

AUCKLAND**ARRIVAL/DEPARTURE (5) — ALL RWY****Visual Approach Procedures**

Aircraft cleared for VISUAL RNAV ARRIVAL RWY 05R or 23L must continue to fly the appropriate STAR and associated profile.

IFR aircraft (CAT A, B, C) on a visual approach or VISUAL RNAV ARRIVAL procedure that are unable to land are to enter the aerodrome traffic circuit unless otherwise advised by ATC. If MET conditions are below circling for the aircraft category, and at all times for CAT D/D_L, aircraft are to carry out the missed approach for the nominated instrument approach on the ATIS. Exception — CAT D/D_L aircraft that wish to remain in the aerodrome traffic circuit must request approval from ATC.

Maximum Speed on Missed Approach

Unless otherwise approved by ATC maximum speed on the missed approach is 185 kt IAS.

Protection of the Missed Approach

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

Controlled Airspace Containment

To ensure controlled airspace containment, for approaches via LENGU or EMRAG maintain minimum 3000 ft until 15 AA DME inbound.

RWY 05R

Aircraft established on the localizer or 051° to LENGU within 15 AA DME may be cleared to 2500 ft.

RWY 23L

- Aircraft established on the localizer or 231° to EMRAG within 15 AA DME may be cleared to 2500 ft.
- Aircraft arriving from TG or RO may be cleared to join a 13 AA DME arc, descending to 5000 ft with further descent to 2500 ft after crossing the R068 AA VOR.

Reduced Runway Separations

When wake turbulence is not a factor and provided certain criteria are met (daylight hours only, visibility 5 km or greater, tailwind not exceeding 5 kt, and the aerodrome controller considers there is no risk of collision), the following reduced runway separations are approved for aircraft operations at Auckland (including those of MCTOW 7000 kg or greater):

Landing following landing: A succeeding landing aircraft may cross the runway threshold when a preceding aircraft has landed and has passed a point at least 2400 m from the threshold of the runway, is in motion, and will vacate the runway without stopping or backtracking.

Landing following a departure: A landing aircraft may cross the runway threshold when a preceding departing aircraft will be airborne and at least 2000 m from the threshold of the runway, or if not airborne, is accelerating and will be at least 2400 m from the threshold of the runway.

Traffic information will be passed to the following aircraft.

AUCKLAND**ARRIVAL/DEPARTURE (6) — ALL RWY****ILS/DME Approach CAT II/III RWY 23L — Low Visibility Operations**

Low visibility procedures will be implemented by ATC when RVR is at or below 1000 m or the ceiling is at or below 200 ft, and will be advised by ATIS or directed transmission.

ATC will commence preparation for low visibility operations (known as safeguarding) prior to conditions reaching these minima and Category II/III operations are expected. During this preparation phase traffic on approach and departure may be delayed.

Landing aircraft must vacate the runway as directed by ATC at TWY A9 or A10.

RUNWAY VACATED report must only be given when established on TWY A and the cockpit has passed the last of the alternate yellow and green taxiway centreline lights. These lights denote the extent of the ILS Localiser Sensitive Area.