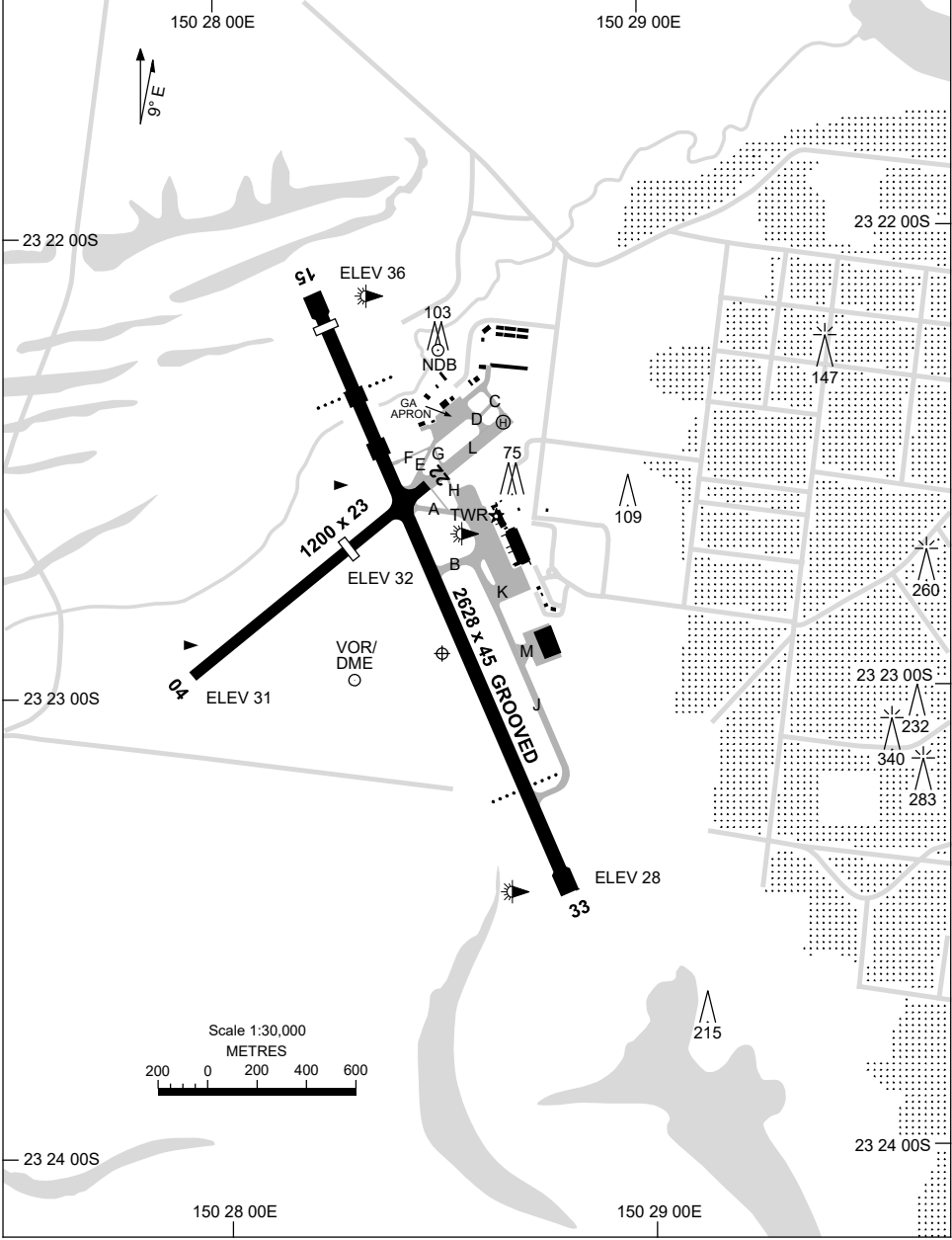


12 JUN 2025

AD ELEV 36
23 22 55S 150 28 31E

AERODROME CHART - Page 1
ROCKHAMPTON, QLD (YBRK)

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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Changes: AWIS ADDED.

BRKAD01-183

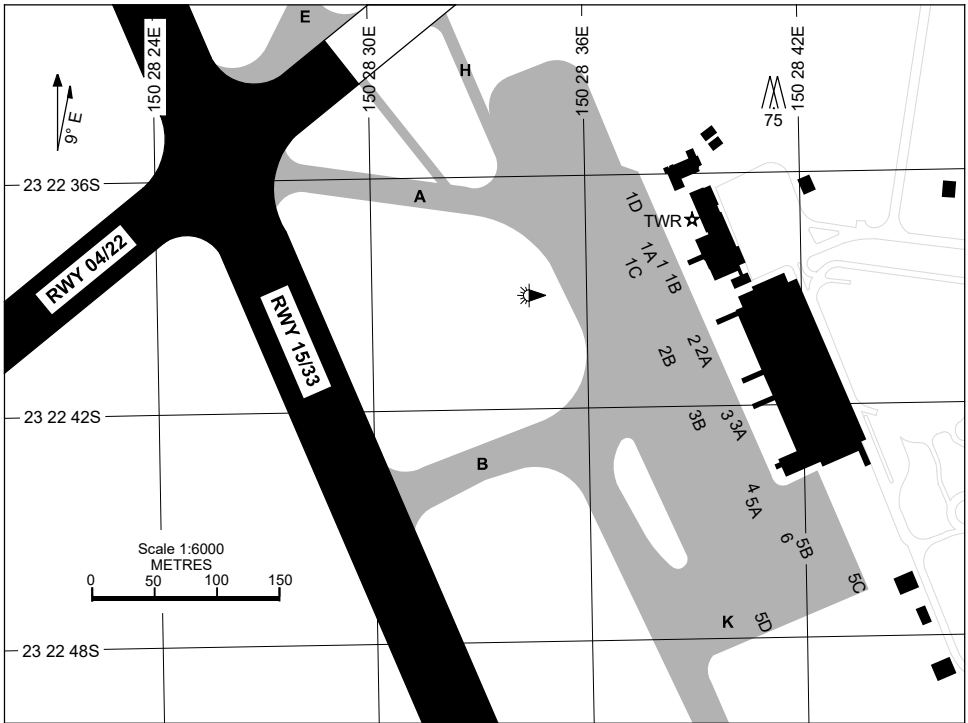
ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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RWY		AERODROME LIGHTING	
		ABN TAXIWAY RL	: ALTN W/G 6 SEC - ON TWR - AVBL WITH AFRU+PAL. OPS CONTINUOUS HN. : GREEN CENTRELINE TWY A, B, E, F, J, K. RWY 15/33: BLUE EDGE ON TURN NODES, RGL : AFRU+PAL 118.1, SDBY (1 SEC DURING LVP, 15 SEC OTHER TIMES)
15 328	148 33	PAPI 3.0° 70FT MIRL RTIL	PAPI 3.0° 70FT MIRL RTIL
04 223	043 22		

