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Airport Information For YBBN

Terminal Charts For YBBN

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: BRISBANE QL AUS
ICAO/IATA: YBBN / BNE
Lat/Long: S27° 23.05', E153° 07.05'
Elevation: 15 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 2004 Z
Sunset: 0731 Z

Runway Information

Runway: 01L
Length x Width: 10827 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 01R
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: 19L
Length x Width: 11680 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 10827 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 125.500
ATIS: 113.200
Brisbane Tower: 118.000
Brisbane Tower: 120.500
Brisbane Ground: 124.050
Brisbane Ground: 121.700
Brisbane Ground: 122.250
Brisbane Clearance Delivery: 118.850
Brisbane Approach: 124.700 Out to 30 mi.
Brisbane Approach: 125.600 Out to 30 mi.
Brisbane Approach: 119.250
Brisbane Departure: 118.450 Out to 30 mi.
Brisbane Departure: 133.450 Out to 30 mi.
Rescue And Firefighting Emergency: 131.000
Brisbane Center Information: 125.700
Brisbane Center Information: 121.200 RCO

YBBN/BNE

BRISBANE INTL



18 MAR 22

10-1P

.Eff.24.Mar.

BRISBANE, QLD, AUSTRALIA

.AIRPORT.BRIEFING.

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.

General Aviation (GA) apron operations are subject to runway/apron slot management. Approved slot holders operating on the GA apron are to confirm allocated parking with Brisbane Airport Corporation on 07 3406 3171 prior to arrival.

For full information regarding the Brisbane RDMS see BAC website:
www.airportcoordination.org/airports/australia/brisbane-airport/.

Ground Delay Program (GDP)

The Brisbane Ground Delay Program (GDP) is run on demand and promulgated by NOTAM between 2000 - 1300 UTC. Ground Delay Program is applicable to all fixed wing, non-priority flights departing from all Australian domestic airports, and arriving at Brisbane.

Flights to Brisbane during the operation of Ground Delay Program must obtain an Airport Coordination Australia (ACA) slot and Calculated off Blocks Time (COBT).

The COBT can be obtained through their company or the Network Coordination Center on 1800 020 626 or atfmu@airservicesaustralia.com.

Flow Tactical Landing Slots

Flights inbound to Brisbane with a duration of less than 45 minutes must:

- validate their Calculated off Clocks Time (COBT) with Brisbane flow 07 3866 3588, during hours of Ground Delay Program (GDP), or;
- confirm a tactical landing slot with Brisbane flow 07 3866 3588, outside periods of Ground Delay Program (GDP). Failure to do so will result in delays.

Flights departing YBAF, YBCG and YBSU for a landing at Brisbane must contact Brisbane flow controller on 07 3866 3588 prior to engine start.

For full information regarding the Ground Delay Program see AIP ENR.

Departures

Departures shall normally be cleared in the order in which they are ready for takeoff, except that deviations may be made from this order to facilitate the maximum number of departures with the least average delay.

Parallel Operations Runway Assignment

Unless instructed by ATC or operationally required, aircraft shall be issued the following runways:

Departures

- Rwy 01L/19R for all jet aircraft to routes North and West, and
- Rwy 01R/19L for all jet aircraft to routes South and East.

Arrivals

- Rwy 01L/19R for all jet aircraft from routes North and West, and
- Rwy 01R/19L for all jet aircraft from routes South and East.

Aircraft arriving via ENLIP

- Rwy 01L/19R for all aircraft arriving via ENLIP STAR.

Note 1: Aircraft which operationally require a different runway from that assigned, must advise ATC at clearance delivery stage.

Note 2: Rwy assignment is subject to Noise Abatement Procedures.

YBBN/BNE

BRISBANE INTL

 JEPPESEN

18 MAR 22

(10-1P1) .Eff.24.Mar.

BRISBANE, QLD, AUSTRALIA

.AIRPORT.BRIEFING.

LOW VISIBILITY PROCEDURES (LVP)

General

1. For Civil Aviation Safety Authority (CASA) approved operators, Rwy 01R/19L and Rwy 01L/19R are capable of supporting take-offs with an RVR of not less than 350m.
2. Taxiway light spacing supports use in visibility not less than:
 - a) 550m RVR for Taxiways C12, C13, F1, J, L and P;
 - b) 350m RVR for all other Taxiways.
3. Refer to 10-9F, 10-9F1 charts.

Procedures

1. Low Visibility Procedures (LVP) require restrictive measures during specific weather conditions. LVP protects the ILS sensitive and critical areas and ensures safe ground movements and the safety of aircraft conducting low visibility operations.
2. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 1500m. This ensures that the LVP are in force when:
 - a) the cloud ceiling is 210' or less; or
 - b) the RVR is at or below 550m, or the Runway Visibility (RV) is 800m or less when RVR is not available.
3. Intersection departures are not permitted. All aircraft will be directed to the full length of a runway for departure.
4. Any pilot unsure of their position whilst operating on the Manoeuvring Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a 'Follow Me' vehicle.
6. Instrument RVR is provided at touchdown zone, midpoint zone and end zone for each runway.
7. In the event of failure of RVR, manual runway visibility assessments will be provided.
8. Air Traffic Control use an Advanced Surface Movement Guidance Control System (ASMGCS) to monitor aircraft and vehicles on the Manoeuvring Area.
9. If ASMGCS is unserviceable during LVP, ATC will restrict aircraft and vehicle access to the Manoeuvring Area.
10. Aircraft are limited to one movement at a time on any portion of the Manoeuvring Area unless Stop Bars are operational.
11. All Taxiways are suitable for use in conditions of greater than RVR 550m.

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 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 01R/19L. Both aircraft may occupy the runway during application of the standard.
- 2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 01R/19L. To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the Rapid Exit Taxiways (RETs) specified in the table below.
- 2.3 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.

AIRPORT EFFICIENCY PROCEDURES (CONTD.)

2.4 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
19L	Turboprop, Jet	1 2 A6	6276' 1913m
	Heavy, Jet	A7	9016' 2748m
01R	Turboprop, Jet	1 2 A4S	6381' 1945m
	Heavy, Jet	A4 A3	7536' 2297m 9131' 2783m
19R	Turboprop	1 2 T7	4682' 1427m
	Jet	1 2 T9	6493' 1979m
	Heavy	1 2 T11	7969' 2429m
01L	Turboprop	1 2 T8	4682' 1427m
	Jet	1 2 T6	6493' 1979m
	Heavy	1 2 T4	7969' 2429m

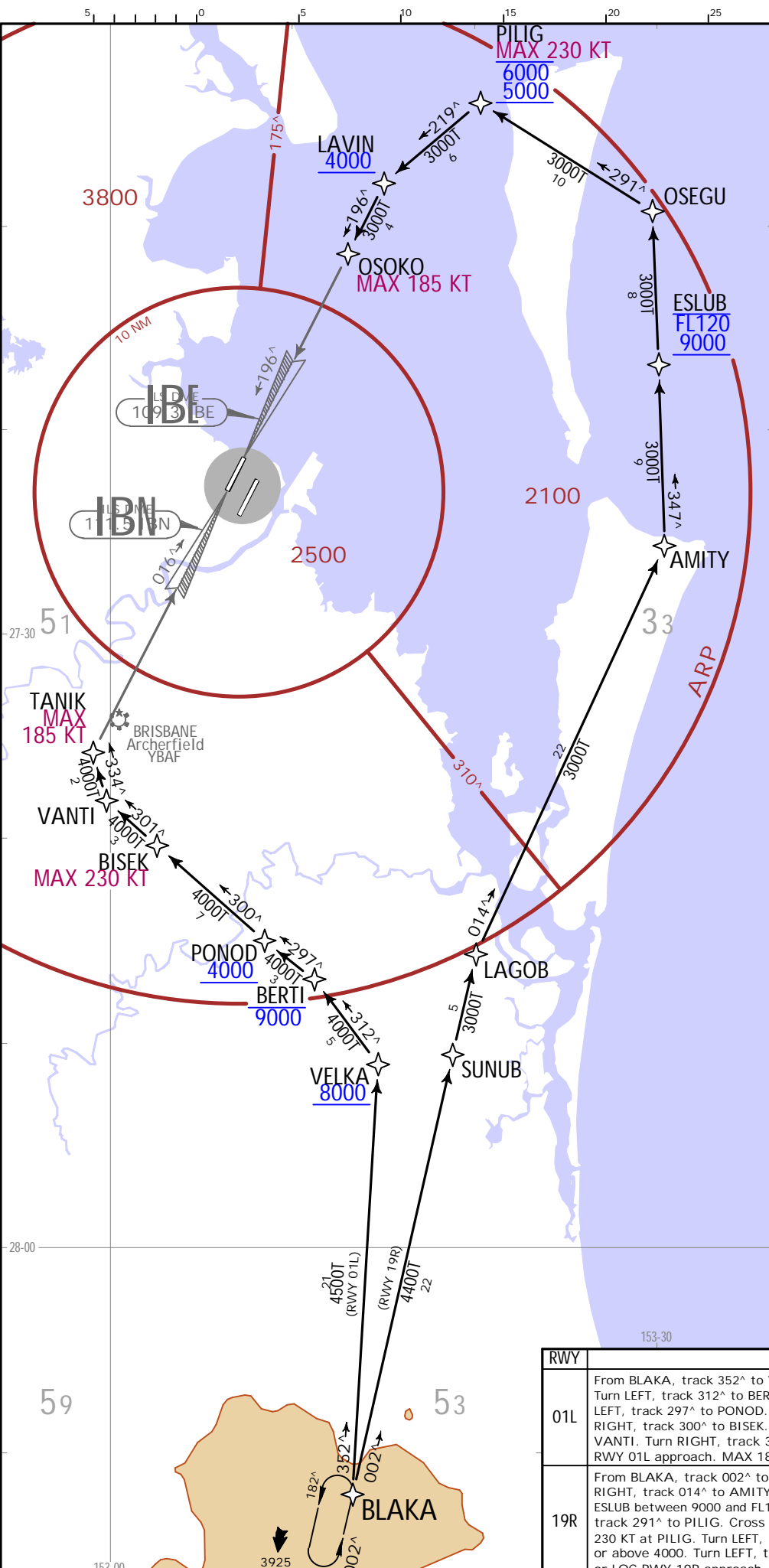
1 Preferred exits.

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

CHANGES: Bearing from BISEK to VANTI

YBBN/BNE
BRISBANE INTL

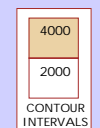
JEPPesen
10 JUN 22
10-2
Eff: 16 Jun.



ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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BLAKA 4A RNAV ARRIVAL
[BLAK4A]
(RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000

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.

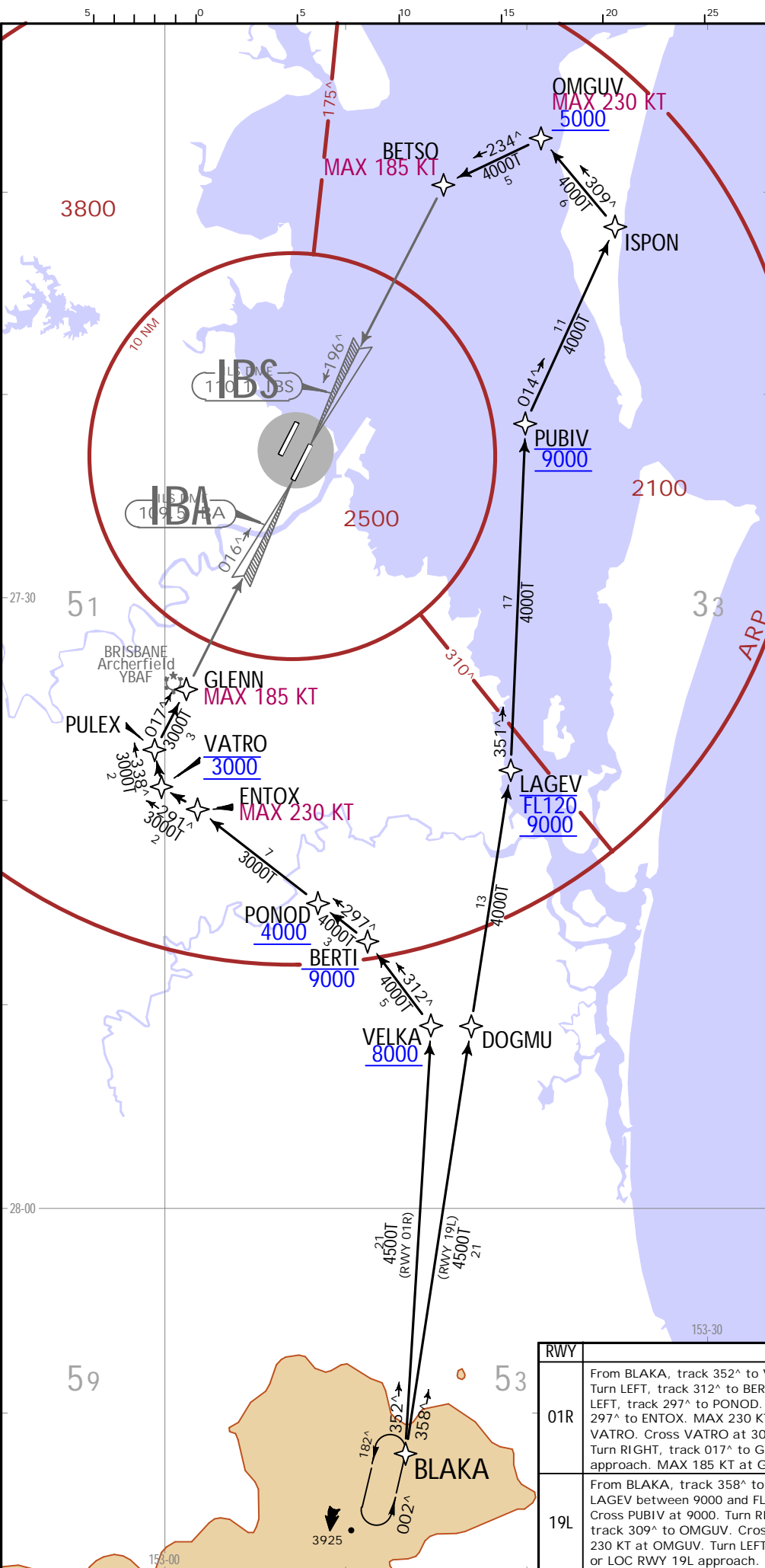


BLAKA 4A RNAV ARRIVAL
[BLAK4A]
(RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000

RWY	ROUTING
01L	From BLAKA, track 352° to VELKA. Cross VELKA at or above 8000. Turn LEFT, track 312° to BERTI. Cross BERTI at or below 9000. Turn LEFT, track 297° to PONOD. Cross PONOD at or above 4000. Turn RIGHT, track 300° to BISEK. MAX 230 KT at BISEK. Track 301° to VANTI. Turn RIGHT, track 334° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From BLAKA, track 002° to SUNUB. Track 002° to LAGOB. Turn RIGHT, track 014° to AMITY. Turn LEFT, track 347° to ESLUB. Cross ESLUB between 9000 and FL120. Track 347° to OSEGU. Turn LEFT, track 291° to PILIG. Cross PILIG between 5000 and 6000. MAX 230 KT at PILIG. Turn LEFT, track 219° to LAVIN. Cross LAVIN at or above 4000. Turn LEFT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.

BRISBANE, QLD, AUSTRALIA
RNAV STAR

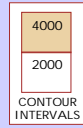
CHANGES: None



ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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BLAKA 4A RNAV ARRIVAL
[BLAK4A]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

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.



YBBN/BNE
 BRISBANE INTL

JEPPesen
 10 JUN 22 (10-2A) Eff. 16 Jun.

BRISBANE, QLD, AUSTRALIA
 RNAV STAR

BLAKA 4A RNAV ARRIVAL
[BLAK4A]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

RWY	ROUTING
01R	From BLAKA, track 352° to VELKA. Cross VELKA at or above 8000. Turn LEFT, track 312° to BERTI. Cross BERTI at or below 9000. Turn LEFT, track 297° to PONOD. Cross PONOD at or above 4000. Track 297° to ENTOX. MAX 230 KT at ENTOX. Turn LEFT, track 291° to VATRO. Cross VATRO at 3000. Turn RIGHT, track 338° to PULEX. Turn RIGHT, track 017° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From BLAKA, track 358° to DOGMU. Track 358° to LAGEV. Cross LAGEV between 9000 and FL120. Turn LEFT, track 351° to PUBIV. Cross PUBIV at 9000. Turn RIGHT, track 014° to ISPON. Turn LEFT, track 309° to OMGUV. Cross OMGUV at or above 5000. MAX 230 KT at OMGUV. Turn LEFT, track 234° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

CHANGES: Routing text.

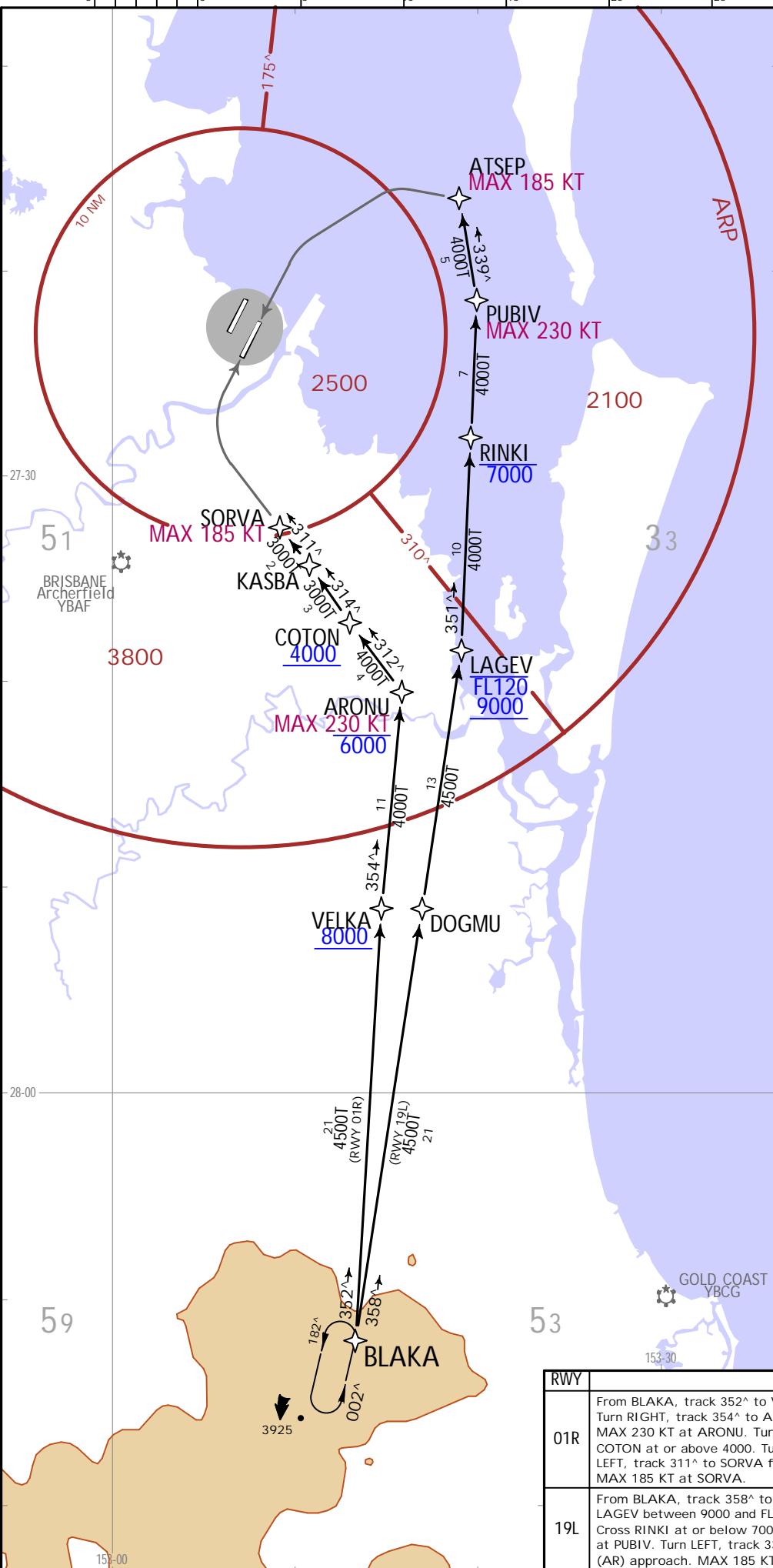
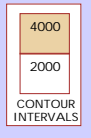
YBBN/BNE
BRISBANE INTL

JEPPesen
3 SEP 21 (10-2B) Eff: 9 Sep.

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1.	Trans Level: FL110
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BLAKA 4X RNAV ARRIVAL
[BLAK4X]
(RWYS 01R/19L)
.SPEED: MAX 250 KT BELOW 10000

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.



RWY	ROUTING
01R	From BLAKA, track 352° to VELKA. Cross VELKA at or above 8000. Turn RIGHT, track 354° to ARONU. Cross ARONU at or below 6000. MAX 230 KT at ARONU. Turn LEFT, track 312° to COTON. Cross COTON at or above 4000. Turn RIGHT, track 314° to KASBA. Turn LEFT, track 311° to SORVA for the RNP X RWY 01R (AR) approach. MAX 185 KT at SORVA.
19L	From BLAKA, track 358° to DOGMU. Track 358° to LAGEV. Cross LAGEV between 9000 and FL120. Turn LEFT, track 351° to RINKI. Cross RINKI at or below 7000. Track 351° to PUBIV. MAX 230 KT at PUBIV. Turn LEFT, track 339° to ATSEP for the RNP X RWY 19L (AR) approach. MAX 185 KT at ATSEP.

BLAKA 4X RNAV ARRIVAL
[BLAK4X]
(RWYS 01R/19L)
.SPEED: MAX 250 KT BELOW 10000

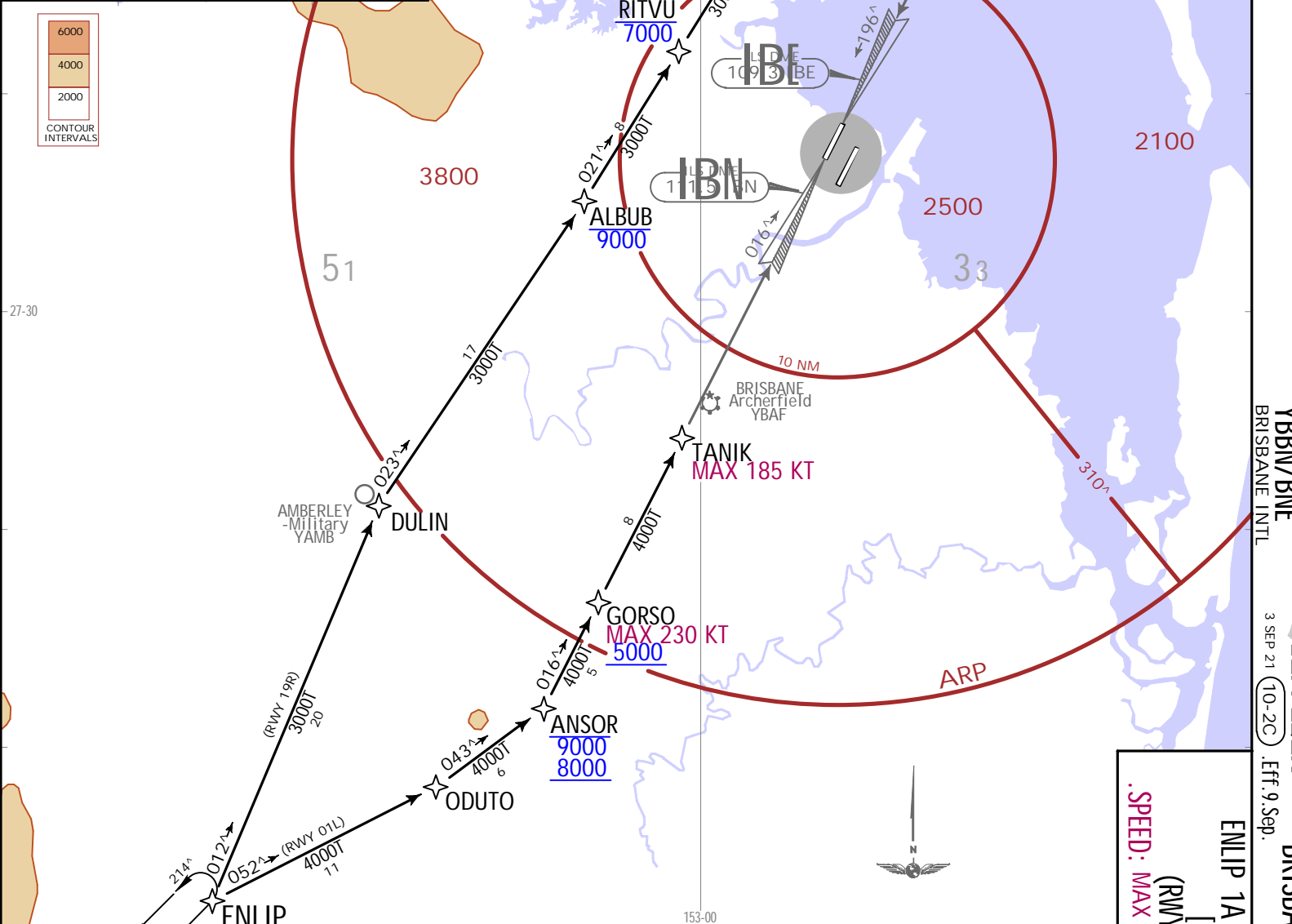
BRISBANE, QLD, AUSTRALIA
RNAV STAR

CHANGES: Routing text.

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1.	Trans Level: FL110
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ENLIP 1A RNAV ARRIVAL
[ENL1A]
(RWYS 01L/19R)
.SPEED: MAX 250 KT BELOW 10000

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.



RWY	ROUTING
01L	From ENLIP, track 052° to ODUTO. Turn LEFT, track 043° to ANSOR. Cross ANSOR between 8000 and 9000. Turn LEFT, track 016° to GORSO. Cross GORSO at or above 5000. MAX 230 KT at GORSO. Track 016° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From ENLIP, track 012° to DULIN. Turn RIGHT, track 023° to ALBUB. Cross ALBUB at or below 9000. Turn LEFT, track 021° to RITVU. Cross RITVU at or below 7000. Track 021° to APUKU. Cross APUKU at or above 5000. Turn RIGHT, track 029° to DRAIN. Turn RIGHT, track 042° to PAMBU. MAX 230 KT at PAMBU. Turn RIGHT, track 084° to ATRAX. Cross ATRAX at 3000. Turn RIGHT, track 131° to LAVIN. Turn RIGHT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.

ENLIP 1A RNAV ARRIVAL
[ENL1A]
(RWYS 01L/19R)
.SPEED: MAX 250 KT BELOW 10000

YBBN/BNE
BRISBANE INTL
JEPPESSEN
3 SEP 21
10-2C
Eff. 9 Sep.
BRISBANE, QLD, AUSTRALIA
RNAV STAR

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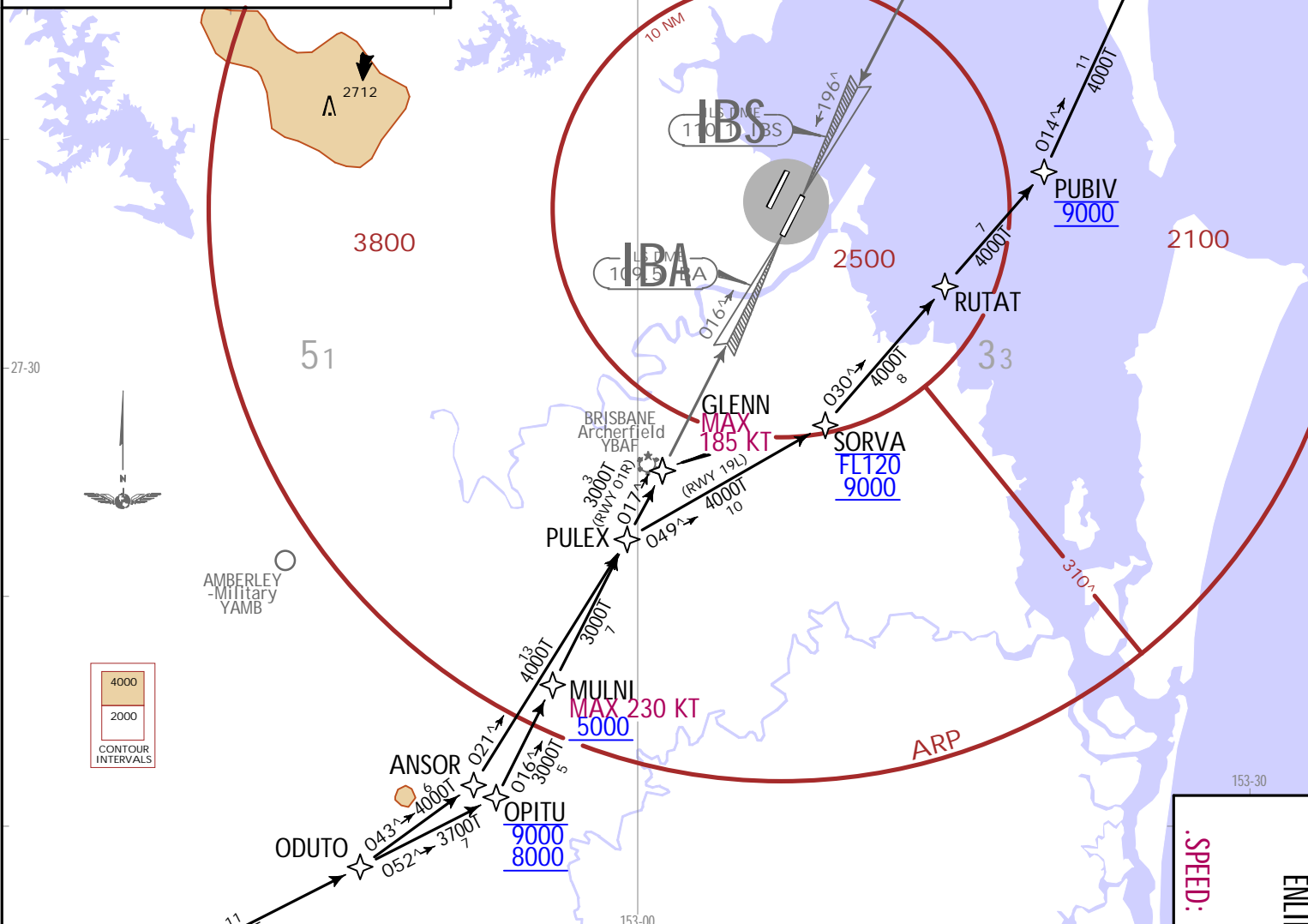
CHANGES: Routing text.

YBBN/BNE
BRISBANE INTL
JEPPESSEN
3 SEP 21 (10-2-D) Eff. 9 Sep.

ATIS 113.2
125.5
Apt Elev 15
Alt Set: hPa
RNP 1.
Trans Level: FL110

ENLIP 1A RNAV ARRIVAL
[ENL1A]
(RWYS 01R/19L)
.SPEED: MAX 250 KT BELOW 10000

COMMS 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.



ROUTING	
From ENLIP, track 052° to ODUTO.	
RWY	LANDING
01R	From ODUTO, track 052° to OPITU. Cross OPITU between 8000 and 9000. Turn LEFT, track 016° to MULNI. Cross MULNI at or above 5000. MAX 230 KT at MULNI. Track 016° to PULEX. Turn RIGHT, track 017° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From ODUTO, turn LEFT, track 043° to ANSOR. Turn LEFT, track 021° to PULEX. Turn RIGHT, track 049° to SORVA. Cross SORVA between 9000 and FL120. Turn LEFT, track 030° to RUTAT. Track 030° to PUBIV. Cross PUBIV at 9000. Turn LEFT, track 014° to ISPON. Turn LEFT, track 309° to OMGUV. Cross OMGUV at or above 5000. MAX 230 KT at OMGUV. Turn LEFT, track 234° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

ENLIP 1A RNAV ARRIVAL
[ENL1A]
(RWYS 01R/19L)
.SPEED: MAX 250 KT BELOW 10000

BRISBANE, QLD, AUSTRALIA
RNAV STAR

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CHANGES: Routing text:

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1.	Trans level: FL110
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ENLIP 1X RNAV ARRIVAL
[ENL1X]
(RWYS 19L/19R)
.SPEED: MAX 250 KT BELOW 10000

COMMS 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 LOST COMMS



YBBN/BNE
BRISBANE INTL

JEPPESSEN
3 SEP 21 10-2E
EFF 9 Sep.

BRISBANE, QLD, AUSTRALIA
RNAV STAR

ENLIP 1X RNAV ARRIVAL
[ENL1X]
(RWYS 19L/19R)
.SPEED: MAX 250 KT BELOW 10000

RWY	ROUTING
19L	From ENLIP, track 052° to ODUTO. Turn LEFT, track 043° to ANSOR. Turn LEFT, track 021° to PULEX. Turn RIGHT, track 049° to SORVA. Cross SORVA between 9000 and FL120. Turn LEFT, track 030° to RUTAT. Cross RUTAT at or below 7000. Track 030° to PUBIV. MAX 230 KT at PUBIV. Turn LEFT, track 339° to ATSEP for RNP X RWY 19L (AR) approach. MAX 185 KT at ATSEP.
19R	From ENLIP, track 012° to DULIN. Turn RIGHT, track 023° to ALBUB. Cross ALBUB at or below 9000. Turn LEFT, track 021° to RITVU. Cross RITVU at or below 7000. Track 021° to APUKU. Cross APUKU at or above 5000. MAX 230 KT at APUKU. Turn RIGHT, track 029° to DRAIN. Turn RIGHT, track 093° to LUVNA for RNP X RWY 19R (AR) approach. MAX 185 KT at LUVNA.

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CHANGES: Bearing from BISEK to VANTI

YBBN/BNE
BRISBANE INTL
10 JUN 22
JEPPESSEN
10-2E
Eff: 16 Jun.

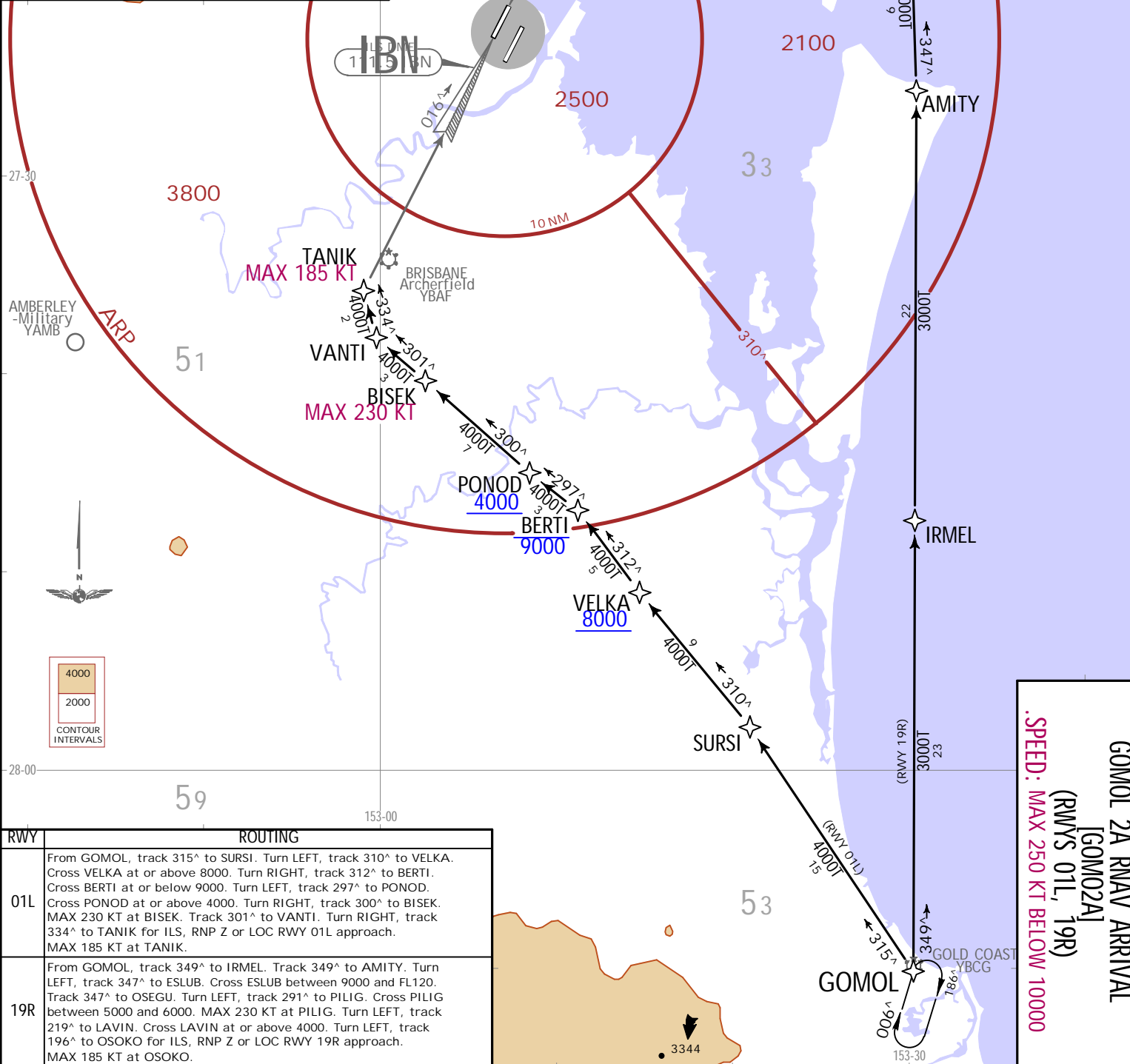
ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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**GOMOL 2A RNAV ARRIVAL
[GOMO2A]
(RWYS 01L, 19R)**

.SPEED: MAX 250 KT BELOW 10000

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 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 ▲



RWY	ROUTING
01L	From GOMOL, track 315° to SURSI. Turn LEFT, track 310° to VELKA. Cross VELKA at or above 8000. Turn RIGHT, track 312° to BERTI. Cross BERTI at or below 9000. Turn LEFT, track 297° to PONOD. Cross PONOD at or above 4000. Turn RIGHT, track 300° to BISEK. MAX 230 KT at BISEK. Track 301° to VANTI. Turn RIGHT, track 334° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From GOMOL, track 349° to IRMEL. Track 349° to AMITY. Turn LEFT, track 347° to ESLUB. Cross ESLUB between 9000 and FL120. Track 347° to OSEGU. Turn LEFT, track 291° to PILIG. Cross PILIG between 5000 and 6000. MAX 230 KT at PILIG. Turn LEFT, track 219° to LAVIN. Cross LAVIN at or above 4000. Turn LEFT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.

**GOMOL 2A RNAV ARRIVAL
[GOMO2A]
(RWYS 01L, 19R)**

.SPEED: MAX 250 KT BELOW 10000

BRISBANE, OLD, AUSTRALIA
RNAV STAR

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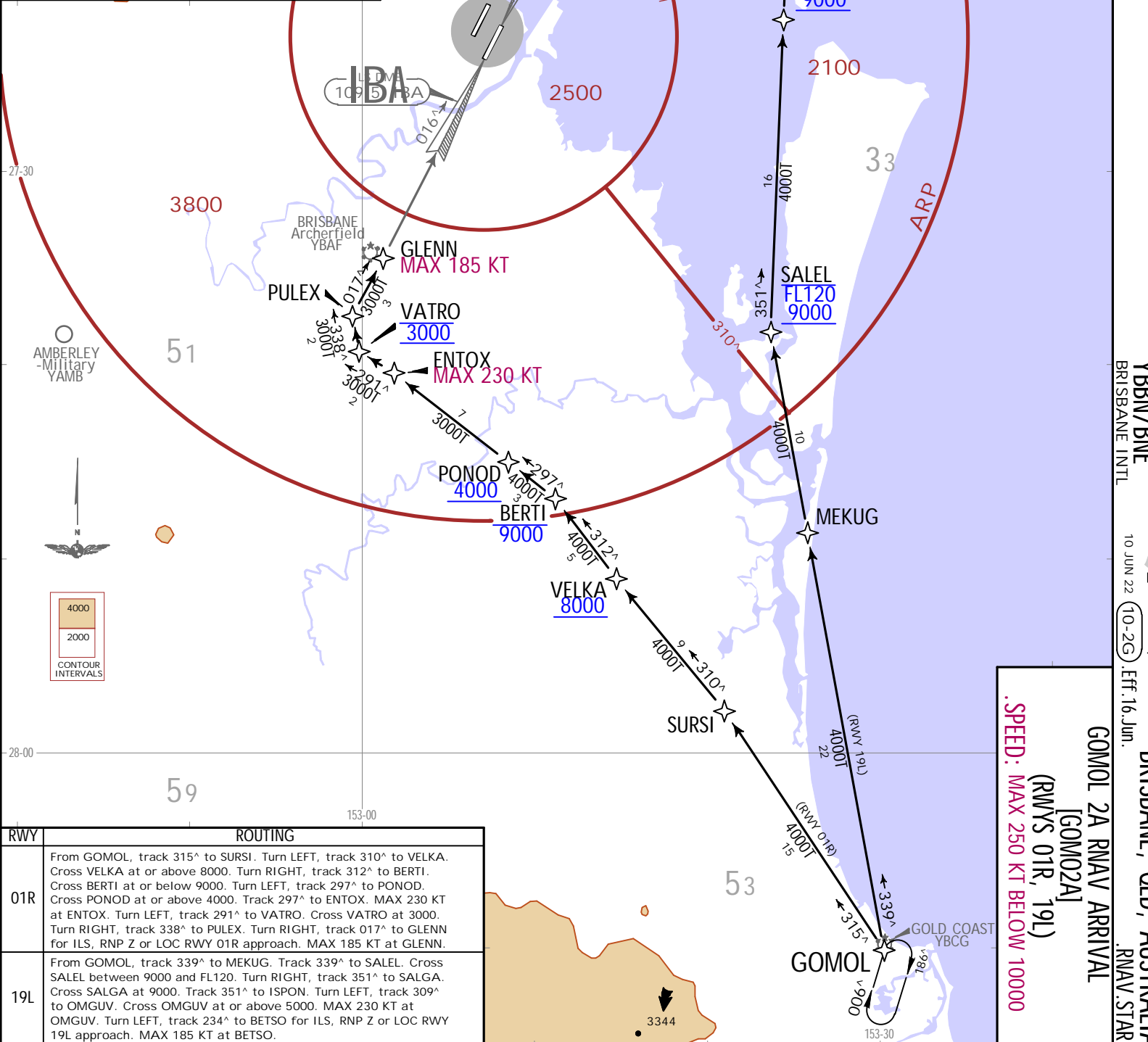
CHANGES: None

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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**GOMOL 2A RNAV ARRIVAL
[GOMO2A]
(RWYS 01R, 19L)**

.SPEED: MAX 250 KT BELOW 10000

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.



