GENERAL

Operational Hours

ATS Hours: TWR 1955-1300

Night Restrictions (1300-2000)
TKOF/LDG: PROP and JET ACFT with MAX MTOW 34t / 74954lbs.

PAX and Cargo JET ACFT that have been permitted to operate under specific quota provisions contained in the regulations.

Airport Information

RFF: CAT 8, HO as per current NOTAM.
Fuel: 2100-0600
PCN: RWY 14/32: 61/F/A/1750 (254PSI)/U Grooved
Customs: O/R

Operation

Traffic Notes
Full LEN DEP RWY 32 REQ 30min PN for AD management approval.

Preferential RWY: LDG/TKOF: RWY 14

RWY Restriction
All ACFT above 136t / 299830lbs must exit RWY 14 via TWY K to avoid pavement stress. ACFT below 136t / 299830lbs can exit RWY 14 via TWY D if heavy braking not required.

TWY Restriction
TWY H and F for light ACFT only.
TWY G require pavement concessions.

Parking
Marshaller to be provided by OPR or FBO.

Terminal 2 APN for B737/A320.

Warnings

Concentrated TFC between Gold Coast and Southport at 500ft.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR Australia and in addition;
Under pilot navigation: Track via the latest STAR CLR to the nominated RWY, then fly the most suitable APCH in accordance with ERSA EMERG section.

Under RAD vector: Maintain vector for 2min, then fly the most suitable INSTR APCH (straight-in where possible) to the nominated RWY in accordance with ERSA EMERG section.

ARRIVAL

Arrival Procedure

Noise Abatement Procedure: See CRAR Australia and in addition;
MAX use of tracking over water will be utilized until ACFT are established on their final APCH course. Avoid noise sensitive areas or minimize ACFT noise whilst overflying them.

Delay flap deployment until as late as is operationally practicable.

RWY 14 INSTR APCH PROC
Noise preferred APCH RNAV (RNP) W RWY 14, RNAV (RNP) X RWY 14 and RNAV (GNSS) Z RWY 14.
To minimise noise NDB or VOR RWY 14 only AVBL when operationally required.

Jet ACFT
RWY 32:
From north: Expect to track east of the coast for right circuit and:
- in IMC expect radar vectors to join final of RWY 32 INSTR APCH, or:
- in VMC expect radar vectors to join CL of RWY 32 by D10 CG VOR.

From east:
- in IMC expect radar vectors to join final of RWY 32 INSTR APCH, or:
- in VMC expect radar vectors to join CL of RWY 32 by D10 CG VOR.

From south/southwest:
- Expect to join final RWY 32 via STAR on either a visual or INSTR APCH.

RWY 14:
From north/south/southeast:
- Not below 5000ft until established over water to join final on either a visual or RWY 14 INSTR APCH.

From east:
- Expect to join final RWY 14 over water for either a visual or RWY 14 INSTR APCH.

Non-Jet ACFT
RWY 32:
From north:
- In VMC, expect to track east of the coast for right circuit and turn right base south of Point Danger and over Ukerebagh Island.

From south/southwest:
- In VMC, expect a left base to join a 2NM final.

RWY 14:
From north/south/southwest:
- Not below 3000ft until established over water to join final on either a visual or RWY 14 INSTR APCH.

From east:
- Over water join final on either a visual or RWY 14 INSTR APCH.

DEPARTURE

Take-off Minima

RWY		14/32	
Multi ENG	ft - m/km	0 - 550v	REDL+RCLM
		0 - 800v	wo LGT, HJ only
other		c300 - 2.0v	-

Speed

MAX IAS 250KT below 10000ft.

Changes: ARR PROC

DEPARTURE

Communication

COM Failure: See CRAR Australia and in addition;
Maintain last assigned vector for 2min and, if necessary, climb to MNM safe ALT to maintain terrain CLR, then proceed in accordance with the latest ATC route CLR acknowledged.

Departure Procedure

Intersection TKOF
ACFT are to use TWY K INT DEP for RWY 32. Full length RWY 32 AVBL if operationally required after approval from AD operator.
Outside TWR HRs all ACFT must use full length RWY 14 or RWY 32 TWY K intersection for DEP.

Noise Abatement Procedure: See CRAR Australia and in addition;
Jet ACFT:
Use NAP according to AFM. EXP following SID RAD PROC.
RWY 32 (commence the SID turn ASAP above 600ft):
To north/east:
- Expect a right turn to become established over water.

To south/southwest:
- Expect a right turn to become established over water until south of Kingscliff (CG130/7NM) and above 5000ft.

RWY 14:
To north/east/southeast:
- Expect a left turn to become established over water.

To south/southwest:
- Expect a minor right turn until passing D5.

Non-Jet ACFT
RWY 32 (commence the SID turn ASAP above 600ft):
To north:
- Expect a minor right turn to become established over water until above 3000ft.

To south/southwest:
- Expect a right turn to become established over water until above 3000ft.

RWY 14:
To north:
- Expect a left turn to become established over water until above 3000ft. (A right turn is permitted when traffic management requires).

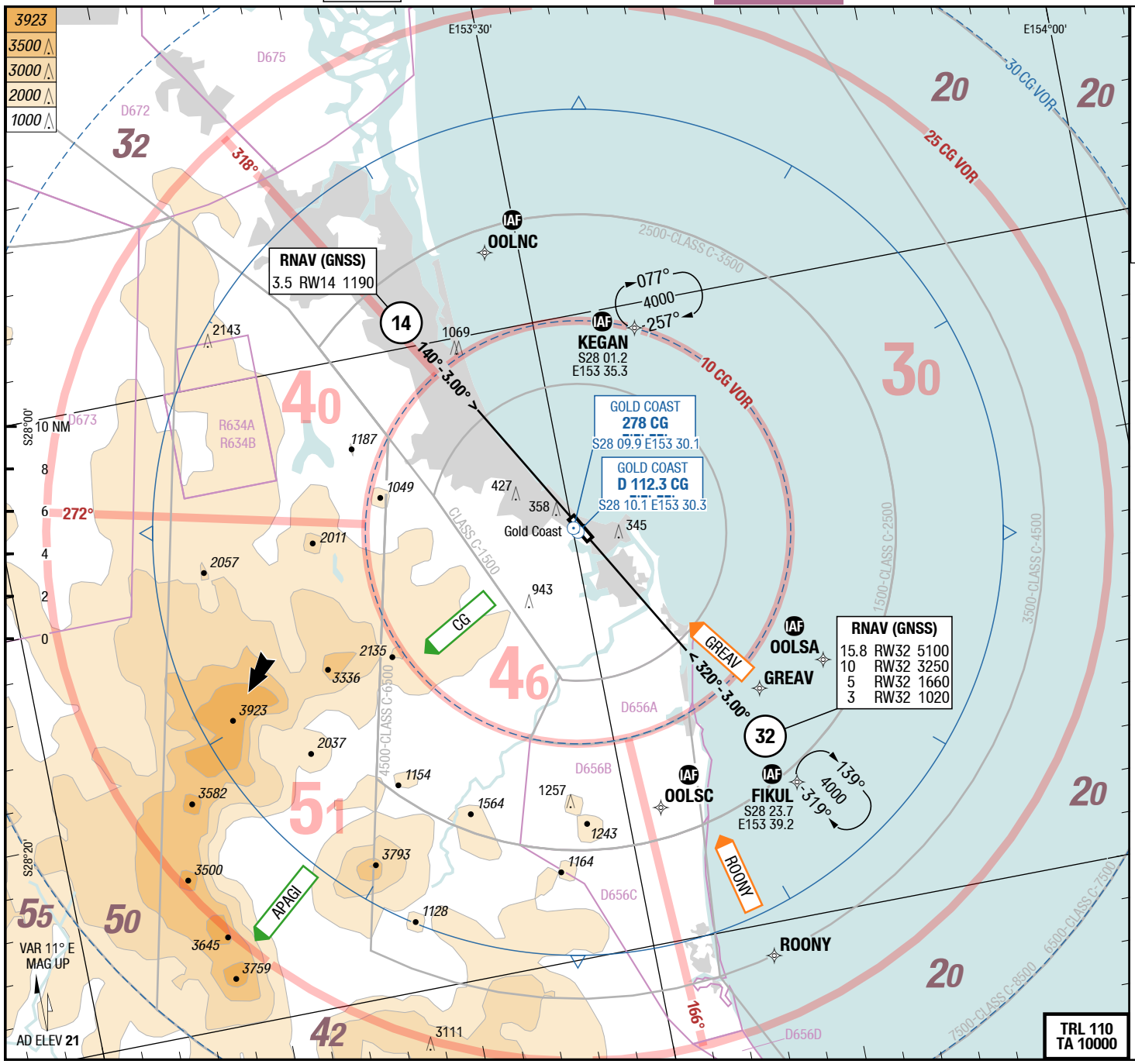
To east:
- Expect a left turn.

To south/southwest:
- Expect a minor right turn until passing 3000ft. (A left turn may be required for traffic management purposes).

