REMARKS


2. AD Charges: All ACFT - Phone 07 3406 3000 during BH.

3. **ESTIMATED AIRBORNE TRAFFIC DELAYS FOR ARR ACFT** may be expected due to terminal area traffic density and/or single RWY operations:

   - DAILY 2000-1300: 20 MIN.
   - Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NCC.

4.1 Runway Demand Management Scheme (RDMS)

Brisbane RDMS is applicable to all airline and ACFT operators using Brisbane airport. All flights operating into and out of Brisbane must obtain an Airport Coordination Australia (ACA) slot in accordance with AIP ENR 1.9. General Aviation (GA) apron operations are subject to runway/apron slot management. Approved slot holders operating on the GA apron are to confirm allocated parking with Brisbane Airport Corporation on 07 3406 3171 prior to arrival.

For full information regarding the Brisbane RDMS see BAC (Brisbane airport Corporation) website:

4.2 Ground Delay Program (GDP)

Brisbane GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Brisbane 7 days per week BTN 2000-1259 UTC.

Flights to Brisbane during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIP ENR 1.9. The COBT can be obtained through their company or the Network Coordination Centre on 1800 020 626.

The following additional requirements apply:

a. Flights departing from Archerfield for a landing at Brisbane must contact the Brisbane Flow Controller on 07 3866 3588 prior to starting engines.

b. Pilots of inbound flights to Brisbane with a duration of 45MIN or less must contact the Brisbane Flow Controller on 07 3866 3588 to validate their COBT and confirm a Flow tactical landing slot.

c. Pilots of all inbound RFDS flights with a duration of 90MIN or less must contact the Brisbane Flow Controller on 07 3866 3588 as soon as possible with an updated ACFT operating time.

For full information regarding the Ground Delay Program see AIP ENR 1.9.

5. RWY 14/32: FLW ACFT are covered by pavement concession:

A320 - up to 200 series with weight limit of 66,000KG & MAX tyre pressure of 1,450kPa;
F28 - all variants, no weight or tyre pressure limitation;
F100 - all variants, no weight or tyre pressure limitation;
BA146 - all variants, no weight or tyre pressure limitation;
B717 - all variants with weight limit of 49,895KG & MAX tyre pressure of 1,131kPa;
B737 - all variants with weight limit of 66,000KG & MAX tyre pressure of 1,475kPa;
EMB170/190 - all variants with weight limit of 56,000KG & MAX tyre pressure of 1,350kPa.

Note: Should pavement distress become evident the concession to OPR specific type of ACFT may be withdrawn.

6. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES

BP - Australian Air Support Services Pty Ltd: D H24. Phone 07 3860 5996 H24, Fax 3216 3010.
JET A1, O125.
CALTEX/BP/MOBIL - Brisbane Airport Fuel Services: D 1900-0900. Phone 07 3860 4647, AH 0439 986 046, Fax 3860 4298. JET A1, O125, Caltex & BP - Carnet only.
SHELL: Zip Airport Services Pty. Ltd. Ph. 07 3860 4844 Fax. 07 3860 4866. 1630-1330 MON-FRI, 1900-1230 SAT, 1900-1230 SUN. AH call-out fee may apply, PN required. BIZ-JET and GA 2100-0900 MON-FRI, 2000-0400 SAT-SUN. JET A1 and AVGAS. Shell Fuel and Fly, Shell Global Carnet Card and Credit Cards (VISA and MC).

PASSENGER FACILITIES

The BACL does not provide marshalling services. All requests for ACFT marshalling should be directed to the Airline companies or a FBO.

