

BNE-YBBN

1-10

AOI

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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.

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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.

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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.

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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
		c300 - 2.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

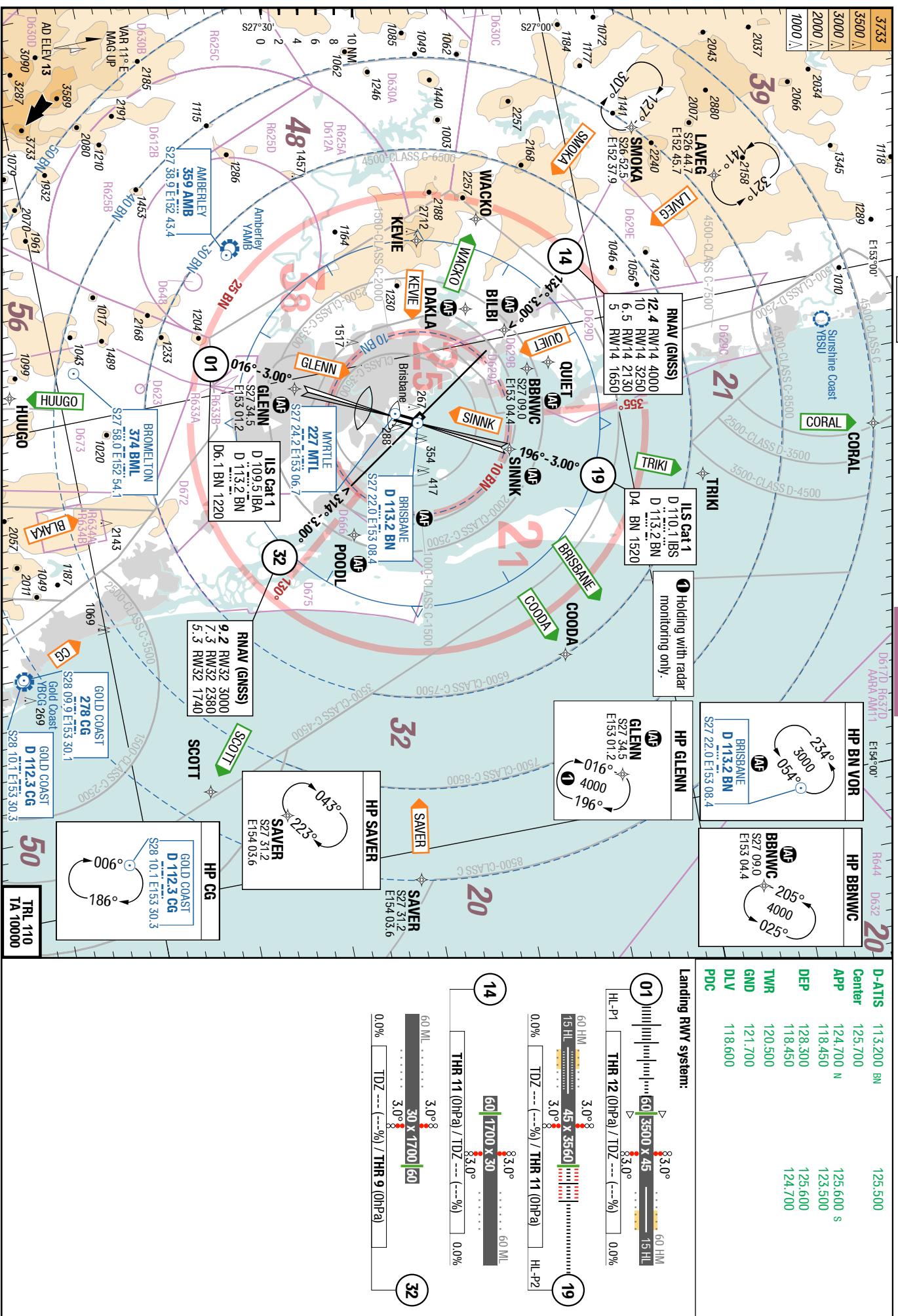
Proceed on assigned vector for 2min and climb to MSA. Then proceed to latest ATC CLR acknowledged.

Departure Procedure

Noise Abatement Procedures: See CRAR.

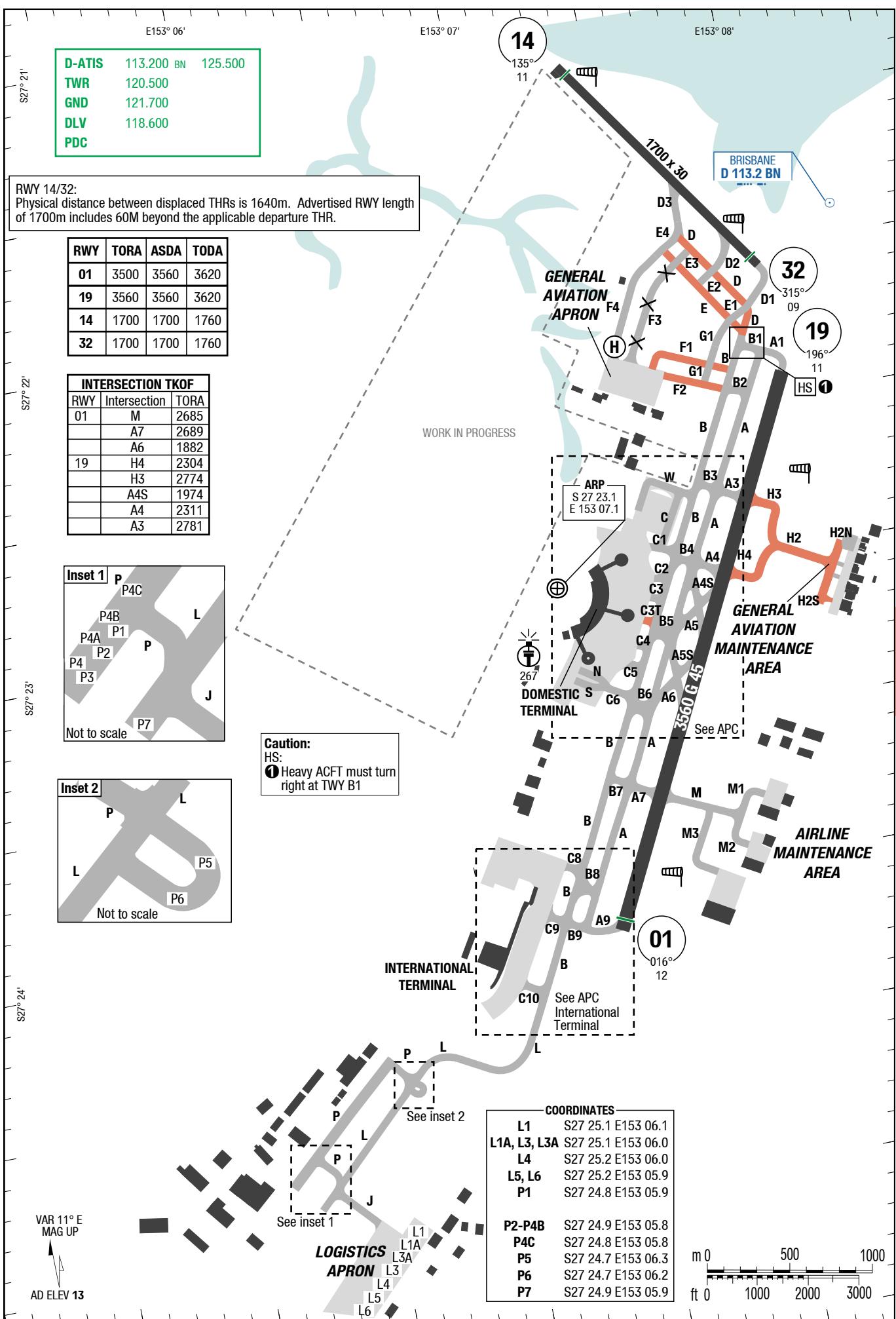
Minimum Runway Occupancy Time (MROT)

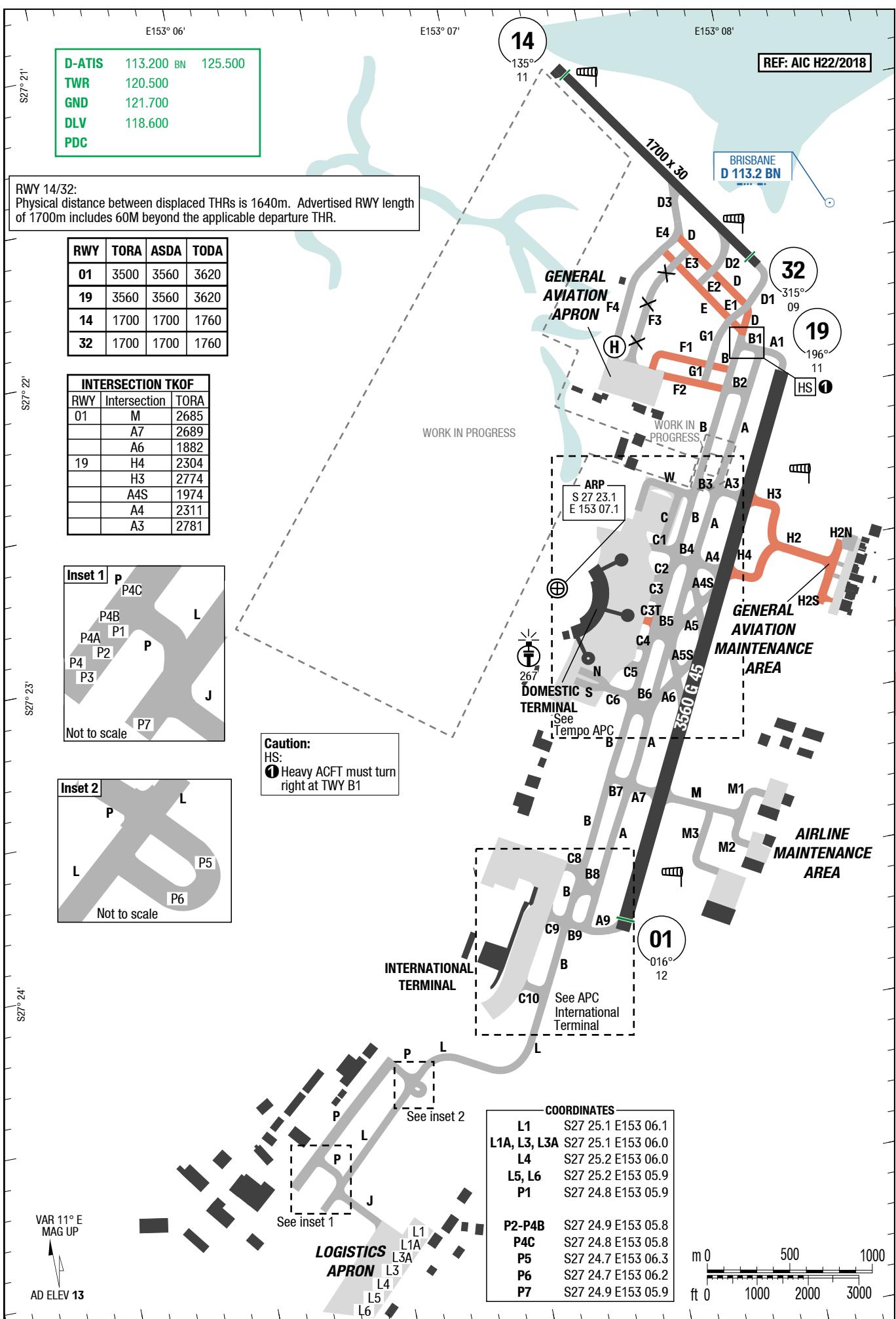
Ensure standard MROT procedures.



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REF: AIC H22/2018

Changes: new

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

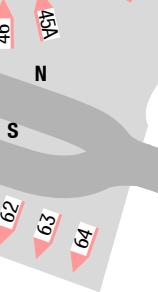
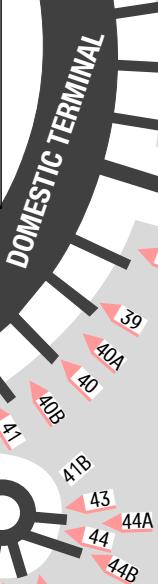
WORK IN PROGRESS

WORK IN PROGRESS

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 23.3 E153 07.0
55-57	S27 23.4 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



