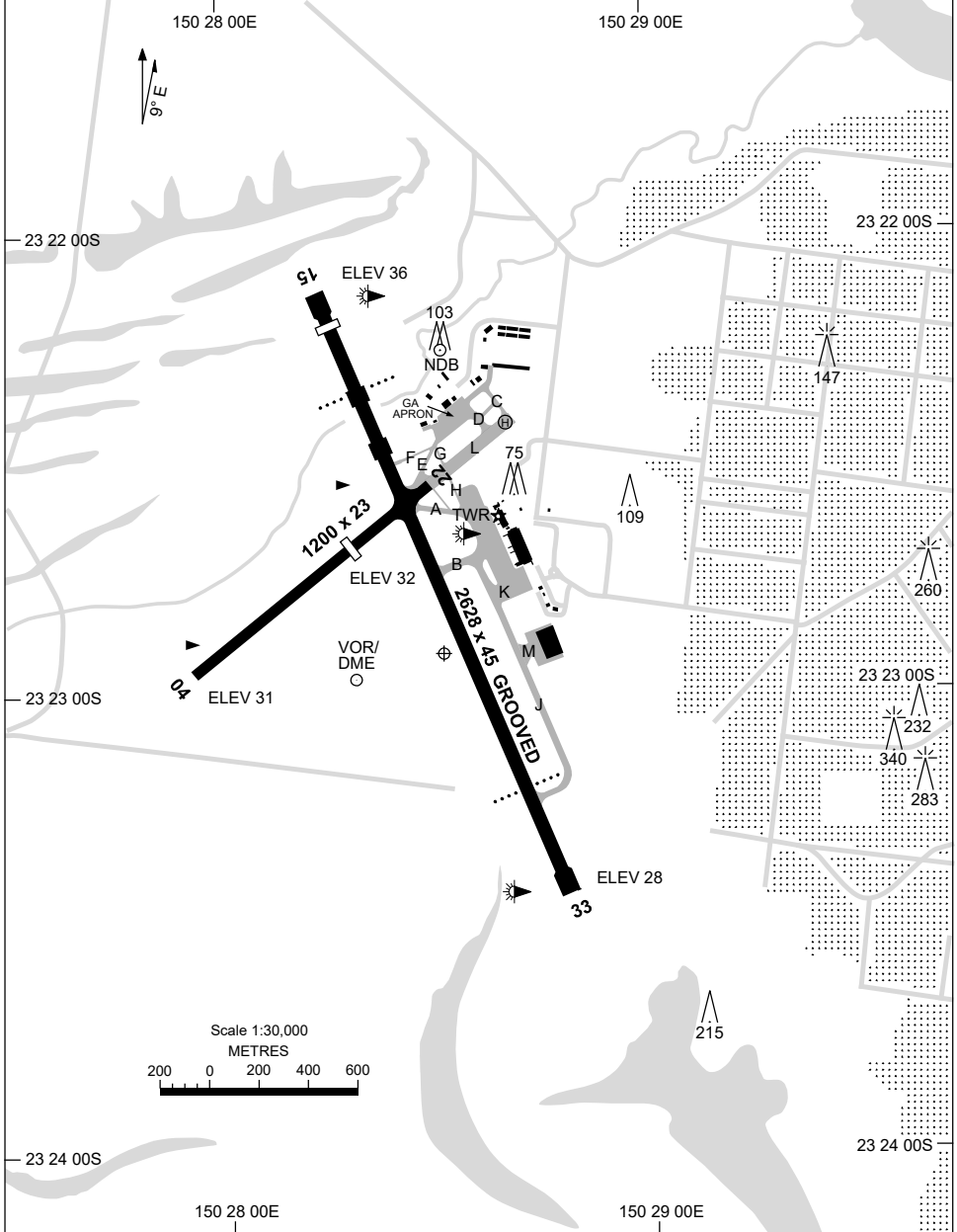


12 JUN 2025

23 22 55S 150 28 31E

ROCKHAMPTON, QLD (YBRK)

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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Changes: AWIS ADDED.

BRKAD01-183

12 JUN 2025

AD ELEV 36
23 22 55S 150 28 31E

AERODROME CHART - Page 2
ROCKHAMPTON, QLD (YBRK)

