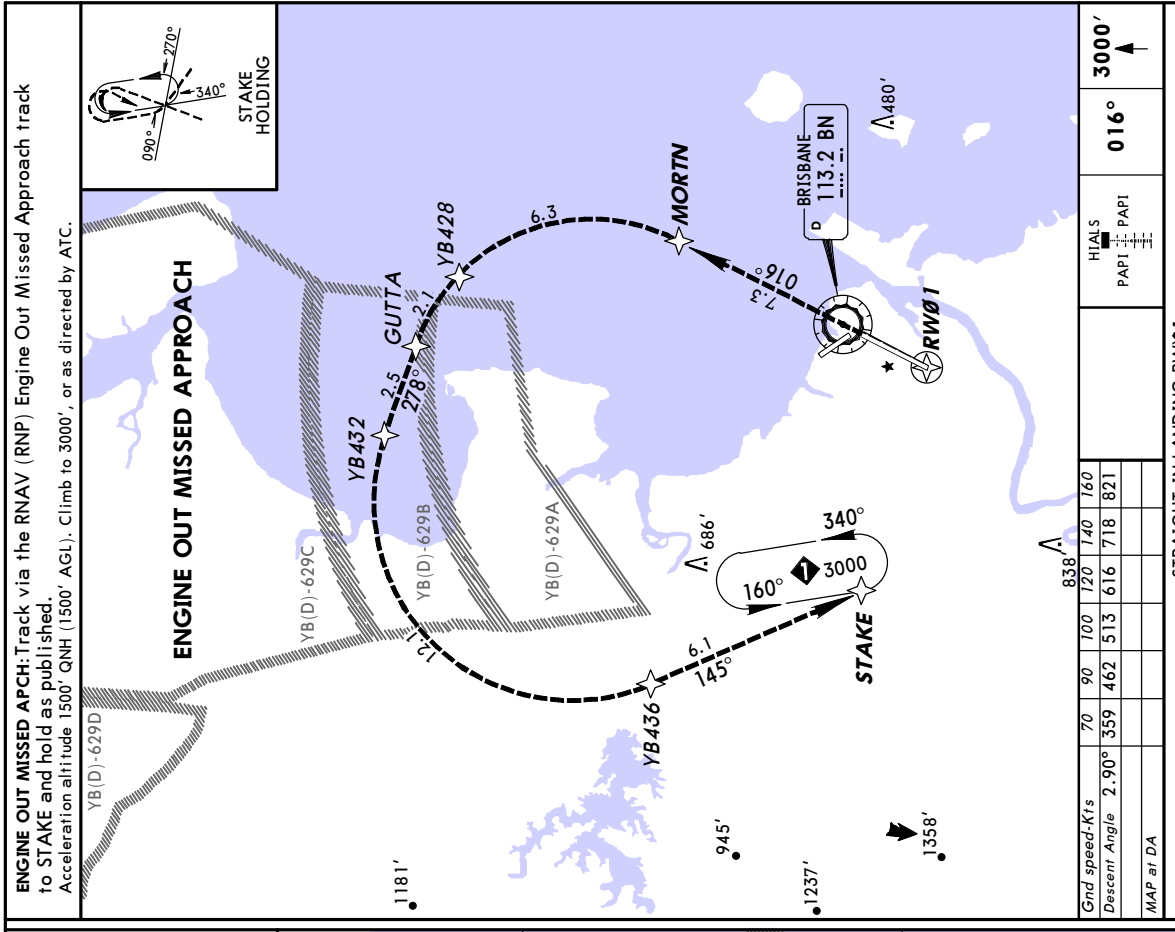
MVD-N (Narrow-body jet aircraft) **2** MVD-2 (2 engine wide-body aircraft)

3 MVD-4 (4 engine wide-body aircraft)

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
113.2	125.5	Northwest of extended C/L Rwy 01-19	124.7	Southeast of extended C/L Rwy 01-19	125.6	120.5	121.7
RNAV		Final Apch Grs	Procedure Alt		RNP DA(H) Refer to Minimums	Apt Elev 13' Rwy 01 12'	
RNP P 01		016°	1900' (1888')				
MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP) Missed Approach track to MORTN. Acceleration altitude 1500' QNH.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'	
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.							
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).							
6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI glide path not coincident. 8. Procedure available up to maximum landing weight.							
							



Dist to Threshold		LISSA	MICKI	YB452	1.0	
ALTITUDE		3140'	1900'	580'	421'	350'
LISSA 3000'		311°	1900'	2.90°	580'	016°
1900'		4.1	5.9	1.7	0	
10.0		4.2	4.2	1.7	0	
CHANGES: Climb gradient note revised.						



