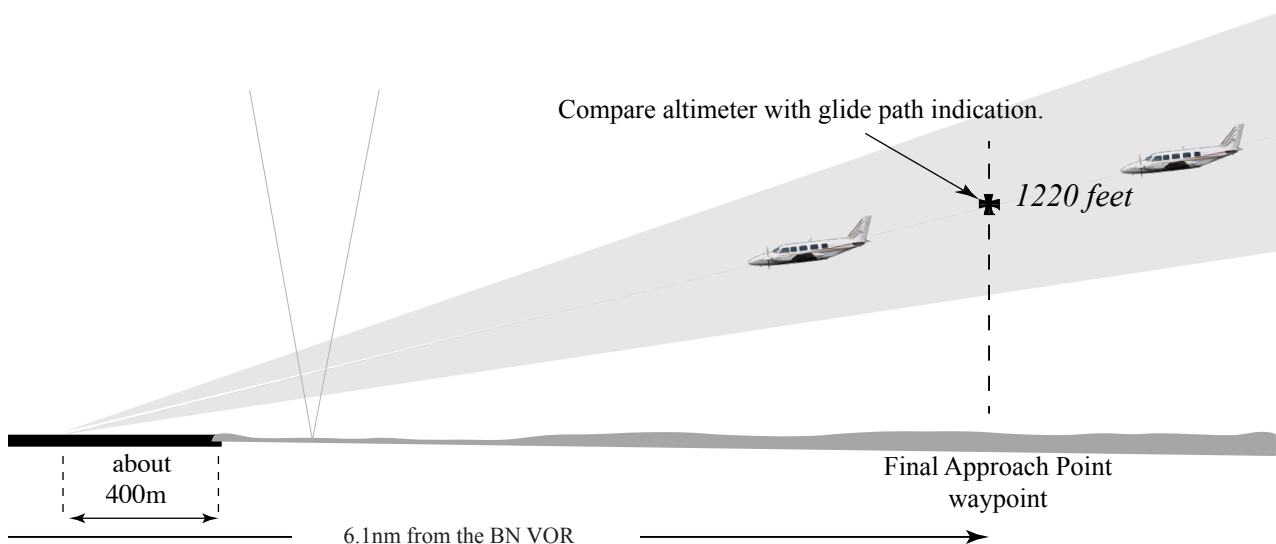The Brisbane 01 ILS features a Localizer beam set at 016°M providing guidance exactly down the runway centre line to the Brisbane VOR situated beyond the far end of the runway.

Aircraft may be radar vectored to make a pilot intercept of the Localizer usually at 3000ft. Alternatively, aircraft arriving from the North may overfly the VOR and track outbound with radar monitoring. This allows the aircraft to fly a reversal procedure and commence a right-hand base turn to intercept the Localizer after crossing the lead bearing on the 187 VOR radial.

Established on the Localizer at 11.7 DME the pilot leaves 3000ft and commences a descent by reference to the glide slope indicator. See NM TO BN DME table bottom figure opposite.
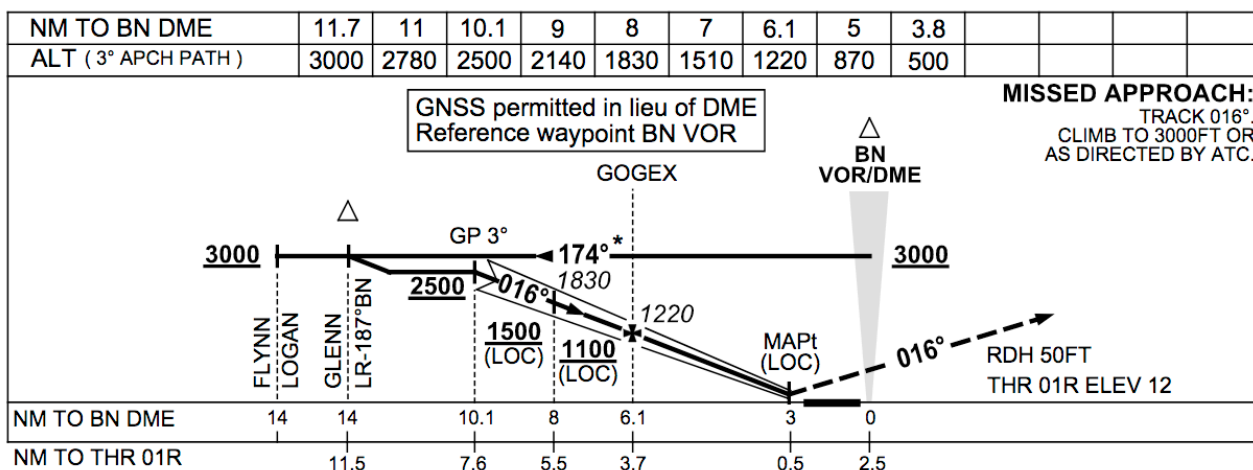
This allows the pilot to monitor the descent profile by distance against height values on the table while maintaining an 'on glide slope' indication on the glide slope display.

Compare altimeter with glide path indication.

1220 feet

about
400m

Final Approach Point
waypoint

6.1nm from the BN VOR

A second opinion on the glide path. Since the glide path is generated electronically, it would be sensible to check that it is functioning correctly (not that you don't trust electronic gadgets like computers!). When the aircraft passes the Final Approach Point, the pilot is presented with a check height indicating the precise altitude of the glide path at that point. In the case of the Brisbane 01 ILS, it is a way point built into the GNSS software on the final approach track 6.1nm from the Brisbane VOR indicating an exact altitude of 1220ft. It is marked with a Maltese Cross .

Of course the aircraft may not be exactly on the glide path at the moment it passes the final approach fix, so the pilot is required to check for an 'unexplained discrepancy' when comparing the altimeter's reading with the published altitude.

For example, if the altimeter read 1170 feet and the glide path indicator showed a 'fly down' command - that would be an unexplained discrepancy. AIP ENR 1.5 para 7.3.1.

NM TO BN DME	11.7	11	10.1	9	8	7	6.1	5	3.8				
ALT (3° APCH PATH)	3000	2780	2500	2140	1830	1510	1220	870	500				

GNSS permitted in lieu of DME
Reference waypoint BN VOR

MISSED APPROACH:
TRACK 016°,
CLIMB TO 3000FT OR
AS DIRECTED BY ATC.

GOGEX

BN
VOR/DME

GP 3°

3000   174° *   3000

2500   016°   1830

016°

1500
(LOC)   1100
(LOC)   1220

MAPt
(LOC)

016°   RDH 50FT
THR 01R ELEV 12

FLYNN
LOGAN
GLENN
LR-187°BN

NM TO BN DME		14	14	10.1	8	6.1		3	0	
NM TO THR 01R				11.5	7.6	5.5	3.7		0.5	2.5

NOTES

CATEGORY	A	B	C	D
S-I ILS		220 (208-0.8)	550 RVR	
S-I LOC		500 (487-1.9)		
CIRCLING	650 (637-2.4)		780 (767-4.0)	850 (837-5.0)
ALTERNATE ‡	(1137-4.4)		(1267-6.0)	(1337-7.0)

1. MAX IAS:
GLENN : 185KT.
* 2. WITH RADAR
MONITORING ONLY.
‡ 3. SPECIAL ALTN MNM
700/2.5 KM.
4. ACFT MAY BE RADAR
VECTORED TO FNA.

Changes: WPT CO-ORDS DELETED, Editorial - GRID CO-ORDS, NOTES.

BBNII01-159