



BRISBANE AREA LOCAL INSTRUCTIONS

WARNING

Information contained in this document is intended for flight simulation purposes and must not be used for any real-world aviation use.

Table of Contents

Brisbane Area Local Instructions	1
Document Control	5
Change Process	5
Scope.....	5
Definitions.....	6
Referenced Documents.....	6
1 Operational Positions	7
1.1 Brisbane Aerodrome.....	7
1.2 Gold Coast Aerodrome.....	7
1.3 Archerfield Aerodrome.....	7
1.4 Brisbane TCU.....	8
2 Radio Navigation Aids	9
3 Brisbane Aerodrome.....	10
3.1 Aerodrome Operations	10
3.2 Departures.....	12
3.2.2 VFR Departures.....	13
3.3 Standard Assignable Levels	13
3.4 Arrivals	14
3.4.2 ILS Approach Assigned Altitudes.....	15
3.5 Runway Selection.....	15
3.6 Simultaneous Opposite Direction Parallel Runway Operations	16
3.7 Reciprocal Runway Operations	16
3.8 Parallel Runway Operations (PROPS)	17
3.8.2 Independent Parallel Approaches (IMC)	17
3.8.3 Dependent Parallel Approaches (IMC)	18
3.8.4 2400m Reduced Runway Separation Minima	18
3.9 Circuit Direction	19
3.10 Miscellaneous	19
4 Gold Coast Aerodrome	20
4.1 Aerodrome Operations	20
4.1.2 Helicopter Operations	20
4.2 Departures.....	20
4.3 Standard Assignable Levels	21
4.4 Arrivals	21

4.4.2	Preferred RWY 14 Approach (All Hours) - Noise Abatement.....	22
4.5	Runway Selection.....	22
4.6	Circuit Direction	22
4.7	Tower Closed Procedures	22
4.8	Miscellaneous.....	22
5	Archerfield Aerodrome	24
5.1	Aerodrome Operations	24
5.2	Departures.....	24
5.3	Standard Assignable Levels	24
5.4	Arrivals	24
5.5	Runway Selection.....	24
5.6	Circuit Direction	25
5.7	Tower Closed Procedures	25
6	Brisbane Terminal Control Unit	26
6.1	TMA Airspace Administration	26
6.2	Archerfield Procedures	27
7	Coordination	28
7.1	General.....	28
7.2	Enroute.....	28
7.3	Towers.....	29
7.3.1	Brisbane.....	29
7.3.2	Archerfield.....	29
7.4	Approach Units.....	29
7.4.1	General	29
7.5	Enroute.....	30
7.6	Amberley	30
7.6.1	Amberley ATC.....	30
7.6.2	General coordination BN ATC to Amberley	30
7.6.3	General coordination AMB ATC to BN ATC.....	30
7.6.4	Standard assignable levels between AMB ATC and BN TCU	31
7.6.5	STAR Allocation (Tracking via ENLIP or WOODY).....	31
7.6.6	YBAF Departures.....	31
7.7	Military AAR and AEWG Airspace (MAAA) operations	31
7.7.1	Airspace and service.....	31
7.7.2	MAAA Operations not in an active Restricted Area.....	31

7.7.3 MAAA Operations in an active Restricted Area..... 32

8 Airspace Division Plans..... 33

8.1 Runway 01PROPS..... 33

8.2 Runway 19PROPS..... 34

8.3 Simultaneous Opposite Direction Parallel Runway Operations..... 35

Document Control

Brisbane Area Local Instructions Version 8.0 – 22 Mar 2021		
Date	Version	Description
28/02/2019	7	Document re-design
02/08/2019	7.1	Updated references to VATPAC Controller Positions and Ratings Policy
22/03/2021	8.0	Updated for new parallel runways and airspace

Change Process

Submit change proposals to operations@vatpac.org or in the “Airspace - Australia” forum.

Scope

This procedure is used by Brisbane Tower, Brisbane TCU, Archerfield Tower, Gold Coast Tower, Amberley ATC and enroute sectors interfacing Brisbane TMA.

The scope of the document includes the specific procedures to be used by all civil ATS units within the Brisbane TMA and clearances and coordination procedures to be used by Amberley/enroute sectors interfacing Brisbane TMA.

General procedures for providing ATS are out of scope and may be found in MATS.

Definitions

Abbreviation	Definition
TMA	Terminal Manoeuvring Area
TCU	Terminal Control Unit
ADC	Aerodrome Control
SMC	Surface Movement Control
ACD	Airways Clearance Delivery
ATIS	Automated Terminal Information System
CTAF	Common Traffic Advisory Frequency
MATS	Manual of Air Traffic Services

Referenced Documents

Title
MATS
Controller Positions and Ratings Policy

1 Operational Positions

1.1 Brisbane Aerodrome

Name	Callsign	Frequency	Logon
Brisbane ADC	Brisbane Tower	120.500	BN_TWR
Brisbane ADC - West *	Brisbane Tower	118.000	BN-W_TWR
Brisbane SMC – Domestic	Brisbane Ground	121.700	BN_GND
Brisbane SMC – South *	Brisbane Ground	122.250	BN-S_GND
Brisbane SMC - North *	Brisbane Ground	124.050	BN-N_GND
Brisbane ACD	Brisbane Delivery	118.850	BN_DEL
Brisbane ATIS		125.500	YBBN_ATIS

* Non-standard position – may only be opened in accordance with the VATPAC Controller Positions and Ratings Policy

1.2 Gold Coast Aerodrome

Name	Callsign	Frequency	Logon
Gold Coast ADC *	Gold Coast Tower	118.700	CG_TWR
Gold Coast SMC	Gold Coast Ground	121.800	CG_GND
Gold Coast ACD	Gold Coast Delivery	128.750	CG_DEL
Gold Coast ATIS		134.500	YBCG_ATIS

* CTAF when offline.

1.3 Archerfield Aerodrome

Name	Callsign	Frequency	Logon
Archerfield ADC *	Archer Tower	118.100	AF_TWR
Archerfield SMC	Archer Ground	119.900	AF_GND
Archerfield ATIS		120.900	YBAF_ATIS

* CTAF when offline.

1.4 Brisbane TCU

Name	ID	Callsign	Frequency	Logon
Brisbane Approach North	BAN	Brisbane Approach	124.700	BN_APP
Brisbane Approach South *	BAS	Brisbane Approach	125.600	BN-S_APP
Brisbane Departures North *	BDN	Brisbane Departures	133.450	BN_DEP
Brisbane Departures South *	BDS	Brisbane Departures	118.450	BN-S_DEP
Brisbane Finals *	BMN	Brisbane Finals	119.250	BN-F_APP
Gold Coast Approach	BAC	Brisbane Approach	123.500	CG_APP
Brisbane Flow *	BFL			BN-FLW_CTR

* Non-standard position – may only be opened in accordance with the VATPAC Controller Positions and Ratings Policy

1.4.1.1 Pursuant to clause 4.2 of the VATPAC Controller Positions and Ratings Policy, the following rules apply, in the order presented, to the above positions, excluding BAC and BFL:

- a) “North” positions shall assume the airspace of the corresponding “South” positions when the latter are inactive (e.g. BAN assumes BAS, BDN assumes BDS), and vice versa;
- b) If only one position is online, that position assumes all of BAN, BDN, BAS, and BDS;
- c) When none of these positions are online, BAC may optionally assume all of BAN, BDN, BAS, and BDS.
- d) BMN can only be opened when one or more TCU approach positions are active and Independent Parallel Approaches are required due to significant traffic.