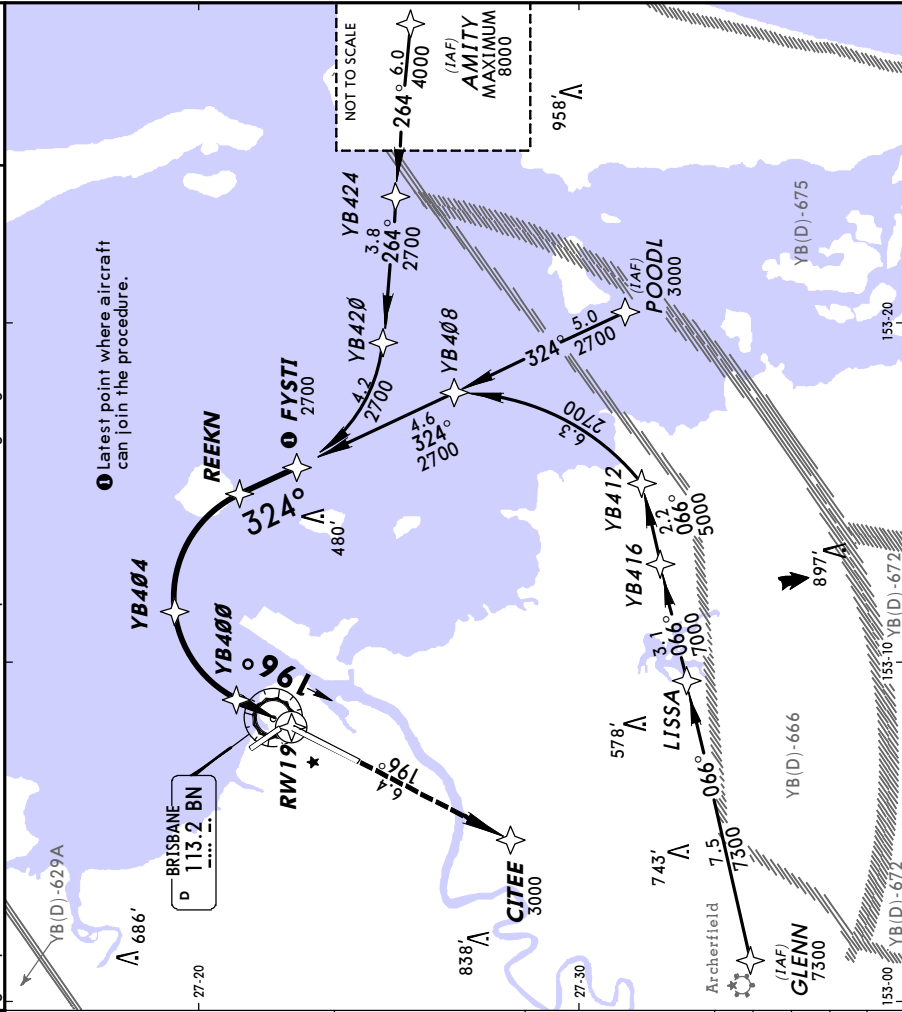
STRAIGHT-IN LANDING RW01										
Missed apch climb gradient (All Engines) min 5.4% to 3000'										
RNP 0.20					RNP 0.30					
1 CAT C: DA(H) 350' (338')					1 CAT C: DA(H) 416' (404')					
2 CAT C/D: DA(H) 356' (344')					2 CAT C/D: DA(H) 421' (409')					
3 CAT D: DA(H) 359' (347')					3 CAT D: DA(H) 416' (404')					
FULL		HIRL out		HIALS out		FULL		HIRL out		
C										
C/D	0.9 km		1.2 km		1.5 km		1.3 km		1.5 km	
D										
CIRCLE-TO-LAND: NOT AUTHORIZED										
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)										
3 MVD-4 (4 engine wide-body aircraft)										
Note: MVD-4 authorized Cat D minimums only.										

ATIS	Northwest of extended C/L Rwy 01-19	BRISBANE Approach (R) C/L Rwy 01-19	BRISBANE Tower	Ground
113.2	125.5	124.7	125.6	121.7
RNAV	Final Apch Grs	Procedure Alt YB404	RNP DA(H) Refer to Minimums	
RNV P 19	196°	1500' (1489')	RNP DA(H) Refer to Minimums	

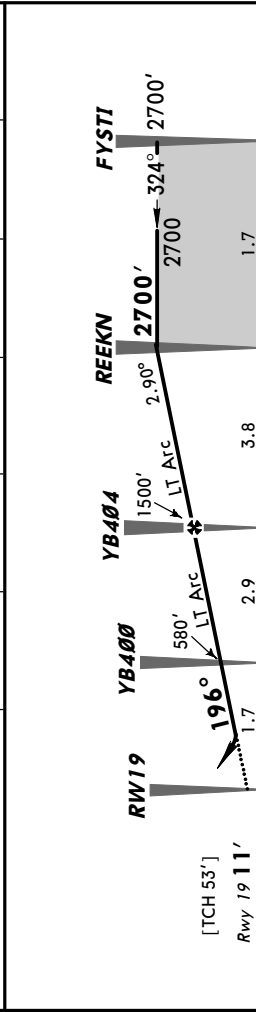
MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP) Missed Approach track to CITEE.
Acceleration altitude 1500' QNH.

