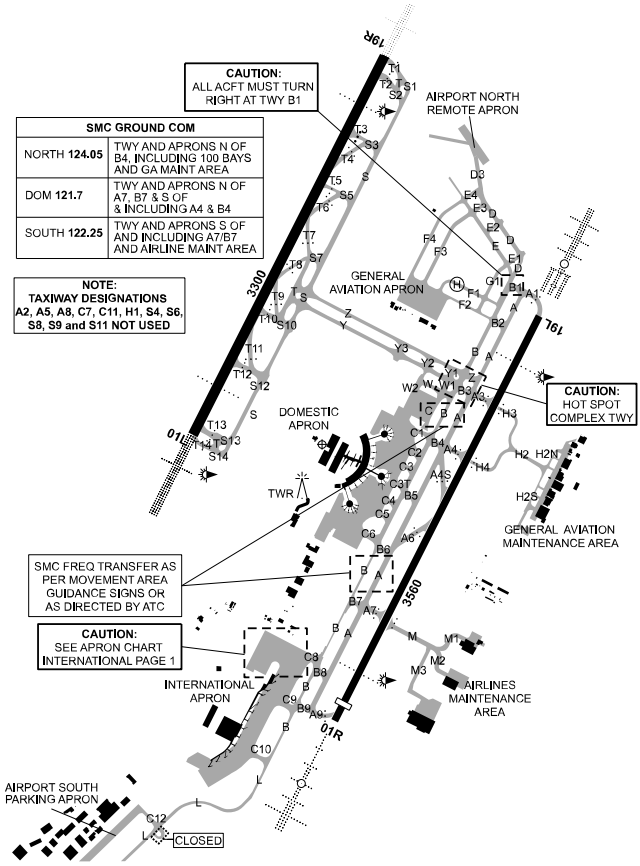
BRISBANE ELEV 15

AVFAX CODE 4001

QLD UTC +10 YBBN
272303S 1530703E VAR 11 DEG E CERT

AD OPR Brisbane Airport Corporation Pty Ltd, PO Box 61, Hamilton Central, QLD, 4007.
Email: adm@bne.com.au: INTL OPS intops@bne.com.au: DOM and GA OPS domops@bne.com.au. PH H24 07 3406 3171: 0412 052 977.
OPS (Safety/Security): H24 07 3406 3072. PH BH Executive General Manager Aviation OPS: 07 3406 3000. Website: www.bne.com.au.



REMARKS

1. AD Charges: All ACFT - Phone 07 3406 3000 during BH.
2. This AD is a Security Controlled Airport.
3. ACFT transporting dangerous goods or livestock require 4 days notice and prior approval.

HANDLING SERVICES AND FACILITIES

BP - Air Refuel Pty Ltd: H24. PH: 07 3860 5996 or 07 3860 5988, 0418 718 238. JET A1.
Ampol Aviation: H24. PH: 0438 753 572. JET A1.
Viva Energy Refuelling (or Aviation) – Jet Valet and GA: H24. PH: 1300 847 538. JET A1 and AVGAS. Fuel2Sky (Carnet) Card and credit cards (V and MC).
Contact details for FBO, catering, ground handlers, maintenance and other associated services are available from Brisbane Airport web address:
https://www.bne.com.au/corporate/work-at-bne/aviation-service-providers

Information may be continued on the next page: PTO

RESCUE AND FIREFIGHTING SERVICES

1. CAT 9 H24
2. 131.0 MHz AVBL H24. Request via ATC.
3. Water Rescue Service AVBL H24.

APRONS AND TAXIWAYS

Taxilane FM Logistic APN to Brenzil Hangar and FBO rated PCR 280/F/D/X/U.

SURFACE MOVEMENT AND GUIDANCE

Decommissioned stop bar microwave barrier devices. Support posts are installed at all RWY TWY intersections in the obstacle RESTR area.

