

YBBN/BNE
BRISBANE INTL **JEPPESEN**
24 FEB 17 **10-1P** **Eff 2 Mar****BRISBANE, QLD, AUSTRALIA****AIRPORT BRIEFING**

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and aircraft operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. General Aviation (GA) apron operations are subject to runway/apron slot management. Approved slot holders operating on the GA apron are to confirm allocated parking with Brisbane Airport Corporation on 07 3406 3171 prior to arrival.

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

Ground Delay Program (GDP)

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

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

The following additional requirements apply:

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

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

7874' (2400m) Runway Separation.

ICAO provides conditions for the application of reduced runway separation. The 7874' (2400m) runway separation standard applies to arriving aircraft where the lead aircraft is greater than 15,432 lbs (7000 kg), which complements existing Australian standards.

Effective 28 April 2016 (1604271600Z) the 7874' (2400m) runway separation standard will be able to be used at Brisbane Airport on Rwy 01/19. The standard will not be used on Rwy 14/32 due to insufficient length.

The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 15,432 lbs (7000 kg) or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking.

The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

YBBN/BNE
BRISBANE INTL **JEPPESEN**
24 FEB 17 **(10-1P1)** Eff 2 Mar**BRISBANE, QLD, AUSTRALIA****AIRPORT BRIEFING**

2.5 NM Separation Standard

The 2.5NM standard may be applied to subsequent aircraft, arriving to the same runway, provided the aircraft are established on the same final approach track within 10 NM of the runway end. Other conditions must be met and are expanded upon below.

The 2.5NM standard is complementary to existing separation standards within the ATC rule-set and represents a reduction from 3NM separation minimum currently used, potentially increasing efficiency. Additionally, the ICAO 7874' (2400m) reduced runway standard was implemented at Brisbane on the 28th April 2016 and these two standards are complementary.

Each runway at each individual location must be assessed to ensure the ATC operation meets the associated criteria and the standard can be safely used. Initial implementation will only be for Brisbane. Subsequent locations may implement the standard with local safety work completed and approved by appropriate authorities.

Wake turbulence separation is unchanged by the introduction of the 2.5NM standard.

Effective 23 June 2016 the 2.5NM standard will be implemented at Brisbane Airport.

It may only be used for aircraft arriving to Rwy 01/19.

The same conditions for the application of the existing 3NM standard also apply to the 2.5NM standard. Additional conditions for the 2.5NM standard must also be met as follows:

1. The runway is dry or the braking action is reported as good;
2. The aerodrome controller is able to observe the runway-in-use and associated exit and entry taxiways:
 - a. visually; or
 - b. by Aerodrome Ground Surveillance System (AGSS);

Note: Brisbane Airport has A-SMGCS which is an AGSS.

3. Aircraft are established on the same final approach track within 10 NM of the runway end;

Note: The 'same final approach track' means both aircraft are inbound on the same instrument approach or both aircraft are aligned with the runway centreline. Aircraft on different approaches may only have the standard applied once they are both aligned with the runway centerline.

4. The average runway occupancy time of landing aircraft does not exceed 50 sec; and

Note: The runway occupancy times for Brisbane are monitored and reviewed periodically. Current occupancy is around 38 sec.

5. Aircraft operators and pilots have been instructed to exit the runway in an expeditious manner.

Note 1: Met through existing Airport Efficiency Procedures on 10-9A page.

Note 2: The 7874' (2400m) runway separation standard may allow two aircraft to occupy the runway at the same time.

JEPPESEN

10-2

4 NOV 16

Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR A

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

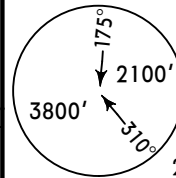
Ground 121.7

Alt Set: hPa

Trans level: FL110

Apt Elev: 0 hPa

Trans alt: 10000' (9987')



MSA

BN VOR

2500' within 10 NM

VOR 113.2 BN

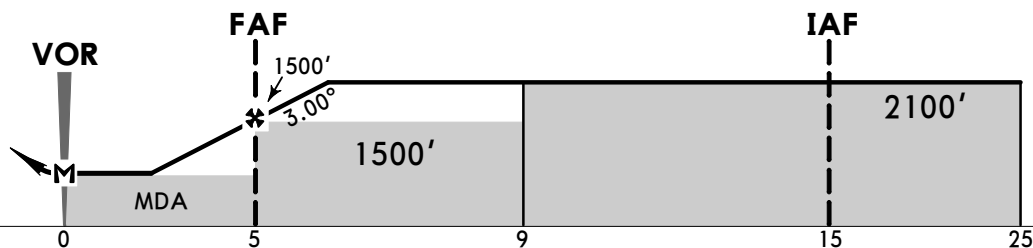
Apt. Elev 13'

NOT TO SCALE

DME USING BN DME
REFERENCE WAYPOINT BN VOR

(MAP)
BRISBANE
D 113.2 BN
S27 22.0 E153 08.4

NM to VOR	2.4	2.7	3.0	4.0	5.0	6.0	6.9
ALTITUDE	660'	780'	850'	1180'	1500'	1820'	2100'



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

CIRCLE-TO-LAND

A, B: 660' (647')

MDA(H) C: 780' (767')

D: 850' (837')

A	2.4 km					
B	4.0 km					
C	5.0 km					
D						

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN

(10-2A)

4 NOV 16
Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR B

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

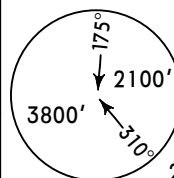
Ground 121.7

Alt Set: hPa

Trans level: FL110

Apt Elev: 0 hPa

Trans alt: 10000' (9987')



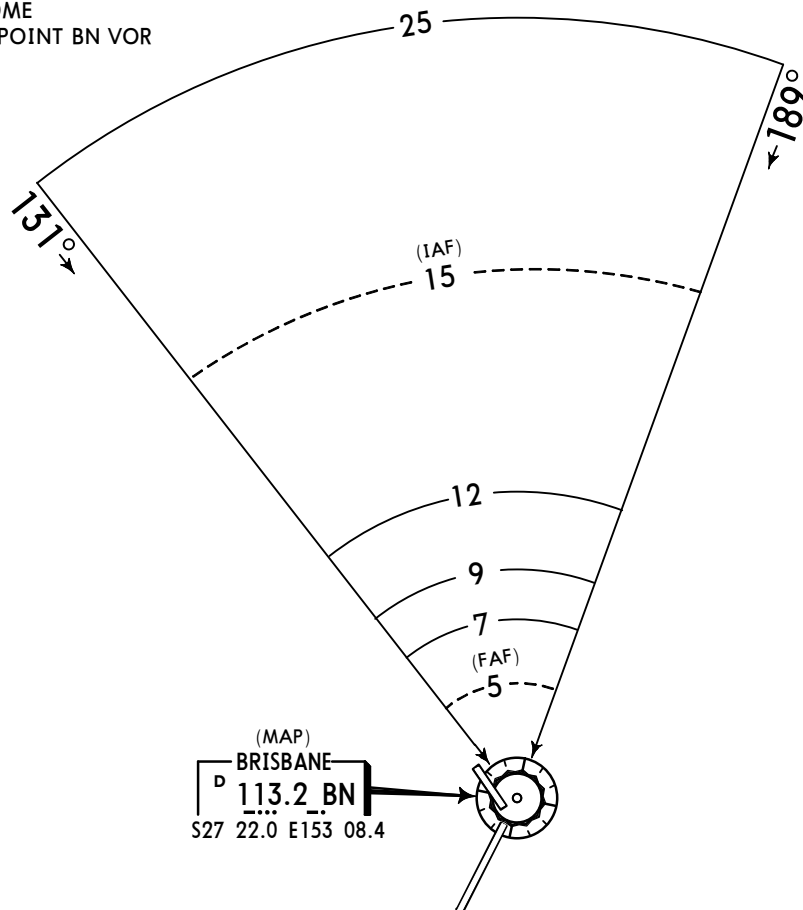
MSA
BN VOR

2500' within 10 NM

VOR 113.2 BN

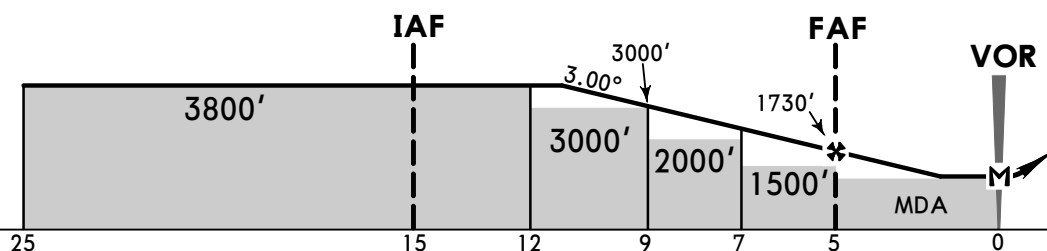
Apt. Elev 13'

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NOT TO SCALE

NM to VOR	11.5	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.2	2.0	1.6
ALTITUDE	3800'	3640'	3320'	3000'	2690'	2370'	2050'	1730'	1410'	1100'	850'	780'	650'



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

CIRCLE-TO-LAND

A, B: 650' (637')

MDA(H) C: 780' (767')

D: 850' (837')

PANS OPS

A	2.4 km					
B						
C						
D						
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

CHANGES: Missed approach altitude.

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JEPPESEN

(10-2B)

4 NOV 16

Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR C

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

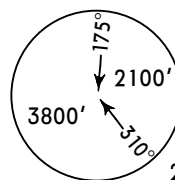
Ground 121.7

Alt Set: hPa

Trans level: FL110

Apt Elev: 0 hPa

Trans alt: 10000' (9987')



MSA
BN VOR

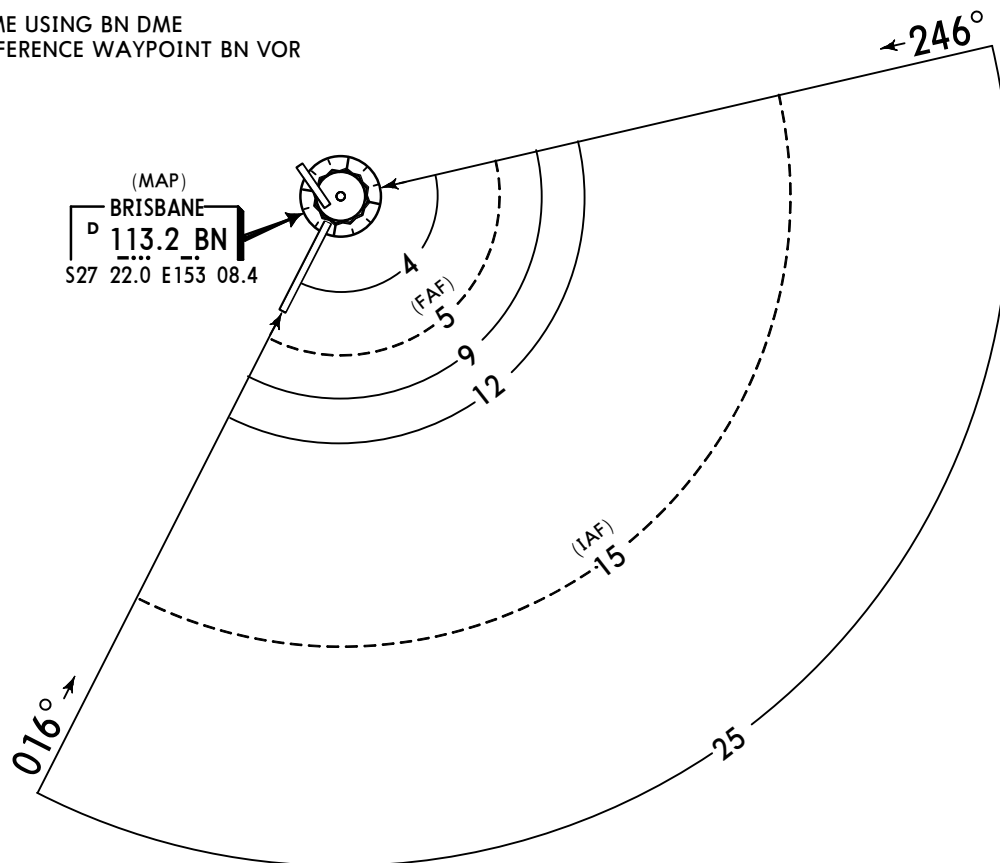
VOR 113.2 BN

2500' within 10 NM

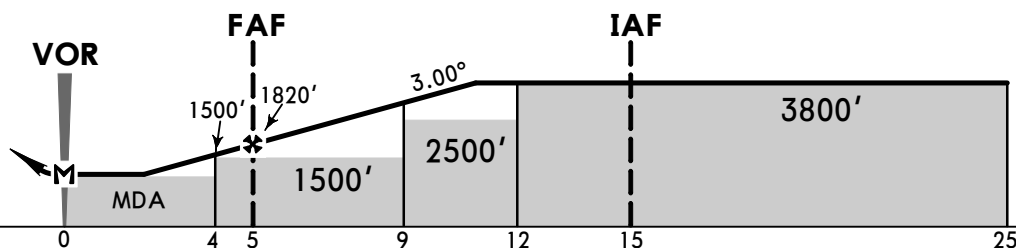
Apt. Elev 13'

NOT TO SCALE

DME USING BN DME
REFERENCE WAYPOINT BN VOR



NM to VOR	2.1	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.2
ALTITUDE	900'	1190'	1500'	1820'	2140'	2460'	2780'	3090'	3410'	3730'	3800'



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

CIRCLE-TO-LAND

MDA(H) 900' (887')

A	2.4 km
B	
C	4.0 km
D	5.0 km

PANS OPS

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

CHANGES: Missed approach altitude.

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JEPPESEN

(10-2C)

4 NOV 16

Eff 10 Nov

DME or GNSS ARRIVAL

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

SECTOR D

ATIS 113.2 125.5

BRISBANE Approach (R) Within 30 NM:

Northwest of extended C/L Rwy 01/19

Southeast of extended C/L Rwy 01/19

124.7

125.6

BRISBANE Tower 120.5

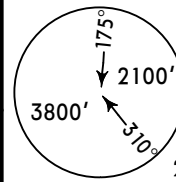
Ground 121.7

Alt Set: hPa

Trans level: FL110

Apt Elev: 0 hPa

Trans alt: 10000' (9987')



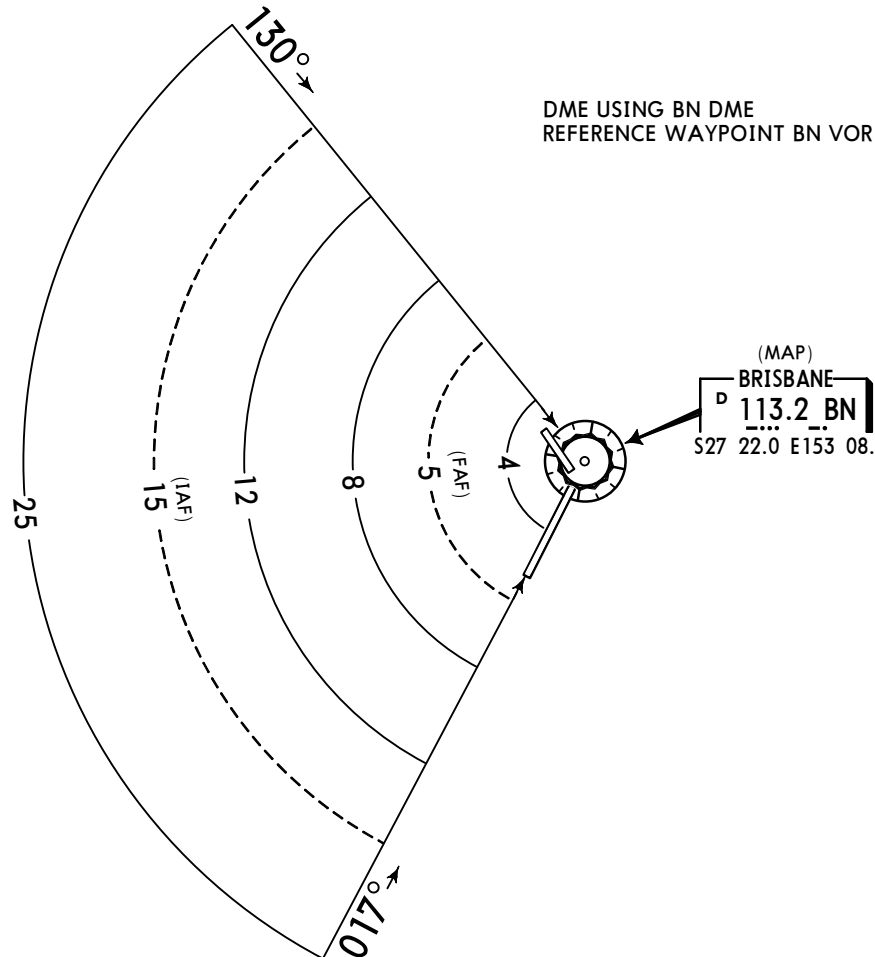
MSA
BN VOR

VOR 113.2 BN

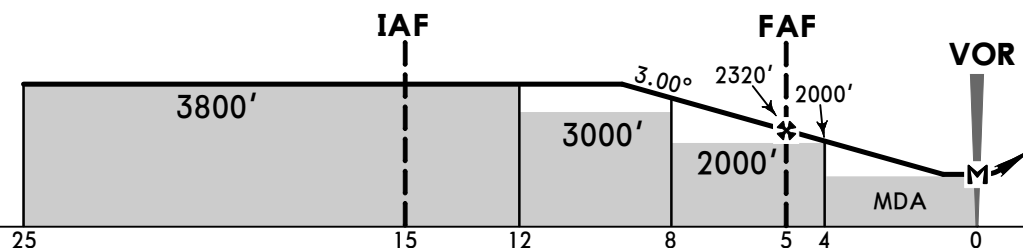
2500' within 10 NM

Apt. Elev 13'

NOT TO SCALE



NM to VOR	9.6	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.9
ALTITUDE	3800'	3590'	3280'	2960'	2640'	2320'	2000'	1690'	1370'	1050'	1000'



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

CIRCLE-TO-LAND

MDA(H) 1000' (987')

A	2.4 km
B	4.0 km
C	5.0 km
D	

PANS OPS

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

CHANGES: None.

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ATIS 113.2 125.5

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

BLAKA NINE ALPHA ARRIVAL [BLAK9A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

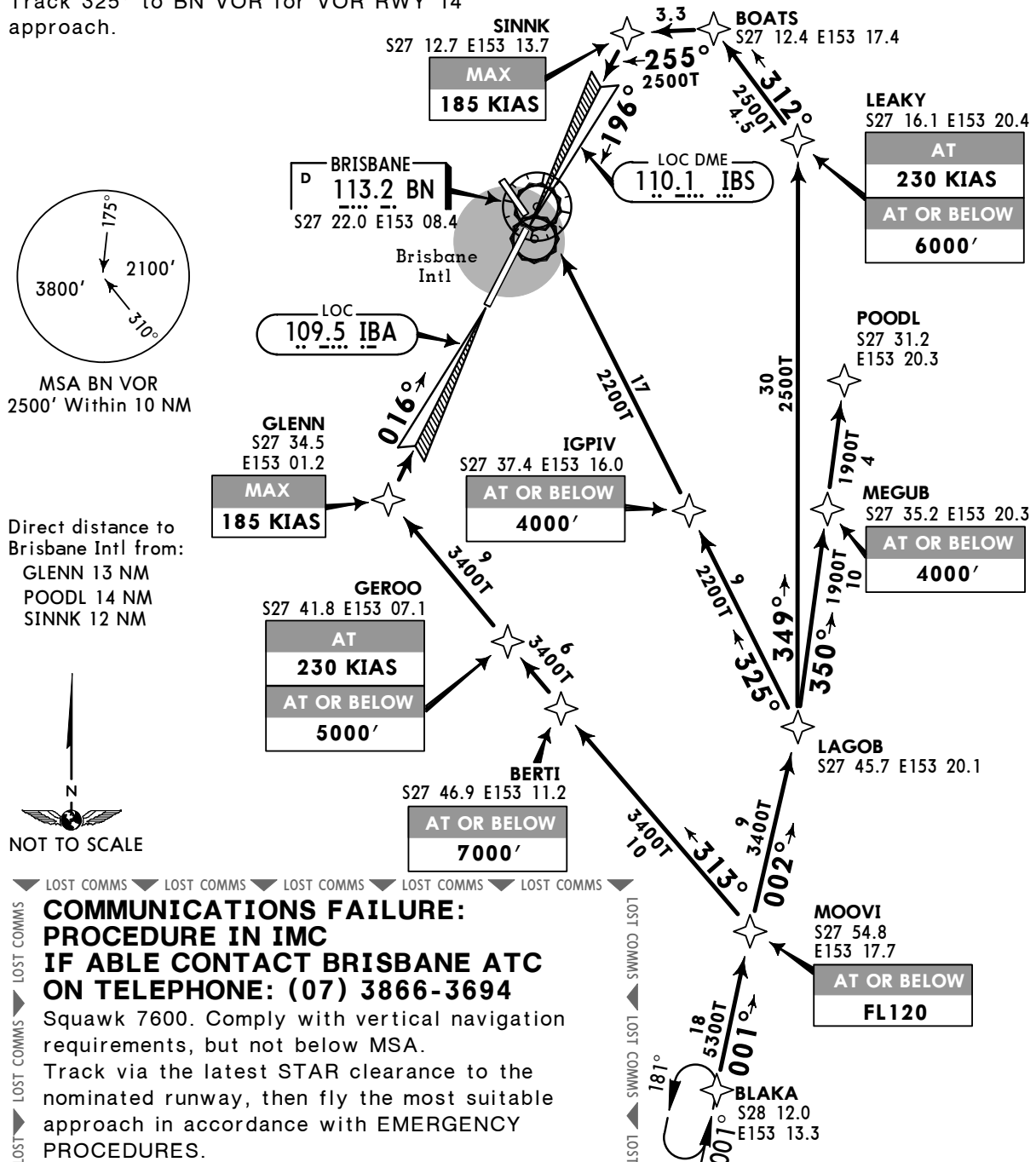
From BLAKA track 001° to MOOVI,
cross MOOVI at or below FL120.

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

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

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

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





10-2E

20 MAY 16
Eff 26 May

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

BLAKA NINE PAPA ARRIVAL [BLAK9P]

SPEED: MAX 250 KIAS BELOW 10000'

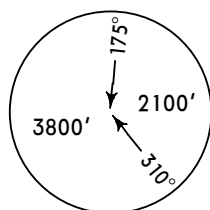
ARRIVAL

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

RWY 01: From LAGOB track 312° to PUNEK, at 230 KIAS from PUNEK. Cross PUNEK at or below 5000'.

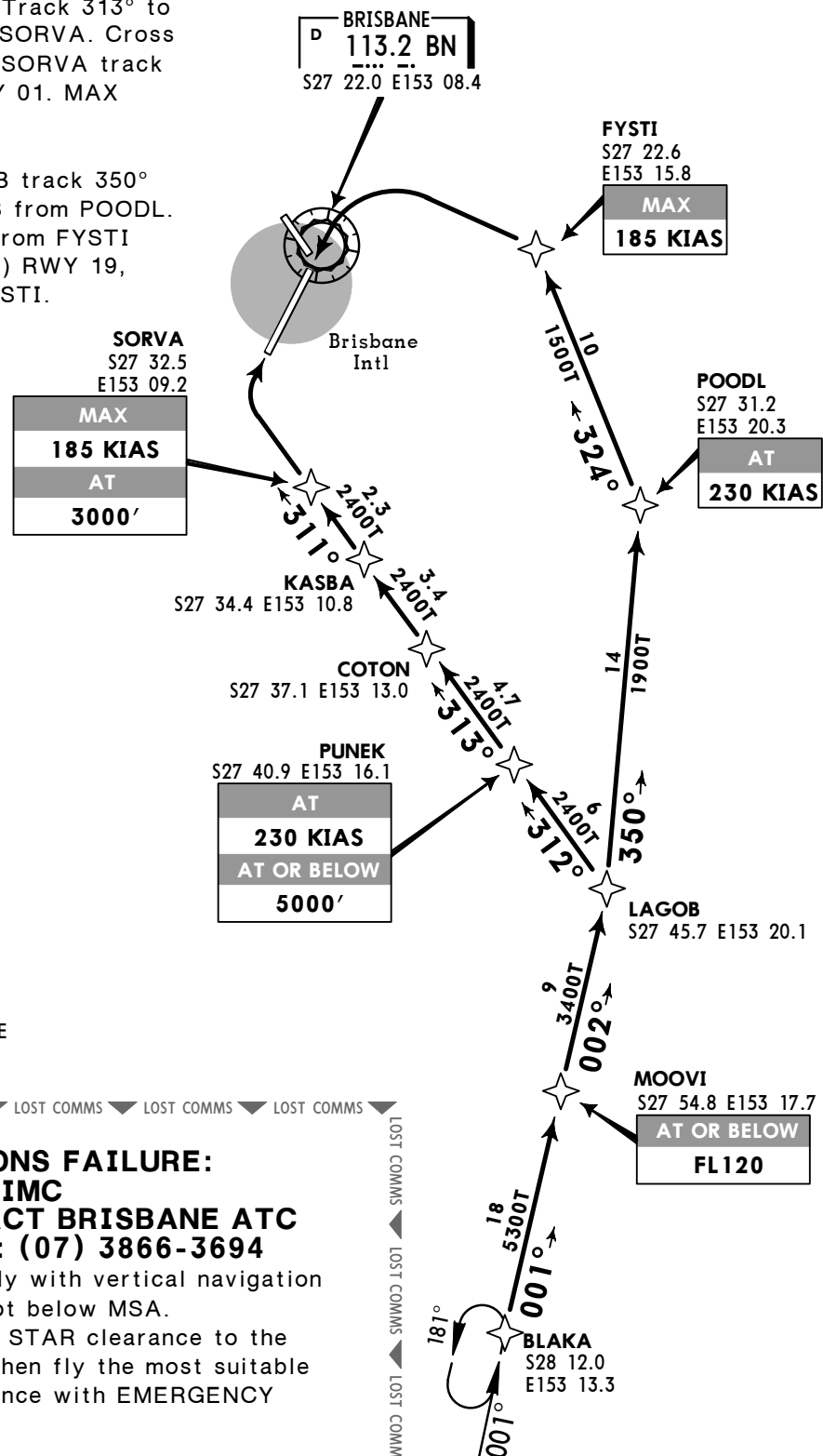
Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at 3000'. From SORVA track via RNAV-P (RNP) RWY 01. MAX 185 KIAS from SORVA.

RWY 19: From LAGOB track 350° to POODL, at 230 KIAS from POODL. Track 324° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19, MAX 185 KIAS from FYSTI.



MSA BN VOR
2500' Within 10 NM

Direct distance to
Brisbane Intl from:
FYSTI 8 NM
SORVA 10 NM



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

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

ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

BLAKA NINE VICTOR ARRIVAL [BLAK9V]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

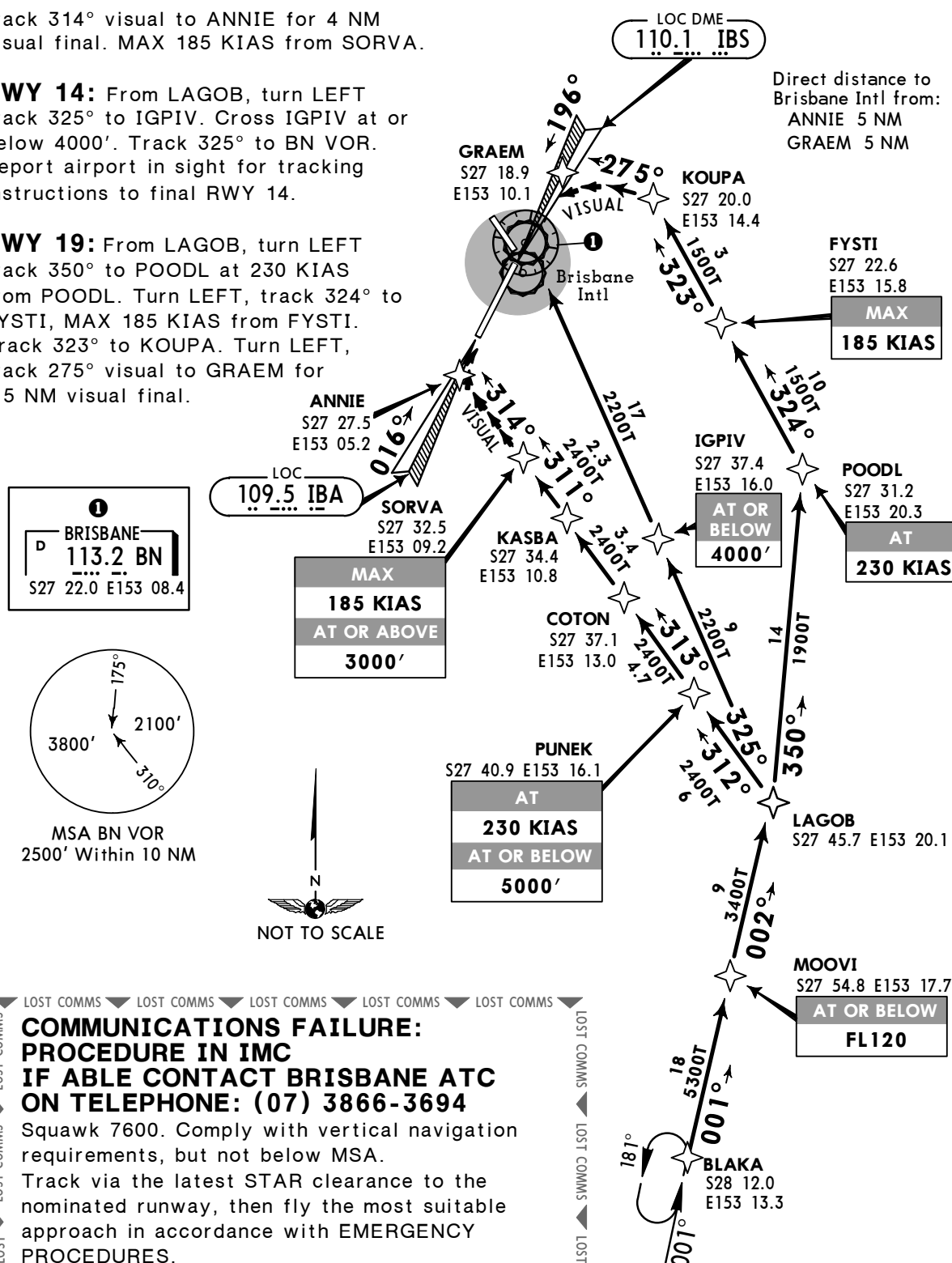
From BLAKA track 001° to MOOVI. Cross MOOVI at or below FL120. Track 002° to LAGOB.

RWY 01: From LAGOB, turn LEFT track 312° to PUNEK, at 230 KIAS from PUNEK. Cross PUNEK at or below 5000'. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at or above 3000'. From SORVA track 314° visual to ANNIE for 4 NM visual final. MAX 185 KIAS from SORVA.

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

RWY 19: From LAGOB, turn LEFT track 350° to POODL at 230 KIAS from POODL. Turn LEFT, track 324° to FYSTI, MAX 185 KIAS from FYSTI. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.

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



JEPPESEN

10-2G

20 MAY 16
Eff 26 May

RNAV STAR

ATIS 113.2 125.5

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

GOLD COAST (CG) ONE ALPHA ARRIVAL [CG1A]

SPEED: MAX 250 KIAS BELOW 10000'

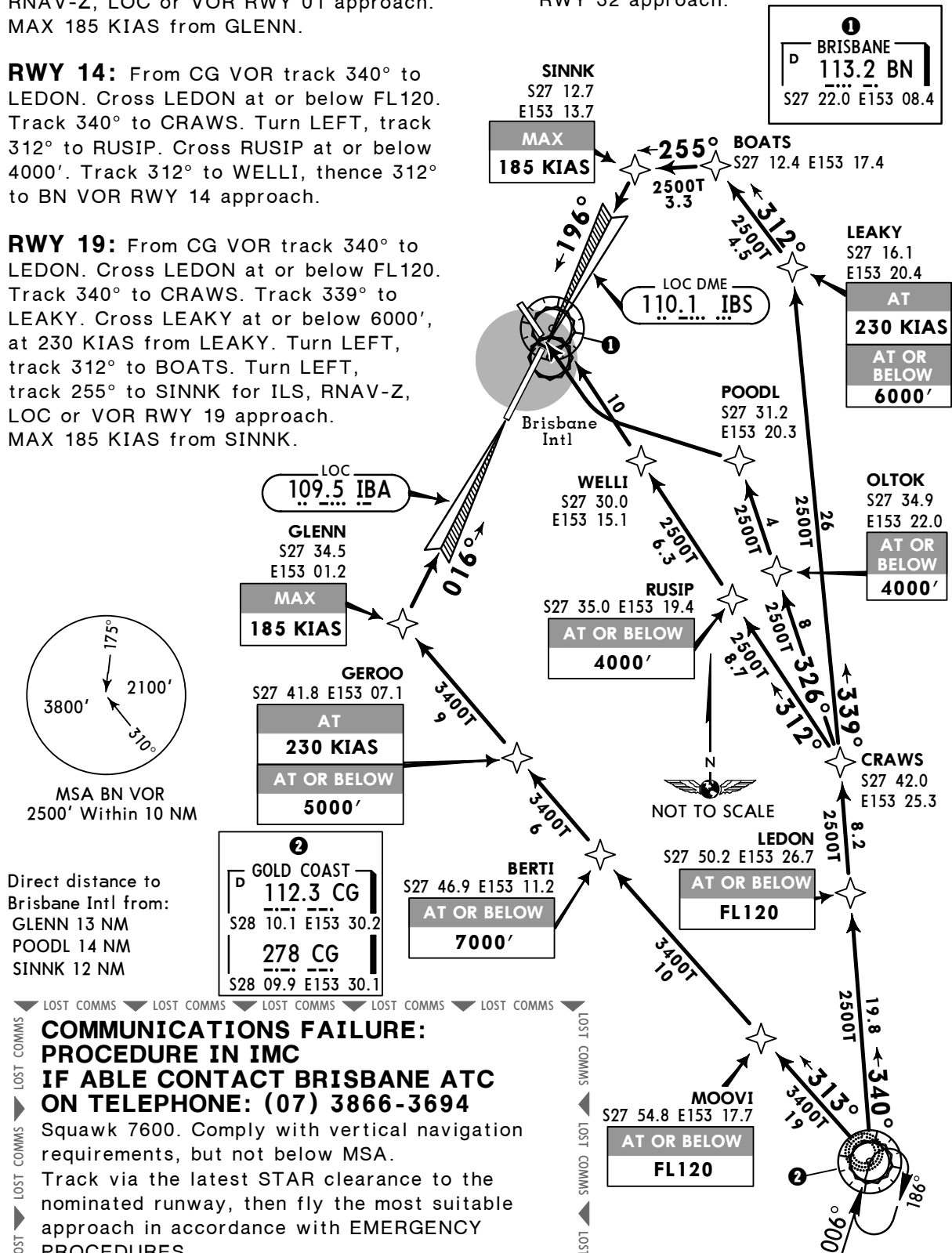
ARRIVAL

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

RWY 14: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT, track 326° to OLTOK. Cross OLTOK at or below 4000'. Track 326° to POODL for RNAV-Z (GNSS) RWY 32 approach.

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

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



ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

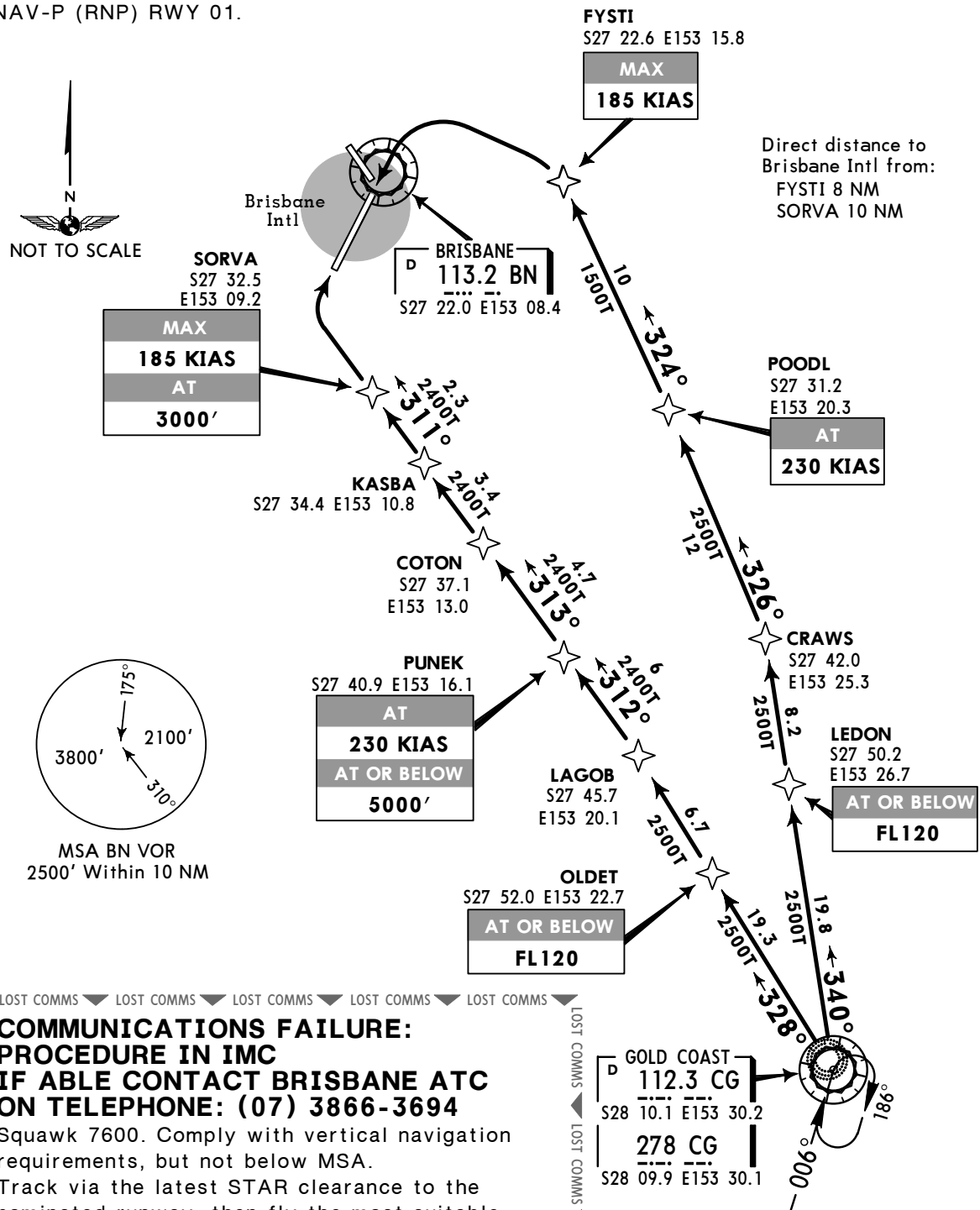
GOLD COAST (CG) ONE PAPA ARRIVAL [CG1P]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 01: From CG VOR track 328° to OLDDET. Cross OLDDET at or below FL120. Track 328° to LAGOB. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000', at 230 KIAS from PUNEK. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at 3000'. MAX 185 KIAS from SORVA. From SORVA track via RNAV-P (RNP) RWY 01.

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAW. Turn LEFT, track 326° to POODL, at 230 KIAS from POODL. Track 324° to FYSTI. From FYSTI track via RNAV-P (RNP) RWY 19. MAX 185 KIAS from FYSTI.



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

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

ATIS 113.2 125.5
BRISBANE Approach (R) 125.6

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

GOLD COAST (CG) ONE VICTOR ARRIVAL [CG1V]

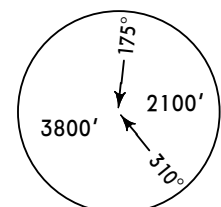
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

RWY 01: From CG VOR track 328° to OLDET. Cross OLDET at or below FL120. Track 328° to LAGOB. Turn LEFT track 312° to PUNEK. Cross PUNEK at or below 5000', at 230 KIAS from PUNEK. Track 313° to COTON. Track 313° to KASBA. Track 311° to SORVA. Cross SORVA at or above 3000', MAX 185 KIAS from SORVA. From SORVA track 314° visual to ANNIE for 4 NM visual final.

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

RWY 19: From CG VOR track 340° to LEDON. Cross LEDON at or below FL120. Track 340° to CRAWs. Turn LEFT track 326° to POODL, at 230 KIAS from POODL. Turn LEFT track 324° to FYSTI, MAX 185 KIAS from FYSTI. Track 323° to KOUPA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.



MSA BN VOR
2500' Within 10 NM

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



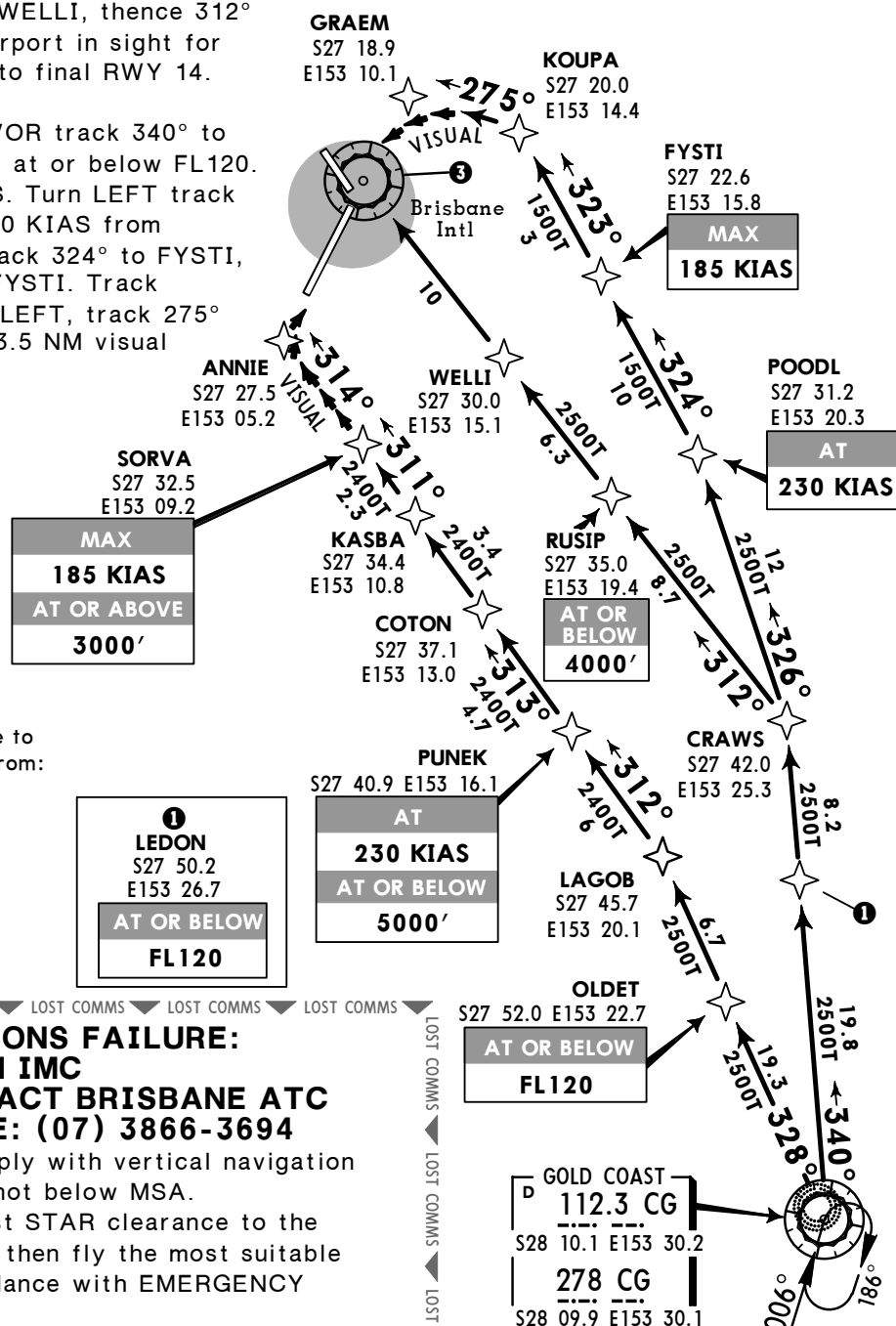
LOST COMMS

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

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

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

BRISBANE
113.2 BN
S27 22.0 E153 08.4



JEPPESEN 10-2K 20 MAY 16
Eff 26 May

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

KEVIE FOUR ALPHA ARRIVAL [KEVI4A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

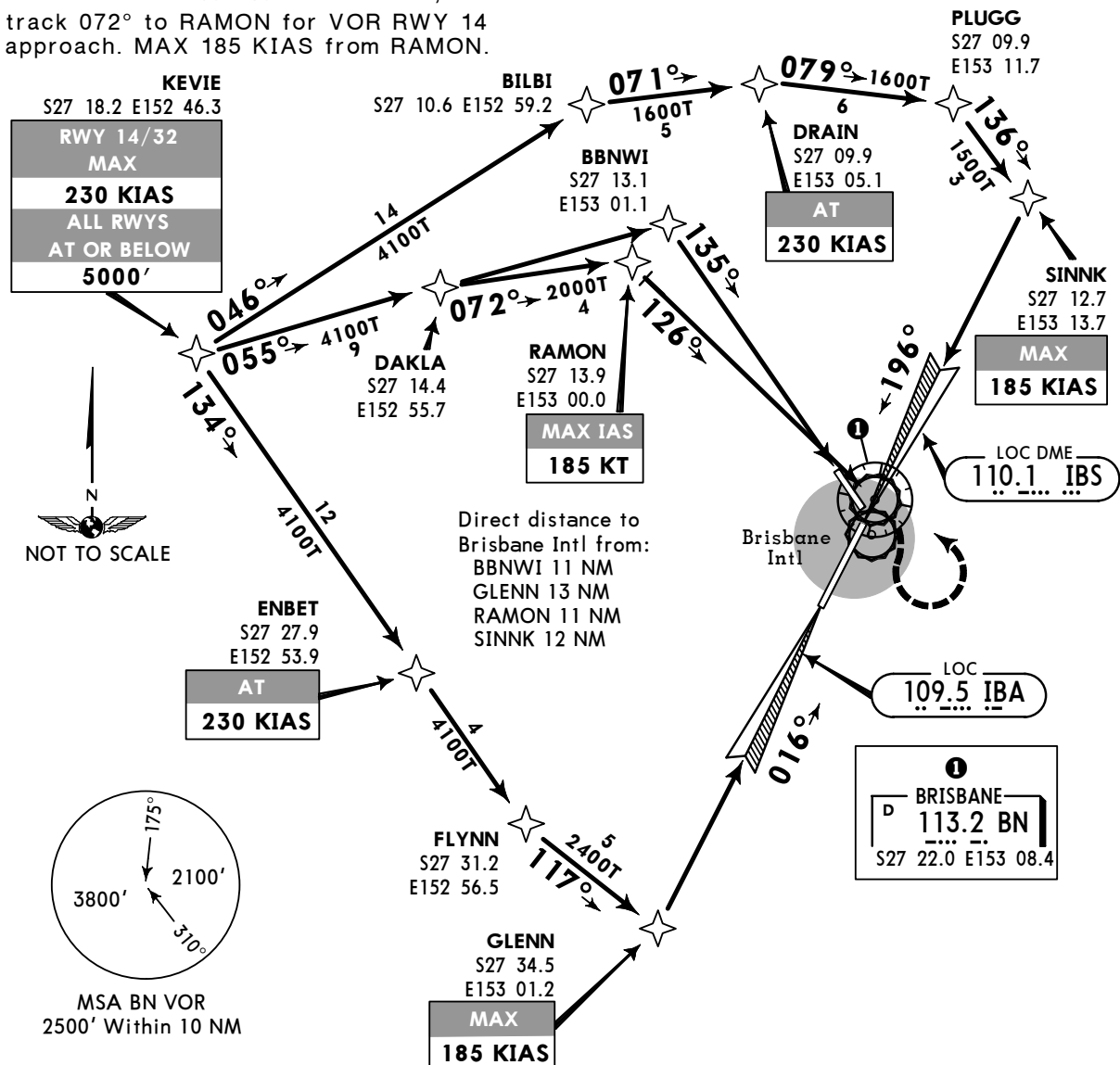
MAX IAS RWY 14/32 230 KT from
KEVIE. Cross KEVIE at or below 5000'.

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

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

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

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



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.



JEPPESSEN

10-2L

20 MAY 16
Eff 26 May

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

LAVEG ONE ARRIVAL [LAVEG1]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

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

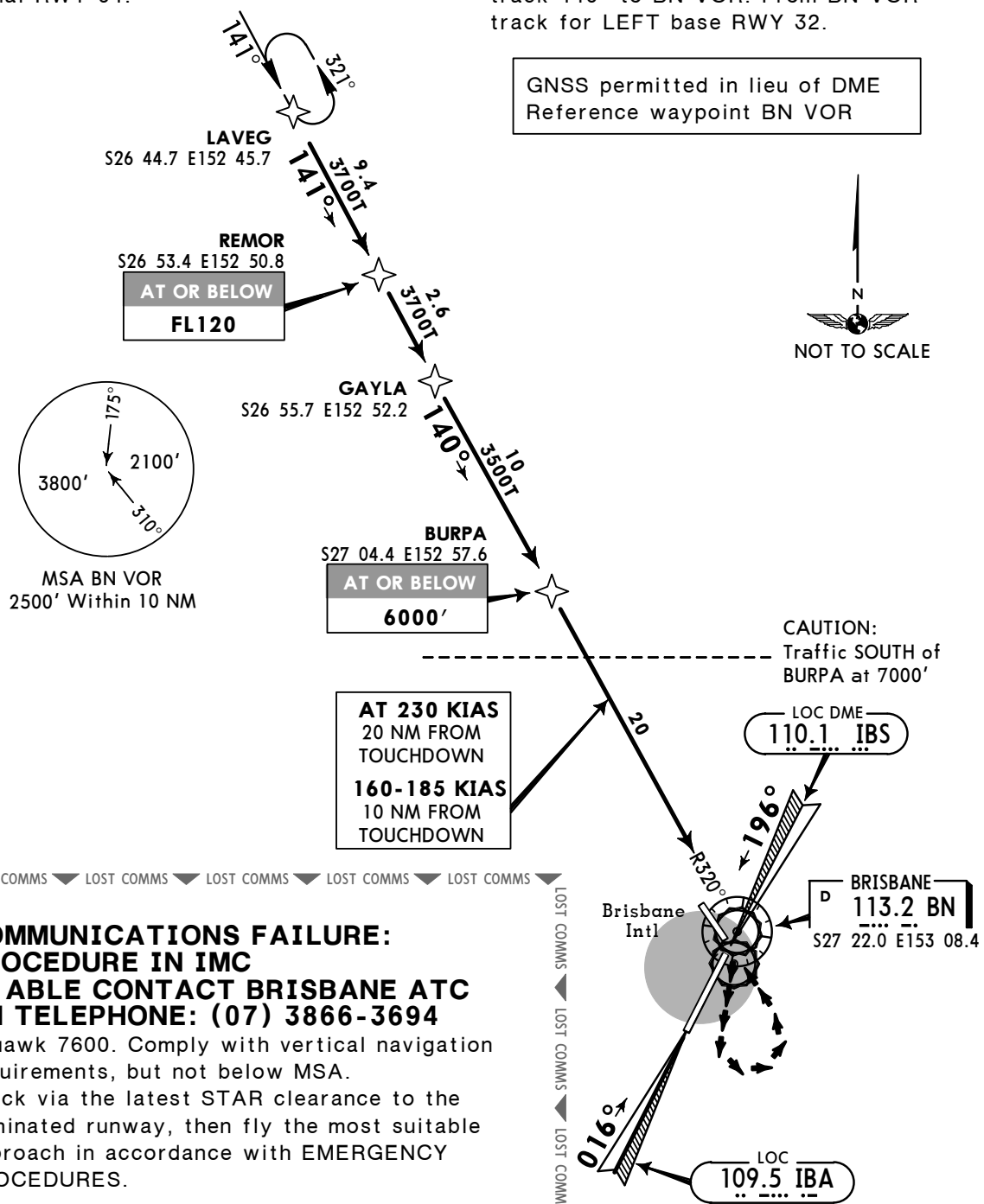
RWY 01: From BURPA track 140° to BN VOR. EXPECT RADAR vectors for instrument approach RWY 01. In VMC EXPECT tracking instructions to final RWY 01.

