

**NZAA AD 2.1 AUCKLAND**

<b>NZAA</b>	<b>AUCKLAND</b>
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**NZAA AD 2.2 Aerodrome Geographical and Administration Data**

<b>1</b>	ARP coordinates and site at AD	S37 00 29 E174 47 30 131°T 319 m from Tower
<b>2</b>	Direction and distance from (city)	9.5 NM S of Auckland
<b>3</b>	Elevation/Reference temperature	23 ft 23.8° C (February)
<b>4</b>	MAG VAR/Annual change	19°35'E (Jan 2003)/annual change +3.2'
<b>5</b>	AD Administration	The Chief Executive Auckland International Airport Limited PO Box 73020 Auckland Airport 2150 NEW ZEALAND  Direct enquiries to Airfield Managers: Tel: (09) 275 0789 Email: <a href="mailto:managementenquiries@aucklandairport.co.nz">managementenquiries@aucklandairport.co.nz</a>
<b>6</b>	Types of traffic permitted	IFR/VFR
<b>7</b>	Remarks	From time to time the airport operator is required to carry out rehabilitation work on RWY 05R/23L. As a consequence there are 2 modes of operation for Auckland, and the procedures applicable to each mode of operation are presented as follows: (a) RWY 05R/23L Normal Operations (full length) — refer to <b>WHITE</b> pages. (b) RWY 05R/23L Runway WIP (displaced thresholds — reduced lengths) — refer to <b>YELLOW</b> pages.  Notice of planned activation of RWY WIP East or West will be by NOTAM where possible with 72 HR notice.  Procedures applicable to operations on all RWY are on <b>WHITE</b> pages annotated "ALL RWY".

### NZAA AD 2.3 Operational Hours

<b>1</b>	AD Administration	H24
<b>2</b>	Customs and Immigration	H24
<b>3</b>	Health and Sanitation	H24
<b>4</b>	AIS Briefing Office	
<b>5</b>	ATS Reporting Office (ARO)	
<b>6</b>	MET Briefing Office	Wellington Aviation Weather Centre; H24
<b>7</b>	ATS	H24
<b>8</b>	Fuelling	H24
<b>9</b>	Handling	H24
<b>10</b>	Security	H24
<b>11</b>	De-icing	
<b>12</b>	Remarks	RWY closed for maintenance Monday 0130–0430 local time.

### NZAA AD 2.4 Handling Services and Facilities

<b>1</b>	Cargo-handling Facilities	By arrangement with operating companies only
<b>2</b>	Fuel/Oil Types	Avgas 100, Jet A1/DERD 2494 AERO 100, AERO D100, Mobil Jet Oil/DERD 2487
<b>3</b>	Fuelling Facilities/Capacity	12hr PN outside 1700 – 1100 (1600 – 1000 DRG NZDT)
<b>4</b>	De-icing Facilities	
<b>5</b>	Hangar Space for Visiting Aircraft	Limited
<b>6</b>	Repair Facilities for Visiting Aircraft	Major
<b>7</b>	Aircraft Ground Handlers	Air Center One Tel: (09) 275 7167 Fax: (09) 275 7185 Email: <a href="mailto:customerservice@aircenterone.co.nz">customerservice@aircenterone.co.nz</a> VHF Frequency: 131.7 MHz  Skycare International Tel: (09) 256 1215 (H24) Email: <a href="mailto:ops@skycare.co.nz">ops@skycare.co.nz</a>

## NZAA AD 2.4 Handling Services and Facilities (cont)

<b>7</b>	Aircraft Ground Handlers (cont)	<p>Air New Zealand Jonathan Gaze Tel: +64 9 256 3714 or (021) 682 925 Email: <a href="mailto:jonny.gaze@airnz.co.nz">jonny.gaze@airnz.co.nz</a></p> <p>Menzies Aviation Ben Tasi Tel: +64 9 256 8621 or +64 27 436 2199 Email: <a href="mailto:ben.tasi@menziesaviation.com">ben.tasi@menziesaviation.com</a></p> <p>Aerocare Flight Support Tel: +64 9 256 2100 Email: <a href="mailto:aklmgt@aerocare.com.au">aklmgt@aerocare.com.au</a></p> <p>Eagleflight Aviation Tel: +64 9 965 9900 Email: <a href="mailto:info@eagleflight.co.nz">info@eagleflight.co.nz</a></p>
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## NZAA AD 2.5 Passenger Facilities

