

General Info

Brisbane QL, AUS

S 27° 23.0' E153° 07.0' Mag Var: 11.3°E

Elevation: 13'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs

Fuel: 100-130, Jet A-1

Time Zone Info: GMT+10:00 no DST

Runway Info

Runway 01-19 11680' x 148' asphalt

Runway 14-32 5774' x 98' asphalt

Runway 01 (16.0°M) TDZE 12'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 197'

Stopway Distance 197'

Runway 14 (134.0°M) TDZE 11'

Lights: Edge

Displaced Threshold Distance 197'

Runway 19 (196.0°M) TDZE 11'

Lights: Edge, ALS, Centerline, TDZ

Runway 32 (314.0°M) TDZE 9'

Lights: Edge

Displaced Threshold Distance 197'

Communications InfoATIS **125.5**ATIS **113.2**Brisbane Tower **120.5**Brisbane Ground Control **121.7**Brisbane Clearance Delivery **118.6**Brisbane Approach Control **125.6**Brisbane Approach Control **124.7**Brisbane Approach Control **123.5**Brisbane Departure Control **125.6** Out to 30 mi.Brisbane Departure Control **124.7** Out to 30 mi.Brisbane Departure Control **128.3**Brisbane Departure Control **123.5**Brisbane Radar **125.7****Notebook Info**

JEPPESEN

19 NOV 04

10-2

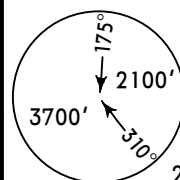
Eff 25 Nov

DME or GPS ARRIVAL

BRISBANE, QLD, AUSTRALIA

**BRISBANE INTL
 SECTOR A**

ATIS **113.2 125.5**
 BRISBANE Approach (R)
 Northwest of extended C/L rwy 01-19 **124.7**
 Southeast of extended C/L rwy 01-19 **125.6**
 BRISBANE Tower **120.5**
 Ground **121.7**

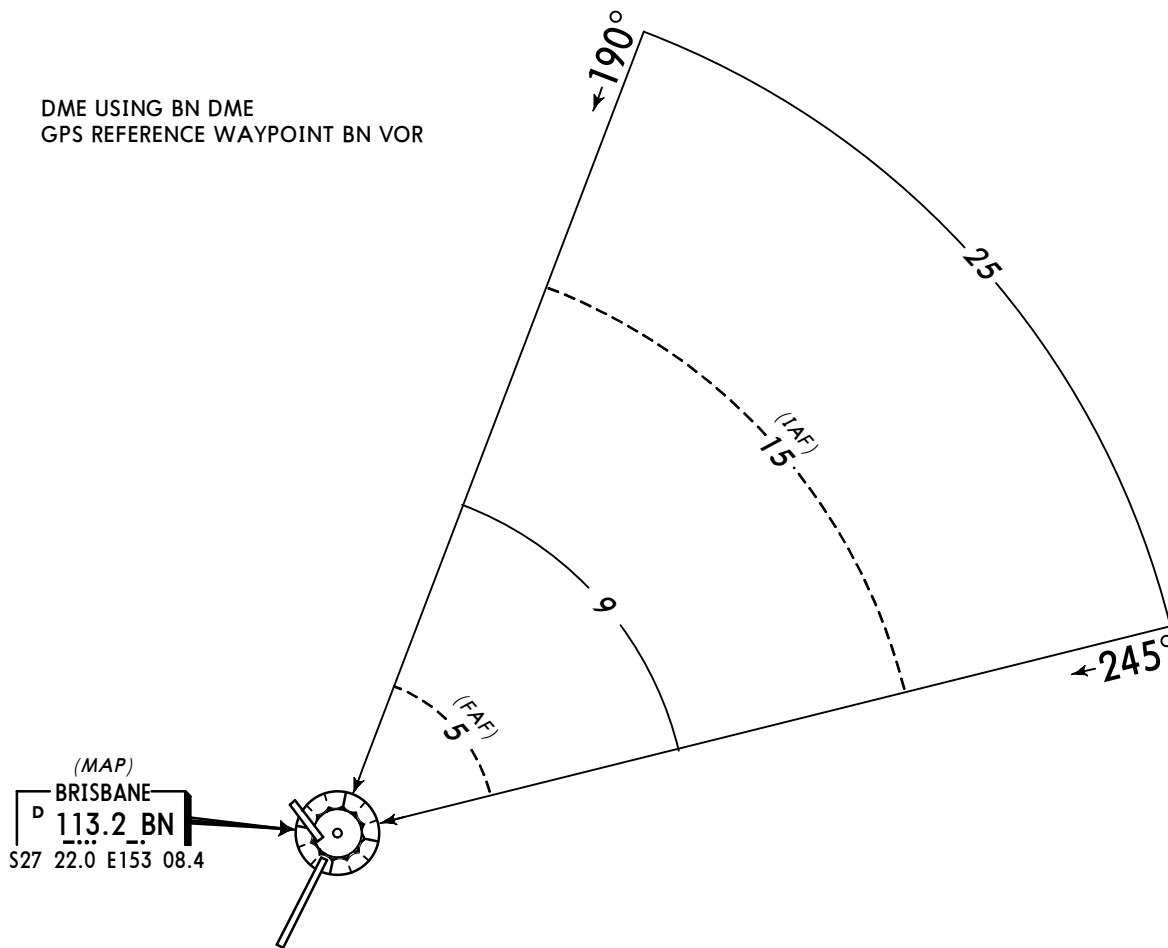


MSA
 BN VOR
 Within 25 NM
 2500' within 10 NM
 VOR 113.2 BN
 Apt. Elev **13'**

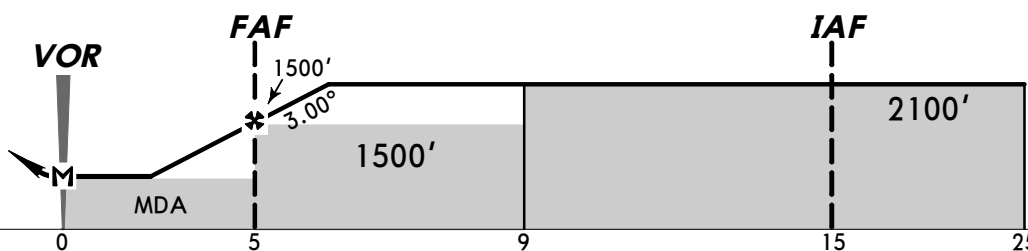
Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9987')

NOT TO SCALE

DME USING BN DME
 GPS REFERENCE WAYPOINT BN VOR



NM to VOR	2.2	2.6	3.0	4.0	5.0	6.0	6.9
ALTITUDE	600'	750'	850'	1180'	1500'	1820'	2100'



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

CIRCLE-TO-LAND

A, B: **600'** (587')
 C: **750'** (737')
 D: **850'** (837')

A	2.4 km						
B	2.4 km						
C	4.0 km						
D	5.0 km						

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

CHANGES: Profile depiction, MSA.

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JEPPESEN

19 NOV 04

10-2A

Eff 25 Nov

DME or GPS ARRIVAL

ATIS **113.2 125.5**

BRISBANE Approach (R)

Northwest of extended C/L rwy 01-19 **124.7**

Southeast of extended C/L rwy 01-19 **125.6**

BRISBANE Tower **120.5**

Ground **121.7**

Alt Set: hPa

Trans level: FL 110

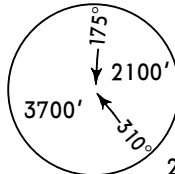
Apt Elev: 1 hPa

Trans alt: 10000' (9987')

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR B



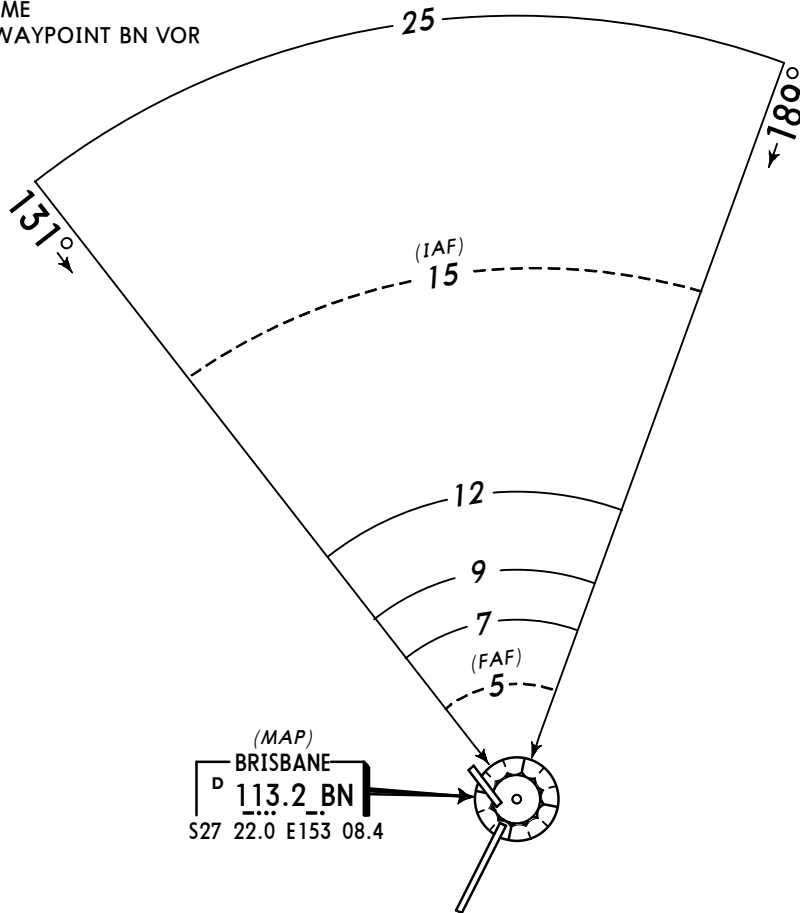
MSA
BN VOR
Within 25 NM
2500' within 10 NM

VOR 113.2 BN

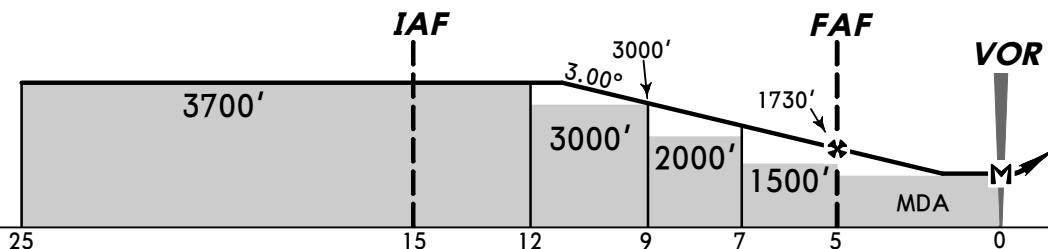
Apt. Elev **13'**

NOT TO SCALE

DME USING BN DME
GPS REFERENCE WAYPOINT BN VOR



NM to VOR	11.2	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.9	1.5
ALTITUDE	3700'	3635'	3320'	3000'	2685'	2365'	2045'	1730'	1410'	1095'	850'	775'	750'	600'



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

CIRCLE-TO-LAND

A, B: **600'** (587')
C: **750'** (737')
D: **850'** (837')

A	2.4 km						
B	2.4 km						
C	4.0 km						
D	5.0 km						

PANS OPS

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

CHANGES: Profile depiction, MSA.

JEPPESEN

19 NOV 04

10-2B

Eff 25 Nov

DME or GPS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR C

ATIS **113.2 125.5**

BRISBANE Approach (R)

Northwest of extended C/L rwy 01-19 **124.7**

Southeast of extended C/L rwy 01-19 **125.6**

BRISBANE Tower **120.5**

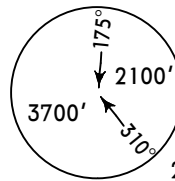
Ground **121.7**

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

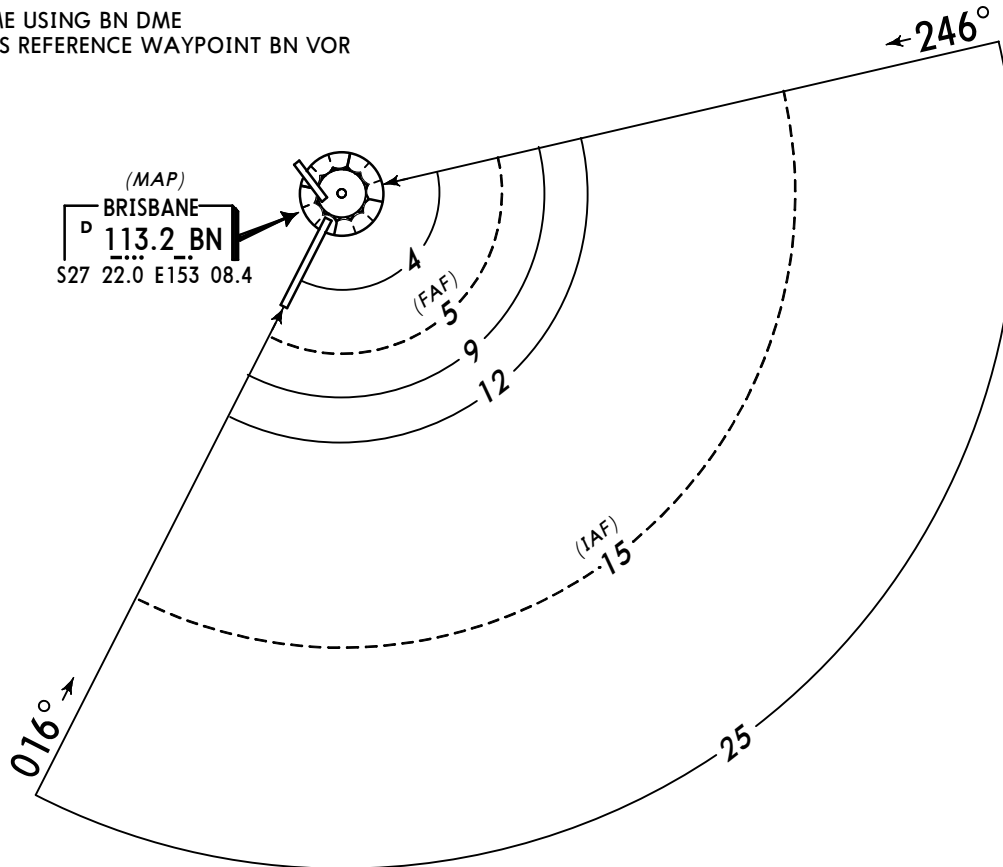
Trans alt: 10000' (9987')



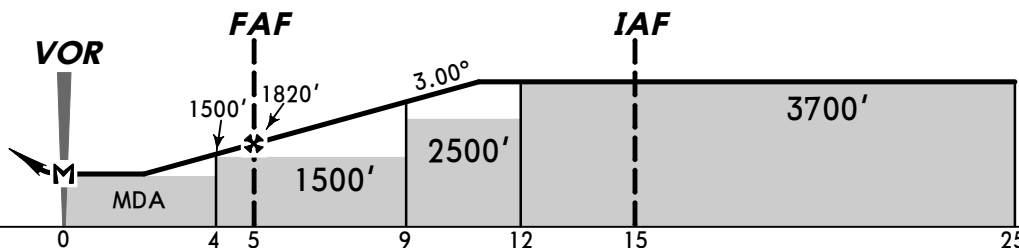
MSA
BN VOR
Within 25 NM
2500' within 10 NM
VOR 113.2 BN
Apt. Elev **13'**

DME USING BN DME
GPS REFERENCE WAYPOINT BN VOR

NOT TO SCALE



NM to VOR	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.9
ALTITUDE	900'	1185'	1500'	1820'	2135'	2455'	2775'	3090'	3410'	3700'



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

CIRCLE-TO-LAND

MDA(H) **900' (887')**

A	2.4 km									
B	4.0 km									
C	5.0 km									
D										

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

JEPPESEN

19 NOV 04

10-2C

Eff 25 Nov

DME or GPS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

ATIS **113.2 125.5**

BRISBANE Approach (R)

Northwest of extended C/L rwy 01-19 **124.7**

Southeast of extended C/L rwy 01-19 **125.6**

BRISBANE Tower **120.5**

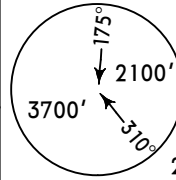
Ground **121.7**

Alt Set: hPa

Trans level: FL 110

Apt Elev: 1 hPa

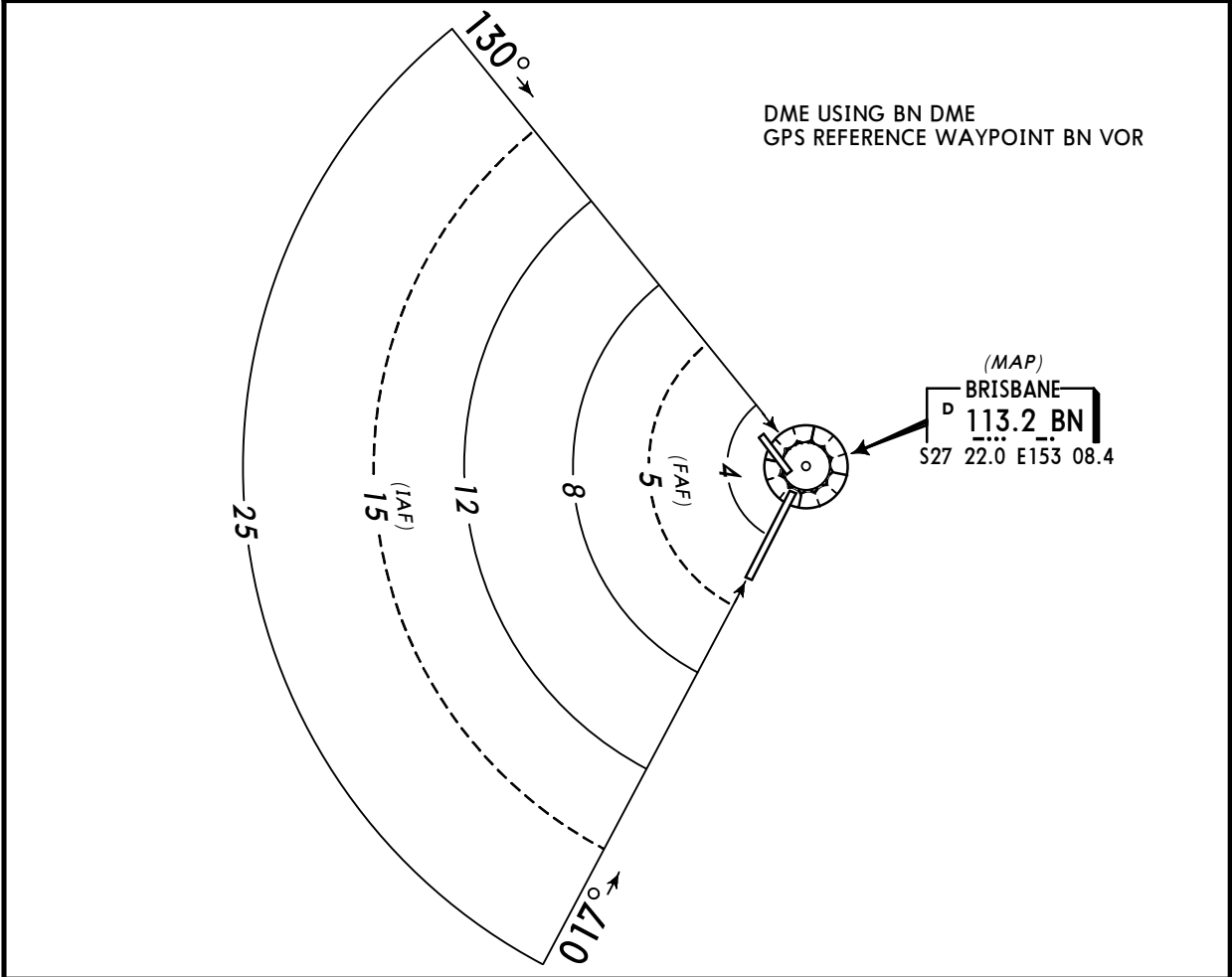
Trans alt: 10000' (9987')



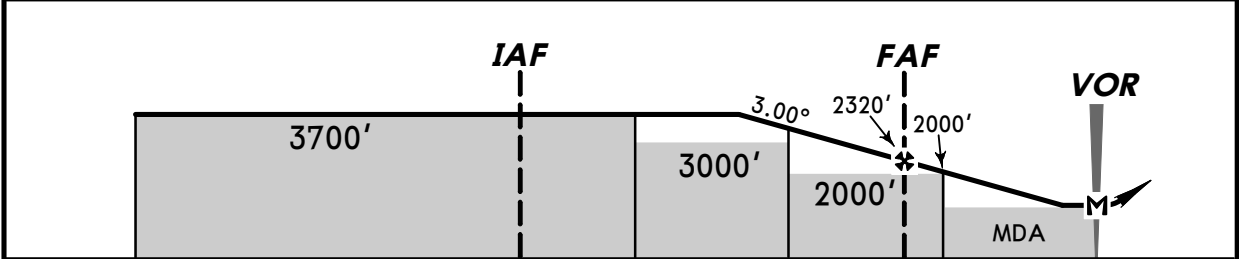
MSA
 BN VOR
 Within 25 NM
 2500' within 10 NM

VOR 113.2 BN
 Apt. Elev **13'**

NOT TO SCALE



NM to VOR	9.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3700'	3590'	3275'	2955'	2635'	2320'	2000'	1685'	1365'	1050'	1000'



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

CIRCLE-TO-LAND

MDA(H) 1000' (987')

A	2.4 km										
B	4.0 km										
C	5.0 km										
D											

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

CHANGES: Profile depiction, MSA.

