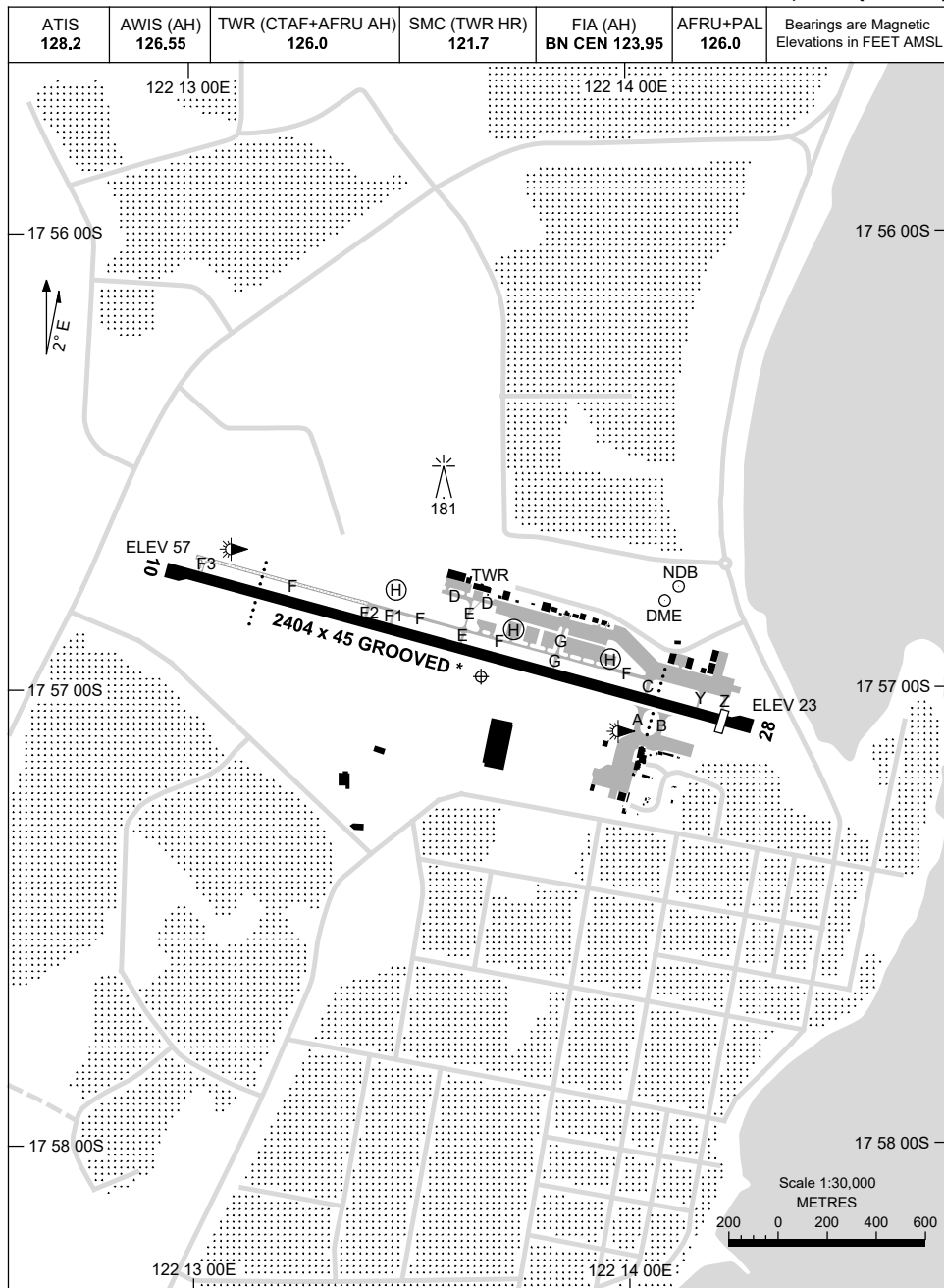


30 NOV 2023

AD ELEV 57
17 56 59S 122 13 40E

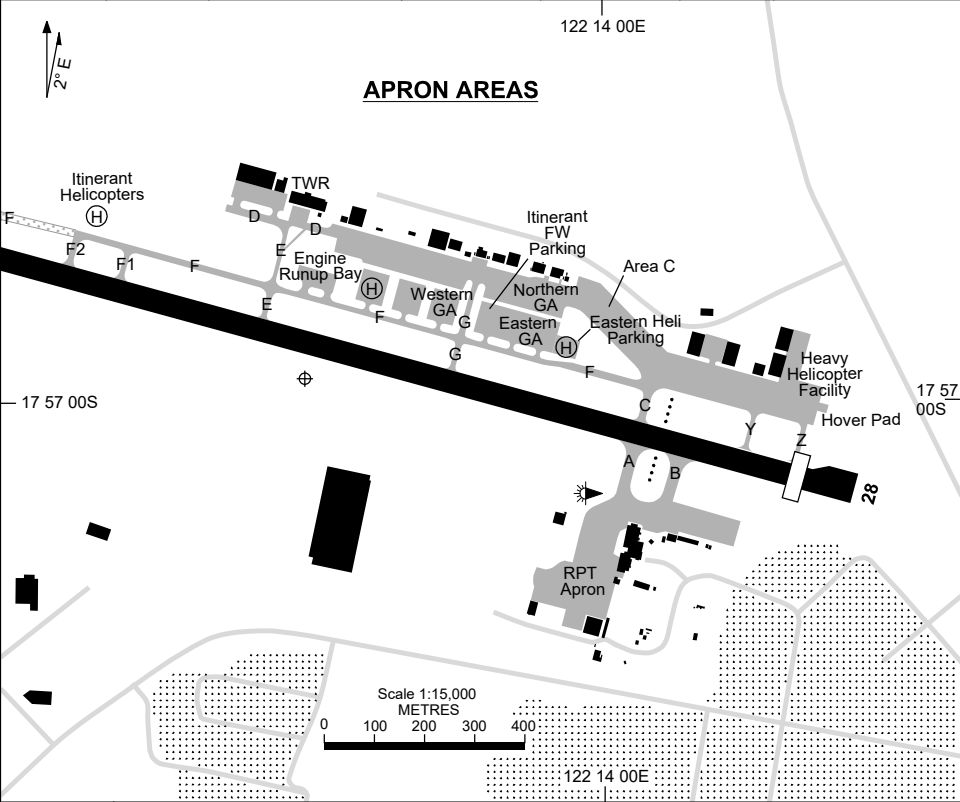
AERODROME CHART - Page 1
BROOME/INTL, WA (YBRM)



