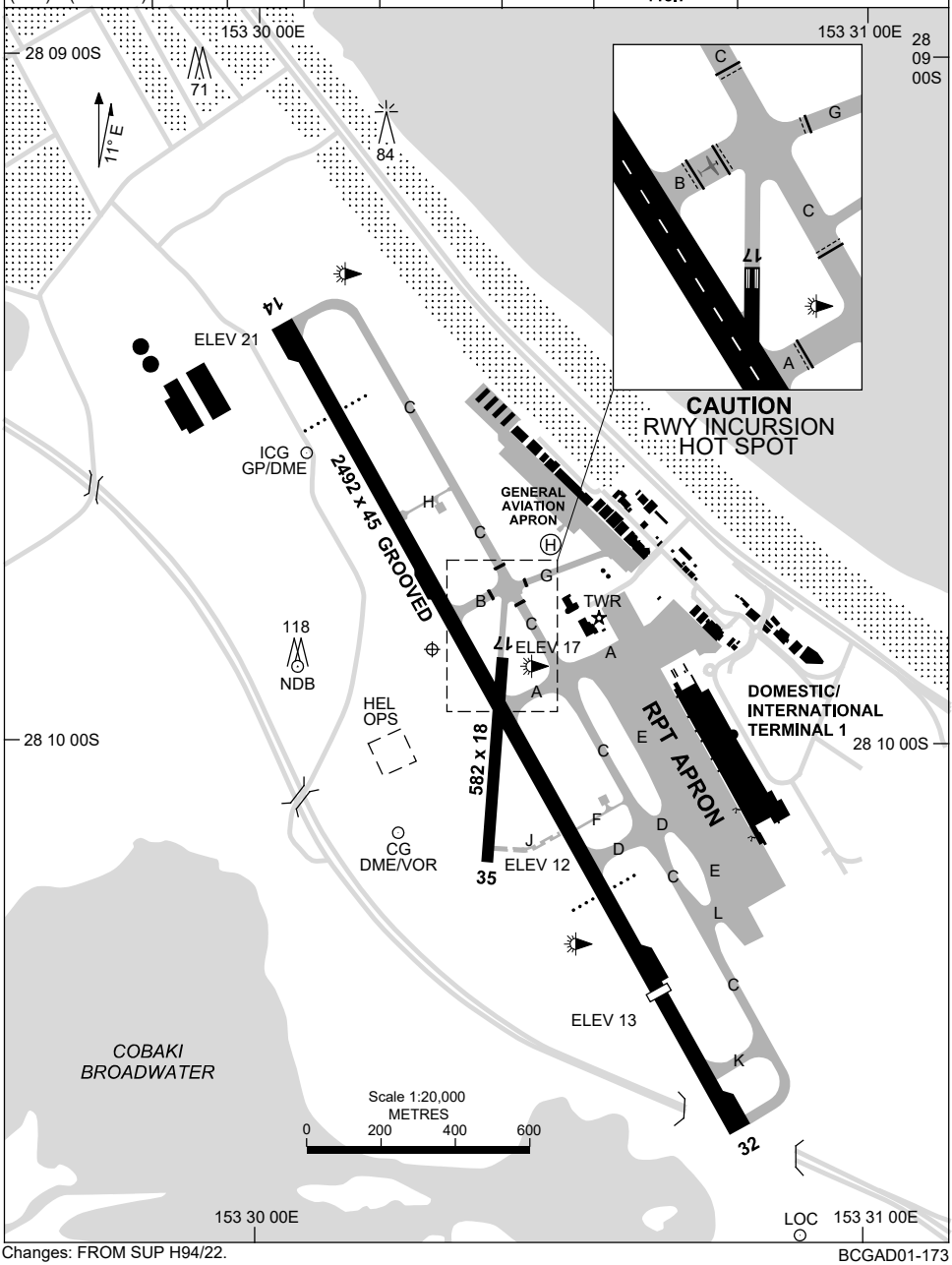
1 DEC 2022

GOLD COAST, QLD (YBCG)

ATIS	TWR	SMC	ACD	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	118.7	121.8	128.75	BN CEN 119.5	134.5	118.7	



Changes: FROM SUP H94/22.

BCGAD01-173

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1 DEC 2022

GOLD COAST, QLD (YBCG)

ATIS	TWR	SMC	ACD	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	**118.7**	**121.8**	**128.75**	**BN CEN 119.5**	**134.5**	**118.7**	

RWY	AERODROME LIGHTING
	ABN : ALTN W/G 8 SEC TAXIWAY : GREEN CENTRELINE TWY A, B, C, D, E, G, K, L; RWY GUARD LIGHTS RL : MAN, AFRU+PAL (AH) 118.7 , SDBY (15 SEC, 1 SEC DURING LOW VIS PROCEDURES)
14 *139*	PAPI 3.0° 63FT HIRL MIRL RTIL
319 **32**	PAPI 3.0° 53FT HIRL MIRL RTIL
17 *173*	NIL
353 **35**	NIL

NOTES

1. RWY 14/32 & 17/35 : RWY GUARD LIGHTS OPR AT RWY HLDG POINTS, EXCLUDING TWY J.

Changes: NOTE 1 AND 2 DELETED.

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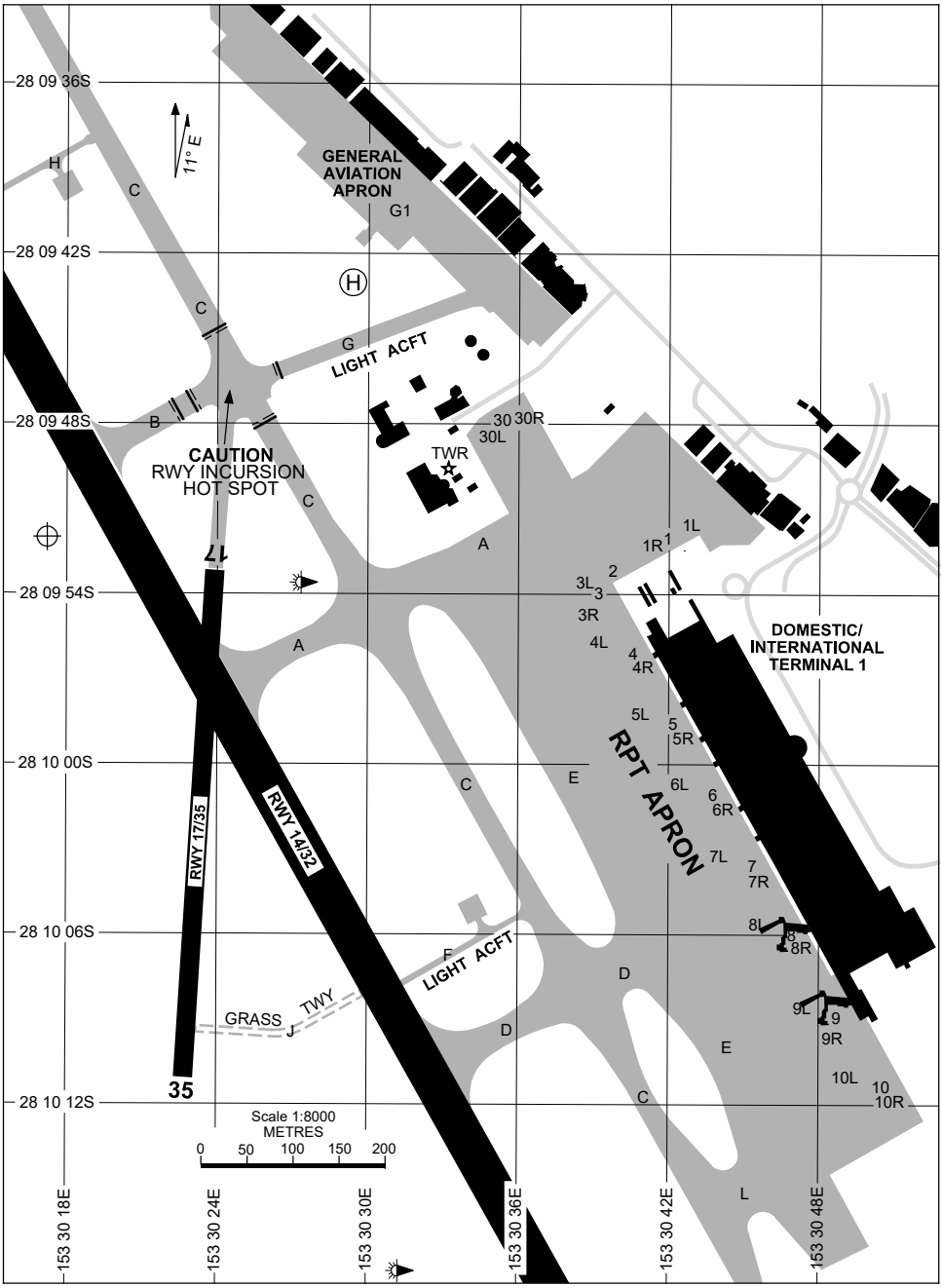
15 JUN 2023

GOLD COAST, QLD (YBCG)



Changes: TWY B HOLDING POINT.

BCGAP01-175

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28 NOV 2024

GOLD COAST, QLD (YBCG)

PARKING POSITION INFORMATION - RPT AND COMMUTER APRON

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1L	28 09 51.45S	153 30 42.57E	14	CODE C	F35	MARSHALLER
1	28 09 52.06S	153 30 41.76E	14	CODE E *	F35	MARSHALLER
1R	28 09 52.17S	153 30 41.13E	14	CODE C	F35	MARSHALLER
2	28 09 53.16S	153 30 39.53E	14	CODE C	F35	MARSHALLER
3L	28 09 53.72S	153 30 38.45E	13	CODE C	F35	MARSHALLER
3	28 09 54.24S	153 30 38.94E	13	CODE E *	F35	MARSHALLER
3R	28 09 54.75S	153 30 38.45E	13	CODE C	F35	MARSHALLER
4L	28 09 55.87S	153 30 38.97E	13	CODE C	F35	MARSHALLER
4	28 09 56.25S	153 30 40.46E	13	CODE E *	F35	MARSHALLER
4R	28 09 56.68S	153 30 40.65E	13	CODE C	F35	MARSHALLER
5L	28 09 58.36S	153 30 40.56E	13	CODE C	F35	MARSHALLER
5	28 09 58.74S	153 30 42.04E	13	CODE E *	F35	MARSHALLER
5R	28 09 59.17S	153 30 42.23E	13	CODE C	F35	MARSHALLER
6L	28 10 00.85S	153 30 42.14E	15	CODE C	F35	MARSHALLER
6	28 10 01.23S	153 30 43.62E	15	CODE E *	F35	MARSHALLER
6R	28 10 01.66S	153 30 43.82E	15	CODE C	F35	MARSHALLER
7L	28 10 03.34S	153 30 43.73E	15	CODE C	F35	MARSHALLER
7	28 10 03.75S	153 30 45.16E	15	CODE E *	F35	MARSHALLER
7R	28 10 04.15S	153 30 45.40E	15	CODE C	F35	MARSHALLER
8L	28 10 05.83S	153 30 45.31E	**15**	CODE C	**F35**	SAFEGATE
8	28 10 06.14S	153 30 46.75E	15	CODE E *	F35	SAFEGATE
8R	28 10 06.64S	153 30 46.99E	15	CODE C	F35	SAFEGATE
9L	28 10 08.68S	153 30 47.12E	**15**	**CODE C**	**F35**	SAFEGATE
9	28 10 09.04S	153 30 48.60E	**15**	CODE E *	**F35**	SAFEGATE
9R	28 10 09.43S	153 30 48.99E	15	**CODE C**	**F35**	SAFEGATE
10L	28 10 11.16S	153 30 48.70E	**15**	**CODE C**	**F35**	MARSHALLER
10	28 10 11.52S	153 30 50.17E	**15**	**CODE E ***	**F35**	MARSHALLER
10R	28 10 11.96S	153 30 50.37E	**15**	**CODE C**	**F35**	MARSHALLER
30L	28 09 48.40S	153 30 34.82E	14	**CODE C**	**F35**	MARSHALLER
30	28 09 47.79S	153 30 35.35E	14	**CODE E ***	**F35**	MARSHALLER
30R	28 09 47.75S	153 30 36.11E	14	**CODE C**	NIL	MARSHALLER
G1	28 09 40.53S	153 30 30.86E	14	CODE B^	NIL	NIL

^ CODE B ACFT SUBJECT TO MAXIMUM WINGSPAN OF 18M
* CODE E ACFT SUBJECT TO AIRPORT OPERATIONS APPROVAL

Changes: STAND 1, 3, 9R COORDINATE UPDATE.