NOTES

1. OUTSIDE TWR HRS
AFRU+PAL ACTIVATES ALL LIGHTING
FOR ON GROUND COM RK APP 123.75.
2. AWIS RQ ONE-SECOND PULSE TO ACTIVATE.

17 JUN 2021



PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	23 22 38.35S	150 28 38.11E	30	B738	JET A1	NIL
1A	23 22 38.04S	150 28 37.79E	30	C17	JET A1	NIL
1B	23 22 38.88S	150 28 38.42E	30	DH8C	JET A1	NIL
1C	23 22 38.43S	150 28 37.32E	30	DH8C	JET A1	NIL
1D	23 22 36.70S	150 28 37.40E	31	C30J	JET A1	NIL
2	23 22 40.31S	150 28 38.98E	30	B738	JET A1	NIL
2A	23 22 40.71S	150 28 39.23E	31	DH8C	JET A1	NIL
2B	23 22 40.39S	150 28 38.20E	30	DH8C	JET A1	NIL
3	23 22 42.26S	150 28 39.86E	31	B738	JET A1	NIL
3A	23 22 42.64S	150 28 40.18E	31	DH8C	JET A1	NIL
3B	23 22 42.36S	150 28 39.03E	30	DH8C	JET A1	NIL
4	23 22 44.20S	150 28 40.56E	30	B738	JET A1	NIL
5A	23 22 44.63S	150 28 42.01E	30	DH8C	JET A1	NIL
5B	23 22 45.73S	150 28 41.97E	30	B738	JET A1	NIL
5C	23 22 46.80S	150 28 43.50E	29	SF34	JET A1	NIL
5D	23 22 47.58S	150 28 40.76E	28	SF34	JET A1	NIL
6	23 22 45.47S	150 28 41.47E	30	A124	JET A1	NIL

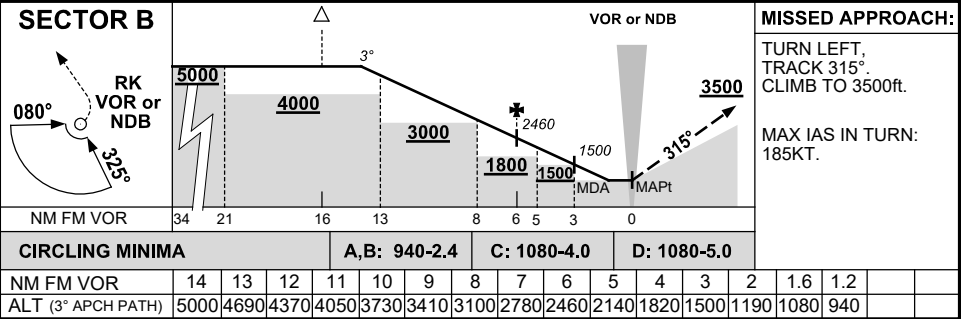
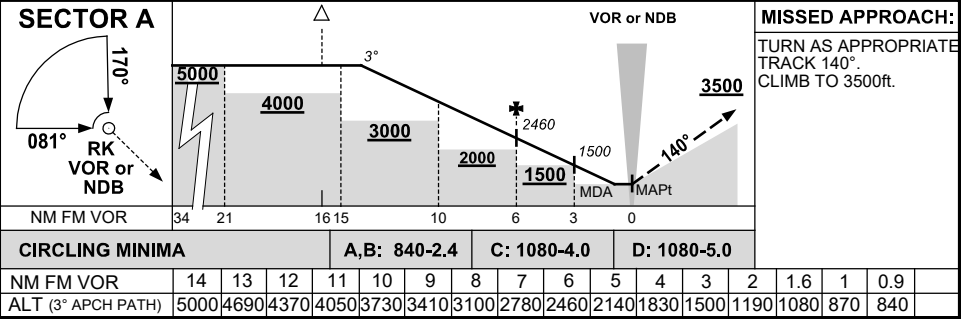
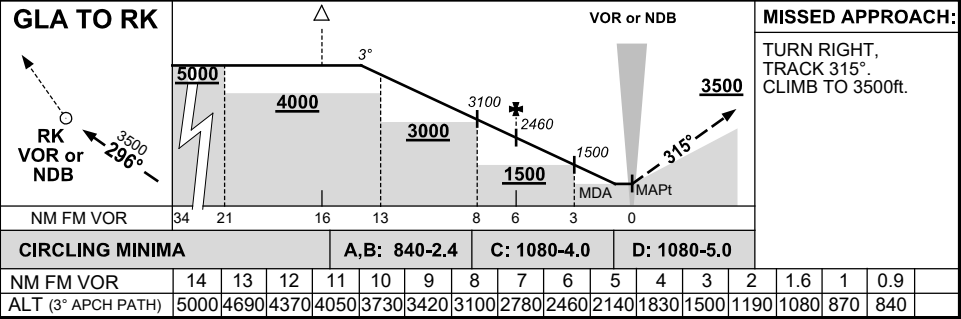
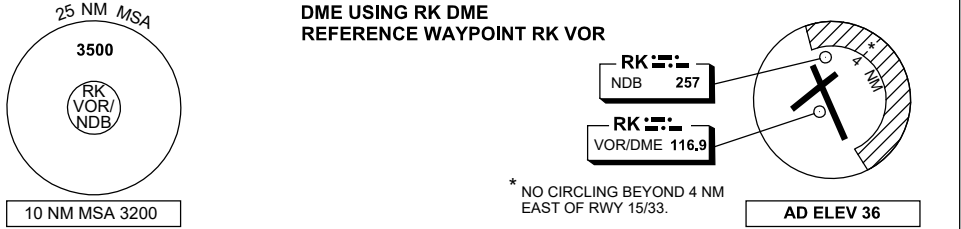
Changes: ACFT STANDS COORDS, ELEV, CAPACITY & DOCKING SYSTEM UPDATE.