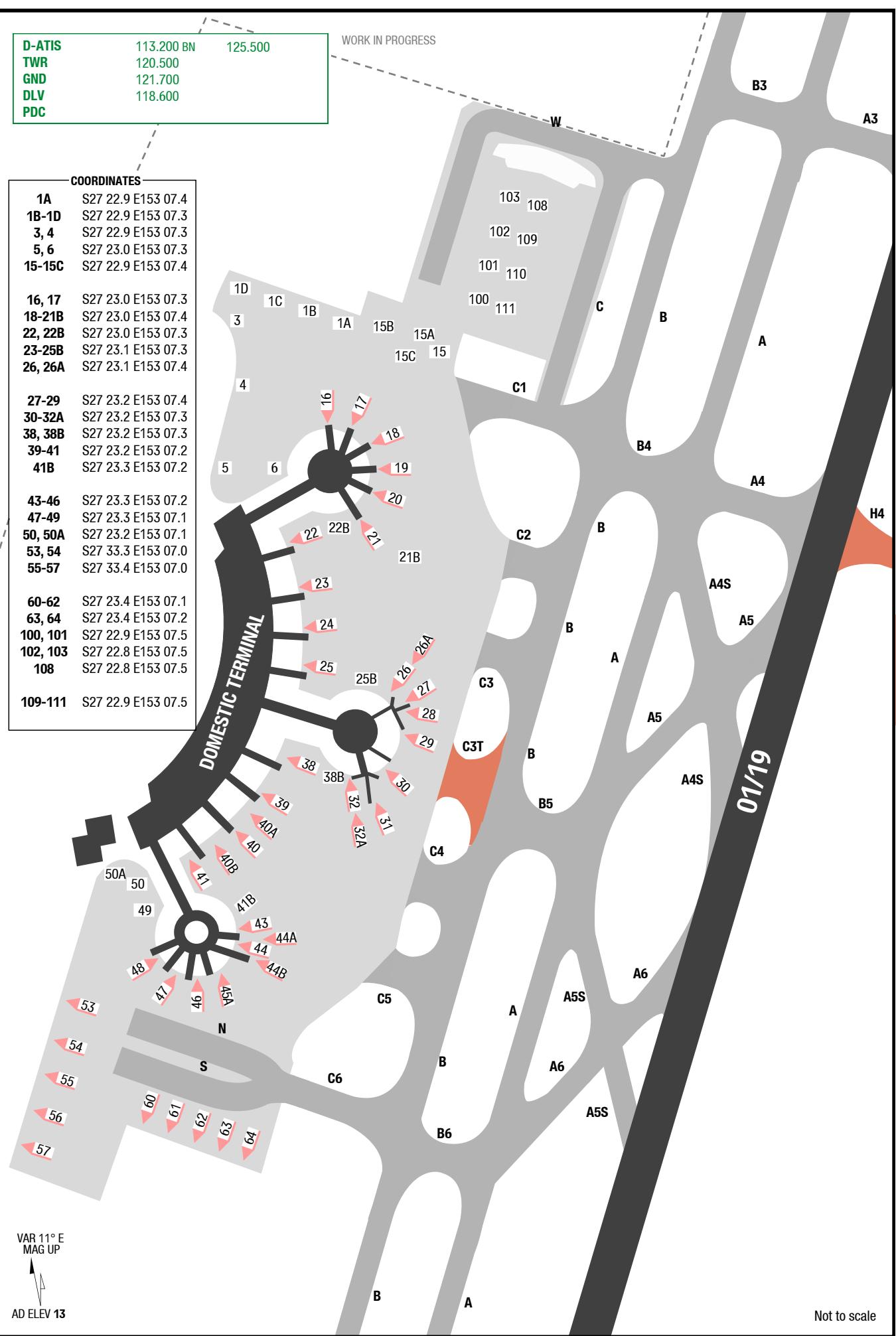
AD ELEV 13

Not to scale

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

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 23.3 E153 07.0
55-57	S27 23.4 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



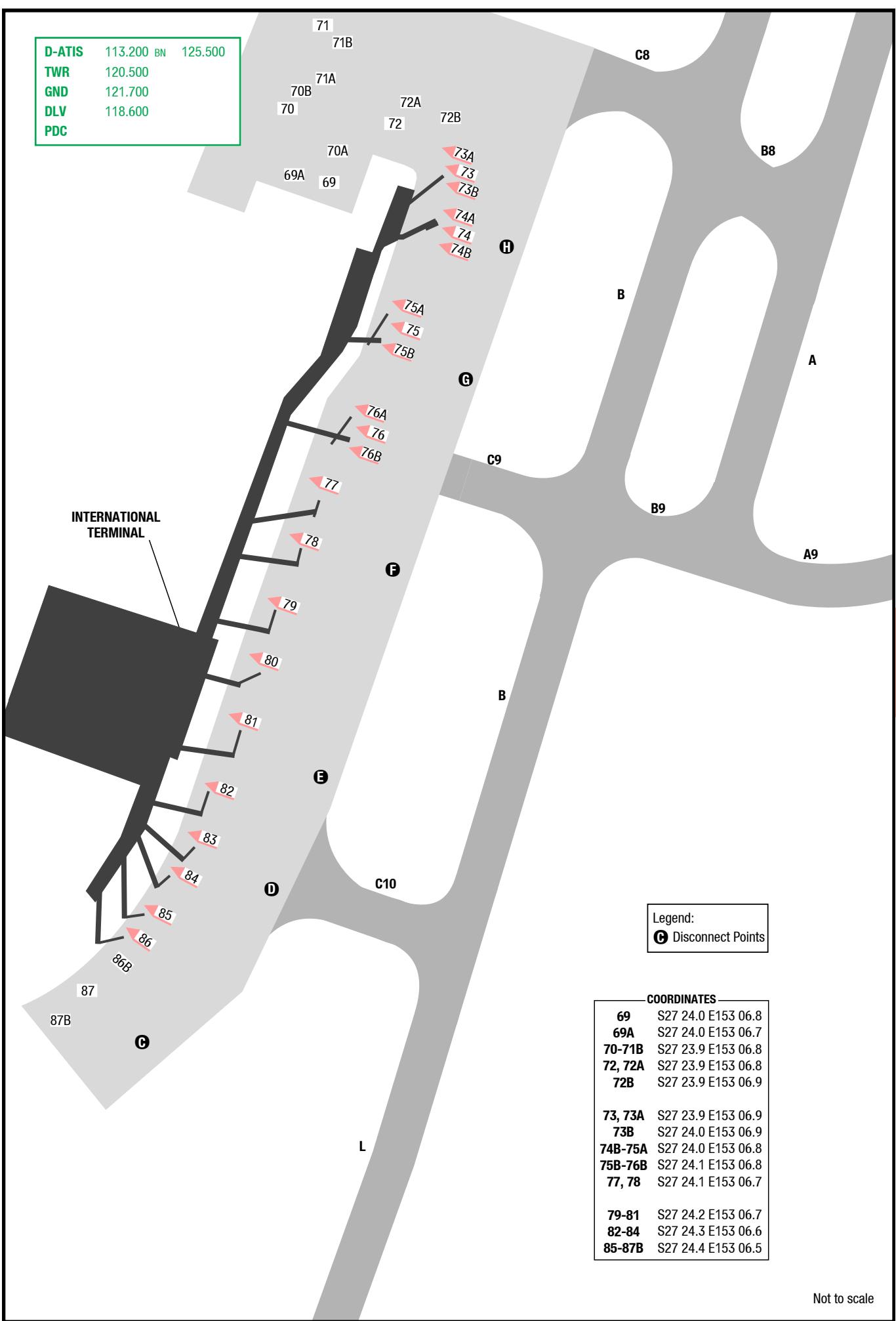
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Legend:
● Disconnect Points

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

Changes: Parking Stands 72L removed, standcoords



09-AUG-2018

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RNAV SIDs RWY 19

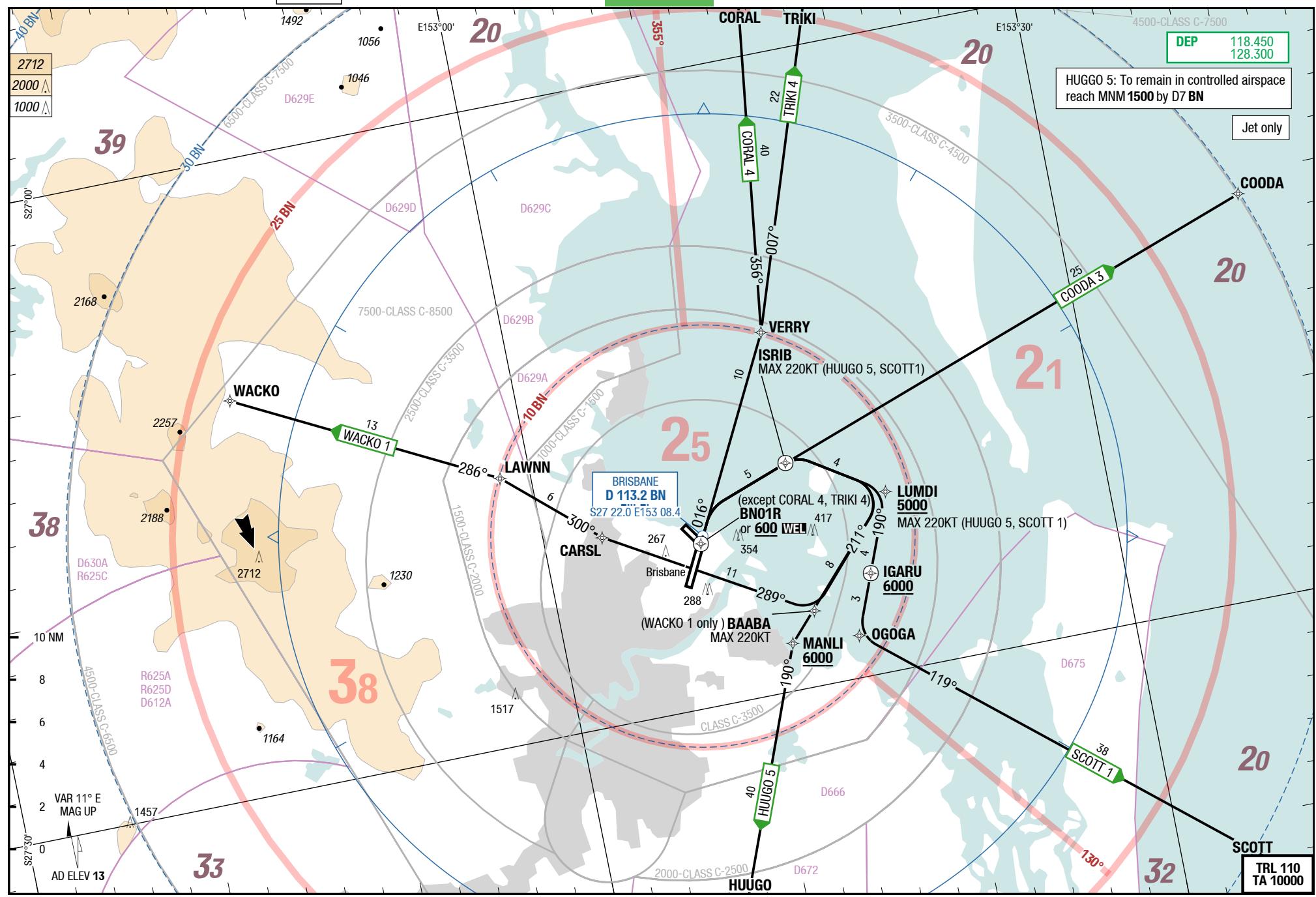
4-10

RNAV SIDs RWY 01

10

10

RNAV SIDs RWY 01



09-AUG-2018

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RNAV SIDs RWY 19

RNAV SIDs RWY 19

DEP 118,450
128,300

HUUGO 5: To remain in controlled airspace
reach MNM 1500 by D7 BN

Jet only

TRL 110
TA 10000

Effective 12-NOV-2015

05-NOV-2015

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Australia Brisbane Brisbane Intl

NIL

SID

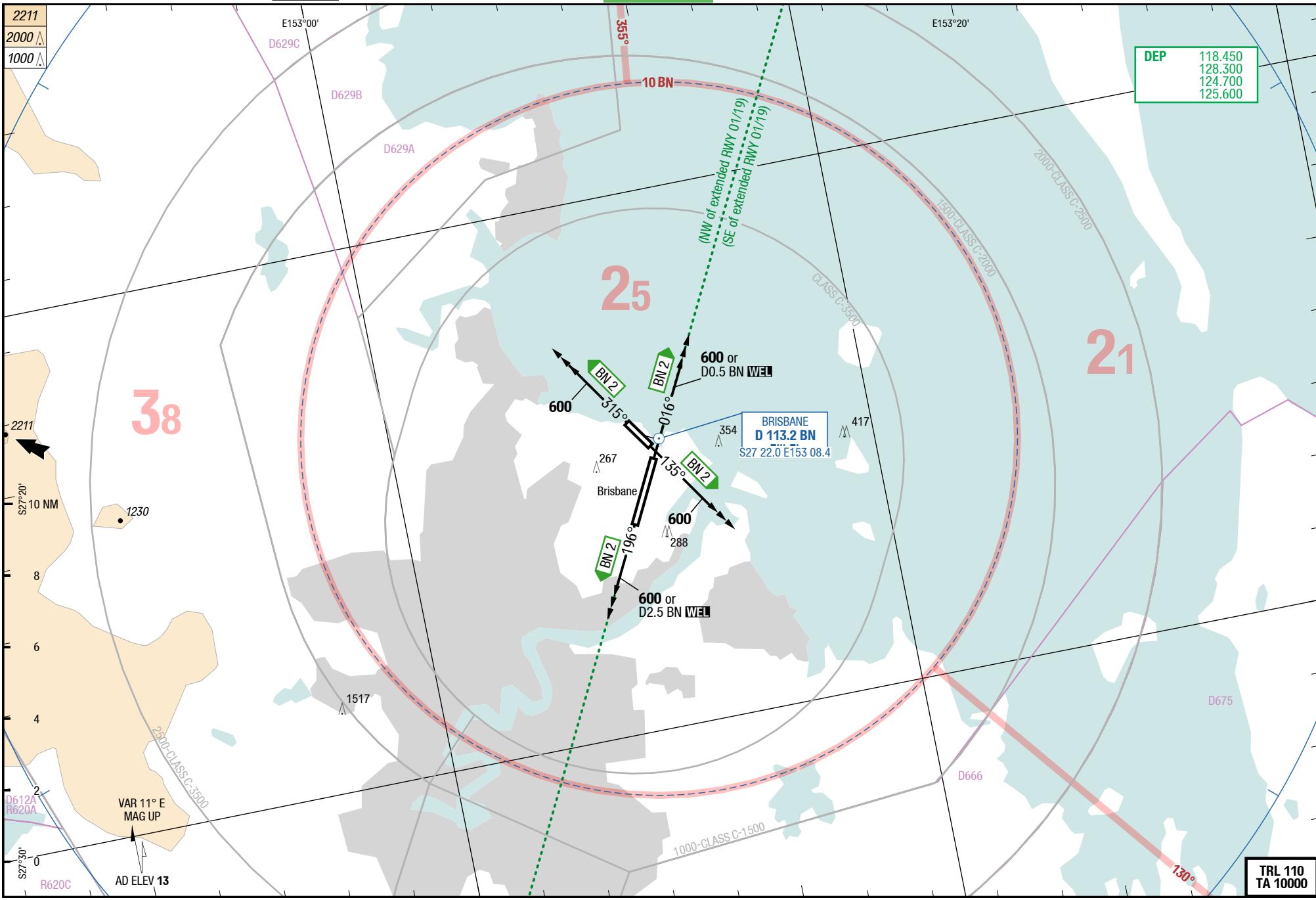
Brisbane Intl Brisbane Australia

NIL

SIDs (Radar)

