

# Memo

To: ANCCG Members  
From: Kristina Cooper  
Date: 22 February 2021  
Subject: Night time aircraft speed restriction communications

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Over 2020 there has been consideration at ANCCG meetings on the consistent application of clause 2-31.3Y of the AIP section for Auckland Airport which provides that:

*Unless otherwise approved by ATC, arriving aircraft:*

- **Must not exceed 250 kt IAS below 10,000 ft within 30 NM of Auckland International Airport** and comply with speed requirements promulgated on STAR charts; and
- *Must fly an instrument approach at the promulgated speeds, and additionally an air traffic management requirement to fly MNM 150 kt IAS to 5 NM on final approach. If unable to comply advise ATC with preferred speed.*

Airways have advised that in their view, clause 2-31.3Y of the AIP, exists for the purposes of operational sequencing requirements – not for the purpose of noise. Nevertheless, ANCCG members have continued to express concern and have also raised their concerns directly with Director of the CAA.

## **Airways Operational Notice to Staff**

Airways issued a Service Delivery Operational Notice to staff in September 2019 (attached overleaf) which advises staff that:

*There is now a requirement at night that aircraft operating over the city area below 10000ft fly a maximum of 250kts and that aircraft departing either remain clear of the built up areas or remain on the SID.*

## **Operational Task Forum**

Auckland Airport holds a monthly user group on runway and air space issues attended by Airways, airline chief pilots and ALPA. The issue of ANCCG concern over compliance with the speed restrictions contained in clause 2-31.3Y of the AIP was tabled at the Operational Task Forum at the end of 2020. There was discussion among representatives with the minutes from that meeting recording the following actions:

*All Airlines to raise awareness among pilots around aircraft noise, particularly related to speed above 250Kt IAS below 10,000ft within 30NM – following observations from the Auckland Aircraft Noise Community Consultative Group (ANCCG).*

*Crews to only accept/request speed control waivers from ATC for operational and safety reasons and consider the impact on residential areas.*

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## Night Map

**Issue date** 12<sup>th</sup> September 2019

**Expiry date** UFN

**Effective date** **12<sup>th</sup> September 2019**

### Background

There is now a requirement at night that aircraft operating over the city area below 10000ft fly a maximum of 250kts and that aircraft departing either remain clear of the built up areas or remain on the SID. A map has been created to assist controllers in determining where the built up areas are.

### Key Points

A map on the BARCO is now available titled AA\_CITY to assist controllers in their application of the noise rules. Displaying this map is voluntary but is a good reminder of where you can/can't vector aircraft between 10pm and 7am.

A reminder, unless it's a weather deviation, the rules for departures are;

- RWY23L do not enter the area irrespective of altitude unless the aircraft is remaining on the SID.
- RWY05R do not vector aircraft until clear of the area.