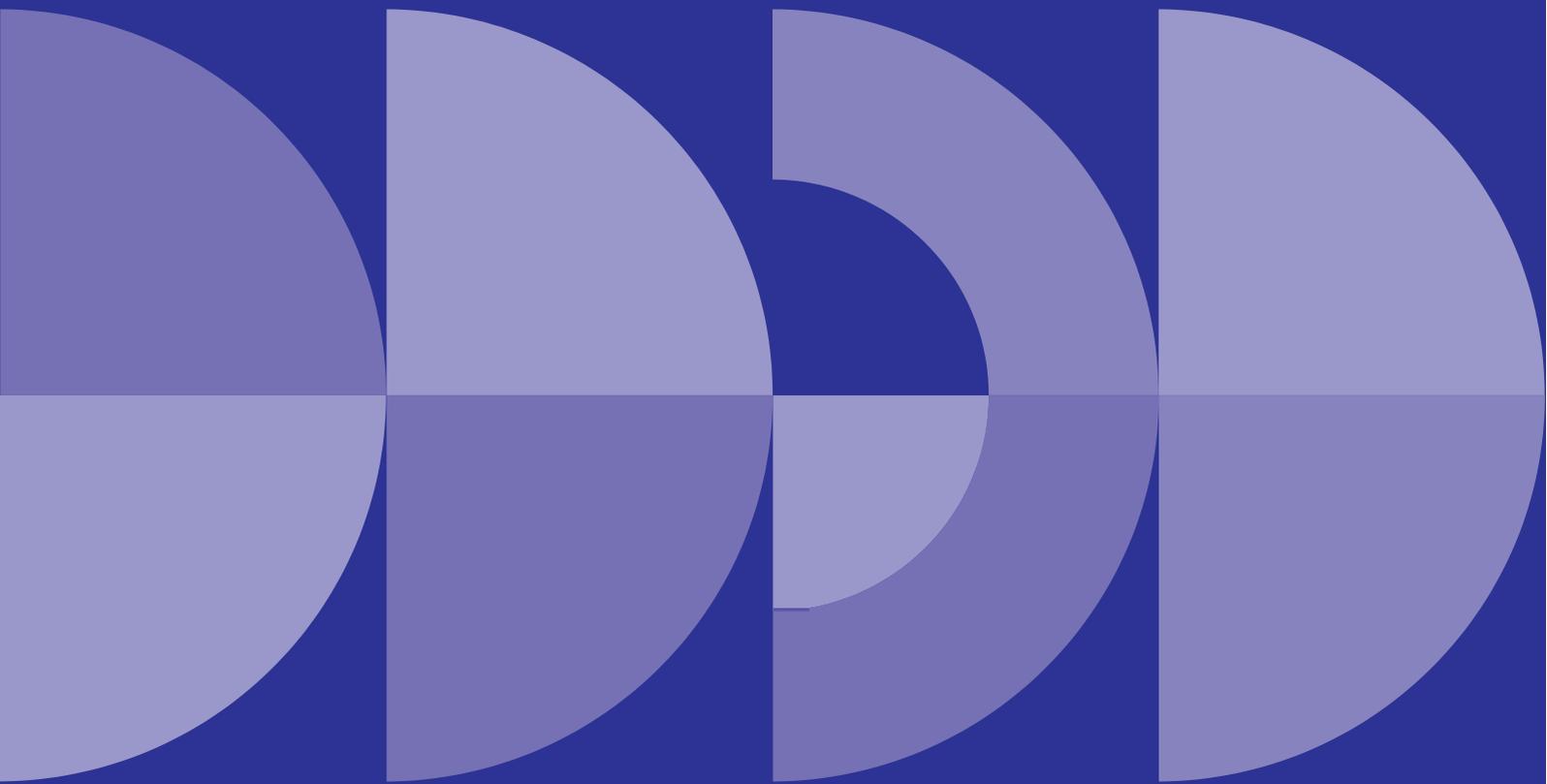


# Stand Allocation Principles

Civil Aviation Rules Part 139.115



# [Printed Versions are Uncontrolled]

## COPYRIGHT

Copyright in this document is the property of Auckland International Airport Limited ("Auckland Airport").

## TABLE OF CONTENTS

	Page
<b>PRELIMINARY PAGES</b> .....	
CONTROL, DISTRIBUTION, RECORD OF REVIEWS & APPROVAL OF CONTENTS.....	3
ABBREVIATIONS & DEFINITIONS.....	5
<b>PREAMBLE AND PURPOSE</b> .....	<b>7</b>
<b>REVIEW OF THIS DOCUMENT</b> .....	<b>7</b>
<b>STAND ALLOCATION PRINCIPLES</b> .....	<b>7</b>
INTRODUCTION .....	7
GENERAL PRINCIPLES.....	8
1. <i>Priorities when Insufficient Contact Stands are Available:</i> .....	8
2. <i>Contact Stand Tow-off Requirements:</i> .....	8
3. <i>Priority for Allocating Remote Stands:</i> .....	9
4. <i>Bussing &amp; Aviramps:</i> .....	9
5. <i>Hydrant Refuelling:</i> .....	10
6. <i>Separation Intervals (Planning Buffer):</i> .....	10
7. <i>Off-schedule Aircraft:</i> .....	10
8. <i>United States - Last Port of Departure (LPD):</i> .....	10
9. <i>Peak Times:</i> .....	11
10. <i>Clustering by Ground Handler:</i> .....	11
11. <i>Airlines' Preferences to use Particular Stands:</i> .....	11
12. <i>Required Operational Information:</i> .....	11
13. <i>Reserved Aircraft Stands:</i> .....	11
14. <i>End-of-day Sign Off:</i> .....	11
<b>SAFETY &amp; COMPLIANCE</b> .....	<b>12</b>
STAND READINESS – ARRIVAL: .....	12
STAND READINESS – DEPARTURE:.....	12
NOSE-IN GUIDANCE SYSTEM (NIGS):.....	12
SPILLS: .....	12
FIRE EGRESS & PASSENGER THOROUGHFARE: .....	12
VEHICLE & GSE PARKING: .....	12
JET BLAST & PROPELLER WASH HAZARD:.....	13
<b>DOMESTIC STAND ALLOCATION</b> .....	<b>16</b>
INTRODUCTION: .....	16
ALLOCATION PLANNING AUTHORITY:.....	16
<b>CONTINGENCY PARKING</b> .....	<b>17</b>
<b>CONTINGENCY PARKING PLAN</b> .....	<b>19</b>
<b>AIRCRAFT PARKING ONLY</b> .....	<b>21</b>
<b>NON-CONFORMANCE FORM</b> .....	<b>21</b>
<b>STAND CAPABILITIES</b> .....	<b>24</b>
<b>AVIRAMP LOCATIONS (INTERNATIONAL APRON ONLY)</b> .....	<b>35</b>

# [Printed Versions are Uncontrolled]

## CONTROL, DISTRIBUTION, RECORD OF REVIEWS & APPROVAL OF CONTENTS

Control and distribution details for this Manual are as follows:

- The Word master is doc # AIAL-1336572876-6647 in the MS Team "Ops Forms, Manuals, Docs CONTROL". A pdf is made for publication and saved into the SharePoint "Aerowiki" document library using the same pdf file name as the existing version in that library to ensure any hyperlinks still function, including hyperlinks to the pdf from The Radar. The pdf may also need uploading to the corporate website.
- The Word master uses SharePoint "version history", with explanations in the "Comments" metadata of different version (via File ribbon, "Info" option), to retain full details of changes over time.
- The final pdf (or possibly a link to it) is emailed to external users, and the sent email saved into a specific Sonar SharePoint folder (Operations Policy and Integrity / Document Management Initiatives / Aero doc approvals and reviews) to give it a doc number, which is recorded in the table overleaf to retain an auditable record of who the document has been sent to.

### UNCONTROLLED COPYHOLDERS

AIAL corporate website pdf copy (and ServiceNow vendor FAQ, using same url as AIAL website).

"Aerowiki" SharePoint doc library (enables links from The Radar, Infoport wiki, etc) - pdf copy.

For non-AIAL holders, refer to email numbers in the right-hand column overleaf.

### REVIEW PROCESS

A document review process is in place requiring content reviews at regular intervals (see bottom left-hand footers for recommended frequencies). Unique document numbers (prior to the 30 Nov 2019 update, FileSite, now SharePoint, via folder Operations Policy and Integrity / Document Management Initiatives / Aero doc approvals and reviews) containing evidence of review, and evidence of document owner approval of content and amendments, are listed below. Paragraphs affected by amendments at each review are marked by lines in the right margin (except for consequential changes to Table of Contents, etc).

Content Review Date:	Reviewers:	Document Numbers in evidence of the review:	Amendment Date:	Doc Owner:	Document Numbers in which doc owner approves the content of the amended Manual:	Date of approval:	Document Numbers of issuing to copyholders
June-Aug 2015	Vincent Gibson, Steve Hardwick, Jan Frazer, Nick Muller BARNZ	1698295 & 6, 1777823 to 5	(Initial issue) 25-11-15	Anil Varma	1779541	27-11-15	unknown
Oct-Nov 2016	Cam Potts, Steve Hardwick	2034850 to 855, 2035793, 2061606	14-11-16	Anil Varma	2059410	19-12-16	unknown
Nov-Dec 2017, Feb 2018	Cam Potts, Mark Wilson, Steve Hardwick	2401584, 2482473 & 4, 2467733, 2487155, 166 & 179, 2511656, 661 & 666-668	14-02-18	Robin Cooper	2512804	15-02-18	unknown



# [Printed Versions are Uncontrolled]

## ABBREVIATIONS & DEFINITIONS

**Note:** Words denoting the singular shall include the plural and vice versa.

**A-CDM** – Airport Collaborative Decision Making.

**ACL** - Airport Co-ordination Limited, appointed by Slot Coordination New Zealand to act as slot coordinator at Auckland International Airport.