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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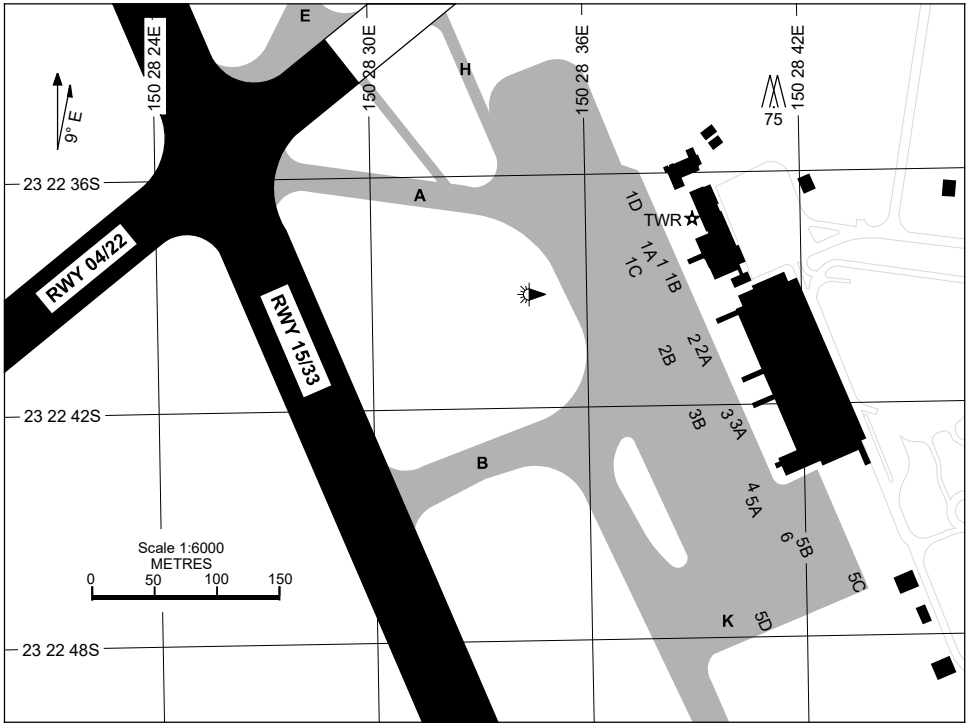
RWY	AERODROME LIGHTING							
	ABN	: ALTN W/G 6 SEC - ON TWR - AVBL WITH AFRU+PAL. OPS CONTINUOUS HN.						
TAXIWAY	: GREEN CENTRELINE TWY A, B, E, F, J, K.							
	RWY 15/33: BLUE EDGE ON TURN NODES, RGL							
RL	: AFRU+PAL 118.1, SDBY (1 SEC DURING LVP, 15 SEC OTHER TIMES)							
15 ¹⁴⁸	PAPI	3.0°	70FT	MIRL	RTIL			
³²⁸ 33	PAPI	3.0°	70FT	MIRL	RTIL			
04 ⁰⁴³								
²²³ 22								

<p>NOTES</p> <ol style="list-style-type: none"> OUTSIDE TWR HRS AFRU+PAL ACTIVATES ALL LIGHTING FOR ON GROUND COM RK APP 123.75. AWIS RQ ONE-SECOND PULSE TO ACTIVATE. 								
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Changes: AWIS ADDED, NOTE 2, Editorial.

BRKAD02-183

17 JUN 2021



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	23 22 38.35S 150 28 38.11E	30	B738	JET A1	NIL
1A	23 22 38.04S 150 28 37.79E	30	C17	JET A1	NIL
1B	23 22 38.88S 150 28 38.42E	30	DH8C	JET A1	NIL
1C	23 22 38.43S 150 28 37.32E	30	DH8C	JET A1	NIL
1D	23 22 36.70S 150 28 37.40E	31	C30J	JET A1	NIL
2	23 22 40.31S 150 28 38.98E	30	B738	JET A1	NIL
2A	23 22 40.71S 150 28 39.23E	31	DH8C	JET A1	NIL
2B	23 22 40.39S 150 28 38.20E	30	DH8C	JET A1	NIL
3	23 22 42.26S 150 28 39.86E	31	B738	JET A1	NIL
3A	23 22 42.64S 150 28 40.18E	31	DH8C	JET A1	NIL
3B	23 22 42.36S 150 28 39.03E	30	DH8C	JET A1	NIL
4	23 22 44.20S 150 28 40.56E	30	B738	JET A1	NIL
5A	23 22 44.63S 150 28 42.01E	30	DH8C	JET A1	NIL
5B	23 22 45.73S 150 28 41.97E	30	B738	JET A1	NIL
5C	23 22 46.80S 150 28 43.50E	29	SF34	JET A1	NIL
5D	23 22 47.58S 150 28 40.76E	28	SF34	JET A1	NIL
6	23 22 45.47S 150 28 41.47E	30	A124	JET A1	NIL

Changes: ACFT STANDS COORDS, ELEV, CAPACITY & DOCKING SYSTEM UPDATE.

DME or GNSS ARRIVAL PROCEDURES ROCKHAMPTON, QLD (YBRK) Page 1

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA
3500
RK
VOR/
NDB

**DME USING RK DME
REFERENCE WAYPOINT RK VOR**

RK
NDB 257

RK
VOR/DME 116.9

* NO CIRCLING BEYOND 4 NM EAST OF RWY 15/33.

AD ELEV 36

GLA TO RK

RK
VOR or
NDB
3500
296°

VOR or NDB

MISSED APPROACH:

TURN RIGHT,
TRACK 315°.
CLIMB TO 3500ft.

NM FM VOR	34	21	16	13	8	6	3	0									
CIRCLING MINIMA	A,B: 840-2.4			C: 1080-4.0			D: 1080-5.0										
NM FM VOR	14	13	12	11	10	9	8	7	6	5	4	3	2	1.6	1	0.9	
ALT (3° APCH PATH)	5000	4690	4370	4050	3730	3420	3100	2780	2460	2140	1830	1500	1190	1080	870	840	

SECTOR A

RK
VOR or
NDB
170°
081°

VOR or NDB

MISSED APPROACH:

TURN AS APPROPRIATE
TRACK 140°.
CLIMB TO 3500ft.

NM FM VOR	34	21	16	15	10	6	3	0									
CIRCLING MINIMA	A,B: 840-2.4			C: 1080-4.0			D: 1080-5.0										
NM FM VOR	14	13	12	11	10	9	8	7	6	5	4	3	2	1.6	1	0.9	
ALT (3° APCH PATH)	5000	4690	4370	4050	3730	3410	3100	2780	2460	2140	1830	1500	1190	1080	870	840	

SECTOR B

RK
VOR or
NDB
325°
080°

VOR or NDB

MISSED APPROACH:

TURN LEFT,
TRACK 315°.
CLIMB TO 3500ft.

MAX IAS IN TURN:
185KT.