4-30

SIDs (Radar)



Changes: chart title

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RNAV SIDs RWY 01

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 ①	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

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RNAV SIDs RWY 19

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 ①	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 (MN 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

BNE-YBBN**5-30****SIDs (Radar)****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	

04-OCT-2018/UFN

06-SEP-2018

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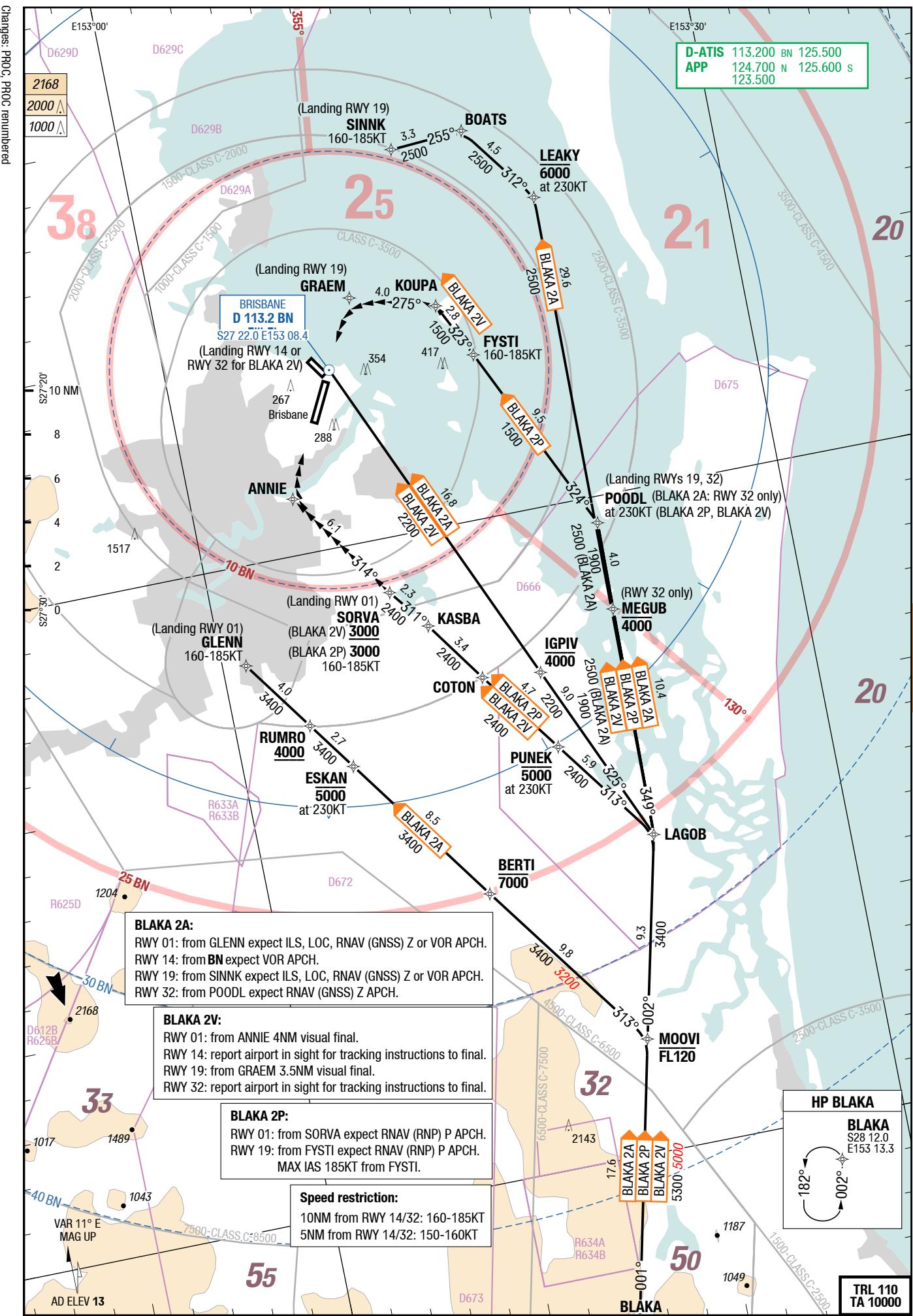
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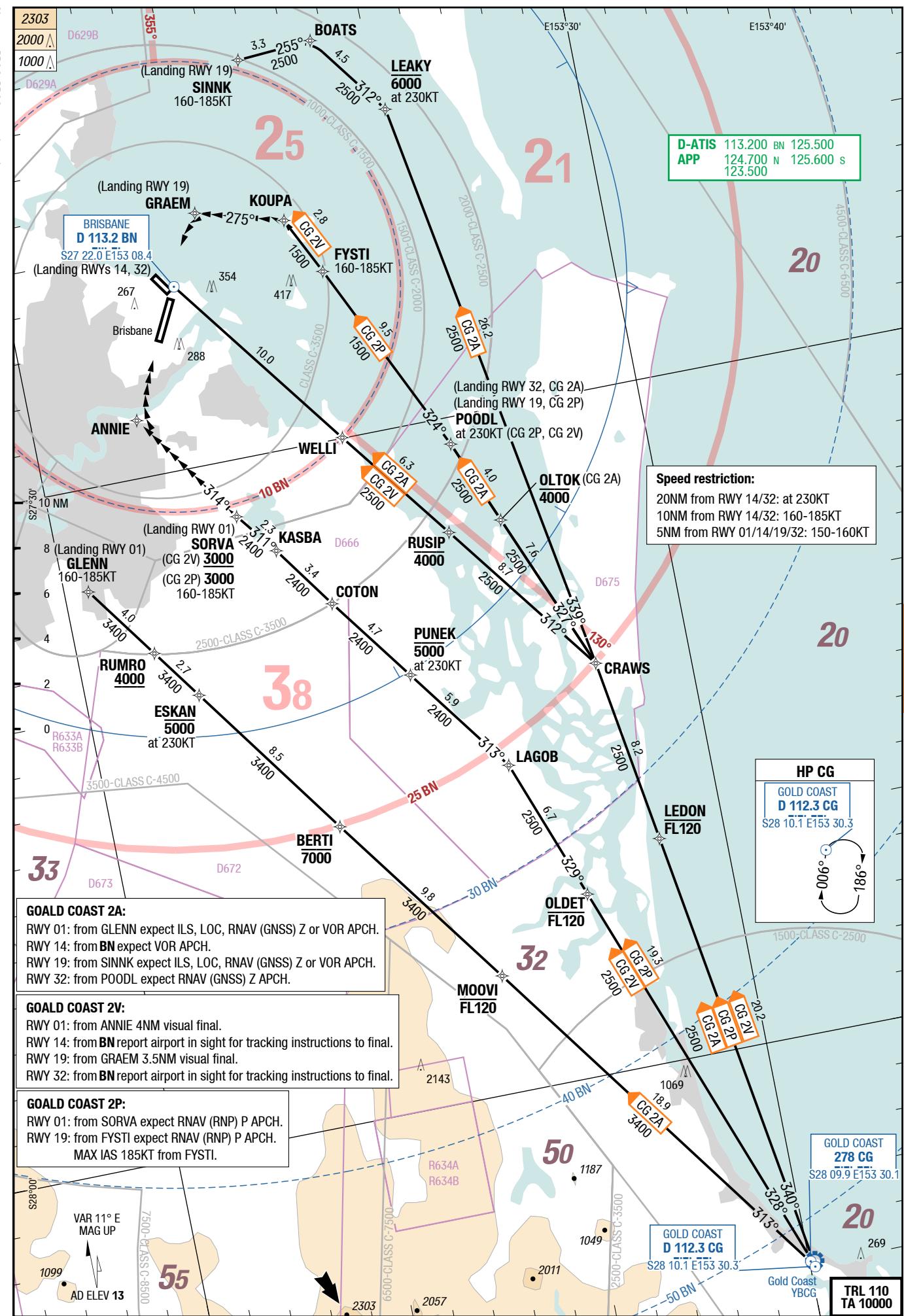
Tempo GUMPO 1 RNAV

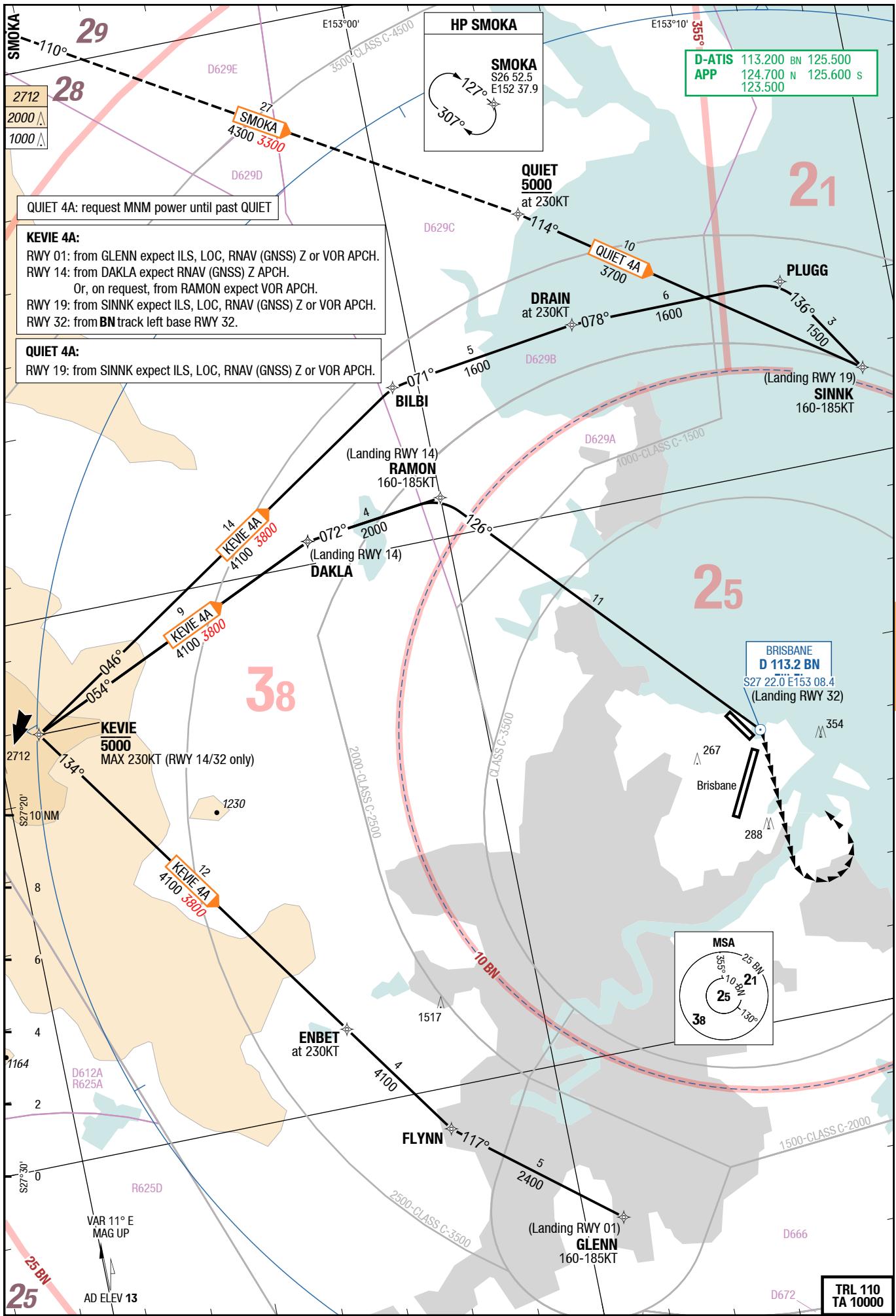
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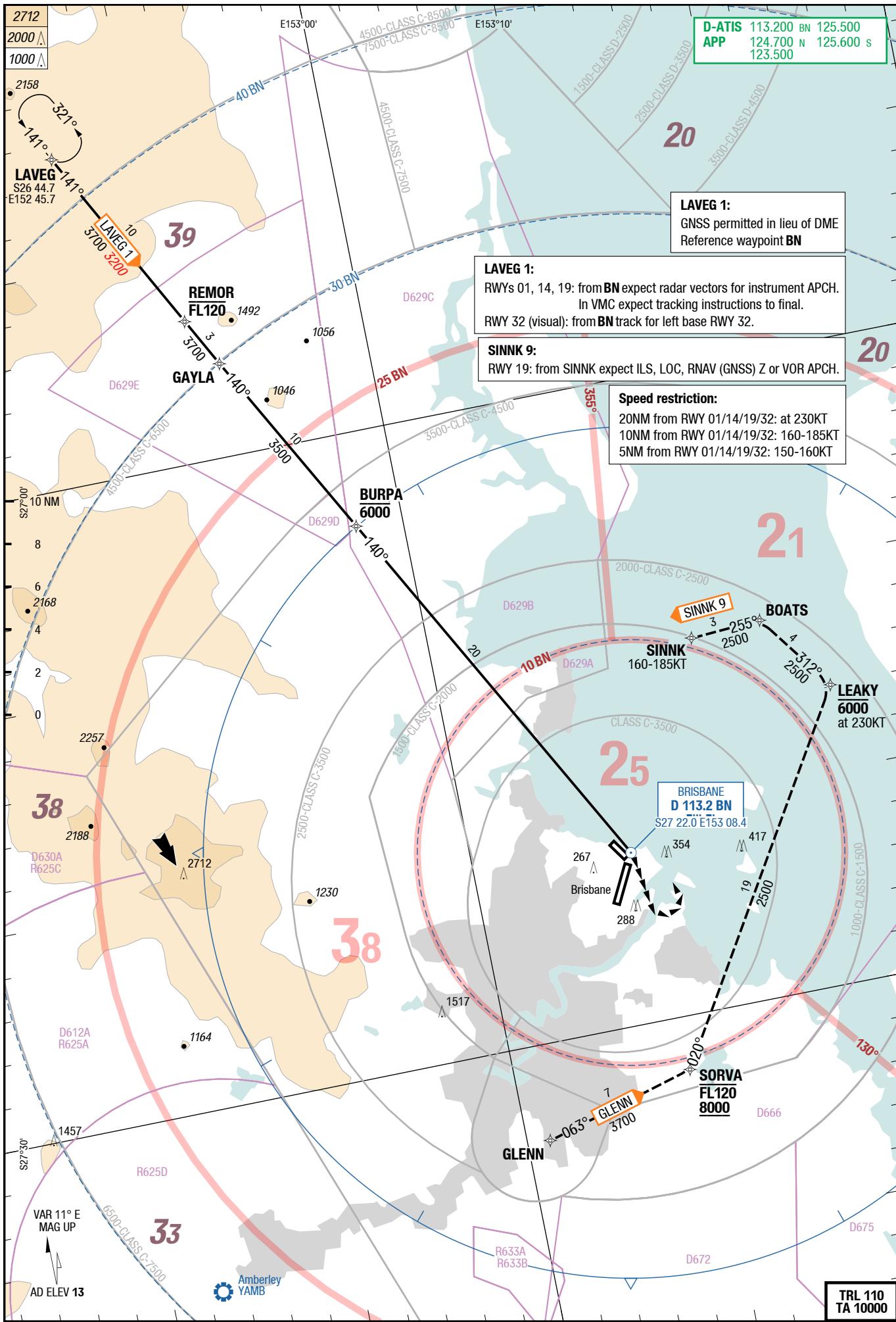
STAR