RWY	ROUTING
01R	From GOMOL, track 315° to SURSI. Turn LEFT, track 310° to VELKA. Cross VELKA at or above 8000. Turn RIGHT, track 312° to BERTI. Cross BERTI at or below 9000. Turn LEFT, track 297° to PONOD. Cross PONOD at or above 4000. Track 297° to ENTOX. MAX 230 KT at ENTOX. Turn LEFT, track 291° to VATRO. Cross VATRO at 3000. Turn RIGHT, track 338° to PULEX. Turn RIGHT, track 017° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From GOMOL, track 339° to MEKUG. Track 339° to SALEL. Cross SALEL between 9000 and FL120. Turn RIGHT, track 351° to SALGA. Cross SALGA at 9000. Track 351° to ISPON. Turn LEFT, track 309° to OMGUV. Cross OMGUV at or above 5000. MAX 230 KT at OMGUV. Turn LEFT, track 234° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

**GOMOL 2A RNAV ARRIVAL
[GOMO2A]
(RWYS 01R, 19L)**

.SPEED: MAX 250 KT BELOW 10000

YBBN/BNE
BRISBANE INTL
JEPPESSEN
10 JUN 22 (10-2G) Eff: 16 Jun.
BRISBANE, QLD, AUSTRALIA
RNAV STAR

CHANGES: Procedure renumbered. ABVET renamed MEKUG. Bearings between GOMOL and VERIK, between GOMOL and SALEL, and between MEKUG and SALEL. routing text.

JEPPesen, 2020, 2021. ALL RIGHTS RESERVED.

YBBN/BNE
BRISBANE INTL

26 NOV 21 (10-2H) .EFF. 2. Dec.
JEPPesen

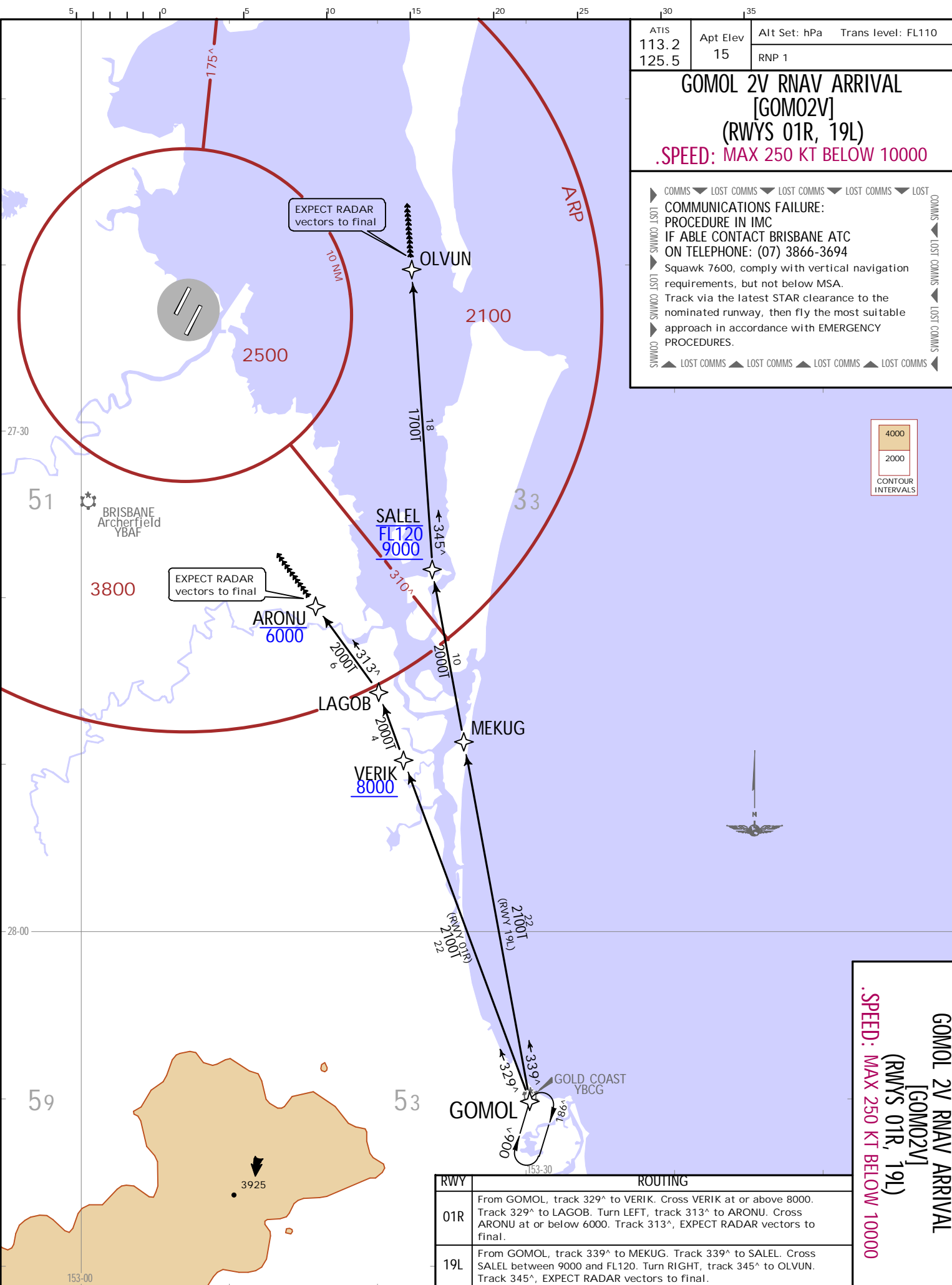
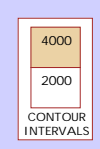
BRISBANE, QLD, AUSTRALIA
RNAV STAR

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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GOMOL 2V RNAV ARRIVAL
[GOM02V]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

COMMS ▼ 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.

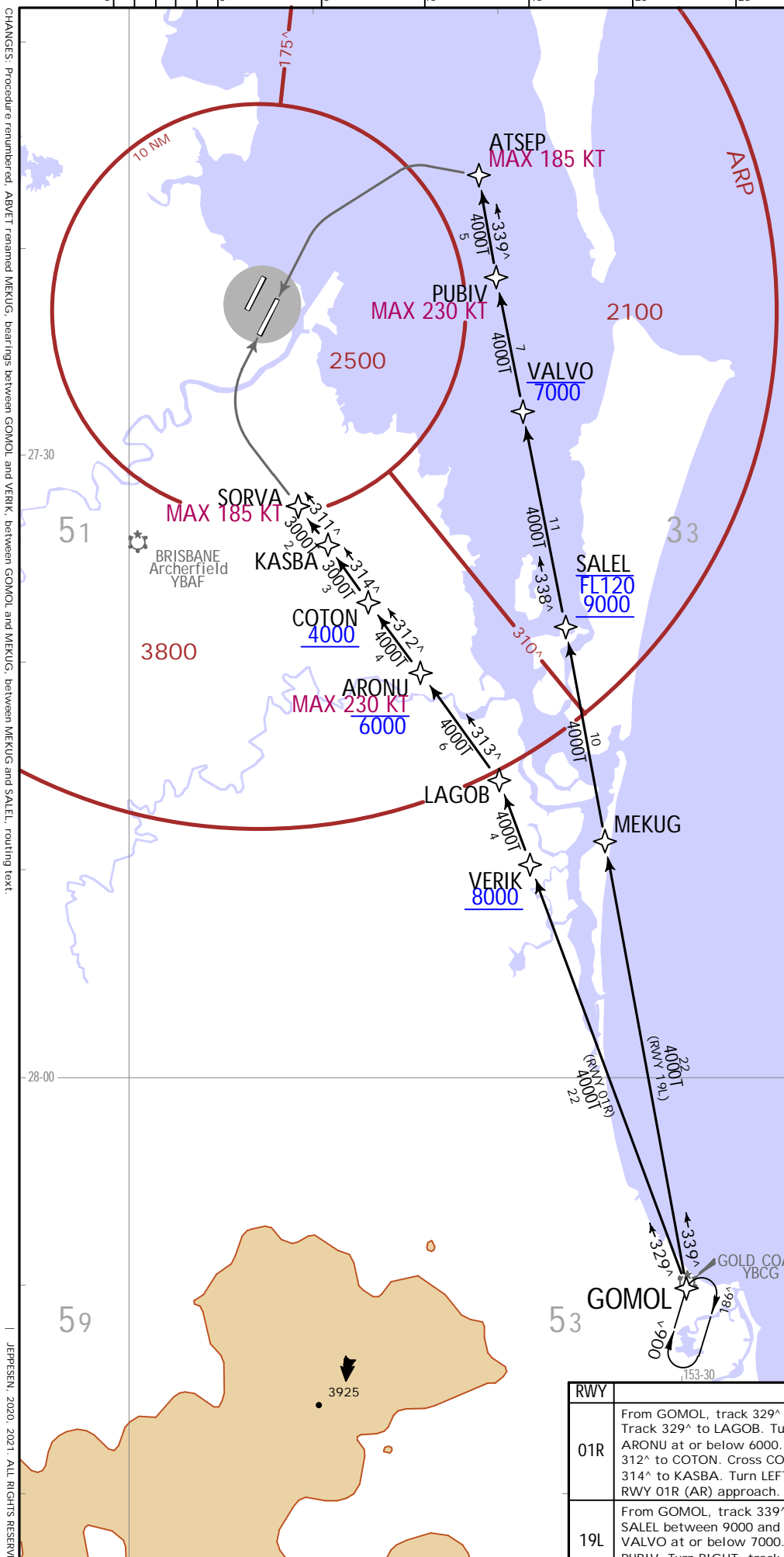
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RWY	ROUTING
01R	From GOMOL, track 329° to VERIK. Cross VERIK at or above 8000. Track 329° to LAGOB. Turn LEFT, track 313° to ARONU. Cross ARONU at or below 6000. Track 313°, EXPECT RADAR vectors to final.
19L	From GOMOL, track 339° to MEKUG. Track 339° to SALEL. Cross SALEL between 9000 and FL120. Turn RIGHT, track 345° to OLVUN. Track 345°, EXPECT RADAR vectors to final.

GOMOL 2V RNAV ARRIVAL
[GOM02V]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

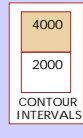
CHANGES: Procedure renumbered: ABVET renamed MEKUG, bearings between GOMOL and VERIK, between GOMOL and MEKUG, between MEKUG and SALEL, routing text.



ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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GOMOL 2X RNAV ARRIVAL
[GOM02X]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

COMMS 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.



YBBN/BNE
 BRISBANE INTL

JEPPESSEN
 26 NOV 21 10-2J
 Eff: 2 Dec.

BRISBANE, QLD, AUSTRALIA
 RNAV STAR

GOMOL 2X RNAV ARRIVAL
[GOM02X]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

RWY	ROUTING
01R	From GOMOL, track 329° to VERIK. Cross VERIK at or above 8000. Track 329° to LAGOB. Turn LEFT, track 313° to ARONU. Cross ARONU at or below 6000. MAX 230 KT at ARONU. Turn LEFT, track 312° to COTON. Cross COTON at or above 4000. Turn RIGHT, track 314° to KASBA. Turn LEFT, track 311° to SORVA for the RNP X RWY 01R (AR) approach. MAX 185 KT at SORVA.
19L	From GOMOL, track 339° to MEKUG. Track 339° to SALEL. Cross SALEL between 9000 and FL120. Track 338° to VALVO. Cross VALVO at or below 7000. Track 338° to PUBIV. MAX 230 KT at PUBIV. Turn RIGHT, track 339° to ATSEP for RNP X RWY 19L (AR) approach. MAX 185 KT at ATSEP.

CHANGES: Bearing from MORBI to REMOR & holding at MORBI

YBBN/BNE
BRISBANE INTL
10 JUN 22
JEPPESSEN
10-2K
Eff: 16 Jun.

ROUTING		ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
From MORBI track 135° to REMOR. Cross REMOR at or below FL120. Turn RIGHT, track 141° to GAYLA. Cross GAYLA at or above 8000.					
RWY		LANDING			
01L	From GAYLA, turn RIGHT, track 165° to DAYBO. Cross DAYBO between 5000 and 7000. Turn LEFT, track 155° to ONIPA. Turn RIGHT, track 199° to TAPUL. Cross TAPUL between 5000 and 7000. MAX 230 KT at TAPUL. Turn LEFT, track 152° to SULDO. Turn LEFT, track 116° to DABKO. Turn LEFT, track 054° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.				
19R	From GAYLA, turn LEFT, track 120° to LUTKO. Cross LUTKO between 5000 and 7000. Turn LEFT, track 116° to IGBON. Cross IGBON at or above 4000. Turn LEFT, track 071° to PAMBU. MAX 230 KT at PAMBU. Turn RIGHT, track 084° to ATRAX. Cross ATRAX at 3000. Turn RIGHT, track 131° to LAVIN. Turn RIGHT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.				

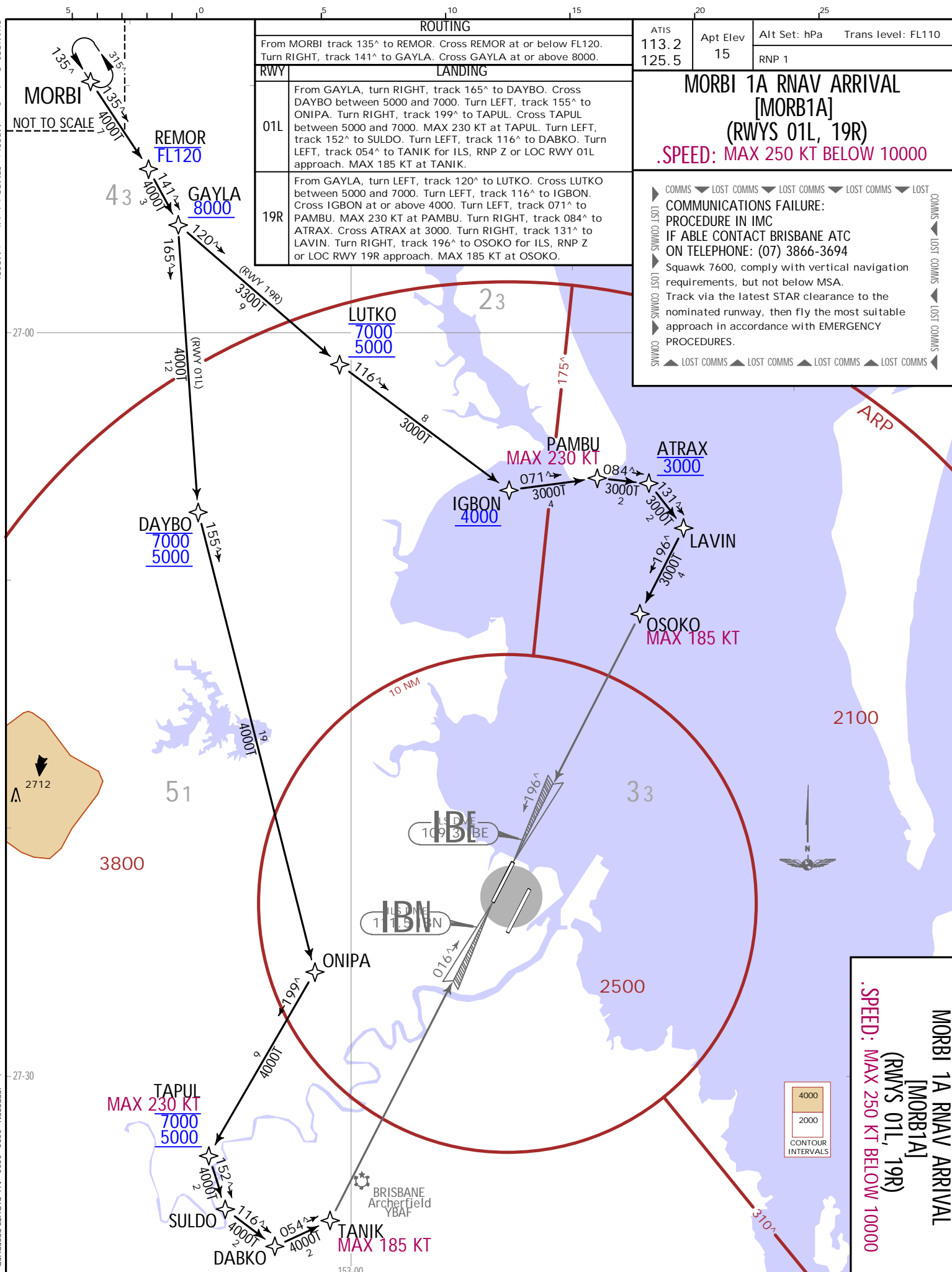
MORBI 1A RNAV ARRIVAL
[MORB1A]
(RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000

▲ COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 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.



MORBI 1A RNAV ARRIVAL
[MORB1A]
(RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000

BRISBANE, QLD, AUSTRALIA
RNAV STAR

JEPPESSEN, 2020, 2022. ALL RIGHTS RESERVED.

CHANGES: Bearings from MORBI to REMOR, from EMSIT to IRVUL & holding at MORBI.

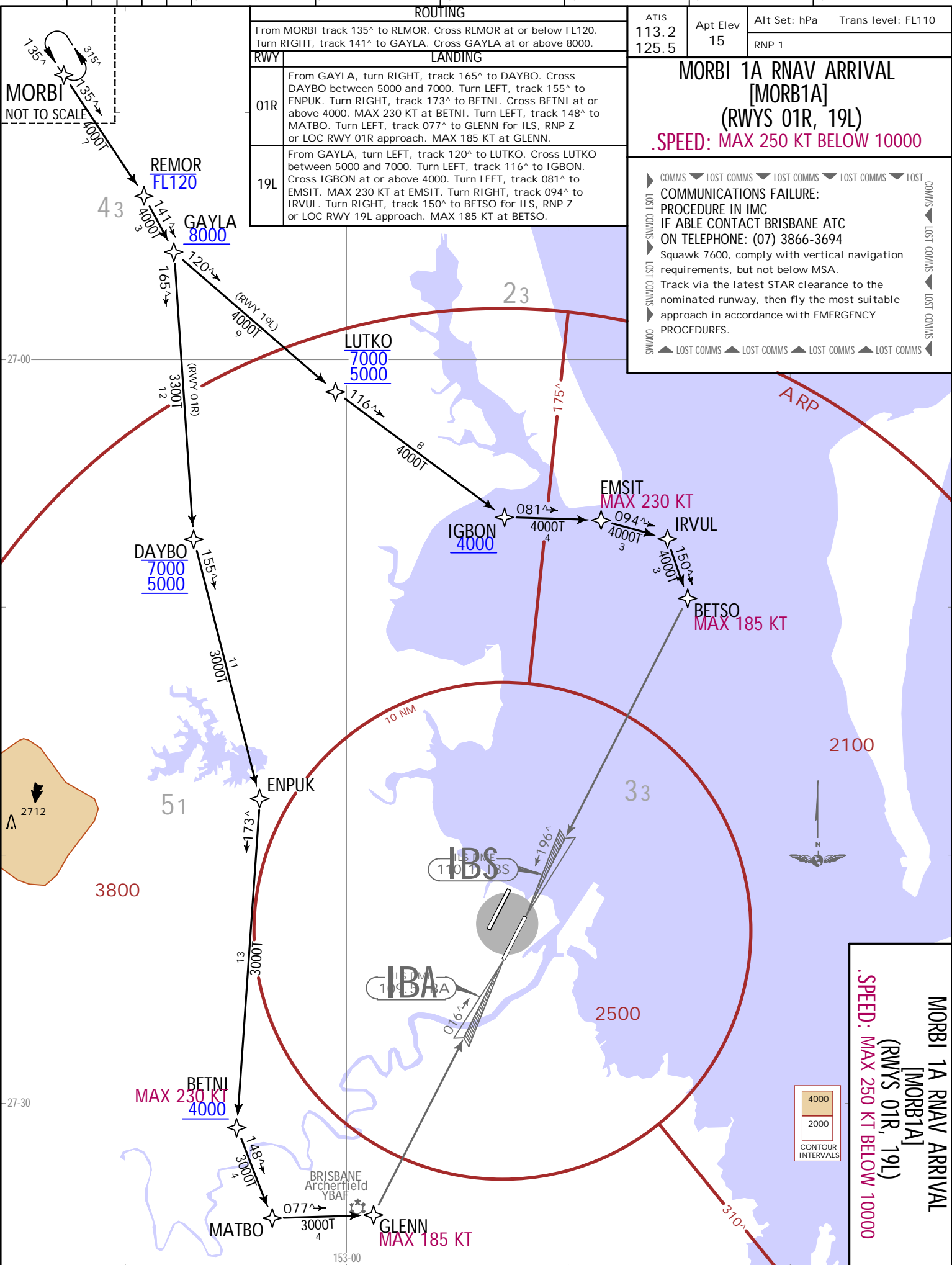
ROUTING	
From MORBI track 135° to REMOR. Cross REMOR at or below FL120. Turn RIGHT, track 141° to GAYLA. Cross GAYLA at or above 8000.	
RWY	LANDING
01R	From GAYLA, turn RIGHT, track 165° to DAYBO. Cross DAYBO between 5000 and 7000. Turn LEFT, track 155° to ENPUK. Turn RIGHT, track 173° to BETNI. Cross BETNI at or above 4000. MAX 230 KT at BETNI. Turn LEFT, track 148° to MATBO. Turn LEFT, track 077° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From GAYLA, turn LEFT, track 120° to LUTKO. Cross LUTKO between 5000 and 7000. Turn LEFT, track 116° to IGBON. Cross IGBON at or above 4000. Turn LEFT, track 081° to EMSIT. MAX 230 KT at EMSIT. Turn RIGHT, track 094° to IRVUL. Turn RIGHT, track 150° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.2	15		
125.5		RNP 1	

MORBI 1A RNAV ARRIVAL
[MORB1A]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

▲ COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 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.



YBBN/BNE
BRISBANE INTL

JEPPesen
10 JUN 22 (10-2L)
Eff: 16 Jun.

BRISBANE, QLD, AUSTRALIA
RNAV STAR

MORBI 1A RNAV ARRIVAL
[MORB1A]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

JEPPesen, 2020, 2022. ALL RIGHTS RESERVED.

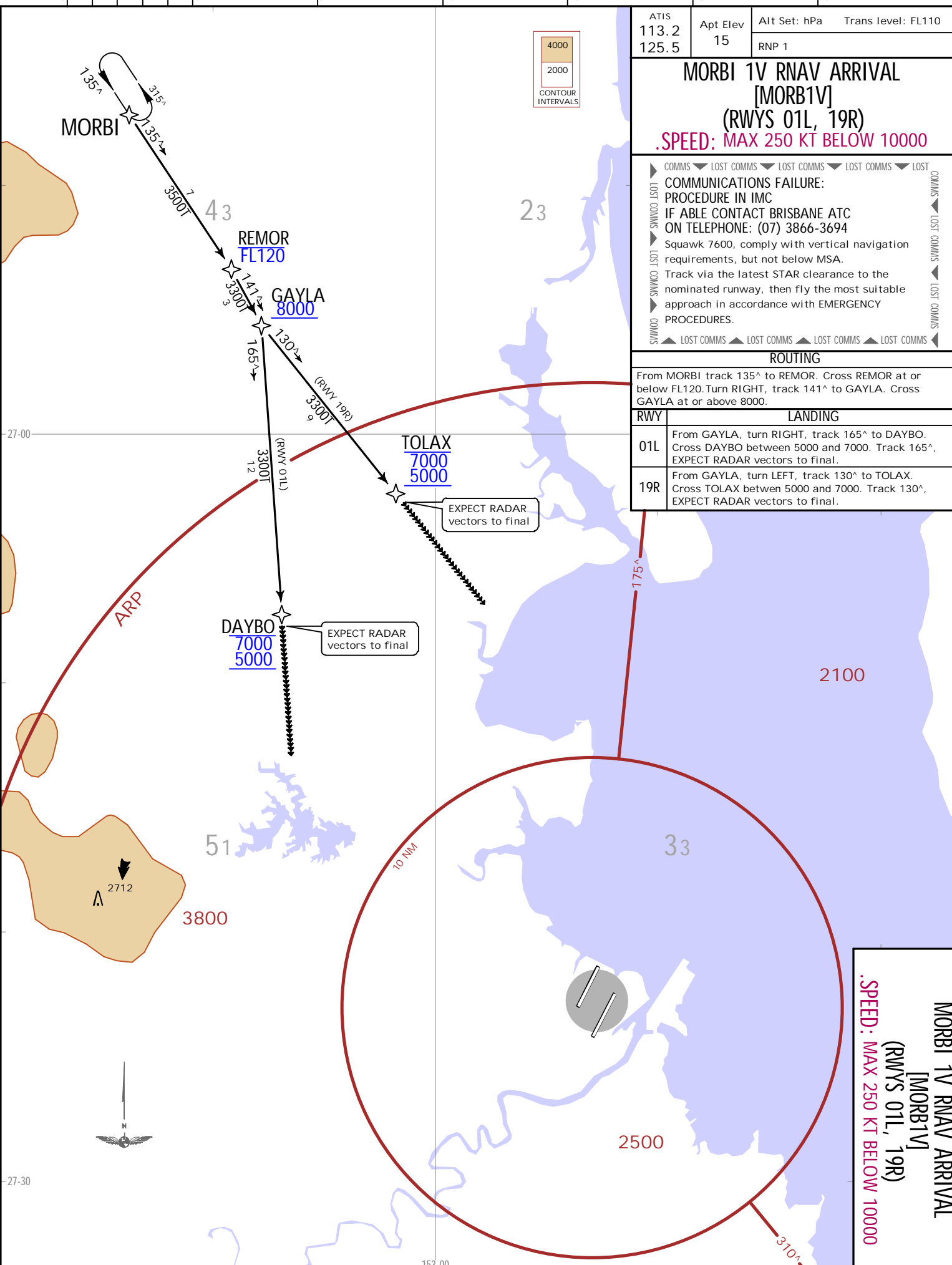
CHANGES: Bearings from MORBI to REMOR, from GAYLA to TOLAX & holding at MORBI.

JEPPesen, 2020, 2022. ALL RIGHTS RESERVED.

YBBN/BNE
BRISBANE INTL

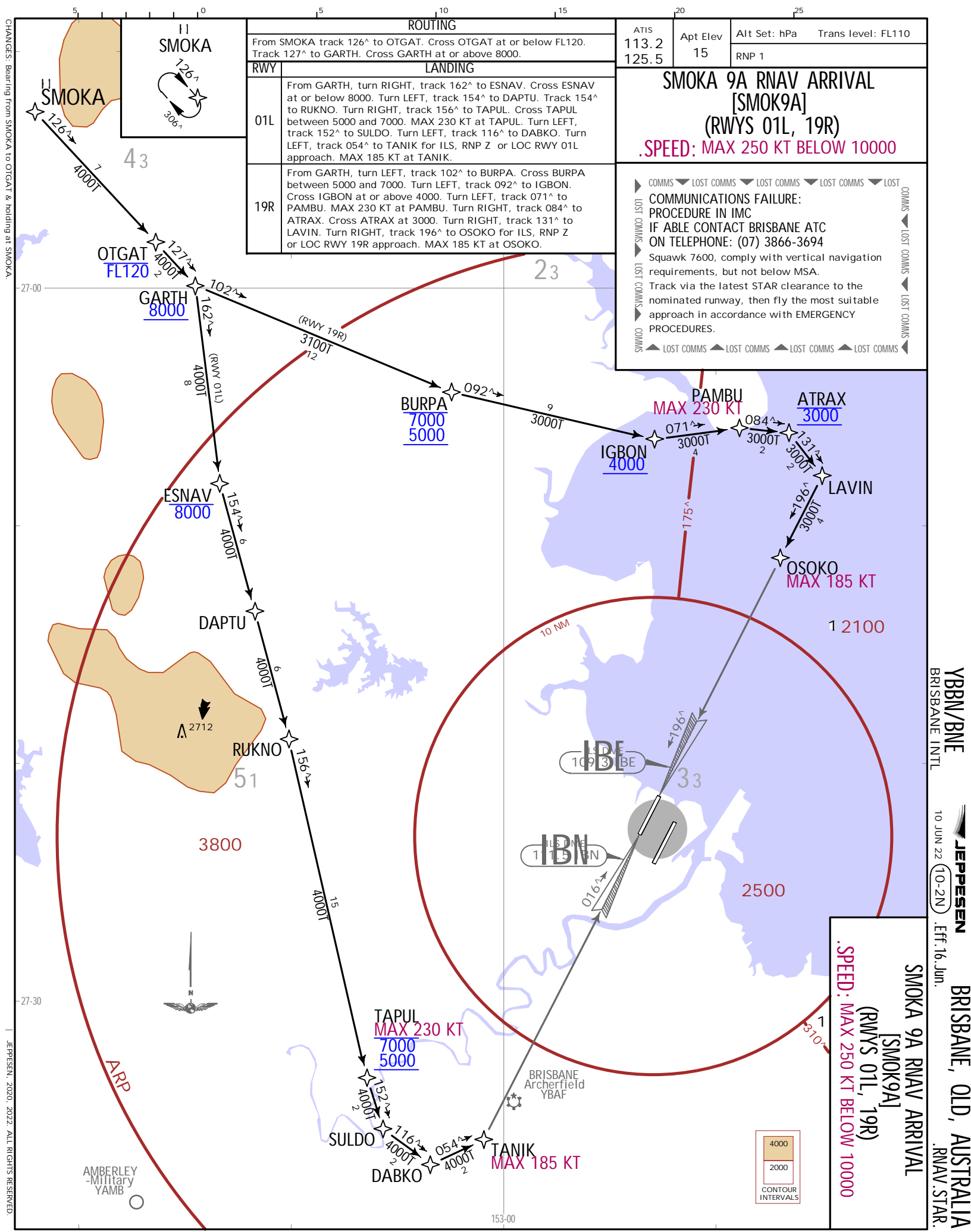
JEPPesen
10 JUN 22 (10-2M) Eff: 16 Jun.

BRISBANE, OLD, AUSTRALIA
RNAV STAR



ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
MORBI 1V RNAV ARRIVAL [MORB1V] (RWYS 01L, 19R) .SPEED: MAX 250 KT BELOW 10000			
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.			
ROUTING			
From MORBI track 135° to REMOR. Cross REMOR at or below FL120. Turn RIGHT, track 141° to GAYLA. Cross GAYLA at or above 8000.			
LANDING			
01L	From GAYLA, turn RIGHT, track 165° to DAYBO. Cross DAYBO between 5000 and 7000. Track 165°, EXPECT RADAR vectors to final.		
19R	From GAYLA, turn LEFT, track 130° to TOLAX. Cross TOLAX between 5000 and 7000. Track 130°, EXPECT RADAR vectors to final.		

MORBI 1V RNAV ARRIVAL
[MORB1V]
(RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000



ROUTING	
From SMOKA track 126° to OTGAT. Cross OTGAT at or below FL120. Track 127° to GARTH. Cross GARTH at or above 8000.	
LANDING	
RWY	
01L	From GARTH, turn RIGHT, track 162° to ESNNAV. Cross ESNNAV at or below 8000. Turn LEFT, track 154° to DAPTU. Track 154° to RUKNO. Turn RIGHT, track 156° to TAPUL. Cross TAPUL between 5000 and 7000. MAX 230 KT at TAPUL. Turn LEFT, track 152° to SULDO. Turn LEFT, track 116° to DABKO. Turn LEFT, track 054° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From GARTH, turn LEFT, track 102° to BURPA. Cross BURPA between 5000 and 7000. Turn LEFT, track 092° to IGBON. Cross IGBON at or above 4000. Turn LEFT, track 071° to PAMBU. MAX 230 KT at PAMBU. Turn RIGHT, track 084° to ATRAX. Cross ATRAX at 3000. Turn RIGHT, track 131° to LAVIN. Turn RIGHT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa Trans level: FL110 RNP 1
<h3>SMOKA 9A RNAV ARRIVAL [SMOK9A] (RWYS 01L, 19R)</h3> <p>.SPEED: MAX 250 KT BELOW 10000</p>		
<p>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.</p>		

SMOKA 9A RNAV ARRIVAL [SMOK9A] (RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000

YBBN/BNE
BRISBANE INTL
JEPPESSEN
10 JUN 22 (10-2N)
EFF: 16 JUN
BRISBANE, QLD, AUSTRALIA
RNAV STAR

CHANGES: Bearing from SMOKA to OTGAT & holding at SMOKA
 JEPPESEN, 2020, 2022. ALL RIGHTS RESERVED.

CHANGES: Bearings from SMOKA to OTGAT, from EMSIT to IRVUL & holding at SMOKA.

YBBN/BNE
BRISBANE INTL
10 JUN 22
JEPPesen
10-2P
EFF: 16 Jun.

ROUTING	
From SMOKA, track 126° to OTGAT. Cross OTGAT at or below FL120. Track 127° to GARTH. Cross GARTH at or above 8000.	
LANDING	
01R	From GARTH, turn RIGHT, track 162° to ESNV. Cross ESNV at or below 8000. Turn LEFT, track 154° to DAPTU. Track 154° to RUKNO. Cross RUKNO at or above 5000. Turn LEFT, track 148° to BETNI. Cross BETNI at or above 4000. MAX 230 KT at BETNI. Track 148° to MATBO. Turn LEFT, track 077° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From GARTH, turn LEFT, track 102° to BURPA. Cross BURPA between 5000 and 7000. Turn LEFT, track 092° to IGBON. Cross IGBON at or above 4000. Turn LEFT, track 081° to EMSIT. MAX 230 KT at EMSIT. Turn RIGHT, track 094° to IRVUL. Turn RIGHT, track 150° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

SMOKA 9A RNAV ARRIVAL
[SMOK9A]
(RWYS 01R, 19L)

.SPEED: MAX 250 KT BELOW 10000

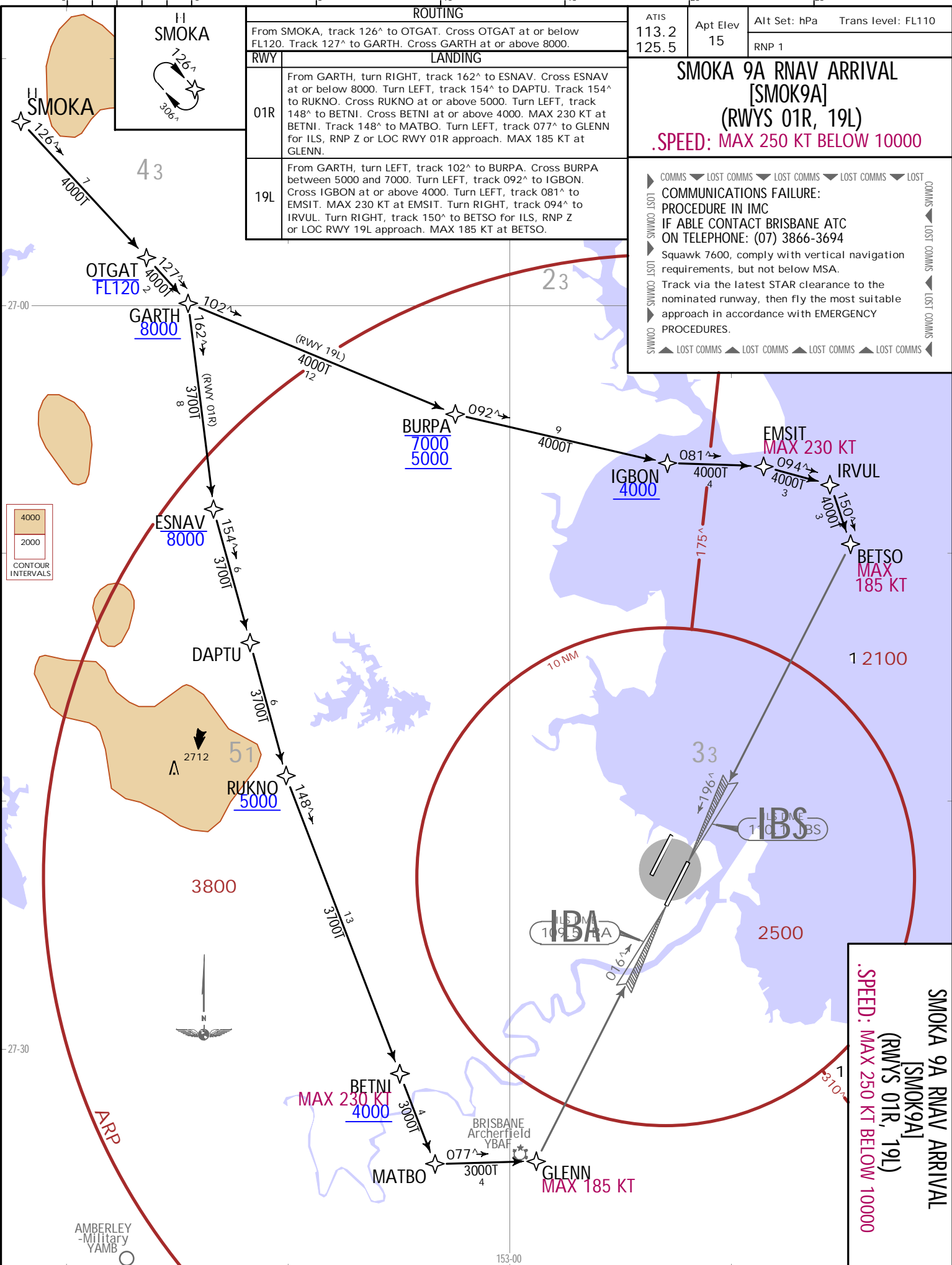
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COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT BRISBANE ATC
ON TELEPHONE: (07) 3866-3694

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.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS



SMOKA 9A RNAV ARRIVAL
[SMOK9A]
(RWYS 01R, 19L)

.SPEED: MAX 250 KT BELOW 10000

BRISBANE, QLD, AUSTRALIA
RNAV STAR

JEPPesen, 2020, 2022. ALL RIGHTS RESERVED.

YBBN/BNE
BRISBANE INTL

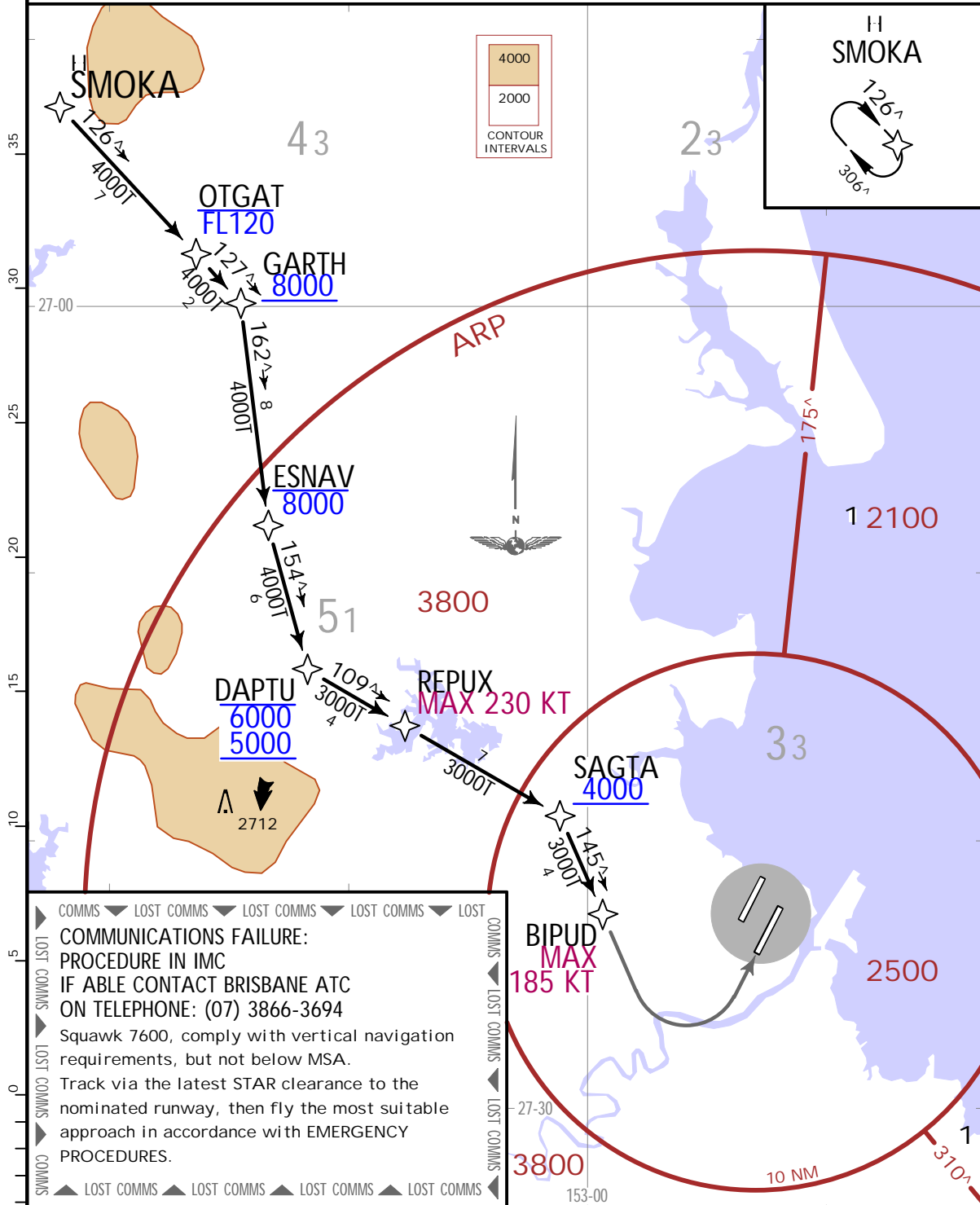
JEPPESSEN 10 JUN 22 (10-2Q) .Eff.16.Jun.

