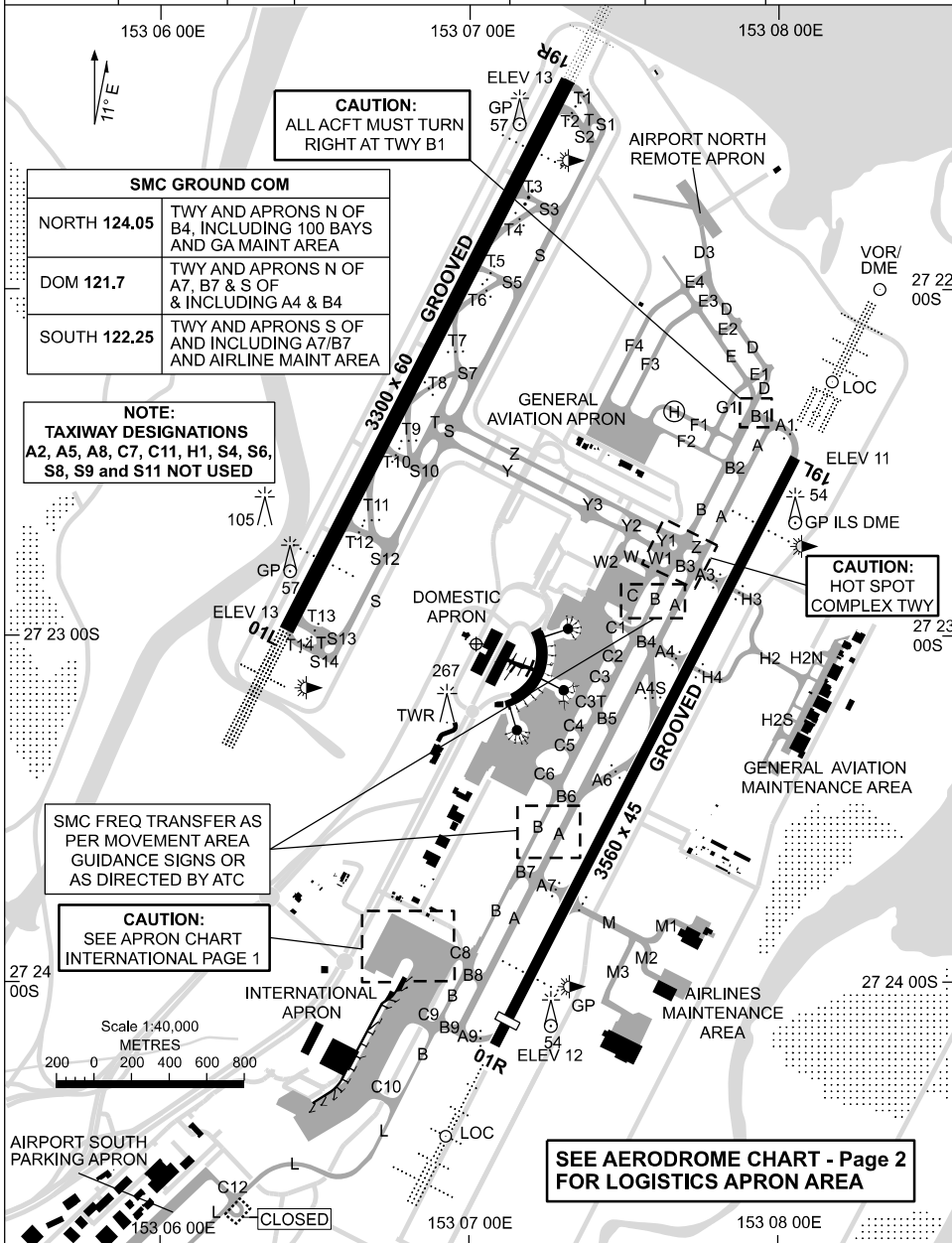


27 NOV 2025

AD ELEV 15
27 23 03S 153 07 03E

AERODROME CHART - PAGE 1
BRISBANE, QLD (YBBN)

ATIS 113.2 125.5	FIA BN CEN 121.2 125.7	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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CAUTION:
ALL ACFT MUST TURN
RIGHT AT TWY B1

SMC GROUND COM	
NORTH 124.05	TWY AND APRONS N OF B4, INCLUDING 100 BAYS AND GA MAINT AREA
DOM 121.7	TWY AND APRONS N OF A7, B7 & S OF & INCLUDING A4 & B4
SOUTH 122.25	TWY AND APRONS S OF AND INCLUDING A7/B7 AND AIRLINE MAINT AREA

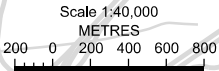
NOTE:
TAXIWAY DESIGNATIONS
A2, A5, A8, C7, C11, H1, S4, S6,
S8, S9 and S11 NOT USED

SMC FREQ TRANSFER AS
PER MOVEMENT AREA
GUIDANCE SIGNS OR
AS DIRECTED BY ATC

CAUTION:
SEE APRON CHART
INTERNATIONAL PAGE 1

CAUTION:
HOT SPOT
COMPLEX TWY

**SEE AERODROME CHART - Page 2
FOR LOGISTICS APRON AREA**



Changes: ABN DCMSD, Editorial.

BBNAD01-185

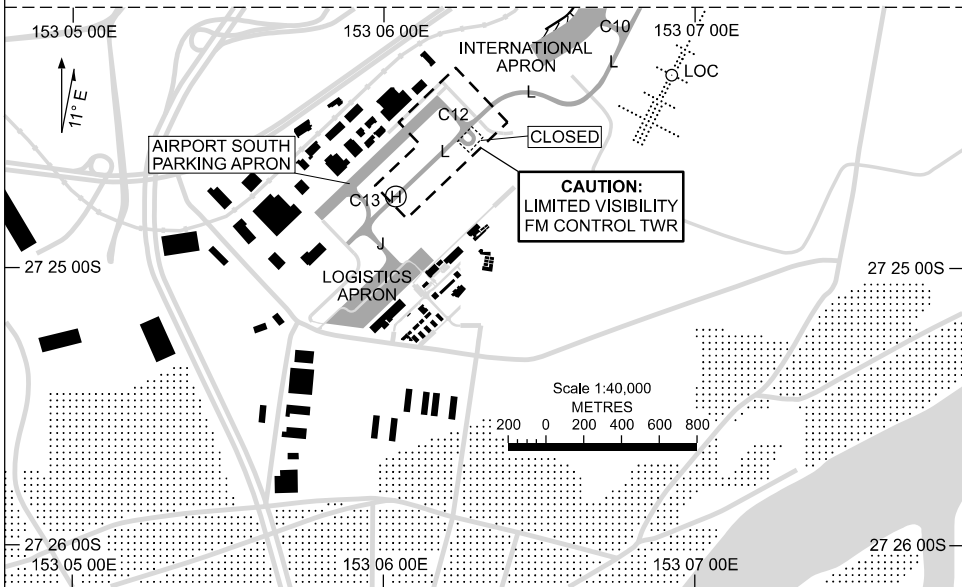
27 NOV 2025

AD ELEV 15
27 23 03S 153 07 03E

AERODROME CHART - Page 2
BRISBANE, QLD (YBBN)

ATIS 113.2 125.5	FIA BN CEN 121.2 125.7	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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SEE AERODROME CHART - Page 1



AERODROME LIGHTING

RWY	TAXIWAY : GREEN CENTRELINE, RUNWAY GUARD LIGHTS, STOP BARS. RL : MAN, SDBY (1 SEC DURING LVP, 15 SEC OTHER TIMES)
01R ⁰¹⁶ ₁₉₆ 19L	PAPI 3.0° 64FT HIRL MIRL HIAL - CAT I RTIL RCLL PAPI 3.0° 64FT HIRL MIRL HIAL - CAT II RTZL RCLL
01L ⁰¹⁶ ₁₉₆ 19R	PAPI 3.0° 71FT HIRL HIAL - CAT I RCLL PAPI 3.0° 71FT HIRL HIAL - CAT I RCLL

NOTES

Changes: ABN DCMSD, TWY L HELI ADDED, Editorial.

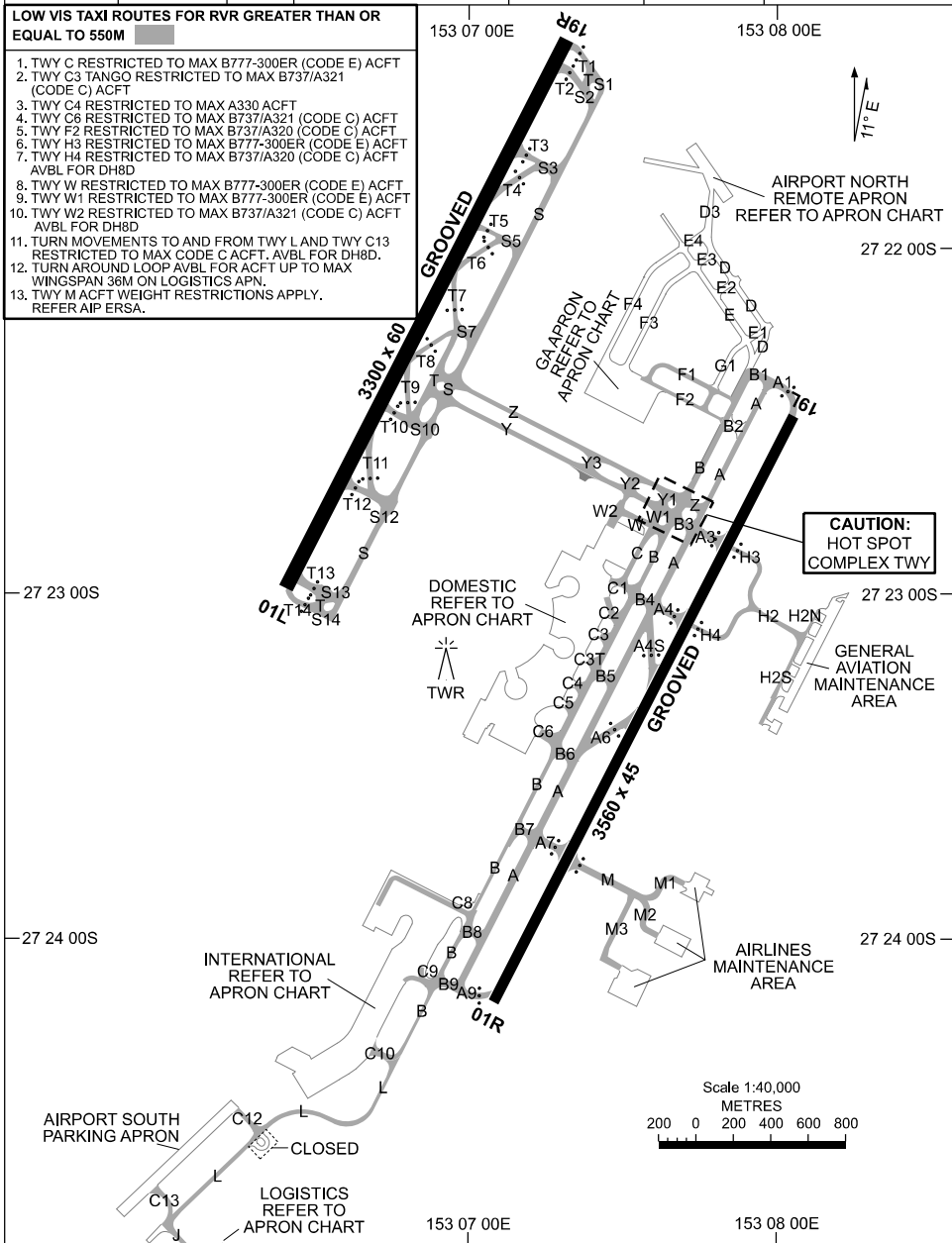
BBNAD02-185

AERODROME GROUND MOVEMENT CHART - Page 1

BRISBANE, QLD (YBBN)

27 NOV 2025

ATIS 113.2	125.5	FIA BN CEN 121.2 125.7	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 01L/19R	120.5 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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Changes: ABN DCMSD, AMD NOTE 12.

BBNAG01-185

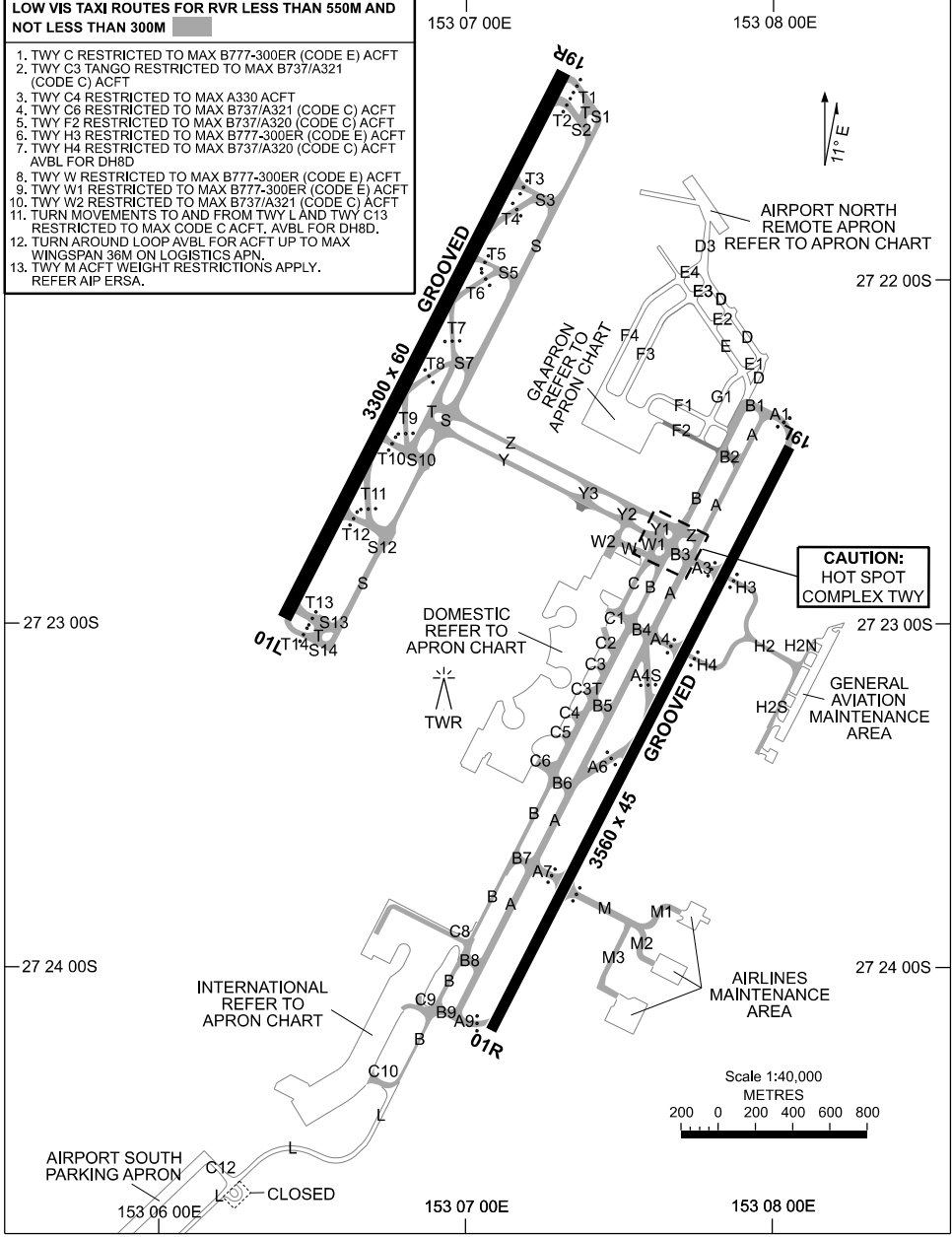
AERODROME GROUND MOVEMENT CHART - Page 2

BRISBANE, QLD (YBBN)

19 MAR 2026

ATIS 113.2	125.5	FIA BN CEN 121.2 125.7	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 01L/19R	120.5 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
---------------	-------	------------------------------	---------------	-----------------	---------------------	-----------------	---------------------------	----------------	----------------------	--

- LOW VIS TAXI ROUTES FOR RVR LESS THAN 550M AND NOT LESS THAN 300M**
1. TWY C RESTRICTED TO MAX B777-300ER (CODE E) ACFT
 2. TWY C3 TANGO RESTRICTED TO MAX B737/A321 (CODE C) ACFT
 3. TWY C4 RESTRICTED TO MAX A330 ACFT
 4. TWY C6 RESTRICTED TO MAX B737/A321 (CODE C) ACFT
 5. TWY F2 RESTRICTED TO MAX B737/A320 (CODE C) ACFT
 6. TWY H3 RESTRICTED TO MAX B777-300ER (CODE E) ACFT
 7. TWY H4 RESTRICTED TO MAX B737/A320 (CODE C) ACFT
AVBL FOR DH8D
 8. TWY W RESTRICTED TO MAX B777-300ER (CODE E) ACFT
 9. TWY W1 RESTRICTED TO MAX B777-300ER (CODE E) ACFT
 10. TWY W2 RESTRICTED TO MAX B737/A321 (CODE C) ACFT
 11. TURN MOVEMENTS TO AND FROM TWY L AND TWY C13 RESTRICTED TO MAX CODE C ACFT. AVBL FOR DH8D.
 12. TURN AROUND LOOP AVBL FOR ACFT UP TO MAX WINGSPAN 38M ON LOGISTICS APN.
 13. TWY M ACFT WEIGHT RESTRICTIONS APPLY. REFER AIP ERSA.



Changes: AMD RVR TITLE.

BBNAG02-186

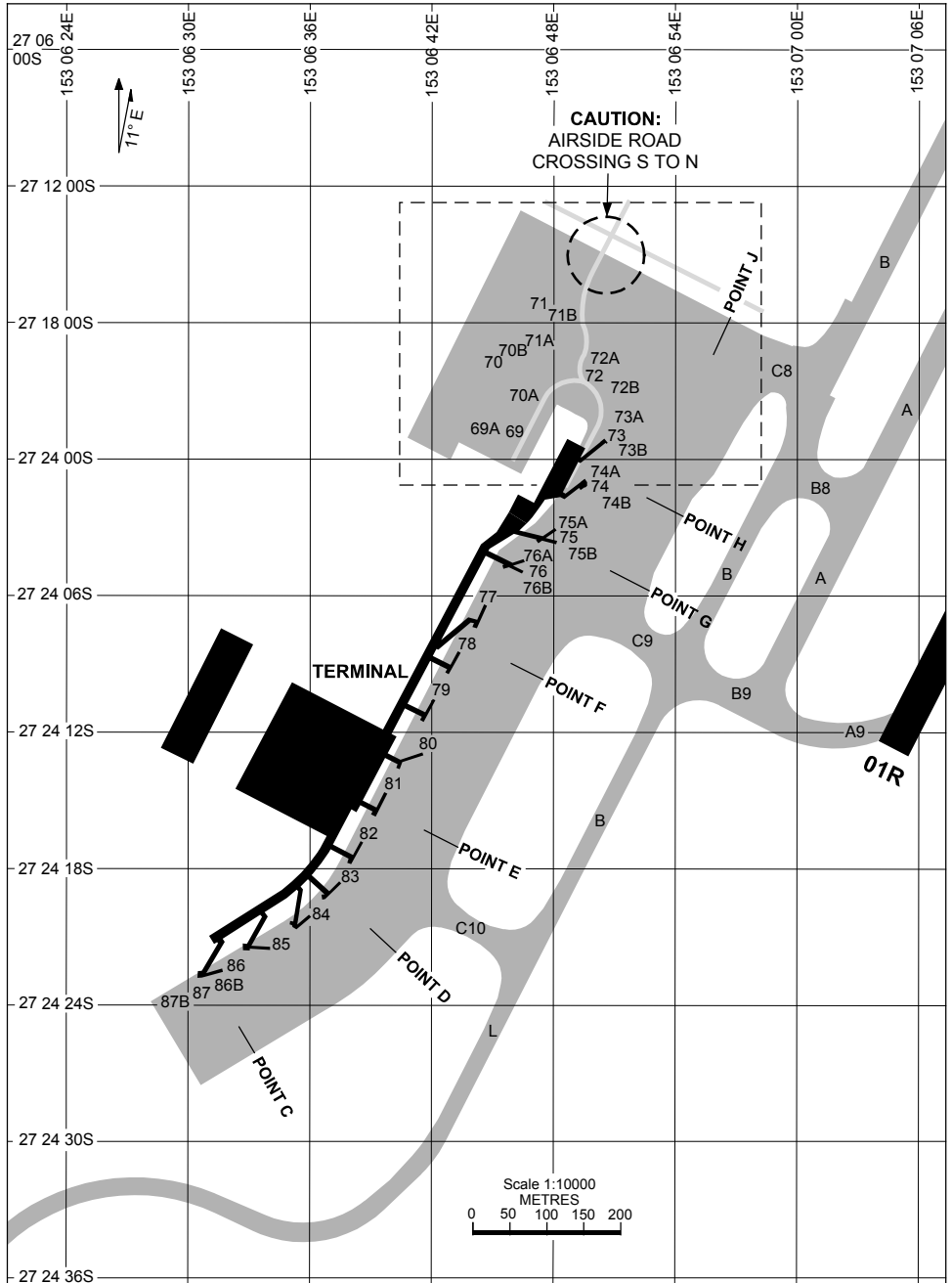
19 MAR 2026

PARKING POSITION INFORMATION						
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM	
1A	27 22 52.73S	153 07 21.17E	11	DH8D	NIL	MARSHALLER
1B	27 22 52.35S	153 07 19.90E	12	DH8D	NIL	MARSHALLER
1C	27 22 51.59S	153 07 18.54E	13	DH8D	NIL	MARSHALLER
1D	27 22 51.70S	153 07 16.97E	12	DH8D	NIL	MARSHALLER
3	27 22 52.59S	153 07 15.59E	12	DH8D	NIL	MARSHALLER
4	27 22 53.99S	153 07 16.46E	13	DH8D	NIL	MARSHALLER
5	27 22 57.83S	153 07 15.34E	12	DH8D	NIL	MARSHALLER
5A	27 22 57.57S	153 07 16.17E	11	DH8D	NIL	MARSHALLER
5B	27 22 56.36S	153 07 16.86E	11	DH8D	NIL	MARSHALLER
6	27 22 58.36S	153 07 16.79E	12	DH8D	NIL	MARSHALLER
15	27 22 54.04S	153 07 25.74E	10	A321	NIL	MARSHALLER
15A	27 22 53.37S	153 07 24.50E	10	A321	NIL	MARSHALLER
15B	27 22 52.57S	153 07 23.18E	11	B738/A321	NIL	MARSHALLER
15C	27 22 53.81S	153 07 25.76E	10	A321	NIL	MARSHALLER
16	27 22 57.10S	153 07 18.42E	12	B738/A321	JET A1	MARSHALLER
17	27 22 56.90S	153 07 19.86E	12	B738	JET A1	SAFEGATE
18	27 22 57.52S	153 07 21.00E	12	B738	JET A1	SAFEGATE
19	27 22 58.50S	153 07 21.72E	11	B738/A321	JET A1	SAFEGATE
19B	27 22 57.56S	153 07 23.21E	10	B738	NIL	MARSHALLER
20	27 22 59.67S	153 07 21.80E	12	A321	JET A1	SAFEGATE
20B	27 23 00.27S	153 07 23.67E	10	B738	NIL	MARSHALLER
21	27 23 00.84S	153 07 21.04E	12	B738	JET A1	SAFEGATE
22	27 23 01.70S	153 07 16.58E	11	A321	JET A1	SAFEGATE
23	27 23 03.50S	153 07 16.74E	12	A321	JET A1	SAFEGATE
24	27 23 04.81S	153 07 16.28E	12	B744	JET A1	SAFEGATE
25	27 23 07.06S	153 07 16.10E	11	A321	JET A1	SAFEGATE
26	27 23 08.19S	153 07 20.22E	11	A321	JET A1	MARSHALLER
27	27 23 08.74S	153 07 21.65E	11	A321	JET A1	MARSHALLER
28	27 23 09.92S	153 07 20.94E	11	A321	JET A1	MARSHALLER
29	27 23 11.09S	153 07 20.28E	12	A321	JET A1	MARSHALLER
30	27 23 12.25S	153 07 19.70E	11	A321	JET A1	MARSHALLER
31	27 23 13.46S	153 07 18.93E	11	A321	JET A1	MARSHALLER
32	27 23 12.59S	153 07 17.82E	11	A321	JET A1	MARSHALLER
38B	27 23 09.98S	153 07 14.47E	11	B738	JET A1	SAFEGATE
39	27 23 11.27S	153 07 16.21E	11	B738	NIL	MARSHALLER
40A	27 23 11.38S	153 07 13.17E	11	A321/B738	JET A1	SAFEGATE
40B	27 23 12.53S	153 07 12.09E	11	B738	JET A1	SAFEGATE
41	27 23 13.42S	153 07 11.57E	11	A321	JET A1	SAFEGATE
41	27 23 13.49S	153 07 09.87E	12	B738	JET A1	SAFEGATE
41B	27 23 15.81S	153 07 10.70E	12	B738	NIL	MARSHALLER
43	27 23 16.98S	153 07 11.78E	12	B738	JET A1	SAFEGATE
44A	27 23 18.19S	153 07 11.76E	11	B738	JET A1	SAFEGATE
44B	27 23 19.20S	153 07 11.44E	11	A321	JET A1	SAFEGATE
45A	27 23 19.69S	153 07 10.42E	11	B738	JET A1	SAFEGATE
46	27 23 19.20S	153 07 09.09E	11	B738	JET A1	SAFEGATE
47	27 23 18.82S	153 07 07.84E	11	B738	JET A1	SAFEGATE
48	27 23 17.96S	153 07 06.94E	11	B738	JET A1	SAFEGATE
49	27 23 16.77S	153 07 06.45E	12	E190	NIL	MARSHALLER
50	27 23 15.66S	153 07 07.17E	12	E190	NIL	MARSHALLER
50A	27 23 14.33S	153 07 06.40E	12	E190	NIL	MARSHALLER
53	27 23 19.25S	153 07 02.42E	12	A321	NIL	MARSHALLER
54	27 23 20.48S	153 07 01.71E	12	A321	NIL	MARSHALLER
55	27 23 21.71S	153 07 01.01E	12	A321	NIL	MARSHALLER
56	27 23 22.94S	153 07 00.31E	12	A321	NIL	MARSHALLER
57	27 23 24.17S	153 06 59.60E	12	A321	NIL	MARSHALLER
57B	27 23 24.87S	153 07 02.05E	10	A320	NIL	MARSHALLER
60	27 23 24.44S	153 07 04.96E	12	A321	NIL	MARSHALLER
61	27 23 25.07S	153 07 06.34E	11	A321	NIL	MARSHALLER
62	27 23 25.69S	153 07 07.72E	10	A321	NIL	MARSHALLER
63	27 23 26.32S	153 07 09.10E	10	A321	NIL	MARSHALLER
63A	27 23 25.05S	153 07 09.48E	9	SF34	NIL	MARSHALLER
64	27 23 26.95S	153 07 10.47E	10	A321	NIL	MARSHALLER
64A	27 23 25.92S	153 07 11.39E	9	SF34	NIL	MARSHALLER
100	27 22 52.92S	153 07 27.71E	11	A321	NIL	MARSHALLER
100B	27 22 52.07S	153 07 24.61E	11	A321	NIL	MARSHALLER
101	27 22 51.59S	153 07 28.47E	11	A321	NIL	MARSHALLER
102	27 22 50.26S	153 07 29.23E	10	A321	NIL	MARSHALLER
103	27 22 48.93S	153 07 29.99E	10	A321	NIL	MARSHALLER
108	27 22 49.27S	153 07 31.42E	11	A321	NIL	MARSHALLER
109	27 22 50.50S	153 07 30.71E	11	A321	NIL	MARSHALLER
110	27 22 51.73S	153 07 30.01E	11	A321	NIL	MARSHALLER
111	27 22 52.96S	153 07 29.31E	11	A321	NIL	MARSHALLER
112	27 22 54.19S	153 07 28.60E	10	A321	NIL	MARSHALLER

Changes: DELETED BAY 25B, CAPACITY BAY 15B, 16 AND 19, Editorial.