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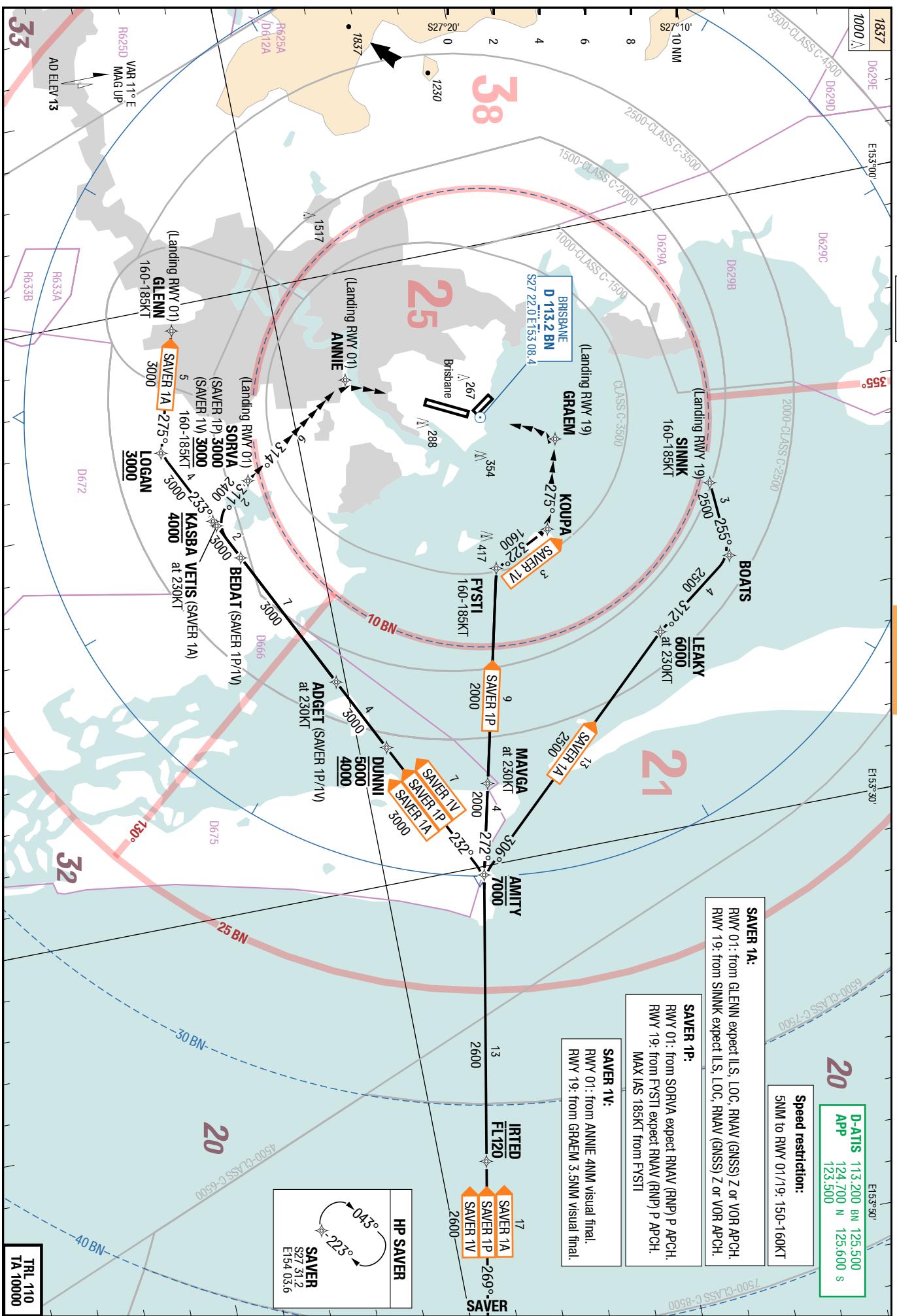