<b>1</b>	Hotels	On airport, near airport and in city
<b>2</b>	Restaurants	At airport and in city
<b>3</b>	Transportation	Taxis, shuttles, rental cars, buses, helicopter transfer
<b>4</b>	Medical Facilities	Available
<b>5</b>	Bank or Post Office	Available in terminal building
<b>6</b>	Tourist Office	Available in terminal building
<b>7</b>	Remarks	

## NZAA AD 2.6 Rescue and Fire Fighting Services

<b>1</b>	AD Category for Fire Fighting	Category 10
<b>2</b>	Rescue Equipment	2 x hovercraft, 1 x 12 m command vessel, 1 x 11 m rescue vessel
<b>3</b>	Capability for Removal of Disabled Aircraft	For aircraft up to 140,000 kg: equipment available locally. For aircraft over 140,000 kg: IATA kit ex Sydney.
<b>4</b>	Remarks	

### NZAA AD 2.7 Seasonable Availability — Clearing

<b>1</b>	Types of Clearing Equipment	Not applicable
<b>2</b>	Clearance Priorities	
<b>3</b>	Remarks	

### NZAA AD 2.8 Aprons, Taxiways and Check Locations Data

<b>1</b>	Apron Surface and Strength	Concrete; PCN 120/R/D/W/T	
<b>2</b>	Taxiway Width, Surface and Strength	30–44 m; Asphalt and Concrete; PCN 120/R/D/W/T	
<b>3</b>	ACL Location and Elevation	TWY B1: 22 ft TWY B2: 20 ft TWY B3: 21 ft TWY B4: 18 ft TWY B5: 18 ft TWY B6: 18 ft TWY B7: 17 ft TWY E: 16 ft TWY F: 16 ft TWY J: 16 ft TWY K: 16 ft TWY L: 15 ft	
<b>4</b>	VOR/INS Checkpoints	VOR checkpoints on taxiway Bravo near entrance to taxiway L and on TWY A adjacent to taxiway B2 as designated on the Ground Movements charts  Stand coordinates — datum for each stand is intersection of centreline and stop bar	
		1	S37 00 22.58 E174 46 56.09
		2	S37 00 23.08 E174 46 58.81
		3	S37 00 24.47 E174 46 54.93
		4	S37 00 24.96 E174 46 57.67
		5	S37 00 26.37 E174 46 53.78
		6	S37 00 26.94 E174 46 56.77
		7	S37 00 27.65 E174 46 53.43
		8	S37 00 29.20 E174 46 57.51
		9	S37 00 29.11 E174 46 54.06
		10	S37 00 30.12 E174 46 56.16
		15	S37 00 16.42 E174 46 47.22
		16	S37 00 17.34 E174 46 43.87

<b>4</b>	VOR/INS Checkpoints (cont)	17	S37 00 18.37	E174 46 40.51
		18	S37 00 19.30	E174 46 37.33
		19	S37 00 19.72	E174 46 33.47
		20	S37 00 24.67	E174 47 19.72
		21	S37 00 25.91	E174 47 20.26
		22	S37 00 27.26	E174 47 20.44
		24	S37 00 27.12	E174 47 21.89
		28	S37 00 26.74	E174 47 22.88
		29	S37 00 26.34	E174 47 24.28
		30	S37 00 25.35	E174 47 25.87
		31	S37 00 25.60	E174 47 28.22
		32	S37 00 25.05	E174 47 29.15
		33	S37 00 24.33	E174 47 29.36
		70	S37 00 27.20	E174 47 14.05
		71	S37 00 27.62	E174 47 12.54
		72	S37 00 28.04	E174 47 11.03
		73	S37 00 28.45	E174 47 09.52
		74	S37 00 33.70	E174 46 38.95
		75	S37 00 32.74	E174 46 42.29
		76	S37 00 33.80	E174 46 45.50
		77	S37 00 31.31	E174 46 44.44
78	S37 00 27.96	E174 46 43.17		
79	S37 00 24.88	E174 46 44.16		
82	S37 00 28.48	E174 47 06.04		
83	S37 00 30.49	E174 47 05.11		
84	S37 00 32.15	E174 47 05.14		
<b>5</b>	Remarks			