BBNAP02-186

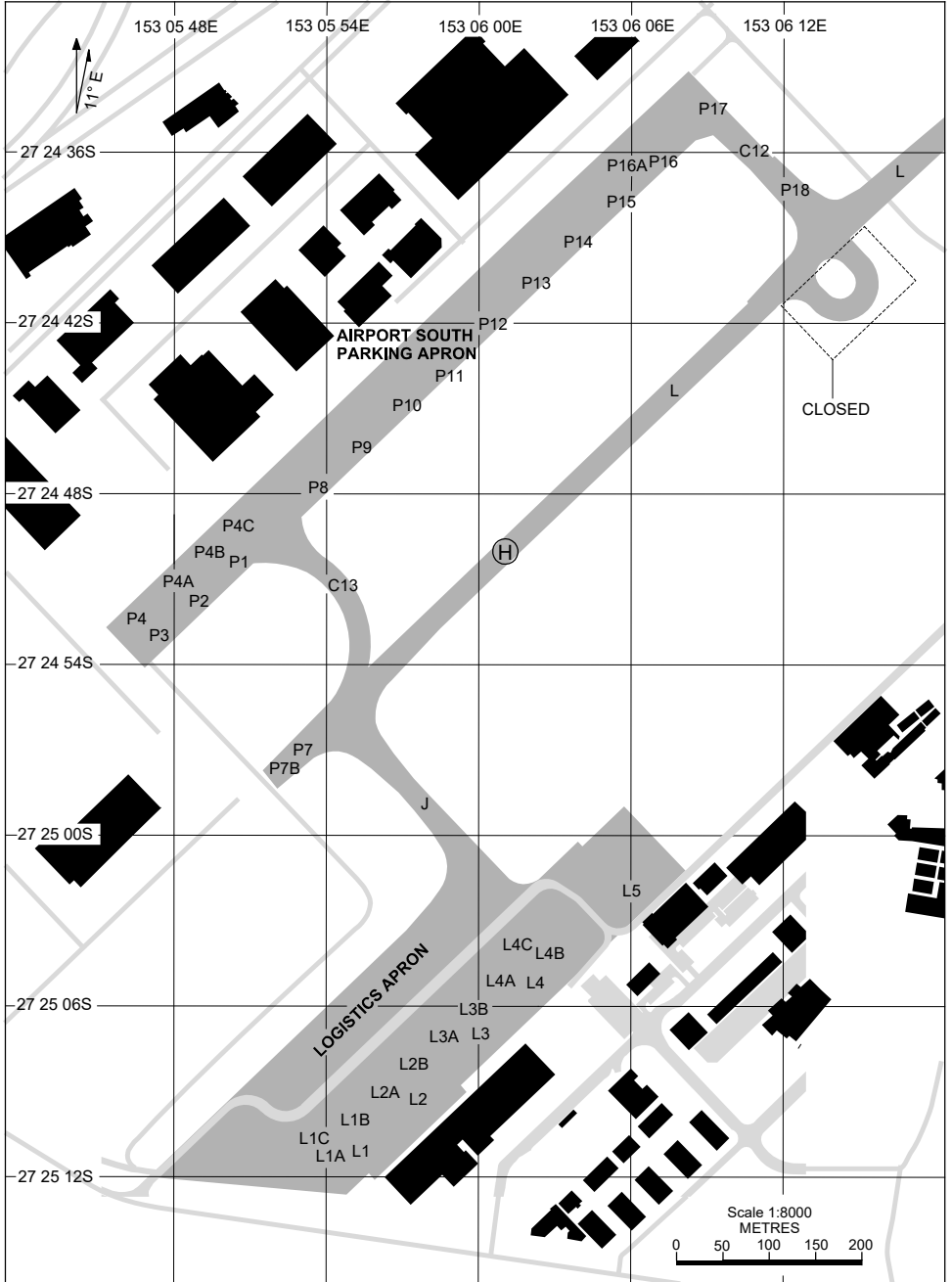
23 MAY 2019



Changes: Editorial - CO-ORDS.

BBNAP03-159

28 NOV 2024



Changes: HELIPAD ADDED, Editorial.

BBNAP04-181

27 FEB 2020**PARKING POSITION INFORMATION**

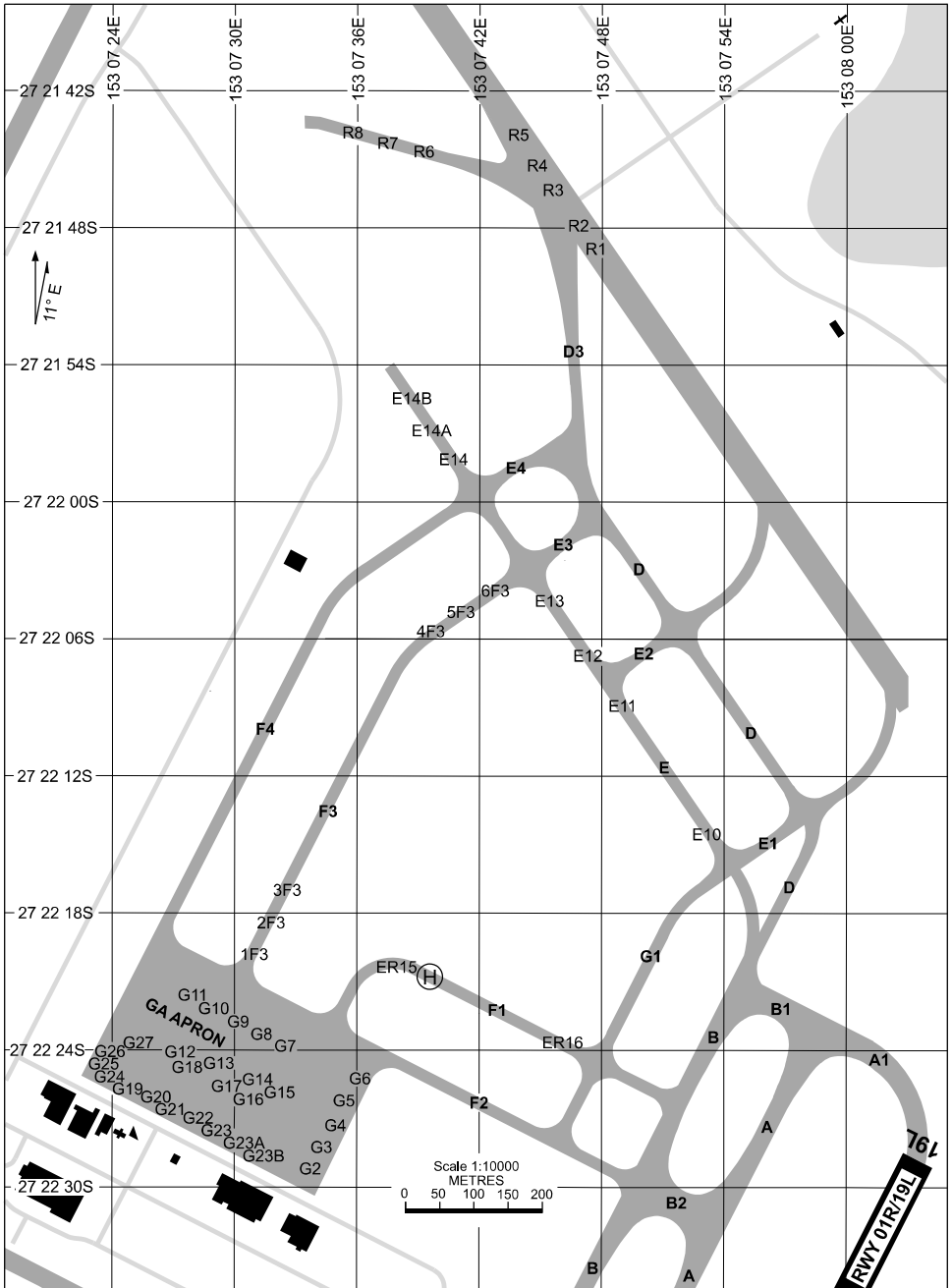
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM	
69	27 23 57.54S	153 06 44.65E	15	B744/B773	JET A1	MARSHALLER
69A	27 23 57.33S	153 06 44.07E	15	A321/B739	JET A1	MARSHALLER
70	27 23 55.32S	153 06 45.78E	15	B744/B733	JET A1	MARSHALLER
70A	27 23 55.71S	153 06 45.69E	15	A321/B739	JET A1	MARSHALLER
70B	27 23 54.63S	153 06 45.16E	15	A321/B739	JET A1	MARSHALLER
71	27 23 53.75S	153 06 46.63E	15	A388	JET A1	MARSHALLER
71A	27 23 53.46S	153 06 46.09E	15	B739/A321	JET A1	MARSHALLER
71B	27 23 52.63S	153 06 47.15E	15	A321/B739	JET A1	MARSHALLER
72	27 23 55.07S	153 06 49.14E	15	A388	JET A1	MARSHALLER
72A	27 23 54.69S	153 06 49.27E	15	A321/B739	JET A1	MARSHALLER
72B	27 23 55.10S	153 06 50.78E	15	A321/B739	JET A1	MARSHALLER
73	27 23 56.46S	153 06 50.79E	15	A388	JET A1	SAFEGATE
73A	27 23 56.33S	153 06 51.02E	15	A321/B739	JET A1	SAFEGATE
73B	27 23 57.56S	153 06 51.60E	15	A321/B739	JET A1	SAFEGATE
74	27 23 58.91S	153 06 49.60E	15	A388	JET A1	SAFEGATE
74A	27 23 58.69S	153 06 49.74E	15	A321/B739	JET A1	SAFEGATE
74B	27 23 59.95S	153 06 50.30E	15	A321/B739	JET A1	SAFEGATE
75	27 24 01.48S	153 06 48.03E	15	A388	JET A1	SAFEGATE
75A	27 24 01.27S	153 06 48.11E	15	A321/B739	JET A1	SAFEGATE
75B	27 24 02.62S	153 06 48.78E	15	A321/B739	JET A1	SAFEGATE
76	27 24 03.55S	153 06 46.10E	15	A388	JET A1	SAFEGATE
76A	27 24 03.41S	153 06 46.40E	15	A321/B739	JET A1	SAFEGATE
76B	27 24 04.66S	153 06 46.53E	15	A320/B738	JET A1	SAFEGATE
77	27 24 05.69S	153 06 43.66E	15	B744	JET A1	SAFEGATE
78	27 24 07.86S	153 06 42.40E	15	B744-B773	JET A1	SAFEGATE
79	27 24 10.02S	153 06 41.16E	15	B744-B773	JET A1	SAFEGATE
80	27 24 12.20S	153 06 39.92E	15	B744-B773	JET A1	SAFEGATE
81	27 24 14.38S	153 06 38.70E	15	B744-B773	JET A1	SAFEGATE
82	27 24 16.53S	153 06 37.43E	15	B744-B773	JET A1	SAFEGATE
83	27 24 18.46S	153 06 36.21E	15	B744-B773	JET A1	SAFEGATE
84	27 24 19.94S	153 06 34.62E	15	B744	JET A1	SAFEGATE
85	27 24 21.17S	153 06 32.43E	15	B744-B773	JET A1	SAFEGATE
86	27 24 22.42S	153 06 30.09E	15	B744-B773	JET A1	SAFEGATE
86B	27 24 23.49S	153 06 28.95E	15	A321/B739	JET A1	MARSHALLER
87	27 24 23.73S	153 06 27.66E	15	B744-B773	JET A1	MARSHALLER
87B	27 24 23.91S	153 06 27.31E	15	B757	JET A1	MARSHALLER

Changes: PARKING 77 & 84 CAPACITY UPDATE.

BBNAP05-162

27 NOV 2025

BRISBANE, QLD (YBBN)



Changes: REVISED APRON CHART, 1F3 - 6F3 AND H ADDED.

BBNAP06-185

28 NOV 2024

BRISBANE, QLD (YBBN)

PARKING POSITION INFORMATION						
STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
L1	27 25 10.93S	153 05 55.23E	13	A388	NIL	
L1A	27 25 10.98S	153 05 54.18E	12	A321	NIL	
L1B	27 25 09.81S	153 05 55.14E	12	A321	NIL	
L1C	27 25 10.73S	153 05 53.96E	12	A321	NIL	
L2	27 25 08.96S	153 05 57.53E	12	A388	NIL	
L2A	27 25 08.83S	153 05 56.29E	12	A321	NIL	
L2B	27 25 07.85S	153 05 57.44E	12	A321	NIL	
L3	27 25 07.00S	153 05 59.83E	12	A388	NIL	
L3A	27 25 06.87S	153 05 58.59E	12	A321	NIL	
L3B	27 25 05.88S	153 05 59.75E	12	A321	NIL	
L4	27 25 05.03S	153 06 02.14E	12	A388	NIL	
L4A	27 25 04.90S	153 06 00.89E	12	A321	NIL	
L4B	27 25 04.09S	153 06 02.24E	12	A321	NIL	
L4C	27 25 03.85S	153 06 02.02E	12	A321	NIL	
L5	27 25 02.19S	153 06 06.30E	8	GL7T	NIL	
P1	27 24 49.63S	153 05 50.44E	9	A320	NIL	
P2	27 24 51.03S	153 05 48.75E	9	A320	NIL	
P3	27 24 52.30S	153 05 47.23E	9	F100	NIL	
P4	27 24 51.75S	153 05 46.44E	9	A320	NIL	
P4A	27 24 50.74S	153 05 47.62E	9	A320	NIL	
P4B	27 24 49.73S	153 05 48.80E	9	A320	NIL	
P4C	27 24 48.72S	153 05 49.98E	9	A320	NIL	
P7	27 24 56.63S	153 05 53.01E	9	B752	NIL	
P7B	27 24 57.50S	153 05 51.99E	9	B752	NIL	
P8	27 24 46.94S	153 05 53.55E	9	B738	NIL	
P9	27 24 45.46S	153 05 55.27E	9	B738	NIL	
P10	27 24 43.99S	153 05 57.00E	9	B738	NIL	
P11	27 24 42.52S	153 05 58.72E	9	B738	NIL	
P12	27 24 41.04S	153 06 00.45E	9	B738	NIL	
P13	27 24 39.57S	153 06 02.18E	9	B738	NIL	
P14	27 24 38.10S	153 06 03.90E	9	B738	NIL	
P15	27 24 36.62S	153 06 05.63E	9	B738	NIL	
P16	27 24 35.15S	153 06 07.35E	9	B738	NIL	
P16A	27 24 35.76S	153 06 06.19E	9	B744	NIL	
P17	27 24 33.42S	153 06 09.39E	9	B744	NIL	
P18	27 24 36.83S	153 06 13.03E	9	B744	NIL	
H	27 24 49.87S	153 06 00.90E	9	AW139	NIL	

Changes: H ADDED.

BBNAP07-181

27 NOV 2025

BRISBANE, QLD (YBBN)

PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
R1	27 21 48.94S	153 07 47.61E	9	B738	NIL
R2	27 21 47.91S	153 07 46.83E	9	B738	NIL
R3	27 21 46.33S	153 07 45.61E	9	B738	NIL
R4	27 21 45.31S	153 07 44.82E	9	B738	NIL
R5	27 21 43.95S	153 07 43.90E	9	B738	NIL
R6	27 21 44.71S	153 07 39.24E	8	B738	NIL
R7	27 21 44.28S	153 07 37.51E	8	B738	NIL
R8	27 21 43.86S	153 07 35.77E	8	B738	NIL
E10	27 22 14.57S	153 07 53.32E	8	B738	NIL
E11	27 22 08.90S	153 07 48.95E	8	B738	NIL
E12	27 22 06.74S	153 07 47.29E	8	B738	NIL
E13	27 22 04.36S	153 07 45.46E	8	B738	NIL
E14	27 21 58.16S	153 07 40.69E	8	B738	NIL
E14A	27 21 56.83S	153 07 39.67E	8	B738	NIL
E14B	27 21 55.51S	153 07 38.65E	8	B738	NIL
ER15	27 22 20.49S	153 07 38.92E	8	E190	NIL
ER16	27 22 23.76S	153 07 46.10E	8	E190	NIL
H	27 22 20.66S	153 07 39.30E	8	AW139	NIL
1F3	27 22 19.82S	153 07 30.96E	8	SF34	NIL
2F3	27 22 18.37S	153 07 31.79E	8	SF34	NIL
3F3	27 22 16.93S	153 07 32.62E	8	SF34	NIL
4F3	27 22 05.72S	153 07 39.57E	8	SF34	NIL
5F3	27 22 04.80S	153 07 41.07E	8	SF34	NIL
6F3	27 22 03.88S	153 07 42.57E	8	SF34	NIL
G2	27 22 29.17S	153 07 33.71E	12	F70	NIL
G3	27 22 28.20S	153 07 34.27E	11	F70	NIL
G4	27 22 27.26S	153 07 34.97E	10	F100	NIL
G5	27 22 26.24S	153 07 35.56E	9	F100	NIL
G6	27 22 25.21S	153 07 36.15E	9	F100	NIL
G7	27 22 23.77S	153 07 32.48E	9	Q300	NIL
G8	27 22 23.24S	153 07 31.33E	9	Q300	NIL
G9	27 22 22.72S	153 07 30.18E	9	Q300	NIL
G10	27 22 22.19S	153 07 29.03E	9	Q300	NIL
G11	27 22 21.71S	153 07 27.97E	9	Q300	NIL
G12	27 22 24.09S	153 07 27.32E	10	Q300	NIL
G13	27 22 24.75S	153 07 28.75E	10	Q300	NIL
G14	27 22 25.46S	153 07 30.72E	10	SF3	NIL
G15	27 22 25.87S	153 07 31.63E	10	SF3	NIL
G16	27 22 25.91S	153 07 31.20E	10	SF3	NIL
G17	27 22 25.44S	153 07 30.17E	11	SF3	NIL
G18	27 22 24.55S	153 07 28.21E	10	SF3	NIL
G19	27 22 25.80S	153 07 24.93E	12	SF3	NIL
G20	27 22 26.20S	153 07 25.82E	12	SF3	NIL
G21	27 22 26.64S	153 07 26.78E	12	SF3	NIL
G22	27 22 27.08S	153 07 27.74E	12	SF3	NIL
G23	27 22 27.52S	153 07 28.71E	12	SF3	NIL
G23A	27 22 27.96S	153 07 29.67E	12	SF3	NIL
G23B	27 22 28.40S	153 07 30.64E	12	SF3	NIL
G24	27 22 25.30S	153 07 24.20E	12	B350	NIL
G25	27 22 24.88S	153 07 23.85E	12	B350	NIL
G26	27 22 24.24S	153 07 24.54E	11	B350	NIL
G27	27 22 23.83S	153 07 25.32E	11	B350	NIL

Changes: REVISED CHART, 1F3 - 6F3 AND H ADDED.

BBNAP08-185

**STANDARD INSTRUMENT DEPARTURES (SID)
BRISBANE FOUR DEPARTURE (RADAR)
BRISBANE, QLD (YBBN)**

20 MAR 2025

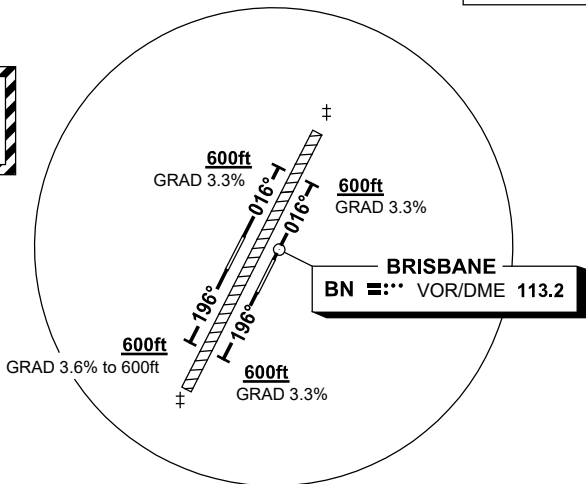
ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

⚠ **CAUTION**
PARALLEL RUNWAY OPS
DO NOT TURN TOWARDS
OTHER RUNWAY



10 NM MSA 2600

DEPARTURE: BRISBANE FOUR (RADAR)

RWY 01L

GRAD 3.3% to 600ft (5.8% TO 3200ft)

- Track 016°
- AT or ABV 600ft but not before DER turn to assigned heading or track
- When directed, contact Departures for radar vectors

RWY 19R

GRAD 3.6% to 600ft (5.3% TO 3700ft)

- Track 196°
- AT or ABV 600ft but not before DER turn to assigned heading or track
- When directed, contact Departures for radar vectors

RWY 01R

GRAD 3.3% to 600ft (4.9% TO 3800ft)

- Track 016°
- AT or ABV 600ft but not before DER turn to assigned heading or track
- When directed, contact Departures for radar vectors

RWY 19L

GRAD 3.3% to 600ft (5.6% TO 3400ft)

- Track 196°
- AT or ABV 600ft but not before DER turn to assigned heading or track
- When directed, contact Departures for radar vectors

COMMUNICATIONS FAILURE PROCEDURE

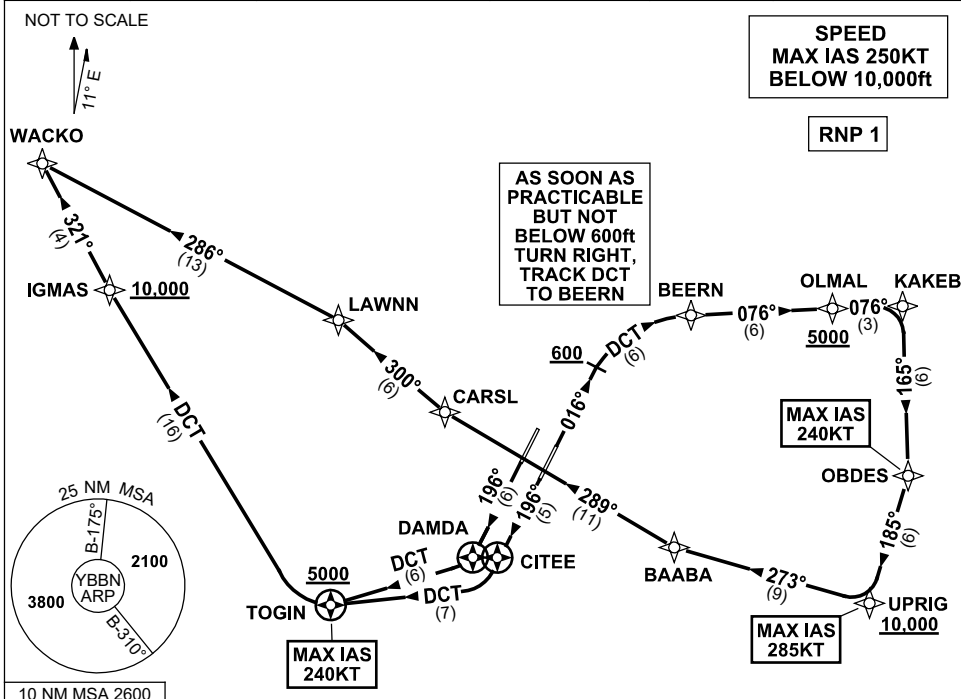
On recognition of communications failure

- 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.

**STANDARD INSTRUMENT DEPARTURES (SID)
WACKO FOUR DEPARTURE (RNAV) RWY 01R/19L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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DEPARTURE: WACKO FOUR

RWY 01R

GRAD 3.3%
MAX IAS 240KT until OBDES

- Track 016°
- AT or ABV 600ft turn RIGHT, track DCT to BEERN
- Turn RIGHT, track 076° to OLMAL
Cross OLMAL AT or ABV 5000ft (RQ GRAD TO OLMAL: 6.2%)
- Track 076° to KAKEB
- Turn RIGHT, track 165° to OBDES
MAX IAS 285KT until UPRIG
- Turn RIGHT, track 185° to UPRIG
Cross UPRIG AT or ABV 10,000ft (RQ GRAD TO UPRIG: 6.2% FM OLMAL)
- Turn RIGHT, track 273° to BAABA
- Turn RIGHT, track 289° to CARSL
- Turn RIGHT, track 300° to LAWNN
- Turn LEFT, track 286° to WACKO

RWY 19L

GRAD 3.3%
MAX IAS 240KT until TOGIN

- Track 196° to CITEE
- Turn RIGHT, track DCT to TOGIN
Cross TOGIN AT or ABV 5000ft (RQ GRAD TO TOGIN: 7.0%)
- Turn RIGHT, track DCT to IGMAS
Cross IGMAS AT or ABV 10,000ft (RQ GRAD TO IGMAS: 5.0% FM TOGIN)
- Track 321° to WACKO

RWY 19R

GRAD 3.3%
MAX IAS 240KT UNTIL PASSING TOGIN

- Track 196° to DAMDA
- Turn RIGHT, track DCT to TOGIN
Cross TOGIN AT or ABV 5000ft (RQ GRAD TO TOGIN: 6.9%)
- Turn RIGHT, track DCT to IGMAS
Cross IGMAS AT or ABV 10,000ft (RQ GRAD TO IGMAS: 5.0% FM TOGIN)
- Track 321° to WACKO

Changes: MSA.