1.4.1.2 Pursuant to clause 4.2 of the VATPAC Controller Positions and Ratings Policy, when BAC is inactive, the controller responsible for BAS airspace assumes BAC airspace.

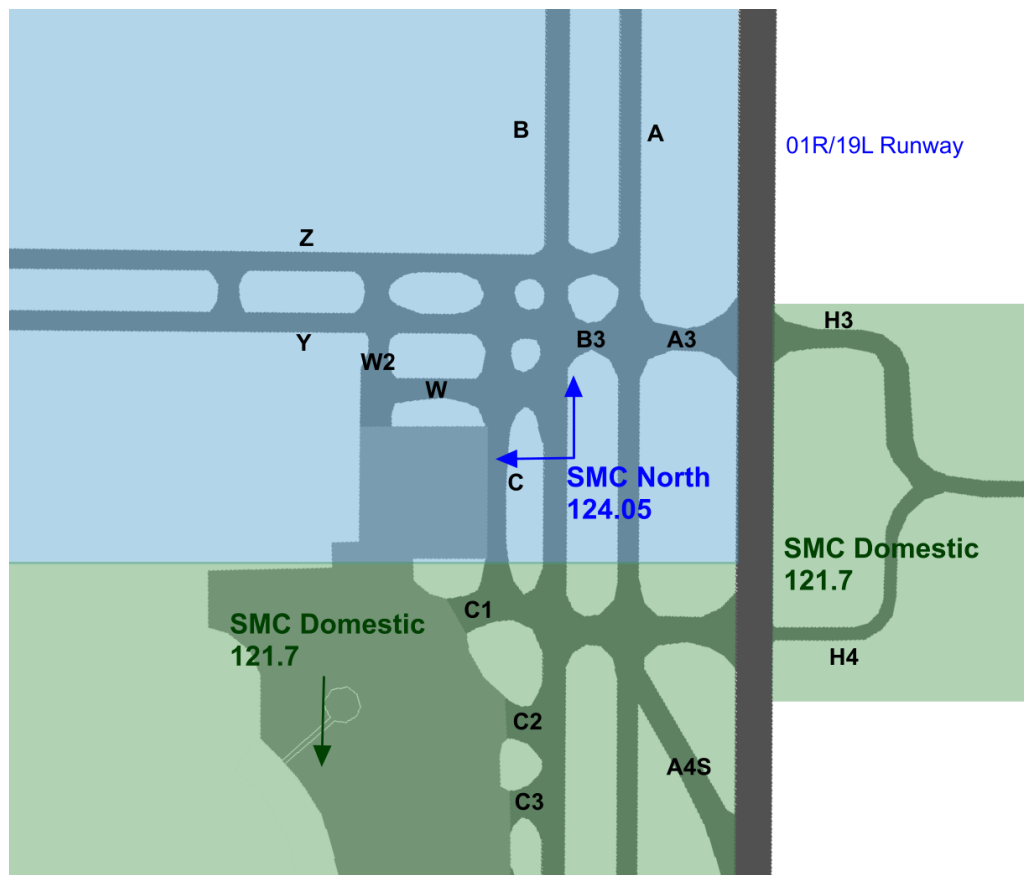
2 Radio Navigation Aids

Name	Abbreviation	Type	Frequency
Amberley	AMB	TACAN	18X (108.10)
Amberley ILS Runway 15	IAM	ILS	110.70/148
Brisbane	BN	VOR/DME	113.20
Brisbane ILS Runway 01R	IBA	ILS/DME	109.50/016
Brisbane ILS Runway 19R	IBE	ILS/DME	109.30/196
Brisbane ILS Runway 01L	IBN	ILS/DME	111.50/016
Brisbane ILS Runway 19L	IBS	ILS/DME	110.10/196
Gold Coast	CG	VOR/DME	112.30
		NDB	278
Gold Coast ILS Runway 14	ICG	ILS/DME	111.10/139
Sunshine Coast	SU	VOR/DME	114.20
		NDB	380

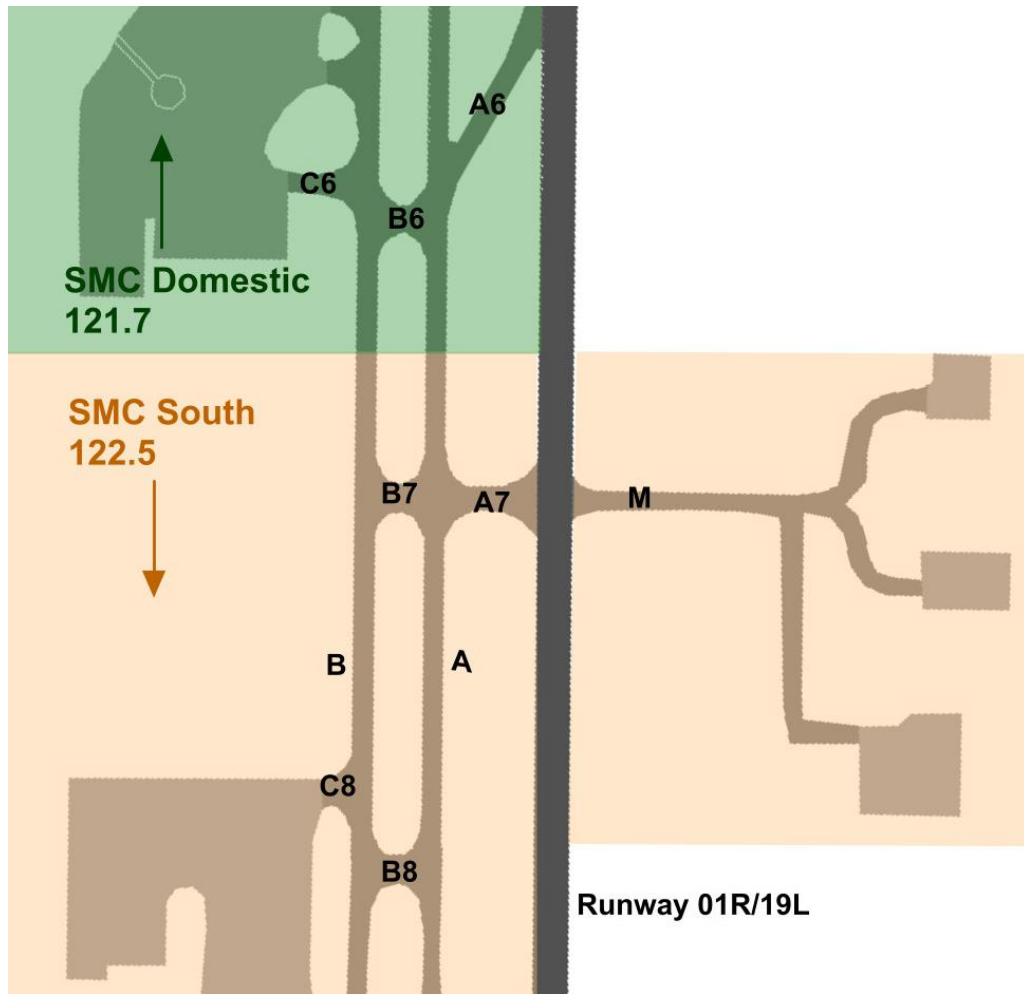
3 Brisbane Aerodrome

3.1 Aerodrome Operations

- 3.1.1.1 TWY A is to be used in the same direction as the duty runway. TWY B is to be used in the opposite direction to the duty runway.
- 3.1.1.2 TWY Y is to be used in a westerly direction and TWY Z in an easterly direction.
- 3.1.1.3 Aircraft vacating RWY 19R onto TWY T7 are to continue south on TWY T.
- 3.1.1.4 TWY T between TWY Z and TWY S7 not available to northbound traffic.
- 3.1.1.5 TWY T5 and T10 not available to aircraft exiting RWY 01L/19R. TWY T14 not available to aircraft exiting RWY 19R.
- 3.1.1.6 A single HLS is available on taxiway F4, north of the General Aviation Apron.
- 3.1.1.7 Division of the aerodrome manoeuvring area between SMC-North and SMC-Domestic is shown below:



3.1.1.8 Division of the aerodrome manoeuvring area between SMC-Domestic and SMC-South is shown below:



3.2 Departures

3.2.1.1 RNAV jet aircraft planned via one the following departure fixes shall be issued the corresponding SID:

Direction Name	01R/19L	01L19R
North BIXAD	-	BIXAD
North East GUMKI	GUMKI	-
South East SCOTT	SCOTT	-
South SANEG	SANEG	-
West WACKO	-	WACKO

Direction Name	SODPROPS 01R Only
North BIXAD	ASISO.BIXAD
North East GUMKI	ASISO.GUMKI
South East SCOTT	ASISO.SCOTT
South SANEG	ASISO.SANEG
West WACKO	ASISO.WACKO

Note: SIDs are only available for RNAV jets.

3.2.1.2 Brisbane SID (Radar) shall be assigned to all other IFR aircraft.

- 3.2.1.3 IFR flights that are unable to fly a SID shall be assigned a “radar departure”.
- 3.2.1.4 Where possible, aircraft not operating on a procedural SID shall be vectored on a route that approximates the procedural SID. In addition, Jet, and all other multi-engine aircraft (except those departing from runways 19R/19L) shall be routed over water until above 5,000 ft.
- 3.2.1.5 IFR departures for Archerfield (YBAF), unless otherwise requested by the pilot-in-command, may be cleared in VMC:
- 3.2.1.6 By day: “TRACK DIRECT AF, AMENDED 1,500 VISUAL, VISUAL DEPARTURE”.
- 3.2.1.7 By night, direct at 1,900 ft on radar SID.
- 3.2.1.8 Departures for practice instrument approaches shall be cleared via the Brisbane SID (radar) at 4,000 ft.

3.2.2 VFR Departures

- 3.2.2.1 VFR aircraft departing Brisbane must flightplan via either YMBH (Manly Boat Harbour), TVT (TV Towers) or BLHS (Bald Hills Mast).

3.3 Standard Assignable Levels

- 3.3.1.1 ADC shall assign all departing jet aircraft 6,000 ft or the requested level if lower. This is also the auto-release level for jet aircraft.
- 3.3.1.2 ADC shall assign all departing non-jet aircraft 4,000 ft or the requested level if lower. This is also the auto-release level for non-jet aircraft.

3.4 Arrivals

3.4.1.1 IFR RNAV-equipped aircraft arriving via one the following arrival fixes shall be issued the corresponding STAR:

Name	01L/19R	01R/19L
North MORBI SMOKA TEBOT	MORBI SMOKA -	- - TEBOT
East UGTUG	-	UGTUG
South GOMOL BLAKA ENLIP	- - ENLIP (01L only)	GOMOL BLAKA ENLIP (19L only)
West WOODY	WOODY	-

Name	SODPROPS RWY 19R Only
North MORBI SMOKA TEBOT	MORBI SMOKA TEBOT
East UGTUG	UGTUG
South GOMOL BLAKA ENLIP	GOMOL BLAKA ENLIP
West WOODY	WOODY

3.4.1.2 STAR suffix, STAR termination, and limitations as follows:

Suffix	Termination
Alpha	ILS, RNAV-Z
Mike (unavailable if PROPS in use)	RNAV-M (RNP)
Victor	Visual
X-ray (when PROPS in use)	RNAV-X (RNP)

3.4.1.3 SMOKA 01R is the only Mike STAR and is not used when PROPS are in progress.

3.4.1.4 For aircraft requesting RNAV approaches, "RNAV-*type*" must be inserted into the data label.

3.4.1.5 If a STAR is available but cannot be flown due to navigation equipment or pilot familiarity, ATC shall vector the aircraft along the STAR.

3.4.2 ILS Approach Assigned Altitudes

Runway	Assigned Altitude
01R and 19R	3000 ft
01L and 19L	4000 ft

3.5 Runway Selection

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 (SODPROPS)
2	RWY 19L/R	RWY 01R (Reciprocal RWY OPS)
3	RWY 19L/R	RWY 19L
4	RWY 01R	RWY 01L/R

3.6 Simultaneous Opposite Direction Parallel Runway Operations

3.6.1.1 As well as between 2200-0600 HRS, SODPROPS is preferred for noise abatement in periods of low traffic levels when weather conditions permit.

3.6.1.2 Requirements for operating SODPROPs are:

- a) Visibility 8KM;
- b) Cloud base not less than 2500ft;
- c) Tailwind component does not exceed 5KTS (including gusts); and
- d) Runway surface is completely dry.

3.6.1.3 The following conditions must be met prior to commencing SODPROPS:

- a) Auto-release must be cancelled; and
- b) "SIMUL OPP DIR PARL RWY OPS IN PROG" must be notified in the ATIS.

3.6.1.4 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 providing:

- a) Tailwind component does not exceed 5kts (including gusts); and
- b) Runway surface is completely dry.

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

3.7 Reciprocal Runway Operations

3.7.1.1 Reciprocal Runway Operations has one configuration, which is Runway 01R for departures, and Runway 19L/R for arrivals.

3.7.1.2 Reciprocal Runway Operations may be used in low periods of traffic for noise abatement.

3.7.1.3 The following conditions must be met prior to commencing Reciprocal Runway Operations:

- a) Auto-release must be cancelled
- b) "RECIP RWY OPS IN PROG" must be notified in the ATIS

3.8 **Parallel Runway Operations (PROPS)**

3.8.1.1 When PROPS is in use (PROPS01 or PROPS19), there are two types of parallel instrument approaches available.

- a) Independent Parallel Approaches
- b) Dependent Parallel Approaches
- c) Both require that approaches are any combination of:
 - i. a precision approach procedure; and
 - ii. an RNP AR Approach.

3.8.2 **Independent Parallel Approaches (IMC)**

3.8.2.1 Refer to MATS for the requirements for Independent Parallel Approaches.

3.8.2.2 The key requirements are:

- a) "INDEP PARL APCH IN PROG" must be notified in the ATIS.
- b) The approach unit must advise the aircraft of the expected approach, the assigned runway, approach identifier, and that finals monitoring is in progress.

3.8.2.3 Independent Parallel Approaches require monitoring of the final approach path. If BMN is not active, the BMN requirements below are carried out by BAN/BAS.

Where BMN is not active, BAN/BAS should revert to Dependent Parallel Approaches if workload does not allow for effective parallel approach monitoring.