## NZAA AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of Aircraft Stand ID Signs, TWY Guide Lines and Visual Docking/Parking Guidance System of Aircraft Stands	NIGS installed on Stands 1 to 10, and 15, 16, 17 and 18
2	RWY and TWY Markings and LGT	Active runway identified by REILs and 3 sequenced strobes; RWY designation; threshold; centreline; touchdown zone; reduced take-off distance marker boards; inset take-off position wing bars.  Taxiway centreline, runway and intermediate holding position. G/Y coding on TWY A9 and A10 to edge of ILS protection area.
3	Stop Bars	<ul style="list-style-type: none"> <li>• Fixed stop bars on TWYs A1 to A10</li> <li>• Controlled stop bars at intermediate hold positions H1 to H11</li> <li>• Controlled stop bar at CAT II/III runway hold position A1A</li> </ul>
4	Remarks	

## NZAA AD 2.10 Aerodrome Obstacles

### 10.1 General

10.1.1 Data on aerodrome obstacles is published in SUP.

## NZAA AD 2.11 Meteorological Information Provided

<b>1</b>	Associated MET Office	Wellington Aviation Weather Centre (WAWC)
<b>2</b>	Hours of Service MET Office outside Hours	H24
<b>3</b>	Office Responsible for TAF preparation Periods of Validity	WAWC
<b>4</b>	Type of Landing Forecast Interval of Issuance	
<b>5</b>	Briefing/Consultation Provided	
<b>6</b>	Flight Documentation Language(s) Used	English
<b>7</b>	Charts and Other Information Available for Briefing or Consultation	
<b>8</b>	Supplementary Equipment Available for Providing Information	
<b>9</b>	ATS Units Provided with Information	
<b>10</b>	Additional Information (Limitation of Service etc)	

## NZAA AD 2.12 Runway Physical Characteristics

<b>Designations RWY NR</b>	1	<b>05R</b>	<b>23L</b>
<b>TRUE and MAG BRG</b>	2	071°T/051°M	251°T/231°M
<b>Dimensions of RWY (m)</b>	3	3535 x 45	3535 x 45
<b>Strength (PCN) and surface of RWY and SWY</b>	4	PCN 120 R/D/W/T Concrete	PCN 120 R/D/W/T Concrete
<b>THR coordinates</b>	5	S37 00 58.74 E174 46 14.82	S37 00 23.96 E174 48 20.67
<b>THR elevation and highest elevation of TDZ of precision APP RWY</b>	6	15 ft	23 ft
<b>Slope of RWY-SWY</b>	7	Nil	Nil
<b>SWY Dimensions (m)</b>	8		
<b>CWY Dimensions (m)</b>	9	213 x 180	175 x 180
<b>Strip Dimensions (m)</b>	10	3655 x 300	3655 x 300
<b>OFZ</b>	11		
<b>RESA Dimensions (m)</b>	12	240 x 150 m reducing to 65 m wide at east end	240 x 150
<b>Remarks</b>	13		



## NZAA AD 2.13 Declared Distances

Designations RWY NR	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
<b>05R</b>	3230 from TWY A10	3443 from TWY A10	3230 from TWY A10	3292	Normal operations — white pages apply
<b>23L</b>	3535	3710	3535	3292 exit TWY A10	Normal operations — white pages apply
<b>05R WIP WEST displaced threshold/ reduced length operations</b>	2080 from TWY A8	2293 from TWY A8	2080 from TWY A8	2300	Runway WIP — yellow pages apply RWY 05R THR displaced by 1235m
	2300	2513	2300		
<b>23L WIP WEST reduced length operations</b>	2300	2450	2300	2080 exit TWY A8	Runway WIP — yellow pages apply RWY 23L length reduced by 1235m
				2300 exit TWY A9	
<b>05R WIP EAST reduced length operations</b>	2170 from TWY A10	2320 from TWY A10	2170 from TWY A10	1770 exit TWY A5	Runway WIP — yellow pages apply RWY 05R length reduced by 1100 m Western extension available for take-off
	2520 from western extension*	2670 from western extension*	2520 from western extension*	2170 exit TWY A3	
<b>23L WIP EAST displaced threshold/ reduced length operations</b>	2020 from TWY A5	2195 from TWY A5	2020 from TWY A5	2170 exit TWY A10	Runway WIP — yellow pages apply RWY 23L THR displaced by 1100 m
	2435	2610	2435	2435	

