

NOISE ABATEMENT PROCEDURES

GOLD COAST

1. - PREFERRED RUNWAYS (ALL HOURS)

- 1.1 **Landing -** Runway 14
- 1.2 **Take-off -** Runway 14 - Jet Noise Abatement climb procedures apply.
- 1.3 Applicable to all aircraft.

2. - INTERSECTION DEPARTURES

2.1 Restrictions apply to intersection departures:

- (a) Aircraft are to use TWY Kilo intersection departure for RWY 32 (2342 M). Full length departure RWY 32 available if operationally required.
- (b) TWY intersection departures other than Kilo may only be authorised by Tower to enhance traffic management.
- (c) Outside TWR hours of duty, all aircraft must use the full length RWY 14, or RWY 32 TWY Kilo intersection departure for all departures.

3. - PREFERRED FLIGHT PATHS (during BRISBANE Approach hours of duty).

3.1 Arriving aircraft.

Maximum use of over water tracking will be utilised until aircraft are established on their final approach course. Figure 1 indicates noise sensitive areas. Pilots should either avoid these areas where possible, or minimise aircraft noise whilst overflying them.

To assist with noise reduction on final approach, pilots of jet aircraft are requested to delay flap deployment until as late as is operationally practicable.