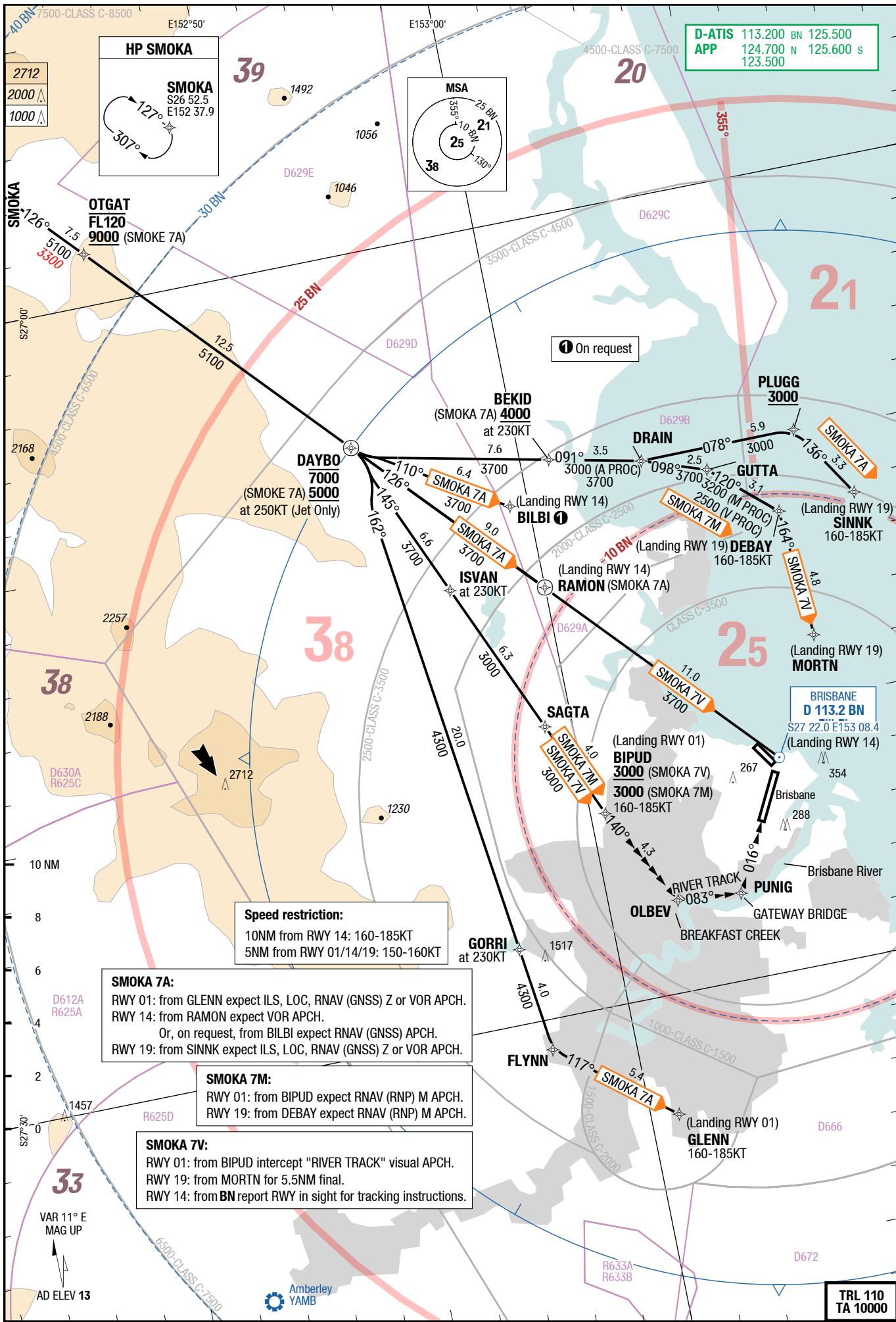


Australia Brisbane Brisbane Intl
Effective 16-AUG-2018
09-AUG-2018
SMOKA 7 RNAV


STAR
STAR
Brisbane Intl Brisbane Australia
SMOKA 7 RIMAV



Changes: PROC, PROC renumbered

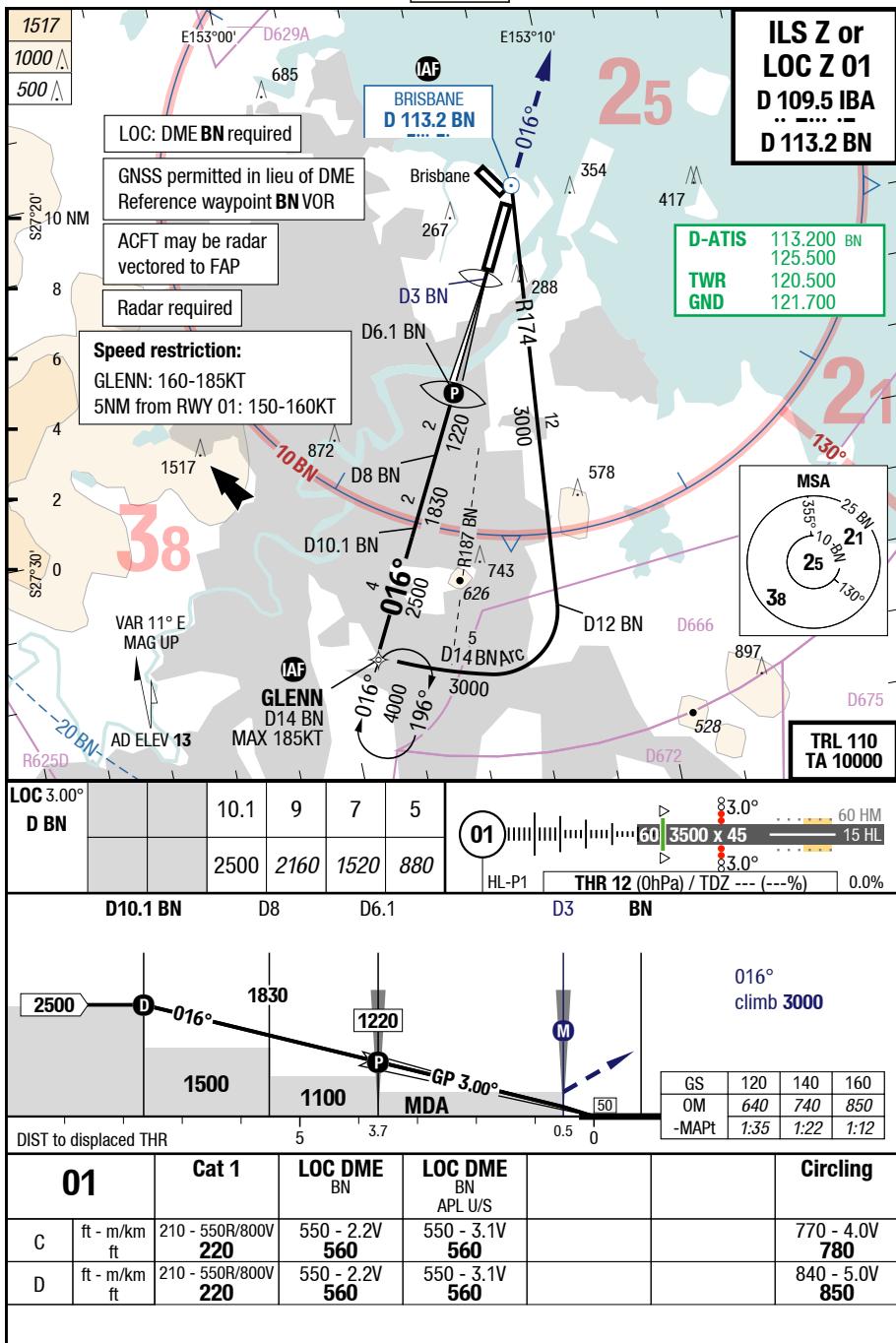


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ILS Z or LOC Z 01

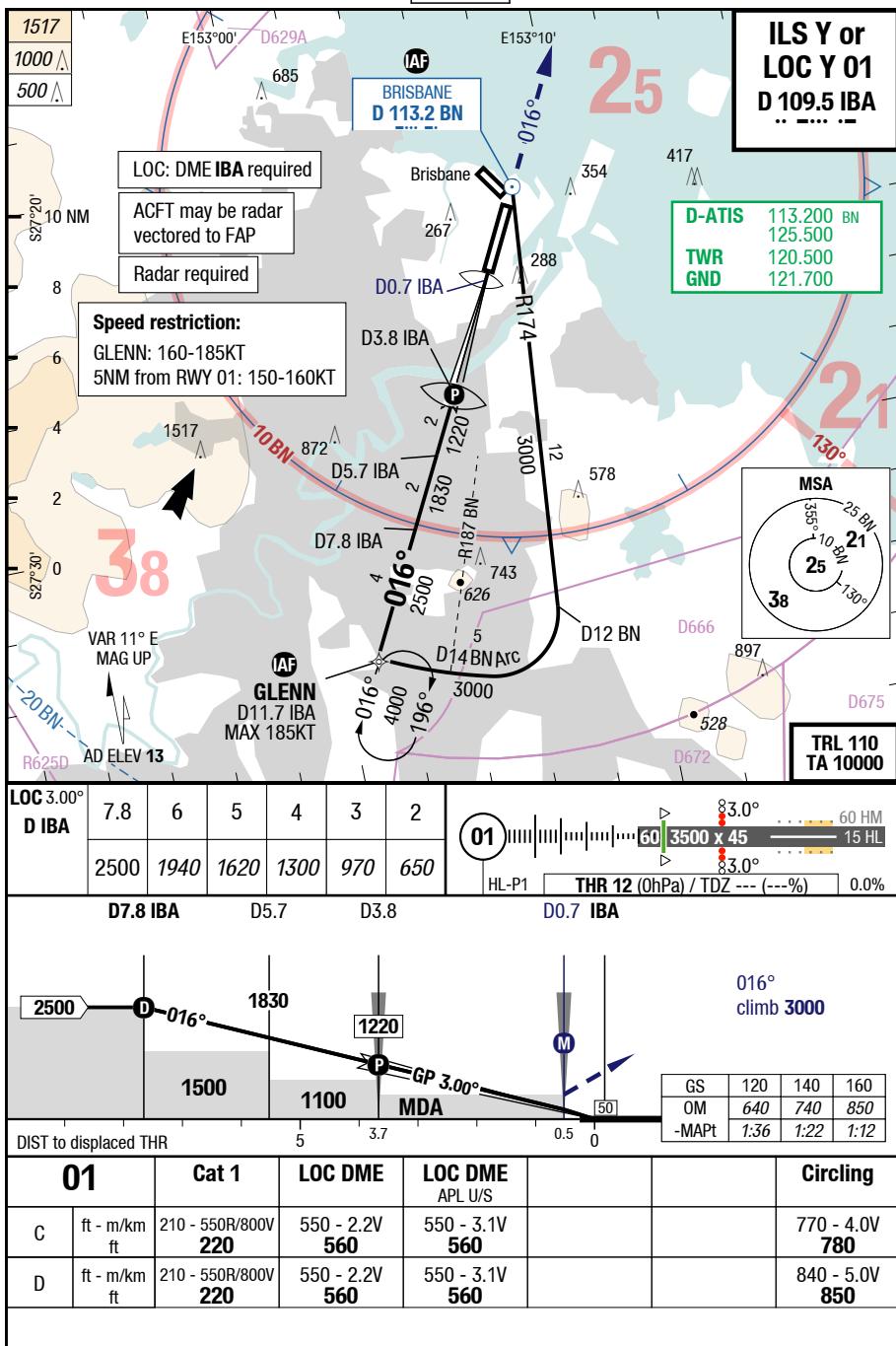
IAC



BNE-YBBN

7-20

ILS Y or LOC Y 01

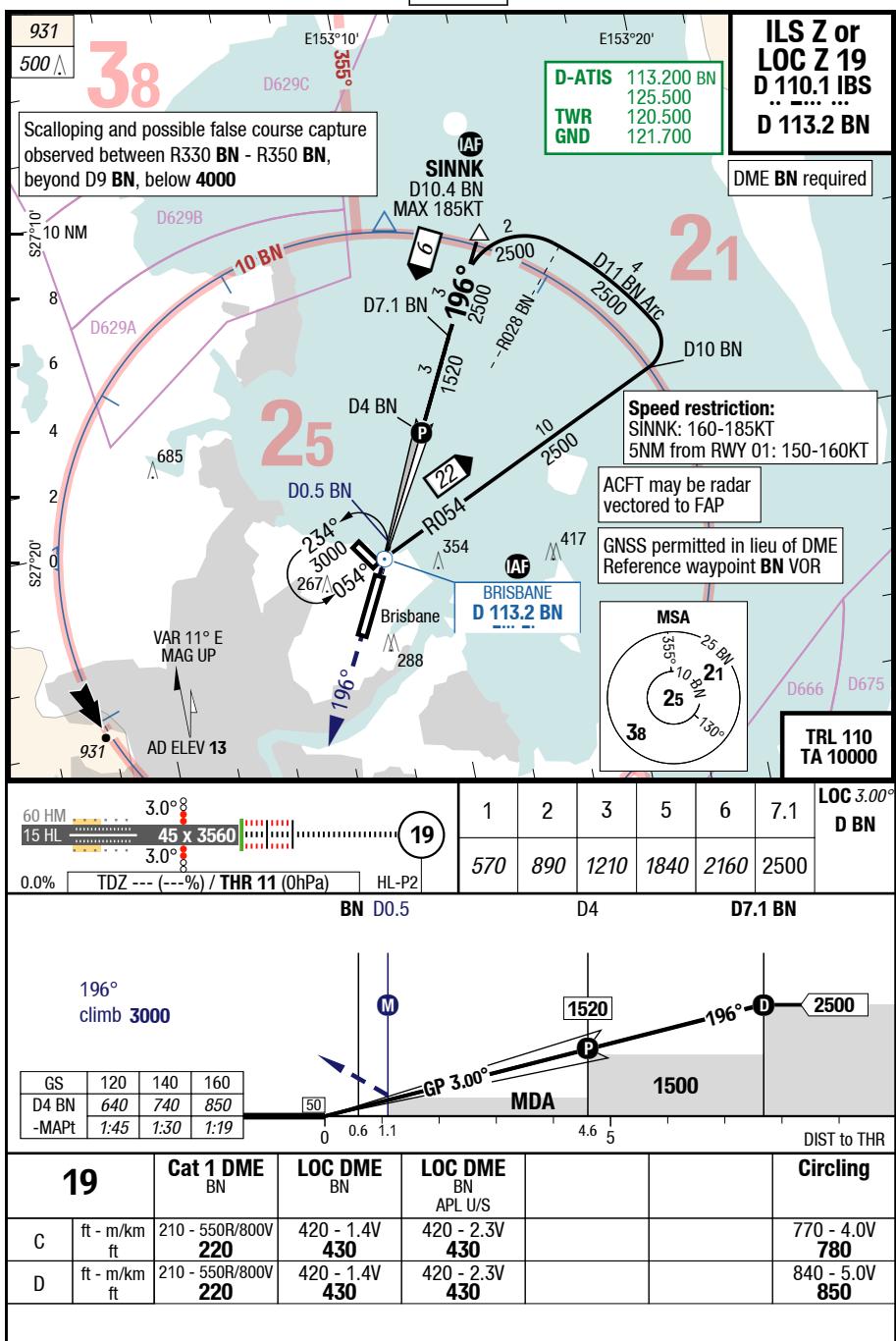


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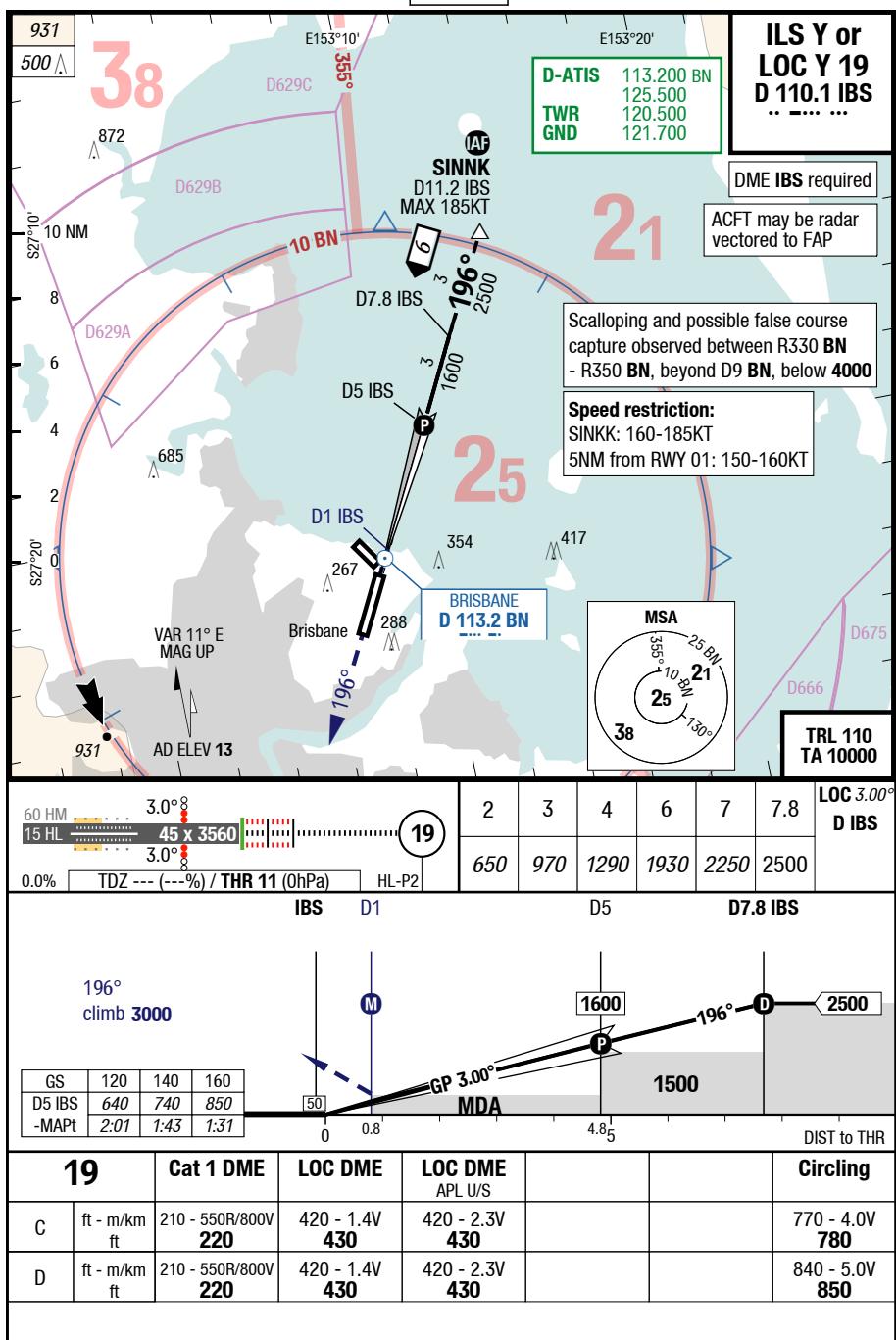
ILS Z or LOC Z 19

IAC



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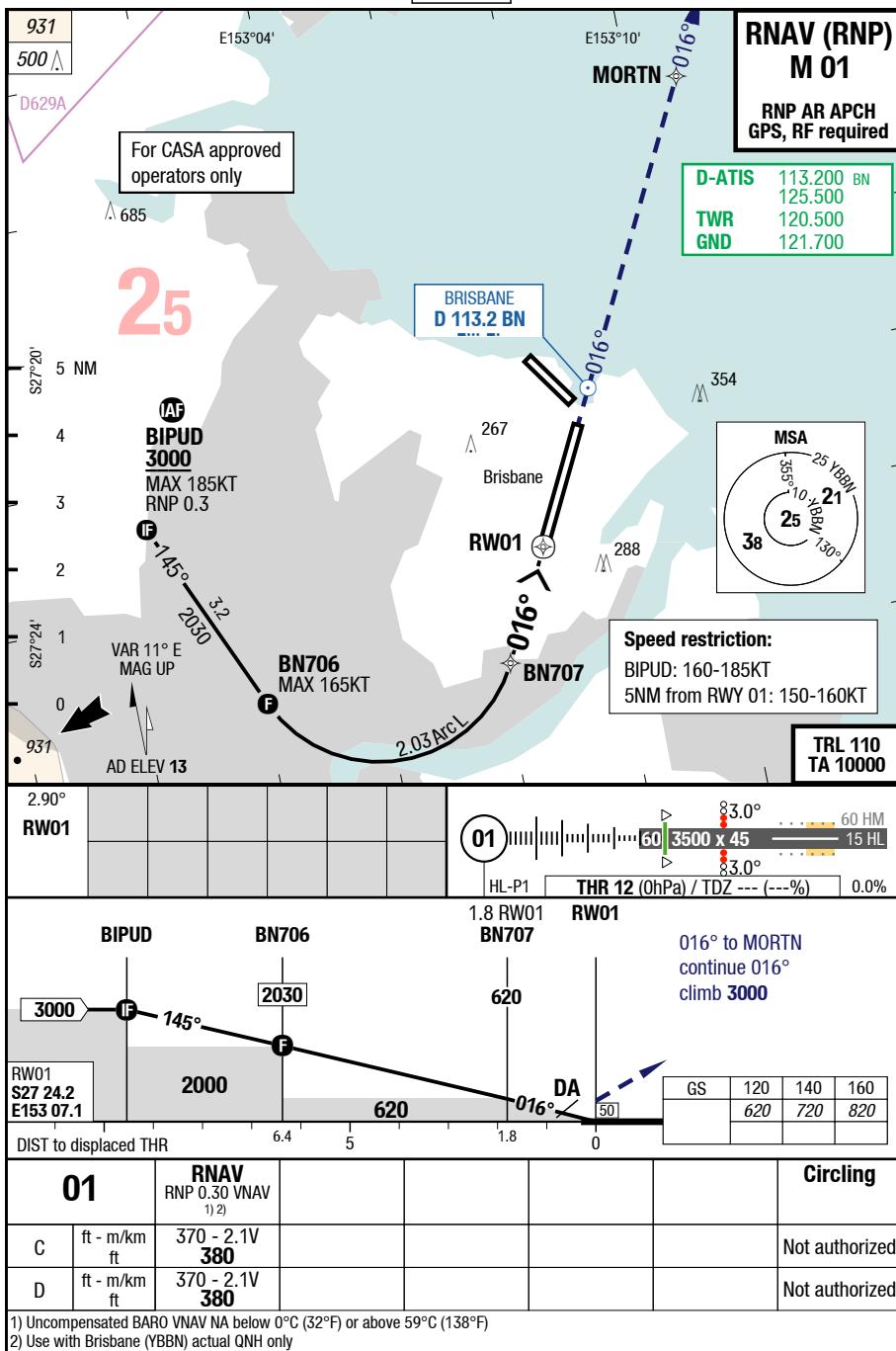
ILS Y or LOC Y 19