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

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

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

GNSS permitted in lieu of DME
Reference waypoint BN VOR



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

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

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

QUIET FOUR ALPHA ARRIVAL [QUIE4A]

SPEED: MAX 250 KIAS BELOW 10000'

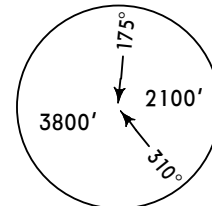
TRANSITION

SMOKA: From SMOKA to QUIET:

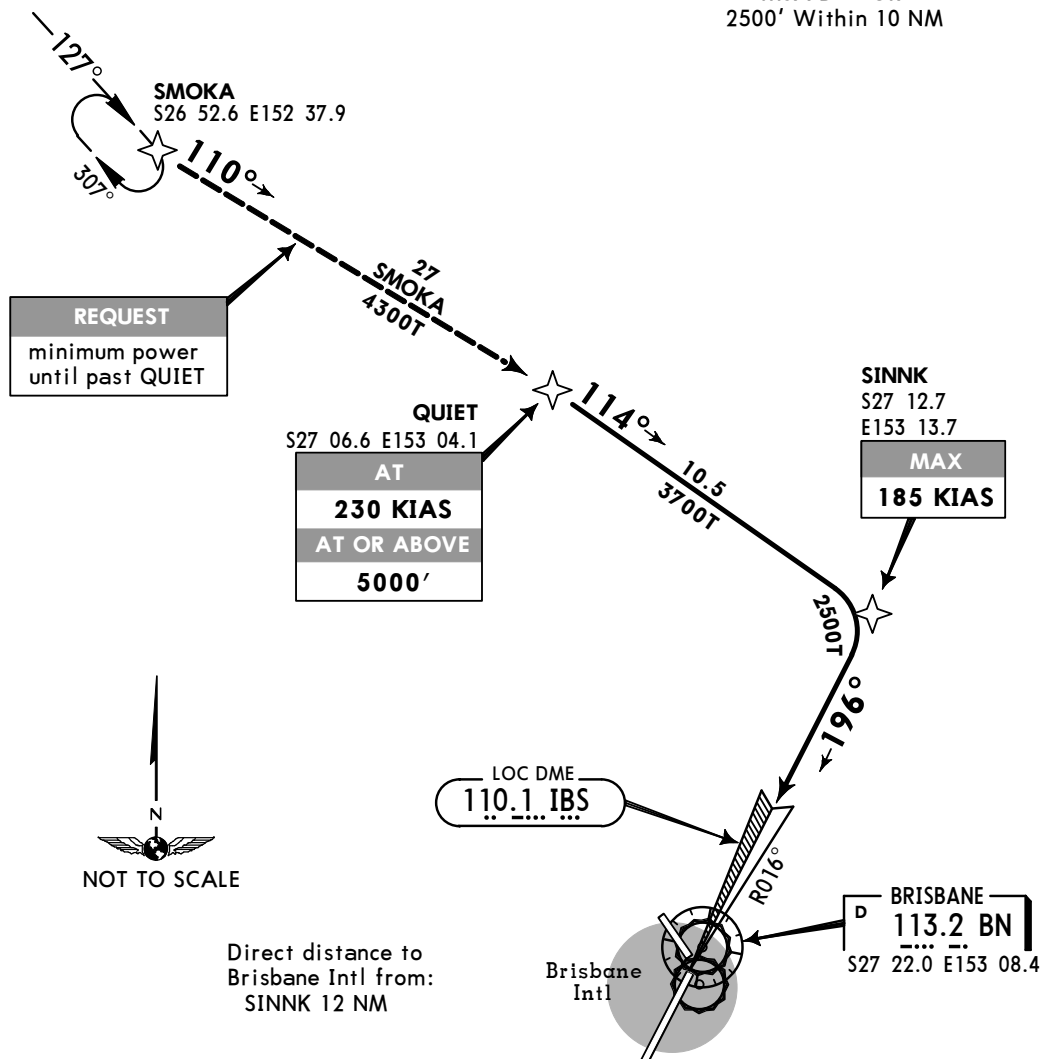
Track 110° to QUIET. Cross QUIET at or above 5000', at 230 KIAS from QUIET, then follow arrival instructions.

ARRIVAL

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



MSA BN VOR
2500' Within 10 NM



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.


JEPPESSEN

10-2N

20 MAY 16
Eff 26 May

RNAV STAR

ATIS 113.2 125.5

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

SAVER ONE ALPHA ARRIVAL [SAVE1A]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

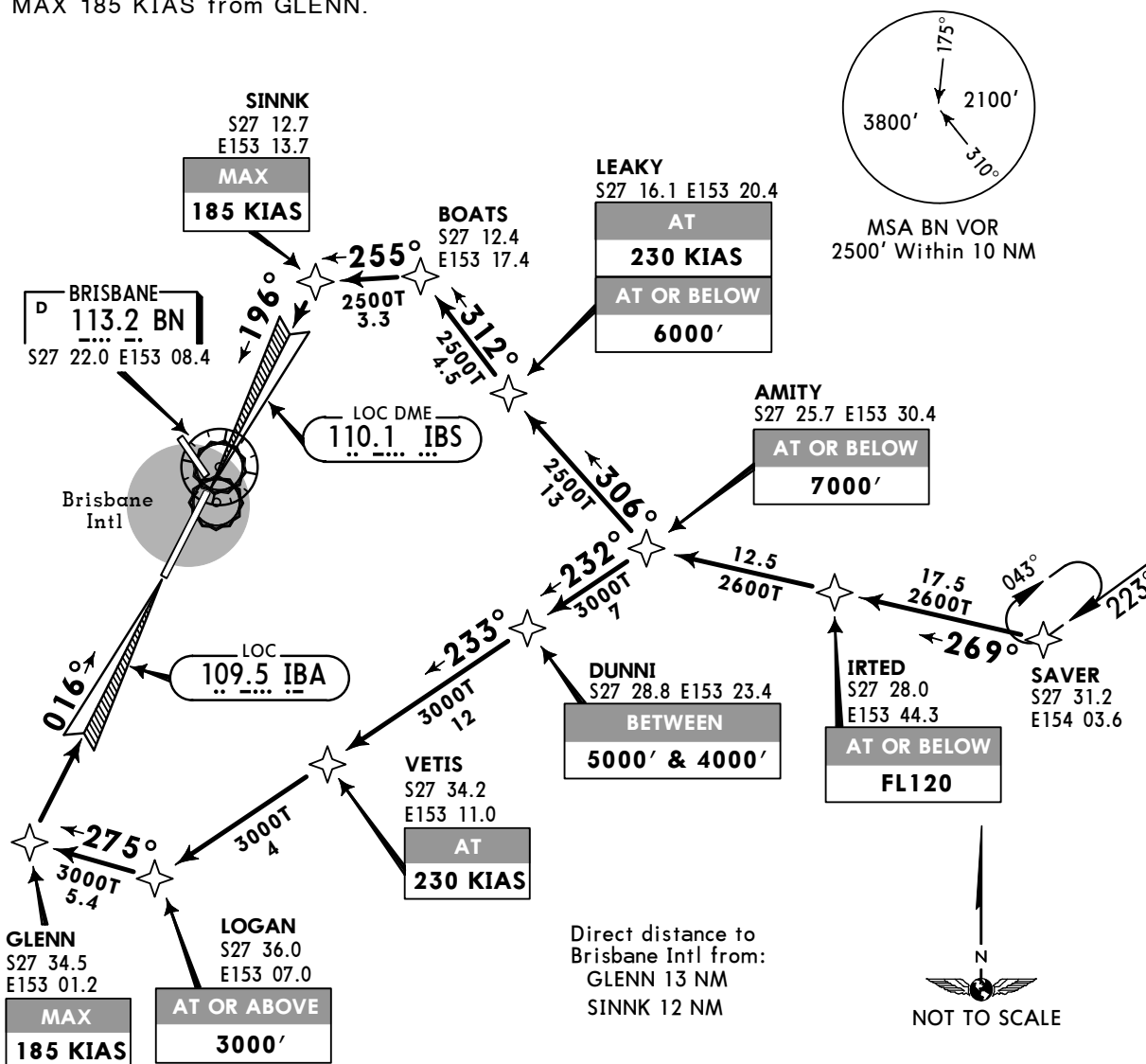
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

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

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

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



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.



10-2P

20 MAY 16
Eff 26 May

RNAV STAR

ATIS 113.2 125.5

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER ONE PAPA ARRIVAL [SAVE1P]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

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

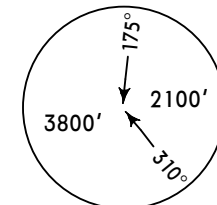
RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET, at 230 KIAS from ADGET.

Track 233° to BEDAT. Track 233° to KASBA. Cross KASBA at or below 4000'. Turn RIGHT, track 311° to SORVA. Cross SORVA at 3000'. MAX 185 KIAS from SORVA. From SORVA track via RNAV-P (RNP) RWY 01.

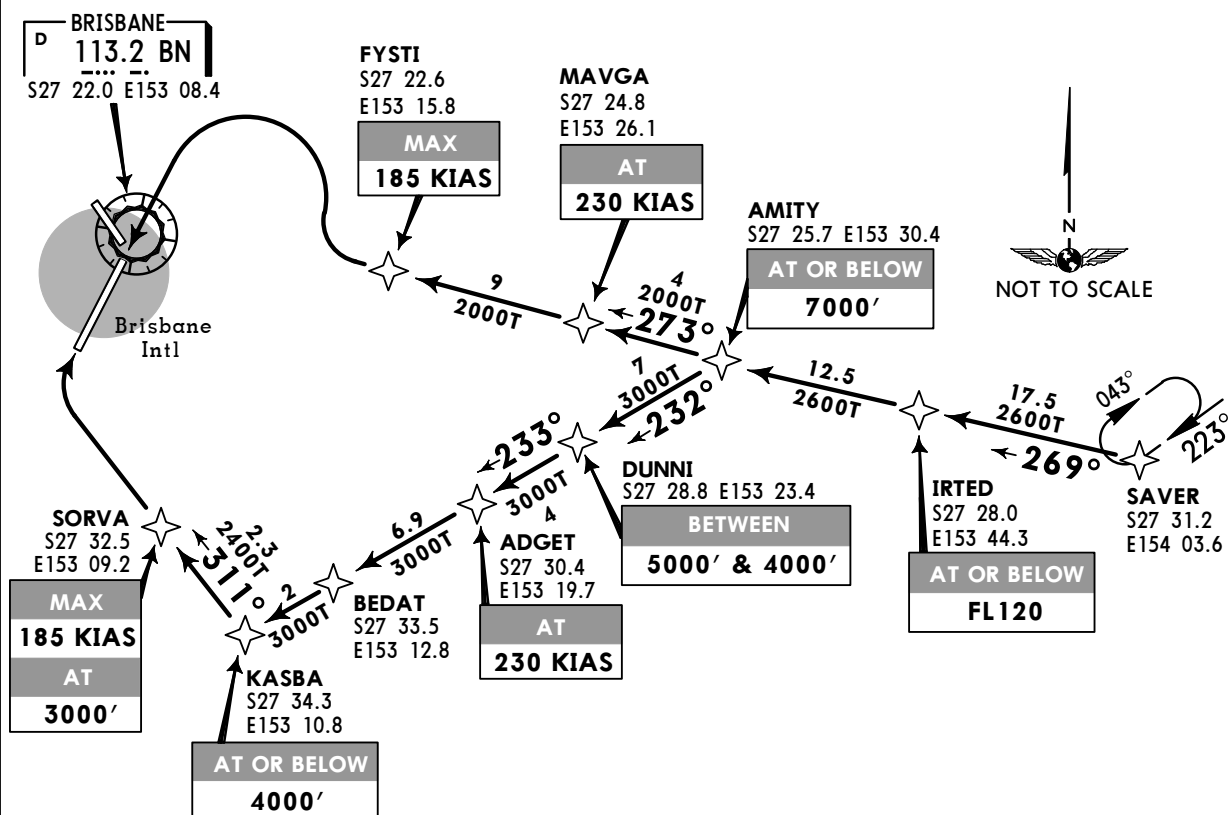
RWY 19: From AMITY track 273° to MAVGA, at 230 KIAS from MAVGA.

Track 273° to FYSTI. From FYSTI
track via RNAV-P (RNP) RWY 19.
MAX 185 KIAS from FYSTI.

Direct distance to
Brisbane Intl from:
FYSTI 8 NM
SORVA 10 NM



MSA BN VOR
2500' Within 10 NM



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 113.2 125.5

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SAVER ONE VICTOR ARRIVAL [SAVE1V]

SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

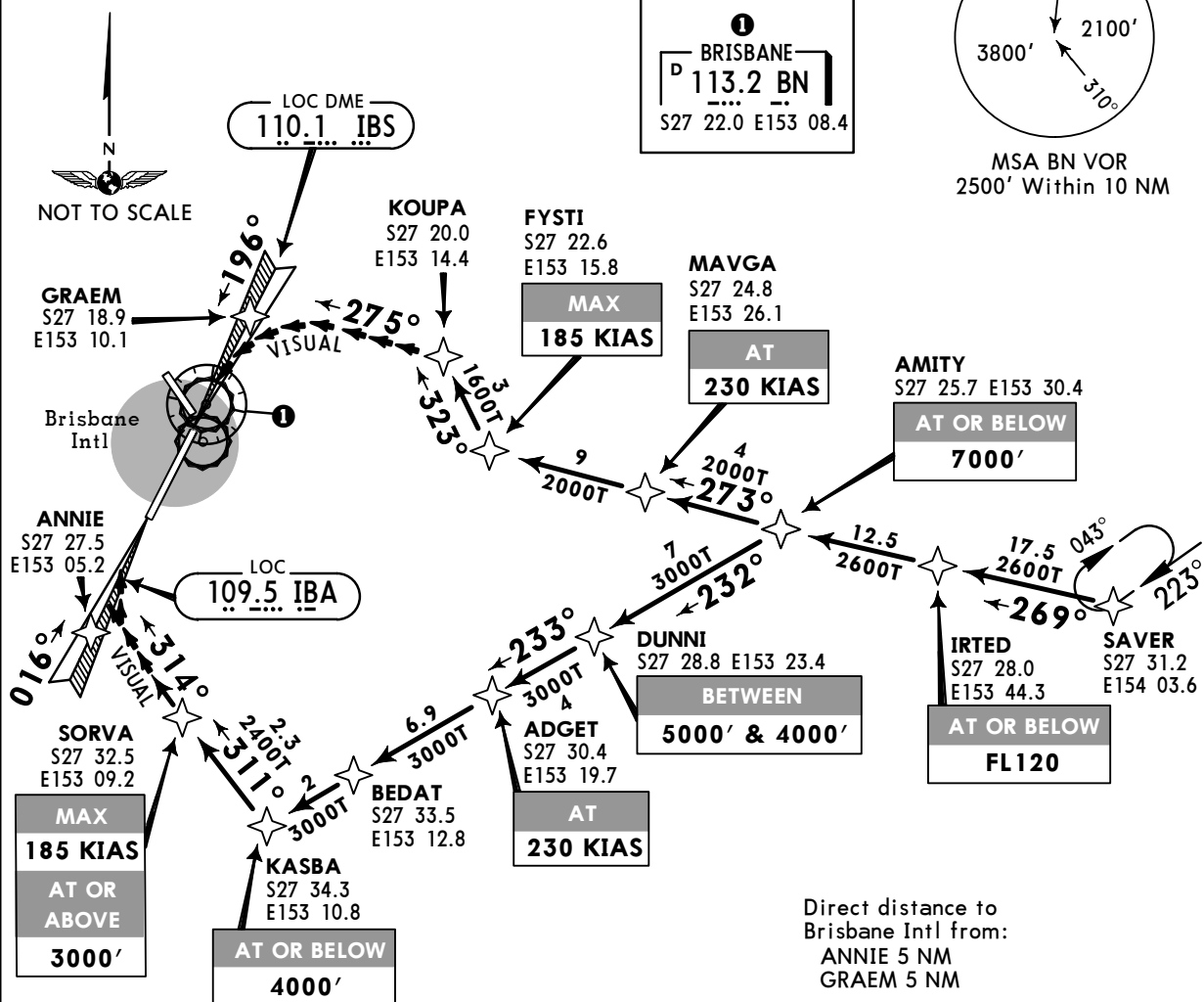
From SAVER track 269° to IRTED.

Cross IRTED at or below FL120.

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

RWY 01: From AMITY, turn LEFT track 232° to DUNNI. Cross DUNNI between 5000' and 4000'. Track 233° to ADGET, at 230 KIAS from ADGET. Track 233° to BEDAT. Track 233° to KASBA. Cross KASBA at or below 4000'. Turn RIGHT, track 311° to SORVA. Cross SORVA at or above 3000'. MAX 185 KIAS from SORVA. Turn RIGHT, track 314° visual to ANNIE for 4 NM visual final.

RWY 19: From AMITY, turn RIGHT track 273° to MAVGA, at 230 KIAS from MAVGA. Track 273° to FYSTI. MAX 185 KIAS from FYSTI. Turn RIGHT, track 323° to KOUA. Turn LEFT, track 275° visual to GRAEM for 3.5 NM visual final.



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 113.2 125.5

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

SINNK NINE ARRIVAL [SINNK9]

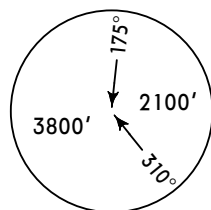
SPEED: MAX 250 KIAS BELOW 10000'

TRANSITION

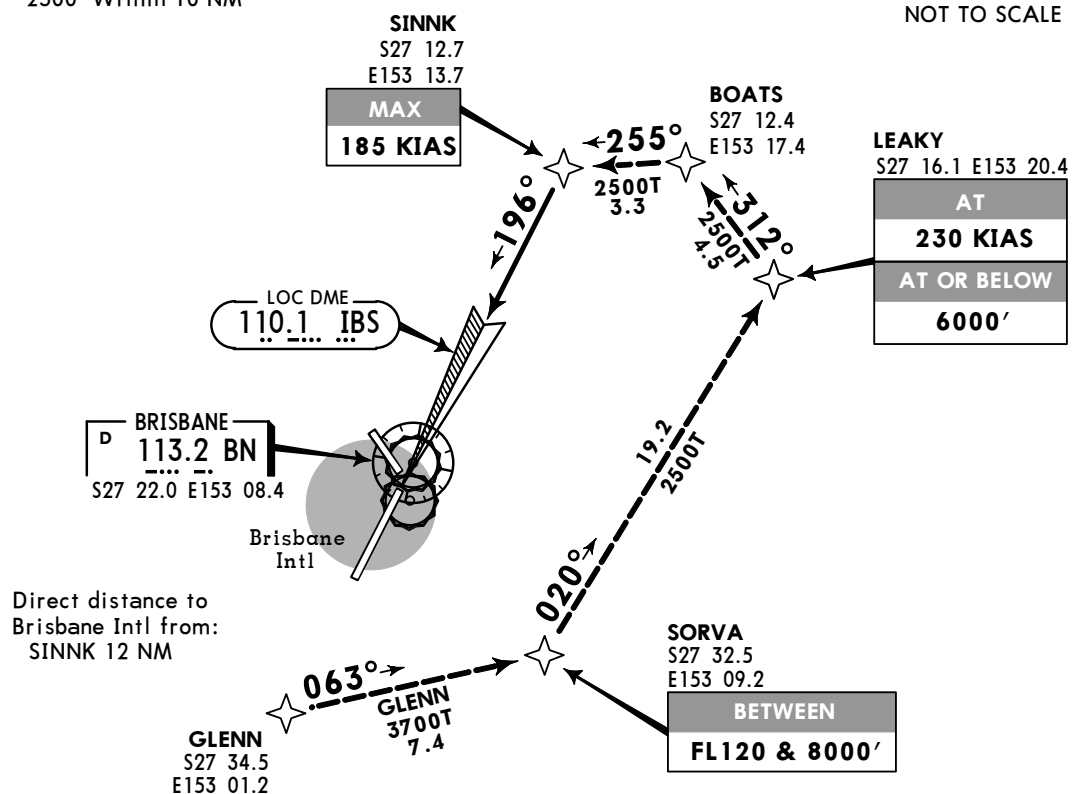
GLENN: From GLENN track 063° to SORVA. Cross SORVA between FL120 and 8000'. Turn LEFT, track 020° to LEAKY. Cross LEAKY at or below 6000', at 230 KIAS from LEAKY. Turn LEFT track 312° to BOATS. Turn LEFT track 255° to SINNK, then follow arrival instructions. MAX 185 KIAS from SINNK.

ARRIVAL

RWY 19: From SINNK track via
ILS, RNAV-Z (GNSS), LOC or VOR
RWY 19 approach.



MSA BN VOR
2500' Within 10 NM



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESSEN

10-2T

20 MAY 16
Eff 26 May

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

SMOKA FIVE ALPHA ARRIVAL [SMOK5A]

SPEED: MAX 250 KIAS BELOW 10000'

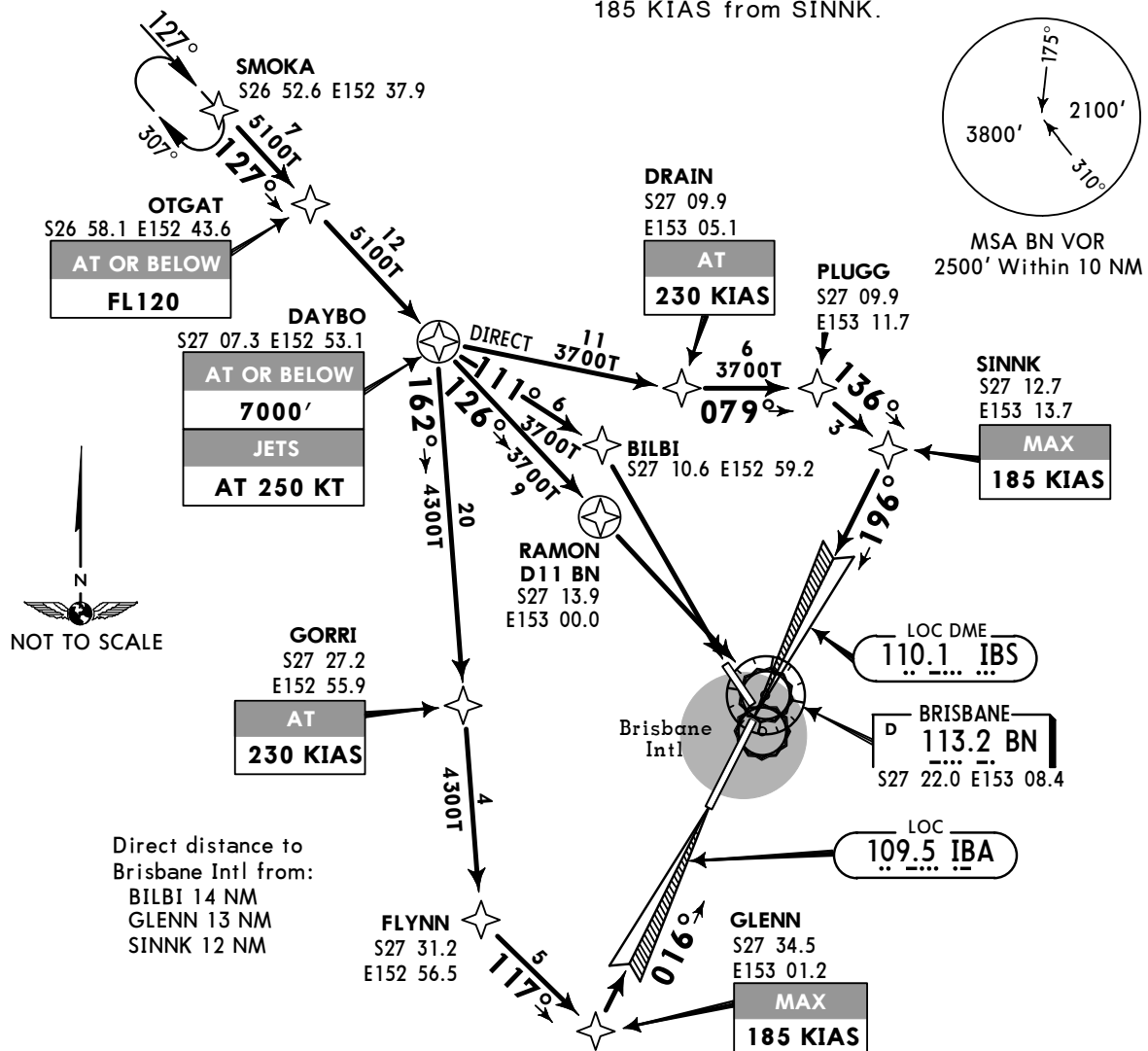
ARRIVAL

From SMOKA track 127° to OTGAT.
Cross OTGAT at or below FL120.
Track 127° to DAYBO. Cross DAYBO
at or below 7000', JETS at 250 KT.

RWY 01: From DAYBO, turn RIGHT, track 162° to GORRI, at 230 KIAS from GORRI. Track 162° to FLYNN. From FLYNN, track 117° to GLENN for ILS, RNAV-Z (GNSS), LOC or VOR RWY 01 approach. MAX 185 KIAS from GLENN.

RWY 14: From DAYBO, track 126° to RAMON for VOR RWY 14 approach.
OR ON REQUEST: From DAYBO track 111° to BILBI for RNAV (GNSS) RWY 14 approach.

RWY 19: From DAYBO, turn LEFT, track direct to DRAIN, at 230 KIAS from DRAIN. Turn LEFT, track 079° to PLUGG. From PLUGG, track 136° to SINNK for ILS, RNAV-Z (GNSS), LOC or VOR RWY 19 approach. MAX 185 KIAS from SINNK.



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

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

JEPPESEN 10-2U

20 MAY 16
Eff 26 May

BRISBANE, QLD, AUSTRALIA

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

SMOKA FIVE MIKE ARRIVAL [SMOK5M]

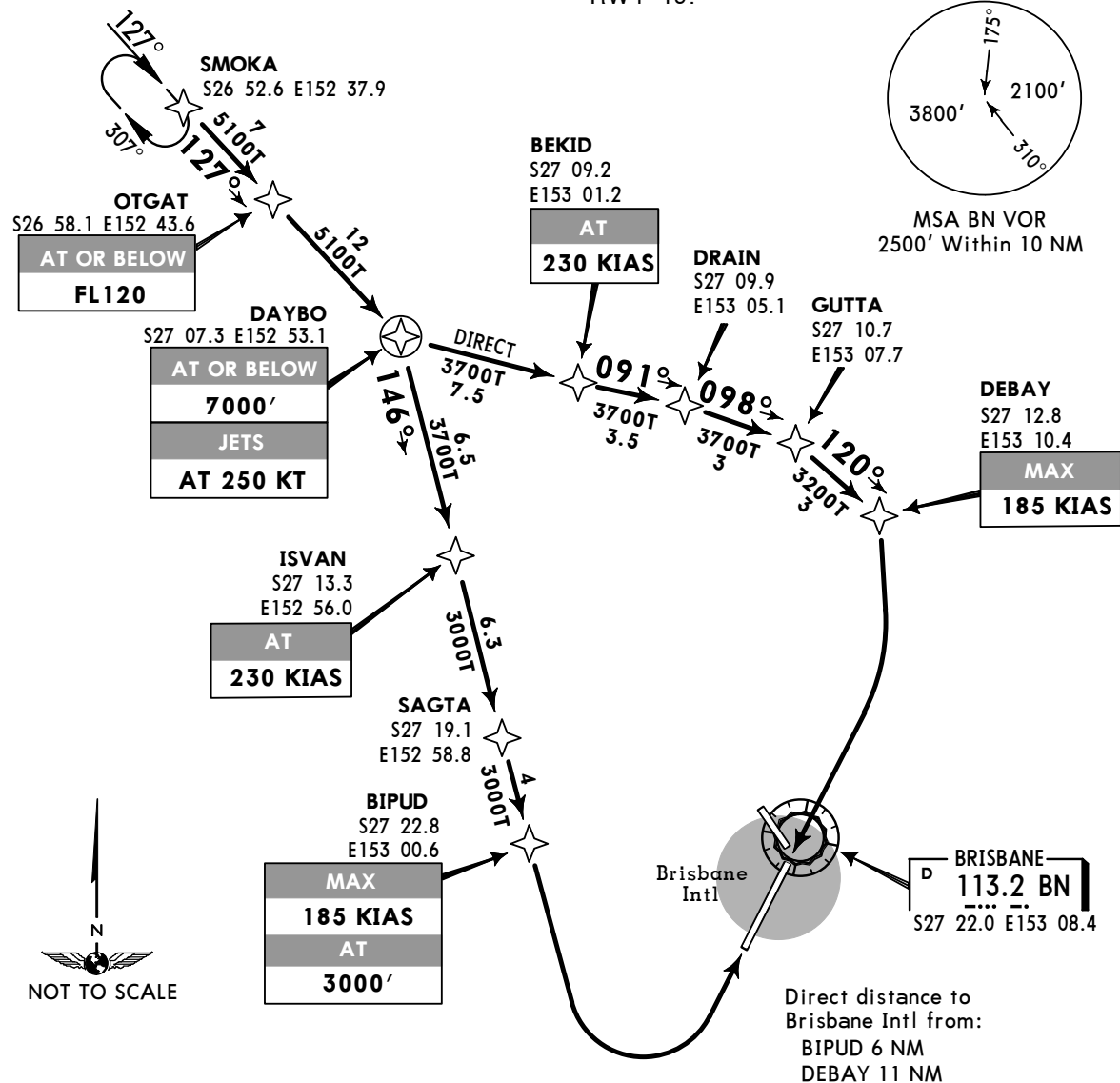
SPEED: MAX 250 KIAS BELOW 10000'

ARRIVAL

From SMOKA track 127° to OTGAT.
Cross OTGAT at or below FL120.
Track 127° to DAYBO. Cross DAYBO
at or below 7000', JETS at 250 KT.

RWY 01: From DAYBO, turn RIGHT. track 146° to ISVAN, at 230 KIAS from ISVAN. Track 146° to SAGTA. Track 146° to BIPUD. Cross BIPUD at 3000'. MAX 185 KIAS from BIPUD. Track via RNAV-M (RNP) RWY 01.

RWY 19: From DAYBO, turn LEFT, track direct to BEKID, at 230 KIAS from BEKID. Track 091° to DRAIN. Track 098° to GUTTA. Turn RIGHT, track 120° to DEBAY. MAX 185 KIAS from DEBAY. Track via RNAV-M (RNP) RWY 19.



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

Squawk 7600. Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 113.2 125.5
BRISBANE Approach (R) 124.7

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

SMOKA FIVE VICTOR ARRIVAL [SMOK5V]

SPEED: MAX 250 KIAS BELOW 10000'

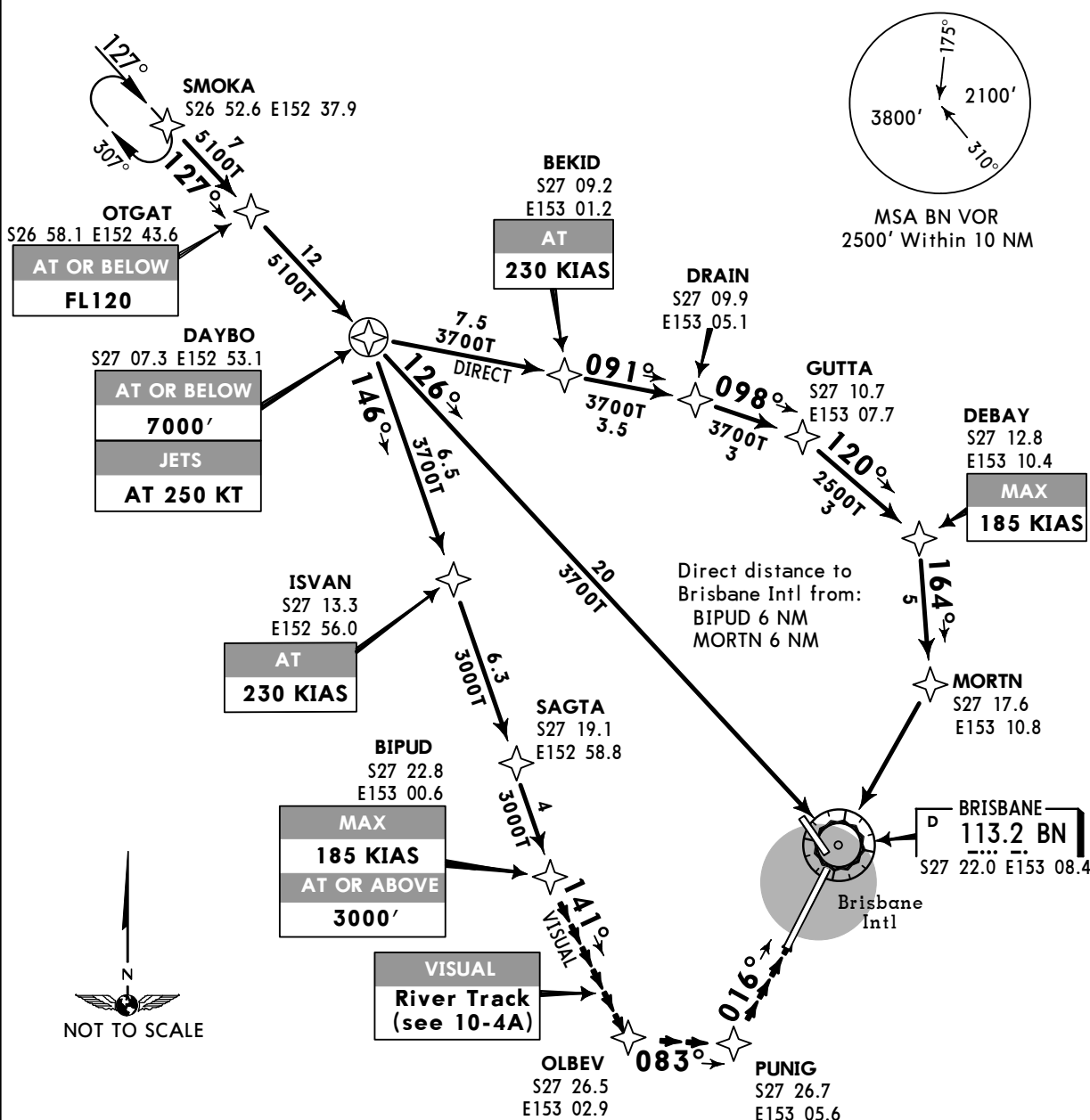
ARRIVAL

From SMOKA track 127° to OTGAT.
Cross OTGAT at or below FL120.
Track 127° to DAYBO. Cross DAYBO
at or below 7000', JETS at 250 KT.

RWY 01: From DAYBO, turn RIGHT
track 146° to ISVAN, at 230 KIAS
from ISVAN. Track 146° to SAGTA,
track 146° to BIPUD. Cross BIPUD
at or above 3000' visual. MAX 185
KIAS from BIPUD. Track 141° and
intercept "River Track" (See 10-4A).

RWY 14: From DAYBO, track 126°
to BN VOR. Report runway in sight
for tracking instructions.

RWY 19: From DAYBO, turn LEFT,
track direct to BEKID, at 230 KIAS
from BEKID. Track 091° to DRAIN.
Track 098° to GUTTA. Turn RIGHT,
track 120° to DEBAY. MAX 185 KIAS
from DEBAY. Turn RIGHT, track 164°
to MORTN for 5.5 NM final.



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

BRISBANE Clearance 118.6

Departure (R)	118.45	128.3	124.7	125.6
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BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BRISBANE TWO DEPARTURE [BN2] (RADAR)

ALL RUNWAYS

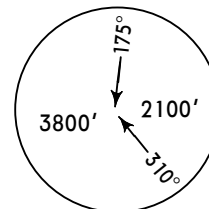
SPEED: MAX 250 KIAS BELOW 10000'

Rwy 01: Track 016°. At 600' but not before the departure end of runway (BN 0.5 DME), turn to assigned heading. When directed, contact Departure for RADAR vectors.

Rwy 14: Track 135°. At 600' turn to assigned heading. When directed, contact Departure for RADAR vectors.

Rwy 19: Track 196°. At 600' but not before the departure end of runway (BN 2.5 DME), turn to assigned heading. When directed, contact Departure for RADAR vectors.

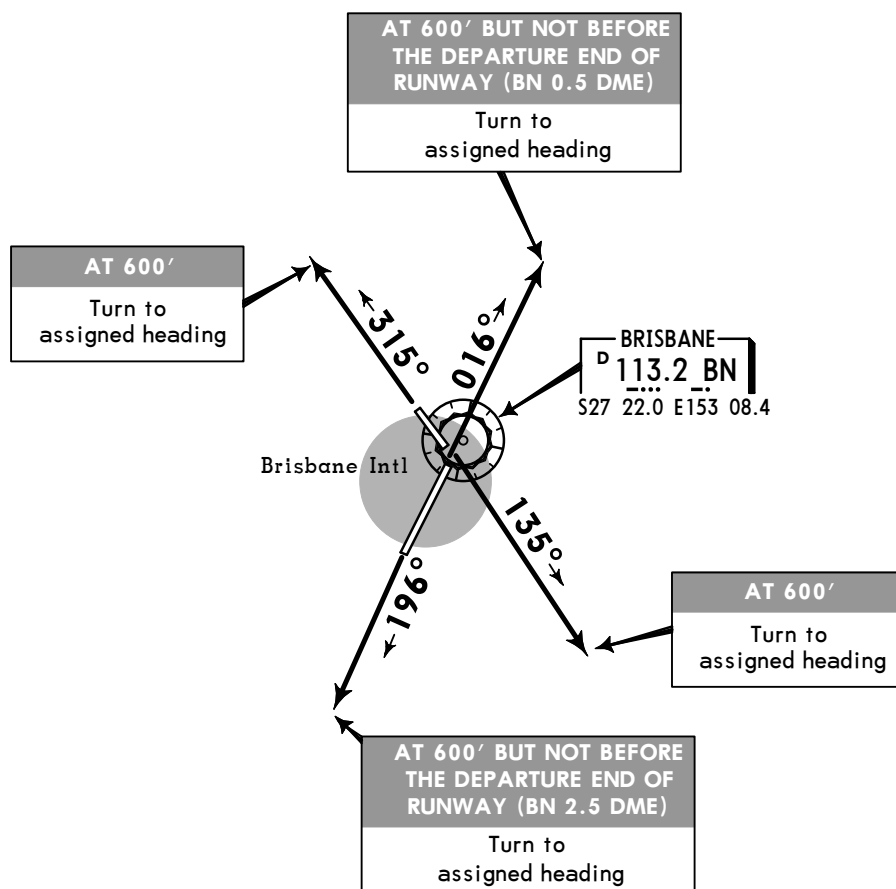
Rwy 32: Track 315°. At 600' turn to assigned heading. When directed, contact Departure for RADAR vectors.



MSA BN VOR
2500'
Within 10 NM

GNSS permitted in lieu of DME
Reference waypoint
BN VOR

Noise abatement procedures apply.



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.

JEPPESEN

6 NOV 15 **(10-3A)**

Eff 12 Nov

RNAV SID

BRISBANE Clearance **118.6**

Departure (R) **128.3**

BRISBANE, QLD, AUSTRALIA

YBBN **BRISBANE INTL**

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

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

**RUNWAY
01/19 NORTH**

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

Minimum required climb gradient:
Rwy 19: 10.8% to 3000'.

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

Rwy 01: Track 016° to VERRY.
From VERRY turn LEFT.

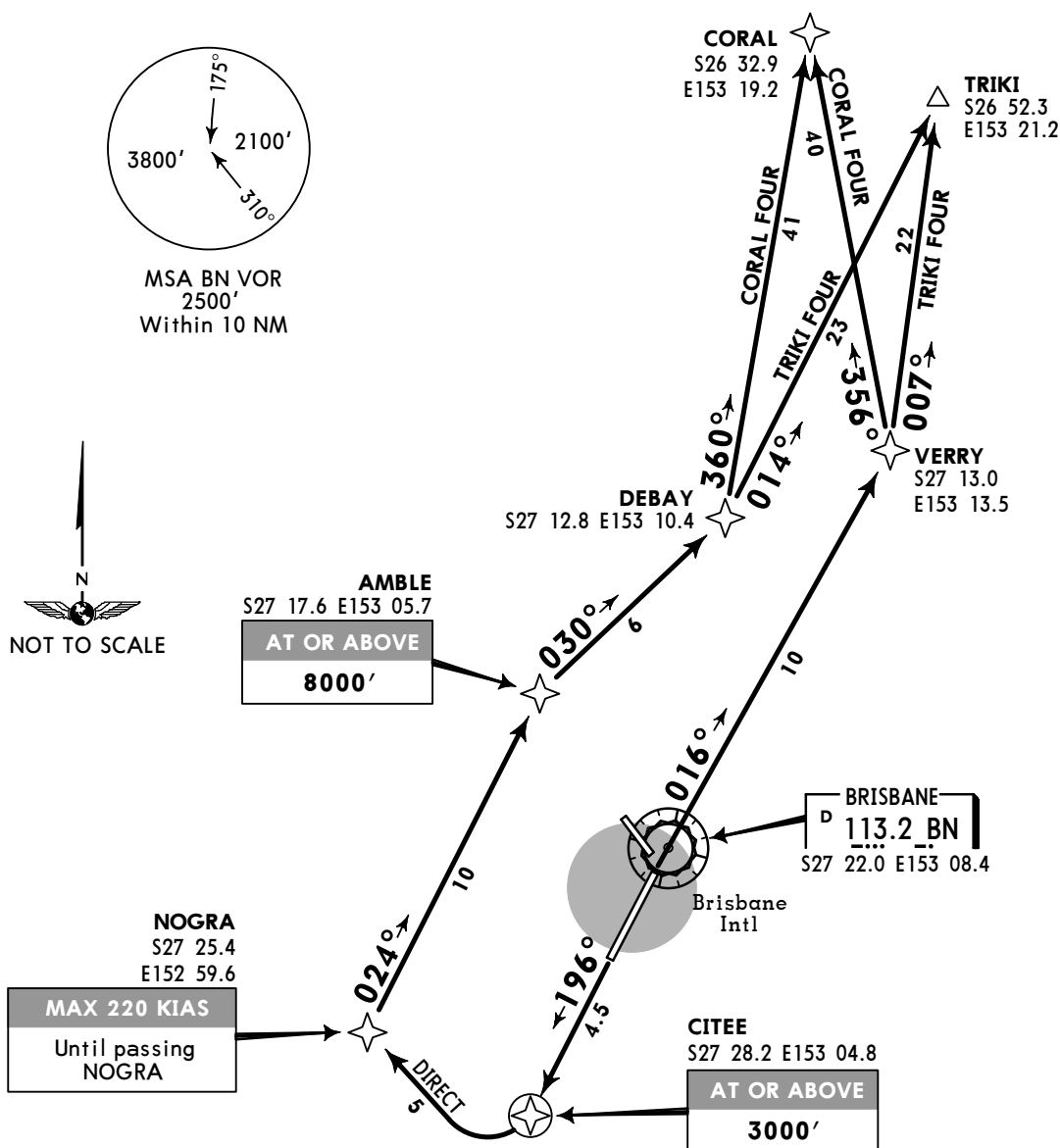
For CORAL: Track 356° to CORAL.

For TRIKI: Track 007° to TRIKI.

Rwy 19: Track 196° to CITEE. Cross
CITEE at or above 3000'. At CITEE
turn RIGHT. Track direct to NOGRA.
Track 024° to AMBLE. Cross AMBLE
at or above 8000'. From AMBLE
turn RIGHT, track 030° to DEBAY.
From DEBAY turn LEFT.

For CORAL: Track 360° to CORAL.

For TRIKI: Track 014° to TRIKI.



JEPPESEN

20 MAY 16

10-3B

Eff 26 May

RNAV SID

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAYS 01/19 NORTH-EAST

JETS ONLY

COODA THREE DEPARTURE [COODA3]

SPEED: MAX 250 KIAS BELOW 10000'
MAX 220 KIAS UNTIL PASSING NOGRA

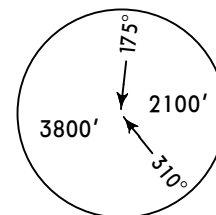
Minimum required climb gradient:

Rwy 19: 10.8% to 3000'.

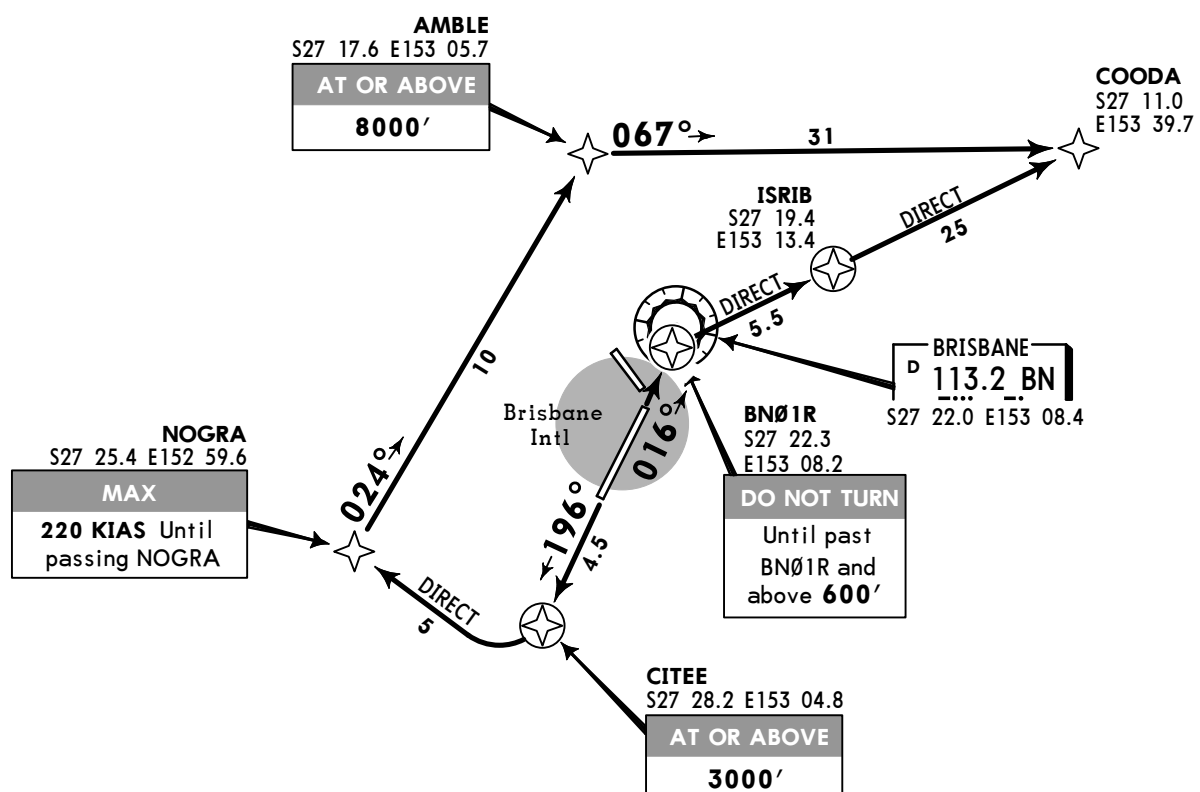
Gnd speed-Kts	75	100	150	200	250	300
10.8% V/V (fpm)	820	1094	1645	2187	2734	3281

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

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



MSA BN VOR
2500' Within 10 NM



JEPPESEN

20 MAY 16

(10-3C)

Eff 26 May

RNAV SID

BRISBANE Clearance 118.6

Departure (R) 118.45

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH

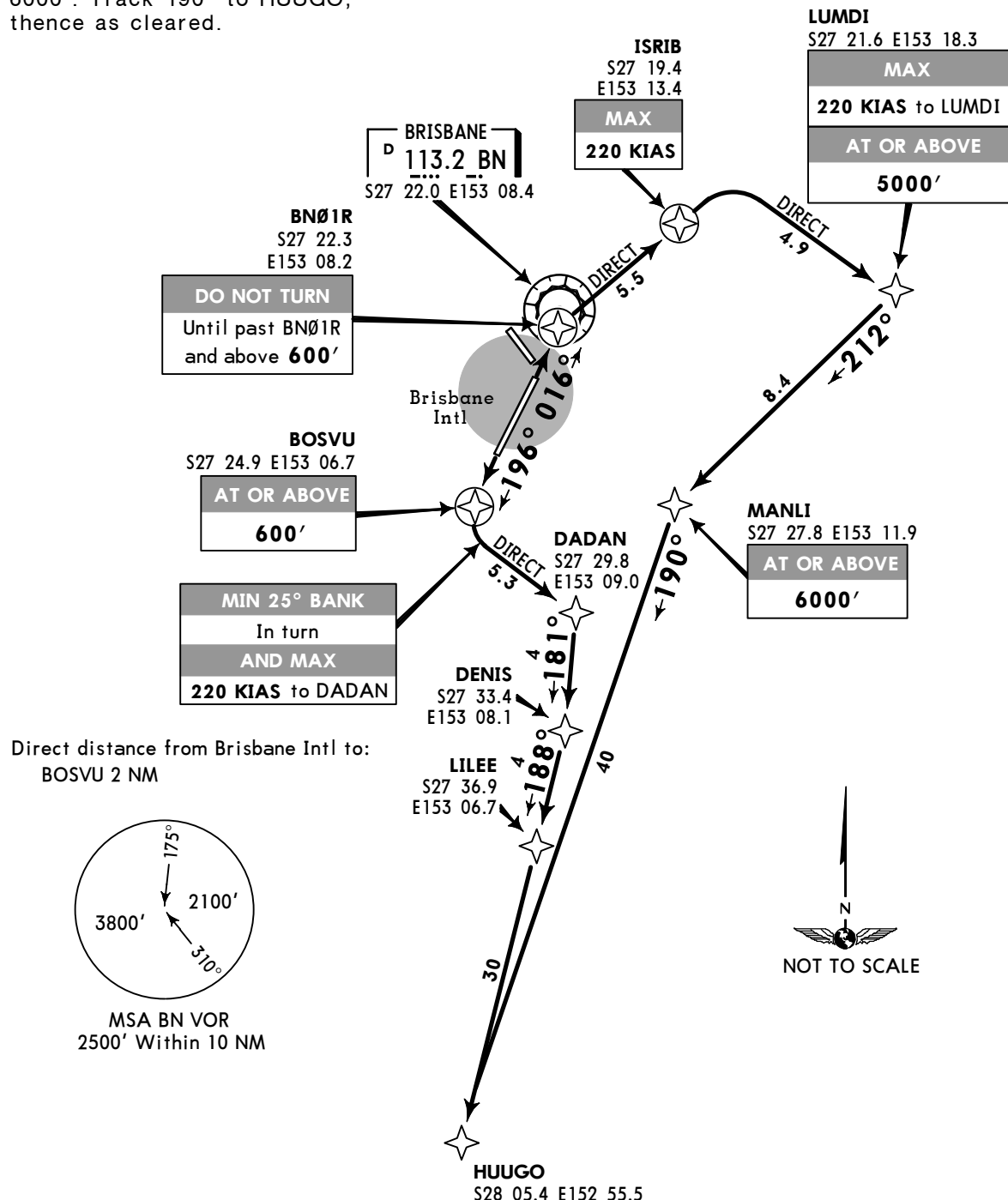
HUUGO FIVE DEPARTURE [HUUGO5]

SPEED: MAX 250 KIAS BELOW 10000'

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

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

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



JEPPesen

20 MAY 16

10-3D

Eff 26 May

RNAV SID

BRISBANE Clearance 118.6

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

BRISBANE, QLD, AUSTRALIA

YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 SOUTH-EAST

SCOTT ONE DEPARTURE [SCOTT1]

SPEED: MAX 250 KIAS BELOW 10000'

MAX 220 KIAS UNTIL PASSING NOGRA

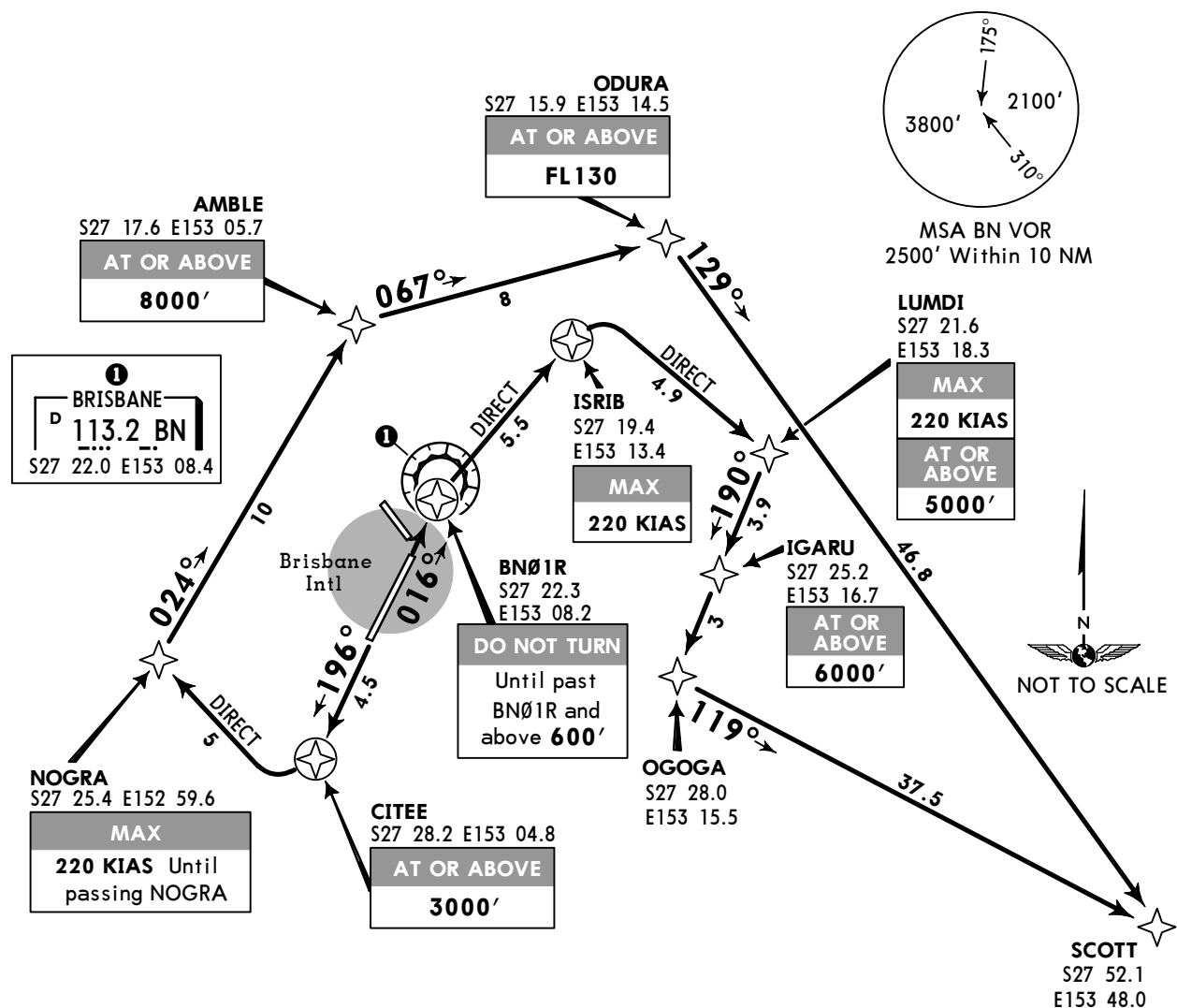
Minimum required climb gradient:

Rwy 19: 10.8% to 3000'.

