AIR NEW ZEALAND

ATR72
Flight Guide

Combining the ATR72 Route Guide
with the relevant information from the NZAIP

This flip is authorised for use in Air New Zealand ATR72 aircraft only

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EFFECTIVE 24 FEB 22

NEXT EDITION 21 APR 22

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AIR NEW ZEALAND

CONTENTS

Auckland

Route Guide (1)		2 DEC 21
Route Guide (2)		2 DEC 21
Route Guide (3)		2 DEC 21
Route Guide (4)		2 DEC 21
Route Guide (5)		2 DEC 21
Route Guide (6)		2 DEC 21
Arrival/Departure (1) — All RWY	NZAA AD 2-31.1	31 DEC 20
Arrival/Departure (2) — All RWY	NZAA AD 2-31.2	31 DEC 20
Arrival/Departure (3) — All RWY	NZAA AD 2-31.3	31 DEC 20
Arrival/Departure (4) — All RWY	NZAA AD 2-31.4	31 DEC 20
Arrival/Departure (5) — All RWY	NZAA AD 2-31.5	31 DEC 20
Arrival/Departure (6) — All RWY	NZAA AD 2-31.6	24 FEB 22
Arrival/Departure (7) — All RWY	NZAA AD 2-31.7	31 DEC 20
Noise Abatement — All RWY	NZAA AD 2-31.8	31 DEC 20
Minimum Runway Occupancy	NZAA AD 2-31.9	31 DEC 20
Blank		
Minimum Runway Occupancy — RWY 05R Arrival	NZAA AD 2-31.10	31 DEC 20
Minimum Runway Occupancy — RWY 23L Arrival	NZAA AD 2-31.11	31 DEC 20
Arrival/Departure (8) — RWY 05R/23L	NZAA AD 2-31.12Y	22 APR 21
Arrival/Departure (9) — RWY 05R/23L	NZAA AD 2-31.13Y	22 APR 21
RNAV STAR RWY 05R (4)	NZAA AD 2-33.4	7 OCT 21
RNAV STAR RWY 05R (5)	NZAA AD 2-33.5	7 OCT 21
RNAV STAR RWY 05R (6)	NZAA AD 2-33.6	7 OCT 21
RNAV STAR RWY 05R (7)	NZAA AD 2-33.7	7 OCT 21
RNAV STAR RWY 23L (8)	NZAA AD 2-33.16	7 OCT 21
RNAV STAR RWY 23L (9)	NZAA AD 2-33.17	7 OCT 21
RNAV STAR RWY 23L (10)	NZAA AD 2-33.18	7 NOV 19
RNAV STAR RWY 23L (11)	NZAA AD 2-33.19	7 OCT 21
RNAV STAR RWY 23L (12)	NZAA AD 2-33.20	30 JAN 20
Blank		
Visual RNAV Arrival RWY 05R	NZAA AD 2-34.1	31 DEC 20
Visual RNAV Arrival RWY 23L	NZAA AD 2-34.2	31 DEC 20
ILS/DME or LOC/DME RWY 05R	NZAA AD 2-41.1	31 DEC 20
ILS/DME or LOC/DME RWY 23L	NZAA AD 2-41.2	31 DEC 20
VOR/DME RWY 05R	NZAA AD 2-43.1	31 DEC 20
VOR/DME RWY 23L	NZAA AD 2-43.2	7 OCT 21
RNAV (GNSS) Z RWY 05R	NZAA AD 2-45.1 MC	31 DEC 20
RNAV (GNSS) Z RWY 23L	NZAA AD 2-45.2 MC	31 DEC 20
RNAV (RNP) Y RWY 05R	NZAA AD 2-45.3	31 DEC 20
RNAV (RNP) Y RWY 23L	NZAA AD 2-45.4	31 DEC 20
RNAV (RNP) V RWY 23L	NZAA AD 2-45.7	31 DEC 20
RNAV (RNP) S RWY 23L	NZAA AD 2-45.9	31 DEC 20
Aerodrome — RWY 05R/23L Operations (1)	NZAA AD 2-51.1	31 DEC 20
Aerodrome — RWY 05R/23L Operations (2)	NZAA AD 2-51.2	31 DEC 20
Operational Data — RWY 05R/23L	NZAA AD 2-52.1	31 DEC 20
Bank		
Ground Movements — RWY 05R/23L Operations	NZAA AD 2-53.1	2 DEC 21
Blank		
International Apron — RWY 05R/23L	NZAA AD 2-53.2	2 DEC 21
Domestic Apron — RWY 05R/23L	NZAA AD 2-53.3	7 OCT 21
Ground Movements (1) — All RWY	NZAA AD 2-53.4	31 DEC 20
Ground Movements (2) — All RWY	NZAA AD 2-53.5	31 DEC 20
Ground Movements (3) — All RWY	NZAA AD 2-53.6	7 OCT 21
Ground Movements (4) — All RWY	NZAA AD 2-53.7	7 OCT 21
Ground Movements (7) — Low Visibility Taxi Routes	NZAA AD 2-53.10	31 DEC 20
Blank		

CONTENTS

Auckland (cont)

Ground Movements (8) — RWY 23L Arrivals	NZAA AD 2-53.11	31 DEC 20
Ground Movements (9) — RWY 23L Departures	NZAA AD 2-53.12	31 DEC 20
Standard Route Clearances	NZAA AD 2-61.1	31 DEC 20
Blank		
RNAV SID RWY 05R (1)	NZAA AD 2-62.1	24 FEB 22
RNAV SID RWY 05R (2)	NZAA AD 2-62.2	24 FEB 22
RNAV SID RWY 05R (3)	NZAA AD 2-62.3	24 FEB 22
RNAV SID RWY 05R (4)	NZAA AD 2-62.4	24 FEB 22
RNAV SID RWY 05R (5)	NZAA AD 2-62.5	24 FEB 22
RNAV SID RWY 23L (1)	NZAA AD 2-62.11	24 FEB 22
RNAV SID RWY 23L (3)	NZAA AD 2-62.13	24 FEB 22
RNAV SID RWY 23L (4)	NZAA AD 2-62.14	24 FEB 22
RNAV SID RWY 23L (9)	NZAA AD 2-62.19	24 FEB 22
RNAV SID RWY 23L (10)	NZAA AD 2-62.20	24 FEB 22
RADAR SID RWY 05R/23L	NZAA AD 2-62.21	24 FEB 22
Blank		
ILS/DME W or LOC/DME W RWY 23L	NZAA AD 2-70.1Y	31 DEC 20
LOC/DME W RWY 05R	NZAA AD 2-70.2Y	31 DEC 20
VOR/DME W RWY 05R	NZAA AD 2-70.3Y	31 DEC 20
VOR/DME W RWY 23L	NZAA AD 2-70.4Y	7 OCT 21
RNAV (GNSS) W RWY 23L	NZAA AD 2-70.5Y	31 DEC 20
Blank		
Aerodrome — RWY 05R/23L — WIP West	NZAA AD 2-70.10Y	22 APR 21
Operational Data — RWY 05R/23L — WIP West	NZAA AD 2-70.11Y	31 DEC 20
Ground Movements — RWY 05R/23L — WIP West	NZAA AD 2-70.14Y	2 DEC 21
Blank		
ILS/DME E or LOC/DME E RWY 05R	NZAA AD 2-70.21Y	31 DEC 20
LOC/DME E RWY 23L	NZAA AD 2-70.22Y	31 DEC 20
VOR/DME E RWY 05R	NZAA AD 2-70.23Y	31 DEC 20
VOR/DME E RWY 23L	NZAA AD 2-70.24Y	31 DEC 20
RNAV (GNSS) E RWY 05R	NZAA AD 2-70.25Y	31 DEC 20
Blank		
Aerodrome — RWY 05R/23L — WIP East	NZAA AD 2-70.30Y	22 APR 21
Operational Data — RWY 05R/23L — WIP East	NZAA AD 2-70.31Y	31 DEC 20
Ground Movements — RWY 05R/23L — WIP East	NZAA AD 2-70.34Y	2 DEC 21
Blank		

Christchurch

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Route Guide (4)		24 FEB 22
Route Guide (5)		24 FEB 22
Route Guide (6)		24 FEB 22
Arrival/Departure (1)	NZCH AD 2-31.1	26 MAR 20
Arrival/Departure (2)	NZCH AD 2-31.2	26 MAR 20
Arrival/Departure (3)	NZCH AD 2-31.3	10 SEP 20
Blank		
Arrival/Departure (4) — RWY 02/20	NZCH AD 2-31.4Y	18 JUL 19
Arrival/Departure (5) — RWY 02/20	NZCH AD 2-31.5Y	18 JUL 19
Arrival/Departure (6) — RWY 02/20	NZCH AD 2-31.6Y	18 JUL 19
Blank		
RNAV STAR RWY 02 (1)	NZCH AD 2-33.1	16 JUL 20
RNAV STAR RWY 02 (3)	NZCH AD 2-33.3	16 JUL 20

CONTENTS

Christchurch (cont)

RNAV STAR RWY 02 (4)	NZCH AD 2-33.4	16 JUL 20
RNAV STAR RWY 02 (5)	NZCH AD 2-33.5	16 JUL 20
RNAV STAR RWY 02 (6)	NZCH AD 2-33.6	23 MAY 19
RNAV STAR RWY 02 (7)	NZCH AD 2-33.7	26 MAR 20
RNAV STAR RWY 02 (8)	NZCH AD 2-33.8	26 MAR 20
RNAV STAR RWY 20 (1)	NZCH AD 2-33.9	16 JUL 20
RNAV STAR RWY 20 (3)	NZCH AD 2-33.11	16 JUL 20
RNAV STAR RWY 20 (5)	NZCH AD 2-33.13	16 JUL 20
RNAV STAR RWY 20 (6)	NZCH AD 2-33.14	26 MAR 20
RNAV STAR RWY 20 (7)	NZCH AD 2-33.15	1 FEB 18
RNAV STAR RWY 20 (8)	NZCH AD 2-33.16	26 MAR 20
Blank		
RNAV STAR RWY 11 (1)	NZCH AD 2-33.17	25 FEB 21
RNAV STAR RWY 11 (2)	NZCH AD 2-33.18	31 JAN 19
RNAV STAR RWY 11 (3)	NZCH AD 2-33.19	30 JAN 20
Blank		
RNAV STAR RWY 29 (1)	NZCH AD 2-33.21	16 JUL 20
RNAV STAR RWY 29 (3)	NZCH AD 2-33.23	16 JUL 20
RNAV STAR RWY 29 (4)	NZCH AD 2-33.24	30 JAN 20
RNAV STAR RWY 29 (5)	NZCH AD 2-33.25	26 MAR 20
Visual Arrivals RWY 02	NZCH AD 2-34.1	2 DEC 21
Visual Arrivals RWY 20	NZCH AD 2-34.2	24 FEB 22
ILS/DME or LOC/DME RWY 02	NZCH AD 2-41.1	25 FEB 21
ILS/DME or LOC/DME RWY 20	NZCH AD 2-41.2	10 SEP 20
VOR/DME RWY 02	NZCH AD 2-43.1	10 SEP 20
VOR/DME RWY 20	NZCH AD 2-43.2	10 SEP 20
RNAV (GNSS) Z RWY 02	NZCH AD 2-45.1	24 FEB 22
RNAV (GNSS) Z RWY 20	NZCH AD 2-45.2	24 FEB 22
RNAV (RNP) V RWY 02	NZCH AD 2-45.9	26 MAR 20
RNAV (RNP) Y RWY 02	NZCH AD 2-45.3	26 MAR 20
RNAV (RNP) Y RWY 20	NZCH AD 2-45.4	26 MAR 20
Blank	NZCH AD 2-45.5	30 JAN 20
RNAV (RNP) X RWY 20	NZCH AD 2-45.6	26 MAR 20
RNAV (RNP) W RWY 02	NZCH AD 2-45.7	26 MAR 20
RNAV (RNP) W RWY 20	NZCH AD 2-45.8	26 MAR 20
RNAV (GNSS) RWY 11	NZCH AD 2-45.10	10 SEP 20
RNAV (RNP) Y RWY 29	NZCH AD 2-45.11	26 MAR 20
Blank	NZCH AD 2-45.12	26 MAR 20
RNAV (RNP) W RWY 29	NZCH AD 2-45.13	26 MAR 20
Aerodrome (1)	NZCH AD 2-51.1	10 SEP 20
Aerodrome (2)	NZCH AD 2-51.2	12 SEP 19
Operational Data	NZCH AD 2-52.1	9 NOV 17
Blank		
Ground Movements (1)	NZCH AD 2-53.1	2 DEC 21
Ground Movements (2)	NZCH AD 2-53.2	10 SEP 20
Ground Movements (6)	NZCH AD 2-53.6	2 DEC 21
Ground Movements (7) — RWY 02	NZCH AD 2-53.7	7 OCT 21
Ground Movements (8) — RWY 20	NZCH AD 2-53.8	7 OCT 21
Blank		
Standard Route Clearances (1)	NZCH AD 2-61.1	7 NOV 19
Standard Route Clearances (2)	NZCH AD 2-61.2	17 JUN 21
RNAV SID RWY 02 (1)	NZCH AD 2-62.2	21 MAY 20
RNAV SID RWY 02 (2)	NZCH AD 2-62.3	26 MAR 20
RNAV SID RWY 02 (3)	NZCH AD 2-62.4	26 MAR 20
RNAV SID RWY 20 (1)	NZCH AD 2-62.5	26 MAR 20

CONTENTS

Christchurch (cont)

RNAV SID RWY 20 (2)	NZCH AD 2-62.6	26 MAR 20
RNAV SID RWY 20 (3)	NZCH AD 2-62.7	26 MAR 20
RNAV SID RWY 11	NZCH AD 2-62.8	10 SEP 20
RNAV SID RWY 29 (1)	NZCH AD 2-62.9	26 MAR 20
RNAV SID RWY 29 (2)	NZCH AD 2-62.10	26 MAR 20
RNAV SID RWY 29 (3)	NZCH AD 2-62.11	26 MAR 20
RADAR SID RWY 02, 20, 29	NZCH AD 2-62.12	26 MAR 20
Blank		
ILS/DME N or LOC/DME N RWY 02	NZCH AD 2-70.1Y	25 FEB 21
VOR/DME N RWY 02	NZCH AD 2-70.2Y	10 SEP 20
RNAV (GNSS) N RWY 02	NZCH AD 2-70.3Y	24 FEB 22
Blank		
Aerodrome (1) — RWY 02 — WIP North	NZCH AD 2-70.10Y	22 APR 21
Aerodrome (2) — RWY 02 — WIP North	NZCH AD 2-70.11Y	8 NOV 18
Operational Data — RWY 02 — WIP North	NZCH AD 2.70.12Y	14 SEP 17
Ground Movements — RWY 02 — WIP North	NZCH AD 2-70.14Y	7 OCT 21
LOC/DME S RWY 02	NZCH AD 2-70.21Y	25 FEB 21
ILS/DME S or LOC/DME S RWY 20	NZCH AD 2-70.22Y	10 SEP 20
VOR/DME S RWY 02	NZCH AD 2-70.23Y	10 SEP 20
VOR/DME S RWY 20	NZCH AD 2-70.24Y	10 SEP 20
RNAV (GNSS) S RWY 20	NZCH AD 2-70.25Y	24 FEB 22
Blank		
Aerodrome (1) — RWY 02/20 — WIP South	NZCH AD 2-70.30Y	22 APR 21
Aerodrome (2) — RWY 02/20 — WIP South	NZCH AD 2-70.31Y	8 NOV 18
Operational Data — RWY 02/20 — WIP South	NZCH AD 2.70.32Y	14 SEP 17
Ground Movements — RWY 02/20 — WIP South	NZCH AD 2-70.34Y	7 OCT 21

Dunedin

Route Guide (1)		25 FEB 21
Route Guide (2)		25 FEB 21
Route Guide (3)		25 FEB 21
Route Guide (4)		25 FEB 21
Route Guide (5)		25 FEB 21
Blank		
Arrival/Departure	NZDN AD 2-31.1	17 JUN 21
VOR/DME MRA Sectors (VORSEC)	NZDN AD 2-32.1	12 SEP 19
RNAV (GNSS) STAR RWY 03 (1)	NZDN AD 2-33.1	12 SEP 19
RNAV (GNSS) STAR RWY 03 (2)	NZDN AD 2-33.2	12 SEP 19
RNAV (GNSS) STAR RWY 03 (3)	NZDN AD 2-33.3	12 SEP 19
Blank		
RNAV (GNSS) STAR RWY 21 (1)	NZDN AD 2-33.4	12 SEP 19
RNAV (GNSS) STAR RWY 21 (2)	NZDN AD 2-33.5	12 SEP 19
RNAV (GNSS) STAR RWY 21 (3)	NZDN AD 2-33.6	12 SEP 19
RNAV (GNSS) STAR RWY 21 (4)	NZDN AD 2-33.7	12 SEP 19
ILS/DME or LOC/DME RWY 03	NZDN AD 2-41.1	5 NOV 20
ILS/DME or LOC/DME RWY 21	NZDN AD 2-41.2	5 NOV 20
RNAV (GNSS) RWY 03	NZDN AD 2-45.1	12 SEP 19
RNAV (GNSS) RWY 21	NZDN AD 2-45.2 MC	12 SEP 19
Aerodrome	NZDN AD 2-51.1	5 NOV 20
Operational Data (1)	NZDN AD 2-52.1	30 JAN 20
Operational Data (2)	NZDN AD 2-52.2	15 NOV 12
Ground Movements	NZDN AD 2-53.1	19 JUL 18
Standard Route Clearances	NZDN AD 2-61.1	10 NOV 16
Blank		

CONTENTS

Dunedin (cont)

SID RWY 03	NZDN AD 2-62.1	17 JUN 21
SID RWY 21	NZDN AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 03 (1)	NZDN AD 2-62.3	12 SEP 19
RNAV (GNSS) SID RWY 03 (2)	NZDN AD 2-62.4	12 SEP 19
RNAV (GNSS) SID RWY 21 (1)	NZDN AD 2-62.5	16 JUL 20
RNAV (GNSS) SID RWY 21 (2)	NZDN AD 2-62.6	12 SEP 19
RNAV (GNSS) SID RWY 21 (3)	NZDN AD 2-62.7	12 SEP 19
Blank		

Gisborne

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Blank		
VOR/DME MRA Sectors (VORSEC)	NZGS AD 2-32.1	17 JUN 21
STAR RWY 14/32	NZGS AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 14	NZGS AD 2-33.2	17 JUN 21
RNAV (GNSS) STAR RWY 32	NZGS AD 2-33.3	17 JUN 21
VOR/DME RWY 14	NZGS AD 2-43.1	30 JAN 20
Blank		
VOR/DME RWY 32	NZGS AD 2-43.2	30 JAN 20
VOR RWY 32	NZGS AD 2-43.3	30 JAN 20
RNAV (GNSS) RWY 14	NZGS AD 2-45.1	30 JAN 20
RNAV (GNSS) RWY 32	NZGS AD 2-45.2	30 JAN 20
Aerodrome (1)	NZGS AD 2-51.1	16 JUL 20
Aerodrome (2)	NZGS AD 2-51.2	26 MAR 20
Operational Data (1)	NZGS AD 2-52.1	16 JUL 20
Operational Data (2)	NZGS AD 2-52.2	7 OCT 21
Ground Movements (1)	NZGS AD 2-53.1	7 OCT 21
Ground Movements (2)	NZGS AD 2-53.2	7 OCT 21
Standard Route Clearances	NZGS AD 2-61.1	31 DEC 20
Blank		
SID RWY 14	NZGS AD 2-62.1	7 OCT 21
SID RWY 32	NZGS AD 2-62.2	7 OCT 21
RNAV (GNSS) SID RWY 14	NZGS AD 2-62.3	7 OCT 21
RNAV (GNSS) SID RWY 32	NZGS AD 2-62.4	7 OCT 21

Hamilton

Route Guide (1)		30 JAN 20
Route Guide (2)		30 JAN 20
Route Guide (3)		30 JAN 20
Blank		
VOR/DME MRA Sectors (VORSEC)	NZHN AD 2-32.1	30 MAR 17
Blank		
RNAV (GNSS) STAR RWY 18L (1)	NZHN AD 2-33.1	18 JUL 19
RNAV (GNSS) STAR RWY 18L (2)	NZHN AD 2-33.2	18 JUL 19
RNAV (GNSS) STAR RWY 18L (3)	NZHN AD 2-33.3	18 JUL 19
RNAV (GNSS) STAR RWY 18L (4)	NZHN AD 2-33.4	18 JUL 19
RNAV (GNSS) STAR RWY 18L (5)	NZHN AD 2-33.5	18 JUL 19
Blank		
RNAV (GNSS) STAR RWY 36R (1)	NZHN AD 2-33.6	18 JUL 19
RNAV (GNSS) STAR RWY 36R (2)	NZHN AD 2-33.7	18 JUL 19
RNAV (GNSS) STAR RWY 36R (3)	NZHN AD 2-33.8	18 JUL 19
RNAV (GNSS) STAR RWY 36R (4)	NZHN AD 2-33.9	18 JUL 19

CONTENTS

Hamilton (cont)

VOR/DME RWY 18L CAT A,B	NZHN AD 2-43.1	18 JUL 19
VOR/DME RWY 18L CAT C,D	NZHN AD 2-43.2	18 JUL 19
VOR RWY 18L	NZHN AD 2-43.3	18 JUL 19
Blank		
VOR/DME RWY 36R CAT A,B	NZHN AD 2-43.4	12 SEP 19
VOR/DME RWY 36R CAT C,D	NZHN AD 2-43.5	12 SEP 19
RNAV (GNSS) Z RWY 18L	NZHN AD 2-45.1	18 JUL 19
RNAV (GNSS) Z RWY 36R	NZHN AD 2-45.2	18 JUL 19
Aerodrome (1)	NZHN AD 2-51.1	24 FEB 22
Aerodrome (2)	NZHN AD 2-51.2	5 NOV 20
Operational Data (1)	NZHN AD 2-52.1	17 JUN 21
Operational Data (2)	NZHN AD 2-52.2	2 DEC 21
Ground Movements (1)	NZHN AD 2-53.1	25 FEB 21
Ground Movements (2)	NZHN AD 2-53.2	25 FEB 21
Standard Route Clearances	NZHN AD 2-61.1	31 DEC 20
Blank		
Departure	NZHN AD 2-62.1	17 JUN 21
SID RWY 18L/36R	NZHN AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 18L (1)	NZHN AD 2-62.3	16 JUL 20
RNAV (GNSS) SID RWY 18L (2)	NZHN AD 2-62.4	18 JUL 19
RNAV (GNSS) SID RWY 18L (3)	NZHN AD 2-62.5	18 JUL 19
RNAV (GNSS) SID RWY 18L (4)	NZHN AD 2-62.6	18 JUL 19
RNAV (GNSS) SID RWY 18L (5)	NZHN AD 2-62.7	16 JUL 20
RNAV (GNSS) SID RWY 18L (6)	NZHN AD 2-62.8	16 JUL 20
RNAV (GNSS) SID RWY 36R (1)	NZHN AD 2-62.9	18 JUL 19
RNAV (GNSS) SID RWY 36R (2)	NZHN AD 2-62.10	18 JUL 19
RNAV (GNSS) SID RWY 36R (3)	NZHN AD 2-62.11	18 JUL 19
RNAV (GNSS) SID RWY 36R (4)	NZHN AD 2-62.12	18 JUL 19
RNAV (GNSS) SID RWY 36R (5)	NZHN AD 2-62.13	18 JUL 19
RNAV (GNSS) SID RWY 36R (6)	NZHN AD 2-62.14	18 JUL 19
RNAV (GNSS) SID RWY 36R (7)	NZHN AD 2-62.15	18 JUL 19
Blank		

Hokitika

Route Guide (1)		17 JUN 21
Route Guide (2)		17 JUN 21
Route Guide (3)		17 JUN 21
Route Guide (4)		17 JUN 21
Route Guide (5)		17 JUN 21
Route Guide (6)		17 JUN 21
RNAV (GNSS) STAR RWY 03	NZHK AD 2-33.1	9 NOV 17
RNAV (GNSS) STAR RWY 21	NZHK AD 2-33.2	9 NOV 17
NDB/DME RWY 03	NZHK AD 2-44.1	25 FEB 21
NDB/DME RWY 21	NZHK AD 2-44.2	25 FEB 21
NDB A	NZHK AD 2-44.3	25 FEB 21
Blank		
RNAV (GNSS) RWY 03	NZHK AD 2-45.1	25 FEB 21
RNAV (GNSS) RWY 21	NZHK AD 2-45.2	25 FEB 21
Aerodrome	NZHK AD 2-51.1	25 FEB 21
Operational Data (1)	NZHK AD 2-52.1	24 FEB 22
Operational Data (2)	NZHK AD 2-52.2	24 FEB 22
Blank		
SID RWY 03,12,21,30	NZHK AD 2-62.1	12 AUG 21
Blank		

CONTENTS

Invercargill

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Blank		
Arrival/Departure	NZNV AD 2-31.1	7 OCT 21
Blank		
VOR/DME MRA Sectors (VORSEC)	NZNV AD 2-32.1	17 JUN 21
STAR RWY 04/22	NZNV AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 04	NZNV AD 2-33.2	17 JUN 21
RNAV (GNSS) STAR RWY 22	NZNV AD 2-33.3	17 JUN 21
VOR/DME RWY 04	NZNV AD 2-43.1	22 APR 21
VOR RWY 04	NZNV AD 2-43.2	22 APR 21
VOR/DME RWY 22	NZNV AD 2-43.3	22 APR 21
VOR RWY 22	NZNV AD 2-43.4	10 SEP 20
RNAV (GNSS) RWY 04	NZNV AD 2-45.1	22 APR 21
RNAV (GNSS) RWY 22	NZNV AD 2-45.2	22 APR 21
Aerodrome (1)	NZNV AD 2-51.1	10 SEP 20
Aerodrome (2)	NZNV AD 2-51.2	12 AUG 21
Operational Data (1)	NZNV AD 2-52.1	10 SEP 20
Operational Data (2)	NZNV AD 2-52.2	25 FEB 21
Ground Movements	NZNV AD 2-53.1	18 JUL 19
Blank		
RNAV (GNSS) SID RWY 04	NZNV AD 2-62.1	7 NOV 19
RNAV (GNSS) SID RWY 22	NZNV AD 2-62.2	26 MAR 20

Kerikeri/Bay of Islands

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Route Guide (4)		24 FEB 22
NDB/DME RWY 15	NZKK AD 2-44.1	20 JUL 17
NDB RWY 15	NZKK AD 2-44.2	20 JUL 17
NDB/DME or NDB RWY 15	NZKK AD 2-44.3	20 JUL 17
NDB/DME RWY 33	NZKK AD 2-44.4	20 JUL 17
NDB RWY 33	NZKK AD 2-44.5	20 JUL 17
NDB/DME or NDB RWY 33	NZKK AD 2-44.6	20 JUL 17
RNAV (GNSS) RWY 15	NZKK AD 2-45.1	20 JUL 17
RNAV (GNSS) RWY 33	NZKK AD 2-45.2	20 JUL 17
Aerodrome (1)	NZKK AD 2-51.1	22 APR 21
Aerodrome (2)	NZKK AD 2-51.2	18 JUL 19
Operational Data (1)	NZKK AD 2-52.1	17 JUN 21
Operational Data (2)	NZKK AD 2-52.2	17 JUN 21
Ground Movements	NZKK AD 2-53.1	12 AUG 21
Standard Route Clearances	NZKK AD 2-61.1	10 NOV 16
SID RWY 15	NZKK AD 2-62.1	17 JUN 21
SID RWY 33	NZKK AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 15/33	NZKK AD 2-62.3	17 JUN 21
Blank		

Manapouri

Route Guide (1)		30 JAN 20
Route Guide (2)		30 JAN 20
Route Guide (3)		30 JAN 20
Blank		

CONTENTS

Manapouri (cont)

Arrival/Departure	NZMO AD 2-31.1	8 NOV 18
RNAV (GNSS) Arrival RWY 26	NZMO AD 2-33.1	30 JAN 20
RNAV (GNSS) RWY 26	NZMO AD 2-45.1	8 NOV 18
Blank		
Aerodrome	NZMO AD 2-51.1	30 JAN 20
Operational Data	NZMO AD 2-52.1	30 JAN 20
RNAV (GNSS) SID	NZMO AD 2-62.1	10 SEP 20
Blank		

Napier

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Route Guide (4)		24 FEB 22
Arrival/Departure	NZNR AD 2-31.1	25 FEB 21
VOR/DME MRA Sectors (VORSEC)	NZNR AD 2-32.1	17 JUN 21
STAR RWY 16/34	NZNR AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 16	NZNR AD 2-33.2	17 JUN 21
RNAV (GNSS) STAR RWY 34	NZNR AD 2-33.3	17 JUN 21
Blank		
VOR/DME Y RWY 16 CAT A,B	NZNR AD 2-43.1	24 FEB 22
VOR/DME Z RWY 16 CAT C	NZNR AD 2-43.2	24 FEB 22
VOR/DME RWY 34	NZNR AD 2-43.3	24 FEB 22
VOR RWY 34	NZNR AD 2-43.4	24 FEB 22
RNAV (GNSS) RWY 16	NZNR AD 2-45.1	25 FEB 21
RNAV (GNSS) RWY 34	NZNR AD 2-45.2	25 FEB 21
Aerodrome (1)	NZNR AD 2-51.1	24 FEB 22
Aerodrome (2)	NZNR AD 2-51.2	24 FEB 22
Operational Data (1)	NZNR AD 2-52.1	24 FEB 22
Operational Data (2)	NZNR AD 2-52.2	5 NOV 20
Ground Movements	NZNR AD 2-53.1	22 APR 21
Blank		
Standard Route Clearances	NZNR AD 2-61.1	31 DEC 20
Blank		
SID RWY 16	NZNR AD 2-62.1	7 OCT 21
SID RWY 34	NZNR AD 2-62.2	7 OCT 21
RNAV (GNSS) SID RWY 16	NZNR AD 2-62.3	25 FEB 21
RNAV (GNSS) SID RWY 34	NZNR AD 2-62.4	25 FEB 21

Nelson

Route Guide (1)		25 FEB 21
Route Guide (2)		25 FEB 21
Route Guide (3)		25 FEB 21
Route Guide (4)		25 FEB 21
Route Guide (5)		25 FEB 21
Blank		
Arrival/Departure	NZNS AD 2-31.1	5 NOV 20
VOR/DME MRA Sectors (VORSEC)	NZNS AD 2-32.1	10 NOV 16
RNAV (GNSS) STAR RWY 02 (1)	NZNS AD 2-33.1	23 MAY 19
RNAV (GNSS) STAR RWY 02 (2)	NZNS AD 2-33.2	12 SEP 19
RNAV (GNSS) STAR RWY 02 (3)	NZNS AD 2-33.3	12 SEP 19
Blank		
RNAV (GNSS) STAR RWY 20 (1)	NZNS AD 2-33.4	8 NOV 18
RNAV (GNSS) STAR RWY 20 (2)	NZNS AD 2-33.5	8 NOV 18

CONTENTS

Nelson (cont)

VOR/DME C	NZNS AD 2-43.1	24 FEB 22
VOR/DME A	NZNS AD 2-43.2	24 FEB 22
RNAV (GNSS) Z RWY 02	NZNS AD 2-45.1	24 FEB 22
RNAV (GNSS) Y RWY 02	NZNS AD 2-45.2	24 FEB 22
RNAV (GNSS) B	NZNS AD 2-45.3	24 FEB 22
Blank		
Aerodrome (1)	NZNS AD 2-51.1	25 FEB 21
Aerodrome (2)	NZNS AD 2-51.2	25 FEB 21
Operational Data (1)	NZNS AD 2-52.1	23 MAY 19
Operational Data (2)	NZNS AD 2-52.2	31 JAN 19
Ground Movements (1)	NZNS AD 2-53.1	25 FEB 21
Ground Movements (2)	NZNS AD 2-53.2	25 FEB 21
Standard Route Clearances	NZNS AD 2-61.1	12 SEP 19
Blank		
SID RWY 02	NZNS AD 2-62.1	17 JUN 21
SID RWY 20	NZNS AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 02 (1)	NZNS AD 2-62.3	23 MAY 19
RNAV (GNSS) SID RWY 02 (2)	NZNS AD 2-62.4	23 MAY 19
RNAV (GNSS) SID RWY 02 (3)	NZNS AD 2-62.5	23 MAY 19
Blank		
RNAV (GNSS) SID RWY 20 (1)	NZNS AD 2-62.6	8 NOV 18
RNAV (GNSS) SID RWY 20 (2)	NZNS AD 2-62.7	23 MAY 19
RNAV (GNSS) SID RWY 20 (3)	NZNS AD 2-62.8	23 MAY 19
RNAV (GNSS) SID RWY 20 (4)	NZNS AD 2-62.9	31 JAN 19
RNAV (GNSS) SID RWY 20 (5)	NZNS AD 2-62.10	23 MAY 19
Blank		

New Plymouth

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Blank		
VOR/DME MRA Sectors (VORSEC)	NZNP AD 2-32.1	17 JUN 21
STAR RWY 23	NZNP AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 05 (1)	NZNP AD 2-33.2	17 JUN 21
RNAV (GNSS) STAR RWY 05 (2)	NZNP AD 2-33.3	17 JUN 21
RNAV (GNSS) STAR RWY 23 (1)	NZNP AD 2-33.4	17 JUN 21
RNAV (GNSS) STAR RWY 23 (2)	NZNP AD 2-33.5	17 JUN 21
RNAV (GNSS) STAR RWY 23 (3)	NZNP AD 2-33.6	17 JUN 21
Blank		
VOR/DME RWY 05	NZNP AD 2-43.1	22 APR 21
VOR RWY 05	NZNP AD 2-43.2	22 APR 21
VOR/DME RWY 23	NZNP AD 2-43.3	12 AUG 21
VOR RWY 23	NZNP AD 2-43.4	22 APR 21
RNAV (GNSS) RWY 05	NZNP AD 2-45.1	22 APR 21
RNAV (GNSS) RWY 23	NZNP AD 2-45.2	22 APR 21
Aerodrome (1)	NZNP AD 2-51.1	2 DEC 21
Aerodrome (2)	NZNP AD 2-51.2	2 DEC 21
Operational Data (1)	NZNP AD 2-52.1	25 FEB 21
Operational Data (2)	NZNP AD 2-52.2	25 FEB 21
Ground Movements	NZNP AD 2-53.1	25 FEB 21
Blank		
Standard Route Clearances	NZNP AD 2-61.1	18 JUL 19
Blank		

CONTENTS

New Plymouth (cont)

SID RWY 05/14/23/32	NZNP AD 2-62.1	17 JUN 21
SID RWY 23	NZNP AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 05 (1)	NZNP AD 2-62.3	23 MAY 19
RNAV (GNSS) SID RWY 05 (2)	NZNP AD 2-62.4	17 JUN 21
RNAV (GNSS) SID RWY 05 (3)	NZNP AD 2-62.5	17 JUN 21
Blank		
RNAV (GNSS) SID RWY 23 (1)	NZNP AD 2-62.6	16 JUL 20
RNAV (GNSS) SID RWY 23 (2)	NZNP AD 2-62.7	17 JUN 21
RNAV (GNSS) SID RWY 23 (3)	NZNP AD 2-62.8	17 JUN 21
RNAV (GNSS) SID RWY 23 (4)	NZNP AD 2-62.9	17 JUN 21
RNAV (GNSS) SID RWY 23 (5)	NZNP AD 2-62.10	17 JUN 21
Blank		

Ohakea

ILS/DME or LOC/DME RWY 09	NZOH AD 2-41.1	21 MAY 20
ILS/DME or LOC/DME RWY 27	NZOH AD 2-41.2	25 FEB 21
Aerodrome (1)	NZOH AD 2-51.1	7 OCT 21
Aerodrome (2)	NZOH AD 2-51.2	25 FEB 21

Palmerston North

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Route Guide (4)		24 FEB 22
Route Guide (5)		24 FEB 22
Route Guide (6)		24 FEB 22
Arrival	NZPM AD 2-31.1	24 MAY 18
Blank		
RNAV (GNSS) STAR RWY 07 (1)	NZPM AD 2-33.1	2 DEC 21
RNAV (GNSS) STAR RWY 07 (2)	NZPM AD 2-33.2	2 DEC 21
RNAV (GNSS) STAR RWY 07 (3)	NZPM AD 2-33.3	2 DEC 21
Blank		
RNAV (GNSS) STAR RWY 25 (1)	NZPM AD 2-33.4	2 DEC 21
RNAV (GNSS) STAR RWY 25 (2)	NZPM AD 2-33.5	2 DEC 21
RNAV (GNSS) STAR RWY 25 (3)	NZPM AD 2-33.6	2 DEC 21
RNAV (GNSS) STAR RWY 25 (4)	NZPM AD 2-33.7	2 DEC 21
RNAV (GNSS) STAR RWY 25 (5)	NZPM AD 2-33.8	12 SEP 19
RNAV (GNSS) STAR RWY 25 (6)	NZPM AD 2-33.9	2 DEC 21
Visual Arrivals RWY 07	NZPM AD 2-34.1	2 FEB 17
Visual Arrivals RWY 25	NZPM AD 2-34.2	2 FEB 17
VOR/DME RWY 07	NZPM AD 2-43.1	10 SEP 20
VOR/DME RWY 25	NZPM AD 2-43.2	10 SEP 20
VOR RWY 07	NZPM AD 2-43.3	24 FEB 22
Blank		
RNAV (GNSS) RWY 07	NZPM AD 2-45.1	5 NOV 20
RNAV (GNSS) RWY 25	NZPM AD 2-45.2 MC	5 NOV 20
RNAV (RNP) X RWY 25	NZPM AD 2-45.3	5 NOV 20
Blank		
Aerodrome (1)	NZPM AD 2-51.1	2 DEC 21
Aerodrome (2)	NZPM AD 2-51.2	25 FEB 21
Operational Data (1)	NZPM AD 2-52.1	24 FEB 22
Operational Data (2)	NZPM AD 2-52.2	25 FEB 21
Ground Movements (1)	NZPM AD 2-53.1	2 DEC 21
Ground Movements (2)	NZPM AD 2-53.2	2 DEC 21

CONTENTS

Palmerston North (cont)

Standard Route Clearances	NZPM AD 2-61.1	7 NOV 19
Blank		
Departure	NZPM AD 2-62.1	18 JUL 19
SID RWY 07 (1)	NZPM AD 2-62.2	16 JUL 20
SID RWY 07 (2)	NZPM AD 2-62.3	16 JUL 20
SID RWY 25	NZPM AD 2-62.4	16 JUL 20
RNAV (GNSS) SID RWY 07 (1)	NZPM AD 2-62.5	21 MAY 20
RNAV (GNSS) SID RWY 07 (2)	NZPM AD 2-62.6	5 NOV 20
RNAV (GNSS) SID RWY 07 (3)	NZPM AD 2-62.7	5 NOV 20
RNAV (GNSS) SID RWY 07 (4)	NZPM AD 2-62.8	5 NOV 20
RNAV (GNSS) SID RWY 07 (5)	NZPM AD 2-62.9	5 NOV 20
RNAV (GNSS) SID RWY 07 (6)	NZPM AD 2-62.10	23 MAY 19
RNAV (GNSS) SID RWY 07 (7)	NZPM AD 2-62.11	23 MAY 19
Blank		
RNAV (GNSS) SID RWY 25 (1)	NZPM AD 2-62.12	21 MAY 20
RNAV (GNSS) SID RWY 25 (2)	NZPM AD 2-62.13	23 MAY 19
RNAV (GNSS) SID RWY 25 (3)	NZPM AD 2-62.14	23 MAY 19
RNAV (GNSS) SID RWY 25 (4)	NZPM AD 2-62.15	5 NOV 20
RADAR SID RWY 07	NZPM AD 2-62.16	12 AUG 21
RADAR SID RWY 25	NZPM AD 2-62.17	12 AUG 21

Paraparaumu

RNAV (GNSS) STAR RWY 16	NZPP AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 34	NZPP AD 2-33.2	17 JUN 21
RNAV (GNSS) RWY 16	NZPP AD 2-45.1	24 MAY 18
RNAV (GNSS) RWY 34	NZPP AD 2-45.2	24 MAY 18
Aerodrome (1)	NZPP AD 2-51.1	16 JUL 20
Aerodrome (2)	NZPP AD 2-51.2	16 JUL 20

Queenstown

Special Procedures		30 JAN 20
Blank		
Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Route Guide (4)		24 FEB 22
Route Guide (5)		24 FEB 22
Route Guide (6)		24 FEB 22
Route Guide (7)		24 FEB 22
Route Guide (8)		24 FEB 22
Route Guide (9)		24 FEB 22
Blank		
Arrival/Departure (1)	NZQN AD 2-31.1	7 OCT 21
Arrival/Departure (2)	NZQN AD 2-31.2	7 OCT 21
VOR/DME MRA Sectors (VORSEC)	NZQN AD 2-32.1	15 NOV 12
Blank		
RNAV (GNSS) STAR RWY 05 (1)	NZQN AD 2-33.1	2 DEC 21
RNAV (GNSS) STAR RWY 05 (3)	NZQN AD 2-33.3	2 DEC 21
RNAV (GNSS) STAR RWY 23 (1)	NZQN AD 2-33.4	2 DEC 21
RNAV (GNSS) STAR RWY 23 (3)	NZQN AD 2-33.6	2 DEC 21
RNAV (RNP) Z RWY 05	GE201902191456	25 APR 19
RNAV (RNP) Z RWY 23	GE201902191456	25 APR 19
VOR/DME B	NZQN AD 2-43.1 MC	7 OCT 21
VOR/DME C	NZQN AD 2-43.2 MC	7 OCT 21

CONTENTS

Queenstown (cont)

RNAV (GNSS) F	NZQN AD 2-45.3 MC	2 DEC 21
RNAV (GNSS) G	NZQN AD 2-45.4 MC	2 DEC 21
RNAV (GNSS) H	NZQN AD 2-45.5 MC	7 OCT 21
Blank		
Aerodrome (1)	NZQN AD 2-51.1	17 JUN 21
Aerodrome (2)	NZQN AD 2-51.2	10 SEP 20
Aerodrome (3)	NZQN AD 2-51.3	2 DEC 21
Blank		
Operational Data (1)	NZQN AD 2-52.1	10 SEP 20
Operational Data (2)	NZQN AD 2-52.2	2 DEC 21
Ground Movements (1)	NZQN AD 2-53.1	17 JUN 21
Ground Movements (2)	NZQN AD 2-53.2	17 JUN 21
Standard Route Clearances	NZQN AD 2-61.1	17 JUN 21
Blank		
REDOL ONE B DEPARTURE RNAV (RNP) RWY 23	GE202106231120	12 AUG 21
DOVMA TWO A DEPARTURE RNAV (RNP) RWY 05	GE202106231122	12 AUG 21
SID RWY 05	NZQN AD 2-62.1 MC	2 DEC 21
SID RWY 23	NZQN AD 2-62.2 MC	2 DEC 21
RNAV (GNSS) SID RWY 05 (1)	NZQN AD 2-62.7	2 DEC 21
RNAV (GNSS) SID RWY 05 (2)	NZQN AD 2-62.8 MC	2 DEC 21
RNAV (GNSS) SID RWY 05 (3)	NZQN AD 2-62.9 MC	2 DEC 21
RNAV (GNSS) SID RWY 05 (4)	NZQN AD 2-62.10	2 DEC 21
RNAV (GNSS) SID RWY 05 (5)	NZQN AD 2-62.11	2 DEC 21
Blank		
RNAV (GNSS) SID RWY 23 (1)	NZQN AD 2-62.12	2 DEC 21
RNAV (GNSS) SID RWY 23 (2)	NZQN AD 2-62.13 MC	2 DEC 21
RNAV (GNSS) SID RWY 23 (3)	NZQN AD 2-62.14 MC	2 DEC 21
RNAV (GNSS) SID RWY 23 (4A)	NZQN AD 2-62.15A MC	2 DEC 21
RNAV (GNSS) SID RWY 23 (4B)	NZQN AD 2-62.15B MC	2 DEC 21
RNAV (GNSS) SID RWY 23 (5)	NZQN AD 2-62.16 MC	2 DEC 21
RNAV (GNSS) SID RWY 23 (6)	NZQN AD 2-62.17	2 DEC 21
RNAV (GNSS) SID RWY 23 (7)	NZQN AD 2-62.18	2 DEC 21

Rotorua

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Blank		
Arrival	NZRO AD 2-31.1	24 MAY 18
VOR/DME MRA Sectors (VORSEC)	NZRO AD 2-32.1	10 SEP 20
RNAV (GNSS) STAR RWY 18 (1)	NZRO AD 2-33.1	24 FEB 22
RNAV (GNSS) STAR RWY 18 (2)	NZRO AD 2-33.2	24 FEB 22
RNAV (GNSS) STAR RWY 18 (3)	NZRO AD 2-33.3	24 FEB 22
Blank		
RNAV (GNSS) STAR RWY 36 (1)	NZRO AD 2-33.4	24 FEB 22
RNAV (GNSS) STAR RWY 36 (2)	NZRO AD 2-33.5	24 FEB 22
RNAV (GNSS) STAR RWY 36 (3)	NZRO AD 2-33.6	24 FEB 22
Blank		
VOR/DME A CAT A,B	NZRO AD 2-43.1	10 SEP 20
VOR/DME A CAT C	NZRO AD 2-43.2	10 SEP 20
VOR/DME RWY 18	NZRO AD 2-43.3	10 SEP 20
VOR RWY 18	NZRO AD 2-43.4	10 SEP 20
RNAV (GNSS) B	NZRO AD 2-45.1	24 FEB 22
RNAV (GNSS) Z RWY 18	NZRO AD 2-45.2	24 FEB 22

CONTENTS

Rotorua (cont)

Aerodrome (1)	NZRO AD 2-51.1	24 FEB 22
Aerodrome (2)	NZRO AD 2-51.2	24 FEB 22
Operational Data (1)	NZRO AD 2-52.1	5 NOV 20
Operational Data (2)	NZRO AD 2-52.2	5 NOV 20
Standard Route Clearances	NZRO AD 2-61.1	31 DEC 20
Blank		
SID RWY 18/36	NZRO AD 2-62.1	17 JUN 21
Blank	NZRO AD 2-62.2	10 NOV 16
RNAV (GNSS) SID RWY 18 (1)	NZRO AD 2-62.3	10 SEP 20
RNAV (GNSS) SID RWY 18 (2)	NZRO AD 2-62.4	10 SEP 20
RNAV (GNSS) SID RWY 36 (1)	NZRO AD 2-62.5	10 SEP 20
RNAV (GNSS) SID RWY 36 (2)	NZRO AD 2-62.6	10 SEP 20

Taupo

Route Guide (1)		21 MAY 20
Route Guide (2)		21 MAY 20
Route Guide (3)		21 MAY 20
Route Guide (4)		21 MAY 20
Route Guide (5)		21 MAY 20
Blank		
Mandatory Broadcast Zone	NZAP AD 2-31.1	19 JUL 18
Local Airspace	NZAP AD 2-31.2	21 MAY 20
RNAV (GNSS) STAR RWY 17	NZAP AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 35	NZAP AD 2-33.2	17 JUN 21
RNAV (GNSS) RWY 17	NZAP AD 2-45.1	21 MAY 20
RNAV (GNSS) RWY 35	NZAP AD 2-45.2	21 MAY 20
Aerodrome (1)	NZAP AD 2-51.1	10 SEP 20
Aerodrome (2)	NZAP AD 2-51.2	7 OCT 21
Operational Data (1)	NZAP AD 2-52.1	7 NOV 19
Operational Data (2)	NZAP AD 2-52.2	7 OCT 21
Ground Movements (1)	NZAP AD 2-53.1	7 OCT 21
Ground Movements (2)	NZAP AD 2-53.2	10 SEP 20
Standard Route Clearances	NZAP AD 2-61.1	14 SEP 17
Departure	NZAP AD 2-62.1	21 MAY 20
SID RWY 17	NZAP AD 2-62.2	17 JUN 21
SID RWY 35	NZAP AD 2-62.3	12 AUG 21
RNAV (GNSS) SID RWY 17 (1)	NZAP AD 2-62.4	21 MAY 20
RNAV (GNSS) SID RWY 17 (2)	NZAP AD 2-62.5	21 MAY 20
RNAV (GNSS) SID RWY 35 (1)	NZAP AD 2-62.6	21 MAY 20
RNAV (GNSS) SID RWY 35 (2)	NZAP AD 2-62.7	21 MAY 20

Tauranga

Route Guide (1)		30 JAN 20
Route Guide (2)		30 JAN 20
Route Guide (3)		30 JAN 20
Blank		
Arrival/Departure	NZTG AD 2-31.1	24 MAY 18
Blank		
RNAV (GNSS) STAR RWY 07	NZTG AD 2-33.1	2 DEC 21
RNAV (GNSS) STAR RWY 25	NZTG AD 2-33.2	5 NOV 20
NDB/DME RWY 07	NZTG AD 2-44.1	22 APR 21
NDB/DME RWY 25	NZTG AD 2-44.2	22 APR 21
NDB RWY 25	NZTG AD 2-44.3	22 APR 21
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CONTENTS

Tauranga (cont)

RNAV (GNSS) RWY 07	NZTG AD 2-45.1	2 DEC 21
RNAV (GNSS) RWY 25	NZTG AD 2-45.2	2 DEC 21
Aerodrome (1)	NZTG AD 2-51.1	17 JUN 21
Aerodrome (2)	NZTG AD 2-51.2	2 DEC 21
Operational Data (1)	NZTG AD 2-52.1	17 JUN 21
Operational Data (2)	NZTG AD 2-52.2	17 JUN 21
Ground Movements	NZTG AD 2-53.1	17 JUN 21
Standard Route Clearances	NZTG AD 2-61.1	31 DEC 20
SID RWY 07	NZTG AD 2-62.1	17 JUN 21
SID RWY 25	NZTG AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 07	NZTG AD 2-62.3	5 NOV 20
RNAV (GNSS) SID RWY 25	NZTG AD 2-62.4	5 NOV 20

Timaru

Route Guide (1)		24 FEB 22
Route Guide (2)		24 FEB 22
Route Guide (3)		24 FEB 22
Route Guide (4)		24 FEB 22
RNAV (GNSS) STAR RWY 02 (1)	NZTU AD 2-33.1	12 AUG 21
RNAV (GNSS) STAR RWY 02 (2)	NZTU AD 2-33.2	12 AUG 21
RNAV (GNSS) STAR RWY 20	NZTU AD 2-33.3	17 JUN 21
Blank		
NDB/DME RWY 02	NZTU AD 2-44.1	12 AUG 21
Blank		
NDB/DME RWY 20	NZTU AD 2-44.2	12 AUG 21
NDB RWY 20	NZTU AD 2-44.3	12 AUG 21
RNAV (GNSS) RWY 02	NZTU AD 2-45.1	22 APR 21
RNAV (GNSS) RWY 20	NZTU AD 2-45.2	25 FEB 21
Aerodrome	NZTU AD 2-51.1	25 FEB 21
Operational Data (1)	NZTU AD 2-52.1	25 FEB 21
Operational Data (2)	NZTU AD 2-52.2	28 MAR 19
Blank		
Standard Route Clearances	NZTU AD 2-61.1	7 NOV 19
SID RWY 02/20	NZTU AD 2-62.1	17 JUN 21
RNAV (GNSS) SID RWY 02	NZTU AD 2-62.2	25 FEB 21
RNAV (GNSS) SID RWY 20	NZTU AD 2-62.3	25 FEB 21

Wellington

Special Procedures		22 APR 21
Blank		
Route Guide (1)		7 OCT 21
Route Guide (2)		7 OCT 21
Route Guide (3)		7 OCT 21
Route Guide (4)		7 OCT 21
Route Guide (5)		7 OCT 21
Route Guide (6)		7 OCT 21
Route Guide (7)		7 OCT 21
Blank		
Arrival/Departure (1)	NZWN AD 2-31.1	24 FEB 22
Arrival/Departure (2)	NZWN AD 2-31.2	24 FEB 22
Noise Abatement (1)	NZWN AD 2-31.3	30 JAN 20
Noise Abatement (2)	NZWN AD 2-31.4	30 JAN 20
Noise Abatement (3)	NZWN AD 2-31.5	19 JUL 18
Noise Abatement (4)	NZWN AD 2-31.6	19 JUL 18

CONTENTS

Wellington (cont)

RNAV STAR RWY 16 (1)	NZWN AD 2-33.1	21 MAY 20
RNAV STAR RWY 16 (2)	NZWN AD 2-33.2	21 MAY 20
RNAV STAR RWY 16 (4)	NZWN AD 2-33.4	21 MAY 20
RNAV STAR RWY 34 (1)	NZWN AD 2-33.5	21 MAY 20
RNAV STAR RWY 34 (2)	NZWN AD 2-33.6	21 MAY 20
RNAV STAR RWY 34 (3)	NZWN AD 2-33.7	21 MAY 20
ILS/DME or LOC/DME RWY 16	NZWN AD 2-41.1	21 MAY 20
ILS/DME or LOC/DME RWY 34	NZWN AD 2-41.2 MC	21 MAY 20
VOR/DME RWY 16	NZWN AD 2-43.1	21 MAY 20
VOR/DME RWY 34	NZWN AD 2-43.2	21 MAY 20
RNAV (GNSS) Z RWY 16	NZWN AD 2-45.1	21 MAY 20
RNAV (RNP) X RWY 16	NZWN AD 2-45.2	21 MAY 20
RNAV (GNSS) Z RWY 34	NZWN AD 2-45.3	21 MAY 20
RNAV (GNSS) Y RWY 34	NZWN AD 2-45.4	10 SEP 20
RNAV (RNP) X RWY 34	NZWN AD 2-45.5	21 MAY 20
Blank		
Aerodrome (1)	NZWN AD 2-51.1	16 JUL 20
Aerodrome (2)	NZWN AD 2-51.2	17 JUN 21
Operational Data (1)	NZWN AD 2-52.1	24 FEB 22
Operational Data (2)	NZWN AD 2-52.2	24 FEB 22
Ground Movements (1)	NZWN AD 2-53.1	24 FEB 22
Ground Movements (2)	NZWN AD 2-53.2	12 AUG 21
Ground Movements (3)	NZWN AD 2-53.3	24 FEB 22
Ground Movements (4)	NZWN AD 2-53.4	30 JAN 20
Ground Movements (5)	NZWN AD 2-53.5	5 NOV 20
Ground Movements (6)	NZWN AD 2-53.6	17 JUN 21
Standard Route Clearances (1)	NZWN AD 2-61.1	18 JUL 19
Standard Route Clearances (2)	NZWN AD 2-61.2	31 DEC 20
RNAV SID RWY 16 (1)	NZWN AD 2-62.1	30 JAN 20
RNAV SID RWY 16 (2)	NZWN AD 2-62.2	12 AUG 21
RNAV SID RWY 16 (3)	NZWN AD 2-62.3	16 JUL 20
RADAR SID RWY 16	NZWN AD 2-62.5	7 NOV 19
RNAV SID RWY 34 (1)	NZWN AD 2-62.6	30 JAN 20
RNAV SID RWY 34 (3)	NZWN AD 2-62.8	12 AUG 21
RNAV SID RWY 34 (4)	NZWN AD 2-62.9	12 AUG 21
RNAV SID RWY 34 (5)	NZWN AD 2-62.10	7 NOV 19
RADAR SID RWY 34	NZWN AD 2-62.13	7 NOV 19
Blank		

Woodbourne

Route Guide (1)		22 APR 21
Route Guide (2)		22 APR 21
Route Guide (3)		22 APR 21
Route Guide (4)		22 APR 21
Route Guide (5)		22 APR 21
Blank		
Arrival/Departure (1)	NZWB AD 2-31.1	24 MAY 18
Arrival/Departure (2)	NZWB AD 2-31.2	24 MAY 18
Woodbourne/Omaka Vicinity	NZWB AD 2-31.3	17 JUN 21
Blank		
RNAV (GNSS) STAR RWY 06 (1)	NZWB AD 2-33.1	17 JUN 21
RNAV (GNSS) STAR RWY 06 (2)	NZWB AD 2-33.2	17 JUN 21
RNAV (GNSS) STAR RWY 24	NZWB AD 2-33.3	17 JUN 21
Blank		

CONTENTS

Woodbourne (cont)

Visual RNAV Arrival RWY 06	NZWB AD 2-34.1	17 JUN 21
Visual RNAV Arrival RWY 24	NZWB AD 2-34.2	17 JUN 21
VOR/DME RWY 06	NZWB AD 2-43.1	17 JUN 21
VOR/DME RWY 24	NZWB AD 2-43.2	17 JUN 21
VOR RWY 24	NZWB AD 2-43.4	17 JUN 21
RNAV (GNSS) RWY 24	NZWB AD 2-45.1 MC	17 JUN 21
Aerodrome (1)	NZWB AD 2-51.1	17 JUN 21
Aerodrome (2)	NZWB AD 2-51.2	19 JUL 18
Operational Data (1)	NZWB AD 2-52.1	2 DEC 21
Operational Data (2)	NZWB AD 2-52.2	5 NOV 20
Ground Movements	NZWB AD 2-53.1	28 MAR 19
Blank		
Standard Route Clearances	NZWB AD 2-61.1	23 MAY 19
Blank		
SID RWY 06	NZWB AD 2-62.1	25 FEB 21
SID RWY 24	NZWB AD 2-62.2	17 JUN 21
RNAV (GNSS) SID RWY 06 (1)	NZWB AD 2-62.3	17 JUN 21
RNAV (GNSS) SID RWY 06 (2)	NZWB AD 2-62.4	17 JUN 21
RNAV (GNSS) SID RWY 06 (3)	NZWB AD 2-62.5	17 JUN 21
Blank		
RNAV (GNSS) SID RWY 24 (1)	NZWB AD 2-62.6	17 JUN 21
RNAV (GNSS) SID RWY 24 (2)	NZWB AD 2-62.7	17 JUN 21
RADAR SID RWY 06	NZWB AD 2-62.8	17 JUN 21
Blank		
Visual Departure RWY 06	NZWB AD 2-63.1	17 JUN 21
Visual Departure RWY 24	NZWB AD 2-63.2	17 JUN 21

General

Company Communication Facilities	MC-3	16 JUL 20
Other Operator's Communication Facilities	MC-4	22 APR 21
Table GEN 3.3-1 National Briefing Office	GEN 3.3-15	22 APR 21
Table GEN 3.3-2 ATS Unit Address List	GEN 3.3-16	22 APR 21
Figure GEN 3.4-2 North Island FIS COM Chart	GEN 3.4-17	17 NOV 11
Figure GEN 3.4-3 South Island FIS COM Chart	GEN 3.4-18	5 NOV 20

ENR 1.15 Emergency Procedures

ENR 1.15-1	6 FEB 14
ENR 1.15-2	25 NOV 04
ENR 1.15-5	29 MAR 18
ENR 1.15-6	25 JUL 13
ENR 1.15-7	4 APR 13
ENR 1.15-8	19 SEP 13
ENR 1.15-11	18 MAR 04
ENR 1.15-12	18 MAR 04
ENR 1.15-13	27 SEP 07
ENR 1.15-14	27 SEP 07
ENR 1.15-15	4 APR 13
ENR 1.15-16	15 NOV 12
ENR 1.15-17	15 NOV 12
ENR 1.15-18	26 OCT 06
ENR 1.15-19	22 APR 21
ENR 1.15-20	22 APR 21

ENR 5.3 Volcanic Hazard Zones

Table ENR 5.3-3 Volcanic Hazard Zones	ENR 5.3-8	2 DEC 21
Table ENR 5.3-4 VHZ Alert Level Dimensions	ENR 5.3-9	2 DEC 21

CONTENTS

AD 1.7 Wake Turbulence and Jet Blast

Wake Turbulence	AD 1.7-1	7 OCT 21
Table AD 1.7-1 Distance Based Wake Turbulence Separation Minima	AD 1.7-3	7 OCT 21
Table AD 1.7-2 Time Based Wake Turbulence Separation Minima — Arriving Flights Same Direction Runway	AD 1.7-4	7 OCT 21
Table AD 1.7-3 Time Based Wake Turbulence Separation Minima — Departing Flights Same Direction Runway	AD 1.7-5	7 OCT 21
Table AD 1.7-4 Time Based Wake Turbulence Separation Minima — Arriving and Departing Flights Same Direction Runway	AD 1.7-6	7 OCT 21
Table AD 1.7-5 Time Based Wake Turbulence Separation Minima — Arriving and Departing Flights Opposite Direction Runway	AD 1.7-7	7 OCT 21
Table AD 1.7-6 Time Based Wake Turbulence Separation Minima — Crossing or Non-Intersecting Runways with Crossing Flight Paths	AD 1.7-8	7 OCT 21

AD 1.10 Visual Signals

Table AD 1.10-1 Visual Signals	AD 1.10-1	7 OCT 21

Aerodrome Categorisation

Route Guide (1)	24 FEB 22
Route Guide (2)	24 FEB 22
Route Guide (3)	24 FEB 22
Route Guide (4)	24 FEB 22
Route Guide (5)	24 FEB 22
Route Guide (6)	24 FEB 22

Enroute Cards

CH–DN–CH	5 NOV 20
CH–HN–CH, HN–PM	17 JUN 21
CH–NV–CH	26 MAR 20
AA–NP–AA, NS–AA–NS, CH–NS–CH	2 DEC 21
QN–MC–QN, CH–QN–CH, CH–HK–CH	5 NOV 20
CH–RO–CH*	17 JUN 21
CH–PM–CH, CH–WN–CH	17 JUN 21
AA–TG–AA, PM–AA–PM	17 JUN 21
WN–DN–WN	21 MAY 20
WN–HN–WN, PM–HN–PM	17 JUN 21
AA–WB–AA, WN–NR–WN	17 JUN 21
WN–NS–WN	17 JUN 21
WN–QN–WN	17 JUN 21
AA–NR–AA	17 JUN 21

Inside Back Cover

Table ENR 1.5-1 Instrument Take-Off Procedure — Rate of Climb
Source: AIPNZ ENR 1.5-7 effective 15 NOV 12

Table ENR 1.5-5 Speeds for Procedure Calculations (knots IAS)
Source: AIPNZ ENR 1.5-28 effective 1 FEB 18

Outside Back Cover

IFR Alternate Aerodrome Minima
Source: AIPNZ ENR 1.5-44 4.27 effective 1 FEB 18

AIR NEW ZEALAND

NZAA / AKL AUCKLAND

RUNWAY / FACILITIES

CAT: A	Mag 19E			Elev 23ft
RWY	CAT II/III	Length	AID	TCH
05R/23L	N/A	3623m	PAPI	73ft
Standby Power Available		RFS: Cat 10		
		Hours: H24		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Hamilton (5), Rotorua (4), New Plymouth (3), Napier (3)				

THREATS

- Bird Hazard – for more information refer to NZAA AD2-51.1.
- Noise Sensitive Aerodrome. Refer NZAA AD2-31.6 for more information.
- TCAS advisories – New Zealand Police Helicopter frequently operates in the vicinity of the final approach for RWY23L
- During heavy rain, runway touch down zone can be slippery due to periodic rubber build up.
- Magnetic anomalies. Refer NZAA AD2-51.2 for more information.

Auckland Aerodrome Circuit

Air New Zealand and Auckland Tower have a memorandum of understanding (MOU) that circuit altitude for all ATR operations is 1,500ft AMSL.

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ARRIVALS

AUCKLAND RNAV ARRIVALS

Allocation of STAR procedures – refer to NZAA AD2-31.4.

ATC will nominate Visual RNAV Arrivals subject to the following conditions:

- Daylight hours, when weather conditions are equal to or better than **3000 – 8km**.
- ATIS reports conditions suitable for the visual approach.
- Subject to traffic.

RNP-AR APPROACHES

By default, Auckland will not issue RNP-AR approaches. Qualified crew may request an RNP-AR approach procedure.

RUNWAY VISUAL RANGE (RVR) - LANDING

If the RVR is reported, the visibility in the touchdown zone must be at or above 550m.

ARRIVALS AT THE DOMESTIC TERMINAL

Contact AKL Ramp on **131.0** to ascertain arrival gate and make any required changes to fuel orders. AKL Ramp will order the fuel. If you need to contact AKL Fuel use frequency **133.9**.

MINIMUM RUNWAY OCCUPANCY

Whenever operational conditions permit, vacate at the taxiway exits specified in the tables detailed in **NZAA AD2-31.9, 31.10, and 31.11**. Theses tables also contain instructions that must be followed after runway exit.

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GROUND OPERATIONS

PARKING

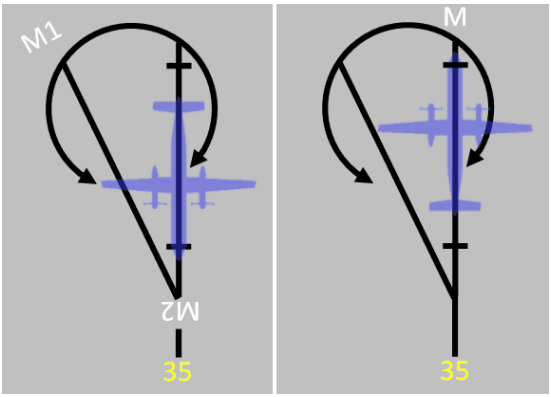
The following stands are available for ATR72 operations.

Stand Number	Details
35	N and S parking available.
40	NE and SW parking available.
41	NE and SW parking available. Stand 39 and 42 must be unoccupied.
43	N and S parking available.
45	N and S parking available.
48	Push-back only. SW parking.
49	Push-back only. SW parking.
50	Push-back only. SW parking.
50A	N and S parking available. White-lines and markings.

Push-back operations are permitted when wind strength is less than 25 knots and will be activated by AOC.

PARKING – STAND 35

South parking requires two marshallers (M1 and M2 on the diagram below). The aircraft is to taxi via the **yellow lines**. Caution: The white arc lines for Stand 34 have been removed but the lead-in line still exists.



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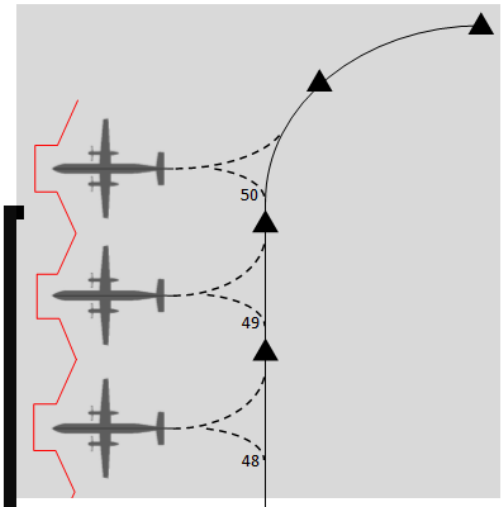
PARKING – STAND 45

For parking on Stand 45, two marshallers will be present. The first marshaller will provide guidance to the flight crew while they are taxiing the aircraft towards the walkway. The first marshaller will then hand over guidance to the second marshaller behind the stop-block.

PUSH-BACK DISCONNECTION POSITIONS

Auckland has more than one disconnection point per push-back gate. Occasionally ATC may request that aircraft are pushed all the way back to the Stand 50 disconnection point to allow arriving aircraft to enter their stand via Taxiway C5. The Auckland AIP does not publish standard push-back disconnection points. Use the diagram below for guidance.



Triangles designate push-back disconnection positions

GATE PROCEDURES

During scheduled arrivals and departures, ramp staff are responsible for opening and closing the access gates during passenger boarding.

Crew are responsible for opening and closing the ramp gates when access to the aircraft is required outside of boarding times. When the aircraft is not attended, the gate shall remain closed.

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OVERNIGHT REFUELLING

All overnight ATRs which are "tie downs" for the evening will be refuelled to 1800kgs. Any changes required to this figure must be made with AKL Ramp.

EXCEPTION TO BAGGAGE OFFLOAD POLICY

When AOC commence offloading a missing customer who has originated from an international flight, they will determine (using RBags) whether the customers' bags were inducted at the International or Domestic terminals.
If the bags were inducted at Auckland International, then this will be verbally communicated to the PIC and the advice given that the departure can occur without off-loading the bag. If the bags were inducted at Auckland Domestic, it will be communicated that this is a bag which was inducted at Auckland Domestic and a bag search/removal will be conducted.

HEADING DISCREPANCIES

The ATR72 is susceptible to heading discrepancies at Auckland. Departure briefing must include a review of actions to be taken in the event of a HDG DISAGREE FWS message. During Low Visibility Ops, the take-off must be performed by CM1.
Heading discrepancies are common on stands 48, 49 and 50 while parked. Heading realigns after pushback on taxiway C5. Other common hotspots are A1/A2 and A10. A3A is recommended for daylight RWY23L departures and A9 for RWY05R.

DEPARTURES

GENERAL

Due to automatic boarding "blind boarding", AKL Ramp must be notified in the first instance of any delay. For the first flight of the day, boarding will commence 20 minutes prior to departure. Normal boarding time is 15 minutes prior to departure.

MINIMUM RUNWAY OCCUPANCY

Runway occupancy should be kept to a minimum for all departures as detailed in **NZAA AD2-31.9**.

REDUCED TAKE-OFF MINIMA

Authorised – Refer NZAIP AD2-51.2

- RWY 05R/23L visibility not below 0-400.

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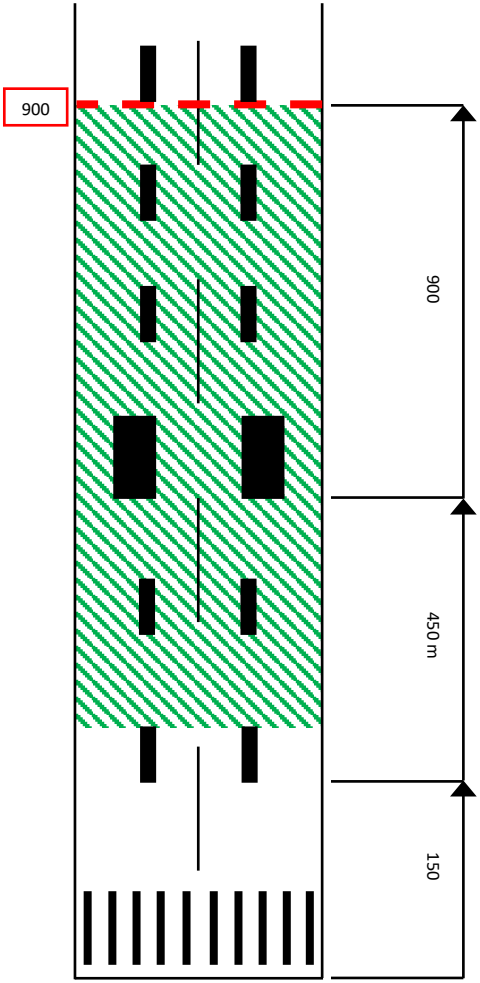
TOUCHDOWN ZONE

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around. The touchdown zone is indicated below as the shaded area.

RUNWAY 05R / 23L



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CAUTION

There are 2 modes of operation for Auckland International Airport. The procedures applicable to each mode of operation are presented as follows:

- RWY 05R/23L Normal Operations — refer to WHITE pages
- RWY 05R/23L Runway WIP (displaced thresholds — reduced lengths) — refer to YELLOW pages

Notice of planned activation of RWY WIP East or West will be by NOTAM where possible with 72 HR notice. The active RWY mode and associated AIP colour pages will be broadcast on the Auckland ATIS

Procedures applicable to operations on all RWY are annotated "ALL RWY" — refer to WHITE pages

Active RWY Identification During Daylight

To ensure correct RWY identification during daylight hours, the active RWY will be identified by sequenced strobes and/or REIL as shown in the table below.

RWY	Identification Lighting
05R/23L (Normal Operations)	3 sequenced strobes REIL
05R/23L (Runway WIP)	3 sequenced strobes REIL

Restrictions and Limitations

- Operations by non-scheduled general aviation aircraft (does not apply to heliport) require specific prior written approval from the airport operator, Attn: Manager of Airside Operations. (Approval shall include but not be limited to a requirement that an authorised Aircraft Ground Handler be used — see NZAA AD 2.2).
- During any airport emergency, aircraft operations are restricted without specific approval from the Airport Operator — Attn: Manager of Airside Operations. This includes landing, take-off, operations in the manoeuvring area and flying in the vicinity, within 1.0 NM of the control tower (or emergency location) and below 1000 feet.
- The only area approved for helicopter operations is the Auckland heliport (to the north of the international terminal). Helicopters requiring to operate anywhere else at the airport require prior approval from the Airport Operator — Attn: Apron.

Continued over page

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- CAT A and B training is subject to ATC approval in VMC. Approved flights must be able to vacate the control zone VFR at any time.
- RWY 05R/23L will normally be closed for maintenance Monday and Saturday mornings between 0130 and 0430 LMT (Friday and Sunday 1330 to 1630 UTC or Friday and Sunday 1230 to 1530 UTC during NZDT). Aircraft operations will normally be prohibited between these hours and operators should not plan scheduled services. When circumstances allow the runway to remain open a NOTAM will be issued advising the closure is cancelled or the time of closure is amended and different from those above.

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Arrival Procedures

Refer also Auckland STARs.

Arrival Manager for IFR Flights

Arrival Manager (AMAN) is an advisory ATM tool used by controllers to manage the sequence and timing of arriving flights. AMAN is being introduced initially for flights that will carry out an IFR approach into Auckland (NZAA).

When traffic levels warrant it, IFR flights into NZAA can expect a Required Time of Arrival (RTA) issued with the STAR. Flights are expected to comply with the RTA or advise otherwise.

Required Time of Arrival (RTA) is defined as a nominated time at a specific point assigned by ATC to an aircraft to assist with ATM.

ATC Speed Requirements

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.

Domestic Arrivals

Outside the hours of 1930–2100 and 0500–0630 UTC (1830–2000 and 0400–0530 during daylight saving), when weather and traffic conditions permit, pilots will be advised as soon as possible to expect either an instrument approach or a visual approach.

During the above hours pilots can expect an instrument approach.

Runway Approach Monitoring Aid

Auckland Tower will be monitoring the approach of IFR aircraft landing at Auckland INTL Airport by the use of an Approach Monitoring Aid based on SSR radar derived information. The purpose of the monitoring is to ensure that aircraft are aligned correctly for landing. The aid will be used DURING DAYLIGHT HOURS ONLY.

Aircraft not aligned correctly at 1.0 NM from touchdown will be instructed to carry out a mandatory *GO-AROUND*.

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Allocation of STAR Procedures

- ATC will issue an appropriate STAR for the instrument approach to RWY 23L or RWY 05R.
- If the issued STAR becomes unavailable a new STAR clearance will be issued.
- Inability to accept a changed STAR procedure or to fly a VISUAL RNAV ARRIVAL or to fly the RNAV (RNP) procedure at the end should be reported to ATC as soon as possible. In such an event an alternative clearance will be co-ordinated and radar vectors provided.
- Aircraft cleared for VISUAL RNAV ARRIVAL RWY 23L or 05R or RNAV (RNP) procedure must continue to fly the appropriate STAR and associated profile.
- When using radar vectors ATC will provide estimated track miles to touch down to assist in cockpit workload and energy management.
- Pilots should not request 'CHARLIE', 'DELTA' or 'ECHO' STAR procedures as ATC will be issuing the best available arrival at the time.
- Where required plain language visual approach clearances may be given by ATC.

Visual RNAV Arrival Procedures

Clearance to fly Visual RNAV Arrival procedures for RWY 23L or 05R will be subject to the following conditions:

1. During daylight hours only, when weather conditions are equal to or better than **3000 – 8 km**.
2. ATIS report indicates conditions suitable for visual approach.
3. Subject to traffic.

RNAV (RNP) Procedures

Clearance to fly RNAV (RNP) approaches will be subject to the following:

1. RNAV (RNP) S, U, X and Y RWY 23L available between 0700 and 2200 LMT.
2. RNAV (RNP) Y RWY 05R available H24.
3. Subject to traffic.
4. Operators who have obtained CAA approval to use these procedures shall advise the Airways Duty Manager, ServiceDeliveryDutyManager@airways.co.nz

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Visual Approach Procedures

Aircraft cleared for VISUAL RNAV ARRIVAL RWY 05R or 23L must continue to fly the appropriate STAR and associated profile.

IFR aircraft (CAT A, B, C) on a visual approach or VISUAL RNAV ARRIVAL procedure that are unable to land are to enter the aerodrome traffic circuit unless otherwise advised by ATC. If MET conditions are below circling for the aircraft category, and at all times for CAT D/D_L, aircraft are to carry out the missed approach for the nominated instrument approach on the ATIS. Exception — CAT D/D_L aircraft that wish to remain in the aerodrome traffic circuit must request approval from ATC.

Maximum Speed on Missed Approach

Unless otherwise approved by ATC maximum speed on the missed approach is 185 kt IAS.

Protection of the Missed Approach

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

Controlled Airspace Containment

To ensure controlled airspace containment, for approaches via LENGU or EMRAG maintain minimum 3000 ft until 15 AA DME inbound.

RWY 05R

Aircraft established on the localizer or 051° to LENGU within 15 AA DME may be cleared to 2500 ft.

RWY 23L

- Aircraft established on the localizer or 231° to EMRAG within 15 AA DME may be cleared to 2500 ft.
- Aircraft arriving from TG or RO may be cleared to join a 13 AA DME arc, descending to 5000 ft with further descent to 2500 ft after crossing the R068 AA VOR.

Reduced Runway Separations

When wake turbulence is not a factor and provided certain criteria are met (daylight hours only, visibility 5 km or greater, tailwind not exceeding 5 kt, and the aerodrome controller considers there is no risk of collision), the following reduced runway separations are approved for aircraft operations at Auckland (including those of MCTOW 7000 kg or greater):

Landing following landing: A succeeding landing aircraft may cross the runway threshold when a preceding aircraft has landed and has passed a point at least 2400 m from the threshold of the runway, is in motion, and will vacate the runway without stopping or backtracking.

Landing following a departure: A landing aircraft may cross the runway threshold when a preceding departing aircraft will be airborne and at least 2000 m from the threshold of the runway, or if not airborne, is accelerating and will be at least 2400 m from the threshold of the runway.

Traffic information will be passed to the following aircraft.

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ILS/DME Approach CAT II/III RWY 23L — Low Visibility Operations

Low visibility procedures will be implemented by ATC when RVR is at or below 1000 m or the ceiling is at or below 200 ft, and will be advised by ATIS or directed transmission.

ATC will commence preparation for low visibility operations (known as safeguarding) prior to conditions reaching these minima and Category II/III operations are expected. During this preparation phase traffic on approach and departure may be delayed.

Landing aircraft must vacate the runway as directed by ATC at TWY A9 or A10.

RUNWAY VACATED report must only be given when established on TWY A or L and the cockpit has passed the last of the alternate yellow and green taxiway centreline lights. These lights denote the extent of the ILS Localiser Sensitive Area.

Departure Procedures

Refer Auckland SID.

Evaluated Climb Sector

Within 25 NM AA DME in any direction except R360 – R030 AA VOR 3 to 5 DME below 2000 ft MNM Turn ALT 500 ft.

MNM net climb gradient 3.6% (220 ft/NM) to 2200 ft then 3.3% (200 ft/NM). Airspace containment assured by RADAR Control.

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Noise abatement

General

To avoid possible nuisance to the populated areas east of Auckland International airport and over Auckland city, the following noise abatement procedures apply to all turbo-jet operations, except in an emergency.

Preferential runway system

The pilot-in-command must, between the hours of 2300 and 0600 local time, use RWY 23L for take-off and RWY 05R for landing unless —

(1) the tailwind component is more than 5 knots
(2) compliance with the aeroplane performance operating limitations requires the use of the other runway direction
(3) otherwise instructed by ATC

Altitude limitations over Auckland City

Except when operating in accordance with an instrument approach procedure or during take-off climb in accordance with the terms listed below under para (a) for RWY 05R or during visual approach to RWY 23L at Auckland International airport, aircraft must not be flown over the high density population areas of greater Auckland city at an altitude of less than 5000 ft. The boundaries of these high density population areas are defined in the Auckland Noise Abatement Chart.

Noise abatement climb

Pilots of turbo-jet or turbo-fan powered aircraft must comply with Civil Aviation Rules Part 93 which are outlined in AD 1.7 — Noise Abatement Departure Procedures.

RWY 05R

(a) If planning to turn left after take-off, aircraft must climb to 3000 ft on the extended runway centreline before commencing a left turn.
(b) Aircraft may turn right:
  (i) at not below 500 ft when abeam McLaughlins Mountain (cone shaped hill 5 km east of the aerodrome). The turn should not be commenced until a speed of V_2 plus 20 knots is achieved. Sustained angle of bank during the turn may not be less than 15° and the change of direction not less than 90°; or
  (ii) at not below 2000 ft.

RWY 23L

(a) Aircraft must climb on the extended runway centreline to at least 3000 ft before turning right;
(b) Aircraft may turn left at not below 500 ft.

Visual Approach RWY 23L

(a) Aircraft arriving from north of the extended centreline, cleared for a visual approach to RWY 23L, are to plan their descent from 5000 ft to join the extended centreline of RWY 23L at an altitude not below 2000 ft.
(b) Between the hours of 2300 and 0600 local time intercept the extended runway centreline at a distance of not less than 13.5 NM AA DME and at an altitude of not below 4000 ft.
(c) The pilot-in-command of a turbo-jet or turbo-fan powered aircraft conducting a right hand aerodrome traffic circuit for RWY 23L must not turn onto the final approach path at a distance of less than 3.5 NM AA DME (4 NM from the RWY threshold).

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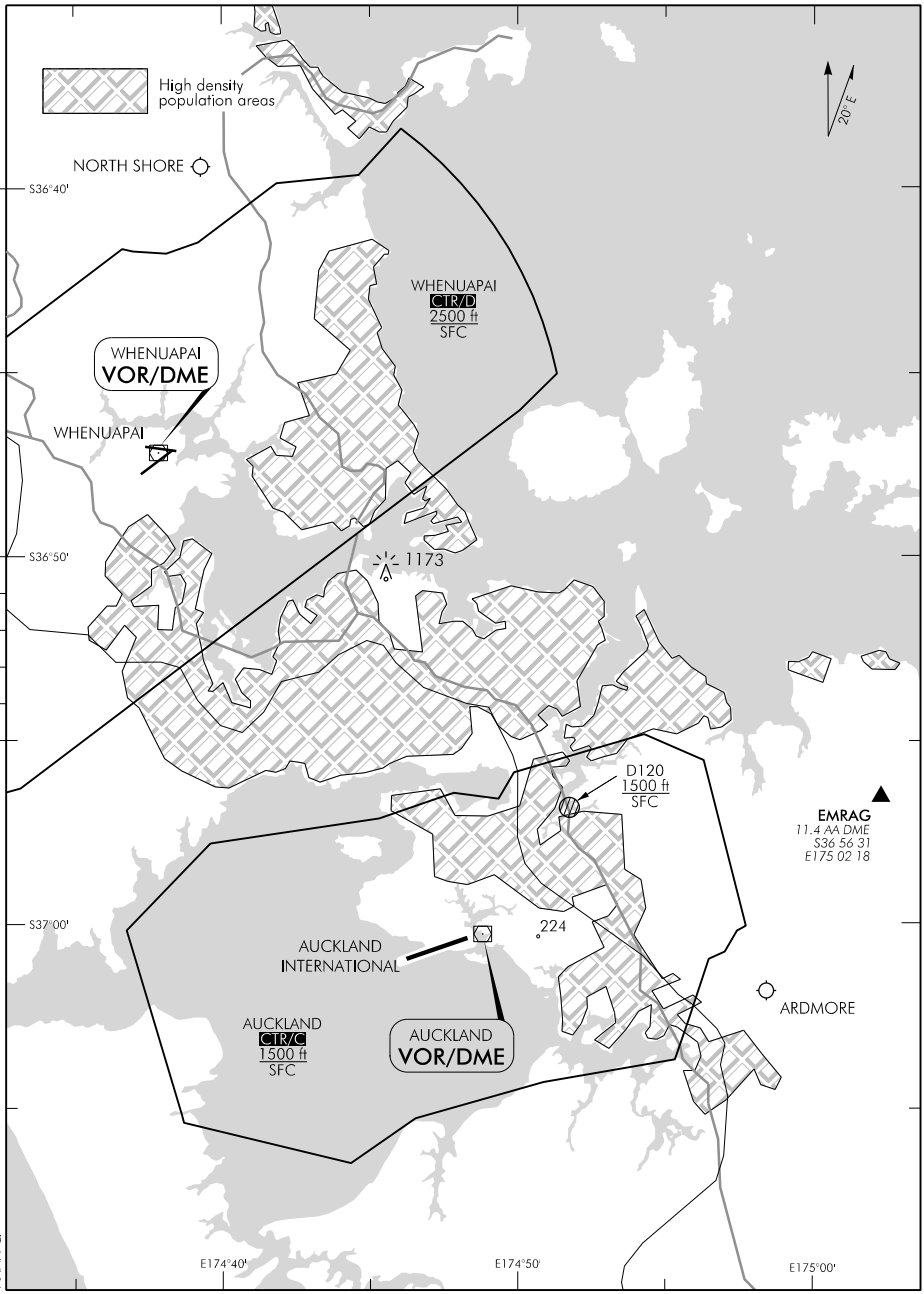
AUCKLAND

NOISE ABATEMENT – ALL RWY



Changes from 5 NOV 20: Chart reverts to original status after RWY05R repaving project.

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AUCKLAND
NOISE ABATEMENT – ALL RWY

Minimum Runway Occupancy

As Auckland aerodrome is a single runway operation, it is important that runway occupancy for all aircraft is kept to a minimum. The following information is intended to assist airlines with this procedure.

Departing Aircraft

It is imperative that aircraft are fully ready for departure when #1 at the holding point. Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.

On receipt of line-up clearance, taxi into position as soon as possible. Do not back track.

Commence take-off roll as soon as take-off clearance is issued.

Pilots not able to comply with these requirements should notify ATC as soon as possible to Ground or Tower.

Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.

Arriving Aircraft

Rapid exit taxiways from the runway enable ATC to apply minimum spacing on final approach that will achieve optimum runway utilisation. Whenever operational conditions permit, expect to vacate the runway at the taxiway exits specified in the tables on NZAA AD 2-31.10 and NZAA AD 2-31.11.

If unable to meet these requirements, advise Tower as soon as possible with the intended exit.

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ELEV 23
NZAA

AUCKLAND

MINIMUM RUNWAY OCCUPANCY – RWY 05R ARRIVAL

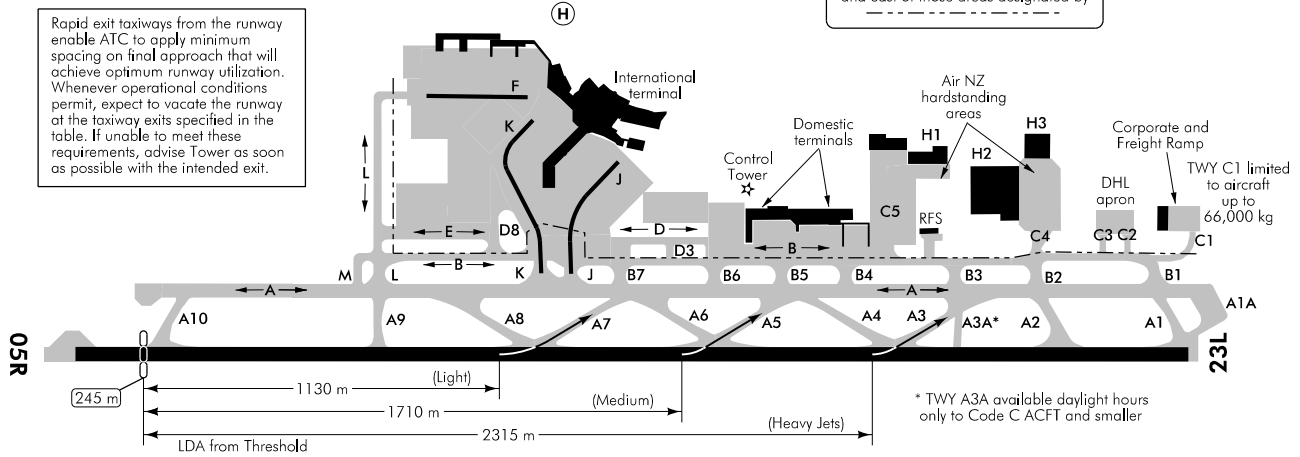
TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9 *APRON:* 123.0 *ATIS:* 127.8 127.0

AAMRO05RARR-D

ACFT type	Preferred Exit	Exit	Destination (if applicable)	Ground/taxi instructions
		A1A, A1 or A2		Specific instructions issued by Tower.
Heavy Jet	A3		International Terminal/Apron (including remote stands 74 to 84)	Turn LEFT onto TWY A, hold short of TWY B4. Contact Ground clear of runway.
Medium* (* medium jets to advise requirement to exit TWY A3 on first contact with Tower)	A3		All Stands	Hold on TWY A3 at intersection with TWY A. Contact Ground clear of runway.
Medium	A5		International Terminal/Apron (including remote stands 74 to 84)	Turn LEFT onto TWY A, hold short of TWY B6. Contact Ground clear of runway.
			All stands east of and including Stand 28	Hold on TWY A at intersection B5. Contact Ground clear of runway.
			Stands 20 to 24 and layovers 70 to 73	Turn LEFT onto TWY A, hold short of TWY B6. Contact Ground clear of runway.
Light	A7			Light aircraft only (unless otherwise approved by Tower). Once over hold bar, hold short of intersection with TWY A. Contact Ground clear of runway.
		Other exits		Specific instructions advised by Tower.
		Exits on other taxiways		Contact Ground as soon as possible when clear of runway.

Rapid exit taxiways from the runway enable ATC to apply minimum spacing on final approach that will achieve optimum runway utilization. Whenever operational conditions permit, expect to vacate the runway at the taxiway exits specified in the table. If unable to meet these requirements, advise Tower as soon as possible with the intended exit.

Aerodrome control service not provided for airside apron movements north and east of those areas designated by



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ELEV 23

NZAA

AUCKLAND

MINIMUM RUNWAY OCCUPANCY – RWY 23L ARRIVAL

TOWER: 118.7 120.95 *DELIVERY*: 128.2 *GROUND*: 121.9 *APRON*: 123.0 *ATIS*: 127.8 127.0

ACFT type	Preferred Exit	Exit	Destination (if applicable)	Ground/taxi instructions
		A10		All traffic turn RIGHT onto TWY A, hold short of TWY M. Contact Ground clear of runway.
		A9		Cross TWY A, hold on Lima short of TWY B. Contact Ground clear of runway. Expect further taxi to stand via Lima/Bravo, Lima/Echo or Lima/Foxtrot (with add-ons for TWY D8, Kilo or Juliet).
All Jets	A8		International Terminal/Apron (including remote stands 74 to 84)	Turn LEFT onto TWY A. Hold short of TWY L. Contact Ground clear of runway. Expect further taxi to stand via Lima/Bravo, Lima/Echo or Lima/Foxtrot (with add-ons for TWY D8, Kilo or Juliet).
			Domestic Terminal/Apron	Turn RIGHT onto TWY A, hold short of TWY K. Contact Ground clear of runway.
Jets, on request/ Turbo-prop	A6		Domestic Terminal/Apron or Eastern end parking	Turn RIGHT onto TWY A, hold short of B6. Contact Ground clear of runway. Jets require specific approval from Tower to exit here.
Light	A4			Light aircraft only (unless otherwise approved by Tower). Once over A4 hold bar, hold short of intersection with TWY A. Contact Ground clear of runway.
		Other exits		Specific instructions advised by Tower.

Rapid exit taxiways from the runway enable ATC to apply minimum spacing on final approach that will achieve optimum runway utilization. Whenever operational conditions permit, expect to vacate the runway at the taxiway exits specified in the table. If unable to meet these requirements, advise Tower as soon as possible with the intended exit.

Aerodrome control service not provided for airside apron movements north and east of those areas designated by

Changes from 18 JUL 19. Page republished.

AAMRO23LARR-C

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CAUTION
Procedures on YELLOW pages apply to RWY 05R/23L Runway WIP (displaced thresholds — reduced lengths) only

YELLOW

RWY 05R/23L Runway WIP

General

The airport operator is required to carry out regular work on the runway. While the work is in progress displacement of the RWY 05R or 23L landing threshold and reduced runway lengths will be promulgated by NOTAM and generally the aerodrome operator will aim to provide 72 HR notice. **However, if an urgent need for a partial closure of the runway arises, such notice will not be provided.** For displaced threshold operations, normal ILS/DME approach procedure for that runway will not be available and the instrument approach, aerodrome, and ground movements charts listed below must be used instead. The displaced threshold will be defined by illuminated wing bars and visual glide path information by PAPI, REILs and 3 sequenced strobes.

YELLOW

Yellow page approach and aerodrome/operational data pages are printed in two sections; the first containing charts for use when runway works are being carried out at the western end of RWY 05R/23L followed by charts for use when runway works are being carried out at the eastern end of RWY 05R/23L.

YELLOW

Approach charts to be used during runway works at the western end have "W" in the chart title. Approach charts to be used during runway works at the eastern end have "E" in the chart title.

Code F operators must refer to white ground movement charts for taxi route information.

Night Operations

YELLOW

For night displaced threshold operations LIH ALS, LIL ALS, RWY 23L TDZ and RCL will not be available. For reduced length operations RCLL will not be available. RWY edge lights for the closed portion prior to the displaced threshold will show red in the direction of landing aircraft and be blanked out when viewed from the reverse direction.

CAUTION
Ensure on path PAPI profile to maintain adequate obstacle clearance over closed portion of RWY

YELLOW

Applicable Instrument Approach Procedures — Displaced Threshold Operations (Yellow pages)

YELLOW

RWY	Threshold Displaced by	Chart/Procedure	AIP Volume
05R	1235 m	Auckland LOC/DME W RWY 05R	2
		Auckland VOR/DME W RWY 05R	2
23L	1100 m	Auckland LOC/DME E RWY 23L	2
		Auckland VOR/DME E RWY 23L	2

Continued over page

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Applicable Instrument Approach Procedures — Reduced Length Operations (Yellow pages)

RWY	LDA	Chart/Procedure	AIP Volume
05R	2190 m	Auckland ILS/DME E or LOC/DME E RWY 05R	2
		Auckland VOR/DME E RWY 05R	2
		Auckland RNAV (GNSS) E RWY 05R	2
23L	2300 m	Auckland ILS/DME W or LOC/DME W RWY 23L	2
		Auckland VOR/DME W RWY 23L	2
		Auckland RNAV (GNSS) W RWY 23L	2

Applicable Aerodrome, Operational Data and Ground Movement Charts (Yellow pages)

RWY	Chart	AIP Volume	
05R/23L	Aerodrome — RWY 05R/23L — WIP WEST	2	4
05R/23L	Aerodrome — RWY 05R/23L — WIP EAST	2	4
05R/23L	Operational Data — RWY 05R/23L — WIP WEST	2	4
05R/23L	Operational Data — RWY 05R/23L — WIP EAST	2	4
05R/23L	Ground Movements — RWY 05R/23L — WIP WEST	2	4
05R/23L	Ground Movements — RWY 05R/23L — WIP EAST	2	4

CAUTION
Expect workers and equipment on closed portion of RWY 05R/23L when WIP

YELLOW YELLOW YELLOW YELLOW YELLOW

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ELEV 23

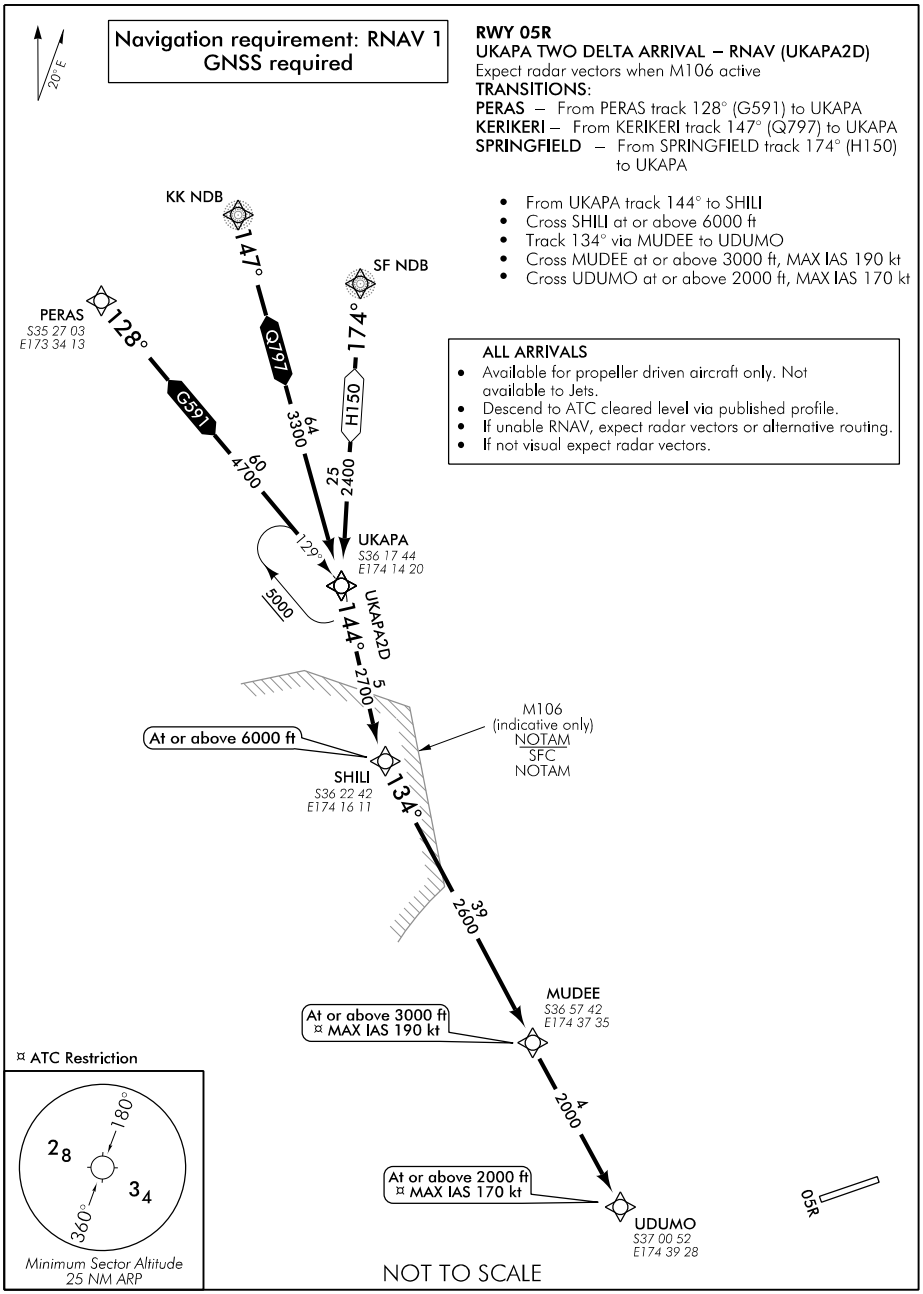
NZAA

CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 05R (4)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



Changes from 22 APR 21: UKAPA1D, PERAS-UKAPA BRG, SHILI-MUDEE-UDOMO BRG.

AARNAVSTAR05R-4-Q

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ELEV 23
NZAA
CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 05R (5)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0

RWY 05R

DAVEE SIX BRAVO ARRIVAL – RNAV (DAVEE6B)

- Cross DAVEE at or above 8000 ft, MAX IAS 280 kt
- Track 340° to WI NDB
- Cross WI NDB between 5000 ft and 9000 ft, MAX IAS 240 kt
- Track 279° to GITUK
- Cross GITUK at or above 4000 ft, MAX IAS 220 kt
- Track 321° to LENGU
- Cross LENGU at or above 3000 ft, MAX IAS 210 kt

PEPPE FIVE BRAVO ARRIVAL – RNAV (PEPPE5B)

- Cross PEPPE at or above 11,000 ft
- Track 328° to IGABI
- Track 310° to WI NDB
- Cross WI NDB between 5000 ft and 9000 ft, MAX IAS 240 kt
- Track 279° to GITUK
- Cross GITUK at or above 4000 ft, MAX IAS 220 kt
- Track 321° to LENGU
- Cross LENGU at or above 3000 ft, MAX IAS 210 kt

SCARY TWO BRAVO ARRIVAL – RNAV (SCARY2B)

TRANSITION:

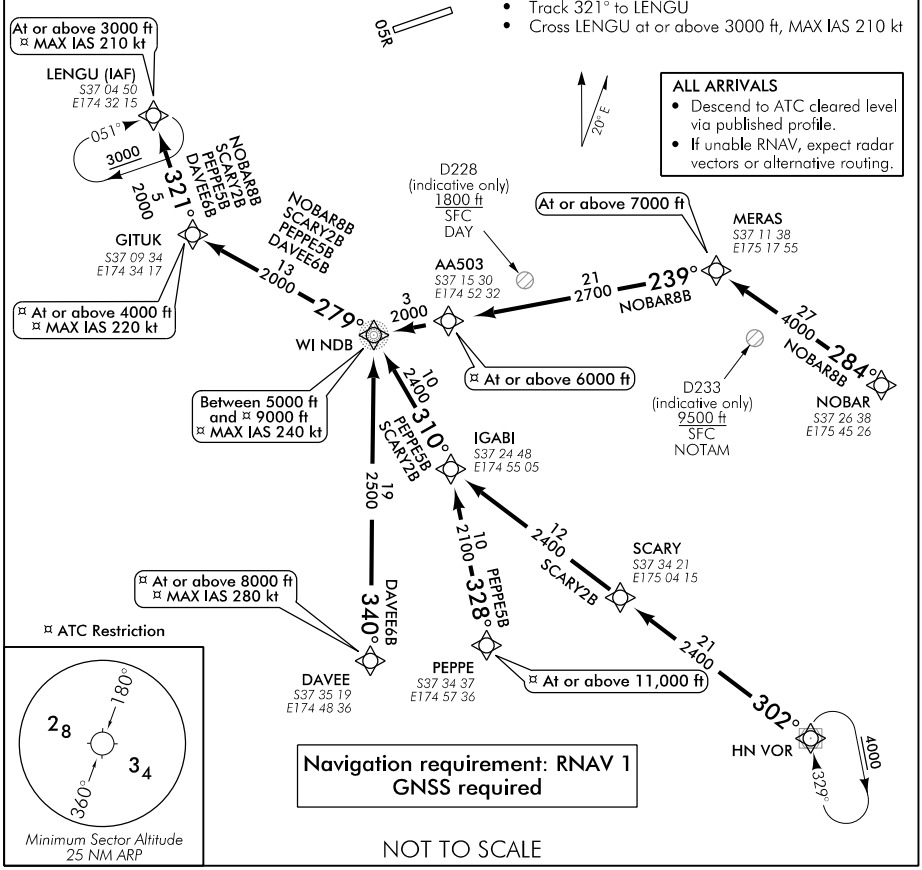
HAMILTON – From HN VOR track 302° to SCARY

- From SCARY track 302° to IGABI
- Track 310° to WI NDB
- Cross WI NDB between 5000 ft and 9000 ft, MAX IAS 240 kt
- Track 279° to GITUK
- Cross GITUK at or above 4000 ft, MAX IAS 220 kt
- Track 321° to LENGU
- Cross LENGU at or above 3000 ft, MAX IAS 210 kt

NOBAR EIGHT BRAVO ARRIVAL – RNAV (NOBAR8B)

Expect radar vectors when D233 active

- From NOBAR track 284° to MERAS
- Cross MERAS at or above 7000 ft
- Track 239° via AA503 to WI NDB
- Cross AA503 at or above 6000 ft
- Cross WI NDB between 5000 ft and 9000 ft, MAX IAS 240 kt
- Track 279° to GITUK
- Cross GITUK at or above 4000 ft, MAX IAS 220 kt
- Track 321° to LENGU
- Cross LENGU at or above 3000 ft, MAX IAS 210 kt



Changes from 5 NOV 20: GITUK-LENGU, NOBAR-MERAS and AA503-WI NDB MSAs.

AARNAVSTAR05R-5-T

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ELEV 23

NZAA

CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 05R (6)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0

RWY 05R

DAVEE SIX DELTA ARRIVAL – RNAV (DAVEE6D)

- Cross DAVEE at or above 8000 ft, MAX IAS 280 kt
- Track 329° via AA507 to STEAL
- Cross AA507 at or above 5000 ft, MAX IAS 240 kt
- Cross STEAL MAX IAS 220 kt
- Track 327° to ATAMA
- Cross ATAMA at or above 3000 ft, MAX IAS 210 kt

PEPPE EIGHT DELTA ARRIVAL – RNAV (PEPPE8D)

- Cross PEPPE at or above 11,000 ft
- Track 328° to IGABI
- Cross IGABI at or above 5000 ft
- Track 310° to WI NDB
- Cross WI NDB between 4000 ft and 9000 ft, MAX IAS 240 kt
- Track 290° to STEAL
- Cross STEAL MAX IAS 220 kt
- Track 327° to ATAMA
- Cross ATAMA at or above 3000 ft, MAX IAS 210 kt

SCARY TWO DELTA ARRIVAL – RNAV (SCARY2D)

TRANSITION:

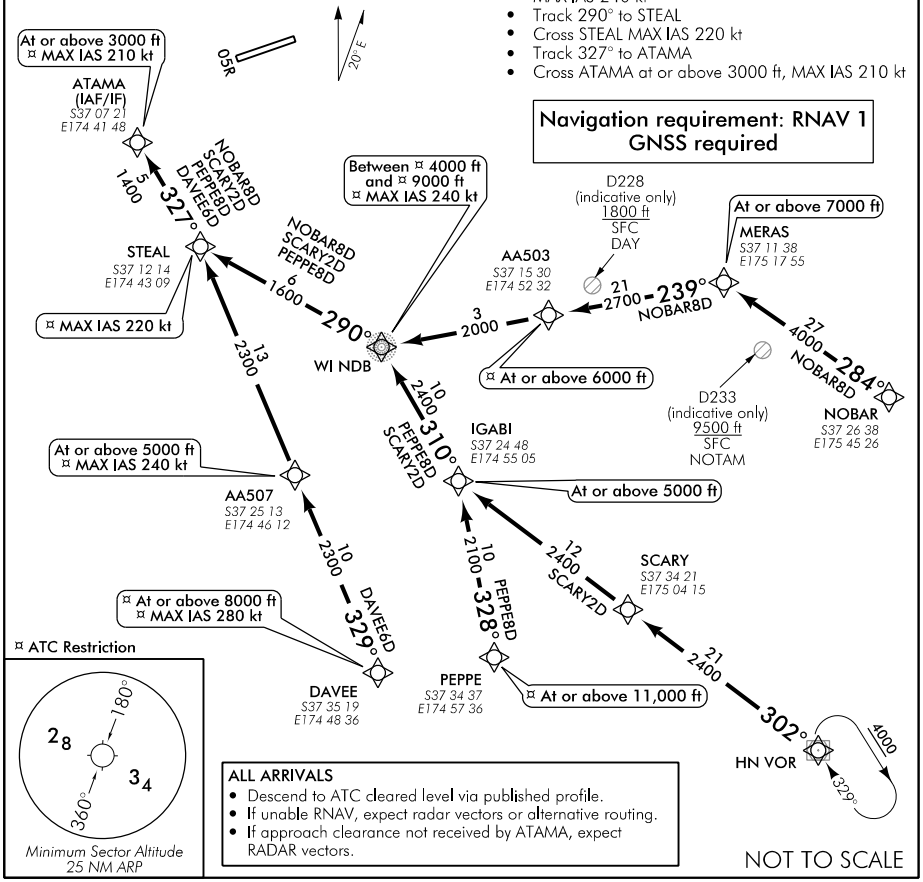
HAMILTON – From HN VOR track 302° to SCARY

- From SCARY track 302° to IGABI
- Cross IGABI at or above 5000 ft
- Track 310° to WI NDB
- Cross WI NDB between 4000 ft and 9000 ft, MAX IAS 240 kt
- Track 290° to STEAL
- Cross STEAL MAX IAS 220 kt
- Track 327° to ATAMA
- Cross ATAMA at or above 3000 ft, MAX IAS 210 kt

NOBAR EIGHT DELTA ARRIVAL – RNAV (NOBAR8D)

Expect radar vectors when D233 active

- From NOBAR track 284° to MERAS
- Cross MERAS at or above 7000 ft
- Track 239° via AA503 to WI NDB
- Cross AA503 at or above 6000 ft
- Cross WI NDB between 4000 ft and 9000 ft, MAX IAS 240 kt
- Track 290° to STEAL
- Cross STEAL MAX IAS 220 kt
- Track 327° to ATAMA
- Cross ATAMA at or above 3000 ft, MAX IAS 210 kt



Changes from 5 NOV 20: STEAL-ATAMA BRG; NOBAR-MERAS and AA503-WI NDB MSAs.

AARNAVSTAR05R-6-P

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ELEV 23

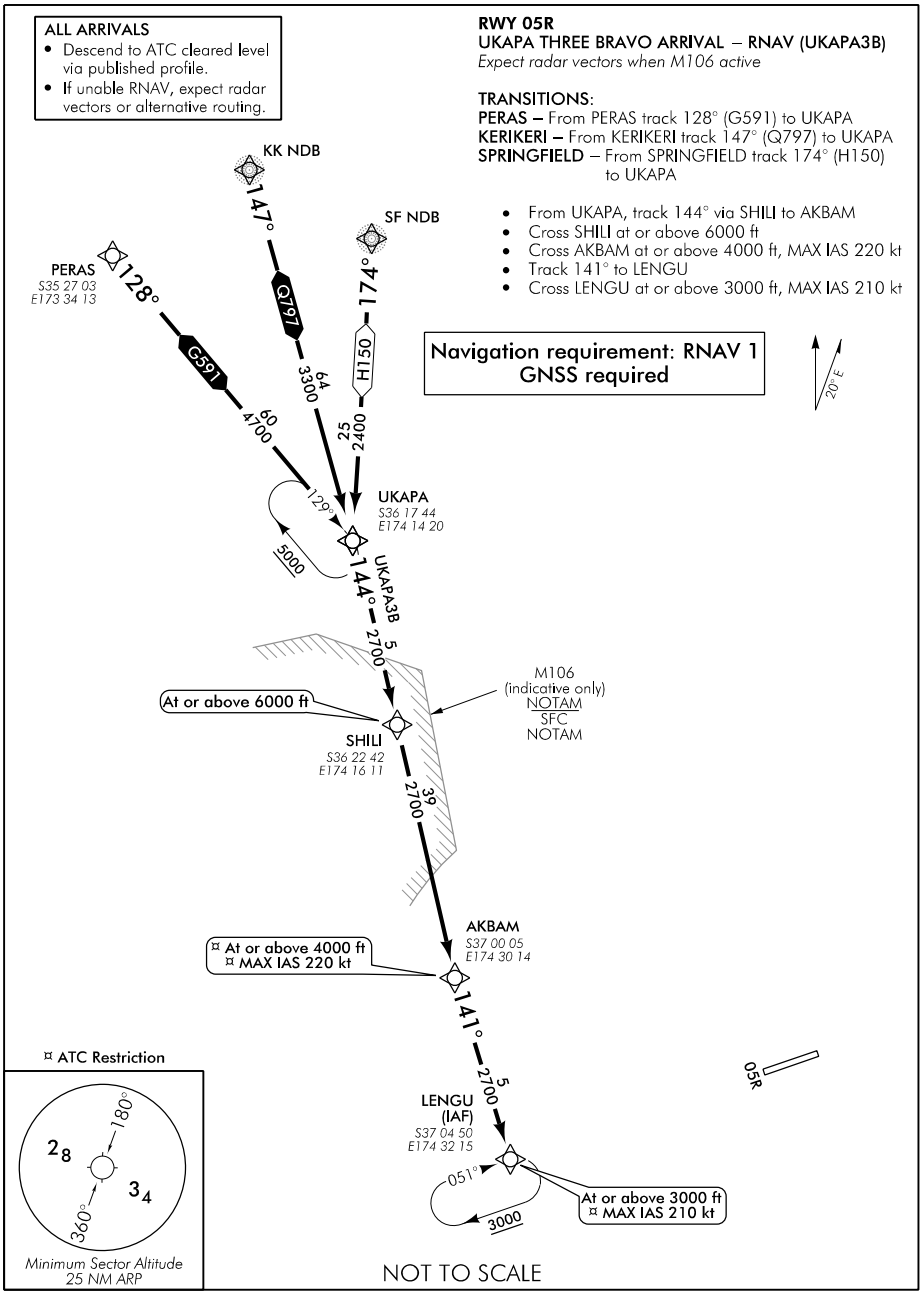
NZAA

CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 05R (7)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



Changes from 22 APR 21: PERAS-UKAPA BRG, UKAPA3B replaces UKAPA2B.

AARNAVSTAR05R-7-M

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ELEV 23

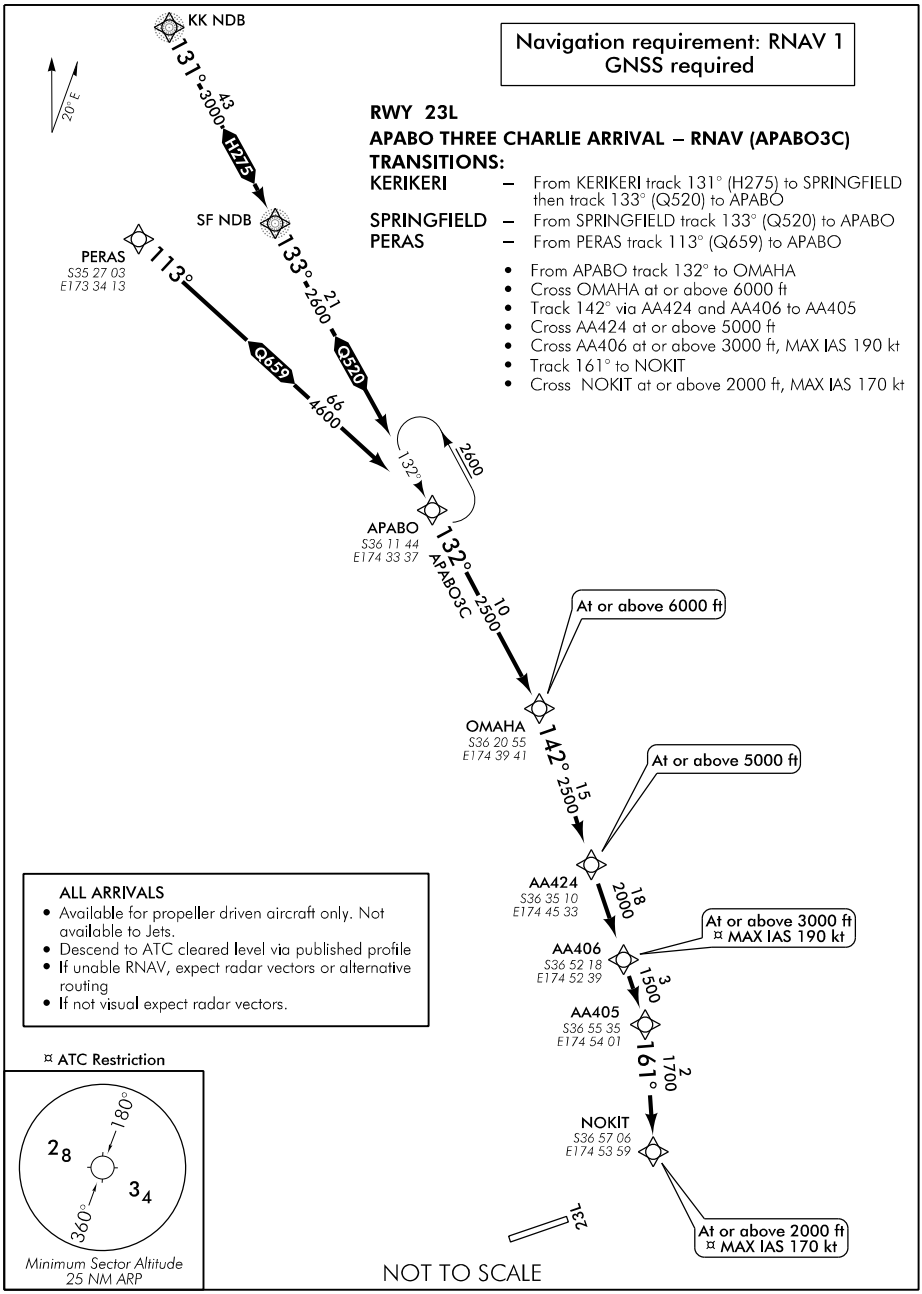
NZAA

CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 23L (8)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



AARNAVSTAR23L-8-O

Changes from 28 MAR 19: Arrival reviewed, MSA change, APABO track and hold bearing.

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ELEV 23

NZAA

CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 23L (9)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0

RWY 23L

DAVEE SIX ALFA ARRIVAL – RNAV (DAVEE6A)

- Cross DAVEE MAX IAS 280 kt
- Track 353° via OSAKU and ANSER to ZORBA
- Cross ANSER at or above 9000 ft
- Cross ZORBA at or above 6000 ft, MAX IAS 240 kt
- Track 020° to SABAV
- Cross SABAV at or above 4000 ft, MAX IAS 220 kt
- Track 321° to EMRAG
- Cross EMRAG at or above 3000 ft, MAX IAS 210 kt

PEPPE FIVE ALFA ARRIVAL – RNAV (PEPPE5A)

- Cross PEPPE at or above 11,000 ft
- Track 336° to ONISU
- Track 353° via UPTIB to KETOB
- Cross UPTIB at or above 9000 ft
- Cross KETOB at or above 5000 ft
- Track 357° to SABAV
- Cross SABAV at or above 4000 ft, MAX IAS 220 kt
- Track 321° to EMRAG
- Cross EMRAG at or above 3000 ft, MAX IAS 210 kt

SKEPY TWO ALFA ARRIVAL – RNAV (SKEPY2A)

Expect radar vectors when D234 is active

TRANSITION:

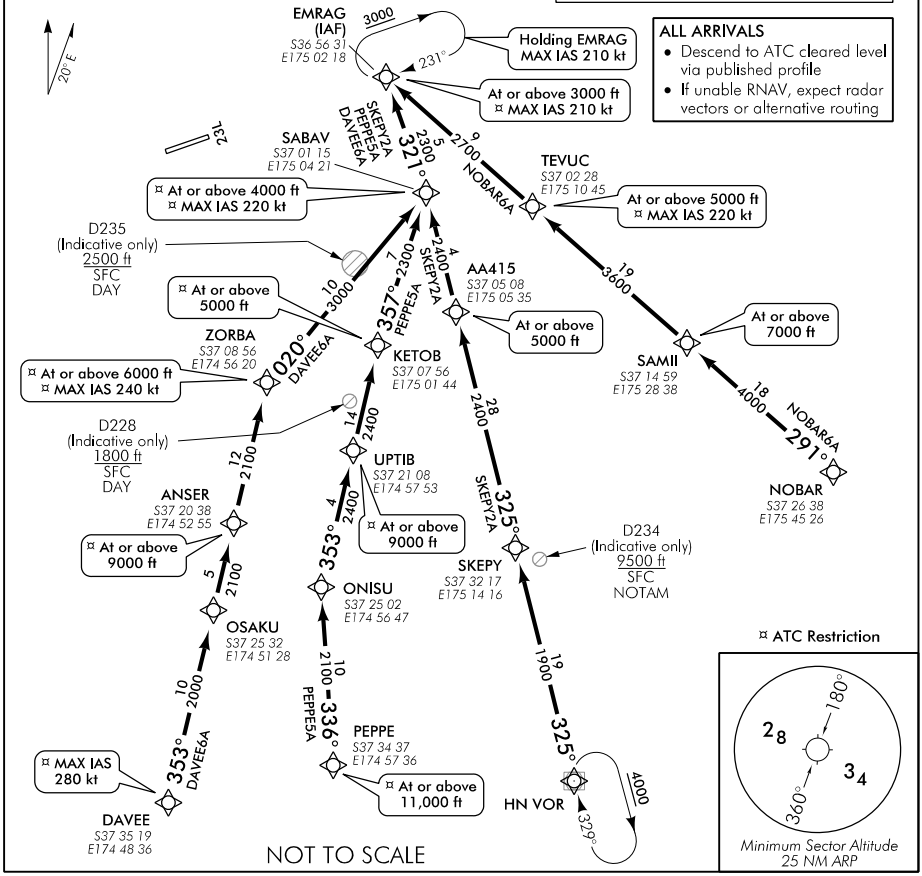
HAMILTON – From HN VOR track 325° to SKEPY

- From SKEPY track 325° via AA415 to SABAV
- Cross AA415 at or above 5000 ft
- Cross SABAV at or above 4000 ft, MAX IAS 220 kt
- Track 321° to EMRAG
- Cross EMRAG at or above 3000 ft, MAX IAS 210 kt

NOBAR SIX ALFA ARRIVAL – RNAV (NOBAR6A)

- From NOBAR track 291° via SAMII and TEVUC to EMRAG
- Cross SAMII at or above 7000 ft
- Cross TEVUC at or above 5000 ft, MAX IAS 220 kt
- Cross EMRAG at or above 3000 ft, MAX IAS 210 kt

Navigation requirement: RNAV 1 GNSS required



Changes from 7 NOV 19: SKEPY2A replaces SKEPY1A, SKEPY track bearing.

AARNAVSTAR23L-9-J

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ELEV 23

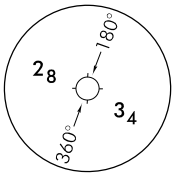
NZAA

CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 23L (10)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



Minimum Sector Altitude
25 NM ARP

NOT TO SCALE

RWY 23L

DAVEE SEVEN CHARLIE ARRIVAL – RNAV (DAVEE7C)

- Cross DAVEE at or above 8000 ft, MAX IAS 280 kt
- Track 353° via OSAKU to ANSER
- Cross OSAKU at or above 5000 ft
- Track 329° to ELBOP
- Track 353° to ESNAX
- Cross ESNAX at or above 3000 ft, MAX IAS 210 kt

PEPPE NINE CHARLIE ARRIVAL – RNAV (PEPPE9C)

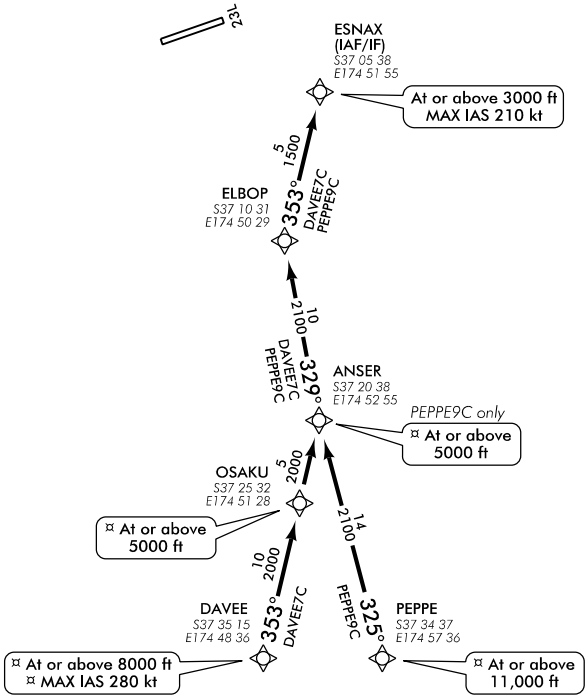
- Cross PEPPE at or above 11,000 ft
- Track 325° to ANSER
- Cross ANSER at or above 5000 ft
- Track 329° to ELBOP
- Track 353° to ESNAX
- Cross ESNAX at or above 3000 ft, MAX IAS 210 kt

ALL ARRIVALS

- Descend to ATC cleared level via published profile
- If unable RNAV, expect radar vectors or alternative routing
- If approach clearance not received by ESNAX, expect radar vectors.

¤ ATC Restriction

Navigation requirement: RNAV 1 GNSS required



Changes from 1 FEB 18: WI NDB removed, DAVEE and PEPPE arrivals amended.

AARNAVSTAR23L-10-B

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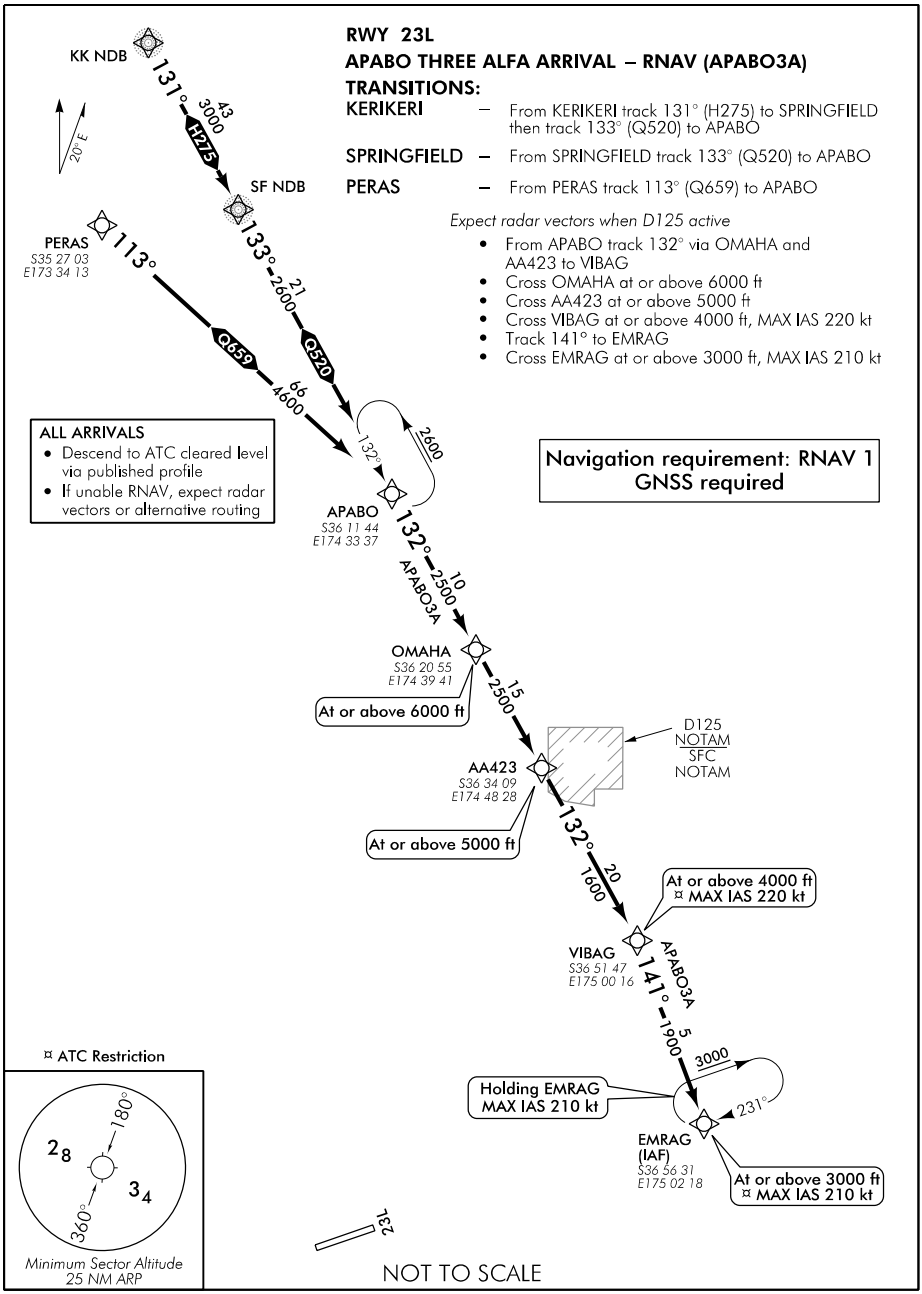
ELEV 23
NZAA
CAT A,B,C,D

AUCKLAND

RNAV STAR RWY 23L (11)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



Changes from 28 MAR 19: APABO3A replaces APABO2A. APABO track and hold bearing.

AARNAVSTAR23L-11-C

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ELEV 23
NZAA

CAT A,B,C,D

AUCKLAND
RNAV STAR RWY 23L (12)

AUCKLAND APPROACH: 124.3 129.6 TOWER: 118.7 120.95 ATIS: 127.8 127.0

Effective: 30 JAN 20

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AUCKLAND
RNAV STAR RWY 23L (12)

20° E

OCEANIC ARRIVALS
- 2 minutes prior to the NZZO/NZZC FIR boundary contact AUCKLAND CONTROL 123.9 MHz reporting position and level.

ALL ARRIVALS
- ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
- If unable RNAV, expect radar vectors or alternative routing.

Navigation requirement: RNAV 1 GNSS required

NOT TO SCALE

¤ ATC Restriction

RWY 23L
TAZEY TWO ECHO ARRIVAL – RNAV (TAZEY2E)
TRANSITIONS:
PEBLU
– From PEBLU track 056° to TAZEY
VELMO
– From VELMO track 053° to TAZEY

- From TAZEY track 043° to ZORBA
- Cross ZORBA at or above 6000 ft, MAX IAS 240 kt

23L

TEVUC (IAF) S37 02 28 E175 10 45 — At or above 5000 ft MAX IAS 240 kt

KETOB (IAF) S37 07 56 E175 01 44 — At or above 5000 ft MAX IAS 240 kt

ZORBA (IAF) S37 08 56 E174 56 20 — At or above 6000 ft MAX IAS 240 kt

SAMII S37 14 59 E175 28 38 — At or above 7000 ft

UPTIB S37 21 08 E174 57 53 — ¤ At or above 9000 ft

ANSER S37 20 38 E174 52 55 — ¤ At or above 8000 ft

TAZEY S37 20 19 E174 28 03

OSAKU S37 25 32 E174 51 28

ONISU S37 25 02 E174 56 47

NOBAR S37 26 38 E175 45 26

DAVEE S37 35 19 E174 48 36 — ¤ MAX IAS 280 kt

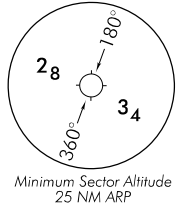
PEPPE S37 34 37 E174 57 36 — ¤ At or above 11,000 ft

From PEBLU 056° 178 1200
From VELMO 053° 177 1200
043° TAZEY2E 25 1900
353° DAVEE3E 10 2000
336° PEPPE2E 10 2100
353° 5 2100
353° 4 2400
12 2100
14 2400
19 3600
18 4000
291° NOBAR1E

DAVEE THREE ECHO ARRIVAL – RNAV (DAVEE3E)
- Cross DAVEE MAX IAS 280 kt
- Track 353° via OSAKU and ANSER to ZORBA
- Cross ANSER at or above 8000 ft
- Cross ZORBA at or above 6000 ft, MAX IAS 240 kt

PEPPE TWO ECHO ARRIVAL – RNAV (PEPPE2E)
- Cross PEPPE at or above 11,000 ft
- Track 336° to ONISU
- Track 353° via UPTIB to KETOB
- Cross UPTIB at or above 9000 ft
- Cross KETOB at or above 5000 ft, MAX IAS 240 kt

NOBAR ONE ECHO ARRIVAL – RNAV (NOBAR1E)
- From NOBAR track 291° via SAMII to TEVUC
- Cross SAMII at or above 7000 ft
- Cross TEVUC at or above 5000 ft, MAX IAS 240 kt



Minimum Sector Altitude
25 NM ARP

Changes from 7 NOV 19: TAZEY2E - ZORBA crossing altitude text corrected to at or above 6000 ft.

ELEV 23

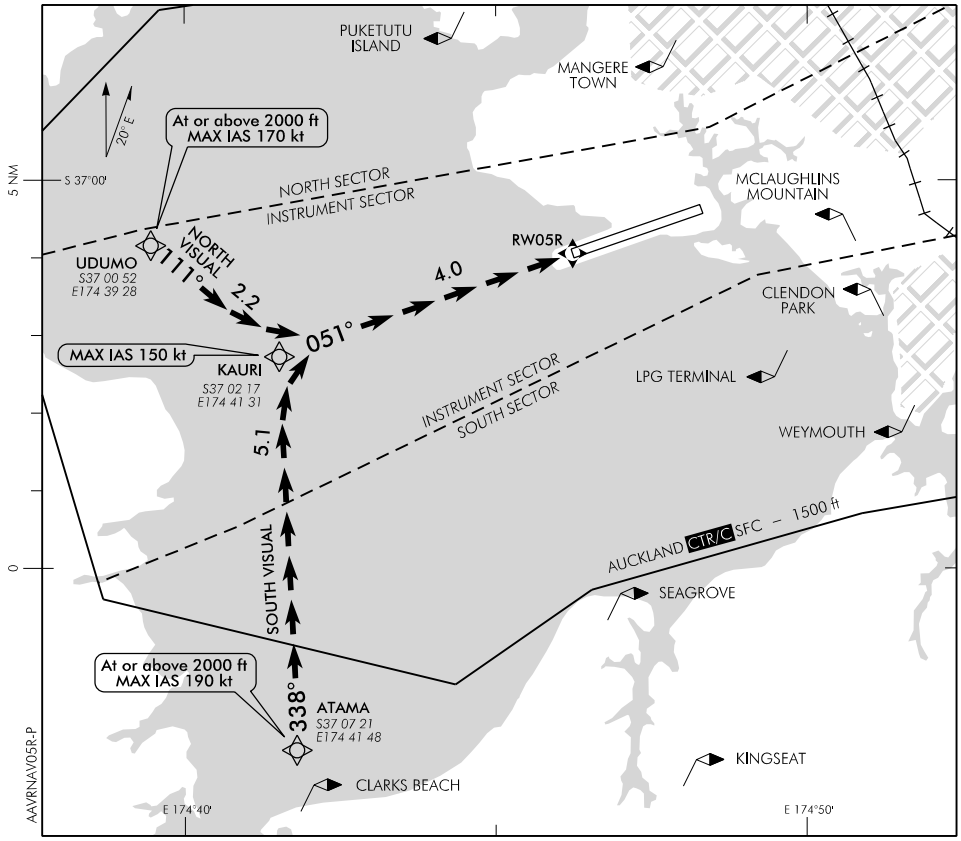
NZAA

CAT A,B,C,D

AUCKLAND

VISUAL RNAV ARRIVAL RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 5 NOV 20: Page republished.

Note 1. Available by DAY only. Aircraft must maintain continuous visual reference to the surface

2. Meteorological Minima: (DAY) 3000 – 8 (Night) NA

NORTH VISUAL ARRIVAL RWY 05R

- From UDUMO track to KAURI to intercept final for RWY 05R
- MAX IAS 150 kt at KAURI
- Maintain 2000 ft, expect further descent from TWR

Requirement
- If approach clearance not received by UDUMO expect radar vectors.

SOUTH VISUAL ARRIVAL RWY 05R

- From ATAMA track to KAURI to intercept final for RWY 05R
- MAX IAS 150 kt at KAURI
- Maintain 2000 ft, expect further descent from TWR

Requirement
- If approach clearance not received by ATAMA expect radar vectors.

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ELEV 23

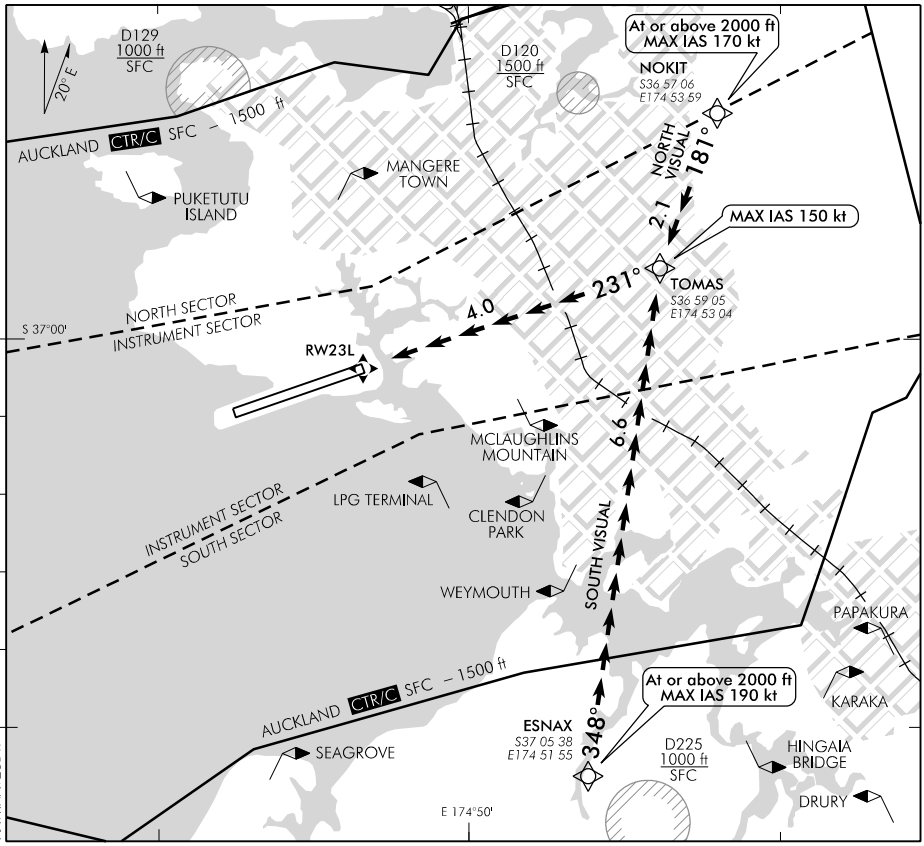
NZAA

CAT A,B,C,D

AUCKLAND

VISUAL RNAV ARRIVAL RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Note 1. Available by DAY only. Aircraft must maintain continuous visual reference to the surface

2. Meteorological Minima: (DAY) 3000 – 8 (Night) NA

NORTH VISUAL ARRIVAL RWY 23L

- From NOKIT track to TOMAS to intercept final for RWY 23L
- MAX IAS 150 kt at TOMAS
- Maintain 2000 ft, expect further descent from TWR

Requirement
- If approach clearance not received by NOKIT expect radar vectors.

SOUTH VISUAL ARRIVAL RWY 23L

- From ESNAX track to TOMAS to intercept final for RWY 23L
- MAX IAS 150 kt at TOMAS
- Maintain 2000 ft, expect further descent from TWR

Requirement
- If approach clearance not received by ESNAX expect radar vectors.

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ELEV 23

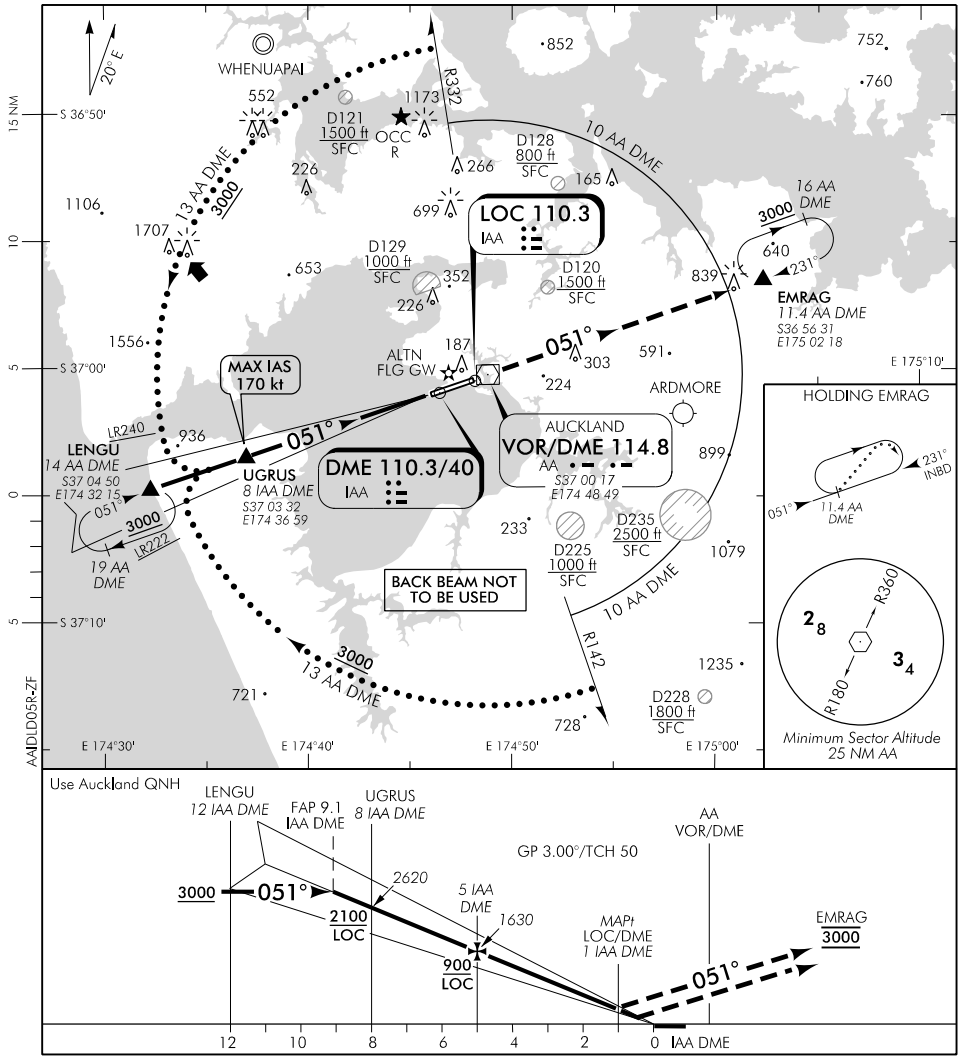
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

ILS/DME or LOC/DME RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Track 051° to EMRAG 3000

IAA DME DIST	10	9	8	7	6	5	4	3	2	1.1	MAPt 1	0.4
Advisory Altitude 3°	3280	2950	2620	2280	1950	1630	1300	980	650	MDA	MDA	DA
Category	A			B			C			D/D_L		
ILS/DME (CAT I)	**215**(200) – 800 or RVR 550											
ILS/DME LIH ALS U/S	**265**(250) – 1200 or RVR 800											
LOC/DME	**350**(335) – 1500											
Circling	**560**(537) – 1900			**630**(607) – 2800			***790**(767) – 3700			***930**(907) – 4600		
* Circling CAT C and D NA north of RWY												

Changes from 26 MAR 20: Page republished.

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ELEV 23

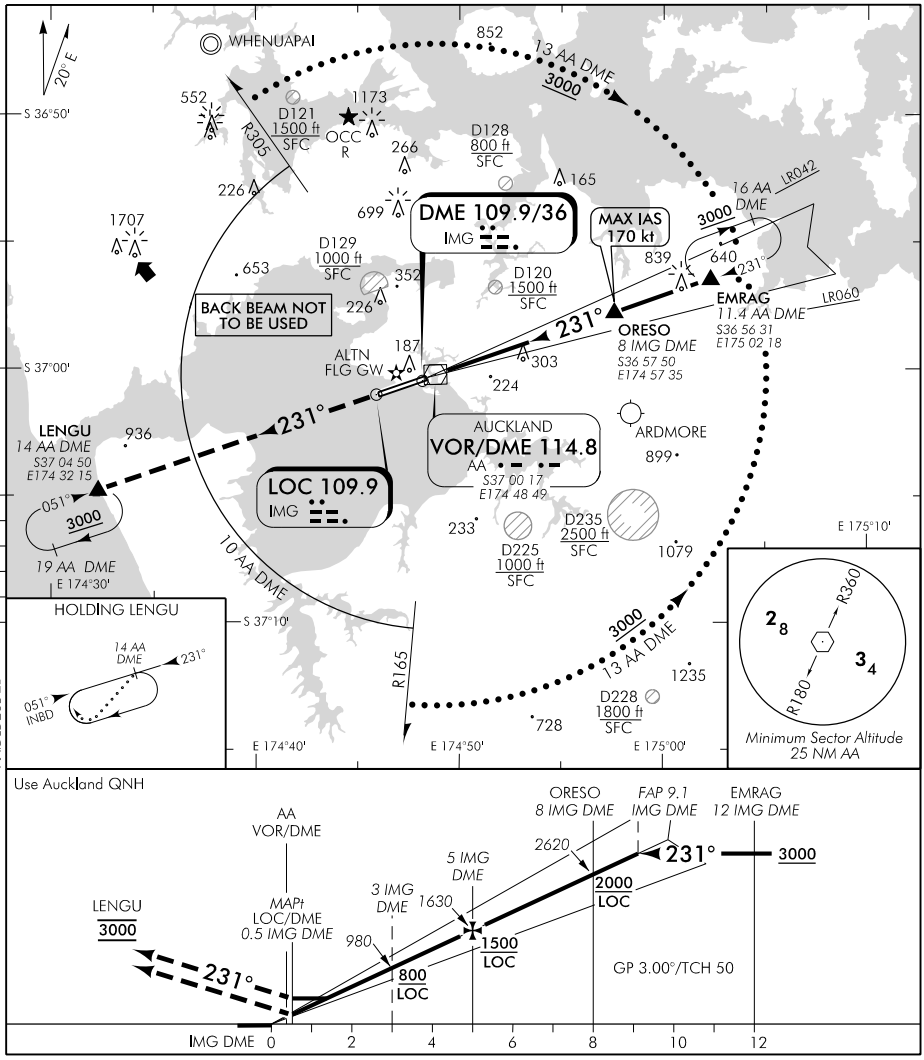
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

ILS/DME or LOC/DME RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 26 MAR 20: Page republished.

MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

IMG DME DIST	MAPt 0.5	1.3	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA/MDA	MDA	660	980	1310	1630	1960	2290	2620	2960	3290

Category	A	B	C	D/D_L
ILS/DME (CAT I)	**223**(200) – 800 or RVR 550			
ILS/DME LIH ALS U/S	**273**(250) – 1200 or RVR 800			
LOC/DME	**450**(427) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	***790**(767) – 3700	***930**(907) – 4600

* Circling CAT C and D NA north of RWY

Effective: 31 DEC 20

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ELEV 23

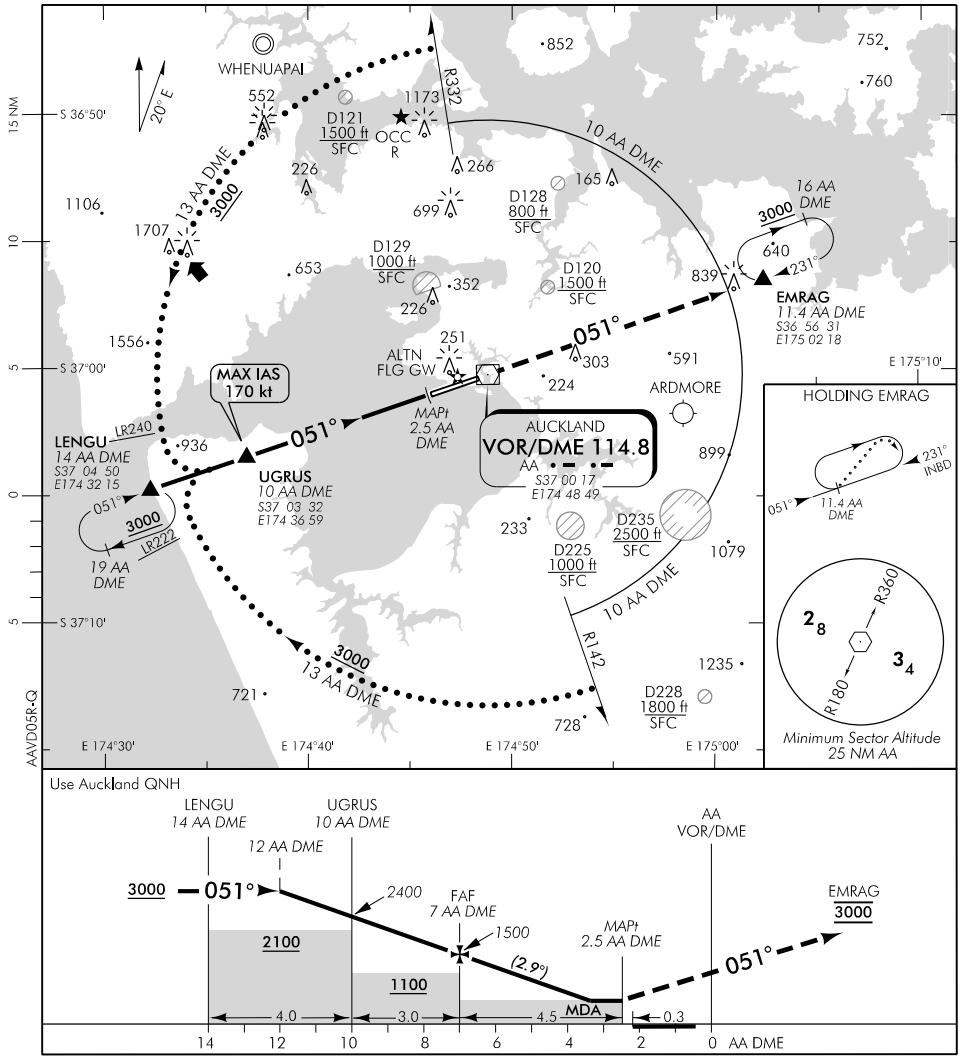
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

VOR/DME RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Climb on R051 to EMRAG 3000

AA DME DIST	10	9	8	7	6	5	4	3.3	MAPt 2.5
Advisory Altitude 5%	2400	2100	1800	1500	1200	900	600	MDA	MDA
Category	A			B			C		D
VOR/DME	**390**(375) – 1500								
Circling	**560**(537) – 1900			**630**(607) – 2800			***790**(767) – 3700		***930**(907) – 4600

* Circling CAT C and D NA north of RWY

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ELEV 23

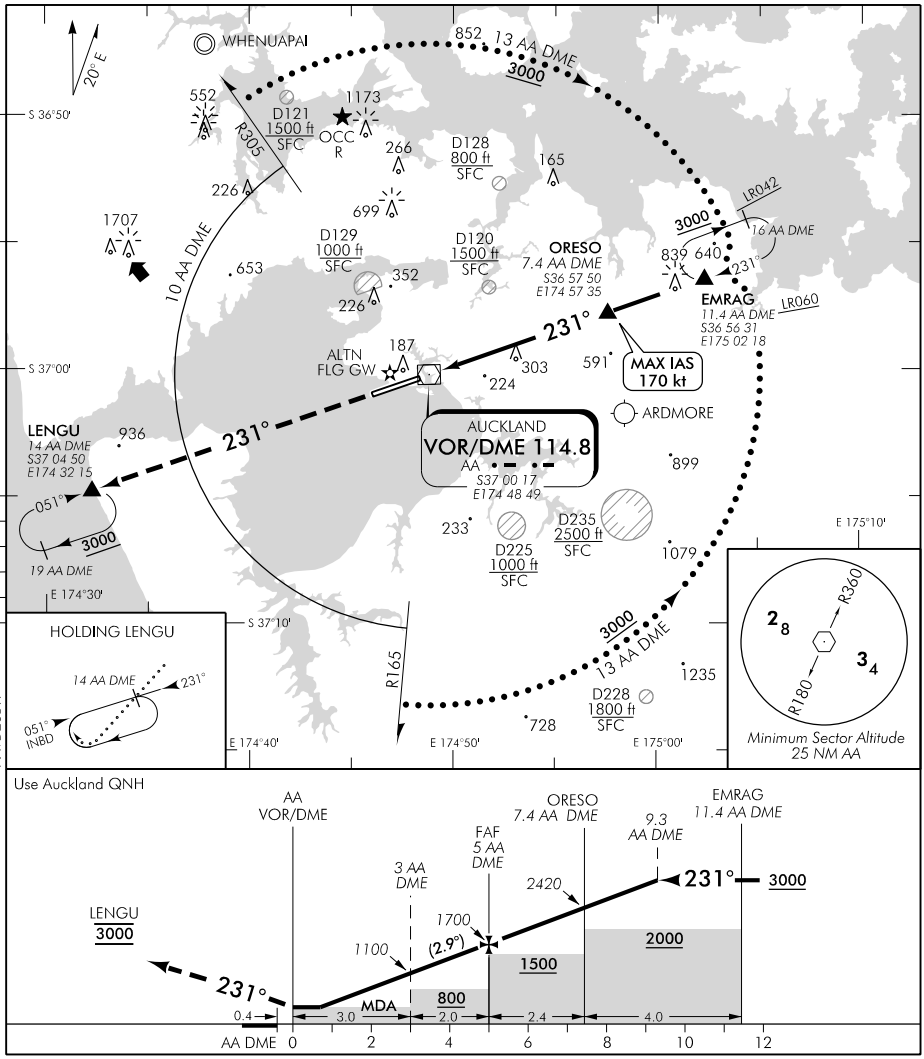
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

VOR/DME RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 31 DEC 20: VOR/DME minima raised.