ATC Slot, Clearance

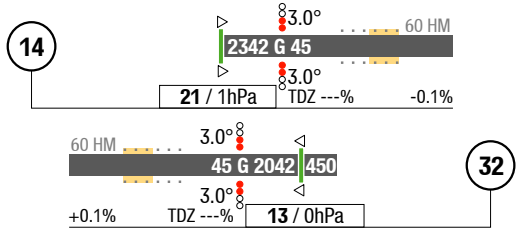
FLT details and CLR REQs should be advised to Brisbane RAD well before the CTR boundary. When submitting details, prefix these REQs with the phrase "flight details". Do not contact Gold Coast TWR to submit Inbound/Transiti details.

DEP ACFT must request CLR or PDC readback.



D-ATIS	112.300 CG 134.500 1955-1300
AWIS	134.500 (AH)
Brisbane RAD	119.500 on ground (AH)
Brisbane APP	123.500
TWR	118.700 1955-1300 121.800 1955-1300
CTAF	118.700 ARCAL PAL
GND	121.800 1955-1300
DLV	128.750 1955-1300
PDC	

Landing RWY system:



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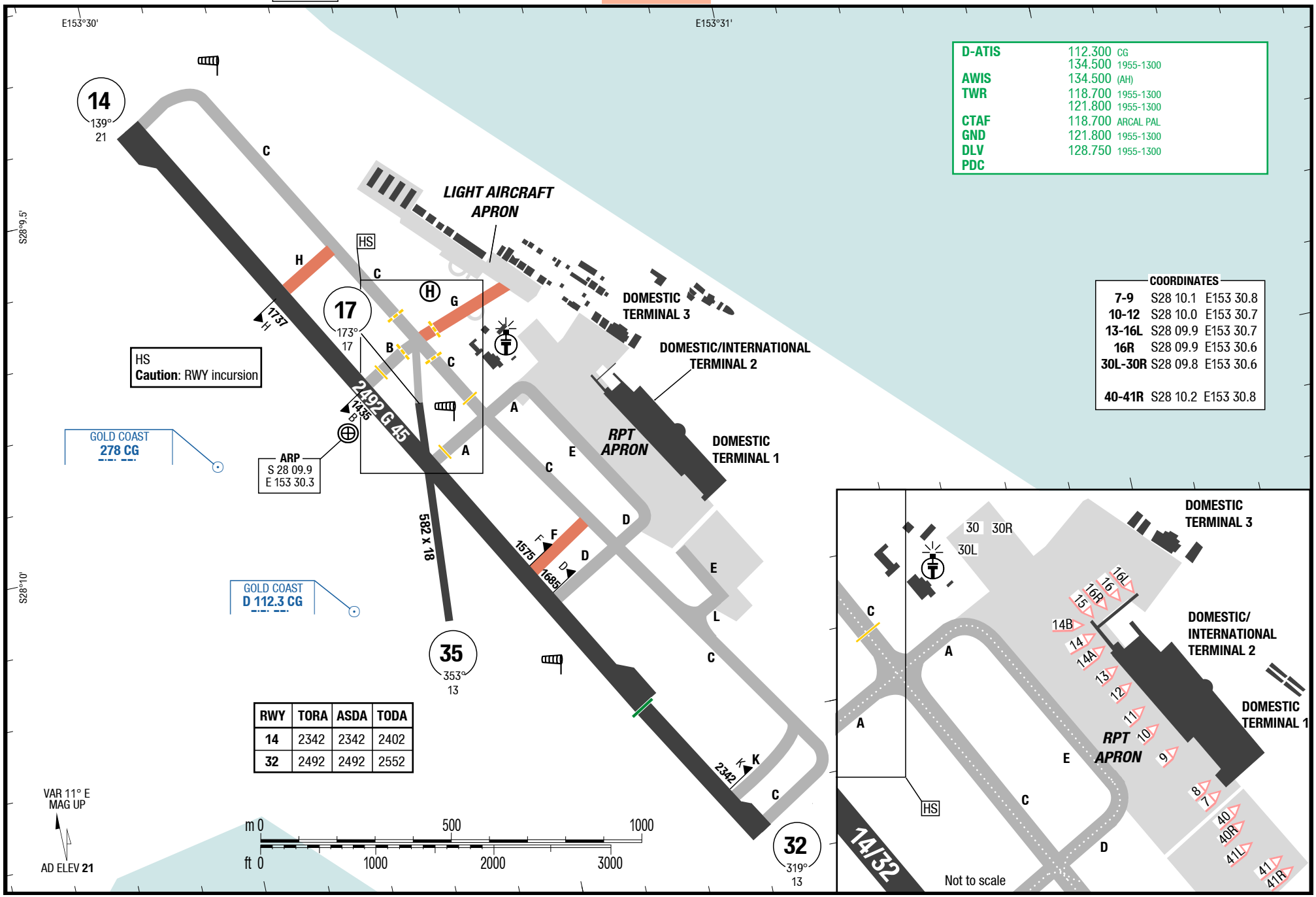
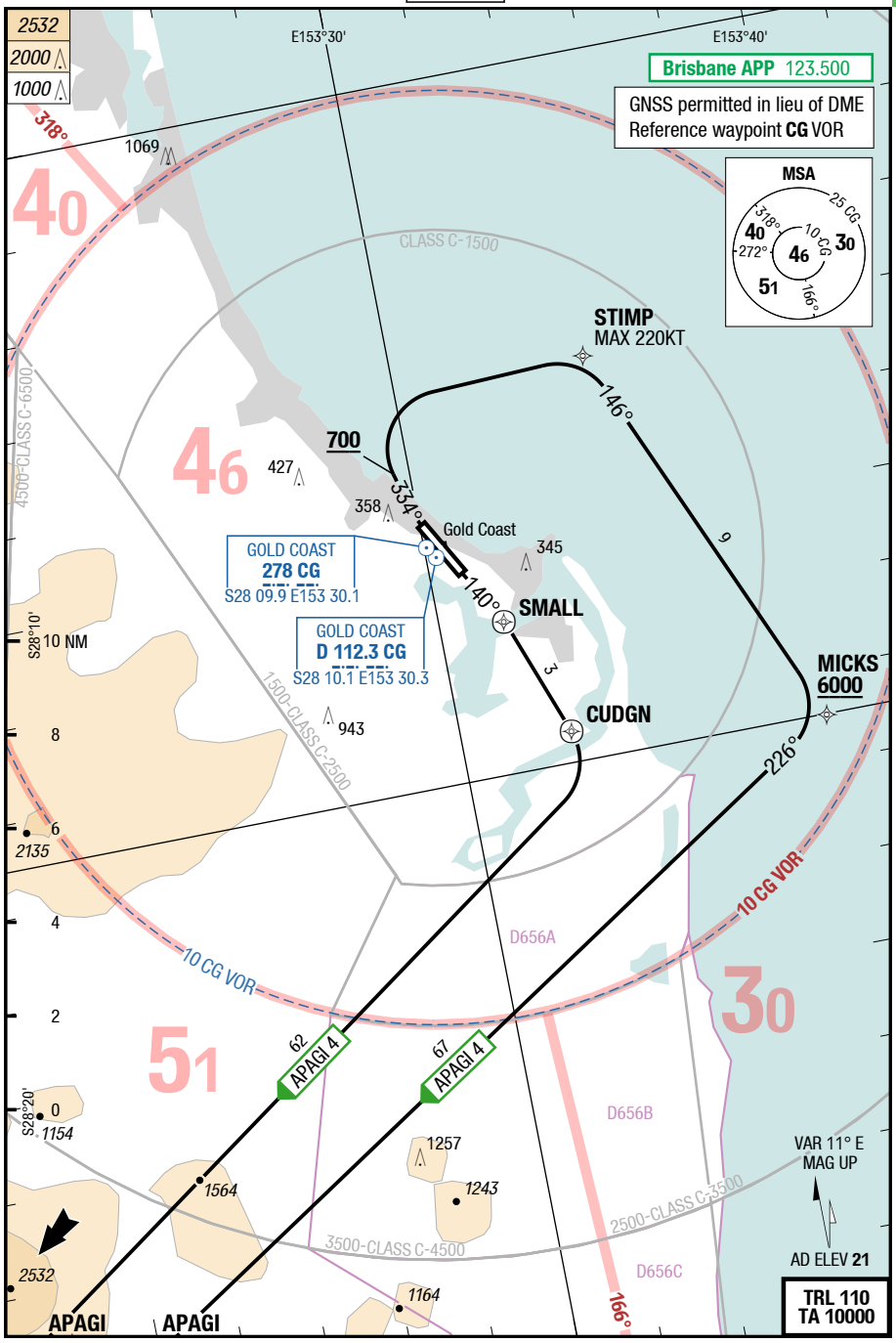
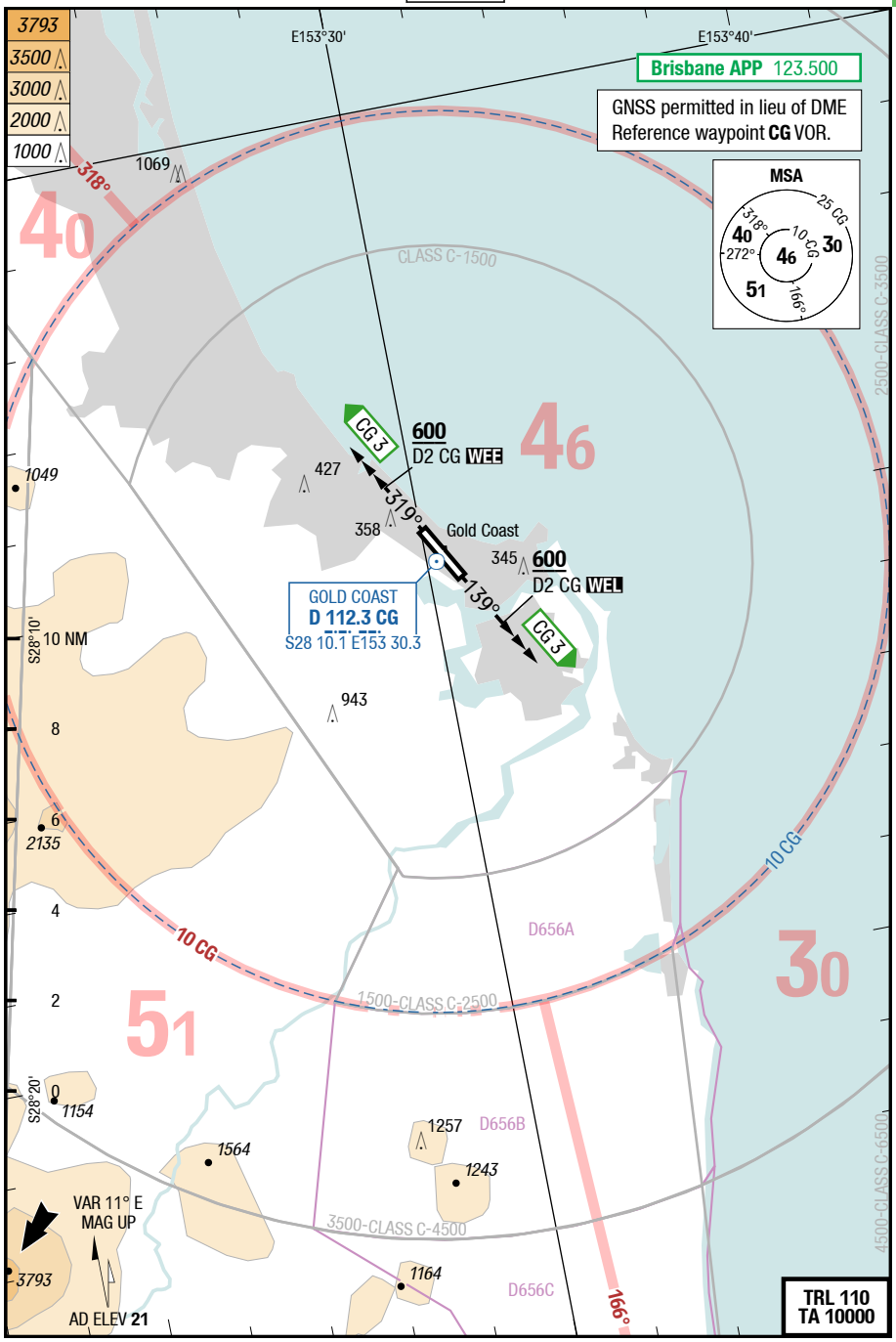