**ATC** – Air Traffic Control service provided by Airways Corporation of New Zealand.

**AIA** – Auckland International Airport.

**AOT** – Airfield Operations Team.

**Aviramp** – a type of GSE that is the preferred method for the embarkation and disembarkation of passengers to or from an aircraft onto a bus from a remote stand. An alternative to ground handler stairs.

**Bus Lounges** - specific gates that Auckland Airport has identified as a suitable bus passenger loading area (Gates 4A, 4B, 4C, 4D). A Bus Lounge may serve more than 2 Remote Stands.

**Contact Stand** - an aircraft stand served by an airbridge.

**GPU** – Ground Power Unit.

**Ground Time** – the time period or planned time period for which an aircraft will occupy a particular stand.

**Freight/ cargo aircraft** - aircraft that carry only freight/cargo.

**Frequency of Service** - how often a flight operates during a one-week period as per the ACL schedule.

**Higher-risk Origin** - a port located within a State that does not have a Safe Travel Zone, or other Quarantine-Free Travel arrangement with the New Zealand Government.

**LPD** – last port of departure for flights departing to United States of America and its Territories.

**Narrow-body** - a **narrow-body aircraft** having a fuselage diameter typically 3 to 4m, with two to six seats abreast along a single aisle.

**PCA** – Pre-conditioned Air.

**PRM** – person/s with reduced mobility.

**RMS** - Resource Management System (a gate planning tool).

**Remote Stand** - an aircraft stand that is not airbridge-served, and therefore requires a bus.

# [Printed Versions are Uncontrolled]

**STA** - scheduled time of arrival.

**State** - any country or specific state or territory within a country.

**STD** - scheduled time of departure.

**TSA** – Transport Security Administration (USA).

**Turnaround** - the time between an aircraft arriving on stand and departing.

**Wide-body aircraft** - a **wide-body aircraft** has a fuselage wide enough to accommodate two passenger aisles, with seven or more seats abreast. The typical fuselage diameter is 5 to 6m.

# [Printed Versions are Uncontrolled]

## PREAMBLE AND PURPOSE

Auckland Airport, jointly with A-CDM partners are committed to supporting efficient, predictable and punctual operations at AIA. A key factor in this is the efficient allocation of aircraft stands and boarding gates.

The purpose of this document is to clarify how AOT will allocate all aircraft parking stands and passenger boarding gates on a daily basis at AIA.

Auckland Airport controls and manages stand allocation at AIA on the international apron and produces a daily stand allocation plan. The plan is based on the seasonal schedule provided by Airport Co-ordination Limited (ACL). This daily stand allocation plan is provided on the RMS, which ground handlers also have a view of.

All stands are common use aircraft stands and will be allocated by AOT to maximise efficient use of airport infrastructure.

In day-to-day operations, AOT decisions are final. Any concerns or questions shall be directed to the Airfield Team Leader (or Duty Operations Manager) 09 256 8990. Ongoing concerns should be directed to the Operations Performance Delivery Manager.

## REVIEW OF THIS DOCUMENT

Auckland Airport will review and amend this document as required when changes affect stand allocation, in consultation with Airlines, Ground handlers and other relevant stakeholders.

Auckland Airport intends to work with key stakeholders, applying the A-CDM principles. The Tactical COG forum will present regular review of airline and ground handler performance. This forum will also provide an opportunity to discuss improvements to the stand allocation principles.

## STAND ALLOCATION PRINCIPLES

### Introduction

AIA has both contact stands and remote stands. The below principles explain the rationale behind stand allocation used by AOT. Use of contact stands will be maximised in the first instance.

**Note 1:** The numbering of these principles is not intended to indicate any priority for their application.

**Note 2:** Stand allocation on day of operations will take into account all circumstances, and with appropriate justification AOT may vary the priority as necessary to ensure efficient stand allocation.

# [Printed Versions are Uncontrolled]

## General Principles

### 1. Priorities when Insufficient Contact Stands are Available:

At times, demand for contact stands exceeds available capacity. AOT will therefore allocate one or more aircraft to a Remote Stand. AOT may prioritise allocation of the available Contact Stands as follows:

- a. Priority Services (ie, a person on board has a medical emergency).
- b. Flights with additional security screening requirements.
- c. Aircraft that are operating to schedule (with “schedule” defined as +/- 15min).
- d. Flights with high numbers of PRM who are unable to walk up or down stairs.
- e. Number of passengers (aircraft with less passengers will be allocated to the Remote Stand).
- f. Duration of turnaround (Flights with shorter turnaround times are more likely to be allocated a contact stand).
- g. Departures - AOT will prioritise a departure flight onto a contact stand over an arrival flight if only the single flight leg is affected.

If an aircraft with an extended ground time is likely to be towed to a Remote Stand after arrival, it may be more efficient to allocate a remote stand on arrival.

In all other cases, if there is a contact stand available, it is expected that this will be used for the arrival and then the aircraft towed off as early as possible (within 60 minutes) – Absolutely no less than 15 minutes prior to the next arrival.

### 2. Contact Stand Tow-off Requirements:

After arrival on a stand, it is recognised that wide-body and narrow-body aircraft have different requirements to complete a turnaround.

Flights EXCEEDING the standard ground time below will generally be required to tow off the Contact Stand depending on operational necessity, which is determined by AOT:

- Wide-body aircraft allocated to a Contact Stand with a turnaround time of more than four hours may be required to tow off to a remote stand one hour after arrival, depending on stand availability. Alternately, a wide-body aircraft may arrive onto a Remote Stand and be towed onto a Contact Stand ninety minutes before departure.
- Narrow-body aircraft allocated to a Contact Stand with a turnaround time of more than three hours may be required to tow off to a Remote Stand sixty minutes after arrival, depending on stand availability. Alternately, a narrow-body aircraft may arrive onto a Remote Stand and would be able to tow onto a contact stand one hour before departure.

# [Printed Versions are Uncontrolled]

**Note:** Aircraft that do not tow off by the agreed time which is specified in RMS without sufficient warning to AOT may be issued a non-conformance form (see the Non-conformance Form paragraph below).

### 3. Priority for Allocating Remote Stands:

AOT may prioritise allocation of available remote stands as follows:

- a. Scheduled arriving/departing passenger flights (ie, when contact stands are not available).
- b. Cargo Flights by scheduled cargo operators.

**Note:** Dedicated freight/cargo aircraft have priority on remote stands, this does not prevent freight/cargo aircraft from being allocated other stands if operations permit.

- c. VIP Government flight operations.
- d. Arriving/departing charter flights or unscheduled operators.
- e. Aircraft parking only.

**Note:** Where possible, operators are encouraged to park in leased areas. Long stay parking is only permitted by prior arrangement outside of peak times.

### 4. Bussing & Aviramps:

Passenger flights departing from a remote stand will board from a bus lounge under Pier A for transport to the aircraft. Auckland Airport provides Aviramps for ease of boarding/disembarking on remote stands. There are 2 types of Aviramps, International and Continental:

- Two Continental Aviramps are located on Stand 74 and serve narrow-body aircraft only. AOT endeavour to allocate A320, A321 and B737 bussing operations to stands 74L and 74R.
- Four International Aviramps serve A320/A321 aircraft as well as wide-body aircraft (including the A380) Aviramps are located on Stands 82, 75, 79 and 19.

Refer to the Aviramp Locations diagram at the end of this document.

Aviramps are mobile and can be used on an adjacent stands but are not designed to move further across the apron. Aviramps must be returned to their designated parking position after use. Any faults should be reported immediately to AOT.

# [Printed Versions are Uncontrolled]

## 5. Hydrant Refuelling:

Not all stands have hydrant refuelling available. Priority will be given to allocate departures to stands where hydrant refuelling is available. Arrivals and aircraft parking during a layover do not require fuel and may therefore be allocated a stand without hydrant fuel capability. Where this is not possible and a departure must be allocated to a non-hydrant capable stand, preference will be given to short-haul narrow-body aircraft which can be tanker fuelled.

## 6. Separation Intervals (Planning Buffer):

For planning purposes, AOT will provide a minimum of 15 minutes planning buffer between a departure and arrival flight using the same stand. This gives some account for unexpected departure delay and primarily allows the ground handler to prepare the stand for the next arrival. In actual day-to-day operations, however, stands may be assigned for use as soon as they become available, particularly during peak periods.

## 7. Off-schedule Aircraft:

Aircraft arriving early (more than 15 minutes ahead of STA) may be allocated a Remote Stand. Where it is likely contact stand will become vacant, the flight may wish to hold on the taxiway until it is available. Holding causes congestion and will be subject to AOT and/ or ATC approval.