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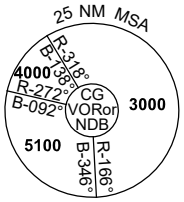
12 JUN 2025

GOLD COAST, QLD (YBCG)

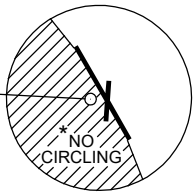
ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



10 NM MSA 4600

DME USING CG DME
REFERENCE WAYPOINT CG VOR

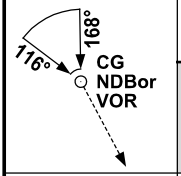
CG
VOR/DME 112.3
NDB 278

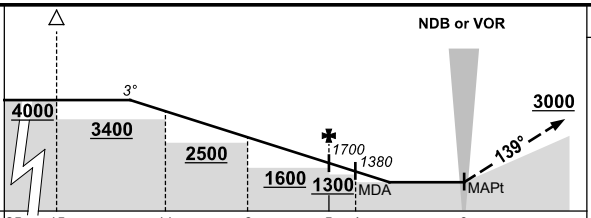


* NO CIRCLING WEST OF RWY 14/32

AD ELEV 21

SECTOR A





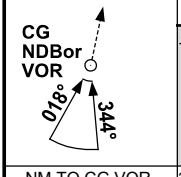
MISSED APPROACH:

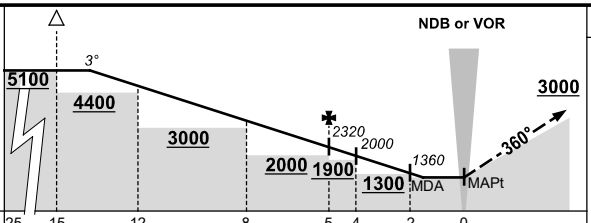
INTERCEPT AND TRACK 139° REFERENCE CG NDB OR VOR. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

CIRCLING MINIMA — A,B: 1000-2.4 — C: 1220-4.0 — D: 1220-5.0

NM TO CG VOR	12.3	12	11	10	9	8	7	6	5	4	3	2.8			
ALT (3° APCH PATH)	4000	3930	3610	3290	2970	2660	2340	2020	1700	1380	1060	1000			

SECTOR B





MISSED APPROACH:

INTERCEPT AND TRACK 360° REFERENCE CG NDB OR VOR. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

CIRCLING MINIMA — A,B: 1190-2.4 — C: 1220-4.0 — D: 1220-5.0

NM TO CG VOR	13.8	13	12	11	10	9	8	7	6	5	4	3	2	1.5	
ALT (3° APCH PATH)	5100	4860	4540	4230	3910	3590	3270	2950	2630	2320	2000	1680	1360	1190	

Changes: Editorial.

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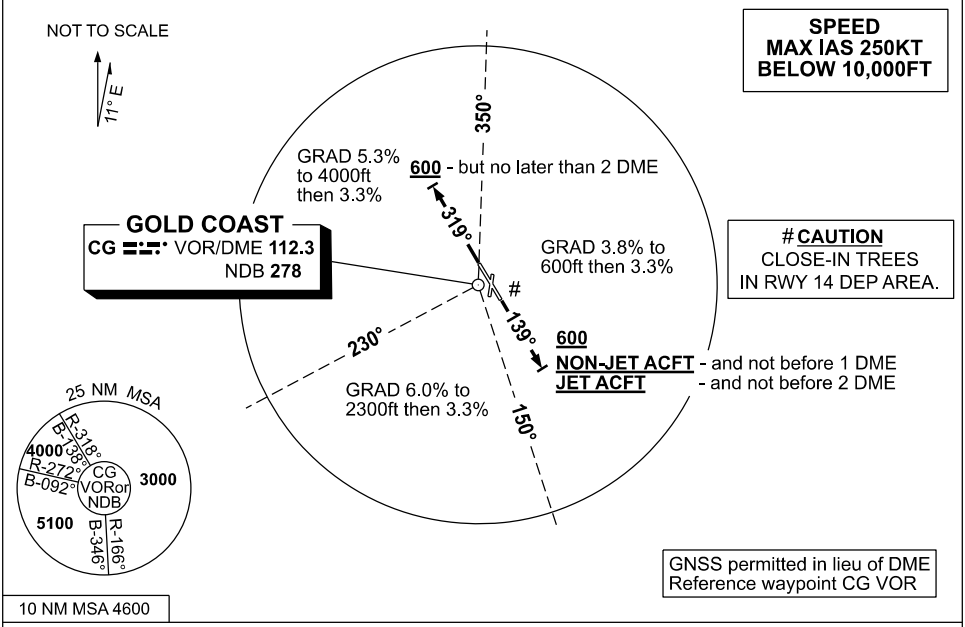
ATIS	APP	TWR	SMC	ACD	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	128.75	BN CEN 119.5	134.5	118.7	



GOLD COAST SEVEN DEPARTURE (RADAR)

RWY 14

- Track 139°
- **NON-JET ACFT** - AT or ABV 600ft but not before 1 DME turn to assigned heading or track
  JET ACFT - AT or ABV 600ft but not before 2 DME turn to assigned heading or track.
- **When directed**, Contact BN Approach for Radar Vectors.

RWY 32

- Track 319°
- AT or ABV 600ft but not later than 2 DME, turn to assigned heading or track.
- **When directed**, Contact BN Approach for Radar Vectors.

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure:

- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: REMOVED RWY 17 SID, SECTOR PDG CHANGE.

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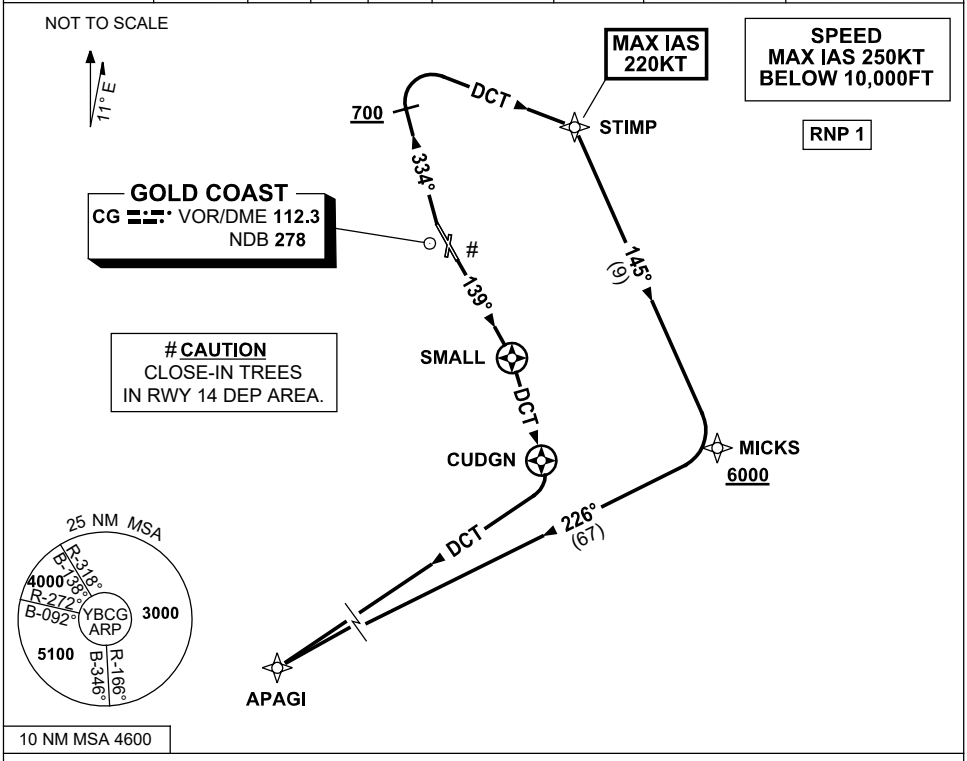
13 JUN 2024

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	ACD	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	128.75	BN CEN 119.5	134.5	118.7	



APAGI FIVE DEPARTURE

RWY 14 #

- GRAD 4.8% to 1500ft then 3.3% (6.7% to 7000ft, then 6% to 7500ft)
- Track 139° to SMALL
- Turn RIGHT, track DCT to CUDGN
- Turn RIGHT, track DCT to APAGI, then as cleared

RWY 32

MAX IAS 220KT UNTIL STIMP
GRAD 5.3% to 700ft then 3.3% (6.3% to 2000ft)

- Not before DER turn RIGHT track 334°
- AT or ABV 700ft turn RIGHT track DCT to STIMP
- Turn RIGHT, track 145° to MICKS
  Cross MICKS AT or ABV 6000ft
- Turn RIGHT, track 226° to APAGI, then as cleared

Changes: CAUTION NOTE, Editorial.

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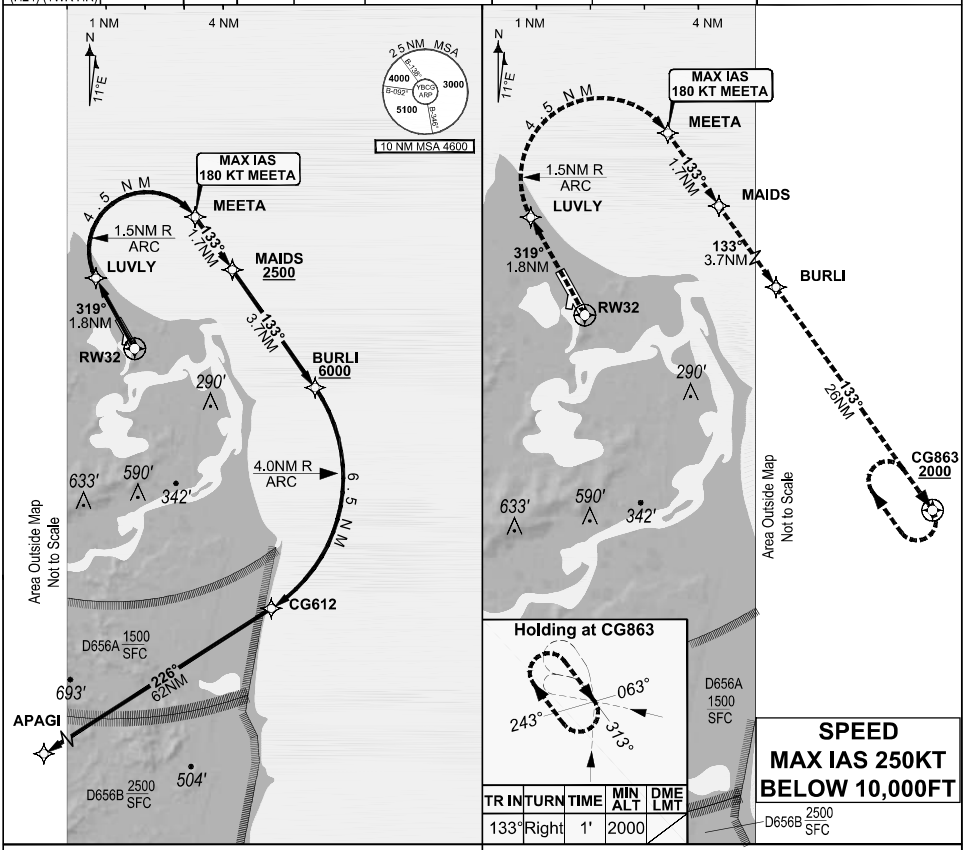
STANDARD INSTRUMENT DEPARTURE (SID)

RW32 RNAV (RNP 0.3) BURLI FIVE

27 NOV 2025 **USE QNH**

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	ACD	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	128.75	BN CEN 119.5	134.5	118.7	



RW 32 BURLI DEPARTURE

GRAD 4.3% to 500FT then 3.3%
(9.3% to BURLI at 6000 FT)

RF Required

RWY 32

- Track 319° to LUVLY.
- Turn RIGHT via the RNAV (RNP) track to MEETA.
- **MAX IAS** 180KT until MEETA
- Track 133° to MAIDS.
- **CROSS** MAIDS AT or ABV 2500FT.
- Track 133° to BURLI.
- **CROSS** BURLI AT or ABV 6000FT.
- Turn RIGHT via the RNAV (RNP) track to CG612.
- Track 226° to APAGI, thence as cleared.

RNAV (RNP 0.3) ENGINE OUT DEPARTURE

RWY 32

ENGINE FAILURE PRIOR TO BURLI

- Climb to 2000FT.
- **MAX IAS** 180KT until MEETA
- Fly the RNAV (RNP) ENGINE OUT DEPARTURE track to CG863.
- Hold at CG863.
- MAX holding IAS 230KT.

ENGINE FAILURE AFTER BURLI

- Continue via the RNAV (RNP) BURLI track to APAGI.