3.8.2.4 BAN/BAS will issue an approach clearance and handoff aircraft to BMN when aircraft are safely meeting the last level and speed requirement before capturing the extended centerline (eg for the 01R BLAKA4A arrival, VATRO at 3000ft and 230 knots max IAS).

after clearance...
(BAN/BAS) VOZ123, contact FINALS on xxxx
(VOZ123) FINALS, VOZ123
(BMN) VOZ123

3.8.2.5 BMN (FINALS) will transfer aircraft to the ADC frequency at 5 NM. If VMC exists at 5 NM, ADC is then responsible for visually separating aircraft from the NTZ (No Transgression Zone).

3.8.2.6 If VMC does not exist at 5 NM or at night, BMN remains responsible for NTZ separation down to 1nm from touchdown. After transfer to Tower frequency, BMN

will override the Tower frequency to issue any course correction or break-out instructions.

3.8.2.7 BMN will display the NTZ map, monitor approaches and issue course correction and break-out instructions, if necessary, whilst responsible for NTZ separation monitoring.

3.8.2.8 **Deviations:** When an aircraft deviates from their final approach course towards the NTZ, BMN/ADC will issue the following instruction:

VOZ123 you are deviating from your final approach course. Turn (Left or Right) immediately and return to your cleared approach.

3.8.2.9 **Break-out:** If BMN/ADC determines that an aircraft has or will penetrate the NTZ and avoiding action is required, the **non deviating aircraft** on the adjacent approach will be issued Break-out instructions:

Break-out alert, QFA456 turn (Left or Right) immediately heading (three digits), climb (or descend) to (altitude)

3.8.3 Dependent Parallel Approaches (IMC)

3.8.3.1 Refer to MATS for the requirements for Dependent Parallel Approaches. The key requirements are:

- a) "PARL RWY OPS IN PROG" must be notified in the ATIS
- b) A minimum of 1000FT or 3 NM separation must be maintained until aircraft are established:
 - i. inbound on the final approach course or track; or
 - ii. on an RNP AR approach.
- c) The minimum diagonal separation between successive aircraft on adjacent final approach courses is 1.5 NM.

3.8.4 2400m Reduced Runway Separation Minima

3.8.4.1 By day, ATC may use 2400m runway separation between aircraft arriving RWY 01R/19L. Both aircraft may occupy the runway during application of the standard. The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 7,000KG or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking. The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

3.8.4.2 Traffic information will be provided to the following aircraft, for example: 'VOZ123 TRAFFIC IS AN A330 ON THE RUNWAY VACATING (TWY), RWY 01R CLEARED TO LAND'

- 3.8.4.3 Other than traffic information and/or ATC direction to vacate, there will be no indication to the pilot whether the 2,400M runway standard is in use.
- 3.8.4.4 ATC will advise if a roll-through is available, pilots should not request it unless operationally required. If the aircraft is not directed to roll-through, aircraft should expect to vacate the runway via the exit taxiways specified in YBBN DAP Airport Efficiency Procedures to ensure minimum runway occupancy time and support optimum spacing on final.

3.9 *Circuit Direction*

- 3.9.1.1 Circuits are to be conducted at 1000 ft AGL.

Runway	Direction
01R	Right
19L	Left
01L	Left
19R	Right

3.10 *Miscellaneous*

- 3.10.1.1 Overflights shall normally be at or above 7,000 ft to minimize departure delays and coordination.
- 3.10.1.2 For circuit training, Brisbane TCU may release airspace responsibility within 5 NM of YBBN (vertical limits as required) to Brisbane ADC. "CCT" shall be inserted into the data label of these aircraft.

4 Gold Coast Aerodrome

4.1 Aerodrome Operations

- 4.1.1.1 Departures from Runway 32 will normally be instructed to use the Taxiway Kilo intersection. Full length is available on request.
- 4.1.1.2 The intersection of Taxiway Bravo, Charlie, and Golf is considered the undershoot area for Runway 17 (see aerodrome chart hot-spot). Aircraft require clearance to cross Runway 17 prior to entering this intersection.

4.1.2 Helicopter Operations

- 4.1.2.1 Local helicopter operations are conducted on the Western Grass which is the area contained by blue gable markers north of the VOR and west of the runway intersection. This is marked on the aerodrome chart as "HELO OPS".

Note: Western Grass is outside of the maneuvering area and is not controlled by ATC – no take-off or landing clearances shall be provided for this area.

- 4.1.2.2 The HLS (Helipad) is located between the GA Apron and Taxiway Golf.
- 4.1.2.3 Circuits from the Western Grass are to be made in the same direction as the duty runway.

4.2 Departures

- 4.2.1.1 RNAV jet-aircraft planned via APAGI shall be issued the APAGI SID. For RNP (0.3) approved operators, the RWY14 CUDGN SID and RWY32 BURLI SID are available for departures via APAGI.
- 4.2.1.2 Gold Coast radar SID shall be assigned to all other IFR aircraft, except those assigned Runway 35.
- 4.2.1.3 IFR departures from Runway 35 shall be assigned a visual departure.
- 4.2.1.4 IFR flights that are unable to fly a SID shall be assigned a radar departure.
- 4.2.1.5 VFR departures not above 1,000 ft shall be notified once leaving the Gold Coast CTR. These do not need to be coordinated with Brisbane TCU. Radar may be used to monitor the position of the aircraft relative to controlled airspace.
- 4.2.1.6 A start clearance is required for aircraft planned to Brisbane. Start clearance must be coordinated with Brisbane TCU.
- 4.2.1.7 Radar SID aircraft shall be cleared subject to the following conditions for noise abatement purposes:

Via	14	32
North	left (14)/right (32) turn and then over water until 3,000 ft	
East	left (14)/right (32) turn and then over water until 3,000 ft	
South Jets	Minor right turn then over water until 5 DME	Over water until south of Kingscliff (CG130/7 NM) and 5,000 ft
South Non-jets	left(14)/right(32) turn and then over water until 3,000 ft	

4.3 *Standard Assignable Levels*

4.3.1.1 ADC shall assign all departing aircraft 6,000 ft or the requested level if lower.

4.4 *Arrivals*

4.4.1.1 Arriving aircraft that are operating at or below 1,500 ft may contact ADC for inbound clearance. These aircraft shall be assigned a discrete SSR code but shall not be radar identified.

4.4.1.2 Aircraft shall be cleared subject to the following conditions:

Via	14	32
North Jets	Not below 5,000 ft until vectored over water to join final	Via right circuit for 10 NM final or right base south of Point Danger
North Non-jets	Not below 3,000 ft until vectored over water to join final	
East	Via LAMSI STAR or over water until final	Join 10 NM final
South Jets	Via STAR or not below 5,000 ft until over water to join final	Via STAR to join final
South Non-jets	Via STAR or not below 3,000 ft until over water to join final	IMC: via STAR VMC: Join left base for 2 NM final

4.4.2 Preferred RWY 14 Approach (All Hours) - Noise Abatement

4.4.2.1 Turbo Jet and non turbo Jet aircraft above 5,700KG MTOW (unless due weather or critical operations requirements) - Approach priorities:

- a) RNAV-W (RNP) RWY 14, RNAV-Y (RNP) RWY 14
- b) RNAV-Z (GNSS) RWY 14, VISUAL APCH RWY 14
- c) ILS RWY 14

4.5 Runway Selection

4.5.1.1 Preferred runway is Runway 14 - all hours

4.5.1.2 The crosswind Runways 17/35 may be used at the same time as the main runways.

4.6 Circuit Direction

4.6.1.1 Circuits are to be conducted at 1,000 ft AGL.

Runway	Direction
14	Left
32	Right
17	Left
35	Right

4.7 Tower Closed Procedures

4.7.1.1 When ADC and the Brisbane TCU unit responsible for BAC is closed:

- a) Gold Coast aerodrome shall be considered uncontrolled and pilots will operate using the CTAF.
- b) Gold Coast Class C airspace below 3,500 ft shall be re-classified Class G.

