

ELEV 23

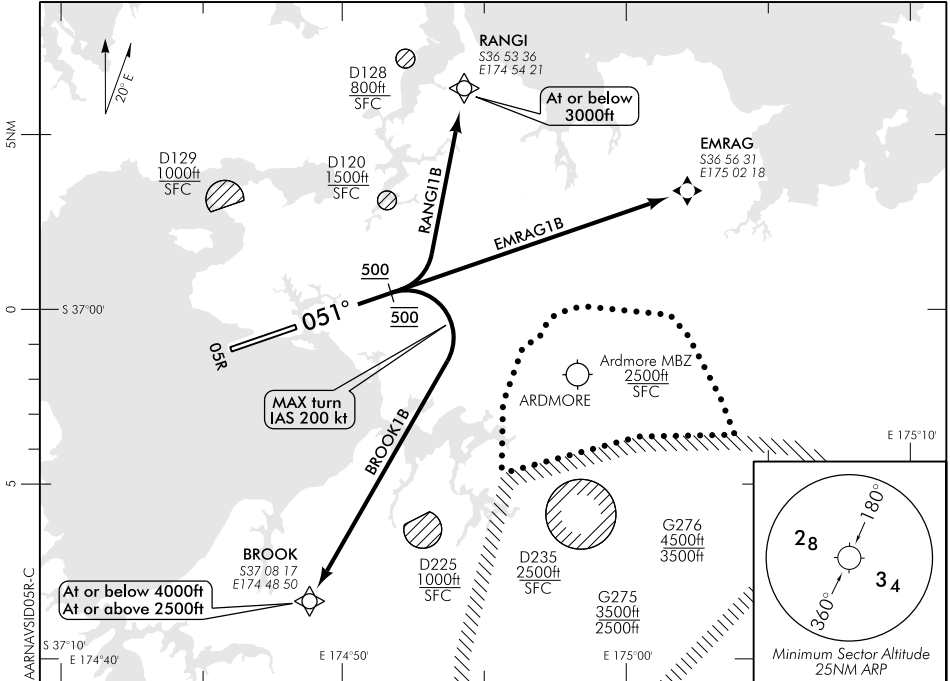
AUCKLAND

RNAV SID 05R

AUCKLAND CONTROL: 124.3 129.6

TOWER: 118.7 120.8

ATIS: 127.8 127.0



ALL DEPARTURES

When airborne contact CONTROL 124.3 advising departure being flown
Minimum net climb gradient 3.3% (200ft/NM)

ATC requirement:

CAT B aircraft speed restriction MNM 150kt MAX 170kt

If unable to comply advise Ground or Delivery prior to start-up.

Note: International Jets will be issued with an EMRAG1B departure.

ATC Evaluated Climb Sector

Within 25NM in any direction except R358-R028 AA VOR 3-5 DME below 1500ft

RANGI ONE BRAVO DEPARTURE — RNAV (RANGI1B)

MNM net climb gradient 6.0% (370ft/NM) to 2000ft
(to ensure controlled airspace containment)

- Maintain RWY CL to 500ft
- LEFT turn at MNM 500ft after crossing the RWY end
- Track direct to RANGI fly-by WPT
- Maintain 3000ft to RANGI
- Intercept cleared route or as instructed by ATC

BROOK ONE BRAVO DEPARTURE — RNAV (BROOK1B)

Departure available to CAT A, B and C only
MNM net climb gradient 4.4% (270ft/NM) to 2500ft
MAX IAS 200kt until turn complete

(to ensure controlled airspace containment)

- Maintain RWY CL to 500ft
- Mandatory RIGHT turn at 500ft
- Track direct to BROOK fly-by WPT
- Cross BROOK at MNM 2500ft, not above 4000ft
- Intercept cleared route or as instructed by ATC

EMRAG ONE BRAVO DEPARTURE — RNAV (EMRAG1B)

MNM net climb gradient 4.4% (270ft/NM) to 2000ft
(to ensure controlled airspace containment)

- Track direct to EMRAG fly-over WPT
- Intercept cleared route or as instructed by ATC

OCEANIC TRANSITION

For flights that will cross the NZCC/NZZO FIR BDRY on any track from GULUT through north to IBESO - FL260 or above

- At completion of SID track direct to Oceanic boundary point by the most direct turn or as directed by radar
- Cleared level FL250
- Expect further clearance to filed level prior to 100 AA
- Cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable

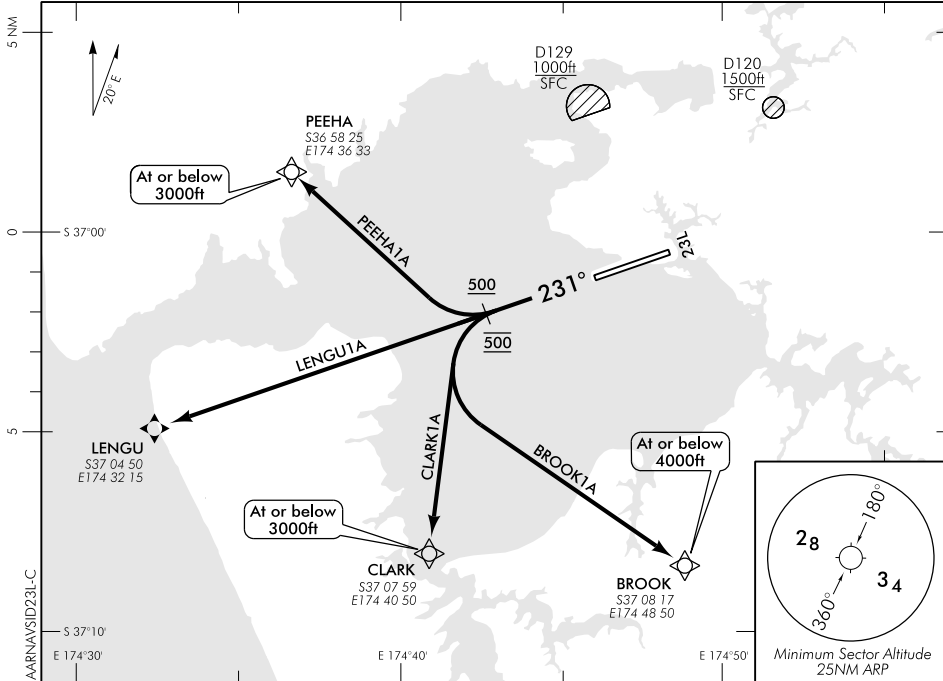
Effective: 29 JUL 10

AUCKLAND RNAV SID 23L

AUCKLAND CONTROL: 124.3 129.6

TOWER: 118.7 120.8

ATIS: 127.8 127.0



Changes from 11 FEB 10: INTL jets DEP text added.

ALL DEPARTURES

When airborne contact CONTROL 124.3 advising departure being flown

Minimum net climb gradient 3.3% (200ft/NM)

ATC requirement:

CAT B aircraft speed restriction MNM 150kt MAX 170kt

If unable to comply advise Ground or Delivery prior to start-up.

Note: International Jets will be issued with a LENGU1A departure

ATC Evaluated Climb Sector

Within 25NM in any direction except R358-R028 AA VOR 3-5 DME below 1500ft

PEEHA ONE ALFA DEPARTURE — RNAV (PEEHA1A)

MNM net climb gradient 5.9% (360ft/NM) to 3000ft
(to ensure controlled airspace containment)

- Maintain RWY CL to 500ft
- RIGHT turn at MNM 500ft after crossing the RWY end
- Track direct to PEEHA fly-by WPT
- Maintain 3000ft to PEEHA
- Intercept cleared route or as instructed by ATC

CLARK ONE ALFA DEPARTURE — RNAV (CLARK1A)

MNM net climb gradient 4.1% (250ft/NM) to 2000ft
(to ensure controlled airspace containment)

- Maintain RWY CL to 500ft
- Mandatory LEFT turn at 500ft
- Track direct to CLARK fly-by WPT
- Maintain 3000ft to CLARK
- Intercept cleared route or as instructed by ATC

LENGU ONE ALFA DEPARTURE — RNAV (LENGU1A)

MNM net climb gradient 4.1% (250ft/NM) to 2000ft
(to ensure controlled airspace containment)

- Track direct to LENGU fly-over WPT
- Intercept cleared route or as instructed by ATC

BROOK ONE ALFA DEPARTURE — RNAV (BROOK1A)

MNM net climb gradient 3.6% (220ft/NM) to 2000ft
(to ensure controlled airspace containment)

- Maintain RWY CL to 500ft
- Mandatory LEFT turn at 500ft
- Track direct to BROOK fly-by WPT
- Maintain 4000ft to BROOK
- Intercept cleared route or as instructed by ATC

OCEANIC TRANSITION

For flights that will cross the NZCC/NZZO FIR BDRY on any track from GULUT through north to IBESO - FL260 or above

- At completion of SID track direct to Oceanic boundary point by the most direct turn or as directed by radar
- Cleared level FL250
- Expect further clearance to filed level prior to 100 AA
- Cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable

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