MISSED APCH: MAX IAS 185 kt. Climb on R231 to LENGU 3000

AA DME DIST	MAPt VOR	0.9	1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	500	800	1100	1400	1700	2000	2300	2600	2900	3200
Category	A			B			C			D		
VOR/DME	**470**(447) – 1500											
Circling	**560**(537) – 1900			**630**(607) – 2800			***790**(767) – 3700			***930**(907) – 4600		

* Circling CAT C and D NA north of RWY

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ELEV 23

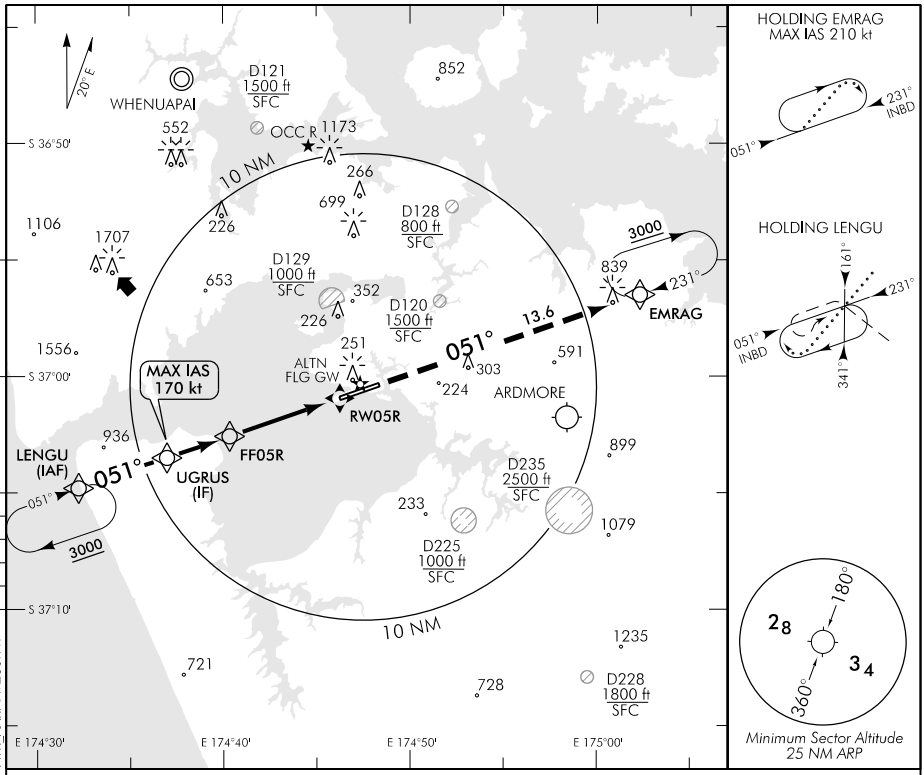
RWY 05R THR ELEV 15

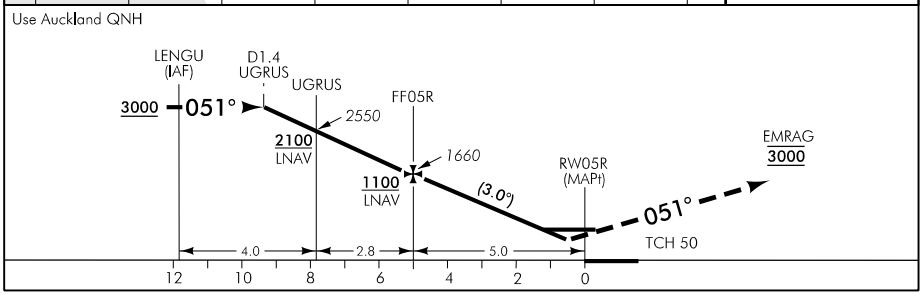
CAT A,B,C,D

AUCKLAND

RNAV (GNSS) Z RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95





MISSED APCH: MAX IAS 185 kt. Climb on 051° to EMRAG 3000

DISTANCE to WPT	UGRUS	2	1	FF05R	4	3	2	1.2	0.9	RW05R
Advisory Altitude 3°	2550	2300	1980	1660	1340	1020	700	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV *	**340**(325) – 1500			
LNAV	**440**(425) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	**#790**(767) – 3700	**#930**(907) – 4600

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# Circling CAT C and D NA north of RWY

Changes from 26 MAR 20: Page republished.

Effective: 31 DEC 20

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ELEV 23

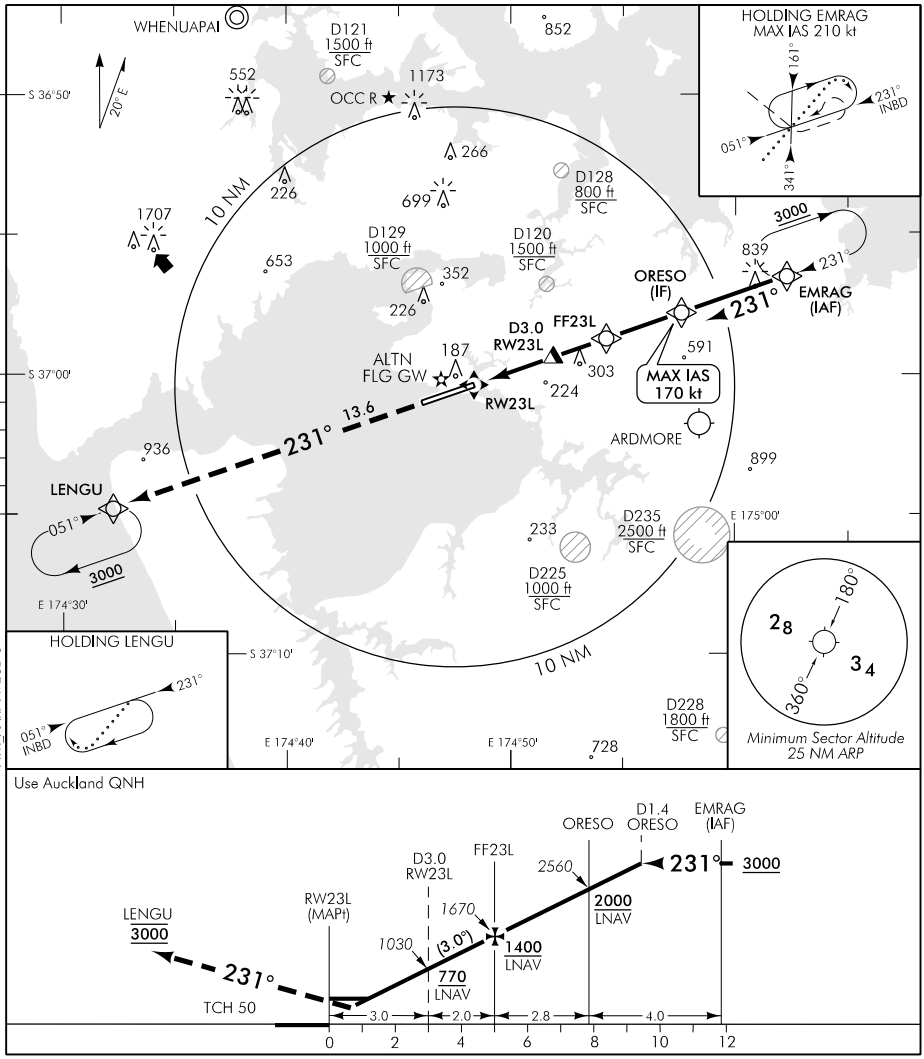
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

RNAV (GNSS) Z RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 26 MAR 20: Page republished.

MISSED APCH: MAX IAS 185 kt. Climb on 231° to LENGU 3000

DISTANCE to WPT	RW23L	0.9	1.1	2	3	4	FF23L	1	2	ORESO
Advisory Altitude 3°	MDA	DA	MDA	710	1030	1350	1670	1980	2300	2560

Category	A	B	C	D
LNAV/VNAV *	**360**(337) – 1500			
LNAV	**430**(407) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	**#790**(767) – 3700	**#930**(907) – 4600

* Valid to AD temperature -5°C . Use of remote QNH NA.
\# Circling CAT C and D NA north of RWY

Effective: 31 DEC 20

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ELEV 23

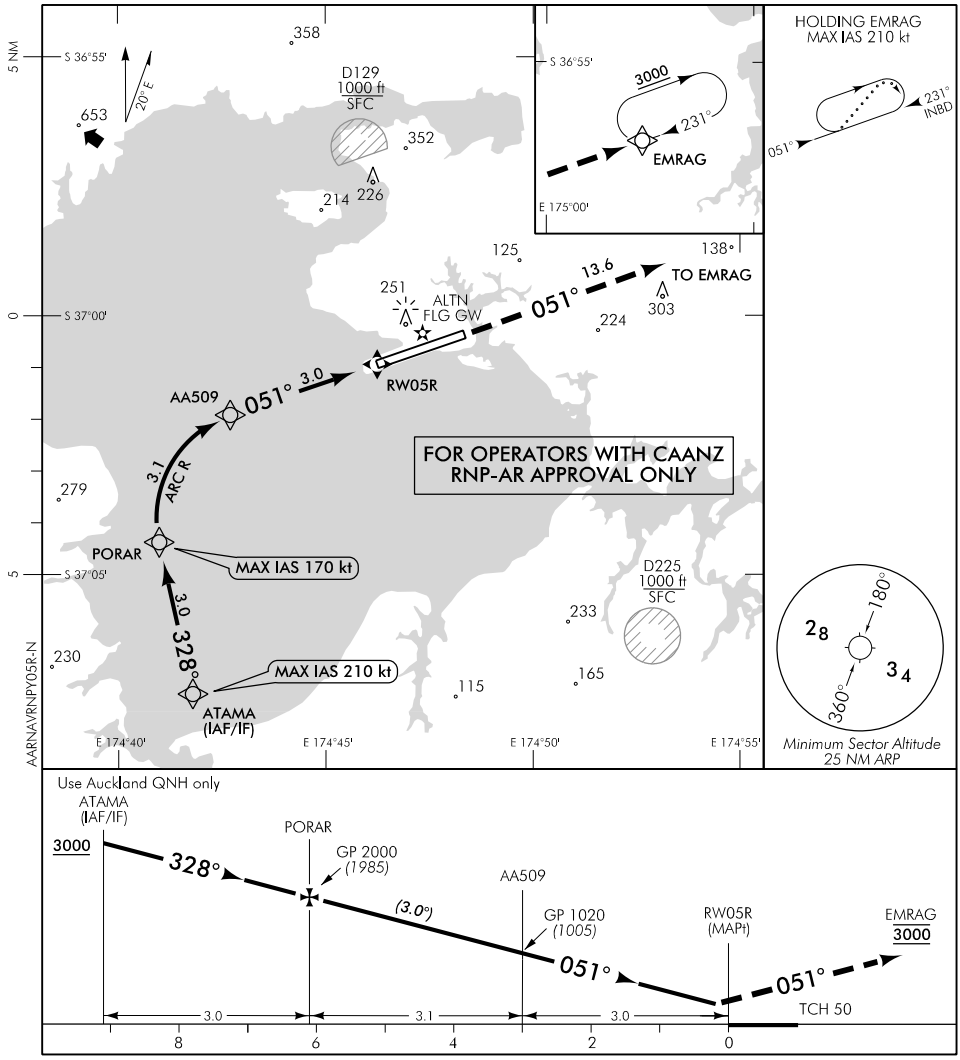
RWY 05R THR ELEV 15

CAT B,C,D

AUCKLAND

RNAV (RNP) Y RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Track 051° to EMRAG 3000

Category	A	B	C	D
RNP 0.30	NA	420(405) – 1500		

1. Procedure NA when AD temperature is below - 5°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed APCH segment

Changes from 12 SEP 19; Page republished.

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ELEV 23

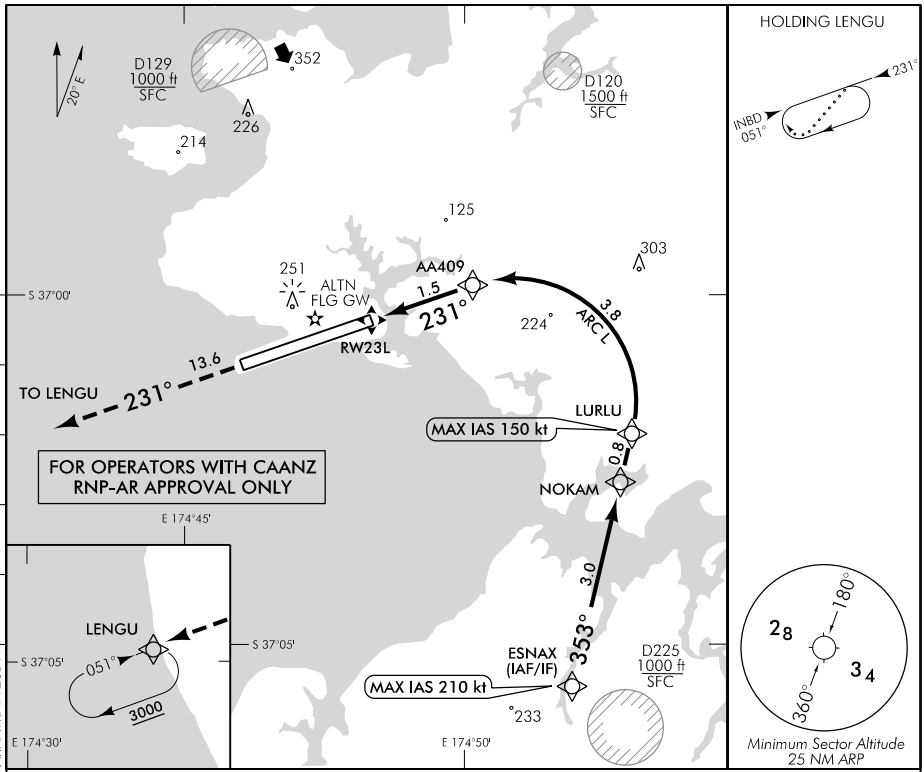
RWY 23L THR ELEV 23

CAT B,C

AUCKLAND

RNAV (RNP) Y RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



AARNAVRNPY23L-N 0 5

Changes from 12 SEP 19: Chart reverts to original status after RWY05R repaving project.

MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

Category	A	B	C	D
RNP 0.30	NA	**340**(317) – 1500		NA

1. Procedure NA when AD temperature is below -5°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments. RNP 1.0 missed APCH segment.

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ELEV 23

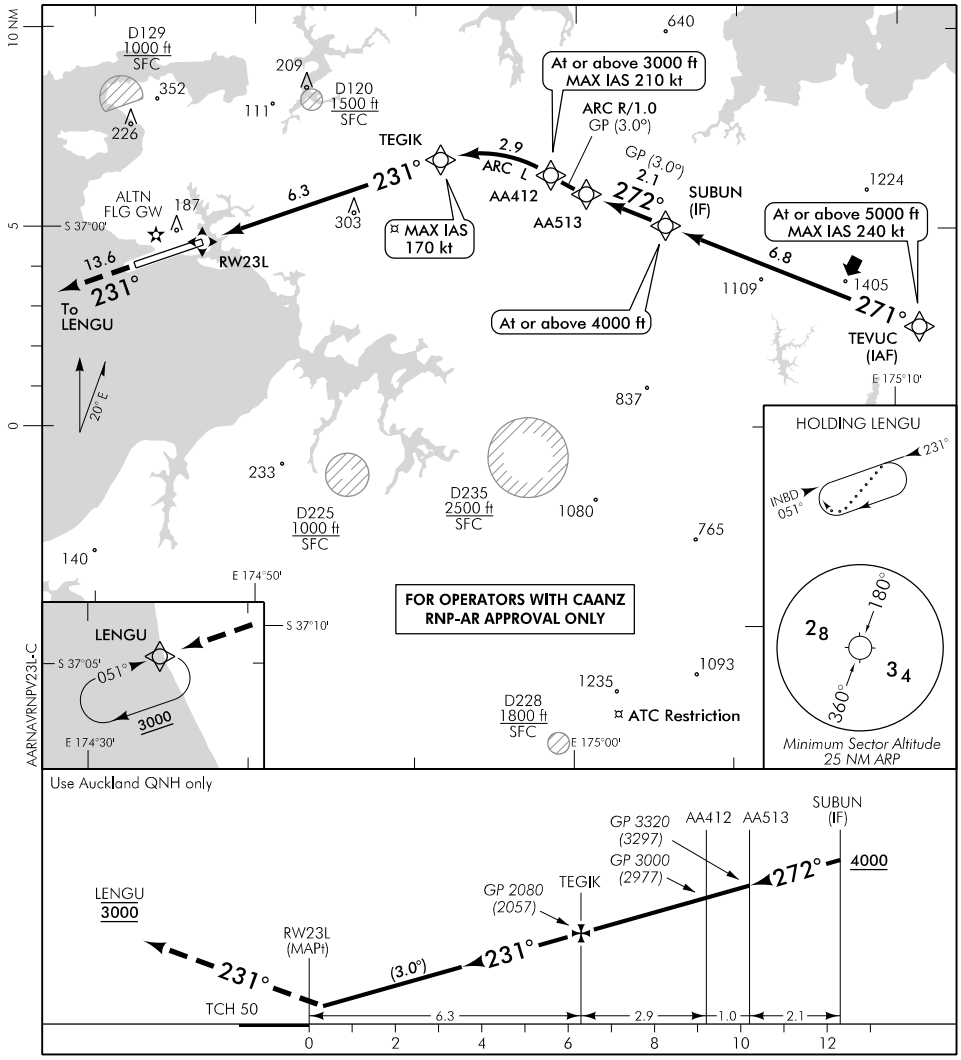
RWY 23L THR ELEV 23

CAT B,C,D

AUCKLAND

RNAV (RNP) V RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 5 NOV 20: Chart reverts to original status after RWY05R repaving project.

MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

Category	A	B	C	D
RNP 0.30	NA	**420**(397) – 1500		

1. Procedure NA when AD temperature is below -5°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed APCH segment

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ELEV 23

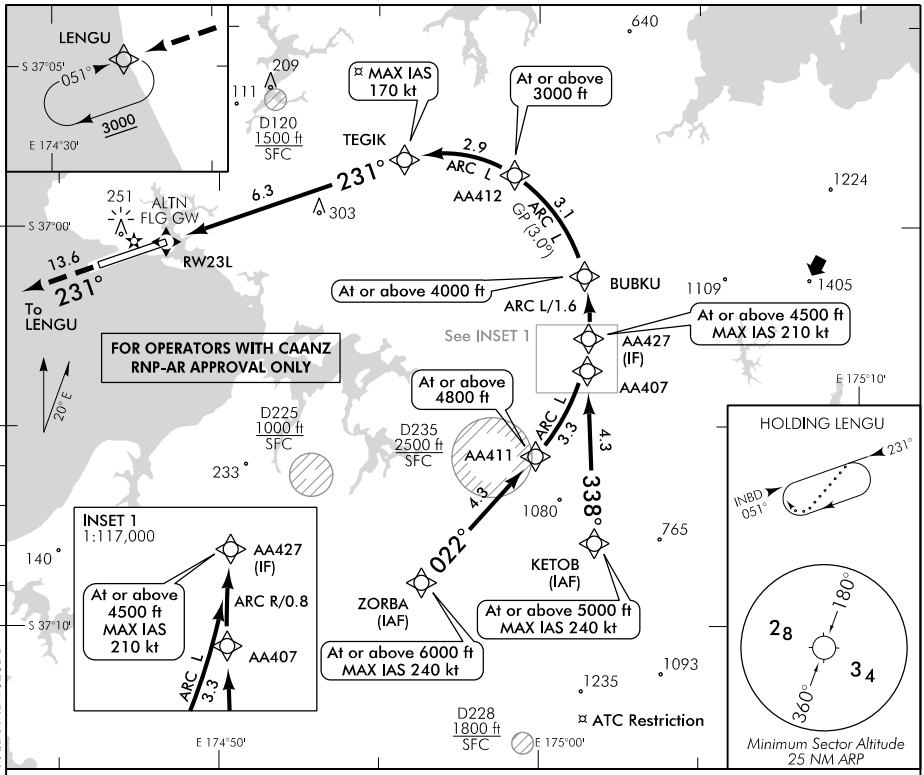
RWY 23L THR ELEV 23

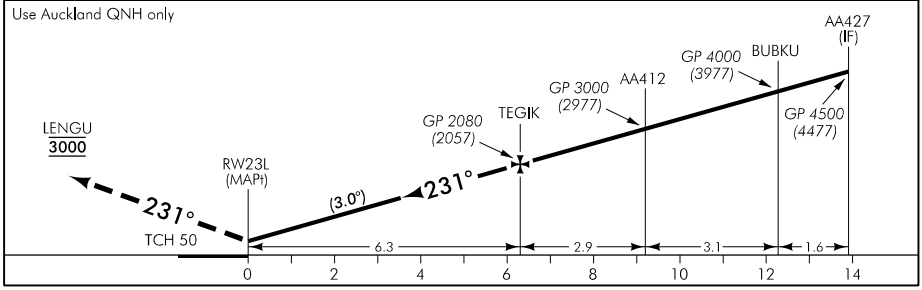
CAT B,C,D

AUCKLAND

RNAV (RNP) S RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95





Changes from 5 NOV 20: Chart reverts to original status after RWY05R repaving project.

MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

Category	A	B	C	D
RNP 0.30	NA	**420**(397) – 1500		

1. Procedure NA when AD temperature is below -5°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed APCH segment

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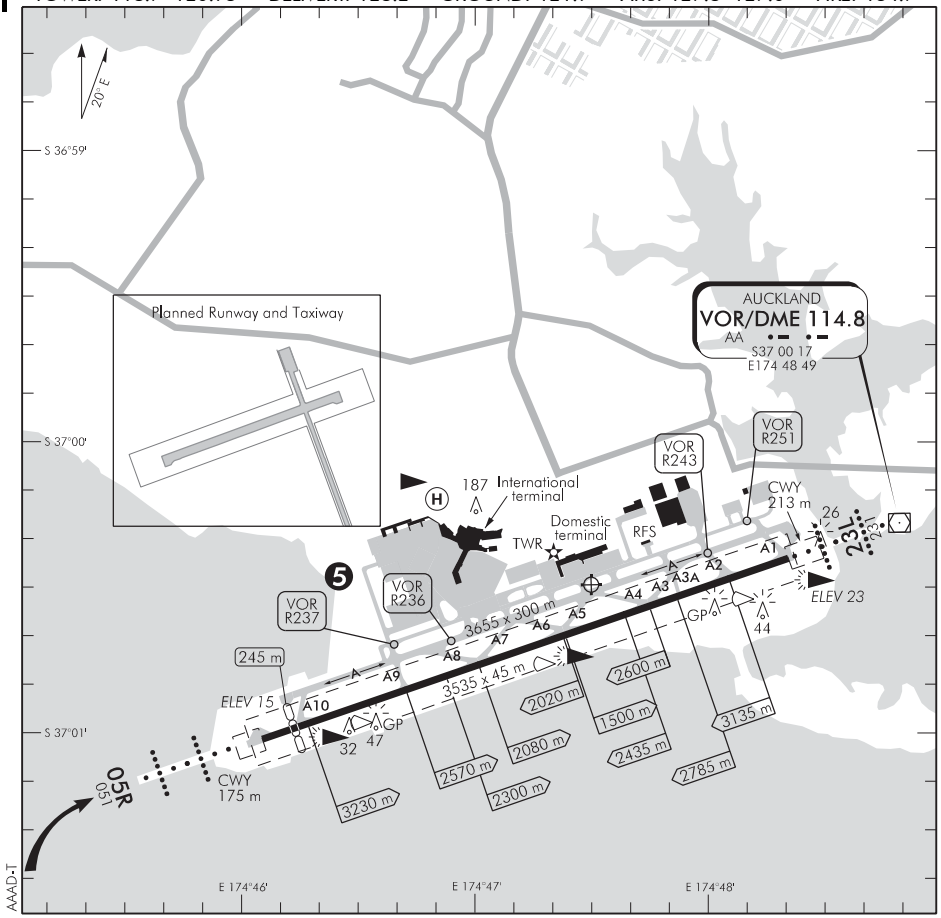
ELEV 23

AUCKLAND

NZAA

AERODROME — RWY 05R/23L OPERATIONS (1)

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9 *ATIS:* 127.8 127.0 *FIRE:* 134.7



Changes from 5 NOV 20: Chart republished, Fire FREQ added.

AAD-T

1. Circuit: RWY 05R — Right hand RWY 23L — Left hand
   Unless otherwise instructed, ATC circuit altitudes are:
   All Jets 1500 ft AMSL All other ACFT 1000 ft AMSL
2. ATC Speed Requirements:

   Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds with a MNM 150 kt IAS to 5 NM on final approach. If unable to comply with the promulgated speeds, advise ATC with preferred speed.

   VFR in circuit: approach speed of not less than 90 kt IAS when above 300 ft AMSL.
3. **CAUTION:** Bird hazard. Refer to NZAA AD 2.23.
4. Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.

❺ The northern end of TWY L is not visible from TWR. See Ground Movements — RWY 05R/23L for detail.

6. Wide body aircraft exiting RWY 05R/23L via TWY A3, A4, A5, A6, A7 and A8 must use rapid exit taxiways. Hard left or hard right turns off RWY 05R/23L are not available.

(continued)

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7. 180 degree turns on the runway for heavy (wide-body) aircraft are only approved in the western turning bay.
8. Holding positions on TWY A1 to TWY A8 inclusive are not available during code F (A380, 748 and AN124) aircraft take-offs or landings. Refer to pages AD 2-53.13 to 53.16.
9. Code F aircraft entering or vacating RWY 05R/23L should use TWY A1A or A10. TWY A1 and A9 may be used with prior notice from ATC. TWY A2, A3 and A8 available to approved code F operators in accordance with code F supplementary procedures.
10. Use of the western extension for RWY 05R starter extension is not available.
11. **CAUTION:** Magnetic anomalies have been detected at a number of locations across the aerodrome. Some ACFT may experience temporary HSI/compass deviation.
12. TWY A3A available daylight hours only to Code C ACFT and smaller.

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RWY

Normal operations — refer Aerodrome — RWY 05R/23L Operations Chart (White pages)

RWY	SFC	Strength	Gp	Slope	ASDA/ TORA	Take-off distance			LDG DIST
						1:40	1:50	1:62.5	
05R 23L	CONC	PCN 120 R/D/W/T	8	Nil	3230 3535	3443 3710	3443 3710	3443 3710	3292 3292[1]

[1] Exit TWY A10

For further details refer to NZAA AD 2 section.

RESA RWY 05R — 240 x 150 m reducing to 65 m wide at the east end
RESA RWY 23L — 240 x 150 m

MINIMA

IFR Take-off		
RWY	Day	Night
05R/23L[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 05R/23L available:
RWY 05R — not below 0–400
RWY 23L — not below 0–75
OPS below 800 m visibility available to operators authorised by CAA New Zealand only and subject to availability of serviceable secondary power supply and automatic switch-over.

LIGHTING

Runway:

05R	LIH ALS/5 Bar W; RCLL; REIL; 3 sequenced strobes	LIL ALS/2 Bar R; LIH RWY	PAPI 3.00°/TCH 73;
23L	LIH ALS/5 Bar W; LIH TDZ, LIH Supplementary Approach Lighting siderow red RCLL; REIL; 3 sequenced strobes	LIL ALS/2 Bar R; LIH RWY	PAPI 3.00°/TCH 73;

Aerodrome: ABN ALTN FLG GW 3.75 SEC, HBN, WDI

Taxiway: CL, HLDG PSN, clearance & stop bars
TWY A9 and A10 have ALTN G/Y CL

Apron: Taxiway edge and floodlighting

Standby power available

FACILITIES

Fuel: Air BP Jet A1, Avgas 100 by truck, Carnet into plane, BP/Z Energy JIFS 133.9 MHz (09) 256 6480 option 0 or 021 767 706
Exxon Mobil/Chevron Jet A1, Carnet into plane, Exxon Mobil, 133.0 MHz (09) 275 6133
Z Energy, Jet A1, Avgas 100 by truck, Carnet into plane, BP/Z Energy JIFS 133.9 MHz (09) 256 6480 option 0 or 021 767 706

Light aircraft wash facility. Located on TWY C1.

Refer to NZAA AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Auckland International Airport Limited, PO Box 73020,
Auckland International Airport, 2150
Tel (09) 275 0789

Designated security aerodrome.

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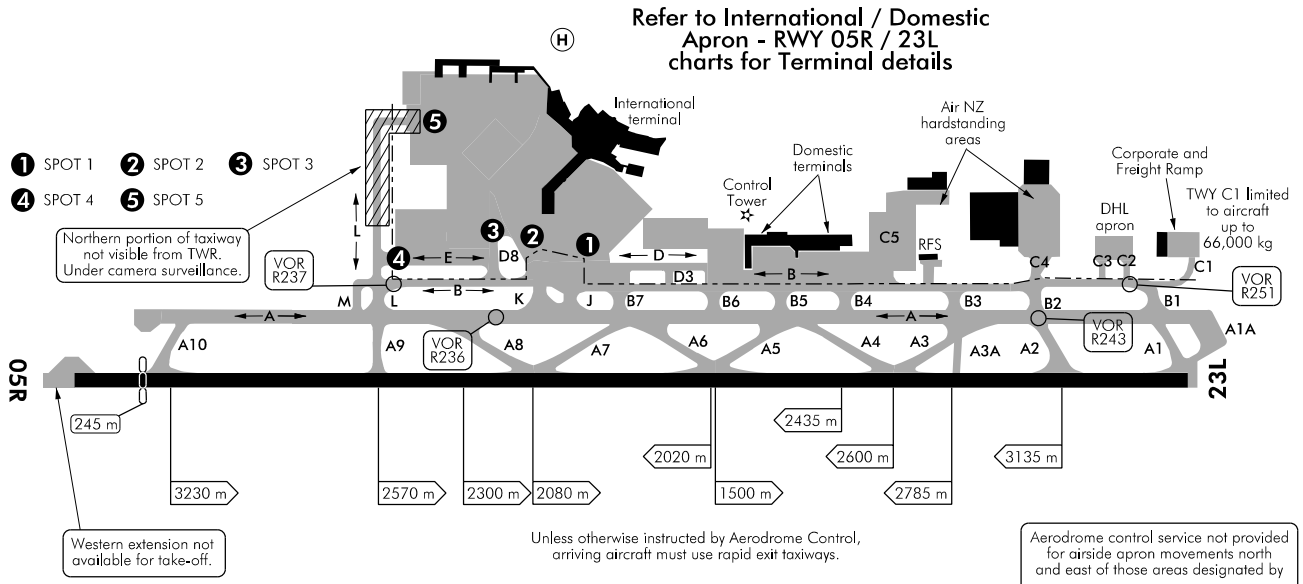
ELEV 23
NZAA

TOWER: 118.7 120.95
DELIVERY: 128.2
GROUND: 121.9
APRON: 123.0
ATIS: 127.8 127.0
FIRE: 134.7

GROUND MOVEMENTS – RWY 05R/23L OPERATIONS AUCKLAND

- TWY A3A available daylight hours only to Code C ACFT and smaller.
- TWY B4, B5 and B7 restricted to MAX Code C ACFT.
- Hard left or hard right turns off RWY 05R/23L are not available unless required in emergency or for ATC operational requirements.
- Code F operations refer NZAA AD 2 - 53.15 and 16.
- **Limitations/general information during code F aircraft operations**
  Holding positions on TWY A1 to TWY A8 inclusive are not available during code F aircraft take-off or landing



REFER TO GROUND MOVEMENTS (1) TO (6) FOR RESTRICTIONS

Surface movement surveillance is available - refer GND Movements (2) - ALL RWY page

Changes from 31 DEC 20: TWY B4 B5 and B7 restriction note amended.

ELEV 23

NZAA

AUCKLAND

INTERNATIONAL APRON – RWY 05R/23L

TOWER: 118.7 120.95 *DELIVERY*: 128.2 *GROUND*: 121.9 *APRON*: 123.0 *ATIS*: 127.8 127.0 *FIRE*: 134.70

RESTRICTIONS AND HAZARDS

- All aircraft ground movements confined to RWY, TWY and apron areas.
- A vehicular traffic roadway is marked on the apron by broken red and white lines and highlighted by red reflectors.
- **TWY B4, B5 and B7** restricted to MAX Code C ACFT.
- **TWY L** north of mid-point not visible from TWR. Under camera surveillance.
- Wide body ACFT turning into Stands 15 and 16 from the west are to use minimum power.
- Wide body ACFT turning into Stands 82 and 83 are to use minimum power.

Limitations/general information during code F aircraft operations

- When a code F aircraft is on TWY A between B2 and J, code E aircraft can use TWY BRAVO.
- Code F aircraft are not allowed on TWY A between TWY B6 and J and on TWY B between TWY B6 and J at the same time.
- When a code F aircraft is on TWY B between TWY B6 and J, TWY D and Stand 84 are restricted to MAX code C aircraft.
- When a code F aircraft is on Stand 84, TWY B between D4 and D8 will be restricted to maximum code D aircraft.
- Wide body aircraft cannot use D8 and TWY K between aircraft Stands 7 and 10 simultaneously.
- Only 738 and A320 type aircraft or smaller can hold on D8 while wide body aircraft taxi on TWY K between Stands 7 and 10.

❶ **TWY D8 Northbound**: Aircraft must hold with pilot aligned with STOP arrow by day or two alignment stop LIGHTS by night to ensure clearance from aircraft using TWY K.

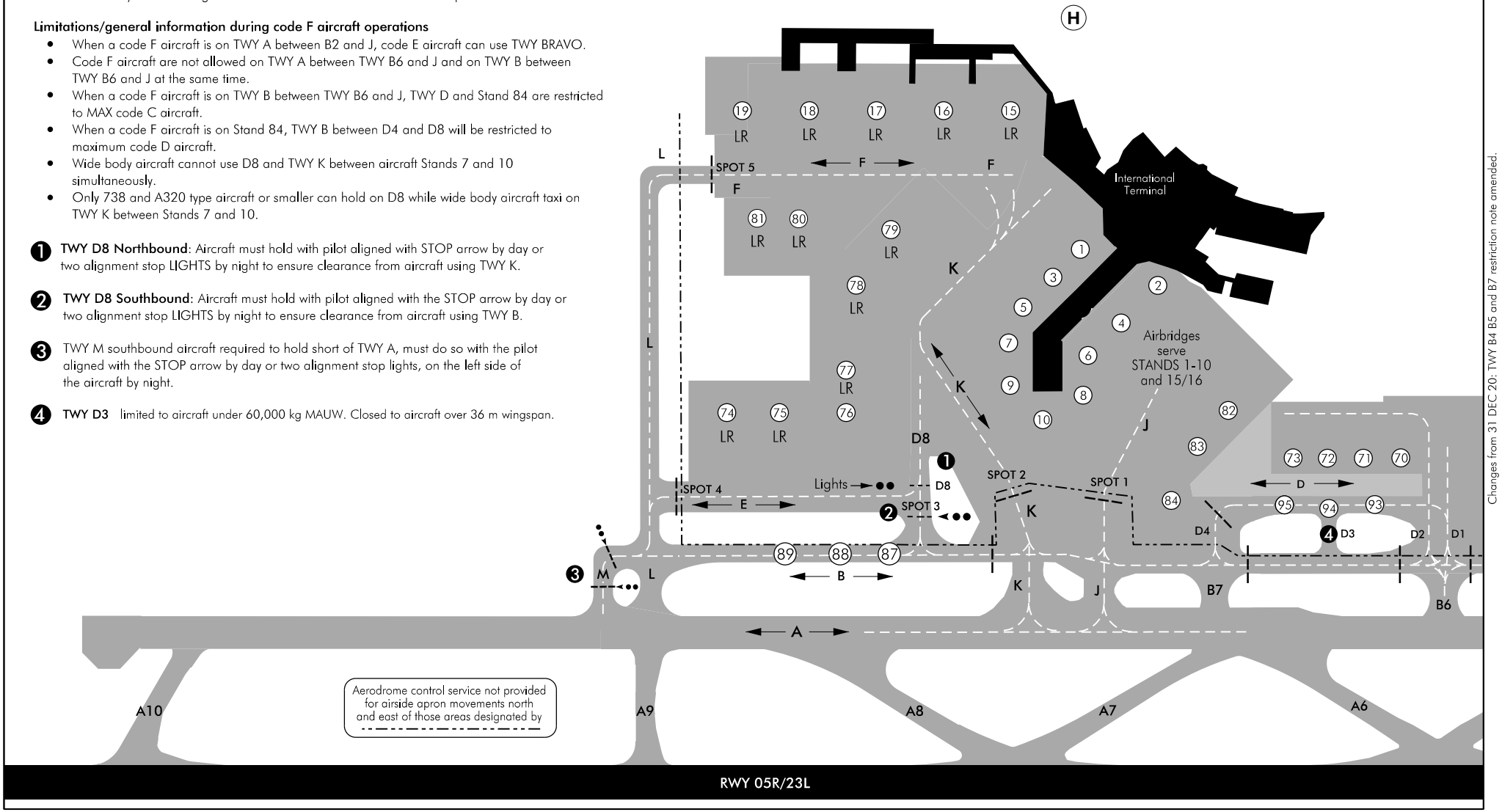
❷ **TWY D8 Southbound**: Aircraft must hold with pilot aligned with the STOP arrow by day or two alignment stop LIGHTS by night to ensure clearance from aircraft using TWY B.

❸ TWY M southbound aircraft required to hold short of TWY A, must do so with the pilot aligned with the STOP arrow by day or two alignment stop lights, on the left side of the aircraft by night.

❹ **TWY D3** limited to aircraft under 60,000 kg MAUW. Closed to aircraft over 36 m wingspan.

Apron information service, callsign "AUCKLAND APRON" is provided by aerodrome operator

Refer to Ground Movements chart for taxiway details:
- RWY 05R/23L OPERATIONS (WHITE)
- RWY 05R/23L WIP WEST (YELLOW)
- RWY 05R/23L WIP EAST (YELLOW)



Changes from 31 DEC 20: TWY B4 B5 and B7 restriction note amended.

AAAPRONINTL-V

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AUCKLAND

DOMESTIC APRON – RWY 05R/23L

TOWER: 118.7 120.95 *DELIVERY*: 128.2 *GROUND*: 121.9 *APRON*: 123.0 *ATIS*: 127.8 127.0 *FIRE*: 134.7

RESTRICTIONS AND HAZARDS

- All aircraft ground movements confined to RWY, TWY and apron areas.
- A vehicular traffic roadway is marked on the apron by broken red and white lines and highlighted by red reflectors.
- **TWY A3A** available daylight hours only to Code C ACFT and smaller.
- **TWY B4, B5 and B7** restricted to MAX Code C ACFT.
- **TWY C2, TWY C3** limited to MAX B767.
- Access to stands 70-73 is via D2.

Limitations during code F aircraft operations

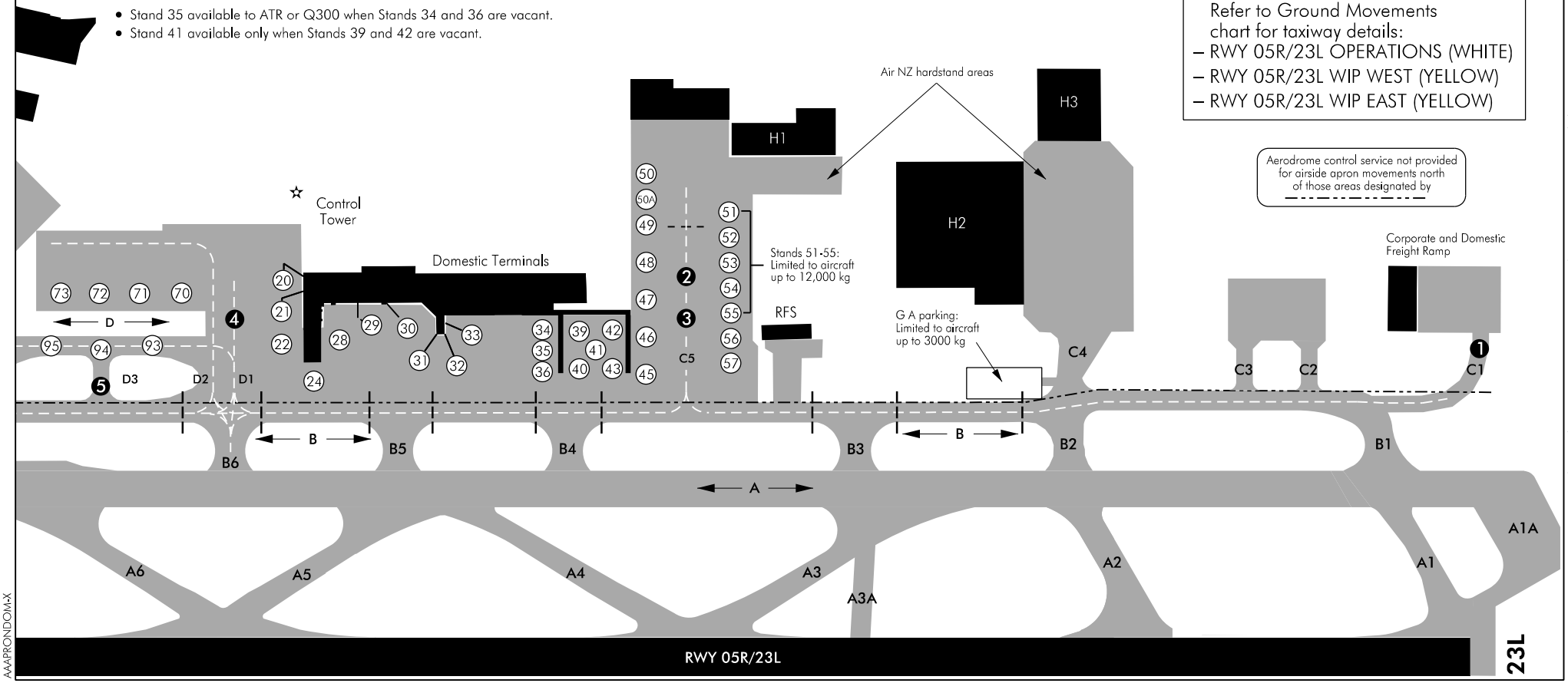
- When a code F aircraft is on TWY A between B2 and J, code E aircraft can use TWY BRAVO.
- Code F aircraft are not allowed on TWY A between TWY B6 and J and on TWY B between TWY B6 and J at the same time.
- When a code F aircraft is on TWY B between TWY B6 and J, TWY D and Stand 84 are restricted to max code D aircraft.

Domestic Stand Restrictions:

- Stand 35 available to ATR or Q300 when Stands 34 and 36 are vacant.
- Stand 41 available only when Stands 39 and 42 are vacant.

1. **TWY C1** limited to aircraft up to 66,000 kg MAUW.
2. **TWY C5** limited to aircraft of less than 36 m wingspan.
3. **TWY C5** helicopter hover operations not permitted.
4. **TWY D1 and D2** limited to aircraft of less than 36 m wingspan except that TWY D1 can be used by all aircraft entering or leaving TWY D, only when TWY D2 is unused.
5. **TWY D3** limited to aircraft under 60,000 kg MAUW. Closed to aircraft over 36 m wingspan.

Refer to Ground Movements chart for taxiway details:
– RWY 05R/23L OPERATIONS (WHITE)
– RWY 05R/23L WIP WEST (YELLOW)
– RWY 05R/23L WIP EAST (YELLOW)



Changes from 31 DEC 20: TWY B4, B5 and B7 restriction note amended.

AAAPRONDOM-X

Effective: 7 OCT 21

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GROUND MOVEMENTS (1) — ALL RWY

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9
APRON: 123.0 *ATIS:* 127.8 127.0 *FIRE:* 134.7

Communications

ARRIVING AIRCRAFT

Domestic VFR

Domestic VFR aircraft arriving at Auckland are to submit a Local VFR Flight Notification via IFIS (www.ifis.airways.co.nz) to Auckland Tower prior to departure.

Domestic and International

In order to ensure a minimum runway occupancy time, whenever operational conditions permit, pilots are expected to vacate the runway after landing via the following rapid exit taxiways:

Landing RWY 05R	Heavy jet aircraft	TWY A3 — 2315 m from threshold
	All aircraft except heavy jet	TWY A5 — 1710 m from threshold
Landing RWY 23L	Turbo-prop aircraft	TWY A6 — 1430 m from threshold
	Jet aircraft	TWY A8 — 2035 m from threshold TWY A6 may be available on pilot request

It is recommended that you plan your exit from the runway and if unable to meet the expected rapid exit taxiway, pilots should advise ATC of their intended exit taxiway when on final approach.

Contact GROUND as soon as clear of the active runway for a taxi clearance.

Code F aircraft entering and vacating the runway can use TWY A1A or A10. TWY A1 and A9 may be used with prior notice from ATC. TWY A2, A3 and A8 available for approved code F operators in accordance with code F supplementary procedures.

DEPARTING AIRCRAFT — IFR

Refer Ground Movements (9) for low visibility taxi routes

When requesting clearance by RTF contact DELIVERY up to a maximum 15 minutes prior to start for route clearance, advising stand number or location on aerodrome. If not already advised, pass altitude and alternate. Clearance will be issued within 2 minutes.

Extension Take-off RWY 05R

- Western extension not available for take-off.

Aircraft on domestic apron

- Contact GROUND ready to start. Any air traffic delay will be advised. ATC expect the aircraft to commence start-up within 1 minute of start approval.
- After starting contact GROUND for taxi clearance before departing gate.
- All departing aircraft will be instructed by ATC when to change to TOWER prior to take-off.

Continued on Ground Movements (2) — All RWY

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AUCKLAND

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GROUND MOVEMENTS (2) — ALL RWY

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9
APRON: 123.0 *ATIS:* 127.8 127.0 *FIRE:* 134.7

Aircraft on international apron

Note: *Due to space constraints APRON will coordinate with SMC departure of all flights from the International apron.*

- Any air traffic delay will be advised by APRON.
- When ready to start call APRON for start approval, requesting pushback if necessary.
- After starting call APRON when ready to taxi. APRON will instruct aircraft to contact GROUND for taxi clearance, or issue instruction for aircraft to taxi to the Apron holding positions. (Holding positions Spot 1 or Spot 2 or Spot 3 or Spot 4 or Spot 5 — refer to RWY 05R/23L International Apron chart.)
- Aircraft must be in contact with GROUND when entering the manoeuvring area.
- All departing aircraft will be instructed by ATC when to change to TOWER prior to take-off.

DEPARTING AIRCRAFT — VFR

- Prior to engine start domestic VFR aircraft are to submit a Local VFR Flight Notification via IFIS (www.ifis.airways.co.nz) to Auckland Tower.
- Contact DELIVERY for VFR departure route instructions, advising location on aerodrome.
- When ready for pushback or start, contact GROUND. Start may be delayed due IFR arrivals or departures.
- After starting contact GROUND for taxi clearance before departing gate.
- All departing aircraft will be instructed by ATC when to change to TOWER prior to take-off.

Transponder Operating Procedures

A surface movement surveillance system using Multilateration (MLAT) is installed at Auckland. MLAT relies on aircraft transponders operating at all times when moving on the airfield.

The following transponder operating procedures apply — these procedures apply H24 to all aircraft.

Departing Aircraft

Ensure ATC allocated squawk code is entered and transponder ON (AUTO if available) before pushback or taxi (or helicopters prior to lift-off).

Aircraft equipped with Mode S having an aircraft identification feature — ensure the aircraft's identification (as per item 7 of the flight plan) is inserted into the FMS or transponder control panel (example: ANZ135, ZKPKC, NZ7571). No additional zeros or spaces to be inserted.

Arriving Aircraft

Ensure transponder is operating continuously until the aircraft is stationary at the aircraft stand (or helicopters until shutdown). Do not change the ATC allocated squawk code until the aircraft is stationary at the aircraft stand.

Continued on Ground Movements (3) — All RWY

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GROUND MOVEMENTS (3) — ALL RWY

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9
APRON: 123.0 *ATIS:* 127.8 127.0 *FIRE:* 134.7

Emergency

To minimise radio frequency congestion in the case of an aircraft emergency, Auckland Airport has established 134.7 MHz as a dedicated frequency to facilitate direct communication between flight crew and emergency services. This enables a direct line of communication to the Officer in Charge — Callsign "Auckland Fire Control".

Restrictions and Hazards

CAUTION
Non-standard markings on TWY A

- Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.
- A vehicular traffic roadway is marked on the apron by broken red and white lines and highlighted by red reflectors.
- 180 degree turns on the runway for heavy (wide-body) aircraft are only approved in the western turning bay.

TWY A1 to A8 during code F aircraft operations

- Holding positions on TWY A1 to TWY A8 inclusive are not available during code F aircraft take-offs or landings.
- Code F aircraft are not allowed on TWY A between TWY B6 and J and on TWY B between TWY B6 and J at the same time.

TWY B4, B5 and B7

- TWY B4, B5 and B7 limited to MAX Code C ACFT.

TWY C1

- TWY C1 limited to aircraft under 66,000 kg MAUW.

TWY C2 and C3

- TWY C2, TWY C3 limited to MAX B767.

TWY C5

- Limited to aircraft of less than 36 m wingspan.
- Portion of taxiway not visible from tower. Under camera surveillance.

TWY D, D3 and D4

- Closed when stands 93, 94 and 95 are in use. Promulgated by NOTAM.
- When a code F aircraft is on TWY B between TWY B6 and J, TWY D and S84 are restricted to max code C aircraft.

Continued on Ground Movements (4) — All RWY

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GROUND MOVEMENTS (4) — ALL RWY

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9
APRON: 123.0 *ATIS:* 127.8 127.0 *FIRE:* 134.7

TWY D1 and D2

- Limited to aircraft of less than 36 m wingspan except that TWY D1 can be used by all aircraft entering or leaving TWY D from/to the north.

TWY D3

- TWY D3 limited to aircraft under 60,000 kg MAUW. Closed to aircraft over 36 m wingspan.

TWY D4

- Not available when aircraft parked on Stand 95.
- Limited to taxiing Code C aircraft when aircraft parked on Stand 84. Code E aircraft under tow require a wingtip marshal when aircraft parked on Stand 84.

TWY L

- Northern end of TWY L not visible from TWR. Under camera surveillance.

TWY D8 and TWY M Holding Positions

Both D8 and M holding areas are fitted with separate STOP arrows and stop alignment lights for bi-directional taxiing. Pilots must use the STOP arrow or stop lights located on the left side of the aircraft to ensure correct hold position and required clearances from adjacent TWYs.

Aircraft Parking Domestic Apron

Scheduled Operations

Request stand allocation 15 minutes prior to ETA. To maximise stand optimisation, parking on a stand may be limited to 90 minutes for set-down and pick-up of passengers where there is a demand from other scheduled operators.

Stand	Handling agency
28 – 33	Air NZ (132.9)
34 – 50	Air NZ (131.0)
56 – 59	Skycare (133.85)
101 – 103	Air Center One (131.7)

S 52 to 53 limited to aircraft with wing span less than 15 m

S 54 and 55 limited to aircraft of wing span less than 21.5 m

S 70 and 73 only — South exit/entry may be available

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Taxiway Centreline Lighting Available During Low Visibility Procedures

When low visibility procedures are in operation, only low visibility taxi routes will be illuminated.

For Low Visibility taxi routes refer to the following AIPNZ charts:

- AUCKLAND GROUND MOVEMENTS (8) — RWY 23L ARRIVALS
- AUCKLAND GROUND MOVEMENTS (9) — RWY 23L DEPARTURES

Stop-bars

Stop-bars are operated in visibility conditions RVR 1000m or lower and are used to prevent runway incursions and for traffic management purposes.

Taxiing across activated red stop-bars is strictly prohibited unless escorted by a "Follow Me" vehicle. Aircraft are to stop and wait short of an illuminated stop-bar until the stop-bar is turned off **and** an onward taxi clearance is received.

Stop-bars are installed at intermediate holding positions on TWY A, TWY L and on TWY A9. These holding positions are depicted on the Low Visibility Taxi Route charts Auckland Ground Movements (8) and (9).

The RWY 23L CAT II/III holding position has an associated stop-bar and illuminated mandatory holding position signs on each side of TWY A.

Intermediate hold bars on TWY A and TWY L each has an associated stop bar and an illuminated location sign on the left hand side of the taxiway.

Surface movement surveillance is available — refer Ground Movements (2) — ALL RWY page.

Priorities

During low visibility operations the following priorities will be applied by ATC:

In all cases mode S equipped aircraft will have priority over mode A/C equipped aircraft, then:

Priority 1	International arrivals, unless the situation on the apron and/or manoeuvring area is such that an international departure should take precedence.
Priority 2	International departures.
Priority 3	Domestic jet departures.
Priority 4	Domestic jet arrivals.
Priority 5	Other aircraft.

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ELEV 23

NZAA

AUCKLAND

GROUND MOVEMENTS (8) – RWY 23L ARRIVALS

TOWER: 118.7 120.95 *DELIVERY*: 128.2 *GROUND*: 121.9 *APRON*: 123.0 *ATIS*: 127.8 127.0 *FIRE*: 134.7

LOW VISIBILITY TAXI ROUTES – ARRIVALS – RWY 23L

Restrictions

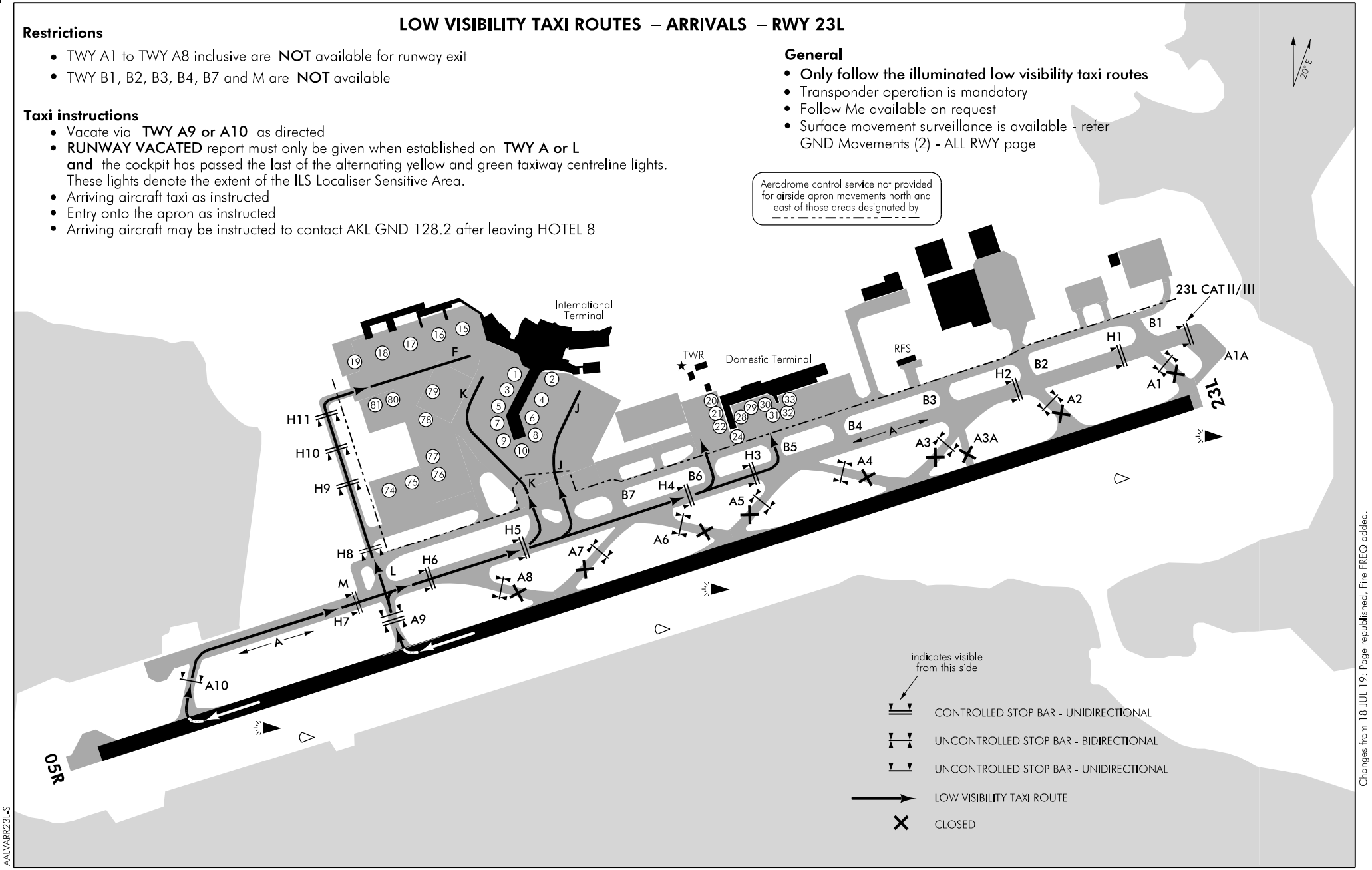
- TWY A1 to TWY A8 inclusive are **NOT** available for runway exit
- TWY B1, B2, B3, B4, B7 and M are **NOT** available

Taxi instructions

- Vacate via **TWY A9 or A10** as directed
- **RUNWAY VACATED** report must only be given when established on **TWY A or L and** the cockpit has passed the last of the alternating yellow and green taxiway centreline lights. These lights denote the extent of the ILS Localiser Sensitive Area.
- Arriving aircraft taxi as instructed
- Entry onto the apron as instructed
- Arriving aircraft may be instructed to contact AKL GND 128.2 after leaving HOTEL 8

General

- **Only follow the illuminated low visibility taxi routes**
- Transponder operation is mandatory
- Follow Me available on request
- Surface movement surveillance is available - refer GND Movements (2) - ALL RWY page



Changes from 18 JUL 19: Page republished, Fire FREQ added.

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ELEV 23
NZAA

AUCKLAND

GROUND MOVEMENTS (9) – RWY 23L DEPARTURES

TOWER: 118.7 120.95 | DELIVERY: 128.2 | GROUND: 121.9 | APRON: 123.0 | ATIS: 127.8 127.0 | FIRE: 134.7

LOW VISIBILITY TAXI ROUTES – DEPARTURES – RWY 23L

Restrictions

- TWY B1, B2, B3, B4, B7 and M are **NOT** available
- TWY A1 to TWY A10 inclusive are **NOT** available for runway entry

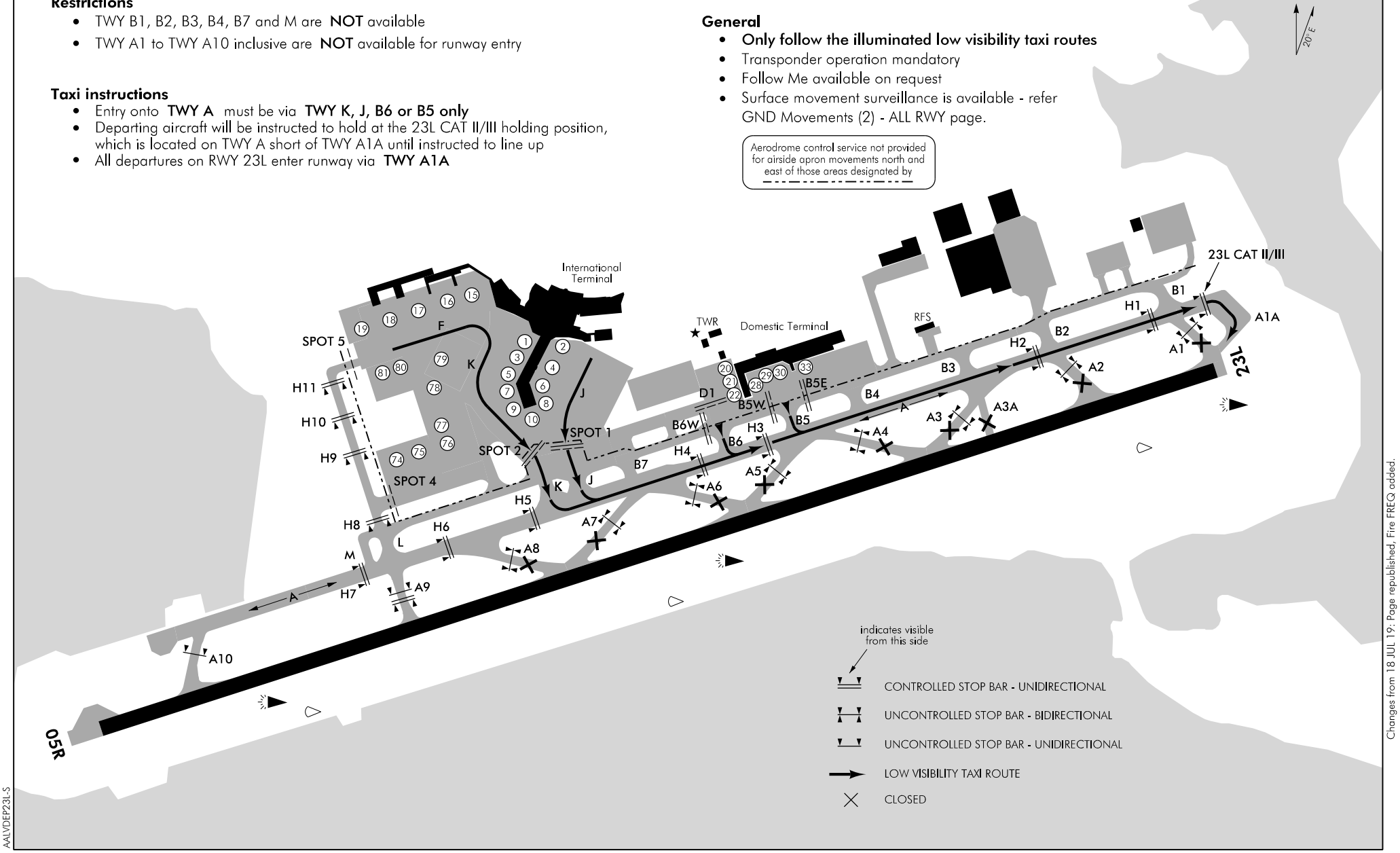
Taxi instructions

- Entry onto **TWY A** must be via **TWY K, J, B6 or B5 only**
- Departing aircraft will be instructed to hold at the 23L CAT II/III holding position, which is located on TWY A short of TWY A1A until instructed to line up
- All departures on RWY 23L enter runway via **TWY A1A**

General

- **Only follow the illuminated low visibility taxi routes**
- Transponder operation mandatory
- Follow Me available on request
- Surface movement surveillance is available - refer GND Movements (2) - ALL RWY page.

Aerodrome control service not provided for airside apron movements north and east of those areas designated by



Changes from 18 JUL 19: Page republished, Fire FREQ added.

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For flights departing Auckland International Airport:

ADES	Designator	Route
CH	AACH1	H384 NP H252 NS Y288 (FL240 and above)
CH	AACH6	H384 NP Q137 VELGA Y894
DN	AADN3	Y320 LAKAR Y874 MIPAK
GS	AAGS3	H372 TULMI Y548 DABIP H328
GS	AAGS4	H372 RO H328
GB	AAGB2	Q136
HN	AAHN1	H211
KT	AAKT1	AA RWY 23L — G591 AA RWY 05R — Q520 APABO Q659 PERAS G591
KK	AAKK1	AA RWY 23L — G591 UKAPA Q797 AA RWY 05R — Q520 SF H275
NR	AANR2	H211 HN Y550 GENDA H211
NR	AANR5	H211
NS	AANS2	H384 NP H252
NP	AANP1	H384 KARRL Y832 EKALI Y244
NV	AANV1❶	Y320 QN Q787
NV	AANV5❶	Y320 LAKAR Y628 UPNIX Y496 DUKOP Y676 NV
PM	AAPM2	H211 LAKES Y666 (12,000 ft and above)
PM	AAPM4	H211 HN H325 TM H182 RUGVI H336 (10,000 ft and below)
PP	AAPP3	H384 KARRL Y506 TPAPA Y610
QN	AAQN2	Y320
QN	AAQN4	Y320 LAKAR Y628 UPNIX Y266
RO	AARO1	H372
AP	AAAP1	H211
TG	AATG1	H372 TULMI H436
WU	AAWU2	H211 HN H325 TM H247
WN	AAWN1	H384 KARRL Y506 TPAPA Y738 **(Reach cleared level by 10 NM prior to SILVO)**
WK	AAWK3	H372 TULMI H436 TG H117
WR	AAWR3	AA RWY 23L — H460 KOPPA H441 SF AA RWY 05R — H379 SF
WB	AAWB3	H384 NP Y738 PADMU Y198 AKAVI Q566 IPMIR Q472

Where specified the following applies:

❶ Jets

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 23

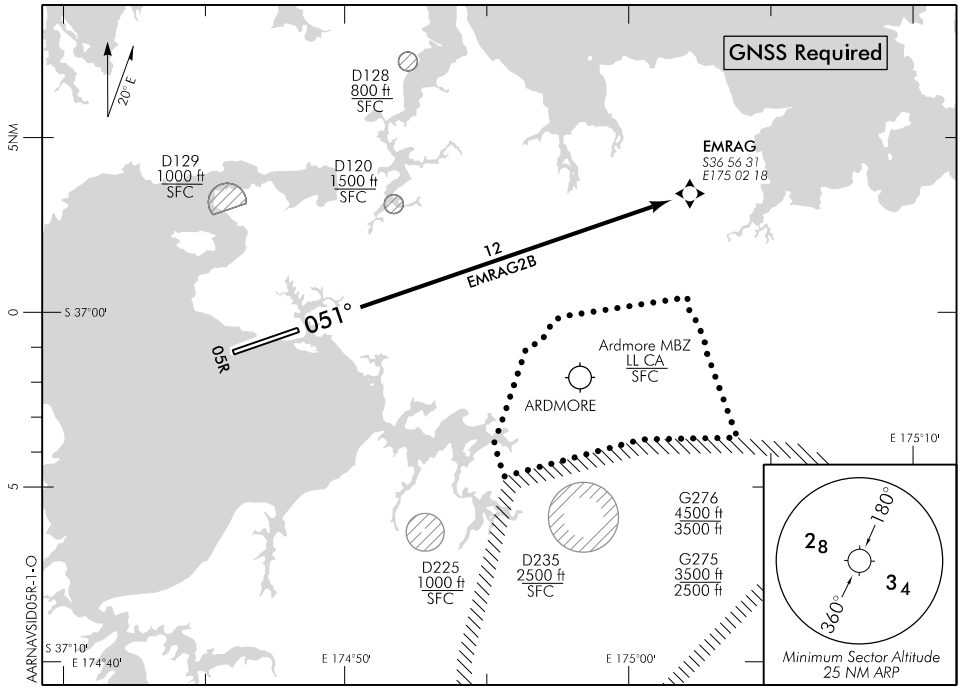
NZAA

CAT A,B,C,D

AUCKLAND

RNAV SID RWY 05R (1)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



Changes from 5 NOV 20: Procedure reviewed, EMRAG1B becomes EMRAG2B, climb gradient.

ALL DEPARTURES

Contact AUCKLAND APPROACH 124.3 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement: ***CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to EMRAG****. If unable to comply advise Delivery prior to start-up*

RWY 05R

EMRAG TWO BRAVO DEPARTURE – RNAV (EMRAG2B)

Airspace containment – Minimum net climb gradient 4.6% (280 ft/NM) to 2000 ft

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

OCEANIC TRANSITION

For flights that will cross the NZZC/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 NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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ELEV 23
NZAA
CAT A,B,C,D

AUCKLAND

RNAV SID RWY 05R (2)

AUCKLAND APPOACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0

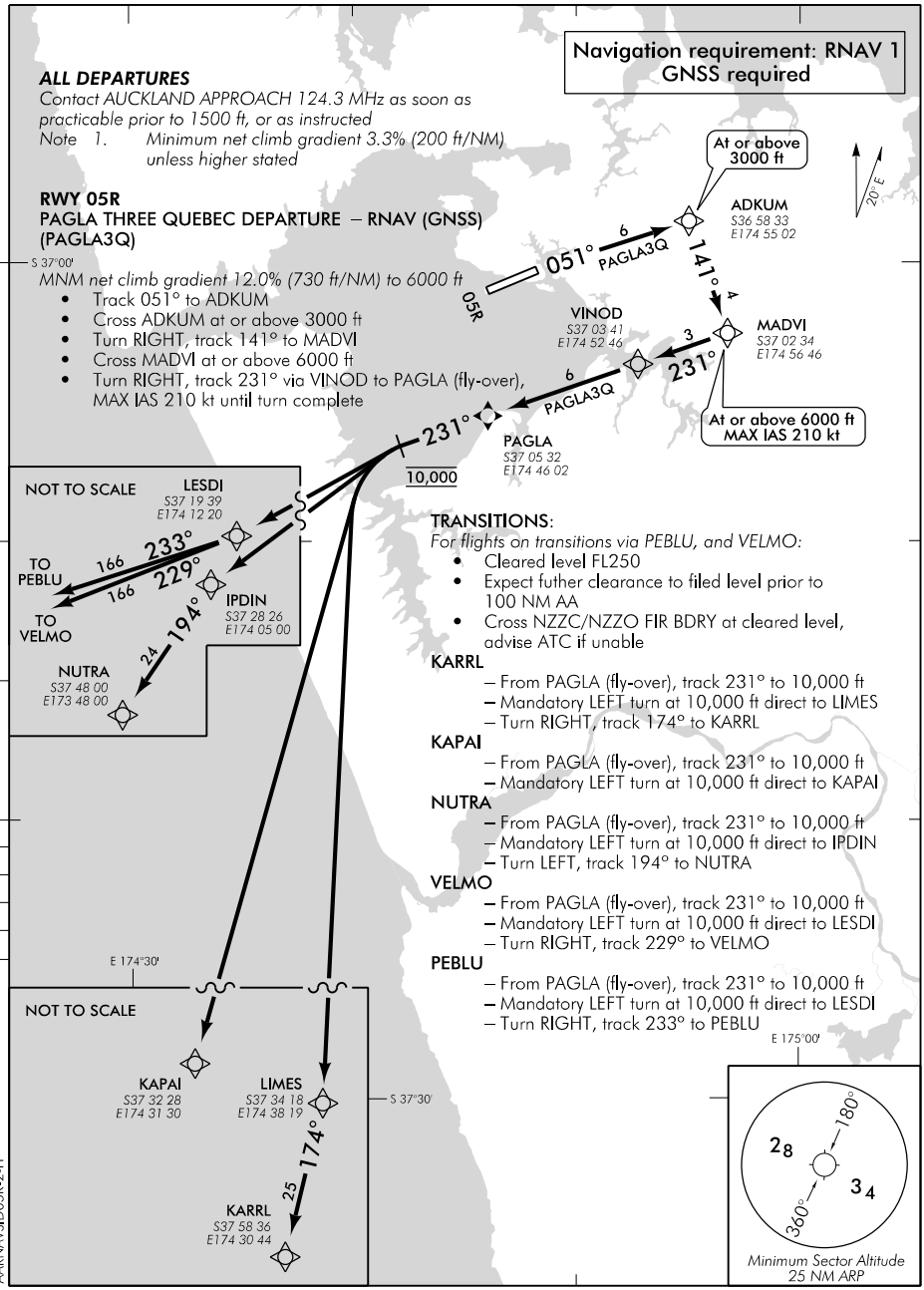
Navigation requirement: RNAV 1
GNSS required

ALL DEPARTURES
Contact AUCKLAND APPROACH 124.3 MHz as soon as practicable prior to 1500 ft, or as instructed
Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 05R
PAGLA THREE QUEBEC DEPARTURE – RNAV (GNSS) (PAGLA3Q)

MNM net climb gradient 12.0% (730 ft/NM) to 6000 ft

- Track 051° to ADKUM
- Cross ADKUM at or above 3000 ft
- Turn RIGHT, track 141° to MADVI
- Cross MADVI at or above 6000 ft
- Turn RIGHT, track 231° via VINOD to PAGLA (fly-over), MAX IAS 210 kt until turn complete



TRANSITIONS:
For flights on transitions via PEBLU, and VELMO:

- Cleared level FL250
- Expect futher clearance to filed level prior to 100 NM AA
- Cross NZZC/NZZO FIR BDRY at cleared level, advise ATC if unable

KARRL
– From PAGLA (fly-over), track 231° to 10,000 ft
– Mandatory LEFT turn at 10,000 ft direct to LIMES
– Turn RIGHT, track 174° to KARRL

KAPAI
– From PAGLA (fly-over), track 231° to 10,000 ft
– Mandatory LEFT turn at 10,000 ft direct to KAPAI

NUTRA
– From PAGLA (fly-over), track 231° to 10,000 ft
– Mandatory LEFT turn at 10,000 ft direct to IPDIN
– Turn LEFT, track 194° to NUTRA

VELMO
– From PAGLA (fly-over), track 231° to 10,000 ft
– Mandatory LEFT turn at 10,000 ft direct to LESDI
– Turn RIGHT, track 229° to VELMO

PEBLU
– From PAGLA (fly-over), track 231° to 10,000 ft
– Mandatory LEFT turn at 10,000 ft direct to LESDI
– Turn RIGHT, track 233° to PEBLU

Changes from 7 NOV 19: Procedure reviewed, evaluated climb sector removed.

AARNAVSIDO5R-2-H

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ELEV 23

NZAA

CAT A,B,C,D

AUCKLAND

RNAV SID RWY 05R (3)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0

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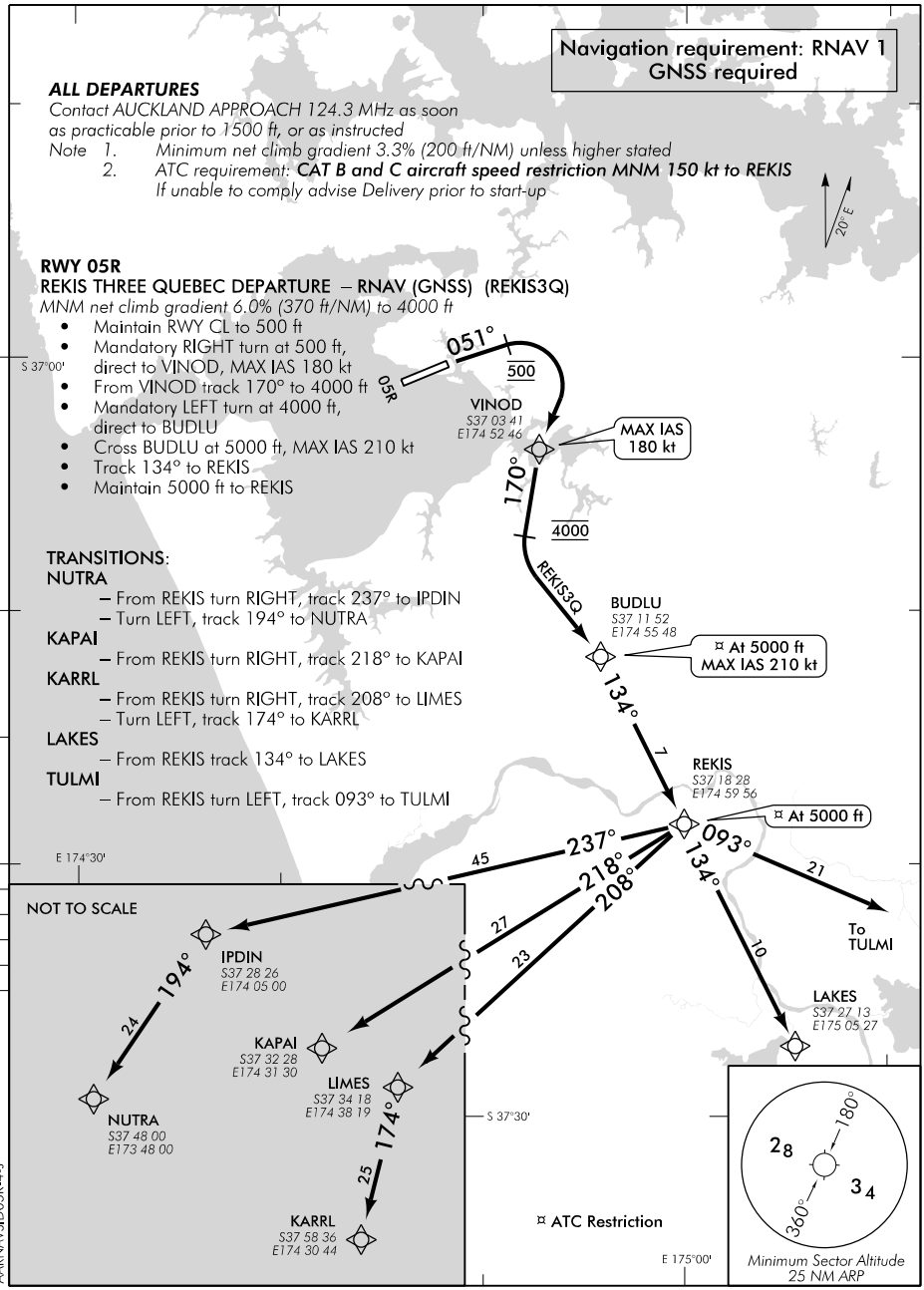
ELEV 23
NZAA
CAT A,B,C,D

AUCKLAND

RNAV SID RWY 05R (4)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



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ELEV 23

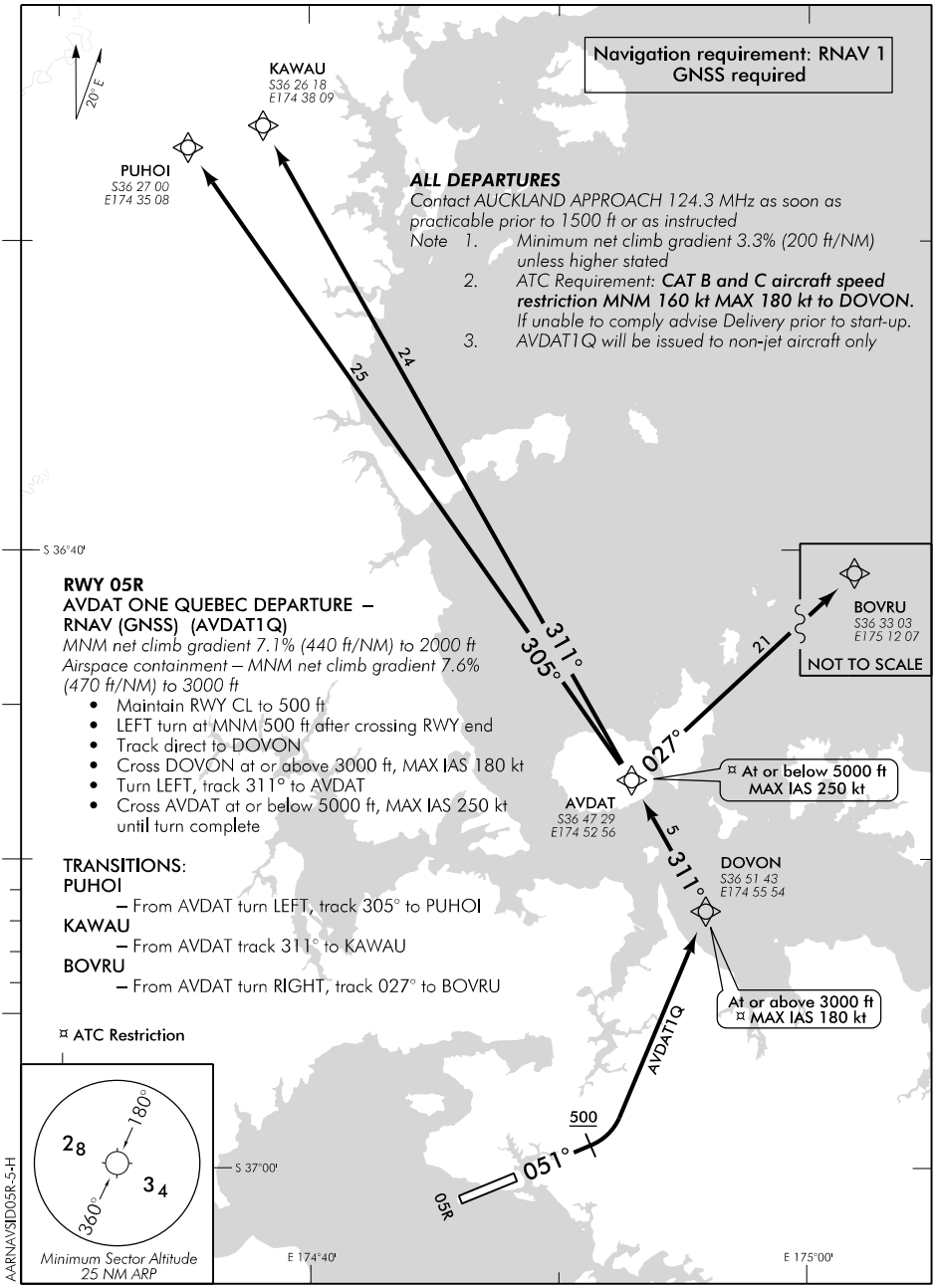
NZAA

CAT A,B,C

AUCKLAND

RNAV SID RWY 05R (5)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



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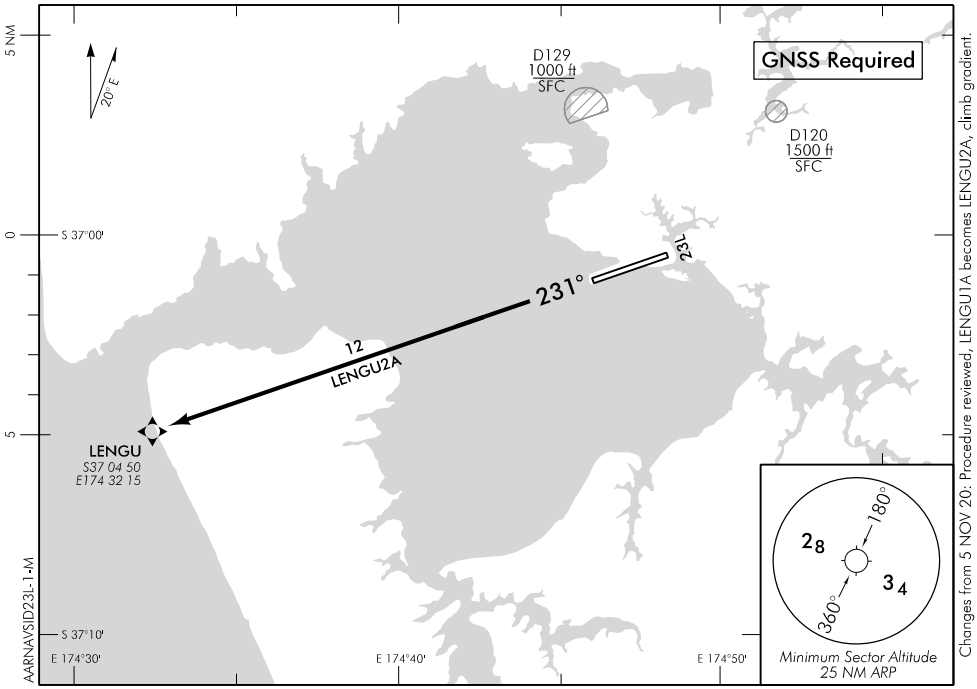
ELEV 23
NZAA

CAT A,B,C,D

AUCKLAND

RNAV SID RWY 23L (1)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



ALL DEPARTURES

Contact AUCKLAND APPROACH 124.3 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement:

CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to LENGU

If unable to comply advise Delivery prior to start-up

RWY 23L

LENGU TWO ALFA DEPARTURE – RNAV (LENGU2A)

Airspace containment – MNM net climb gradient 4.8% (300 ft/NM) to 2000 ft

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

OCEANIC TRANSITION

For flights that will cross the NZZC/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 NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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ELEV 23
NZAA

CAT A,B,C,D

AUCKLAND
RNAV SID RWY 23L (3)

AUCKLAND APPROACH: 124.3 129.6 TOWER: 118.7 120.95 ATIS: 127.8 127.0

Navigation requirement: RNAV 1 GNSS required

ALL DEPARTURES
Contact AUCKLAND APPROACH 124.3 MHz as soon as practicable prior to 1500 ft or as instructed
Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 23L
STEAL ONE PAPA DEPARTURE – RNAV (GNSS) (STEAL1P)
Airspace containment – MNM net climb gradient 5.4% (330 ft/NM) to 2000 ft
ATC requirement: **CAT B and C aircraft speed restriction MNM 160 kt MAX 180 kt to STEAL**
If unable to comply advise Delivery prior to start-up.
STEAL1P departure will be issued to non-jet aircraft only.

- Maintain RWY CL to 500 ft
- Mandatory LEFT turn at 500 ft, direct to STEAL
- Cross STEAL at or below 5000 ft, MAX IAS 250 kt

TRANSITIONS:

NUTRA
– From STEAL track 222° to IPDIN
– Turn LEFT, track 194° to NUTRA

KARRL
– From STEAL track 170° to LIMES
– Turn RIGHT, track 174° to KARRL

TULMI
– From STEAL track 142° to LAMOG
– Turn LEFT, track 075° to ONISU
– Cross ONISU at or below 7000 ft
– Turn LEFT, track 074° via OVSIT to TULMI
– Cross OVSIT at or below 8000 ft

LAKES
– From STEAL track 142° to LAMOG
– Turn LEFT, track 075° to ONISU
– Cross ONISU at or below 7000 ft
– Turn LEFT, track 074° to OVSIT
– Cross OVSIT at or below 8000 ft
– Turn RIGHT, track 102° to LAKES

231° 231 500 STEAL1P
At or below 5000 ft MAX IAS 250 kt
STEAL S37 12 14 E174 43 09
NOT TO SCALE
222° 34 IPDIN S37 28 26 E174 05 00
194° 24 NUTRA S37 48 00 E173 48 00
170° 142°
13
22
LAMOG S37 24 27 E174 48 09
075° 7 ONISU S37 25 02 E174 56 47
4 074° At or below 7000 ft
OVSIT S37 25 21 E175 01 47
3 074° 102° At or below 8000 ft
LAKES S37 27 13 E175 05 27
18 TULMI S37 26 47 E175 24 20
LIMES S37 34 18 E174 38 19
25 174° To KARRL
20 NM 10 5 0 5
S 37°00' S 37°30'
E 174°30' E 175°00' E 175°30'
20° E
2 8 180° 3 4 360°
Minimum Sector Altitude 25 NM ARP

Changes from 7 NOV 19: Procedure reviewed, evaluated climb sector removed.

Effective: 24 FEB 22

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ELEV 23

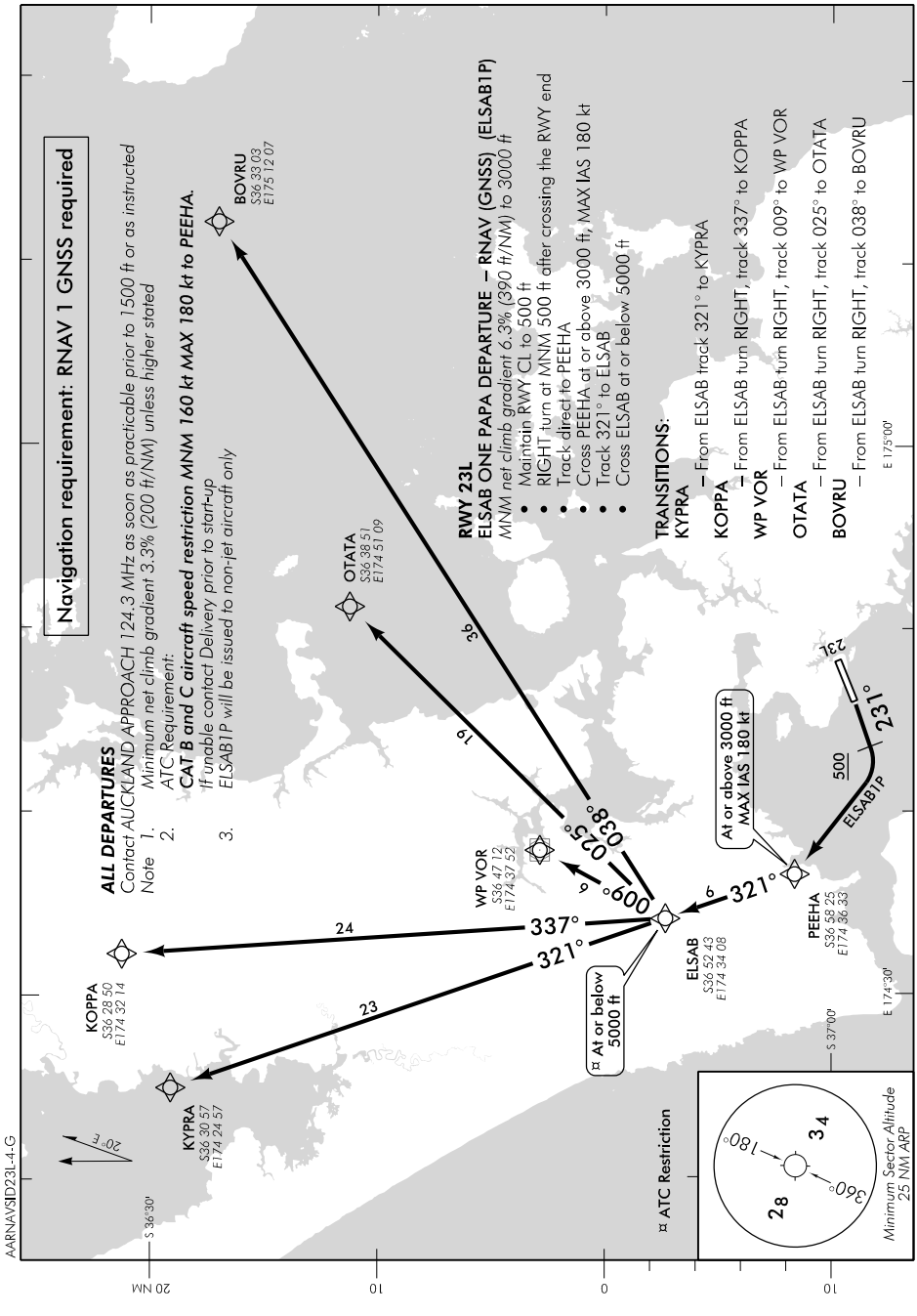
NZAA

CAT A,B,C

AUCKLAND

RNAV SID RWY 23L (4)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



AARNAVSID23L-4-G

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Effective: 24 FEB 22

ELEV 23

NZAA

CAT A,B,C,D

AUCKLAND

RNAV SID RWY 23L (9)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0

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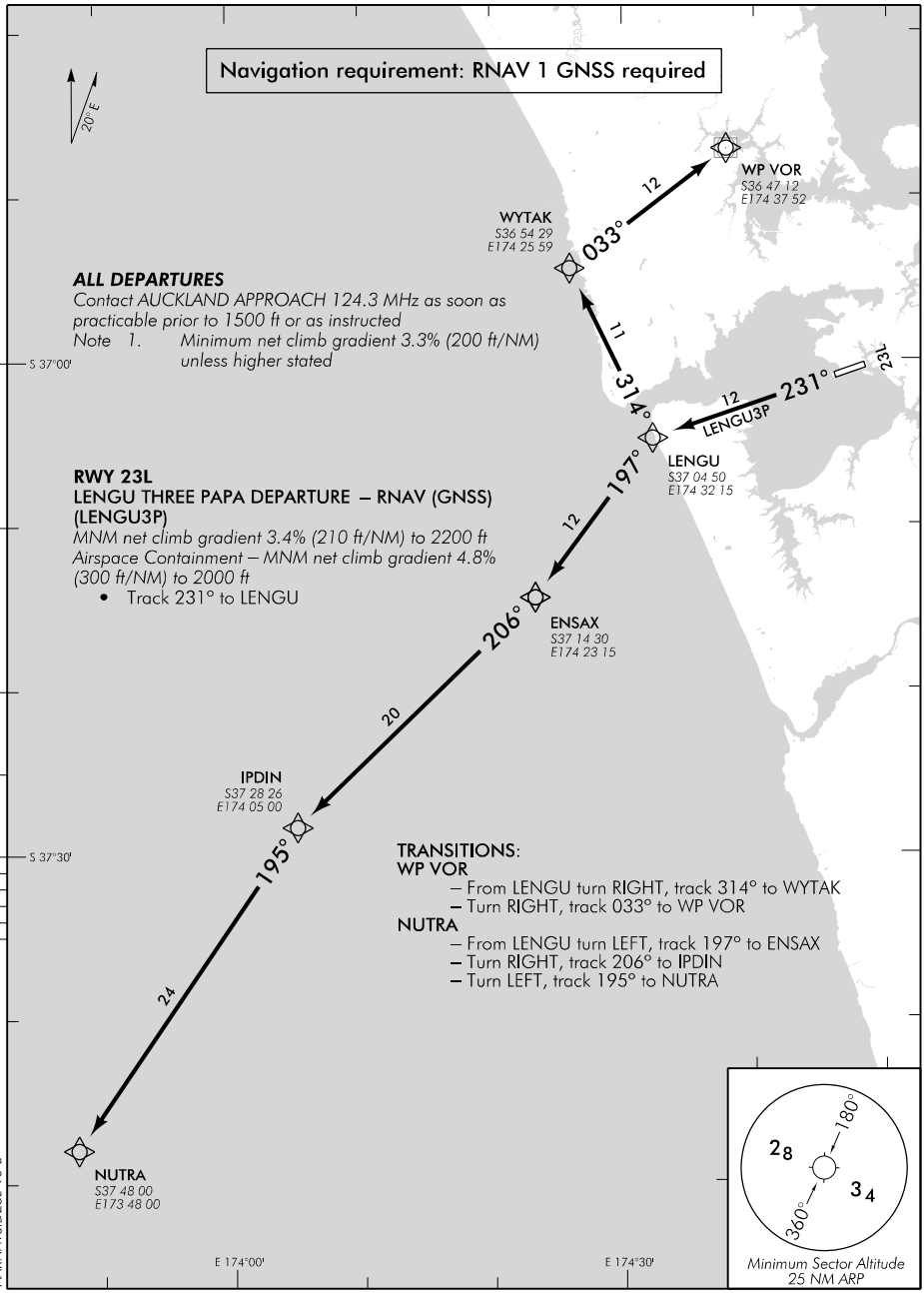
ELEV 23
NZAA
CAT A,B,C,D

AUCKLAND
RNAV SID RWY 23L (10)

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



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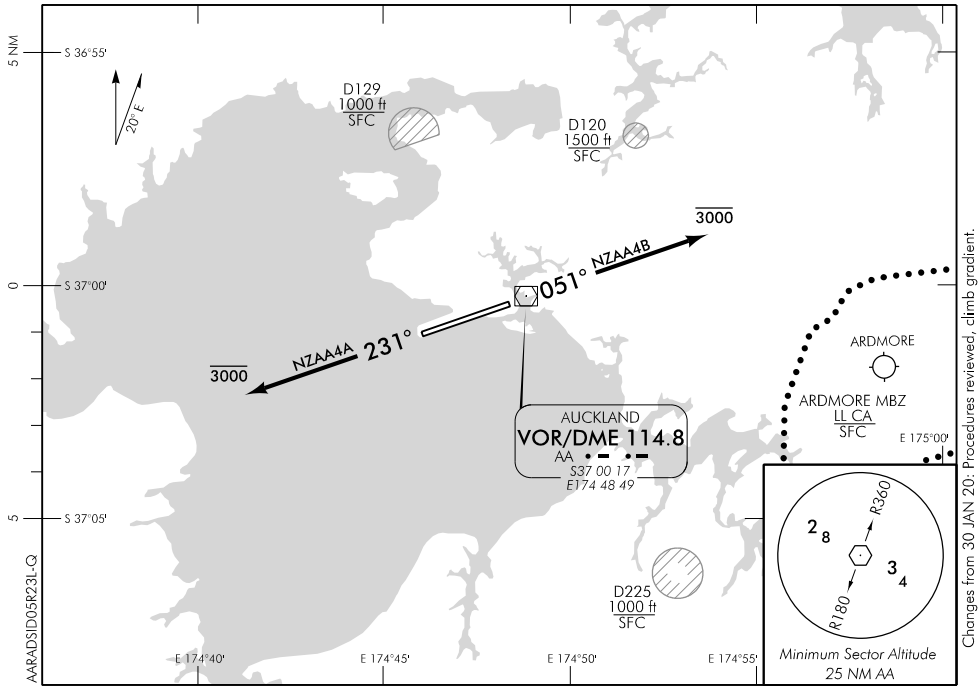
AUCKLAND
RNAV SID RWY 23L (10)

ELEV 23

AUCKLAND

RADAR SID RWY 05R/23L

AUCKLAND APPROACH: 124.3 129.6 *TOWER*: 118.7 120.95 *ATIS*: 127.8 127.0



Changes from 30 JAN 20: Procedures reviewed, climb gradient.

ALL DEPARTURES

Contact AUCKLAND APPROACH 124.3 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM)

2. Turns prior to crossing RWY end not authorised

RWY 05R

AUCKLAND FOUR BRAVO DEPARTURE – RADAR (NZAA4B)

MNM net climb gradient 4.6% (280 ft/NM) to 2000 ft

- Track 051° (RWY CL)
- Maintain 3000 ft
- Expect radar vectors

RWY 23L

AUCKLAND FOUR ALFA DEPARTURE – RADAR (NZAA4A)

MNM net climb gradient 4.8% (300 ft/NM) to 2000 ft

- Track 231° (RWY CL)
- Maintain 3000 ft
- Expect radar vectors

OCEANIC TRANSITION

For flights that will cross the NZZC/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 NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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ELEV 23

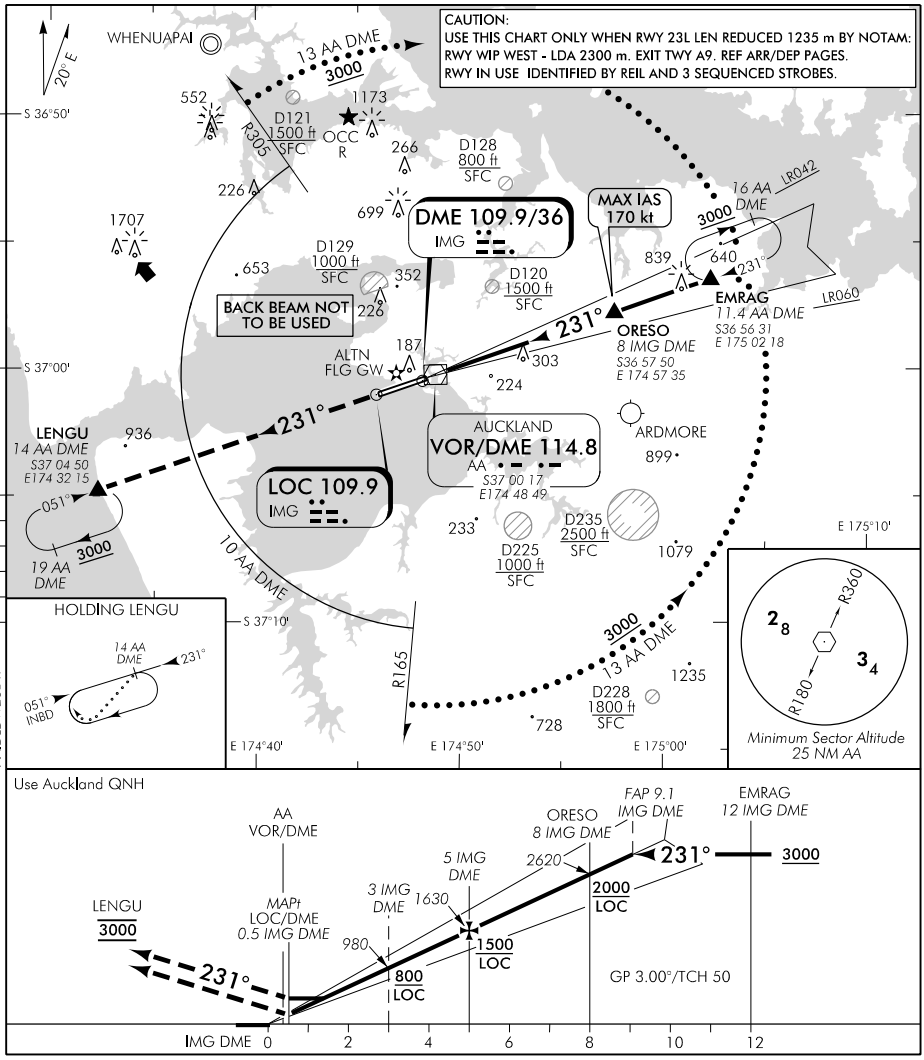
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

ILS/DME W or LOC/DME W RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 26 MAR 20: Page republished.

MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

IMG DME DIST	MAPt 0.5	1.3	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA/MDA	MDA	660	980	1310	1630	1960	2290	2620	2960	3290

Category	A	B	C	D/D$_L$
ILS/DME (CAT I)	**223**(200) – 800 or RVR 550			
ILS/DME LIH ALS U/S	**273**(250) – 1200 or RVR 800			
LOC/DME	**450**(427) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	***790**(767) – 3700	***930**(907) – 4600

* Circling CAT C and D NA north of RWY

Effective: 31 DEC 20

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ELEV 23

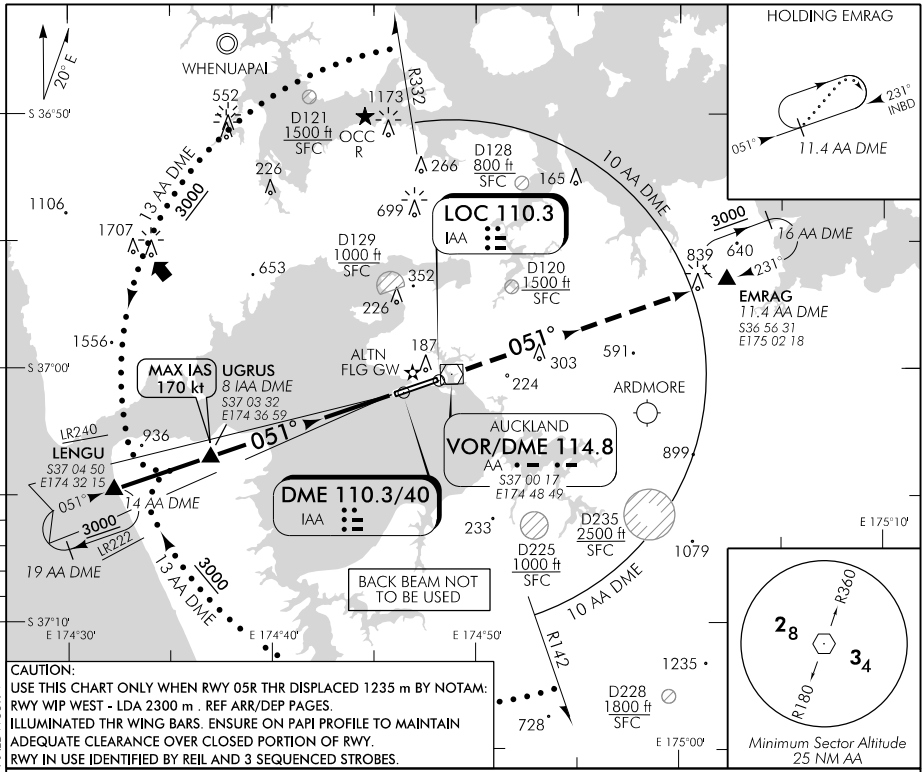
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

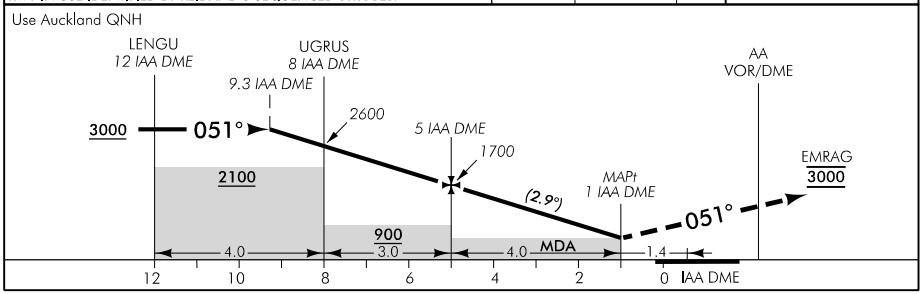
LOC/DME W RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



CAUTION:
USE THIS CHART ONLY WHEN RWY 05R THR DISPLACED 1235 m BY NOTAM:
RWY WIP WEST - LDA 2300 m . REF ARR/DEP PAGES.
ILLUMINATED THR WING BARS. ENSURE ON PAPI PROFILE TO MAINTAIN
ADEQUATE CLEARANCE OVER CLOSED PORTION OF RWY.
RWY IN USE IDENTIFIED BY REIL AND 3 SEQUENCED STROBES.

AALDW05R-V



MISSED APCH: MAX IAS 185 kt. Track 051° to EMRAG 3000

IAA DME DIST	10	9	8	7	6	5	4	3	2	1.1	MAPt 1
Advisory Altitude 5%	3200	2900	2600	2300	2000	1700	1400	1100	800	MDA	MDA
Category	A			B			C			D	
LOC/DME	**520**(505) – 3000										
Circling	**560**(537) – 3000			**630**(607) – 3000			***790**(767) – 3700			***930**(907) – 4600	

* Circling CAT C and D NA north of RWY

Changes from 5 NOV 20: Chart reverts to original status after RWY 05R repaving project.

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

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ELEV 23

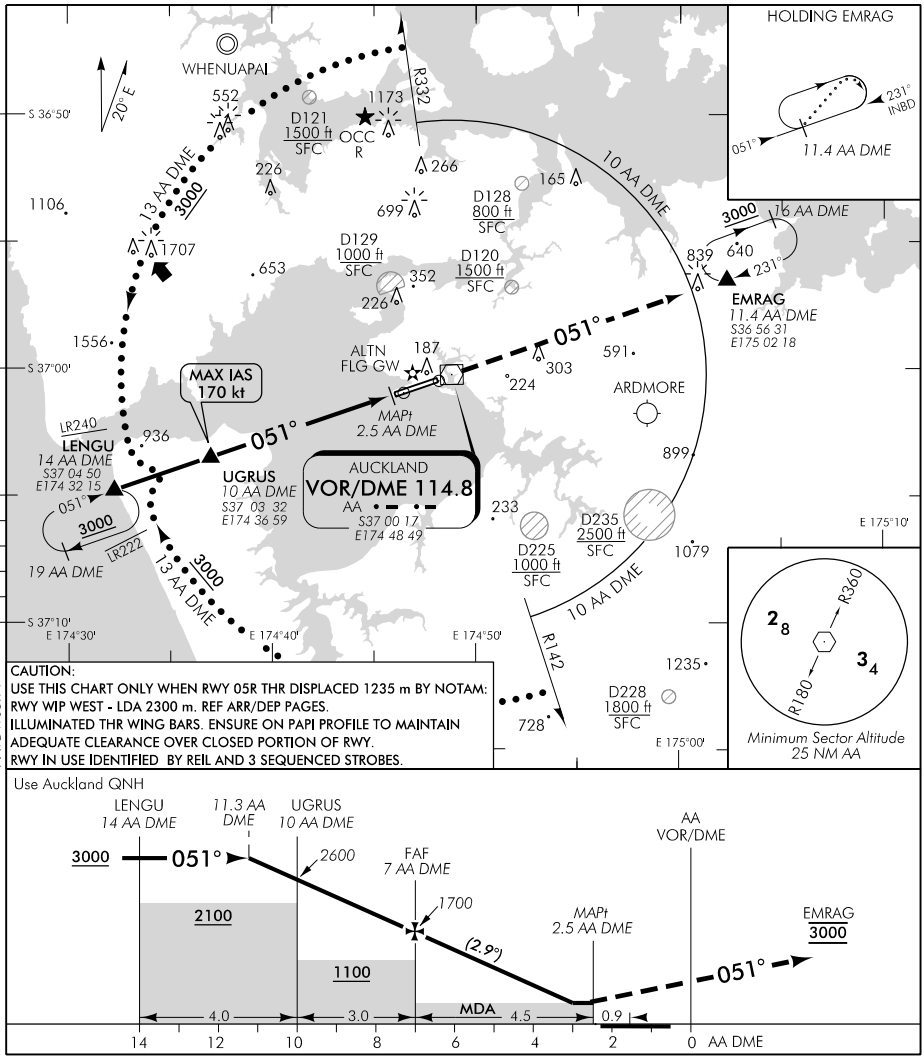
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

VOR/DME W RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 5 NOV 20: Chart reverts to original status after RWY 05R repaving project.

MISSED APCH: MAX IAS 185 kt. Climb on R051 to EMRAG 3000

AA DME DIST	10	9	8	7	6	5	4	3.1	MAPt 2.5
Advisory Altitude 5%	2600	2300	2000	1700	1400	1100	800	MDA	MDA

Category	A	B	C	D
VOR/DME	**520**(505) – 3000			
Circling	**560**(537) – 3000	**630**(607) – 3000	***790**(767) – 3700	***930**(907) – 4600

* Circling CAT C and D NA north of RWY

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ELEV 23

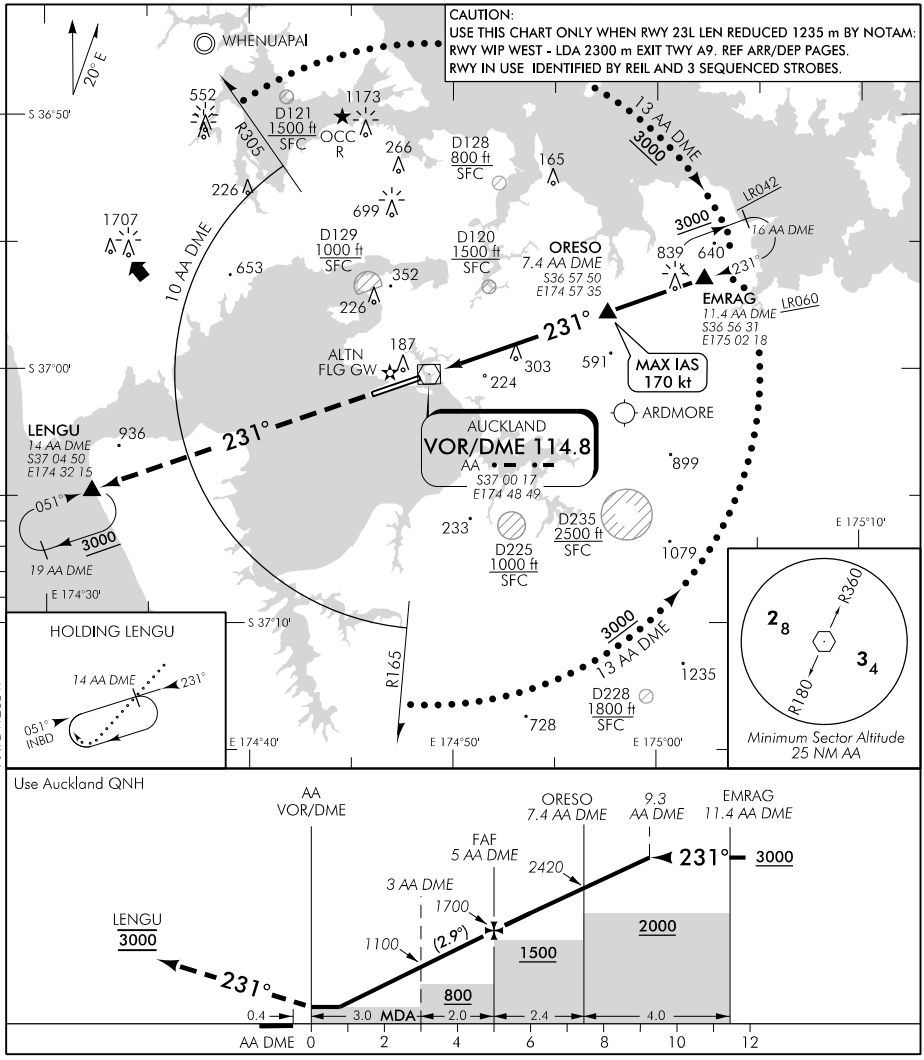
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

VOR/DME W RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Climb on R231 to LENGU 3000

AA DME DIST	MAPt AA VOR	0.9	1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	500	800	1100	1400	1700	2000	2300	2600	2900	3200
Category	A			B			C			D		
VOR/DME	**470**(447) – 1500											
Circling	**560**(537) – 1900			**630**(607) – 2800			***790**(767) – 3700			***930**(907) – 4600		

* Circling CAT C and D NA north of RWY

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ELEV 23

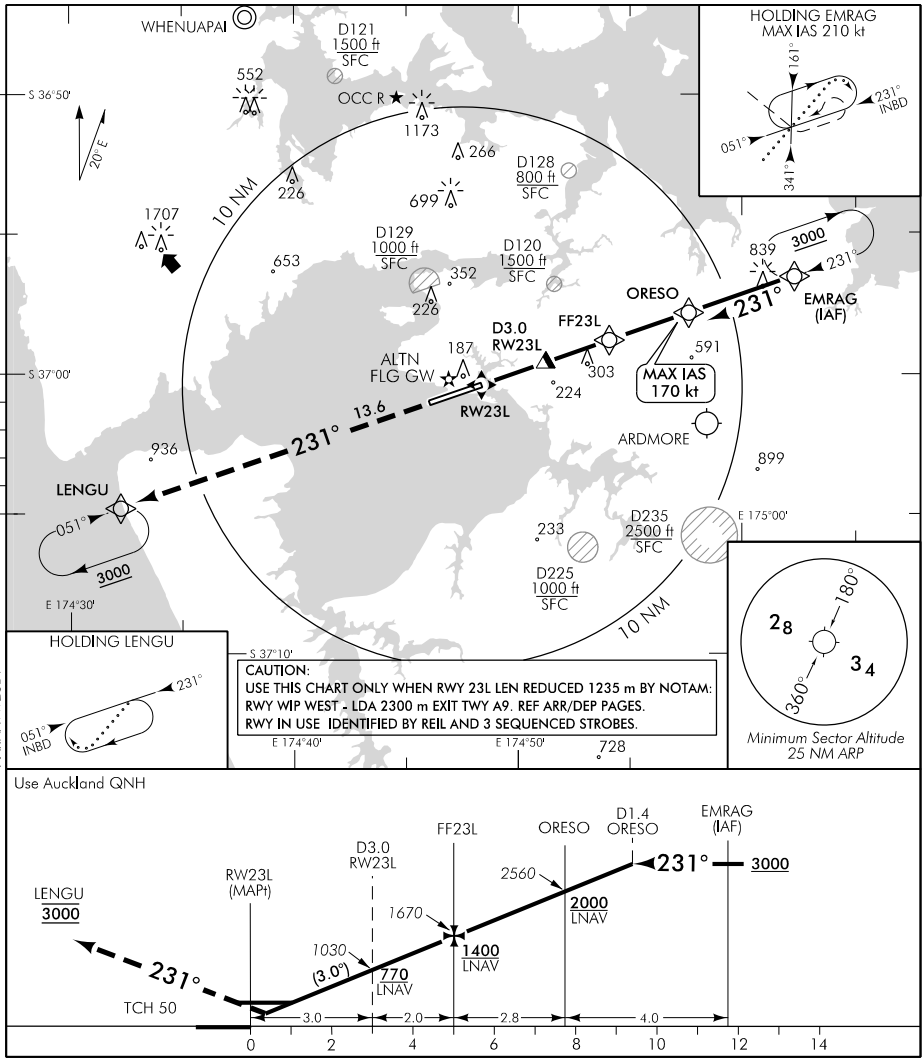
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

RNAV (GNSS) W RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Climb on 231° to LENGU 3000

DISTANCE to WPT	RW23L	0.9	1.1	2	3	4	FF23L	1	2	ORESO
Advisory Altitude 3°	MDA	DA	MDA	710	1030	1350	1670	1980	2300	2560

Category	A	B	C	D
LNAV/VNAV *	**360**(337) – 1500			
LNAV	**430**(407) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	**#790**(767) – 3700	**#930**(907) – 4600

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# Circling CAT C and D NA north of RWY

Changes from 5 NOV 20: Chart reverts to original status after RWY05R repaving project.

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YELLOW YELLOW YELLOW YELLOW YELLOW

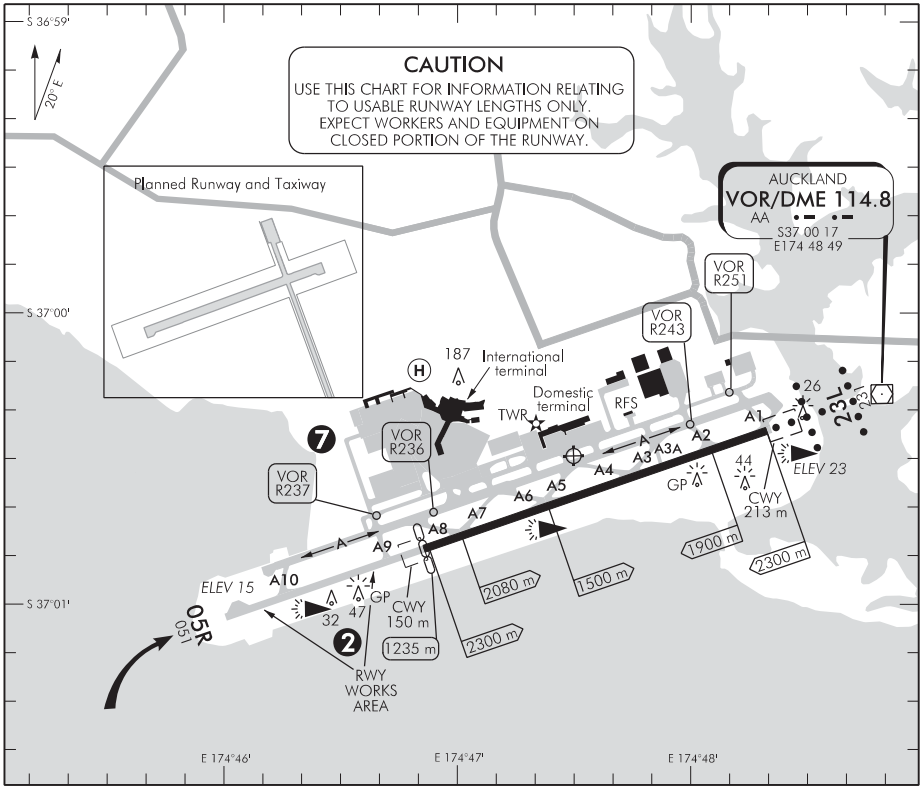
ELEV 23

AUCKLAND

NZAA

AERODROME — RWY 05R/23L — WIP WEST

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9 *ATIS:* 127.8 127.0 *FIRE:* 134.7



Changes from 31 DEC 20: RWY 05R APCH lighting removed.

1. Chart to be used during runway WIP west of TWY A9. Reduced length for take-off and landing will apply. Activation of restrictions will be by ATIS or RTF. Works will not take place when the runway is wet.

❷ During runway WIP — WEST RWY 05R threshold is displaced by 1235 m.

3. Circuit: RWY 05R — Right hand
   RWY 23L — Left hand

   Unless otherwise instructed, ATC circuit altitudes are:
   All Jets 1500 ft AMSL
   All other ACFT 1000 ft AMSL

4. ATC Speed Requirements:

   Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds, with a MNM 150 kt IAS to 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.

   VFR in circuit: approach speed of not less than 90 kt IAS when above 300 ft AMSL.

5. Full length take-off available to approved long-haul international aircraft with prior notice.
6. **CAUTION:** Full length landing not available.

❼ A portion of the northern end of TWY L is not visible from TWR. See Ground Movements — RWY 05R/23L — WIP WEST chart for detail.

8. **CAUTION:** Bird hazard. Refer to NZAA AD 2.23.
9. Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.
10. Holding positions on TWY A1 to TWY A9 inclusive are not available during code F aircraft take-offs or landings.
11. TWY A3A available daylight hours only to Code C ACFT and smaller.

S 37 00 29 E 174 47 30

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YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

RWY

Runway WIP WEST — Displaced Threshold/Reduced Length Operations

RWY		ASDA/ TORA	Take-off distance 1:40	1:50	1:62.5	LDG DIST
05R	Displaced threshold 1235 m	2300	2513	2513	2513	2300
23L	RWY length reduced 1235 m	2300	2450	2450	2450	2080 Exit TWY A8 2300 Exit TWY A9 on request

RWY 05R Take-off: TWY A9 and closed portion of RWY 05R between TWY A9 and displaced threshold will be lit and is available for taxiing with prior notice.

RWY 23L Take-off: Critical obstacle vehicle 10 ft AGL 2635 m from start of take-off. Men and equipment will be working on closed portion of runway.

RESA RWY 05R WIP WEST — 240 x 90 m reducing to 65 m wide at the eastern end
RESA RWY 23L WIP WEST — 240 x 90 m

MINIMA

IFR Take-off		
RWY	Day	Night
05R/23L[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 05R/23L not available.

LIGHTING

Runway:

05R Threshold displaced by 1235 m
PAPI 3.00°/TCH 73 on south side of runway. Displaced THR wing markers
LIH G both sides of runway
REIL; 3 sequenced strobes — daylight only
LIH ALS, LIL ALS, RCLL not available

23L LIH ALS/5 Bar W; LIL ALS/2 Bar R; PAPI 3.00°/TCH 73;
LIH TDZ, LIH Supplementary Approach Lighting siderow red
REIL; 3 sequenced strobes — daylight only LIH RWY
RCLL not available

Aerodrome: ABN ALTN FLG GW 3.75 SEC, HBN, WDI

Taxiway: CL, HLDG PSN, clearance & stop-bars
TWY A9 has ALTN G/Y CL

Apron: Taxiway edge and floodlighting

Standby power available.

FACILITIES

Fuel: Air BP Jet A1, Avgas 100 by truck, Carnet into plane, BP/Z Energy JIFS 133.9 MHz (09) 256 6480 option 0 or 021 767 706
Exxon Mobil/Chevron Jet A1, Carnet into plane, Exxon Mobil, 133.0 MHz (09) 275 6133
Z Energy Jet A1, Avgas 100 by truck, Carnet into plane, BP/Z Energy JIFS 133.9 MHz (09) 256 6480 option 0 or 021 767 706

Light aircraft wash facility. Located on TWY C1.

Refer to NZAA AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Auckland International Airport Limited, PO Box 73020,
Auckland International Airport 2150
Tel (09) 275 0789 Fax (09) 256 8859

Designated security aerodrome.

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YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

ELEV 23

NZAA

AUCKLAND

GROUND MOVEMENTS – RWY 05R/23L – WIP WEST

TOWER: 118.7 120.95

DELIVERY: 128.2

GROUND: 121.9

ATIS: 127.8 127.0

APRON: 123.0

FIRE: 134.7

Effective: 2 DEC 21

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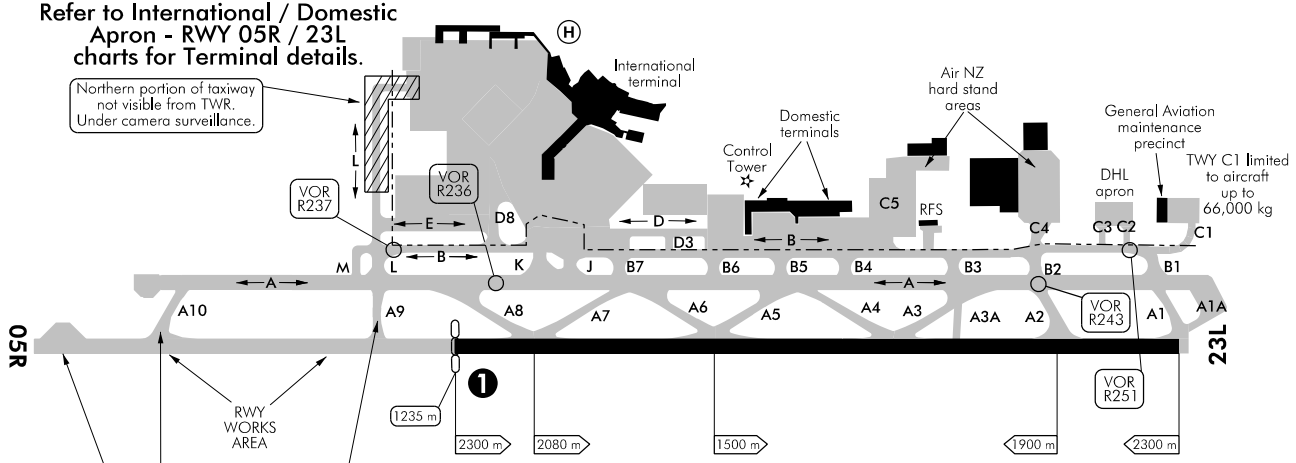
AUCKLAND

GROUND MOVEMENTS – RWY 05R/23L – WIP WEST

CAUTION

Use this chart for information relating to usable runway lengths for RWY 05R/23L WIP WEST operations only.
Refer to Arrival / Departure page for further details.
EXPECT WORKERS AND EQUIPMENT ON CLOSED PORTION OF RUNWAY.

- TWY A3A available daylight hours only to Code C ACFT and smaller.
- TWY B4, B5 and B7 restricted to MAX Code C ACFT.
- Refer white apron and ground movement pages for taxi information.
- The following taxiway restrictions apply to departing aircraft:
  - RWY 05R - NOTAM will be issued advising which taxiway will be available for use
  - RWY 23L - TWY A3, A5 and A7 not available



REFER TO GROUND MOVEMENTS (1) AND (2) FOR RESTRICTIONS

Surface movement surveillance is available - refer GND Movements (2) - ALL RWY page.

Changes from 31 DEC 20: TWY B4, B5 and B7 restriction note amended.

YELLOW YELLOW YELLOW YELLOW YELLOW

ELEV 23

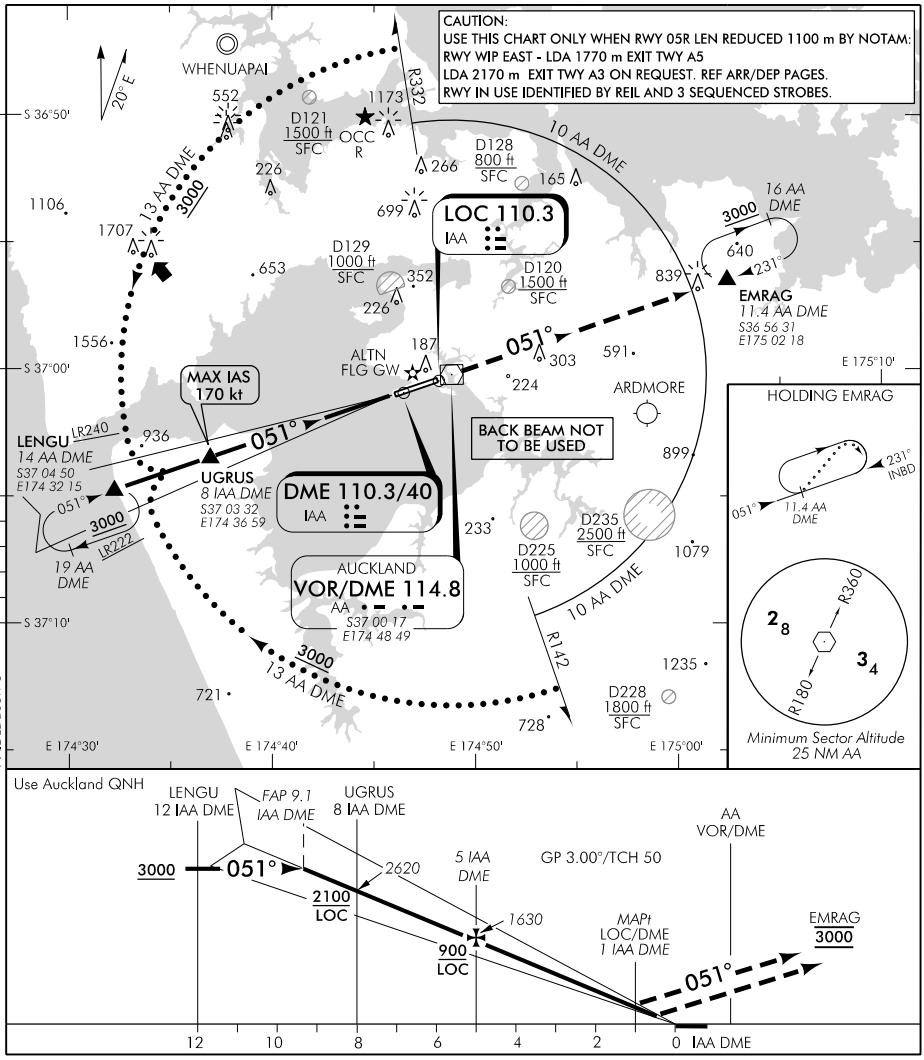
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

ILS/DME E or LOC/DME E RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Track 051° to EMRAG 3000

IAA DME DIST	10	9	8	7	6	5	4	3	2	1.1	MAPt 1	0.4
Advisory Altitude 3°	3280	2950	2620	2280	1950	1630	1300	980	650	MDA	MDA	DA
Category	A			B			C			D/D_L		
ILS/DME (CAT I)	**215**(200) – 800 or RVR 550											
ILS/DME LIH ALS U/S	**265**(250) – 1200 or RVR 800											
LOC/DME	**350**(335) – 1500											
Circling	**560**(537) – 1900			**630**(607) – 2800			***790**(767) – 3700			***930**(907) – 4600		

* Circling CAT C and D NA north of RWY

Changes from 26 MAR 20: Page republished.

Effective: 31 DEC 20

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ELEV 23

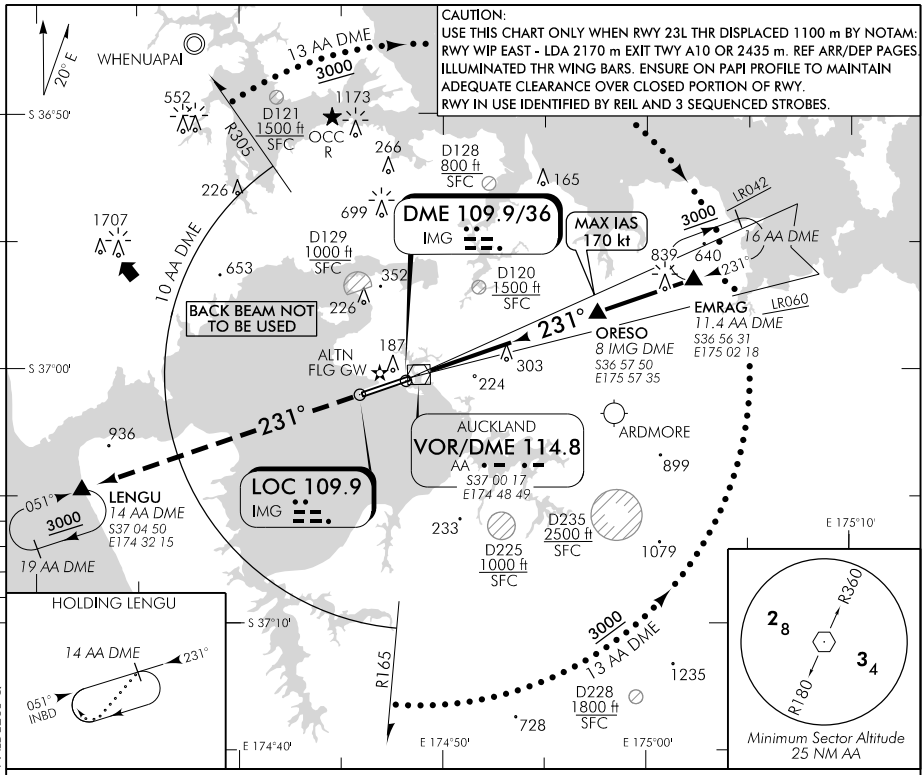
RWY 23L THR ELEV 23

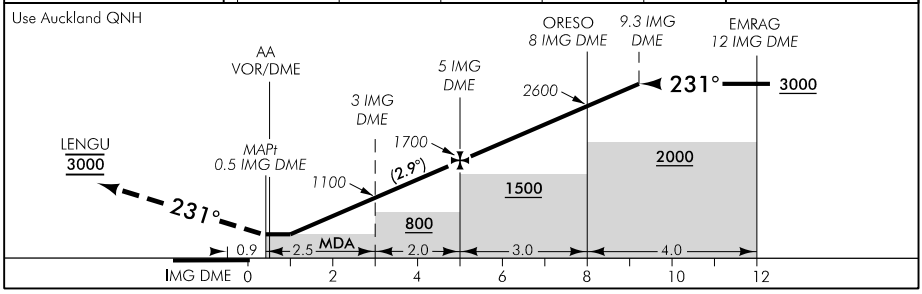
CAT A,B,C,D

AUCKLAND

LOC/DME E RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95





Changes from 26 MAR 20: Page republished.

MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

IMG DME DIST	MAPt 0.5 IMG	1.1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	800	1100	1400	1700	2000	2300	2600	2900	3200

Category	A	B	C	D
LOC/DME	**530**(507) – 3000			
Circling	**630**(607) – 3000		***790**(767) – 3700	***930**(907) – 4600

* Circling CAT C and D NA north of RWY

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ELEV 23

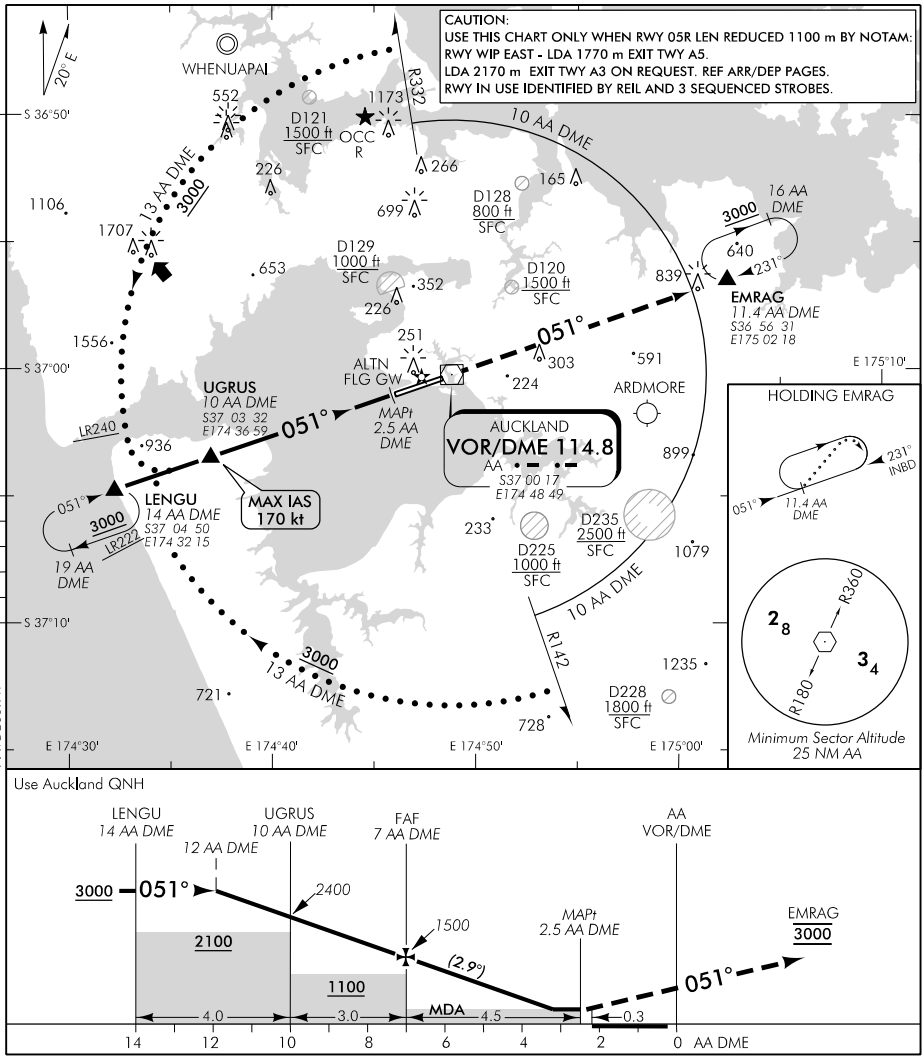
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

VOR/DME E RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Climb on R051 to EMRAG 3000

AA DME DIST	10	9	8	7	6	5	4	3.3	MAPt 2.5
Advisory Altitude 5%	2400	2100	1800	1500	1200	900	600	MDA	MDA

Category	A	B	C	D
VOR/DME	**390**(375) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	***790**(767) – 3700	***930**(907) – 4600

* Circling CAT C and D NA north of RWY

Changes from 26 MAR 20: Page republished.

Effective: 31 DEC 20

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ELEV 23

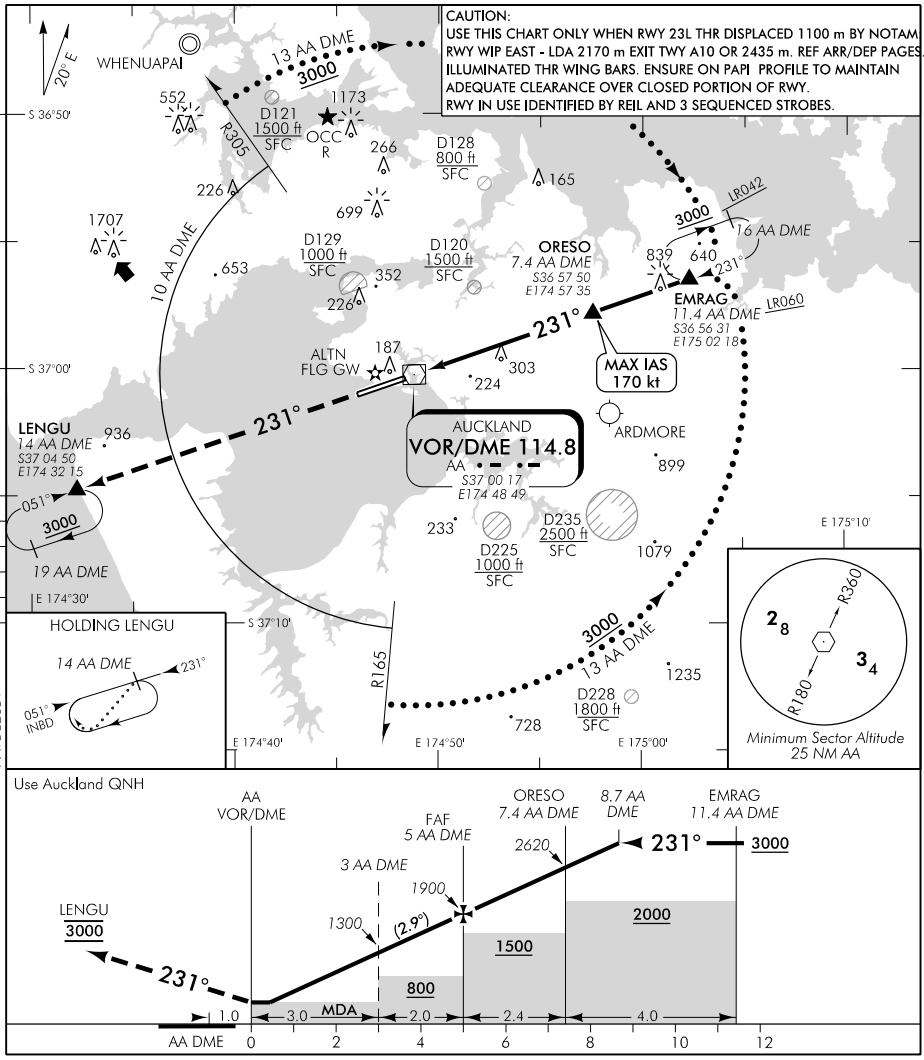
RWY 23L THR ELEV 23

CAT A,B,C,D

AUCKLAND

VOR/DME E RWY 23L

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



Changes from 26 MAR 20: Page republished.

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

MISSED APCH: MAX IAS 185 kt. Climb on R231 to LENGU 3000

AA DME DIST	MAPt VOR	0.5	1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	700	1000	1300	1600	1900	2200	2500	2800	3100	3400
Category	A			B			C			D		
VOR/DME	**530**(507) – 3000											
Circling	**630**(607) – 3000						*790(767) – 3700			*930(907) – 4600		

* Circling CAT C and D NA north of RWY

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ELEV 23

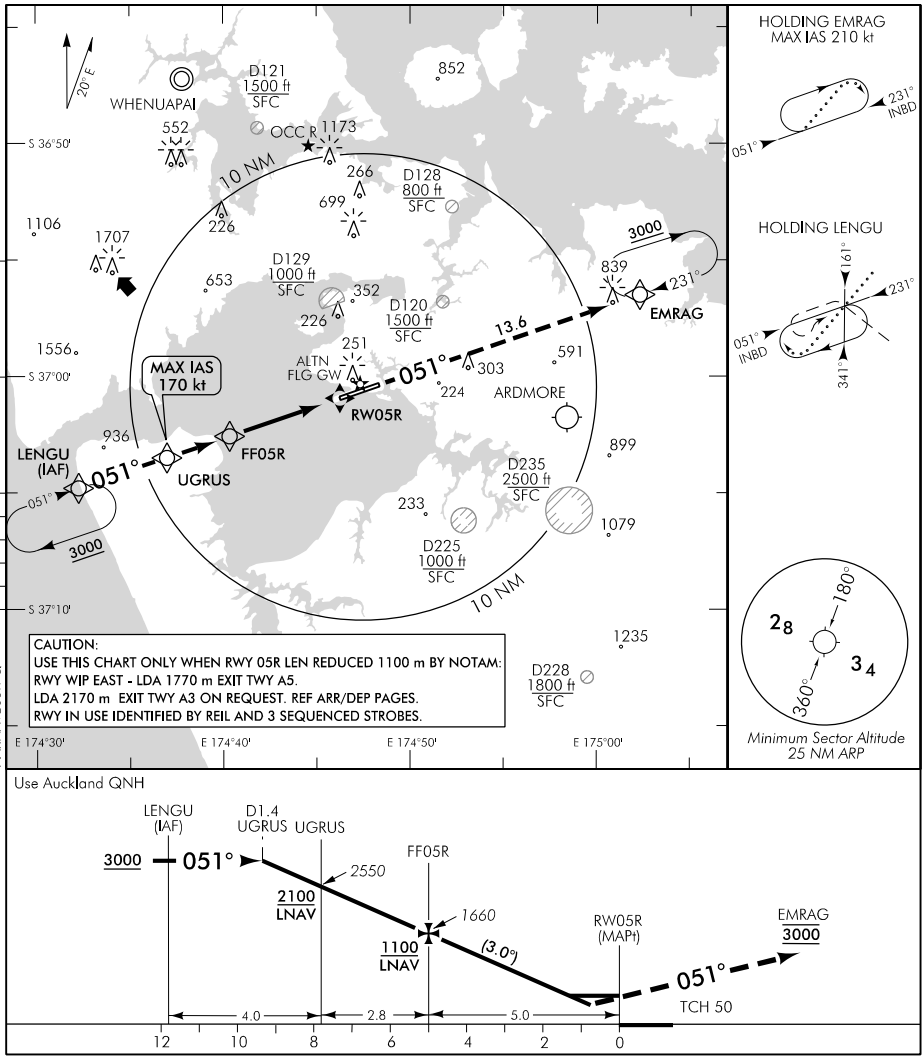
RWY 05R THR ELEV 15

CAT A,B,C,D

AUCKLAND

RNAV (GNSS) E RWY 05R

AUCKLAND APPROACH: 124.3 129.6 *ATIS*: 127.8 127.0 *TOWER*: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Climb on 051° to EMRAG 3000

DISTANCE to WPT	UGRUS	2	1	FF05R	4	3	2	1.2	0.9	RW05R
Advisory Altitude 3°	2550	2300	1980	1660	1340	1020	700	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV *	**340**(325) – 1500			
LNAV	**440**(425) – 1500			
Circling	**560**(537) – 1900	**630**(607) – 2800	**#790**(767) – 3700	**#930**(907) – 4600

* Valid to AD temperature -5°C . Use of remote QNH NA.
\# Circling CAT C and D NA north of RWY

Changes from 26 MAR 20: Page republished.

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YELLOW YELLOW YELLOW YELLOW YELLOW

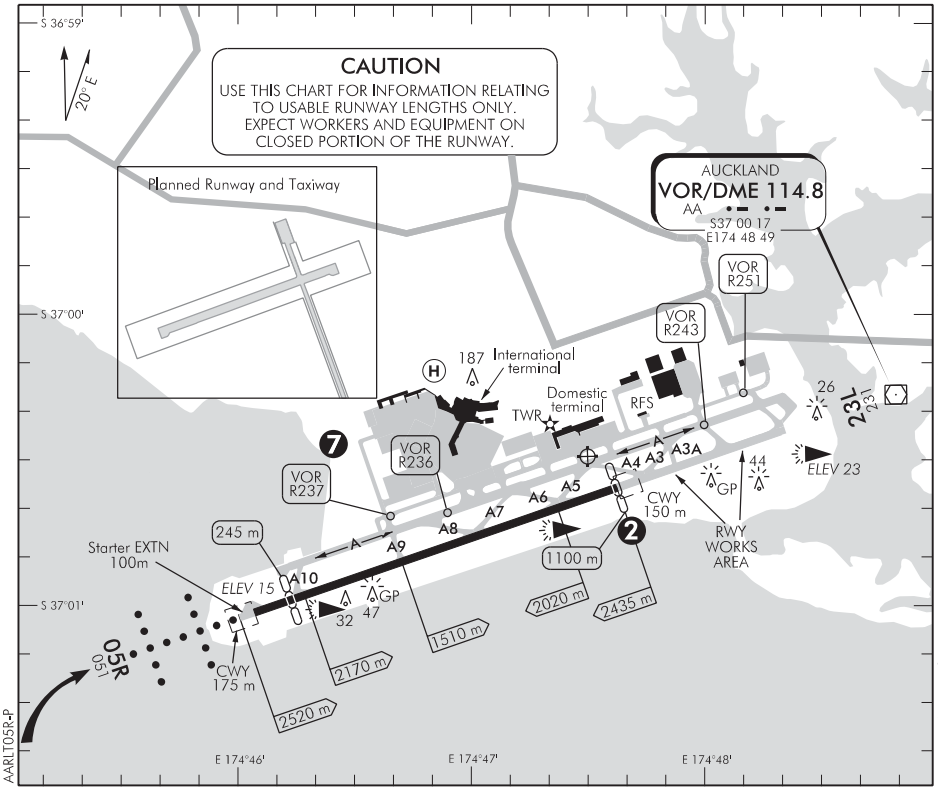
ELEV 23

AUCKLAND

NZAA

AERODROME — RWY 05R/23L — WIP EAST

TOWER: 118.7 120.95 *DELIVERY:* 128.2 *GROUND:* 121.9 *ATIS:* 127.8 127.0 *FIRE:* 134.7



1. Chart to be used during runway WIP east of TWY A3. Reduced length for take-off and landing will apply. Activation of restrictions will be by ATIS or RTF. Works will not take place when the runway is wet.

❷ During runway WIP — EAST RWY 23L threshold is displaced by 1100 m.

3. Circuit: RWY 05R — Right hand
   RWY 23L — Left hand
   Unless otherwise instructed, ATC circuit altitudes are:
   All Jets 1500 ft AMSL
   All other ACFT 1000 ft AMSL
4. ATC Speed Requirements:
   Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds, with a MNM 150 kt IAS at 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.
   VFR in circuit: approach speed of not less than 90 kt IAS when above 300 ft AMSL.
5. Full length take-off available to approved long-haul international aircraft with prior notice.
6. **CAUTION:** Full length landing not available.

❼ A portion of the northern end of TWY L is not visible from TWR. See Ground Movements — RWY 05R/23L — WIP EAST chart for detail.

8. **CAUTION:** Bird hazard. Refer to NZAA AD 2.23.
9. Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.
10. Holding positions on TWY A1 to A8 inclusive are not available during code F aircraft take-offs or landings.
11. TWY A3A available daylight hours only to Code C ACFT and smaller.

S 37 00 29 E 174 47 30

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YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

RWY

Runway WIP EAST — Displaced Threshold/Reduced Length Operations

RWY		Take-off Information	ASDA/ TORA	Take-off distance 1:40	1:50	1:62.5	LDG DIST
05R	RWY length reduced 1100 m	From TWY A10	2170	2320	2320	2320	1770 Exit TWY A5
		From Western Extension (includes 100 m Starter EXTN)	2520	2670	2670	2670	2170 Exit TWY A3 on request
23L	Displaced threshold 1100 m	From TWY A5	2020	2195	2195	2195	2170 Exit TWY A10
			2435	2610	2610	2610	2435

RWY 05R Take-off: Critical obstacle vehicle 10 ft AGL 2510 m from start of take-off TWY A10.
Men and equipment will be working on closed portion of runway.

RWY 23L Take-off: TWY A3 and closed portion of RWY 23L between TWY A3 and displaced threshold will be lit and is available for taxiing with prior notice.

RESA RWY 05R WIP EAST — 240 x 90 m
RESA RWY 23L WIP EAST — 240 x 90 m

MINIMA

IFR Take-off		
RWY	Day	Night
05R/23L[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 05R/23L not available.

LIGHTING

Runway:

05R LIH ALS 5 Bar W; LIL ALS/2 BAR R; PAPI 3.00°/TCH 73;
RCLL not available;
REIL; 3 sequenced strobes — daylight only LIH RWY

23L Threshold displaced 1100m
PAPI 3.00°/TCH 73 on south side of runway. Displaced THR marked by illuminated high intensity green wing markers both sides of runway.
LIH ALS, LIL ALS and RCLL not available.
REIL; 3 sequenced strobes — daylight only.

Aerodrome: ABN ALTN FLG GW 3.75 SEC, HBN, WDI

Taxiway: CL, HLDG PSN, clearance & stop-bars
TWY A9 and A10 have ALTN G/Y CL

Apron: Taxiway edge and floodlighting

Standby power available.

FACILITIES

Fuel: Air BP Jet A1, Avgas 100 by truck, Carnet into plane, BP/Z Energy JIFS 133.9 MHz (09) 256 6480 option 0 or 021 767 706
Exxon Mobil/Chevron Jet A1, Carnet into plane, Exxon Mobil, 133.0 MHz (09) 275 6133
Z Energy Jet A1, Avgas 100 by truck, Carnet into plane, BP/Z Energy JIFS 133.9 MHz (09) 256 6480 option 0 or 021 767 706

Light aircraft wash facility. Located on TWY C1.

Refer to NZAA AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Auckland International Airport Limited, PO Box 73020,
Auckland International Airport 2150
Tel (09) 275 0789 Fax (09) 256 8859

Designated security aerodrome.

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YELLOW YELLOW YELLOW YELLOW YELLOW

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

© Civil Aviation Authority

ELEV 23

NZAA

TOWER: 118.7 120.95

DELIVERY: 128.2

GROUND: 121.9

ATIS: 127.8 127.0

APRON: 123.0

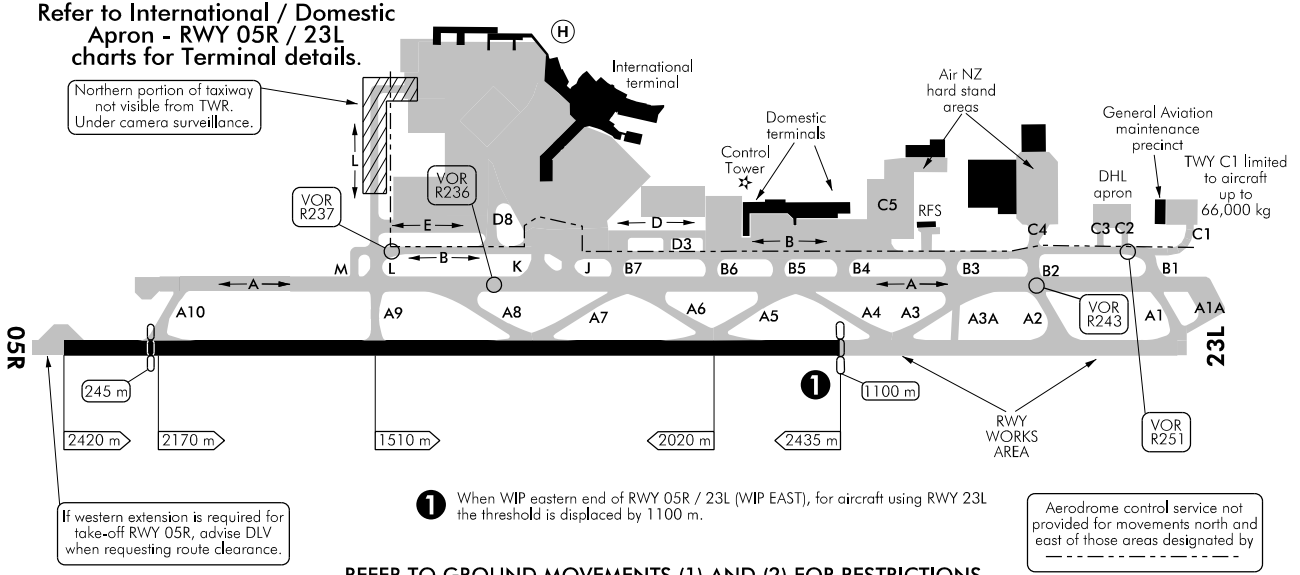
FIRE: 134.7

GROUND MOVEMENTS – RWY 05R/23L – WIP EAST

AUCKLAND

CAUTION
Use this chart for information relating to usable runway lengths for RWY 05R/23L WIP EAST operations only.
Refer to Arrival / Departure page for further details.
EXPECT WORKERS AND EQUIPMENT ON CLOSED PORTION OF RUNWAY

- TWY A3A available daylight hours only to Code C ACFT and smaller.
- TWY B4, B5 and B7 restricted to MAX Code C ACFT.
- Refer white apron and ground movements charts for taxi information.
- The following taxiway restrictions apply to departing aircraft:
  - RWY 05R - TWY A6 and A8 not available
  - RWY 23L - NOTAM will be issued advising which taxiway will be available for use



REFER TO GROUND MOVEMENTS (1) AND (2) FOR RESTRICTIONS

Surface movement surveillance is available - refer GND Movements (2) - ALL RWY page.