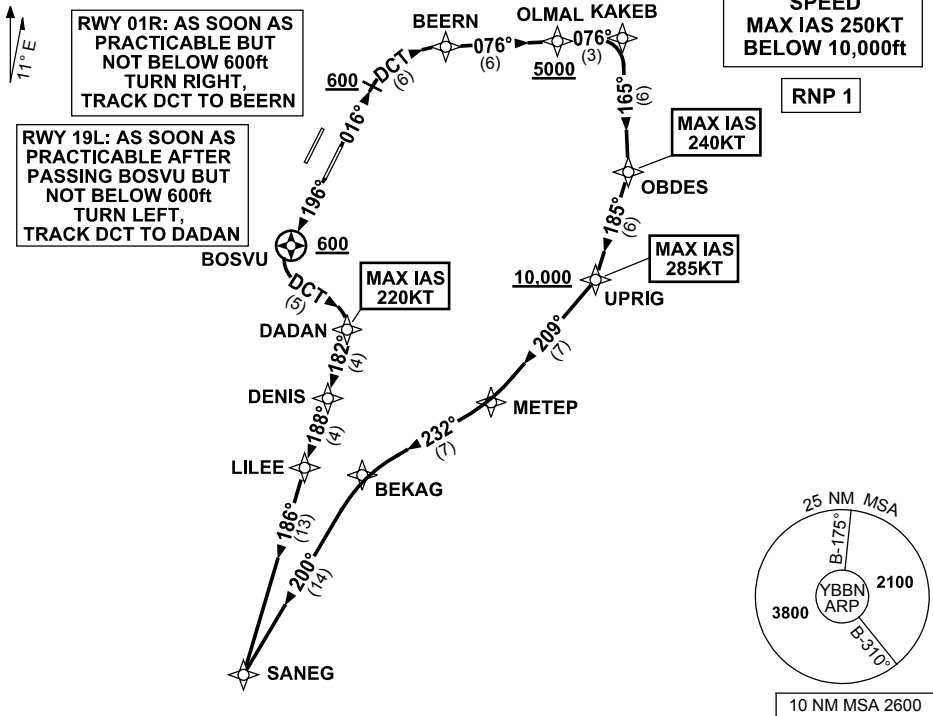
BBNDP10-182

**STANDARD INSTRUMENT DEPARTURES (SID)
SANEG TWO DEPARTURE (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



DEPARTURE: SANEG TWO

RWY 01R

GRAD 3.3%
MAX IAS 240KT until OBDES

- Track 016°
- AT or ABV 600ft turn RIGHT, track DCT to BEERN
- Turn RIGHT, track 076° to OLMAL
Cross OLMAL AT or ABV 5000ft (RQ GRAD TO OLMAL: 6.2%)
- Track 076° to KAKEB
- Turn RIGHT, track 165° to OBDES
MAX IAS 285KT until UPRIG
- Turn RIGHT, track 185° to UPRIG
Cross UPRIG AT or ABV 10,000ft (RQ GRAD TO UPRIG: 6.2% FM OLMAL)
- Turn RIGHT, track 209° to METEP
- Turn RIGHT, track 232° to BEKAG
- Turn LEFT, track 200° to SANEG

RWY 19L

GRAD 3.3%
MAX IAS 220KT until DADAN

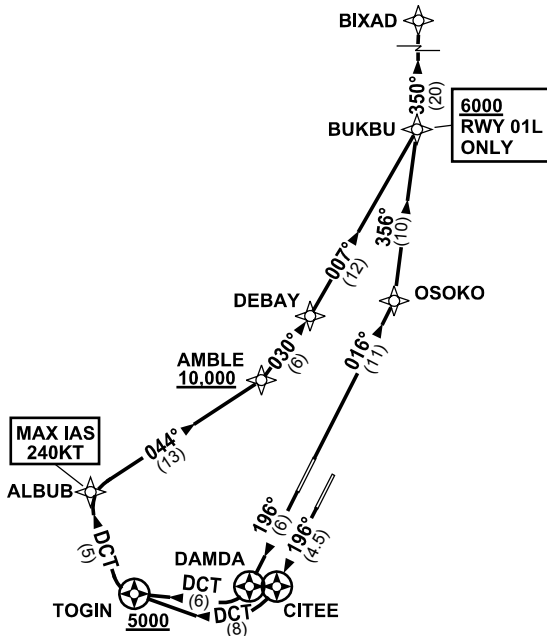
- Track 196°
- AT or ABV 600ft, but not before BOSVU, turn LEFT, track DCT to DADAN
- Turn RIGHT, track 182° to DENIS
- Turn RIGHT, track 188° to LILEE
- Turn LEFT, track 186° to SANEG

**STANDARD INSTRUMENT DEPARTURES (SID)
BIXAD TWO DEPARTURE (RNAV) RWY 01L, 19L, 19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

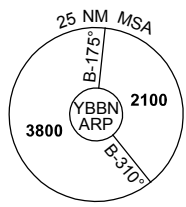
ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 2600

DEPARTURE: BIXAD TWO

RWY 01L

- GRAD 3.3% (5.3% TO 3000ft)
- Track 016° to OSOKO
- Turn LEFT, track 356° to BUKBU
Cross BUKBU AT or ABV 6000ft
(RQ GRAD TO BUKBU: 4.7%)
- Turn LEFT, track 350° to BIXAD

RWY 19R

- GRAD 3.3%
- MAX IAS 240KT until ALBUB
- Track 196° to DAMDA
- Turn RIGHT, track DCT to TOGIN
Cross TOGIN AT or ABV 5000ft
(RQ GRAD TO TOGIN: 6.9%)
- Turn RIGHT, track DCT° to ALBUB
- Turn RIGHT, track 044° to AMBLE
Cross AMBLE AT or ABV 10,000ft
(RQ GRAD TO AMBLE: 4.8% FM TOGIN)
- Turn LEFT, track 030° to DEBAY
- Turn LEFT, track 007° to BUKBU
- Turn LEFT, track 350° to BIXAD

RWY 19L

- GRAD 3.3%
- MAX IAS 240KT until ALBUB
- Track 196° to CITEE
- Turn RIGHT, track DCT to TOGIN
Cross TOGIN AT or ABV 5000ft
(RQ GRAD TO TOGIN: 7%)
- Turn RIGHT, track DCT° to ALBUB
- Turn RIGHT, track 044° to AMBLE
Cross AMBLE AT or ABV 10,000ft
(RQ GRAD TO AMBLE: 4.8% FM TOGIN)
- Turn LEFT, track 030° to DEBAY
- Turn LEFT, track 007° to BUKBU
- Turn LEFT, track 350° to BIXAD

Changes: MSA, RWY 01R PROC MOVED TO SEPARATE CHART.



**STANDARD INSTRUMENT DEPARTURES (SID)
GUMKI TWO DEPARTURE (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



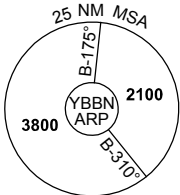
**SPEED
MAX IAS 250KT
BELOW 10,000ft**

**MAX IAS
240KT**

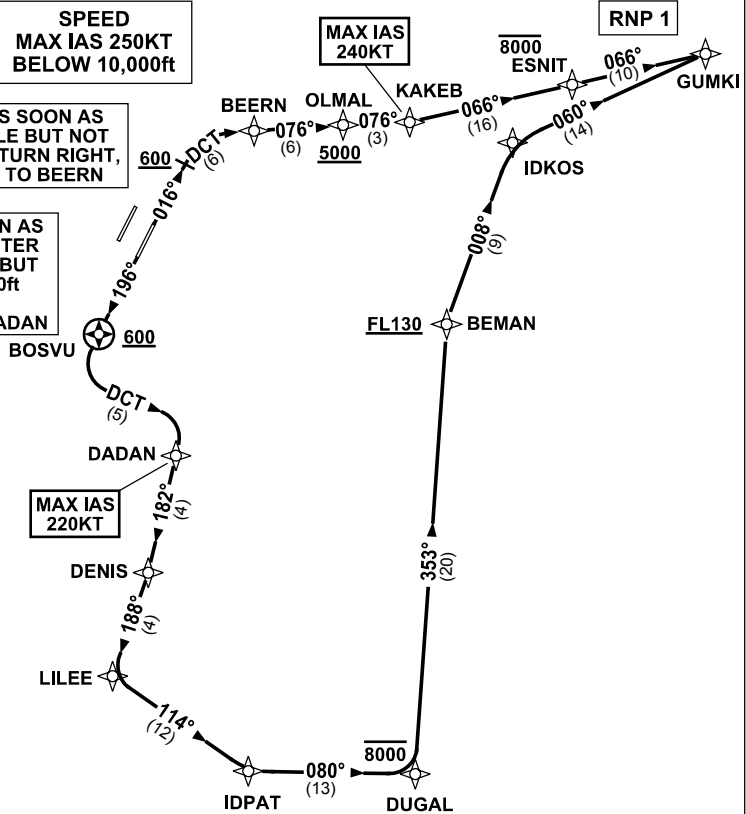
RNP 1

**RWY 01R: AS SOON AS
PRACTICABLE BUT NOT
BELOW 600ft TURN RIGHT,
TRACK DCT TO BEERN**

**RWY 19L: AS SOON AS
PRACTICABLE AFTER
PASSING BOSVU BUT
NOT BELOW 600ft
TURN LEFT,
TRACK DCT TO DADAN**



10 NM MSA 2600



DEPARTURE: GUMKI TWO

RWY 01R

- GRAD 3.3%
- MAX IAS 240KT until KAKEB
- Track 016°
- AT or ABV 600ft turn RIGHT, track DCT to BEERN
- Turn RIGHT, track 076° to OLMAL
Cross OLMAL AT or ABV 5000ft (RQ GRAD TO OLMAL: 6.2%)
- Track 076° to KAKEB
- Turn LEFT, track 066° to ESNIT
Cross ESNIT AT or BLW 8000ft
- Track 066° to GUMKI

RWY 19L

- GRAD 3.3%
- MAX IAS 220KT until DADAN
- Track 196°
- AT or ABV 600ft, but not before BOSVU, turn LEFT, track DCT 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 BLW 8000ft
- Turn LEFT, track 353° to BEMAN
Cross BEMAN AT or ABV FL130 (RQ GRAD TO BEMAN: 3.8%)
- Turn RIGHT, track 008° to IDKOS
- Turn RIGHT, track 060° to GUMKI

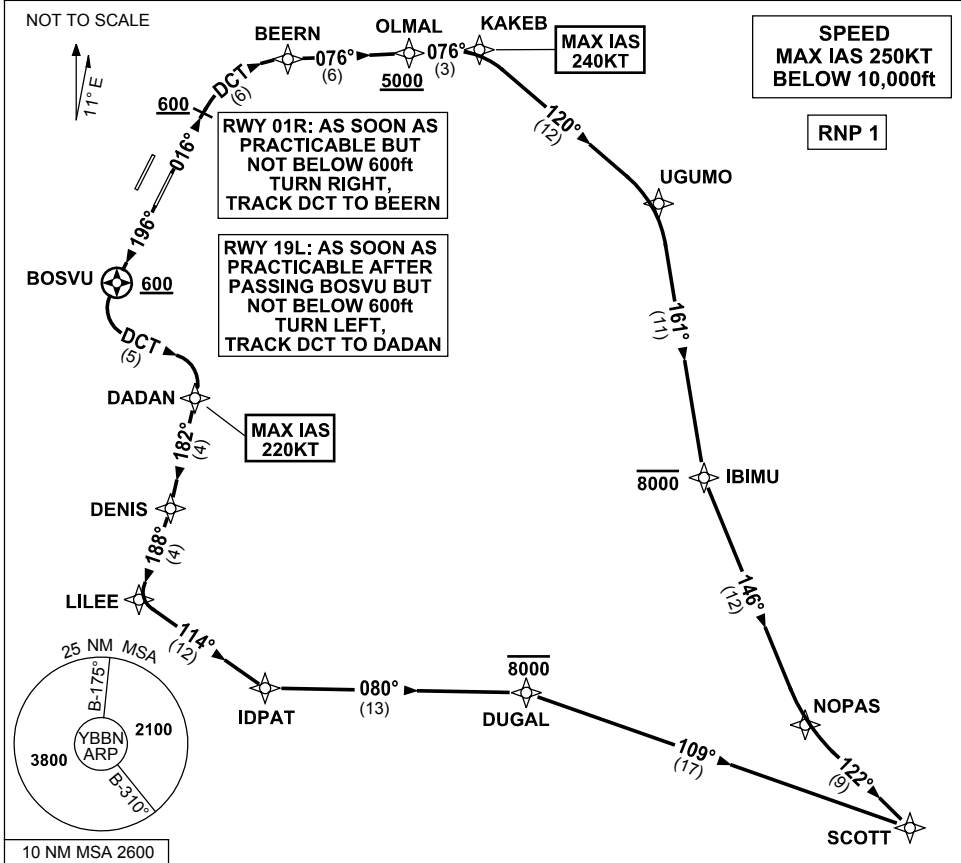
Changes: MSA, RWY 19L INSTRUCTIONS, Editorial.



**STANDARD INSTRUMENT DEPARTURES (SID)
SCOTT FOUR DEPARTURE (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45	Bearings are Magnetic Elevations in FEET AMSL
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DEPARTURE: SCOTT FOUR

RWY 01R

GRAD 3.3%
MAX IAS 240KT until KAKEB

- Track 016°
- AT or ABV 600ft turn RIGHT, track DCT to BEERN
- Turn RIGHT, track 076° to OLMAL
Cross OLMAL AT or ABV 5000ft (RQ GRAD TO OLMAL: 6.2%)
- Track 076° to KAKEB
- Turn RIGHT, track 120° to UGUMO
- Turn RIGHT, track 161° to IBIMU
Cross IBIMU AT or BLW 8000ft
- Turn LEFT, track 146° to NOPAS
- Turn LEFT, track 122° to SCOTT

RWY 19L

GRAD 3.3%
MAX IAS 220KT until DADAN

- Track 196°
- AT or ABV 600ft, but not before BOSVU, turn LEFT, track DCT 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 BLW 8000ft
- Turn RIGHT, track 109° to SCOTT

Changes: MSA, RWY 19L INSTRUCTIONS, Editorial.

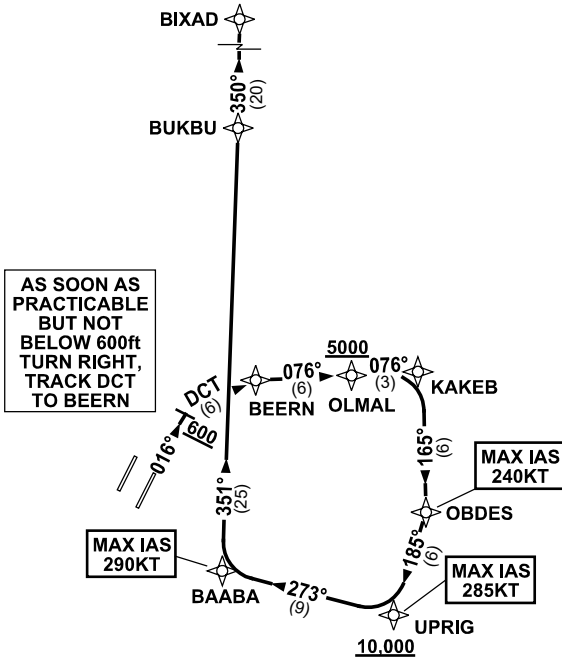
BBNDP24-182

**STANDARD INSTRUMENT DEPARTURES (SID)
BIXAD TWO DEPARTURE (RNAV) RWY 01R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	ACD 118.85	NORTH 124.05	SMC DOM 121.7	SOUTH 122.25	TWR 01R/19L 120.5 01L/19R 118.0	DEP 118.45 133.45	Bearings are Magnetic Elevations in FEET AMSL
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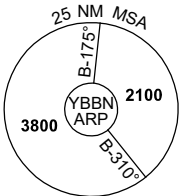
NOT TO SCALE



AS SOON AS PRACTICABLE BUT NOT BELOW 600ft TURN RIGHT, TRACK DCT TO BEERN

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 2600

DEPARTURE: BIXAD TWO

RWY 01R

GRAD 3.3%
MAX IAS 240KT until OBDES

- Track 016°
- AT or ABV 600FT turn RIGHT, track DCT to BEERN
- Turn RIGHT, track 076° to OLMAL
Cross OLMAL AT or ABV 5000ft
(RQ GRAD TO OLMAL: 6.2%)
- Track 076° to KAKEB
- Turn RIGHT, track 165° to OBDES
MAX IAS 240KT until OBDES
- Turn RIGHT, track 185° to UPRIG
Cross UPRIG AT or ABV 10,000ft
(RQ GRAD TO UPRIG: 6.2% FM OLMAL)
- MAX IAS 285KT until UPRIG
- Turn RIGHT, track 273° to BAABA
MAX IAS 290KT until BAABA
- Turn RIGHT, track 351° to BUKBU
- Turn RIGHT, track 350° to BIXAD

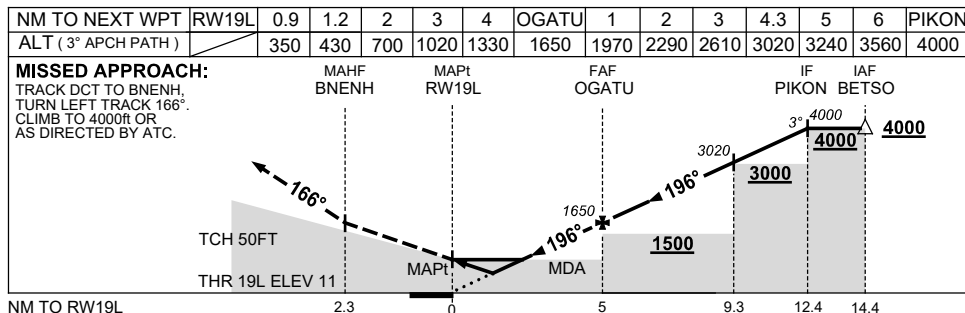
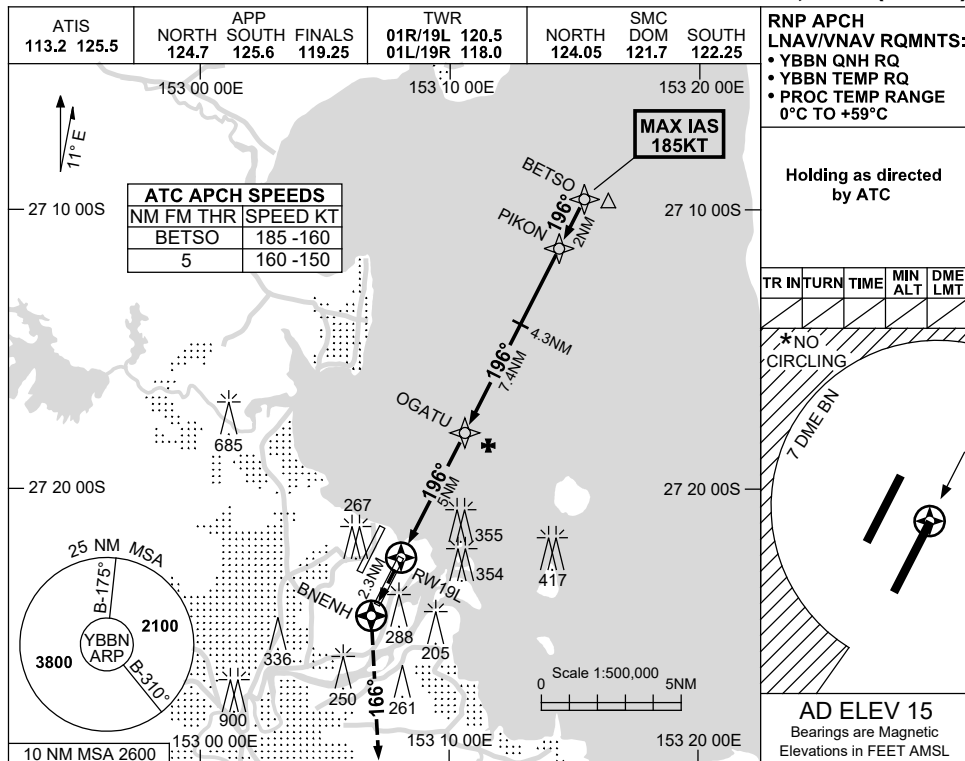
Changes: NEW CHART.

BBNDP25-182

USE QNH

RNP Z RWY 19L
BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

1. MAX IAS: INITIAL : 185KT.
- * 2. CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
3. ACFT MAY BE RADAR VECTORED TO BETSO.

CATEGORY	A	B	C	D
LNAV/VNAV	350 (339-1.0)			
LNAV	430 (415-1.4)			
CIRCLING *	650 (635-2.4)	780 (765-4.0)		850 (835-5.0)
ALTERNATE	(1135-4.4)		(1335-7.0)	

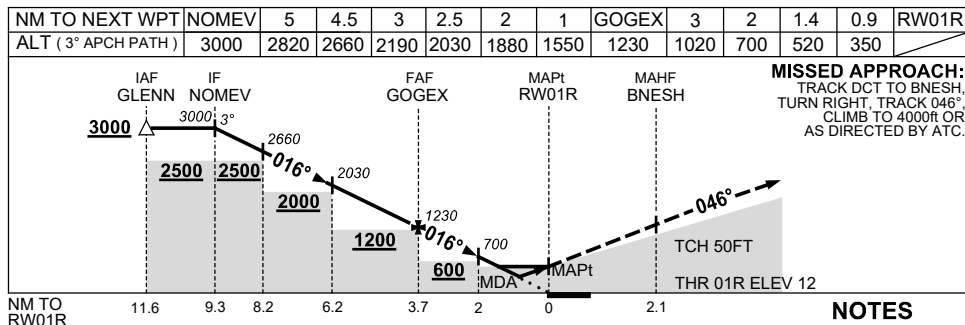
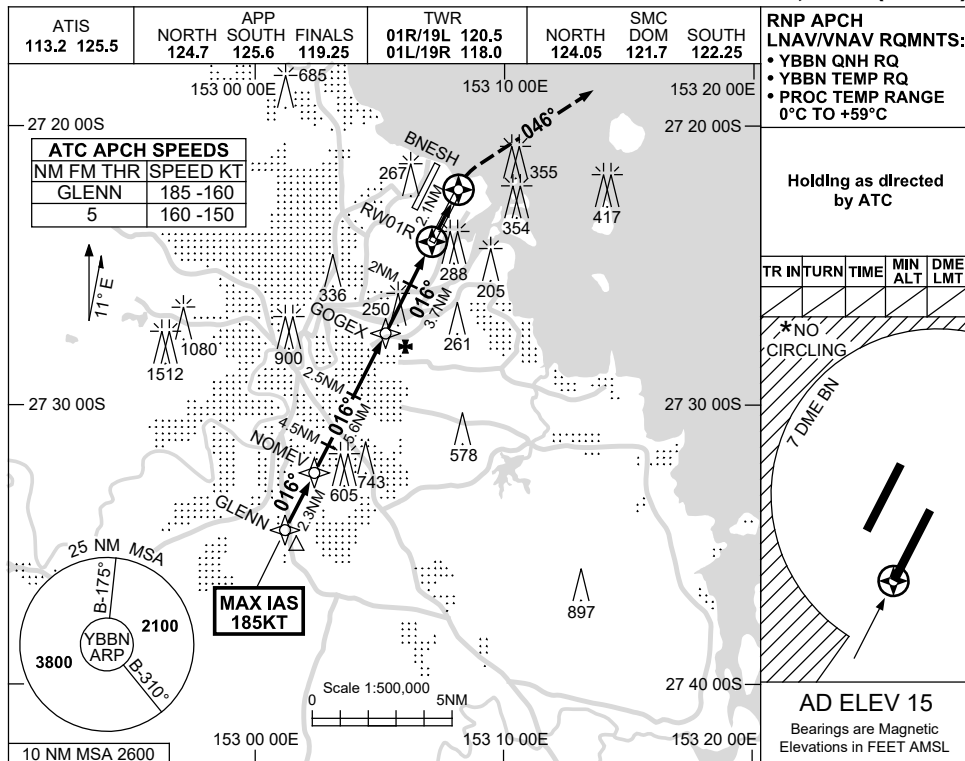
Changes: MSA.

BBNGN02-182

USE QNH

RNP Z RWY 01R
BRISBANE, QLD (YBBN)

20 MAR 2025



CATEGORY	A	B	C	D
LNAV/VNAV		350 (338-1.0)		
LNAV		520 (505-2.0)		
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

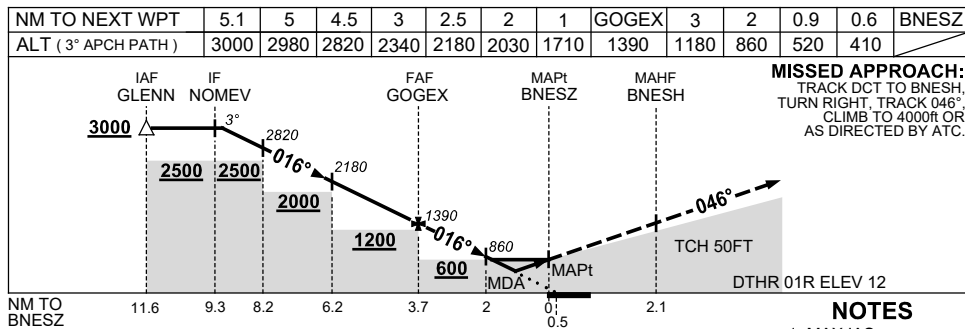
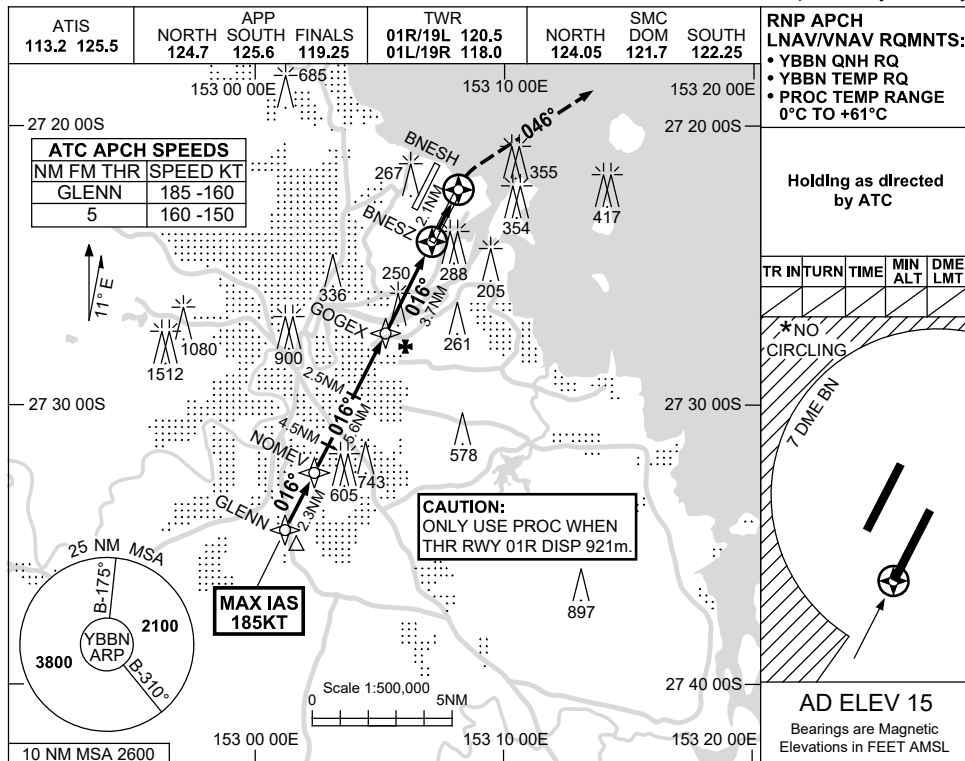
Changes: MSA.

BBNGN03-182

USE QNH

RNP T RWY 01R
BRISBANE, QLD (YBBN)

20 MAR 2025



CATEGORY	A	B	C	D
LNAV/VNAV		410 (398-2.2)		
LNAV		520 (505-2.9)		
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

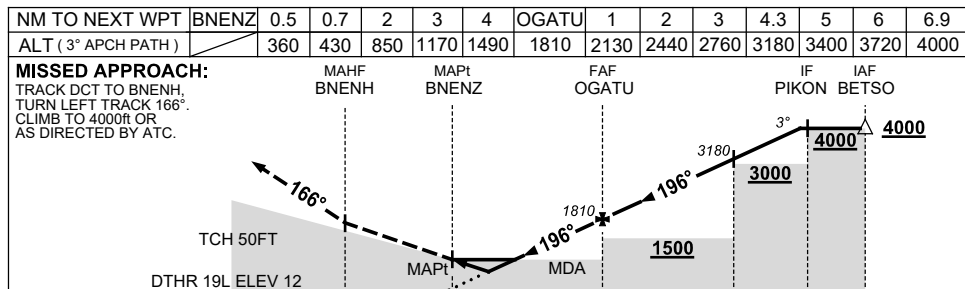
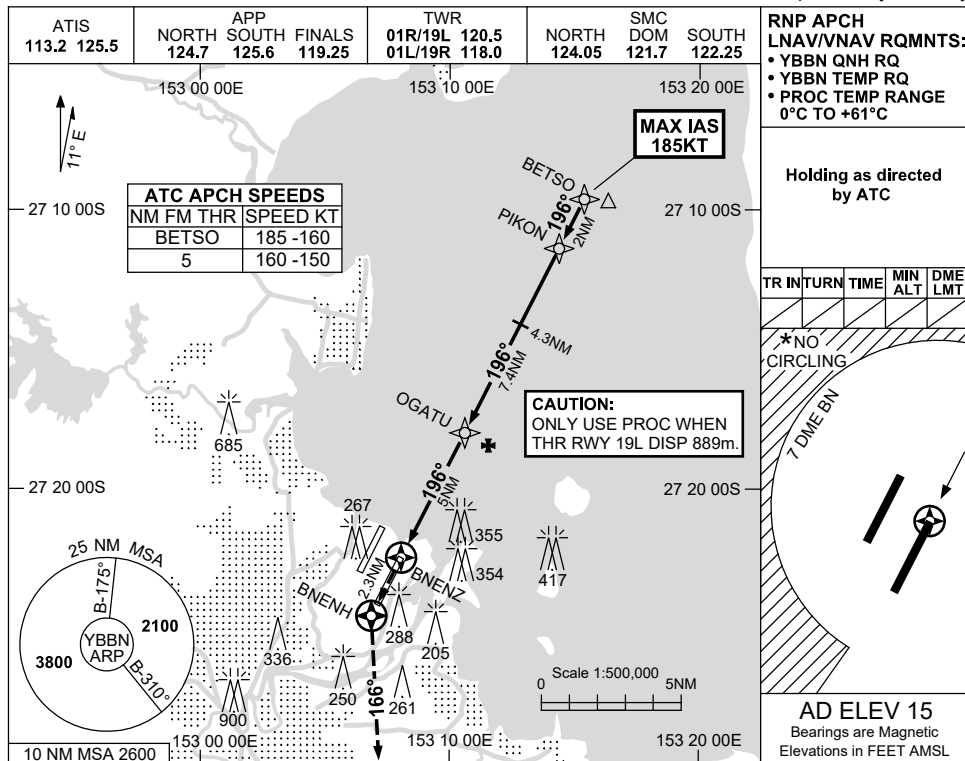
Changes: MSA.