RESCUE AND FIREFIGHTING SERVICES

1. CAT 9 H24 131.0 MHz AVBL H24
2. Water Rescue Service AVBL

AERODROME OBSTACLES

1. OBST unmarked refinery tower 288FT, BRG 164DEG M/2.3NM from Brisbane VOR infringes inner HZS by 132FT.
2. OBST building 872FT AMSL BRG 215 MAG 8.84NM FM ‘BN’ VOR infringes outer horizontal SFC by 372FT.
3. OBST crane lit 355FT AMSL PSN BTN 065 MAG 2.3NM and 106 MAG 1.6NM FM VOR infringes HZS by 199FT.

4. OBST Buildings and Cranes BRG/DIST FM VOR
   a. 354FT BRG 082M/3,480M LGT 198FT ABV INNER HZS.
   b. 354FT BRG 097M/3,110M LGT 198FT ABV INNER HZS.
   c. 276FT BRG 110M/2,950M LGT 120FT ABV INNER HZS.
   d. 210FT BRG 168M /2.84NM LGT 54FT ABV INNER HZS.
   e. 210FT BRG 175M/2,920M UNLIT 54FT ABV INNER HZS.
   f. 158FT BRG 173M/3,000M Painted and LGT, 2FT ABV INNER HZS.
   g. 355FT BRG 074M/3,600M LGT 199FT ABV INNER HZS.
   h. 838FT BRG 212M /8.5NM LGT 338FT ABV OUTER HZS.
   i. 716FT BRG 214M /8.3NM LGT 216FT ABV OUTER HZS.
   j. 576FT BRG 214M /8.8NM LGT 76FT ABV OUTER HZS.
   k. 540FT BRG 215M /8.8NM LGT 40FT ABV OUTER HZS.
   l. 670FT BRG 213M/8.4NM LGT 170FT ABV OUTER HZS.
   m. 822FT BRG 214M/8NM LGT 322FT ABV OUTER HZS.

METEOROLOGICAL INFORMATION PROVIDED
1. TAF CAT A, METAR/SPECI, TTF, AD WRNG, WS WRNG.
2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 07 3229 1854.
3. AWIS PH 07 3007 4155 - Report faults to BoM.

PHYSICAL CHARACTERISTICS
01R/19L 016 117a PCN 108 /F /D /1750 (254PSI) /T 100M(328) N WID 45 RWS 300 & S ends concrete. Grooved WID 45 RWS 300
14/32 135 56a PCN 18 /F /A /1000 (145PSI) /T WID 30 RWS 150 RWY 01R THR displaced 60(197). RWY 14/32 THR displaced 60(197).

AERODROME AND APPROACH LIGHTING
RWY 01R/19L HIRL SDBY PWR AVBL
RWY 01R/19L MIRL SDBY PWR AVBL
RWY 01R/19L PAPI(2) 3.0 DEG64FT SDBY PWR AVBL
RWY 01R/19L RCLL(1) SDBY PWR AVBL
RWY 01R HIAL-CAT I SDBY PWR AVBL
RWY 01R RTIL SDBY PWR AVBL
RWY 19L HIAL-CAT II SDBY PWR AVBL
RWY 19L RTZL SDBY PWR AVBL
RWY 14/32 MIRL SDBY PWR AVBL
RWY 14/32 PAPI(2) 3.0 DEG51FT SDBY PWR AVBL
(1) 15M spacing.
(2) Both sides.
1. ALS Type and Length: RWY 01R - Distance coded CL: 900M; RWY 19L - Distance coded CL: 900M.
2. RWY edge light spacing: 01R/19L: 60M; 14/32: 60M.
3. RGL at all RWY/TWY intersections.

OTHER LIGHTING
ABN ALTN 8 WG
1. Secondary PWR switchover time: 1 SEC during LVP; 15 SEC at other times.
2. TWY LGT: Green CL.

