

**AIP SUPPLEMENT
(SUP)****AIRAC****H131/25****Effective: 202507100200 UTC**

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BRISBANE AERODROME (YBBN) DEPARTURE AND APPROACH PROCEDURES (DAP) NOISE ABATEMENT PROCEDURES (NAP)

1. INTRODUCTION

- 1.1 This SUP cancels and replaces SUP H101/25 with changes to para 2.1 on page 3 and page 4, the effective date and other editorial amendments.
- 1.2 This AIP SUP provides the latest updates to Noise Abatement Procedures (NAP) implemented at Brisbane Aerodrome (YBBN).

2. OPERATIONAL INFORMATION

- 2.1 Replace all of the YBBN DAP East NAP with the below:

NOISE ABATEMENT PROCEDURES

Air Traffic Control will maximise the use of preferred flight paths and over water operations. Pilots and Air Traffic Control will determine when critical operational requirements preclude the use of noise abatement procedures.

1. PREFERRED RUNWAYS OPERATIONS

Preferred runway operations will be nominated during normal operations.

Air Traffic control may nominate alternative runway configurations:

- a. when required due to critical operational requirements or
- b. due unusual operations such as emergencies or
- c. to achieve the best possible noise abatement outcome, this includes Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) outside of nominated priority times if conditions suit.

- i) DAILY MON- FRI 0600-2100 Local and
SAT 0800-1200 Local and
SUN 1600-2100 Local

PRIORITY	LAND	TAKE-OFF
1.	19L/19R	19L/19R
2.	01L/01R	01L/01R

- ii) DAILY SUN-FRI 2100-2200 Local and
SAT 0600-0800 HR Local and
SAT 1200 Local – SUN 1600 Local

PRIORITY	LAND	TAKE-OFF
1. Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS)	19R	01R
2.	19L/19R	19L/19R
3.	01L/01R	01L/01R

- iii) 2200-0600 Local (applicable to all aircraft):

PRIORITY	LAND	TAKE-OFF
1. Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS)/ Reciprocal Runway Operations (RRO)	19R	01R
2.(RRO)	19L	01R
3.	19R	19L
4.	19L	19L
5.	01R	01L/01R

From 2200-0600 Local, RWY 01L arrivals and RWY 19R departures only available in emergency, loss of infrastructure or extreme weather conditions. Brisbane Airport Corporation (BAC) approval required for all other operations. PH: H24 07 3406 3171 or 0412 052 977.

Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS)

When traffic levels and weather conditions allow, SODPROPS may be used at other times to achieve the best possible noise abatement outcomes. This is likely to occur during periods of reduced demand and low operational complexity.

Requirements for operating SODPROPS are as follows:

1. Visibility 8KM in the arrival and departure sector concerned.
2. Cloud base not less than 2,500FT, and
3. The runway conditions defined in *AIP ENR* nomination of runways clause.

Between 0600-2200 Local, during SODPROPS operations a limited number of RWY 19R non-jet departures may be facilitated to reduce delays and complexity for jet aircraft departures from RWY 01R.

Reciprocal Runway Operations (RRO)

Between 2200-0600 Local if visibility is less than 8KM or the cloud base is less than 2,500FT, RRO may be used if the runway conditions defined in the *AIP ENR* nomination of runway clause are met.

Between 2200-0600 Local pilots may request an arrival RWY 19L/19R or departure RWY 01R when tailwind exceeds 5KTS.

2. RUNWAY 19L/19R JET DEPARTURES:

Jet noise abatement climb procedures apply as follows:

1. Noise Abatement Departure Procedures (NADP) required for all jet departures including radar departures.
2. NADP1 required if SID cancelled by ATC at Pilot request except due weather.
3. All Jet ACFT to comply with minimum clean speed, or MAX IAS 250KT below 10,000FT.

3. INTERSECTION DEPARTURES

Intersection departures RWY19L/19R

0500-2200 Local during daylight saving time (AEDT), 0600-2200 Local outside (AEDT):

- Not permitted for aircraft exceeding 30,000KG MTOW except aircraft not exceeding ICAO Code letter C aerodrome reference code from intersections A3, T2 or T3.

2200-0500 Local during AEDT, 2200-0600 Local outside AEDT:

- Not permitted for all aircraft

4. Preferred Flight Paths

4.1 Arriving Aircraft

1. Landing runway 19L/19R:

- a. From 0600-2200 Local, all JET aircraft will not normally be descended below 3,000FT until east of the coast to avoid noise sensitive areas.
- b. From 2200-0600 Local, descent below 5,000FT is not permitted for all JET aircraft until east of the coast.
- c. From 2200-0600 Local, descent below 3,000FT is not permitted for all NON-JET aircraft until east of the coast.

2. Landing RWY 01R:

- a. From 2200-0600 Local, all aircraft shall not descend below 3,000FT until aligned with 01R centreline.

3. Landing RWY 01L/01R:

- a. Use, as the final landing flap setting, the minimum certified landing flap setting approved by the operator for the applicable conditions.
- b. JET aircraft conducting a visual approach, ATC will issue an instruction to join final south of the Brisbane River.
- c. NON-JET aircraft ABV 5,700KG MTOW conducting a visual approach, ATC will issue an instruction to join final south of the Brisbane River when ETA is:
 - i) 2000-2300 UTC or
 - ii) 0600-1200 UTC

4.2 Departing Aircraft

1. Departing RWY 19L/19R

- a. JET aircraft will normally be assigned a procedural SID.
- b. NON-JET aircraft will normally be assigned a radar SID.
- c. From 2200-0600 Local non-jet aircraft can expect a left turn to be established and contained over water until above 5,000FT, unless operationally RQ by ATC or priority flights.

2. Departing RWY 01L/01R:

- a. JET aircraft will normally be assigned a procedural SID.
- b. NON-JET aircraft will normally be assigned a radar SID.
- c. From 2200-0600 Local, all aircraft will be contained over water until above 5,000FT.

NOTE 1: In the above procedures, the term “all aircraft” applies to all jet propelled aircraft and other aircraft ABV 5,700KG MTOW, and all other fixed wing aircraft having two or more engines.

NOTE 2: Procedural SID issued to JET aircraft all have preferred noise abatement procedure flight paths.

NOTE 3: JET aircraft may be cleared via a radar SID when required for weather, traffic management or when a pilot cannot accept a procedural SID. When this occurs, aircraft will be processed as closely as possible to comply with the applicable day or night Operations NAP.

5. LANDING- USE OF REVERSE THRUST

Between 2200-0600 Local, pilots are requested to minimise the use of reverse thrust where operationally acceptable.

6. TRAINING FLIGHTS – See AIP/ERSA

3. CANCELLATION

- 3.1 This SUP will be cancelled when it is incorporated into *AIP DAP*, expected to be in DAP Amendment 185, effective 27 November 2025.

4. DISTRIBUTION

- 4.1 Airservices Australia website only.