BRISBANE, QLD, AUSTRALIA
.RNAV.STAR.

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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SMOKA 9M RNAV ARRIVAL
[SMOK9M]
(RWY 01R)

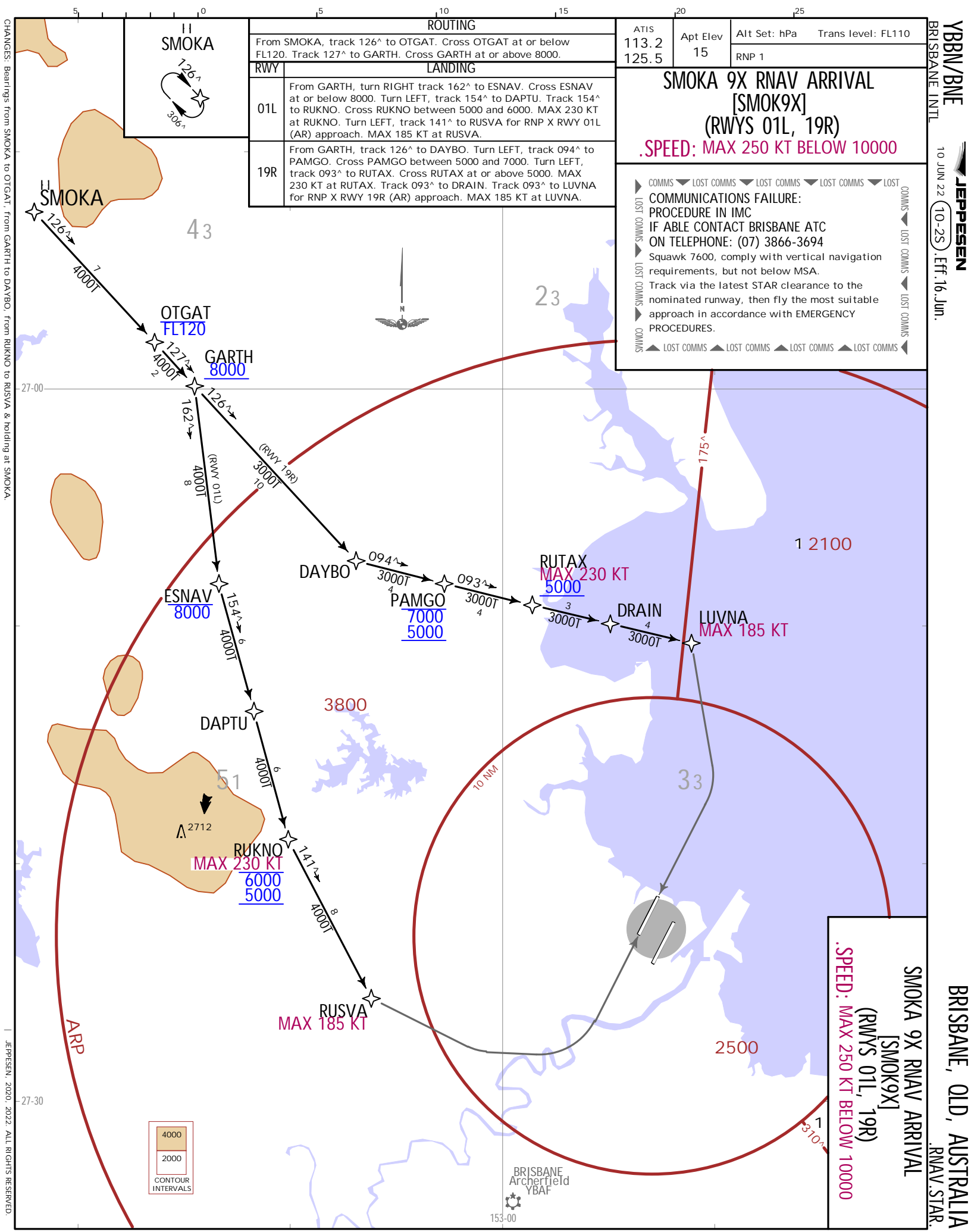
.SPEED: MAX 250 KT BELOW 10000



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.

ROUTING

From SMOKA, track 126° to OTGAT. Cross OTGAT at or below FL120. Track 127° to GARTH. Cross GARTH at or above 8000. Turn RIGHT track 162° to ESNAP. Cross ESNAP at or below 8000. Turn LEFT, track 154° to DAPTU. Cross DAPTU between 5000 and 6000. Turn LEFT, track 109° to REPUX. MAX 230 KT at REPUX. Track 109° to SAGTA. Cross SAGTA at or above 4000. Turn RIGHT, track 145° to BIPUD for RNP M RWY 01R (AR) approach. MAX 185 KT at BIPUD.



ROUTING	
From SMOKA, track 126° to OTGAT. Cross OTGAT at or below FL120. Track 127° to GARTH. Cross GARTH at or above 8000.	
LANDING	
01L	From GARTH, turn RIGHT track 162° to ESNV. Cross ESNV at or below 8000. Turn LEFT, track 154° to DAPTU. Track 154° to RUKNO. Cross RUKNO between 5000 and 6000. MAX 230 KT at RUKNO. Turn LEFT, track 141° to RUSVA for RNP X RWY 01L (AR) approach. MAX 185 KT at RUSVA.
19R	From GARTH, track 126° to DAYBO. Turn LEFT, track 094° to PAMGO. Cross PAMGO between 5000 and 7000. Turn LEFT, track 093° to RUTAX. Cross RUTAX at or above 5000. MAX 230 KT at RUTAX. Track 093° to DRAIN. Track 093° to LUVNA for RNP X RWY 19R (AR) approach. MAX 185 KT at LUVNA.

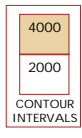
ATIS	113.2	Apt Elev	15	Alt Set: hPa	Trans level: FL110
	125.5			RNP 1	

SMOKA 9X RNAV ARRIVAL [SMOK9X] (RWYS 01L, 19R)

.SPEED: MAX 250 KT BELOW 10000

▲ 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 ▲

YBRN/BNE
BRISBANE INTL
10 JUN 22
JEPPESSEN
10-2S
Eff: 16 Jun.



SMOKA 9X RNAV ARRIVAL [SMOK9X] (RWYS 01L, 19R)

.SPEED: MAX 250 KT BELOW 10000

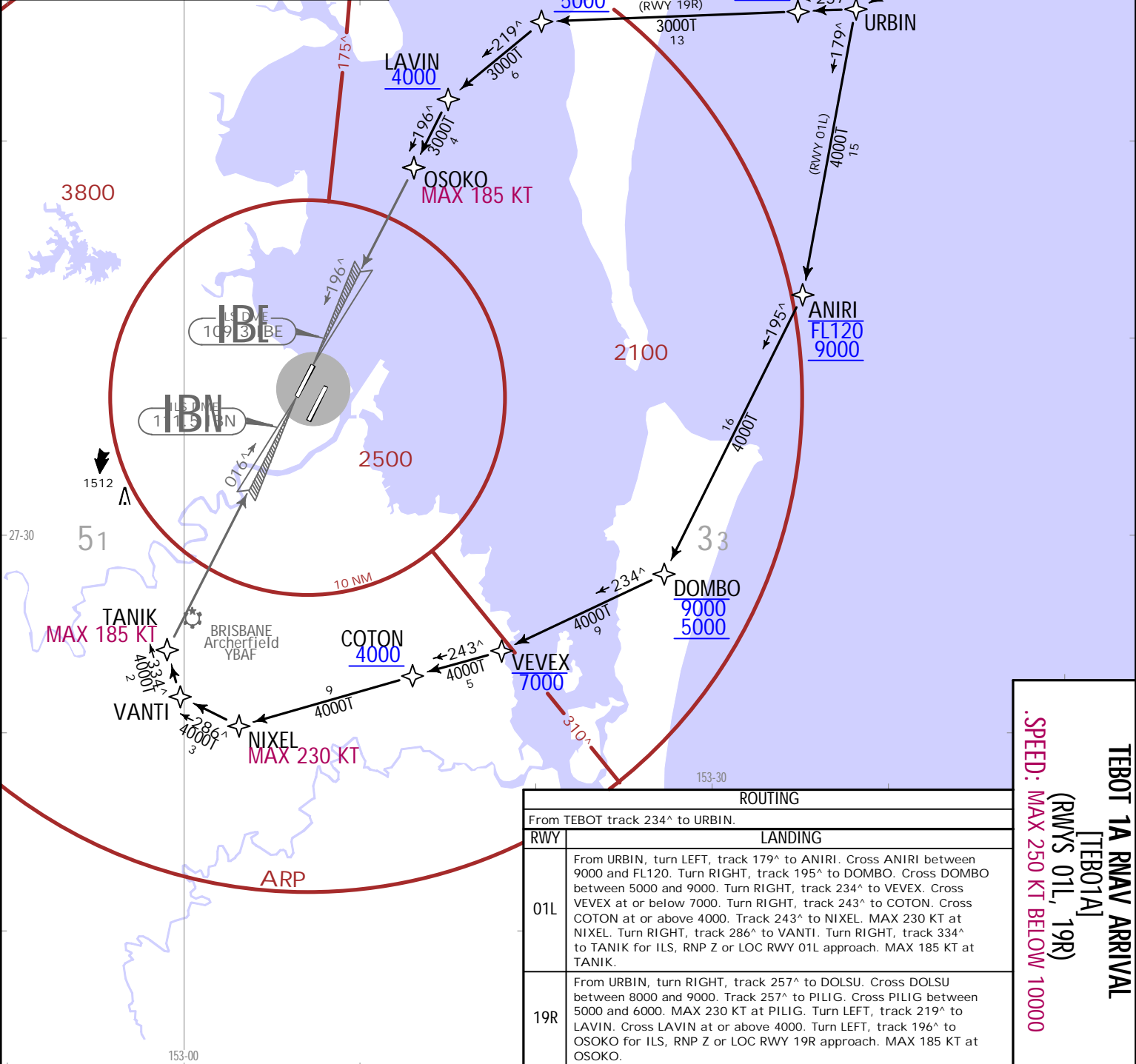
BRISBANE, OLD, AUSTRALIA
RNP, STAR

CHANGES: Distance from VANITI to TANIK.

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1	Trans level: FL110
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**TEBOT 1A RNAV ARRIVAL
[TEB01A]
(RWYS 01L, 19R)**
.SPEED: MAX 250 KT BELOW 10000

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.



ROUTING	
From TEBOT track 234° to URBIN.	
RWY	LANDING
01L	From URBIN, turn LEFT, track 179° to ANIRI. Cross ANIRI between 9000 and FL120. Turn RIGHT, track 195° to DOMBO. Cross DOMBO between 5000 and 9000. Turn RIGHT, track 234° to VEVEV. Cross VEVEV at or below 7000. Turn RIGHT, track 243° to COTON. Cross COTON at or above 4000. Track 243° to NIXEL. MAX 230 KT at NIXEL. Turn RIGHT, track 286° to VANTI. Turn RIGHT, track 334° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From URBIN, turn RIGHT, track 257° to DOLSU. Cross DOLSU between 8000 and 9000. Track 257° to PILIG. Cross PILIG between 5000 and 6000. MAX 230 KT at PILIG. Turn LEFT, track 219° to LAVIN. Cross LAVIN at or above 4000. Turn LEFT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.

**TEBOT 1A RNAV ARRIVAL
[TEB01A]
(RWYS 01L, 19R)**
.SPEED: MAX 250 KT BELOW 10000

YBBN/BNE
BRISBANE INTL
JEPPESSEN
10 JUN 22 (10-21) Eff: 16 Jun.
BRISBANE, QLD, AUSTRALIA
RNAV STAR.

BRISBANE OLD AUSTRALIA
JEPPESEN
 10 JUN 22 (10-2U) .Eff. 16 Jun. .RNAV STAR.

ATIS 113.2
 125.5
 Alt Set: hPa
 15
 RNP 1
 Trans level: FL110

TEBOT 1A (RNAV) ARRIVAL
[TEB01A]
(RWYS 01R, 19L)
.SPEED: MAX 250 KT BELOW 10000

TEBOT

10 10

154-00

URBIN

10000

ANIRI
 FL20
 9000

KALTO
 9000
 8000

OMGUV
 MAX 230 KT
 5000

BETSO
 MAX 185 KT

DOMBO
 9000
 5000

VEVEX
 7000

COTON
 4000

NUNDIS

ENTOX
 MAX 230 KT

GLENN
 MAX 185 KT

VATRO
 3000

PULEX

BRISBANE
 ATIS
 113.2
 125.5

IBSS
 113.2
 125.5

IBAA
 113.2
 125.5

AMBERLEY
 Military

2712

3800

2500

2100

10 NM

ARP

ROUTING

From TEBOT track 234° to URBIN.

LANDING

01R

Turn LEFT, track 179° to ANIRI. Cross ANIRI between 9000 and FL120. Turn RIGHT, track 195° to DOMBO. Cross DOMBO between 5000 and 9000. Turn RIGHT, track 234° to VEVEX. Cross VEVEX at or below 7000. Turn RIGHT, track 243° to COTON. Cross COTON at or above 4000. Turn LEFT, track 235° to NUNDIS. Turn RIGHT, track 258° to ENTOX. MAX 230 KT at ENTOX. Turn RIGHT, track 291° to VATRO. Cross VATRO at 3000. Turn RIGHT, track 338° to PULEX. Turn RIGHT, track 017° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.

19L

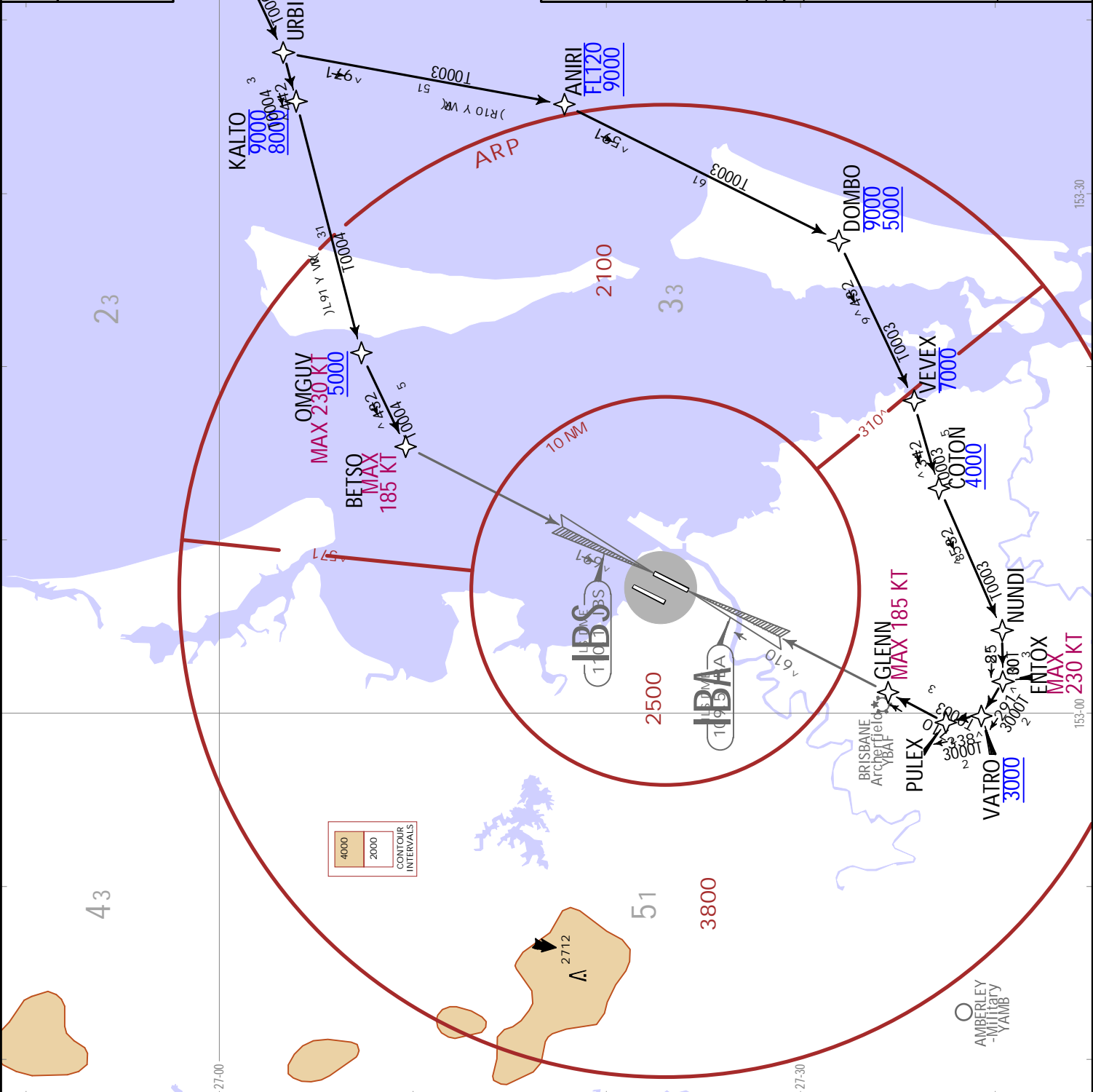
Turn RIGHT, track 244° to KALTO. Cross KALTO between 8000 and 9000. Track 244° to OMGUV. Cross OMGUV at or above 5000. MAX 230 KT at OMGUV. Turn LEFT, track 234° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

**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



YBBN/BNE
 BRISBANE INTL

CHANGES: None

ATIS 113.2 125.5	Apt Elev 15	Alt Set: hPa RNP 1.	Trans level: FL110
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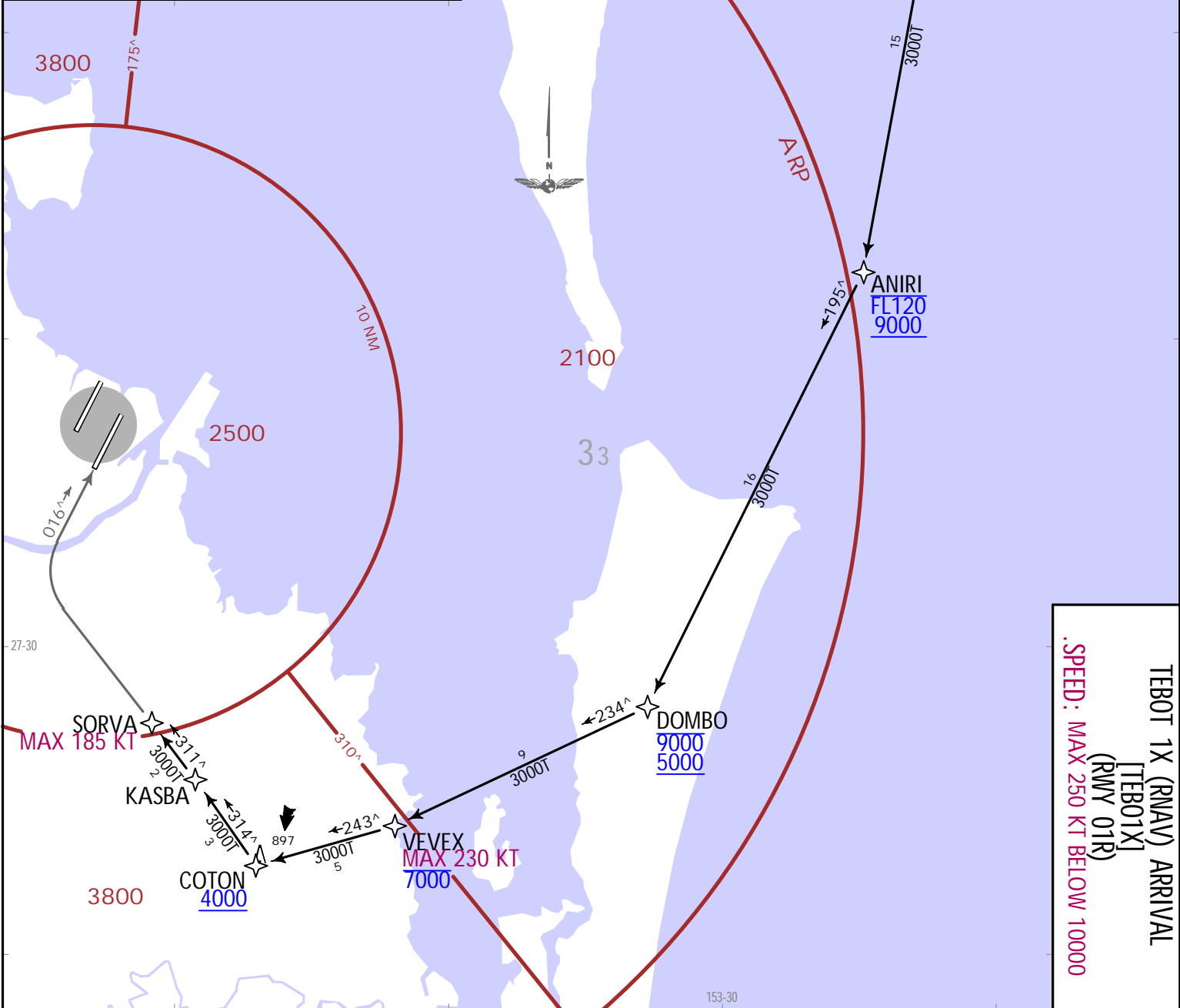
TEBOT 1X (RNAV) ARRIVAL
[TEB01X]
(RWY 01R)

.SPEED: MAX 250 KT BELOW 10000

ROUTING

From TEBOT track 234° to URBIN. Turn LEFT, track 179° to ANIRI. Cross ANIRI between 9000 and FL120. Turn RIGHT, track 195° to DOMBO. Cross DOMBO between 5000 and 9000. Turn RIGHT, track 234° to VEVEX. Cross VEVEX at or below 7000. MAX 230 KT at VEVEX. Turn RIGHT, track 243° to COTON. Cross COTON at or above 4000. Turn RIGHT, track 314° to KASBA. Turn LEFT, track 311° to SORVA for RNP X RWY 01R (AR) approach. MAX 185 KT at SORVA.

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.



TEBOT 1X (RNAV) ARRIVAL
[TEB01X]
(RWY 01R)

.SPEED: MAX 250 KT BELOW 10000

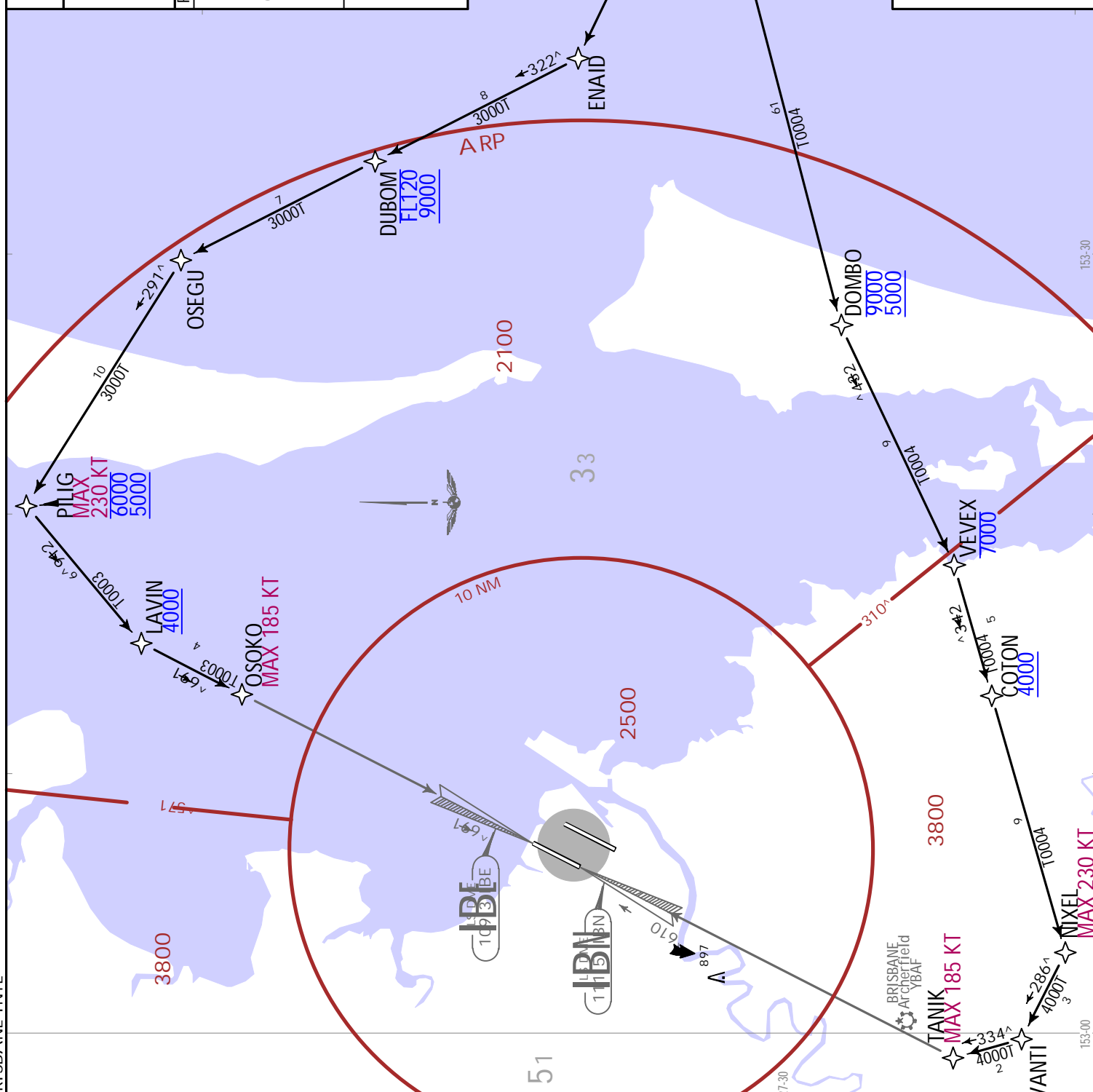
YBBN/BNE
BRISBANE INTL

JEPPesen BRISBANE, OLD, AUSTRALIA
RNAV STAR
10 JUN 22 (10-2V) Eff. 16 JUN.

ATIS	Apt Elev	Trans level:
113.2	15	FL110
125.5	RNP 1.	

UGTUG 1A (RNAV) ARRIVAL
 [UGTUG1A]
 (RWYS 01L/19R)
.SPEED: MAX 250 KT BELOW 10000

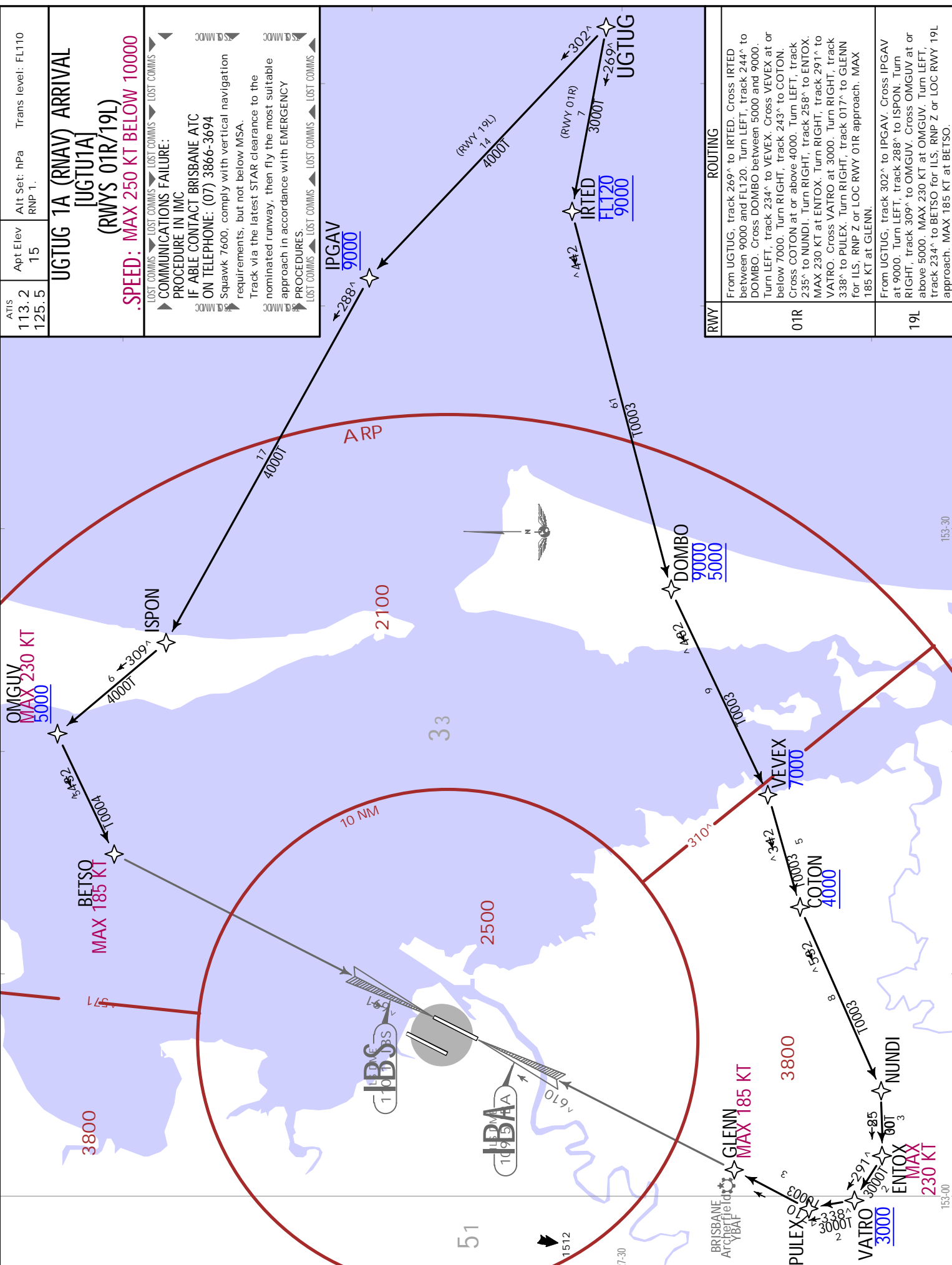
RWY	ROUTING
01L	From UGTUG, track 269° to IRTED. Cross IRTED between 9000 and FL120. Turn LEFT, track 244° to DOMBO. Cross DOMBO between 5000 and 9000. Turn LEFT, track 234° to VEVEK. Cross VEVEK at or below 7000. Turn RIGHT, track 243° to COTON. Cross COTON at or above 4000. Track 243° to NIXEL. MAX 230 KT at NIXEL. Turn RIGHT, track 286° to VANTI. Turn RIGHT, track 334° to TANIK for ILS. RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From UGTUG, track 285° to ENAID. Turn RIGHT, track 322° to DUBOM. Cross DUBOM between 9000 and FL120. Track 322° to OSEGU. Turn LEFT, track 291° to PILIG. Cross PILIG between 5000 and 6000. MAX 230 KT at PILIG. Turn LEFT, track 219° to LAVIN. Cross LAVIN at or above 4000. Turn LEFT, track 196° to OSOKO for ILS. RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.



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.

YBBN/BNE
BRISBANE INTL
3 SEP 21 10-2X Eff. 9.Sep.

JEPPESEN BRISBANE, QLD, AUSTRALIA
.RNAV.STAR.



ATIS	Alt Set: hPa	Trans level: FL110
113.2	RNP 1.	
125.5		

UGTUG 1A (RNAV) ARRIVAL
[UGTUT1A]
(RWYS 01R/19L)
.SPEED: MAX 250 KT BELOW 10000

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
LOST COMMS
LOST COMMS

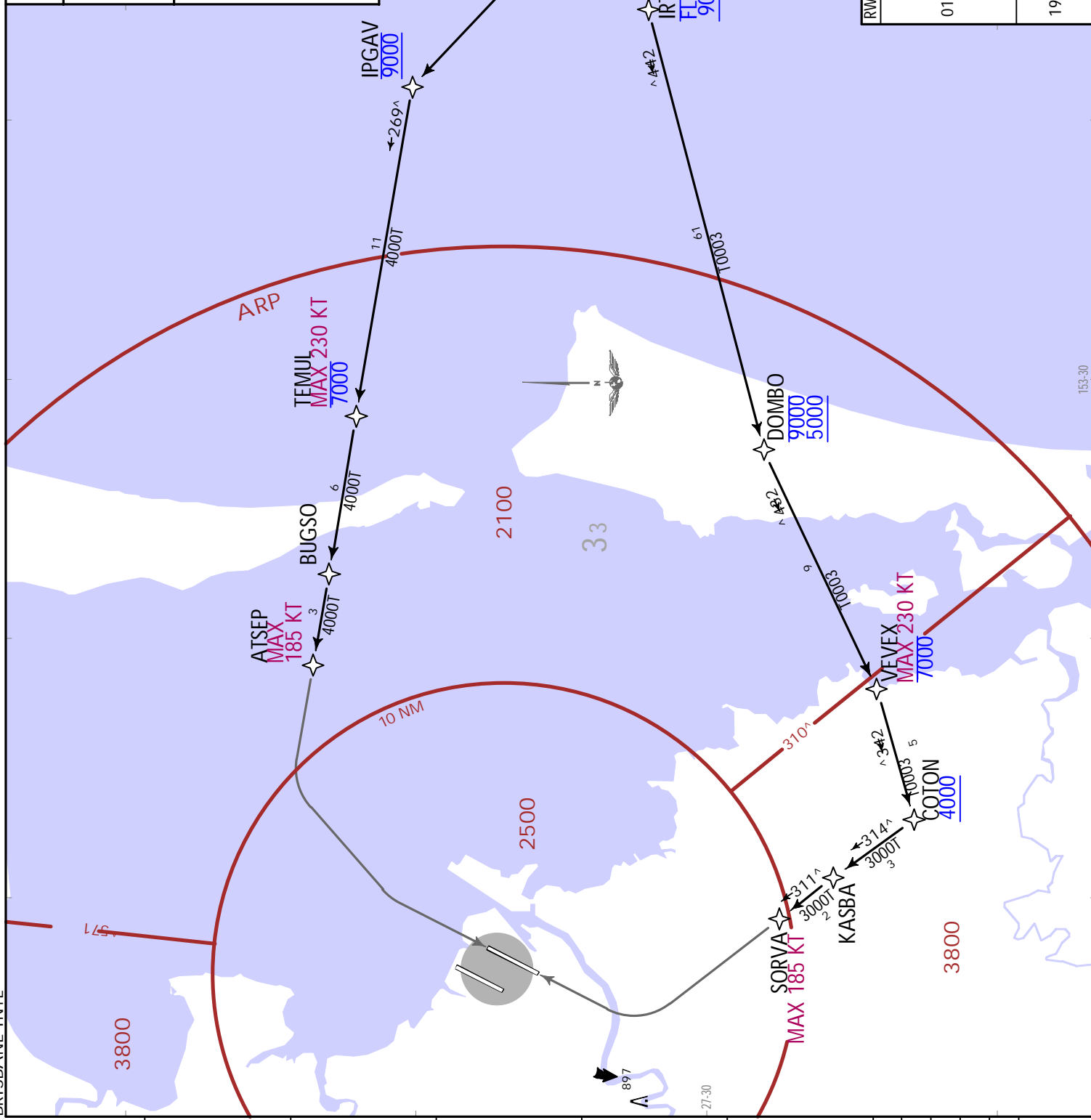
RWY	ROUTING
01R	From UGTUG, track 269° to IRTED. Cross IRTED between 9000 and FL120. Turn LEFT, track 244° to DOMBO. Cross DOMBO between 5000 and 9000. Turn LEFT, track 234° to VEVEX. Cross VEVEX at or below 7000. Turn RIGHT, track 243° to COTON. Cross COTON at or above 4000. Turn LEFT, track 235° to NUNDI. Turn RIGHT, track 258° to ENTOX. MAX 230 KT at ENTOX. Turn RIGHT, track 291° to VATRO. Cross VATRO at 3000. Turn RIGHT, track 338° to PULEX. Turn RIGHT, track 017° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From UGTUG, track 302° to IPGAV. Cross IPGAV at 9000. Turn LEFT, track 288° to ISPON. Turn RIGHT, track 309° to OMGUV. Cross OMGUV at or above 5000. MAX 230 KT at OMGUV. Turn LEFT, track 234° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

JEPPESEN
 BRISBANE, OLD AUSTRALIA
 10 JUN 22 10-2Y .Eff. 16 Jun. .RNAV.STAR.

ATIS 113.2
 125.5
 Apt Elev 15
 Trans level: FL110
 RNP 1.

UGTUG 1X (RNAV) ARRIVAL
 [UGTU1X]
 (RWYS 01R/19L)
.SPEED: MAX 250 KT BELOW 10000

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.

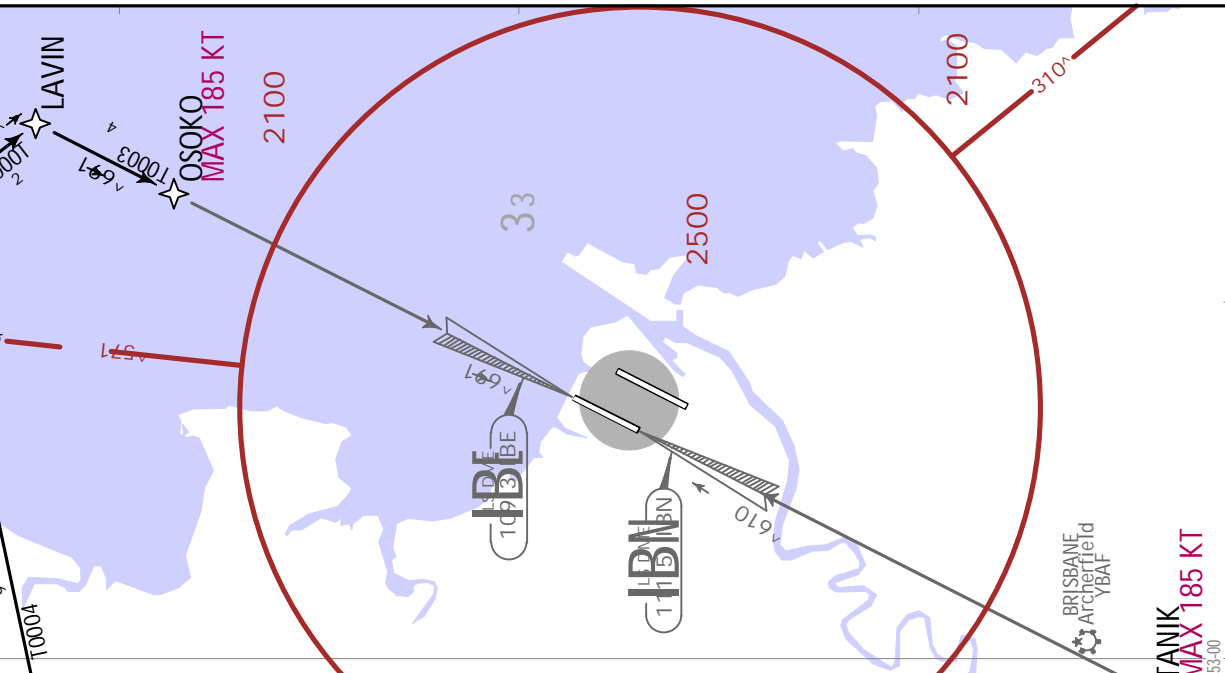


RWY	ROUTING
01R	From UGTUG, track 269° to IRTED. Cross IRTED between 9000 and FL120. Turn LEFT, track 244° to DOMBO. Cross DOMBO between 5000 and 9000. Turn LEFT, track 234° to VEVEK. Cross VEVEK at or below 7000. MAX 230 KT at VEVEK. Turn RIGHT, track 243° to COTON. Cross COTON at or above 4000. Turn RIGHT, track 314° to KASBA. Turn LEFT, track 311° to SORVA for RNP X RWY 01R (AR) approach. MAX 185 KT at SORVA.
19L	From UGTUG, track 302° to IPGAV. Cross IPGAV at 9000. Turn LEFT, track 269° to TEMUL. Cross TEMUL at or below 7000. MAX 230 KT at TEMUL. Track 269° to BUGSO. Track 269° to ATSEP for RNP X RWY 19L (AR) approach. MAX 185 KT at ATSEP.