ATS COMMUNICATIONS FACILITIES
FIA BRISBANE CENTRE 125.7 (6)
FIA BRISBANE CENTRE 121.2
SMC BRISBANE GROUND 121.7 (7) 122.25 (8)
TWR BRISBANE TOWER 120.5
ACD BRISBANE DELIVERY 118.6
APP BRISBANE APPROACH 125.6 (4) 124.7 (2)
DEP BRISBANE DEPARTURES 118.45 (4) 128.3 (5)
VOLMET AUSTRALIA (1) 6676 11387
APP/DEP BRISBANE APPROACH 123.5 (3)
ATIS BRISBANE ATIS 113.2 125.5

Information may be continued on the next page: PTO
(1) H24, BCST 00 - 05 & 30 - 35. Contents TTF YMML, YSSY, YBBN, YPPH, YPDN, YBCS, YBTL & YPAD plus selected SIGMETs if time permits.

(2) WI 30NM of Brisbane NW of extended centreline 01R/19L. Note that the airspace varies in accordance with nomination of RWY 01R or 19L on the BN ATIS.

(3) Gold Coast Approach Services

(4) WI 30NM of Brisbane SE of extended centreline 01R/19L. Note that the airspace varies in accordance with nomination of RWY 01R or 19L on the BN ATIS.

(5) WI 30NM of Brisbane NW of extended centreline 01R/19L. Note that the airspace varies in accordance with nomination of RWY 01R or 19L on the BN ATIS.

(6) Pilots planning to enter Class C airspace associated with Brisbane Approach, contact Brisbane Centre for SSR Code allocation and other instructions. Refer also to Brisbane/ Archerfield Section 2, Para 2.2.

(7) SMC Domestic TWYs and aprons North of B7 and General Aviation Maintenance Area.

(8) SMC South TWYs and aprons south of and including A7, B7 and Airline Maintenance Area.

RADIO NAVIGATION AND LANDING AIDS

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(1) 216/1.6 to ARP.

(2) For RWY 19L - Antenna ELEV 22FT.

(3) 217/1.6 to ARP - Antenna ELEV 28FT.

(4) Scalloping and possible false course capture observed beyond 9NM (BN DME) between radials 330 to 350 (BN VOR) below 4,000FT.

