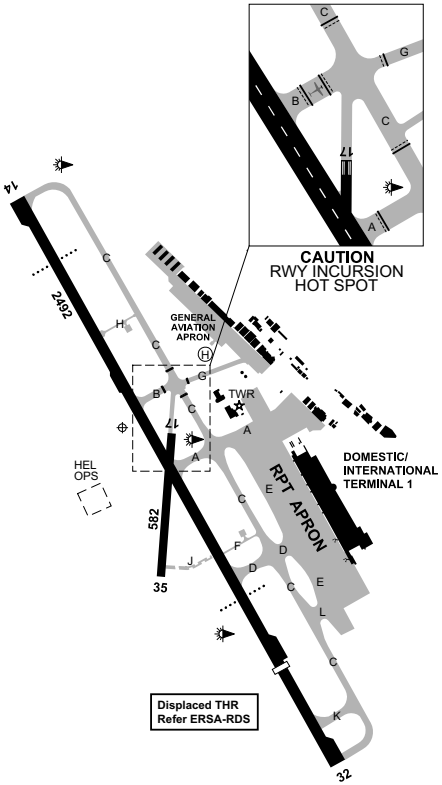
GOLD COAST

ELEV 21

AVFAX CODE 4011

QLD UTC +10 YBCG
280952S 1533017E VAR 12 DEG E CERT

AD OPR Gold Coast Airport Pty Limited, Level 1, Airport Central, 1 Eastern Avenue, Bilinga, QLD, 4225. PH 07 5589 1100. ARO 0407 755 722 AH.



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.
4. Prior consent from Gold Coast Airport for the use as a scheduled international alternate. Gold Coast Airport may require a separate agreement as capacity is limited.

HANDLING SERVICES AND FACILITIES

Air BP: Phone 0488 429 471, 0700-1600 Local MON-SUN. AH call-out fee applies. AVGAS, JET A1, JET A1-FSII, Shell lubricants.
Platinum Business Aviation Centre: Office HR 2100-0700 UTC MON-FRI, AH 24HR PN call 07 5688 6600, call-out fee applies. VHF 131.975 MHz, JET A1, AVGAS, World Fuel Carnet, V and MC. Ramp parking/hangarage on request, full FBO facility and all associated services AVBL.
Ampol: 2100-0900 UTC DLY, Phone 07 5688 6690, AH 0439 307 259. AH by arrangement. JET A1, O125, O156. AH call-out fee $50.

Information may be continued on the next page: PTO

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).
All charter operators or visiting ACFT requiring marshalling, logistical support or engagement of border control agencies must engage a Fixed Base Operator or recognised ground handler and be met/escorted on arrival and departure.

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:
   a. 1945-1235 UTC DLY
2. 131.0 MHz AVBL HO.
3. Water Rescue Service AVBL.

APRONS AND TAXIWAYS

1. RPT Apron - single Code E/Dual Code C MARS configuration.
2. RPT Apron - parking bays sequenced from Bay 1 at the north-eastern end of the apron through to Bay 10 at the south.
3. GA Apron HEL PRKG - 3 designated positions, paved section of GA HEL Apron:
   a. H1 (14.1M MAX rotor diameter).
   b. H2 (11M MAX rotor diameter).
   c. H3 (11M MAX rotor diameter).
4. TWY H and F not AVBL to ACFT ABV 5,700KG.
5. TWY J grass not AVBL to ACFT ABV 5,700KG.
6. TWY G - ACFT ABV 5,700KG require pavement concessions and operator movement records.
7. TWY B ACFT holding for RWY 14 over 15M length infringe RWY 17.
8. ACFT Code B and ABV landing RWY 14 first AVBL TWY is A, unless otherwise advised by ATC.