YBBN/BNE
 BRISBANE, INTL

JEPPESEN BRISBANE, QLD, AUSTRALIA
10 JUN 22 (10-2YT) .Eff. 16 Jun.
YBBN/BNE BRISBANE INTL
ATIS 113.2 125.5
Apt Elev 15
Alt Set: hPa
Trans level: FL110
RNP 1

WOODY 1A (RNAV) ARRIVAL [WODY1A]
(RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000



ATVON
9000
8000

NUSBU
FL120
4700

TEGIL
10004

RUKNO
156°
4700

NODUG
9000
7000

MODUG
9000
7000

PAMBU
084°
3000

ATRAX
3000

OSOKO
MAX 185 KT

LAVIN
084°
3000

IGEBN
4000

TAPUL
MAX 230 KT
7000
5000

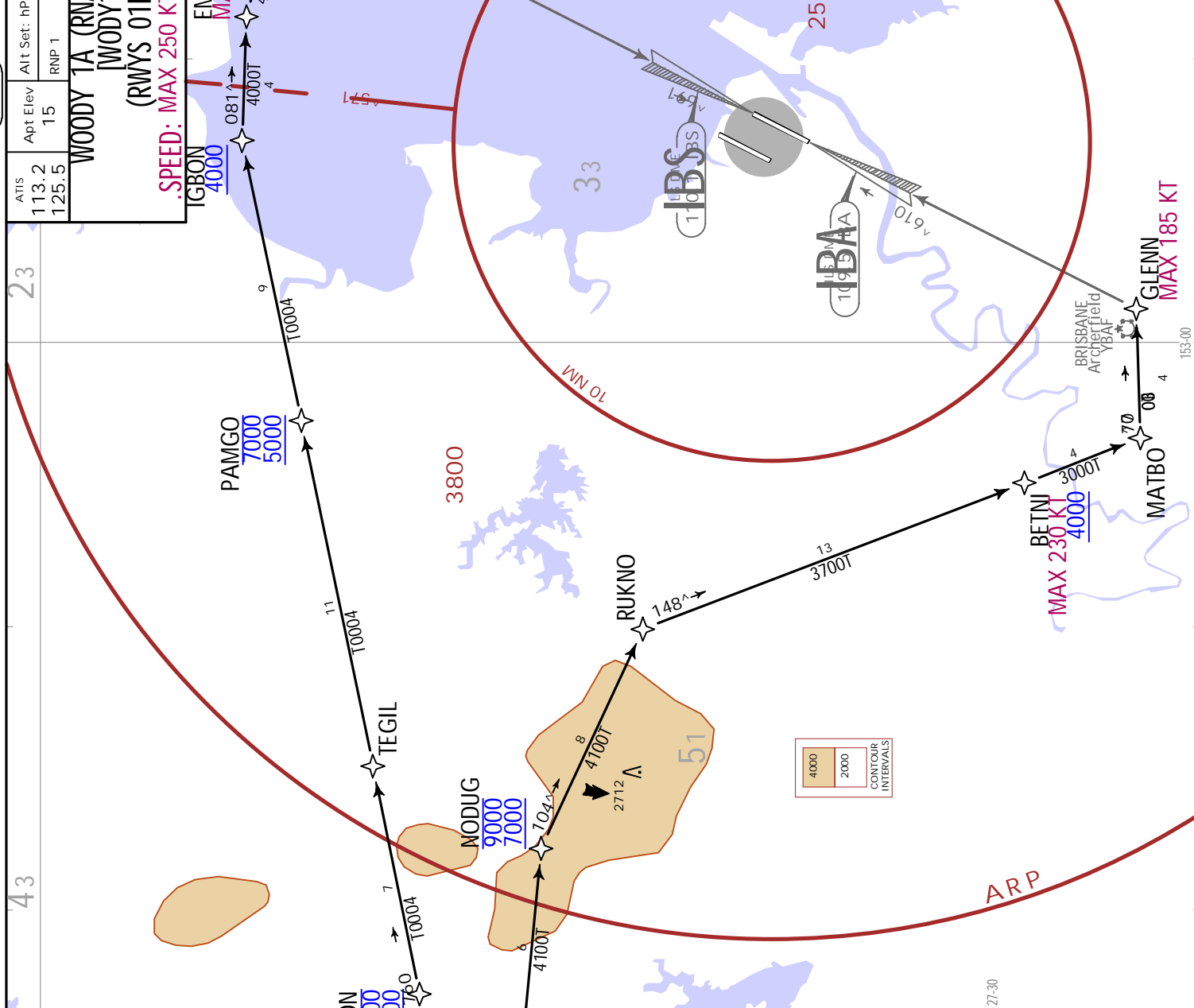
SULDQ
4000
152°

TANIK
MAX 185 KT

DABKK
4000

RWY	ROUTING
01L	From WOODY track 084° to NUSBU. Cross NUSBU at or below FL120. Track 084° to NODUG. Cross NODUG between 7000 and 9000. Turn RIGHT, track 104° to RUKNO. Turn RIGHT, track 156° to TAPUL. Cross TAPUL between 5000 and 7000. MAX 230 KT at TAPUL. Turn LEFT, track 152° to SULDQ. Turn LEFT, track 116° to DABKK. Turn LEFT, track 054° to TANIK for ILS, RNP Z or LOC RWY 01L approach. MAX 185 KT at TANIK.
19R	From WOODY track 068° to ATVON. Cross ATVON between 8000 and 9000. Track 067° to TEGIL. Track 067° to PAMGO. Cross PAMGO between 5000 and 7000. Track 067° to IGEBN. Cross IGEBN at or above 4000. Turn RIGHT, track 071° to PAMBU. MAX 230 KT at PAMBU. Turn RIGHT, track 084° to ATRAX. Cross ATRAX at 3000. Turn RIGHT, track 131° to LAVIN. Turn RIGHT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach. MAX 185 KT at OSOKO.

COMMUNICATIONS FAILURE:
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.



RWY	ROUTING
01R	From WOODY track 084° to NUSBU. Cross NUSBU at or below FL120. Track 084° to NODUG. Cross NODUG between 7000 and 9000. Turn RIGHT, track 104° to RUKNO. Turn RIGHT, track 148° to BETNI. Cross BETNI at or above 4000. MAX 230 KT at BETNI. Track 148° to MATBO. Turn LEFT, track 077° to GLENN for ILS, RNP Z or LOC RWY 01R approach. MAX 185 KT at GLENN.
19L	From WOODY track 068° to ATVON. Cross ATVON between 8000 and 9000. Track 067° to TEGIL. Track 067° to PAMGO. Cross PAMGO between 5000 and 7000. Track 067° to IGBON. Cross IGBON at or above 4000. Turn RIGHT, track 081° to EMSIT. MAX 230 KT at EMSIT. Turn RIGHT, track 094° to IRVUL. Turn RIGHT, track 150° to BETSO for ILS, RNP Z or LOC RWY 19L approach. MAX 185 KT at BETSO.

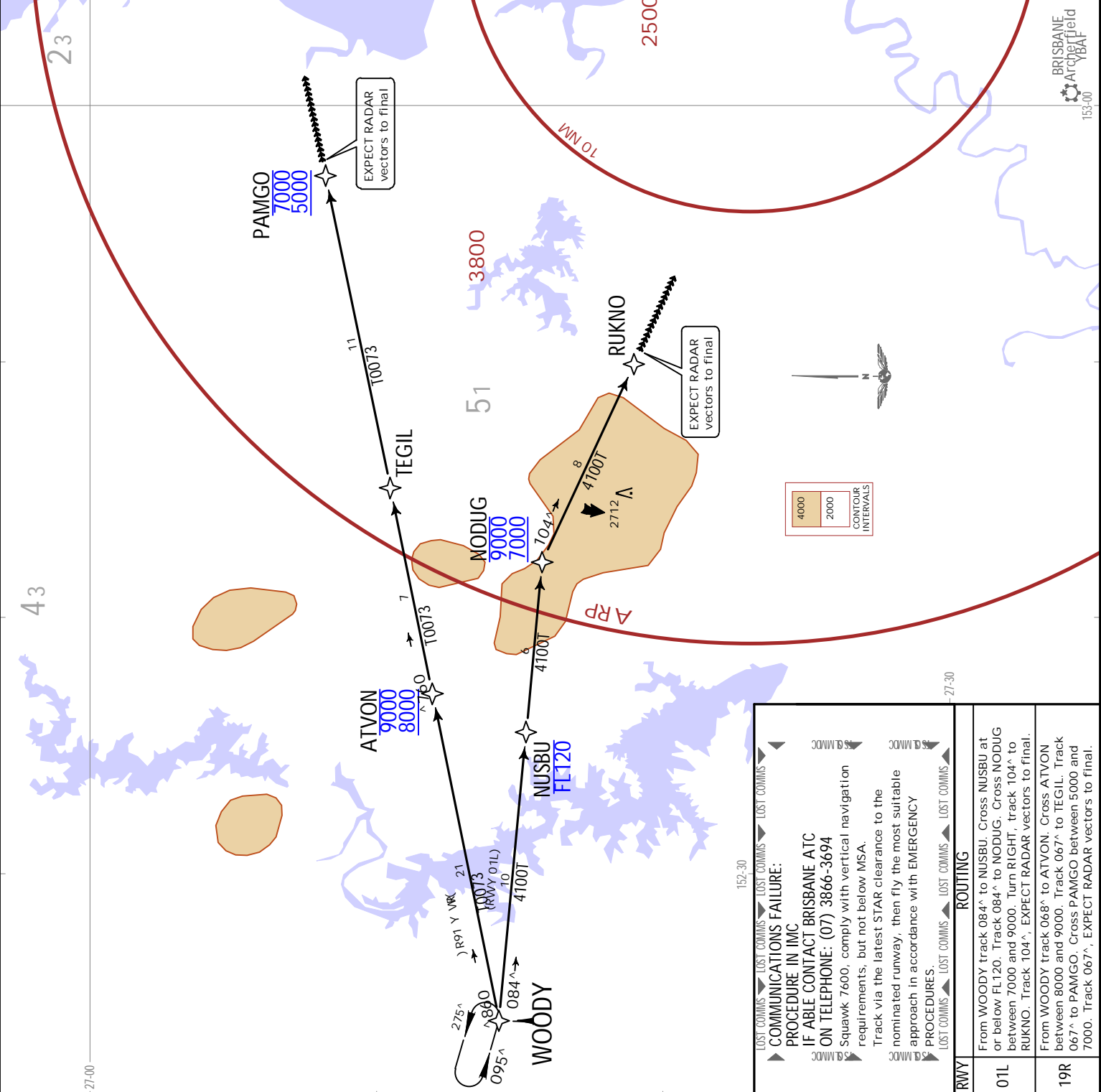
LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
 COMMUNICATIONS FAILURE:
 PROCEDURE IN IMC
 IF ABLE CONTACT BRISBANE ATC
 ON TELEPHONE: (07) 3866-3694
 Squawk 7600, comply with vertical navigation requirements, but not below MSA.
 Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
 LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

JEYPESEN BRISBANE, OLD, AUSTRALIA
 10 JUN 22 (10-2Y3) .Eff. 16 Jun. .RNAV.STAR

YBBN/BNE
 BRISBANE INTL

ATIS	Alt Set: hPa	Trans level: FL110
113.2	Apt Elev	15
125.5	RNP 1	

WOODY 1V (RNAV) ARRIVAL
 [WOODY1V]
 (RWYS 01L, 19R)
.SPEED: MAX 250 KT BELOW 10000



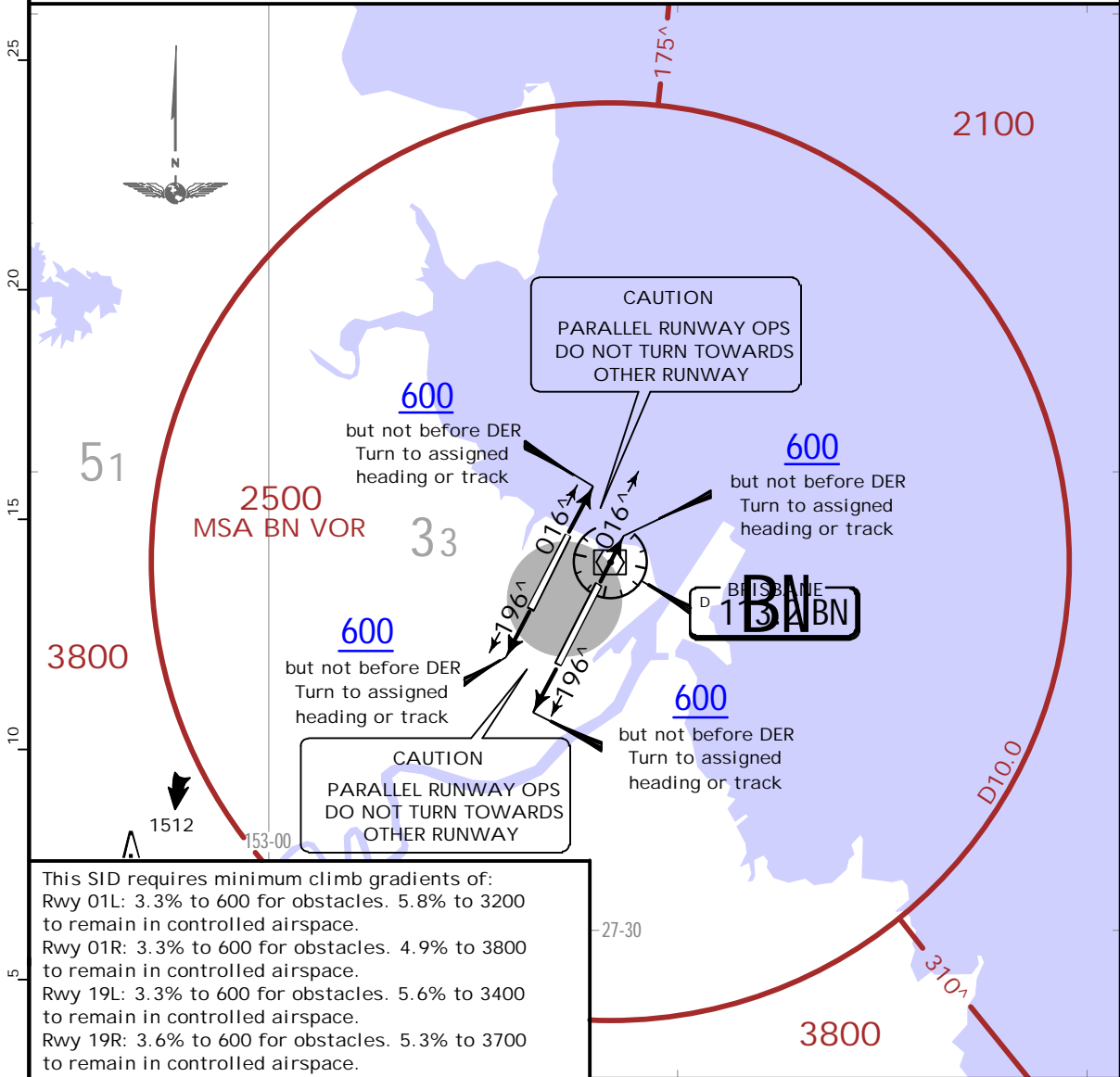
<p>COMMUNICATIONS FAILURE: PROCEDURE IN IMC IF ABLE CONTACT BRISBANE ATC ON TELEPHONE: (07) 3866-3694</p> <p>Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.</p>	<p>ROUTING</p> <p>From WOODY track 084° to NUSBU. Cross NUSBU at or below FL120. Track 084° to NODUG. Cross NODUG between 7000 and 9000. Turn RIGHT, track 104° to RUKNO. Track 104°. EXPECT RADAR vectors to final.</p> <p>From WOODY track 068° to ATVON. Cross ATVON between 8000 and 9000. Track 067° to TEGIL. Track 067° to PAMGO. Cross PAMGO between 5000 and 7000. Track 067°. EXPECT RADAR vectors to final.</p>
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YBBN/BNE
BRISBANE INTL

JEPPESSEN BRISBANE, QLD, AUSTRALIA
11 JUN 21 (10-3) .Eff.17.Jun. .SID.

BRISBANE Departure (R) 118.45 133.45	Apt Elev 15	Trans alt: 10000
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BRISBANE 4 (RADAR) DEPARTURE [BN4]
(ALL RWYS)
.SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:
 Rwy 01L: 3.3% to 600 for obstacles. 5.8% to 3200 to remain in controlled airspace.
 Rwy 01R: 3.3% to 600 for obstacles. 4.9% to 3800 to remain in controlled airspace.
 Rwy 19L: 3.3% to 600 for obstacles. 5.6% to 3400 to remain in controlled airspace.
 Rwy 19R: 3.6% to 600 for obstacles. 5.3% to 3700 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.6% V/V (fpm)	273	365	547	729	911	1094
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.3% V/V (fpm)	403	537	805	1073	1342	1610
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.8% V/V (fpm)	441	587	881	1175	1468	1762

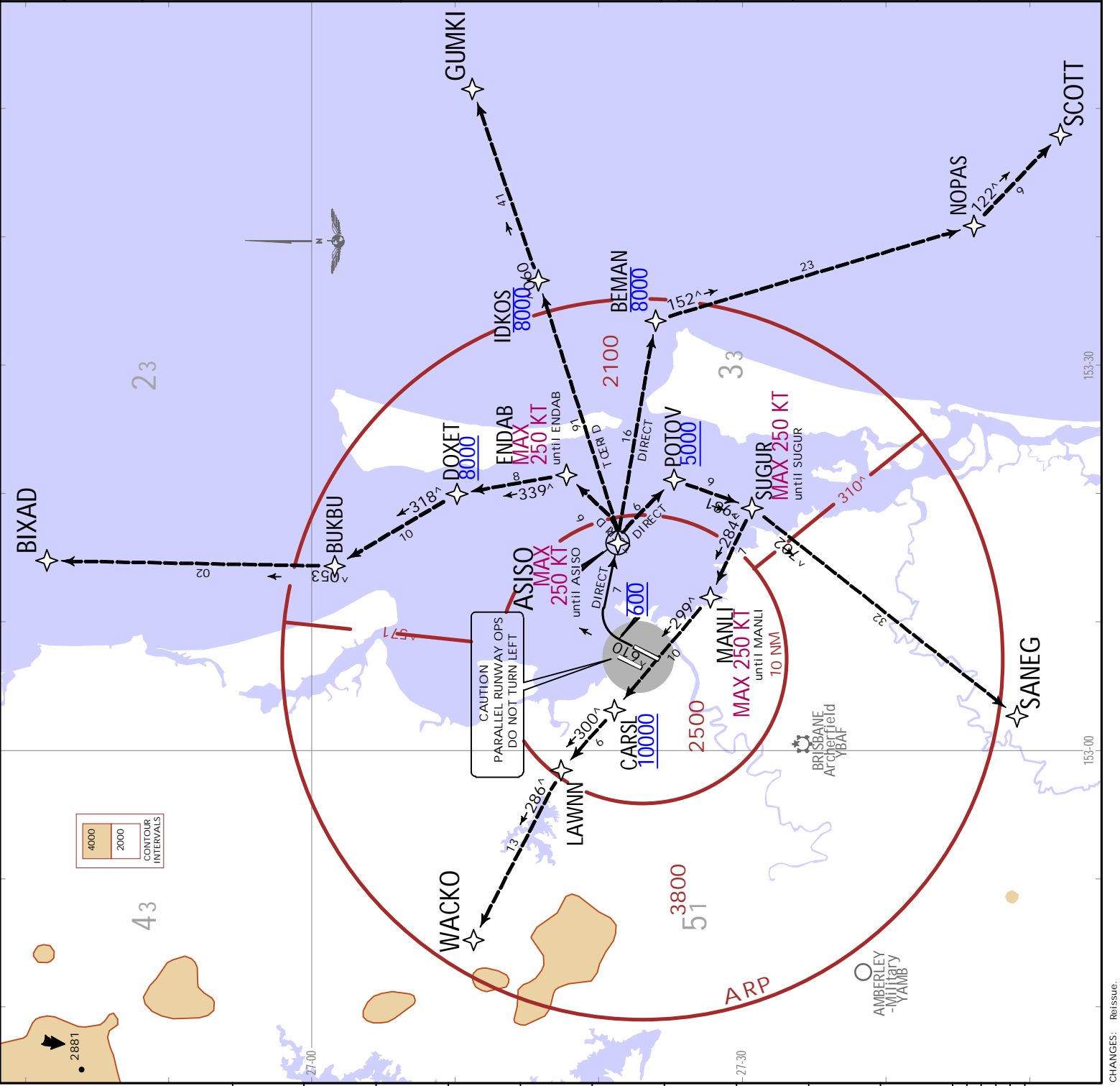
LOST COMMS

On recognition of communications failure.
 -Squawk 7600.
 -MAINTAIN last assigned vector for two minutes, and
 -climb if necessary to minimum safe altitude, to MAINTAIN terrain clearance, then
 -proceed in accordance with the latest ATC route clearance acknowledged.

LOST COMMS

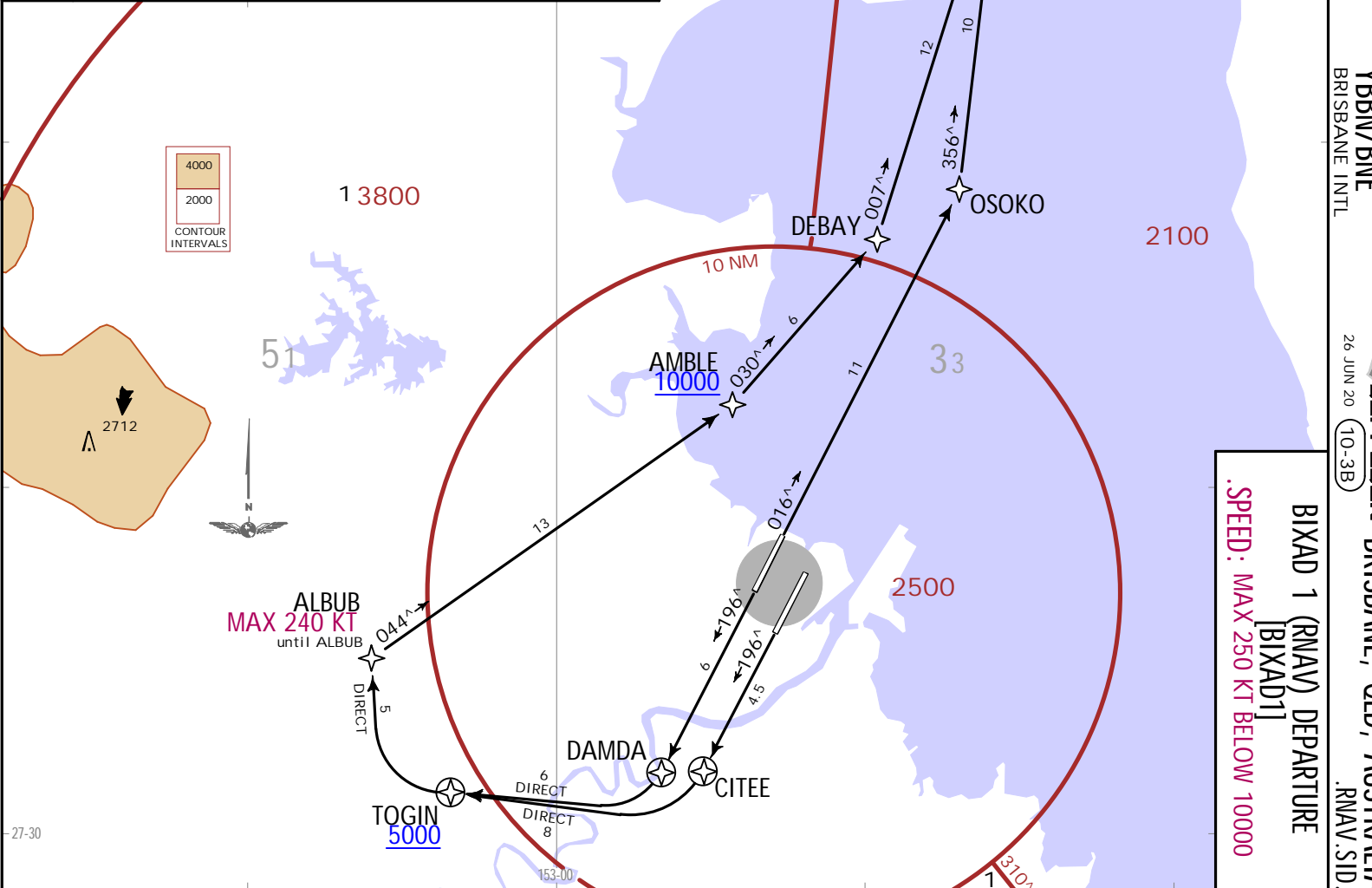
RWY	INITIAL CLIMB
01L	Track 016°. At or above 600 but not before the departure end of runway, turn to assigned heading or track. When directed, contact Departures for RADAR vectors.
01R	Track 016°. At or above 600 but not before the departure end of runway, turn to assigned heading or track. When directed, contact Departures for RADAR vectors.
19L	Track 196°. At or above 600 but not before the departure end of runway, turn to assigned heading or track. When directed, contact Departures for RADAR vectors.
19R	Track 196°. At or above 600 but not before the departure end of runway, turn to assigned heading or track. When directed, contact Departures for RADAR vectors.

BRISBANE Departure (R)	118.45	Apt Elev	15																																										
Trans alt: 10000 RNP 1.																																													
ASISO 1 (RNAV) DEPARTURE [ASISO1] (RWY 01R) .SPEED: MAX 250 KT BELOW 10000																																													
<p>This SID requires a minimum climb gradients of: 3.3% for obstacles. 4.1% to 4000 to remain in controlled airspace. For BIXAD: 5.9% to cross DOXET at or above 8000. For SANEG: 5.6% to cross POTOV at or above 5000. For WACKO: 5.6% to cross POTOV at or above 5000, 3.6% from POTOV to cross CARSL at or above 10000.</p> <table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>3.3% V/V (fpm)</td> <td>251</td> <td>334</td> <td>501</td> <td>668</td> <td>835</td> <td>1003</td> </tr> <tr> <td>3.6% V/V (fpm)</td> <td>273</td> <td>365</td> <td>547</td> <td>729</td> <td>911</td> <td>1094</td> </tr> <tr> <td>4.1% V/V (fpm)</td> <td>311</td> <td>415</td> <td>623</td> <td>830</td> <td>1038</td> <td>1246</td> </tr> <tr> <td>5.6% V/V (fpm)</td> <td>425</td> <td>567</td> <td>851</td> <td>1134</td> <td>1418</td> <td>1701</td> </tr> <tr> <td>5.9% V/V (fpm)</td> <td>448</td> <td>597</td> <td>896</td> <td>1195</td> <td>1494</td> <td>1792</td> </tr> </tbody> </table>				Gnd speed-KT	75	100	150	200	250	300	3.3% V/V (fpm)	251	334	501	668	835	1003	3.6% V/V (fpm)	273	365	547	729	911	1094	4.1% V/V (fpm)	311	415	623	830	1038	1246	5.6% V/V (fpm)	425	567	851	1134	1418	1701	5.9% V/V (fpm)	448	597	896	1195	1494	1792
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INITIAL CLIMB Track 016°. At 600 turn RIGHT, track direct to ASISO.																																													
TRANSITIONS																																													
BIXAD	MAX 250 KT until ENDAB. From ASISO, track direct to ENDAB. Turn LEFT, track 339° to DOXET. Cross DOXET at or above 8000. Turn LEFT, track 318° to BUKBU. Turn RIGHT, track 350° to BIXAD, thence as cleared.																																												
GUMKI	MAX 250 KT until ASISO. From ASISO, track direct to IDKOS. Cross IDKOS at or below 8000. Track 060° to GUMKI, thence as cleared.																																												
SANEG	MAX 250 KT until SUGUR. From ASISO, track direct to POTOV. Cross POTOV at or above 5000. Turn RIGHT, track 189° to SUGUR. Turn RIGHT, track 207° to SANEG, thence as cleared.																																												
SCOTT	MAX 250 KT until ASISO. From ASISO, track direct to BEMAN. Cross BEMAN at or below 8000. Turn RIGHT, track 152° to NOPAS. Turn LEFT, track 122° to SCOTT, thence as cleared.																																												
WACKO	MAX 250 KT until MANLI. From ASISO, track direct to POTOV. Cross POTOV at or above 5000. Turn RIGHT, track 189° to SUGUR. Turn RIGHT, track 284° to MANLI. Turn RIGHT, track 299° to CARSL. Cross CARSL at or above 10000. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO, thence as cleared.																																												



CHANGES:
Re-issue

BRISBANE Departure (R) 133.45	Apt Elev 15	Trans alt: 10000 RNP 1.																																																															
BIXAD 1 (RNAV) DEPARTURE [BIXAD1]																																																																	
.SPEED: MAX 250 KT BELOW 10000																																																																	
<p>This SID requires a minimum climb gradients of:</p> <p>Rwy 01L: 3.3% for obstacles. 5.3% to 3000 to remain in controlled airspace, 4.7% to cross BUKBU at or above 6000.</p> <p>Rwy 19L: 3.3% for obstacles. 4.5% to 3000 to remain in controlled airspace, 7.0% to cross TOGIN at or above 5000, 4.8% from TOGIN to cross AMBLE at or above 10000.</p> <p>Rwy 19R: 3.3% for obstacles. 4.4% to 3000 to remain in controlled airspace. 6.9% to cross TOGIN at or above 5000, 4.8% from TOGIN to cross AMBLE at or above 10000.</p>																																																																	
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="font-size: small;">Gnd speed-KT</th> <th style="font-size: small;">75</th> <th style="font-size: small;">100</th> <th style="font-size: small;">150</th> <th style="font-size: small;">200</th> <th style="font-size: small;">250</th> <th style="font-size: small;">300</th> </tr> </thead> <tbody> <tr> <td style="font-size: x-small;">3.3% V/V (fpm)</td> <td>251</td> <td>334</td> <td>501</td> <td>668</td> <td>835</td> <td>1003</td> </tr> <tr> <td style="font-size: x-small;">4.4% V/V (fpm)</td> <td>334</td> <td>446</td> <td>668</td> <td>891</td> <td>1114</td> <td>1337</td> </tr> <tr> <td style="font-size: x-small;">4.5% V/V (fpm)</td> <td>342</td> <td>456</td> <td>684</td> <td>911</td> <td>1139</td> <td>1367</td> </tr> <tr> <td style="font-size: x-small;">4.7% V/V (fpm)</td> <td>357</td> <td>476</td> <td>714</td> <td>952</td> <td>1190</td> <td>1428</td> </tr> <tr> <td style="font-size: x-small;">4.8% V/V (fpm)</td> <td>365</td> <td>486</td> <td>729</td> <td>972</td> <td>1215</td> <td>1458</td> </tr> <tr> <td style="font-size: x-small;">5.3% V/V (fpm)</td> <td>403</td> <td>537</td> <td>805</td> <td>1073</td> <td>1342</td> <td>1610</td> </tr> <tr> <td style="font-size: x-small;">6.9% V/V (fpm)</td> <td>524</td> <td>699</td> <td>1048</td> <td>1397</td> <td>1747</td> <td>2096</td> </tr> <tr> <td style="font-size: x-small;">7.0% V/V (fpm)</td> <td>532</td> <td>709</td> <td>1063</td> <td>1418</td> <td>1772</td> <td>2127</td> </tr> </tbody> </table>			Gnd speed-KT	75	100	150	200	250	300	3.3% V/V (fpm)	251	334	501	668	835	1003	4.4% V/V (fpm)	334	446	668	891	1114	1337	4.5% V/V (fpm)	342	456	684	911	1139	1367	4.7% V/V (fpm)	357	476	714	952	1190	1428	4.8% V/V (fpm)	365	486	729	972	1215	1458	5.3% V/V (fpm)	403	537	805	1073	1342	1610	6.9% V/V (fpm)	524	699	1048	1397	1747	2096	7.0% V/V (fpm)	532	709	1063	1418	1772	2127
Gnd speed-KT	75	100	150	200	250	300																																																											
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RWY	INITIAL CLIMB																																																																
01L	Track 016° to OSOKO. Turn LEFT, track 356° to BUKBU. Cross BUKBU at or above 6000. Turn LEFT, track 350° to BIXAD, thence as cleared.																																																																
19L	MAX 240 KT until ALBUB. Track 196° to CITEE. Turn RIGHT, track direct to TOGIN. Cross TOGIN at or above 5000. Turn RIGHT, track direct to ALBUB. Turn RIGHT, track 044° to AMBLE. Cross AMBLE at or above 10000. Turn LEFT, track 030° to DEBAY. Turn LEFT, track 007° to BUKBU. Turn LEFT, track 350° to BIXAD, thence as cleared.																																																																
19R	MAX 240 KT until ALBUB. Track 196° to DAMDA. Turn RIGHT, track direct to TOGIN. Cross TOGIN at or above 5000. Turn RIGHT, track direct to ALBUB. Turn RIGHT, track 044° to AMBLE. Cross AMBLE at or above 10000. Turn LEFT, track 030° to DEBAY. Turn LEFT, track 007° to BUKBU. Turn LEFT, track 350° to BIXAD, thence as cleared.																																																																



BIXAD 1 (RNAV) DEPARTURE
[BIXAD1]

.SPEED: MAX 250 KT BELOW 10000

YBBN/BNE
BRISBANE INTL

26 JUN 20
10-3B

JEPPESSEN BRISBANE, QLD, AUSTRALIA
RNAV SID.

JEPPESSEN, 2020. ALL RIGHTS RESERVED.

YBBN/BNE
BRISBANE INTL

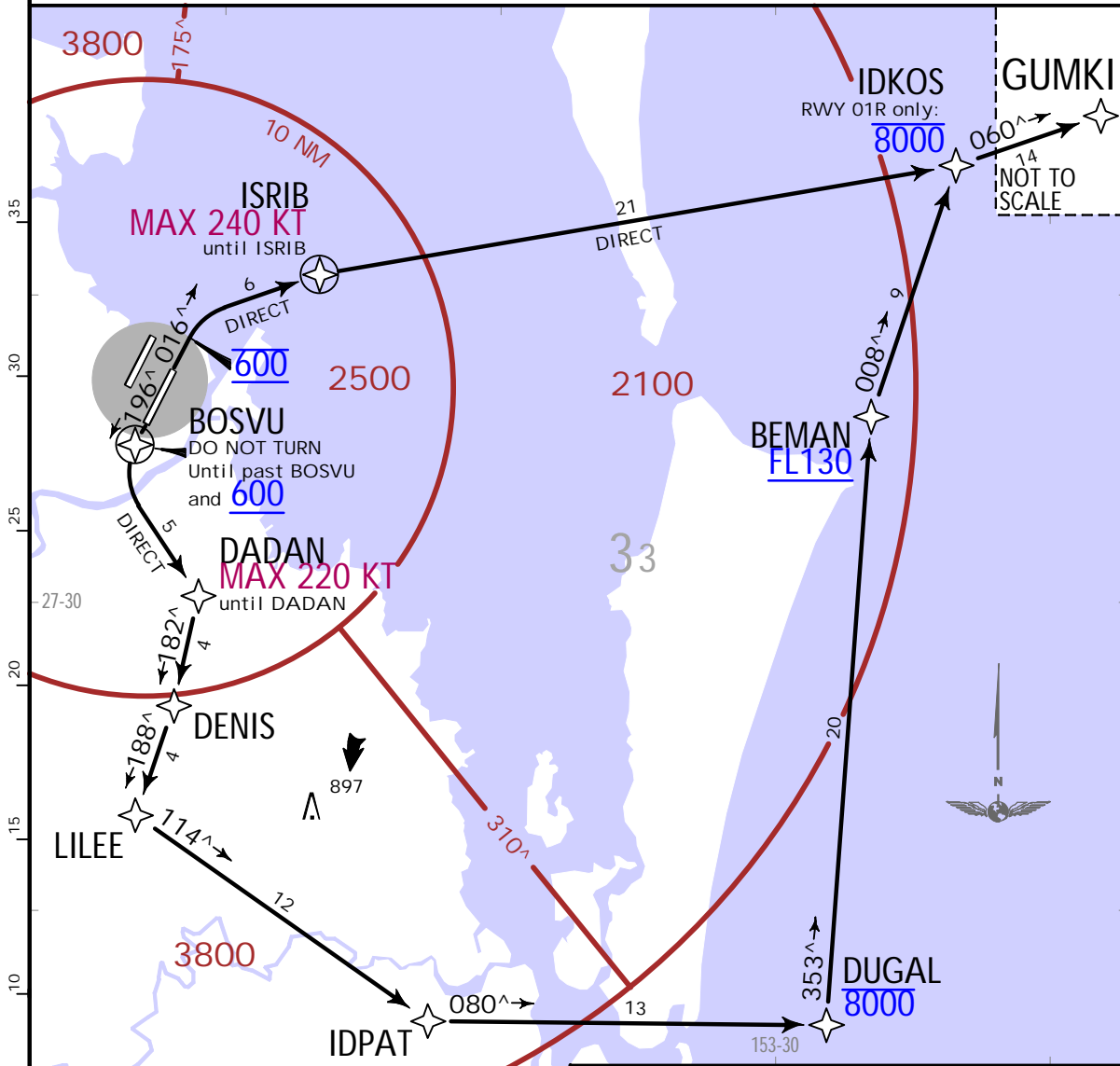
JEPPESSEN
26 JUN 20 **(10-3C)**

BRISBANE, QLD, AUSTRALIA
.RNAV.SID.

BRISBANE Departure (R) 118.45	Apt Elev 15	Trans alt: 10000 RNP 1.
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GUMKI 1 (RNAV) DEPARTURE
[GUMKI1]

.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradients of:
Rwy 01R: 3.3% for obstacles. 4.4% to 4000 to remain in controlled airspace.
Rwy 19L: 3.3% for obstacles. 5.0% to 3000 to remain in controlled airspace, 3.8% to cross BEMAN at or above FL130.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.8% V/V (fpm)	289	385	577	770	962	1154
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
01R	MAX 240 KT until IDRIB. Track 016°. At 600 turn RIGHT, track direct to IDRIB. Turn RIGHT, track direct to IDRIB. Cross IDRIB at or below 8000. Turn LEFT, track 060° to GUMKI.
19L	MAX 220 KT until DADAN. Track 196°. After passing BOSVU and 600 turn LEFT, track direct to DADAN. Turn RIGHT, track 182° to DENIS. Turn RIGHT, track 188° to LILEE. Turn LEFT, track 114° to IDPAT. Turn LEFT, track 080° to DUGAL. Cross DUGAL at or below 8000. Turn LEFT, track 353° to BEMAN. Cross BEMAN at or above FL130. Turn RIGHT, track 008° to IDRIB. Turn RIGHT, track 060° to GUMKI.

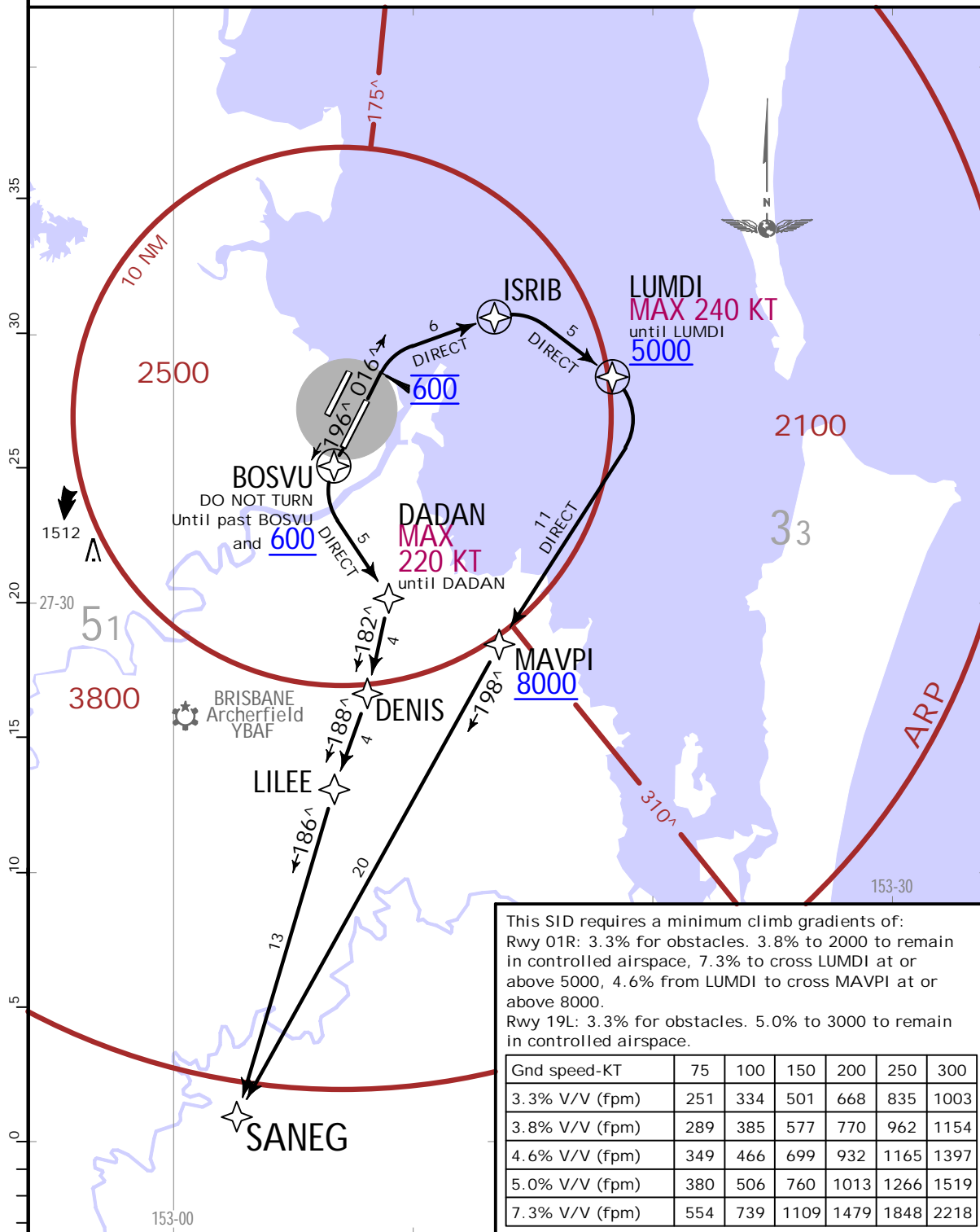
YBBN/BNE
BRISBANE INTL

JEPPESSEN BRISBANE, QLD, AUSTRALIA
26 JUN 20 **10-3D**
.RNAV.SID.

