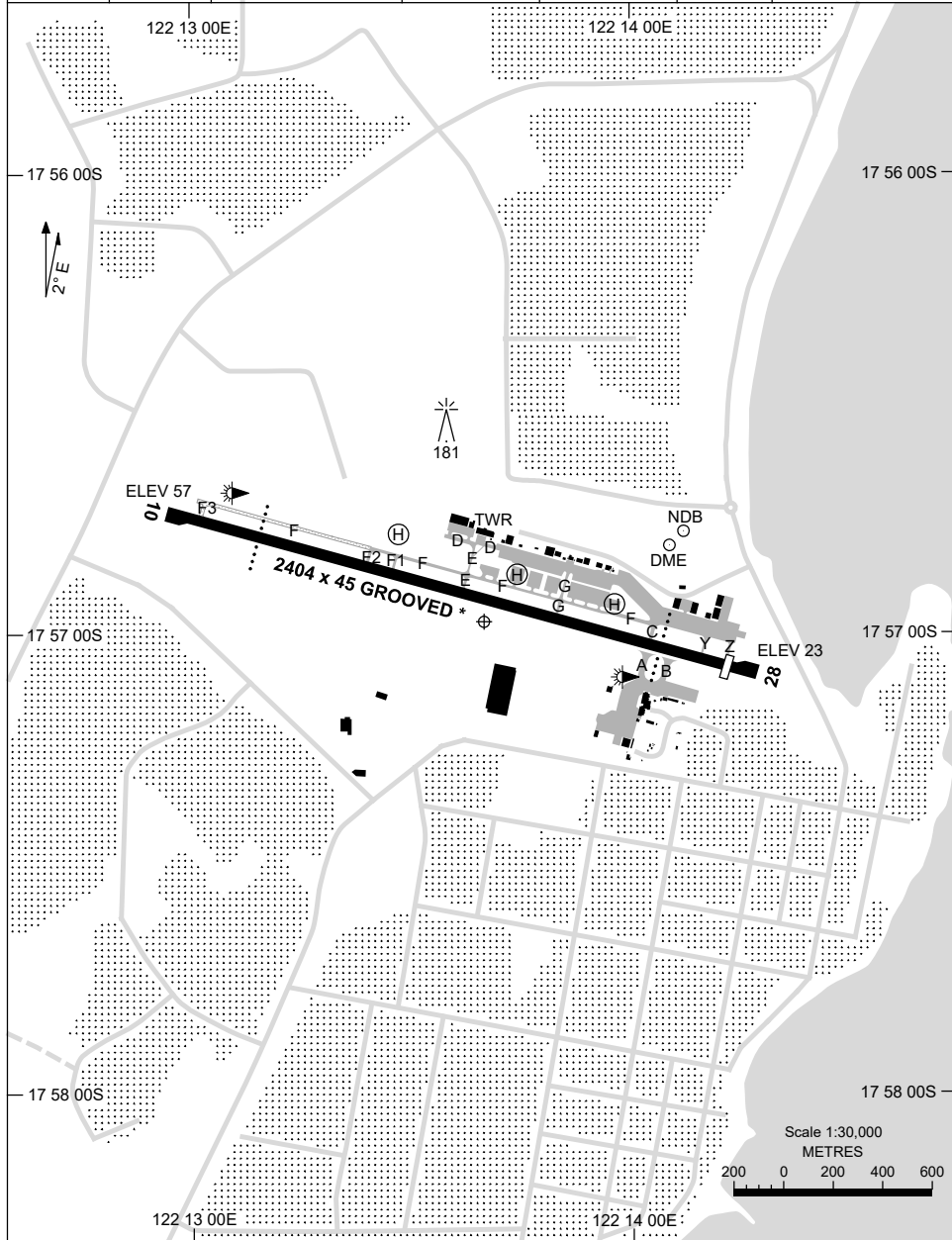


30 NOV 2023

AD ELEV 57
17 56 59S 122 13 40E

AERODROME CHART - Page 1
BROOME/INTL, WA (YBRM)

ATIS 128.2	AWIS (AH) 126.55	TWR (CTAF+AFRU AH) 126.0	SMC (TWR HR) 121.7	FIA (AH) BN CEN 123.95	AFRU+PAL 126.0	Bearings are Magnetic Elevations in FEET AMSL
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Changes: GROOVED RWY.

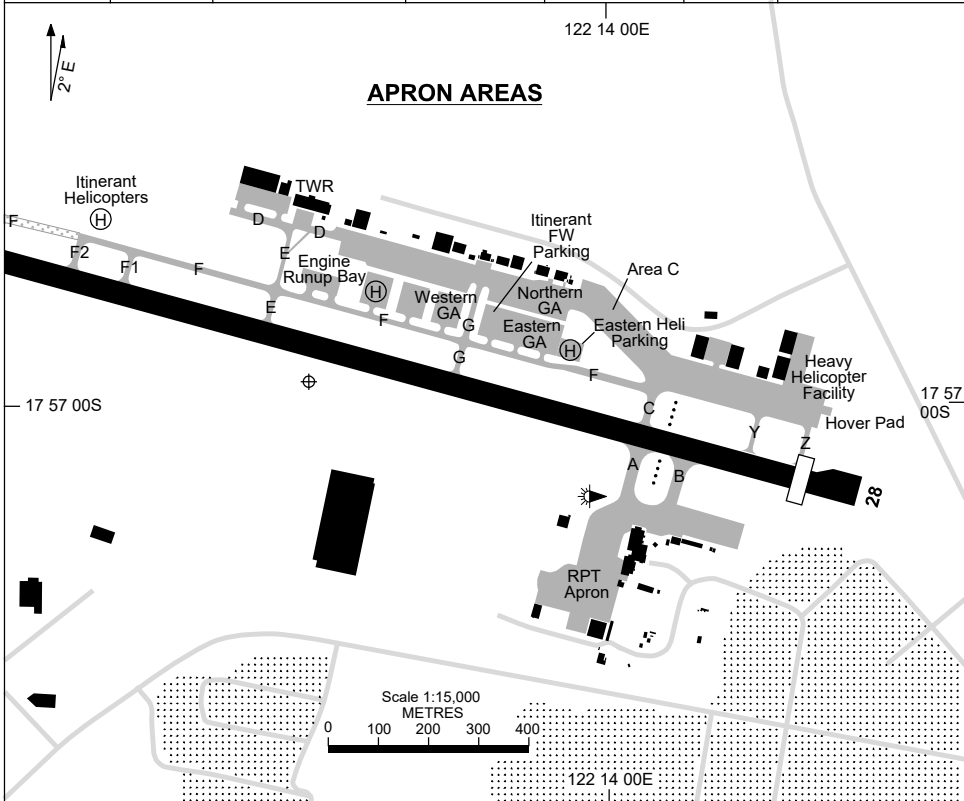
BRMAD01-177

30 NOV 2023

AD ELEV 57
17 56 59S 122 13 40E

AERODROME CHART - Page 2
BROOME/INTL, WA (YBRM)

