

GENERAL**Operational Hours**

ATS Hours: H24

Airport Information

RFF: CAT 9
Fuel: 1900-0900
PCN: RWY 01/19: 108/F/D/1750 (254PSI) /T
 RWY 14/32: 18/F/A/1000 (145PSI) /T

Operation**Ground Delay Program (GDP)**

Brisbane GDP is applicable to all ACFT, non priority flights departing from all Australian domestic AD, and arriving at Brisbane daily between 2000-1259±. Flights to Brisbane during the operation of GDP must obtain an ACA slot and COBT. COBT can be obtained through their company or Network Coordination Centre.

Following additional requirements apply:

- Flights departing from Archerfield for a landing at Brisbane must contact Brisbane Flow Controller prior ENG start-up.
- Inbound flights to Brisbane with a duration of 45min or less must contact Brisbane Flow Controller to validate their COBT and confirm a Flow tactical LDG slot.

Preferential RWY

Mode 1: MON-FRI 2000-1200, SAT-SUN 2000-1100.

PRIORITY	LDG	TKOF
1	RWY 01	RWY 01
2	RWY 14/32	RWY 14/32
3	RWY 19	RWY 19

Mode 2: All other times.

PRIORITY	LDG	TKOF
1	RWY 19	RWY 01
2	RWY 32	RWY 14
3	RWY 14	RWY 32
4	RWY 01	RWY 19

Reciprocal RWY Operations

During Mode 2, Reciprocal RWY Operations are the preferred RWY mode.

Reciprocal RWY OPS require:

- Tailwind component does not exceed 10KT (including gusts).
- RWY surface completely dry.

Jet NAP climb PROC apply H24 for RWY 19.

RWY 19 INT DEP are not permitted for ACFT above 30t / 66139lbs MAUW during Mode 1, and for any ACFT during Mode 2. Exception: Jet ACFT MAX code letter C, permitted to depart from A1 or INT A3 during Mode 1.

GENERAL

RWY Restriction

RWY 14/32: Edge lights changed to white only.

RWY 14/32 limitations:

- A320 up to 200 series: MAX ACFT weight 66t / 145505lbs and MAX tire pressure 1450KPA.
- B737: MAX ACFT weight 66t / 145505lbs and MAX tire pressure 1475KPA.
- EMB 170/190 MAX ACFT weight 56t / 123459lbs and MAX tire pressure 1350KPA.

B737 and above no 180° turn on RWY 14/32 or RWY 01/19.

180° turns for code letter C ACFT, ATR72/DHC-8 and above only AVBL at turn pad end of RWY 32.

TWY Restrictions

TWY F3 not AVBL.

TWY D, E, F1, F2 MAX ACFT weight 66t / 145505lbs.

TWY C3T MAX wingspan 36m / 118ft.

TWY L at TWY P INT reduced wing tip CLR to 7.5m / 25ft on eastern side of TWY L for A380.

TWY P reduced wing tip CLR to 7.5m / 25ft on western side for A380.

TWY C4 restricted to MAX A330 ACFT.

TWY C6 MAX code letter C ACFT.

TWY C3T and APN taxilane between TWY C3 and C4 AVBL to MAX B737/A321.

TWY D (between B1 and D1), TWY E (between D and E1) not AVBL HN to northbound traffic.

B777-300, A340-600, A380-800: TWYs associated with RWY 01/19 width 23m / 75ft. Normal TWY safety edge margin not AVBL. Apply judgmental oversteer at TWY intersections B/C9, B/C10 and INTL apron. REQ marshaller if GND maneuvering cameras are not AVBL.

TWY C10 and APN taxilane not AVBL to A380.

A380 use only TWY C9 and TWY C8 to compatible bays 72-76.

TWY M not AVBL to ACFT above the following weight limitations:

- A330 - 154.3t / 340270lbs.
- A340 - 260t / 573340lbs.
- A350 - 182t / 401241lbs.
- A380 - 321t / 707684lbs.
- B737 - 79t / 174165lbs.
- B767 - 141.9t / 312890lbs.
- B787 - 162t / 357149lbs.
- B777 - 182.2t / 401775lbs.
- B747 - 335.6t / 739959lbs

TWY H2 not AVBL to ACFT above the following weight limitations:

- A330 - 144t / 317466lbs.
- B777 - 197t / 434311lbs.

TWY H3 AVBL up to MAX B777-300ER.

TWY H4 AVBL up to MAX B737/A320. AVBL for DASH 8.

Taxi/Parking

Marshaller AVBL at stands 1A/B/C/D, 3-6, 15, 15A/B/C, 16, 21B, 22B, 25B, 26, 26A, 27-32, 32A, 33B, 41B, 49, 50, 50A, 53-57, 60-64, 69, 69A, 70, 70A/B, 71, 71A/B, 72, 72A/B, 86B, 87, 87B, 100-103, 108-111.

APIS system AVBL at stands 17, 20, 24.

GENERAL

SAFEGATE system AVBL at stands 25, 38, 40, 40A/B, 44, 44A/B, 45A, 47, 48, 73, 73A/B, 74, 74A/B.

SAFEGATE Laser system AVBL at stands 75, 75A/B, 76, 76A/B, 77-86.

CL+Sidemarker system AVBL at stands 18, 19, 21, 22, 23, 39, 41, 43, 46.

Use MNM PWR when entering, exiting and operating on all APNs.

All TWYs: B747 and A340 operate outboard ENG at low PWR to prevent TWYs erosion and ENG ingestion.

Heavy ACFT must turn right at TWY B1.

All ACFT vacating INTL APN required continuous taxi on TWY C9 and C10 using MNM PWR.

Rapid exit TWY A5S not marked with hold point.

TWY A is designed to be used in same direction as the RWY-in-use. TWY B is for use in opposite direction.

ACFT can not turn from TWY P onto TWY L at TWY J or TWY L onto TWY P at TWY J due to no fillet pavement, turn around loop AVBL for ACFT up to and including B747 on Logistics APN.

Part of decommissioned AD repainted in yellow, now APN and TWY P of Brisbane Intl.

Aerobridge Lighting Configuration:

The Aerobridge Retracted Indicator consists of two lights. The green light indicates the aerobridge is in the fully retracted position. The red light indicates that the aerobridge is not fully retracted or that an element of the VDGS is unserviceable. Should flight crew see a red light on any aerobridge they should not continue onto the bay until the aerobridge is repositioned and a green light is shown.

Warnings

Scalloping and possible false course capture observed beyond D10 IBS at azimuth 025°-035° west of extended RWY CL below 4000ft.

Birds in vicinity of AD, increased number expected NOV-MAR.

| Significant mud wasp activity within AD affecting pilot tubes. Pilot tube covers recommended.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Standard Terminal Area Arrival Speeds:

- IAS 250KT from 10000ft.
- IAS 230KT from 20NM from touchdown as depicted on STAR or otherwise derived by FMS.
- Between IAS 185KT and IAS 160KT when first established at 10NM from touchdown or at IAF identified on STAR plate.
- IAS 160KT to IAS 150KT at 5NM from touchdown.

Communication

COM Failure: See CRAR and in addition;

If able contact Brisbane on Tel. (07) 3866-3694.

Arrival Procedure

By day, ATC may use 2400m / 7874ft RWY separation between ACFT arriving to RWY 01/19. Both ACFT may occupy the RWY. Apply MROT and expect to vacate RWY via RETs. For further details see: General Part/RAR/Reduced Runway Separation Minima Between Aircraft Using the Same Runway.

LDG RWY 14/32: Pilots shall report "RWY vacated" on GND FREQ.

ARRIVAL**Estimated Airborne Traffic Delays for ARR ACFT**

2000-1300: 20min.

Visual APCH

Special procedures apply for visual APCH. See CRAR.

Noise Abatement Procedures: See CRAR and in addition;

RWY 19:

- During Mode 1, all JET ACFT will not normally be descended below 3000ft until E of the coast.
- During Mode 2, descent below 5000ft not permitted for JET ACFT until E of coast.
- During Mode 2, descent below 3000ft not permitted for NON-JET ACFT until E of coast.

RWY 01:

- JET ACFT arriving from N on SMOKA V ARR will be routed via 'RIVER TRACK' waypoint STAKE for visual APCH.
- During Mode 2, do not descend below 3000ft until aligned with RWY.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and vacate RWY via:

RWY 19:

- RET A5 (MAX design ground speed 50KT) Preferred exit.
- RET A6 (MAX design ground speed 50KT) Preferred exit.
- RET A7

RWY 01:

- RET A5S (MAX design ground speed 50KT) Preferred exit.
- RET A4S (MAX design ground speed 50KT) Preferred exit.
- RET A4
- RET A3

If an exit other than the preferred is required, advise TWR on first contact.

Converging RWY Operations

Simultaneous converging APCHs may take place in VMC by day to RWY combinations 01/14 and 01/32.

Conditions:

- Converging RWY OPS nominated on ATIS or advised to individual participants
- Directed TFC INFO provided to ACFT on simultaneous converging APCHs.

DEPARTURE**Take-off Minima**

RWY		01/19, 14/32	
Multi ENG	ft - m/km	0 - 550V	REDL + RCLL or RCLM
		0 - 800V	wo LGT, HJ only
other		c300 - 2.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

Proceed on assigned vector for 2min and climb to MSA. Then proceed to latest ATC CLR acknowledged.

Departure Procedure

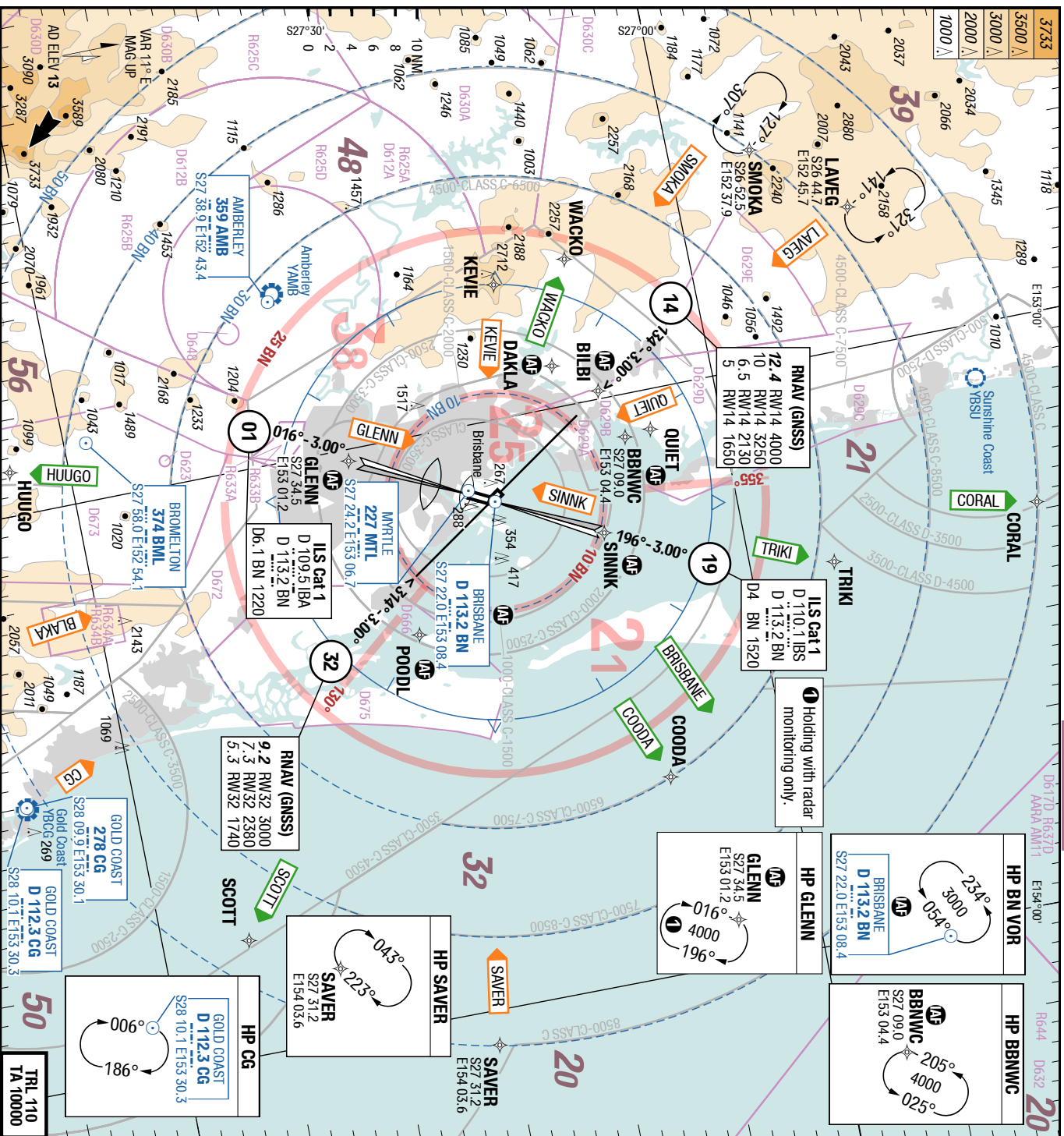
Noise Abatement Procedures: See CRAR.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

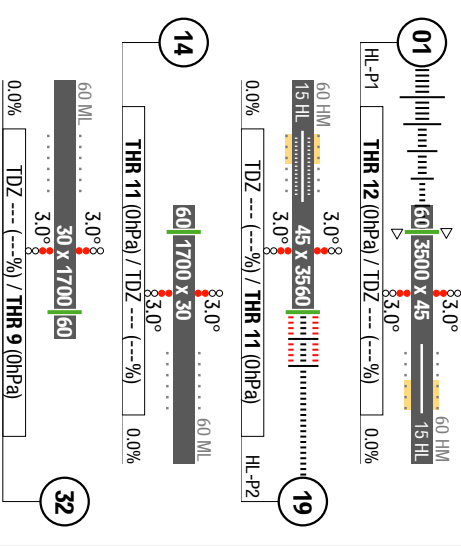
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Brisbane AU



D-ATIS	113,200	BN	125,500
Center	125,700		
APP	124,700	N	125,600 S
	118,450		123,500
DEP	128,300		125,600
	118,450		124,700
TWR	120,500		
GND	121,700		
DLV	118,600		
PDC			

Landing RWY system:



