

AUCKLAND**ARRIVAL/DEPARTURE (7) — ALL RWY****Noise abatement****General**

To avoid possible nuisance to the populated areas east of Auckland International airport and over Auckland city, the following noise abatement procedures apply to all turbo-jet operations, except in an emergency.

Preferential runway system

The pilot-in-command must, between the hours of 2300 and 0600 local time, use RWY 23L for take-off and RWY 05R for landing unless —

- (1) the tailwind component is more than 5 knots
- (2) compliance with the aeroplane performance operating limitations requires the use of the other runway direction
- (3) otherwise instructed by ATC

Altitude limitations over Auckland City

Except when operating in accordance with an instrument approach procedure or during take-off climb in accordance with the terms listed below under para (a) for RWY 05R or during visual approach to RWY 23L at Auckland International airport, aircraft must not be flown over the high density population areas of greater Auckland city at an altitude of less than 5000 ft. The boundaries of these high density population areas are defined in the Auckland Noise Abatement Chart.

Noise abatement climb

Pilots of turbo-jet or turbo-fan powered aircraft must comply with Civil Aviation Rules Part 93 which are outlined in AD 1.7 — Noise Abatement Departure Procedures.

RWY 05R

- (a) If planning to turn left after take-off, aircraft must climb to 3000 ft on the extended runway centreline before commencing a left turn.
- (b) Aircraft may turn right:
 - (i) at not below 500 ft when abeam McLaughlins Mountain (cone shaped hill 5 km east of the aerodrome). The turn should not be commenced until a speed of V_2 plus 20 knots is achieved. Sustained angle of bank during the turn may not be less than 15° and the change of direction not less than 90°; or
 - (ii) at not below 2000 ft.

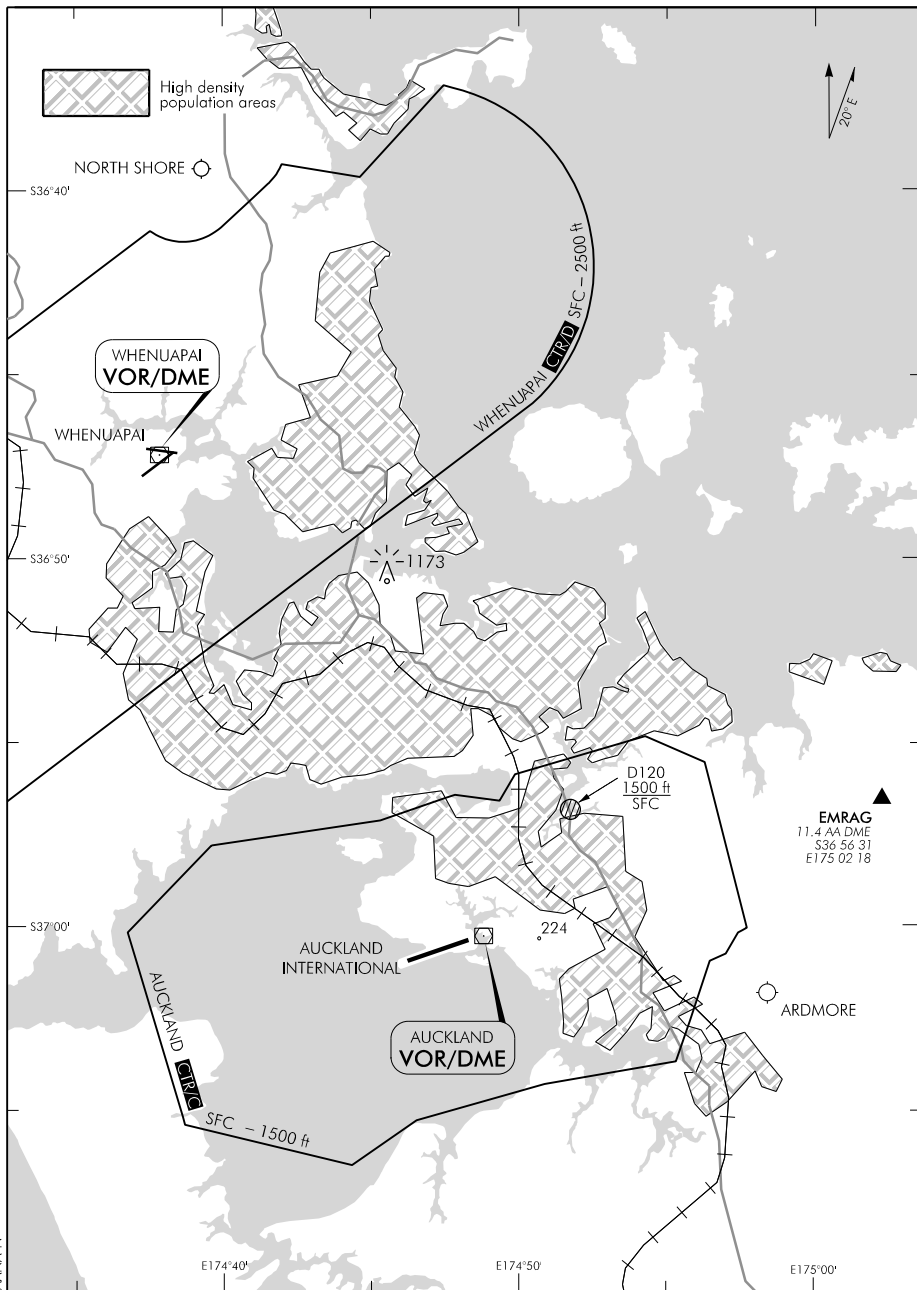
RWY 23L

- (a) Aircraft must climb on the extended runway centreline to at least 3000 ft before turning right;
- (b) Aircraft may turn left at not below 500 ft.

Visual Approach RWY 23L

- (a) Aircraft arriving from north of the extended centreline, cleared for a visual approach to RWY 23L, are to plan their descent from 5000 ft to join the extended centreline of RWY 23L at an altitude not below 2000 ft.
- (b) Between the hours of 2300 and 0600 local time intercept the extended runway centreline at a distance of not less than 13.5 NM AA DME and at an altitude of not below 4000 ft.
- (c) The pilot-in-command of a turbo-jet or turbo-fan powered aircraft conducting a right hand aerodrome traffic circuit for RWY 23L must not turn onto the final approach path at a distance of less than 3.5 NM AA DME (4 NM from the RWY threshold).

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Changes from 31 MAR 16: Auckland CTR updated.

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Effective: 10 NOV 16

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