



YBBN Slot Coordination Parameters

Capacity Declaration

Guideline for application –

NW22 (April 2022)

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1. INTRODUCTION

1.1 Background

This document details the coordination parameters for Brisbane Airport (ICAO: YBBN, IATA: BNE).

Section 2 provides the coordination parameters for the runway system, which are applied for the purposes of the *Brisbane Airport – Runway Demand Management Scheme* (which incorporates the IATA Worldwide Slot Guidelines, although in a modified form specific to Brisbane Airport).

Section 3 provides the coordination parameters for the Domestic & International Terminals, which are applied in accordance with the IATA Worldwide Airport Slot Guidelines.

Section 4 provides the coordination parameters for the General Aviation Terminal.

2. RUNWAY COORDINATION

Total Allocated Slots

There will be no more than 75 allocated slots in a rolling 60-minute period.

Average Taxiing Time

- RWY 01L/19R

	RWY01L DEP	RWY19R DEP	RWY01L ARR	RWY19R ARR
ITB	14 mins	14 mins	12 mins	12 mins
DTB	9 mins	9 mins	8 mins	7 mins

- RWY 01R/19L

	RWY01R DEP	RWY19L DEP	RWY01R ARR	RWY19L ARR
ITB	3 mins	7 mins	6 mins	3 mins
DTB	4 mins	4 mins	4 mins	3 mins

Notes:

- The current Ad-hoc slot procedures established for Non-RPT operations will continue to operate utilising the daily extended weather forecast tool and reduced rates will be applied to both Runways. Details of these procedures are contained in Attachment A to the Brisbane Airport – Runway Demand Management Scheme.
- Parallel Runway Operations:
 - Between the hours of 0600 and 2200 (local time) daily, operations to and from North and West origins/destinations will be allocated RWY 01L/19R.
 - There will be no 01L arrival and no 19R departure operations for Jet aircraft between 2200 and 0600 (local time) daily.
- Runway works on either RWY01R/19L or RWY01L/19R (Resulting in single runway operations)
 - Between the hours of 0600-2200 local (2000-1200 UTC) on 29 and 30 October 2022, and 25 and 26 March 2023.
 - Total allocated slots during runway works will be reduced to no more than 45 allocated slots in a 60 minute period

3. TERMINAL COORDINATION

3.1 International Terminal

Apron Parking at the International Terminal

- Up to 19 parking positions in total (14 active contact and 5 active non-contact)

Active Contact Parking at International Terminal

- 4 bays for aircraft up to Code F
- 10 bays for aircraft up to Code E

Active Non-contact Parking at International Terminal

- 2 bays for aircraft up to Code F
- 3 bays for aircraft up to Code E

Notes:

- Details of parking bays for specific aircraft types are contained in the Brisbane Airport Apron Usability Charts.
- 15-minute buffer applies between bay occupancies at the International Terminal

Maximum Passenger Arrival and Departure Rates

- Arriving seats
 - 2,400 Arriving seats per rolling 60 minute period
 - No more than 1,200 seats per 15 minute period
- Departing seats:
 - 2,100 Departing seats per rolling 60 minute period
 - 1,400 Departing seats per rolling 30 minute period

Check-in facilities (available from -180 mins to -30 mins prior to STD)

- 4 x automatic bag drop (ABD) check-in rows
 - For each ABD row (for eligible carriers):
 - up to 2 Code E departures concurrently, **with a minimum STD separation of 45 mins**
 - up to 1 Code F departure
- 6 x conventional counter check-in rows
 - For each conventional counter row:
 - up to 2 Code D departures concurrently
 - up to 1 Code E departure
 - up to 1 Code F departure

3.2 Domestic Terminal

Apron Parking at the Domestic Terminal

- Up to 57 parking positions in total (29 active contact and 28 active non-contact)

Active Contact Parking at Domestic Terminal

- 6 bays for aircraft up to Code E
- 23 bays for aircraft up to Code C

Active Non-contact Parking at Domestic Terminal

- 18 bays for aircraft up to Code C
- 10 bays for aircraft Code C-Max Wing Span 28m

Notes:

- Details of parking bays for specific aircraft types are contained in the Brisbane Airport Apron Usability Charts.

To ensure appropriate business rules can be applied to varied Domestic Terminal environments, domestic terminal slot guidelines have been compartmentalised into three precincts:

3.2.1 Precinct 1 – Domestic Northern Terminal

Maximum Passenger Arrival and Departure Rates

- Arriving seats:
 - 1,700 Arriving seats per rolling 60 minute period
 - No more than 900 seats per 15 minute period
- Departing seats:
 - 2,300 Departing seats per rolling 60 minute period
 - 1,400 Departing seats per rolling 30 minute period

3.2.2 Precinct 2 – Domestic Central Terminal

Maximum Passenger Arrival and Departure Rates

- Arriving seats:
 - 1,200 Arriving seats per rolling 60 minute period
 - No more than 600 seats per 15 minute period
- Departing seats:
 - 1,300 Departing seats per rolling 60 minute period
 - 900 Departing seats per rolling 30 minute period

3.2.3 Precinct 3 – Domestic Southern Terminal

Maximum Passenger Arrival and Departure Rates

- Arriving seats:
 - 1,600 Arriving seats per rolling 60 minute period
 - No more than 800 seats per 15 minute period
- Departing seats:
 - 2,000 Departing seats per rolling 60 minute period
 - 1,400 Departing seats per rolling 30 minute period

4. GENERAL AVIATION COORDINATION

Apron Parking at the General Aviation Terminal

- 22 total parking positions (22 active non-contact) including:
 - 3 bays for aircraft up to F100 size
 - 5 bays for aircraft up to ATR72 size
 - 7 bays for aircraft up to Dash 8 – 300 size
 - 7 bays for aircraft up to Saab size

Notes:

- Details of parking bays for specific aircraft types are contained in the Brisbane Airport Apron Usability Charts.
- 60 min maximum occupancy time on bay per movement
- All operators must have ground handling capability

Maximum Aircraft Arrival and Departure Rates

- 3 arrivals per rolling 60 minutes period
- 3 departures per rolling 60 minutes period
- Maximum of 150 passenger capacity within the General Aviation Terminal at any point in time