Changes: GROOVED RWY.

BRMAD01-177

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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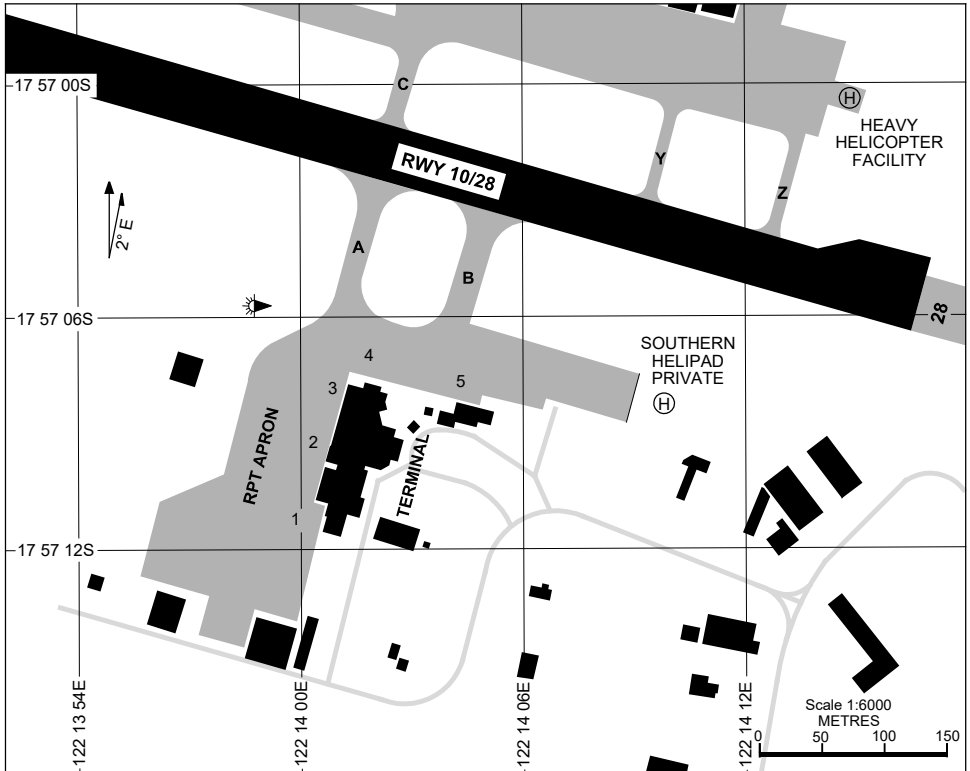


RWY	AERODROME LIGHTING	
	TAXIWAYS : BLUE EDGE TWY A, B, C & E. REFLECTORS ON OTHER TWY RL : AFRU+PAL 126.0 , SDBY (15 SEC)	
10 104 284 28	PAPI BOTH SIDES 3.0° 54FT MIRL PAPI BOTH SIDES 3.0° 54FT MIRL	

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

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

9 SEP 2021



PARKING POSITION INFORMATION

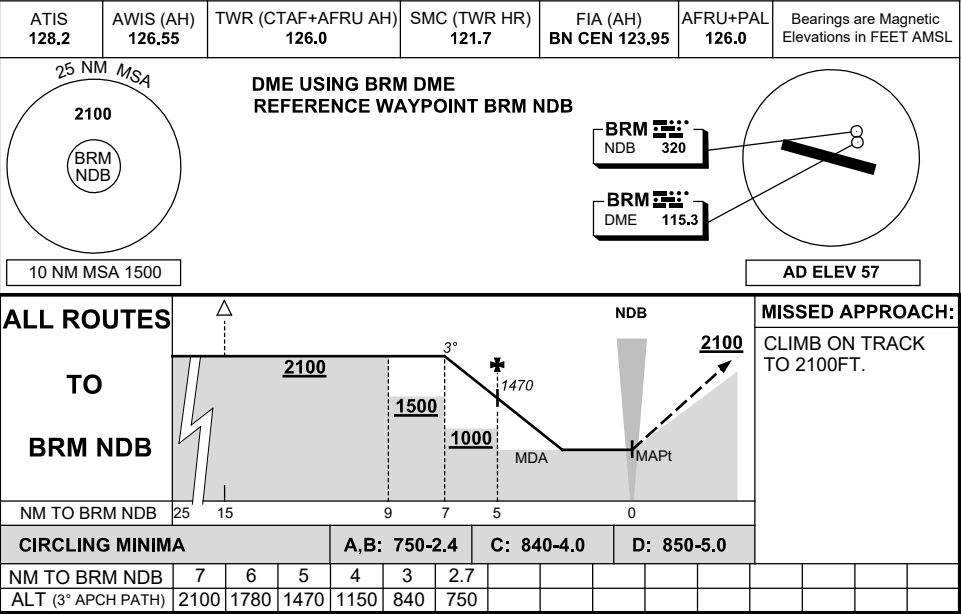
STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL
1	17 57 11.24S	122 13 59.88E	31	B738	NIL
2	17 57 09.25S	122 14 00.36E	31	B738	NIL
3	17 57 07.85S	122 14 00.88E	30	B738	NIL
4	17 57 07.00S	122 14 01.88E	30	B738	NIL
5	17 57 07.64S	122 14 04.36E	27	F100	NIL

Changes: DAP IDENT CHANGE.