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RNAV (RNP) M 01



Effective 24-MAY-2018

17-MAY-2018

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RNAV (RNP) P 01

D-ATIS 113.200 BN
125.500
120.500
121.700

TWR GND

RNAV (RNP) P 01

RNP AR APCH GPS, RF required

For CASA approved operators only

MSA 25 YBBN
25 YBBN
21
21
38

Speed restriction:
10NM from RWY 01: 160-185KT
5NM from RWY 01: 150-160KT

TRL 110 TA 10000

Vertical Profile:

2.90° RW01	01	83.0°	60 HM
	HL-P1	3500 x 45	15 HL
		83.0°	
		THR 12 (0hPa) / TDZ --- (---%)	0.0%

SORVA 3000
MAX 185KT
RNP 0.3

016° to MORTN continue 016° climb 3000

DA 50

GS 120 140 160

620 720 820

01

RNAV RNP 0.30 VNAV 1/2

Circling

01	RNAV RNP 0.30 VNAV 1/2					
C	ft - m/km ft	370 - 2.1V 380				Not authorized
D	ft - m/km ft	370 - 2.1V 380				Not authorized

(1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 59°C (138°F)
(2) Use with Brisbane (YBRN) OMH only

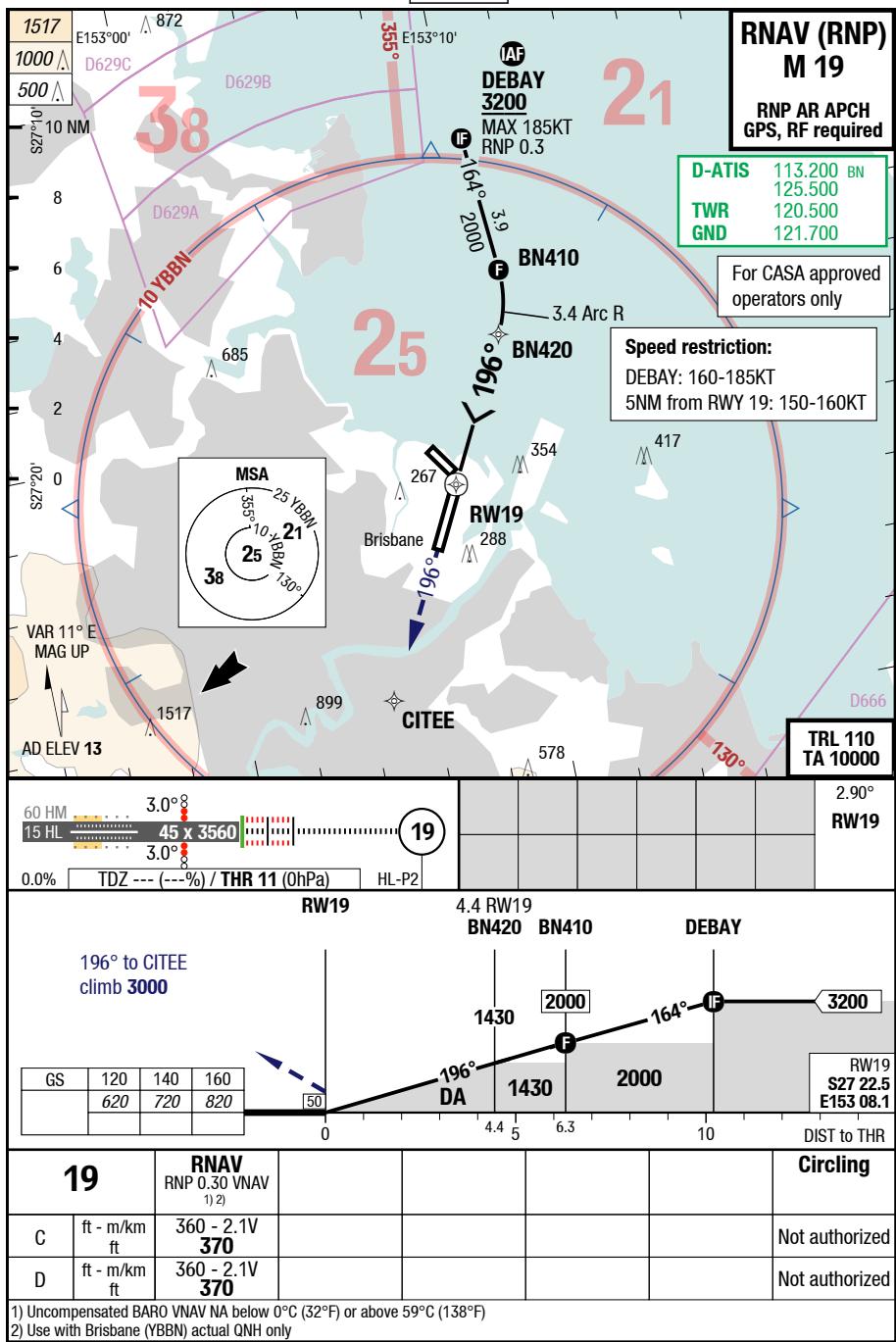
Changes: MIN

Changes: MIN

BNE-YBBN

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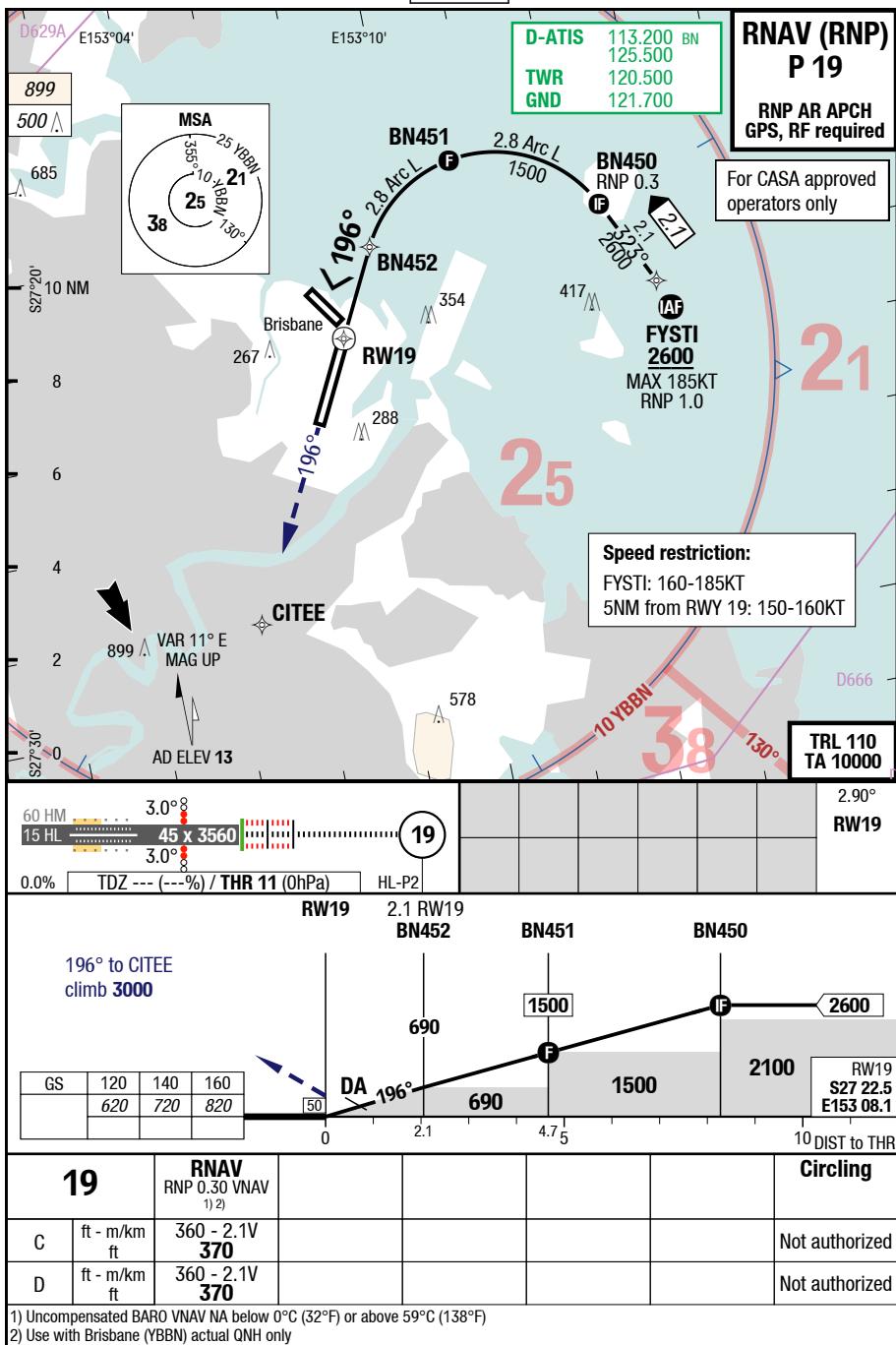
RNAV (RNP) M 19