\*Western extension is that portion of RWY 05R/23L west of TWY A10 including 100 m starter EXTN. It is not available for RWY 05R take-offs unless prior approval is received from Auckland Airport. Approval will include TORA, TODA and ASDA.

## NZAA AD 2.14 Approach and Runway Lighting

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
<b>05R</b>	900 m, Uni-directional variable high intensity, coded CL with 5 bars white Variable LL, CL with 2 bars red; omni-directional from 915 m to 400 m, uni-directional from 400 m to THR REIL and 3 sequenced strobes — daylight only	Uni-directional high intensity green with high intensity wingbars	PAPI 3.00° TCH 73 ft		Uni-directional 15 m coded R/W 900m from end coded R/R 300m from end	Omni-directional high intensity white Red in direction of RWY 05R before DISP THR by TWY A10 60 m	Uni-directional high intensity red		
<b>23L</b>	900 m, Uni-directional variable high intensity, coded CL with 5 bars white Supplementary Approach Lighting including pairs of siderow red barrettes and a centreline barrette 30 m spacing to 270 m Omni-directional variable LL, CL with 2 bars red REIL and 3 sequenced strobes — daylight only	Uni-directional high intensity green with high intensity wingbars	PAPI 3.00° TCH 73 ft	900 m	Uni-directional 15 m coded R/W 900m from end coded R/R 300m from end	Omni-directional high intensity white 60 m	Uni-directional high intensity red		

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
<b>05R – WIP WEST</b>	Not AVBL due displaced THR REIL and 3 sequenced strobes — daylight only	Inset THR marked by illuminated high intensity green wing markers — both sides of runway	PAPI 3,00 <sup>o</sup> Non STD right hand side – TCH 73 ft		Not AVBL	Red rwy edge lgts in the direction of RWY 05R before displaced threshold. Omni-directional high intensity 60m white	Uni- directional high intensity red		THR displaced 1235 m
<b>23L – WIP WEST</b>	900 m, uni-directional variable high intensity, coded CL with 5 bars white Supplementary Approach Lighting including pairs of siderow barrettes and a centreline barrette 30 m spacing to 270 m Omni-directional variable ILL, CL with 2 bars red REIL and 3 sequenced strobes — daylight only	Uni-directional high intensity green with high intensity wingbars	PAPI 3,00 <sup>o</sup> TCH 73 ft	900 m	Not AVBL	Omni-directional high intensity 60 m white	Uni- directional high intensity red		Runway length reduced by 123.5m

RWY	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN Spacing Colour, INTST	RWY Edge LGT LEN Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
<b>05R – WIP EAST</b>	900 m, uni-directional variable high intensity, coded CL with 5 bars white Variable LL, CL with 2 bars red; Omni-directional from 915 m to 400 m, uni-directional from 400 m to THR REIL and 3 sequenced strobes — daylight only	Uni-directional high intensity green with high intensity wingbars	PAPI 3,00° TCH 73 ft		Not AVBL	Omni-directional high intensity 60m white	Uni- directional high intensity red		Runway length reduced by 1100 m
<b>23L – WIP EAST</b>	Not AVBL due displaced THR REIL and 3 sequenced strobes — daylight only	Inset THR marked by illuminated high intensity green wing markers – both sides of runway	PAPI 3,00° – TCH 73 ft		Not AVBL	Red RWY edge lights in the direction of RWY 23L before displaced threshold. Omni-directional high intensity 60 m white	Uni- directional high intensity red		THR displaced 1100 m