BRMAP01-168

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

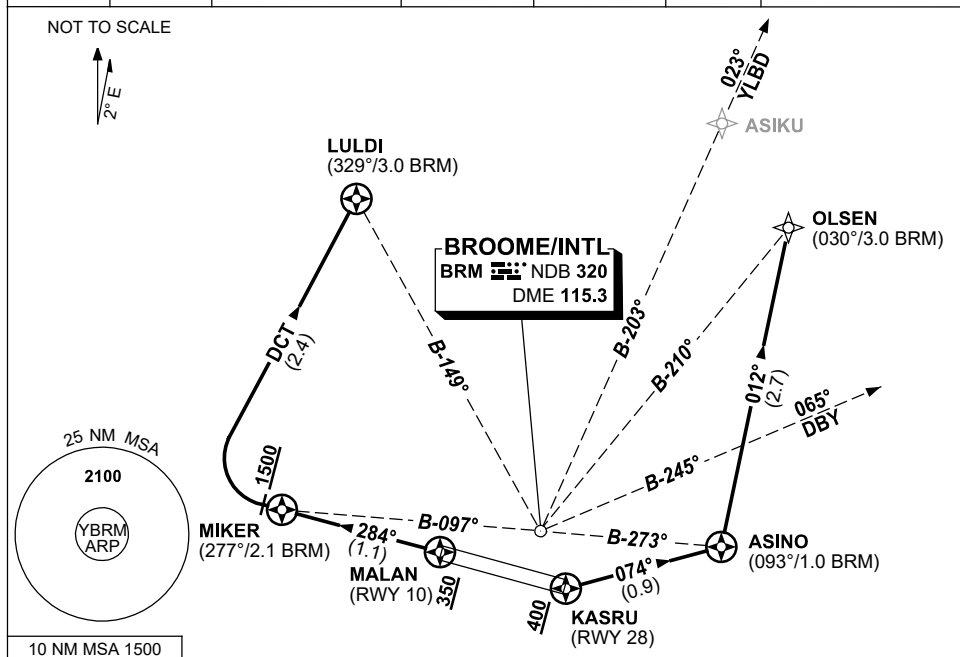
5 NOV 2020



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
---------------	---------------------	-----------------------------	-----------------------	---------------------------	-------------------	--



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

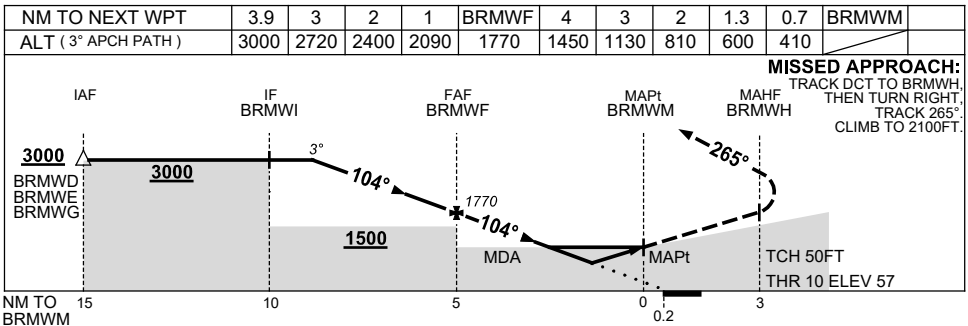
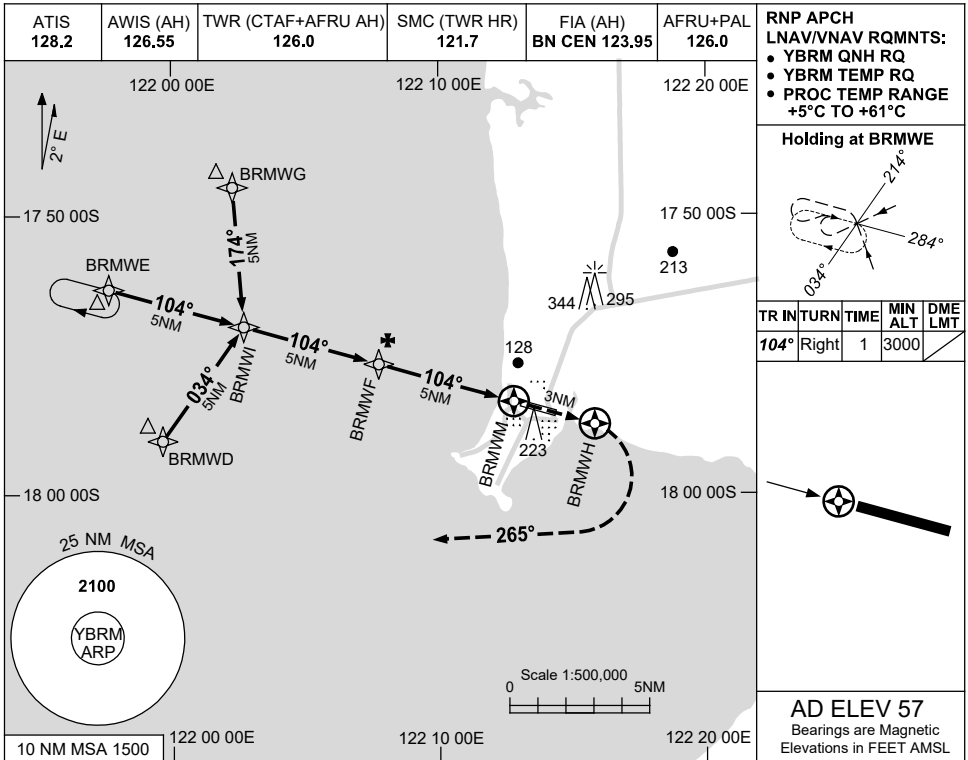
COMMUNICATIONS FAILURE PROCEDURE

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.