ATIS 128.2	AWIS (AH) 126.55	TWR (CTAF+AFRU AH) 126.0	SMC (TWR HR) 121.7	FIA (AH) BN CEN 123.95	AFRU+PAL 126.0	Bearings are Magnetic Elevations in FEET AMSL
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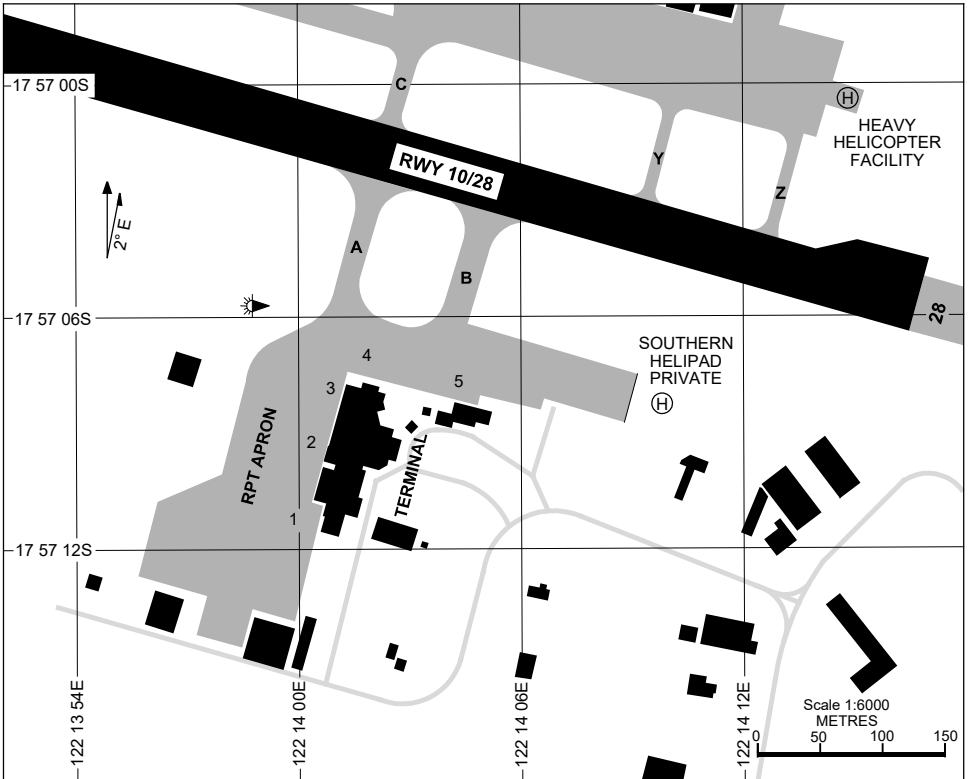
NOTES

1. AWIS RQ ONE-SECOND PULSE TO ACTIVATE.
- * 2. RWY GROOVED - 45M WIDE.

Changes: NOTE 2. BRMAD02-177

APRON CHART - RPT
BROOME/INTL, WA (YBRM)

9 SEP 2021



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL
1	17 57 11.24S	122 13 59.88E	31	B738	NIL
2	17 57 09.25S	122 14 00.36E	31	B738	NIL
3	17 57 07.85S	122 14 00.88E	30	B738	NIL
4	17 57 07.00S	122 14 01.88E	30	B738	NIL
5	17 57 07.64S	122 14 04.36E	27	F100	NIL

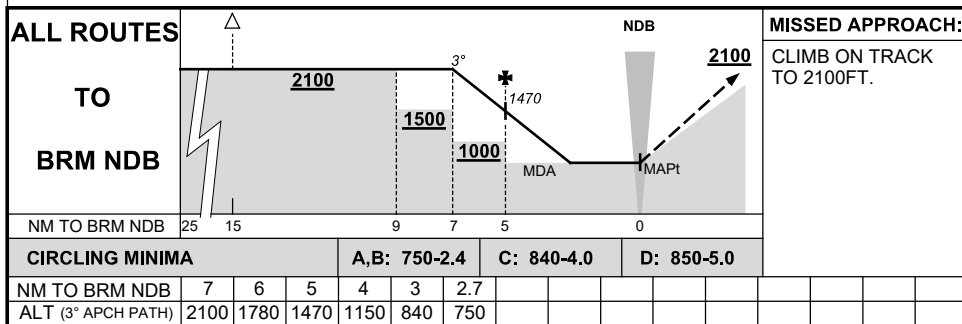
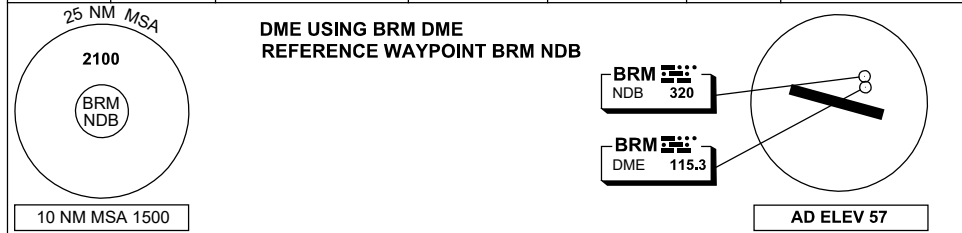
Changes: DAP IDENT CHANGE.

BRMAP01-168

DME or GNSS ARRIVAL PROCEDURES BROOME/INTL, WA (YBRM)

5 NOV 2020

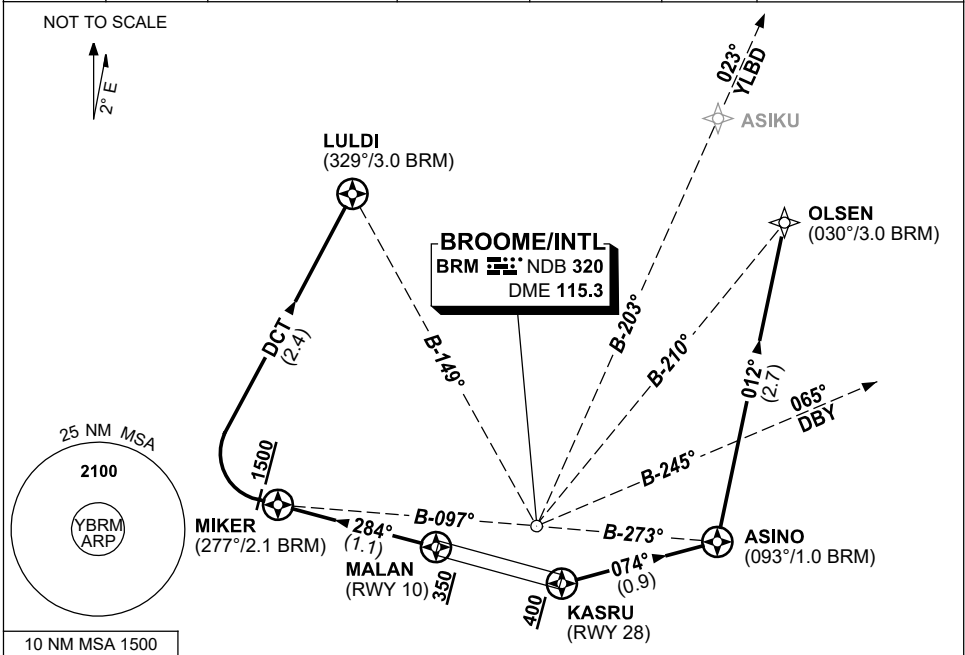
ATIS 128.2	AWIS (AH) 126.55	TWR (CTAF+AFRU AH) 126.0	SMC (TWR HR) 121.7	FIA (AH) BN CEN 123.95	AFRU+PAL 126.0	Bearings are Magnetic Elevations in FEET AMSL
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**STANDARD INSTRUMENT DEPARTURES (SID)
BROOME CAT H DEPARTURE (RNAV) RWY 10 & 28
BROOME/INTL, WA (YBRM)**