RNAV STAR

JEPPESEN 1 JUN 07 **(10-2D)**

Eff 7 Jun

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

ATIS **113.2 125.5**
 BRISBANE Approach (R) **125.6**

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

AMITY TWO ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

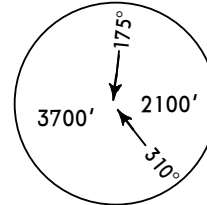
ARRIVAL

RWY 01: Cross AMITY at or below 8000'. From AMITY track 232° to DUNNI. Cross DUNNI at or above 4000'. Track 233° to TINGL, then turn RIGHT track direct to LISSA. Cross LISSA at or above 3000'. From LISSA either turn RIGHT, track 313° to 4 NM final; or

For RNAV (RNP): From LISSA track via RWY 01 RNAV (RNP) P.

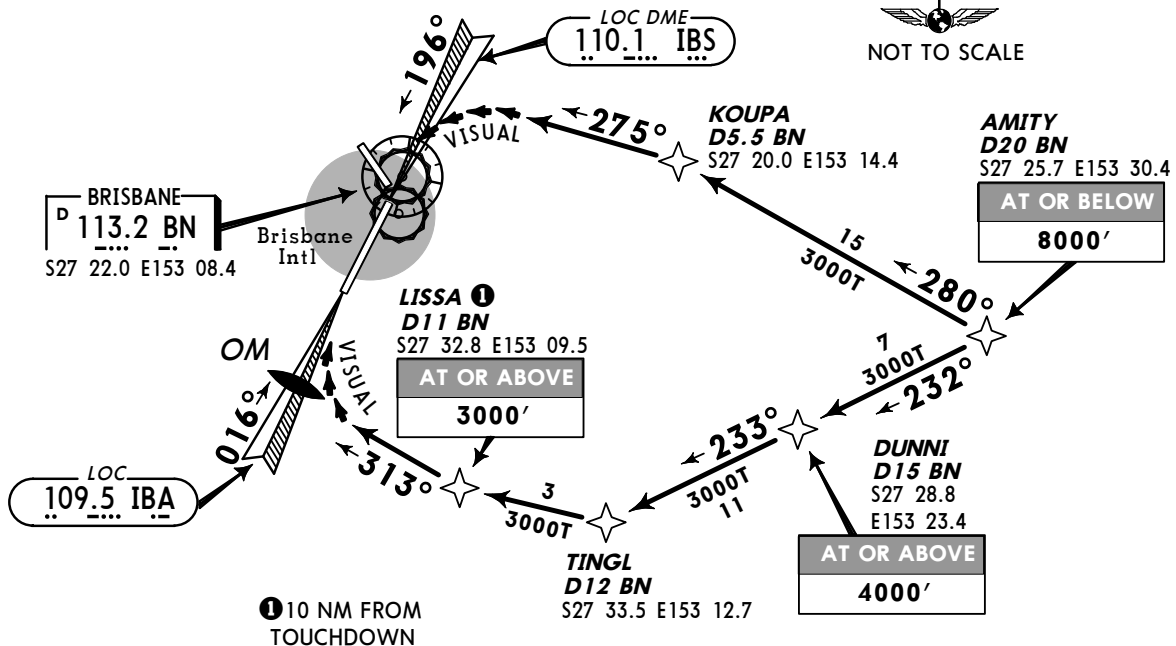
RWY 19: Cross AMITY at or below 8000'. From AMITY either track 280° to KOUPA. From KOUPA turn LEFT track 275° to 3.5 NM final; or

For RNAV (RNP): From AMITY track via RWY 19 RNAV (RNP) P.



MSA BN VOR
 2500'
 Within 10 NM

GPS permitted in lieu of DME
 Reference waypoint BN VOR



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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 minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
 IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

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RNAV STAR

JEPPESEN 16 NOV 07 **(10-2D)**

Eff 22 Nov

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

ATIS **113.2 125.5**
 BRISBANE Approach (R) **125.6**

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

AMITY THREE ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

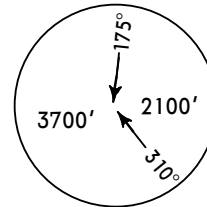
ARRIVAL

RWY 01: Cross AMITY at or below 8000'. From AMITY track 232° to DUNNI. Cross DUNNI at or above 4000'. Track 233° to TINGL, then turn RIGHT track direct to LISSA. Cross LISSA at or above 3000'. From LISSA either turn RIGHT, track 313° to 4 NM final; or

For RNAV (RNP): From LISSA track via RNAV-P (RNP) RWY 01.

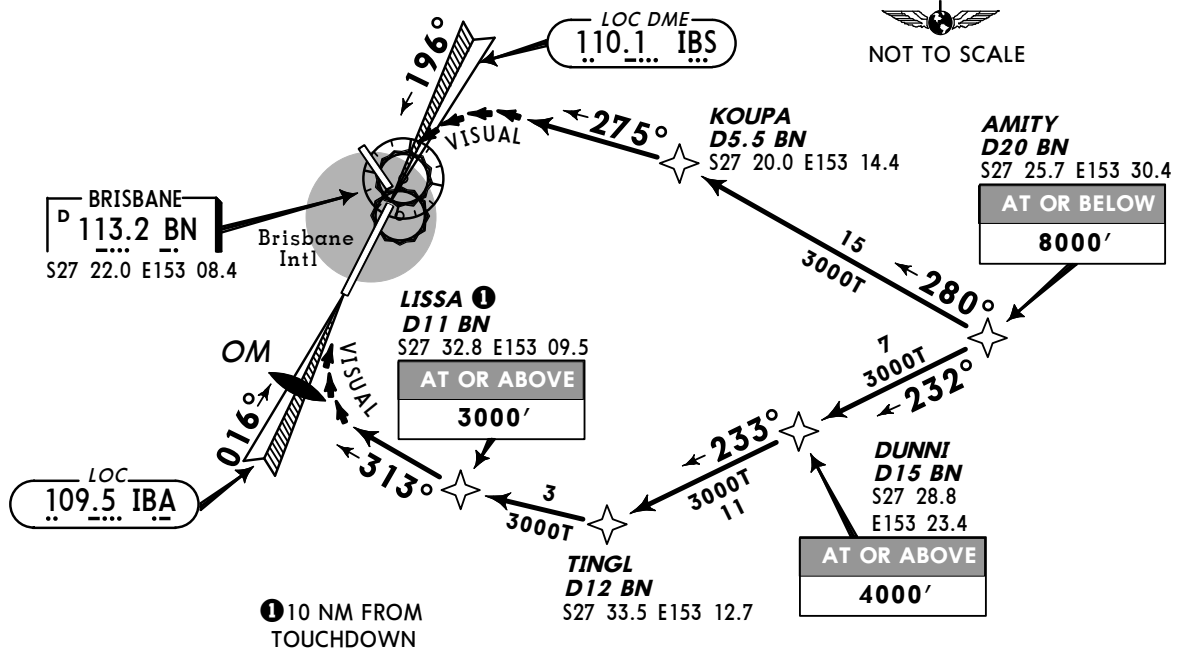
RWY 19: Cross AMITY at or below 8000'. From AMITY either track 280° to KOUPA. From KOUPA turn LEFT track 275° to 3.5 NM final; or

For RNAV (RNP): From AMITY track via RNAV-P (RNP) RWY 19.



MSA BN VOR
 2500'
 Within 10 NM

GPS permitted in lieu of DME
 Reference waypoint BN VOR



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 minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
 IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

STAR

JEPPESEN 16 NOV 07 **10-2E**

Eff 22 Nov

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

ATIS **113.2 125.5**
 BRISBANE Approach (R) **125.6**

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

BLAKA SEVEN ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From BLAKA track via JCW R-182 to JCW VOR.

RWY 01: From JCW VOR track via JCW R-313 to LISSA. Cross COTON at or below 5000'. Cross LISSA at or above 3000'. From LISSA, either track 313° for 4 NM final; or

For RNAV (RNP): From LISSA track via RNAV-P (RNP) RWY 01.

RWY 14: From JCW VOR track via JCW R-325 to BN VOR for Rwy 14 VOR approach.

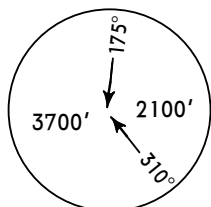
RWY 19 (RNAV): From JCW VOR track via JCW R-350 to POODL. From POODL, either turn LEFT track 323° to KOUPA. Then turn LEFT, track 275° for 3.5 NM final; or

For RNAV (RNP): From POODL track via RNAV-P (RNP) RWY 19.

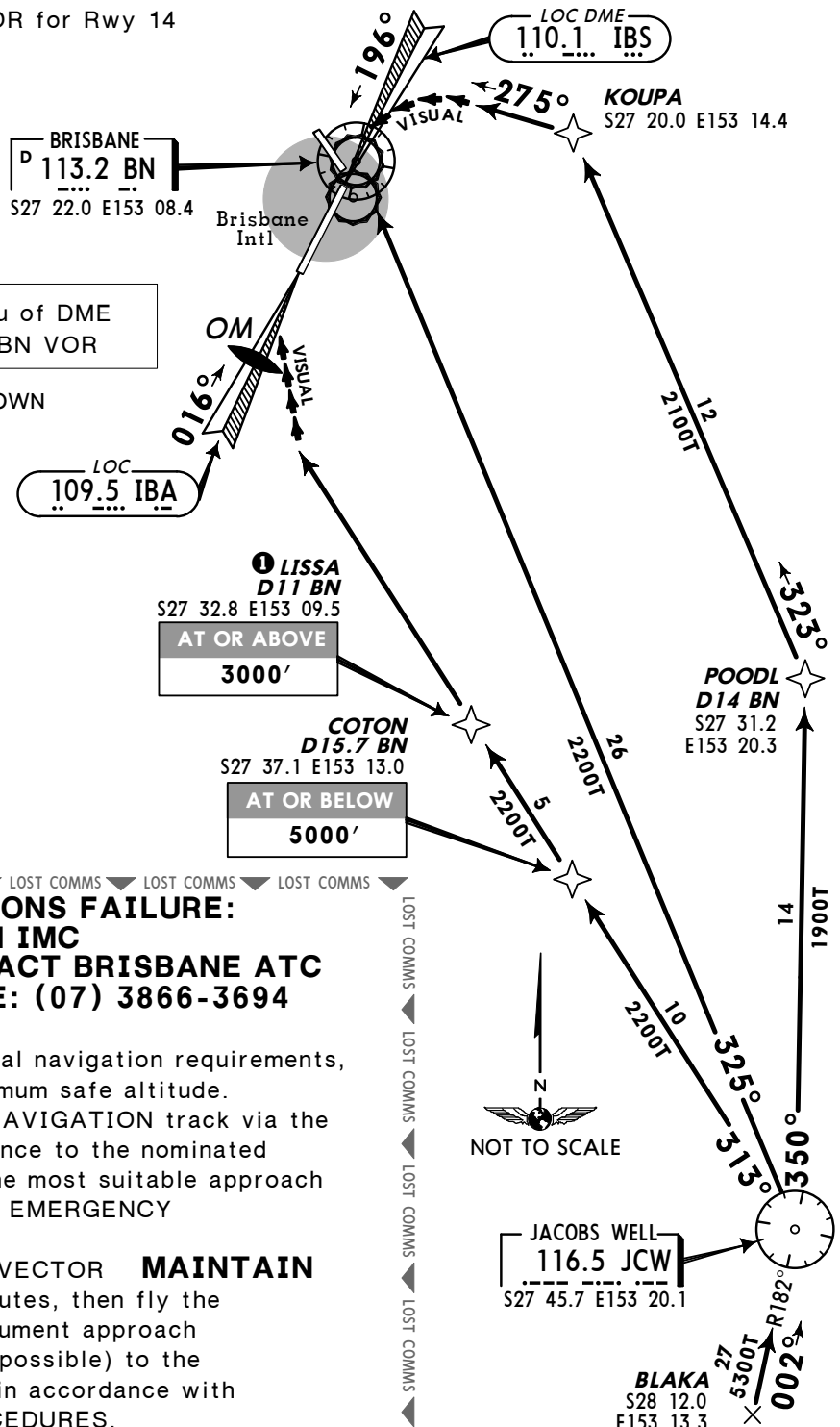
RWY 32 (VISUAL): From JCW VOR track via JCW R-325 to BN VOR, report airport in sight for tracking instructions to final RWY 32.

GPS permitted in lieu of DME
 Reference waypoint BN VOR

① 10 NM FROM TOUCHDOWN



MSA
BN VOR
 2500' Within 10 NM



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

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

Squawk 7600.
 Comply with vertical navigation requirements, but not below minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.



RNAV STAR

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

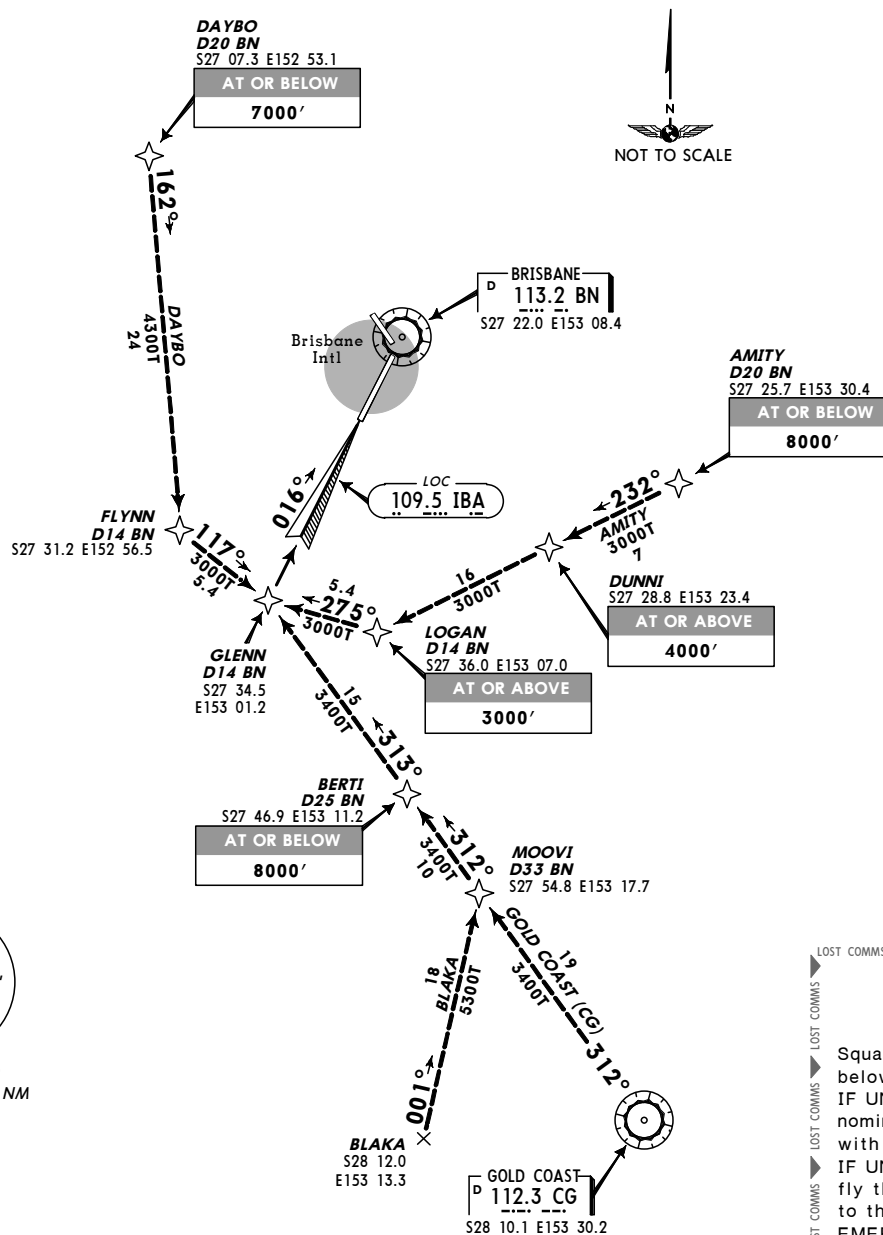
1 JUN 07
 JEPPESEN Eff 7 Jun 10-2G

ATIS 113.2 125.5
 BRISBANE Approach (R) 124.7 (NORTH)
 125.6 (SOUTH)

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

GLENN FOUR ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'



TRANSITIONS

AMITY: Cross AMITY at or below 8000'. From AMITY track 232° to DUNNI, then LOGAN. Cross DUNNI at or above 4000' and LOGAN at or above 3000'. Turn RIGHT, track 275° to GLENN, then follow arrival instructions.

BLAKA: From BLAKA track 001° to MOOVI. Turn LEFT, track 312° to BERTI. Cross BERTI at or below 8000'. Track 313° to GLENN, then follow arrival instructions.

DAYBO: Cross DAYBO at or below 7000'. From DAYBO track 162° to FLYNN. Turn LEFT, track 117° to GLENN, then follow arrival instructions.

GOLD COAST (CG): From CG VOR track 312° to MOOVI. Track 312° to BERTI. Cross BERTI at or below 8000'. Track 313° to GLENN, then follow arrival instructions.

ARRIVAL

RWY 01: From GLENN track via instrument approach as advised or cleared.

GPS permitted in lieu of DME
 Reference waypoint BN VOR

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 minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
 IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

STAR

JEPPESEN 16 NOV 07 **(10-2H)** Eff 22 Nov **BRISBANE, QLD, AUSTRALIA**

ATIS **113.2 125.5**
 BRISBANE Approach (R) **125.6**

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

GOLD COAST (CG) FOUR ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

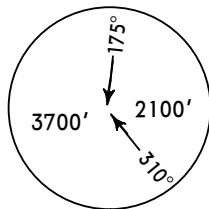
RWY 01: From CG VOR track via CG R-328 to JCW VOR. Track via JCW R-313 to LISSA. Cross COTON at or below 5000'. Cross LISSA at or above 3000'. From LISSA, either track 313° for 4 NM final; or
For RNAV (RNP): From LISSA track via RNAV-P (RNP) RWY 01.

RWY 14: From CG VOR track via CG R-340 to CRAWLS. Turn LEFT track to WELLI. Cross WELLI at or below 3000'. Track via BN R-131 to BN VOR. EXPECT clearance for VOR RWY 14 approach.

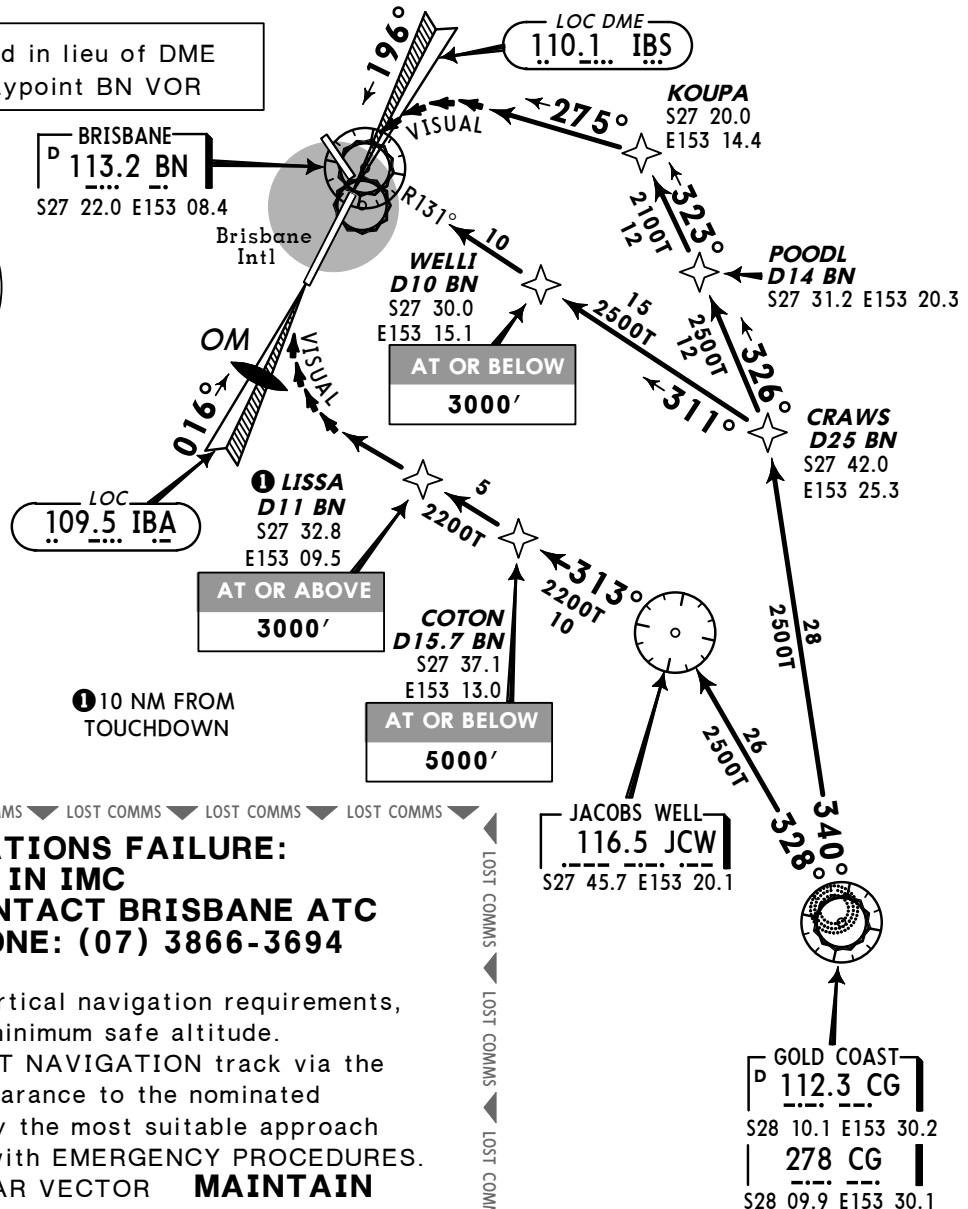
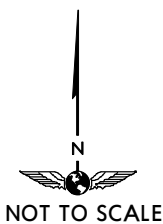
RWY 19 (RNAV): From CG VOR track 340° to CRAWLS. Turn LEFT, track 326° to POODL. From POODL, either turn LEFT track 323° to KOUPA then track 275° for 3.5 NM final; or
For RNAV (RNP): From POODL track via RNAV-P (RNP) RWY 19.