Changes: APN, BLDG, Parking Stands revised, COORD



Changes: PROC, OBST



Changes: OBST

APAGI 4

RWYs 14 (139°) / 32 (319°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.8%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
APAGI 4 4.8% to 1500 6.7% to 7000 6.0% to 7500 **123.500**	RW14 - 140° SMALL - DCT CUDGN [R] - DCT APAGI	
	Runway 32	
APAGI 4 3.6% to 700 6.3% to 2000 **123.500**	334° [A700+ ;R] - DCT STIMP [K220-] - MICKS - APAGI	MICKS MNM **6000**

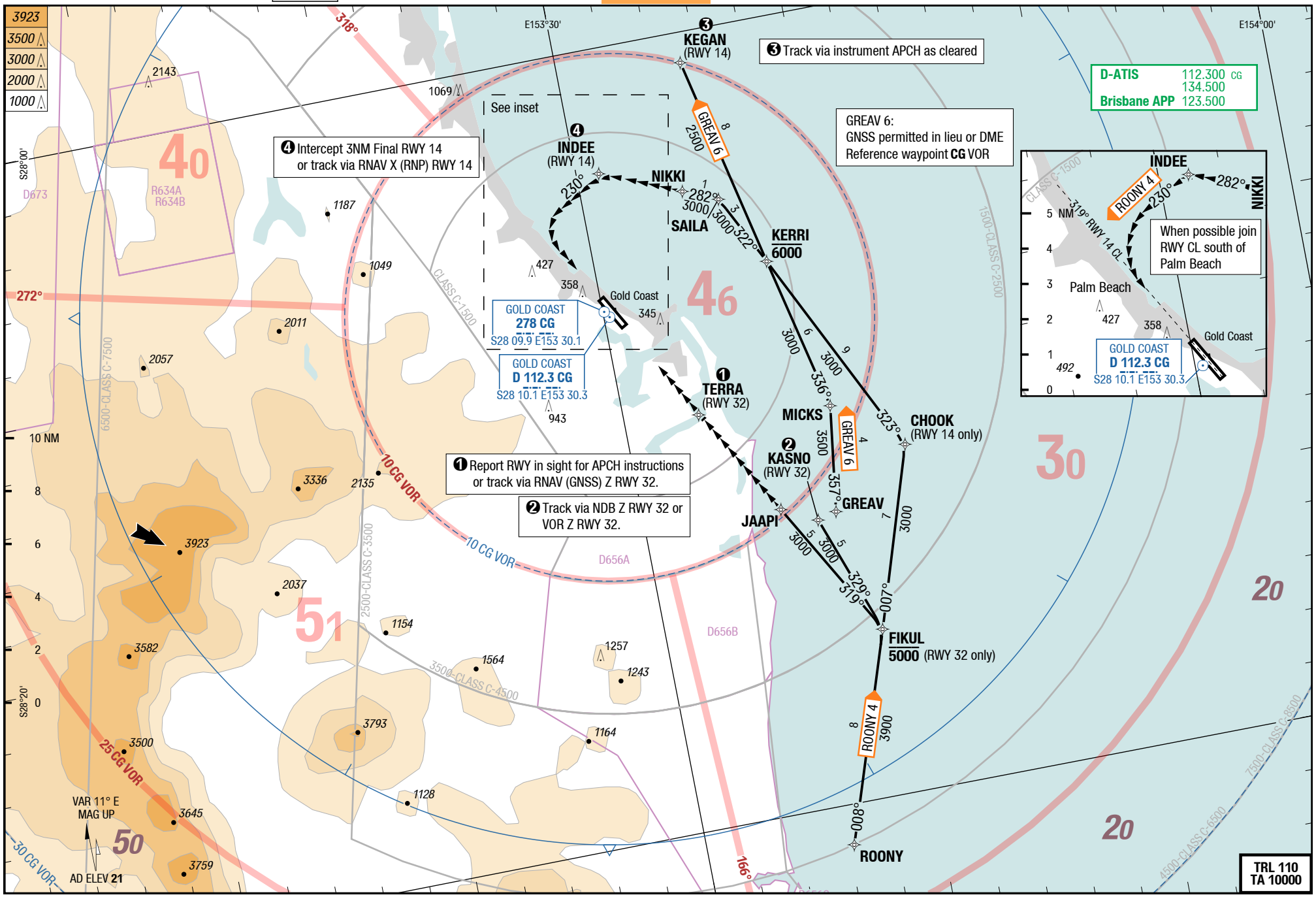
GOLD COAST 3

RWYs 14 (139°) / 32 (319°)

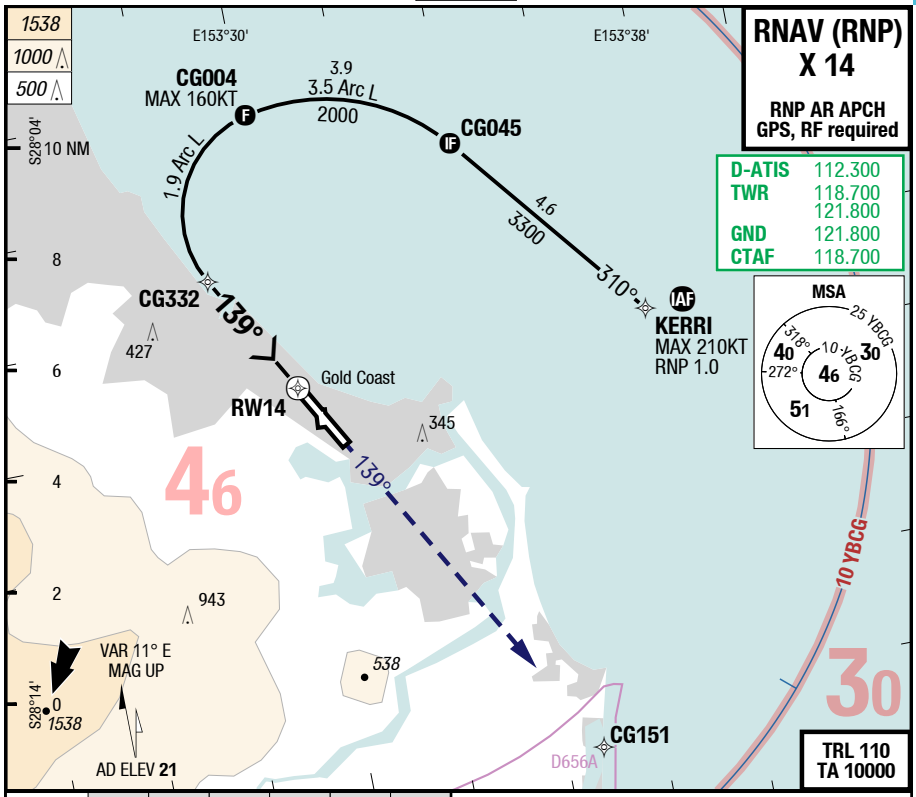
When instructed, contact Brisbane APP for radar vectors.