## NZAA AD 2.15 Other Lighting, Secondary Power Supply

<b>1</b>	ABN/IBN Location, Characteristics and Hours of Operation	ABN ALTN FLG GW 3.75 SEC
<b>2</b>	LDI Location and LGT Anemometer Location and LGT	
<b>3</b>	TWY Edge and Centreline LGT	Edge blue, Centreline green High speed turnoff — green TWY A9 and A10 CL ALTN G/Y
<b>4</b>	Secondary Power Supply/Switch-over	Switch-over time less than 1 sec for operations less than 800m RVR otherwise within 15 sec
<b>5</b>	Remarks	Apron taxiways centreline green Apron edge blue Apron floodlighting Obstacle lighting

## NZAA AD 2.16 Helicopter Landing Area

<b>1</b>	Coordinates TLOF or THR of FATO	S37 00 10 E174 46 52
<b>2</b>	TLOF and/or FATO ELEV m/ft	31 ft
<b>3</b>	TLOF and FATO Area Dimensions, Surface, Strength, Marking	TLOF 8 m diameter, concrete, MCTOW 10 tonnes FATO 28.5 m diameter, grass
<b>4</b>	True and MAG BRG of FATO	
<b>5</b>	Declared Distance Available	
<b>6</b>	APP and FATO Lighting	Unlit WDI — unlit
<b>7</b>	Remarks	Use by arrangement with administrator Eagleflight Aviation. For daylight use only. For passenger flights only. Approach and departure procedures are detailed in NZAA AD 2-52.3.

## NZAA AD 2.17 ATS Airspace

<b>1</b>	Designation and Lateral Limits	Refer <a href="#">New Zealand Air Navigation Register</a> on CAA website
<b>2</b>	Vertical Limits	
<b>3</b>	Airspace Classification	
<b>4</b>	ATS Unit Callsign Languages	Auckland Tower English
<b>5</b>	Transition Altitude	13,000 ft
<b>6</b>	Remarks	

## NZAA AD 2.18 ATS Communication Facilities

Refer Table GEN 3.7-1

## NZAA AD 2.19 Radio Navigation and Landing Aids

Refer Table GEN 3.7-1

## NZAA AD 2.20 Local Traffic Regulations

### 20.1 Airport Regulations

20.1.1 Aircraft operations will normally be prohibited Monday mornings between 0130 and 0430 LMT (Sunday 1330 to 1630 UTC or Sunday 1230 to 1530 UTC during NZDT). Operators should not plan scheduled services during these hours.

### 20.2 Taxiing To and From Stands

20.2.1 An aerodrome control service is not provided for ground movements within the areas designated on the Auckland Ground Movements charts.

20.2.2 Taxiing instructions for all arriving and departing aircraft for all runways are detailed in the Auckland Ground Movement charts (1)–(11).

### **20.3 Parking Area for Small Aircraft (General Aviation)**

20.3.1 Parking areas for light aircraft are depicted on Apron — RWY 05R/23L chart.

### **20.4 Parking Area for Helicopters**

20.4.1 Parking is available upon arrangement with the administrator.

### **20.5 Apron — Taxiing During Winter Conditions**

20.5.1 No special conditions apply.

### **20.6 Taxiing — Limitations**

20.6.1 Taxiing limitations are detailed on Ground Movements charts.

### **20.7 School and Training Flights — Technical Test Flights — Use of Runways**

20.7.1 Restrictions on flight training at Auckland International Airport are prescribed in CAR Part 93.57, which is available on the CAA website.

### **20.8 Helicopter Traffic — Limitations**

20.8.1 Refer Arrival/Departure (1) — All RWY chart; Restrictions and Limitations.

20.8.2 Refer NZAA AD 2-52.2 Heliport Procedures.

### **20.9 Removal of Disabled Aircraft from Runways**

20.9.1 See NZAA AD 2.6 Rescue and Fire Fighting Services.

### **20.10 Code F Operations**

20.10.1 Refer to Auckland Ground Movements (9) — Code F ACFT and Ground Movements (10) — Code F ACFT AIP pages for specific information for the operation of code F aircraft. Special arrangements will be made with approved code F operators who may need to use alternative taxiways and parking stands.

### **20.11 Western Extension**

20.11.1 Use of the western extension for RWY 05R take-off is not available unless prior approval is received from Auckland Airport.