RWY 32 (VISUAL): From CG VOR track via CG R-340 to CRAWLS. Turn LEFT track to WELLI. Cross WELLI at or below 3000'. Track via BN R-131 to BN VOR. Report airport in sight for tracking instructions to final RWY 32.

GPS permitted in lieu of DME
 Reference waypoint BN VOR



MSA BN VOR
 2500'
 Within 10 NM



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

**COMMUNICATIONS FAILURE:
 PROCEDURE IN IMC
 IF ABLE CONTACT BRISBANE ATC
 ON TELEPHONE: (07) 3866-3694
 Squawk 7600.**

Comply with vertical navigation requirements, but not below minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
 IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

STAR

JEPPESEN

12 JAN 07

(10-2J)

Eff 18 Jan

BRISBANE, QLD, AUSTRALIA

ATIS **113.2 125.5**

BRISBANE Approach (R) **124.7**

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

MALENY FIVE ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From MLY VOR track via MLY R-141 to GAYLA. From GAYLA track via BN R-320 to BURPA. Cross BURPA at or below 6000'.

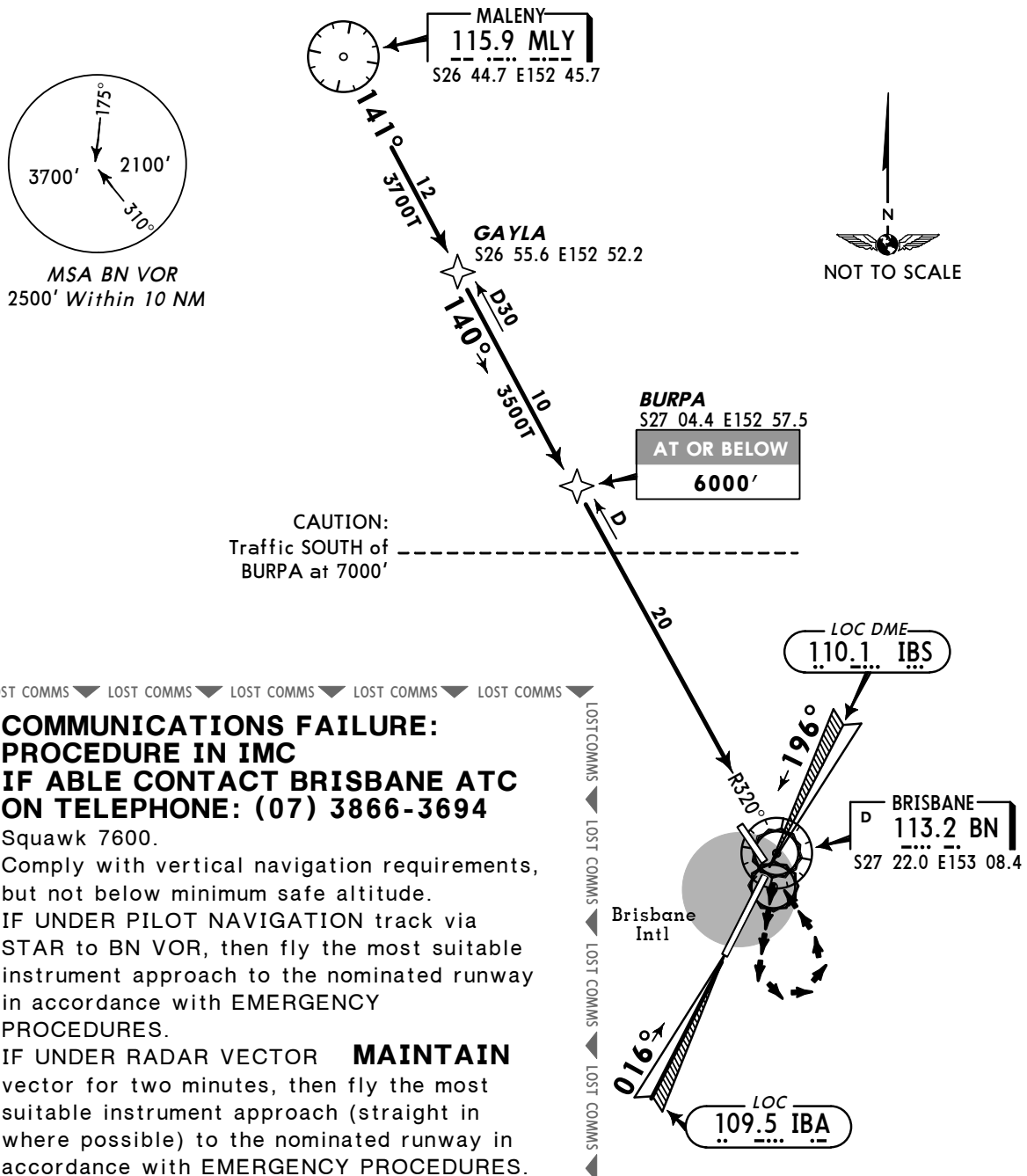
RWY 01: From BURPA track via BN R-320 to BN VOR. EXPECT clearance for RWY 01 ILS or VOR/DME approach.

RWY 14: From BURPA track via BN R-320 to BN VOR. EXPECT RADAR vectors for instrument approach RWY 14. In VMC EXPECT tracking instructions to final RWY 14.

RWY 19: From BURPA track via BN R-320 to BN VOR. EXPECT clearance for RWY 19 ILS or VOR/DME approach.

RWY 32 (VISUAL): From BURPA track via BN R-320 to BN VOR. From BN VOR track for LEFT base RWY 32.

GPS permitted in lieu of DME
 Reference waypoint BN VOR



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 minimum safe altitude.
IF UNDER PILOT NAVIGATION track via STAR to BN VOR, then fly the most suitable instrument approach to the nominated runway in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

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

STAR

JEPPESEN 16 NOV 07 (10-2J) Eff 22 Nov **BRISBANE, QLD, AUSTRALIA**

ATIS **113.2 125.5**
 BRISBANE Approach (R) **124.7**

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

MALENY SIX ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From MLY VOR track via MLY R-141 to GAYLA. From GAYLA track via BN R-320 to BURPA. Cross BURPA at or below 6000'.

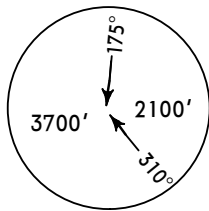
RWY 01: From BURPA track via BN R-320 to BN VOR. EXPECT RADAR vectors for instrument approach RWY 01. In VMC EXPECT tracking instruction to final RWY 01.

RWY 14: From BURPA track via BN R-320 to BN VOR. EXPECT RADAR vectors for instrument approach RWY 14. In VMC EXPECT tracking instructions to final RWY 14.

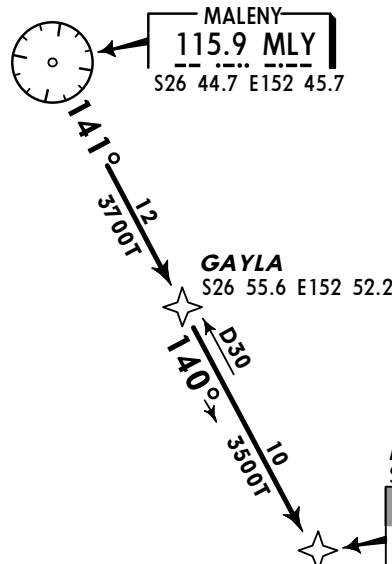
RWY 19: From BURPA track via BN R-320 to BN VOR. EXPECT RADAR vectors for instrument approach RWY 19. In VMC EXPECT tracking instruction to final RWY 19.

RWY 32 (VISUAL): From BURPA track via BN R-320 to BN VOR. From BN VOR track for LEFT base RWY 32.

GPS permitted in lieu of DME
 Reference waypoint BN VOR



MSA BN VOR
 2500' Within 10 NM



CAUTION:
 Traffic SOUTH of
 BURPA at 7000'

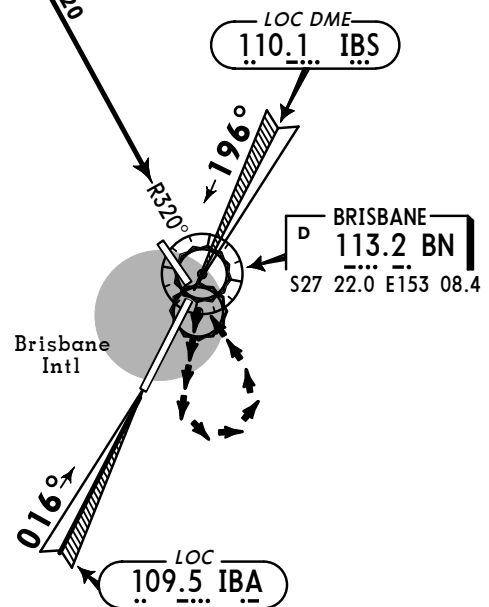
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

**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 minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via STAR to BN VOR, then fly the most suitable instrument approach to the nominated runway in accordance with EMERGENCY PROCEDURES.

IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

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



RNAV STAR

JEPPESEN 12 JAN 07 **10-2K** Eff 18 Jan

BRISBANE, QLD, AUSTRALIA

ATIS **113.2 125.5**
 BRISBANE Approach (R) **124.7**

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

QUIET SEVEN ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

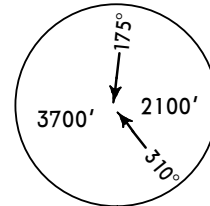
SMOKA: From SMOKA to QUIET:

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

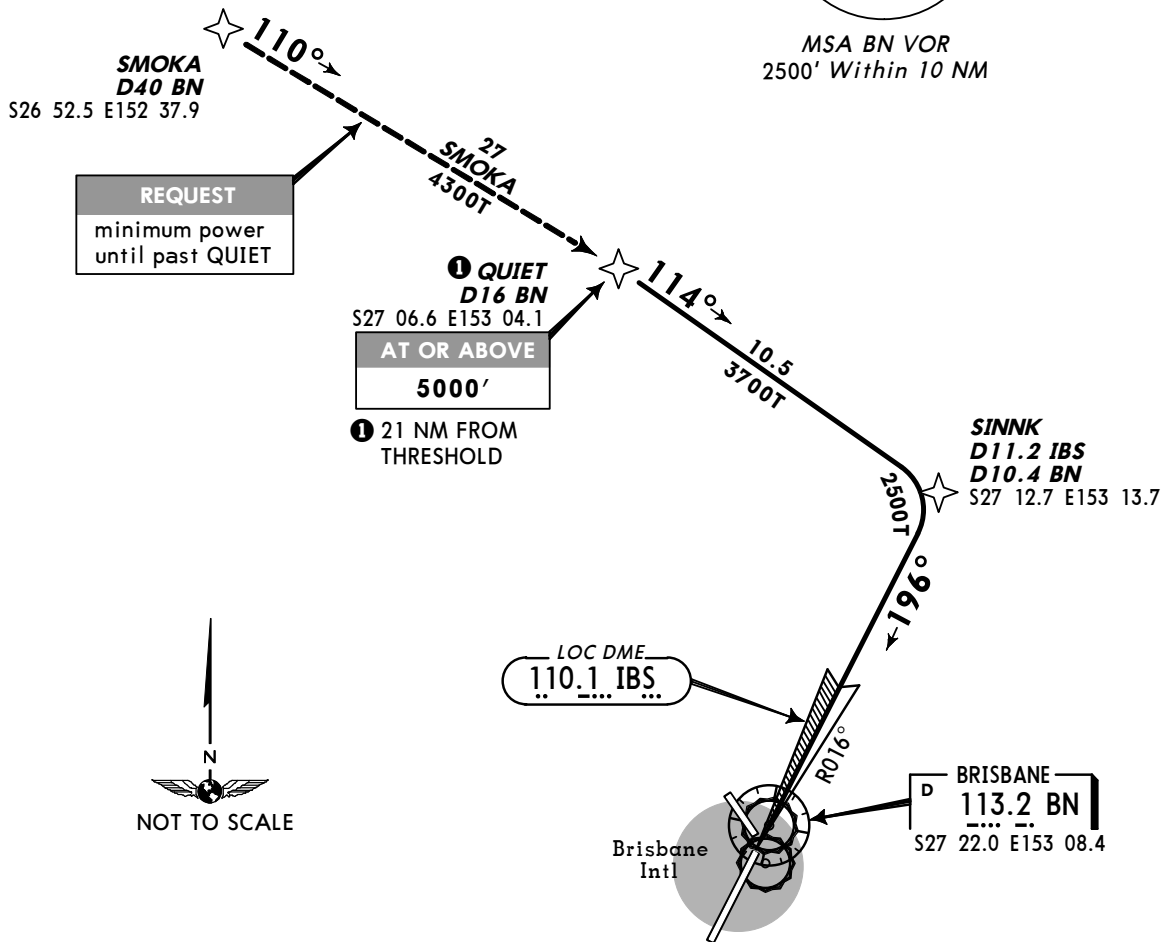
GPS permitted in lieu of DME
 Reference waypoint BN VOR

ARRIVAL

RWY 19: From QUIET track 114° to SINNK. Then track via instrument approach as advised or cleared.



MSA BN VOR
 2500' Within 10 NM



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 minimum safe altitude.

IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

RNAV STAR

JEPPESEN 16 NOV 07 **10-2K** Eff 22 Nov

BRISBANE, QLD, AUSTRALIA

ATIS **113.2 125.5**
 BRISBANE Approach (R) **124.7**

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

QUIET SEVEN ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

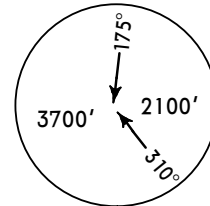
SMOKA: From SMOKA to QUIET:

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

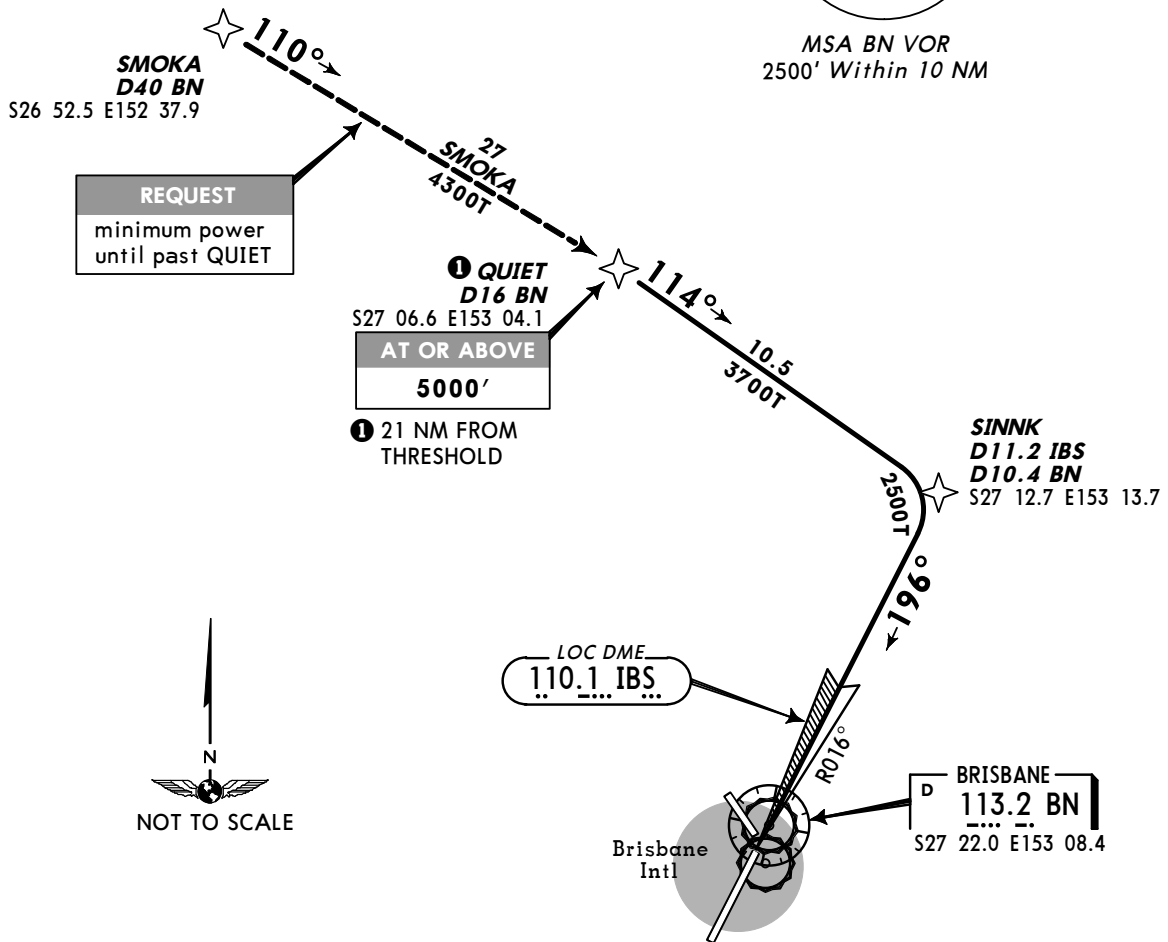
GPS permitted in lieu of DME
 Reference waypoint BN VOR

ARRIVAL

RWY 19: From QUIET track 114° to SINNK. Then track via instrument approach as advised or cleared.



MSA BN VOR
 2500' Within 10 NM



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 minimum safe altitude.
 IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
 IF UNDER RADAR VECTOR **MAINTAIN** vector for two minutes, then fly the most suitable instrument approach (straight in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

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

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

JEPPESEN

24 AUG 07

10-3A

Eff 30 Aug

RNAV SID

BRISBANE Clearance **118.6**

Departure (R) **128.3**

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

**CORAL FOUR DEPARTURE
TRIKI FOUR DEPARTURE**

**RUNWAY
01/19 NORTH**

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

Minimum required climb gradients:

Rwy 01: 3.3%.

Rwy 19: 10.8% to 3000', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

Rwy 01: Track 016° to VERRY.

From VERRY turn LEFT.

For CORAL: Track 356° to CORAL.

For TRIKI: Track 007° to TRIKI.

Rwy 19: Track 196° to CITEE. Cross

CITEE at or above 3000'. At CITEE

turn RIGHT. Track direct to NOGRA.

Track 024° to AMBLE. Cross AMBLE

at or above 8000'. From AMBLE

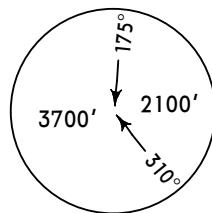
turn RIGHT, track 030° to DEBAY.

From DEBAY turn LEFT.

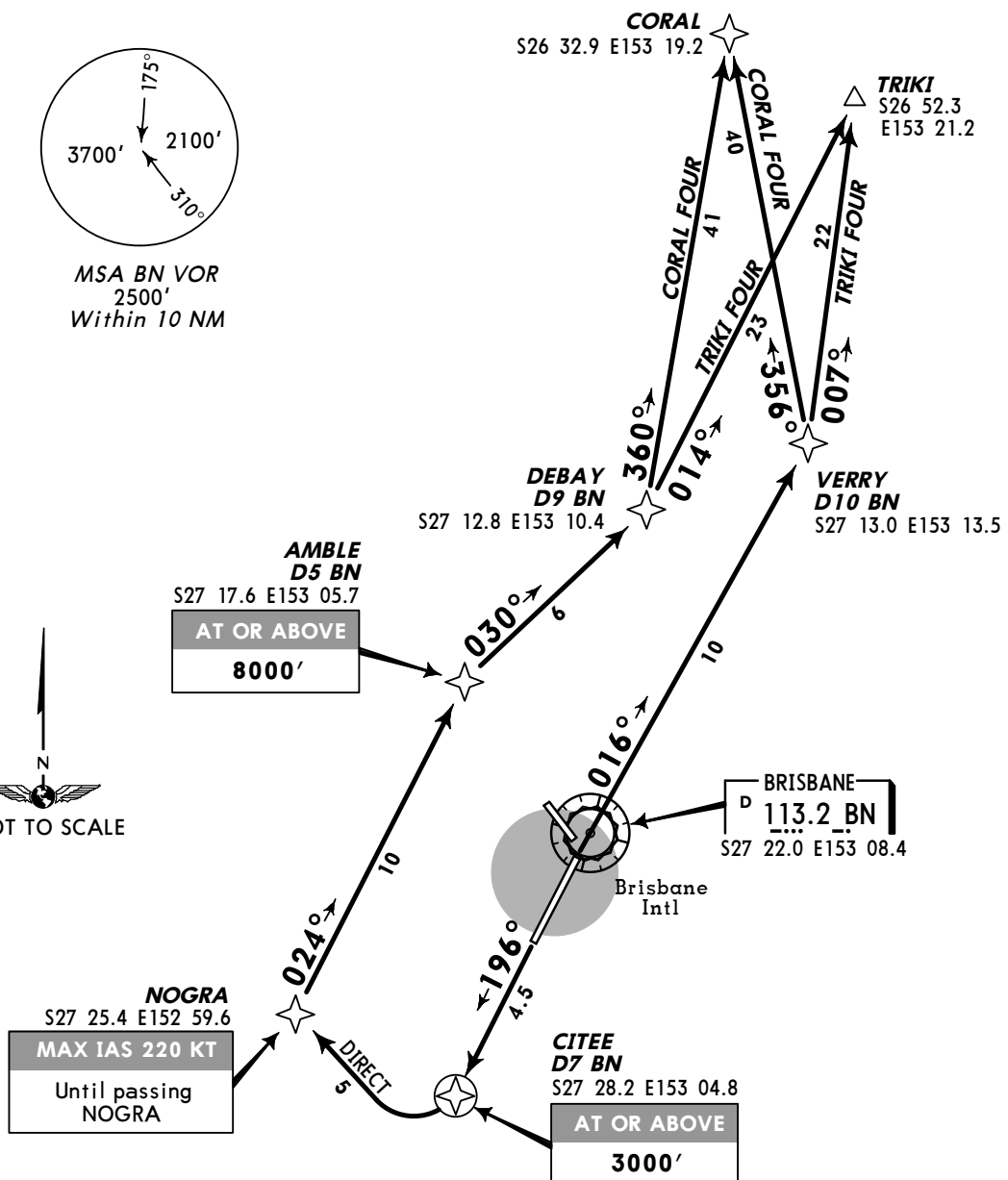
For CORAL: Track 360° to CORAL.