BRISBANE Departure (R) 118.45	Apt Elev 15	Trans alt: 10000 RNP 1.
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SANEG 1 (RNAV) DEPARTURE
[SANEG1]

.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradients of:
 Rwy 01R: 3.3% for obstacles. 3.8% to 2000 to remain in controlled airspace, 7.3% to cross LUMDI at or above 5000, 4.6% from LUMDI to cross MAVPI at or above 8000.
 Rwy 19L: 3.3% for obstacles. 5.0% to 3000 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.8% V/V (fpm)	289	385	577	770	962	1154
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

RWY	INITIAL CLIMB
01R	MAX 240 KT until LUMDI. Track 016°. At 600 turn RIGHT, track direct to ISRIB. Turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000. Turn RIGHT, track direct to MAVPI. Cross MAVPI at or above 8000. Track 198° to SANEG.
19L	MAX 220 KT until DADAN. Track 196°. After passing BOSVU and 600 turn LEFT, track direct to DADAN. Turn RIGHT, track 182° to DENIS. Turn RIGHT, track 188° to LILEE. Turn LEFT, track 186° to SANEG.

26 JUN 20 (10-3E)

JEPPESEN

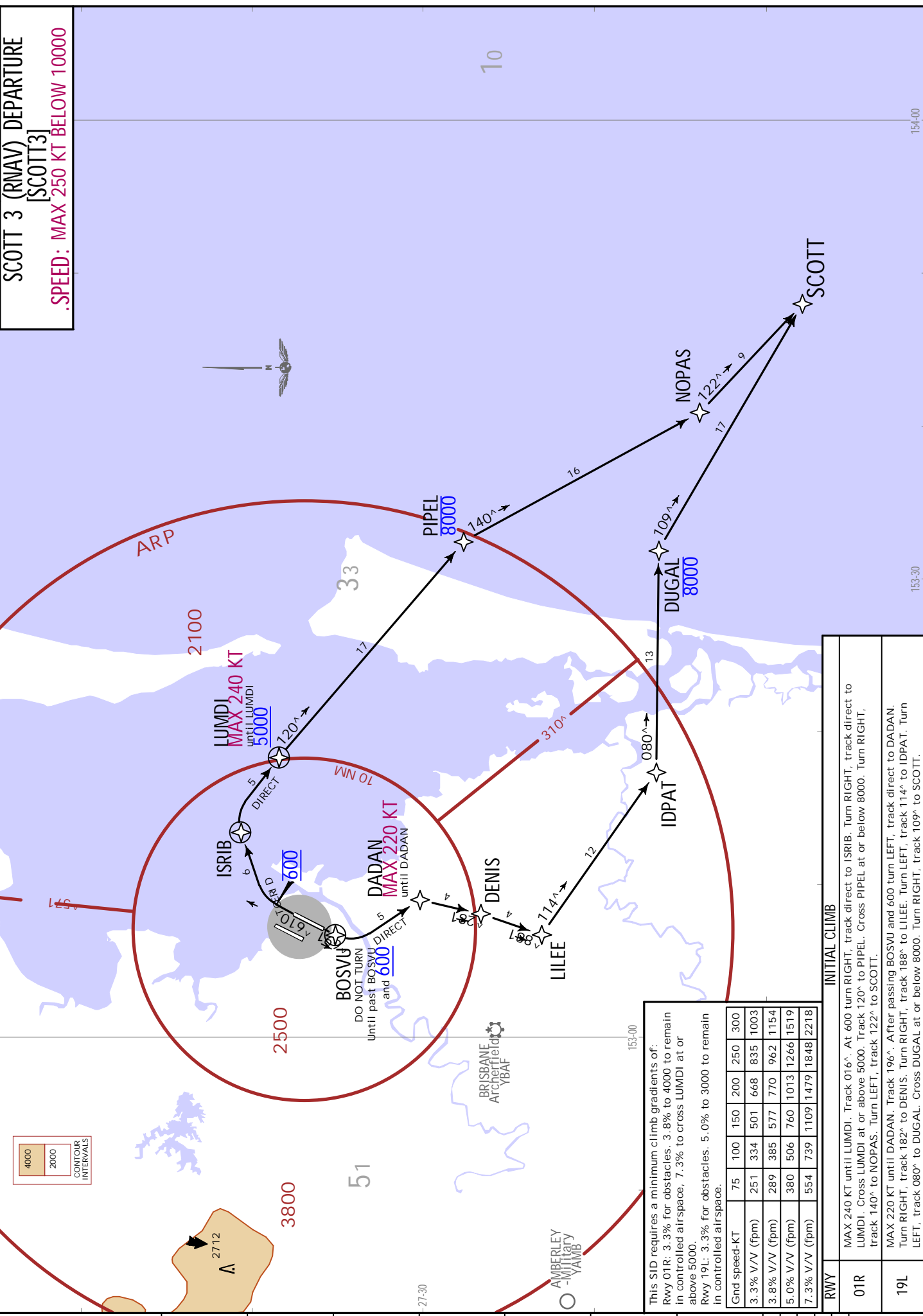
BRISBANE Departure (R) 118.45

Apt Elev 15 Trans alt: 10000 RNP 1.

SCOTT 3 (RNAV) DEPARTURE [SCOTT3]
 .SPEED: MAX 250 KT BELOW 10000

YBBN/BNE BRISBANE INTL

4000
2000
CONTOUR INTERVALS

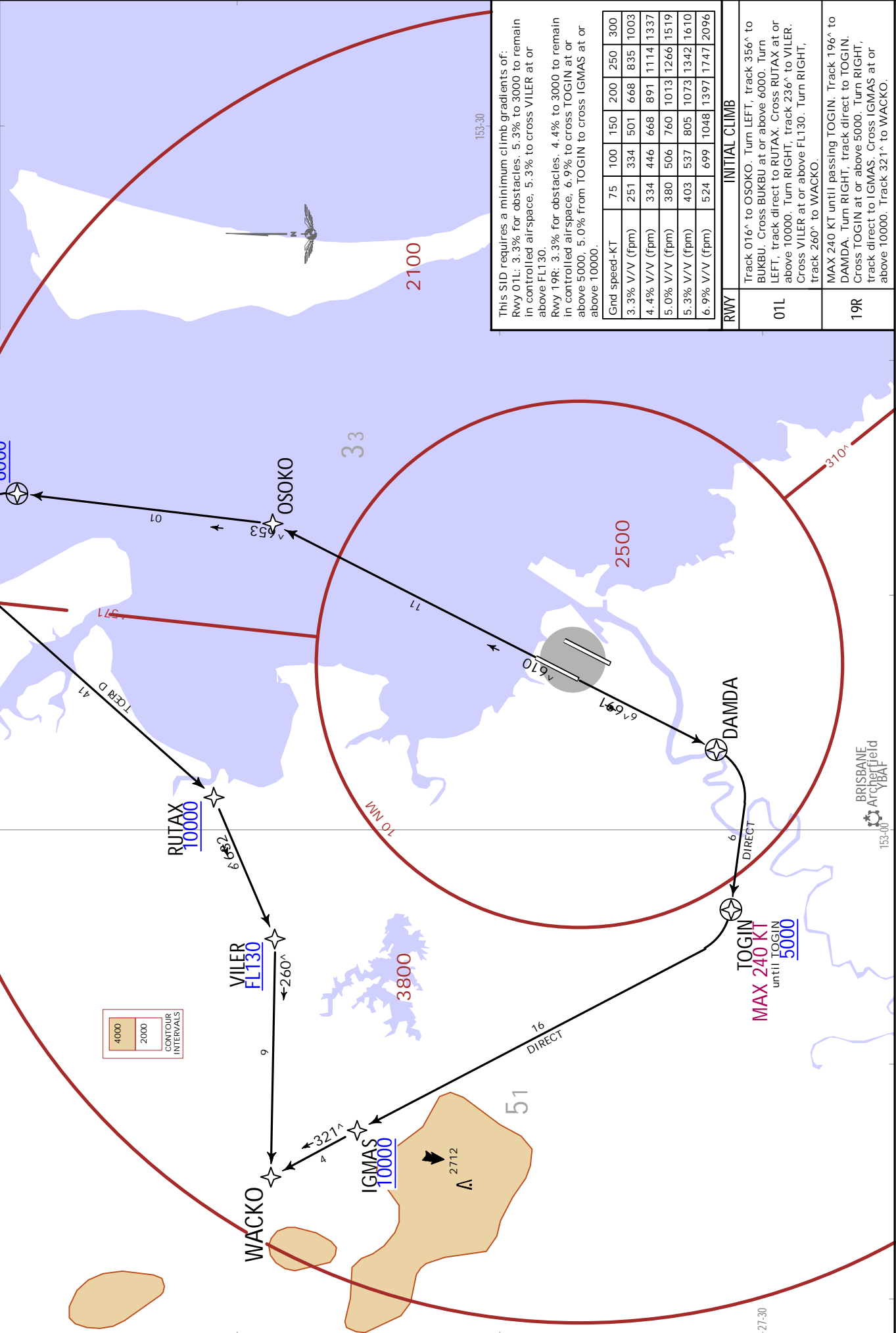


This SID requires a minimum climb gradients of:
 Rwy 01R: 3.3% for obstacles. 3.8% to 4000 to remain in controlled airspace. 7.3% to cross LUMDI at or above 5000.
 Rwy 19L: 3.3% for obstacles. 5.0% to 3000 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.8% V/V (fpm)	289	385	577	770	962	1154
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

RWY	INITIAL CLIMB
01R	MAX 240 KT until LUMDI. Track 016°. At 600 turn RIGHT, track direct to ISRIB. Turn RIGHT, track direct to LUMDI. Cross LUMDI at or above 5000. Track 120° to PIPEL. Cross PIPEL at or below 8000. Turn RIGHT, track 140° to NOPAS. Turn LEFT, track 122° to SCOTT.
19L	MAX 220 KT until DADAN. Track 196°. After passing BOSVU and 600 turn LEFT, track direct to DADAN. Turn RIGHT, track 182° to DENIS. Turn RIGHT, track 188° to LILEE. Turn LEFT, track 114° to IDPAT. Turn LEFT, track 080° to DUGAL. Cross DUGAL at or below 8000. Turn RIGHT, track 109° to SCOTT.

BRISBANE Departure (R) 133.45
 Trans alt: 10000
 RNP 1: 15
WACKO 3 (RNAV) DEPARTURE
[WACKO3]
.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradients of:
 Rwy 01L: 3.3% for obstacles, 5.3% to 3000 to remain in controlled airspace, 5.3% to cross VILER at or above FL130.
 Rwy 19R: 3.3% for obstacles, 4.4% to 3000 to remain in controlled airspace, 6.9% to cross TOGIN at or above 5000, 5.0% from TOGIN to cross IGMAS at or above 10000.

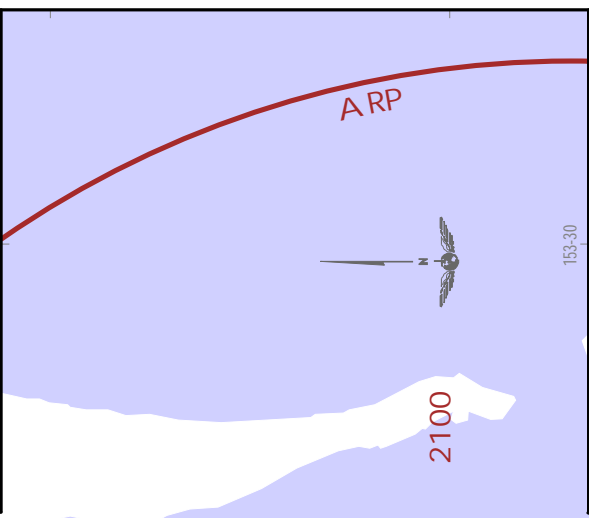
Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.9% V/V (fpm)	524	699	1048	1397	1747	2096

RWY	INITIAL CLIMB
01L	Track 016° to OSOKO. Turn LEFT, track 356° to BUKBU. Cross BUKBU at or above 6000. Turn LEFT, track direct to RUTAX. Cross RUTAX at or above 10000. Turn RIGHT, track 236° to VILER. Cross VILER at or above FL130. Turn RIGHT, track 260° to WACKO.
19R	MAX 240 KT until passing TOGIN. Track 196° to DAMDA. Turn RIGHT, track direct to TOGIN. Cross TOGIN at or above 5000. Turn RIGHT, track direct to IGMAS. Cross IGMAS at or above 10000. Track 321° to WACKO.

BRISBANE OLD AUSTRALIA
JEPPESEN
 26 JUN 20 (10-3G)
 .RNAV.SID.

BRISBANE Departure (R)
 Rwy 01R 118.45
 Rwy 19L 133.45
 Apt Elev 15
 Trans alt: 10000
 RNP 1.

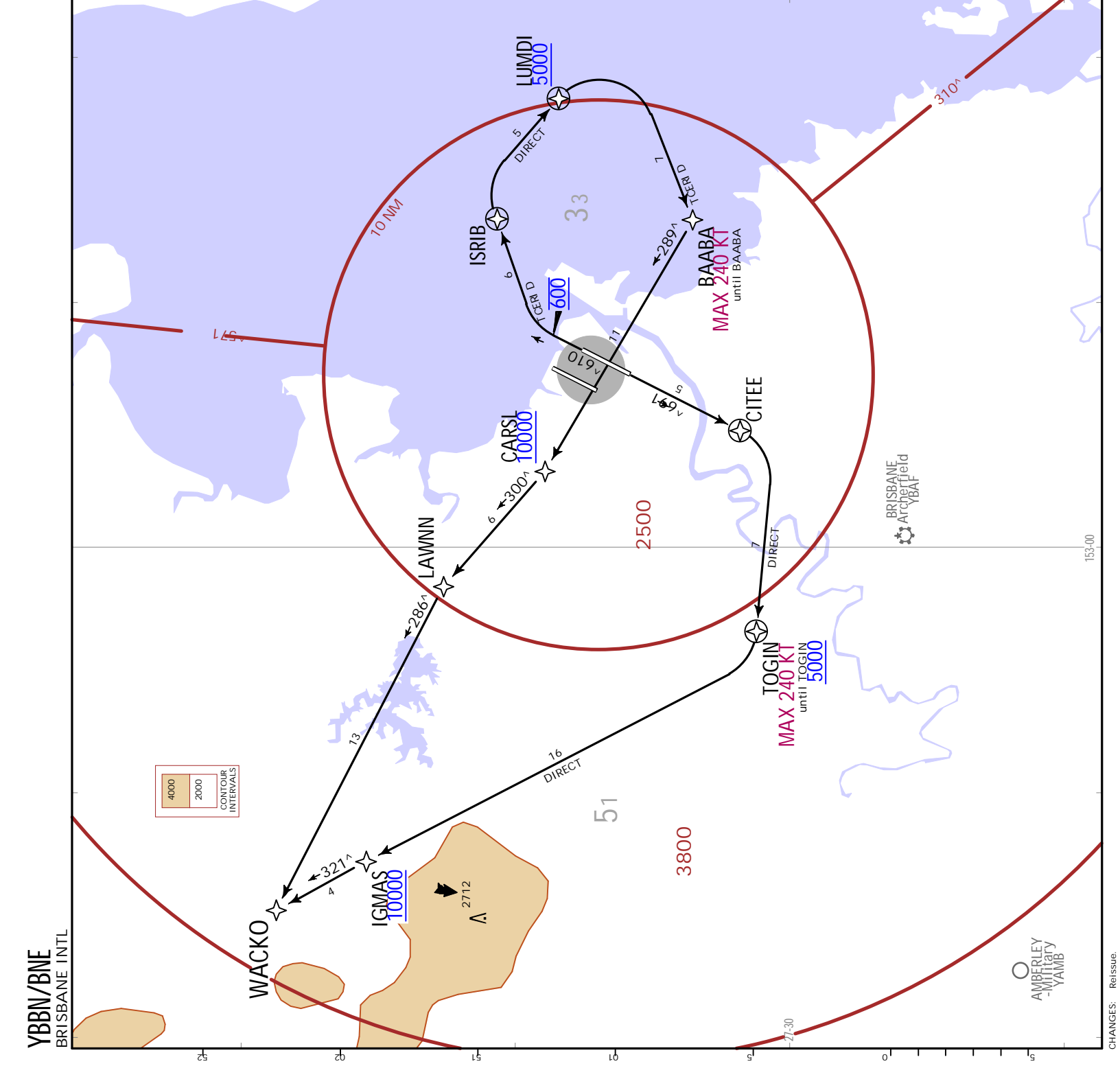
WACKO 3 (RNAV) DEPARTURE
[WACKO3]
.SPEED: MAX 250 KT BELOW 10000



This SID requires a minimum climb gradients of:
 Rwy 01R: 3.3% for obstacles. 3.8% to 2000 to remain in controlled airspace, 7.3% to cross LUMIDI at or above 5000, 4.8% from LUMIDI to cross CARSL at or above 10000.
 Rwy 19L: 3.3% for obstacles. 4.5% to 3000 to remain in controlled airspace, 7.0% to cross TOGIN at or above 5000, 5.0% from TOGIN to cross IGMAS at or above 10000.

Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.8% V/V (fpm)	289	385	577	770	962	1154
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

Rwy	INITIAL CLIMB
01R	MAX 240 KT until BAABA. Track 016°. At 600 turn RIGHT, track direct to ISIRIB. Turn RIGHT, track direct to LUMIDI. Cross LUMIDI at or above 5000. Turn RIGHT, track direct to BAABA. Track 289° to CARSL. Cross CARSL at or above 10000. Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO.
19L	MAX 240 KT until TOGIN. Track 196°. To CITEE. Turn RIGHT, track direct to TOGIN. Cross TOGIN at or above 5000. Turn RIGHT, track direct to IGMAS. Cross IGMAS at or above 10000. Track 321° to WACKO.



YBBN/BNE
 BRISBANE INTL

AMBERLEY
 -Military
 -YAMB

YBBN/BNE



BRISBANE, QLD, AUSTRALIA

19 MAR 21

10-4 Eff. 25. Mar.

BRISBANE INTL

.NOISE.

NOISE ABATEMENT PROCEDURES

Air Traffic Control will maximise the use of preferred flight paths and over water operations. Pilots and Air Traffic Control will determine when critical operational requirements preclude the use of noise abatement procedures.

1. PREFERRED RUNWAYS OPERATIONS

Day

0600-2200 HR Local Daily

Priority	Land	Take-off
1	Runway 19L/R	Runway 19L/R
2	Runway 01L/R	Runway 01L/R

Night

2200-0600 HR Local Daily

Priority	Land	Take-off
1	Runway 19R	Runway 01R (Limited turboprops off Runway 19R 0500-0600 Local time)
2	Runway 19L/R	Runway 01R (Reciprocal Runway Operations)
3	Runway 19L/R	Runway 19L
4	Runway 01R	Runway 01L/R

Rwy 01L arrivals and Rwy 19R jet departures not permitted between 2200-0600 local unless, due weather or operational issues such as loss of airport infrastructure, these are the only runways available for use.

Day and Night preferred runway operations will be nominated during normal operations. Air traffic control may nominate alternative runway configurations when required due to critical operational requirements or unusual operations such as emergencies.

Simultaneous Opposite Direction Parallel Runway Operations

From 2200-0600 local, Simultaneous Opposite Direction Parallel Runway Operations (SODPROPs) is preferred (LAND RWY19R, TAKE-OFF RWY01R).

When traffic levels and weather conditions allow, SODPROPs may be used at other times to achieve the best possible noise abatement outcomes. This is likely to occur during periods of low demand in the evening during the week, and evening and early morning at the weekend.

Requirements for operating SODPROPs are as follows:

- Visibility 8 km
- Cloud base not less than 2500', and
- The Runway conditions defined in Nomination of Runways clause.

Between 0500-2200 local a limited number of Rwy 19R non-jet departures may be facilitated to reduce delays for jet aircraft departures from Rwy 01R.

If visibility is less than 8 km or the cloud base is less than 2500', reciprocal runway operations will become the preferred mode during Night hours and the runway conditions defined in Nomination of Runway clause are met.

Pilots may request an arrival Rwy 19L/R or departure Rwy 01R when tailwind exceeds 5 KT during Night hours.

Nomination of Runways

ATC will nominate the runway, preferred runway or take-off direction. Where noise abatement procedures are prescribed, and ATC traffic management permits, the provisions of DAP NAP will be applied, except that ATC will not nominate a particular runway for use if an alternative runway is available (unless required by Noise Abatement legislation), when:

- a. The alternative runway would be preferred due to low cloud, thunderstorms and/or poor visibility;
- b. For runways that are completely dry:
 - (i) The crosswind component, including gusts, exceeds 20KT;
 - (ii) The tailwind component, including gusts, exceeds 5KT.
- c. For runways that are not completely dry:
 - (i) The crosswind component, including gusts, exceeds 20KT;
 - (ii) There is a tailwind component.
- d. Wind shear has been reported.

For AIRPORT BRIEFING refer to 10-1P page.

YBBN/BNE


JEPPESEN
 19 MAR 21 (10-4A) .Eff.25.Mar.

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

.NOISE.

NOISE ABATEMENT PROCEDURES (CONTD)

2. RUNWAY 19L/R JET DEPARTURES

Jet noise abatement climb procedures apply as follows:

1. Noise Abatement Departure Procedure (NADP) required for all jet departures including radar departures
2. NADP1 required if SID cancelled by ATC at pilot request except due weather
3. All jet aircraft to comply with minimum clean speed, or MAX 250 KT below 10000'

3. INTERSECTION DEPARTURES

Intresection departures Rwy 19L/R

0500-2200 local during daylight savings time (AEDT), 0600-2200 local outside AEDT:
 Not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW except aircraft not exceeding ICAO Code letter C aerodrome reference code from intersections A3, T2 or T3.
 2200-0500 local during AEDT, 2200-0600 local outside AEDT:
 Not permitted for all aircraft.

4. PREFERRED FLIGHT PATHS

4.1. Arriving Aircraft

1. Landing runway 19L/R
 - a. From 0600-2200 local, all JET aircraft will not normally be descended below 3000' until East of the coast to avoid noise sensitive areas.
 - b. From 2200-0600 local, descent below 5000' is not permitted for all JET aircraft until East of the coast.
 - c. From 2200-0600 local, descent below 3000' is not permitted for all NON-JET aircraft until East of the coast.
2. Landing runway 01R:
 - a. From 2200-0600 local, all aircraft shall not descend below 3000' until aligned with 01R centreline.
3. Landing runway 01L/R:
 - a. Use, as the final landing flap setting, the minimum certified landing flap setting approved by the operator for the applicable conditions.
 - b. Jet aircraft conducting a visual approach, ATC will issue an instruction to join final South of the Brisbane River.
 - c. Non-jet aircraft 12,566lbs (5700 kg) conducting a visual approach, ATC will issue an instruction to join final South of the Brisbane River when ETA is 2000-2300 or 0600-1200.

4.2. Departing Aircraft

1. Departing runway 19L/R:
 - a. JET aircraft will normally be assigned a procedural SID.
 - b. NON-JET aircraft will normally be assigned a radar SID.
2. Departing runway 01L/R:
 - a. JET aircraft will normally be assigned a procedural SID.
 - b. NON-JET aircraft will normally be assigned a radar SID.
 - c. From 2200-0600 local, all aircraft will be contained over water until above 5000'.

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

NOTE 2: Procedural SIDs issued to JET aircraft all have preferred noise abatement procedure flight paths.

NOTE 3: JET aircraft may be cleared via a radar SID when required for weather, traffic management or when a pilot cannot accept a procedural SID. When this occurs, aircraft will be processed as closely as possible to comply with the applicable Day or Night Operations NAP.

5. LANDING - USE OF REVERSE THRUST

Between 2200 and 0600 local time pilots are requested to minimise the use of reverse thrust where operationally acceptable.

For AIRPORT BRIEFING refer to 10-1P page.

YBBN/BNE



.NOISE.
BRISBANE, QLD, AUSTRALIA
BRISBANE INTL

NOISE ABATEMENT PROCEDURES (CONTD)

6. TRAINING FLIGHTS

- a. Jet and turboprop training and flight test operations not requiring runway or instrument approach landing 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 Class C and Class A airspace within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.
- b. 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.
- c. Instrument Approach and Landing training not available Monday to Friday. Available Saturday 0100-0900 UTC and Sunday 2300-0600 UTC due to traffic. For other than arriving aircraft, Instrument Approach and Landing training approval shall be obtained from the Network Coordination Center (NCC) Phone: 1800 020 626.
- d. 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.

For AIRPORT BRIEFING refer to 10-1P page.

YBBN/BNE



BRISBANE, QLD, AUSTRALIA

3 FEB 23

10-8

BRISBANE INTL

AGL CABLE UPGRADE PHASE 2 - PILLARS 1, 2, 3C, 4, 5 AND 7
(MOWP 22/07)

WORKS INFORMATION

This chart covers the construction activities for replacement of existing direct buried primary cables with new infrastructure in priority areas along Taxiways A, B, C, F. The works are proposed to be undertaken from August 2022 through to June 2023.

These works are largely weather dependent and should inclement weather impact the works program such changes will be advised by NOTAM.

Access to and from the airfield will be through the Airside Inspection Point (AIP) west of Rwy 01R/19L.

The works will impact Twy A, B, C, F.

The actual date and time for commencing works will be advised by NOTAM to be issued a minimum of 48 hours prior to commencing works.

The scope of works will be undertaken in stages/areas as described below to minimise disruption to scheduled aircraft operations. Work stages will not be undertaken concurrently.

In the case of time-limited Works, ensuring that the Works area is restored to normal safety standards not less than 5 minutes before the time scheduled or notified for an aircraft movement.

Works Area below to be undertaken from 2100UTC to 0700UTC (0700 to 1700 AEST), Monday to Friday.

WORKS AREA	WORK AREA	RESTRICTION
WA1172	Area north of Twy F1/GA Apron intersection to Twy F1/G1 intersection.	Twy F1 from G1 to GA apron not available.
WA1173	Twy F2 and F2 from west of F1/F2 intersection to west of Twy G1.	Time Limited Works.
WA1171	Area east of Twy F1/F2 intersection to Twy F2/G1 intersection.	Twy F2 from G1 to GA Apron not available.
WA1174	Twy F2 between Twy F3 and F1/F2 intersection.	Time Limited Works.
WA1175	Area from Twy F2 east of F4 to west of F1/F2 intersection.	Time Limited Works.
WA1176	Area west of Twy F3 including, Twy F4.	Time Limited Works.
WA1180	Edge of International Apron and adjacent grassed area south of Twy C10 intersection.	Time Limited Works.
WA1107	Edge of International Apron at Twy C10 intersection with Apron, Twy C10 and adjacent grassed areas.	Time Limited Works.
WA1106	Twy C10 and intersection with Twy L/Twy B and adjacent grassed areas, Twy B and adjacent grassed areas between C10 and C9.	Time Limited Works.
WA1181	Edge of international Apron and adjacent grassed area between Twy C10 and C9.	Time Limited Works.
WA1110	Edge of International Apron at Twy C9 intersection with Apron, Twy C9 and adjacent grassed areas.	Time Limited Works.

YBBN/BNE



BRISBANE, QLD, AUSTRALIA

3 FEB 23 (10-8A)

BRISBANE INTL

AGL CABLE UPGRADE PHASE 2 - PILLARS 1, 2, 3C, 4, 5 AND 7 (CONTD. 1) (MOWP 22/07)

Below Works Area to be undertaken from 2100UTC to 0700UTC (0700 to 1700 AEST),
Monday to Friday.

WORKS AREA	WORK AREA	RESTRICTION
WA1108	Taxiways and adjacent grassed areas along Twy B from North of Twy C10 to south of Twy B9.	Time Limited Works.
WA1113	Twy B and adjacent grassed areas between Twy B9 and B8.	Twy B between Twy B9 and B8 not available.
WA1115	Twy B and adjacent grassed areas between Twy B9 and north of B8/Twy B intersection.	Twy B between Twy C9 and Twy C8 not available. Twy B8 not available.
WA1116	Twy A and adjacent grassed areas from Twy B9 to B7.	Twy A between A7 and A9 not available. Twy B8 not available.
WA1114	Twy A and adjacent grassed areas from Twy B9 to B8.	Twy A between B9 and B8 not available.
WA1119	Twy A and adjacent grassed areas from Twy B8 to B7.	Twy A not available between B8 and B7.
WA1140	Twy A6 and Twy A between Twy B6 and B5 and adjacent grassed areas.	Twy A not available between Twy B6 and Twy B5. Twy A6 not available.
WA1160	Twy A and adjacent grassed areas from Twy Z and B2.	Twy A between Twy Z and Twy B2 not available.
WA1159	Twy B and adjacent grassed areas from Twy Z and B2.	Twy B not available between Twy Z and Twy B2.
WA1161	Twy B and adjacent grassed areas between Twy Z and north of Twy B2.	Twy B not available between Twy Z and Twy F1. Twy B2 and F2 not available.
WA1162	Twy A and adjacent grassed areas between Twy Z and Twy A1.	Twy A not available between Twy Z and Twy B2 and Twy A1. Twy B2 not available.

Below Works Area to be undertaken from 0000UTC to 0700UTC (1000 to 1700 AEST),
Monday to Friday.

WA1109	Taxiways and adjacent grassed areas along Twy B from North of Twy C10 to Twy B8.	Twy B not available between Twy C10 and B8. Twy C9 and B9 not available.
WA1143	Infield area between Twy A and Twy A4S; Twy A4S and Twy A4 and A4 to Twy A3. Twy A and adjacent grassed areas between Twy B5 and south of Twy A/Twy A3 intersection.	Twy A between Twy B5 and Twy A3 not available. Twy A4S, A4 and B4 not available.
WA1145	Infield area between Twy A4 and Twy A4S.	TWY A4S not available.
WA1148	Twy A4 and adjacent grassed areas between Rwy and Twy A.	TWY A4 not available.
WA1128	Twy A and A6 and adjacent grassed areas from North of Twy B7 to Twy B5.	Twy A not available between Twy B7 and B5. Twy A6 and B6 not available.
WA1124	Twy A and adjacent grassed areas from North of Twy B7 to Twy B6.	Twy A not available between Twy B7 and B6.

Below Work Area to be undertaken from 2100UTC to 0700UTC (0700 to 1700 AEST),
Sunday to Friday.

WA1111 and WA1112	Taxiways and adjacent grassed areas from West of Twy A9 to Twy B/B9 intersection and Twy A from B9 to B8.	Rwy 01R Displaced threshold. Twy A between B9 and B8 not available. Twy A9 and Twy B9 not available.
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Below Works Area to be undertaken from 1200UTC to 1900UTC (2200 to 0500 AEST),
Sunday to Friday.

WA1122	Twy A and adjacent grassed areas from Twy B8 to B6.	Twy A between B8 and B6 not available. Twy A7 and B7 not available.
WA1185	Twy B and adjacent grassed areas south of Twy W/Twy B intersection and Twy Z.	Twy B not available between Twy Z and B4. Twy B3 not available. Twy Y into Twy B not available. Twy W into Twy B not available.
WA1155	Twy A and adjacent grassed areas between Twy B4 and Twy Z.	Twy A not available between Twy B4 and Twy Z. Twy A3 and Twy B3 not available.
WA1137	Twy B and B4, and adjacent grassed areas between Twy C2 and Twy W.	Twy B not available between Twy C2 and Twy W. Twy B4 and Twy C1 not available.
WA1134	Twy B and adjacent grassed areas between Twy C3T and Twy B4.	Twy B not available between Twy C3T and Twy B4. Twy C3 and Twy C2 not available.

AGL CABLE UPGRADE PHASE 2 - PILLARS 1, 2, 3C, 4, 5 AND 7 (CONTD. 2)
(MOWP 22/07)

Below Works Areas to be undertaken from 1200UTC to 1900UTC (2200 to 0500 AEST), Sunday to Friday.

WORKS AREA	WORK AREA	RESTRICTION
WA1184	Domestic Apron, Twy C3 and adjacent grassed areas from Twy C3T to south of Twy C2 intersection.	Twy C3 not available.
WA1135	Domestic Apron at Twy C2 and adjacent grassed area.	Twy C2 not available.
WA1133	Twy B and adjacent grassed areas between Twy C3 and Twy C3T.	Twy B between Twy C3 and Twy C3T not available.
WA1132	Twy C4, B5 and C3T and adjacent grassed areas, and Twy B and adjacent grassed areas between Twy C5 and C3.	Twy B not available between Twy C5 and C3. Twy B5, Twy C3T and Twy C4 not available.
WA1141	Infield area between Twy A6, Twy A and Twy A4S; Twy A and adjacent grassed areas between Twy B6 and south of Twy A/Twy A4 intersection.	Twy A not available between Twy B6 and Twy A4S. TWY B5 not available.
WA1142	Twy A and adjacent grassed areas between Twy B5 and south of Twy A/Twy A4 intersection.	Twy A not available between Twy B5 and Twy A4S.
WA1131	Domestic apron/Twy C4/Twy B intersection and adjacent grassed areas.	Twy B between Twy C5 and B5 not available.
WA1183	Domestic Apron at Twy C4 intersection and adjacent graded strip.	TWY C4 not available.
WA1182	Domestic Apron at Twy C5 intersection, Twy C5 and adjacent infield areas.	TWY C5 not available.
WA1130	Domestic apron/TWY C5/TWY B intersection and adjacent grassed areas.	Twy B between Twy C4 and C6 not available. Twy C5 not available.
WA1129	Twy B and adjacent grassed areas between TWY C6 and C5.	Twy B between Twy C5 and C6 not available.
WA1127	Twy B, B6 and C6 and adjacent grassed areas between Twy B7 and C5.	Twy B between Twy B7 and C5 not available. Twy B6 and Twy C6 not available.
WA1126	Twy C6 between Domestic Apron Bay 64 and Twy B and adjacent grassed areas.	Twy C6 not available.

Cable hauling Pillar 1 to be undertaken from 2100UTC to 0700UTC (0700 to 1700 AEST), Monday to Friday. Pillars 2, 3C, 4, 5, 7 to be undertaken from 1200 UTC to 1900 UTC (2200 to 0500 AEST), Sunday to Friday.

Cable hauling	Pillar 1	Time Limited Works.
Cable hauling	Pillars 2, 3C, 4, 5, 7	Time Limited Works.

Electrical Works on the Pillars to be undertaken from 2100UTC to 0700UTC (0700 to 1700 AEST), Monday to Friday.

