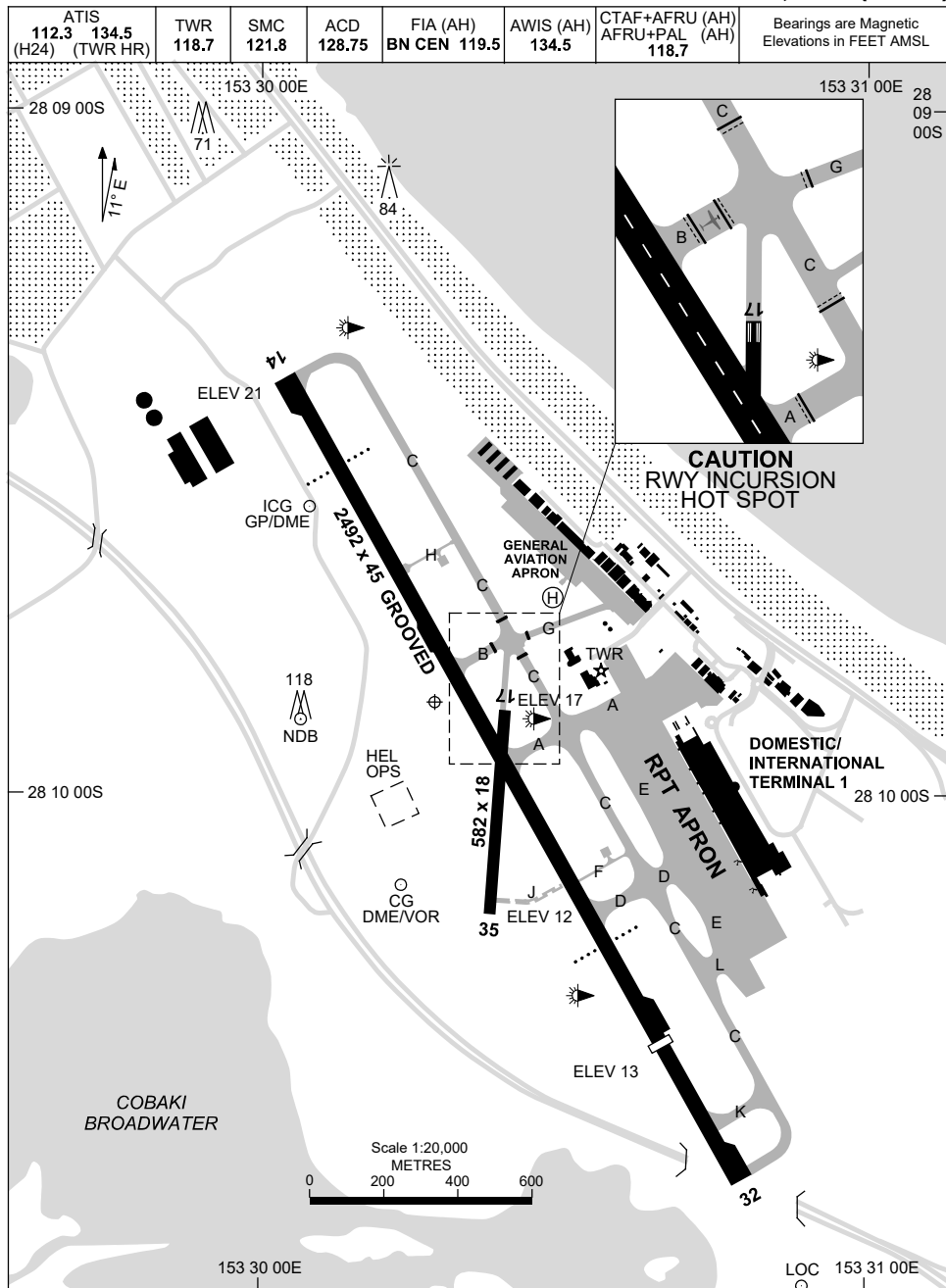


1 DEC 2022

AD ELEV 21
28 09 52S 153 30 17E

AERODROME CHART - Page 1
GOLD COAST, QLD (YBCG)



Changes: FROM SUP H94/22.

BCGAD01-173

1 DEC 2022

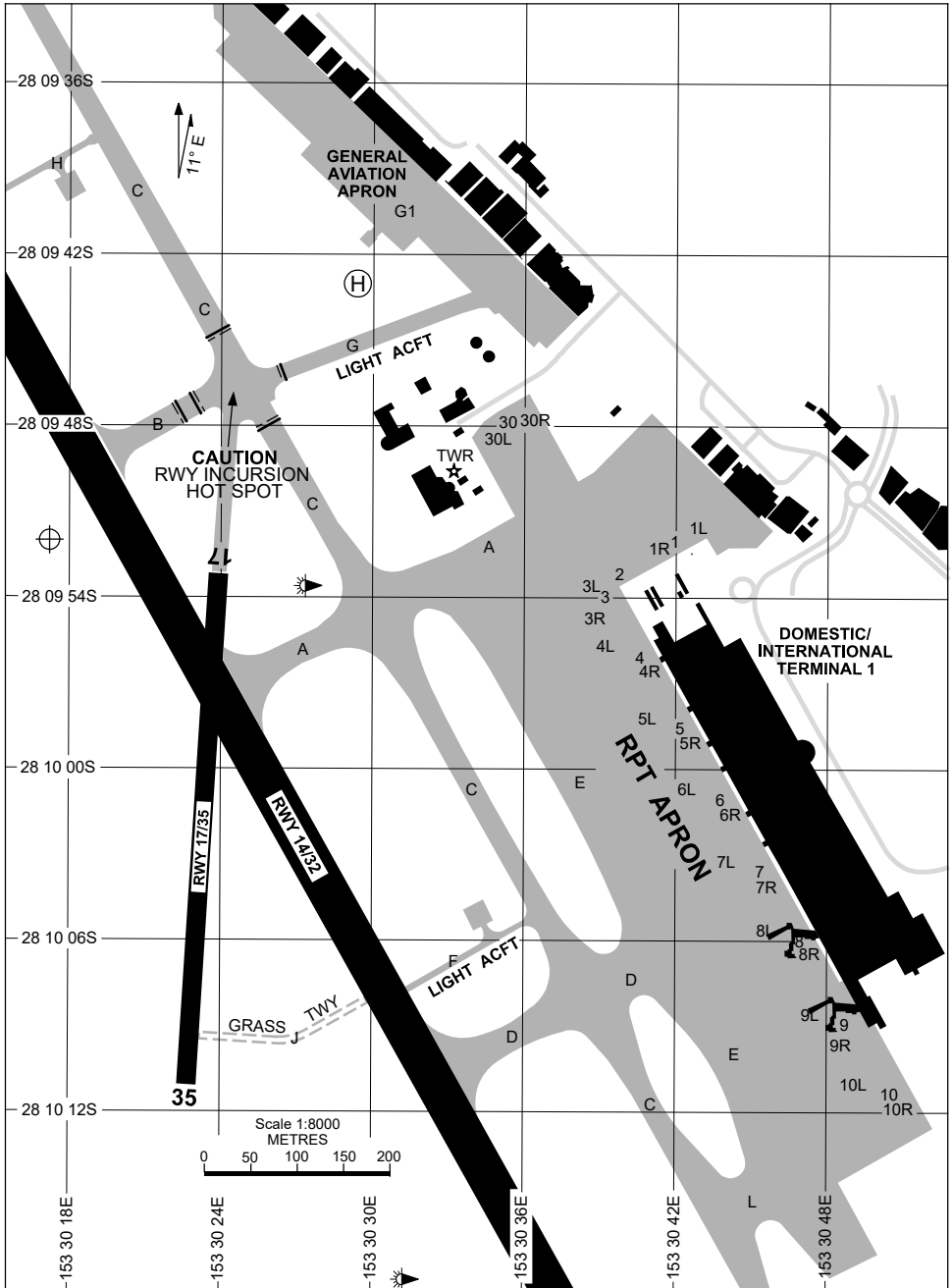
AD ELEV 21
28 09 52S 153 30 17EAERODROME CHART - Page 2
GOLD COAST, QLD (YBCG)

ATIS 112.3 134.5 (H24) (TWR HR)		TWR 118.7	SMC 121.8	ACD 128.75	FIA (AH) BN CEN 119.5	AWIS (AH) 134.5	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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)							
14 ¹³⁹ ₃₁₉ 32	PAPI 3.0° 63FT HIRL MIRL RTIL PAPI 3.0° 53FT HIRL MIRL RTIL							
17 ¹⁷³ ₃₅₃ 35	NIL 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.

BCGAD02-173

15 JUN 2023



BCGAP01-175

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 ^A	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.

