

NOISE ABATEMENT PROCEDURES
BRISBANE

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

Day

0600-2200 HR Local Daily.

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

Night

2200-0600 HR Local Daily.

PRIORITY	LAND	TAKE-OFF
1	RWY 19R	RWY 01R
2	RWY 19L/R	RWY 01R (Reciprocal Runway Operations)
3	RWY 19L/R	RWY 19L
4	RWY 01R	RWY 01L/R

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.

Day and Night preferred runway operations will be nominated during normal operations. Air traffic control may nominate alternative runway configurations when required due to critical operational requirements or unusual operations such as emergencies.

Simultaneous Opposite Direction Parallel Runway Operations

From 2200-0600 Local, Simultaneous Opposite Direction Parallel Runway Operations (SODPROP) is preferred (LAND RWY 19R, TAKE-OFF RWY 01R).

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 low demand in the evening during the week, and evening and early morning at the weekend.

Requirements for operating SODPROP are as follows:

- 1) Visibility 8KM
- 2) Cloud base not less than 2500ft, and
- 3) The runway conditions defined in AIP ENR nomination of runways clause.

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

If visibility is less than 8km or the cloud base is less than 2500ft, reciprocal runway operations will become the preferred mode during Night hours and the runway conditions defined in the AIP ENR nomination of runway clause are met.

Pilots may request an arrival RWY 19L/R or departure RWY 01R when tailwind exceeds 5KTS during Night hours.

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2 RUNWAY 19L/R 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 RWY 19L/R

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

Not permitted for aircraft exceeding 30,000kg MAUW 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 RWY 19L/R:
 - 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/R:
 - 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 conducting a visual approach, ATC will issue an instruction to join final south of the Brisbane River when ETA is:
 - (i) 2000-2300 or
 - (ii) 0600-1200

4.2 Departing Aircraft.

1. Departing RWY 19L/R:
 - 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 runway 01L/R:

- 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 with MTOW exceeding 5700kg, and all other fixed wing aircraft having two or more engines.

NOTE 2: Procedural SIDs 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 time pilots are requested to minimise the use of reverse thrust where operationally acceptable.

6 TRAINING FLIGHTS - See AIP/ERSA