NM FM VOR	34	21	16	13	8	6	5	3	0								
CIRCLING MINIMA	A,B: 940-2.4			C: 1080-4.0			D: 1080-5.0										
NM FM VOR	14	13	12	11	10	9	8	7	6	5	4	3	2	1.6	1.2		
ALT (3° APCH PATH)	5000	4690	4370	4050	3730	3410	3100	2780	2460	2140	1820	1500	1190	1080	940		

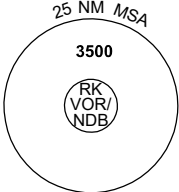
Changes: AWIS ADDED, Editorial.

BRKDG01-183

DME or GNSS ARRIVAL PROCEDURES ROCKHAMPTON, QLD (YBRK) Page 2

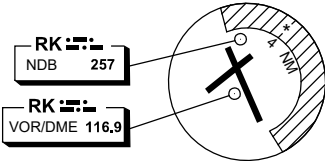
12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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25 NM MSA
3500
RK VOR/NDB

**DME USING RK DME
REFERENCE WAYPOINT RK VOR**

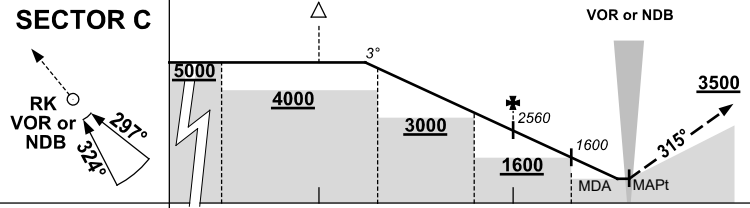


RK NDB 257
RK VOR/DME 116.9

10 NM MSA 3200

* NO CIRCLING BEYOND 4 NM
EAST OF RWY 15/33.

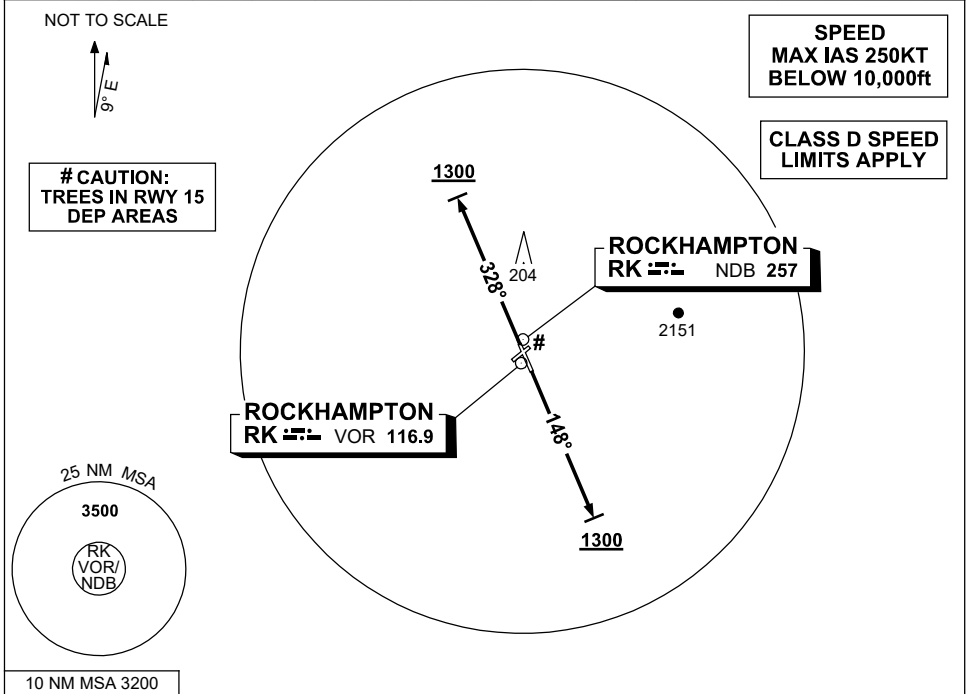
AD ELEV 36

SECTOR C													<p>MISSED APPROACH: TURN AS APPROPRIATE TRACK 315°. CLIMB TO 3500ft.</p>			
NM FM VOR	34	21	16	13	8	6	3	0								
CIRCLING MINIMA	A,B: 850-2.4				C: 1080-4.0			D: 1080-5.0								
NM FM VOR	13.7	13	12	11	10	9	8	7	6	5	4	3	2	1.3	1	0.6
ALT (3° APCH PATH)	5000	4790	4470	4150	3830	3520	3200	2880	2560	2240	1930	1600	1290	1080	970	850

**STANDARD INSTRUMENT DEPARTURES (SID)
ROCKHAMPTON THREE DEPARTURE (RADAR) RWY 15 & 33
ROCKHAMPTON, QLD (YBRK)**

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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ROCKHAMPTON THREE DEPARTURE (RADAR)

RWY 15

- GRAD 3.3%
- Track 148°
- AT 1300ft turn to assigned heading or track

RWY 33

- GRAD 3.4% to 2500ft, then 3.3%
- Track 328°
- AT 1300ft turn to assigned heading or track

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)
BUDGI TWO DEPARTURE (RNAV)
ROCKHAMPTON, QLD (YBRK)**

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

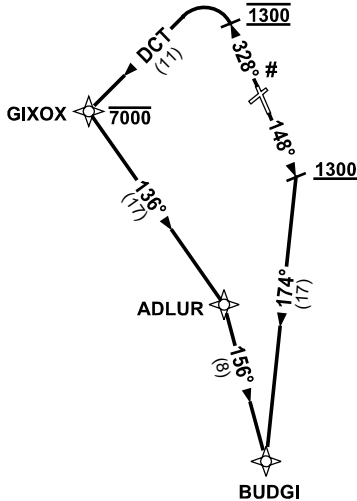
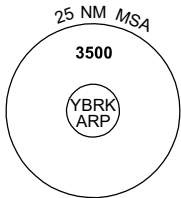