BCGAP02-181

DME or GNSS ARRIVAL PROCEDURES GOLD COAST, QLD (YBCG)

12 JUN 2025

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

**DME USING CG DME
REFERENCE WAYPOINT CG VOR**

CG --- **NDB**
VOR/DME 112.3
NDB 278

* NO CIRCLING WEST OF RWY 14/32

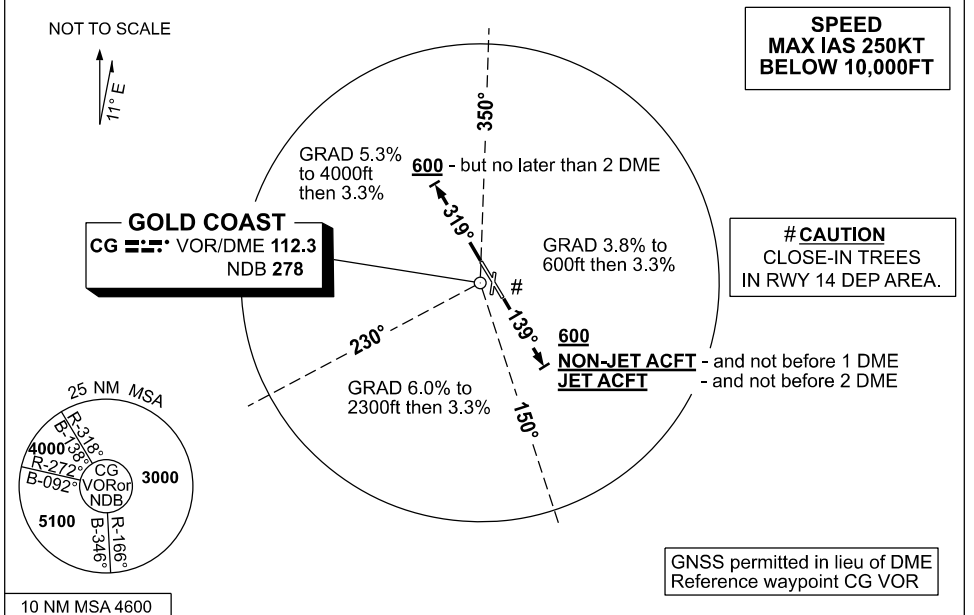
SECTOR A	25	15	11	8	5	4	3	2	1	0	MISSED APPROACH:
											INTERCEPT AND TRACK 139° REFERENCE CG NDB OR VOR. CLIMB TO 3000FT OR AS DIRECTED BY ATC.
NM TO CG VOR											
CIRCLING MINIMA											
ALT (3° APCH PATH)											
	25	15	11	8	5	4	3	2	1	0	
	12.3	12	11	10	9	8	7	6	5	4	
	4000	3930	3610	3290	2970	2660	2340	2020	1700	1380	
	1000										

SECTOR B CG NDBor VOR 016° 344° NDB or VOR 360°										MISSED APPROACH: INTERCEPT AND TRACK 360° REFERENCE CG NDB OR VOR. CLIMB TO 3000FT OR AS DIRECTED BY ATC.											
5100 3° 4400 3000 2000 1900 2320 2000 1360 1300 MDA MAPt 3000																					
NM TO CG VOR										25	15	12	8	5	4	2	0				
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							

STANDARD INSTRUMENT DEPARTURES (SID) GOLD COAST SEVEN DEPARTURE (RADAR) - RWY 14 & 32 GOLD COAST, QLD (YBCG)

27 NOV 2025

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

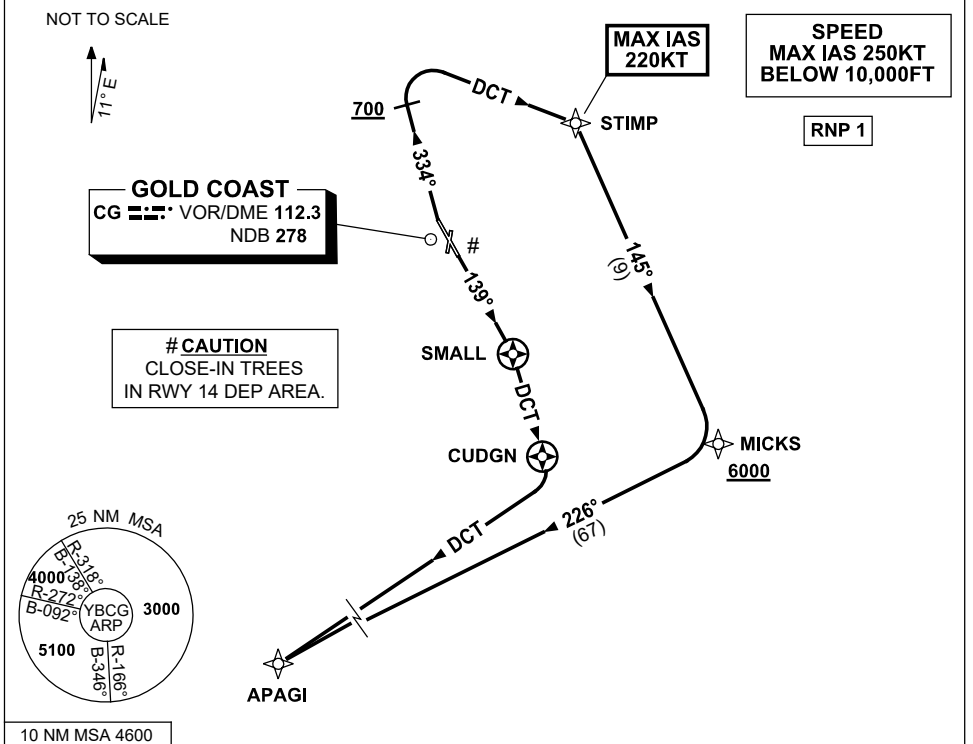
Changes: REMOVED RWY 17 SID, SECTOR PDG CHANGE.

BCGDP01-185

**STANDARD INSTRUMENT DEPARTURE (SID)
RWY 14/32 SOUTH (JET) (RNAV)
GOLD COAST, QLD (YBCG)**

13 JUN 2024

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

FOR CASA APPROVED STANDARD INSTRUMENT DEPARTURE (SID) OPERATORS ONLY

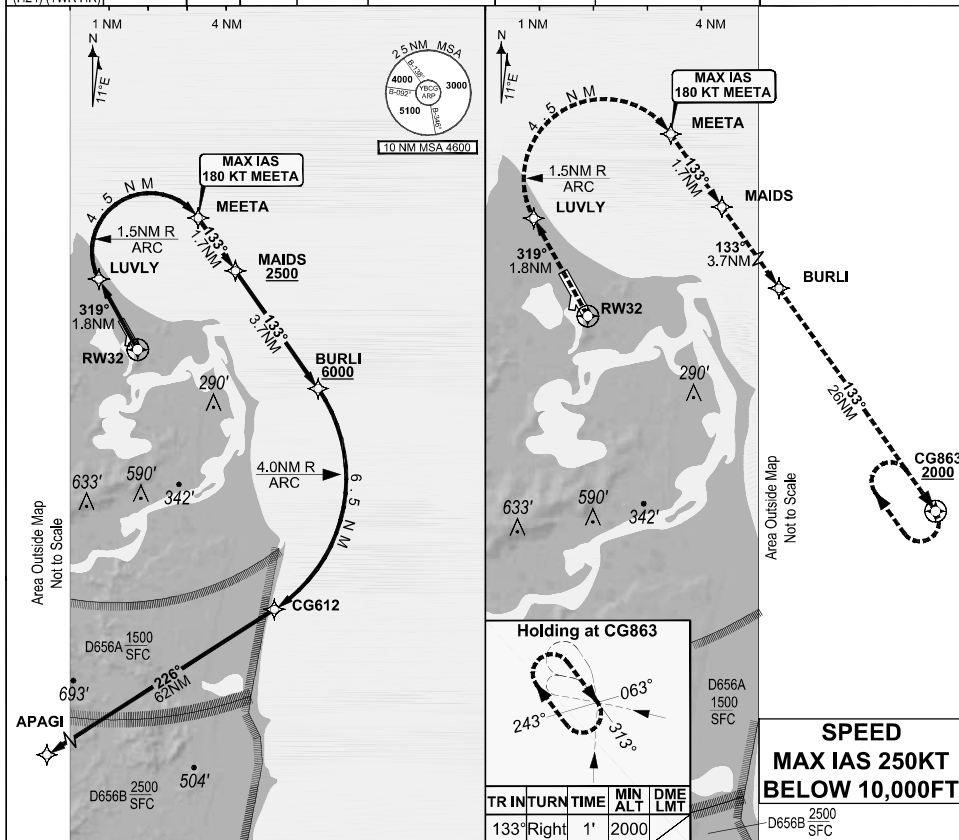
RW32 RNAV (RNP 0.3) BURLI FIVE

GOLD COAST, QLD (YBCG)