16 JUN 2022

ATIS 128.2	AWIS (AH) 126.55	TWR (CTAF+AFRU AH) 126.0	SMC (TWR HR) 121.7	FIA (AH) BN CEN 123.95	AFRU+PAL 126.0	Bearings are Magnetic Elevations in FEET AMSL
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**RWY 28
LULDI ONE (RNAV) DEPARTURE
CAT H ONLY GRAD 5.0%**

- FATO RWY 28 at intersection TWY G
- Proceed visually to MALAN
- Initial Departure Fix MALAN
 Cross MALAN AT or ABV 350ft
- Track 284° to MIKER
- AT or ABV 1500ft, but not before MIKER turn RIGHT
- Track DCT to LULDI (approx. 015°)
- After passing LULDI, track to intercept ATC cleared route by 5 DME

**RWY 10
ASINO ONE (RNAV) DEPARTURE
CAT H ONLY GRAD 5.0%**

- FATO RWY 10 at intersection TWY F2
 - Proceed visually to KASRU
 - Initial Departure Fix KASRU
 Cross KASRU AT or ABV 400ft
 - Turn LEFT, track 074° to ASINO
 - Track to intercept ATC cleared route by 5 DME
- For OLSEN
- Turn LEFT, track 012° to OLSEN
 - Track to intercept ATC cleared route by 5 DME

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communications failure

- Squawk 7600
- Maintain last ATC assigned track for two minutes, and if necessary, climb to a minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: MAGNETIC TRACKS, Editorial.

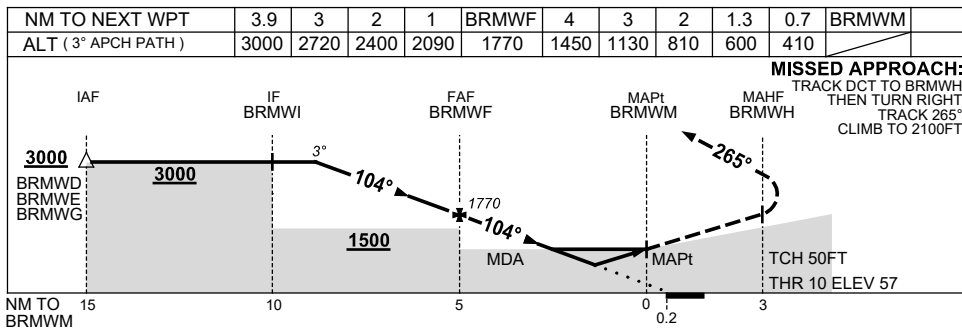
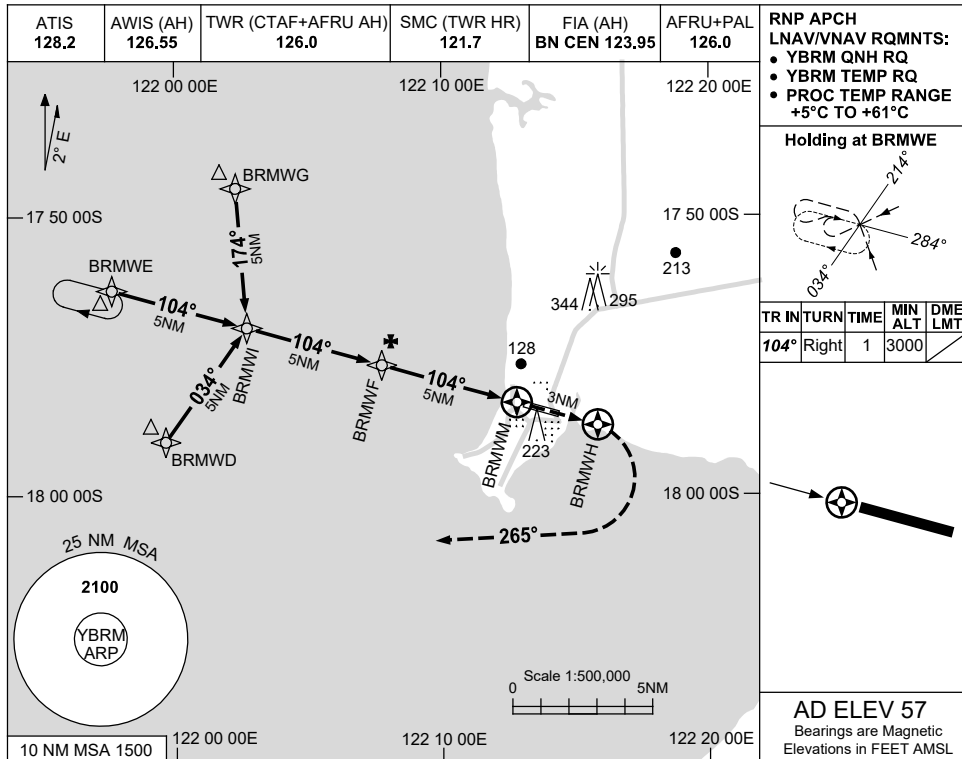
BRMDP01-171

USE QNH

RNP Z RWY 10

BROOME/INTL, WA (YBRM)

8 SEP 2022



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	410 (353-2.0)			
LNAV	600 (543-3.1)			
CIRCLING	650 (593-2.4)	840 (783-4.0)		850 (793-5.0)
ALTERNATE	(1093-4.4)		(1283-6.0)	(1293-7.0)

1. MAX IAS:
INITIAL : 210KT.
2. HOLDING NOT
CONTAINED IN
CTA.

Changes: CHART TITLE, PBN SPECIFICATION BOX.