BNE-YBBN

7-80

RNAV (RNP) P 19

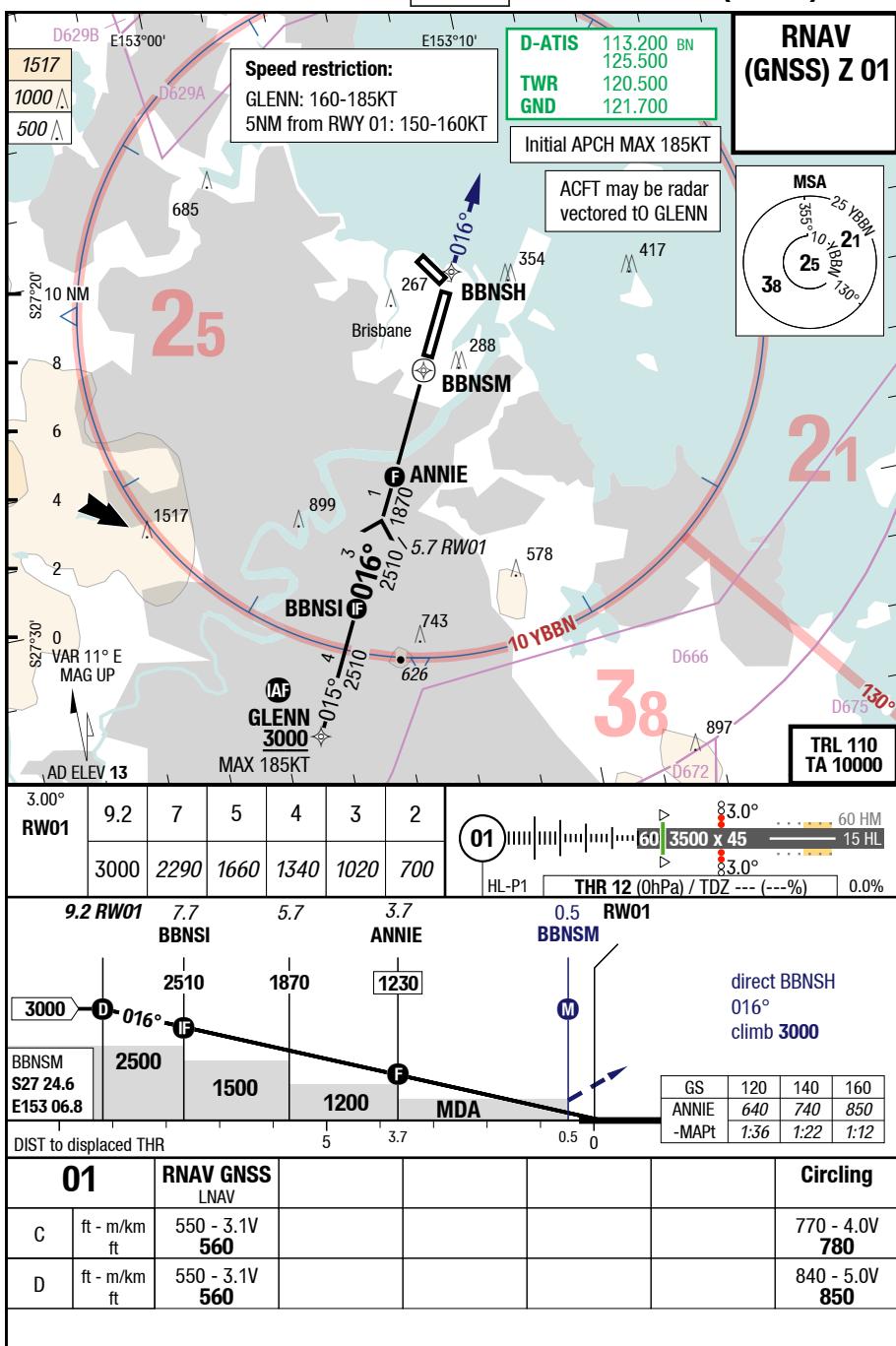


Changes: MIN

BNE-YBBN

7-90

RNAV (GNSS) Z 01



Effective 24-MAY-2018

17-MAY-2018

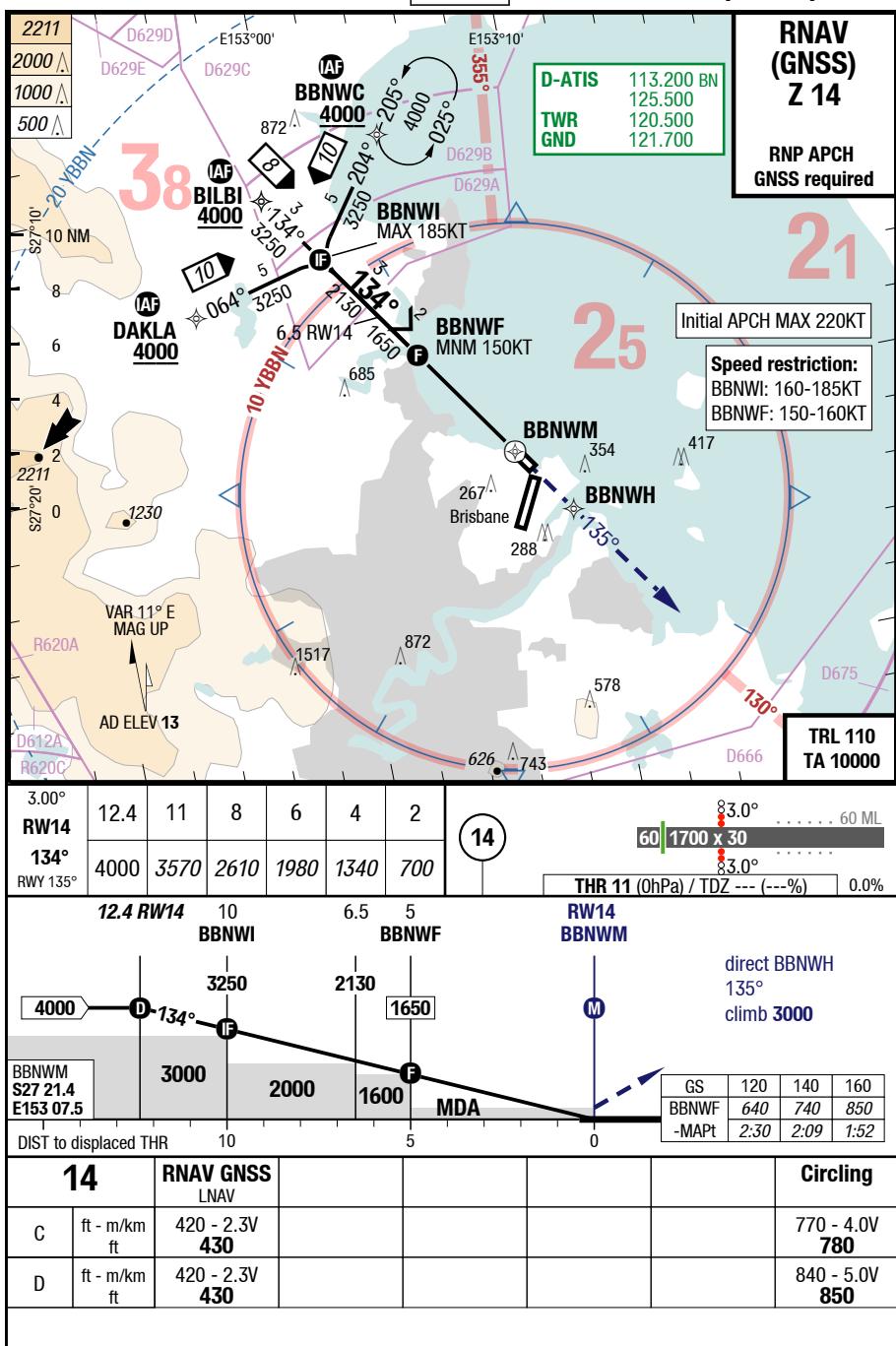
Australia Brisbane Brisbane Intl

BNE-YBBN

7-100

RNAV (GNSS) Z 14

IAC



Changes: APL, Note

Effective 24-MAY-2018

17-MAY-2018

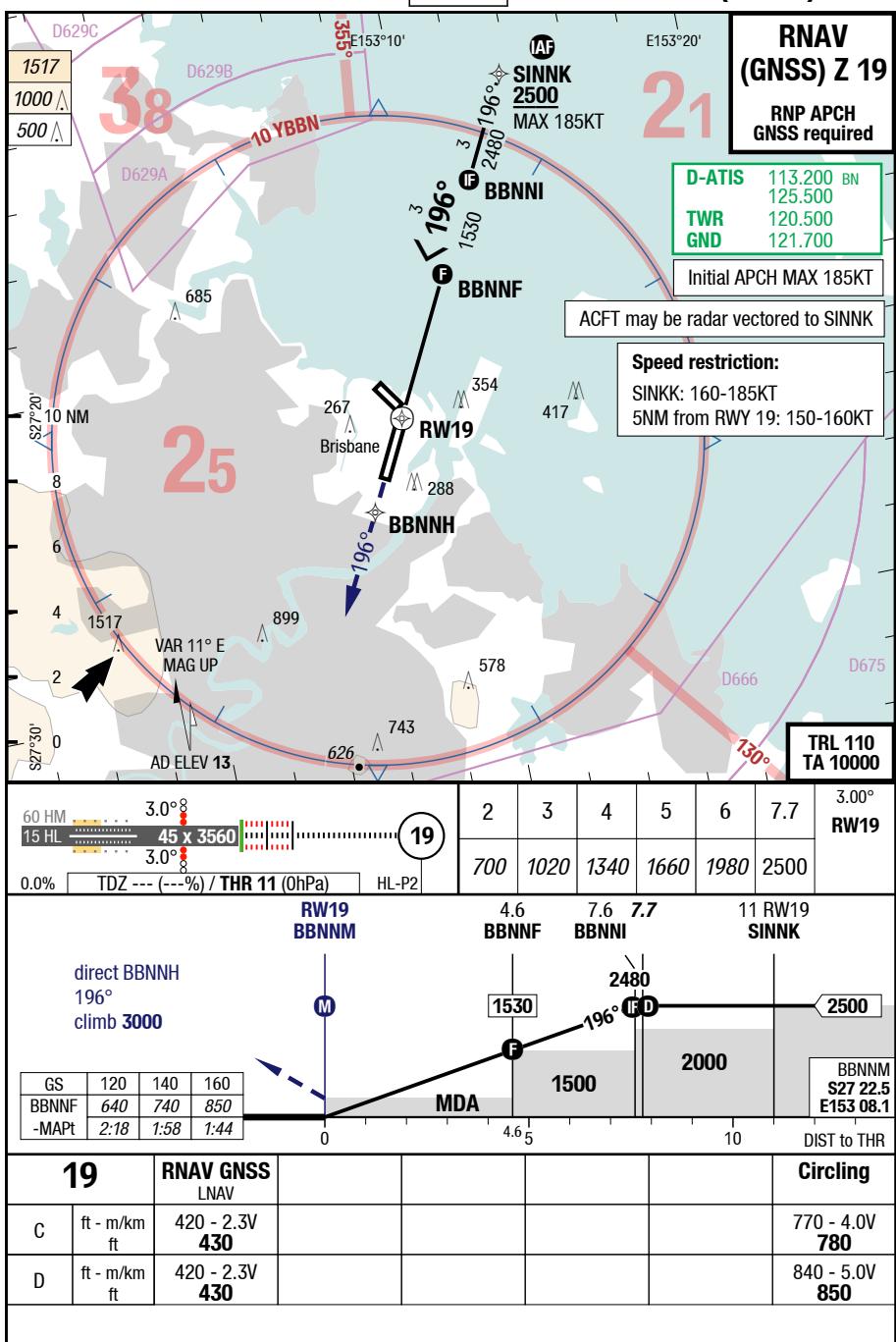
Australia Brisbane Brisbane Intl

BNE-YBBN

7-110

RNAV (GNSS) Z 19

