

GOLD COAST**ELEV 21****AVFAX CODE 4011**

QLD

UTC +10

YBCG

S 28 09.9

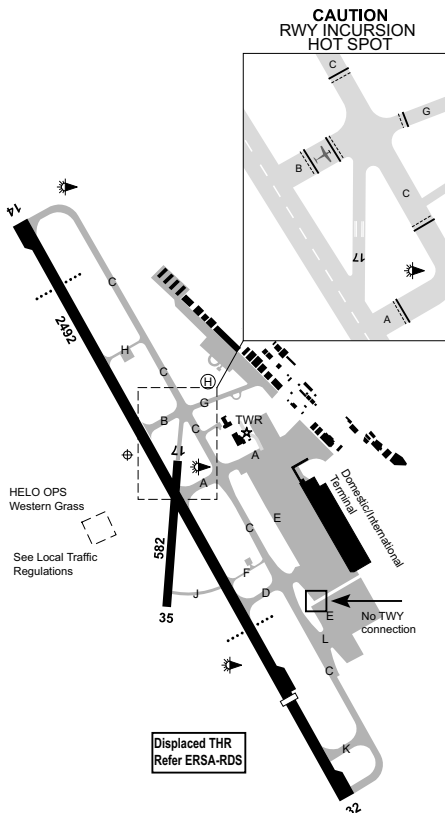
E 153 30.3

VAR 11 DEG E

CERT

AD OPR Gold Coast Airport Limited, PO Box 112, Coolangatta, QLD, 4225. PH 07 5589 1100.

ARO Operations Officer 0407 755 722 AH. Fax 07 5536 2838.

**REMARKS**

1. AD Charges: All ACFT.
2. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES

Air BP: Phone 0488 429 471, E 0700-1600 LMT MON-SUN. AH call-out fee applies. AVGAS, JET A1, JET A1-FSII, Shell lubricants.

Platinum Business Aviation Centre: Office HR W 2100Z-0700Z, AH 2HR PN call 0413 613 116, call-out fee applies. VHF 131.975 MHz, JET A1, Carnet, UVAIR, World Fuel, Jetex, AC, DC, V, MC, AMEX. Ramp parking/hangarage on request, full FBO facility and all associated services AVBL. Caltex: D 2100-0900, Phone 07 5536 2802, AH 0408 757 073 AH by arrangement. AVGAS, JET A1, O125, O156. AH call-out fee \$50.

General

AD OPR does not provide ACFT marshalling services. All requests for ACFT marshalling should be directed to the Airlines or a FBO (if applicable).

PASSENGER FACILITIES

PT/TX Regent (07 5588 1234 - Tweed 07 5536 1144)/HC main terminal/BU/RF/WC/ME

RESCUE AND FIREFIGHTING SERVICES

1. CAT 8 - HO as per current NOTAM.
2. 131.0 MHz AVBL HO.
3. Water Rescue Service AVBL.

APRONS AND TAXIWAYS

1. TWY H and F not AVBL to ACFT ABV 5,700KG.
2. TWY J grass not AVBL to ACFT ABV 5,700KG.
3. TWY G - ACFT ABV 5,700KG require pavement concessions.

RUNWAY INCURSION HOTSPOTS

4. RWY 17/35 at TWY B (Holding Point B RWY 17 is very close to the gable line for RWY 14).
5. RWY 35 after landing RWY 32 (RWY 35 often mistaken for an angled TWY).

Pilots are encouraged to request "detailed taxi guidance" prior to landing or taxiing for departure if unfamiliar.