202508131806 General Electric Company Proprietary & Confidential Information

Changes: Climb gradient, Editorial

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace

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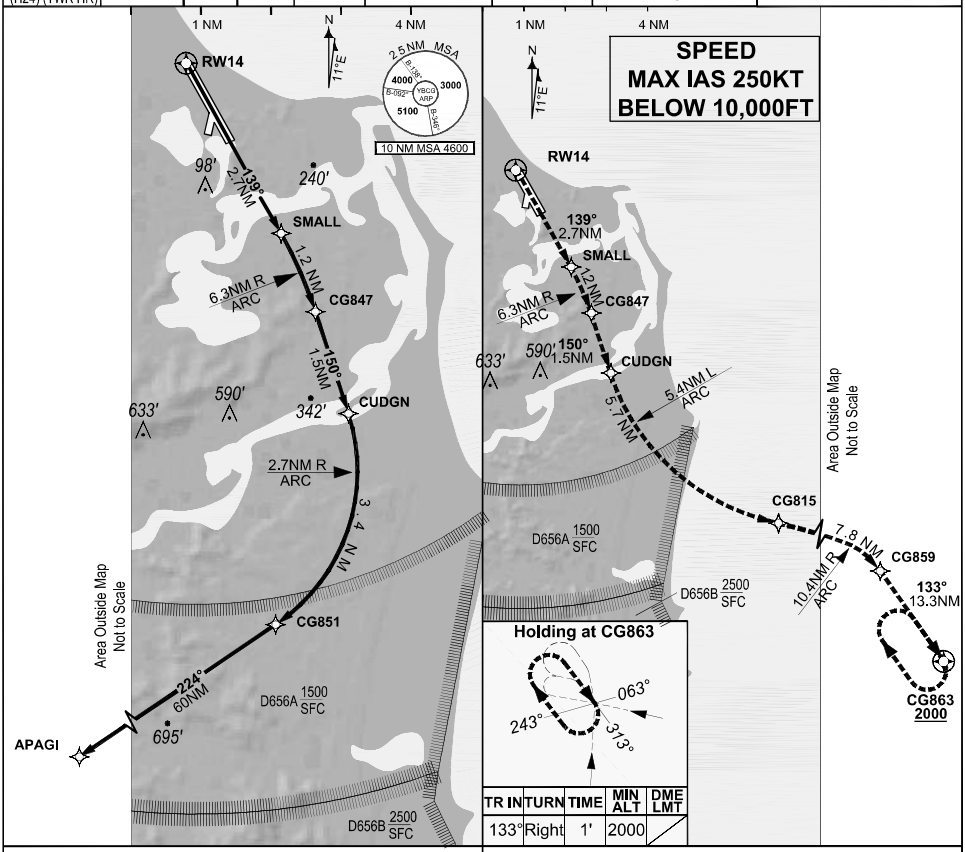
STANDARD INSTRUMENT DEPARTURE (SID)
RW14 RNAV (RNP 0.3) CUDGN FOUR

27 NOV 2025 **USE QNH**

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	ACD	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	128.75	BN CEN 119.5	134.5	118.7	



RW 14 CUDGN DEPARTURE

RF Required

RWY 14

- GRAD 4.9% to 2000ft then 3.3%
- Track 139° to SMALL.
- Turn RIGHT via the RNAV (RNP) track to CG847.
- Track 150° to CUDGN.
- Turn RIGHT via the RNAV (RNP) track to CG851. Track 224° to APAGI, thence as cleared.

RNAV (RNP 0.3) ENGINE OUT DEPARTURE

RWY 14

ENGINE FAILURE PRIOR TO CUDGN

- Climb to 2000FT.
- Fly the RNAV (RNP) ENGINE OUT DEPARTURE track to CG863.
- Hold at CG863.
- MAX holding IAS 230KT.

ENGINE FAILURE AFTER CUDGN

- Continue via the RNAV (RNP) departure track to APAGI.

202508131806 General Electric Company Proprietary & Confidential Information

Changes: Climb gradient, Editorial

BCGDP04-185

DO NOT USE FOR NAVIGATION

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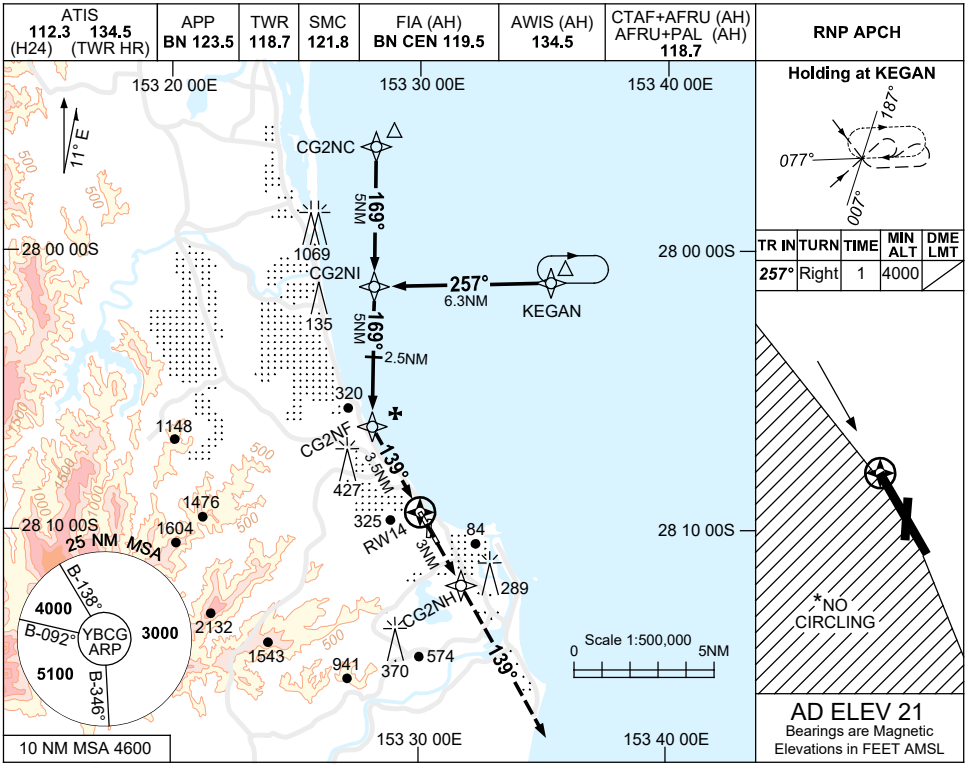
USE QNH

RNP Z RWY 14

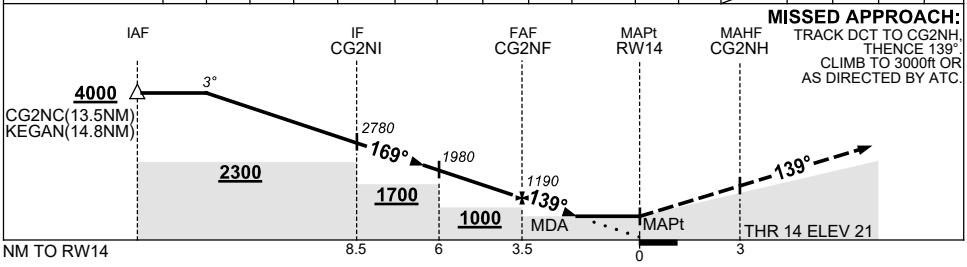
12 JUN 2025

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	RNP APCH
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



NM TO NEXT WPT	3.9	3	2	1	CG2NI	4	2.5	2	1	CG2NF	3	1.9	RW14
ALT (3° APCH PATH)	4000	3730	3410	3100	2780	2460	1980	1820	1500	1190	1030	670	



MISSED APPROACH:
TRACK DCT TO CG2NH, THENCE 139°, CLIMB TO 3000ft OR AS DIRECTED BY ATC.

NOTES

1. MAX IAS: INITIAL : 210KT.
2. * NO CIRCLING WEST OF RWY 14/32.
3. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV	**670** (649-3.7)			
CIRCLING *	**860** (839-2.4)		**960** (939-4.0)	**960** (939-5.0)
ALTERNATE	(1339-4.4)		(1439-6.0)	(1439-7.0)

Changes: Editorial.

BCGGN01-183

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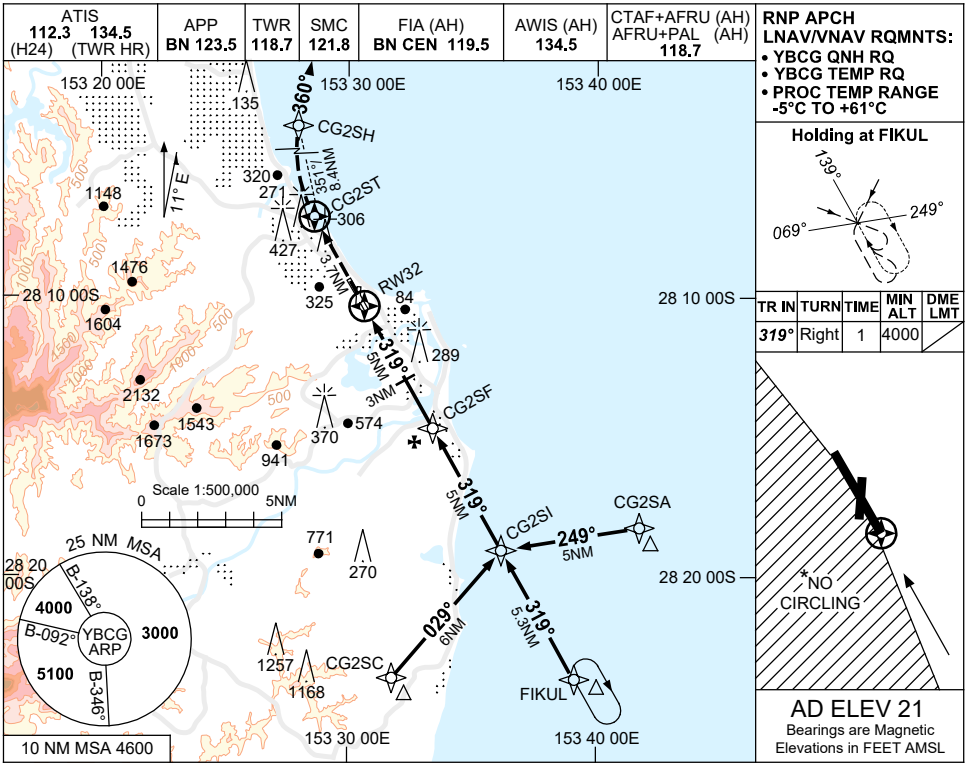
USE QNH

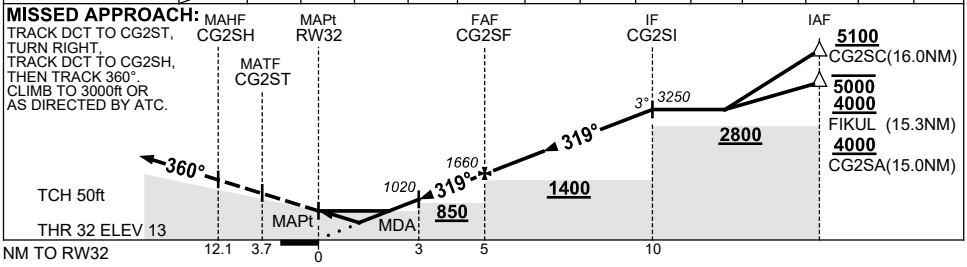
RNP Z RWY 32

12 JUN 2025

GOLD COAST, QLD (YBCG)



NM TO NEXT WPT	RW32	1.4	2.1	3	4	CG2SF	1	2	3	4	CG2SI			
ALT (3° APCH PATH)		510	720	1020	1340	1660	1970	2290	2610	2930	3250			



CATEGORY	A	B	C	D
LNAV/VNAV	**510** (497-2.8)			
LNAV	**720** (707-4.0)			
CIRCLING *	**860** (839-2.4)		**960** (939-4.0)	**960** (939-5.0)
ALTERNATE	(1339-4.4)		(1439-6.0)	(1439-7.0)

NOTES

1. MAX IAS: INITIAL : 210KT.
*2. NO CIRCLING WEST OF RWY 14/32.
3. **COLOUR**: SEE SPEC NOTICES.

Changes: Editorial.