Electrical Works on the Pillars	Pillars 1, 2, 3C, 4, 5, 7	Time Limited Works.
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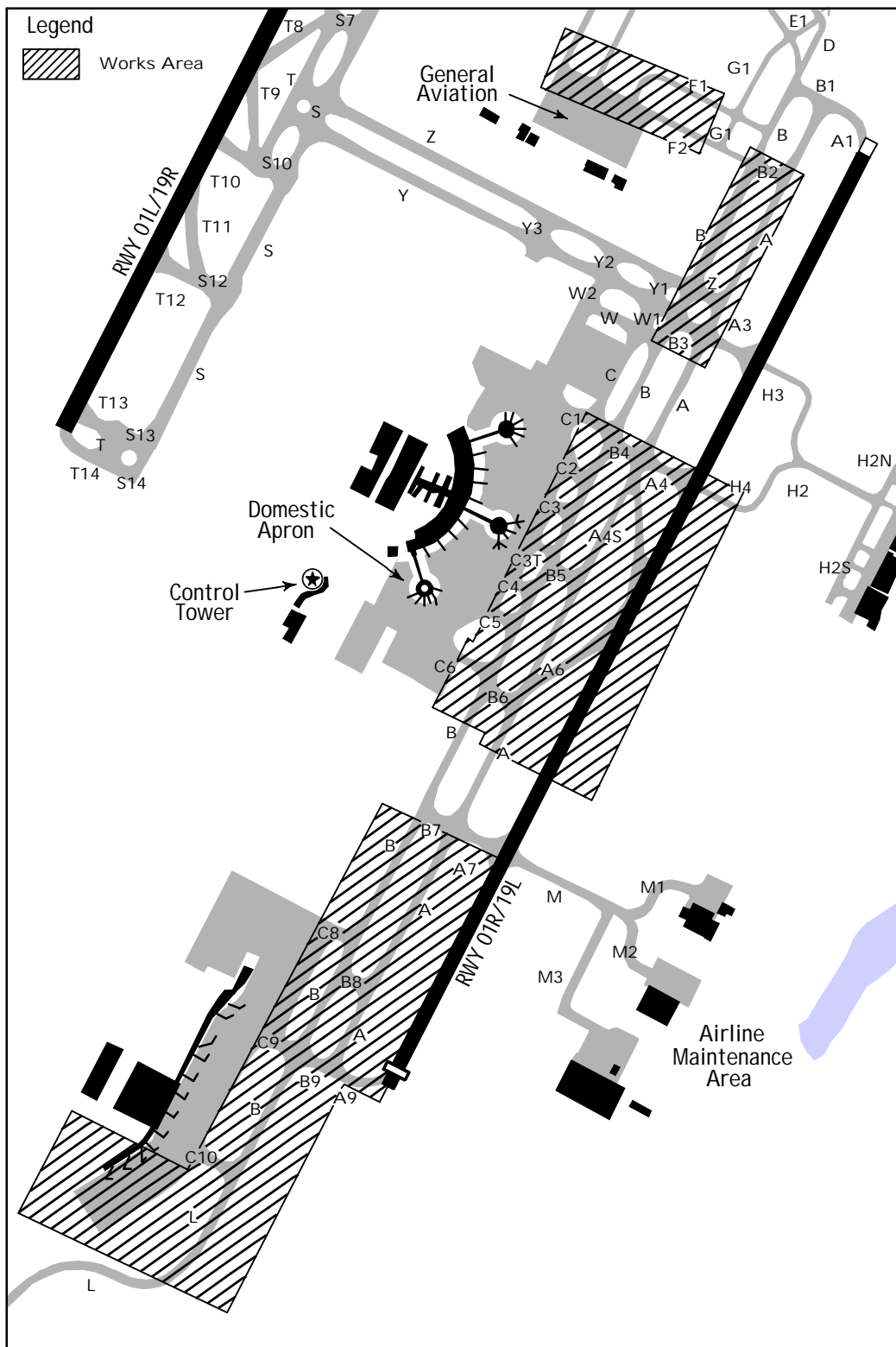
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BRISBANE, QLD, AUSTRALIA

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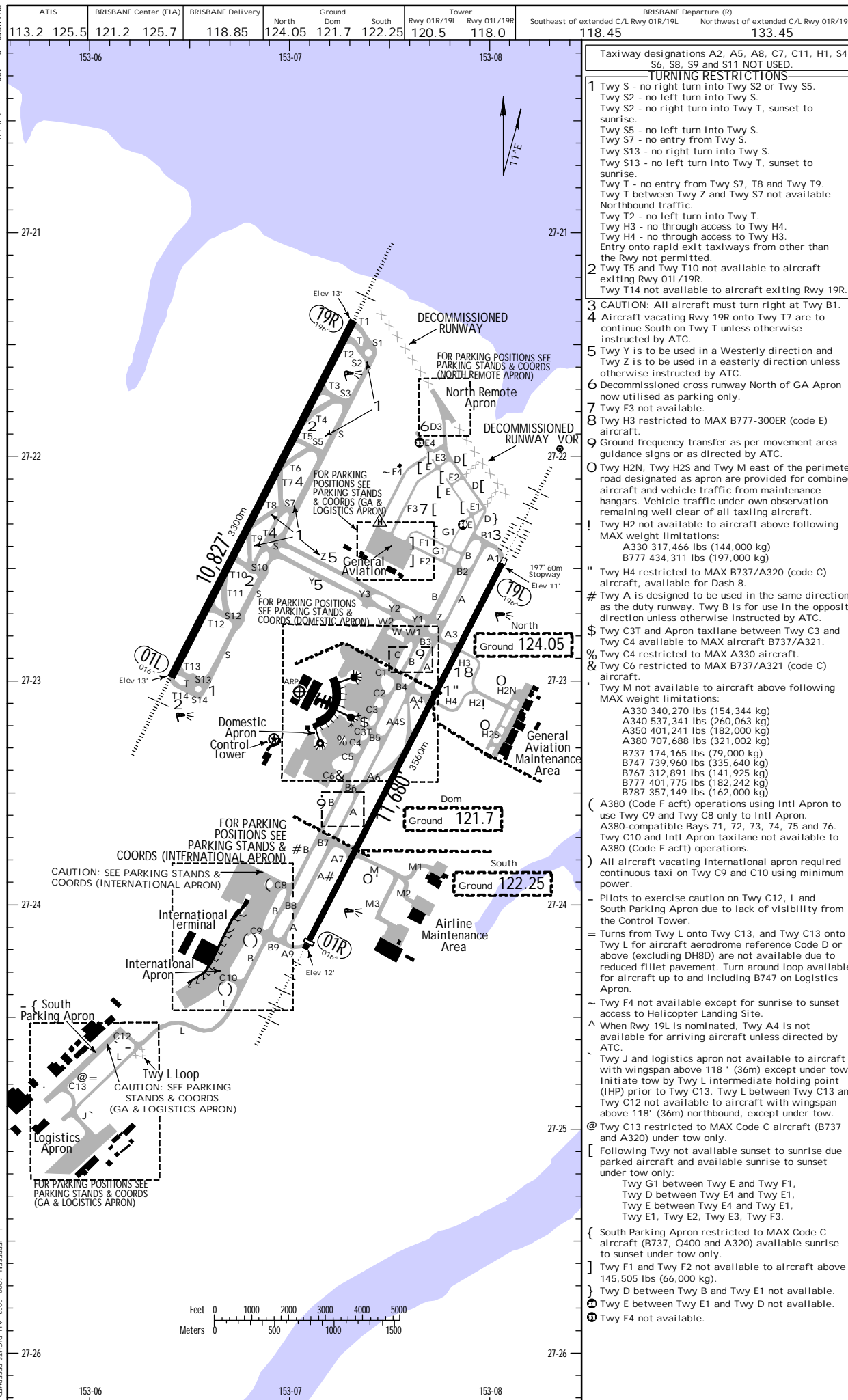
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AGL CABLE UPGRADE PHASE 2 - PILLARS 1, 2, 3C, 4, 5 and 7 (CONTD. 3)
(MOWP 22/07)

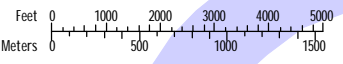


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- Taxiway designations A2, A5, A8, C7, C11, H1, S4, S6, S8, S9 and S11 NOT USED.
- TURNING RESTRICTIONS**
- 1 Twy S - no right turn into Twy S2 or Twy S5. Twy S2 - no left turn into Twy S. Twy S2 - no right turn into Twy T, sunset to sunrise. Twy S5 - no left turn into Twy S. Twy S7 - no entry from Twy S. Twy S13 - no right turn into Twy S. Twy S13 - no left turn into Twy T, sunset to sunrise. Twy T - no entry from Twy S7, T8 and Twy T9. Twy T between Twy Z and Twy S7 not available Northbound traffic. Twy T2 - no left turn into Twy T. Twy H3 - no through access to Twy H4. Twy H4 - no through access to Twy H3. Entry onto rapid exit taxiways from other than the Rwy not permitted.
 - 2 Twy T5 and Twy T10 not available to aircraft exiting Rwy 01L/19R. Twy T14 not available to aircraft exiting Rwy 19R.
 - 3 CAUTION: All aircraft must turn right at Twy B1.
 - 4 Aircraft vacating Rwy 19R onto Twy T7 are to continue South on Twy T unless otherwise instructed by ATC.
 - 5 Twy Y is to be used in a Westerly direction and Twy Z is to be used in an easterly direction unless otherwise instructed by ATC.
 - 6 Decommissioned cross runway North of GA Apron now utilised as parking only.
 - 7 Twy F3 not available.
 - 8 Twy H3 restricted to MAX B777-300ER (code E) aircraft.
 - 9 Ground frequency transfer as per movement area guidance signs or as directed by ATC.
 - 0 Twy H2N, Twy H2S and Twy M east of the perimeter road designated as apron are provided for combined aircraft and vehicle traffic from maintenance hangars. Vehicle traffic under own observation remaining well clear of all taxiing aircraft.
 - ! Twy H2 not available to aircraft above following MAX weight limitations:
A330 317,466 lbs (144,000 kg)
B777 434,311 lbs (197,000 kg)
 - " Twy H4 restricted to MAX B737/A320 (code C) aircraft, available for Dash 8.
 - # Twy A is designed to be used in the same direction as the duty runway. Twy B is for use in the opposite direction unless otherwise instructed by ATC.
 - \$ Twy C3T and Apron taxiway between Twy C3 and Twy C4 available to MAX aircraft B737/A321.
 - % Twy C4 restricted to MAX A330 aircraft.
 - & Twy C6 restricted to MAX B737/A321 (code C) aircraft.
Twy M not available to aircraft above following MAX weight limitations:
A330 340,270 lbs (154,344 kg)
A340 537,341 lbs (260,063 kg)
A350 401,241 lbs (182,000 kg)
A380 707,688 lbs (321,002 kg)
B737 174,165 lbs (79,000 kg)
B747 739,960 lbs (335,640 kg)
B767 312,891 lbs (141,925 kg)
B777 401,775 lbs (182,242 kg)
B787 357,149 lbs (162,000 kg)
 - (A380 (Code F acft) operations using Intl Apron to use Twy C9 and Twy C8 only to Intl Apron. A380-compatible Bays 71, 72, 73, 74, 75 and 76. Twy C10 and Intl Apron taxiway not available to A380 (Code F acft) operations.
 -) All aircraft vacating international apron required continuous taxi on Twy C9 and C10 using minimum power.
 - Pilots to exercise caution on Twy C12, L and South Parking Apron due to lack of visibility from the Control Tower.
 - = Turns from Twy L onto Twy C13, and Twy C13 onto Twy L for aircraft aerodrome reference Code D or above (excluding DH8D) are not available due to reduced friction pavement. Turn around loop available for aircraft up to and including B747 on Logistics Apron.
 - ~ Twy F4 not available except for sunrise to sunset access to Helicopter Landing Site.
 - ^ When Rwy 19L is nominated, Twy A4 is not available for arriving aircraft unless directed by ATC.
 - Twy J and logistics apron not available to aircraft with wingspan above 118' (36m) except under tow. Initiate tow by Twy L intermediate holding point (IHP) prior to Twy C13. Twy L between Twy C13 and Twy C12 not available to aircraft with wingspan above 118' (36m) northbound, except under tow.
 - @ Twy C13 restricted to MAX Code C aircraft (B737 and A320) under tow only.
 - [Following Twy not available sunset to sunrise due parked aircraft and available sunrise to sunset under tow only:
Twy G1 between Twy E and Twy F1,
Twy D between Twy E4 and Twy E1,
Twy E between Twy E4 and Twy E1,
Twy E1, Twy E2, Twy E3, Twy F3.
 - { South Parking Apron restricted to MAX Code C aircraft (B737, Q400 and A320) available sunrise to sunset under tow only.
 -] Twy F1 and Twy F2 not available to aircraft above 145,505 lbs (66,000 kg).
 - } Twy D between Twy B1 and Twy E1 not available.
 - Ⓜ Twy E between Twy E1 and Twy D not available.
 - Ⓝ Twy E4 not available.



CHANGES: Rwy 19R approach lighting
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RWY	ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS	
	— LANDING THRESHOLD	GLIDE SLOPE	TAKE-OFF	BEYOND	WIDTH
01L 1	2 HIRL (60m) CL (15m) HI/ALS 3 PAPI (angle 3.0°)		5	9793' - 2985m 9790' - 2984m	197' - 60m
01R 1	2 HIRL (60m) CL (15m) HI/ALS REIL 4 PAPI (angle 3.0°)	4 PAPI (angle 3.0°)	5	10,437' - 3181m 10,655' - 3248m	148' - 45m

1 Grooved.
 2 Manual.
 3 MEHT 71'.
 4 MEHT 64'.
 Standby power available.

5 TAKE-OFF RUN AVAILABLE

RWY 01L:
 From rwy head 10,827' 3300m
 Twy T13 10669' 3252m
 Twy T12 8733' 2662m
 Twy T10 7254' 2211m

RWY 19R:
 From rwy head 10,827' 3300m
 Twy T2 10430' 3179m
 Twy T3 8733' 2662m
 Twy T5 7254' 2211m

RWY 01R:
 From rwy head 11,483' 3500m
 Twy A7 8822' 2689m
 Twy M 8809' 2685m
 Twy A4 4196' 1279m
 Twy A3 2654' 809m
 Twy H3 2628' 801m

RWY 19L:
 From rwy head 11,680' 3560m
 Twy A3 9124' 2781m
 Twy H3 9101' 2774m
 Twy A4 7582' 2311m
 Twy H4 7559' 2304m

.State.

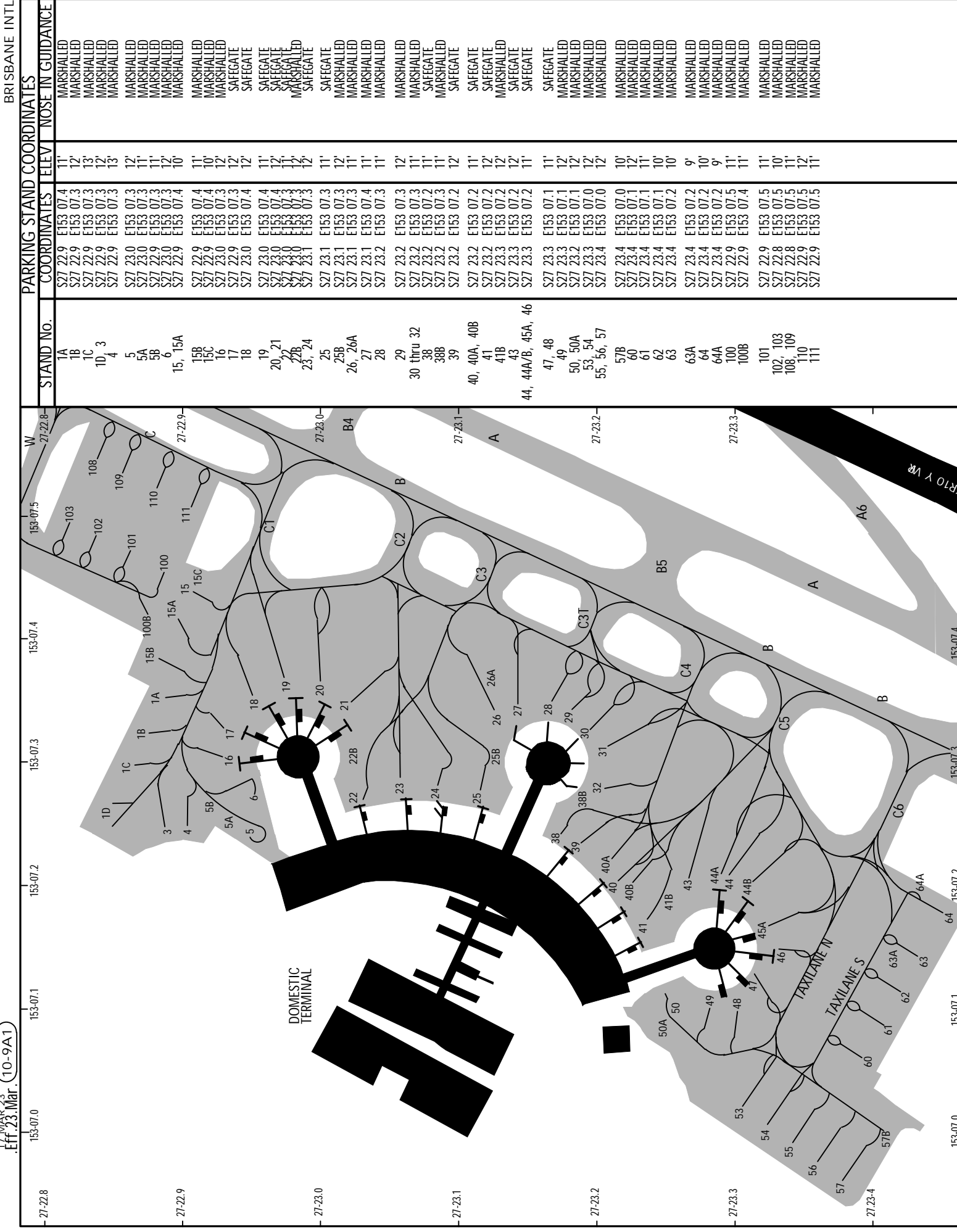
TAKE-OFF
1 All Rwy's
 STANDARD
 With RL & either CL or RCLM
 Other

Eng	TAKE-OFF	CEILING REQUIRED
1 Eng	300' - V2.0 km	
2, 3 & 4 Eng	300' - V2.0 km	
2, 3 & 4 Eng	R550m	V800m
1	For CASA approved operators, RWY 01R/19L and RWY 01L/19R are capable of supporting take-offs with an Runway Visual Range (RVR) of not less than 350 meters.	

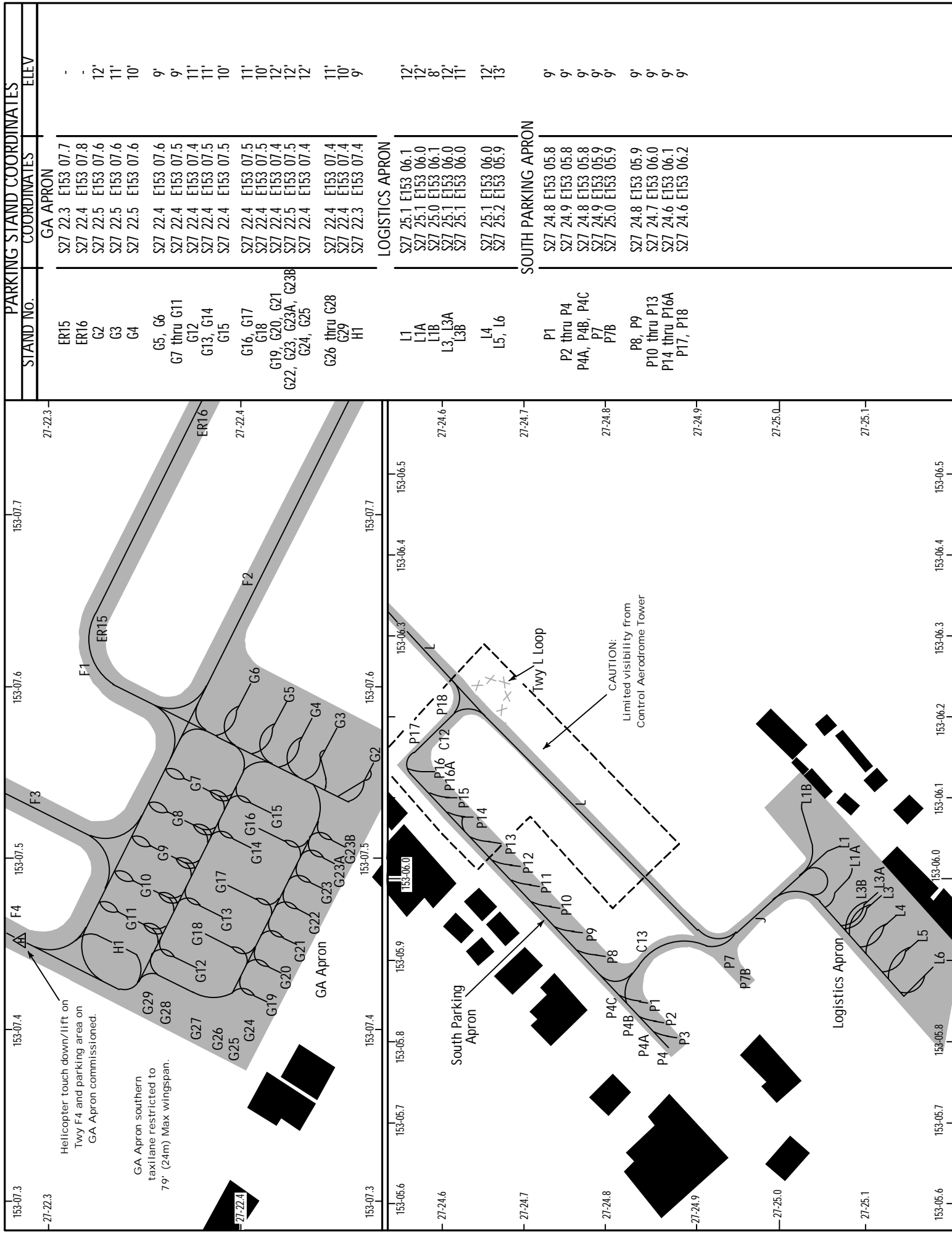
FOR FILING AS ALTERNATE
 CEIL-VIS

Special ILS or LOC Rwy 01L ILS or LOC-Rwy 19R ILS or LOC Rwy 01R ILS or LOC-Rwy 19L RNP Z Rwy 01L	Other
700' - V2.5 km	1135' - V4.4 km
	1265' - V6.0 km
	1335' - V7.0 km

GENERAL
 Significant bird hazard exists.
 All aircraft must provide their parked position/gate number to ATC on acknowledgment of airways clearance.
 B737 aircraft and above not to execute 180° turns on Rwy 01R/19L and 01L/19R.
 Ground running of engines above idle requires prior approval.
 Aircraft to use minimum power when entering, exiting and operating on all aprons.
 All twys: Outboard engines on B747 and A340 ACFT to be operated at low power to prevent twy erosion and engine ingestion.
 General Aviation apron operations are subject to runway/apron slot management.
 Stop Bar Microwave Barrier Devices, Southwest Microwave Model 316-33457 and support posts are installed at all Rwy/ Twy intersections inside the obstacle restricted area.
 Circling approach procedures to Rwy 01L/19R at night is not permitted, MIRL NOT AVBL.
 RVR equipment - Valsala LT31 transmissometers and support posts installed at all Rwy touchdown zones and midpoints inside the obstacle restricted area.
 Rwy 01R/19L and 01L/19R PAPI system provides a special minimum wheel clearance of 19' (6m) for B747.
 B777-300, A340-600 and A380-800 operations: Twys associated with Rwy 01R/19L are 75' (23m) wide. Due to excessive aircraft 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.
 Helicopter operations excluding maintenance and rescue activities on Twy H system, to be conducted on the GA Apron or Logistics precinct building apron.
 Rotary wing aircraft using GA Apron CAUTION multiple light towers 100' above ground level on and surrounding GA Apron.



STAND NO.	COORDINATES	ELEV	NOSE IN GUIDANCE
1A	S27 22.9 E153 07.4	11'	MARSHALLED
1B	S27 22.9 E153 07.3	12'	MARSHALLED
1C	S27 22.9 E153 07.3	13'	MARSHALLED
1D, 3	S27 22.9 E153 07.3	12'	MARSHALLED
4	S27 22.9 E153 07.3	13'	MARSHALLED
5	S27 23.0 E153 07.3	12'	MARSHALLED
5A	S27 23.0 E153 07.3	11'	MARSHALLED
5B	S27 22.9 E153 07.3	11'	MARSHALLED
6	S27 23.0 E153 07.3	12'	MARSHALLED
15, 15A	S27 22.9 E153 07.4	10'	MARSHALLED
15B	S27 22.9 E153 07.4	11'	MARSHALLED
15C	S27 23.0 E153 07.4	10'	MARSHALLED
16	S27 23.0 E153 07.3	12'	MARSHALLED
17	S27 22.9 E153 07.3	12'	MARSHALLED
18	S27 23.0 E153 07.4	12'	MARSHALLED
19	S27 23.0 E153 07.4	11'	MARSHALLED
20, 21	S27 23.0 E153 07.4	12'	MARSHALLED
22	S27 23.0 E153 07.3	11'	MARSHALLED
22B	S27 23.0 E153 07.3	11'	MARSHALLED
23, 24	S27 23.1 E153 07.3	12'	MARSHALLED
25	S27 23.1 E153 07.3	11'	MARSHALLED
25B	S27 23.1 E153 07.3	12'	MARSHALLED
26, 26A	S27 23.1 E153 07.3	11'	MARSHALLED
27	S27 23.1 E153 07.4	11'	MARSHALLED
28	S27 23.2 E153 07.3	11'	MARSHALLED
29	S27 23.2 E153 07.3	12'	MARSHALLED
30 thru 32	S27 23.2 E153 07.3	11'	MARSHALLED
38	S27 23.2 E153 07.2	11'	MARSHALLED
38B	S27 23.2 E153 07.3	11'	MARSHALLED
39	S27 23.2 E153 07.2	12'	MARSHALLED
40, 40A, 40B	S27 23.2 E153 07.2	11'	MARSHALLED
41	S27 23.2 E153 07.2	12'	MARSHALLED
41B	S27 23.3 E153 07.2	12'	MARSHALLED
43	S27 23.3 E153 07.2	12'	MARSHALLED
44, 44A/B, 45A, 46	S27 23.3 E153 07.2	11'	MARSHALLED
47, 48	S27 23.3 E153 07.1	11'	MARSHALLED
49	S27 23.3 E153 07.1	12'	MARSHALLED
50, 50A	S27 23.2 E153 07.1	12'	MARSHALLED
53, 54	S27 23.3 E153 07.0	12'	MARSHALLED
55, 56, 57	S27 23.4 E153 07.0	12'	MARSHALLED
57B	S27 23.4 E153 07.0	10'	MARSHALLED
60	S27 23.4 E153 07.1	12'	MARSHALLED
61	S27 23.4 E153 07.1	11'	MARSHALLED
62	S27 23.4 E153 07.1	10'	MARSHALLED
63	S27 23.4 E153 07.2	10'	MARSHALLED
63A	S27 23.4 E153 07.2	9'	MARSHALLED
64	S27 23.4 E153 07.2	10'	MARSHALLED
64A	S27 23.4 E153 07.2	9'	MARSHALLED
100	S27 22.9 E153 07.5	11'	MARSHALLED
100B	S27 22.9 E153 07.4	11'	MARSHALLED
101	S27 22.9 E153 07.5	11'	MARSHALLED
102, 103	S27 22.8 E153 07.5	10'	MARSHALLED
108, 109	S27 22.8 E153 07.5	11'	MARSHALLED
110	S27 22.9 E153 07.5	12'	MARSHALLED
111	S27 22.9 E153 07.5	11'	MARSHALLED

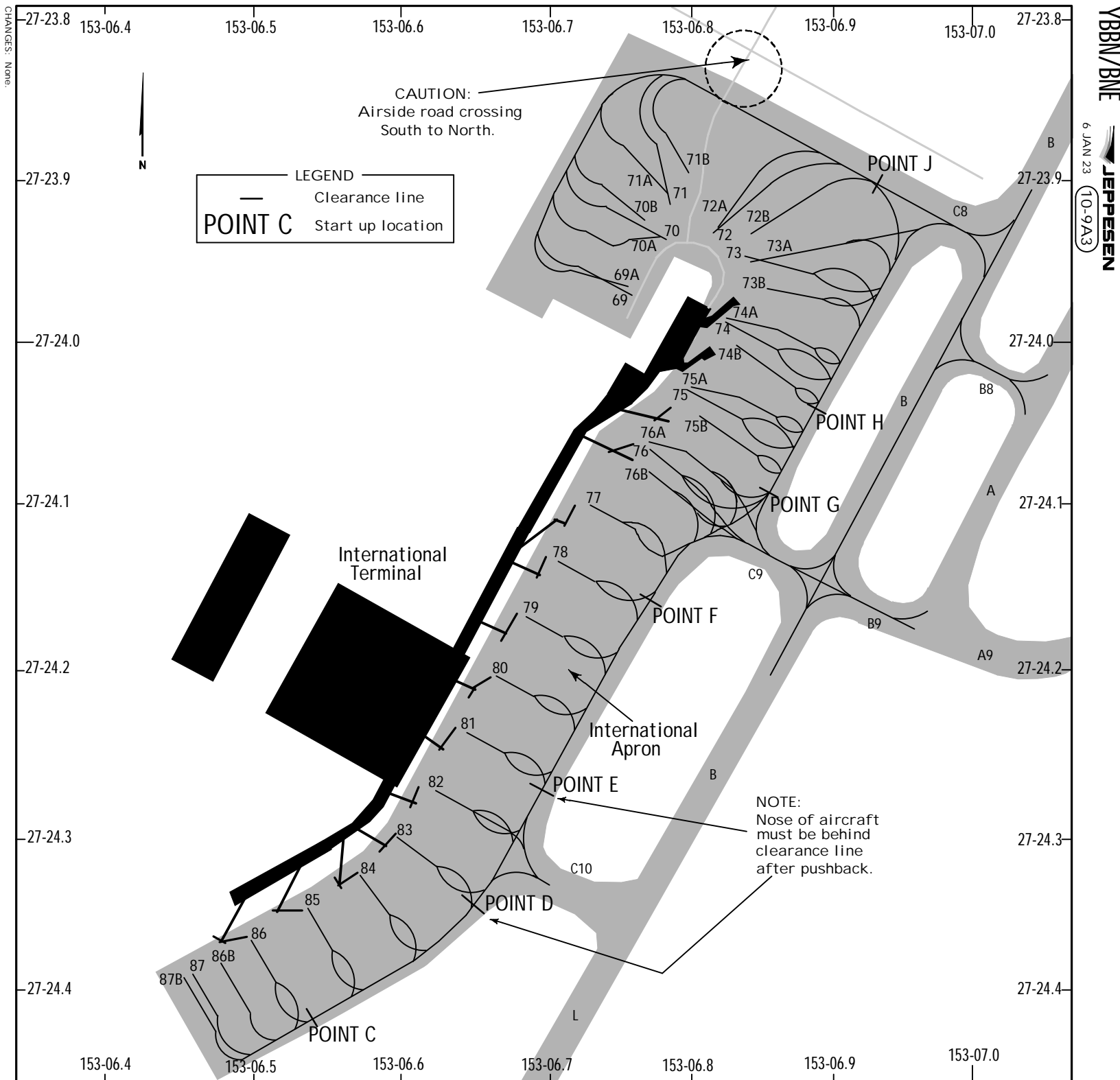


Helicopter touch down/lift on
Twy F4 and parking area on
GA Apron commissioned.

GA Apron southern
taxilane restricted to
79' (24m) Max wingspan.

CAUTION:
Limited visibility from
Control Aerodrome Tower

STAND NO.	COORDINATES	ELEV
GA APRON		
ER15	S27 22.3 E153 07.7	-
ER16	S27 22.4 E153 07.8	-
G2	S27 22.5 E153 07.6	12'
G3	S27 22.5 E153 07.6	11'
G4	S27 22.5 E153 07.6	10'
G5, G6	S27 22.4 E153 07.6	9'
G7 thru G11	S27 22.4 E153 07.5	9'
G12	S27 22.4 E153 07.4	11'
G13, G14	S27 22.4 E153 07.5	11'
G15	S27 22.4 E153 07.5	10'
G16, G17	S27 22.4 E153 07.5	11'
G18	S27 22.4 E153 07.5	10'
G19, G20, G21	S27 22.4 E153 07.4	12'
G22, G23, G23A, G23B	S27 22.5 E153 07.5	12'
G24, G25	S27 22.4 E153 07.4	12'
G26 thru G28	S27 22.4 E153 07.4	11'
G29	S27 22.4 E153 07.4	10'
H1	S27 22.3 E153 07.4	9'
LOGISTICS APRON		
L1	S27 25.1 E153 06.1	12'
L1A	S27 25.1 E153 06.0	12'
L1B	S27 25.0 E153 06.1	8'
L3, L3A	S27 25.1 E153 06.0	12'
L3B	S27 25.1 E153 06.0	11'
L4	S27 25.1 E153 06.0	12'
L5, L6	S27 25.2 E153 05.9	13'
SOUTH PARKING APRON		
P1	S27 24.8 E153 05.8	9'
P2 thru P4	S27 24.9 E153 05.8	9'
P4A, P4B, P4C	S27 24.8 E153 05.8	9'
P7	S27 24.9 E153 05.9	9'
P7B	S27 25.0 E153 05.9	9'
P8, P9	S27 24.8 E153 05.9	9'
P10 thru P13	S27 24.7 E153 06.0	9'
P14 thru P16A	S27 24.6 E153 06.1	9'
P17, P18	S27 24.6 E153 06.2	9'



PARKING STAND COORDINATES

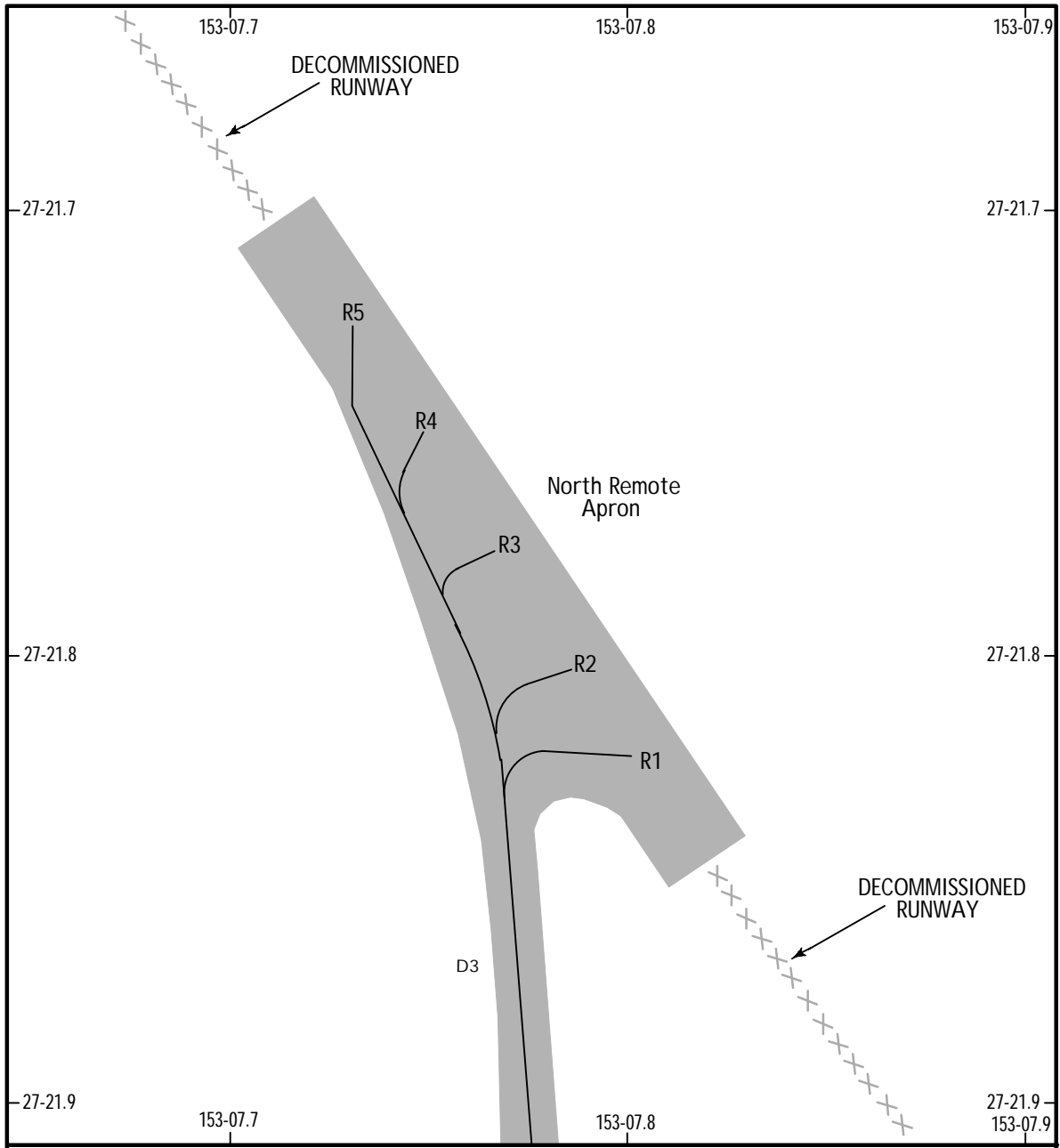
STAND No.	COORDINATES	ELEV	NOSE IN GUIDANCE
69, 69A	S27 24.0 E153 06.7	15'	MARSHALLER
70 thru 72B	S27 23.9 E153 06.8	15'	MARSHALLER
73, 73A	S27 23.9 E153 06.8	15'	SAFEGATE
73B	S27 24.0 E153 06.9	15'	SAFEGATE
74 thru 75B	S27 24.0 E153 06.8	15'	SAFEGATE
76, 76A, 76B	S27 24.1 E153 06.8	15'	SAFEGATE
77, 78	S27 24.1 E153 06.7	15'	SAFEGATE
79, 80	S27 24.2 E153 06.7	15'	SAFEGATE
81	S27 24.2 E153 06.6	15'	SAFEGATE
82 thru 84	S27 24.3 E153 06.6	15'	SAFEGATE
85, 86	S27 24.4 E153 06.5	15'	SAFEGATE
86B, 87, 87B	S27 24.4 E153 06.5	15'	MARSHALLER

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
R1, R2, R3	S27 21.8 E153 07.8	13'
R4	S27 21.8 E153 07.7	13'
R5	S27 21.7 E153 07.7	13'

VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems (VDGS) used at Brisbane include:

- The generic Nose in Guidance (NIG) system
- Aircraft Positioning and Information System (APIS)
- Safegate Docking Guidance System

Parking bays & coords charts specify the bays/stands equipped with VDGS and the particular system installed.

NOSE IN GUIDANCE (NIG) SYSTEM

This system is identified on Parking bays & coords charts either as 'NIG' or 'Centerline + Sidemaker'. It includes the following elements:

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light unit
- One or more Side Marker Light units

The following is a brief description of the system:

- a. The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated at night).
- b. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- c. The Centreline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as shown in Figure 1.



Figure 1. Centerline Guidance Light Unit

- d. One or more Side Marker Light units - with relevant aircraft types marked on the unit - indicate the stopping position as described below:

- (1) Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- (2) As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head.
- (3) As the aircraft continues, the arrow-head starts to reduce in size.
- (4) When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations, two sets of bars will appear.
- (5) If the stopping position is passed, then a single RED bar appears.



Figure 2. Side Marker Lights.

VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

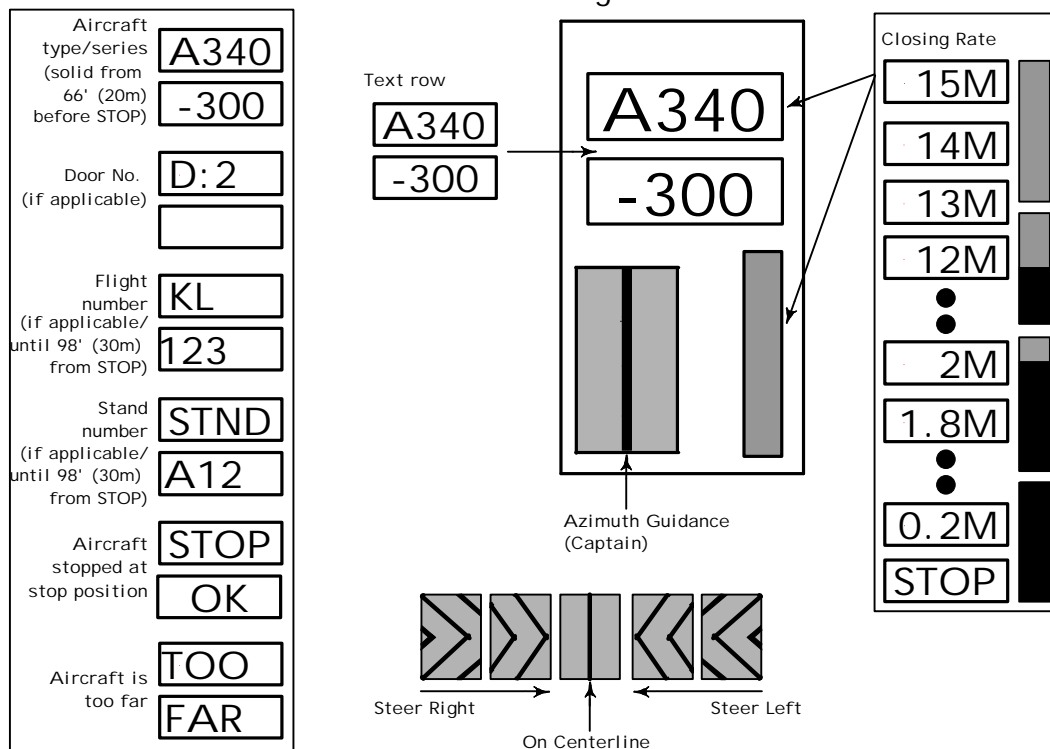
On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at lower left, and an illuminated azimuth guidance display at lower right.

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

- a. Identify the correct parking position.
- b. Ensure that the aerobridge retraction light indicates green.
- c. Follow the taxi-in line and watch the centreline beacon.
- d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- e. About 66' (20m) before STOP, the aircraft type display goes steady and the door number disappears.
- f. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- g. The full closing rate 'thermometer' indicates at least 43' (13m) to STOP.
- h. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
- i. The deletion of each 'thermometer' bar indicates about one half metre progression.
- j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
- k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- l. The entire display automatically shuts down after some seconds.

NOTE: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

APIS Diagram



APIS++ Visual Docking Guidance System - typical configuration

NOTE: Some APIS++ installations have a signal row of text information.

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

- a. Position Identification Unit (Bay Marker);
- b. Aerobridge Retracted Indicator Light; and
- c. DGS NIG Unit.

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).

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:

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

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.

- 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 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) 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 overshot the position, TOO FAR will be displayed.