Changes from 31 DEC 20: TWY B4, B5 and B7 restriction note amended.

YELLOW YELLOW YELLOW YELLOW YELLOW

NZCH / CHC CHRISTCHURCH

RUNWAY / FACILITIES

CAT: A	Mag 23E			Elev 123ft
RWY	CAT II/III	Length	AID	TCH
02/20	N/A	3288m	PAPI	73ft
11/29	N/A	1741m	PAPI	RWY11: 59ft RWY29: 58ft
Standby Power Available		RFS: Cat 7		
		Hours: H24		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Wellington (5), Dunedin (5), Woodbourne (4), Nelson (4), Queenstown (3)*				

***Only available as a departure alternate for suitably qualified crew.**

THREATS
• Bird Hazard – for more information refer to NZCH AD2-51.1. • Severe turbulence may occur in strong north-westerly conditions. Windshear is common with light surface winds and strong winds at altitude. • PAPI – Set for large aircraft. • VFR aircraft – Extensive VFR movements including helicopters from both eastern and western sides of the aerodrome. • West Melton MBZ and City Sector – VFR aircraft in these areas may cause TCAS TA/RA events – use low rate of descents near these areas.

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ARRIVALS

VISUAL APPROACH

Aircraft requesting a visual approach can expect joining instructions or clearance for published visual arrival procedures. These procedures will ensure containment in controlled airspace and minimum clearance from the West Melton MBZ or City sector.

Aircraft on a visual approach or visual arrival procedure that are unable to land shall fly an instrument missed approach procedure for the intended landing runway, or as instructed by ATC. Refer to NZCH AD2 – 31.2 Arrival / Departure (2). This is an exception to AD 1.5 - 10 (9.3.2 Go Around).

RNP-AR APPROACHES

By default, Christchurch will not issue RNP-AR approaches. Qualified crew may request an RNP-AR approach procedure.

NIGHT VISUAL APPROACH

Permitted for Runway 29 only when an RNP-AR approach cannot be flown.

RUNWAY VISUAL RANGE (RVR) – LANDING

If the RVR is reported, the visibility in the touchdown zone must be at or above 550m.

ARRIVALS AT THE DOMESTIC TERMINAL

Contact Christchurch AOC (**131.8 MHz**) to ascertain arrival gate and make any required changes to fuel orders. CHC AOC will order the fuel.

RUNWAY EXIT

When operational conditions permit, after landing ATC will expect the aircraft to vacate via:

- Runway 02 – A4 or A5
- Runway 20 – A5

Occasionally the Tower may request aircraft landing on Runway 02/20 to vacate on crossing Runway 11/29.

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GROUND OPERATIONS

COMMUNICATIONS

Contact:

- Christchurch Ramp **131.8 MHz** (Parking/Passenger enquiries).
- Service Control **121.7 MHz** (Load Sheet).
- Line Engineering and Maintenance Operation Centre (MOC) **131.9 MHz**.
- Christchurch Fuel (Z Energy) is available on **133.7 MHz**.

ATR Operations are available on 131.8 MHz – callsign "ATR Ops"

PARKING

STAND 9 and STAND 11

When arriving or departing for Stand 9 or Stand 11, special attention must be taken to use the correct lines. **Lines designated 'A' are not suitable for ATR movements** as this applies to pushback orientation only.

When arriving on Stand 9, use the 9BCD line. When departing Stand 9, exit the stand via the 9BCD line.

When arriving on Stand 11, use the 11BCD line. When departing Stand 11, exit the stand via the 11BCD line.

STAND 14, 15, and 16

Stands 14, 15, and 16 are available for use. The drive in / drive out orientation for these stands is East/West. The current naming convention is different from the other stands.

If Stand 16 is occupied by an A320, or a Q300 (parked for pushback), then Stand 15 is unable to be used. Stand 14 remains available.

Stand Number	East Parking	West Parking
14	Follow 14E line	Follow 14W line
15	Follow 15E line	Follow 15W line
16	Follow 16E line	Follow 16W line

STAND 17 and 18

Stands 17 and 18 are approved for drive-in parking only. The aircraft will generally be towed to maintenance from these gates.

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DEPARTURES

DELAYED DEPARTURES

If a delay to boarding is anticipated, contact Christchurch Ramp. Boarding time will commence 20 minutes prior to departure for the first flight of the day.

RUNWAY 20 DEPARTURES

When lining up for Runway 20 from A4, taxi via the taxiway lines to intercept the runway centreline.

REDUCED TAKE-OFF MINIMA

Authorised – Refer NZAIP AD 2-52.1

- RWY 02/20 visibility not below 0-400
- RWY 11/29 not available

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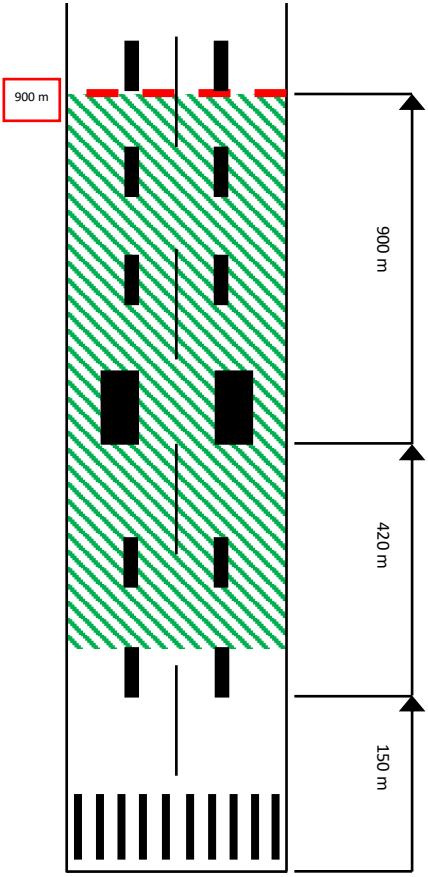
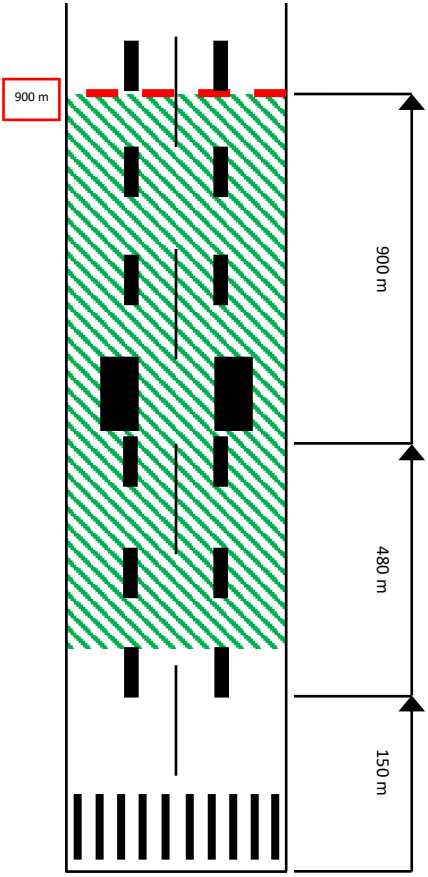
TOUCHDOWN ZONE

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around. The touchdown zone is indicated on the diagrams below as the shaded area.

RUNWAY 20



RUNWAY 02



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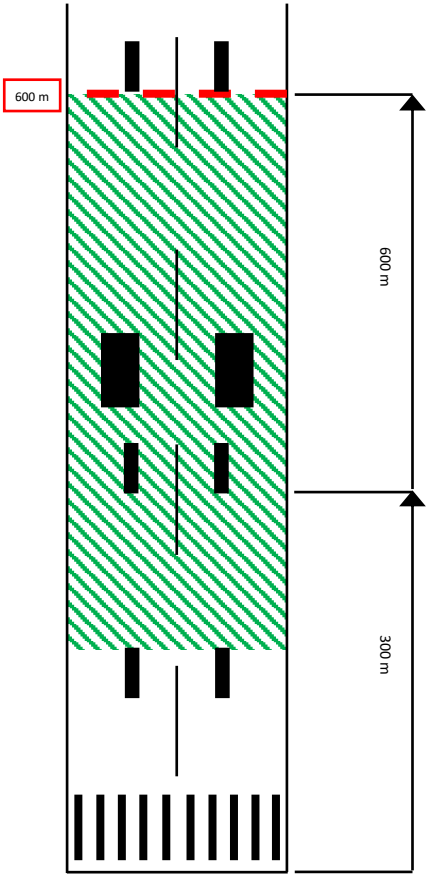
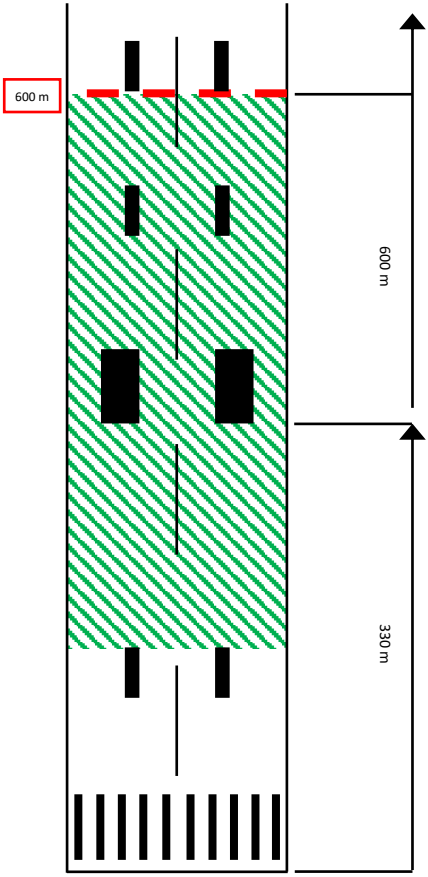
RUNWAY 11



RUNWAY 29



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ELEV 123
NZCH

CHRISTCHURCH
ARRIVAL/DEPARTURE (1)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER:* 118.4 119.65 *ATIS:* 127.2

CAUTION

There are 2 modes of operation for Christchurch International Airport. The procedures applicable for each mode of operation are presented as follows:

- RWY 02/20 Normal Operations — refer to WHITE pages
- RWY 02/20 Runway WIP NORTH and WIP SOUTH — refer to **YELLOW** pages

Notice of planned activation of RWY WIP will be by NOTAM and where possible with 72 HR notice. The active RWY mode and associated AIP colour pages will be broadcast on the Christchurch ATIS.

Active RWY Identification During Daylight

To ensure displaced threshold identification during daylight hours, the displaced threshold will be identified by illuminated threshold wingbars and PAPI.

Arrival Procedures

ATC Speed Requirements

Unless otherwise approved by ATC, arriving aircraft:

- must not exceed 250 kt IAS below 10,000 ft within 30 NM of Christchurch 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.

Aircraft unable to follow promulgated RNAV STAR procedures will be given radar vectors or alternative routing by ATC.

D

Allocation of STAR Procedures

- ATC will issue an appropriate STAR for instrument approach to RWY 02, RWY 20 or RWY 29.
- If the issued STAR becomes unavailable, a new STAR clearance will be issued.
- Inability to accept a STAR procedure or to fly an RNAV (RNP) procedure should be reported to ATC as soon as possible. An alternative clearance will be coordinated or radar vectors provided.
- Where required plain language visual approach clearances may be given by ATC.

(continued)

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RNAV (RNP) Procedures

Clearance to fly RNAV (RNP) approaches will be subject to the following:

- RNAV (RNP) approaches to RWY 02, 20 and 29 available H24. RWY 29 subject to prevailing weather conditions.
- Subject to traffic and ATC operational requirements.
- Operators who have obtained CAA approval to use these procedures shall advise the Airways Duty Manager, ServiceDeliveryDutyManager@airways.co.nz

Visual Approach Procedures

RWY 02/20

CAT B, C, D/DL IFR aircraft on a visual approach or visual arrival procedure that are unable to land shall fly an instrument missed approach procedure for the intended landing runway, or as instructed by ATC.

RWY 11

CAT B, C, D/DL IFR aircraft on a visual approach that are unable to land will be issued missed approach instructions by ATC.

RWY 29

CAT B, C, D/DL IFR aircraft on a visual approach or visual arrival procedure that are unable to land are to climb runway track to 4000 ft unless otherwise advised by ATC.

D

Practice Auto-landings

Practice auto-lands to RWY 02 or RWY 20 may be available on request to ATC when weather conditions are better than Category I ILS minima.

When protection of critical/sensitive areas is not required, pilots wishing to conduct a practice auto-land must advise ATC of their intention as early as practicable in order that ATC is able to either:

(a) protect the ILS critical and sensitive areas; or

(b) advise that due to traffic protection of ILS critical and sensitive areas will not be provided using the phraseology:

"ILS CRITICAL AND SENSITIVE AREAS NOT PROTECTED"

Practice auto-land is NOT available during RWY 02 WIP SOUTH operations.

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ELEV 123
NZCH

CHRISTCHURCH

ARRIVAL/DEPARTURE (3)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER:* 118.4 119.65 *ATIS:* 127.2

Protection of the Missed Approach

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

Departure Procedures

Refer Christchurch SID.

Evaluated Climb Sector

Within 20 NM CH DME in any direction except R079-R147 CH VOR beyond 5 DME MNM Turn ALT 550 ft.

MNM net climb gradient 3.3% (200 ft/NM). Airspace containment assured by RADAR Control.

D **CAUTION:**

RWY 29 — Close-in obstacle not considered in climb gradient, tree 141 ft AMSL 328°/143 m from CWY end.

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YELLOW

CAUTION

Procedures on YELLOW pages apply to RWY 02/20 Runway WIP only (displaced threshold RWY 02 — reduced length RWY 20 or reduced length RWY 02)

YELLOW

RWY 02/20 Runway WIP

General

YELLOW

The airport operator is required to carry out regular work on the runway. Generally the aerodrome operator will aim to provide 72 HR notice of these works promulgated by NOTAM. **However, if an urgent need for a partial closure of the runway arises, such notice will not be provided.**

WIP North — During WIP North RWY 02/20 is reduced in length to 1920 m. The northern 1368 m of runway is closed. All landing operations are restricted to use of RWY 02. Take-off operations are restricted to RWY 02 and RWY 20 from TWY A4 or A5.

YELLOW

WIP South — During WIP South RWY 02 has a 1538 m displacement to the landing threshold and corresponding reduction in length for RWY 20. For displaced threshold operations on RWY 02, normal ILS/DME approach procedures will not be available. The displaced RWY 02 threshold will be defined by illuminated wing bars and visual glide path information by PAPI.

RWY 11/29 may be available during periods of WIP North and WIP South.

YELLOW

Approach charts to be used for displaced threshold operations and reduced length WIP at the southern end will have 'S' (south) in the chart title.

Approach charts to be used for reduced length WIP operations at the northern end will have 'N' in the chart title.

Night Operations

YELLOW

For night displaced threshold operations RWY 02, LIH ALS and LIL ALS will not be available. RWY edge lights for the closed portion prior to the displaced threshold will be blanked out in the direction of landing aircraft and when viewed from the reverse direction.

YELLOW

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CAUTION

Ensure on path PAPI profile to maintain adequate obstacle clearance over closed portion of RWY 02

Applicable Instrument Approach Procedures — Displaced Threshold Operations RWY 02 (Yellow pages)

RWY	Threshold Displaced by	Chart/Procedure	AIP Volume
02	1538 m	Christchurch LOC/DME S RWY 02	2
		Christchurch VOR/DME S RWY 02	2

Applicable Instrument Approach Procedures — Reduced Length Operations RWY 02/20 (Yellow pages)

RWY	LDA	Chart/Procedure	AIP Volume
02	1920 m	Christchurch ILS/DME N or LOC/DME N RWY 02	2
		Christchurch VOR/DME N RWY 02	2
		Christchurch RNAV (GNSS) N RWY 02	2
20	1750 m	Christchurch ILS/DME or LOC/DME S RWY 20	2
		Christchurch VOR/DME S RWY 20	2
		Christchurch RNAV (GNSS) S RWY 20	2
11	full length	Christchurch RNAV (GNSS) RWY 11	2

YELLOW YELLOW YELLOW YELLOW YELLOW

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Applicable Aerodrome, Operational Data and Ground Movements Charts (Yellow pages)

RWY	Chart/Procedure	AIP Volume
02	Aerodrome — RWY 02 — WIP NORTH	2 4
	Operational Data — RWY 02 — WIP NORTH	2 4
	Ground Movements — RWY 02 — WIP NORTH	2 4
20	Aerodrome — RWY 02/20 — WIP SOUTH	2 4
	Operational Data — RWY 02/20 — WIP SOUTH	2 4
	Ground Movements — RWY 02/20 — WIP SOUTH	2 4

CAUTION

Expect workers and equipment on closed portion of RWY 02/20 when WIP

YELLOW YELLOW YELLOW YELLOW YELLOW

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YELLOW YELLOW YELLOW YELLOW YELLOW

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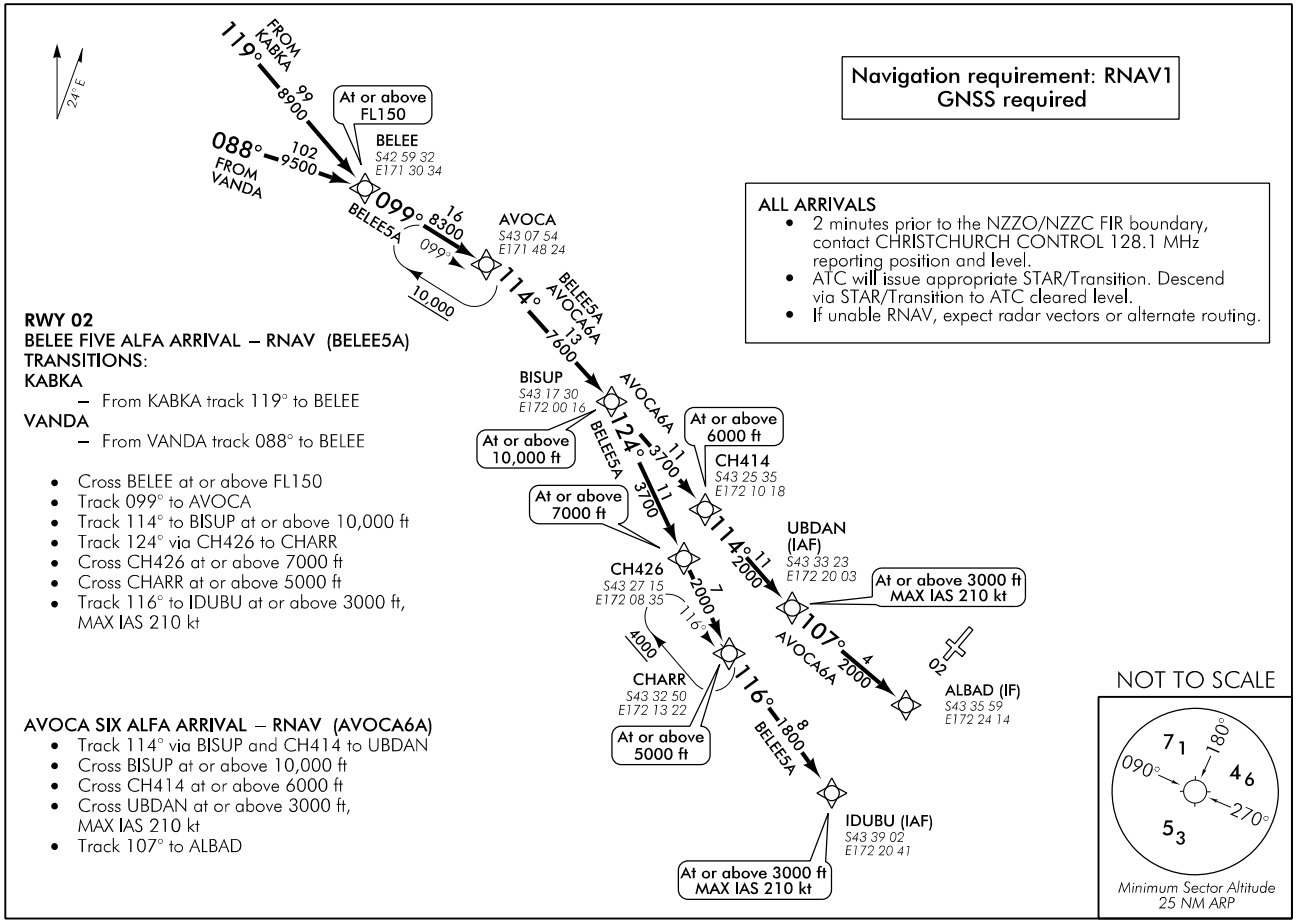
CHRISTCHURCH
RNAV STAR RWY 02 (1)

ELEV 123
NZCH
CAT A,B,C,D

CHRISTCHURCH CONTROL: 129.3 128.1
CHRISTCHURCH APPROACH: 120.9 126.1 128.75 ATIS: 127.2 TOWER: 118.4 119.65



Changes from 26 MAR 20: AVOCA HLDG pattern INBD course updated.

ELEV 123

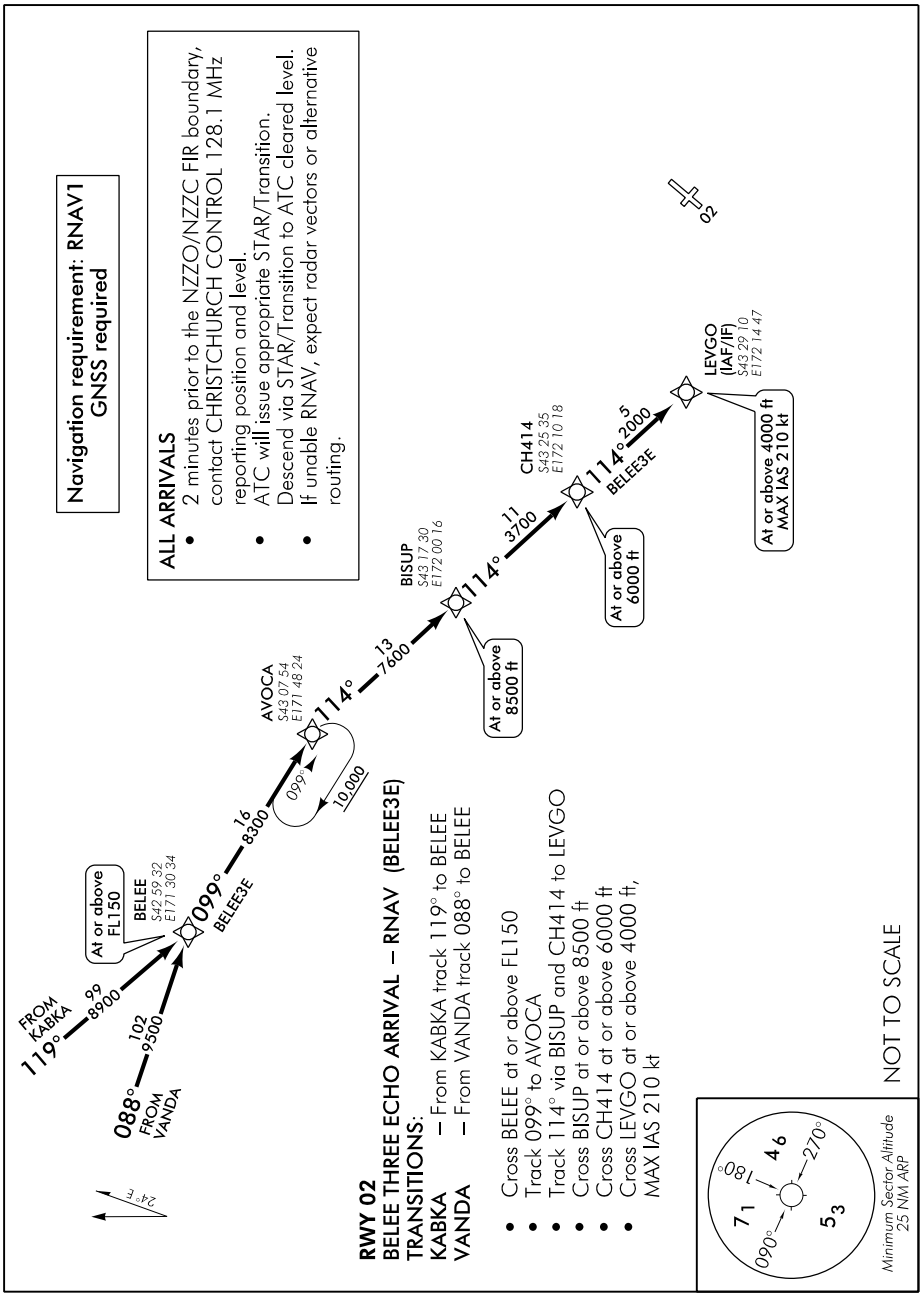
NZCH

CAT C,D

CHRISTCHURCH

RNAV STAR RWY 02 (3)

CHRISTCHURCH CONTROL: 129.3 128.1
CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



CHRNAVSTAR02-3-1

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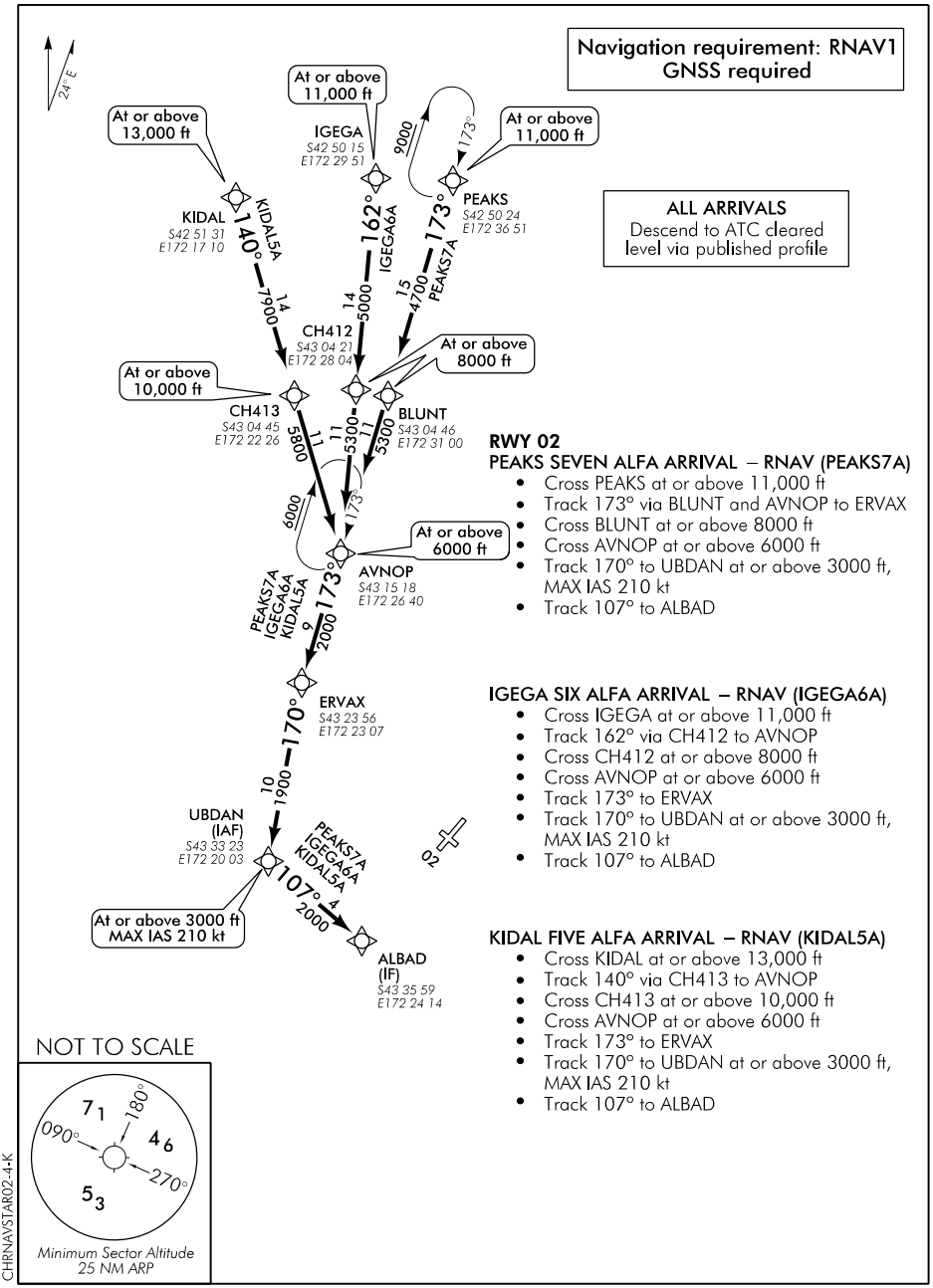
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 02 (4)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



CHRNAVSTAR02-4-K

Changes from 26 MAR 20: PEAKS HLDG pattern INBD course updated.

Effective: 16 JUL 20

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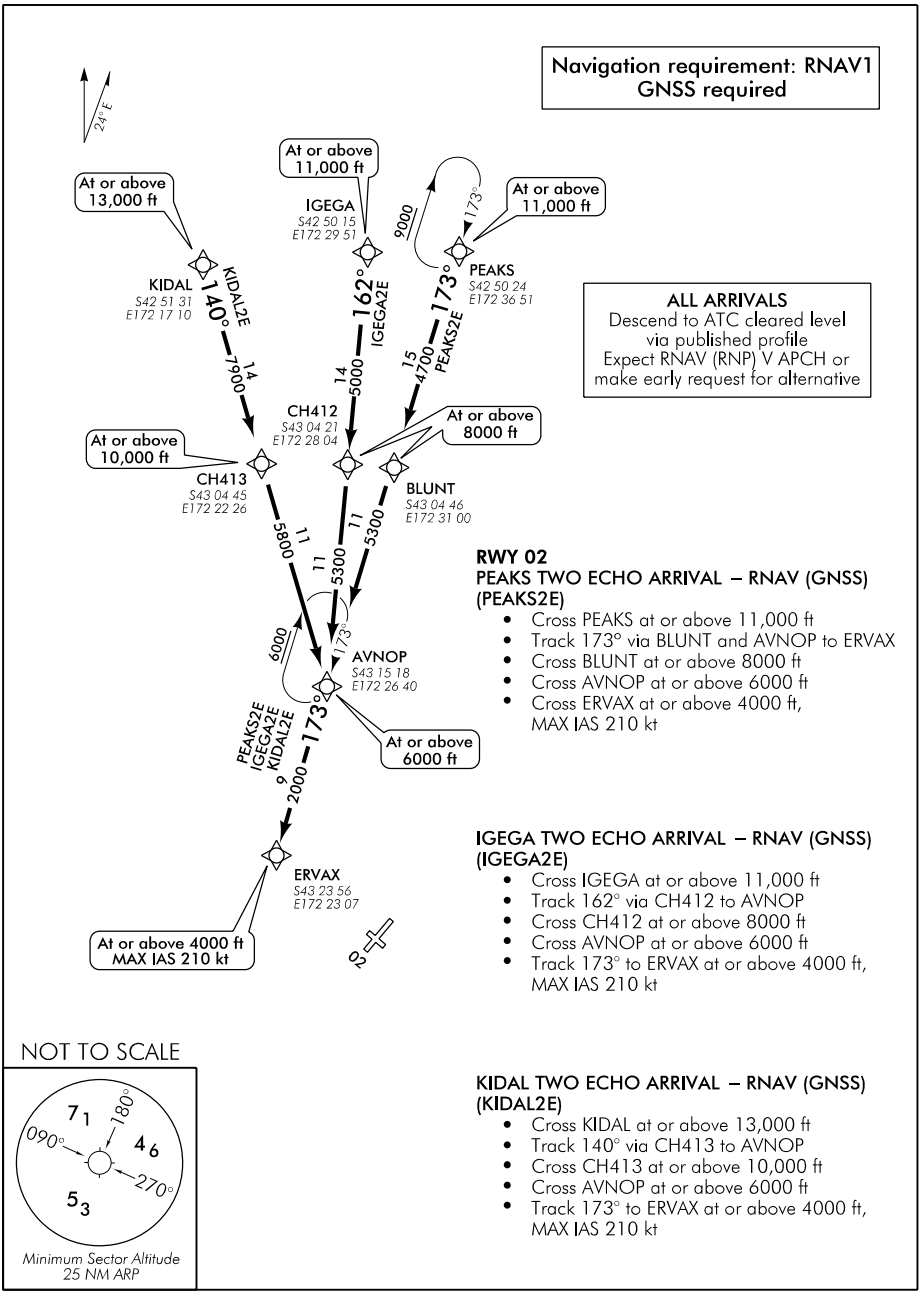
ELEV 123
NZCH

CAT C,D

CHRISTCHURCH

RNAV STAR RWY 02 (5)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



RWY 02
PEAKS TWO ECHO ARRIVAL – RNAV (GNSS) (PEAKS2E)

- Cross PEAKS at or above 11,000 ft
- Track 173° via BLUNT and AVNOP to ERVAX
- Cross BLUNT at or above 8000 ft
- Cross AVNOP at or above 6000 ft
- Cross ERVAX at or above 4000 ft, MAX IAS 210 kt

IGEGA TWO ECHO ARRIVAL – RNAV (GNSS) (IGEGA2E)

- Cross IGEGA at or above 11,000 ft
- Track 162° via CH412 to AVNOP
- Cross CH412 at or above 8000 ft
- Cross AVNOP at or above 6000 ft
- Track 173° to ERVAX at or above 4000 ft, MAX IAS 210 kt

KIDAL TWO ECHO ARRIVAL – RNAV (GNSS) (KIDAL2E)

- Cross KIDAL at or above 13,000 ft
- Track 140° via CH413 to AVNOP
- Cross CH413 at or above 10,000 ft
- Cross AVNOP at or above 6000 ft
- Track 173° to ERVAX at or above 4000 ft, MAX IAS 210 kt

NOT TO SCALE

Changes from 12 SEP 19: PEAKS HLDG pattern INBD course updated.

CHRNAVSTAR02-5-I

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ELEV 123

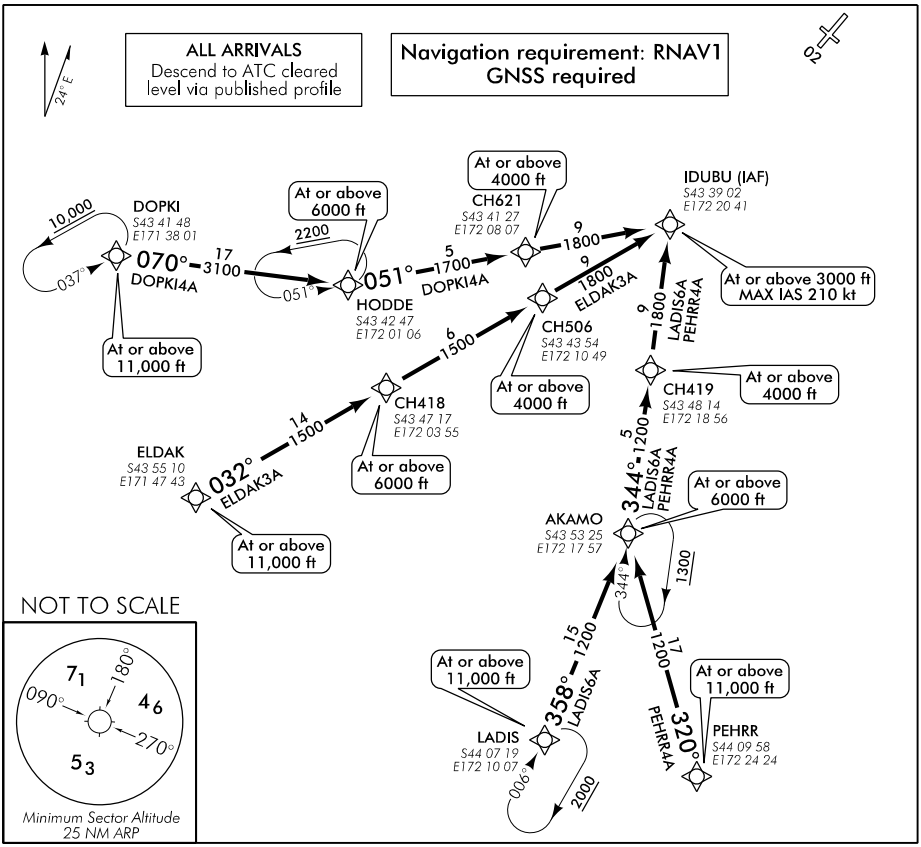
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 02 (6)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



Changes from 1 FEB 18: IDUBU to ALBAD segment removed.

RWY 02

DOPKI FOUR ALFA ARRIVAL – RNAV (DOPKI4A)

- Cross DOPKI at or above 11,000 ft
- Track 070° to HODDE at or above 6000 ft
- Track 051° via CH621 to IDUBU
- Cross CH621 at or above 4000 ft
- Cross IDUBU at or above 3000 ft, MAX IAS 210 kt

ELDAK THREE ALFA ARRIVAL – RNAV (ELDAK3A)

- Cross ELDAK at or above 11,000 ft
- Track 032° via CH418 and CH506 to IDUBU
- Cross CH418 at or above 6000 ft
- Cross CH506 at or above 4000 ft
- Cross IDUBU at or above 3000 ft, MAX IAS 210 kt

LADIS SIX ALFA ARRIVAL – RNAV (LADIS6A)

- Cross LADIS at or above 11,000 ft
- Track 358° to AKAMO at or above 6000 ft
- Track 344° via CH419 to IDUBU
- Cross CH419 at or above 4000 ft
- Cross IDUBU at or above 3000 ft, MAX IAS 210 kt

PEHRR FOUR ALFA ARRIVAL – RNAV (PEHRR4A)

- Cross PEHRR at or above 11,000 ft
- Track 320° to AKAMO at or above 6000 ft
- Track 344° via CH419 to IDUBU
- Cross CH419 at or above 4000 ft
- Cross IDUBU at or above 3000 ft, MAX IAS 210 kt

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ELEV 123

NZCH

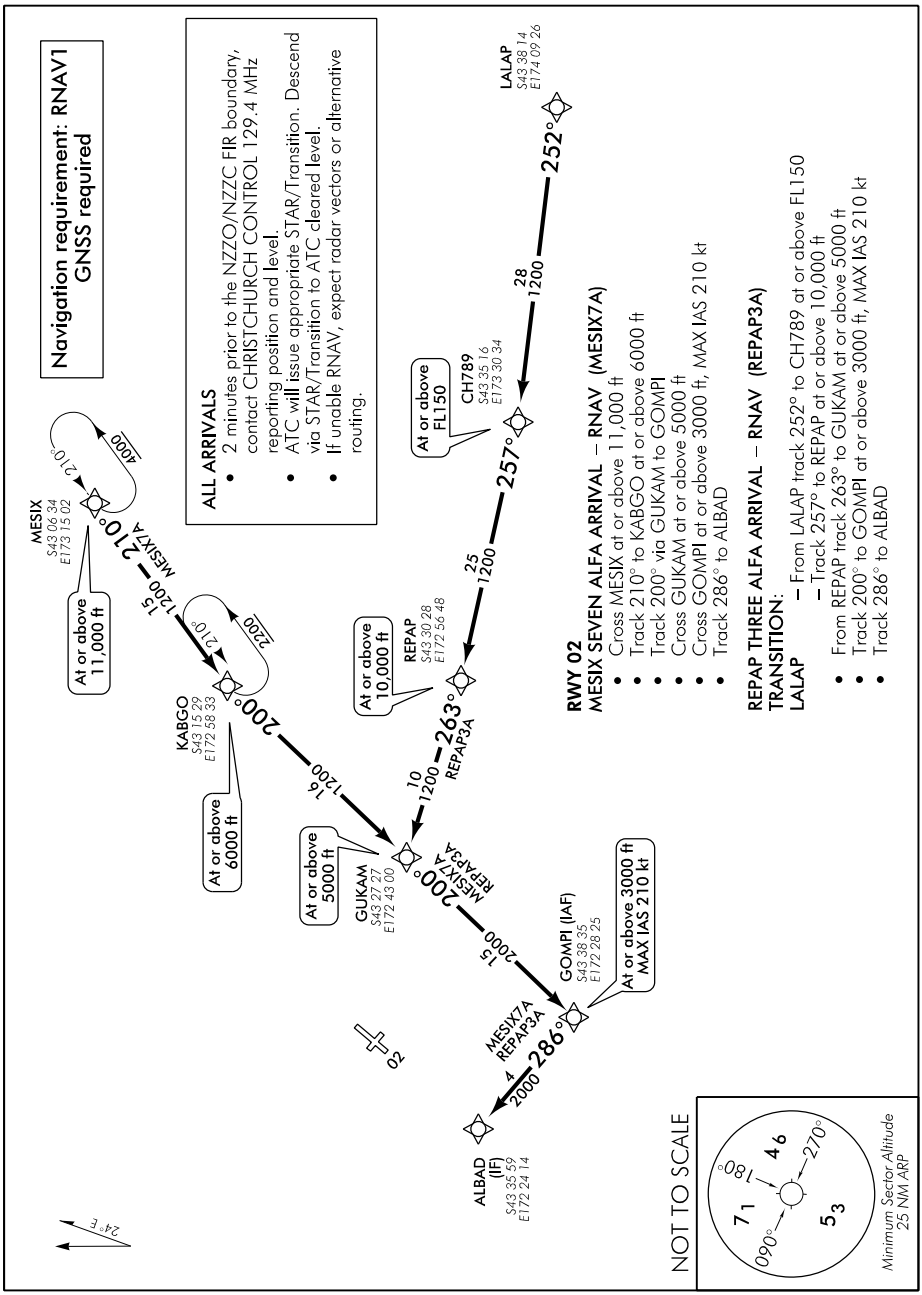
CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 02 (7)

CHRISTCHURCH CONTROL: 129.4 128.1

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



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ELEV 123

NZCH

CAT C,D

CHRISTCHURCH

RNAV STAR RWY 02 (8)

CHRISTCHURCH CONTROL: 129.4 128.1
CHRISTCHURCH APPROACH: 126.1 120.9 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65

Changes from 1 FEB 18: GNSS required added in navigation requirement box.

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ELEV 123

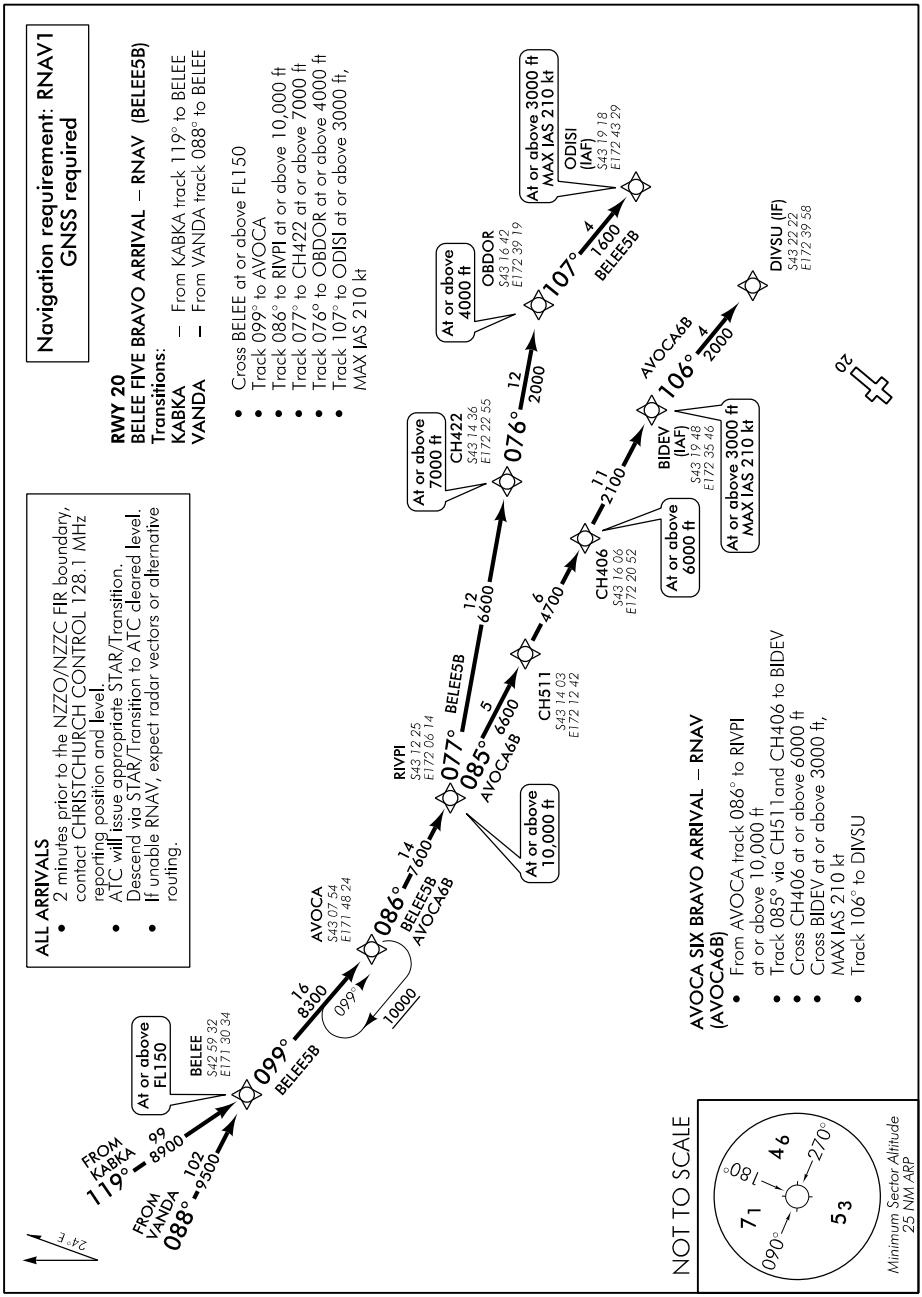
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 20 (1)

CHRISTCHURCH CONTROL: 129.3 128.1
CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



CHRNAVSTAR20-INTL-1-J

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ELEV 123

NZCH

CAT C,D

CHRISTCHURCH

RNAV STAR RWY 20 (3)

CHRISTCHURCH CONTROL: 129.3 128.1
CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65

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ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 20 (5)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65

24° E

ALL ARRIVALS
Descend to ATC cleared level via published profile

Navigation requirement: RNAV1 GNSS required

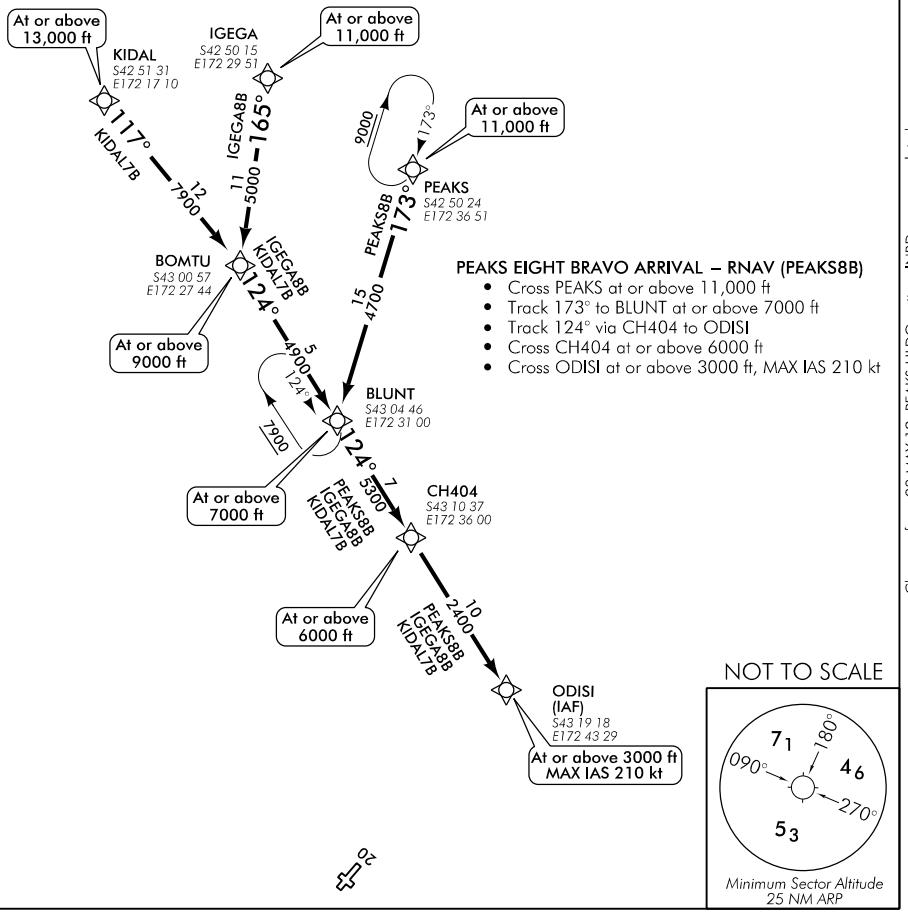
RWY 20

KIDAL SEVEN BRAVO ARRIVAL – RNAV (KIDAL7B)

- Cross KIDAL at or above 13,000 ft
- Track 117° to BOMTU at or above 9000 ft
- Track 124° via BLUNT and CH404 to ODISI
- Cross BLUNT at or above 7000 ft
- Cross CH404 at or above 6000 ft
- Cross ODISI at or above 3000 ft, MAX IAS 210 kt

IGEGA EIGHT BRAVO ARRIVAL – RNAV (IGEGA8B)

- Cross IGEGA at or above 11,000 ft
- Track 165° to BOMTU at or above 9000 ft
- Track 124° via BLUNT and CH404 to ODISI
- Cross BLUNT at or above 7000 ft
- Cross CH404 at or above 6000 ft
- Cross ODISI at or above 3000 ft, MAX IAS 210 kt



PEAKS EIGHT BRAVO ARRIVAL – RNAV (PEAKS8B)

- Cross PEAKS at or above 11,000 ft
- Track 173° to BLUNT at or above 7000 ft
- Track 124° via CH404 to ODISI
- Cross CH404 at or above 6000 ft
- Cross ODISI at or above 3000 ft, MAX IAS 210 kt

NOT TO SCALE

Minimum Sector Altitude
25 NM ARP

Changes from 23 MAY 19: PEAKS HLDG pattern INBD course updated.

CHRNAVSTAR20-5-Q

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ELEV 123

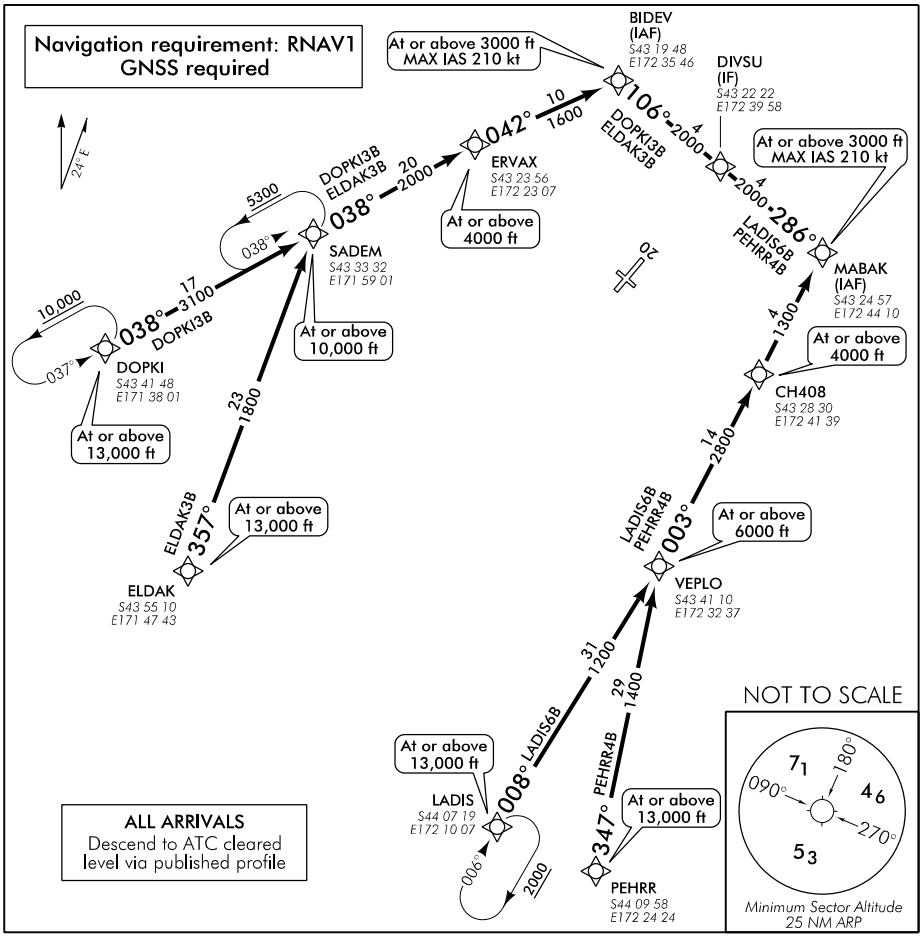
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 20 (6)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



RWY 20

DOPKI THREE BRAVO ARRIVAL – RNAV (DOPKI3B)

- Cross DOPKI at or above 13,000 ft
- Track 038° via SADEM to ERVAX
- Cross SADEM at or above 10,000 ft
- Cross ERVAX at or above 4000 ft
- Track 042° to BIDEV at or above 3000 ft, MAX IAS 210 kt
- Track 106° to DIVSU

ELDAK THREE BRAVO ARRIVAL – RNAV (ELDAK3B)

- Cross ELDAK at or above 13,000 ft
- Track 357° to SADEM at or above 10,000 ft
- Track 038° to ERVAX at or above 4000 ft
- Track 042° to BIDEV at or above 3000 ft, MAX IAS 210 kt
- Track 106° to DIVSU

LADIS SIX BRAVO ARRIVAL – RNAV (LADIS6B)

- Cross LADIS at or above 13,000 ft
- Track 008° to VEPLO at or above 6000 ft
- Track 003° via CH408 to MABAK
- Cross CH408 at or above 4000 ft
- Cross MABAK at or above 3000 ft, MAX IAS 210 kt
- Track 286° to DIVSU

PEHRR FOUR BRAVO ARRIVAL – RNAV (PEHRR4B)

- Cross PEHRR at or above 13,000 ft
- Track 347° to VEPLO at or above 6000 ft
- Track 003° via CH408 to MABAK
- Cross CH408 at or above 4000 ft
- Cross MABAK at or above 3000 ft, MAX IAS 210 kt
- Track 286° to DIVSU

Effective: 26 MAR 20

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ELEV 123

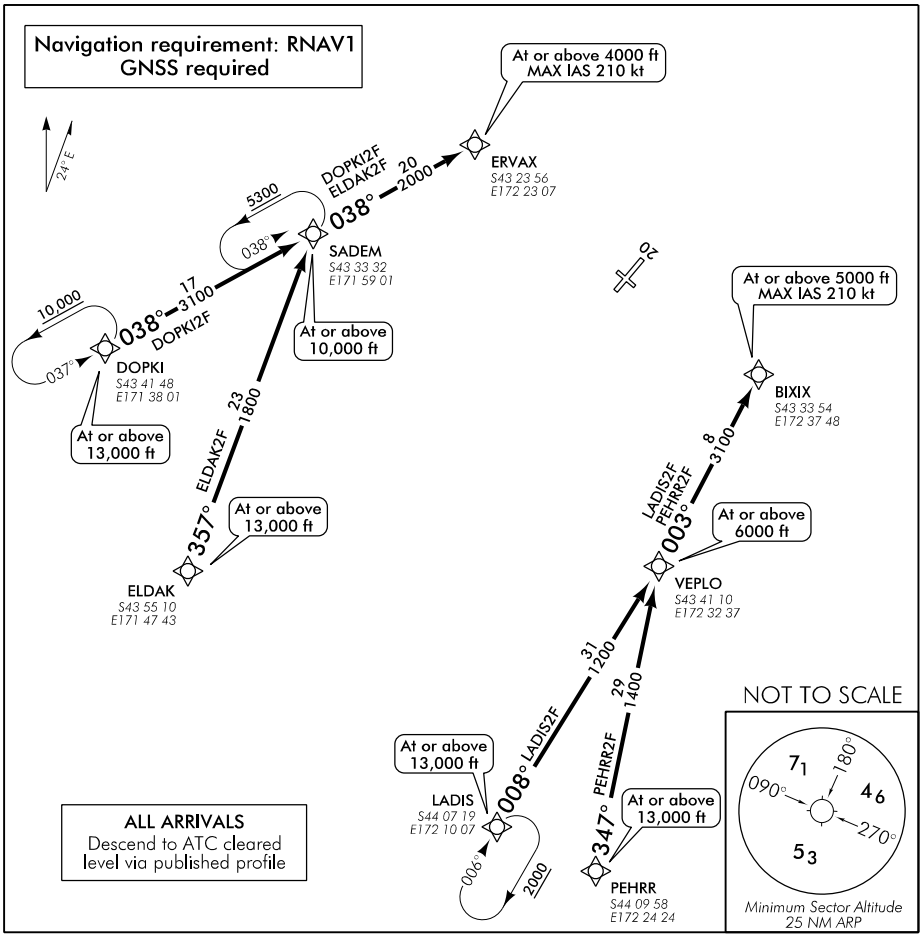
NZCH

CAT C,D

CHRISTCHURCH

RNAV STAR RWY 20 (7)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



RWY 20

DOPKI TWO FOXTROT ARRIVAL – RNAV (DOPKI2F)

- Cross DOPKI at or above 13,000 ft
- Track 038° via SADEM to ERVAX
- Cross SADEM at or above 10,000 ft
- Cross ERVAX at or above 4000 ft, MAX IAS 210 kt

ELDAK TWO FOXTROT ARRIVAL – RNAV (ELDAK2F)

- Cross ELDAK at or above 13,000 ft
- Track 357° to SADEM at or above 10,000 ft
- Track 038° to ERVAX at or above 4000 ft, MAX IAS 210 kt

LADIS TWO FOXTROT ARRIVAL – RNAV (LADIS2F)

- Cross LADIS at or above 13,000 ft
- Track 008° to VEPLO at or above 6000 ft
- Track 003° to BIXIX at or above 5000 ft, MAX IAS 210 kt

PEHRR TWO FOXTROT ARRIVAL – RNAV (PEHRR2F)

- Cross PEHRR at or above 13,000 ft
- Track 347° to VEPLO at or above 6000 ft
- Track 003° to BIXIX at or above 5000 ft, MAX IAS 210 kt

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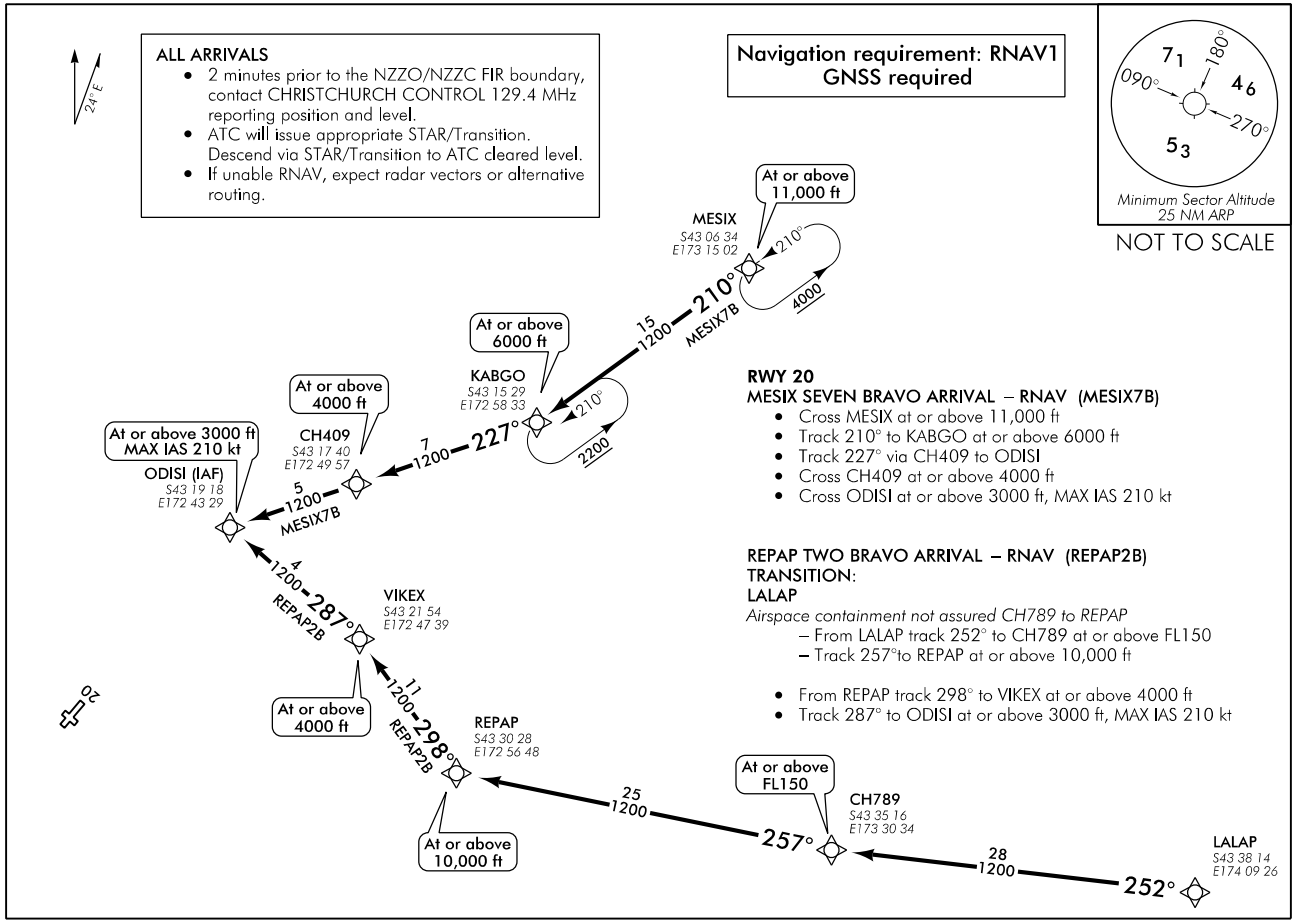
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH CONTROL: 129.4 128.1
CHRISTCHURCH APPROACH: 120.9 126.1 128.75 ATIS: 127.2 TOWER: 118.4 119.65



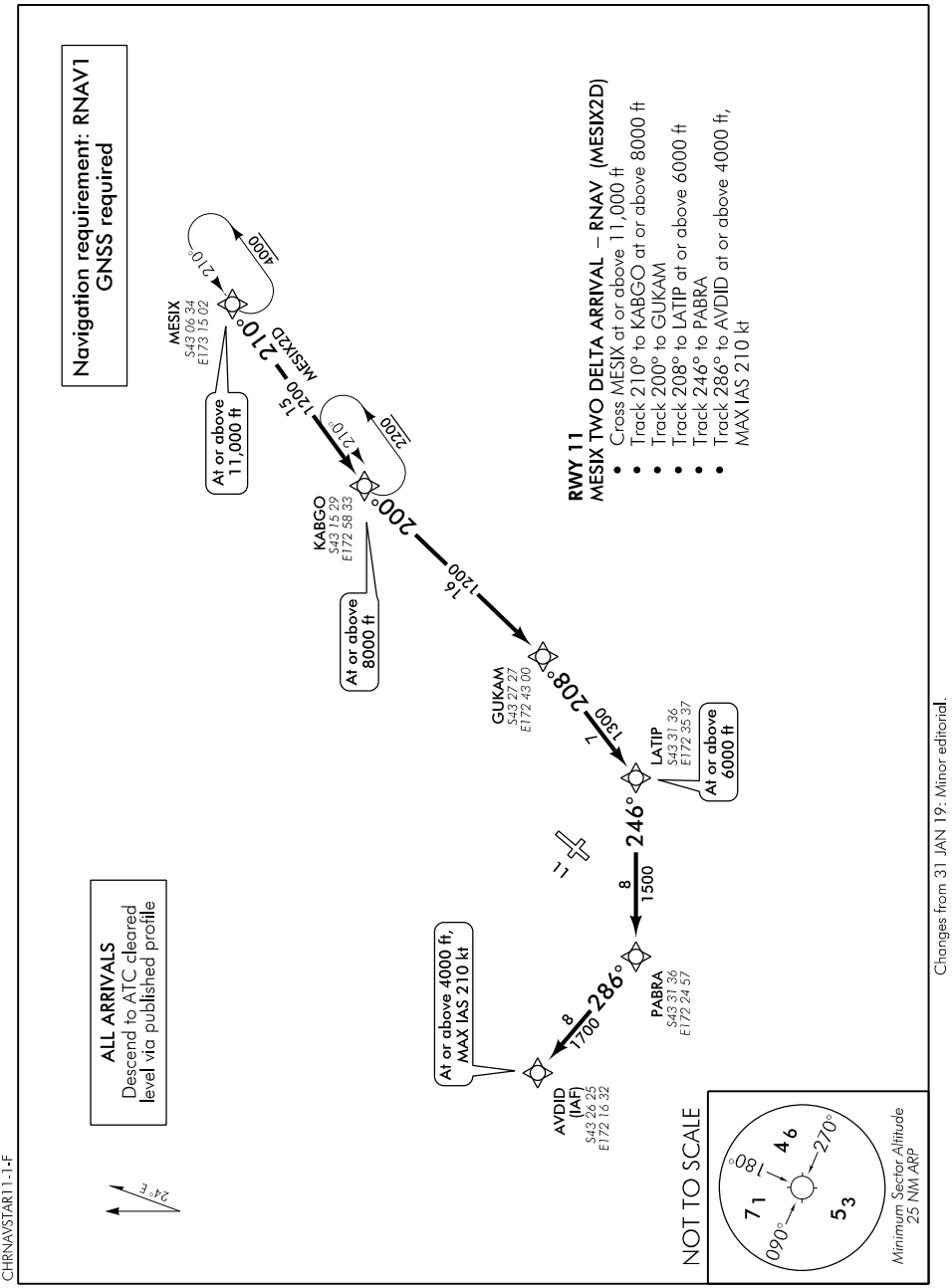
Changes from 23 MAY 19: Airspace containment note added from CH789 to REPAP.

ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH
RNAV STAR RWY 11 (1)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



CHRNAVSTAR 11-1-F

Changes from 31 JAN 19: Minor editorial.

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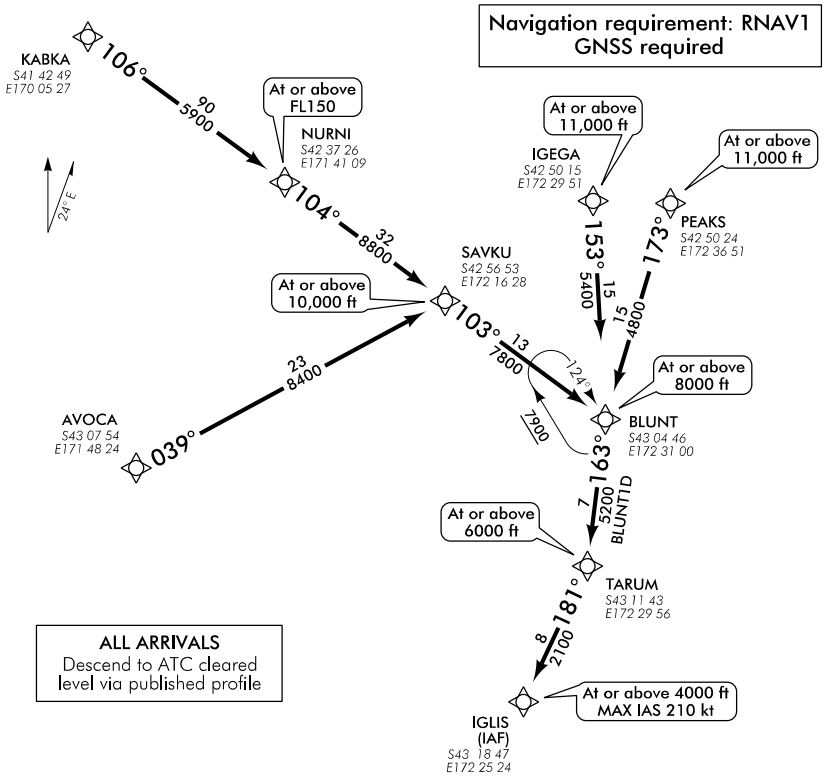
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 11 (2)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS:* 127.2 *TOWER:* 118.4 119.65



RWY 11
BLUNT ONE DELTA ARRIVAL – RNAV (BLUNT1D)
TRANSITIONS:

PEAKS
– Cross PEAKS at or above 11,000 ft
– Track 173° to BLUNT at or above 8000 ft

IGEGA
– Cross IGEGA at or above 11,000 ft
– Track 153° to BLUNT at or above 8000 ft

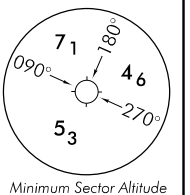
KABKA
– From KABKA track 106° to NURNI at or above FL150
– Track 104° to SAVKU at or above 10,000 ft
– Track 103° to BLUNT at or above 8000 ft

AVOCA
– From AVOCA track 039° to SAVKU at or above 10,000 ft
– Track 103° to BLUNT at or above 8000 ft

- From BLUNT track 163° to TARUM at or above 6000 ft
- Track 181° to IGLIS at or above 4000 ft, MAX IAS 210 kt

New chart.

NOT TO SCALE



Minimum Sector Altitude
25 NM ARP

CHRNAVSTAR11-2-C

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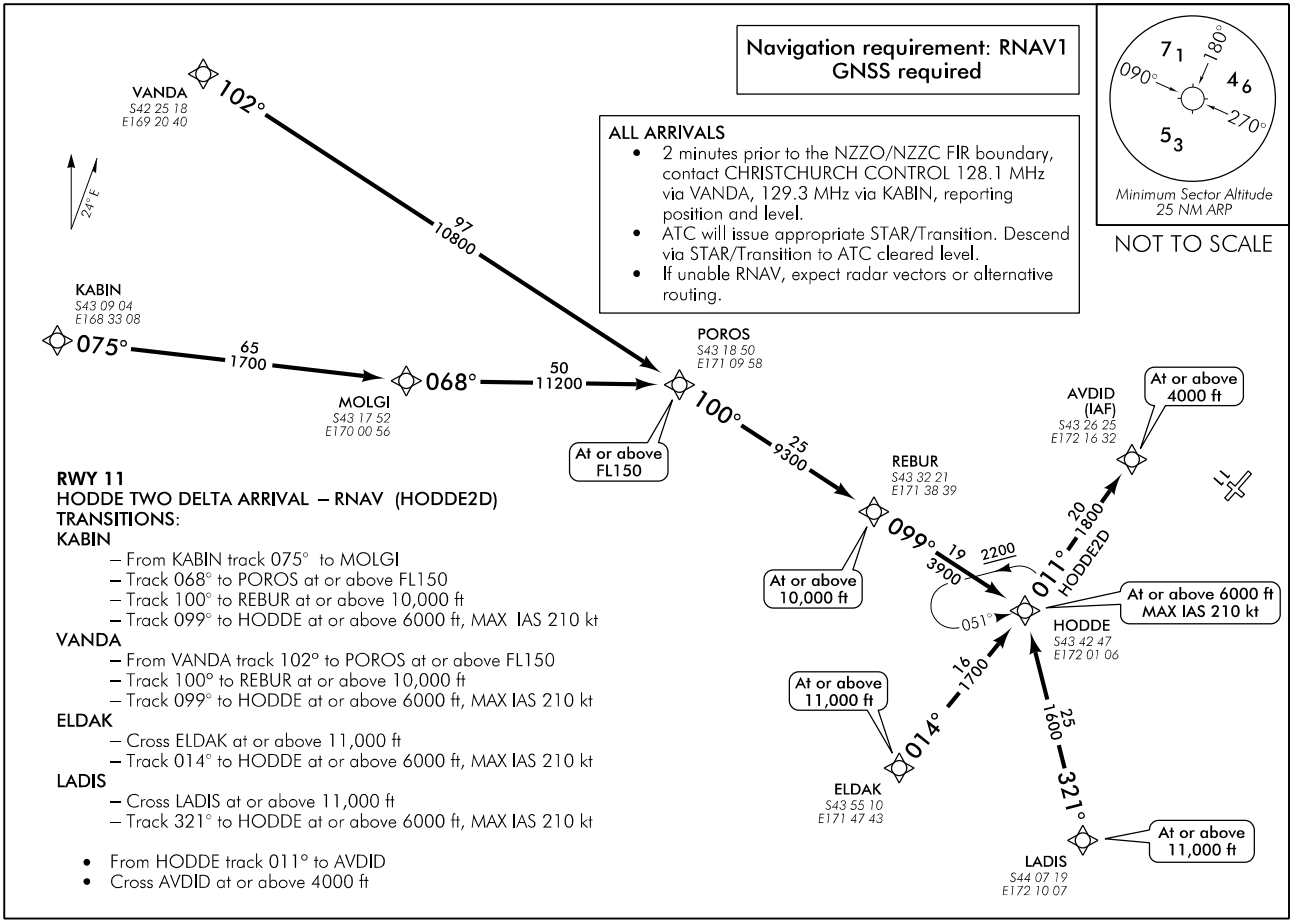
CHRISTCHURCH
RNAV STAR RWY 11 (3)

ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 ATIS: 127.2 TOWER: 118.4 119.65



Changes from 23 MAY 19: AVDID crossing altitude added.

Effective: 30 JAN 20

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CHRISTCHURCH
RNAV STAR RWY 11 (3)

AIR NEW ZEALAND

ELEV 123

NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 29 (1)

CHRISTCHURCH CONTROL: 129.3 128.1
CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65

CHRNAVSTAR29-1-S

Changes from 30 JAN 20: AVOCA HLDG pattern INBD course updated.

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ELEV 123
NZCH

CAT A,B,C,D

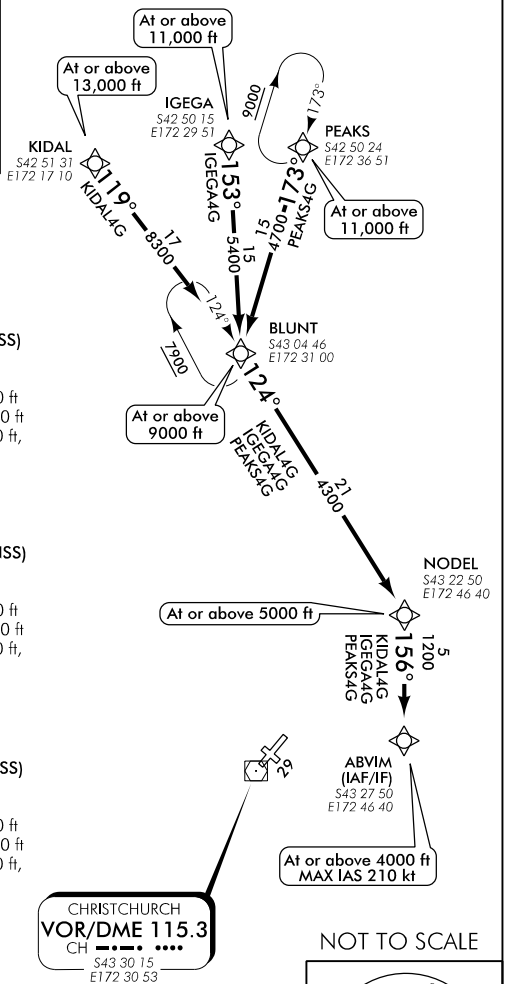
CHRISTCHURCH
RNAV STAR RWY 29 (3)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS:* 127.2 *TOWER:* 118.4 119.65

24° E

ALL ARRIVALS
- Descend to ATC cleared level via published profile.
- If unable RNAV (RNP), request visual APCH with CHRISTCHURCH APPROACH. If not cleared for a visual approach by ABVIM turn RIGHT, track direct to CH VOR at or above 3000 ft or as directed by radar.

Navigation requirement: RNAV1 GNSS required

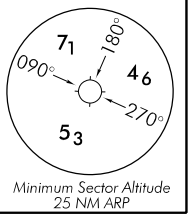


RWY 29
KIDAL FOUR GOLF ARRIVAL – RNAV (GNSS) (KIDAL4G)
- Cross KIDAL at or above 13,000 ft
- Track 119° to BLUNT at or above 9000 ft
- Track 124° to NODEL at or above 5000 ft
- Track 156° to ABVIM at or above 4000 ft, MAX IAS 210 kt

IGEGA FOUR GOLF ARRIVAL – RNAV (GNSS) (IGEGA4G)
- Cross IGEGA at or above 11,000 ft
- Track 153° to BLUNT at or above 9000 ft
- Track 124° to NODEL at or above 5000 ft
- Track 156° to ABVIM at or above 4000 ft, MAX IAS 210 kt

PEAKS FOUR GOLF ARRIVAL – RNAV (GNSS) (PEAKS4G)
- Cross PEAKS at or above 11,000 ft
- Track 173° to BLUNT at or above 9000 ft
- Track 124° to NODEL at or above 5000 ft
- Track 156° to ABVIM at or above 4000 ft, MAX IAS 210 kt

NOT TO SCALE



Changes from 26 MAR 20: PEAKS HLDG pattern INBD course updated.

CHRNAVSTAR29-3-R

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ELEV 123

NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV STAR RWY 29 (4)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65

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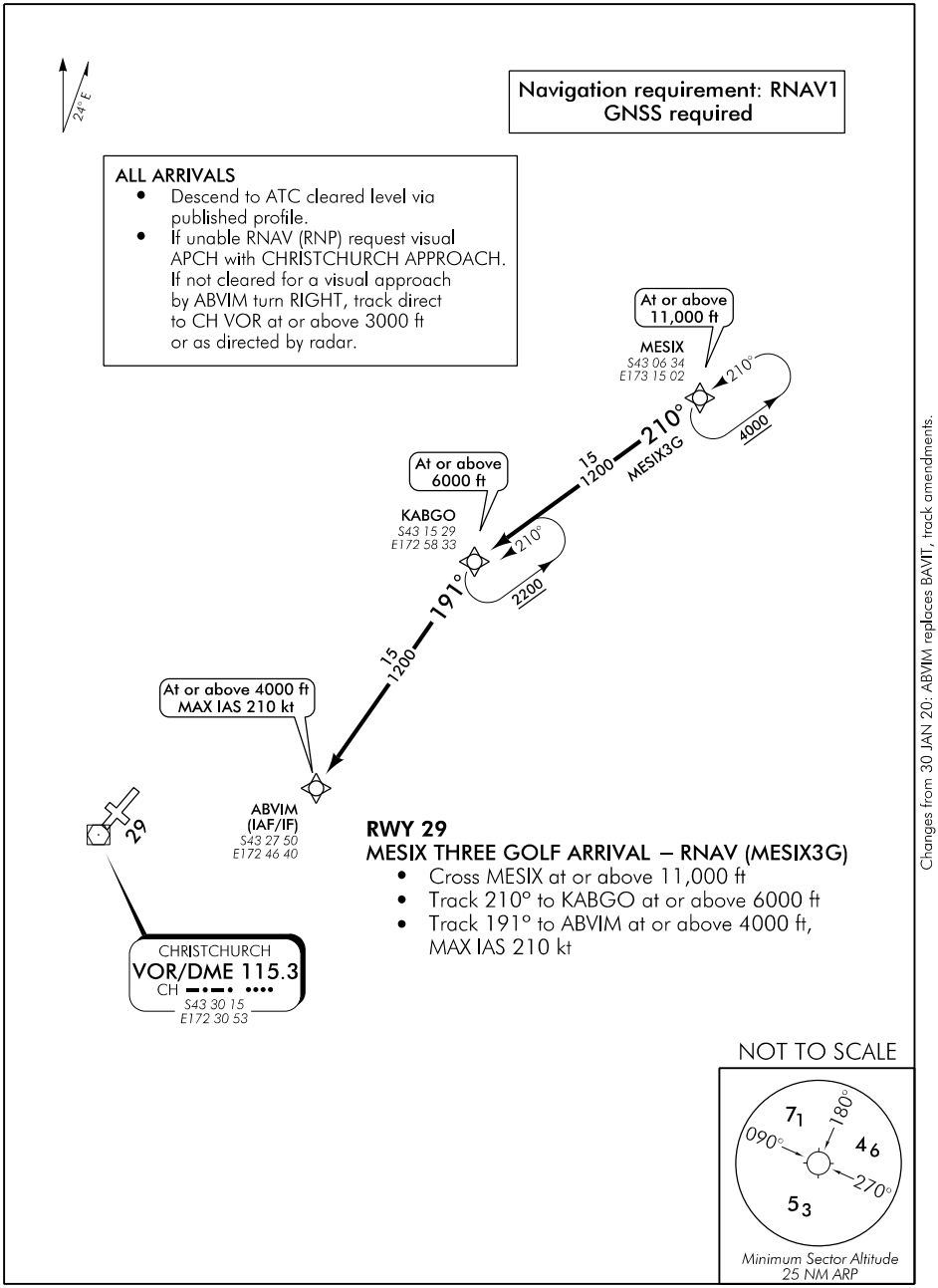
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH
RNAV STAR RWY 29 (5)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *ATIS*: 127.2 *TOWER*: 118.4 119.65



Changes from 30 JAN 20: ABVIM replaces BAVIT, track amendments.

CHRNAVSTAR29-5-M

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ELEV 123

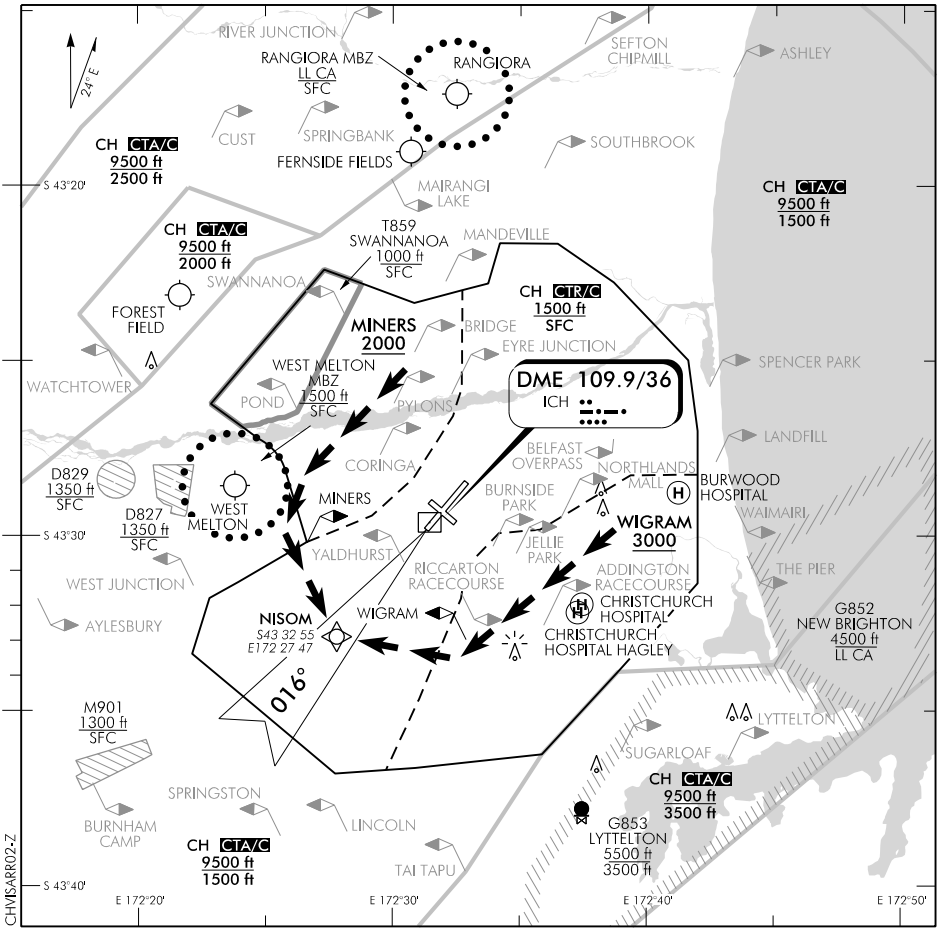
NZCH

CAT A,B,C,D

CHRISTCHURCH

VISUAL ARRIVALS RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Changes from 26 MAR 20: VRPs and CH CTR Sectors updated.

MINERS VISUAL ARRIVAL RWY 02

- Track west of MINERS VRP to NISOM or 4 ICH DME
- Not below 2000 ft until cleared by ATC
- MAX IAS 170 kt 6 NM from touchdown

WIGRAM VISUAL ARRIVAL RWY 02

- Track east of WIGRAM VRP to NISOM or 4 ICH DME
- Not below 3000 ft until cleared by ATC
- MAX IAS 170 kt 6 NM from touchdown

Available by DAY only, aircraft must maintain continuous visual reference to the surface.
Altitude requirements may be amended by ATC
Meteorological Minima: (Day) 3000 – 8 (Night) NA

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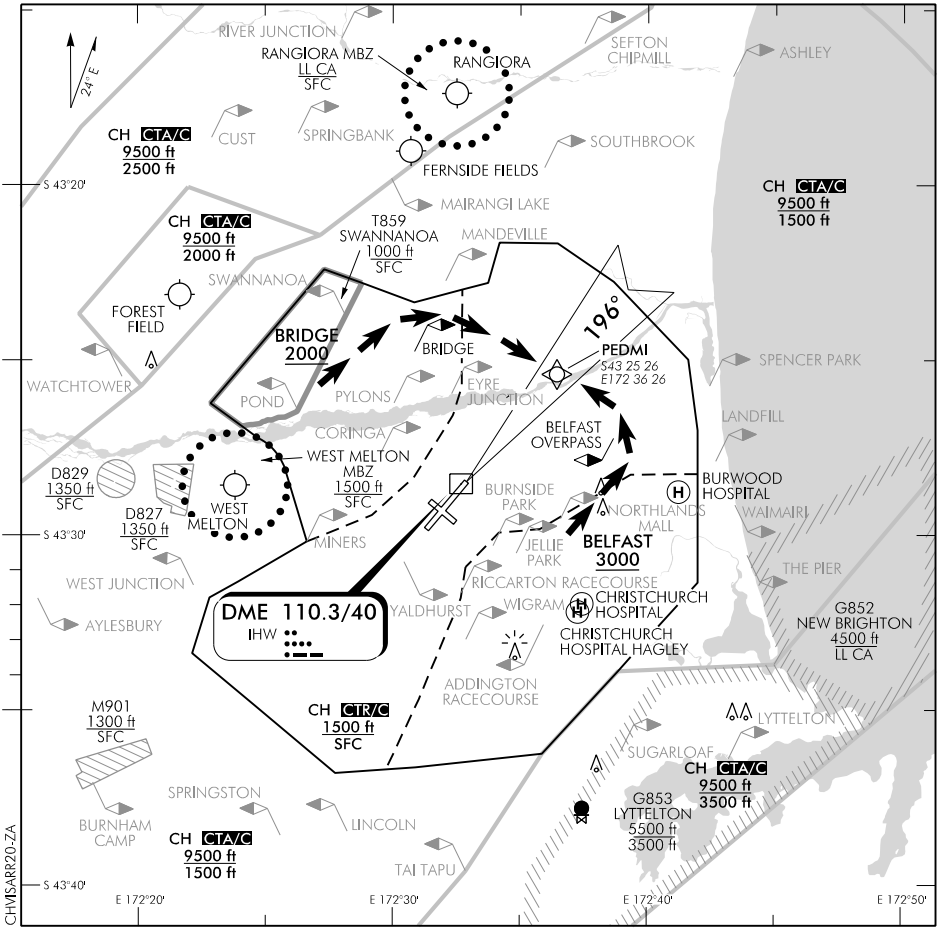
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH
VISUAL ARRIVALS RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



BRIDGE VISUAL ARRIVAL RWY 20

- Track west of BRIDGE VRP to PEDMI or 4 IHW DME
- Not below 2000 ft until cleared by ATC
- MAX IAS 170 kt 6 NM from touchdown

BELFAST OVERPASS VISUAL ARRIVAL RWY 20

- Track east of BELFAST OVERPASS VRP to PEDMI or 4 IHW DME
- Not below 3000 ft until cleared by ATC
- MAX IAS 170 kt 6 NM from touchdown

Available by DAY only, aircraft must maintain continuous visual reference to the surface.
Altitude requirements may be amended by ATC
Meteorological Minima: (Day) 3000 – 8 (Night) NA

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ELEV 123

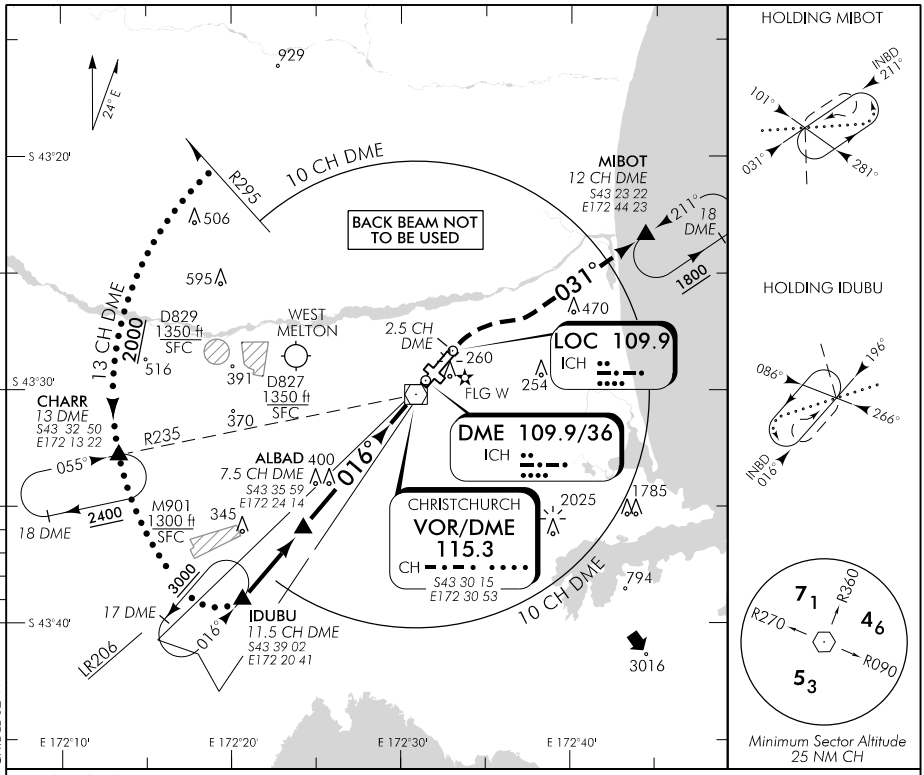
RWY 02 THR ELEV 123

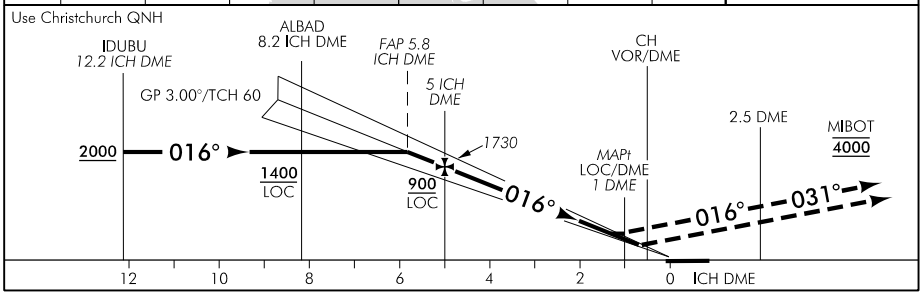
CAT A,B,C,D

CHRISTCHURCH

ILS/DME or LOC/DME RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track 016° to 2.5 CH DME, turn RIGHT intercept R031 to MIBOT 4000

ICH DME DIST	10	9	8	7	6	5	4	3	2	1.3	0.6
Advisory Altitude 3°	3390	3050	2720	2390	2060	1730	1400	1080	750	MDA	DA

Category	A	B	C	D/D_L
ILS/DME (CAT 1)	**323**(200) – 800 or RVR 550			
ILS/DME LIH ALS U/S	**373**(250) – 1200 or RVR 800			
LOC/DME	**530**(407) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	***830**(707) – 3700	***860**(737) – 4600

* CAT C/D circling airspace containment not assured.

Changes from 10 SEP 20: LOC/DME minima, advisory altitude table, IDUBU-ALBAD MSA.

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Effective: 25 FEB 21

CHRISTCHURCH
ILS/DME or LOC/DME RWY 02

ELEV 123

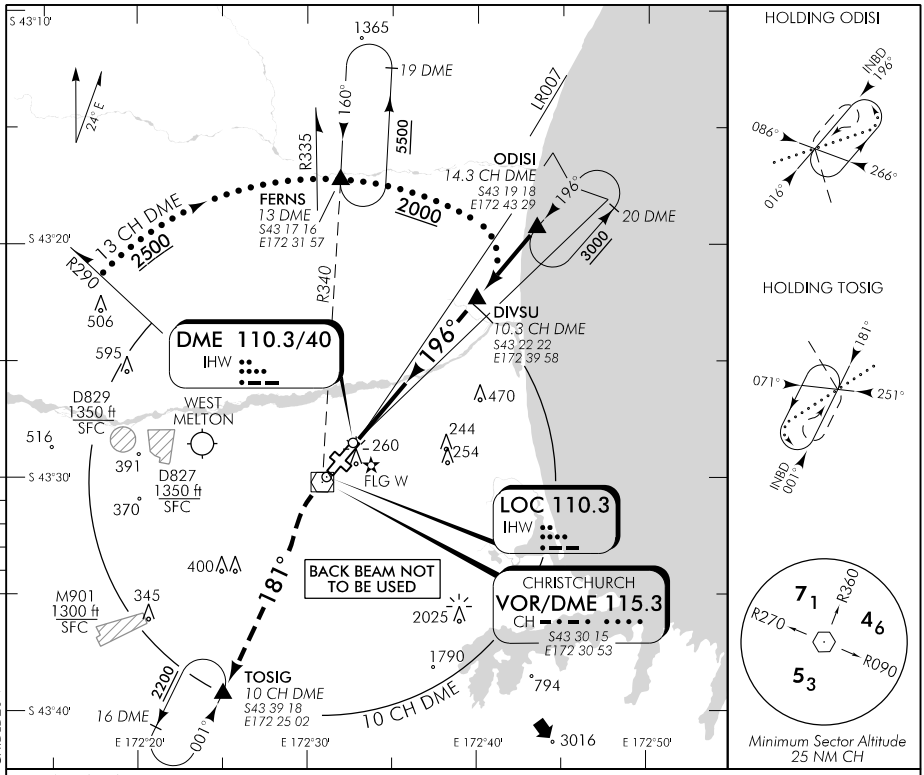
RWY 20 THR ELEV 93

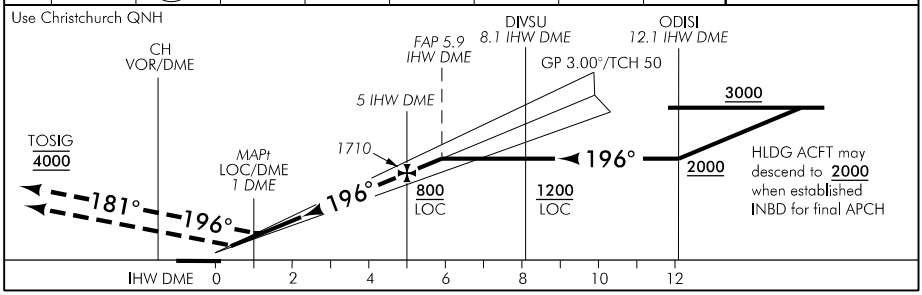
CAT A,B,C,D

CHRISTCHURCH

ILS/DME or LOC/DME RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





Changes from 16 JUL 20: Circling minima.

MISSED APCH: MAX IAS 210 kt. Track 196° to CH VOR/DME, turn LEFT intercept R181 to TOSIG 4000

IHW DME DIST	0.6	1	1.1	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA	410	MDA	730	1060	1380	1710	2040	2370	2700	3030	3370
Category	A			B			C			D/D$_L$		
ILS/DME (CAT I)	**293**(200) – 800 or RVR 550											
ILS/DME LIH ALS U/S	**343**(250) – 1200 or RVR 800											
LOC/DME	**450**(357) – 1500											
Circling	**640**(517) – 1900			**660**(537) – 2800			***830**(707) – 3700			***860**(737) – 4600		

* CAT C/D circling airspace containment not assured.

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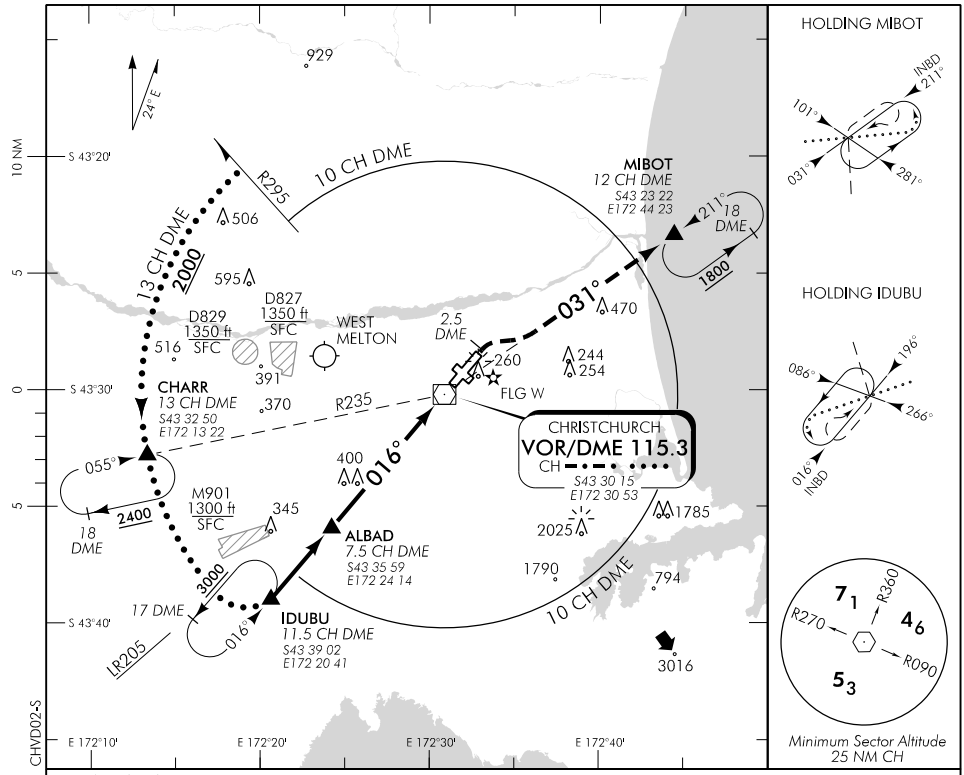
ELEV 123

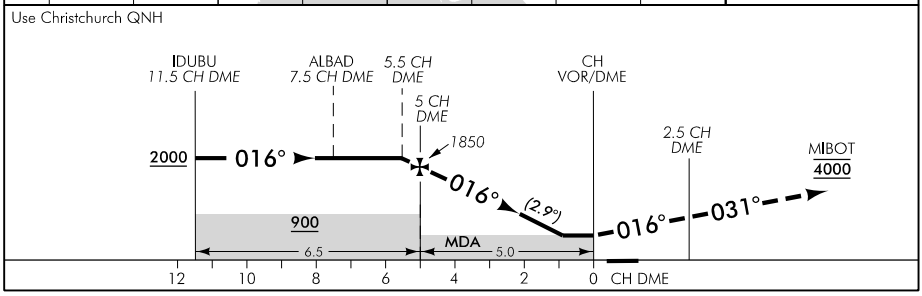
RWY 02 THR ELEV 123

CAT A,B,C,D

CHRISTCHURCH
VOR/DME RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track 016° to 2.5 CH DME, turn RIGHT intercept R031 to MIBOT 4000

CH DME DIST	10	9	8	7	6	5	4	3	2	1	0.9	MAPt
Advisory Altitude 5%	3350	3050	2750	2450	2150	1850	1550	1250	950	650	MDA	MDA
Category	A			B			C			D		
VOR/DME	**620**(497) – 1500						**620**(497) – 1900					
Circling	**640**(517) – 1900			**660**(537) – 2800			***830**(707) – 3700			***860**(737) – 4600		

* CAT C/D circling airspace containment not assured.

Changes from 26 MAR 20: Circling minima.

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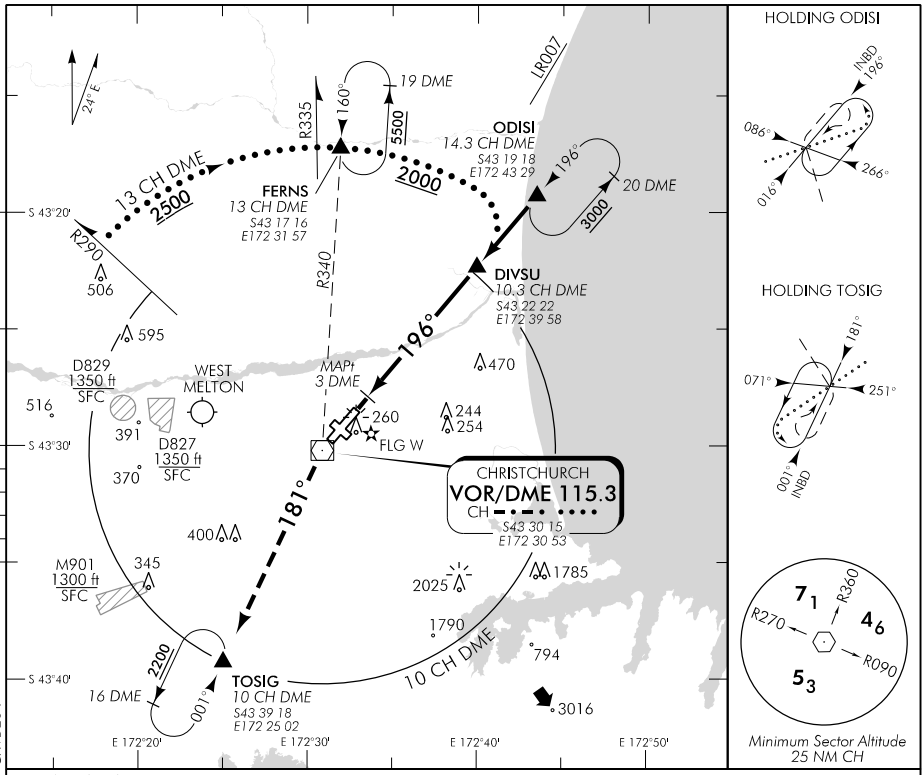
ELEV 123

RWY 20 THR ELEV 93

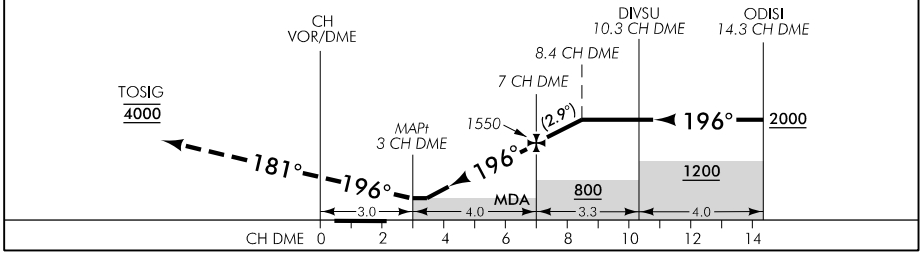
CAT A,B,C,D

CHRISTCHURCH
VOR/DME RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH



Changes from 26 MAR 20: Circling minima.

MISSED APCH: MAX IAS 210 kt. Track 196° to CH VOR/DME, turn LEFT track R181 to TOSIG 4000

CH DME DIST	MAPt 3	3.4	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	650	950	1250	1550	1850	2150	2450

Category	A	B	C	D
VOR/DME	**480**(387) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	***830**(707) – 3700	***860**(737) – 4600

* CAT C/D circling airspace containment not assured.

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ELEV 123

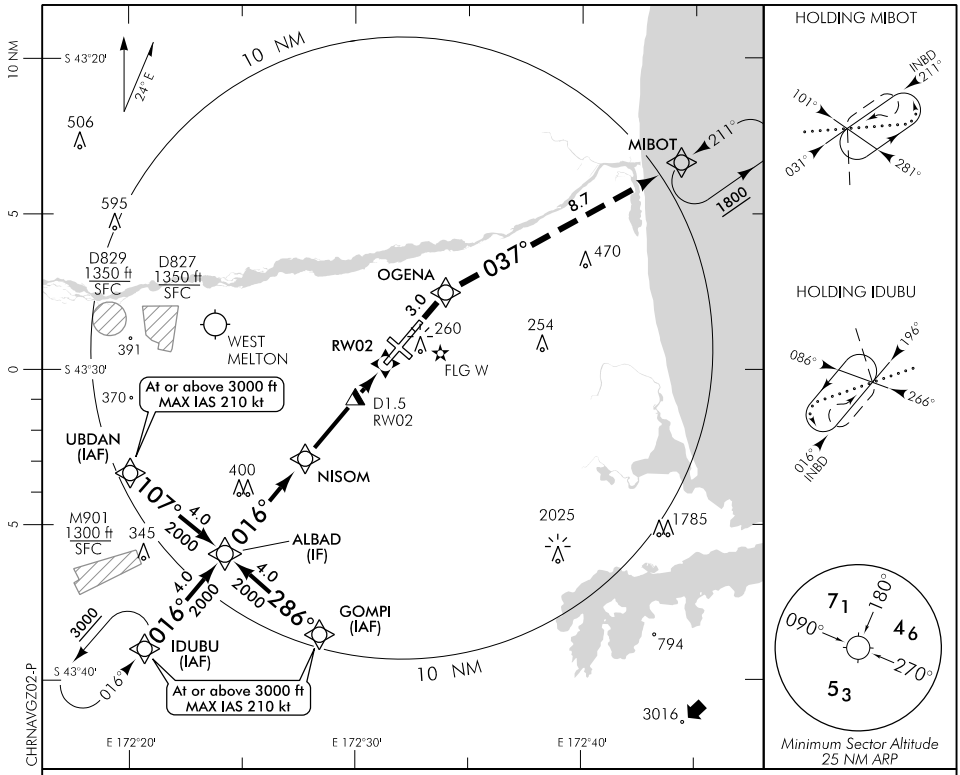
RWY 02 THR ELEV 123

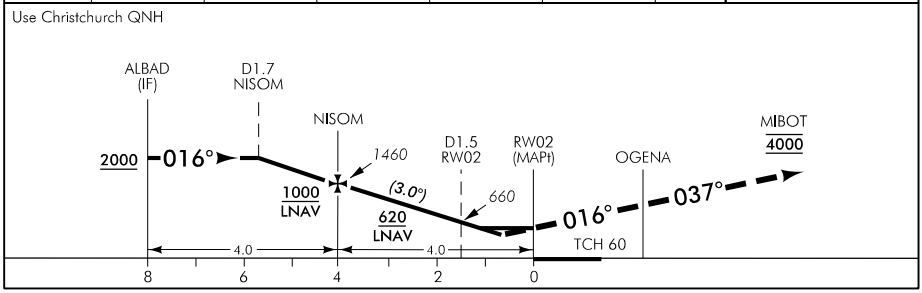
CAT A,B,C,D

CHRISTCHURCH

RNAV (GNSS) Z RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





Changes from 10 SEP 20: WPT DAKUR replaced by NISOM.

MISSED APCH: MAX IAS 210 kt. Track 016° to OGENA, turn RIGHT track 037° to MIBOT **4000**

DISTANCE to WPT	ALBAD	3	2	1	NISOM	3	2	1.1	0.7	RW02
Advisory Altitude 3°	2730	2410	2090	1780	1460	1140	820	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV*	**400**(277) – 1500			
LNAV	**520**(397) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	**#830**(707) – 3700	**#860**(737) – 4600

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# CAT C/D circling airspace containment not assured.

Effective: 24 FEB 22

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ELEV 123

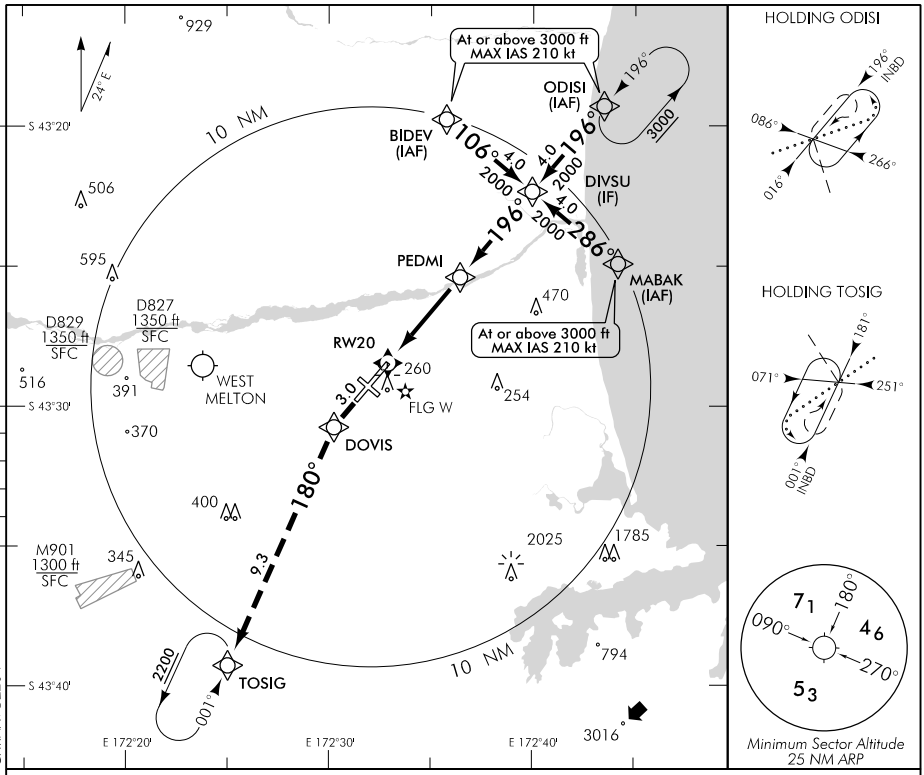
RWY 20 THR ELEV 93

CAT A,B,C,D

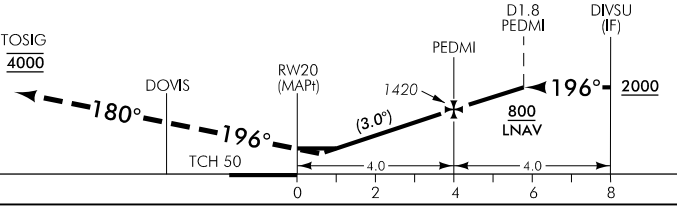
CHRISTCHURCH

RNAV (GNSS) Z RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH



Changes from 10 SEP 20: WPT LUKLO replaced by PEDMI.

MISSED APCH: MAX IAS 210 kt. Track 196° to DOVIS, turn LEFT track 180° to TOSIG 4000

DISTANCE to WPT	RW20	0.7	1	2	3	PEDMI	1	2	3	DIVSU
Advisory Altitude 3°	MDA	DA	MDA	780	1100	1420	1740	2050	2370	2690

Category	A	B	C	D
LNAV/VNAV*	**370**(277) – 1500			
LNAV	**450**(357) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	**#830**(707) – 3700	**#860**(737) – 4600

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# CAT C/D circling airspace containment not assured.

Effective: 24 FEB 22

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ELEV 123

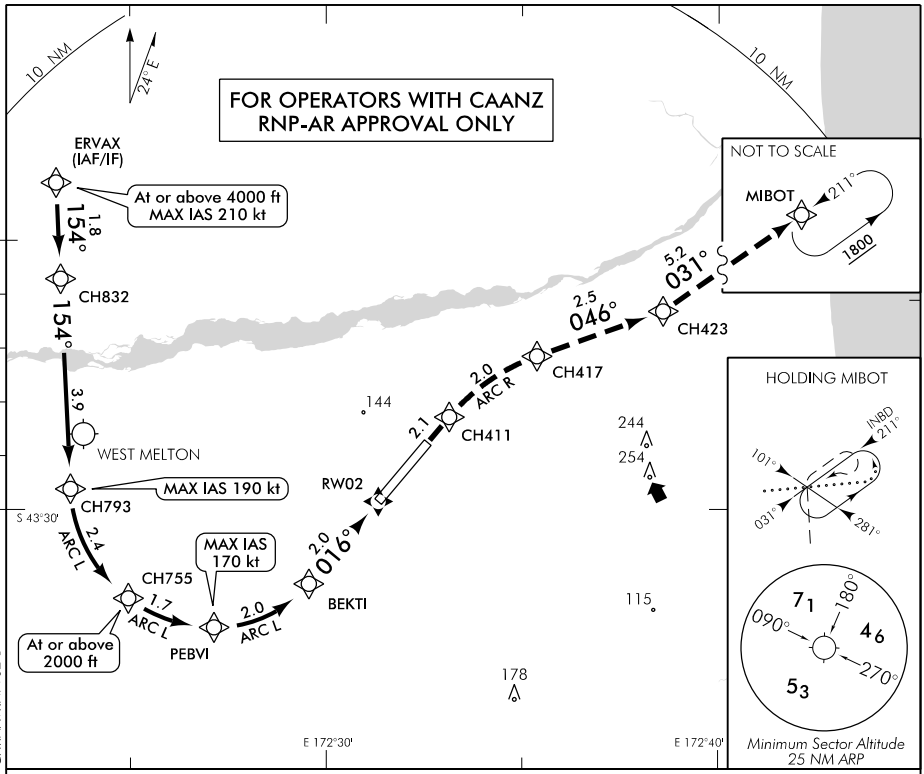
RWY 02 THR ELEV 123

CAT B,C,D

CHRISTCHURCH

RNAV (RNP) V RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Changes from 8 NOV 18: Minima, missed APCH track to MIBOT and text, CH747 amended to BEKTI, BEKTI to RW02 track.

MISSED APCH: MAX IAS 210 kt. Track via the RNAV (RNP) Missed Approach to MIBOT 4000

Category	A	B	C	D
RNP 0.30	NA	530(407) – 1500		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

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ELEV 123

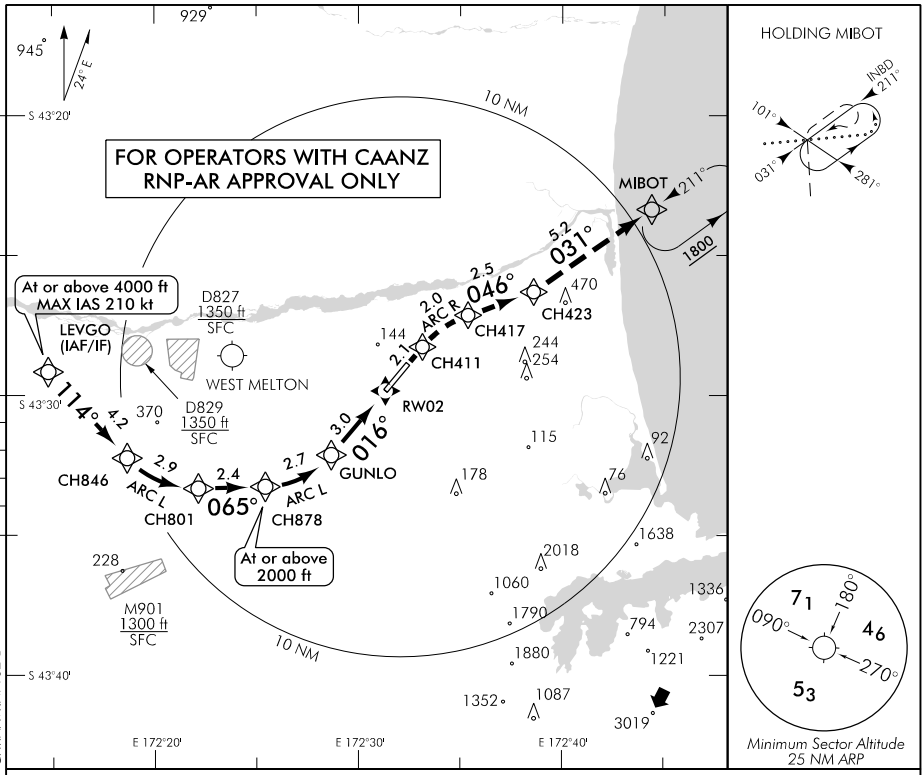
RWY 02 THR ELEV 123

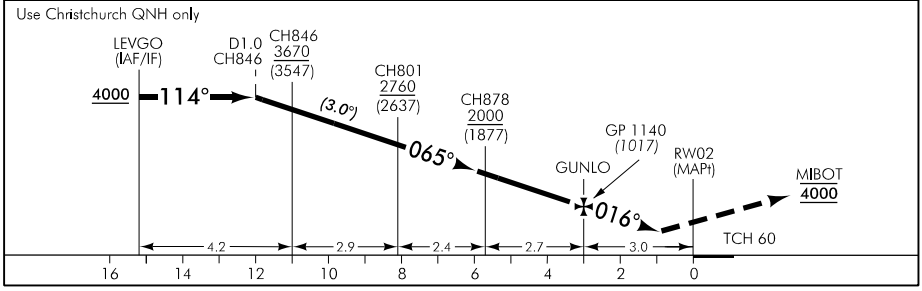
CAT B,C,D

CHRISTCHURCH

RNAV (RNP) Y RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





Changes from 24 MAY 18: Minima, D929 amended to M901, missed APCH track to MIBOT and text, GUNLO to RW02 track.

MISSED APCH: MAX IAS 210 kt. Track via the RNAV (RNP) Missed Approach to MIBOT 4000

Category	A	B	C	D
RNP 0.30	NA	**530**(407) – 1500		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

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ELEV 123

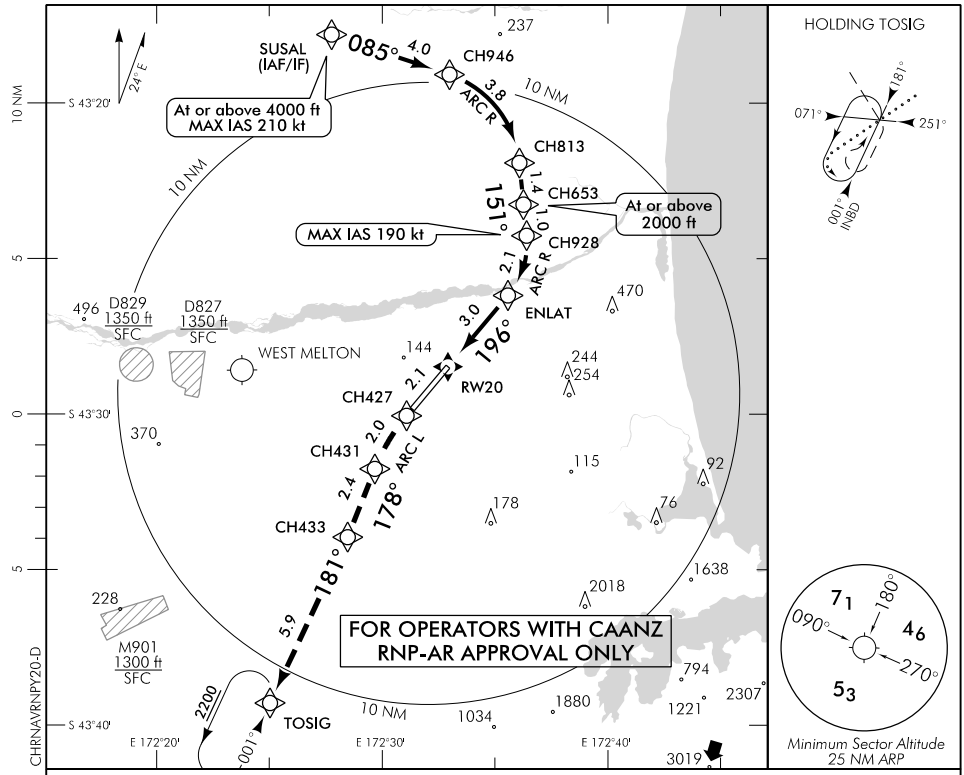
RWY 20 THR ELEV 93

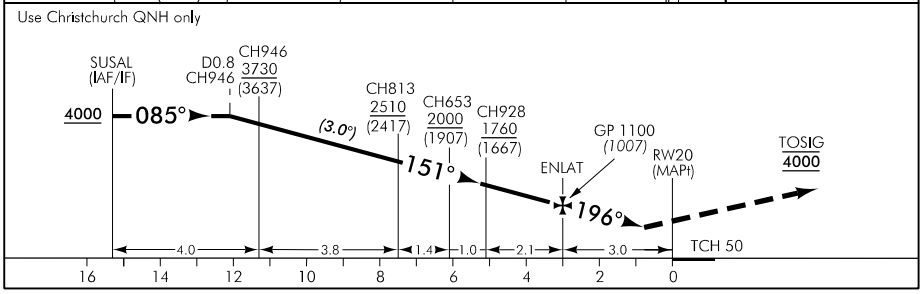
CAT B,C,D

CHRISTCHURCH

RNAV (RNP) Y RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track via the RNAV (RNP) Missed Approach to TOSIG 4000

Category	A	B	C	D
RNP 0.30	NA	**500**(407) – 1500		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

Changes from 24 MAY 18: Minima, D929 amended to M901, missed APCH track to TOSIG and text, ENLAT to RW20 track.

Effective: 26 MAR 20

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ELEV 123

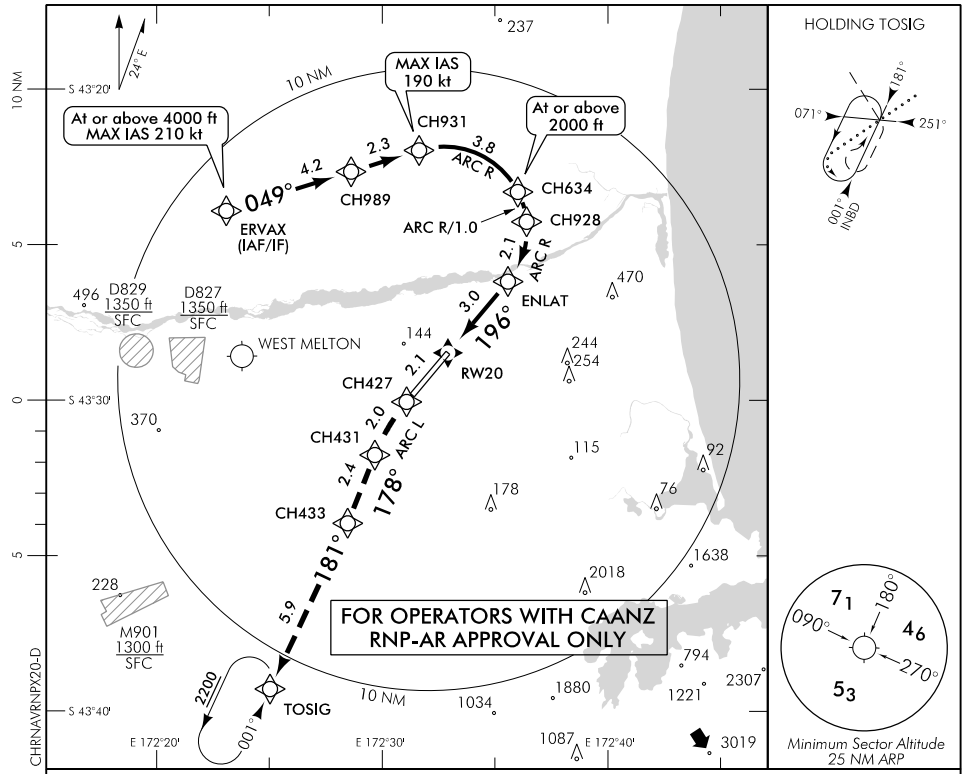
RWY 20 THR ELEV 93

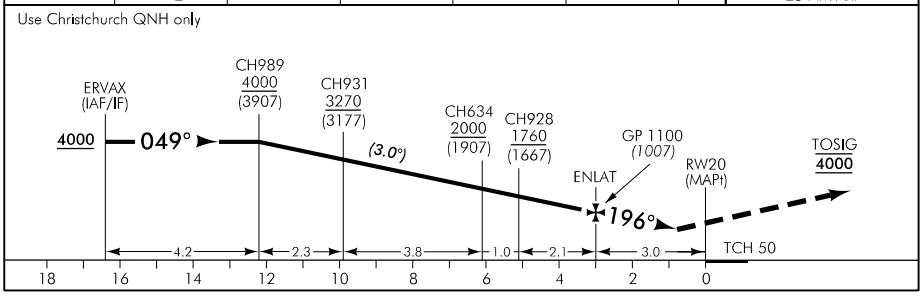
CAT B,C,D

CHRISTCHURCH

RNAV (RNP) X RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track via the RNAV (RNP) Missed Approach to TOSIG 4000

Category	A	B	C	D
RNP 0.30	NA	**500**(407) – 1500		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

Changes from 24 MAY 18: Minima, missed APCH track to TOSIG and text, ENLAT to RW20 track.

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ELEV 123

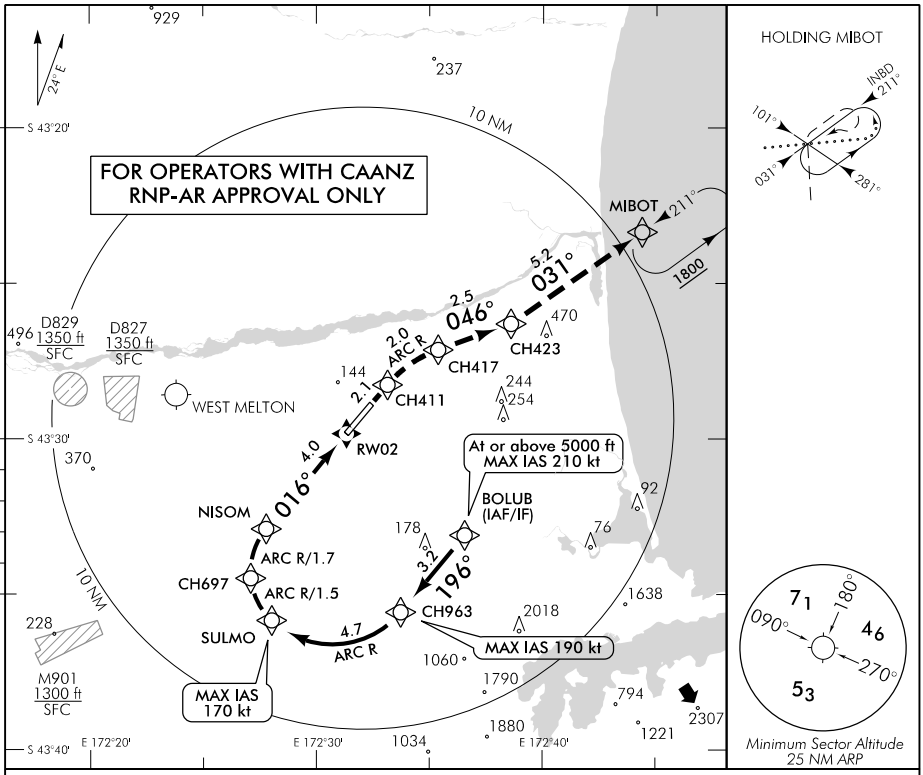
RWY 02 THR ELEV 123

CAT B,C,D

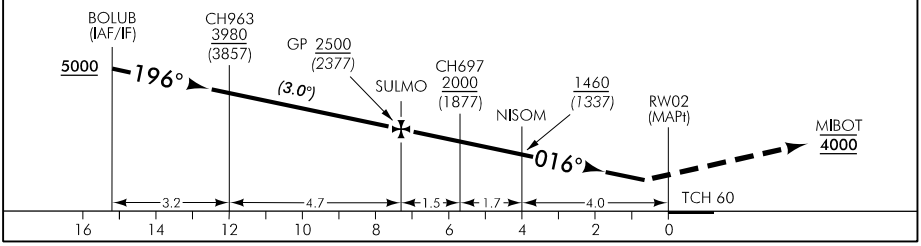
CHRISTCHURCH

RNAV (RNP) W RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH only



Changes from 24 MAY 18: Minima, D929 amended to M901, missed APCH track to MIBOT and text, NISOM to RW02 track.

MISSED APCH: MAX IAS 210 kt. Track via the RNAV (RNP) Missed Approach to MIBOT 4000

Category	A	B	C	D
RNP 0.30	NA	**530**(407) – 1500		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

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ELEV 123

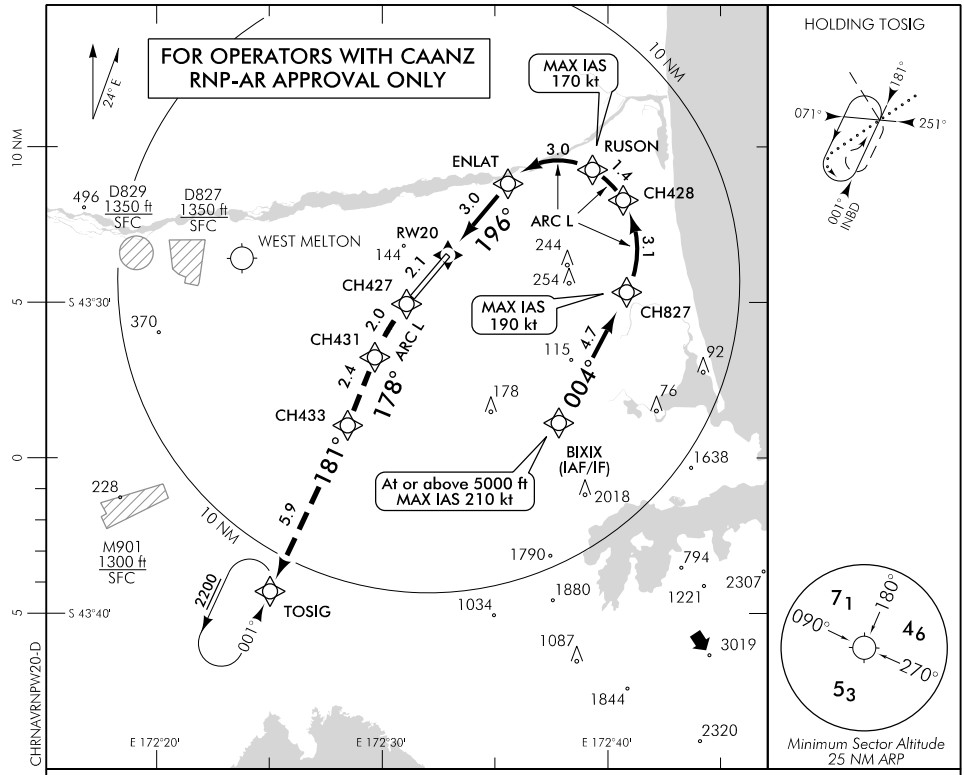
RWY 20 THR ELEV 93

CAT B,C,D

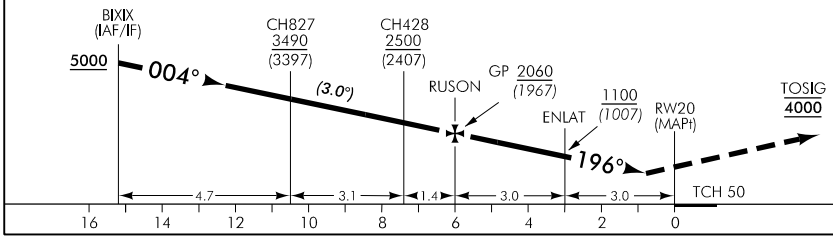
CHRISTCHURCH

RNAV (RNP) W RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH only



MISSED APCH: MAX IAS 210 kt. Track via the RNAV (RNP) Missed Approach to TOSIG 4000

Category	A	B	C	D
RNP 0.30	NA	500(407) – 1500		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

Changes from 24 MAY 18: Minima, missed APCH track to TOSIG and text, ENLAT to RW20 track, CH428 added.

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AIR NEW ZEALAND

ELEV 123

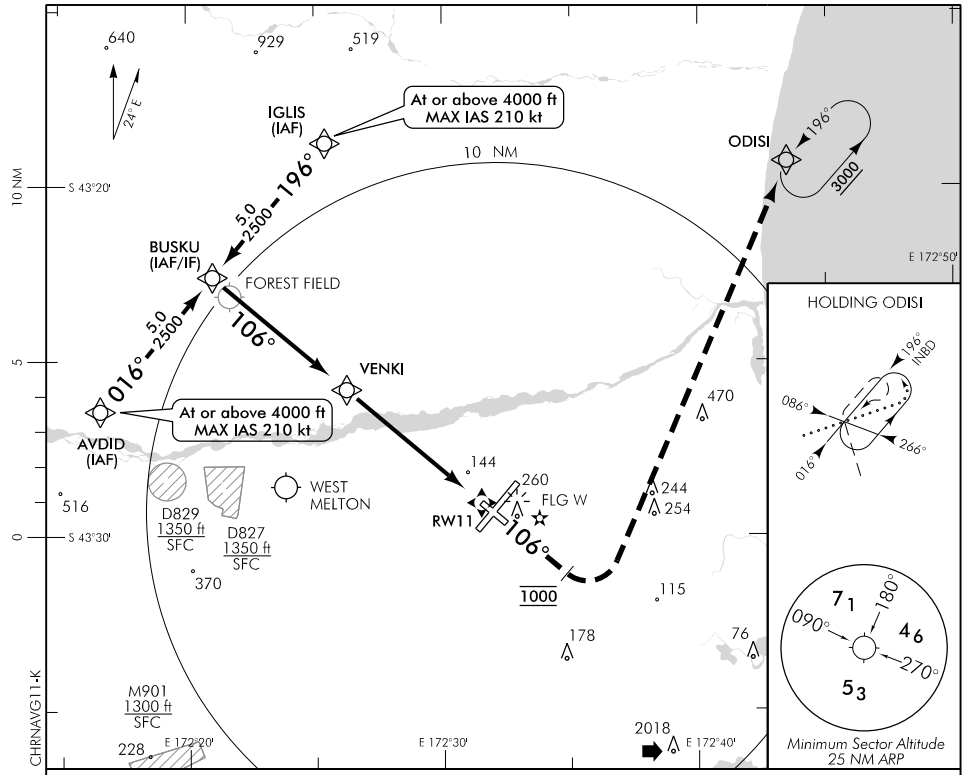
RWY 11 THR ELEV 115

CAT A,B,C,D

CHRISTCHURCH

RNAV (GNSS) RWY 11

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Changes from 26 MAR 20: Circling minima.

MISSED APCH: MAX IAS 185 kt. Track 106° to 1000, turn LEFT direct to ODISI 4000

DISTANCE to WPT	BUSKU	4	3	2	1	VENKI	4	3	2	1.3	1	RW11
Advisory Altitude 3°	3350	3030	2710	2400	2080	1760	1440	1120	800	MDA	DA	MDA
Category	A			B			C			D		
VNAV/LNAV*	**460**(345) – 1500						**480**(365) – 1600					
LNAV	**570**(455) – 1500						**570**(455) – 2000					
Circling	**640**(517) – 1900			**660**(537) – 2800			**#830**(707) – 3700			**#860**(737) – 4600		

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# CAT C/D circling airspace containment not assured.

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ELEV 123

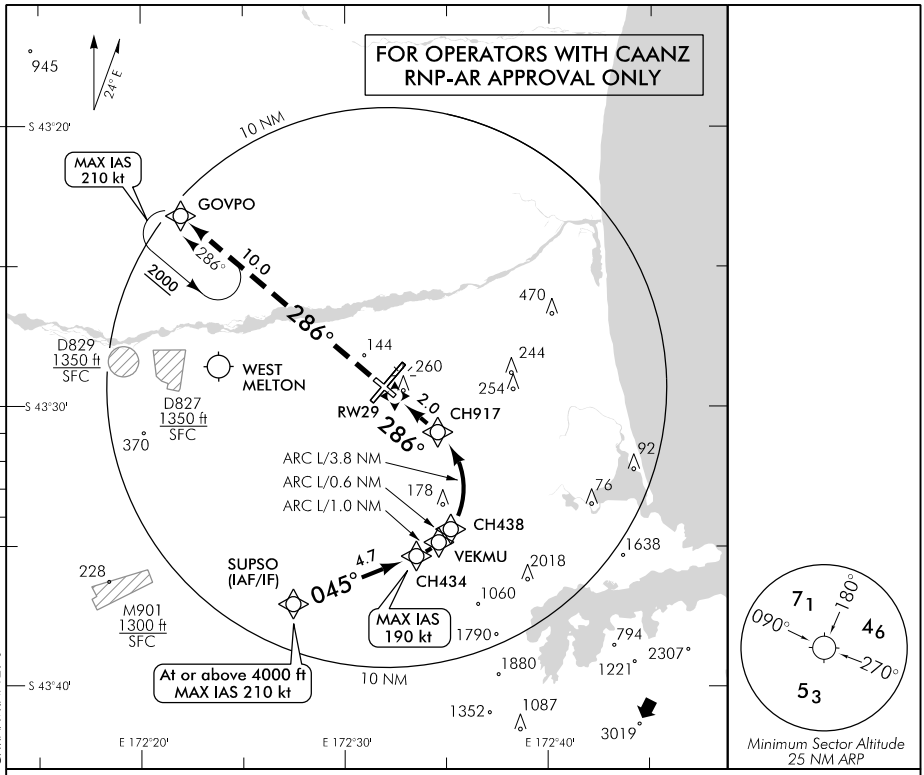
RWY 29 THR ELEV 95

CAT B,C,D

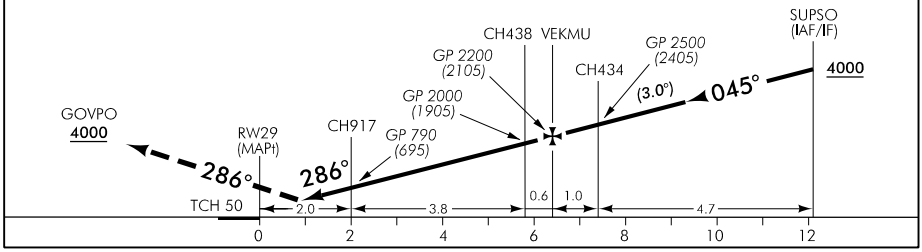
CHRISTCHURCH

RNAV (RNP) Y RWY 29

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH only



Changes from 31 JAN 19: Procedure reviewed.

MISSED APCH: MAX IAS 210 kt. Track 286° to GOVPO **4000**

Category	A	B	C	D
RNP 0.30	NA	**430**(335) – 1600		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

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ELEV 123

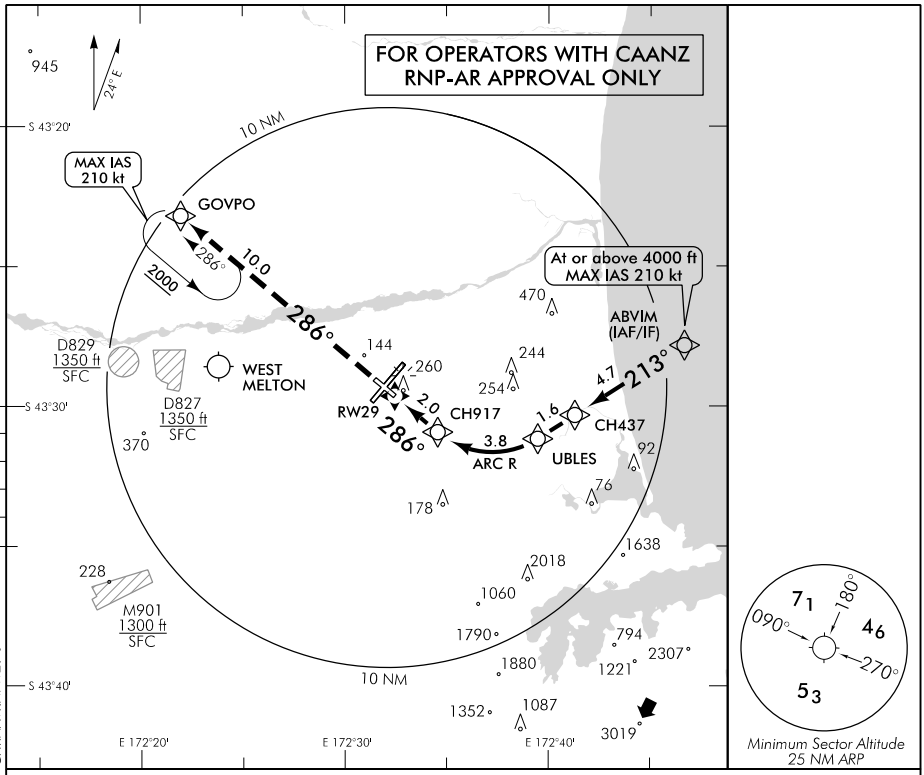
RWY 29 THR ELEV 95

CAT B,C,D

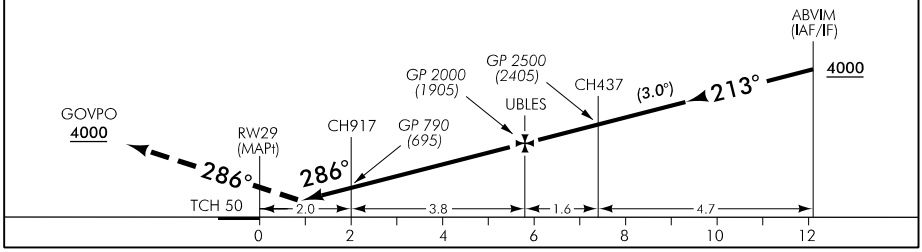
CHRISTCHURCH

RNAV (RNP) W RWY 29

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH only



Changes from 31 JAN 19: Procedure reviewed.

MISSED APCH: MAX IAS 210 kt. Track 286° to GOVPO **4000**

Category	A	B	C	D
RNP 0.30	NA	**430**(335) – 1600		

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed approach segment

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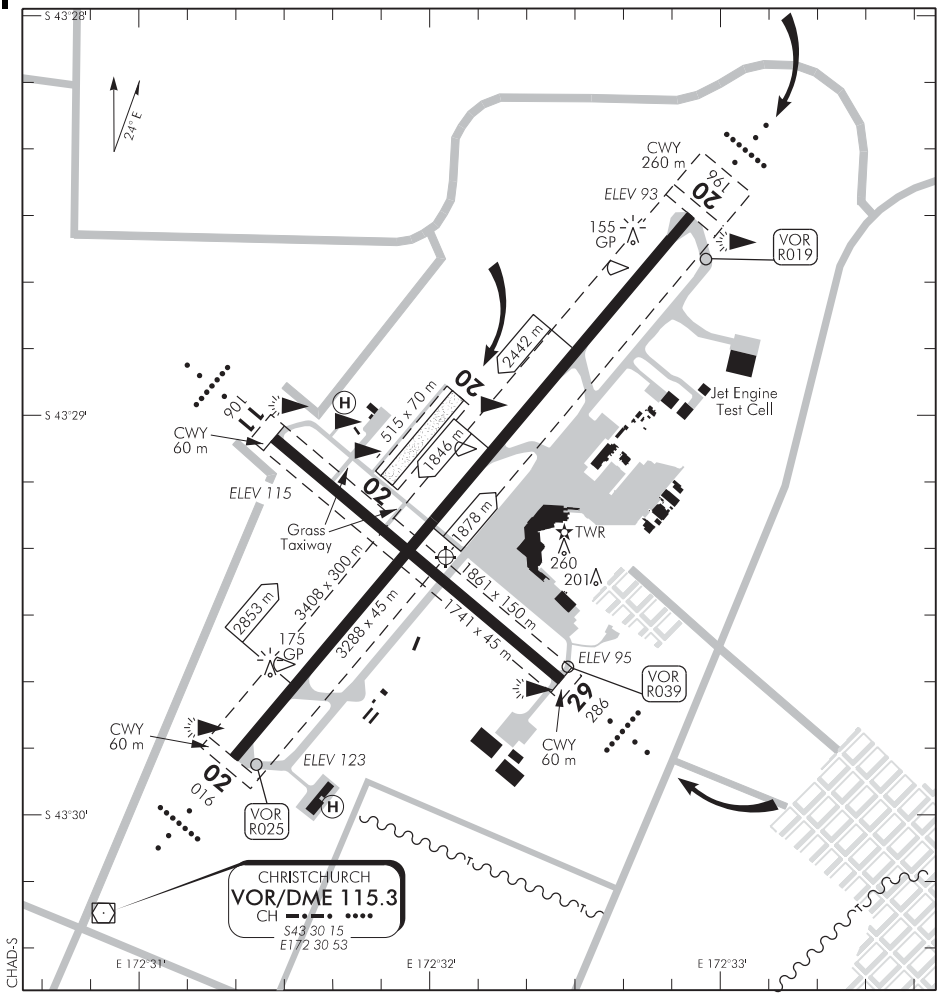
ELEV 123

NZCH

CHRISTCHURCH

AERODROME (1)

TOWER: 118.4 119.65 *GROUND:* 121.9 119.65 *DELIVERY:* 128.2 *ATIS:* 127.2 *FIRE:* 134.7



Changes from 16 JUL 20: FIRE FREQ added to COM header.

1. Circuit: RWY 02, 11 — Left hand
   RWY 20, 29 — Right hand
2. Circuit altitudes unless otherwise instructed by ATC:
   (a) Using grass runway — 900 ft AMSL.
   (b) Using sealed runways — 1500 ft AMSL.
3. ATC Speed Requirements:

   Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds, with a MNM 150 kt IAS to 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.

   VFR in circuit (except Grass RWY 02/20):
   approach speed of not less than 90 kt IAS when above 400 ft AMSL.
4. RWY 11/29 not available to Code E or F ACFT (except for emergency use) due to lack of sealed shoulders and incompatible TWY access and egress.

(continued)

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5. Grass Runway 02/20
   (a) Area:
   Grass Taxiway D marked by white marker boards on the eastern edge and yellow marker boards on western edge.
   (b) Circuit:
   Whenever possible do not extend further north or south than abeam main paved RWY 02/20 thresholds.
   (c) Taxiing Procedure:
   Aircraft after landing vacate to the Western Apron unless otherwise instructed by ATC.
   After landing Grass RWY 02 turn left, and after landing Grass RWY 20 turn right.
   (d) Taking off, on touch-and-go or low approach:
   Because of simultaneous operations on the main RWY 02/20 aircraft taking off, on touch-and-go or low approach **must not converge towards the main runway.** Passing 420 ft AMSL aircraft are to commence a turn to diverge away from the main runway by at least 10°, then fly a square crosswind. The turn is not required if ATC confirm on departure a non-standard turn towards the main runway.
   (e) Transponder Operation:
   VFR aircraft operating in the circuit for Grass RWY 02/20 are to set their transponder to code **2200**, unless otherwise directed by ATC.
6. **CAUTION:**
   - Bird hazard. Refer to NZCH AD 2.23.
   - Jet engine test cell. Refer to NZCH AD 2.23 and page NZCH AD 2-53.1.
7. MET balloons released irregularly. Refer to Table ENR 5.3-7.
8. Aircraft making a touch-and-go, go-around or missed approach off main RWY 02/20, in VMC, should maintain a track on or east of the RWY centreline due to potential grass runway traffic.
9. Low visibility operations are detailed in Ground Movements (6), (7) & (8).
10. 180 degree turns for heavy (wide-body) aircraft are only approved at RWY 02 and 20 thresholds.

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Certificated Aerodrome 5 NM WNW of Christchurch

CHRISTCHURCH

NZCH

OPERATIONAL DATA

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:30	1:50	1:62.5	
02[1] 20[1]	B	PCN 72 F/B/X/T	8	0.28D 0.28U	3288			3548 3348	3288
02* 20*	Gr	ESWL 2000	3	Nil	515	515			515
11[1] 29[1]	B	PCN 40 F/A/X/T	8	0.35D 0.35U	1741		1801 1763	1750 1744	1741

[1] RWY grooved for full length

*Grass Vector

RESA RWY 02/20 240 x 150 m each end
RESA RWY 11 240 x 90 m
RESA RWY 29 240 x 90 m

MINIMA

IFR Take-off		
RWY	Day	Night
02/20[1]	300–1500	300–1500
11/29	300–1500	300–1500

[1] Reduced take-off minima available during TWR HR — not below 0–400. OPS below 800 metres visibility available to operators authorised by CAA New Zealand only and subject to availability of serviceable secondary power supply and automatic switch-over.

LIGHTING

Runway: 02 LIH ALS 5-bar, LIL ALS 2-bar, PAPI 3.00°/TCH 73, LIH RWY
Inset take-off position markers
20 LIH ALS 5-bar, LIL ALS 2-bar, PAPI 3.00°/TCH 73, LIH RWY
Inset take-off position markers
11 LIL ALS 1-bar, PAPI 3.00°/TCH 59 ft, LIL RWY
29 LIL ALS 1-bar, PAPI 3.00°/TCH 58 ft, LIL RWY

Aerodrome: ABN FLG W, 2.85 SEC WDI

Taxiway: All sealed taxiways except A12, A13, E13 and northern part of E12

Apron: Edge and floodlighting

Standby power available.

FACILITIES

Fuel: Z Energy Jet A1 — 133.7 MHz, Tel (03) 358 3676, Z Card into plane

Customs Passenger

Immigration Repairs

Refer to NZCH AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Christchurch International Airport Ltd, PO Box 14 001, Christchurch
Tel (03) 358 5029 Fax (03) 353 7730

Designated security aerodrome.

© Civil Aviation Authority

ELEV 123

NZCH

CHRISTCHURCH

GROUND MOVEMENTS (1)

TOWER: 118.4 119.65 *GROUND*: 121.9 119.65 *DELIVERY*: 128.2 *ATIS*: 127.2 *FIRE*: 134.7

© Civil Aviation Authority

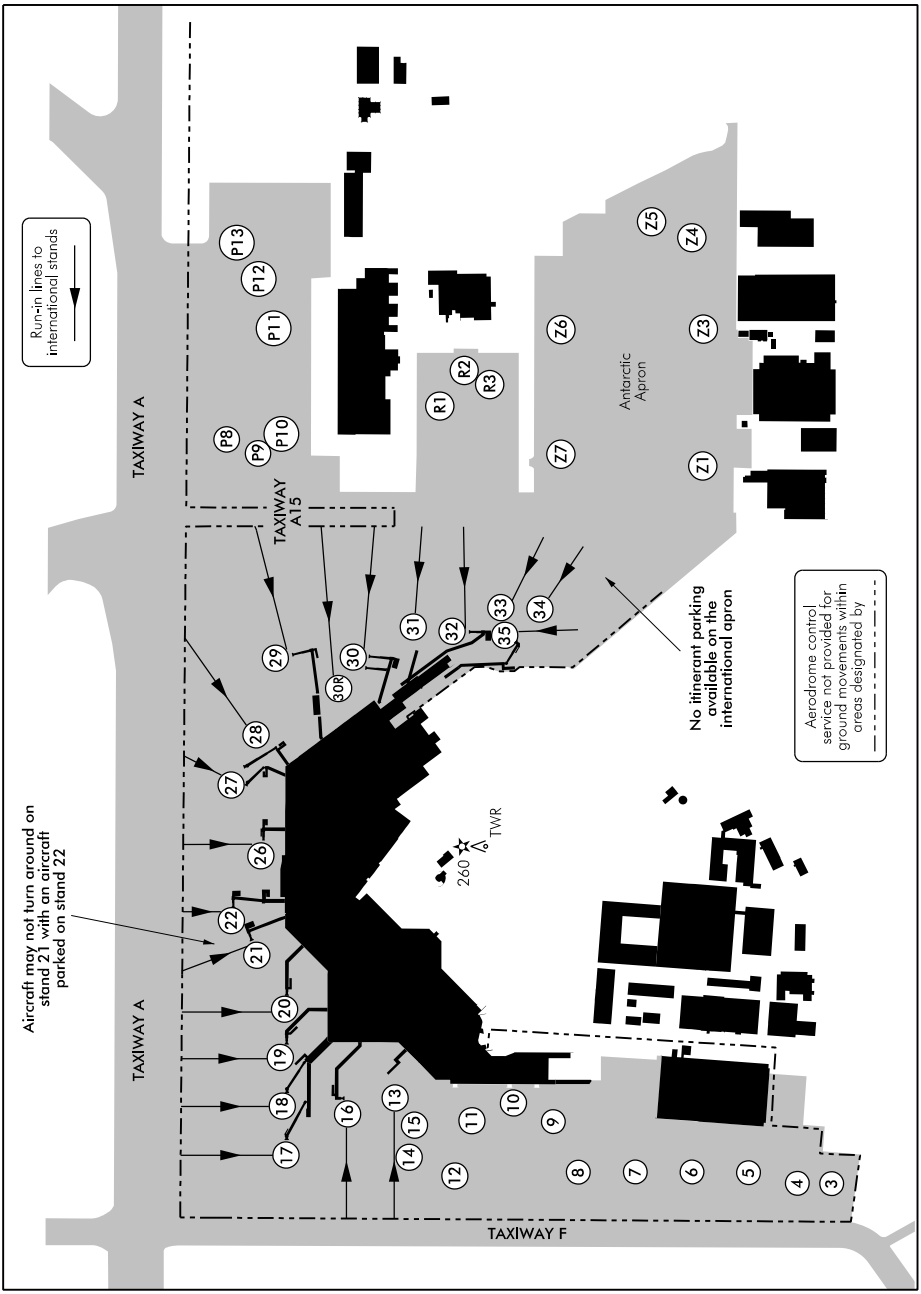
ELEV 123

NZCH

CHRISTCHURCH

GROUND MOVEMENTS (2)

TOWER: 118.4 119.65 *GROUND*: 121.9 119.65 *DELIVERY*: 128.2 *ATIS*: 127.2 *FIRE*: 134.7



Changes from 28 MAR 19: FIRE FREQ added to COM header.