27 NOV 2025

USE QNH

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

BCGDP03-185

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace



**FOR CASA APPROVED
OPERATORS ONLY**

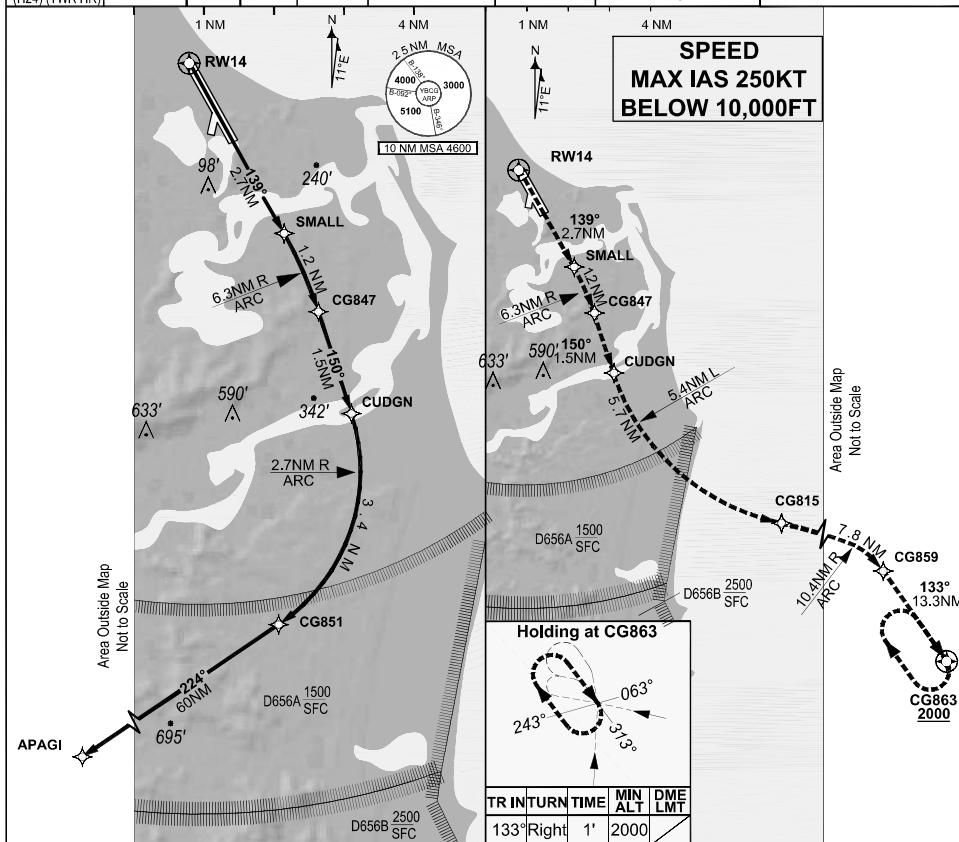
**STANDARD INSTRUMENT DEPARTURE (SID)
RW14 RNAV (RNP 0.3) CUDGN FOUR**

27 NOV 2025

USE QNH

GOLD COAST, QLD (YBCG)

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



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

Prepared by GE Aerospace

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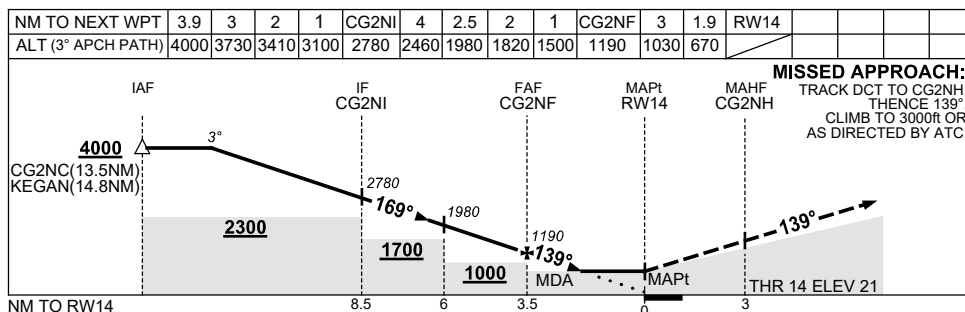
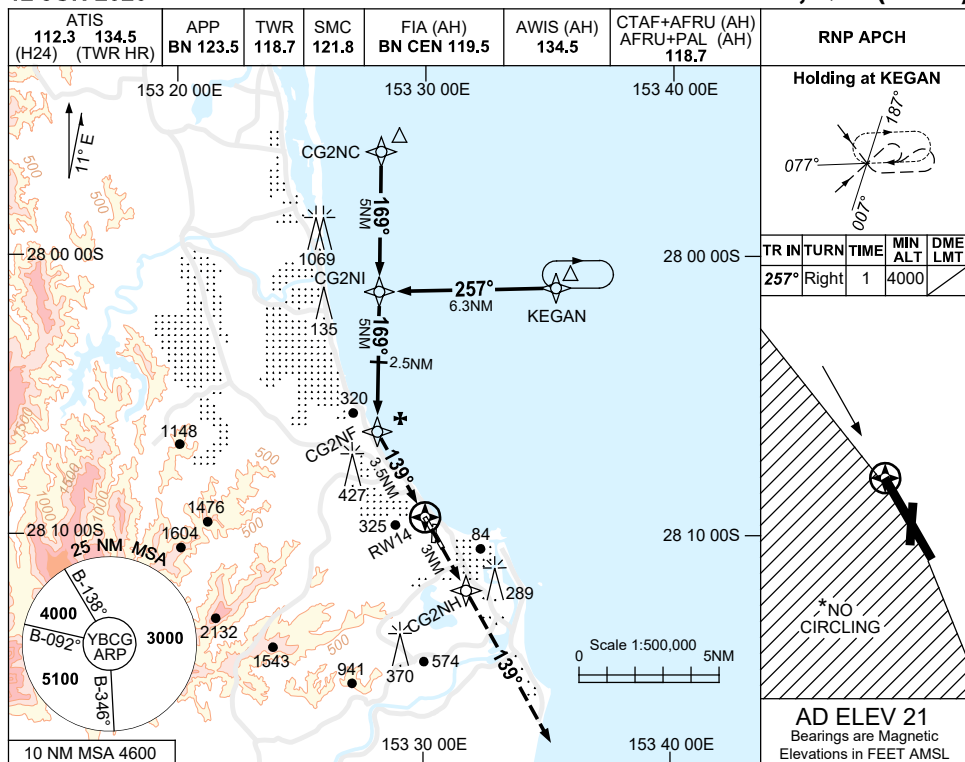


USE QNH

RNP Z RWY 14

12 JUN 2025

GOLD COAST, QLD (YBCG)



NOTES

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)	

- MAX IAS:
INITIAL : 210KT.
- NO CIRCLING WEST
OF RWY 14/32.
- COLOUR: SEE
SPEC NOTICES.

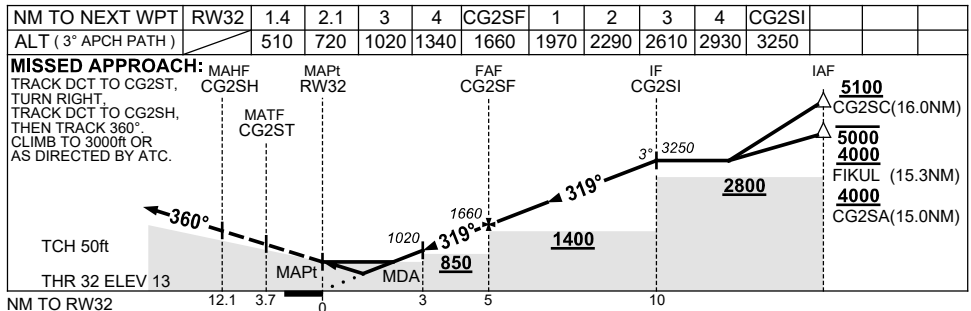
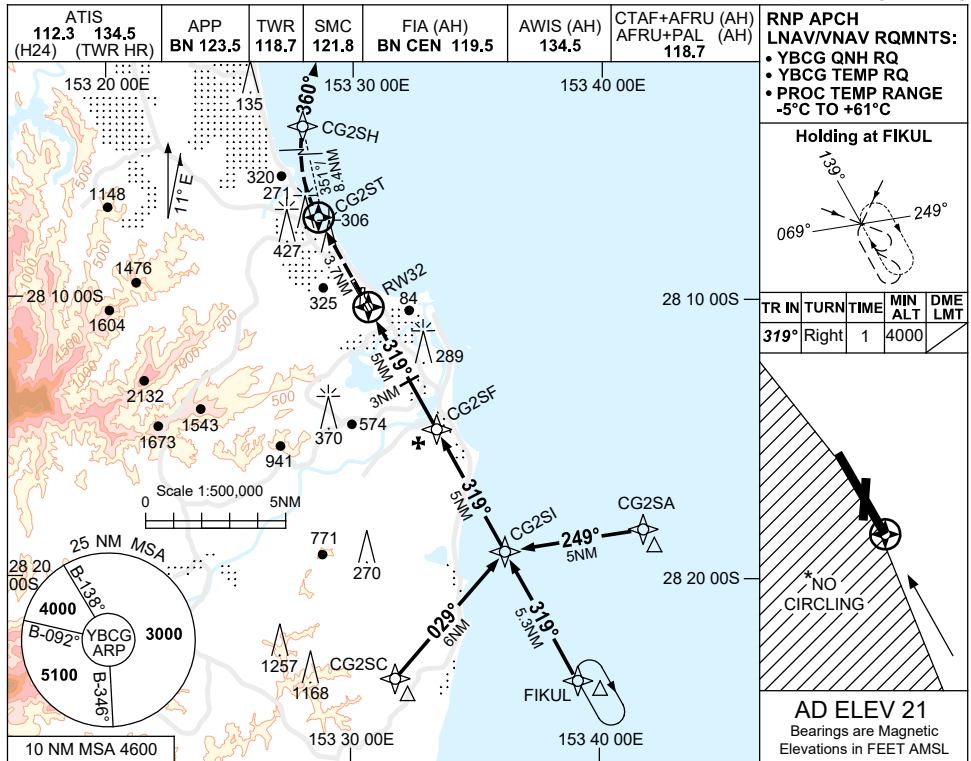
Changes: Editorial.