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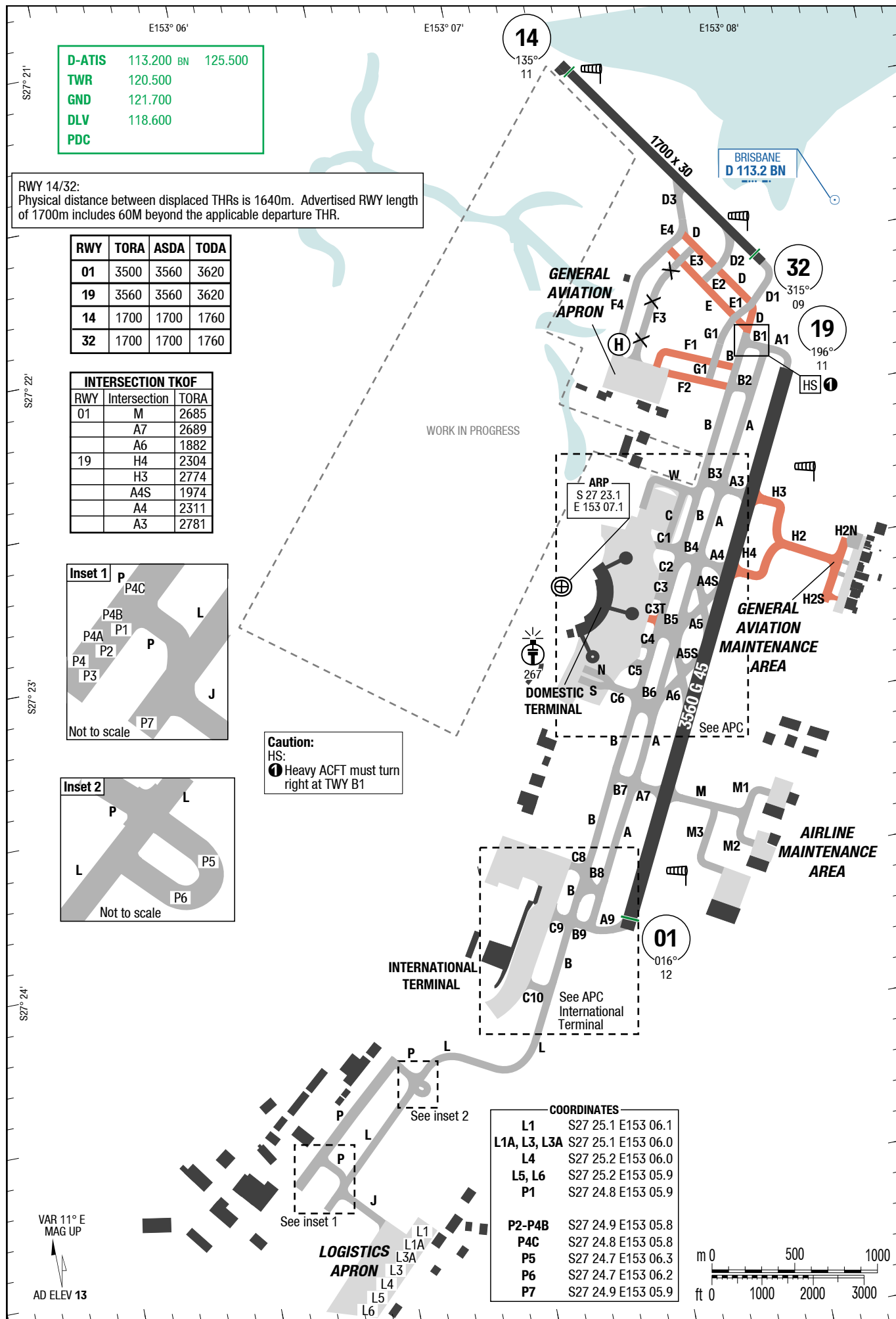
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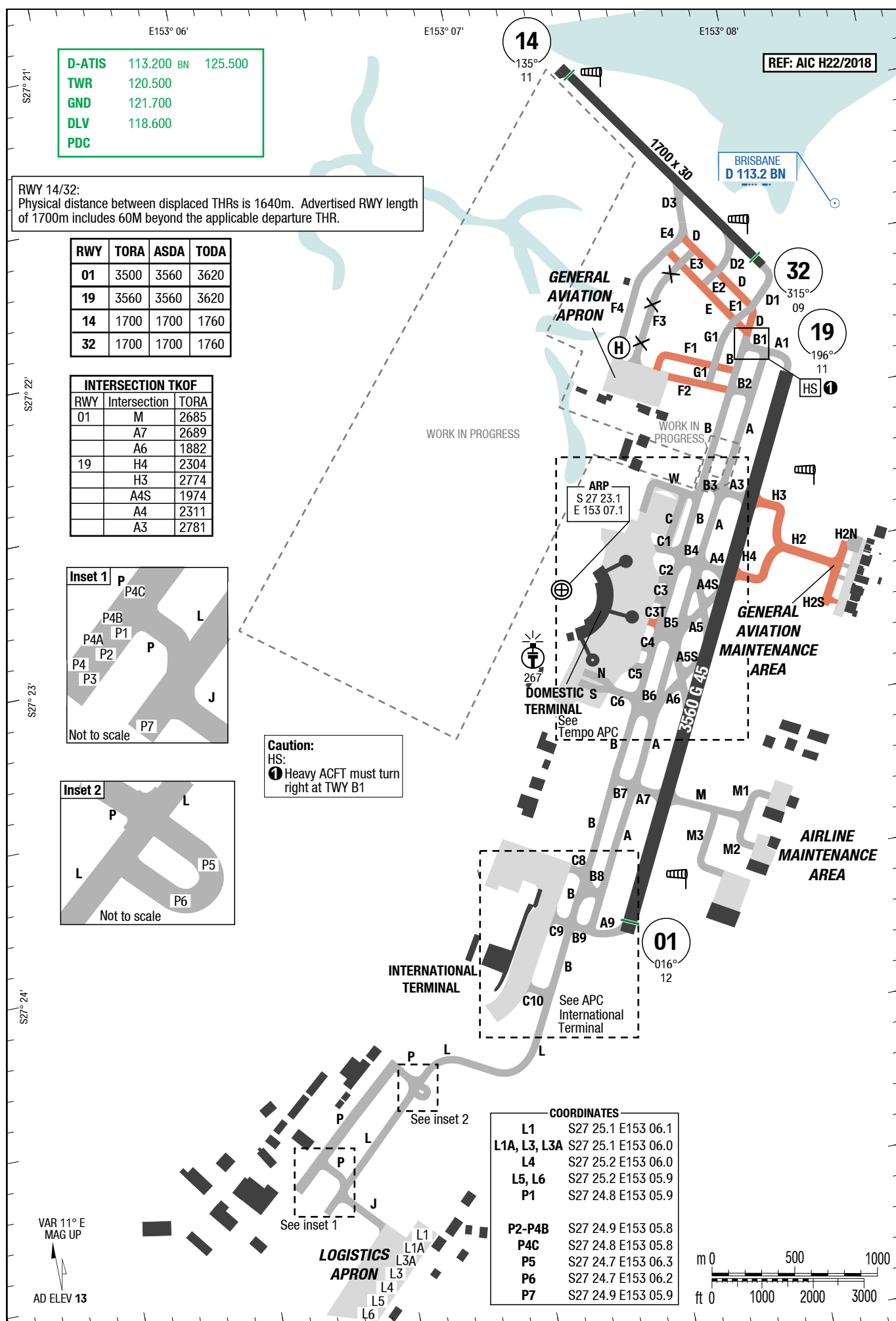
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REF: AIC H22/2018

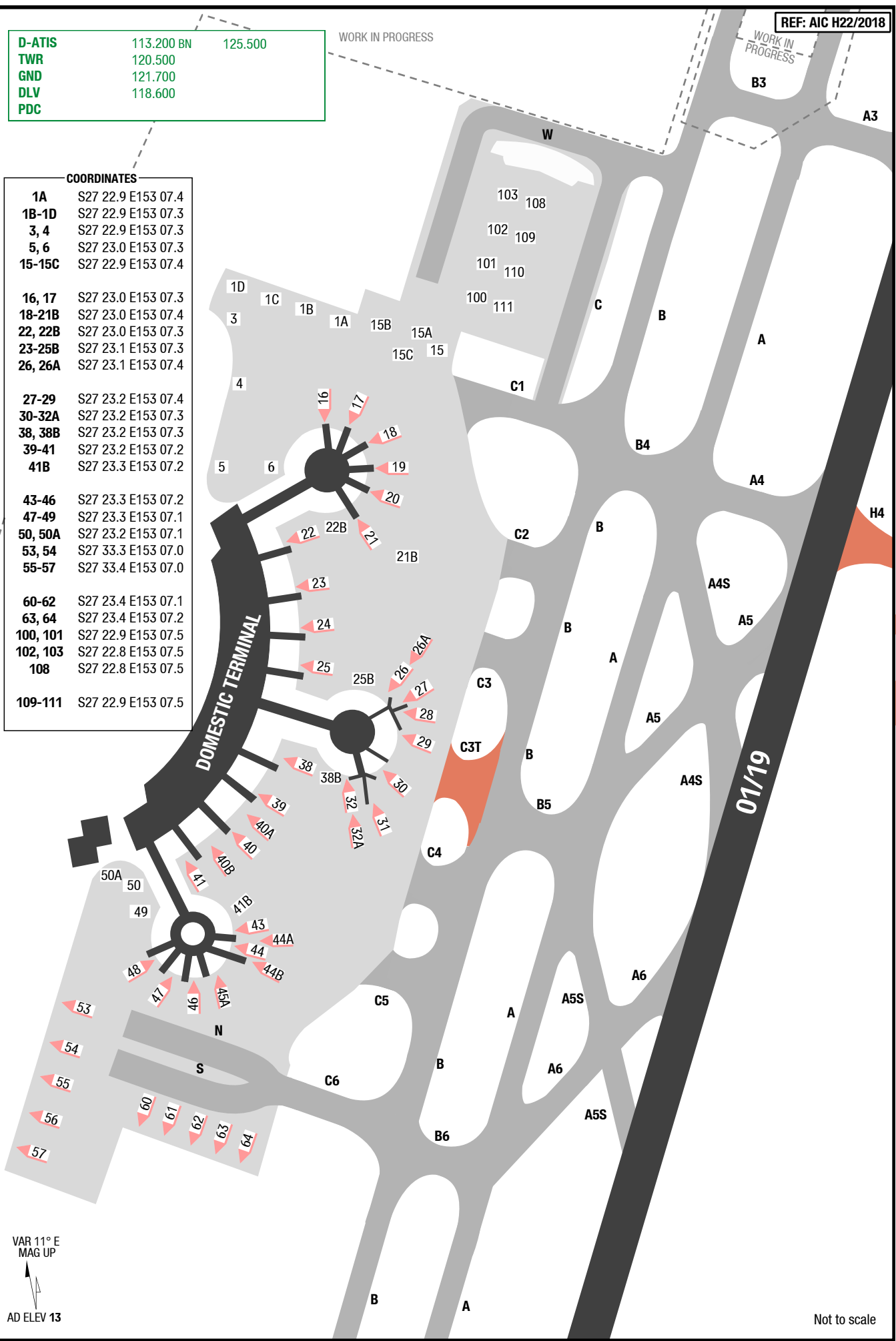
WORK IN PROGRESS

WORK IN PROGRESS

D-ATIS	113.200 BN	125.500
TWR	120.500	
GND	121.700	
DLV	118.600	
PDC		

COORDINATES

1A	S27 22.9 E153 07.4
1B-1D	S27 22.9 E153 07.3
3, 4	S27 22.9 E153 07.3
5, 6	S27 23.0 E153 07.3
15-15C	S27 22.9 E153 07.4
16, 17	S27 23.0 E153 07.3
18-21B	S27 23.0 E153 07.4
22, 22B	S27 23.0 E153 07.3
23-25B	S27 23.1 E153 07.3
26, 26A	S27 23.1 E153 07.4
27-29	S27 23.2 E153 07.4
30-32A	S27 23.2 E153 07.3
38, 38B	S27 23.2 E153 07.3
39-41	S27 23.2 E153 07.2
41B	S27 23.3 E153 07.2
43-46	S27 23.3 E153 07.2
47-49	S27 23.3 E153 07.1
50, 50A	S27 23.2 E153 07.1
53, 54	S27 33.3 E153 07.0
55-57	S27 33.4 E153 07.0
60-62	S27 23.4 E153 07.1
63, 64	S27 23.4 E153 07.2
100, 101	S27 22.9 E153 07.5
102, 103	S27 22.8 E153 07.5
108	S27 22.8 E153 07.5
109-111	S27 22.9 E153 07.5