AERODROME OBSTACLES

1. Glidepath mast (lit) 67.52FT AMSL BRG 315 DEG MAG 643M FM ARP.
2. Localiser antenna (lit) 19.23FT AMSL BRG 136 DEG MAG 1,831M FM ARP.
3. Fence (lit) 15FT AMSL chainage 2,350-2,492M FM SOT RWY 14 offset 80M FM RWY CL.
4. Vent pipe (lit) 19FT AMSL BRG 140 DEG MAG 1,377M FM ARP.
5. Power pole (unlit) 245FT AMSL BRG 308 DEG MAG 2,462M FM ARP.
6. Pine tree (unlit) 76.5FT AMSL BRG 323 DEG MAG 1,645FM ARP.
7. Multiple trees within an arc BRG 142-309 DEG MAG 607M-1,129M FM ARP. Infringe the TNS.
8. Towers (lit):
   a. 418FT AMSL BRG 293 DEG MAG 5,998M FM ARP.
   b. 293.6FT AMSL BRG 310 DEG MAG 3,725M FM ARP.
   c. 300.2FT AMSL BRG 103 DEG MAG 2,868M FM ARP.
   d. 344.5FT AMSL BRG 106 DEG MAG 3,314M FM ARP.
   e. 300.2FT AMSL BRG 309 DEG MAG 3,706M FM ARP.
   f. 943FT AMSL BRG 210 DEG MAG 8,211M FM ARP.
   g. 219.8FT AMSL BRG 148 DEG MAG 5,129M FM ARP.
   h. 105FT AMSL BRG 130 DEG MAG 2,800M FM ARP.
   i. 432.5FT AMSL BRG 238 DEG MAG 2.49NM FM ARP.
   j. 1,045.6FT AMSL BRG 216 DEG MAG 5.88NM FM ARP.
   k. 82FT AGL BRG 106 DEG MAG 3,314M FM ARP. Infringes inner HZS by 124FT.
9. Buildings:
   a. John Flynn Hospital (unlit) 224FT AMSL BRG 296 DEG MAG 1,971M FM ARP.
   b. Nirvana (unlit) 184FT AMSL BRG 088 DEG MAG 2,262M FM ARP.
   c. 171FT AMSL BRG 078 DEG MAG 2.36NM FM ARP.
10. Buildings (lit):
   a. 272FT AMSL BRG 085 DEG MAG 3,369M FM ARP.
   b. 269FT AMSL BRG 085 DEG MAG 3,470M FM ARP.
   c. 285.4FT AMSL BRG 123 DEG MAG 6,002M FM ARP.

d. 272FT AMSL BRG 085 DEG MAG 3,211M FM ARP.
e. 1,097FT AMSL BRG 326 DEG MAG 19,015M FM ARP.
f. 293.6FT AMSL BRG 316 DEG MAG 5,178M FM ARP.
g. 246FT AMSL BRG 089 DEG MAG 4,176M FM ARP.
h. 279.5FT AMSL BRG 085 DEG MAG 3,139M FM ARP.
i. 269FT AMSL BRG 086 DEG MAG 2.06NM FM ARP.
j. 220FT AMSL BRG 079 DEG MAG 2.43NM FM ARP.

11. Houses (unlit):
a. 245FT AMSL BRG 311 DEG MAG 2,440M FM ARP.
b. 152.5FT AMSL BRG 326 DEG MAG 3,066M FM ARP.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, TAF3 H24, METAR/SPECI, AD WRNG, WS WRNG.
2. AWIS Phone 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	PCR 680/F/A/X/T Grooved	WID 45	RWS 300
17/35	173	19a	5700 kg/1.00 MPa	WID 18	RWS 90

AERODROME AND APPROACH LIGHTING

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

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.
3. RWY 14/32 and 17/35: RWY guard lights OPR at RWY holding points.
4. RWY guard LGT not provided on TWY J.
5. TWY centreline lighting not present along transition between:
a. TWY B and TWY G.
b. TWY B and TWY C (North).