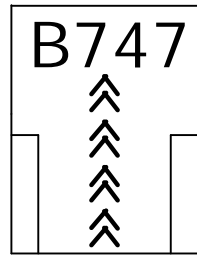
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

VISUAL DOCKING GUIDANCE SYSTEMS

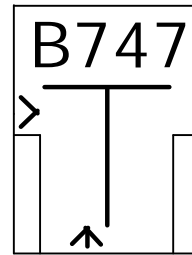
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

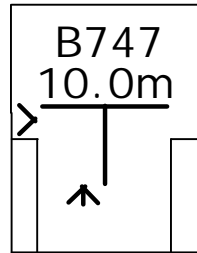
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



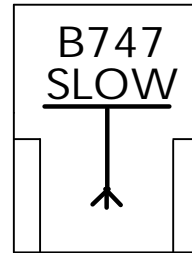
CAPTURE
Searching for aircraft



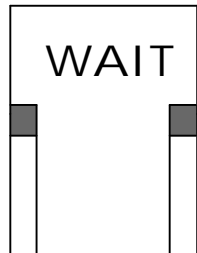
TRACKING AIRCRAFT
Aircraft left of centerline



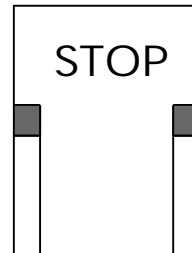
CLOSING RATE



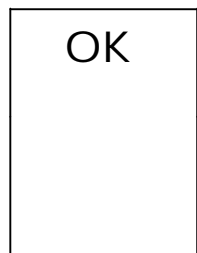
SLOW (DECREASE SPEED)



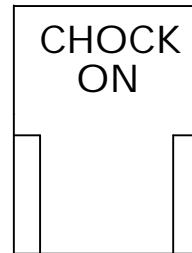
WAIT



STOP POSITION REACHED

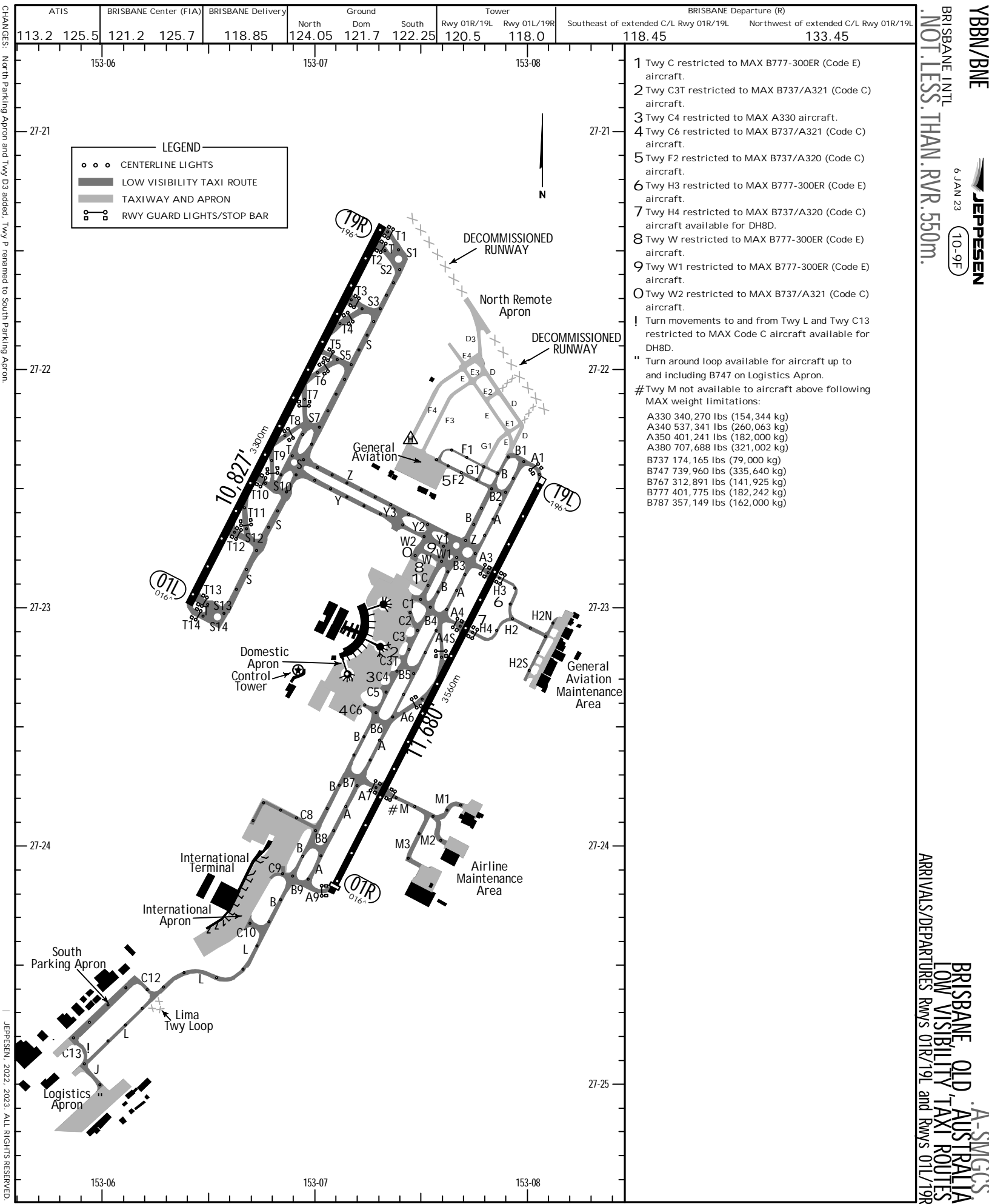


DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations



- 1 Twy C restricted to MAX B777-300ER (Code E) aircraft.
 - 2 Twy C3T restricted to MAX B737/A321 (Code C) aircraft.
 - 3 Twy C4 restricted to MAX A330 aircraft.
 - 4 Twy C6 restricted to MAX B737/A321 (Code C) aircraft.
 - 5 Twy F2 restricted to MAX B737/A320 (Code C) aircraft.
 - 6 Twy H3 restricted to MAX B777-300ER (Code E) aircraft.
 - 7 Twy H4 restricted to MAX B737/A320 (Code C) aircraft available for DH8D.
 - 8 Twy W restricted to MAX B777-300ER (Code E) aircraft.
 - 9 Twy W1 restricted to MAX B777-300ER (Code E) aircraft.
 - 0 Twy W2 restricted to MAX B737/A321 (Code C) aircraft.
 - ! Turn movements to and from Twy L and Twy C13 restricted to MAX Code C aircraft available for DH8D.
 - " Turn around loop available for aircraft up to and including B747 on Logistics Apron.
 - # Twy M not available to aircraft above following MAX weight limitations:
- | | |
|------|--------------------------|
| A330 | 340,270 lbs (154,344 kg) |
| A340 | 537,341 lbs (260,063 kg) |
| A350 | 401,241 lbs (182,000 kg) |
| A380 | 707,688 lbs (321,002 kg) |
| B737 | 174,165 lbs (79,000 kg) |
| B747 | 739,960 lbs (335,640 kg) |
| B767 | 312,891 lbs (141,925 kg) |
| B777 | 401,775 lbs (182,242 kg) |
| B787 | 357,149 lbs (162,000 kg) |

ATIS	BRISBANE Center (FIA)	BRISBANE Delivery	Ground Dom	Tower	BRISBANE Departure (R)						
113.2	125.5	121.2	125.7	118.85	124.05	121.7	122.25	120.5	118.0	118.45	133.45
			North	South	Rwy 01R/19L	Rwy 01L/19R	Southeast of extended C/L Rwy 01R/19L		Northwest of extended C/L Rwy 01R/19L		
153-06			153-07			153-08					

CHANGES: North Parking Apron and Twy D3 added; Twy P returned to South Parking Apron.

ARRIVALS/DEPARTURES Rmws 01R/19L and Rmws 01L/19R

BRISBANE INTL
NOT LESS THAN RVR 550m

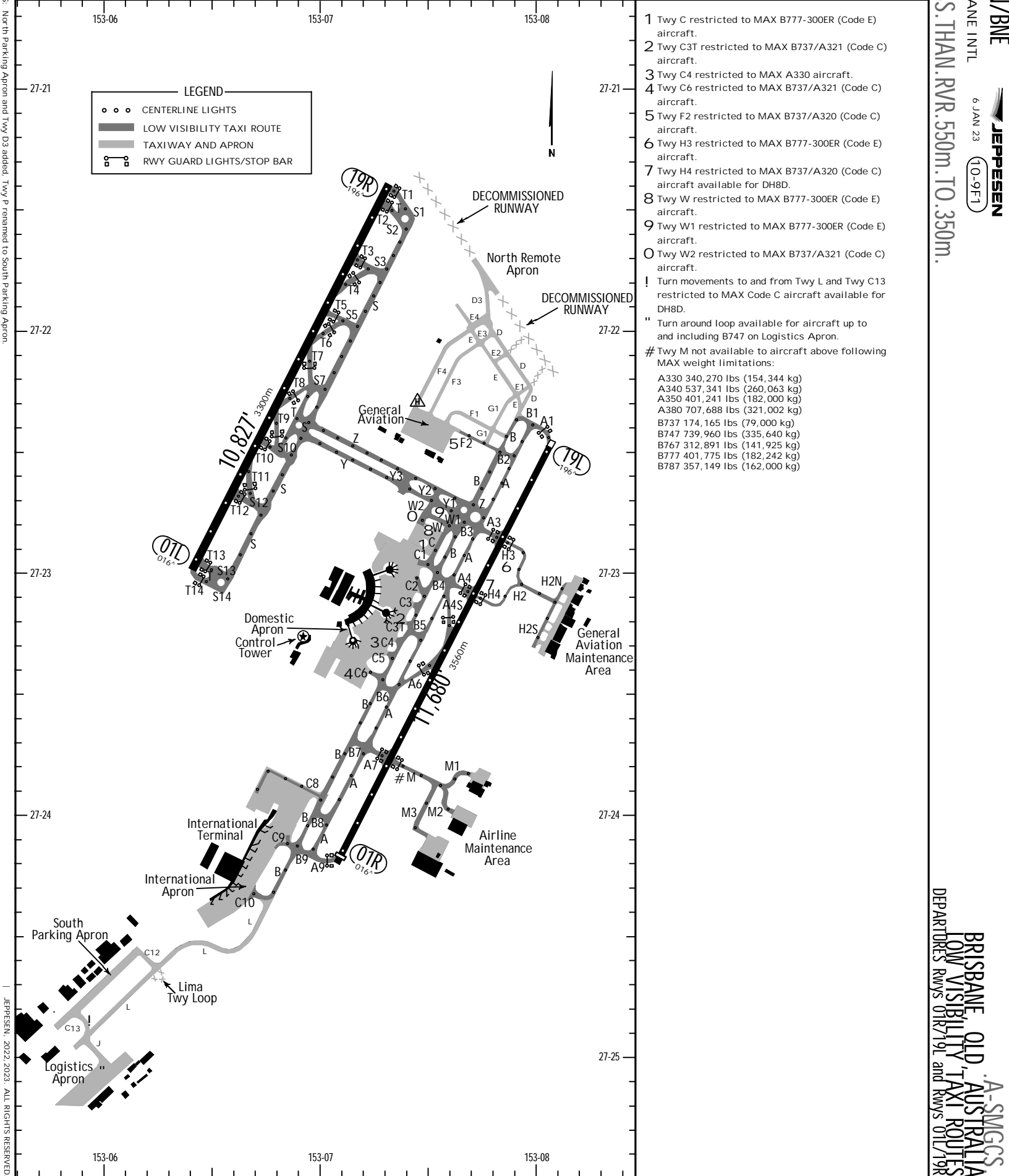
JEPPESSEN
6 JAN 23
10-9F

YBBN/BNE

A-SMGCS
BRISBANE OLD AUSTRALIA
LOW VISIBILITY TAXI ROUTES

JEPPESSEN 2022, 2023. ALL RIGHTS RESERVED

ATIS	BRISBANE Center (FIA)		BRISBANE Delivery	Ground Dom	South	Tower	BRISBANE Departure (R)						
113.2	125.5	121.2	125.7	118.85	124.05	121.7	122.25	120.5	118.0	Southeast of extended C/L Rwy 01R/19L	118.45	Northwest of extended C/L Rwy 01R/19L	133.45



CHANGES: North Parking Apron and Twy D3 added. Twy P returned to South Parking Apron.

BRISBANE INTL
YBBN/BNE
6 JAN 23
JEPPESSEN
10-9F1

LESS THAN RVR 550m TO 350m.

A-SMGCS
BRISBANE OLD AUSTRALIA
LOW VISIBILITY TAXI ROUTES
DEPARTURES RWYS 01R/19L and RWYS 01L/19R

JEPPESSEN 2022, 2023. ALL RIGHTS RESERVED.

YBBN/BNE



BRISBANE, QLD, AUSTRALIA

19 MAR 21

(11-0).Eff.25.Mar.

BRISBANE INTL

INDEPENDENT PARALLEL APPROACH USER INSTRUCTIONS

Independent Parallel Approaches (Finals Monitoring)
User Instructions Brisbane

The following instructions apply when aircraft are advised by ATIS or ATC that "INDEPENDENT PARALLEL APPROACHES IN PROGRESS".

RNP AR APPROACHES

RNP AR approaches permit reduced separation between aircraft conducting Independent Parallel Approaches. When cleared for an RNP AR approach, the aircraft is considered 'established' on the approach procedure once it is on the defined lateral and vertical path and past the IAF for the procedure.

If unable to comply with the ATC clearance or conduct the cleared approach, as soon as possible advise the controller and comply with subsequent ATC instructions.

ILS APPROACHES

LOW-SIDE APPROACH START ALTITUDES: Expect to reach the procedure initial approach altitude below normal descent profile.

- Runway 01R - expect to reach 3000' at VATRO.
- Runway 19R - expect to reach 3000' at ATRAX.

HIGH-SIDE APPROACH: Do not descent below assigned altitude till established on the glide path.

OPERATIONAL REQUIREMENTS

AUTOPILOT COUPLED APPROACHES: It is recommended that approaches (ILS and RNP AR) are flown with the aircraft autopilot coupled.

TCAS SELECTION: Pilots should leave TCAS in RA mode.

'FINALS FREQUENCY': Aircraft will be transferred to the FINALS frequency prior to becoming established on final. i.e. 'Contact FINALS on.....'

The FINALS controller will monitor approaches and issue course correction and break-out instructions if necessary.

DEVIATIONS: When an aircraft deviates from their final approach course towards the No Transgression Zone (NTZ), FINALS will issue the following instruction:

"(callsign) YOU ARE DEVIATING FROM YOUR FINAL APPROACH COURSE.
TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO YOUR CLEARED APPROACH."

Acknowledge deviation advice as soon as practicable.

BREAK-OUT INSTRUCTIONS

BREAK - OUT: If FINALS determines that an aircraft has or will penetrate the NTZ avoiding action is required, the non-deviating aircraft on the adjacent approach will be issued BREAK-OUT instructions using the following phraseology:

"BREAK-OUT ALERT, (callsign) TURN LEFT (or RIGHT) IMMEDIATELY
HEADING (three digits), CLIMB (or DESCEND) TO (altitude)"

HAND FLY A BREAK - OUT: When issued with BREAK-OUT instruction, time is critical. Break-out procedures MUST BE HAND FLOWN. In exceptional circumstances a descending BREAK-OUT may be given but the assigned altitude will not be below the applicable Minimum Vectoring Altitude (MVA).

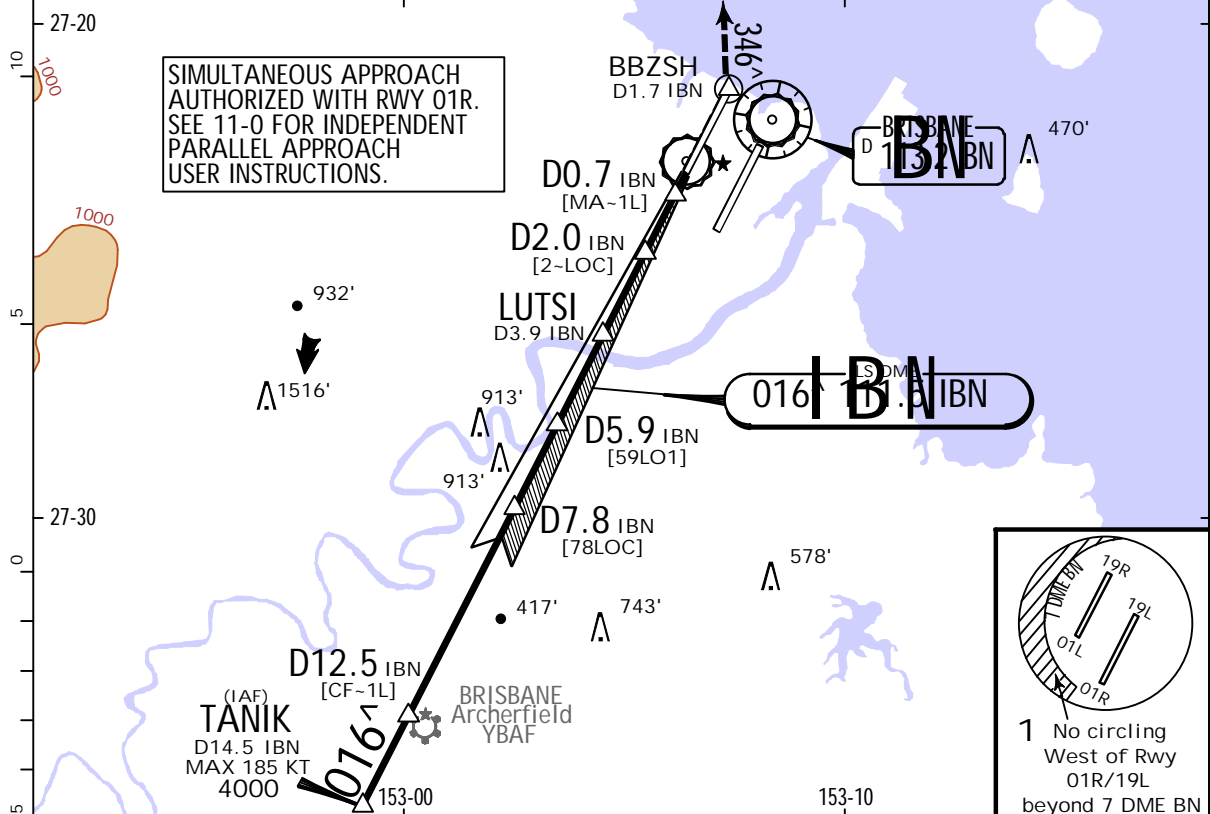
Read back the break-out instruction as soon as practicable.

YBBN/BNE
BRISBANE INTL

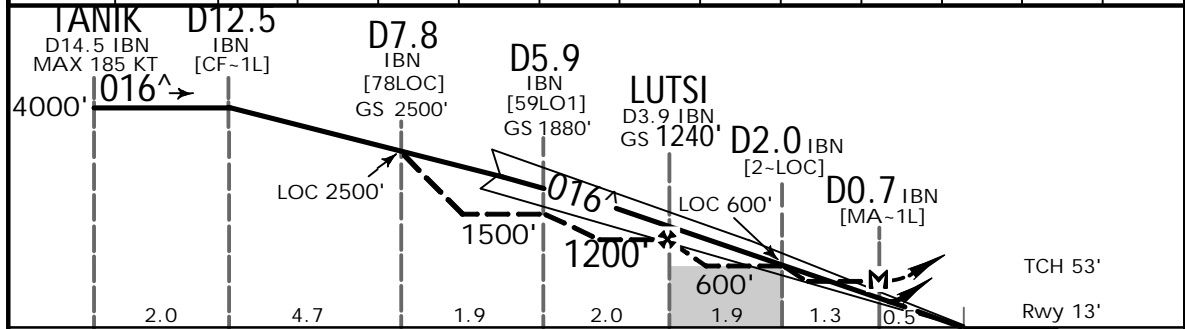
JEPPESEN
17 MAR 23 (11-1) .Eff.23.Mar.

BRISBANE, QLD, AUSTRALIA
ILS or LOC Rwy 01L

ATIS		BRISBANE Approach (R)			BRISBANE Tower		Ground		
113.2 125.5		NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	FINALS	Rwy 01L/19R	Rwy 01R/19L	North	Dom	South
124.7		125.6	119.25	118.0	120.5	124.05	121.7	122.25	
LOC IBN	Final Apch Crs	LUTSI	ILS DA(H)	Apt Elev					
111.5	016^	1240' (1227')	220' (207')	15'					
MISSED APCH: Track 016^, at BBZSH (D1.7 IBN outbound) and not below 500' turn LEFT, track 346^ . Climb to 4000' or as directed by ATC.									
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'									
1. DME or GNSS REQUIRED (ILS). 2. DME REQUIRED (LOC only). 3. Aircraft may be RADAR vectored to FAF. 4. ATC Approach Speeds: At TANIK 185 - 160 KT, at 5NM from Thr 160 - 150 KT. 5. Holding as directed by ATC.									



LOC (GS out)	IBN DME	12.5	12.0	11.0	10.0	9.0	7.8	7.0	5.9	5.0	3.9	3.0	1.3
	ALTITUDE	4000'	3830'	3510'	3200'	2880'	2500'	2240'	1880'	1600'	1240'	970'	430'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	016^ BBZSH and Not below 500'	346^ 4000' LT ↑
GS	3.00^	372	478	531	637	743			
MAP at D0.7 IBN									

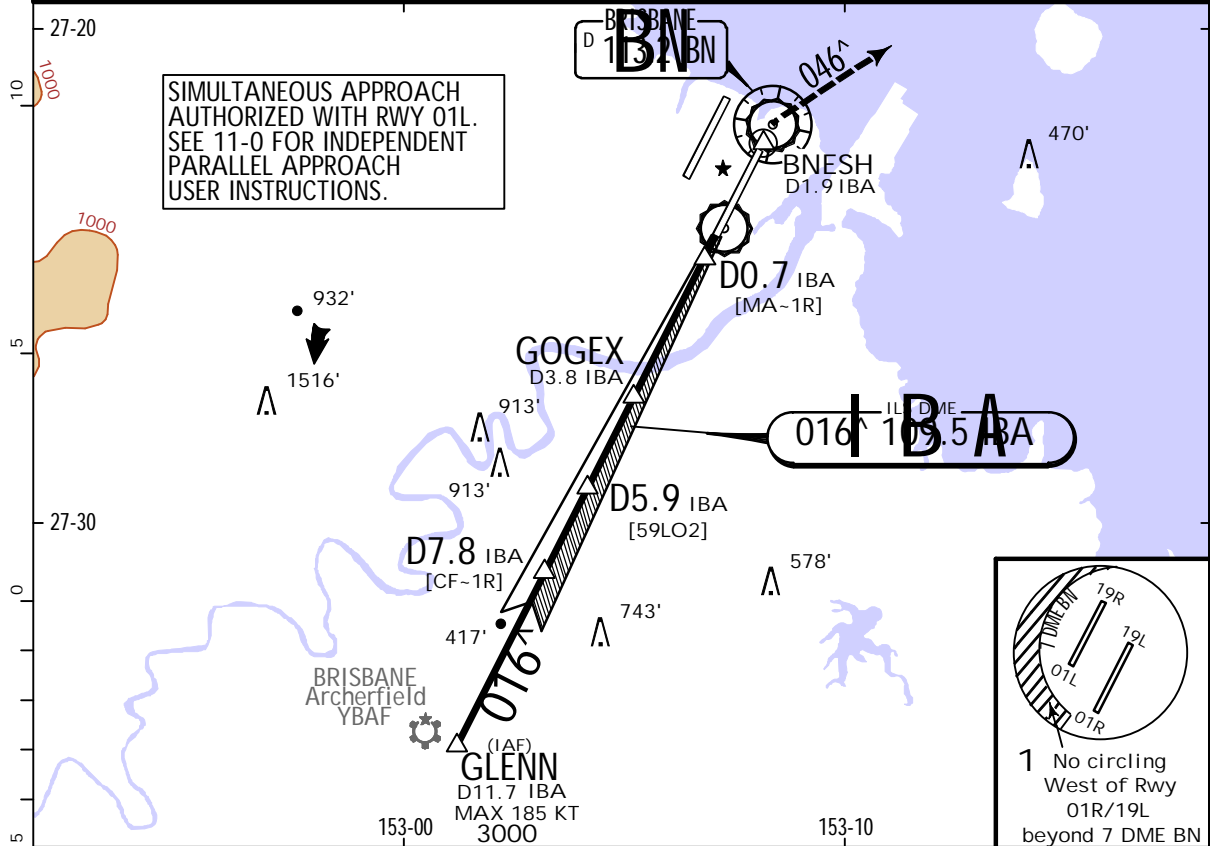
PANS OPS	.State.					CIRCLE-TO-LAND	
	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ILS DA(H) 220' (207')		LOC (GS out) MDA(H) 430' (417')			Max Kts	
	FULL	HIRL out	HIALS out	HIALS out	MDA(H)		
A				100	650' (635') V2.4 km		
B	R550m	V1.2 km	V1.5 km	V1.6 km	V2.5 km	135	780' (765') V4.0 km
C	VO.8 km					180	1 850' (835') V5.0 km
D						205	

YBBN/BNE
BRISBANE INTL

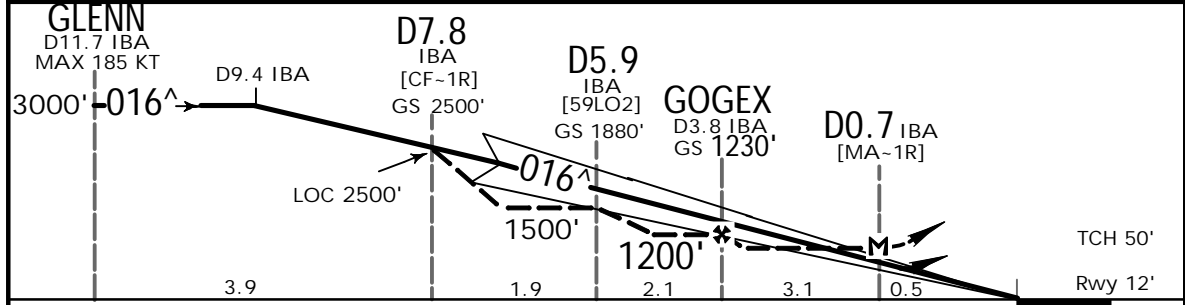
JEPPESEN
17 MAR 23 (11-2). Eff. 23. Mar.

BRISBANE, QLD, AUSTRALIA
ILS or LOC Rwy 01R

ATIS	BRISBANE Approach (R)		BRISBANE Tower	Ground	
113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	North	Dom	South
124.7	125.6	119.25	120.5	118.0	124.05 121.7 122.25
LOC IBA	Final Apch Crs	GOGEX	ILS DA(H)	Apt Elev	15'
109.5	016 [^]	1230' (1218')	220' (208')	Rwy	12'
MISSED APCH: Track 016 [^] , at BNESH (D1.9 IBA outbound) and not below 500' turn RIGHT, track 046 [^] . Climb to 4000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS). 2. DME REQUIRED (LOC only). 3. Aircraft may be RADAR vectored to FAF. 4. ATC Approach Speeds: At GLENN 185 - 160 KT, at 5NM from Thr 160 - 150 KT. 5. Holding as directed by ATC.					



LOC (GS out)	IBA DME	9.4	9.0	7.8	7.0	6.0	5.9	5.0	3.8	3.0	2.0	1.6
ALTITUDE		3000'	2870'	2500'	2240'	1920'	1880'	1600'	1230'	960'	640'	520'



Gnd speed-Kts	70	90	100	120	140	160	IALS PAPI PAPI 016 [^]	BNEBN and below 500' RT	046 [^] 4000' ↑
GS	3.00 [^]	372	478	531	637	743			
MAP at D0.7 IBA									

PAINS OPS	.State.				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	FULL		HIRL out		IALS out		IALS out	
	DA(H) 220' (208')		MDA(H) 520' (508')					
							Max Kts	
	A						100	650' (635') V2.4 km
B	R550m	V1.2 km	V1.5 km	V2.0 km	V2.9 km	135	780' (765') V4.0 km	
C	V0.8 km					180	1 850' (835') V5.0 km	
D						205		

YBBN/BNE

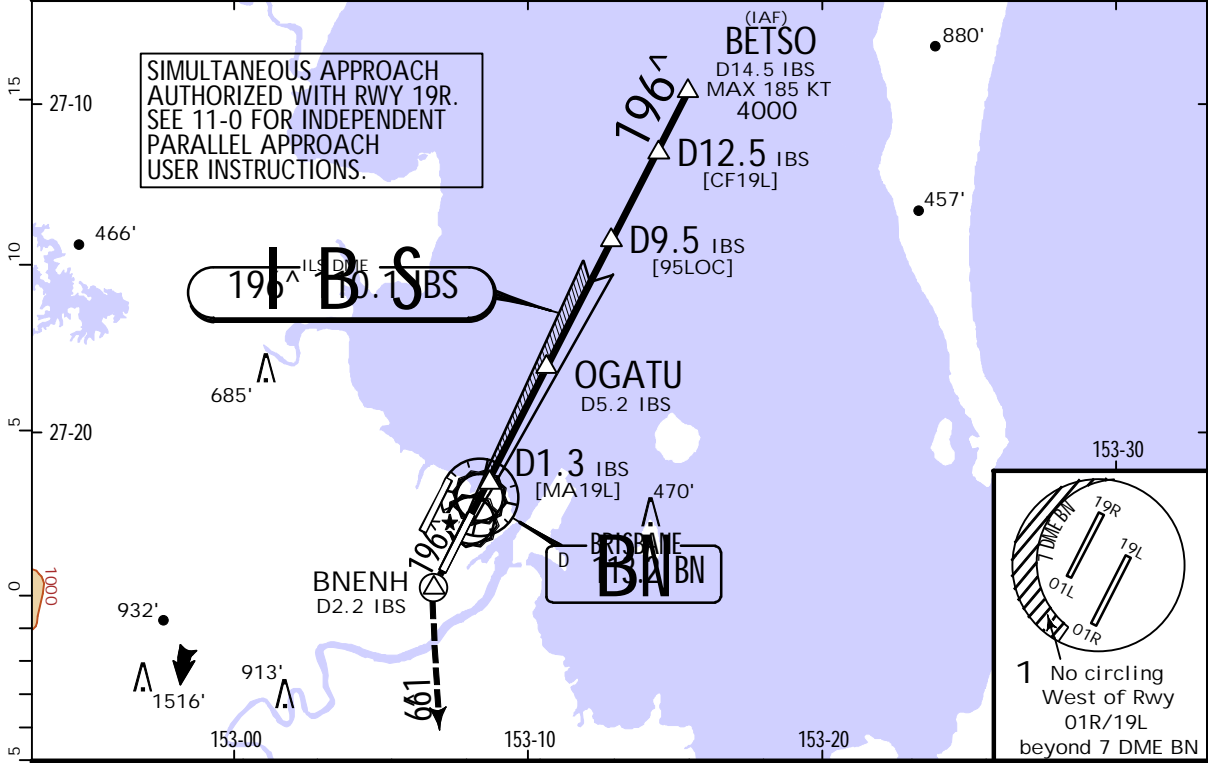
BRISBANE INTL

JEPESEN
17 MAR 23 (11-3) .Eff.23.Mar.

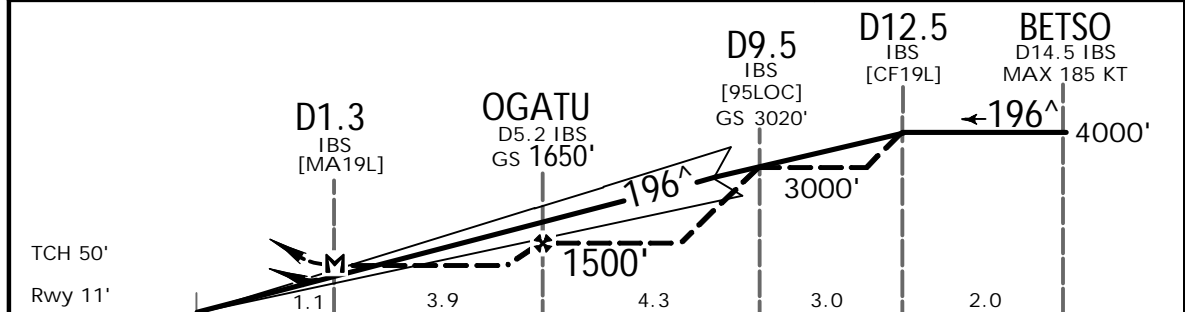
BRISBANE, QLD, AUSTRALIA

ILS or LOC Rwy 19L

BRIEFING STRIP	ATIS	BRISBANE Approach (R)		FINALS	BRISBANE Tower		Ground		
	113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	119.25	01R/19L	01L/19R	North	Dom	South
	124.7	125.6		120.5	118.0	124.05	121.7	122.25	
	LOC IBS 110.1	Final Apch Crs 196 [^]	OGATU 1650' (1639')	ILS DA(H) 220' (209')	Apt Elev 15' Rwy 11'				
MISSED APCH: Track 196 [^] at BNENH (D2.2 IBS outbound) and not below 500', turn LEFT track 166 [^] . Climb to 4000' or as directed to ATC.							MSA BN VOR 2500 within 10 NM		
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'									
1. DME or GNSS REQUIRED (ILS). 2. DME REQUIRED (LOC only). 3. CAUTION: Scalloping and possible false course capture observed beyond 9 NM between R-330 and R-350 BN below 4000'. 4. Aircraft may be RADAR vectored to FAF. 5. ATC Approach Speeds: At BETSO 185 - 160 KT, at 5NM from Thr 160 - 150 KT. 6. Holding as directed by ATC.									



LOC (GS out)	IBS DME	1.3	2.0	3.0	4.0	5.2	6.0	7.0	8.0	9.0	9.5	10.0	11.0	12.5
	ALTITUDE	430'	640'	960'	1280'	1650'	1920'	2240'	2550'	2870'	3020'	3190'	3510'	4000'



Gnd speed-Kts	70	90	100	120	140	160		196 [^]	BNENH	and	Not below 500'	166 [^]	4000'
GS	3.00 [^]	372	478	531	637	743							
MAP at D1.3 IBS													

PANS OPS	.State.					STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	ILS		LOC (GS out)			MDA(H)		MDA(H)		
	DA(H) 220' (209')		430' (419')							
	FULL		HIRL out	HIALS out	HIRL out	HIALS out				
	A						Max Kts			
B	R550m	V1.2 km	V1.5 km	V1.4 km	V2.3 km	100	650' (635')	V2.4 km		
C	V0.8 km					135	780' (765')	V4.0 km		
D						180	1 850' (835')	V5.0 km		
						205				

YBBN/BNE



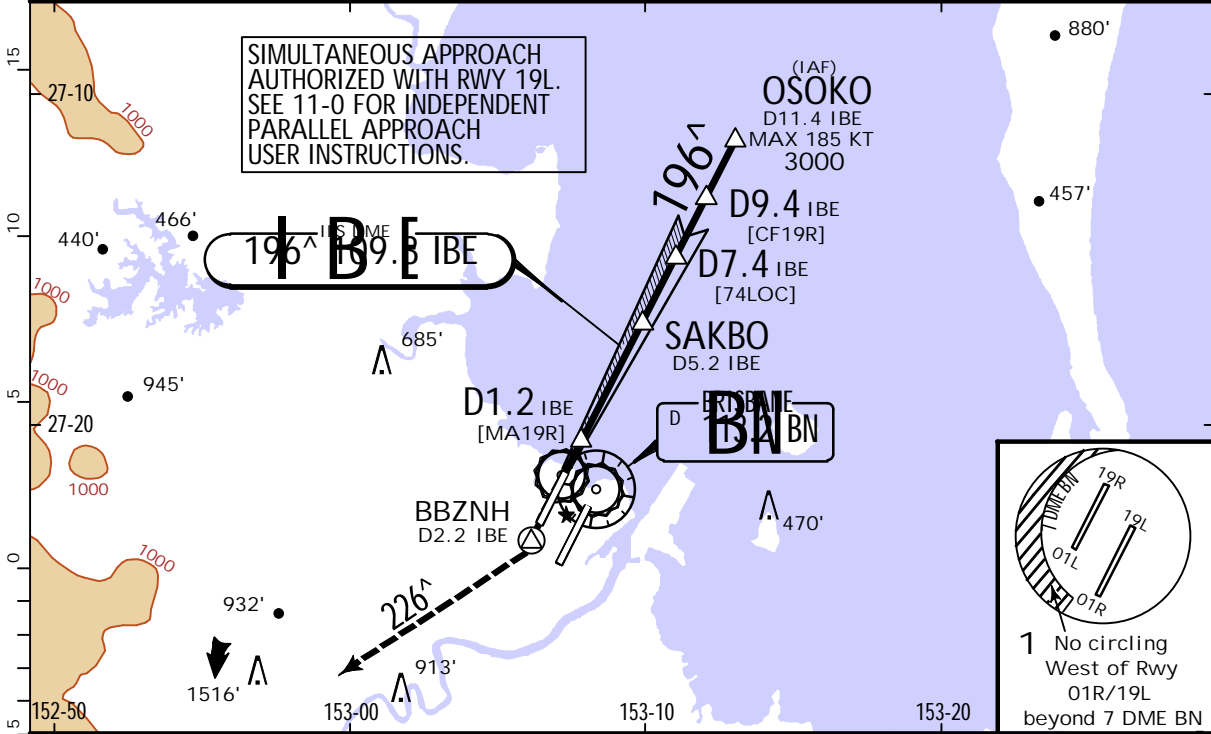
BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

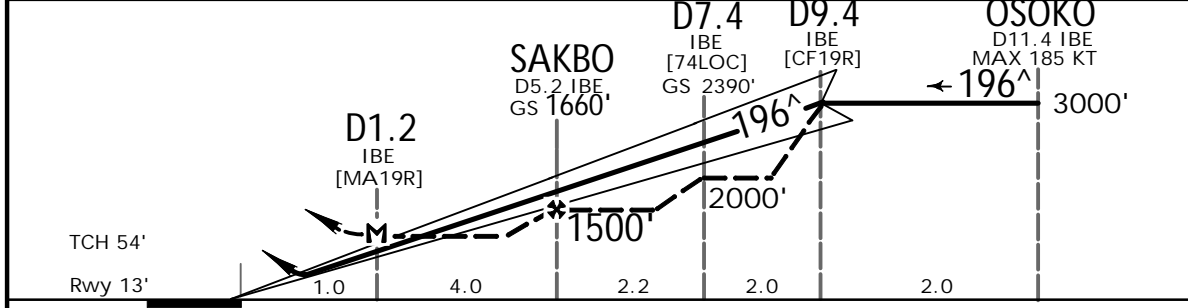
17 MAR 23 (11-4) .Eff.23.Mar.

ILS or LOC Rwy 19R

BRIEFING STRIP™	ATIS	BRISBANE Approach (R) NW of extended CL Rwy 01R/19L SE of extended CL Rwy 01R/19L		FINALS	BRISBANE Tower Rwy 01L/19R Rwy 01R/19L		Ground Dom South			
	113.2 125.5	124.7	125.6	119.25	118.0	120.5	124.05	121.7	122.25	
	LOC IBE 109.3	Final Apch Crs 196^	SAKBO 1660' (1647')	ILS DA(H) 220' (207')	Apt Elev 15' Rwy 13'					
MISSED APCH: Track 196^ at BBZNH (D2.2 IBE outbound) and not below 500', turn RIGHT track 226^. Climb to 4000' or as directed to ATC.							MSA BN VOR 2500 within 10 NM			
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'										
1. DME or GNSS REQUIRED (ILS). 2. DME REQUIRED (LOC only). 3. Aircraft may be RADAR vectored to FAF. 4. ATC Approach Speeds: At OSOKO 185 - 160 KT, at 5NM from Thr 160 - 150 KT. 5. Holding as directed by ATC.										



LOC (GS out)	IBE DME	1.3	2.0	3.0	4.0	5.2	6.0	7.4	8.0	9.4
	ALTITUDE	430'	640'	960'	1280'	1660'	1920'	2390'	2550'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		Not below 500'		226^	4000'
GS	3.00^	372	478	531	637	849	PAPI PAPI		196^	BBZNH and	RT	↑
MAP at D1.2 IBE												

PANS OPS	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ILS DA(H) 220' (207')			LOC (GS out) MDA(H) 430' (417')		Max Kts	
	FULL	HIRL out	HIALS out	HIALS out		MDA(H)	
	A					100	
B	R550m	V1.2 km	V1.5 km	V1.6 km	V2.5 km	135 650' (635') V2.4 km	
C	V0.8 km					180 780' (765') V4.0 km	
D						205 1 850' (835') V5.0 km	

YBBN/BNE
BRISBANE INTL

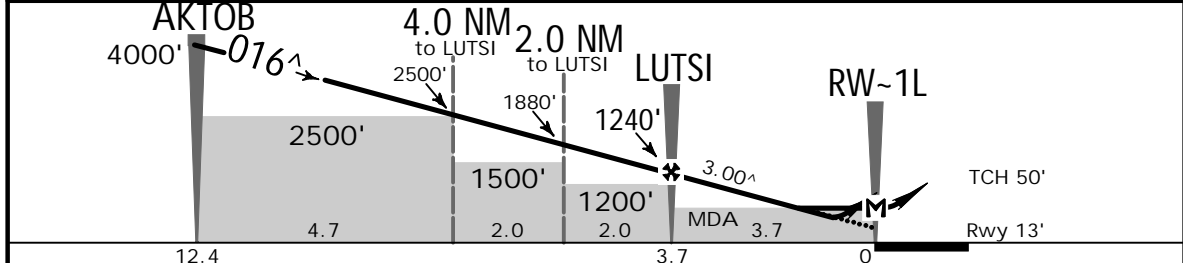
JEPPESEN
17 MAR 23 (12-1).Eff.23.Mar.

BRISBANE, QLD, AUSTRALIA
RNP Z Rwy 01L

BRIEFING STRIP	ATIS	BRISBANE Approach (R) NW of extended CL Rwy 01R/19L SE of extended CL Rwy 01R/19L		FINALS	BRISBANE Tower Rwy 01L/19R 01R/19L		North	Ground Dom	South
	113.2 125.5	124.7	125.6	119.25	118.0 120.5	124.05	121.7	122.25	
RNAV	Final Apch Crs 016[^]	LUTSI	LNAV/VNAV DA(H) 430' (417')	Apt Elev 15'					
MISSED APCH: Track direct to BBZSH. Turn LEFT, track 346 [^] . Climb to 4000' or as directed by ATC.									
RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'									
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 0°C to 59°C. 3. Max for initial: 185 KT, for missed apch turn: 210 KT. 4. Aircraft may be RADAR vectored to TANIK. 5. Holding as directed by ATC. 6. ATC Approach Speeds: At TANIK 185 - 160 KT, At 5NM from Thr 160 - 150 KT.									
MSA ARP 2500 within 10 NM									



NM to NEXT WPT	AKTOB	6.0	5.0	4.0	3.0	2.0	1.0	LUTSI	3.0	2.0	1.4	1.2	RW-1L
ALTITUDE	4000'	3140'	2820'	2500'	2200'	1880'	1560'	1240'	1020'	700'	510'	430'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS					346[^]
Glide Path Angle	3.00 [^]	372	478	531	637	743	849	PAPI				
MAP at RW-1L												

PANS OPS	.State. LNAV/VNAV STRAIGHT-IN LANDING						CIRCLE-TO-LAND						
	DA(H) 430' (417')			MDA(H) 510' (497')			Max Kts			MDA(H)			
	HIALS out			HIALS out									
	A	V1.6 km			V2.1 km			100			650' (635') V2.4 km		
	B							135			780' (765') V4.0 km		
C							180			1 850' (835') V5.0 km			
D							205						

YBBN/BNE

BRISBANE INTL

JEPPESEN 17 MAR 23 (12-2) .Eff.23.Mar.

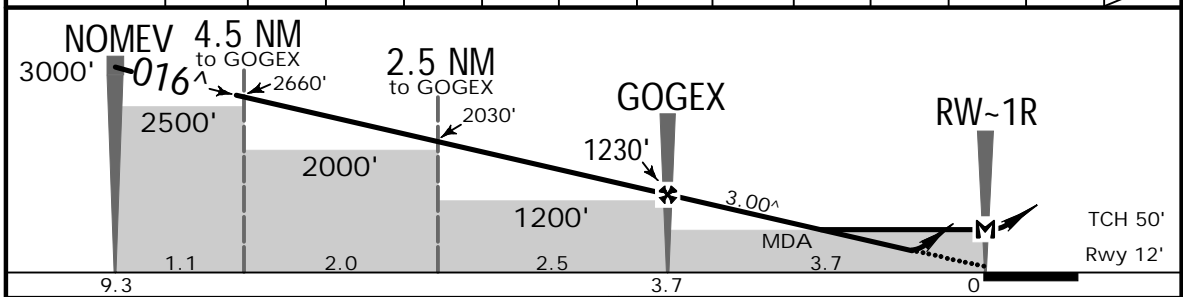
BRISBANE, OLD, AUSTRALIA

RNP Z Rwy 01R

BRIEFING STRIP™	ATIS	BRISBANE Approach (R)		FINALS	BRISBANE Tower		North	Ground	South
	113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	119.25	Rwy 01R/19L	Rwy 01L/19R	124.05	Dom	122.25
	RNAV	Final Apch Crs 016[^]	GOGEX 1230' (1218')	LNAV/VNAV DA(H) 350' (338')	Apt Elev 15' Rwy 12'				
MISSED APCH: Track direct to BNESH, turn RIGHT, track 046 [^] . Climb to 4000' or as directed by ATC.									
RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'									
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 0°C to 59°C. 3. Max for initial: 185 KT, for missed apch turn: 210 KT. 4. Aircraft may be RADAR vectored to GLENN. 5. Holding as directed by ATC. 6. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Thr 160 - 150 KT.									