AERODROME OBSTACLES

1. Lit building 900FT AMSL, PSN 272818.75S 1530143.45E APRX BRG 211 DEG MAG 7.07NM FM ARP. Infringes outer HZS by 396FT.
2. Lit high voltage pylon, 105FT AMSL, PSN 272240.55S 1530622.10E APRX BRG 342 DEG MAG 0.31NM FM RWY 01L THR. Infringes TNS by 13FT.
3. Cruise vessels MAX 241FT AMSL, BTN PSN 272244.30S 1530929.86E APRX BRG 071 DEG MAG 2.2NM FM ARP and PSN 272315.34S 1530917.15E APRX BRG 085 DEG MAG 2NM FM ARP. Infringes inner HZS by 82FT.
4. Lit buildings and cranes:
   a. BLDG, Cement Australia, 210FT AMSL, PSN 272449.4S 1530826.1E. Infringes inner HZS by 51FT.
   b. BLDG, Spire, Riparian Plaza, 839FT AMSL, PSN 272805.4S 1530149.4E. Infringes outer HZS by 335FT.
   c. BLDG, Aurora, 715FT AMSL, PSN 272754.5S 1530149.6E. Infringes outer HZS by 212FT.
   d. BLDG, Brisbane Square, 574FT AMSL, PSN 272813.9S 1530122.0E. Infringes outer HZS by 71FT.
   e. BLDG, Commonwealth Bank, 544FT AMSL, PSN 272800.7S 1530128.9E. Infringes outer HZS by 40FT.
   f. BLDG, Commonwealth Bank, 860FT AMSL, PSN 272803.8S 1530110.2E. Infringes outer HZS by 356FT.
   g. BLDG, Infinity Tower, 823FT AMSL, PSN 272744.5S 1530157.3E. Infringes outer HZS by 320FT.
   h. Crane at Port of Brisbane, 357FT AMSL, PSN 272155.2S 1531031.2E. Infringes conical SFC by 180FT.
   i. Crane at Port of Brisbane, 355FT AMSL, PSN 272124.0S 1531051.6E. Infringes conical SFC by 42FT.
   j. Crane at Port of Brisbane, 355FT AMSL, PSN 272247.0S 1530953.4E. Infringes outer HZS by 196FT.
   k. Crane, 351FT AMSL, PSN 272205.1S 1531024.3E. Infringes inner HZS by 192FT.
   l. Crane, 354FT AMSL, PSN 272225.7S 1531009.9E. Infringes inner HZS by 195FT.
5. GP antenna (Lit):
   a. 57FT AMSL BRG 158 DEG MAG 1,915M FM ARP. Infringes TNS by 45FT.
   b. 57FT AMSL BRG 055 DEG MAG 1,804M FM ARP. Infringes TNS by 44FT.
6. RWY 01R anemometer (unlit) 45FT AMSL BRG 156 DEG MAG 1,918M FM ARP. Infringes TNS by up to 1FT.
7. RVR Transmissometers (unlit, frangible) within RWS, all runways, 13FT AGL.
8. Refinery exhaust stack 203FT AMSL, PSN 272503.83S 1530919.82E BRG 124 DEG MAG 5,295M FM ARP. Infringes inner horizontal SFC by 47FT.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TAF3 H24, AD WRNG, WS WRNG.
2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 07 3239 8737.
3. AWIS PH 07 3564 3705 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

01L/19R	016	108a	PCR 1250/F/D/X/T 220M(722) RWY 01L and 300M(984) RWY 19R ends concrete. Grooved.	WID 60	RWS 300
01R/19L	016	117a	PCR 1250/F/D/X/T 100M(328) ends concrete. Grooved.	WID 45	RWS 300

AERODROME AND APPROACH LIGHTING

RWY 01L/19R	HIAL-CAT I		SDBY PWR AVBL
RWY 01L/19R	HIRL		SDBY PWR AVBL
RWY 01L/19R	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL
RWY 01L/19R	RCLL(1)		SDBY PWR AVBL
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

(1) 15M spacing.
(2) Both sides.

1. **ALS type and length**
   a. RWY 01R - distance coded CL: 900M.
   b. RWY 19L - distance coded CL: 900M.
   c. RWY 01L/19R - HIAL ALSF II reduced length 720M layout barrette CL array.
2. RWY edge light spacing: 01R/19L: 60M; 01L/19R: 60M;
3. RGL and Stop Bars at all RWY/TWY intersections.
4. RWY THR LGT: Green.
5. RWY end LGT: Red.
6. RWY 01R/19L and 01L/19R PAPI system provides a special minimum wheel clearance of 6M for B747.
7. **LIGHTING COLOUR CODING**

7.1. **RWY 01L and 19R**

7.1.1. HIRL - white with last 600M yellow.
7.1.2. Centre line lighting
   a. White to 900M FM end, 900M-300M FM end alternating 2 red 2 white, 300M FM end red.

