

GOLD COAST

ELEV 21

AVFAX CODE 4011

QLD

UTC +10

YBCG

280952S

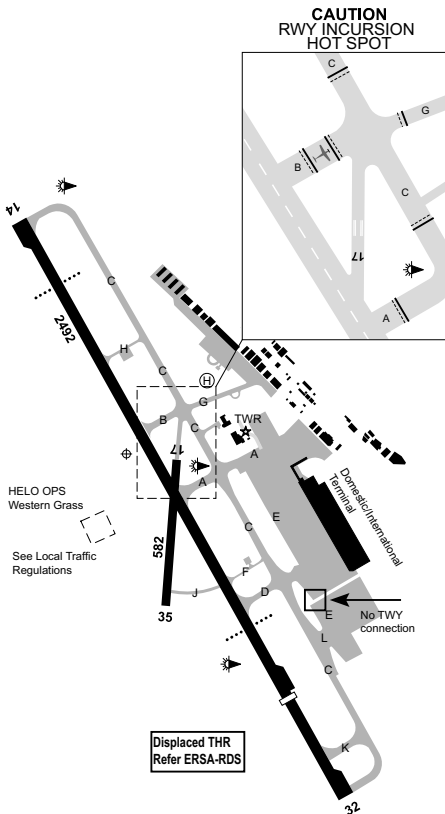
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VAR 11 DEG E

CERT

AD OPR Gold Coast Airport Pty 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.
3. All pilots and operators must possess and display a current Aviation Security Identification Card (ASIC) when airside.

HANDLING SERVICES AND FACILITIES

Air BP: Phone 0488 429 471, 0700-1600 LMT MON-SUN. AH call-out fee applies. AVGAS, JET A1, JET A1-FSII, Shell lubricants.
 Platinum Business Aviation Centre: Office HR MON-FRI 2100Z-0700Z, AH 2HR PN call 0413 613 116, call-out fee applies. VHF 131.975 MHz, JET A1, Carnet, UVAIR, World Fuel, Jetex, DC, V, MC, AMEX. Ramp parking/hangarage on request, full FBO facility and all associated services AVBL.
 Caltex: DLY 2100-0900, Phone 07 5688 6690, AH 0439 307 259. 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. RPT Apron - significant changes to parking bay alignment, designation and associated lead-in line markings into single Code E/Dual code C MARS configuration following project works.
2. Redesignated RPT parking bays sequenced from Bay 1 at the north-eastern end of the apron through to Bay 9 at the south.
3. TWY H and F not AVBL to ACFT ABV 5,700KG.
4. TWY J grass not AVBL to ACFT ABV 5,700KG.
5. TWY G – ACFT ABV 5,700KG require pavement concessions.
6. TWY B ACFT holding for RWY 14 over 15M length infringe RWY 17.
7. ACFT Code B and ABV landing RWY 14 first AVBL TWY is A, unless otherwise advised by ATC.

AERODROME OBSTACLES

1. MIOL 138FT AGL BRG 298 MAG 4.3NM FM SOT RWY 32 infringes conical SFC.
2. Vent pipe 19FT AMSL BRG 140 MAG 1,377M FM ARP infringes RWS.
3. Fence 15FT AMSL chainage 2,350-2,492M FM SOT RWY 14 offset 80M FM RWY centreline infringes RWS.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, AD WRNG.
2. AWIS PH 07 3564 3713 - 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 300 |
| 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 during TWR HR: 1 SEC during LVP; 15 SEC OT.
2. TWY LGT: Green CL on A, B, C, D, E, G, K and L.

