3.1.3 **PREFERRED RWY 14 APCH (ALL HOURS)**

The following priorities will be applied for RWY 14 APCH for turbo jet and non turbo jet ACFT ABV 5,700KG MTOW:

1. RNP W RWY 14 (AR), RNP Y RWY 14 (AR)
2. RNP Z RWY 14, VISUAL APCH RWY 14
3. ILS RWY 14 (training and recency not permitted - see note)

Note: To minimise noise ILS RWY 14 AVBL to turbo jet and non turbo jet ACFT ABV 5,700KG MTOW only when RNP W RWY 14 (AR), RNP Y RWY 14 (AR), RNP Z RWY 14 and VISUAL APCH RWY 14 UNAVBL due weather, emergencies or other operationally critical requirements.

3.2 **DEPARTING AIRCRAFT**

3.2.1 **JETS -** Jet noise abatement climb procedures (See AIP ENR 1.5 para 9.1.6 & 9.1.7) apply to Runway 14 and Runway 32. Pilots can expect to follow SID Radar procedures.

(a) DEPARTING RWY 32*

To the NORTH	- expect a RIGHT turn to become established over water.
To the EAST	- expect a RIGHT turn to become established over water.
To the SOUTH or SOUTHWEST	- expect a RIGHT turn to become established over water until south of Kingscliff (CG130/7NM) and above 5000FT.

(b) DEPARTING RWY 14

To the NORTH	- expect a LEFT turn to become established over water.
To the EAST or SOUTHEAST	- expect a LEFT turn to become established over water.
To the SOUTH or SOUTHWEST	- expect a minor RIGHT turn until passing 5 DME

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