Changes: new

D-ATIS	113.200 BN	125.500
TWR	120.500	
GND	121.700	
DLV	118.600	
PDC		

WORK IN PROGRESS

COORDINATES

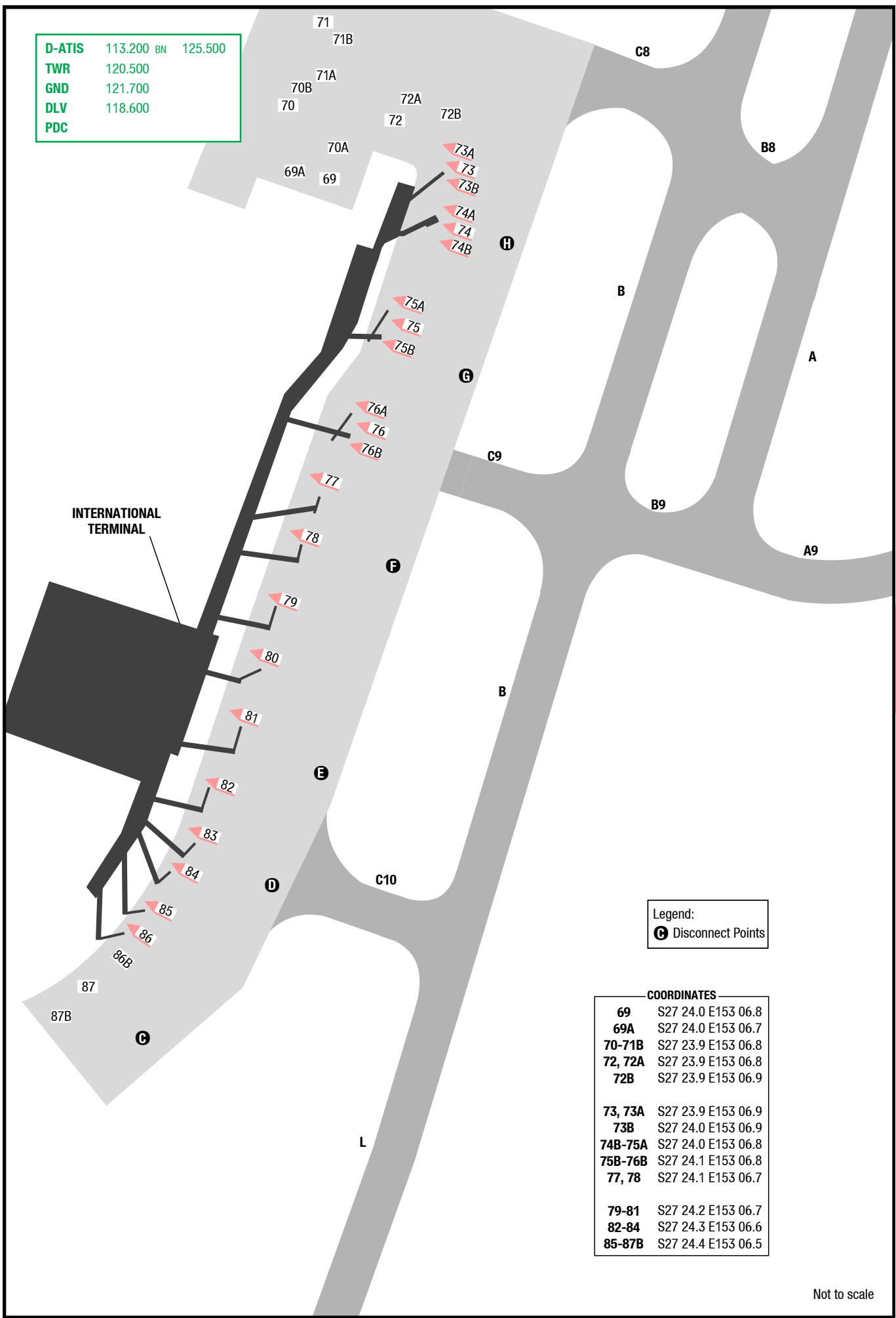
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1B-1D	S27 22.9 E153 07.3
3, 4	S27 22.9 E153 07.3
5, 6	S27 23.0 E153 07.3
15-15C	S27 22.9 E153 07.4
16, 17	S27 23.0 E153 07.3
18-21B	S27 23.0 E153 07.4
22, 22B	S27 23.0 E153 07.3
23-25B	S27 23.1 E153 07.3
26, 26A	S27 23.1 E153 07.4
27-29	S27 23.2 E153 07.4
30-32A	S27 23.2 E153 07.3
38, 38B	S27 23.2 E153 07.3
39-41	S27 23.2 E153 07.2
41B	S27 23.3 E153 07.2
43-46	S27 23.3 E153 07.2
47-49	S27 23.3 E153 07.1
50, 50A	S27 23.2 E153 07.1
53, 54	S27 33.3 E153 07.0
55-57	S27 33.4 E153 07.0
60-62	S27 23.4 E153 07.1
63, 64	S27 23.4 E153 07.2
100, 101	S27 22.9 E153 07.5
102, 103	S27 22.8 E153 07.5
108	S27 22.8 E153 07.5
109-111	S27 22.9 E153 07.5

DOMESTIC TERMINAL

VAR 11° E
MAG UP
AD ELEV 13

Not to scale

D-ATIS	113.200	BN	125.500
TWR	120.500		
GND	121.700		
DLV	118.600		
PDC			



Legend:
G Disconnect Points

COORDINATES	
69	S27 24.0 E153 06.8
69A	S27 24.0 E153 06.7
70-71B	S27 23.9 E153 06.8
72, 72A	S27 23.9 E153 06.8
72B	S27 23.9 E153 06.9
73, 73A	S27 23.9 E153 06.9
73B	S27 24.0 E153 06.9
74B-75A	S27 24.0 E153 06.8
75B-76B	S27 24.1 E153 06.8
77, 78	S27 24.1 E153 06.7
79-81	S27 24.2 E153 06.7
82-84	S27 24.3 E153 06.6
85-87B	S27 24.4 E153 06.5

Not to scale

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RNAV SIDs RWY 19

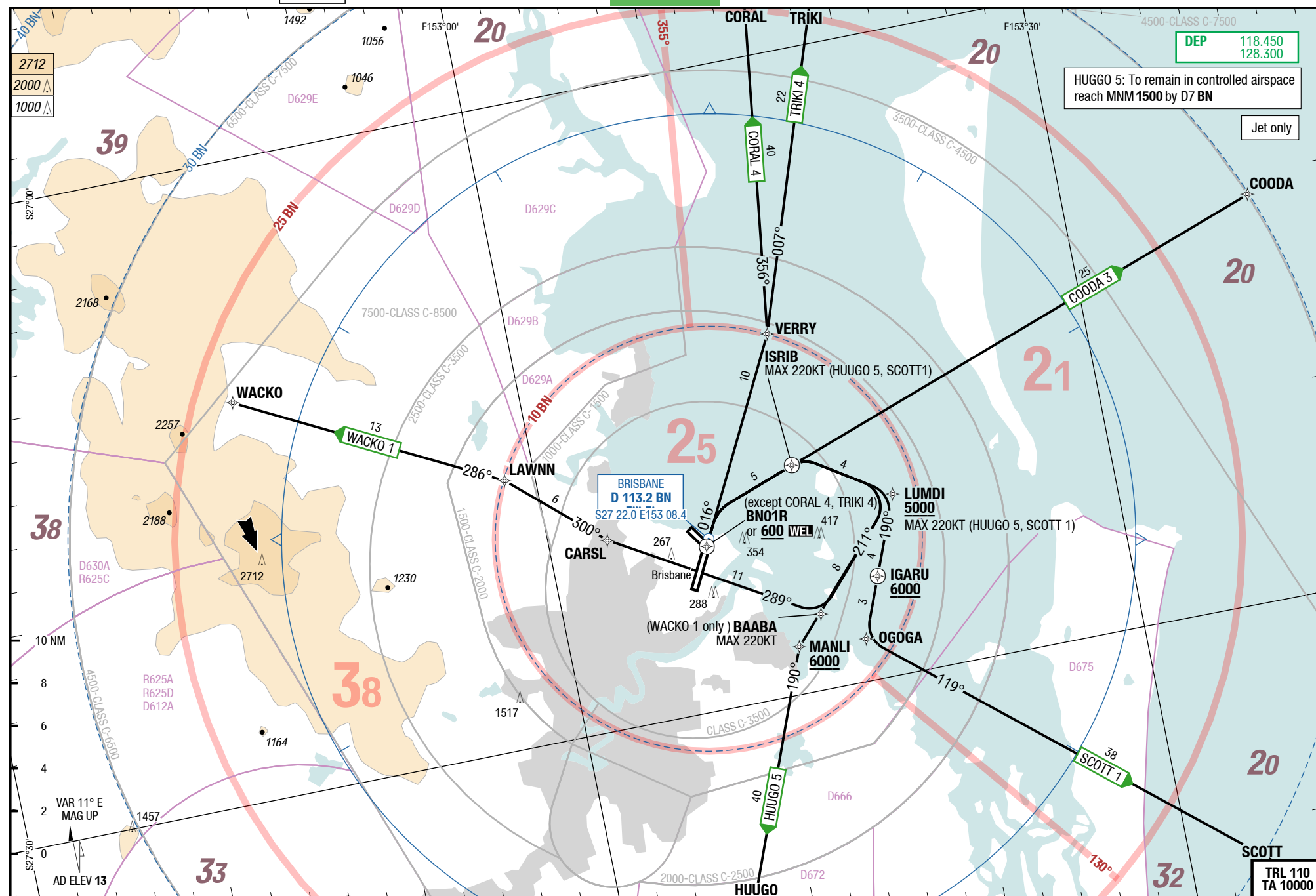
RNAV SIDs RWY 01

SID

SID

RNAV SIDs RWY 19

RNAV SIDs RWY 01



Changes: MGA, OBST, TOPO

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09-AUG-2018

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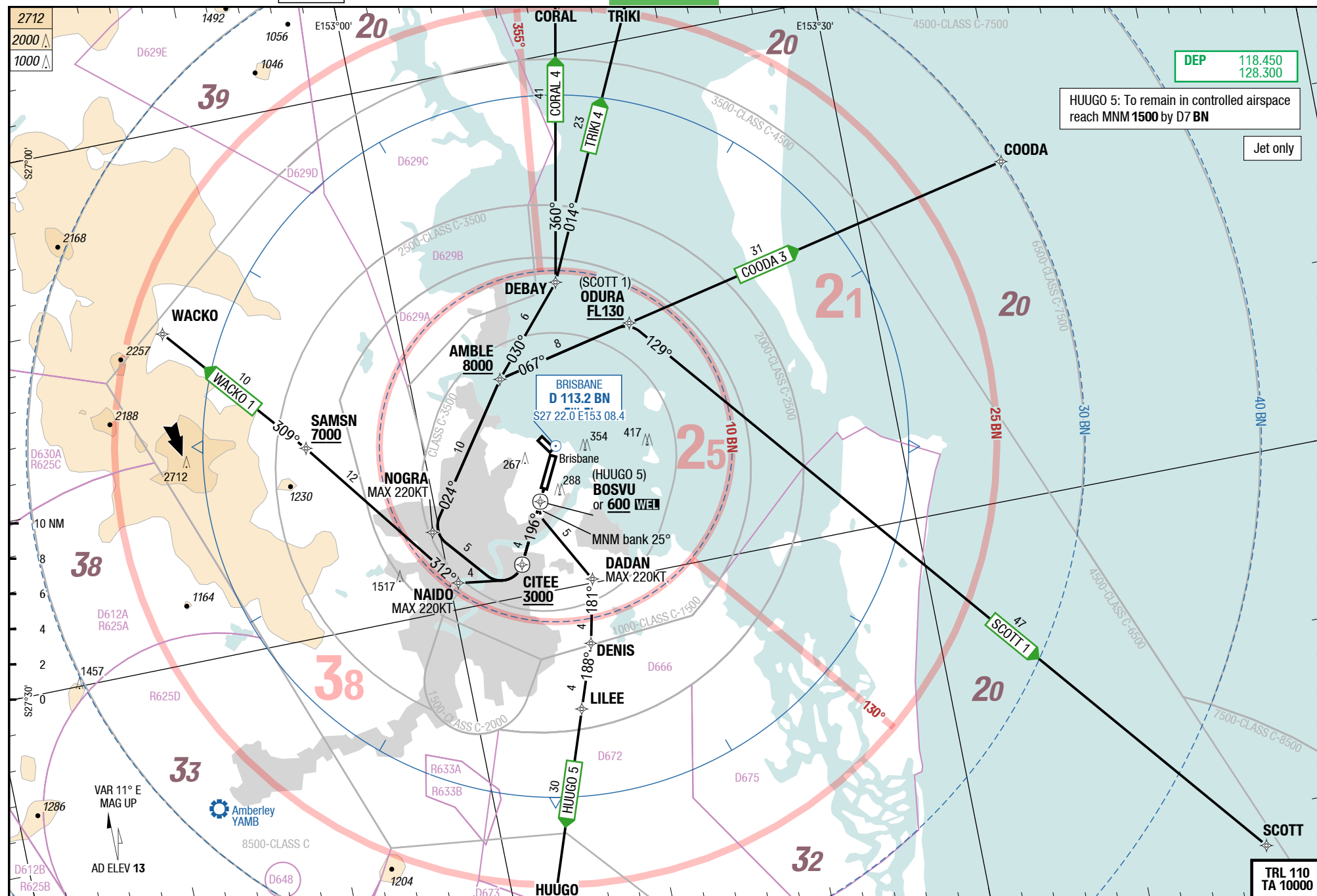
4-20

RNAV SIDs RWY 19

SID

SID

RNAV SIDs RWY 19



Effective 12-NOV-2015

05-NOV-2015

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NIL

SIDs (Radar)

4-30

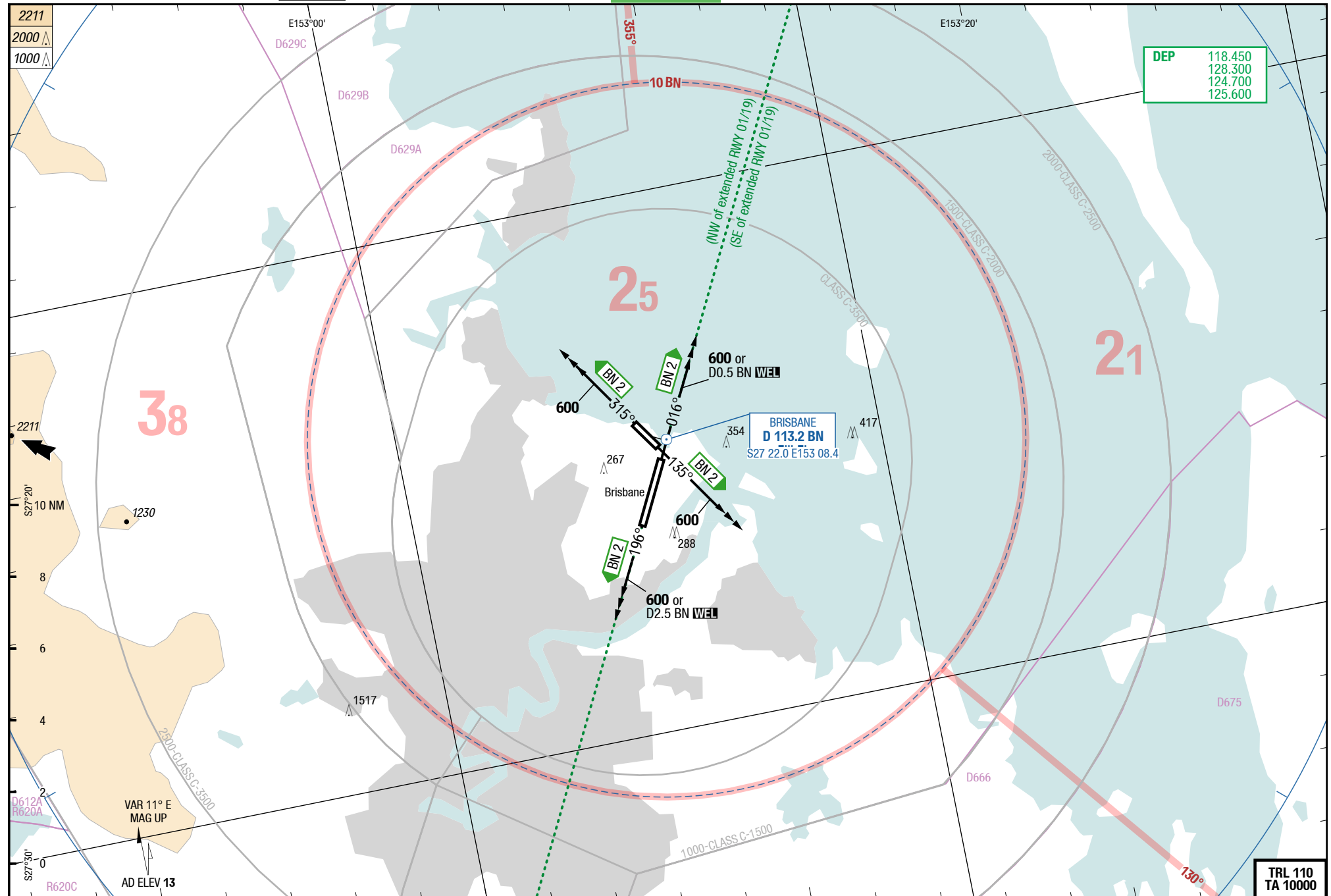
SID

SID

Brisbane Intl Brisbane Australia

NIL

SIDs (Radar)