Alt Set: hPa
Rwy Elev: 0 hPa
Trans level: FL 110
Trans alt: 10000'

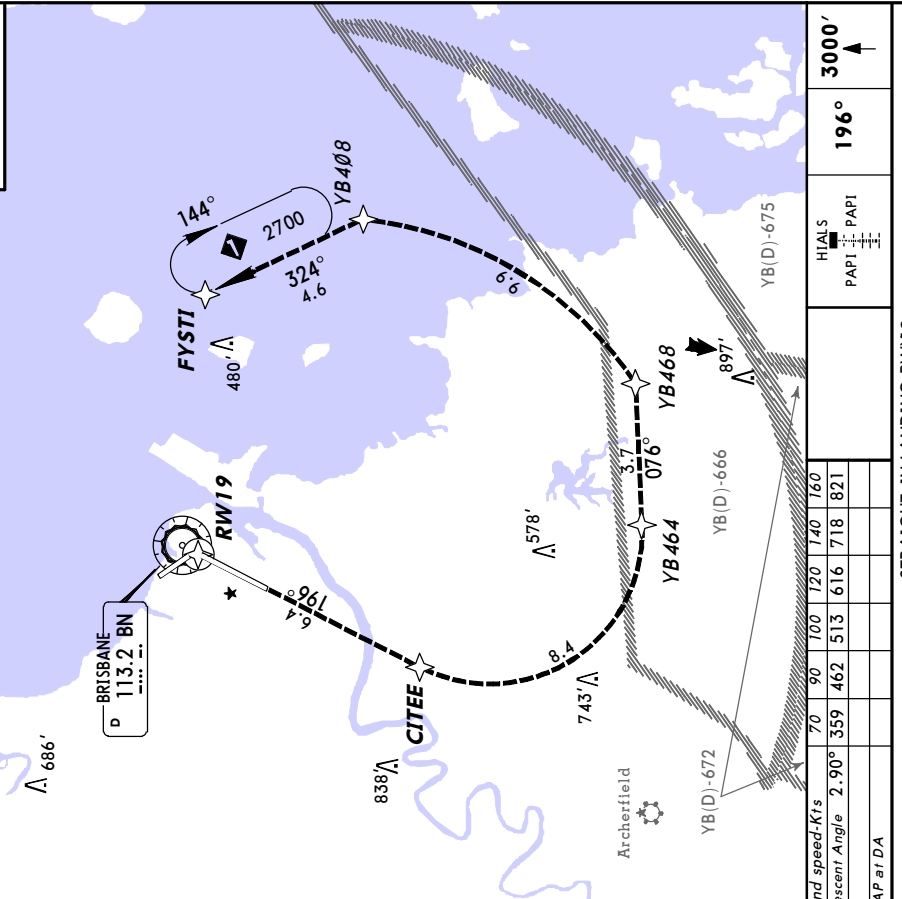
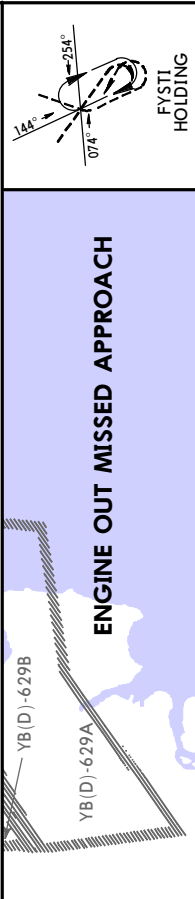
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI glide path not coincident. 8. Procedure available up to maximum landing weight.