BCGGN02-183

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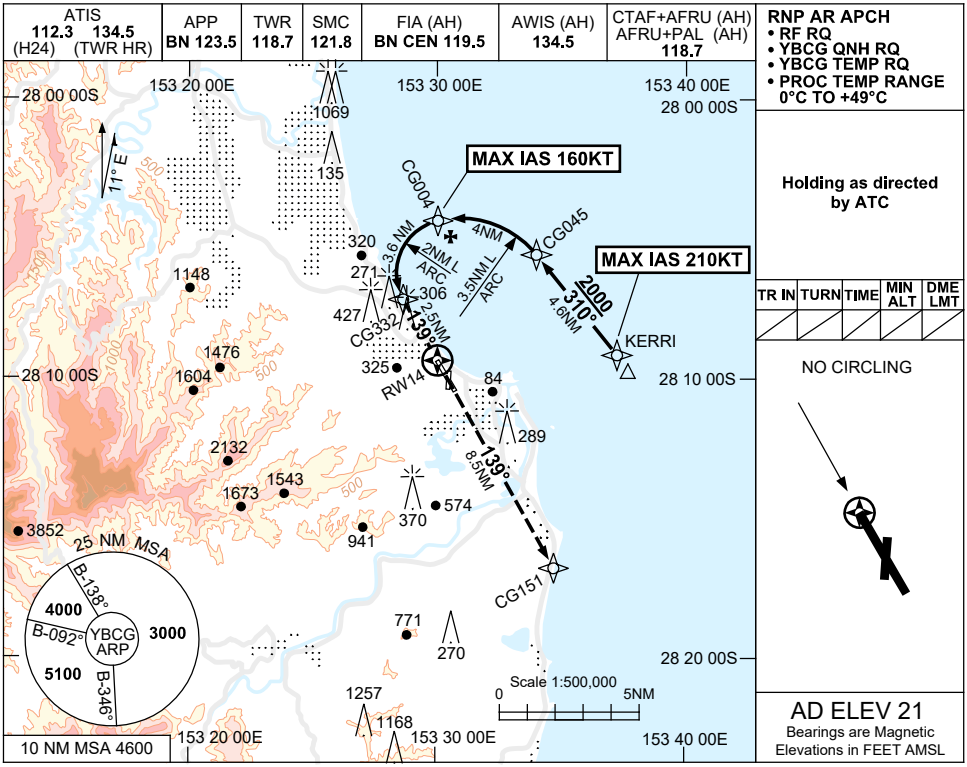
USE QNH

RNP Y RWY 14 (AR)

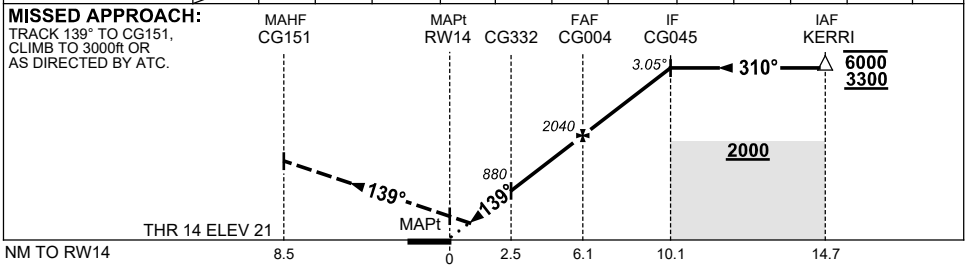
12 JUN 2025

GOLD COAST, QLD (YBCG)



NM TO NEXT WPT	RW14	1.1	1.4	CG332	1	2	3	CG004	1	2	3	CG045
ALT (3.05° APCH PATH)		430	530	880	1200	1530	1850	2040	2360	2680	3000	3300

MISSED APPROACH:
TRACK 139° TO CG151,
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



NOTES

1. **COLOUR**: SEE SPEC NOTICES.
2. MAX IAS:
   KERRI : 210 KT.

CATEGORY	A	B	C	D
RNP 0.3	**530** (509-2.8)			
RNP 0.11	**430** (409-2.3)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1239-4.4)		(1339-6.0)	(1339-7.0)

Changes: Editorial.

BCGGN09-183

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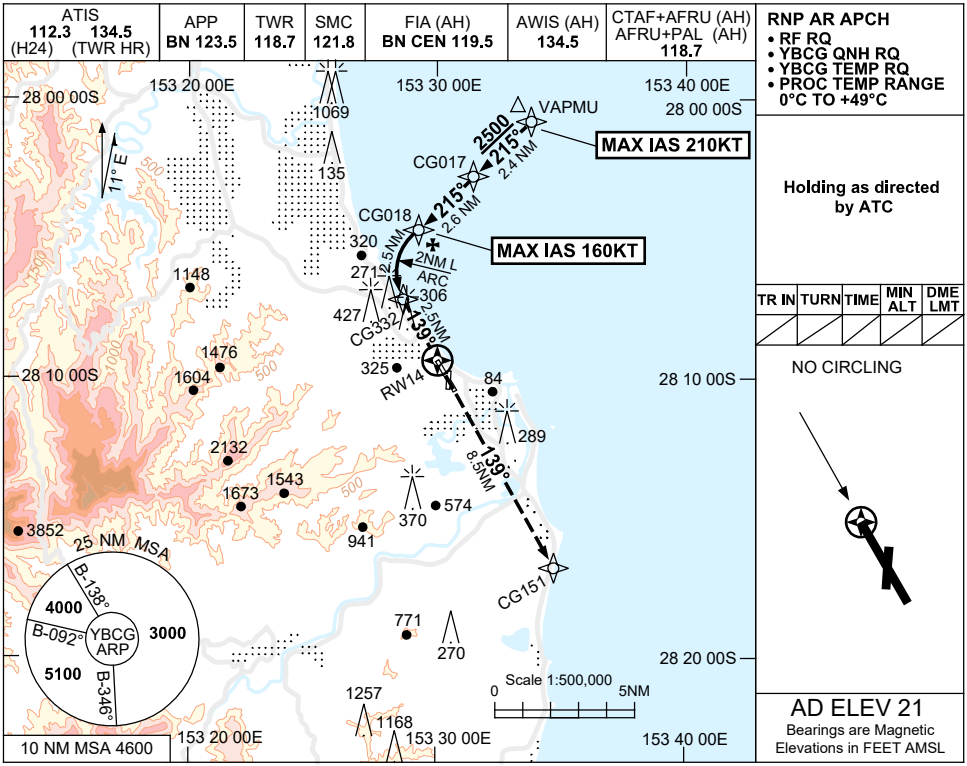
USE QNH

RNP W RWY 14 (AR)

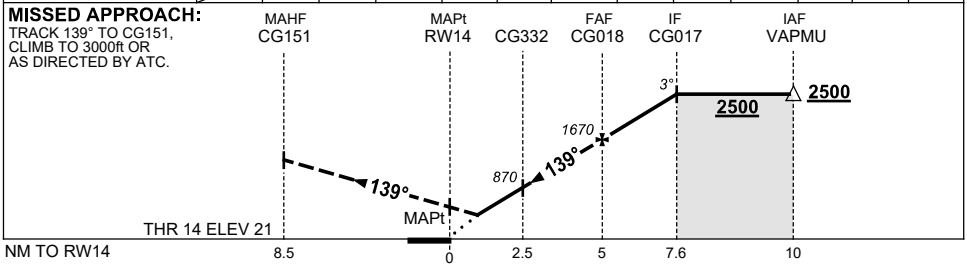
12 JUN 2025

GOLD COAST, QLD (YBCG)



NM TO NEXT WPT	RW14	1.1	1.4	CG332	1	2	CG018	1	2	CG017			
ALT (3° APCH PATH)		430	530	870	1190	1500	1670	1980	2300	2500			

MISSED APPROACH:
TRACK 139° TO CG151,
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



NOTES

1. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP 0.3	**530** (509-2.9)			
RNP 0.11	**430** (409-2.3)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1239-4.4)		(1339-6.0)	(1339-7.0)

Changes: Editorial.

BCGGN10-183

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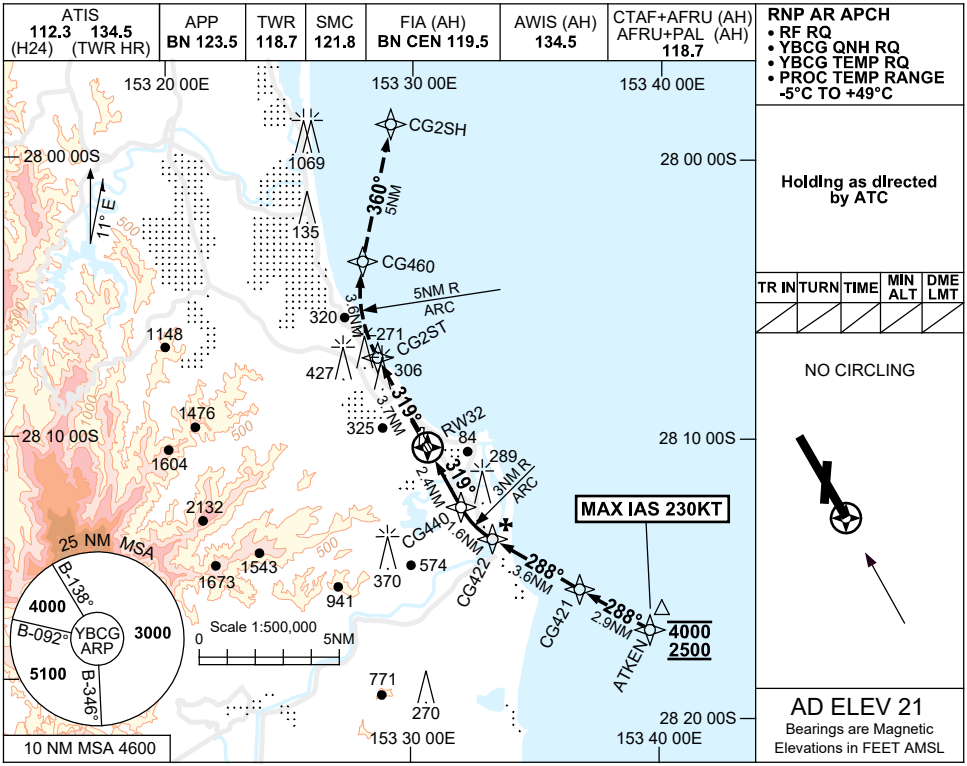
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 32 (AR)

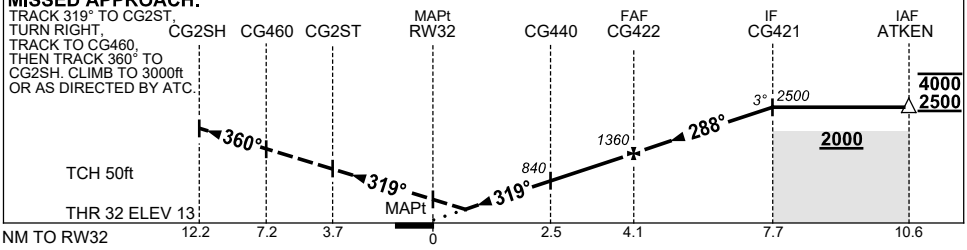
12 JUN 2025

GOLD COAST, QLD (YBCG)



NM TO NEXT WPT	RW32	0.9	1	1.6	2	CG440	1	CG422	1	2	3	CG421
ALT (3° APCH PATH)		360	380	560	700	840	1160	1360	1680	1990	2310	2500

MISSED APPROACH:
TRACK 319° TO CG2ST,
TURN RIGHT,
TRACK TO CG460,
THEN TRACK 360° TO CG2SH, CLIMB TO 3000ft OR AS DIRECTED BY ATC.



NOTES

1. MAX IAS:
   ATKEN : 230KT.

CATEGORY	A	B	C	D
RNP 0.2	**360** (347-1.9)			
RNP 0.3	**560** (547-3.1)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1239-4.4)		(1339-6.0)	(1339-7.0)

Changes: Editorial.