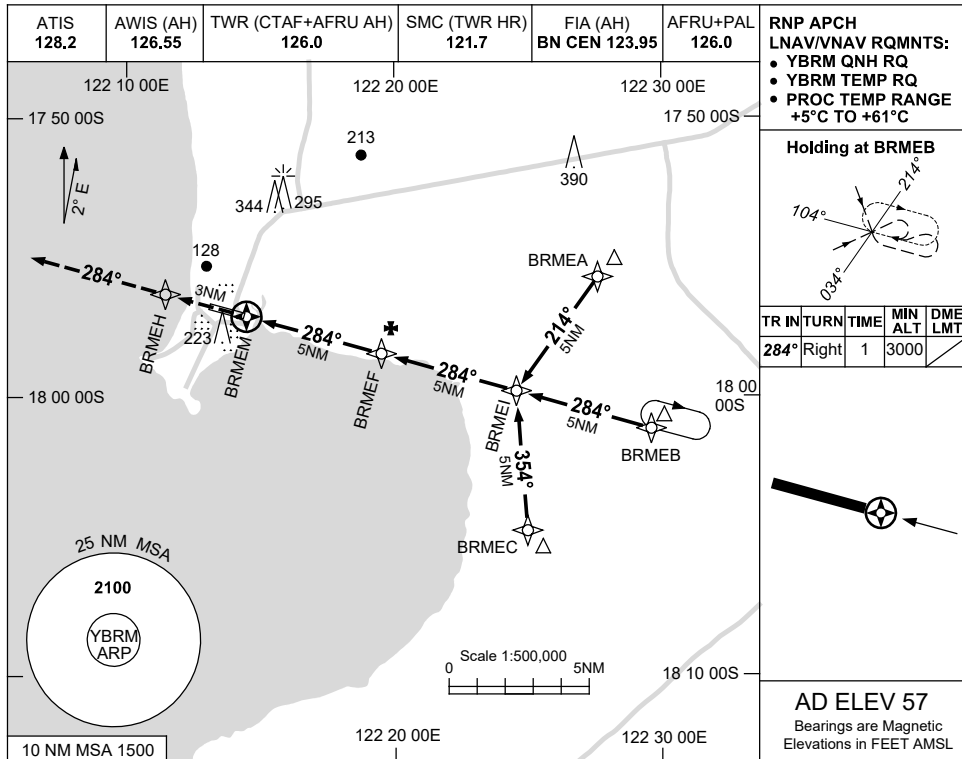
BRMGN01-172

USE QNH

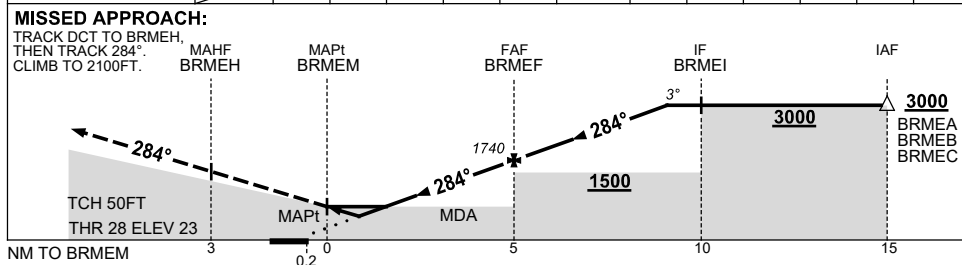
RNP Z RWY 28

BROOME/INTL, WA (YBRM)

8 SEP 2022



NM TO NEXT WPT	BRMEM	0.8	1.4	2	3	4	BRMEF	1	2	3	4		
ALT (3° APCH PATH)		410	600	780	1100	1420	1740	2060	2370	2690	3000		



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	410 (387-2.2)			
LNAV	600 (577-3.3)			
CIRCLING	650 (593-2.4)		840 (783-4.0)	850 (793-5.0)
ALTERNATE	(1093-4.4)		(1283-6.0)	(1293-7.0)

1. MAX IAS: INITIAL : 210KT.
2. HOLDING NOT CONTAINED IN CTA.

Changes: CHART TITLE, PBN SPECIFICATION BOX.

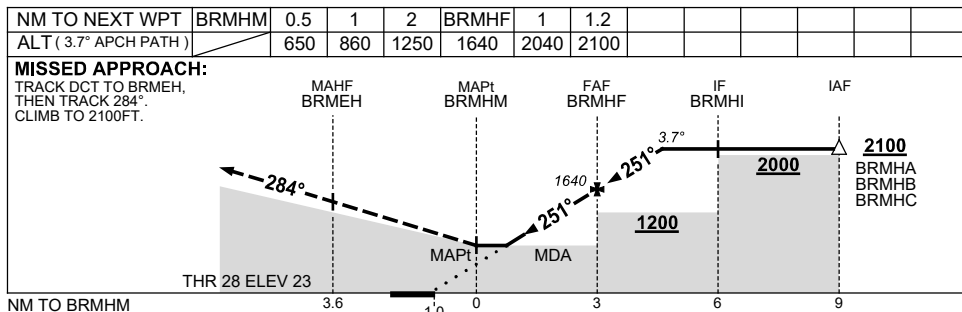
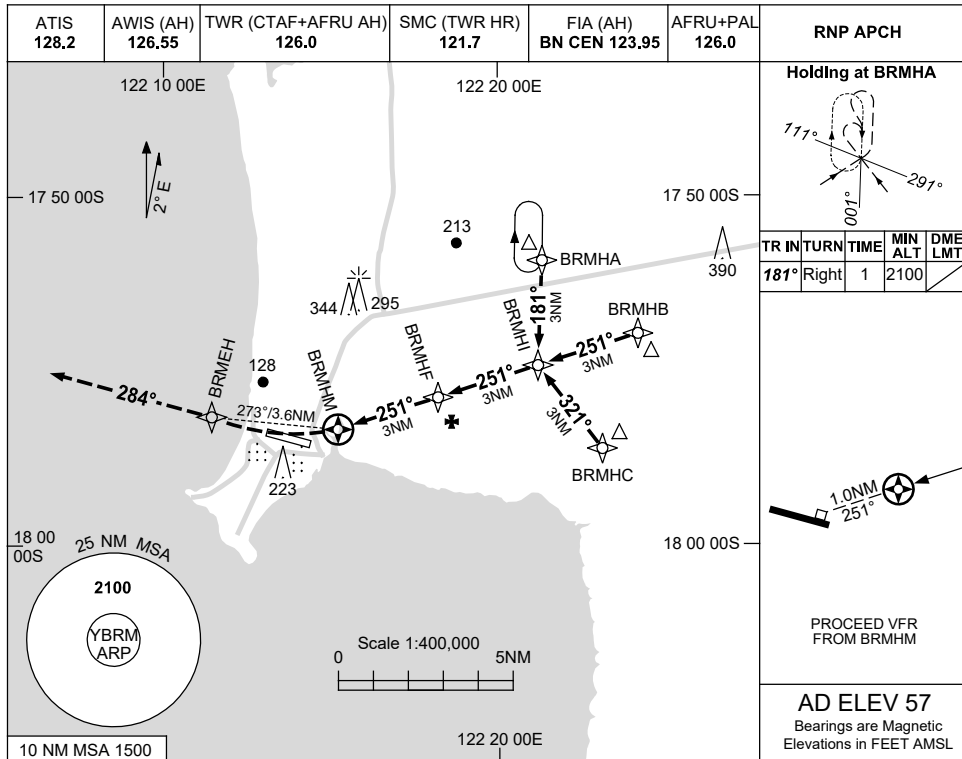
BRMGN02-172

USE QNH

RNP 250

8 SEP 2022

BROOME/INTL, WA (YBRM)



NOTES

CATEGORY	H
LNAV	600 (543-2.5)
CIRCLING	NOT APPLICABLE
ALTERNATE	(1093-4.4)

1. MAX IAS:
INITIAL : 120KT
HOLDING: 100KT.
FINAL & MISSED APP: 90KT.
2. HOLDING NOT CONTAINED IN CTA.

Changes: CHART TITLE, PBN SPECIFICATION BOX.