BCGGN01-183

USE QNH

RNP Z RWY 32

12 JUN 2025

GOLD COAST, QLD (YBCG)**NOTES**

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

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)

Changes: Editorial.

BCGGN02-183

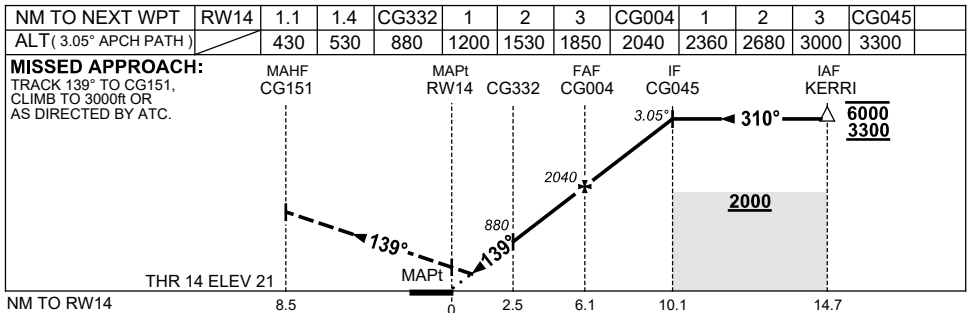
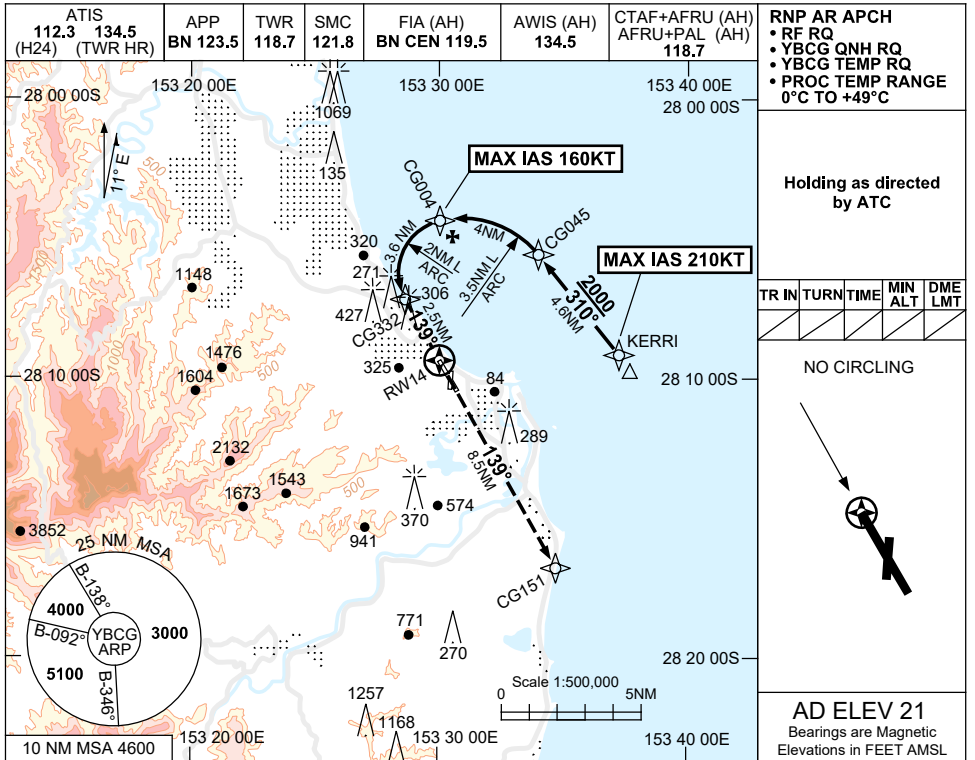
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 14 (AR)

GOLD COAST, QLD (YBCG)

12 JUN 2025



NOTES

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)

- COLOUR: SEE SPEC NOTICES.
- MAX IAS: KERRI : 210 KT.

Changes: Editorial.

BCGGN09-183

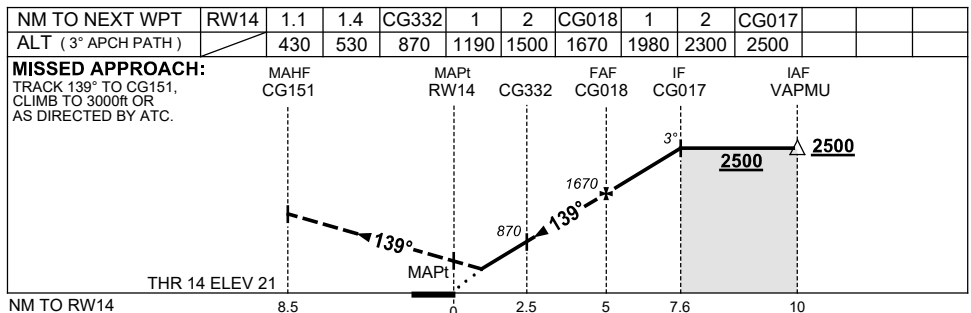
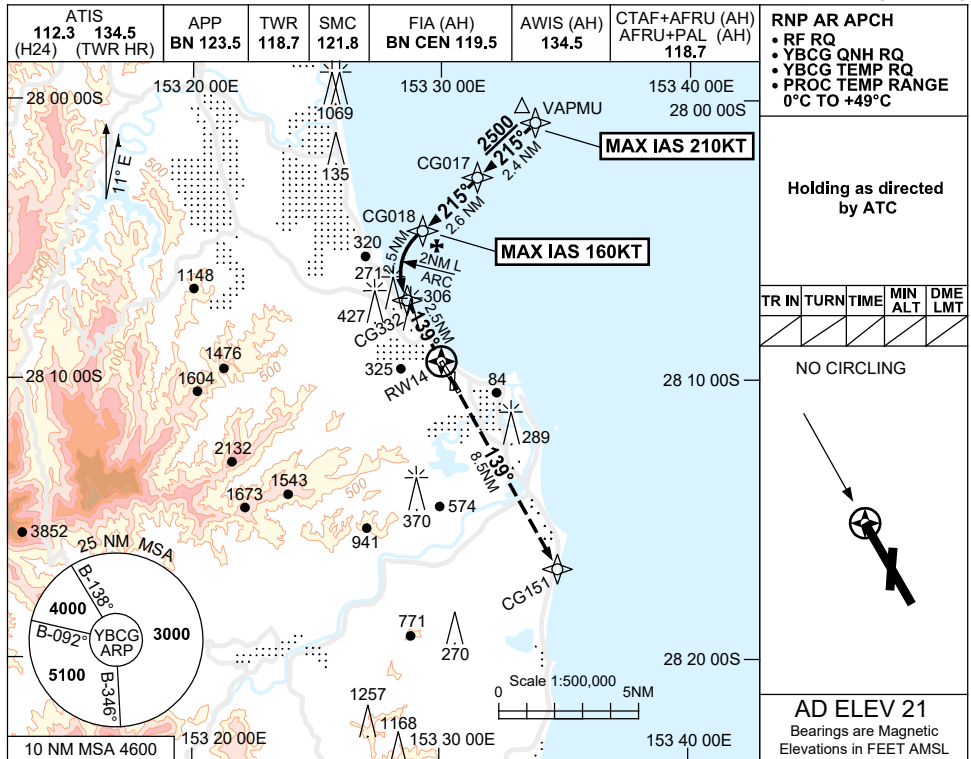
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 14 (AR)

12 JUN 2025

GOLD COAST, QLD (YBCG)



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

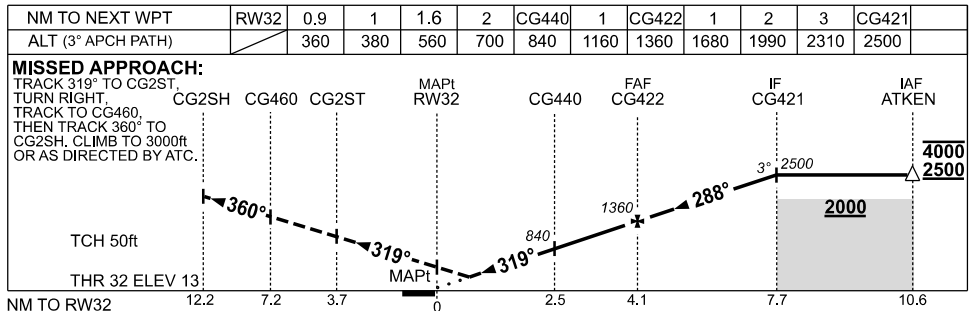
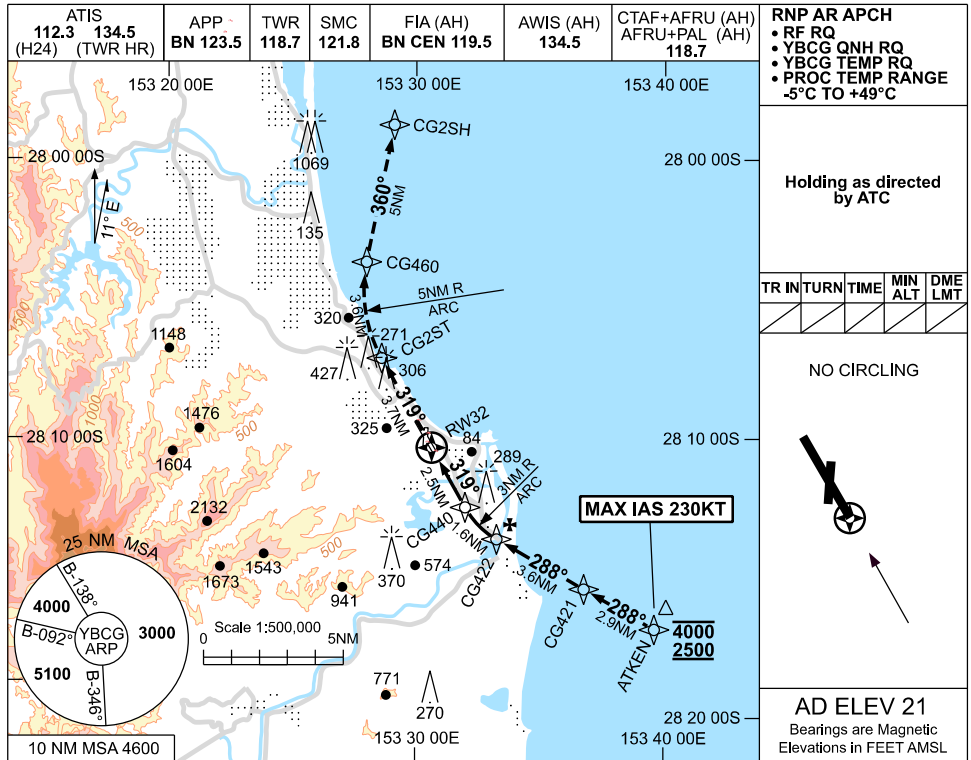
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 32 (AR)