Aircraft arriving late (more than 15 minutes after their STA) may not be allocated to their original planned stand if that allocation is likely to cause consequent disruption to stand and gate allocation for other aircraft.

Any flight which consistently operates more than 15 minutes outside STA or STD, punctuality will be raised with the operator by the Auckland Airport Slot Performance Committee. Historic slots may not be granted in the future.

## 8. United States - Last Port of Departure (LPD):

Due to additional TSA regulations, most USA departures (LPD) departures will be allocated stand 6/8 or 9/10. It is important to note that depending on the level of agreement between the airline and the TSA, there are differing restrictions for different airlines.

# [Printed Versions are Uncontrolled]

## 9. **Peak Times:**

To reduce apron congestion and improve operational efficiencies at peak times AOT will strive to allocate a fair distribution of Contact Stands between ground handlers where this can be reasonably achieved.

## 10. **Clustering by Ground Handler:**

To support ground handling agents in achieving operational efficiencies, AOT may aim to cluster flights with the same ground handling agent. This can cause challenges due to congestion when multiple flights on adjacent gates are departing at similar times. AOT will endeavour not to allocate flights on adjacent stands if STD is within 10 minutes.

## 11. **Airlines' Preferences to use Particular Stands:**

Unfortunately, Auckland Airport cannot guarantee airline preferences for stand allocation. AOT will make best efforts to accommodate requests. However, due to the complexity of the allocation rules and the dynamic nature of flights on the day of operation, it is not always possible to accommodate requests for particular stands.

## 12. **Required Operational Information:**

If operational information (eg, aircraft registration, aircraft type, passenger numbers, origin, destination, times,) is not supplied to AOT by the ground handler at -24hrs, these flights may be allocated a remote stand by default.

## 13. **Reserved Aircraft Stands:**

AOT may, at their discretion restrict certain stands as "reserved". This may be dependent on maintenance requests, security requirements or special events.

## 14. **End-of-day Sign Off:**

At 1800 hrs each day, the plan for the following day is available for review by ground handlers through the RMS view. Any requested changes must be discussed directly with AOT on 256 8990 by 2000 hrs before the plan is finalised. If no contact is made by 2000 hrs, it is understood that the plan has been agreed. Any changes for the following day which are made after 2000hrs are considered "Unplanned".

# [Printed Versions are Uncontrolled]

## SAFETY & COMPLIANCE

### Stand Readiness – Arrival:

Ground handlers are responsible to ensure that a FOD check is completed on the stand prior to any arrival flight. The arriving flight's ground handler is also responsible for ensuring the airbridges are positioned correctly for the arrival and any waste in the airbridge is reported to AOT. It is expected that all checks are complete and the marshaller is ready to receive the aircraft before it taxis onto the stand.

### Stand Readiness – Departure:

After a flight departs, the ground handler for the departing flight is responsible for ensuring equipment is clear of the equipment restraint line. The airbridge must be clear of aircraft waste and returned to the home position. Any non-operational equipment (ie, GPU or PCA) is reported to AOT.

### Nose-in Guidance System (NIGS):

Where provided, NIGS must be programmed for the correct aircraft type prior to arrival onto the gate. The aircraft should be able to taxi onto the gate without stopping, this avoids the need for aircraft to use breakaway thrust which creates a jet blast hazard.

It is a requirement for the NIGS operator to remain in arms reach of the red emergency Stop.

### Spills:

Any spills on the stand (ie, fuel, hydraulic, oil or effluent) on the stand should be reported immediately by contacting the Incident Control Room (98777).

### Fire Egress & Passenger Thoroughfare:

All ground handlers and airline staff are responsible for ensuring the fire egress, corridors and passenger thoroughfares are kept clear at all times. This includes ground handling equipment as well as wheelchairs, strollers, signage and any such items which prevent safe and efficient passage of persons through these areas.

### Vehicle & GSE Parking:

The equipment shall not be parked in an area that will be affected by jet blast or cause obstruction to doorways, roadways, arriving aircraft, pedestrian walkways or adjacent stands. Other restrictions apply to work areas designated by cones or barriers. Equipment must never be parked in the red hatched areas under airbridges.

# [Printed Versions are Uncontrolled]

## Jet Blast & Propeller Wash Hazard:

It is important that all personnel working airside are aware of the risks around jet blast and propeller wash. This is a known hazard at all airports and airside workers should take reasonable steps to protect themselves and others.

Wherever possible, passengers should not be exposed to jet blast or prop wash. They are not expected to know about all the hazards around aircraft and it is the responsibility of trained personnel to ensure passengers stay safe around aircraft. Boarding agents are expected to pause the boarding / disembarking process if passengers are likely to be exposed to jet blast or prop wash. In this case, passengers should be held on the aircraft, at the gate or in the bus until the hazard is no longer present.

CAA identify the following recommended maximum wind velocities which people, objects and buildings in the vicinity of an aeroplane should be subjected to:

- a) *“passengers and main public areas, where passengers have to walk and people are expected to congregate — 60 km/h.*
- b) *minor public areas, where people are not expected to congregate — 80 km/hr.*
- c) *public roads — 50 km/h where the vehicular speed may be 80 km/h or more, and — 60 km/h where the vehicular speed is expected to be below 80 km/h.*
- d) *personnel working near an aeroplane — 80 km/h.*
- e) *apron equipment — generally not in excess of 80 km/h.*
- f) *light aeroplane parking areas — desirably 60 km/h and not greater than 80 km/h.*
- g) *buildings and other structures — not exceeding 100 km/h.*

**Note:** *To offer protection from jet blast velocities, the aerodrome operator may consider the provision of jet blast fences or the use of appropriate material.” [ref AC139-6]*

Where jet blast velocities up to 80 km/h are considered acceptable on apron areas, personnel need to take appropriate precautions to ensure that the effects of this hazard do not result in an incident.

Ground Handlers are responsible for ensuring the serviceability of equipment and that brakes are engaged for parked servicing equipment.

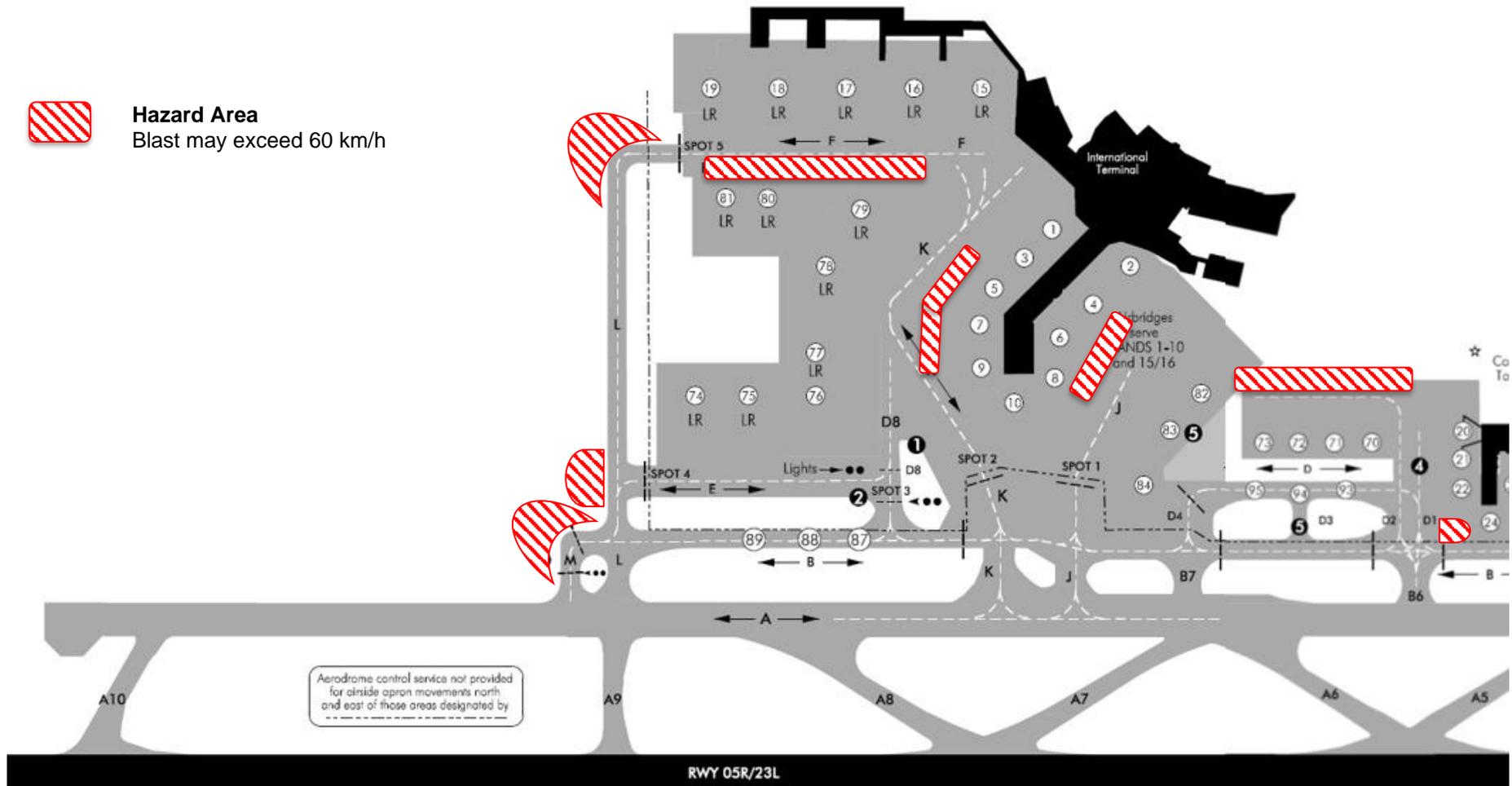
Personnel working around aircraft should be familiar with “hotspots” identified in the below diagrams.