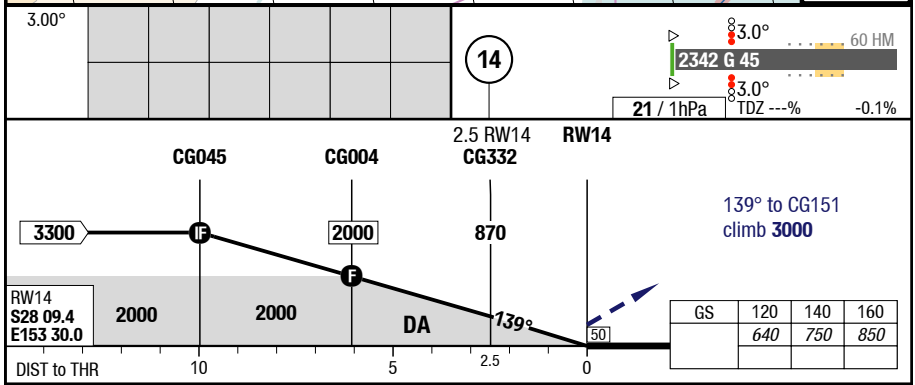
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
GOLD COAST 3 **CG 3** **123.500**	139° - at MNM **600** or D2 **CG**, whichever is later, turn to assigned HDG	
	Runway 32	
GOLD COAST 3 **CG 3** 5.0% to 4000 **123.500**	319° - at MNM **600** or D2 **CG**, whichever is earlier, turn to assigned HDG	



Changes: OBST

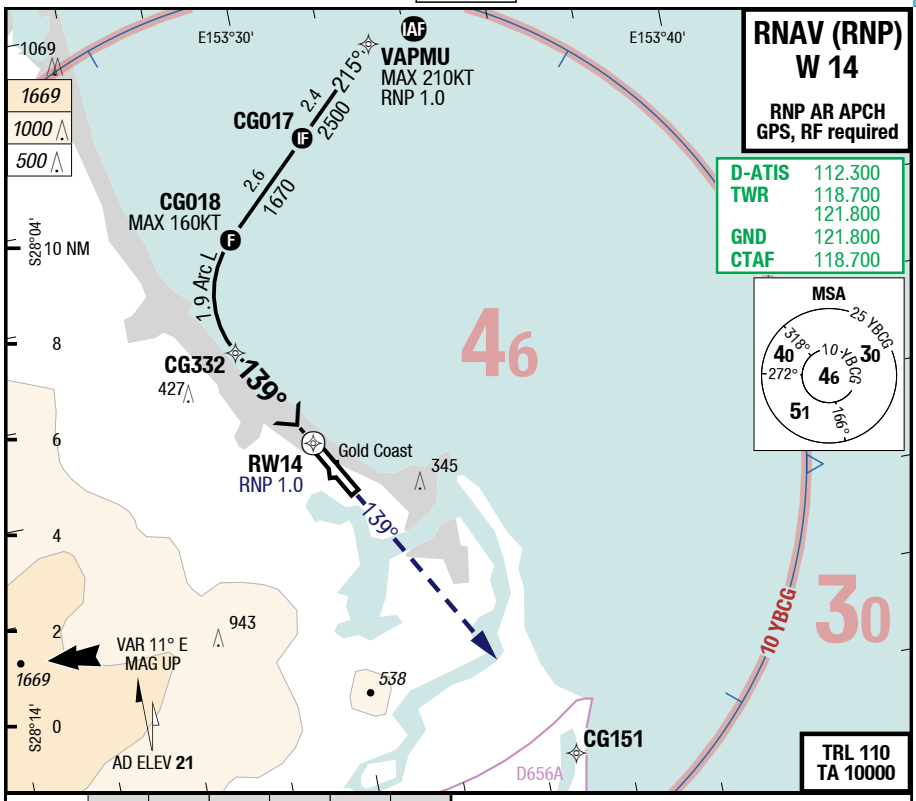


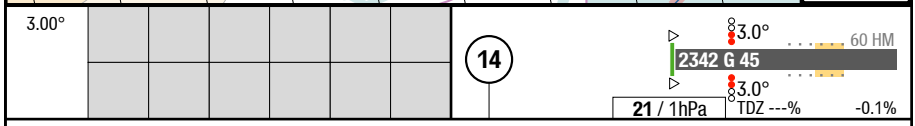


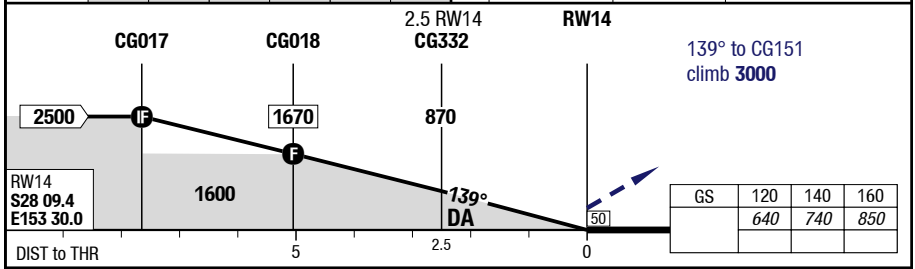
14		RNAV VNAV RNP 0.11 1) 2) 3)	RNAV VNAV RNP 0.30 1) 2) 3)				Circling
C	ft - m/km ft	410 - 2.3V **430**	510 - 2.9V **530**				Not authorized
D	ft - m/km ft	410 - 2.3V **430**	510 - 2.9V **530**				Not authorized

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 49°C (120°F) 2) Use with Gold Coast (YBCG) QNH only 3) For CASA operators only

Changes: OBST



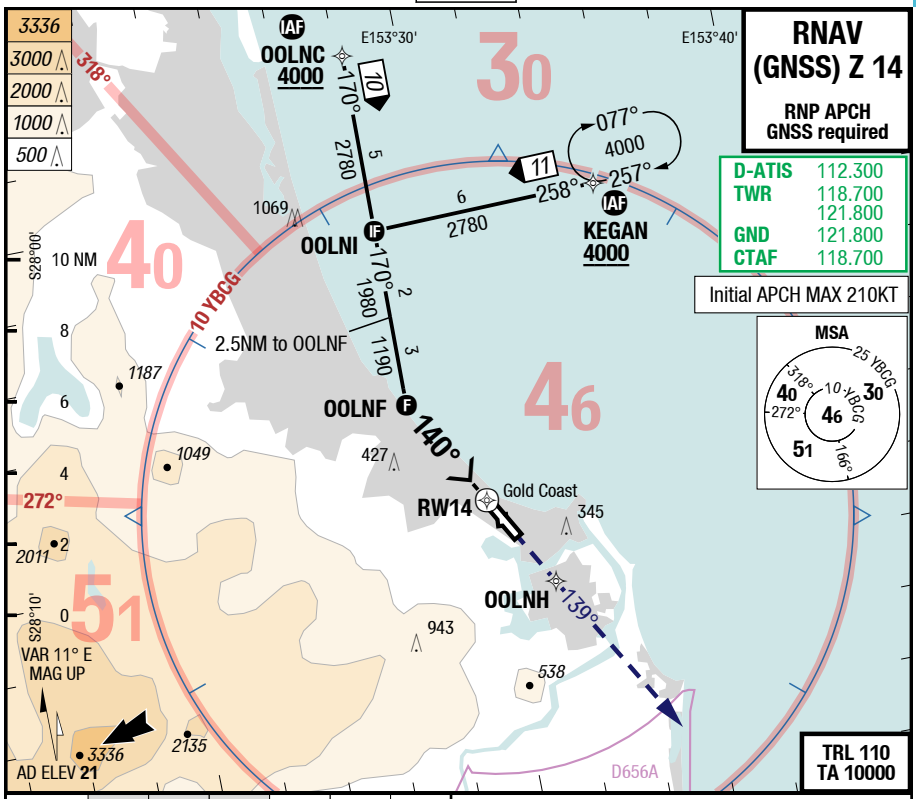




14		RNAV RNP 0.11 VNAV 1) 2) 3)	RNAV RNP 0.30 VNAV 1) 2) 3)				Circling
C	ft - m/km ft	410 - 2.3V **430**	510 - 2.9V **530**				Not authorized
D	ft - m/km ft	410 - 2.3V **430**	510 - 2.9V **530**				Not authorized