USE QNH

RNP Z RWY 10

BROOME/INTL, WA (YBRM)**8 SEP 2022**

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)	

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

Changes: CHART TITLE, PBN SPECIFICATION BOX.

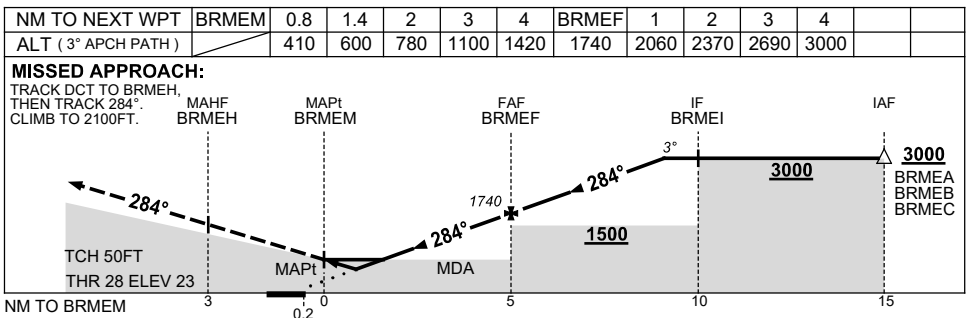
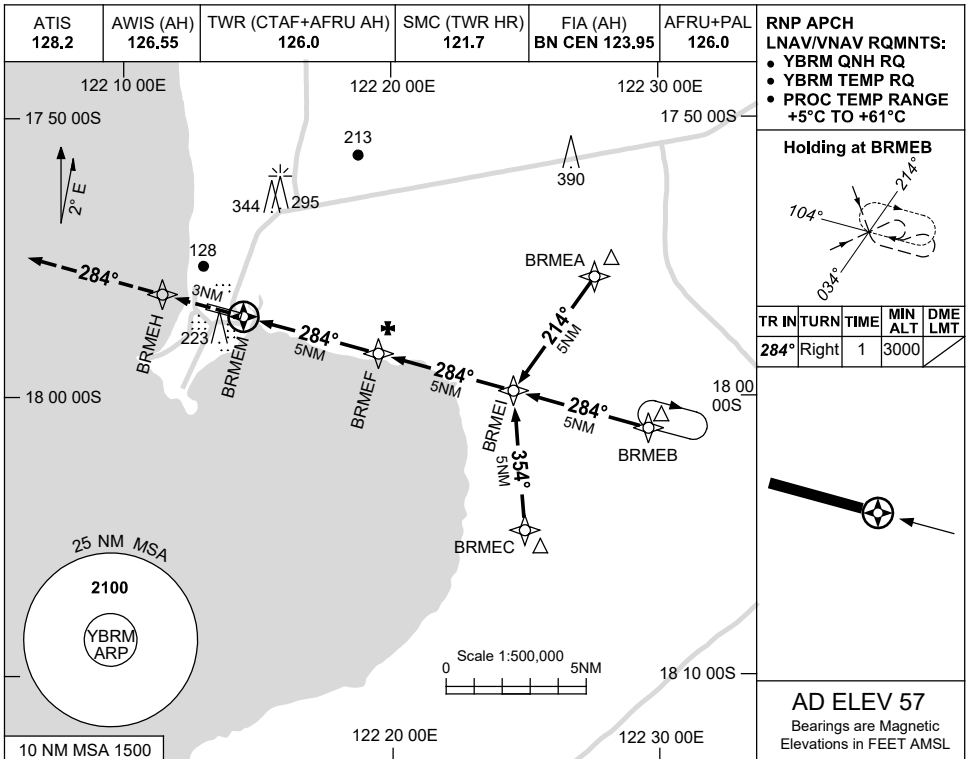
BRMGN01-172

USE QNH

RNP Z RWY 28

BROOME/INTL, WA (YBRM)

8 SEP 2022



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)

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

Changes: CHART TITLE, PBN SPECIFICATION BOX.