For TRIKI: Track 014° to TRIKI.

GPS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500'
Within 10 NM



JEPPESEN

24 AUG 07

10-3B

Eff 30 Aug

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **125.6** (RWY 01)
128.3 (RWY 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

**RUNWAY 01/19
NORTH-EAST**

COODA EIGHT DEPARTURE

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

Minimum required climb gradients:

Rwy 01: 3.3%.

Rwy 19: 10.8% to 3000', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

DEPARTURE

Rwy 01: Track 016° to BN01R. From BN01R, and not below 600', turn RIGHT, track 028° to MELOW. At MELOW turn RIGHT. Track direct to COODA.

Rwy 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT. Track direct to NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to COODA.

All Rwys

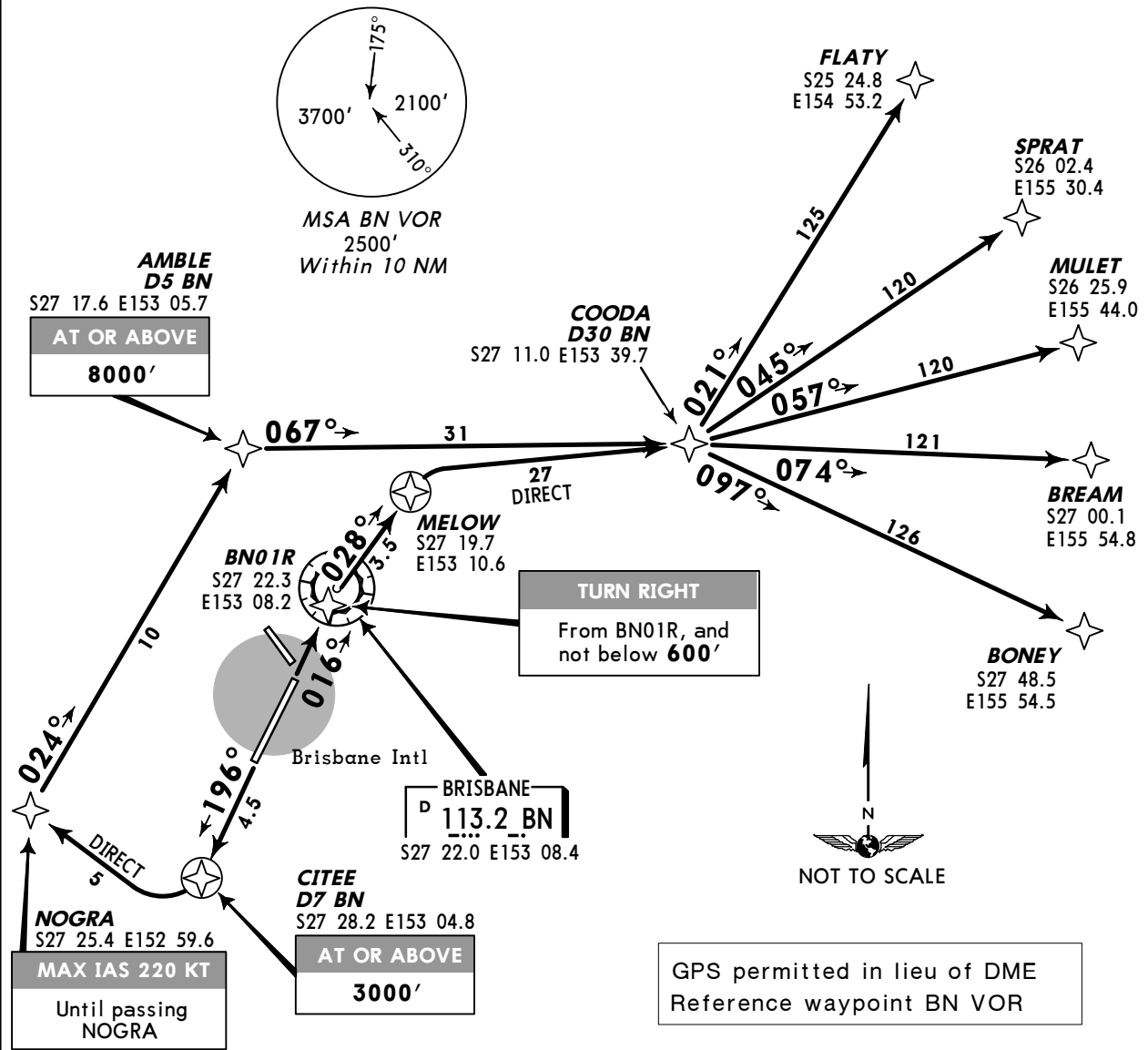
For BONEY: From COODA turn RIGHT. Track 097° to BONEY, then as cleared.

For BREAM: From COODA turn RIGHT. Track 074° to BREAM, then as cleared.

For FLATY: From COODA turn LEFT. Track 021° to FLATY, then as cleared.

For MULET: From COODA turn LEFT. Track 057° to MULET, then as cleared.

For SPRAT: From COODA turn LEFT. Track 045° to SPRAT, then as cleared.



JEPPESEN

16 NOV 07 **10-3B**

Eff 22 Nov

RNAV SID

BRISBANE Clearance **118.6**
 Departure (R) **125.6** (RWY 01)
128.3 (RWY 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

**RUNWAY 01/19
 NORTH-EAST**

COODA EIGHT DEPARTURE

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

Minimum required climb gradients:

Rwy 01: 3.3%.

Rwy 19: 10.8% to 3000', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

DEPARTURE

Rwy 01: Track 016° to BN01R. From BN01R, and not below 600', turn RIGHT, track 028° to MELOW. At MELOW turn RIGHT. Track direct to COODA.

Rwy 19: Track 196° to CITEE. Cross CITEE at or above 3000'. At CITEE turn RIGHT. Track direct to NOGRA. Turn RIGHT, track 024° to AMBLE. Cross AMBLE at or above 8000'. Turn RIGHT, track 067° to COODA.

All Rwys

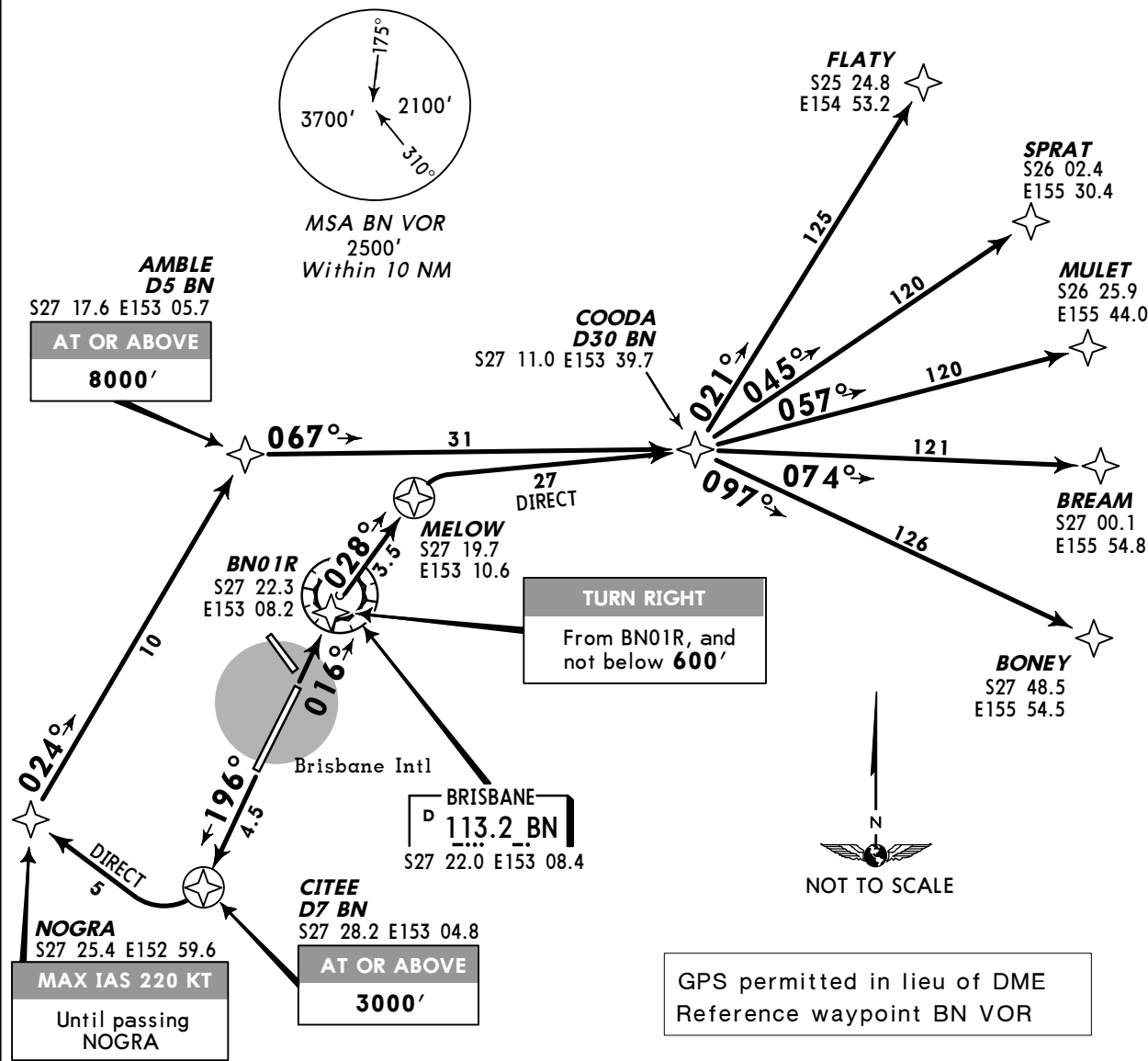
For BONEY: From COODA turn RIGHT. Track 097° to BONEY, then as cleared.

For BREAM: From COODA turn RIGHT. Track 074° to BREAM, then as cleared.

For FLATY: From COODA turn LEFT. Track 021° to FLATY, then as cleared.

For MULET: From COODA turn LEFT. Track 057° to MULET, then as cleared.

For SPRAT: From COODA turn LEFT. Track 045° to SPRAT, then as cleared.



BRISBANE Clearance **118.6**
 Departure (R) **125.6** (RWY 01)
128.3 (RWY 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

**RUNWAY
 01/19 WEST**

**IBUNA TWO DEPARTURE
 ROMA (ROM) THREE DEPARTURE**

SPEED: MAX IAS 250 KT BELOW 10000'

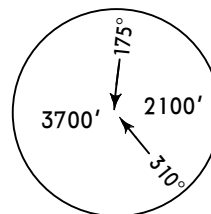
Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

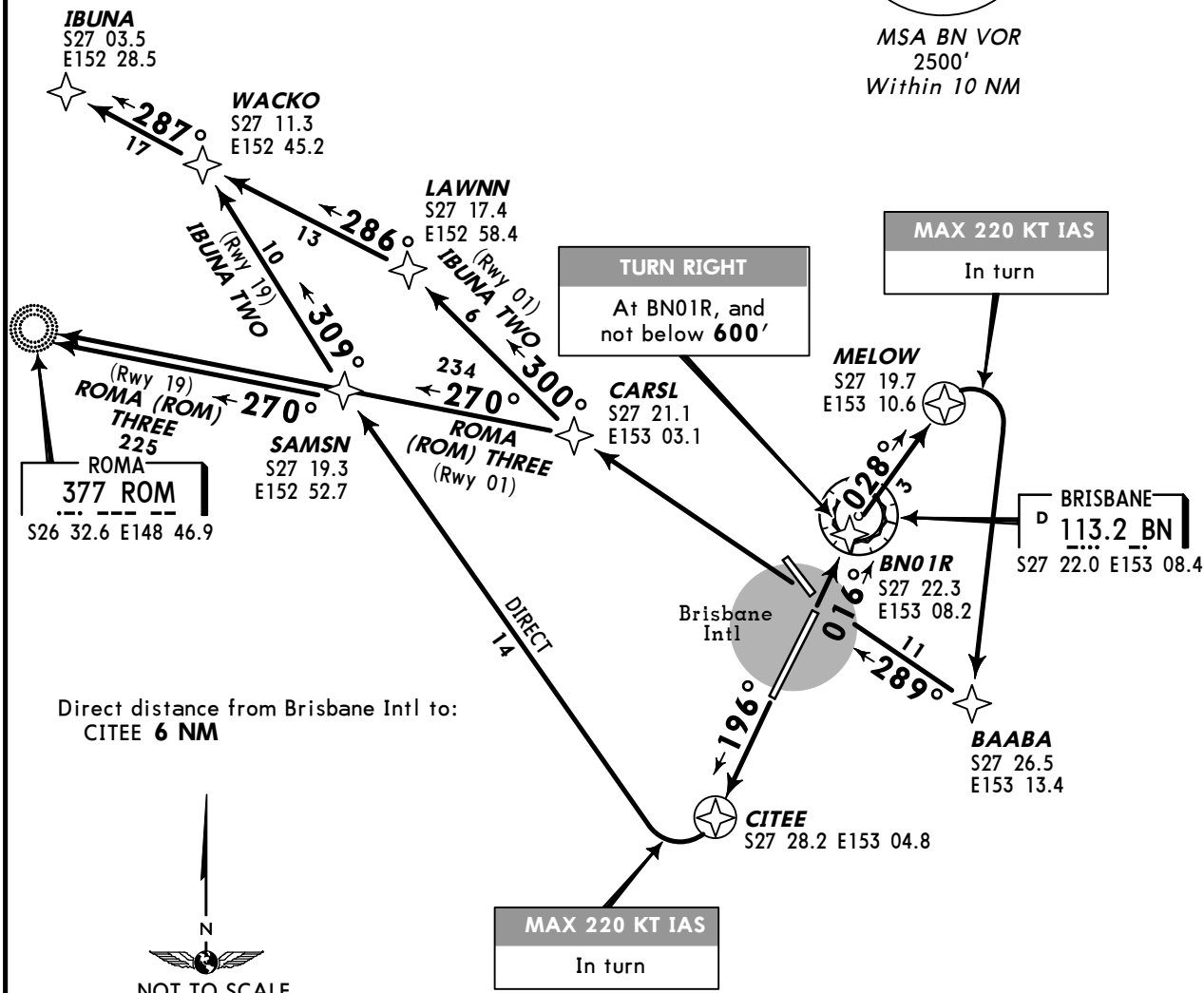
Rwy 01: Track 016° to BN01R. At not below 600', turn RIGHT, track 028° to MELOW. At MELOW, turn RIGHT, track direct to BAABA. Turn RIGHT, track 289° to CARSL. **For IBUNA:** Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO. Turn RIGHT, track 287° to IBUNA. **For ROMA:** Turn LEFT, track 270° to ROM.

Rwy 19: Track 196° to CITEE. At CITEE, turn RIGHT, track direct to SAMSN. **For IBUNA:** Turn RIGHT, track 309° to WACKO. Turn LEFT, track 287° to IBUNA. **For ROMA:** Turn LEFT, track 270° to ROM.

GPS permitted in lieu of DME
 Reference waypoint BN VOR



MSA BN VOR
 2500'
 Within 10 NM



JEPPesen

16 NOV 07

10-3C

Eff 22 Nov

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **125.6** (RWY 01)
128.3 (RWY 19)

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

**RUNWAY
01/19 WEST**

**IBUNA TWO DEPARTURE
WOODY ONE ALPHA DEPARTURE**

SPEED: MAX IAS 250 KT BELOW 10000'

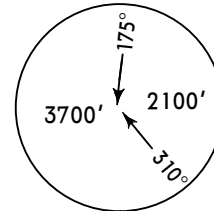
Minimum required climb gradient 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

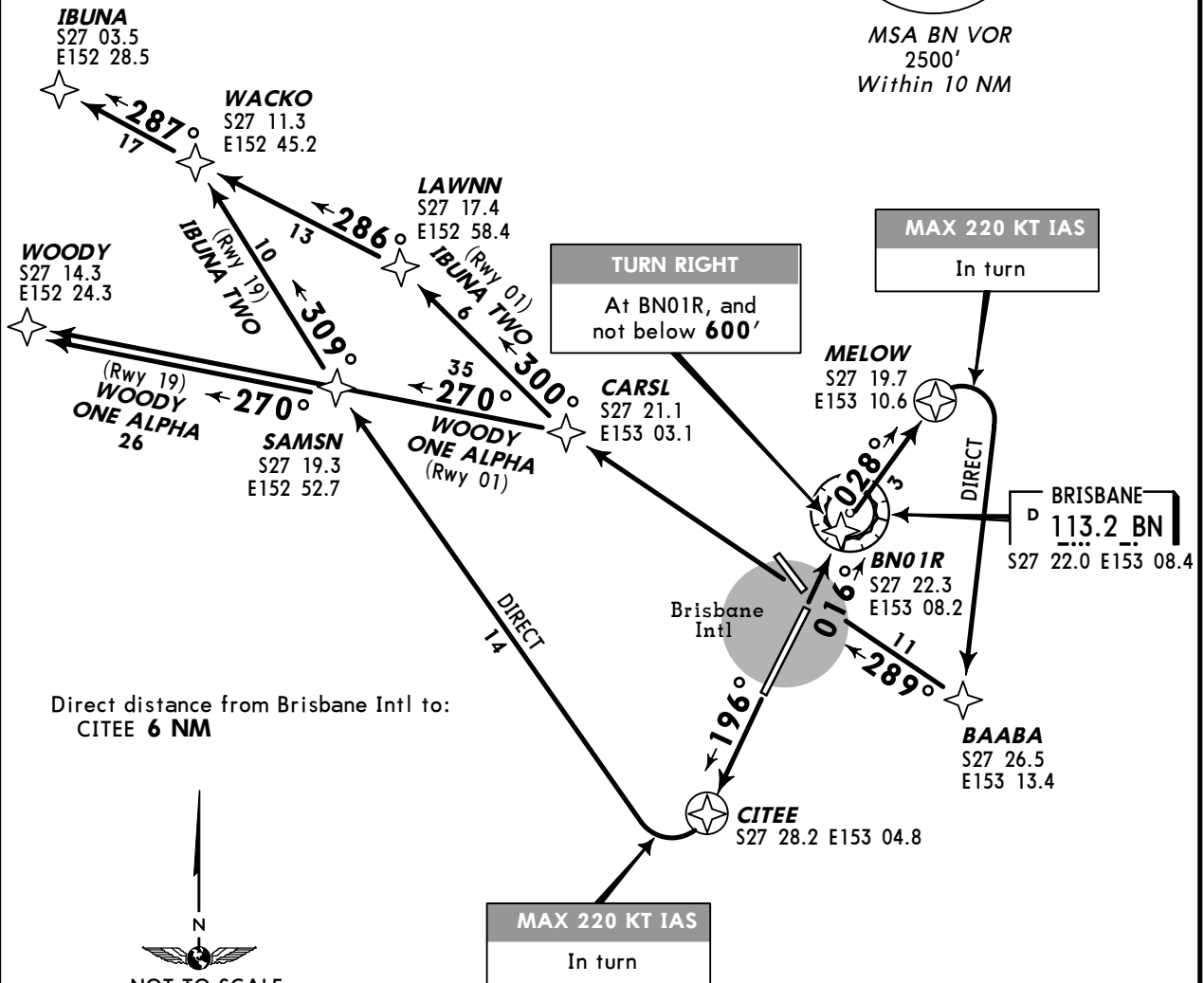
Rwy 01: Track 016° to BN01R. At not below 600', turn RIGHT, track 028° to MELOW. At MELOW, turn RIGHT, track direct to BAABA. Turn RIGHT, track 289° to CARSL. **For IBUNA:** Turn RIGHT, track 300° to LAWNN. Turn LEFT, track 286° to WACKO. Turn RIGHT, track 287° to IBUNA. **For WOODY:** Turn LEFT, track 270° to WOODY.

Rwy 19: Track 196° to CITEE. At CITEE, turn RIGHT, track direct to SAMSN. **For IBUNA:** Turn RIGHT, track 309° to WACKO. Turn LEFT, track 287° to IBUNA. **For WOODY:** Turn LEFT, track 270° to WOODY.