**CLASS D SPEED
LIMITS APPLY**

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

RNP1

**# CAUTION:
TREES IN RWY 15
DEP AREAS**



10 NM MSA 3200

BUDGI TWO DEPARTURE

RWY 15

- GRAD 3.3%
- Track 148°
- AT or ABV 1300ft turn RIGHT, intercept 174° to BUDGI, thence as cleared

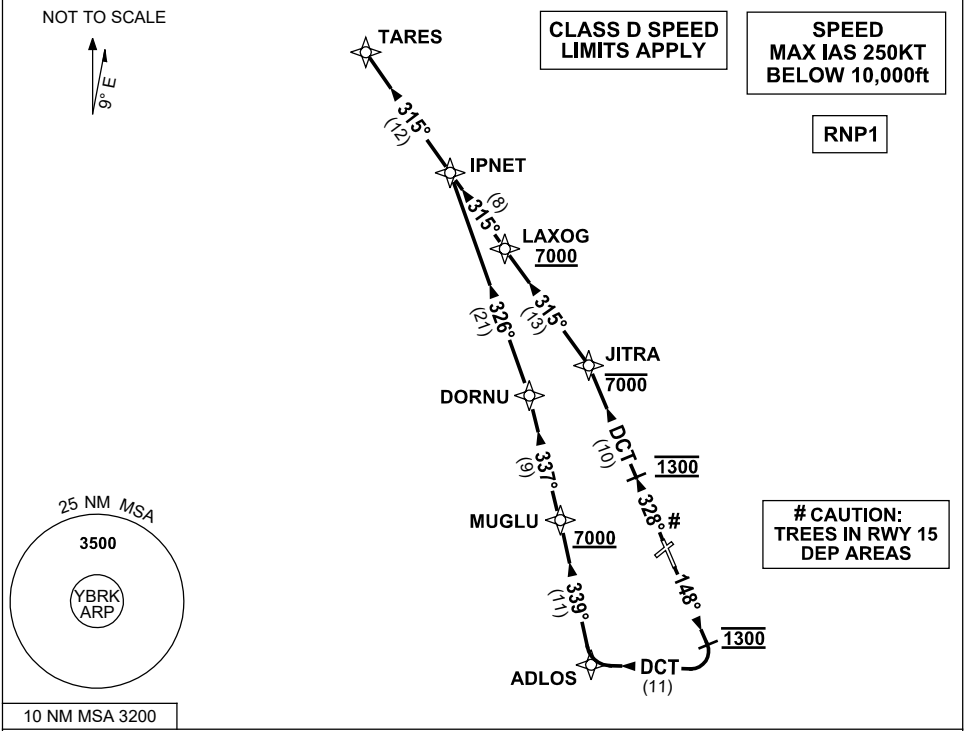
RWY 33

- GRAD 3.4% to 2500ft, then 3.3%
- Track 328°
- AT 1300ft turn LEFT, track DCT to GIXOX **Cross** GIXOX AT or BLW 7000ft
- Turn LEFT, track 136° to ADLUR
- Turn RIGHT, track 156° to BUDGI, thence as cleared

**STANDARD INSTRUMENT DEPARTURES (SID)
TARES FIVE DEPARTURE (RNAV)
ROCKHAMPTON, QLD (YBRK)**

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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TARES FIVE DEPARTURE

RWY 15

- GRAD 3.3%
- Track 148°
- AT 1300ft turn RIGHT, track DCT to ADLOS
- Turn RIGHT, track 339° to MUGLU
Cross MUGLU AT or ABV 7000ft
- Turn LEFT, track 337° to DORNU
- Turn LEFT, track 326° to IPNET
- Turn LEFT, track 315° to TARES, then as cleared

RWY 33

- GRAD 3.4% to 2500ft, then 3.3%
- Track 328°
- AT 1300ft turn LEFT, track DCT to JITRA
Cross JITRA AT or BLW 7000ft
- Turn LEFT, track 315° to LAXOG
Cross LAXOG AT or ABOVE 7000ft
- Track 315° to IPNET
- Track 315° to TARES, then as cleared

Changes: AWIS ADDED, Editorial.

