

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 RWY19L/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 runway 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 runway 01R:
 - a. From 2200-0600 Local, all aircraft shall not descend below 3,000ft until aligned with 01R centreline.
3. Landing runway 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 5700kg 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 runway 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.