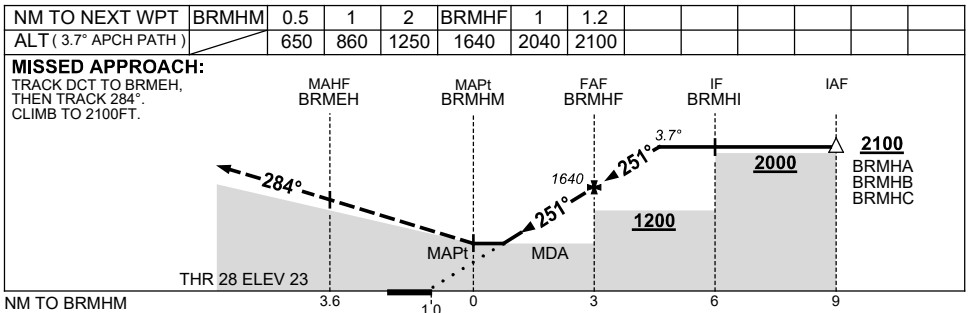
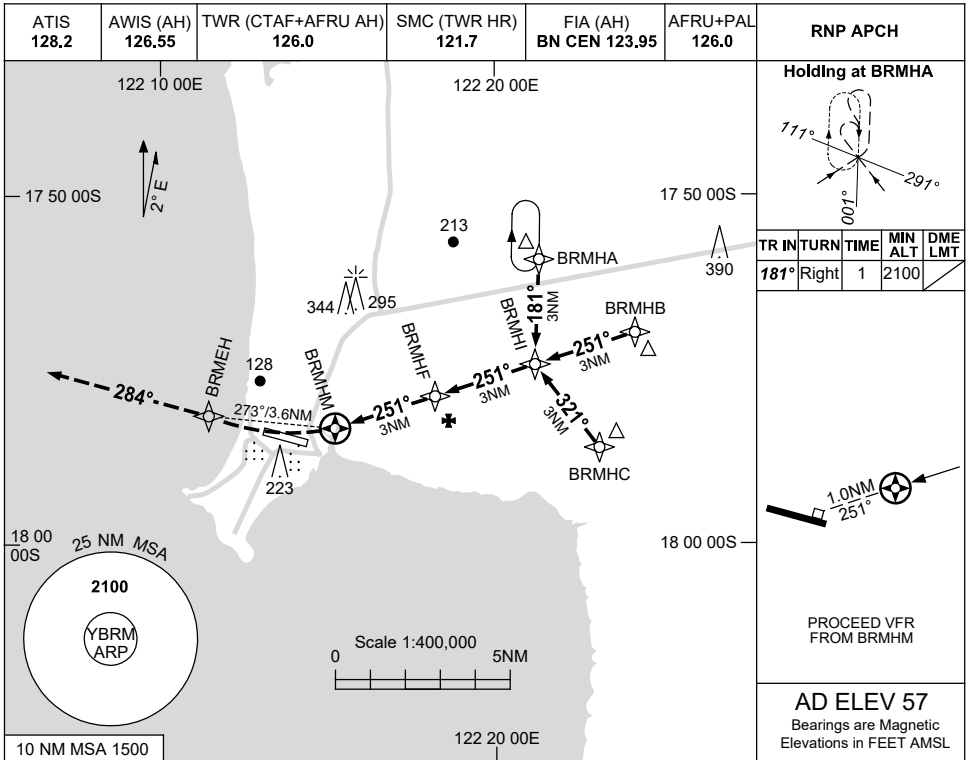
BRMGN02-172

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)

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

Changes: CHART TITLE, PBN SPECIFICATION BOX.

BRMG03-172

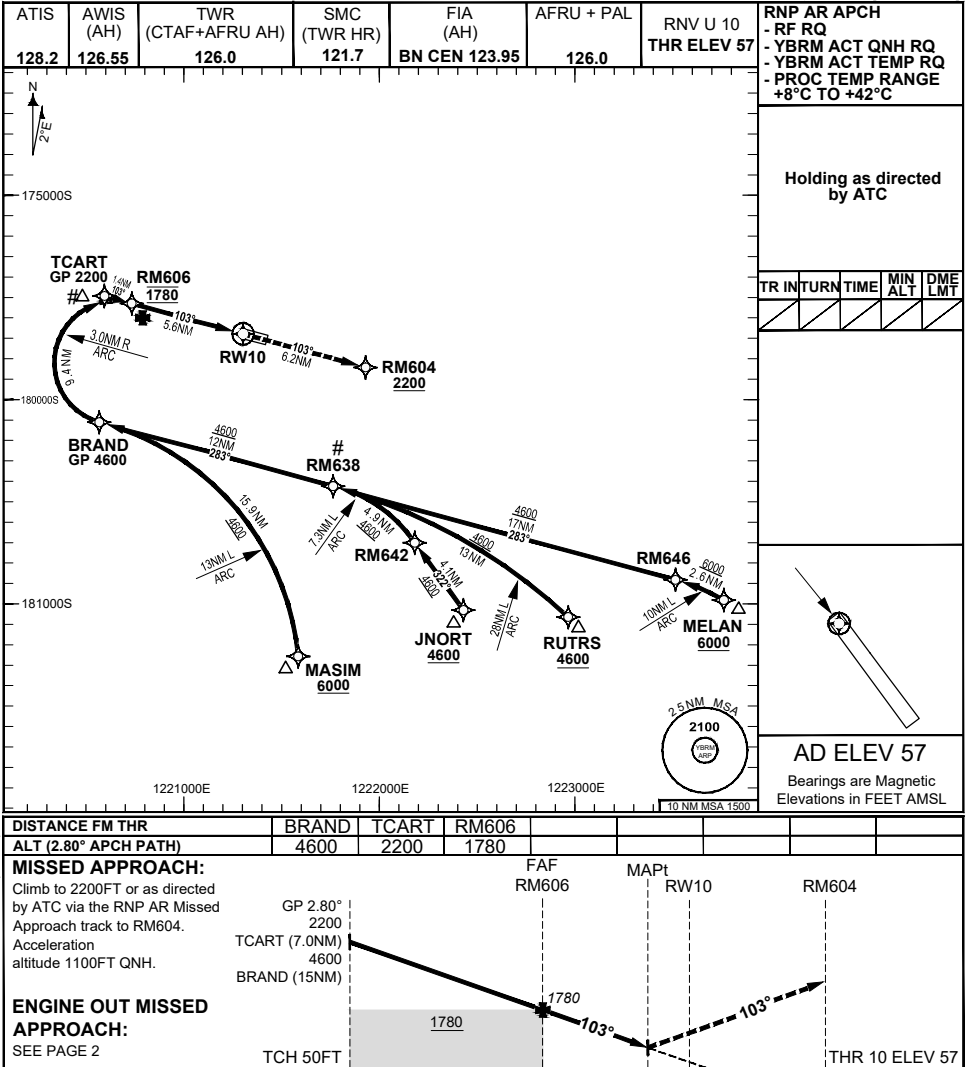
**FOR CASA APPROVED
OPERATORS ONLY
USE QNH**