4.7.1.2 When ADC is closed and the Brisbane TCU unit responsible for BAC is open, that unit will provide a Gold Coast aerodrome control service.

4.8 Miscellaneous

4.8.1.1 Aircraft transiting the Gold Coast CTR shall be cleared via the inland VFR route.

4.8.1.2 Aircraft tracking southbound should contact ADC at Robina Town Centre (ROT) for clearance.

- 4.8.1.3 Aircraft tracking northbound should contact ADC approaching Cudgen Lake for clearance.
- 4.8.1.4 Aircraft requiring to transit the CTR coastal will be subject to delays depending on traffic in the Gold Coast CTR.

5 Archerfield Aerodrome

5.1 Aerodrome Operations

5.1.1.1 Circuit altitude is 1,000 ft for fixed-wing aircraft, 500 ft for helicopters.

5.2 Departures

5.2.1.1 VFR aircraft planned into CTA and all IFR flights should contact BN TCU/ AMB APP for transponder code. Coordinate clearance with BN TCU/AMB APP prior to release. Assignable level shall be subject to traffic.

5.2.1.2 IFR traffic may not be cleared via the Archerfield (*Radar*) SID, except when tower is closed.

5.3 Standard Assignable Levels

5.3.1.1 Departures into Class G will maintain 1,000 ft until leaving the CTR, unless TWR advises "DEPART ON CLIMB".

5.3.1.2 ADC shall coordinate with BN TCU/AMB APP accordingly regarding departures into CTA.

5.4 Arrivals

5.4.1.1 Arrivals from Class G will enter the CTR at 1,500 ft via:

Direction	VFR Approach Point	3 NM Reporting Point
North	TV Towers (TVT)	Abeam Centenary Bridge
East	Target (TAR)	-
South	Park Ridge Water Tower (PKR)	Logan Motorway
West	Goodna (GON)	-

5.5 Runway Selection

5.5.1.1 By day and in VMC, the preferred runway mode is parallel runways.

5.5.1.2 Runway 10/28 is preferred up to a maximum crosswind of 10 kt.

5.5.1.3 A crosswind alert shall be issued when the crosswind exceeds 8 kt during parallel runway operations. This shall be broadcast on ATIS;

"XW ALERT – DO NOT PASS THROUGH FINAL FOR YOUR ASSIGNED
RUNWAY".

5.5.1.4 Aircraft shall conduct contra-circuits during parallel runway operations.

By night, or in less than VMC, Runway 10L or Runway 28R shall be used.
Circuits shall be made north of the aerodrome.

Note: Only Runway 10L/28R is fitted with runway lighting.

5.6 *Circuit Direction*

5.6.1.1 Circuits are to be conducted at 1,000 ft AGL.

Runway	Direction
10L	Left
10R	Right
28L	Left
28R	Right
22L	Left
22R	Right
04L	Left
04R	Right

5.7 *Tower Closed Procedures*

5.7.1.1 When ADC is closed, Archerfield Class D CTR is reclassified Class G

5.7.1.2 Aircraft departing into Brisbane Class C airspace will require airways clearance from BN TCU prior to departure.

6 Brisbane Terminal Control Unit

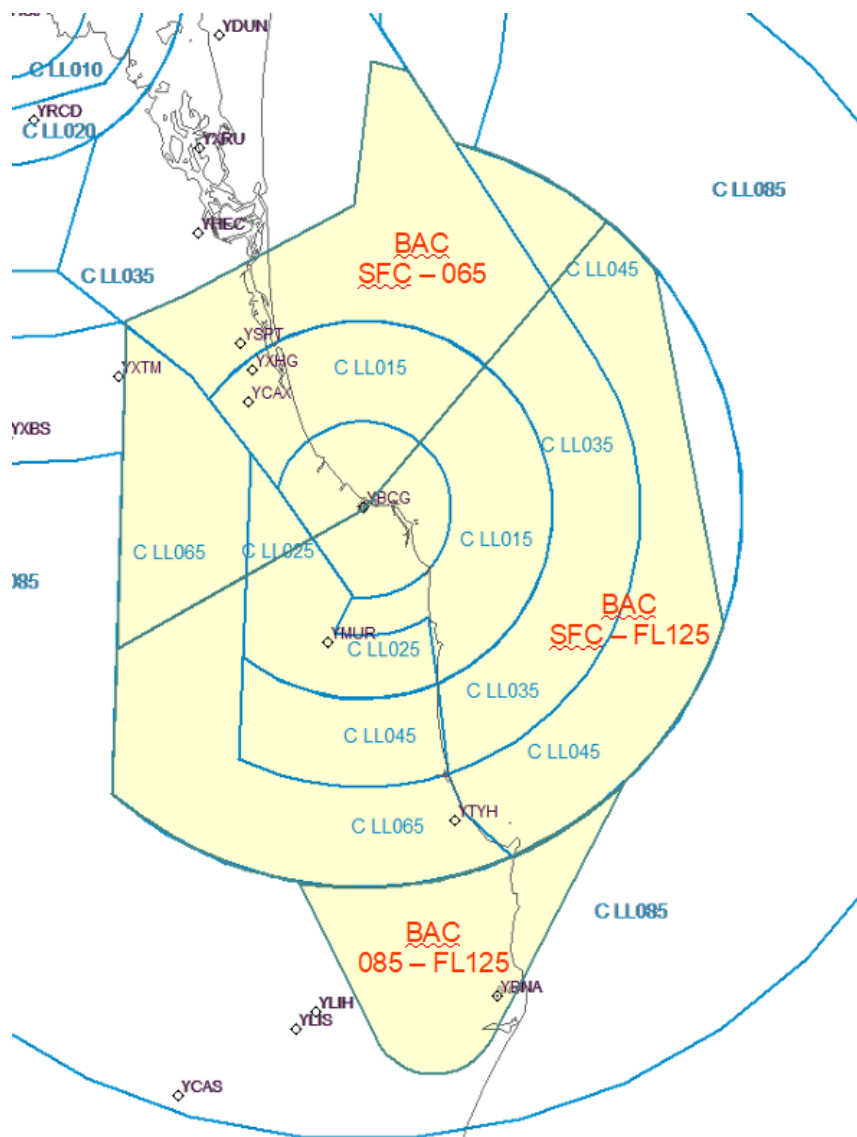
6.1 TMA Airspace Administration

6.1.1.1 The Brisbane TMA boundary is defined in the DAH as BRISBANE APPROACH. It extends from SFC to FL 180.

6.1.1.2 Division of APP and DEP airspace depends on the active runway at Brisbane. These divisions and the Brisbane TMA boundary are shown in the [Airspace Division Plans](#) section.