Changes: chart title

COODA 3 / CORAL 4 / HUUGO 5 / SCOTT 1 / TRIKI 4 / WACKO 1

RWY 01 (016°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
COODA 3 (Jet only) 118.450	at MNM 600 or BN01R, whichever is later, RT direct ISRIB - RT direct COODA	
CORAL 4 (Jet only) 128.300	at VERRY LT 356° to CORAL	
HUUGO 5 (Jet only) 118.450 ①	at MNM 600 or BN01R, whichever is later, RT direct ISRIB (MAX 220KT) - RT direct LUMDI (MAX 220KT) - MANLI - HUUGO	LUMDI MNM 5000 MANLI MNM 6000
SCOTT 1 (Jet only) 118.450	at MNM 600 or BN01R, whichever is later, RT direct ISRIB (MAX 220KT) - RT direct LUMDI (MAX 220KT) - IGARU - OGOGA - SCOTT	LUMDI MNM 5000 IGARU MNM 6000
TRIKI 4 (Jet only) 128.300	at VERRY LT 007° to TRIKI	
WACKO 1 (Jet only) 118.450	at MNM 600 or BN01R, whichever is later, RT direct ISRIB - RT direct LUMDI - BAABA (MAX 220KT) - CARSL - LAWNN - WACKO	LUMDI MNM 5000

① To remain in controlled airspace reach 1500ft or abv by D7 BN

19-MAY-2016

BNE-YBBN**5-20****RNAV SIDs RWY 19****SIDPT**

COODA 3 / CORAL 4 / HUUGO 5 / SCOTT 1 / TRIKI 4 / WACKO 1
RWY 19 (196°)

	GS	120	150	180	210	240	270
10.8%	ft/MIN	1400	1700	2000	2300	2700	3000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
COODA 3 (Jet only) 10.8% to 3000 128.300	at CITEE RT direct NOGRA (MAX 220KT) - AMBLE - COODA	CITEE MNM 3000 AMBLE MNM 8000
CORAL 4 (Jet only) 10.8% to 3000 128.300	at CITEE RT direct NOGRA (MAX 220KT) - AMBLE - DEBAY - CORAL	CITEE MNM 3000 AMBLE MNM 8000
HUUGO 5 (Jet only) 118.450 ①	at MNM 600 or BOSVU, whichever is later, LT (MNM 25° bank) direct DADAN (MAX 220KT) - DENIS - LILEE - HUUGO	
SCOTT 1 (Jet only) 10.8% to 3000 128.300	at CITEE RT direct NOGRA (MAX 220KT) - AMBLE - ODURA - SCOTT	CITEE MNM 3000 AMBLE MNM 8000 ODURA MNM FL130
TRIKI 4 (Jet only) 10.8% to 3000 128.300	at CITEE RT direct NOGRA (MAX 220KT) - AMBLE - DEBAY - TRIKI	CITEE MNM 3000 AMBLE MNM 8000
WACKO 1 (Jet only) 10.8% to 3000 128.300	at CITEE RT direct NAIDO (MAX 220KT) - SAMSN - WACKO	CITEE MNM 3000 SAMSN MNM 7000

① To remain in controlled airspace reach 1500ft or abv by D7 BN

BRISBANE 2

RWYs 01 (016°) / 14 (135°) / 19 (196°) / 32 (315°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
BRISBANE 2 BN 2 (Radar)	016° - at 600 or D0.5 BN , whichever is later, turn to assigned HDG	
	Runway 14	
BRISBANE 2 BN 2 (Radar)	135° - at 600 turn to assigned HDG	
	Runway 19	
BRISBANE 2 BN 2 (Radar)	196° - at 600 or D2.5 BN , whichever is later, turn to assigned HDG	
	Runway 32	
BRISBANE 2 BN 2 (Radar)	315° - at 600 turn to assigned HDG	

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6-08

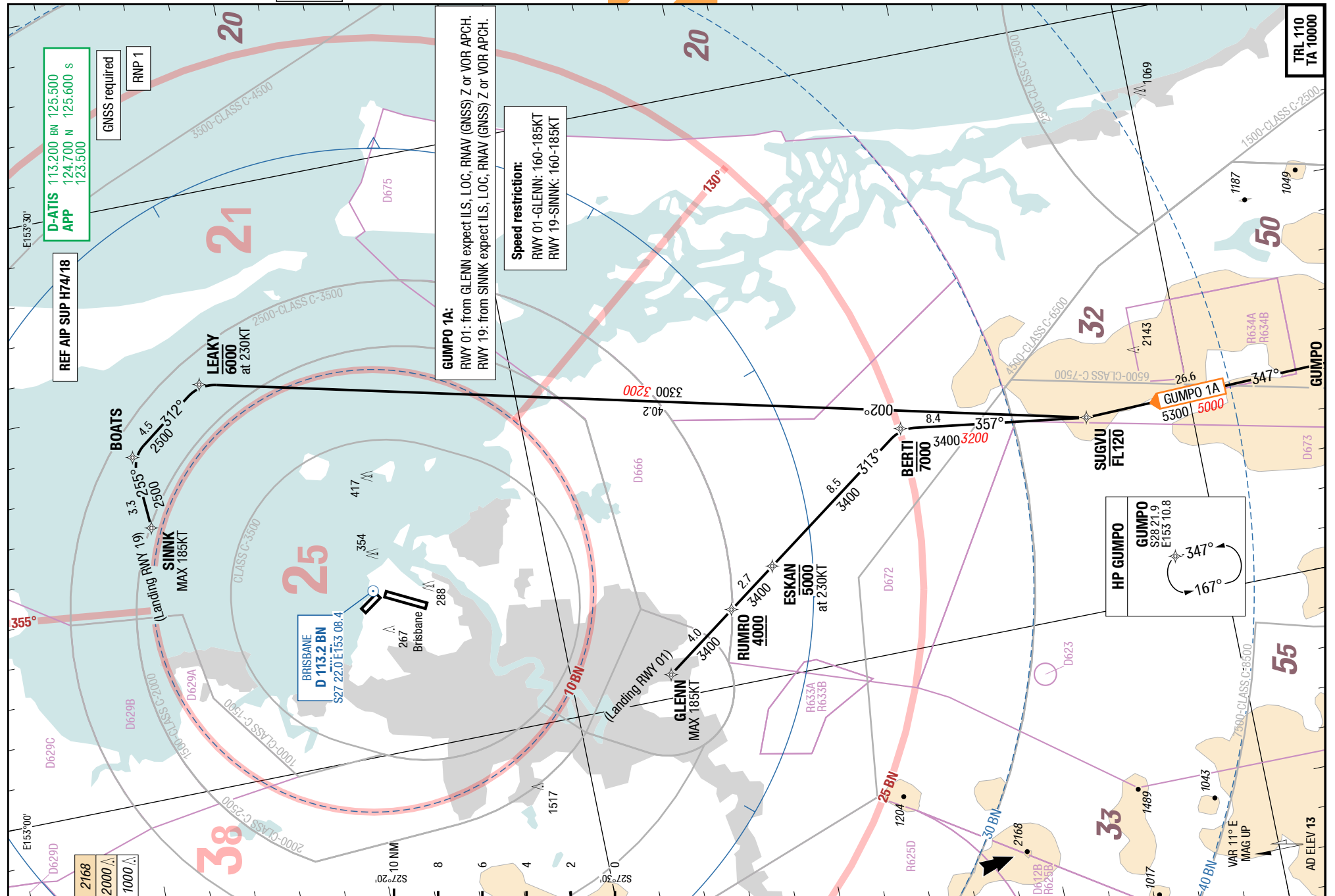
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STAR