(5) Antenna ELEV 28FT

(6) Antenna ELEV 22FT.
LOCAL TRAFFIC REGULATIONS
1. Pilots of ACFT LDG RWY 14/32 shall report ‘RUNWAY VACATED’ on SMC D FREQ 121.7.
2. HVY ACFT MUST turn right at BRAVO 1.
3. Pilots should ensure flight plan details are submitted for flight in Class C airspace associated with Brisbane Approach, preferably through NAIPS or Flight Watch, well in advance of requesting SSR code allocation. Failure to do so will result in delays for airways clearance.
4. Pilots intending to conduct AWK in the Brisbane TMA must obtain Pre-Flight Briefing and approval from Brisbane TMA - Phone: 07 3866 3694. SVY below 8,000FT can expect operational restrictions.
5. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
6. ICAO Chapter 2 ACFT BTN 1200-2000 UTC. Unless directed otherwise by ATC, at the time of operation, all ICAO Chapter 2 ACFT shall:
   a. Land RWY 19L;
   b. Takeoff RWY 01R;
   c. Takeoff RWY 19L NOT permitted.
7. All TWY: Outboard engines on B747 and A340 ACFT to be operated at low power to prevent TWS erosion and engine ingestion.
8. TWY A is designated to be used in the same direction as the duty RWY. TWY B is for use in the opposite direction unless otherwise instructed by ATC.
9. B737 ACFT and ABV not to execute 180DEG turns on RWY 14/32 or RWY 01R/19L.
10. ACFT parking requests to Duty Terminal Manager H24. See AD OPR for Phone.
11. ACFT transporting dangerous goods or Livestock require 4 days notice and prior approval.
12. B777-300, A340-600 and A380-800 OPS: TWY associated with RWY 01R/19L are 23M wide (AD REF code 4E). Due excessive ACFT wheelbase, normal TWY safety edge margin not AVBL. Pilots should apply judgemental oversteer when negotiating TWY intersections at B/C9, B/C10 and on INTL Apron. Pilots should request marshalling assistance from a fixed base operator (FBO) if ACFT GND manoeuvring cameras are not AVBL.
13. Ground running of engines above idle requires prior approval. Phone 07 3406 3072.
14. TWY H2N, TWY H2S and TWY M East of the perimeter road designated as apron, are provided for combined ACFT and vehicle TFC FM maintenance hangars. Vehicle TFC under own observation remaining well clear of all taxiing ACFT.
15. Drains located airside (ADJ the manoeuvring area) are not marked.
16. Rapid exit TWY A5S not marked with hold point.
17. ACFT can not turn from TWY P onto TWY L at TWY J or TWY L on to TWY P at TWY J due to no fillet pavement, turn around loop AVBL for ACFT up to and including B747 on Logistics Apron.
18. TWY D, E, F1 and F2 not AVBL for ACFT ABV 66,000KG weight and 1,475kPa.
19. Unless OPR requirements the taxi lane between TWY F2 and TWY F4 is not to be used for transiting taxiing ACFT to service RWY 14/32.
20. TWY C3 Tango and APN Taxilane BTN TWY C3 and TWY C4 AVBL to MAX ACFT B737/ A321.
22. Rotary wing ACFT using GA Apron CAUTION multiple LGT TWR 100FT AGL on and surrounding GA Apron.
23. All rotary wing (helicopter) OPS excluding maintenance activities on TWY H system, to be conducted on the GA Apron or Logistics precinct building aprons.
24. TWY L at TWY P INT reduced wing tip CLR to 7.5M on eastern side of TWY L for A380 (code F) ACFT.
25. TWY P reduced wing tip CLR to 7.5M on western side for A380 (code F) ACFT.
26. TWY C4 restricted to MAX A330 ACFT.
27. HEL touch down/lift on TWY F4 and PRKG area on general aviation APN commissioned.
28. TWY E BTN TWY E4 & TWY E5 and TWY E5 decommissioned.
29. TWY D BTN TWY B1 and TWY D1 not AVBL HN to northbound TFC. TWY E BTN TWY D and TWY E1 not AVBL HN to northbound TFC.
30. General Aviation (GA) apron OPS are subject to RWY/apron slot management (refer ERSA Remarks - Section 4.1). ACFT operating on the GA apron are to confirm allocated parking with Brisbane Airport Corporation on 07 3406 3171 prior to arrival.

31. TWY C6 restricted to MAX B737/A321 (CODE C) ACFT.

32. TWY F3 not AVBL.

33. TWY H2 not AVBL to ACFT ABV FLW MAX WT limitations: A330 - 144,000KG; B777 - 197,000KG.

34. TRAINING FLIGHTS
   a. Circuit training AVBL: 0000-0200 and 0400-0700 UTC. Bookings required. Phone Brisbane TMA 07 3866 3694^.
   b. Asymmetric training with an ENG shut down is only permitted when a full stop LDG will be made. This PROC shall not be conducted on RWY 01R.
   c. Jet and turboprop training and flight test operations not requiring RWY or IAL procedures shall be flight planned in either.
      (i) Low Performance Area (LPA) - within the minor arc BTN 030 and 100 VOR BTN 15 and 30 DME; or
      (ii) High Performance Area (HPA) - within Class C and Class A airspace within the minor arc BTN 040 and 090 VOR BTN 40 and 100 DME BN.
   d. Arriving ACFT may request an IAL for training or licence renewal. The request should be made as early as possible, preferably at flight planning.
   e. IAL (Instrument Approach and Landing) training not available MON-FRI, AVBL SAT 0100-0900, SUN 2300-0600 due to traffic. For other than arriving aircraft, IAL training approval shall be obtained from the Network Coordination Centre (NCC) Phone: 1800 020 626^.
   f. Aircraft conducting a practice instrument approach can expect to make a landing due to traffic management requirements. TWR will advise if traffic disposition allows for a missed approach.