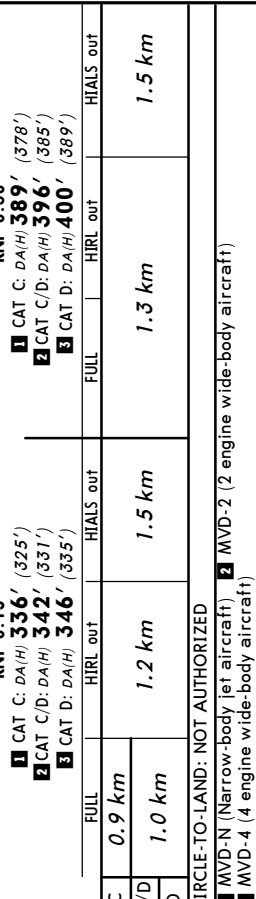
Dist to Threshold	1.0	1.2	YB400	YB404	REEKN	FYSTI
ALTITUDE	336'	400'	590'	1480'	2650'	3170'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FYSTI and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 2700', or as directed by ATC.



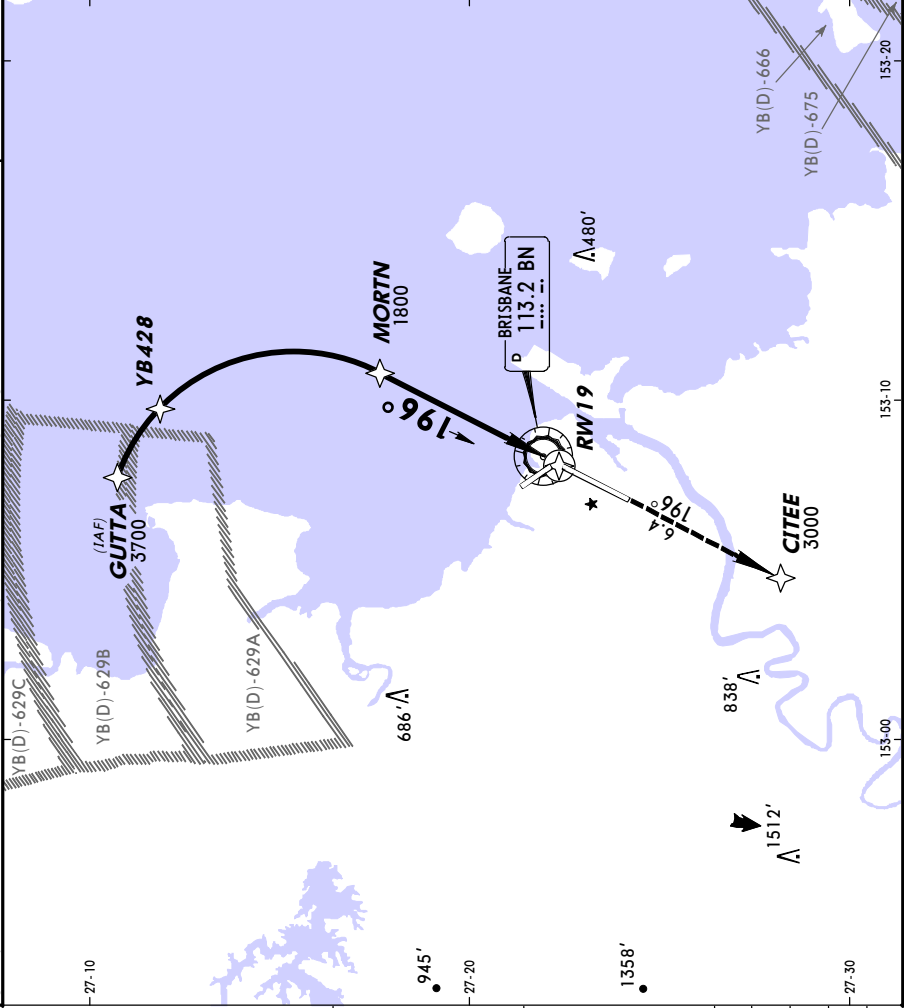
Dist to Threshold	1.0	1.2	YB400	YB404	REEKN	FYSTI
ALTITUDE	336'	400'	590'	1480'	2650'	3170'



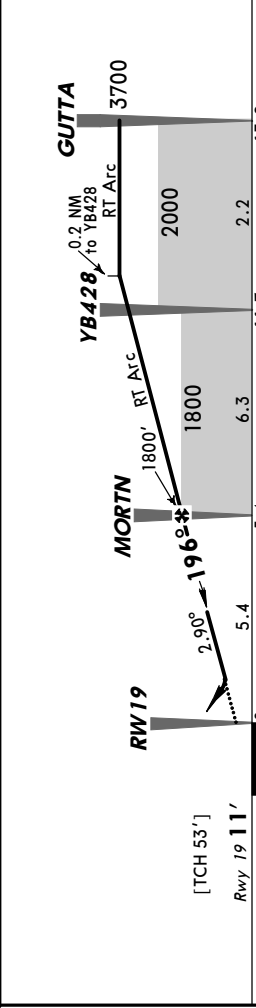
YBBN/BNE
BRISBANE INTL

ATIS		BRISBANE Approach (R)		BRISBANE Tower	
113.2	125.5	Northwest of extended C/L Rwy 01-19	124.7	Southeast of extended C/L Rwy 01-19	125.6
RNAV		Final Apch Grs	Procedure Alt MORTN	RNP DA(H) Refer to Minimums	120.5
RNV M 19		196°	1800' (1789')		121.7
MISSED APCH: Climb to 3000' or as directed by ATC via the RNAV (RNP) Missed Approach track to CITEE. Acceleration altitude 1500' QNH.					