BCGGN11-183

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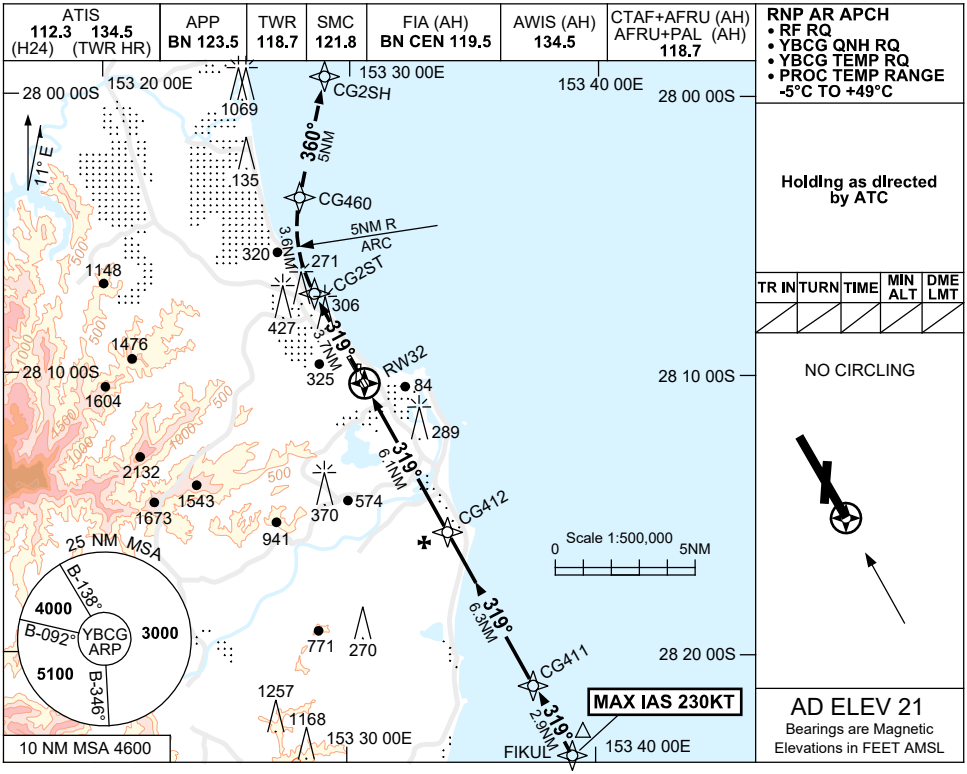
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 32 (AR)

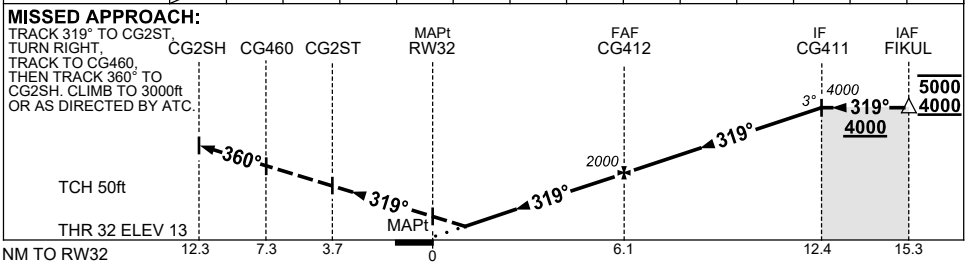
12 JUN 2025

GOLD COAST, QLD (YBCG)



NM TO NEXT WPT	RW32	0.9	1	1.6	2	3	4	5	CG412	1	2	3	4	CG411
ALT (3° APCH PATH)		360	380	560	700	1020	1340	1660	2000	2320	2640	2960	3270	4000

MISSED APPROACH:
TRACK 319° TO CG2ST, TURN RIGHT, TRACK TO CG460, THEN TRACK 360° TO CG2SH, CLIMB TO 3000ft OR AS DIRECTED BY ATC.



NOTES

1. MAX IAS: FIKUL : 230KT.
2. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP 0.2	**360** (347-1.9)			
RNP 0.3	**560** (547-3.1)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1239-4.4)		(1339-6.0)	(1339-7.0)

Changes: Editorial.

BCGGN12-183

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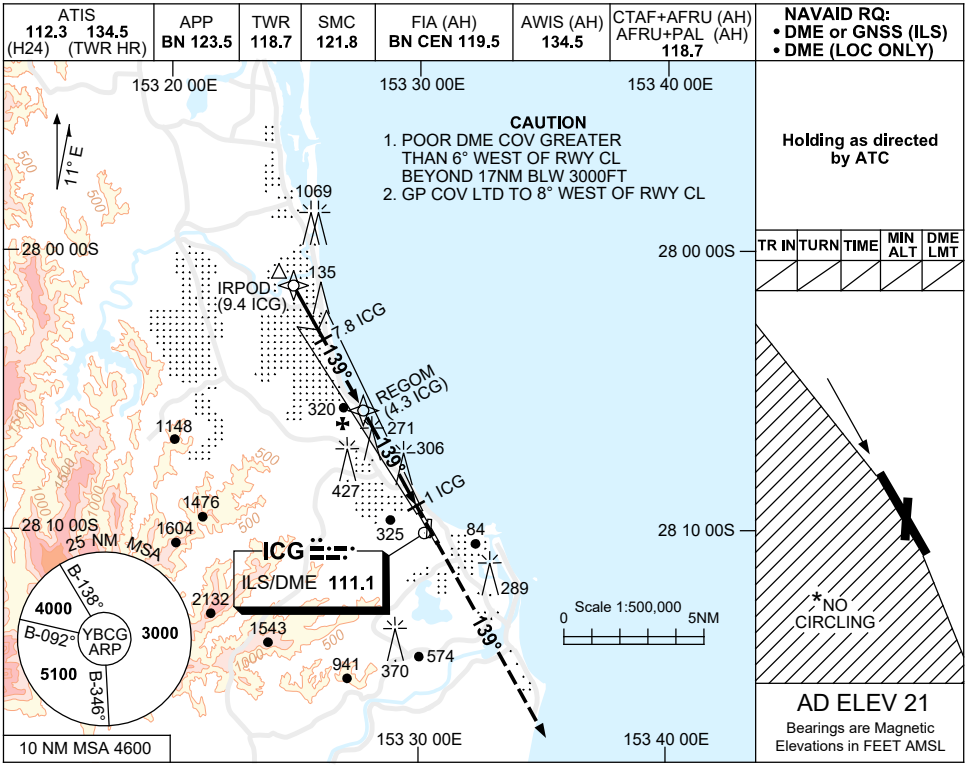
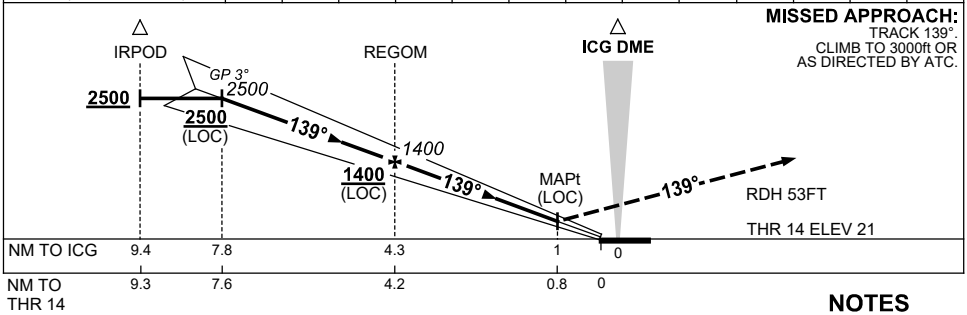
USE QNH ILS-Z or LOC-Z RWY 14

12 JUN 2025 **GOLD COAST, QLD (YBCG)**



NM TO ICG DME	7.8	7	6	5	4.3	4	3	2.1	1				
ALT (3° APCH PATH)	2500	2250	1930	1610	1400	1290	970	680	330				



MISSED APPROACH:
TRACK 139°.
CLIMB TO 3000ft OR AS DIRECTED BY ATC.

CATEGORY	A	B	C	D
S-I ILS	**330** (309-1.7) (VIS 1.5 WITH ACTUAL QNH)			
S-I LOC	**680** (659-3.7)			
CIRCLING *	**860** (839-2.4)		**960** (939-4.0)	**960** (939-5.0)
ALTERNATE	(1339-4.4)		(1439-6.0)	(1439-7.0)

NOTES

1. MAX IAS: IRPOD : 185KT.
2. * NO CIRCLING WEST OF RWY 14/32.
3. **COLOUR**: SEE SPEC NOTICES.

Changes: Editorial.

BCGII01-183

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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 (durlng 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.

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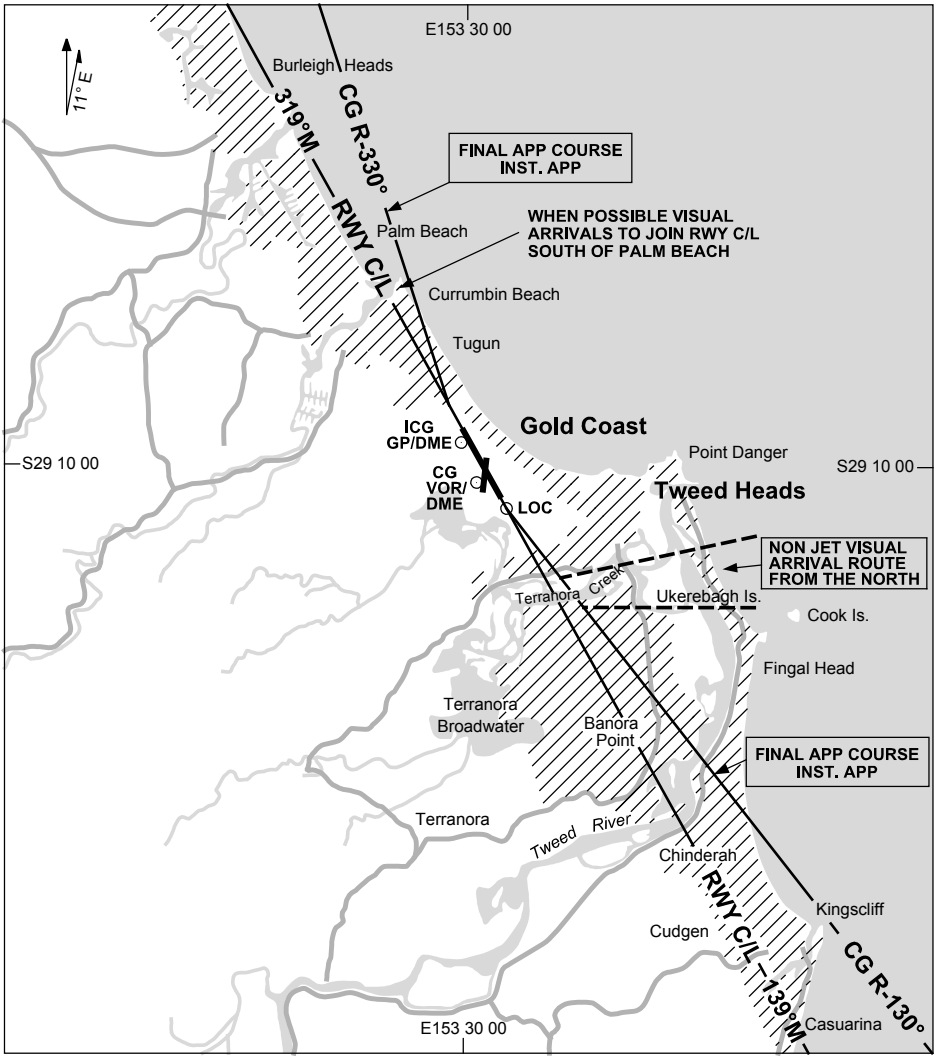

Figure 1

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3.1.1 **JETS**

(a) LANDING RWY 32	- expect to track EAST of the coast for RIGHT circuit and:
From the NORTH	- 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 Ukerebagh 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

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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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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

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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.

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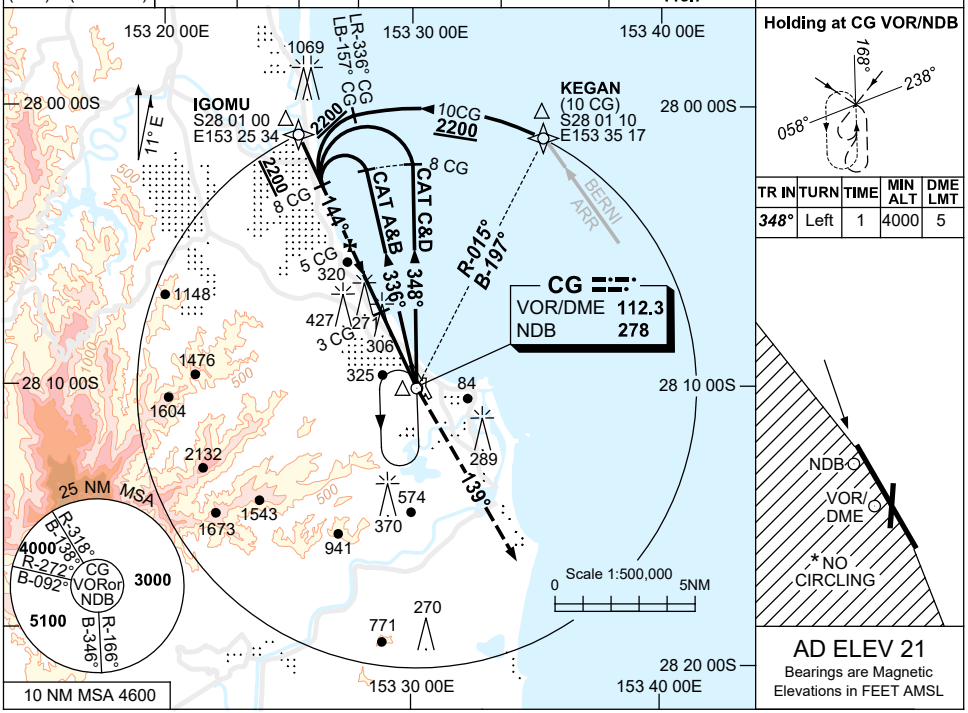
USE QNH

NDB or VOR RWY 14

12 JUN 2025

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	NAVAID RQ:
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	• DME

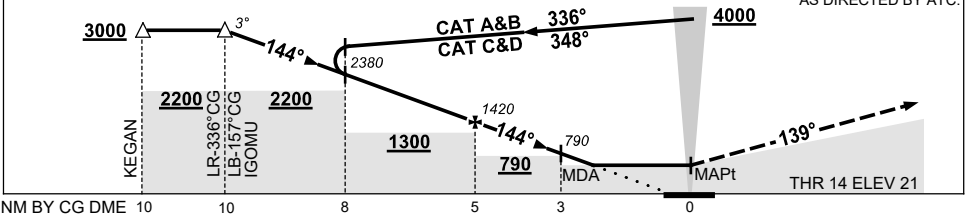


DIST BY CG DME	10	9	8	7	6	5	4	3	2.8
ALT (3° APCH PATH)	3000	2700	2380	2060	1740	1420	1110	790	720

GNSS permitted in lieu of DME
Reference waypoint CG VOR

△ CG NDB/VOR/DME

MISSED APPROACH:
INTERCEPT AND TRACK 139°. REFERENCE CG NDB OR VOR. CLIMB TO 3000ft OR AS DIRECTED BY ATC.