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

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

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



JEPPesen

20 MAY 16

10-3E

Eff 26 May

RNAV SID

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

BRISBANE, QLD, AUSTRALIA
YBBN BRISBANE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS 01/19 WEST

WACKO ONE DEPARTURE [WACKO1]

SPEED: MAX 250 KIAS BELOW 10000'

Minimum required climb gradient:

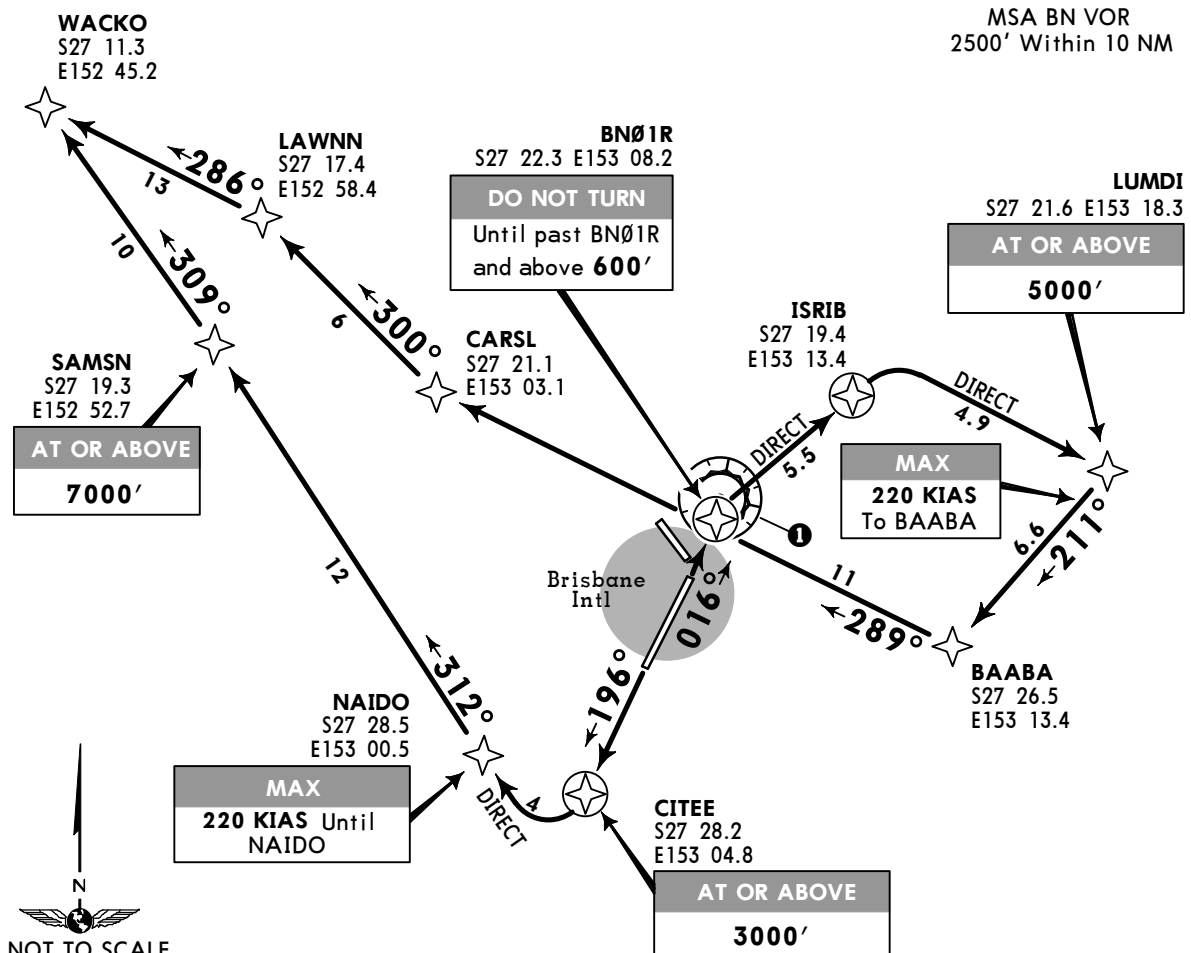
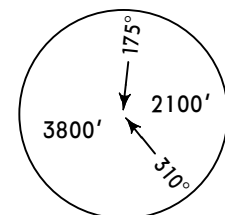
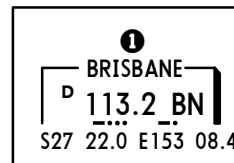
Rwy 19: 10.8% to 3000'.

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

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

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

Direct distance from Brisbane Intl to:
CITEE 6 NM



YBBN/BNE**JEPPESEN****BRISBANE, QLD, AUSTRALIA**

26 FEB 16

10-4**Eff 3 Mar****BRISBANE INTL****NOISE ABATEMENT PROCEDURES**

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

1. - PREFERRED RUNWAYS OPERATIONS

**0600-2200 HR local Monday to Friday; and
0600-2100 HR local Saturday and Sunday. Refer Mode1.**

Mode 1		
Priority	Landing	Take-off
1	Runway 01	Runway 01
2 (equal)	Runway 14	Runway 14
2 (equal)	Runway 32	Runway 32
3	Runway 19	Runway 19

All other times refer Mode 2

Mode 2		
Priority	Landing	Take-off
1	Runway 19	Runway 01
2	Runway 32	Runway 14
3	Runway 14	Runway 32
4	Runway 01	Runway 19

Reciprocal Runway Operations

During Mode 2, Reciprocal Runway Operations (RRO's) are the preferred runway mode. RRO's require:

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

Note: Traffic Management of RRO's - where safety requirements permit, airborne holding and start clearances will be employed to enable RRO'S.

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

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

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

Jet Noise Abatement climb procedures apply 24 hours Runway 19.

Intersection departures on Runway 19 are not permitted for aircraft exceeding 66,139 lbs (30,000 kg) MAUW during Mode 1 and by all aircraft during Mode 2 - exception: jet aircraft not exceeding ICAO Code letter C aerodrome reference code are permitted to depart from A1 or intersection A3 during Mode 1.

YBBN/BNE**JEPPESEN**
26 FEB 16 **10-4A****Eff 3 Mar****BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**NOISE ABATEMENT PROCEDURES****2. - PREFERRED FLIGHT PATHS****2.1 - Arriving Aircraft****1. Landing Runway 19:**

- During mode 1, all jet aircraft will not normally be descended below 3000' until east of the coast to avoid noise sensitive areas.
- During mode 2, descent below 5000' is not permitted for all jet aircraft until east of the coast.
- During mode 2, descent below 3000' is not permitted for all non-jet aircraft until east of the coast.

2. Landing Runway 32:

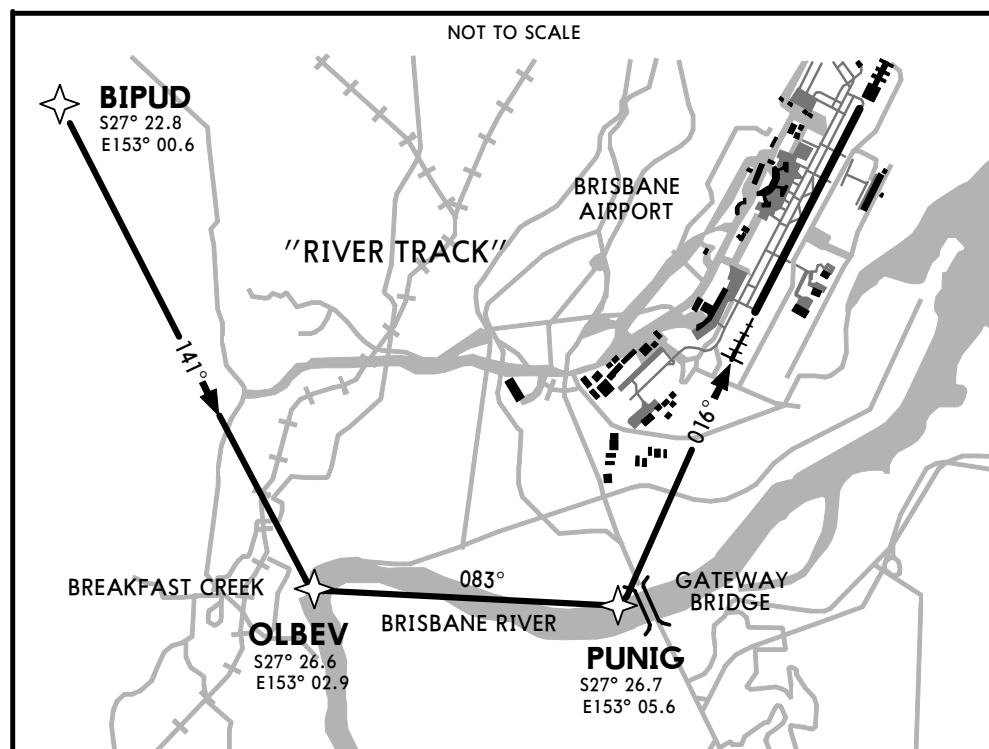
- During mode2, all aircraft will be normally tracked for right base.

3. Landing Runway 14:

- During mode 2, all aircraft will be normally tracked for left base.

4. Landing Runway 01:

- Jet aircraft arriving from the north on the SMOKA V ARRIVAL will be routed via "River Track" from waypoint BIPUD for a visual approach (see depiction below).
- During mode 2 when landing RWY 01, all aircraft shall not descend below 3000' until aligned with the runway.



NOTE: To satisfy the requirements of 2.1(1) and (3) for aircraft tracking from the south, ATC will radar vector or direct aircraft to track JCW-POODL-BN.

YBBN/BNE**JEPPESEN**

26 FEB 16

10-4B**Eff 3 Mar****BRISBANE, QLD, AUSTRALIA****BRISBANE INTL****NOISE ABATEMENT PROCEDURES****PREFERRED FLIGHT PATHS (CONTD)****2.2 - Departing Aircraft****1. Departing runway 19:**

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

2. Departing runway 14/32:

- All aircraft will be assigned a SID RADAR.
- Jet aircraft will normally be contained within a sector 360°-120°, over water until above 5000'.
- During mode 2, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

3. Departing Runway 01:

- Jet aircraft will normally be assigned a procedural SID.
- Non-jet aircraft will normally be assigned a SID RADAR.
- During mode 2, all aircraft will be contained within a sector 360°-120°, over water until above 5000'.

NOTE 1: In the above procedures the term "all aircraft" applies to all aircraft categories described in AIP ENR 1.5, para 9.1.1 and all other fixed wing aircraft having two or more engines.

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

NOTE 3: Jet aircraft may be cleared via a SID RADAR when required for weather or traffic management. When this occurs, they will be processed as closely as possible to comply with the applicable Mode 1 or Mode 2 Operations (NAP).

TRAINING FLIGHTS

- Circuit training available 0000-0200 UTC and 0400-0700 UTC. Bookings required.
Phone Brisbane TMA (07) 3866 3694.
- Asymmetric training with an engine shut down is only permitted when a full stop landing will be made. This procedure shall not be conducted on runway 01.
- Jet and turbo-prop training and flight test operations not requiring runway or instrument approach procedures shall be flight planned in either.
 - Low Performance Area (LPA) - within the minor arc between Brisbane VOR R-030 and R-100 from 15 to 30 DME; or
 - High performance Area (HPA) - within Class C and Class A airspace within the minor arc between Brisbane VOR R-040 and R-090 from 40 to 100 DME.
- Arriving aircraft may request an instrument approach for training or license renewal. The request should be made as early as possible, preferably at flight planning.
- Instrument approach and landing training not available Monday to Friday. Available Saturday 0100-0900 UTC and Sunday 2300-0600 UTC due to traffic. For other than arriving aircraft, Instrument Approach and Landing training approval shall be obtained from the National Operations Centre (NOC) Phone: 1800 020 626.
- Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. Tower will advise if traffic disposition allows for a missed approach.

YBBN/BNE

JEPPesen

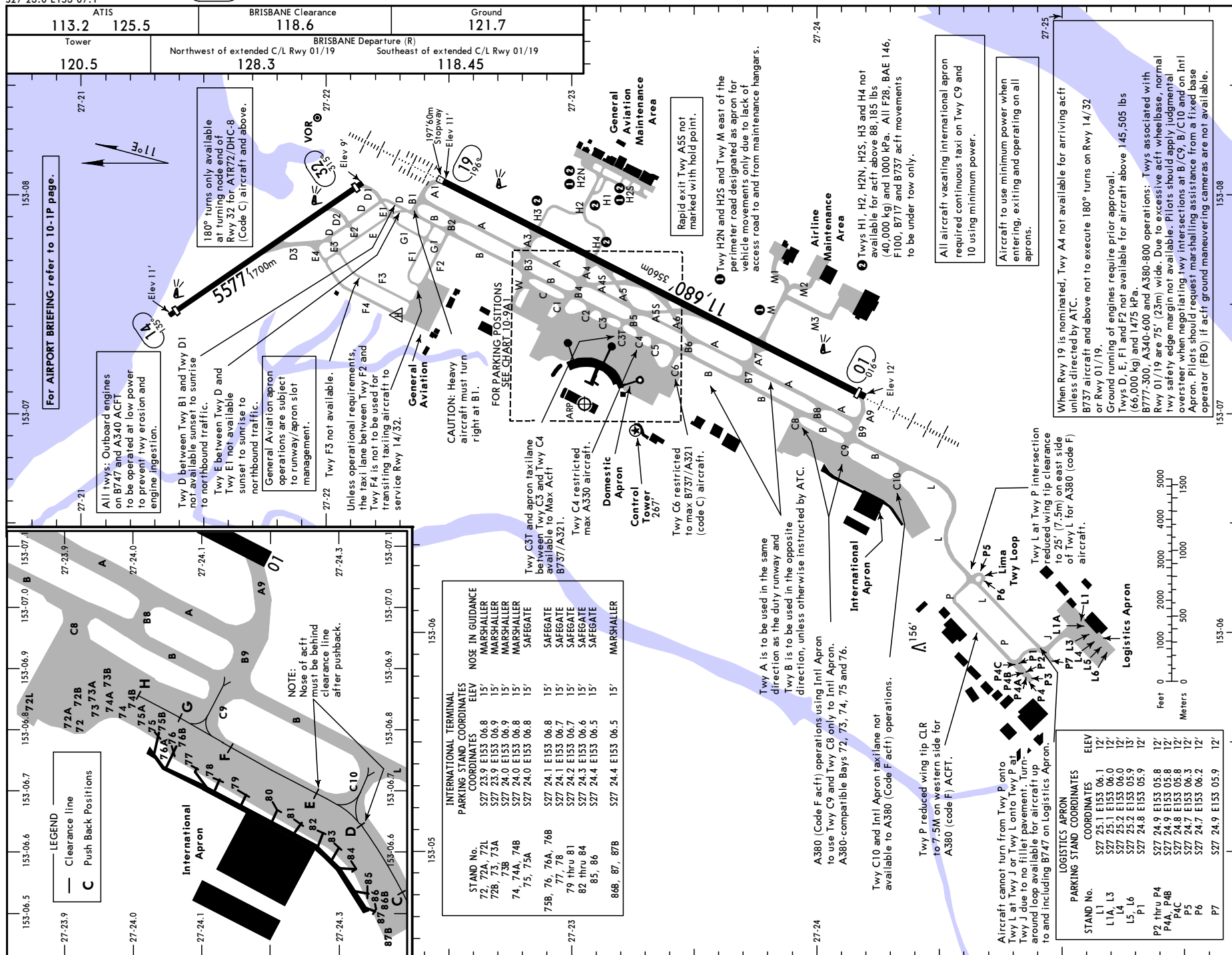
Apt Elev 13'
S27 23.0 E153 07.1

24 FEB 17

10-9 Eff 2 Mar

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL



YBBN/BNE

JEPPesen BRISBANE, QLD, AUSTRALIA
24 FEB 17 **10-9A** Eff 2 Mar
BRISBANE INTL

GENERAL

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

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
01	② HIRL CL HIALS REIL ③ PAPI (angle 3.0°)	11,483' 3500m	10,254' 3125m	①	148' 45m
19	② HIRL CL HIALS TDZ ③ PAPI (angle 3.0°)		10,579' 3224m		

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

④ TAKE-OFF RUN AVAILABLE

<u>RWY 01:</u>		<u>RWY 19:</u>	
From rwy head 11,483' 3500m		From rwy head 11,680' 3560m	
Twy M	8809' 2685m	Twy H4	7559' 2304m
Twy A7	8822' 2689m	Twy H3	9101' 2774m
Twy A6	6174' 1882m	Twy A4S	6476' 1974m
Twy A5	4632' 1412m	Twy A4	7582' 2311m
Twy A4	4196' 1279m	Twy A3	9124' 2781m
Twy A3	2654' 809m		

14	⑤ MIRL PAPI (angle 3.0°, MEHT 51')	5577' 1700m		5577' 1700m	98' 30m
32					

⑤ Manual.
Standby power available.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

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

2. ARRIVING AIRCRAFT

- 2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 01/19. Both aircraft may occupy the runway during application of the standard.
- 2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 01/19. To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.3 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.

RWY	AIRCRAFT TYPE	TWY Exits	LED
01	Turboprop, Jet	⑥ ⑦ A5S	4839' 1475m
	Jet, Heavy	⑥ ⑦ A4S A4 A3	6381' 1945m 7536' 2297m 9131' 2783m
19	Turboprop, Jet	⑥ ⑦ A5	4734' 1443m
	Jet, Heavy	⑥ ⑦ A6 A7	6276' 1913m 9016' 2748m

- ⑥ Preferred exits.
⑦ Indicates Rapid Exit Taxiway (RET) and maximum design ground speed is 50 KT.

TAKE-OFF

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

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

FOR FILING AS ALTERNATE

	Special	Other
	ILS-Y or LOC-Y Rwy 01 ILS-Y or LOC-Y Rwy 19 ILS-Z or LOC-Z Rwy 01 ILS-Z or LOC-Z Rwy 19 VOR Rwy 19	
A	700' -2.5 km	1137' -4.4 km
B		
C		1267' -6.0 km
D		1337' -7.0 km

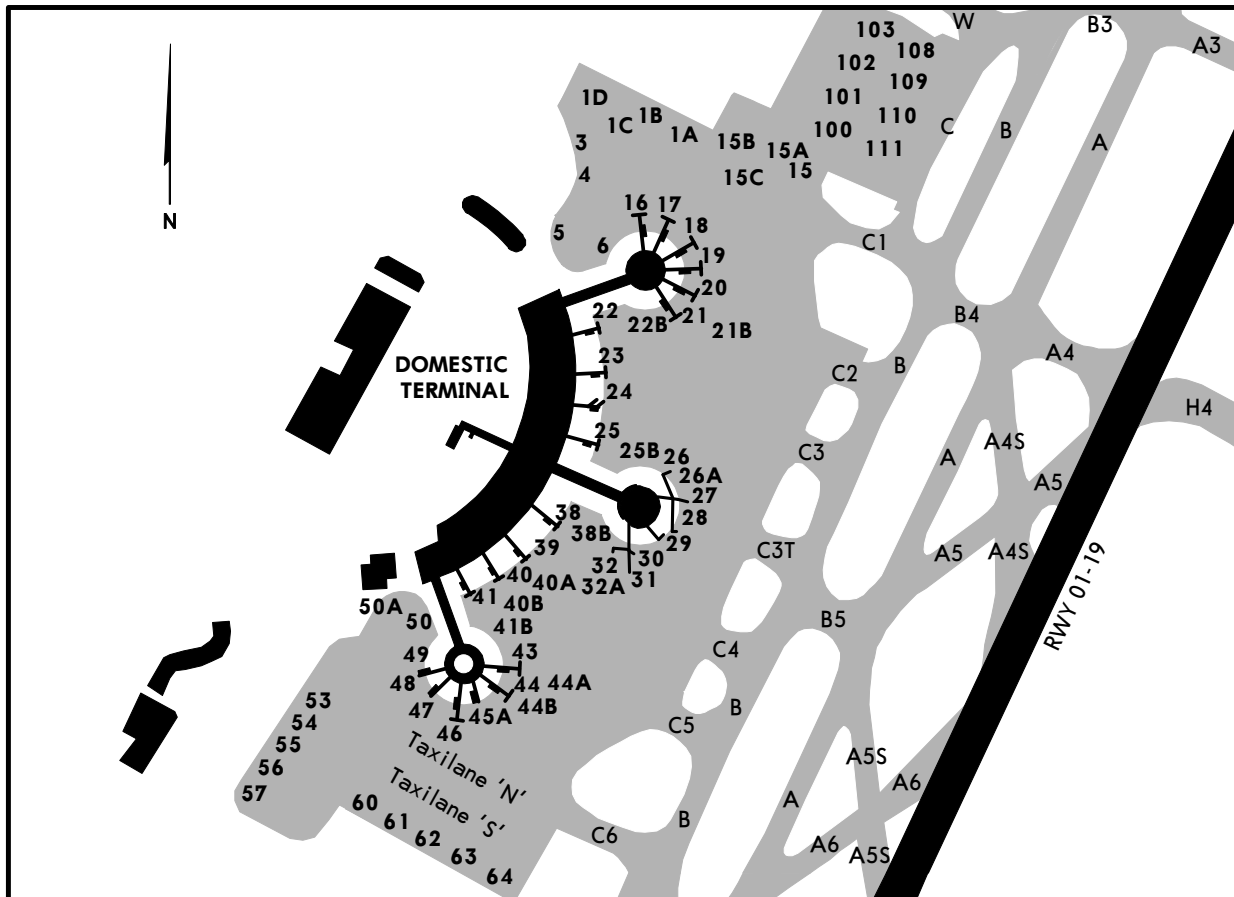
YBBN/BNE

16 DEC 16

10-9A1

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

**PARKING STAND COORDINATES**

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

CHANGES: Nose in guidance added, bay 50B deleted.

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YBBN/BNE **JEPPESEN**
16 DEC 16 (10-9B)**BRISBANE, QLD, AUSTRALIA****BRISBANE INTL**

VISUAL DOCKING GUIDANCE SYSTEMS

RLG NOSE-IN-GUIDANCE SYSTEM

The RLG System is installed at Brisbane Intl Airport. The complete system consists of three separate components:

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

System Description

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

Aircraft Types

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

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

System Operation

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

- a. Identify the correct parking bay position.
- b. Ensure that the aerobridge retraction light indicates green.
- c. Follow the taxi-in line and check that the correct aircraft type is displayed (white light on black background).

- d. If two (or one) round green lights are illuminated, proceed.

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

- e. Line up so that the green vertical azimuth tube is visible (this is lined up on the left hand seat only).
- f. If a vertical line of red is seen to one side of the green vertical azimuth tube, the aircraft is off line in that direction. Steer towards the green.

YBBN/BNE**JEPPESEN**
16 DEC 16 (10-9C)**BRISBANE, QLD, AUSTRALIA**
BRISBANE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

- g. When the aircraft is 10m (33') from STOP, the round green lights extinguish, the two (or one) yellow (caution) lights appear. The aircraft type display lights now change to indicate 'countdown to STOP' and will show 10m.

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

- h. Countdown to STOP will be indicated at 10m (33'), 5m (16'), and 2m (7').

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

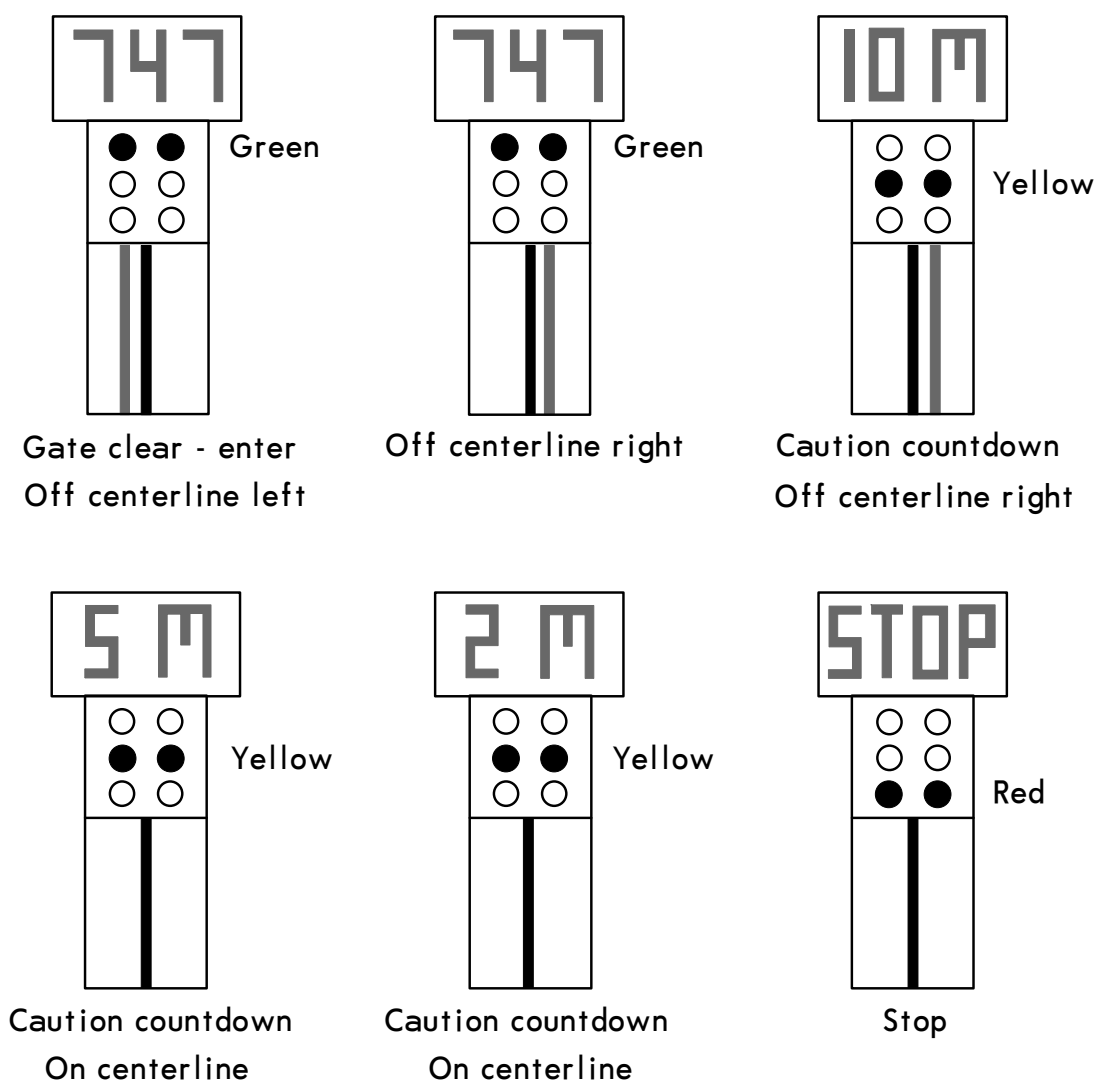
NOTE: Failure of both red lights will render the system inoperable.

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

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

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

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



YBBN/BNE **JEPPESEN**
16 DEC 16 (10-9D)**BRISBANE, QLD, AUSTRALIA****BRISBANE INTL**

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

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

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

System Description

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

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

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

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

Aircraft Types

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

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

System Operation

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

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

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

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

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

YBBN/BNE **JEPPESEN**
16 DEC 16 (10-9E)**BRISBANE, QLD, AUSTRALIA****BRISBANE INTL****VISUAL DOCKING GUIDANCE SYSTEMS**

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

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

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.

- g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 20m (66') from the STOP position.

NOTE: If the detected aircraft is lost prior to 12m (39') to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

- i. When the aircraft is 12m (39') from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5m (2') closing rate.

NOTE: If the detected aircraft is lost after 12m (39') to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

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

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

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

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

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

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

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

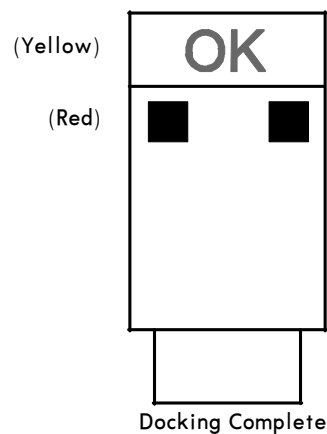
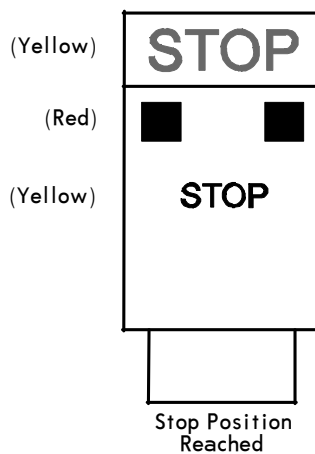
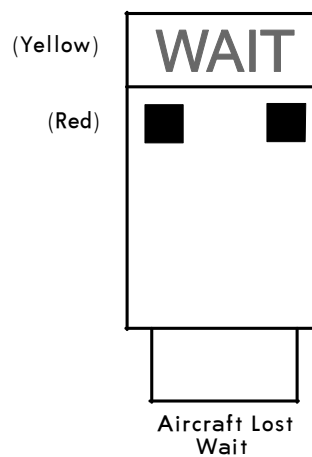
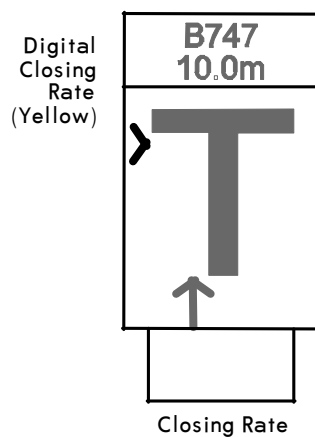
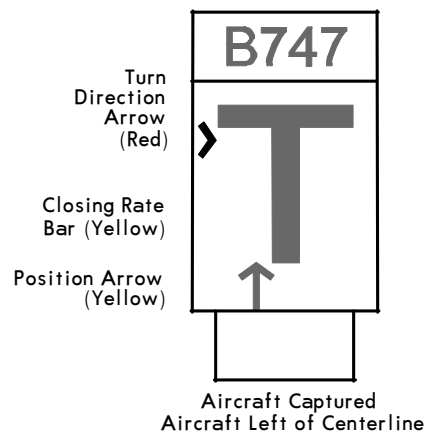
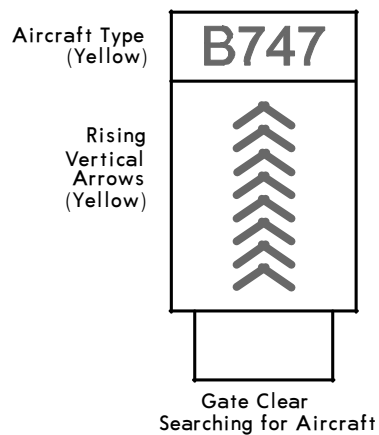
YBBN/BNE

JEPPESEN
2 DEC 05 (10-9F)

BRISBANE, QLD, AUSTRALIA

BRISBANE INTL

VISUAL DOCKING GUIDANCE SYSTEMS



YBBN/BNE
BRISBANE INTL

JEPPESEN

24 FEB 17 (11-1) Eff 2 Mar

BRISBANE, QLD, AUSTRALIA
ILS-Z or LOC-Z Rwy 01

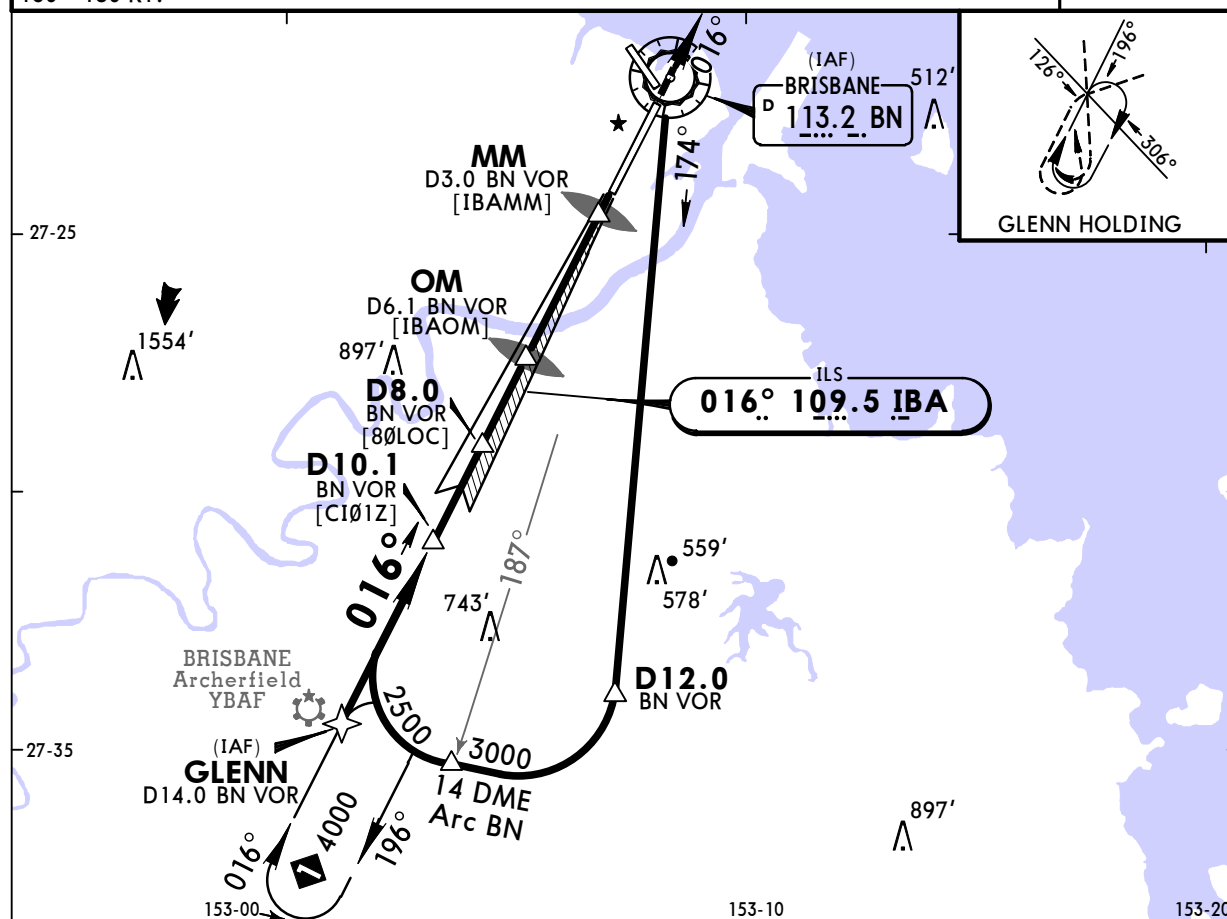
ATIS		BRISBANE Approach (R)				BRISBANE Tower	Ground
113.2	125.5	Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19		120.5	121.7
		124.7		125.6			
LOC IBA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev	13'		
109.5	016°	1220' (1208')	220' (208')	Rwy	12'		

MISSED APCH: Track 016°, climb to 3000' or as directed by ATC.

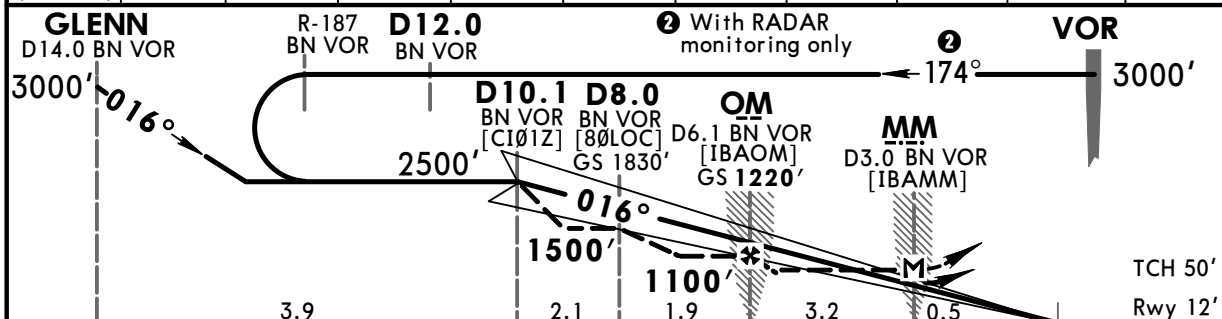
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

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

MSA BN VOR
2500
within 10 NM



LOC (GS out)	BN DME	11.7	11.0	10.1	9.0	8.0	7.0	6.1	5.0	4.1
	ALTITUDE	3000'	2780'	2500'	2140'	1830'	1510'	1220'	870'	560'



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

STRAIGHT-IN LANDING RWY 01

CIRCLE-TO-LAND

ILS				LOC (GS out) DME		Max Kts	MDA(H)
DA(H) 220' (208')				MDA(H) 560' (548')			
	FULL	HIRL out	HIALS out		HIALS out		
A	0.8 km	1.2 km	1.5 km	2.2 km	3.1 km	100	650' (637') - 2.4 km
B						135	
C						180	
D						205	

CHANGES: APCH transition withdrawn.

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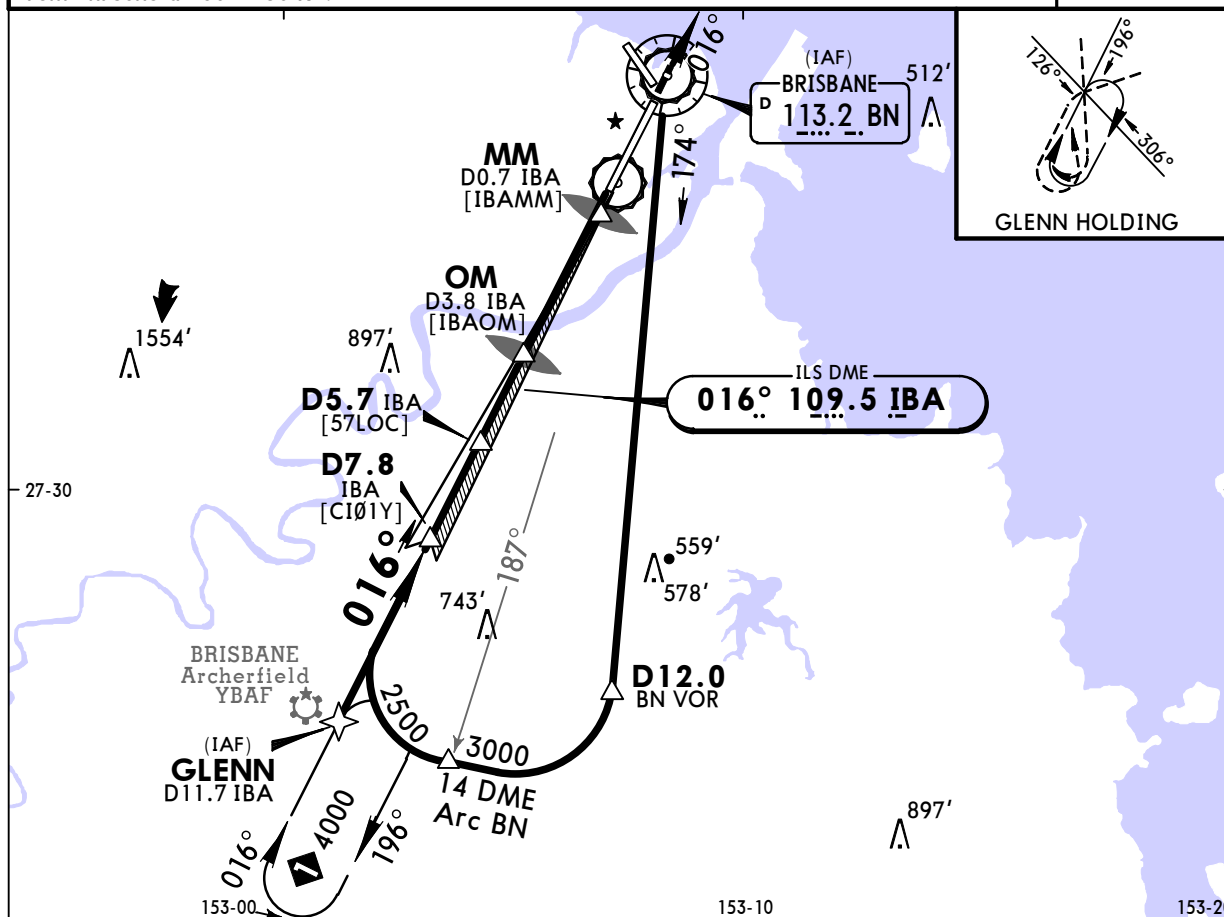
YBBN/BNE
BRISBANE INTL

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24 FEB 17 **(11-2)** Eff 2 Mar

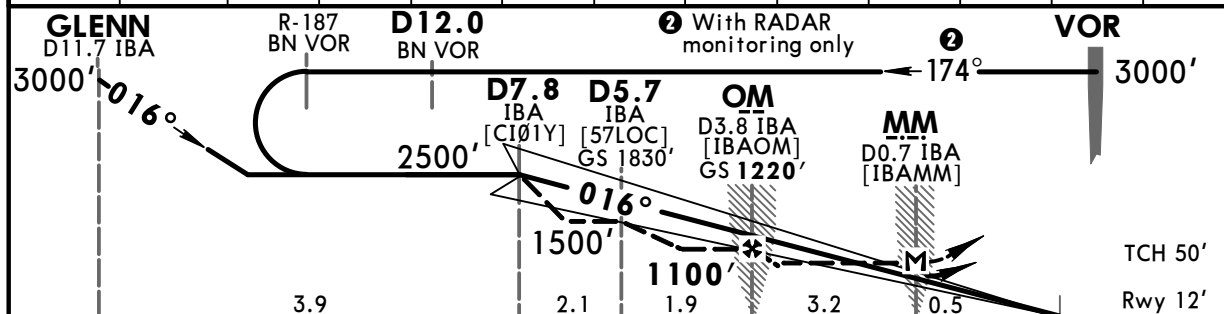
BRISBANE, QLD, AUSTRALIA
ILS-Y or LOC-Y Rwy 01

BRIEFING STRIP™

ATIS		BRISBANE Approach (R)			BRISBANE Tower		Ground		
113.2 125.5		Northwest of extended C/L Rwy 01-19 124.7		Southeast of extended C/L Rwy 01-19 125.6		120.5		121.7	
LOC IBA 109.5		Final Apch Crs 016°		GS OM 1220' (1208')		ILS DA(H) 220' (208')		Apt Elev 13' Rwy 12'	
MISSED APCH: Track 016°, climb to 3000' or as directed by ATC.									
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. IBA DME Required (LOC only). 2. Aircraft may be RADAR vectored to FAF. 3. Holding with RADAR monitoring only. 5. ATC Approach Speeds: At GLENN 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.									