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 1°C (34°F) to 35°C (95°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. PAPI
glide path not coincident. 8. Procedure available up to maximum landing weight.



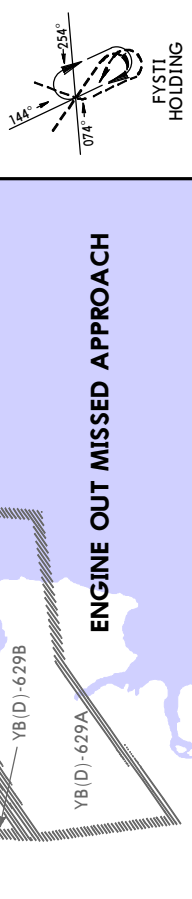
Dist to Threshold	1.0	1.2	MORTN	YB428	GUTTA
ALTITUDE	336'	400'	1800'	3670'	4340'



CHANGES: Chart reindexed (RNAV-U (RNP) Rwy 01 cancelled).

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10 OCT 14 (12-23)

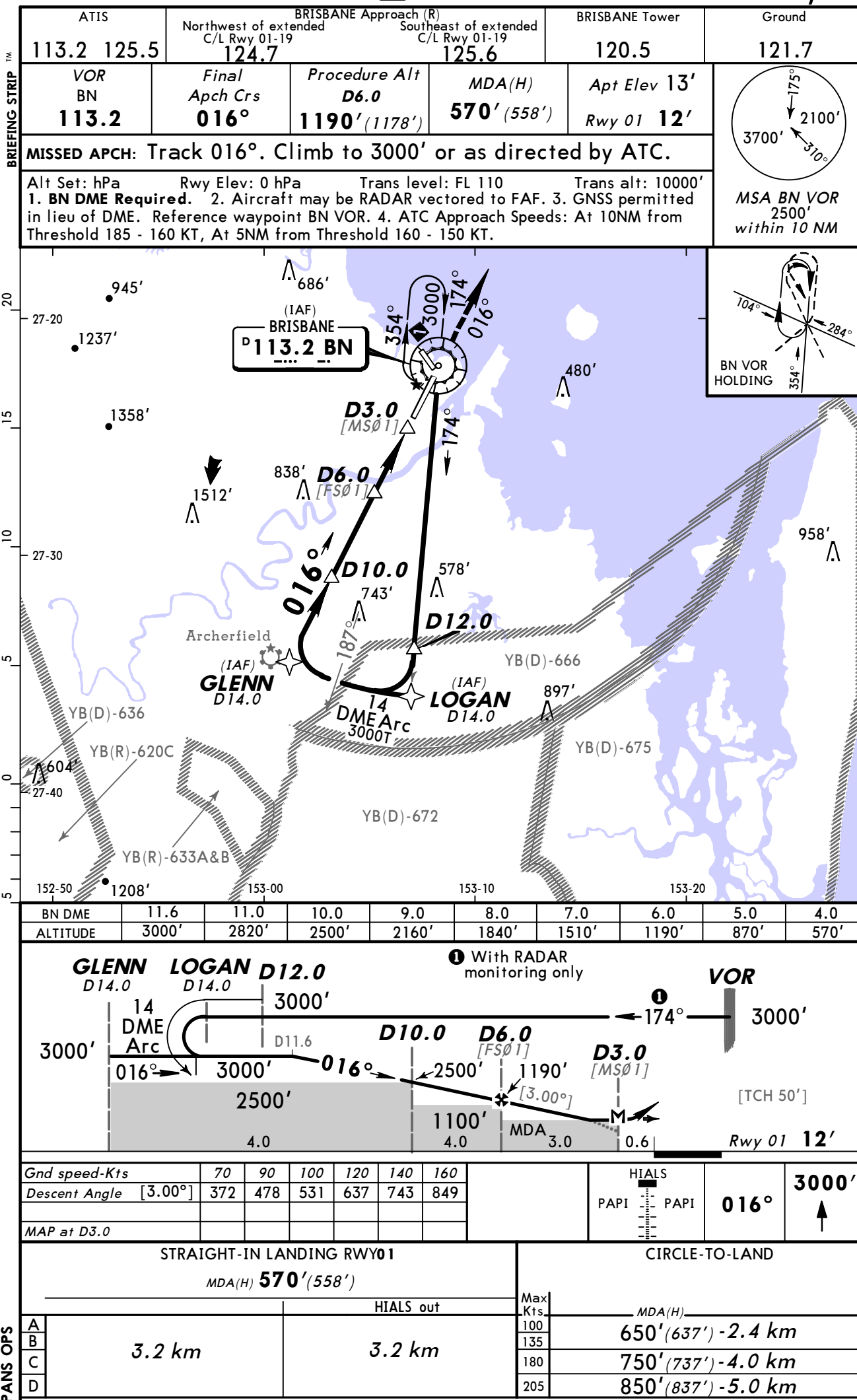
ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FYSTI and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 2700', or as directed by ATC.