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	BRISBANE CENTRE	119.5 On ground (outside Gold Coast TWR HR)
ACD	GOLD COAST DELIVERY	128.75 (3)
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

(1) H24
(2) TWR HR only
(3) ACFT DEP Gold Coast must REQ CLR or PDC readback

1. TWR HR - 1955-1300 UTC DLY.
2. Outside TWR HR, Gold Coast Class C airspace 3,500FT and BLW becomes Class G.
3. Flight details and clearance requests should be advised to Brisbane Centre 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 Phone 07 5599 5910.

Note: TWR and APP may operate independently, hours or airspace responsibility may change at short notice. Check status of airspace with ATS, NOTAM or Gold Coast ATIS.

Information may be continued on the next page: PTO

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 (RWY14)	280934.5S	1533004.2E		(3)
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. Antenna ELEV 33FT.

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 exit 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. **Training and Airwork Flights**
   a. Circuit training see Noise Abatement
   b. Circuit and Western Grass helicopter bookings, pilots must book a slot online at www.bookawk.com.
   c. IAL Training: Pilots must book a slot online at www.bookawk.com. ILS training for ACFT BLW 5,700KG MTOW will not be approved outside 0900-1700 Local. 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.
   f. HEL with skid landing gear not permitted to complete touch and go circuit training on paved SFC due to pavement damage.
   g. Aircraft conducting a practice instrument approach can expect to make a full stop landing due to traffic management requirements. Upon request, Brisbane Approach will advise if the traffic disposition allows for a practice missed approach. Aircraft are required to submit an arrival and departure flight plan. Failure to plan correctly may result in non-availability of a practice instrument approach.
   h. Touch and go landings are not available. Approved circuit bookings are exempt.
6. Occasionally, TCAS advisories for ACFT operating in Gold Coast Terminal Control Area may occur due ATC procedures affecting VFR ACFT.
7. 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).
8. 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.
9. 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.
10. Fixed and rotary wing ACFT are not to perform engine ground runs and related static operations on the GA APN and should utilise provided run-up bays.

11. **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-FRI). Itinerant ACFT under 5,700KG must park north of TWY G, at the northern end of the GA APN.
12. GA short term HEL parking - 3 x designated positions, paved section of GA HEL APN:
    a. H1 MAX 14.1M main rotor diameter.
    b. H2 MAX 11M main rotor diameter.
    c. H3 MAX 11M main rotor diameter.
13. **TWY K DEPARTURES**
ACFT departing RWY 32 must use TWY K intersection for departure. Full length AVBL if operationally required.
14. No HEL air taxi on the GA APN.
15. HEL OPS from the aiming point not available to or adjacent to TWY G, east of the air traffic control tower or south of TWY G.
16. Central and northern extent of primary GA taxilane non-standard width. MAX wingspan 18M as marked.

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.

5. LOW VISIBILITY OPERATIONS
    a. LVO AVBL during TWR HR.
    b. No transmissometers installed for RVR. Only Runway Visibility (RV) assessment measurements are AVBL.
    c. Preparations for the activation of LVP are commenced when the visibility has reduced to 1,500M or less, and/or cloud ceiling is 200FT or less and further reducing. This ensures that the LVP are in force at or just prior to the visibility reducing to 800M.
    d. When visibility is less than 800M, ATC will limit vehicle access on the manoeuvring area to the Airport Operations Officer and RFFS/other EMERG vehicles.
    e. Aircraft OPS in VIS less than 800M when ATC is not operating by prior arrangement only, contact aerodrome operator.
    f. Low VIS DEP on RWY14/32 not AVBL BLW 550M VIS and APP not AVBL below 800M VIS.

CTAF - AFRU 118.7
Outside TWR HR.

Information may be continued on the next page: PTO

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 UTC;
   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. RNP W RWY 14, RNP Y RWY 14;
   b. RNP Z 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. Potential of BLDG induced wind TURB on RWY 32 when the wind speed is greater than 28KT FM NNE to ENE.

CHARTS RELATED TO THE AERODROME

1. WAC 3357.
2. Aerodrome Obstruction Chart Type A (October 2022).
3. Also refer to AIP Departure and Approach Procedures.