STAR

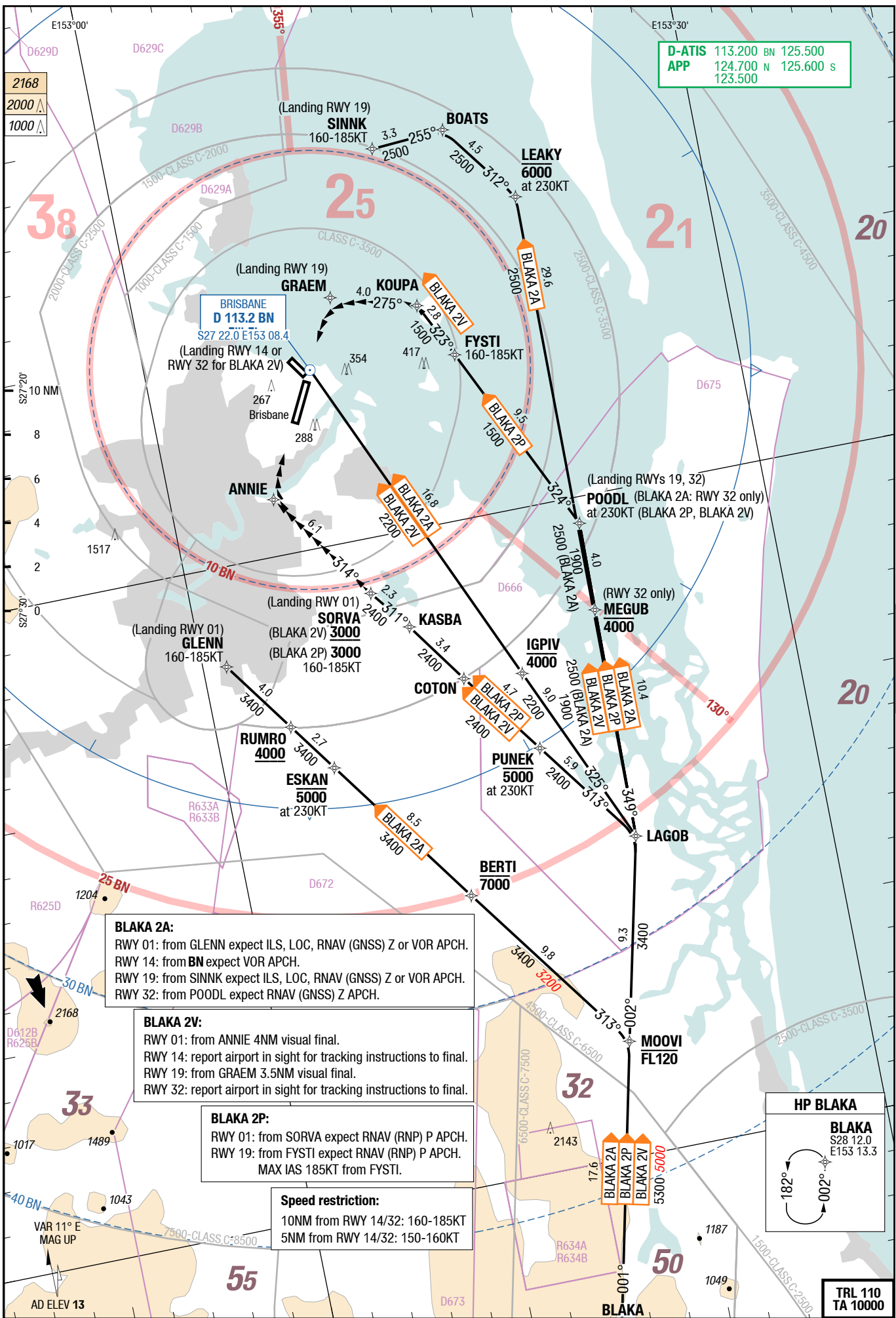
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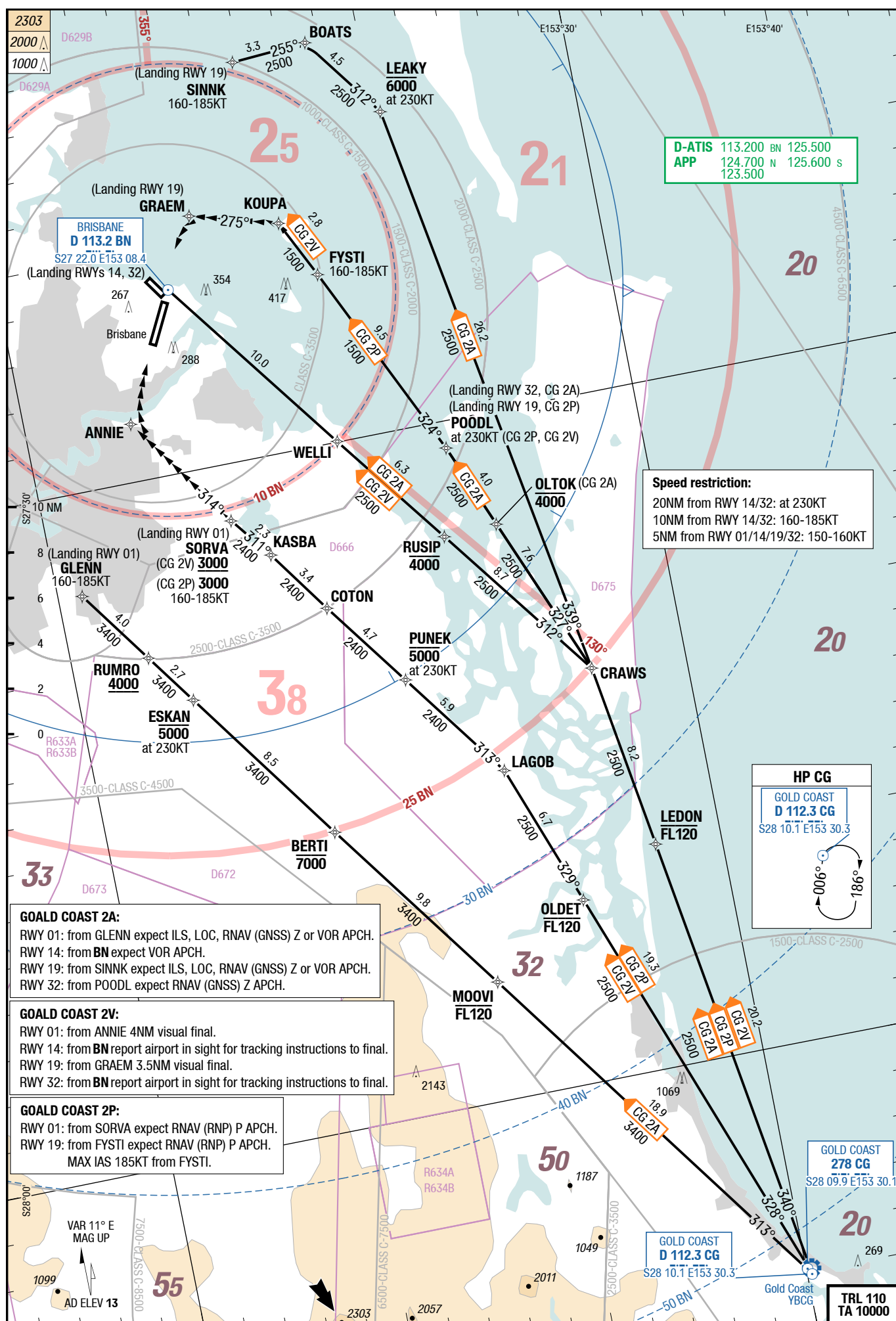
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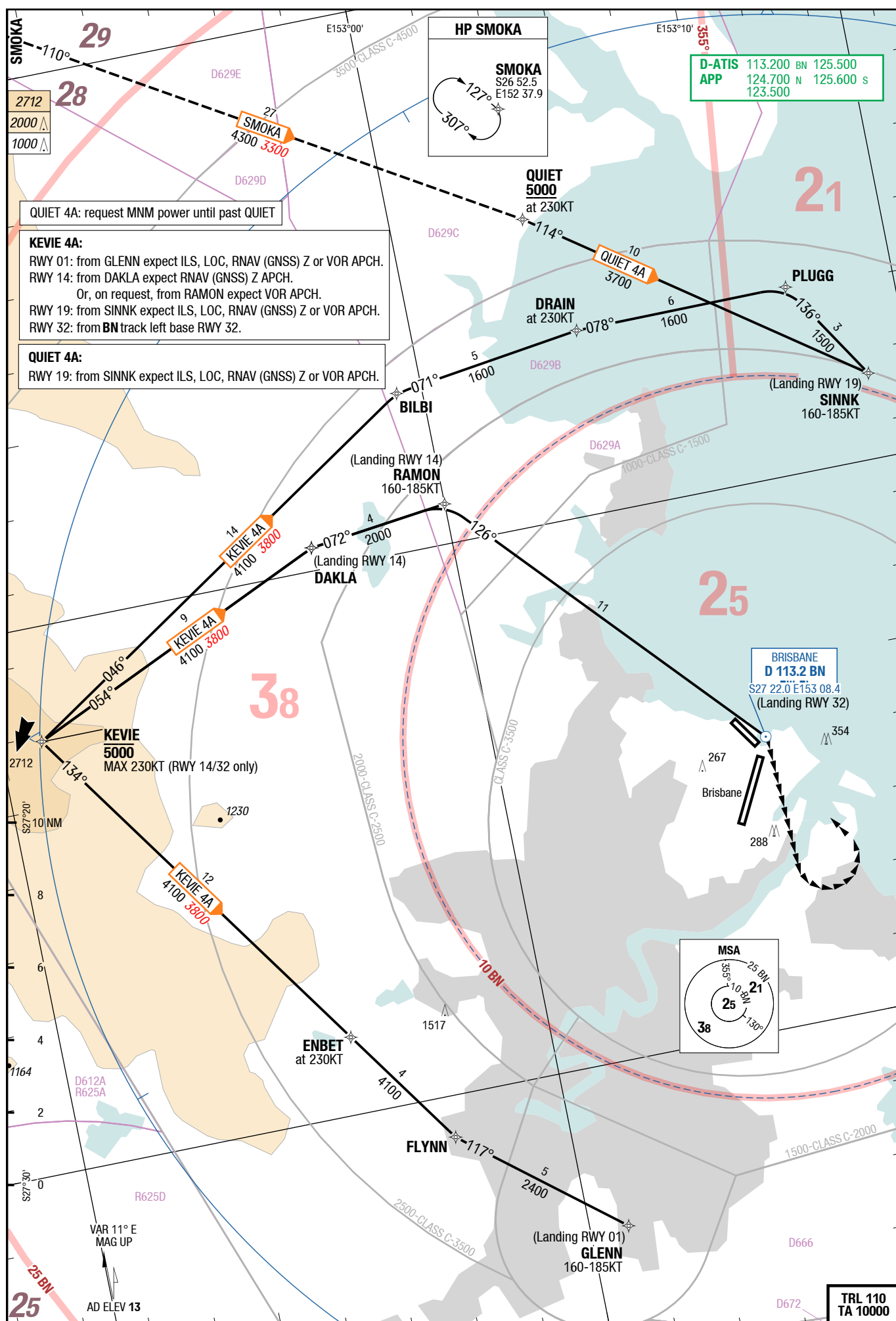


