

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.

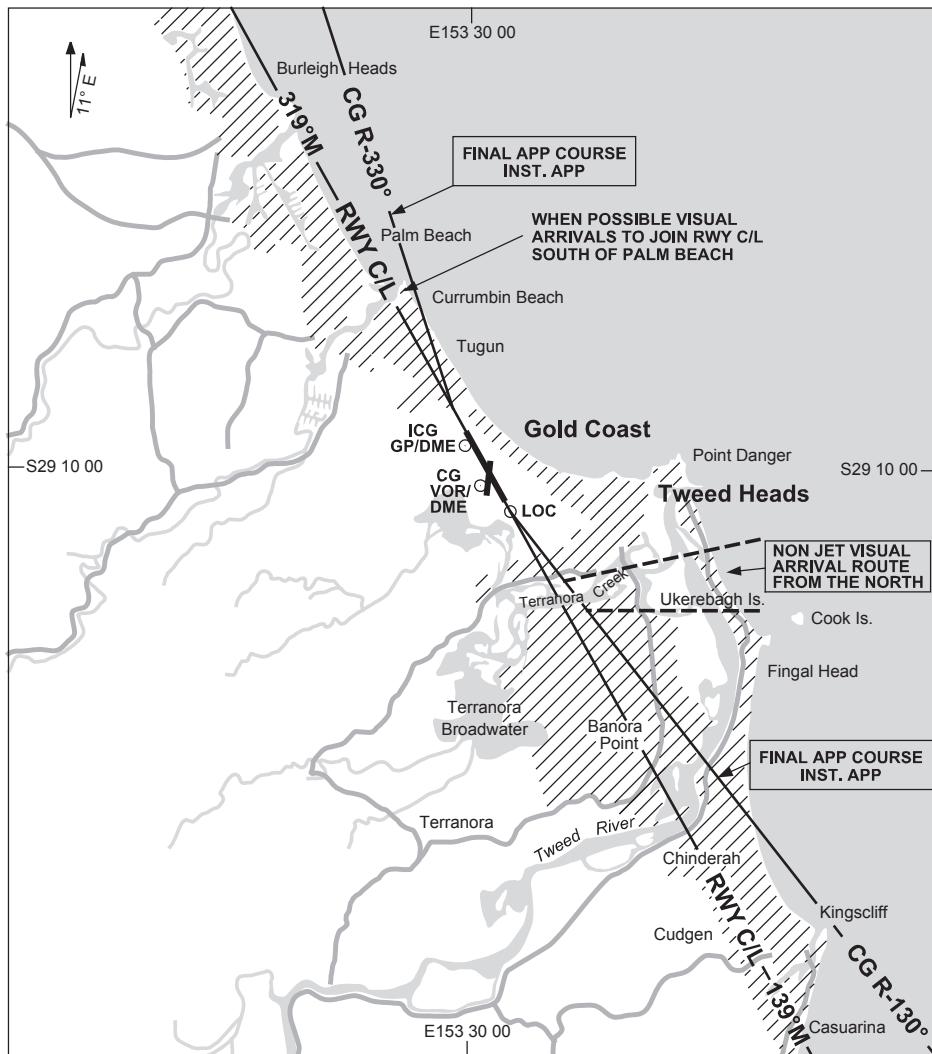


Figure 1

3.1.1 JETS

(a) LANDING RWY 32

From the NORTH

- expect to track EAST of the coast for RIGHT circuit and:
- in IMC expect radar vectors to join final of RWY 32 instrument approach, or:
- in VMC expect radar vectors to join centreline RWY 32 by 10 CG

From the EAST

- in IMC expect radar vectors to join final of RWY 32 instrument approach, or:
- in VMC expect radar vectors to join centreline RWY 32 by 10 CG

From the SOUTH or SOUTHWEST

- expect to join final of RWY 32 via STAR on either a visual or instrument approach

(b) LANDING RWY 14

From the NORTH

- not below 5000 FT until established over water to join final on either a visual or RWY 14 instrument approach

From the EAST

- Expect to join final over water on either a visual or RWY 14 instrument approach

From the SOUTH or SOUTHWEST

- not below 5000 FT until established over water to join final on either a visual or RWY 14 instrument approach

3.1.2 Non JETS

To assist in traffic management ATC may vary these flight paths when necessary.