BBNG04-182

USE QNH

RNP T RWY 19L
BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

1. MAX IAS: INITIAL : 185KT.
- * 2. CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
3. ACFT MAY BE RADAR VECTORED TO BETSO.

CATEGORY	A	B	C	D
LNAV/VNAV		360 (348-1.9)		
LNAV		430 (415-2.3)		
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

Changes: MSA.

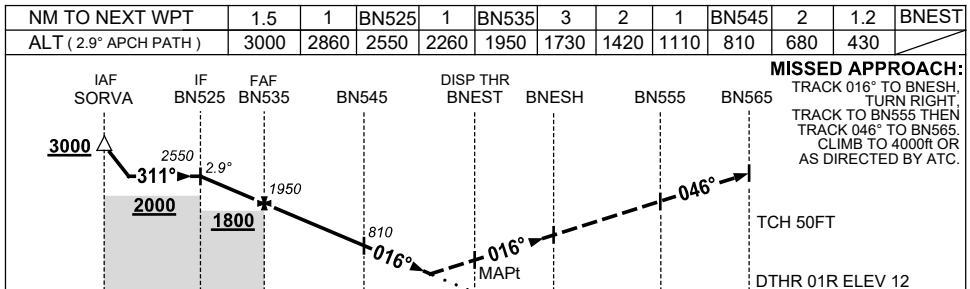
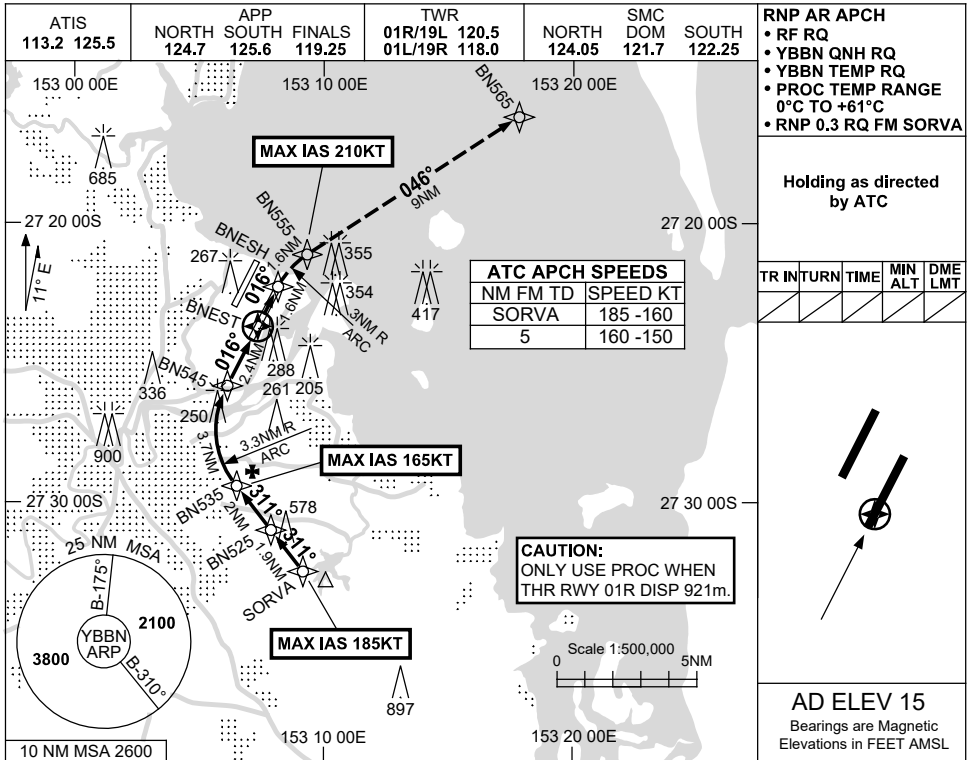
BBNGN05-182

FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP S RWY 01R (AR)
BRISBANE, QLD (YBBN)

20 MAR 2025



MISSED APPROACH:
 TRACK 016° TO BNESH,
 TURN RIGHT,
 TRACK 046° TO BN565,
 CLIMB TO 4000ft OR
 AS DIRECTED BY ATC.

TCH 50FT

DTHR 01R ELEV 12

NOTES

- MAX IAS:
 SORVA : 185KT.
 BN535 : 165KT.
 MISSED APPROACH
 UNTIL BN555 : 210KT.
- SIMULTANEOUS APCH
 AUTHORISED WITH
 RWY 01L. SEE
 INDEPENDENT
 PARALLEL APCH
 USER INSTRUCTIONS.

CATEGORY	A	B	C	D
RNP 0.3	430 (418-2.4)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

Changes: MSA.

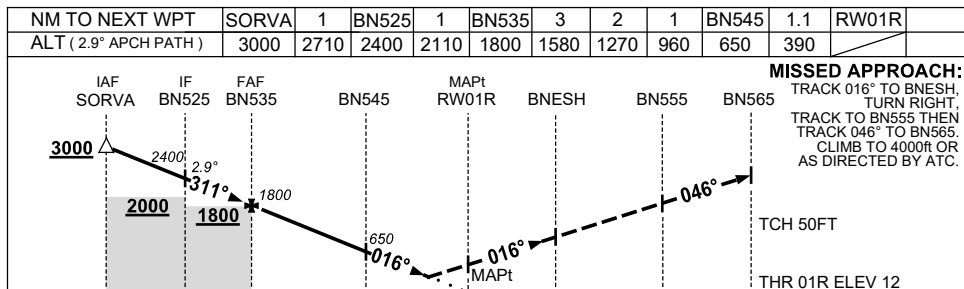
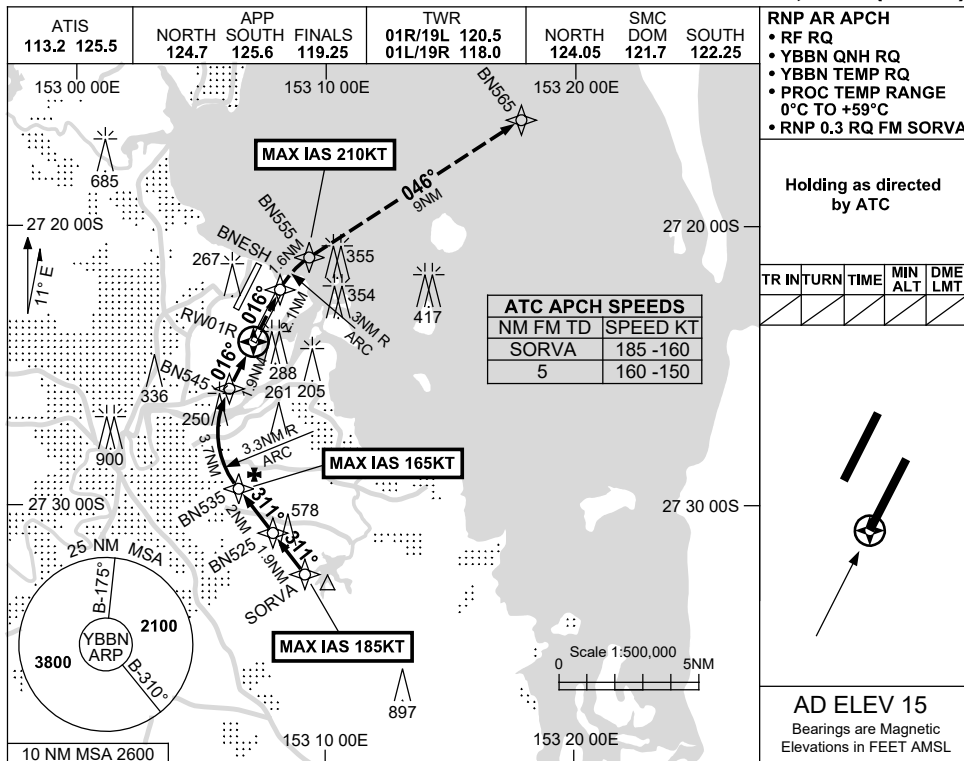
BBNGN06-182

FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 01R (AR)
BRISBANE, QLD (YBBN)

20 MAR 2025



CATEGORY	A	B	C	D
RNP 0.3	390 (378-1.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

NOTES

- MAX IAS:
SORVA : 185KT.
BN535 : 165KT.
MISSED APCH UNTIL BN555 : 210KT
- SIMULTANEOUS APCH AUTHORISED WITH RWY 01L. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

Changes: MSA.

BBNGN07-182

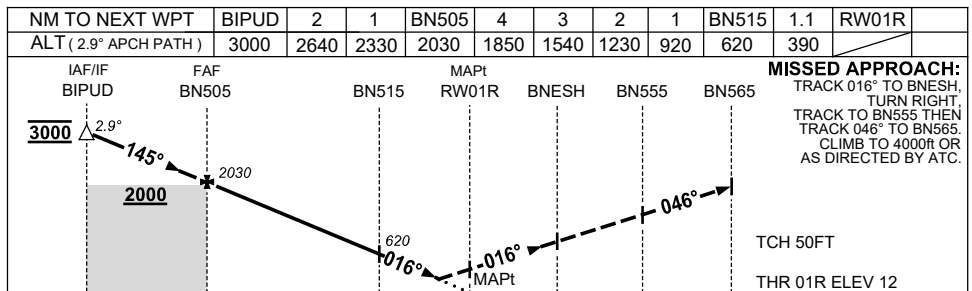
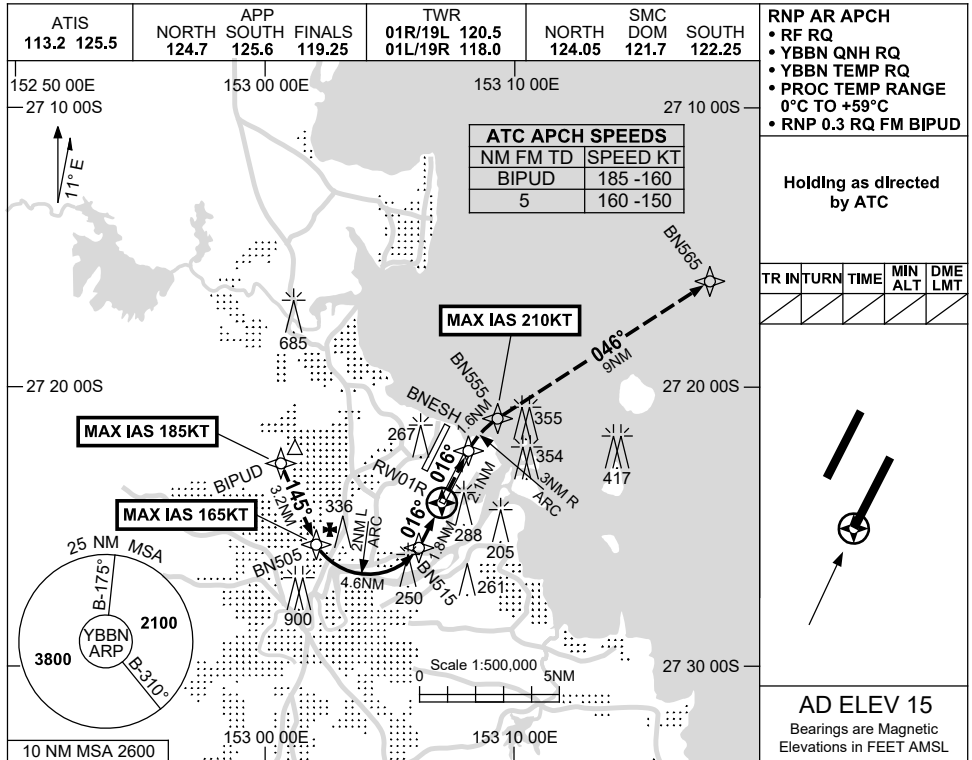
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP M RWY 01R (AR)

BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

- MAX IAS:
 BIPUD : 185KT.
 BN505 : 165KT.
 MISSED APCH UNTIL BN555 : 210KT
- SIMULTANEOUS APCH AUTHORIZED WITH RWY 01L. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

CATEGORY	A	B	C	D
RNP 0.3	390 (378-1.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

Changes: MSA.

BBNG08-182

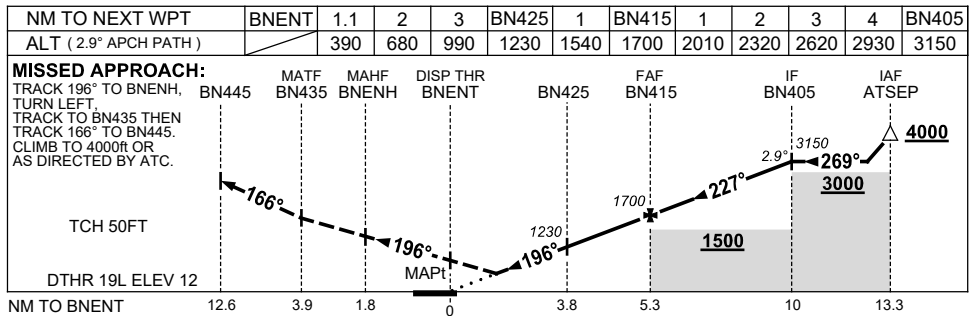
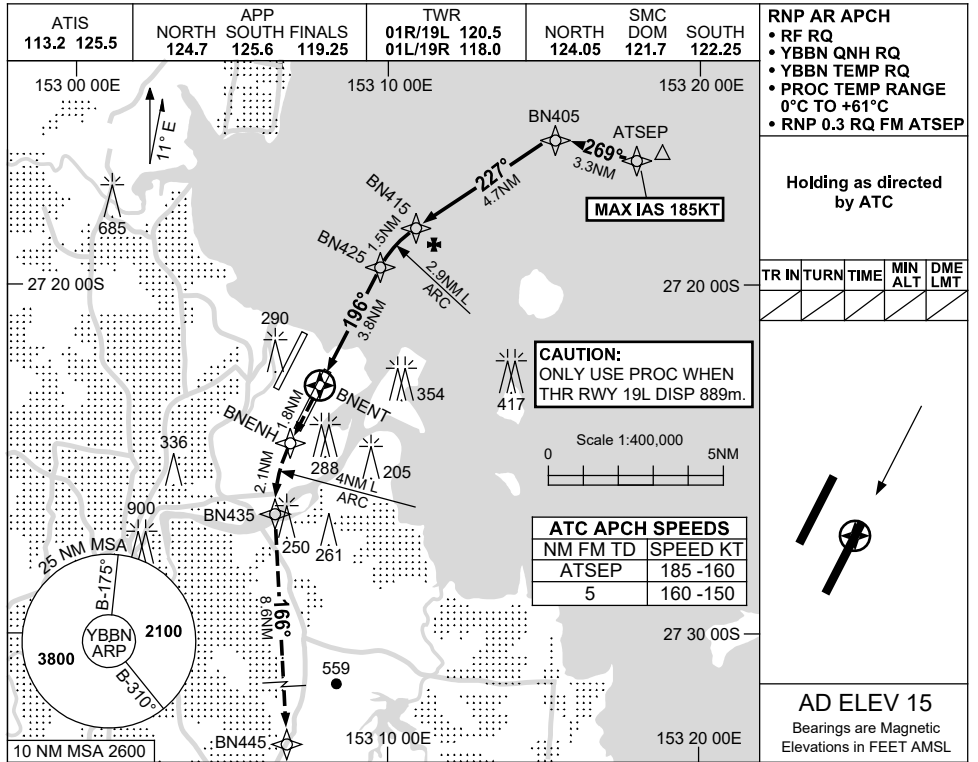
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP S RWY 19L (AR)

BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

CATEGORY	A	B	C	D
RNP 0.3	390 (378-2.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

1. MAX IAS: ATSEP : 185KT.
2. SIMULTANEOUS APCH AUTHORISED WITH RWY 19R. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

Changes: MSA.

BBNGN09-182

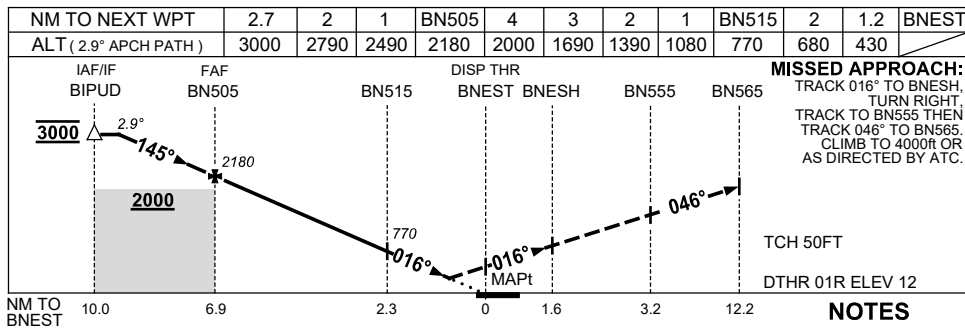
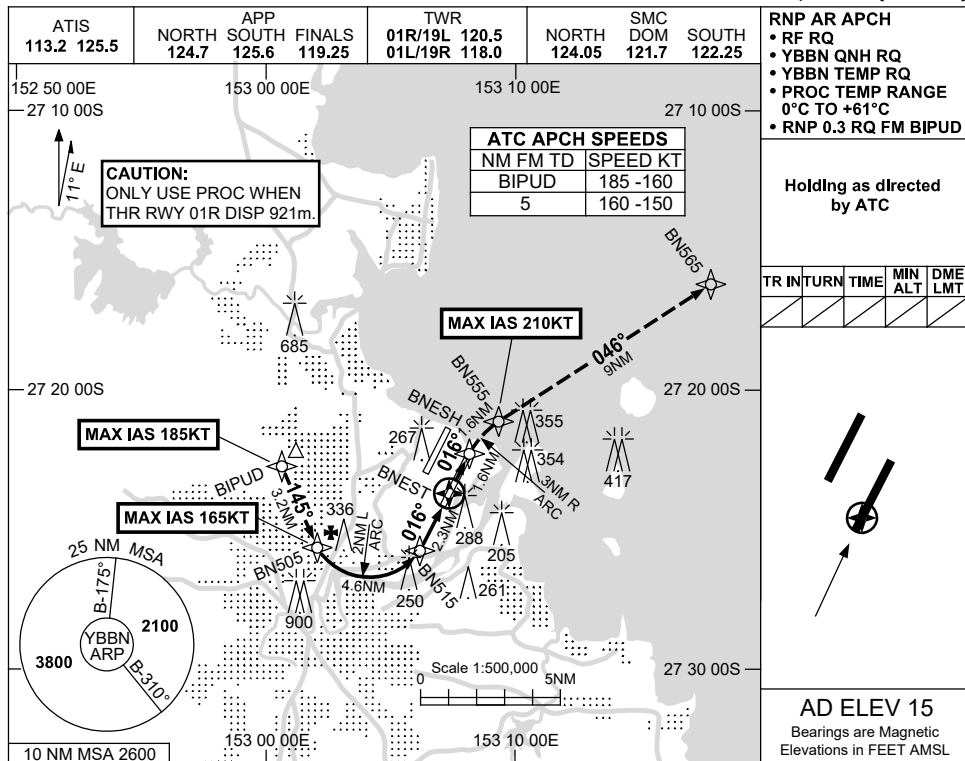
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP R RWY 01R (AR)

BRISBANE, QLD (YBBN)

20 MAR 2025



CATEGORY	A	B	C	D
RNP 0.3	430 (418-2.4)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

- NOTES**
- MAX IAS:
BIPUD : 185KT.
BN505 : 165KT.
MISSED APPROACH UNTIL BN555 : 210KT.
 - SIMULTANEOUS APCH AUTHORISED WITH RWY 01L. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

Changes: MSA.

BBNGN10-182

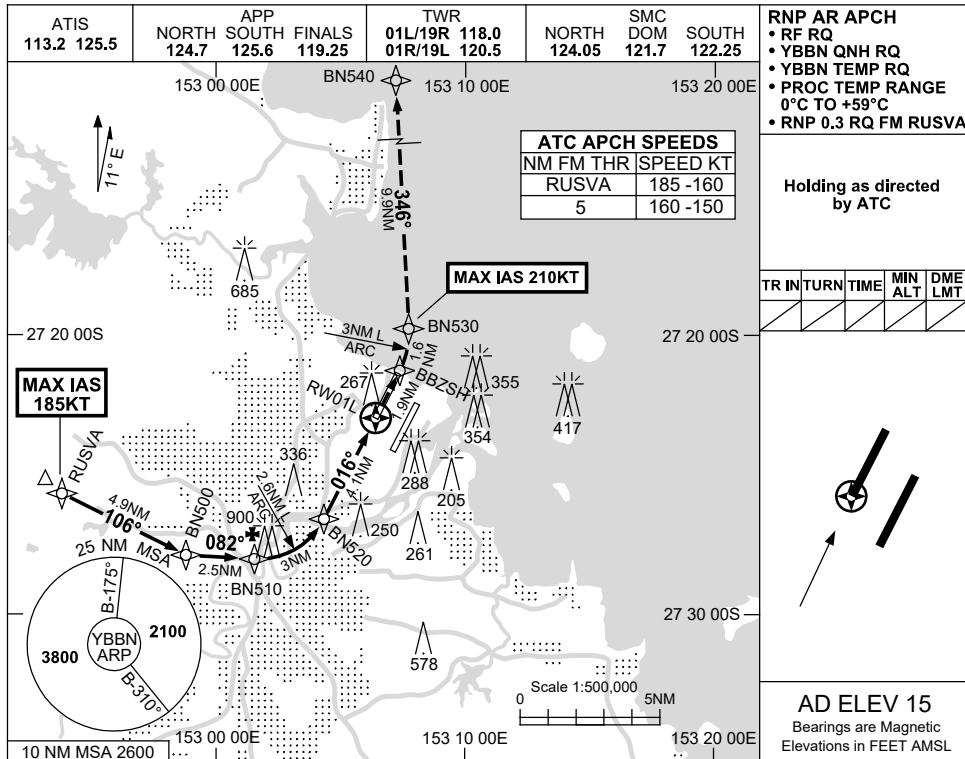
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 01L (AR)

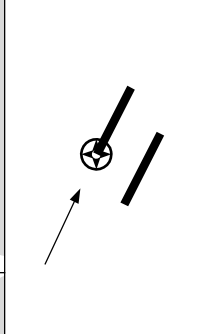
BRISBANE, QLD (YBBN)

20 MAR 2025

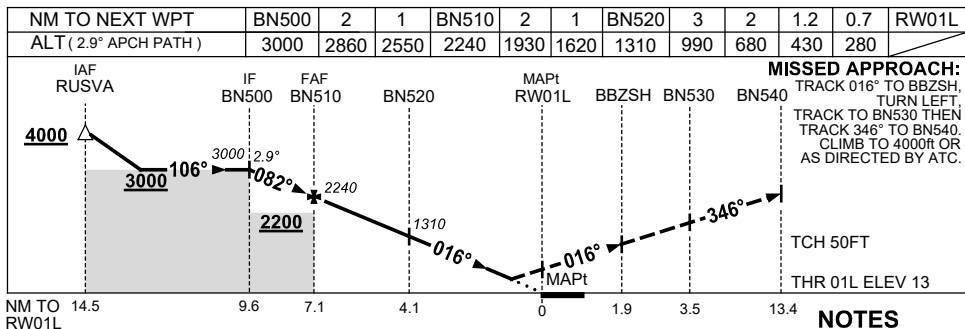


Holding as directed by ATC

TR	IN	TURN	TIME	MIN ALT	DME LMT



AD ELEV 15
Bearings are Magnetic
Elevations in FEET AMSL



- NOTES**
- MAX IAS:
RUSVA : 185KT.
MAP UNTIL BN530: 210KT.
 - *2. MIN MAP GRAD 5% TO 500ft, THEN 2.5%.
 3. SIMULTANEOUS APCH AUTHORISED WITH RWY 01R. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

CATEGORY	A	B	C	D
RNP 0.3		430 (417-1.6)		
RNP* 0.15 (5.0% MAP)		280 (267-0.8)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

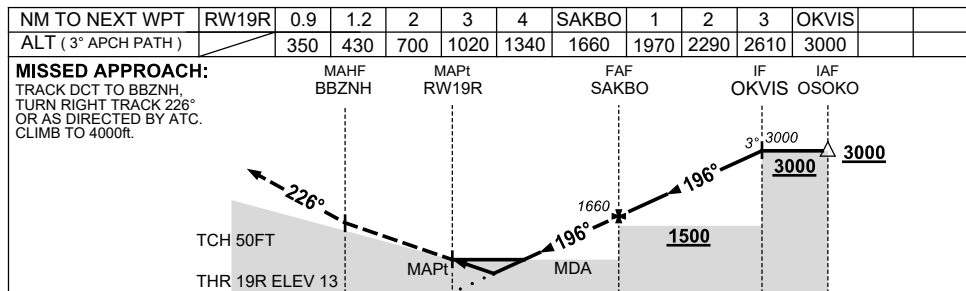
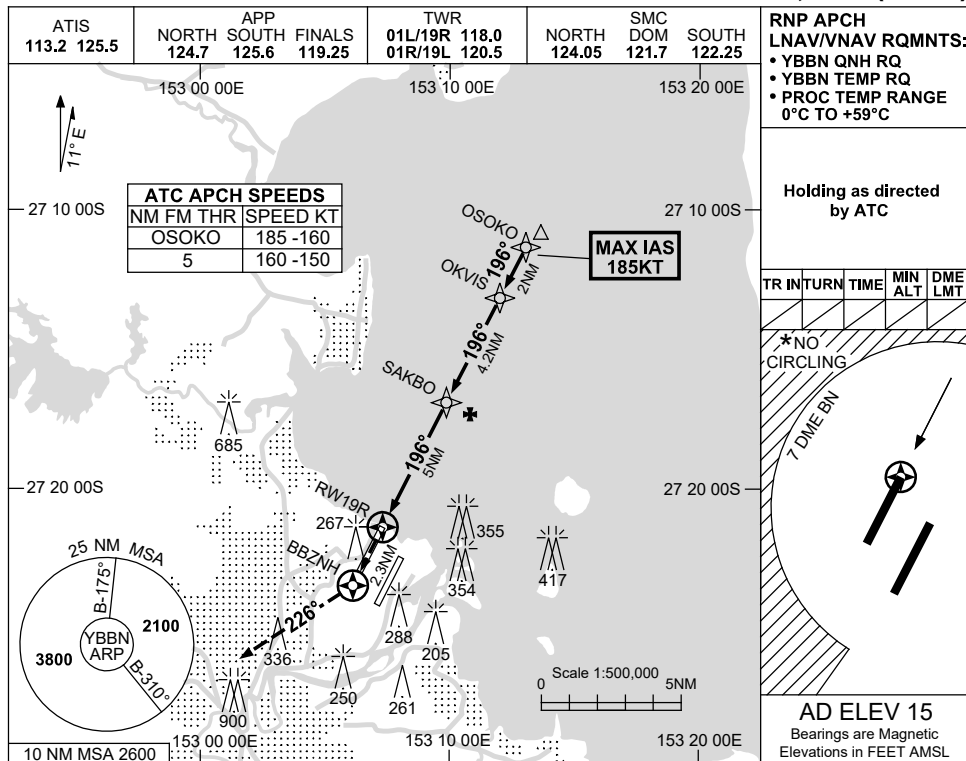
Changes: MSA.