AERODROME OBSTACLES

MIOL 138FT AGL BRG 298DEG M, 4.3NM FM SOT RWY 32 infringes outer conical SFC.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, AD WRNG.
2. AWIS PH 07 3007 4163 - Report faults to BoM.
3. AWIS FREQ 134.5 AVBL outside TWR HR - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

14/32	139	82a	PCN 61 /F /A /1750 (254PSI) /U Grooved	WID 45	RWS 150
17/35	173	19a	5700/1000 (145PSI) Unrated.	WID 18	RWS 90

AERODROME AND APPROACH LIGHTING

RWY 14/32	HIRL			SDBY PWR AVBL
RWY 14/32	MIRL(1)	PAL+AFRU 118.7		SDBY PWR AVBL
RWY 14/32	RTIL			
RWY 14	PAPI(1)	PAL+AFRU 118.7	3.0 DEG63FT	SDBY PWR AVBL
RWY 32	PAPI(1)	PAL+AFRU 118.7	3.0 DEG53FT	SDBY PWR AVBL

(1) PAL+AFRU requires three one-second pulses to activate (See INTRO para 23.5).

RWY edge light spacing: 14/32 HIRL: 60M. White FM THR to 600M FM RWY end.

Yellow Final 600M to RWY end; MIRL: 60M. White.

OTHER LIGHTING

ABN ALTN 8 WG

1. Secondary PWR switchover time: 1 SEC during LVP; 15 SEC OT.
2. TWY LGT: Green CL on A, B, C, D, E, G and K.

ATS COMMUNICATIONS FACILITIES

FIA	BRISBANE CENTRE	119.5 On ground (outside Gold Coast TWR HR)
ATIS	GOLD COAST	112.3 (1) 134.5 (2)
ACD	GOLD COAST DELIVERY	128.75 (3)
APP	BRISBANE APPROACH	123.5
SMC	GOLD COAST GROUND	121.8
TWR	GOLD COAST TOWER	118.7 121.8
ACD	GOLD COAST GROUND	121.8

(1) H24

(2) TWR HR only

(3) ACFT DEP Gold Coast must REQ CLR or PDC readback

1. TWR HR - 1955-1300 D.
2. Outside TWR HR, Gold Coast Class C airspace BLW 3500 becomes Class G.
3. Flight details and clearance requests should be advised to Brisbane Centre 119.5 well before the CTR boundary. Pilots submitting details should prefix these requests with the phrase "Flight Details". Pilots should NOT contact Gold Coast TWR to submit Inbound/Transiting details.
4. ATIS AVBL by phone 07 5599 5910.

RADIO NAVIGATION AND LANDING AIDS

VOR	CG	112.3	S 28 10.1	E 153 30.2	
DME	CG	112.3/ 70X	S 28 10.1	E 153 30.2	(1)
NDB	CG	278	S 28 09.9	E 153 30.1	Range 60 (HN 60)

(1) Antenna ELEV 38 FT.