7.2. **RWY 01R and 19L**

7.2.1. MIRL – intensity white.
7.2.2. HIRL - white with last 600M yellow.
7.2.3. Centre line lighting
   a. White to 900M FM end, 900M-300M FM end alternating 2 red 2 white, 300M FM end red.

OTHER LIGHTING

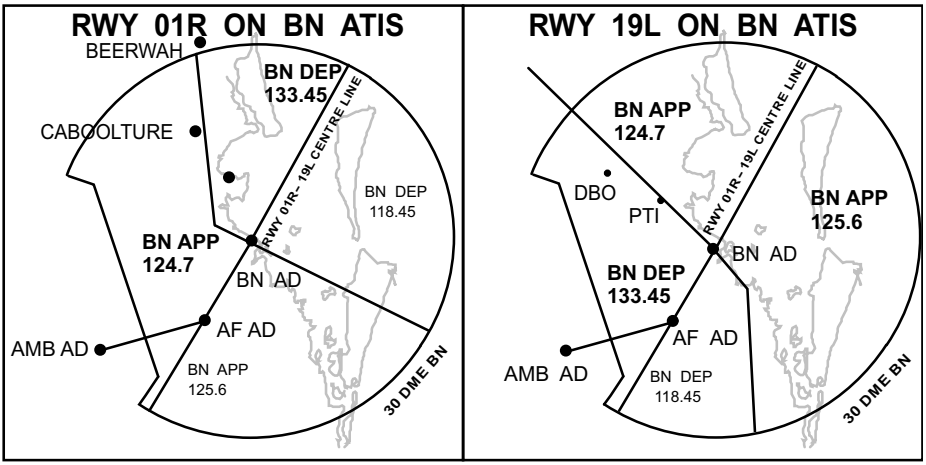
1. Secondary PWR switchover time: 1 SEC during LVP; 15 SEC OT.
2. TWY LGT: Green CL.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	BRISBANE CENTRE		121.2
FIA	BRISBANE CENTRE		125.7 (5)
ACD	BRISBANE DELIVERY		118.85
APP	BRISBANE APPROACH		124.7 (4) 125.6 (3)
APP/DEP	BRISBANE APPROACH		123.5 (2)
ATIS	BRISBANE ATIS		113.2 125.5
BMN	BRISBANE FINALS		119.25
DEP	BRISBANE DEPARTURES		118.45 (3) 133.45 (4)
SMC	BRISBANE GROUND	(11)	121.7 (6) 122.25 (7) 124.05 (8)
TWR	BRISBANE TOWER		118.0 (10) 120.5 (9)
VOLMET	AUSTRALIA		6676 (1) 11387 (1)

Information may be continued on the next page: PTO

(1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.
(2) Gold Coast Approach Services.
(3) WI 30NM of Brisbane SE of extended centreline 01R/19L.
(4) WI 30NM of Brisbane NW of extended centreline 01R/19L.
(5) 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 6 Departures, Para 6.2.
(6) SMC Domestic TWYs and aprons North of B7 and General Aviation Maintenance Area.
(7) SMC South TWYs and aprons south of and including A7, B7 and Airline Maintenance Area.
(8) SMC North TWYs north and west of and including A3, B3, W, TWY Charlie and 100 bays, General Aviation Maintenance Aprons.
(9) RWY 01R/19L.
(10) RWY 01L/19R.
(11) Unless otherwise directed by ATC, contact the relevant SMC FREQ when indicated by FREQ movement area guidance signs.



RADIO NAVIGATION AND LANDING AIDS

DME	BN	113.2/ 79X	272157.5S	1530821.4E	(3)
VOR	BN	113.2	272157.9S	1530821.2E	(1)
DME	IBA	109.5/ 32X (RWY01R)	272403.2S	1530716.0E	(6)
GP	IBA	332.6 (RWY01R)	272403.1S	1530715.8E	
ILS	IBA	109.5 (RWY01R)	272212.6S	1530812.8E	(5)
LOC	IBA	109.5 (RWY01R)	272212.6S	1530812.8E	
DME	IBE	109.3/ 30X (RWY19R)	272130.8S	1530709.7E	(7)
GP	IBE	332 (RWY19R)	272130.9S	1530709.9E	
ILS	IBE	109.3 (RWY19R)	272308.0S	1530619.4E	
LOC	IBE	109.3 (RWY19R)	272308.0S	1530619.4E	
DME	IBN	111.5/ 52X (RWY01L)	272248.0S	1530625.5E	(7)
GP	IBN	332.9 (RWY01L)	272248.1S	1530625.7E	
ILS	IBN	111.5 (RWY01L)	272115.2S	1530723.9E	
LOC	IBN	111.5 (RWY01L)	272115.2S	1530723.9E	