BBNGN14-182

USE QNH

RNP Z RWY 19R
BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

1. MAX IAS: INITIAL : 185KT.
- * 2. CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
3. ACFT MAY BE RADAR VECTORED TO OSOKO.

CATEGORY	A	B	C	D
LNAV/VNAV		350 (337-1.2)		
LNAV		430 (415-1.6)		
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

Changes: MSA.

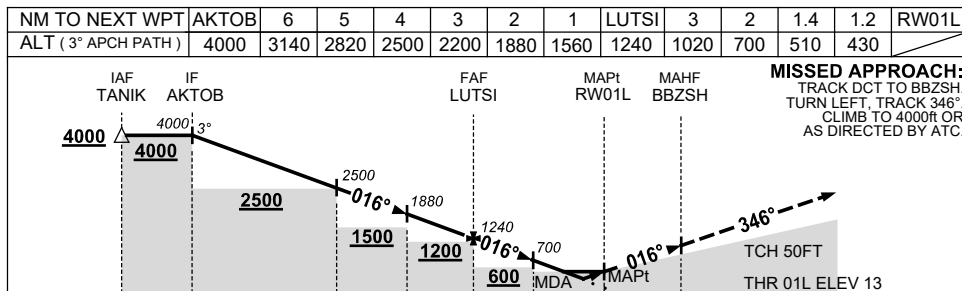
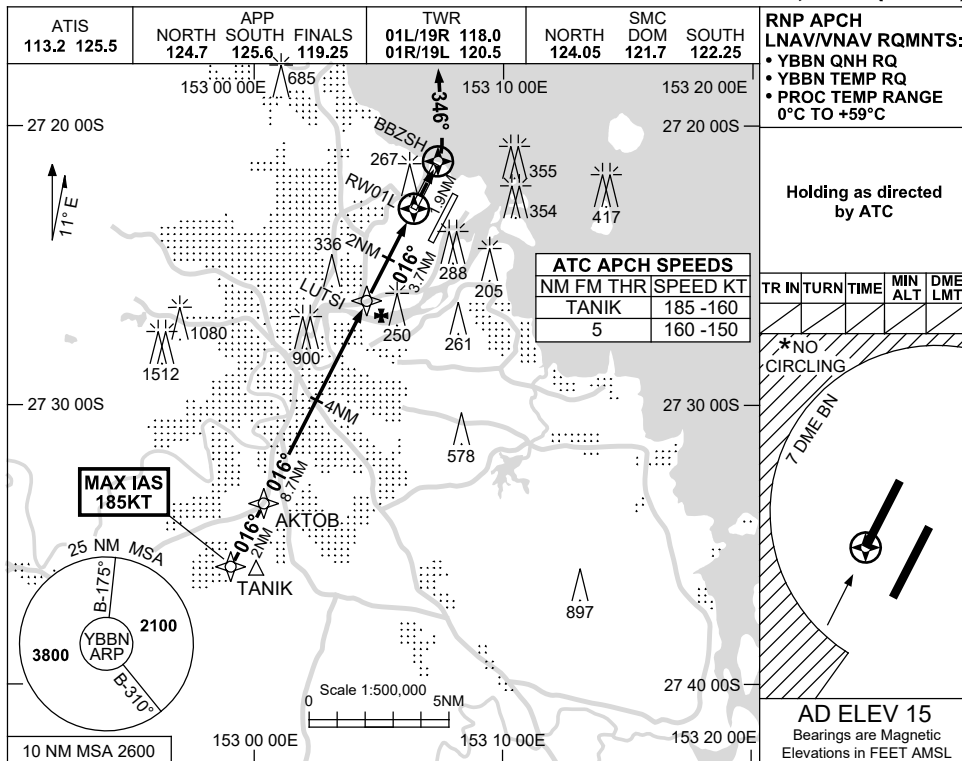
BBNGN15-182

USE QNH

RNP Z RWY 01L

20 MAR 2025

BRISBANE, QLD (YBBN)



CATEGORY	A	B	C	D
LNAV/VNAV		430 (417-1.6)		
LNAV		510 (495-2.1)		
CIRCLING *	650 (635-2.4)	780 (765-4.0)		850 (835-5.0)
ALTERNATE ‡	(1135-4.4) (1265-6.0) (1335-7.0)			

NOTES

1. MAX IAS:
INITIAL : 185KT.
MISSED APCH TURN : 210KT.
- *2. CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
- *3. SPECIAL ALTN MNM 700/2.5 KM.
4. ACFT MAY BE RADAR VECTORED TO TANIK.

Changes: MSA.

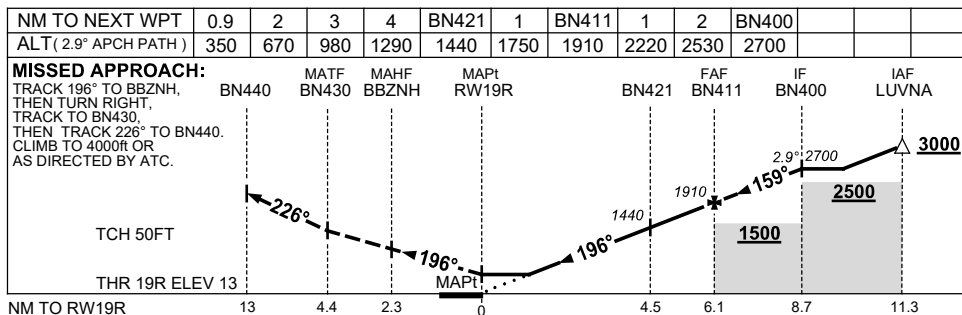
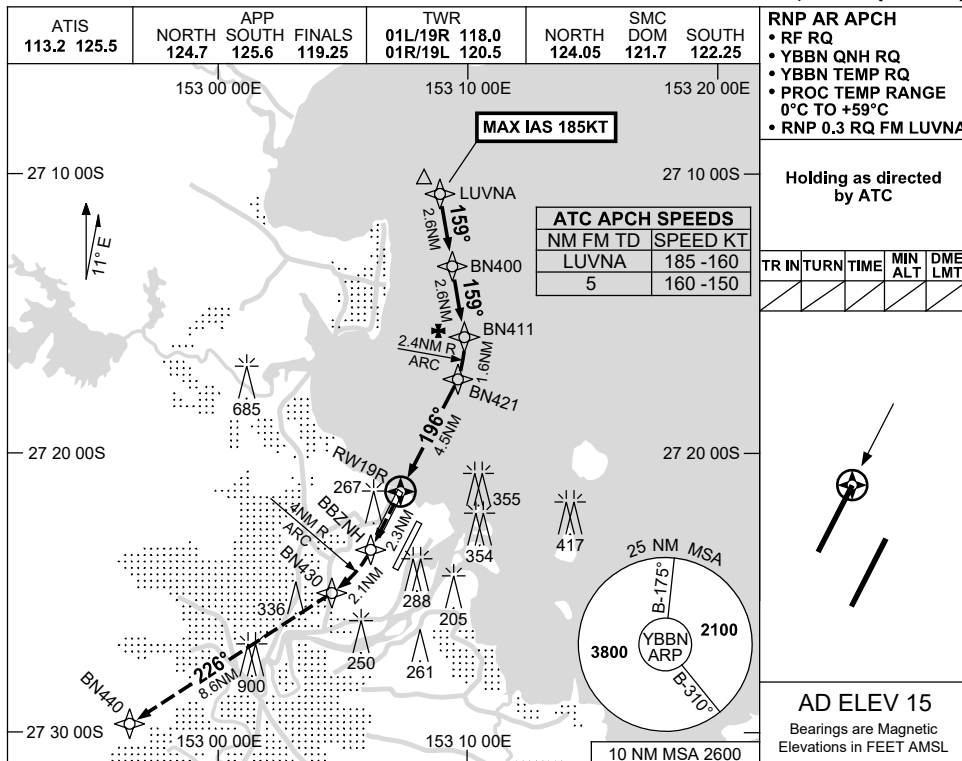
BBNGN16-182

FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 19R (AR)
BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

CATEGORY	A	B	C	D
RNP 0.3	350 (337-1.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0) (1335-7.0)	

1. MAX IAS: LUVNA : 185KT.
2. SIMULTANEOUS APCH AUTHORISED WITH RWY 19L. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

Changes: MSA.

BBNGN17-182

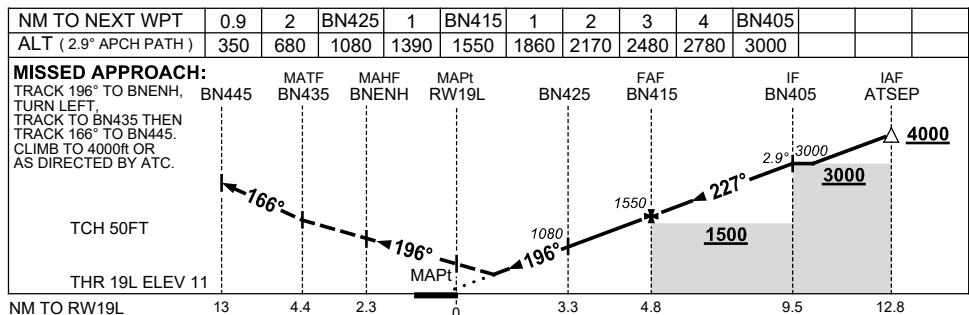
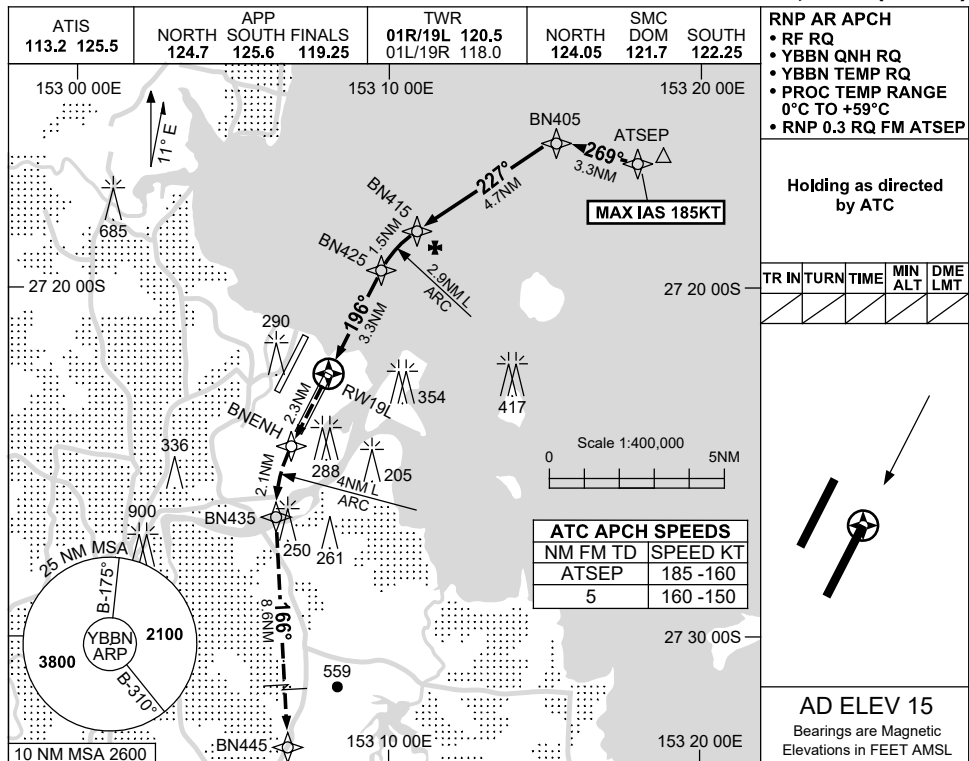
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 19L (AR)

BRISBANE, QLD (YBBN)

20 MAR 2025



NOTES

CATEGORY	A	B	C	D
RNP 0.3		350 (339-1.0)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1135-4.4)		(1265-6.0)	(1335-7.0)

1. MAX IAS:
ATSEP : 185KT.
2. SIMULTANEOUS APCH AUTHORISED WITH RWY 19R. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

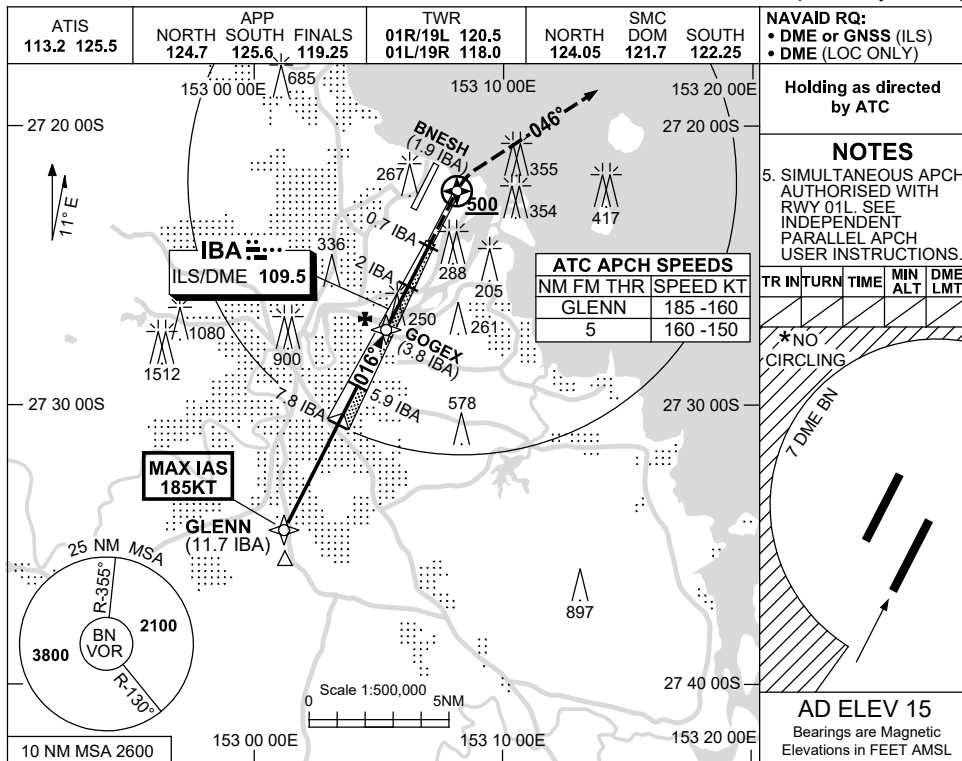
Changes: MSA.

BBNGN18-182

USE QNH

ILS or LOC RWY 01R
BRISBANE, QLD (YBBN)

20 MAR 2025



NAVAID RQ:
 • DME or GNSS (ILS)
 • DME (LOC ONLY)

Holding as directed by ATC

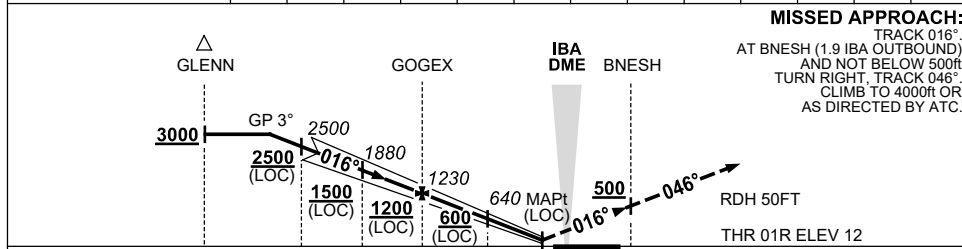
NOTES
 5. SIMULTANEOUS APCH AUTHORISED WITH RWY 01L. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

TR	INTURN	TIME	MIN ALT	DME LMT

*NO CIRCLING

AD ELEV 15
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO IBA DME	9.4	9	7.8	7	6	5.9	5	3.8	3	2	1.6		
ALT (3° APCH PATH)	3000	2870	2500	2240	1920	1880	1600	1230	960	640	520		



MISSED APPROACH:
 TRACK 016°
 AT BNESH (1.9 IBA OUTBOUND)
 AND NOT BELOW 500ft
 TURN RIGHT, TRACK 046°
 CLIMB TO 4000ft OR
 AS DIRECTED BY ATC.

RDH 50FT
 THR 01R ELEV 12

NM TO IBA DME	11.7	7.8	5.9	3.8	2	0.7	0	1.9				
NM TO THR 01R	11.5	7.6	5.7	3.7	1.9	0.5	0	2.1				

- NOTES**
- MAX IAS: GLENN : 185KT.
 - * CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
 - ‡ 3. SPECIAL ALTN MNM 700/2.5 KM.
 4. ACFT MAY BE RADAR VECTORED TO FNA.

CATEGORY	A	B	C	D/DL
S-I ILS		220 (208-0.8)	550 RVR	
S-I LOC		520 (505-2.0)		
CIRCLING *	650 (635-2.4)	780 (765-4.0)	850 (835-5.0)	
ALTERNATE ‡	(1135-4.4)	(1265-6.0)	(1335-7.0)	

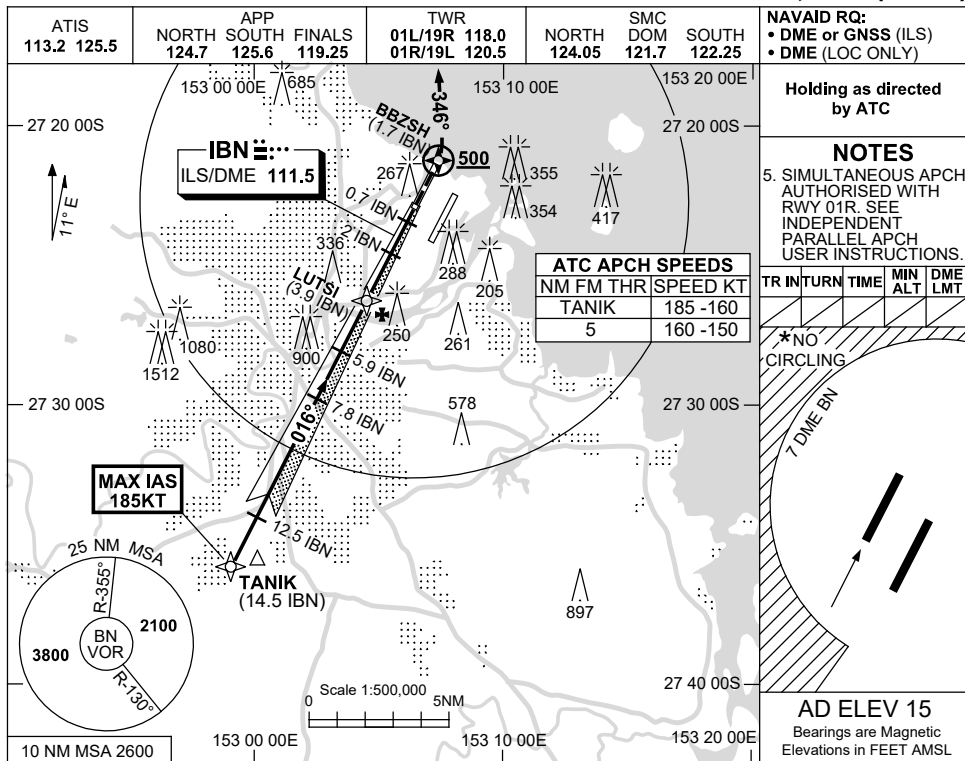
Changes: MSA, CAT DL.

BBNII05-182

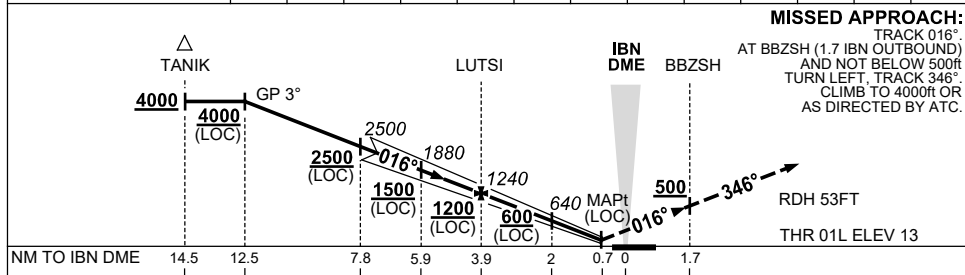
USE QNH

ILS or LOC RWY 01L
BRISBANE, QLD (YBBN)

20 MAR 2025



NM TO IBN DME	12.5	12	11	10	9	7.8	7	5.9	5	3.9	3	2	1.3
ALT (3° APCH PATH)	4000	3830	3510	3200	2880	2500	2240	1880	1600	1240	970	640	430



CATEGORY	A	B	C	D/DL
S-I ILS		220 (207-0.8)	550 RVR	
S-I LOC		430 (415-1.6)		
CIRCLING *	650 (635-2.4)	780 (765-4.0)	850 (835-5.0)	
ALTERNATE ‡	(1135-4.4)	(1265-6.0)	(1335-7.0)	

NOTES

- MAX IAS:
 TANIK : 185KT.
- CAT D ACFT NO CIRCLING WEST OF 7 DME BN.
- SPECIAL ALTN MNM 700/2.5 KM.
- ACFT MAY BE RADAR VECTORED TO FNA.

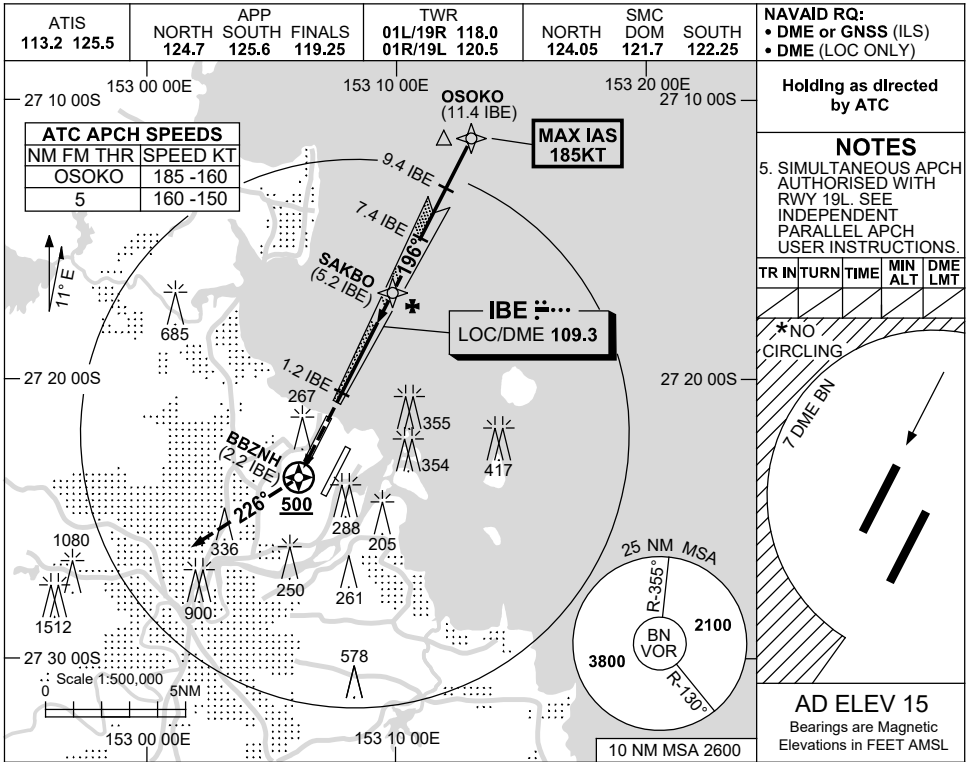
Changes: MSA, CAT DL.

BBNII06-182

USE QNH

ILS or LOC RWY 19R
BRISBANE, QLD (YBBN)

20 MAR 2025



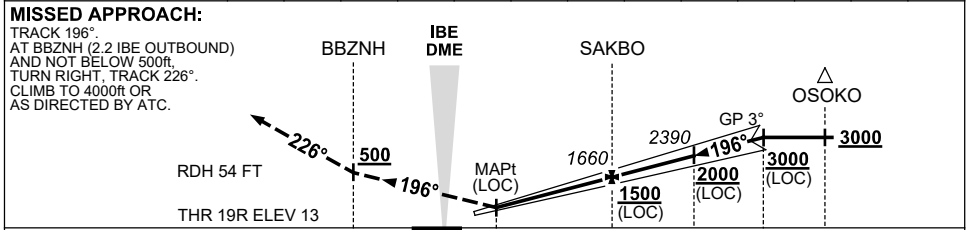
Notes:

5. SIMULTANEOUS APCH AUTHORISED WITH RWY 19L. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

TR	INT	TURN	TIME	MIN ALT	DME LMT
*NO CIRCLING					

AD ELEV 15
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO IBE DME	1.3	2	3	4	5.2	6	7.4	8	9.4			
ALT (3° APCH PATH)	430	640	960	1280	1660	1920	2390	2550	3000			



NM TO IBE DME		2.2	0	1.2	5.2	7.4	9.4	11.4	
NM TO THR 19R		2.3	0.20	1	5	7.3	9.2	11.2	

CATEGORY	A	B	C	D/DL
S-I ILS		220 (207)	0.8	550 RVR
S-I LOC		430 (415-1.6)		
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)
ALTERNATE ‡	(1135-4.4)		(1265-6.0)	(1335-7.0)

NOTES

- MAX IAS: OSOKO : 185KT.
- CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
- SPECIAL ALTN MNM 700/2.5 KM.
- ACFT MAY BE RADAR VECTORED TO FNA.

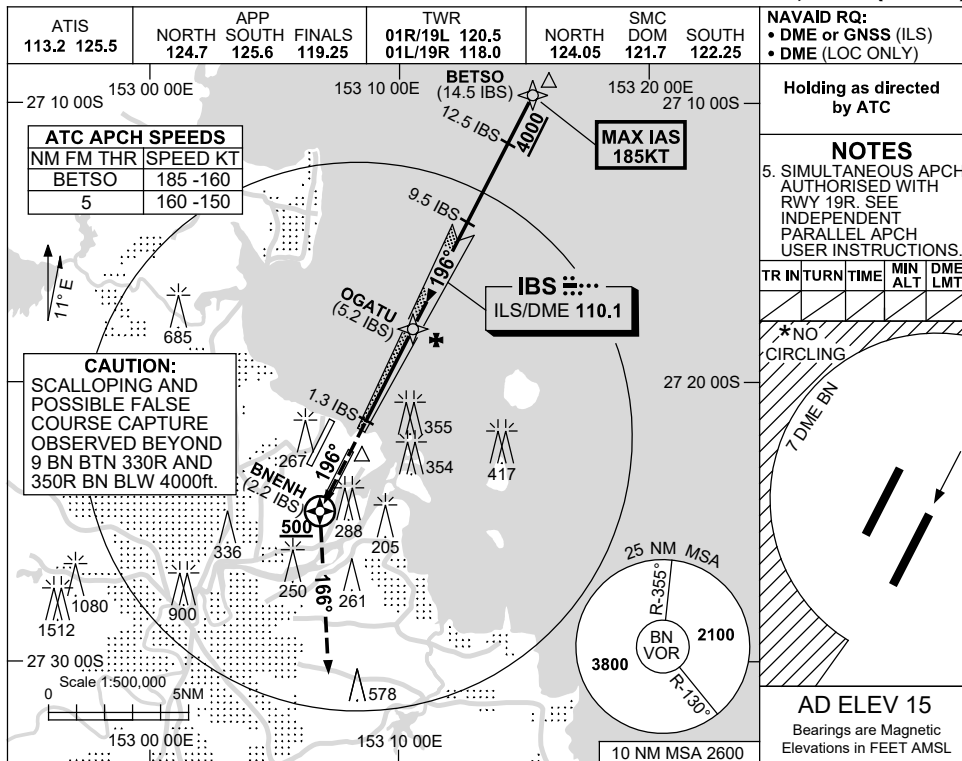
Changes: MSA, CAT DL.