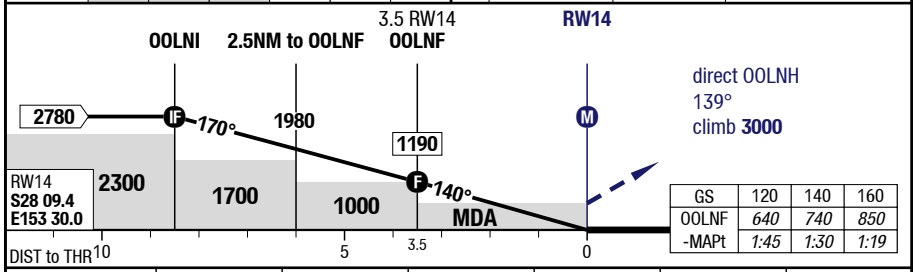
1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 49°C (120°F) 2) Use with Gold Coast (YBCG) QNH only 3) For CASA operators only

Changes: OBST



3.00° RW14 140° RWY 139°				3.5	3	2
				1190	1030	710

14 — 3.0° 2342 G 45 60 HM — 3.0° — 21 / 1hPa TDZ ---% -0.1%



GS	120	140	160
OOLNF	*640*	*740*	*850*
-MAPt	*1:45*	*1:30*	*1:19*

14		RNAV GNSS LNAV 1)					Circling E of RWY only 1)
C	ft - m/km ft	650 - 3.7V **670**					940 - 4.0V **960**
D	ft - m/km ft	650 - 3.7V **670**					940 - 5.0V **960**

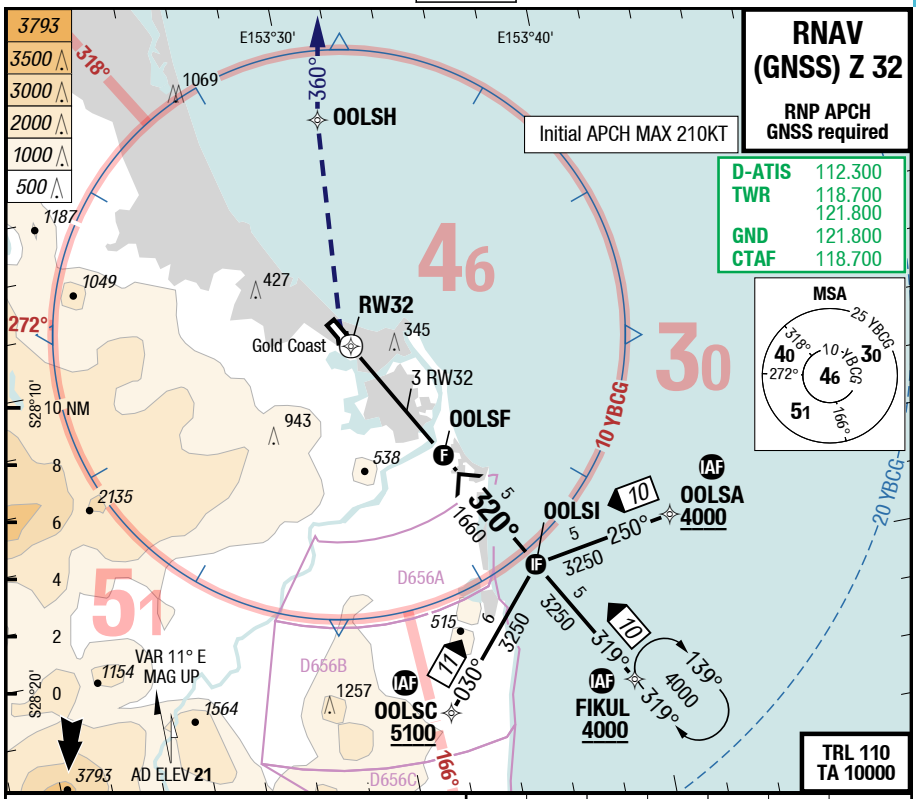
1) Minima may be reduced by 100ft with actual QNH

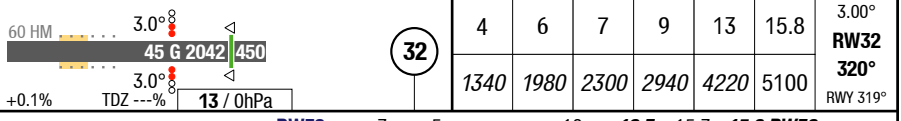
Changes: OBST

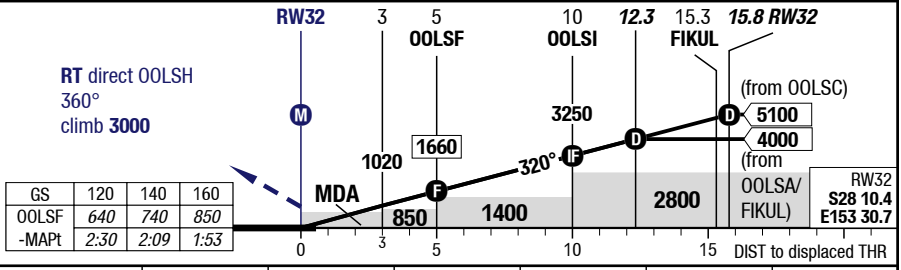
OOL-YBCG

7-40

RNAV (GNSS) Z 32



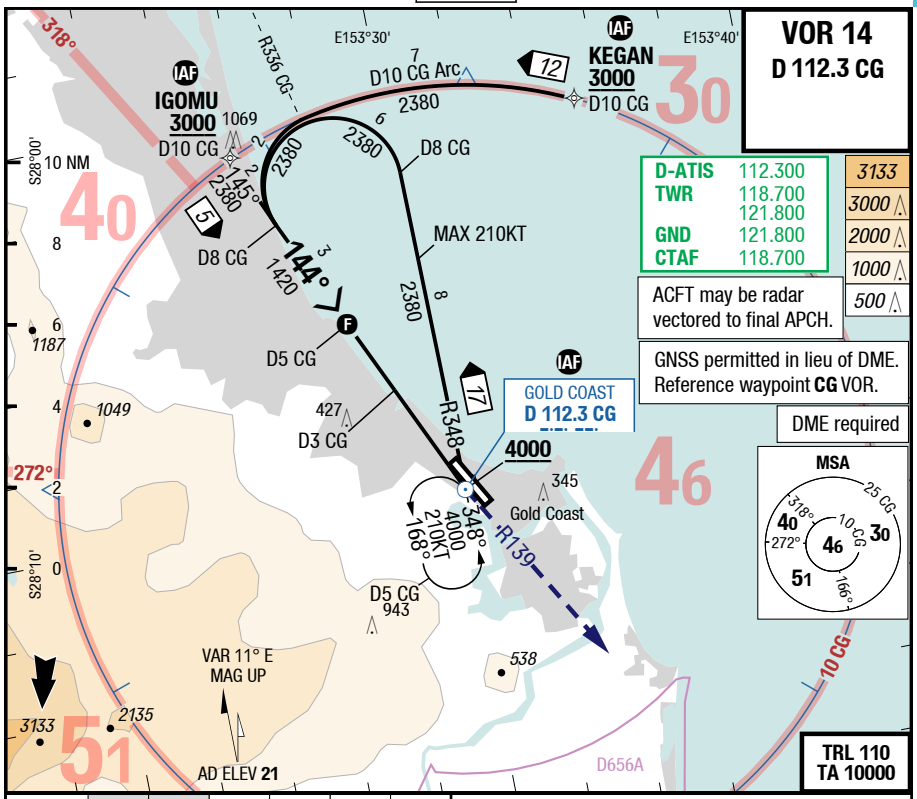




32		RNAV GNSS LNAV 1)					Circling E of RWY only 1)
C	ft - m/km ft	710 - 4.0V **720**					940 - 4.0V **960**
D	ft - m/km ft	710 - 4.0V **720**					940 - 5.0V **960**

