

Date: Thursday 23 May 2024
Time: 4.00pm
Meeting Room: Waitākere Ranges Local Board Office
Venue: 39 Glenmall Place
Glen Eden

Waitākere Ranges Local Board

OPEN MINUTE ITEM ATTACHMENTS

ITEM	TABLE OF CONTENTS	PAGE
8.1	Deputation: Aircraft Noise Community Consultative Group (ANCCG) - update	
A.	23 May 2024, Waitākere Ranges Local Board Item 8.1 Deputation: Aircraft Noise Community Consultative Group (ANCCG) – update, Presentation	3
8.3	Deputation: Going West Trust - Shadbolt House project update	
A.	23 May 2024, Waitākere Ranges Local Board Item 8.3 Deputation: Going West Trust - Shadbolt House project update	17
9.1	Public Forum: BirdCare Aotearoa - Rashi Parker	
A.	23 May 2024, Waitākere Ranges Local Board Item 9.1 Public Forum: BirdCare Aotearoa - Rashi Parker, Presentation	25
19	Chair's Report - Greg Presland	
A.	23 May 2024, Waitākere Ranges Local Board Item 19 Chair's Report - Greg Presland, May 2024 Report	29



What is a Missed Approach Procedure (MAP)?

- standard, safe and well-practised manoeuvre
- involves an aircraft discontinuing its approach to the runway when landing
- the pilot will point the aircraft nose up, apply full take-off power to the engine(s), retract the landing gear and flaps and climb following the published MAP
- initiated by the pilot or an air traffic controller



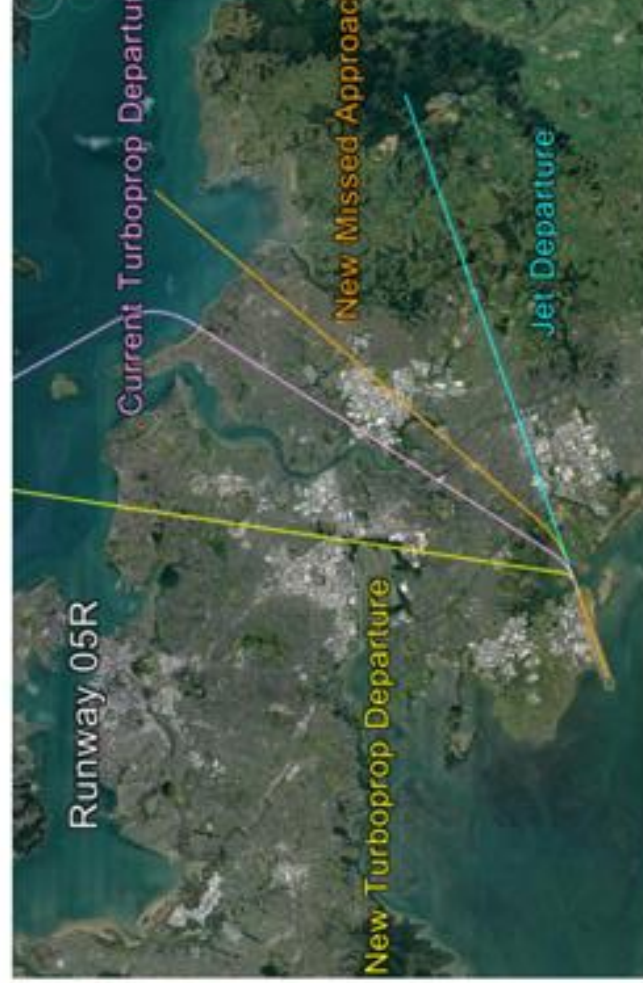
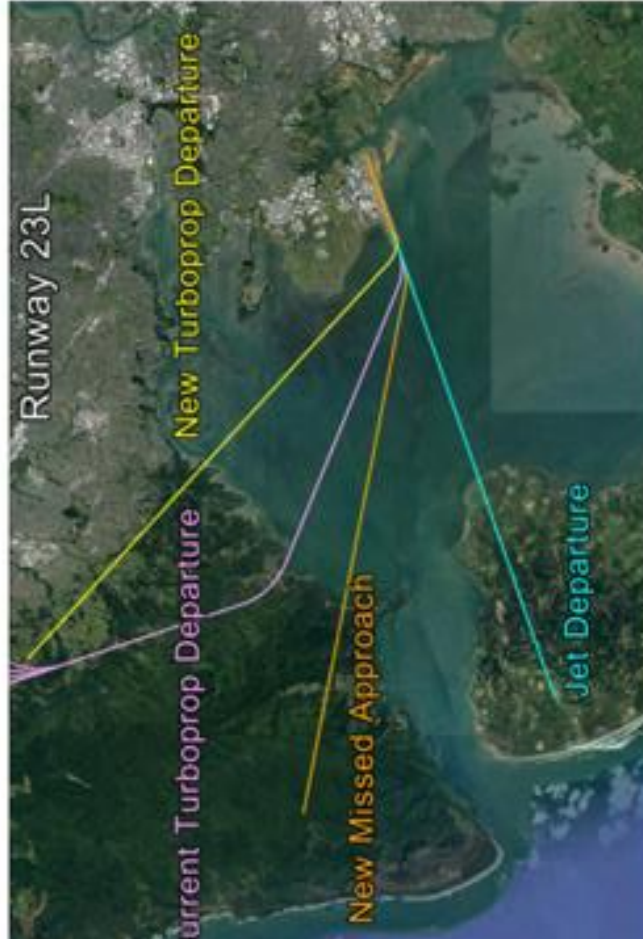
Auckland Airport Missed Approach Procedure



Why does this procedure need to change?

- because of the separation requirements that Air Traffic Control (ATC) are required to maintain between aircraft on the same flightpath.
- these requirements must be maintained in the event of an arriving aircraft has to carry out a MAP. In practice, this requires ATC to plan the gaps between all arriving and departing aircraft assuming that a missed approach will eventuate, even though realistically a MAP rarely occurs.
- if ATC only used the MAP without any other intervention, then significant gaps would need to be left between departing and arriving aircraft and airborne/ground delays would significantly increase.
- to overcome this issue ATC employ unpublished procedures to manoeuvre aircraft that are undertaking a MAP onto a different flightpath as soon as practicable after a missed approach has occurred.
- changes to the operational environment and enhancements in navigation technology have resulted in a reluctance from airlines to continue to use unpublished procedures.
- unpublished procedures create safety concerns for airlines, especially in the modern digital automated environment, because they are unplanned and unpredictable procedures that don't involve the same 'safety by design' rigor of published procedures.

Divergent Missed Approach Protection System (DMAPS)



Turboprop North Standard Instrument Departure ?

