

**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        |