



YBCG Air Traffic Operations

Gold Coast Airport consists of two intersecting runways in the directions 14/32 magnetic and 17/35 magnetic.

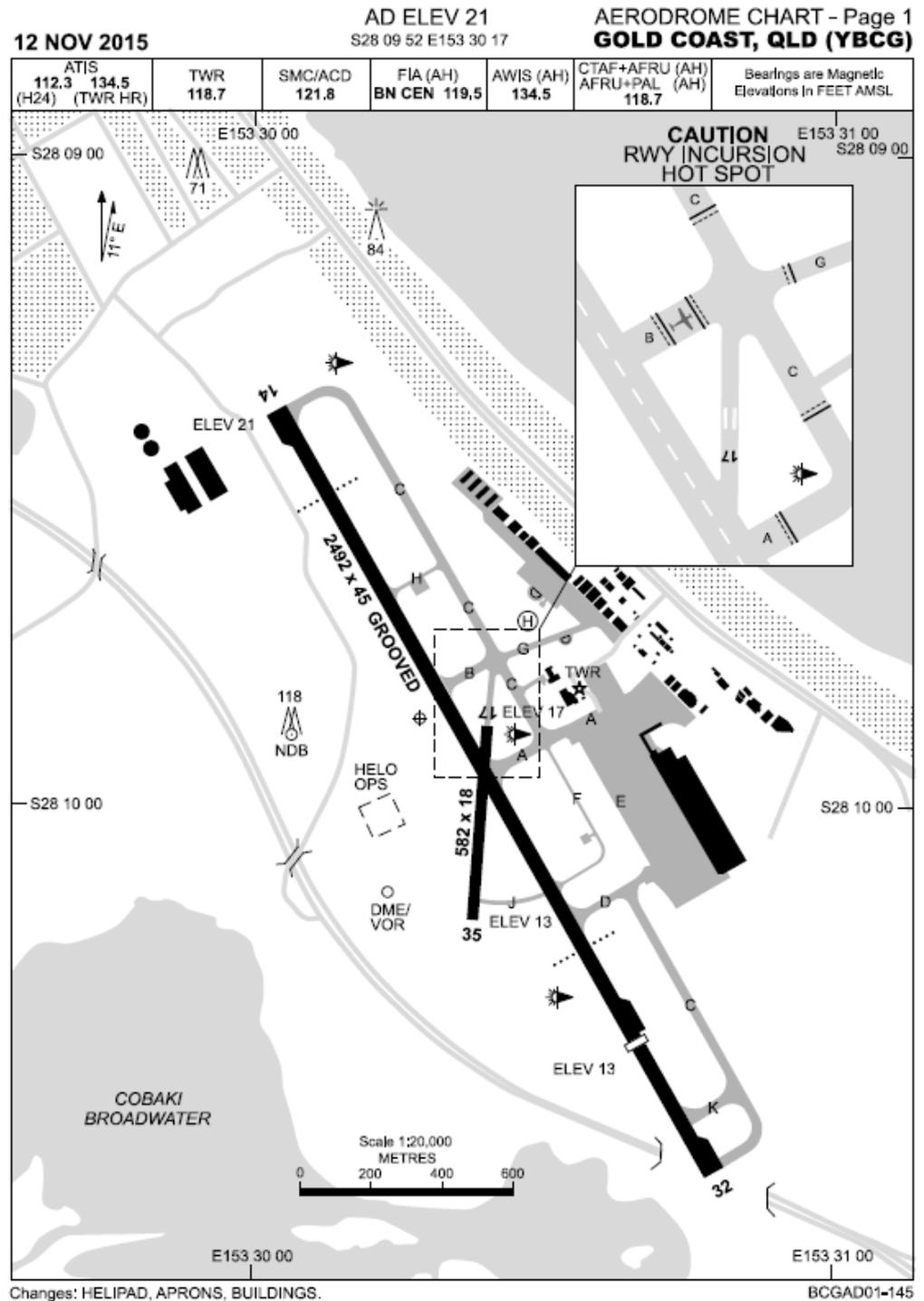


Figure 1: Gold Coast Airport Aerodrome Chart (Source: Airservices Australia)

Noise Abatement

A curfew at Gold Coast airport prevents most passenger carrying aircraft from taking off or landing between the hours of 11pm and 6am. An aircraft must not take off from, or land at, Gold Coast airport during a curfew period, unless the take-off

or landing is permitted under Part 3 of the *Air Navigation (Coolangatta Airport Curfew) Regulations 1999*. The preferred runway for noise abatement during all hours is runway 14.