6.1.1.3 BAC is responsible for the areas defined in the DAH as:

- a) YBBB/BRISBANE APPROACH GOLD COAST A
- b) YBBB/BRISBANE APPROACH GOLD COAST B
- c) YBBB/BRISBANE APPROACH GOLD COAST C



- 6.1.1.4 In addition to these control sector volumes, each control position is also responsible for Class G airspace below and within the lateral boundaries of their sector.

6.2 Archerfield Procedures

- 6.2.1.1 During tower hours, AF TWR will coordinate aircraft with BN TCU that require clearance prior to departure.
- 6.2.1.2 Outside tower hours:
- a) The controller receiving a taxi report will complete this coordination with other Brisbane TMA controllers (and AMB if necessary).
 - b) BAN/BDN and BAS/BDS are responsible for providing FIS services in accordance with the selected runway mode, and North/South split.
- 6.2.1.3 Arrivals via Runway 28R or 10L RNAV:
- a) In Class C airspace: Vector the aircraft in Class C airspace to establish on the appropriate IAF.
 - b) In Class G airspace: Advise the aircraft to track and report established on the inbound track or **suggest** a heading for intercept.
- 6.2.1.4 At IAF:
- a) Advise the aircraft that is being monitored to track via the FAF and cleared to leave CTA descending. Advise any traffic.
- 6.2.1.5 Approaching FAF:
- a) During tower hours: Notify AF TWR of inbound traffic, then advise aircraft that it is approaching FAF, cleared approach and transfer to AF TWR.
- Note:** Clearance for approach constitutes clearance for entry into Class D CTR
- b) Outside tower hours: Advise aircraft that it is approaching FAF, issue traffic statement and transfer to CTAF.

7 Coordination

7.1 General

7.1.1.1 Flow (BFL) is responsible for:

- a) Coordination and assistance as requested by other TCU controllers;
- b) Assisting in the scanning and identifying of unusual traffic

7.1.1.2 For flights between BAC and BAS/BDS airspace, the following coordination procedures apply:

- a) Northbound from BAC:
 - i. Flights departing CG for BN or AF, which are planned above 6,000 ft must be cleared to an amended 6,000 ft
 - ii. All other flights planned above 6,000 ft on tracks between R292/CG clockwise to R003/CG inclusive, must be cleared to maintain 6,000 ft. Further climb can only be assigned when aircraft enters BAS/BDS, unless coordinated with enroute.
- b) Southbound from BAS/BDS:
 - i. As descent profile may infringe enroute airspace, these aircraft must be coordinated with enroute, except those operating at or below 6,000 ft.
 - ii. Flights from BN and AF to or via CG planned above 6,000 ft must be cleared to amended 6,000 ft.

7.2 Enroute

7.2.1.1 Refer to [Airspace Division Plans](#) for the appropriate TCU sector to handoff inbound aircraft, following the additional coordination requirements below.

7.2.1.2 Coordination is required for

- a) ENLIP 1 ALPHA and ENLIP 1 X-RAY to RWY19L – coordinate and transfer to BDS; and
- b) ENLIP 1 ALPHA RWY01L coordinate and transfer to BAN; and
- c) ENLIP 1 ALPHA RWY01R – coordinate and transfer to BAS.
- d) Any arrival that will enter shared BAN/BDN or shared BAS/BDS airspace and is above the normal vertical profile and will enter BDN/BDS airspace:
 - i. ENR must coordinate with BDN/BDS with the expectation of a handoff to BAN/BAS. ENR must inform BAN/BAS of the coordination on handoff.
 - ii. If BDN/BDS requires control for separation reasons, the arrival is handed off to BDN/BDS and BAN/BAS advised of the coordination. BDN/BDS must

coordinate arrival handoff with BAN/BAS when separation is no longer required or the arrival is leaving BDN/BDS airspace.

7.3 Towers

7.3.1 Brisbane

7.3.1.1 **Brisbane** auto-release is available for departures from Brisbane, subject to the following conditions:

- a) Jet aircraft assigned 6,000 ft
- b) Assigned a SID, except the Brisbane radar SID
- c) Reciprocal Runway Operations or SODPROPS are **not** in use
- d) ATIS nominated runway

7.3.1.2 Brisbane TWR shall coordinate all other departures with Brisbane TCU.

7.3.2 Archerfield

7.3.2.1 Brisbane TCU shall notify Archerfield of aircraft arriving on an instrument approach.

7.3.2.2 Brisbane TCU will provide 5 minutes between consecutive Archerfield arrivals in IMC.

7.4 Approach Units

7.4.1 General

7.4.1.1 Within Brisbane TCU, coordinate any traffic to cross a boundary by 20 NM from the boundary.

7.4.1.2 Sunshine coast TWR will provide taxi and departure notification to Brisbane TCU about departures planned via Brisbane TMA, except for VFR flights exiting controlled airspace. Brisbane TCU shall endeavor to provide higher levels to Sunshine Coast on a case-by-case basis.

7.4.1.3 Brisbane TCU shall assign 5,000 ft and coordinate all Sunshine Coast Arrivals.

BAN: VOZ123, Sunshine Coast at 1100z, via RED, 5,000 ft, number 2 [omit sequence number if not required].

SU: VOZ123, 5,000 ft.

7.4.1.4 Brisbane TCU shall assign departures the lower of FL 180 or the requested level.

7.4.1.5 BAC may assign up to FL 120 for southbound departures.

7.4.1.6 BAC may assign up to 6,000 ft for northbound departures.

- 7.4.1.7 ENR will assign 9,000 ft (WOODY RWY 01L and ENLIP RWY 19L FL130) to arriving Brisbane aircraft ensuring those from the south remain above the BAC south airspace (FL130). Coordinate with BAC if an aircraft must pass through BAC airspace.
- 7.4.1.8 ENR shall coordinate level assignments with BAN/BAS for aircraft arriving from the north which will enter BAC airspace.

7.5 Enroute

- 7.5.1.1 BAC shall provide heads-up notification regarding Gold Coast departures to the relevant enroute sector to facilitate climb clearance. When possible and as required, the enroute sector will authorize further climb.

BAC: Departure VOZ123.

ENR: VOZ123, climb to [amended] FL 360

7.6 Amberley

7.6.1 Amberley ATC

- 7.6.1.1 AMB ATC may operate aircraft up to the boundary of AMB CTR and all R625 restricted areas (when active) without prior coordination.

7.6.2 General coordination BN ATC to Amberley

- 7.6.2.1 Coordination with AMB ATC

As both units use a Eurocat service, normal handoff procedures apply.

- 7.6.2.2 Coordination and Procedure for RWY 29 RNAV YTWB

For aircraft arriving at YTWB via the RWY29 RNAV Approach not planned through AMB airspace:

- a) DOS will coordinate an ident only to AMB for aircraft tracking for the RWY29 RNAV including any holding requests/requirements;
- b) With AMB approval, DOS is responsible for clearing an aircraft through AMB airspace as required for the approach (including holding if required); and
- c) AMB must advise if they have any frequency requirements.

7.6.3 General coordination AMB ATC to BN ATC

- 7.6.3.1 Coordination with BN ATC

As both units use a Eurocat service, normal handoff procedures apply.