**Note:** Equipment should not be left unsecured in these “hotspot” areas.

# [Printed Versions are Uncontrolled]



**Hazard Area**  
Blast may exceed 60 km/h



# [Printed Versions are Uncontrolled]

## DOMESTIC STAND ALLOCATION

### Introduction:

All stands at AIA are considered “common user” unless located within a designated leased area. Currently, Auckland Airport has an arrangement for Air NZ to manage the day-to-day allocation of Domestic and Regional Stands 28 to 50. Swissport manage the day-to-day allocation of Domestic Stands 20 to 24.

This section outlines the planning authority for allocation of aircraft onto “common-user” stands on the domestic aprons.

### Allocation Planning Authority:

Stands 20, 21, 22 are allocated by Swissport and generally for Swissport-handled aircraft.

Stand 24 is allocated by Swissport and is also able to be shared between ground handlers as agreed. Domestic departures from remote stands use Gate 24 for boarding buses.

**Note:** Stand 24 must not be occupied by parked aircraft when domestic bussing operations are in place.

Stands 28 and 29 are allocated by Air NZ and are able to be shared between ground handlers as agreed.

Stands 30-33 are allocated by Air NZ and are generally for Air NZ domestic jet aircraft.

Stands 34-50 are allocated by Air NZ and are generally for Air NZ regional aircraft. Scheduled passenger flights have priority for these stands. Other users of these gates include (but not limited to): Air Chathams, ParcelAir and Great Barrier Airlines by prior arrangement.

Stands 51-55 are not allocated as such but are generally used by Great Barrier Airlines. These stands operate on a “first-come” basis and overflow uses the light aircraft park C4.

Stands 70-73 are allocated by AOT.

In order to ensure that AOT common-user stands are allocated fairly, an agreed set of business principles between Air New Zealand, Swissport and Auckland Airport applies:

1. The allocations of Stands 24 and 28 are shared between ground handlers. All parties should ensure the most efficient utilisation of all stands, ie, if a stand is vacant and there is no intention to use a stand for a requested period for another aircraft movement, the request should not be unreasonably declined, regardless of the allocation planning authority.
2. Any conflicting requests should be discussed by both ground handlers to try and arrive at a workable solution. If this cannot be achieved, the matter should be escalated to the Airfield Team Leader or Duty Operations Manager to come to a final decision. Any agreements made regarding the stand will be noted in the comments section in the RMS.

# [Printed Versions are Uncontrolled]

## CONTINGENCY PARKING

At peak times or in unplanned situations there may be instances where stand demand increases at AIA beyond capacity.

Examples of situations which could result in contingency parking being activated include:

- Significant number of diversions due to a threat or weather event.
- Air Traffic Control system failure.
- Problem at other nearby airports.
- Global aviation disruption.

Where stand demand exceeds capacity, the following 3-stage contingency plan will be activated:

### 1. In the first instance, all apron areas will be considered before closing taxiways.

- C1 parking is generally managed by Air Centre One for private aircraft.
- DHL Apron is common user and with the freighter regularly parked on C3, adjacent C2 is available as an A320, B737 capable stand.
- Light aircraft may use the light aircraft park adjacent to C4.
- A temporary Stand 82A has been established north of Stand 82 for narrow body aircraft (no servicing available on Stand 82A).

### 2. Once options on apron areas have been exhausted, taxiways and operational areas will be closed. This may significantly reduce the efficiency of the airfield taxi flows.

- Taxiway D is capable of parking up to 3 wide-body aircraft.
- Taxiway E has a wide-body parking position south of Stand 76 available.
- Taxiway B between C3 & C4 can park up to 2 wide-body aircraft.
- Taxiway B between B2 & B3 can also park up to 2 wide-body aircraft.
- Taxiway M can park 1 wide-body aircraft.
- Turning circle at the western end of Taxiway A can park 1 wide-body aircraft.

# [Printed Versions are Uncontrolled]

3. Any further taxiway closures will severely impact airfield operations with lengthy delays. The EOC is likely to be opened to manage the operational impact.

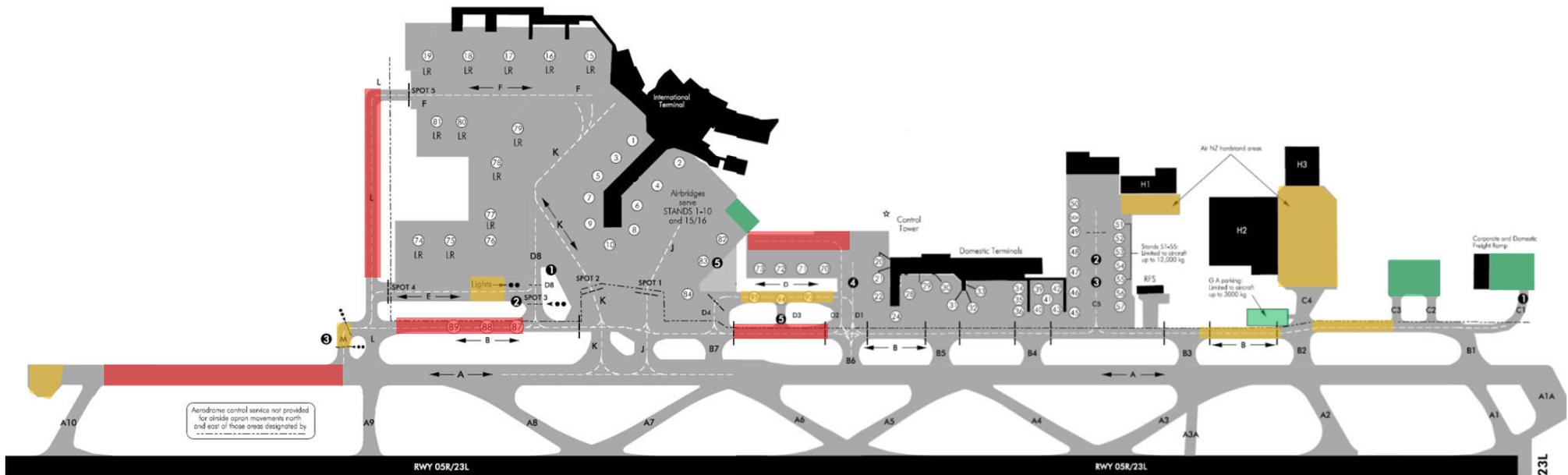
- Leased areas – particularly at C4 and the end of C5 must be maximised before considering further disruption to the airfield taxiway network.
- Taxiway B between D2 & D4 can park two wide-body aircraft or up to four A320.
- Taxiway D2 extension may need to be used for parking narrow body aircraft.
- Taxiway B between Taxiways D8 and L can park up to three wide-body aircraft.
- In extreme cases Taxiway L may need to be closed, allowing up to 5 wide-body aircraft.
- Closing sections of Taxiway A is possible and the impact will depend on runway in use. It is suggested with Runway 23L being the predominant runway, the section of Taxiway A west of A9 be closed first, which would have the least operational impact in most cases.

**Note:** All taxiway closures will be planned jointly with ATC.

# [Printed Versions are Uncontrolled]

## CONTINGENCY PARKING PLAN

- Stage 1
- Stage 2
- Stage 3



# [Printed Versions are Uncontrolled]

## AIRCRAFT PARKING ONLY

AOT may prioritise allocation of aircraft parking as follows:

- a. Any parking requests will be granted on a space-available basis.
- b. Aircraft will not be allowed to park on Auckland International Airport common user stands for longer than the scheduled parking time assigned. Any aircraft parking longer than 12hrs, requires prior approval from AOT (09 256 8990).
- c. If a carrier requires additional time at a stand for any reason, this must first be approved by AOT.
- d. When instructed by the Auckland Airport Head of Operations (or his/her designee), the operator of any aircraft parked or stored at the airport shall move said aircraft from the place where it is parked or stored.

For Auckland Airport's aircraft parking charges, refer to Schedule of Standard Aeronautical Charges & Payment Policy at the url below.

URL: <https://corporate.aucklandairport.co.nz/aeronautical-operations/aircraft-and-passenger-charges>

## NON-CONFORMANCE FORM

If on the day, an aircraft fails to tow at the agreed time and another flight is affected, then AOT will issue a "Non-conformance form" to the ground handler.

The ground handler must complete the non-conformance form (see sample on the following page) and return it within 7 days of issue. Following that, the outcome will be fed back to the party that became disrupted. The recent month's non-conformance forms will be shared at the Airside Tactical COG in order to identify issues and implement appropriate mitigations to improve apron optimisation.