BRKAP01-167

DME or GNSS ARRIVAL PROCEDURES
ROCKHAMPTON, QLD (YBRK) Page 1

12 JUN 2025

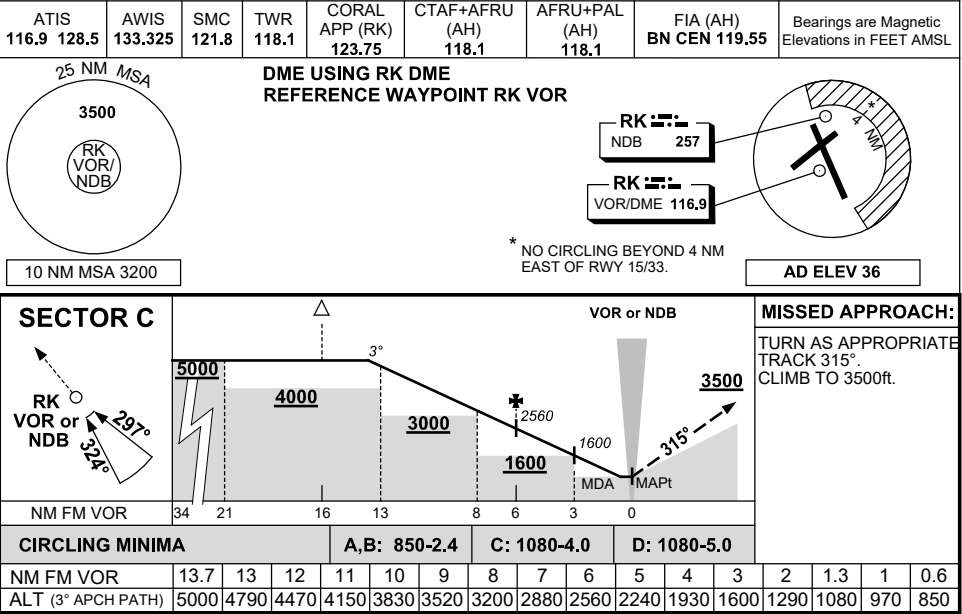
ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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Changes: AWIS ADDED, Editorial. BRKDG01-183

DME or GNSS ARRIVAL PROCEDURES
ROCKHAMPTON, QLD (YBRK) Page 2

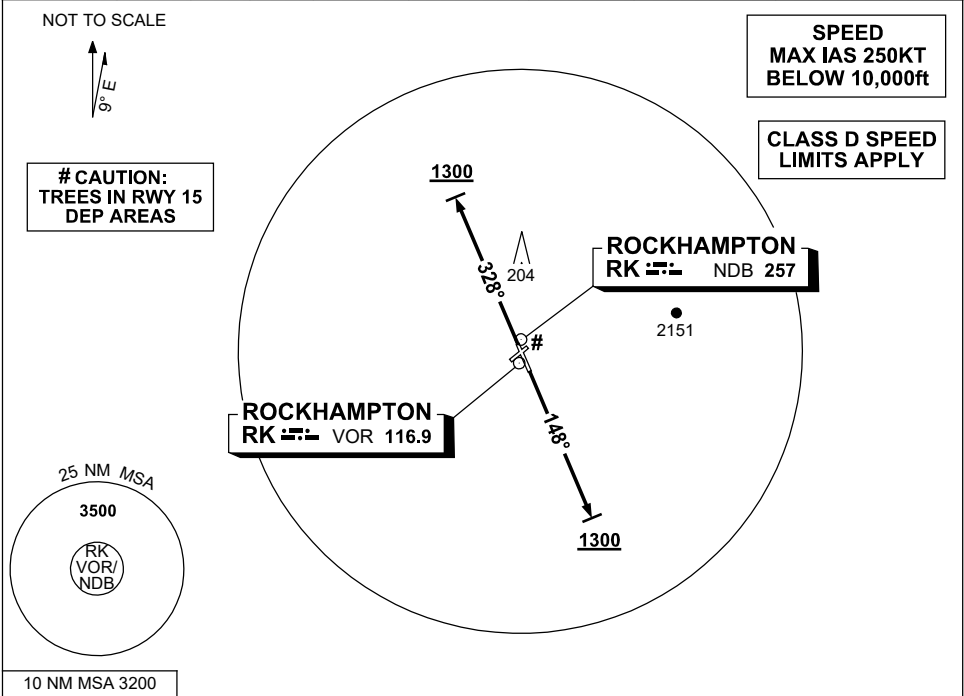
12 JUN 2025



STANDARD INSTRUMENT DEPARTURES (SID) ROCKHAMPTON THREE DEPARTURE (RADAR) RWY 15 & 33 ROCKHAMPTON, QLD (YBRK)

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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ROCKHAMPTON THREE DEPARTURE (RADAR)

RWY 15

- GRAD 3.3%
- Track 148°
- AT 1300ft turn to assigned heading or track

RWY 33

- GRAD 3.4% to 2500ft, then 3.3%
- Track 328°
- AT 1300ft turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

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.