03 SEP 2026

GOLD COAST, QLD (YBCG)



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.

BCGNN1-188

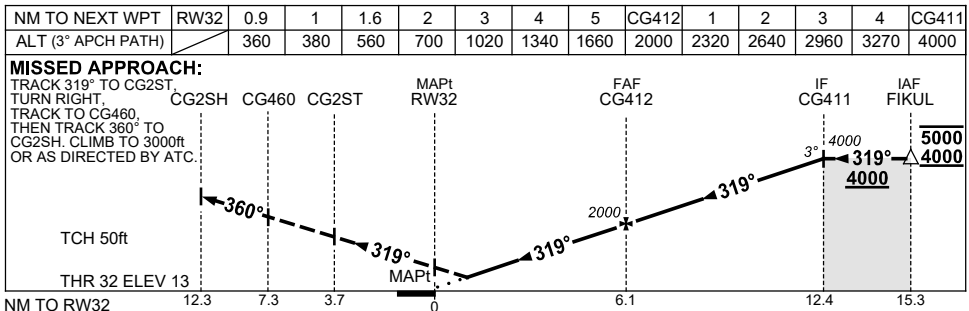
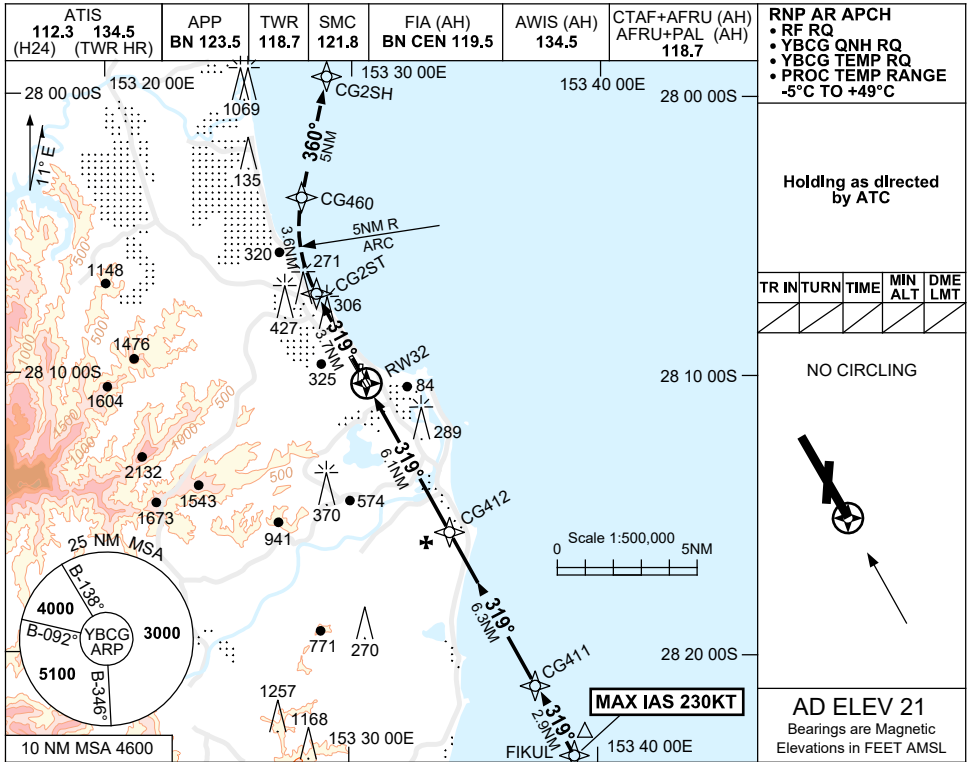
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 32 (AR)

12 JUN 2025

GOLD COAST, QLD (YBCG)



NOTES

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)

- MAX IAS: FIKUL : 230KT.
- COLOUR: SEE SPEC NOTICES.

Changes: Editorial.

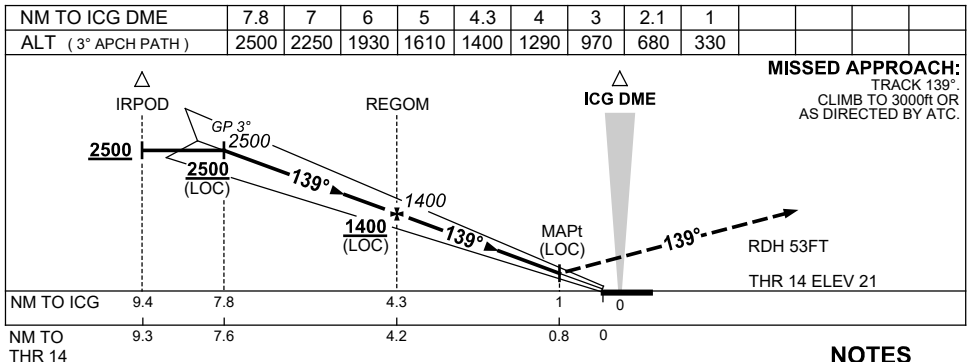
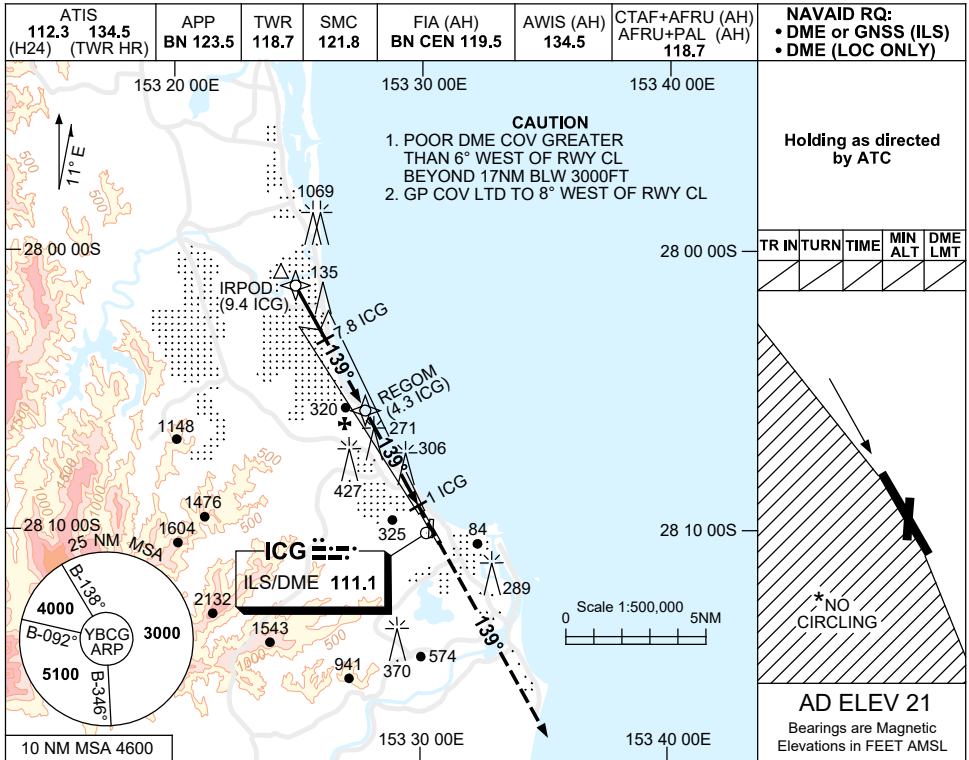
BCGGN12-183

USE QNH

ILS-Z or LOC-Z RWY 14

GOLD COAST, QLD (YBCG)

12 JUN 2025



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

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.