CHGM2-ZA

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Post Apron Stands

P8	S43 29 05.21	E172 32 30.11
P9	S43 29 05.45	E172 32 31.07
P10	S43 29 06.10	E172 32 31.55
P11	S43 29 03.39	E172 32 34.65
P12	S43 29 02.44	E172 32 34.63
P13	S43 29 01.27	E172 32 34.91

Dakota Park Freight Apron Stands

D1	S43 29 47.45	E172 32 21.08
D2	S43 29 48.57	E172 32 19.52
D4	S43 29 45.89	E172 32 16.15
D5	S43 29 45.39	E172 32 17.58

(Datum for each stand is intersection of centreline and stop bar).

NOTE: Taxiway fillets not suitable for A340-600 ACFT.

Low Visibility Operations

The following procedures will apply when RVR is at or below 1000 metres. These procedures will allow more than one aircraft to operate on the manoeuvring area at any one time without compromising safety.

Surface movement surveillance is **NOT** available.

Note: Operations below 800 metres RVR are subject to the availability of a serviceable secondary power supply and automatic switch-over.

General

When low visibility procedures are in force, this will be indicated on the Christchurch ATIS broadcast by use of the term "Low Visibility Procedures apply".

Operations will be restricted to RWY 02 or RWY 20. The designated runway will be advised on the ATIS and operations from the reciprocal runway will not be approved unless it complies with ATM requirements and only one aircraft is on the manoeuvring area at any one time.

Two lit marker boards will be placed on each of the taxiways to/from RWY 02/20 that are not available for use, depending on which runway is in use.

When traffic levels require, a rescue fire vehicle will be positioned adjacent to TWY A short of A2 or A7 to indicate the holding position for that runway.

A departing aircraft will not be issued with a take-off clearance until GROUND has confirmed the preceding arriving aircraft is on the manoeuvring area immediately adjacent to the apron.

RWY 02

Refer Ground Movements (7) page for detailed procedures.

RWY 20

Refer Ground Movements (8) page for detailed procedures.

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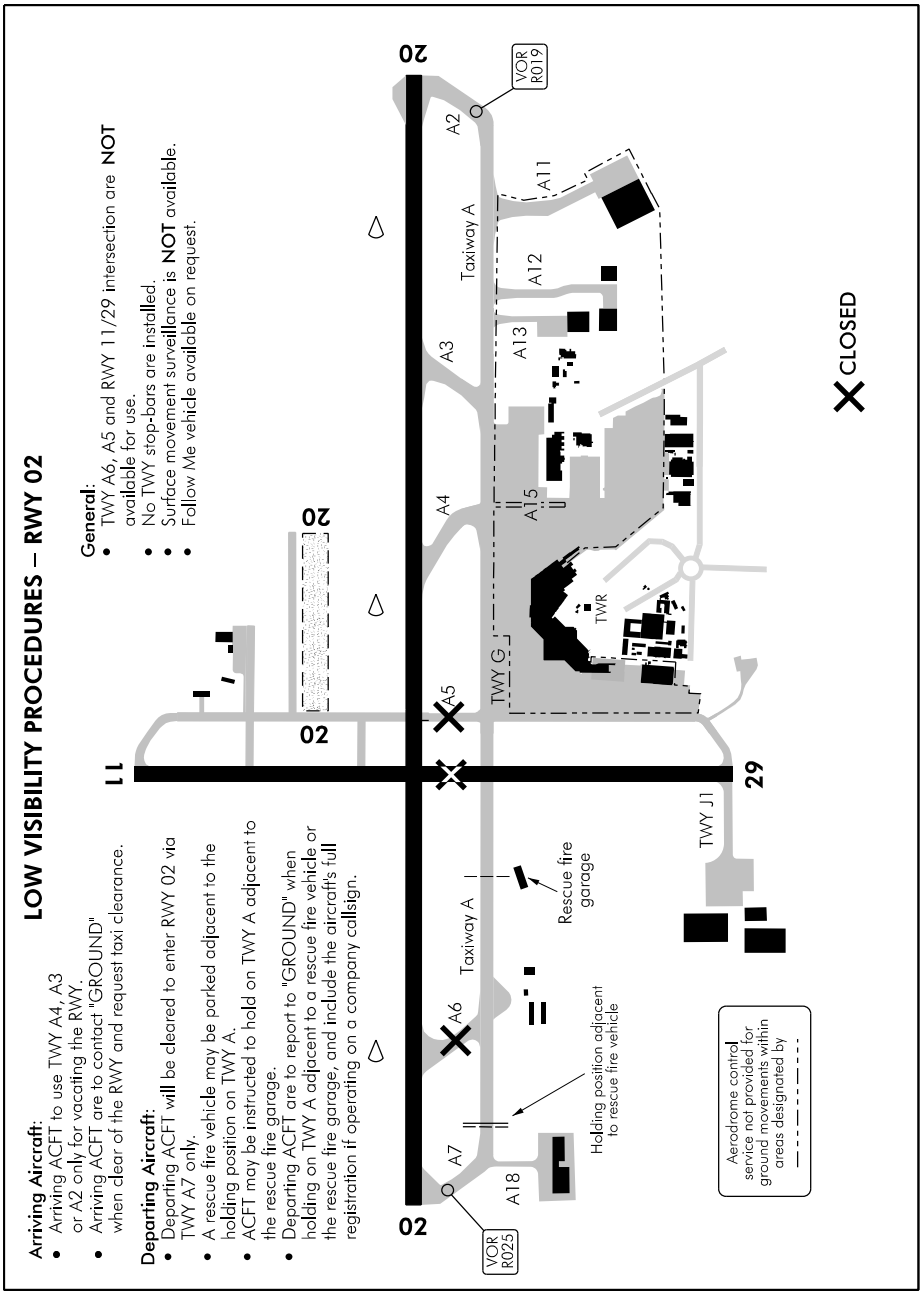
ELEV 123

NZCH

CHRISTCHURCH

GROUND MOVEMENTS (7) – RWY 02

TOWER: 118.4 119.65 *GROUND*: 121.9 119.65 *DELIVERY*: 128.2 *ATIS*: 127.2 *FIRE*: 134.7



Changes from 10 SEP 20: Intermediate holding position added on TWY A.

CHGM7-02-K

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CHRISTCHURCH
GROUND MOVEMENTS (7) – RWY 02

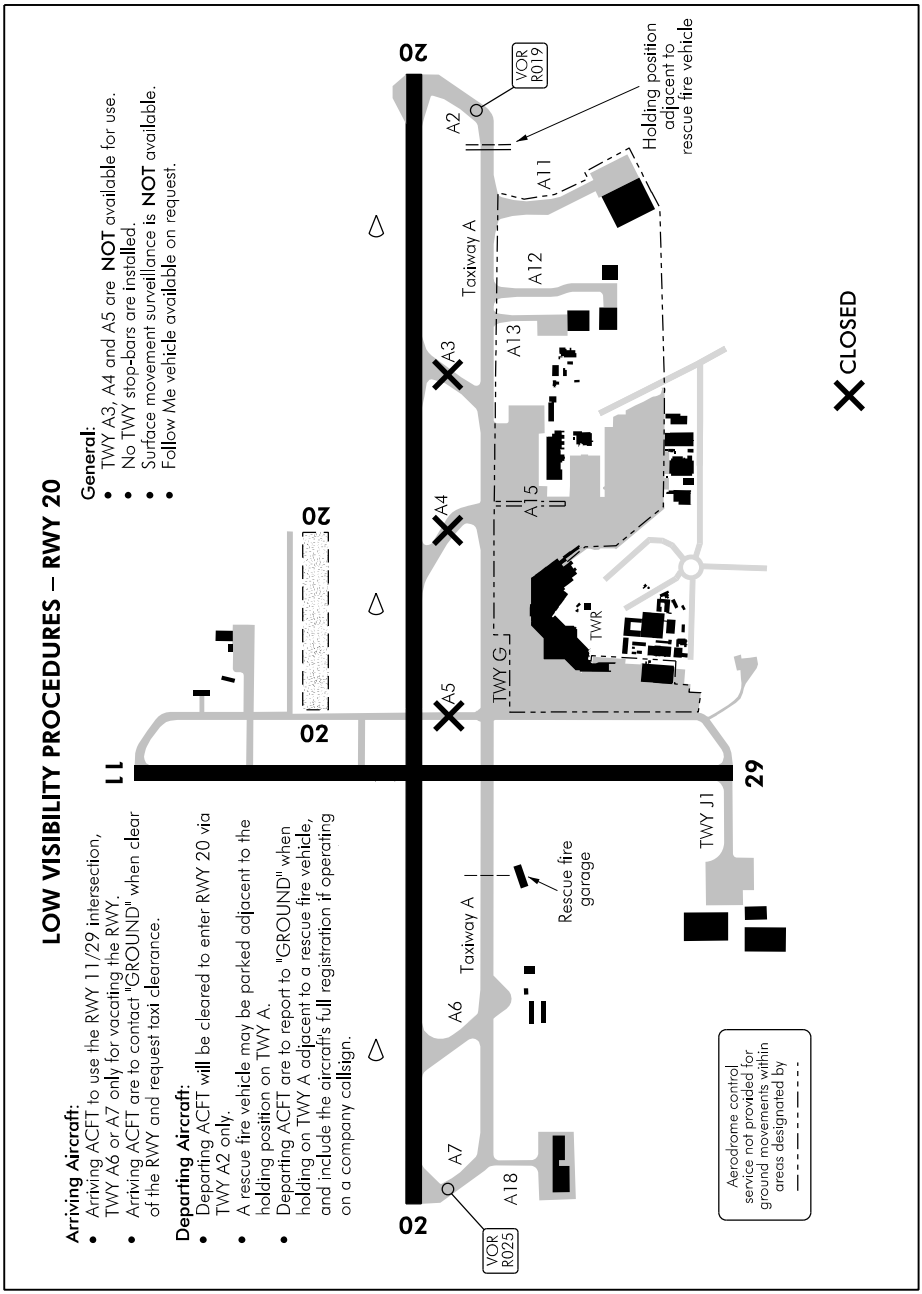
ELEV 123

NZCH

CHRISTCHURCH

GROUND MOVEMENTS (8) – RWY 20

TOWER: 118.4 119.65 *GROUND*: 121.9 119.65 *DELIVERY*: 128.2 *ATIS*: 127.2 *FIRE*: 134.7



CHGM8-20-K

Changes from 10 SEP 20: Intermediate holding position added on TWY A.

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AIR NEW ZEALAND

For flights departing Christchurch International Airport:

ADES	Designator	Route
AA	CHAA1 ❶	Y175 OMKUN Y655 POKOM Q277
AA	CHAA6 ❷	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182
CI	CHCI1	Q854
DN	CHDN1	Y714 IDARA Y814 MIPAK
HN	CHHN3 ❶	Y175 OPABI Q126
HN	CHHN5 ❷	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OPABI Q126
HK	CHHK3	Q309
NV	CHNV3	Y714 IDARA Y676
MC	CHMC1	Y266 SUNAR Q360 MAMUS
NR	CHNR1 ❶	Y393 OMDOX Y465 KAMET H467 BINIT Y737 PM H201 RIDLA H103
NR	CHNR6 ❷	Y819 AGSOP Y737 PM H201 RIDLA H103
NS	CHNS1	H110 PORAM Y781 BISEB H110
NP	CHNP1	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN H499
OH	CHOH3 ❶	Y393 OMDOX Y465 KAMET H467 BINIT
OH	CHOH5 ❷	Y819 AGSOP Y737 BINIT
PM	CHPM3 ❶	Y393 OMDOX Y465 KAMET H467 BINIT Y737
PM	CHPM5 ❷	Y819 AGSOP Y737
PP	CHPP2	Y819 AGSOP Y295
QN	CHQN3	Y266
RO	CHRO2 ❶	Y393 OMDOX Y465 KAMET H467 FOXTN H313 OH H182 ARETI Y539 (FL250 and above)
RO	CHRO6 ❷	Y819 AGSOP Y737 GOPRO H482 KAPTI Y273 DAGOM Y715 ARETI Y539
TG	CHTG1 ❶	Y393 OMDOX Y465 KAMET H467 FOXTN H313 OH H182 ARETI Y539 PARRA Y505 (FL250 and above)
TG	CHTG6 ❷	Y819 AGSOP Y737 GOPRO H482 KAPTI Y273 DAGOM Y715 ARETI Y539 PARRA Y505
TU	CHTU3	Q196

D

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

Where specified the following applies:

❶ Jets

❷ Non Jets

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CHRISTCHURCH

NZCH

STANDARD ROUTE CLEARANCES (2)

For flights departing Christchurch International Airport:

ADES	Designator	Route
WF	CHWF1	CH Y266 ELRUV NZWF
WN	CHWN1	Y393
WN	CHWN9	H424 GOOSE V306 ONOLA Q421 OMDOX Y393 (10,000 ft or below)
WP	CHWP1 ❶	Y175 OMKUN Y655 POKOM Q277 AA H182
WP	CHWP6 ❷	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182
WB	CHWB1	Y819 ELPIT H157

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

Where specified the following applies:

❶ Jets

❷ Non Jets

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© Civil Aviation Authority

CHRISTCHURCH
RNAV SID RWY 02 (1)

CHRISTCHURCH
RNAV SID RWY 02 (1)

ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 TOWER: 118.4 119.65 ATIS: 127.2

Navigation requirement: RNAV1
GNSS required

ALL DEPARTURES

Contact CHRISTCHURCH APPROACH 120.9 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement:

CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to OVLAM

CAT C and D aircraft speed restriction MNM 150 kt to ISGAN

– Advise ATC prior to start-up if unable to comply

24° E

RWY 02

MUKVO ONE PAPA DEPARTURE – RNAV (MUKVO1P)

ATM MNM net climb gradient 7.0% (430 ft/NM) to 4800 ft

– Advise ATC prior to start-up if unable to comply.

- Turns prior to departure end of runway not authorised
- Track 001° to OVLAM (fly-over)
- Cross OVLAM at or above 2000 ft
- Turn LEFT, direct to ISGAN, MAX IAS 210 kt
- Turn LEFT, track 158° via DAMRU to MUKVO
- Cross DAMRU at or above 5000 ft

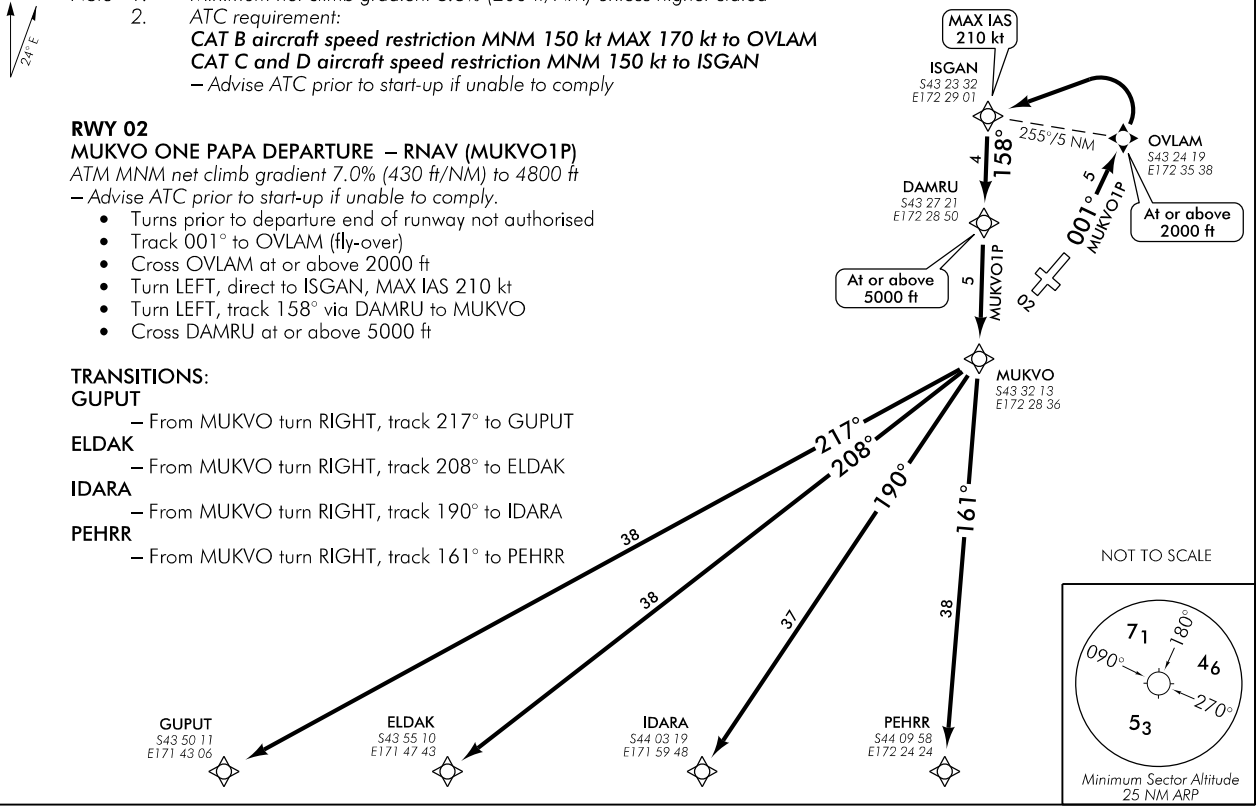
TRANSITIONS:

GUPUT
– From MUKVO turn RIGHT, track 217° to GUPUT

ELDAK
– From MUKVO turn RIGHT, track 208° to ELDAK

IDARA
– From MUKVO turn RIGHT, track 190° to IDARA

PEHRR
– From MUKVO turn RIGHT, track 161° to PEHRR



Changes from 26 MAR 20: Minor text editorial.

ELEV 123

NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV SID RWY 02 (2)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2

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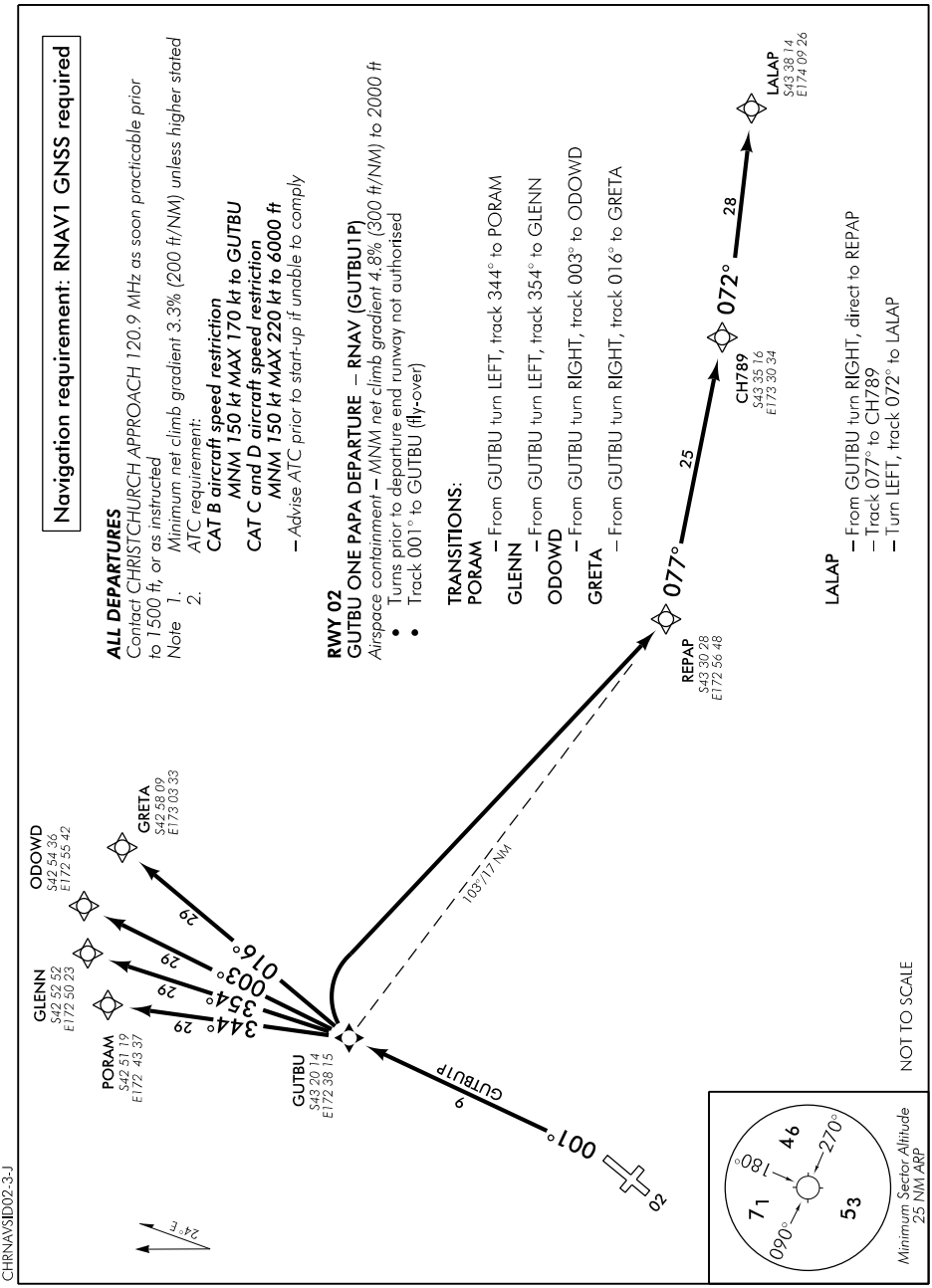
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH
RNAV SID RWY 02 (3)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



CHRNAVSID02-3-J

Changes from 18 JUL 19: Procedure reviewed.

Effective: 26 MAR 20

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ELEV 123

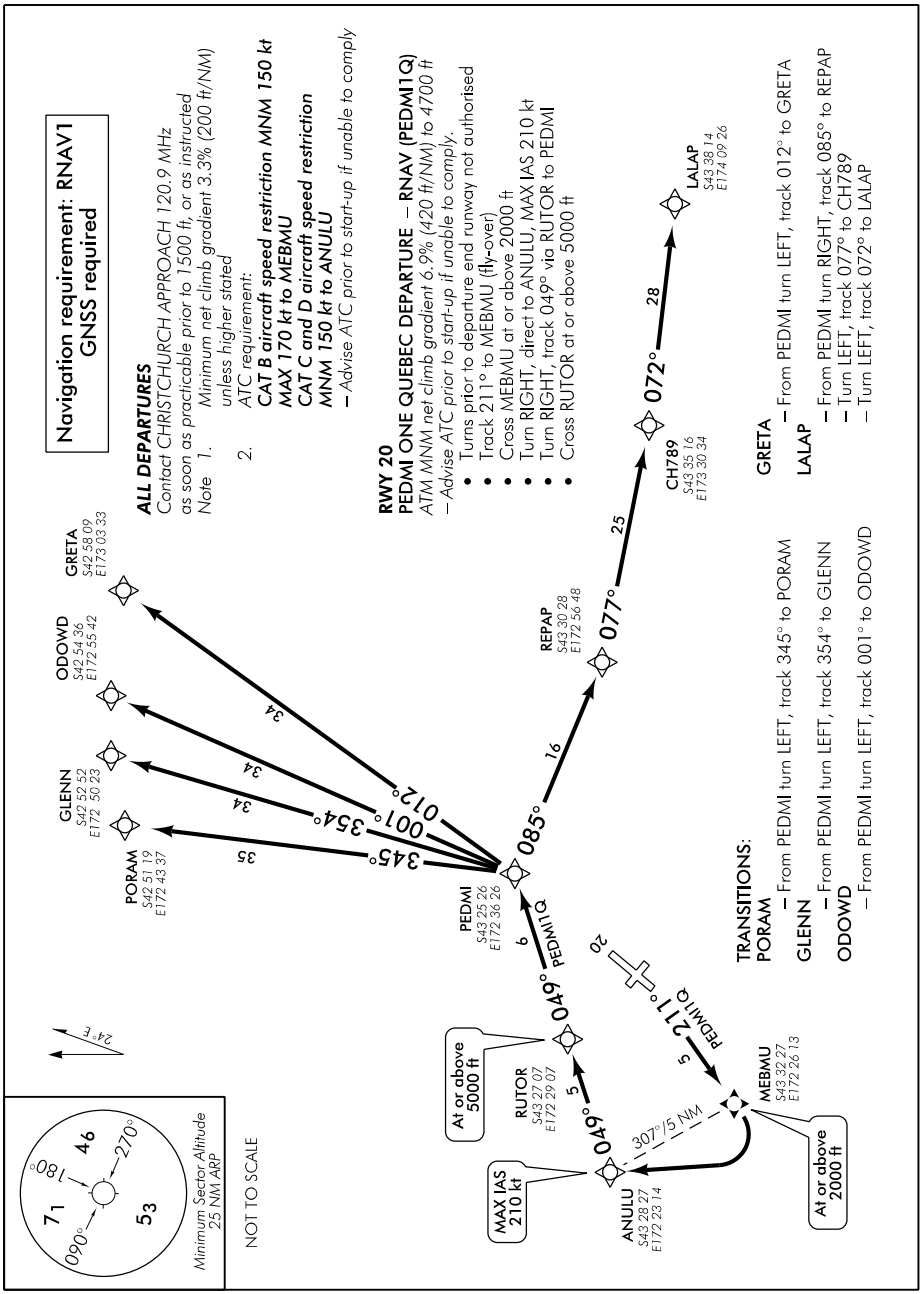
NZCH

CAT A,B,C,D

CHRISTCHURCH

RNAV SID RWY 20 (1)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



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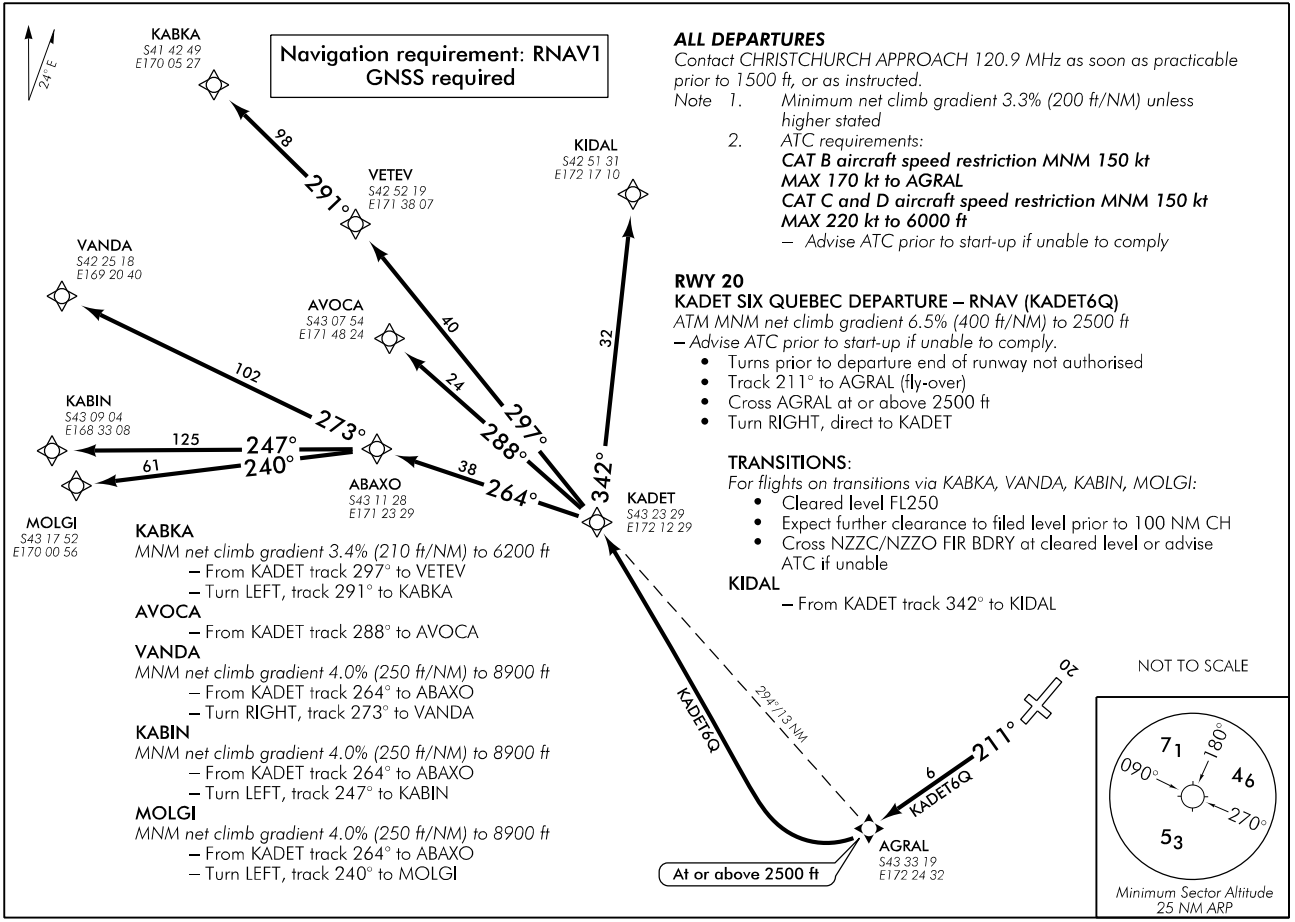
CHRISTCHURCH
RNAV SID RWY 20 (2)

ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 TOWER: 118.4 119.65 ATIS: 127.2



ALL DEPARTURES

Contact CHRISTCHURCH APPROACH 120.9 MHz as soon as practicable prior to 1500 ft, or as instructed.

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirements:

CAT B aircraft speed restriction MNM 150 kt
MAX 170 kt to AGRAL
CAT C and D aircraft speed restriction MNM 150 kt
MAX 220 kt to 6000 ft

– Advise ATC prior to start-up if unable to comply

RWY 20

KADET SIX QUEBEC DEPARTURE – RNAV (KADET6Q)

ATM MNM net climb gradient 6.5% (400 ft/NM) to 2500 ft

– Advise ATC prior to start-up if unable to comply.

- Turns prior to departure end of runway not authorised
- Track 211° to AGRAL (fly-over)
- Cross AGRAL at or above 2500 ft
- Turn RIGHT, direct to KADET

TRANSITIONS:

For flights on transitions via KABKA, VANDA, KABIN, MOLGI:

- Cleared level FL250
- Expect further clearance to filed level prior to 100 NM CH
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

KIDAL

– From KADET track 342° to KIDAL

KABKA

MNM net climb gradient 3.4% (210 ft/NM) to 6200 ft

– From KADET track 297° to VETEV
– Turn LEFT, track 291° to KABKA

AVOCA

– From KADET track 288° to AVOCA

VANDA

MNM net climb gradient 4.0% (250 ft/NM) to 8900 ft

– From KADET track 264° to ABAXO
– Turn RIGHT, track 273° to VANDA

KABIN

MNM net climb gradient 4.0% (250 ft/NM) to 8900 ft

– From KADET track 264° to ABAXO
– Turn LEFT, track 247° to KABIN

MOLGI

MNM net climb gradient 4.0% (250 ft/NM) to 8900 ft

– From KADET track 264° to ABAXO
– Turn LEFT, track 240° to MOLGI

Effective: 26 MAR 20

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CHRISTCHURCH
RNAV SID RWY 20 (2)

ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH
RNAV SID RWY 20 (3)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2

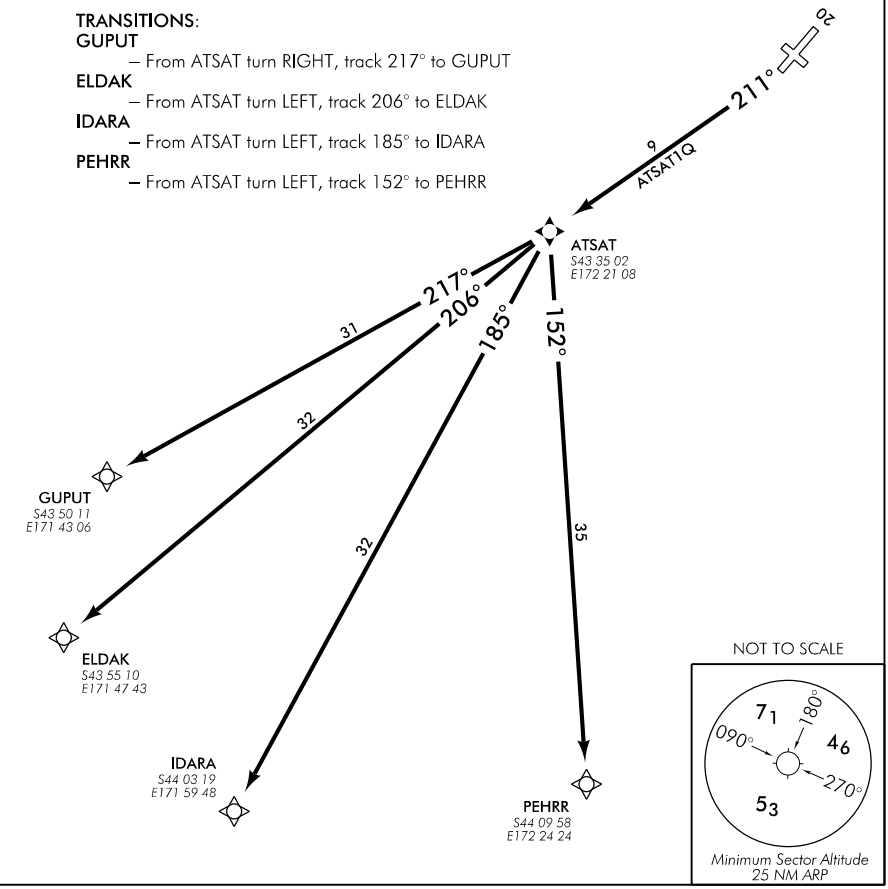
24° E

Navigation requirement: RNAV1
GNSS required

ALL DEPARTURES
Contact CHRISTCHURCH APPROACH 120.9 MHz
as soon as practicable prior to 1500 ft, or as instructed
Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated
2. ATC requirement:
CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to ATSAT
CAT C and D aircraft speed restriction MNM 150 kt MAX 220 kt to 6000 ft
– Advise ATC prior to start-up if unable to comply

RWY 20
ATSAT ONE QUEBEC DEPARTURE – RNAV (ATSAT1Q)
Airspace containment – MNM net climb gradient 4.9% (300ft/NM) to 2000ft
- Turns prior to departure end runway not authorised
- Track 211° to ATSAT (fly-over)

TRANSITIONS:
GUPUT
– From ATSAT turn RIGHT, track 217° to GUPUT
ELDAK
– From ATSAT turn LEFT, track 206° to ELDAK
IDARA
– From ATSAT turn LEFT, track 185° to IDARA
PEHRR
– From ATSAT turn LEFT, track 152° to PEHRR



Changes from 18 JUL 19: Procedure reviewed.

CHRNAVSID20-3-H

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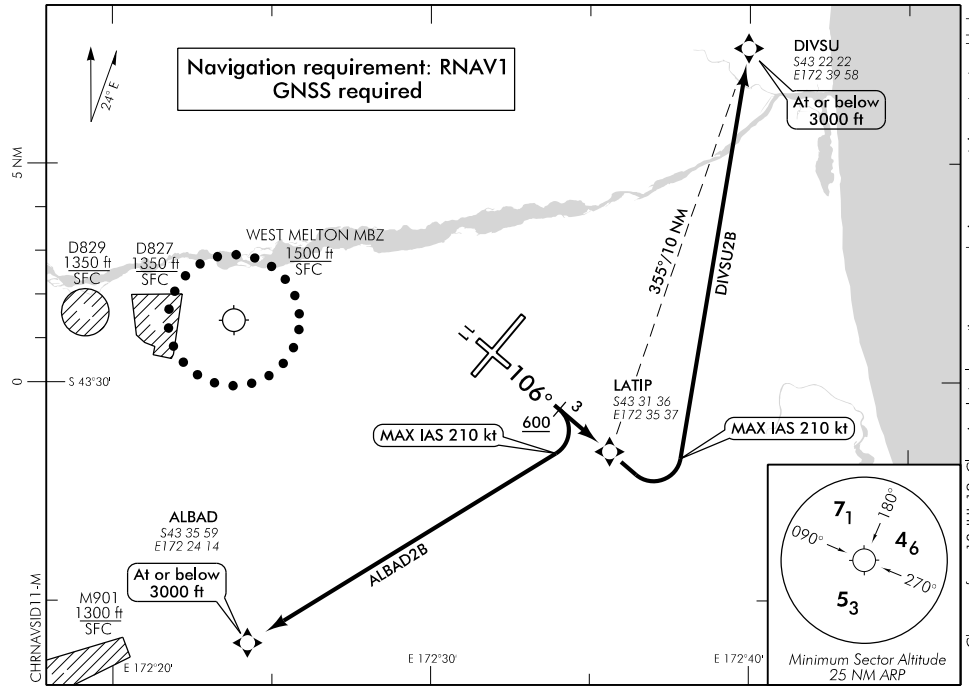
ELEV 123
NZCH

CAT A,B,C,D

CHRISTCHURCH
RNAV SID RWY 11

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Changes from 18 JUL 19: Close-in obstacle caution removed, airspace containment note added, turn MAX IAS text amended.

ALL DEPARTURES *Contact CHRISTCHURCH APPROACH 120.9 MHz as soon as practicable prior to 1500 ft, or as instructed.*

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

*2. ATC requirement: **CAT C and D aircraft speed restriction MNM 150kt MAX 220 kt to 6000 ft** – if unable to comply advise Delivery on start-up*

DIVSU TWO BRAVO DEPARTURE – RNAV (DIVSU2B)

Airspace containment – MNM net climb gradient 6.4% (390 ft/NM) to 2000 ft

*ATC requirement: **CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to LATIP** – if unable to comply advise Delivery on start-up*

- Track 106° to LATIP (fly-over)
- Turn LEFT track direct to DIVSU (fly-over), MAX IAS 210 kt until turn complete
- Maintain 3000 ft to DIVSU
- Intercept cleared route

ALBAD TWO BRAVO DEPARTURE – RNAV (ALBAD2B)

Airspace containment – MNM net climb gradient 4.6% (280 ft/NM) to 2000 ft

- Track 106° to 600 ft
- Turn RIGHT track direct to ALBAD (fly-over), MAX IAS 210 kt until turn complete
- Maintain 3000 ft to ALBAD
- Intercept cleared route

OCEANIC TRANSITION

For flights that will cross the NZZC/NZZO FIR BDRY on any track from KABKA south to LIBLA – FL260 or above

- At completion of SID track direct to Oceanic boundary point (traffic that crosses FIR BDRY south of KABIN are to track via MOLGI) or as directed by radar
- Cleared level FL250
- Expect further clearance to filed level prior to 100 CH
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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ELEV 123

NZCH

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 TOWER: 118.4 119.65 ATIS: 127.2

CAT A,B,C,D

CHRISTCHURCH
RNAV SID RWY 29 (1)

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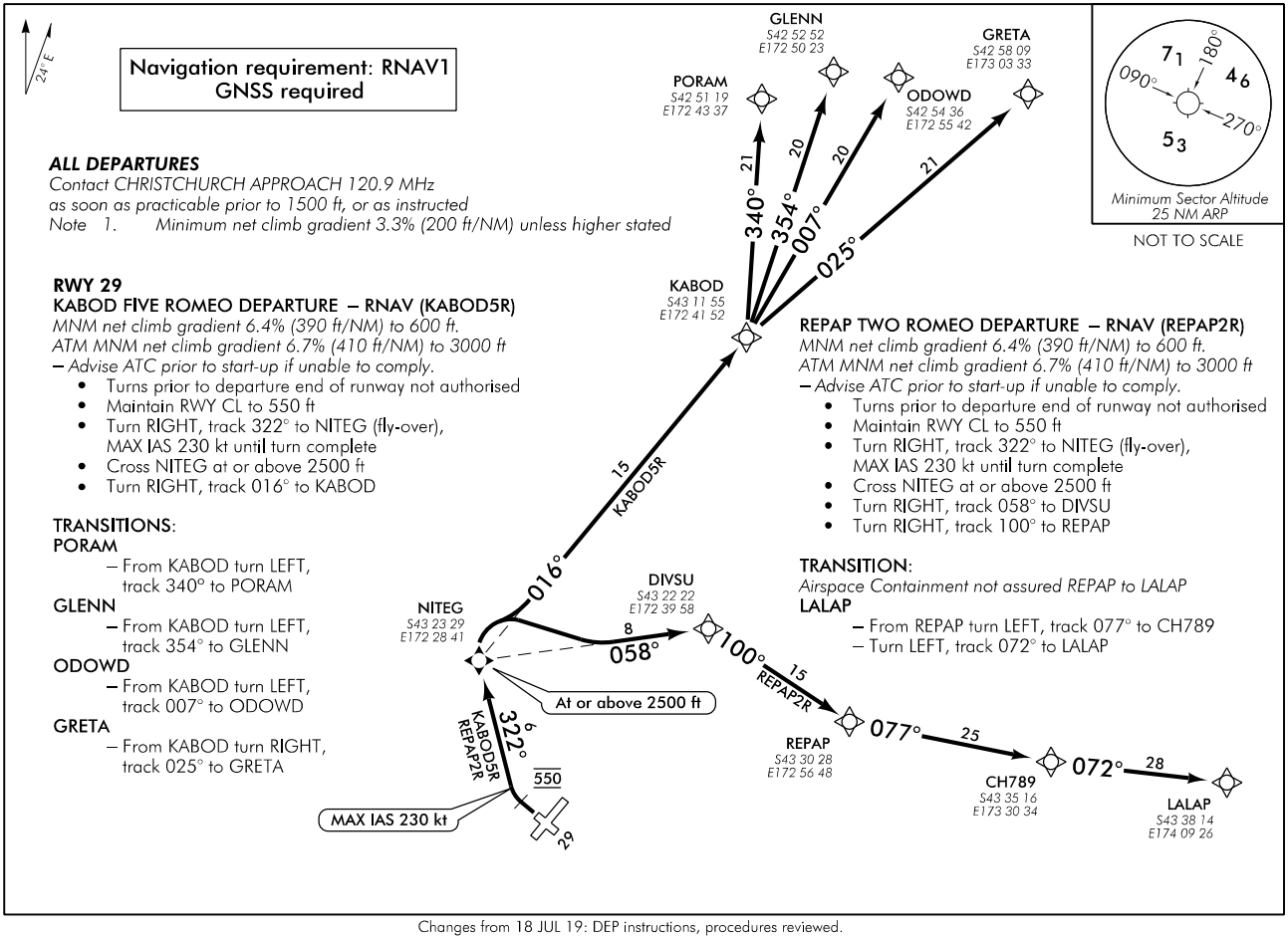


Changes from 18 JUL 19: DEP instructions, procedures reviewed.

ELEV 123
NZCH

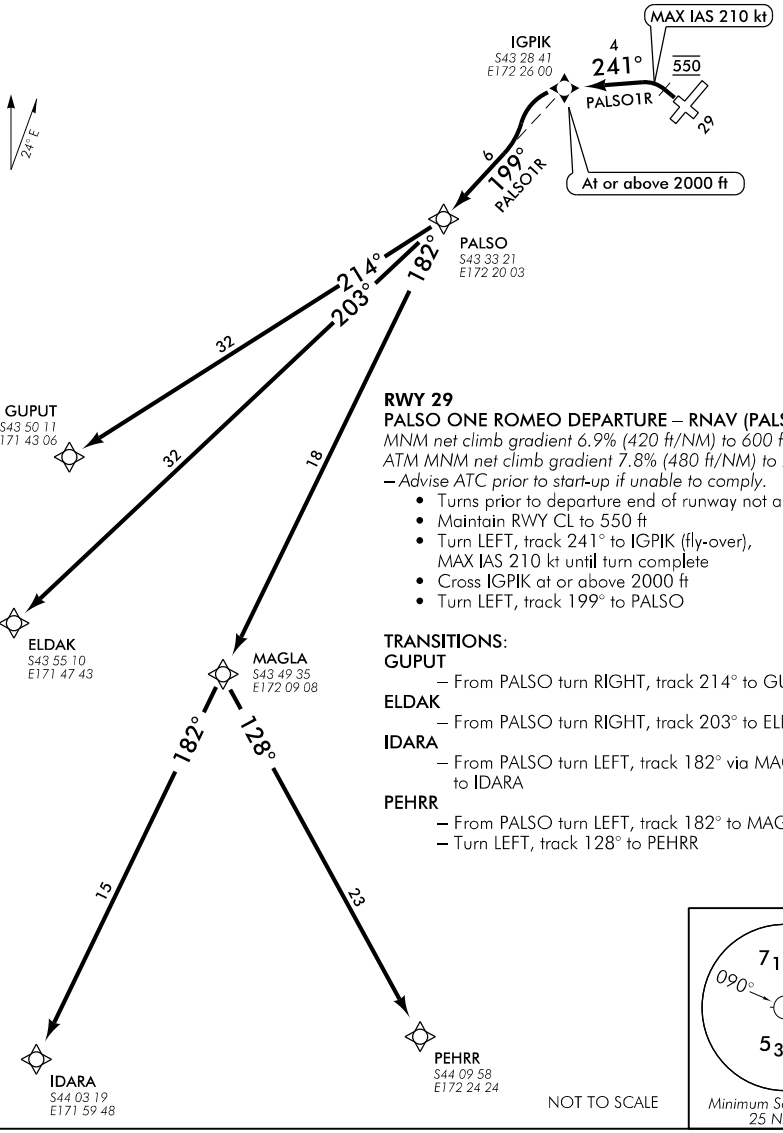
CAT A,B,C,D

CHRISTCHURCH
RNAV SID RWY 29 (2)

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2

ALL DEPARTURES
Contact CHRISTCHURCH APPROACH 120.9 MHz as soon as practicable prior to 1500 ft, or as instructed
Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

Navigation requirement: RNAV1 GNSS required



RWY 29
PALSO ONE ROMEO DEPARTURE – RNAV (PALSO1R)
MNM net climb gradient 6.9% (420 ft/NM) to 600 ft.
ATM MNM net climb gradient 7.8% (480 ft/NM) to 2000 ft
– Advise ATC prior to start-up if unable to comply.

- Turns prior to departure end of runway not authorised
- Maintain RWY CL to 550 ft
- Turn LEFT, track 241° to IGPIK (fly-over), MAX IAS 210 kt until turn complete
- Cross IGPIK at or above 2000 ft
- Turn LEFT, track 199° to PALSO

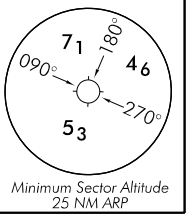
TRANSITIONS:

GUPUT
– From PALSO turn RIGHT, track 214° to GUPUT

ELDAK
– From PALSO turn RIGHT, track 203° to ELDAK

IDARA
– From PALSO turn LEFT, track 182° via MAGLA to IDARA

PEHRR
– From PALSO turn LEFT, track 182° to MAGLA
– Turn LEFT, track 128° to PEHRR



Changes from 18 JUL 19: DEP instructions, procedure reviewed.

CHRNAVSID29-2-H

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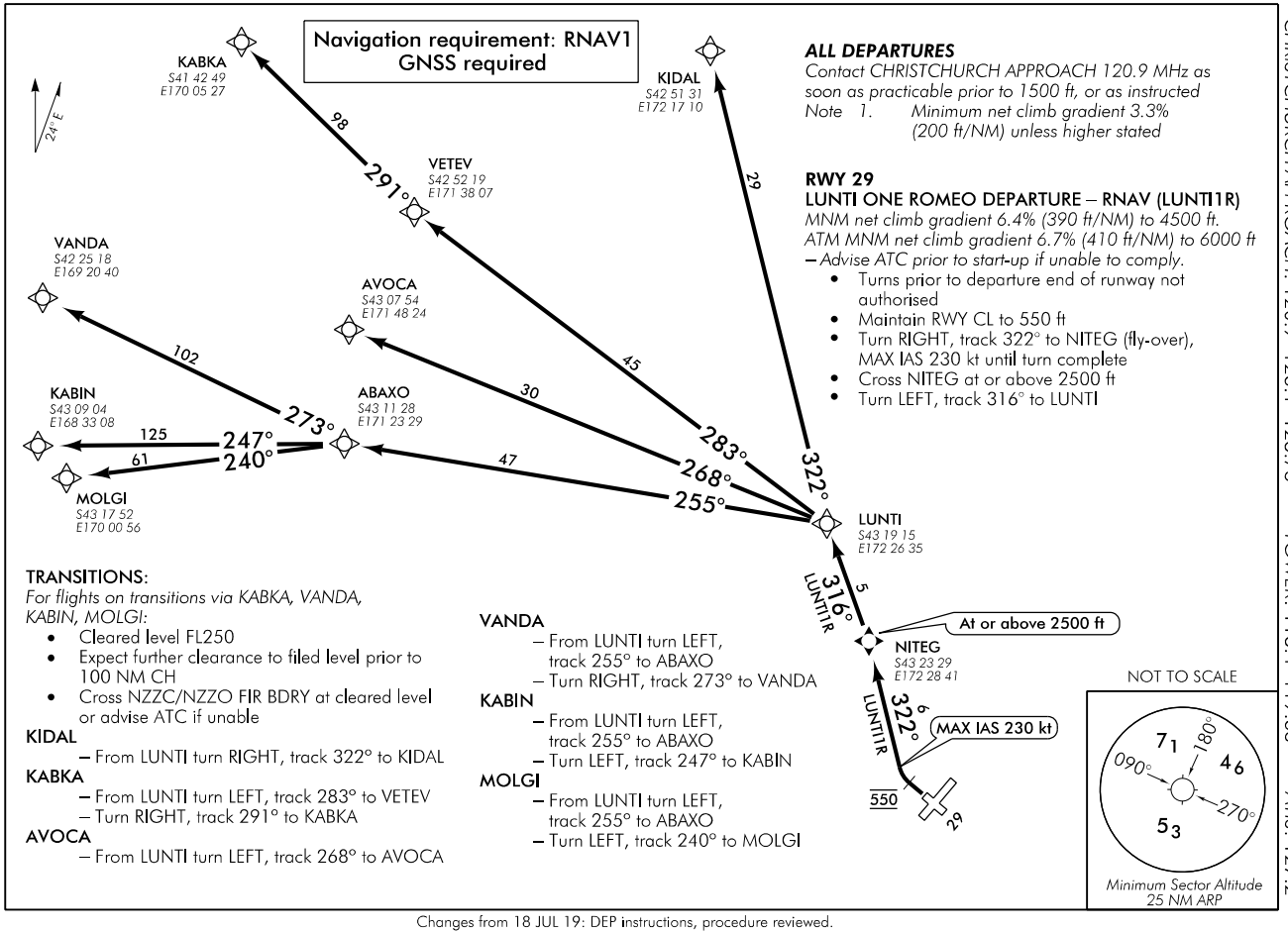
ELEV 123 CAT A,B,C,D

NZCH

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 TOWER: 118.4 119.65 ATIS: 127.2

CHRISTCHURCH
RNAV SID RWY 29 (3)



ALL DEPARTURES

Contact CHRISTCHURCH APPROACH 120.9 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 29

LUNTI ONE ROMEO DEPARTURE – RNAV (LUNTI1R)

MNM net climb gradient 6.4% (390 ft/NM) to 4500 ft.
ATM MNM net climb gradient 6.7% (410 ft/NM) to 6000 ft
– Advise ATC prior to start-up if unable to comply.

- Turns prior to departure end of runway not authorised
- Maintain RWY CL to 550 ft
- Turn RIGHT, track 322° to NITEG (fly-over), MAX IAS 230 kt until turn complete
- Cross NITEG at or above 2500 ft
- Turn LEFT, track 316° to LUNTI

TRANSITIONS:

For flights on transitions via KABKA, VANDA, KABIN, MOLGI:

- Cleared level FL250
- Expect further clearance to filed level prior to 100 NM CH
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

KIDAL
– From LUNTI turn RIGHT, track 322° to KIDAL

KABKA
– From LUNTI turn LEFT, track 283° to VETEV
– Turn RIGHT, track 291° to KABKA

AVOCA
– From LUNTI turn LEFT, track 268° to AVOCA

VANDA
– From LUNTI turn LEFT, track 255° to ABAXO
– Turn RIGHT, track 273° to VANDA

KABIN
– From LUNTI turn LEFT, track 255° to ABAXO
– Turn LEFT, track 247° to KABIN

MOLGI
– From LUNTI turn LEFT, track 255° to ABAXO
– Turn LEFT, track 240° to MOLGI

Changes from 18 JUL 19: DEP instructions, procedure reviewed.

Effective: 26 MAR 20

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CHRISTCHURCH
RNAV SID RWY 29 (3)

ELEV 123

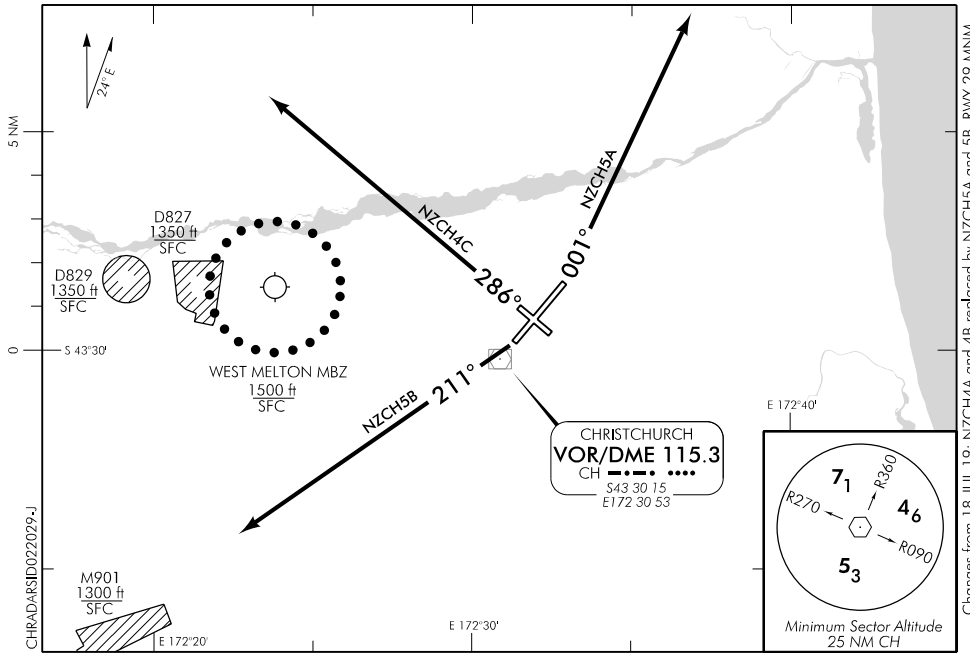
NZCH

CAT A,B,C,D

CHRISTCHURCH

RADAR SID RWY 02, 20, 29

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Changes from 18 JUL 19: NZCH4A and 4B replaced by NZCH5A and 5B; RWY 29 MNM net climb gradient.

ALL DEPARTURES *Contact CHRISTCHURCH APPROACH 120.9 MHz as soon as practicable prior to 1500 ft, or as instructed.*

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement:

CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to 8 CH DME

CAT C and D aircraft speed restriction MNM 150 kt MAX 220 kt to 8 CH DME

– if unable to comply advise Delivery on start-up

RWY 02

CHRISTCHURCH FIVE ALFA DEPARTURE – RADAR (NZCH5A)

MNM net climb gradient 4.8% (300 ft/NM) to 2000 ft

- Turns prior to departure end of runway not authorised
- MNM turn altitude 530 ft
- Track 001°
- Expect radar vectors

RWY 20

CHRISTCHURCH FIVE BRAVO DEPARTURE – RADAR (NZCH5B)

MNM net climb gradient 4.9% (300 ft/NM) to 2000 ft

- Turns prior to departure end of runway not authorised
- MNM turn altitude 530 ft
- Track 211°
- Expect radar vectors

RWY 29

CHRISTCHURCH FOUR CHARLIE DEPARTURE – RADAR (NZCH4C)

MNM net climb gradient 5.0% (300 ft/NM) to 3000 ft

- Track 286° (RWY centreline)
- Expect radar vectors

OCEANIC TRANSITION

For flights that will cross the NZZC/NZZO FIR BDRY on any track from KABKA south to LIBLA – FL260 or above

- At completion of SID track direct to Oceanic boundary point (traffic that crosses FIR BDRY south of KABIN are to track via MOLGI) or as directed by radar
- Cleared level FL250
- Expect further clearance to filed level prior to 100 CH
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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AIR NEW ZEALAND

ELEV 123

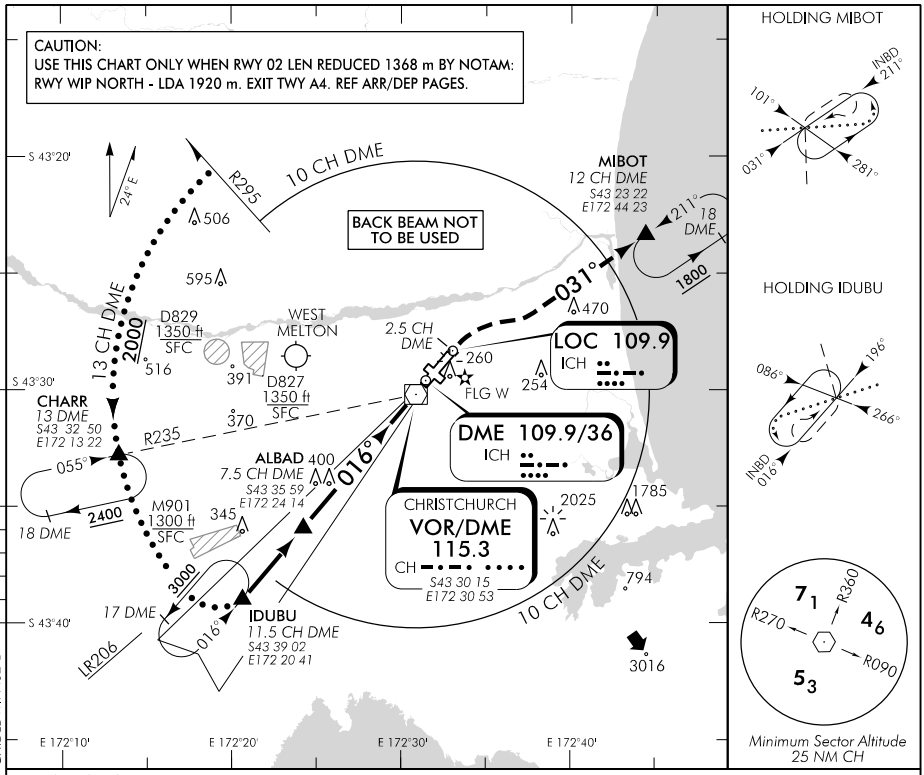
RWY 02 THR ELEV 123

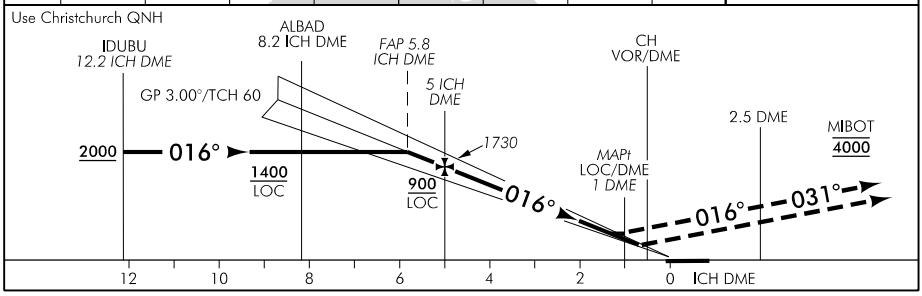
CAT A,B,C,D

CHRISTCHURCH

ILS/DME N or LOC/DME N RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track 016° to 2.5 CH DME, turn RIGHT intercept R031 to MIBOT 4000

ICH DME DIST	10	9	8	7	6	5	4	3	2	1.3	0.6
Advisory Altitude 3°	3390	3050	2720	2390	2060	1730	1400	1080	750	MDA	DA

Category	A	B	C	D/D_L
ILS/DME (CAT 1)	**323**(200) – 800 or RVR 550			
ILS/DME LIH ALS U/S	**373**(250) – 1200			
LOC/DME	**530**(407) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	***830**(707) – 3700	***860**(737) – 4600

* CAT C/D circling airspace containment not assured.

Changes from 10 SEP 20: LOC/DME minima, advisory altitude table, IDUBU-ALBAD MSA.

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ELEV 123

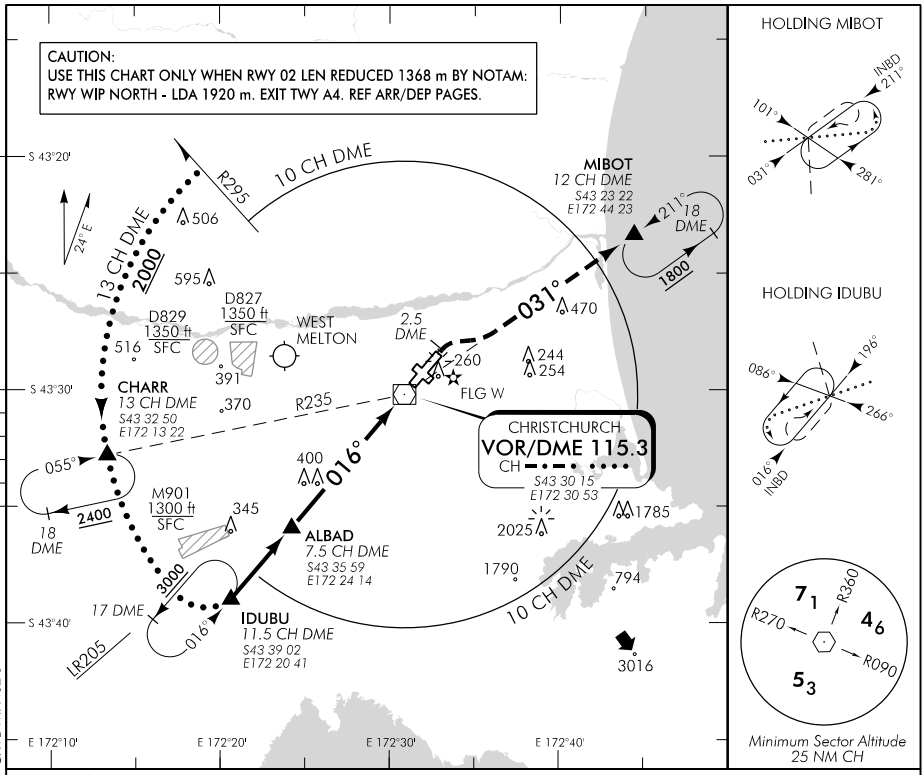
RWY 02 THR ELEV 123

CAT A,B,C,D

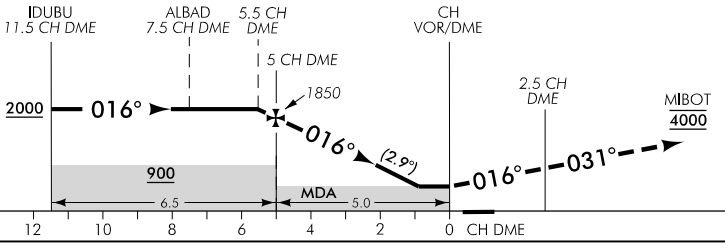
CHRISTCHURCH

VOR/DME N RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH



Changes from 26 MAR 20: Circling minima.

MISSED APCH: MAX IAS 210 kt. Track 016° to 2.5 CH DME, turn RIGHT intercept R031 to MIBOT 4000

CH DME DIST	10	9	8	7	6	5	4	3	2	1	0.9	MAPt
Advisory Altitude 5%	3350	3050	2750	2450	2150	1850	1550	1250	950	650	MDA	MDA

Category	A	B	C	D
VOR/DME	**620**(497) – 1500		**620**(497) – 1900	
Circling	**640**(517) – 1900	**660**(537) – 2800	***830**(707) – 3700	***860**(737) – 4600

* CAT C/D circling airspace containment not assured.

Effective: 10 SEP 20

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ELEV 123

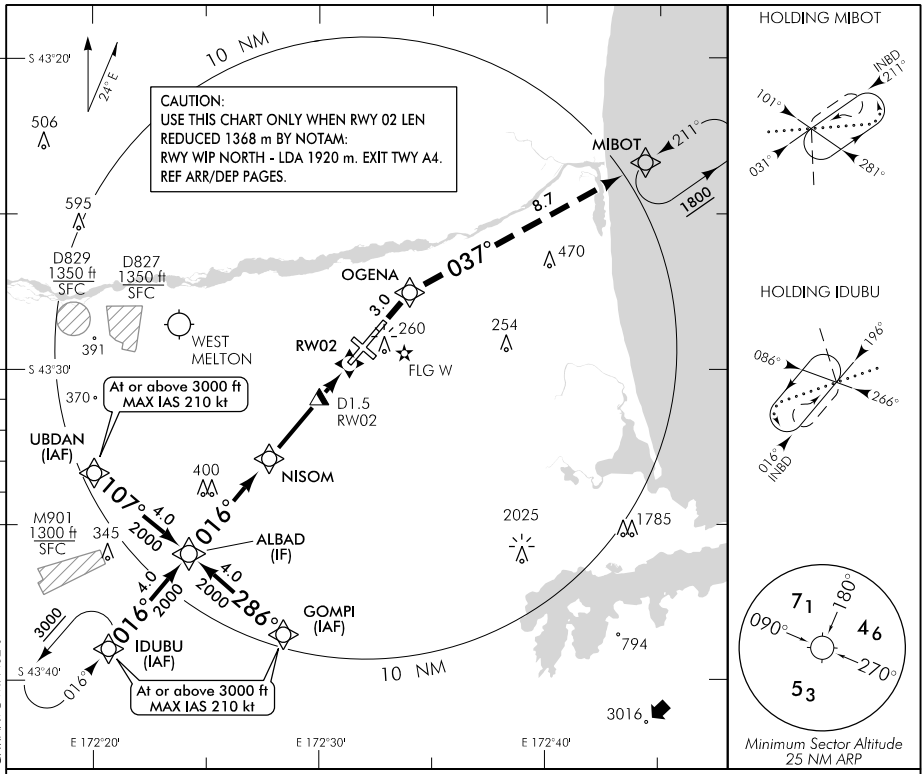
RWY 02 THR ELEV 123

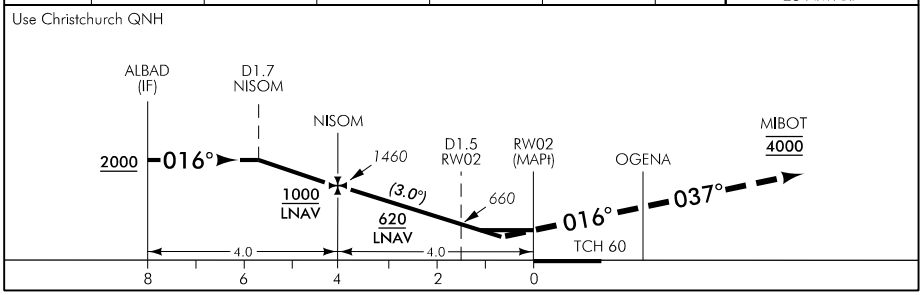
CAT A,B,C,D

CHRISTCHURCH

RNAV (GNSS) N RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track 016° to OGENA, turn RIGHT track 037° to MIBOT 4000

DISTANCE to WPT	ALBAD	3	2	1	NISOM	3	2	1.1	0.7	RW02
Advisory Altitude 3°	2730	2410	2090	1780	1460	1140	820	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV*	**400**(277) – 1500			
LNAV	**520**(397) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	**#830**(707) – 3700	**#860**(737) – 4600

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# CAT C/D circling airspace containment not assured.

Changes from 10 SEP 20: WPT DAKUR replaced by NISOM.

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YELLOW YELLOW YELLOW YELLOW YELLOW

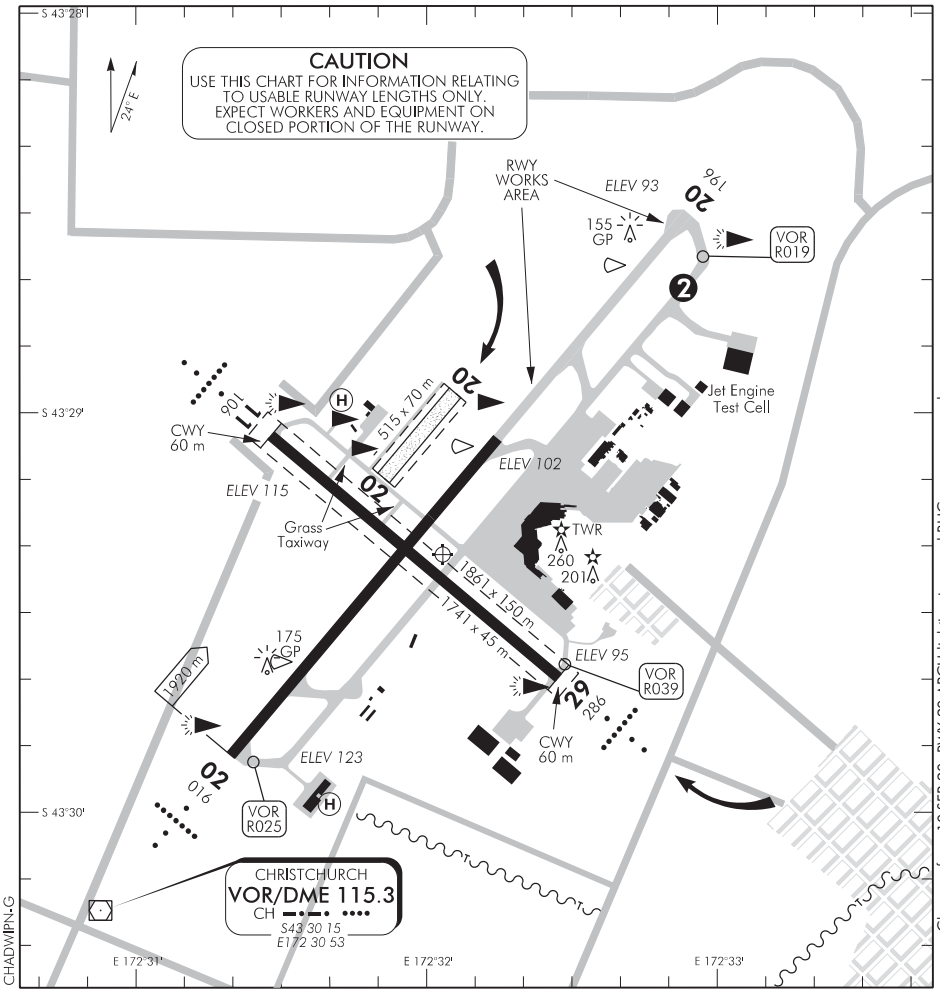
ELEV 123

NZCH

CHRISTCHURCH

AERODROME (1) — RWY 02 — WIP NORTH

TOWER: 118.4 119.65 *GROUND:* 121.9 119.65 *DELIVERY:* 128.2 *ATIS:* 127.2 *FIRE:* 134.7



1. Chart to be used during runway WIP North on RWY 02. Reduced length for take-off and landing will apply. Activation of restrictions will be by ATIS or RTF. Works will not take place when runway is wet. RWY 20 Operations prohibited.
2. During runway WIP North RWY 02 reduced in length to 1920 m.
3. Full length take-off available to approved long-haul international aircraft with prior notice.
4. Circuit: RWY 02, 11 — Left hand
   RWY 20, 29 — Right hand
5. Circuit altitudes unless otherwise instructed by ATC:
   (a) Using grass runway — 900 ft AMSL.
   (b) Using sealed runways — 1500 ft AMSL.
6. ATC Speed Requirements:
   Arriving IFR: on instrument approach not less than 150 kt IAS to 5 NM from touchdown
   VFR in circuit (except Grass RWY 02/20):
   approach speed of not less than 90 kt IAS when above 400 ft AMSL.

(continued)

S 43 29 22 E 172 32 04

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7. RWY 11/29 not available to Code E or F ACFT (except for emergency use) due to lack of sealed shoulders and incompatible TWY access and egress.
8. Grass Runway 02/20
   (a) Area:
   Grass Taxiway D marked by white marker boards on the eastern edge and yellow marker boards on western edge.
   (b) Circuit:
   Whenever possible do not extend further north or south than abeam main paved RWY 02/20 thresholds.
   (c) Taxiing Procedure:
   Aircraft after landing turn towards the Canterbury Aero Club building to vacate the runway unless otherwise instructed by ATC. That is after landing RWY 02 turn left and after landing RWY 20 turn right.
   (d) Taking off, on touch-and-go or low approach:
   Because of simultaneous operations on the main RWY 02/20 aircraft taking off, on touch-and-go or low approach **must not converge towards the main runway.** Passing 420 ft AMSL aircraft are to commence a turn to diverge away from the main runway by at least 10°, then fly a square crosswind. The turn is not required if ATC confirm on departure a non-standard turn towards the main runway.
   (e) Transponder Operation:
   VFR aircraft operating in the circuit for Grass RWY 02/20 are to set their transponder to code **2200**, unless otherwise directed by ATC.
9. **CAUTION:**
   - Bird hazard. Refer to NZCH AD 2.23.
   - Jet engine test cell. Refer to NZCH AD 2.23 and page NZCH AD 2-53.1.
10. MET balloons released irregularly. Refer to Table ENR 5.3-7.
11. Aircraft making a touch-and-go, go-around or missed approach off main RWY 02/20, in VMC, should maintain a track on or east of the RWY centreline due to potential grass runway traffic.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:30	1:50	1:62.5	
02 20	B	PCN 72 F/B/X/T	8	0.33 NA	1920 CLSD		1870 CLSD	1827 CLSD	1920 CLSD

RESA RWY 02 90 x 90 m

MINIMA

IFR Take-off		
RWY	Day	Night
02[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 02 not available.

LIGHTING

Runway: RWY 02 reduced in length to 1920 m. RWY 02 LIH ALS 5 bar, LIL ALS 2bar, PAPI 3.00°/TCH 73, LIH RWY

Aerodrome: ABN FLG W, 3.75 SEC WDI

Taxiway: All sealed taxiways except F, E12, E13 and E14 — CL and clearance bars. Taxiway E14 — CL

Apron: Edge and floodlighting

Standby power available.

FACILITIES

Fuel: Jet A1 — Carnet into plane, Shell Aviation, 133.7 MHz, Tel (03) 358 3676

Customs Passenger

Immigration Repairs

Refer to NZCH AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Christchurch International Airport Ltd, PO Box 14 001, Christchurch
Tel (03) 358 5029 Fax (03) 353 7730

Designated security aerodrome.

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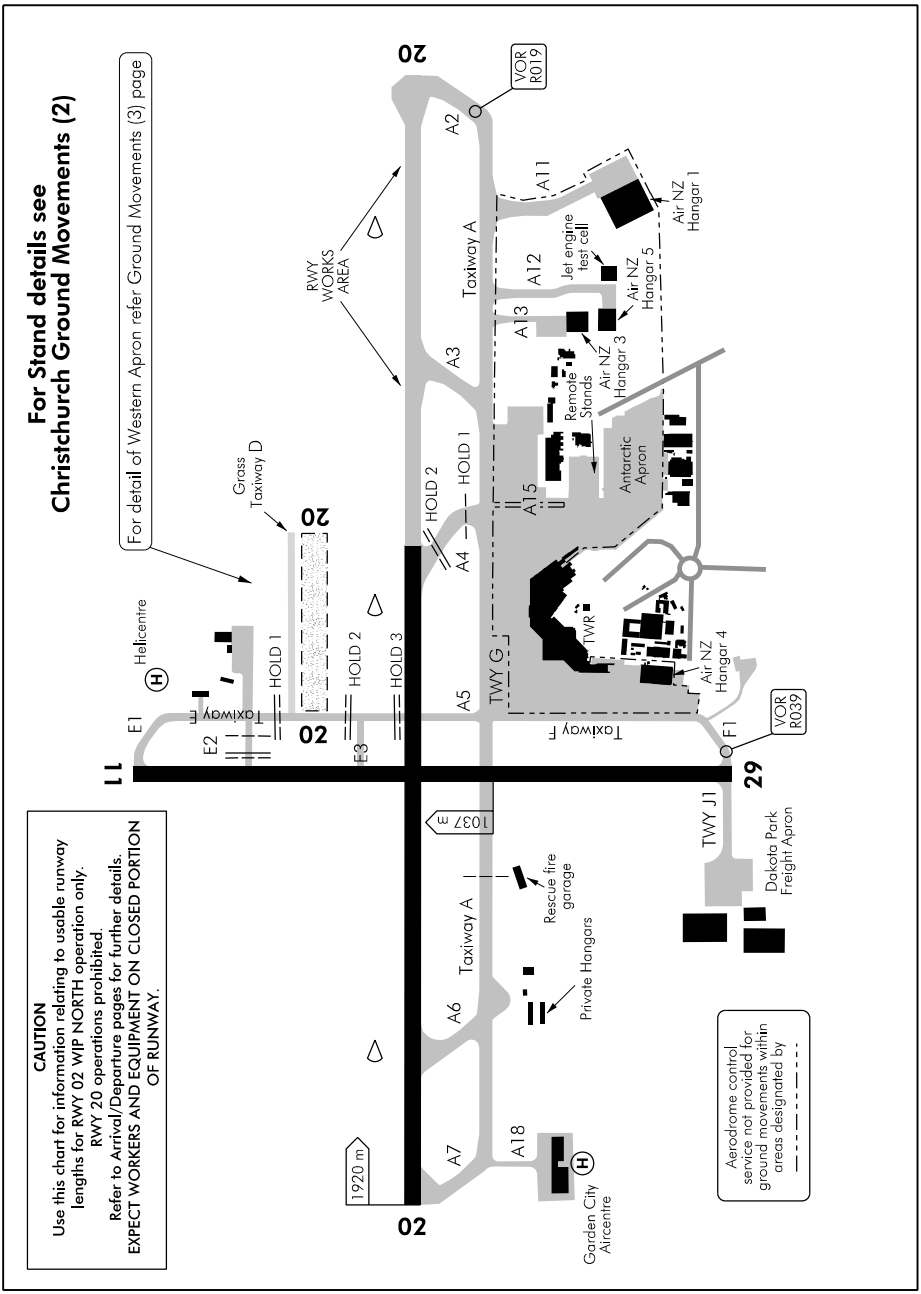
ELEV 123

NZCH

CHRISTCHURCH

GROUND MOVEMENTS – RWY 02 – WIP NORTH

TOWER: 118.4 119.65 *GROUND*: 121.9 119.65 *DELIVERY*: 128.2 *ATIS*: 127.2 *FIRE*: 134.7



CHGMWIPN-F

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ELEV 123

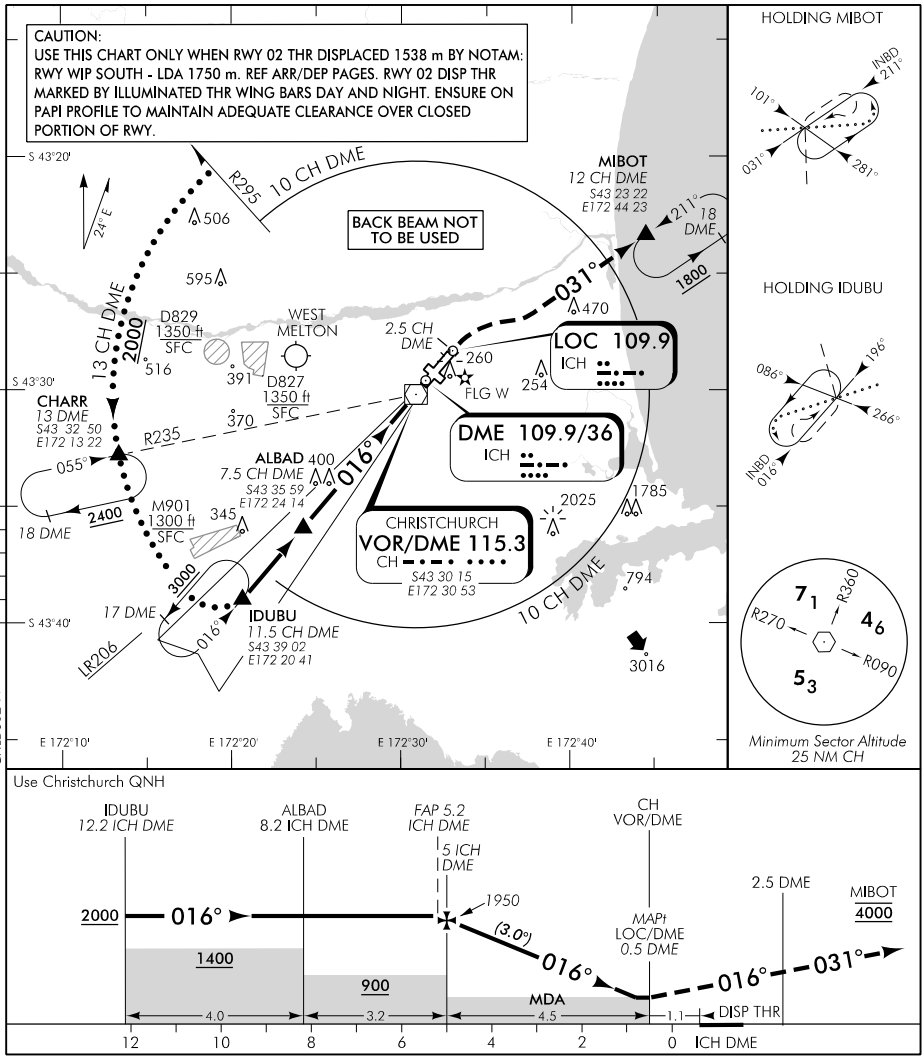
DISP RWY 02 THR ELEV 106

CAT A,B,C,D

CHRISTCHURCH

LOC/DME S RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



MISSED APCH: MAX IAS 210 kt. Track 016° to 2.5 CH DME, turn RIGHT intercept R031 to MIBOT **4000**

ICH DME DIST	10	9	8	7	6	5	4	3	2	1	0.9	MAPt 0.5
Advisory Altitude 5.2%	3550	3230	2910	2590	2270	1950	1630	1310	990	670	MDA	MDA
Category	A			B			C			D		
LOC/DME	**620**(514) – 3600						**620**(514) – 4400					
Circling	**660**(537) – 3600						***830**(707) – 4400			***860**(737) – 4600		

* CAT C/D circling airspace containment not assured.

Changes from 10 SEP 20: LOC/DME minima, MDA distance, IDUBU-ALBAD MSA.

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ELEV 123

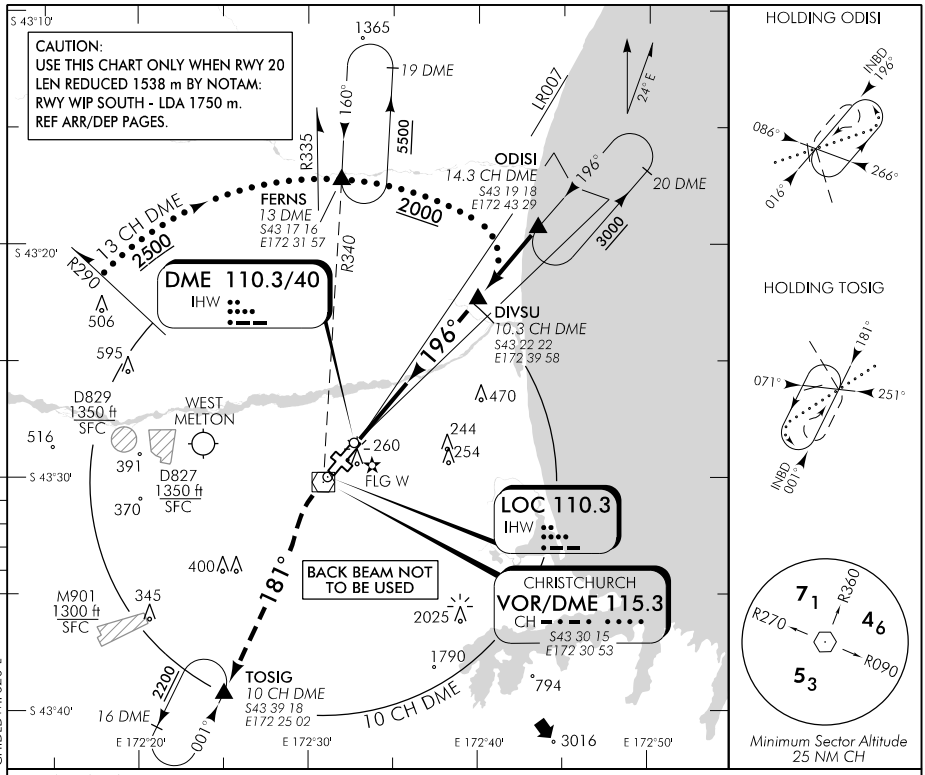
RWY 20 THR ELEV 93

CAT A,B,C,D

CHRISTCHURCH

ILS/DME S or LOC/DME S RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Changes from 16 JUL 20: Circling minima.

MISSED APCH: MAX IAS 210 kt. Track 196° to CH VOR/DME, turn LEFT intercept R181 to TOSIG 4000

IHW DME DIST	0.6	1	1.1	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA	410	MDA	730	1060	1380	1710	2040	2370	2700	3030	3370
Category	A			B			C			D/D_L		
ILS/DME (CAT I)	**293**(200) – 800											
ILS/DME LIH ALS U/S	**343**(250) – 1200											
LOC/DME	**450**(357) – 1500											
Circling	**640**(517) – 1900			**660**(537) – 2800			***830**(707) – 3700			***860**(737) – 4600		

* CAT C/D circling airspace containment not assured.

Effective: 10 SEP 20

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CHRISTCHURCH
ILS/DME S or LOC/DME S RWY 20

ELEV 123

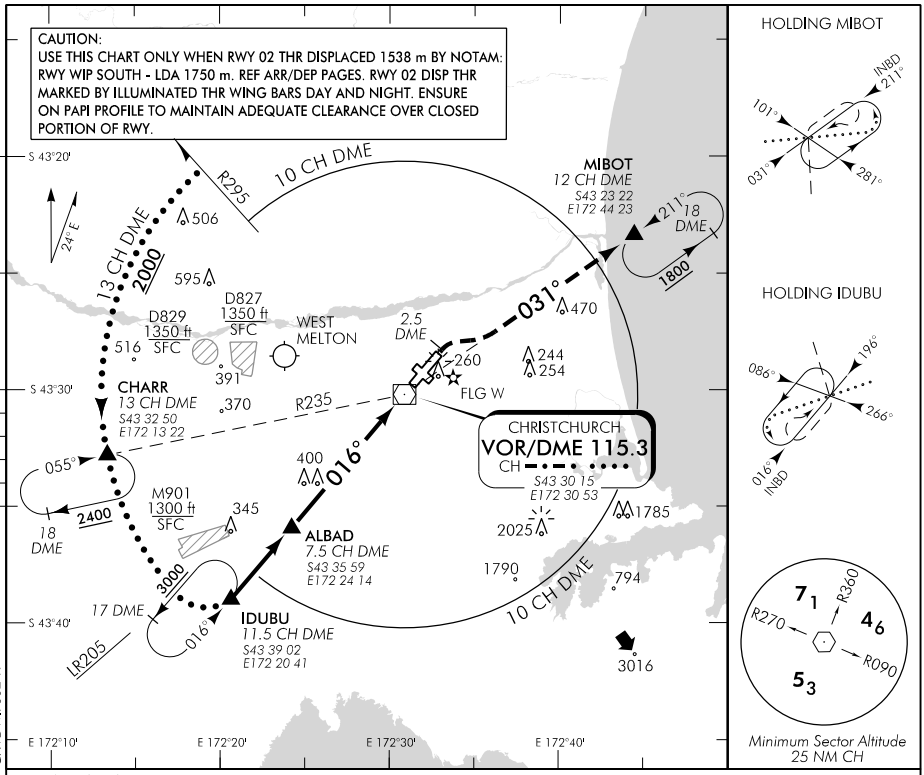
DISP RWY 02 THR ELEV 106

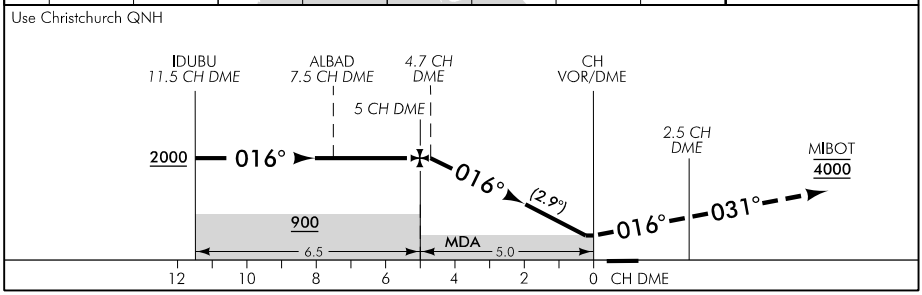
CAT A,B,C,D

CHRISTCHURCH

VOR/DME S RWY 02

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2





MISSED APCH: MAX IAS 210 kt. Track 016° to 2.5 CH DME, turn RIGHT intercept R031 to MIBOT 4000

CH DME DIST	10	9	8	7	6	5	4	3	2	1	0.2	MAPt
Advisory Altitude 5%	3550	3250	2950	2650	2350	2050	1750	1450	1150	850	MDA	MDA
Category	A			B			C			D		
VOR/DME	**620**(514) – 3600						**620**(514) – 4400					
Circling	**660**(537) – 3600						***830**(707) – 4400			***860**(737) – 4600		

* CAT C/D circling airspace containment not assured.

Changes from 26 MAR 20: Circling minima.

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ELEV 123

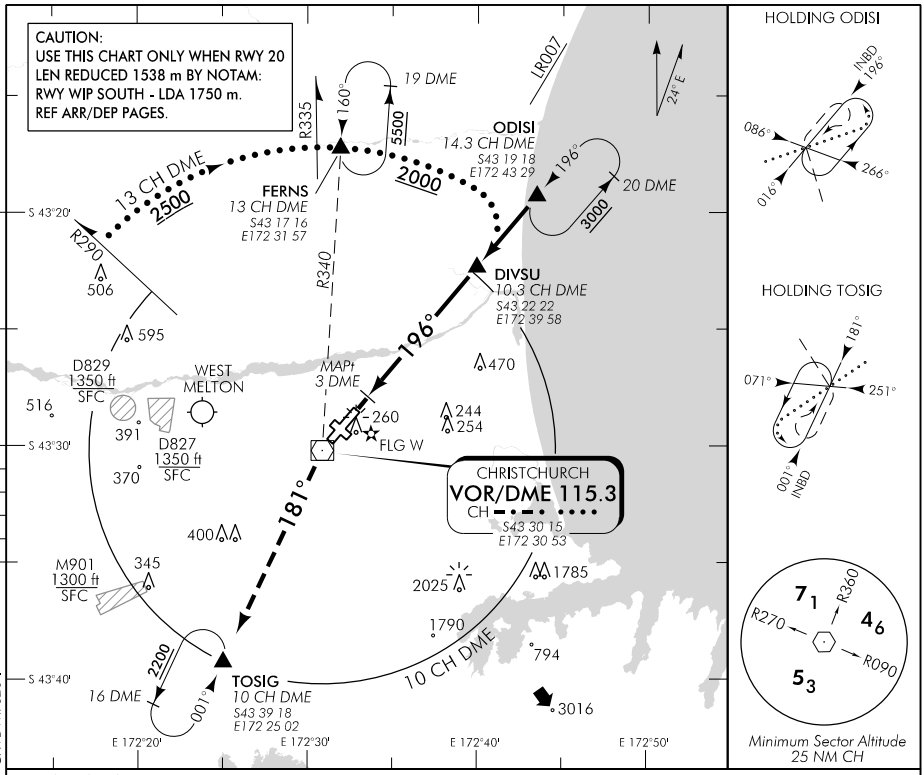
RWY 20 THR ELEV 93

CAT A,B,C,D

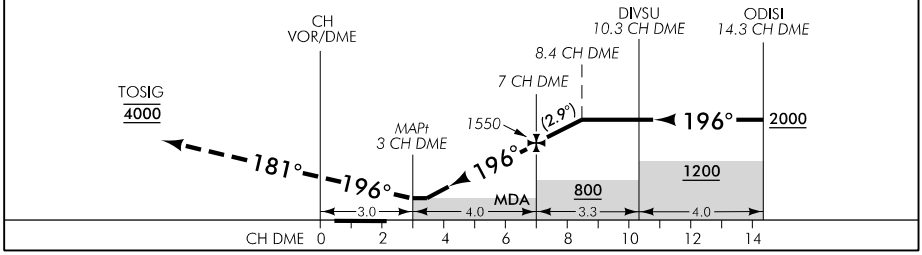
CHRISTCHURCH

VOR/DME S RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



Use Christchurch QNH



Changes from 26 MAR 20: Circling minima.

MISSED APCH: MAX IAS 210 kt. Track 196° to CH VOR/DME, turn LEFT track R181 to TOSIG 4000

CH DME DIST	MAPt 3	3.4	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	650	950	1250	1550	1850	2150	2450

Category	A	B	C	D
VOR/DME	**480**(387) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	***830**(707) – 3700	***860**(737) – 4600

* CAT C/D circling airspace containment not assured.

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ELEV 123

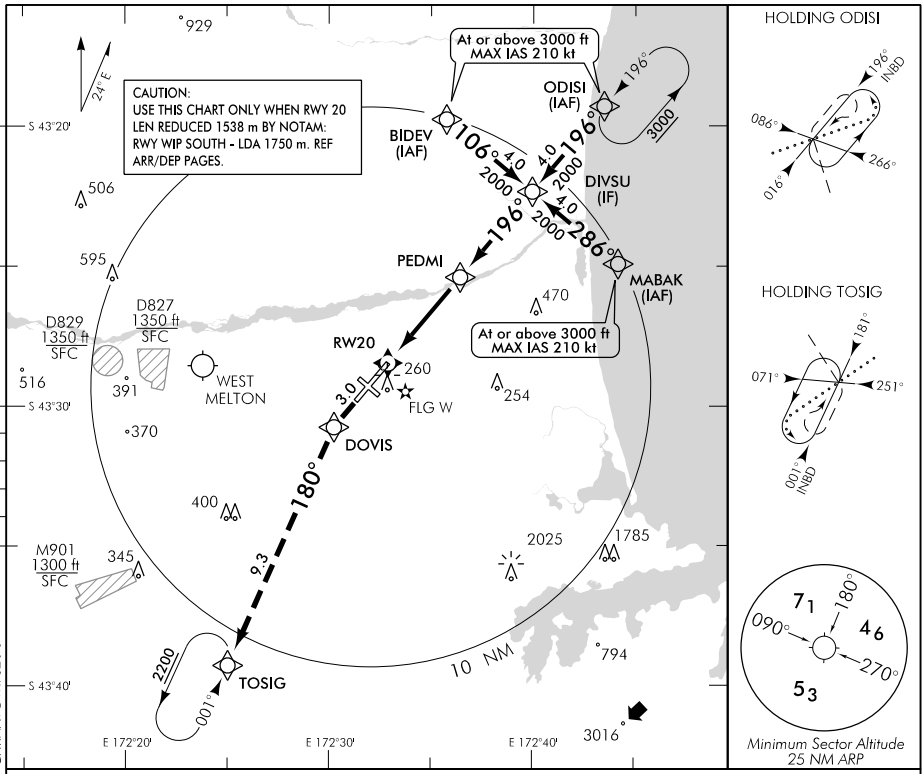
RWY 20 THR ELEV 93

CAT A,B,C,D

CHRISTCHURCH

RNAV (GNSS) S RWY 20

CHRISTCHURCH APPROACH: 120.9 126.1 128.75 *TOWER*: 118.4 119.65 *ATIS*: 127.2



MISSED APCH: MAX IAS 210 kt. Track 196° to DOVIS, turn LEFT track 180° to TOSIG 4000

DISTANCE to WPT	RW20	0.7	1	2	3	PEDMI	1	2	3	DIVSU
Advisory Altitude 3°	MDA	DA	MDA	780	1100	1420	1740	2050	2370	2690

Category	A	B	C	D
LNAV/VNAV*	**370**(277) – 1500			
LNAV	**450**(357) – 1500			
Circling	**640**(517) – 1900	**660**(537) – 2800	**#830**(707) – 3700	**#860**(737) – 4600

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# CAT C/D circling airspace containment not assured.

Effective: 24 FEB 22

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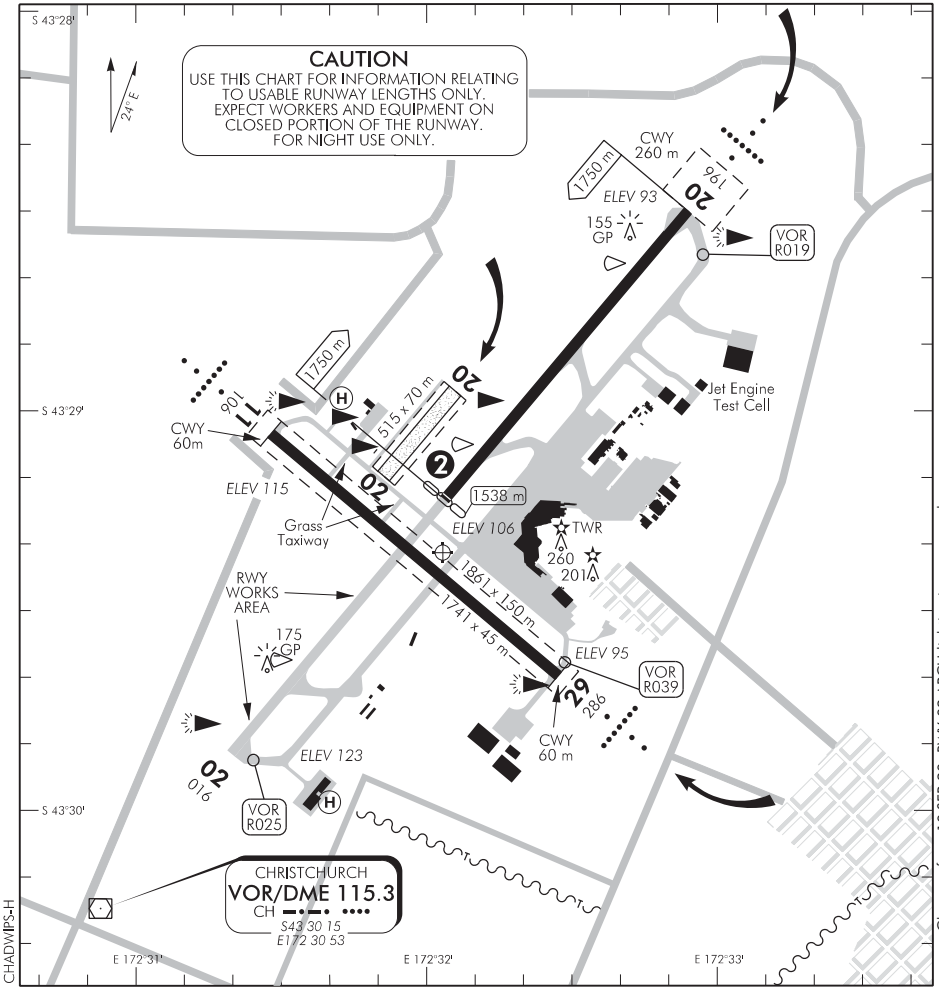
ELEV 123

NZCH

CHRISTCHURCH

AERODROME (1) — RWY 02/20 — WIP SOUTH

TOWER: 118.4 119.65 *GROUND:* 121.9 119.65 *DELIVERY:* 128.2 *ATIS:* 127.2 *FIRE:* 134.7



1. Chart to be used during runway WIP South on RWY 02/20. Reduced length for take-off and landing will apply. Activation of restrictions will be by ATIS or RTF. Works will not take place when runway is wet.
2. During runway WIP South RWY 02 threshold is displaced by 1538 m
3. Full length take-off available to approved long-haul international aircraft with prior notice.
4. Circuit: RWY 02, 11 — Left hand
   RWY 20, 29 — Right hand
5. Circuit altitudes unless otherwise instructed by ATC:
   (a) Using grass runway — 900 ft AMSL.
   (b) Using sealed runways — 1500 ft AMSL.
6. ATC Speed Requirements:
   Arriving IFR: on instrument approach not less than 150 kt IAS to 5 NM from touchdown
   VFR in circuit (except Grass RWY 02/20):
   approach speed of not less than 90 kt IAS when above 400 ft AMSL.

(continued)

S 43 29 22 E 172 32 04

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7. RWY 11/29 not available to Code E or F ACFT (except for emergency use) due to lack of sealed shoulders and incompatible TWY access and egress.
8. Grass Runway 02/20
   (a) Area:
   Grass Taxiway D marked by white marker boards on the eastern edge and yellow marker boards on western edge.
   (b) Circuit:
   Whenever possible do not extend further north or south than abeam main paved RWY 02/20 thresholds.
   (c) Taxiing Procedure:
   Aircraft after landing turn towards the Canterbury Aero Club building to vacate the runway unless otherwise instructed by ATC. That is after landing RWY 02 turn left and after landing RWY 20 turn right.
   (d) Taking off, on touch-and-go or low approach:
   Because of simultaneous operations on the main RWY 02/20 aircraft taking off, on touch-and-go or low approach **must not converge towards the main runway.** Passing 420 ft AMSL aircraft are to commence a turn to diverge away from the main runway by at least 10°, then fly a square crosswind. The turn is not required if ATC confirm on departure a non-standard turn towards the main runway.
   (e) Transponder Operation:
   VFR aircraft operating in the circuit for Grass RWY 02/20 are to set their transponder to code **2200**, unless otherwise directed by ATC.
9. **CAUTION:**
   - Bird hazard. Refer to NZCH AD 2.23.
   - Jet engine test cell. Refer to NZCH AD 2.23 and page NZCH AD 2-53.1.
10. MET balloons released irregularly. Refer to Table ENR 5.3-7.
11. Aircraft making a touch-and-go, go-around or missed approach off main RWY 02/20, in VMC, should maintain a track on or east of the RWY centreline due to potential grass runway traffic.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:30	Take-off distance 1:50	Take-off distance 1:62.5	LDG DIST
02 20	B	PCN 72 F/B/X/T	8	0.23U 0.23D	1750 1750		1810	2010	1750 1750

RESA RWY 02 240 x 150 m CWY RWY 02 — 260 m
RESA RWY 20 190 x 150 m CWY RWY 20 — 60 m

MINIMA

IFR Take-off		
RWY	Day	Night
02/20[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 02/20 not available.

LIGHTING

Runway: 02 LIH RWY, PAPI 3.00°/TCH 53 ft
Inset take-off position markers
20 LIH ALS 5-bar, LIL ALS 2-bar, PAPI 3.00°/TCH 73, LIH RWY
Inset take-off position markers
11 LIL ALS 1-bar, PAPI 3.00°/TCH 59 ft, LIL RWY
29 LIL ALS 1-bar, PAPI 3.00°/TCH 58 ft, LIL RWY

Aerodrome: ABN FLG W, 3.75 SEC WDI

Taxiway: All sealed taxiways except F, E12, E13 and E14 — CL and clearance bars.
Taxiway E14 — CL

Apron: Edge and floodlighting

Standby power available.

FACILITIES

Fuel: Jet A1 — Carnet into plane, Shell Aviation, 133.7 MHz, Tel (03) 358 3676

Customs Passenger

Immigration Repairs

Refer to NZCH AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Christchurch International Airport Ltd, PO Box 14 001, Christchurch
Tel (03) 358 5029 Fax (03) 353 7730

Designated security aerodrome.

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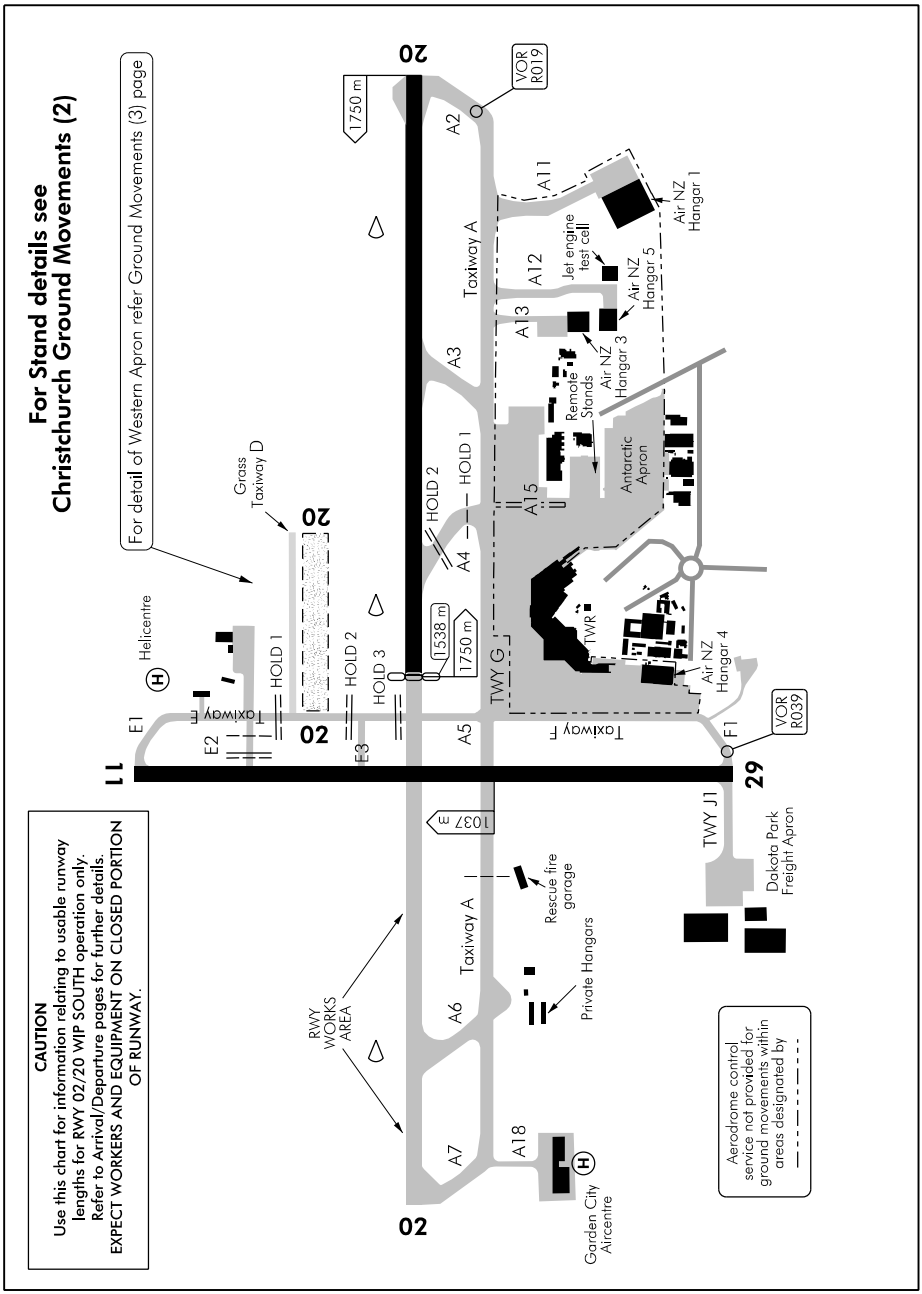
ELEV 123

NZCH

CHRISTCHURCH

GROUND MOVEMENTS – RWY 02/20 – WIP SOUTH

TOWER: 118.4 119.65 *GROUND*: 121.9 119.65 *DELIVERY*: 128.2 *ATIS*: 127.2 *FIRE*: 134.7



CHGMWIPS-F

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

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CHRISTCHURCH
GROUND MOVEMENTS – RWY 02/20 – WIP SOUTH

NZDN / DUD DUNEDIN

RUNWAY / FACILITIES

CAT: A	Mag 25E			Elev 4ft
RWY	CAT II/III	Length	AID	TCH
03/21	N/A	1900m	PAPI	58ft
Standby Power Available		RFS: Cat 6		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Christchurch (5), Invercargill (4), Queenstown (3)*				

*** Only available as a departure alternate for suitably qualified crew**.

THREATS
• Severe turbulence may occur in strong north-westerly conditions. Strong windshear is common with light and variable surface winds and strong winds at altitude. • VFR traffic – may operate in NZT955 (Dunedin City), NZT958 (Taieri), and NZT959 (Mt Hyde) without reference to ATC. Tracking restrictions apply – refer to arrivals section. • Bird Hazard – for more information refer to NZDN AD2-51.1. • Training Aircraft – International students who may lack experience and situational awareness. • Taxiway Routing Instructions – Dunedin Tower may issue clearances via taxiway Bravo. Default taxi route is not always taxiway Alpha, particularly when jet aircraft are on start/push-back from Gates 1-3.

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ARRIVALS

GENERAL

At night time the following applies:

- Circling approaches are not permitted.
- If a go-around is required after a visual approach has been approved, the applicable ILS/DME missed approach procedure must be flown. **A go-around into the circuit is not permitted**.

As per NZAIP (AD1.5-10) aircraft on a visual approach are to enter into the aerodrome circuit in the event of a go-around. Therefore, for a night visual approach, the standard missed approach has to be specifically requested from Dunedin. This request shall be made at the time of requesting the visual approach.

During day time, **Category C circling approaches are not permitted**. If a circling approach is required, it must be flown Category B. The company circling minima applies.

DUNEDIN RNAV ARRIVALS

Christchurch Control will issue STAR clearances for arrivals into Dunedin. Aircraft on divert from Invercargill or Queenstown will be issued an onwards clearance containing the applicable STAR clearance.

VISUAL APPROACHES

Unless otherwise instructed by Dunedin Tower, aircraft must join via the following:

Runway 03

- Aircraft joining via a right visual circuit for RWY 03 shall not descend below 2,000ft until established on base leg and west of State Highway 1.
- Aircraft joining via a left visual circuit for RWY 03 shall not descend below 3,000ft until passing overhead or abeam Outram visual reporting point.

Runway 21

- Aircraft joining via a right visual circuit for RWY 21 shall contain their base turn within 4 IDN DME.
- Aircraft joining from the north can track direct to the threshold only after crossing ADBAD or 8 SW DME. Aircraft shall pass over or abeam MI NDB not below 1800ft.

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TRANSIT LANES

NZT959 (Mt Hyde) shares its eastern boundary with the instrument approach fan. There is no easily defined geographic reference to determine this boundary. Aircraft may be operating up to 2500ft within this transit area, without a transponder, and no reference to Dunedin Tower. **Aircraft must maintain at least 3,000ft when operating above NZT959**.

NZT955 (Dunedin City) transit lane extends from Milton north to Swampy VOR. **Aircraft must maintain at least 2,000ft when operating above NZT955**.

NZT958 (Taieri) transit lane is situated on final approach to Runway 21 (6 IDN to 9 IDN DME). **Aircraft must maintain at least 1,800ft when operating above NZT958**.

GROUND OPERATIONS

COMMUNICATIONS

Dunedin Traffic is available on frequency **130.3 MHz**. ETA, Fuel and special requirements need to be passed prior to arrival.

DE-ICING PROCEDURE

AC external power is available for de-icing/clearing the main windscreens on request from the ground staff.

PARKING

Gate	Parking Orientation	Taxiway Lines
4 (Primary Gate)	North	4N
	South	4S
5 (Secondary Gate)	North	5N
	South	5S

Simultaneous movements on taxiway lines 4S and 5N are prohibited.

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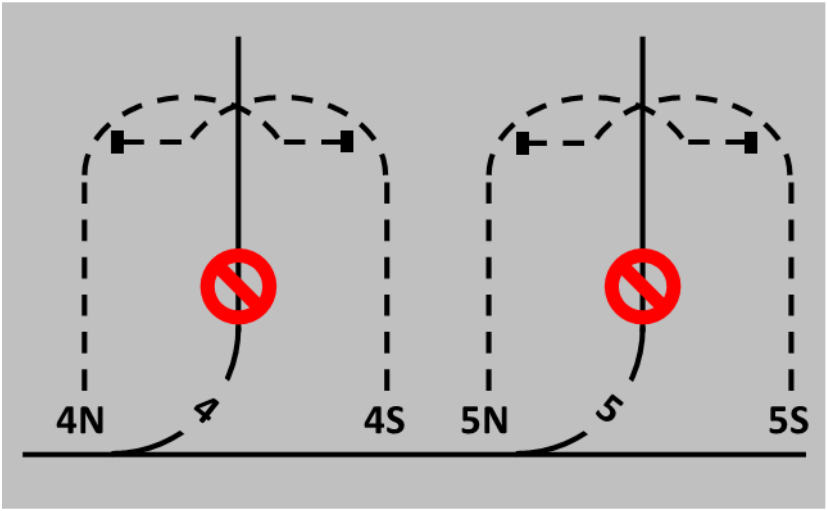

DEPARTURES

VISUAL DEPARTURES

On request, Dunedin Tower may issue visual departure instructions to re-join the SID. Aircraft on a visual departure shall avoid flying through the transit lanes.

REDUCED TAKE-OFF MINIMA

Authorised – RWY 03/21 Visibility not below 0-400.

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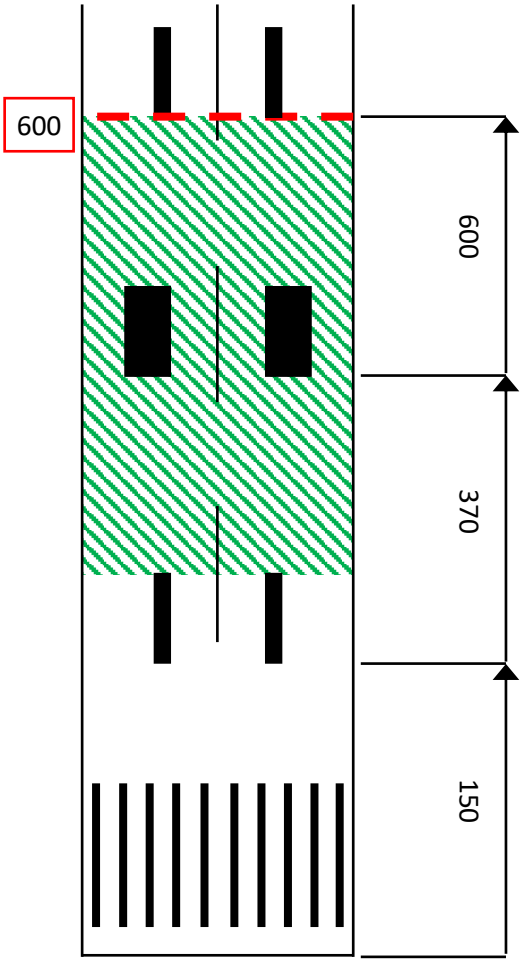
TOUCHDOWN ZONE

RUNWAY 03/21

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

ELEV 4
NZDN
TOWER: 120.7 122.4 *ATIS:* 126.45 *UNATTENDED:* 120.7

DUNEDIN
ARRIVAL/DEPARTURE

Arrival Procedures

From the north:

By day VFR traffic may be operating without reference to Dunedin Tower when within:

- NZT955 (Dunedin City) VFR transit lane (1500 ft);
- NZT958 (Taieri) VFR transit lane (1100 ft)
- NZT959 (Mt Hyde) VFR transit lane (2500 ft)

Departure Procedures

Refer Dunedin SIDs.

International Departures

International flights that will leave the NZZC FIR via LIBLA or ADKOS are to cross LIBLA or ADKOS at cleared level or advise ATC if unable.

Instrument Training Operations

Due to traffic congestion at times, all instrument training operations must be booked using the Dunedin menu on the IFIS system, refer ENR 1.9-5 para 5.1.3.

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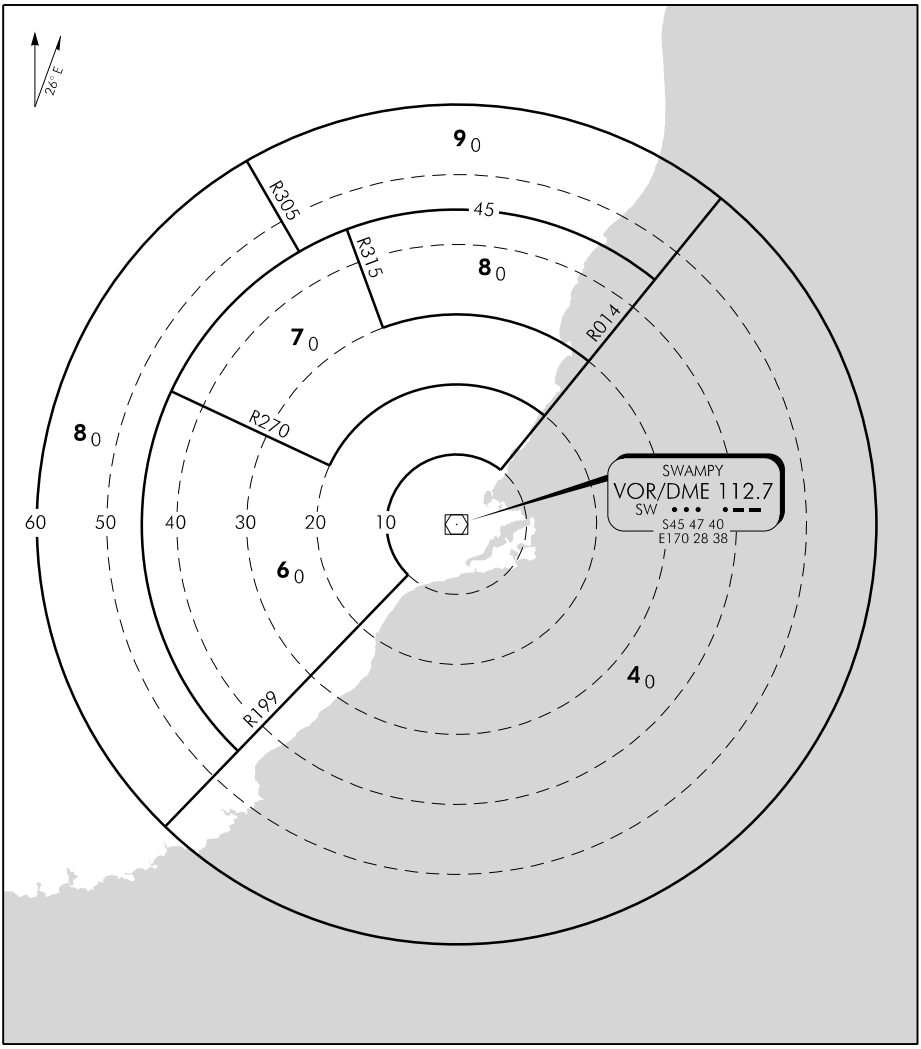
DUNEDIN (SWAMPY)

VOR/DME MRA SECTORS (VORSEC)



DNMRA-D

Changes from 13 SEP 18: VAR updated.

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DUNEDIN (SWAMPY)
VOR/DME MRA SECTORS (VORSEC)

ELEV 4
NZDN
TOWER: 120.7 122.4

CAT A,B,C,D
ATIS: 126.45

DUNEDIN

RNAV (GNSS) STAR RWY 03 (1)

UNATTENDED: 120.7

Changes from 31 JAN 19: VAR amended, tracks updated.

© Civil Aviation Authority

ELEV 4
NZDN
TOWER: 120.7 122.4

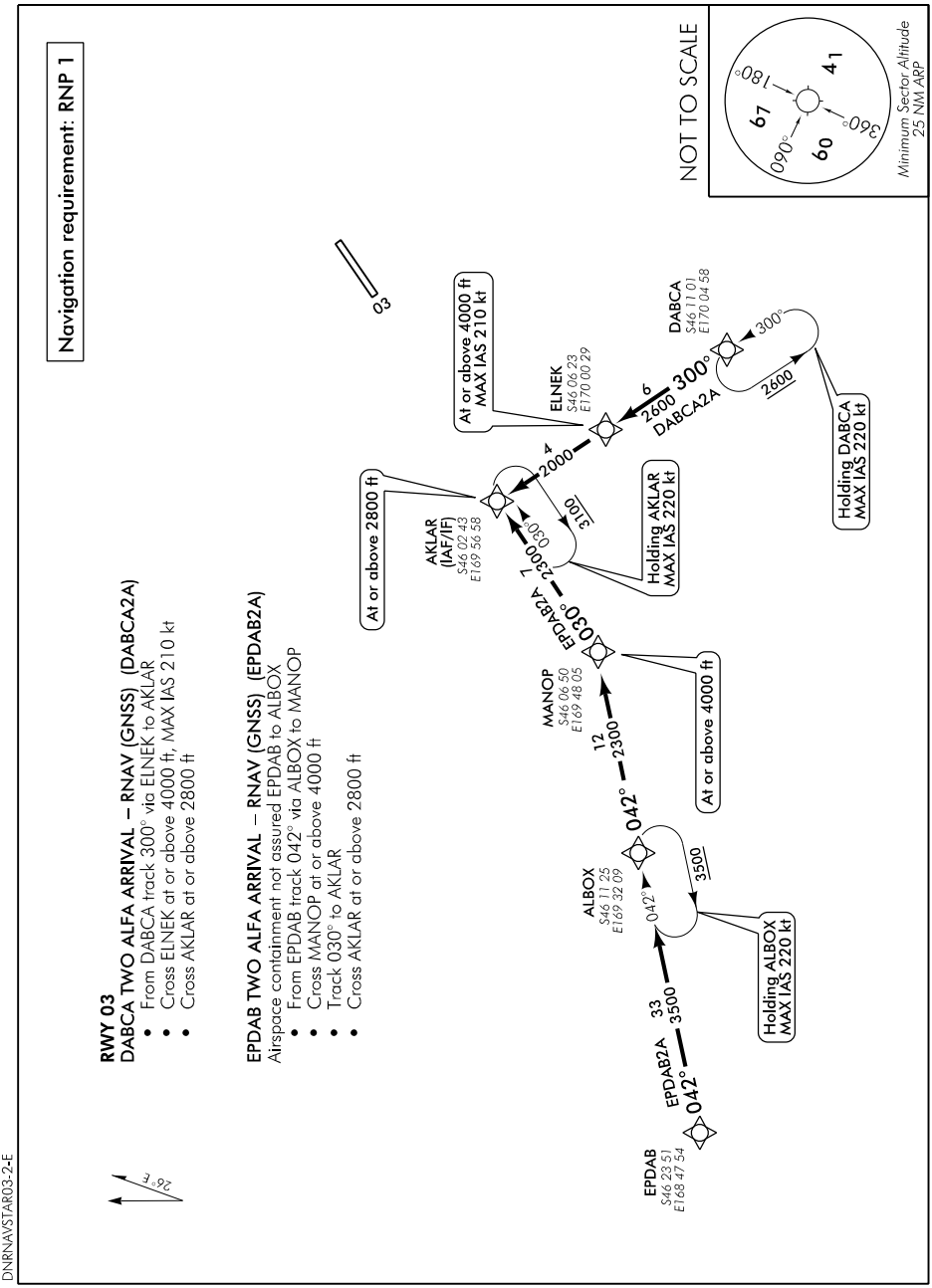
CAT A,B,C,D

ATIS: 126.45

DUNEDIN

RNAV (GNSS) STAR RWY 03 (2)

UNATTENDED: 120.7



DNRNAVSTAR03-2-E

© Civil Aviation Authority

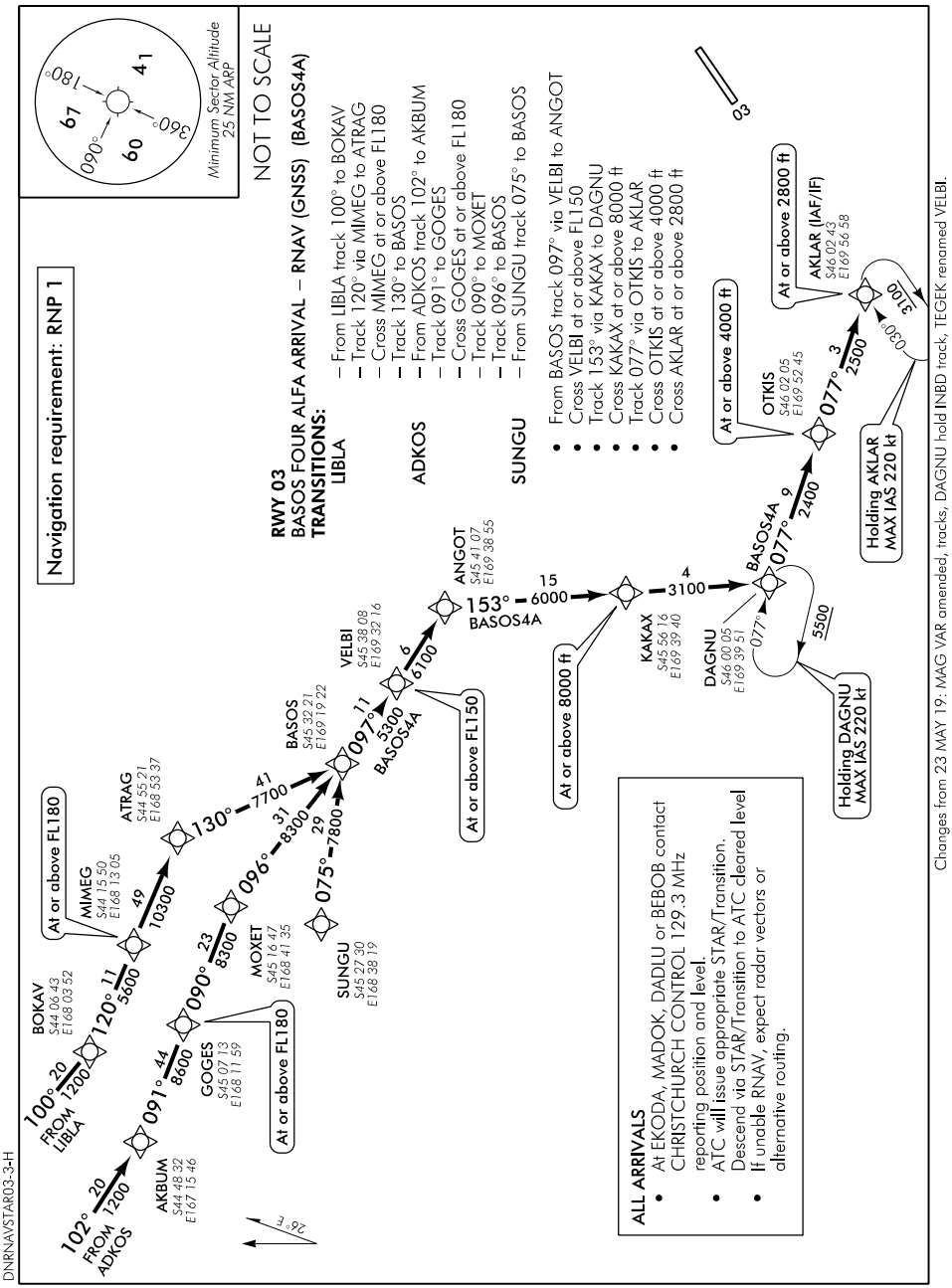
DUNEDIN
RNAV (GNSS) STAR RWY 03 (2)

ELEV 4
NZDN
TOWER: 120.7 122.4

CAT A,B,C,D
ATIS: 126.45

DUNEDIN
RNAV (GNSS) STAR RWY 03 (3)

UNATTENDED: 120.7



Changes from 23 MAY 19: MAG VAR amended, tracks, DAGNU hold INBD track, TEGEK renamed VELBI.

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ELEV 4
NZDN
TOWER: 120.7 122.4

CAT A,B,C,D

ATIS: 126.45

DUNEDIN

RNAV (GNSS) STAR RWY 21 (1)

UNATTENDED: 120.7

DNRNAVSTAR21-1-E

© Civil Aviation Authority

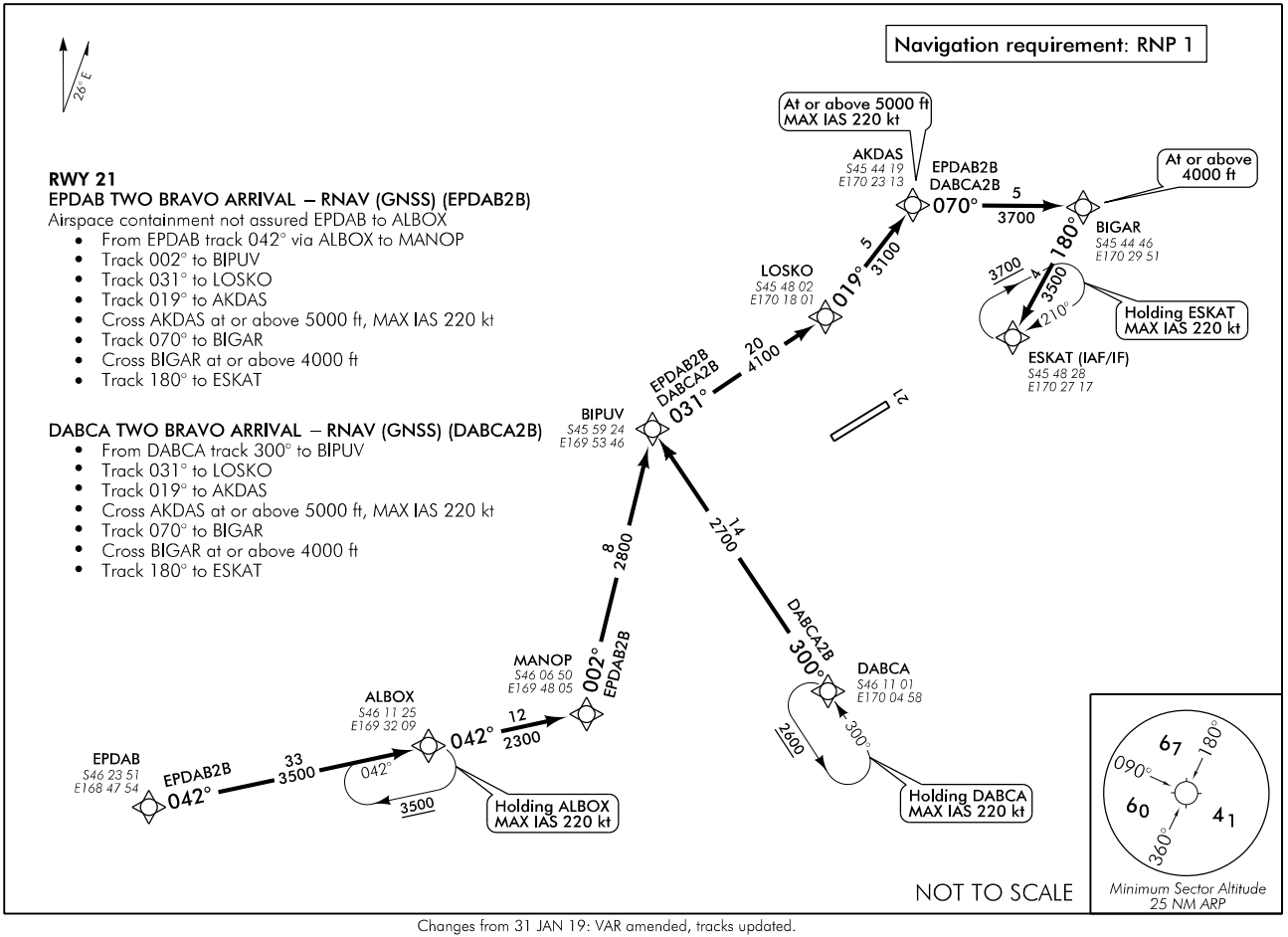
ELEV 4
NZDN
TOWER: 120.7 122.4
ATIS: 126.45

CAT A,B,C,D

DUNEDIN
RNAV (GNSS) STAR RWY 21 (2)

UNATTENDED: 120.7

Effective: 12 SEP 19



Changes from 31 JAN 19: VAR amended, tracks updated.

© Civil Aviation Authority

ELEV 4
NZDN
TOWER: 120.7 122.4
ATIS: 126.45
UNATTENDED: 120.7

CAT A,B,C,D

DUNEDIN
RNAV (GNSS) STAR RWY 21 (3)

Effective: 12 SEP 19

© Civil Aviation Authority

DUNEDIN
RNAV (GNSS) STAR RWY 21 (3)

Navigation requirement: RNP 1

RWY 21
BASOS THREE BRAVO ARRIVAL – RNAV (GNSS) (BASOS3B)
TRANSITIONS:

LIBLA
– From LIBLA track 100° to BOKAV
– Track 120° via MIMEG to ATRAG
– Cross MIMEG at or above FL180
– Track 130° to BASOS

ADKOS
– From ADKOS track 102° to AKBUM
– Track 091° to GOGES
– Cross GOGES at or above FL180
– Track 090° to MOXET
– Track 096° to BASOS

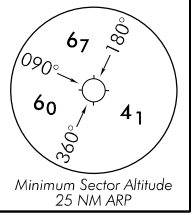
SUNGU
– From SUNGU track 075° to BASOS

- From BASOS track 097° via VELBI to ANGOT
- Cross VELBI at or above FL150
- Track 058° to EMTOX
- Cross EMTOX at or above 8000 ft
- Track 092° to ADBAD
- Track 180° via BIGAR to ESKAT
- Cross BIGAR at or above 4000 ft

100° FROM LIBLA 20 1200
BOKAV S44 06 43 E168 03 52
At or above FL180
MIMEG S44 15 50 E168 13 05
120° 11 5800
49 10300
ATRAG S44 55 21 E168 53 37
130° 41 7700
BASOS S45 32 21 E169 19 22
FROM ADKOS 102° 20 1200
AKBUM S44 48 32 E167 15 46
091° 44 8600
GOGES S45 07 13 E168 11 59
At or above FL180
090° 23 8300
MOXET S45 16 47 E168 41 35
096° 31 8300
SUNGU S45 27 30 E168 38 19
075° 29 7800
097° 11 5300 BASOS3B
At or above FL150
VELBI S45 38 08 E169 32 16
6 6100
058° BASOS3B 30 6100
ANGOT S45 41 07 E169 38 55
EMTOX S45 37 37 E170 21 06
At or above 8000 ft
092° 9 3500
Holding ADBAD MAX IAS 220 kt
185° 3700
ADBAD S45 41 32 E170 32 05
BASOS3B 4 3400 180°
At or above 4000 ft
BIGAR S45 44 46 E170 29 51
Holding ESKAT MAX IAS 220 kt
3700 4 3500 210°
ESKAT (IAF/IF) S45 48 28 E170 27 17
26° E
21

ALL ARRIVALS
- At EKODA, MADOK, DADLU or BEBOB contact CHRISTCHURCH CONTROL 129.3 MHz reporting position and level.
- ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level
- If unable RNAV, expect radar vectors or alternative routing.

NOT TO SCALE



Minimum Sector Altitude
25 NM ARP

Changes from 23 MAY 19: VAR amended, tracks updated, TEGEK renamed VELBI.

ELEV 4
NZDN
TOWER: 120.7 122.4

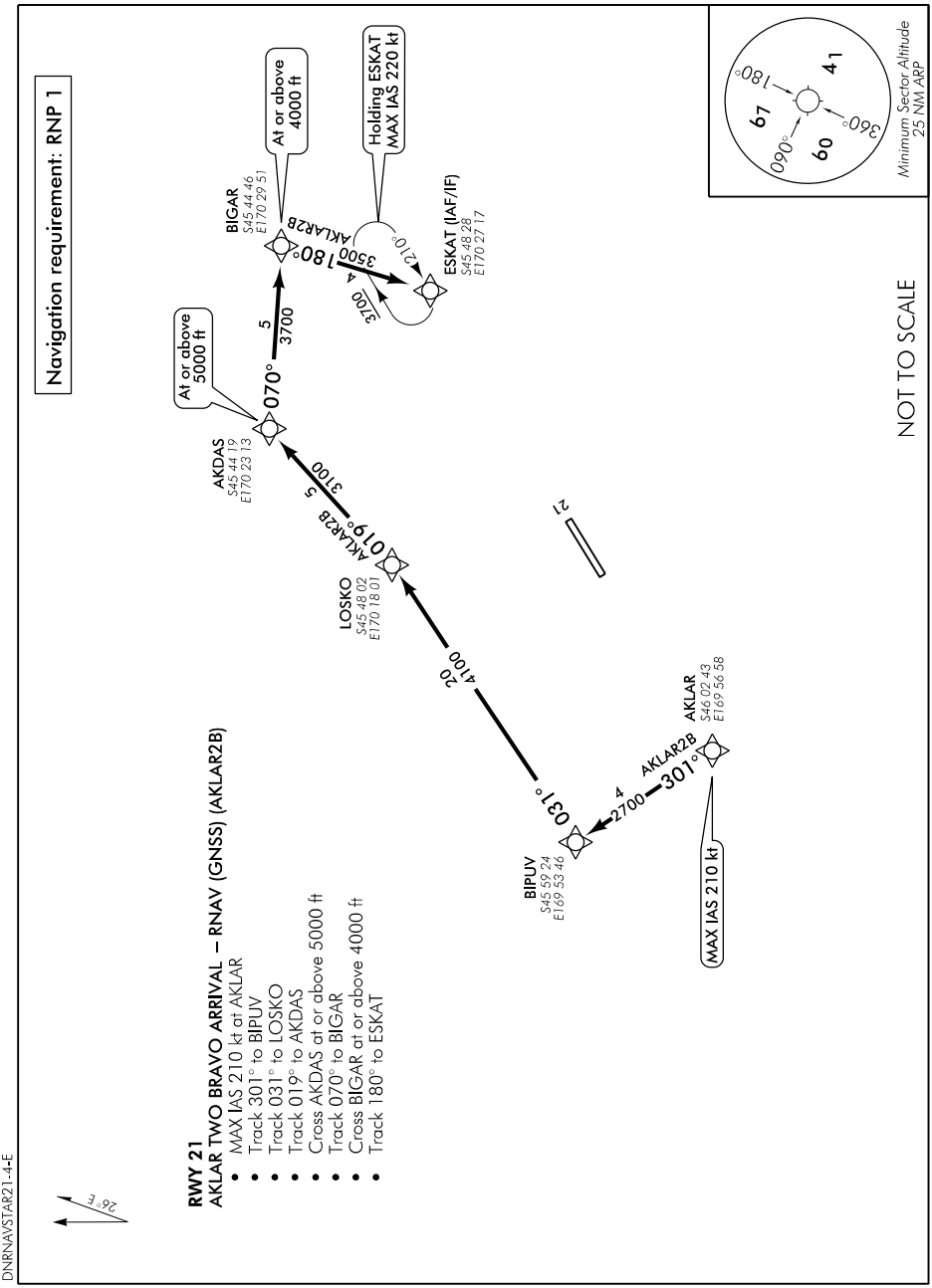
CAT A,B,C,D

ATIS: 126.45

DUNEDIN

RNAV (GNSS) STAR RWY 21 (4)

UNATTENDED: 120.7



DNRNAVSTAR21-4-E

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DUNEDIN
RNAV (GNSS) STAR RWY 21 (4)

ELEV 4

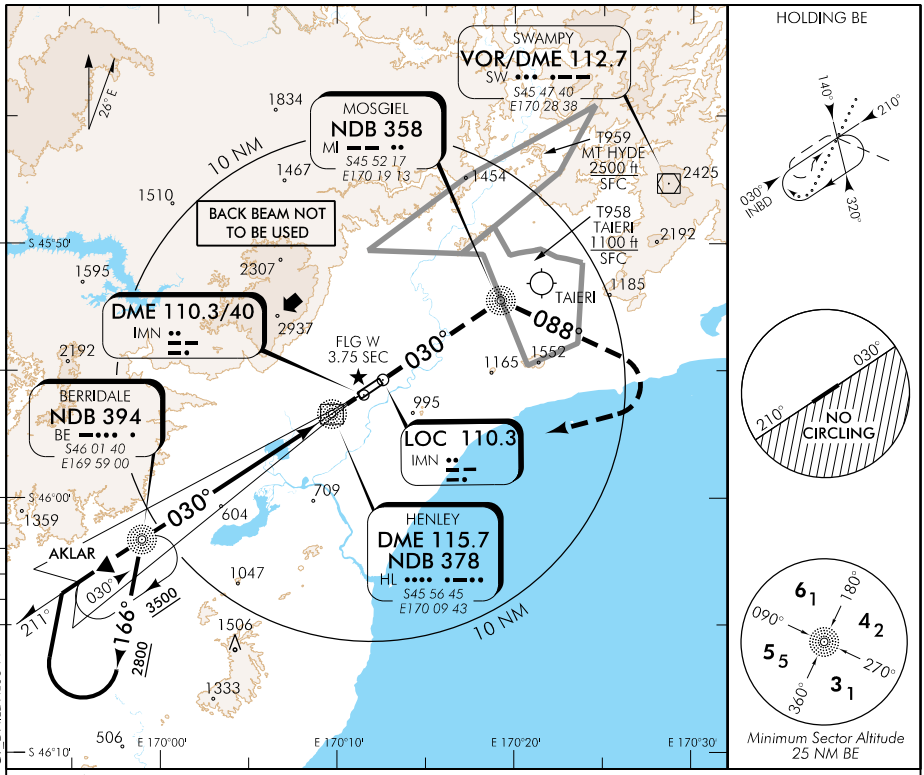
RWY 03 THR ELEV 3

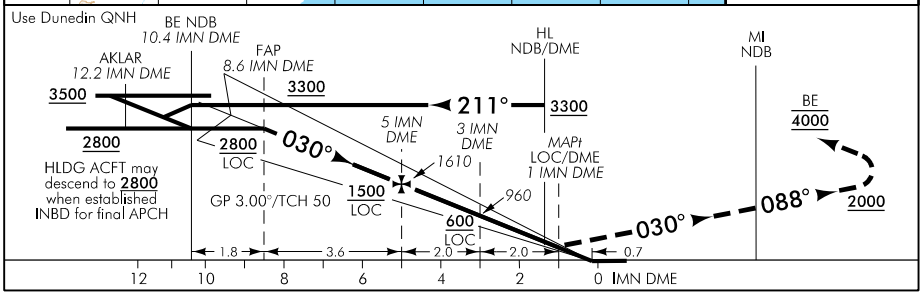
CAT A,B,C,D

DUNEDIN

ILS/DME or LOC/DME RWY 03

TOWER: 120.7 122.4 *ATIS*: 126.45 *UNATTENDED*: 120.7





MISSED APCH: Track 030° to MI NDB, turn RIGHT track 088° from MI NDB to **2000**, turn RIGHT direct to BE NDB hold **4000**

IMN DME DIST	10	9	8	7	6	5	4	3	2	1	0.8
Advisory Altitude 3°	3270	2940	2600	2270	1940	1610	1290	960	640	MDA	DA

Category	A	B	C	D
ILS/DME	**253**(250) – 1200			
LOC/DME	**330**(326) – 1800			
Circling*	**430**(426) – 1900	**790**(786) – 2800	NA	NA

* **Circling NA south east of RWY 03/21.**

Changes from 12 SEP 19: BE hold bearings updated.

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DUNEDIN
ILS/DME or LOC/DME RWY 03

ELEV 4

RWY 21 THR ELEV 4

TOWER: 120.7 122.4

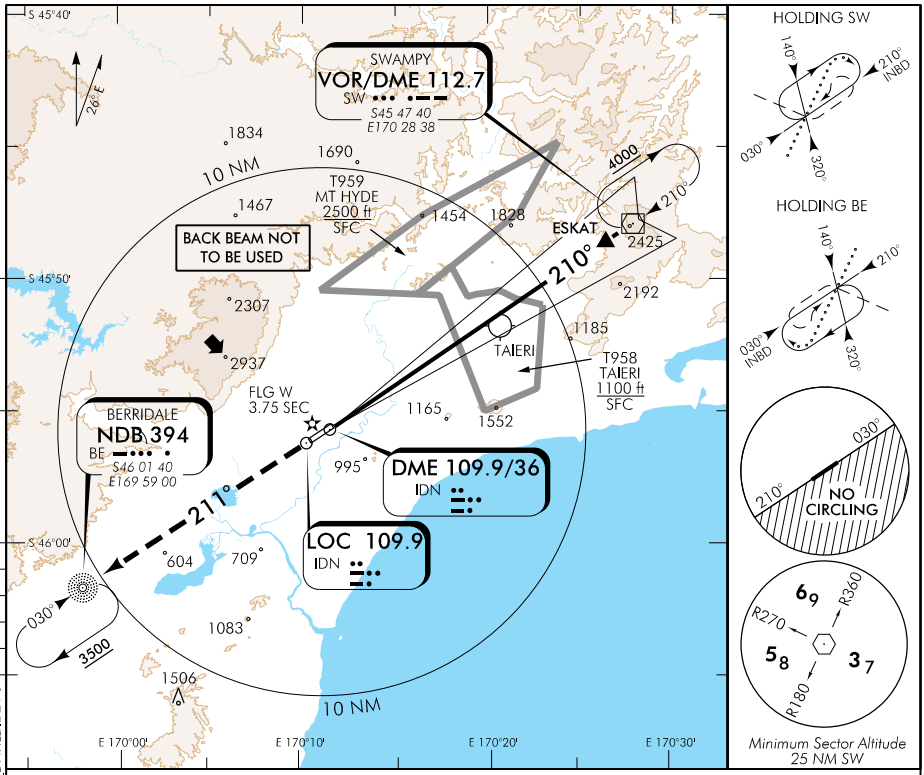
CAT A,B,C,D

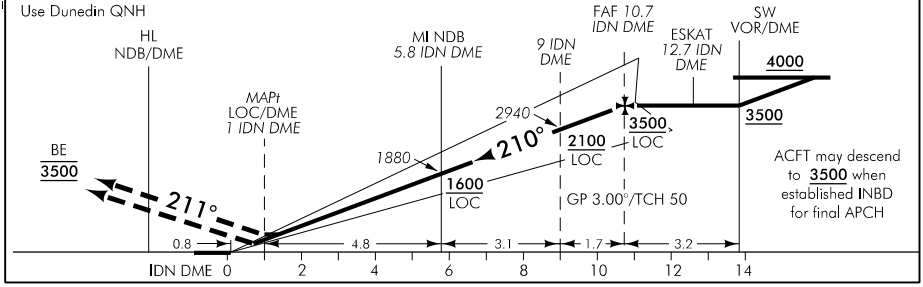
ATIS: 126.45

DUNEDIN

ILS/DME or LOC/DME RWY 21

UNATTENDED: 120.7





Changes from 12 SEP 19: SW and BE hold bearings updated.

MISSED APCH: Track 211° to BE NDB hold 3500

IDN DME DIST	0.8	1	1.3	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA	320	MDA	640	960	1290	1620	1940	2270	2610	2940	3270
Category	A			B			C			D		
ILS/DME	**254**(250) – 1200											
LOC/DME	**420**(416) – 1800											
Circling*	**430**(426) – 1900			**790**(786) – 2800			NA			NA		

*** Circling NA south east of RWY 03/21.**

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CT_DNHLDID21-J

ELEV 4

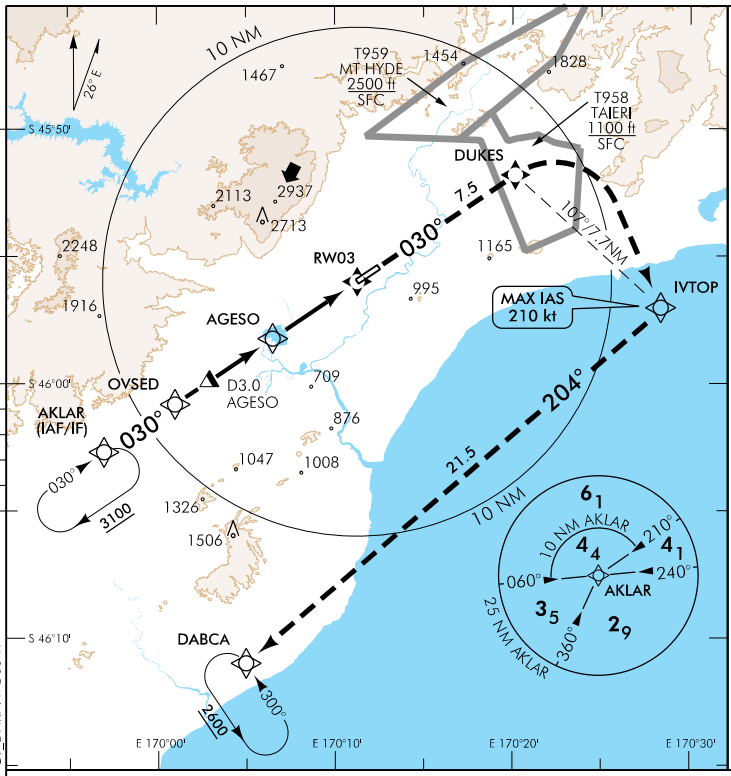
RWY 03 THR ELEV 3

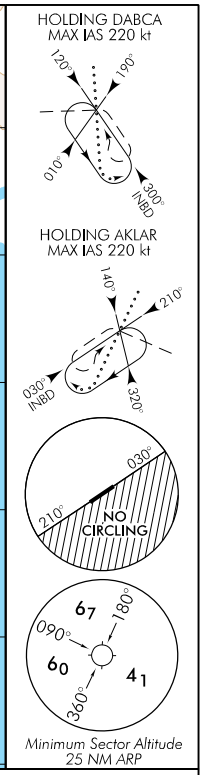
CAT A,B,C,D

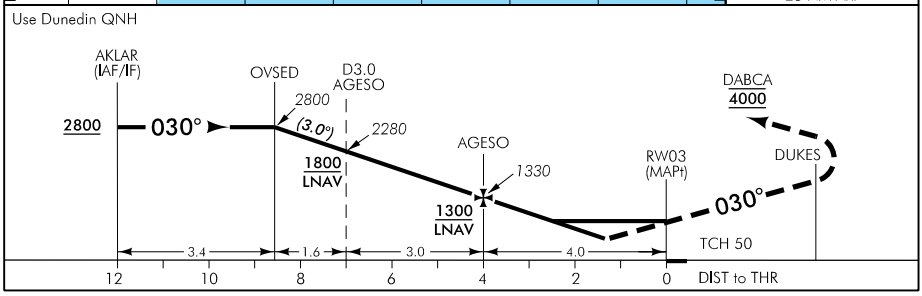
DUNEDIN

RNAV (GNSS) RWY 03

TOWER: 120.7 122.4 *ATIS*: 126.45 *UNATTENDED*: 120.7







MISSED APCH: Track 030° to DUKES (fly-over), turn RIGHT direct to IVTOP MAX IAS 210 kt, turn RIGHT track 204° to DABCA hold 4000

DISTANCE to WPT	AKLAR	2	1	OVSED	4	3	2	1	AGESO	3	2.7	2	1.8	RW03
Advisory Altitude 3.0°	3870	3440	3120	2800	2600	2280	1960	1650	1330	1010	MDA	690	DA	MDA

Category	A	B	C	D
LNAV/VNAV*	**610**(607) – 2100		**660**(657) – 3200	
LNAV	**920**(916) – 3100		**920**(916) – 4800	
Circling #	**920**(916) – 3100	**920**(916) – 3100	NA	NA

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# Circling NA south east of RWY 03/21.

Changes from 10 NOV 16: MAG VAR; tracks, no circling area bearings, minima, advisory altitude table.