BBNII07-182

USE QNH

ILS or LOC RWY 19L
BRISBANE, QLD (YBBN)

20 MAR 2025



NAVAID RQ:
 • DME or GNSS (ILS)
 • DME (LOC ONLY)

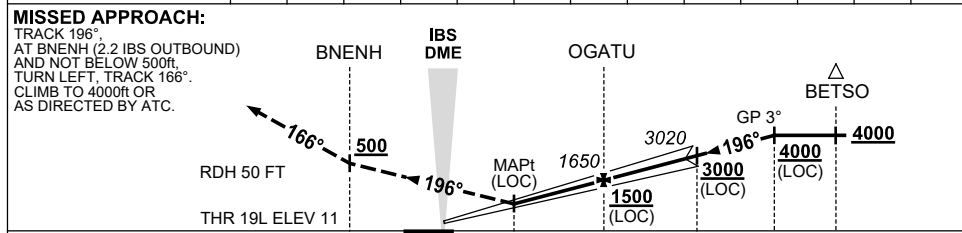
Holding as directed by ATC

NOTES
 5. SIMULTANEOUS APCH AUTHORISED WITH RWY 19R. SEE INDEPENDENT PARALLEL APCH USER INSTRUCTIONS.

TR	IN	TURN	TIME	MIN ALT	DME LMT
*NO CIRCLING					

AD ELEV 15
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO IBS DME	1.3	2	3	4	5.2	6	7	8	9	9.5	10	11	12.5
ALT (3° APCH PATH)	430	640	960	1280	1650	1920	2240	2550	2870	3020	3190	3510	4000



NM TO IBS DME		2.2	0	1.3	5.2	9.5	12.5	14.5
NM TO THR 19L		2.3	0.20	1.1	5	9.3	12.4	14.4

NOTES

- MAX IAS: BETSO : 185KT.
- CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN.
- SPECIAL ALTN MNM 700/2.5 KM.
- ACFT MAY BE RADAR VECTORED TO FNA.

CATEGORY	A	B	C	D/DL
S-I ILS		220 (209)	0.8	550 RVR
S-I LOC		430 (415-1.4)		
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)
ALTERNATE*	(1135-4.4)		(1265-6.0)	(1335-7.0)

Changes: MSA, CAT DL.

BBNII09-182

NOISE ABATEMENT PROCEDURES BRISBANE

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

1. PREFERRED RUNWAYS OPERATIONS

Preferred RWY operations will be nominated during normal operations. Air Traffic control may nominate alternative runway configurations:

- a. when required due to operational requirements or
- b. due unusual operations such as emergencies or
- c. to achieve the best possible noise abatement outcome, this includes Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) outside of nominated priority times if conditions suit.
 - i) Daily MON-FRI 0600-2100 Local and SAT 0800-1200 Local and SUN 1600-2100 Local

PRIORITY	LAND	TAKE-OFF
1.	19L/19R	19L/19R
2.	01L/01R	01L/01R

- ii) Daily SUN-FRI 2100-2200 Local and SAT 0600-0800 Local and SAT 1200 Local – SUN 1600 Local

PRIORITY	LAND	TAKE-OFF
1. Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS)	19R	01R
2.	19L/19R	19L/19R
3.	01L/01R	01L/01R

- iii) 2200-0600 Local (applicable to all aircraft):

PRIORITY	LAND	TAKE-OFF
1. Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) /Reciprocal Runway Operations (RRO)	19R	01R
2. (RRO)	19L	01R
3.	19R	19L
4.	19L	19L
5.	01R	01L/01R

From 2200-0600 Local, RWY 01L arrivals and RWY 19R departures only available in emergency, loss of infrastructure or extreme weather conditions. Brisbane Airport Corporation (BAC) approval required for all other operations.
TEL: H24 07 3406 3171 or 0412 052 977.

Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS)

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 reduced demand and low operational complexity.

Requirements for operating SODPROPS are as follows:

1. Visibility 8KM in the arrival and departure sector concerned.
2. Cloud base not less than 2,500ft, and
3. The runway conditions defined in *AIP ENR* nomination of runways clause.

Between 0600-2200 Local, during SODPROPS operations a limited number of RWY 19R non-jet departures may be facilitated to reduce delays and complexity for jet aircraft departures from RWY 01R.

Reciprocal Runway Operations (RRO)

Between 2200-0600 Local if visibility is less than 8KM or the cloud base is less than 2,500ft, RRO may be used if the runway conditions defined in the *AIP ENR* nomination of runway clause are met.

Between 2200-0600 Local pilots may request an arrival RWY 19L/19R or departure RWY 01R when tailwind exceeds 5KT.

2. RUNWAY 19L/19R JET DEPARTURES:

Jet noise abatement climb procedures apply as follows:

1. Noise Abatement Departure Procedures (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 ACFT to comply with minimum clean speed, or MAX IAS 250KT below 10,000ft.

3. INTERSECTION DEPARTURES

Intersection departures RWY19L/19R

0500-2200 Local during daylight saving time (AEDT), 0600-2200 Local outside (AEDT):

- Not permitted for aircraft ABV 30,000KG MTOW 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/19R:
 - a. From 0600-2200 Local, all jet aircraft will not normally be descended below 3,000ft until east of the coast to avoid noise sensitive areas.
 - b. From 2200-0600 Local, descent below 5,000ft is not permitted for all jet aircraft until east of the coast.
 - c. From 2200-0600 Local, descent below 3,000ft is not permitted for all non-jet aircraft until east of the coast.
2. Landing RWY 01R:
 - a. From 2200-0600 Local, all aircraft shall not descend below 3,000ft until aligned with 01R centreline.
3. Landing RWY 01L/01R:
 - 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 ABV 5,700KG MTOW conducting a visual approach, ATC will issue an instruction to join final south of the Brisbane River when ETA is:
 - i) 2000-2300 UTC or
 - ii) 0600-1200 UTC

4.2 Departing Aircraft

1. Departing RWY 19L/19R
 - 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 non-jet aircraft can expect a left turn to be established and contained over water until above 5,000ft, unless operationally RQ by ATC or priority flights.
2. Departing RWY 01L/01R:
 - 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 5,000ft.

04 SEP 2025

1 BRISBANE - DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to lineup 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 endeavour to keep aircraft moving and avoid a standing start.
- 1.4 Commence take off roll as soon as take off clearance is issued.

2 BRISBANE - ARRIVING AIRCRAFT

- 2.1 By day, ATC may use 2,400m runway separation between aircraft arriving to RWY 01R/19L and RWY 01L/19R. 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 RWY 01R/19L and RWY 01L/19R. 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 (RET) 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.
- 2.4 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

	Aircraft Type	TWY Exits	LED (Metres)
RWY 19L	Turboprop Prop, Jet	<u>A6*</u>	1913
	Jet, Heavy	A7	2748
RWY 01R	Turboprop Prop, Jet	<u>A4S*</u>	1945
	Jet, Heavy	A4	2297
		A3	2783
RWY 19R	Turboprop Prop	<u>T7*</u>	1427
	Jet	<u>T9*</u>	1979
	Heavy	<u>T11*</u>	2429
RWY 01L	Turboprop Prop	<u>T8*</u>	1427
	Jet	<u>T6*</u>	1979
	Heavy	<u>T4*</u>	2429

Note 1: Preferred exits are **bold & underlined**.

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

NOTE 1: In the above procedures, the term "all aircraft" applies to all jet propelled aircraft and other aircraft ABV 5,700KG MTOW, and all other fixed wing aircraft having two or more engines.

NOTE 2: Procedural SID 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 2200-0600 Local, pilots are requested to minimise the use of reverse thrust where operationally acceptable.

6. TRAINING FLIGHTS – See AIP/ERSA

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 the normal descent profile.

- **RWY 01R** - expect to reach **3000'** AT VATRO.
- **RWY 19R** - expect to reach **3000'** AT ATRAX.

HIGH-SIDE APPROACH: Do not descend 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 and avoiding action is required, the non-deviating aircraft on the adjacent approach will be issued BREAK-OUT instructions using the following phraseology:

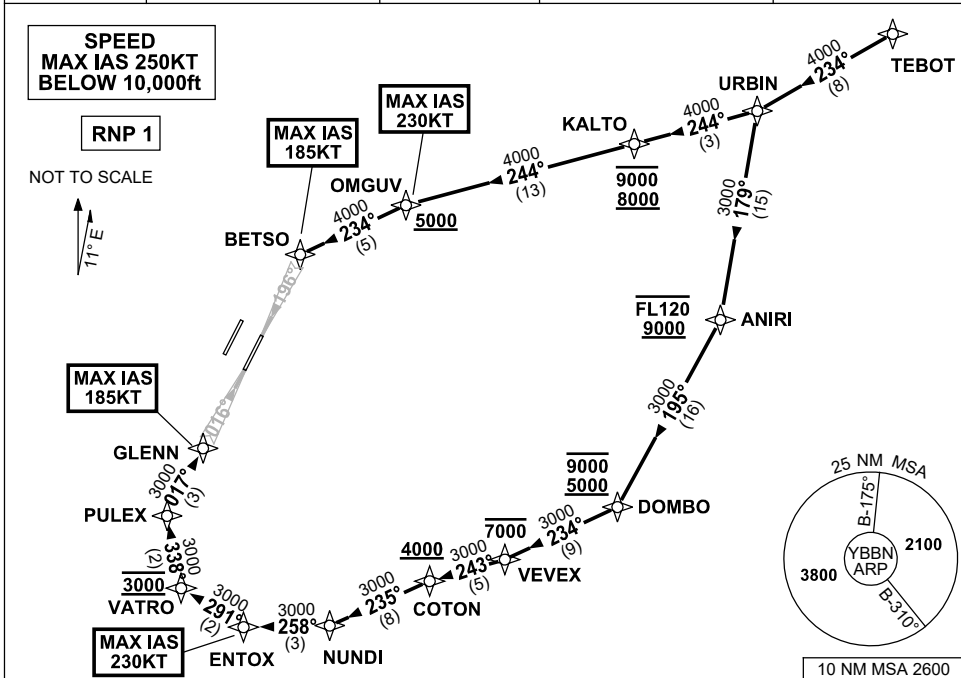
"BREAK-OUT ALERT, (callsign) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (three digits), CLIMB (or DESCEND) TO (altitude)"

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 (MVA). Read back the break-out instruction as soon as practicable.

**STANDARD INSTRUMENT ARRIVAL (STAR)
TEBOT TWO ALPHA ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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**ARRIVAL: TEBOT TWO ALPHA
RWY 01R:**

- From TEBOT track 234° to URBIN.
- Turn LEFT, track 179° to ANIRI
Cross ANIRI BTN 9000ft and FL120
- Turn RIGHT, track 195° to DOMBO
Cross DOMBO BTN 5000ft AND 9000ft
- Turn RIGHT, track 234° to VEVEK
Cross VEVEK AT or BLW 7000ft
- Turn RIGHT, track 243° to COTON
Cross COTON AT or ABV 4000ft
- Turn LEFT, track 235° to NUNDI
- Turn RIGHT, track 258° to ENTOX
MAX IAS 230KT AT ENTOX
- Turn RIGHT, track 291° to VATRO
Cross VATRO AT 3000ft
- Turn RIGHT, track 338° to PULEX
- Turn RIGHT, track 017° to GLENN for ILS,
RNP Z, LOC or RNP T RWY 01R approach
MAX IAS 185KT AT GLENN

RWY 19L:

- From TEBOT track 234° to URBIN.
- Turn RIGHT, track 244° to KALTO
Cross KALTO BTN 8000ft and 9000ft
- Track 244° to OMGUV
**Cross OMGUV AT or ABV 5000ft
MAX IAS 230KT AT OMGUV**
- Turn LEFT, track 234° to BETSO for ILS,
RNP Z, LOC or RNP T RWY 19L approach
MAX IAS 185KT AT BETSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

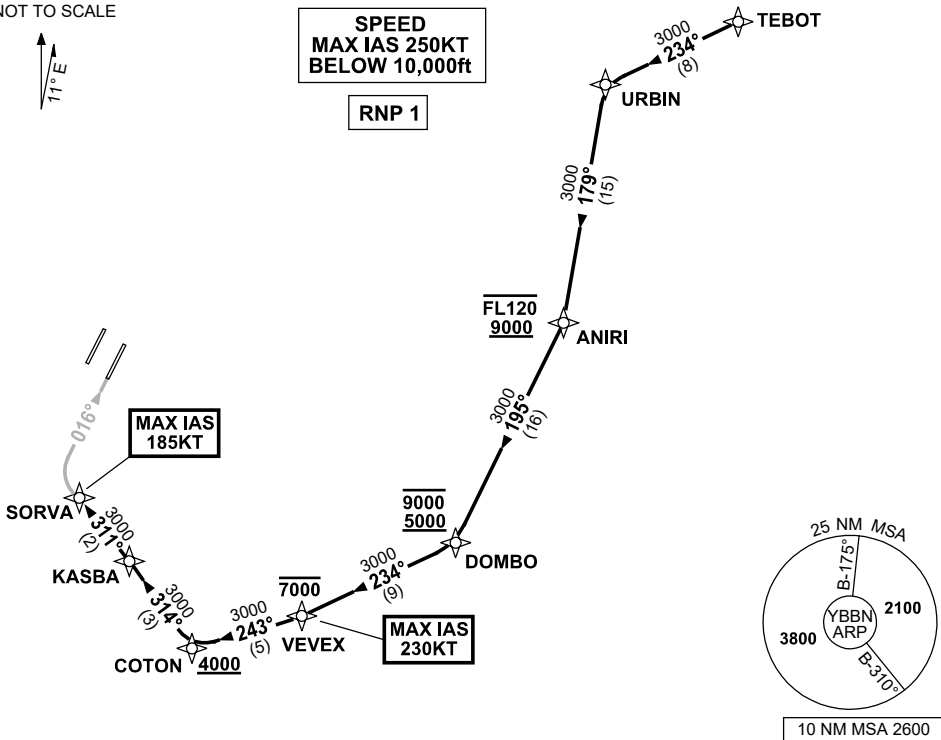
BBNSR28-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
TEBOT TWO X-RAY ARRIVAL (RNAV) RWY 01R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6	FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: TEBOT TWO X-RAY

- RWY 01R:**
- From TEBOT track 234° to URBIN
 - Turn LEFT, track 179° to ANIRI
 Cross ANIRI BTN 9000ft and FL120
 - Turn RIGHT, track 195° to DOMBO
 Cross DOMBO BTN 5000ft AND 9000ft
 - Turn RIGHT, track 234° to VEVEX
 Cross VEVEX AT or BLW 7000ft
 MAX IAS 230KT AT VEVEX
 - Turn RIGHT, track 243° to COTON
 Cross COTON AT or ABV 4000ft
 - Turn RIGHT, track 314° to KASBA
 - Turn LEFT, track 311° to SORVA for
 RNP X or RNP S RWY 01R (AR) approach
 MAX IAS 185KT AT SORVA

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

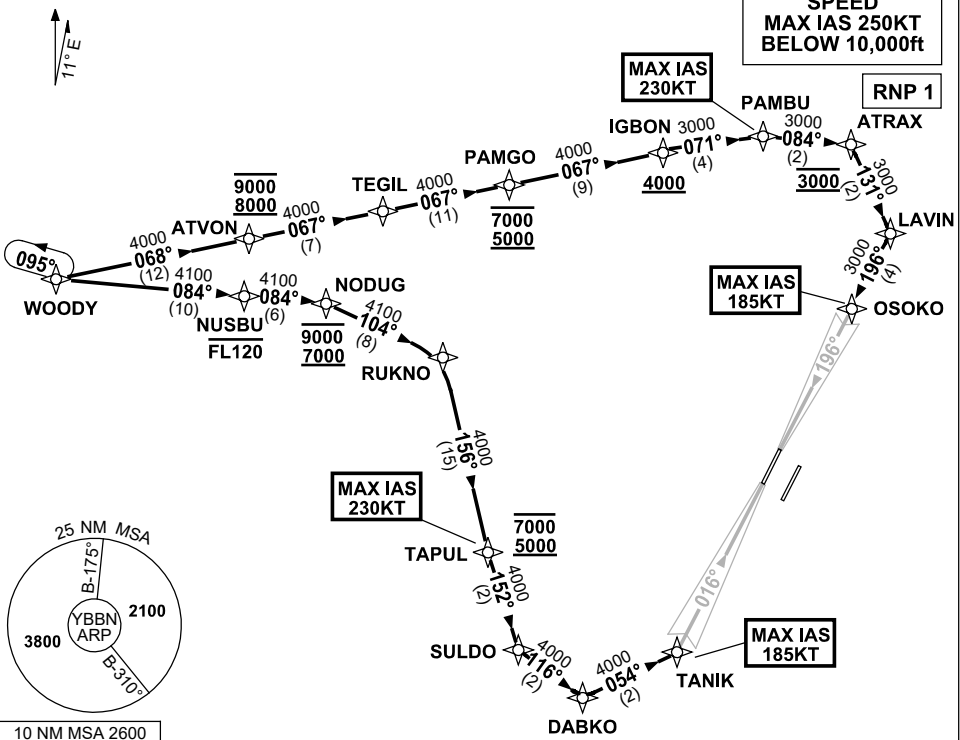
BBNSR30-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
WOODY TWO ALPHA ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC NORTH 124.05 DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: WOODY TWO ALPHA

RWY 01L:

- From WOODY track 084° to NUSBU
Cross NUSBU AT or BLW FL120
- Track 084° to NODUG
Cross NODUG BTN 7000ft and 9000ft
- Turn RIGHT, track 104° to RUKNO
- Turn RIGHT, track 156° to TAPUL
Cross TAPUL BTN 5000ft and 7000ft
MAX IAS 230KT 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 IAS 185KT AT TANIK

RWY 19R:

- From WOODY track 068° to ATVON
Cross ATVON BTN 8000ft and 9000ft
- Track 067° to TEGIL
- Track 067° to PAMGO
Cross PAMGO BTN 5000ft and 7000ft
- Track 067° to IGBON
Cross IGBON AT or ABV 4000ft
- Turn RIGHT, track 071° to PAMBU
MAX IAS 230KT AT PAMBU
- Turn RIGHT, track 084° to ATRAX
Cross ATRAX AT 3000ft
- Turn RIGHT, track 131° to LAVIN
- Turn RIGHT, track 196° to OSOKO for ILS,
RNP Z or LOC RWY 19R approach
MAX IAS 185KT AT OSOKO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

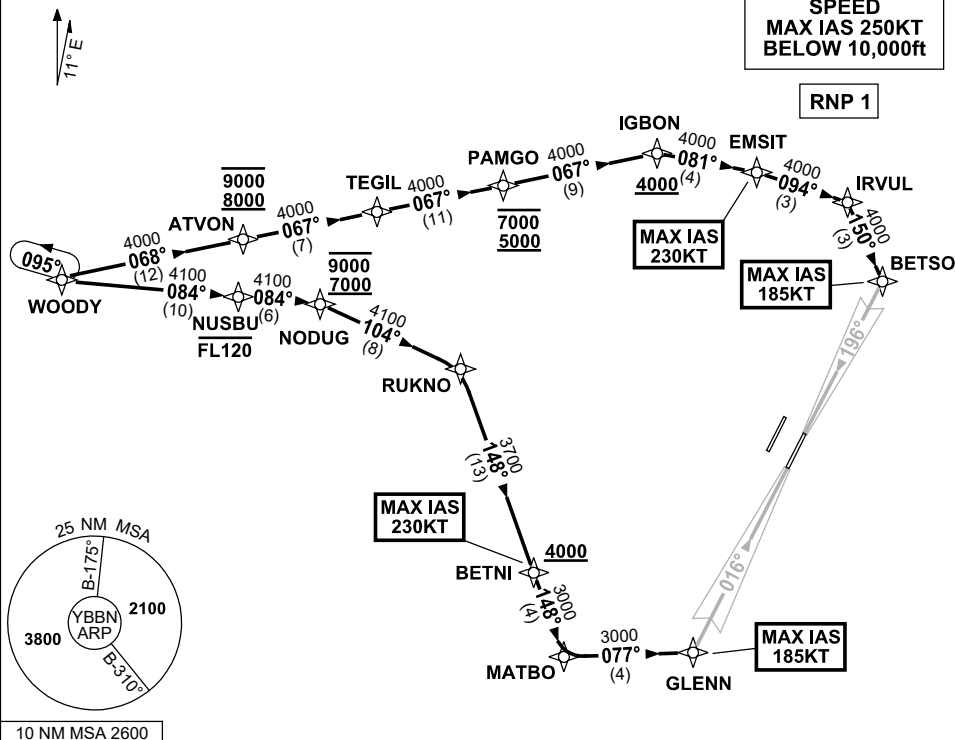
BBNSR31-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
WOODY TWO ALPHA ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: WOODY TWO ALPHA

RWY 01R:

- From WOODY track 084° to NUSBU
Cross NUSBU AT or BLW FL120
- Track 084° to NODUG
Cross NODUG BTN 7000ft and 9000ft
- Turn RIGHT, track 104° to RUKNO
- Turn RIGHT, track 148° to BETNI
Cross BETNI AT or ABV 4000ft
MAX IAS 230KT AT BETNI
- Track 148° to MATBO
- Turn LEFT, track 077° to GLENN for ILS,
RNP Z, LOC or RNP T RWY 01R approach
MAX IAS 185KT AT GLENN

RWY 19L:

- From WOODY track 068° to ATVON
Cross ATVON BTN 8000ft and 9000ft
- Track 067° to TEGIL
- Track 067° to PAMGO
Cross PAMGO BTN 5000ft and 7000ft
- Track 067° to IGBON
Cross IGBON AT or ABV 4000ft
- Turn RIGHT, track 081° to EMSIT
MAX IAS 230KT AT EMSIT
- Turn RIGHT, track 094° to IRVUL
- Turn RIGHT, track 150° to BETSO for ILS,
RNP Z, LOC or RNP T RWY 19L approach
MAX IAS 185KT AT BETSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

BBNSR32-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
WOODY TWO VICTOR ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

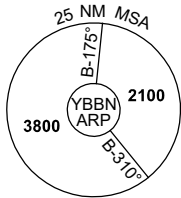
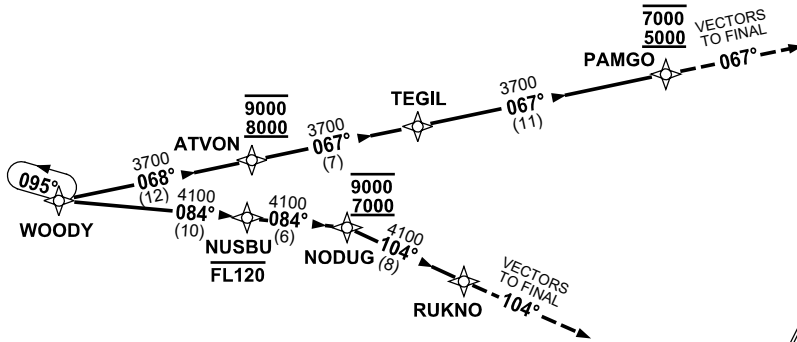
ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 2600

ARRIVAL: WOODY TWO VICTOR

RWY 01L:

- From WOODY track 084° to NUSBU
Cross NUSBU AT or BLW FL120
- Track 084° to NODUG
Cross NODUG BTN 7000ft and 9000ft
- Turn RIGHT, track 104° to RUKNO
- Track 104°, EXPECT radar vectors to final

RWY 19R:

- From WOODY track 068° to ATVON
Cross ATVON BTN 8000ft and 9000ft
- Track 067° to TEGIL
- Track 067° to PAMGO
Cross PAMGO BTN 5000ft and 7000ft
- Track 067°, EXPECT radar vectors to final

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

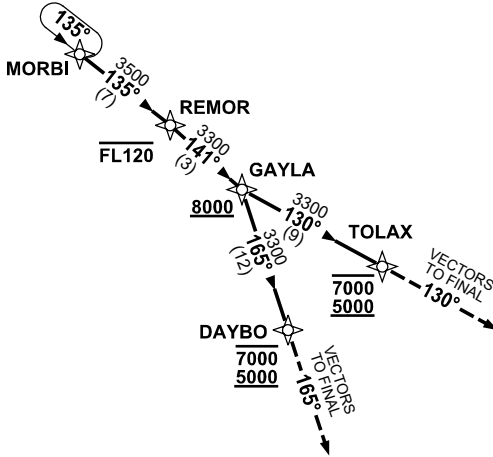
BBNSR33-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
MORBI TWO VICTOR ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

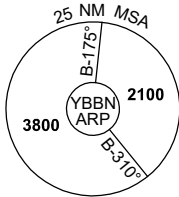
ATIS 113.2 125.5	APP NORTH SOUTH FINALS 124.7 125.6 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM SOUTH 121.7 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 2600

ARRIVAL: MORBI TWO VICTOR

RWY 01L:

- From MORBI track 135° to REMOR
Cross REMOR AT or BLW FL120
- Turn RIGHT, track 141° to GAYLA
Cross GAYLA AT or ABV 8000ft
- Turn RIGHT, track 165° to DAYBO
Cross DAYBO BTN 5000ft and 7000ft
- Track 165°, EXPECT radar vectors to final

RWY 19R:

- From MORBI track 135° to REMOR
Cross REMOR AT or BLW FL120
- Turn RIGHT, track 141° to GAYLA
Cross GAYLA AT or ABV 8000ft
- Turn LEFT track 130° to TOLAX
Cross TOLAX BTN 5000ft and 7000ft
- Track 130°, EXPECT radar vectors to final

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

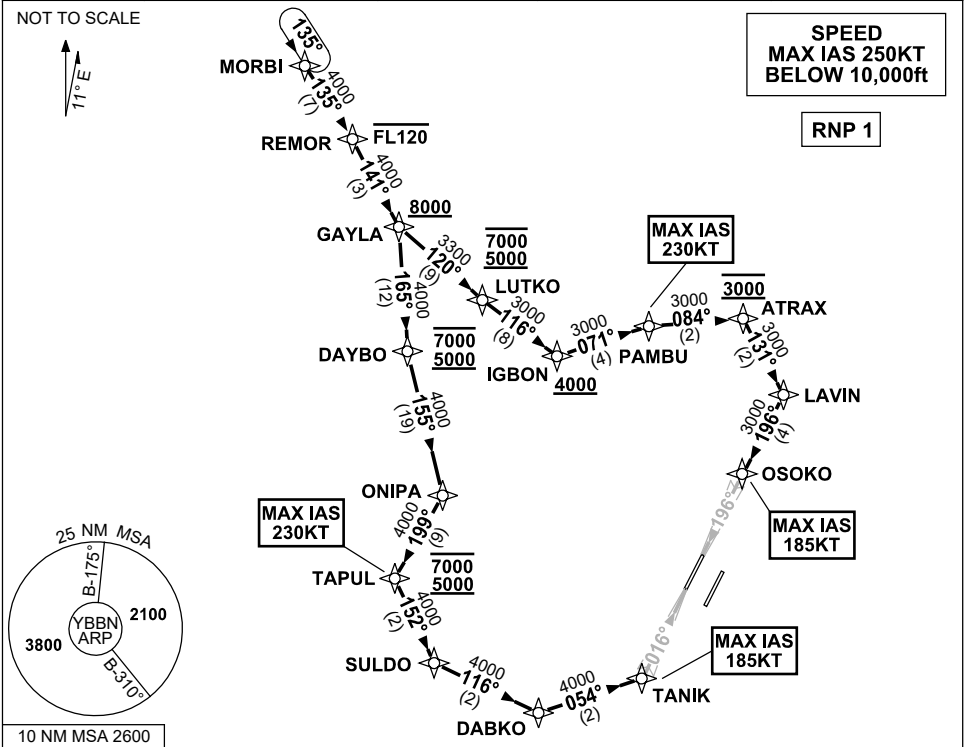
Changes: MSA.