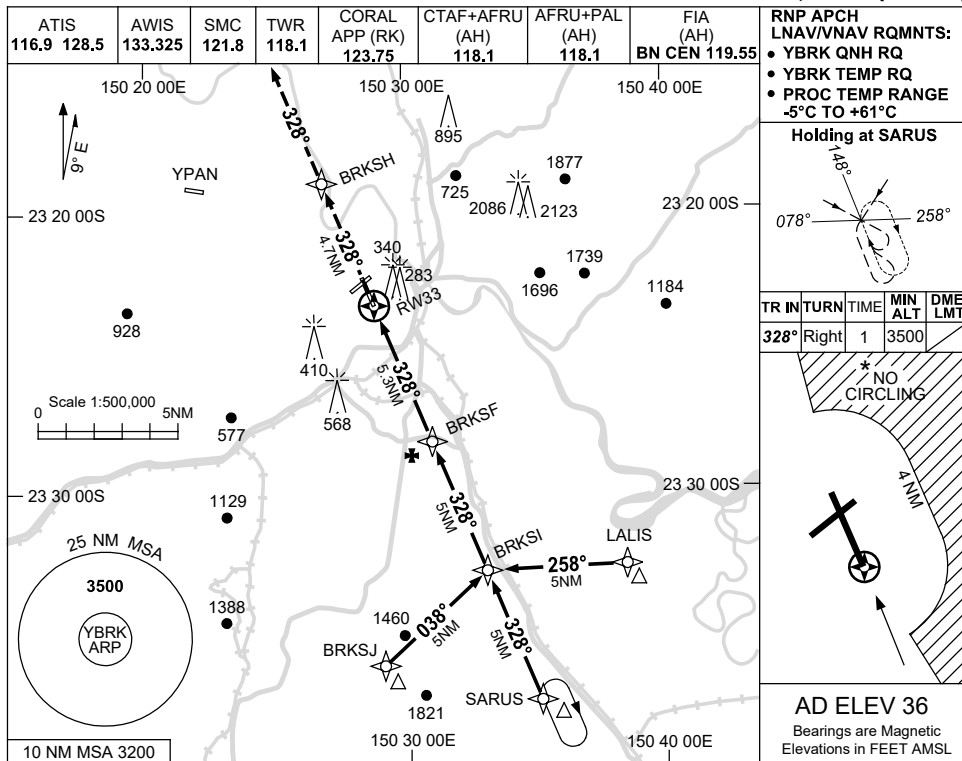
BRKDP03-183

USE QNH

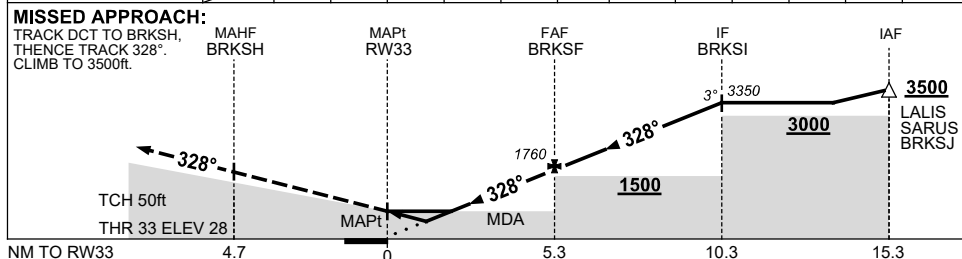
RNP RWY 33

12 JUN 2025

ROCKHAMPTON, QLD (YBRK)



NM TO NEXT WPT	RW33	1.3	1.8	2	3	4	5	BRKSF	1	2	3	4	BRKSI
ALT (3° APCH PATH)		490	660	710	1030	1350	1670	1760	2070	2390	2710	3030	3350



CATEGORY	A	B	C	D
LNAV/VNAV		490 (462-2.6)		
LNAV		660 (632-3.6)		
CIRCLING *	840 (804-2.4)		1080 (1044-4.0)	1080 (1044-5.0)
ALTERNATE	(1304-4.4)		(1544-6.0)	(1544-7.0)

NOTES

- MAX IAS: INITIAL : 210KT.
- NO CIRCLING BEYOND 4 NM EAST OF RWY 15/33.
- HOLDING NOT CONTAINED IN CTA.

Changes: AWIS ADDED, Editorial.

BRKGN02-183

NOISE ABATEMENT PROCEDURES

ROCKHAMPTON

1 - PREFERRED RUNWAYS

- 1.1 - LANDING - RWY 33
- 1.2 - TAKE-OFF - RWY 15

2 - PREFERRED FLIGHT PATHS

2.1 - ARRIVING AIRCRAFT

- (a) LANDING RWY 33
 - From the South - make a straight-in approach or overfly for a LEFT base.
 - From other directions - track for a LEFT base.
- (b) LANDING RWY 15
 - From the South and West - track for a RIGHT base.
 - From the North - make a straight-in approach
 - From the East - track for a LEFT base.
- (c) LANDING RWY 04
 - From the South - track for a RIGHT base.
 - From the North, East and West - track for a LEFT base.
- (d) LANDING RWY 22
 - From the South - overfly for a RIGHT base.
 - From the North, East and West - track for a RIGHT base.

2.2 - DEPARTING AIRCRAFT

- (a) DEPARTING RWY 33
 - To the West and South - turn LEFT.
 - To the North and East - no restrictions.
- (b) DEPARTING RWY 15
 - To the North and West - turn RIGHT.
 - To the South and East - no restrictions.
- (c) DEPARTING RWY 22
 - To the South and East - turn LEFT.
 - To the North and West - turn RIGHT.
- (d) DEPARTING RWY 04 - all aircraft are to turn LEFT.