BRMGN03-172

FOR CASA APPROVED OPERATORS ONLY

BROOME/INTL, WA (YBRM)

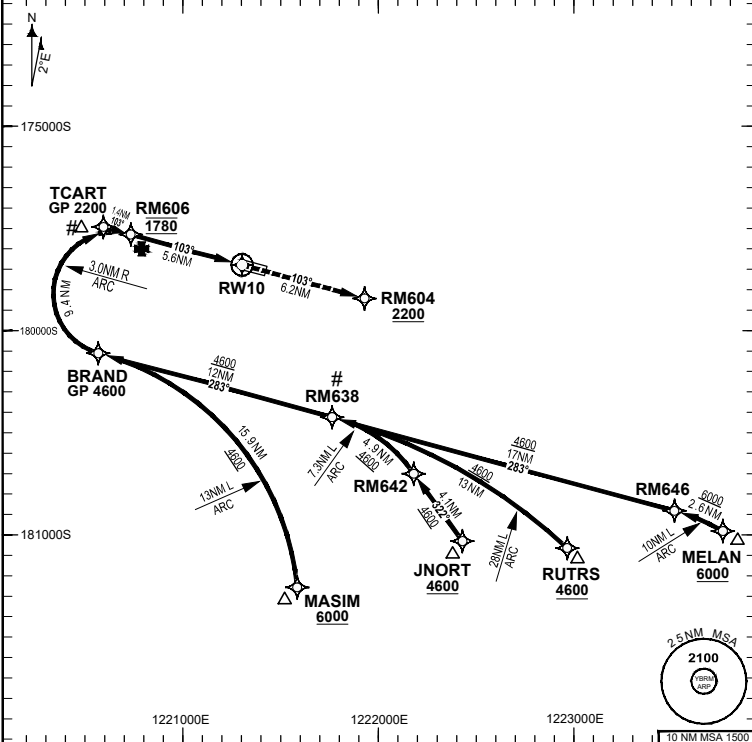
8 SEP 2022

USE QNH

GE PROPRIETARY INFORMATION

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ATIS	AWIS (AH)	TWR (CTAF+AFRU AH)	SMC (TWR HR)	FIA (AH)	AFRU + PAL	RNV U 10 THR ELEV 57	RNP AR APCH - RF RQ - YBRM ACT QNH RQ - YBRM ACT TEMP RQ - PROC TEMP RANGE +8°C TO +42°C
128.2	126.55	126.0	121.7	BN CEN 123.95	126.0		



Holding as directed by ATC

TR	INTURN	TIME	MIN ALT	DME LMT

AD ELEV 57
Bearings are Magnetic Elevations in FEET AMSL

DISTANCE FM THR	BRAND	TCART	RM606					
ALT (2.80° APCH PATH)	4600	2200	1780					

MISSED APPROACH:
Climb to 2200FT or as directed by ATC via the RNP AR Missed Approach track to RM604.
Acceleration altitude 1100FT QNH.

ENGINE OUT MISSED APPROACH:
SEE PAGE 2

Profile view showing missed approach path from THR 10 ELEV 57. Key altitudes and distances are marked: 1780, 4600, 5.6, 0, 6.2. Climb angle is 103°.

NM FM THR

CATEGORY	A	B	C
RNP (0.3)			DA(H) 346 (289-1.5)
		N/A	
CIRCLING			NOT AUTHORISED
ALTERNATE			

- NOTES**
- Lateral transition to Missed Approach must not be initiated prior to DA/H PSN.
 - APCH Path does not coincide with VGSI on glide slope indication.
 - Latest point where the ACFT can join the PROC.
 - Minimum MAP gradient (All Engines) 4.8% to 2200FT.

Changes: TITLE, RNP AR NOTES, RNAV (RNP) to RNP AR BRMGN04-172

DO NOT USE FOR NAVIGATION

Prepared by GE Aviation



8 SEP 2022

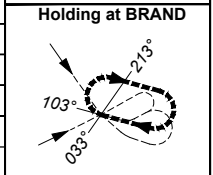
USE QNH

GE PROPRIETARY INFORMATION

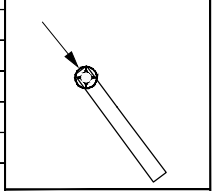
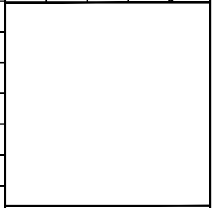
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ATIS	AWIS (AH)	TWR (CTAF+AFRU AH)	SMC (TWR HR)	FIA (AH)	AFRU + PAL	RNV U 10 THR ELEV 57
128.2	126.55	126.0	121.7	BN CEN 123.95	126.0	

RNP AR APCH
- RF RQ
- YBRM ACT QNH RQ
- YBRM ACT TEMP RQ
- PROC TEMP RANGE +8°C TO +42°C



TR	TURN	TIME	MIN ALT	DME LMT
283°	Right	1'	2200	



AD ELEV 57
Bearings are Magnetic
Elevations in FEET AMSL

ENGINE OUT MISSED APPROACH:

If unable to cross RM604 at 2200FT, advise ATC, and climb to 2200FT via the RNP AR Engine Out Missed Approach track to BRAND and hold as published.
Acceleration altitude 1100FT QNH (1000FT AGL).
Continue to climb in hold as necessary to 2200FT, or as directed by ATC. EO hold only. Maximum holding speed 230 KIAS.

DO NOT USE FOR NAVIGATION

Prepared by GE Aviation

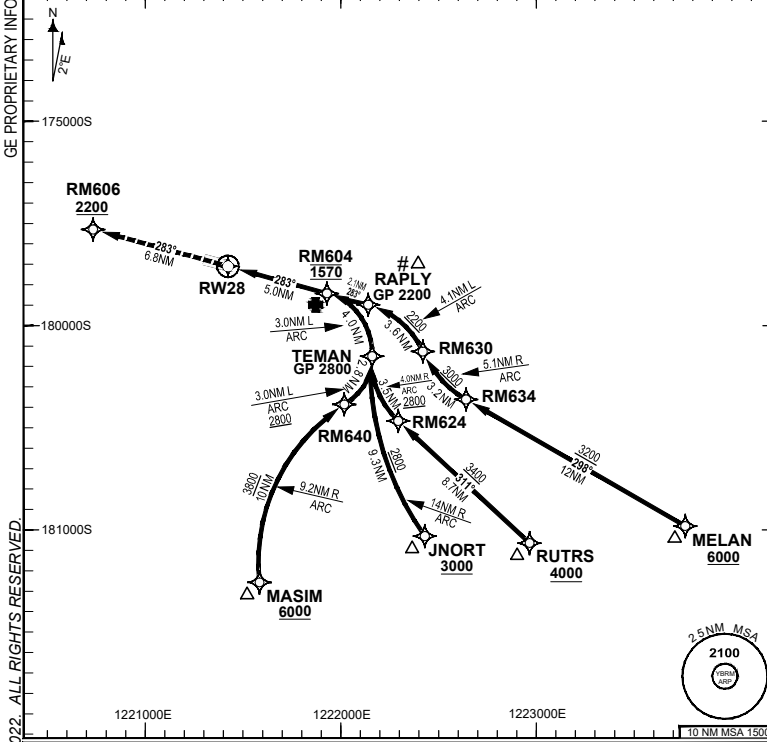


FOR CASA APPROVED OPERATORS ONLY

8 SEP 2022

USE QNH

ATIS	AWIS (AH)	TWR (CTAF+AFRU AH)	SMC (TWR HR)	FIA (AH)	AFRU + PAL	RNV U 28 THR ELEV 23	RNP AR APCH - RF RQ - YBRM ACT QNH RQ - YBRM ACT TEMP RQ - PROC TEMP RANGE +8°C TO +42°C
128.2	126.55	126.0	121.7	BN CEN 123.95	126.0		



Holding as directed by ATC

TR	INTURN	TIME	MIN ALT	DME LMT

AD ELEV 57
Bearings are Magnetic Elevations in FEET AMSL

DISTANCE FM THR	RM604	RAPLY	TEMAN				
ALT (2.80° APCH PATH)	1570	2200	2800				

MISSED APPROACH:
Climb to 2200FT or as directed by ATC via the RNP AR Missed Approach track to RM606. Acceleration altitude 1100FT QNH.

