

AUCKLAND**ARRIVAL/DEPARTURE (3) — ALL RWY****Arrival Procedures**

Refer also Auckland STARs.

Arrival Manager for IFR Flights

Arrival Manager (AMAN) is an advisory ATM tool used by controllers to manage the sequence and timing of arriving flights. AMAN is being introduced initially for flights that will carry out an IFR approach into Auckland (NZAA).

When traffic levels warrant it, IFR flights into NZAA can expect a Required Time of Arrival (RTA) issued with the STAR. Flights are expected to comply with the RTA or advise otherwise.

Required Time of Arrival (RTA) is defined as a nominated time at a specific point assigned by ATC to an aircraft to assist with ATM.

ATC Speed Requirements

Unless otherwise approved by ATC, arriving aircraft:

- must not exceed 250 kt IAS below 10,000 ft within 30 NM of Auckland International Airport and comply with speed requirements promulgated on STAR charts; and
- must fly an instrument approach at the promulgated speeds, and additionally an air traffic management requirement to fly MNM 150 kt IAS to 5 NM on final approach. If unable to comply advise ATC with preferred speed.

Domestic Arrivals

Outside the hours of 1930–2100 and 0500–0630 UTC (1830–2000 and 0400–0530 during daylight saving), when weather and traffic conditions permit, pilots will be advised as soon as possible to expect either an instrument approach or a visual approach.

During the above hours pilots can expect an instrument approach.

Runway Approach Monitoring Aid

Auckland Tower will be monitoring the approach of IFR aircraft landing at Auckland INTL Airport by the use of an Approach Monitoring Aid based on SSR radar derived information. The purpose of the monitoring is to ensure that aircraft are aligned correctly for landing. The aid will be used DURING DAYLIGHT HOURS ONLY.

Aircraft not aligned correctly at 1.0 NM from touchdown will be instructed to carry out a mandatory *GO-AROUND*.

ILS/DME or LOC/DME RWY 05R and RWY 23L

Missed approach tracking by non RNAV aircraft requires use of Auckland VOR and DME, Ident AA Freq 114.8.

If unavailable non RNAV aircraft are to fly the published missed approach track (DR), climb to 3000 ft, expect radar control.

AUCKLAND
ARRIVAL/DEPARTURE (4) — ALL RWY

Allocation of STAR Procedures

- By default ATC will issue an 'ALFA' or 'BRAVO' STAR for instrument approach to RWY 23L or RWY 05R. After reading back this arrival clearance advise ATC if RNP AR capable.
- If a 'CHARLIE' or 'DELTA' STAR becomes available after issuance of initial 'ALFA' or 'BRAVO', the new clearance will be issued prior to top of descent.
- Inability to accept a changed STAR procedure or to fly a VISUAL RNAV ARRIVAL or to fly the RNAV (RNP) procedure at the end should be reported to ATC as soon as possible. In such an event an alternative clearance will be co-ordinated and radar vectors provided.
- Aircraft cleared for VISUAL RNAV ARRIVAL RWY 23L or 05R or RNAV (RNP) procedure must continue to fly the appropriate STAR and associated profile.
- When using radar vectors ATC will provide estimated track miles to touch down to assist in cockpit workload and energy management.
- Pilots should not request 'CHARLIE' or 'DELTA' STAR procedures as ATC will be issuing the best available arrival at the time.
- Where required plain language visual approach clearances may be given by ATC.

Visual RNAV Arrival Procedures

Clearance to fly Visual RNAV Arrival procedures for RWY 23L or 05R will be subject to the following conditions:

1. During daylight hours only, when weather conditions are equal to or better than **3000 – 8 km**.
2. ATIS report indicates conditions suitable for visual approach.
3. Subject to traffic.

RNAV (RNP) Procedures

Clearance to fly RNAV (RNP) Y RWY 05R or RWY 23L will be subject to the following:

1. RNAV (RNP) Y RWY 23L available between 0700 and 2200 LMT.
2. RNAV (RNP) Y RWY 05R available H24.
3. Subject to traffic.
4. Operators who have obtained CAA approval to use these procedures shall advise Main Trunk Terminal Services Manager, andy.boyd@airways.co.nz