GPS permitted in lieu of DME
Reference waypoint BN VOR



MSA BN VOR
2500'
Within 10 NM



JEPESEN

9 MAR 07

10-3D

Eff 15 Mar

RNAV SID

BRISBANE Clearance **118.6**
Departure (R) **125.6**

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

LARAVALE (LAV) SEVEN DEPARTURE
SCOTT FOUR DEPARTURE
WIZZA THREE DEPARTURE

RUNWAY
01/19 SOUTH
(RNAV)

SPEED: MAX IAS 250 KT BELOW 10000'

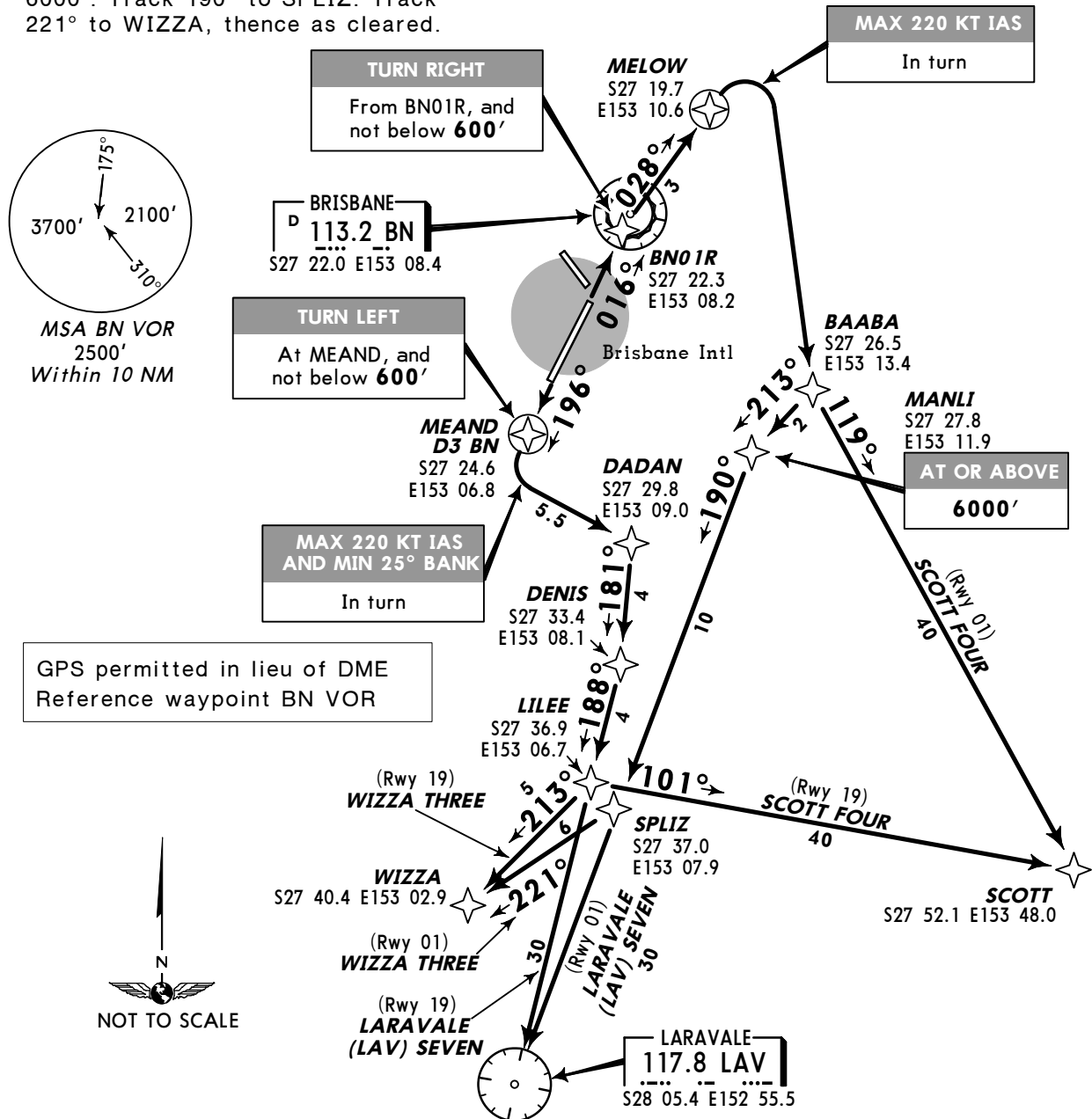
(To remain in controlled airspace reach 1500' or above by 7 DME BN).

Minimum required climb gradient 3.3%

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

Rwy 01: Track 016° to BN01R. From BN01R and not below 600' turn RIGHT track 028° to MELOW. At MELOW turn RIGHT, track direct to BAABA.
For LARAVALE: Track 213° to MANLI. Cross MANLI at or above 6000'. Track 190° to LARAVALE, thence as cleared.
For SCOTT: Turn LEFT track 119° to SCOTT, thence as cleared.
For WIZZA: Turn RIGHT track 213° to MANLI. Cross MANLI at or above 6000'. Track 190° to SPLIZ. Track 221° to WIZZA, thence as cleared.

Rwy 19: Track 196° to MEAND. At MEAND, and not below 600', turn LEFT track direct to DADAN. Track 181° to DENIS. Track 188° to LILEE.
For LARAVALE: Track 188° to LAV, thence as cleared.
For SCOTT: Turn LEFT, track 101° to SCOTT, thence as cleared.
For WIZZA: Turn RIGHT, track 213° to WIZZA, thence as cleared.



YBBN/BNE

9 MAR 07

Eff 15 Mar

JEPPESEN

10-4

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

NOISE**NOISE ABATEMENT PROCEDURES**Local Time minus **10 HOURS** = UTC**PREFERRED RUNWAYS**

a. All Hours

Landing

1. Runway 19
2. Runway 14 or 32 equal
3. Runway 01

Take-off

- Runway 01
- Runway 14 or 32 equal
- Runway 19 - Jet Noise Abatement climb procedures apply.

b. During the period 2000-1200 UTC the above preferences may be varied to avoid reciprocal runway operations in complex traffic situations. In these circumstances preferred runways will be:

1. Runway 01
2. Runway 14 or 32 equal
3. Runway 19

NOTE: Intersection departures on Rwy 19 are not permitted during this time by aircraft exceeding 66,139 lbs (30,000 kg) MAUW.

c. During the period 1200-2000 UTC, applicable to all aircraft, preferred runways will be:

Landing

1. Runway 19
2. Runway 32
3. Runway 14
4. Runway 01

Take-off

- Runway 01
- Runway 14
- Runway 32
- Runway 19 - Jet Noise Abatement climb procedures apply.

NOTES:

1. *Runways 01 and 19 will be nominated as preferred runways for takeoff and landing respectively when the downwind component does not exceed 10 knots (including gusts) and the runway surface is completely dry. Other provisions listed under NOISE ABATEMENT PROCEDURES in the Jeppesen AWM AU Terminal section or ATC Australia pages will continue to apply. Pilots unable to accept greater than 5 knots downwind shall advise ATC of their requirements as early as practicable. This notification should be made prior to commencement of descent from cruising level or when requesting airways clearance before taxiing for takeoff.*
2. *Between the hours of 1900 and 2000 UTC, during the daylight saving period of the southern states, the above preferences may be varied to avoid reciprocal runway operations in complex traffic situations. In these circumstances the preferred runways will be:*
 1. *Rwy 19*
 2. *Rwy 14 or Rwy 32 EQUAL*
 3. *Rwy 01*
3. *Pilots of MED1 priority aircraft shall advise ATC if they have a level of urgency that requires exemption from compliance with the Noise Abatement Procedures. This notification should be made as early as practicable. If exemption is requested, ATC will facilitate the request.*
4. *Intersection departures on Rwy 19 are not permitted during the period 1200 - 2000.*

NOISE

YBBN/BNE

JEPPESEN BRISBANE, QLD, AUSTRALIA
9 MAR 07 (10-4A) Eff 15 Mar
BRISBANE INTL

NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

1. Landing Runway 19:

- All jet propelled aircraft will normally be routed east of the coast to avoid noise sensitive areas.
- Descent for these aircraft below 3000' is not permitted until east of the coast.
- During the period 1200-2000 UTC, applicable to all jet aircraft, descent below 5000' is not permitted until east of the coast.
- During the period 1200-2000 UTC, applicable to all non-jet aircraft, descent below 3000' is not permitted until east of the coast.

2. Landing Runway 32:

- Track for a right base.

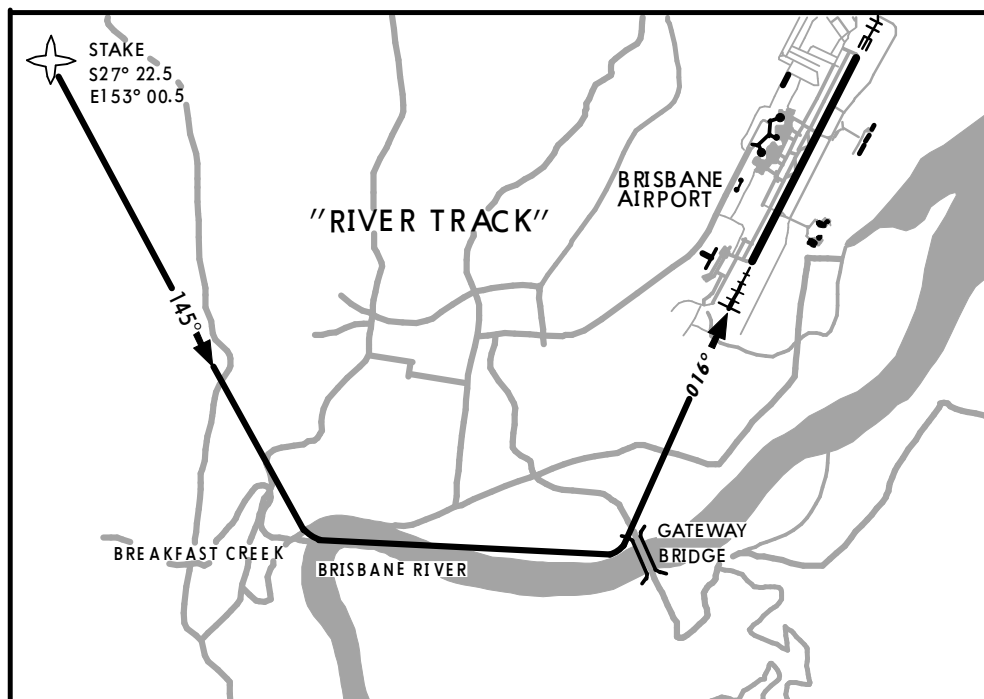
3. Landing Runway 14:

- Track for a left base.

4. Landing Runway 01:

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

During the period 1200-2000 UTC, all aircraft shall not descend below 3000' until aligned with the runway.



NOTE: To satisfy the requirements of 1. and 3. above, for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JACOBS WELL - POODL - BRISBANE. Pilots are to plan JACOBS WELL - BRISBANE.

b. Departing Aircraft

1. Departing Runway 19:

- Jet propelled aircraft departing to the south via Laravale, must follow a procedural SID when ground navigation aids are available. On other routes, jet propelled aircraft will normally follow procedural SIDs.
- Non-jet propelled aircraft will normally follow radar-based SIDs.
- During the period 1200 - 2000 UTC, all aircraft will be routed, as far as possible, clear of noise sensitive areas.

YBBN/BNE

1 JUN 07
Eff 7 Jun

10-4B

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**NOISE ABATEMENT PROCEDURES****1. Departing Runway 14/32:**

- All aircraft will follow radar-based SIDs.
- Jet propelled aircraft will normally be contained within a sector 360°-120° over water until leaving 5000'.
- During the period 1200-2000 UTC all aircraft will be contained within a sector 360°-120° over water until leaving 5000'.

2. Departing Runway 01:

- Jet propelled aircraft will normally follow procedural SIDs. Anticipate a requirement to reach 5000' prior to over flying a residential area.
- Non-jet propelled aircraft will normally follow radar-based SIDs.
- During the period 1200-2000 UTC, all aircraft shall expect to be contained within a sector 360°-120° over water until leaving 5000'.

NOTES:

1. In the above procedures, the term 'all aircraft' applies to all jet propelled aircraft and all other aircraft having two or more engines or having a MTOW exceeding 12,566 lbs (5700 kg).
2. Procedural SIDs issued to jet propelled aircraft all have preferred noise abatement procedure flight paths.
3. The expectations described above when operating on a Radar SID are to meet Noise Abatement Procedures and are in lieu of nominating specific preferred flight paths.

TRAINING FLIGHTS

- a. Circuit training may only be conducted within the period 2000-1200 UTC. Prior ATC approval required on (07) 3866 3694 or 3866 3512. Restrictions will apply to the period 2000-0000.
- b. Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on Rwy 01.
- c. Jet and turboprop training and test flights not requiring runway or instrument approach procedures shall be flight planned in either.
 - (i) Low Performance Area (LPA) - within the minor arc between Brisbane VOR R030 and R100 from 15 to 30 DME; or
 - (ii) High Performance Area (HPA) - within the minor arc between Brisbane VOR R040 and R090 from 40 to 100 DME.
- d. Arriving aircraft may request an instrument approach for training or licence renewal. The request should be made as early as possible, preferably at flight planning.
- e. Instrument approach training available 0000-0700 UTC daily. For other than arriving aircraft, instrument approach training approval should be sought from ATC on (07) 3866 3694.
- f. Flight tests should be booked on (07) 3866 3694.
- g. RADAR NDB APCH will not be approved in VMC.
- h. Within the period 1200-2000 UTC, only the Rwy 19 instrument approach will be approved. A missed approach from the instrument approach will only be approved if the flight is proceeding to Archerfield, or if Rwy 19 is the nominated departure runway. Otherwise there will be a requirement to land off the approach, and depart from the duty runway.
- i. Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. TWR will advise if traffic disposition allows for a missed approach.

YBBN/BNE

 **JEPPESEN**

18 MAY 07

10-8

BRISBANE, QLD, AUSTRALIA**BRISBANE INTL****BRISBANE - RUNWAYS 01 AND 19
ILS REPLACEMENT****INTRODUCTION**

The Instrument Landing System equipment installed on Runways 01 and 19 at Brisbane Airport is to be replaced with new equipment so that a reliable Category One Precision Approach capability can be maintained.

DURATION

The work is scheduled to commence in April 2007 and is anticipated to conclude in November 2007.

Actual times and dates of the work stages will be advised by NOTAM at least 48 hours prior to the commencement of each stage.

AIRPORT OPERATIONS

The following are the approximate dates for the works stages and the availability of relevant Navigation Aids:

30 April - 19 May 2007

RWY 01 GS not AVBL. RWY 01 LOC/DME AND RWY 01 VOR/DME AVBL

20 May - 21 June 2007

RWY 01 ILS not AVBL. RWY 01 VOR/DME AVBL.

27 August - 14 September 2007

RWY 19 GS not AVBL. RWY 19 LOC-Y/DME and RWY 19 LOC-Z/DME and RWY 19 VOR/DME AVBL.

17 September - 25 October 2007

RWY 19 ILS not AVBL. RWY 19 VOR/DME AVBL.

PROJECT COORDINATION

For additional information concerning these works, pilots/operators should contact the Airservices Australia works Project Manager:

Mr. Bob Deierkauf

Tel: (07) 3866 3306

Mobile: 0419 190 041 during business hours.

E-mail: bob.deierkauf@airservicesaustralia.com

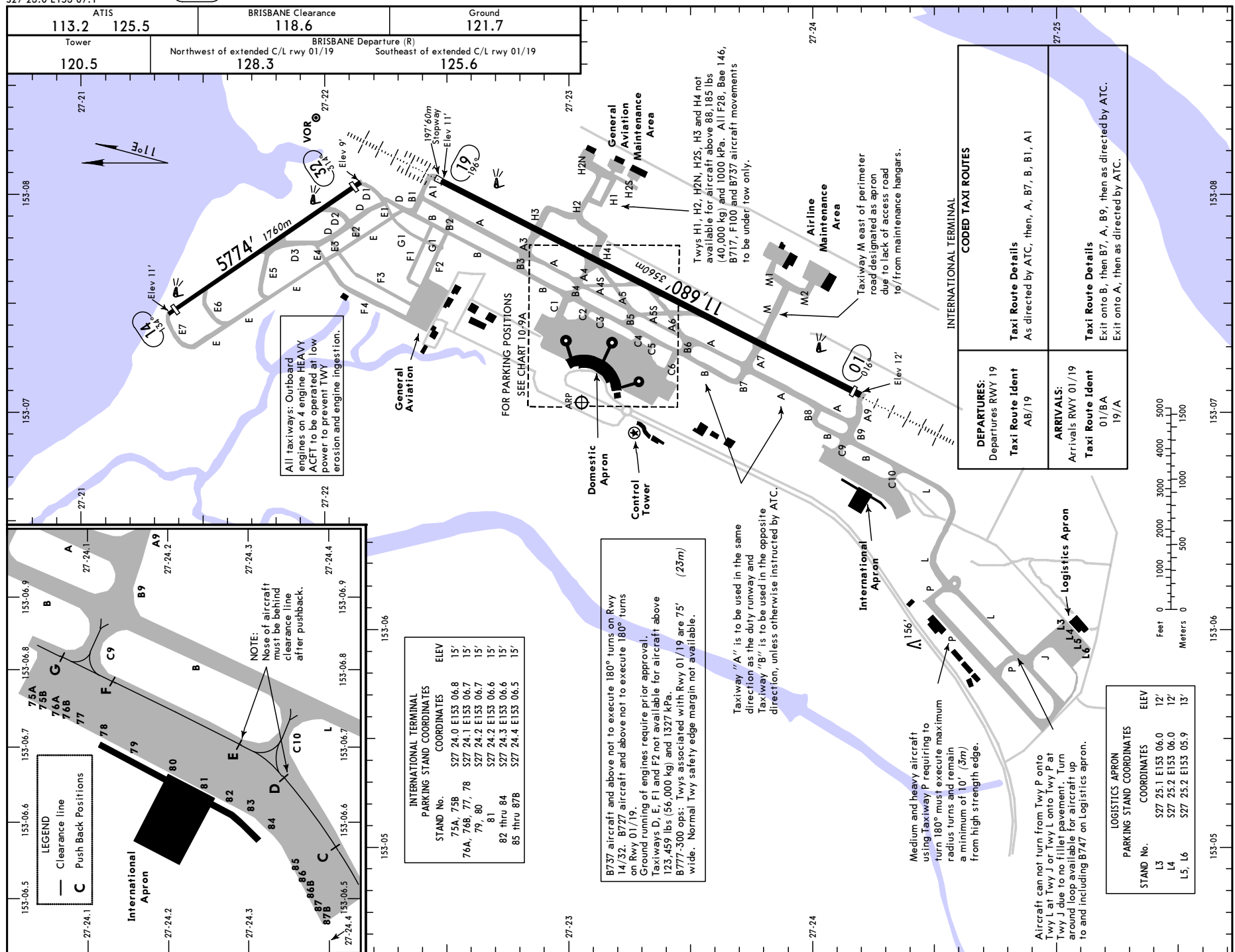
YBBN/BNE

JEPPesen

BRISBANE, QLD, AUSTRALIA

Apt Elev 13' 9 FEB 07 10-9

BRISBANE INTL



ATIS	BRISBANE Clearance	Ground
113.2 125.5	118.6	121.7
Tower	BRISBANE Departure (R)	
120.5	Northwest of extended C/L rwy 01/19 Southeast of extended C/L rwy 01/19	
	128.3	125.6

INTERNATIONAL TERMINAL	
DEPARTURES: Departures Rwy 19	CODED TAXI ROUTES
Taxi Route Ident AB/19	Taxi Route Details As directed by ATC, then, A, B7, B, B1, A1
ARRIVALS: Arrivals Rwy 01/19	Taxi Route Details Exit onto B, then B7, A, B9, then as directed by ATC. Exit onto A, then as directed by ATC.
Taxi Route Ident 01/BA 19/A	

INTERNATIONAL TERMINAL PARKING STAND COORDINATES	ELEV
STAND No. 75A, 75B	15'
76A, 76B, 77, 78	15'
79, 80	15'
81	15'
82 thru 84	15'
85 thru 87B	15'

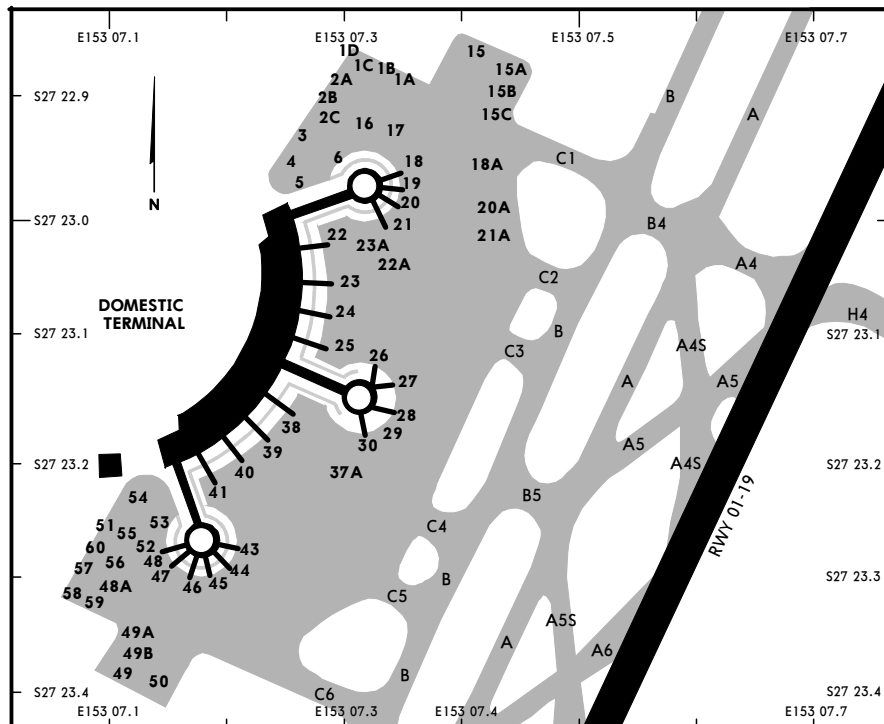
LOGISTICS APRON PARKING STAND COORDINATES	ELEV
STAND No. L3	12'
L4	12'
L5, L6	13'

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JEPPESEN BRISBANE, QLD, AUSTRALIA

9 FEB 07 (10-9A)

BRISBANE INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1A, 1B, 1C, 1D	S27 22.9 E153 07.3	12'	51, 52, 53	S27 23.3 E153 07.1	12'
2A, 2B, 2C, 3	S27 22.9 E153 07.3	12'	54	S27 23.2 E153 07.1	12'
4 thru 6	S27 23.0 E153 07.3	12'	55 thru 58	S27 23.3 E153 07.1	12'
15	S27 22.9 E153 07.4	11'	59	S27 23.3 E153 07.1	11'
15A, 15B, 15C	S27 22.9 E153 07.4	10'	60	S27 23.3 E153 07.1	12'
16	S27 23.0 E153 07.3	12'			
17	S27 22.9 E153 07.3	12'			
18 thru 21	S27 23.0 E153 07.4	12'			
22	S27 23.0 E153 07.3	12'			
23 thru 26	S27 23.1 E153 07.3	12'			
27	S27 23.2 E153 07.4	12'			
28, 29, 30	S27 23.2 E153 07.3	12'			
37A	S27 23.2 E153 07.3	11'			
38 thru 41	S27 23.2 E153 07.2	12'			
43 thru 46	S27 23.3 E153 07.2	12'			
47, 48	S27 23.3 E153 07.1	12'			
49, 50	S27 23.4 E153 07.1	11'			

GENERAL

CAUTION: Birds in vicinity of airport.
 Pilots of aircraft landing on Rwy 14-32 shall report "Runway Vacated" on Ground frequency.
 The pilot in command is not to commence Take-off without having obtained the assigned departure heading and should advise ATC if the heading is unacceptable.

ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01	HIRL CL HIALS ① T-VASI (angle 3.0°)	RVR 11,483' 3500m	10,416' 3175m	11,483' 3500m	148'
19	HIRL CL HIALS TDZ ② T-VASI (angle 3.0°)	RVR	10,579' 3224m		45m

- ① Grooved.
- ② MEHT 50'

14	③ MIRL T-VASI (angle 3.0°, MEHT 50')	5,577' 1700m		5,577' 1700m	98' 30m
----	--------------------------------------	--------------	--	--------------	------------

- ③ Standby power available.

TAKE-OFF	
All Rwys	
With RL & either CL or RCLM	Other
1 Eng	300' - 2 km
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km
2, 3 & 4 Eng	500m 800m

FOR FILING AS ALTERNATE	
Special ① ILS Rwy 01 ① ILS-Y Rwy 19 ① ILS-Z Rwy 19	Forecast Terminal QNH
A	1087' - 4.4 km
B	② 1237' - 6.0 km
C	② 1337' - 7.0 km
D	

- ① LOC DME procedure not authorized.
- ② NDB procedure not authorized.

YBBN/BNE

2 DEC 05

JEPPESEN
10-9BBRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****RLG NOSE-IN-GUIDANCE SYSTEM**

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

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

System Description

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

Aircraft Types

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

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

System Operation

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

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

YBBN/BNE

JEPPESEN
2 DEC 05 (10-9C)

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

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

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

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

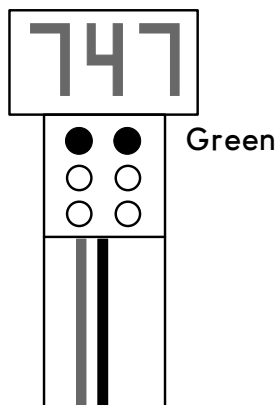
NOTE: Failure of both red lights will render the system inoperable.

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

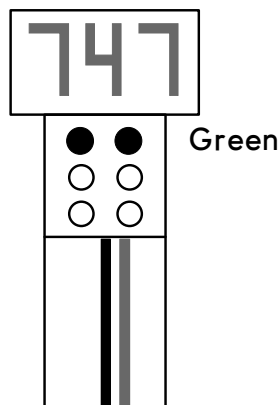
NOTE: Ground engineers have access to emergency push-buttons to deactivate the system should this become necessary. If an emergency situation occurs, operation of any push-button will cause:

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

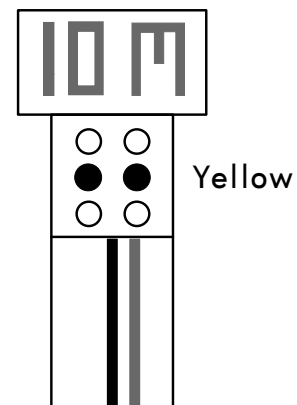
Ground engineers will be required to complete the guide-in manually once the emergency situation is cleared.



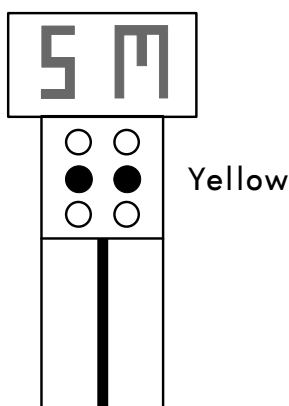
Gate clear - enter
Off centerline left



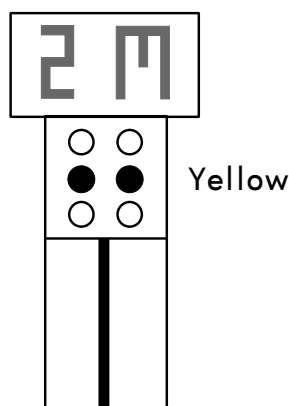
Off centerline right



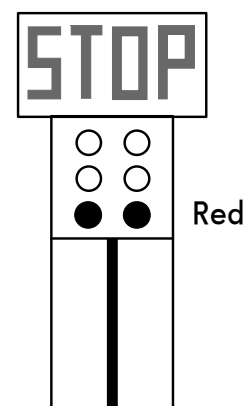
Caution countdown
Off centerline right



Caution countdown
On centerline



Caution countdown
On centerline



Stop

YBBN/BNE

2 DEC 05

JEPPESEN

10-9D

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)**

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

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

System Description

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

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

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

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

Aircraft Types

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

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

System Operation

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

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

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

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

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

YBBN/BNE

2 DEC 05

JEPPESEN

10-9E

BRISBANE, QLD, AUSTRALIA
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

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

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

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

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

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

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

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

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

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

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

- l. If the aircraft has 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.

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

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

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

YBBN/BNE

JEPPESEN

BRISBANE, QLD, AUSTRALIA

2 DEC 05 (10-9F)

BRISBANE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Aircraft Type
(Yellow)

B747

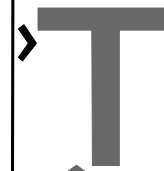
Rising
Vertical
Arrows
(Yellow)



Gate Clear
Searching for Aircraft

Turn
Direction
Arrow
(Red)

B747



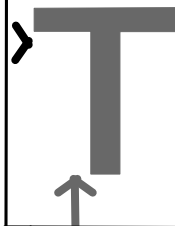
Closing Rate
Bar (Yellow)

Position Arrow
(Yellow)

Aircraft Captured
Aircraft Left of Centerline

Digital
Closing
Rate
(Yellow)

B747
10.0m



Closing Rate

(Yellow)

WAIT

(Red)

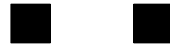


Aircraft Lost
Wait

(Yellow)

STOP

(Red)



(Yellow)

STOP

Stop Position
Reached

(Yellow)

OK

(Red)



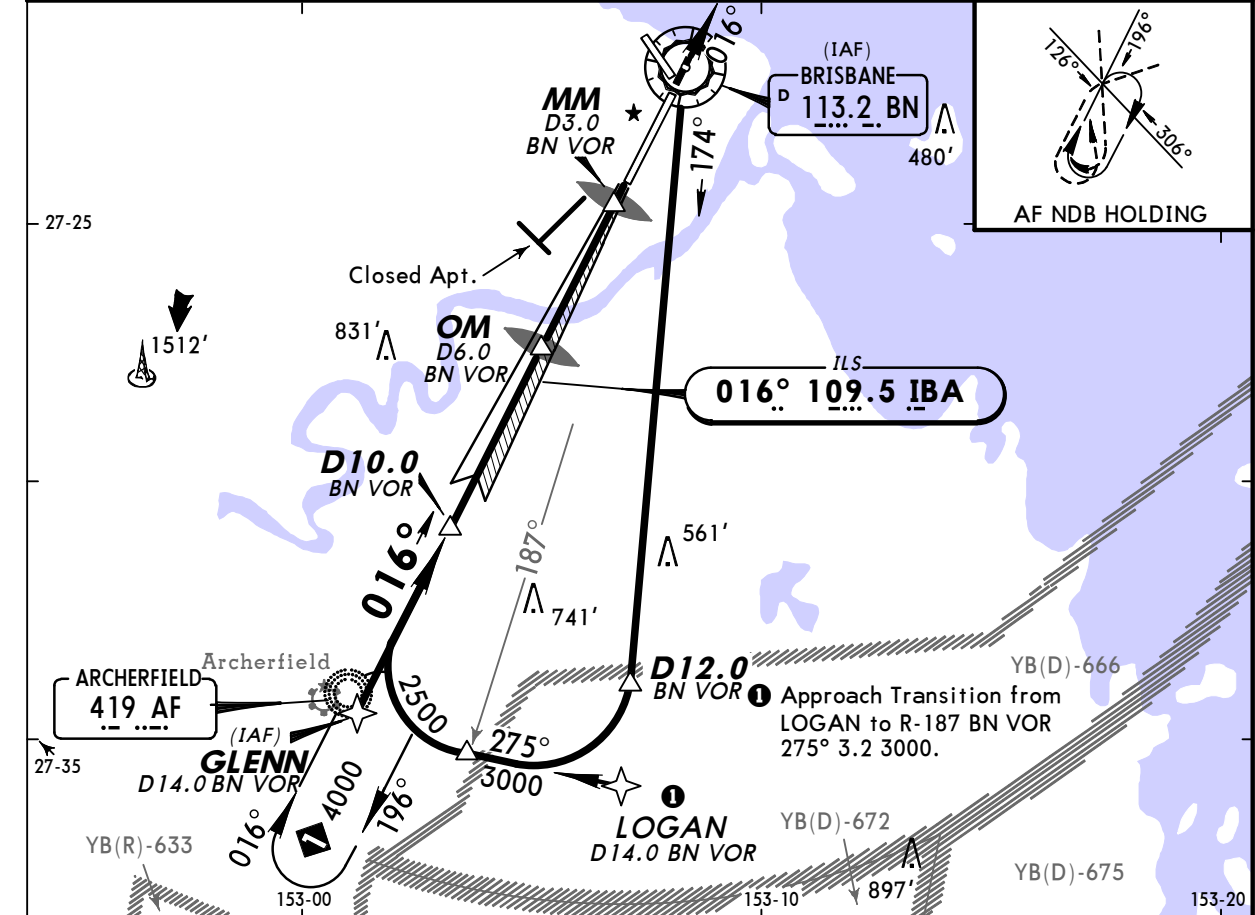
Docking Complete

YBBN/BNE
BRISBANE INTL

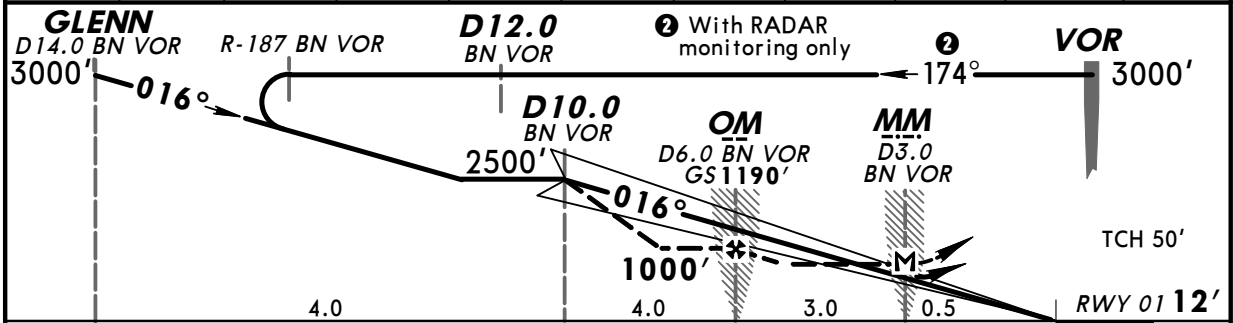
JEPPesen
1 JUN 07 **(11-1)**

BRISBANE, QLD, AUSTRALIA
ILS or LOC Rwy 01

ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
LOC IBA 109.5	Final Apch Crs 016°	GS OM 1190' (1178')	ILS DA(H) 220' (208')	Apt Elev 13' RWY 01 12'
MISSED APCH: Track 016°, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME REQUIRED (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 4. GPS permitted in lieu of DME. Reference waypoint BN VOR.				
				MSA BN VOR 2500' within 10 NM



LOC (GS out)	BN DME	11.7	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.1
	ALTITUDE	3000'	2780'	2460'	2140'	1825'	1510'	1190'	865'	560'




Gnd speed-Kts	70	90	100	120	140	160	HIALS T-VASI T-VASI 016° 3000'
GS	3.00°	377	484	538	646	753	
MAP at MM							

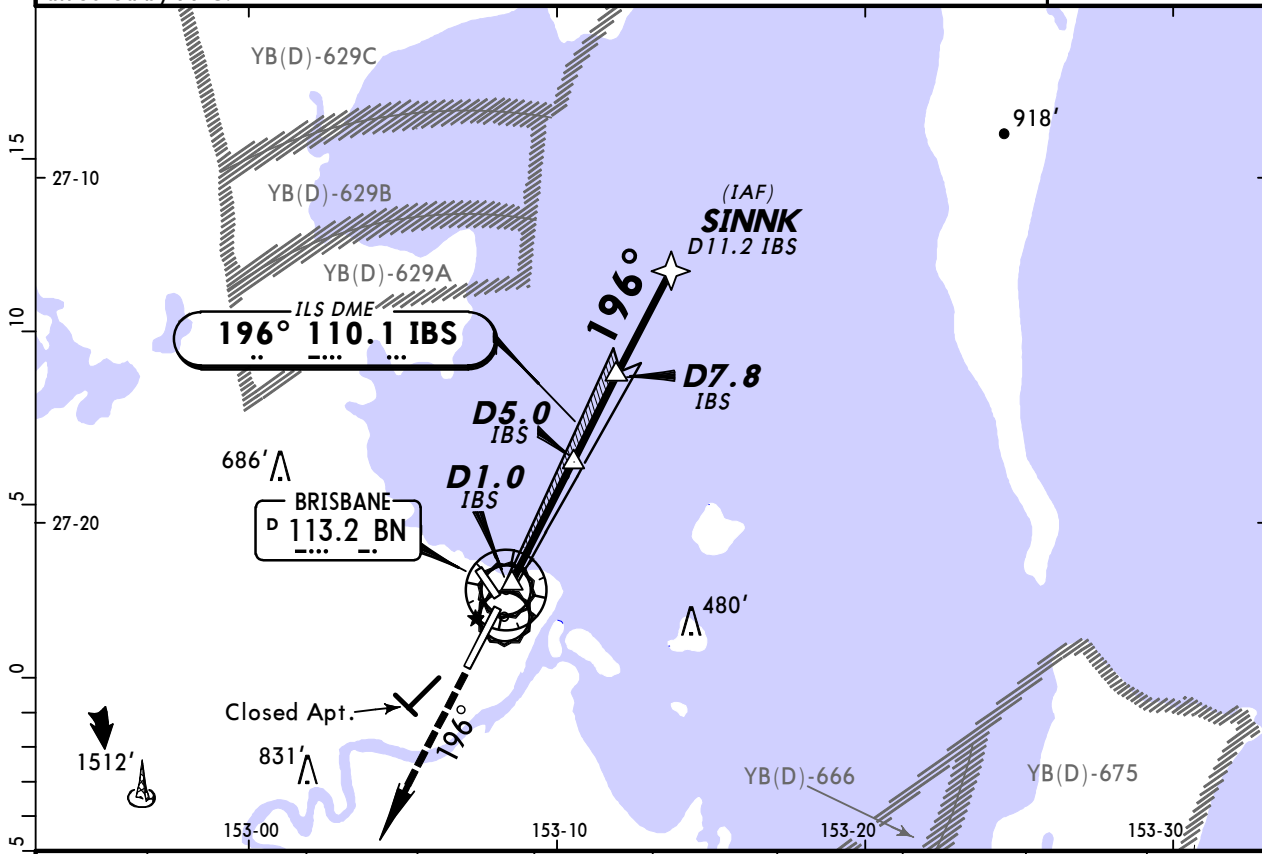
STRAIGHT-IN LANDING RWY 01					CIRCLE-TO-LAND		
ILS DA(H) 220' (208')			LOC (GS out) DME MDA(H) 560' (548')			Max Kts.	
FULL	HIRL out	HIALS out	HIALS out		MDA(H)		
A					100	600' (587') - 2.4 km	
B	0.8 km	1.2 km	1.5 km	2.0 km	135	750' (737') - 4.0 km	
C					180	850' (837') - 5.0 km	
D					205		

YBBN/BNE
BRISBANE INTL

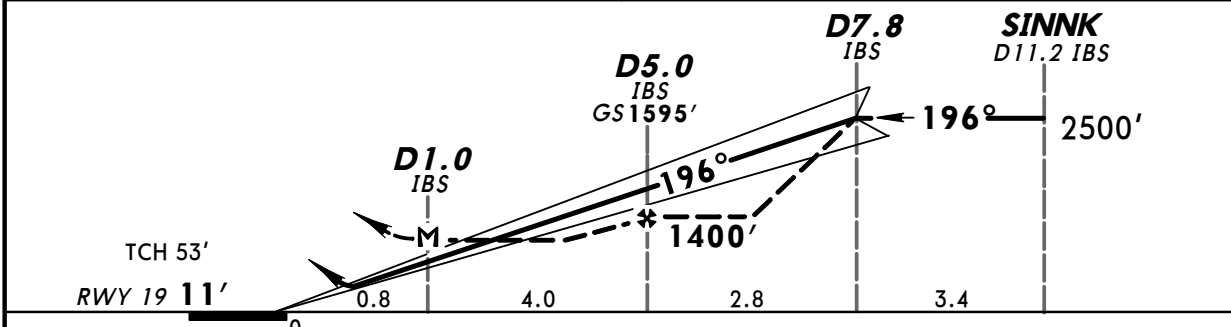
JEPPESEN
1 JUN 07 **(11-2)**

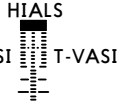
BRISBANE, QLD, AUSTRALIA
ILS-Y or LOC-Y Rwy 19

BRIEFING STRIP™	ATIS	Northwest of extended C/L Rwy 01-19		BRISBANE Approach (R)	Southeast of extended C/L Rwy 01-19		BRISBANE Tower	Ground
	113.2 125.5	124.7			125.6		120.5	121.7
	LOC IBS 110.1	Final Apch Crs 196°	GS D5.0	ILS DA(H) 220' (209')	Apt Elev 13' RWY 19 11'			
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'								
1. IBS DME REQUIRED. 2. Aircraft may be RADAR vectored to FAF. 3. Holding as directed by ATC.								
MSA BN VOR 2500' within 10 NM								



LOC (GS out)	IBS DME	1.3	2.0	3.0	4.0	5.0	6.0	7.0	7.8
	ALTITUDE	410'	640'	960'	1275'	1595'	1915'	2230'	2500'



Gnd speed-Kts	70	90	100	120	140	160		3000' ↑
GS	3.00°	377	484	538	646	753		
MAP at D1.0 IBS								