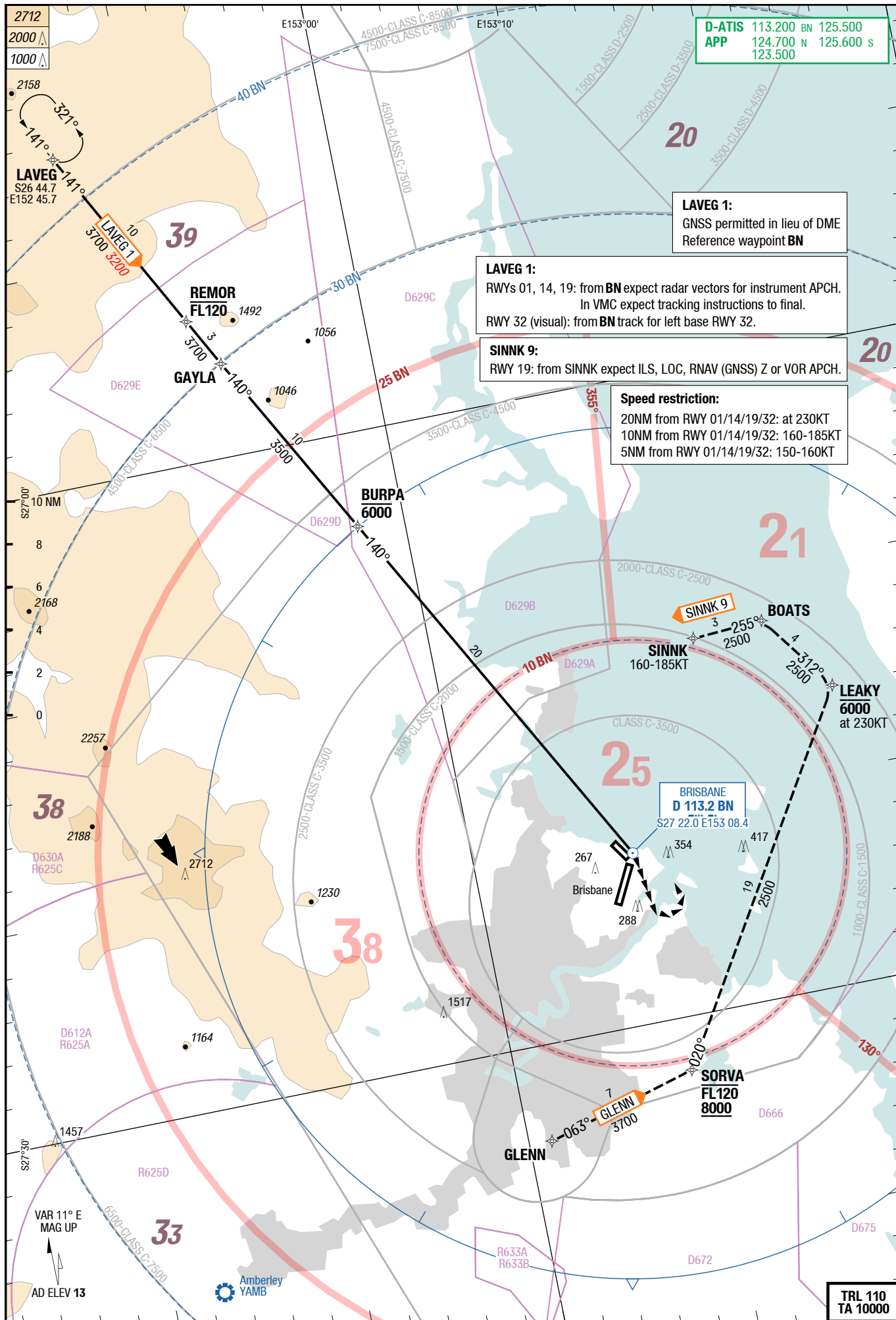
Changes: new

D-ATIS 113.200 BN 125.500
APP 124.700 N 125.600 S
123.500





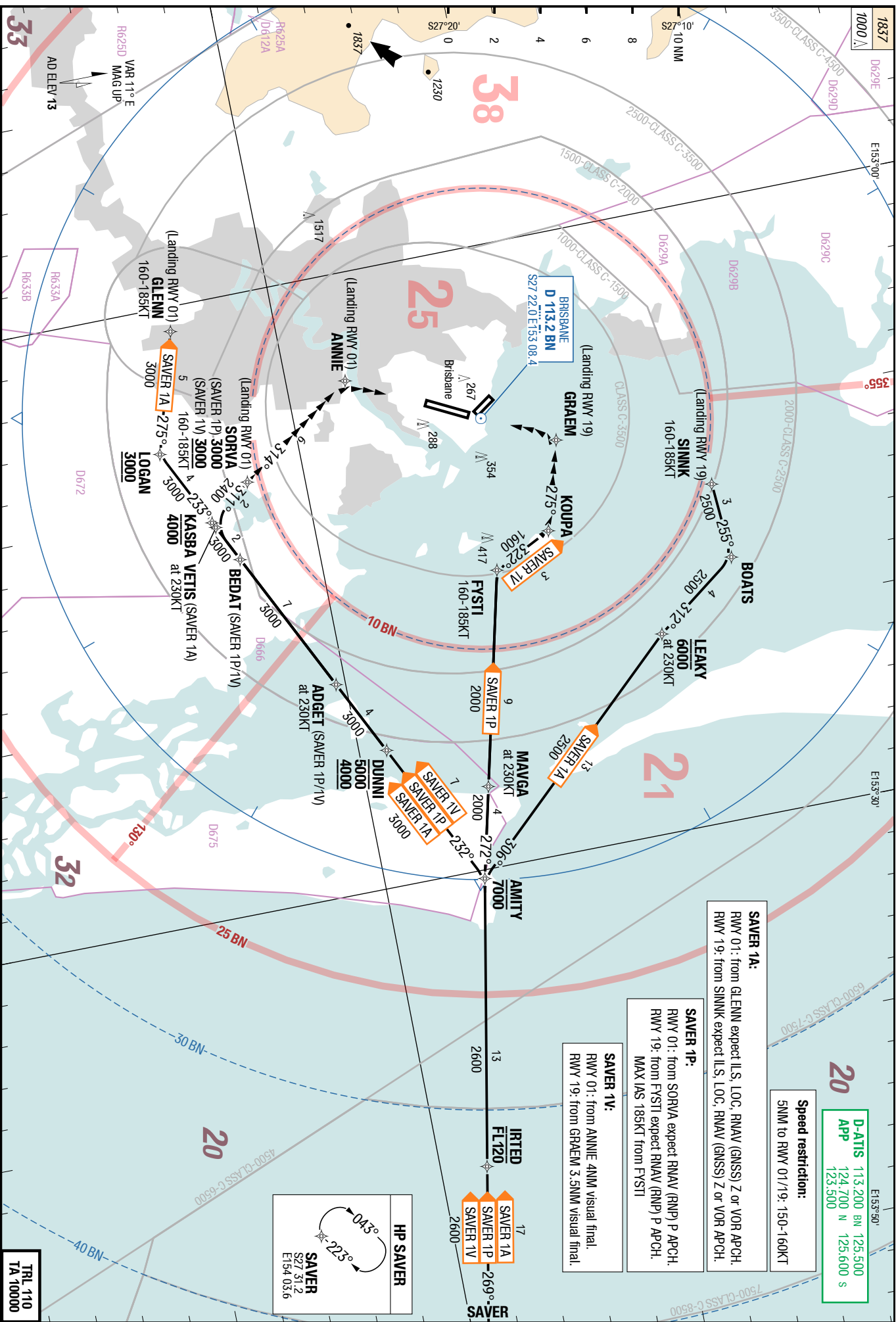


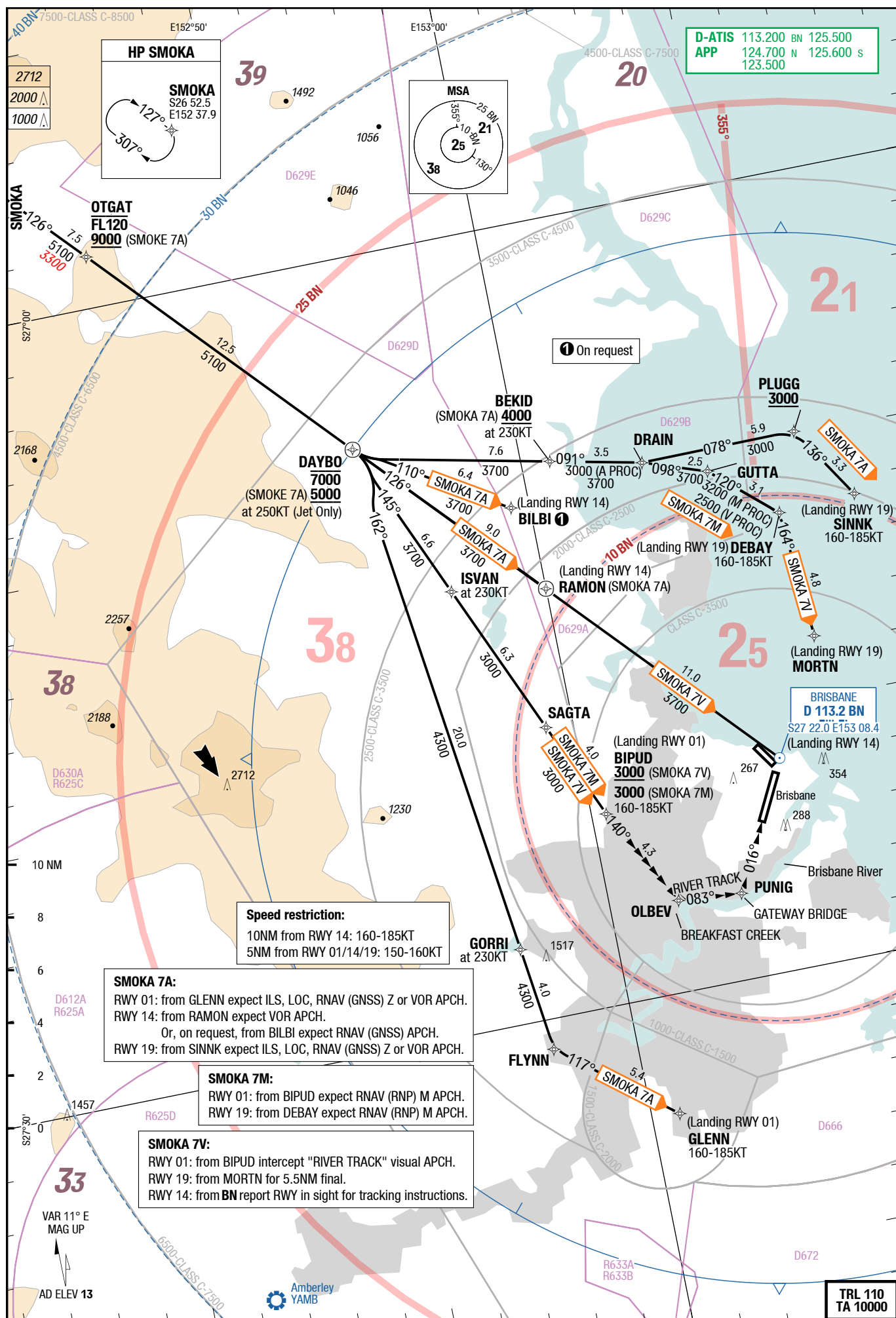


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SMOKA 7 BNAV

SAVER 1 RNAV





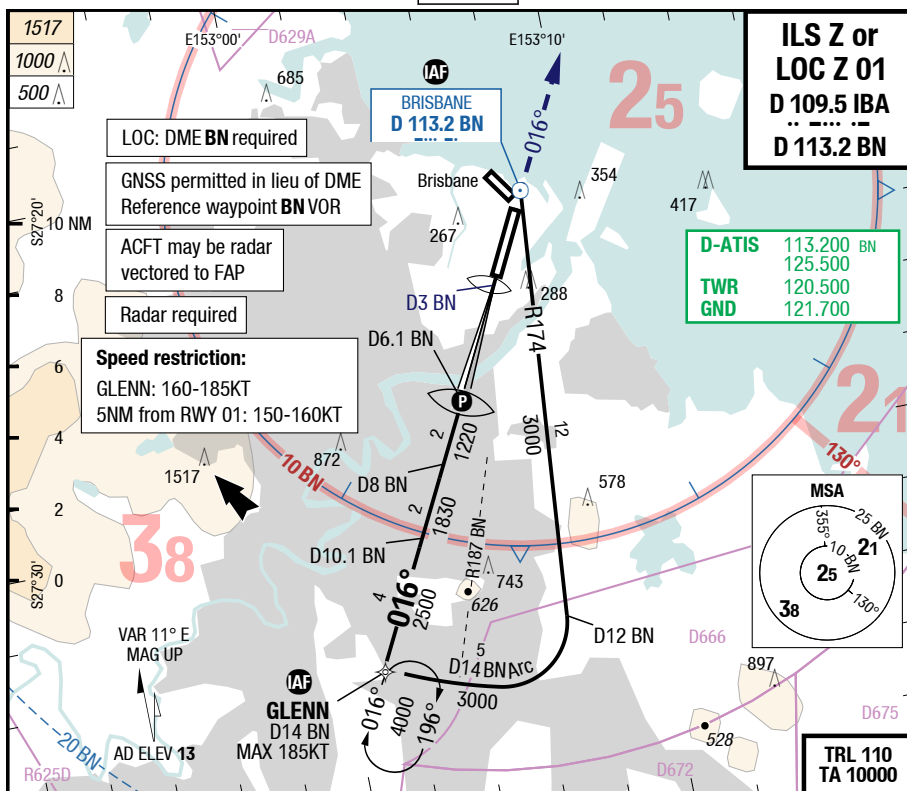
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IAC

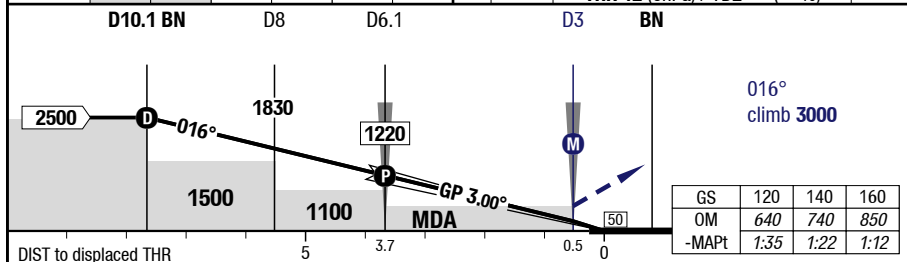
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7-10

ILS Z or LOC Z 01



LOC 3.00° D BN			10.1	9	7	5	
			2500	2160	1520	880	



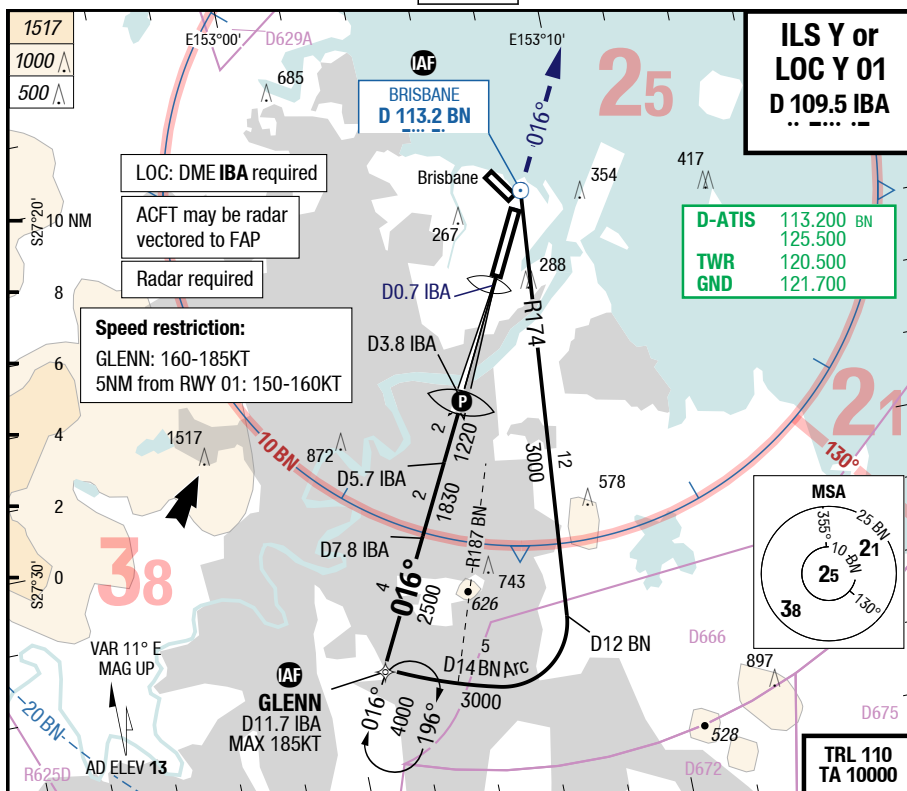
01		Cat 1	LOC DME BN	LOC DME BN APL U/S			Circling
C	ft - m/km ft	210 - 550R/800V 220	550 - 2.2V 560	550 - 3.1V 560			770 - 4.0V 780
D	ft - m/km ft	210 - 550R/800V 220	550 - 2.2V 560	550 - 3.1V 560			840 - 5.0V 850

Changes: MIN

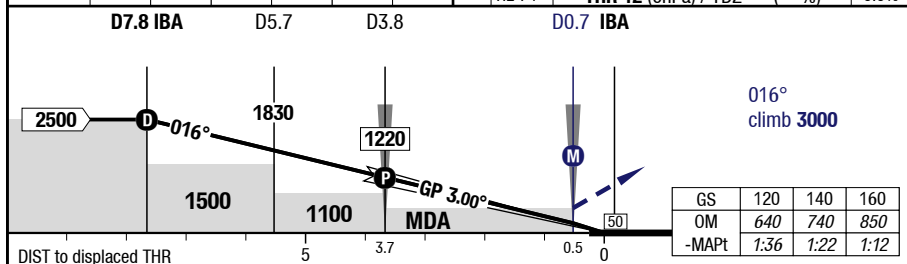
BNE-YBBN

7-20

ILS Y or LOC Y 01



LOC 3.00° D IBA	7.8	6	5	4	3	2	
	2500	1940	1620	1300	970	650	



01		Cat 1	LOC DME	LOC DME APL U/S		Circling
C	ft - m/km ft	210 - 550R/800V 220	550 - 2.2V 560	550 - 3.1V 560		770 - 4.0V 780
D	ft - m/km ft	210 - 550R/800V 220	550 - 2.2V 560	550 - 3.1V 560		840 - 5.0V 850

12-JUL-2018

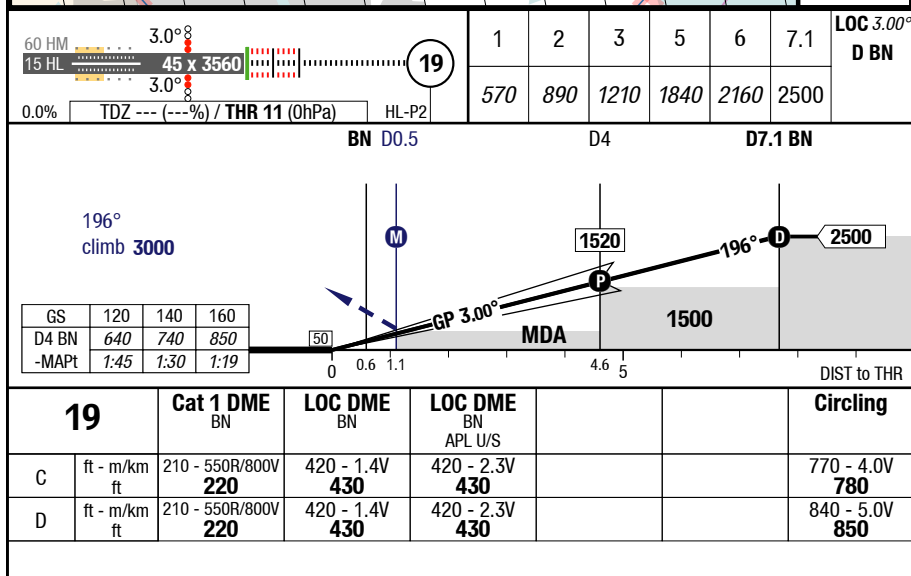
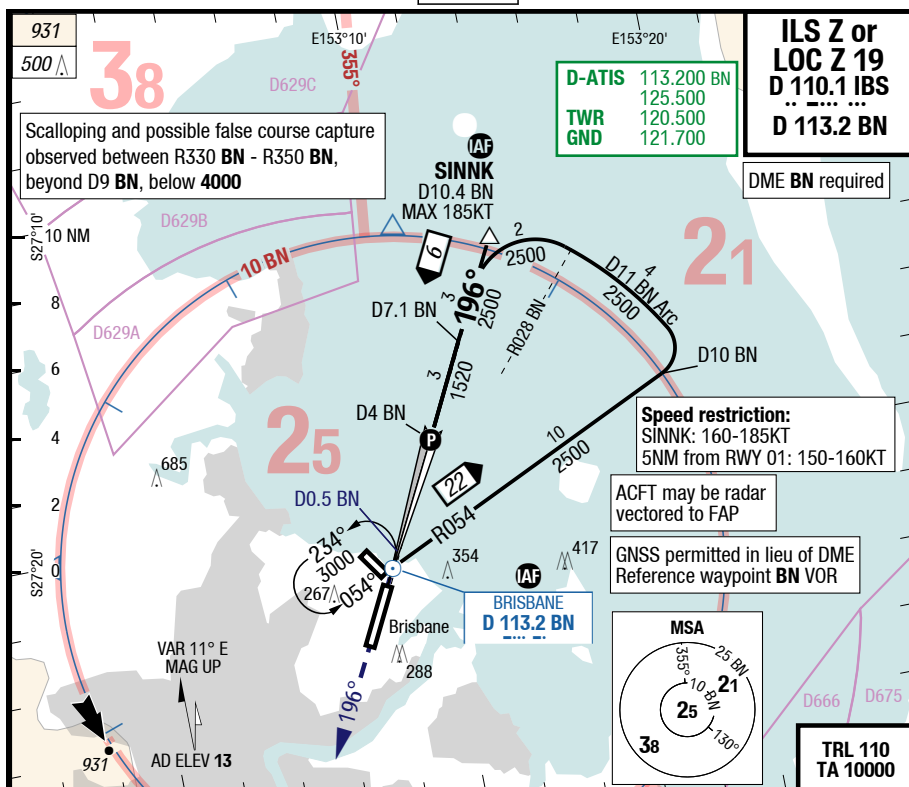
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IAC