LOC (GS out)	IBA DME	9.4	9.0	7.8	7.0	6.0	5.7	5.0	3.8	3.0	2.0	1.7
ALTITUDE		3000'	2870'	2500'	2240'	1920'	1830'	1600'	1220'	960'	640'	560'



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

STRAIGHT-IN LANDING RWY01					CIRCLE-TO-LAND		
ILS		LOC (GS out) DME			Max		
DA(H) 220' (208')		MDA(H) 560' (548')			Kts		
FULL	HIRL out	HIALS out		HIALS out	100	650' (637') -2.4 km	
A					135		
B	0.8 km	1.2 km	1.5 km	2.2 km	180	780' (767') -4.0 km	
C					205	850' (837') -5.0 km	
D							

PANS OPS

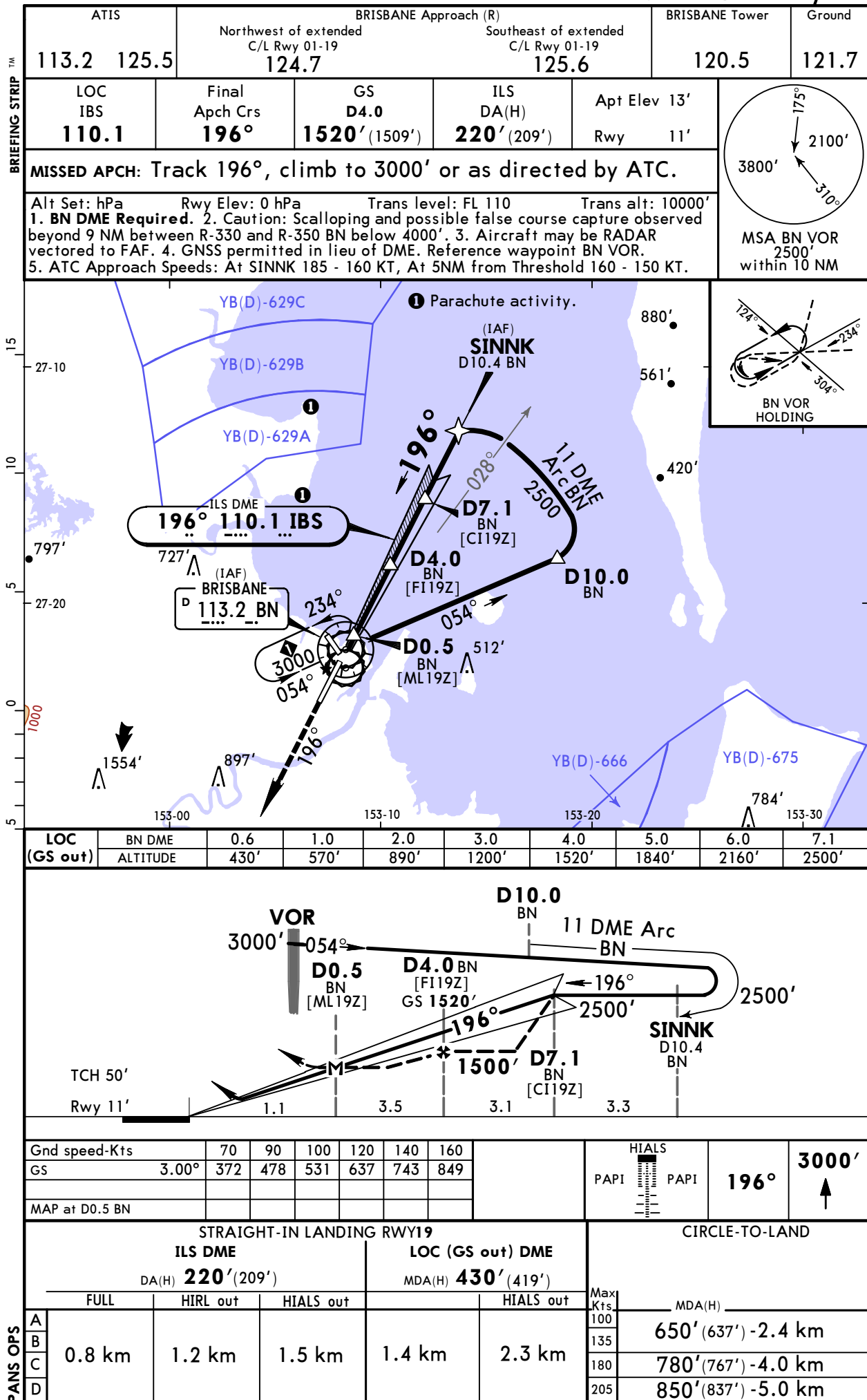
YBBN/BNE
BRISBANE INTL

JEPPesen

4 NOV 16 (11-3) Eff 10 Nov

BRISBANE, QLD, AUSTRALIA

ILS-Z or LOC-Z Rwy 19



YBBN/BNE

BRISBANE INTL

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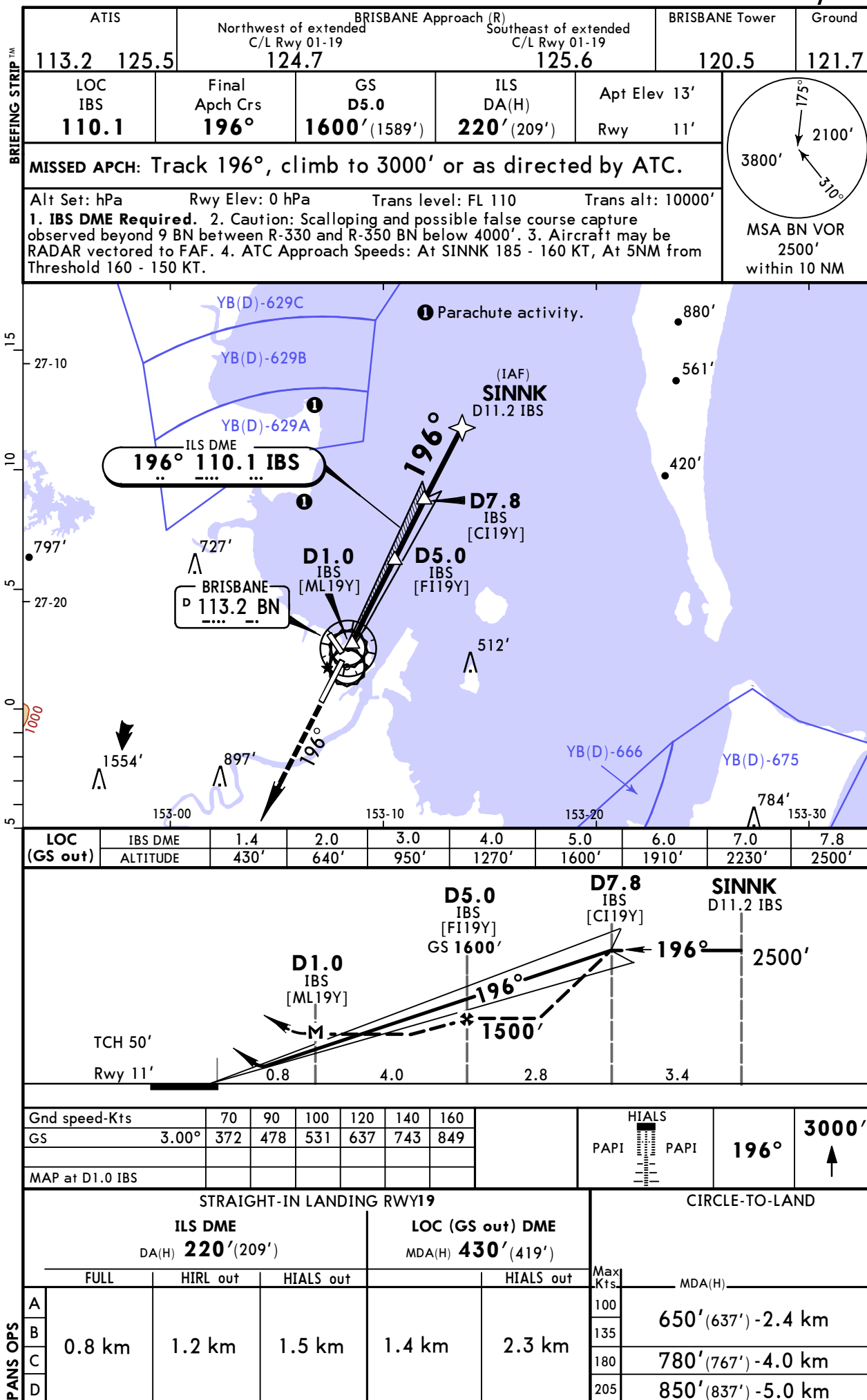
4 NOV 16

(11-4)

Eff 10 Nov

BRISBANE, QLD, AUSTRALIA

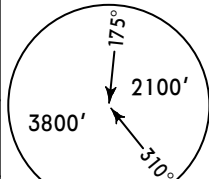
ILS-Y or LOC-Y Rwy 19

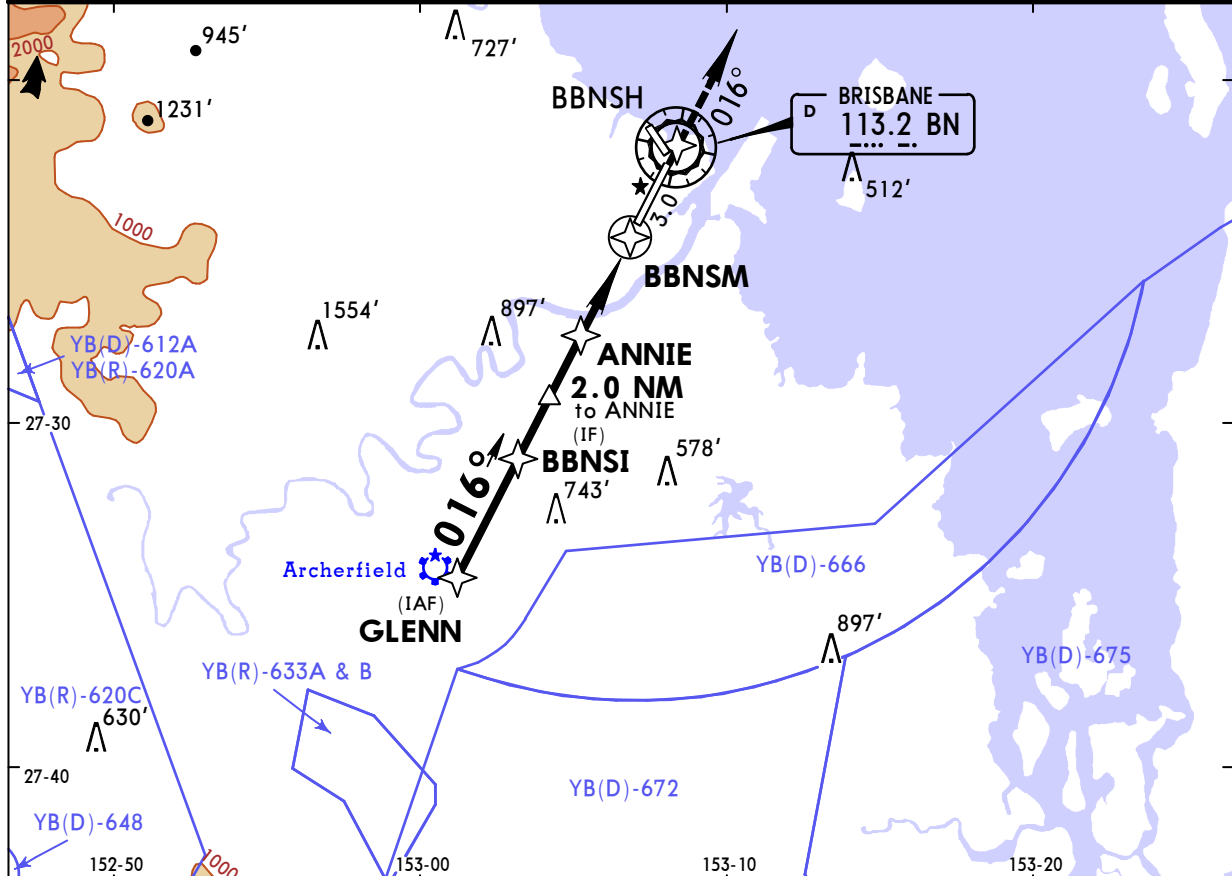


YBBN/BNE BRISBANE INTL

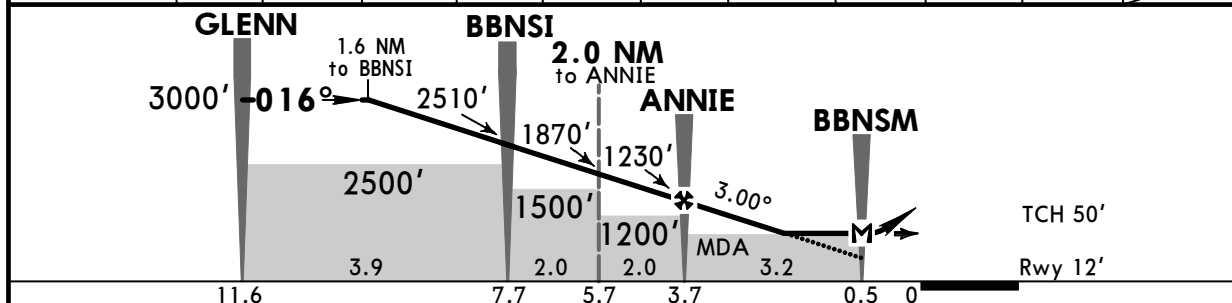
JEPPesen BRISBANE, QLD, AUSTRALIA
4 NOV 16 (12-1) Eff 10 Nov RNAV-Z (GNSS) Rwy 01


BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19			
113.2	125.5	124.7	125.6	120.5	121.7
RNAV	Final Apch Crs 016°	Procedure Alt ANNIE 1230'(1218')	MDA(H) 560'(548')	Apt Elev 13' Rwy 12'	
MISSED APCH: Track direct to BBNSH, thence 016° or as directed by ATC. Climb to 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 KT. 2. Aircraft may be RADAR vectored to GLENN. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					



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



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

PANS OPS

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA(H) 560' (548')				Max Kts			
				MDA(H)			
				100			
				135	650' (637') -2.4 km		
				180	780' (767') -4.0 km		
				205	850' (837') -5.0 km		

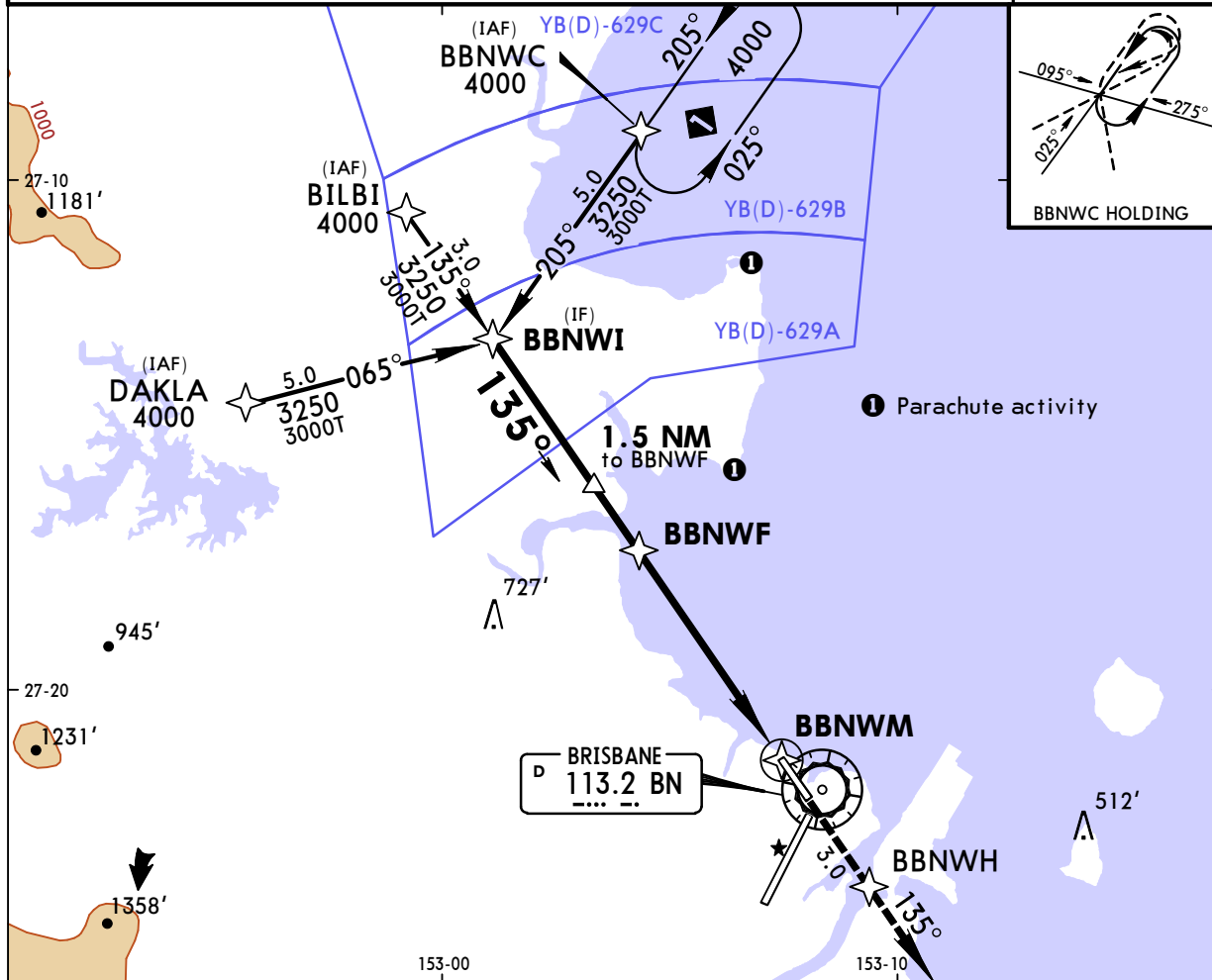
YBBN/BNE
BRISBANE INTL

JEPPesen
4 NOV 16 **(12-2)** Eff 10 Nov

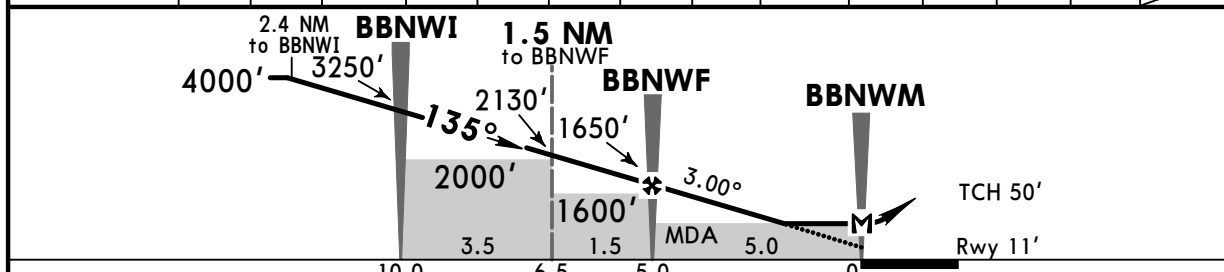
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 14

BRIEFING STRIP

ATIS	BRISBANE Approach (R)		BRISBANE Tower		Ground
113.2 125.5	Northwest of extended C/L Rwy 01-19	124.7	Southeast of extended C/L Rwy 01-19	125.6	120.5
121.7	RNAV	Final Apch Crs 135°	Procedure Alt BBNWF 1650' (1639')	MDA(H) 430' (419')	Apt Elev 13' Rwy 11'
MISSED APCH: Track to BBNWH, thence 135°, climb to 3000'.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max initial IAS: 220 KT. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					
					MSA ARP 2500' within 10 NM



NM to NEXT WPT	2.4	1.0	BBNWI	4.0	3.0	2.0	1.5	1.0	BBNWF	4.0	3.0	2.0	1.2	BBNWM
ALTITUDE	4000'	3560'	3250'	2930'	2610'	2290'	2130'	1970'	1650'	1330'	1020'	700'	430'	



Gnd speed-Kts	70	90	100	120	140	160			PAPI	BBNWH	135°	3000'
Descent Angle	3.00°	372	478	531	637	743						
MAP at BBNWM												

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND					
MDA(H) 430' (419')						Max Kts	MDA(H)				
A						100	650' (637') - 2.4 km				
B						135					
C	2.3 km					180	780' (767') - 4.0 km				
D						205	850' (837') - 5.0 km				

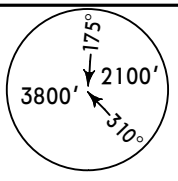
PANS OPS

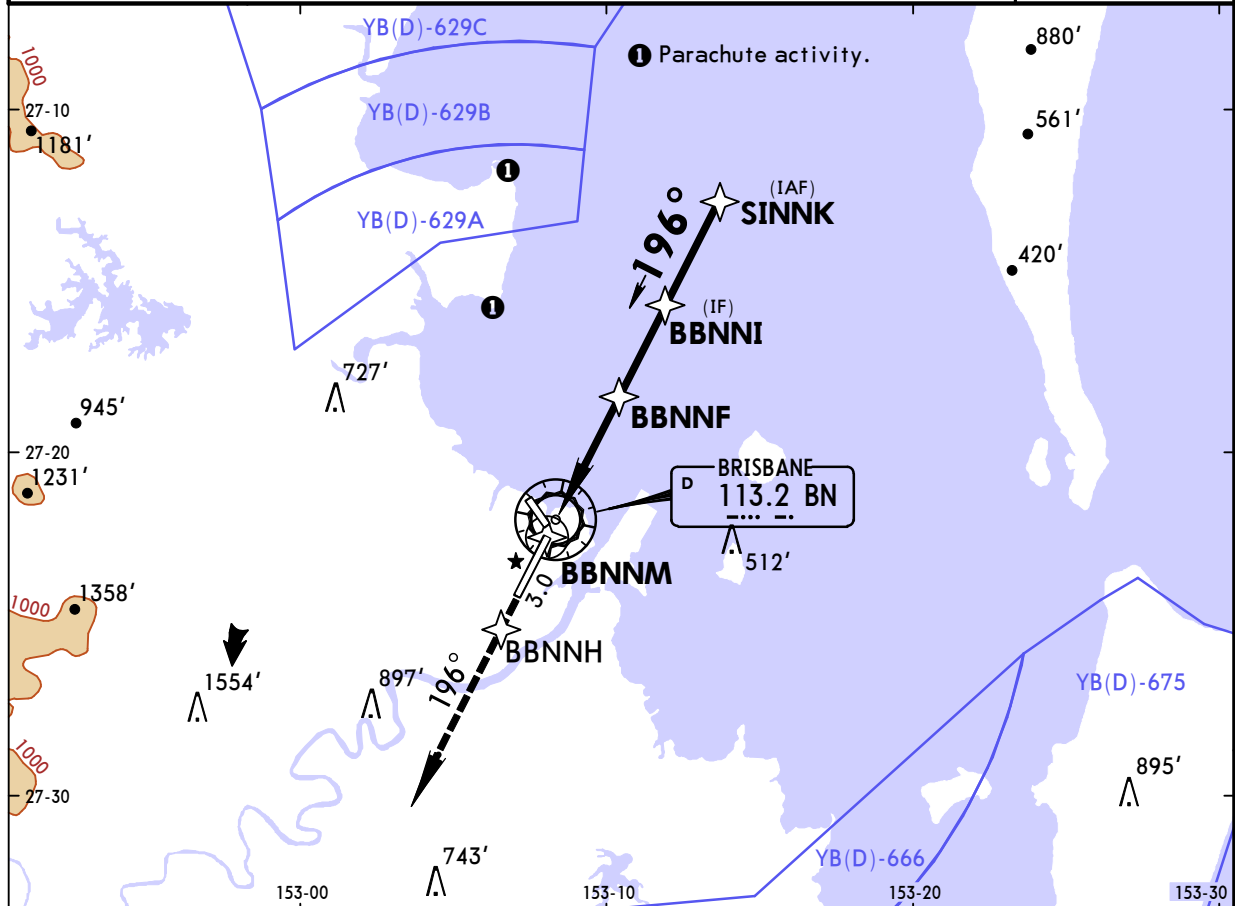
YBBN/BNE
BRISBANE INTL

JEPPESSEN
4 NOV 16 **(12-3)** Eff 10 Nov

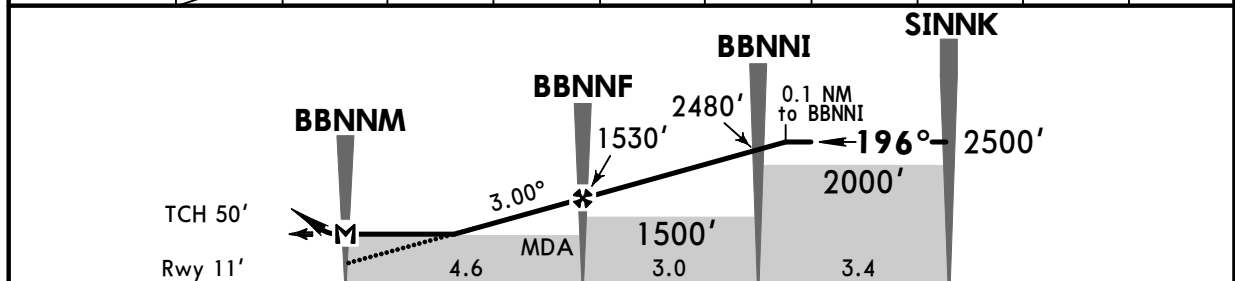
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 19


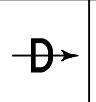

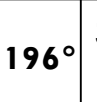
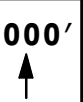
BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		125.6		120.5	
121.7							
RNAV	Final Apch Crs 196°	Procedure Alt BBNNF 1530' (1519')	MDA(H) 430' (419')	Apt Elev 13' Rwy 11'			
MISSED APCH: Track direct to BBNNH, thence 196° or as directed by ATC. Climb to 3000'.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max initial IAS: 210 KT. 2. Aircraft may be RADAR vectored to SINNK. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.					MSA ARP 2500' within 10 NM		



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



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

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 430' (419')				MDA(H)			
HIALS out				Max Kts			
				100	650' (637') - 2.4 km		
				135			
				180	780' (767') - 4.0 km		
				205	850' (837') - 5.0 km		

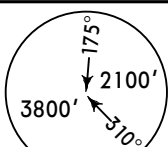
PANS OPS

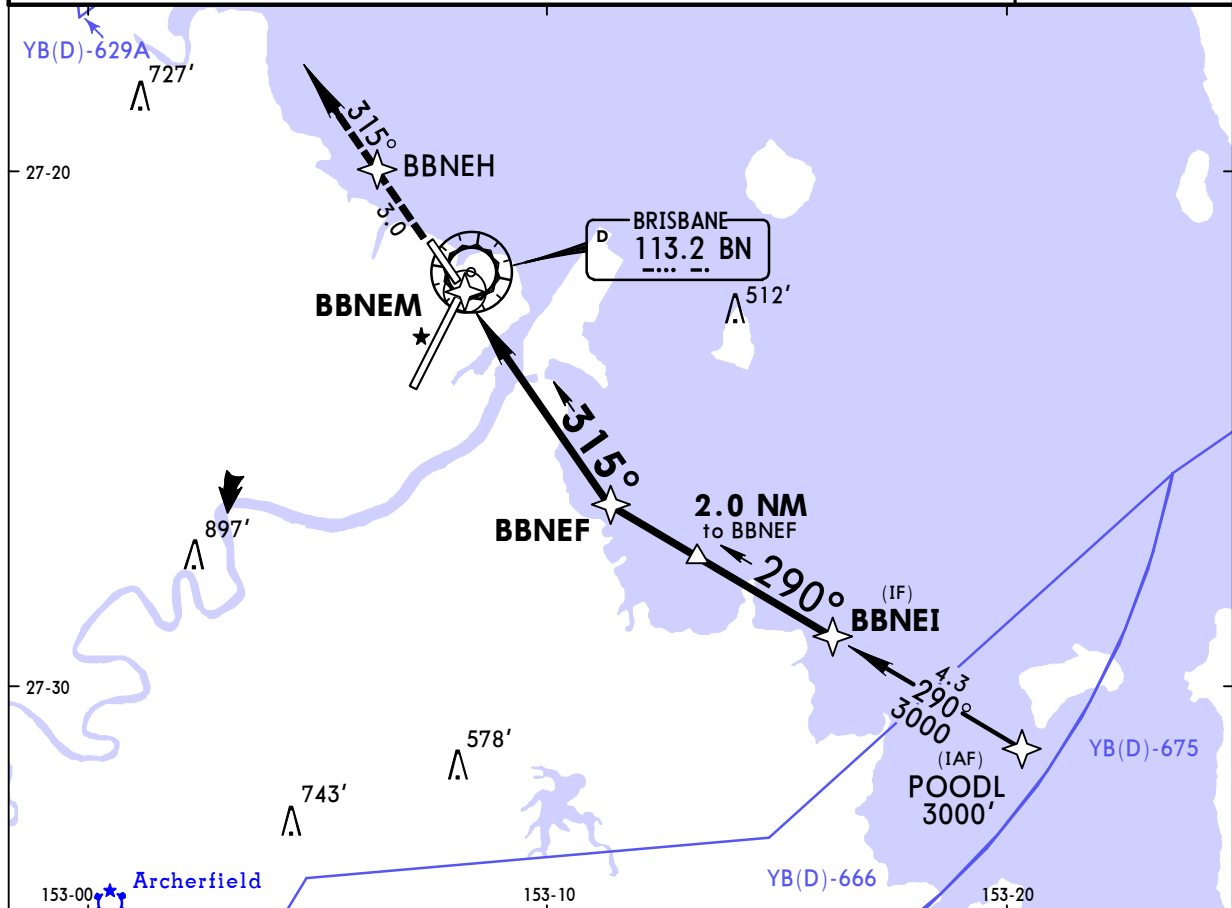
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4 NOV 16 (12-4) Eff 10 Nov

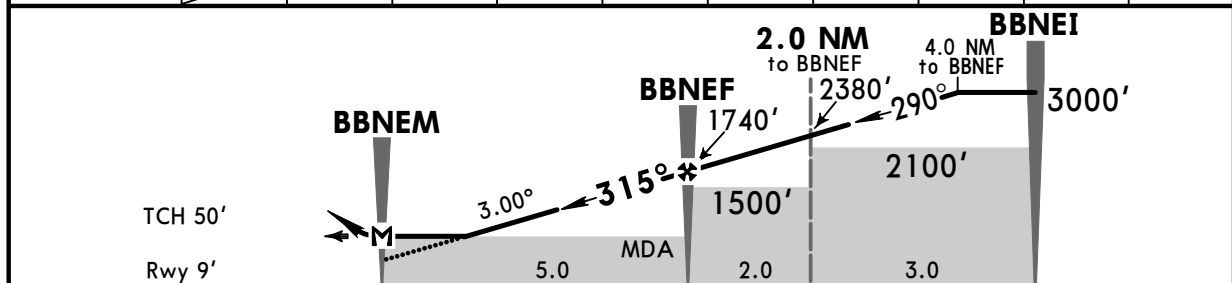
BRISBANE, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 32

BRIEFING STRIP

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		125.6		120.5	
121.7							
RNAV	Final Apch Crs 315°	Procedure Alt BBNEF 1740' (1731')	MDA(H) 490' (481')	Apt Elev 13' Rwy 9'			
MISSED APCH: Track direct to BBNEH, thence 315° or as directed by ATC. Climb to 3000'.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max initial IAS: 210 KT. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							
						MSA ARP 2500' within 10 NM	



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



Gnd speed-Kts	70	90	100	120	140	160	PAPI	→	BBNEH	315°	3000'
Descent Angle	3.00°	372	478	531	637	743					
MAP at BBNEF											

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) 490' (481')				Max Kts	MDA(H)		
2.7 km				100	650' (637') - 2.4 km		
				135	780' (767') - 4.0 km		
				180	850' (837') - 5.0 km		
				205			

PANS OPS

YBBN/BNE
BRISBANE INTL

11 SEP 15
Eff 16 Sep 1600Z

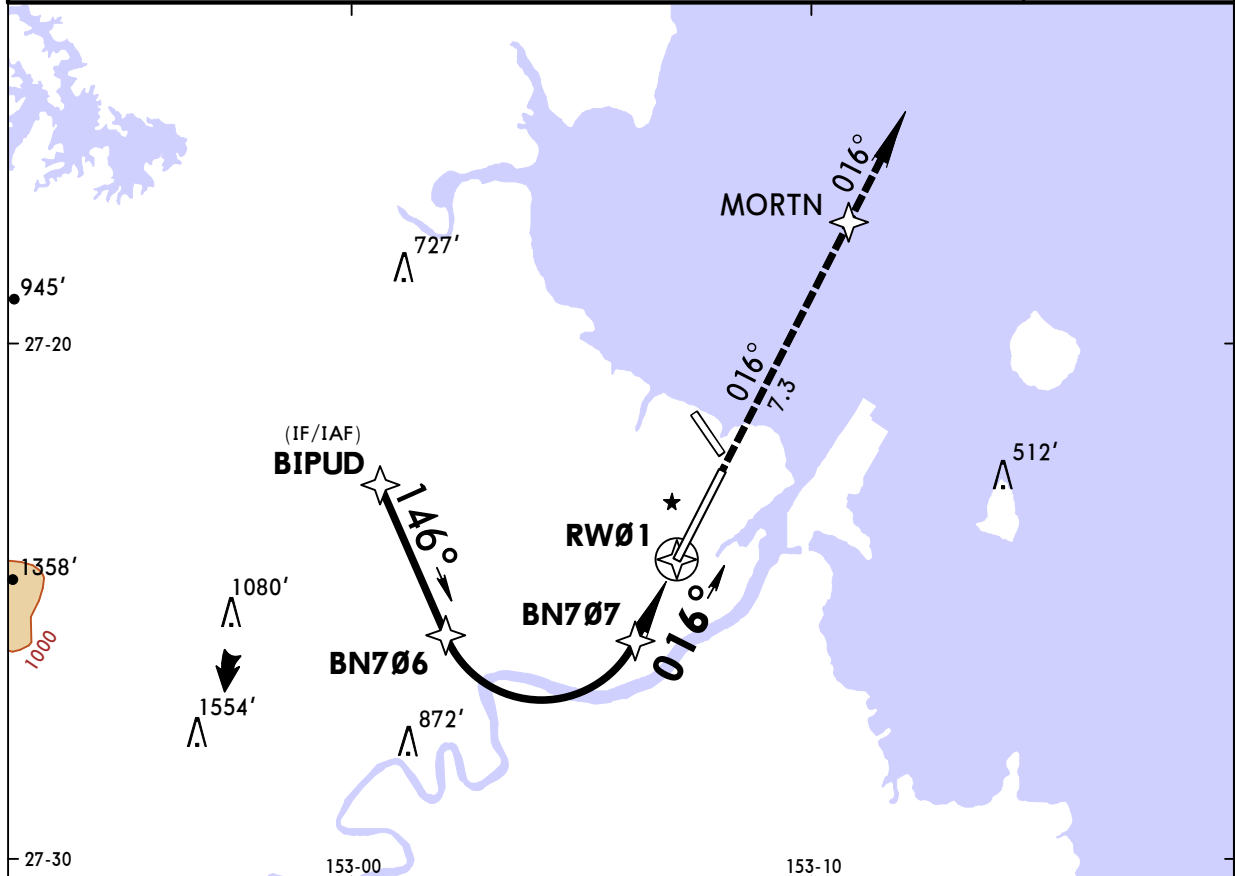
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12-20

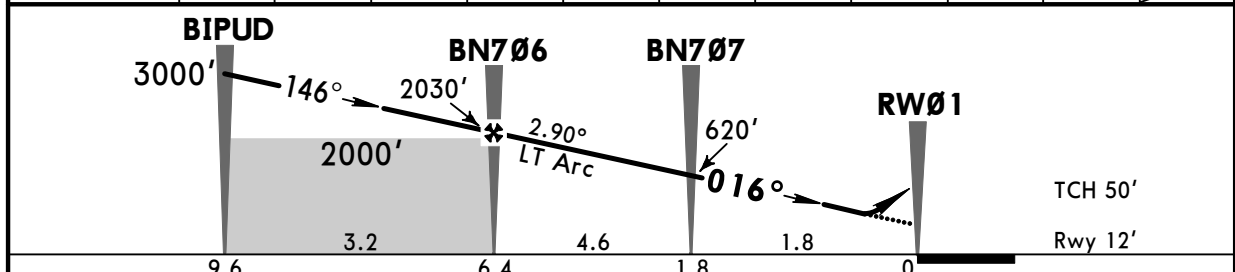
BRISBANE, QLD, AUSTRALIA
RNAV-M (RNP) Rwy 01


BRIEFING STRIP™

ATIS		BRISBANE Approach (R)		BRISBANE Tower		Ground	
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19					
113.2 125.5		124.7		125.6		120.5	
121.7							
RNAV		Final		Procedure Alt		RNP 0.30	
Apch Crs		BN706		DA(H)		Apt Elev 13'	
RNV M 01		2030' (2018')		380' (368')		Rwy 12'	
MISSED APCH: Track 016° to MORTN, thence track 016°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.							
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. Max IAS for initial 185 KT, Max IAS for final 165 KT. 7. Approach glide path angle does not coincide with PAPI.							
<div><div><div><div></div><div>175°</div><div>2100'</div><div>3800'</div><div>310°</div></div></div><div>MSA ARP 2500' within 10 NM</div></div>							



NM to NEXT WPT	BIPUD	2.0	1.0	BN706	4.0	3.0	2.0	1.0	BN707	1.0	RW01
ALTITUDE	3000'	2650'	2340'	2030'	1850'	1540'	1230'	920'	620'	380'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 		016° MORTN	
Descent Angle	2.90°	359	462	513	616	718				
MAP at DA										

STRAIGHT-IN LANDING RWY 01					CIRCLE-TO-LAND						
RNP 0.30											
DA(H) 380' (368')											
ALS out					Max Kts.						
A	2.1 km					A	MDA(H)				
B						B	NOT AUTHORIZED				
C						C					
D						D					

PANS OPS

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BRISBANE INTL

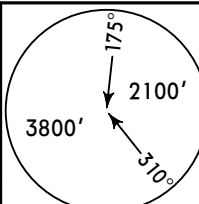
11 SEP 15
Eff 16 Sep 1600Z

JEPPesen

12-21

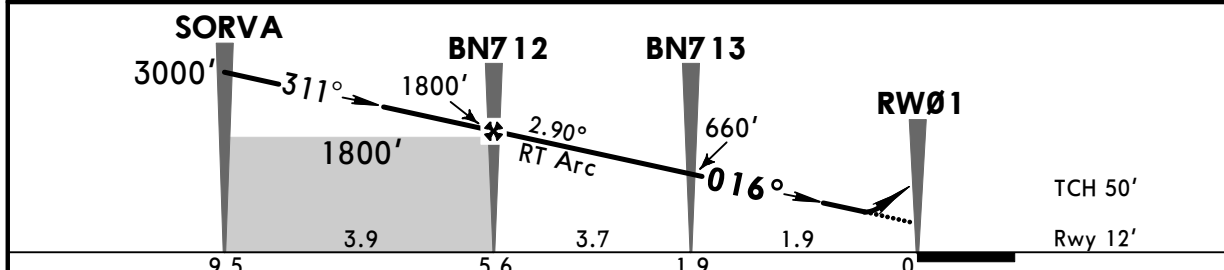
BRISBANE, QLD, AUSTRALIA
RNAV-P (RNP) Rwy 01

BRIEFING STRIP™

ATIS		BRISBANE Approach (R)		BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19			
113.2	125.5	124.7	125.6	120.5	121.7
RNAV RNV P 01	Final Apch Crs 016°	Procedure Alt BN712 1800' (1788')	RNP 0.30 DA(H) 380' (368')	Apt Elev 13' Rwy 12'	
MISSED APCH: Track 016° to MORTN, thence track 016°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.					
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. Max IAS for initial 185 KT. 7. Approach glide path angle does not coincide with PAPI.					



NM to NEXT WPT	SORVA	3.0	2.0	1.0	BN712	3.0	2.0	1.0	BN713	1.0	RW01
ALTITUDE	3000'	2720'	2420'	2110'	1800'	1580'	1270'	960'	660'	380'	



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>REIL</div><div>PAPI</div><div>PAPI</div></div> <div>016°</div> <div>MORTN</div>
Descent Angle 2.90°	359	462	513	616	718	821	
MAP at DA							

STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND					
RNP 0.30											
DA(H) 380' (368')											
ALS out						Max Kts					
A	2.1 km					A	NOT AUTHORIZED				
B						B					
C						C					
D						D					

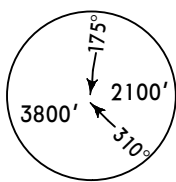
PANS OPS

YBBN/BNE
BRISBANE INTL

JEPPesen
12 AUG 16 **(12-22)** Eff 18 Aug

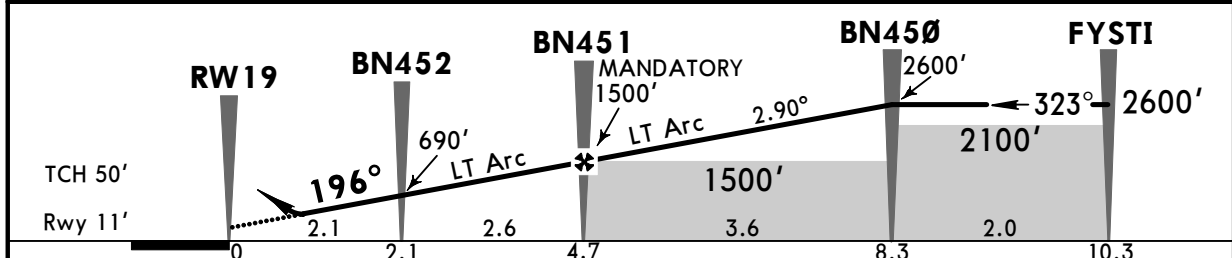
BRISBANE, QLD, AUSTRALIA
RNAV-P (RNP) Rwy 19

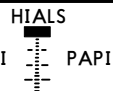
BRIEFING STRIP™

ATIS 113.2 125.5		BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7		Southeast of extended C/L Rwy 01-19 125.6		BRISBANE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 196°	Mandatory Alt BN451 1500' (1489')	RNP 0.30 DA(H) 368' (357')	Apt Elev 13' Rwy 11'		 MSA ARP 2500' within 10 NM	
MISSED APCH: Track 196° to CITEE. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. Max IAS for FYSTI: 185 KT. 7. Approach path angle does not coincide with PAPI on glide slope indication.							



NM to NEXT WPT	1.0	BN452	1.0	2.0	BN451	1.0	2.0	3.0	BN450
ALTITUDE	370'	690'	980'	1290'	1500'	1800'	2110'	2420'	2600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS 		CITEE
Descent Angle 2.90°	359	462	513	616	718	821			
MAP at RW19									

STRAIGHT-IN LANDING RWY19 RNP 0.30 DA(H) 368' (357')						CIRCLE-TO-LAND			
FULL		HIRL out		HIALS out					

PANS OPS

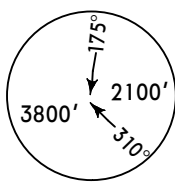
A	2.1 km						A	NOT AUTHORIZED	
B							B		
C							C		
D							D		

YBBN/BNE
BRISBANE INTL

JEPPESEN
12 AUG 16 **(12-23)** Eff 18 Aug

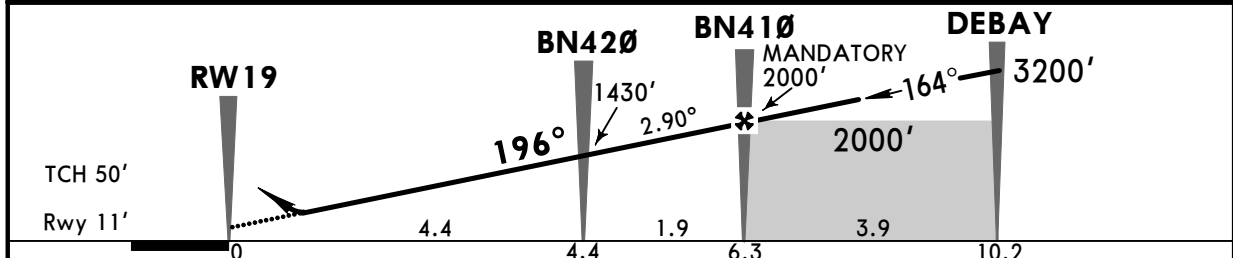
BRISBANE, QLD, AUSTRALIA
RNAV-M (RNP) Rwy 19

BRIEFING STRIP™

ATIS		BRISBANE Approach (R)			BRISBANE Tower	Ground
Northwest of extended C/L Rwy 01-19		Southeast of extended C/L Rwy 01-19				
113.2 125.5		124.7 125.6			120.5	121.7
RNAV	Final Apch Crs 196°	Mandatory Alt BN410 2000' (1989')	RNP 0.30 DA(H) 368' (357')	Apt Elev 13' Rwy 11'	<div> MSA ARP 2500' within 10 NM</div>	
MISSED APCH: Track 196° to CITEE. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 59°C (138°F). 6. Max IAS for DEBAY: 185 KT. 7. Approach path angle does not coincide with PAPI on glide slope indication.						



NM to NEXT WPT	1.0	2.0	3.0	4.0	BN420	1.0	BN410	1.0	2.0	3.0	DEBAY
ALTITUDE	370'	680'	980'	1290'	1430'	1740'	2000'	2310'	2620'	2930'	3200'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 196° CITEE	
Descent Angle 2.90°	359	462	513	616	718	821		
MAP at RW19								

STRAIGHT-IN LANDING RWY19 RNP 0.30 DA(H) 368' (357')						CIRCLE-TO-LAND	
FULL		HIRL out		HIALS out			

PANS OPS

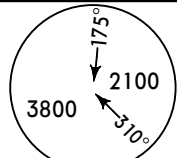
A	2.1 km						A	NOT AUTHORIZED	
B							B		
C							C		
D							D		

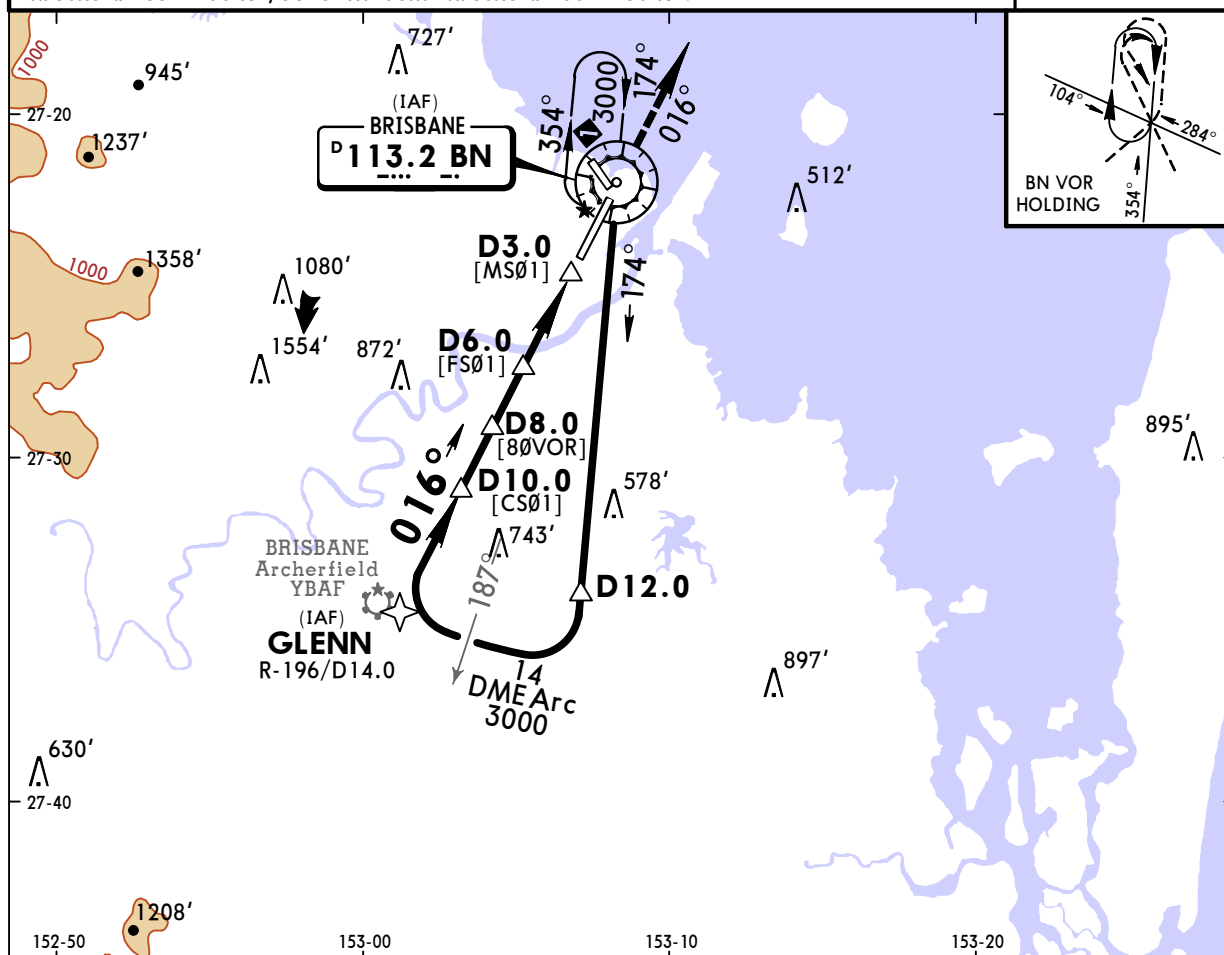
YBBN/BNE
BRISBANE INTLJEPPESEN
24 FEB 17 (13-1)

Eff 2 Mar

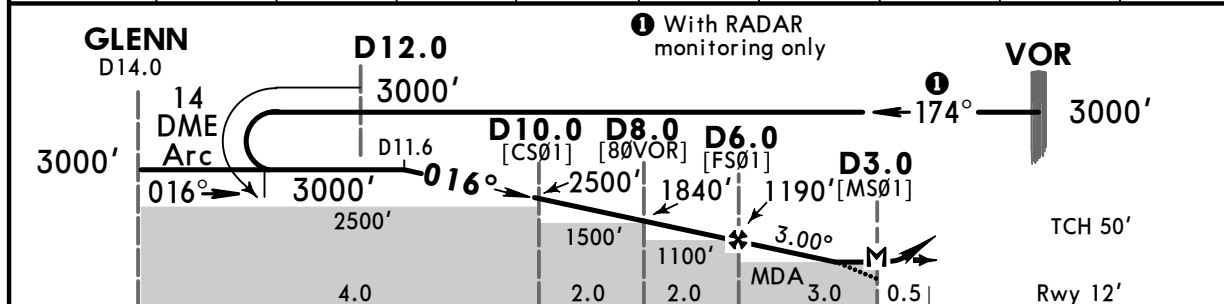
BRISBANE, QLD, AUSTRALIA
VOR Rwy 01

BRIEFING STRIP

ATIS 113.2 125.5	Northwest of extended C/L Rwy 01-19 124.7	BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 016°	Procedure Alt D6.0 1190' (1178')	MDA(H) 570' (558')	Apt Elev 13' Rwy 12'
MISSED APCH: Track 016°. Climb to 3000' or as directed by ATC. Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				
				 MSA BN VOR 2500 within 10 NM



BN DME	11.6	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3000'	2820'	2500'	2160'	1840'	1510'	1190'	870'	570'



Gnd speed-Kts	70	90	100	120	140	160		HIALS		3000'
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	PAPI	016°
MAP at D3.0										↑

STRAIGHT-IN LANDING RWY01				CIRCLE-TO-LAND			
MDA(H) 570' (558')							
				Max			
				Kts	MDA(H)		
A				100	650'(637') -2.4 km		
B				135			
C	3.2 km			180	780'(767') -4.0 km		
D				205	850'(837') -5.0 km		
HIALS out							
3.2 km				3.2 km			

PANS OPS

CHANGES: APCH transition withdrawn.