# [Printed Versions are Uncontrolled]



## Form AOT 23: Stand Allocation Non-conformance Form



## Form AOT 23: Stand Allocation Non-conformance Form

Form reference number:

*The Stand Allocation document, Stand Allocation Principles, General Principle 14, describes the end of day Sign-off process for the next day's stand plan. If the agreement is breached on the day due to failure to tow and subsequently a separate flight is affected, then this "Non-conformance form" will be issued to the ground handler as a way of formally following up with ALL parties. AOT fills in this page, ending with a request for outcome/feedback, and pg 2 is for the ground handler to record that outcome/feedback.*

Date:    Apron:   
dd mm yy type in either Intl or Dom

Details

Aircraft 01:   Aircraft 03:    
flight # rego flight # rego

Aircraft 02:   Aircraft 04:    
flight # rego flight # rego

Ground Handlers involved:

Summary of Non-conformance:

Details compiled by:

Send this form to:

Request for outcome/feedback:

Ground Handler to record outcome/feedback overleaf:

### OUTCOME/ FEEDBACK

*Ground Handler to answer below the AOT request for outcome/feedback (see bottom of pg 1):*

Submitted by:

Date:

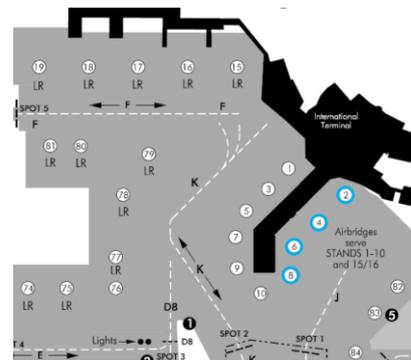
# [Printed Versions are Uncontrolled]

## STAND CAPABILITIES

### INTERNATIONAL APRON CONTACT STANDS 2, 4, 6, 8 (Allocated by AOT)

#### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- 👤 - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



STAND	2	4	6	8
Latitude	S37 00 23.08	S37 00 24.96	S37 00 26.94	S37 00 29.20
Longitude	E174 46 58.81	E174 46 57.67	E174 46 56.77	E174 46 57.51
Aerobridge	YES	YES	YES	YES
Visual Docking Guidance	YES	YES	YES	YES
Hydrant Fuel	YES	YES	YES	YES
<b>AIRCRAFT (Nose Block)</b>				
<b>A320</b> (Airbus A320)	→ L1	→ L1	→ L1	→ L1
<b>A321</b> (Airbus A321)	→ L1	→ L1	→ L1	→ L1
<b>A330</b> (Airbus A330-200 / A330-300)	→ L1	-	→ L1	-
<b>A332</b> (Airbus A330-200)	→ L2	-	→ L2	→ L1/L2
<b>A333</b> (Airbus A330-300)	→ L2	-	→ L2	→ L1/L2
<b>A342</b> (Airbus A340-200)	→ L1	-	→ L1	→ L1
<b>A343</b> (Airbus A340-300)	→ L1	-	→ L1/L2	→ L1/L2
<b>A345</b> (Airbus A340-500)	→ L2	-	→ L2 (L1 👤)	→ L2 (L1 👤)
<b>A346</b> (Airbus A340-600)	-	-	→ L2	-
<b>A350</b> (Airbus A350-900 / A350-1000)	-	-	-	-
<b>A351</b> (Airbus A350-1000)	-	-	-	-
<b>A359</b> (Airbus A350-900)	→ L1	-	→ L1/L2	→ L2 (L1 👤)
<b>A388</b> (Airbus A380-800) *CODE F*	-	-	-	-
<b>AN124</b> (Antonov AN-124 RUSLAN)	-	-	-	-
<b>B717</b> (Boeing 717)	-	-	-	-
<b>B727</b> (Boeing B727-100 / B727-200)	-	-	-	-
<b>B737</b> (Boeing B737-700 / B737-800 / B737-900)	→ L1	→ L1	→ L1	→ L1
<b>B738</b> (Boeing B737-800)	-	-	-	-
<b>B739</b> (Boeing B737-900)	-	-	-	-
<b>B744</b> (Boeing B747-400)	-	-	-	-
<b>B747</b> (Boeing B747-200 / B747-300 / B747-400)	→ L1/L2	-	→ L1/L2	→ L2 (L1 👤)
<b>B748</b> (Boeing B747-8I / B747- 8F) *CODE F*	-	-	-	-
<b>B757</b> (Boeing B757-200 / B757-300)	→ L1 👤	-	-	→ L1 👤
<b>B762</b> (Boeing B767-200)	→ L1	-	-	→ L1
<b>B763</b> (Boeing B767-300)	→ L1	-	-	→ L1
<b>B767</b> (Boeing B767-200 / B767-300)	-	-	→ L1	-
<b>B772</b> (Boeing B777-200)	→ L1/L2	-	→ L1/L2	→ L1/L2
<b>B773</b> (Boeing B777-300)	→ L2	-	→ L2	→ L2
<b>B777</b> (Boeing B777-200 / B777-300)	-	-	-	-
<b>B779</b> (Boeing B777-900)	-	-	-	-
<b>B78J</b> (Boeing 787-10)	-	-	-	-
<b>B787</b> (Boeing 787-8 / 787-9)	-	-	-	-
<b>B788</b> (Boeing B787-8)	→ L2 (L1 👤)	-	→ L2 (L1 👤)	→ L2 (L1 👤)
<b>B789</b> (Boeing B787-9)	→ L2 (L1 👤)	-	→ L1/L2	→ L2 (L1 👤)
<b>MD11</b> (McDonnell Douglas MD-11)	→ L2 👤	-	→ L2 👤	-



# [Printed Versions are Uncontrolled]

## INTERNATIONAL APRON CONTACT STANDS - 7, 9, 10 (Allocated by AOT)

### LEGEND

- (2) - Multiple aircraft stand
- ✈ - Parking Available
- 👤 - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



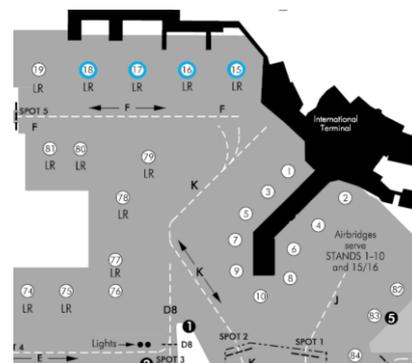
STAND	7	9	10
Latitude	S37 00 27.65	S37 00 29.11	S37 00 30.12
Longitude	E174 46 53.43	E174 46 54.06	E174 46 56.16
Aerobridge	YES	YES	YES
Visual Docking Guidance	YES	YES	YES
Hydrant Fuel	YES	YES	YES
<b>AIRCRAFT (Nose Block)</b>			
<b>A320</b> (Airbus A320)	✈ L1	✈ L1	✈ L1
<b>A321</b> (Airbus A321)	✈ L1	✈ L1	✈ L1
<b>A330</b> (Airbus A330-200 / A330-300)	✈ L1	-	-
<b>A332</b> (Airbus A330-200)	-	✈ L1	✈ L1/L2
<b>A333</b> (Airbus A330-300)	-	✈ L1	✈ L1/L2
<b>A342</b> (Airbus A340-200)	✈ L1	✈ L1	✈ L1/L2
<b>A343</b> (Airbus A340-300)	✈ L1	✈ L1	✈ L1/L2
<b>A345</b> (Airbus A340-500)	✈ L1	✈ L1	✈ L1/L2
<b>A346</b> (Airbus A340-600)	-	-	-
<b>A350</b> (All variants)	-	-	-
<b>A351</b> (Airbus A350-1000)	-	-	✈ L1/L2
<b>A359</b> (Airbus A350-900)	✈ L1	✈ L1	✈ L1/L2
<b>A388</b> (Airbus A380-800) *CODE F*	-	-	✈ L1/L2
<b>AN124</b> (Antonov AN-124 RUSLAN)	-	-	-
<b>B717</b> (Boeing 717)	-	-	-
<b>B727</b> (Boeing B727-100 / B727-200)	-	-	-
<b>B737</b> (Boeing B737-700 / B737-800 / B737-900)	✈ L1	✈ L1	✈ L1
<b>B738</b> (Boeing B737-800)	-	-	-
<b>B739</b> (Boeing B737-900)	-	-	-
<b>B744</b> (Boeing B747-400)	-	-	✈ L1/L2
<b>B747</b> (Boeing B747-200 / B747-300 / B747-400)	✈ L1	✈ L1	
<b>B748</b> (Boeing B747-8I / B747- 8F) *CODE F*	-	-	✈ L1/L2
<b>B757</b> (Boeing B757-200 / B757-300)	✈ L1	✈ L1	-
<b>B762</b> (Boeing B767-200)	✈ L1	✈ L1	-
<b>B763</b> (Boeing B767-300)	✈ L1	✈ L1	✈ L1
<b>B767</b> (Boeing B767-200 / B767-300)	-	-	-
<b>B772</b> (Boeing B777-200)	✈ L1/L2	✈ L1	✈ L1/L2
<b>B773</b> (Boeing B777-300)	✈ L2	✈ L1	✈ L1/L2
<b>B777</b> (Boeing B777-200 / B777-300)	-	-	-
<b>B779</b> (Boeing B777-900)	-	-	-
<b>B78J</b> (Boeing 787-10)	-	-	✈ L1/L2 👤
<b>B787</b> (Boeing 787-8 / 787-9)	✈ L1 👤	-	-
<b>B788</b> (Boeing B787-8)	✈ L2	✈ L1	✈ L1/L2
<b>B789</b> (Boeing B787-9)	✈ L2	✈ L1	✈ L1/L2
<b>MD11</b> (McDonnell Douglas MD-11)	-	-	-