BNE-YBBN

7-30

ILS Z or LOC Z 19



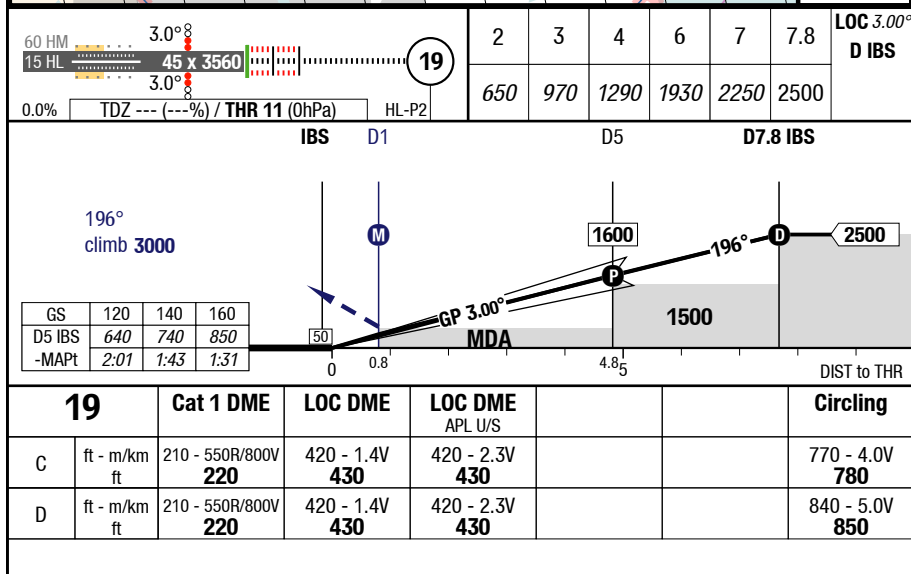
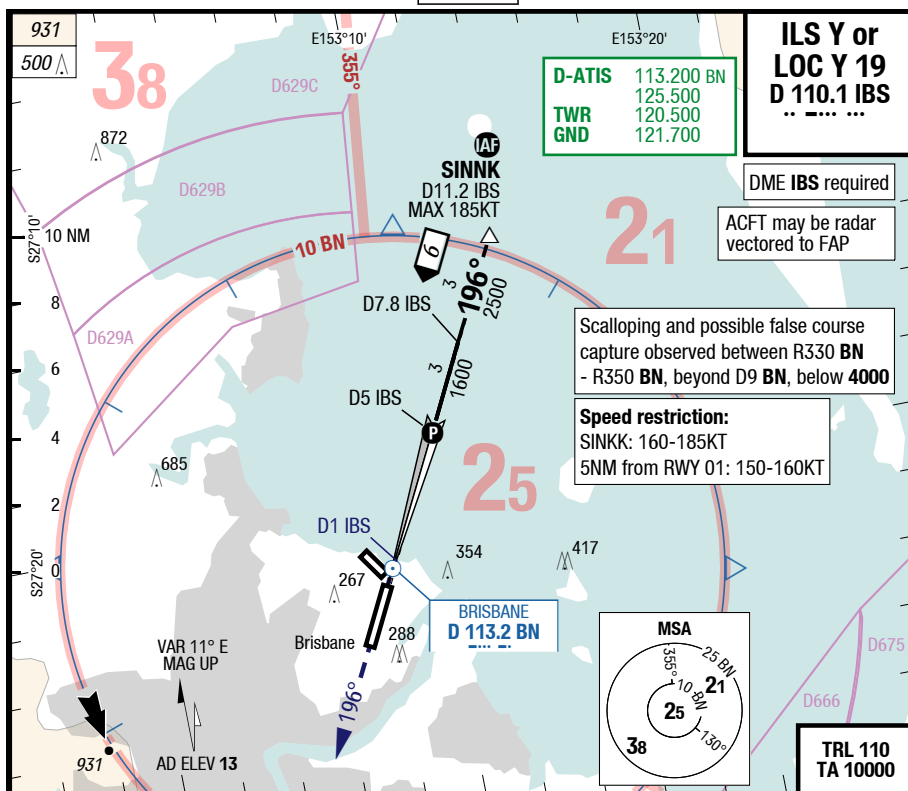
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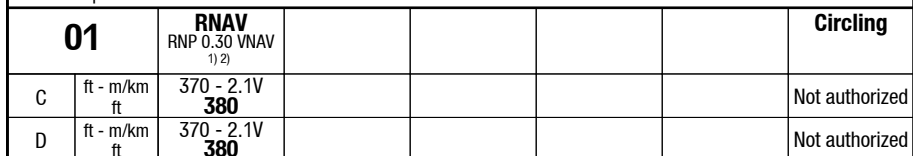
BNE-YBBN

7-40

ILS Y or LOC Y 19

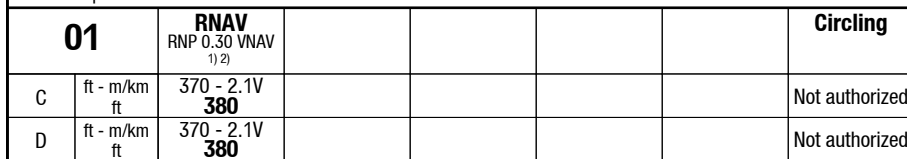
Changes: MIN

RNAV (RNP) M 01



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Changes: MIN

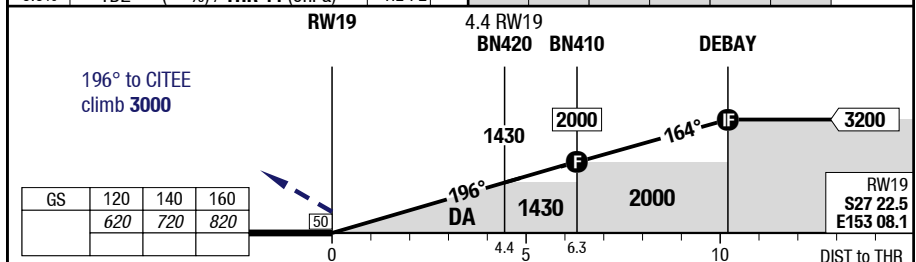
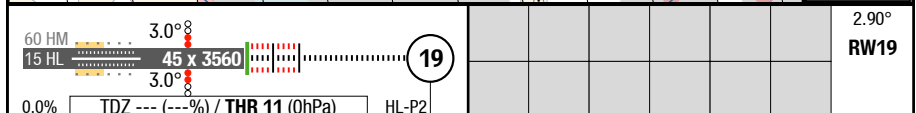
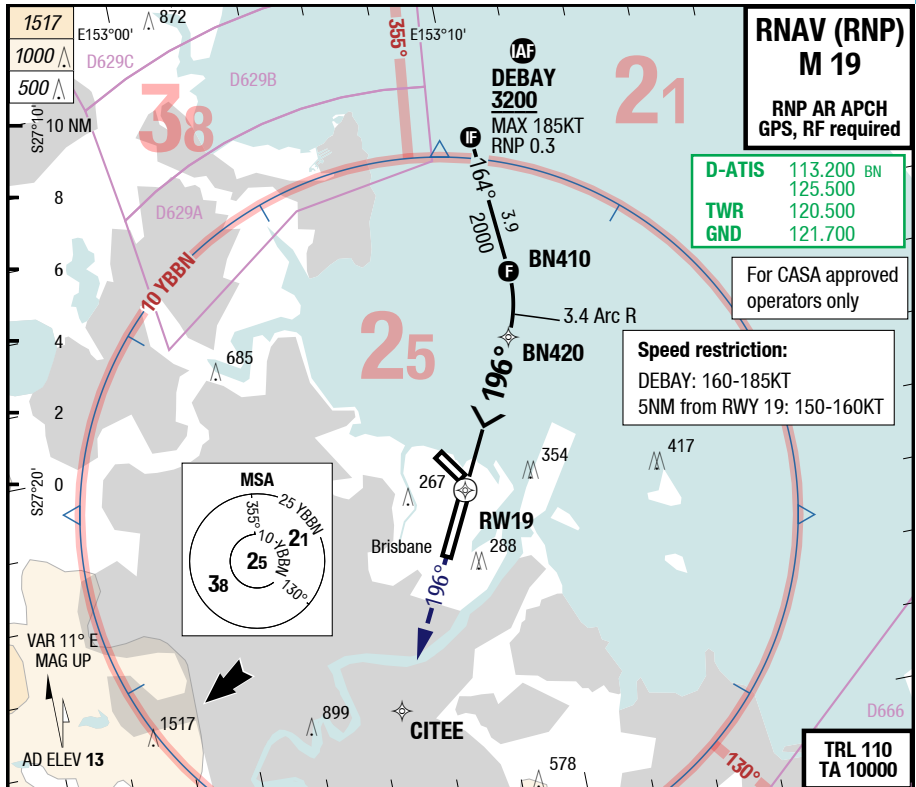
RNAV (RNP) P 01

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BNE-YBBN

7-70

RNAV (RNP) M 19



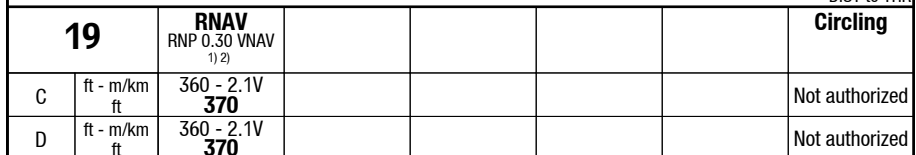
19	RNAV RNP 0.30 VNAV 1) 2)	Circling
C	ft - m/km ft 360 - 2.1V 370	Not authorized
D	ft - m/km ft 360 - 2.1V 370	Not authorized

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 59°C (138°F)