RNP U RWY 10 (AR) - Page 1
BROOME/INTL, WA (YBRM)

8 SEP 2022

GE PROPRIETARY INFORMATION

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NM FM
THR

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

Changes: TITLE, RNP AR NOTES, RNAV (RNP) to RNP AR

BRMGN04-172

DO NOT USE FOR NAVIGATION

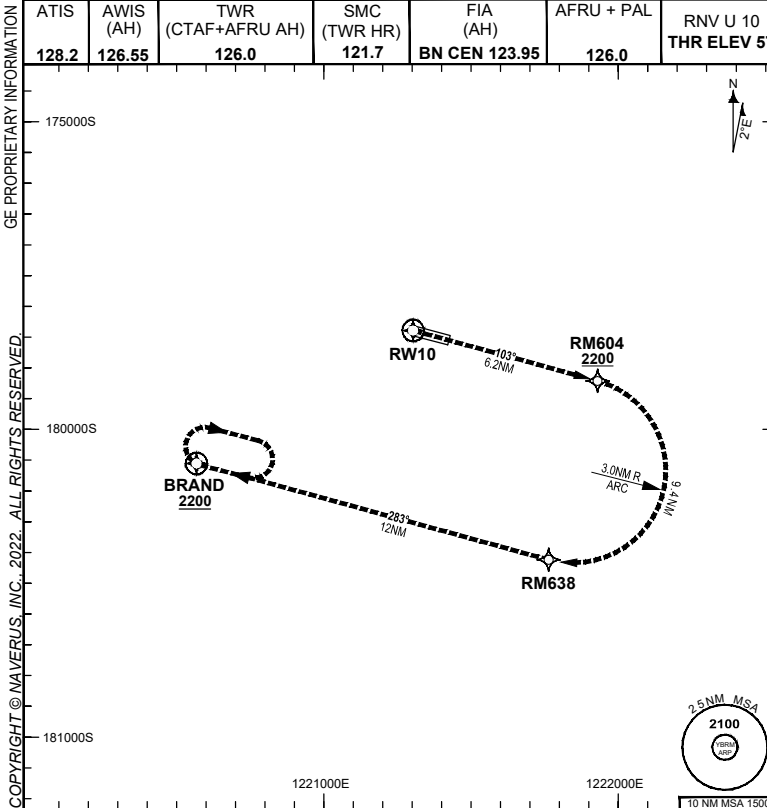
Prepared by GE Aviation



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

8 SEP 2022

USE QNH



RNP AR APCH

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

Holding at BRAND

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.



FOR CASA APPROVED
OPERATORS ONLY

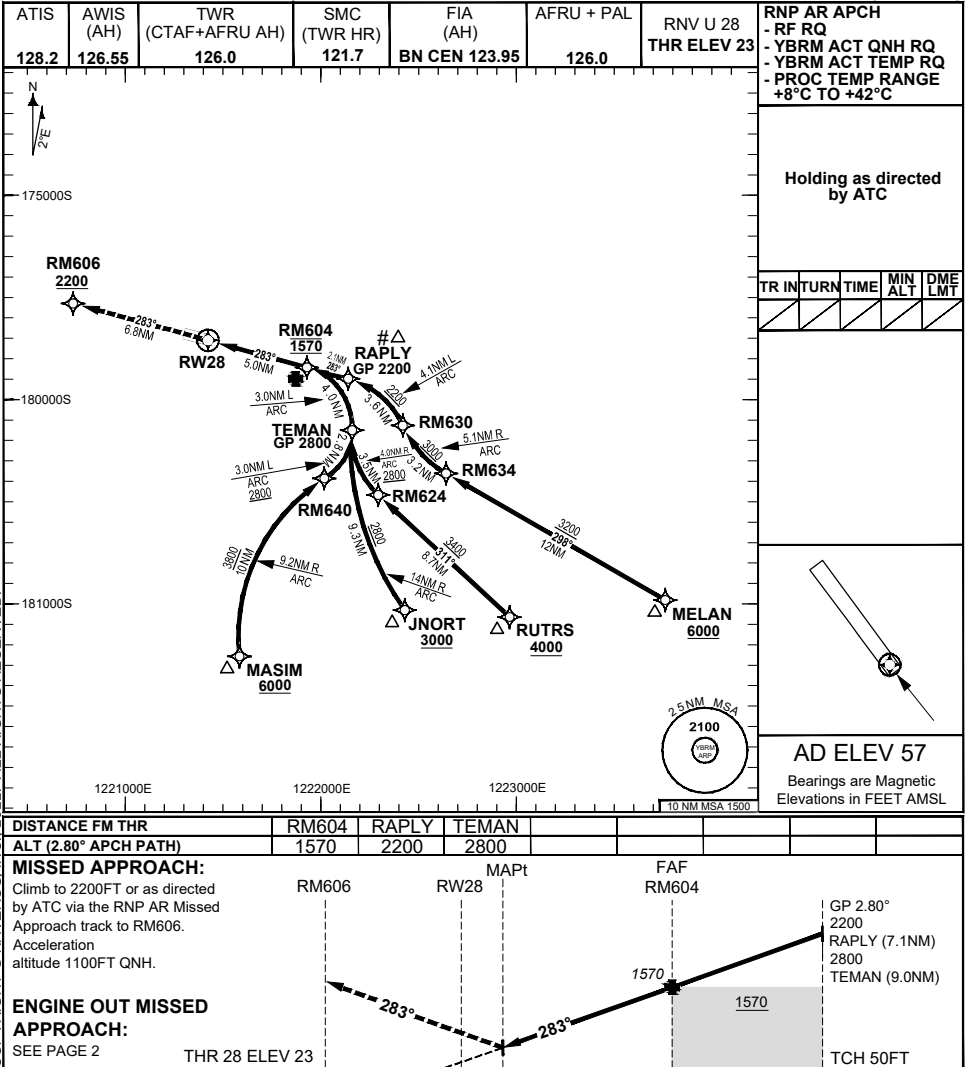
RNP U RWY 28 (AR) - Page 1
BROOME/INTL, WA (YBRM)