**STANDARD INSTRUMENT DEPARTURES (SID)
BUDGI TWO DEPARTURE (RNAV)
ROCKHAMPTON, QLD (YBRK)**

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic. Elevations in FEET AMSL
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NOT TO SCALE

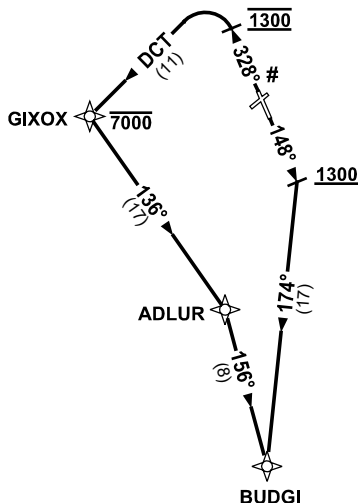
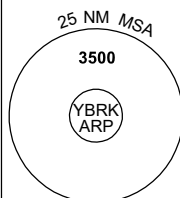


**CLASS D SPEED
LIMITS APPLY**

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1

**# CAUTION:
TREES IN RWY 15
DEP AREAS**



10 NM MSA 3200

BUDGI TWO DEPARTURE

RWY 15

- GRAD 3.3%
- Track 148°
- AT or ABV 1300ft turn RIGHT, intercept 174° to BUDGI, thence as cleared

RWY 33

- GRAD 3.4% to 2500ft, then 3.3%
- Track 328°
- AT 1300ft turn LEFT, track DCT to GIXOX
Cross GIXOX AT or BLW 7000ft
- Turn LEFT, track 136° to ADLUR
- Turn RIGHT, track 156° to BUDGI, thence as cleared

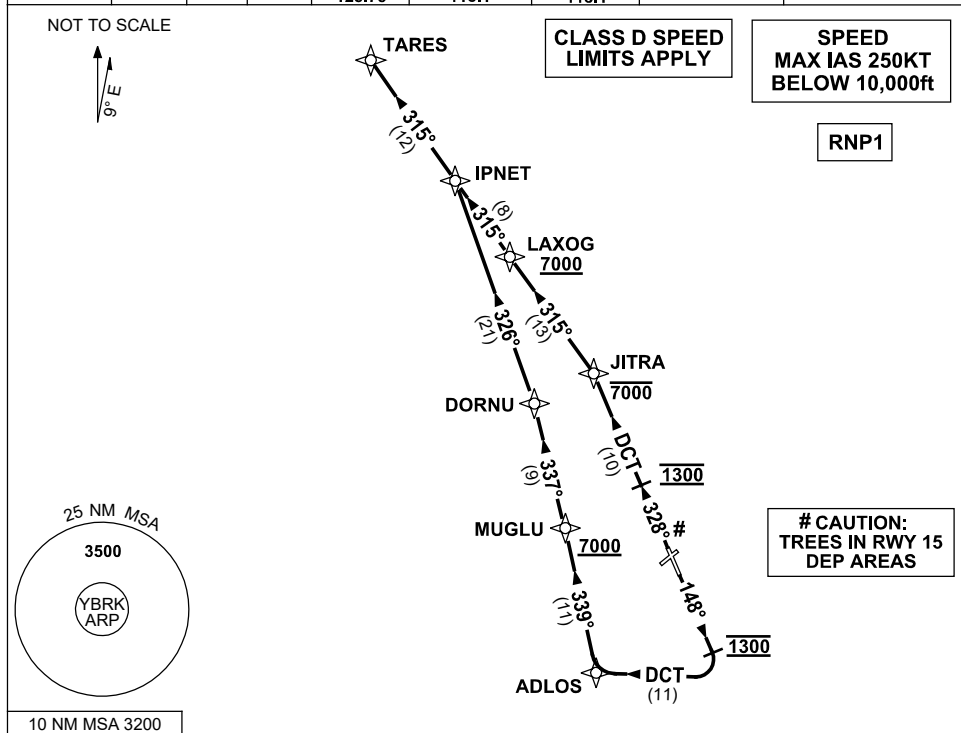
Changes: AWIS ADDED, Editorial.

BRKDP02-183

STANDARD INSTRUMENT DEPARTURES (SID) TARES FIVE DEPARTURE (RNAV) ROCKHAMPTON, QLD (YBRK)

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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TARES FIVE DEPARTURE

RWY 15

- GRAD 3.3%
- Track 148°
- AT 1300ft turn RIGHT, track DCT to ADLOS
- Turn RIGHT, track 339° to MUGLU
Cross MUGLU AT or ABV 7000ft
- Turn LEFT, track 337° to DORNU
- Turn LEFT, track 326° to IPNET
- Turn LEFT, track 315° to TARES,
then as cleared