# [Printed Versions are Uncontrolled]

## INTERNATIONAL APRON CONTACT STANDS 15, 16, 17, 18 (Allocated by AOT)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- 👤 - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



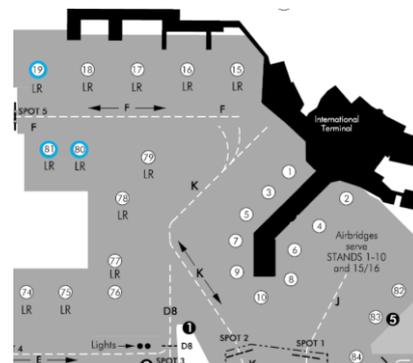
STAND	15	16	17	18
Latitude	S37 00 16.42	S37 00 17.34	S37 00 18.37	S37 00 19.30
Longitude	E174 46 47.22	E174 46 43.87	E174 46 40.51	E174 46 37.33
Aerobridge	YES	YES	YES	YES
Visual Docking Guidance	YES	YES	YES	YES
Hydrant Fuel	YES	YES	YES	YES
<b>AIRCRAFT (Nose Block)</b>				
<b>A320</b> (Airbus A320)	(2)→ L1	(2)→ L1	(2)→ L1	(2)→ L1
<b>A321</b> (Airbus A321)	(2)→ L1	(2)→ L1	(2)→ L1	(2)→ L1
<b>A330</b> (Airbus A330-200 / A330-300)	-	-	-	-
<b>A332</b> (Airbus A330-200)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A333</b> (Airbus A330-300)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A342</b> (Airbus A340-200)	→ L1/L2	→ L1/L2	-	-
<b>A343</b> (Airbus A340-300)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A345</b> (Airbus A340-500)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A346</b> (Airbus A340-600)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A350</b> (Airbus A350-900 / A350-1000)	-	-	-	-
<b>A351</b> (Airbus A350-1000)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A359</b> (Airbus A350-900)	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>A388</b> (Airbus A380-800) *CODE F*	→ L1/L2	→ L1/L2	→ L1/L2	→ L1/L2
<b>AN124</b> (Antonov AN-124 RUSLAN)	-	-	-	-
<b>B717</b> (Boeing 717)	-	-	-	-
<b>B727</b> (Boeing B727-100 / B727-200)	→ L1 👤	→ L1 👤	-	-
<b>B737</b> (Boeing B737-700 / B737-800 / B737-900)	(2)→ L1	(2)→ L1	(2)→ L1	(2)→ L1
<b>B738</b> (Boeing B737-800)	-	-	(2)→ L1	(2)→ L1
<b>B739</b> (Boeing B737-900)	-	-	(2)→ L1	(2)→ L1
<b>B744</b> (Boeing B747-400)	-	-	→ L1/L2	→ L1/L2
<b>B747</b> (Boeing B747-200 / B747-300 / B747-400 / B747-8)	→ L1/L2	→ L1/L2	-	-
<b>B748</b> (Boeing B747-8I / B747- 8F) *CODE F*	-	-	→ L1/L2	→ L1/L2
<b>B757</b> (Boeing B757-200 / B757-300)	→ L1/L2	→ L1/L2		
<b>B762</b> (Boeing B767-200)	-	-	-	-
<b>B763</b> (Boeing B767-300)	-	-	-	-
<b>B767</b> (Boeing B767-200 / B767-300)	→ L1	→ L1	-	-
<b>B772</b> (Boeing B777-200)	-	-	→ L1/L2	→ L1/L2
<b>B773</b> (Boeing B777-300)	-	-	→ L1/L2	→ L1/L2
<b>B777</b> (Boeing B777-200 / B777-300)	→ L1/L2	→ L1/L2	-	-
<b>B779</b> (Boeing B777-900)	-	-	-	-
<b>B78J</b> (Boeing 787-10)	-	-	→ L1/L2	→ L1/L2
<b>B787</b> (Boeing 787-8 / 787-9)	→ L1/L2	→ L1/L2	-	-
<b>B788</b> (Boeing B787-8)	-	-	→ L1/L2	→ L1/L2
<b>B789</b> (Boeing B787-9)	-	-	→ L1/L2	→ L1/L2
<b>MD11</b> (McDonnell Douglas MD-11)	→ L2 👤	→ L2 👤	-	-

# [Printed Versions are Uncontrolled]

## INTERNATIONAL APRON REMOTE STANDS 19, 80, 81 (Allocated by AOT)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- 👤 - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



STAND	19	80	81
Latitude	S37 00 19.72	N/A	N/A
Longitude	E174 46 33.47	N/A	N/A
Aerobridge	NO	NO	NO
Visual Docking Guidance	NO	NO	NO
Hydrant Fuel	YES	NO	NO
<b>AIRCRAFT (Nose Block)</b>			
<b>A320</b> (Airbus A320)	(2) → 👤	(2) → 👤	(2) → 👤
<b>A321</b> (Airbus A321)	(2) → 👤	(2) → 👤	(2) → 👤
<b>A330</b> (Airbus A330-200 / A330-300)	-	-	-
<b>A332</b> (Airbus A330-200)	→ 👤	→ 👤	→ 👤
<b>A333</b> (Airbus A330-300)	→ 👤	→ 👤	→ 👤
<b>A342</b> (Airbus A340-200)	-	→ 👤	→ 👤
<b>A343</b> (Airbus A340-300)	→ 👤	→ 👤	→ 👤
<b>A345</b> (Airbus A340-500)	→ 👤	→ 👤	→ 👤
<b>A346</b> (Airbus A340-600)	→ 👤	→ 👤	→ 👤
<b>A350</b> (Airbus A350-900 / A350-1000)	-	→ 👤	→ 👤
<b>A351</b> (Airbus A350-1000)	→ 👤	-	-
<b>A359</b> (Airbus A350-900)	→ 👤	-	-
<b>A388</b> (Airbus A380-800) *CODE F*	→ 👤	-	-
<b>AN124</b> (Antonov AN-124 RUSLAN)	-	-	-
<b>B717</b> (Boeing 717)	-	-	-
<b>B727</b> (Boeing B727-100 / B727-200)	-	-	-
<b>B737</b> (Boeing B737-700 / B737-800 / B737-900)	(2) → 👤	(2) → 👤	(2) → 👤
<b>B738</b> (Boeing B737-800)	(2) → 👤	-	-
<b>B739</b> (Boeing B737-900)	(2) → 👤	-	-
<b>B744</b> (Boeing B747-400)	→ 👤	→ 👤	→ 👤
<b>B747</b> (Boeing B747-200 / B747-300 / B747-400)	-	-	-
<b>B748</b> (Boeing B747-8I / B747- 8F) *CODE F*	→ 👤 -	-	-
<b>B757</b> (Boeing B757-200 / B757-300)	-	-	→ 👤
<b>B762</b> (Boeing B767-200)	-	→ 👤	→ 👤
<b>B763</b> (Boeing B767-300)	-	→ 👤	→ 👤
<b>B767</b> (Boeing B767-200 / B767-300)	-	-	-
<b>B772</b> (Boeing B777-200)	→ 👤	→ 👤	→ 👤
<b>B773</b> (Boeing B777-300)	→ 👤	→ 👤	→ 👤
<b>B777</b> (Boeing B777-200 / B777-300)	-	-	-
<b>B779</b> (Boeing B777-900)	-	-	-
<b>B78J</b> (Boeing 787-10)	→ 👤	→ 👤	→ 👤
<b>B787</b> (Boeing 787-8 / 787-9)	-	-	-
<b>B788</b> (Boeing B787-8)	→ 👤	→ 👤	→ 👤
<b>B789</b> (Boeing B787-9)	→ 👤	→ 👤	→ 👤
<b>MD11</b> (McDonnell Douglas MD-11)	-	-	-

# [Printed Versions are Uncontrolled]

## INTERNATIONAL APRON REMOTE STANDS 82, 83, 84 (Allocated by AOT)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- 👤 - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