- 7.6.3.2 AMB departures that will enter BN TCU

AMB TWR/APP will coordinate 'NEXT [RUNWAY]RUNWAY], [CALLSIGN]' with BAN/BAS

7.6.4 Standard assignable levels between AMB ATC and BN TCU

Arrivals	Standard Assignable Level	Tracking via	Runway
AMB to BN TCU	A090	WOODY A or V	ALL
AMB to BN TCU	FL130	ENLIP A or V	19L
AMB to BN TCU	A090	ENLIP A	01L and 10R

7.6.5 STAR Allocation (Tracking via ENLIP or WOODY)

7.6.5.1 AMB ATC must issue STARs to aircraft landing at YBBN and issued an airways clearance by AMB ATC.

7.6.5.2 DOS must issue STARs to all other aircraft landing YBBN via AMB airspace.

7.6.6 YBAF Departures

7.6.6.1 BN TCU must coordinate taxi advice with AMB APP on all IFR departures planned through AMB airspace.

7.6.6.2 If departing on an AF SID between the AF206 and AF309 tracks (clockwise), BN TCU must coordinate an agreed heading into AMB airspace.

7.7 Military AAR and AEW/C Airspace (MAAA) operations

7.7.1 Airspace and service

7.7.1.1 Section 25 DAH lists the defined volumes for MAAA operations.

7.7.1.2 RAAVirtual accepts responsibility for separating military traffic within an MAAA and associated Restricted Areas.

7.7.1.3 Operations within AM11, AM13, AM22 and AM24 may occur without activation of R637 and R650.

7.7.2 MAAA Operations not in an active Restricted Area

7.7.2.1 Clear AEW&C and tanker aircraft to operate within the MAAA:

AEW&C and tanker request	BN ATC Response
(callsign) REQUEST CLEARANCE TO OPERATE IN (MAAA designator) (levels). MARSA WITH AIRCRAFT WITHIN (MAAA designator)	(callsign) CLEARED TO OPERATE IN (MAAA designator) (levels). MARSA WITH AIRCRAFT WITHIN (MAAA designator)

7.7.2.2 Approving MAAA operations to enter adjoining active Restricted Areas

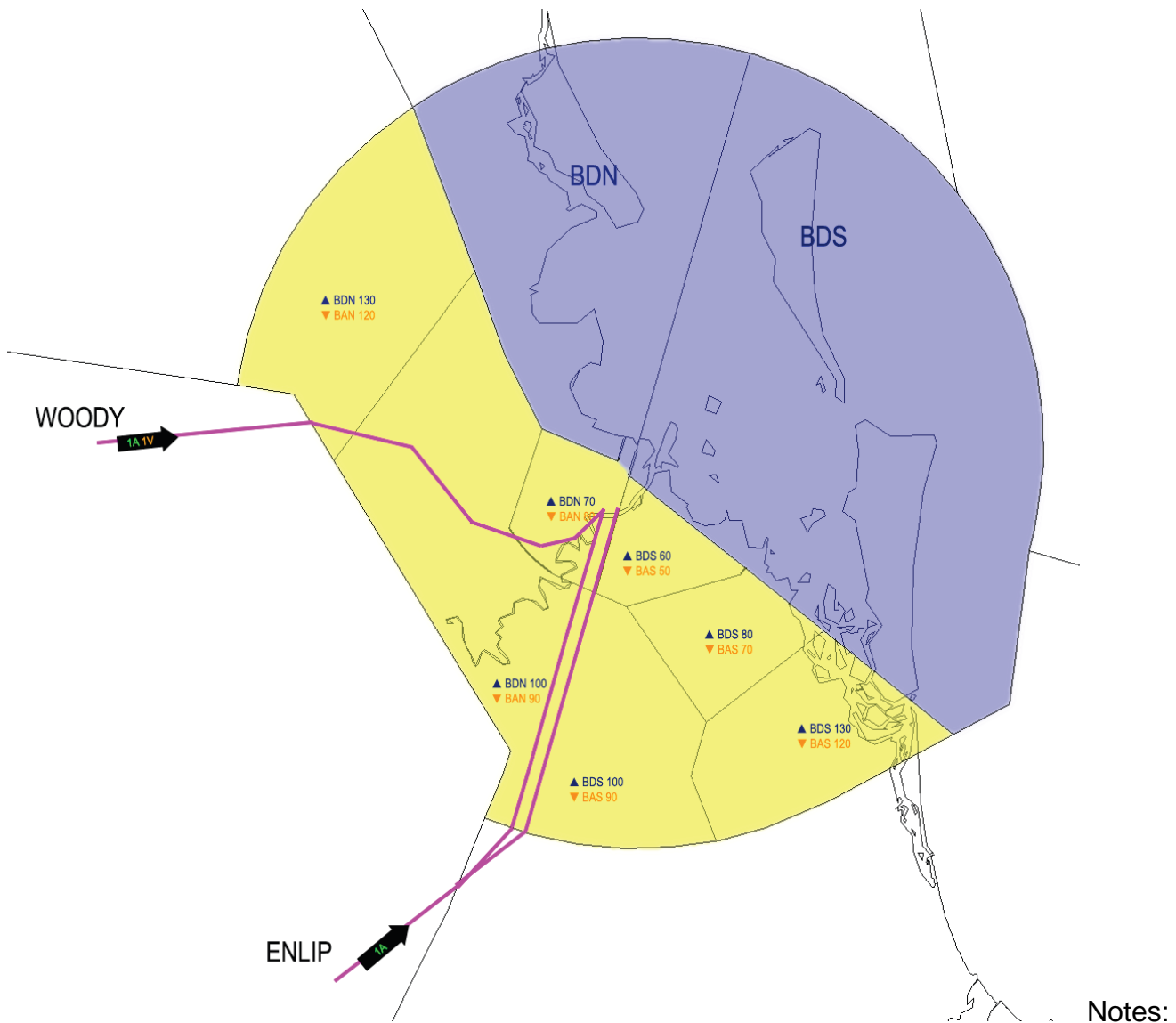
AEW&C and tanker request	ATC Response
Request clearance to exit the MAAA and enter the adjoining restricted area.	(callsign) CLEARED TO EXIT (MAAA designator) FOR (restricted area designator).

7.7.3 MAAA Operations in an active Restricted Area

- 7.7.3.1 Once in an active RA, RAAFVirtual is responsible for separating military traffic within the active RA.
- 7.7.3.2 ENR ATC is responsible for civilian aircraft, including coordinating access through the active RA where the RA activation status allows.