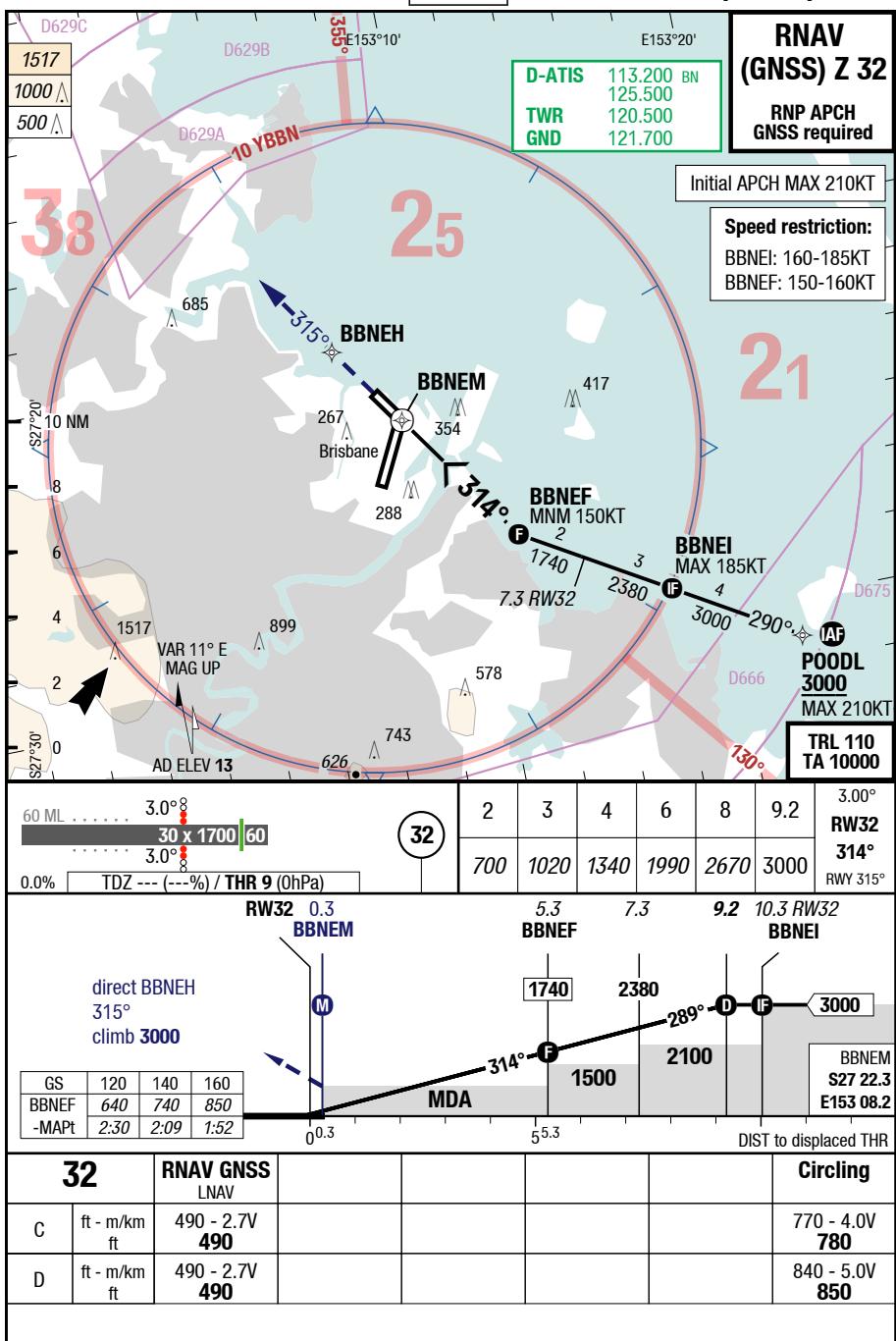
IAC



BNE-YBBN

7-120

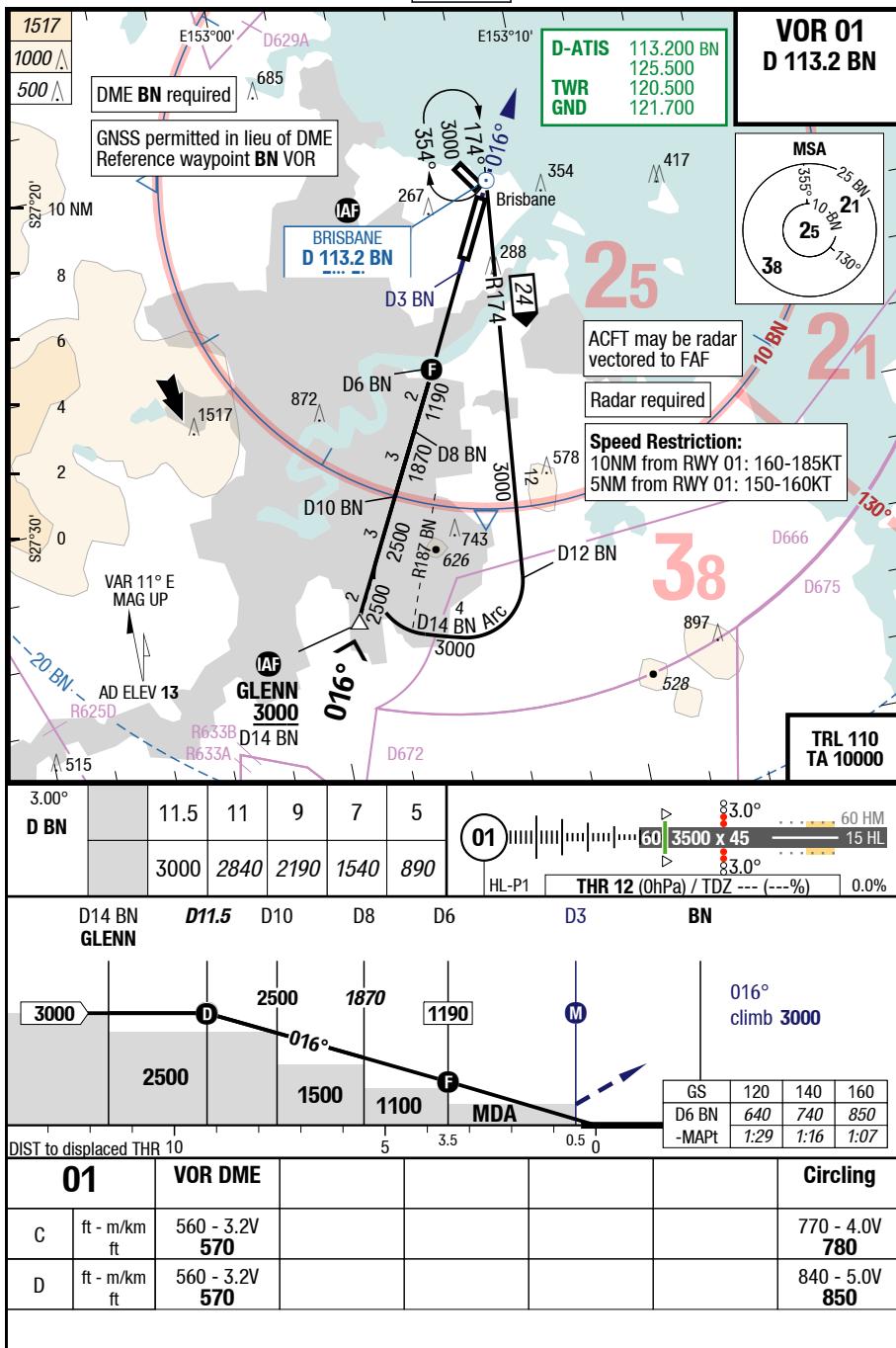
RNAV (GNSS) Z 32



BNE-YBBN

7-130

VOR 01

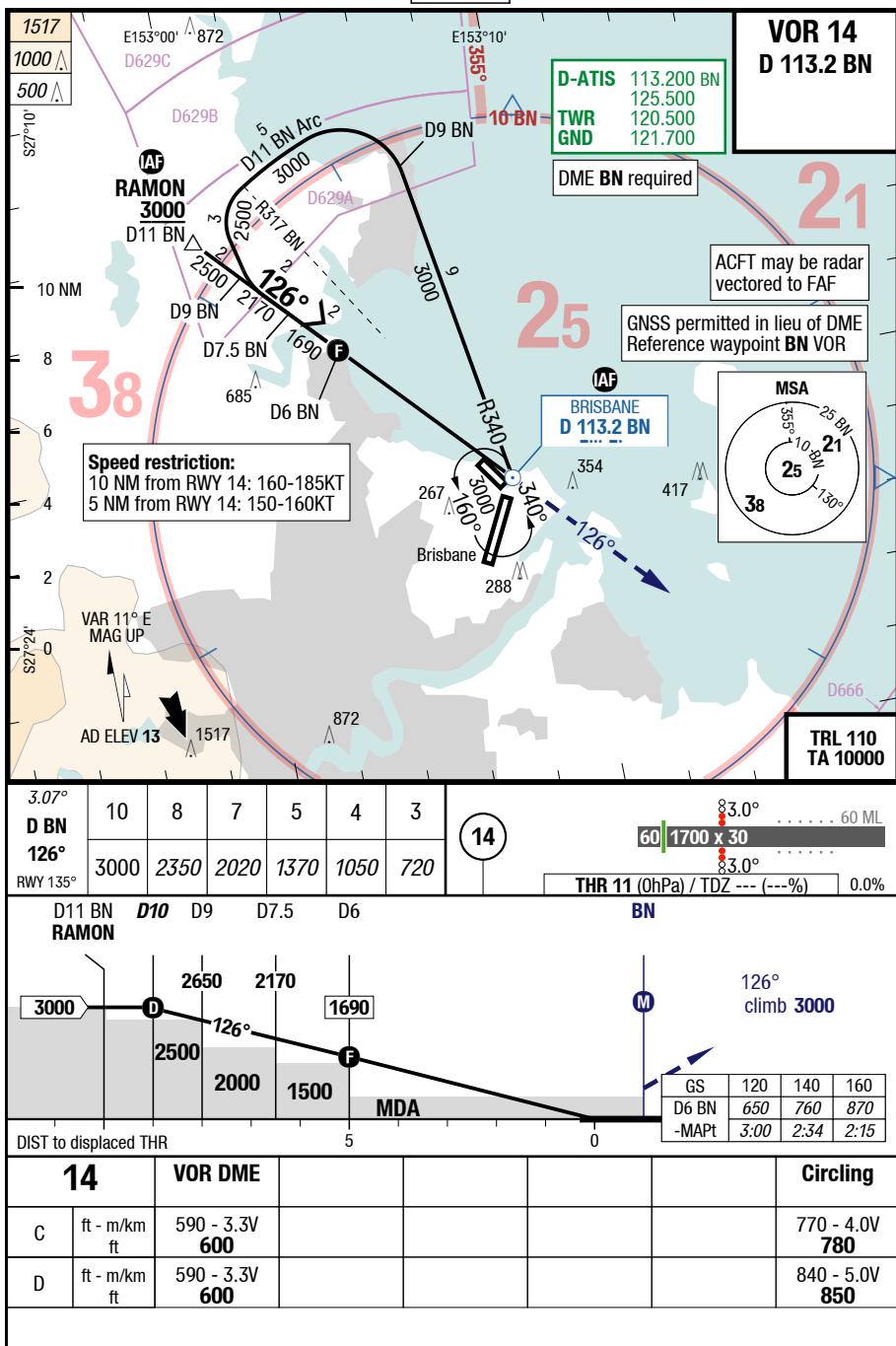


Changes: APL, Note

BNE-YBBN

7-140

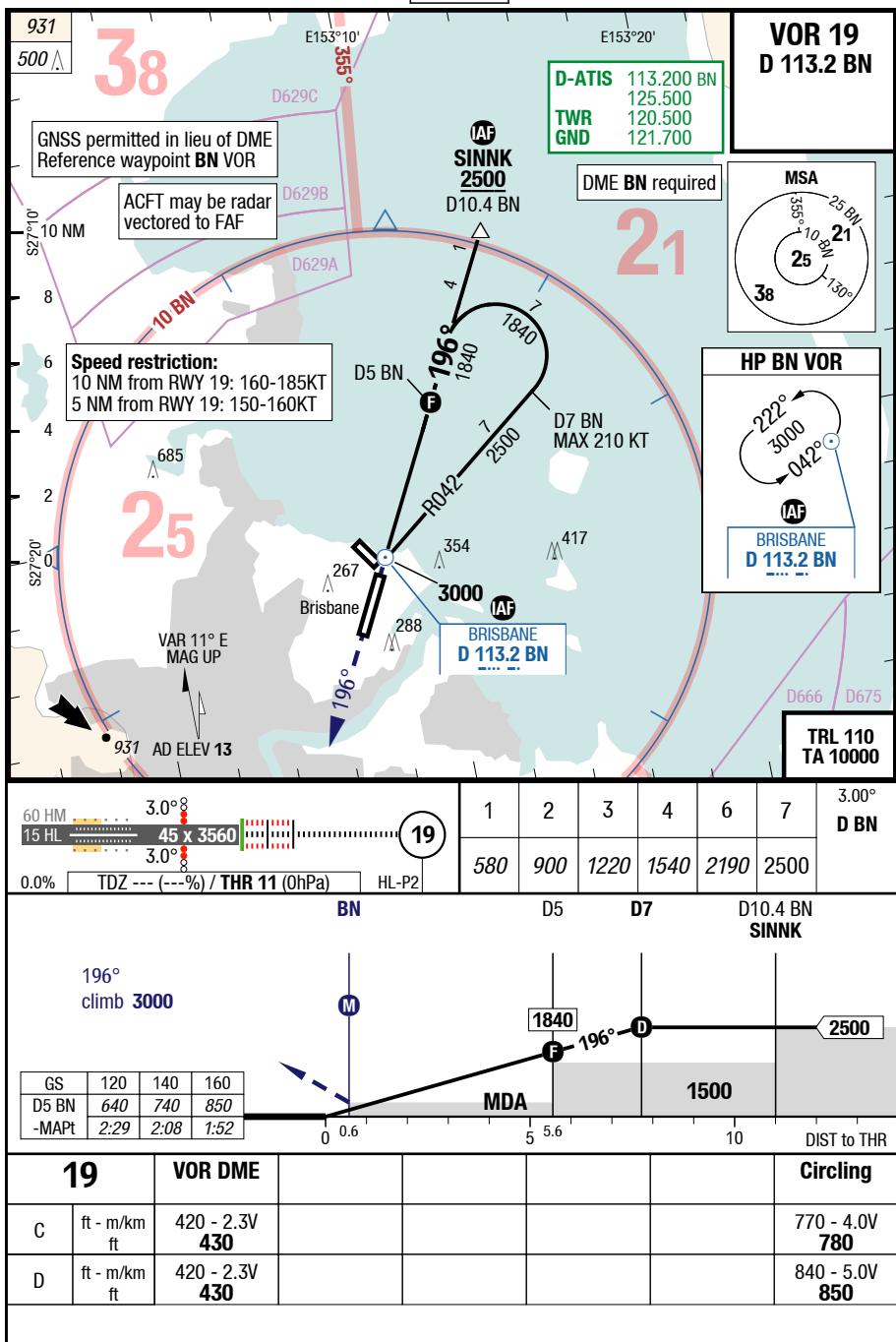
VOR 14



BNE-YBBN

7-150

VOR 19



Effective 24-MAY-2018

17-MAY-2018

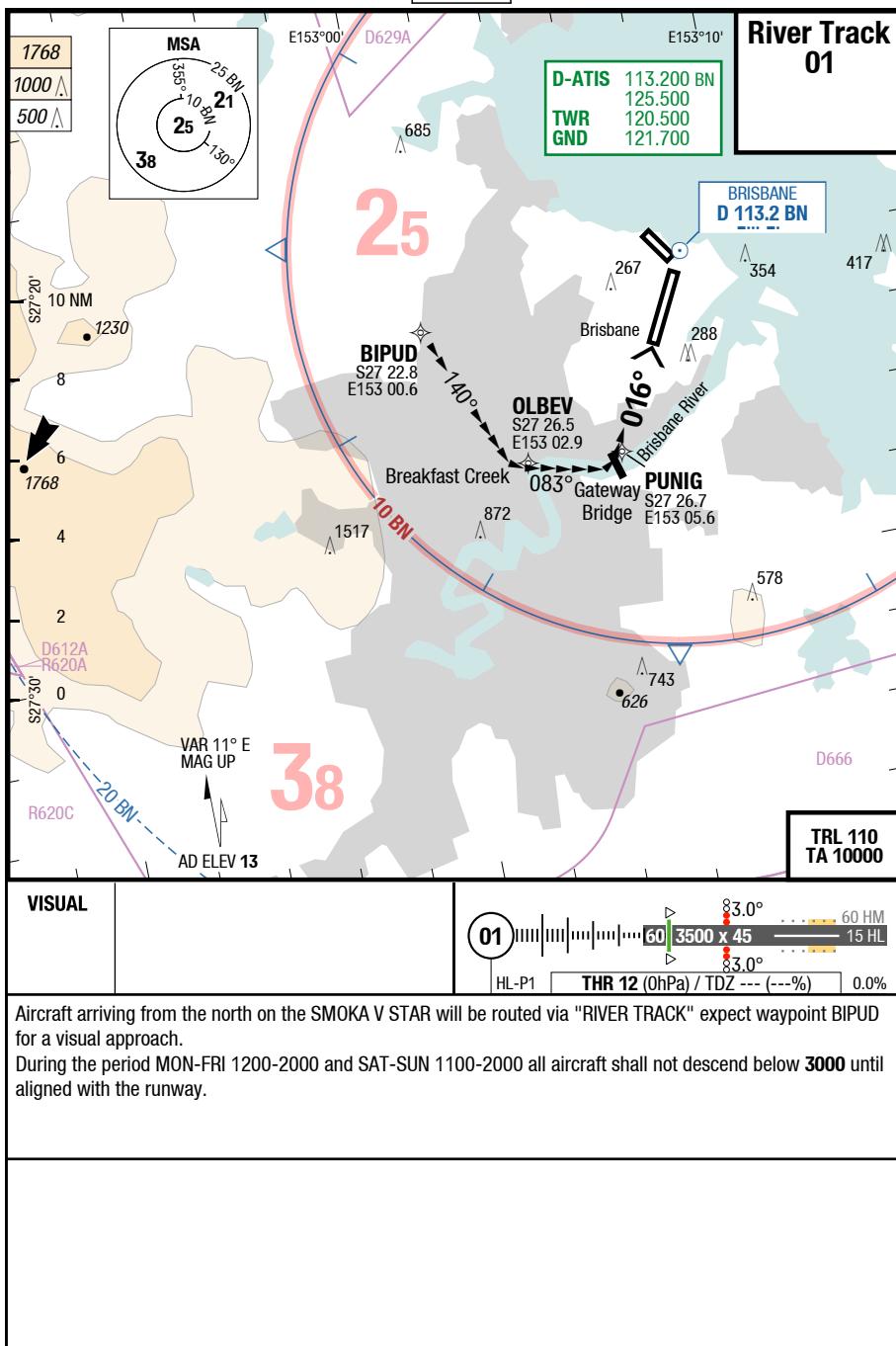
BNE-YBBN

Australia Brisbane Brisbane Intl

VAC

7-160

Visual 01 River Track



Changes: APL