DME	IBS	110.1/ 38X (RWY19L)	272240.2S	1530803.5E	(2)
GP	IBS	334.4 (RWY19L)	272240.1S	1530803.3E	
ILS	IBS	110.1 (RWY19L)	272427.1S	1530655.9E	
LOC	IBS	110.1 (RWY19L)	272427.1S	1530655.9E	(4)

(1) 216/1.6 to ARP.
(2) For RWY 19L - Antenna ELEV 21FT.
(3) 217/1.6 to ARP - Antenna ELEV 35FT.
(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 23FT.
(7) Antenna ELEV 24FT.

LOCAL TRAFFIC REGULATIONS

1. 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.
2. ACFT parking requests email or PH AD OPR H24. No ACFT parking or taxiing outside licence area.
3. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
4. B737 ACFT and ABV not to execute 180DEG turns on RWY 01R/19L and 01L/19R.
5. Ground running of engines above idle requires prior approval. PH OPS.
6. Drains located airside (ADJ the manoeuvring area) are not marked.
7. GA APN OPS are subject to RWY/APN slot management. ACFT operating on the GA APN are to confirm allocated parking with Brisbane Airport Corporation Duty Manager prior to arrival.
8. RVR equipment - Vaisala LT31 transmissometers and support posts installed at all RWY touchdown zones and midpoints inside the obstacle restricted area.
9. **AWK and Survey Flights**
   a. Pilots intending to conduct AWK in the Brisbane TMA must obtain pre-flight briefing and approval from Brisbane TMA, Phone 07 3866 3694^. Survey or airwork maps should be submitted at least 30 MIN prior to making contact with BN TMA.
   b. Survey flights are subject to TFC and ATC workload with operations subject to approval on the day. Operational restrictions can be expected, including possible delays.
   c. Clearances for AWK/SVY operations BLW 8,000FT in excess of 15MIN may not be AVBL.
   d. During periods of noise abatement procedures (SODPROPS) as defined in AIP DAP-E YBBN NAP, outside the hours of 2200-0600 Local survey and airwork flights within 30NM YBBN not available.
10. **APN and TWY Availability and Restrictions**
   a. All TWY: Outboard engines on B747 and A340 ACFT to be operated at low power to prevent TWS erosion and engine ingestion.
   b. All ACFT must turn right at BRAVO 1
   c. 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 APN. Pilots should request marshalling assistance from a FBO if ACFT GND manoeuvring cameras are not AVBL.
   d. A380 (Code F ACFT) OPS using INTL APN to use TWY C9 and TWY C8 only to INTL APN A380 compatible Bays 71, 72, 73, 74, 75, 76. TWY C10 and INTL APN taxilane not AVBL to A380 (Code F ACFT) OPS.
   e. TWY L BTN TWY C13 and 100M S of TWY C12 not AVBL to jet ACFT with wingspan ABV 36M northbound EXC under tow or with BAC approval. CTC Airside Operations Centre via TEL: 07 3406 3072.
   f. Pilots to exercise caution on TWY C12 and L due to lack of visibility FM the control TWR.