## **NZAA AD 2.21 Noise Abatement Procedures**

### **21.1 General**

21.1.1 The noise abatement procedures for Auckland International Airport are prescribed in CAR Part 93, Subpart B, and are included in AD 1.7.

## **NZAA AD 2.22 Flight Procedures**

### **22.1 General**

22.1.1 The special rules for aircraft operating in the control zone at Auckland International Airport are prescribed in CAR Part 93, Subpart B.

#### ***Aerodrome Circuit Direction***

22.1.2 Unless otherwise authorised by ATC, the circuit direction for:

- (a) RWY 05R is right-hand; and
- (b) RWY 23L is left-hand.

#### ***Aerodrome Circuit Altitude***

22.1.3 Unless otherwise authorised by ATC, and except when climbing after take-off or descending for landing, aircraft must maintain an altitude:

- (a) All jets must maintain a circuit altitude of 1500 ft AMSL; and
- (b) All other aircraft must maintain a circuit altitude of 1000 ft AMSL.

### **22.2 Procedures for IFR Flights**

22.2.1 Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds, with MNM 150 kt IAS to 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.

### **22.3 Radar Procedures**

22.3.1 There are no special radar procedures applicable.

### **22.4 Procedures for VFR Flights**

22.4.1 CAR 93.53 requires the pilot of a powered aircraft operated under VFR in the control zone to be the holder of a current pilot licence.

22.4.2 VFR traffic in the circuit is required to maintain an approach speed to sealed runways of not less than 90 kt IAS when above 300 ft AMSL.



## NZAA AD 2.23 Additional Information

### 23.1 Bird Activity in the Vicinity of Auckland Aerodrome

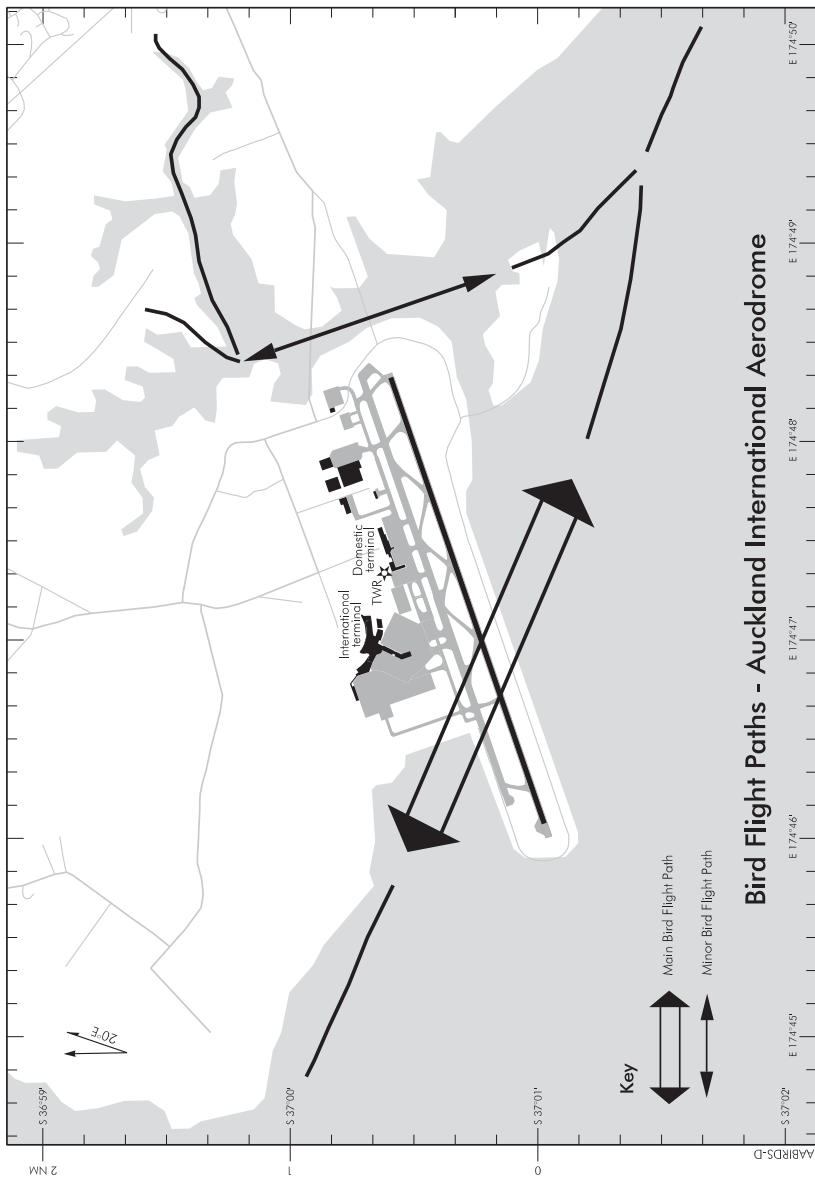
23.1.1 Wading birds especially Oystercatchers create the biggest hazard by transiting through the flight path from their roosting areas to their feeding areas. See Figure NZAA AD 2.23-1.