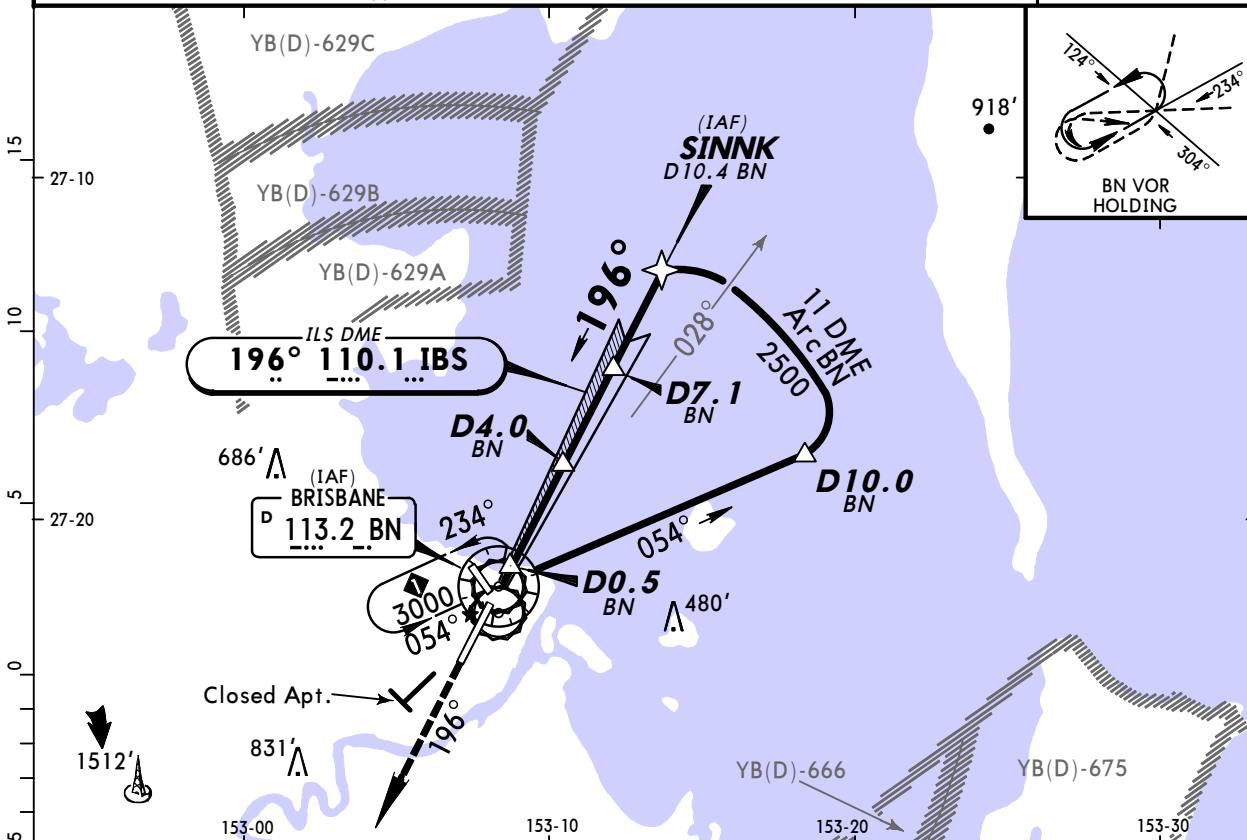
STRAIGHT-IN LANDING RWY19					CIRCLE-TO-LAND			
ILS DME DA(H) 220' (209')			LOC (GS out) DME MDA(H) 410' (399')					
	FULL	HIRL out	HIALS out					
PANS OPS 4	A				Max Kts	MDA(H)		
	B	0.8 km	1.2 km	1.5 km	100	600' (587')-2.4 km		
	C				135	750' (737')-4.0 km		
	D				180	850' (837')-5.0 km		

YBBN/BNE
BRISBANE INTL

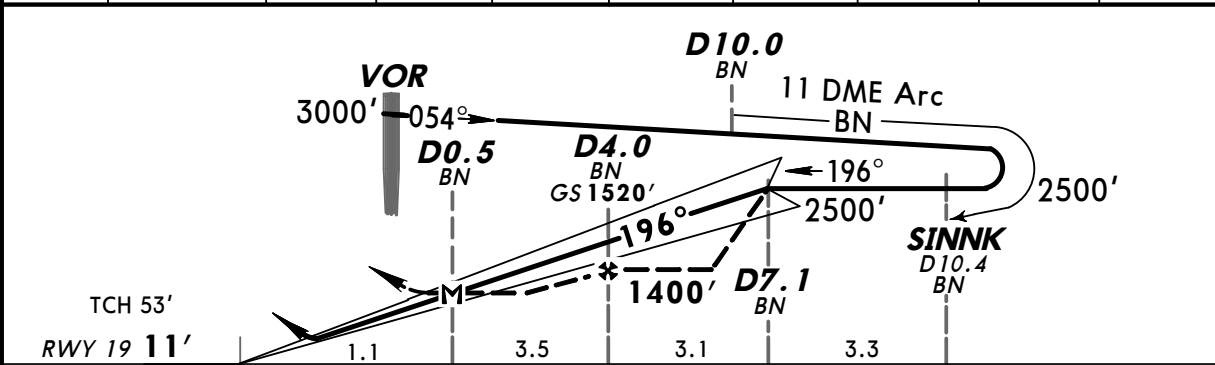
JEPPesen
1 JUN 07 **(11-3)**

BRISBANE, QLD, AUSTRALIA
ILS-Z or LOC-Z Rwy 19

ATIS 113.2 125.5		BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7		Southeast of extended C/L Rwy 01-19 125.6		BRISBANE Tower 120.5	Ground 121.7
LOC IBS 110.1	Final Apch Crs 196°	GS D4.0 1520' (1509')	ILS DA(H) 220' (209')	Apt Elev 13' RWY 19 11'			
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						MSA BN VOR 2500' within 10 NM	
1. BN DME REQUIRED. 2. Aircraft may be RADAR vectored to FAF. 3. GPS permitted in lieu of DME. Reference waypoint BN VOR.							



LOC (GS out)	BN DME ALTITUDE	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.1
		410'	570'	890'	1205'	1520'	1840'	2160'	2500'



Gnd speed-Kts	70	90	100	120	140	160		196° ↑ 3000'
GS	3.00°	377	484	538	646	753		
MAP at D0.5 BN								

STRAIGHT-IN LANDING RWY19					CIRCLE-TO-LAND		
ILS DME			LOC (GS out) DME		Max Kts	MDA(H)	
DA(H) 220' (209')			MDA(H) 410' (399')				
FULL	HIRL out	HIALS out	HIALS out		100	600' (587')-2.4 km	
A	0.8 km	1.2 km	1.5 km	1.3 km	135		
B					180		750' (737')-4.0 km
C					205		850' (837')-5.0 km
D							

PANS OPS 4

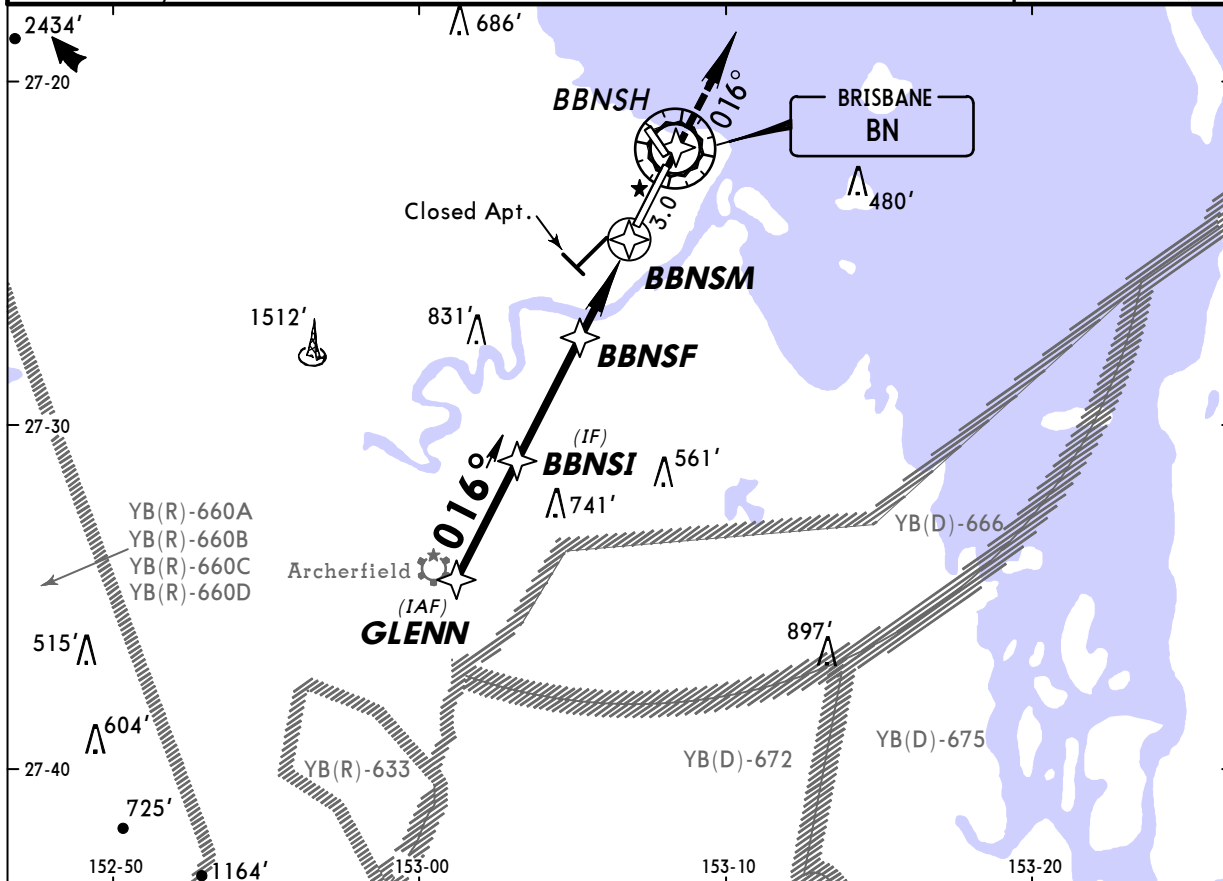
YBBN/BNE
BRISBANE INTL

JEPPESSEN
1 JUN 07 **(12-1)** **Eff 7 Jun**

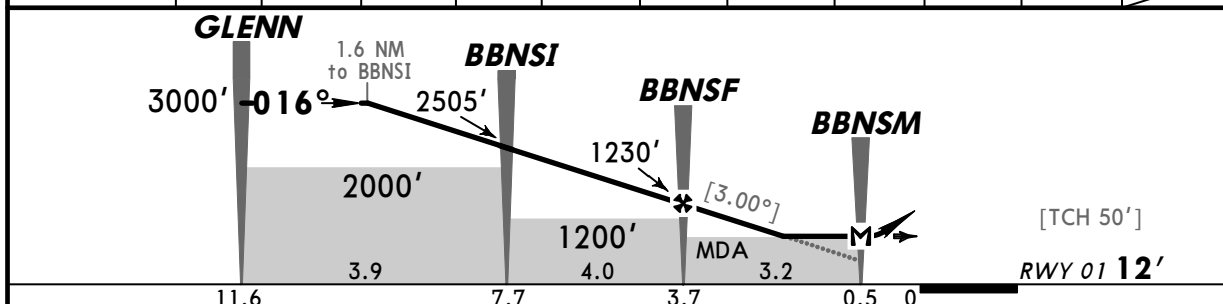
BRISBANE, QLD, AUSTRALIA
RNAV Z (GNSS) Rwy 01

BRIEFING STRIP™

ATIS 113.2 125.5		BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7		BRISBANE Tower 120.5		Ground 121.7
RNAV	Final Apch Crs 016°	Procedure Alt 1230' (1218')	MDA(H) 560' (548')	Apt Elev 13' RWY 01 12'		
MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000'.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 110		Trans alt: 10000'	
1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC.						MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	1.6	1.0	BBNSI	3.0	2.0	1.0	BBNSF	3.0	2.0	1.1	BBNSM
ALTITUDE	3000'	2825'	2505'	2185'	1870'	1550'	1230'	1170'	850'	560'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS T-VASI T-VASI		BBNSH 016°	3000' ↑
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at BBNSM										

STRAIGHT-IN LANDING RWY 01 MDA(H) 560' (548')				CIRCLE-TO-LAND			
HIALS out				Max Kts			
A					600' (587') - 2.4 km		
B					750' (737') - 4.0 km		
C	3.1 km					850' (837') - 5.0 km	
D							

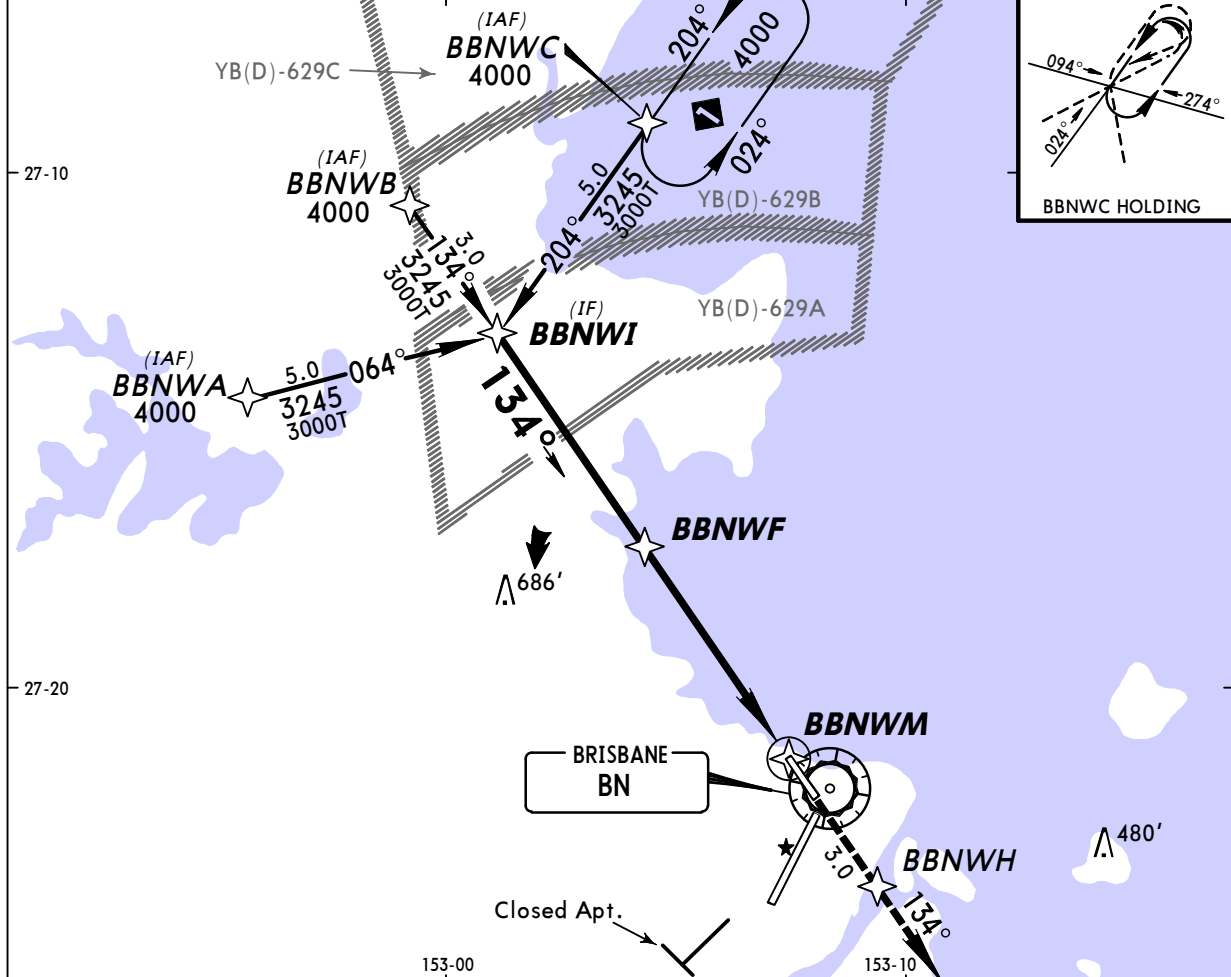
PANS OPS 4

YBBN/BNE
BRISBANE INTL

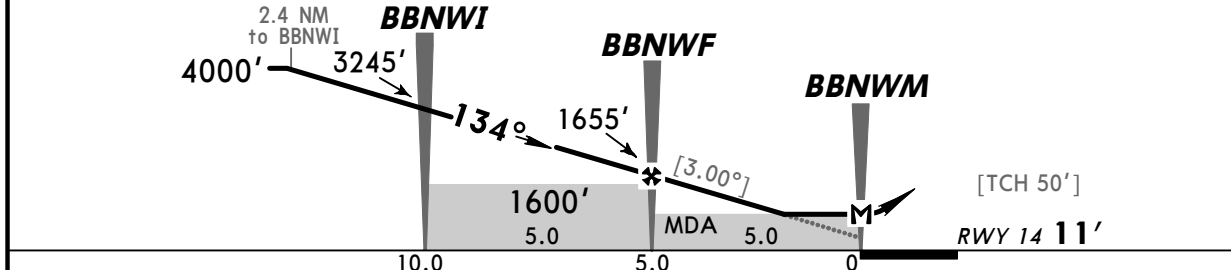
JEPPESEN BRISBANE, QLD, AUSTRALIA
1 JUN 07 **(12-2)** **Eff 7 Jun** **RNAV (GNSS) Rwy 14**

BRIEFING STRIP™

ATIS 113.2 125.5	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7	Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 134°	Procedure Alt BBNWF 1655' (1644')	MDA(H) 430' (419')	Apt Elev 13' RWY 14 11'
MISSED APCH: Track to BBNWH, thence 134°, climb to 3700'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'				MSA BN VOR 2500' within 10 NM



NM to NEXT WPT	2.4	2.0	1.0	BBNWI	4.0	3.0	2.0	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000'	3885'	3565'	3245'	2930'	2610'	2290'	1975'	1655'	1335'	1015'	700'	430'	



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

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 430' (419')		MDA(H)	
A	2.3 km	Max Kts	
B		100	600' (587') - 2.4 km
C		135	750' (737') - 4.0 km
D		180	850' (837') - 5.0 km

PANS OPS 4

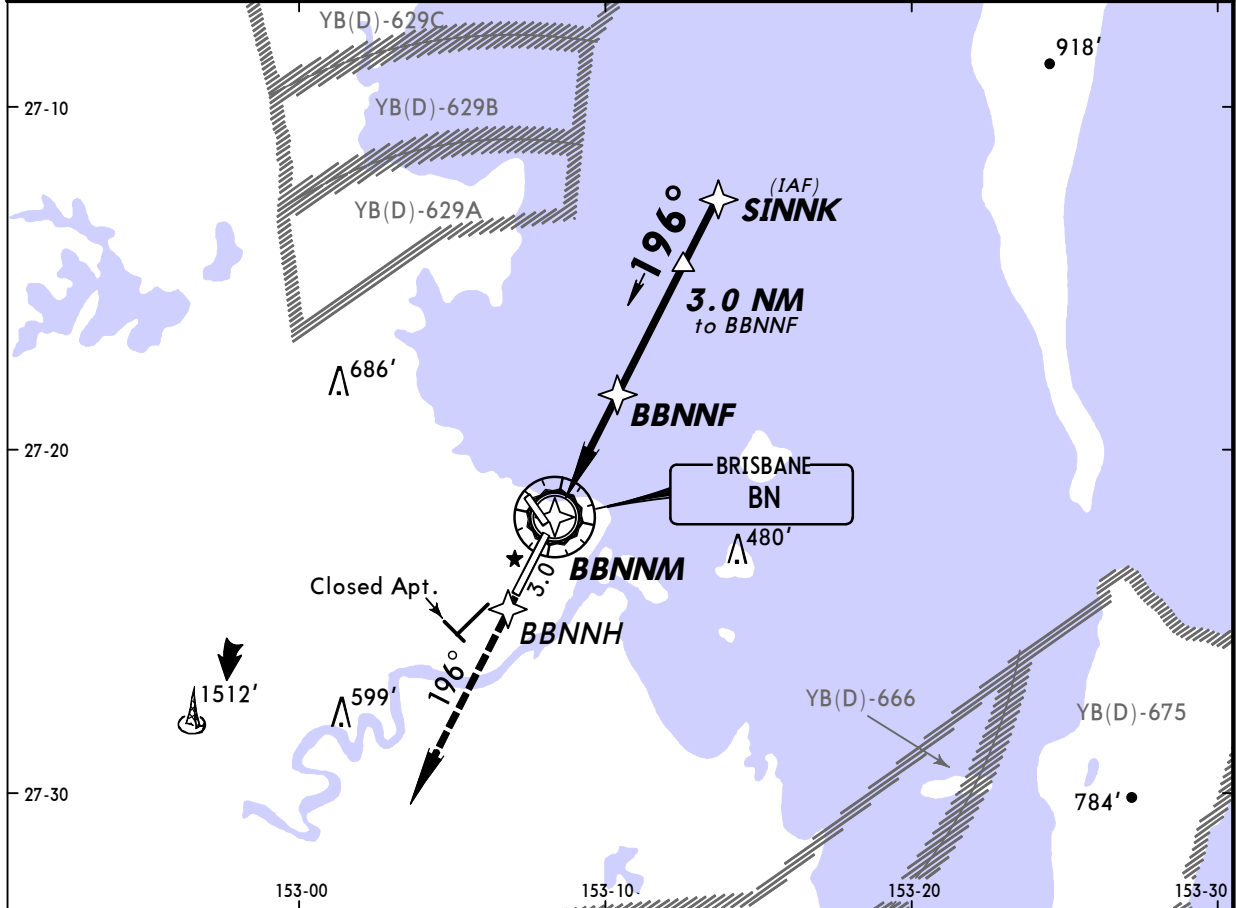
YBBN/BNE
BRISBANE INTL

JEPPESSEN
2 NOV 07 **(12-3)**

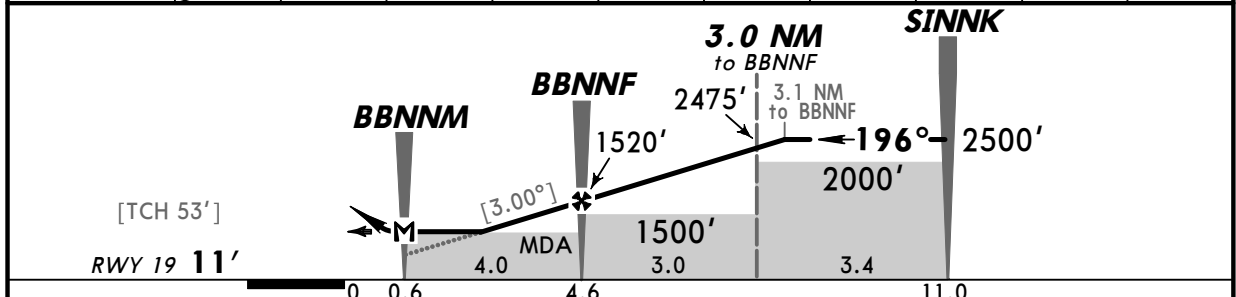
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 19

BRIEFING STRIP™

ATIS	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19		BRISBANE Tower	Ground
113.2 125.5	124.7		125.6		120.5	121.7
RNAV	Final Apch Crs 196°	Procedure Alt BBNMF 1520' (1509')	MDA(H) 430' (419')	Apt Elev 13'		
MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3700'.						MSA BN VOR 2500' within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 Kts. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC.						