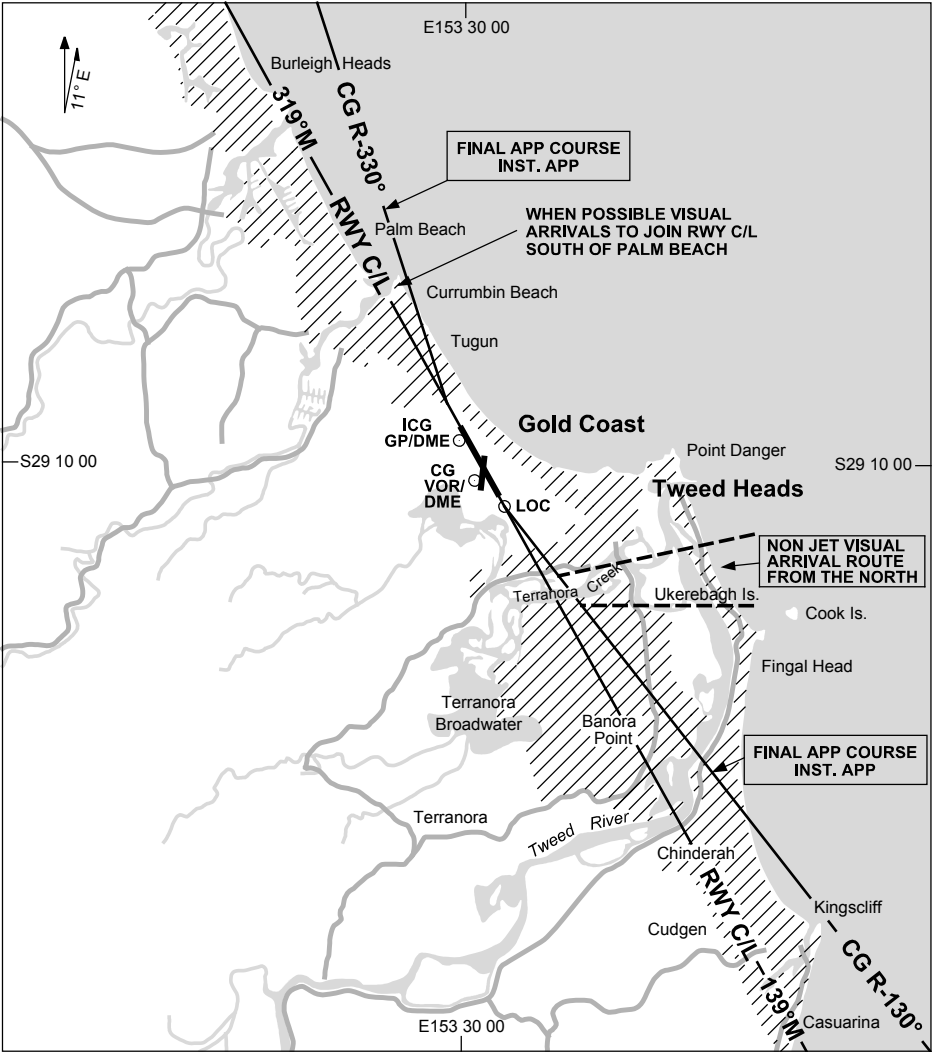


Figure 1

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 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

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

13 JUN 2024**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

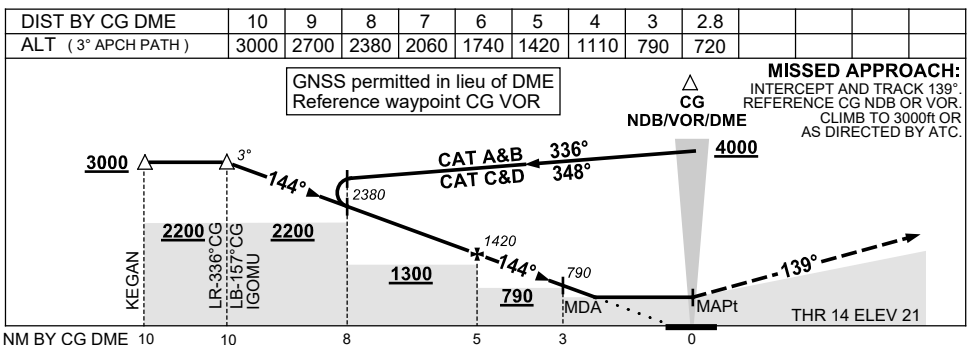
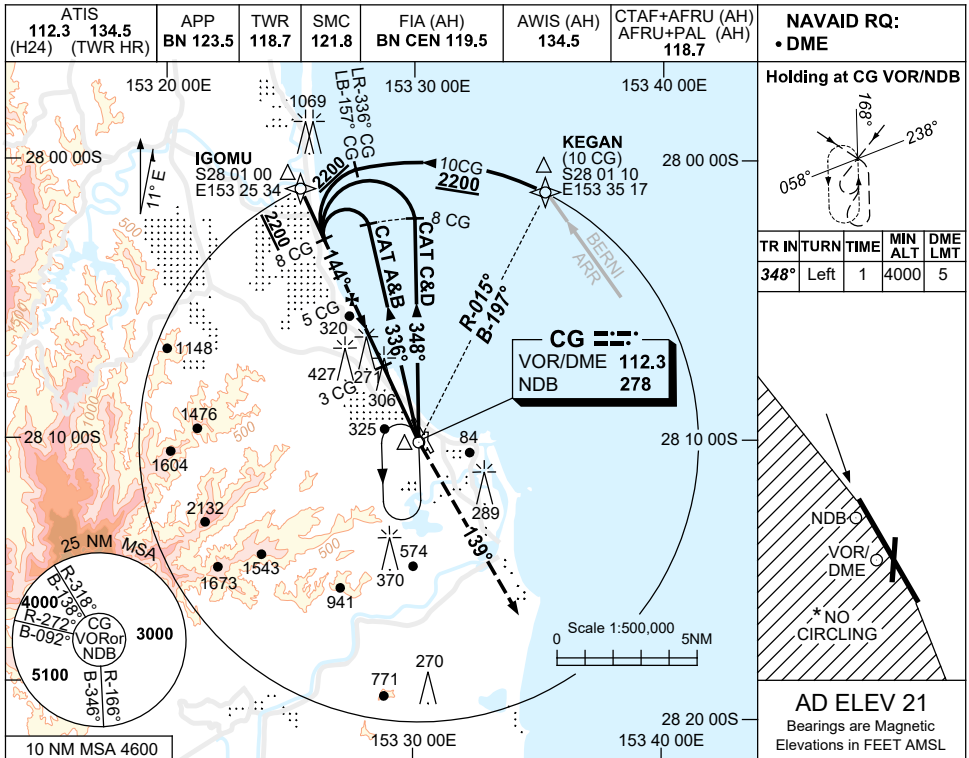
5.6.1 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Gold Coast Airport during the curfew. All dispensation requests should be made through PH: 0466 548 063 (24 HRS), or by email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

USE QNH

NDB or VOR RWY 14

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

- MAX IAS:
INITIAL : 210KT.
(BASE TURN PROC ONLY)
HOLDING: 210KT
- NO CIRCLING WEST OF RWY 14/32.
- ACFT MAY BE RADAR VECTORED TO FNA.
- 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

NDB-Z or VOR-Z RWY 32
GOLD COAST, QLD (YBCG)

ATIS 112.3 (H24) (TWR HR)

APP BN 123.5

TWR 118.7

SMC 121.8

FIA (AH) BN CEN 119.5

AWIS (AH) 134.5

CTAF+AFRU (AH) AFRU+PAL 118.7

CG VOR/DME 112.3 NDB 278

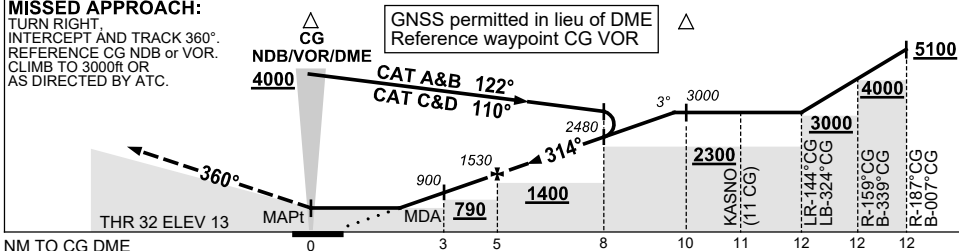
Scale 1:500,000

TR IN	TURN	TIME	MIN ALT	DME LMT
110°	Right	1	4000	

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				

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



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)