(a) LANDING RWY 32

From the NORTH

- in visual conditions, expect to track EAST of the coast for right circuit and turn RIGHT base south of Point Danger and over Ukerabagh Island. Figure 1 refers.

From the SOUTH or SOUTHWEST

- In visual conditions, expect a LEFT base to join a 2NM final.

(b) LANDING RWY 14

From the NORTH

- Not below 3000 FT until established over water to join final on either a visual or RWY 14 instrument approach

From the EAST

- Over water to join final on either a visual or RWY 14 instrument approach

From the SOUTH or SOUTHWEST

- Not below 3000 FT until established over water to join final on either a visual or RWY 14 instrument approach

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

3.2.2 Non JETS - To assist in traffic management ATC may vary flight paths when necessary.

(a) DEPARTING RWY 32*

To the NORTH - expect a minor RIGHT turn to become established over water until above 3000FT.

To the SOUTH or SOUTHWEST - expect a RIGHT turn to become established over water until above 3000FT.

(b) DEPARTING RWY 14

To the NORTH - expect a LEFT turn to become established over water until above 3000FT. (A RIGHT turn is permitted when traffic management requires.)

To the EAST - expect a LEFT turn.

To the SOUTH or SOUTHWEST - expect a minor RIGHT turn until passing 3000FT. (A LEFT turn may be required for traffic management purposes.)

* **NOTE:** In order to avoid as much as possible the built up areas to the north of the airport, crews are required to commence the SID turn as soon as possible above 600FT.

4. TRAINING FLIGHTS

See AIP/ERSA

5. CURFEW

5.1 The Air Navigation (COOLANGATTA AIRPORT CURFEW) Regulations 1999 (THE REGULATIONS) became effective on 22 December 1999. The regulations restrict aircraft movements at Gold Coast Airport between 2300 and 0600 HR Queensland local time.

5.2 The regulations contain provisions for penalties for any unauthorised operations between the above times at Gold Coast Airport, and for failure to provide information or for the provision of false information.

5.3 PERMITTED AIRCRAFT MOVEMENTS

5.3.1 Only the following aircraft may take off or land at Gold Coast Airport between 2300 and 0600 HR local time:

(a) propeller-driven aircraft with a MTOW of 34,000KG or less

(b) jet aircraft with a MTOW of 34,000KG or less, which meet special low noise standards specified in the regulations

(c) passenger and freight jet aircraft that have been permitted to operate under specific quota provisions contained in the regulations.

(d) aircraft permitted under para 5.4-USE AS AN ALTERNATE AIRPORT and,

(e) aircraft permitted under para 5.5-EMERGENCIES and para 5.6-DISPENSATIONS

5.4 USE AS AN ALTERNATE AIRPORT

- (a) Aircraft engaged in an international air service which is diverted to Gold Coast Airport may land and take-off during the curfew period without prior approval.
- (b) Aircraft engaged in domestic air service which is diverted to Gold Coast Airport may land during the curfew period without prior approval. Take offs may be undertaken only outside the curfew hours.

5.5 EMERGENCIES

5.5.1. These restrictions to operations do not apply to a flight under the following circumstances:

- (a) The aircraft is being used for or in connection with:
 - (i) a search and rescue operation
 - (ii) a medical emergency
 - (iii) a natural disaster
- (b) The pilot of the aircraft has declared an in-flight emergency
- (c) The aircraft has insufficient fuel to be diverted to another airport
- (d) There is an urgent need for the aircraft to land or take-off.
 - (i) to ensure the safety or security of the aircraft or any person or
 - (ii) to avoid damage to property

5.6 DISPENSATIONS

5.6.1 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Gold Coast Airport during the curfew. All dispensation requests should be made through PH: 0466 548 063 (24 HRS), or by email to: chapter2@infrastructure.gov.au

5.7 FURTHER INFORMATION

5.7.1 Further enquires relating to Gold Coast Airport curfew arrangements should be directed to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on PH: 0466 548 063 or chapter2@infrastructure.gov.au during normal business hours.