- (a) The majority of transiting bird flocks cross the western half of the runway mostly near TWY A8 and TWY A9, and the threshold of RWY 05R.
- (b) The runway crossing heights for most bird flocks are 200 – 300 ft above the runway but can be as low as 30 ft and as high as 500 ft.
- (c) The peak bird activity as notified on the ATIS is usually between 3 hours to ½ hour either side of high tide.
- (d) The potential hazard, therefore, is most acute for aircraft taking off from RWY 23L. Pilots should take this into consideration when deciding whether to use the full or a reduced length for take-off.

23.1.2 Small local populations of the following bird species may remain year round. Various bird types, especially South Island Pied Oystercatchers are a problem throughout the year. (The number of strikes from JAN 06 to JUN 09 is in brackets.)

- (a) Swans (1) cross the runway from MAY to JUL from sunset to early evening, as they head to breeding grounds situated away from the airport.
- (b) Oystercatchers (10) start to arrive in late DEC with most arriving late APR and leave in early AUG. Knots (0) and Godwits (2) arrive in late SEP and leave by early APR. There are local populations of all three species that remain all year round.
- (c) The small brown Skylark (26) is the most common bird and is present all year round.
- (d) Gulls (5), Spur Wing Plovers (2) and Herons (0) are usually only present from MAY to AUG, after the rain (feeding on worms), or in high winds.
- (e) Starlings (3) are present all year round but usually only create a problem from AUG to DEC.
- (f) Shags (1) cross the eastern end of the runway, transiting through the flight path usually along the adjacent harbour inlet, just after low tide.