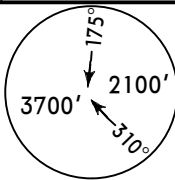


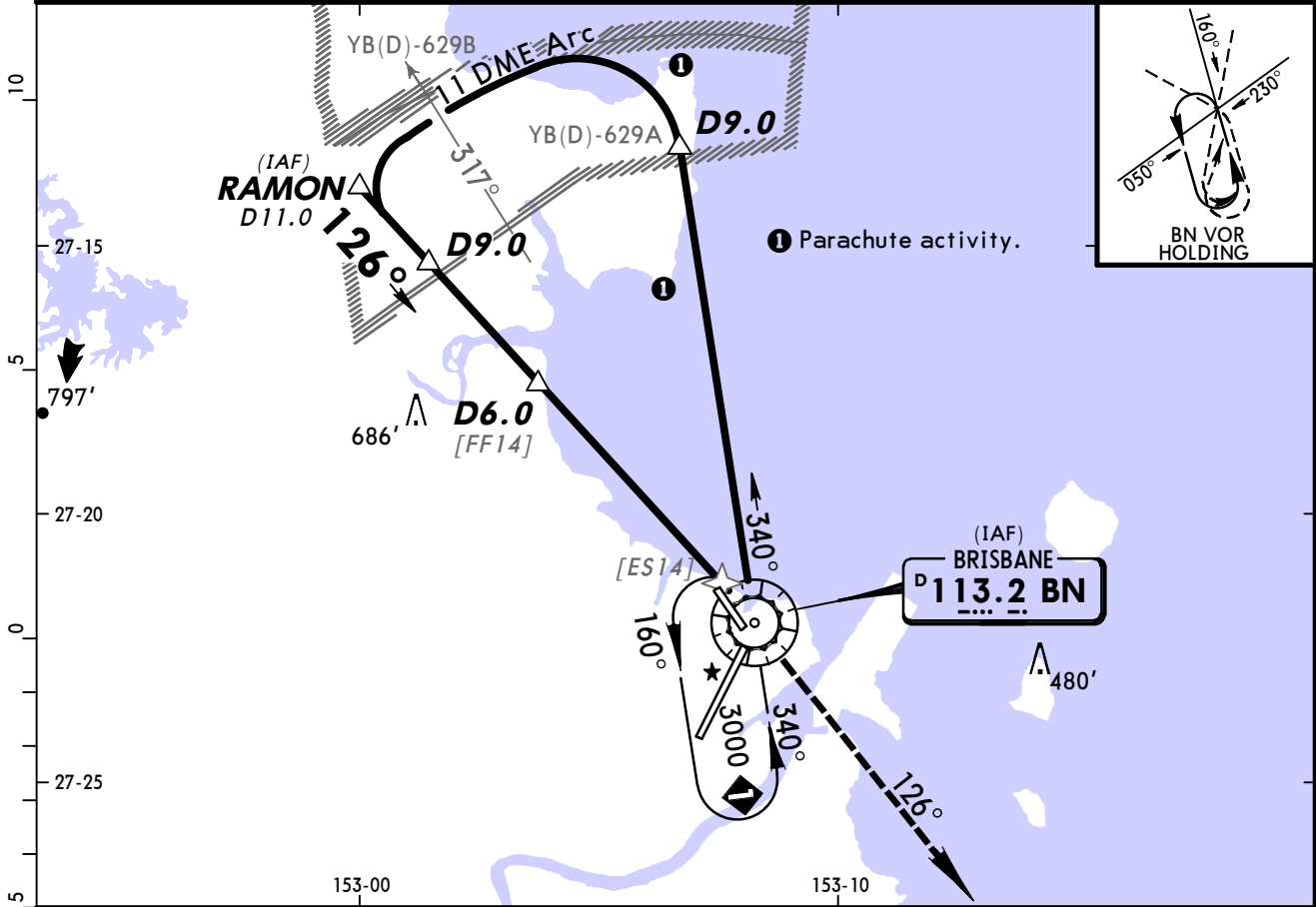
Grnd speed-Kts	70	90	100	120	140	160			
Descent Angle	2.90°	359	462	513	616	718	821		
MAP at DA									