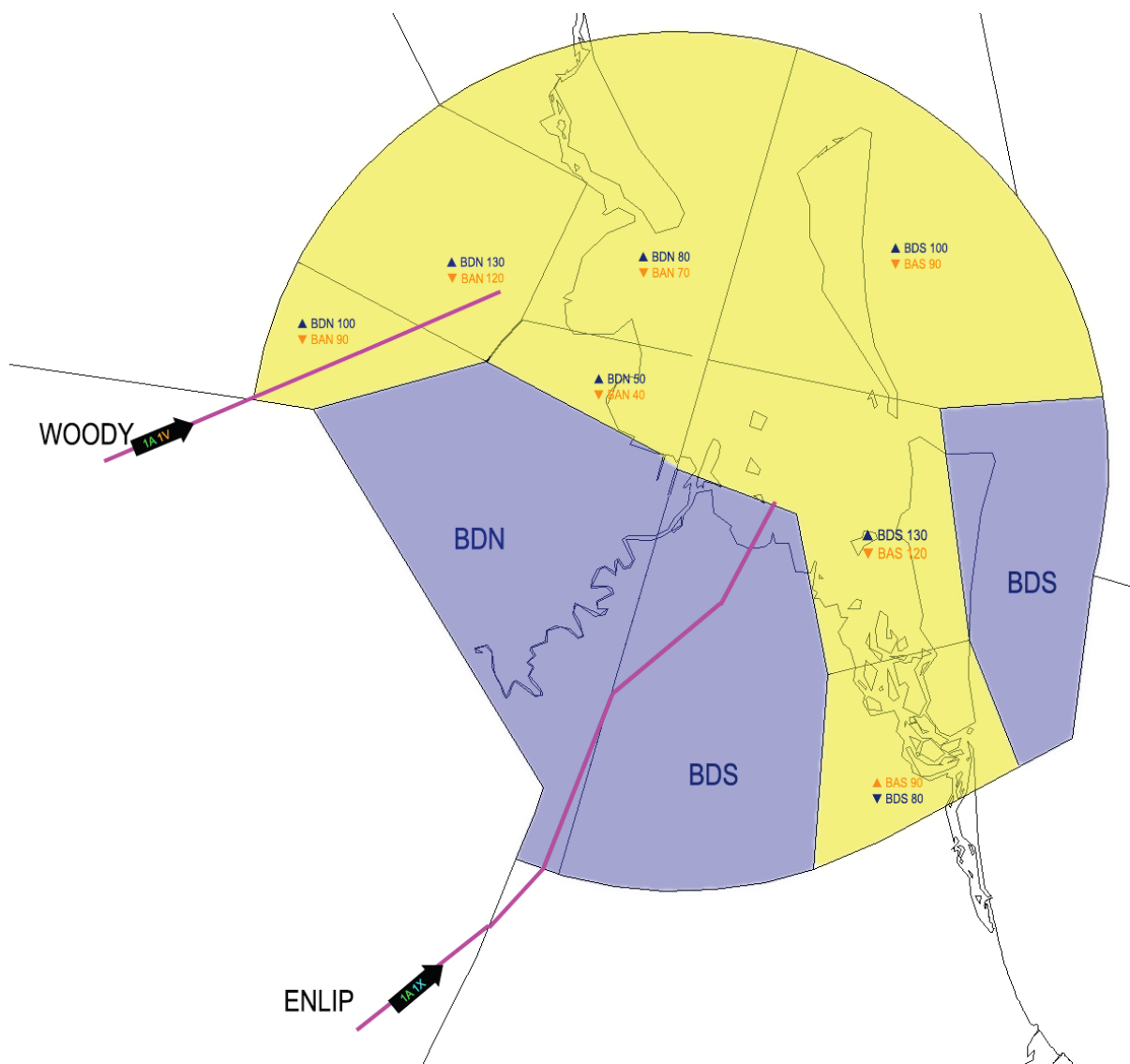
8 Airspace Division Plans

8.1 Runway 01PROPS



- 1) WOODY RWY 01L arrival assigned level: FL130
- 2) ENLIP arrival assigned level A090

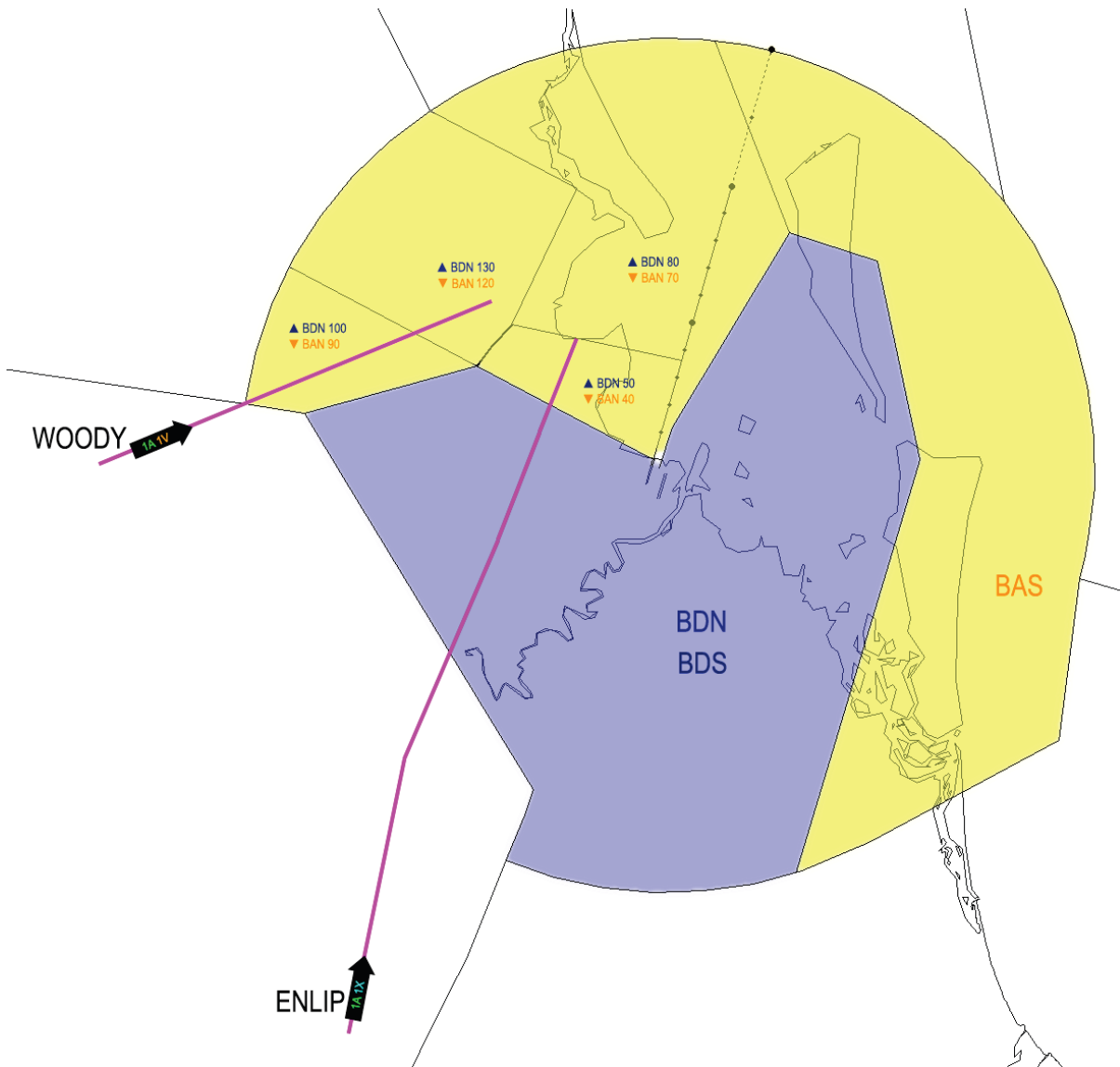
8.2 Runway 19PROPS



Notes:

- 1) ENLIP RWY 19L arrival assigned level: FL130
- 2) WOODY arrival assigned level: A090

8.3 Simultaneous Opposite Direction Parallel Runway Operations



Notes:

- 1) ENLIP arrival assigned level: A090
- 2) WOODY arrival assigned level: A090