3 - TRAINING FLIGHTS

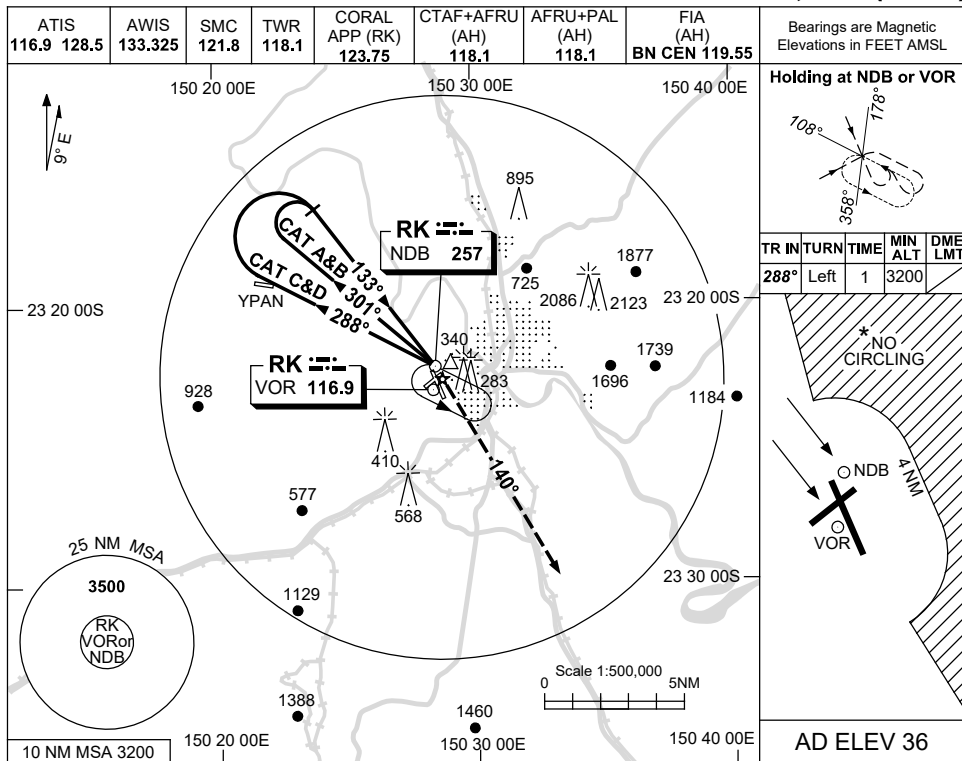
See AIP/ERSA

USE QNH

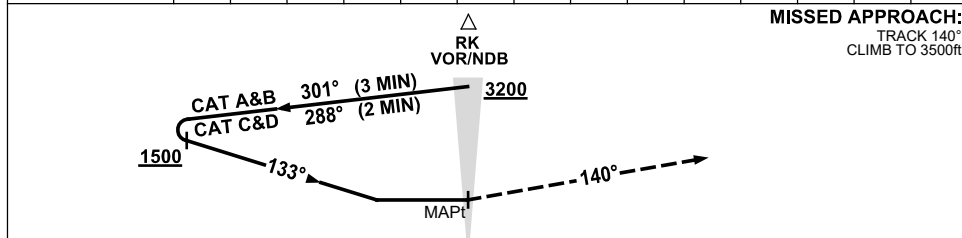
NDB-A or VOR-A

ROCKHAMPTON, QLD (YBRK)

12 JUN 2025



DME DIST	NOT APPLICABLE			
ALT				



NOTES

1. MAX IAS :
HOLDING: 210KT.
INITIAL:
CAT A&B 140KT.
CAT C&D 210KT.
- * 2. NO CIRCLING
BEYOND 4 NM
EAST OF RWY 15/33.
3. PROC PARTIALLY IN
NON-CONTROLLED
AIRSPACE.

CATEGORY	A	B	C	D
CIRCLING *	910 (874-2.4)		1080 (1044-4.0)	1080 (1044-5.0)
ALTERNATE	(1374-4.4)		(1544-6.0)	(1544-7.0)

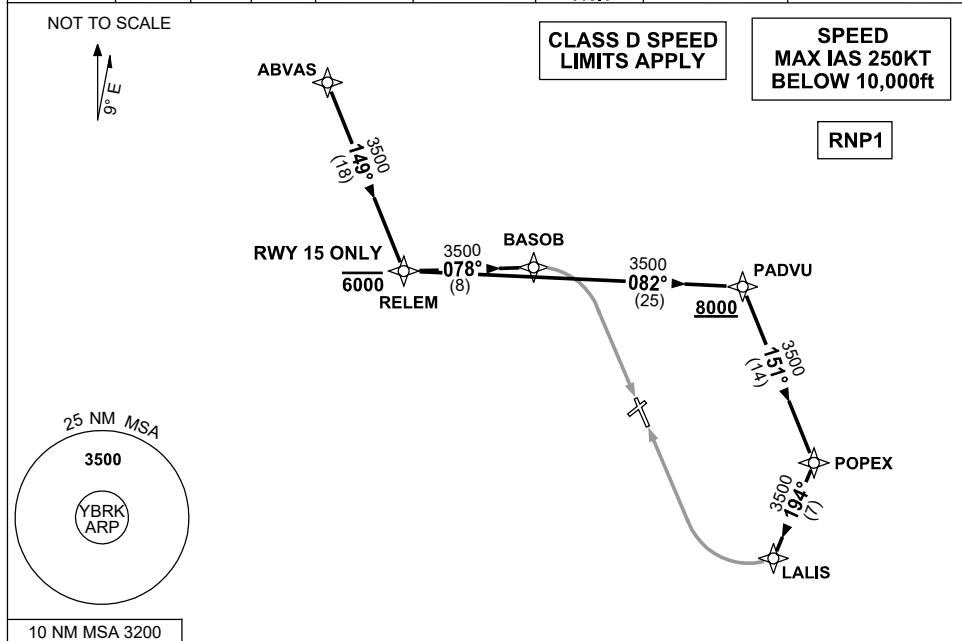
Changes: AWIS ADDED, Editorial.

