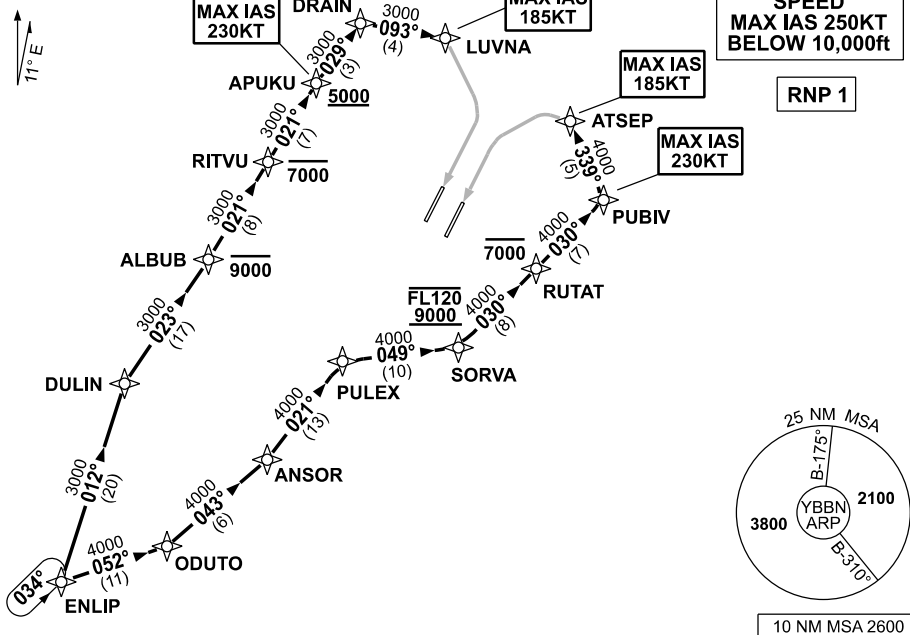


**STANDARD INSTRUMENT ARRIVAL (STAR)  
ENLIP THREE X-RAY ARRIVAL (RNAV) RWY 19L/19R  
BRISBANE, QLD (YBBN)**

**03 SEP 2026**

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

NOT TO SCALE



**ENLIP THREE X-RAY ARRIVAL**

**RWY 19L:**

- From ENLIP track 052° to ODUTO
- Turn LEFT track 043° to ANSOR
- Turn LEFT track 021° to PULEX
- Turn RIGHT track 049° to SORVA  
**Cross** SORVA BTN 9000ft and FL120
- Turn LEFT track 030° to RUTAT  
**Cross** RUTAT AT or BLW 7000ft
- Track 030° to PUBIV  
**MAX IAS 230KT AT PUBIV**
- Turn LEFT track 339° to ATSEP  
for RNP X or RNP S RWY 19L (AR) approach  
**MAX IAS 185KT AT ATSEP**

**RWY 19R:**

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

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC BN ATC ON TEL: (07) 3866-3694**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSa EMERG Section 1.5.

Changes: FROM SUP H50/26.

BBNSR53-188