ENGINE OUT MISSED APPROACH:
SEE PAGE 2

NM FM THR	6.8	0	5.0
THR	6.8	0	5.0

MAPt FAF RM604

GP 2.80° 2200
RAPLY (7.1NM) 2800
TEMAN (9.0NM)

TCH 50FT

NOTES

- Lateral transition to Missed Approach must not be initiated prior to DA/H PSN.
- APCH Path does not coincide with VGSI on glide slope indication.
- Latest point where the ACFT can join the PROC.
- Minimum MAP gradient (All Engines) for RNP 0.10 and RNP 0.30 is 4.4% to 2200FT.

CATEGORY	A	B	C
RNP (0.3)			DA(H) 331 (308-1.7)
RNP (0.1)			DA(H) 313 (290-1.5)
		N/A	
CIRCLING			NOT AUTHORISED
ALTERNATE			

Changes: TITLE, RNP AR NOTES, RNAV (RNP) to RNP AR BRMGN06-172

DO NOT USE FOR NAVIGATION

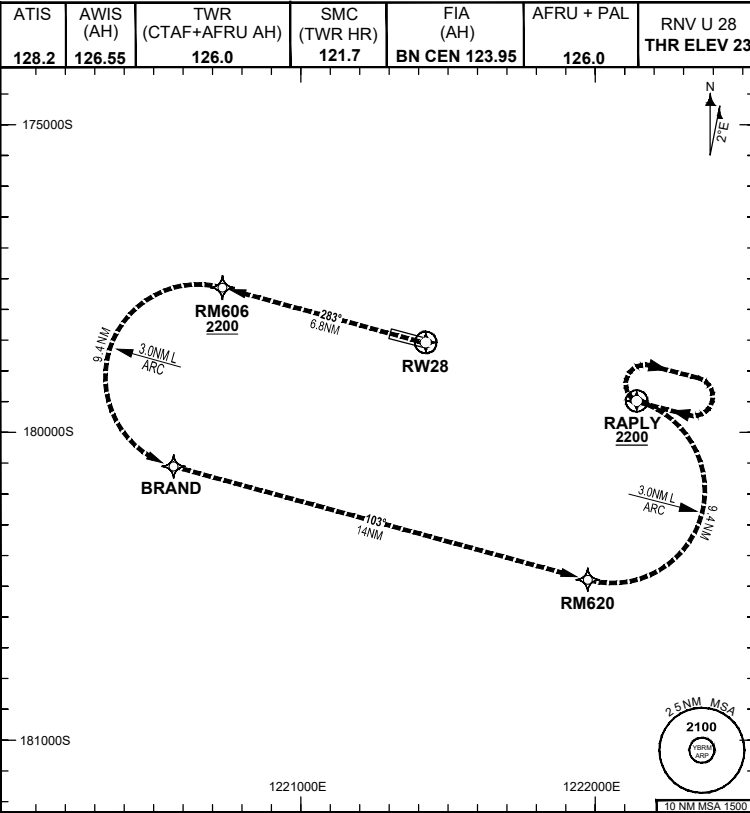
Prepared by GE Aviation



8 SEP 2022

USE QNH

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ATIS	AWIS (AH)	TWR (CTAF+AFRU AH)	SMC (TWR HR)	FIA (AH)	AFRU + PAL	RNV U 28 THR ELEV 23	RNP AR APCH - RF RQ - YBRM ACT QNH RQ - YBRM ACT TEMP RQ - PROC TEMP RANGE +8°C TO +42°C
128.2	126.55	126.0	121.7	BN CEN 123.95	126.0		Holding at RAPLY
TR		INTURN	TIME	MIN ALT	DME LMT		
283°		Right	1'	2200			
							AD ELEV 57 Bearings are Magnetic Elevations in FEET AMSL

ENGINE OUT MISSED APPROACH:

If unable to cross RM606 at 2200FT, advise ATC, and climb to 2200FT via the RNP AR Engine Out Missed Approach track to RAPLY and hold as published.
Acceleration altitude 1100FT QNH (1000FT AGL).
Continue to climb in hold as necessary to 2200FT, or as directed by ATC. EO hold only. Maximum holding speed 230 KIAS.

DO NOT USE FOR NAVIGATION

Prepared by GE Aviation



1 DEC 2022**BROOME NOISE ABATEMENT PROCEDURES**

Operators at Broome International Airport (BIA) undertake operations in a "Fly Neighbourly" manner.

- These procedures apply during CTAF hours, and are subject to ATC clearance during tower hours.
 - All flights are planned to avoid residential areas;
 - Low level flying is to be avoided;
 - Runway 28 departures are to avoid left turns over Broome township;
 - All ACFT are to use an appropriate runway length for departure to maximise altitude over built up and sensitive areas.
 - Circuit training is restricted to 0900 - 2000 WST;
 - Circuits are not approved on Sundays and Monday nights;
 - Touch and go training is kept to a minimum;
 - If possible, use satellite airstrips for repetitive aircraft circuits;
- I**
- Conduct engine run-ups in designated run-up bays, or in other areas with prior approval of the Airport or delegate;
 - Turbine engine testing is restricted to 0700 - 2000 WST, except with the prior approval of the Airport or delegate;

BRMNA01-173

25 MAR 2021

NOISE MANAGEMENT

- Operators are encouraged to contact Broome ATC for advice, particularly for first time visitors to Broome - Phone 08 9192 7702
- The following procedures apply to piston and turboprop aeroplanes and all helicopters.

ARRIVALS**• Piston Engine and Turboprop Aircraft****Runway 10** - Aircraft to be established on final while over water.**Runway 28** - Aircraft to be established on final approach over water (Dampier Creek).**• Twin Engine Helicopters****Runway 28** - Aircraft are to conduct an oblique final approach north of the shopping centre for landing midway down the runway.**DEPARTURES****• Piston Engine and Turboprop Aircraft****Runway 10** - Aircraft to climb on runway heading until over Dampier Creek.

- Right Turn - not below 1500FT

- Left Turn - remain clear of built up area before setting heading.

• Twin Engine Helicopters**Runway 10** - Aircraft pass north of shopping area and clear of built up area before setting heading.**Runway 28** - Aircraft to maintain take-off heading until established over water.

- Right Turn - not below 1500FT.

- Left Turn - remain clear of built up area before setting heading.

CIRCUIT TRAINING**• Piston Engine and Turboprop Aircraft****Left Circuits** - Circuits not permitted BTN 2000 - 0900 WST.**• Twin Engine Helicopters****All Circuits** - South of the airport in accordance with airport procedures.

- Oblique departures and arrivals.