RWY 33

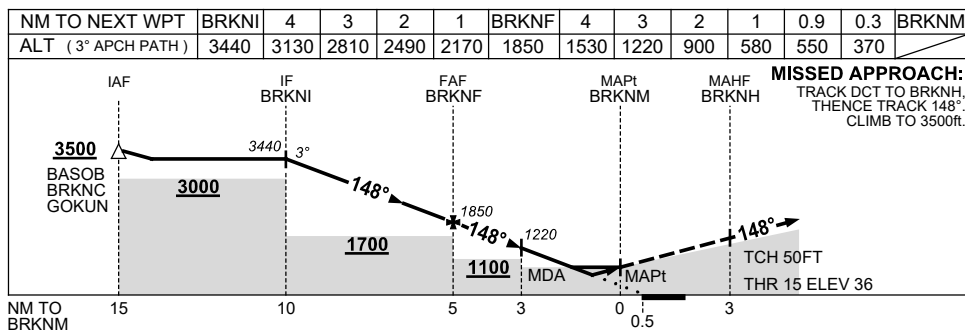
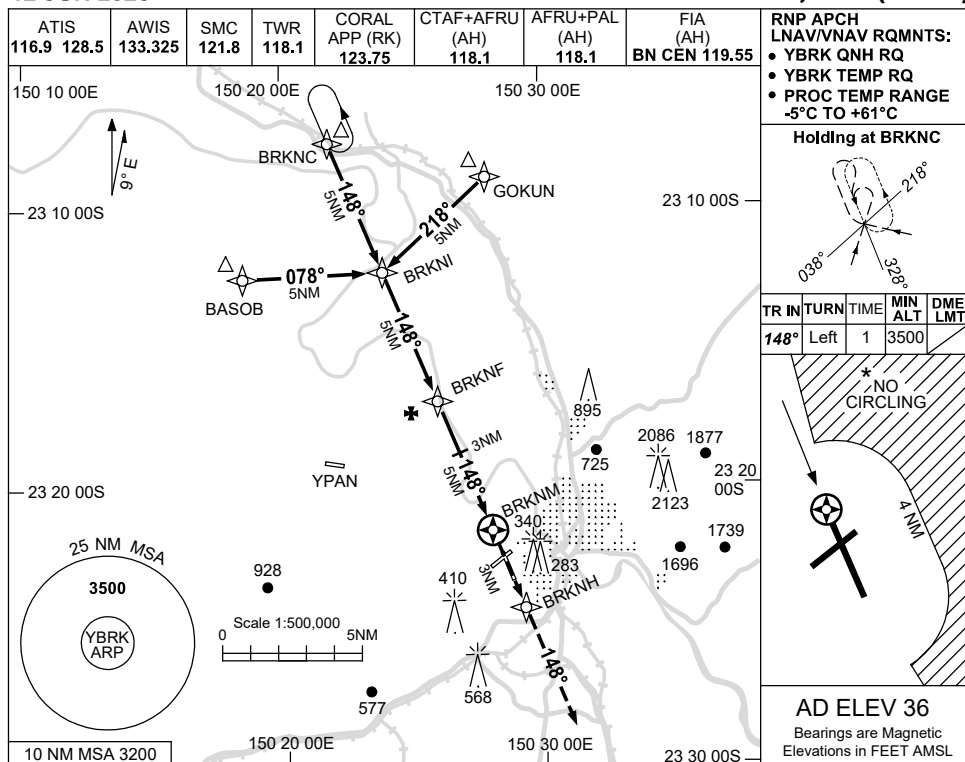
- GRAD 3.4% to 2500ft, then 3.3%
- Track 328°
- AT 1300ft turn LEFT, track DCT to JITRA
Cross JITRA AT or BLW 7000ft
- Turn LEFT, track 315° to LAXOG
Cross LAXOG AT or ABOVE 7000ft
- Track 315° to IPNET
- Track 315° to TARES, then as cleared

USE QNH

RNP RWY 15

12 JUN 2025

ROCKHAMPTON, QLD (YBRK)



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV			370 (334-1.9)	
LNAV			550 (514-2.9)	
CIRCLING *	840 (804-2.4)		1080 (1044-4.0)	1080 (1044-5.0)
ALTERNATE	(1304-4.4)		(1544-6.0)	(1544-7.0)

- MAX IAS:
INITIAL : 210KT.
- *2. NO CIRCLING
BEYOND 4 NM
EAST OF RWY 15/33.
3. HOLDING NOT
CONTAINED IN CTA.

Changes: AWIS ADDED, Editorial.

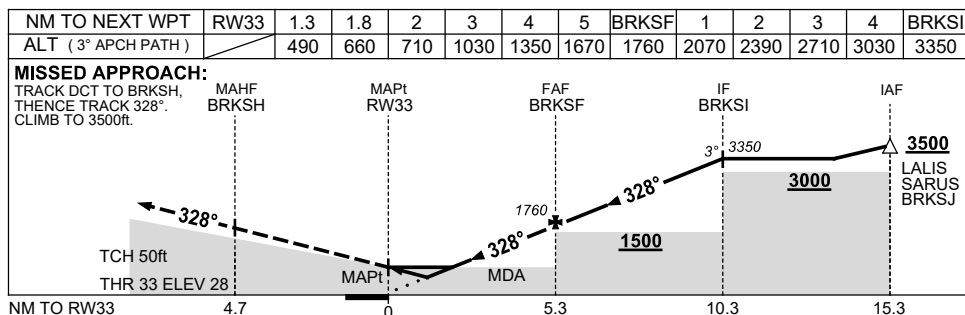
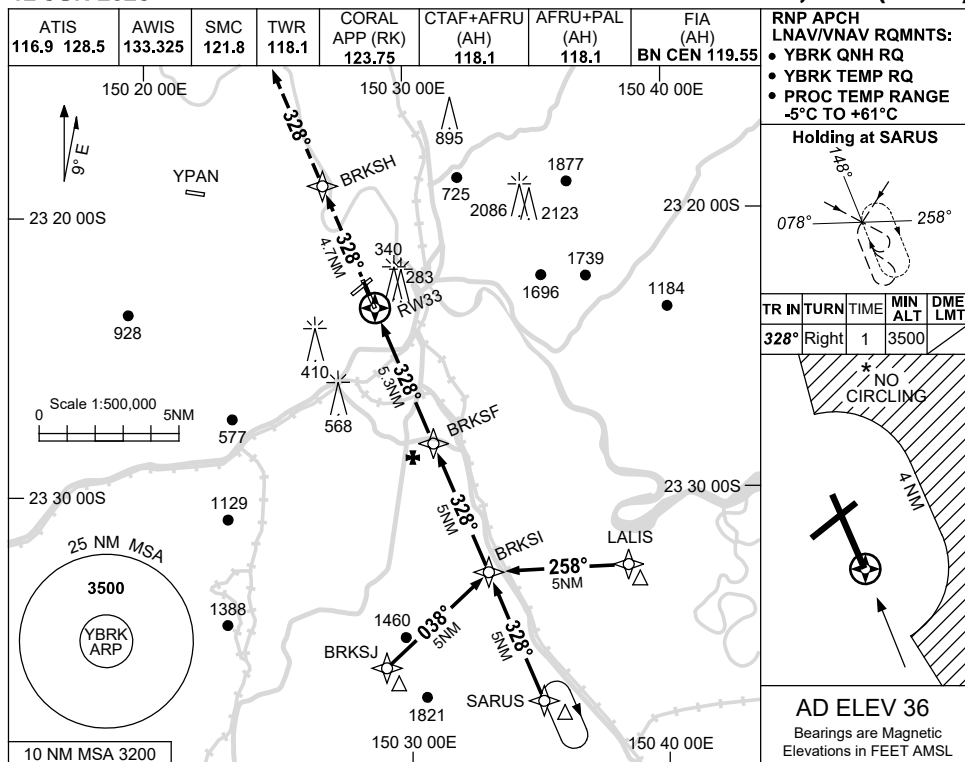
BRKGN01-183