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ELEV 4

RWY 21 THR ELEV 4

TOWER: 120.7 122.4

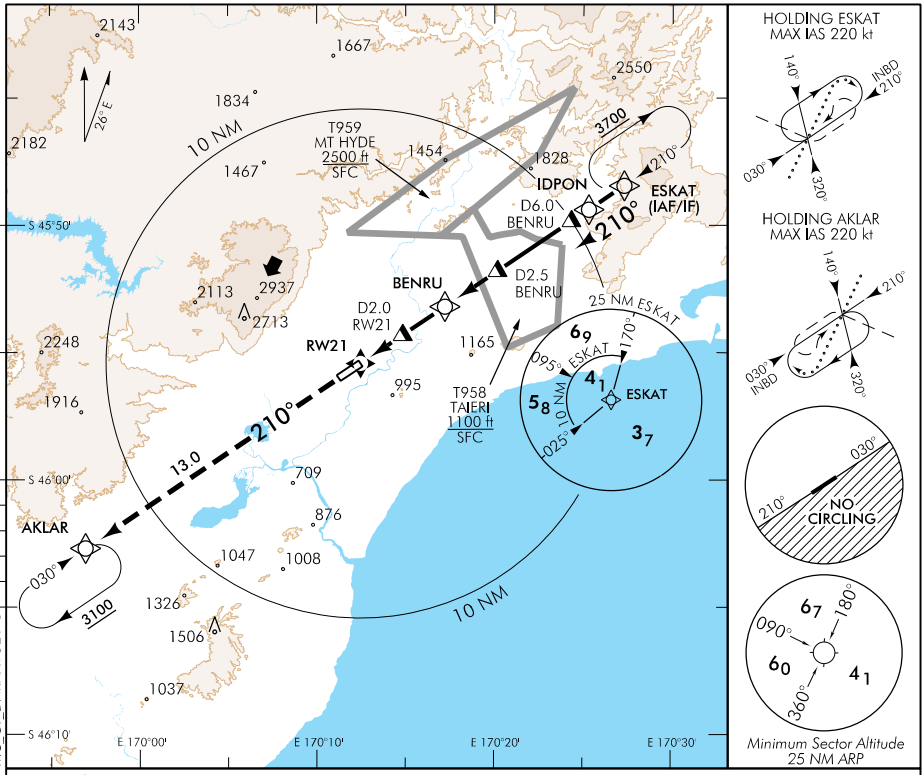
CAT A,B,C,D

ATIS: 126.45

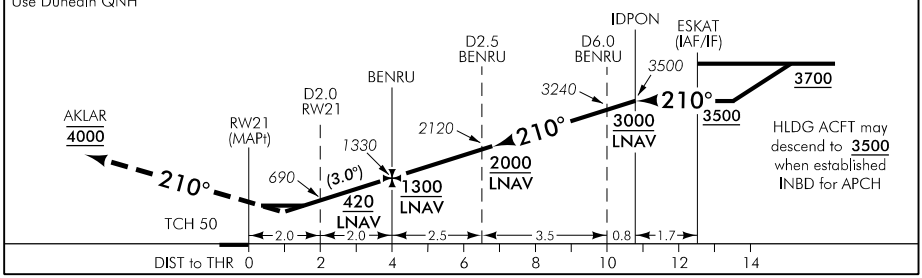
DUNEDIN

RNAV (GNSS) RWY 21

UNATTENDED: 120.7



Use Dunedin QNH



Changes from 10 NOV 16: MAG VAR, tracks, no circling area bearings, minima, advisory altitude table.

MISSED APCH: Track 210° to AKLAR hold 4000

DISTANCE to WPT	RW21	0.7	1	2	3	BENRU	1	2	3	4	5	6	ESKAT
Advisory Altitude 3.0°	MDA	DA	MDA	690	1010	1330	1650	1960	2280	2600	2920	3240	4030

Category	A	B	C	D
LNAV/VNAV *	**260**(256) – 1500		**270**(266) – 1600	
LNAV	**360**(356) – 1500		**360**(356) – 1600	
Circling #	**430**(426) – 1900	**790**(786) – 2800	NA	NA

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# Circling NA south east of RWY 03/21.

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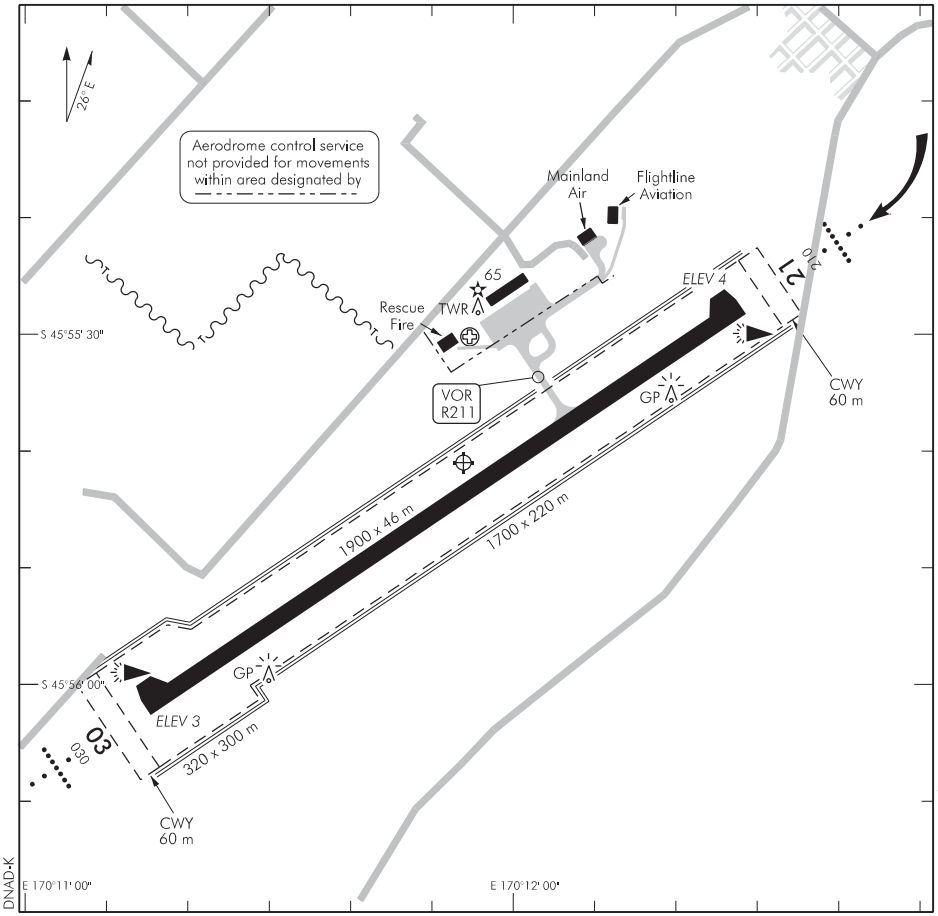
MC_CT_DNRNAVG21-G

ELEV 4

NZDN

DUNEDIN
AERODROME

TOWER: 120.7 122.4 *ATIS:* 126.45 *UNATTENDED:* 120.7



Changes from 12 SEP 19: RWY 03/21 magnetic bearings updated.

1. Circuit: Left hand — RWY 03
   Right hand — RWY 21
   When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL.
2. All aircraft movements are to be confined to sealed areas.
3. **CAUTION:** Bird hazard. Plovers continually present, gulls present in inclement weather. Oystercatchers occasionally present.
4. All jet aircraft Code C and above must use the turning nodes at RWY 03/21 thresholds for turning.
5. Loop taxiway restricted to B737-800/A320-200 size aircraft and below.

S 45 55 41 E 170 11 54

© Civil Aviation Authority

Certificated Aerodrome 11 NM W of Dunedin

DUNEDIN

NZDN

OPERATIONAL DATA (1)

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:40	1:50	1:62.5	
03 21	B	PCN 60/F/D/W/T	8	Nil	1900	1960 1960	1960 1960	1960[1] 1960[2]	1900 1900

Note:

[1] RWY 03 TODA @ 1:62.5 applies to curved flight path. Turn commences @ 10462 m from origin and follows true bearing 108° on a 2450 m radius or 1050 radius of turn. Due to obstacle outside Obstacle Limitation Surface.

[2] RWY 21 TODA @ 1:62.5 applies to curved flight path. Turn commences @ Henley NDB and follows true bearing 226°. Due to critical obstacle.

RESA: RWY 03 RESA 240 x 150 m
RWY 21 RESA 240 x 150 m

Critical Obstacles

RWY	Obstacle	Distance from SOT (m)	Height (ft) AMSL
21	Pylon	15658	748

MINIMA

IFR Take-off		
RWY	Day	Night
03[1]	1300-3000	1300–5
21[1]	700–3000	1000-5
03[2]	700–3000	1000–5
21[3]	1300–3000	1300–5

[1] Reduced take-off minima available during TWR HR — not below 0–400. OPS below 800 metres visibility subject to availability of serviceable secondary power supply and automatic switch-over.

[2] Visual circuit after take-off and departure via HL NDB.

[3] Visual circuit after take-off and departure via MI NDB.

LIGHTING

Runway: 03/21 LIL ALS/2 bar; PAPI 3.0°/TCH 58; LIH RWY

Aerodrome: ABN FLG W 2.5 SEC WDI

Taxiway: CL RWY 03 & 21 turning nodes: edge

Apron: Edge, floodlighting

Road traffic lighting system, approach RWY 21 A/FLG R

Outside of Dunedin Tower hours of service, remote control of lighting available from Christchurch Control 129.3 MHz or by phone 0800 626 756 (Landline users only) or (03) 358 1509 (cellphone users), advising runway to be used. Brilliance adjustments may take up to one minute to action.

Advise Christchurch Control when requirement complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

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FACILITIES

Fuel: Jet A1 available from Air BP (Tanker)
Carnet Card/ Sterling Card
Tel Skyfuels Ltd on (03) 486 2148
7 days between 0630 hrs – 2000 hrs or by prior arrangement

Z Energy, Avgas 100, adjacent Flightline Aviation, access via Z card
Tel Flightline Aviation on (03) 486 2754

Passenger

RFS: CAT 6. Hours of Dunedin ATS hours of service.
CAT 7. Available by prior arrangement with Dunedin International Airport, Operations Manager.

Refer to NZDN AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Dunedin International Airport Ltd, Private Bag 1922, Dunedin.
Tel (03) 486 2879 Fax (03) 486 2813

Designated security aerodrome.

Available for general use without the permission of the operator.

© Civil Aviation Authority

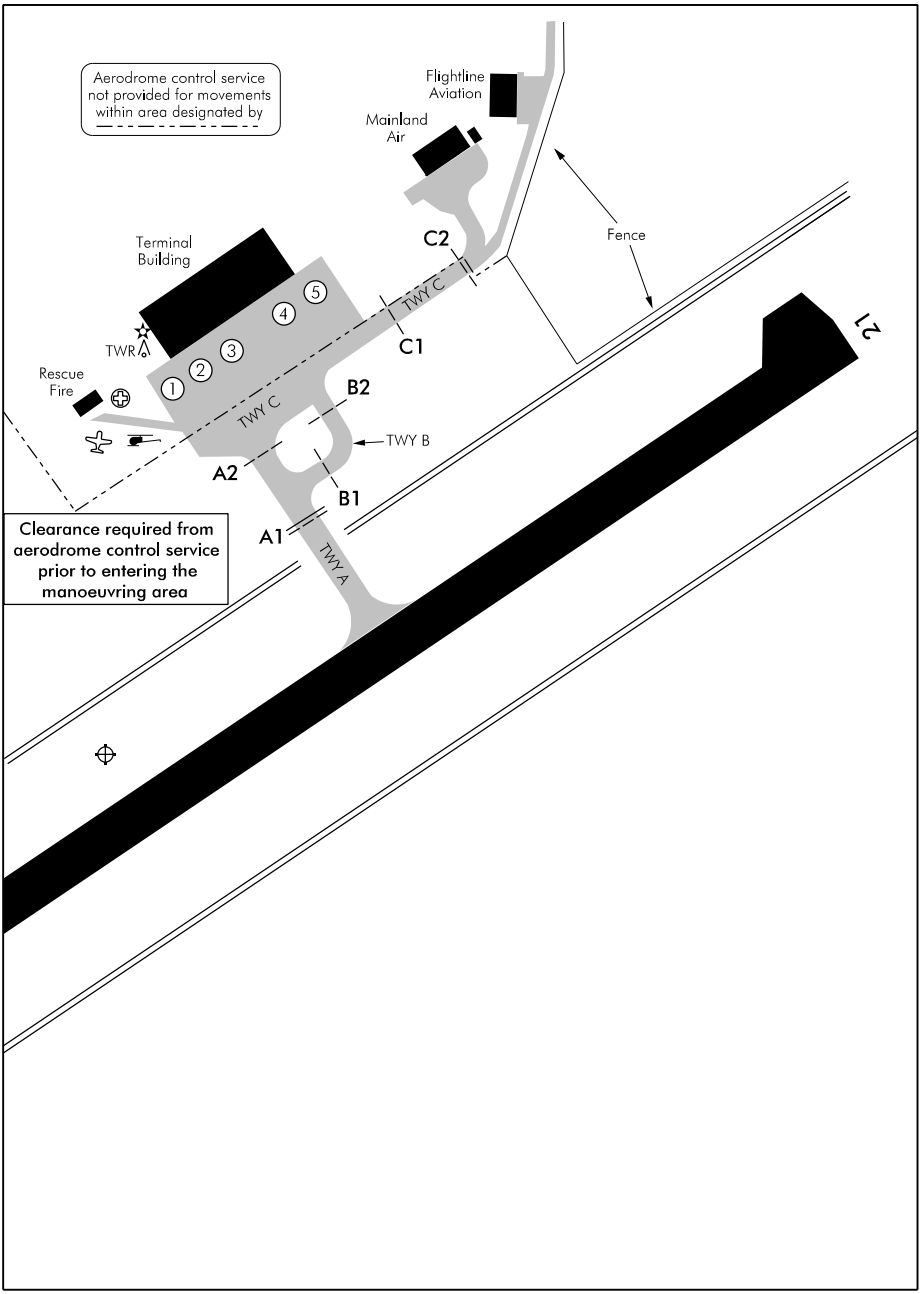
ELEV 4

NZDN

DUNEDIN

GROUND MOVEMENTS

TOWER: 120.7 122.4 *ATIS*: 126.45 *UNATTENDED*: 120.7



Changes from 10 NOV 16: TWY and holding positions updated.

DNGM-D

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For flights departing Dunedin Airport:

ADES	Designator	Route
AA	DNAA1 ❶❸	BIDEL Y477 CH Y175 OMKUN Y655 POKOM Q277 (For flights at FL260 or above, maintain FL250 to LADIS)
AA	DNAA4 ❷❸	BIDEL Y477 CH H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182 (For flights at FL260 or above, maintain FL250 to LADIS)
CH	DNCH2 ❸	BIDEL Y477 (For flights at FL260 or above, maintain FL250 to LADIS)
NV	DNNV2 ❸	AKPIN; MFA 4000 ft
NV	DNNV4	HL H264
WN	DNWN3 ❶❸	BIDEL Y477 LADIS Y727 WARDS Y393 (FL260 and above; maintain FL250 to LADIS)
WN	DNWN5 ❷❸	BIDEL Y477 CH Y393 (For flights at FL260 or above, maintain FL250 to LADIS)

Where specified the following applies:

❶ Jets

❷ Non Jets

❸ RNP 1 required

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

© Civil Aviation Authority

ELEV 4

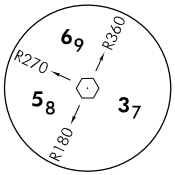
NZDN

DUNEDIN

SID RWY 03

TOWER: 120.7 122.4 *ATIS*: 126.45 *UNATTENDED*: 120.7

Outside Dunedin Tower hours contact Christchurch Control 129.3 MHz for clearance and traffic information prior to entering IMC or controlled airspace.

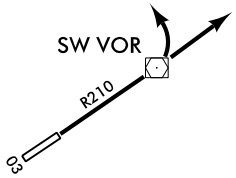


Minimum Sector Altitude
25 NM SW

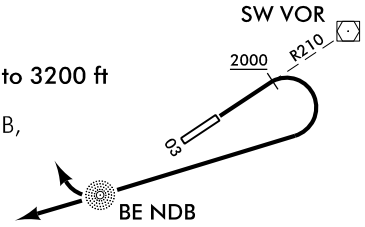
Departure procedures
Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated
Caution: T958 Taieri SFC to 1100 ft - Refer graphic below.

Take-off RWY 03
By Day: Aircraft departing RWY 03 and climbing on specified minimum net climb gradient may not be contained within controlled airspace. To ensure controlled airspace containment aircraft are required to climb at 8.6% (530 ft/NM) to 2000 ft

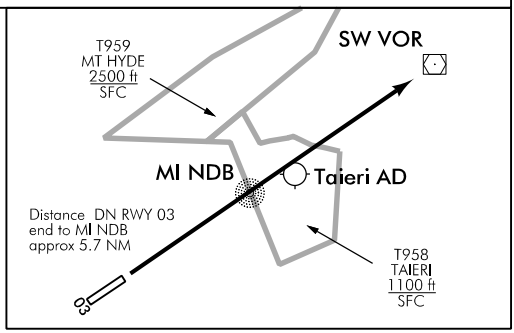
SWAMPY EIGHT Departure
To QN, PORUT, BIDEL, MIPAK, MEGUG
Minimum net climb gradient 4.0% (250 ft/NM) to 3200 ft
- Track R210 to SW VOR, intercept track



SOUTH FIVE Departure
To OREXI, PORUT
Minimum net climb gradient 4.0% (250 ft/NM) to 3200 ft
- Track R210 to SW VOR
- At MNM 2000 ft turn RIGHT direct to BE NDB, intercept track



DNSID03-K



Changes from 7 NOV 19: Chart title amended.

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ELEV 4

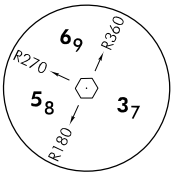
DUNEDIN

NZDN

SID RWY 21

TOWER: 120.7 122.4 *ATIS*: 126.45 *UNATTENDED*: 120.7

Outside Dunedin Tower hours contact Christchurch Control 129.3 MHz for clearance and traffic information prior to entering IMC or controlled airspace.

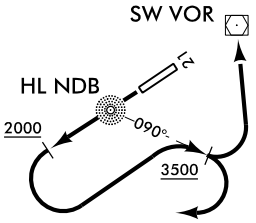


Minimum Sector Altitude
25 NM SW

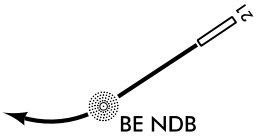
Departure procedures
Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

Take-off RWY 21
CAUTION: ***Close-in obstacles not considered in the climb gradient***
Trees: 80 ft AMSL, 181°/537 m from CWY END

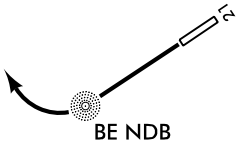
OCEAN SIX Departure
To SW VOR, OREXI
Minimum net climb gradient 3.4% (210 ft/NM) to 2000 ft
- Maintain RWY centreline to MNM 2000 ft
- Turn LEFT track 090° from HL NDB
- Once established on 090° at MNM 3500 ft, intercept track



BERRIDALE FIVE ALFA Departure
To OREXI
- Track to BE NDB, intercept track



BERRIDALE SIX BRAVO Departure
To PORUT
Minimum net climb gradient 4.5% (280 ft/NM) to 4000 ft
- Track to BE NDB
- At BE NDB turn RIGHT intercept track



DNSID21-K

Changes from 7 NOV 19: Chart title amended.

© Civil Aviation Authority

ELEV 4
NZDN
TOWER: 120.7 122.4

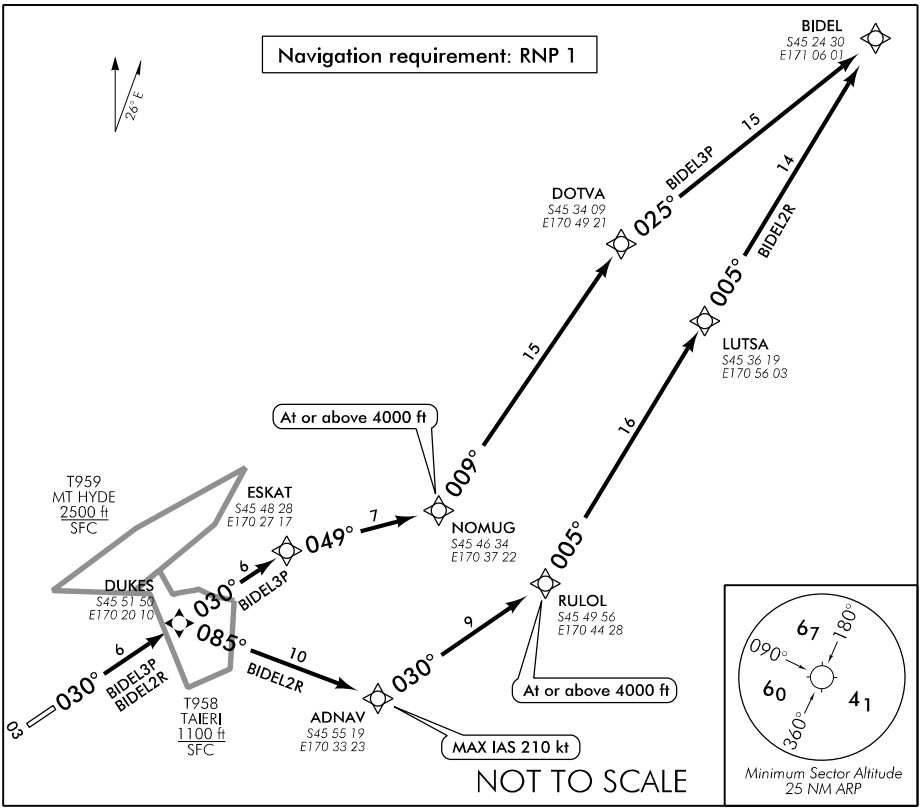
CAT A,B,C,D

ATIS: 126.45

DUNEDIN

RNAV (GNSS) SID RWY 03 (1)

UNATTENDED: 120.7



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– *Barrier arm MAX 34 ft AMSL 113°/20 m from CWY END*

RWY 03

BIDEL THREE PAPA DEPARTURE – RNAV (GNSS) (BIDEL3P)

Minimum net climb gradient 3.9% (240 ft/NM) to 3000 ft

- Track 030° via DUKES (fly-over) to ESKAT
- Turn RIGHT, track 049° to NOMUG at or above 4000 ft
- Turn LEFT, track 009° to DOTVA
- Turn RIGHT, track 025° to BIDEL

ATC may require hold down at or above 4000 ft

BIDEL TWO ROMEO DEPARTURE – RNAV (GNSS) (BIDEL2R)

- Track 030° to DUKES (fly-over)
- Turn RIGHT, track 085° to ADNAV, MAX IAS 210 kt
- Turn LEFT, track 030° to RULOL at or above 4000 ft
- Turn LEFT, track 005° via LUTSA to BIDEL

ATC may require hold down at or above 4000 ft

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ELEV 4
NZDN
TOWER: 120.7 122.4
ATIS: 126.45
CAT A,B,C,D
UNATTENDED: 120.7

DUNEDIN
RNAV (GNSS) SID RWY 03 (2)

Effective: 12 SEP 19

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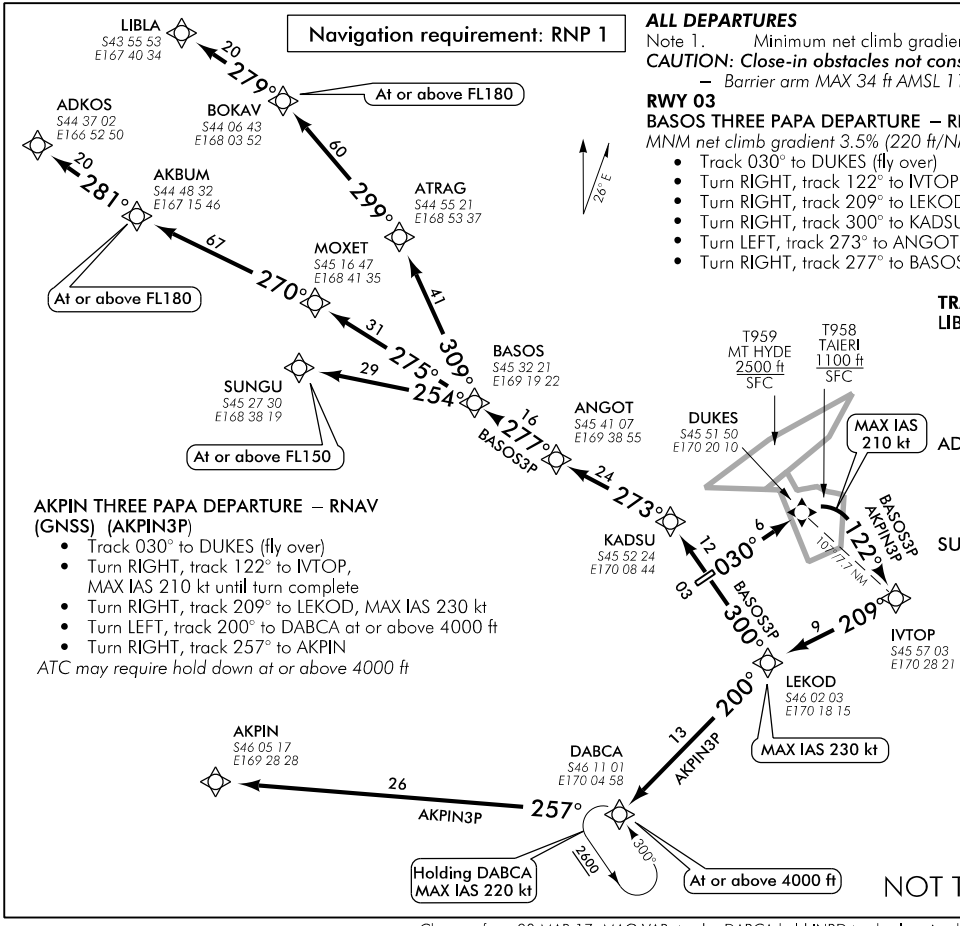
Navigation requirement: RNP 1



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– *Barrier arm MAX 34 ft AMSL 113°/20 m from CWY END*

RWY 03

BASOS THREE PAPA DEPARTURE – RNAV (GNSS) (BASOS3P)

MNM net climb gradient 3.5% (220 ft/NM) to 5000 ft

- Track 030° to DUKES (fly over)
- Turn RIGHT, track 122° to IVTOP, MAX IAS 210 kt until turn complete
- Turn RIGHT, track 209° to LEKOD
- Turn RIGHT, track 300° to KADSU, MAX IAS 230 kt until turn complete
- Turn LEFT, track 273° to ANGOT
- Turn RIGHT, track 277° to BASOS

TRANSITIONS

LIBLA

– From BASOS turn RIGHT, track 309° to ATRAG
– Turn LEFT, track 299° to BOKAV at or above FL180
– Turn LEFT, track 279° to LIBLA

ADKOS

– From BASOS track 275° to MOXET
– Turn LEFT, track 270° to AKBUM at or above FL180
– Turn RIGHT, track 281° to ADKOS

SUNGU

– From BASOS turn LEFT, track 254° to SUNGU at or above FL150

ATC may require hold down at or above 11000 ft

AKPIN THREE PAPA DEPARTURE – RNAV (GNSS) (AKPIN3P)

- Track 030° to DUKES (fly over)
- Turn RIGHT, track 122° to IVTOP, MAX IAS 210 kt until turn complete
- Turn RIGHT, track 209° to LEKOD, MAX IAS 230 kt
- Turn LEFT, track 200° to DABCA at or above 4000 ft
- Turn RIGHT, track 257° to AKPIN

ATC may require hold down at or above 4000 ft

Changes from 30 MAR 17: MAG VAR, tracks, DABCA hold INBD track, close-in obstables caution added.

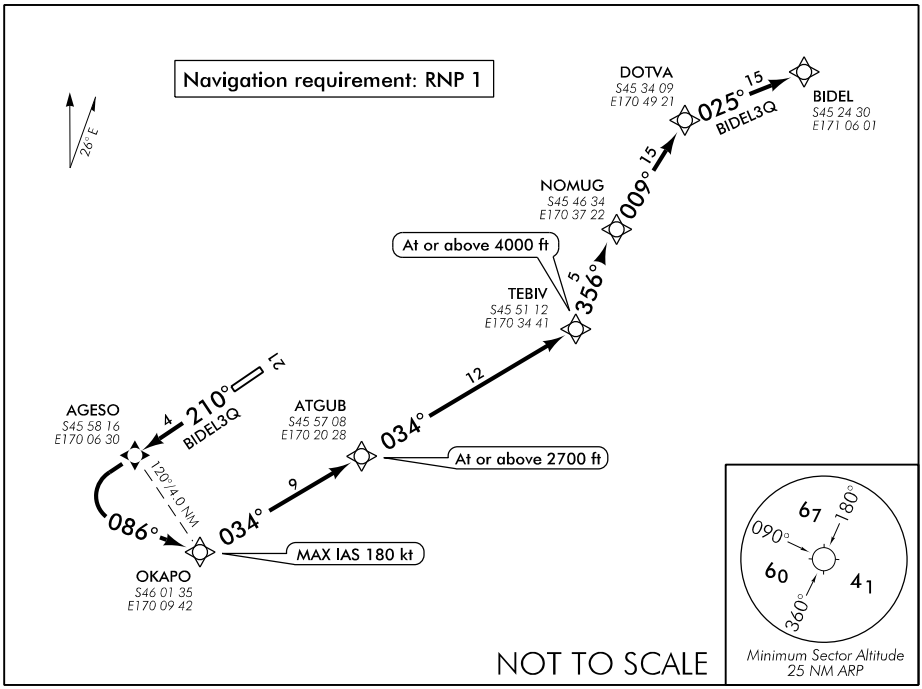
DUNEDIN
RNAV (GNSS) SID RWY 03 (2)

ELEV 4
NZDN
TOWER: 120.7 122.4

CAT A,B,C
ATIS: 126.45

DUNEDIN
RNAV (GNSS) SID RWY 21 (1)

UNATTENDED: 120.7



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

CAUTION: Close-in obstacles not considered in climb gradient

- *Trees MAX 80 ft AMSL 181°/470 m from CWY END*
- *Tree MAX 65 ft AMSL 241°/470 m from CWY END*

RWY 21

BIDEL THREE QUEBEC DEPARTURE – RNAV (GNSS) (BIDEL3Q)

Minimum net climb gradient 3.8% (240 ft/NM) to 1600 ft

- Track 210° to AGESO (fly-over)
- Turn LEFT, track 086° to OKAPO, MAX IAS 180 kt
- Turn LEFT, track 034° via ATGUB to TEBIV
- Cross ATGUB at or above 2700 ft
- Cross TEBIV at or above 4000 ft
- Turn LEFT, track 356° to NOMUG
- Turn RIGHT, track 009° to DOTVA
- Turn RIGHT, track 025° to BIDEL

ATC may require hold down at or above 4000 ft.
On request Visual Departure to ATGUB may be available.

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ELEV 4
NZDN
TOWER: 120.7 122.4

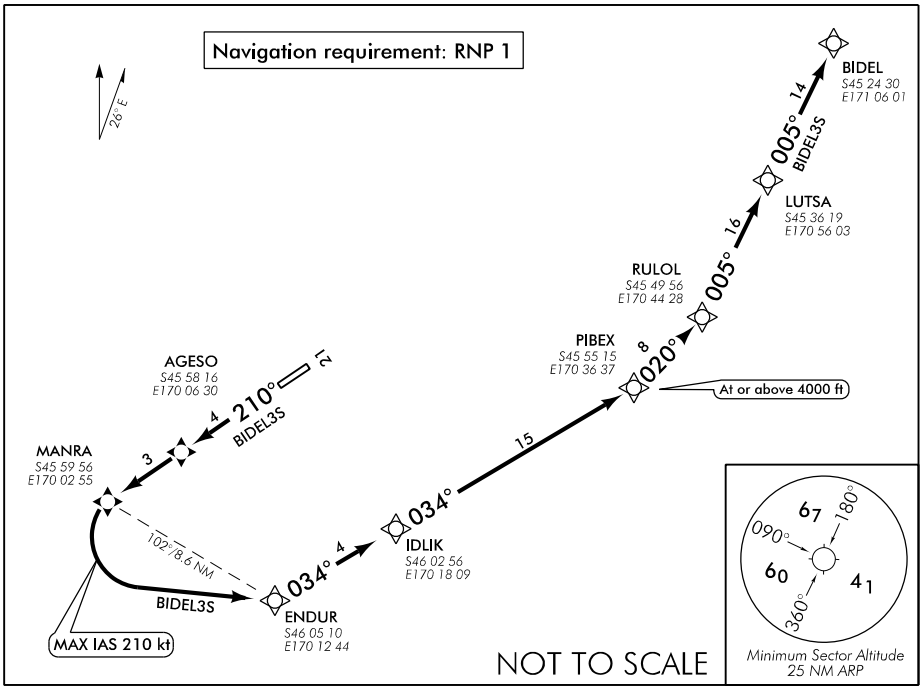
CAT A,B,C,D

ATIS: 126.45

DUNEDIN

RNAV (GNSS) SID RWY 21 (2)

UNATTENDED: 120.7



DNRNAVGSID21-2-D

Changes from 10 NOV 16: MAG VAR, tracks, close-in obstacles caution added, BIDEL2Q removed.

ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

CAUTION: Close-in obstacles not considered in climb gradient

- *Trees MAX 80 ft AMSL 181°/470 m from CWY END*
- *Tree MAX 65 ft AMSL 241°/470 m from CWY END*

RWY 21

BIDEL THREE SIERRA DEPARTURE – RNAV (GNSS) (BIDEL3S)

- Track 210° via AGESO (fly-over), to MANRA (fly-over)
- Turn LEFT, track direct to ENDUR, MAX IAS 210 kt until turn complete
- Track 034° via IDLIK to PIBEX
- Cross PIBEX at or above 4000 ft
- Turn LEFT, track 020° to RULOL
- Turn LEFT, track 005° via LUTSA to BIDEL

ATC may require hold down at or above 4000 ft

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DUNEDIN

RNAV (GNSS) SID RWY 21 (3)

ELEV 4
NZDN
TOWER: 120.7 122.4

CAT A,B,C,D

ATIS: 126.45
UNATTENDED: 120.7

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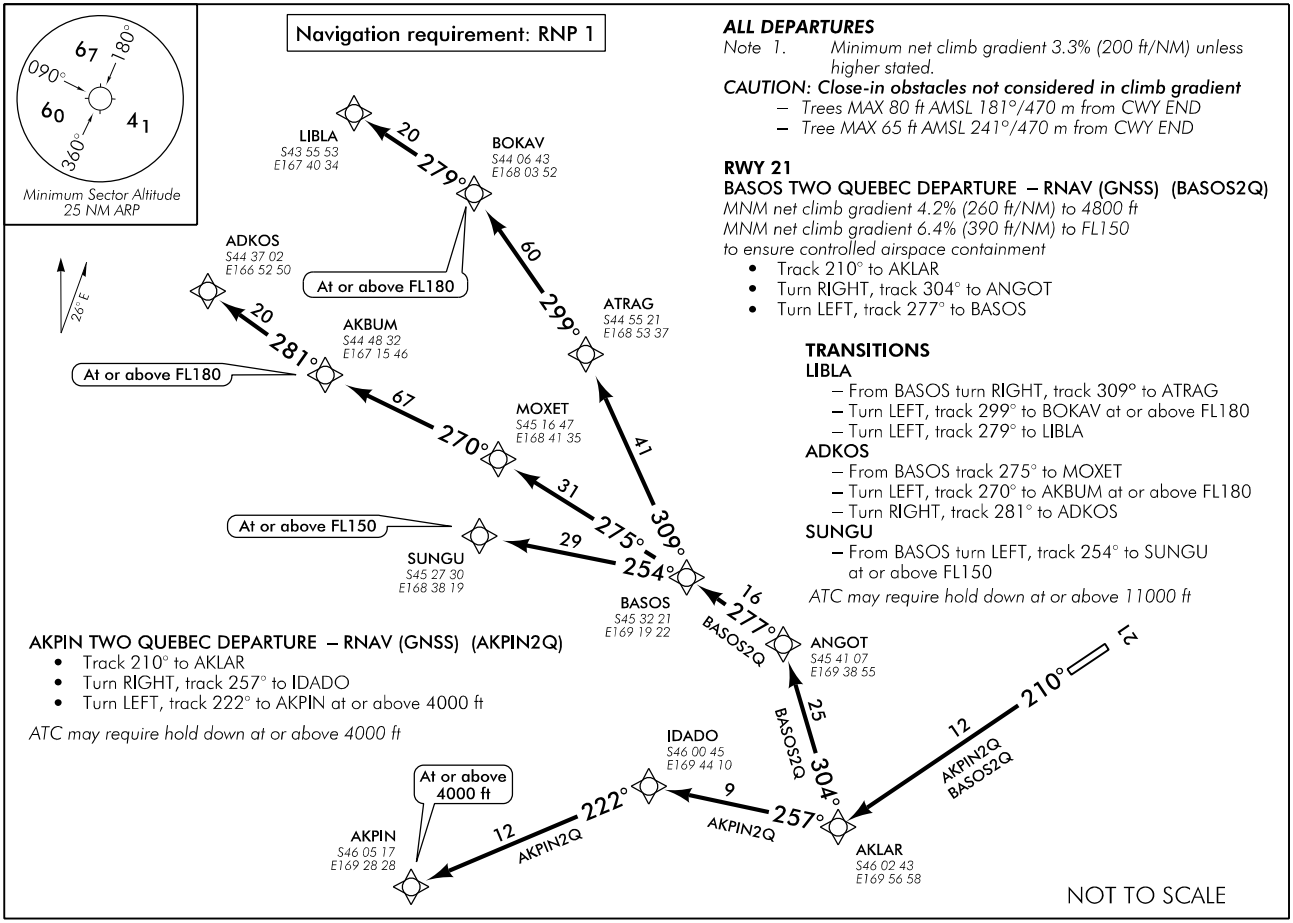

ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

CAUTION: Close-in obstacles not considered in climb gradient

- *– Trees MAX 80 ft AMSL 181°/470 m from CWY END*
- *– Tree MAX 65 ft AMSL 241°/470 m from CWY END*

RWY 21

BASOS TWO QUEBEC DEPARTURE – RNAV (GNSS) (BASOS2Q)

MNM net climb gradient 4.2% (260 ft/NM) to 4800 ft
MNM net climb gradient 6.4% (390 ft/NM) to FL150
to ensure controlled airspace containment

- Track 210° to AKLAR
- Turn RIGHT, track 304° to ANGOT
- Turn LEFT, track 277° to BASOS

TRANSITIONS

LIBLA

- – From BASOS turn RIGHT, track 309° to ATRAG
- – Turn LEFT, track 299° to BOKAV at or above FL180
- – Turn LEFT, track 279° to LIBLA

ADKOS

- – From BASOS track 275° to MOXET
- – Turn LEFT, track 270° to AKBUM at or above FL180
- – Turn RIGHT, track 281° to ADKOS

SUNGU

- – From BASOS turn LEFT, track 254° to SUNGU at or above FL150

ATC may require hold down at or above 11000 ft

AKPIN TWO QUEBEC DEPARTURE – RNAV (GNSS) (AKPIN2Q)

- Track 210° to AKLAR
- Turn RIGHT, track 257° to IDADO
- Turn LEFT, track 222° to AKPIN at or above 4000 ft

ATC may require hold down at or above 4000 ft

NZGS / GIS GISBORNE

RUNWAY / FACILITIES

CAT: B	Mag 21E			Elev 15ft
RWY	CAT II/III	Length	AID	TCH
14/32	N/A	1310m	PAPI	47ft
Standby Power Available		RFS: Cat 3 *		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Napier (5), Palmerston North (5), Hamilton (4), Auckland (4), Rotorua (4), New Plymouth (3)				

*** Cat 3, 20 minutes either side of all scheduled Air New Zealand DH8C movements. Other times by prior arrangement with RFS – Refer NZGS AD 2-52.2. Fire Extinguisher available.**

THREATS

- Bird Hazard – Refer to NZGS AD2-51.1.
- Windshear – Exists in North-west conditions. Threshold windsocks can indicate wind directions that are up to 180° different from each other. The reported surface wind may also be up to 90° different from either windsock. Refer to NZGS AD 2-51.1.
- Railway Line – movements controlled in co-ordination with Gisborne Tower. During Gisborne contingency procedures, movements controlled in co-ordination with RFS.
- GAA G452 – SFC-1000FT on extended RWY32 centreline 7NM.

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ARRIVALS

VISUAL APPROACHES

Pilots must position the aircraft to avoid flying into **General Aviation Area G452**, positioned approx. 7NM northwest of Gisborne airport, SFC – 1000ft. Note: Flying one of the instrument approach profiles, will ensure containment inside controlled airspace and clearance from the general aviation area.

GROUND OPERATIONS

COMMUNICATION

Gisborne Traffic is available on frequency **130.9 MHz**. ETA, Fuel and special requirements need to be passed prior to arrival.

DEPARTURES

VISUAL DEPARTURES

On request, Gisborne Tower may issue visual departure instructions to re-join the SID or establish on track.

REDUCED TAKE-OFF MINIMA

Not Authorised.

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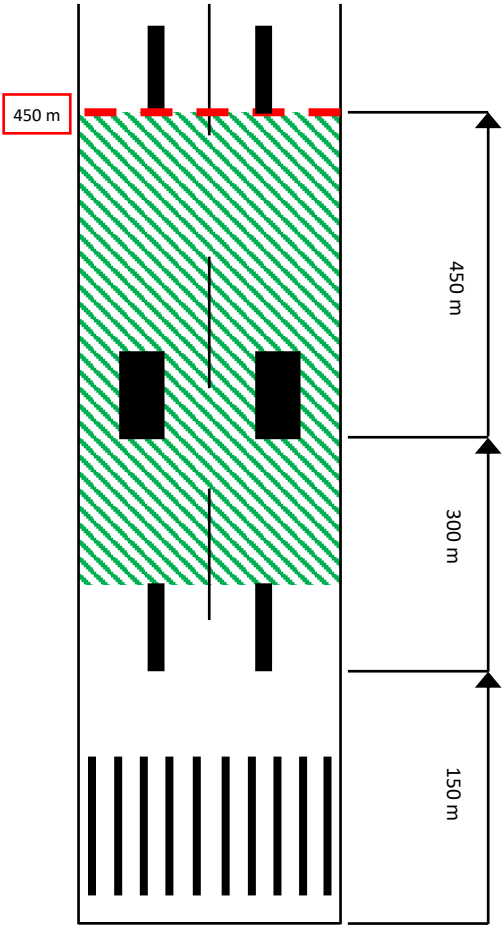
TOUCHDOWN ZONE

RUNWAY 14/32

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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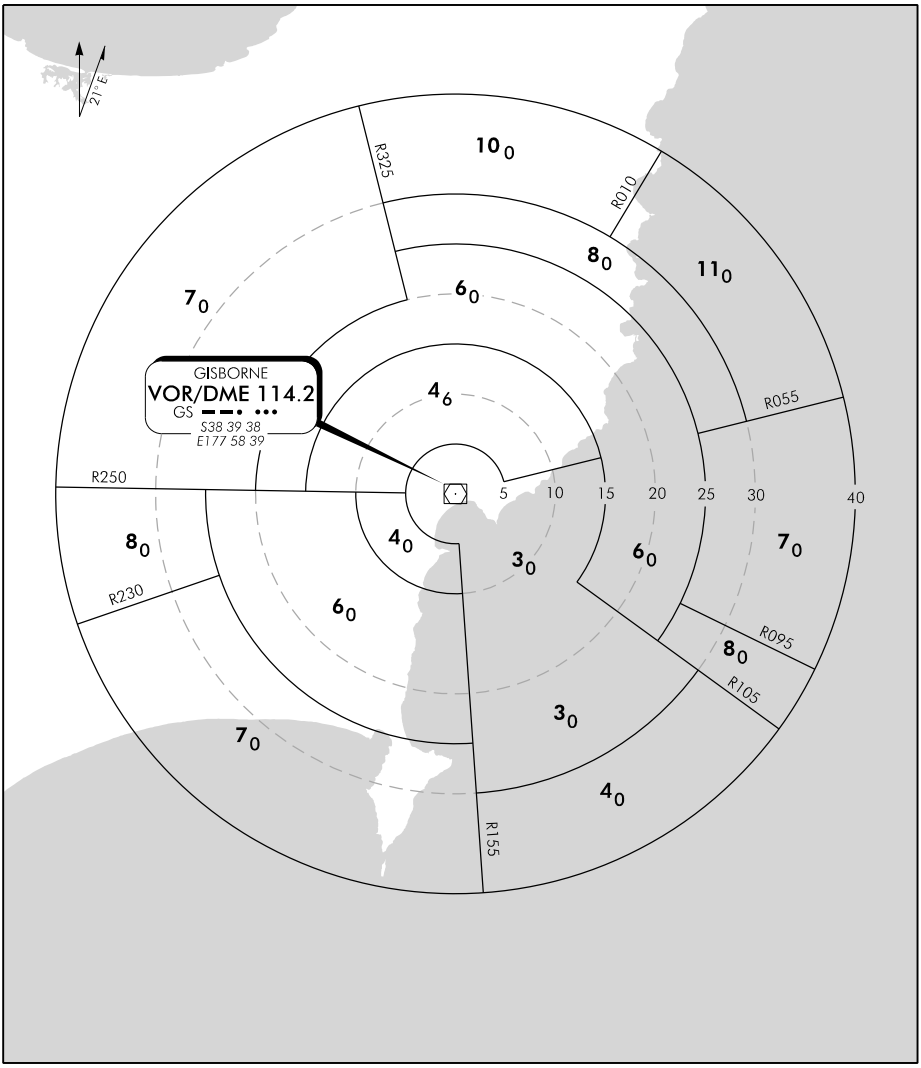
GISBORNE

VOR/DME MRA SECTORS (VORSEC)



GSVORSEC-D

Changes from 18 JUL 19: Pagination.

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ELEV 15

NZGS

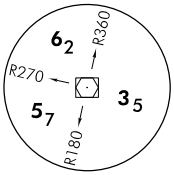
GISBORNE

STAR RWY 14/32

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3

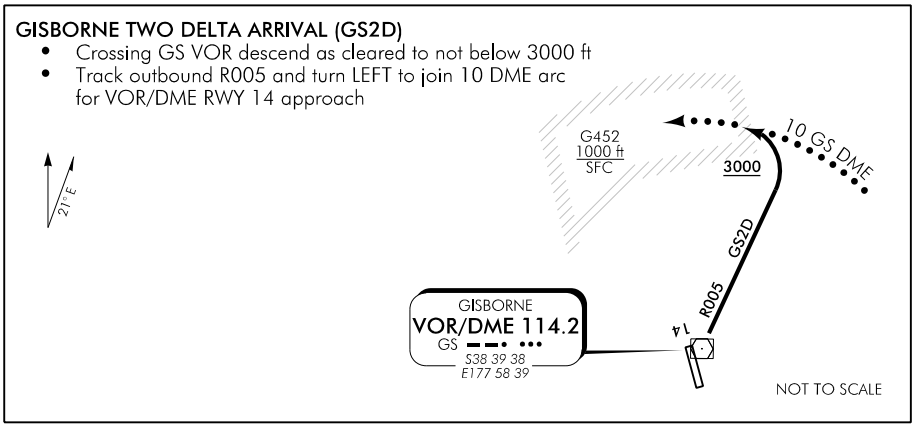
Outside ATC hours of service

- Use 127.3 MHz and unattended aerodrome RTF procedures.
- Arriving aircraft report arrival to Napier Tower 125.6 MHz, or outside Napier TWR hours Christchurch Information 125.6 MHz or 0800 626 756 (landline users only) or (03) 358 1509.

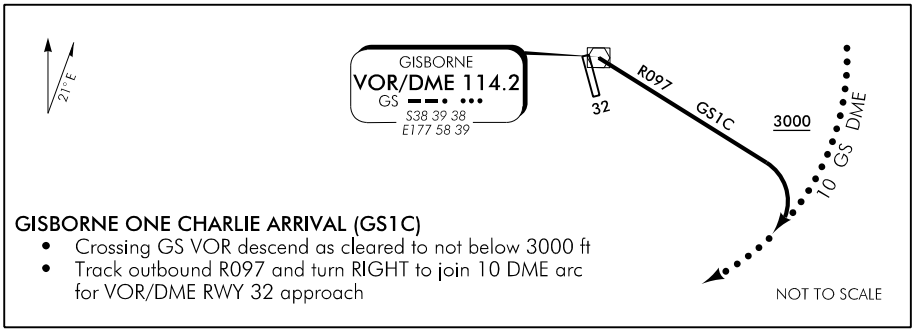


Minimum Sector Altitude
25 NM GS

STAR RWY 14



STAR RWY 32



GSSTAR14-32-1

Changes from 16 JUL 20: Chart title amended, departure text removed.

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ELEV 15

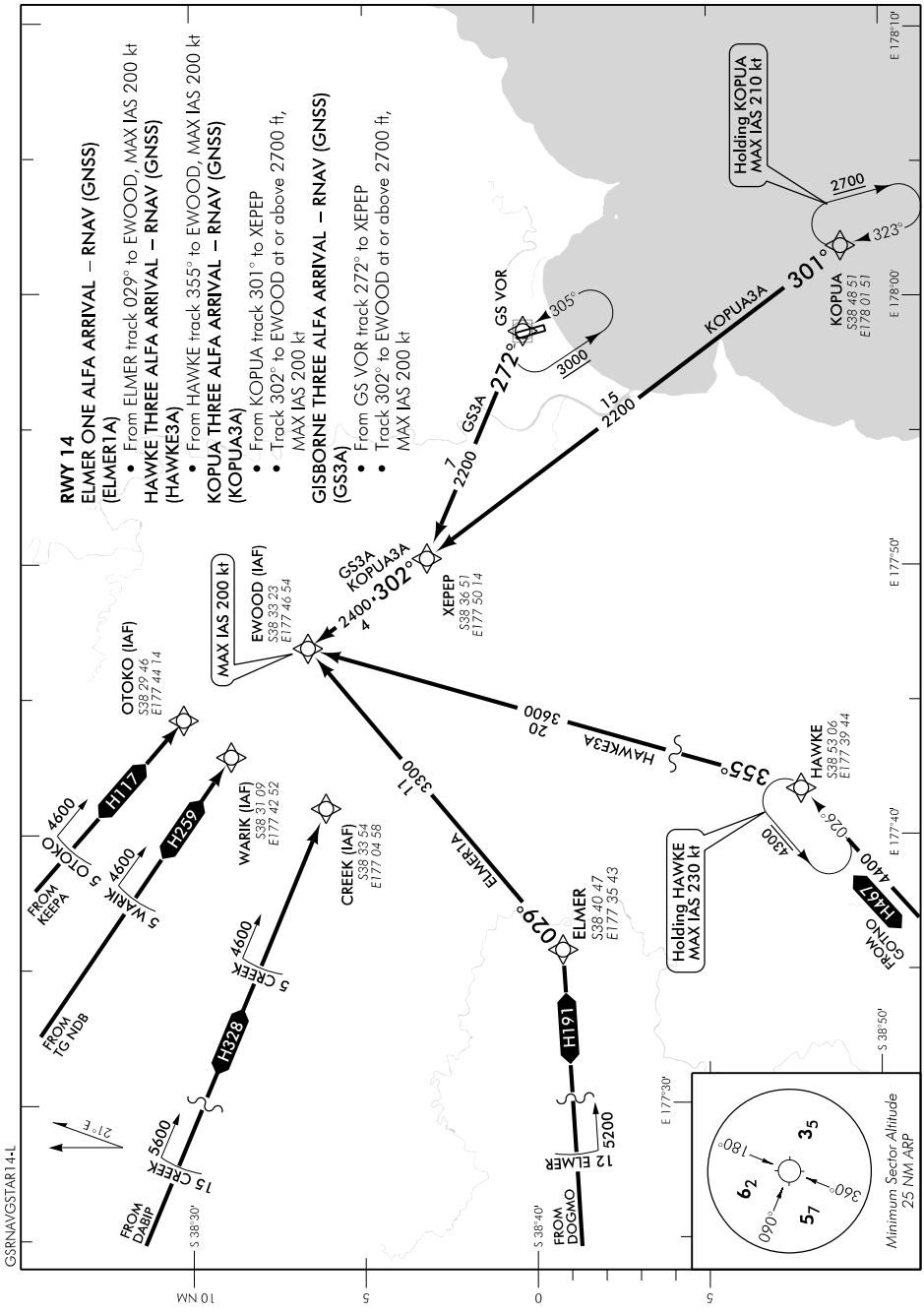
NZGS

CAT A,B,C

GISBORNE

RNAV (GNSS) STAR RWY 14

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3



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GISBORNE
RNAV (GNSS) STAR RWY 14

ELEV 15

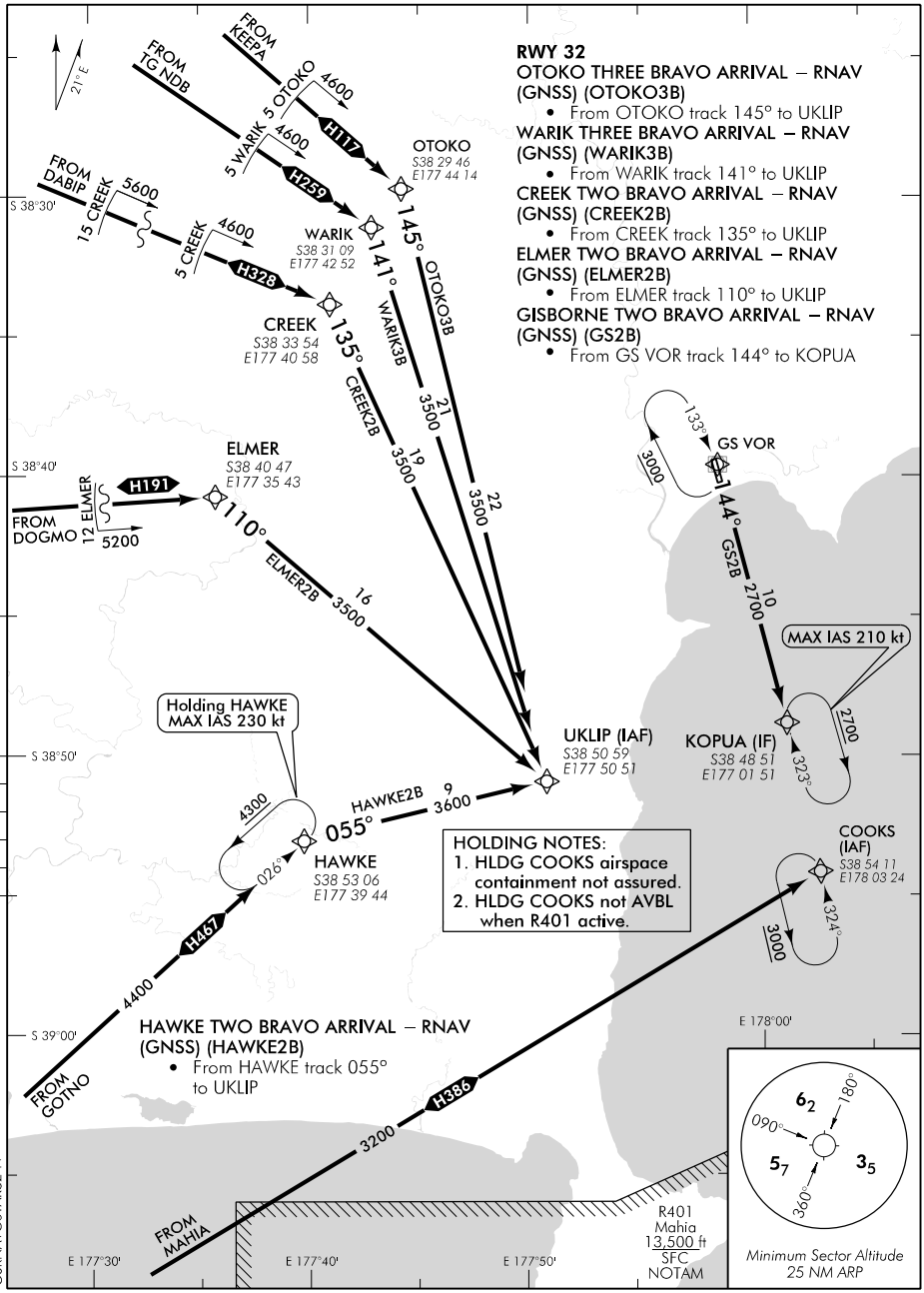
NZGS

CAT A,B,C

GISBORNE

RNAV (GNSS) STAR RWY 32

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3



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GISBORNE
RNAV (GNSS) STAR RWY 32

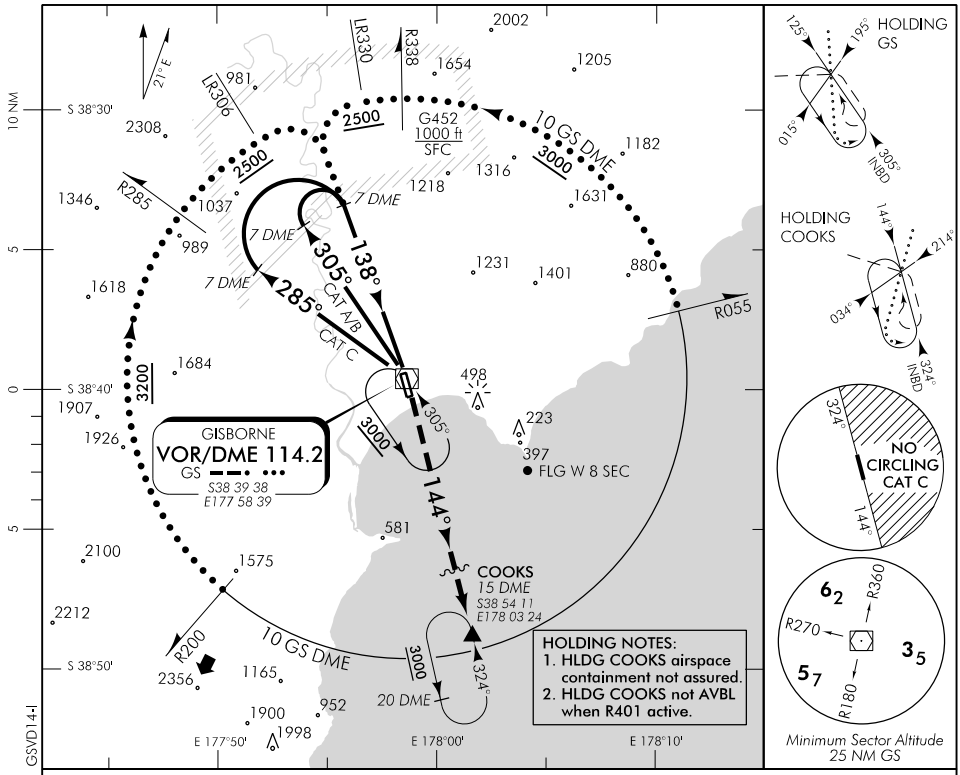
ELEV 15
RWY 14 THR ELEV 12
TOWER: 127.3 118.2

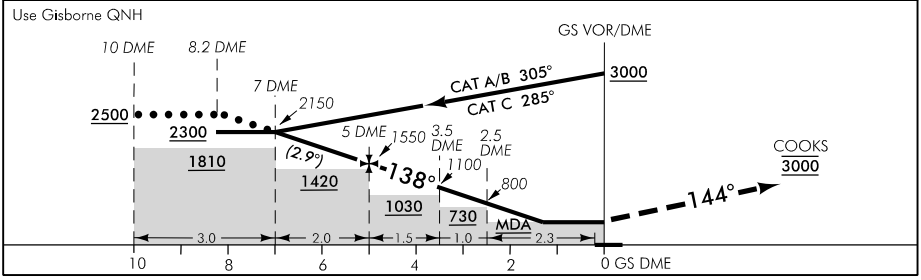
CAT A,B,C

ATIS: 126.4

GISBORNE
VOR/DME RWY 14

UNATTENDED: 127.3





MISSED APCH: Track 144° to COOKS hold 3000

GS DME DIST	10	9	8	7	6	5	4	3	2	1.3	MAPt VOR
Advisory Altitude 5%	3050	2750	2450	2150	1850	1550	1250	950	650	MDA	MDA

Category	A	B	C	D
VOR/DME	**440**(425) – 1600		**440**(425) – 2400	NA
Circling (West)	**500**(485) – 1900	**530**(515) – 2800	**860**(845) – 3700	
Circling (East)		**890**(875) – 2800	NA	

Changes from 12 NOV 15: Minima, lead bearing, final and missed approach tracks, COOKS HLDG tracks, COOKS HLDG notes added.

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ELEV 15

RWY 32 THR ELEV 15

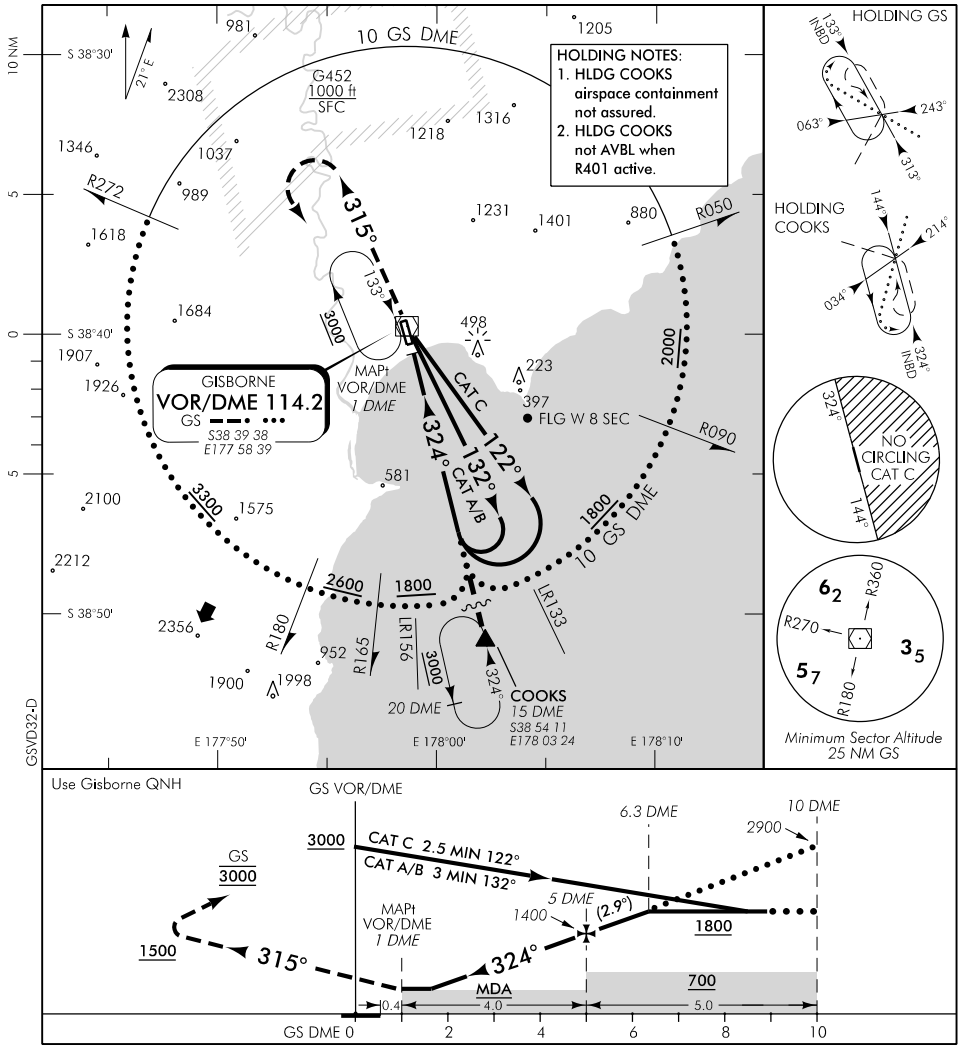
TOWER: 127.3 118.2

CAT A,B,C

ATIS: 126.4

GISBORNE
VOR/DME RWY 32

UNATTENDED: 127.3



MISSED APCH: Track 315° to **1500**, turn LEFT, direct to GS VOR hold **3000**

GS DME DIST	MAPt 1	1.7	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	500	800	1100	1400	1700	2000	2300	2600	2900

Category	A	B	C	D
VOR/DME	**400**(385)–1600		**400**(385)–2000	NA
Circling (West)	**500**(485)–1900	**530**(515)–2800	**860**(845)–3700	
Circling (East)		**890**(875)–2800	NA	

Changes from 12 NOV 15: Minima, lead bearing, outbound and final approach tracks, COOKS HLDG tracks, COOKS HLDG notes added.

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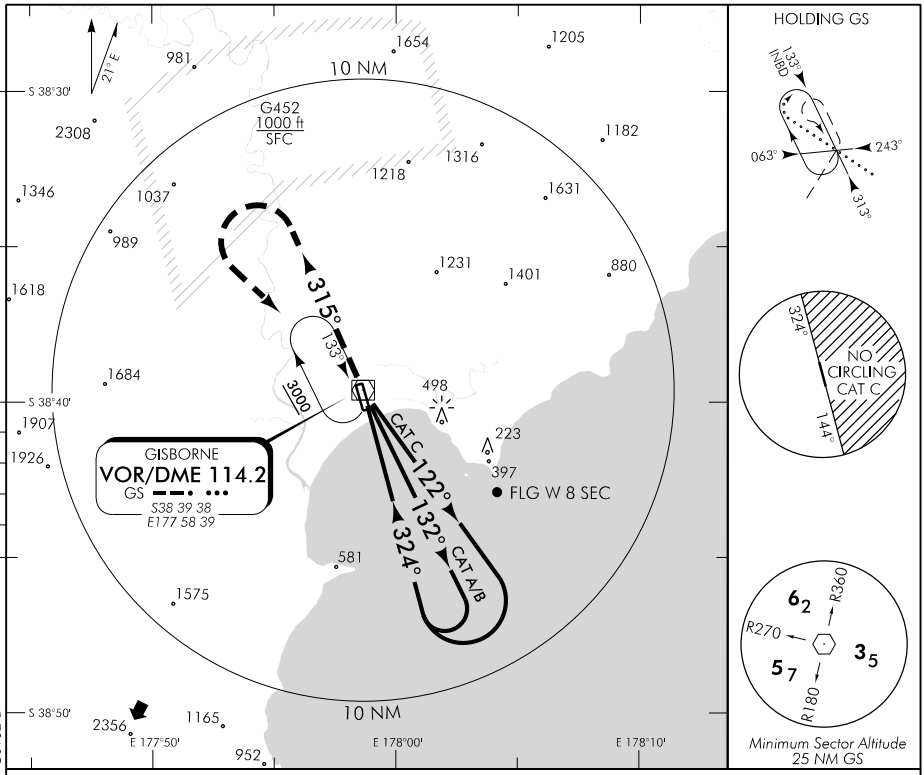
ELEV 15

RWY 32 THR ELEV 15

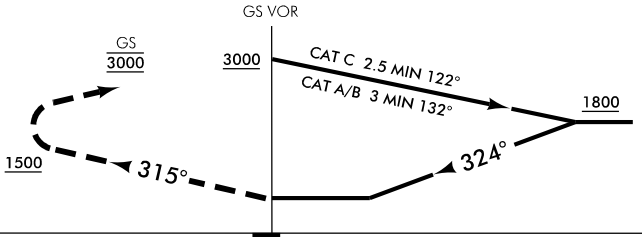
CAT A,B,C

GISBORNE
VOR RWY 32

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3



Use Gisborne QNH



Changes from 12 NOV 15: Minima, base turn outbound and final approach tracks.

MISSED APCH: Track 315° to 1500, turn LEFT direct to GS VOR hold 3000

Category	A	B	C	D
VOR	**450**(435) – 1600		**450**(435) – 2400	NA
Circling (West)	**500**(485) – 1900	**530**(515) – 2800	**860**(845) – 3700	
Circling (East)		**890**(875) – 2800	NA	

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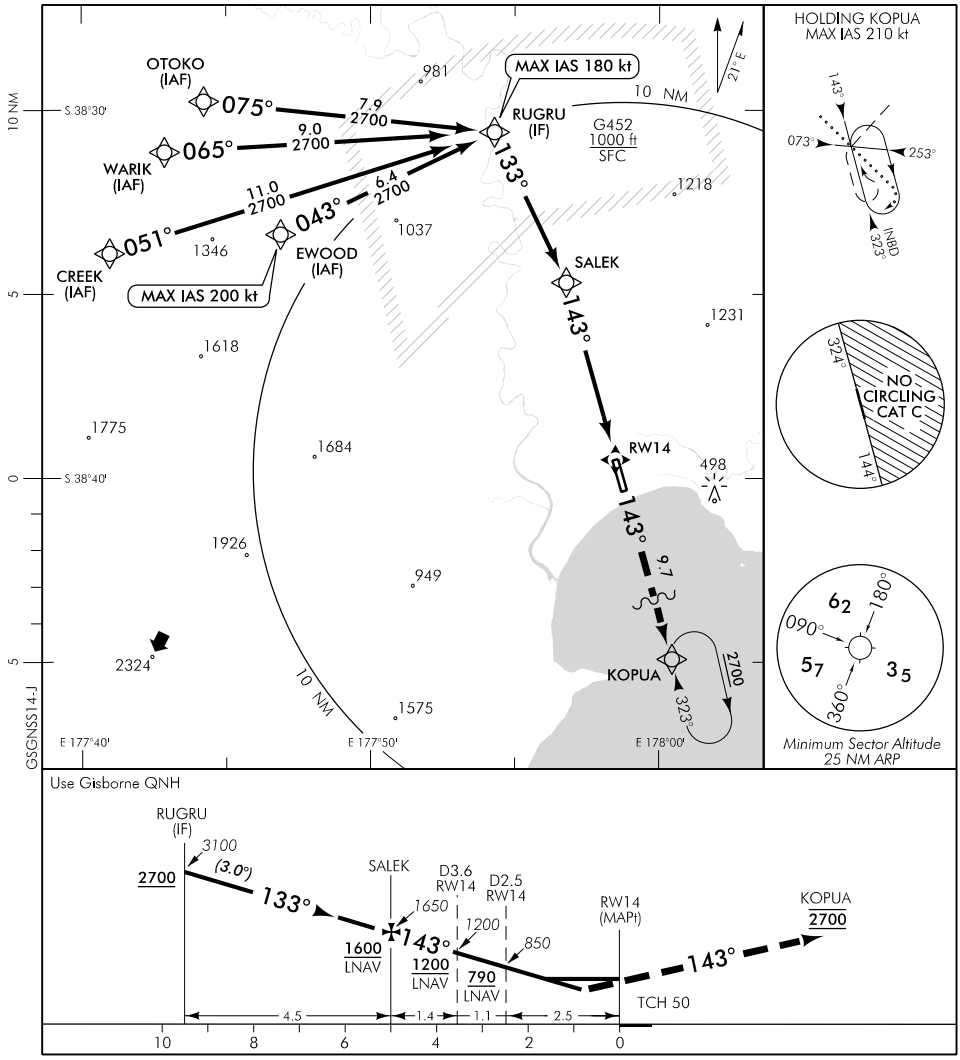
ELEV 15
RWY 14 THR ELEV 12
TOWER: 127.3 118.2

CAT A,B,C

ATIS: 126.4

GISBORNE
RNAV (GNSS) RWY 14

UNATTENDED: 127.3



MISSED APCH: Track 143° to KOPUA hold 2700

DISTANCE to WPT	RUGRU	4	3	2	1	SALEK	4	3	2	1.2	1	RW14
Advisory Altitude 3°	3100	2930	2610	2290	1970	1650	1340	1020	700	MDA	DA	DA/MDA
Category	A			B			C			D		
LNAV/VNAV *	**280**(268) – 1600						**280**(268) – 2000			NA		
LNAV	**400**(385) – 1600						**400**(385) – 2000					
Circling (West)	**500**(485) – 1900			**530**(515) – 2800			**860**(845) – 3700					
Circling (East)				**890**(875) – 2800			NA					

* Valid to AD temperature -5°C. Use of remote QNH NA.

Changes from 12 NOV 15: Minima, tracks updated, MAX IAS note added to KOPUA hold, 10 NM circle added.

© Civil Aviation Authority

ELEV 15

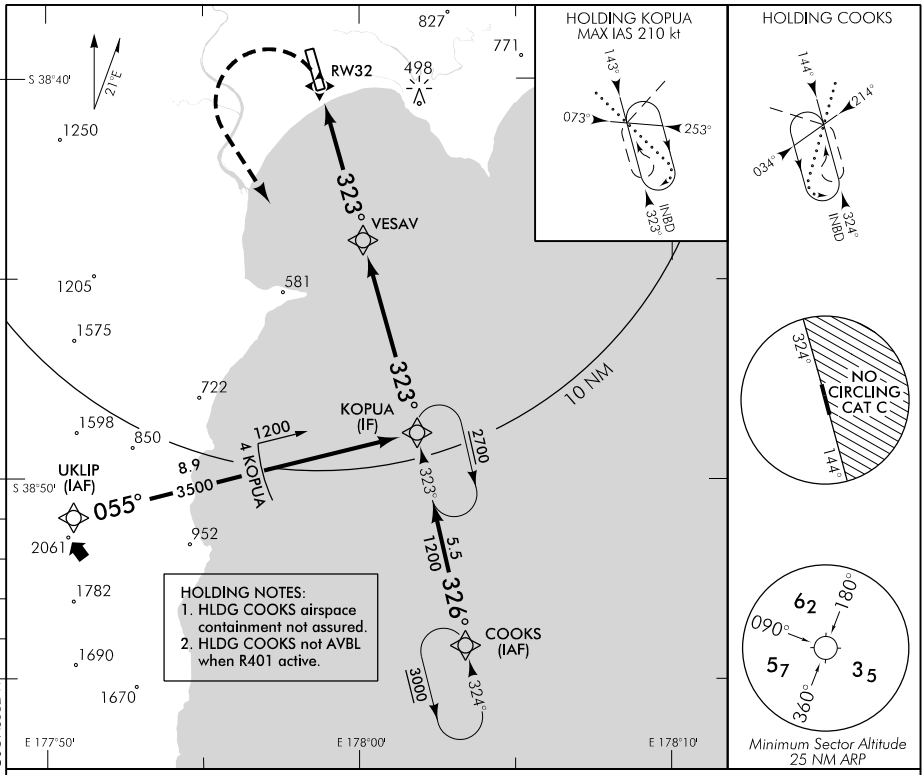
RWY 32 THR ELEV 15

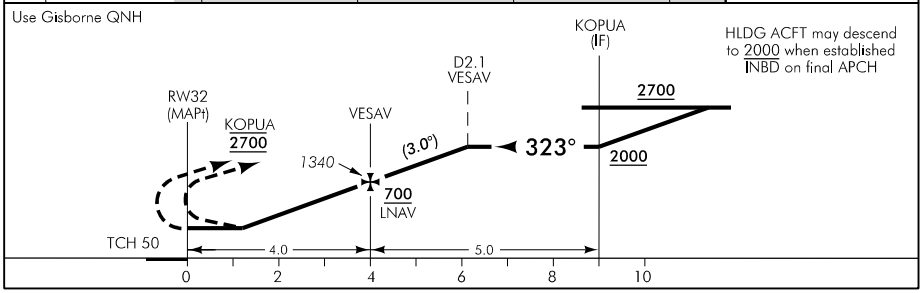
CAT A,B,C

GISBORNE

RNAV (GNSS) RWY 32

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3





Changes from 18 SEP 14: Minima, KOPUA hold MAX IAS added, COOKS HLDG tracks, COOKS HLDG notes added.

MISSED APCH: MAX IAS 210 kt. Turn LEFT direct to KOPUA hold 2700

DISTANCE to WPT	RW32	1.2	2	3	VESAV	1	2	3	4	KOPUA
Advisory Altitude 3°	DA/MDA	DA/MDA	700	1020	1340	1650	1970	2290	2610	2930

Category	A	B	C	D
LNAV/VNAV *	**390**(375) – 1600		**# 440**(425) – 2400	NA
LNAV	**400**(385) – 1600		**# 440**(425) – 2400	
Circling (West)	**500**(485) – 1900	**530**(515) – 2800	**860**(845) – 3700	
Circling (East)		**890**(875) – 2800	NA	

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# Requires 3.5% (220 ft/NM) missed approach climb gradient.
For aircraft unable to comply increase minima to 740 (725) – 4000.

Effective: 30 JAN 20

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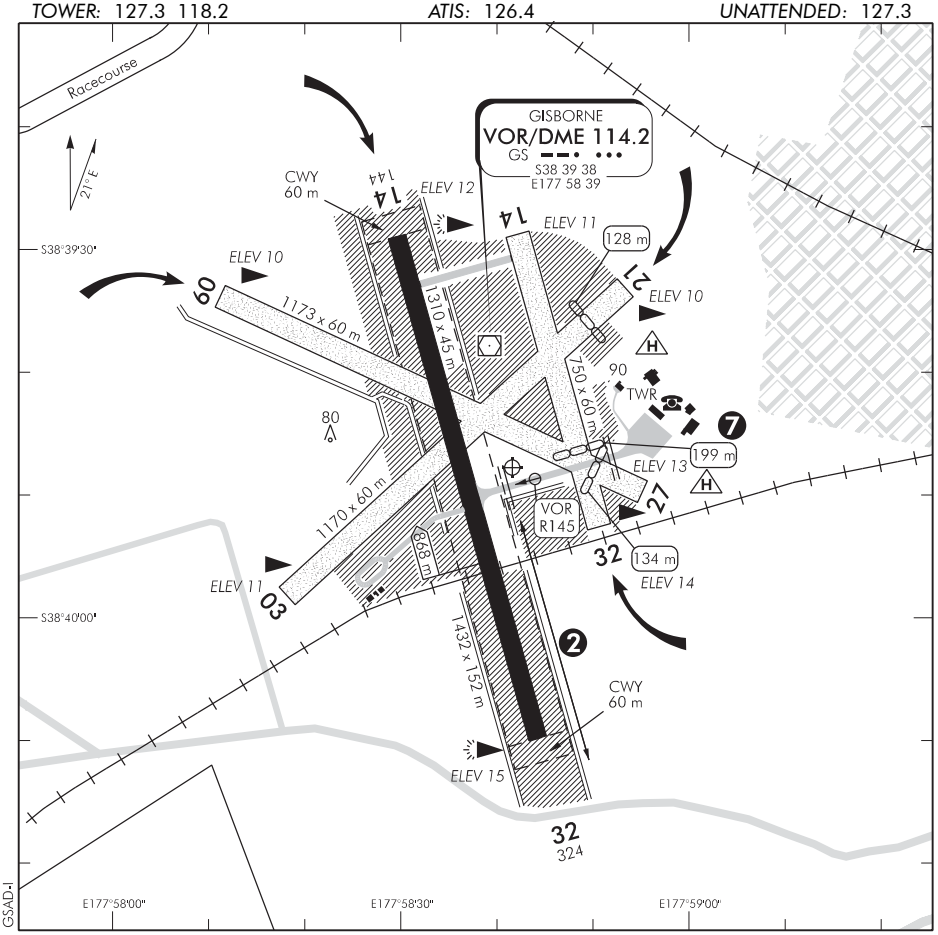
ELEV 15

NZGS

GISBORNE

AERODROME (1)

TOWER: 127.3 118.2 *ATIS:* 126.4 *UNATTENDED:* 127.3



Changes from 26 MAR 20: RWY 14/32 CWY length corrected.

1. Circuit: RWY 32, Grass RWY 03, 14, 27 — Left hand
   RWY 14, Grass RWY 09, 21, 32 — Right hand

   When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL.

❷ Aircraft landing on Grass RWY 32 or Grass RWY 27 are to exercise caution if trains are holding on the city side of RWY 14/32.

3. Same direction simultaneous operations on parallel paved and grass runways 14/32 permitted.

4. ESWL for grass taxiways is 5700 kg.

5. **CAUTION:** Bird hazard. Birds continually present.

6. **CAUTION:** Sea breezes rise slowly during the morning and in NW conditions are often unpredictable and intermittent. Threshold windsocks can indicate wind direction up to 180° different to each other, and the wind reported from the anemometer (located SW of RWY 14/32) can indicate up to 90° different to either windsock.

❼ Grass RWY 14/32, displaced threshold marked by three orange cones — right hand side only when landing on Grass RWY 32.

(continued)

S 38 39 48 E 177 58 42

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8. Extensive lucerne harvesting takes place six times per year, men and machines present on all grass areas except grass runways.
9. Model aircraft flying takes place most Sunday mornings, up to 500 ft AGL. Low level circuits for RWY 14/32 or Grass RWY 09/27 will not be approved during model operations.
10. Hot refuelling of helicopters on the scheduled aircraft apron is prohibited.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance						LDG DIST
						1:20	1:25	1:30	1:40	1:50	1:62.5	
14 32	B	PCN 20 F/B/Y/T	8	0.07U 0.07D	1310					1370	1370 1270	1310
14 14	Gr	ESWL 1600	4 6	0.08U		551						750
32 32	Gr	ESWL 1600	6 4	0.08D		750						551
03 21	Gr	ESWL 5700	8	0.03D 0.03U		1042 1170						1170 1042
09 27	Gr	ESWL 9080	8	0.1U 0.1D		1039 1173						1173 1039

MINIMA

IFR Take-off		
RWY	Day	Night
14/32	300–1500	300–1500
03/21 09/27	600–1500	NA

LIGHTING

Runway: 14/32 REIL, PAPI 3.0°/TCH 47, LIL RWY

RWY edge light spacing — 60 m

Aerodrome: WDI

Taxiway: CL and taxiway entry edge Apron: Edge and floodlighting

Standby power available

Outside Gisborne Tower hours of service, remote control of lighting is available from Christchurch Information on frequency 125.6 MHz or by phone 0800 626 756 (landline users only) or 03 358 1509 (cellphone users).

Advise runway to be used — brilliance adjustments may take up to one minute to action.

Advise Christchurch when complete.

CAUTION: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

(continued)

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GISBORNE

OPERATIONAL DATA (2)

FACILITIES

Fuel: BP Jet A1, Carnet card fuel purchases for large aircraft available from Gisborne Airport Services Duty Refueller Tel (027) 233 3769; alternative/back-up Tel (027) 444 0696 by prior arrangement
BP Jet A1, Carnet swipecard, north of control tower
BP Avgas 100, swipecard, north of control tower
Z Energy Jet A1, swipecard, north of control tower
Z Energy Avgas, adjacent south/east end Air Gisborne hangar

Passenger

Limited Repairs — Gisborne Aero Works Tel 021 371 655

RFS: CAT 3, 20 minutes either side of all scheduled Air New Zealand DH8C movements. Other times by prior arrangement with RFS: Tel 021 052 1778

SUPPLEMENTARY

Operator: Gisborne Airport Ltd, PO Box 1048, Gisborne.
Tel (06) 986 4800 or (06) 868 7951

Emergency Contact: Airport Manager Tel 027 280 5049 Operations Manager Tel 021 905 357

Fees: Aerodrome landing charges are payable for landings and one-off touch-and-goes at Gisborne Airport.

A schedule of charges is available at: www.eastland.co.nz, click on Gisborne Airport, then aviation information.

Aerodrome landing charges will be invoiced to the registered aircraft owner as per the Civil Aviation Register of Aircraft unless prior arrangement has been made with the airport operator.

Discount landing charges available: cash on the day of landing for privately owned recreational aircraft of MCTOW of 1999 kg or less.

Envelopes and payment can be made at the honesty box located at the base of the control tower — airside.

Available for general use without the permission of the operator.

© Civil Aviation Authority

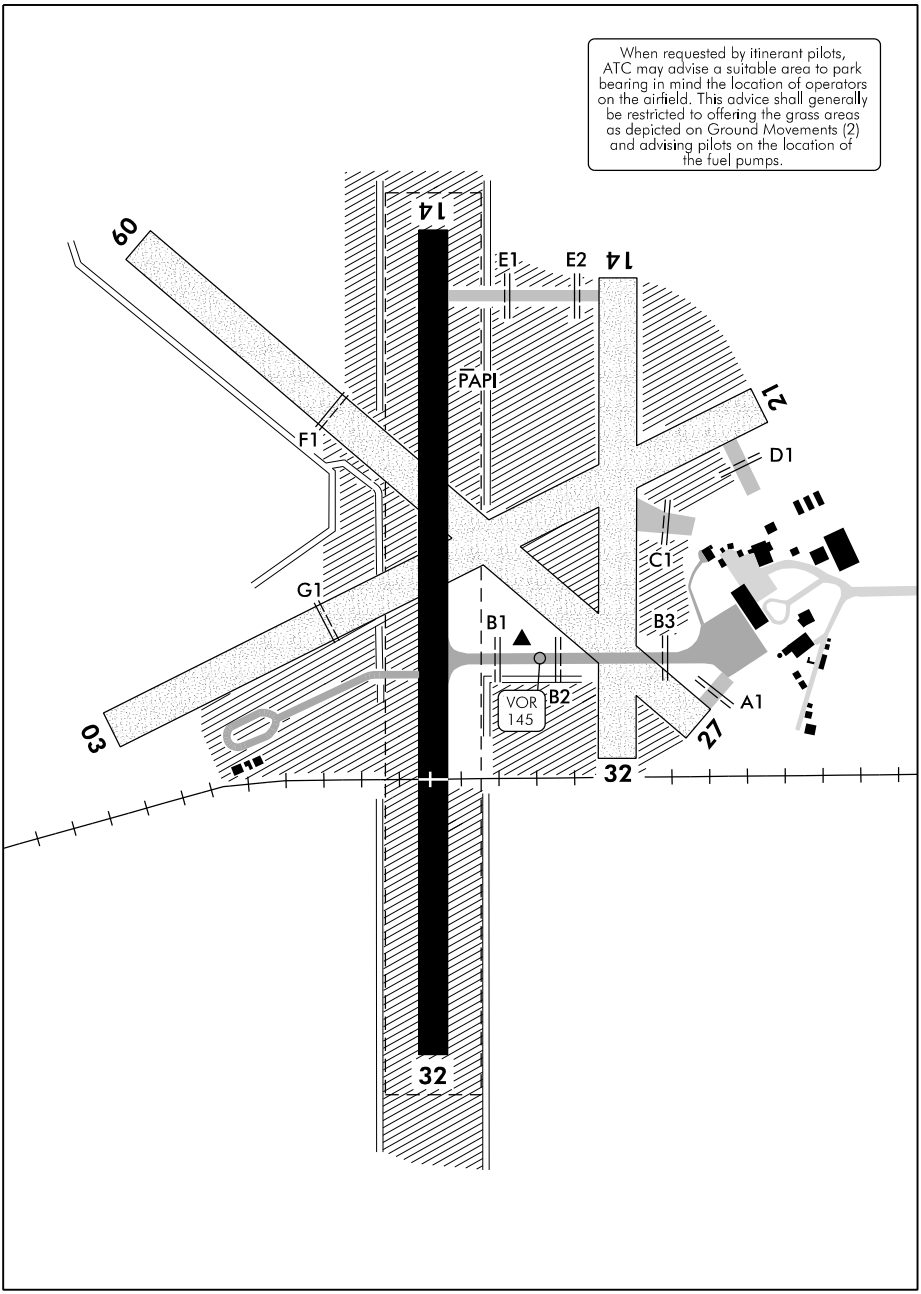
ELEV 15

NZGS

GISBORNE

GROUND MOVEMENTS (1)

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3



Changes from 17 JUN 21: Graphic editorial, hangars.

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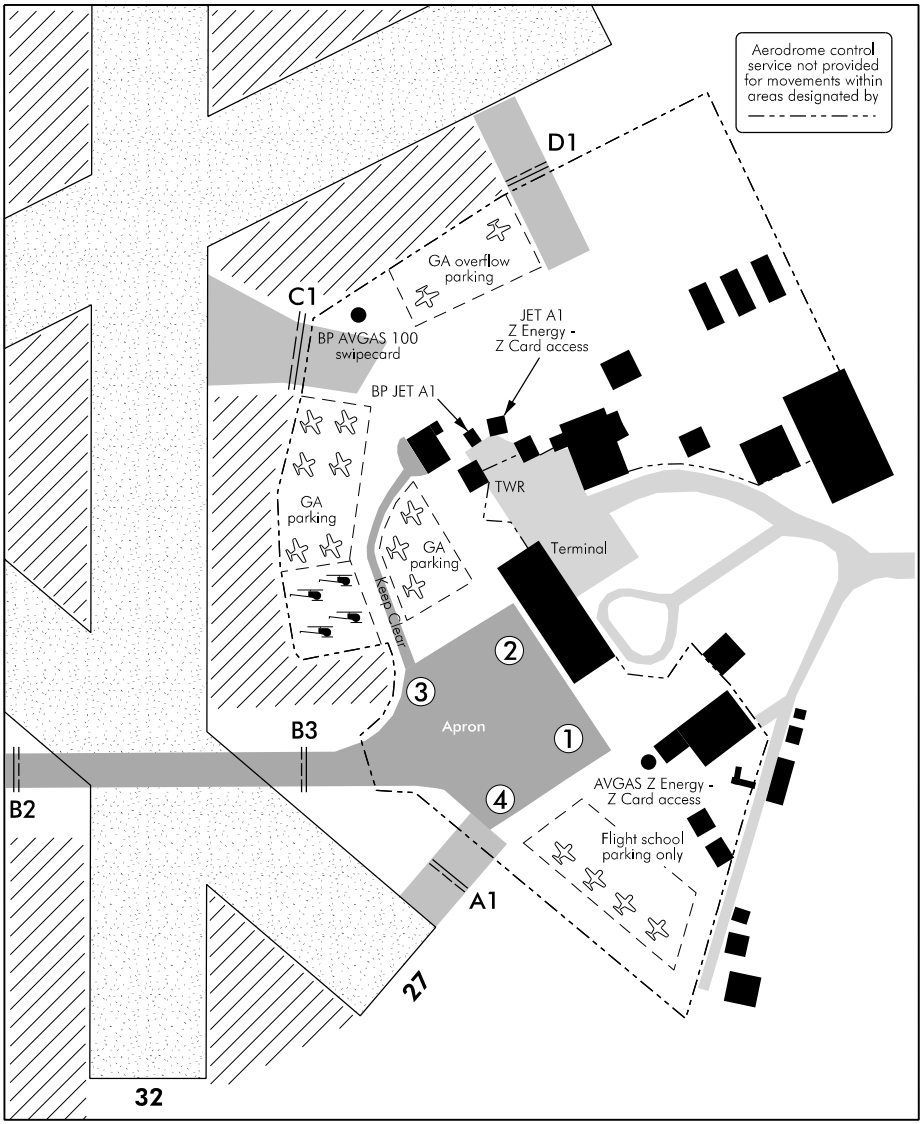
ELEV 15

NZGS

GISBORNE

GROUND MOVEMENTS (2)

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3



Changes from 7 NOV 19: Graphic editorial, hangar and helicopter parking added.

GSGM-24

1. Aircraft stands 1 and 2 are generally reserved for Air New Zealand operations. Gates 3 and 4 available for use by aircraft with a wingspan of 18 m or less. Gate 4 is reserved for air ambulance operators.
2. GA refuelling: once fuelling complete park in the GA parking area.

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For flights departing Gisborne Airport:

ADES	Designator	Route
AA	GSAA3	H117 NOBAR Q132 MERAS Q119
HN	GSHN3	H328 RO H234 FALLS H114
HN	GSHN4	H328
NR	GSNR3	H467 **(For flights at 10,000 ft or above, cross 25 GS at MNM 9000 ft)**
NR	GSNR4	H386
WO	GSWO2	H467
WN	GSWN3	H467 PM V242 DOGAD V112 **(For flights at 10,000 ft or above, cross 25 GS at MNM 9000 ft)**

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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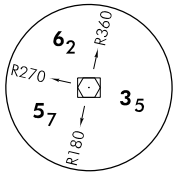
ELEV 15
NZGS
CAT A,B,C

GISBORNE
SID RWY 14

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3

Outside ATC hours of service

- *Use 127.3 MHz and unattended aerodrome RTF procedures.*
- *Departing aircraft contact Napier Tower 125.6 MHz, or outside Napier TWR hours Christchurch Information 125.6 MHz or 0800 626 756 (landline users only) or (03) 358 1509, for clearance and traffic information prior to entering IMC or controlled airspace.*



Minimum Sector Altitude 25 NM GS

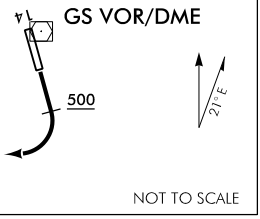
ALL DEPARTURES

1. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*
2. *Minimum turn altitude 500 ft unless higher stated*
3. *EVALUATED CLIMB SECTOR R060 through south to R320 within 25 NM – MNM net climb gradient 4.2% (260 ft/NM) to MSA*
4. ***CAUTION: Close in obstacles not considered in climb gradient** – Pine tree MAX 44 ft AMSL located 222° and 170 m from CWY end*

NICK THREE DEPARTURE (NIC3)

To HAWKE, AP,RO, TG, KEEPA
MNM net climb gradient 4.0% (250 ft/NM) to MSA

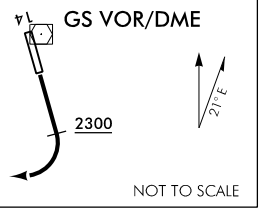
- Turn RIGHT, intercept track



NUHAKA THREE DEPARTURE (NUH3)

To HAWKE, AP,RO, TG, KEEPA

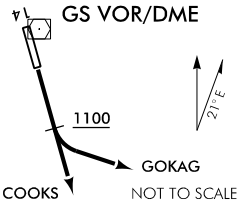
- Maintain RWY centreline to MNM 2300 ft
- Turn RIGHT, intercept track



GANET ONE DEPARTURE (GAN1)

To COOKS, GOKAG

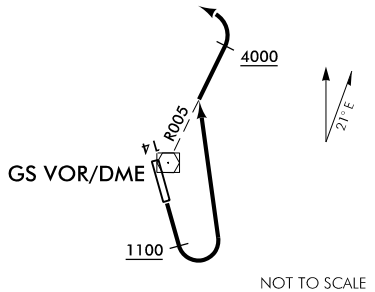
- To COOKS – Intercept track
- To GOKAG – Maintain RWY centreline to MNM 1100 ft, turn LEFT, intercept track



TUNA TWO DEPARTURE (TUN2)

To AP, RO, TG, KEEPA
(Tracking on R005 may not be entirely contained within controlled airspace)

- Maintain RWY centreline to MNM 1100 ft
- Turn LEFT, intercept R005
- At MNM 4000 ft, turn LEFT, intercept track



Changes from 12 AUG 21: Outside ATC hours of service notes updated, all departures note 3.

GSSID14-J

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ELEV 15
NZGS

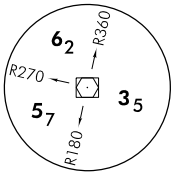
CAT A,B,C

GISBORNE
SID RWY 32

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3

Outside ATC hours of service

- *Use 127.3 MHz and unattended aerodrome RTF procedures.*
- *Departing aircraft contact Napier Tower 125.6 MHz, or outside Napier TWR hours Christchurch Information 125.6 MHz or 0800 626 756 (landline users only) or (03) 358 1509, for clearance and traffic information prior to entering IMC or controlled airspace.*



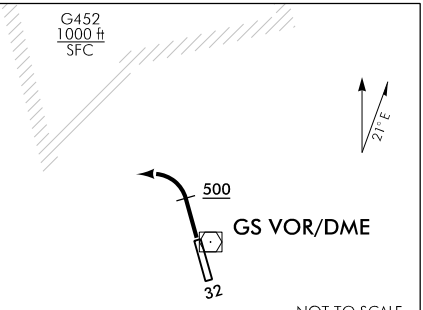
Minimum Sector Altitude
25 NM GS

ALL DEPARTURES

1. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*
2. *Minimum turn altitude 500 ft unless higher stated*
3. *EVALUATED CLIMB SECTOR R060 through south to R320 within 25 NM – MNM net climb gradient 4.2% (260 ft/NM) to MSA*
4. ***CAUTION: Close in obstacles not considered in climb gradient***
   – *Trees MAX 114 ft AMSL located in sector 320° - 360° between 390 m and 960 m from CWY end*

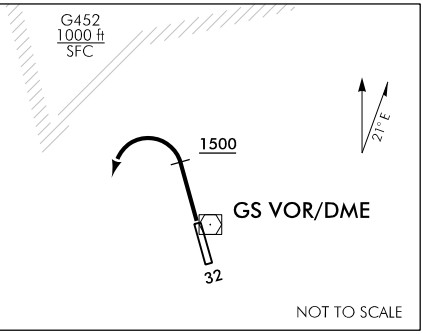
CRAY THREE DEPARTURE (CRA3)
To KEEPA, TG, RO, AP, HAWKE, COOKS, GOKAG
MNM net climb gradient 4.2% (260 ft/NM) to MSA

- Turn LEFT, intercept track



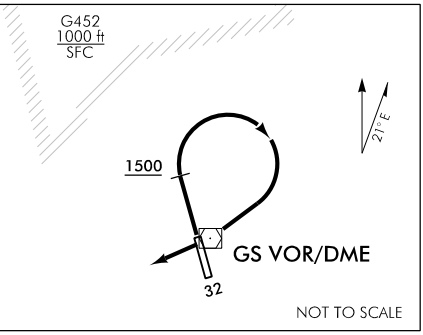
PAUA THREE DEPARTURE (PUA3)
To AP, HAWKE, COOKS, GOKAG
MNM net climb gradient 4.0% (250 ft/NM) to MSA

- Maintain RWY centreline to MNM 1500 ft
- Turn LEFT, intercept track



CITY THREE DEPARTURE (CIT3)
To all destinations
MNM net climb gradient 4.0% (250 ft/NM) to 2500 ft

- Maintain RWY centreline to MNM 1500 ft
- Turn RIGHT, track via GS VOR, intercept track



Changes from 12 AUG 21: Outside ATC hours of service notes updated, all departures note 3.

GSSID32-J

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ELEV 15

NZGS

GISBORNE

RNAV (GNSS) SID RWY 14

CAT A,B,C

TOWER: 127.3 118.2 *ATIS*: 126.4 *UNATTENDED*: 127.3

GSRNAVSID14-D

Outside ATC hours of service

- *Use 127.3 MHz and unattended aerodrome RTF procedures.*
- *Departing aircraft contact Napier Tower 125.6 MHz, or outside Napier Tower hours Christchurch Information 125.6 MHz or 0800 626 756 (landline users only) or (03) 358 1509, for clearance and traffic information prior to entering IMC or controlled airspace.*

ALL DEPARTURES

Note 1. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*

2. ***CAUTION: Close-in obstacles not considered in climb gradient***
   – *Pine tree MAX 44 ft AMSL located 222° and 170 m from CWY end*

RWY 14

POPAD TWO DEPARTURE – RNAV (GNSS) (POPAD2)

- Track 143° to POPAD (fly-over)

TRANSITIONS:

COOKS

Airspace containment – *MNM net climb gradient 5.7% (350 ft/NM) to 4000 ft*
– From POPAD track 144° to COOKS

HAWKE

MNM net climb gradient 3.9% (240 ft/NM) to 4300 ft
Airspace containment – *MNM net climb gradient 7.0% (430 ft/NM) to 4000 ft*
– From POPAD turn RIGHT, track 216° to HAWKE

ELMER

MNM net climb gradient 3.9% (240 ft/NM) to 4300 ft
Airspace containment – *MNM net climb gradient 6.8% (420 ft/NM) to 4000 ft*
– From POPAD turn RIGHT, track 255° to ELMER

CREEK

MNM net climb gradient 3.9% (240 ft/NM) to 4300 ft
Airspace containment – *MNM net climb gradient 4.9% (300 ft/NM) to 4000 ft*
– From POPAD turn RIGHT direct to ADLIB, MAX IAS 210 kt until turn complete
– Track 271° to CREEK

WARIK

MNM net climb gradient 3.9% (240 ft/NM) to 4300 ft
Airspace containment – *MNM net climb gradient 4.9% (300 ft/NM) to 4000 ft*
– From POPAD turn RIGHT direct to ADLIB, MAX IAS 210 kt until turn complete
– Track 309° to EWOOD
– Turn LEFT, track 284° to WARIK

OTOKO

MNM net climb gradient 3.9% (240 ft/NM) to 4300 ft
Airspace containment – *MNM net climb gradient 4.9% (300 ft/NM) to 4000 ft*
– From POPAD turn RIGHT direct to
ADLIB, MAX IAS 210 kt until turn complete
– Track 309° via EWOOD to OTOKO

Changes from 12 AUG 21: Outside ATC hours of service notes updated.

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ELEV 15
NZGS
TOWER: 127.3 118.2

CAT A,B,C

ATIS: 126.4

GISBORNE

RNAV (GNSS) SID RWY 32

UNATTENDED: 127.3

Outside ATC hours of service

- *Use 127.3 MHz and unattended aerodrome RTF procedures.*
- *Departing aircraft contact Napier Tower 125.6 MHz, or outside Napier Tower hours Christchurch Information 125.6 MHz or 0800 626 756 (landline users only) or (03) 358 1509, for clearance and traffic information prior to entering IMC or controlled airspace.*

ALL DEPARTURES

Note 1. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*
2. **CAUTION: Close in obstacles not considered in climb gradient**
– *Trees MAX 114 ft AMSL located in sector 320° - 360° between 390 m and 960 m from CWY end*

RWY 32
NODEX TWO DEPARTURE – RNAV (GNSS) (NODEX2)
- Track 323° to NODEX (fly-over)

TRANSITIONS:

OTOKO
MNM net climb gradient 4.1% (250 ft/NM) to 4300 ft
Airspace containment – MNM net climb gradient 7.0% (430 ft/NM) to 6000 ft
– From NODEX turn LEFT, track 282° to OTOKO

EWOOD
MNM net climb gradient 4.1% (250 ft/NM) to 4300 ft
Airspace containment – MNM net climb gradient 6.9% (420 ft/NM) to 4000 ft
– From NODEX turn LEFT, track 270° to EWOOD

CREEK
MNM net climb gradient 4.1% (250 ft/NM) to 4300 ft
Airspace containment – MNM net climb gradient 7.1% (440 ft/NM) to 4000 ft
– From NODEX turn LEFT, track 261° to CREEK

ELMER
MNM net climb gradient 4.1% (250 ft/NM) to 4300 ft
Airspace containment – MNM net climb gradient 7.2% (440 ft/NM) to 4000 ft
– From NODEX turn LEFT, track 235° via MABRI to ELMER, MAX IAS 220 kt until turn complete

HAWKE
MNM net climb gradient 4.1% (250 ft/NM) to 4300 ft
Airspace containment – MNM net climb gradient 6.7% (410 ft/NM) to 4000 ft
– From NODEX turn LEFT, track 199° to HAWKE, MAX IAS 220 kt until turn complete

COOKS
MNM net climb gradient 4.1% (250 ft/NM) to 2400 ft
– From NODEX turn LEFT, track 144° to COOKS, MAX IAS 220 kt until turn complete

Changes from 12 AUG 21: Outside ATC hours of service notes updated.

GSRNAVSID32-D

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NZHN / HLZ HAMILTON

RUNWAY / FACILITIES

CAT: A	Mag 20E			Elev 172ft
RWY	**CAT II/III**	**Length**	**AID**	**TCH**
18L/36R	N/A	2135m	PAPI	18L - 60ft 36R - 58ft
Standby Power Available		RFS: Cat 5		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: **Auckland (5), Rotorua (4), Palmerston North (4), Napier (4), New Plymouth (4), Gisborne (3), Ohakea (2),**				

THREATS
• Extensive light VFR and IFR training traffic as well as airline movements. • VFR traffic – May operate in NZT253 (Northern) and NZT254 (Te Awamutu) without reference to ATC. • Control Zone – CTR/D narrows immediately in the vicinity of the aerodrome itself – Refer to NZHN VNC chart. • VFR traffic operations occur in close proximity to IFR arrival and departure procedures. • Simultaneous TWR frequencies operate at peak times – Refer to NZHN AD2-51.1. • Bird Hazard – Refer to NZHN AD2-51.1. • Noise abatement – Restrict operations overhead Hamilton city.

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ARRIVALS

VISUAL APPROACHES

When flying a visual approach, **maintain 2500ft until established inside the Hamilton Control Zone CTR/D**. This will ensure:

1) The aircraft remains in controlled airspace if a visual approach is performed for Runway 18 from the south.
2) Adequate separation from VFR traffic operating in the training areas to the west and east.

Refer to Hamilton VNC for more information.

GROUND OPERATIONS

COMMUNICATION

Hamilton Traffic is available on frequency **130.3 MHz**. ETA, Fuel and special requirements need to be passed prior to arrival.

TERMINAL ACCESS

Access to flight planning and traffic office upstairs. Door access code: 0565#. Stair/Airside access code: 1357 IN.

D

DEPARTURES

VISUAL DEPARTURES

On request, Hamilton Tower may issue visual departure instructions to re-join the SID or establish on track.

REDUCED TAKE-OFF MINIMA

Authorised – Refer to NZHN AD2-52.1

- RWY 18L/36R visibility not below 0-400.

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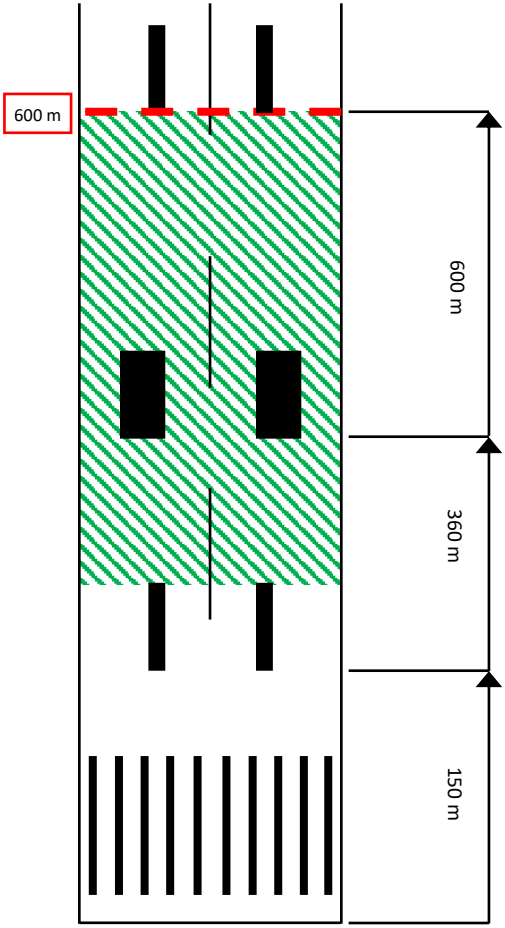
TOUCHDOWN ZONE

RUNWAY 18L/36R

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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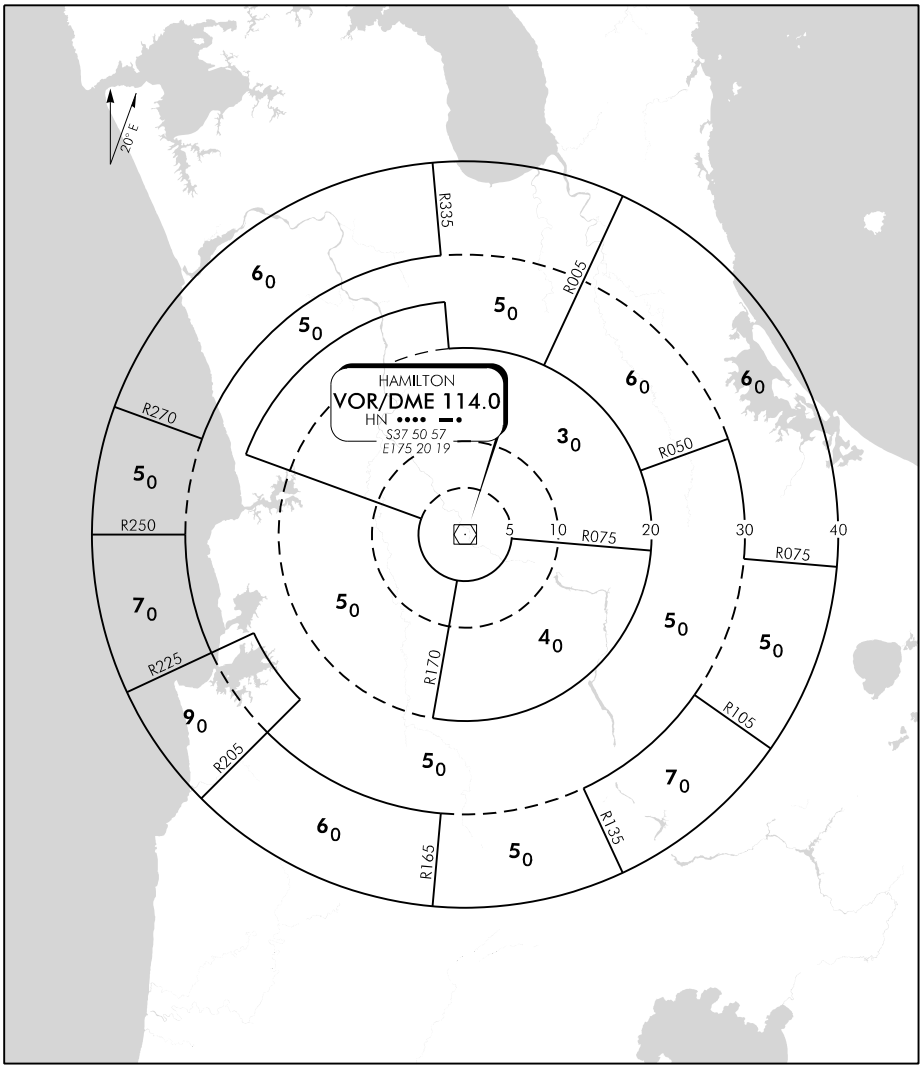
AIR NEW ZEALAND

HAMILTON

VOR/DME MRA SECTORS (VORSEC)



HNMRA-D

Changes from 24 NOV 05: Pagination.

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HAMILTON
VOR/DME MRA SECTORS (VORSEC)

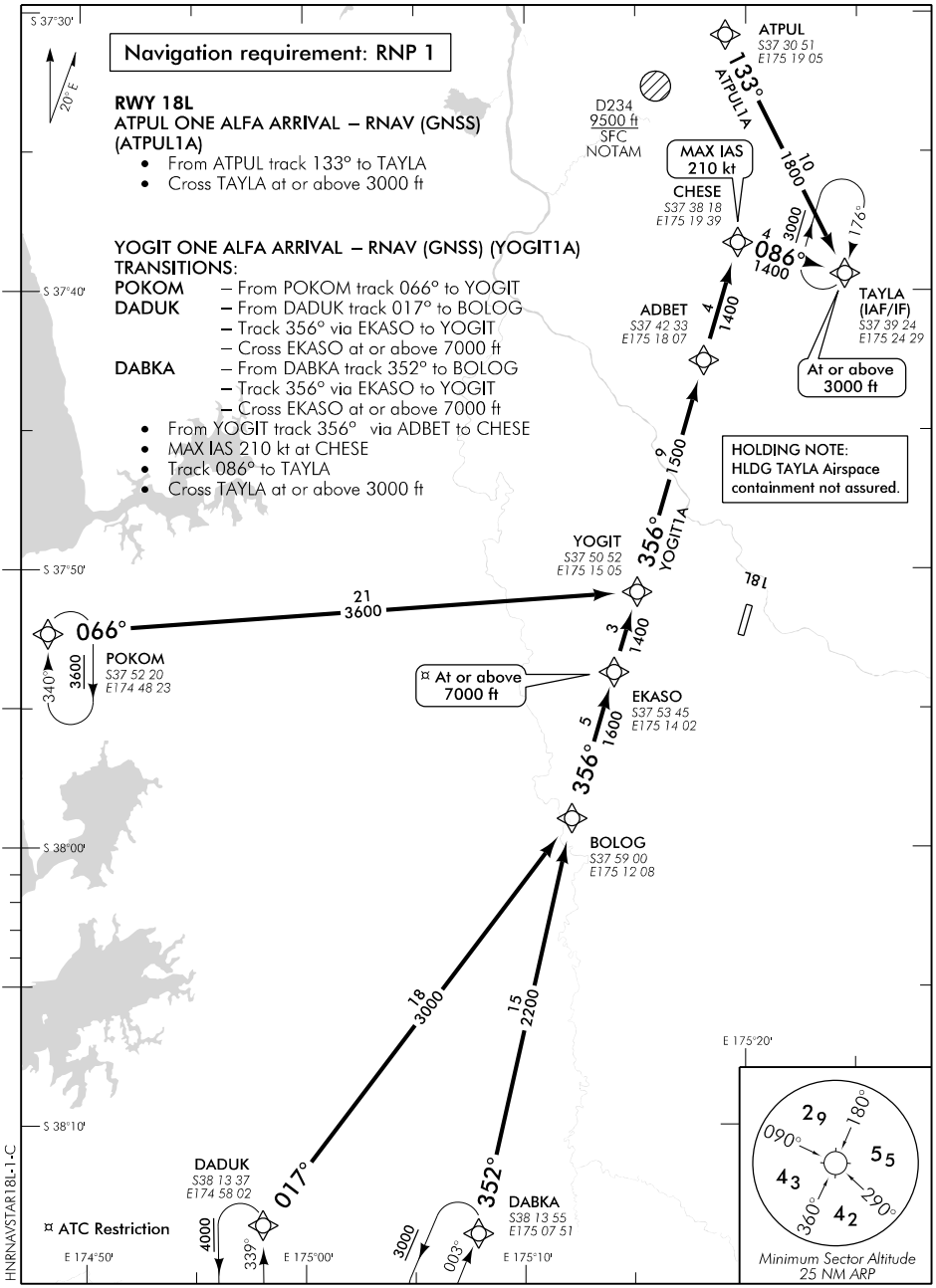
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 18L (1)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



Effective: 18 JUL 19

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ELEV 172

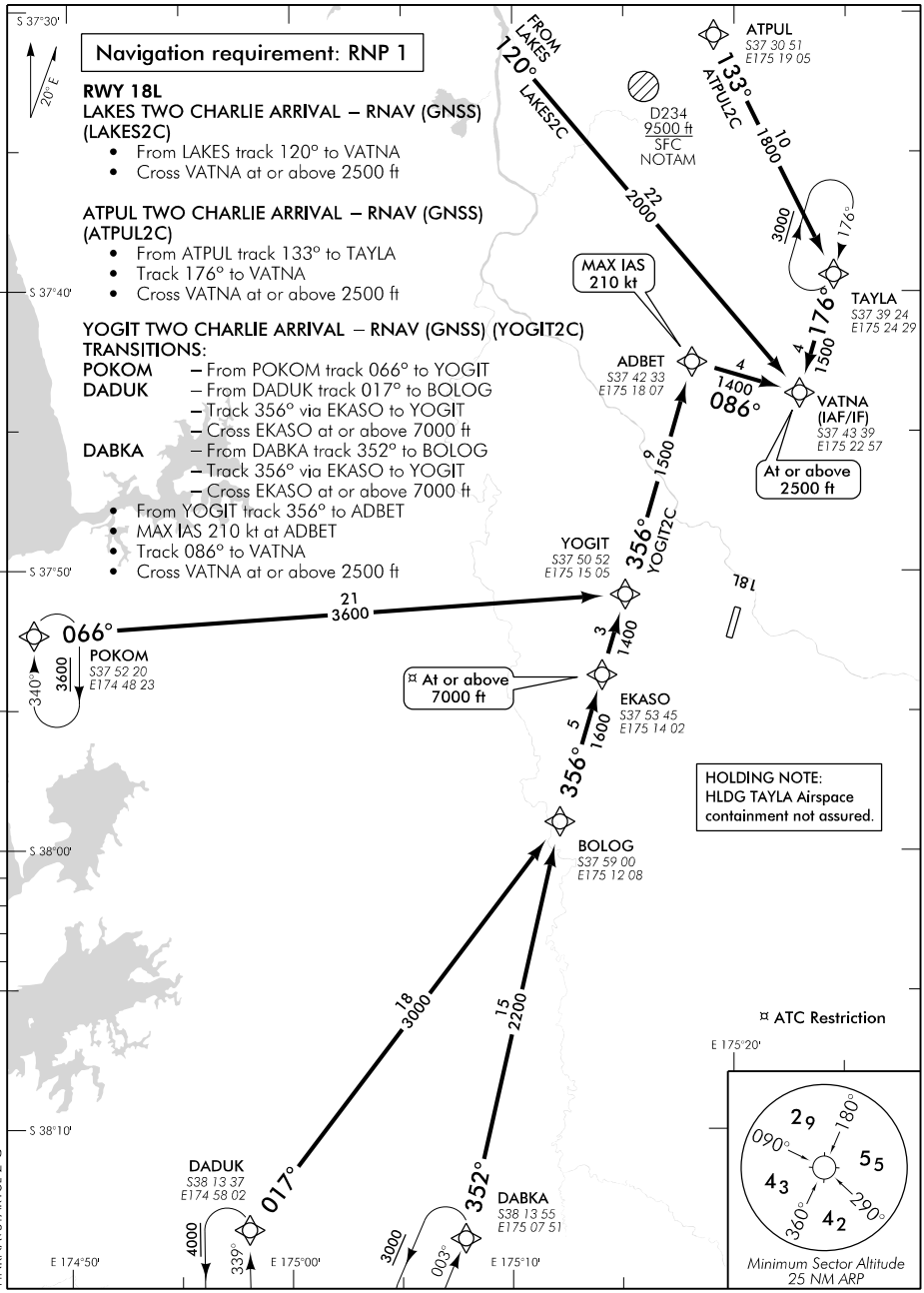
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 18L (2)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 18L (2)

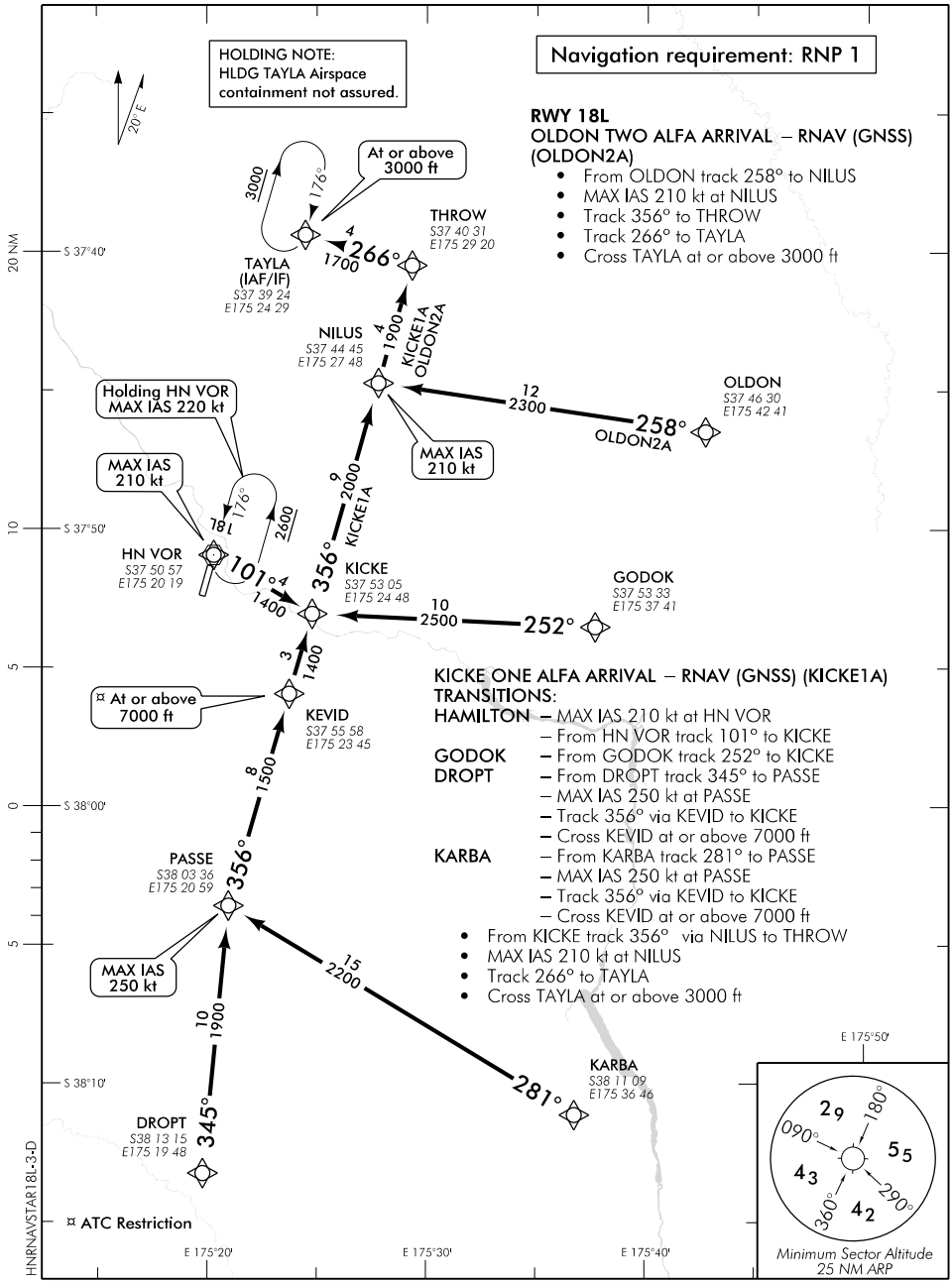
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 18L (3)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 18L (3)

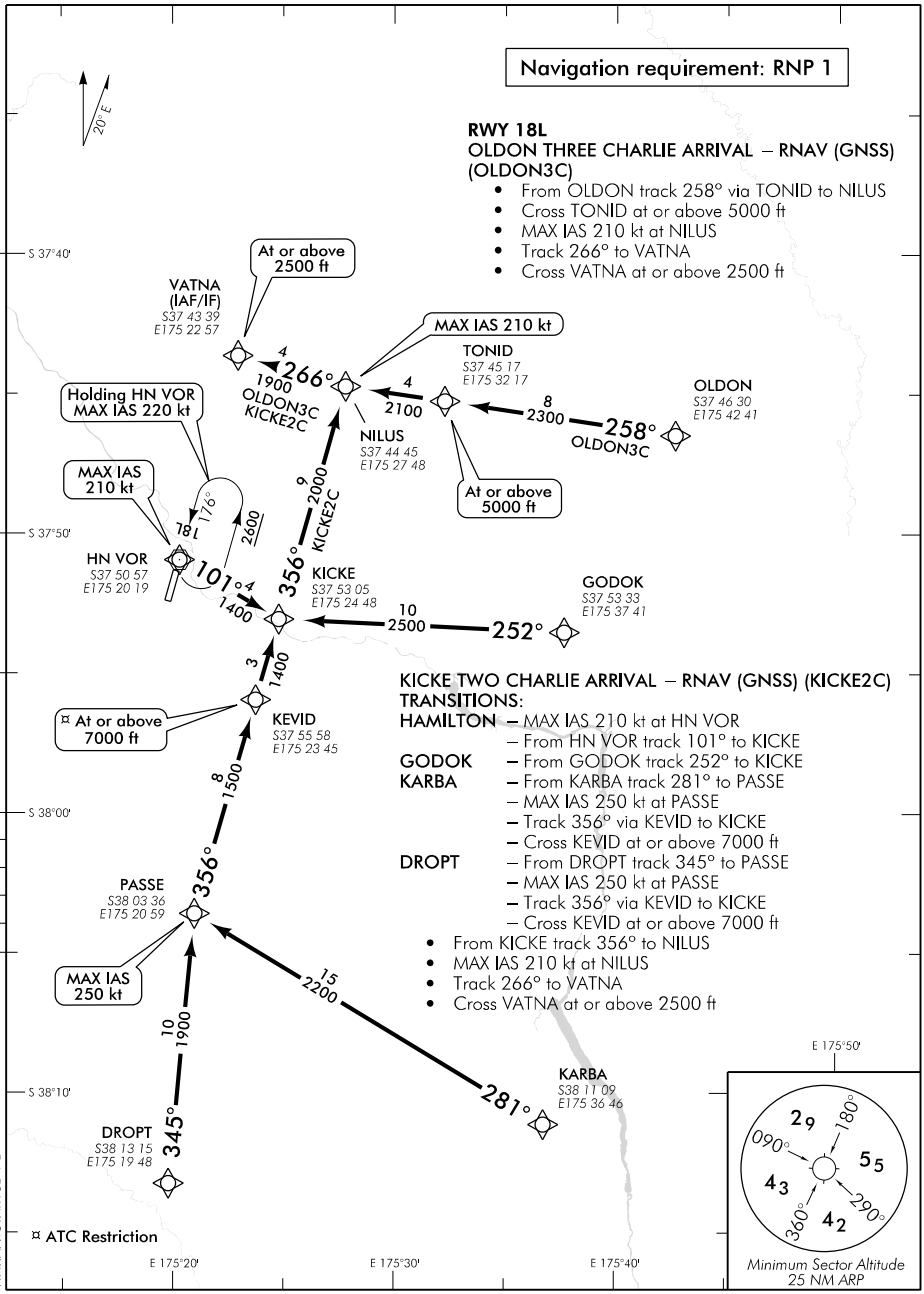
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 18L (4)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9



HNRNAVSTAR18L-4-D

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ELEV 172

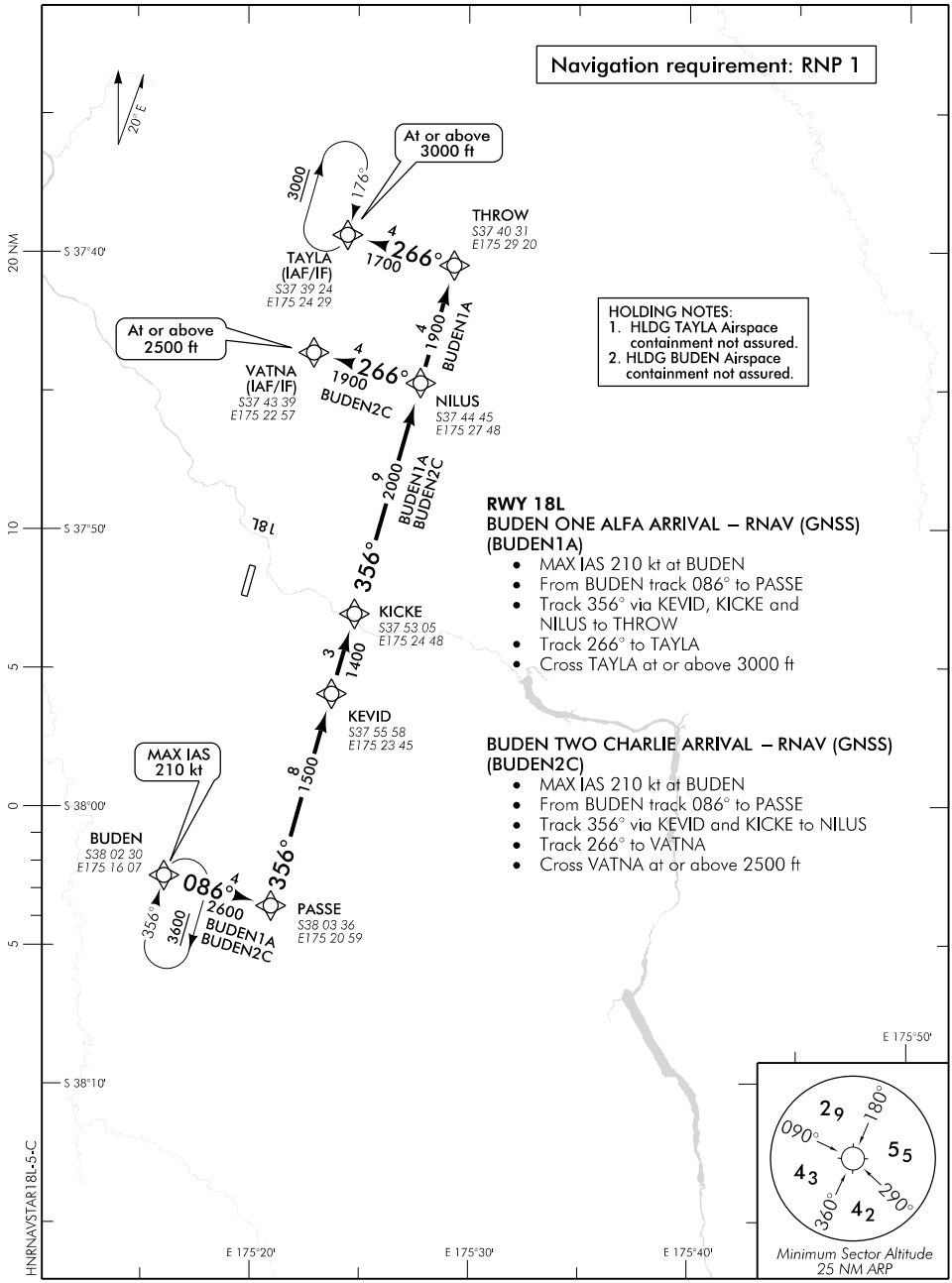
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 18L (5)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 18L (5)

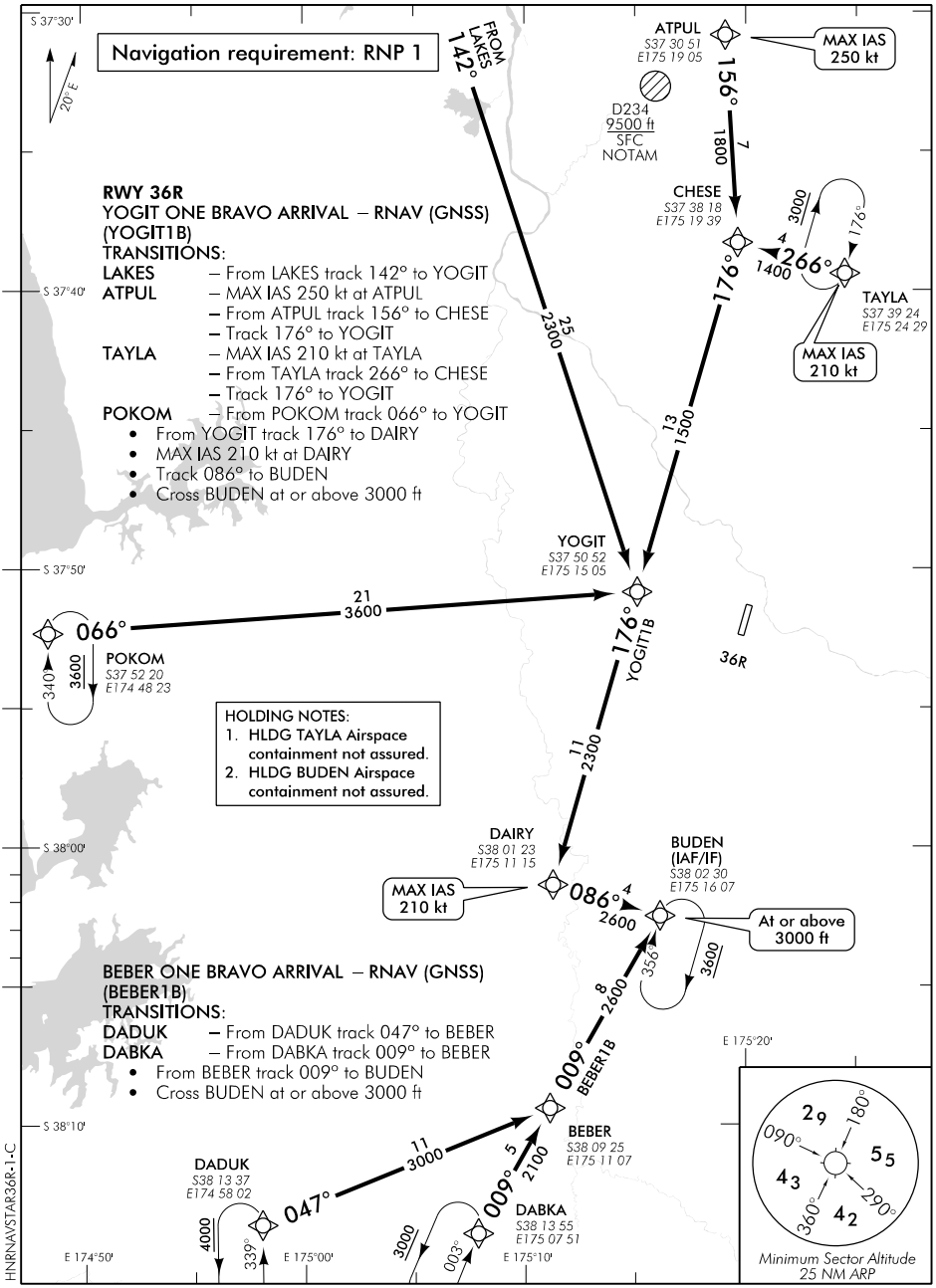
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 36R (1)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 36R (1)

ELEV 172

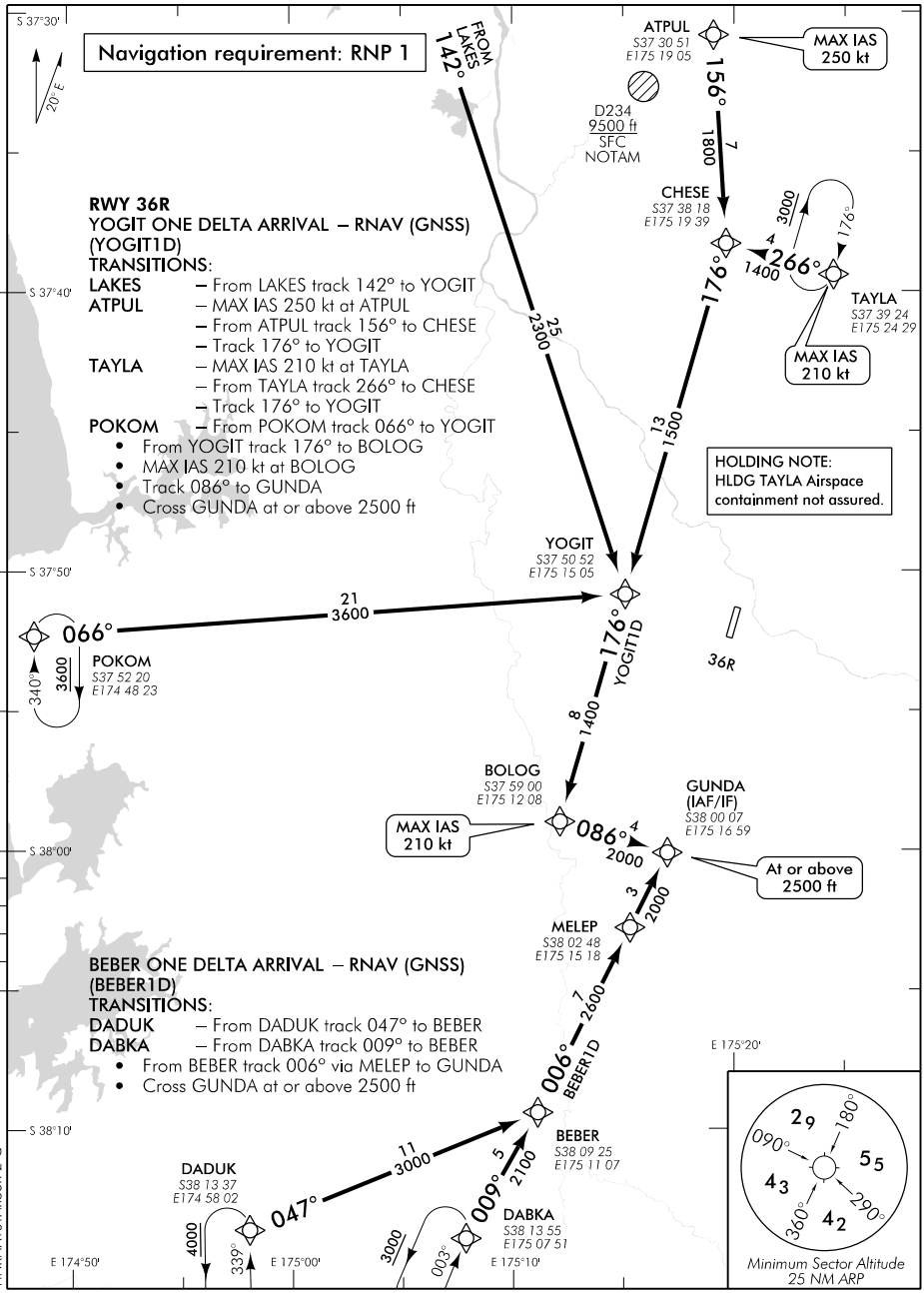
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 36R (2)

BAY APPROACH: 125.3 123.8 TOWER: 122.9 126.8 119.8 ATIS: 128.6 UNATTENDED: 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 36R (2)

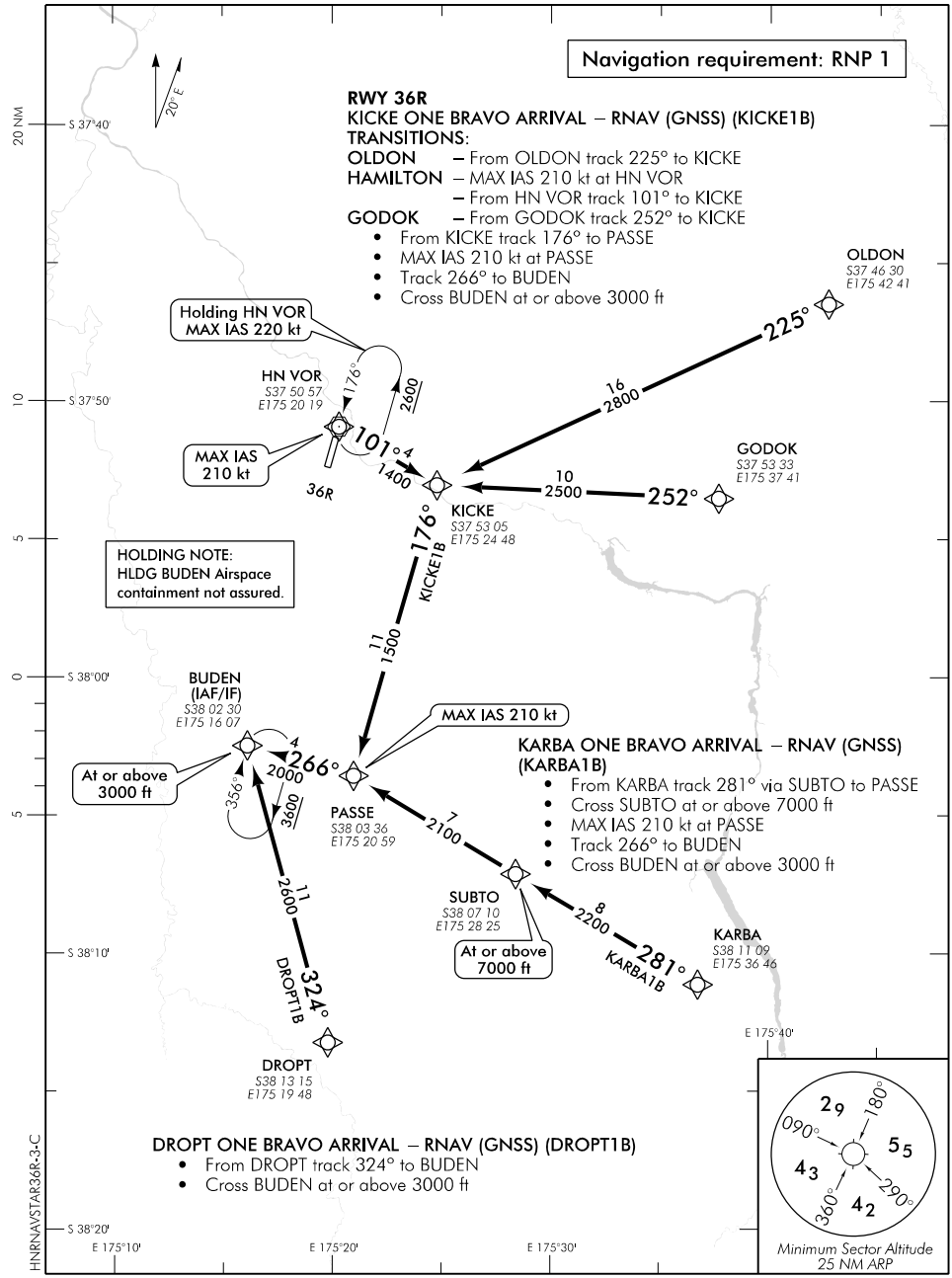
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 36R (3)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 36R (3)

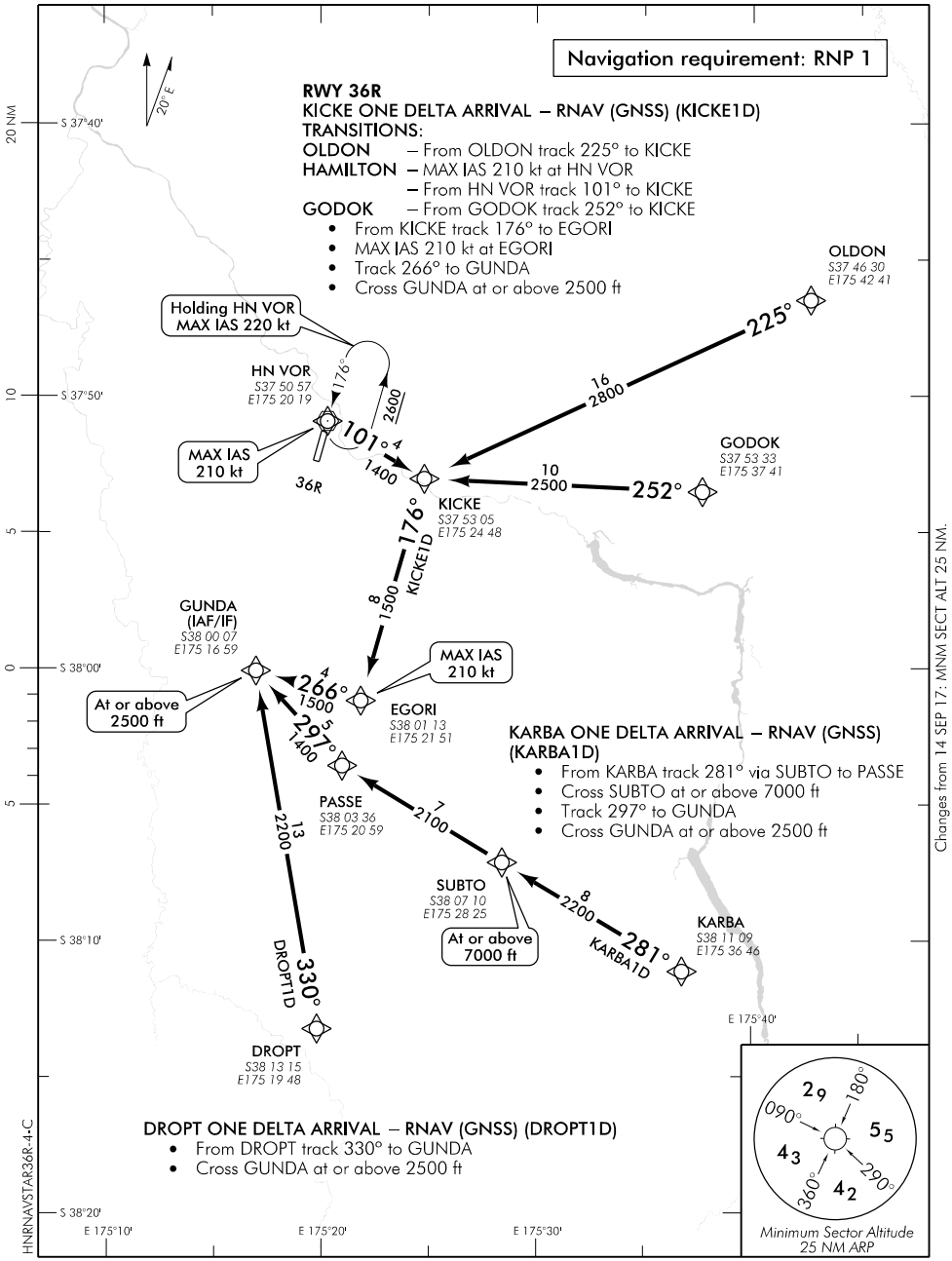
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) STAR RWY 36R (4)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) STAR RWY 36R (4)

ELEV 172

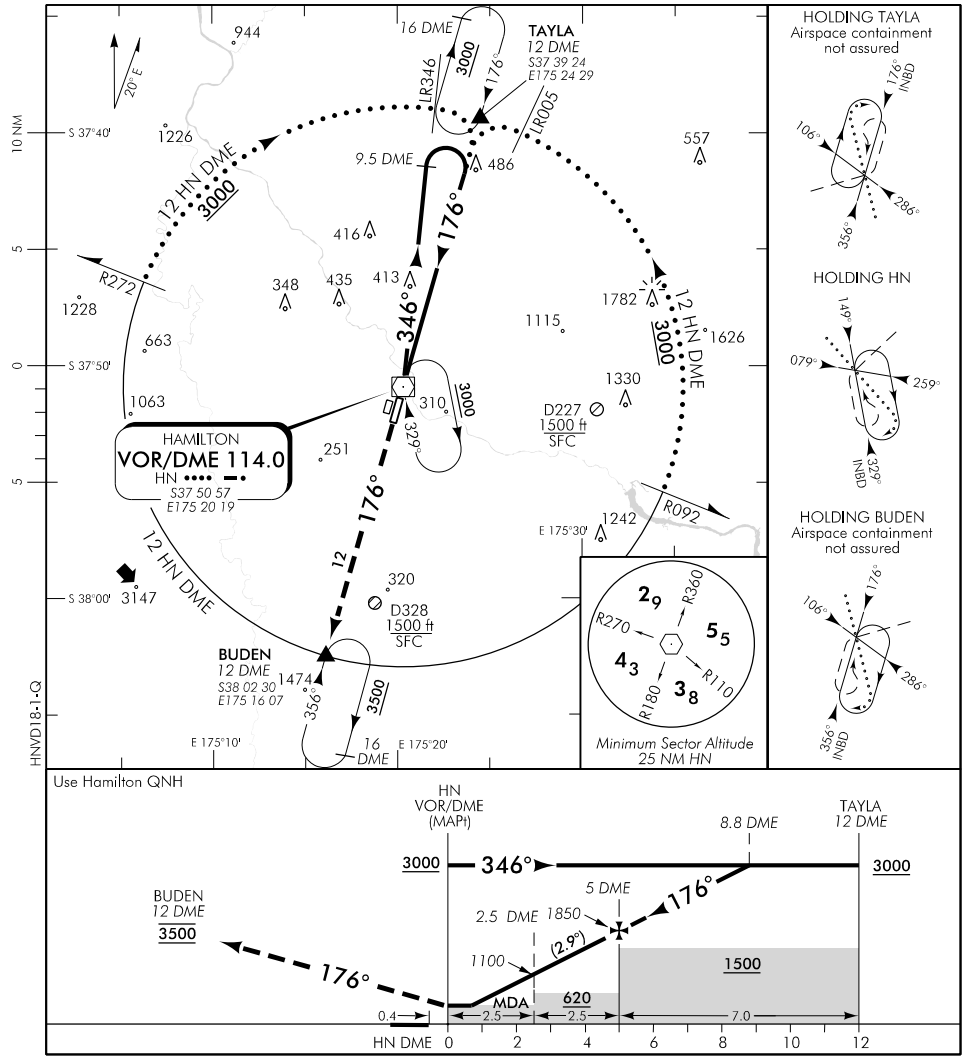
RWY 18L THR ELEV 170

CAT A,B

HAMILTON

VOR/DME RWY 18L

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



MISSED APCH: Track 176° to BUDEN hold 3500

HN DME DIST	MAPt HN VOR	0.8	1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	650	950	1250	1550	1850	2150	2450	2750	3050	3350

Category	A	B	C	D
VOR/DME	**520**(348) – 1500		NA	
Circling	**690**(518) – 1900	**690**(518) – 2800		

Changes from 14 SEP 17: Mt Ruru mast ELEV, minima, lead radial, 25 NM MSA, OCA, advisory altitude table.

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ELEV 172

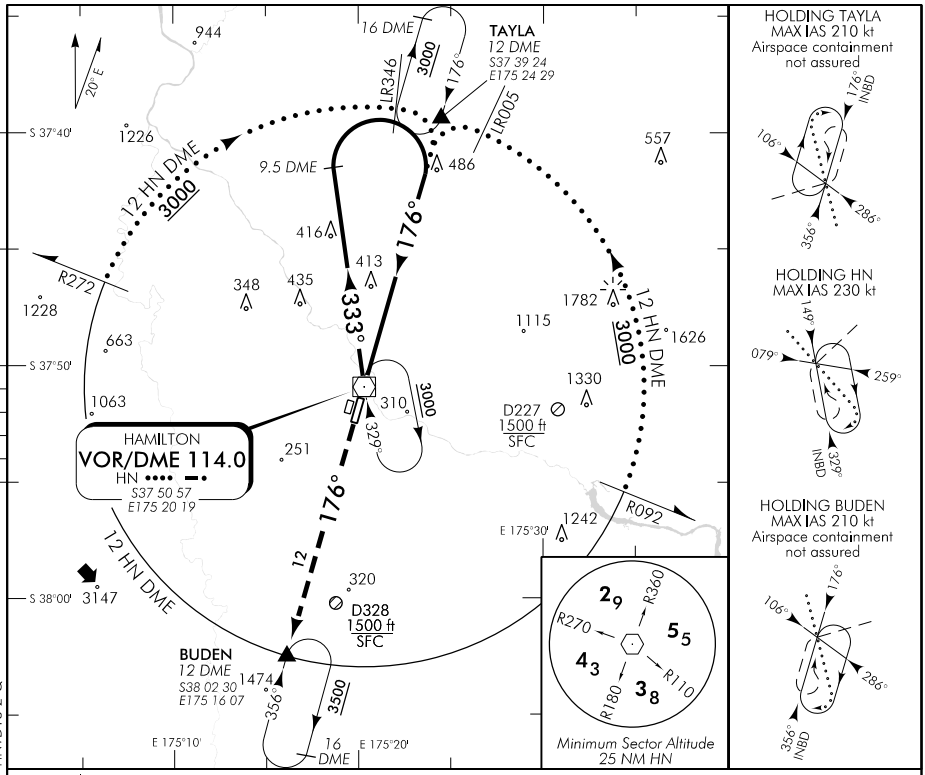
RWY 18L THR ELEV 170

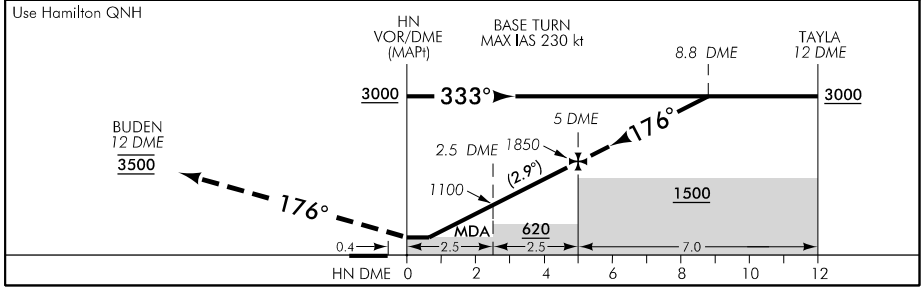
CAT C,D

HAMILTON

VOR/DME RWY 18L

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9





HNVD18-2-Q

Changes from 14 SEP 17: Mt Ruru mast ELEV, minima, lead radial, 25 NM MSA, OCA, advisory altitude table.

MISSED APCH: Track 176° to BUDEN hold 3500

HN DME DIST	MAPt HN VOR	0.8	1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	650	950	1250	1550	1850	2150	2450	2750	3050	3350

Category	A	B	C	D
VOR/DME	NA		**520**(348) – 1600	
Circling			**790**(618) – 3200	**870**(698) – 4600

CAT C/D circling airspace containment not assured.