BRKNB01-183

**STANDARD INSTRUMENT ARRIVAL (STAR)
ABVAS ONE ARRIVAL (RNAV)
ROCKHAMPTON, QLD (YBRK)**

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: ABVAS ONE

RWY 15

- From ABVAS track 149° to RELEM
Cross RELEM AT or BLW 6000ft
- Turn LEFT, track 078° to BASOB
- Track via RNP RWY 15

RWY 33

- From ABVAS track 149° to RELEM
- Turn LEFT, track 082° to PADVU
Cross PADVU AT or ABV 8000ft
- Turn RIGHT, track 151° to POPEX
- Turn RIGHT, track 194° to LALIS
- Track via RNP RWY 33

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

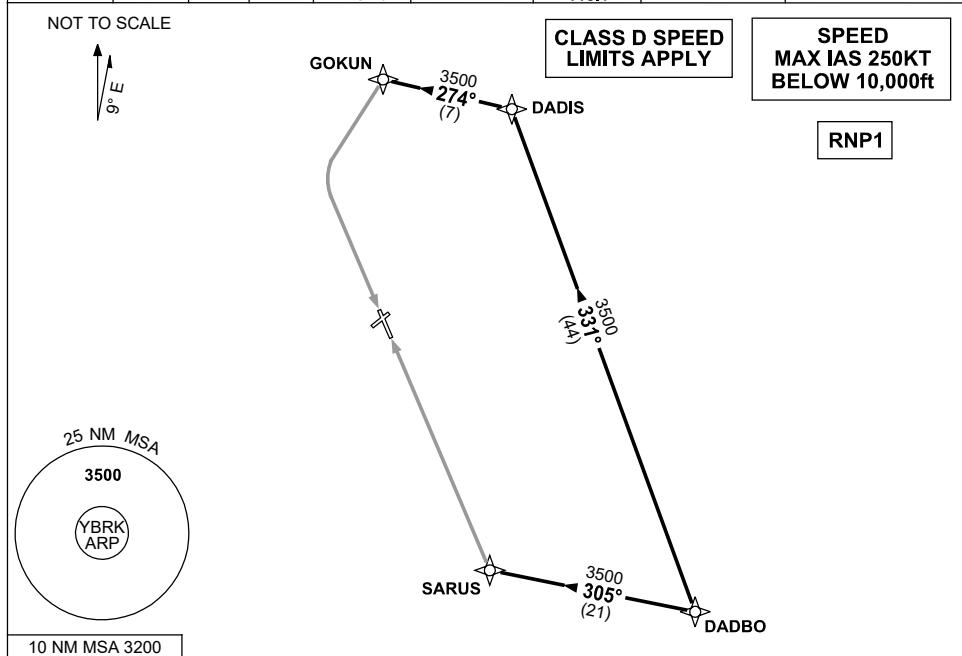
Changes: AWIS ADDED, Ediotiral.

BRKSR01-183

**STANDARD INSTRUMENT ARRIVAL (STAR)
DADBO ONE ARRIVAL (RNAV)
ROCKHAMPTON, QLD (YBRK)**

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: DADBO ONE

RWY 15

- From DADBO track 331° to DADIS
- Turn LEFT, track 274° to GOKUN
- Track via RNP RWY 15

RWY 33

- From DADBO track 305° to SARUS
- Track via RNP RWY 33

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: AWIS ADDED, Editorial.

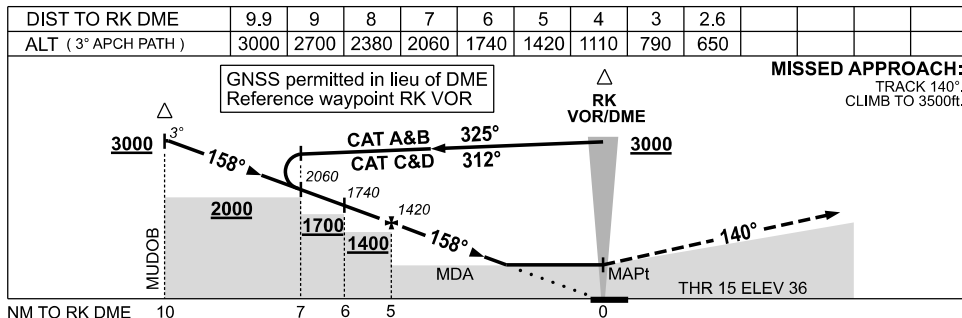
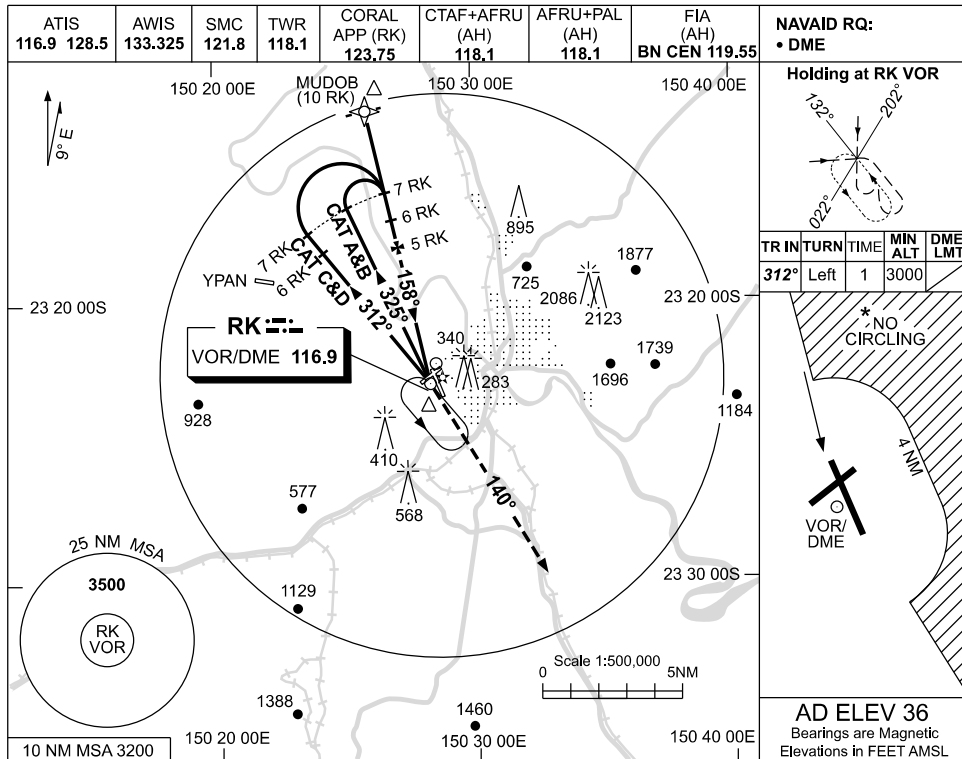
BRKSR02-183