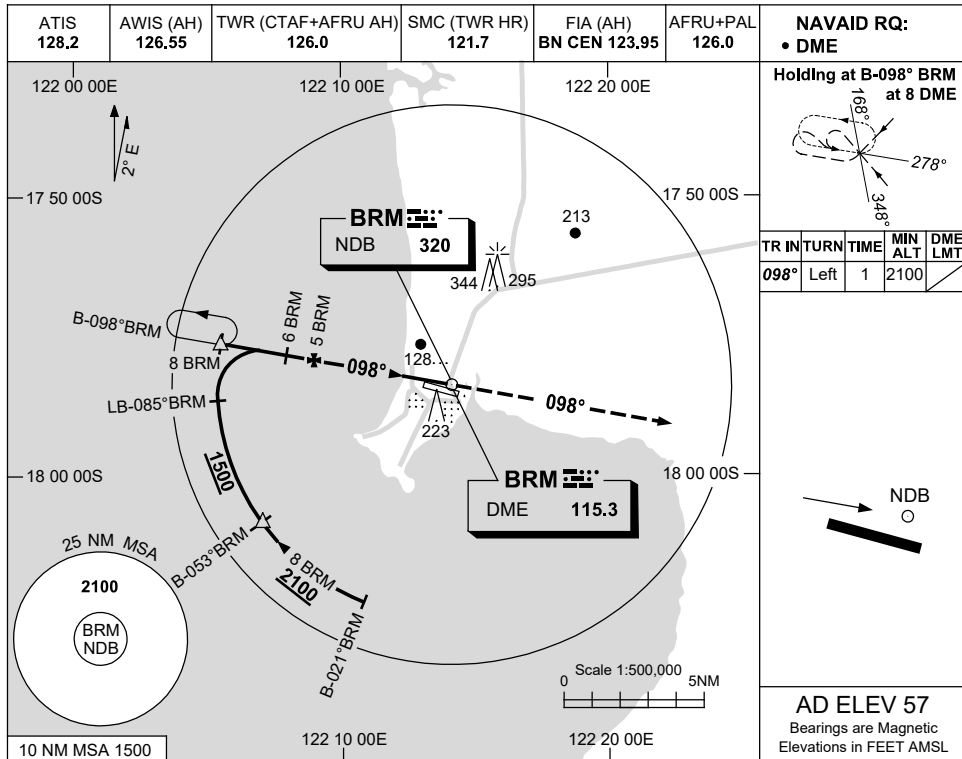
Night Circuits - NOT permitted Sunday and Monday nights.

USE QNH

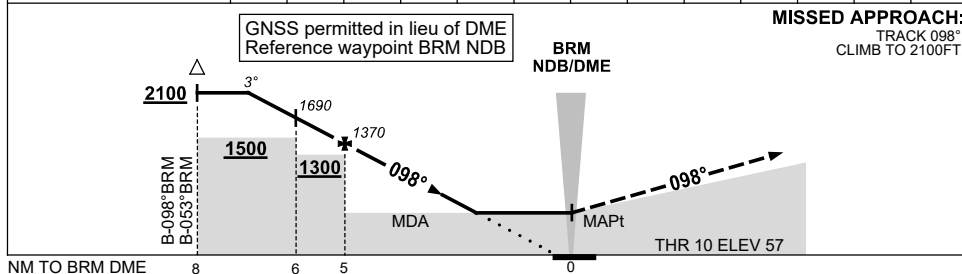
NDB-Z RWY 10

BROOME/INTL, WA (YBRM)

16 JUN 2022



DIST TO BRM DME	7	6	5	4	3	2.6								
ALT (3° APCH PATH)	2000	1690	1370	1050	730	600								



NOTES

CATEGORY	A	B	C	D
S-I NDB/DME	600 (543-3.1)			
CIRCLING	650 (593-2.4)	840 (783-4.0)	850 (793-5.0)	
ALTERNATE	(1093-4.4)	(1283-6.0)	(1293-7.0)	

1. HOLDING NOT CONTAINED IN CTA.

Changes: MAGNETIC TRACKS.

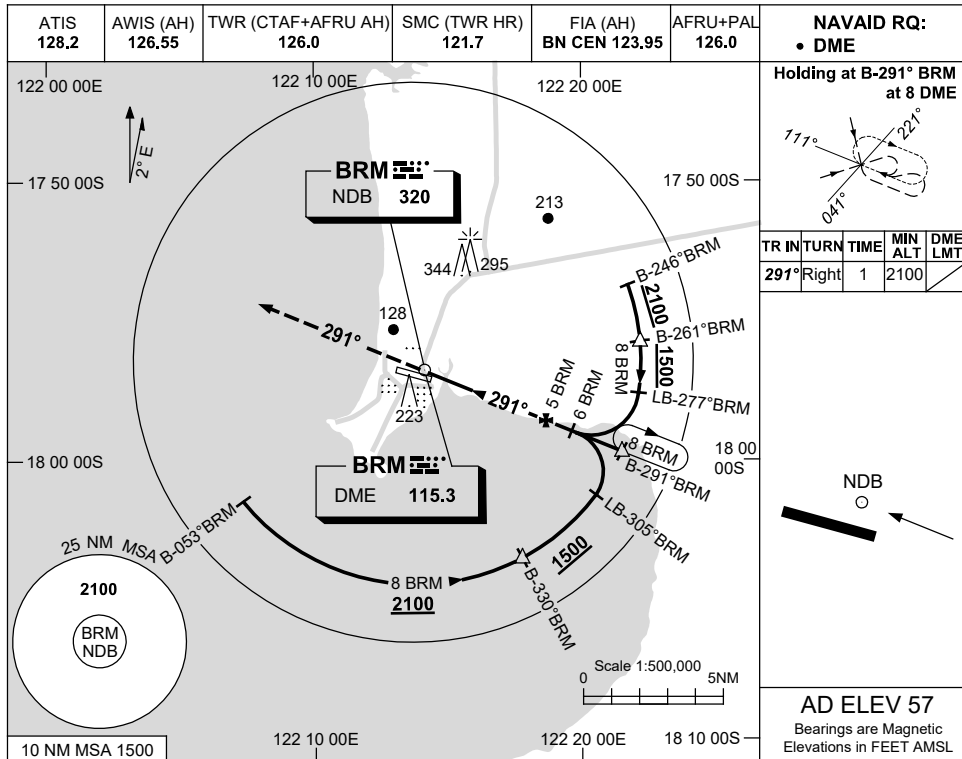
BRMNB01-171

USE QNH

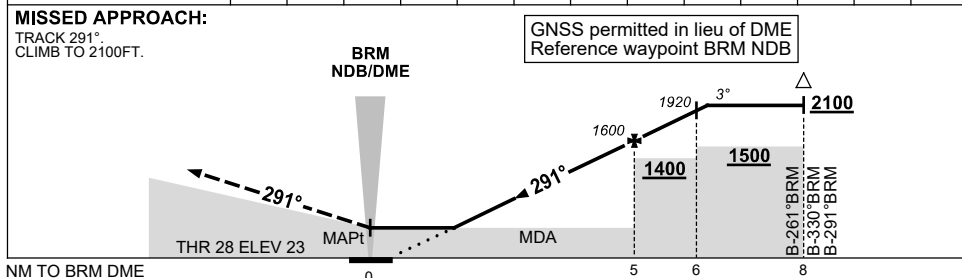
NDB-Z RWY 28

BROOME/INTL, WA (YBRM)

16 JUN 2022



DIST TO BRM DME	1.9	2	3	4	5	6	6.2						
ALT (3° APCH PATH)	600	650	970	1290	1600	1920	2000						



CATEGORY	A	B	C	D
S-I NDB/DME	600 (577-3.3)			
CIRCLING	650 (593-2.4)	840 (783-4.0)	850 (793-5.0)	
ALTERNATE	(1093-4.4)	(1283-6.0)	(1293-7.0)	

NOTES
1. HOLDING NOT CONTAINED IN CTA.

Changes: MAGNETIC TRACKS.