1) Minima may be reduced by 100ft with actual QNH

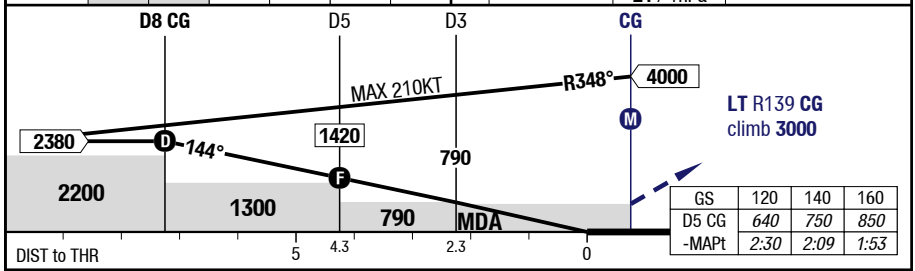
Changes: OBST



3.01°			8	7	6	4
D CG						
144°			2380	2070	1750	1120
RWY 139°						

14

3.0° 60 HM
2342 G 45
3.0°
21 / 1hPa TDZ ---% -0.1%

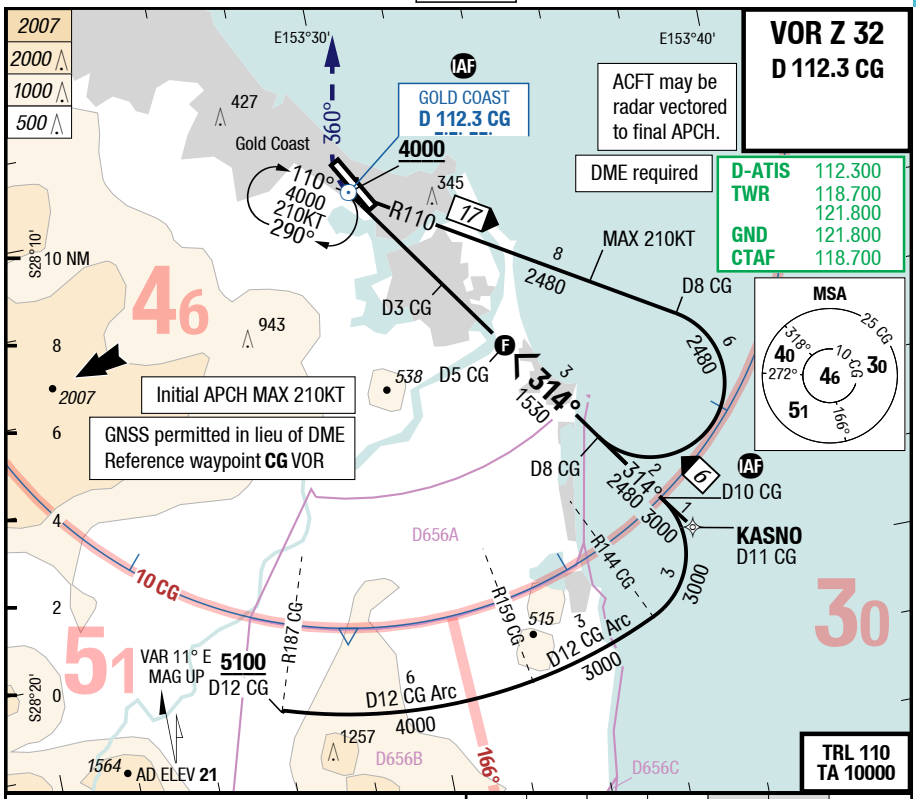


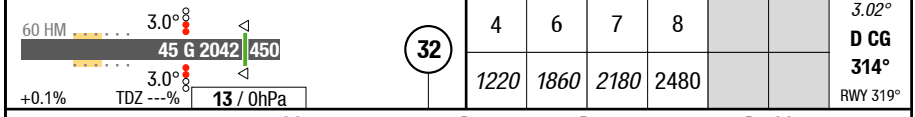
GS	120	140	160
D5 CG	*640*	*750*	*850*
-MAPt	*2:30*	*2:09*	*1:53*

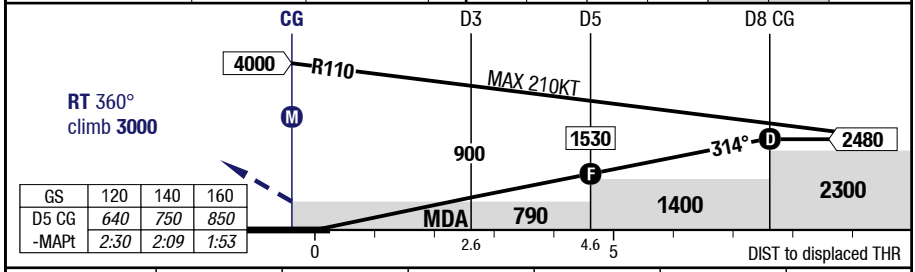
14		VOR DME 1)					Circling E of RWY only 1)
C	ft - m/km ft	730 - 4.2V **750**					940 - 4.2V **960**
D	ft - m/km ft	730 - 4.2V **750**					940 - 5.0V **960**

1) Minima may be reduced by 100ft with actual QNH

Changes: OBST



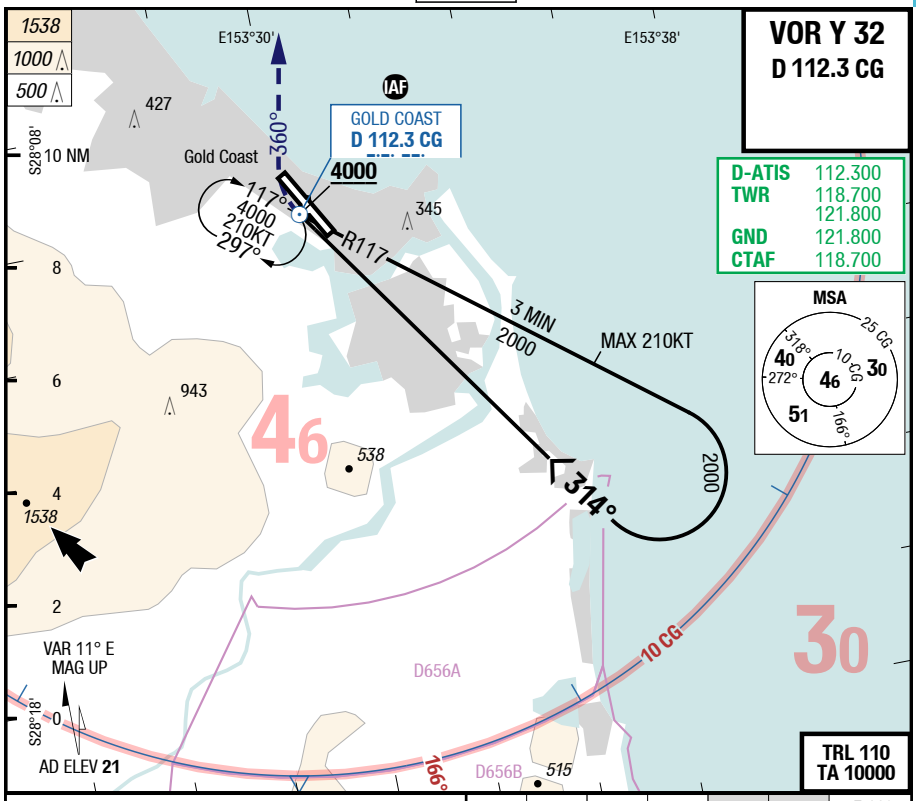


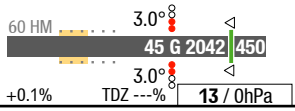


32		VOR DME 1)					Circling E of RWY only 1)
C	ft - m/km ft	780 - 4.4V **790**					940 - 4.4V **960**
D	ft - m/km ft	780 - 4.4V **790**					940 - 5.0V **960**