STRAIGHT-IN LANDING RWY19									
Missed apch climb gradient (All Engines) min 6.1% to 3000'									
RNP 0.15					RNP 0.30				
1 CAT C: DA(H) 336' (325')		1 CAT C: DA(H) 389' (378')							
2 CAT C/D: DA(H) 342' (331')		2 CAT C/D: DA(H) 396' (385')							
3 CAT D: DA(H) 346' (335')		3 CAT D: DA(H) 400' (389')							
FULL		HRL out	HALS out	FULL	HRL out	HALS out	HALS out		
C	0.9 km	1.2 km	1.5 km	1.3 km	1.5 km	1.5 km	1.5 km		
C/D	1.0 km								
D									
CIRCLE-TO-LAND: NOT AUTHORIZED									
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)									
3 MVD-4 (4 engine wide-body aircraft)									
Note: MVD-4 authorized Cat D minimums only.									

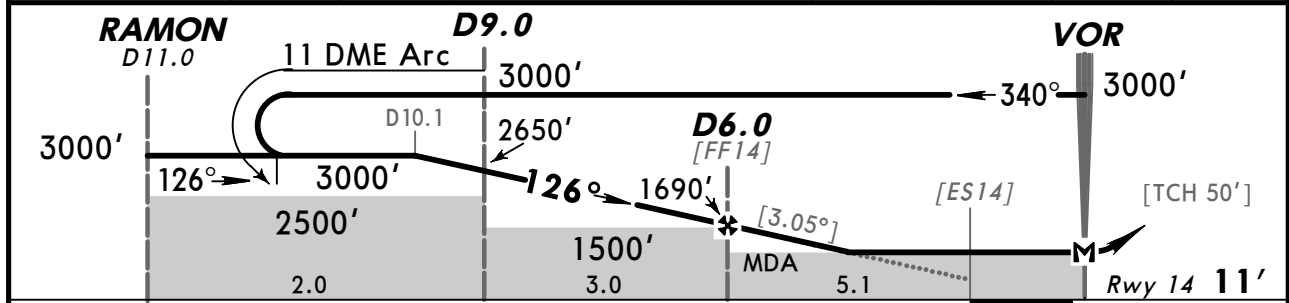
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ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		120.5		121.7	
VOR BN 113.2	Final Apch Crs 126°	Procedure Alt D6.0 1690' (1679')	MDA(H) 600' (589')	Apt Elev 13' Rwy 14 11'			
MISSED APCH: Track 126°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.						MSA BN VOR 2500' within 10 NM	

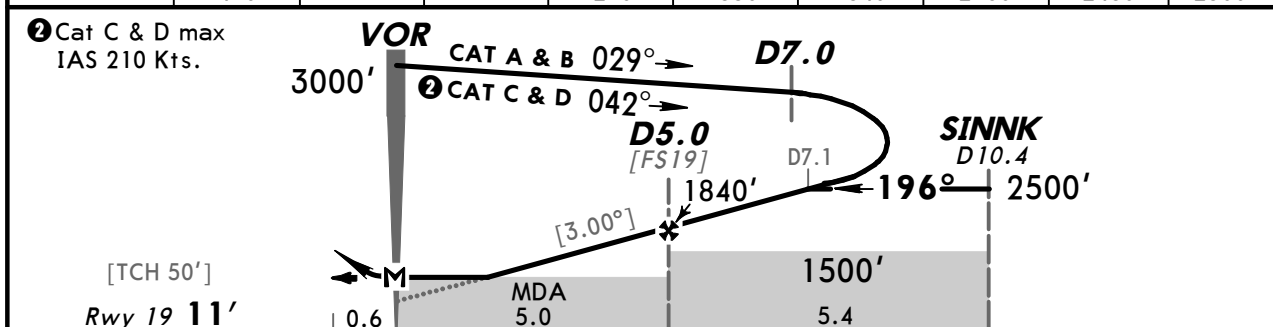
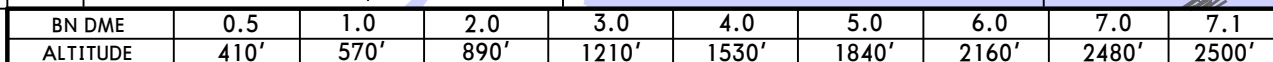
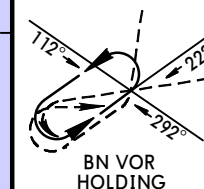


