

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

ATIS 113.2 125.5
APP NORTH 124.7 SOUTH 125.6 FINALS 119.25
TWR 01L/19R 118.0 01R/19L 120.5
SMC DOM 121.7
SOUTH 127.25

ATC APCH SPEEDS
 NM FM THR SPEED KT
 OSOKO 185-160
 5 160-150

OSOKO (11.4 IBE)
MAX IAS 185KT
IBE 196°
LOC/DME 109.3
7.4 IBE
9.4 IBE
SAKBO (5.2 IBE)
1.2 IBE
BBZNH (2.2 IBE)
500
226°
 685, 355, 354, 417, 267, 288, 205, 250, 261, 578, 1080, 1512, 900, 336

11°E
 Scale 1:500,000
 5NM
 25 NM MSA
 R-355°
 BN VOR
 2100
 3800
 R-130°
 10 NM MSA 2600

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

TR	IN	TURN	TIME	MIN ALT	DME LMT

*NO CIRCLING
 7 DME BN

AD ELEV 15
 Bearings are Magnetic
 Elevations in FEET AMSL

MISSED APPROACH:
 TRACK 196°. AT BBZNH (2.2 IBE OUTBOUND) AND NOT BELOW 500ft. TURN RIGHT, TRACK 226°. CLIMB TO 4000ft OR AS DIRECTED BY ATC.

Diagram illustrating a missed approach procedure for a flight path. The path starts at NM TO IBE DME (0.0) and proceeds through several waypoints and altitudes:

- At BBZNH (2.2 NM, 500 FT), the path turns right to 226°.
- At MAPt (LOC) (1.2 NM), the path turns right to 196°.
- At SAKBO (5.2 NM, 1660 FT), the path continues on 196°.
- At GP 3° (7.4 NM, 2000 FT LOC), the path continues on 196°.
- At OSOKO (11.4 NM, 3000 FT LOC), the path continues on 196°.

Additional information shown in the diagram:

- RDH 54 FT
- THR 19R ELEV 13
- IBDME (0.0 NM)
- MAPt (LOC) (1.2 NM)
- IBE DME (0.0 NM)
- SAKBO (5.2 NM, 1660 FT)
- GP 3° (7.4 NM, 2000 FT LOC)
- OSOKO (11.4 NM, 3000 FT LOC)

NOTES

1. MAX IAS:
OSOKO : 185KT

CATEGORY	A	B	C	D/D _L	* 2. CAT D ACFT NO CIRCLING WEST OF 01R / 19L BEYOND 7 DME BN. ** 3. SPECIAL ALTN MNM 700/2.5 KM. 4. ACFT MAY BE RADAR VECTORED TO FNA.
S-I ILS		220 (207) 0.8	550 RVR		
S-I LOC		430 (415-1.6)			
CIRCLING *	650 (635-2.4)		780 (765-4.0)	850 (835-5.0)	
ALTERNATE **	(1135-4.4)		(1265-6.0)	(1335-7.0)	

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