1) Minima may be reduced by 100ft with actual QNH

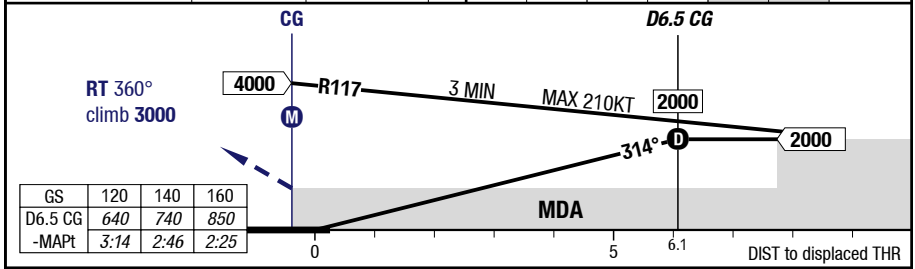
Changes: OBST





32

4	5	6	6.5			3.00°
1220	1530	1850	2000			D CG 314° RWY 319°

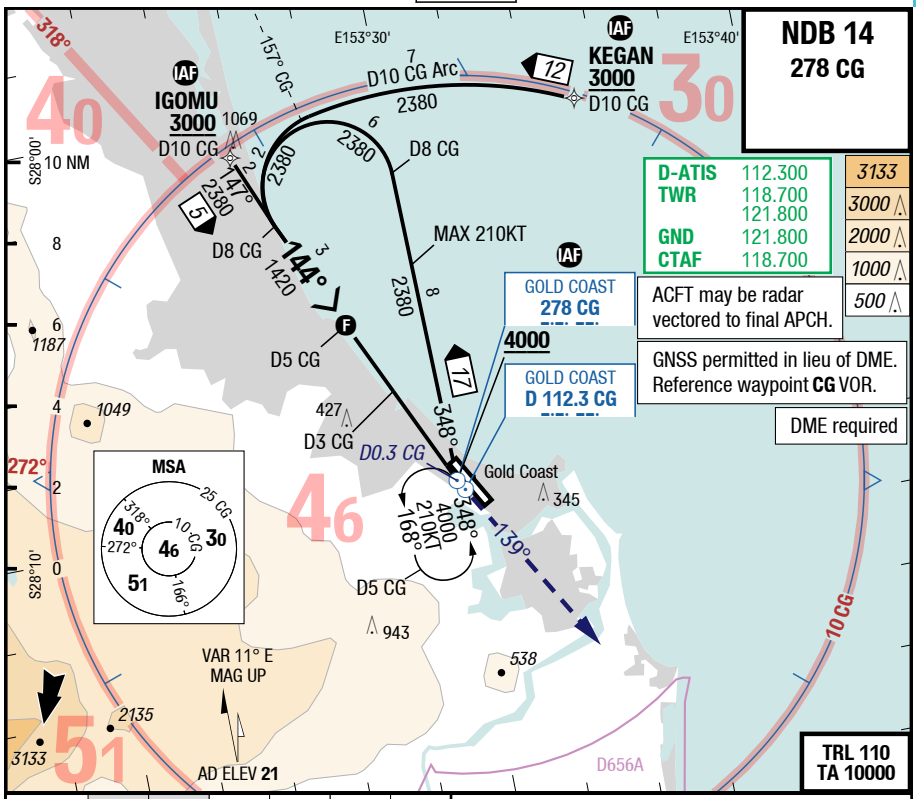


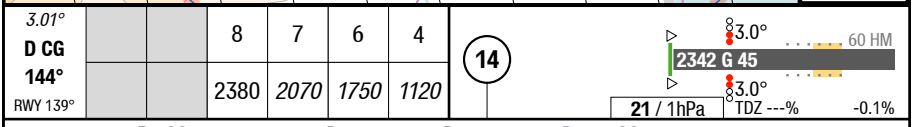
GS	120	140	160
D6.5 CG	*640*	*740*	*850*
-MAPt	*3:14*	*2:46*	*2:25*

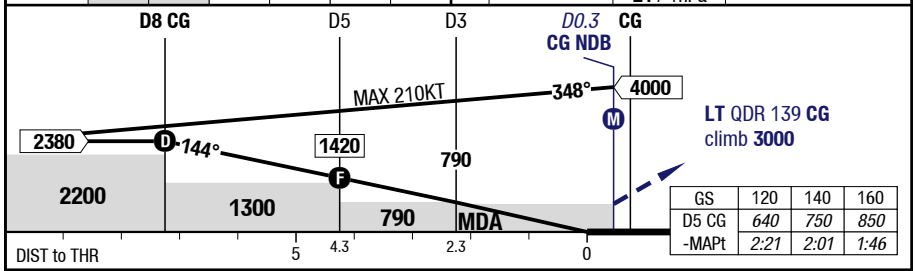
32		**VOR** 1)					**Circling** E of RWY only 1)
C	ft - m/km ft	920 - 5.0V **930**					940 - 5.0V **960**
D	ft - m/km ft	920 - 5.0V **930**					940 - 5.0V **960**

1) Minima may be reduced by 100ft with actual QNH

Changes: OBST



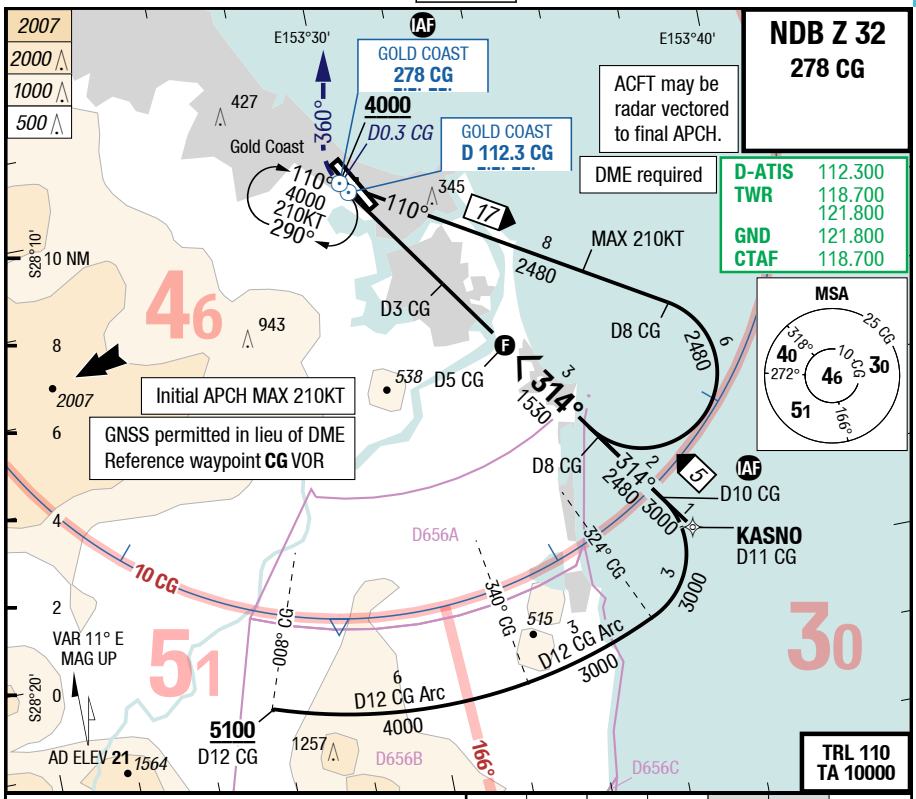




14		NDB DME CG 1)					Circling E of RWY only 1)
C	ft - m/km ft	730 - 4.2V **750**					940 - 4.2V **960**
D	ft - m/km ft	730 - 4.2V **750**					940 - 5.0V **960**

1) Minima may be reduced by 100ft with actual QNH

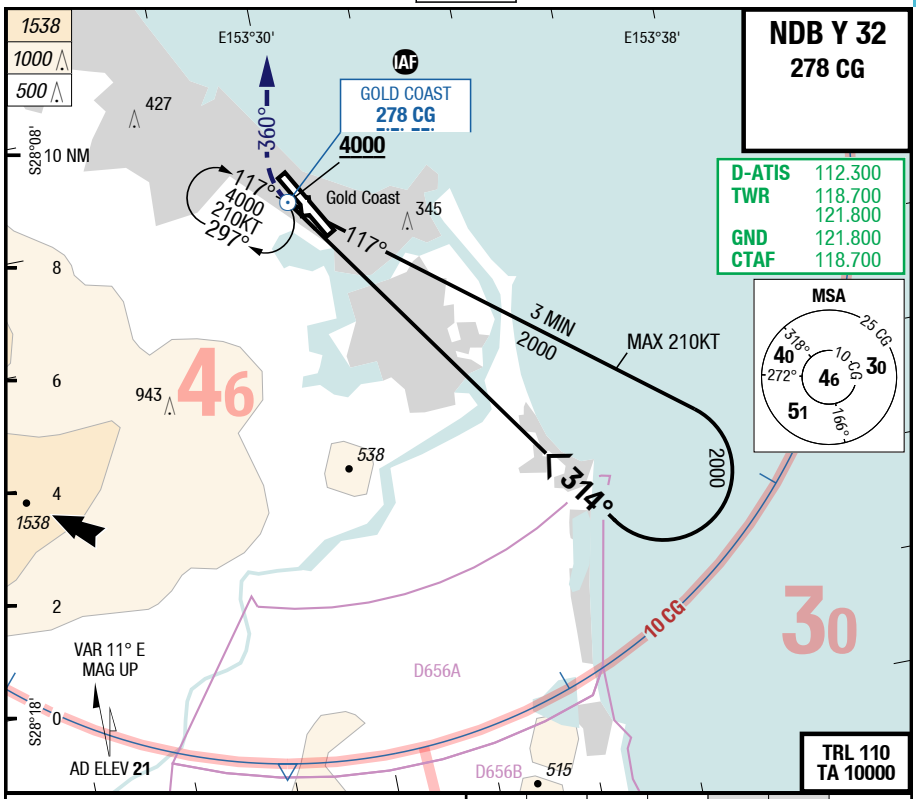
Changes: OBST

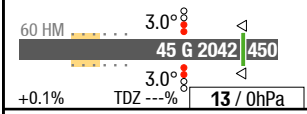


32		NDB DME CG 1)					Circling E of RWY only 1)
C	ft - m/km ft	780 - 4.4V **790**					940 - 4.4V **960**
D	ft - m/km ft	780 - 4.4V **790**					940 - 5.0V **960**

