



!! URGENT !!

Date: 28 December 2018

Subject: Broome, WA, Australia
Broome Intl (YBRM)
RNAV-Z (GNSS) Rwy 10
RNAV-Z (GNSS) Rwy 28
Cycle 1901

Incorrect Approach Transition and Holding Altitudes

Jeppesen NavData for cycle 1901, effective 3 January 2018, contains incorrect data for the procedure transition altitudes and holding altitudes.

RNAV-Z (GNSS) Rwy 10: The crossing altitudes at BRMWG, BRMWE and BRMWD - Initial Approach Fixes (IAFs) - for the approach transitions should be 3000 feet. The crossing altitude at BRMWI - Initial Fix (IF) - should be 3000 feet. The Minimum Holding Altitude at BRMWE should be 3000 feet.

RNAV-Z (GNSS) Rwy 28: The crossing altitudes at BRMEA, BRMEB and BRMEC - Initial Approach Fixes (IAFs) - for the approach transitions should be 3000 feet. The crossing altitude at BRMEI - Initial Fix (IF) - should be 3000 feet. The Minimum Holding Altitude at BRMEB should be 3000 feet.

WE STRONGLY URGE YOU TO MAKE THIS INFORMATION AVAILABLE TO APPROPRIATE CREW MEMBERS OR CUSTOMERS IMMEDIATELY!

Revised coding will appear in Jeppesen NavData for cycle 1902, effective 31 Jan 2019. Until then an entry will appear in the NavData Change Notices, and this Alert will be posted on the Jeppesen Web site. <http://www.jeppesen.com/company/alerts/alerts.jsp>

Please refer to the Broome Intl, Broome, WA, Australia (YBRM) RNAV-Z (GNSS) Rwy 10, 12-1 chart, and RNAV-Z (GNSS) Rwy 28, 12-2 chart, dated 1 JUN 18 for valid information.

If you have questions concerning this NavData Alert, please contact Jeppesen Technical Support at:

Phone: 1-303-328-4445

E-mail: navdatatechsupport@jeppesen.com

NavData Alerts are published to advise users of significant issues in Jeppesen navigation data which may affect flight operations or safety. They are distributed to affected ARINC 424 NavData users (avionics companies and other raw data users) and airlines receiving NavData directly from Jeppesen. Alerts are not distributed by Jeppesen to individual airline, business aviation or general aviation pilots, but are available to them on the Jeppesen Web site, www.jeppesen.com. Different avionics equipment and computer systems use and display NavData and data derived from NavData differently. Avionics users should consult with their database update service provider for definitive information on whether their system is affected by this Alert.