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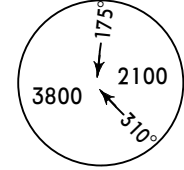
YBBN/BNE
BRISBANE INTL

JEPPesen **BRISBANE, QLD, AUSTRALIA**
24 FEB 17 **(13-2)** **Eff 2 Mar**

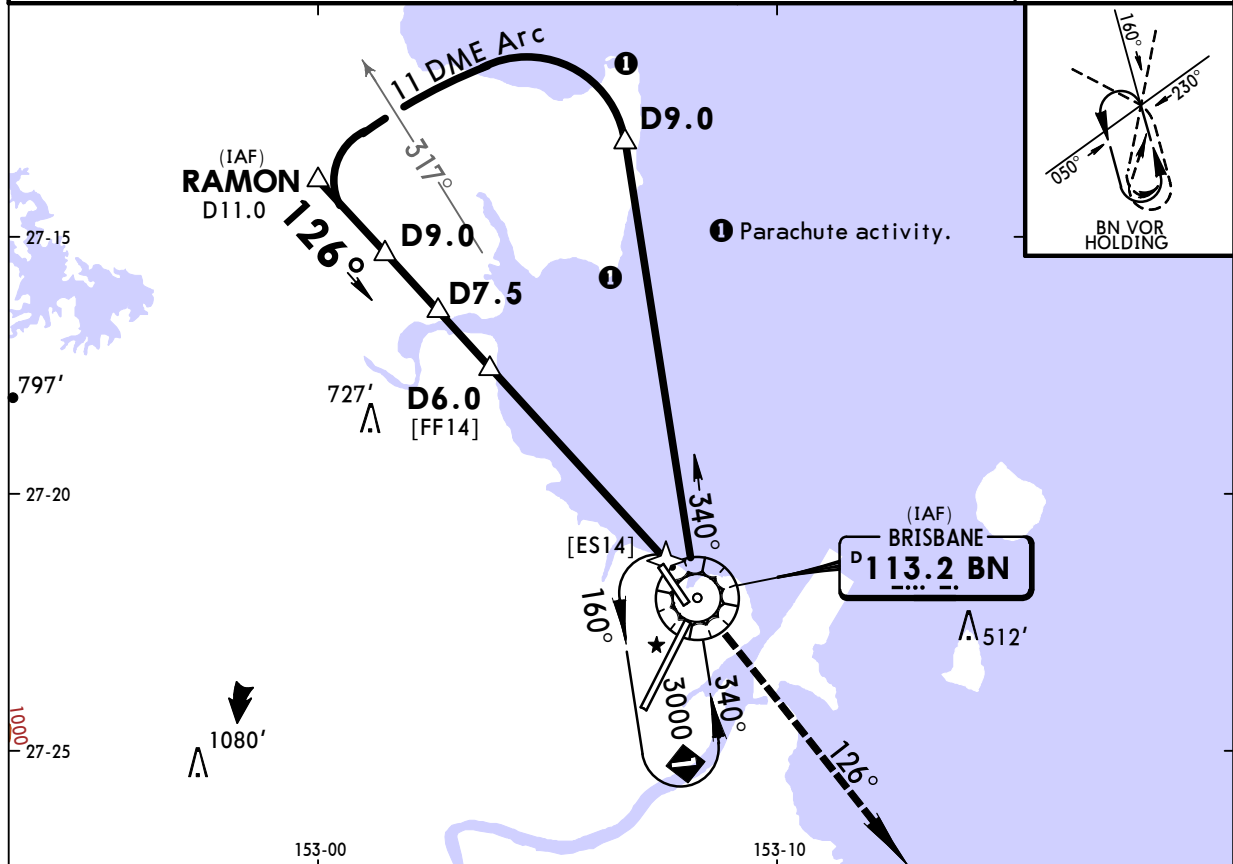
VOR Rwy 14

BRIEFING STRIP

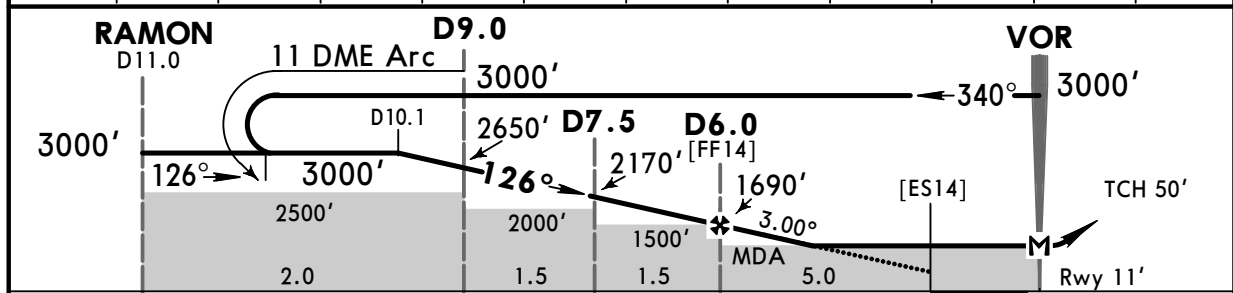
ATIS 113.2 125.5	BRISBANE Approach (R) Northwest of extended C/L Rwy 01-19 124.7	Southeast of extended C/L Rwy 01-19 125.6	BRISBANE Tower 120.5	Ground 121.7
VOR BN 113.2	Final Apch Crs 126°	Procedure Alt D6.0 1690' (1679')	MDA(H) 600' (589')	Apt Elev 13' Rwy 11'
MISSED APCH: Track 126°. Climb to 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'				
1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				



MSA BN VOR
2500
within 10 NM



BN DME	10.1	10.0	9.0	8.0	7.5	7.0	6.0	5.0	4.0	3.0	2.6
ALTITUDE	3000'	2960'	2650'	2330'	2170'	2010'	1690'	1370'	1060'	740'	600'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at VOR								PAPI	126°	3000'

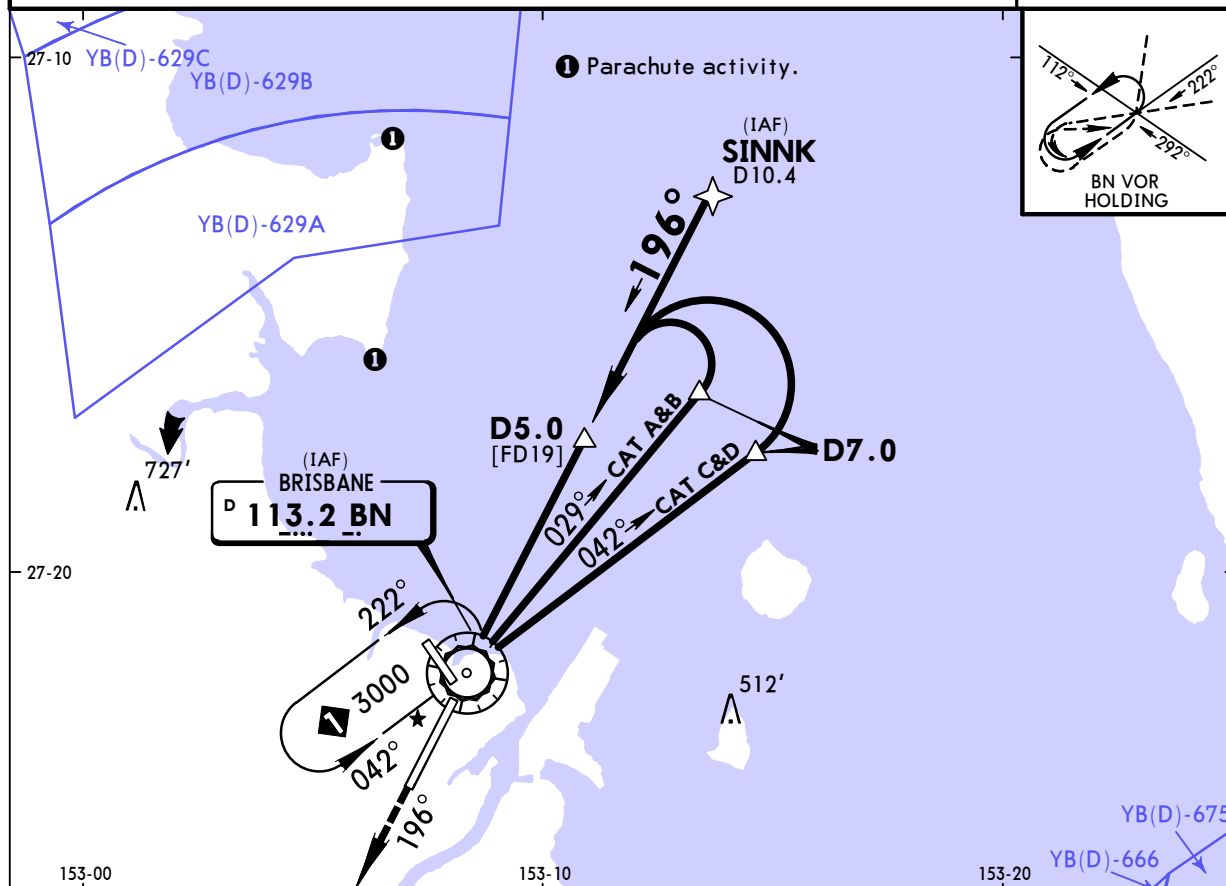
STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
MDA(H) 600' (589')					
A	3.3 km		Max Kts	MDA(H)	
B			100	650' (637') - 2.4 km	
C			135	780' (767') - 4.0 km	
D			205	850' (837') - 5.0 km	

PANS OPS

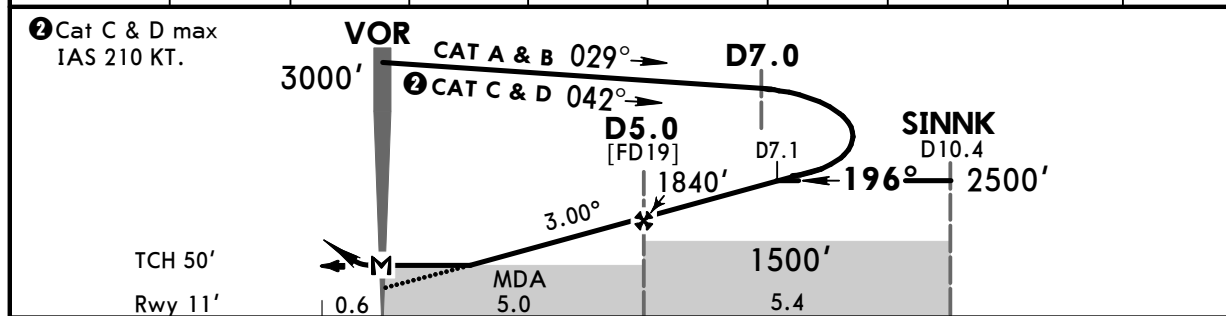
YBBN/BNE
BRISBANE INTLJEPPESEN BRISBANE, QLD, AUSTRALIA
4 NOV 16 (13-3) Eff 10 Nov
VOR Rwy 19

BRIEFING STRIP

ATIS		Northwest of extended C/L Rwy 01-19		BRISBANE Approach (R) Southeast of extended C/L Rwy 01-19		BRISBANE Tower	Ground
113.2	125.5	124.7		125.6		120.5	121.7
VOR BN 113.2	Final Apch Crs 196°	Procedure Alt D5.0 1840' (1829')	MDA(H) 430' (419')	Apt Elev 13' Rwy 11'	<div><div><div>175°</div><div>2100'</div><div>3800'</div><div>310°</div></div></div> <div>MSA BN VOR 2500' within 10 NM</div>		
MISSED APCH: Track 196°, climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. BN DME Required. 2. Aircraft may be RADAR vectored to FAF. 3. GNSS permitted in lieu of DME. Reference waypoint BN VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



BN DME	0.6	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	430'	570'	890'	1210'	1530'	1840'	2160'	2480'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		3000'
Descent Angle	3.00°	372	478	531	637	743	PAPI	PAPI	
MAP at VOR									

STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND		
MDA(H) 430' (419')					
			Max Kts		
			100	650' (637') - 2.4 km	
			135		
			180	780' (767') - 4.0 km	
			205	850' (837') - 5.0 km	

PANS OPS

JEPPesen

20 MAY 16

10-2

Eff 26 May

DME or GNSS ARRIVAL

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4

CAIRNS Tower 124.9

Ground 121.7

Alt Set: hPa

Apt Elev: 0 hPa

Trans level: FL 110

Trans alt: 10000' (9990')

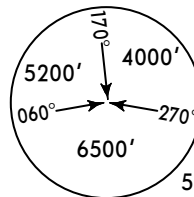
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

VOR 113.0 CS

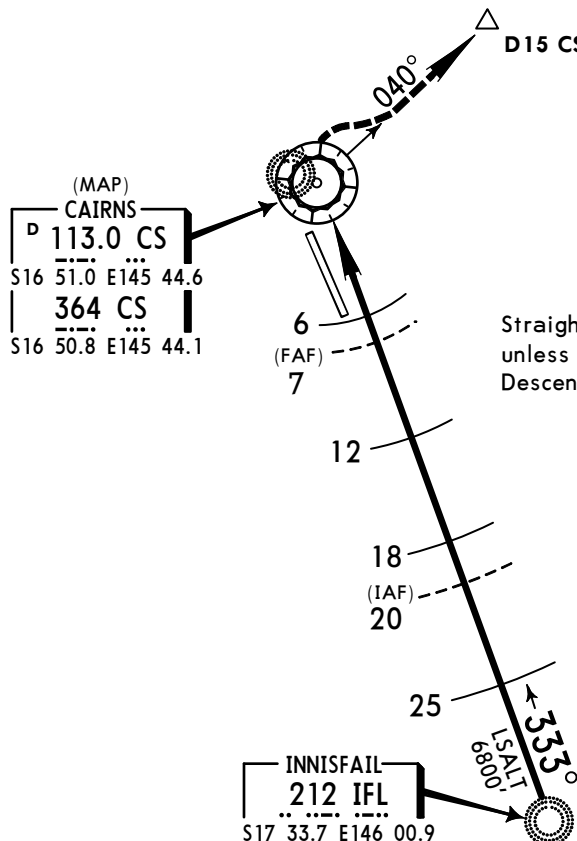
NDB 364 CS

Apt. Elev 10'



MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

IFL NDB to CS VOR or NDB

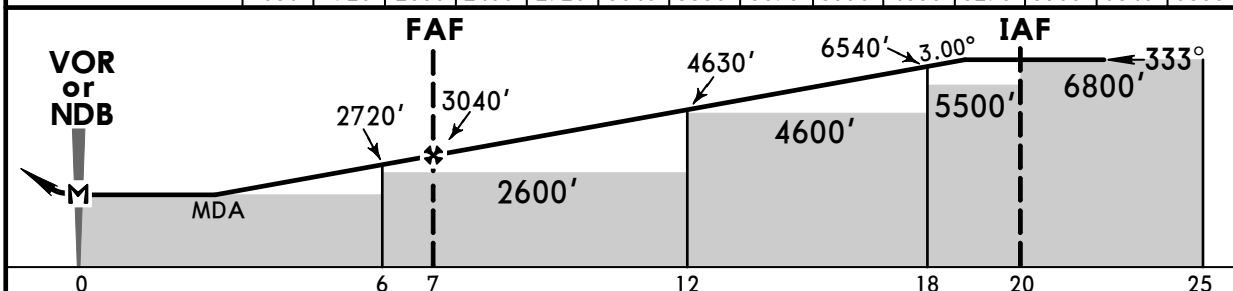


DME USING CS DME
REFERENCE WAYPOINT CS VOR

Straight-in landing Rwy 33 not available
unless visual by D10 CS.
Descent gradient to threshold 345'/NM.

NOT TO SCALE

NM to VOR	2.6	2.9	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	14.0	16.0	18.0	18.8
ALTITUDE	1630'	1720'	2080'	2400'	2720'	3040'	3350'	3670'	3990'	4630'	5270'	5900'	6540'	6800'

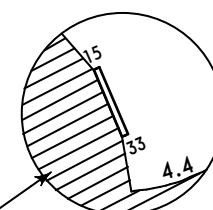


MISSED APPROACH: Turn RIGHT to intercept and track 040° from CS VOR or NDB.
Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B: 1630' (1620')
C, D: 1720' (1710')

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



No Circling West of Rwy 15-33 or
beyond 4.4 DME to the South.

PANS OPS

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

JEPPesen

22 MAY 15 **(10-2B)**

Eff 28 May

DME or GNSS ARRIVAL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9990')

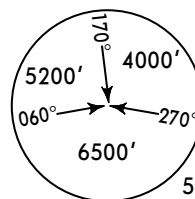
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

VOR 113.0 CS

NDB 364 CS

Apt. Elev 10'

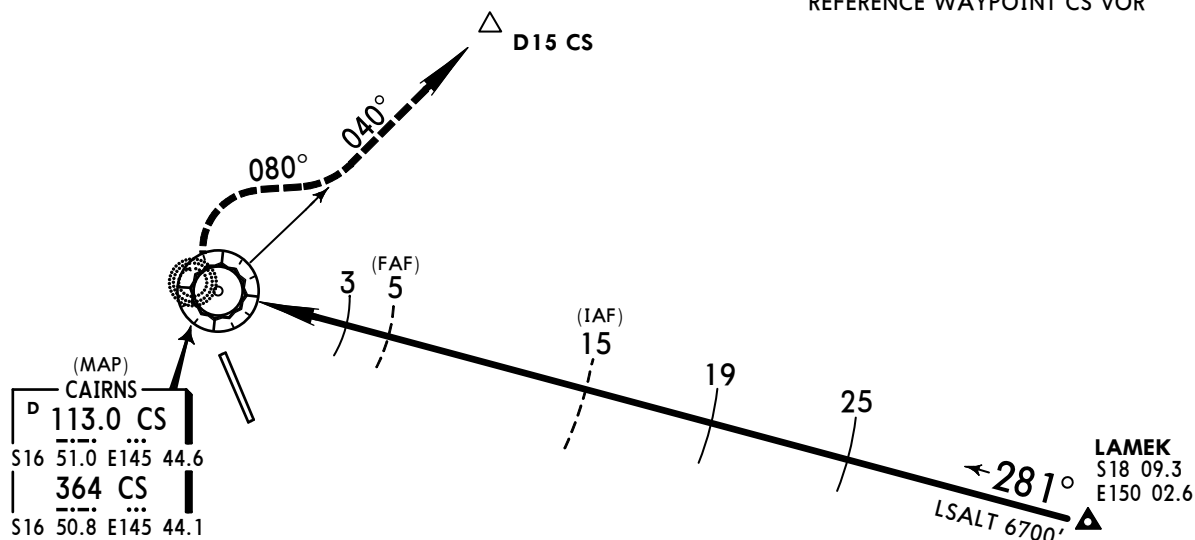


MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

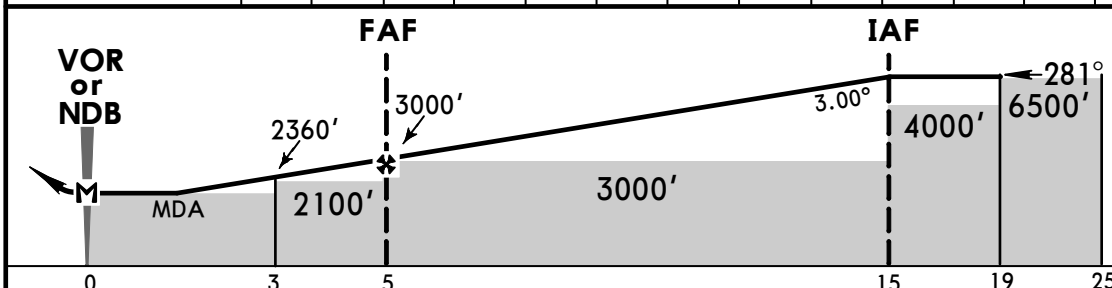
LAMEK to CS VOR or NDB

DME USING CS DME
REFERENCE WAYPOINT CS VOR

NOT TO SCALE



NM to VOR	0.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	16.0
ALTITUDE	1620'	2040'	2360'	2680'	3000'	3320'	3640'	3960'	4270'	4590'	4910'	5230'	5550'	6500'



MISSED APPROACH: Turn RIGHT track 080° to intercept and track 040° from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

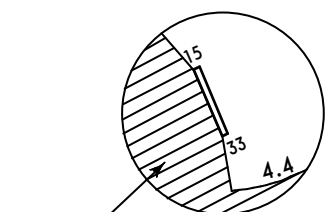
LIMITATION: Max 185 KT until established on CS R-040 VOR (040° bearing from CS NDB).

CAUTION: Do NOT delay turn onto 080° due to high terrain West of Missed Approach Area.

CIRCLE-TO-LAND

MDA(H) A, B: 1620' (1610')
C, D: 1720' (1710')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

PANS OPS

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

JEPPESEN

22 MAY 15 **10-2C**

Eff 28 May

DME or GNSS ARRIVAL

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4

CAIRNS Tower 124.9

Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')

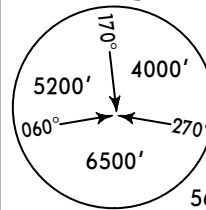
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

VOR 113.0 CS

NDB 364 CS

Apt. Elev 10'



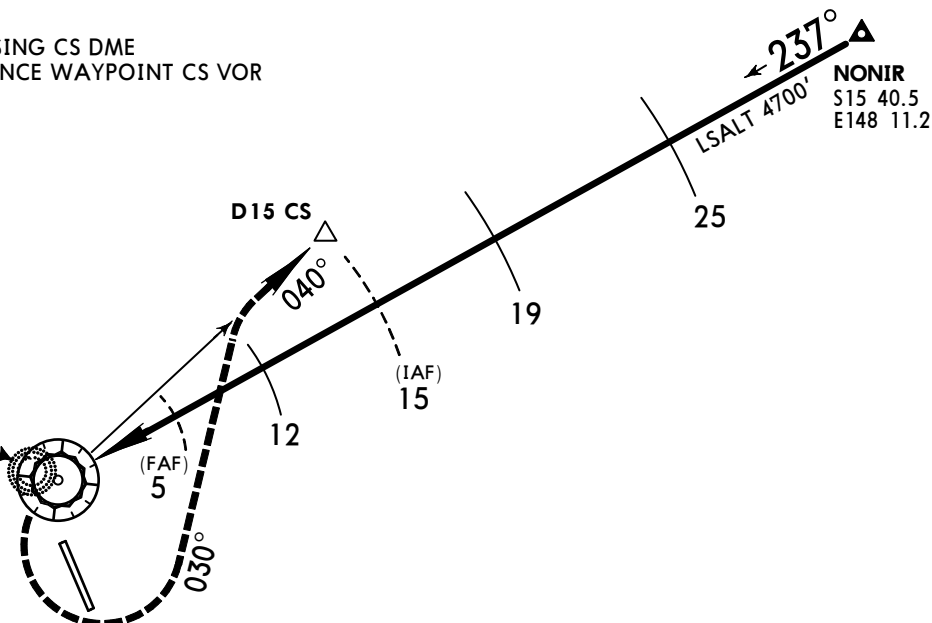
MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

NONIR to CS VOR or NDB

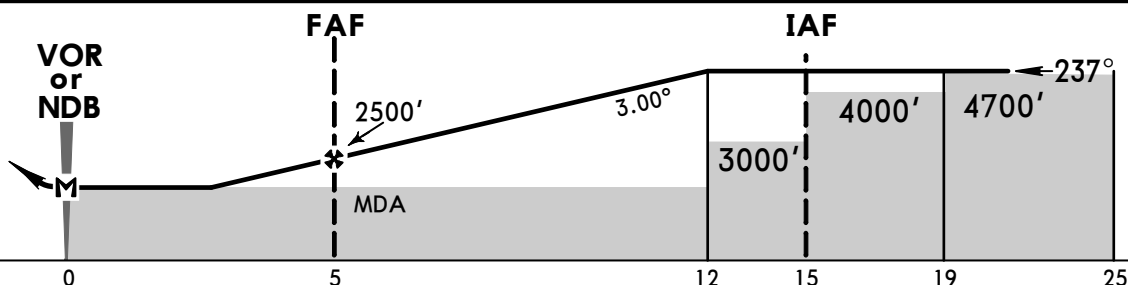
DME USING CS DME
REFERENCE WAYPOINT CS VOR

NOT TO SCALE

(MAP)
CAIRNS
D 113.0 CS
S16 51.0 E145 44.6
364 CS
S16 50.8 E145 44.1



NM to VOR	2.8	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	1780'	1860'	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'	4700'



MISSED APPROACH: Turn LEFT track 030° to intercept and track 040° from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

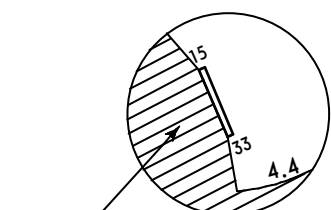
LIMITATION: Max 185 KT until established on CS VOR R-040 (040° bearing from CS NDB).

CAUTION: Do NOT delay turn onto 030° due to high terrain West of Missed Approach Area.

CIRCLE-TO-LAND

MDA(H) 1780' (1770')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

PANS OPS

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

10-2D

4 NOV 16

Eff 10 Nov

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
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YBCS CAIRNS INTL.

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NONUM ONE ALPHA ARRIVAL[NONU1A],
NONUM ONE BRAVO ARRIVAL[NONU1B],
NONUM ONE VICTOR ARRIVAL[NONU1V],
NONUM ONE ZULU ARRIVAL[NONU1Z]
SPEED: MAX IAS 250 KT BELOW 10000'

NONUM ONE ALPHA

RWY 15: From NONUM track 022° to RAINY. From RAINY, track via CS 15 DME Arc for ILS or LOC RWY 15.

NONUM ONE BRAVO

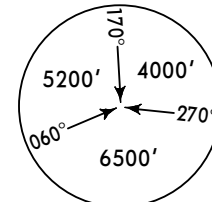
RWY 15: From NONUM track 022° to RAINY, thence via CS 15 DME Arc to SUNNY, then intercept CS R-360 for NDB-A or VOR-A.

NONUM ONE VICTOR

RWY 15: From NONUM track 022° to RAINY, thence via CS 15 DME Arc to SUNNY. From SUNNY intercept CS R-360 to BENJI then visual track via "Creek Corridor" (refer to Cairns 10-4B).

NONUM ONE ZULU

RWY 15: From NONUM track 022° to RAINY, turn RIGHT, track 052° to CNSNA for RNAV-Z (GNSS) RWY 15.

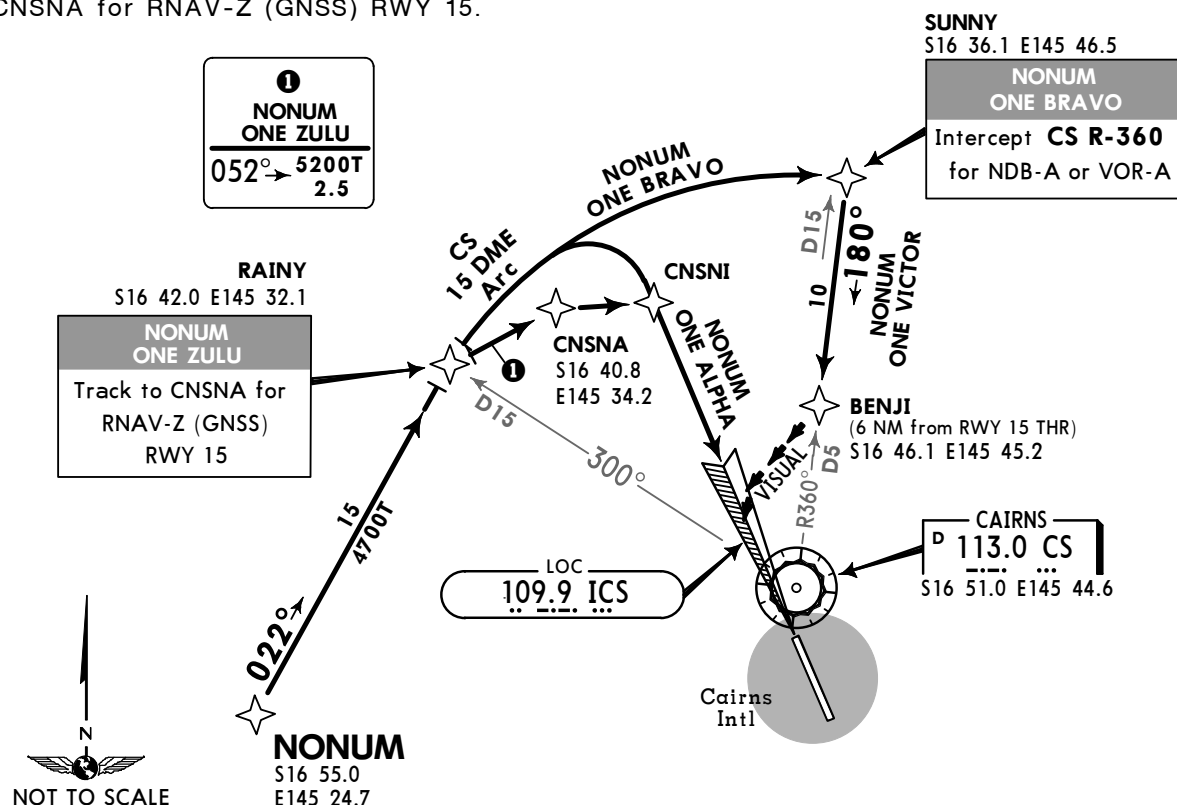


MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME Reference waypoint CS VOR
--

Direct distance to Cairns Intl from:

BENJI 7 NM
CNSNA 16 NM
RAINY 17 NM
SUNNY 17 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESEN

10-2E

4 NOV 16
Eff 10 Nov

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

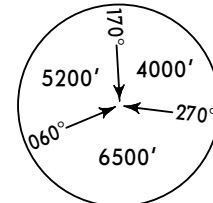
**NONUM ONE PAPA ARRIVAL[NONU1P],
NONUM ONE UNIFORM ARRIVAL[NONU1U]
SPEED: MAX IAS 250 KT BELOW 10000'**

NONUM ONE PAPA

RWY 15: From NONUM track 022° to RAINY. From RAINY, track via RNAV-P (RNP) RWY 15.

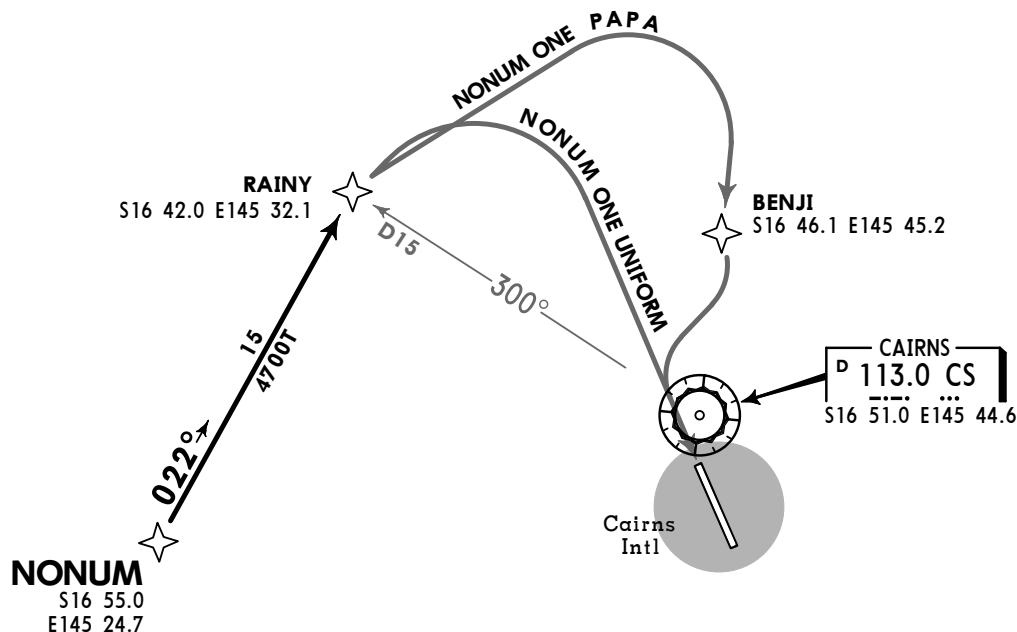
NONUM ONE UNIFORM

RWY 15: From NONUM track 022° to RAINY. From RAINY, track via RNAV-U (RNP) RWY 15.

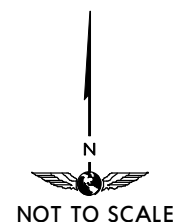


MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
BENJI 7 NM
RAINY 17 NM



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

LOST COMMS ▼

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380**

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

LOST COMMS ▼


JEPPESSEN

(10-2F)

26 FEB 16
Eff 3 Mar

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
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YBCS CAIRNS INTL.

TRANS LEVEL: FL110
TRANS ALT: 10000'

CODIE SIX ALPHA ARRIVAL [CODI6A],
CODIE SIX ZULU ARRIVAL [CODI6Z]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track
090° to CODIE.

DREWS: From DREWS track 142° to CODIE.

KONDA: From KONDA track
076° to CODIE.

LAKED: From LAKED track
120° to CODIE.

LOCKA: From LOCKA track
174° to CODIE.

ZANEY: From ZANEY track
204° to CODIE.

FOLLOW ARRIVAL INSTRUCTIONS

GNSS permitted in lieu of DME
Reference waypoint CS VOR

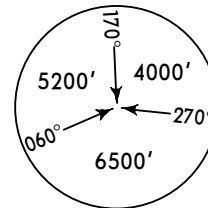
ARRIVAL:

CODIE SIX ALPHA

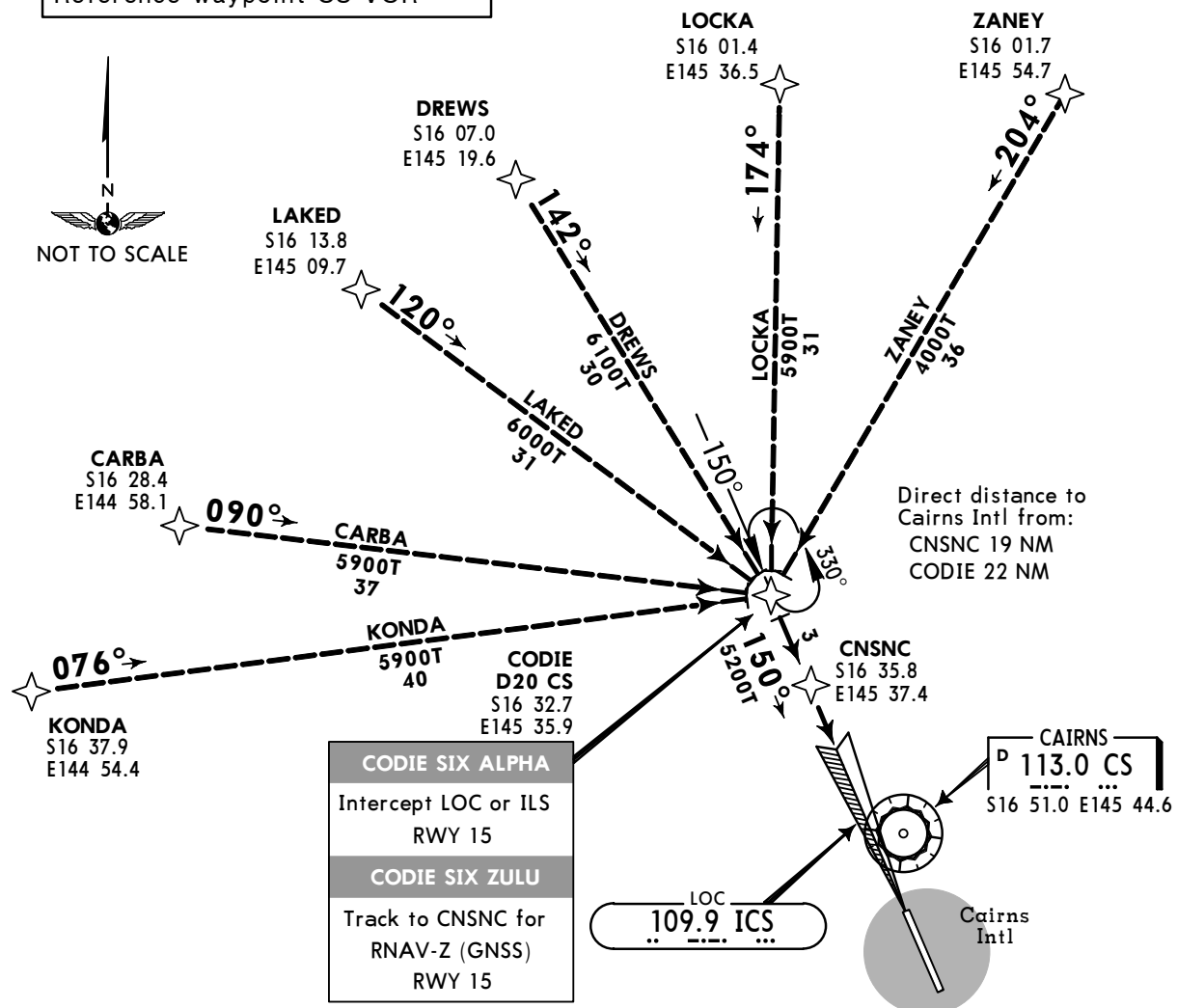
RWY 15: From CODIE, intercept LOC for ILS or LOC RWY 15.

CODIE SIX ZULU

RWY 15: From CODIE, track 150° to CNSNC for RNAV-Z (GNSS) RWY 15.



MSA CS VOR
5600' within 10 NM

[illegible]

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESEN

10-2G

26 FEB 16
Eff 3 Mar

RNAV STAR

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

CODIE SIX UNIFORM ARRIVAL [CODI6U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track
090° to CODIE.

DREWS: From DREWS track
142° to CODIE.

KONDA: From KONDA track
076° to CODIE.

LAKED: From LAKED track
120° to CODIE.

LOCKA: From LOCKA track
174° to CODIE.

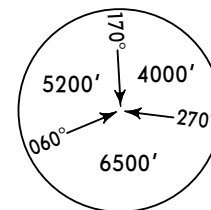
ZANEY: From ZANEY track
204° to CODIE.

ARRIVAL:

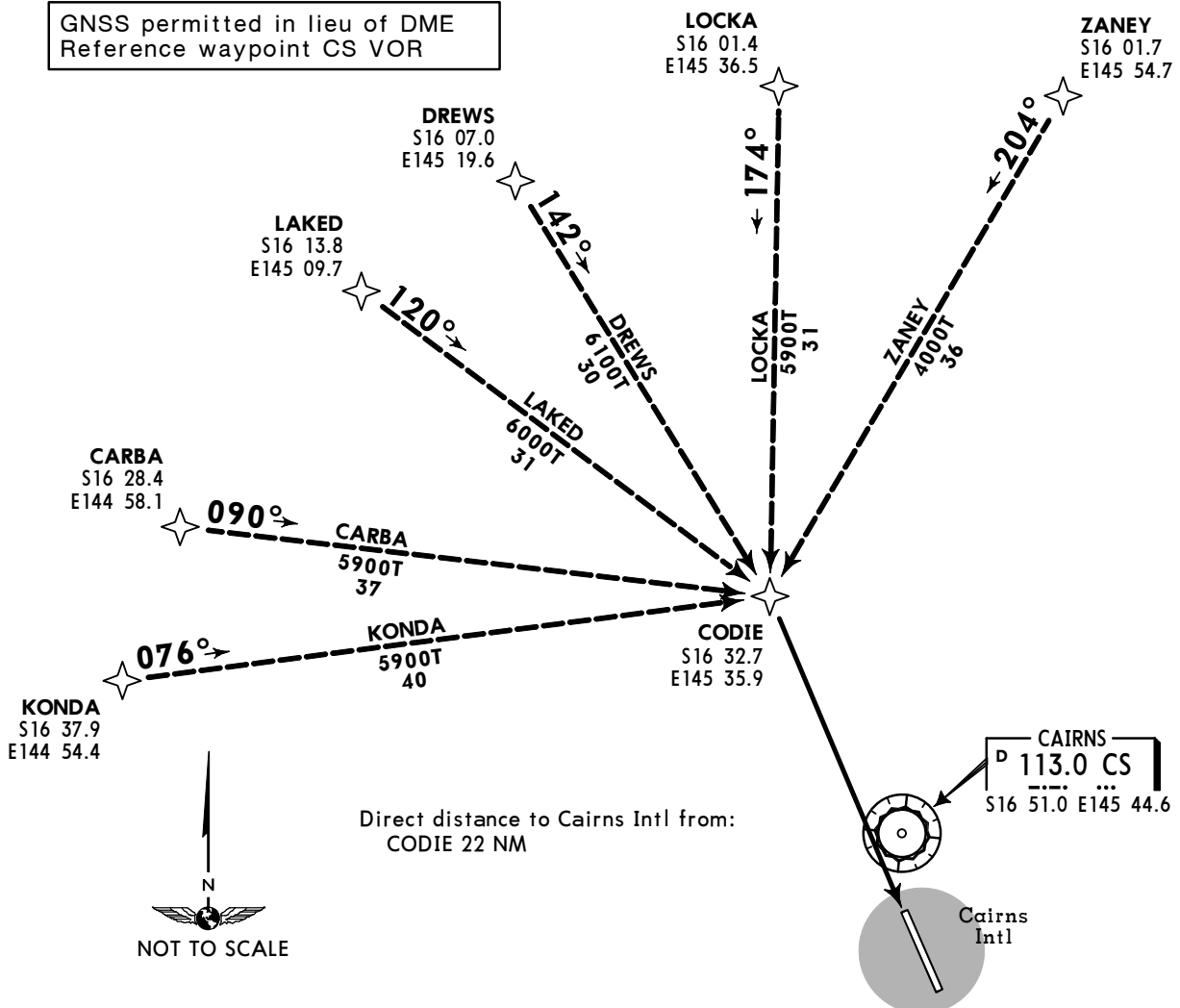
RWY 15: From CODIE, track via
RNAV-U (RNP) RWY 15.

FOLLOW ARRIVAL INSTRUCTIONS

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPesen

(10-2H)

20 MAY 16
Eff 26 May

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO SEVEN ALPHA ARRIVAL [HEND7A]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262° to ROLFE. Cross ROLFE at or below 10000'. Track 262° to HENDO.

BULOK: From BULOK track 069° to HENDO.

CARBA: From CARBA track 130° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005° to HENDO.

KONDA: From KONDA track 114° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME to HENDO.

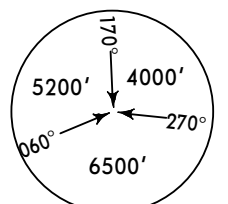
LAKED: From LAKED track 154° to NONUM, turn LEFT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

NORMA: From NORMA track 032° to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

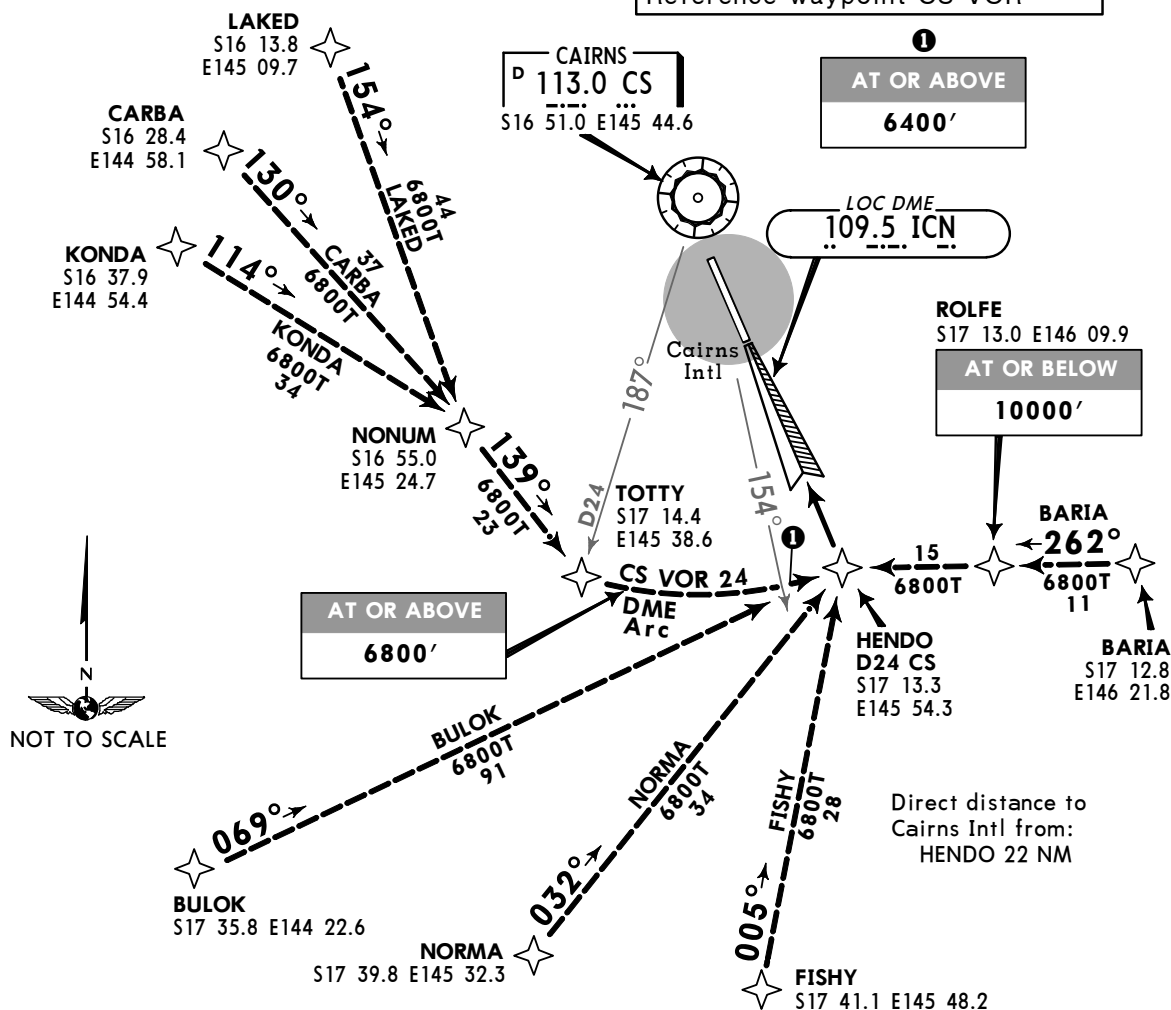
ARRIVAL:

RWY 33: From HENDO, intercept LOC RWY 33.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.



(10-2J)

20 MAY 16
Eff 26 May

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
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YBCS CAIRNS INTL.

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO SEVEN UNIFORM ARRIVAL[HEND7U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262° to ROLFE. Cross ROLFE at or below 10000'. Track 262° to HENDO.

BULOK: From BULOK track 069° to HENDO.

CARBA: From CARBA track 130° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005° to HENDO.

KONDA: From KONDA track 114° to NONUM, turn RIGHT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

LAKED: From LAKED track 154° to NONUM, turn LEFT, track 139° to TOTTY, then via CS VOR 24 DME Arc to HENDO.

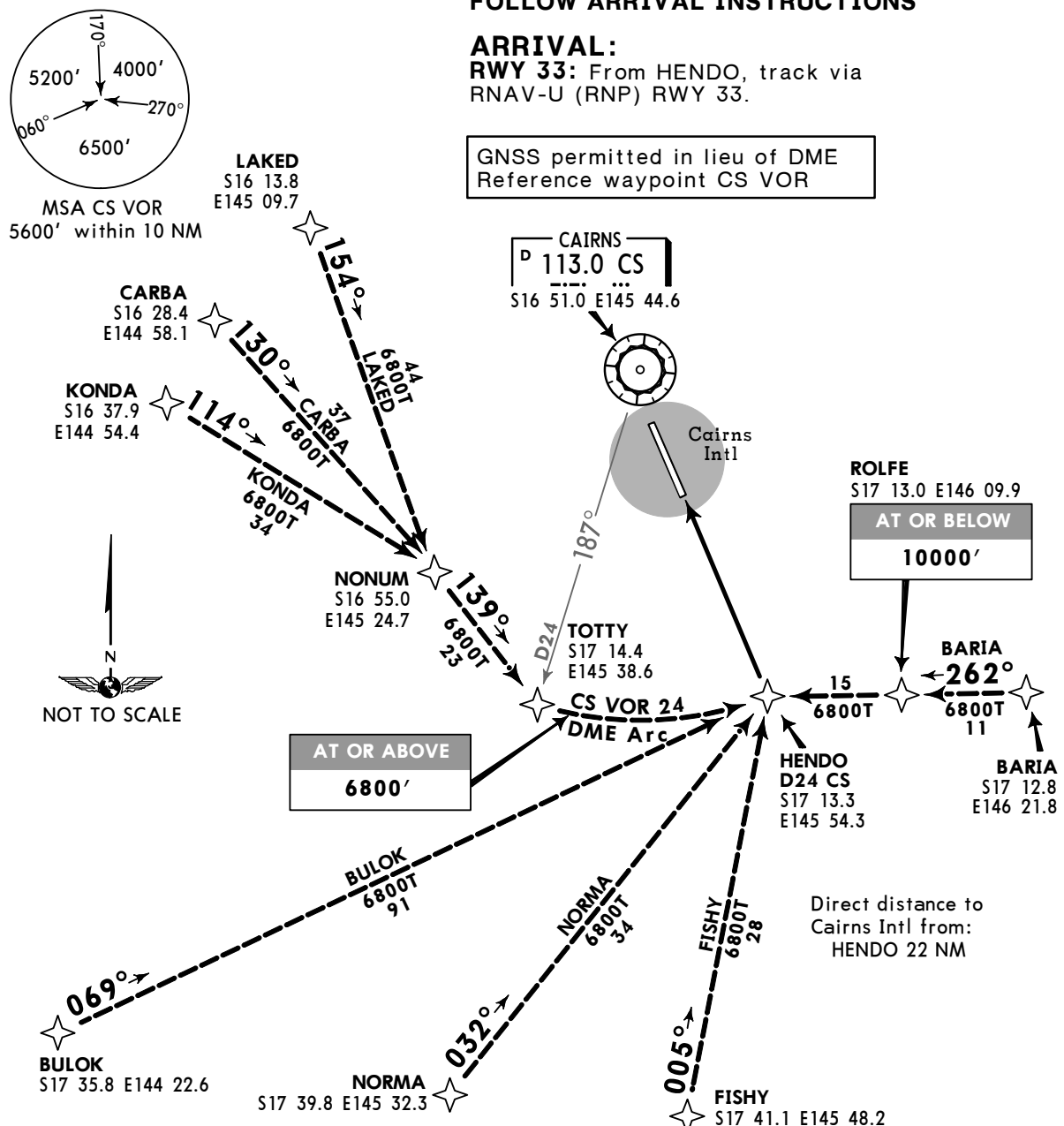
NORMA: From NORMA track 032° to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL:

RWY 33: From HENDO, track via RNAV-U (RNP) RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESSEN

10-2K

4 NOV 16

Eff 10 Nov

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
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YBCS CAIRNS INTL.

TRANS LEVEL: FL110
TRANS ALT: 10000'

KEEWI EIGHT ALPHA ARRIVAL [KEWI8A],
KEEWI EIGHT VICTOR ARRIVAL [KEWI8V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093° to SUNNY then track 130° to KEEWI.

DREWS: From DREWS track 132° to SUNNY then track 130° to KEEWI.

KONDA: From KONDA track 082° to SUNNY then track 130° to KEEWI.

LAKED: From LAKED track 116° to SUNNY then track 130° to KEEWI.

LOCKA: From LOCKA track 150° to KEEWI.

ZANEY: From ZANEY track 172° to KEEWI.

ARRIVALS:

KEEWI EIGHT ALPHA

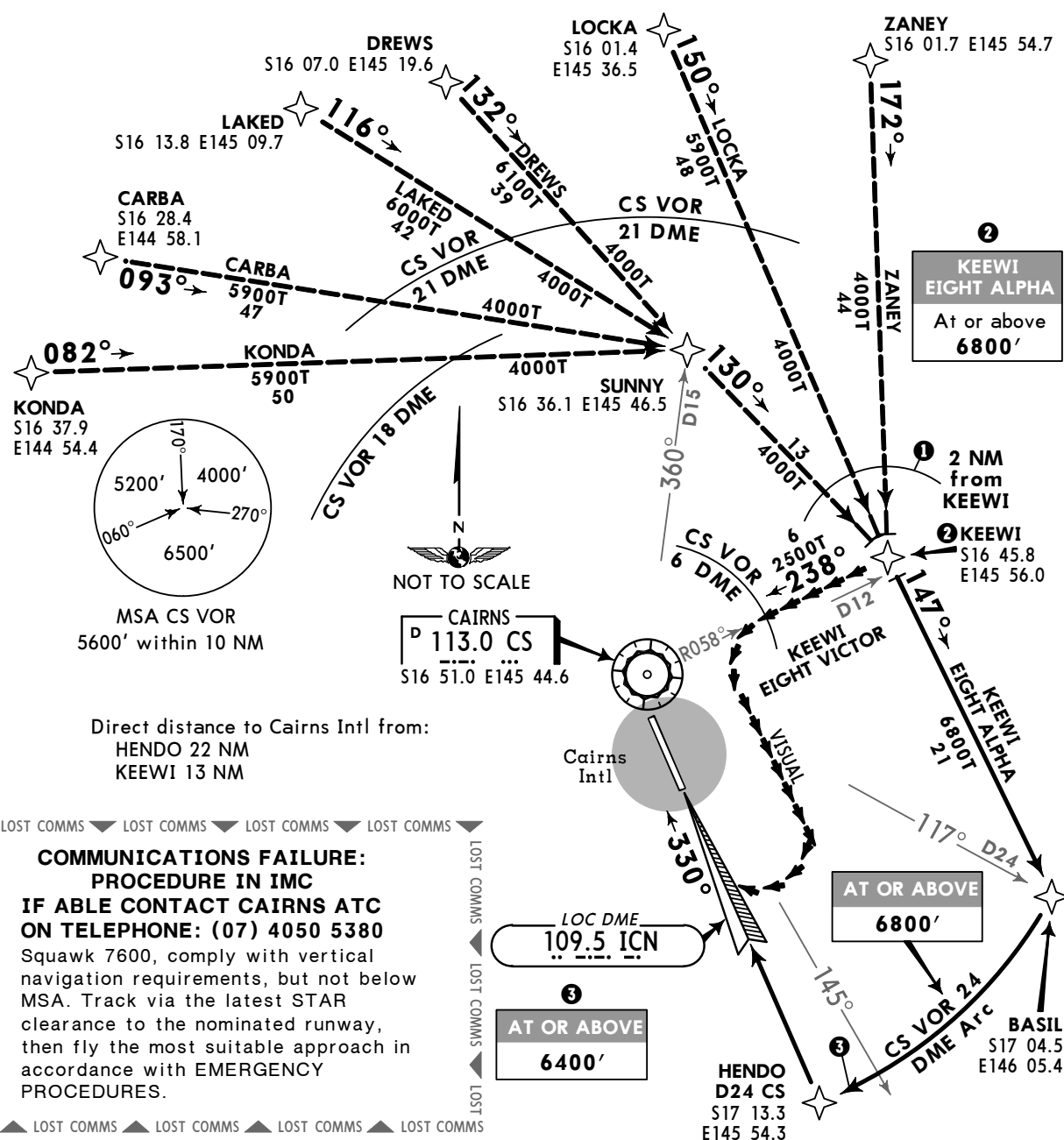
RWY 33: Cross KEEWI at or above 6800'. From KEEWI track 147° to BASIL, then via CS VOR 24 DME Arc for LOC RWY 33.

KEEWI EIGHT VICTOR

RWY 33: At 2 NM KEEWI (**①** VISUAL PROCEDURE ONLY) visual turn RIGHT, intercept CS R-058 to CS VOR 6 DME. At CS VOR 6 DME visual turn LEFT track direct for RIGHT base RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR

FOLLOW ARRIVAL INSTRUCTIONS



JEPPESSEN

10-2L

4 NOV 16
Eff 10 Nov

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL.

TRANS LEVEL: FL110
TRANS ALT: 10000'

KEEWI EIGHT PAPA ARRIVAL [KEWI8P],
KEEWI EIGHT UNIFORM ARRIVAL [KEWI8U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093° to SUNNY then track 130° to KEEWI.

DREWS: From DREWS track 132° to SUNNY then track 130° to KEEWI.

KONDA: From KONDA track 082° to SUNNY then track 130° to KEEWI.

LAKED: From LAKED track 116° to SUNNY then track 130° to KEEWI.

LOCKA: From LOCKA track 150° to KEEWI.

ZANEY: From ZANEY track 172° to KEEWI.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

KEEWI EIGHT PAPA:

RWY 33: Cross KEEWI at or above 7000'.

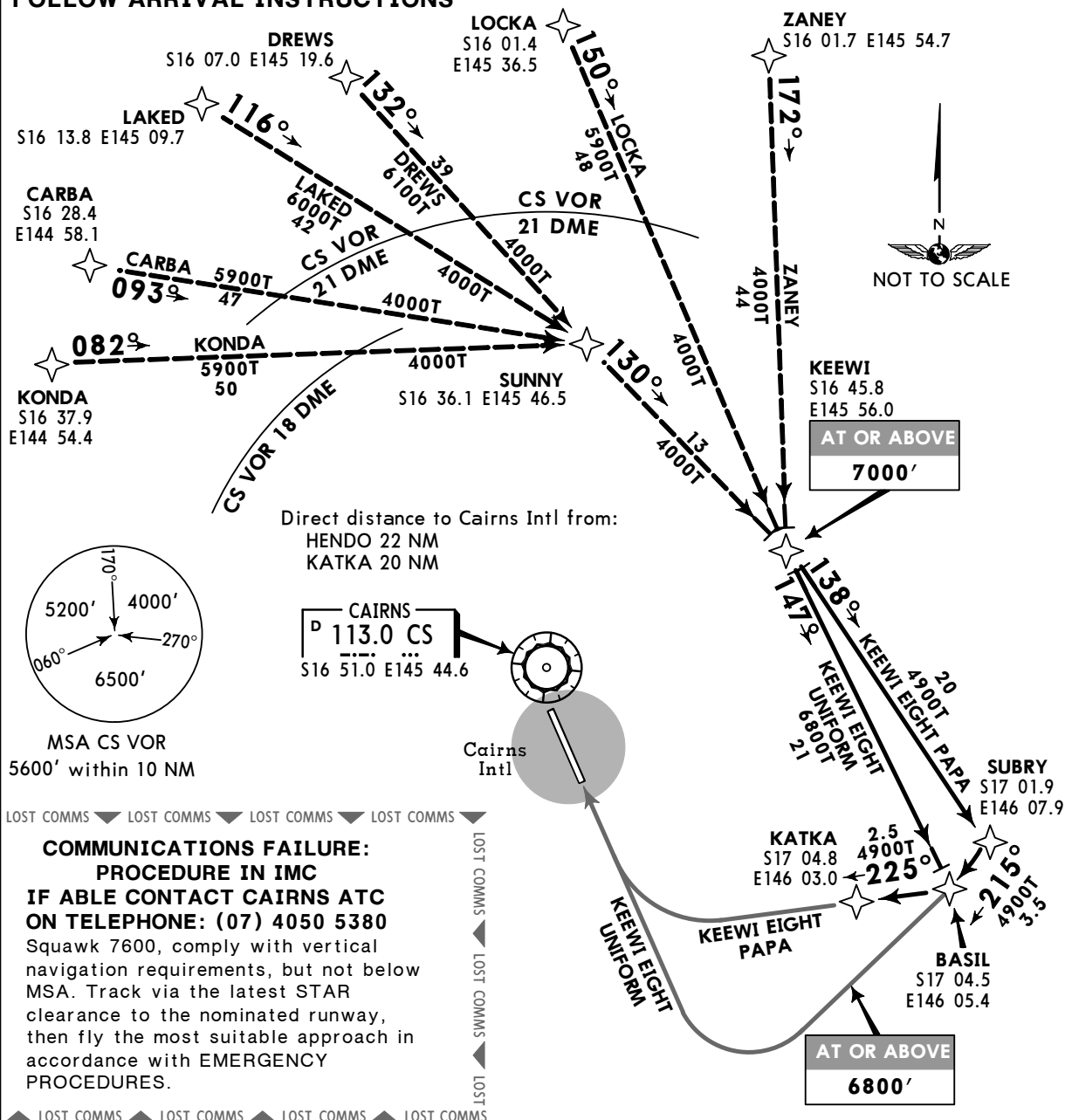
From KEEWI track 138° to SUBRY, turn RIGHT, track 215° to BASIL, thence 255° to KATKA. Track via RNAV-P (RNP) RWY 33.