BBNSR34-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
MORBI TWO ALPHA ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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| <p>ARRIVAL: MORBI TWO ALPHA RWY 01L:</p> <ul style="list-style-type: none"> • From MORBI track 135° to REMOR
Cross REMOR AT or BLW FL120 • Turn RIGHT, track 141° to GAYLA
Cross GAYLA AT or ABV 8000ft • Turn RIGHT, track 165° to DAYBO
Cross DAYBO BTN 5000ft and 7000ft • Turn LEFT, track 155° to ONIPA • Turn RIGHT, track 199° to TAPUL
Cross TAPUL BTN 5000ft and 7000ft • 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 IAS 185KT AT TANIK | <p>RWY 19R:</p> <ul style="list-style-type: none"> • From MORBI track 135° to REMOR
Cross REMOR AT or BLW FL120 • Turn RIGHT, track 141° to GAYLA
Cross GAYLA AT or ABV 8000ft • Turn LEFT, track 120° to LUTKO
Cross LUTKO BTN 5000ft and 7000ft • Turn LEFT, track 116° to IGBON
Cross IGBON AT or ABV 4000ft • Turn LEFT, track 071° to PAMBU
MAX IAS 230KT AT PAMBU • Turn RIGHT, track 084° to ATRAX
Cross ATRAX AT 3000ft • Turn RIGHT, track 131° to LAVIN • Turn RIGHT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach
MAX IAS 185KT AT OSOKO |
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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

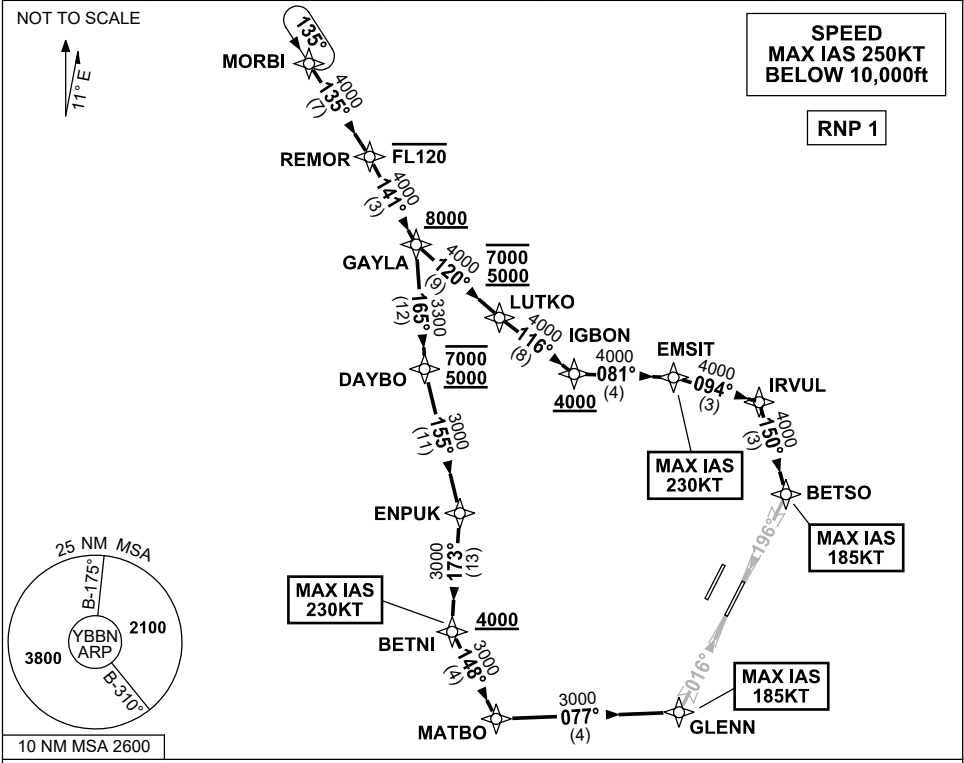
Changes: MSA.

BBNSR35-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
MORBI TWO ALPHA ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: MORBI TWO ALPHA

RWY 01R:

- From MORBI track 135° to REMOR
Cross REMOR AT or BLW FL120
- Turn RIGHT, track 141° to GAYLA
Cross GAYLA AT or ABV 8000ft
- Turn RIGHT, track 165° to DAYBO
Cross DAYBO BTN 5000ft and 7000ft
- Turn LEFT, track 155° to ENPUK
- Turn RIGHT, track 173° to BETNI
Cross BETNI AT or ABV 4000ft
MAX IAS 230KT AT BETNI
- Turn LEFT, track 148° to MATBO
- Turn LEFT, track 077° to GLENN for ILS,
RNP Z, LOC or RNP T RWY 01R approach
MAX IAS 185KT AT GLENN

RWY 19L:

- From MORBI track 135° to REMOR
Cross REMOR AT or BLW FL120
- Turn RIGHT, track 141° to GAYLA
Cross GAYLA AT or ABV 8000ft
- Turn LEFT, track 120° to LUTKO
Cross LUTKO BTN 5000ft and 7000ft
- Turn LEFT, track 116° to IGBON
Cross IGBON AT or ABV 4000ft
- Turn LEFT, track 081° to EMSIT
MAX IAS 230KT AT EMSIT
- Turn RIGHT, track 094° to IRVUL
- Turn RIGHT, track 150° to BETSO for ILS,
RNP Z, LOC or RNP T RWY 19L approach
MAX IAS 185KT AT BETSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

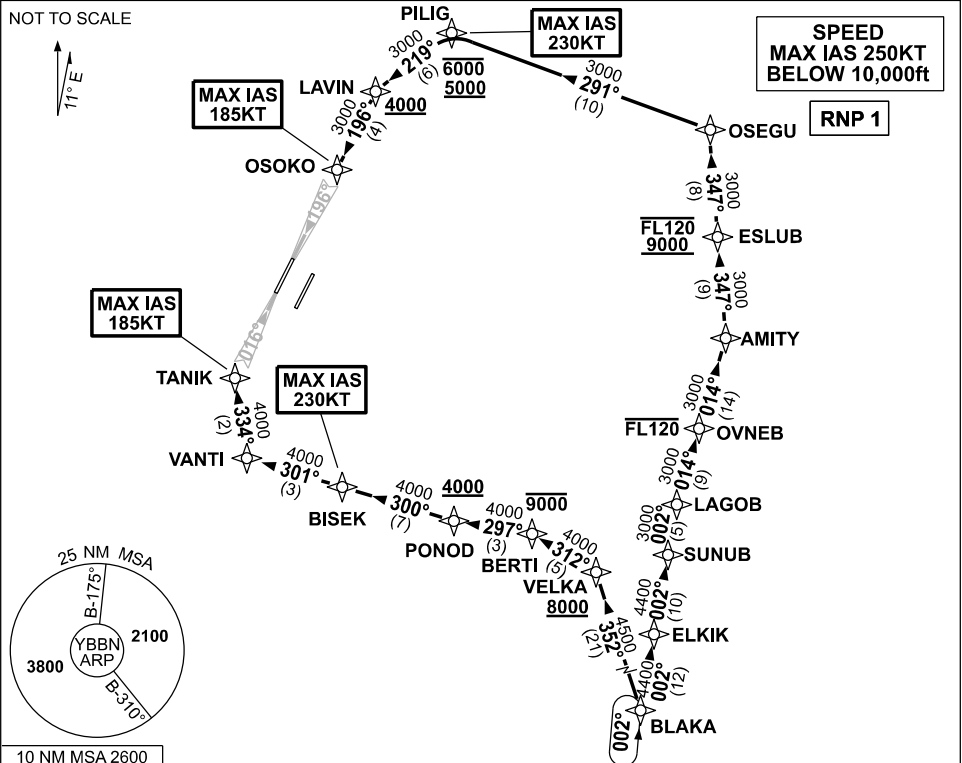
Changes: MSA.

BBNSR36-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
BLAKA EIGHT ALPHA ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

19 MAR 2026

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	NORTH 124.05	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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BLAKA EIGHT ALPHA ARRIVAL

RWY 01L:

- From BLAKA track 352° to VELKA
Cross VELKA AT or ABV 8000ft
- Turn LEFT track 312° to BERTI
Cross BERTI AT or BLW 9000ft
- Turn LEFT track 297° to PONOD
Cross PONOD AT or ABV 4000ft
- Turn RIGHT track 300° to BISEK
MAX IAS 230KT AT BISEK
- Track 301° to VANTI
- Turn RIGHT track 334° to TANIK for ILS,
RNP Z or LOC RWY 01L approach
MAX IAS 185KT AT TANIK

RWY 19R:

- From BLAKA track 002° to ELKIK
- Track 002° to SUNUB
- Track 002° to LAGOB
- Turn RIGHT track 014° to OVNEB
Cross OVNEB AT or BLW FL120
- Track 014° to AMITY
- Turn LEFT track 347° to ESUB
Cross ESUB BTN 9000ft and FL120
- Turn LEFT track 347° to OSEGU
- Turn LEFT track 291° to PILIG
Cross PILIG BTN 5000ft and 6000ft
MAX IAS 230KT AT PILIG
- Turn LEFT track 219° to LAVIN
Cross LAVIN AT or ABV 4000ft
- Turn LEFT track 196° to OSOKO for ILS,
RNP Z or LOC RWY 19R approach
MAX IAS 185KT AT OSOKO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

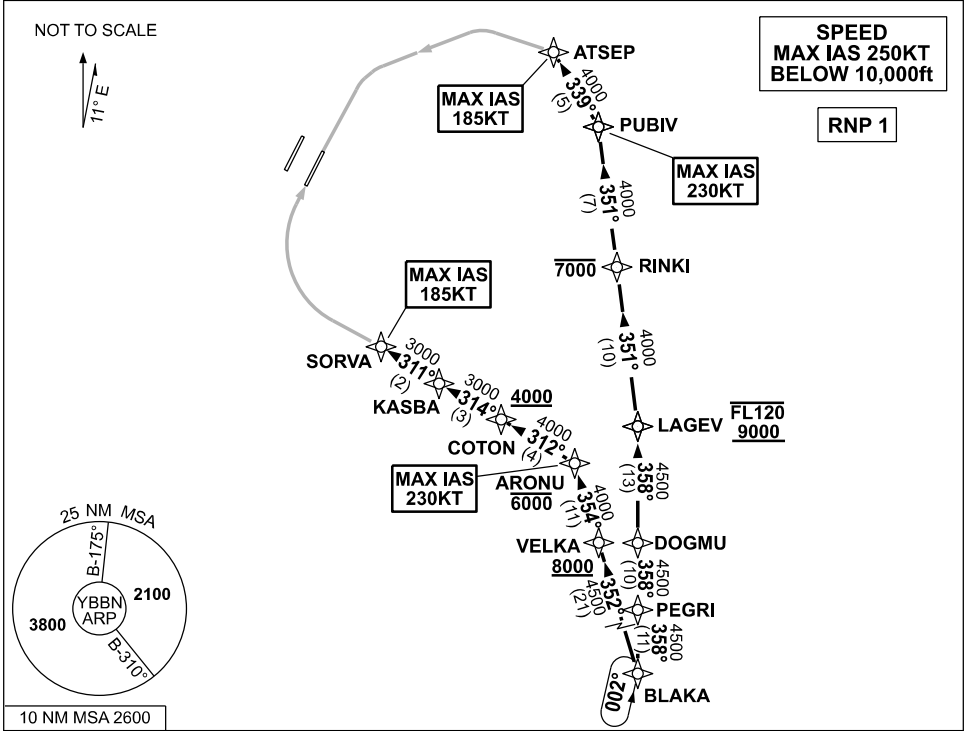
Changes: REVISED PROC.

BBNSR38-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
BLAKA EIGHT X-RAY ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

19 MAR 2026

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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BLAKA EIGHT X-RAY ARRIVAL

RWY 01R:

- From BLAKA track 352° to VELKA
Cross VELKA AT or ABV 8000ft
- Turn RIGHT track 354° to ARONU
Cross ARONU AT or BLW 6000ft
MAX IAS 230KT AT ARONU
- Turn LEFT track 312° to COTON
Cross COTON AT or ABV 4000ft
- Turn RIGHT track 314° to KASBA
- Turn LEFT track 311° to SORVA for the
RNP X or RNP S RWY 01R (AR) approach
MAX IAS 185KT AT SORVA

RWY 19L:

- From BLAKA track 358° to PEGRI
- Track 358° to DOGMU
- Track 358° to LAGEV
Cross LAGEV BTN 9000ft and FL120
- Turn LEFT track 351° to RINKI
Cross RINKI AT or BLW 7000ft
- Track 351° to PUBIV
MAX IAS 230KT AT PUBIV
- Turn LEFT track 339° to ATSEP for the
RNP X or RNP S RWY 19L (AR) approach
MAX IAS 185KT AT ATSEP

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

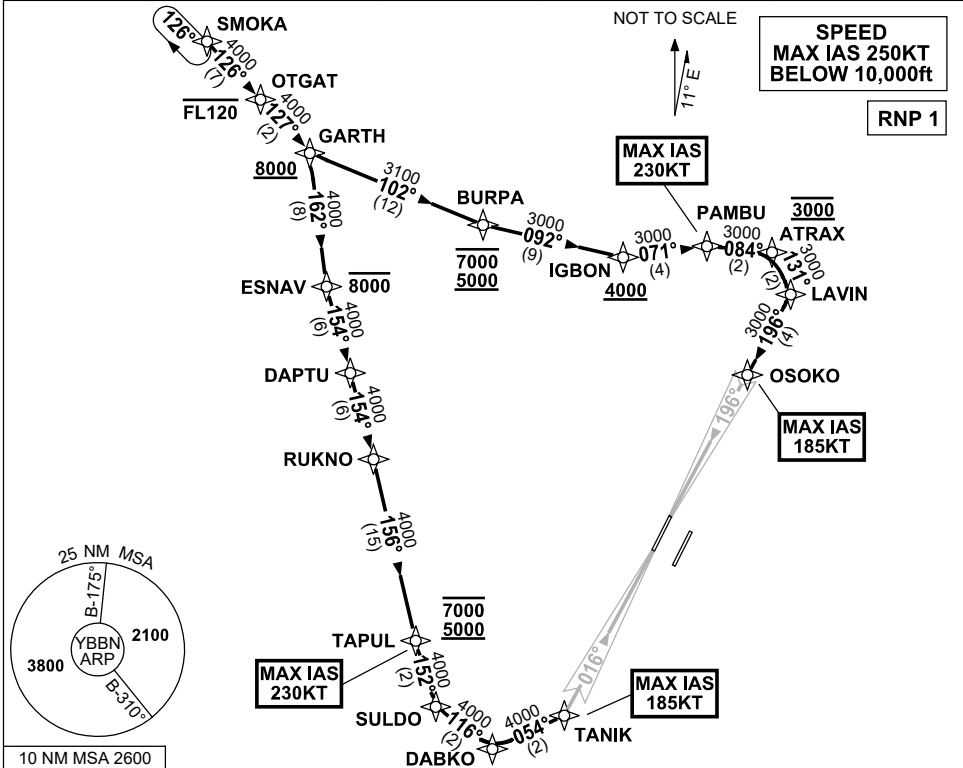
Changes: REVISED PROC.

BBNSR39-186

**STANDARD INSTRUMENT ARRIVAL (STAR)
SMOKA ONE ALPHA ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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10 NM MSA 2600

ARRIVAL: SMOKA ONE ALPHA RWY 01L:

- From SMOKA track 126° to OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Turn RIGHT, track 162° to ESN
Cross ESN AT or BLW 8000ft
- Turn LEFT, track 154° to DAPTU
- Track 154° to RUKNO
- Turn RIGHT, track 156° to TAPUL
Cross TAPUL BTN 5000ft and 7000ft
MAX IAS 230KT AT TAPUL
- Turn LEFT, track 152° to SULDO
- Turn LEFT, track 116° to DABKO
- Turn LEFT, track 054° to TANI for ILS,
RNP Z or LOC RWY 01L approach
MAX IAS 185KT AT TANI

RWY 19R:

- From SMOKA track 126° TO OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Turn LEFT, track 102° to BURPA
Cross BURPA BTN 5000ft and 7000ft
- Turn LEFT, track 092° to IGBON
Cross IGBON AT or ABV 4000ft
- Turn LEFT, track 071° to PAMBU
MAX IAS 230KT AT PAMBU
- Turn RIGHT, track 084° to ATRAX
Cross ATRAX AT 3000ft
- Turn RIGHT, track 131° to LAVIN
- Turn RIGHT, track 196° to OSOKO for ILS,
RNP Z or LOC RWY 19R approach
MAX IAS 185KT AT OSOKO

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

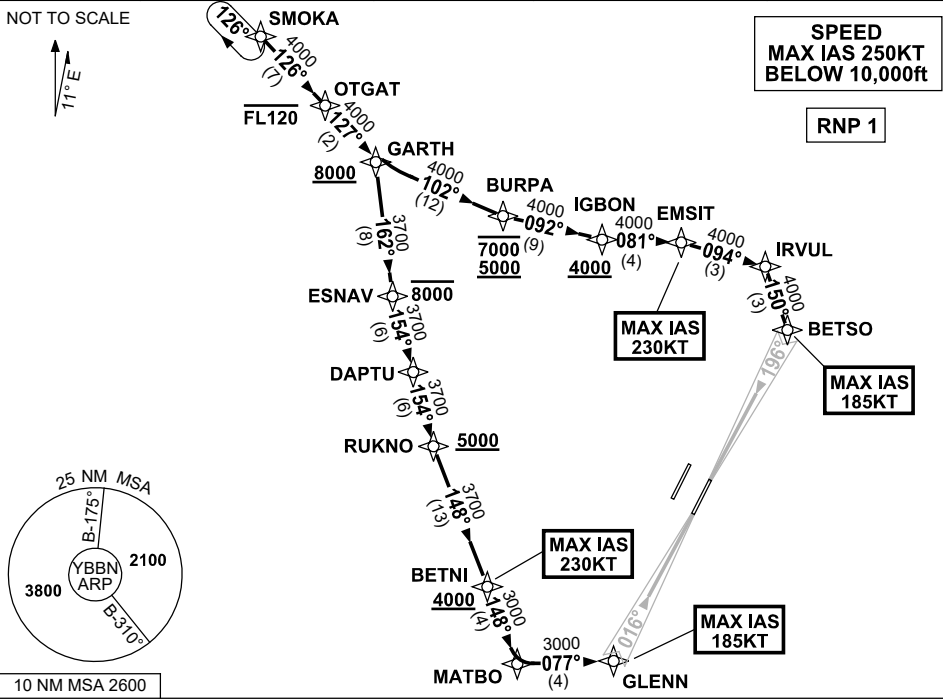
BBNSR40-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
SMOKA ONE ALPHA ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: SMOKA ONE ALPHA

RWY 01R:

- From SMOKA, track 126° to OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Turn RIGHT, track 162° to ESNV
Cross ESNV AT or BLW 8000ft
- Turn LEFT, track 154° to DAPTU
- Track 154° to RUKNO
Cross RUKNO AT or ABV 5000ft
- Turn LEFT, track 148° to BETNI
Cross BETNI AT or ABV 4000ft
MAX IAS 230KT AT BETNI
- Track 148° to MATBO
- Turn LEFT, track 077° to GLENN for ILS,
RNP Z, LOC or RNP T RWY 01R approach
MAX IAS 185KT AT GLENN

RWY 19L:

- From SMOKA, track 126° to OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Turn LEFT, track 102° to BURPA
Cross BURPA BTN 5000ft and 7000ft
- Turn LEFT, track 092° to IGBON
Cross IGBON AT or ABV 4000ft
- Turn LEFT, track 081° to EMSIT
MAX IAS 230KT AT EMSIT
- Turn RIGHT, track 094° to IRVUL
- Turn RIGHT, track 150° to BETSO for ILS,
RNP Z, LOC or RNP T RWY 19L approach
MAX IAS 185KT AT BETSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

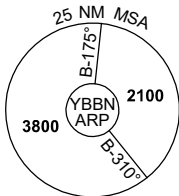
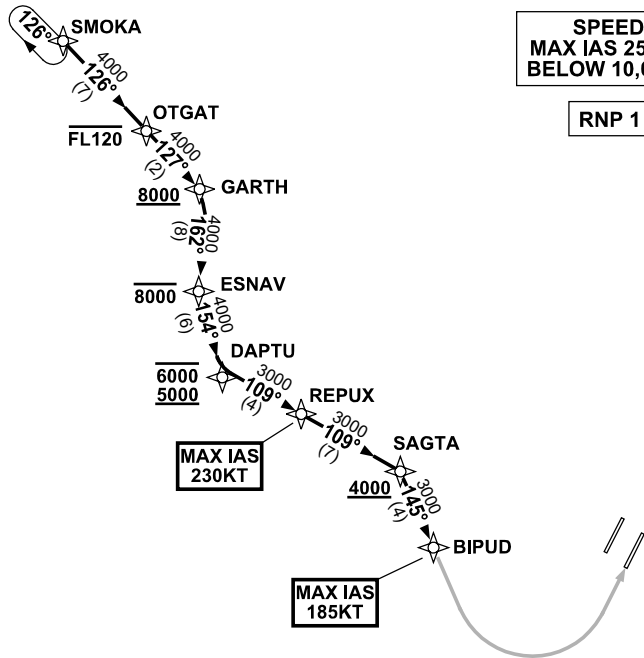
BBNSR41-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
SMOKA ONE MIKE ARRIVAL (RNAV) RWY 01R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 2600

ARRIVAL: SMOKA ONE MIKE

RWY 01R:

- From SMOKA, track 126° to OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Turn RIGHT track 162° to ESNV
Cross ESNV AT or BLW 8000ft
- Turn LEFT, track 154° to DAPTU
Cross DAPTU BTN 5000ft and 6000ft
- Turn LEFT, track 109° to REPUX
MAX IAS 230KT AT REPUX
- Track 109° to SAGTA
Cross SAGTA AT or ABV 4000ft
- Turn RIGHT, track 145° to BIPUD for
RNP M or RNP R RWY 01R (AR) approach
MAX IAS 185KT AT BIPUD

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

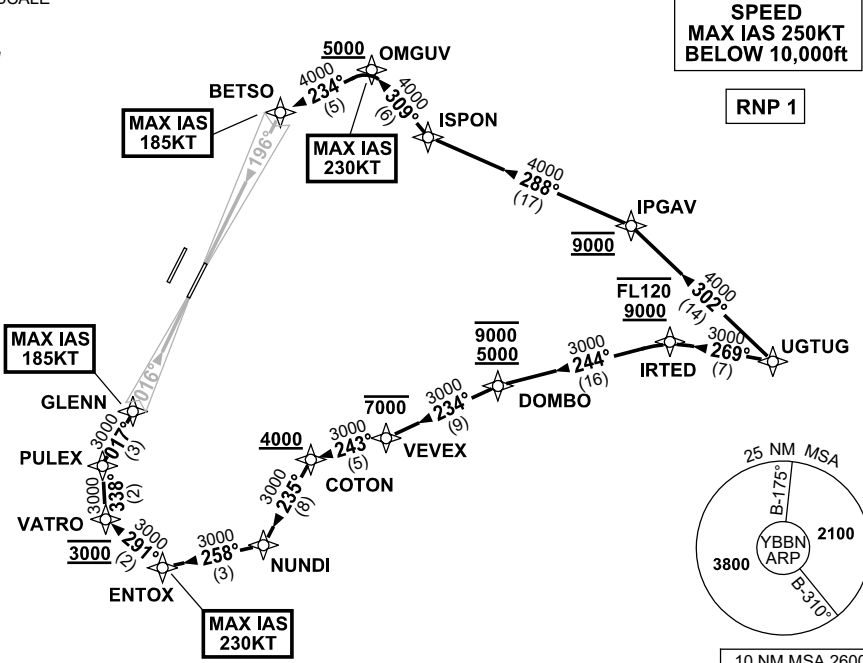
BBNSR42-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
UGTUG TWO ALPHA ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**ARRIVAL: UGTUG TWO ALPHA
RWY 01R:**

- From UGTUG, track 269° to IRTED
Cross IRTED BTN 9000ft and FL120
- Turn LEFT, track 244° to DOMBO
Cross DOMBO BTN 5000ft and 9000ft
- Turn LEFT, track 234° to VEVEX
Cross VEVEX AT or BLW 7000ft
- Turn RIGHT, track 243° to COTON
Cross COTON AT or ABV 4000ft
- Turn LEFT, track 235° to NUNDI
- Turn RIGHT, track 258° to ENTOX
MAX IAS 230KT AT ENTOX
- Turn RIGHT, track 291° to VATRO
Cross VATRO AT 3000ft
- Turn RIGHT, track 338° to PULEX
- Turn RIGHT, track 017° to GLENN for ILS,
RNP Z, LOC or RNP T RWY 01R approach
MAX IAS 185KT AT GLENN

RWY 19L:

- From UGTUG, track 302° to IPGAV
Cross IPGAV AT 9000ft
- Turn LEFT, track 288° to ISPON
- Turn RIGHT, track 309° to OMGUV
Cross OMGUV AT or ABV 5000ft
MAX IAS 230KT AT OMGUV
- Turn LEFT, track 234° to BETSO for ILS,
RNP Z, LOC or RNP T RWY 19L approach
MAX IAS 185KT AT BETSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

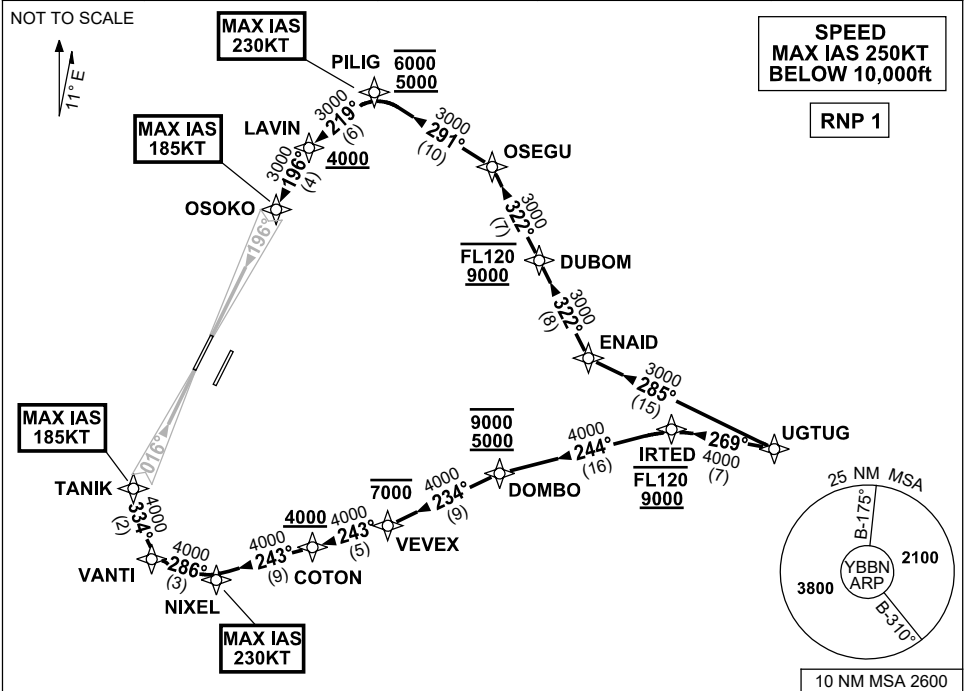
Changes: MSA.