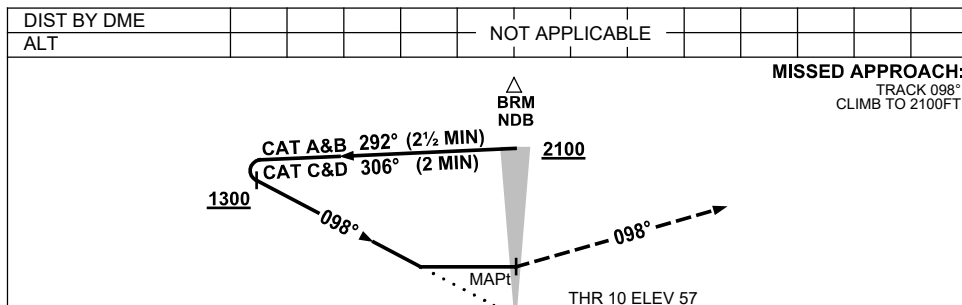
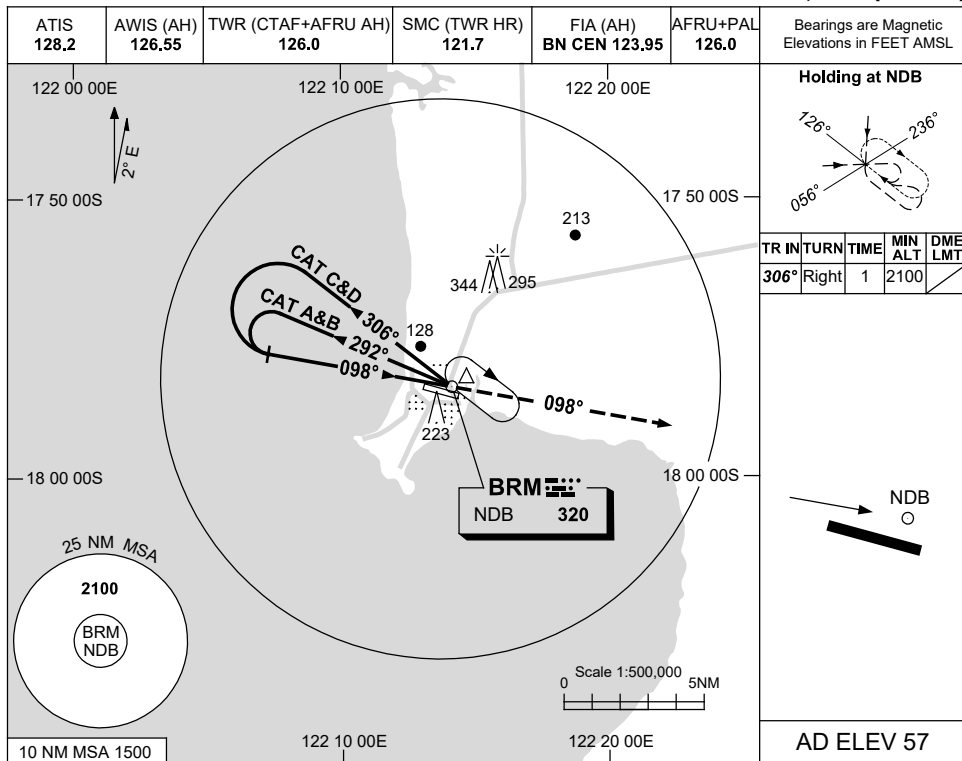
BRMNB02-171

USE QNH

NDB-Y RWY 10

BROOME/INTL, WA (YBRM)

16 JUN 2022



NOTES

1. PROC NOT AVBL DRG TWR HRS.

CATEGORY	A	B	C	D
S-I NDB	650 (593-3.4)			
CIRCLING	650 (593-2.4)	840 (783-4.0)	850 (793-5.0)	
ALTERNATE	(1093-4.4)	(1283-6.0)	(1293-7.0)	

Changes: MAGNETIC TRACKS.

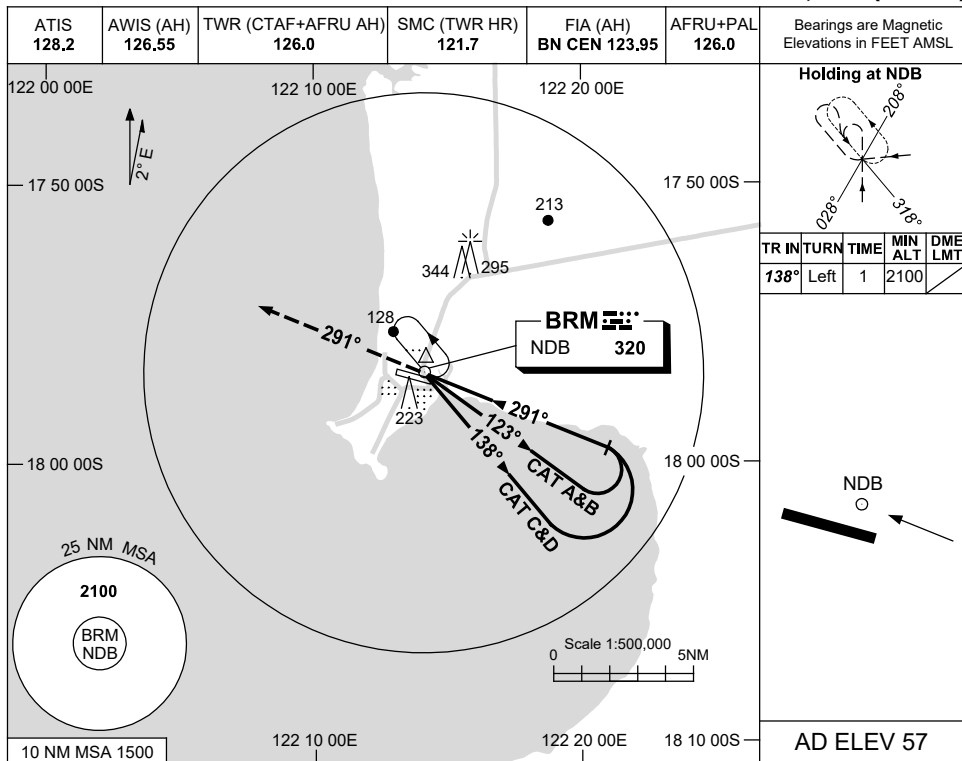
BRMNB03-171

USE QNH

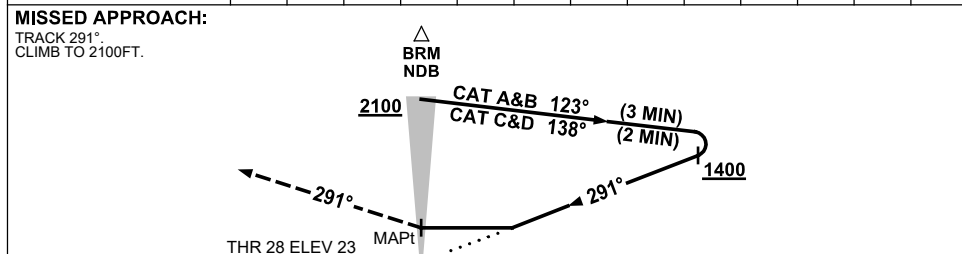
NDB-Y RWY 28

BROOME/INTL, WA (YBRM)

16 JUN 2022



DIST TO BRM DME	NOT APPLICABLE									
ALT										



NOTES

1. PROC NOT AVBL DRG TWR HRS.

CATEGORY	A	B	C	D
S-I NDB	650 (627-3.6)			
CIRCLING	650 (593-2.4)	840 (783-4.0)	850 (793-5.0)	
ALTERNATE	(1093-4.4)	(1283-6.0)	(1293-7.0)	

Changes: MAGNETIC TRACKS.

BRMNB04-171