NOTES

1. MAX IAS: INITIAL : 210KT. (BASE TURN PROC ONLY) HOLDING: 210KT
2. * NO CIRCLING WEST OF RWY 14/32.
3. ACFT MAY BE RADAR VECTORED TO FNA.
4. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I NDB/DME or VOR/DME	**720** (699-4.0)			
CIRCLING *	**860** (839-2.4)		**960** (939-4.0)	**960** (939-5.0)
ALTERNATE	(1339-4.4)		(1439-6.0)	(1439-7.0)

Changes: Editorial.

BCGNB01-183

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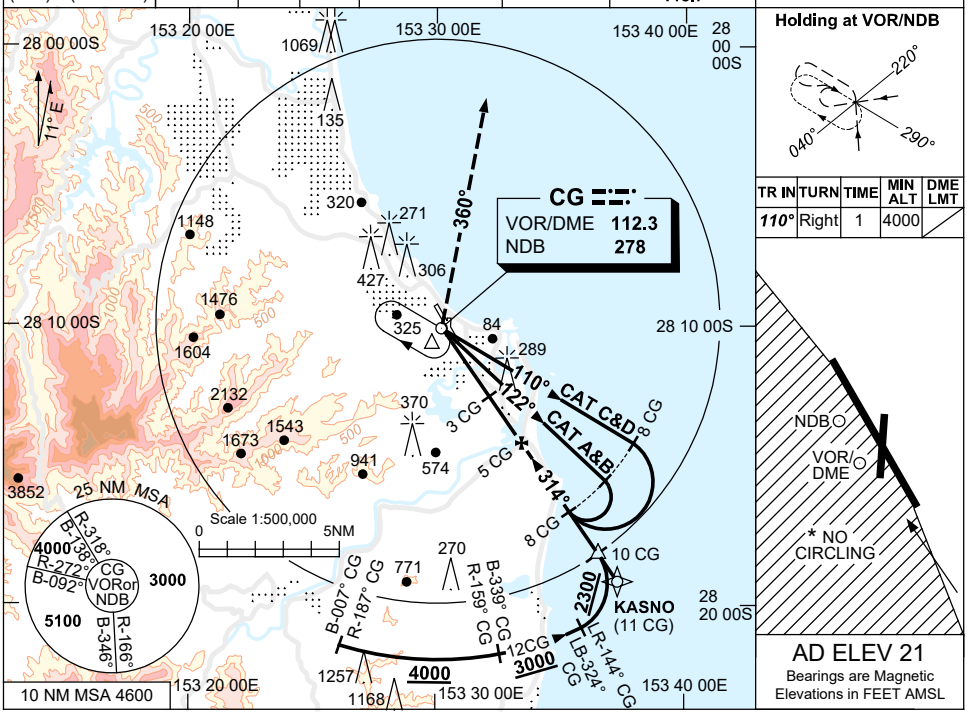
USE QNH

NDB-Z or VOR-Z RWY 32

12 JUN 2025

GOLD COAST, QLD (YBCG)

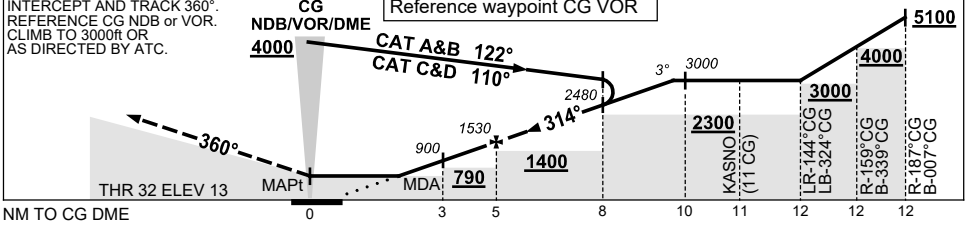
ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	NAVAID RQ:
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	• DME



DIST BY CG DME	2.7	3	4	5	6	7	8	9	9.6				
ALT (3° APCH PATH)	790	900	1210	1530	1850	2170	2480	2810	3000				

MISSED APPROACH:
TURN RIGHT,
INTERCEPT AND TRACK 360°.
REFERENCE CG NDB or VOR.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint CG VOR



NOTES

1. MAX IAS:
   INITIAL : 210KT.
   HOLDING: 210KT.
2. * NO CIRCLING WEST OF RWY 14/32.
3. ACFT MAY BE RADAR VECTORED TO FNA.
4. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I NDB/DME or VOR/DME	**790** (777-4.4)			
CIRCLING *	**860** (839-2.4)		**960** (939-4.0)	**960** (939-5.0)
ALTERNATE	(1339-4.4)		(1439-6.0)	(1439-7.0)

Changes: Editorial.

BCGNB02-183

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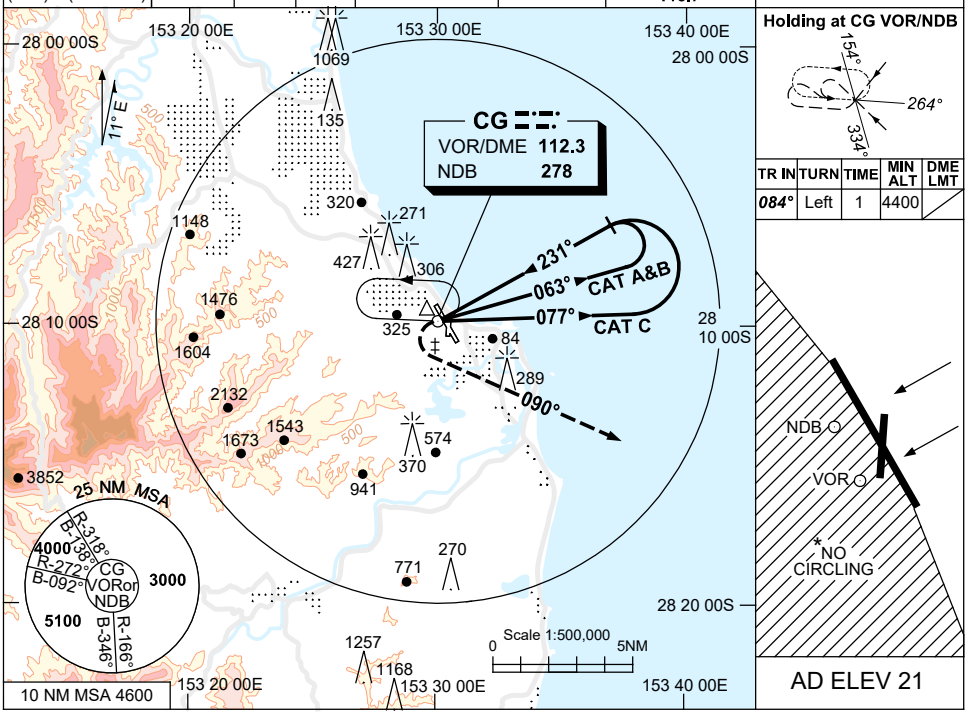
USE QNH

NDB-A or VOR-A

12 JUN 2025

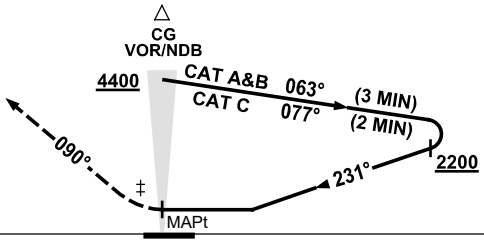
GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



DME DIST				NOT APPLICABLE									
ALT													

MISSED APPROACH:
AT NDB/VOR TURN LEFT,
TRACK 090°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



NOTES

‡1. MAX IAS:
MAP TURN: 160KT
INITIAL : 210KT.

*2. NO CIRCLING WEST OF RWY 14/32.

3. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
				NOT APPLICABLE
CIRCLING *	**860** (839-2.4)		**960** (939-4.0)	
ALTERNATE	(1339-4.4)		(1439-6.0)	

Changes: Editorial.

BCGNB03-183

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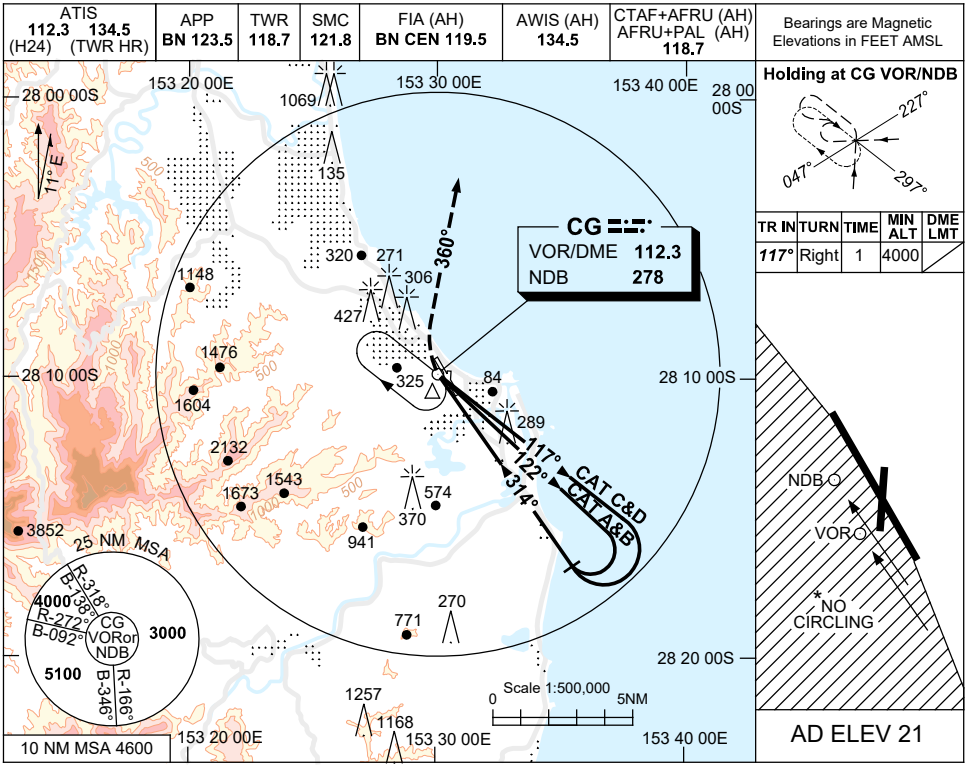
USE QNH

NDB-Y or VOR-Y RWY 32

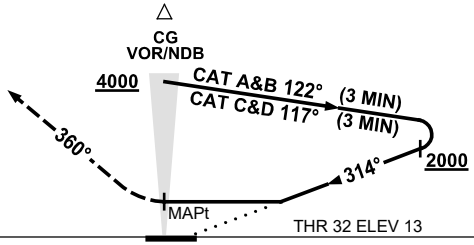
12 JUN 2025

GOLD COAST, QLD (YBCG)



DME DIST				NOT APPLICABLE							
ALT											

MISSED APPROACH:
TURN RIGHT,
INTERCEPT AND TRACK 360°.
REFERENCE CG NDB or VOR.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



CATEGORY	A	B	C	D
S-I NDB or VOR	**930** (917-5.0)			
CIRCLING *	**930** (909-2.4)		**960** (939-4.0)	**960** (939-5.0)
ALTERNATE	(1409-4.4)		(1439-6.0)	(1439-7.0)

NOTES

1. MAX IAS:
   INITIAL : 210KT.
   HOLDING: 210KT.
2. * NO CIRCLING WEST OF RWY 14/32.
3. **COLOUR**: SEE SPEC NOTICES.

Changes: Editorial.