USE QNH

RNP RWY 33

12 JUN 2025

ROCKHAMPTON, QLD (YBRK)



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	490 (462-2.6)			
LNAV	660 (632-3.6)			
CIRCLING*	840 (804-2.4)	1080 (1044-4.0)	1080 (1044-5.0)	
ALTERNATE	(1304-4.4)	(1544-6.0)	(1544-7.0)	

- MAX IAS:
INITIAL : 210KT.
- NO CIRCLING
BEYOND 4 NM
EAST OF RWY 15/33.
- HOLDING NOT
CONTAINED IN CTA.

Changes: AWIS ADDED, Editorial.

BRKGN02-183

NOISE ABATEMENT PROCEDURES

ROCKHAMPTON

1 - PREFERRED RUNWAYS

- 1.1 - LANDING - RWY 33
- 1.2 - TAKE-OFF - RWY 15

2 - PREFERRED FLIGHT PATHS

2.1 - ARRIVING AIRCRAFT

(a) LANDING RWY 33

From the South

- make a straight-in approach or overfly for a LEFT base.

From other directions

- track for a LEFT base.

(b) LANDING RWY 15

From the South and West

- track for a RIGHT base.

From the North

- make a straight-in approach

From the East

- track for a LEFT base.

(c) LANDING RWY 04

From the South

- track for a RIGHT base.

From the North, East and West

- track for a LEFT base.

(d) LANDING RWY 22

From the South

- overfly for a RIGHT base.

From the North, East and West

- track for a RIGHT base.

2.2 - DEPARTING AIRCRAFT

(a) DEPARTING RWY 33

To the West and South

- turn LEFT.

To the North and East

- no restrictions.

(b) DEPARTING RWY 15

To the North and West

- turn RIGHT.

To the South and East

- no restrictions.

(c) DEPARTING RWY 22

To the South and East

- turn LEFT.

To the North and West

- turn RIGHT.

(d) DEPARTING RWY 04

- all aircraft are to turn LEFT.

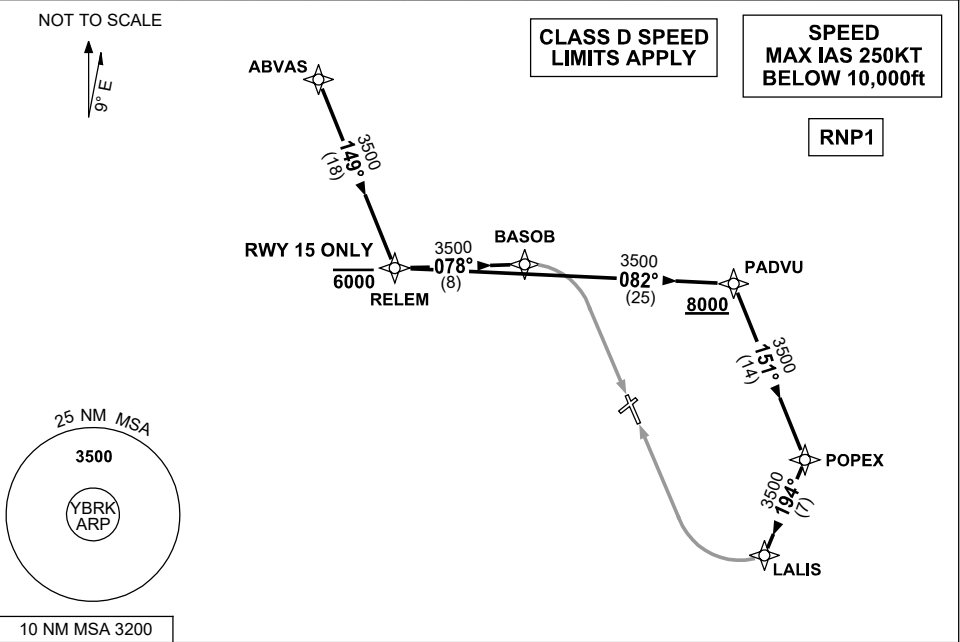
3 - TRAINING FLIGHTS

See AIP/ERSA

STANDARD INSTRUMENT ARRIVAL (STAR)
ABVAS ONE ARRIVAL (RNAV)
ROCKHAMPTON, QLD (YBRK)

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic. Elevations in FEET AMSL
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ARRIVAL: ABVAS ONE