8 SEP 2022

USE QNH

GE PROPRIETARY INFORMATION

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NM FM
THR

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



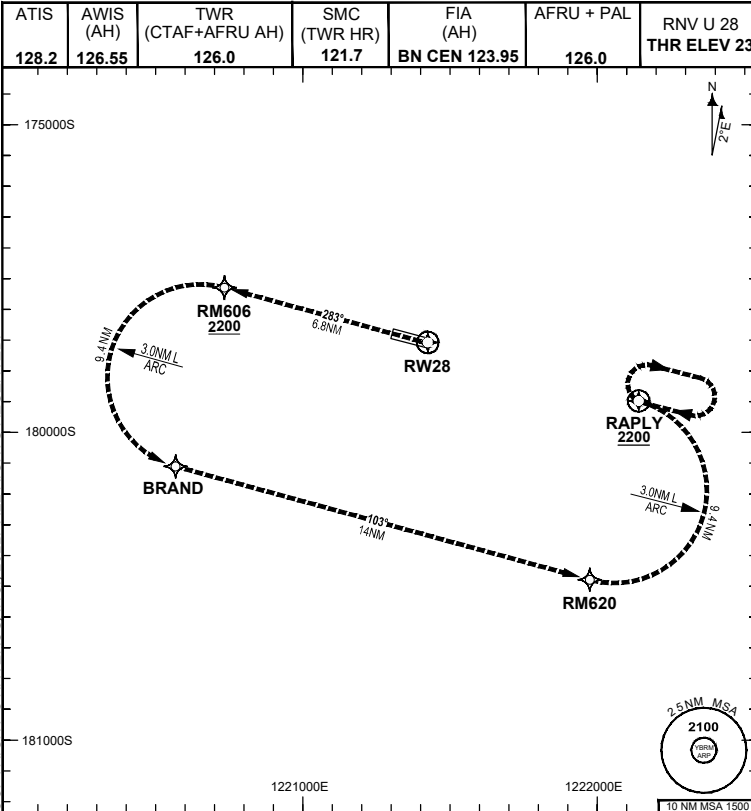
NOTES

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

8 SEP 2022

USE QNH

GE PROPRIETARY INFORMATION
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RNP AR APCH - RF RQ - YBRM ACT QNH RQ - YBRM ACT TEMP RQ - PROC TEMP RANGE +8°C TO +42°C										
Holding at RAPLY 										
<table border="1"> <thead> <tr> <th>TR</th> <th>TURN</th> <th>TIME</th> <th>MIN ALT</th> <th>DME LMT</th> </tr> </thead> <tbody> <tr> <td>283°</td> <td>Right</td> <td>1'</td> <td>2200</td> <td></td> </tr> </tbody> </table>	TR	TURN	TIME	MIN ALT	DME LMT	283°	Right	1'	2200	
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 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.



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

BROOME/INTL, WA

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.

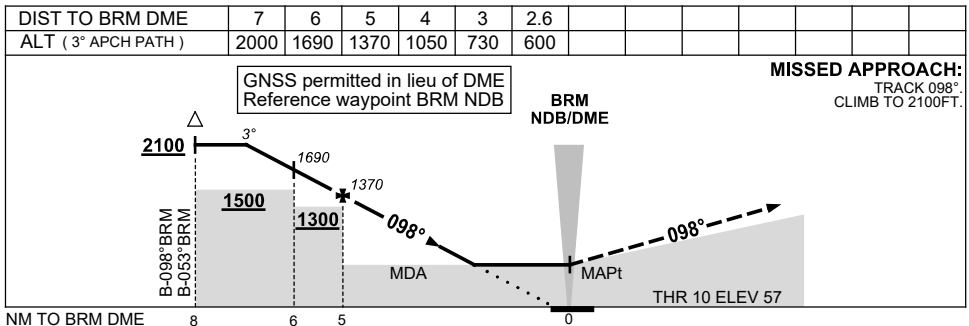
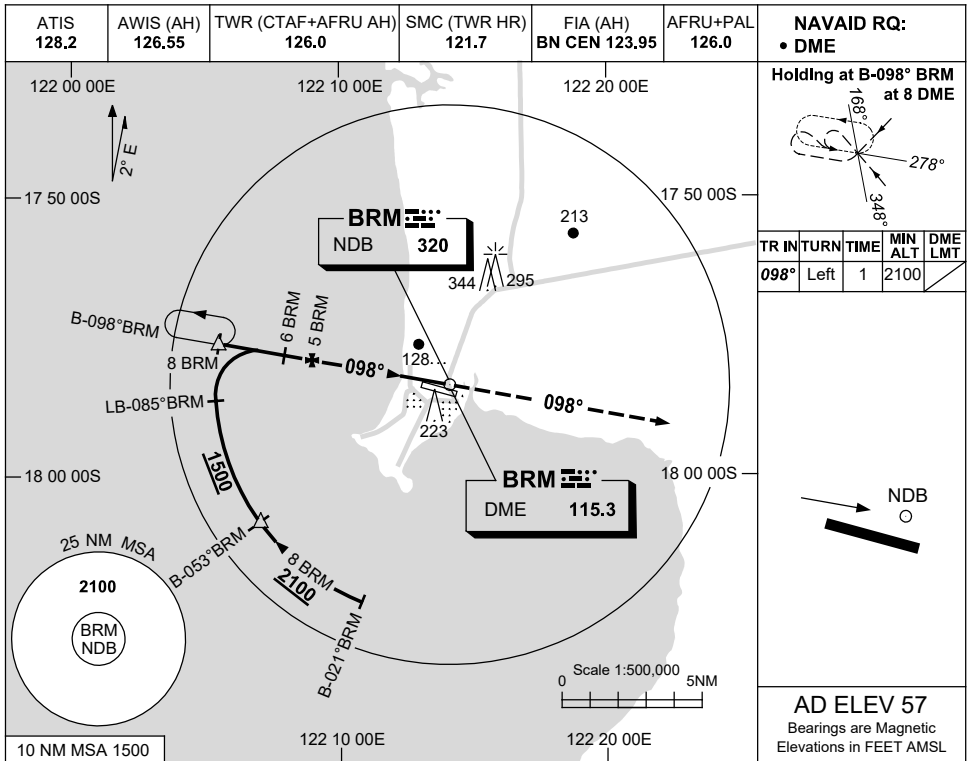
Night Circuits - NOT permitted Sunday and Monday nights.