**Figure NZAA AD 2.23-1  
Bird Flight Routes — Auckland International Aerodrome**



23.1.3 Table summarising bird strike risk for each species during the year.

**Table NZAA AD 2.23-1  
Bird Strike Summary**

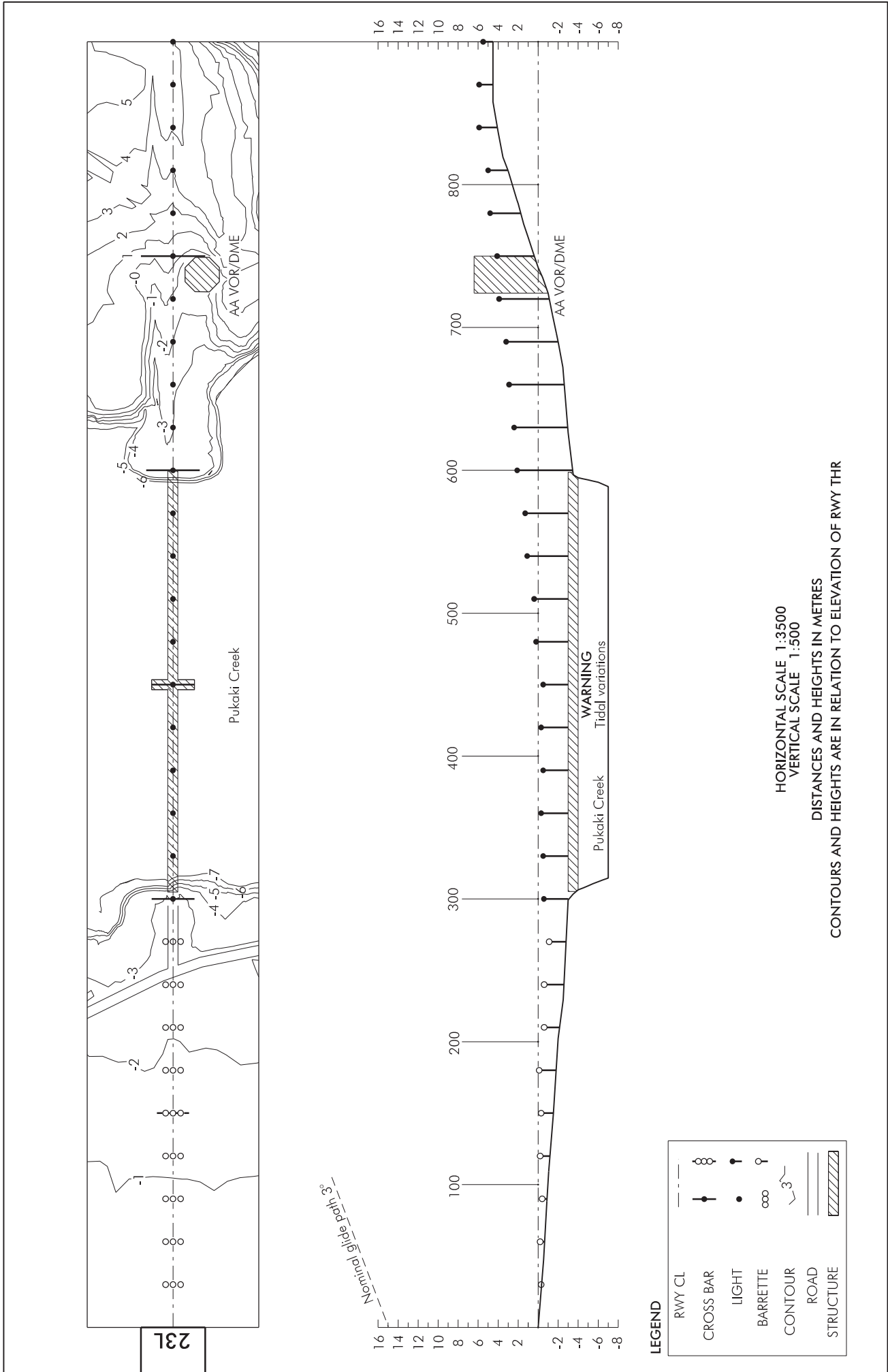
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Oyster Catchers	█											
Swans					█	█	█	█				
Skylarks	█											
Gulls					█	█	█	█	█			
Starlings								█	█	█	█	█
Spur Wing Plovers					█	█	█	█	█			
Godwits and Knots	█	█	█	█						█	█	█
Shags	█											
Hérons					█	█	█	█	█			

23.1.4 Minimum shore bird movement across the runway is usually 3 hours either side of low tide. The actual peak activity periods on a particular day is affected by the height of the high tide and can vary from between 3 hours to 1½ hours on a 4.5 metre tide to between 2 hours and ½ hour on a 3.2 metre tide. On a very high tide (4.5 metre) another peak of activity ½ hour either side of the high tide may occur.



Figure NZAA AD 2.23-2

**AUCKLAND**  
**PRECISION APPROACH TERRAIN CHART — RWY 23L**



Changes from 31 MAR 16: Page number:

MAPATC23L-8



## **NZAA AD 2.24 Charts Related to the Aerodrome**

Arrival/Departure

Noise Abatement

Standard Arrival (STAR)

VFR Arrival and Departure

Visual RNAV arrivals

Instrument Approach

Aerodrome

Operational Data

Heliport Procedures

Ground Movement

Apron chart

Visual Docking

Standard Route Clearances

Standard Departure (SID)

Taxi Routes

Aerodrome Obstacle chart — Type A — available from Aeronautical Information Management

Bird Flight Routes — Auckland International Aerodrome — Figure NZAA AD 2.23-1

Precision Approach Terrain Chart — RWY 23L — Figure NZAA AD 2.23-2