RWY 15

- From ABVAS track 149° to RELEM
Cross RELEM AT or BLW 6000ft
- Turn LEFT, track 078° to BASOB
- Track via RNP RWY 15

RWY 33

- From ABVAS track 149° to RELEM
- Turn LEFT, track 082° to PADVU
Cross PADVU AT or ABV 8000ft
- Turn RIGHT, track 151° to POPEX
- Turn RIGHT, track 194° to LALIS
- Track via RNP RWY 33

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

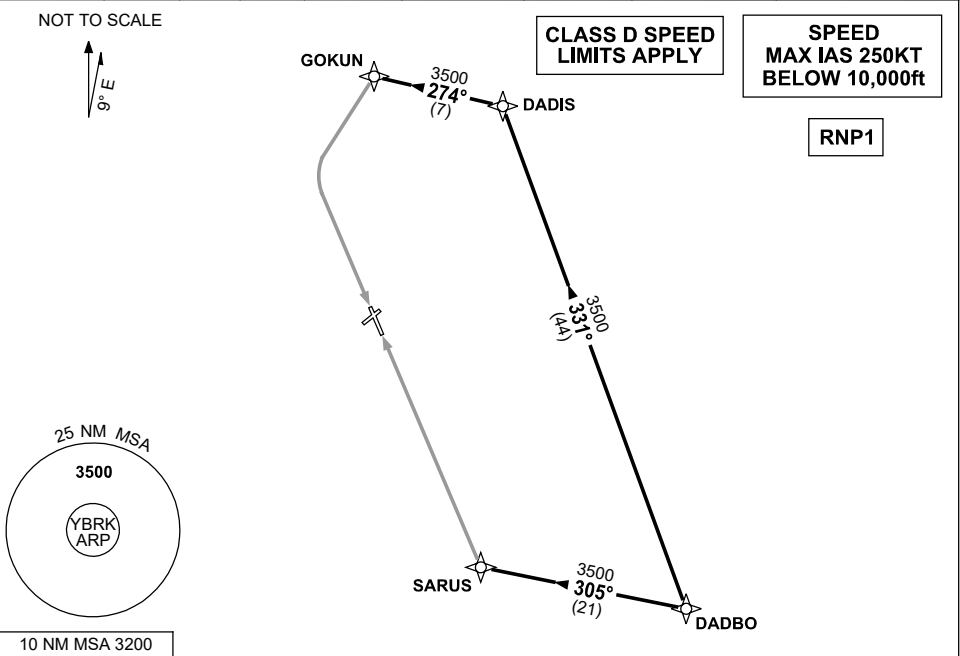
Changes: AWIS ADDED, Ediotiral.

BRKSR01-183

STANDARD INSTRUMENT ARRIVAL (STAR)
DADBO ONE ARRIVAL (RNAV)
ROCKHAMPTON, QLD (YBRK)

12 JUN 2025

ATIS 116.9 128.5	AWIS 133.325	SMC 121.8	TWR 118.1	CORAL APP (RK) 123.75	CTAF+AFRU (AH) 118.1	AFRU+PAL (AH) 118.1	FIA (AH) BN CEN 119.55	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: DADBO ONE

RWY 15

- From DADBO track 331° to DADIS
- Turn LEFT, track 274° to GOKUN
- Track via RNP RWY 15

RWY 33

- From DADBO track 305° to SARUS
- Track via RNP RWY 33

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: AWIS ADDED, Editorial.

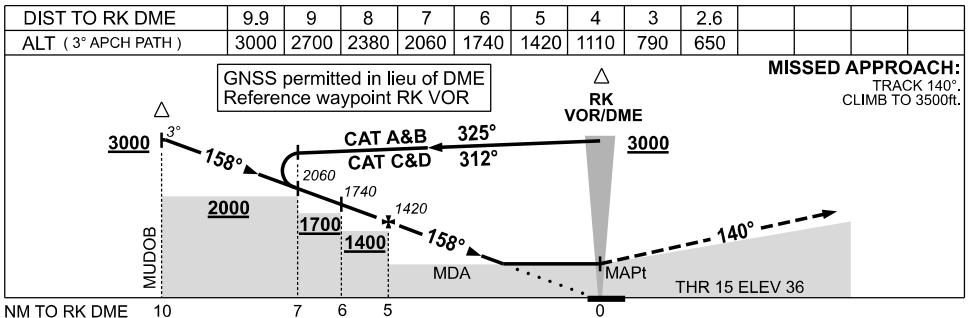
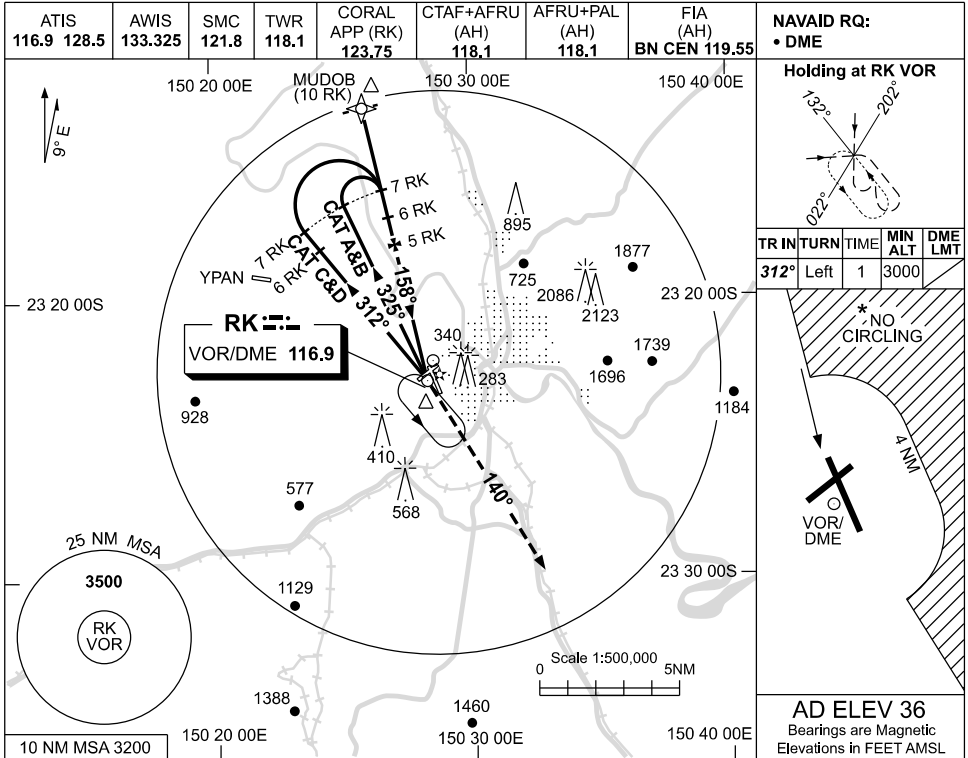
BRKSR02-183