BCGNB02-183

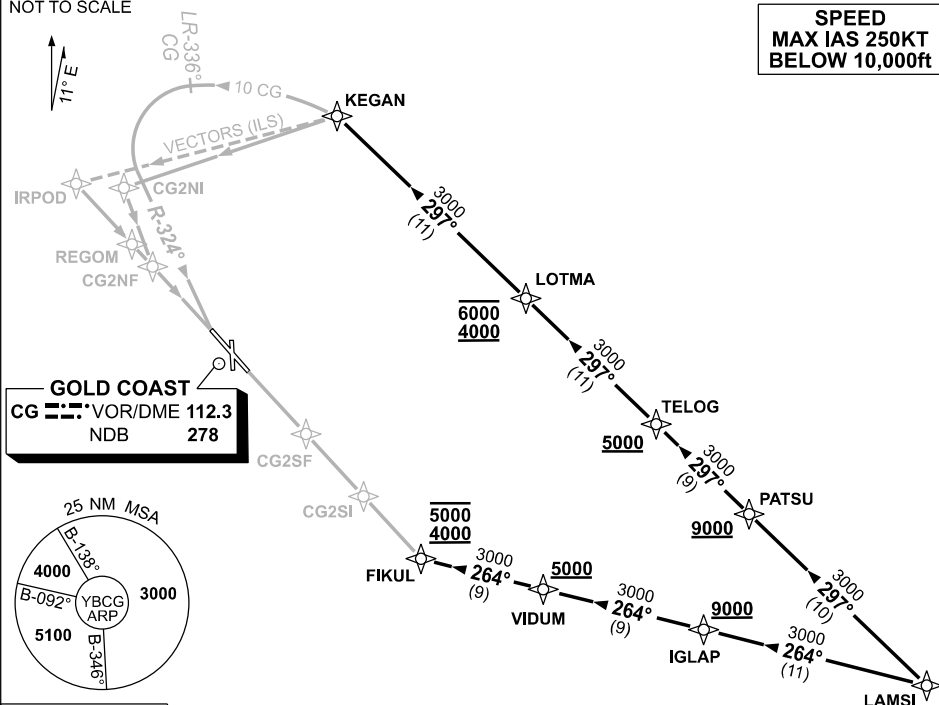
STANDARD ARRIVAL ROUTE (STAR) LAMSI THREE ALPHA ARRIVAL (RNAV) GOLD COAST, QLD (YBCG)

27 NOV 2025

ATIS 112.3 134.5 (H24) (TWR HR)	APP BN 123.5	TWR 118.7 (AFRU+PAL)	SMC 121.8	ACD 128.75	AWIS (AH) 134.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

SPEED
MAX IAS 250KT
BELOW 10,000ft



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.

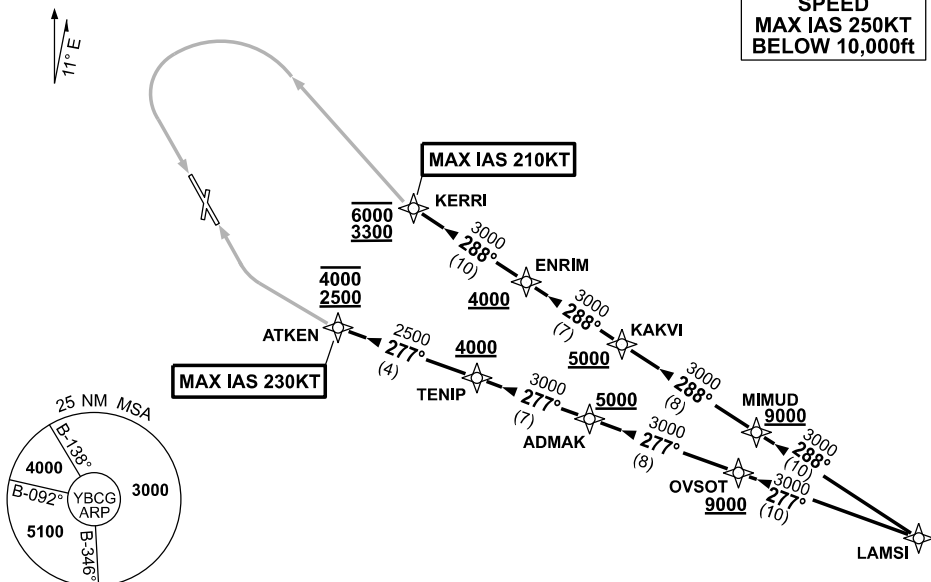
BCGSR03-185

STANDARD ARRIVAL ROUTE (STAR) LAMSI THREE YANKEE ARRIVAL (RNAV) GOLD COAST, QLD (YBCG)

27 NOV 2025

ATIS 112.3 134.5 (H24) (TWR HR)	APP BN 123.5	TWR 118.7 (AFRU+PAL)	SMC 121.8	ACD 128.75	AWIS (AH) 134.5	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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.

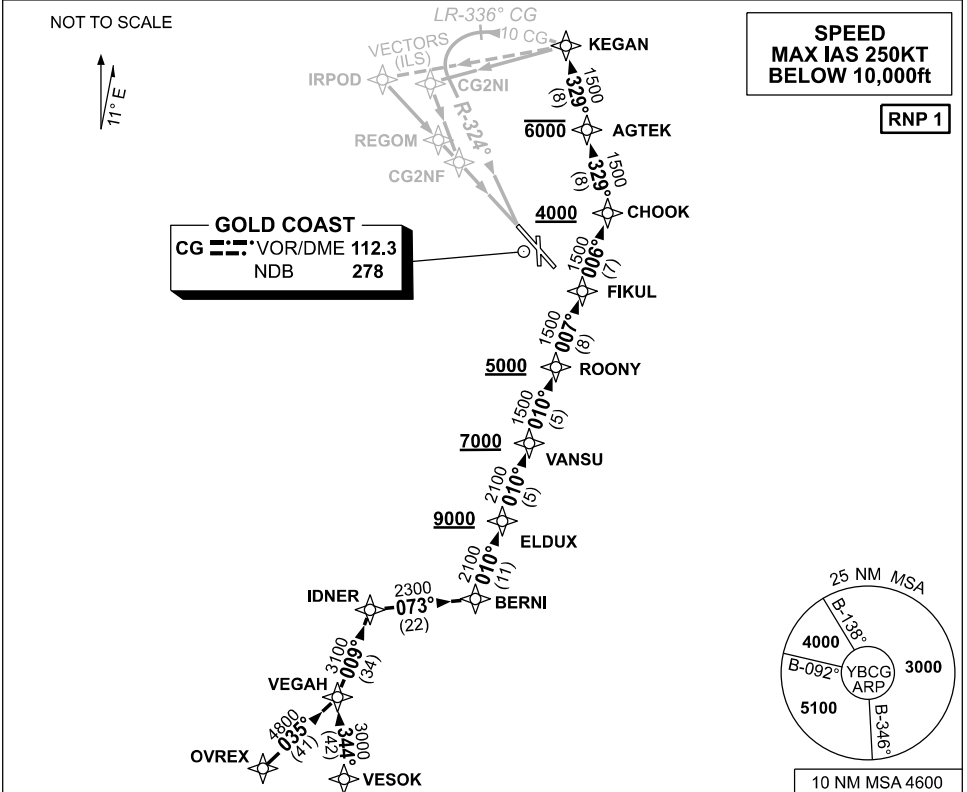
Changes: ADD ACD FREQ.

BCGSR04-185

STANDARD ARRIVAL ROUTE (STAR) BERNI FOUR ALPHA ARRIVAL (RNAV) RWY 14 GOLD COAST, QLD (YBCG)

19 MAR 2026

ATIS 112.3 (H24) 134.5 (TWR HR)	APP BN 123.5	TWR 118.7	SMC 121.8	FIA (AH) BN CEN 119.5	AWIS (AH) 134.5	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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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 ERS A EMERG Section 1.5.

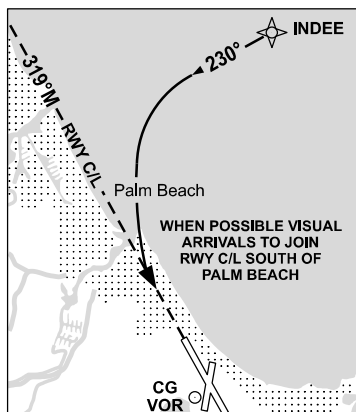
Changes: FROM SUP H181/25.

BCGSR06-186

STANDARD ARRIVAL ROUTE (STAR) BERNI FOUR VICTOR ARRIVAL (RNAV) RWY 14 GOLD COAST, QLD (YBCG)

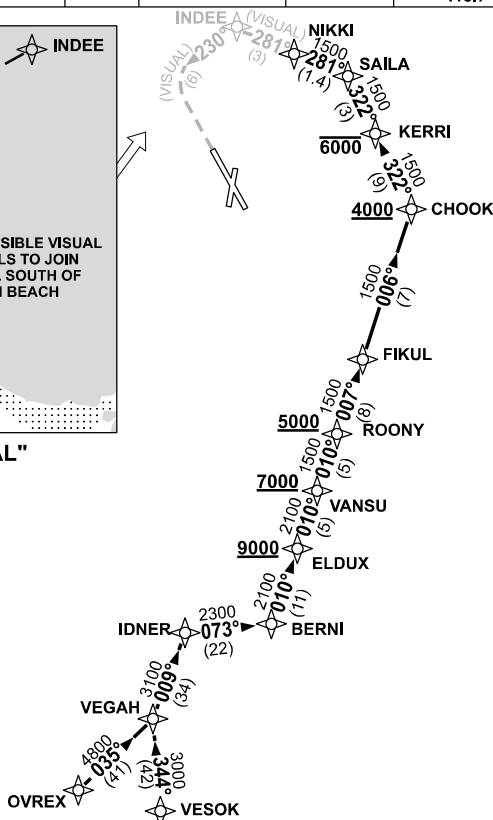
19 MAR 2026

ATIS 112.3 134.5 (H24) (TWR HR)	APP BN 123.5	TWR 118.7	SMC 121.8	FIA (AH) BN CEN 119.5	AWIS (AH) 134.5	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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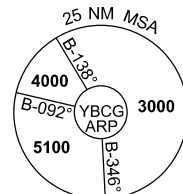
"RWY 14 VISUAL"

NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



10 NM MSA 4600

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 ERS A EMERG Section 1.5.