(Changes to the previous version have been highlighted in yellow)



Wind Forecasts

The TAF can be used by forecasters to routinely provide information about significant wind changes that affect ATC runway decisions.

Accurately forecasting a strong cross wind on a runway is important in planning.

Wind is specifically critical at Gold Coast airport due to the single runway availability for jet aircraft. Strong crosswinds can cause an increase in workload at Brisbane airport but due to capacity at Brisbane it is more likely aircraft will be forced to divert to Newcastle or Rockhampton.

Thunderstorms at YBCG

Thunderstorm cells identified on ATSAS/ATIFS within 10nm of Gold Coast airport affect the ability of aircraft to land and the provision of services to aircraft once on the ground. The movements of aircraft into and out of bays are affected due to ramp closures and the removal of ground staff from the tarmac.

Airline WHS regulations require the removal of ground staff from the tarmac when a thunderstorm is within 5nm, with an 'on-alert' status for a thunderstorm within 10nm. This decision is an important part of the duties of the Virgin and Qantas meteorologists.

In prolonged thunderstorm events this can lead to an accumulation of aircraft waiting on the ground to be handled.

Thunderstorms in the TMA (30nm)

Thunderstorms within the Terminal Area (TMA - 30nm) also affect operations. Thunderstorms lining the entry corridors to the north and south of Gold Coast airport, and to the east over the water can have major impacts on traffic flow.

The ability to forecast organised thunderstorms in these areas can provide Airservices the capability to re-route aircraft and minimise delays.

Fog

Fog events at Gold Coast airport are very rare occurring maybe once every ten years.

Fog observed at YBCG is tactically managed in the Brisbane TCU. The inability to access low visibility navigational aids at Gold Coast airport usually means that most aircraft are required to find an alternate aerodrome.

Cloud/Visibility

Low cloud and/or reduced visibility on approach will necessitate the use of an instrument approach when a visual reference with the runway is not available.

Gold Coast airport is unique in that there is no Instrument Landing System (ILS) available to aircraft yet. Therefore cloud and visibility have a large effect on aircraft arrival at Gold Coast airport.

The ability of aircraft to use RNP systems at Gold Coast allows approach minima to be dropped from 4km and 750-800ft to 2.7-3.5km and 500-630ft.

Diversion if unable to land

Diversions from Gold Coast airport may occur if the aircraft cannot land due to conditions being below the minima. This will often result in a diversion to Brisbane Airport. Whilst a diversion from Gold Coast may not be of meteorological significance, it is important to consider the air traffic impacts to Brisbane. This information is worth noting in any METCDM briefings or notes.

Table 3: Summary of Decision Point Triggers

| Phenomena | Criteria | Potential Effect |
|-----------------|----------------------|---------------------------------|
| Cloud (>3octas) | <800ft | NDB or VOR approach unavailable |
| | <600ft | RNP approach unavailable |
| Visibility | ≤4000m | NDB or VOR approach unavailable |
| | ≤2700m | RNP approach unavailable |
| X-Wind | >20kts | Possible diversions |
| Downwind | >5kts/0kts (dry/wet) | Change of runway |

(Source: Airservices Australia)



Australian Government
Bureau of Meteorology

This is a reference card intended to educate users on the phenomena that affect Air Traffic Flow Management (ATFM) and is based on information obtained from Airservices Australia. The card was accurate on 14/12/2015 – Version 4.0, but may be subject to short term changes that are not reflected in this document. There may also be other factors beyond the meteorological conditions affecting ATFM on any particular day. Airservices Australia, NOC should be contacted for all day of operations information related to arrival/departure rates and runway configurations. Please email any feedback, corrections or comments to SRAT@bom.gov.au.

www.bom.gov.au