Information may be continued on the next page: PTO

g. TWY C3 Tango and APN Taxilane BTN TWY C3 and TWY C4 restricted to ACFT with MAX wingspan 36M.
h. GA APN southern taxilane restricted to 24M MAX wingspan.
i. TWY C4 restricted to MAX A330 ACFT.
j. TWY C6 restricted to ACFT with MAX wingspan 36M.
k. TWY F3 not AVBL.
l. TWY H2 not AVBL to ACFT ABV FLW MAX WT limitations:
   (i) A330 - 144,000KG
   (ii) B777 - 197,000KG
m. TWY H2N, TWY H2S and TWY M east of the perimeter road designated as APN, are provided for combined ACFT and vehicle TFC FM maintenance hangars. Vehicle TFC under own observation remaining well clear of all taxiing ACFT.
n. TWY H3 restricted to MAX B777-300ER ACFT (Code E ACFT).
o. TWY H4 restricted to MAX B737/A320 ACFT (Code C ACFT) AVBL for DH8D.
p. TWY M not AVBL to ACFT ABV FLW MAX weight limitations:
   (i) A330 154,344KG
   (ii) A340 260,063KG
   (iii) A350 182,000KG
   (iv) A380 321,002KG
   (v) B737 79,000KG
   (vi) B747 335,640KG
   (vii) B767 141,925KG
   (viii) B777 182,242KG
   (ix) B787 162,000KG
q. ACFT to use MNM power when entering, exiting and operating on all APN.
r. All ACFT vacating INTL apron RQ continuous taxi on TWY C9 and TWY C10 using MNM PWR.
s. Aircraft vacating RWY 19R onto TWY T7 are to continue south on TWY T unless otherwise instructed by ATC.
t. TWY A is designed 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.
u. When RWY 19L is nominated, TWY A4 is not AVBL for arriving ACFT unless directed by ATC.
v. TWY Y is to be used in a westerly direction and TWY Z is to be used in a easterly direction unless otherwise instructed by ATC
w. TWY D BTN TWY B and TWY E1 not AVBL.
x. TWY E BTN TWY E1 and TWY D not AVBL.
y. TWY E4 not AVBL.
z. TWY F1 and TWY F2 not AVBL to ACFT ABV 56,000KG.
A. TWY W BTN TWY W1 and TWY W2 not AVBL to Code D ACFT and ABV EXC DH8D.
B. Following TWY designated as APN AVBL HJ for ACFT under tow and vehicle traffic under own observation:
   (i) TWY G1 BTN TWY E and TWY F1.
   (ii) TWY D BTN TWY E4 and TWY E1.
   (iii) TWY E BTN TWY E4 and TWY E1.
   (iv) TWY E1, TWY E2, TWY E3 and TWY F3.
C. TWY C13 restricted to ACFT with MAX wingspan 36M under tow only.
D. TWY J and Logistics APN not AVBL to jet ACFT with wingspan ABV 36M EXC under tow. Initiate tow by TWY L intermediate holding point prior to TWY C13, EXC with BAC approval. CTC Airside Operations Centre via TEL: 07 3406 3072.
E. Airport South Parking Apron BTN TWY C12 and TWY C13 restricted to MAX wingspan 36M HJ under tow only due parked ACFT.
F. Airport South Parking Apron restricted to MAX Code C ACFT (B737, Q400 and A320) AVBL HJ under tow only.
G. Turn around loop AVBL for ACFT up to MAX wingspan 36M on Logistic APN.
H. Airport North Remote Apron and Airport South Parking Apron do not form part of the manoeuvring area, ATC clearance is not required.
I. Compass swing site established BTN TWY M1 and TWY M2, details FM AD OPR.
J. Wing walkers not supported beyond the apron parking clearance line markings.

K. GA APN TWY F2 BTN 70M east of TWY F1 and 40M west of TWY F3 designated as apron AVBL for ACFT and vehicle traffic under own observation. ACFT to remain well clear of taxiing ACFT.
L. APN TXL BTN TWY C5 and TWY C6 restricted to ACFT with MAX wingspan 36M.

11. **HEL OPS**
a. Rotary wing ACFT using GA APN CAUTION multiple LGT TWR 100FT AGL on and surrounding GA APN.
b. HEL OPS excluding maintenance and rescue activities on TWY H system, to be conducted on the GA APN or Logistics precinct building APN.
c. HEL touchdown/lift unlit on southern end taxilane L BTN TWY C12 and TWY C13 for logistic APN commissioned.
d. HEL touchdown/lift unlit on western end TWY F1 commissioned.

12. **TRAINING FLIGHTS**
a. 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.
b. Arriving ACFT may request an IAL for training or licence renewal. The request should be made as early as possible, preferably at flight planning.
c. IAL training LTD due to TFC. IAL training not AVBL MON-FRI. IAL training AVBL SAT 0300-0800 UTC and SUN 2300-0200. For other than arriving ACFT, IAL training approval shall be obtained from Brisbane TMA, Phone 07 3866 3694^ prior to departure. IAL training flights are subject to TFC and ATC workload, operational restrictions can be expected, including possible delays.
d. 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.