2) Use with Brisbane (YBBN) actual QNH only

Changes: MIN

RNAV (RNP) P 19



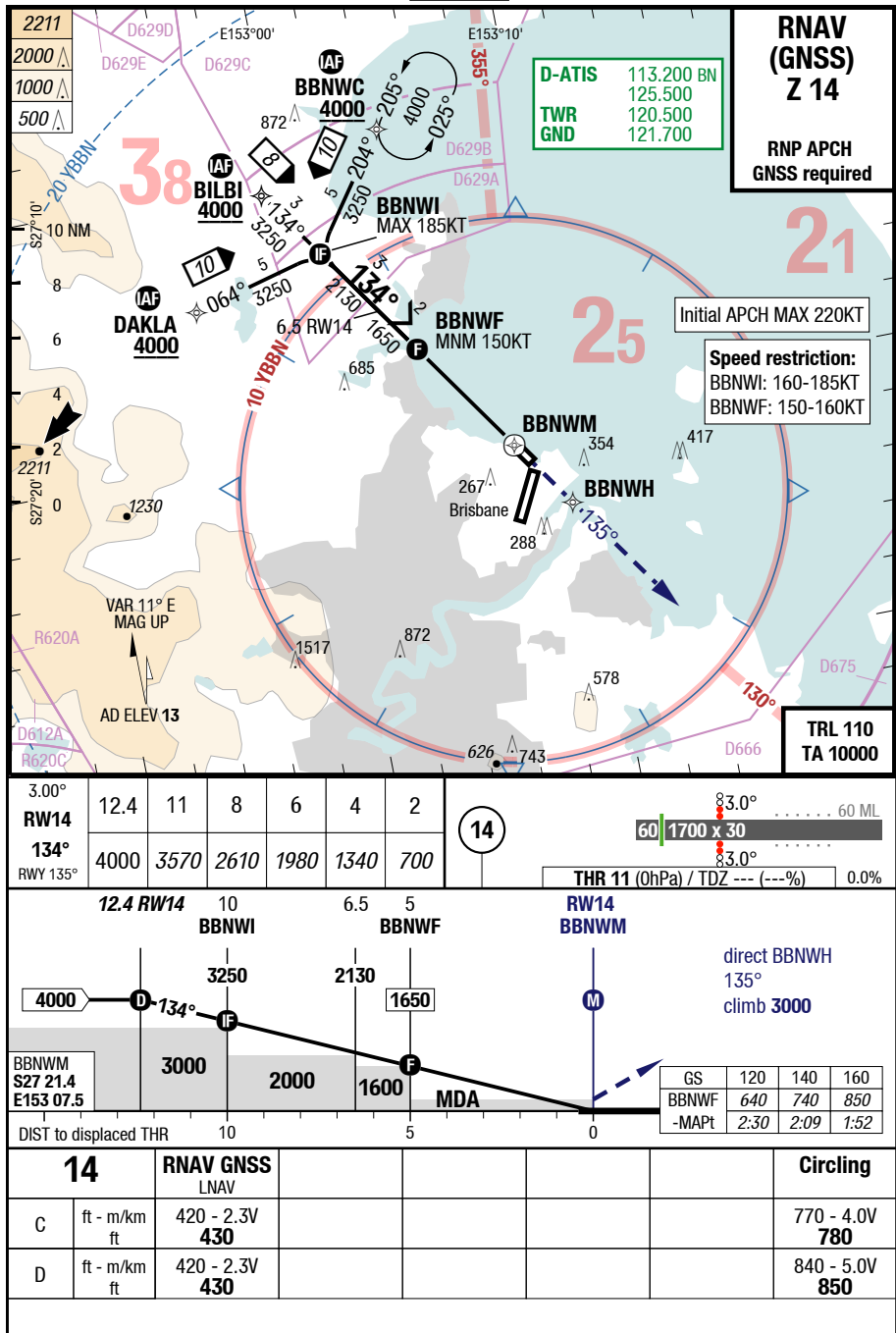
© Lido 2018

Changes: MIN

BNE-YBBN

7-100

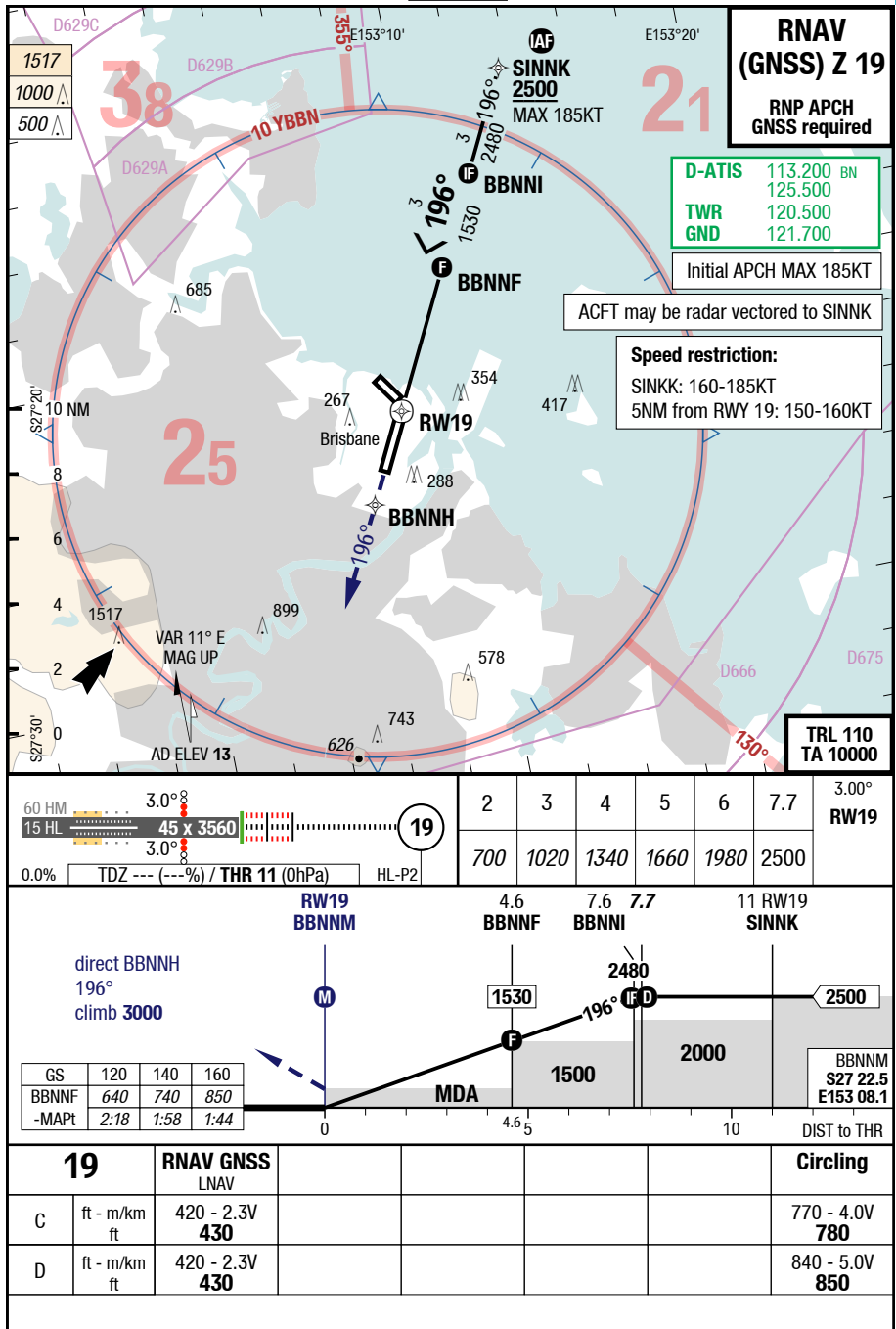
RNAV (GNSS) Z 14



BNE-YBBN

7-110

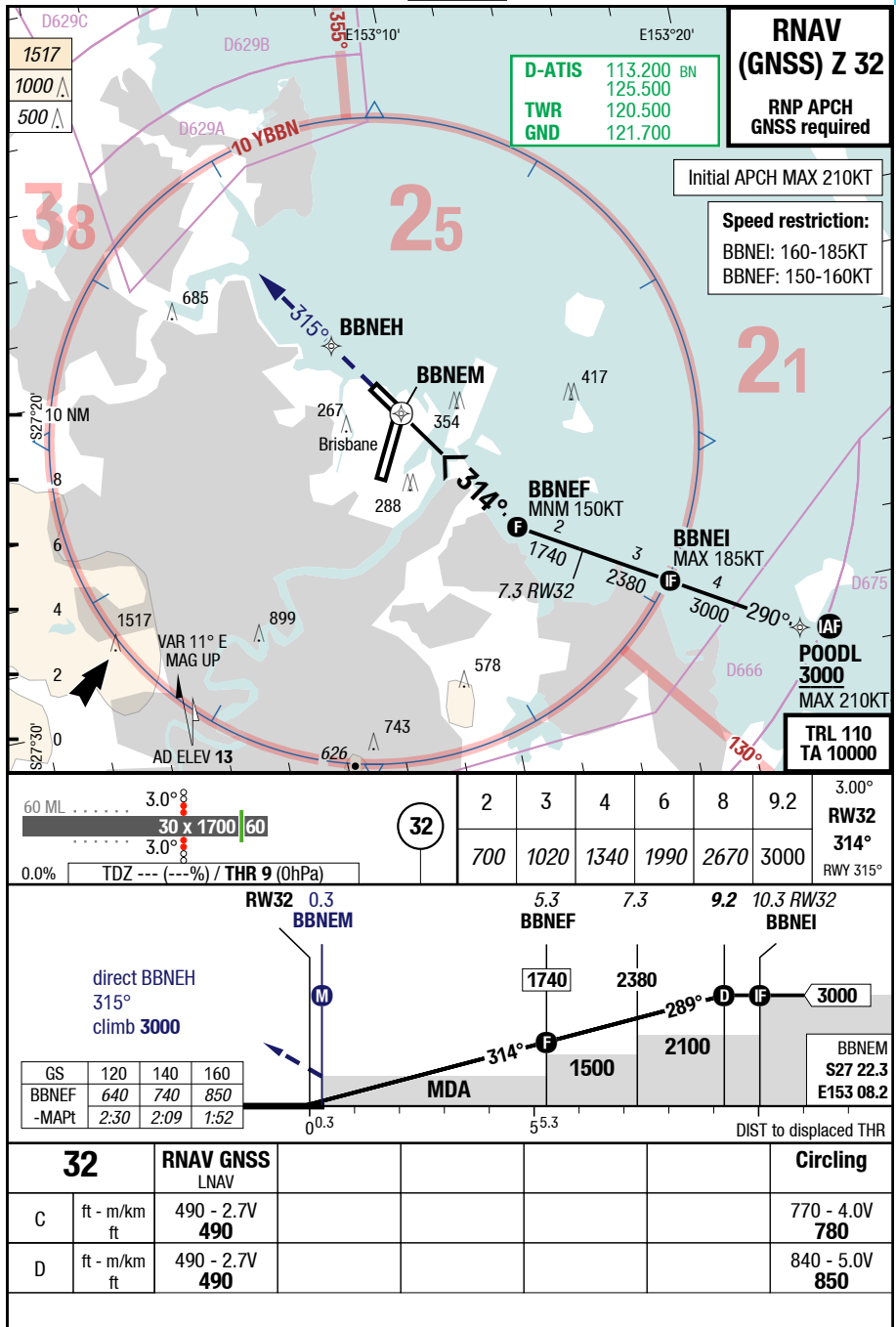
RNAV (GNSS) Z 19



BNE-YBBN

7-120

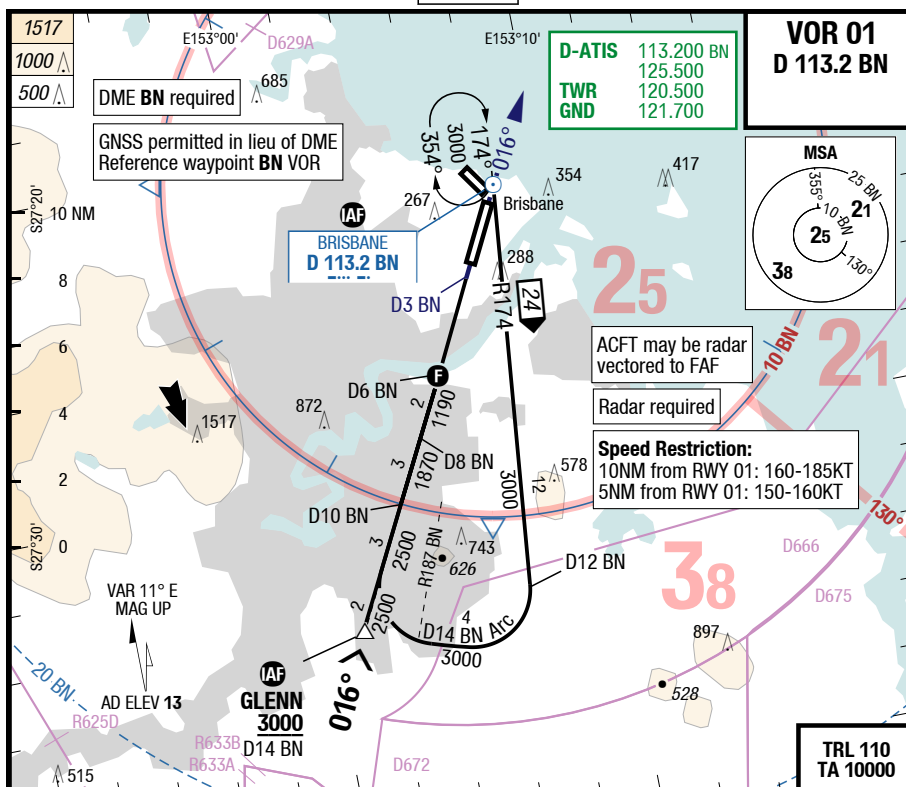
RNAV (GNSS) Z 32



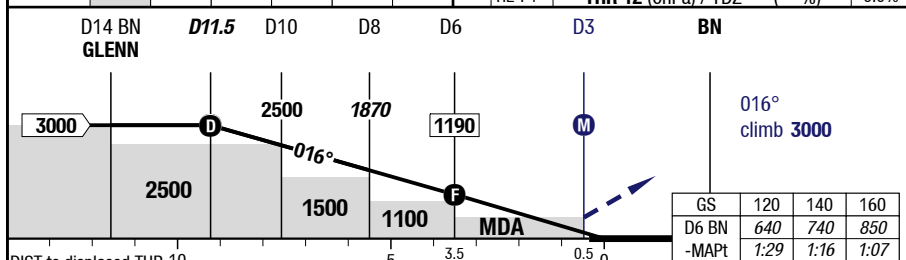
BNE-YBBN

7-130

VOR 01



3.00°		11.5	11	9	7	5	
D BN		3000	2840	2190	1540	890	

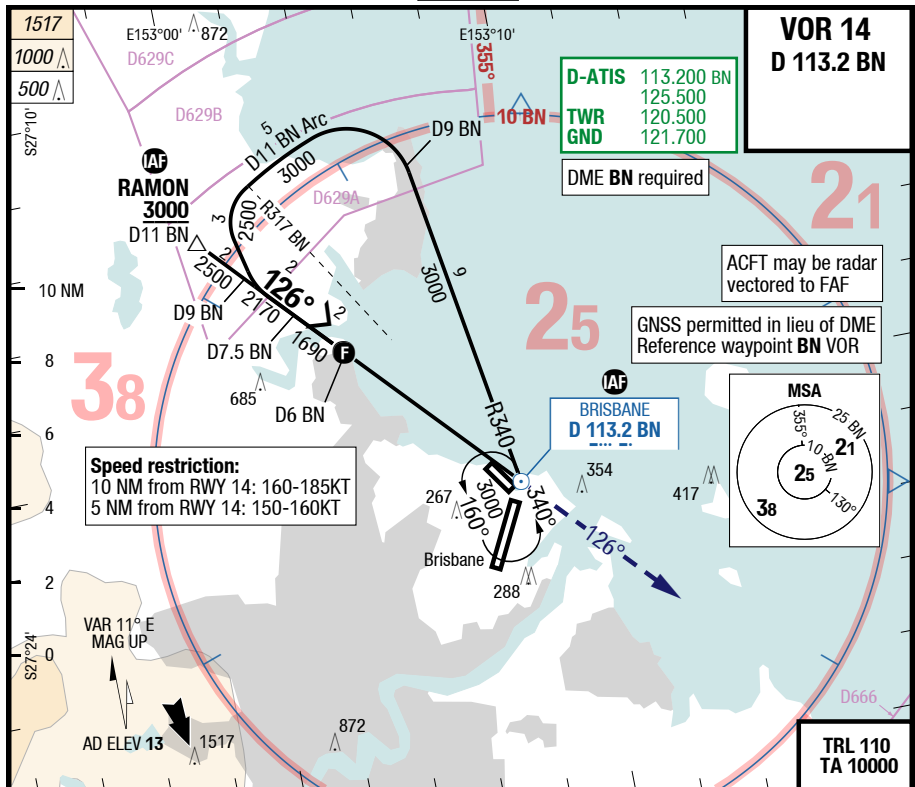


01		VOR DME					Circling
C	ft - m/km ft	560 - 3.2V 570					770 - 4.0V 780
D	ft - m/km ft	560 - 3.2V 570					840 - 5.0V 850

BNE-YBBN

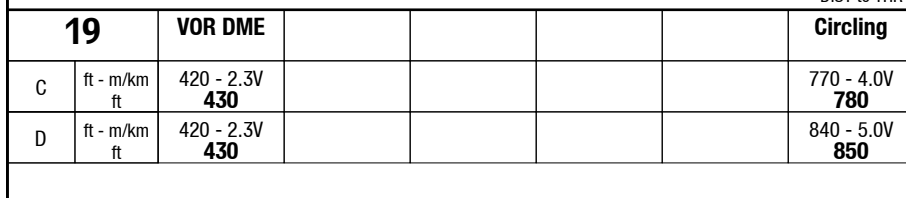
7-140

VOR 14



3.07° D BN 126° RWY 135°	10	8	7	5	4	3	14	83.0° 60 1700 x 30 83.0°	60 ML												
	3000	2350	2020	1370	1050	720		THR 11 (0hPa) / TDZ --- (---%)	0.0%												
<div>D11 BN D10 D9 D7.5 D6 BN</div> <div>RAMON</div> <div><div>3000</div><div>2650</div><div>2170</div><div>1690</div><div>126°</div><div>83.0°</div><div>MDA</div><div>5</div><div>0</div><div>126° climb 3000</div></div> <div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D6 BN</td><td>650</td><td>760</td><td>870</td></tr><tr><td>-MAPt</td><td>3:00</td><td>2:34</td><td>2:15</td></tr></table></div> <div>DIST to displaced THR</div>										GS	120	140	160	D6 BN	650	760	870	-MAPt	3:00	2:34	2:15
GS	120	140	160																		
D6 BN	650	760	870																		
-MAPt	3:00	2:34	2:15																		
14	VOR DME							Circling													
C	ft - m/km ft	590 - 3.3V 600						770 - 4.0V 780													
D	ft - m/km ft	590 - 3.3V 600						840 - 5.0V 850													

VOR 19



BNE-YBBN

7-160

Visual 01 River Track