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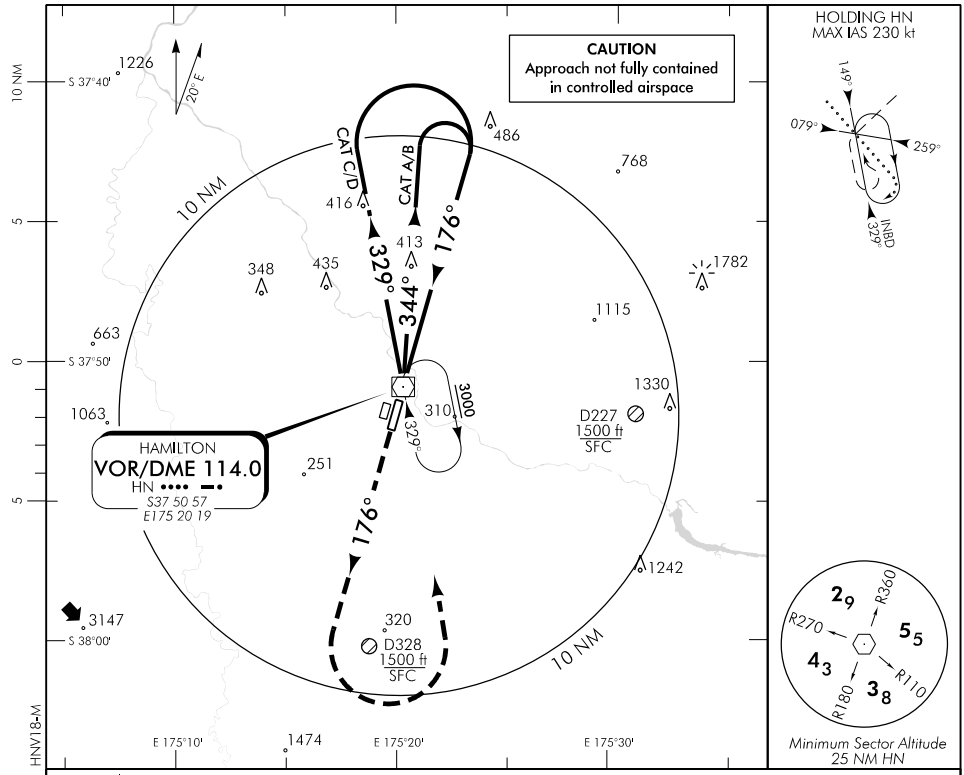
ELEV 172

RWY 18L THR ELEV 170

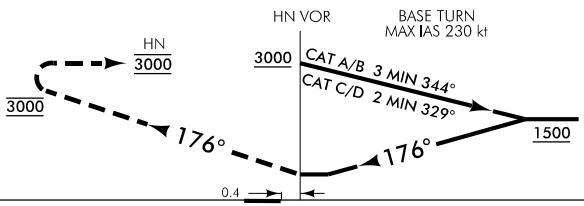
CAT A,B,C,D

HAMILTON
VOR RWY 18L

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



Use Hamilton QNH



Changes from 14 SEP 17: Mt Ruru mast ELEV, minima, 25 NM MSA.

MISSED APCH: Track 176° to 3000, turn LEFT direct to HN VOR hold 3000

Category	A	B	C	D
VOR	**790**(618) – 2100		**790**(618) – 3200	
Circling	**790**(618) – 2100	**790**(618) – 2800	**790**(618) – 3700	**870**(698) – 4600
CAT C/D circling airspace containment not assured.				

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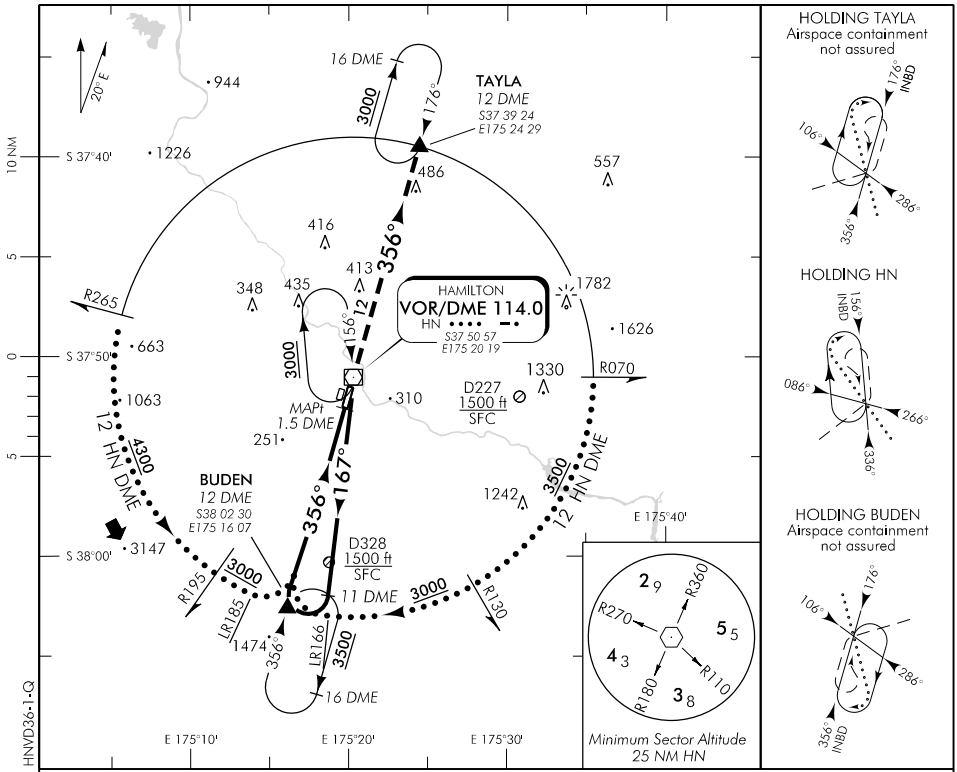
ELEV 172

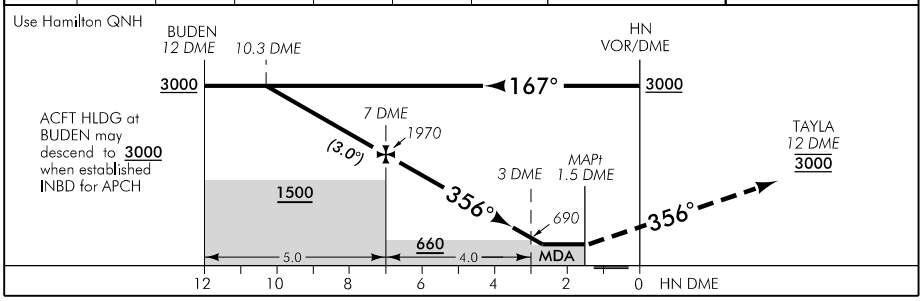
RWY 36R THR ELEV 164

CAT A,B

HAMILTON
VOR/DME RWY 36R

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9





MISSED APCH: Track 356° to TAYLA hold 3000

HN DME DIST	10	9	8	7	6	5	4	3	2.7	MAPt 1.5
Advisory Altitude 3.0°	2930	2610	2290	1970	1650	1330	1010	690	MDA	MDA

Category	A	B	C	D
VOR/DME	**580**(416) – 1600		NA	
Circling	**690**(518) – 1900	**690**(518) – 2800		

Changes from 18 JUL 19: Advisory altitude table correction.

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ELEV 172

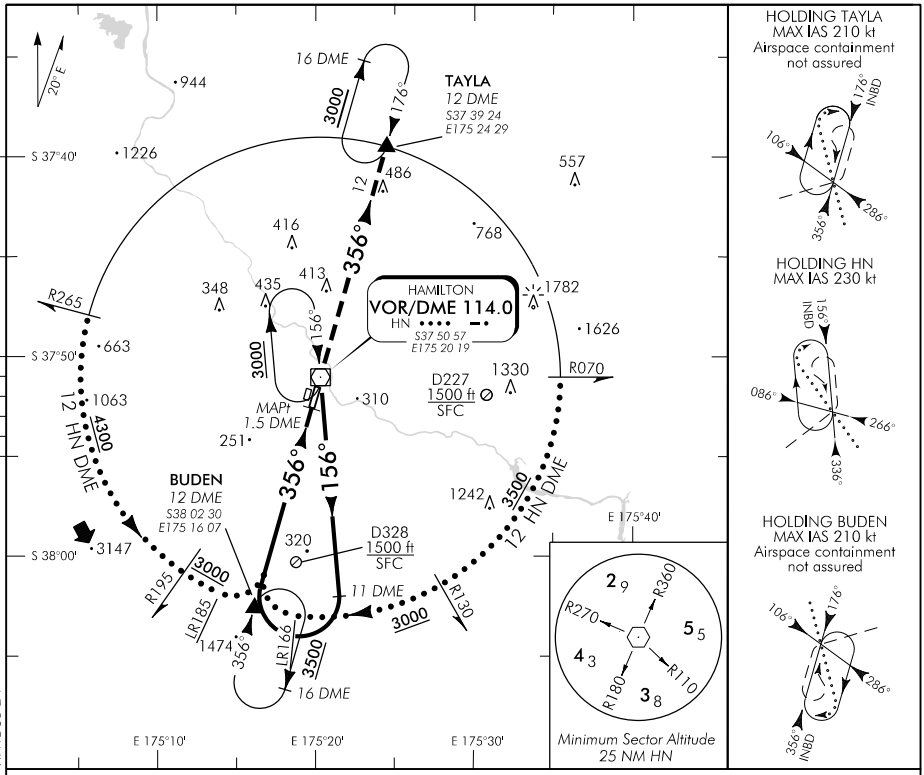
RWY 36R THR ELEV 164

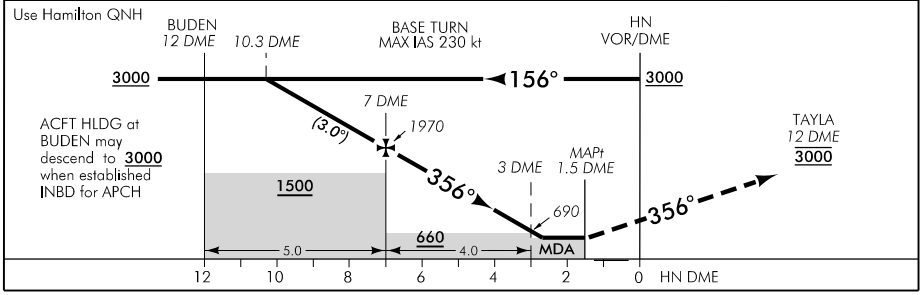
CAT C,D

HAMILTON

VOR/DME RWY 36R

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9





Changes from 18 JUL 19: Advisory altitude table correction.

MISSED APCH: Track 356° to TAYLA hold 3000

HN DME DIST	10	9	8	7	6	5	4	3	2.7	MAPt 1.5
Advisory Altitude 3.0°	2930	2610	2290	1970	1650	1330	1010	690	MDA	MDA
Category	A			B		C			D	
VOR/DME	NA					**580**(416) – 2400				
Circling						**790**(618) – 3700			**870**(698) – 4600	
CAT C/D circling airspace containment not assured										

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ELEV 172

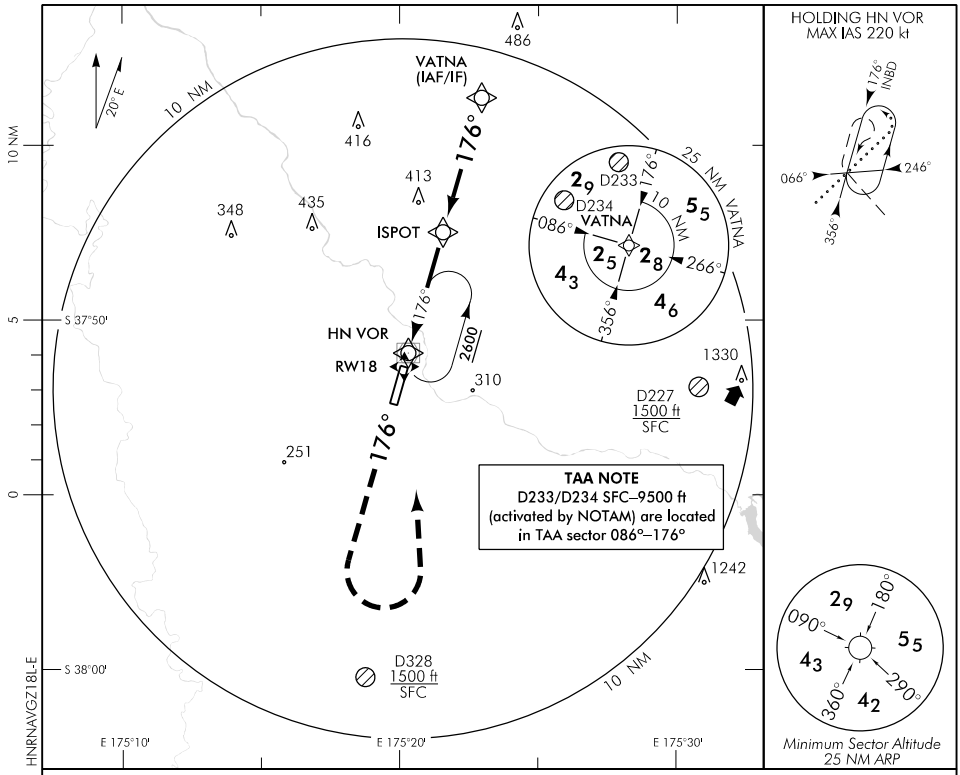
RWY 18L THR ELEV 170

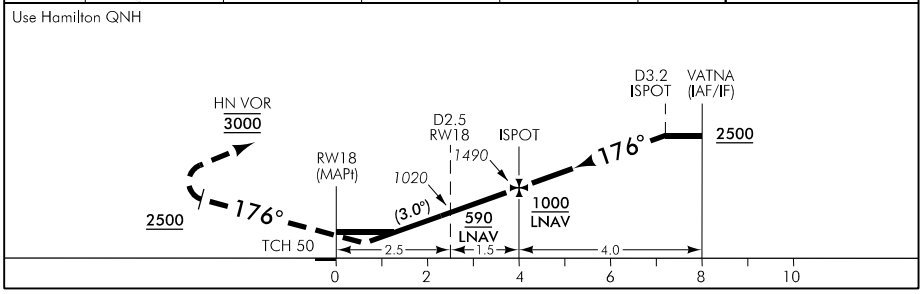
CAT A,B,C,D

HAMILTON

RNAV (GNSS) Z RWY 18L

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9





MISSED APCH: Track 176° to **2500**, turn LEFT direct to HN VOR hold **3000**

DISTANCE to WPT	RW18	0.7	0.9	2	3	ISPOT	1	2	3	VATNA
Advisory Altitude 3°	MDA	DA	MDA	860	1180	1490	1810	2130	2450	2770

Category	A	B	C	D
LNAV/VNAV *	**420**(250) – 1500		**440**(270) – 1600	
LNAV	**520**(348) – 1500		**520**(348) – 1600	
Circling	**690**(518) – 1900	**690**(518) – 2800	**#790**(618) – 3700	**#870**(698) – 4600

* Valid to AD temperature -5°C. Use of remote QNH NA.

\# CAT C/D circling airspace containment not assured.

Changes from 14 SEP 17: Minima, advisory altitude table, MNM SECT ALT, TAA VATNA.

Effective: 18 JUL 19

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ELEV 172

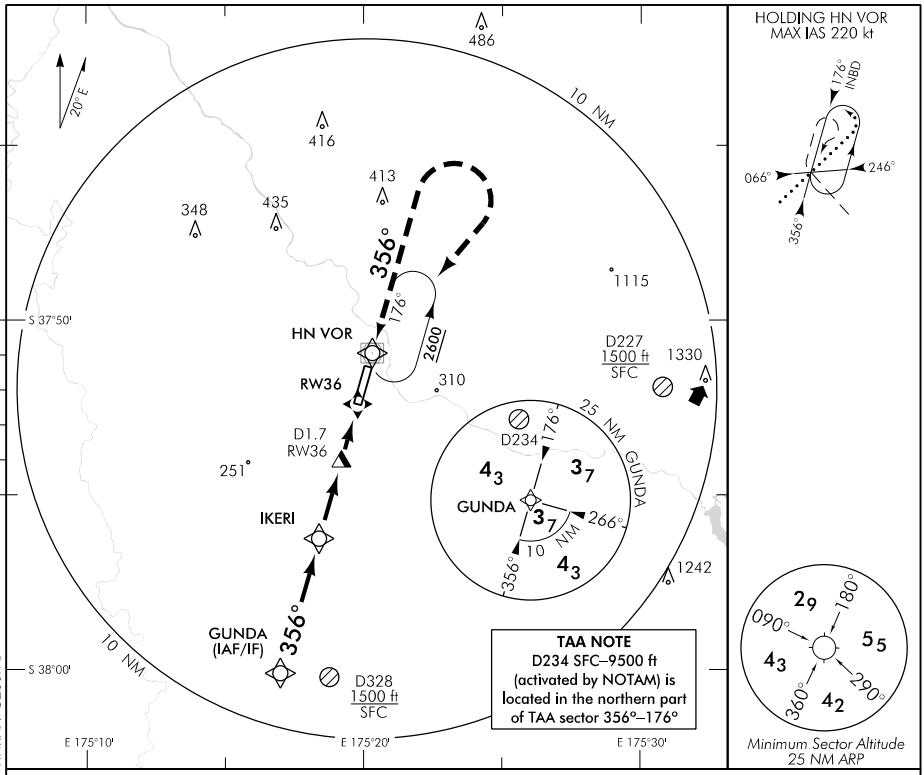
RWY 36R THR ELEV 164

CAT A,B,C,D

HAMILTON

RNAV (GNSS) Z RWY 36R

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



MISSED APCH: Track 356° to 3000, turn RIGHT direct to HN VOR hold 3000

DISTANCE to WPT	GUNDA	3	2	1	IKERI	3	2	1.2	0.9	RW36
Advisory Altitude 3°	2760	2440	2120	1810	1490	1170	850	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV *	**470**(306) – 1600		**490**(326) – 1600	
LNAV	**580**(416) – 1500		**580**(416) – 2000	
Circling	**690**(518) – 1900	**690**(518) – 2800	**#790**(618) – 3700	**#870**(698) – 4600

* Valid to AD temperature -5°C. Use of remote QNH NA.

\# CAT C/D circling airspace containment not assured.

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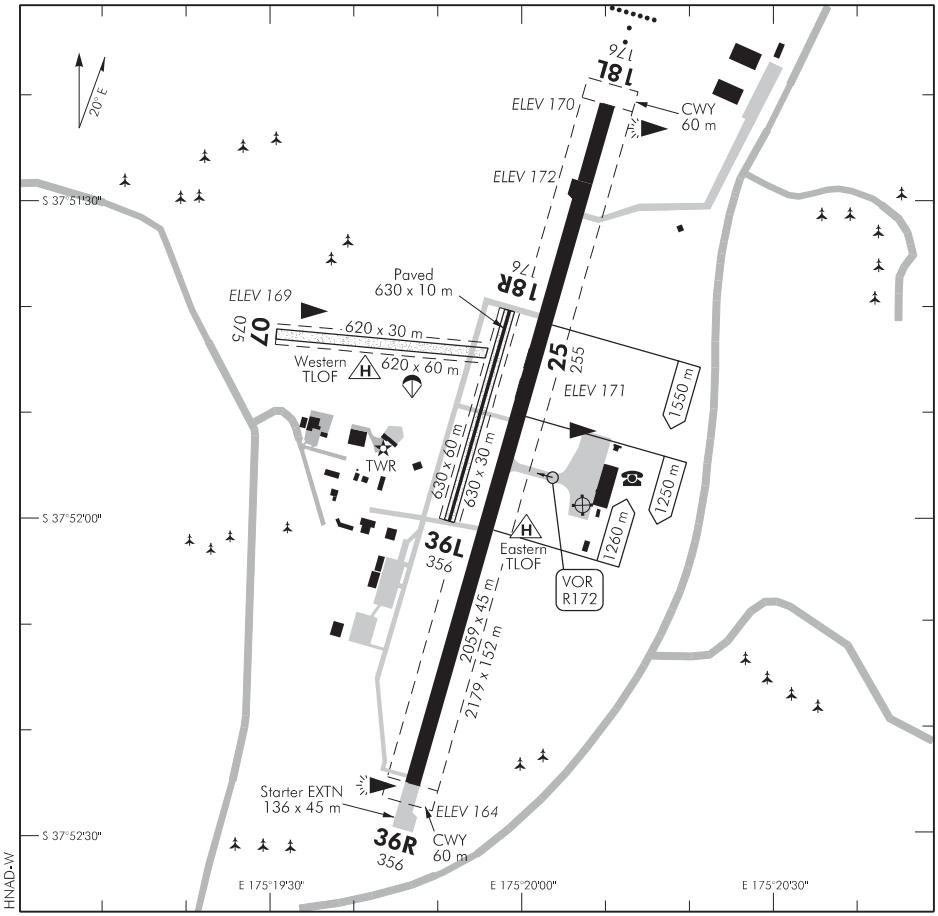
ELEV 172

NZHN

HAMILTON

AERODROME (1)

TOWER: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



Changes from 21 MAY 20: PLA added.

1. ▲ = Aircraft holding points.
2. **CAUTION:** TWY K width 5 m.
3. **CAUTION:** Turning bay markings B767 only.
4. Simultaneous operations — visual conditions on paved RWY 18L/36R and grass/paved 18R/36L permitted only for ACFT 2300 kg or less in VMC and when ATC is on watch.
5. In westerly winds severe turbulence and wind shear conditions often exist close to threshold of RWY 25.
6. Ground movements restricted to close mown areas.
7. **CAUTION:** Bird hazard. Plovers, hawks, magpies and various small birds continually present.
8. Parking of general aviation aircraft on the eastern terminal apron or adjacent grass is prohibited without prior authorisation from the airport company.

(continued)

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9. Aircraft parking on grass areas adjacent to the eastern terminal apron are requested to park well clear of the apron in order to provide wingtip clearance and protection from potential jet/prop blast from aircraft using the apron.
10. When ATC is on watch, unless otherwise instructed, circuit altitudes are:
    Fixed Wing — 1200 ft AMSL
    Helicopters — 700 ft AMSL
11. **CAUTION:** TWY B, C, E and G width 6 m. Suitable for aircraft 5700 kg MAUW and below. Taxiway BRAVO (B) is approved for use with aircraft taking off and landing on grass/paved RWY 18R/36L.
12. TWY D width 13 m — suitable for B1900 size aircraft.
13. Aircraft instructed to hold at D1 are to remain clear of the taxiway intersection in order to allow aircraft access to and from the runway.
14. When ATC are on watch, aircraft vacating RWY 18L/36R via TWY G, D and E require an ATC clearance to cross grass/sealed RWY 18R/36L to the western side of the runway.
15. Intersection of TWYs D, E and G and RWY 18L/36R marked by single blue runway edge lights 290 mm high and 1.5 m either side of the sealed portion of TWYs D, E and G.
16. RWY 18L/36R end lights do not serve as stop bar lights. Aircraft are permitted to taxi over them to utilise runway extensions and turning bays.
17. Operators using air ambulance park area on the western taxiway are not to park in such a way as to prevent aircraft taxiway access to hangars located on the western side of the air ambulance park area. Additional aircraft parking for ambulance flights is available on the terminal apron, north of Rescue Fire. Refer Hamilton Ground Movements chart.
18. 767 type aircraft arrivals using RWY 36R — LDA of 1824 m applies as turning bay does not extend to end of runway.
19. All jet aircraft Code C and above, should use turning nodes where practicable. Turning nodes are located at threshold of RWY 36R and 235 m south of threshold RWY 18L.
20. Night flying restrictions apply for aircraft below 5700 kg MCTOW. Refer AIPNZ Volume 1 NZHN AD 2-13 para 2.21 Noise Abatement Procedures.
21. Simultaneous operations — visual conditions on RWY 18L/36R and Eastern TLOF permitted only for ACFT 2300 kg or less in VMC and when ATC is on watch.
22. Simultaneous operations — visual conditions on RWY 07/25 and Western TLOF permitted only for ACFT 2300 kg or less in VMC and when ATC is on watch.
23. Helicopters using the Waikato Aviation fuel pumps are requested to park on the north side of the fuel pumps safely clear of refuelling equipment.
24. Movement control provided on all taxiways except between Hold Points B1 and C1, and on TWY D west of D1. Vehicles entering this area must remain vigilant for the movements of personnel, other vehicles and aircraft, giving way as necessary, and are speed restricted to a maximum of 25 kmh.
25. **CAUTION:** Wingtip clearance. Fence 10 m west of TWY B centreline (south of western apron) running parallel to TWY B. Height 8 ft AGL and approximately 120 m long. Fence marked by reflectorized tape.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance					LDG DIST
						1:20	1:30	1:40	1:50	1:62.5	
18L 36R	B	PCN 45 F/C/X/T	8	0.12D 0.12U	2059 2195*	2119 2255*	2119 2255*	2119 2255*	2119 2255*	2119 2255*	2059 2059[1]
18R 36L	B/Gr	ESWL 2560	4	0.28D 0.28U	630[2]	630[2]					630[2]
07 25	Gr	ESWL 9080	5	NIL	620		620				620

[1] LDA 1824 m applies to B767 size aircraft landing on RWY 36R due turning bay not extending to end of RWY.
B1900D-type and larger aircraft and night airline transport operations restricted to the sealed runway, taxiway and apron areas.
[2] Paved portion RWY 18R/36L is 630 x 10 m.
RESA — RWY 18L 190 x 150 m reducing to 137 m wide over final 15 m. RWY 36R 240 x 150 m.
* Includes 136 m starter extension.

MINIMA

IFR Take-off		
RWY	Day	Night
18L/36R[1]	300–1500	300–1500
18R/36L	300–1500	NA
07/25	300–1500	NA

[1] Reduced take-off minima available during TWR HR — not below 0–400. OPS below 800 metres visibility subject to availability of serviceable secondary power supply and automatic switch-over.

LIGHTING

Runway: 18L REIL, LIL ALS/1-bar PAPI 3.00°/TCH 60 LIM RWY
36R REIL PAPI 3.00°/TCH 58 LIM RWY

Aerodrome: ABN FLG W 2.5 SEC, WDI

Taxiway: CL, edge Apron: Edge and floodlighting

D Standby power available.

Outside of Hamilton Tower hours of service, remote control of lighting is available from Christchurch Information 125.3 MHz or by phone 0800 626 756 (Landline users only) or (03) 358 1509 (cellphone users), advising runway to be used.

Brilliance adjustments may take up to one minute to action. Advise Christchurch Control when requirement complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

(continued)

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HAMILTON

OPERATIONAL DATA (2)

FACILITIES

Fuel: Air BP Avgas 100 swipecard at Waikato Aviation, Tel (07) 843 5655
Air BP Jet A1 swipecard north of western apron, Tel (07) 843 1828
Air BP Jet A1 into plane tanker, Tel (07) 843 5748

Passenger

Ground handling and maintenance — contact aerodrome operator.

RFS: CAT 5 — 24/7, CAT 7 available by prior arrangement with Hamilton Airport.

Refer to NZHN AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Waikato Regional Airport Ltd,
Hamilton Airport,
RD 2, Hamilton 3282
Tel (07) 848 9027 Fax (07) 843 3627 Mob 0274 961 750 (24 hrs)

Designated security aerodrome.

Available for general use without the permission of the operator.

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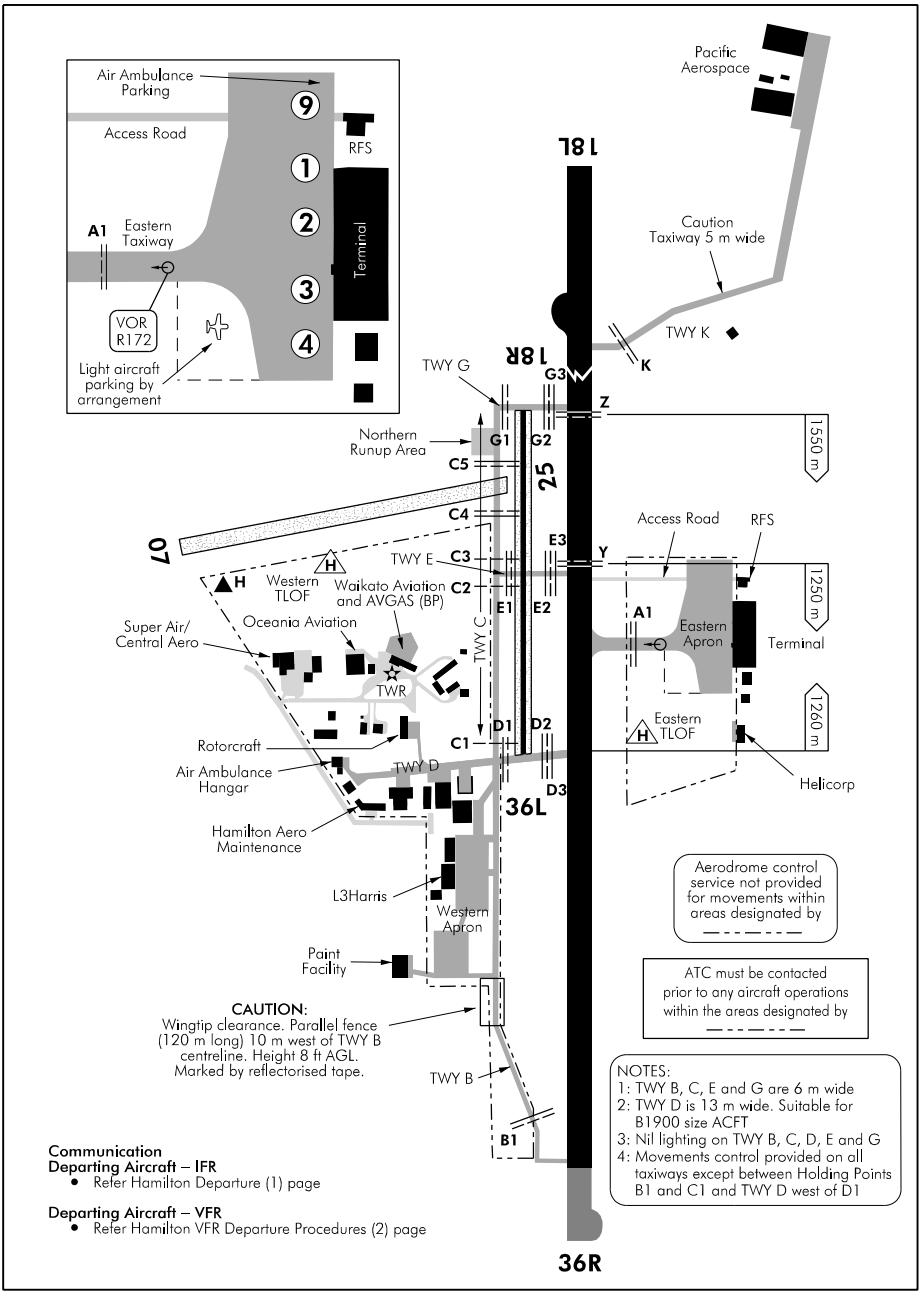
ELEV 172

NZHN

HAMILTON

GROUND MOVEMENTS (1)

TOWER: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



Communication

Departing Aircraft – IFR

- Refer Hamilton Departure (1) page

Departing Aircraft – VFR

- Refer Hamilton VFR Departure Procedures (2) page

Changes from 30 JAN 20: TWY B fence caution added.

HNGM-T

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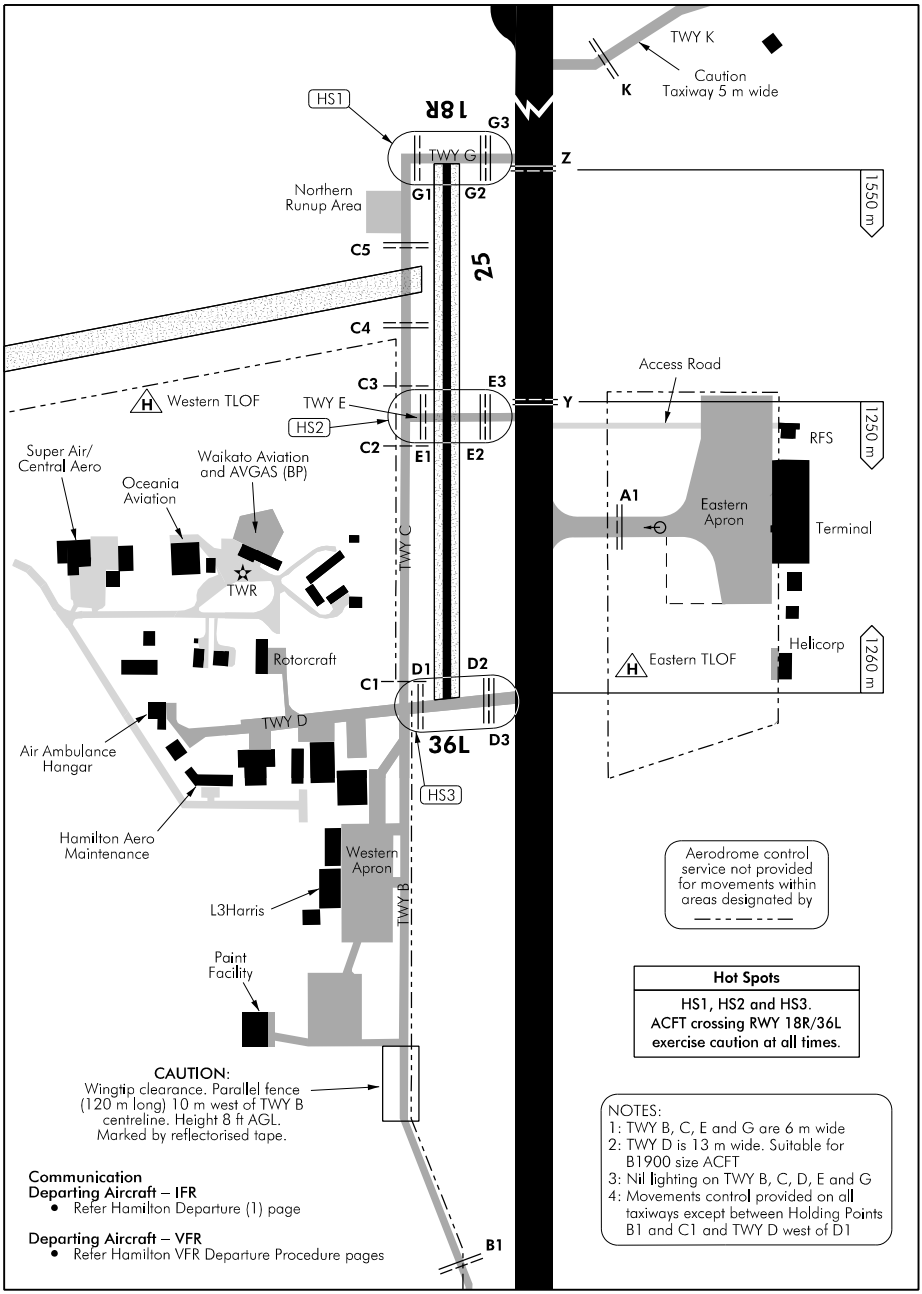
ELEV 172

NZHN

HAMILTON

GROUND MOVEMENTS (2)

TOWER: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



Changes from 30 JAN 20: TWY B fence caution added.

HNGM2-D

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For flights departing Hamilton Airport:

ADES	Designator	Route
AR	HNAR1	AA RWY 23L — Auckland SKEPY1A Arrival ◆ AA RWY 05R — Auckland SCARY1B Arrival ◆
AA	HNAA1	AA RWY 23L — Auckland SKEPY1A Arrival AA RWY 05R — Auckland SCARY1B Arrival
CH	HNCH3	H479 NP H252 NS Y288 (FL240 and above)
CH	HNCH5	Q126 LIKTU Y526 ALADA Y894; MFA 10,000 ft
GS	HNGS1	H328
NE	HNNE3	WP RWY 03 — Q718 SURFY Q789 LIBKO WP RWY 21 — Q401 MERAS Q741 HOOKS Q789 UPLIN
NR	HNNR1	H211
NS	HNNS3	H479 NP H252
NP	HNNP2	H479
PM	HNPM1	H325 DROPT Y666 (12,000 ft and above)
PM	HNPM4	H325 TM H182 RUGVI H336 (10,000 ft and below)
RO	HNRO2	H328
TG	HNTG1	H105
TG	HNTG4	H114
WK	HNWK3	H328 RO H480
WU	HNWU2	H325 TM H247
WN	HNWN3	H325 PM V242 DOGAD V112
WN	HNWN6❶	H325 TM H247 WU Q367 LEDOR Y762 TPAPA Y738
WP	HNWP2❷	WP RWY 03 — Q718 WP RWY 21 — Q401 MERAS Q741

◆ See Ardmore Arrival/Departure (5) page for arrival procedures

Where specified the following applies:

❶ Available for use only when hazardous flight conditions exist north-east of Wellington.

❷ AVBL RNAV and/or GNSS APV ACFT only.

Departures contact Bay Approach on 125.3 airborne or as instructed

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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Communications

Outside Hamilton Tower hours contact Christchurch Control (Bay Sector) for clearance and traffic information before entering IMC or controlled airspace. Outside Bay Sector hours contact Christchurch Information 125.3 MHz.

Departure Procedures

Call Hamilton TWR on 122.9 prior to start, advising receipt of ATIS (with QNH) and requested level.

Route clearance will normally be issued within 2 minutes.

Call Hamilton TWR on 122.9 for start clearance.

OCEANIC TRANSITION — WEST (to UPLAR, MADEP or PEBLU — FL260 or above)

- Intercept cleared route to POKOM or as directed by radar
- Maintain 10,000 ft to LEKUS
- Cleared level FL250
- Expect further clearance to filed level prior to 100 AA
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

OCEANIC TRANSITION — NORTH (via Auckland VOR to NZZC/NZZO FIR BDRY points — FL260 or above)

- Intercept cleared route to Auckland VOR or as directed by radar
- Cleared level FL250
- Expect further clearance to filed level prior to 100 AA
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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ELEV 172

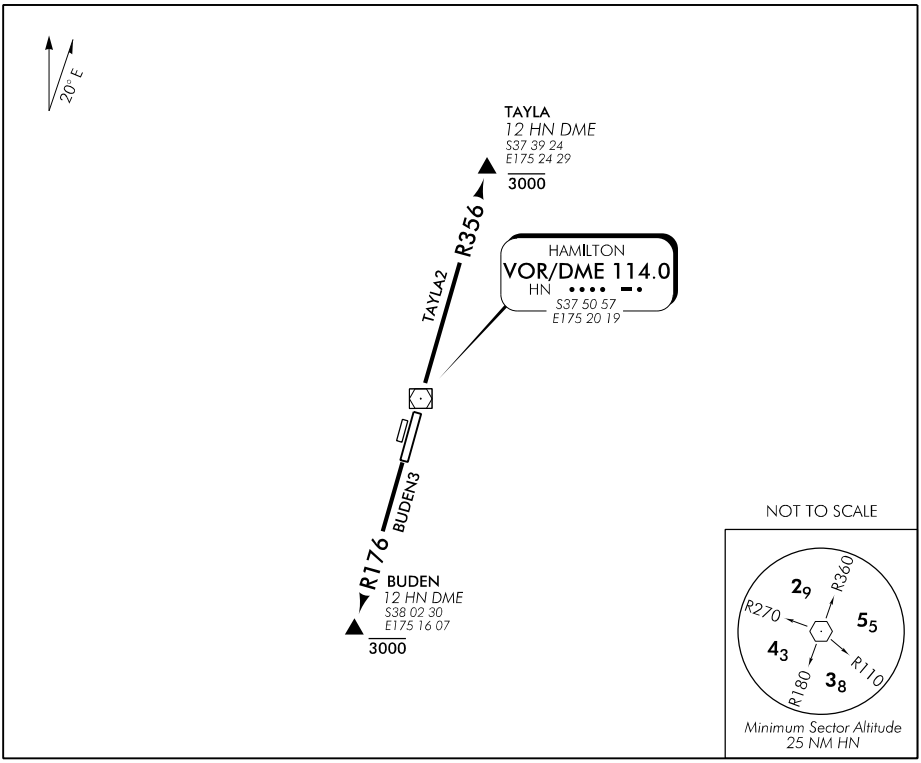
NZHN

CAT A,B,C,D

HAMILTON

SID RWY 18L/36R

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



ALL DEPARTURES

Note 1. When airborne contact BAY APPROACH 125.3 MHz

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

3. ATC restriction H24: All IFR flights cleared at 11,000 ft or above maintain 10,000 ft to 20 HN

RWY 18L CAUTION: Close-in obstacles not considered in climb gradient:
– Trees MAX 269 ft AMSL located in sector 190° - 208° between 370 m and 940 m from CWY END.

Departure procedures

RWY 18L

BUDEN THREE DEPARTURE (BUDEN3)

- Track to BUDEN REP (R176 HN VOR 12 DME)
- Maintain 3000 ft to BUDEN
- Intercept cleared route or as directed by radar

RWY 36R

TAYLA TWO DEPARTURE (TAYLA2)

- Track to TAYLA REP (R356 HN VOR 12 DME)
- Maintain 3000 ft to TAYLA
- Intercept cleared route or as directed by radar

NOTE: Aircraft that are to enter the Auckland Oceanic FIR via POKOM/LEKUS or the Auckland VOR - refer to Oceanic Transition on DEPARTURE (1) page

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ELEV 172

NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 18L (1)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9

Navigation requirement: RNP 1

¤ ATC Restriction

ALL DEPARTURES

Note 1. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.*

RWY 18L

GOMUD ONE ROMEO DEPARTURE – RNAV (GNSS) (GOMUD1R)

Minimum net climb gradient 4.5% (280 ft/NM) to 3600 ft
Airspace Containment – Minimum net climb gradient 5.6% (350 ft/NM) to 5000 ft

- Track 176° to GUNDA (fly-over)
- Cross GUNDA at or below 3000 ft
- Turn RIGHT direct to GOMUD
- Cross GOMUD at or below 6000 ft

TRANSITIONS:

ATPUL
Expect radar vectors when D234 active
– From GOMUD turn RIGHT, track 352° to RIBDA, MAX IAS 210 kt until turn complete
– Turn RIGHT, track 010° to ATPUL

SKEPY
Expect radar vectors when D234 active
– From GOMUD turn RIGHT, track 352° via RIBDA to SKEPY, MAX IAS 210 kt until turn complete

SCARY
– From GOMUD turn RIGHT, track 332° to SCARY, MAX IAS 210 kt until turn complete

ATOLI
– From GOMUD turn RIGHT, track 310° to ATOLI, MAX IAS 210 kt until turn complete

POKOM
– From GOMUD turn LEFT, track 263° to POKOM, MAX IAS 210 kt until turn complete

ATPUL S37 30 51 E175 19 05

D234 9500 ft SFC

SKEPY S37 32 17 E175 14 16

RIBDA S37 40 08 E175 12 11

SCARY S37 34 27 E175 04 15

ATOLI S37 35 09 E174 53 11

POKOM S37 52 20 E174 48 23

GOMUD S37 56 06 E175 07 55

GUNDA S38 00 07 E175 16 59

¤ At or below 6000 ft MAX IAS 210 kt

¤ At or below 3000 ft

GOMUD1R 4100

279°/8 NM

176° 18L

352° 16 4100

352° 010° 8 1900 11 1500

332° 22 4100

310° 24 4300

263° 16 4300

20°E

Minimum Sector Altitude 25 NM ARP

HNRNAVSID18L-1-E

Changes from 18 JUL 19: Minor change to gradient (ft/NM).

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ELEV 172

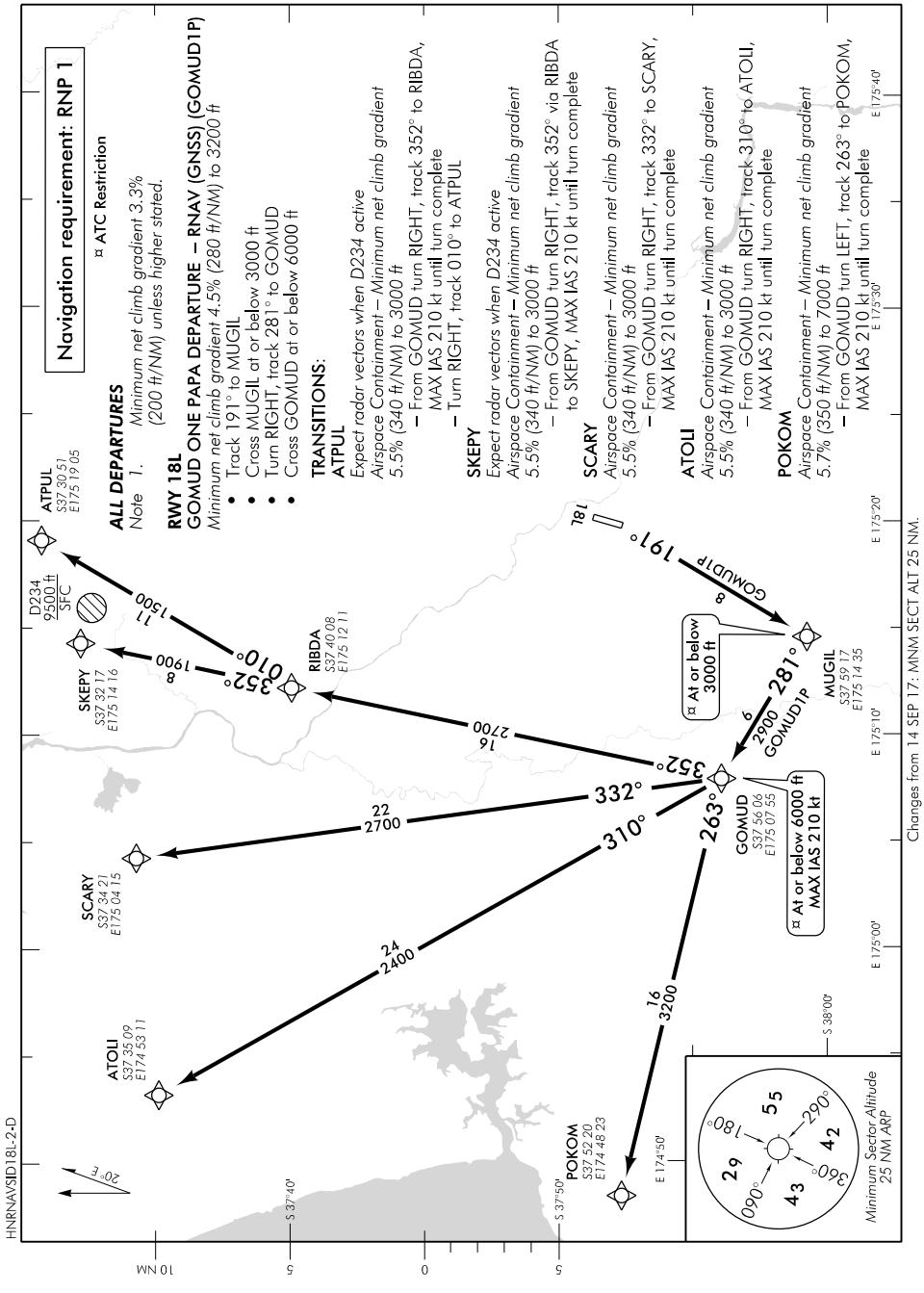
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 18L (2)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) SID RWY 18L (2)

ELEV 172

NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 18L (3)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9

Navigation requirement: RNP 1

¤ ATC Restriction

ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

RWY 18L

GOMUD ONE TANGO DEPARTURE – RNAV (GNSS) (GOMUD1T)

Minimum net climb gradient 5.7% (350 ft/NM) to 3600 ft

- Track 161° to RUMET
- Cross RUMET at or below 3000 ft
- Turn RIGHT, track 266° to MUGIL
- Turn RIGHT, track 281° to GOMUD
- Cross GOMUD at or below 6000 ft

TRANSITIONS:

ATPUL

Expect radar vectors when D234 active

– From GOMUD turn RIGHT, track 352° to RIBDA, MAX IAS 210 kt until turn complete

– Turn RIGHT, track 010° to ATPUL

SKEPY

Expect radar vectors when D234 active

– From GOMUD turn RIGHT, track 352° via RIBDA to SKEPY, MAX IAS 210 kt until turn complete

SCARY

– From GOMUD turn RIGHT, track 332° to SCARY, MAX IAS 210 kt until turn complete

ATOLI

– From GOMUD turn RIGHT, track 310° to ATOLI, MAX IAS 210 kt until turn complete

POKOM

– From GOMUD turn LEFT, track 263° to POKOM, MAX IAS 210 kt until turn complete

ATPUL S37 30 51 E175 19 05

D234 9500 ft SFC

SKEPY S37 32 17 E175 14 16

RIBDA S37 40 08 E175 12 11

SCARY S37 34 27 E175 04 15

ATOLI S37 35 09 E174 53 11

POKOM S37 52 20 E174 48 23

GOMUD S37 56 06 E175 07 55

MUGIL S37 59 17 E175 14 35

RUMET S38 00 25 E175 19 35

GOMUD1T

161° 18 ∞ ¤ At or below 3000 ft

266° 4 1500 GOMUD1T

281° 9 3000 GOMUD1T

352° 16 3400

352° 8 1900

010° 11 1500

332° 22 3500

310° 24 2900

263° 16 3700

¤ At or below 6000 ft MAX IAS 210 kt

20°E

HNRNAVSID18L-3-E

10 NM 5 0 5

S 37°40' S 37°50' S 38°00'

E 174°50' E 175°00' E 175°10' E 175°20' E 175°30' E 175°40'

Minimum Sector Altitude 25 NM ARP

Changes from 1 FEB 18: MNM SECT ALT 25 NM.

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HAMILTON

RNAV (GNSS) SID RWY 18L (3)

ELEV 172

NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 18L (4)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9

HNRNAVSID18L-4-D

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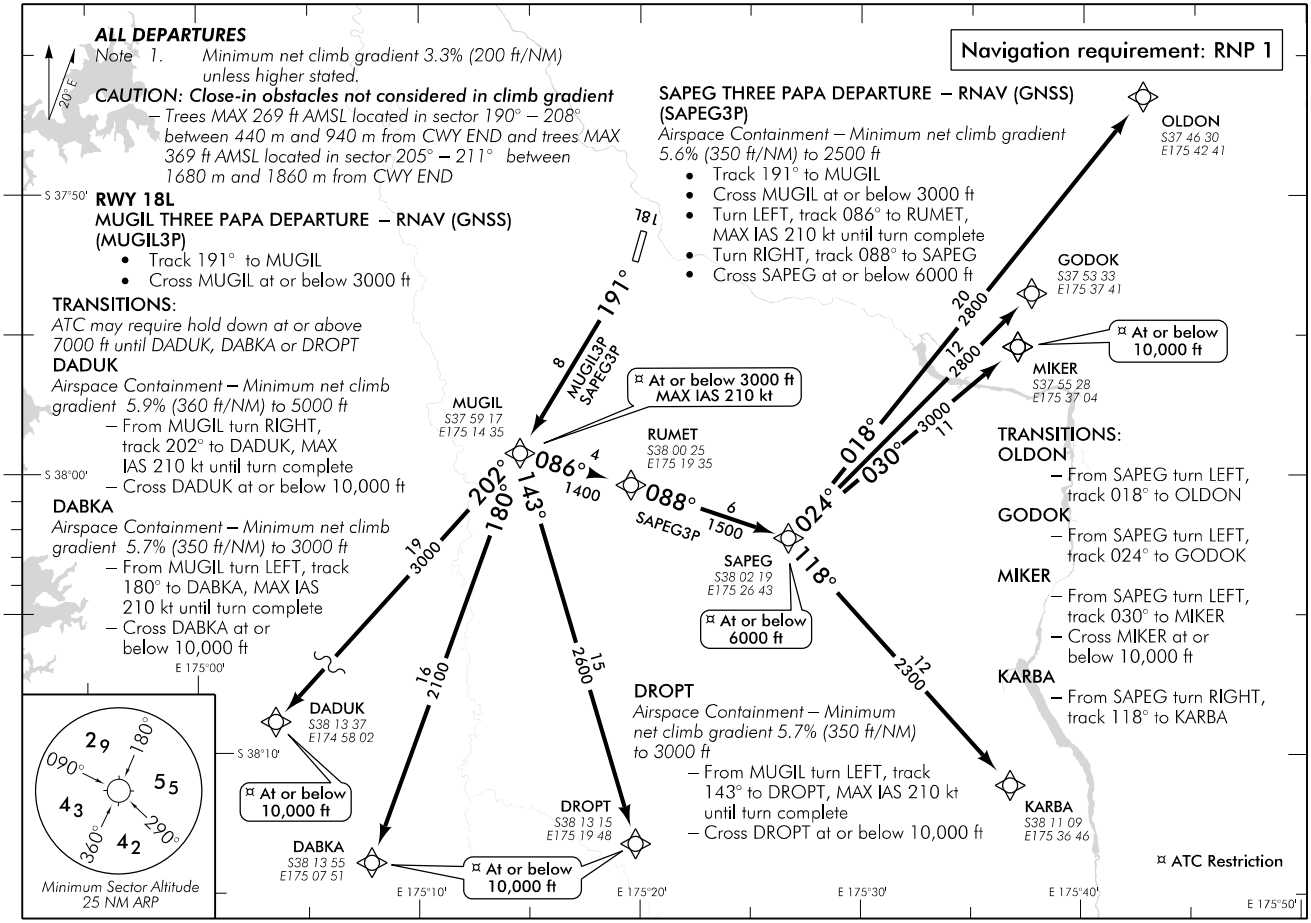
HAMILTON
RNAV (GNSS) SID RWY 18L (4)

ELEV 172
NZHN
BAY APPROACH: 125.3 123.8 TOWER: 122.9 126.8 119.8 ATIS: 128.6 UNATTENDED: 122.9

CAT A,B,C,D

HAMILTON
RNAV (GNSS) SID RWY 18L (5)

HNRNAVSID18L-5-E



Changes from 18 JUL 19: Minor change to gradient (ft/NM).

Effective: 16 JUL 20

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HAMILTON
RNAV (GNSS) SID RWY 18L (5)

ELEV 172

NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 18L (6)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9

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HAMILTON
RNAV (GNSS) SID RWY 18L (6)

ELEV 172

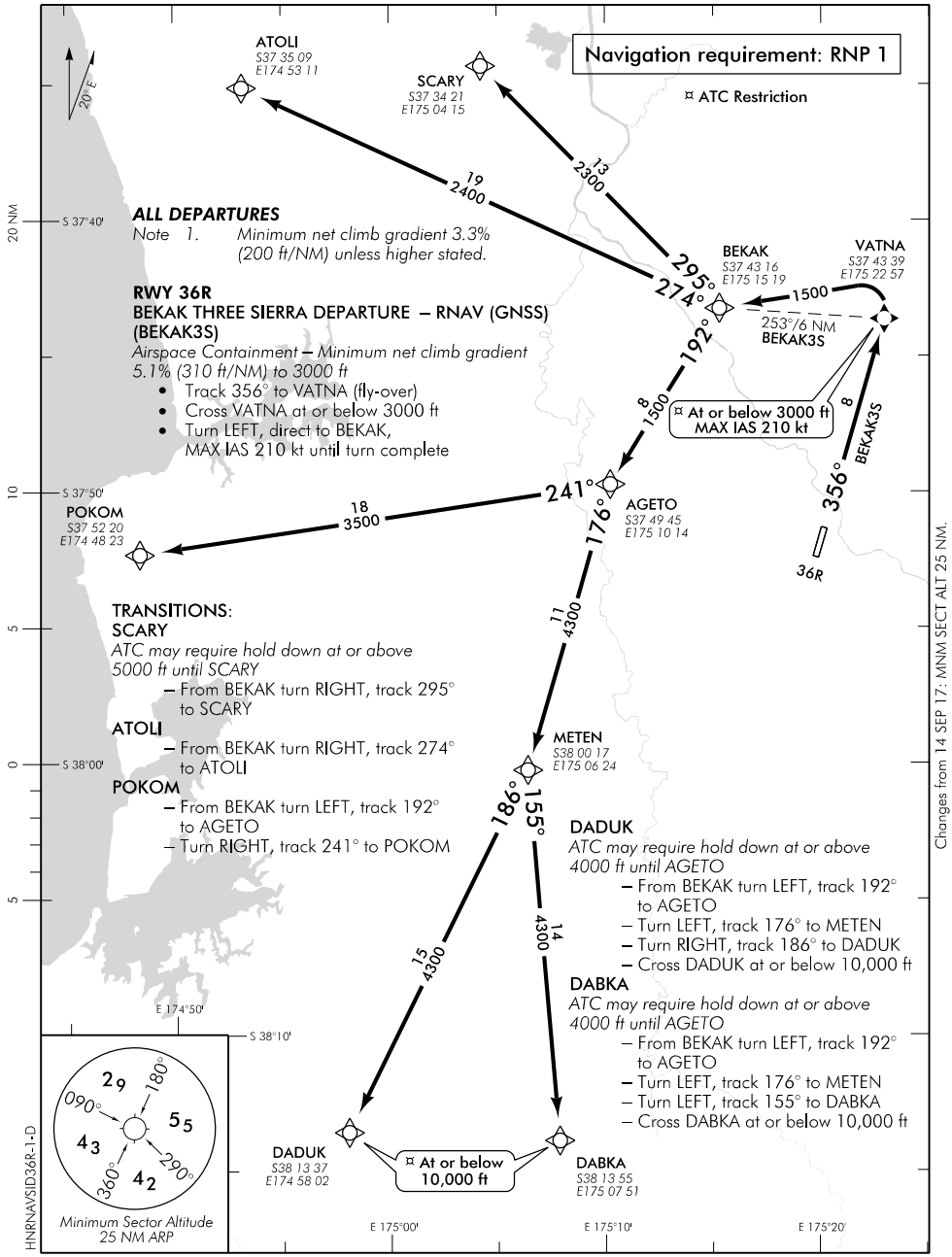
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (1)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) SID RWY 36R (1)

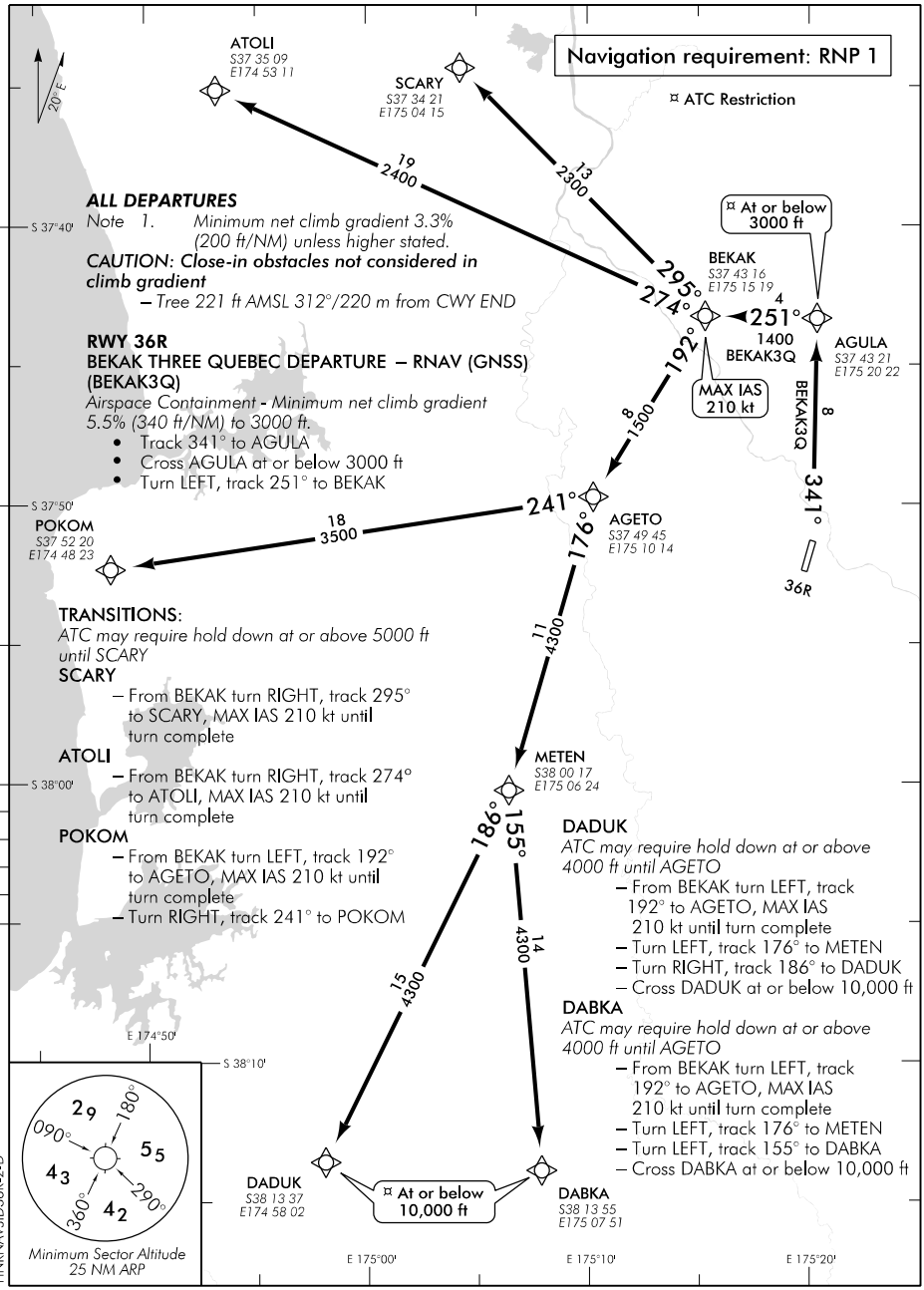
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (2)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) SID RWY 36R (2)

ELEV 172

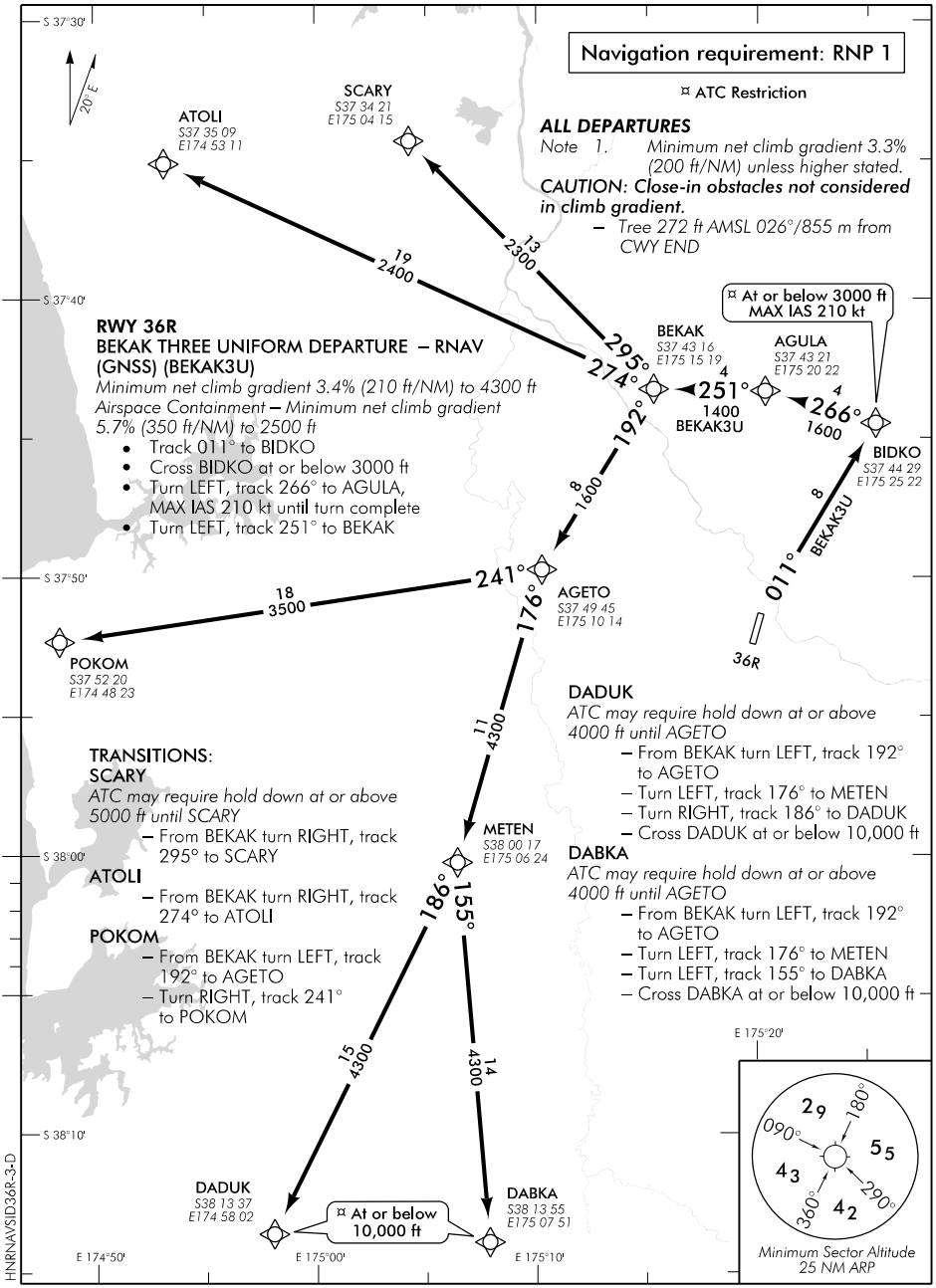
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (3)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) SID RWY 36R (3)

ELEV 172

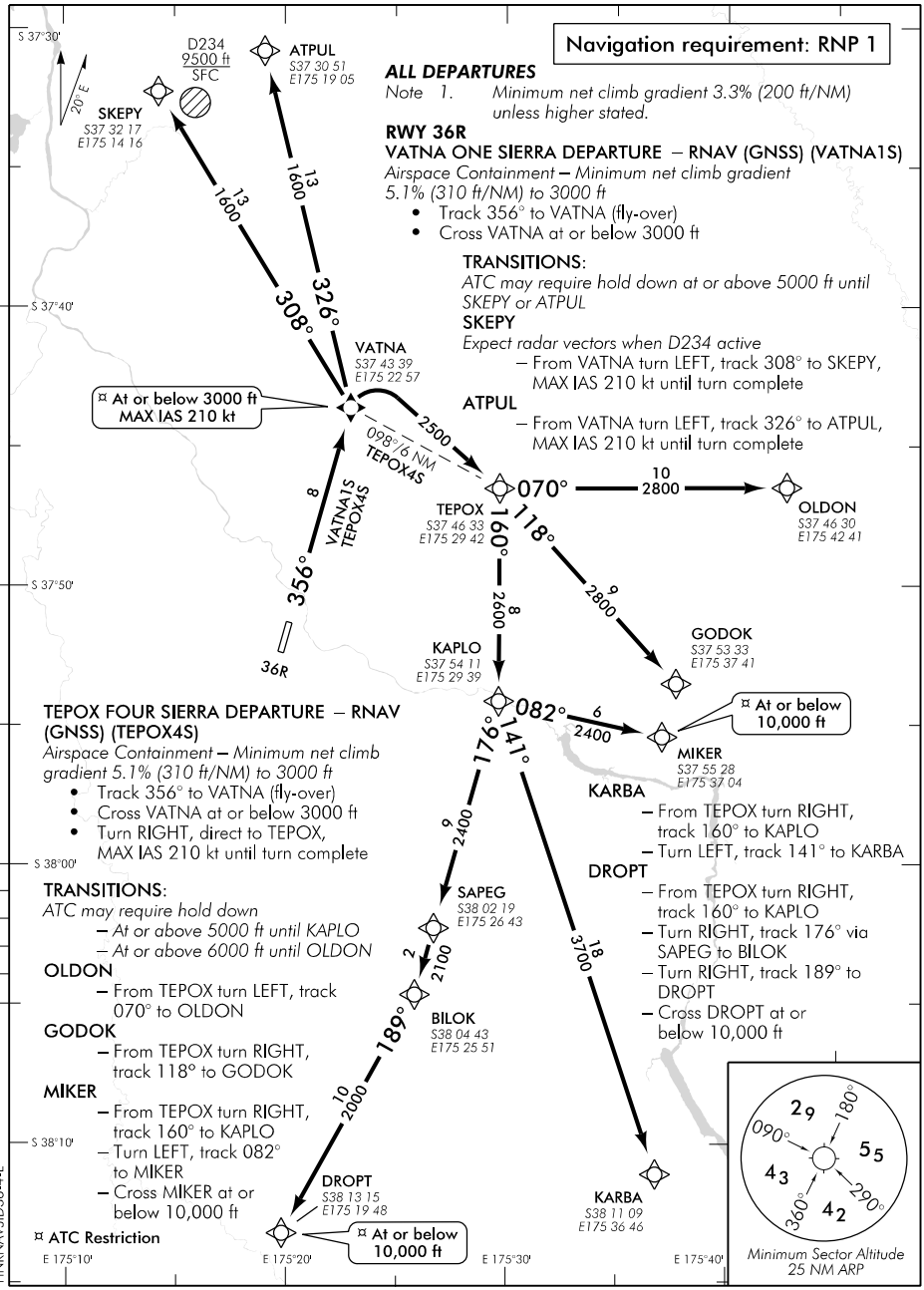
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (4)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9



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HAMILTON
RNAV (GNSS) SID RWY 36R (4)

ELEV 172

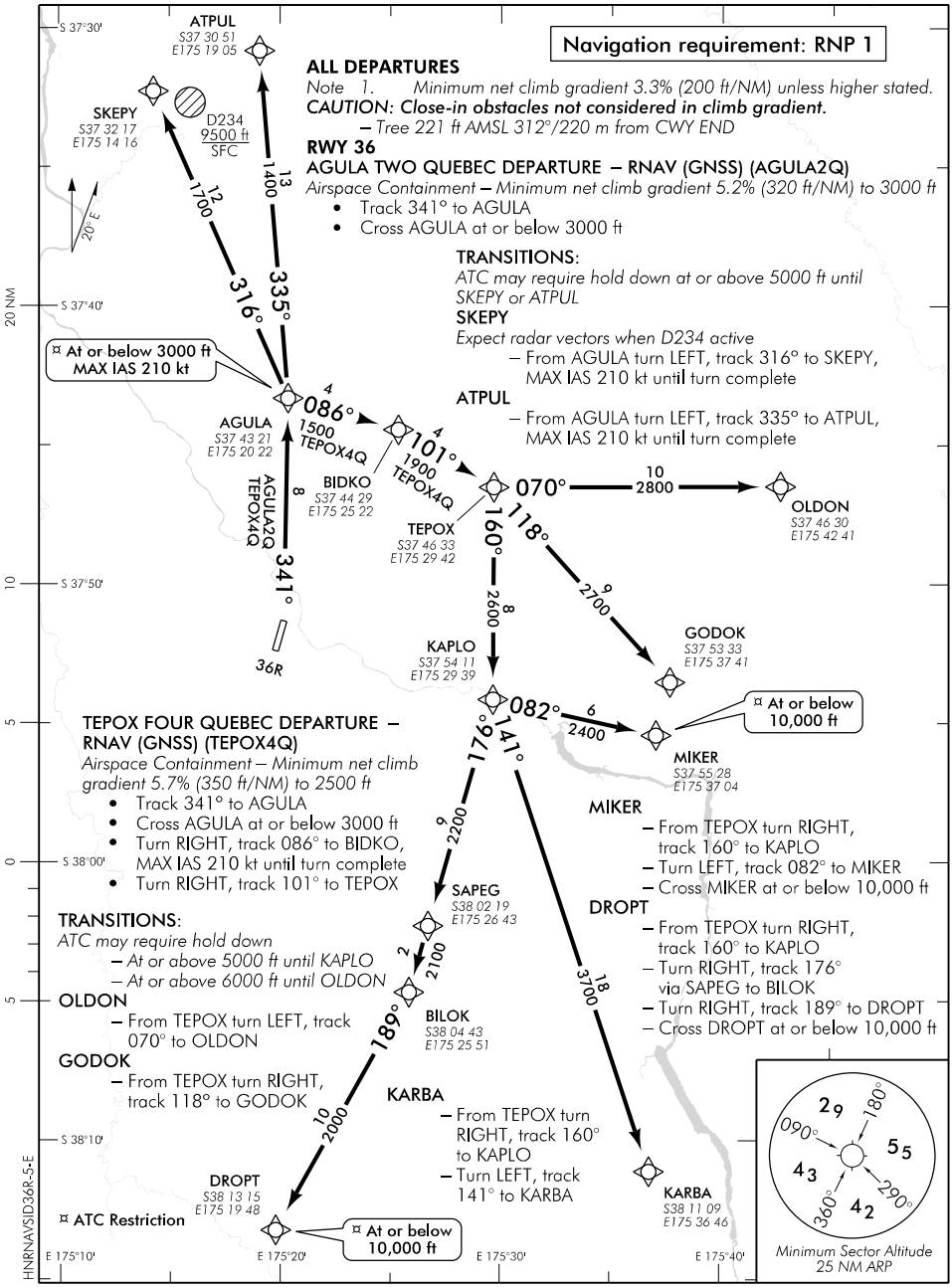
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (5)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9



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HAMILTON
RNAV (GNSS) SID RWY 36R (5)

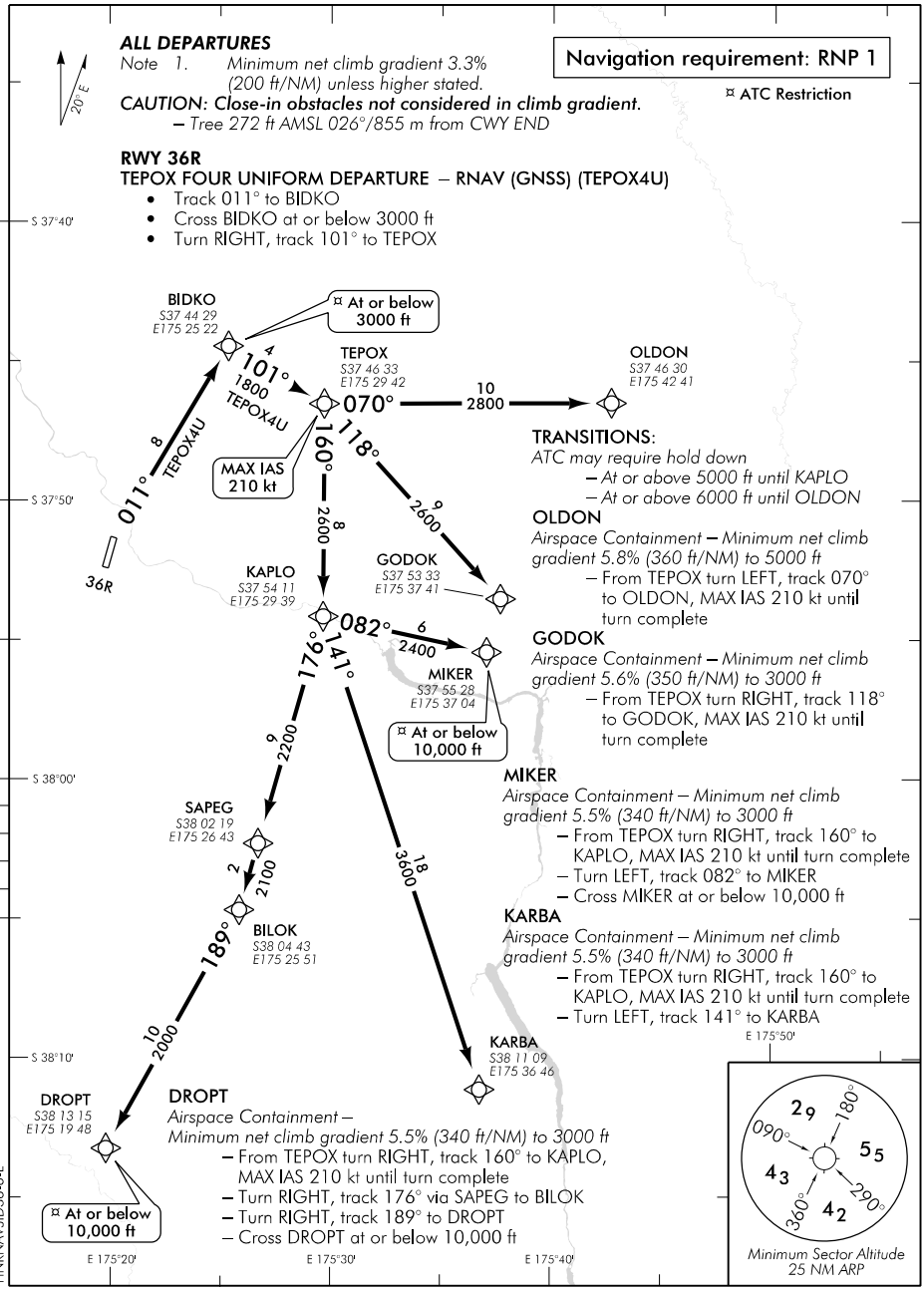
ELEV 172
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (6)

BAY APPROACH: 125.3 123.8 *TOWER*: 122.9 126.8 119.8 *ATIS*: 128.6 *UNATTENDED*: 122.9



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HAMILTON
RNAV (GNSS) SID RWY 36R (6)

ELEV 172

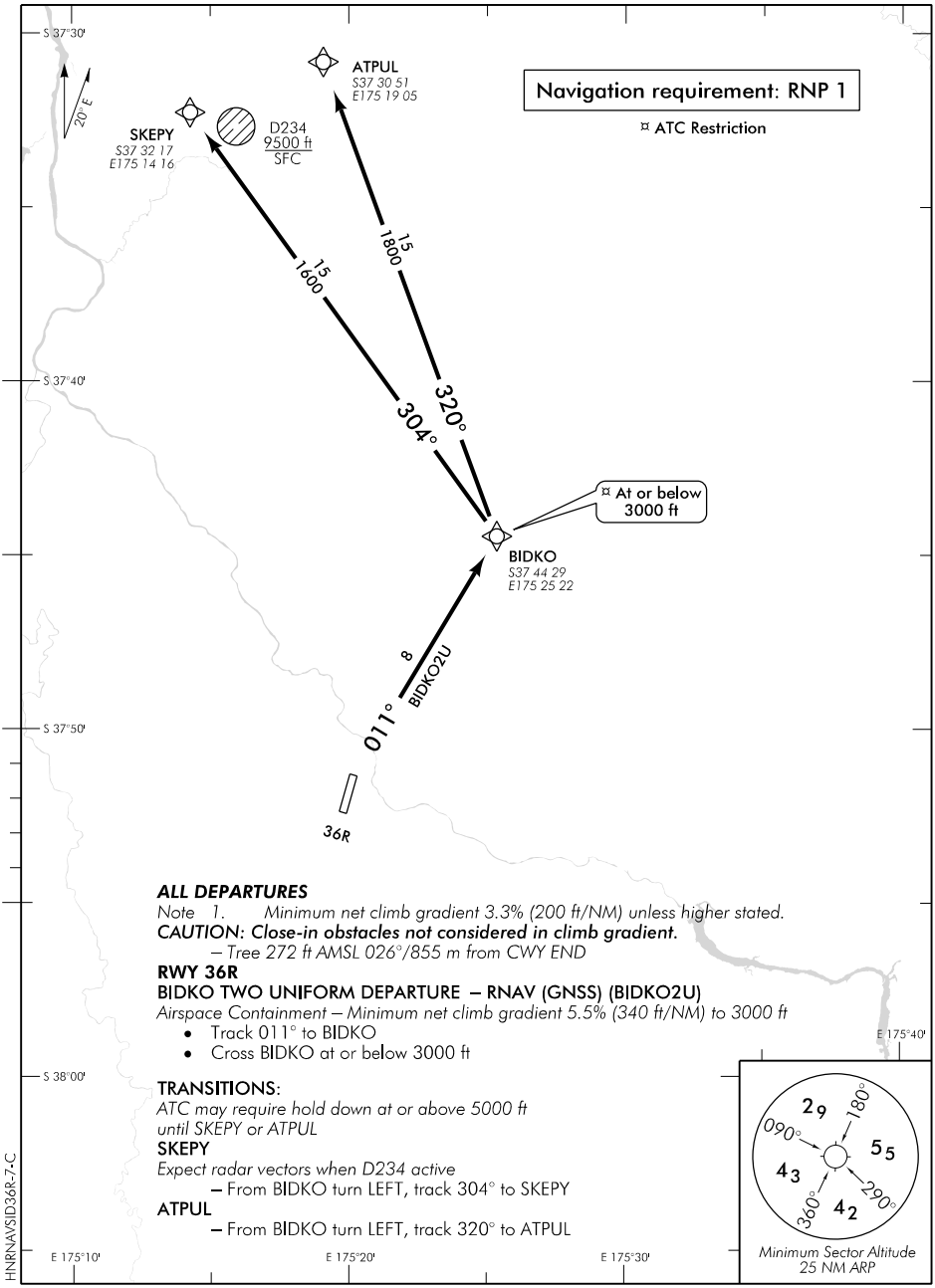
NZHN

CAT A,B,C,D

HAMILTON

RNAV (GNSS) SID RWY 36R (7)

BAY APPROACH: 125.3 123.8 *TOWER:* 122.9 126.8 119.8 *ATIS:* 128.6 *UNATTENDED:* 122.9



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

CAUTION: Close-in obstacles not considered in climb gradient.

– Tree 272 ft AMSL 026°/855 m from CWY END

RWY 36R

BIDKO TWO UNIFORM DEPARTURE – RNAV (GNSS) (BIDKO2U)

Airspace Containment – Minimum net climb gradient 5.5% (340 ft/NM) to 3000 ft

- Track 011° to BIDKO
- Cross BIDKO at or below 3000 ft

TRANSITIONS:

ATC may require hold down at or above 5000 ft until SKEPY or ATPUL

SKEPY

Expect radar vectors when D234 active

– From BIDKO turn LEFT, track 304° to SKEPY

ATPUL

– From BIDKO turn LEFT, track 320° to ATPUL

Changes from 14 SEP 17: MNM SECT ALT 25 NM.

HNRNAVSID36R-7-C

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NZHK / HKK HOKITIKA

RUNWAY / FACILITIES

CAT: B	Mag 23E			Elev 146ft
RWY	CAT II/III	Length	AID	TCH
03/21	N/A	1233m	PAPI	47ft
Standby Power Available for scheduled/chartered operations.		RFS: Cat 1		
		Hours: Unattended		
		Part 139 Aerodrome		Yes
		Fuel Available		No
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		No
Acceptable Departure Alternates: Christchurch (5), Nelson (4), Woodbourne (4)				

THREATS
• Model aircraft flying may take place near RWY 30 threshold. • Microlight aircraft operations – circuit height 500 ft AGL. • Bird Hazard – for more information refer to NZHK AD2-51.1. • U-turns on sealed runways are only to be made in runway end turning nodes – refer NZHK AD2-51.1. • High Terrain – Low MSA routes to the West and North. Refer to Area Chart. • Runway Surface Condition – Loose chip seal. Check tyre condition thoroughly during pre-flight inspection.

Runway 12/30 is not available for use

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ARRIVALS

PREDICTIVE TRACKING

All company aircraft arriving or departing Hokitika will navigate along a predetermined route, typically that formed by the instrument arrival and final approach tracks or SIDs. This policy applies to VMC and IMC. This allows local operators to predict our position with some accuracy and remain clear of that approach or departure path.
Straight in approaches should be utilised.

RNAV ARRIVAL

Crew conducting the RNAV (GNSS) STAR RWY 03/21 from BELEE must advise ATC prior to departure from the airway. The LLCA at BELEE is 9500ft and rises to 13500ft at 22nm HK NDB (6.5NM West of BELEE).

WEATHER

For flights from Christchurch, communications with Hokitika Base will be possible at approximately BELEE. On contact with Hokitika Base, a live read-out from the AWS is available. Only use Hokitika QNH for approach procedures.

MANDATORY BROADCAST ZONE

Hokitika has a tiered MBZ depicted on the Enroute chart.
Frequency **119.80 MHz**. Report altitude and intention:

- 50NM from Hokitika stating intentions and ETA
- 5 minutes before entry into the MBZ stating intentions
- On entry to the MBZ
- Commencing instrument approach
- When visual
- 3NM final
- Commencing a missed approach
- Before taxiing for take-off stating intentions
- Vacating the MBZ
- Every 5 minutes when operating within the MBZ

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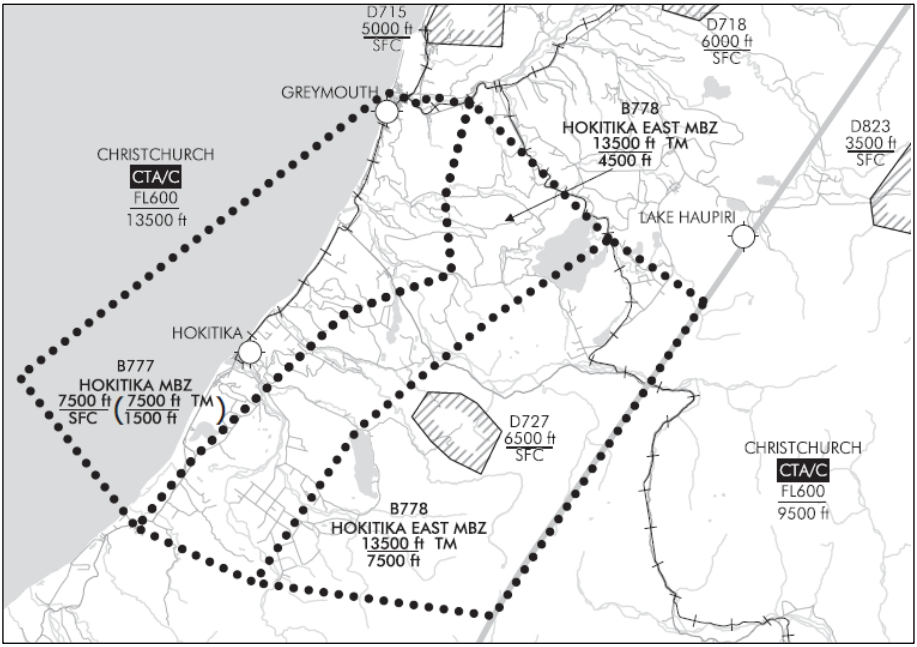
GREYMOUTH RNAV ARRIVALS

The Hokitika RNAV arrivals, approaches and missed approaches conflict with aircraft conducting Greymouth RNAV arrivals and the RNAV approach. Christchurch Information will provide IFR traffic information for operations outside controlled airspace. The diagram below shows the outline of the two established Mandatory Broadcast Zones.



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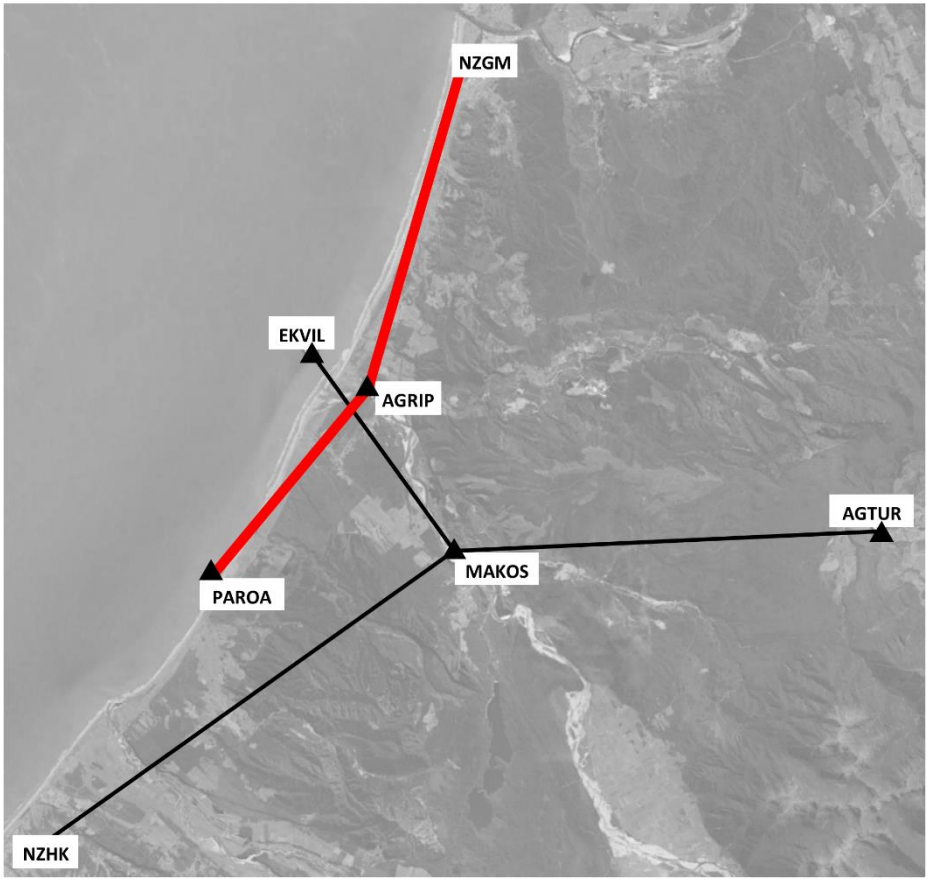
The final approach course of the Greymouth RNAV (GNSS) RWY 01 approach intersects the EKVIL-MAKOS track.

The thick red line depicts the Greymouth RNAV (GNSS) RWY 01 approach, and the thin black lines depict the NZHK RNAV STAR and Final Approach for RWY21.



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GROUND OPERATIONS

COMMUNICATIONS

Hokitika Traffic "Hokitika Base" available on **133.1 MHz**.

IFR FLIGHT PLAN

As per Hokitika AD 62.1 – Christchurch Information is available on **118.5 MHz**. Flight plan termination and airways clearance are available from Christchurch Control via Christchurch Information.

AERODROME LIGHTING

Aerodrome lighting is controlled by trained Ground Staff. Any lighting brilliance adjustments are to be requested via **133.1 MHz**, however, this may take some time to action as lighting controls are not located in the terminal building.

DEPARTURES

IFR DEPARTURE

Both Departure Charlie and Departure Delta require the aircraft to be positioned and climbed to MSA within a sector from HK NDB.

Note: Use PPOS to obtain bearing and distance information from HK NDB.

NIGHT DEPARTURES

For departures at night, check that the Ground Staff will remain on-watch until the aircraft has passed the point on the outbound track where a return-to-land will no longer be initiated. After reaching that point, make a radio call on 119.8 MHz to release the Ground Staff. This procedure is to be initiated whenever a flight departs at night or within 30 minutes of ECT.

REDUCED TAKE-OFF MINIMA

Not Authorised.

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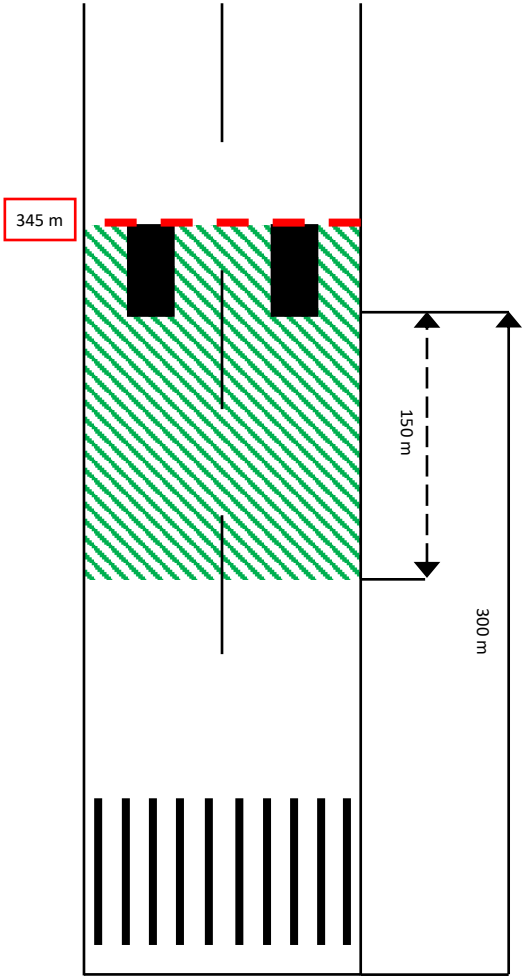
TOUCHDOWN ZONE

RUNWAY 03/21

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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ELEV 153

NZHK

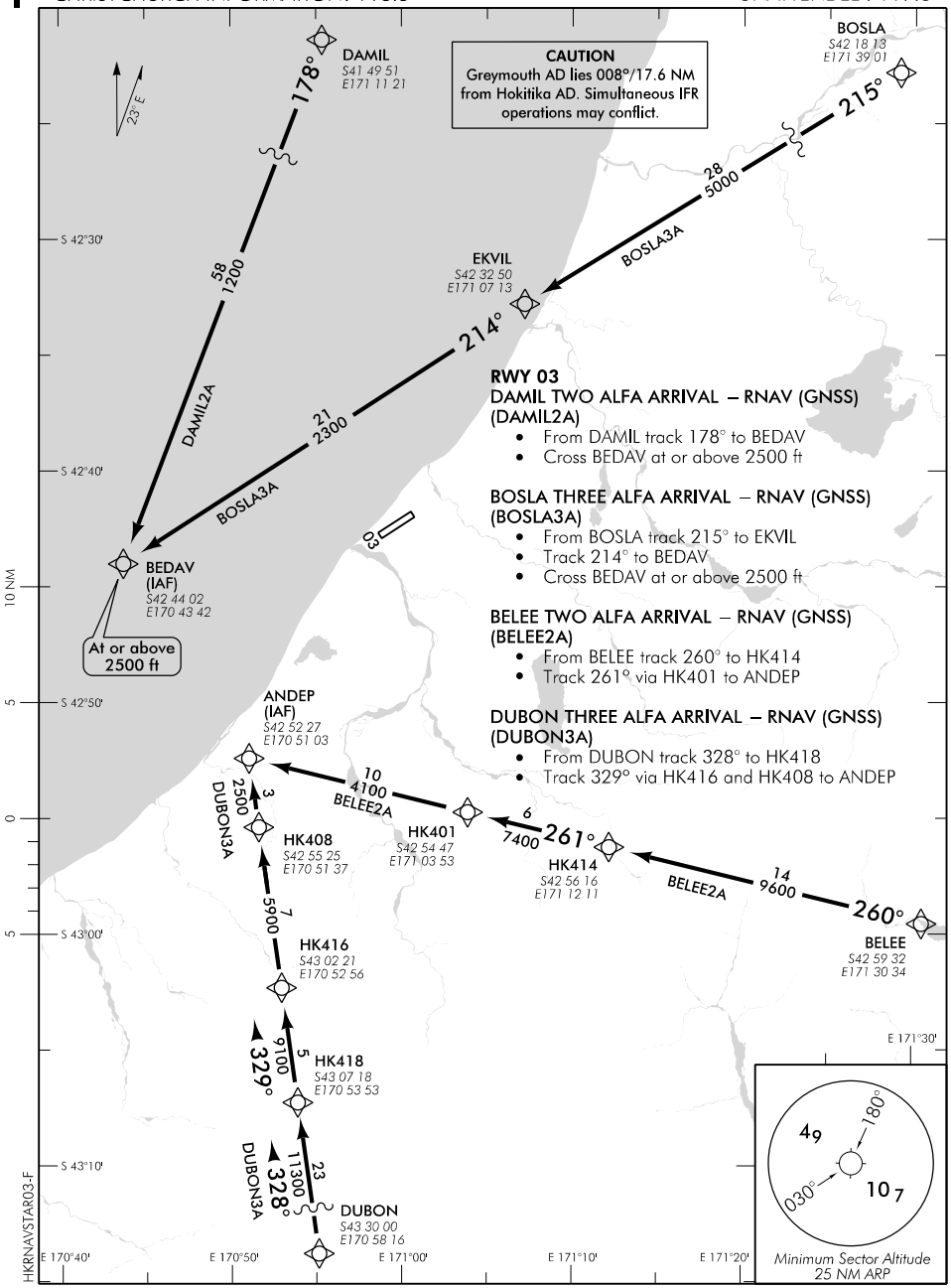
CAT A,B,C

HOKITIKA

RNAV (GNSS) STAR RWY 03

CHRISTCHURCH INFORMATION: 118.5

UNATTENDED: 119.8



HKRNAVSTAR03-F

Changes from 2 FEB 17: AD FREQ amended.

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ELEV 153

NZHK

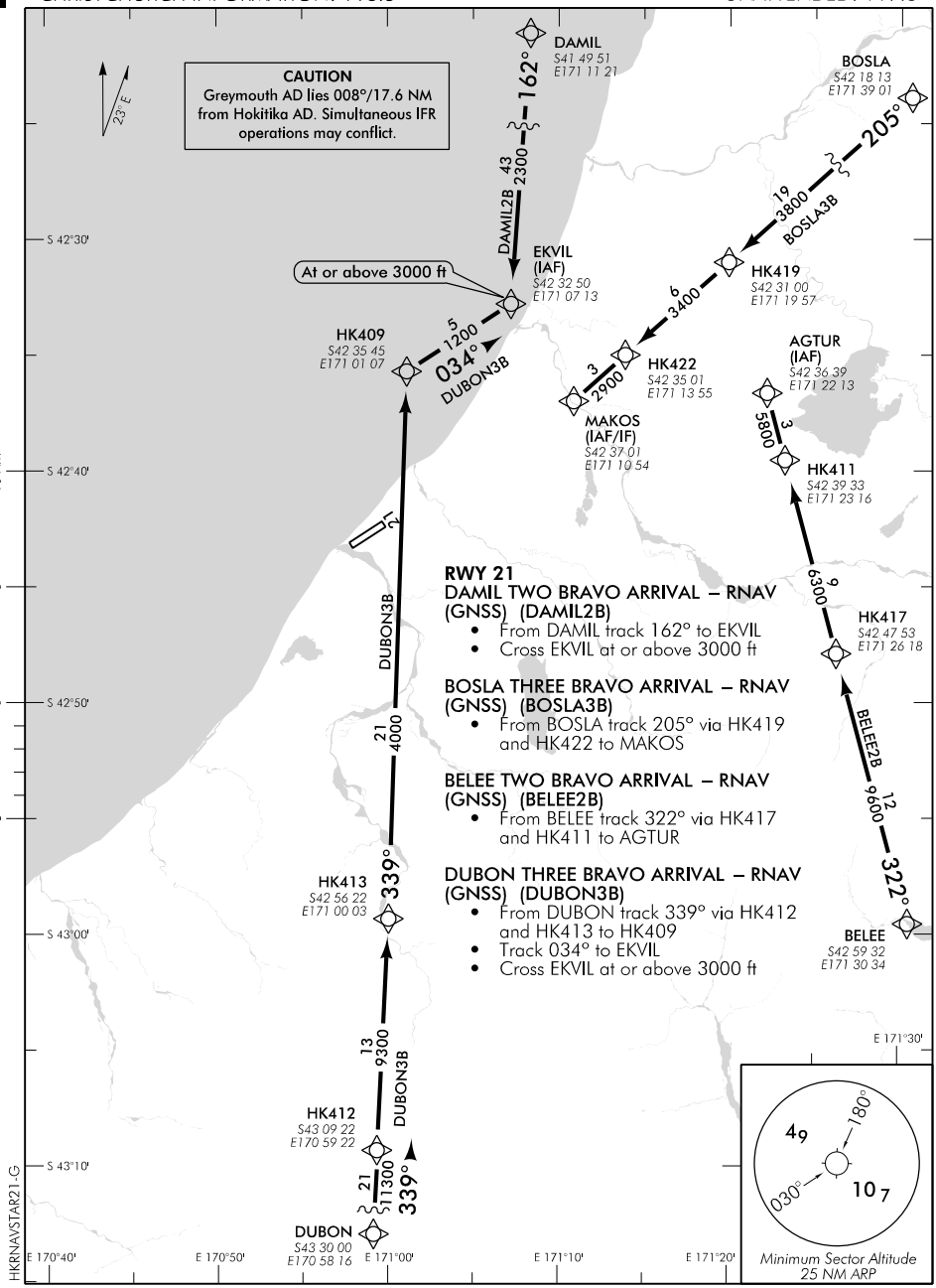
CAT A,B,C

HOKITIKA

RNAV (GNSS) STAR RWY 21

CHRISTCHURCH INFORMATION: 118.5

UNATTENDED: 119.8



RWY 21

DAMIL TWO BRAVO ARRIVAL – RNAV (GNSS) (DAMIL2B)

- From DAMIL track 162° to EKVIL
- Cross EKVIL at or above 3000 ft

BOSLA THREE BRAVO ARRIVAL – RNAV (GNSS) (BOSLA3B)

- From BOSLA track 205° via HK419 and HK422 to MAKOS

BELEE TWO BRAVO ARRIVAL – RNAV (GNSS) (BELEE2B)

- From BELEE track 322° via HK417 and HK411 to AGTUR

DUBON THREE BRAVO ARRIVAL – RNAV (GNSS) (DUBON3B)

- From DUBON track 339° via HK412 and HK413 to HK409
- Track 034° to EKVIL
- Cross EKVIL at or above 3000 ft

Changes from 25 MAY 17: AD FREQ amended.

HKRNAVSTAR21-G

Effective: 9 NOV 17

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HOKITIKA
RNAV (GNSS) STAR RWY 21

ELEV 153

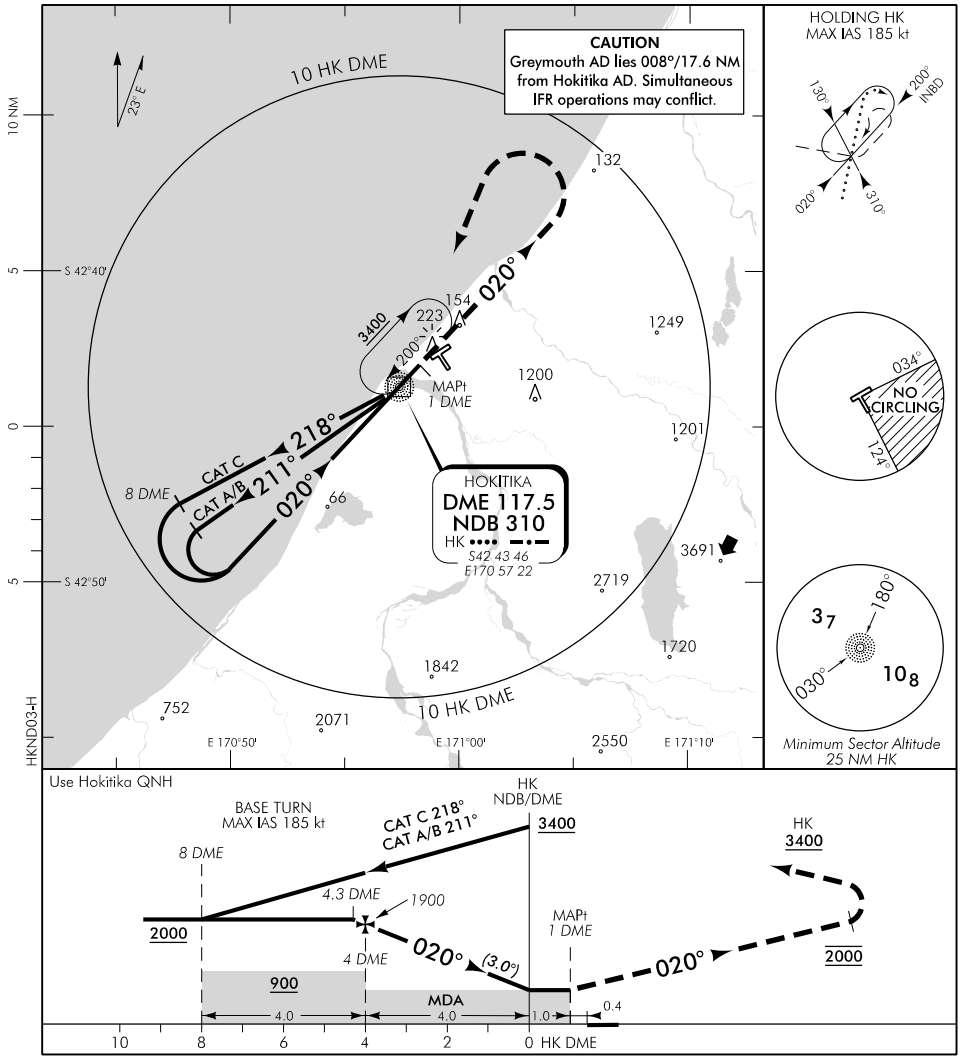
RWY 03 THR ELEV 124

CAT A,B,C

HOKITIKA
NDB/DME RWY 03

CHRISTCHURCH INFORMATION: 118.5

UNATTENDED: 119.8



Changes from 9 NOV 17: Advisory altitude table, minima, profile, track bearings, circling restriction bearings, missed approach text, RWY 03 ELEV.

MISSED APCH: Track 020° to 2000, turn LEFT direct to HK NDB hold 3400

HK DME DIST	9	8	7	6	5	4	3	2	1	NDB	0.2	MAPt
Advisory Altitude 3°	3490	3180	2860	2540	2220	1900	1580	1270	950	630	MDA	MDA

Category	A	B	C	D
NDB/DME	**580**(456) – 1600		**580**(456) – 2400	NA
Circling *	**690**(537) – 1900	**760**(607) – 2800	**920**(767) – 3700	

* Circling NA in sector 034°-124°

Not in accordance with ICAO PANS-OPS straight-in criteria, FAT intersects RWY CL at 953 m from RWY.

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ELEV 153

RWY 21 THR ELEV 117

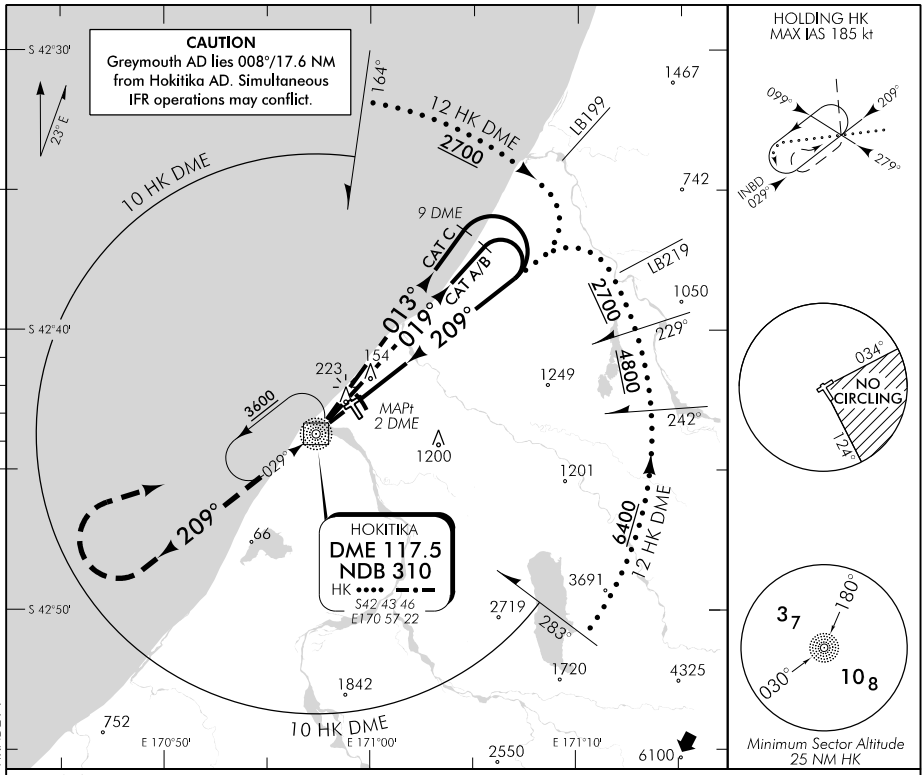
CAT A,B,C

HOKITIKA

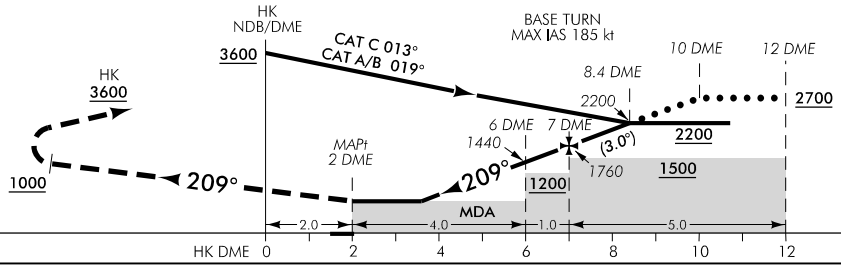
NDB/DME RWY 21

CHRISTCHURCH INFORMATION: 118.5

UNATTENDED: 119.8



Use Hokitika QNH



Changes from 9 NOV 17: Advisory altitude table, minima, profile, arc sector bearings, circling restricted bearings, missed approach text, RWY 21 ELEV.

MISSED APCH: Track 209° to **1000**, turn RIGHT direct to HK NDB hold **3600**

HK DME DIST	MAPt 2	3.6	4	5	6	7	8	9	10	11	12
Advisory Altitude 3°	MDA	MDA	800	1120	1440	1760	2080	2400	2710	3030	3350

Category	A	B	C	D
NDB/DME	**680**(563) – 2000		**680**(563) – 3200	NA
Circling *	**690**(537) – 2000	**760**(607) – 2800	**920**(767) – 3700	

* Circling NA in sector 034°-124°

Effective: 25 FEB 21

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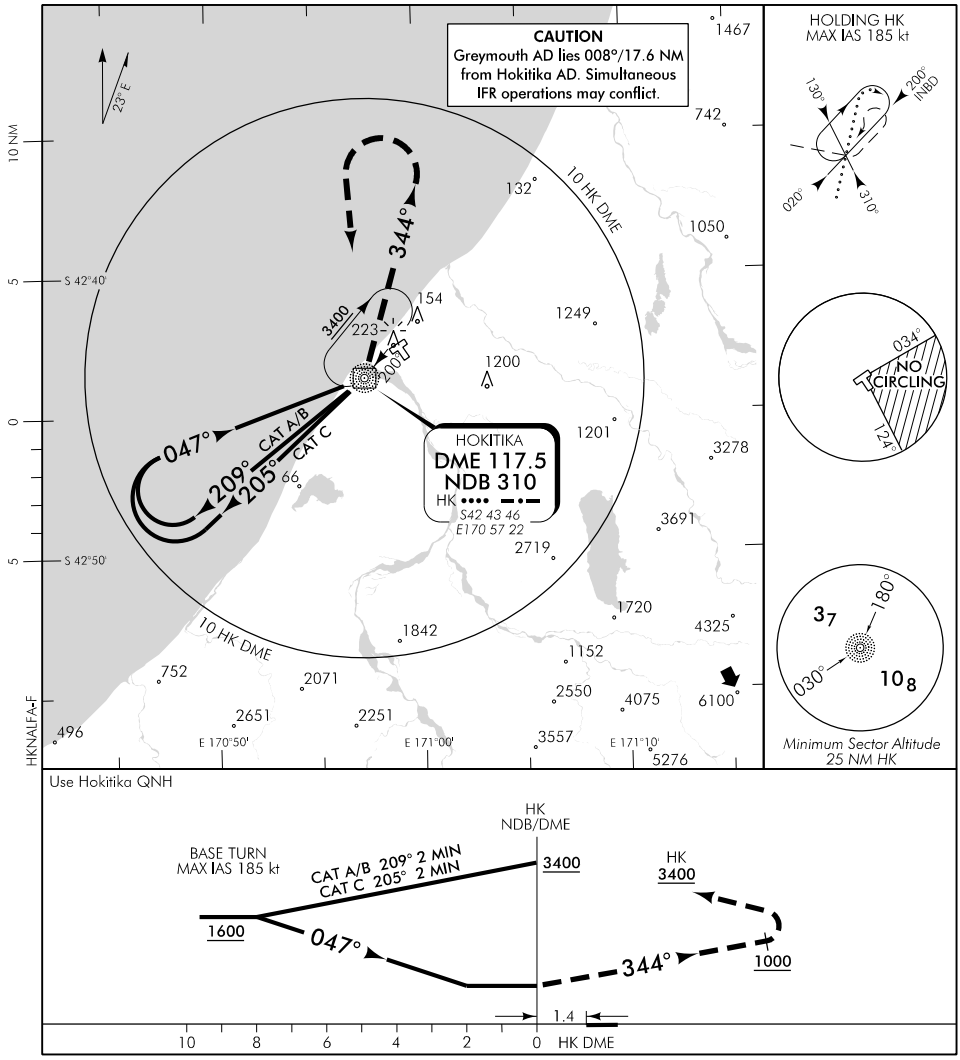
ELEV 153

CAT A,B,C

HOKITIKA
NDB A

CHRISTCHURCH INFORMATION: 118.5 *UNATTENDED*: 119.8



MISSED APCH: Turn LEFT, track 344° to **1000**, turn LEFT direct to HK NDB hold **3400**

HK DME DIST	9	8	7	6	5	4	3	2	1	MAPt
Advisory Altitude 3°	3560	3240	2920	2600	2280	1960	1650	1330	1000	MDA

Category	A	B	C	D
Circling *	**690**(537) – 2000	**760**(607) – 2800	**920**(767) – 3700	NA

* **Circling NA in sector 034°-124°**

Changes from 9 NOV 17: Advisory altitude table, circling restriction bearings, missed approach text.

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ELEV 153

RWY 03 THR ELEV 124

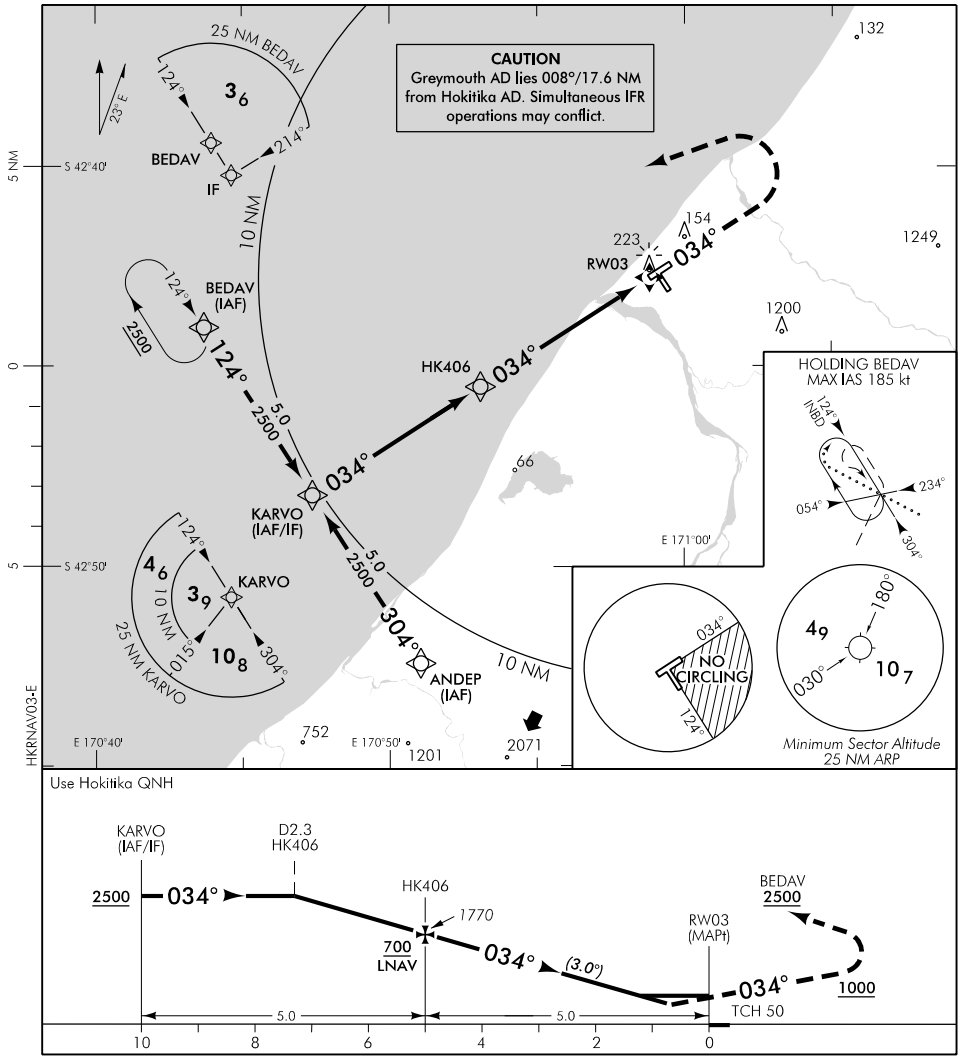
CAT A,B,C

HOKITIKA

RNAV (GNSS) RWY 03

CHRISTCHURCH INFORMATION: 118.5

UNATTENDED: 119.8



Changes from 9 NOV 17: RWY 03 THR ELEV, minima, circling restriction bearings.

MISSED APCH: Track 034° to **1000**, turn LEFT direct to BEDAV hold **2500**

DISTANCE to WPT	KARVO	4	3	2	1	HK406	4	3	2	1.1	1	RW03
Advisory Altitude 3°	3360	3040	2720	2400	2090	1770	1450	1130	810	MDA	DA	MDA
Category	A			B			C			D		
LNAV/VNAV *	**480**(356) – 1600						**480**(356) – 2000			NA		
LNAV	**540**(416)– 1600						**540**(416) – 2400					
Circling #	**690**(537) – 1900			**760**(607) – 2800			**920**(767) – 3700					

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# Circling NA in sector 034° – 124°.

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ELEV 153

RWY 21 THR ELEV 117

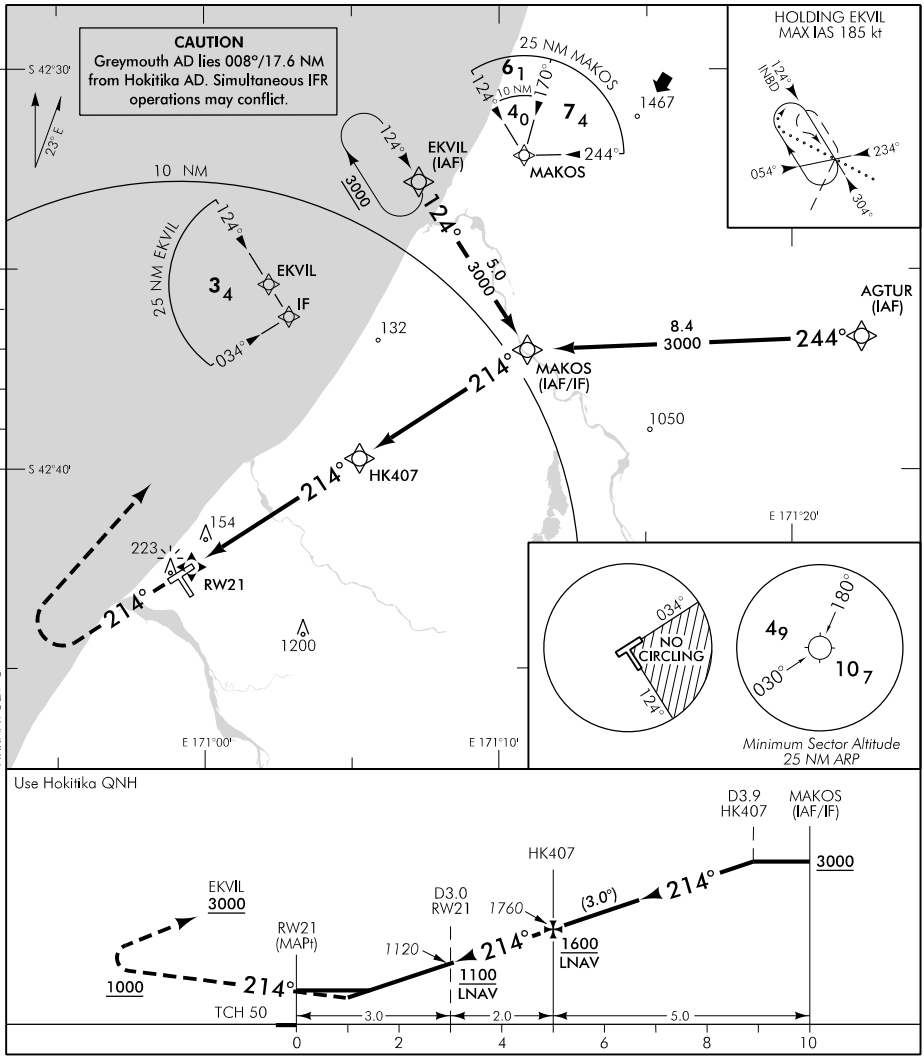
CAT A,B,C

HOKITIKA

RNAV (GNSS) RWY 21

CHRISTCHURCH INFORMATION: 118.5

UNATTENDED: 119.8



Use Hokitika QNH

Changes from 9 NOV 17: RWY 21 THR ELEV, minima, circling restriction bearings.

MISSED APCH: Track 214° to **1000**, turn RIGHT direct to EKVIL hold **3000**

DISTANCE to WPT	RW21	1	1.3	2	3	4	HK407	1	2	3	4	MAKOS
Advisory Altitude 3°	MDA	DA	MDA	800	1120	1440	1760	2080	2400	2710	3030	3350
Category	A			B			C			D		
LNAV/VNAV *	**490**(373) – 1600						**490**(373) – 2000			NA		
LNAV	**570**(453) – 1600						**570**(453) – 2400					
Circling #	**690**(537) – 1900			**760**(607) – 2800			**920**(767) – 3700					

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# Circling NA in sector 034° – 124°.

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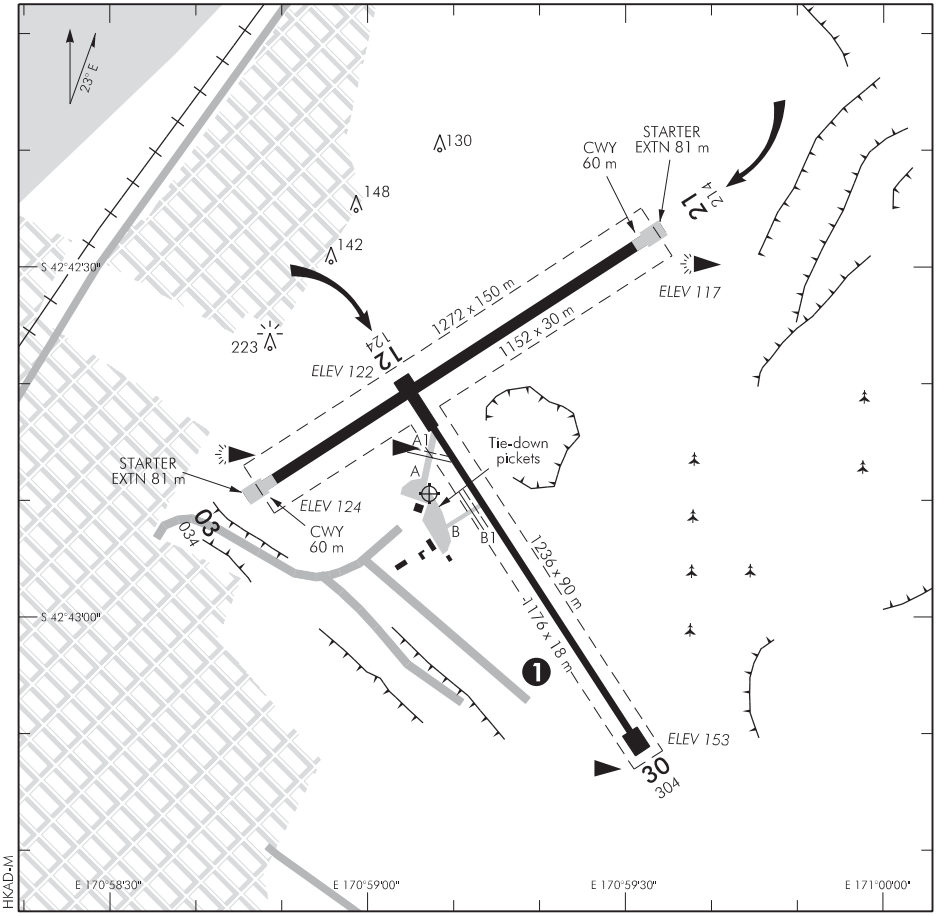
ELEV 153

NZHK

CHRISTCHURCH INFORMATION: 118.5

HOKITIKA
AERODROME

UNATTENDED: 119.8



Changes from 30 JAN 20: RWY 03 and 21 ELEV change.

❶ Model aircraft flying may take place.

2. Circuit: RWY 03, 30 — Left hand
   RWY 21, 12 — Right hand
3. **CAUTION:** a) Microlight aircraft operations. Circuit height 500 ft AGL.
   b) Bird hazard. Pukekos and plovers on aerodrome.
   c) Mower operates adjacent to operational runway.
4. All aircraft operations confined to sealed runways and taxiways. Stay off grass. Surface very soft.
5. U-turns on sealed runways by aircraft with MCTOW 5700 kg and above to be made in turning bays at RWY ends.
6. Tie-down pickets located west of TWY B.

S 42 42 49 E 170 59 07

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Certificated Aerodrome 1 NM NE of Hokitika

HOKITIKA

NZHK

OPERATIONAL DATA (1)

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:62.5	
03 21	B	PCN 20 F/A/X/T	8	0.21D 0.21U	1233*			1293*	1152
12 30	B	PCN 20 F/A/X/T	8	0.75U 0.75D	1176		1176		1176

RESA: RWY 03/21 — 90 x 60 m each end

* Includes 81 m starter extension

MINIMA

IFR Take-off		
RWY	Day	Night
12	800–3000	NA
30	300–1500	NA
03/21	300–1500	500–3000

LIGHTING

Runway: 03/21 LIL RWY, PAPI — RWY 03 3.0°/TCH 47
RWY 21 3.0°/TCH 47

RWY edge light spacing — 60 m

Aerodrome: WDI

Taxiway: Edge Apron: Edge and floodlighting

Aerodrome lighting and standby power available by prior arrangement with operator.

FACILITIES

Fuel: Z Energy Jet A1, access via Z card
RD Petroleum AVGAS, access via RD Petroleum swipe card
RD Petroleum Jet A1, access via RD Petroleum swipe card

Flight crew toilet available outside terminal hours. Toilet access code: 808#

Ground handling Tel (03) 755 6318, (03) 756 8050.

Cafe open during terminal hours.

Access code on pedestrian gate leading to terminal: 808. This gate is on the eastern stone fence.

(continued)

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SUPPLEMENTARY

Operator: Hokitika Airport Ltd, PO Box 76, Hokitika 7842

Administration:	Tel (03) 755 8497
Administration email:	admin@hokitikaairport.co.nz
Operations:	Tel (03) 755 6318
Email:	management@hokitikaairport.co.nz
Website:	www.hokitikaairport.co.nz
Emergency Contact (H24):	027 217 8091

Landing fees are available on our website www.hokitikaairport.co.nz

Available for general use without the permission of the operator.

Landing fee allows unlimited landings for that day.

By visiting this aerodrome you agree to our terms and conditions of use, our fees and to comply with all relevant aviation rules. Please see our website www.hokitikaairport.co.nz for this information.

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CAUTION: Greymouth AD lies 008°/17.6 NM from Hokitika AD. Simultaneous IFR operations may conflict.

Departure procedures

- Contact Christchurch Information for clearance and traffic information prior to entering IMC or controlled airspace.
- Minimum climb gradient for all departures is 3.3% (200 ft/NM).

RWY 03, 21, 30

Departure CHARLIE

To RILEY, WS, DOPAX

- Minimum turn altitude 550 ft.
- Intercept and climb on track.

Departure DELTA

To APASA, DUBON

- Minimum turn altitude 550 ft
- Climb in the sector 210° to 355° from HK NDB
- Cross HK NDB at minimum 5400 ft
- Continue climb to required MSA

RWY 12

Turn RIGHT, maintain terrain clearance visually until established on one of the above procedures.

Standard Route Clearance

For flights departing Hokitika Airport:

ADES	Designator	Route
CH	HKCH1	Q309

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by the standard route clearances.

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NZNV / IVC INVERCARGILL

RUNWAY / FACILITIES

CAT: A	Mag 25E			Elev 5ft
RWY	**CAT II/III**	**Length**	**AID**	**TCH**
04/22	N/A	2160m	PAPI	04 - 54ft 22 – 47ft
Standby Power Available		RFS: Cat 4 *		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Dunedin (5), Queenstown (3) **				

*** CAT 4 provided for Air NZ AT72 and DH8C scheduled passenger movements.**

**** Only available as a departure alternate for suitably qualified crew.**

THREATS
• Severe turbulence and windshear may occur in strong north-west and westerly conditions. Strong south-west and north-west winds can exceed crosswind limitations. • Bird Hazard – Refer NZNV AD2-51.1 for additional information. • Runway surface can be slippery when wet. • MET Balloons released daily – Refer NZNV AD 2-51.1 for additional information.

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ARRIVALS

RNAV ARRIVALS

Christchurch Control will issue STAR clearances for arrivals into Invercargill. Aircraft diverting from Queenstown or Dunedin will be issued an onwards clearance containing the applicable STAR clearance.

VOR/DME APPROACH

Aircraft wishing to conduct the VOR/DME approach for RWY22 can expect a clearance to remain on the STAR until 40 DME NV, at which point direct to the IAF via the VORSEC chart can be expected.

GROUND OPERATIONS

PARKING

The following stands are available for ATR72 operations.

Stand Number	Details
1	South (1S), North (1N) and West (1W) orientation available. Straight-in parking (1) reserved for A320 only.
2	South (2S), North (2S) and West (2W) orientation available. Straight-in parking (2) reserved for A320 only.
3	South (3S), North (3N) and West (3W) orientation available.
4	East (4E) and West (4W) orientation available.

COMMUNICATION

Invercargill Traffic is available on frequency **130.3 MHz**. ETA, fuel, and special requirements need to be passed prior to arrival.

DEPARTURES

VISUAL DEPARTURES

On request, Invercargill Tower may issue visual departure instructions to re-join the SID.

REDUCED TAKE-OFF MINIMA

Authorised – Refer to NZNV AD 2-52.1

- RWY 04/22 visibility not below 0-400.

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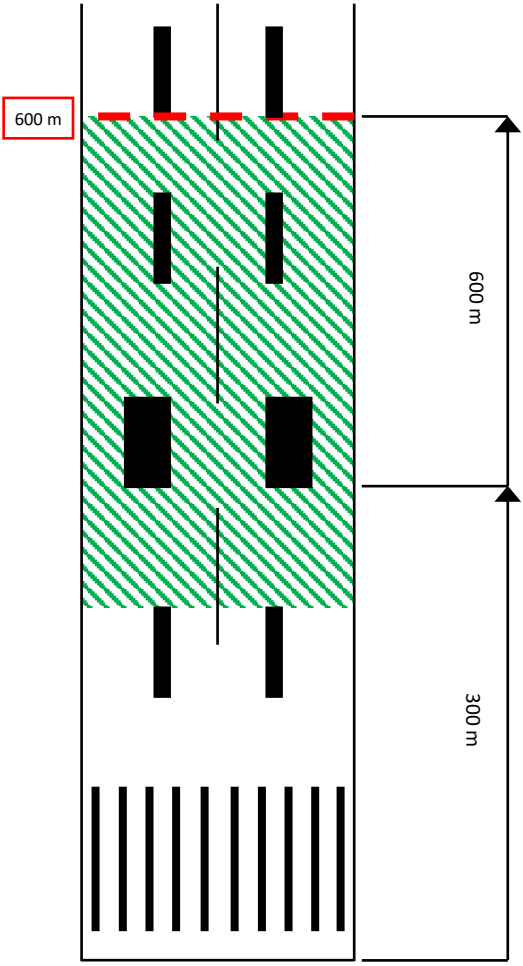
TOUCHDOWN ZONE

RUNWAY 04/22

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

Communications

Outside Invercargill Tower hours contact Christchurch Control (0800 626 756 for landline users only or (03) 358 1509 for cellphone users) for clearance and traffic information prior to entering IMC or controlled airspace.

ATC Requirements

For IFR flights arriving from/departing to Ryans Creek (NZRC)

Primary routing is via Q128 (RNAV route) and pilots should expect arrival and departure via published AMVIX STAR and SID procedures.

Conventional (VOR) arrival and departure procedures may be available on request to ATC, subject to other IFR operations.

Departure Procedures

SID RWY 04/22

Evaluated Climb Sector

Within 25 NM in any direction.

MNM net climb gradient 3.3% (200 ft/NM), climb above distance steps
MNM turn ALT 500 ft.

CAUTION:

Close-in obstacles not considered in the climb gradient.

RWY 04 — Mast: 137 ft AMSL, 057°/1347 m from CWY END.

RWY 22 — Trees up to 127 ft AMSL left and right of extended CL between 407 m and 1214 m from CWY end.

Standard Route Clearances

For flights departing Invercargill Airport:

ADES	Designator	Route
AA	NVAA1 ❶	Q787 QN Y569 LOVTA Y655 POKOM Q277
AA	NVAA4 ❹	Y615 ELDAK Q196 CH Y175 OMKUN Y655 POKOM Q277
CH	NVCH2	Y615 ELDAK Q196
DN	NVDN2 ❸	EPDAB MFA 5000 ft
DN	NVDN4	H264 BE
WN	NVWN3 ❶❷	Y615 ELDAK Q196 CH Y393

Where specified the following applies:

❶ Jets

❷ Non Jets

❸ RNP 1 required

❹ Jets — Available for use only when hazardous flight conditions exist on the western route.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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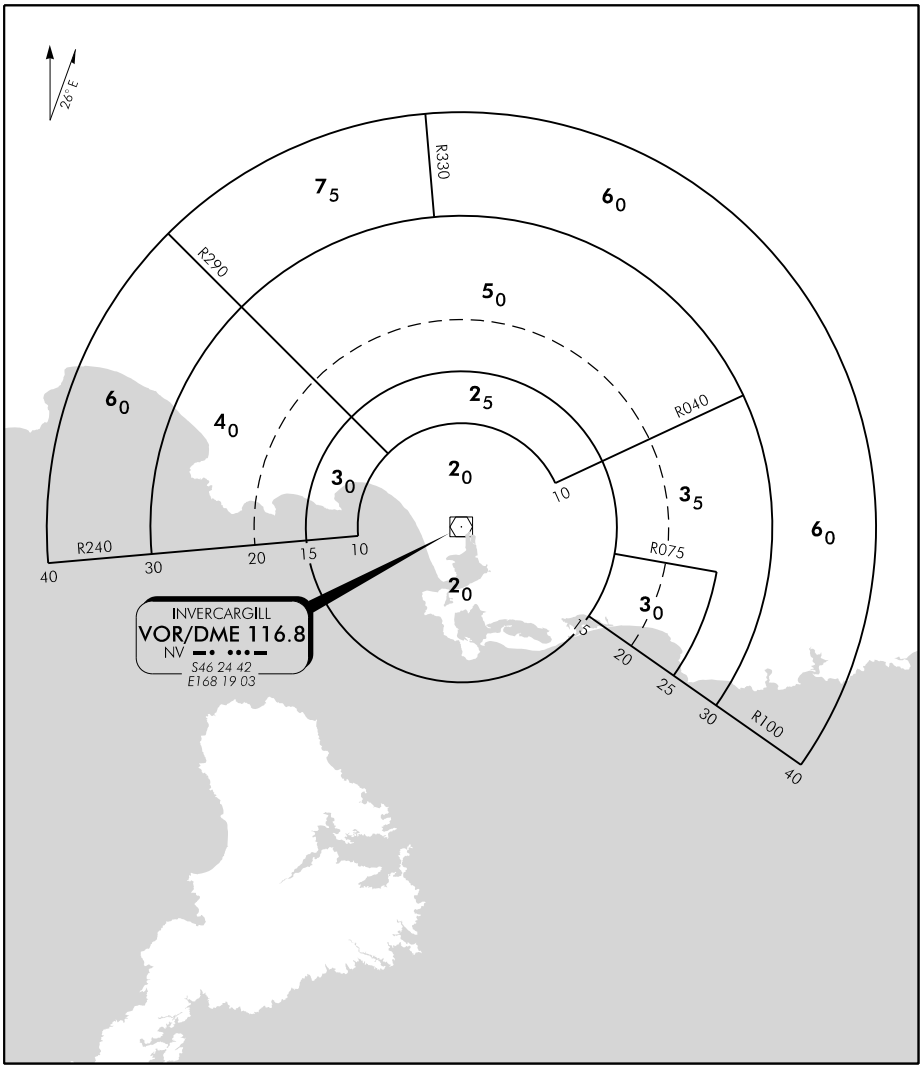
INVERCARGILL

VOR/DME MRA SECTORS (VORSEC)



NWVORSEC-D

Changes from 7 NOV 19: Pagination.

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INVERCARGILL
VOR/DME MRA SECTORS (VORSEC)

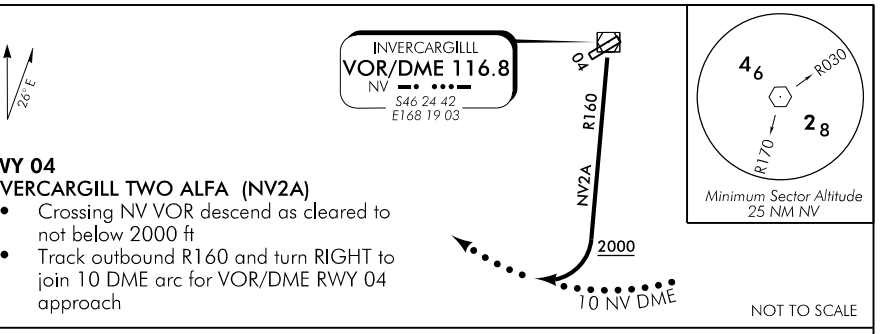
ELEV 5

NZNV

INVERCARGILL

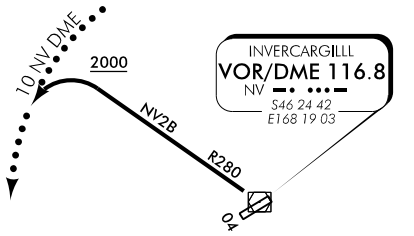
STAR RWY 04/22

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



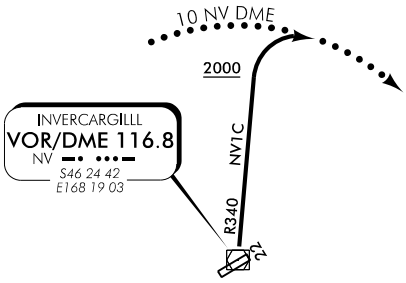
RWY 04
INVERCARGILL TWO ALFA (NV2A)

- Crossing NV VOR descend as cleared to not below 2000 ft
- Track outbound R160 and turn RIGHT to join 10 DME arc for VOR/DME RWY 04 approach



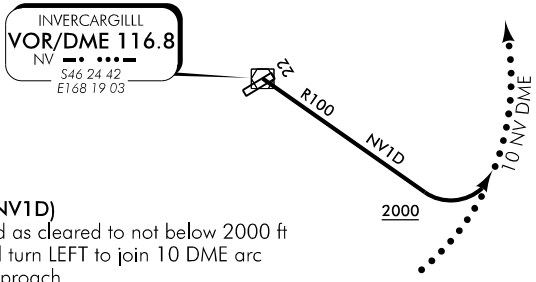
RWY 04
INVERCARGILL TWO BRAVO (NV2B)

- Crossing NV VOR descend as cleared to not below 2000 ft
- Track outbound R280 and turn LEFT to join 10 DME arc for VOR/DME RWY 04 approach



RWY 22
INVERCARGILL ONE CHARLIE (NV1C)

- Crossing NV VOR descend as cleared to not below 2000 ft
- Track outbound R340 and turn RIGHT to join 10 DME arc for VOR/DME RWY 22 approach



RWY 22
INVERCARGILL ONE DELTA (NV1D)

- Crossing NV VOR descend as cleared to not below 2000 ft
- Track outbound R100 and turn LEFT to join 10 DME arc for VOR/DME RWY 22 approach

Changes from 7 NOV 19: Chart title amended.

NVSTAR04-22-D

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ELEV 5

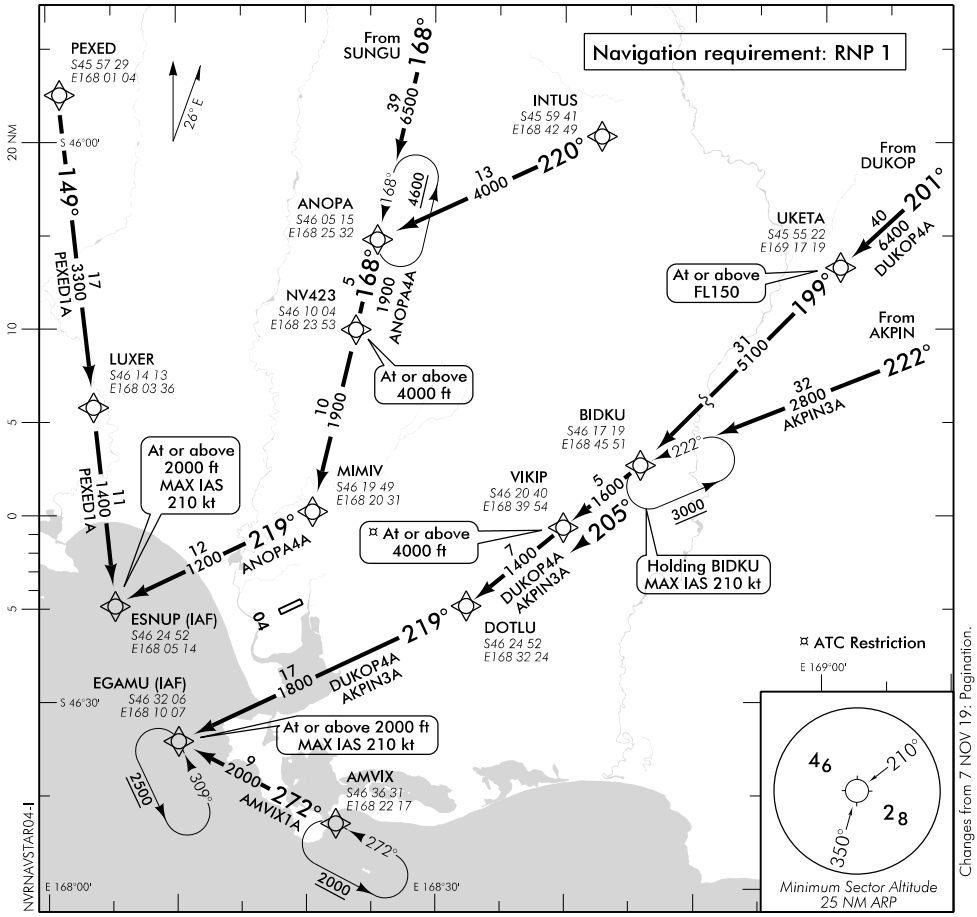
NZNV

CAT A,B,C,D

INVERCARGILL

RNAV (GNSS) STAR RWY 04

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



RWY 04

AMVIX ONE ALFA ARRIVAL – RNAV (GNSS) (AMVIX1A)

- From AMVIX track 272° to EGAMU
- Cross EGAMU at or above 2000 ft, MAX IAS 210 kt

PEXED ONE ALFA ARRIVAL – RNAV (GNSS) (PEXED1A)

- From PEXED track 149° via LUXER to ESNUP
- Cross ESNUP at or above 2000 ft, MAX IAS 210 kt

DUKOP FOUR ALFA ARRIVAL – RNAV (GNSS) (DUKOP4A)

- From DUKOP track 201° to UKETA
- Cross UKETA at or above FL150
- Track 199° to BIDKU
- Track 205° via VIKIP to DOTLU
- Cross VIKIP at or above 4000 ft
- Track 219° to EGAMU
- Cross EGAMU at or above 2000 ft, MAX IAS 210 kt

ANOPA FOUR ALFA ARRIVAL – RNAV (GNSS) (ANOPA4A)

Controlled airspace containment not assured between SUNGU–ANOPA

TRANSITIONS:

SUNGU – From SUNGU track 168° to ANOPA

INTUS – From INTUS track 220° to ANOPA

- From ANOPA track 168° via NV423 to MIMIV
- Cross NV423 at or above 4000 ft
- Track 219° to ESNUP
- Cross ESNUP at or above 2000 ft, MAX IAS 210 kt

AKPIN THREE ALFA ARRIVAL – RNAV (GNSS) (AKPIN3A)

- From AKPIN track 222° to BIDKU
- Track 205° via VIKIP to DOTLU
- Cross VIKIP at or above 4000 ft
- Track 219° to EGAMU
- Cross EGAMU at or above 2000 ft, MAX IAS 210 kt

Effective: 17 JUN 21

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ELEV 5

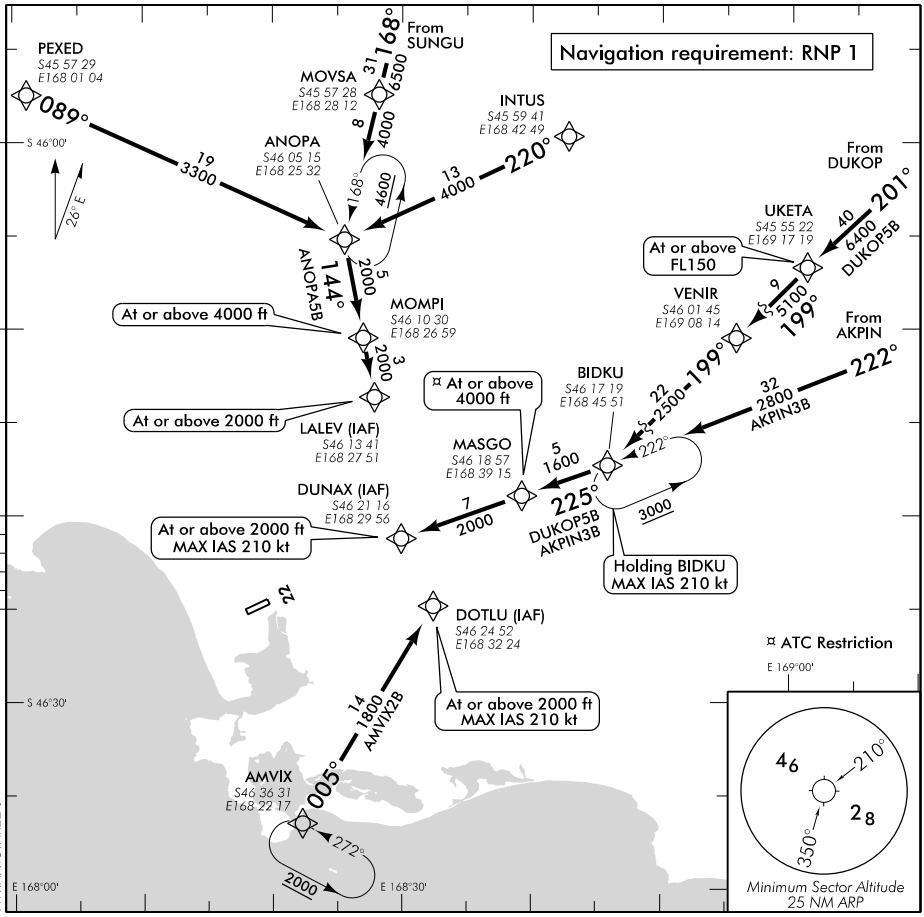
NZNV

CAT A,B,C,D

INVERCARGILL

RNAV (GNSS) STAR RWY 22

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



RWY 22

AMVIX TWO BRAVO ARRIVAL – RNAV (GNSS) (AMVIX2B)

- From AMVIX track 005° to DOTLU
- Cross DOTLU at or above 2000 ft, MAX IAS 210 kt

DUKOP FIVE BRAVO ARRIVAL – RNAV (GNSS) (DUKOP5B)

- From DUKOP track 201° to UKETA
- Cross UKETA at or above FL150
- Track 199° via VENIR to BIDKU
- Track 225° via MASGO to DUNAX
- Cross MASGO at or above 4000 ft
- Cross DUNAX at or above 2000 ft, MAX IAS 210 kt

ANOPA FIVE BRAVO ARRIVAL – RNAV (GNSS) (ANOPA5B)

Controlled airspace containment not assured between SUNGU–MOVSA

TRANSITIONS:

SUNGU – From SUNGU track 168° via MOVSA to ANOPA

PEXED – From PEXED track 089° to ANOPA

INTUS – From INTUS track 220° to ANOPA

- From ANOPA track 144° via MOMPI to LALEV
- Cross MOMPI at or above 4000 ft
- Cross LALEV at or above 2000 ft

AKPIN THREE BRAVO ARRIVAL – RNAV (GNSS) (AKPIN3B)

- From AKPIN track 222° to BIDKU
- Track 225° via MASGO to DUNAX
- Cross MASGO at or above 4000 ft
- Cross DUNAX at or above 2000 ft, MAX IAS 210 kt

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ELEV 5

RWY 04 THR ELEV 5

TOWER: 118.5 122.4

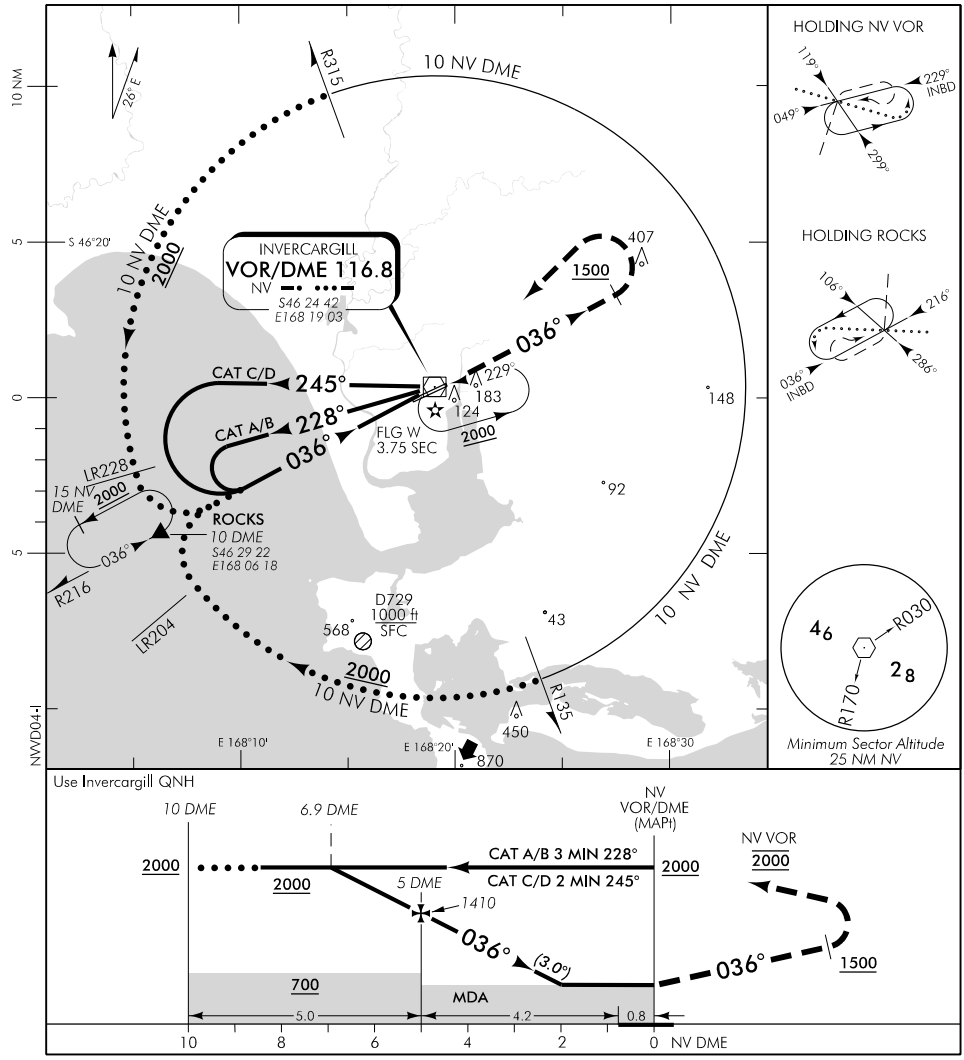
CAT A,B,C,D

ATIS: 127.0

INVERCARGILL

VOR/DME RWY 04

UNATTENDED: 118.5



Use Invercargill QNH

Changes from 10 SEP 20: Circling minima raised.