13. **TURNING**
a. TWY S - no right turn into TWY S2 or S5.
b. TWY S2 - no left turn into TWY S
c. TWY S2 - no right turn into TWY T, HN.
d. TWY S5 - no left turn into TWY S.
e. TWY S7 - no entry FM TWY S.
f. TWY S13 - no right turn into TWY S.
g. TWY S13 - no left turn into TWY T, HN.
h. TWY T - no entry FM TWY S7, T8 and T9.
i. TWY T BTN Z and TWY S7 not AVBL northbound TFC.
j. TWY T5 and T10 not AVBL to ACFT exiting RWY 01L/19R.
k. TWY T14 not AVBL to ACFT exiting RWY 19R.
l. Entry onto rapid exit taxiways FM other than the RWY not permitted.
m. TWY T2 - no left turn into TWY T.
n. TWY H3 - no through access to TWY H4. AVBL under tow only.
o. TWY H4 - no through access to TWY H3. AVBL under tow only.

FLIGHT PROCEDURES

1. **ESTIMATED AIRBORNE TRAFFIC DELAYS**

1.1. For ARR ACFT:
a. May be expected due to terminal area traffic density and/or single RWY operations:
(i) MON-FRI 2100-0000 UTC and 0600-1100 UTC: Less than 20MIN
(ii) SAT 2100-0000 UTC: 10MIN
(iii) SUN 0600-1100 UTC: 20MIN
(iv) DLY 0000-0600 UTC: 10MIN.
b. During periods of noise abatement procedures (SODPROPS) as defined in AIP DAP-E YBBN NAP, preferred runway operations, outside the hours of 2200-0600 Local, possible delays of up to 20 MINS may occur.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMC.

Information may be continued on the next page: PTO

2. **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.

3. VFR ACFT DEP YBBN must FPL via either MBHB, TVT or BLHS.

4. Circling APCH PROC to RWY 01L/19R at night is not permitted, MIRL NOT AVBL.

5. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

5.1 **Strategic ATFM - Airport Demand Management Scheme (ADMS)**

Brisbane ADMS 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*.

GA APN operations are subject to RWY/APN slot management. Approved slot holders operating on the GA APN are to confirm allocated parking with BAC Duty Manager prior to arrival.

For full information regarding the Brisbane ADMS, see ACA website: www.airportcoordination.org/airports/australia/brisbane-airport/.

5.2 **Ground Delay Program (GDP)**

Brisbane GDP is run on demand and promulgated by NOTAM BTN 2000-1300 UTC. GDP is applicable to all fixed wing, non-priority flights departing FM all Australian domestic airports, and arriving at Brisbane.

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 NOMC on 1800 020 626^.

5.3. Airport Collaborative Decision Making (A-CDM)

Brisbane A-CDM is run continuously H24. A-CDM is applicable to all IFR fixed wing non-priority flights departing Brisbane, who are required to comply with A-CDM in accordance with procedures outlined in *AIP ENR 1.9*. Compliance with a Target Off Blocks Time (TOBT) is required. All flights departing Brisbane Airport are required to submit a TOBT through a local Designated Ground Handling Agent (DGHA) or local Fixed Based Operator (FBO). For further enquiries email: acdm@bne.com.au or PH H24 07 3406 3171.

5.4. **Flow Tactical Landing Slots**

Flights inbound to Brisbane with a duration of less than 45MIN must:

a. Validate their COBT with Brisbane Flow on 07 3866 3588 during HR of GDP; or
b. Confirm a tactical landing slot with Brisbane Flow on 07 3866 3588 outside periods of GDP. Failure to do so will result in delays.

Flights departing YBAF, YBCG and YBSU for a landing at YBBN must CTC Brisbane Flow Controller on 07 3866 3588 prior to engine start.

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

5.5. **Start and Pushback Procedures**

a. Departing aircraft with ground power must CTC Delivery ready for pushback or start. Aircraft will be instructed to stand-by for Ground once compliant with any applicable ATFM procedures. Ground will approve pushback or start clearance when able.
b. Departing aircraft without ground power are approved to start at own discretion, advising Delivery when start complete. Aircraft for pushback will be instructed to stand-by for Ground once compliant with any applicable ATFM procedures. Aircraft for taxi from bay will be instructed to CTC Ground for taxi clearance once compliant with any applicable ATFM procedures. Ground will approve pushback or taxi when able.

