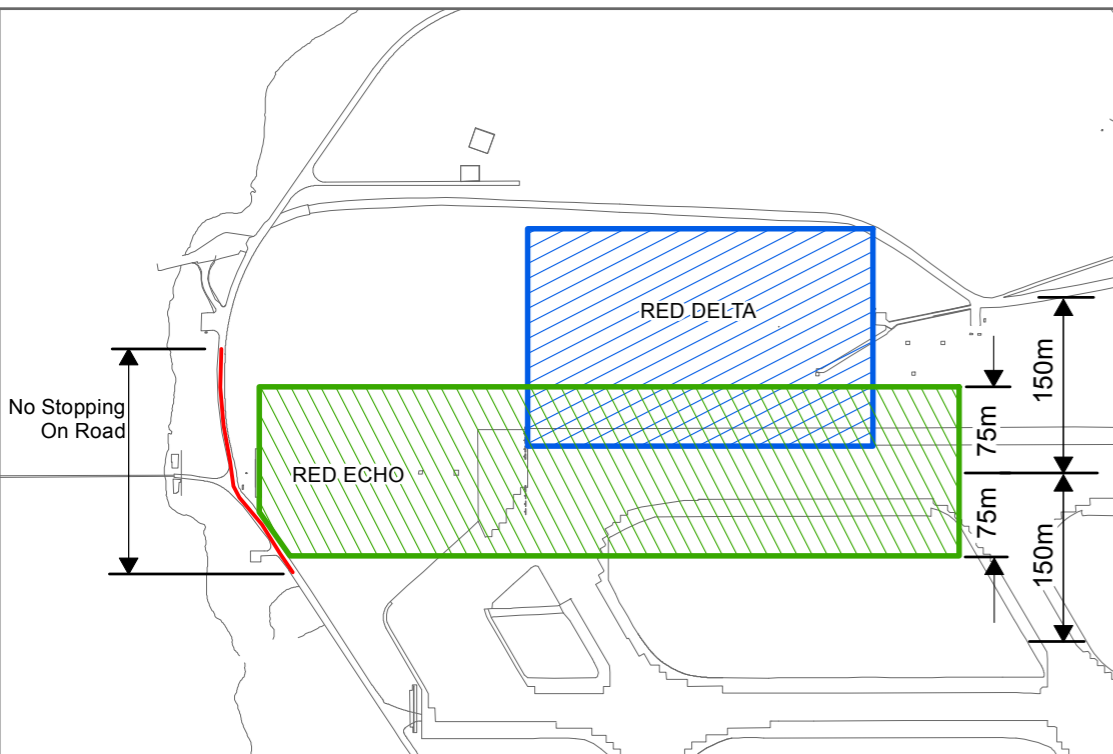
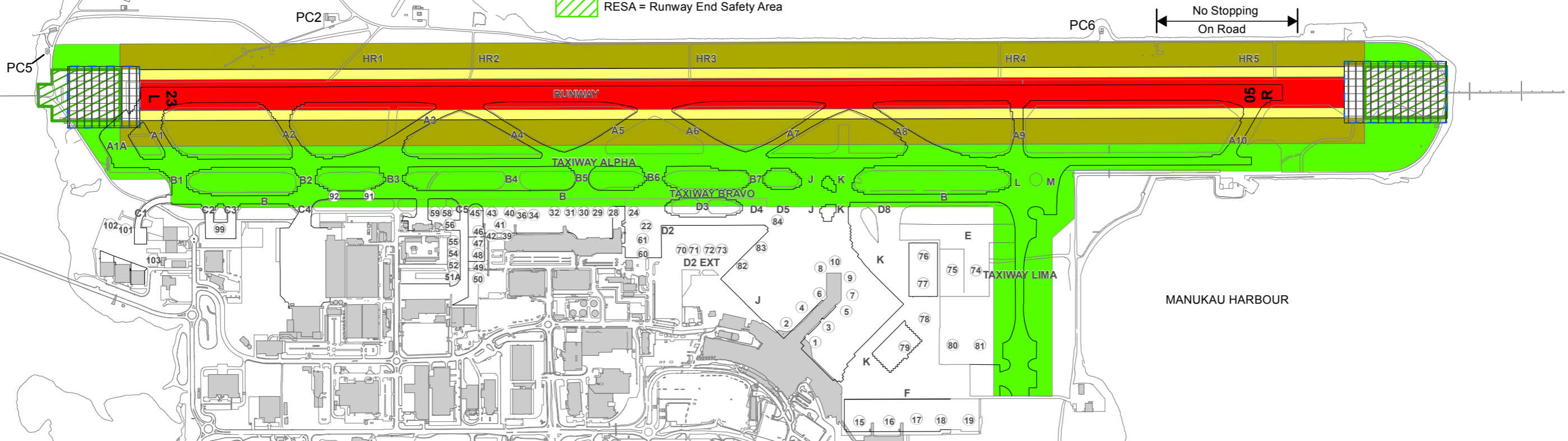


Note : All Vehicles Operating Within Coloured Areas Require ATC (Air Traffic Control) Clearance.

- Zone 1 - OFFSET 45m FROM RUNWAY CENTRELINE. (22.5m FROM RUNWAY EDGE) [Vehicles, equipment and personnel should be moved during aircraft operations as follows:]
(a) For jet movements, to outer edge of Zone 2 (75m line) (b) For other aircraft movements, to outer edge of Zone 1.
- Zone 2 - OFFSET 75m FROM RUNWAY CENTRELINE (52.5m FROM RUNWAY EDGE) (MARKED ON SOUTH BY GRASS CUT AND ON NORTH BY OIL LINE.)
Work may continue without interruption during aircraft movements other than jets. During jet operation, vehicles equipment and personnel retire to outer edge (75m line).
- Zone 3 - OFFSET 150m FROM RUNWAY CENTRELINE (127.5m from runway edge) No entry to this zone during aircraft operations when weather requires precision ILS approaches or a code F is taking off or landing. Air Traffic Control will advise when this applies. For LVP sensitive areas refer D 473-9.

- OTHER CONTROLLED AREAS.
- CLEARWAY - These are part of Zone 2 + 3 at the end of the takeoff runway.
- RESA = Runway End Safety Area



ALL RED AREAS
POSITIVELY NO ENTRY TO THESE AREAS WITHOUT PRIOR CLEARANCE FROM AIR TRAFFIC CONTROL (AUCKLAND GROUND, ON 121.9 MHZ)
WORK PARTIES, VEHICLES AND STATIONARY AIRCRAFT ARE NOT PERMITTED IN THE ACTIVE RED AREA AND ASSOCIATED ZONES WHILE THE ILS RUNWAY IS IN USE.

ILS RUNWAY
FOR RUNWAY 23L: RED VICTOR & RED DELTA, ARE ACTIVE.
FOR RUNWAY 05R: RED ECHO AND RED UNIFORM, PLUS 'AREA A' ARE ACTIVE.

*** NOTE ***
ALL RESTRICTED AREAS ON AIRFIELD ARE SIGNPOSTED

