

AUCKLAND**GROUND MOVEMENTS (7) — LOW VISIBILITY TAXI ROUTES****Taxiway Centreline Lighting Available During Low Visibility Procedures**

When low visibility procedures are in operation, only low visibility taxi routes will be illuminated.

For Low Visibility taxi routes refer to the following AIPNZ charts:

- AUCKLAND GROUND MOVEMENTS (8) — RWY 23L ARRIVALS
- AUCKLAND GROUND MOVEMENTS (9) — RWY 23L DEPARTURES

Stop-bars

Stop-bars are operated in visibility conditions RVR 1000m or lower and are used to prevent runway incursions and for traffic management purposes.

Taxiing across activated red stop-bars is strictly prohibited unless escorted by a "Follow Me" vehicle. Aircraft are to stop and wait short of an illuminated stop-bar until the stop-bar is turned off **and** an onward taxi clearance is received.

Stop-bars are installed at intermediate holding positions on TWY A, TWY L and on TWY A9. These holding positions are depicted on the Low Visibility Taxi Route charts Auckland Ground Movements (8) and (9).

The RWY 23L CAT II/III holding position has an associated stop-bar and illuminated mandatory holding position signs on each side of TWY A.

Intermediate hold bars on TWY A and TWY L each has an associated stop bar and an illuminated location sign on the left hand side of the taxiway.

Surface movement surveillance is available — refer Ground Movements (2) — ALL RWY page.

Priorities

During low visibility operations the following priorities will be applied by ATC:

In all cases mode S equipped aircraft will have priority over mode A/C equipped aircraft, then:

- Priority 1 International arrivals, unless the situation on the apron and/or manoeuvring area is such that an international departure should take precedence.
- Priority 2 International departures.
- Priority 3 Domestic jet departures.
- Priority 4 Domestic jet arrivals.
- Priority 5 Other aircraft.