6. INDEPENDENT PARALLEL APPROACH OPERATIONS

6.1. Refer to DAP EAST Brisbane Independent Parallel Approach User Instructions.

7. ARRIVAL PROCEDURES

By day, ATC may use 2,400M RWY separation between ACFT arriving to RWY 01R/19L and RWY 01L/19R. Both ACFT may occupy the RWY during application of the standard.

8. DEPARTURES

8.1. Departures shall normally be cleared in the order in which they are ready for takeoff, except that deviations may be made from this order to facilitate the maximum number of departures with the least average delay.

9. PARALLEL OPERATIONS RUNWAY ASSIGNMENT

Unless instructed by ATC or operationally required, ACFT shall be issued the following runways:

9.1. Departures

a. RWY 01L/19R for all jet ACFT routes north, and
b. RWY 01R/19R for all jet ACFT routes west, and
c. RWY 01R/19L for all jet ACFT routes to south and east.

9.2. Arrivals

a. RWY 01L/19R for all aircraft from routes north and west, and
b. RWY 01R/19L for all aircraft from routes south and east.

9.3. Aircraft arriving via ENLIP

a. RWY 01L/19L for all aircraft arriving via ENLIP STAR

Note 1: ACFT which operationally require a different runway from that assigned, must advise ATC at clearance delivery stage.

Note 2: RWY assignment is subject to Noise Abatement Procedures.

10. LOW VISIBILITY

10.1. Operations

a. For CASA approved operators, RWY 01R/19L and 01L/19R are capable of supporting take-offs with an RVR of not less than 125M.
b. TWY LGT spacing supports use in visibility not less than:
   (i) 550M RVR for TWY C12, C13, F1, J and L.
   (ii) 300M RVR for all other TWY.
c. Refer to *AIP DAP* for Aerodrome Ground Movement Charts.

10.2. Procedures

a. LVP require restrictive measures during specific weather conditions. LVP protects the ILS sensitive and critical areas and ensures safe ground movements and the safety of ACFT conducting low VIS OPS.
b. Preparations for the activation of LVP are commenced when visibility has reduced to 1,500M. This ensures that the LVP are in forced when:
   (i) the cloud ceiling is 210FT or less; or
   (ii) the RVR is at or below 550M or the Runway Visibility (RV) is 800M or less when RVR is not available.
c. Intersection departures are not permitted. All aircraft will be directed to the full length of a runway for departure.
d. Any pilot unsure of their position whilst operating on the Manoeuvring Area must Hold Position (STOP) and immediately advise ATC.
e. Radio failure – Aircraft must hold position and await further guidance from a 'follow me' vehicle.
f. Instrument RVR is provided at touchdown zone, midpoint zone and end zone for each RWY.
g. In the event of failure of RVR, manual RWY visibility assessments will be provided.
h. ATC use an Advanced Surface Movement Guidance Control System (ASMGCS) to monitor ACFT and vehicles on the Manoeuvring Area.
i. If ASMGCS is unserviceable during LVP, ATC will restrict aircraft and vehicle access to the Manoeuvring Area.
j. Aircraft are limited to one movement at a time on any portion of the Manoeuvring Area unless stop bars are operational.

11. All TWY are suitable for use in conditions of greater than RVR 550M

NOISE ABATEMENT PROCEDURES

Refer AIP DAP.

Information may be continued on the next page: PTO

ADDITIONAL INFORMATION

1. Part of DCMSD Eagle Farm AD repainted in yellow, now Airport South Parking APN.
2. DCMSD cross runway north of GA Apron now utilised as parking only.
3. 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.
   g. White bellied sea eagle activity on airfield HJ.
4. Significant mud wasp ACT WI AD VCY affecting pitot tubes. Pitot tube covers recommended.
5. Fuel/Oil clean-up/disposal are chargeable and must meet Governmental Environmental standards.
6. 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.
7. Weather balloon launch APRX 2315 and 1115 UTC. Launches may occur at other times.

CHARTS RELATED TO THE AERODROME

1. WAC 3340.
2. Aerodrome Obstruction Chart Type A Chart: RWY 01R/19L - 24th Edition (APR 2026).
3. Aerodrome Obstruction Chart Type A Chart: RWY 01L/19R - 9th Edition (APR 2026).
4. Aerodrome Obstruction Chart Type B Chart: Issued April 2026.
5. Also refer to AIP Departure and Approach Procedures.