USE QNH

VOR RWY 15

19 MAR 2026

ROCKHAMPTON, QLD (YBRK)



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME	650 (614-3.5)			
CIRCLING*	840 (804-2.4)	1080 (1044-4.0)	1080 (1044-5.0)	
ALTERNATE	(1304-4.4)	(1544-6.0)	(1544-7.0)	

1. MAX IAS:
INITIAL: 210KT.
HOLDING: 210KT.

*2. NO CIRCLING
BEYOND 4 NM
EAST OF RWY 15 / 33.

Changes: WPT MUDOB, Editorial.

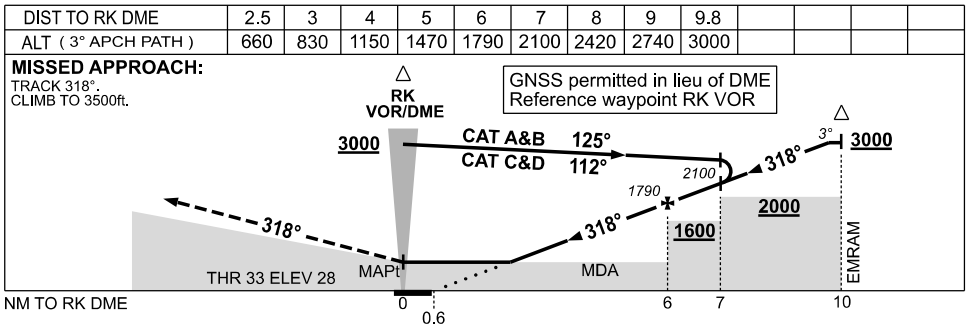
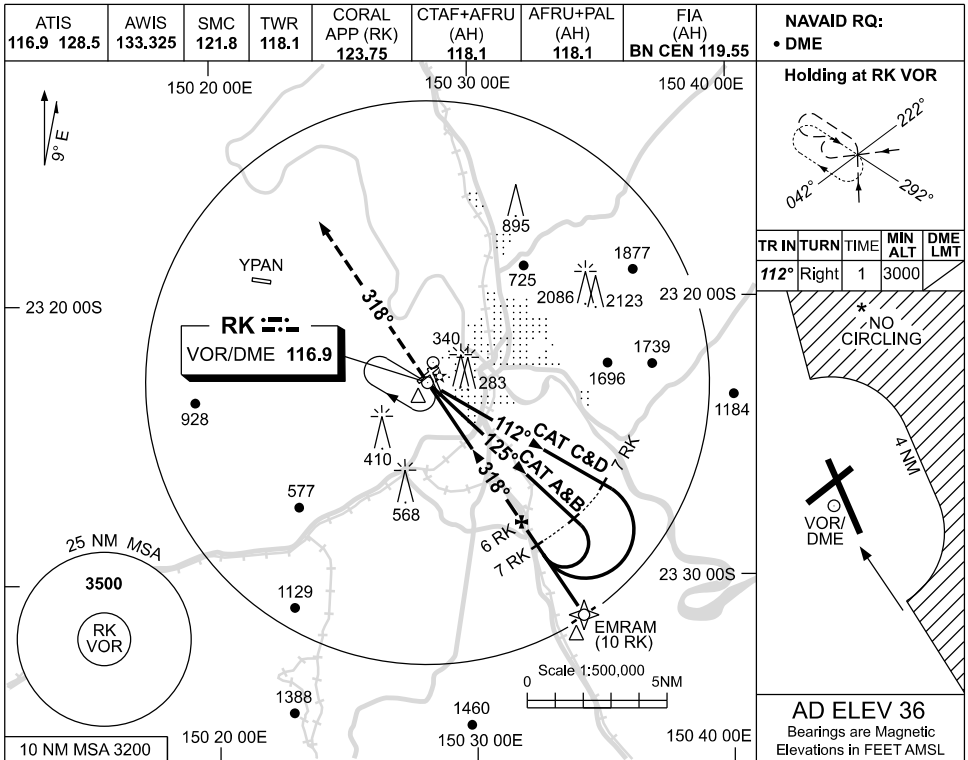
BRKVO01-186

USE QNH

VOR RWY 33

19 MAR 2026

ROCKHAMPTON, QLD (YBRK)



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME	660 (632-3.6)			
CIRCLING *	840 (804-2.4)	1080 (1044-4.0)	1080 (1044-5.0)	
ALTERNATE	(1304-4.4)	(1544-6.0)	(1544-7.0)	

1. MAX IAS:
INITIAL : 210KT.
HOLDING : 210KT.
- * 2. NO CIRCLING
BEYOND 4 NM
EAST OF RWY 15 / 33.

Changes: WPT EMRAM, Editorial.

BRKVO02-186