1) Minima may be reduced by 100ft with actual QNH

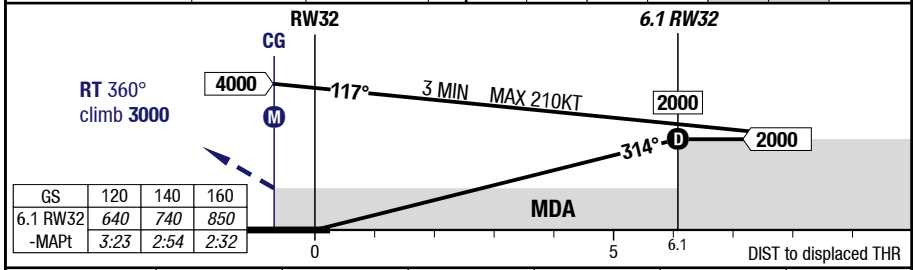
Changes: PROC, OBST





32

3	4	5	6.1			3.00°
1020	1340	1660	2000			RW32 314°
						RWY 319°



GS	120	140	160
6.1 RW32	*640*	*740*	*850*
-MAPt	*3:23*	*2:54*	*2:32*

32		**NDB** 1)					**Circling** E of RWY only 1)
C	ft - m/km ft	920 - 5.0V **930**					940 - 5.0V **960**
D	ft - m/km ft	920 - 5.0V **930**					940 - 5.0V **960**

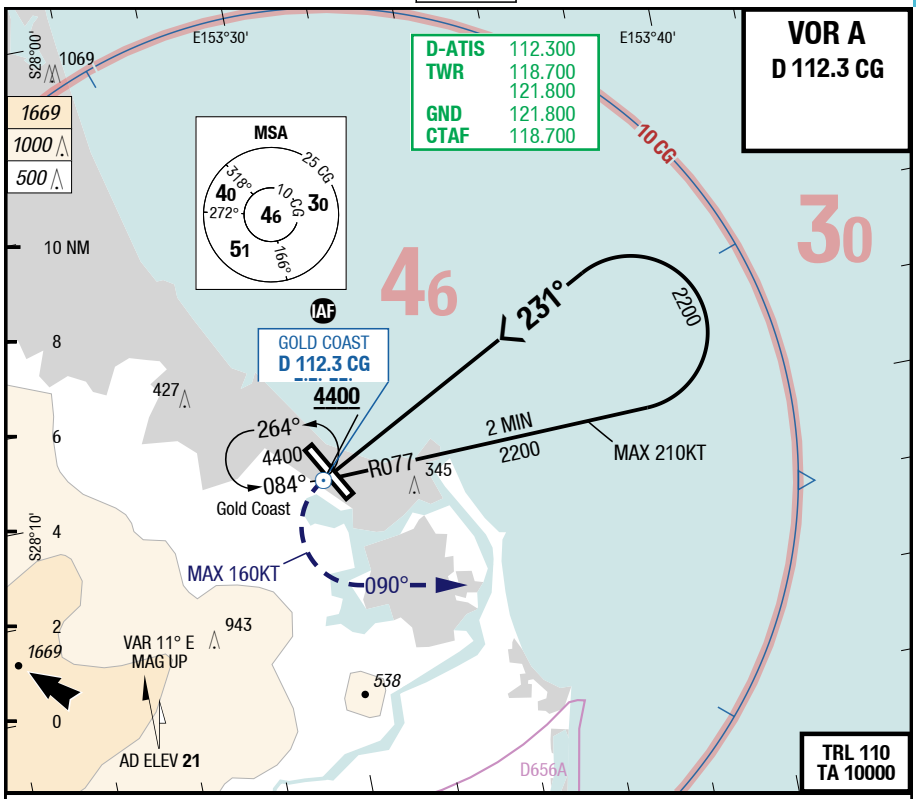
1) Minima may be reduced by 100ft with actual QNH

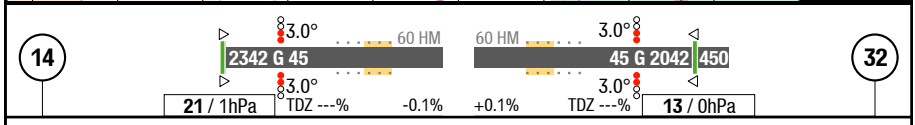
Changes: OBST

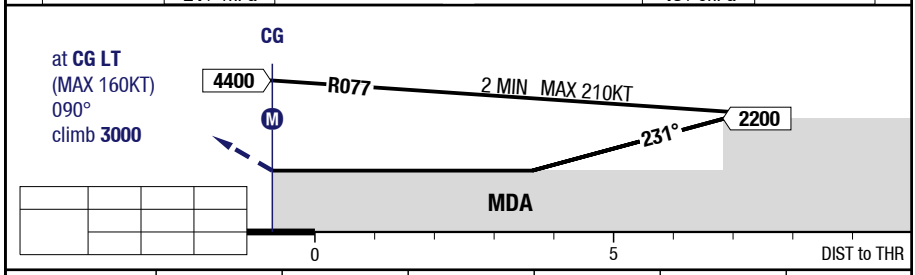
OOL-YBCG

7-110

VOR A



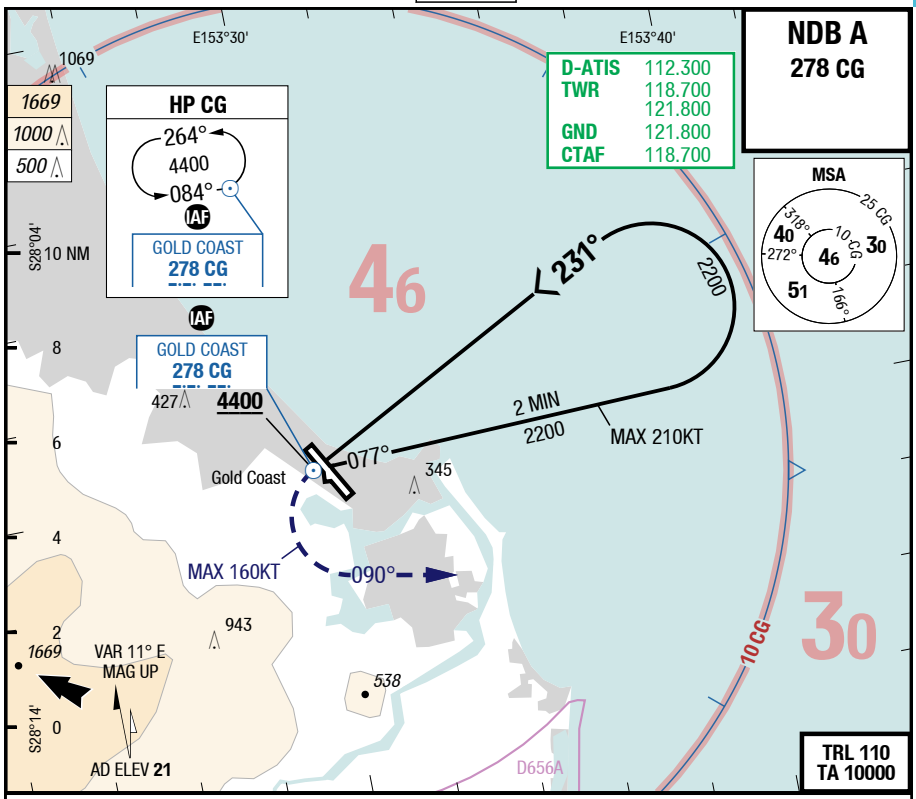


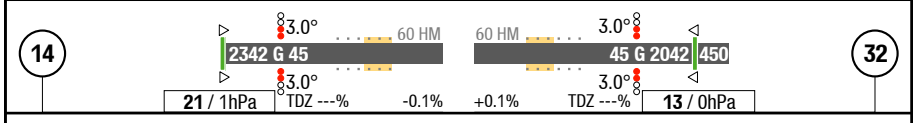


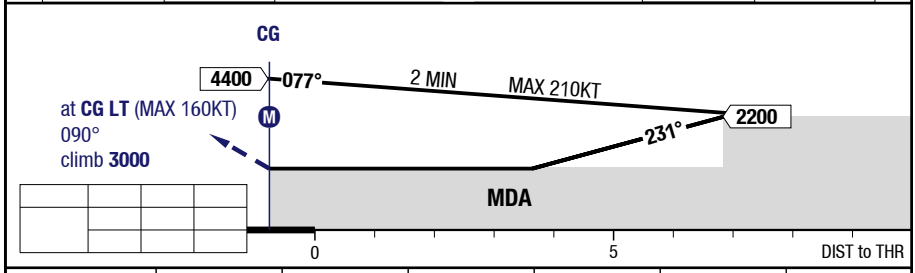
14/32							Circling 1) 2)
C	ft - m/km ft						940 - 4.0V **960**
D	ft - m/km ft						Not applicable

1) Minima may be reduced by 100ft with actual QNH
2) E of RWY 14/32 only

Changes: MIN, OBST







14/32							Circling 1) 2)
C	ft - m/km ft						940 - 4.0V **960**
D	ft - m/km ft						Not applicable

1) Minima may be reduced by 100ft with actual QNH
2) E of RWY 14/32 only

Changes: MIN, OBST