KEEWI EIGHT UNIFORM:

RWY 33: Cross KEEWI at or above 7000'.

From KEEWI track 147° to BASIL, thence
via RNAV-U (RNP) RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



10-2M

26 FEB 16
Eff 3 Mar

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R)	118.4	126.1
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YBCS CAIRNS INTL.

TRANS LEVEL: FL110
TRANS ALT: 10000'

SUNNY FIVE BRAVO ARRIVAL [SUNY5B],
SUNNY FIVE VICTOR ARRIVAL [SUNY5V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093° to SUNNY.

DREWS: From DREWS track 132° to SUNNY.

KONDA: From KONDA track 082° to SUNNY.

LAKED: From LAKED track 116° to SUNNY.

LOCKA: From LOCKA track 157° to SUNNY.

ZANEY: From ZANEY track 186° to SUNNY.

FOLLOW ARRIVAL INSTRUCTIONS

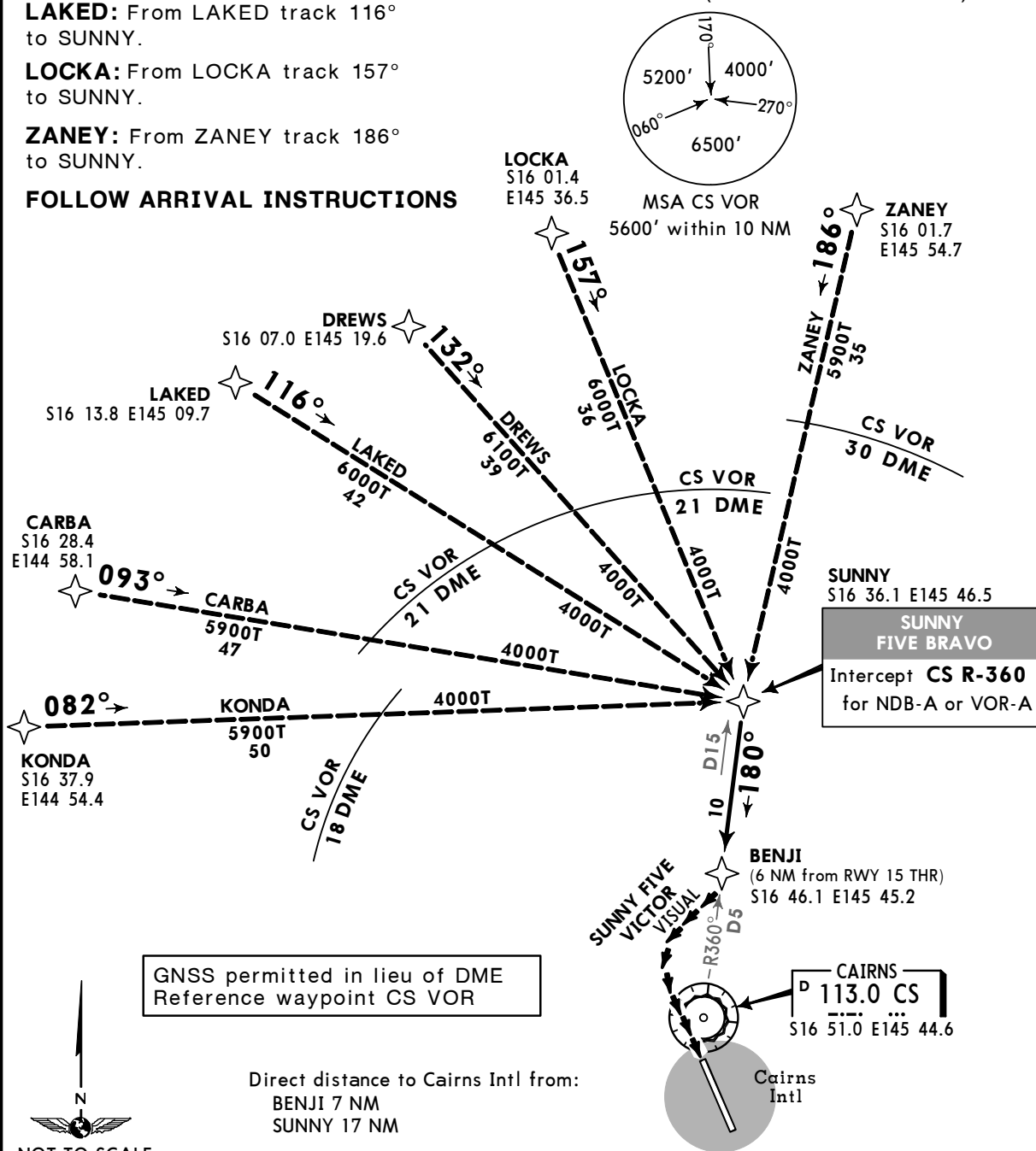
ARRIVALS:

SUNNY FIVE BRAVO

RWY 15: From SUNNY intercept
CS R-360 for NDB-A or VOR-A.

SUNNY FIVE VICTOR

RWY 15: From SUNNY intercept
CS R-360 visual to BENJI, then track via
"Creek Corridor" (refer to Cairns 10-4B).



GNSS permitted in lieu of DME
Reference waypoint CS VOR

Direct distance to Cairns Intl from:
BENJI 7 NM
SUNNY 17 NM

NOT TO SCALE

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

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

JEPPesen

10-2N

26 FEB 16
Eff 3 Mar

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

SUNNY FIVE PAPA ARRIVAL [SUNY5P]
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093° to SUNNY.

DREWS: From DREWS track 132° to SUNNY.

KONDA: From KONDA track 082° to SUNNY.

LAKED: From LAKED track 116° to SUNNY.

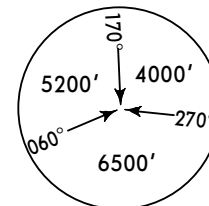
LOCKA: From LOCKA track 157° to SUNNY.

ZANEY: From ZANEY track 186° to SUNNY.

ARRIVAL:

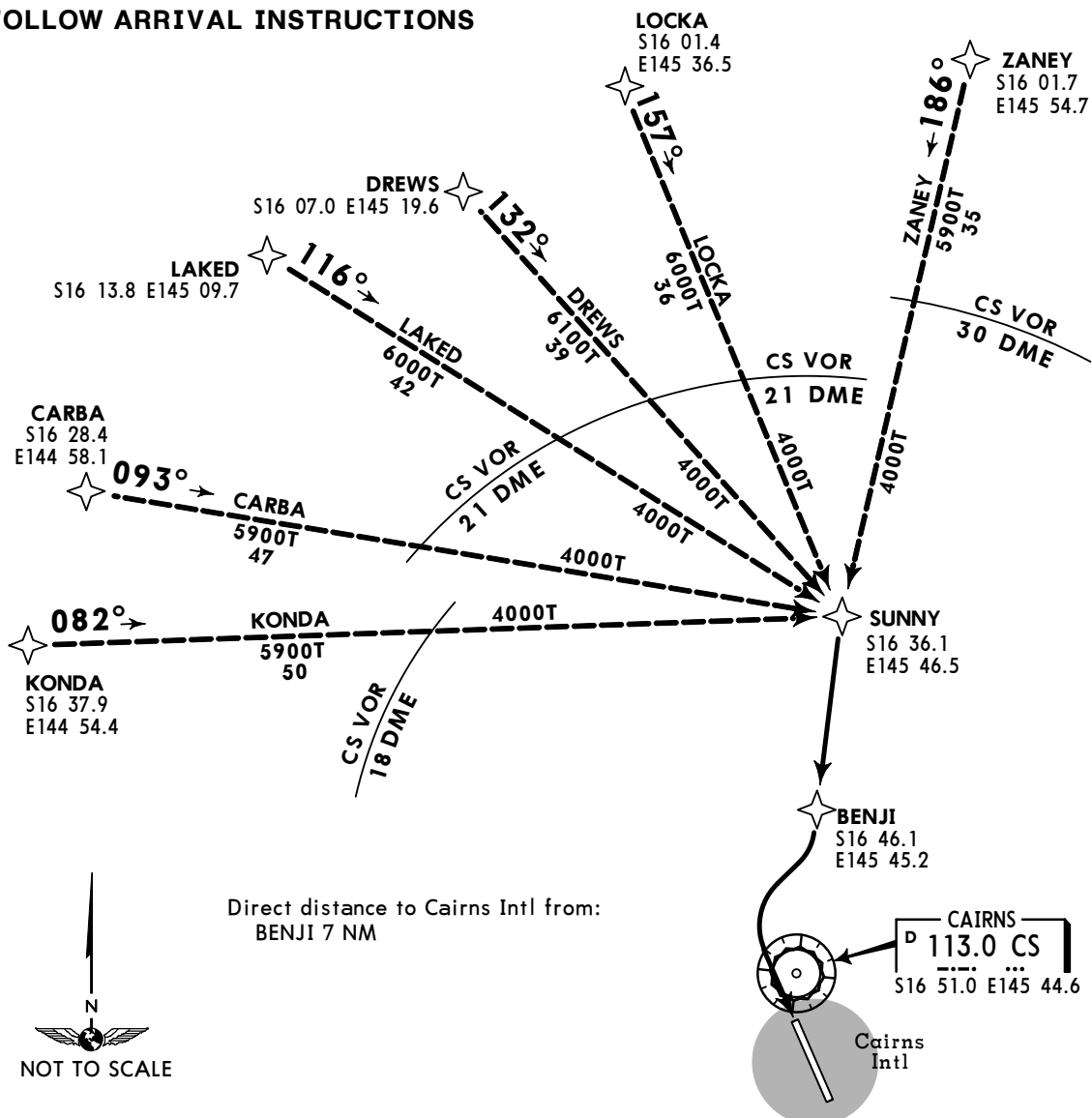
RWY 15: From SUNNY track via RNAV-P (RNP) RWY 15.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM

FOLLOW ARRIVAL INSTRUCTIONS



COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

Squawk 7600, comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

JEPPESSEN

10-2P

22 MAY 15
Eff 28 May

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL.

TRANS LEVEL: FL 110
TRANS ALT: 10000'

UPOLO SIX ALPHA ARRIVAL [UPOL6A],
UPOLO SIX BRAVO ARRIVAL [UPOL6B],
UPOLO SIX VICTOR ARRIVAL [UPOL6V],
UPOLO SIX ZULU ARRIVAL [UPOL6Z]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL: Track via CS 15 DME
Arc to SUNNY ; then:

UPOLO SIX ALPHA

RWY 15: From SUNNY, track via CS 15 DME Arc for ILS or LOC RWY 15.

UPOLO SIX BRAVO

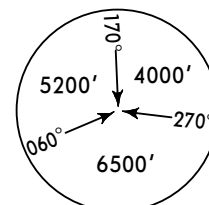
RWY 15: From SUNNY, track via CS R-360 for NDB-A or VOR-A.

UPOLO SIX VICTOR

RWY 15: From SUNNY, intercept CS R-360 visual to BENJI, then track via "Creek Corridor" (refer to Cairns 10-4B).

UPOLO SIX ZULU

RWY 15: From SUNNY, track 248° to CNSND for RNAV-Z (GNSS) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR

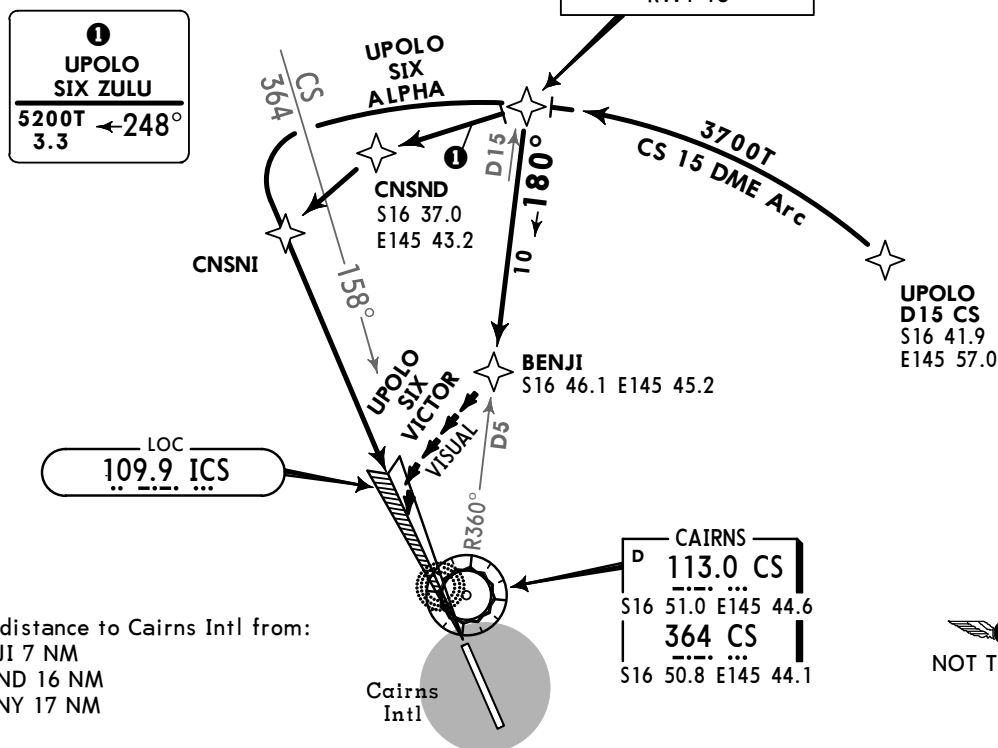
SUNNY
S16 36.1 E145 46.5

UPOLO SIX BRAVO

Via **CS R-360**
for NDB-A or VOR-A

UPOLO SIX ZULU

Track to CNSND for
RNAV-Z (GNSS)
RWY 15



Direct distance to Cairns Intl from:
 BENJI 7 NM
 CNSND 16 NM
 SUNNY 17 NM

NOT TO SCALE

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

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

JEPPESEN

(10-2Q)

22 MAY 15

Eff 28 May

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1

CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

**UPOLO SIX PAPA ARRIVAL [UPOL6P],
UPOLO SIX UNIFORM ARRIVAL [UPOL6U]**

SPEED: MAX IAS 250 KT BELOW 10000'

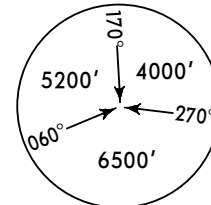
ARRIVAL:

UPOLO SIX PAPA

RWY 15: From UPOLO, track 301° to
FOGGI, then via RNAV-P (RNP) RWY 15.

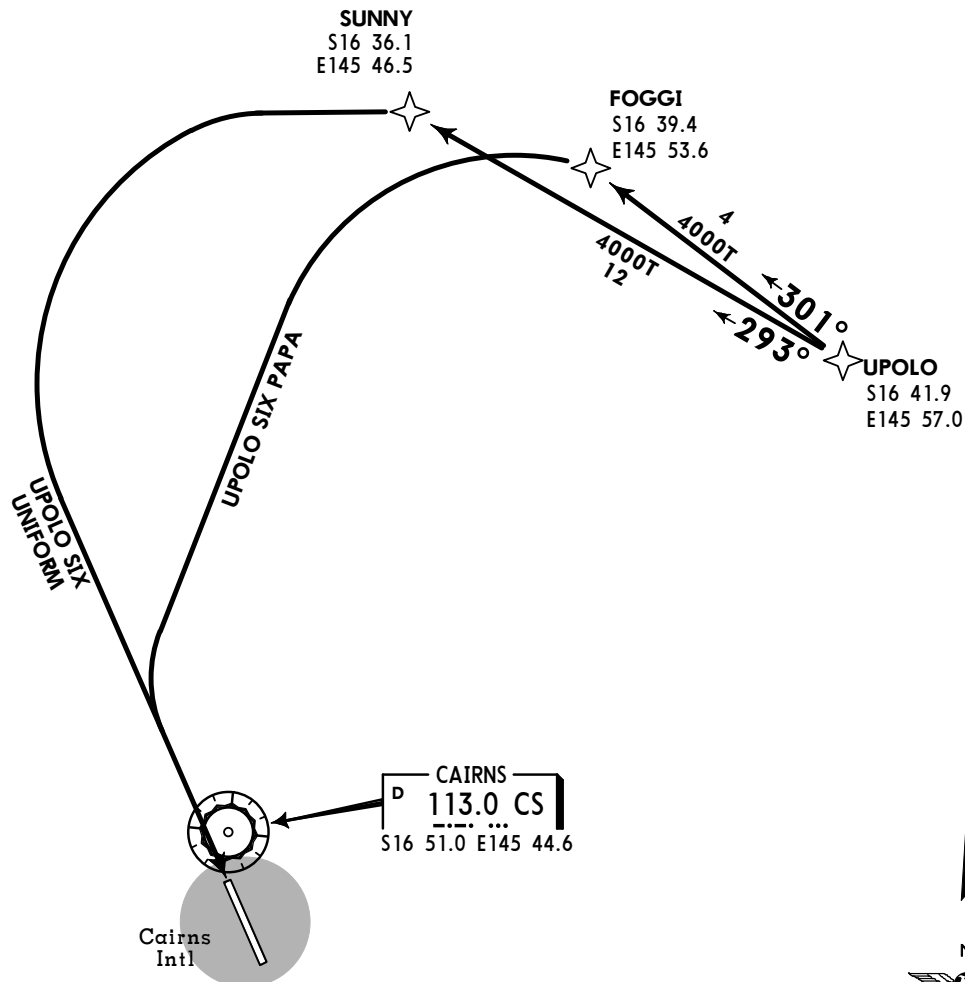
UPOLO SIX UNIFORM

RWY 15: From UPOLO, track 293° to
SUNNY, then via RNAV-U (RNP) RWY 15.

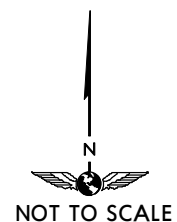


MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
FOGGI 16 NM
SUNNY 17 NM



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

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

JEPPESEN

10-2S

20 MAY 16
Eff 26 May

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

TOTTY THREE PAPA ARRIVAL[TOTY3P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BULOK: From BULOK to TOTTY
Track 068° to TOTTY.

CARBA: From CARBA to TOTTY
Track 130° to NONUM, Turn RIGHT,
track 139° to TOTTY.

FISHY: From FISHY to TOTTY
Track 334° to TOTTY.

KONDA: From KONDA to TOTTY
Track 114° to NONUM, Turn RIGHT,
track 139° to TOTTY.

LAKED: From LAKED to TOTTY
Track 154° to NONUM, Turn LEFT,
track 139° to TOTTY.

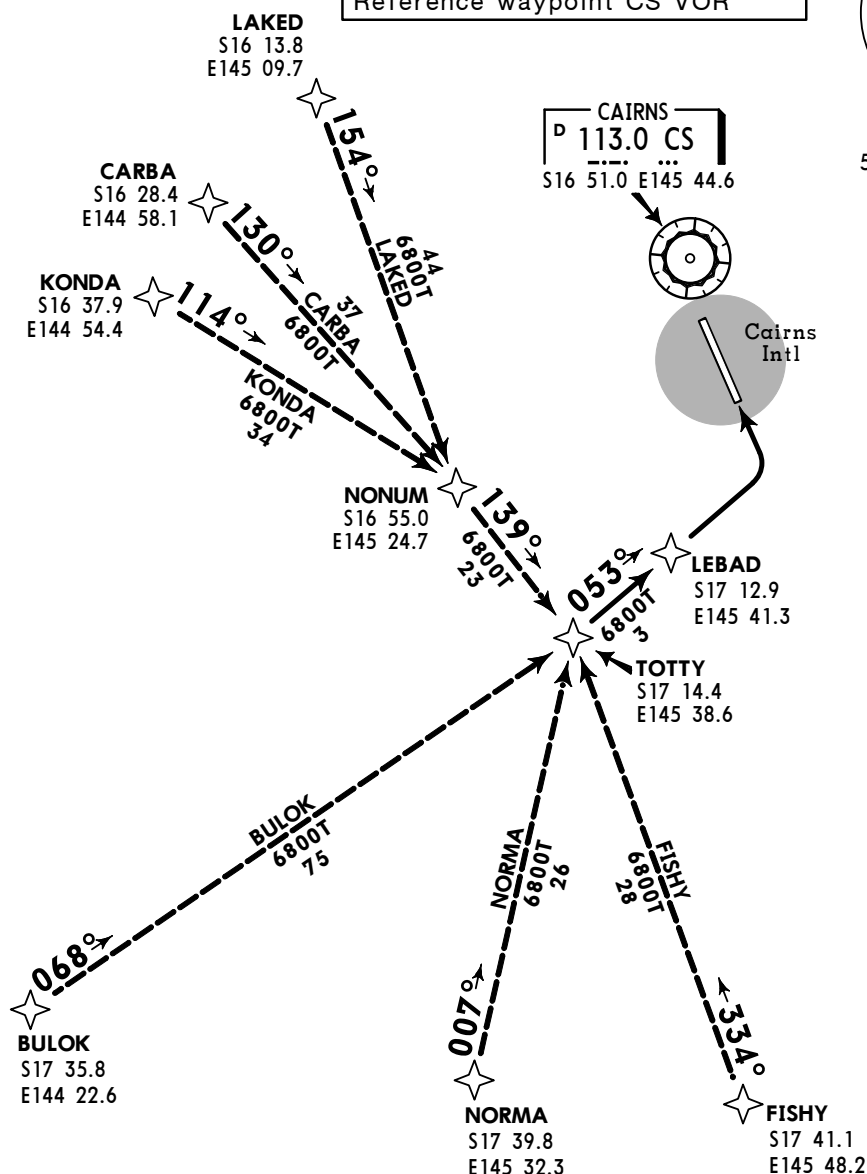
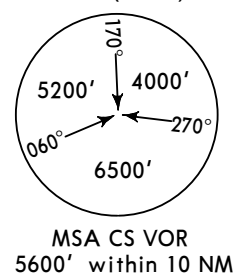
NORMA: From NORMA to TOTTY
Track 007° to TOTTY.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL:

RWY 33: From TOTTY track 053° to
LEBAD, thence via RNAV-P (RNP)
RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to
Cairns Intl from:
LEBAD 20 NM

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

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

CAIRNS Clearance	128.75
Departure (R)	118.4
	126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CAIRNS TWO DEPARTURE (RADAR) RUNWAYS 15, 33

Minimum required climb gradients:

Rwy 15: 4.0% to 600'.

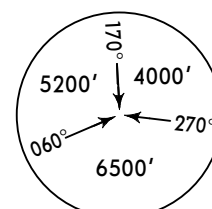
Rwy 33: 4.6% to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1398

RWY 15: Track 150°. ❶ At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT to assigned heading (between 350° to 030°). When directed, contact Departure for RADAR vectors.

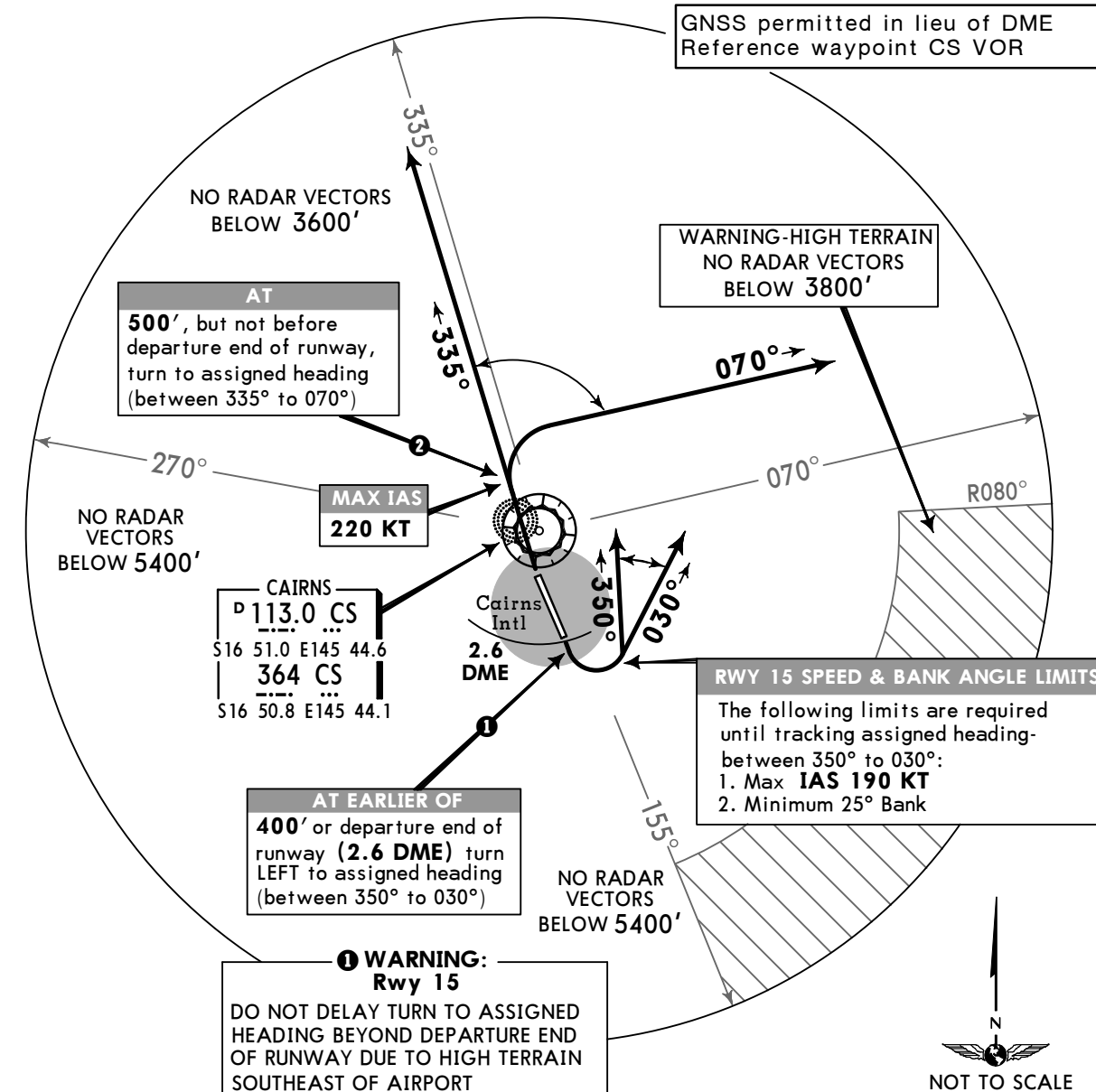
RWY 33: MAX IAS 220 KT. Track 330°.

2 At 500', but not before departure end of runway, turn to assigned heading (between 335° to 070°). When directed, contact Departure for RADAR vectors.



MSA CS VOR
5600' within 10 NM

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

CAIRNS Clearance **128.75**
Departure (R) **118.4**
126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 15

NON-JETS ONLY

NONUM ONE DEPARTURE [NONUM1]

Minimum required climb gradient 4.0% to 600'.

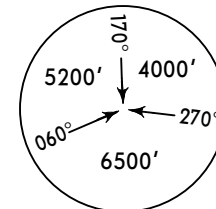
Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 150°. **1** At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT track 030°. At or above 3000' turn LEFT. Track to CS VOR/NDB.

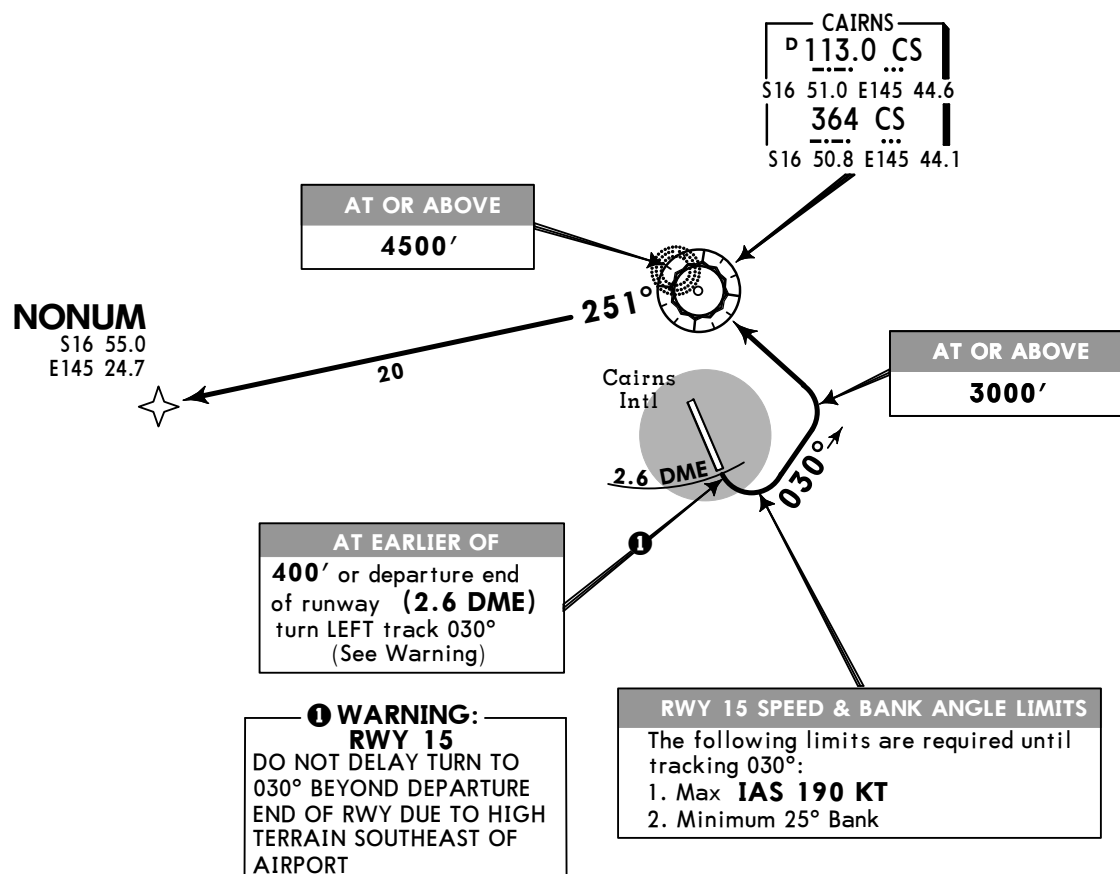
REQUIREMENT: Reach 4500' by CS VOR/NDB.
Track 251° to NONUM.

Direct distance from Cairns Intl to:
CS VOR (NDB) 2 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



NOT TO SCALE

RNAV SID

CAIRNS Clearance 128.75
Departure (R) 118.4
126.1 (as advised)

FOR CASA APPROVED OPERATORS ONLY

JEPPESEN
10 MAR 17 (10-3A-1) YBCS CAIRNS INTL

CAIRNS, QLD,
AUSTRALIA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CREEK FOUR RNAV (RNP 0.3) DEPARTURE (RWY 33)

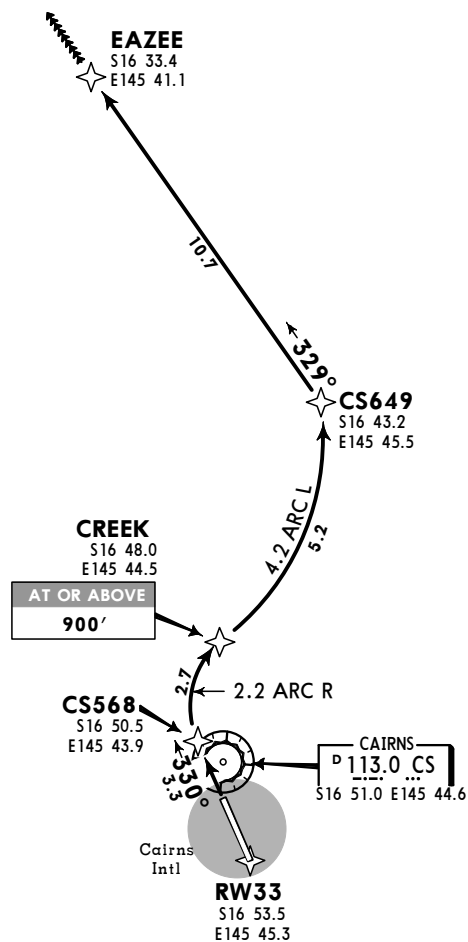
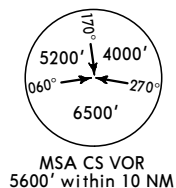
[CREEK4]

MVD-N (NARROW-BODY JET AIRCRAFT),
MVD-2 (2 ENGINES WIDE BODY AIRCRAFT)
(RF REQUIRED)

RWY 33: Track 330° to CS568. Turn RIGHT
via the RNAV (RNP) track to CREEK. Cross
CREEK at or above 900'. Turn LEFT via the
RNAV (RNP) track to CS649. Track 329° to
EAEZEE.

TRANSITION:

RADAR: From EAEZEE thence as cleared.



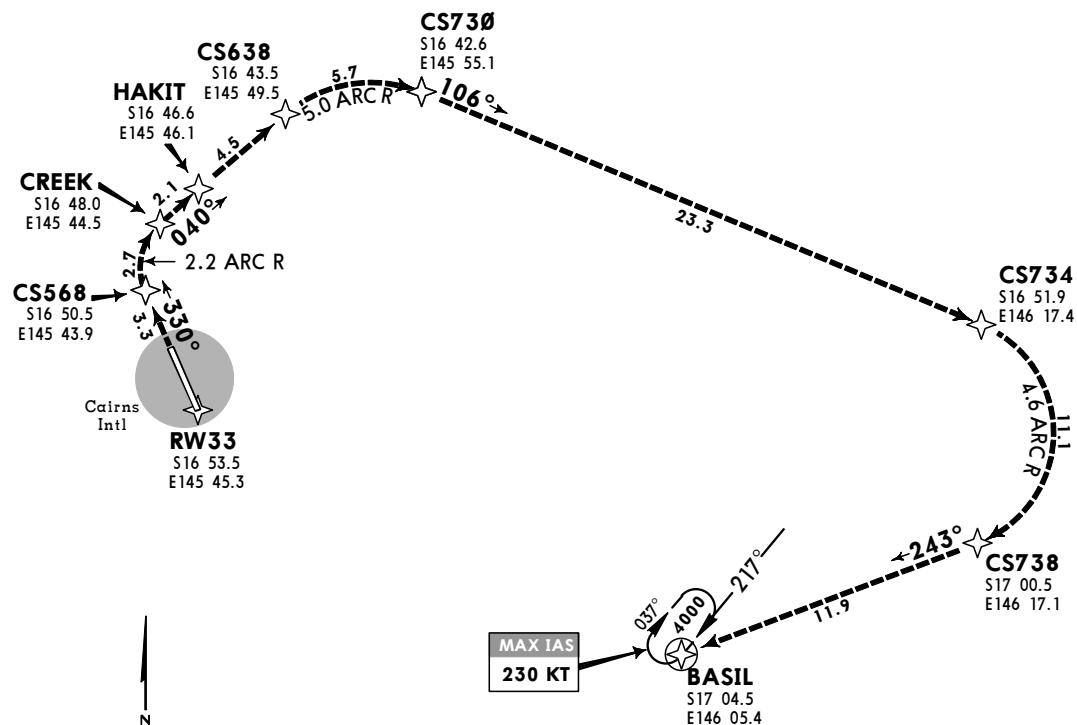
RNAV (RNP 0.3) ENGINE OUT DEPARTURE (RWY 33)

ENGINE FAILURE PRIOR TO CREEK

- Climb to 4000'.
- Fly the RNAV (RNP) ENGINE OUT
DEPARTURE track to BASIL.
- Hold at BASIL. MAX holding speed
230 KT.

ENGINE FAILURE AFTER CREEK

- Continue via the RNAV (RNP) CREEK
FOUR DEPARTURE track to EAEZEE.



CAIRNS Clearance 128.75
Departure (R) 118.4
126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 33

JETS ONLY

EAZEE TWO DEPARTURE [EAZEE2]

SPEED: MAX IAS 220 KT UNTIL HAKIT

Minimum required climb gradient 4.6% to 2000'.

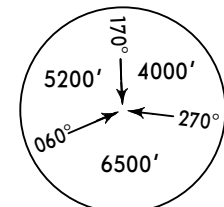
Gnd speed-Kts	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398

RWY 33: Track 330° to CANNU. Cross CANNU at or above 500'. Turn RIGHT, track 032° to HAKIT. Turn LEFT, track 333° to EAZEE. When directed, contact Departure.

TRANSITION:

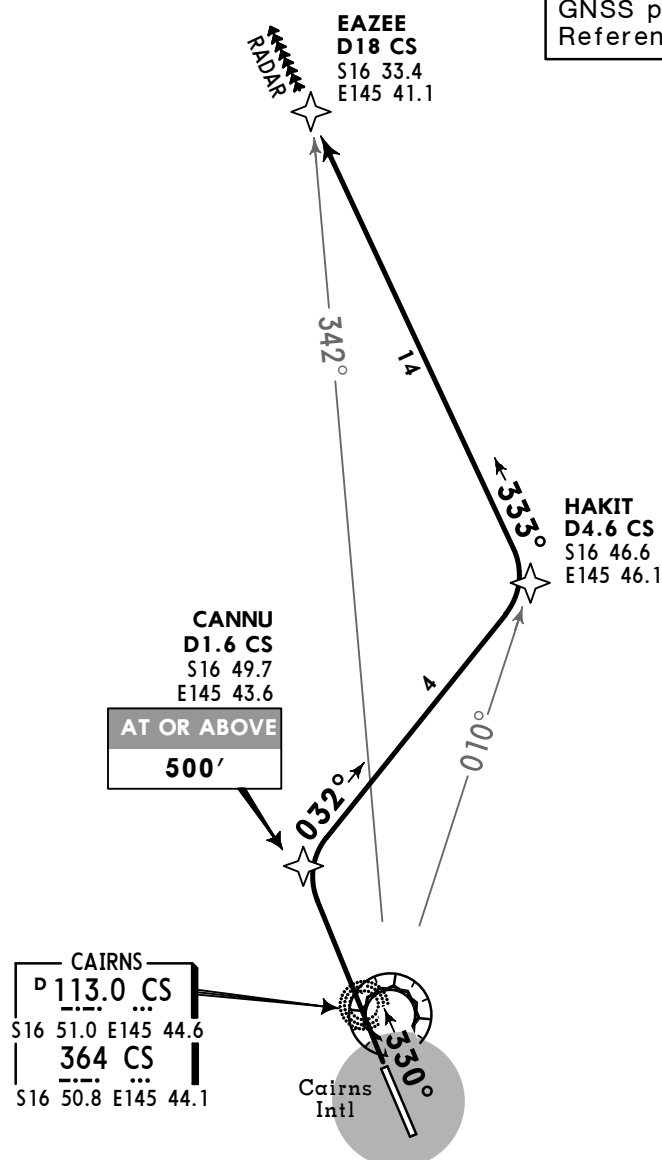
RADAR: From EAZEE, EXPECT RADAR vectors to cleared route.

Direct distance from Cairns Intl to:
CANNU 4 NM



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



JEPPesen

10 MAR 17 **(10-3C)**

SID

CAIRNS Clearance **128.75**
Departure (R) **118.4**
126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 15

SWIFT EIGHT DEPARTURE [SWIFT8]

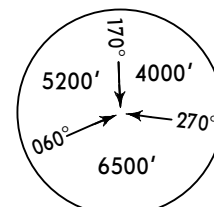
Minimum required climb gradient 4.0% to 600'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 150°. **①** At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT, track 030°, intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT, track direct to SWIFT. Then as cleared.

Direct distance from Cairns Intl to:
SWIFT 106 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



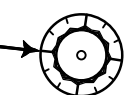
MSA CS VOR
5600' within 10 NM



① WARNING:
RWY 15

DO NOT DELAY TURN TO
030° BEYOND DEPARTURE
END OF RWY DUE TO HIGH
TERRAIN SOUTHEAST OF
AIRPORT

CAIRNS
D 113.0 CS
S16 51.0 E145 44.6



080°

Cairns Intl
2.6 DME

030°

**AFTER PASSING
4000'**
Turn RIGHT

**AT EARLIER OF
400' or departure end
of runway (2.6 DME)**
turn LEFT track 030°
(See Warning)

RWY 15 SPEED & BANK ANGLE LIMITS

The following limits are required
until tracking 030°:

1. Max **IAS 190 Kt**
2. Minimum 25° Bank

139°

DIRECT

SWIFT
D108 CS
S18 21.2
E146 48.0

YBCS/CNS

**JEPPESEN CAIRNS, QLD, AUSTRALIA**
22 MAY 15 **10-4** **Eff 28 May**
CAIRNS INTL**NOISE ABATEMENT PROCEDURES****Local Time minus 10 HOURS = UTC****1. PREFERRED RUNWAYS****Landing** Runway 15**Take-off** Runway 15-Jet Noise Abatement climb procedures apply

NOTE: Intersection departures Runways 15 and 33 are not permitted 2300 - 0600 local time by aircraft exceeding 23,000 kg (50,706 lbs) MTOW.

2. PREFERRED FLIGHT PLANS**2.1 Arriving Aircraft**

Aircraft will be routed clear of populous areas until seawards of the coastline or established on their final approach course. To assist with noise reduction on final approach course, pilots are requested to delay flap deployment until as late as is operationally practicable.

(a) Landing Runway 15 - Expect to be tracked via STAR. When VMC exists below 3000' by day, aircraft of 136,000 kg MTOW (299,828 lbs) or below will be cleared to maneuver visually from BENJI to cross the coast at the mouth of Richter's Creek: via the 'Creek Corridor', as depicted in the diagram, or Approved aircraft may be cleared via the RNAV (RNP) P day or night.**(b) Landing Runway 33** - Expect to be tracked via a RWY 33 LOC approach, or if weather conditions are suitable, join a visual right circuit seawards of the coastline.**2.2 Departing Aircraft-Jets**

Follow the requirements of the Standard Instrument Departure and then be routed clear of populous areas.

3. TRAINING FLIGHTS

3.1 Circuit training by jet aircraft and other aircraft exceeding 5700kg MTOW (12,566 lbs) is not permitted between 2200-0700 local time.

3.2 Circuit training preferred directions:

- (a) RWY 15 - Left hand circuits.
- (b) RWY 33 - Right hand circuits.

YBCS/CNS

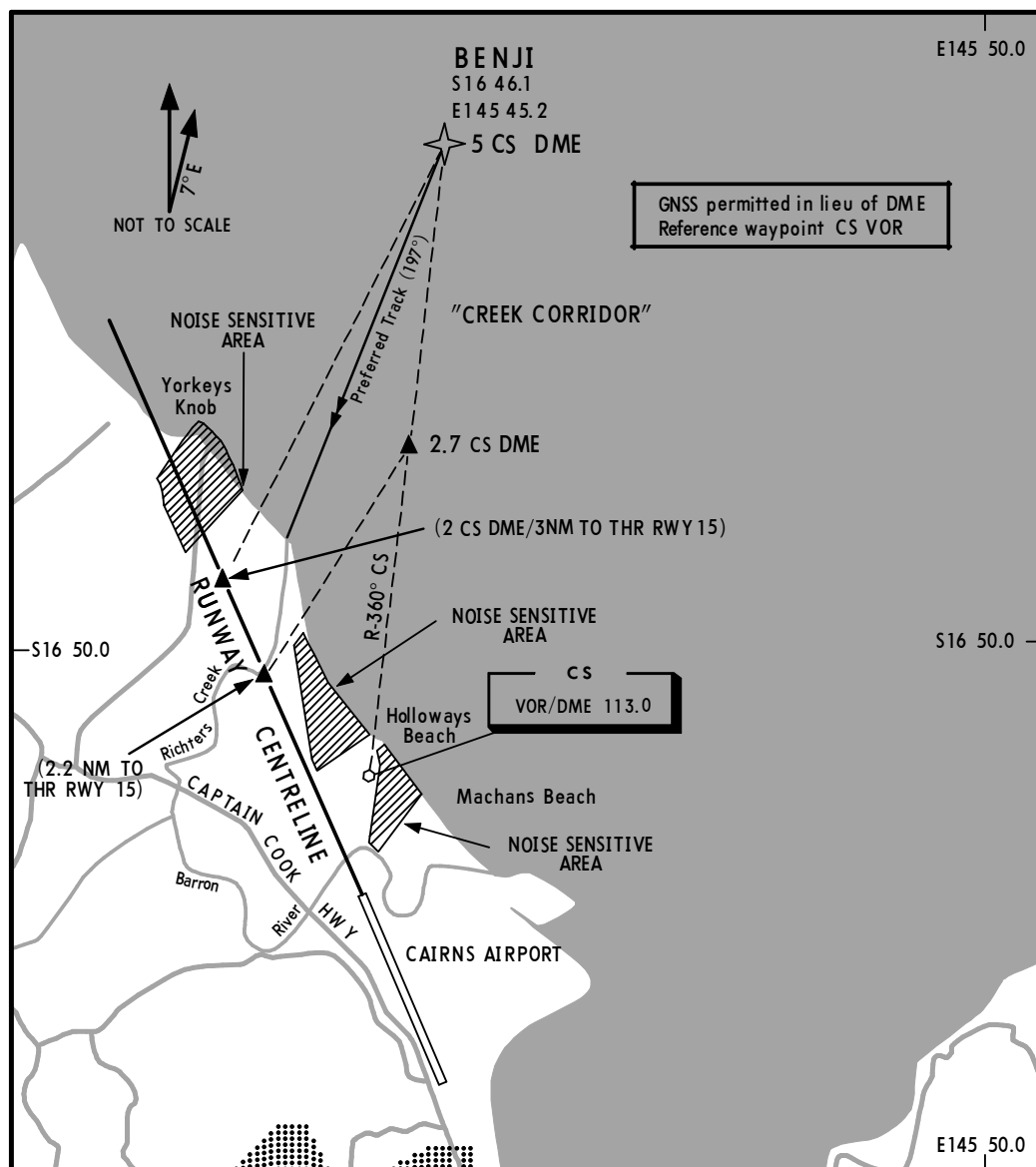
 **JEPPESSEN** **CAIRNS, QLD, AUSTRALIA**
22 MAY 15 **(10-4A)** **Eff 28 May**
CAIRNS INTL**NOISE ABATEMENT PROCEDURES****4. OTHER RESTRICTIONS**

- 4.1 All aircraft between the hours of 2300-0600 LT, unless associated with the normal preparation for flight, are not permitted to conduct engine runs, including idle power, without prior permission from Cairns L/P, telephone - (07) 4080 6744 (H24)
- 4.2 All engine runs, other than short duration idle power runs, are to be conducted in designated runup bays only, except that subject to the requirements of Civil Aviation Order 20.9, Section 5 (not published herein), NON-turbine propeller driven aircraft below 5700kg MTOW (12,566 lbs) may undertake short duration low power engine runs within leased areas.
- 4.3 Operators are requested to use Ground Power Units in lieu of aircraft Auxiliary Power Units where possible, especially on the International Apron between the hours of 2300-0600 LT.
- 4.4 Operators and pilots of jet aircraft are requested to cooperate in limiting the use of reverse thrust when landing between the hours of 2300-0600 LT.

YBCS/CNS

JEPPESEN CAIRNS, QLD, AUSTRALIA
22 MAY 15 **(10-4B)** **Eff 28 May** **CAIRNS INTL**

NOISE ABATEMENT PROCEDURES



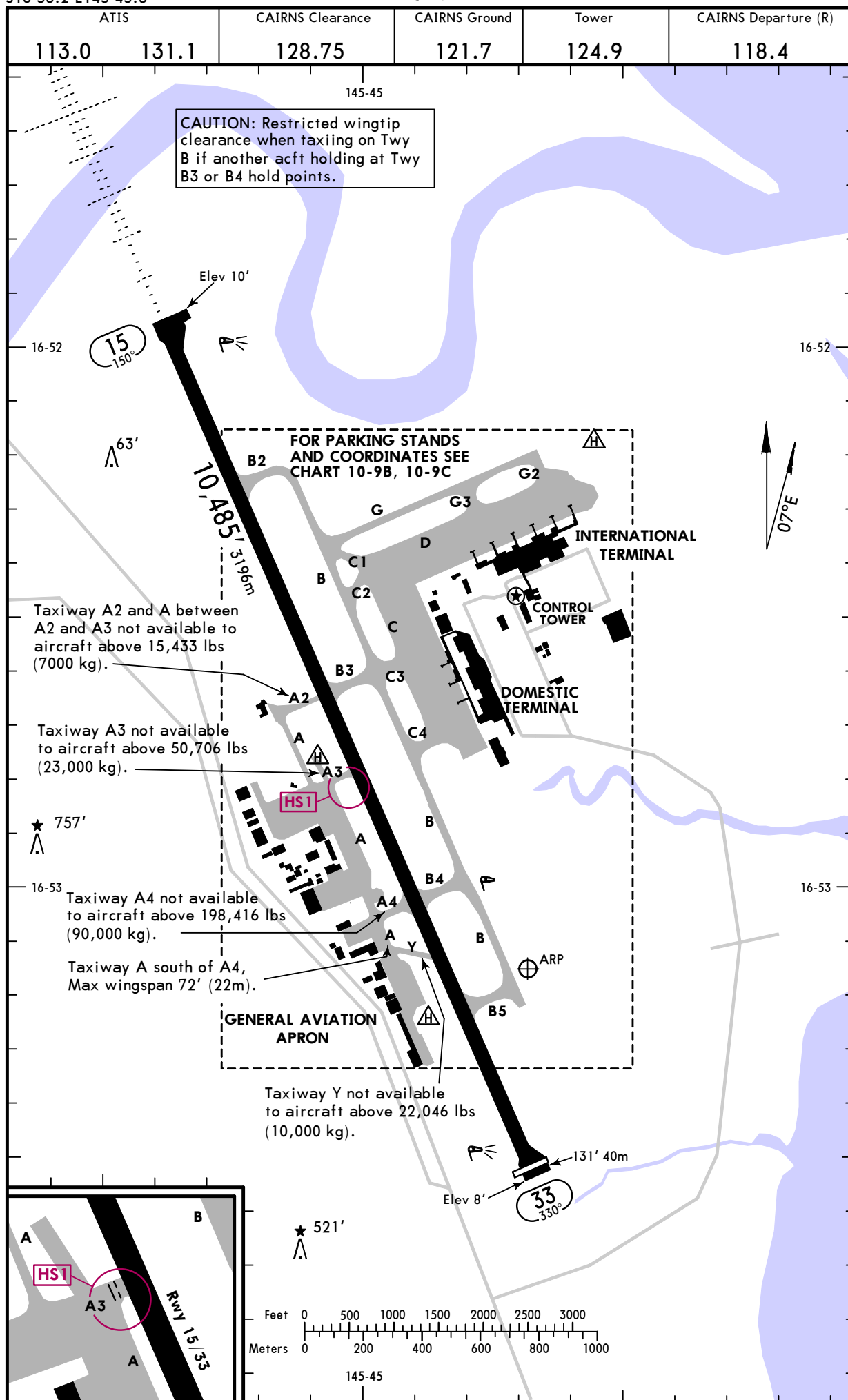
YBCS/CNS

Apt Elev **10'**
S16 53.2 E145 45.3

JEPPESEN CAIRNS, QLD, AUSTRALIA

7 APR 17 **(10-9)**

CAIRNS INTL



YBCS/CNS


JEPPESEN
7 APR 17 (10-9A)

CAIRNS, QLD, AUSTRALIA
CAIRNS INTL
GENERAL

Birds in vicinity of airport.

Western run-up bay not available to turbine engine aircraft except for normal pre-flight checks associated with departure.

All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.

All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118' (36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node direction clockwise turn only.

Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.

Rwy 15-False course indication may occur outside 035° either side of LLZ-Pilot monitored outside ATS hours of operation.