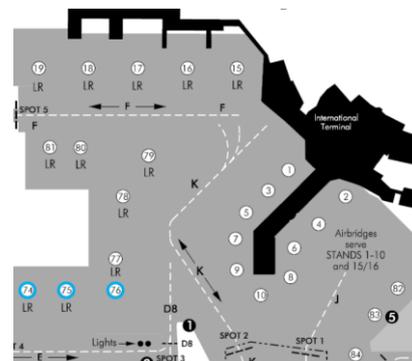
STAND	82	83	84
Latitude	S37 00 28.48	S37 00 30.49	S37 00 32.15
Longitude	E174 47 06.04	E174 47 05.11	E174 47 05.14
Aerobridge	NO	NO	NO
Visual Docking Guidance	NO	NO	NO
Hydrant Fuel	YES	YES	NO
<b>AIRCRAFT (Nose Block)</b>			
<b>A320 (Airbus A320)</b>	→ 82L 👤	→ 👤	→ 👤
<b>A321 (Airbus A321)</b>	→ 82L 👤	→ 👤	→ 👤
<b>A330 (Airbus A330-200 / A330-300)</b>	→ 👤	→ 👤	→ 👤
<b>A332 (Airbus A330-200)</b>	-	-	→ 👤
<b>A333 (Airbus A330-300)</b>	-	-	→ 👤
<b>A342 (Airbus A340-200)</b>	→ 👤	→ 👤	→ 👤
<b>A343 (Airbus A340-300)</b>	→ 👤	→ 👤	→ 👤
<b>A345 (Airbus A340-500)</b>	→ 👤	→ 👤	→ 👤
<b>A346 (Airbus A340-600)</b>	→ 👤	→ 👤	→ 👤
<b>A350 (Airbus A350-900 / A350-1000)</b>	-	-	→ 👤
<b>A351 (Airbus A350-1000)</b>	-	-	→ 👤
<b>A359 (Airbus A350-900)</b>	→ 👤	→ 👤	→ 👤
<b>A388 (Airbus A380-800) *CODE F*</b>	-	-	-
<b>AN124 (Antonov AN-124 RUSLAN)</b>	-	-	→ 👤
<b>B717 (Boeing 717)</b>	-	-	→ 👤
<b>B727 (Boeing B727-100 / B727-200)</b>	-	-	→ 👤
<b>B737 (Boeing B737-700 / B737-800 / B737-900)</b>	→ 82R 👤	→ 👤	→ 👤
<b>B738 (Boeing B737-800)</b>	-	-	→ 👤
<b>B739 (Boeing B737-900)</b>	-	-	→ 👤
<b>B744 (Boeing B747-400)</b>	-	-	→ 👤
<b>B747 (Boeing B747-200 / B747-300 / B747-400)</b>	→ 👤	→ 👤	→ 👤
<b>B748 (Boeing B747-8I / B747- 8F) *CODE F*</b>	-	-	-
<b>B757 (Boeing B757-200 / B757-300)</b>	-	→ 👤	→ 👤
<b>B762 (Boeing B767-200)</b>	-	-	→ 👤
<b>B763 (Boeing B767-300)</b>	-	-	→ 👤
<b>B767 (Boeing B767-200 / B767-300)</b>	→ 👤	→ 👤	→ 👤
<b>B772 (Boeing B777-200)</b>	-	-	→ 👤
<b>B773 (Boeing B777-300)</b>	-	-	→ 84 W 👤
<b>B777 (Boeing B777-200 / B777-300)</b>	→ 👤	→ 👤	→ 👤
<b>B779 (Boeing B777-900)</b>	-	-	→ 👤
<b>B78J (Boeing 787-10)</b>	-	-	→ 👤
<b>B787 (Boeing 787-8 / 787-9)</b>	→ 👤	-	→ 👤
<b>B788 (Boeing B787-8)</b>	-	→ 👤	→ 👤
<b>B789 (Boeing B787-9)</b>	-	→ 👤	→ 👤
<b>B77F ( FedEx Freighter)</b>	-	→ 👤	-
<b>MD11 (McDonnell Douglas MD-11)</b>	→ 👤	→ 👤	→ 👤

# [Printed Versions are Uncontrolled]

## INTERNATIONAL APRON REMOTE STANDS 74, 75, 76 (Allocated by AOT)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- ✈ - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



STAND	74	75	76
Latitude	S37 00 33.70	S37 00 32.74	S37 00 33.80
Longitude	E174 46 38.95	E174 46 42.29	E174 46 45.50
Aerobridge	NO	NO	NO
Visual Docking Guidance	NO	NO	NO
Hydrant Fuel	YES	YES	YES
<b>AIRCRAFT (Nose Block)</b>			
<b>A220</b> (Airbus A220)	(2) → ✈	-	-
<b>A320</b> (Airbus A320)	(2) → ✈	(2) → ✈	→ ✈
<b>A321</b> (Airbus A321)	(2) → ✈	(2) → ✈	-
<b>A330</b> (Airbus A330-200 / A330-300)	-	-	→ ✈
<b>A332</b> (Airbus A330-200)	→ ✈	→ ✈	-
<b>A333</b> (Airbus A330-300)	→ ✈	→ ✈	-
<b>A342</b> (Airbus A340-200)	→ ✈	→ ✈	→ ✈
<b>A343</b> (Airbus A340-300)	→ ✈	→ ✈	→ ✈
<b>A345</b> (Airbus A340-500)	→ ✈	→ ✈	→ ✈
<b>A346</b> (Airbus A340-600)	→ ✈	→ ✈	→ ✈
<b>A350</b> (Airbus A350-900 / A350-1000)	-	-	-
<b>A351</b> (Airbus A350-1000)	→ ✈	→ ✈	-
<b>A359</b> (Airbus A350-900)	→ ✈	→ ✈	-
<b>A388</b> (Airbus A380-800) *CODE F*	→ ✈	→ ✈	-
<b>AN124</b> (Antonov AN-124 RUSLAN)	-	-	-
<b>B717</b> (Boeing 717)	-	-	→ ✈
<b>B727</b> (Boeing B727-100 / B727-200)	-	-	→ ✈
<b>B737</b> (Boeing B737-700 / B737-800 / B737-900)	-	-	→ ✈
<b>B738</b> (Boeing B737-800)	(2) → ✈	(2) → ✈	-
<b>B739</b> (Boeing B737-900)	(2) → ✈	(2) → ✈	-
<b>B744</b> (Boeing B747-400)	→ ✈	→ ✈	-
<b>B747</b> (Boeing B747-200 / B747-300 / B747-400)	-	-	→ ✈
<b>B748</b> (Boeing B747-8I / B747- 8F) *CODE F*	→ ✈	→ ✈	-
<b>B757</b> (Boeing B757-200 / B757-300)	-	-	→ ✈
<b>B762</b> (Boeing B767-200)	-	-	-
<b>B763</b> (Boeing B767-300)	-	-	-
<b>B767</b> (Boeing B767-200 / B767-300)	→ ✈	→ ✈	→ ✈
<b>B772</b> (Boeing B777-200)	→ ✈	→ ✈	-
<b>B773</b> (Boeing B777-300)	→ ✈	→ ✈	-
<b>B777</b> (Boeing B777-200 / B777-300)	-	-	→ ✈
<b>B779</b> (Boeing B777-900)	-	-	-
<b>B78J</b> (Boeing 787-10)	→ ✈	→ ✈	-
<b>B787</b> (Boeing 787-8 / 787-9)	-	-	-
<b>B788</b> (Boeing B787-8)	→ ✈	→ ✈	-
<b>B789</b> (Boeing B787-9)	→ ✈	→ ✈	-
<b>MD11</b> (McDonnell Douglas MD-11)	-	-	→ ✈

# [Printed Versions are Uncontrolled]

## INTERNATIONAL APRON REMOTE STANDS 77, 78, 79 (Allocated by AOT)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- ☒ - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



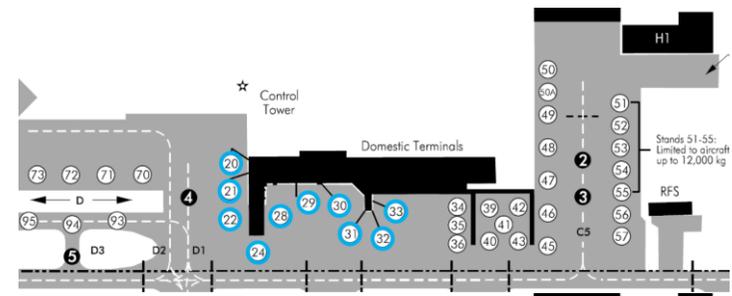
STAND	77	78	79
Latitude	S37 00 31.31	S37 00 27.96	S37 00 24.88
Longitude	E174 46 44.44	E174 46 43.17	E174 46 44.16
Aerobridge	NO	NO	NO
Visual Docking Guidance	NO	NO	NO
Hydrant Fuel	YES	NO	YES
<b>AIRCRAFT (Nose Block)</b>			
<b>A320</b> (Airbus A320)	→ 77R ☒	(2) → ☒	(2) → ☒
<b>A321</b> (Airbus A321)	-	(2) → ☒	(2) → ☒
<b>A330</b> (Airbus A330-200 / A330-300)	→ ☒	→ ☒	→ ☒
<b>A332</b> (Airbus A330-200)	-	-	-
<b>A333</b> (Airbus A330-300)	-	-	-
<b>A342</b> (Airbus A340-200)	→ ☒	→ ☒	→ ☒
<b>A343</b> (Airbus A340-300)	→ ☒	→ ☒	→ ☒
<b>A345</b> (Airbus A340-500)	→ ☒	→ ☒	→ ☒
<b>A346</b> (Airbus A340-600)	→ ☒	→ ☒	→ ☒
<b>A350</b> (Airbus A350-900 / A350-1000)	-	-	-
<b>A351</b> (Airbus A350-1000)	-	→ ☒	→ ☒
<b>A359</b> (Airbus A350-900)	→ ☒	→ ☒	→ ☒
<b>A388</b> (Airbus A380-800) *CODE F*	-	→ ☒	→ ☒
<b>AN124</b> (Antonov AN-124 RUSLAN)	-	→ ☒	→ ☒
<b>B717</b> (Boeing 717)	→ ☒	-	-
<b>B727</b> (Boeing B727-100 / B727-200)	→ ☒	-	-
<b>B737</b> (Boeing B737-700 / B737-800 / B737-900)	→ 77L ☒	(2) → ☒	(2) → ☒
<b>B738</b> (Boeing B737-800)	-	-	-
<b>B739</b> (Boeing B737-900)	-	-	-
<b>B744</b> (Boeing B747-400)	-	→ ☒	→ ☒
<b>B747</b> (Boeing B747-200 / B747-300 / B747-400)	→ ☒	-	-
<b>B748</b> (Boeing B747-81 / B747- 8F) *CODE F*	-	→ ☒	→ ☒
<b>B757</b> (Boeing B757-200 / B757-300)	→ ☒	-	-
<b>B762</b> (Boeing B767-200)	-	-	-
<b>B763</b> (Boeing B767-300)	-	→ ☒	→ ☒
<b>B767</b> (Boeing B767-200 / B767-300)	→ ☒	-	-
<b>B772</b> (Boeing B777-200)	-	→ ☒	→ ☒
<b>B773</b> (Boeing B777-300)	-	→ ☒	→ ☒
<b>B777</b> (Boeing B777-200 / B777-300)	→ ☒	-	-
<b>B779</b> (Boeing B777-900)	-	→ ☒	→ ☒
<b>B78J</b> (Boeing 787-10)	→ ☒	→ ☒	→ ☒
<b>B787</b> (Boeing 787-8 / 787-9)	-	-	-
<b>B788</b> (Boeing B787-8)	→ ☒	→ ☒	→ ☒
<b>B789</b> (Boeing B787-9)	→ ☒	→ ☒	→ ☒
<b>MD11</b> (McDonnell Douglas MD-11)	→ ☒	-	-