MISSED APCH: Track 036° to 1500, turn LEFT direct to NV VOR hold 2000

NV DME DIST	10	9	8	7	6	5	4	3	2	MAPt
Advisory Altitude 3°	3010	2690	2370	2050	1730	1410	1100	780	MDA	MDA

Category	A	B	C	D
VOR/DME	**460**(455) – 1500		**460**(455) – 2000	
Circling	**550**(545) – 1900	**550**(545) – 2800	**660**(655) – 3700	**700**(695) – 4600

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ELEV 5

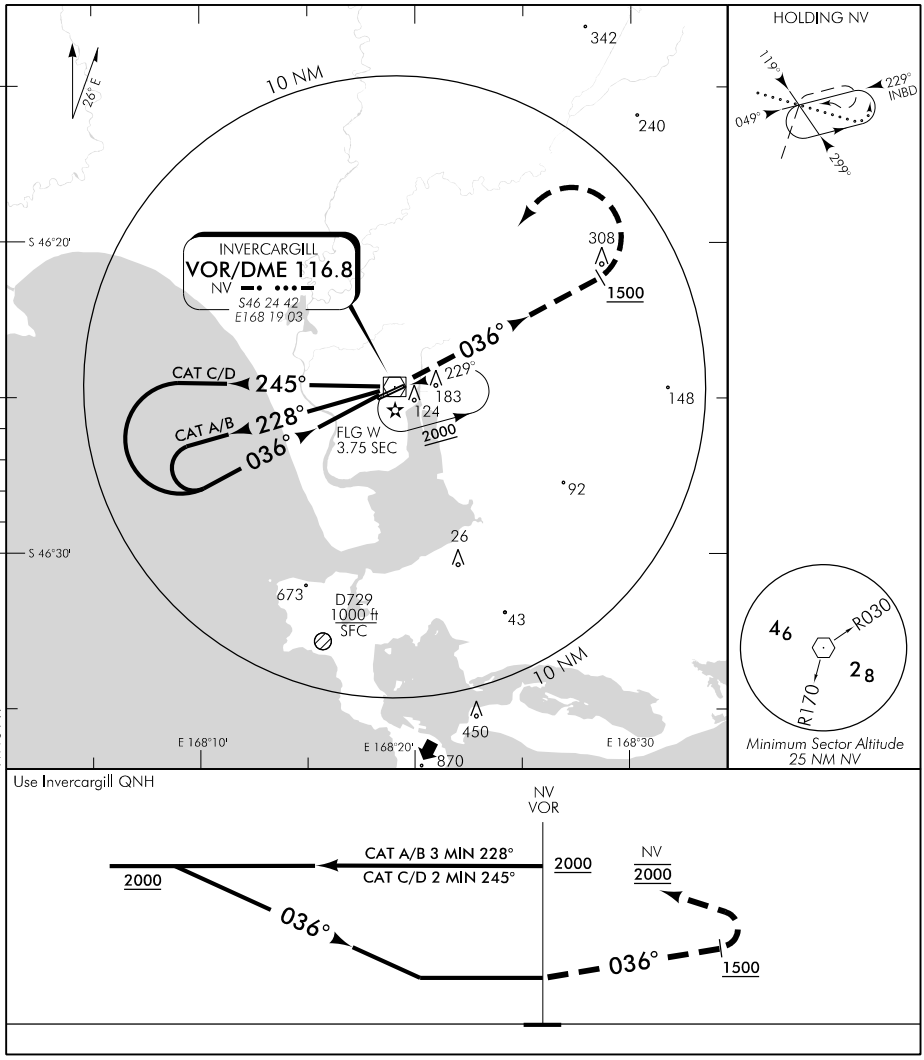
RWY 04 THR ELEV 5

CAT A,B,C,D

INVERCARGILL

VOR RWY 04

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



Changes from 10 SEP 20: Circling minima raised.

MISSED APCH: Track 036° to 1500, turn LEFT direct to NV VOR hold 2000

Category	A	B	C	D
VOR	**510**(505) – 1600		**510**(505) – 2400	
Circling	**550**(545) – 1900	**550**(545) – 2800	**660**(655) – 3700	**700**(695) – 4600

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ELEV 5

RWY 22 THR ELEV 4

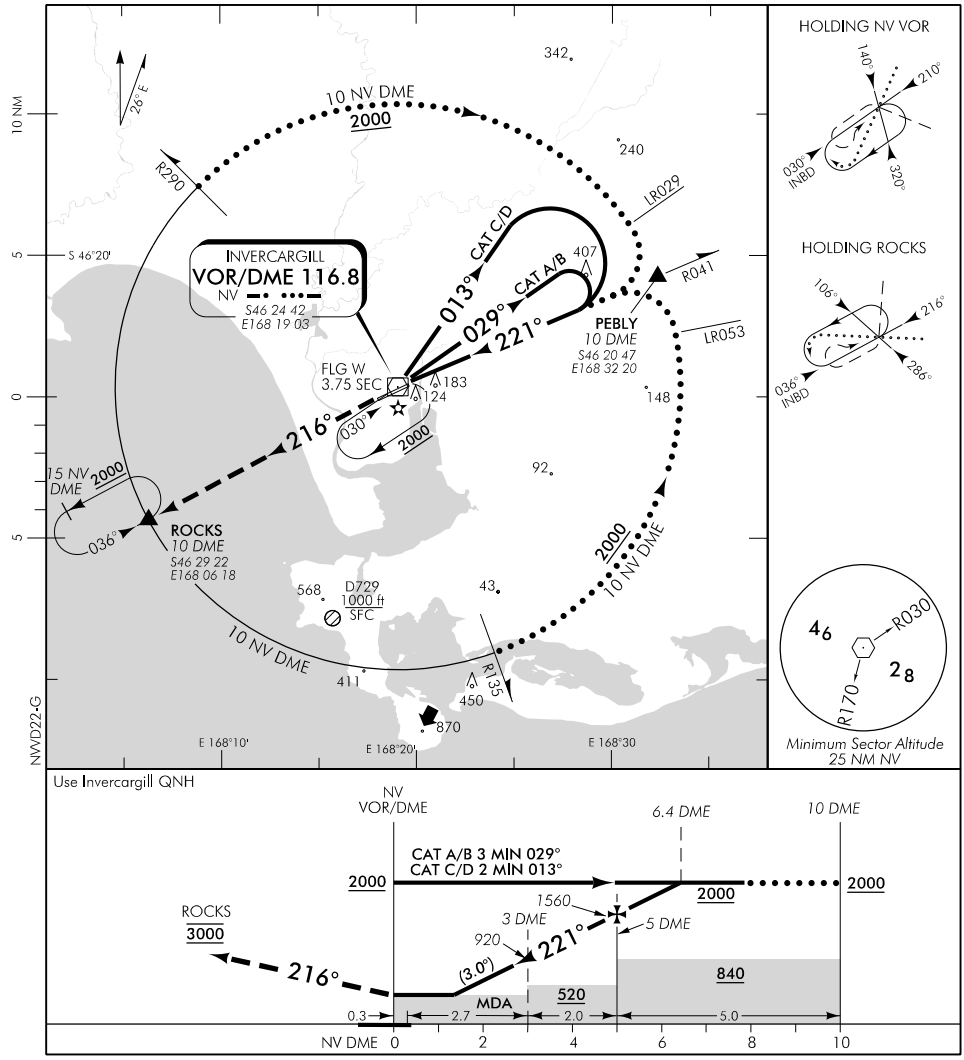
TOWER: 118.5 122.4

CAT A,B,C,D

ATIS: 127.0

INVERCARGILL
VOR/DME RWY 22

UNATTENDED: 118.5



Changes from 10 SEP 20: Approach minima raised.

MISSED APCH: Track 216° to ROCKS hold 3000

NV DME DIST	MAPt	1.5	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	MDA	MDA	600	920	1240	1560	1880	2190	2510	2830	3150

Category	A	B	C	D
VOR/DME	**500**(495) – 1600		**500**(495) – 2400	
Circling	**550**(545) – 1900	**550**(545) – 2800	**660**(655) – 3700	**700**(695) – 4600

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ELEV 5

RWY 22 THR ELEV 4

TOWER: 118.5 122.4

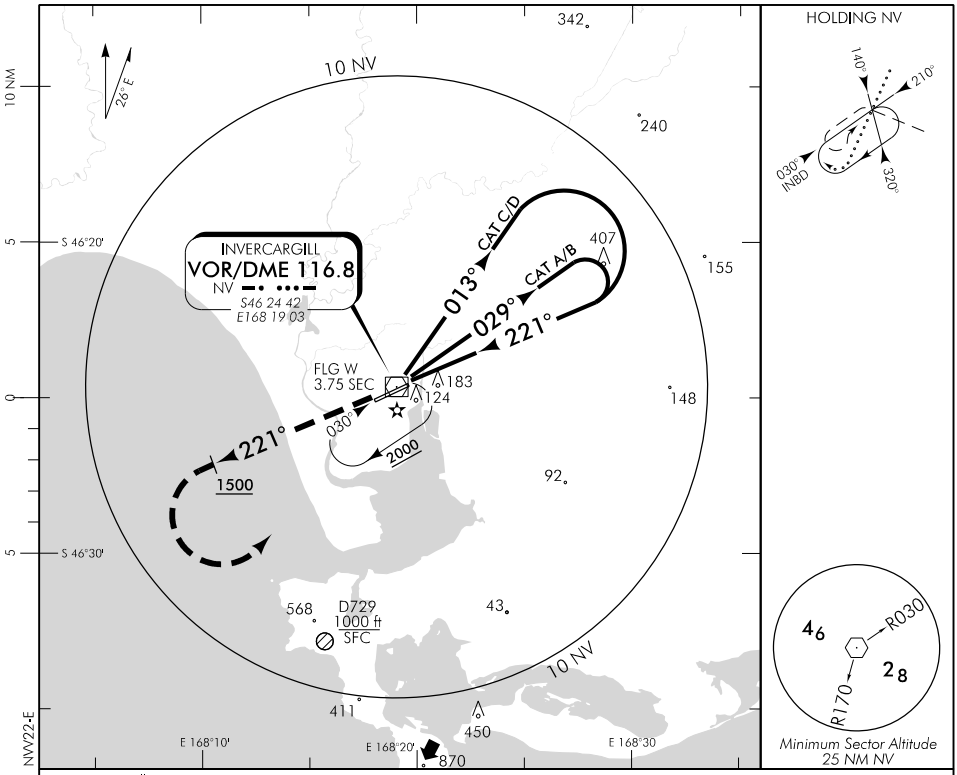
CAT A,B,C,D

ATIS: 127.0

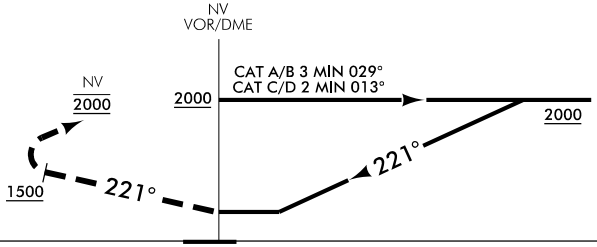
INVERCARGILL

VOR RWY 22

UNATTENDED: 118.5



Use Invercargill QNH



Changes from 7 NOV 19: Minor track update.

MISSED APCH: Track 221° to 1500, turn LEFT direct to NV VOR hold 2000

Category	A	B	C	D
VOR	**890**(885) – 2600		**890**(885) – 4400	
Circling	**890**(885) – 2800		**890**(885) – 4600	

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ELEV 5

RWY 04 THR ELEV 5

TOWER: 118.5 122.4

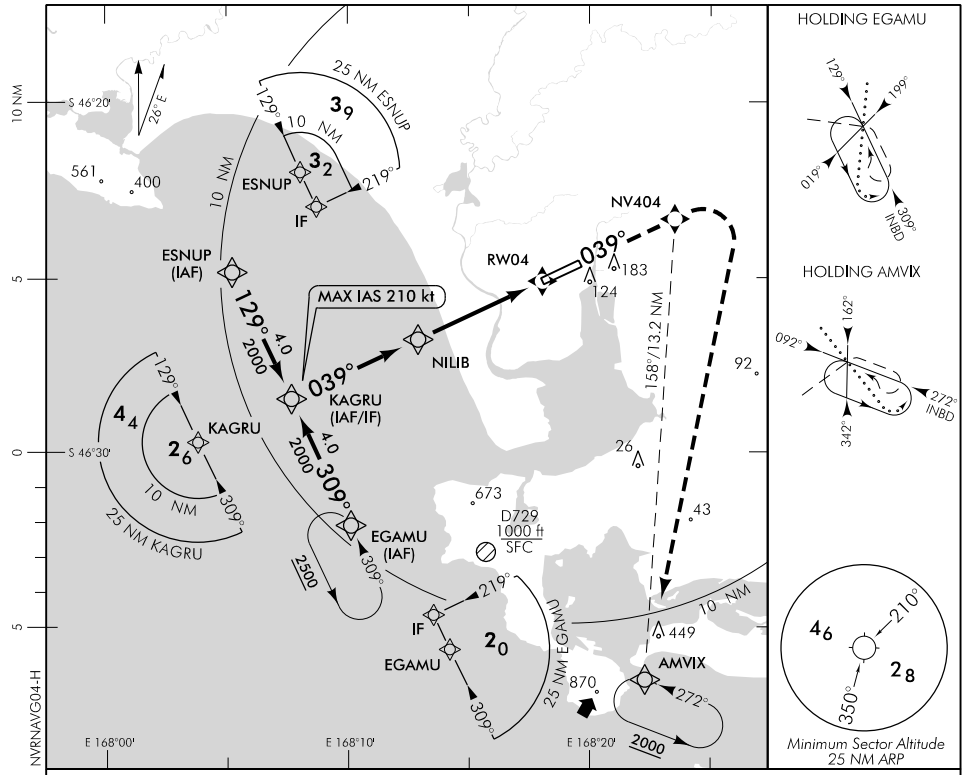
CAT A,B,C,D

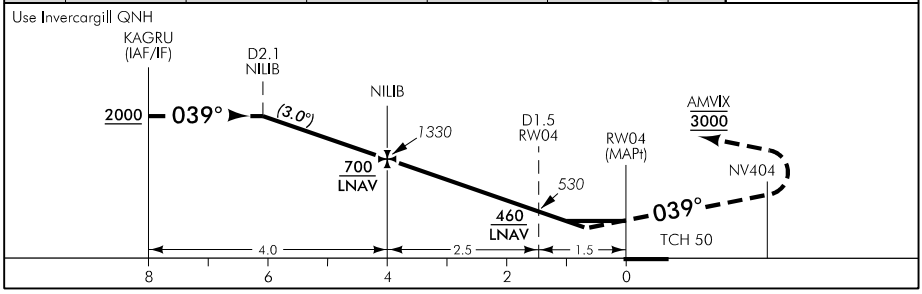
ATIS: 127.0

INVERCARGILL

RNAV (GNSS) RWY 04

UNATTENDED: 118.5





Changes from 10 SEP 20: Circling minima raised.

MISSED APCH: MAX IAS 220 kt until turn complete. Track 039° to NV404 (fly over), turn RIGHT direct to AMVIX hold 3000

DISTANCE to WPT	KAGRU	3	2	1	NILIB	3	2	1	0.7	RW04
Advisory Altitude 3°	2600	2280	1970	1650	1330	1010	690	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV*	**270**(265) – 1500		**290**(285) – 1600	
LNAV	**380**(375) – 1500		**380**(375) – 1600	
Circling	**550**(545) – 1900	**550**(545) – 2800	**660**(655) – 3700	**700**(695) – 4600

* Valid to AD temperature -10° C. Use of remote QNH NA

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ELEV 5

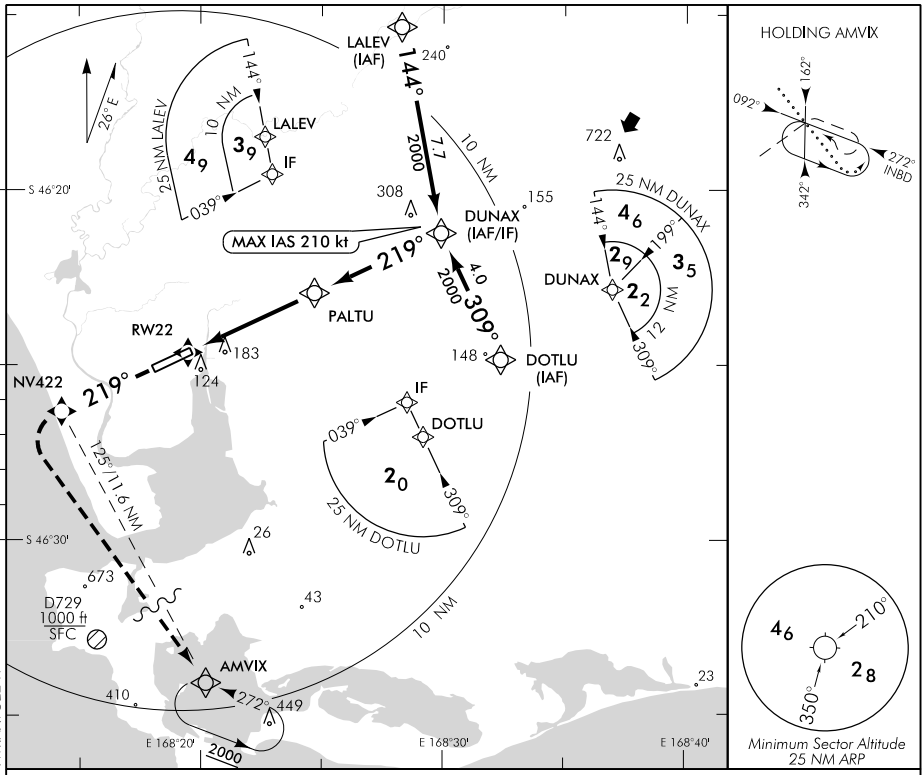
RWY 22 THR ELEV 4

CAT A,B,C,D

INVERCARGILL

RNAV (GNSS) RWY 22

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



Changes from 10 SEP 20: Approach minima raised.

MISSED APCH: MAX IAS 240 kt until turn complete. Track 219° to NV422 (fly over), turn LEFT direct to AMVIX hold 3000

DISTANCE to WPT	RW22	0.9	1.2	2	3	PALTU	1	2	3	DUNAX
Advisory Altitude 3°	MDA	DA	MDA	690	1010	1330	1650	1960	2280	2600

Category	A	B	C	D
LNAV/VNAV*	**400**(395) – 1500		**420**(415) – 2000	
LNAV	**500**(495) – 1600		**500**(495) – 2400	
Circling	**550**(545) – 1900	**550**(545) – 2800	**660**(655) – 3700	**700**(695) – 4600

* Valid to AD temperature -10° C. Use of remote QNH NA

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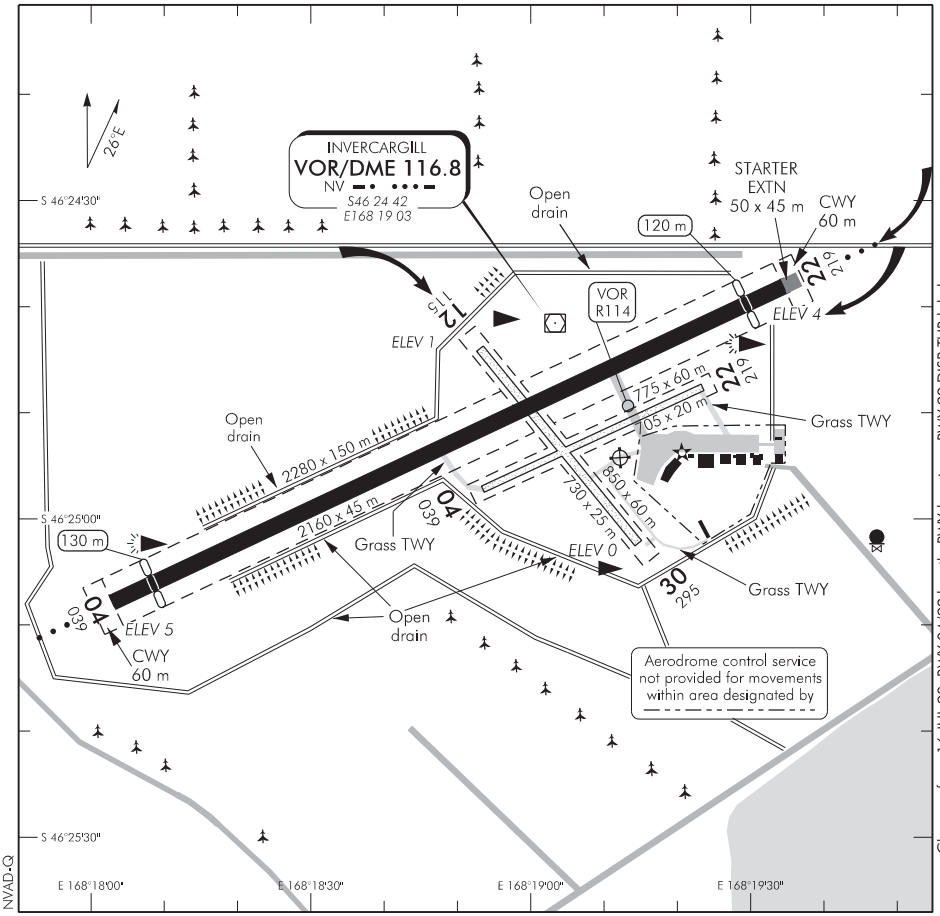
ELEV 5

NZNV

INVERCARGILL

AERODROME (1)

TOWER: 118.5 122.4 *ATIS:* 127.0 *UNATTENDED:* 118.5



1. Circuit: RWY 04, Grass RWY 04, 30 — Left hand
   RWY 22, Grass RWY 12, 22 — Right hand
   When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL.
2. Simultaneous operations on parallel paved and grass runways permitted only for aircraft of 5700 kg or less when the visibility is at least 5 km and ATC is on duty.
3. All grass areas soft when wet. Grass movements restricted to grass runways and grass taxiways. Grass runways and grass taxiways frequently closed by NOTAM when wet.
4. **CAUTION:** Bird hazard. Flocks of gulls transit over aerodrome in mornings and late afternoons. Gulls frequent on aerodrome during inclement weather. Plovers, oystercatchers and starlings common on aerodrome.

   Refer NOTAM for increased bird activity.

   If bird activity reported, start take-off roll from runway end.
5. MET Balloons released daily. Refer to Table ENR 5.3.7.
6. Air NZ divert aircraft can expect to use stand 3. Divert aircraft under 5700 kg should park at GA area at eastern end of apron. MedEvac flights should use stand 4.

(continued)

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7. **CAUTION:** When winds are in excess of 20 kt from SW, windshear and mechanical turbulence may be experienced on final approach for RWY 22 below 1000 ft.
8. Helicopter Jet A1 refuelling at fuel pump on north side of Zed tanks only.
9. Aircraft greater than 50 tonne MCTOW make turn west of displaced runway threshold RWY 04 and on starter extension of RWY 22 using yellow turn markings.

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Certificated Aerodrome 1 NM W of Invercargill

INVERCARGILL

NZNV

OPERATIONAL DATA (1)

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance				LDG DIST
						1:20	1:25	1:50	1:62.5	
04 22[1]	B	PCN 40 F/B/X/T	8	Nil	2160 2210			2220 2270	2100 2140	2030 2040
04 22	Gr	ESWL 5700	5	Nil		705				705
12 30	Gr	ESWL 5700	5	Nil		730				730

[1]RWY 22 ASDA/TODA figures include 50 m starter extension

RESA: RWY 04 RESA 90 x 90 m
RWY 22 RESA 130 x 150 m

MINIMA

IFR Take-off		
RWY	Day	Night
04/22[1]	300–1500	300–1500
Other	300–1500	NA

[1] Reduced take-off minima available during TWR HR — not below 0–400. OPS below 800 metres visibility subject to availability of serviceable secondary power supply and automatic switch-over.

LIGHTING

Runway: 04/22 LIL ALS, REIL, RWY 04 PAPI 3.0°/TCH 54, RWY 22 PAPI 3.0°/TCH 47, LIM RWY

RWY edge light spacing — 60 m

Aerodrome: ABN FLG W 2.5 SEC WDI

Taxiway: Edge Apron: Edge and flood lighting

Outside Invercargill Tower hours of service, remote control of lighting available from Christchurch Information on frequency 122.2 MHz or Christchurch ATSC by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users).

Advise runway to be used — brilliance adjustments may take up to one minute to action.

Advise Christchurch when complete.

CAUTION: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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INVERCARGILL

OPERATIONAL DATA (2)

FACILITIES

Fuel: Jet A1 tanker available from RD Petroleum through Air BP by account on contact. Tel +64 29 777 0902

Zed Energy stationary fuel bowser offers Jet A1 and Avgas 100. Zed Energy cards accepted.

RD Petroleum stationary fuel bowser offers Avgas 100. RD cards accepted.

BP cards must be loaded onto RD system by phone 0800 440 014.

Helicopters refer to Note 8 on Aerodrome (2) page.

Passenger

Limited repairs

RFS: CAT 5 provided for Air NZ A320 and A321 scheduled passenger movements
CAT 4 provided for Air NZ AT72 and DH8C scheduled passenger movements
CAT 4 or 5 at other times by prior arrangement with the Aerodrome Operator

SUPPLEMENTARY

Operator: Invercargill Airport Ltd, PO Box 1203, Invercargill
Tel +64 3 218 6367 After hours +64 21 456 170

Designated security aerodrome. As such an Airport Identity Card (AIC) must be displayed unless exempt. For queries please contact the aerodrome operator.

Aircraft landing and parking fees payable. By landing at NZNV, the PIC agrees to the Invercargill Airport Conditions of Use without qualification.

Available for general use without the permission of the operator.

International arrivals require prior approval of Invercargill Airport Limited.

Type A and Type B charts available.

Current fees, charts and conditions found at www.invercargillairport.co.nz

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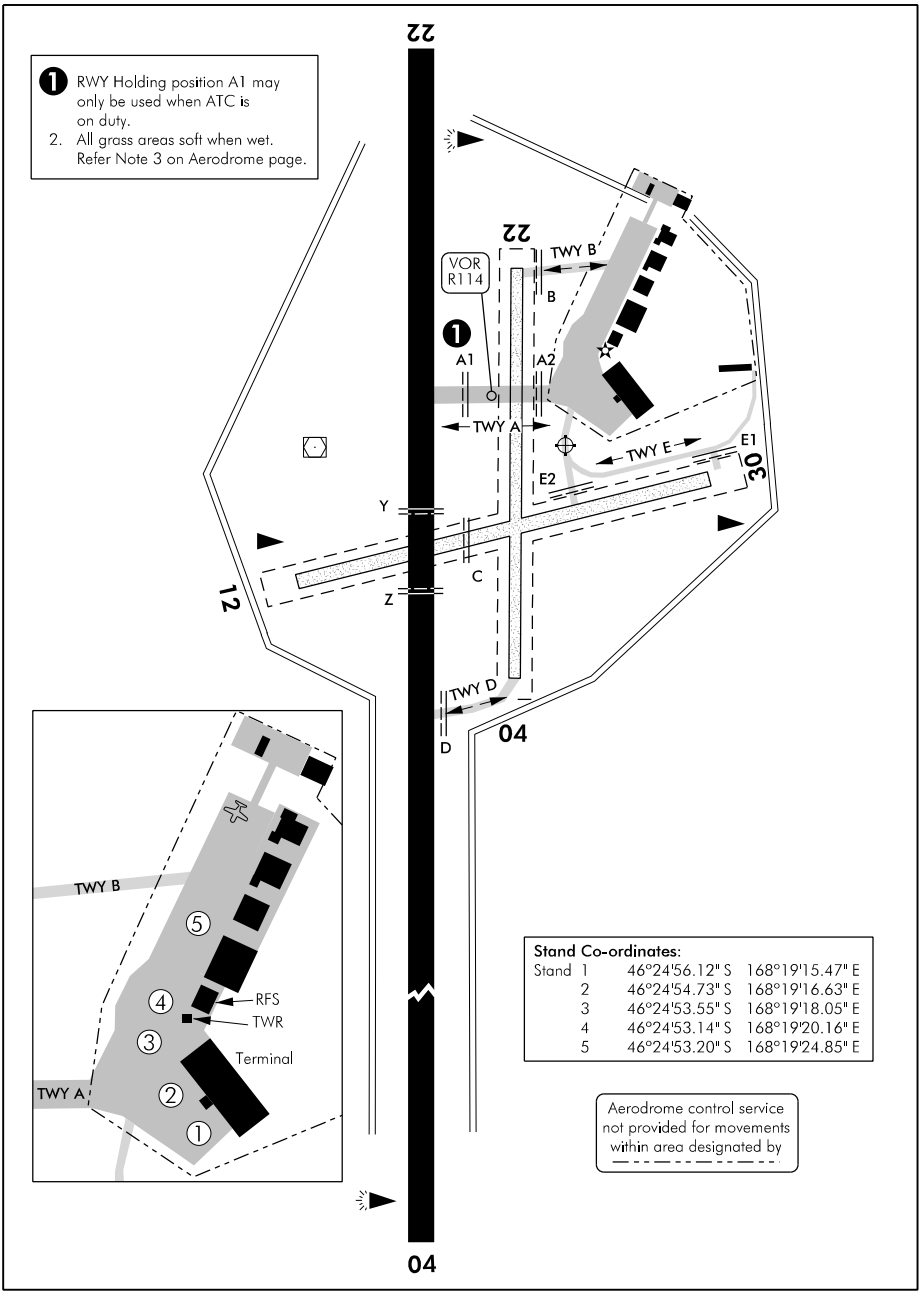
ELEV 5

NZNV

INVERCARGILL

GROUND MOVEMENTS

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



Changes from 19 JUL 18: TWY labels, building and apron depiction, Stand 3A removed, minor editorial

NVGM-M

Effective: 18 JUL 19

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ELEV 5

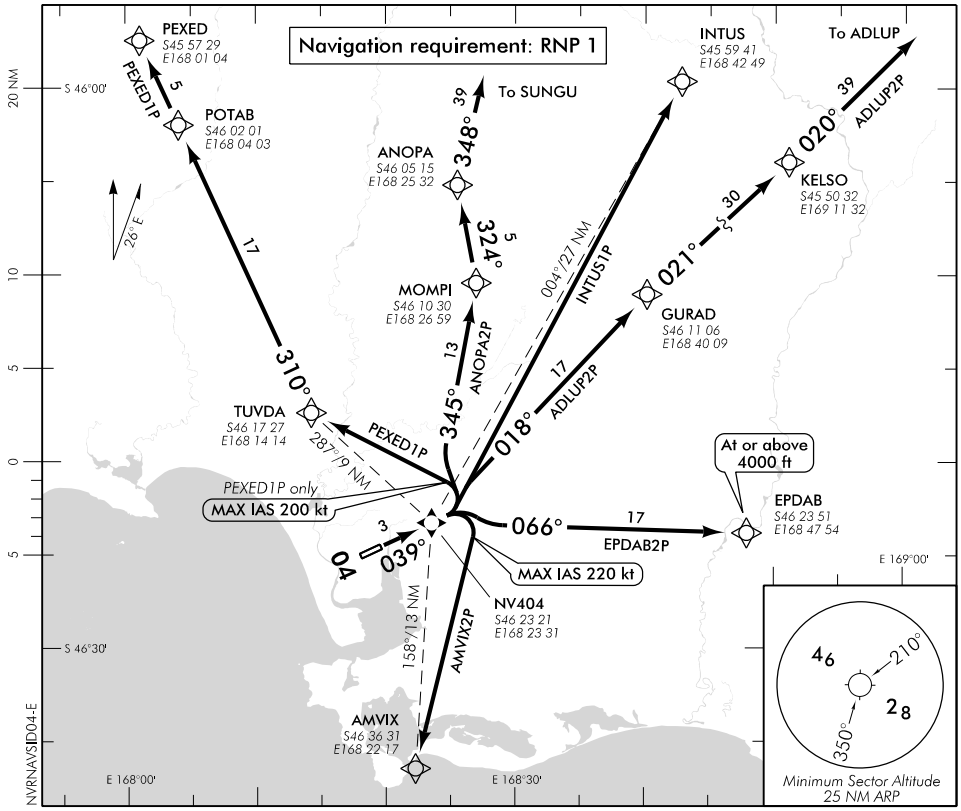
NZNV

CAT A,B,C,D

INVERCARGILL

RNAV (GNSS) SID RWY 04

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ***CAUTION: Close-in obstacles not considered in the climb gradient***
Mast: 137 ft AMSL, 057°/1347 m from CWY END

RWY 04

PEXED ONE PAPA DEPARTURE – RNAV (GNSS) (PEXED1P)

- Track 039° to NV404 (fly over)
- Turn LEFT, direct to TUVDA, MAX IAS 200 kt until turn complete
- Track 310° via POTAB to PEXED

ANOPA TWO PAPA DEPARTURE – RNAV (GNSS) (ANOPA2P)

Airspace containment – MNM net climb gradient 8.5% (520 ft/NM) to FL150

- Track 039° to NV404 (fly over)
- Turn LEFT, track 345° to MOMPI
- Turn LEFT, track 324° to ANOPA

TRANSITION:

SUNGU – From ANOPA track 348° to SUNGU

INTUS ONE PAPA DEPARTURE – RNAV (GNSS) (INTUS1P)

- Track 039° to NV404 (fly over)
- Turn LEFT, direct to INTUS

ADLUP TWO PAPA DEPARTURE – RNAV (GNSS) (ADLUP2P)

- Track 039° to NV404 (fly over)
- Turn LEFT, track 018° to GURAD
- Turn RIGHT, track 021° to KELSO
- Turn LEFT, track 020° to ADLUP

EPDAB TWO PAPA DEPARTURE – RNAV (GNSS) (EPDAB2P)

- Track 039° to NV404 (fly over)
- Turn RIGHT, track 066° to EPDAB at or above 4000 ft

AMVIX TWO PAPA DEPARTURE – RNAV (GNSS) (AMVIX2P)

- Track 039° to NV404 (fly over)
- Turn RIGHT, direct to AMVIX, MAX IAS 220 kt until turn complete

Effective: 7 NOV 19

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ELEV 5

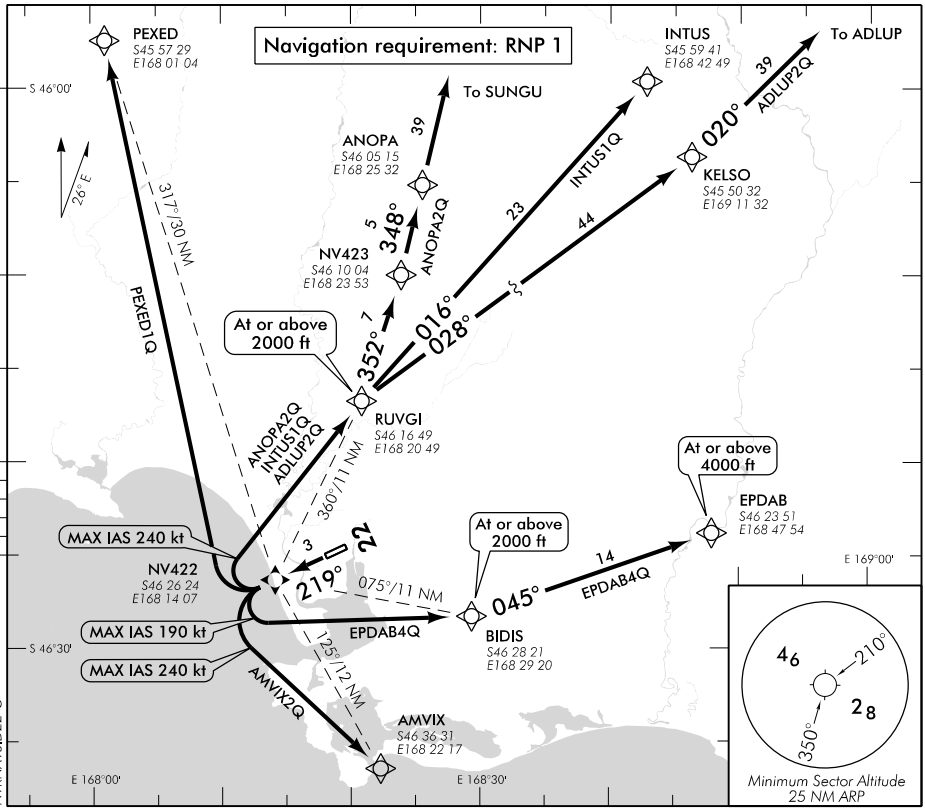
NZNV

CAT A,B,C,D

INVERCARGILL

RNAV (GNSS) SID RWY 22

TOWER: 118.5 122.4 *ATIS*: 127.0 *UNATTENDED*: 118.5



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

*2. **CAUTION: Close-in obstacles not considered in climb gradient***

– Trees up to 127 ft AMSL left and right of extended CL between 407 m and 1214 m from CWY END

RWY 22

PEXED ONE QUEBEC DEPARTURE – RNAV (GNSS) (PEXED1Q)

- Track 219° to NV422 (fly over)
- Turn RIGHT, direct to PEXED

ANOPA TWO QUEBEC DEPARTURE – RNAV (GNSS) (ANOPA2Q)

Airpace containment – MNM net climb gradient 6.6% (400 ft/NM) to FL150

- Track 219° to NV422 (fly over)
- Turn RIGHT, direct to RUVGI at or above 2000 ft, MAX IAS 240 kt until turn complete
- Turn LEFT, track 352° to NV423
- Turn LEFT, track 348° to ANOPA

TRANSITION:

SUNGU – From ANOPA track 348° to SUNGU

On request Visual Departure to RUVGI may be available. Airspace containment not assured for ANOPA2Q with Visual Departure to RUVGI.

AMVIX TWO QUEBEC DEPARTURE – RNAV (GNSS) (AMVIX2Q)

- Track 219° to NV422 (fly over)
- Turn LEFT, direct to AMVIX, MAX IAS 240 kt until turn complete

INTUS ONE QUEBEC DEPARTURE – RNAV (GNSS) (INTUS1Q)

- Track 219° to NV422 (fly over)
- Turn RIGHT, direct to RUVGI at or above 2000 ft, MAX IAS 240 kt until turn complete
- Track 016° to INTUS

ADLUP TWO QUEBEC DEPARTURE – RNAV (GNSS) (ADLUP2Q)

- Track 219° to NV422 (fly over)
- Turn RIGHT, direct to RUVGI at or above 2000 ft, MAX IAS 240 kt until turn complete
- Track 028° to KELSO
- Turn LEFT, track 020° to ADLUP

On request Visual Departure to RUVGI may be available.

EPDAB FOUR QUEBEC DEPARTURE – RNAV (GNSS) (EPDAB4Q)

- Track 219° to NV422 (fly over)
- Turn LEFT, direct to BIDIS at or above 2000 ft, MAX IAS 190 kt until turn complete
- Track 045° to EPDAB at or above 4000 ft

On request Visual Departure to BIDIS may be available.

Effective: 26 MAR 20

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NZKK / KKE KERIKERI / BAY OF ISLANDS

RUNWAY / FACILITIES

CAT: B	Mag 19E			Elev 492ft
RWY	CAT II/III	Length	AID	TCH
15/33	N/A	1190m	PAPI	50ft
Standby Power Available		RFS: Cat 3		
		Hours: Unattended		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes*
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Auckland (5), Hamilton (5), Tauranga (4)				

***RFS CAT 3, 20 minutes either side of all scheduled movements of aircraft with a certified seating capacity of more than 30 passenger seats. Other times by prior arrangement – Refer NZKK AD 2-52.2.**

****Slow rate pressure coupling.**

THREATS
• VFR aircraft – extensive fixed-wing and helicopter operations, parachuting in summer. • Helicopter operator – based on private land 1NM SE of aerodrome. • Gliders – Operate in Class G airspace south of KK MBZ up to 9500ft. • NZKO – Kaikohe aerodrome has intensive gliding and towing operations during weekends and public holidays. • Pavement Restriction – ATR limited to 22,500kg unless by prior arrangement. • Danger Area – D122 SFC-1000ft, model aircraft 3NM ESE of NZKK. • Convex shaped runway – makes sighting aircraft at opposite end of runway difficult/impossible.

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ARRIVALS

PREDICTIVE TRACKING

All company aircraft arriving or departing Kerikeri will navigate along a predetermined route, typically that formed by the instrument arrival and final approach tracks or SIDs. This policy applies to VMC and IMC. This allows local operators to predict our position with some accuracy and remain clear of that approach or departure path.
Straight in approaches should be utilised.

Note: Early descent may infringe the Whangarei MBZ

RNAV ARRIVAL

There are no published STAR procedures for the RNAV approaches.

- **RNAV (GNSS) RWY 15**
  - Track via KK NDB to OTAHA. It is recommended to use the entry procedure at the OTAHA hold to reverse track before commencing the approach.

- **RNAV (GNSS) RWY 33**
  - Track to KK NDB until within range of the OPARE TAA, then track direct to OPARE for the approach.

VISUAL APPROACH

Aircraft arriving for RWY 15 may plan their descent profile to cross overhead KK at not below 3000ft AMSL, then track to the north to establish on a 5NM final.

PARACHUTING OPERATIONS / MANDATORY BROADCAST ZONE

When parachuting is in progress, the following radio calls must be made on MBZ frequency **119.4 MHz**:

- At 50NM, call Kerikeri traffic with an ETA, Fuel and special requirements.
- At 25NM, call Kerikeri traffic advising position and anticipated approach.
- Call Kerikeri traffic entering the MBZ and commencing a visual approach.
- At 3NM from the runway, call Kerikeri traffic advising position.

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Note: No parachutists will be dropped if our aircraft is within 25NM from Kerikeri. If any parachute jump has commenced prior to taxi (as notified by jump aircraft), crew must delay the take-off until all canopies are accounted for and are clear of the runway and departure area.

GROUND OPERATIONS

COMMUNICATION

Kerikeri Ops is available on frequency **130.9 MHz**. ETA, Fuel and special requirements need to be passed prior to arrival. Traffic staff can also operate the aerodrome lighting.

IFR FLIGHT PLAN

Christchurch Information (**124.1 MHz**) is available for requesting and terminating IFR flight plans.

DEPARTURES

REDUCED TAKE-OFF MINIMA

Not Authorised.

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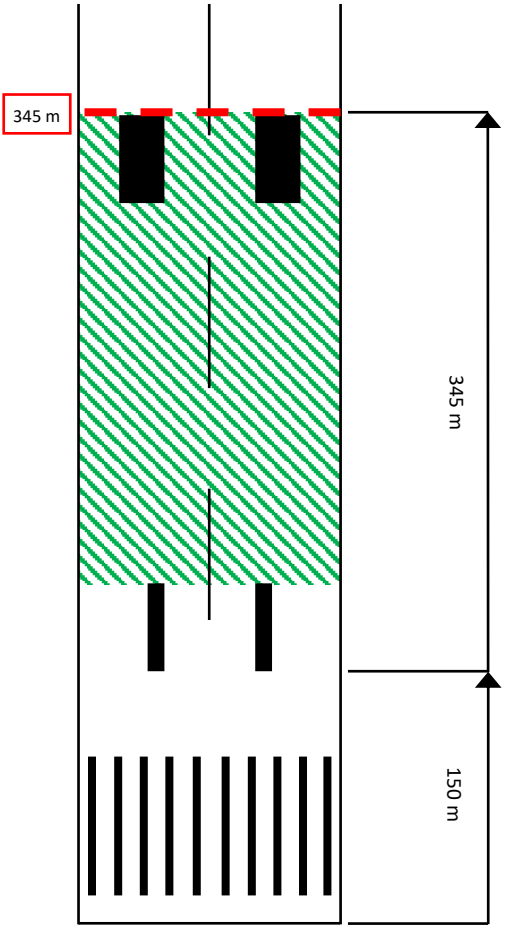
TOUCHDOWN ZONE

RUNWAY 15/33

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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ELEV 492

RWY 15 THR ELEV 478

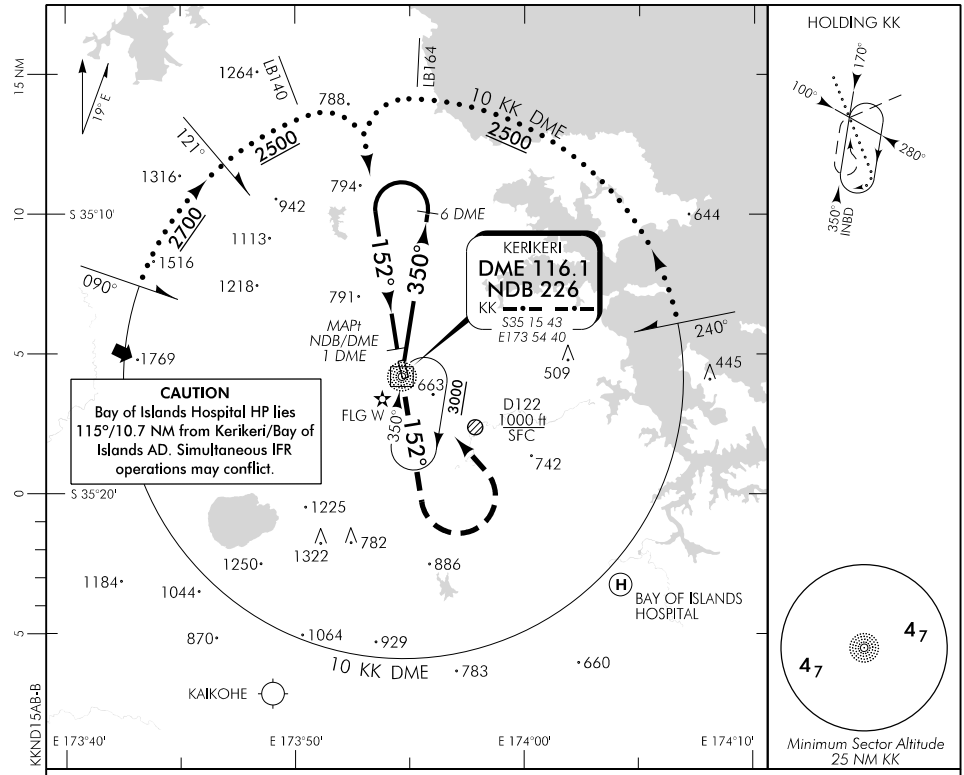
CAT A,B

KERIKERI/BAY OF ISLANDS

NDB/DME RWY 15

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4



MISSED APCH: Track 152° to 2500, turn LEFT direct to KK NDB 3000

KK DME DIST	10	9	8	7	6	5	4	3	2.6	MAPt 1
Advisory Altitude 5%	3350	3050	2750	2450	2150	1850	1550	1250	MDA	MDA

Category	A	B	C	D
NDB/DME	**1130**(652) – 2500		NA	
Circling	**1280**(788) – 2800			

Changes from 31 JUL 08: Bay of Islands Hospital HP and caution note added, minima, missed approach text, profile, MSA 25 NM, advisory ALT table.

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ELEV 492

CAT A,B

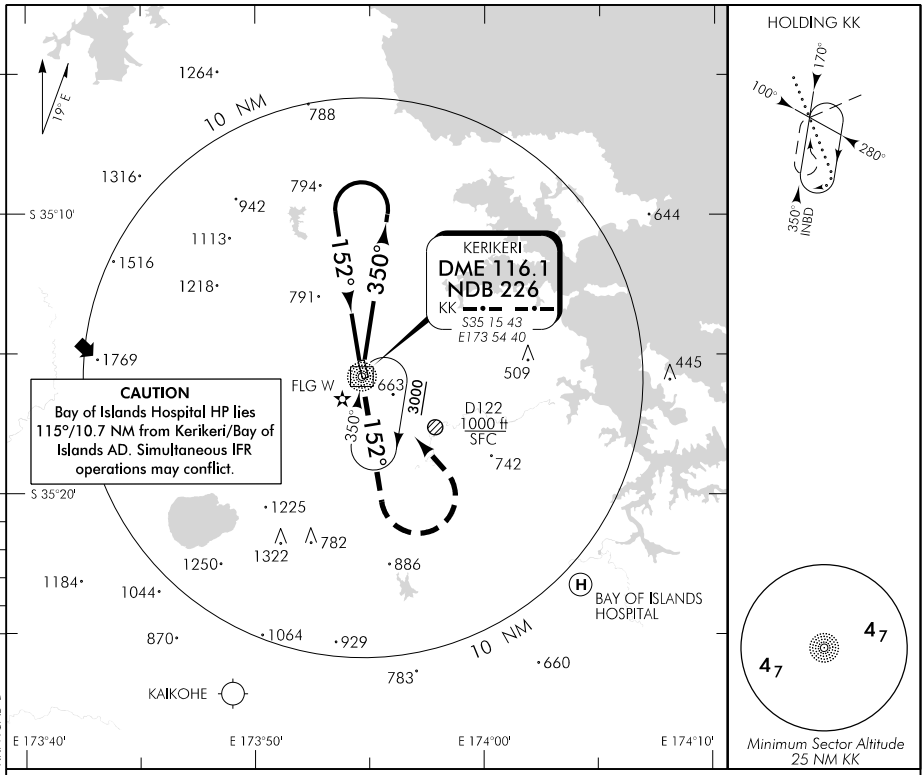
KERIKERI/BAY OF ISLANDS

RWY 15 THR ELEV 478

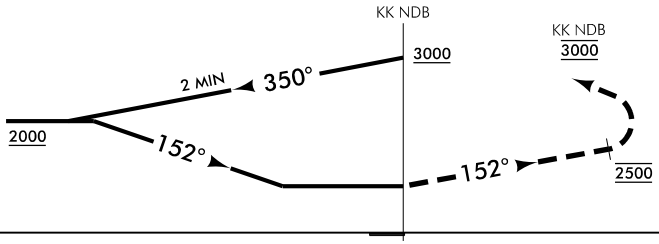
NDB RWY 15

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4



Use Kerikeri QNH



Changes from 31 JUL 08: Bay of Islands Hospital HP and caution note added, minima, missed approach text, profile, MSA 25 NM.

MISSED APCH: Track 152° to 2500, turn LEFT direct to KK NDB 3000

Category	A	B	C	D
NDB	**1290**(812) – 2800		NA	
Circling	**1290**(798) – 2800			

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ELEV 492

RWY 15 THR ELEV 478

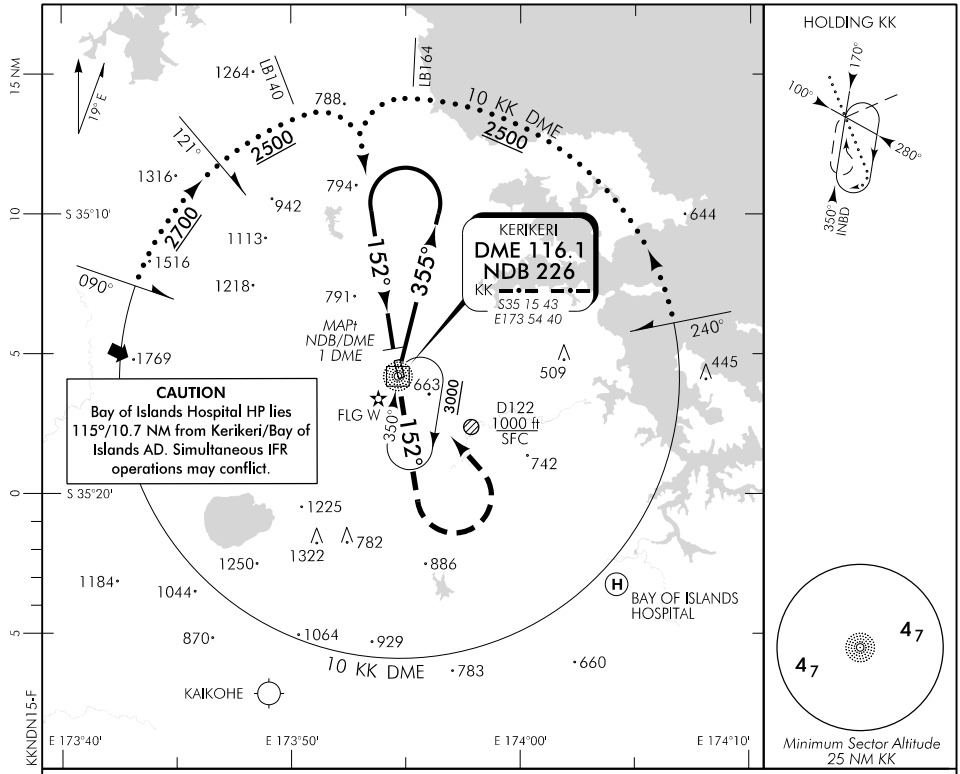
CAT C

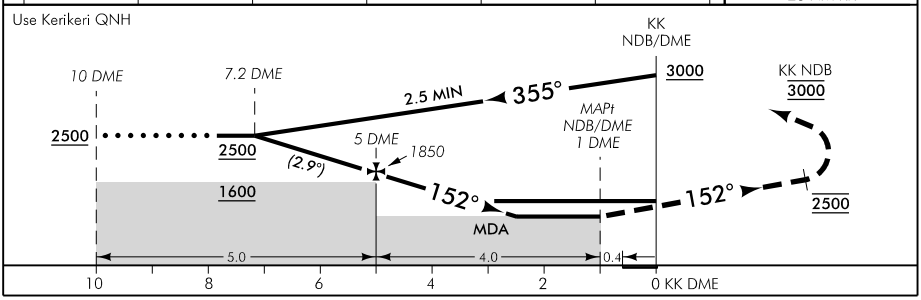
KERIKERI/BAY OF ISLANDS

NDB/DME or NDB RWY 15

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4





MISSED APCH: Track 152° to 2500, turn LEFT direct to KK NDB 3000

KK DME DIST	10	9	8	7	6	5	4	3	2.6	MAPt 1
Advisory Altitude 5%	3350	3050	2750	2450	2150	1850	1550	1250	MDA	MDA

Category	A	B	C	D
NDB/DME	NA		**1130**(652) – 3600	NA
NDB			**1530**(1052) – 4800	
Circling			**1650**(1158) – 4800	

Changes from 31 JUL 08: Bay of Islands Hospital HP and caution note added, minima, missed approach text, profile, MSA 25 NM, advisory ALT table.

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ELEV 492

RWY 33 THR ELEV 492

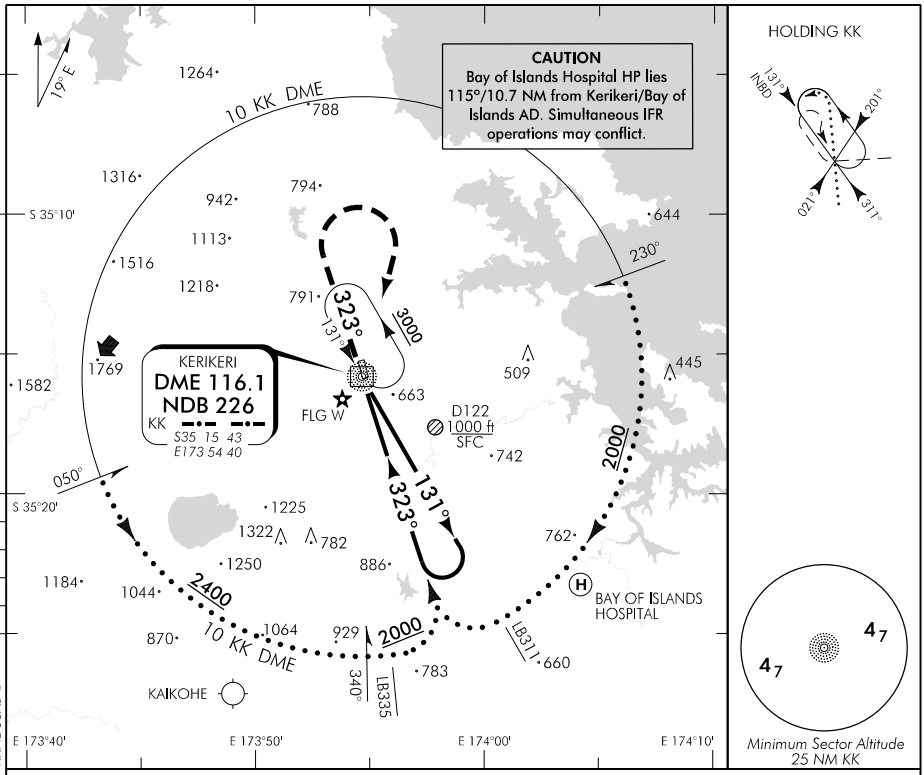
CAT A,B

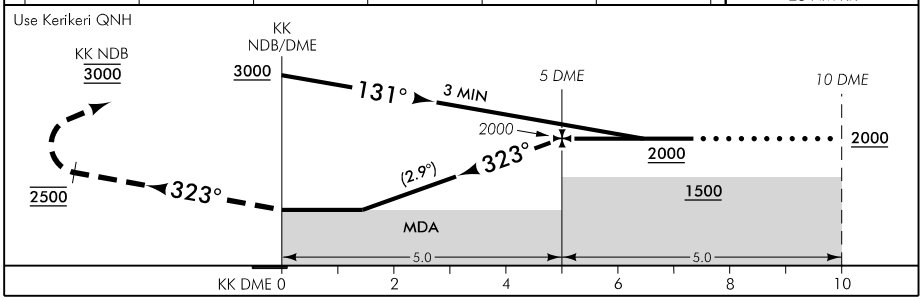
KERIKERI/BAY OF ISLANDS

NDB/DME RWY 33

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4





Changes from 31 JUL 08: Bay of Islands Hospital HP and caution note added, minima, missed approach text, profile, MSA 25 NM.

MISSED APCH: Track 323° to 2500, turn RIGHT direct to KK NDB 3000

KK DME DIST	MAPt 0	1.6	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	1100	1400	1700	2000	2300	2600	2900	3200	3500
Category	A		B			C			D		
NDB/DME	**1000**(508) – 2000					NA					
Circling	**1280**(788) – 2800										

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ELEV 492

RWY 33 THR ELEV 492

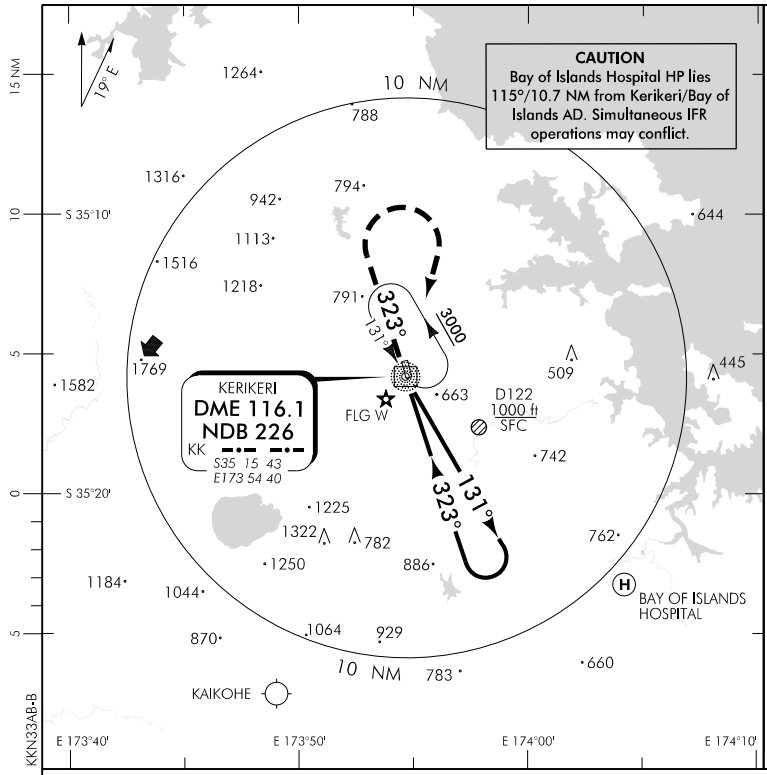
CAT A,B

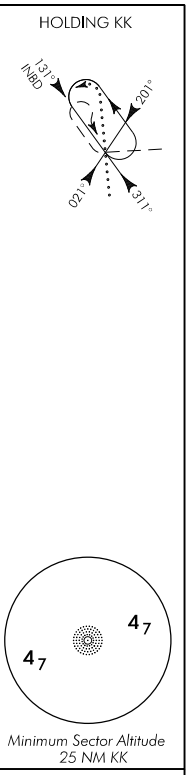
KERIKERI/BAY OF ISLANDS

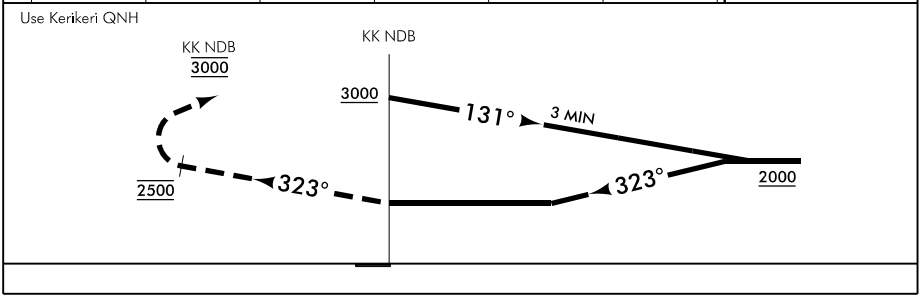
NDB RWY 33

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4







MISSED APCH: Track 323° to 2500, turn RIGHT direct to KK NDB 3000

Category	A	B	C	D
NDB	**1280**(788) – 2800		NA	
Circling	**1280**(788) – 2800			

Changes from 31 JUL 08: Bay of Islands Hospital HP and caution note added, minima, missed approach text, profile, MSA 25 NM.

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ELEV 492

RWY 33 THR ELEV 492

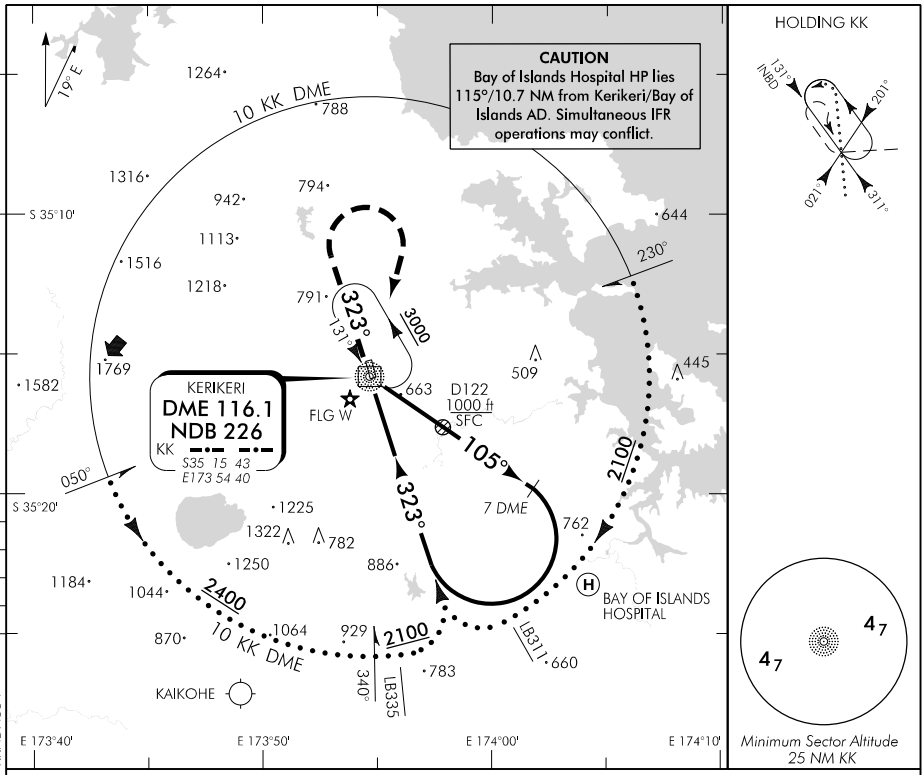
CAT C

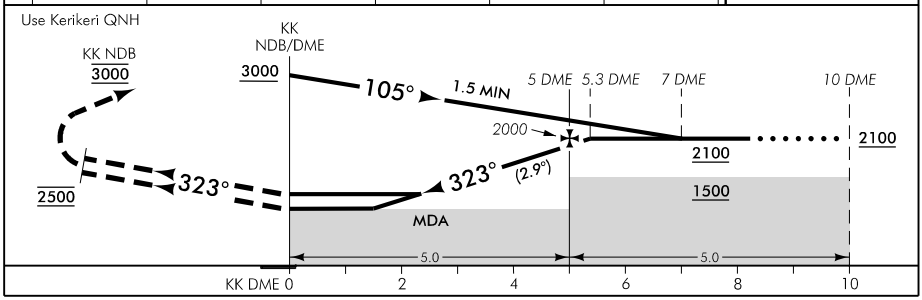
KERIKERI/BAY OF ISLANDS

NDB/DME or NDB RWY 33

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4





Changes from 31 JUL 08: Bay of Islands Hospital HP and caution note added, minima, missed approach text, profile, MSA 25 NM.

MISSED APCH: Track 323° to 2500, turn RIGHT direct to KK NDB 3000

KK DME DIST	MAPt 0	1.6	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	1100	1400	1700	2000	2300	2600	2900	3200	3500
Category	A		B			C			D		
NDB/DME	NA					**1000**(508) – 2800			NA		
NDB						**1280**(788) – 4800					
Circling						**1650**(1158) – 4800					

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ELEV 492

RWY 15 THR ELEV 478

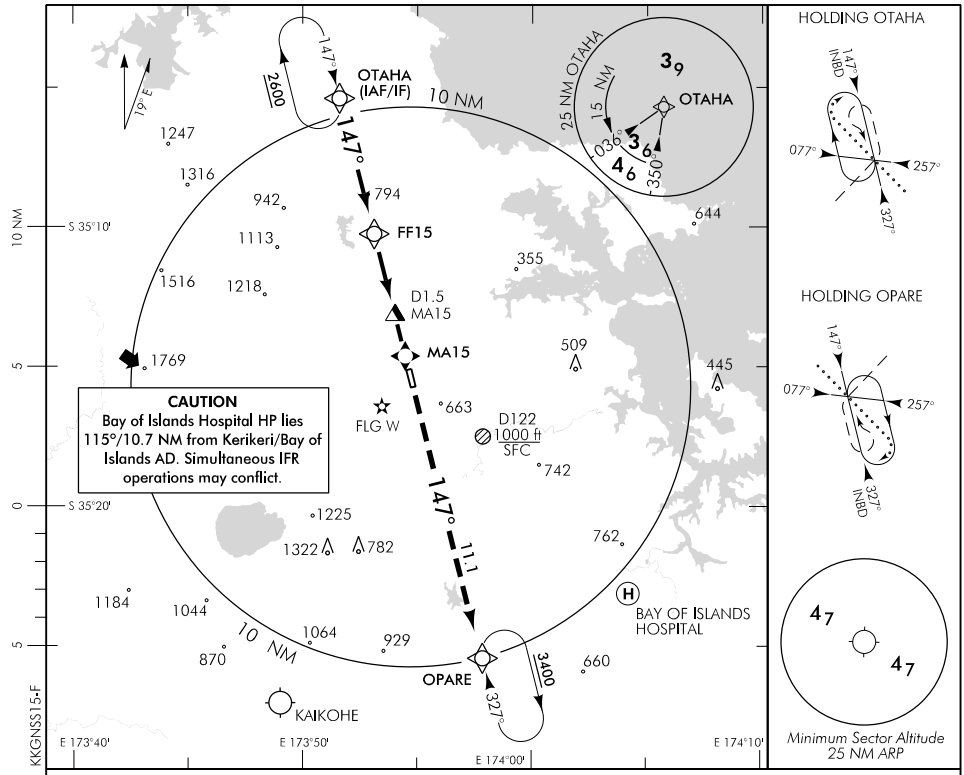
CAT A,B,C

KERIKERI/BAY OF ISLANDS

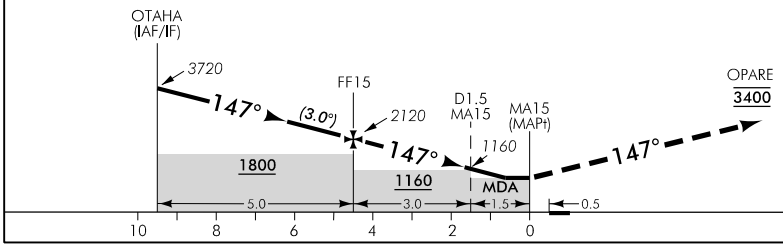
RNAV (GNSS) RWY 15

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4



Use Kerikeri QNH



MISSED APCH: Track 147° to OPARE 3400

DISTANCE to WPT	OTAHA	4	3	2	1	FF15	4	3	2	1	0.8	MA15
Advisory Altitude 5.2%	3720	3400	3080	2760	2440	2120	1960	1640	1320	1000	MDA	MDA
Category	A			B			C			D		
LNAV	**930**(452) – 1600						**930**(452) – 2400			NA		
Circling	**1280**(788) – 2800						**1650**(1158) – 4800					

Changes from 2 FEB 17: Bay of Islands Hospital HP and caution note added, TAA, minima, missed approach text.

KERIKERI/BAY OF ISLANDS
RNAV (GNSS) RWY 15

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ELEV 492

RWY 33 THR ELEV 492

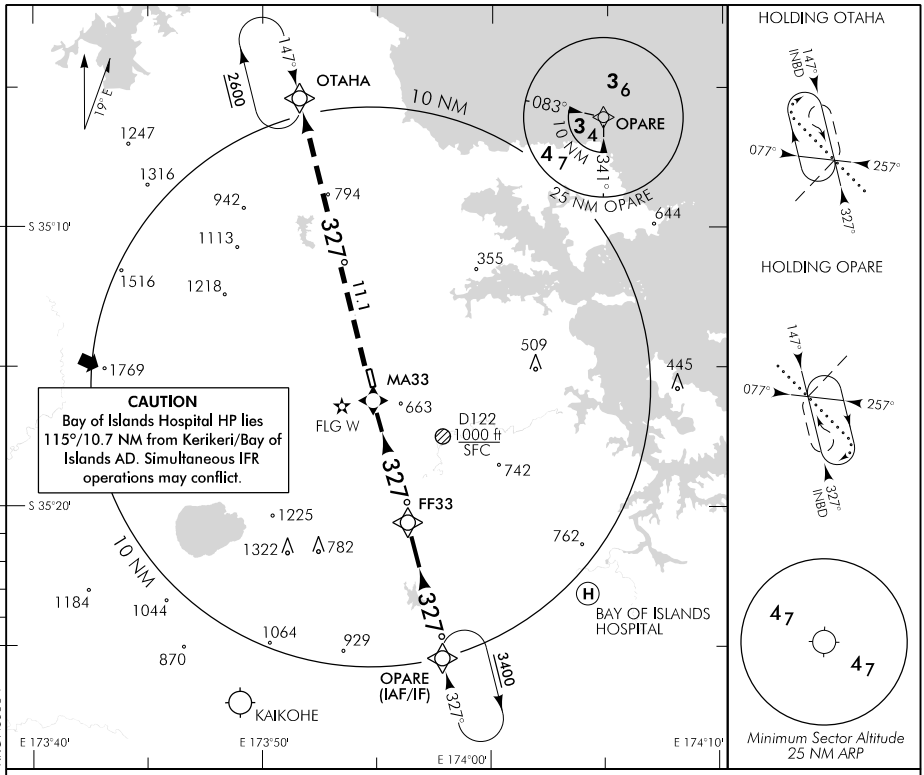
CAT A,B,C

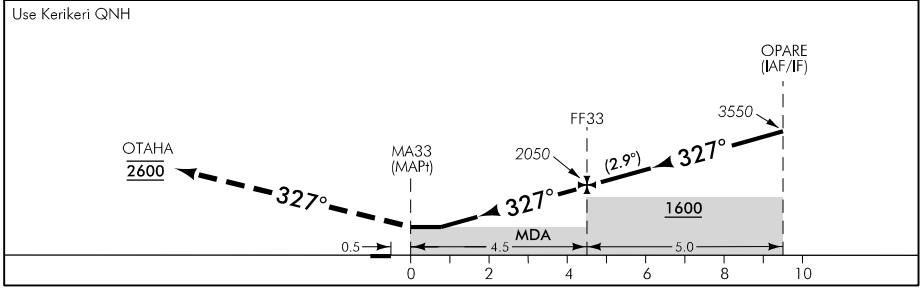
KERIKERI/BAY OF ISLANDS

RNAV (GNSS) RWY 33

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4





Changes from 2 FEB 17: Bay of Islands Hospital HP and caution note added, TAA, minima, missed approach text.

MISSED APCH: Track 327° to OTAHA 2600

DISTANCE to WPT	MA33	0.8	1	2	3	4	FF33	1	2	3	4	OPARE
Advisory Altitude 5%	MDA	MDA	1000	1300	1600	1900	2050	2350	2650	2950	3250	3550
Category	A			B			C			D		
LNAV	**930**(438) – 1600						**930**(438) – 2400			NA		
Circling	**1280**(788) – 2800						**1650**(1158) – 4800					

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KERIKERI/BAY OF ISLANDS
RNAV (GNSS) RWY 33

ELEV 492

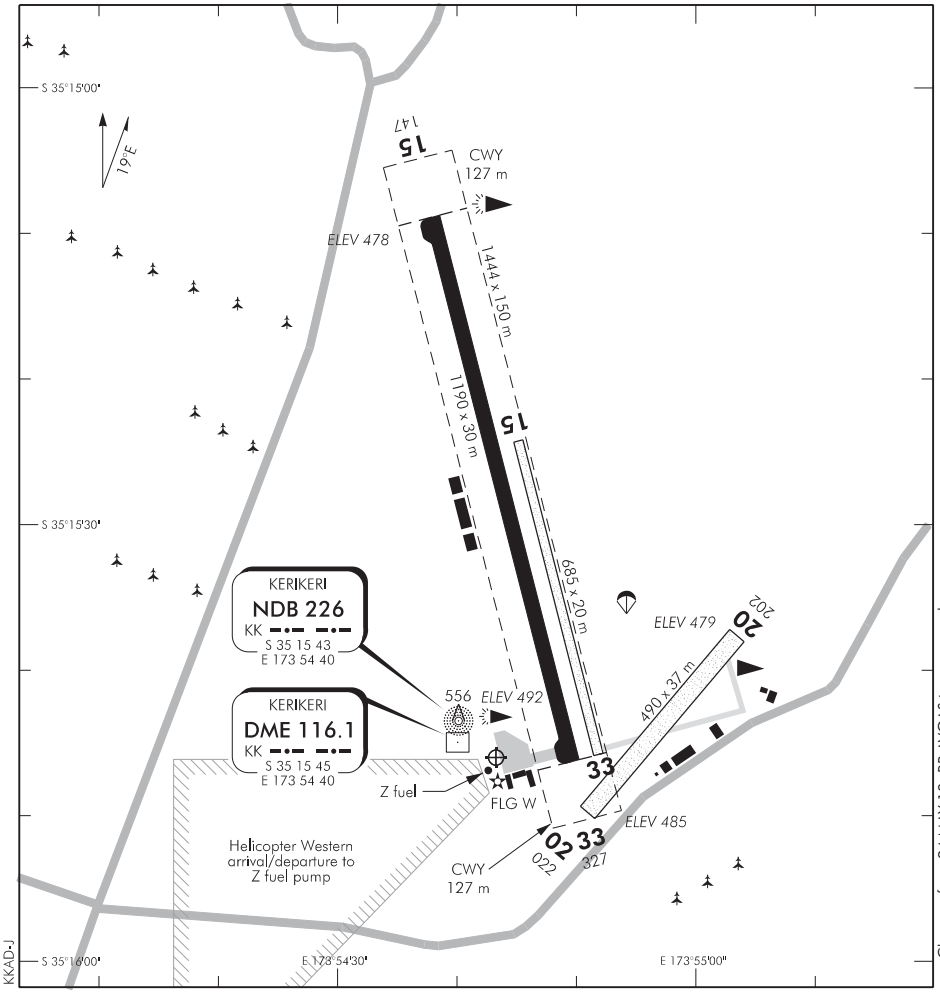
NZKK

CHRISTCHURCH INFORMATION: 124.1 118.5

KERIKERI/BAY OF ISLANDS

AERODROME (1)

UNATTENDED: 119.4



Changes from 24 MAY 18: BP AVGAS icon removed.

1. Grass taxiways suitable light aircraft only.
2. Avoid harsh braking on the runway.
3. U-turns by ACFT heavier than 5700 kg MCTOW permitted only in turning bays at end of paved RWY.
4. Simultaneous operations on parallel paved and grass runways are prohibited. Aircraft are **not** to enter the grass RWY 15/33 while aircraft are landing or taking off on the parallel paved RWY 15/33.
5. No parking closer to RWY 15/33 than the white tyre line on the west side.
6. Hot refueling at Z Energy fuel pumps (W side of apron) prohibited while scheduled aircraft passengers embarking or disembarking.

(continued)

S 35 15 46 E 173 54 43

Effective: 22 APR 21

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7. All pilots should avoid using overhead join procedure while parachuting in progress.
8. Mower may be cutting grass on operational areas at any time. Mower has flashing light and monitors 119.4 MHz.
9. Helicopters arrival and departure to Z Energy fuel pumps to keep clear of parked aircraft on the apron.
10. Landing fee box is located at the shed on the western side of the apron.
11. Aircraft that arrive from overseas must park on the sealed apron and not exit the aircraft until MPI or Customs allows.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance					LDG DIST
						1:20	1:30	1:40	1:50	1:62.5	
15 15	B	PCN 18 F/B/Y/U	8	0.36U	1190	1190			1190 1317*	1190 1317*	1190
33	B	PCN 18 F/B/Y/U	8	0.36D	1190	1190			1317	1317	1190
15 33	Gr	ESWL 1020	5	0.36U 0.36D	685	685					685
02 02	Gr	ESWL 1020	3 2	0.3D	490	490					490
20 20	Gr	ESWL 1020	2 3	0.3U	490	490					490

*Allows for clearway 127 m.

MINIMA

IFR Take-off		
RWY	Day	Night
15	300–1500	500–3000
33	300–1500	500–3000

LIGHTING

PAL 119.4: Standard operation — transmit 5 pulses within 3 seconds. PAPI, vector changes and intensity modes cycled by 5 pulses within 3 seconds, with the last pulse to be continuous.

Runway: 15/33 PAPI 3.0°/TCH 50, LIL RWY
Turning bay edge blue
Taxiway and apron edge

Aerodrome: ABN FLG W, WDI

Apron: Floodlighting

Standby power available.

(continued)

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KERIKERI/BAY OF ISLANDS

OPERATIONAL DATA (2)

FACILITIES

Fuel: Z Aviation Jet A1, Avgas 100, Access via Z card

Passenger.

RFS: CAT 3, 20 minutes either side of all scheduled movements of aircraft with a certified seating capacity of more than 30 passenger seats. Other times by prior arrangement with RFS Tel 021 287 9119.

Fire extinguisher located in terminal area and at fuel pumps.

Vehicle access restricted outside scheduled air service hours, except by prior arrangement.

SUPPLEMENTARY

Operator: Far North Holdings Ltd, c/– Postal Centre, Opua 0241
Tel/Fax (09) 407 6133 or (027) 556 6470

Available for general use without the permission of the operator.

Landing fees payable.

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ELEV 492

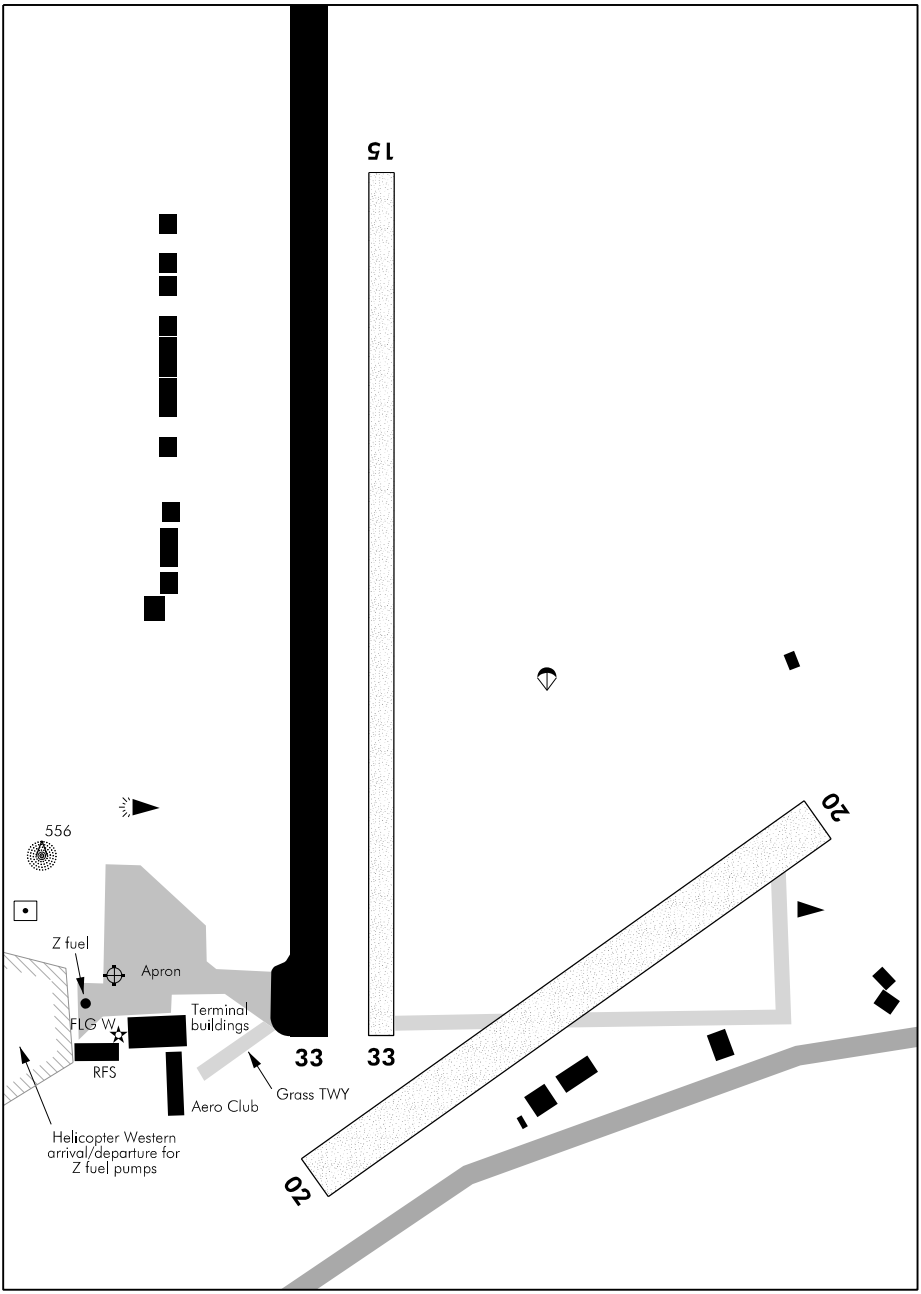
NZKK

KERIKERI/BAY OF ISLANDS

GROUND MOVEMENTS

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4



Changes from 22 APR 21: Buildings, Apron, TWY, WDI amended.

KKGM-C

Effective: 12 AUG 21

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KERIKERI/BAY OF ISLANDS
GROUND MOVEMENTS

For flights departing Kerikeri airport:

ADES	Designator	Route
AA❶	KKAA3	AA RWY 23L — Auckland APABO2A Arrival AA RWY 05R — Auckland UKAPA2B Arrival

D

Where specified the following applies:

❶ RNAV 1 GNSS Required

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by the standard route clearance.

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ELEV 492

CAT A,B,C

KERIKERI/BAY OF ISLANDS

NZKK

SID RWY 15

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4

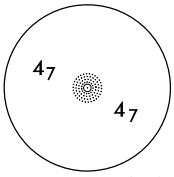
ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM)

CAUTION: Close-in obstacles not considered in climb gradient.

– Tree 521 ft AMSL 120°/265 m from RWY end.

Contact CHRISTCHURCH INFORMATION for clearance and traffic information prior to entering IMC or controlled airspace.

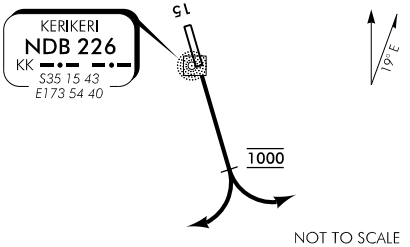


Minimum Sector Altitude
25 NM KK

PAKARAKA TWO DEPARTURE

To KOPPA

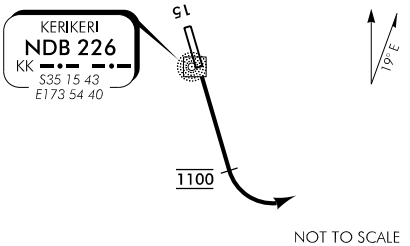
- Maintain RWY CL to 1000 ft
- Intercept track



MOEREWA TWO DEPARTURE

To SF

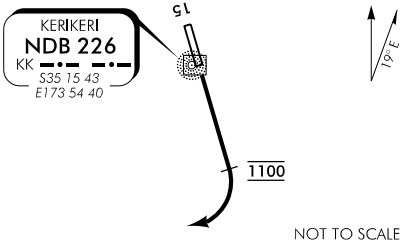
- Maintain RWY CL to 1100 ft
- Turn LEFT, intercept track



LAKE TWO DEPARTURE

To KAROA

- Maintain RWY CL to 1100 ft
- Turn RIGHT, intercept track



KKSID15-B

Changes from 20 JUL 17: Chart title amended.

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ELEV 492

NZKK

CAT A,B,C

KERIKERI/BAY OF ISLANDS

SID RWY 33

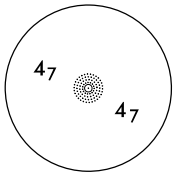
CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4

ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM)

Contact CHRISTCHURCH INFORMATION for clearance and traffic information prior to entering IMC or controlled airspace.

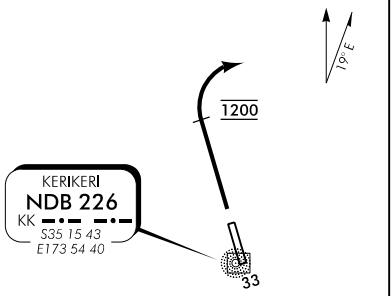


Minimum Sector Altitude
25 NM KK

HOBSON TWO DEPARTURE

To KOPPA, SF

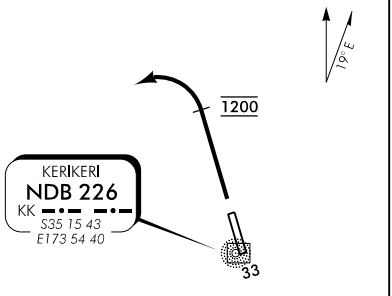
- Maintain RWY CL to 1200 ft
- Turn RIGHT, intercept track



WAIHUKA TWO DEPARTURE

To KAROA

- Maintain RWY CL to 1200 ft
- Turn LEFT, intercept track



KKSID33-B

Changes from 20 JUL 17: Chart title amended.

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ELEV 492

NZKK

CAT A,B,C

KERIKERI/BAY OF ISLANDS

RNAV (GNSS) SID RWY 15/33

CHRISTCHURCH INFORMATION: 124.1 118.5

UNATTENDED: 119.4

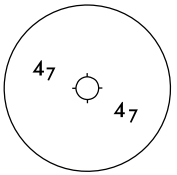
ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM)

CAUTION: Close-in obstacles not considered in climb gradient.

– RWY 15: Tree 521 ft AMSL 120°/265 m from RWY end.

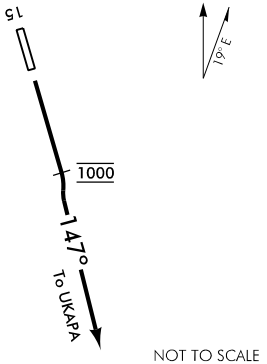
Contact CHRISTCHURCH INFORMATION for clearance and traffic information prior to entering IMC or controlled airspace.



Minimum Sector Altitude
25 NM ARP

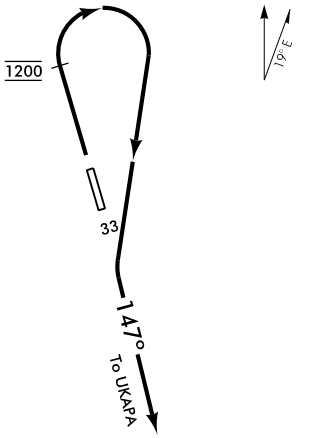
RWY 15
UKAPA TWO ALFA DEPARTURE – RNAV (GNSS) (UKAPA2A)

- Maintain RWY CL to 1000 ft
- Turn RIGHT, intercept track 147° to UKAPA



RWY 33
UKAPA ONE BRAVO DEPARTURE – RNAV (GNSS) (UKAPA1B)

- Maintain RWY CL to 1200 ft
- Turn RIGHT, intercept track 147° to UKAPA



KKRNAVGSID15-33-B

Changes from 20 JUL 17: Chart title amended.

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NZMO / TEU MANAPOURI

RUNWAY / FACILITIES

CAT: C	Mag 25E			Elev 687ft
RWY	CAT II/III	Length	AID	TCH
08/26	N/A	1594m	-	50ft
Limited Standby Power Available		RFS: Cat 1 (by arrangement)		
		Hours: Unattended		
		Part 139 Aerodrome		Yes
		Fuel Available		No
		Air New Zealand Handling		No*
		Acceptable as Destination Alternate		No
Acceptable Departure Alternates: Invercargill (5), Dunedin (4), Queenstown (3)*				

*** Only available as a departure alternate to suitably qualified crew.**

THREATS

- Bird Hazard – for more information refer to NZMO AD2-51.1.
- Parachuting – Jump area is located immediately west of the terminal.
- Microlight training – NORDO microlight circuit traffic at NZMO.
- Microlight strips – 3.5NM South of NZMO and 4.0NM North of NZMO.
- Lake Te-Anau Waterfront – Regular Cessna 206 Floatplane and Scenic Helicopter operations.

All scheduled and charter operations require specific Flight Operations approval.

Pilot self-briefing is available at http://www.teanauairport.co.nz

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ARRIVALS

GENERAL

For all arrivals into Manapouri, the RNAV approach via TAA must be flown.

RNAV APPROACH RUNWAY 26

All ATR arrivals must track via the RNAV (GNSS) ARRIVAL RWY 26 and the RNAV (GNSS) RWY 26 approach.

COMMUNICATIONS

Manapouri Base is available on **119.1 MHz**. ETA, intended landing runway, and special requirements need to be passed prior to arrival. A basic weather report from the automatic weather station can be provided on request. Flight plans must be terminated with Christchurch Information on **122.2 MHz**.

D

RUNWAY EXIT

The turning bay at the Runway 26 threshold must be used after landing on Runway 08.

GROUND OPERATIONS

PARKING

Two Code-C Gates are marked on the apron and are suitable for ATR72 use.

IFR FLIGHT PLAN

As per Manapouri AD 2-31.1 – Christchurch Information is available on **122.2 MHz**. Flight plan termination and airways clearance are available from Christchurch Control via Christchurch Information.

DEPARTURES

GENERAL

The RNAV SID must be flown. For Runway 08 departures, a left turn after take-off to intercept the SID is to be flown. For Runway 26 departures, a right turn after take-off to intercept the SID is to be flown.

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IFR DEPARTURE MINIMA

The table below replaces the IFR Departure Minima table listed on NZMO AD2-52.1.

IFR Take-off		
RWY	Day	Night
08/26	2000-5	NA

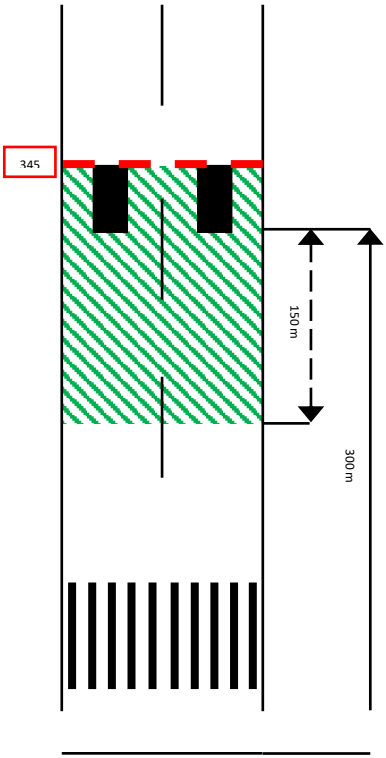
REDUCED TAKE-OFF MINIMA

Not Authorised.

TOUCHDOWN ZONE

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around. The touchdown zone is indicated below as the shaded area.

RUNWAY 08 / 26



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AIR NEW ZEALAND

ELEV 687
NZMO
CHRISTCHURCH INFORMATION: 122.2

TE ANAU/MANAPOURI
ARRIVAL/DEPARTURE

UNATTENDED: 119.1

Arrival Procedures

Flight plans must be terminated with Christchurch Information Tel 0800 626 756 (landline users only) or (03) 358 1509 (cell phone users).

Departure Procedures

Contact Christchurch Information Tel 0800 626 756 (landline users only) or (03) 358 1509 (cell phone users) for clearance and traffic information prior to entering IMC or controlled airspace.

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ELEV 687

NZMO

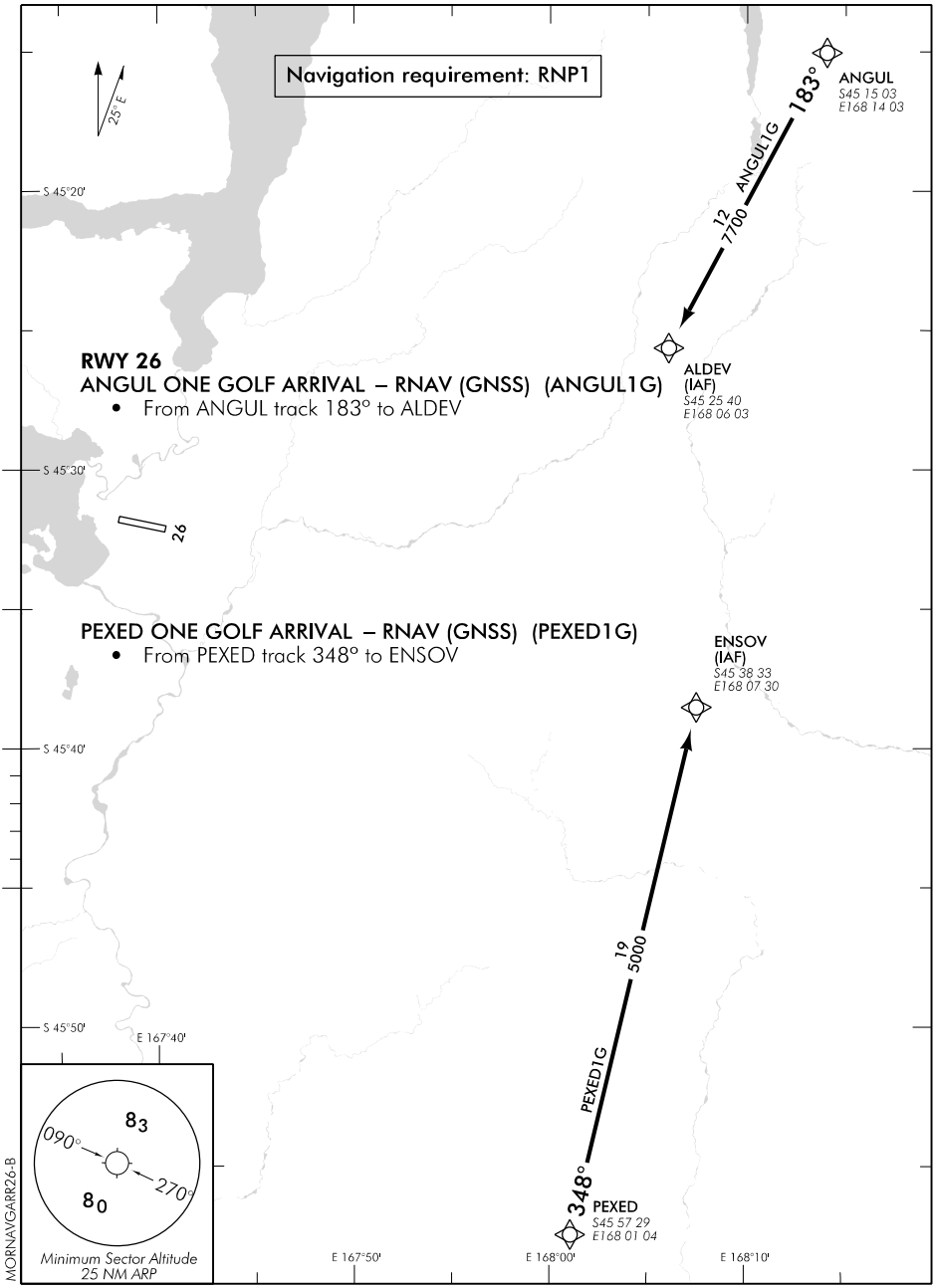
CAT A,B,C

TE ANAU/MANAPOURI

RNAV (GNSS) ARRIVAL RWY 26

CHRISTCHURCH INFORMATION: 122.2

UNATTENDED: 119.1



Effective: 30 JAN 20

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TE ANAU/MANAPOURI

RNAV (GNSS) ARRIVAL RWY 26

ELEV 687

RWY 26 THR ELEV 683

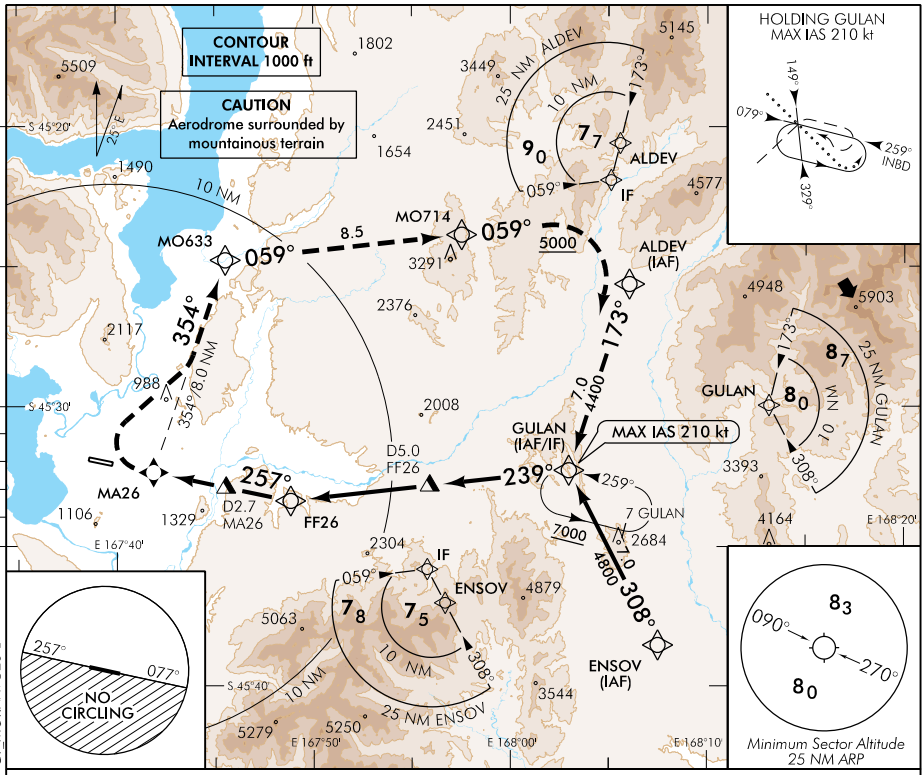
CAT A,B,C

TE ANAU/MANAPOURI

RNAV (GNSS) RWY 26

CHRISTCHURCH INFORMATION: 122.2

UNATTENDED: 119.1



Changes from 1 FEB 18: COM header FREQ.

MISSED APCH: MAX IAS 160 kt for entire missed APCH. Turn RIGHT track 354° to MO633, turn RIGHT track 059° to MO714, track 059° to **5000**, turn RIGHT direct to GULAN hold **7000**

DISTANCE to WPT	MA26	1.9	2	3	4	FF26	1	2	3	4	5	6	7
Advisory Altitude 3°	MDA	MDA	1850	2170	2490	2810	3120	3440	3760	4080	4400	4710	5030

Category	A	B	C	D
LNAV	**2080**(1393) – 4800			NA
LNAV *	**1810**(1123) – 4800			
Circling #	**2080**(1393) – 4800		**2630**(1943) – 4800	

* Missed approach climb gradient MNM 3.9% (240 ft/NM) required

\# Circling NA south of RWY 08/26. MAX IAS 160 kt - circling area radius 3.5 NM

Effective: 8 NOV 18

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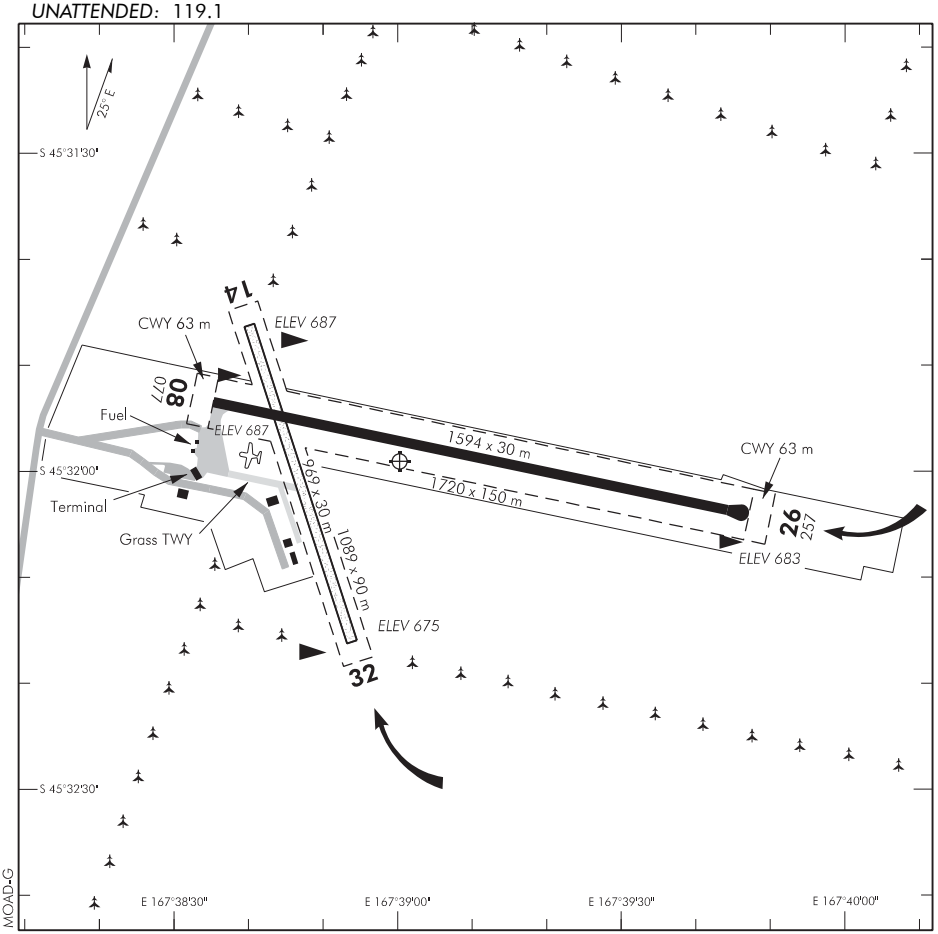
ELEV 687

NZMO

UNATTENDED: 119.1

TE ANAU/MANAPOURI
AERODROME



Changes from 1 FEB 18: Trees removed, hangars and buildings updated, note 5 added.

1. Circuit: RWY 08, 14 — Left hand
   RWY 26, 32 — Right hand
2. RWY 08 take-off — turn left 10° after crossing aerodrome boundary.
3. RWY 26 take-off — turn left 12° after crossing aerodrome boundary.
4. Bird hazard during the months of SEP through to MAR.
5. Helicopter operations to the SW of the terminal building.

© Civil Aviation Authority

Certificated Aerodrome 3 NM NE of Manapouri

TE ANAU/MANAPOURI

NZMO

OPERATIONAL DATA

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance				LDG DIST
						1:20	1:30	1:40	1:62.5	
08 26	B	PCN 14 F/A/X/T	8	0.09D 0.09U	1594	1717[1] 1717[2]	1717[1] 1717[2]	1717[1] 1717[2]	 1488[2]	1594
14 32	Gr	ESWL 2656	7	0.40D 0.40U	969	1029				969

[1] Turn left 10 degrees after crossing aerodrome boundary

[2] Turn left 12 degrees after crossing aerodrome boundary

RESA RWY 08/26 — 90 x 60 m each end

MINIMA

IFR Take-off		
RWY	Day	Night
08/26	1300–5	NA

LIGHTING

D

Portable Apron Security Light available on request.

FACILITIES

Fuel AIR BP — JET A1 and AVGAS available.

For terminal open hours, please see Te Anau Airport website.

SUPPLEMENTARY

Operator: Southland District Council, PO Box 903, Invercargill
Airport Operations Manager
Tel (03) 249 6608 or 027 477 1280

Lee MacGillvray Airport Operations Manager
admin@teanauairport.co.nz
Tel 027 477 1280

For pilot technical operational information contact Evan Pearce Tel 027 220 2160

Available for General Aviation use. ACFT above 5700 kg require prior approval by Airport Manager

Airport website for webcam, weather station and landing fees: www.teanauairport.co.nz

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ELEV 687

NZMO

CHRISTCHURCH INFORMATION: 122.2

CAT A,B,C

TE ANAU/MANAPOURI

RNAV (GNSS) SID

UNATTENDED: 119.1

Chages from 8 NOV 18: Track depiction editorial.

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NZNR / NPE NAPIER

RUNWAY / FACILITIES

CAT: B	Mag 21E			Elev 6ft
RWY	CAT II/III	Length	AID	TCH
16/34	N/A	1750m	PAPI	16 – 51ft 34 – 53ft
Standby Power Available		RFS: Cat 4 *		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Hamilton (5), Auckland (5), Wellington (5), Palmerston North (4), Rotorua (4), Gisborne (3), New Plymouth (3), Woodbourne (3), Ohakea (1)				

*** 30 minutes prior to the first scheduled movement and 15 minutes after the last scheduled movement each day for the ATR72, DH8C and SF34. Other times by arrangement – Refer NZNR AD 2-52.2.**

THREATS
• Severe turbulence may occur in strong westerly conditions. • Tailwind common at both ends of runway in light and variable conditions. • Bird Hazard – for more information refer to NZNR AD 2-51.1. • Hastings AD – Simultaneous IFR operations may conflict.

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ARRIVALS

IFR ARRIVALS

Crew can expect to be cleared the following arrivals from either Bay Approach, Ohakea Control, or Napier Tower.

Napier Active Runway	En-route Waypoint	RNAV (GNSS) Arrival
Runway 16	GORGA	GENDA ONE ALFA Arrival
	RIDLA	ADGIN ONE ALFA Arrival
Runway 34	GORGA	GENDA TWO BRAVO Arrival
	RIDLA	ADGIN ONE BRAVO Arrival

During peak traffic periods when Runway 16 is in use, crew should anticipate the following:

- The entry procedure at the **AROPA** hold.

GROUND OPERATIONS

COMMUNICATIONS

ETA, Fuel requirements and special requirements contact Napier Traffic – **130.3 MHz**.

WEATHER INFORMATION – CONTINGENCY

For weather information contact either Napier Traffic or Ohakea Control. Napier Traffic will provide information from the Automated Weather Station (AWS). Ohakea Control will provide the AUTO METAR and the AWS.

DEPARTURES

SET HEADING CALL

Set heading radio calls are required once established on departure track with an ETA for the first flight plan route waypoint.

RUNWAY 16 DEPARTURES

For flights flight planned via MOOSE (Auckland/Hamilton), crew should anticipate:

- MOOSE One departure. Tracking shortening will occur airborne after changing to Ohakea Control.

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DEPARTURE PROCEDURES – CONTINGENCY

Any suitable instrument departure can be flown. To assist Ohakea Control in their management of the airspace, liaise with Ohakea Control to determine the most efficient instrument departure given the prevailing weather conditions.

Where weather conditions permit, fly the aircraft at best rate of climb until established in radar coverage.

REDUCED TAKE-OFF MINIMA

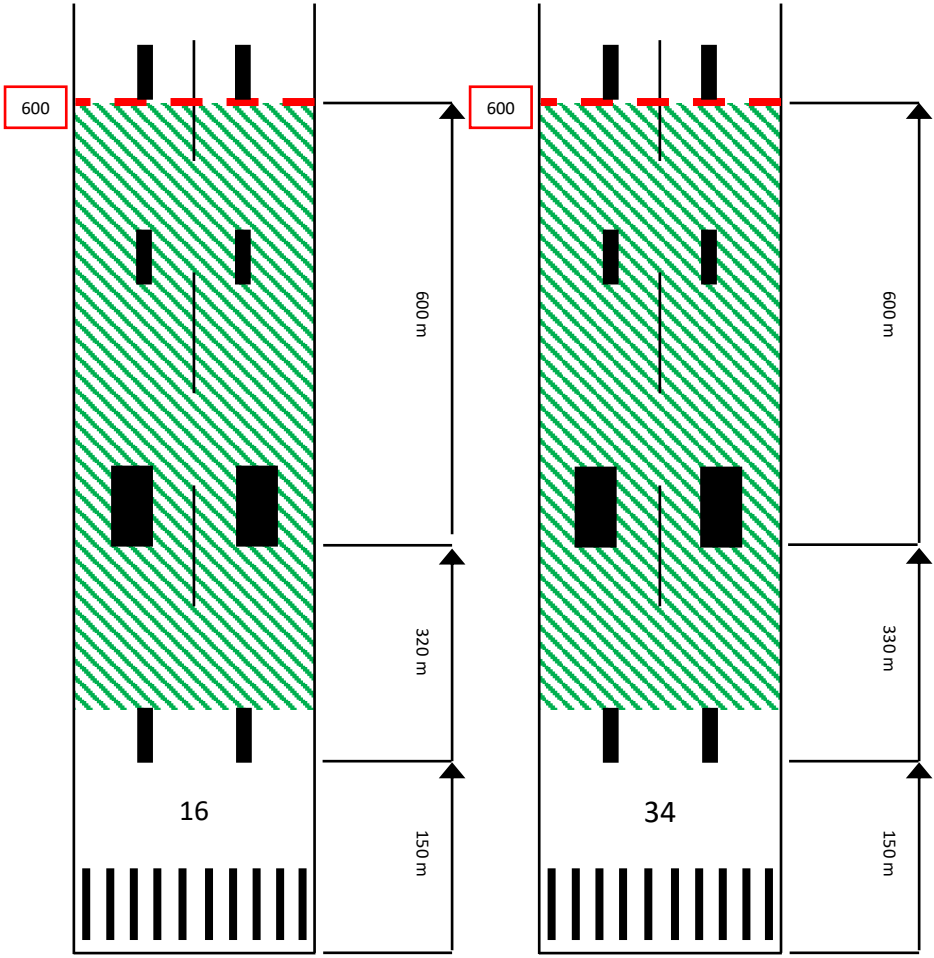
Authorised – not below 0-800 only when Napier Tower is in attendance. Refer to NZNR AD 2-52.1.

© Air New Zealand

TOUCHDOWN ZONE

RUNWAY 16/34

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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ELEV 6 **NAPIER**

NZNR **ARRIVAL/DEPARTURE**

ATIS: 128.0 *TOWER*: 124.8 118.1 *UNATTENDED*: 118.1

Communications

Outside Napier Tower hours contact Christchurch Information 124.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace.

Instrument Training Operations

Due to traffic congestion at times, all instrument training operations must be booked using the Napier menu on the IFIS system, refer ENR 1.9-5 para 5.1.3.

Arrival Procedures

OPAPA TWO CHARLIE Arrival (OPAPA2C)

- When established on R180 NR VOR and within 30 NR DME descend as cleared to not below 3000 ft

Departure Procedures

Refer Napier SIDs.

ATC requirement: H24 — all flights cleared at 11,000 ft or above — maintain 10,000 ft to 30 NR.

CAUTION

Hastings AD lies 182°/11.8 NM from Napier AD. Simultaneous IFR operations may conflict. Intensive VFR operations within uncontrolled airspace within the vicinity of Hastings AD.

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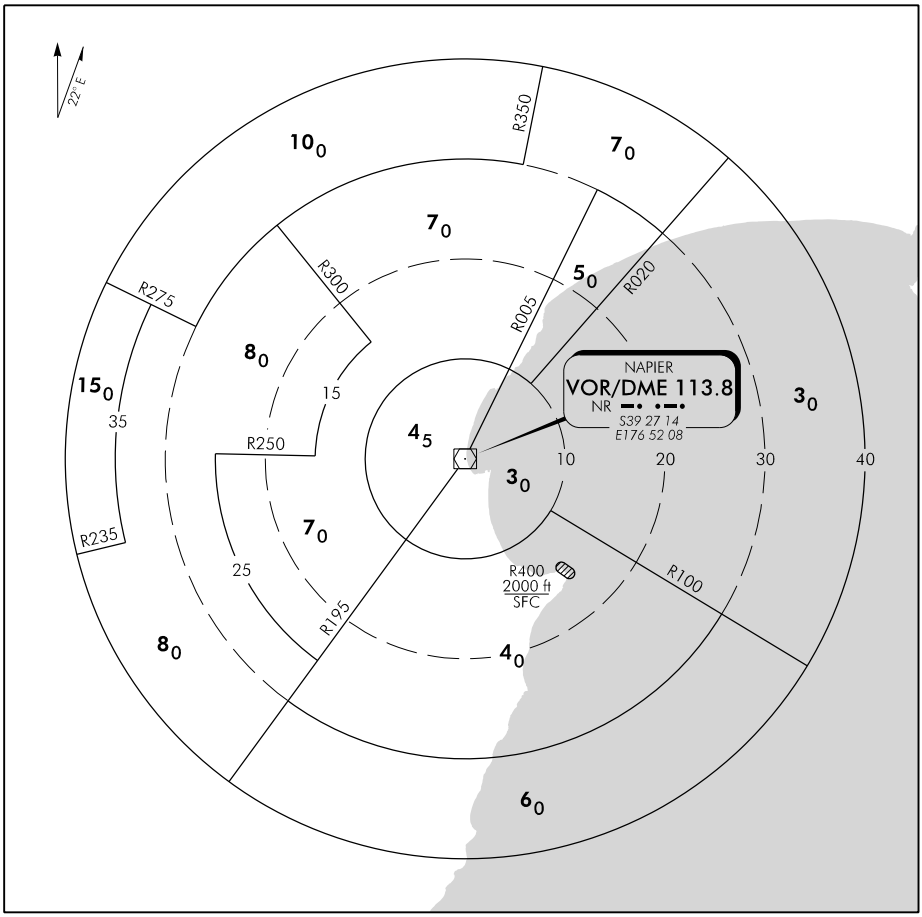
NAPIER

VOR/DME MRA SECTORS (VORSEC)



NRVORSEC-H

Changes from 5 NOV 20: Pagination.

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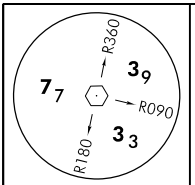
ELEV 6

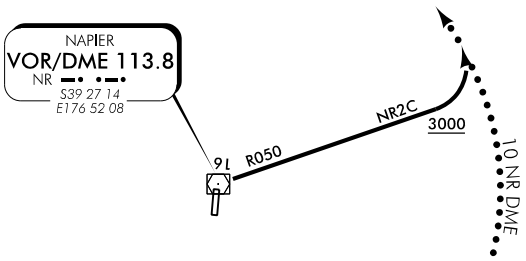
NAPIER

NZNR

STAR RWY 16/34

TOWER: 124.8 118.1 *ATIS*: 128.0 *UNATTENDED*: 118.1

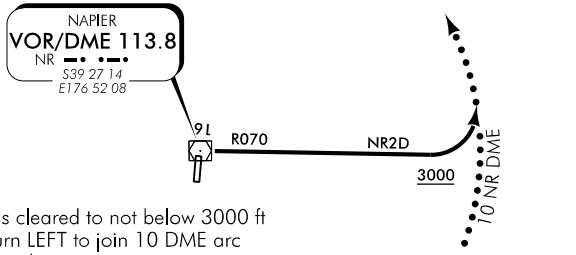




RWY 16
NAPIER TWO CHARLIE (NR2C)

- Crossing NR VOR descend as cleared to not below 3000 ft
- Track outbound R050 and turn LEFT to join 10 DME arc for VOR/DME RWY 16 approach

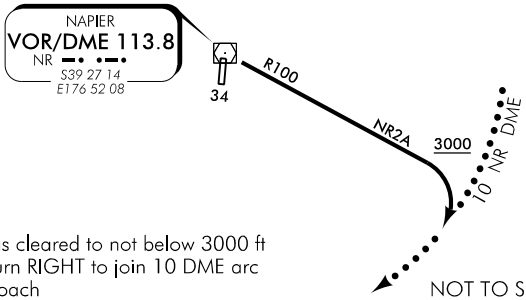
NOT TO SCALE



RWY 16
NAPIER TWO DELTA (NR2D)

- Crossing NR VOR descend as cleared to not below 3000 ft
- Track outbound R070 and turn LEFT to join 10 DME arc for VOR/DME RWY 16 approach

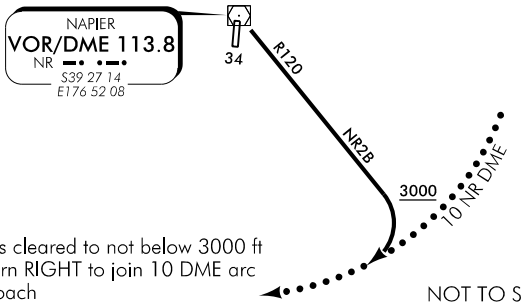
NOT TO SCALE



RWY 34
NAPIER TWO ALFA (NR2A)

- Crossing NR VOR descend as cleared to not below 3000 ft
- Track outbound R100 and turn RIGHT to join 10 DME arc for VOR/DME RWY 34 approach

NOT TO SCALE



RWY 34
NAPIER TWO BRAVO (NR2B)

- Crossing NR VOR descend as cleared to not below 3000 ft
- Track outbound R120 and turn RIGHT to join 10 DME arc for VOR/DME RWY 34 approach

NOT TO SCALE

Changes from 5 NOV 20: Chart title amended.

NRSTAR16-34-F

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ELEV 6

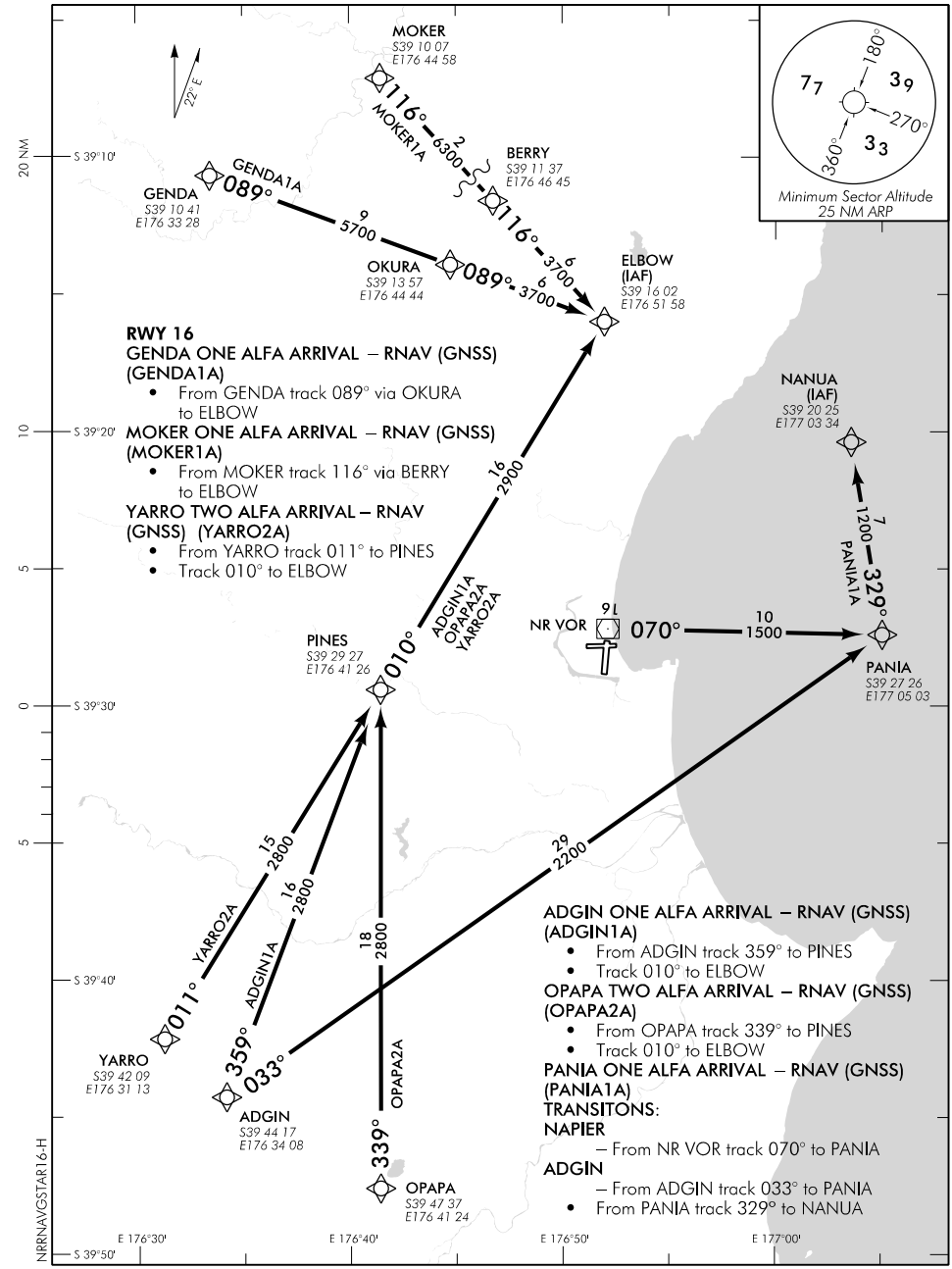
NZNR

CAT A,B,C

NAPIER

RNAV (GNSS) STAR RWY 16

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0



Effective: 17 JUN 21

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NAPIER
RNAV (GNSS) STAR RWY 16

ELEV 6

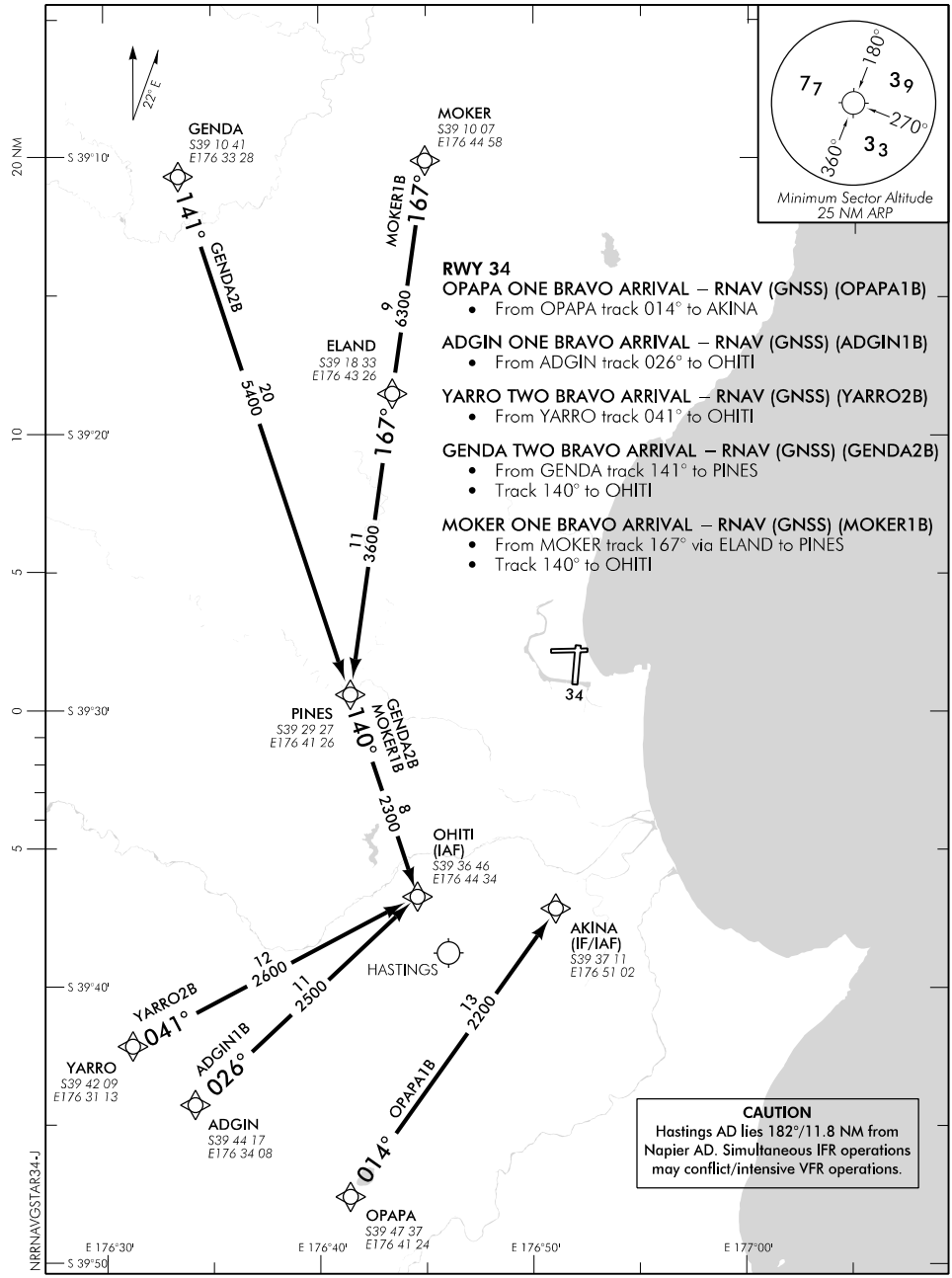
NZNR

CAT A,B,C

NAPIER

RNAV (GNSS) STAR RWY 34

TOWER: 124.8 118.1 *UNATTENDED:* 118.1 *ATIS:* 128.0



RWY 34

OPAPA ONE BRAVO ARRIVAL – RNAV (GNSS) (OPAPA1B)

- From OPAPA track 014° to AKINA

ADGIN ONE BRAVO ARRIVAL – RNAV (GNSS) (ADGIN1B)

- From ADGIN track 026° to OHITI

YARRO TWO BRAVO ARRIVAL – RNAV (GNSS) (YARRO2B)

- From YARRO track 041° to OHITI

GENDA TWO BRAVO ARRIVAL – RNAV (GNSS) (GENDA2B)

- From GENDA track 141° to PINES
- Track 140° to OHITI

MOKER ONE BRAVO ARRIVAL – RNAV (GNSS) (MOKER1B)

- From MOKER track 167° via ELAND to PINES
- Track 140° to OHITI

CAUTION
Hastings AD lies 182°/11.8 NM from Napier AD. Simultaneous IFR operations may conflict/intensive VFR operations.

NRRNAVGSTAR34-J

Changes from 25 FEB 21: Chart title amended.

Effective: 17 JUN 21

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ELEV 6

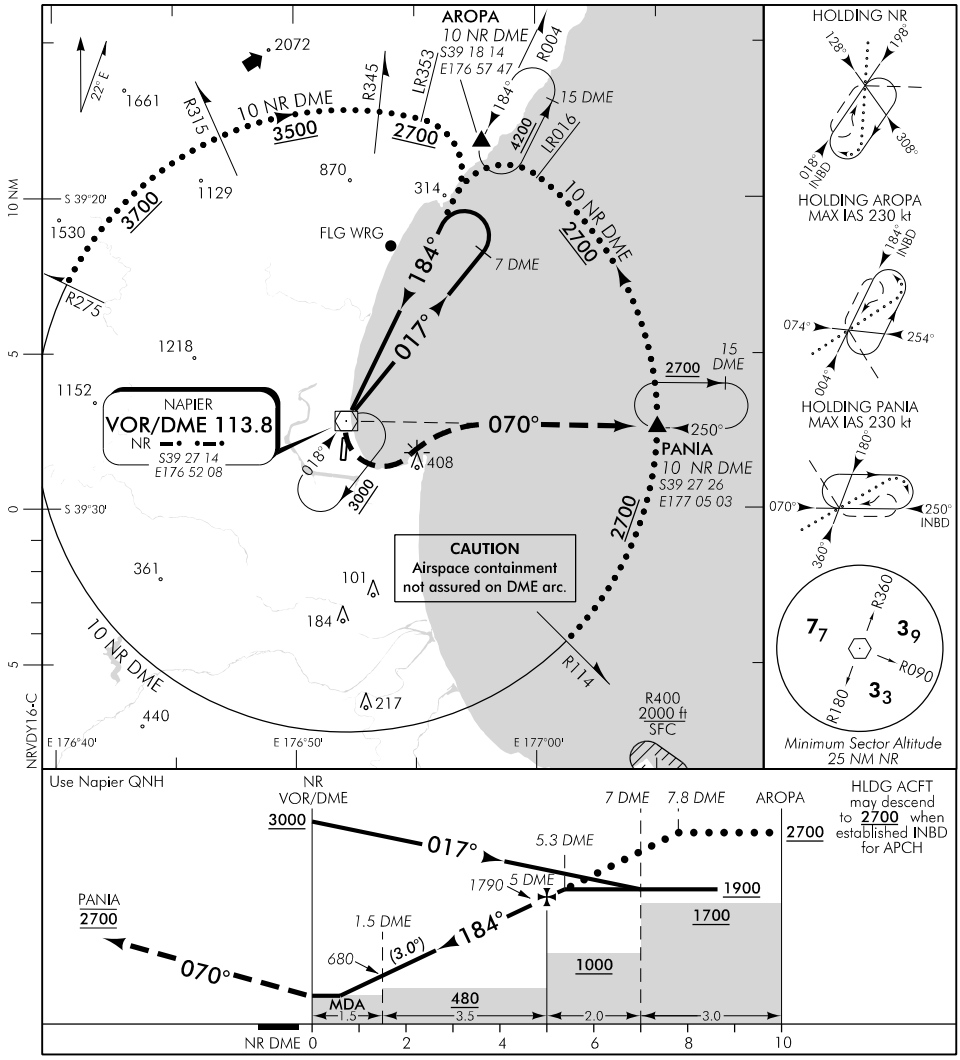
RWY 16 THR ELEV 6

CAT A,B

NAPIER

VOR/DME Y RWY 16

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0



Changes from 25 FEB 21: Hazard beacon N of AD removed.

MISSED APCH: Turn LEFT track 070° from NR VOR to PANIA hold 2700

NR DME DIST	MAPt	0.6	1	2	3	4	5	6	7	8	9	AROPA
Advisory Altitude 5.2%	MDA	MDA	520	840	1150	1470	1790	2110	2430	2750	3070	3380
Category	A			B			C			D		
VOR/DME	**390**(384) – 1500 #						NA					
Circling Restricted *	**630**(624) – 1900			**760**(754) – 2800								
Circling Unrestricted	**690**(684) – 1900			**1090**(1084) – 2800								

* Circling NA west of RWY 16/34.
\# Not in accordance with ICAO PANS-OPS straight-in criteria, FAT intersects RWY CL at 900 m from RWY.

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ELEV 6

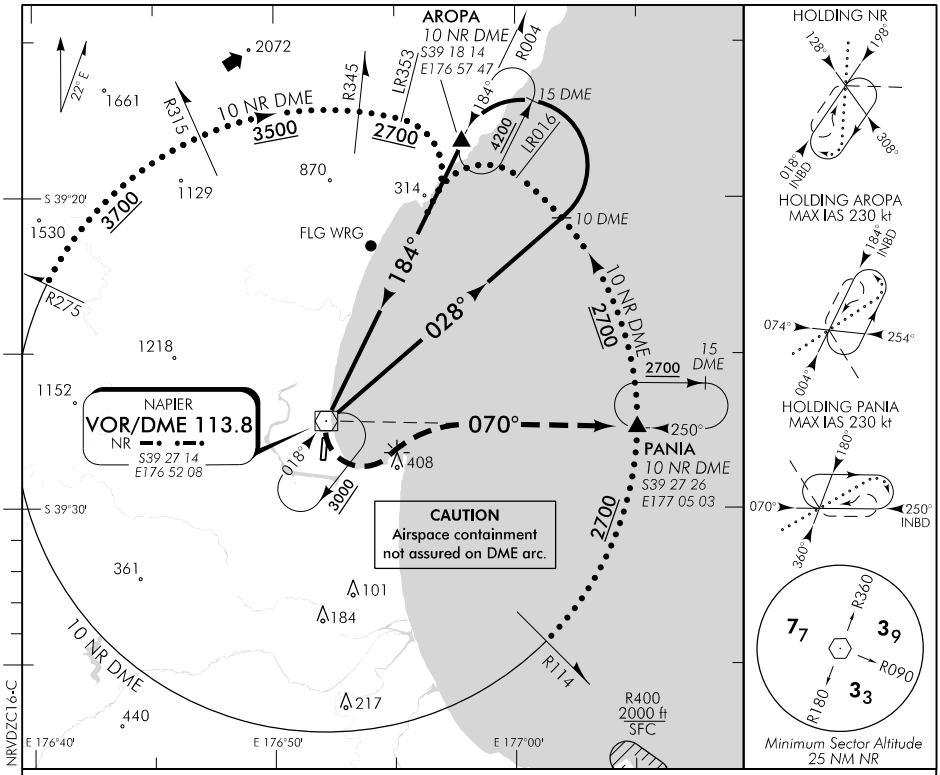
RWY 16 THR ELEV 6

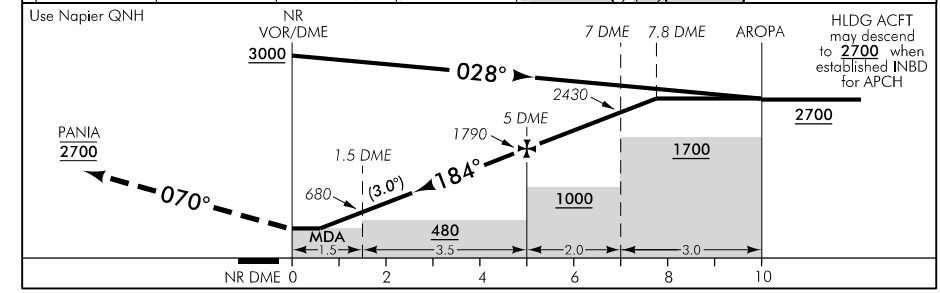
CAT C

NAPIER

VOR/DME Z RWY 16

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0





Changes from 25 FEB 21: Hazard beacon N of AD removed.

MISSED APCH: Turn LEFT track 070° from NR VOR to PANIA hold 2700

NR DME DIST	MAPt	0.6	1	2	3	4	5	6	7	8	9	AROPA
Advisory Altitude 5.2%	MDA	MDA	520	840	1150	1470	1790	2110	2430	2750	3070	3380

Category	A	B	C	D
VOR/DME	NA		**390**(384) – 1600#	NA
Circling Restricted *			**870**(864) – 3700	
Circling Unrestricted			**1490**(1484) – 3700	

* Circling NA west of RWY 16/34

\# Not in accordance with ICAO PANS-OPS straight-in criteria, FAT intersects RWY CL at 900 m from RWY and FAT offset at 21°

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ELEV 6

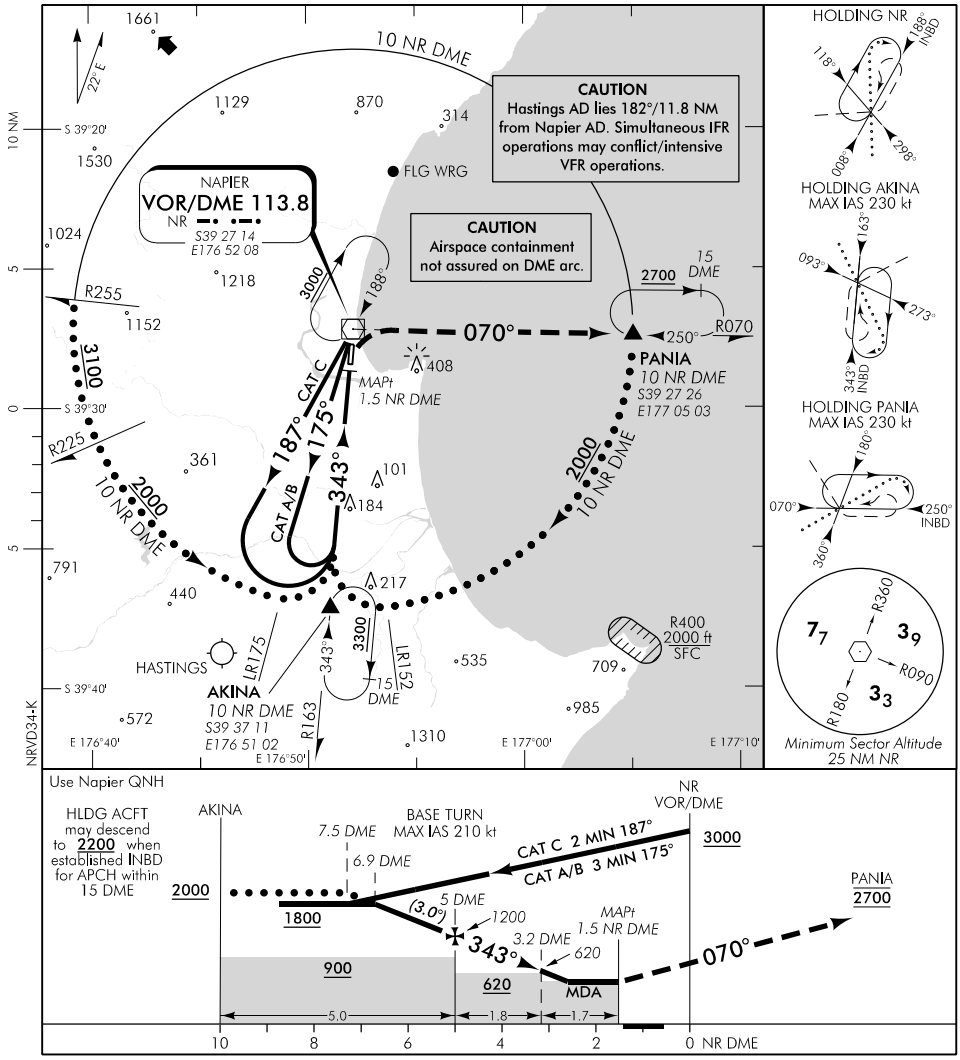
RWY 34 THR ELEV 5

CAT A,B,C

NAPIER

VOR/DME RWY 34

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0



MISSED APCH: MAX IAS 185 kt. Turn RIGHT track 070° from NR VOR to PANIA hold 2700

NR DME DIST	AKINA	9	8	7	6	5	4	3	2.8	MAPt 1.5
Advisory Altitude 5.2%	2800	2480	2160	1840	1520	1200	880	560	MDA	MDA

Category	A	B	C	D
VOR/DME	**500**(494) – 1600		**500**(494) – 2400	NA
Circling Restricted*	**630**(624) – 1900	**760**(754) – 2800	**870**(864) – 3700	
Circling Unrestricted	**690**(684) – 1900	**1090**(1084) – 2800	**1490**(1484) – 3700	

* Circling NA west of RWY 16/34

Changes from 25 FEB 21: Hazard beacon N of AD removed.

Effective: 24 FEB 22

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ELEV 6

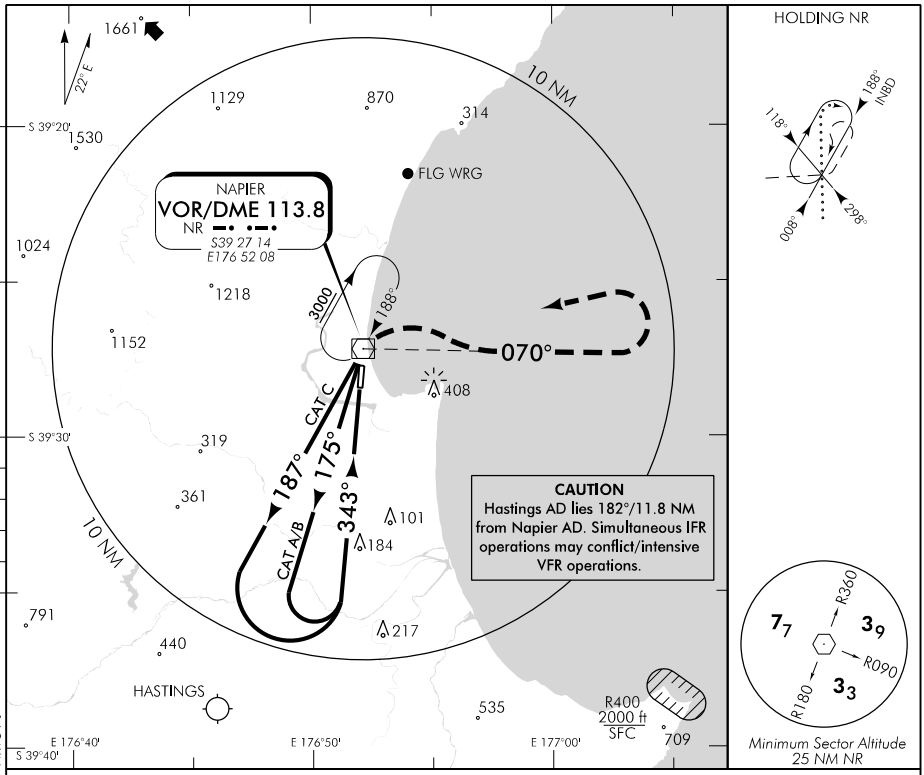
RWY 34 THR ELEV 5

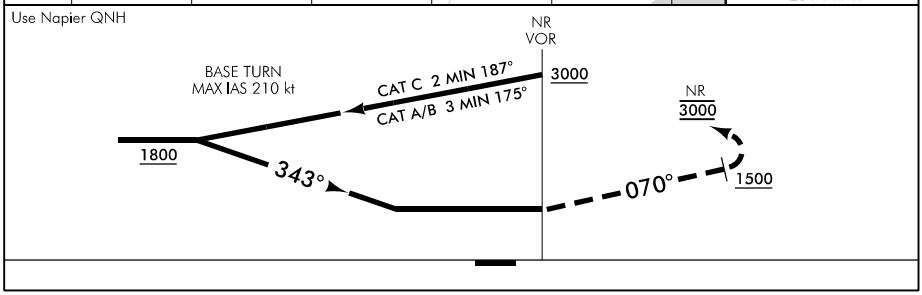
CAT A,B,C

NAPIER

VOR RWY 34

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0





Changes from 5 NOV 20: Hazard beacon N of AD removed.

MISSED APCH: MAX IAS 185 kt. Turn RIGHT track 070° from NR VOR to 1500, turn LEFT direct to NR VOR hold 3000

Category	A	B	C	D
VOR	**660**(654) – 2100		**660**(654) – 3200	NA
Circling Restricted*	**660**(654) – 2100	**760**(754) – 2800	**870**(864) – 3700	
Circling Unrestricted	**690**(684) – 2100	**1090**(1084) – 2800	**1490**(1484) – 3700	

* **Circling NA west of RWY 16/34**

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ELEV 6

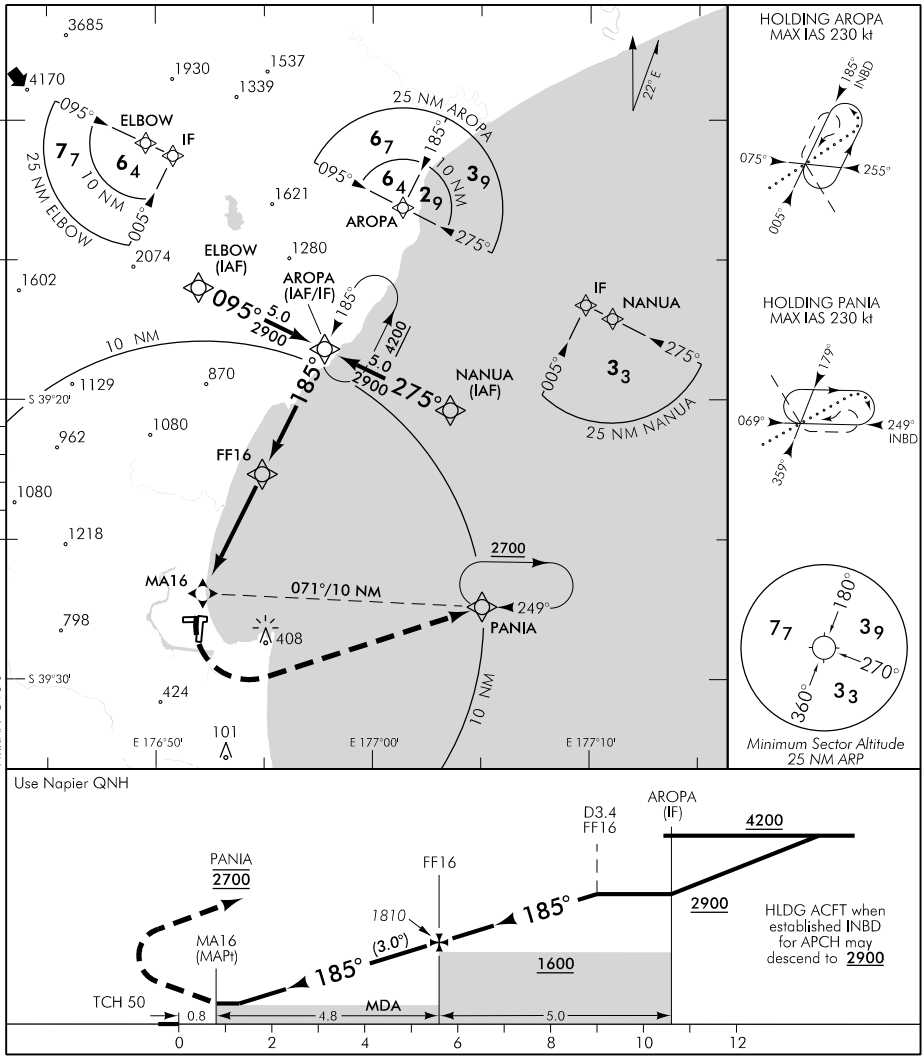
RWY 16 THR ELEV 6

CAT A,B,C

NAPIER

RNAV (GNSS) RWY 16

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0



MISSED APCH: MAX IAS 230 kt. Turn LEFT, direct to PANIA hold 2700

DISTANCE to WPT	MA16	0.5	1	2	3	4	FF16	1	2	3	4	AROPA
Advisory Altitude 3°	MDA	MDA	620	930	1250	1570	1810	2130	2450	2770	3090	3410
Category	A			B			C			D		
LNAV	**420**(414) – 1500						**440**(434) – 2000#			NA		
Circling Restricted*	**630**(624) – 1900			**760**(754) – 2800			**870**(864) – 3700					
Circling Unrestricted	**690**(684) – 1900			**1090**(1084) – 2800			**1490**(1484) – 3700					

* Circling NA west of RWY 16/34.
\# Cat C not in accordance with ICAO PANS-OPS straight-in criteria, FAT offset 22°.

Changes from 5 NOV 20: Procedure reviewed, 25 NM MSA, minima, advisory altitude table, PANIA hold, profile.

Effective: 25 FEB 21

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ELEV 6

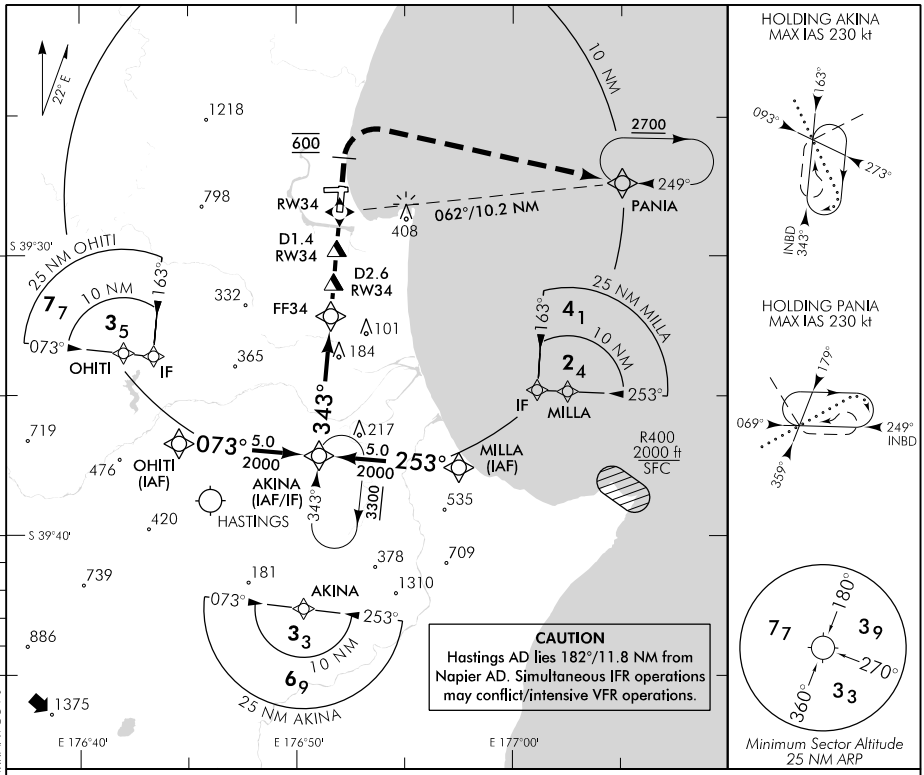
RWY 34 THR ELEV 5

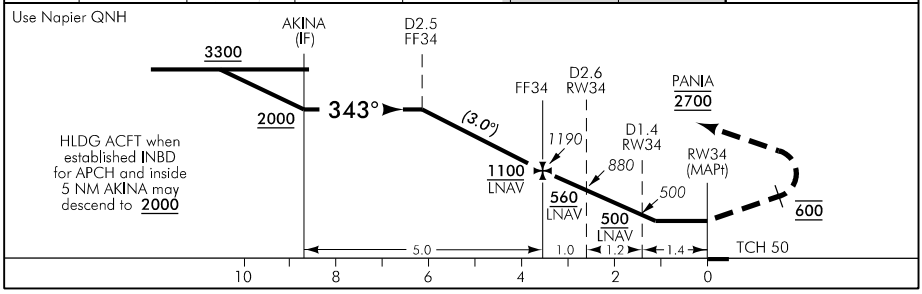
CAT A,B,C

NAPIER

RNAV (GNSS) RWY 34

TOWER: 124.8 118.1 *UNATTENDED*: 118.1 *ATIS*: 128.0





Changes from 5 NOV 20: Procedure reviewed, 25 NM MSA, minima, advisory altitude table, profile, BRGs, missed APCH, TAAs.

MISSED APCH: MAX IAS 230 kt. Track 343° to 600, turn RIGHT, direct to PANIA hold 2700

DISTANCE to WPT	AKINA	4	3	2	1	FF34	3	2	1.1	0.9	RW34
Advisory Altitude 3°	2780	2460	2140	1830	1510	1190	1010	690	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV *	**330**(325) – 1500		**330**(325) – 1600	NA
LNAV	**410**(404) – 1500		**410**(404) – 2000	
Circling Restricted #	**630**(624) – 1900	**760**(754) – 2800	**870**(864) – 3700	
Circling Unrestricted	**690**(684) – 1900	**1090**(1084) – 2800	**1490**(1484) – 3700	

* Valid to AD temperature -5°C. Use of remote QNH NA
\# Circling NA west of RWY 16/34

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NAPIER
RNAV (GNSS) RWY 34

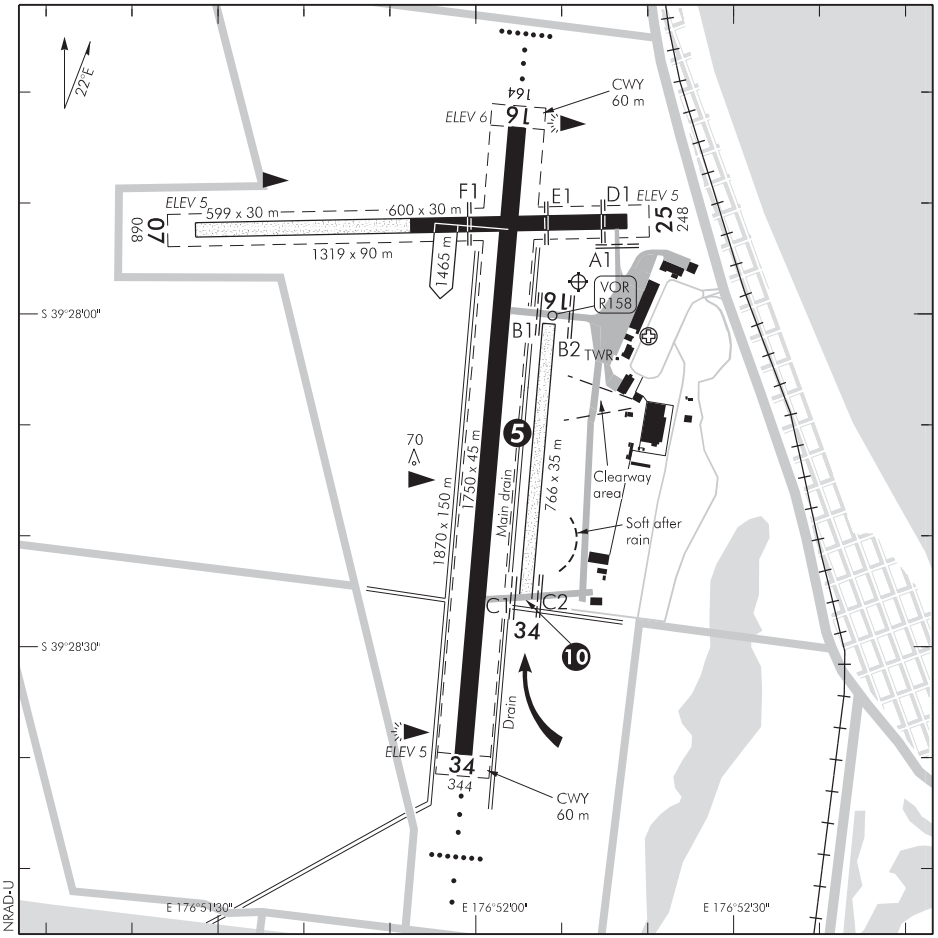
ELEV 6

NZNR

NAPIER

AERODROME (1)

TOWER: 124.8 118.1 *UNATTENDED:* 118.1 *ATIS:* 128.0



Changes from 22 APR 21: Hazard BCN note removed.