BBNSR43-128

**STANDARD INSTRUMENT ARRIVAL (STAR)
UGTUG TWO ALPHA ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: UGTUG TWO ALPHA

RWY 01L:

- From UGTUG, track 269° to IRTED
Cross IRTED BTN 9000ft and FL120
- Turn LEFT, track 244° to DOMBO
Cross DOMBO BTN 5000ft and 9000ft
- Turn LEFT, track 234° to VEVEV
Cross VEVEV AT or BLW 7000ft
- Turn RIGHT, track 243° to COTON
Cross COTON AT or ABV 4000ft
- Track 243° to NIXEL
MAX IAS 230KT AT NIXEL
- Turn RIGHT, track 286° to VANTI
- Turn RIGHT, track 334° to TANIK for ILS,
RNP Z or LOC RWY 01L approach
MAX IAS 185KT AT TANIK

RWY 19R:

- From UGTUG, track 285° to ENAID
- Turn RIGHT, track 322° to DUBOM
Cross DUBOM BTN 9000ft and FL120
- Track 322° to OSEGU
- Turn LEFT, track 291° to PILIG
Cross PILIG BTN 5000ft and 6000ft
MAX IAS 230KT AT PILIG
- Turn LEFT, track 219° to LAVIN
Cross LAVIN AT or ABV 4000ft
- Turn LEFT, track 196° to OSOKO for ILS,
RNP Z or LOC RWY 19R approach
MAX IAS 185KT AT OSOKO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

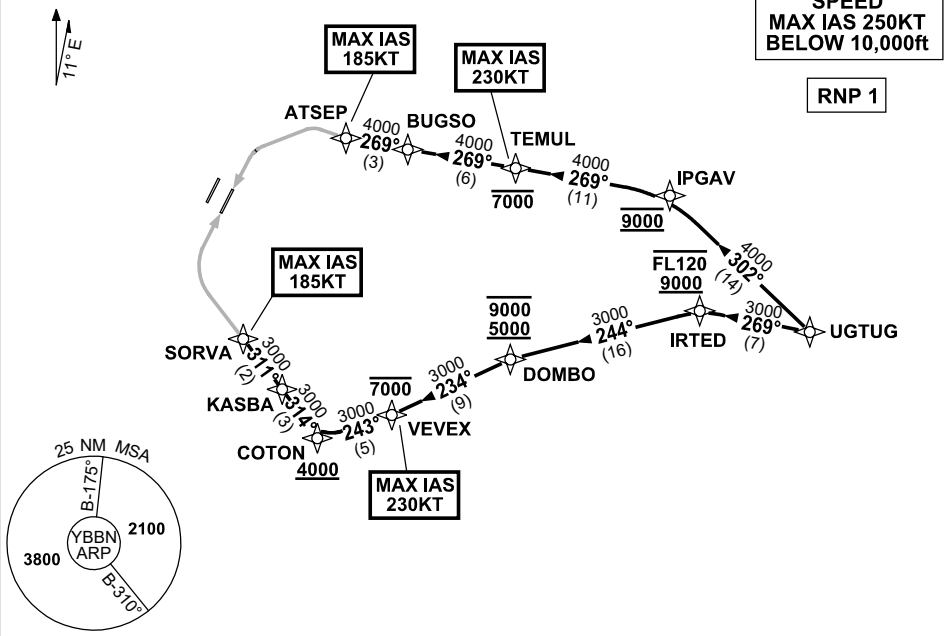
BBNSR44-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
 UGTUG TWO X-RAY ARRIVAL (RNAV) RWY 01R/19L
 BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 2600

ARRIVAL: UGTUG TWO X-RAY

RWY 01R:

- From UGTUG, track 269° to IRTED
Cross IRTED BTN 9000ft and FL120
- Turn LEFT, track 244° to DOMBO
Cross DOMBO BTN 5000ft and 9000ft
- Turn LEFT, track 234° to VEVEK
Cross VEVEK AT or BLW 7000ft
MAX IAS 230KT AT VEVEK
- Turn RIGHT, track 243° to COTON
Cross COTON AT or ABV 4000ft
- Turn RIGHT, track 314° to KASBA
- Turn LEFT, track 311° to SORVA for
RNP X or RNP S RWY 01R (AR) approach
MAX IAS 185KT AT SORVA

RWY 19L:

- From UGTUG, track 302° to IPGAV
Cross IPGAV AT 9000ft
- Turn LEFT, track 269° to TEMUL
Cross TEMUL AT or BLW 7000ft
MAX IAS 230KT AT TEMUL
- Track 269° to BUGSO
- Track 269° to ATSEP for
RNP X or RNP S RWY 19L (AR) approach
MAX IAS 185KT AT ATSEP

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
 IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

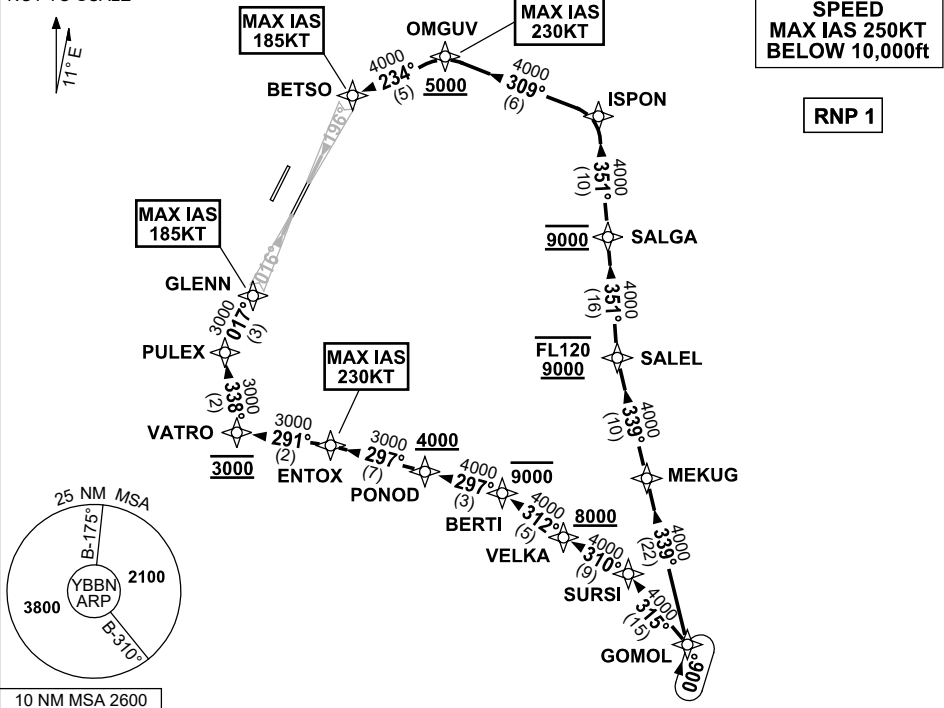
BBNSR45-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
GOMOL FOUR ALPHA ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**ARRIVAL: GOMOL FOUR ALPHA
RWY 01R:**

- From GOMOL, track 315° to SURSI
- Turn LEFT, track 310° to VELKA
Cross VELKA AT or ABV 8000ft
- Turn RIGHT, track 312° to BERTI
Cross BERTI AT or BLW 9000ft
- Turn LEFT, track 297° to PONOD
Cross PONOD AT or ABV 4000ft
- Track 297° to ENTOX
MAX IAS 230KT AT ENTOX
- Turn LEFT, track 291° to VATRO
Cross VATRO AT 3000ft
- Turn RIGHT, track 338° to PULEX
- Turn RIGHT, track 017° to GLENN for ILS,
RNP Z, LOC or RNP T RWY 01R approach
MAX IAS 185KT AT GLENN

RWY 19L:

- From GOMOL, track 339° to MEKUG
- Track 339° to SALEL
Cross SALEL BTN 9000ft and FL120
- Turn RIGHT, track 351° to SALGA
Cross SALGA AT 9000ft
- Track 351° to ISPON
- Turn LEFT, track 309° to OMGUV
Cross OMGUV AT or ABV 5000ft
MAX IAS 230KT AT OMGUV
- Turn LEFT, track 315° to SURSI
- Turn LEFT, track 309° to MEKUG,
RNP Z, LOC or RNP T RWY 19L approach
MAX IAS 185KT AT BETSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: FROM SUP H152/24.

BBNSR48-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
GOMOL FOUR X-RAY ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

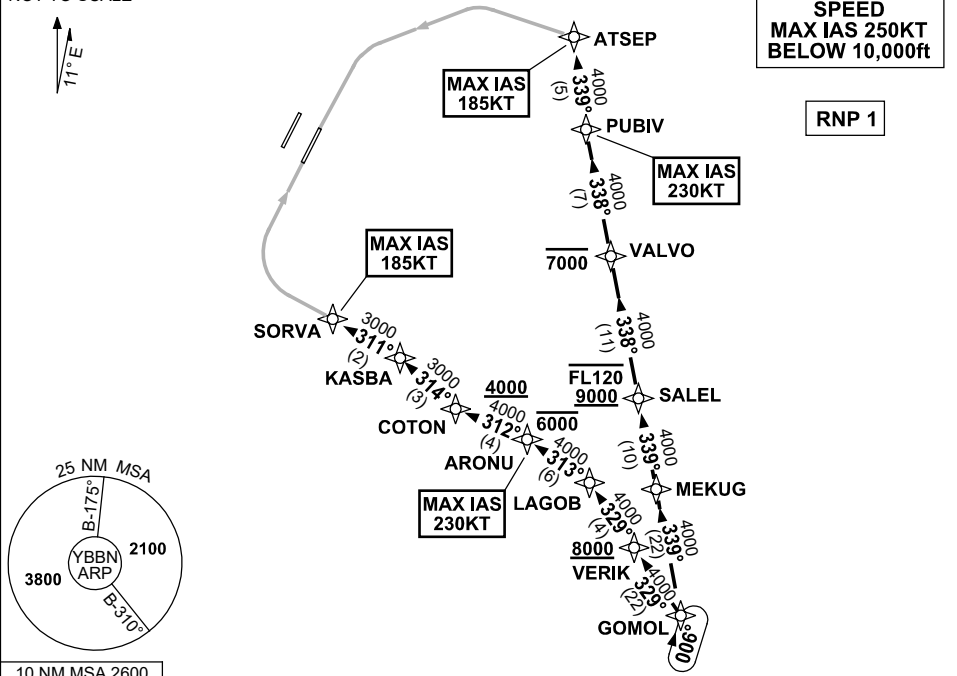
ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 2600

ARRIVAL: GOMOL FOUR X-RAY

RWY 01R:

- From GOMOL, track 329° to VERIK
Cross VERIK AT or ABV 8000ft
- Track 329° to LAGOB
- Turn LEFT, track 313° to ARONU
Cross ARONU AT or BLW 6000ft
MAX IAS 230KT AT ARONU
- Turn LEFT, track 312° to COTON
Cross COTON AT or ABV 4000ft
- Turn RIGHT, track 314° to KASBA
- Turn LEFT, track 311° to SORVA for the RNP X or RNP S RWY 01R (AR) approach
MAX IAS 185KT AT SORVA

RWY 19L:

- From GOMOL, track 339° to MEKUG.
- Track 339° to SALEL
Cross SALEL BTN 9000ft and FL120
- Track 338° to VALVO
Cross VALVO AT or BLW 7000ft
- Track 338° to PUBIV
MAX IAS 230KT AT PUBIV
- Turn RIGHT, track 339° to ATSEP for RNP X or RNP S RWY 19L (AR) approach
MAX IAS 185KT AT ATSEP

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: FROM SUP H152/24.

BBNSR49-182



**STANDARD INSTRUMENT ARRIVAL (STAR)
GOMOL FOUR VICTOR ARRIVAL (RNAV) RWY 01R/19L
BRISBANE, QLD (YBBN)**

20 MAR 2025

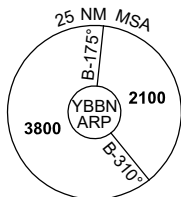
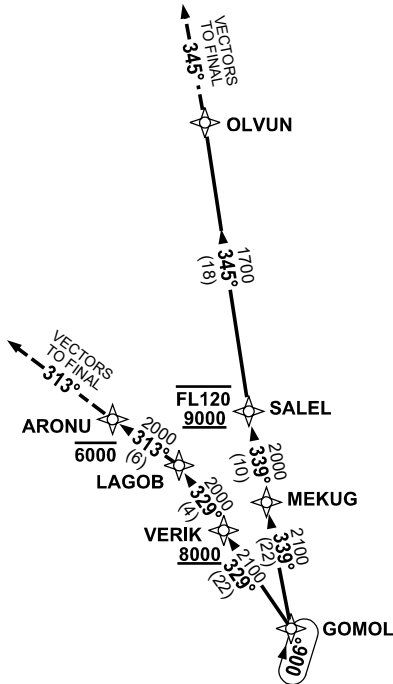
ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 2600

ARRIVAL: GOMOL FOUR VICTOR

RWY 01R:

- From GOMOL, track 329° to VERIK
Cross VERIK AT or ABV 8000ft
- Track 329° to LAGOB
- Turn LEFT, track 313° to ARONU
Cross ARONU AT or BLW 6000ft
- Track 313°, EXPECT radar vectors to final

RWY 19L:

- From GOMOL, track 339° to MEKUG
- Track 339° to SALEL
Cross SALEL BTN 9000ft and FL120
- Turn RIGHT, track 345° to OLVUN
- Track 345°, EXPECT radar vectors to final

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: FROM SUP H152/24.

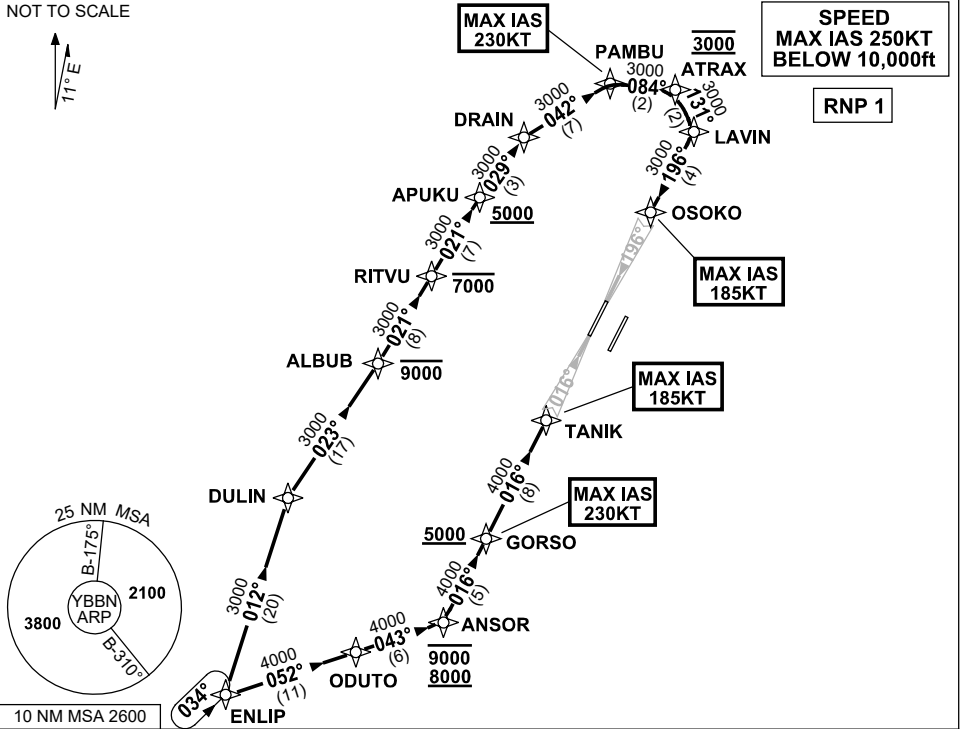
BBNSR50-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
ENLIP TWO ALPHA ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC NORTH 124.05 DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: ENLIP TWO ALPHA

RWY 01L:

- From ENLIP, track 052° to ODUTO
- Turn LEFT, track 043° to ANSOR
Cross ANSOR BTN 8000ft and 9000ft
- Turn LEFT, track 016° to GORSO
Cross GORSO AT or ABV 5000ft
MAX IAS 230KT AT GORSO
- Track 016° to TANIK for ILS, RNP Z or LOC RWY 01L approach
MAX IAS 185KT AT TANIK

RWY 19R:

- From ENLIP, track 012° to DULIN
- Turn RIGHT, track 023° to ALBUB
Cross ALBUB AT or BLW 9000ft
- Turn LEFT, track 021° to RITVU
Cross RITVU AT or BLW 7000ft
- Track 021° to APUKU
Cross APUKU AT or ABV 5000ft
- Turn RIGHT, track 029° to DRAIN
- Turn RIGHT, track 042° to PAMBU
MAX IAS 230KT AT PAMBU
- Turn RIGHT, track 084° to ATRAX
Cross ATRAX AT 3000ft
- Turn RIGHT, track 131° to LAVIN
- Turn RIGHT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach
MAX IAS 185KT AT OSOKO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

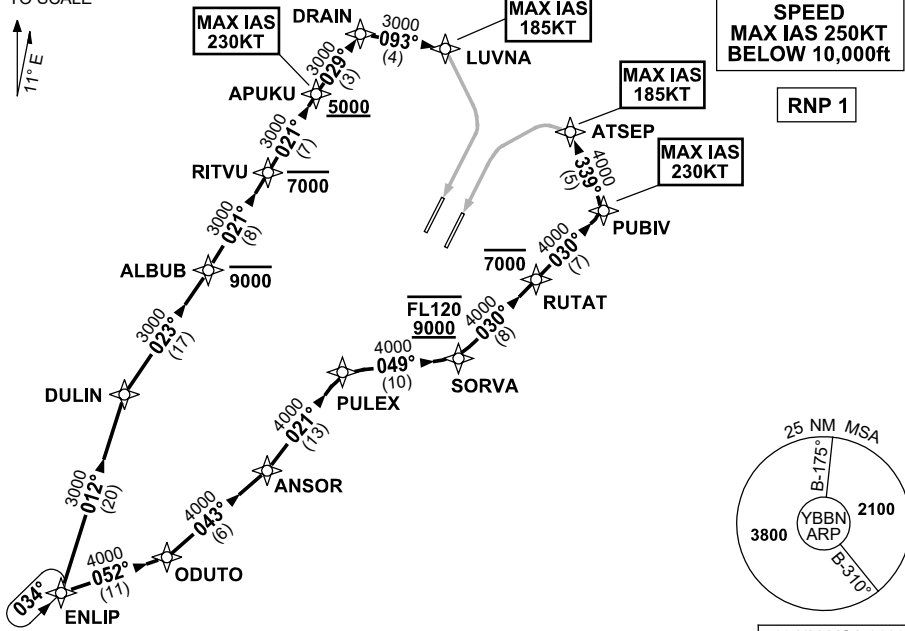
BBNSR51-182

**STANDARD INSTRUMENT ARRIVAL (STAR)
ENLIP TWO X-RAY ARRIVAL (RNAV) RWY 19L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: ENLIP TWO X-RAY

RWY 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 BTN 9000ft and FL120
- Turn LEFT, track 030° to RUTAT
Cross RUTAT AT or BLW 7000ft
- Track 030° to PUBIV
MAX IAS 230KT AT PUBIV
- Turn LEFT, track 339° to ATSEP for RNP X or RNP S RWY 19L (AR) approach
MAX IAS 185KT AT ATSEP

RWY 19R:

- From ENLIP, track 012° to DULIN
- Turn RIGHT, track 023° to ALBUB
Cross ALBUB AT or BLW 9000ft
- Turn LEFT, track 021° to RITVU
Cross RITVU AT or BLW 7000ft
- Track 021° to APUKU
Cross APUKU AT or ABV 5000ft
MAX IAS 230KT AT APUKU
- Turn RIGHT, track 029° to DRAIN
- Turn RIGHT, track 093° to LUVNA for RNP X RWY 19R (AR) approach
MAX IAS 185KT AT LUVNA

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

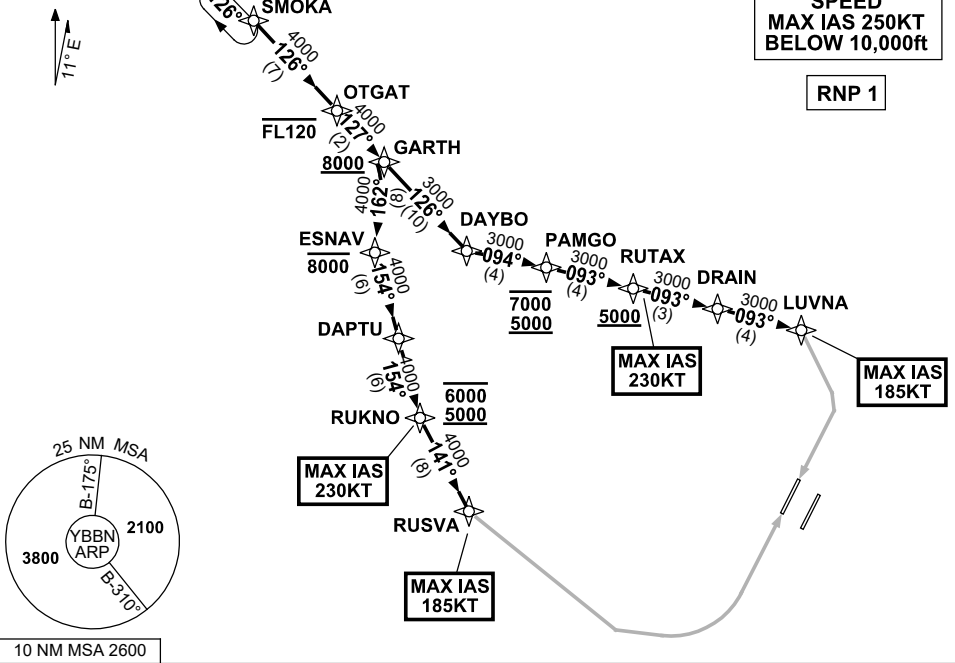
BBNSR53-192

**STANDARD INSTRUMENT ARRIVAL (STAR)
SMOKA ONE X-RAY ARRIVAL (RNAV) RWY 01L/19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01L/19R 118.0 01R/19L 120.5	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: SMOKA ONE XRAY

RWY 01L:

- From SMOKA, track 126° to OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Turn RIGHT track 162° to ESNNAV
Cross ESNNAV AT or BLW 8000ft
- Turn LEFT, track 154° to DAPTU
- Track 154° to RUKNO
Cross RUKNO BTN 5000ft and 6000ft
MAX IAS 230KT AT RUKNO
- Turn LEFT, track 141° to RUSVA for RNP X RWY 01L (AR) approach
MAX IAS 185KT AT RUSVA

RWY 19R:

- From SMOKA, track 126° to OTGAT
Cross OTGAT AT or BLW FL120
- Track 127° to GARTH
Cross GARTH AT or ABV 8000ft
- Track 126° to DAYBO
- Turn LEFT, track 094° to PAMGO
Cross PAMGO BTN 5000ft and 7000ft
- Turn LEFT, track 093° to RUTAX
Cross RUTAX AT or ABV 5000ft
MAX IAS 230KT AT RUTAX
- Track 093° to DRAIN
- Track 093° to LUVNA for RNP X RWY 19R (AR) approach
MAX IAS 185KT AT LUVNA

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

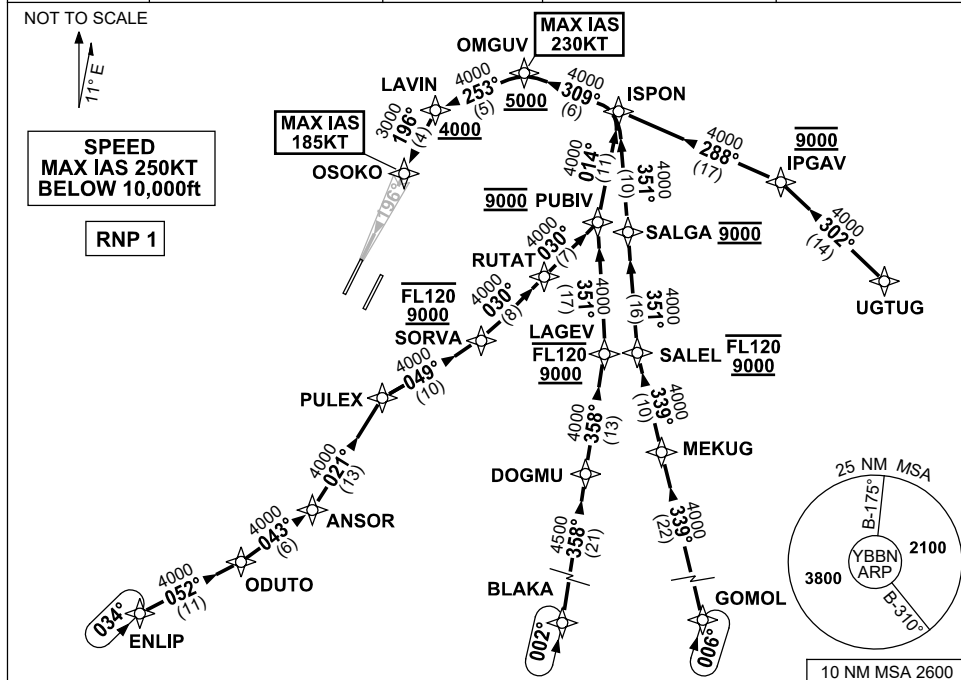
Changes: MSA.

BBNSR54-128

**STANDARD INSTRUMENT ARRIVAL (STAR)
ISPON TWO ARRIVAL (RNAV) RWY 19R
BRISBANE, QLD (YBBN)**

20 MAR 2025

ATIS 113.2 125.5	APP NORTH 124.7 SOUTH 125.6 FINALS 119.25	TWR 01R/19L 120.5 01L/19R 118.0	SMC DOM 121.7 SOUTH 122.25	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

- ENLIP**
- 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 BTN 9000ft and FL120
 - Turn LEFT, track 030° to RUTAT
 - Track 030° to PUBIV
 - Cross** PUBIV AT 9000ft
 - Turn LEFT, track 014° to ISPON
- UGTUG**
- From UGTUG, track 302° to IPGAV
 - Cross** IPGAV AT 9000ft
 - Turn LEFT, track 288° to ISPON

- BLAKA**
- From BLAKA, track 358° to DOGMU
 - Track 358° to LAGEV
 - Cross** LAGEV BTN 9000ft and FL120
 - Turn LEFT, track 351° to PUBIV
 - Cross** PUBIV AT 9000ft
 - Turn RIGHT, track 014° to ISPON
- GOMOL**
- From GOMOL, track 339° to MEKUG
 - Track 339° to SALEL
 - Cross** SALEL BTN 9000ft and FL120
 - Turn RIGHT, track 351° to SALGA
 - Cross** SALGA AT 9000ft
 - Track 351° to ISPON

ARRIVAL: ISPON TWO

- RWY 19R**
- From ISPON, track 309° to OMGUV
 - Cross** OMGUV AT or ABV 5000ft
 - MAX IAS 230KT AT OMGUV
- Turn LEFT, track 253° to LAVIN
- Cross** LAVIN AT or ABV 4000ft
- Turn LEFT, track 196° to OSOKO for ILS, RNP Z or LOC RWY 19R approach.
- MAX IAS 185KT AT OSOKO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CTC BN ATC ON TEL: (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 ERSA EMERG Section 1.5.

Changes: MSA.

BBNSR55-182