LOCAL TRAFFIC REGULATIONS

1. RWY 14 - ACFT ABV 136,000KG landing RWY 14 must roll through and exit RWY via TWY K to avoid pavement damage from heavy braking. ACFT BLW 136,000KG landing RWY 14 can exist via TWY D if heavy braking not required.
2. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
3. LOCAL HELICOPTER OPS are to be conducted on the Western Grass which is the area contained by the blue gable markers to the west of RWY14/32 and north of the VOR. The Western Grass is not a designated helicopter landing site and separation is not provided between aircraft and/or obstructions on the ground while operating within the confines of the Western Grass.
Circuits from the Western Grass are to be conducted with upwind legs to remain inside the airport boundary fence and base turns to be made within the RWY14/32 threshold markers. Upwind and final legs of Western Grass circuit operations are to be conducted parallel to RWY 14/32 unless otherwise approved by ATC.
4. TRAINING and AIRWORK FLIGHTS
 - a. Circuit training see noise abatement
 - b. Pilots must contact Gold Coast Tower on 07 5599 5990^, at least 60 MIN prior to commencing the session, to book circuit training.
 - c. For other than arriving ACFT, IAL training approval shall be obtained from the Network Coordination Centre (NCC) Phone: 1800 020 626^. Pilots must contact Brisbane Centre 07 3866 3694^ for AWK ABV 1,500FT.
 - d. NDB - A and VOR - A approaches will not normally be approved.
 - e. Training operations contrary to the prevailing traffic pattern/operational runway direction will not normally be approved.
5. Occasionally, TCAS advisories for ACFT operating in Gold Coast Terminal Control Area may occur due ATC procedures affecting VFR ACFT.
6. **COASTAL TRANSIT IN CLASS G AIRSPACE**
Due to high density traffic in coastal Class G Airspace between Cudgen Headland and Hastings Point, fly;
 - a. Southbound 1,000FT AMSL
 - b. Northbound 500FT AMSL**Concentrated TFC BTN Gold Coast and Southport at 500FT, see also SOUTHPORT CTAF procedures.**
7. Aircraft requiring a transit of the GC CTR should plan to track via the VFR route depicted on the VTC as follows:
Northbound transit via the highway (inland) and contact Tower 118.7 approaching Cudgen Lake for ATC clearance.
Southbound transit via the highway (inland) and contact Tower 118.7 approaching Robina Town Centre for ATC clearance. Aircraft requiring to transit the CTR coastal may experience delays due high density traffic.
8. Pilots planned to BN must obtain a slot time for Brisbane prior to engine start, in accordance with BN INTL Air Traffic Flow Management Procedures (See BRISBANE INTL entry).
9. Pilots should ensure flight plan details are submitted for flight in Gold Coast Class C airspace, preferably through NAIPS or Flightwatch, well in advance of requesting SSR code allocation. Failure to do so will result in delays for airways clearance. The SSR code request is to be made on the appropriate FIA frequency.
Pilots who are squawking an assigned discrete code may call Gold Coast TWR on 118.7 directly for airways clearance at or BLW 1,500FT.
10. Flights planned to depart Gold Coast above 6,000FT can expect airways clearance at 6,000FT. Higher levels can be anticipated on APP CTL FREQ.
11. Light ACFT are requested to conduct engine runups on TWY C, for RWY 14 departures.
12. **PARKING**

Overnight parking is no longer AVBL for all aircraft above 5,700KG MTOW, except for RPT aircraft. Itinerant parking requirements is available for 2HR or less, this will require prior approval FM airport management with a MNM notice of one clear working day (MON to FRI). Itinerant ACFT under 5,700KG must park north of TWY G, at the northern end of the GA APN.

13. **TWY K DEPARTURES**

ACFT departing RWY 32 must use TWY K intersection for departure.

14. **FULL LENGTH DEPARTURES**

Full Length Departures RWY 32 require 30MIN prior notice for Airport Management approval. Approval given by contacting the Airport Safety Officer on 0407 755 722 or via ATC relay on 121.8.

15. For CASA approved operators, RWY 14/32 is capable of supporting takeoffs with a RWY VIS of not less than 550M.

FLIGHT PROCEDURES

ATC TRAFFIC MANAGEMENT SPEED

When **not** on a SID or STAR (including vectoring) - ACFT ARR or DEP CG must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

CTAF - AFRU 118.7

Outside TWR HR.

NOISE ABATEMENT PROCEDURES

1. A Curfew and Noise Abatement Procedures apply. See AIP DAP.
2. The preferred RWY for takeoff and landing is RWY 14.
3. Circuit training:
 - a. Not permitted BTN 1200-2000;
 - b. Where possible circuits should be distributed equally left and right of the RWY in use.
4. Preferred flight paths for turbo jet and non turbo jet ACFT ABV 5,700KG MTOW are contained in AIP DAP.
5. Outside TWR HR pilots are requested to use the same RWY for DEP and ARR - if operationally acceptable.
6. RWY 14 INSTR APCH PROC for turbo jet and non turbo jet ACFT ABV 5,700KG MTOW - Noise preferred APCH RNAV-W (RNP) RWY 14, RNAV-X (RNP) RWY 14 and RNAV-Z (GNSS) RWY 14. To minimise noise NDB or VOR RWY 14 only AVBL when operationally RQ.

ADDITIONAL INFORMATION

1. Bird hazard exists. NOTAM to be issued and ATIS to be updated during periods of increased wildlife activity.
2. All pilots and operators must possess and display a current Aviation Security Identification card (ASIC) when airborne.

CHARTS RELATED TO THE AERODROME

1. WAC 3357.
 2. Aerodrome Obstruction Chart Type A (December 2009).
 3. Also refer to AIP Departure & Approach Procedures.
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