BN DME	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000'	2960'	2650'	2330'	2010'	1690'	1370'	1060'	740'	600'



Gnd speed-Kts	70	90	100	120	140	160		PAPI	126°	3000' ↑
Descent Angle [3.05°]	378	486	540	648	755	863				
MAP at VOR										

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 600' (589')							
A	3.2 km			Max Kts	MDA(H)		
B				100	650' (637') - 2.4 km		
C				135	750' (737') - 4.0 km		
D				205	850' (837') - 5.0 km		



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		196°	3000' ↑
<i>Descent Angle [3.00°]</i>	372	478	531	637	743	849			
<i>MAP at VOR</i>									

STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND	
MDA(H) 410' (399')			Max Kts.	MDA(H) _____
A	2.2 km	HIALS out 2.2 km	100	650' (637') - 2.4 km
B			135	
C			180	750' (737') - 4.0 km
D			205	850' (837') - 5.0 km

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRISBANE, QL (BRISBANE INTL - YBBN)				
DEL	BLAKA 6A ARR	10-2D	05 Dec 2014	10 Dec 2014
ADD	BLAKA 7A ARR	10-2D	05 Dec 2014	10 Dec 2014
DEL	BLAKA 6P ARR	10-2E	05 Dec 2014	10 Dec 2014
ADD	BLAKA 7P ARR	10-2E	05 Dec 2014	10 Dec 2014
DEL	BLAKA 6V ARR	10-2F	05 Dec 2014	10 Dec 2014
ADD	BLAKA 7V ARR	10-2F	05 Dec 2014	10 Dec 2014
DEL	GOLD COAST 6A ARR	10-2G	05 Dec 2014	10 Dec 2014
ADD	GOLD COAST 7A ARR	10-2G	05 Dec 2014	10 Dec 2014
DEL	GOLD COAST 6P ARR	10-2H	05 Dec 2014	10 Dec 2014
ADD	GOLD COAST 7P ARR	10-2H	05 Dec 2014	10 Dec 2014
DEL	GOLD COAST 6V ARR	10-2J	05 Dec 2014	10 Dec 2014
ADD	GOLD COAST 7V ARR	10-2J	05 Dec 2014	10 Dec 2014
REV	KEVIE 4A ARR	10-2K	05 Dec 2014	10 Dec 2014
ADD	MALENY 1 ARR	10-2L	05 Dec 2014	10 Dec 2014
DEL	MALENY 9 ARR	10-2L	05 Dec 2014	10 Dec 2014
REV	QUIET 4A ARR	10-2M	05 Dec 2014	10 Dec 2014
DEL	SAVER 7A ARR	10-2N	05 Dec 2014	10 Dec 2014
ADD	SAVER 8A ARR	10-2N	05 Dec 2014	10 Dec 2014
DEL	SAVER 7P ARR	10-2P	05 Dec 2014	10 Dec 2014
ADD	SAVER 8P ARR	10-2P	05 Dec 2014	10 Dec 2014
DEL	SAVER 7V ARR	10-2Q	05 Dec 2014	10 Dec 2014
ADD	SAVER 8V ARR	10-2Q	05 Dec 2014	10 Dec 2014
DEL	SINNK 7 ARR	10-2S	05 Dec 2014	10 Dec 2014
ADD	SINNK 8 ARR	10-2S	05 Dec 2014	10 Dec 2014
DEL	SMOKA 1A ARR	10-2T	05 Dec 2014	10 Dec 2014
ADD	SMOKA 2A ARR	10-2T	05 Dec 2014	10 Dec 2014
DEL	SMOKA 1M ARR	10-2U	05 Dec 2014	10 Dec 2014
ADD	SMOKA 2M ARR	10-2U	05 Dec 2014	10 Dec 2014
DEL	SMOKA 1V ARR	10-2V	05 Dec 2014	10 Dec 2014
ADD	SMOKA 2V ARR	10-2V	05 Dec 2014	10 Dec 2014
DEL	COODA 1A DEP	10-3B	05 Dec 2014	10 Dec 2014
ADD	COODA 2 DEP	10-3B	05 Dec 2014	10 Dec 2014
DEL	IBUNA 5 DEP	10-3C	05 Dec 2014	10 Dec 2014
ADD	IBUNA 6 DEP	10-3C	05 Dec 2014	10 Dec 2014
DEL	LARAVALE 2, SCOTT 8 DEPS	10-3D	05 Dec 2014	10 Dec 2014
ADD	LARAVALE 3 DEP	10-3D	05 Dec 2014	10 Dec 2014
ADD	SCOTT 9 DEP	10-3E	05 Dec 2014	10 Dec 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YBBN