USE QNH

VOR RWY 15

19 MAR 2026

ROCKHAMPTON, QLD (YBRK)



CATEGORY	A	B	C	D
S-I VOR/DME	650 (614-3.5)			
CIRCLING *	840 (804-2.4)		1080 (1044-4.0)	1080 (1044-5.0)
ALTERNATE	(1304-4.4)		(1544-6.0)	(1544-7.0)

- NOTES**
- MAX IAS:
INITIAL : 210KT.
HOLDING: 210KT.
 - * NO CIRCLING BEYOND 4 NM EAST OF RWY 15 / 33.

Changes: WPT MUDOB, Editorial.

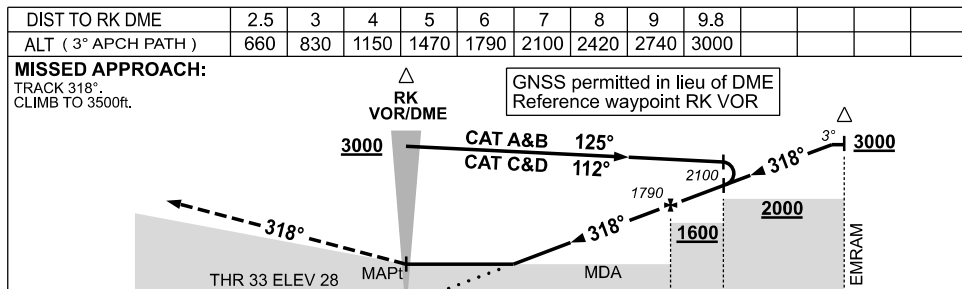
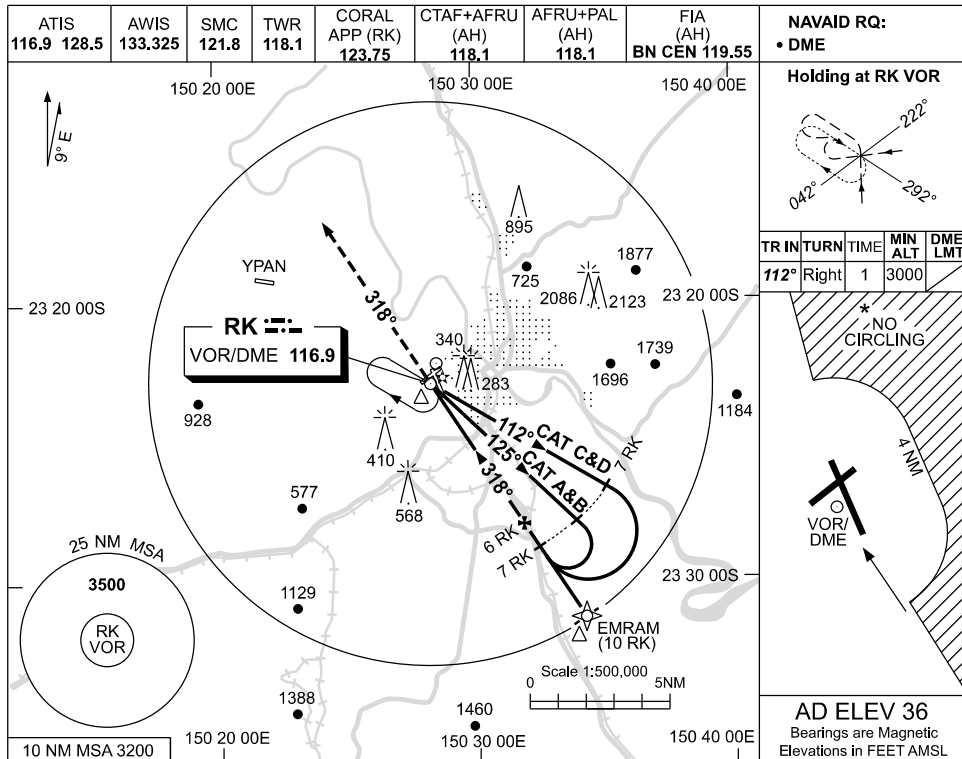
BRKVO01-186

USE QNH

VOR RWY 33

ROCKHAMPTON, QLD (YBRK)

19 MAR 2026



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME	660 (632-3.6)			
CIRCLING *	840 (804-2.4)	1080 (1044-4.0)	1080 (1044-5.0)	
ALTERNATE	(1304-4.4)	(1544-6.0)	(1544-7.0)	

1. MAX IAS:
INITIAL : 210KT.
HOLDING : 210KT.
- * 2. NO CIRCLING
BEYOND 4 NM
EAST OF RWY 15 / 33.

Changes: WPT EMRAM, Editorial.

BRKVO02-186