Right-hand circuit Rwy 33.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING	BEYOND	
				Threshold	Glide Slope	TAKE-OFF	
15 33	HIRL HIALS PAPI (angle 3.0°, MEHT 53')	grooved		10,354' 3156m	9237' 2815m	10,354' 3156m	148'
	HIRL PAPI (angle 3.0°, MEHT 62')	grooved		10,354' 3156m			45m

Standby power available.

TAKE-OFF

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

FOR FILING AS ALTERNATE

NDB-A or VOR-A		RNAV-P (RNP) Rwy 15 RNAV-U (RNP) Rwy 15 RNAV-P (RNP) Rwy 33 RNAV-U (RNP) Rwy 33	ILS-Y or LOC-Y Rwy 15 ILS-W or LOC-W Rwy 15	LOC-W Rwy 33 LOC-Y Rwy 33
A	1010' - 4.4 km	1220' - 4.4 km	1280' - 4.4 km	1220' - 4.4 km
B				
C	1500' - 6.0 km	1400' - 6.0 km	NOT APPLICABLE	NOT APPLICABLE
D	1720' - 7.0 km	2210' - 7.0 km		
ILS-Z or LOC-Z Rwy 15 ILS-X or LOC-X Rwy 15		LOC-Z Rwy 33 LOC-X Rwy 33	RNAV-Z (GNSS) Rwy 15 (without ILS, LOC + DME)	NDB-B or VOR-B (without ILS, LOC + DME)
A	NOT APPLICABLE	NOT APPLICABLE	1520' - 4.4 km	2110' - 4.4 km
B				
C	1280' - 6.0 km	1290' - 6.0 km	1520' - 6.0 km	2110' - 6.0 km
D	1720' - 7.0 km	1720' - 7.0 km	1720' - 7.0 km	2110' - 7.0 km

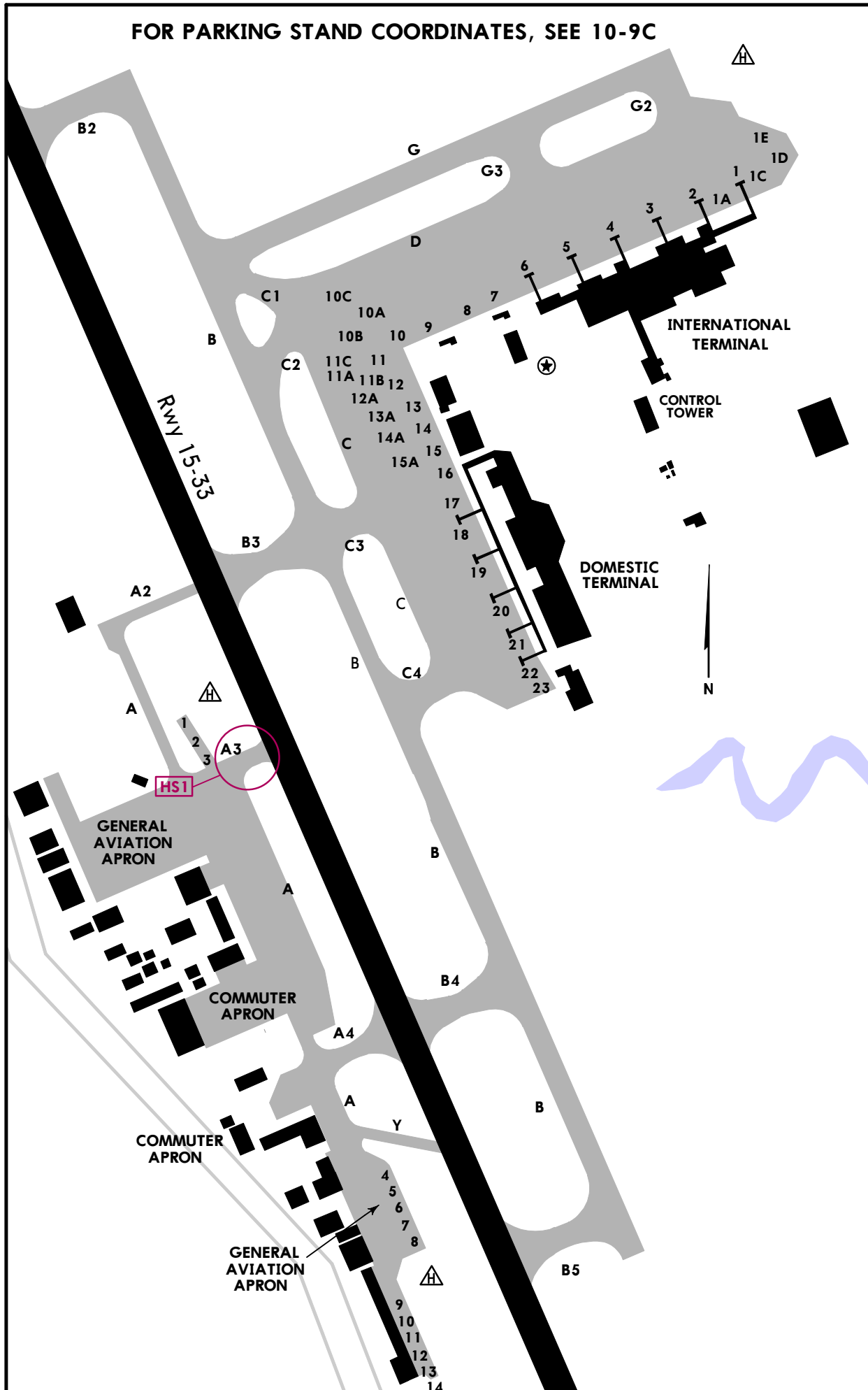
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JEPPESEN

CAIRNS, QLD, AUSTRALIA

11 MAR 16 (10-9B)

CAIRNS INTL



YBCS/CNS

**JEPPESEN**

CAIRNS, QLD, AUSTRALIA

11 MAR 16

(10-9C)

CAIRNS INTL

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL			INTERNATIONAL TERMINAL		
11	S16 52.4 E145 45.1	11'	❶1	S16 52.4 E145 45.3	10'
11A, 11B, 11C	S16 52.5 E145 45.1	10'	1A	S16 52.3 E145 45.4	10'
12, 13	S16 52.5 E145 45.1	11'	1C	S16 52.3 E145 45.4	9'
12A, 13A	S16 52.5 E145 45.1	10'	1D	S16 52.3 E145 45.5	9'
14, 15	S16 52.5 E145 45.1	11'	1E	S16 52.3 E145 45.4	9'
14A, 15A	S16 52.5 E145 45.1	10'	❶2	S16 52.3 E145 45.4	11'
16, 17	S16 52.6 E145 45.1	11'	2B	S16 52.3 E145 45.4	11'
❶18, 18A	S16 52.6 E145 45.2	11'	❶3	S16 52.3 E145 45.3	11'
❶19, 19A	S16 52.6 E145 45.2	11'	3B	S16 52.3 E145 45.3	11'
❶20, 20A	S16 52.7 E145 45.2	11'	❶4	S16 52.4 E145 45.3	11'
❶21, 21A	S16 52.7 E145 45.2	11'	4B	S16 52.3 E145 45.3	11'
❶22, 22A	S16 52.7 E145 45.2	11'	❶5	S16 52.4 E145 45.3	11'
23	S16 52.7 E145 45.2	11'	5B, ❶6, 6B	S16 52.4 E145 45.2	11'
GENERAL AVIATION APRON			7, 7B	S16 52.4 E145 45.2	12'
1	S16 52.8 E145 44.9	8'	8	S16 52.4 E145 45.1	12'
2, 3	S16 52.8 E145 44.9	7'	9	S16 52.4 E145 45.1	11'
4 thru 8	S16 53.2 E145 45.1	6'	10, 10A, 10B	S16 52.4 E145 45.1	10'
9 thru 13	S16 53.3 E145 45.1	6'	10C	S16 52.4 E145 45.1	9'
14	S16 53.3 E145 45.1	3'			

❶ Safegate Docking Guidance System

YBCS/CNS

 **JEPPESEN** CAIRNS, QLD, AUSTRALIA
17 AUG 12 **10-9D** **Eff 23 Aug** CAIRNS INTL
VISUAL DOCKING GUIDANCE SYSTEMS**SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)**

The fifth NIG system is the Safegate DGS and is used at Cairns Domestic Terminal (Bays 18, 19, 20, 21 and 22) and International Terminal (Bays 1 through 6). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

- Position Identification Unit (Bay Marker);
- Aerobridge Retracted Indicator Light; and
- DGS Nose-In-Guidance (NIG) Unit.

System Description

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

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

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

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

Aircraft Types

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

Type	Display
Boeing	707 (Bays 5 & 6), 717 (Bays 21 & 22), 727 (Bays 5 & 6), 737/4, 737/8, 737/9 (Bays 18, 19, 20, 21, 22), 747 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 757 (Bays 1, 2, 3, 4, 5, 6), 767 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 777 (Bays 1, 2, 3, 4, 5, 6), 787 (Bay 20).
Airbus Industries	300 (Bays 2, 3, 4, 5, 6), 319 (Bays 1, 18, 19, 20, 21, 22), 320, 321, 330 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 340 (Bays 1, 2, 3, 4, 5, 6, 20).
McDonnell Douglas	DC-10/1 (Bays 1, 2, 3, 4, 5, 6), DC-10/2 (Bays 2, 3, 4), MD-11 (Bays 1, 5, 6).
Embraer	E170, E190 (Bays 5, 6, 18, 19, 20, 21, 22).
Fokker	F100 (Bays 1, 21, 22)

System Operation

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

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

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

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

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

YBCS/CNS

 **JEPPESEN** CAIRNS, QLD, AUSTRALIA
17 AUG 12 **10-9E** **Eff 23 Aug** CAIRNS INTL
VISUAL DOCKING GUIDANCE SYSTEMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

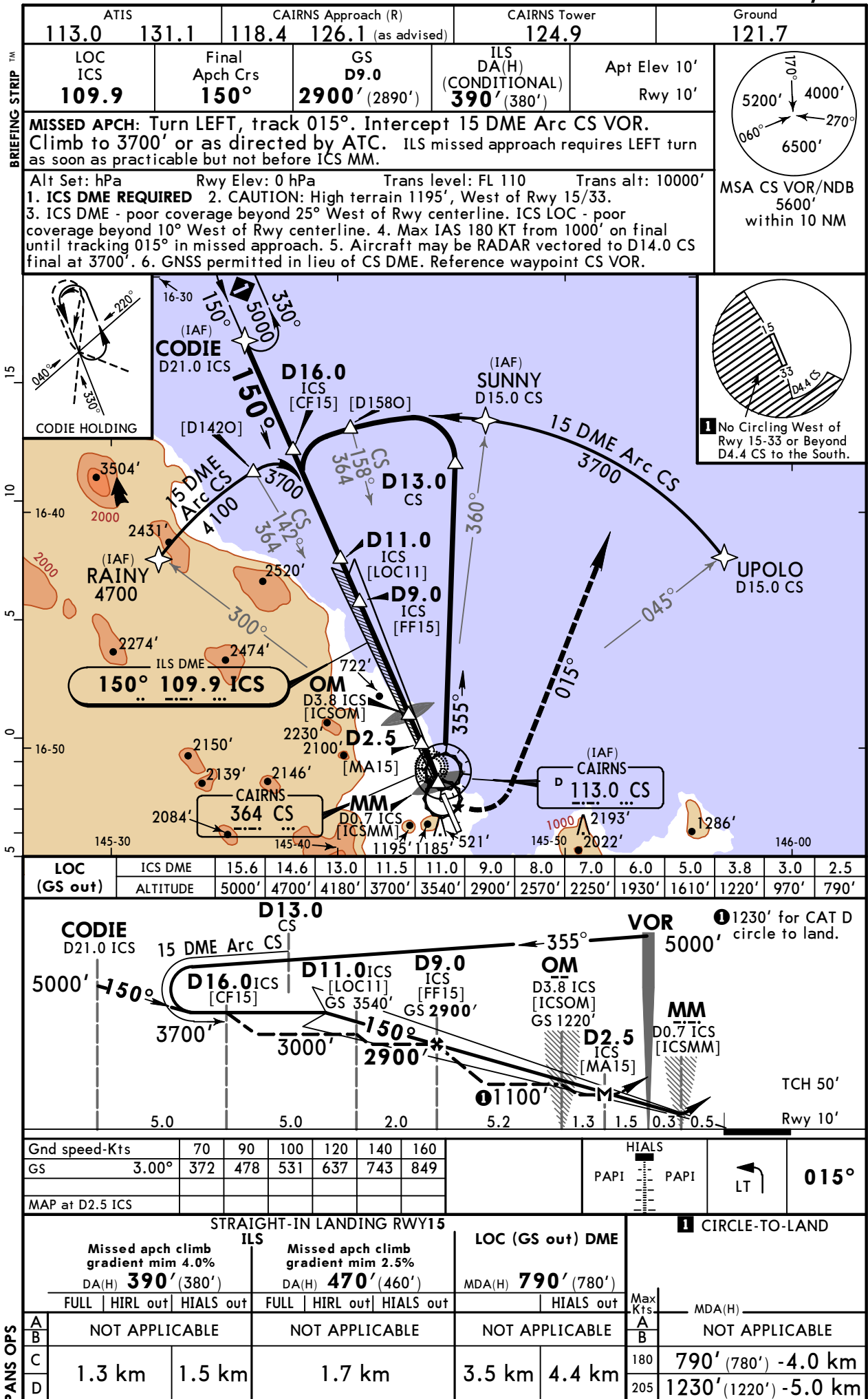
Parking Restrictions

Due to a critical shortage of apron space, all non-RPT aircraft above 5700 kg (12,566 lbs) and rotary wing, Government and military aircraft requiring access to the General Aviation, Domestic or International aprons must obtain prior parking approval from the Port Authority. Approval must be obtained at least 48 hrs in advance from: phone 07 4052 3888 or 4052 9744 (H24), fax 4035 9115.

YBCS/CNS CAIRNS INTL

24 FEB 17
Eff 2 Mar (11-1) CAT C & D

CAIRNS, QLD, AUSTRALIA

ILS-Z or LOC-Z Rwy 15


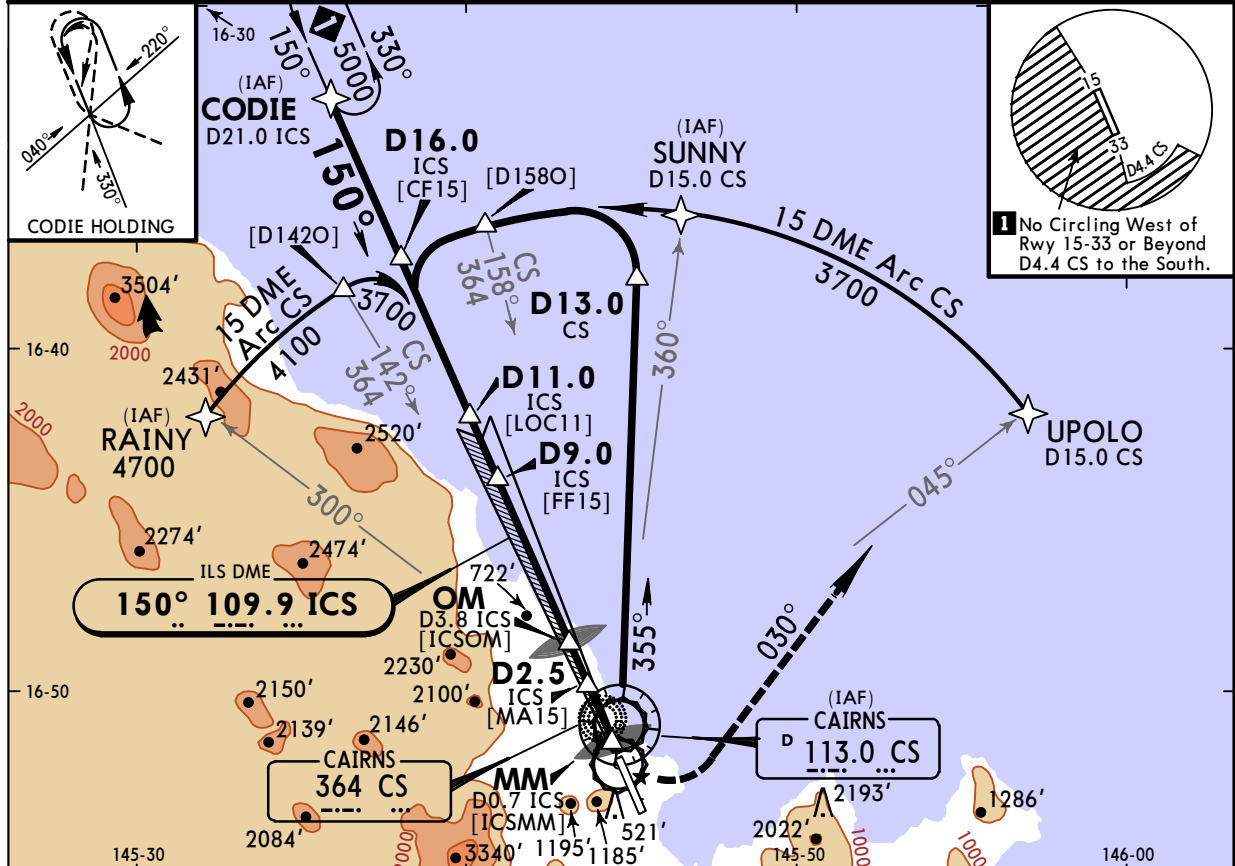
YBCS/CNS CAIRNS INTL

JEPPesen
24 FEB 17
Eff 2 Mar (11-2) CAT A & B

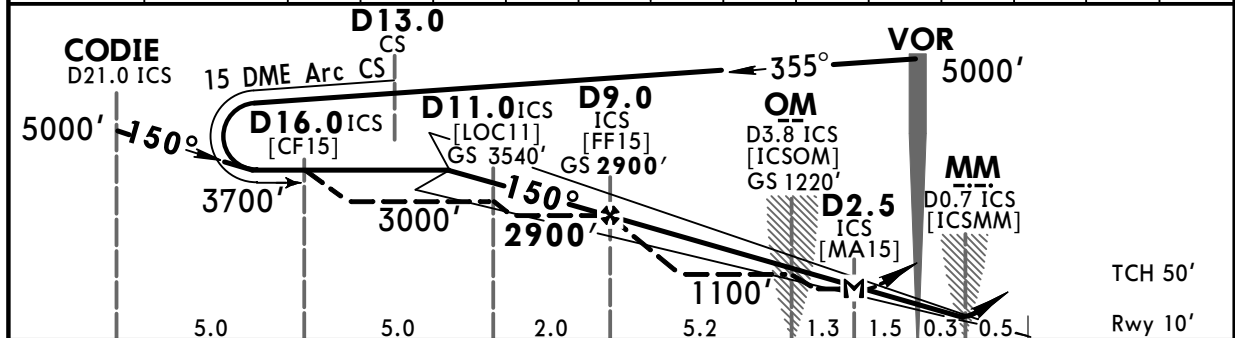
CAIRNS, QLD, AUSTRALIA ILS-Y or LOC-Y Rwy 15

BRIEFING STRIP

ATIS 113.0	131.1	CAIRNS Approach (R) 118.4	126.1 (as advised)	CAIRNS Tower 124.9	Ground 121.7
LOC ICS 109.9	Final Apch Crs 150°	GS D9.0 2900' (2890')	ILS DA(H) (CONDITIONAL) 390' (380')	Apt Elev 10' Rwy 10'	
MISSED APCH: Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. ICS DME REQUIRED. 2. CAUTION: High terrain 1195', West of Rwy 15/33. 3. ICS DME - poor coverage beyond 25° West of Rwy centerline. ICS LOC - poor coverage beyond 10° West of Rwy centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700'. 5. GNSS permitted in lieu of CS DME. Reference waypoint CS VOR.					
					MSA CS VOR/NDB 5600' within 10 NM



LOC (GS out)	ICS DME	15.6	14.6	13.0	11.5	11.0	9.0	8.0	7.0	6.0	5.0	3.8	3.0	2.5
ALTITUDE		5000'	4700'	4180'	3700'	3540'	2900'	2570'	2250'	1930'	1610'	1220'	970'	790'



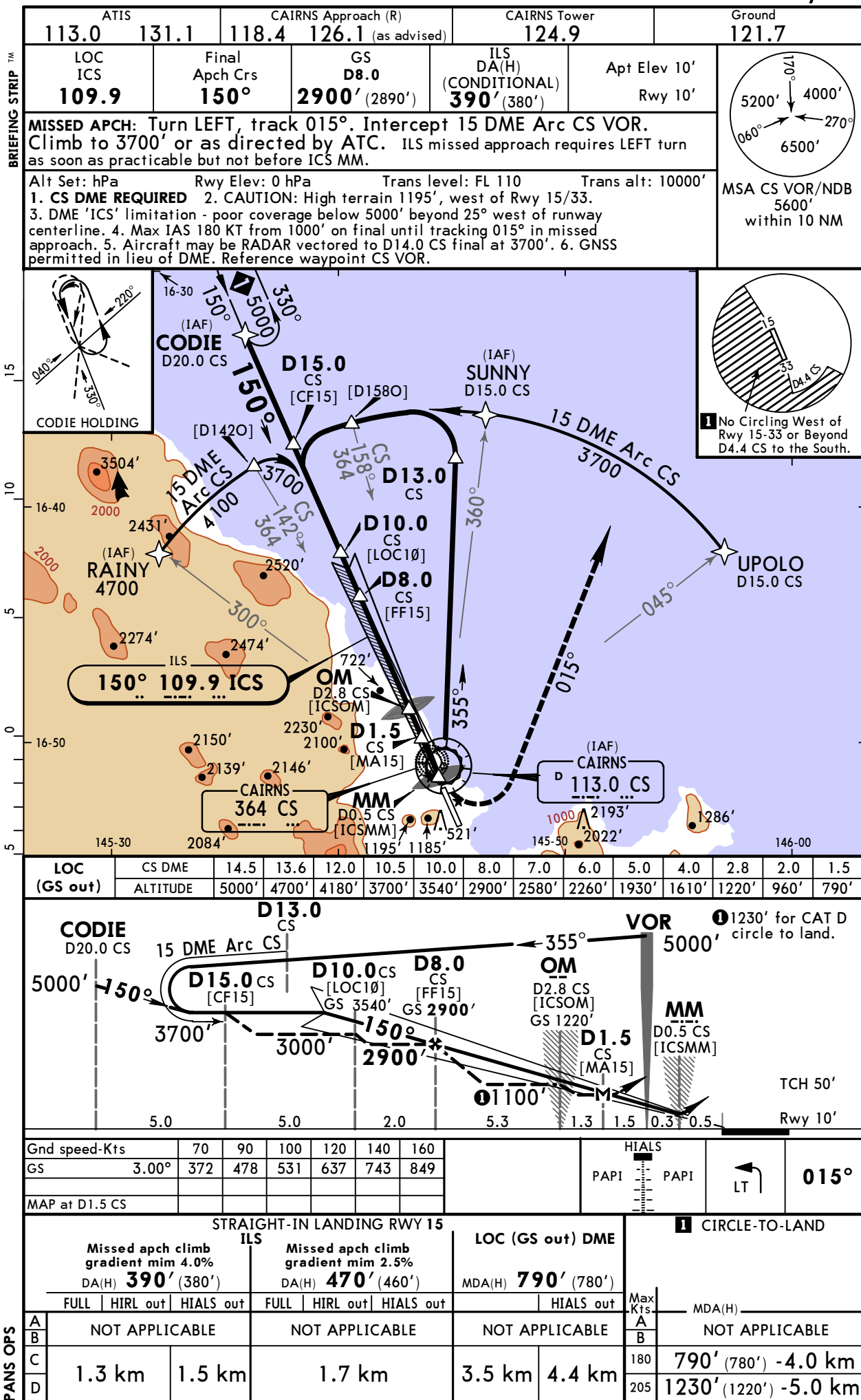
Gnd speed-Kts	70	90	100	120	140	160								
GS	3.00°	372	478	531	637	743	849							
MAP at D2.5 ICS														

STRAIGHT-IN LANDING RWY15						LOC (GS out) DME		CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			MDA(H) 790' (780')		790' (780') -2.4 km	
DA(H) 390' (380')			DA(H) 470' (460')			HIALS out		Max Kts	
FULL	HIRL out	HIALS out	FULL	HIRL out	HIALS out			100	
A	1.3 km	1.5 km	1.7 km			3.5 km	4.4 km	135	
B									
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE		NOT APPLICABLE	
D									

PANS OPS

YBCS/CNS
CAIRNS INTL

21 OCT 16 (11-3) CAT C & D ILS-X or LOC-X Rwy 15



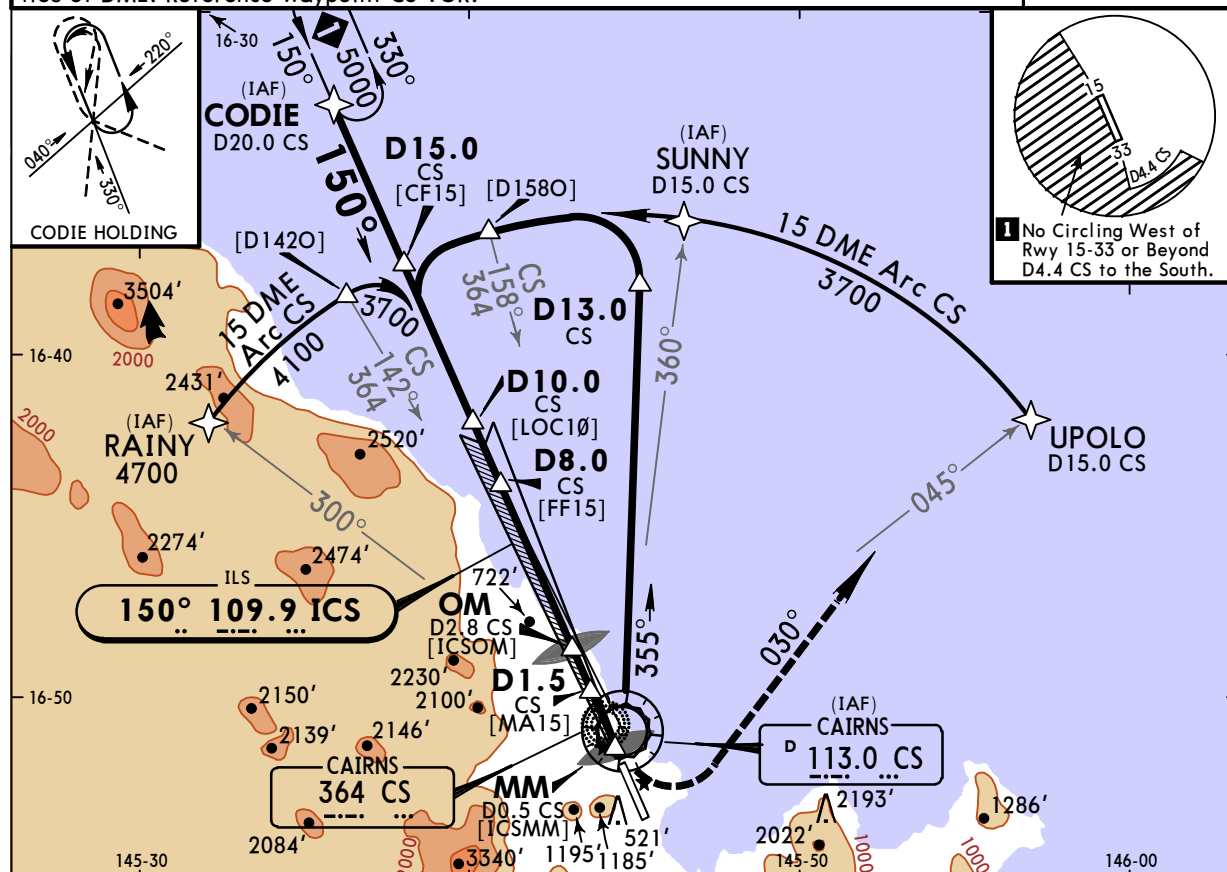
**YBCS/CNS
CAIRNS INTL**


JEPPESSEN

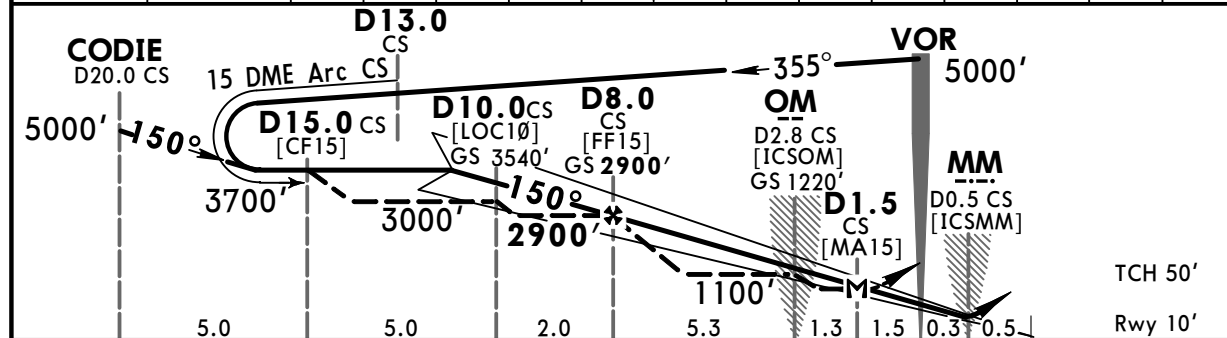
CAIRNS, QLD, AUSTRALIA
3 ILS-W or LOC-W Rwy 15

21 OCT 16 (11-4) CAT A & B

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4 126.1 (as advised)		CAIRNS Tower 124.9		Ground 121.7	
LOC ICS 109.9		Final Apch Crs 150°		GS D8.0 2900' (2890')		ILS DA(H) (CONDITIONAL) 390' (380')	
				Apt Elev 10' Rwy 10'			
MISSED APCH: Turn LEFT, track 030°. Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC. ILS missed approach requires LEFT turn as soon as practicable but not before ICS MM.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. CS DME REQUIRED. 2. CAUTION: High terrain 1195', west of Rwy 15/33. 3. DME 'ICS' limitation - poor coverage below 5000' beyond 25° west of runway centerline. 4. Aircraft may be RADAR vectored to D14.0 CS final at 3700'. 5. GNSS permitted in lieu of DME. Reference waypoint CS VOR.							



LOC (GS out)	CS DME	14.5	13.6	12.0	10.5	10.0	8.0	7.0	6.0	5.0	4.0	2.8	2.0	1.5
	ALTITUDE	5000'	4700'	4180'	3700'	3540'	2900'	2580'	2260'	1930'	1610'	1220'	960'	790'



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00°	372	478	531	637	743	849	
MAP at D1.5 CS							

STRAIGHT-IN LANDING RWY15										1 CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.0%			Missed apch climb gradient mim 2.5%			LOC (GS out) DME						
DA(H) 390' (380')			DA(H) 470' (460')			MDA(H) 790' (780')						
FULL		HIRL out	HIRL out		HALS out	FULL		HIRL out	HALS out	Max Kts	MDA(H) _____	
A	1.3 km		1.5 km		1.7 km		3.5 km		4.4 km	100	790' (780') -2.4 km	
B										135		
C	NOT APPLICABLE					NOT APPLICABLE					C	NOT APPLICABLE
D											D	

CHANGES: VNAV data.

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YBCS/CNS CAIRNS INTL

24 FEB 17

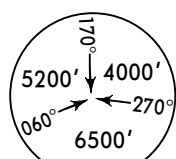
(11-5) Eff 2 Mar

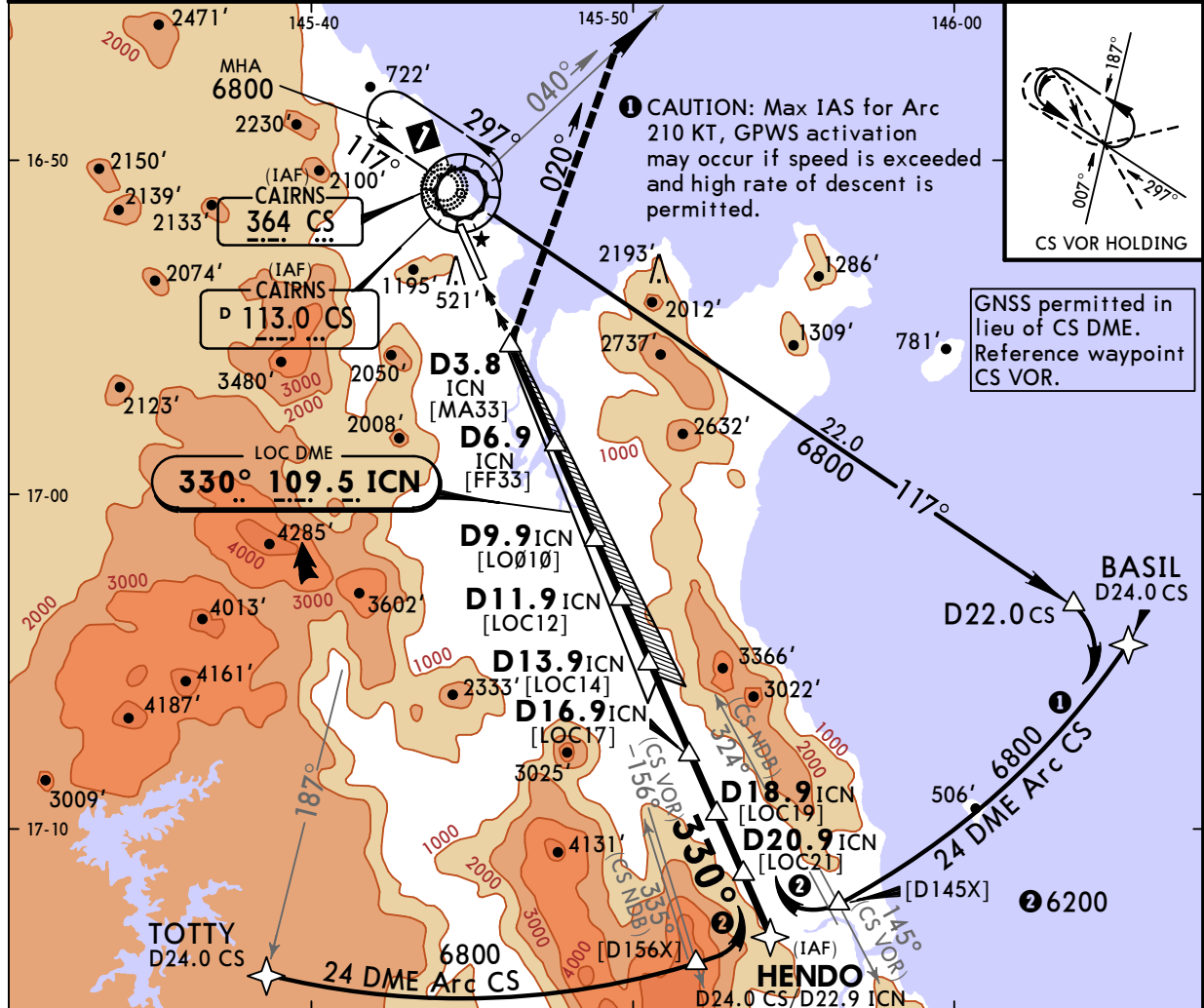
CAT C & D

CAIRNS, QLD, AUSTRALIA

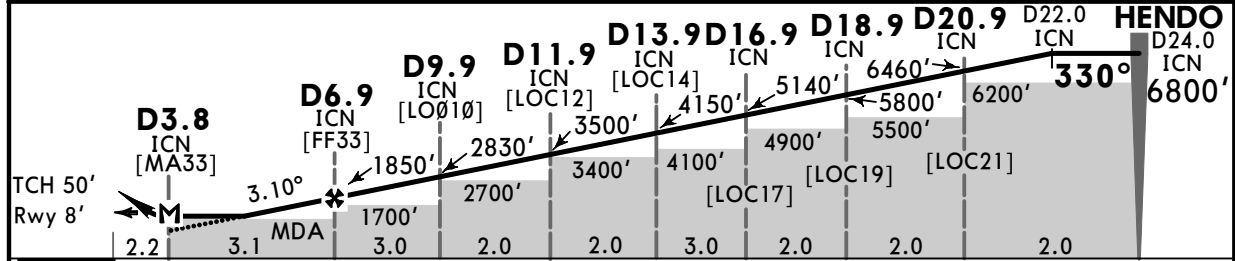
LOC-Z Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D6.9 ICN 1850' (1842')	MDA(H) 800' (792')		Apt Elev 10' Rwy 8'		 MSA CS VOR/NDB 5600' within 10 NM
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. ICN DME REQUIRED. 2. Max IAS for missed approach turn 185 KT. 3. Use of LOC restricted: West of Rwy centerline within 30°. 4. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.							

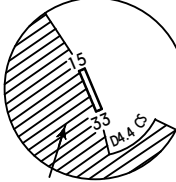


ICN DME	3.8	4.1	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	800'	910'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	020°
Descent Angle	3.10°	384	494	548	658	768				
MAP at D3.8 ICN										

PANS OPS

STRAIGHT-IN LANDING RWY33		CIRCLE-TO-LAND		 No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.
LOC DME				
MDA(H) 800' (792')		Max Kts	MDA(H) _____	
A/B	NOT APPLICABLE	A/B	NOT APPLICABLE	
C	4.5 km	180	800' (790') -4.0 km	
D		205	1230' (1220') -5.0 km	

YBCS/CNS CAIRNS INTL

24 FEB 17

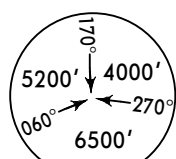
(11-6) Eff 2 Mar

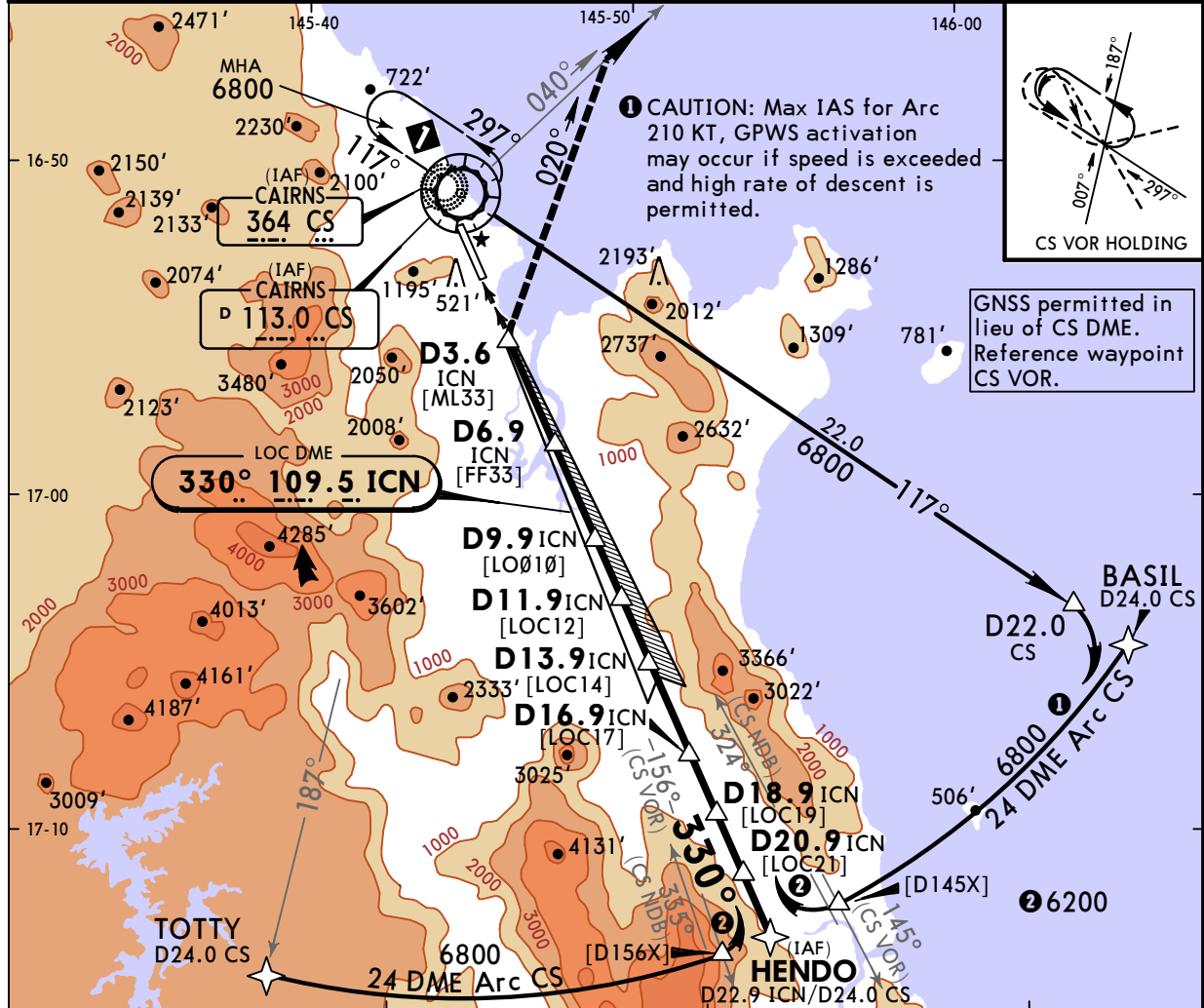
CAT A & B

CAIRNS, QLD, AUSTRALIA

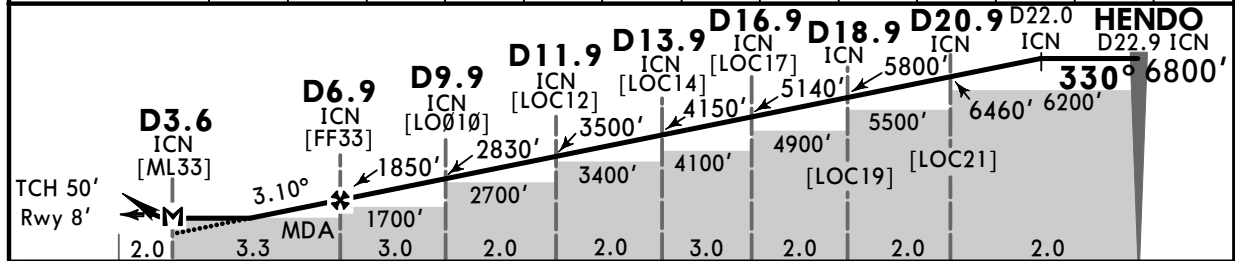
LOC-Y Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D6.9 ICN 1850' (1842')	MDA(H) 730' (722')	Apt Elev 10' Rwy 8'		
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. ICN DME REQUIRED. 2. Max IAS for missed approach turn 140 KT. 3. Use of LOC restricted: West of Rwy centerline within 30°. 4. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.						
						MSA CS VOR/NDB 5600' within 10 NM



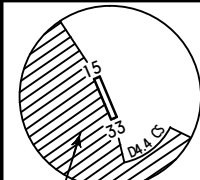
ICN DME	3.6	5.0	6.0	6.9	8.0	9.0	9.9	11.9	13.9	16.9	18.9	20.9	22.0
ALTITUDE	730'	1210'	1530'	1850'	2190'	2520'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160							
Descent angle	3.10°	384	494	548	658	768	878						
MAP at D3.6 ICN													

STRAIGHT-IN LANDING RWY33 LOC DME MDA(H) 730' (722')				CIRCLE-TO-LAND Max Kts MDA(H) 730' (720') -2.4 km			
4.1 km				100			
NOT APPLICABLE				135			
NOT APPLICABLE				NOT APPLICABLE			

PANS OPS



YBCS/CNS CAIRNS INTL

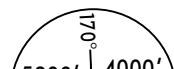
16 DEC 16

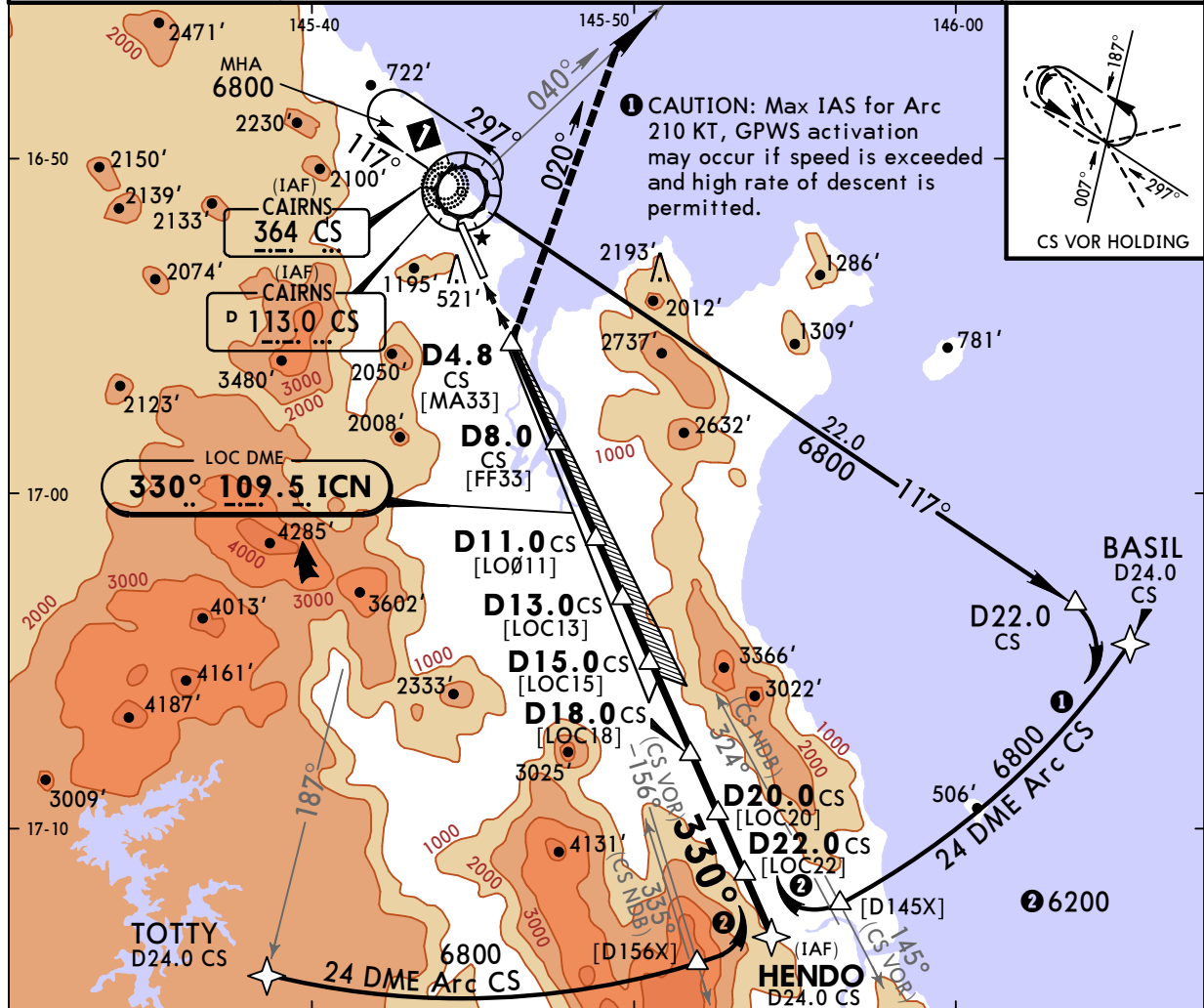
(11-7)

JEPPesen CAIRNS, QLD, AUSTRALIA

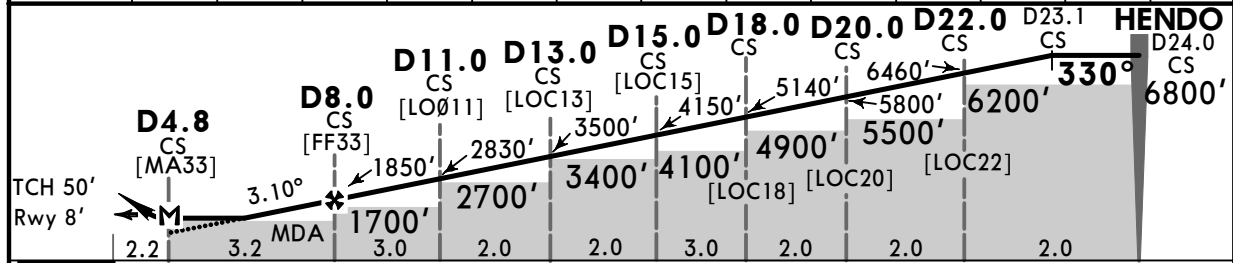
CAT C & D LOC-X Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Appch Crs 330°	Procedure Alt D8.0 CS 1850' (1842')	MDA(H) 800' (792')	Apt Elev 10' Rwy 8'		 MSA CS VOR/NDB 5600' within 10 NM
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. CS DME REQUIRED. 2. Max IAS for missed approach turn 185 KT. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30°. 5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.						