# [Printed Versions are Uncontrolled]

## DOMESTIC APRON CONTACT STANDS 20, 21, 22, 24, 28, 29, 30, 31, 32, 33 (20-24 allocated by Swissport, 28-33 allocated by Air NZ)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- ⊕ - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2
- X - Airbridge not available



STAND	20	21	22	24	28	29	30	31	32	33
Latitude	S37 00 24.67	S37 00 25.91	S37 00 27.26	S37 00 27.12	S37 00 26.63	S37 00 25.51	S37 00 25.02	S37 00 25.85	S37 00 25.26	S37 00 24.33
Longitude	E174 47 19.72	E174 47 20.26	E174 47 20.44	E174 47 21.89	E174 47 23.03	E174 47 24.27	E174 47 26.09	E174 47 28.07	E174 47 28.93	E174 47 29.36
Aerobridge	YES									
Visual Docking Guidance	YES									
Hydrant Fuel	NO									
<b>AIRCRAFT (Nose Block)</b>										
A320	→ L1									
A321	-	-	→ L1	-	-	→ L1	→ L1	-	-	→ L1
ATR	→ ⊕ X	→ ⊕ X	-	-	-	-	-	-	-	-
EMB170	-	-	→ ⊕ X	→ ⊕ X	-	-	-	-	-	-
EMB190	-	-	→ ⊕ X	→ ⊕ X	-	-	-	-	-	-
B733	→ L1	→ L1	-	→ L1	-	-	-	-	-	-
B734	→ L1	→ L1	-	-	-	-	-	-	-	-
B737	-	-	→ L1	-	-	-	-	-	-	-
B738	→ L1	→ L1	-	→ L1	-	-	-	-	-	-
BCH1900	-	-	-	-	-	-	-	-	-	-
CV580	-	-	-	-	-	-	-	-	-	-
DC3	-	-	-	-	-	-	-	-	-	-
FMS	-	-	-	-	-	-	-	-	-	-
GBA	-	-	-	-	-	-	-	-	-	-
Metro	-	-	-	-	-	-	-	-	-	-
Q300	→ ⊕ X	→ ⊕ X	-	-	-	-	-	-	-	-
Q400	-	-	-	-	-	-	-	-	-	-
SAAB	-	-	-	-	-	-	-	-	-	-

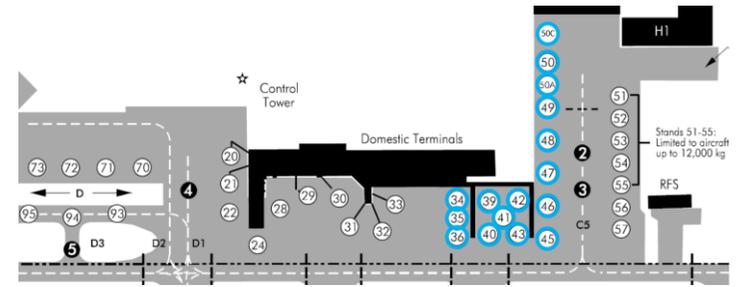
# [Printed Versions are Uncontrolled]

## DOMESTIC APRON REMOTE STANDS

34, 35, 36, 39, 40, 41E/W, 42, 43, 45, 46, 46A, 47, 48, 48A, 49, 50, 50A, 50B, 50C  
(Allocated by Air NZ)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- ⚠ - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



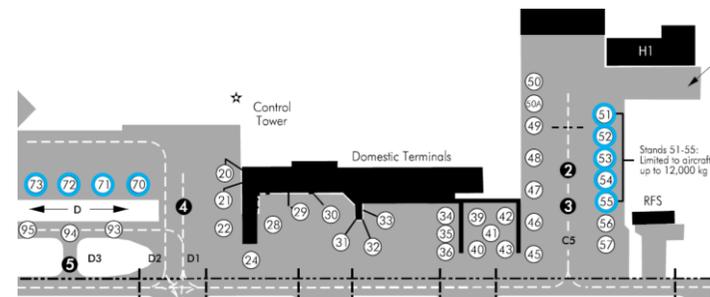
STAND	34	35	36	39	40	41E/W	42	43	45	46	46A	47	48	48A	49	50	50A	50B	50C	
Latitude	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Longitude	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Aerobridge	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Visual Docking Guidance	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Hydrant Fuel	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
<b>AIRCRAFT (Nose Block)</b>																				
A320	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ATR	→⚠	→⚠	-	-	→⚠	→⚠	-	→⚠	→⚠	-	-	→⚠	→⚠	-	→⚠	→⚠	→⚠	-	-	-
EMB170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB190	-	-	→⚠	-	→⚠	→⚠	-	→⚠	→⚠	-	-	-	-	-	-	-	-	-	-	-
B733	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B734	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B737	-	-	-	-	-	-	-	-	-	-	-	-	→⚠	-	-	-	-	-	-	-
B738	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BCH1900	-	-	-	-	-	-	-	-	-	-	-	-	-	→⚠	-	-	-	-	-	-
CV580	-	-	-	-	-	-	-	-	-	-	-	-	→⚠	-	-	-	→⚠	-	-	-
DC3	-	-	-	-	-	-	-	-	-	-	-	-	→⚠	-	-	-	-	-	-	-
FMS	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
GBA	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→
Metro	-	-	-	-	-	-	-	-	-	-	-	-	-	→⚠	-	-	-	→⚠	→⚠	→⚠
Q300	→⚠	→⚠	-	→⚠	→⚠	→⚠	→⚠	→⚠	→⚠	→⚠	-	→⚠	→⚠	-	→⚠	→⚠	→⚠	-	-	-
Q400	-	-	-	-	-	-	-	-	-	-	-	→⚠	→⚠	-	→⚠	→⚠	-	-	-	-
SAAB	-	-	-	-	-	-	-	-	-	-	→⚠	-	-	-	-	-	-	→⚠	→⚠	→⚠

# [Printed Versions are Uncontrolled]

## DOMESTIC APRON REMOTE STANDS 51, 52, 53, 54, 55, 70, 71, 72, 73 (70-73 allocated by AOT, 51-55 not allocated)

### LEGEND

- (2) - Multiple aircraft stand
- - Parking Available
- ⊕ - Hand Marshall only
- L1 - Docking Door L1
- L2 - Docking Door L2



STAND	51	52	53	54	55	70	71	72	73
Latitude	N/A								
Longitude	N/A								
Aerobridge	NO								
Visual Docking Guidance	NO								
Hydrant Fuel	NO								
<b>AIRCRAFT (Nose Block)</b>									
A320	-	-	-	-	-	-	→ ⊕	→ ⊕	→ ⊕
A321	-	-	-	-	-	-	-	-	→ ⊕
ATR	-	-	-	-	-	→ ⊕	→ ⊕	→ ⊕	→ ⊕
EMB170	-	-	-	-	-	-	-	-	-
EMB190	-	-	-	-	-	-	-	-	-
B733	-	-	-	-	-	→ ⊕	-	-	-
B734	-	-	-	-	-	→ ⊕	-	-	-
B737 (All variants)	-	-	-	-	-	-	→ ⊕	→ ⊕	→ ⊕
B738	-	-	-	-	-	-	-	-	-
BCH1900	-	-	-	-	-	-	-	-	-
CV580	-	-	-	-	-	-	-	-	-
DC3	-	-	-	-	-	-	-	-	-
FMS	→	→	→	→	→	-	-	-	-
GBA	→	→	→	→	→	-	-	-	-
Metro	-	-	-	-	-	-	-	-	-
Q300	-	-	-	-	-	→ ⊕	→ ⊕	→ ⊕	→ ⊕
Q400	-	-	-	-	-	-	-	-	-
SAAB	-	-	-	-	-	-	-	-	-

