

Brisbane International

IATA/ICAO CODE: BNE/YBBN
 CITY: Queensland
 COUNTRY: Australia

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:	Stephen Goodwin	Koen Rooijmans
Title:	General Manager - Operations	Managing Director and CEO
Airport:	Brisbane International	Brisbane International
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Airport Web Site:	www.brisbaneairport.com.au	

ELEVATION: 13 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
01/19	11483	197	3.0	150
19/01	11679	-	3.0	150
14/32	5774		3.0	100

The following aircraft are covered by pavement concession:

- F100 - All variants, no weight or tire pressure limitation
- BA146 - All variants, no weight or tire pressure limitation
- B737 - Up to 400 series with weight limit of 56000 KG and max tire pressure of 1327 KPA
- A320 up to 200 series with weight limit of 56,000kg and max tire pressure of 1100kPa

NOISE ABATEMENT PROCEDURES

See AIP Australia, Brisbane, QLD DAP Noise Abatement Procedures - Airservices Australia for detailed information and charts.

Preferred Flight Paths

Arriving Aircraft

(a) Landing runway 19

- All jet aircraft will normally be routed east of the coast to avoid noise sensitive areas.
- Descent for these aircraft below 3000 ft is not permitted until east of the coast.
- During the period 1200-2000, applicable to all jet aircraft, descent below 5000 ft not permitted until east of the coast.
- During the period of 1200-2000, applicable to all Non-jet aircraft, descent below 3000 ft is not permitted until east of the coast

(b) Landing runway 32

- Track for a right base

(c) Landing runway 14

- Track for a left base

(d) Landing runway 01

- Jet propelled aircraft arriving from the north on the DAYBO ARRIVAL will be routed via "RIVER TRACK" ex waypoint STAKE for a visual approach.
- During the period 1200-2000, aircraft shall not descend below 3000 ft until aligned with the runway.

Departing Aircraft

(a) Departing Runway 19

- Jet propelled aircraft departing to the south via Laravale, must follow a procedural SID when ground navigation aids are available. On the other routes, jet propelled aircraft will normally follow procedural SID's
- Non jet propelled aircraft will normally follow radar-based SIDs.
- During the period 1200-2000 all aircraft will be routed, as far as possible clear of noise sensitive areas.

(b) Departing Runway 14/32

- All aircraft will follow radar-based SIDs
- Jet propelled aircraft will normally be contained within a sector 360 deg - 120 deg, over water until leaving 5000 ft.
- During the period 1200-2000 all aircraft will be contained within a sector 360deg- 120deg , over water until leaving 5000FT.

(c) Departing Runway 01

- Jet propelled aircraft will normally follow procedural SIDs. Anticipate requirement to reach 5000 ft prior to over flying a residential area.

- Non jet propelled aircraft will normally follow radar based SIDs. During the period of 1200-2000 all aircraft expect to be contained within a sector 360 deg - 120 deg., over water until leaving 5000 ft.

Note 1:
In the above procedures the term "all aircraft" applies to all aircraft categories described in AIP ENR 1-5, Para 11.1.1 and all other aircraft having two of more engines.

Note 2:
Procedural SIDs issued to Jet propelled aircraft all have preferred noise abatement procedure flight paths.

Note 3:
The expectations described above when operating on a RADAR SID are to meet Noise Abatement Procedures and are in lieu of nominating specific preferred flight paths.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

See AIP Australia, Brisbane, QLD DAP Noise Abatement Procedures - Airservices Australia for detailed information and charts.

Jet Noise Abatement climb procedures apply all hours Runway 19

a) 2000-1200 UTC Sunday to Friday and 2000-1100 UTC Saturday, the preferred runways are:

- 1. Runway 01
- 2. Runway 14 or 32 equal
- 3. Runway 19

b) 1200-2200 UTC Sunday to Friday and 1100-2000 UTC Saturday, the most preferred configuration is "Reciprocal Runway Operations".

Landing	Takeoff
1. Runway 19	1. Runway 01
2. Runway 32	2. Runway 14
3. Runway 14	3. Runway 32
4. Runway 01	4. Runway 19

c) 1900-2000 UTC Monday to Friday, during the daylight savings period in the southern states, the preferred runways are:

b) 1200-2000 UTC, preferred runways are:

- 1. All departures and Jet arrivals - Runway 01 and All non-jet arrivals - Runway 14 or 32 equal.
- 2. All arrivals and Jet departures - Runway 19 and All non-jet departures Runway 14 or 32 equal.

Note 1: Intersection departures on Runway 19 are not permitted for aircraft exceeding 30,000 kg MAUW during (a) and by all aircraft during (b) and (c)

Note 2: Applicable to (b) and (c). Runways 01 and 19 will be nominated as preferred runways for take-off and landing when the downwind component does not exceed 10 kts (including gusts) and the runway surface is completely dry.

Note 3: Pilots of MED 1 priority aircraft shall advise ATC if they have a level of urgency that requires exemption from compliance with Noise Abatement Procedures. This notification should be made as early as practicable. ATC will facilitate requests for exemption.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

All ground running of engines requires prior notification to Airport Operations - phone 07 3406 3072.

Ground running of engines has restrictions imposed on location, timing, duration and power settings.

Procedures and limitations for ground running of engines is documented in the Brisbane Aerodrome Manual. All non-complying engine ground runs require prior approval - phone 07 3406 3072.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

7/2011 IATA Airport & Air Navigation Charges Manual with additional information below provided by the airport.

There is now a 25% surcharge on marginally compliant Chapter 3 aircraft, those which were originally certified as Chapter 2. The surcharge is an additional 25% of the landing fee shown below:

Landing Charge	Basis MTOW
Cargo, Diversions & Private Charter Minimum Charge	AUD 10.97 per tonne AUD 60.00 per tonne
Rotary Wing Landing fee Minimum charge	AUD 6.82 per tonne AUD 30.00 per tonne
For the use of the runway, taxiway system and aprons by Marginally Compliant Aircraft, a noise surcharge will apply	25%

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status

Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

[Click here](#) for all noise monitoring system information including a current map for the airport.

YBBN Brisbane Airport Noise Monitoring Terminals 27JUL06							
nmt_id	loc_desc	cur_loc_x_	cur_loc_y_	x (m)	y (m)	LONGITUDE E	LATITUDE S
1	Cannon Hill2	5078745	69614050	507875	6961405	153.079703	-27.470891
2	Tingalpa State Schl	5124086	69608469	512409	6960847	153.125601	-27.475895
3	Nudgee Beach Centre	5102171	69748498	510217	6974850	153.103300	-27.349495
4	Kedron	5024050	69682180	502405	6968218	153.024329	-27.409403
5	Bulimba Army Base	5066370	69641420	506637	6964142	153.067162	-27.446188

FLIGHT TRACK MONITORING SYSTEM

[The airport has a flight track monitoring system](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes prohibited from operating at airports in Australia as of April 1, 2002.

CHAPTER 2 PHASEOUT

[Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS

[Marginally compliant Chapter 3 airplanes restricted](#)