USE QNH

NDB-Z RWY 10

16 JUN 2022

BROOME/INTL, WA (YBRM)



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.

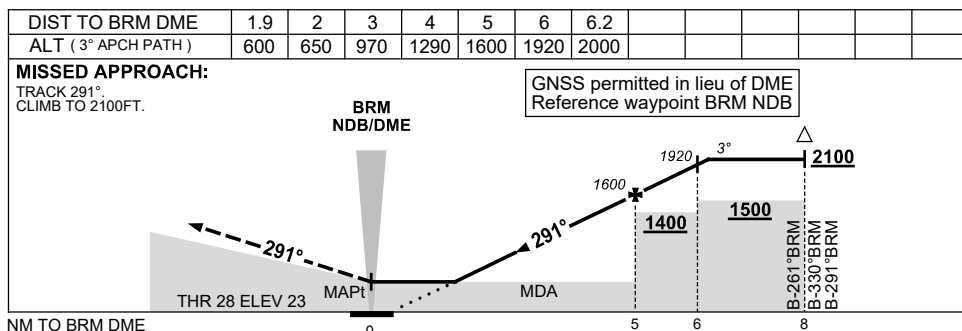
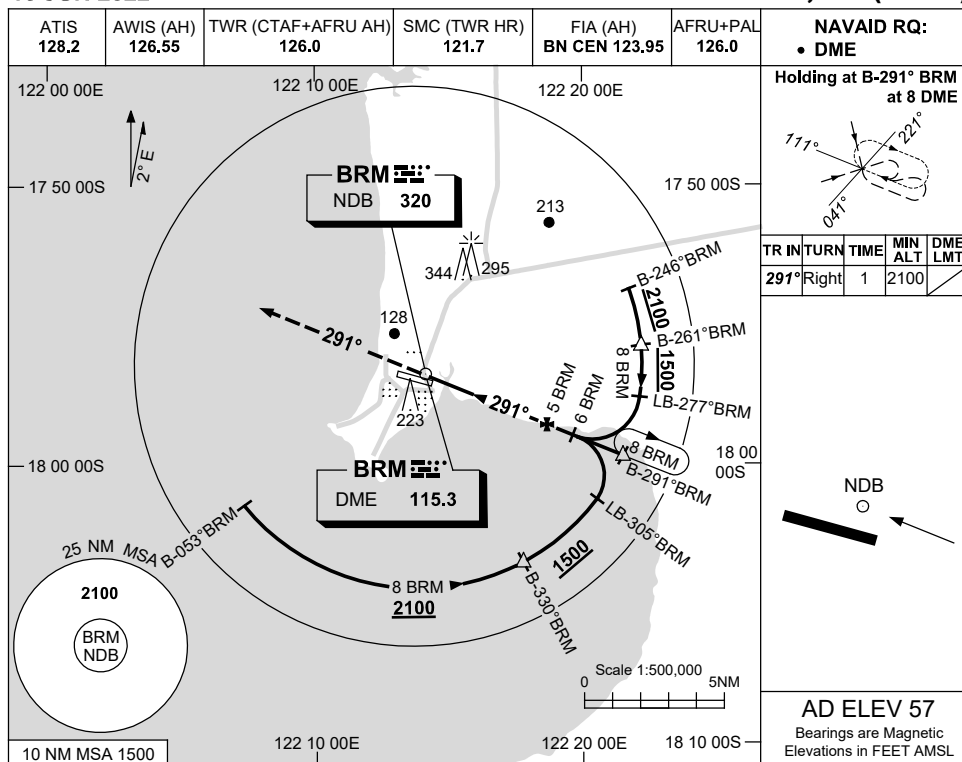
BRMNB01-171

USE QNH

NDB-Z RWY 28

16 JUN 2022

BROOME/INTL, WA (YBRM)



NOTES

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)	

1. HOLDING NOT
CONTAINED IN
CTA.

Changes: MAGNETIC TRACKS.

BRMNB02-171

NDB-Y RWY 28
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

Holding at NDB

TR IN	TURN	TIME	MIN ALT	DME LMT
138°	Left	1	2100	

BRM NDB 320

25 NM MSA
2100
BRM NDB

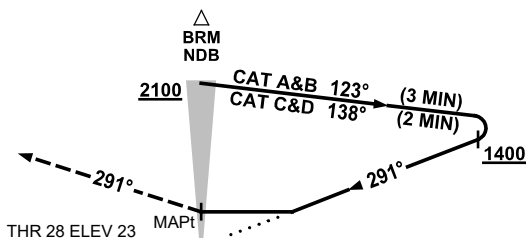
10 NM MSA 1500

Scale 1:500,000
0 5NM

AD ELEV 57

[illegible]

TRACK 291°. CLIMB TO 2100FT.



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)

BRMNB04-171