NM to NEXT WPT	BBNNM	0.6	1.0	2.0	3.0	BBNMF	1.0	2.0	3.0	3.1
ALTITUDE		430'	565'	885'	1200'	1520'	1840'	2155'	2475'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS T-VASI T-VASI 	BBNNH 196°	3700'
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at BBNNM									

STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND		
MDA(H) 430' (419')			MDA(H)		
HIALS out			Max Kts		
A			100	600' (587')-2.4 km	
B			135	750' (737')-4.0 km	
C	2.3 km	3.2 km	180	850' (837')-5.0 km	
D			205		

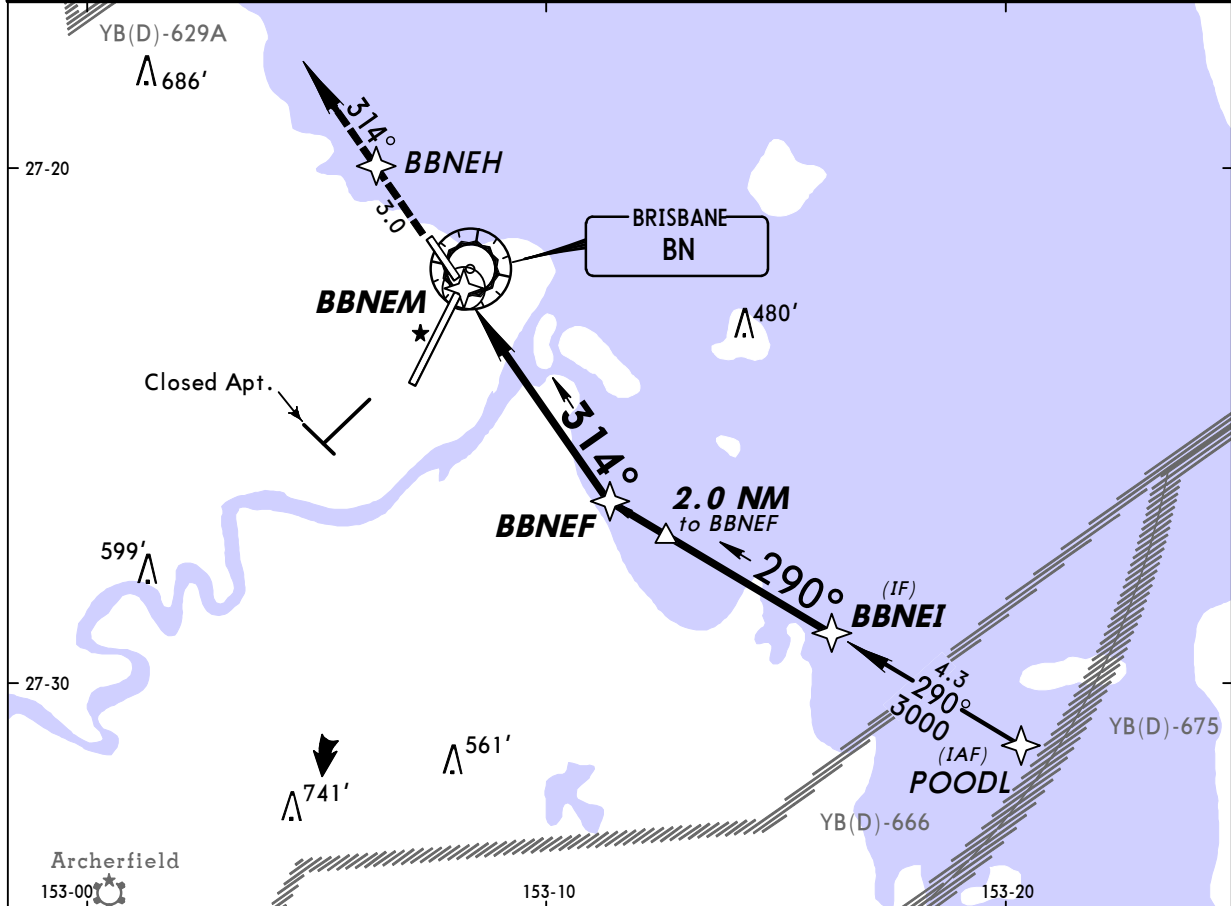
PANS OPS 4

YBBN/BNE
BRISBANE INTL

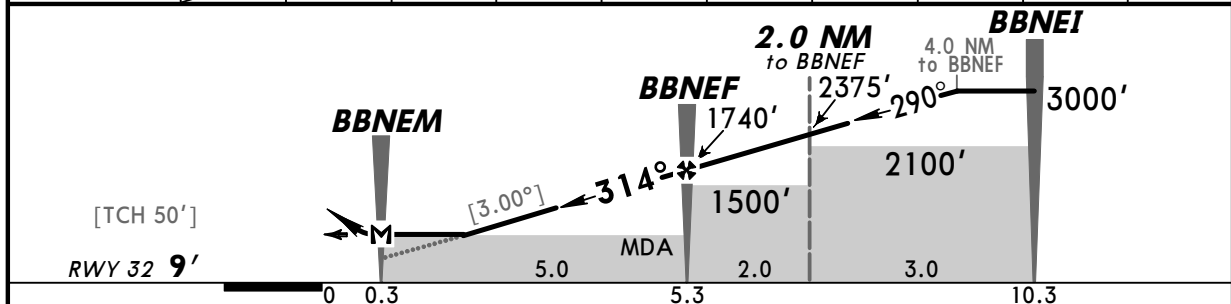
JEPPESSEN BRISBANE, QLD, AUSTRALIA
2 NOV 07 (12-4)
RNAV (GNSS) Rwy 32

BRIEFING STRIP™

ATIS 113.2 125.5		BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7		Southeast of extended C/L Rwy 01-19 125.6		BRISBANE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 314°	Procedure Alt BBNEF 1740' (1731')	MDA(H) 490' (481')	Apt Elev 13' RWY 32 9'			
MISSED APCH: Track direct to BBNEH, thence 314° or as directed by ATC. Climb to 3700'.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'	
1. Max initial IAS: 210 Kts. 2. Holding as directed by ATC.						MSA BN VOR 2500' within 10 NM	



NM to NEXT WPT	BBNEM	1.1	2.0	3.0	4.0	BBNEF	1.0	2.0	3.0	4.0
ALTITUDE		490'	785'	1100'	1420'	1740'	2055'	2375'	2695'	3000'



Gnd speed-Kts	70	90	100	120	140	160	T-VASI	→	BBNEH	314°	3700'
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at BBNEM											

PANS OPS 4

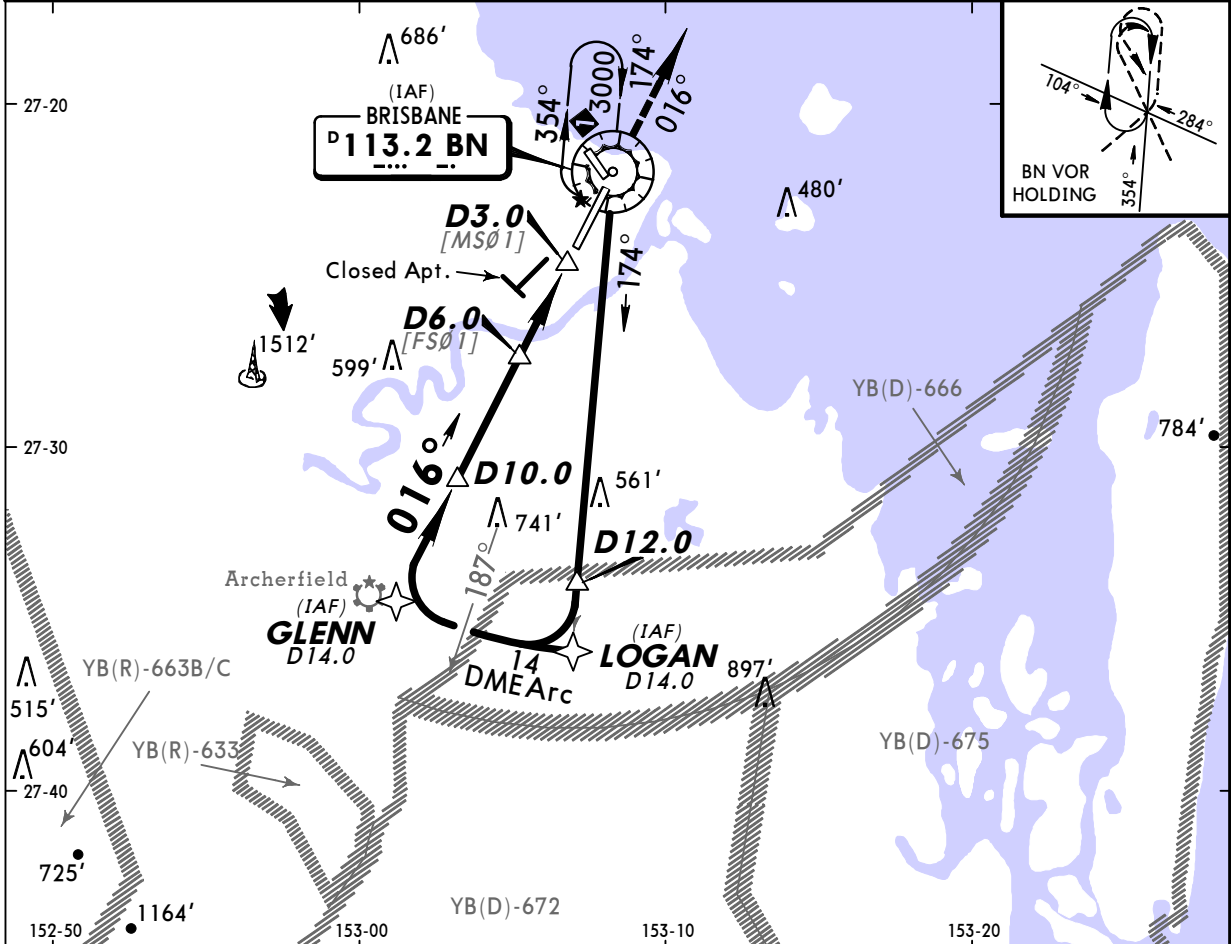
STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 490' (481')		Max Kts. MDA(H)	
A	2.7 km	100	600' (587') - 2.4 km
B		135	750' (737') - 4.0 km
C		180	850' (837') - 5.0 km
D		205	

YBBN/BNE
BRISBANE INTL

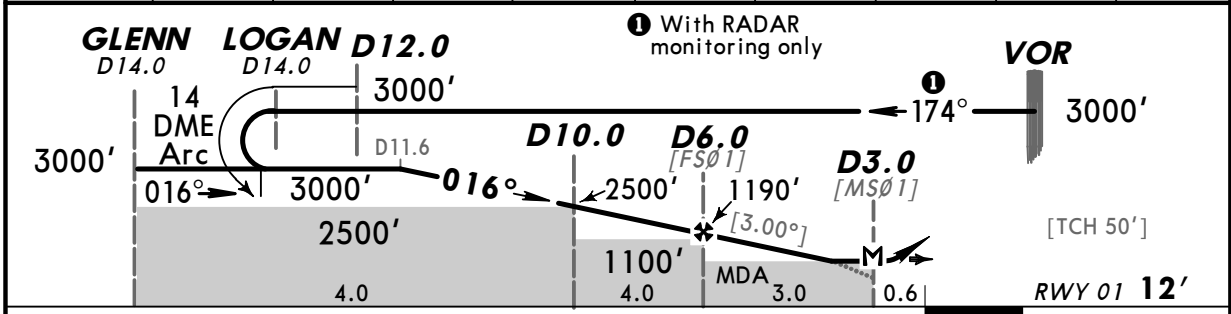
JEPPESEN BRISBANE, QLD, AUSTRALIA
2 JUN 06 **(13-1)** **Eff 8 Jun**
VOR Rwy 01

BRIEFING STRIP™

ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 016°	Procedure Alt D6.0 1190' (1178')	MDA(H) 570' (558')	Apt Elev 13' RWY 01 12'
MISSED APCH: Track 016°. Climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'				
1. BN DME REQUIRED. 2. Aircraft may be RADAR vectored to FAF. 3. GPS permitted in lieu of DME. Reference waypoint BN VOR.				
				MSA BN VOR 2500' within 10 NM



BN DME	11.6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3000'	2820'	2500'	2160'	1835'	1510'	1190'	865'	570'



Gnd speed-Kts	70	90	100	120	140	160	HIALS T-VASI T-VASI	016°	3000' ↑
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at D3.0									

STRAIGHT-IN LANDING RWY01 MDA(H) 570' (558')		CIRCLE-TO-LAND			
HIALS out		Max Kts			
A	3.1 km	B	4.0 km		
C		D			
MDA(H)		100		600' (587') -2.4 km	
		135		750' (737') -4.0 km	
		180	850' (837') -5.0 km		
		205			

PANS OPS 4

YBBN/BNE
BRISBANE INTL

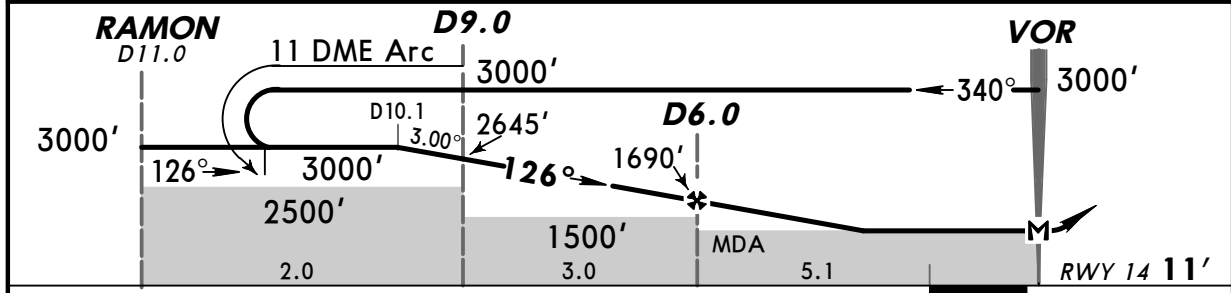
JEPPESEN BRISBANE, QLD, AUSTRALIA
2 JUN 06 **(13-2)** **Eff 8 Jun**
VOR Rwy 14

BRIEFING STRIP™

ATIS 113.2 125.5	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7	Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 126°	Procedure Alt D6.0 1690' (1679')	MDA(H) 600' (589')	Apt Elev 13' RWY 14 11'
MISSED APCH: Track 126°. Climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'				MSA BN VOR 2500' within 10 NM
1. BN DME REQUIRED. 2. Aircraft may be RADAR vectored to FAF. 3. GPS permitted in lieu of DME. Reference waypoint BN VOR.				



BN DME	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000'	2960'	2645'	2325'	2010'	1690'	1370'	1055'	735'	600'



Gnd speed-Kts	70	90	100	120	140	160	T-VASI	126°	3000'
Descent angle	3.00°	372	478	531	637	743			
MAP at VOR									

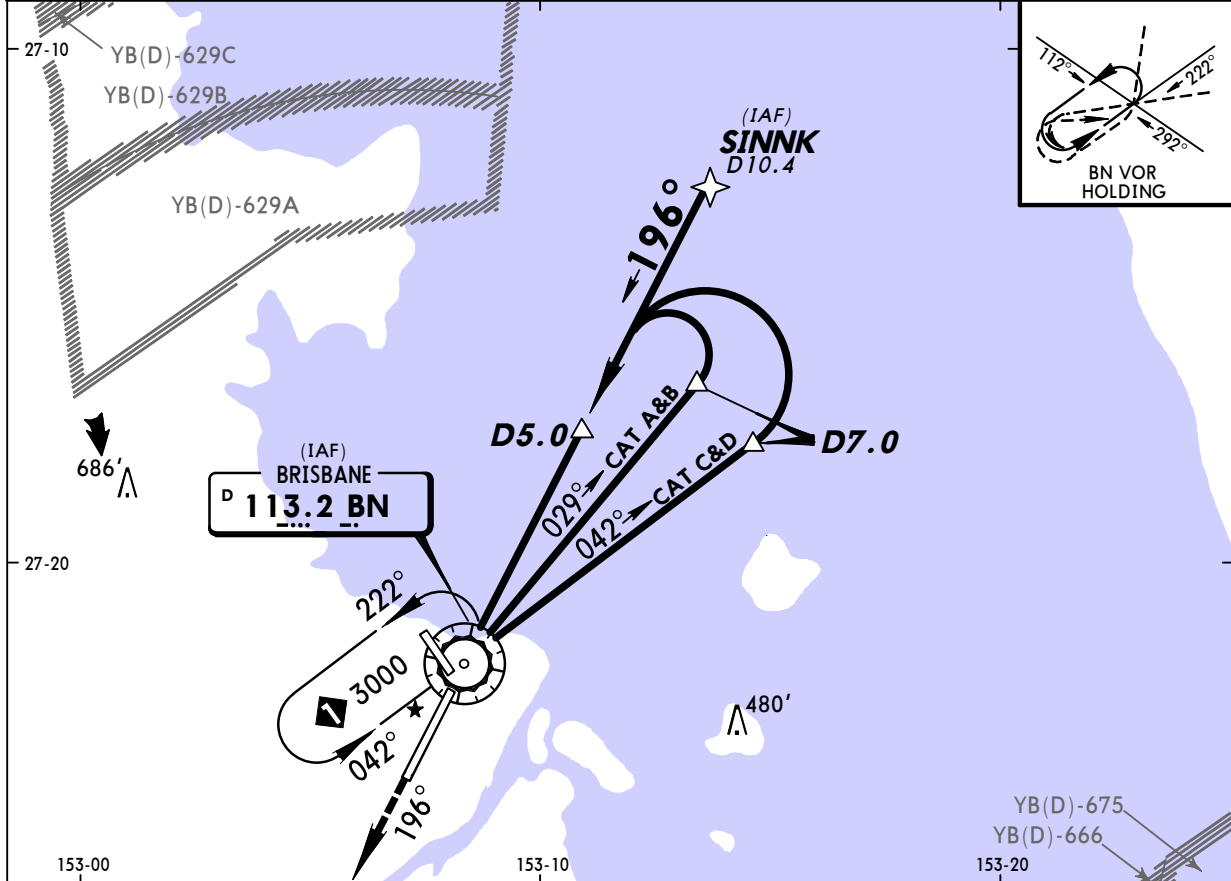
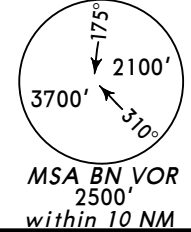
STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 600' (589')		MDA(H)	
PANS OPS 4	A	Max Kts	100
	B		600' (587') - 2.4 km
	C		750' (737') - 4.0 km
	D		850' (837') - 5.0 km
3.2 km			

YBBN/BNE
BRISBANE INTL

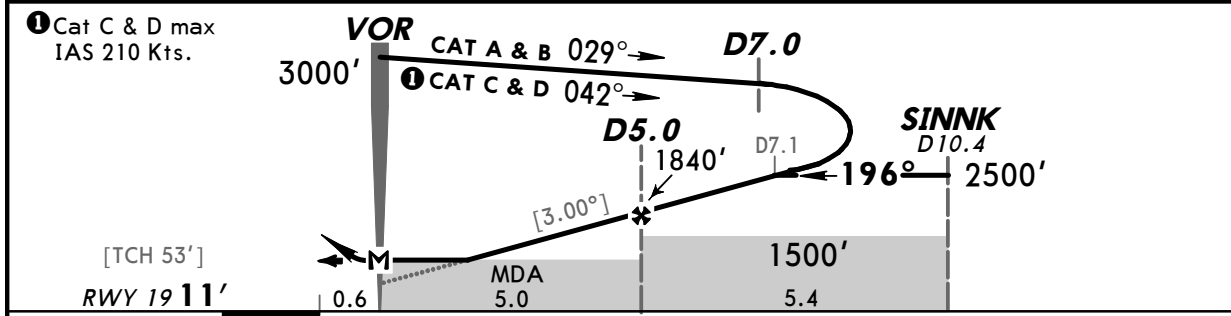
JEPPESSEN BRISBANE, QLD, AUSTRALIA
17 NOV 06 **(13-3)** **Eff 23 Nov**
VOR Rwy 19

BRIEFING STRIP™

ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 196°	Procedure Alt D5.0 1840' (1829')	MDA(H) 410' (399')	Apt Elev 13' RWY 19 11'
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'				
1. BN DME REQUIRED. 2. Aircraft may be RADAR vectored to FAF. 3. GPS permitted in lieu of DME. Reference waypoint BN VOR.				



BN DME	0.5	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	410'	570'	890'	1205'	1525'	1840'	2160'	2475'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS T-VASI T-VASI	196°	3000'
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 410' (399')				MDA(H)			
HIALS out				Max Kts			
A					100	600'(587') - 2.4 km	
B					135	750'(737') - 4.0 km	
C	2.2 km	3.1 km		180	750'(737') - 4.0 km		
D					205	850'(837') - 5.0 km	

PANS OPS 4