NM to NEXT WPT	NOMEV	5.0	4.5	3.0	2.5	2.0	1.0	GOGEX	3.0	2.0	1.4	0.9	RW-1R
ALTITUDE	3000'	2820'	2660'	2190'	2030'	1880'	1550'	1230'	1020'	700'	520'	350'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	PAPI	D →	BNESH	RT	046 [^]
Glide Path Angle	3.00 [^]	372	478	531	637	743						

PANS OPS	.State.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		MDA(H)	
	DA(H) 350' (338')		MDA(H) 520' (508')		Max Kts	
	HIALS out		HIALS out		MDA(H)	
A					650' (635') V2.4 km	
B					780' (765') V4.0 km	
C	V1.0 km		V2.0 km		1 850' (835') V5.0 km	
D						

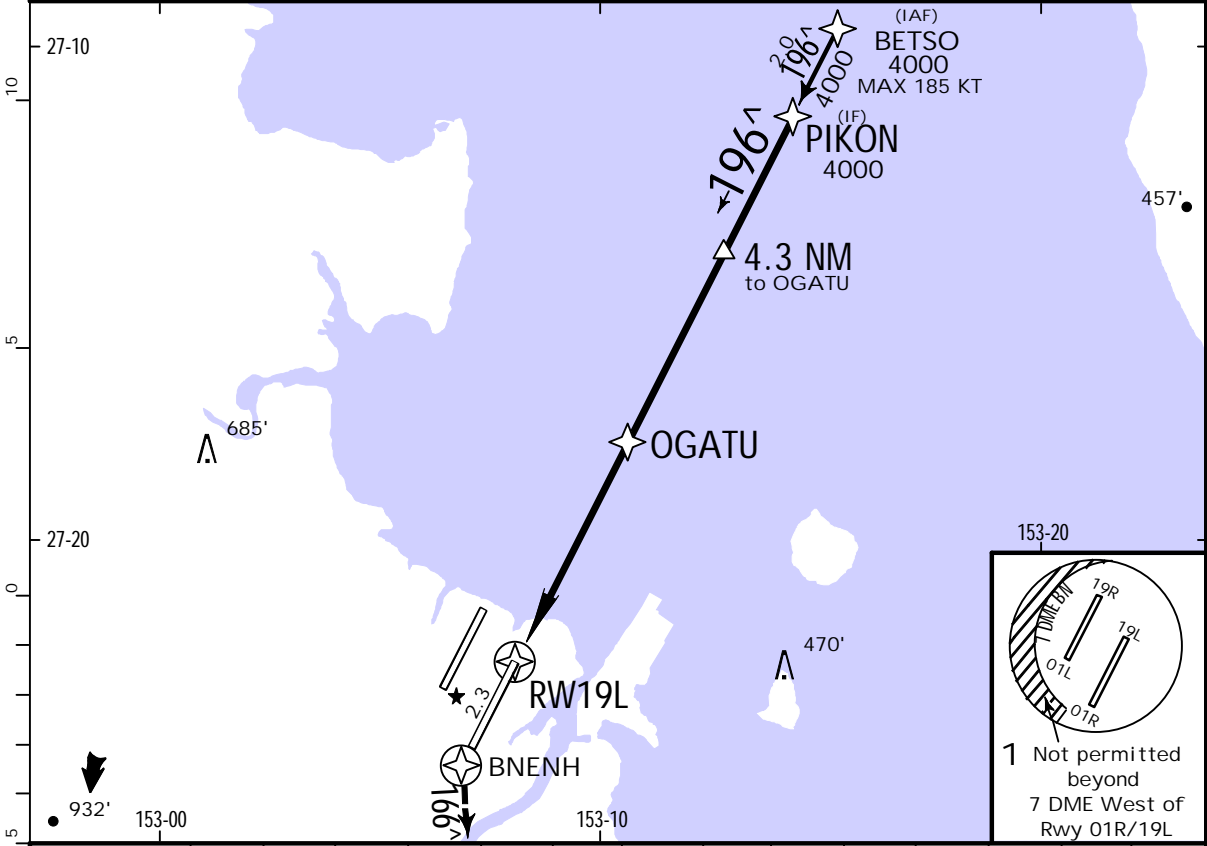
YBBN/BNE

BRISBANE INTL

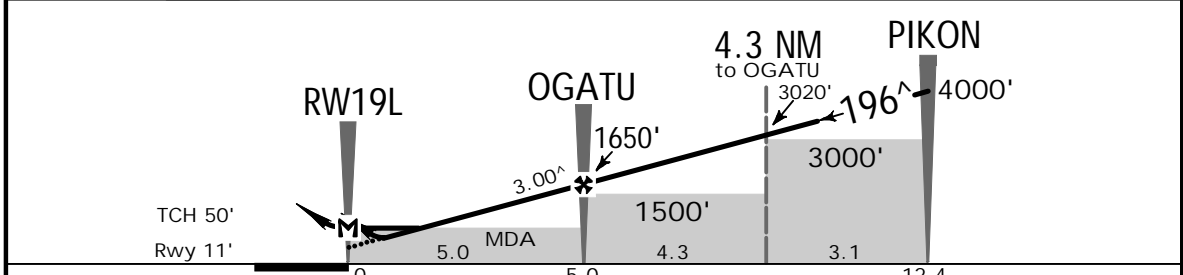
JEPPESEN
17 MAR 23 (12-3).Eff.23.Mar.

BRISBANE, QLD, AUSTRALIA
RNP Z Rwy 19L

BRIEFING STRIP™	ATIS	BRISBANE Approach (R)		FINALS	BRISBANE Tower Rwy		Ground		
	113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	119.25	01R/19L	01L/19R	North	Dom	South
		124.7	125.6		120.5	118.0	124.05	121.7	122.25
	RNAV	Final Apch Crs	OGATU	LNAV/VNAV DA(H)	Apt Elev 15'				
		196^	1650' (1639')	350' (339')	Rwy 11'				
MISSED APCH: Track direct to BNENH, turn LEFT track 166^.									
Climb to 4000' or as directed by ATC.									
RNP Apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL110	Trans alt: 10000'					
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 0°C to 59°C. 3. Max for initial: 185 KT.							MSA ARP 2500 within 10 NM		
4. Aircraft may be RADAR vectored to BETSO. 5. Holding as directed by ATC.									
6. ATC Approach Speeds: At BETSO 185 - 160 KT, At 5NM from Thr 160 - 150 KT.									



NM to NEXT WPT	RW19L	0.9	1.2	2.0	3.0	4.0	OGATU	1.0	2.0	3.0	4.3	5.0	6.0	PIKON
ALTITUDE		350'	430'	700'	1020'	1330'	1650'	1970'	2290'	2610'	3020'	3240'	3560'	4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		BNENH	LT 166^
Glide Path Angle	3.00^	372	478	531	637	743				
MAP at RW19L										

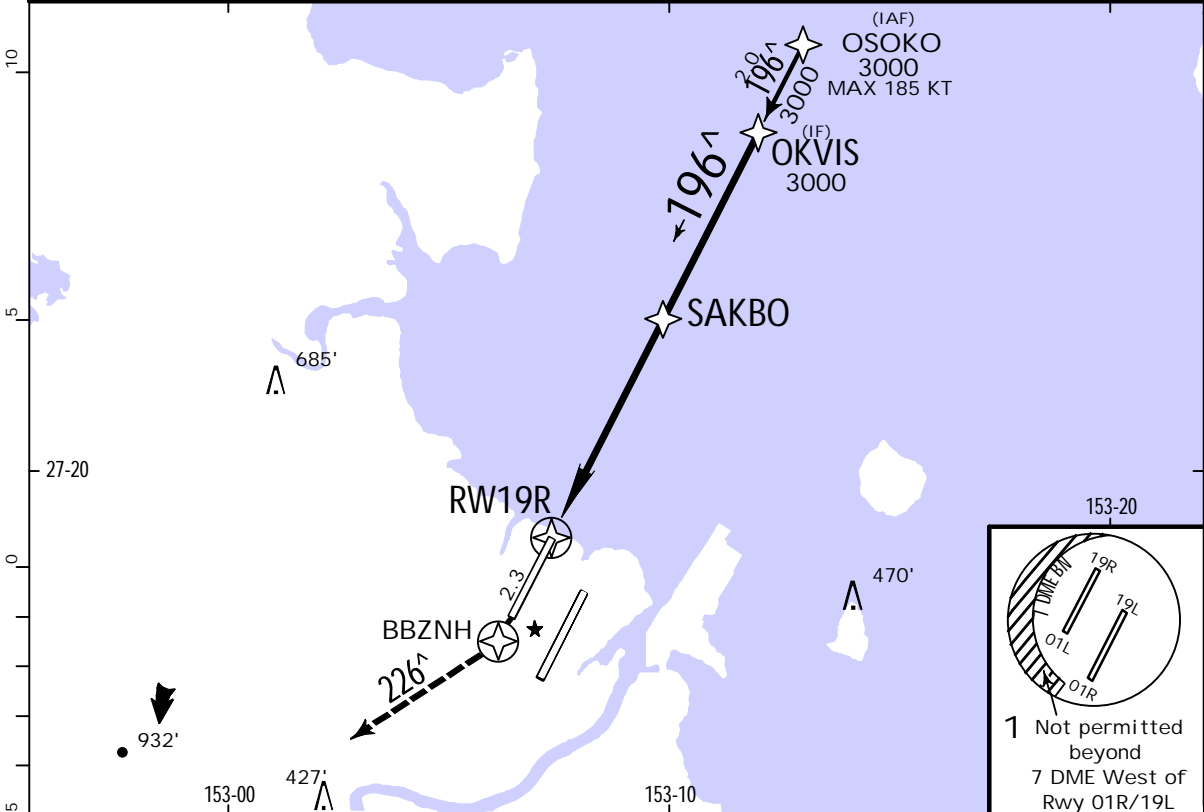
PANS OPS	.State. STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV DA(H)	350' (339')	LNAV MDA(H)	430' (419')
	HIALS out		HIALS out	
	A			Max Kts
	B	V1.0 km	V1.4 km	100
C			135	
D			180	
			205	
			650' (635')	V2.4 km
			780' (765')	V4.0 km
			1 850' (835')	V5.0 km

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BRISBANE INTL

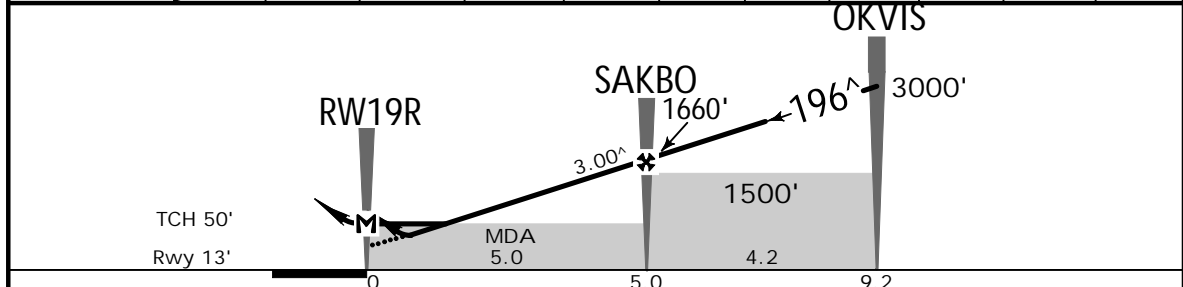
JEPPESEN
17 MAR 23 (12-4).Eff.23.Mar.

BRISBANE, OLD, AUSTRALIA
RNP Z Rwy 19R

ATIS 113.2 125.5		BRISBANE Approach (R) NW of extended CL Rwy 01R/19L 124.7 SE of extended CL Rwy 01R/19L 125.6			FINALS 119.25	BRISBANE Tower Rwy 01L/19R 118.0 Rwy 01R/19L 120.5		Ground North 124.05 Dom 121.7 South 122.25		
RNAV		Final Apch Crs 196[^]	SAKBO 1660' (1647')		LNAV/VNAV DA(H) 350' (337')	Apt Elev 15' Rwy 13'				
MISSED APCH: Track direct to BBZNH, turn RIGHT track 226 [^] or as directed by ATC. Climb to 4000'. RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range 0°C to 59°C. 3. Max for initial: 185 KT. 4. Aircraft may be RADAR vectored to OSOKO. 5. Holding as directed by ATC. 6. ATC Approach Speeds: At OSOKO 185 - 160 KT, At 5NM from Thr 160 - 150 KT.										
MSA ARP 2500 within 10 NM										



NM to NEXT WPT	RW19R	0.9	1.2	2.0	3.0	4.0	SAKBO	1.0	2.0	3.0	OKVIS
ALTITUDE		350'	430'	700'	1020'	1340'	1660'	1970'	2290'	2610'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS			
Glide Path Angle	3.00 [^]	372	478	531	637	743	849			
MAP at RW19R										

.State. LNAV/VNAV STRAIGHT-IN LANDING LNAV				CIRCLE-TO-LAND			
DA(H) 350' (337')		MDA(H) 430' (417')		Max Kts		MDA(H)	
HIALS out		HIALS out		100	650' (635') V2.4 km		
V1.2 km		V1.6 km		135	780' (765') V4.0 km		
				180	780' (765') V4.0 km		
				205	1 850' (835') V5.0 km		

YBBN/BNE

BRISBANE INTL

17 MAR 23 **12-20** .Eff.23.Mar.

BRISBANE, OLD, AUSTRALIA

RNP X Rwy 01L (AR)

ATIS	BRISBANE Approach (R)		FINALS	BRISBANE Tower Rwy		Ground Dom South		
113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	119.25	01L/19R	01R/19L	124.05	121.7	122.25
	124.7	125.6		118.0	120.5			

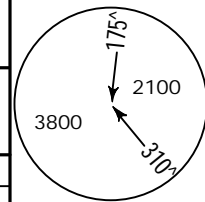
RNAV	Final Apch Crs	BN51~ MANDATORY	DA(H) Refer to Minimums	Apt Elev 15' Rwy 13'
	016^	2240' (2227')		

MISSED APCH: Track 016^ to BBZSH, turn LEFT, track to BN53~ then track 346^ to BN54~. Climb to 4000' or as directed by ATC.
 MAP until BN53~: 210 KT. Refer to minimums for missed apch climb gradient.

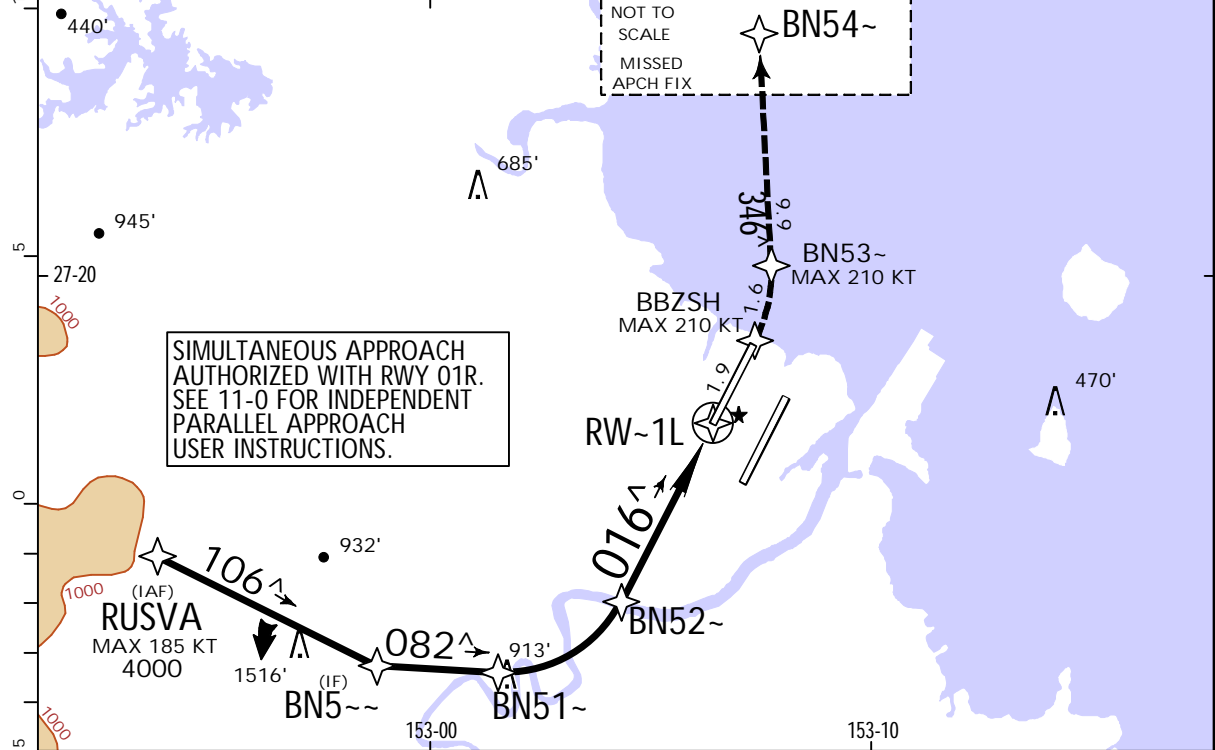
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'

RNP AR Apch | RNP 0.30 REQUIRED from RUSVA.

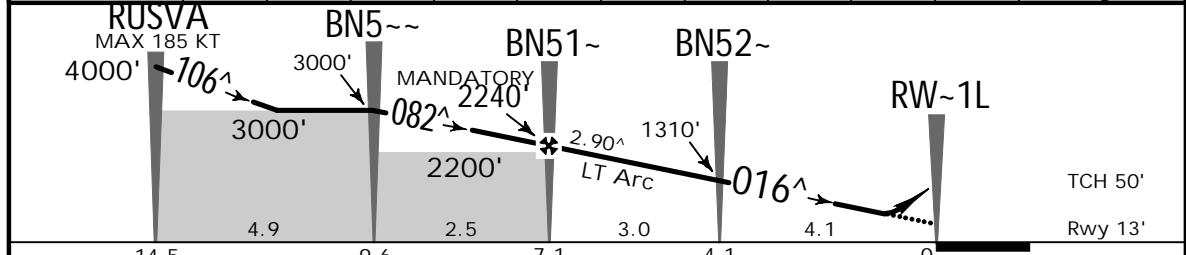
- FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH and temperature REQUIRED. 4. Procedure temperature range 0°C to 59°C. 5. Holding as directed by ATC. 6. ATC Approach Speeds: at RUSVA 185-160 KT, at 5 NM from Thr 160-150 KT. 7. Circling not authorized.



MSA ARP 2500 within 10 NM



NM to NEXT WPT	BN5~~	2.0	1.0	BN51~	2.0	1.0	BN52~	3.0	2.0	1.2	0.7	RW-1L
ALTITUDE	3000'	2860'	2550'	2240'	1930'	1620'	1310'	990'	680'	430'	280'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS						
Glide Path Angle	2.90^	359	462	513	616	718	821	PAPI	PAPI	016^	BBZSH	LT	BN53~

.State.				STRAIGHT-IN LANDING			
RNP 0.15 Missed apch requires MIN climb gradient 5% to 500', then 2.5%				RNP 0.30			
DA(H) 280' (267')				DA(H) 430' (417')			
HIALS out				HIALS out			

PANS OPS	A	VO.8 km	V1.6 km
	B		
	C		
	D		

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BRISBANE INTL

17 MAR 23 **12-21** .Eff.23.Mar.

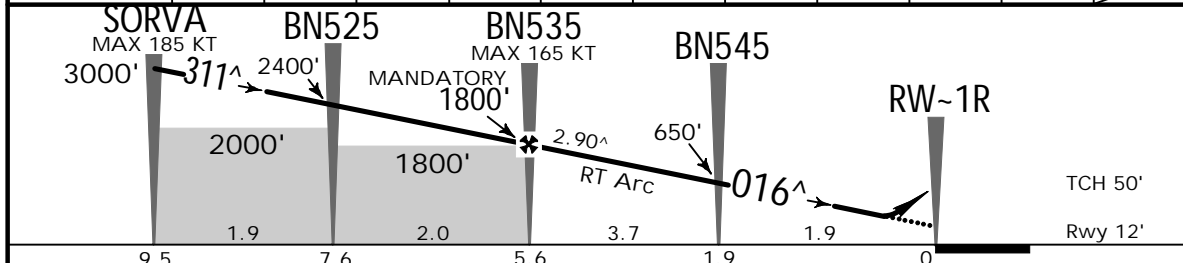
BRISBANE, OLD, AUSTRALIA

RNP X Rwy 01R (AR)

BRIEFING STRIP™	ATIS	BRISBANE Approach (R)			BRISBANE Tower		Ground		
	113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	FINALS	01R/19L	01L/19R	North	Dom	South
RNAV	Final Apch Crs	MANDATORY		RNP 0.30 DA(H)	Apt Elev 15'		Rwy 12'		
MISSED APCH: Track 016^ to BNESH, turn RIGHT, track to BN555 then track 046^ to BN565. Climb to 4000' or as directed by ATC. MAP until BN555: 210 KT.									
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'			
RNP AR Apch RNP 0.30 REQUIRED from SORVA.									
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH and temperature REQUIRED. 4. Procedure temperature range 0°C to 59°C. 5. Holding as directed by ATC. 6. ATC Approach Speeds: at SORVA 185-160 KT, at 5 NM from Thr 160-150 KT. 7. Circling not authorized.									
							MSA ARP 2500 within 10 NM		



NM to NEXT WPT	SORVA	1.0	BN525	1.0	BN535	3.0	2.0	1.0	BN545	1.1	RW-1R
ALTITUDE	3000'	2710'	2400'	2110'	1800'	1580'	1270'	960'	650'	390'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	016^	BNESH	RT	BN555
Glide Path Angle	2.90^	359	462	513	616	718					

.State. STRAIGHT-IN LANDING
RNP 0.30
DA(H) 390' (378')

PANS OPS	A	V1.2 km
	B	
	C	
	D	

YBBN/BNE

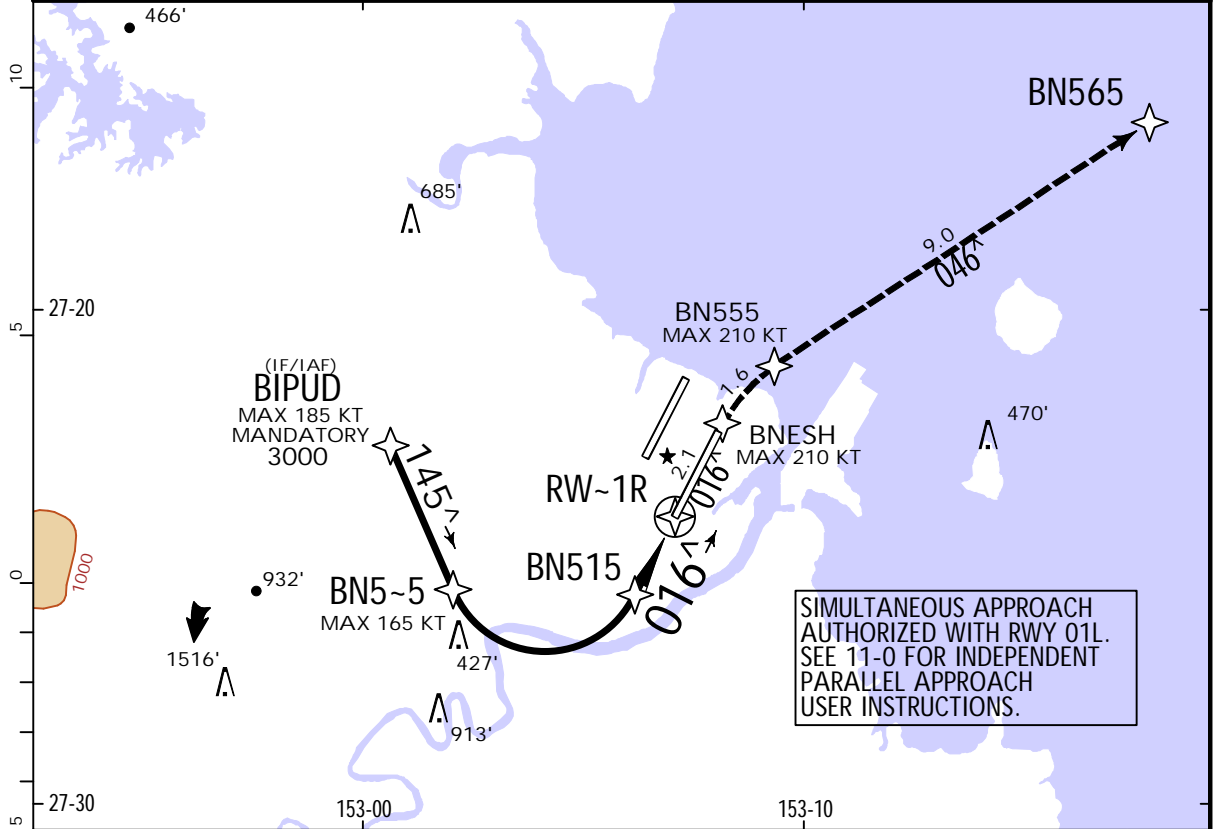
BRISBANE INTL

17 MAR 23 **12-22** .Eff.23.Mar.

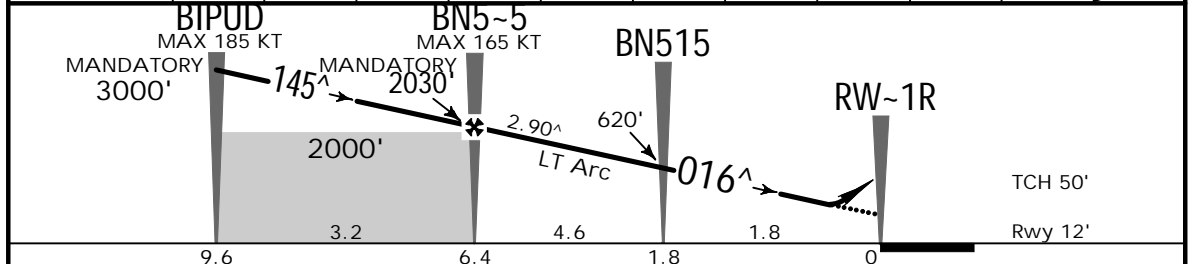
BRISBANE, OLD, AUSTRALIA

RNP M Rwy 01R (AR)

BRIEFING STRIP™	ATIS	BRISBANE Approach (R)			BRISBANE Tower		Ground				
	113.2 125.5	NW of extended CL Rwy 01R/19L 124.7	SE of extended CL Rwy 01R/19L 125.6	FINALS 119.25	Rwy 01R/19L 120.5	Rwy 01L/19R 118.0	North 124.05	Dom 121.7	South 122.25		
RNAV	Final Apch Crs 016[^]	BN5-5 MANDATORY 2030' (2018')		RNP 0.30 DA(H) 390' (378')	Apt Elev 15' Rwy 12'						
MISSED APCH: Track 016 [^] to BNESH, turn RIGHT, track to BN555 then track 046 [^] to BN565. Climb to 4000' or as directed by ATC. MAP until BN555: 210 KT.											
Alt Set: hPa			Rwy Elev: 0 hPa		Trans level: FL110					Trans alt: 10000'	
RNP AR Apch RNP 0.30 REQUIRED from BIPUD.											
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH and temperature REQUIRED. 4. Procedure temperature range 0°C to 59°C. 5. Holding as directed by ATC 6. ATC Approach Speeds: at BIPUD 185-160 KT, at 5 NM from Thr 160-150 KT. 7. Circling not authorized.											
MSA ARP 2500 within 10 NM											



NM to NEXT WPT	BIPUD	2.0	1.0	BN5-5	4.0	3.0	2.0	1.0	BN515	1.1	RW-1R
ALTITUDE	3000'	2640'	2330'	2030'	1850'	1540'	1230'	920'	620'	390'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	016 [^]	BNESH		BN555
Glide Path Angle	2.90 [^]	359	462	513	616	718					

.State. STRAIGHT-IN LANDING
 RNP 0.30
 DA(H) **390'** (378')
 HIALS out

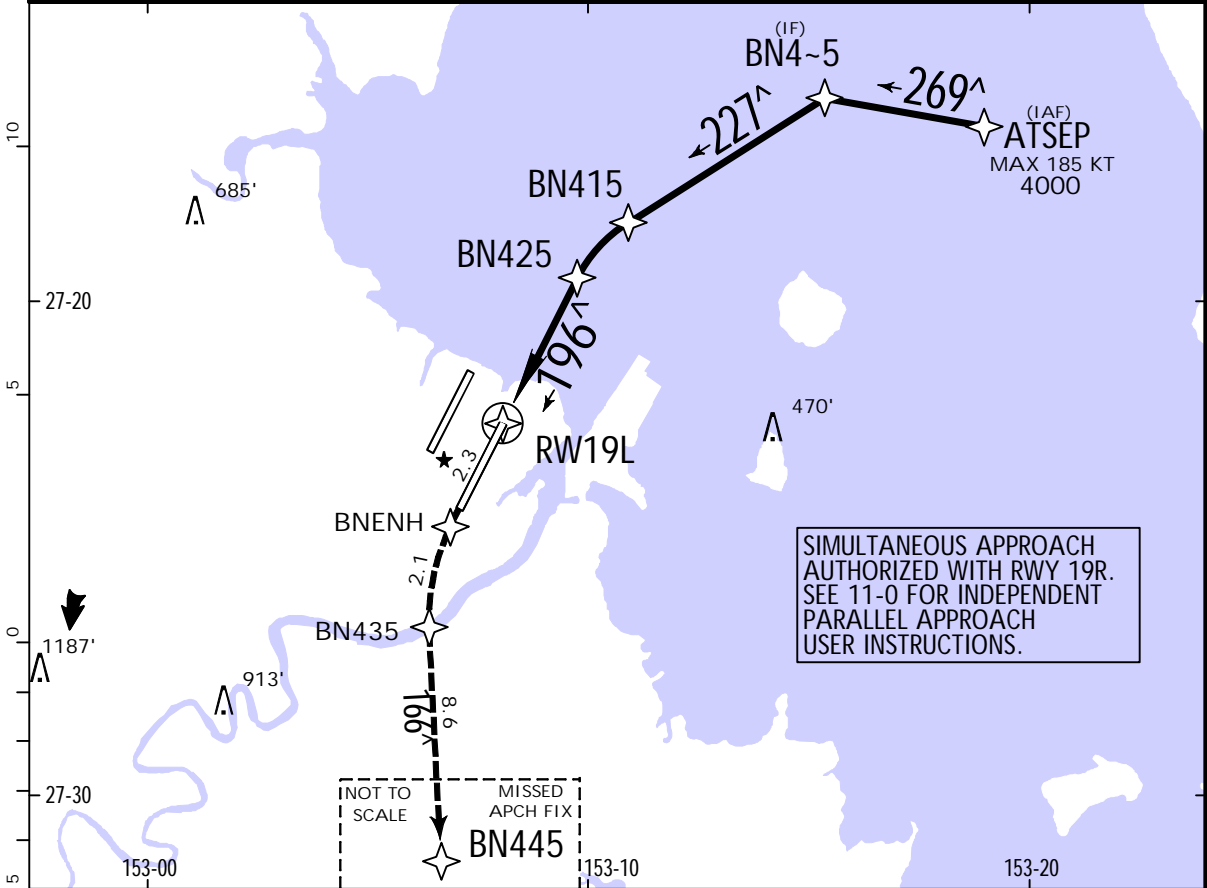
PANS OPS	A	V1.2 km
	B	
	C	
	D	

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BRISBANE INTL

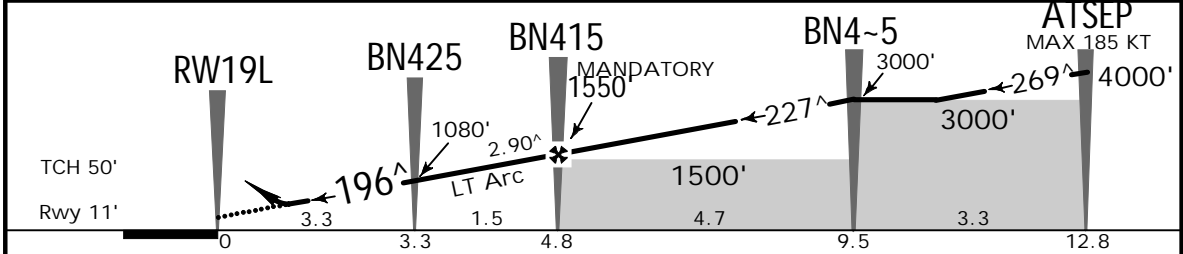
JEPPESEN
17 MAR 23 (12-23) .Eff.23.Mar.

BRISBANE, QLD, AUSTRALIA
RNP X Rwy 19L (AR)

ATIS		BRISBANE Approach (R)			BRISBANE Tower		Ground							
113.2 125.5		NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	FINALS	Rwy 01R/19L	Rwy 01L/19R	North	Dom	South					
		124.7	125.6	119.25	120.5	118.0	124.05	121.7	122.25					
RNAV	Final Apch Crs	BN415 MANDATORY		RNP 0.30 DA(H)	Apt Elev 15' Rwy 11'									
	196^	1550' (1539')		350' (339')										
MISSED APCH: Track 196^ to BNENH, turn LEFT, track to BN435 then track 166^ to BN445. Climb to 4000' or as directed by ATC.														
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'														
RNP AR Apch RNP 0.30 REQUIRED from ATSEP.														
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH and temperature REQUIRED. 4. Procedure temperature range 0°C to 59°C. 5. Holding as directed by ATC. 6. ATC Approach Speeds: at ATSEP 185-160 KT, at 5 NM from Thr 160-150 KT. 7. Circling not authorized.										MSA ARP 2500 within 10 NM				



NM to NEXT WPT	0.9	2.0	BN425	1.0	BN415	1.0	2.0	3.0	4.0	BN4~5
ALTITUDE	350'	680'	1080'	1390'	1550'	1860'	2170'	2480'	2780'	3000'



Gnd speed-Kts	70	90	100	120	140	160		196^	BNENH	LT	BN435
Glide Path Angle	2.90^	359	462	513	616	718					

.State. STRAIGHT-IN LANDING
RNP 0.30
DA(H) 350 (339')

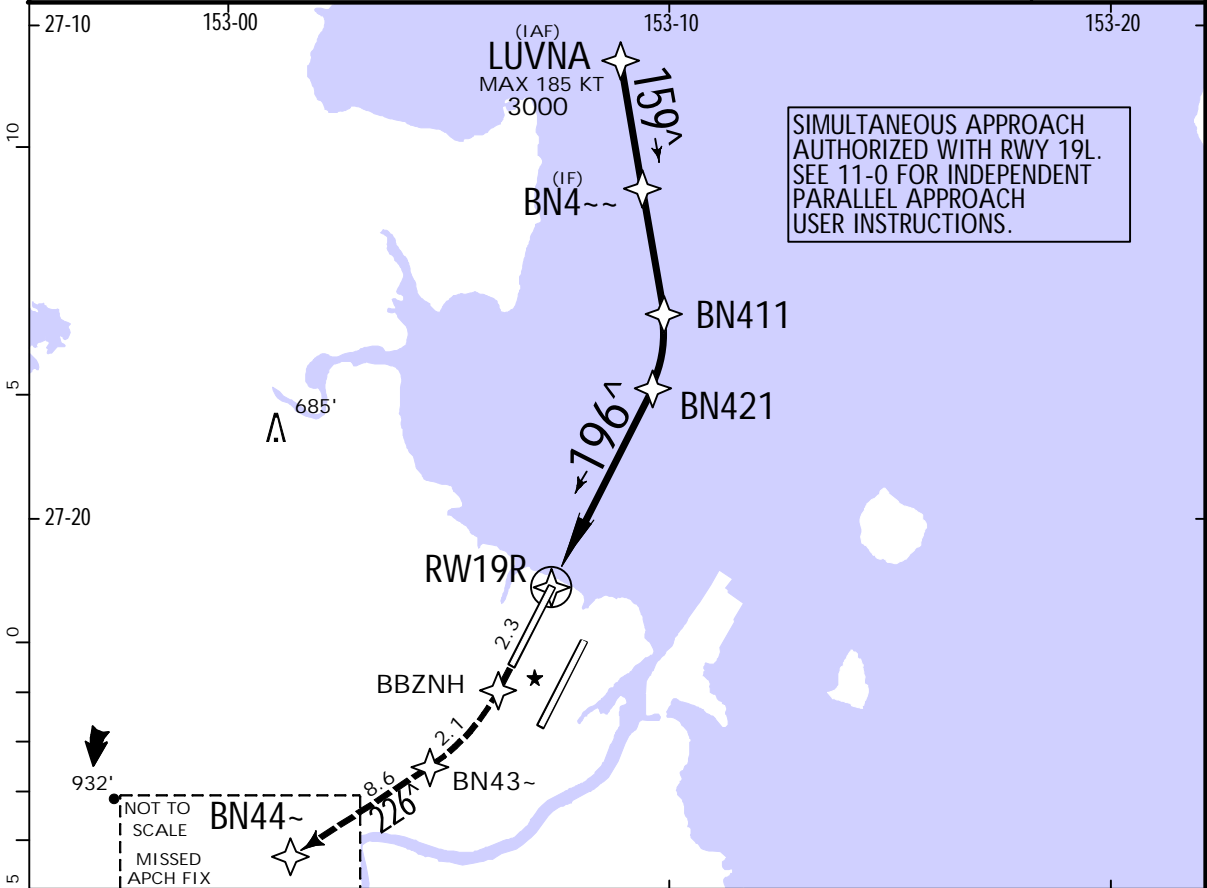
PANS OPS	A	V1.0 km
	B	
	C	
	D	

YBBN/BNE
BRISBANE INTL

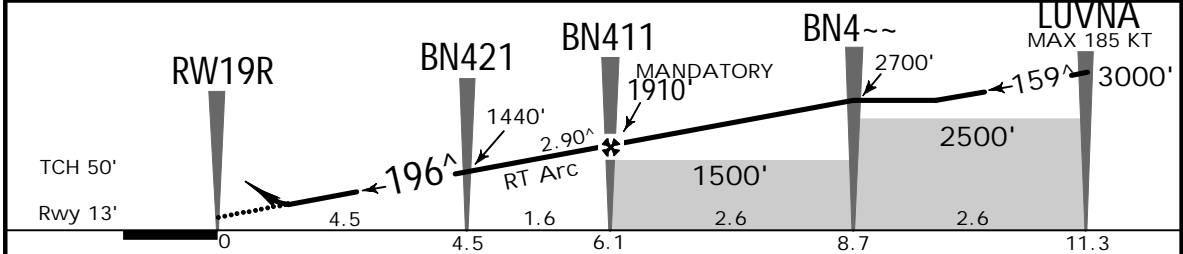
JEPPESEN
17 MAR 23 (12-24) .Eff.23.Mar.

BRISBANE, OLD, AUSTRALIA
RNP X Rwy 19R (AR)

ATIS	BRISBANE Approach (R)		FINALS	BRISBANE Tower		Ground		
113.2 125.5	NW of extended CL Rwy 01R/19L	SE of extended CL Rwy 01R/19L	119.25	01L/19R	01R/19L	North	Dom	South
	124.7	125.6		118.0	120.5	124.05	121.7	122.25
RNAV	Final Apch Crs 196[^]	BN411 MANDATORY (1897')		RNP 0.30 DA(H) 350[^] (337')	Apt Elev 15' Rwy 13'			
MISSED APCH: Track 196 [^] to BBZNH, then turn RIGHT, track to BN43~, then track 226 [^] to BN44~. Climb to 4000' or as directed by ATC.								
Alt Set: hPa			Rwy Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'	
RNP AR Apch RNP 0.30 REQUIRED from LUVNA.								
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH and temperature REQUIRED. 4. Procedure temperature range 0°C to 59°C. 5. Holding as directed by ATC. 6. ATC Approach Speeds: at LUVNA 185-160 KT, at 5 NM from Thr 160-150 KT. 7. Circling not authorized.								



NM to NEXT WPT	0.9	2.0	3.0	4.0	BN421	1.0	BN411	1.0	2.0	BN4~~
ALTITUDE	350'	670'	980'	1290'	1440'	1750'	1910'	2220'	2530'	2700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	196 [^]	BBZNH	RT	BN43~
Glide Path Angle	2.90 [^]	359	462	513	616	718					

State. STRAIGHT-IN LANDING
RNP 0.30
DA(H) 350[^] (337')

PANS OPS	A	V1.2 km
	B	
	C	
	D	

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BRISBANE, QL (BRISBANE INTL - YBBN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YBBN