35. For CASA approved operators, RWY 01R/19L is capable of supporting takeoffs with an RVR/RV of not less than 350M.

36. A380 (Code F ACFT) OPS using INTL apron to use TWY C9 & TWY C8 only to INTL apron A380 compatible Bays 71, 72, 73, 74, 75, 76. TWY C10 and INTL apron taxilane not AVBL to A380 (Code F ACFT) OPS.

37. All ACFT vacating INTL apron RQ continuous taxi on TWY C9 and TWY C10 using MNM PWR.

38. When RWY 19L is nominated, TWY A4 is not AVBL for arriving ACFT unless directed by ATC.

39. ACFT to use MNM power when entering, exiting and operating on all aprons.

40. RWY 14/32 restrictions - For Code C ACFT ATR72/DHC-8 and ABV: 180 DEG turns only AVBL at turning node end of RWY 32.

41. TWY M not AVBL to ACFT ABV FLW MAX weight limitations: A330 154,344KG, A340 260,063KG, A350 182,000KG, A380 321,002KG, B737 79,000KG, B747 335,640KG, B767 141,925KG, B777 182,242KG, B787 162,000KG.

42. TWY H4 restricted to MAX B737/A320 ACFT (Code C ACFT) AVBL for DASH 8.

43. TWY H3 restricted to MAX B737-300ER ACFT (Code E ACFT).

**FLIGHT PROCEDURES**

1. **ATC TRAFFIC MANAGEMENT SPEED**
   When **not** on a SID or STAR (including vectoring) - ACFT ARR or DEP BN must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

2. **CONVERGING RUNWAY OPERATIONS**
   2.1 Simultaneous converging approaches may take place in VMC by day to RWY combinations 01R/14 and 01R/32. In the application of converging RWY operations, RWY nomination conditions specified in *AIP ENR 1.1 para 2.3.5 (Nominations of Runway)* apply, except crosswind conditions specified do not apply to RWY 01R. Converging RWY operations are not applicable to general aviation VFR ACFT.
2.2 Conditions:
   a. Converging runway operations nominated on the ATIS or advised to individual
      participants.
   b. Directed traffic information provided to aircraft on simultaneous converging
      approaches.

NOISE ABATEMENT PROCEDURES
Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

ADDITIONAL INFORMATION
1. Part of decommissioned (old Eagle Farm) AD, former RWY 04 repainted in yellow, now
   apron and TWY P of BN AD.
2. Significant bird hazard exists.
   a. Nankeen Kestrel (birds of prey), peak activity on airfield expected March-July.
   b. Australian White Ibis flocking on airfield HJ, increased numbers expected
      February-June.
   c. Straw necked ibis present on airfield HJ, increased numbers expected July-October.
   d. Flying fox HN only.
   e. Cattle egret present on airfield HJ, increased numbers expected November-March.
   f. Increased pelican and cormorant in VCY of AD.
3. Significant mud wasp ACT WI AD VCY affecting pitot tubes. Pitot tube covers
   recommended.
4. Fuel/Oil clean-up/disposal are chargeable and must meet Governmental Environmental
   standards.
5. Due to local effects from structural and topographical features the ground winds advised on
   the ATIS may vary to the wind aloft. Where there is a significant variation reported in these
   winds, ATC will advise a reported 500FT wind in addition to the aerodrome wind.
6. UA (model ACFT) OPR WI 500M RAD PSN S27 32.4 E153 16.3 BRG 127 MAG 12.6NM
   FM Brisbane AD (YBBN) SFC to 1,000FT AGL OPR CTC PH: 0419 655 425.

CHARTS RELATED TO THE AERODROME
1. WAC 3340.
2. Aerodrome Obstruction Chart Type A Charts: RWY 14/32 - 14th Edition (APR 2017);
3. Also refer to AIP Departure & Approach Procedures.