ATS COMMUNICATIONS FACILITIES

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

- (1) H24
- (2) TWR HR only
- (3) ACFT DEP Gold Coast must REQ CLR or PDC readback
 1. TWR HR - 1955-1300 DLY.
 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

| | | | | | | |
|-----|-----|--|-----------|------------|------------------|-----|
| DME | CG | 112.3/ 70X | 281008.1S | 1533014.2E | | (1) |
| NDB | CG | 278 | 280953.5S | 1533004.0E | Range 60 (HN 60) | |
| VOR | CG | 112.3 | 281008.2S | 1533014.7E | | |
| DME | ICG | 111.1/ 48X | 280934.5S | 1533004.2E | | (3) |
| | | (RWY14) | | | | |
| GP | ICG | 331.7 (RWY14) | 280934.4S | 1533004.4E | | (2) |
| ILS | ICG | 111.1 (RWY14) | 281042.4S | 1533052.8E | | |
| LOC | ICG | 111.1 (RWY14) | 281042.4S | 1533052.8E | | |
| (1) | | Antenna ELEV 38 FT. | | | | |
| (2) | | Coverage limited to within 5 degrees W of the extended RWY CL, due to terrain shielding. | | | | |
| (3) | | Poor DME coverage at or below 3000FT beyond 17NM, W of the extended RWY CL. | | | | |

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. Pilots are encouraged to request "detailed taxi guidance" prior to landing or taxiing for departure or request follow-me service once on ground frequency if unsure of parking bay.
4. **Runway Incursion Hotspots**
- 4.1. RWY 17/35 at TWY B (Holding Point B RWY 17 is very close to the gable line for RWY 14).
- 4.2. RWY 35 after landing RWY 32 (RWY 35 often mistaken for an angled TWY).
5. 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.
Upwind and final legs of Western Grass circuit operations are to be conducted parallel to RWY 14/32 unless otherwise approved by ATC.
6. 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. IAL training approval shall be obtained from the Network Coordination Centre (NCC) Phone: 1800 020 626^. ILS training for ACFT BLW 5,700KG MTOW will not be approved outside 0900-1700 LMT. 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.
7. Occasionally, TCAS advisories for ACFT operating in Gold Coast Terminal Control Area may occur due ATC procedures affecting VFR ACFT.
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. Turboprop ACFT are not to perform engine ground runs on the GA APN.
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. For CASA approved operators, RWY 14/32 is capable of supporting takeoffs with a RWY VIS of not less than 550M.
15. No HEL air taxi on the GA APN. HEL OPS limited to aiming point and HEL PRKG area only.

FLIGHT PROCEDURES

1. **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.
2. 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.
3. **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.**
4. 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.

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 turbojet and non turbojet 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 turbojet and non turbojet ACFT ABV 5,700KG MTOW - noise preferred RWY 14 APCH:
 - a. RNAV-W (RNP) RWY 14, RNAV-Y (RNP) RWY 14
 - b. RNAV-Z (GNSS) RWY 14
 - c. ILS RWY 14 (training and recency not permitted).
 To minimise noise, NDB or VOR RWY 14 only AVBL when operationally RQ.

ADDITIONAL INFORMATION

1. Bird Hazard exists. Increased numbers of the following species are expected during the specified times:
 - a. MAR to MAY - increased flying-fox numbers present after dark, peak activity around dusk.
 - b. JUL to MAR - flocks of small birds feeding in air above runway and short final including fairy martin, welcome swallow, tree martin and white-throated needletail.
 - c. FEB to JUN - black kite may be present. Activity focuses foraging above runway between 1000-1500 local with increased temperatures.
 - d. APR to OCT - increased masked lapwing activity. Activity focuses NE and SE corners of airfield day or night.
 - e. Increased bird activity during and post rainfall and adverse weather events including Australian white ibis, straw-necked ibis and silver gulls.
 - f. Species specific NOTAM will be issued during periods of increased activity.
2. Model ACFT OPS WI 500M of PSN 282154.00S 1533230.00E BRG 159 MAG 12.1NM FM Gold Coast AD (YBCG) SFC to 1,000FT AGL.
3. Model ACFT OPS WI 500M of PSN 282454.00S 1533312.00E BRG 158 MAG 15.4NM FM Gold Coast AD (YBCG) SFC to 1,000FT AGL.

CHARTS RELATED TO THE AERODROME

1. WAC 3357.
2. Aerodrome Obstruction Chart Type A (June 2018).
3. Also refer to AIP Departure & Approach Procedures.