

ELEV 23

AUCKLAND

NZAA

GROUND MOVEMENTS (1) — ALL RWYTOWER: 118.7 120.95
APRON: 123.0DELIVERY: 128.2
ATIS: 127.8 127.0

GROUND: 121.9

Communications**ARRIVING AIRCRAFT****Domestic VFR**

Domestic VFR aircraft arriving at Auckland are to submit a Local VFR Flight Notification via IFIS (www.ifis.airways.co.nz) to Auckland Tower prior to departure.

Domestic and International

In order to ensure a minimum runway occupancy time, whenever operational conditions permit, pilots are expected to vacate the runway after landing via the following rapid exit taxiways:

Landing RWY 05R	Heavy jet aircraft	TWY A3 — 2315 m from threshold
	All aircraft except heavy jet	TWY A5 — 1710 m from threshold
Landing RWY 23L	Turbo-prop aircraft	TWY A6 — 1430 m from threshold
	Jet aircraft	TWY A8 — 2035 m from threshold TWY A6 may be available on pilot request

It is recommended that you plan your exit from the runway and if unable to meet the expected rapid exit taxiway, pilots should advise ATC of their intended exit taxiway when on final approach.

Contact GROUND as soon as clear of the active runway for a taxi clearance.

Code F aircraft entering and vacating the runway can use TWY A1A or A10. TWY A1 and A9 may be used with prior notice from ATC. TWY A2, A3 and A8 available for approved code F operators in accordance with code F supplementary procedures.

DEPARTING AIRCRAFT — IFR**Refer Ground Movements (9) for low visibility taxi routes**

When requesting clearance by RTF contact DELIVERY up to a maximum 15 minutes prior to start for route clearance, advising stand number or location on aerodrome. If not already advised, pass altitude and alternate. Clearance will be issued within 2 minutes.

Extension Take-off RWY 05R

- Western extension not available for take-off.

Aircraft on domestic apron

- Contact GROUND ready to start. Any air traffic delay will be advised. ATC expect the aircraft to commence start-up within 1 minute of start approval.
- After starting contact GROUND for taxi clearance before departing gate.
- All departing aircraft will be instructed by ATC when to change to TOWER prior to take-off.

Continued on Ground Movements (2) — All RWY

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Aircraft on international apron

Note: Due to space constraints APRON will coordinate with SMC departure of all flights from the International apron.

- Any air traffic delay will be advised by APRON.
- When ready to start call APRON for start approval, requesting pushback if necessary.
- After starting call APRON when ready to taxi. APRON will instruct aircraft to contact GROUND for taxi clearance, or issue instruction for aircraft to taxi to the Apron holding positions. (Holding positions Spot 1 or Spot 2 or Spot 3 or Spot 4 or Spot 5 — refer to RWY 05R/23L International Apron chart.)
- Aircraft must be in contact with GROUND when entering the manoeuvring area.
- All departing aircraft will be instructed by ATC when to change to TOWER prior to take-off.

DEPARTING AIRCRAFT — VFR

- Prior to engine start domestic VFR aircraft are to submit a Local VFR Flight Notification via IFIS (www.ifis.airways.co.nz) to Auckland Tower.
- Contact DELIVERY for VFR departure route instructions, advising location on aerodrome.
- When ready for pushback or start, contact GROUND. Start may be delayed due IFR arrivals or departures.
- After starting contact GROUND for taxi clearance before departing gate.
- All departing aircraft will be instructed by ATC when to change to TOWER prior to take-off.

Transponder Operating Procedures

A surface movement surveillance system using Multilateration (MLAT) is installed at Auckland. MLAT relies on aircraft transponders operating at all times when moving on the airfield.

The following transponder operating procedures apply — these procedures apply H24 to all aircraft.

Departing Aircraft

Ensure ATC allocated squawk code is entered and transponder ON (AUTO if available) before pushback or taxi (or helicopters prior to lift-off).

Aircraft equipped with Mode S having an aircraft identification feature — ensure the aircraft's identification (as per item 7 of the flight plan) is inserted into the FMS or transponder control panel (example: ANZ135, ZKPKC, NZ7571). No additional zeros or spaces to be inserted.

Arriving Aircraft

Ensure transponder is operating continuously until the aircraft is stationary at the aircraft stand (or helicopters until shutdown). Do not change the ATC allocated squawk code until the aircraft is stationary at the aircraft stand.