BCGNB04-183

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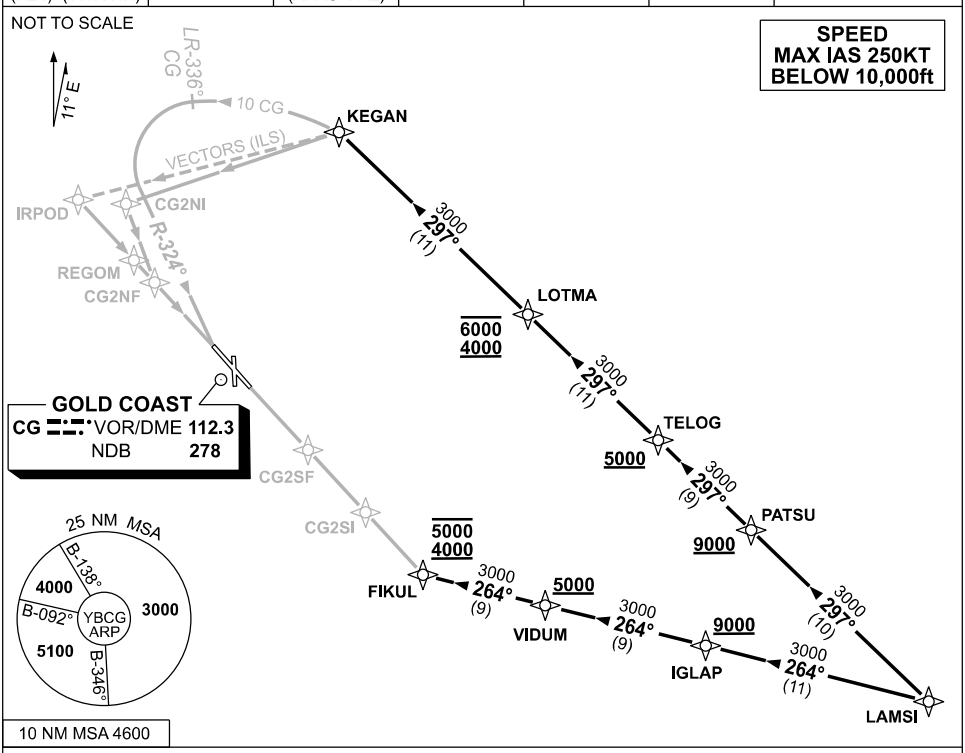
27 NOV 2025

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	ACD	AWIS (AH)	Bearings are Magnetic
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7 (AFRU+PAL)	121.8	128.75	134.5	Elevations in FEET AMSL



ARRIVAL: **LAMSI THREE ALPHA**

RUNWAY 14:

- From LAMSI track 297° to PATSU
  Cross PATSU AT or ABV 9000ft
- Track 297° to TELOG
  Cross TELOG AT or ABV 5000ft
- Track 297° to LOTMA
  Cross LOTMA BTN 4000ft AND 6000ft
- Track 297° to KEGAN
- At KEGAN track via RNP Z RWY 14, NDB or VOR RWY 14 or radar vectors for ILS-Z RWY 14 or LOC-Z RWY 14.

RUNWAY 32:

- From LAMSI track 264° to IGLAP
  Cross IGLAP AT or ABV 9000ft
- Track 264° to VIDUM
  Cross VIDUM AT or ABV 5000ft
- Track 264° to FIKUL.
  Cross FIKUL BTN 4000ft and 5000ft
- At FIKUL track via RNP X RWY 32 (AR) or RNP Z RWY 32.

COMMUNICATIONS FAILURE PROCEDURE
IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: ADD ACD FREQ.

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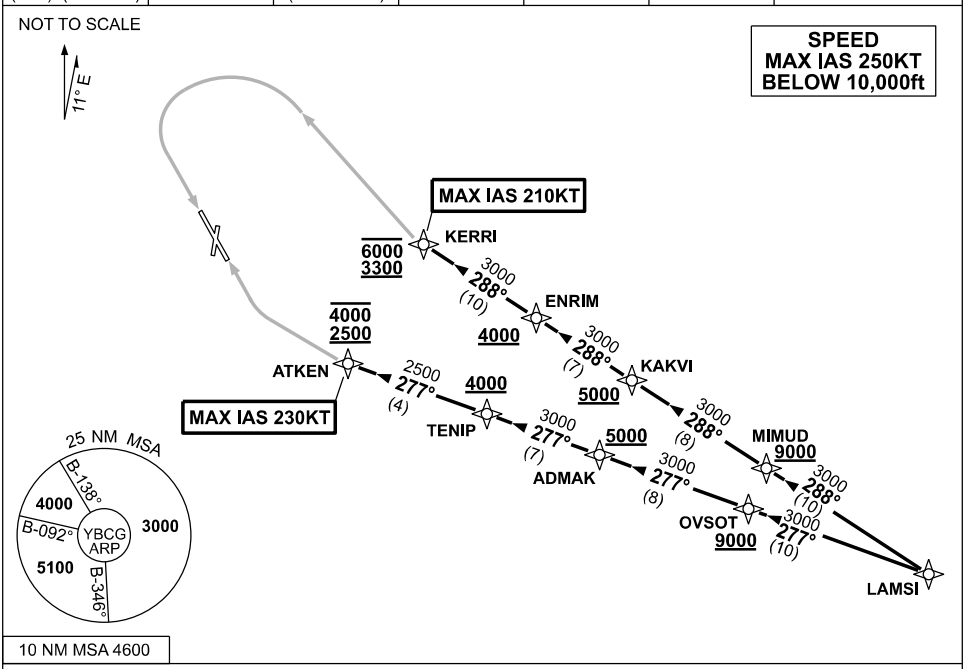
27 NOV 2025

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	ACD	AWIS (AH)	Bearings are Magnetic
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7 (AFRU+PAL)	121.8	128.75	134.5	Elevations in FEET AMSL



ARRIVAL: LAMSI THREE YANKEE

RUNWAY 14:

- From LAMSI track 288° to MIMUD.
  Cross MIMUD AT or ABV 9000ft.
- Track 288° to KAKVI.
  Cross KAKVI AT or ABV 5000ft.
- Track 288° to ENRIM.
  Cross ENRIM AT or ABV 4000ft.
- Track 288° to KERRI.
  Cross KERRI BTN 3300ft and 6000ft.
  MAX IAS 210KT from KERRI
- At KERRI track via RNP Y RWY 14 (AR)

RUNWAY 32:

- From LAMSI track 277° to OVSOT.
  Cross OVSOT AT or ABV 9000ft.
- Track 277° to ADMAK.
  Cross ADMAK AT or ABV 5000ft.
- Track 277° to TENIP.
  Cross TENIP AT or ABV 4000ft.
- Track 277° to ATKEN.
  Cross ATKEN BTN 2500ft and 4000ft.
  MAX IAS 230KT from ATKEN
- At ATKEN track via RNP Y RWY 32 (AR)

COMMUNICATIONS FAILURE PROCEDURE
IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: ADD ACD FREQ.

BCGSR04-185

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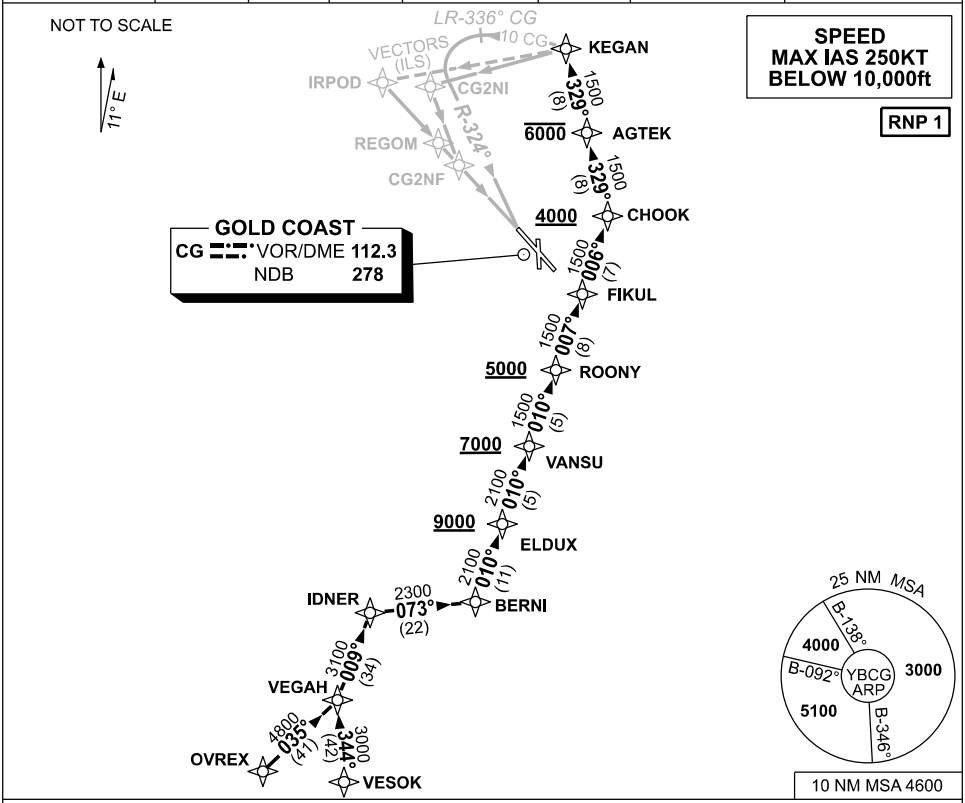
ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



TRANSITIONS:

OVREX:

- Track 035° to VEGAH
- Turn LEFT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

VESOK:

- Track 344° to VEGAH
- Turn RIGHT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

THEN FOLLOW ARRIVAL INSTRUCTION

BERNI FOUR ALPHA ARRIVAL RWY 14

- From BERNI track 010° to ELDUX
  Cross ELDUX AT or ABV 9000ft
- Track 010° to VANSU
  Cross VANSU AT or ABV 7000ft
- Track 010° to ROONY
  Cross ROONY AT or ABV 5000ft
- Turn LEFT track 007° to FIKUL
- Turn LEFT track 006° to CHOOK
  Cross CHOOK AT or ABV 4000ft
- Turn LEFT track 329° to AGTEK
  Cross AGTEK AT or BLW 6000ft
- Track 329° to KEGAN
- Track via RNP Z RWY 14, NDB or VOR RWY 14 or radar vectors for ILS-Z RWY 14 or LOC-Z RWY 14

COMMUNICATIONS FAILURE PROCEDURE

IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: FROM SUP H181/25.

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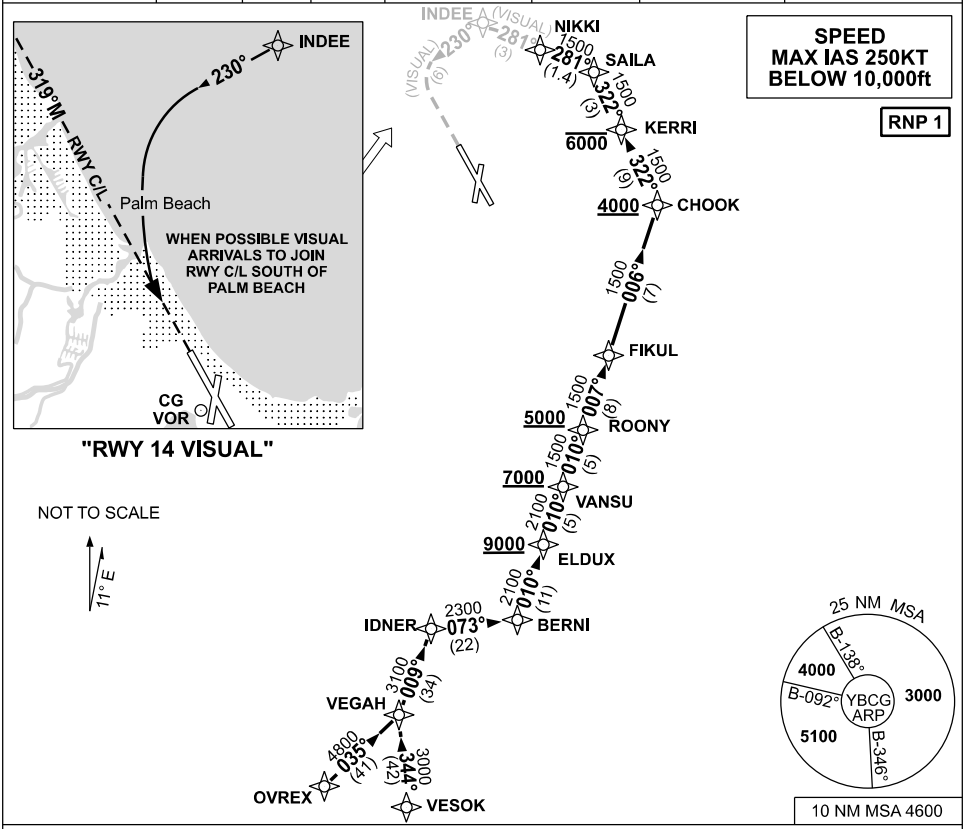
STANDARD ARRIVAL ROUTE (STAR)
BERNI FOUR VICTOR ARRIVAL (RNAV) RWY 14

19 MAR 2026

GOLD COAST, QLD (YBCG)

ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



TRANSITIONS:

OVREX:

- Track 035° to VEGAH
- Turn LEFT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

VESOK:

- Track 344° to VEGAH
- Turn RIGHT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

THEN FOLLOW ARRIVAL INSTRUCTION

BERNI FOUR VICTOR ARRIVAL RWY14

- From BERNI track 010° to ELDUX
  Cross ELDUX AT or ABV 9000ft
- Track 010° to VANSU
  Cross VANSU AT or ABV 7000ft
- Track 010° to ROONY
  Cross ROONY AT or ABV 5000ft
- Turn LEFT track 007° to FIKUL
- Turn LEFT track 006° to CHOOK
  Cross CHOOK AT or ABV 4000ft
- Turn LEFT track 322° to KERRI
  Cross KERRI AT or BLW 6000ft
- Track 322° to SAILA
- Turn LEFT track 281° to NIKKI,
- Track 281° VISUAL to INDEE
- Turn LEFT track 230° to intercept 3NM final RWY 14 (RWY 14 VISUAL)

COMMUNICATIONS FAILURE PROCEDURE
IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: FROM SUP H181/25.