CS DME	4.8	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	800'	1190'	1520'	1850'	2180'	2510'	2830'	3500'	4150'	5140'	5800'	6460'	6800'



Gnd speed-Kts	70	90	100	120	140	160			PAPI	020°
Descent Angle	3.10°	384	494	548	658	768				
MAP at D4.8 CS										

PANS OPS

STRAIGHT-IN LANDING RWY33		CIRCLE-TO-LAND		
LOC DME				
MDA(H) 800' (792')				
A/B	NOT APPLICABLE	Max Kts	MDA(H)	
C	4.5 km	A/B	NOT APPLICABLE	
D		180	800' (790') -4.0 km	
		205	1230' (1220') -5.0 km	

No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

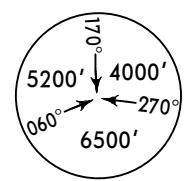
YBCS/CNS CAIRNS INTL

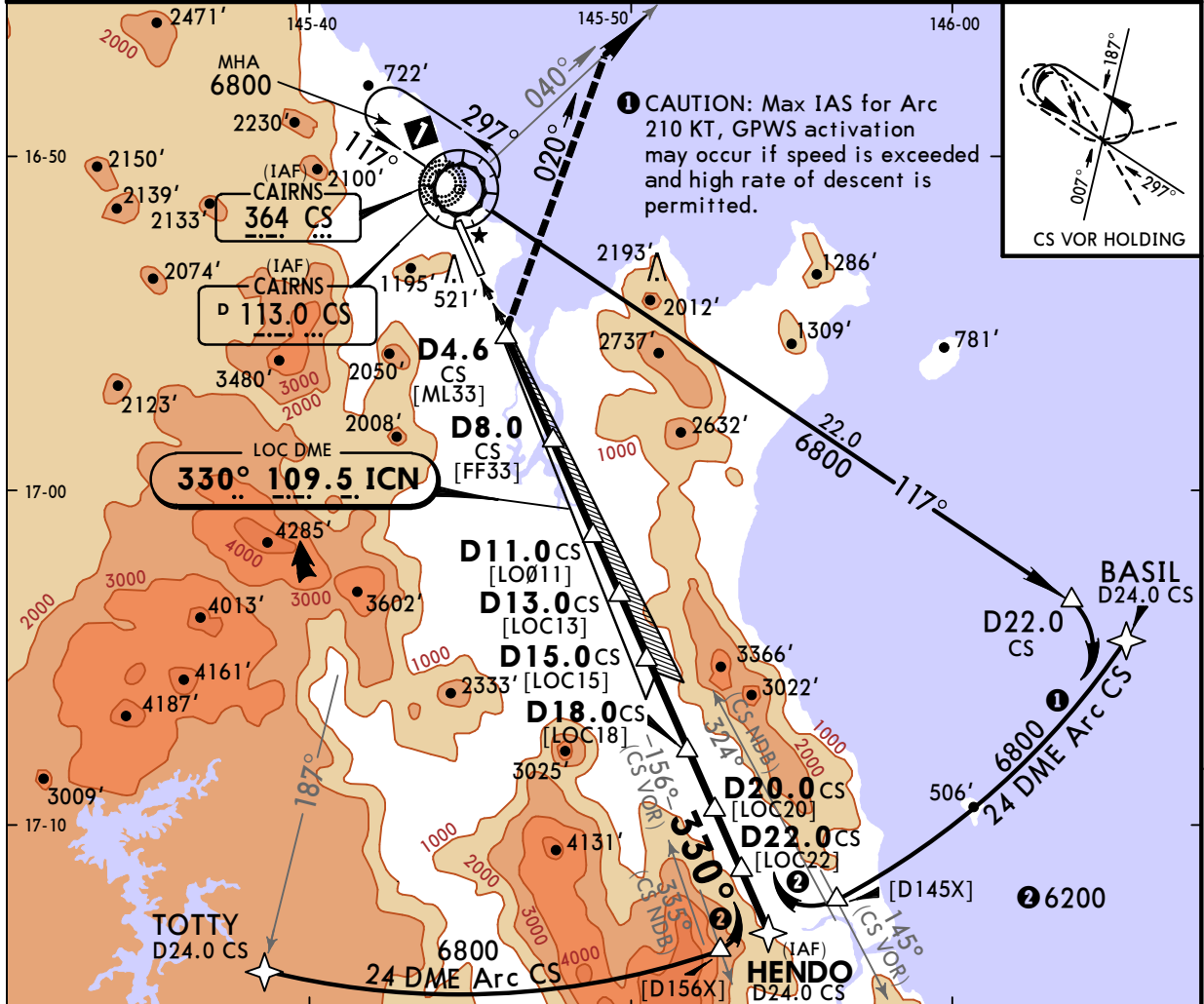
16 DEC 16

(11-8)

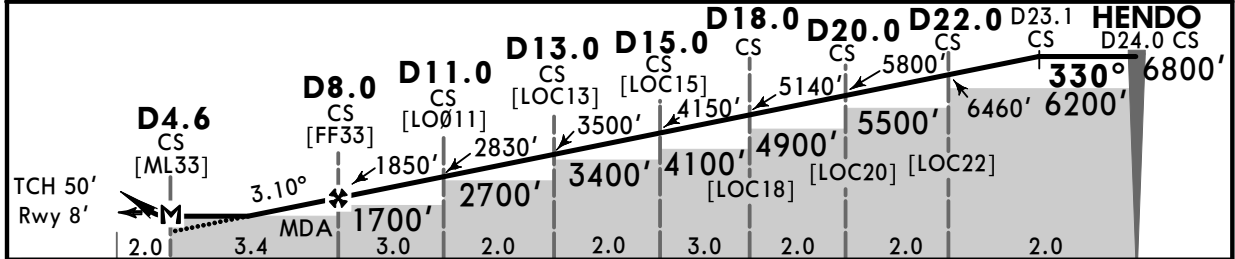
CAIRNS, QLD, AUSTRALIA CAT A & B LOC-W Rwy 33

BRIEFING STRIP

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
LOC ICN 109.5	Final Apch Crs 330°	Procedure Alt D8.0 CS 1850' (1842')	MDA(H) 730' (722')	Apt Elev 10' Rwy 8'		
MISSED APCH: Track 020°. Intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. CS DME REQUIRED. 2. Max IAS for missed approach turn 140 KT. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30°. 5. DME 'ICN' poor coverage below FL 150 between 20° to 35° west of extended runway centerline.						
						MSA CS VOR/NDB 5600' within 10 NM




CS DME	4.6	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	730'	860'	1190'	1520'	1850'	2180'	2510'	2830'	3500'	4150'	5140'	5800'	6460'	6800'

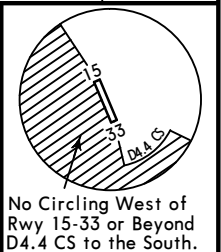


Gnd speed-Kts	70	90	100	120	140	160			PAPI	020°
Descent angle	3.10°	384	494	548	658	768				
MAP at D4.6 CS										

PANS OPS

STRAIGHT-IN LANDING RWY33		CIRCLE-TO-LAND		
LOC DME				
MDA(H) 730' (722')		Max Kts	MDA(H) _____	
A	4.1 km	100	730' (720') - 2.4 km	
B		135		
C	NOT APPLICABLE	C	NOT APPLICABLE	
D		D		

No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

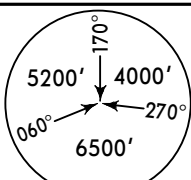


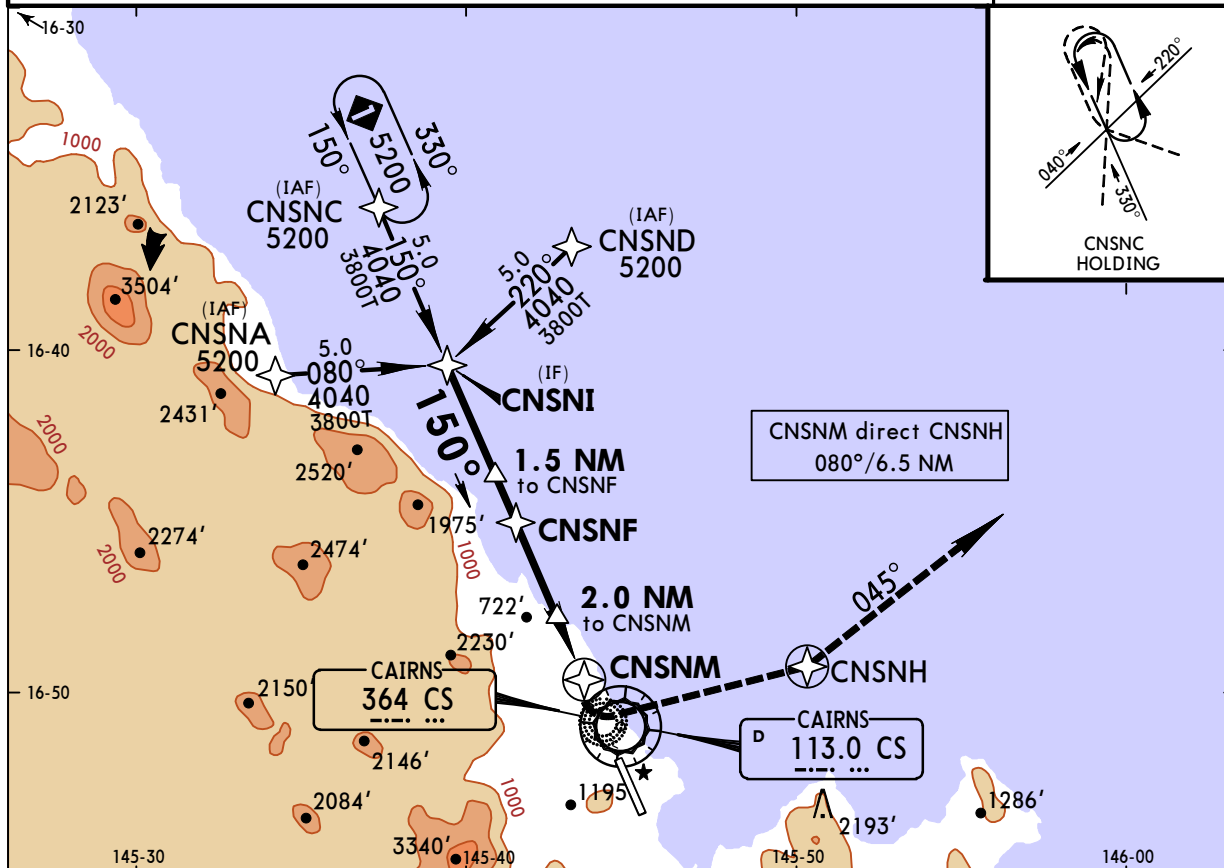
YBCS/CNS
CAIRNS INTL

JEPPesen
22 MAY 15
Eff 28 May (12-1)

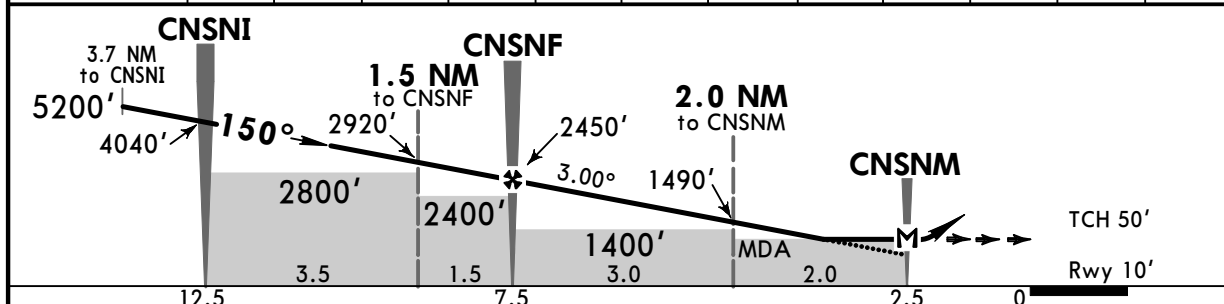
CAIRNS, QLD, AUSTRALIA
RNAV-Z (GNSS) Rwy 15

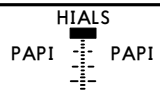
BRIEFING STRIP

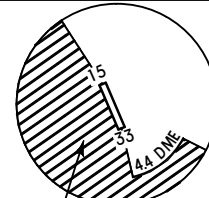
ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7
RNAV	Final Aptch Crs 150°	Procedure Alt CNSNF 2450' (2440')	MDA(H) (CONDITIONAL) 860' (850')	Apt Elev 10' Rwy 10'		 MSA CS VOR/NDB 5600' within 10 NM
MISSED APCH: Turn LEFT, track direct to CNSNH, thence track 045°. Climb to 5200' or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 110		Trans alt: 10000'	
1. Max IAS for initial 210 Kts, for MAP turn 190 Kts, for holding 230 kts.						



NM to NEXT WPT	3.7	CNSNI	4.0	3.0	2.0	1.0	CNSNF	4.0	3.0	2.0	0.5	CNSNM
ALTITUDE	5200'	4040'	3720'	3400'	3080'	2770'	2450'	2130'	1810'	1490'	1030'	860'



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

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND		 <p>No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).</p>	
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%					
MDA(H) 860' (850')		MDA(H) 1030' (1020')					
HIALS out		HIALS out					
A					Max Kts		MDA(H)
B					100		1030' (1020') - 2.4 km
C	4.9 km		5.0 km		135	1030' (1020') - 4.0 km	
D					180	1030' (1020') - 4.0 km	
					205	1230' (1220') - 5.0 km	

PANS OPS

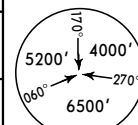
YBCS/CNS
CAIRNS INTL 12-20 24 MAY 13
Eff 29 May 1600Z

MISSSED APCH CLIMB CAIRNS, QLD, AUSTRALIA
GRADIENT MIM 4.6%
CAT C & D RNAV-P (RNP) Rwy 15

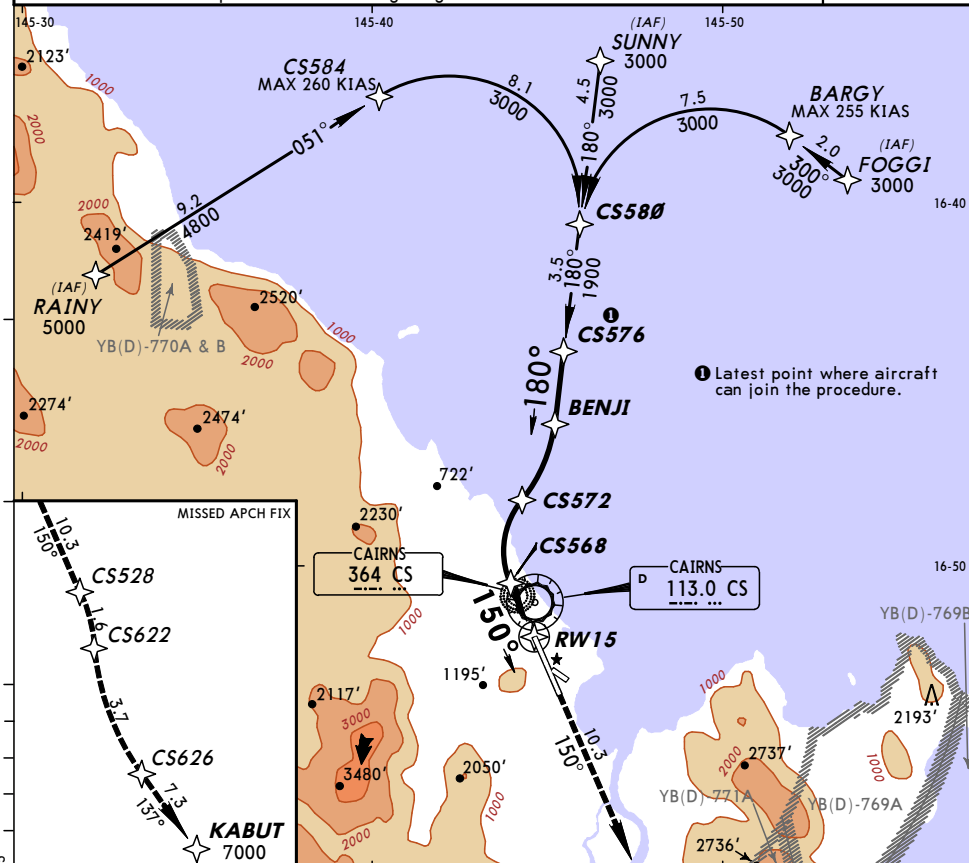
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7
RNAV RNP P 15	Final Apch Crs 150°	Procedure Alt CS572 1300' (1290')	RNP DA(H) Refer to Minimums Apt Elev 10' Rwy 15 10'

MISSSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP)
Missed Approach track to KABUT. Acceleration altitude 2000' QNH.

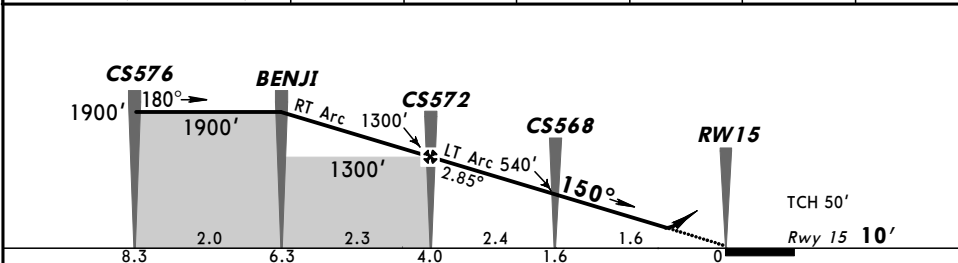
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12°C (54°F) to 36°C (97°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



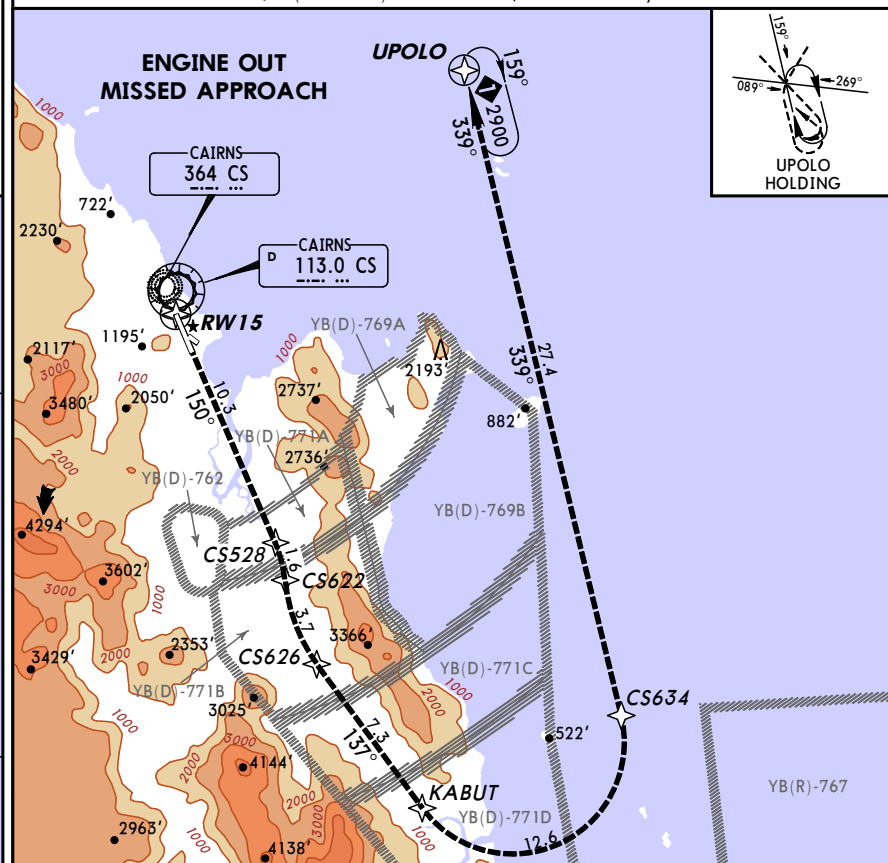
MSA CS VOR/NDB
5600'
within 10 NM



Dist from MAP	CS576	BENJI	CS572	CS568	3.1	1.0
ALTITUDE (2.85° APCH PATH)	2560'	1960'	1300'	540'	1007'	358'



ENGINE OUT MISSSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track
to UPOLO and hold as published.
Acceleration altitude 2000' QNH (2000' AGL). Climb to 2900', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	RNP	KABUT
Descent Angle 2.85°	353	454	504	605	706	807	PAPI	↑	RNAV	TRACK
MAP at DA										

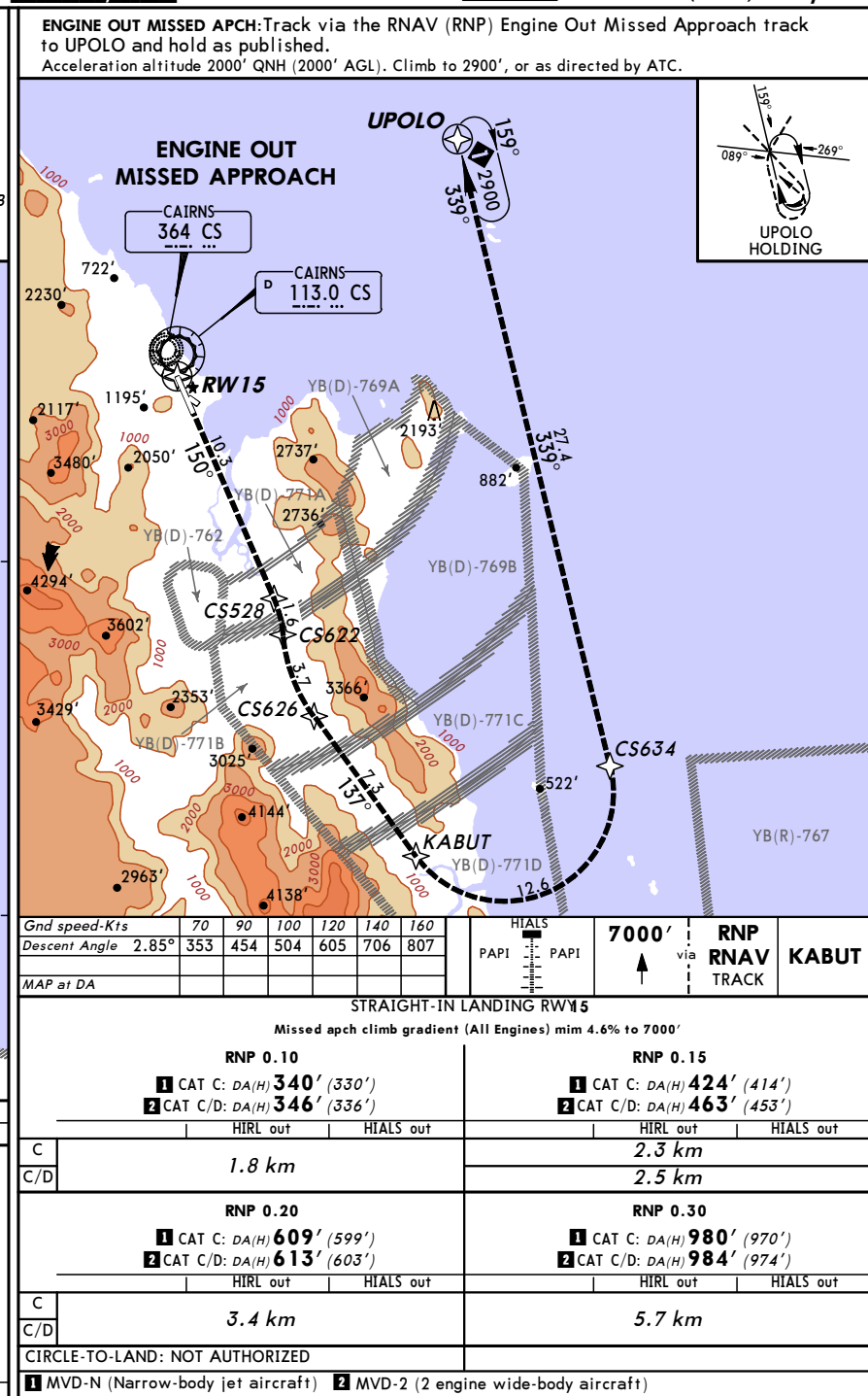
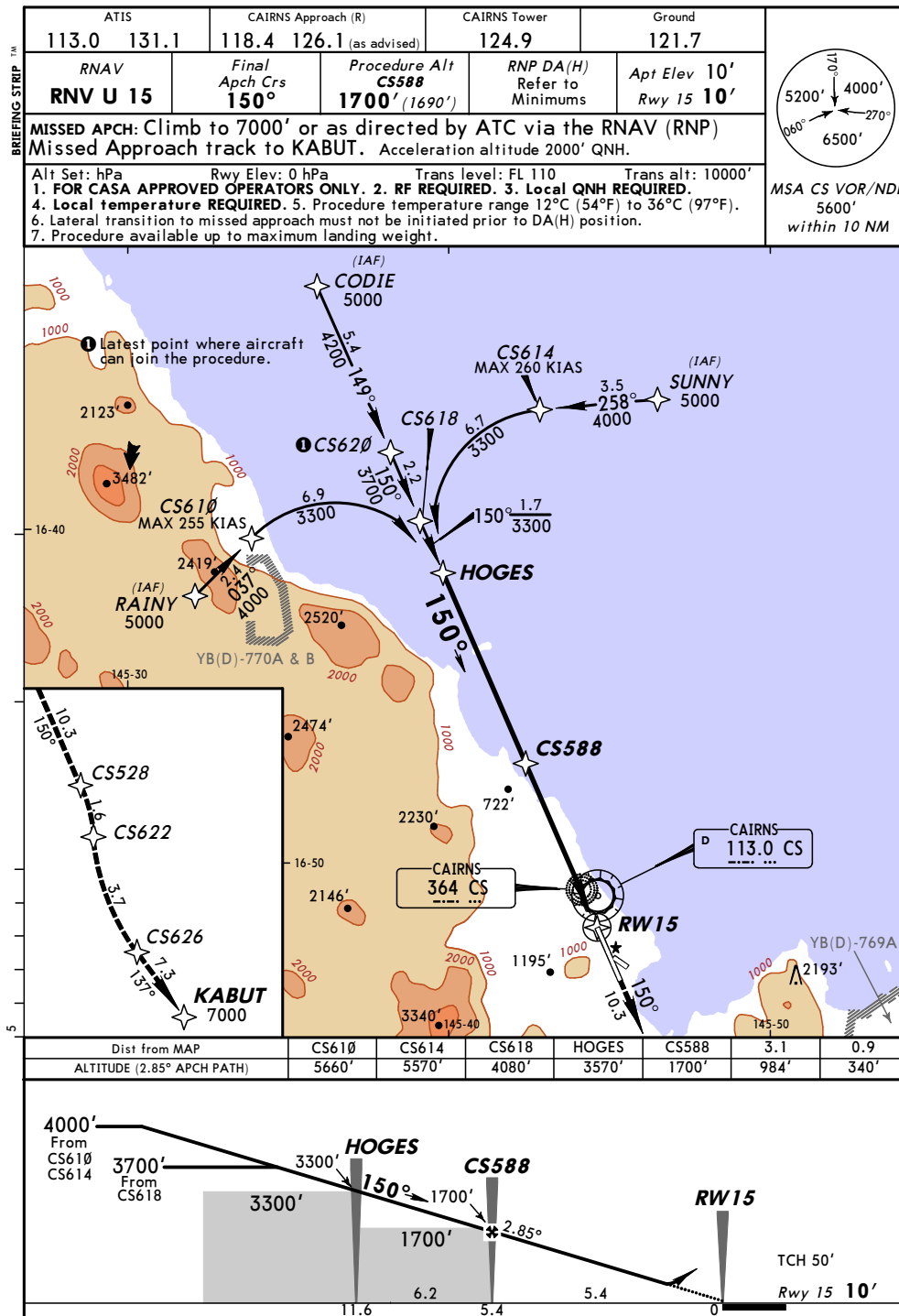
STRAIGHT-IN LANDING RWY15					
Missed apch climb gradient (All Engines) mim 4.6% to 7000'					
RNP 0.10			RNP 0.15		
1 CAT C: DA(H) 358' (348')			1 CAT C: DA(H) 438' (428')		
2 CAT C/D: DA(H) 375' (365')			2 CAT C/D: DA(H) 451' (441')		
	HIRL out	HIALS out		HIRL out	HIALS out
C	1.9 km		2.4 km		
C/D	2.0 km				
RNP 0.20			RNP 0.30		
1 CAT C: DA(H) 622' (612')			1 CAT C: DA(H) 993' (983')		
2 CAT C/D: DA(H) 636' (626')			2 CAT C/D: DA(H) 1007' (997')		
	HIRL out	HIALS out		HIRL out	HIALS out
C	3.5 km		5.8 km		
C/D	3.6 km		5.9 km		
CIRCLE-TO-LAND: NOT AUTHORIZED					
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)					

YBCS/CNS
CAIRNS INTL

24 MAY 13
Eff 29 May 1600Z (12-21)

MISSD APCH CLIMB
GRADIENT MIN 4.6%

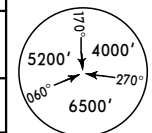
CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-U (RNP) Rwy 15



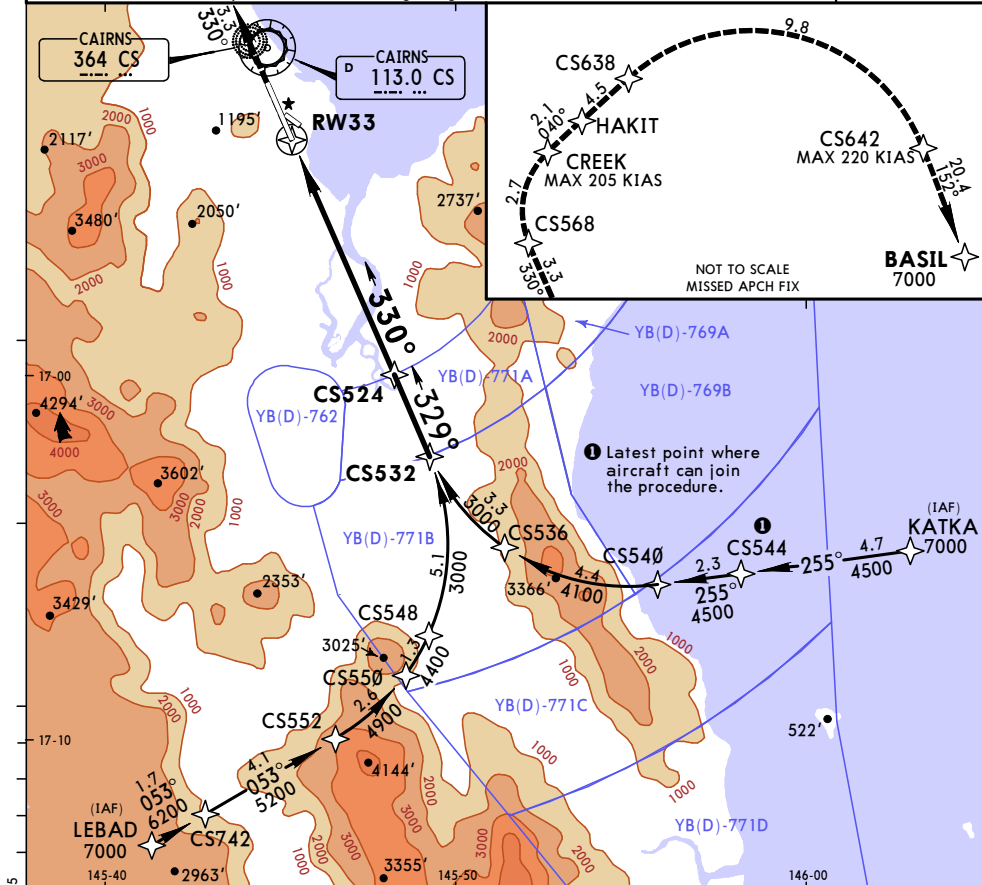
YBCS/CNS
CAIRNS INTL 12-22 3 JUN 16

CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-P (RNP) Rwy 33

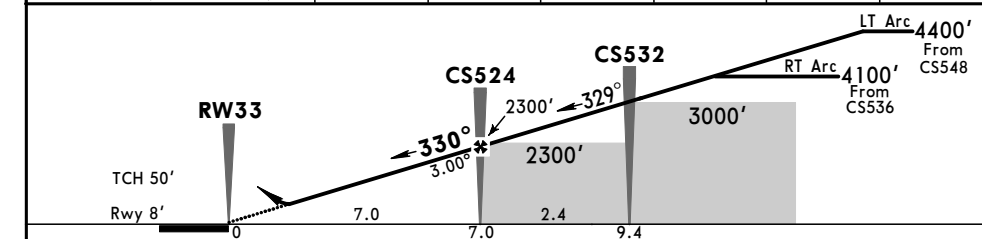
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7
RNAV RNV P 33	Final Apch Crs 330°	Procedure Alt CS524 2300' (2292')	RNP DA(H) Refer to Minimums Apt Elev 10' Rwy 8'
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to BASIL. Acceleration altitude 1500' QNH.			
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'			
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.			
4. Local temperature REQUIRED. 5. Procedure temperature range 12°C (54°F) to 36°C (97°F).			
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.			
7. Procedure available up to maximum landing weight.			



MSA CS VOR/NDB
5600'
within 10 NM

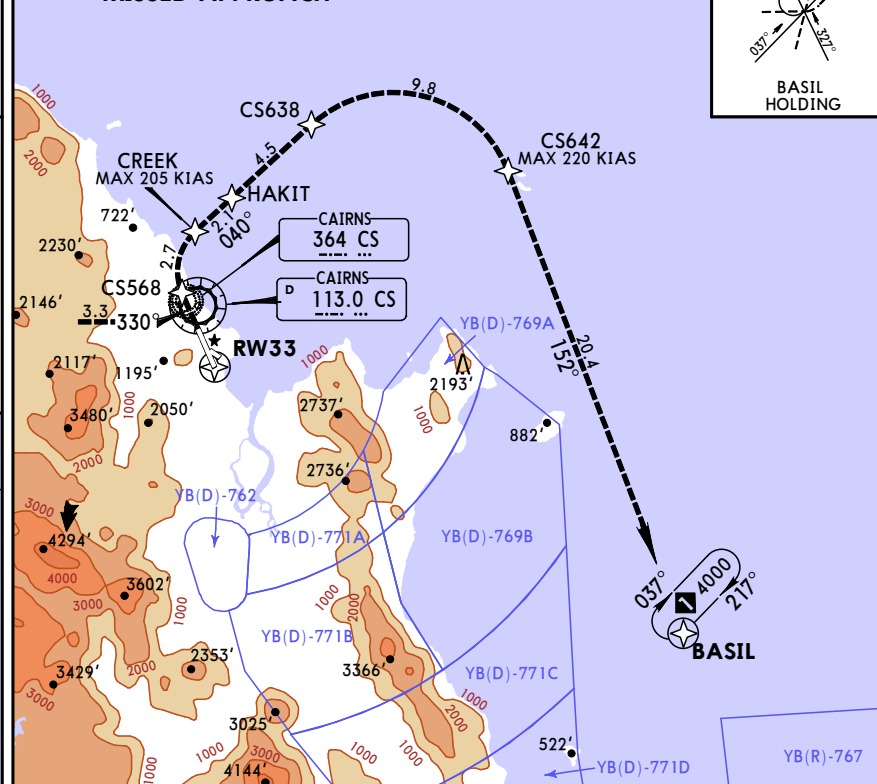


Dist from Threshold	1.0	2.9	CS524	CS532	CS536	CS548
ALTITUDE (3.00° APCH PATH)	375'	989'	2300'	3060'	4110'	4650'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BASIL and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 4000', or as directed by ATC.

ENGINE OUT MISSED APPROACH



Gnd speed-Kts	70	90	100	120	140	160																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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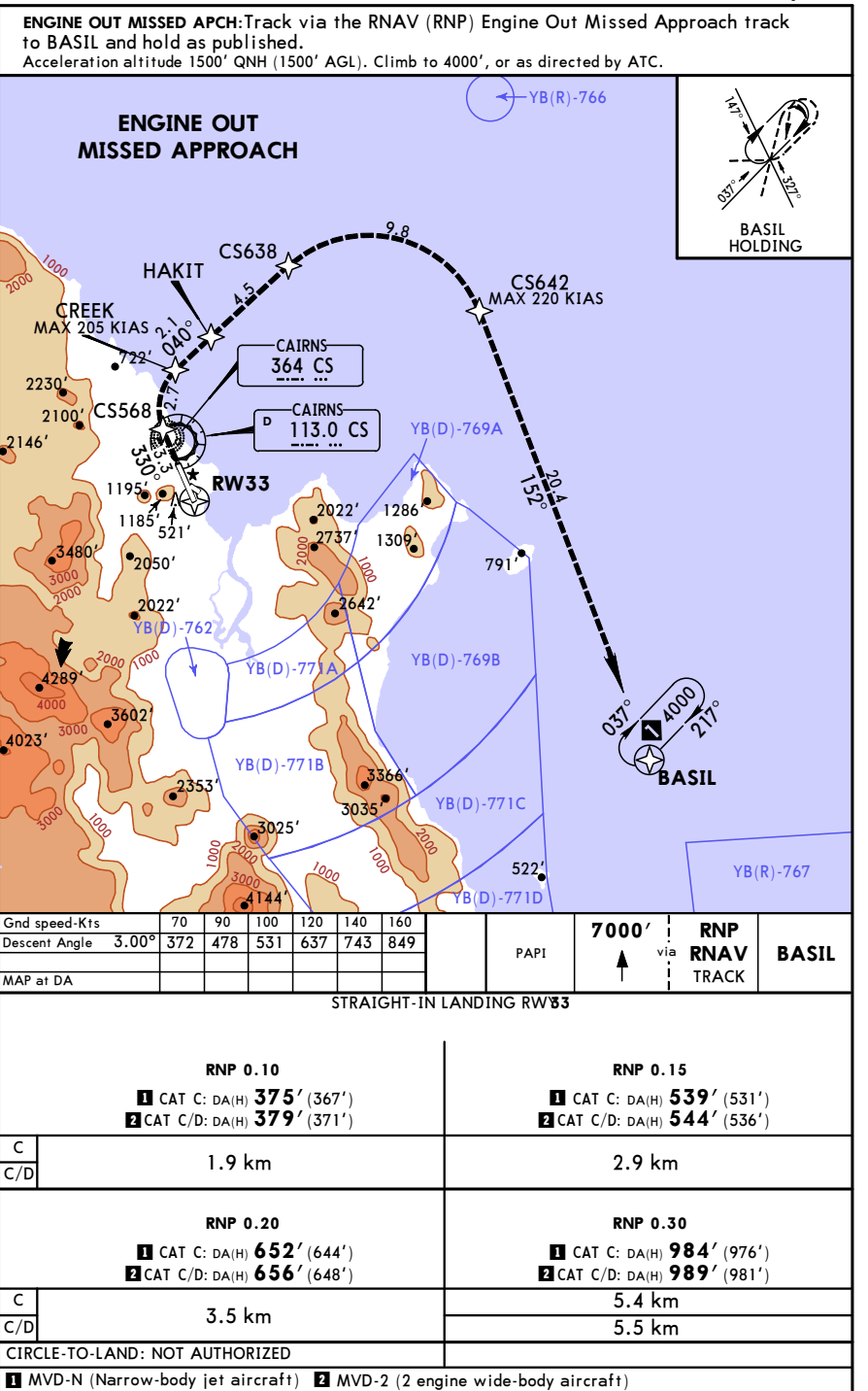
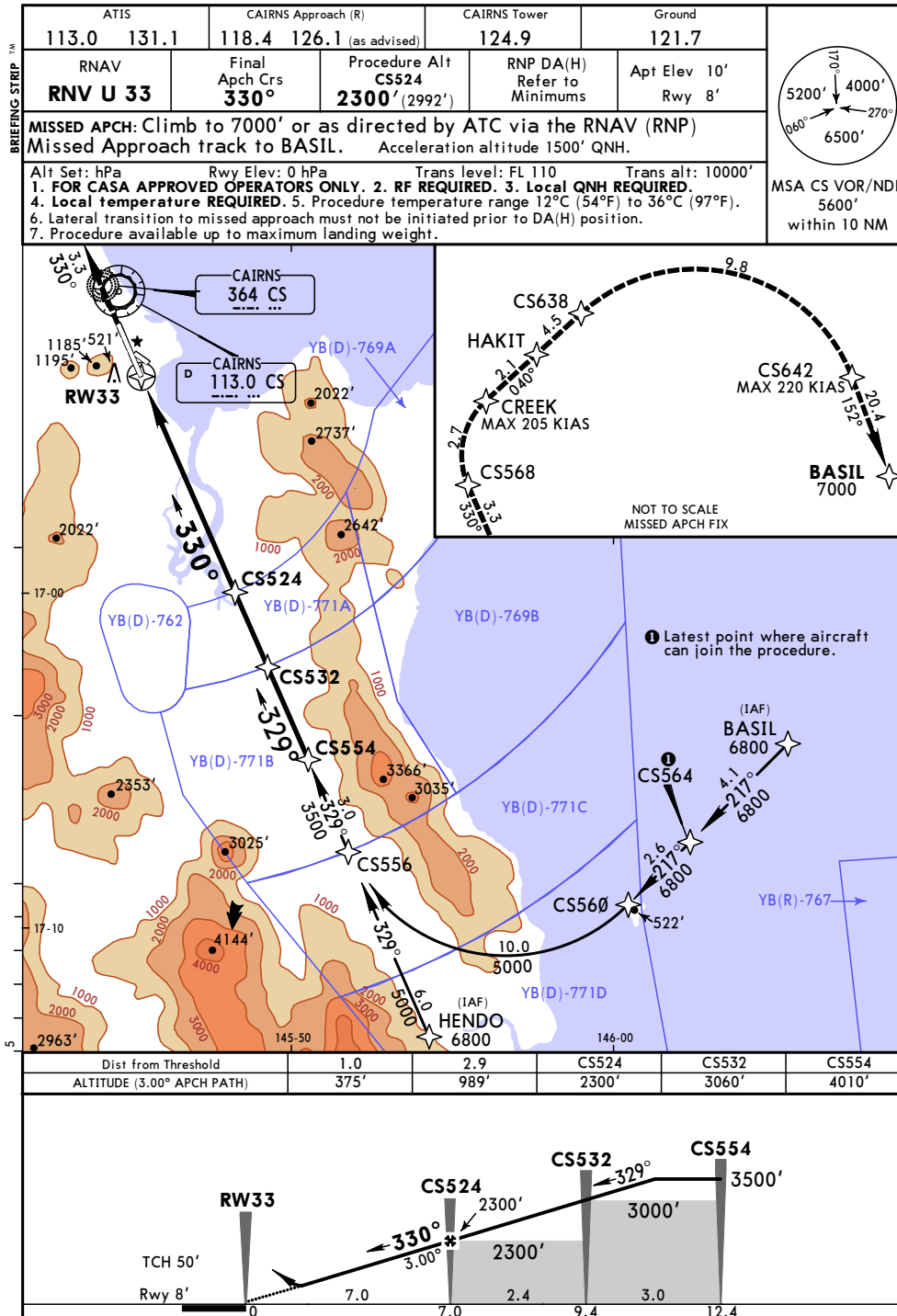
STRAIGHT-IN LANDING RWY 33

RNP 0.10		RNP 0.15	
1 CAT C: DA(H) 375' (367')		1 CAT C: DA(H) 539' (531')	
2 CAT C/D: DA(H) 379' (371')		2 CAT C/D: DA(H) 544' (536')	
C	1.9 km	2.9 km	
C/D			
RNP 0.20		RNP 0.30	
1 CAT C: DA(H) 652' (644')		1 CAT C: DA(H) 984' (976')	
2 CAT C/D: DA(H) 656' (648')		2 CAT C/D: DA(H) 989' (981')	
C	3.5 km	5.4 km	
C/D		5.5 km	
CIRCLE-TO-LAND: NOT AUTHORIZED			
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)			

YBCS/CNS
CAIRNS INTL

JEPPESSEN
3 JUN 16 12-23

CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-U (RNP) Rwy 33



**YBCS/CNS
CAIRNS INTL**



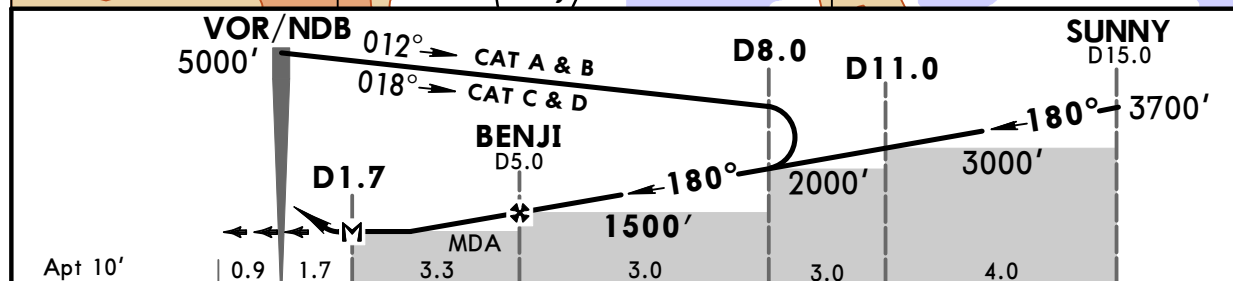
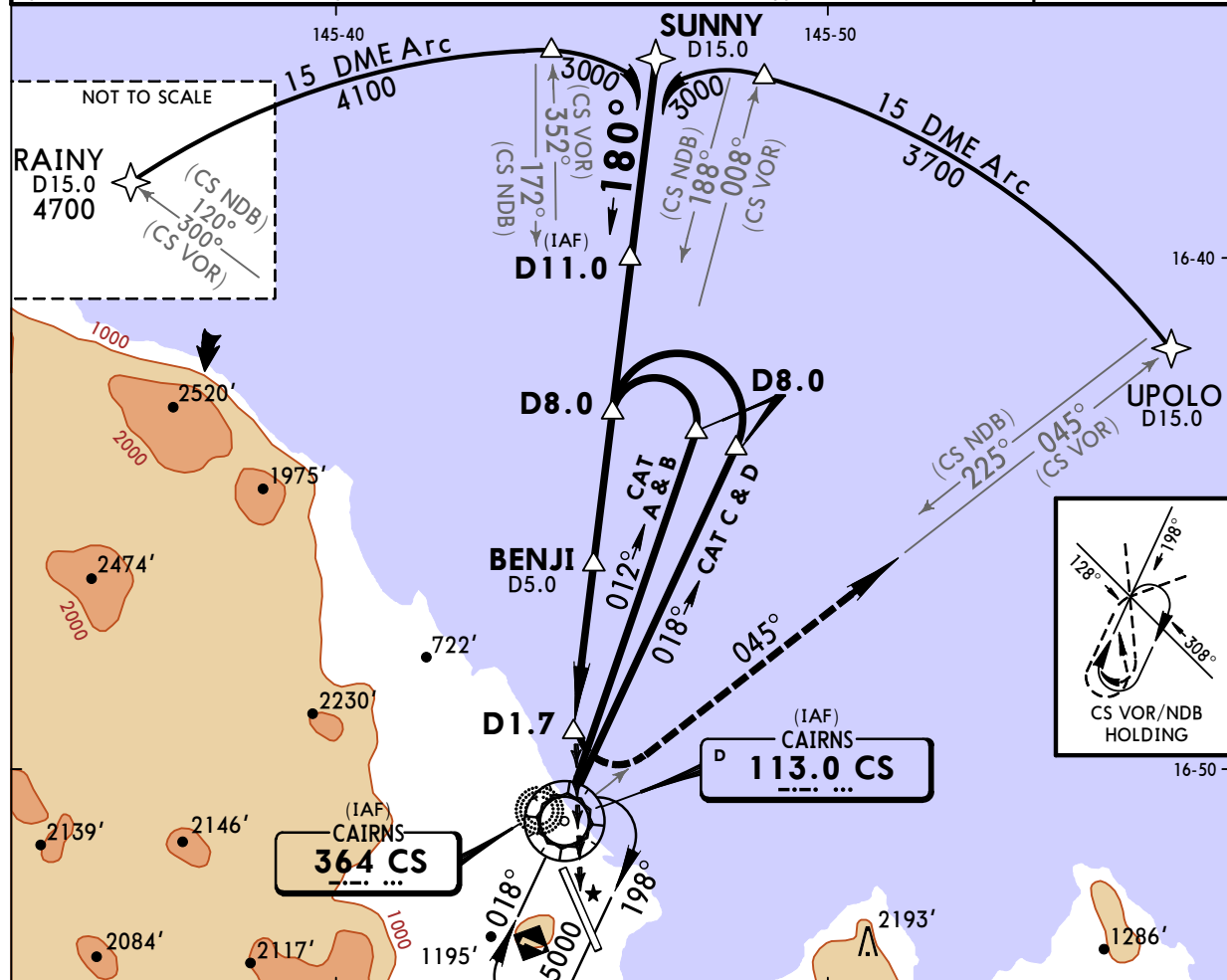
22 MAY 15 (13-1)


Eff 28 May

CAIRNS, QLD, AUSTRALIA

NDB-A or VOR-A

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4 126.1 (as advised)		CAIRNS Tower 124.9		Ground 121.7	
VOR CS 113.0	Final ApcH Crs 180°	Minimum Alt (CONDITIONAL) BENJI 1500' (1490')	MDA(H) Refer to Minimums	Apt Elev 10'			
NDB CS 364							
MISSED APCH: Turn LEFT, intercept and track CS VOR R-045 (045° bearing from CS NDB), climb to 4000' or as directed by ATC.							
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. CS DME REQUIRED. 2. Max IAS holding 185 Kts, missed apch Cat C 165 Kts, missed apch Cat D 185 Kts. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.							
					MSA CS VOR/ NDB 5600' within 10 NM		

[illegible]

		CIRCLE-TO-LAND		 <p>No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.</p>
	Max Kts	MDA(H) _____		
A	100	520' (510') - 2.4 km		
B	135			
C	180	1010' (1000') - 4.0 km		
D	205	1230' (1220') - 5.0 km		

CHANGES: Circling minimums.

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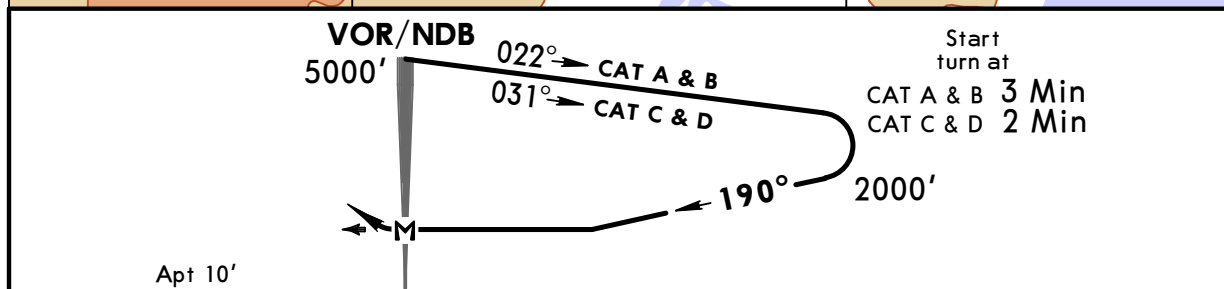
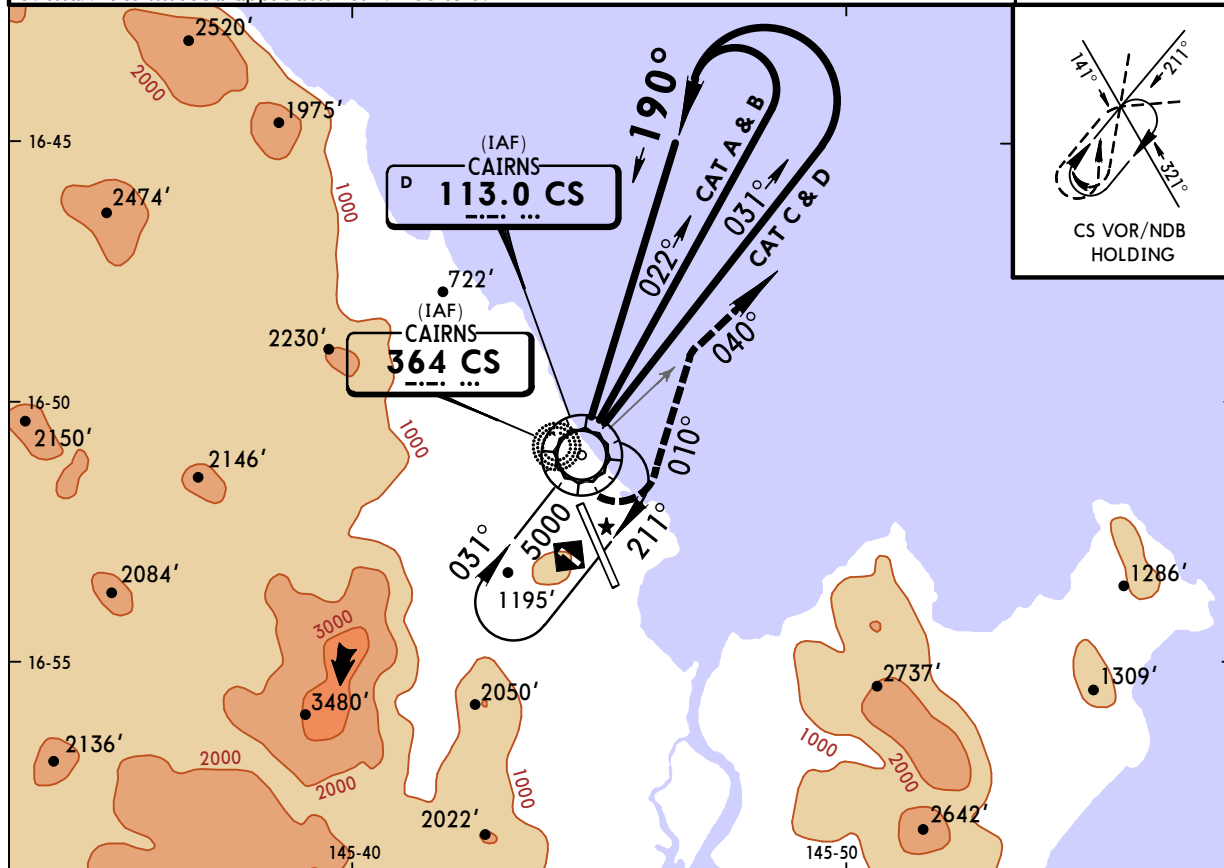
YBCS/CNS
CAIRNS INTL


JEPPESSEN
22 MAY 15 **(13-2)** **Eff 28 May**


CAIRNS, QLD, AUSTRALIA
NDB-B or VOR-B

BRIEFING STRIP™

ATIS 113.0 131.1		CAIRNS Approach (R) 118.4		CAIRNS Tower 124.9		Ground 121.7	
VOR CS 113.0		Final Apch Crs 190°	No FAF	MDA(H) Refer to Minimums	Apt Elev 10'		
NDB CS 364							
MISSED APCH: Turn LEFT track 010°, intercept CS VOR R-040 outbound (040° bearing from CS NDB). Climb to 4000' or as directed by ATC.							
Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max IAS initial Cat A & B: 140 Kts. 2. Max IAS holding: 185 Kts.							
3. Max IAS missed approach turn: 185 Kts.							
						MSA CS VOR/NDB 5600' within 10 NM	



								Lighting - Refer to Airport Chart	LT 	010°	CS 113.0 R-040	or	CS 364 040°
MAP at VOR/NDB													

		CIRCLE-TO-LAND		
		Max Kts.	MDA(H)	
A	100	1620' (1610') -2.4 km		
B	135			
C	180	1620' (1610') -4.0 km		
D	205	1620' (1610') -5.0 km		
No Circling West of Rwy 15-33 or Beyond D4.4 CS or 2 NM south of threshold Rwy 33.				

PANS OPS