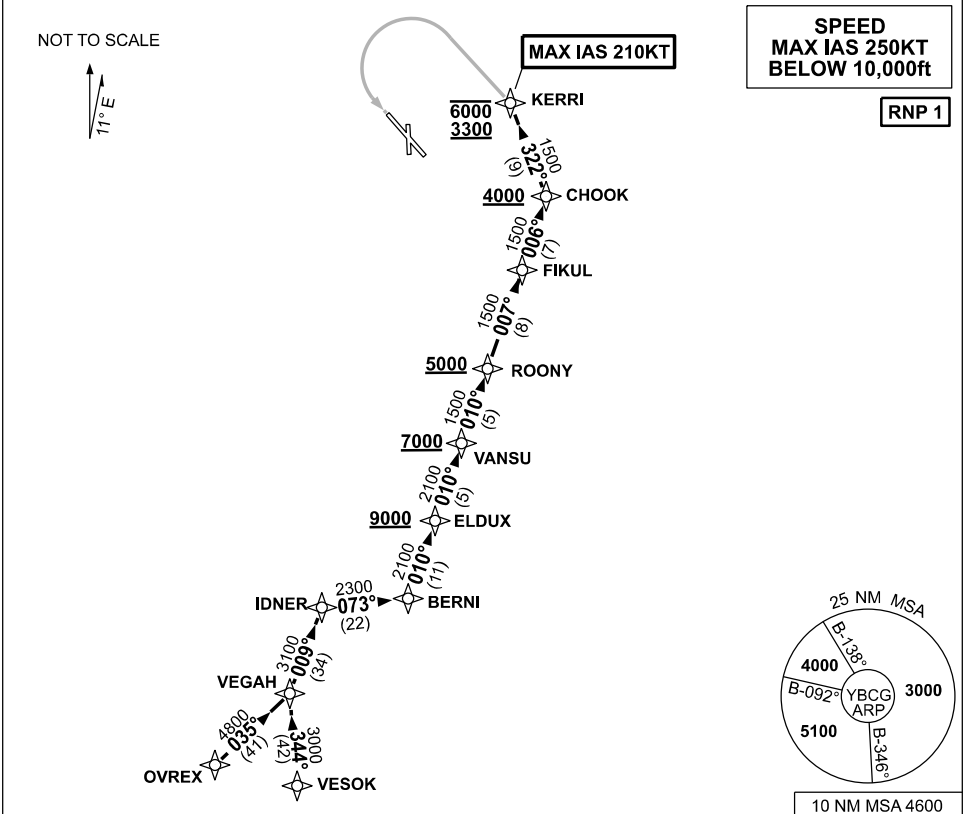
Changes: FROM SUP H181/25.

BCGSR07-186

**STANDARD ARRIVAL ROUTE (STAR)
BERNI FOUR YANKEE ARRIVAL (RNAV)
GOLD COAST, QLD (YBCG)**

19 MAR 2026

ATIS 112.3 (H24) 134.5 (TWR HR)	APP BN 123.5	TWR 118.7	SMC 121.8	FIA (AH) BN CEN 119.5	AWIS (AH) 134.5	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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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 ERS A EMERG Section 1.5.

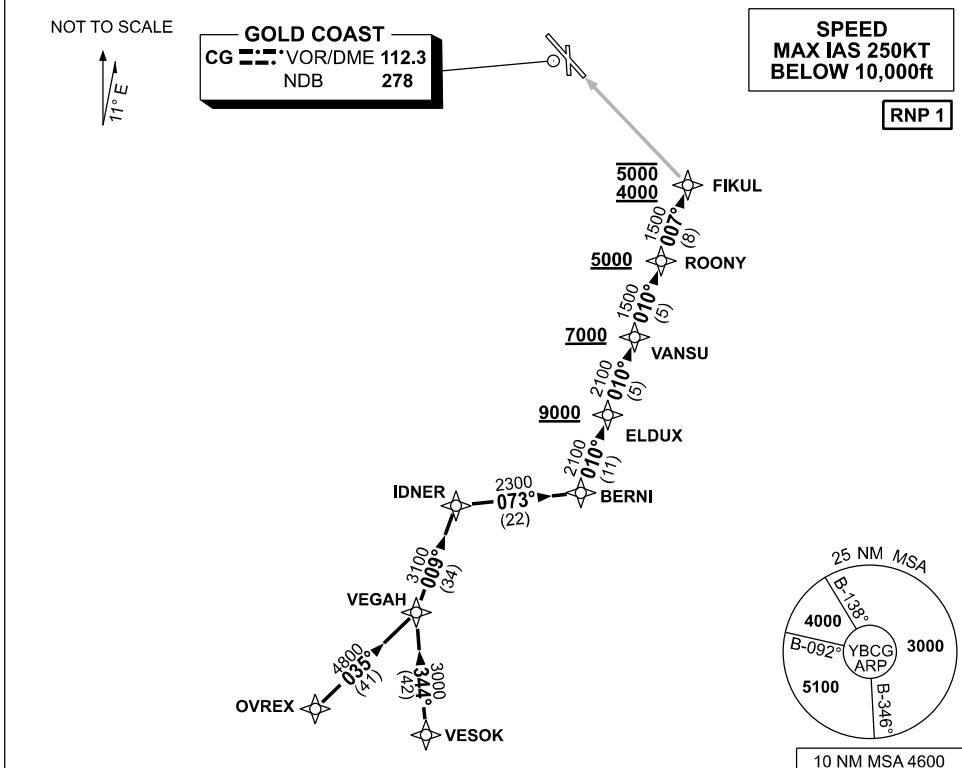
Changes: FROM SUP H181/25.

BCGSR08-186

STANDARD ARRIVAL ROUTE (STAR) BERNI FOUR ALPHA ARRIVAL (RNAV) RWY 32 GOLD COAST, QLD (YBCG)

19 MAR 2026

ATIS 112.3 (H24)	134.5 (TWR HR)	APP BN 123.5	TWR 118.7	SMC 121.8	FIA (AH) BN CEN 119.5	AWIS (AH) 134.5	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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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 55959590

- 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 ERSB EMERG Section 1.5.

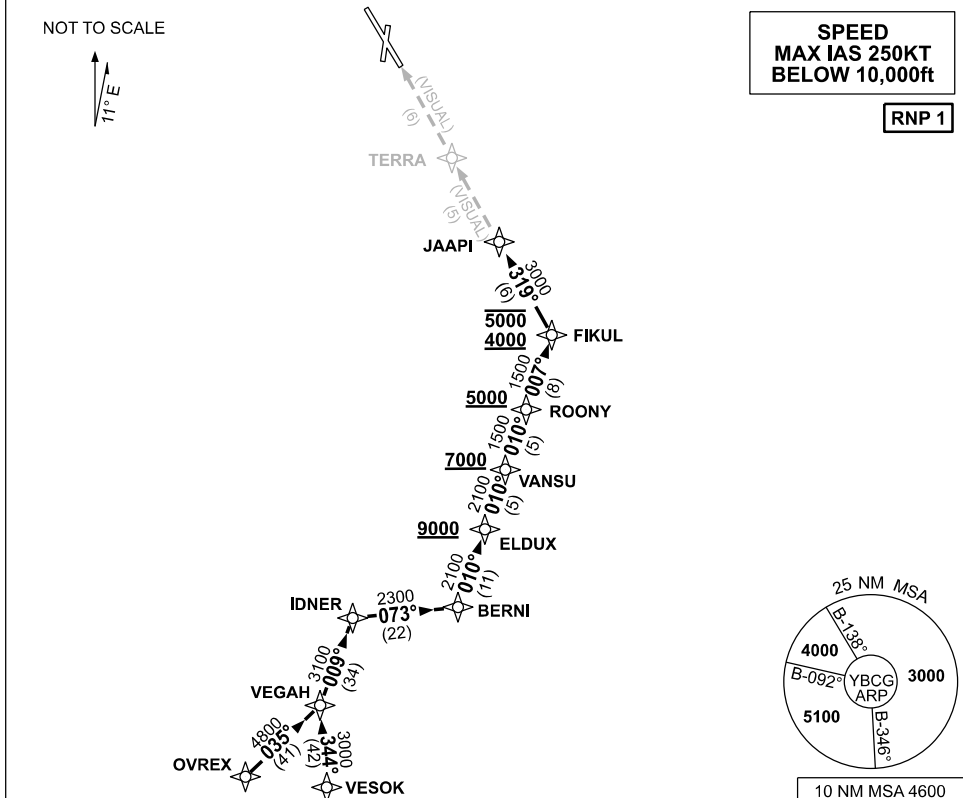
Changes: FROM SUP H181/25.

BCGSR09-186

STANDARD ARRIVAL ROUTE (STAR) BERNI FOUR VICTOR ARRIVAL (RNAV) RWY 32 GOLD COAST, QLD (YBCG)

19 MAR 2026

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

OVREX:

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

VESOK:

- Track 344° to VEGA
- 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 ERS A EMERG Section 1.5.

Changes: FROM SUP H181/25.

BCGSR10-186