BCGSR07-186

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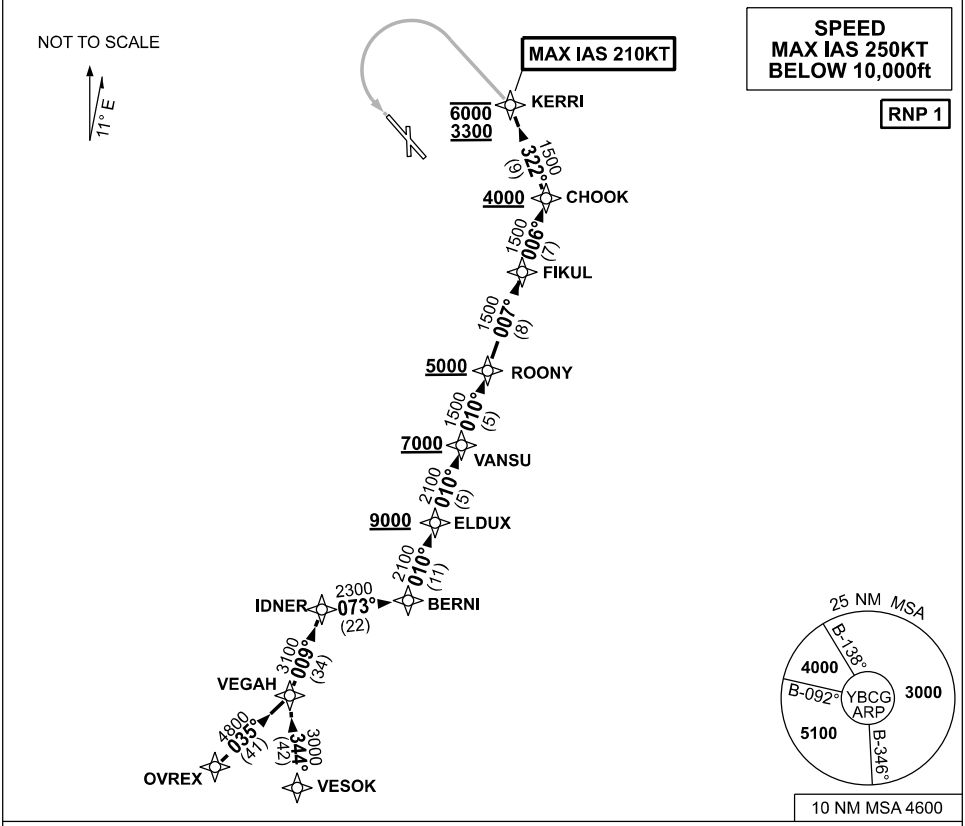
ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



TRANSITIONS:

OVREX:

- Track 035° to VEGAH
- Turn LEFT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

VESOK:

- Track 344° to VEGAH
- Turn RIGHT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

THEN FOLLOW ARRIVAL INSTRUCTION

BERNI FOUR YANKEE ARRIVAL RWY 14

- From BERNI track 010° to ELDUX
  Cross ELDUX AT or ABV 9000ft
- Track 010° to VANSU
  Cross VANSU AT or ABV 7000ft
- Track 010° to ROONY
  Cross ROONY AT or ABV 5000ft
- Turn LEFT track 007° to FIKUL
- Turn LEFT track 006° to CHOOK
  Cross CHOOK AT or ABV 4000ft
- Turn LEFT track 322° to KERRI
  Cross KERRI BTN 3300ft and 6000ft
  MAX IAS 210KT from KERRI
- Track via RNP Y RWY 14 (AR)

COMMUNICATIONS FAILURE PROCEDURE
IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: FROM SUP H181/25.

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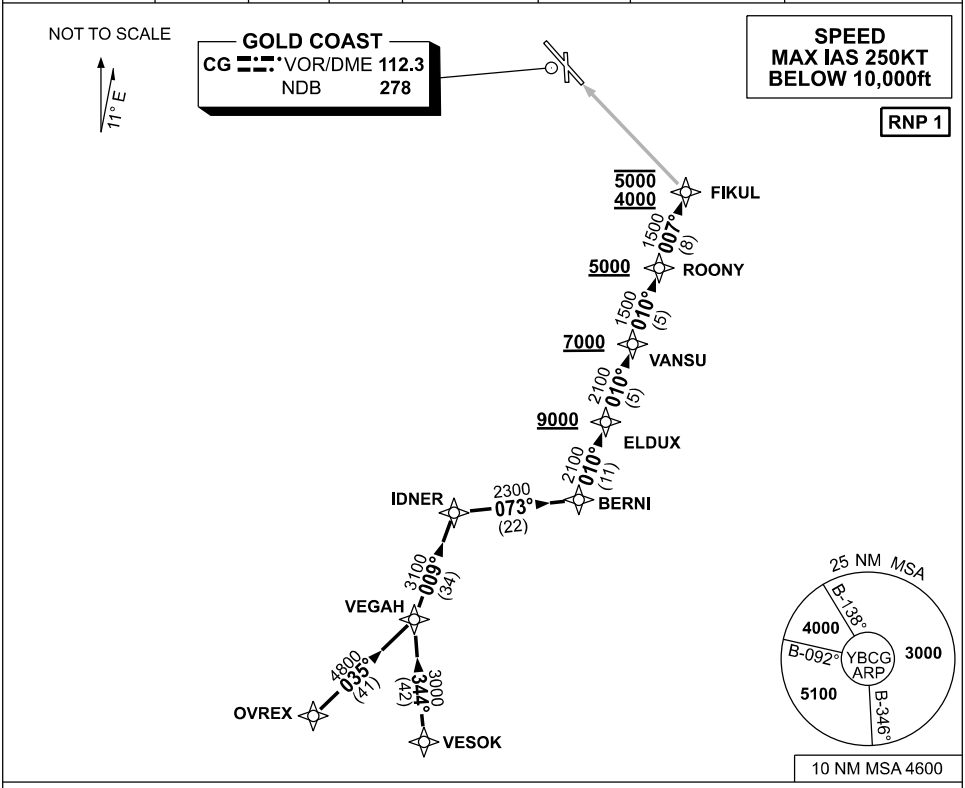
ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



TRANSITIONS:

OVREX:

- Track 035° to VEGAH
- Turn LEFT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

VESOK:

- Track 344° to VEGAH
- Turn RIGHT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

THEN FOLLOW ARRIVAL INSTRUCTION

BERNI FOUR ALPHA ARRIVAL RWY 32

- From BERNI track 010° to ELDUX
  Cross ELDUX AT or ABV 9000ft
- Track 010° to VANSU
  Cross VANSU AT or ABV 7000ft
- Track 010° to ROONY
  Cross ROONY AT or ABV 5000ft
- Turn LEFT track 007° to FIKUL
  Cross FIKUL BTN 4000ft and 5000ft
- Track via RNP X RWY 32 (AR) or RNP Z RWY 32

COMMUNICATIONS FAILURE PROCEDURE
IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: FROM SUP H181/25.

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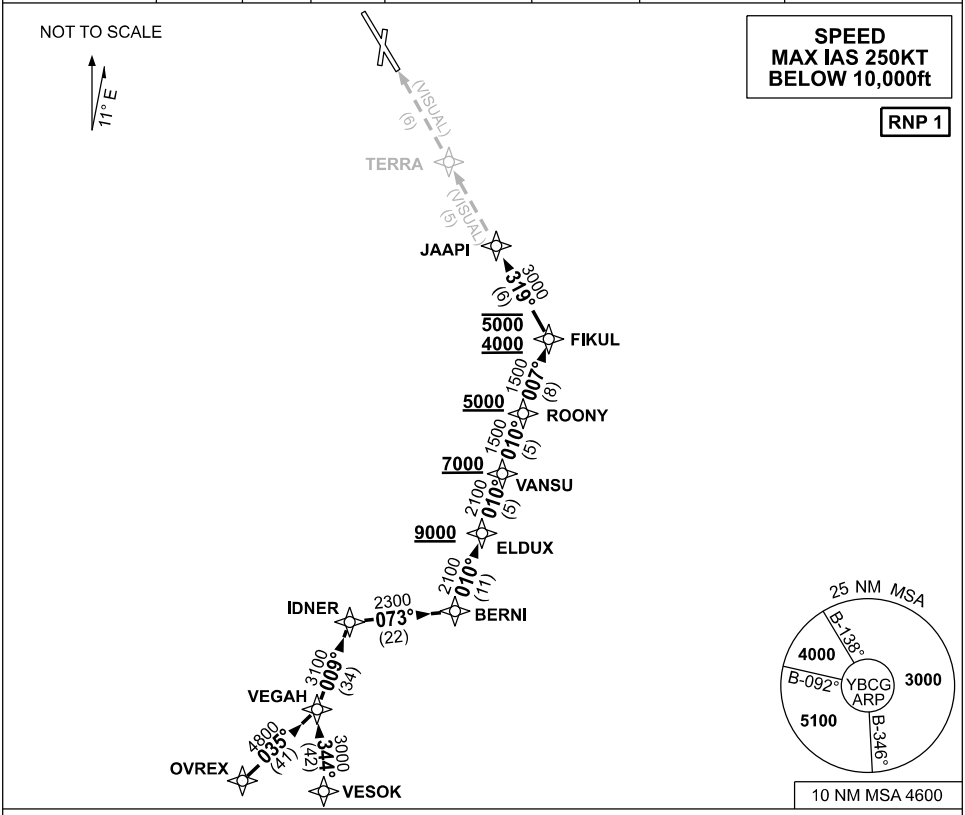
ATIS	APP	TWR	SMC	FIA (AH)	AWIS (AH)	CTAF+AFRU (AH) AFRU+PAL (AH)	Bearings are Magnetic Elevations in FEET AMSL
112.3 134.5 (H24) (TWR HR)	BN 123.5	118.7	121.8	BN CEN 119.5	134.5	118.7	



TRANSITIONS:

OVREX:

- Track 035° to VEGAH
- Turn LEFT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

VESOK:

- Track 344° to VEGAH
- Turn RIGHT track 009° to IDNER
- Turn RIGHT track 073° to BERNI

THEN FOLLOW ARRIVAL INSTRUCTION

BERNI FOUR VICTOR ARRIVAL RWY 32

- From BERNI track 010° to ELDUX
  Cross ELDUX AT or ABV 9000ft
- Track 010° to VANSU
  Cross VANSU AT or ABV 7000ft
- Track 010° to ROONY
  Cross ROONY AT or ABV 5000ft
- Turn LEFT track 007° to FIKUL
  Cross FIKUL BTN 4000ft and 5000ft
- Turn LEFT, track 319° to JAAPI
- Track VISUAL to TERRA
- Report RWY in sight for approach instructions

COMMUNICATIONS FAILURE PROCEDURE
IF ABLE CTC GOLD COAST ATC ON TEL : 07 55995990

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: FROM SUP H181/25.

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