1. Circuit: RWY 07, 16, 25, 34, Grass RWY 16 — Left hand
   Grass RWY 34 — Right hand
   When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL.
2. Simultaneous parallel operations on paved and grass runways 16/34 permitted only for aircraft 2300 kg or less in VFR conditions and when ATC is on duty.
3. To ensure obstacle free flight path related to EOL in the event of engine failure after take-off:
   RWY 16 — turn left 5° RWY 34 — turn right 15°

D

4. RWY 25: Mandatory left turn after take-off in the event of engine failure.

❺ **CAUTION:** Grass strip 16/34 lies to the east of the main drain.

6. Bird hazard: Gulls, ducks, plovers and swans common all year. No bird scaring services are available outside the hours of air traffic services. Gulls and other birds may be attracted to the warm runway at night.

(continued)

S 39 27 57 E 176 52 12

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7. Fishing kites may be flown on the coast in off-shore wind conditions outside of 3 NM Napier.
8. RWY 07/25 — Remain within the 30 m width when turning.
⑩ Gr RWY 34 centreline denoted by painted "34" on sealed road just south of threshold.
10. Caution: Uneven surface at intersection of apron with northern taxiway due slot drain.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance					LDG DIST
						1:20	1:30	1:40	1:50	1:62.5	
07 25	B/Gr	ESWL 9080	8	Nil	1199		1259				1199
16 34	B	PCN 68 F/D/X/T	8	Nil	1750	1810	1810	1810	1810	1731 1764	1750
16 34	Gr	ESWL 9080	6	Nil			766				766

RESA: RWY 16 — 240 x 150 m
RWY 34 — 240 x 150 m

MINIMA

IFR Take-off		
RWY	Day	Night
16/34[1]	300–1500	500–1500
07	300–1500	NA
25	500–1500	NA

1. Reduced take-off minima available during TWR HR — not below 0–800.

LIGHTING

Runway: 16 LIL ALS/1BAR, PAPI 3.0°/TCH 51, LIL RWY
34 LIL ALS/1BAR, PAPI 3.0°/TCH 53, LIL RWY

RWY edge light spacing — 60 m

Aerodrome: WDI

Taxiway: Main TWY CL and edge Apron: Floodlighting and blue reflectors

Outside Napier TWR hours of service, remote control of lighting available from Christchurch Information 124.8 MHz or by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users). If Christchurch Information not available contact Auckland Air/Ground Tel (09) 275 9335.

Advise runway to be used — brilliance adjustments may take up to one minute to action.

Advise Christchurch or Auckland when complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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NAPIER

OPERATIONAL DATA (2)

FACILITIES

Fuel:	Jet A1, Carnet into plane, Air BP 027 450 2585 Z Energy, Avgas 100, adjacent Flight Care Ltd, access via Z card
Passenger RFS:	CAT 4 30 minutes prior to the first scheduled movement and 15 minutes after the last scheduled movement each day for ATR72, DH8C and SF34. Other times by arrangement with the Operations Manager (contact below)

SUPPLEMENTARY

Operator: Hawkes Bay Airport Authority, PO Box 721, Napier.
Tel (06) 834 0742
Emergency contact: Operations Manager — Tel 027 438 5123 or
Duty Fire Officer — Tel 027 666 0200

Available for use as per the *Aeronautical Conditions of Use* published on www.hawkesbay-airport.co.nz

Tier 2 security requirements: Airport Identity Card or pilot license required for airside access from Fire Station.

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ELEV 6

NZNR

NAPIER

GROUND MOVEMENTS

TOWER: 124.8 118.1 *ATIS*: 128.0 *UNATTENDED*: 118.1

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For flights departing Napier Airport:

ADES	Designator	Route
AA	NRAA2	H372 MOOSE Y601 NOBAR Q132 MERAS Q119 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
CH	NRCH2	H429 PM Y226 GURBO Q800 ATBUB H159 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
GS	NRGS2	H467 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
GS	NRGS5	H386 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
HN	NRHN1	H372 RO H234 FALLS H114 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
PM	NRPM2	H429 SELDU H297 APITI H364 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
PM	NRPM4	H240 **(9000 ft or below)**
WO	NRWO3	H467 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
WN	NRWN3	H429 PM V242 DOGAD V112 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
WN	NRWN4 ❶	H429 PM H201 KAPTI Q169 AVKEX Q235 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**
WB	NRWB3	H429 PM V242 DOGAD V112 WN Q100 **(For flights at 11,000 ft or above, maintain 10,000 ft to 30 NR)**

Where specified the following applies:

❶ Available for use only when hazardous flight conditions exist north-east of Wellington.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 6
NZNR
TOWER: 124.8 118.1

CAT A,B,C

ATIS: 128.0

NAPIER
SID RWY 16

UNATTENDED: 118.1

ALL DEPARTURES

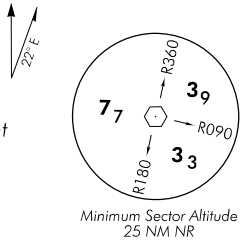
Note 1. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.*

2. ***Mandatory turn altitude 1000 ft***

3. *EVALUATED CLIMB SECTOR R005–R200 within 25 NM. Mandatory turn altitude 1000 ft. MNM net climb gradient 4.3% (270 ft/NM) to MSA.*

4. *All climb gradients stated apply from take-off*

5. *ATC requirement: H24 – all flights cleared at 11,000 ft or above: maintain 10,000 ft to 30 NR*



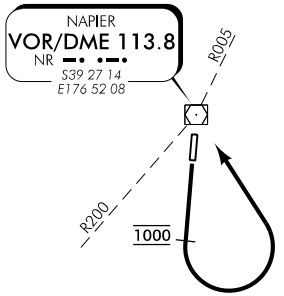
Minimum Sector Altitude
25 NM NR

16 LIMA THREE DEPARTURE

To MOOSE, GENDA, RUAHI

Minimum net climb gradient 3.9% (240 ft/NM) to 1000 ft.

- Turn LEFT, climb in the eastern sector (R005–R200), set heading NR VOR at MNM:
  - 4500 ft to MOOSE
  - 5500 ft to GENDA
  - 4200 ft to RUAHI

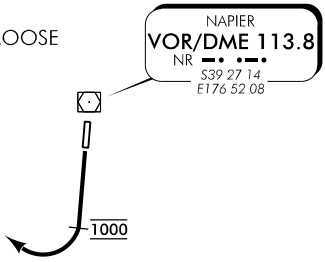


16 MIKE FOUR DEPARTURE

To OPAPA, RIDLA, PM, NOSAM, APITI, RUAHI, GENDA, MOOSE

Minimum net climb gradient:
4.4% (270 ft/NM) to MSA to GENDA, MOOSE
3.9% (240 ft/NM) to MSA to RUAHI, NOSAM, APITI

- Turn RIGHT, intercept track

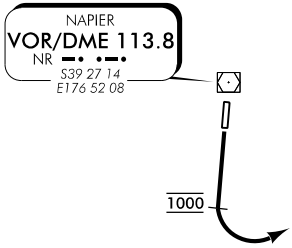


16 NOVEMBER THREE DEPARTURE

To NONAT, BEVER, DOMON

Minimum net climb gradient 3.9% (240 ft/NM) to 1000 ft.

- Turn LEFT, intercept track



Changes from 5 NOV 20: Evaluated Climb Sector note 3 amended.

NRSID16-Q

CAUTION
Hastings AD lies 182°/11.8 NM from Napier AD. Simultaneous IFR operations may conflict/intensive VFR operations.

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ELEV 6 CAT A,B,C **NAPIER**

NZNR **SID RWY 34**

TOWER: 124.8 118.1 *ATIS*: 128.0 *UNATTENDED*: 118.1

ALL DEPARTURES

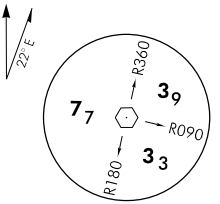
Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

*2. **Mandatory turn altitude 1000 ft***

3. EVALUATED CLIMB SECTOR R005–R200 within 25 NM. Mandatory turn altitude 1000 ft. MNM net climb gradient 4.3% (270 ft/NM) to MSA.

4. All climb gradients stated apply from take-off

5. ATC requirement: H24 – all flights cleared at 11,000 ft or above: maintain 10,000 ft to 30 NR



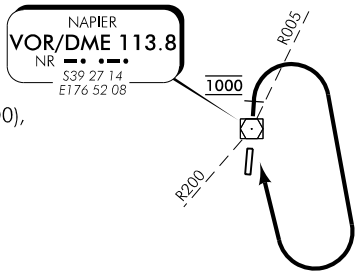
Minimum Sector Altitude 25 NM NR

34 LIMA THREE DEPARTURE

To GENDA, MOOSE

Minimum net climb gradient 4.3% (270 ft/NM) to 1300 ft.

- Turn RIGHT, climb in the eastern sector (R005–R200), set heading NR VOR at MNM:
  - 5500 ft to GENDA
  - 4500 ft to MOOSE

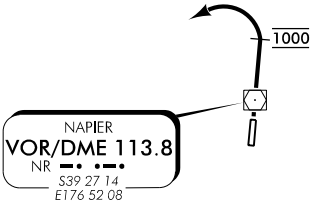


34 MIKE FOUR DEPARTURE

To MOOSE, GENDA, RUAHI, APITI, NOSAM, PM, RIDLA, OPAPA

Minimum net climb gradient:
5.3% (330 ft/NM) to MSA to GENDA, MOOSE
4.2% (260 ft/NM) to MSA to all other destinations

- Turn LEFT, intercept track

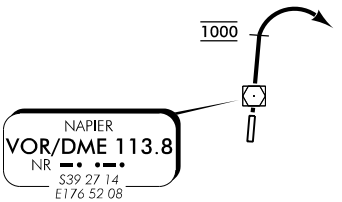


34 NOVEMBER FOUR DEPARTURE

To DOMON, BEVER, NONAT, OPAPA, RIDLA, APITI, NOSAM, PM, RUAHI

Minimum net climb gradient 4.3% (270 ft/NM) to MSA

- Turn RIGHT, intercept track



Changes from 5 NOV 20: Evaluated Climb Sector Note 3 amended.

NRSID34-P

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ELEV 6

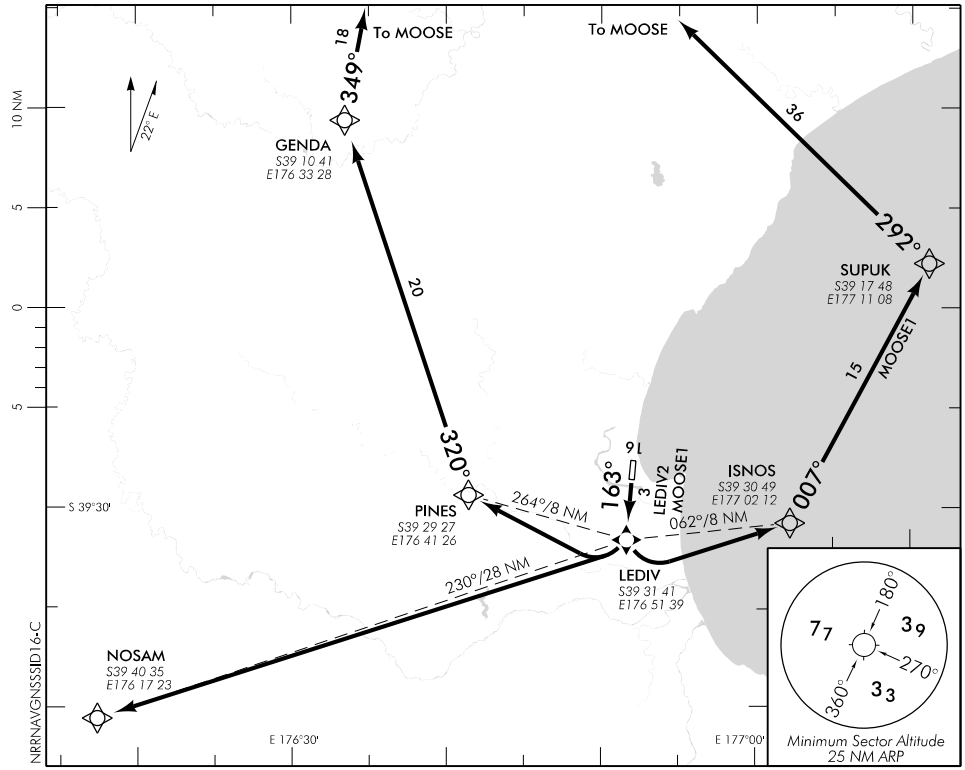
NZNR

CAT A,B,C

NAPIER

RNAV (GNSS) SID RWY 16

TOWER: 124.8 118.1 *ATIS*: 128.0 *UNATTENDED*: 118.1



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. All climb gradients stated apply from take-off

3. ATC requirement:

H24 - all flights cleared at 11,000 ft or above: - Maintain 10,000 ft to 30 NR

RWY 16

LEDIV TWO DEPARTURE – RNAV (GNSS) (LEDIV2)

Minimum net climb gradient 5.2% (320 ft/NM) to 3000 ft

- Track 163° to LEDIV (fly-over)

TRANSITIONS:

ATC may require hold down

– At or above 10,000 ft until NOSAM

– At or above 7000 ft until GENDA or MOOSE

NOSAM

Airspace Containment – Minimum net climb gradient 6.0% (370ft/NM) to 4600 ft

– From LEDIV turn RIGHT direct to NOSAM

GENDA

Airspace Containment – Minimum net climb gradient 5.4% (330ft/NM) to 3000 ft

– From LEDIV turn RIGHT direct to PINES

– Turn RIGHT, track 320° to GENDA

MOOSE

Airspace Containment – Minimum net climb gradient 5.4% (330ft/NM) to 3000 ft

– From LEDIV turn RIGHT direct to PINES

– Turn RIGHT, track 320° to GENDA

– Turn RIGHT, track 349° to MOOSE

MOOSE ONE DEPARTURE – RNAV (GNSS) (MOOSE1)

Minimum net climb gradient 5.2% (320 ft/NM) to 3000 ft

- Track 163° to LEDIV (fly-over)
- Turn LEFT direct to ISNOS
- Turn LEFT, track 007° to SUPUK
- Turn LEFT, track 292° to MOOSE

ATC may require hold down at or above 7000 ft until MOOSE

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ELEV 6

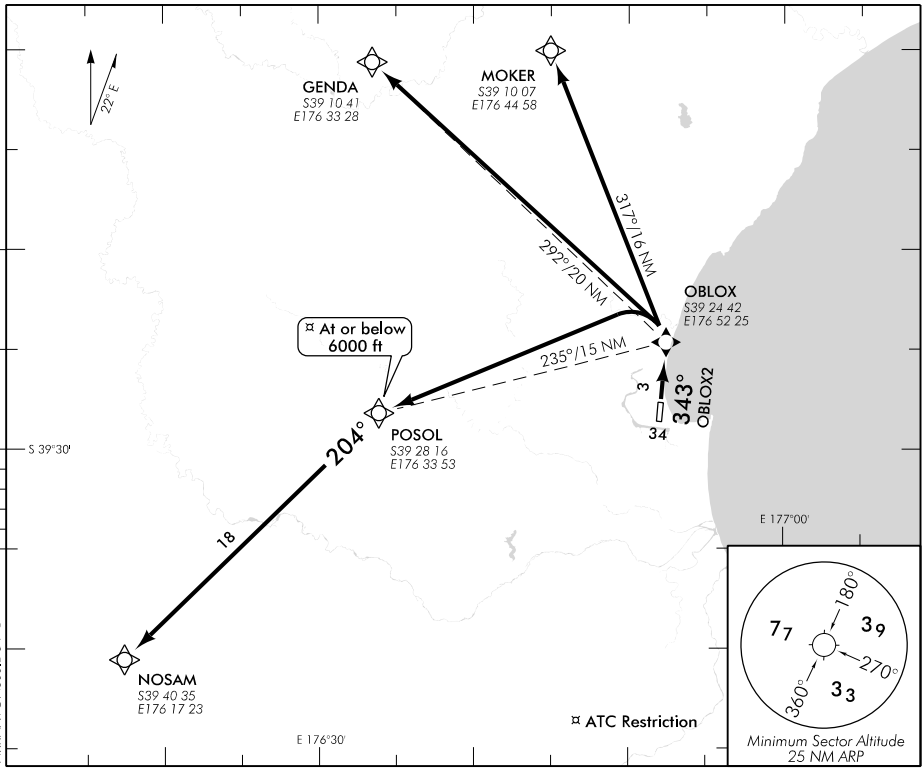
NZNR

CAT A,B,C

NAPIER

RNAV (GNSS) SID RWY 34

TOWER: 124.8 118.1 *ATIS*: 128.0 *UNATTENDED*: 118.1



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. All climb gradients stated apply from take-off

3. ATC requirement:

H24 – all flights cleared at 11,000 ft or above: – Maintain 10,000 ft to 30 NR

RWY 34

OBLOX TWO DEPARTURE – RNAV (GNSS) (OBLOX2)

Minimum net climb gradient 5.2% (320 ft/NM) to route MSA

- Track 343° to OBLOX (fly-over)

TRANSITIONS:

ATC may require hold down

– At or above 10,000 ft until NOSAM

– At or above 7000 ft until GENDA or MOKER

NOSAM

Airspace Containment – Minimum net climb gradient 5.7% (350 ft/NM) to 3000 ft

– From OBLOX turn LEFT direct to POSOL

– Cross POSOL at or below 6000 ft

– Turn LEFT, track 204° to NOSAM

GENDA

Airspace Containment – Minimum net climb gradient 5.5% (340 ft/NM) to 7000 ft

– From OBLOX turn LEFT direct to GENDA

MOKER

Airspace Containment – Minimum net climb gradient 5.6% (350 ft/NM) to 7000 ft

– From OBLOX turn LEFT direct to MOKER

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NZNS / NSN NELSON

RUNWAY / FACILITIES

CAT: A	Mag 22E			Elev 17ft
RWY	CAT II/III	Length	AID	TCH
02/20	N/A	1347m	PAPI	48ft
Standby Power Available		RFS: Cat 3		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Wellington (5), Palmerston North (4), New Plymouth (4), Woodbourne (4)				

THREATS

- Bird Hazard – Refer NZNS AD2-51.1 for additional information.
- Kite surfing hazard – Refer NZNS AD2-51.1 for additional information.
- Severe turbulence may occur on approach or departure during strong Easterly conditions.
- High terrain within close vicinity of the aerodrome.

GATE ACCESS

Swipe cards for Nelson-based crew should be used when enabled. For out of base crew, pin pads are installed on the gates and at the bottom of the stairs leading to crew room/flight planning. Access code is **2454** followed by green button.

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ARRIVALS

NELSON RNAV ARRIVALS

When conditions require an instrument approach procedure at Nelson in IMC, the Nelson ATIS will nominate the RNAV approach. Christchurch Control will issue arriving aircraft the applicable STAR for the runway in use. Requests for the VOR/DME Alfa or Charlie approaches should be made with Christchurch Control as this may alter routing requirements into Nelson.

INSTRUMENT APPROACH

The following approaches shall be flown using the procedures for a straight in approach as defined in the Pilot Standard Operating Procedures

- VOR/DME Alpha – landing on RWY 20
- VOR/DME Charlie – landing on RWY 02
- RNAV Bravo – landing on RWY 20

VISUAL APPROACH

When a visual approach is required in accordance with the SOP, the conditions apply.
Runway 02:

- Aircraft joining via a left visual circuit shall not descend below 1,500ft until established inside the CTR/D.
- Aircraft joining from the South and East:
  - It is recommended that aircraft follow the **RNAV (GNSS) Y RWY 02** approach track and observe the applicable altitude constraints to ensure containment in controlled airspace or;
  - Track via overhead NZNS and join into the circuit.

Runway 20:

- Aircraft joining from the South or West:
  - Permitted via right hand downwind.
- Aircraft joining from the East:
  - Permitted via overhead and then right hand downwind.

AERODROME CIRCUIT

To remain within the Nelson CTR/D when the aircraft is in the circuit, the aircraft should be positioned in the downwind to remain East of Rabbit Island Bridge.

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GROUND OPERATIONS

COMMUNICATIONS

Arriving aircraft are to remain on the Tower frequency until parked (unless instructed otherwise). Nelson Traffic and Service Control are available on frequency **131.4 MHz**.

LIGHTING

Due to unlit taxiway edge lighting, the northern taxiway is not permitted for use by night. The southern taxiway may be used at the pilot's discretion.

PARKING

If the ground marshaller instructs the aircraft to re-position off the stand - a clearance from Nelson Tower is required.

Stand Number	Details
1	Not available for use.
2	Available for use. Least-preferred ATR stand.
3	Available for use. Preferred ATR stand.
4	Available for use.
5	Closed during decommissioning of old terminal building.
6	Available for use.
8	Available for use.
9	Not available for use.
10	Available for use. Remote Stand.
11	Available for use. Remote Stand. Limited GPU availability.

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DEPARTURES

GENERAL

If a delayed boarding is anticipated for departure, Nelson Traffic must be notified in the first instance. Boarding time will commence 15 minutes prior to departure. Contact Nelson Delivery for clearance, no earlier than 15 minutes prior to the anticipated departure time. For a start clearance, contact Nelson Delivery. Nelson Tower provides taxi instructions.

CONVENTIONAL SIDS – RUNWAY 02

For the **RWY 02 ZULU ONE** and **RWY 02 X-RAY ONE** departures, day or night, are to:

- Maintain runway centreline to 500 feet.
- At 500 feet, turn left and continue with cleared departure.
- Accelerate at minimum altitude of 1000 feet.

	IFR Take-off Minima	
	Day	Night
Runway 02	300-1500	500-1500

This procedure **replaces the current published procedures in the NZAIP (NZNS AD2-62.1)**. It has been approved by Airways NZ. Therefore, the turn left visually reference in the NZAIP does not apply. The acceleration altitude is a minimum altitude of 1000 feet to ensure the aircraft can achieve the required 7.3% climb gradient to 700 feet. The performance criteria have been assessed on the aircraft flying at a maximum of 140 knots to the acceleration altitude. Please note: The special procedure for Runway 02 remains unchanged.

This does not apply to the RNAV (GNSS) SIDs (RNP1) for Runway 02

REDUCED TAKE-OFF MINIMA

Authorised – RWY 20 only, not below 0-800. Refer to NZNS AD2-52.1.

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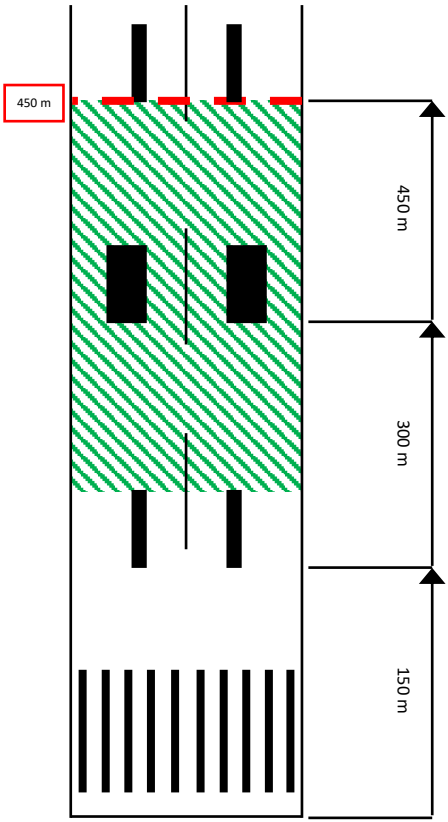
TOUCHDOWN ZONE

RUNWAY 02/20

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

ELEV 17 **NELSON**

NZNS **ARRIVAL/DEPARTURE**

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

Instrument Training Operations

Due to traffic congestion at times, all instrument training operations must be pre-coordinated by telephone with the Nelson ATC duty controller. Training operations may be subject to delay at times, particularly for VOR procedures (refer ENR 1.1-10.3).

Arrival Procedures

- Aircraft inbound on H133, when cleared for VOR/DME ALFA approach, shall, upon reaching NS VOR, turn right and proceed outbound R337. In this instance the procedure may be commenced not below 5300 ft at NS VOR.
- Aircraft inbound on H133, when cleared for the VOR/DME CHARLIE approach, shall, upon reaching NS VOR, turn left and proceed outbound R235. In this instance the procedure may be commenced not below 5300 ft at NS VOR.
- Aircraft inbound on H240 or Q438 (from IGUTA) or H252 when within 35 NS DME may be cleared to intercept R360 NS VOR, when established descend as cleared to MNM 4000 ft to ELMAX REP for VOR/DME ALFA approach.

Departure Procedures

Outside Nelson Tower hours contact Christchurch Control 123.7 MHz for clearance and traffic information prior to entering IMC or controlled airspace.

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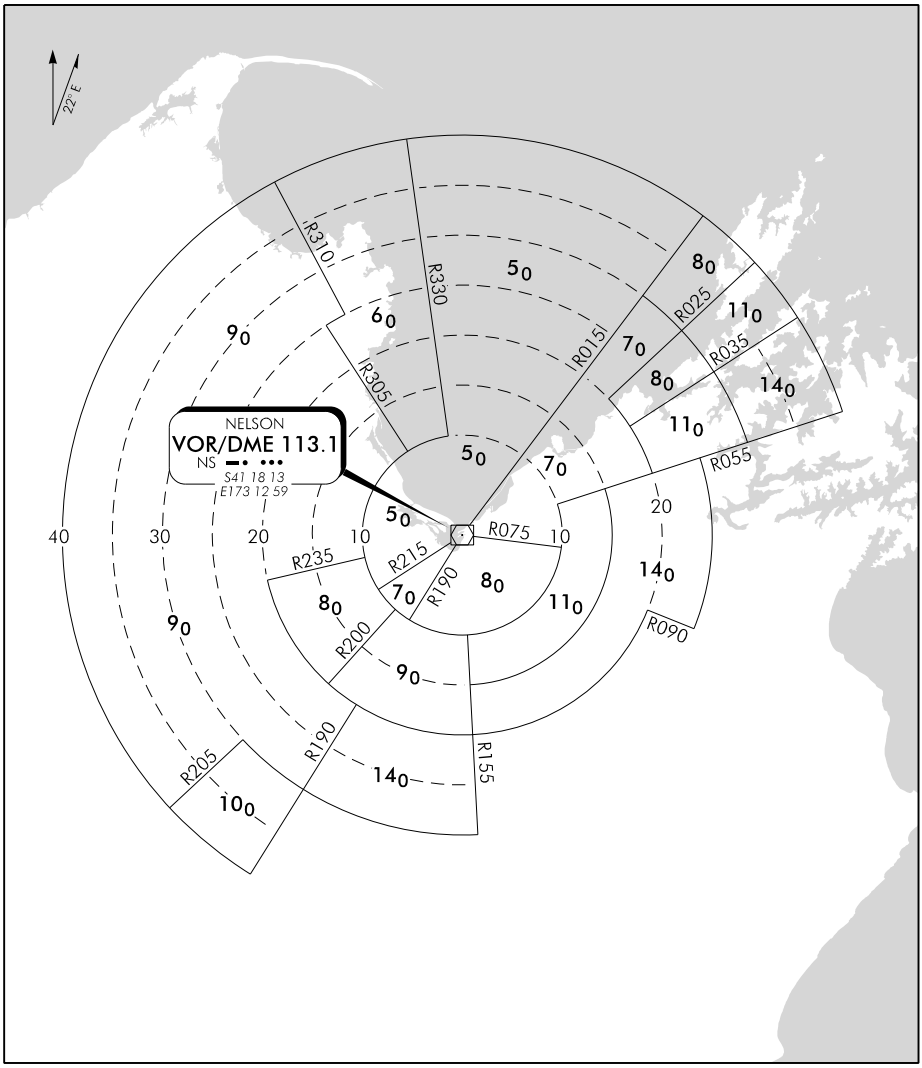
NELSON

VOR/DME MRA SECTORS (VORSEC)



NSVORSEC-C

Changes from 23 SEP 10: VOR/DME relocated, FREQ change, minor sector amendment.

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NELSON
VOR/DME MRA SECTORS (VORSEC)

ELEV 17
NZNS
TOWER: 127.4

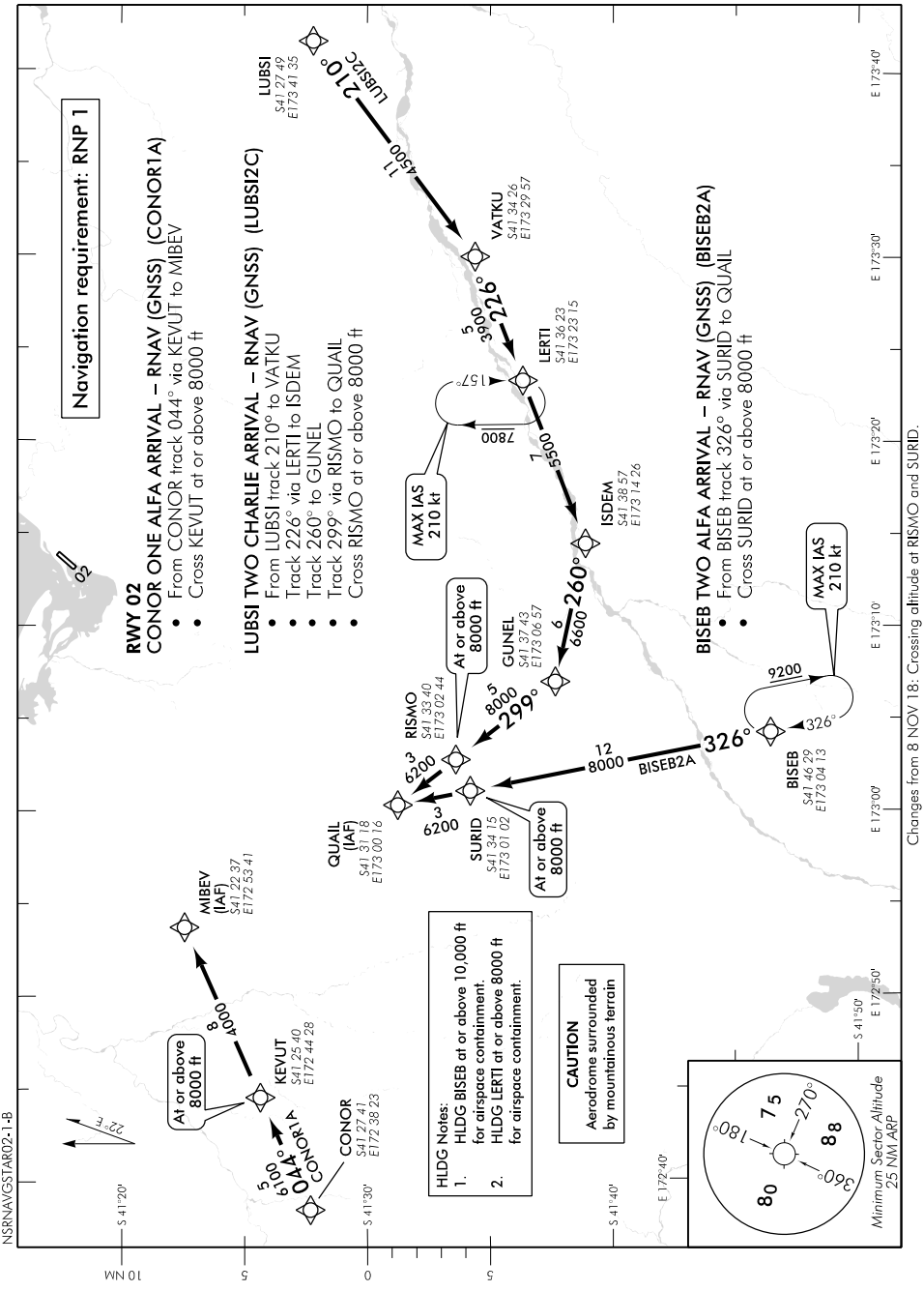
CAT A,B,C

ATIS: 129.1

NELSON

RNAV (GNSS) STAR RWY 02 (1)

UNATTENDED: 127.4



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ELEV 17
NZNS
TOWER: 127.4

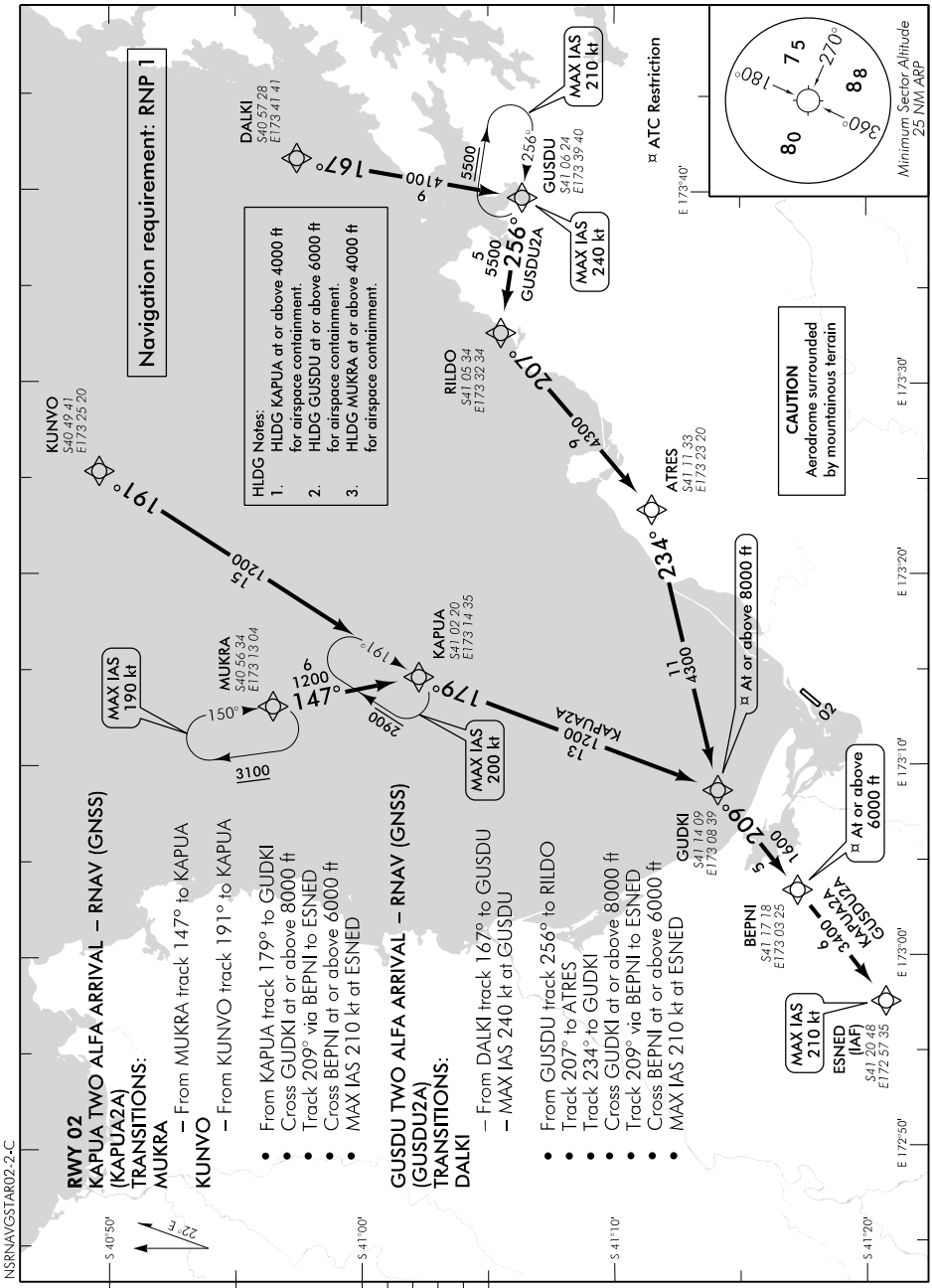
CAT A,B,C

ATIS: 129.1

NELSON

RNAV (GNSS) STAR RWY 02 (2)

UNATTENDED: 127.4



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NELSON
RNAV (GNSS) STAR RWY 02 (2)

ELEV 17

NZNS

TOWER: 127.4

CAT A,B,C

ATIS: 129.1

NELSON

RNAV (GNSS) STAR RWY 02 (3)

UNATTENDED: 127.4

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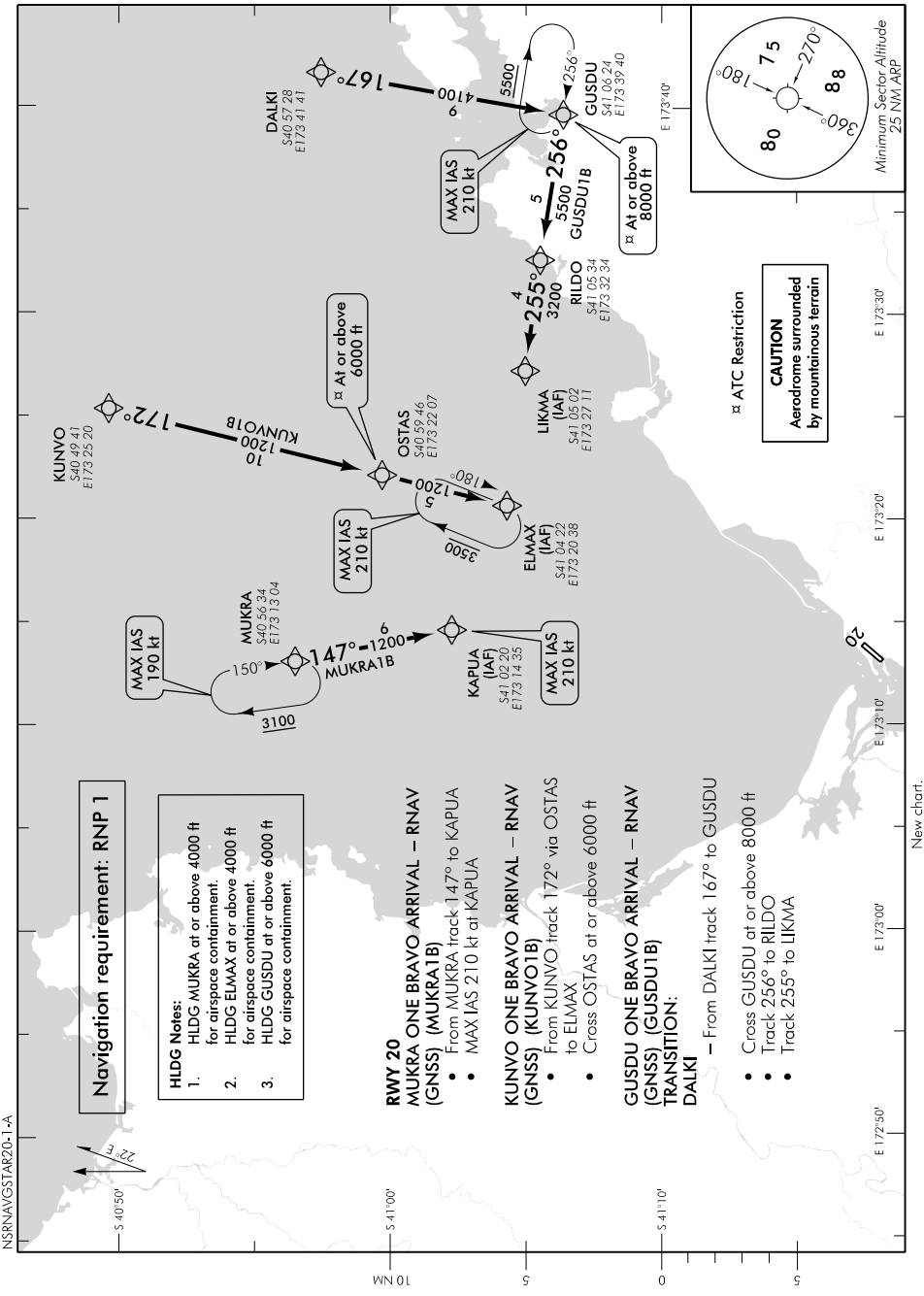
ELEV 17
NZNS
TOWER: 127.4

CAT A,B,C
ATIS: 129.1

NELSON

RNAV (GNSS) STAR RWY 20 (1)

UNATTENDED: 127.4



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NELSON
RNAV (GNSS) STAR RWY 20 (1)

ELEV 17
NZNS
TOWER: 127.4

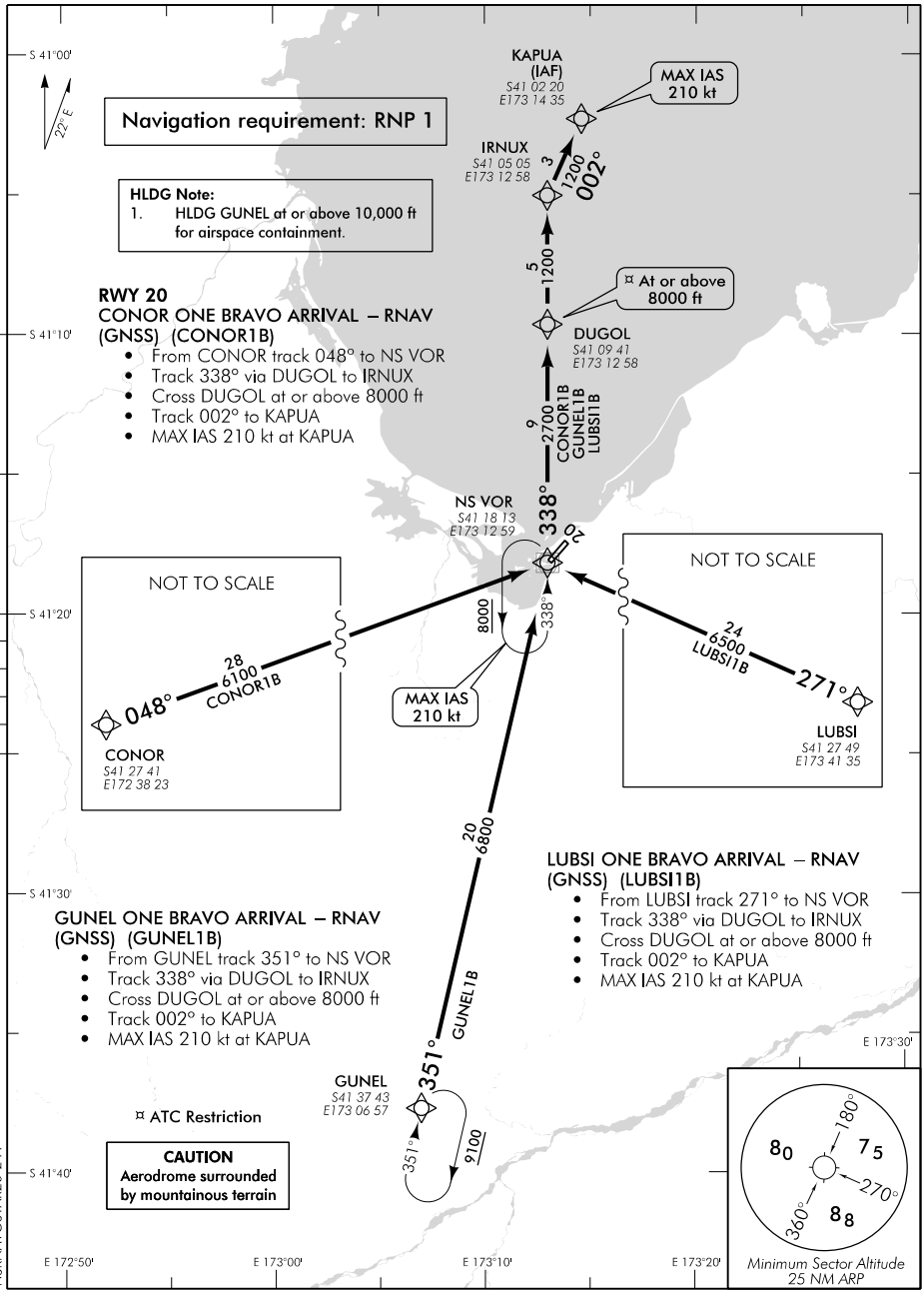
CAT A,B,C

ATIS: 129.1

NELSON

RNAV (GNSS) STAR RWY 20 (2)

UNATTENDED: 127.4



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NELSON
RNAV (GNSS) STAR RWY 20 (2)

ELEV 17

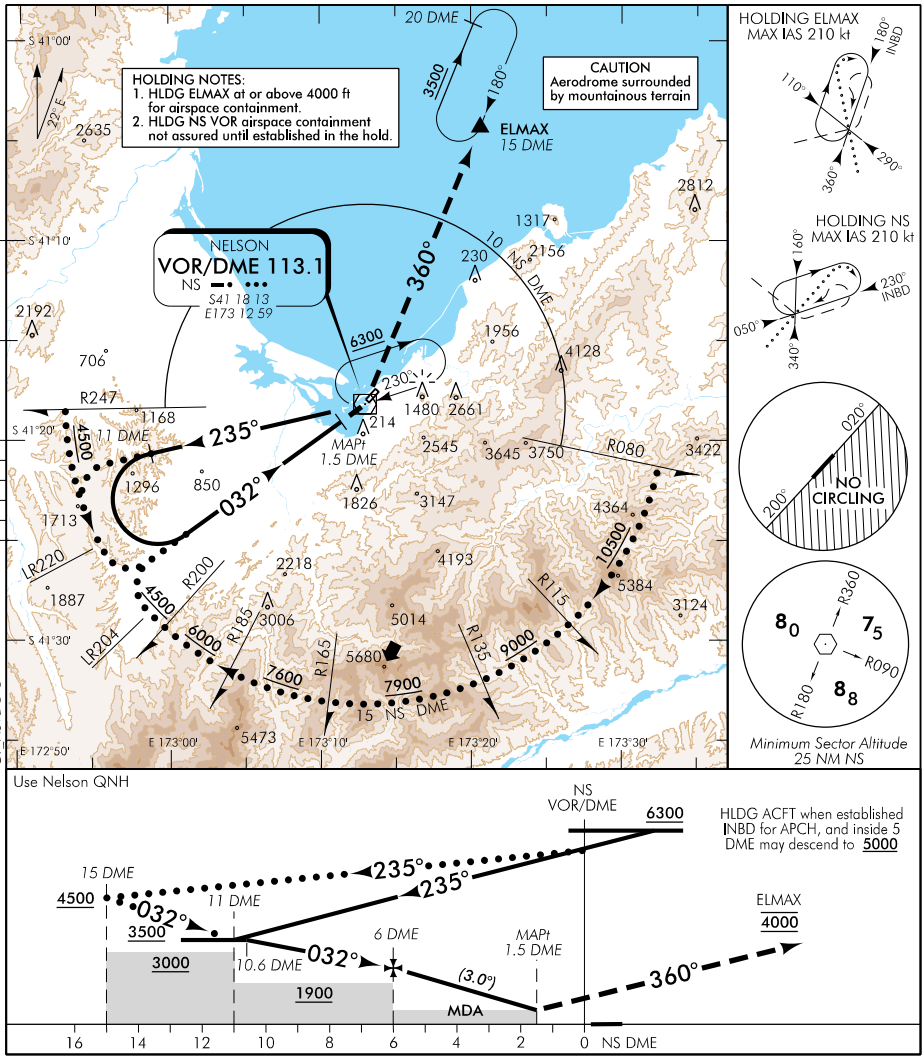
NZNS

CAT A,B,C

NELSON

VOR/DME C

TOWER: 127.4 *ATIS*: 129.1 *UNATTENDED*: 127.4



NS DME DIST	10	9	8	7	6	5	4	3	2	MAPt 1.5
Advisory Altitude 5.2%	3300	2980	2660	2350	2030	1710	1390	1070	760	MDA

Category	A	B	C	D
Circling *	**590**(573) – 1900	**630**(613) – 2800	**780**(763) – 3700	NA

* Circling NA east of RWY 02/20

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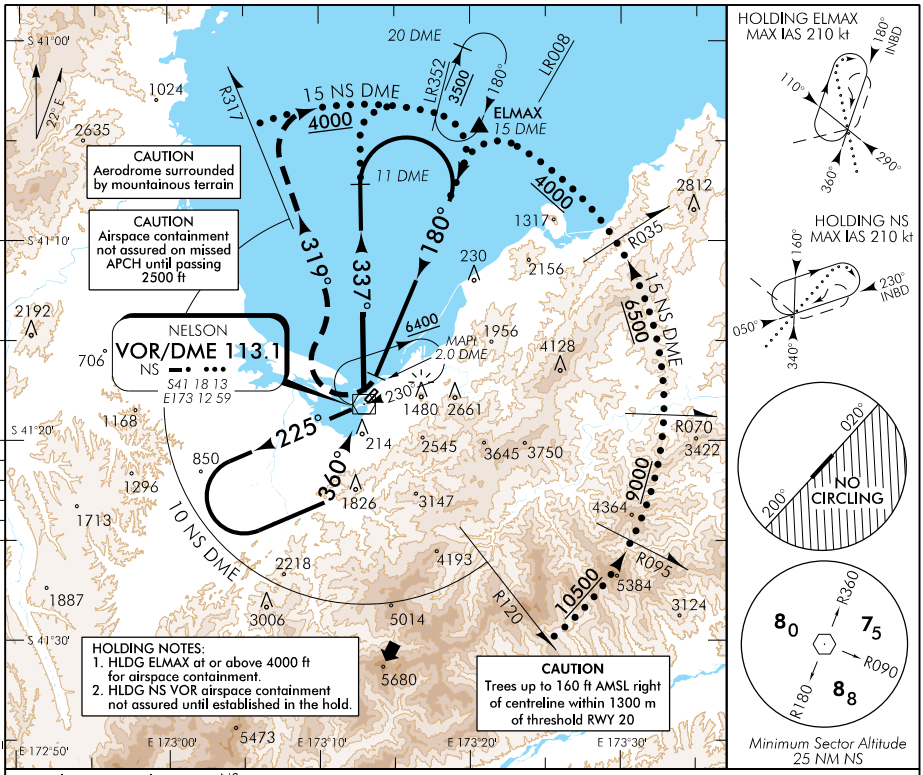
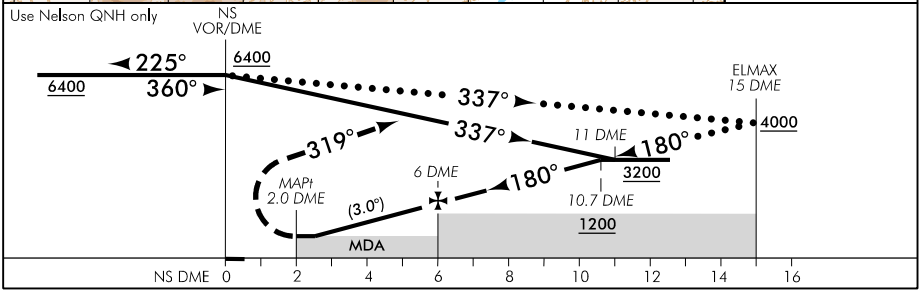
ELEV 17

CAT A,B,C

NELSON
VOR/DME A

TOWER: 127.4 UNATTENDED: 127.4 ATIS: 129.1





Changes from 8 NOV 18: Mast lighting correction.

MISSED APCH: MAX IAS 200 kt. Turn RIGHT intercept R319, turn RIGHT and join 15 DME arc, enter ELMAX hold 4000

NS DME DIST	MAPt 2	2.6	3	4	5	6	7	8	9	10
Advisory Altitude 5.2%	MDA	MDA	740	1060	1380	1700	2020	2340	2650	2970

Category	A	B	C	D
Circling *	**610**(593) – 1900	**630**(613) – 2800	**780**(763) – 3700	NA

* Circling NA east of RWY 02/20

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ELEV 17

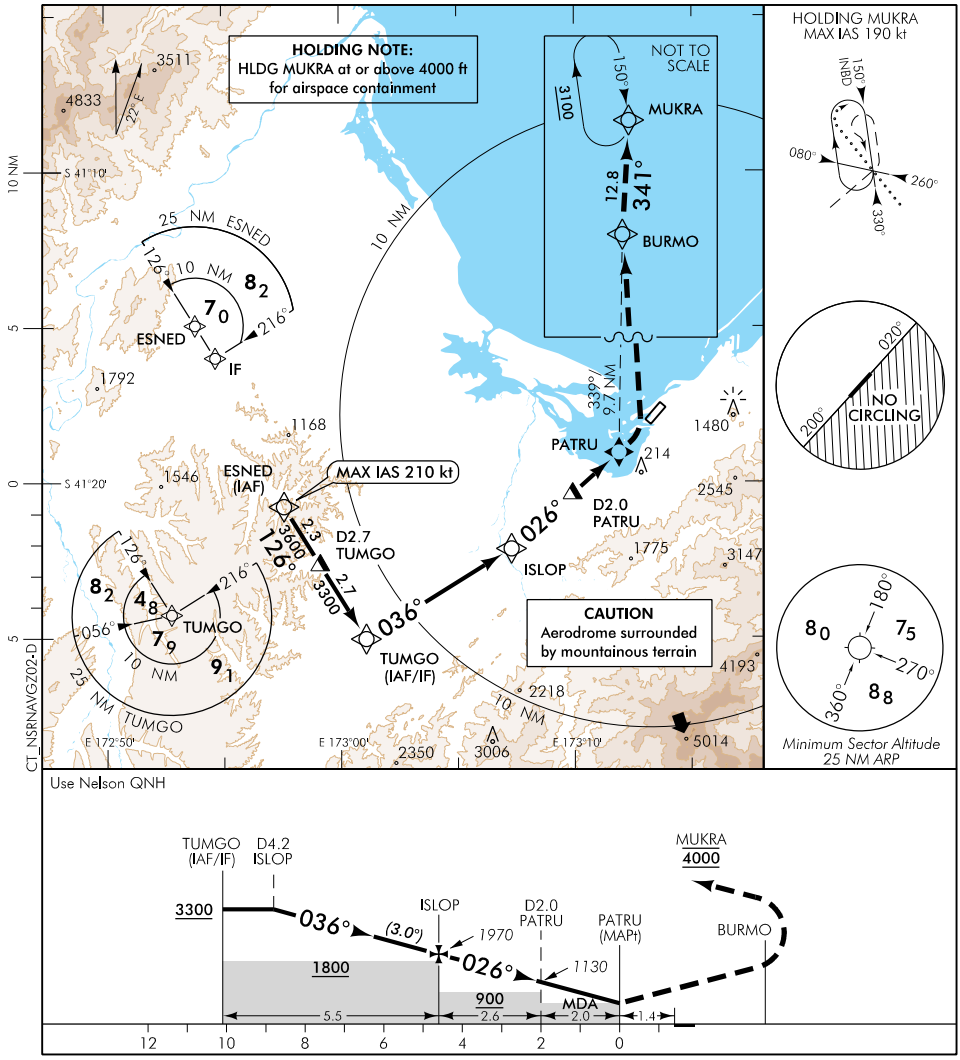
RWY 02 THR ELEV 10

CAT A,B,C

NELSON

RNAV (GNSS) Z RWY 02

TOWER: 127.4 *UNATTENDED*: 127.4 *ATIS*: 129.1



DISTANCE to WPT	TUMGO	5	4	3	2	1	ISLOP	4	3	2	1	PATRU
Advisory Altitude 5.2%	3720	3560	3240	2920	2600	2290	1970	1760	1450	1130	810	MDA
Category	A			B			C			D		
LNAV	**490**(473) – 1600						**560**(543) – 2800			NA		
Circling *	**530**(513) – 1900			**630**(613) – 2800			**780**(763) – 3700					

* Circling NA east of RWY 02/20

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ELEV 17

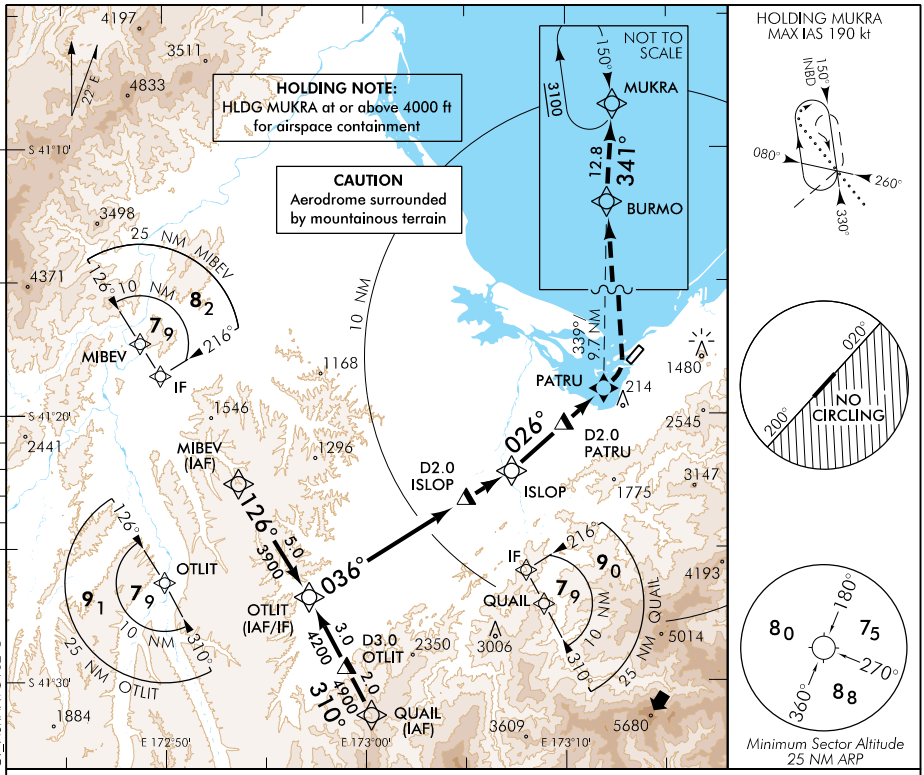
RWY 02 THR ELEV 10

TOWER: 127.4 UNATTENDED: 127.4 ATIS: 129.1

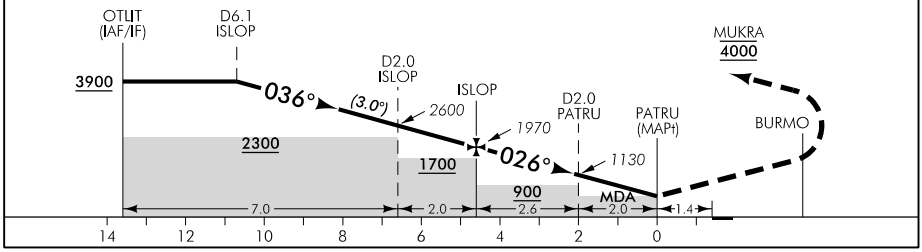
CAT A,B,C

NELSON

RNAV (GNSS) Y RWY 02



Use Nelson QNH



MISSED APCH: Turn LEFT direct to BURMO, track 341° to MUKRA hold 4000

DISTANCE to WPT	OTLIT	8	7	6	5	4	3	2	1	ISLOP	4	3	2	1	PATRU
Advisory Altitude 5.2%	4820	4510	4200	3880	3560	3240	2920	2600	2290	1970	1760	1450	1130	810	MDA

Category	A	B	C	D
LNAV	**490**(473) – 1600		**560**(543) – 2800	NA
Circling *	**530**(513) – 1900	**630**(613) – 2800	**780**(763) – 3700	

* Circling NA east of RWY 02/20

Changes from 23 MAY 19: Mast lighting correction.

CT_NSRNAVGY02-C

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ELEV 17

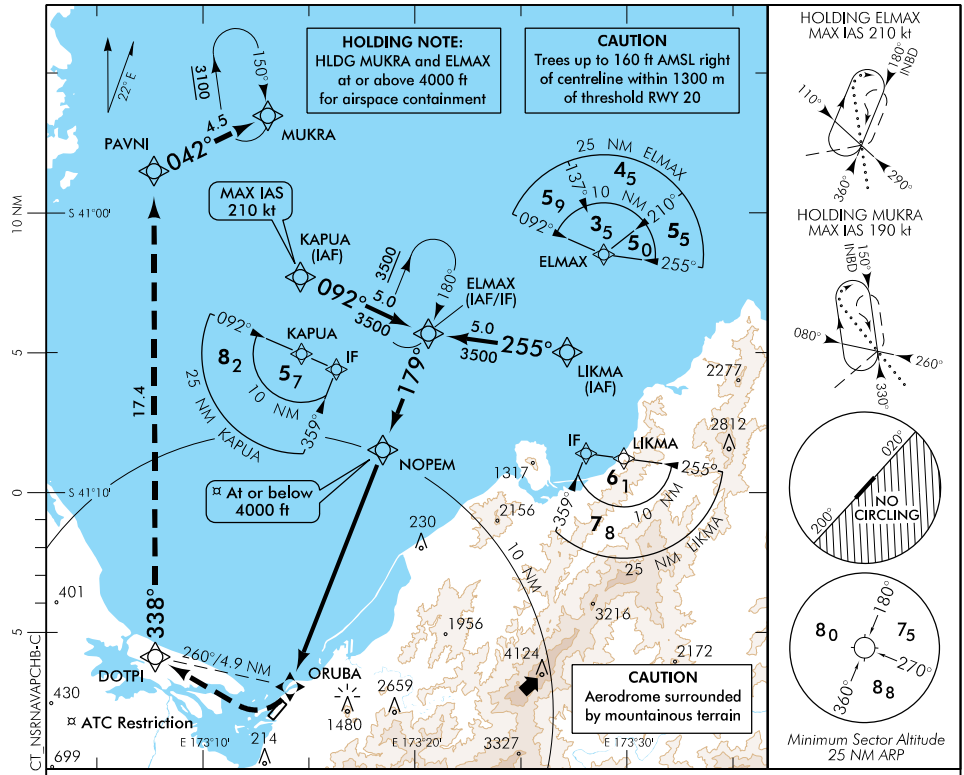
RWY 20 THR ELEV 14

CAT A,B,C

NELSON

RNAV (GNSS) B

TOWER: 127.4 *UNATTENDED*: 127.4 *ATIS*: 129.1



Changes from 23 MAY 19: Mast lighting correction.

MISSED APCH: MAX IAS 160 kt until turn to DOTPI complete. Turn RIGHT direct to DOTPI, track 338° to PAVNI, turn RIGHT track 042° to MUKRA hold 4000

DISTANCE to WPT	ORUBA	1.2	2	3	4	5	6	7	8	NOPEM	1	2	3	4	ELMAX
Advisory Altitude 5.2%	MDA	MDA	890	1210	1530	1850	2170	2480	2800	3150	3460	3780	4100	4420	4570
Category	A				B				C				D		
Circling *	**630**(613) – 1900				**630**(613) – 2800				**780**(763) – 3700				NA		

* Circling NA east of RWY 02/20

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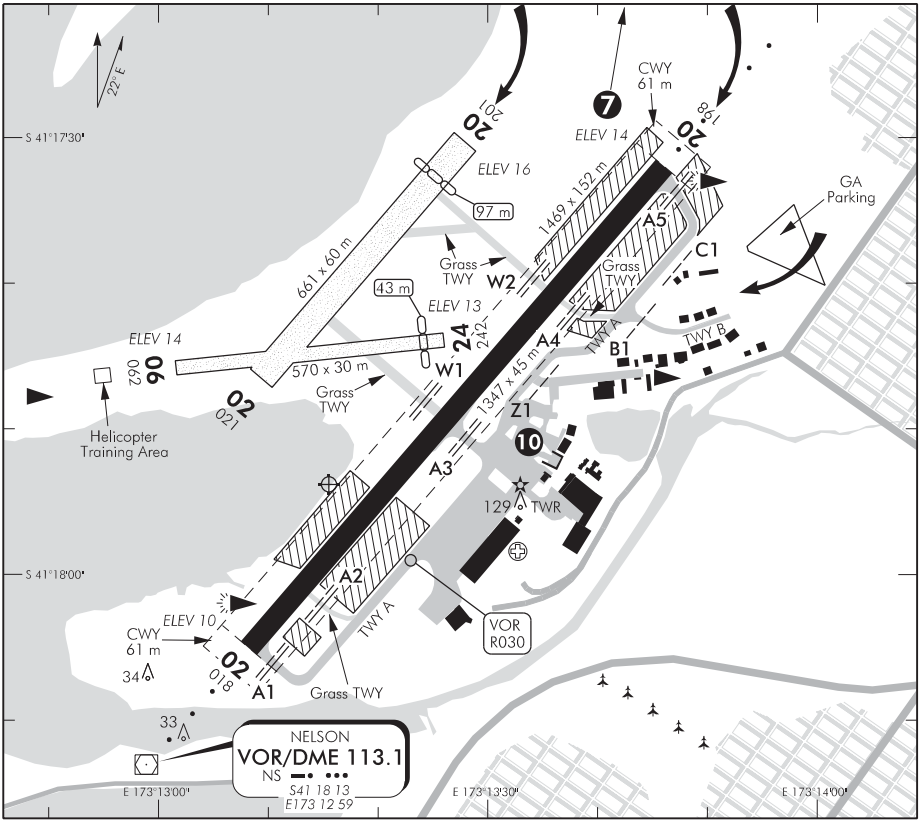
ELEV 17

NELSON

NZNS

AERODROME (1)

TOWER: 127.4 *DELIVERY:* 123.3 *ATIS:* 129.1 *UNATTENDED:* 127.4



Changes from 16 JUL 20: Terminal extended, ATC authorisation text removed.

1. Circuit: RWY 02, Gr RWY 02, — Left hand
   Vector 06 — Left hand
   RWY 20, Gr RWY 20 — Right hand
   Vector 24 — Right hand
   When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL. Aircraft in the circuit are to remain east of Rabbit Island.
2. Simultaneous operations on parallel paved and grass runways 02/20 permitted.
3. NORDO light aircraft use grass RWY and vectors west and clear of sealed RWY 02/20.
4. **CAUTION:** a) Departures off Vector 06 due downdraughts in easterly wind conditions and high terrain.
   b) Bird hazard. Large numbers of oystercatchers at high tide from mid January to August.
5. Night Circuit training prohibited after 2200 HR local.
6. Use of helicopter training area requires prior approval by local Air Traffic Control.

❼ **CAUTION:** Kite surfing may be operating at any time during daylight hours on the western end of Tahunanui Beach (0.8 NM north) up to tree top height 100 ft.

8. Aircraft in excess of 6000 kg must not U-turn on RWY 02/20 except as directed by ATC.
9. TWY B limited to aircraft with MAUW at or below 7500 kg.

(continued)

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⑩ **Flashing orange light NNE of gate 11 indicates possible severe prop-wash. When light is flashing during unattended airport hours aircraft should notify intentions on 127.4 for status of taxiway between A3 and A4.**

D

11. Rough patches on some grass areas. Aircraft should exercise caution or use paved movement areas.

12. All aircraft operations at the aerodrome are subject to the Aeronautical Conditions of Use available at www.nelsonairport.co.nz

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	Take-off distance 1:30	Take-off distance 1:62.5	LDG DIST
02 20	B	PCN 18 F/C/X/T	8	Nil	1347			1408	1347
02 02	Gr	ESWL 9080	4 5	0.15U	661	564			661
20 20	Gr	ESWL 9080	5 4	0.15D	661	661			564
06 06	Gr	ESWL 9080	3 4	0.02D	570	527			570
24 24	Gr	ESWL 9080	4 3	0.02U	570	570			527

MINIMA

IFR Take-off		
RWY	Day	Night
02/20[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 20 available during TWR HR — not below 0–800. Reduced minima N/A RWY 02.

LIGHTING

Runway: 02 LIL ALS, REIL, PAPI 3.00°/TCH 48, LIL RWY
20 LIL ALS, PAPI 3.00°/TCH 48, LIL RWY

RWY edge light spacing — 60 m

Aerodrome: ABN FLG W 2.5 SEC WDI

Taxiway: Edge of Centre TWY only

Edge of TWY A south of apron, A1 and A3. (No edge lights on TWY A from apron north to RWY 20.)

Apron: Edge and floodlighting (no edge lights on southern apron)

Outside Nelson Tower hours of service, remote control of lighting available from Christchurch ACC 123.7 MHz or by phone on 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users), advising runway to be used. Brilliance adjustments may take up to one minute to action.

Advise Christchurch when complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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NELSON

OPERATIONAL DATA (2)

FACILITIES

Fuel: Air BP: Jet A1, Avgas 100. Access via BP swipecard
Z Energy Jet A1, Avgas 100, access via Z card
Jet A1 available from Z Energy tanker on 133.675 MHz or Tel +64 3 547 3967.
Available daily 0600 to 2000 local or by prior arrangement.

Passenger

RFS: CAT 3 available during promulgated Air Traffic Service hours. Outside of these hours by prior arrangement with the Operations Manager, Nelson Airport Ltd, Tel (03) 547 3199.

SUPPLEMENTARY

Operator: Nelson Airport Limited, PO Box 1598, Nelson.
Tel (03) 547 3199
Email: office@nelsonairport.co.nz

Available for general use without the permission of the operator.

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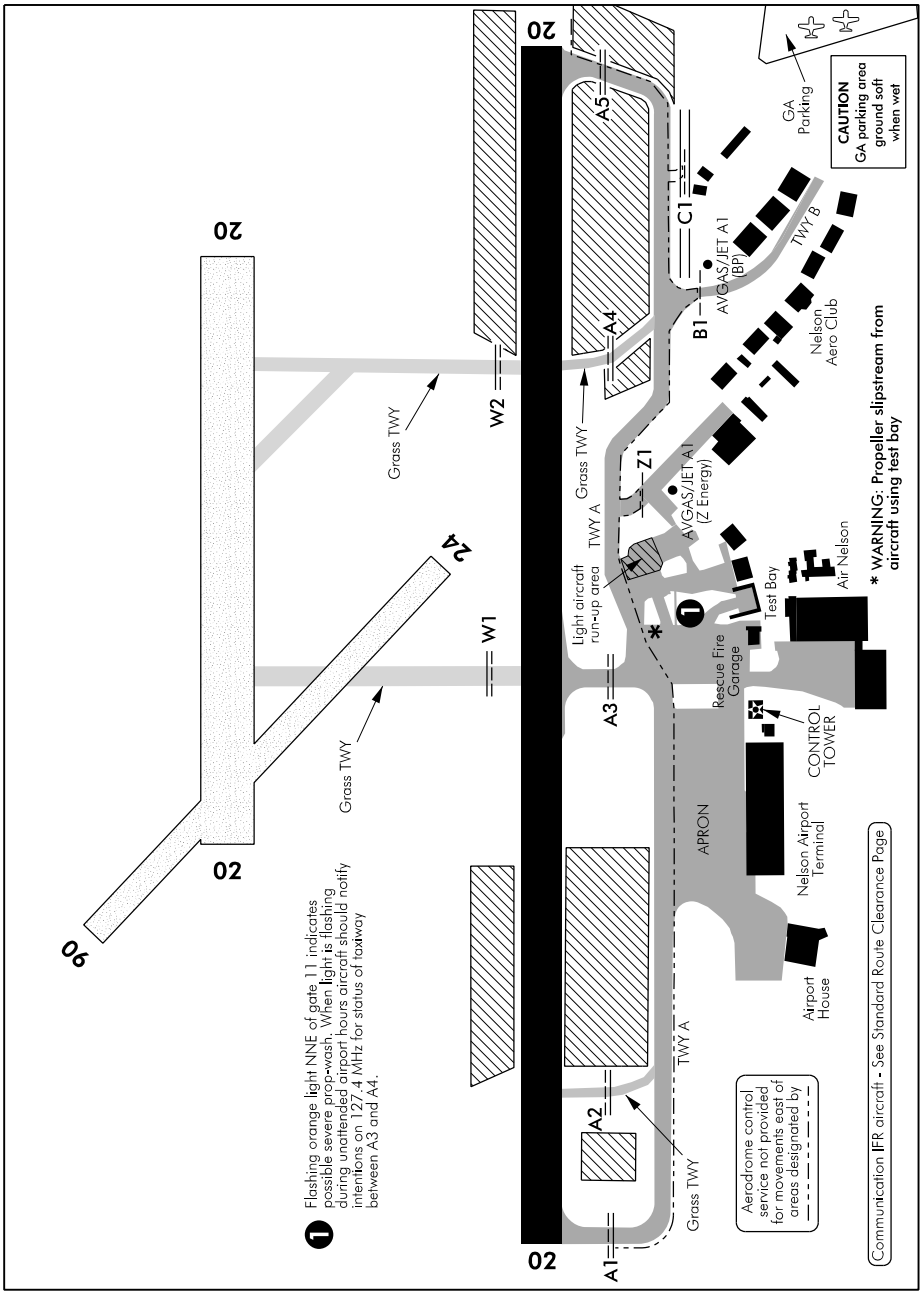
ELEV 17

NZNS

NELSON

GROUND MOVEMENTS (1)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4



Changes from 31 JAN 19: Terminal extended.

NSGM-U

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ELEV 17

NZNS

NELSON

GROUND MOVEMENTS (2)

TOWER: 127.4 *DELIVERY:* 123.3 *ATIS:* 129.1 *UNATTENDED:* 127.4

NSGM2-P

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For flights departing Nelson Airport:

ADES	Designator	Route
AA	NSAA1	RWY 02 — Q438 IGUTA Y175 OMKUN Y311 DADUK Y273 PEPPE H182. RWY 20 — BIVER Y341 SEBRU Y655 OMKUN Y311 DADUK Y273 PEPPE H182
CH	NSCH2	Q787 ALADA Y894
HN	NSHN1	RWY 02 — Q438 IGUTA Y175 OPABI Q126 RWY 20 — BIVER Y341 SEBRU Y655 OMKUN Y175 OPABI Q126
PM	NSPM2	Q438 SNAPA Y501 DUMOT H240
PP	NSPP3	H267 SIMZI Q388
WU	NSWU2	RWY 02 — H240 DUMOT Q367 RWY 20 — Q438 SNAPA Y501 DUMOT Q367
WN	NSWN2	H267❶
WB	NSWB3	H133

Where specified the following applies:

❶ Non-RNAV aircraft expect radar vectors after SIMZI.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

Communication

Arriving Aircraft — IFR

Arriving aircraft to remain on TOWER frequency until parked.

Departing Aircraft — IFR

- Call DELIVERY up to a maximum 15 minutes prior to start for route clearance, advising stand number or location on aerodrome, requested level, alternate, receipt of ATIS and QNH.
- ATC clearance will be issued after flight plan handling is complete, normally within 2 minutes.
- When ready call DELIVERY for start approval and advise POB. Any start delay will be advised at this time.
- Call TOWER for taxi clearance and departure instructions.
- When airborne remain on Nelson TOWER frequency until instructed.

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ELEV 17
NZNS

CAT A,B,C

NELSON
SID RWY 02

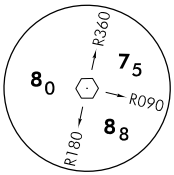
TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

Departure procedures

Take-off RWY 02

Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

CAUTION: Aerodrome surrounded by mountainous terrain



Minimum Sector Altitude
25 NM NS

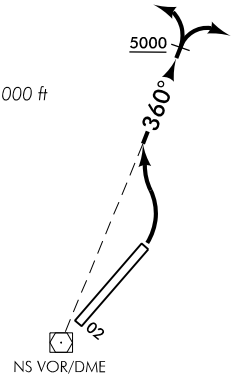
RWY 02
ZULU TWO DEPARTURE (ZULU2)
MNM net climb gradient 5.7% (350 ft/NM) to 700 ft

To KUNVO, SNAPA, DALKI, BOLOX, EGUSA, SIMZI, LUBSI, GUNEL, PEAKS, NESTA, MARKO

To ATAPO, CONOR, SKEET
Airspace containment – MNM net climb gradient 6.3% (390 ft/NM) to 10,000 ft

- Turns prior to crossing RWY end not authorised
- Maintain RWY CL to 700 ft
- Turn LEFT, intercept R360
- At MNM 5000 ft turn to intercept track

To SIMZI and LUBSI – ATC may require hold down at 7000 ft until established on or until south of R070



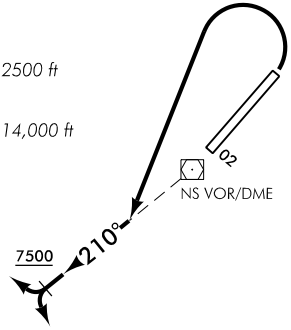
RWY 02
YANKEE ONE DEPARTURE (YANKEE1)
Available only if cruise level is 8000 ft or above
MNM net climb gradient 5.7% (350 ft/NM) to 2500 ft

To SNAPA, DALKI, BOLOX, EGUSA, SIMZI, LUBSI, GUNEL, PEAKS, NESTA, ATAPO, DUMIK
Airspace containment – MNM net climb gradient 5.7% (350 ft/NM) to 2500 ft

To CONOR and SKEET
Airspace containment – MNM net climb gradient 5.7% (350 ft/NM) to 14,000 ft

- Turns prior to crossing RWY end not authorised
- Maintain RWY CL to 700 ft
- Turn LEFT, intercept R210
- At MNM 7500 ft turn to intercept track

ATC may require hold down at 6000 ft until 10 NS DME on R210



NSSID02-G

Changes from 10 SEP 20: Chart title amended.

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ELEV 17

NZNS

CAT A,B,C

NELSON

SID RWY 20

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

Departure Procedures

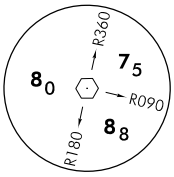
Take-off RWY 20

Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.

CAUTION: Aerodrome surrounded by mountainous terrain.

Close-in obstables not considered in climb gradient:

– ***Trees MAX 49 ft AMSL located in sector 140°-150° between 200 m and 223 m from CWY end.***



Minimum Sector Altitude
25 NM NS

RWY 20
XRAY TWO DEPARTURE (XRAY2)
Available only if cruise level is 8000 ft or above
MNM net climb gradient 4.2% (260 ft/NM) to 7500 ft

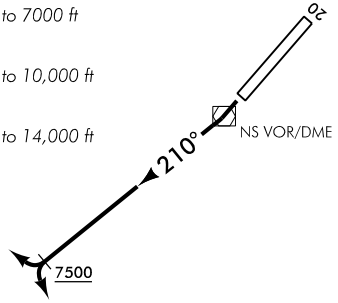
To DALKI, BOLOX, EGUSA, SIMZI, LUBSI, GUNEL, DUMIK, KUNVO, SNAPA, PEAKS, NESTA
Airspace containment – MNM net climb gradient 5.9% (360 ft/NM) to 7000 ft

To ATAPO
Airspace containment – MNM net climb gradient 5.7% (350 ft/NM) to 10,000 ft

To CONOR and SKEET
Airspace containment – MNM net climb gradient 7.4% (450 ft/NM) to 14,000 ft

- Turns prior to crossing RWY end not authorised
- Maintain RWY CL to 500 ft
- Intercept R210, climb to MNM 7500 ft
- Turn to intercept track

ATC may require hold down at 6000 ft until 10 NS DME on R210



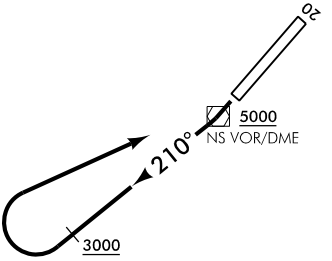
RWY 20
VICTOR TWO DEPARTURE (VICTOR2)

To DUMIK, KUNVO, SNAPA, DALKI, BOLOX, EGUSA, SIMZI, LUBSI
Minimum net climb gradient 4.2% (260 ft/NM) to 5000 ft

- Turns prior to crossing RWY end not authorised
- Maintain RWY CL to 500 ft
- Climb on R210 to MNM 3000 ft
- Turn RIGHT, track to NS VOR
- Cross NS VOR at or above 5000 ft, intercept track

To NS VOR
Minimum net climb gradient 4.2% (260 ft/NM) to 7900 ft

- Turns prior to crossing RWY end not authorised
- Maintain RWY CL to 500 ft
- Intercept R210, climb to MNM 3000 ft
- Turn RIGHT, track to NS VOR
- Cross NS VOR at or above 5000 ft
- Continue climb in hold to MNM holding altitude



Changes from 10 SEP 20: Chart titled amended.

NSSID20-G

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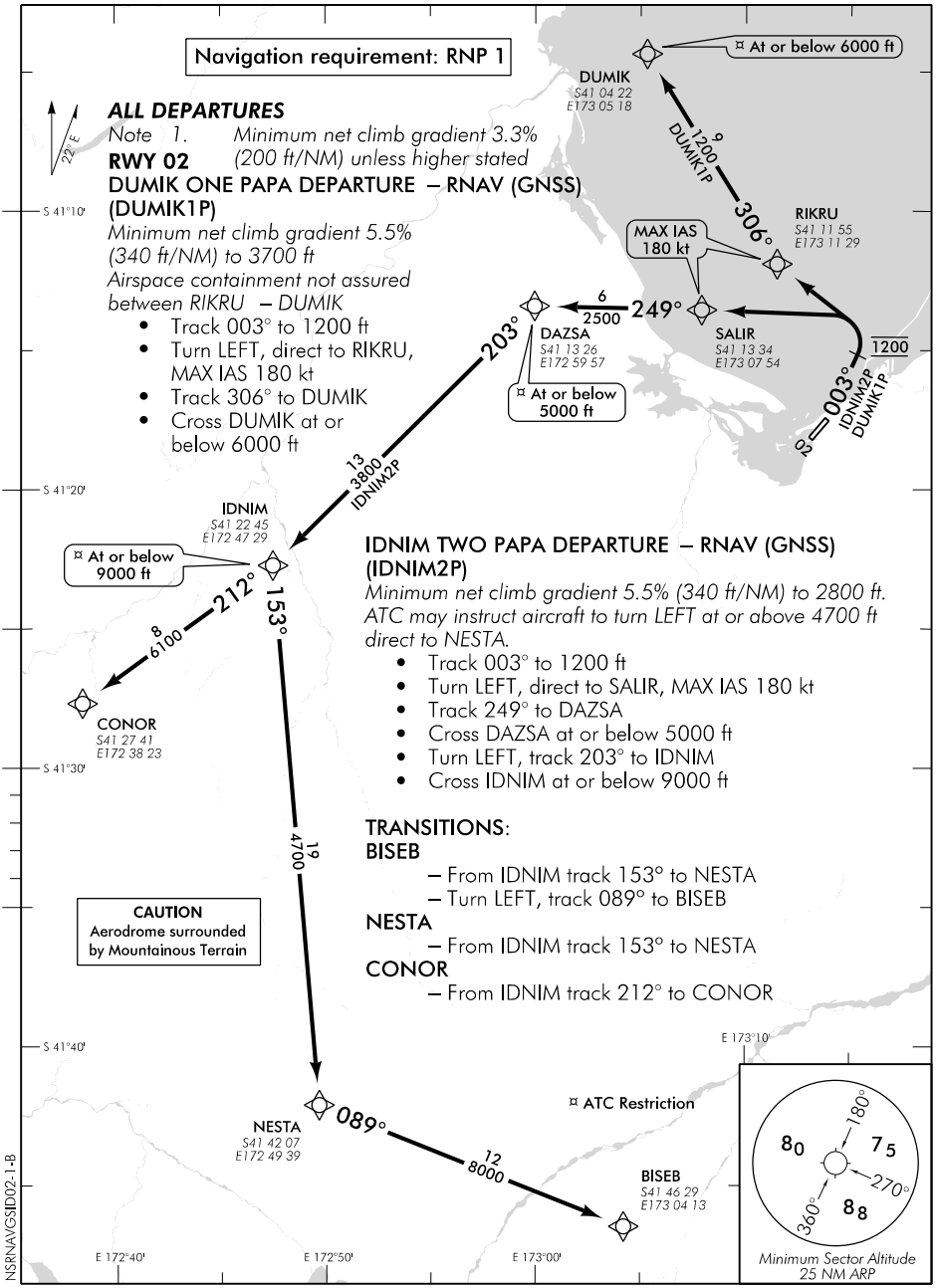
ELEV 17
NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 02 (1)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4



Changes from 8 NOV 18: IDNIM2P ATC instructions, IDNIM crossing altitude text.

Effective: 23 MAY 19

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ELEV 17

NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 02 (2)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

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NELSON

RNAV (GNSS) SID RWY 02 (2)

ELEV 17

NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 02 (3)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

Changes from 8 NOV 18: Minimum net climb gradient, BIRET WPT removed.

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ELEV 17

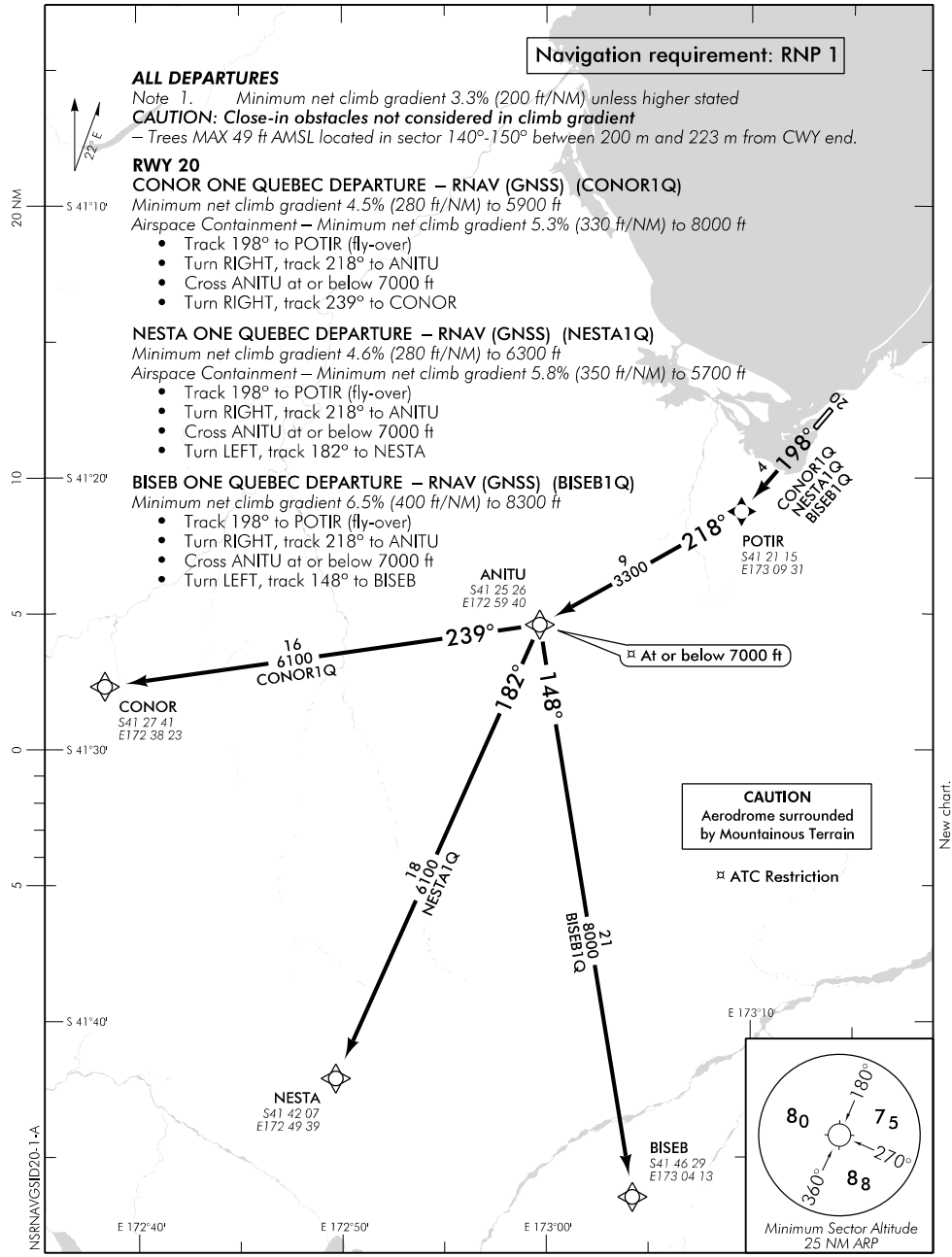
NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 20 (1)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4



© Civil Aviation Authority

ELEV 17

NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 20 (2)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

© Civil Aviation Authority

NELSON
RNAV (GNSS) SID RWY 20 (2)

ELEV 17

NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 20 (3)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

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ELEV 17
NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 20 (4)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

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NELSON
RNAV (GNSS) SID RWY 20 (4)

ELEV 17

NZNS

CAT A,B,C

NELSON

RNAV (GNSS) SID RWY 20 (5)

TOWER: 127.4 *DELIVERY*: 123.3 *ATIS*: 129.1 *UNATTENDED*: 127.4

ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– *Trees MAX 49 ft AMSL located in sector 140°-150° between 200 m and 223 m from CWY end*

RWY 20

LUSRA TWO QUEBEC DEPARTURE – RNAV (GNSS) (LUSRA2Q)

Minimum net climb gradient 4.5% (280 ft/NM) to 6500 ft, if unable to comply advise Delivery on start-up.

Airspace Containment – Minimum net climb gradient 5.8% (350 ft/NM) to 5000 ft.

- Track 198° to POTIR (fly-over)
- Turn RIGHT, track 218° to 5000 ft
- Turn LEFT, direct to PUDIG, MAX IAS 180 kt until turn complete
- Cross PUDIG at or below 7000 ft
- Turn RIGHT, track 069° via IKITO to LUSRA
- Cross IKITO at or above 8000 ft

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NZNP / NPL NEW PLYMOUTH

RUNWAY / FACILITIES

CAT: A	Mag 21E			Elev 97ft
RWY	CAT II/III	Length	AID	TCH
05/23	N/A	1301m	PAPI	47ft
Standby Power Available		RFS: Cat 5 *		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Auckland (5), Hamilton (5), Palmerston North (5), Wellington (5), Rotorua (4), Napier (4), Nelson (4), Woodbourne (4), Ohakea (1)				

*** RFS Cat 5, 20 minutes either side of all scheduled movements of aircraft with a certified seating capacity of more than 30 passenger seats. Other times by arrangement – Refer NZNP AD 2-52.2.**

THREATS

- Bird Hazard – Refer NZNP AD2-51.1 for additional information.
- Runway slope – convex shape gives unusual perspective on landing. This can also make sighting aircraft at the other end of the runway impossible.
- High terrain – Mt Taranaki 16NM SSW rises to 8260ft.
- Turbulence, windshear, and crosswinds are associated with strong South-east winds.

© Air New Zealand

ARRIVALS

IFR ARRIVAL

Christchurch or Auckland Control will issue a STAR clearance for the arrival into New Plymouth. This arrival will be for an RNAV approach. If flight crew wish to fly the VOR/DME approach, this request can be made on first contact with New Plymouth Tower. In this situation, expect alternative routing instructions and a delay for the VOR/DME approach.

VISUAL APPROACHES/AIRSPACE CONTAINMENT

Aircraft conducting visual approaches from the South must remain clear of G351. This GAA is opened by ATC approval only and has a lower limit varying between 2,500 and 4,500ft and an upper limit of 9,500ft. This GAA is depicted on the New Plymouth STAR charts. To avoid G351, it is recommended flight crew fly an applicable STAR arrival, especially when positioning for Runway 05.

GROUND OPERATIONS

COMMUNICATION

New Plymouth traffic are available on frequency **133.1 MHz**. ETA, fuel requirements and special handling requirements should be passed on prior to arrival.

DEPARTURES

DEPARTURE RUNWAY DEPENDENT STANDARD ROUTE CLEARANCES

The standard route from New Plymouth to Christchurch is departure runway dependent. Crew will need to pay close attention to the navigation log route designator in order to load the correct route clearance from the pilot route database in the FMS/GNSS.

VISUAL DEPARTURES

New Plymouth Tower may issue visual departure instructions to re-join the SID or establish on track.

REDUCED TAKE-OFF MINIMA

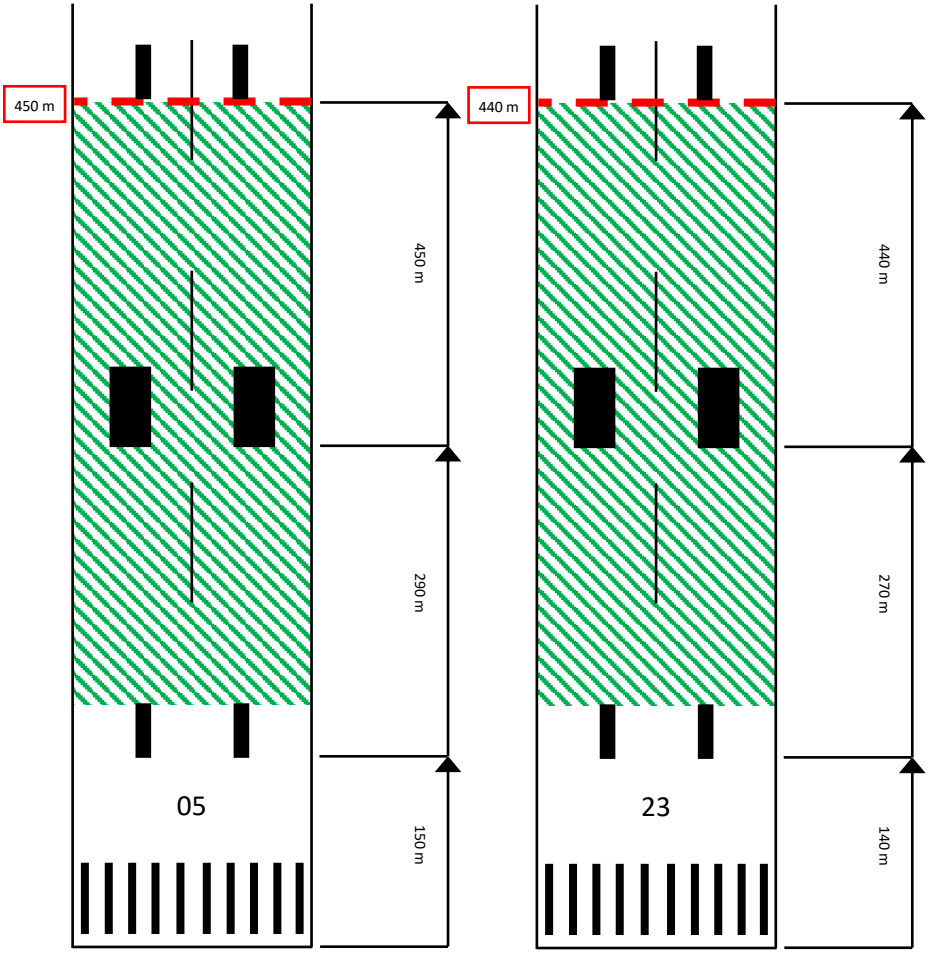
Authorised – not below 0-800 during TWR HR only. Refer to NZNP AD 2-52.1.

© Air New Zealand

TOUCHDOWN ZONE

RUNWAY 05/23

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.

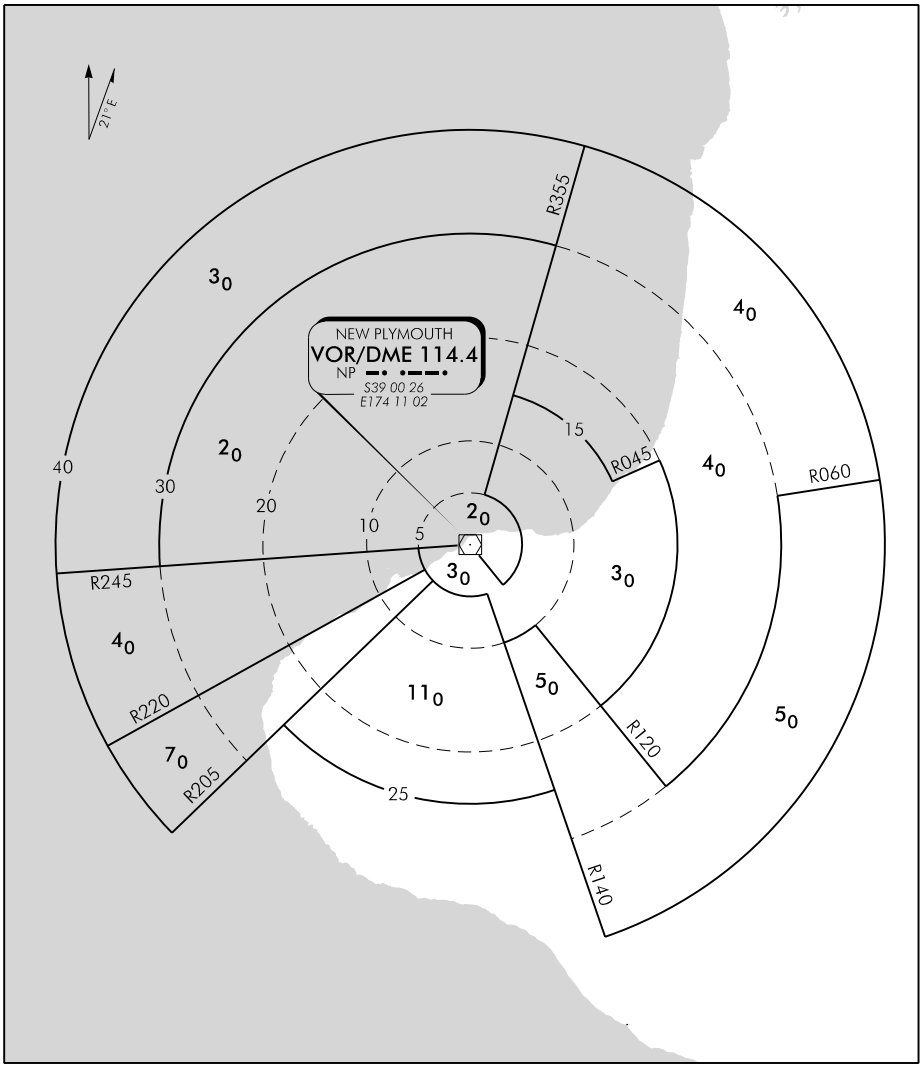


© Air New Zealand

AIR NEW ZEALAND

NEW PLYMOUTH

VOR/DME MRA SECTORS (VORSEC)



NPVORSEC-B

Changes from 7 JUL 05: Pagination.

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ELEV 97

NEW PLYMOUTH

NZNP

STAR RWY 23

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7

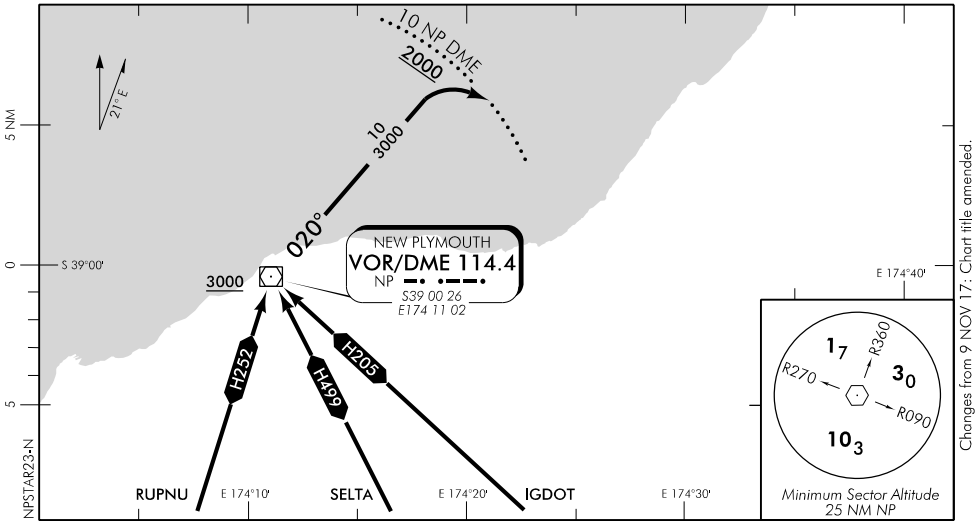
Instrument Training Operations:

Due to traffic congestion at times, all instrument training operations must be pre-coordinated by telephone with the New Plymouth ATC duty controller. Instrument training is not available 0900–1030 MON–FRI local time.

Note: The minimum levels of the DME arc and NP VOR/DME holding patterns are not totally contained within controlled airspace

NEW PLYMOUTH TWO ARRIVAL (NP2)

- Crossing NP VOR descend as cleared to not below 3000 ft
- Track outbound R020 to join NP 10 DME arc for VOR/DME RWY 23 approach



© Civil Aviation Authority

ELEV 97
NZNP
TOWER: 124.7 125.4

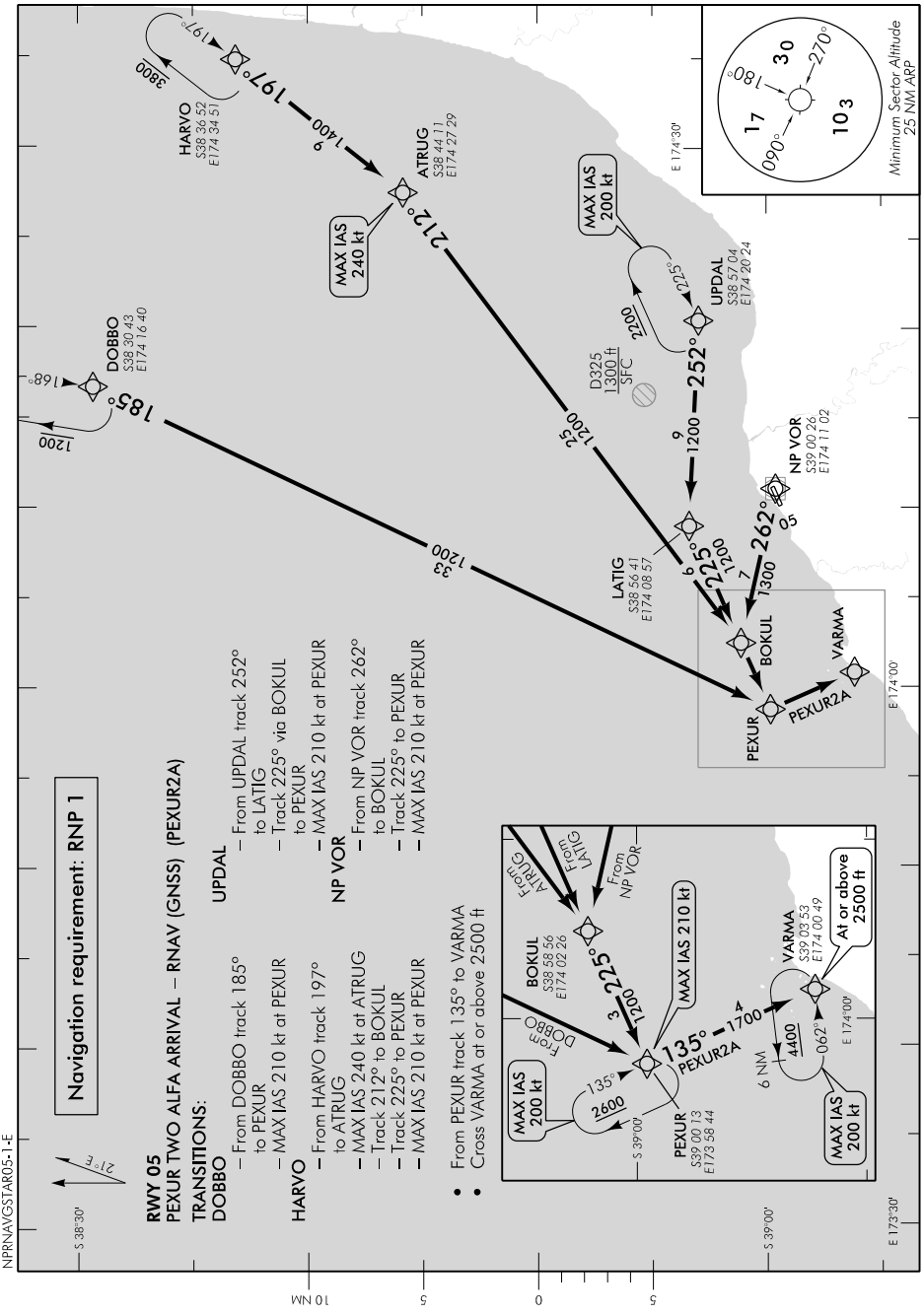
CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH

RNAV (GNSS) STAR RWY 05 (1)

UNATTENDED: 124.7



© Civil Aviation Authority

ELEV 97

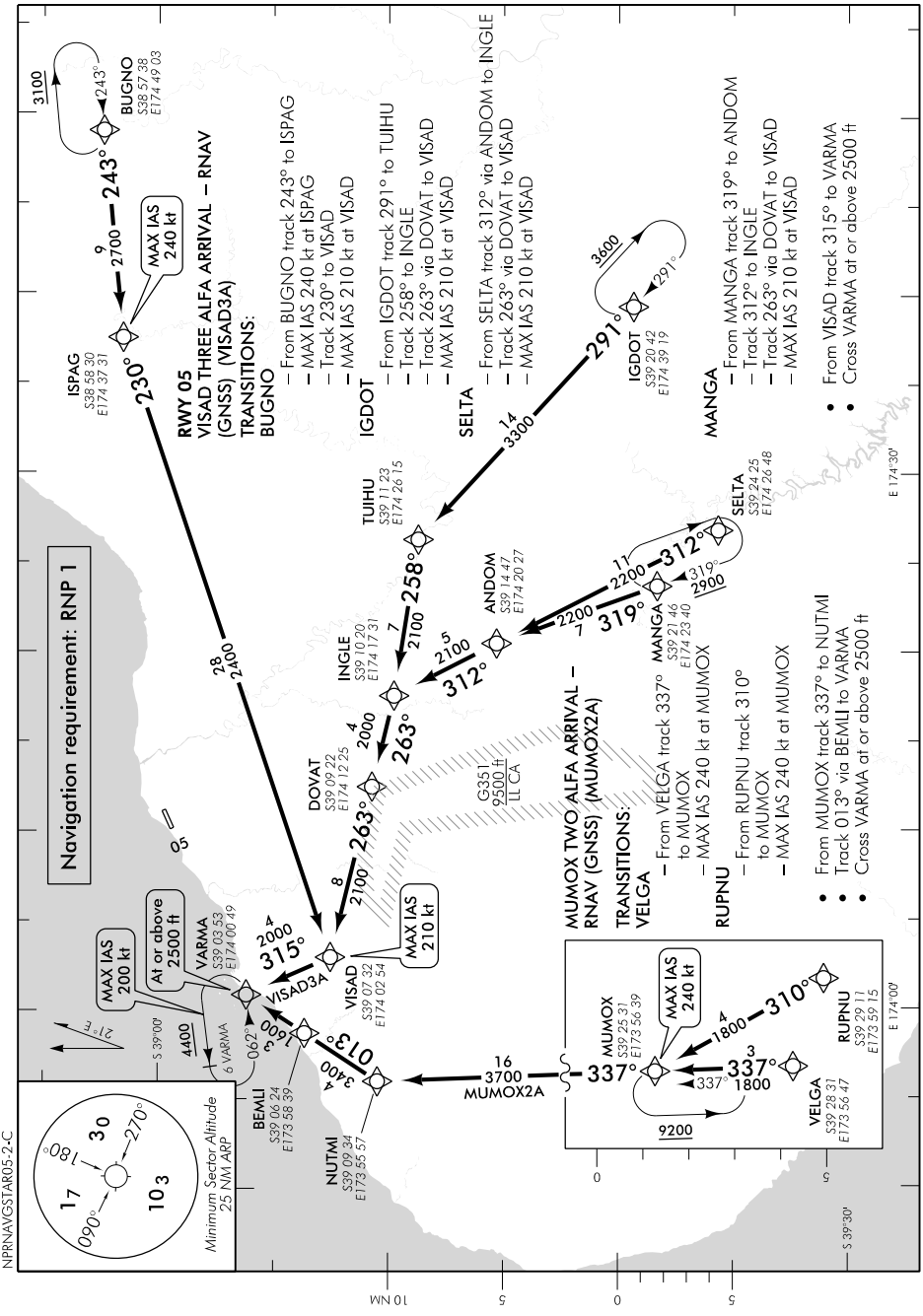
NZNP

CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) STAR RWY 05 (2)

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



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NEW PLYMOUTH
RNAV (GNSS) STAR RWY 05 (2)

ELEV 97

NZNP

TOWER: 124.7 125.4

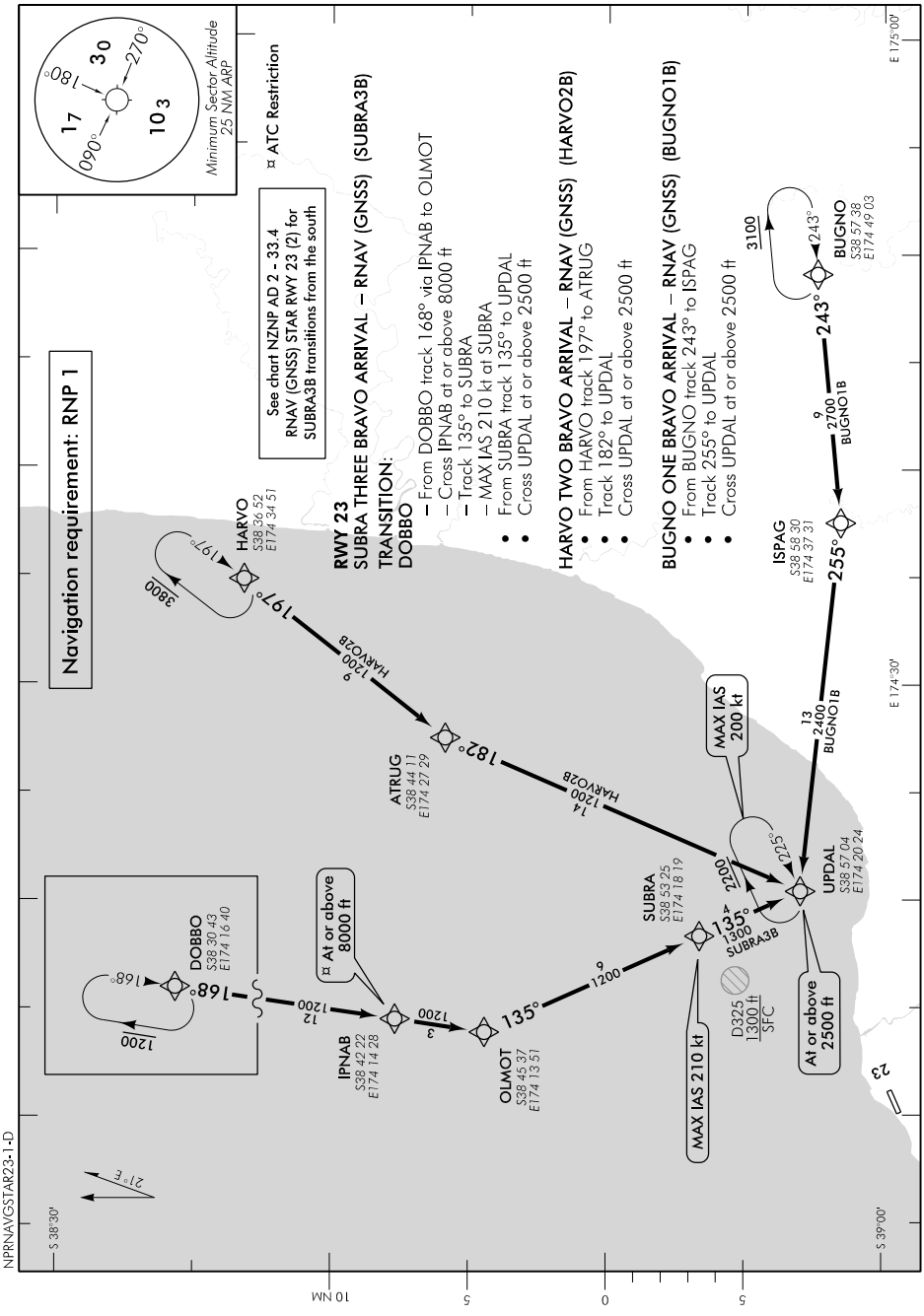
CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH

RNAV (GNSS) STAR RWY 23 (1)

UNATTENDED: 124.7



Changes from 23 MAY 19: BUGNO replaces VAMSU, BUGNO1B replaces VAMSU2B.

NPRNAVGSTAR23-1-ID

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ELEV 97
NZNP
TOWER: 124.7 125.4

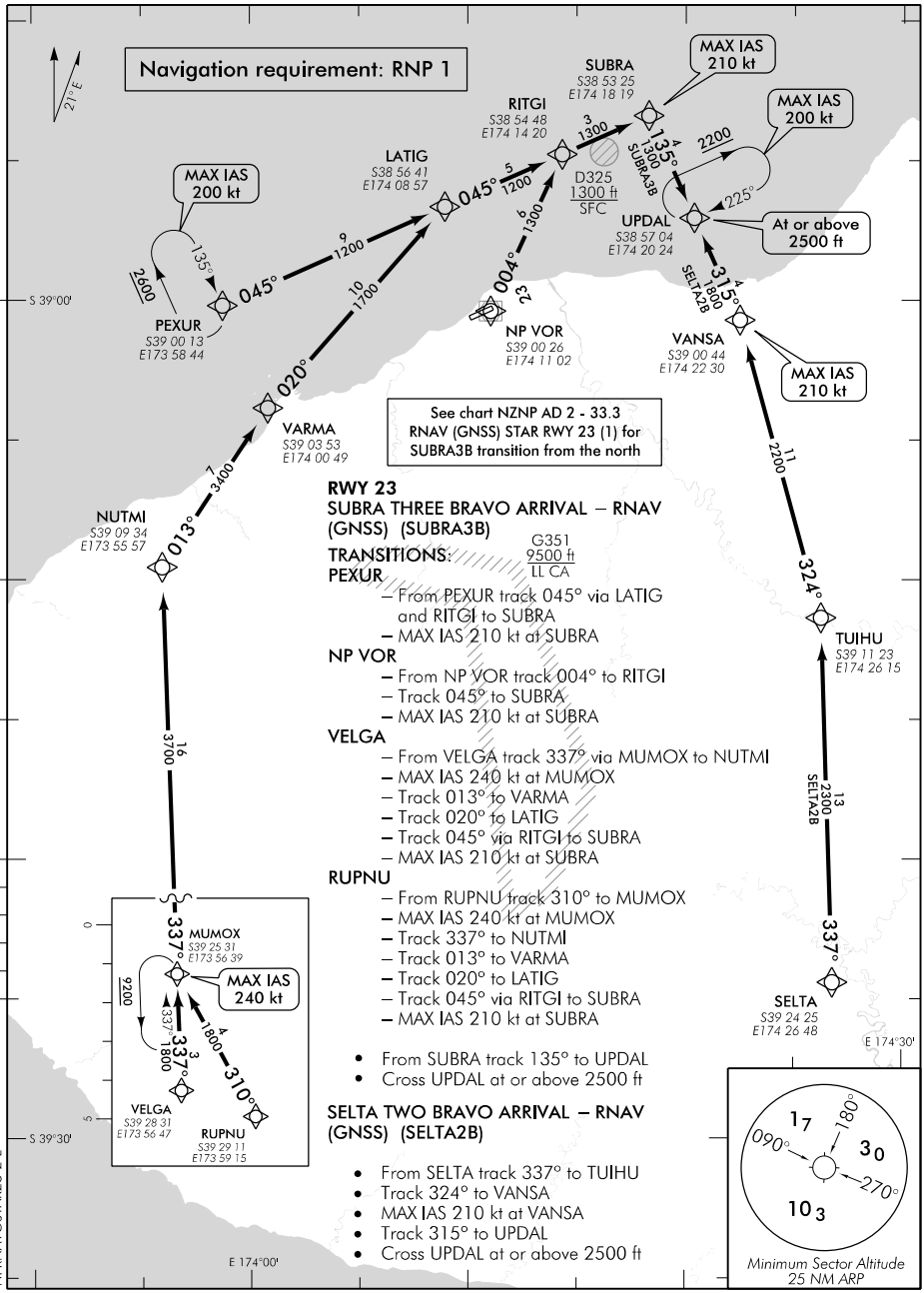
CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH

RNAV (GNSS) STAR RWY 23 (2)

UNATTENDED: 124.7



RWY 23
SUBRA THREE BRAVO ARRIVAL – RNAV (GNSS) (SUBRA3B)

TRANSITIONS:

G351
9500 ft
LL CA

PEXUR
- From PEXUR track 045° via LATIG and RITGI to SUBRA
- MAX IAS 210 kt at SUBRA

NP VOR
- From NP VOR track 004° to RITGI
- Track 045° to SUBRA
- MAX IAS 210 kt at SUBRA

VELGA
- From VELGA track 337° via MUMOX to NUTMI
- MAX IAS 240 kt at MUMOX
- Track 013° to VARMA
- Track 020° to LATIG
- Track 045° via RITGI to SUBRA
- MAX IAS 210 kt at SUBRA

RUPNU
- From RUPNU track 310° to MUMOX
- MAX IAS 240 kt at MUMOX
- Track 337° to NUTMI
- Track 013° to VARMA
- Track 020° to LATIG
- Track 045° via RITGI to SUBRA
- MAX IAS 210 kt at SUBRA

- From SUBRA track 135° to UPDAL
- Cross UPDAL at or above 2500 ft

SELTA TWO BRAVO ARRIVAL – RNAV (GNSS) (SELTA2B)

- From SELTA track 337° to TUIHU
- Track 324° to VANSA
- MAX IAS 210 kt at VANSA
- Track 315° to UPDAL
- Cross UPDAL at or above 2500 ft

Changes from 23 MAY 19: Pagination.

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NEW PLYMOUTH
RNAV (GNSS) STAR RWY 23 (2)

ELEV 97

NZNP

TOWER: 124.7 125.4

CAT A,B,C

ATIS: 127.05

UNATTENDED: 124.7

NEW PLYMOUTH

RNAV (GNSS) STAR RWY 23 (3)

NPRNAVGSTAR23-3-D

Changes from 16 JUL 20: Pagination.

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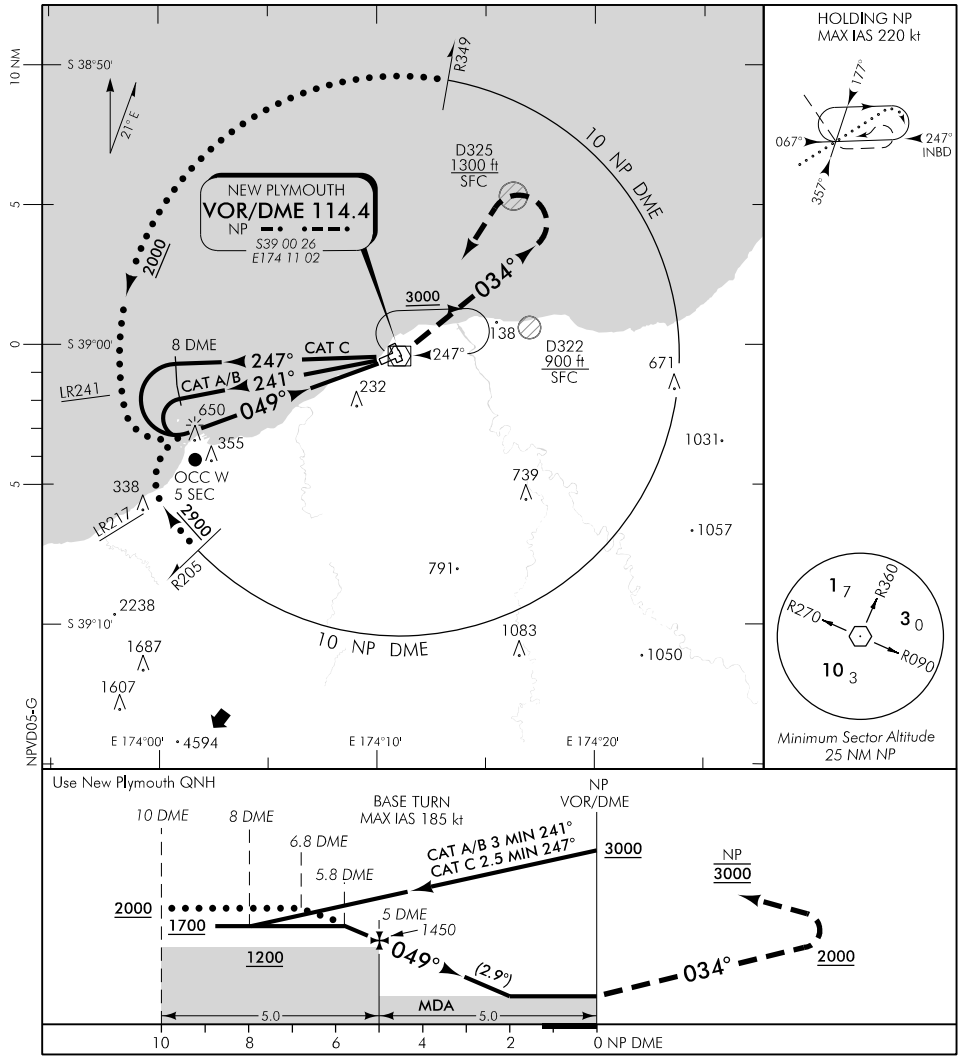
ELEV 97
RWY 05 THR ELEV 89
TOWER: 124.7 125.4

CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH
VOR/DME RWY 05

UNATTENDED: 124.7



Changes from 9 NOV 17: 251 ft Bell Block mast removed.

MISSED APCH: Track 034° to **2000**, turn LEFT direct to NP hold **3000**

NP DME DIST	10	9	8	7	6	5	4	3	2	MAPt
Advisory Altitude 5%	2950	2650	2350	2050	1750	1450	1150	850	MDA	MDA

Category	A	B	C	D
VOR/DME	**530**(441) – 1600		**530**(441) – 2400	NA
Circling	**600**(503) – 2000	**660**(563) – 2800	* **960**(863) – 4800	

* CAT C circling airspace containment south of NZNP not assured.

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ELEV 97

RWY 05 THR ELEV 89

TOWER: 124.7 125.4

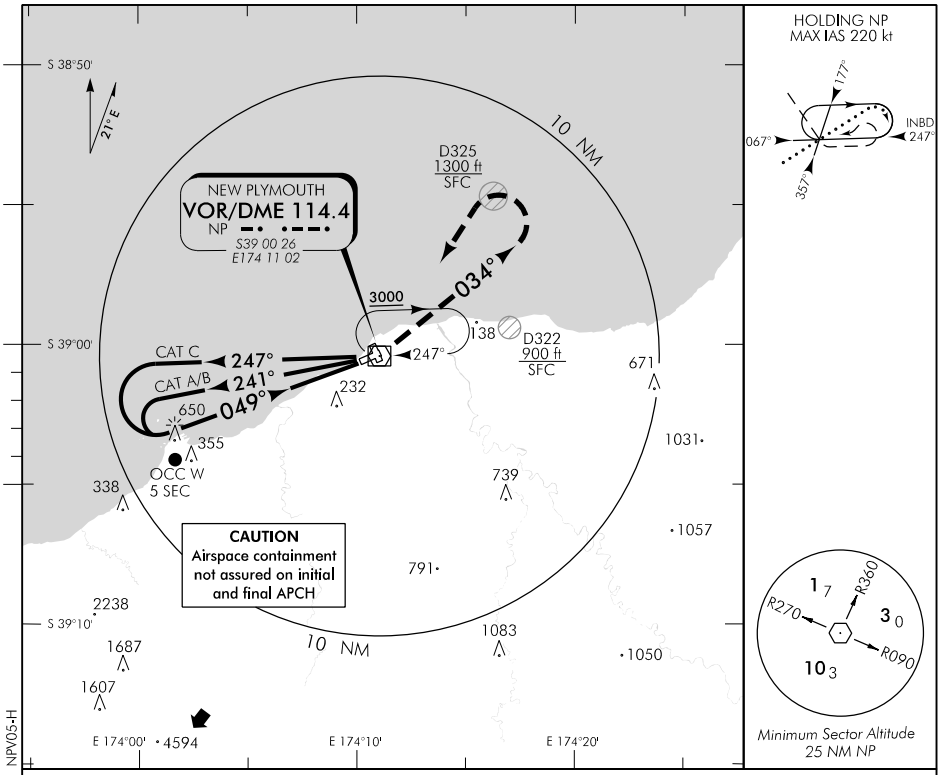
CAT A,B,C

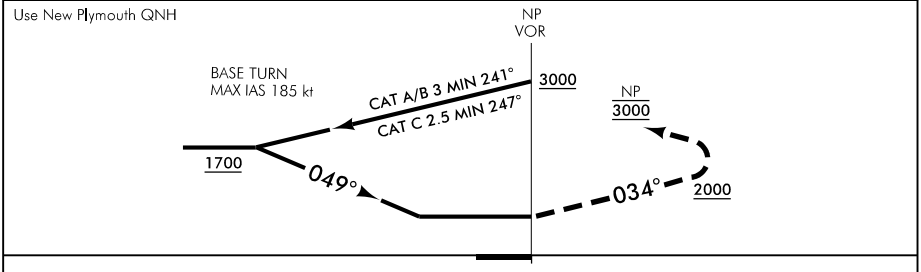
ATIS: 127.05

NEW PLYMOUTH

VOR RWY 05

UNATTENDED: 124.7





Changes from 13 SEP 18: 251 ft Bell Block mast removed.

MISSED APCH: Track 034° to **2000**, turn LEFT direct to NP hold **3000**

Category	A	B	C	D
VOR	**950**(861) – 3000		**950**(861) – 4800	NA
Circling	**950**(853) – 3000		* **960**(863) – 4800	

* CAT C circling airspace containment south of NZNP not assured.

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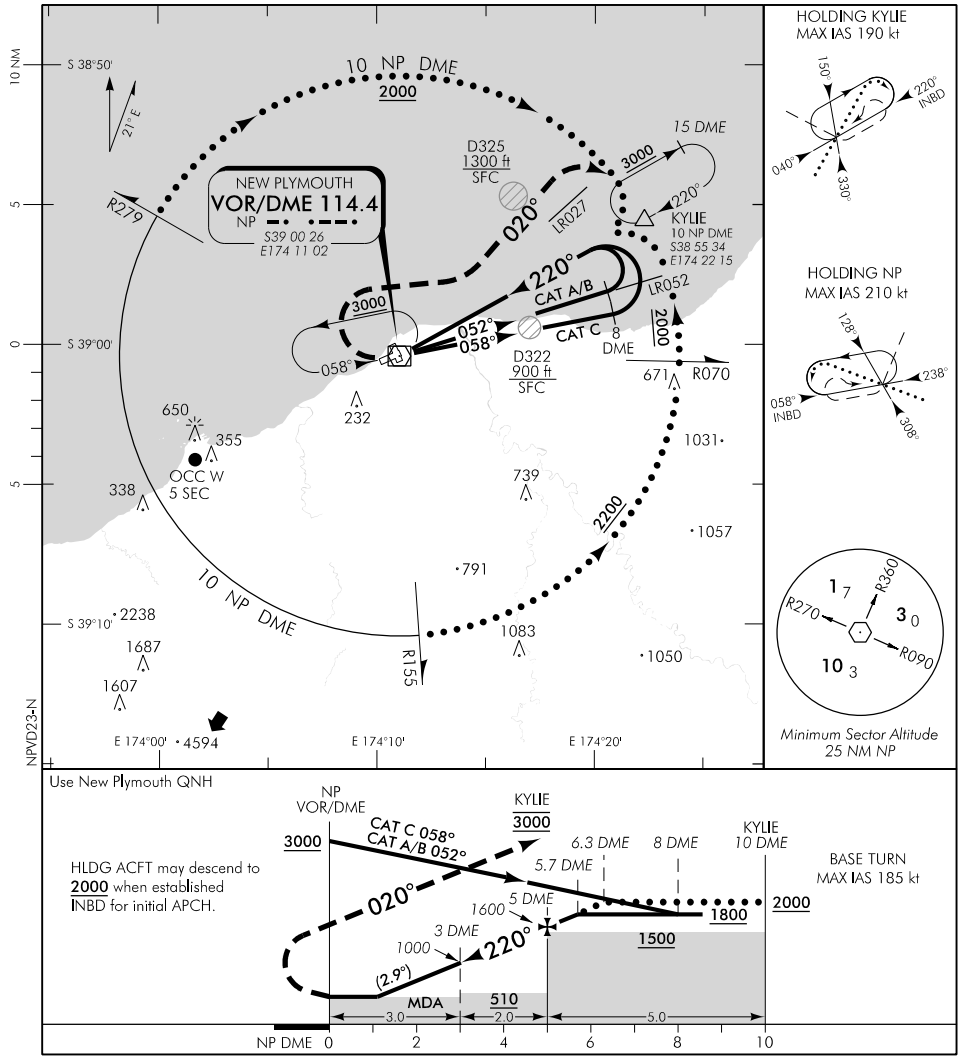
ELEV 97
RWY 23 THR ELEV 82
TOWER: 124.7 125.4

CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH
VOR/DME RWY 23

UNATTENDED: 124.7



MISSED APCH: MAX IAS 200 kt until turn complete. Turn RIGHT track 020°, join 10 DME arc to KYLIE hold 3000

NP DME DIST	MAPt	1.1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5%	MDA	MDA	700	1000	1300	1600	1900	2200	2500	2800	3100

Category	A	B	C	D
VOR/DME	**450**(368) – 1600		**450**(368) – 2000	NA
Circling	**600**(503) – 2000	**660**(563) – 2800	* **960**(863) – 4800	

* CAT C circling airspace containment south of NZNP not assured.

Changes from 22 APR 21: Graphic standard editorial.

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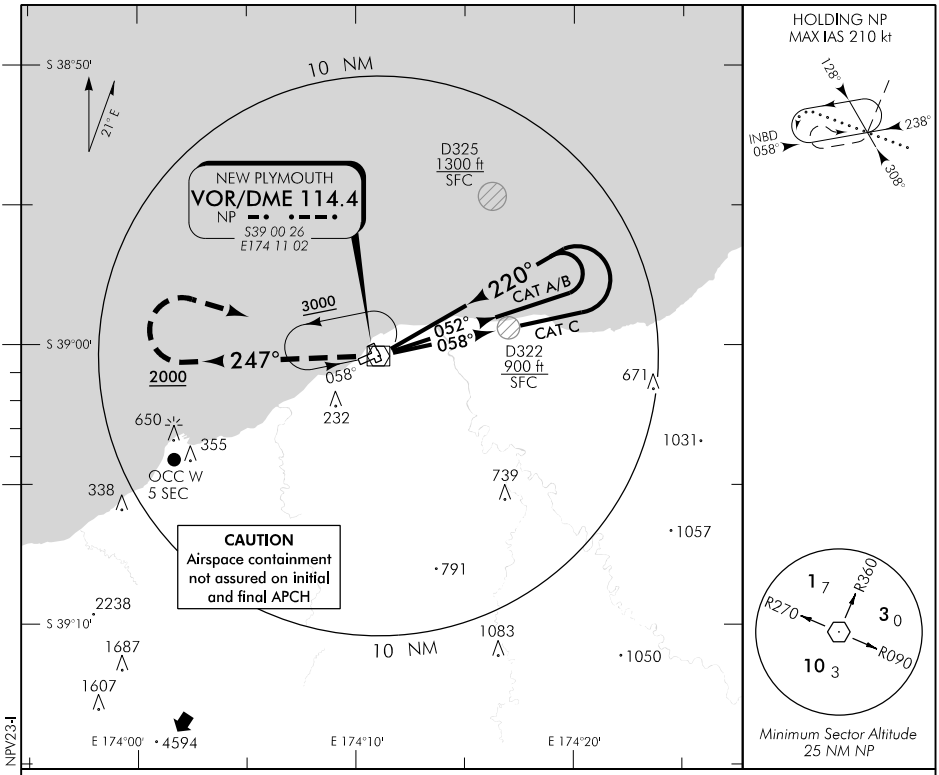
ELEV 97
RWY 23 THR ELEV 82
TOWER: 124.7 125.4

CAT A,B,C

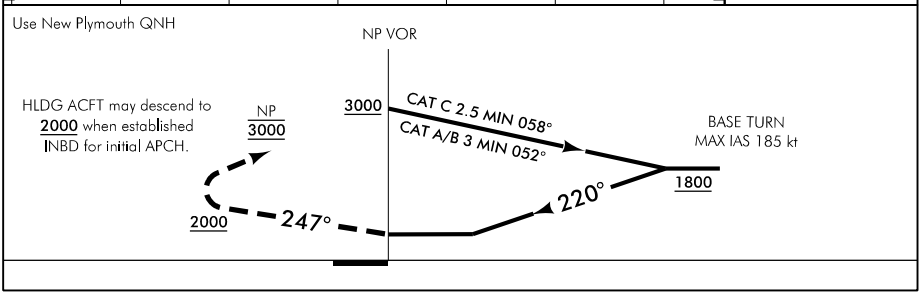
ATIS: 127.05

NEW PLYMOUTH
VOR RWY 23

UNATTENDED: 124.7



Minimum Sector Altitude
25 NM NP



Changes from 9 NOV 17: 251 ft Bell Block mast removed.

MISSED APCH: Track 247° to **2000**, turn RIGHT direct to NP hold **3000**

Category	A	B	C	D
VOR	**560** (478) – 2000		**560** (478) – 2800	NA
Circling	**600** (503) – 2000	**660** (563) – 2800	* **960** (863) – 4800	

* Cat C circling airspace containment south of NZNP not assured.

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ELEV 97

RWY 05 THR ELEV 89

TOWER: 124.7 125.4

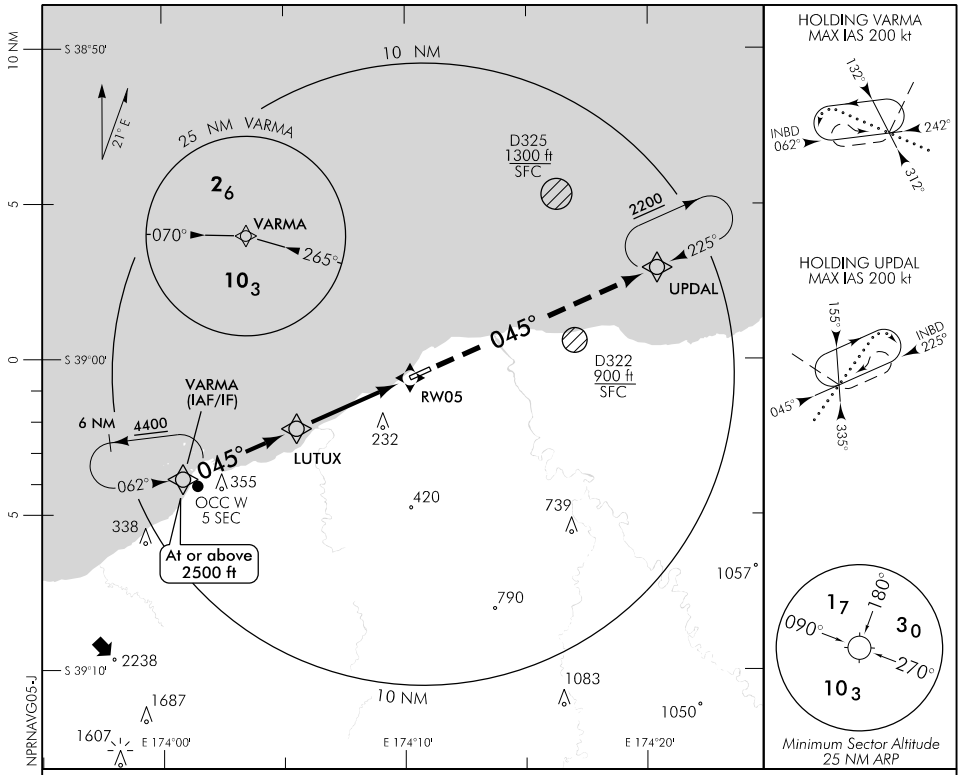
CAT A,B,C

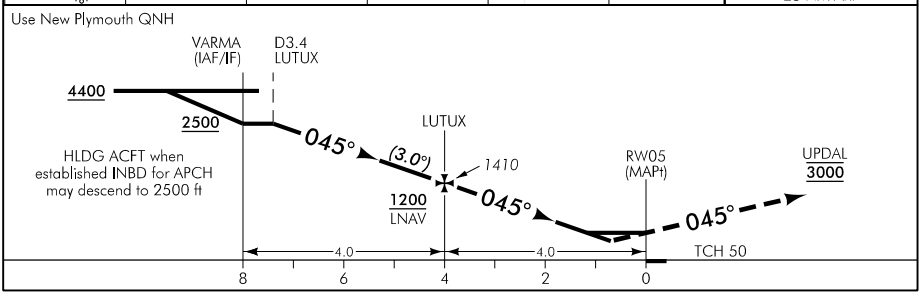
ATIS: 127.05

NEW PLYMOUTH

RNAV (GNSS) RWY 05

UNATTENDED: 124.7





MISSED APCH: Track 045° to UPDAL hold 3000

DISTANCE to WPT	VARMA	3	2	1	LUTUX	3	2	1.1	0.7	RW05
Advisory Altitude 3°	2690	2370	2050	1730	1410	1090	780	MDA	MDA/DA	MDA

Category	A	B	C	D
LNAV/VNAV*	**340**(251) – 1600		**350**(261) – 2400	NA
LNAV	**500**(411) – 1600		**500**(411) – 2400	
Circling	**600**(503) – 2000	**660**(563) – 2800	**# 960**(863) – 4800	

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# CAT C circling airspace containment south of NZNP not assured.

Changes from 19 JUL 18: 251 ft Bell Block mast removed.

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ELEV 97

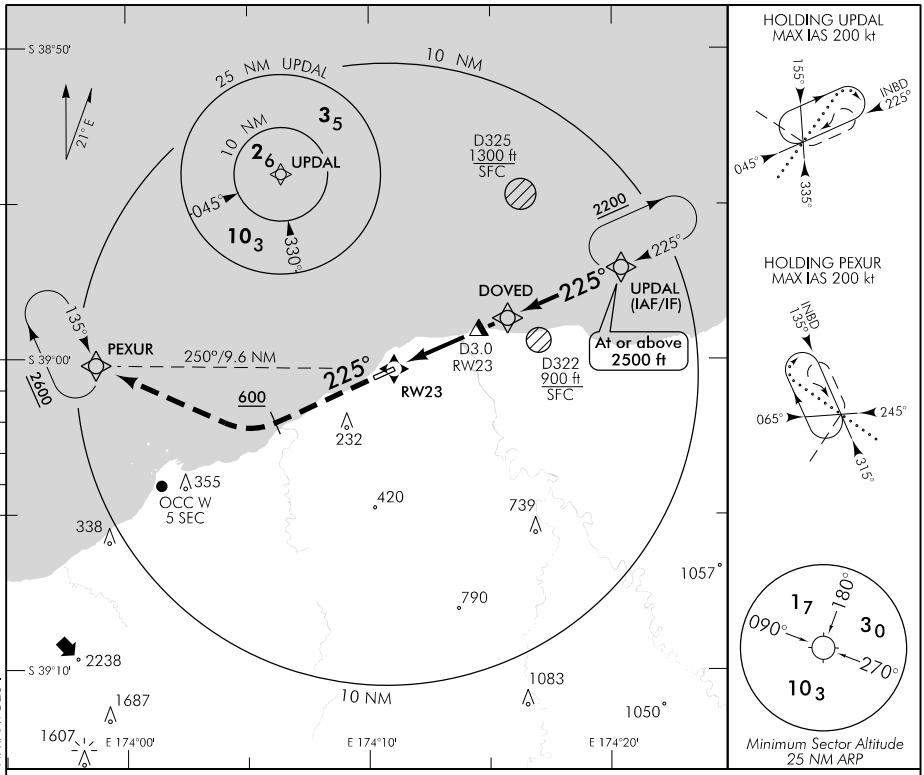
RWY 23 THR ELEV 82

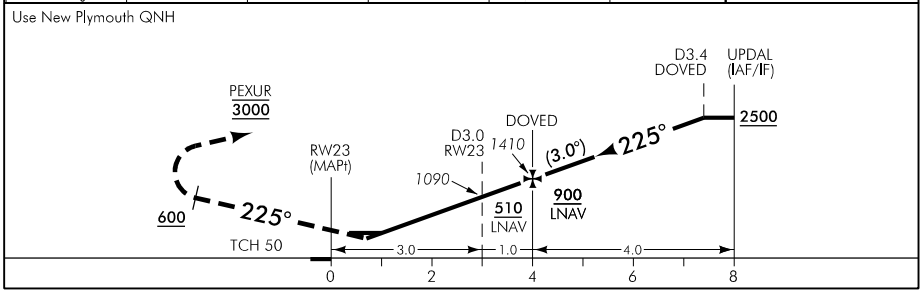
CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) RWY 23

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7





Changes from 28 MAR 19: 251 ft Bell Block mast removed.

MISSED APCH: Track 225° to 600, turn RIGHT direct to PEXUR hold 3000

DISTANCE to WPT	RW23	0.7	1	2	3	DOVED	1	2	3	UPDAL
Advisory Altitude 3°	MDA	MDA/DA	MDA	770	1090	1410	1720	2040	2360	2680

Category	A	B	C	D
LNAV/VNAV*	**350**(268) – 1600		**360**(278) – 2000	NA
LNAV	**450**(368) – 1600		**450**(368) – 2000	
Circling	**600**(503) – 2000	**660**(563) – 2800	# **960**(863) – 4800	

* Valid to AD temperature -5°C. Use of remote QNH NA.
# CAT C circling airspace containment south of NZNP not assured.

Effective: 22 APR 21

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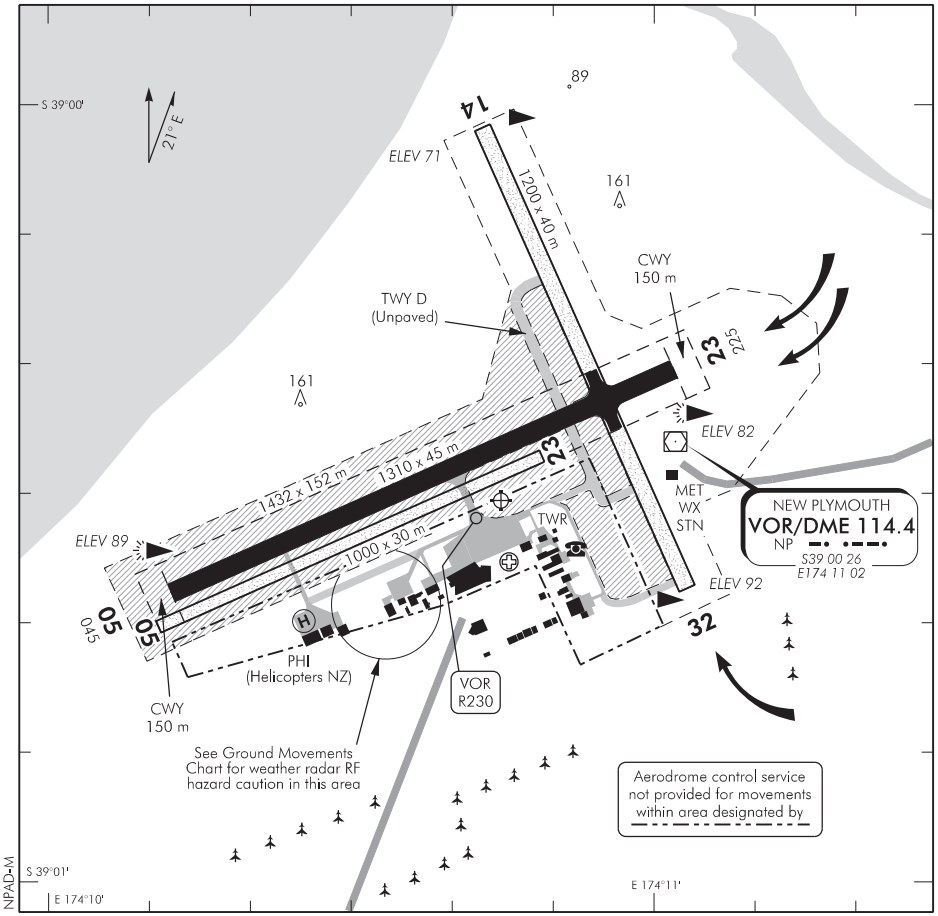
ELEV 97

NZNP

NEW PLYMOUTH

AERODROME (1)

TOWER: 124.7 125.4 *ATIS:* 127.05 *UNATTENDED:* 124.7



Changes from 25 FEB 21: PLA and parachute ops note removed.

1. Circuit: RWY 05, 14 Gr RWY 05 — Left hand RWY 23, 32 Gr RWY 23 — Right hand
   When ATC is on watch, unless otherwise instructed, circuit altitude is 1100 ft AMSL.
2. Simultaneous operations on parallel paved and grass runway prohibited. Without ATC clearance aircraft are not to enter the grass runway while an aircraft is taking off or landing on the parallel paved runway.
3. RWY 14/32 and grass taxiway to RWY 14 available to ACFT up to 3200 kg MCTOW (weight restriction does not apply to helicopters on air taxi). Soft when wet.
4. Aircraft using RWY 14/32 should keep on seal when crossing the intersection, due to high grass shoulders and adjacent ground depressions.
5. **CAUTION:**
   - Due to obstructions and runway surface gradients, difficulty can be experienced in observing other aerodrome traffic while manoeuvring on the ground and during take-off.
   - Bird hazard. Large flocks of birds on and in the vicinity of the aerodrome.

D

(continued)

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6. Hot refuelling of helicopters on the apron is prohibited.
7. The following applies to aircraft using PHI (Helicopters NZ) facilities:
   - call HNZ OPS on 133.15 MHz or 133.65 MHz
   - if no response inform NP TWR
   - land on designated TLOF
   - aircraft must be shut down
   - fuel pump at parking bay 3 to be used, closest to airport terminal (Caution: obstacles in turning bay)

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:50	1:62.5	
05 23	B	PCN 57 F/C/Y/T	8	0.35D[1] 0.35U[1]	1310			1460	1310
05[2] 23[2]	Gr	ESWL 1000	5	0.4U 0.4D	1000	1000			1000
14[3] 32[3]	Gr	ESWL 9080	8	0.6U 0.6D	1200		1200		1200

1 RWY 05/23 slopes up from thresholds to centre.

2 Use restricted to aircraft not exceeding 3200 kg MCTOW.

3 Use restricted to aircraft not exceeding 3200 kg MCTOW excluding helicopters operating on the intersection of RWY 05/23 and RWY 14/32.

MINIMA

IFR Take-off		
RWY	Day	Night
05/23[1]	300–1500	300–1500
14	500–1500	NA
32	300–1500	NA

1 Reduced take-off minima available during TWR HR — not below 0–800.

LIGHTING

Runway: 05 REIL PAPI 3.00°/TCH 47 LIL RWY
23 REIL PAPI 3.00°/TCH 47 LIL RWY

RWY edge light spacing — 60 m

Aerodrome: WDI ABN FLG W 2.5 SEC

Taxiway: CL edge Apron: Edge, floodlighting

Outside New Plymouth Tower hours of service, remote control of lighting is available from Christchurch Information on frequency 129.8 MHz or by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users). Requests by arriving aircraft can also be made to Christchurch Control on 123.7 MHz or 126.0 MHz.

Advise runway to be used — brilliance adjustments may take up to one minute to action.

Advise Christchurch when complete.

CAUTION: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available

(continued)

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NEW PLYMOUTH
OPERATIONAL DATA (2)

FACILITIES

Fuel:	BP, Avgas 100, Swipecard Jet A1, Carnet, JNP Aviation, Tel (06) 755 2250 BP Jet A1 available with BP card at HNZ (see NZNP AD 2-51.2 for details)
Passenger Briefing	
RFS:	CAT 5. 20 mins either side of all scheduled movements of aircraft with a certified seating capacity of more than 30 passenger seats. Other times by arrangement with RFS Tel (06) 759 5680 or (027) 339 1343

SUPPLEMENTARY

Operator: Papa Rererangi I Puketapu Limited
New Plymouth Airport Terminal
192 Airport Drive
New Plymouth Airport 4373
Tel (06) 759 6594

Scheduled and non-scheduled operations of 19 seater or larger aircraft outside of published ATC hours of watch require prior approval from the aerodrome operator.

No parking on the apron without prior approval.

All medical transfers are to take place on the Taranaki Air Ambulance Trust (TAAT) apron.

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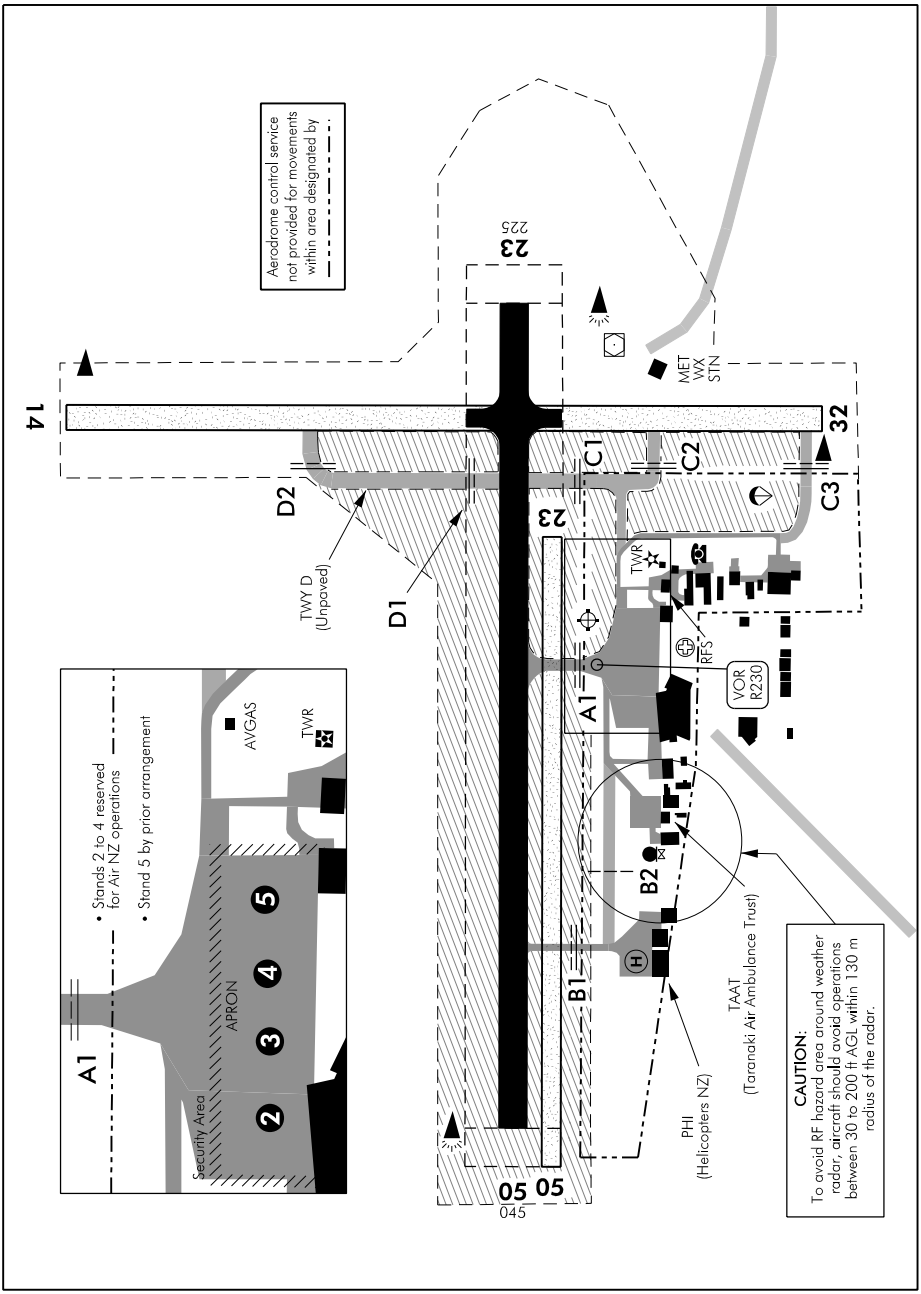
ELEV 97

NZNP

NEW PLYMOUTH

GROUND MOVEMENTS

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



Changes from 30 JAN 20: TWY C and D updated, terminal outline, control service line.

NPGM-M

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For flights departing New Plymouth Airport:

ADES	Designator	Route
AA	NPAA3	H479 DADUK Y273 PEPPE H182 **(For flights at 10,000 ft or above, maintain 9000 ft to DADUK)**
CH	NPCH3	NP RWY 05 — Y738 DAPNO Q335 PEDPO Y894 NP RWY 23 — Q137 VELGA Y894
HN	NPHN2	H479
PM	NPPM3	H205 RUGVI H336
PM	NPPM4	H499 MEVAX Q202 VIROL
PM	NPPM7❶	VELGA Q518 MEVAX Q202 VIROL
WU	NPWU1	H499 MEVAX H486
WN	NPWN3	Y738
WN	NPWN4❶	VELGA Q518 PADMU Y738
WU	NPWU4❶	VELGA Q518 MEVAX H486

❶ For use when G351 is active

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

© Civil Aviation Authority

ELEV 97

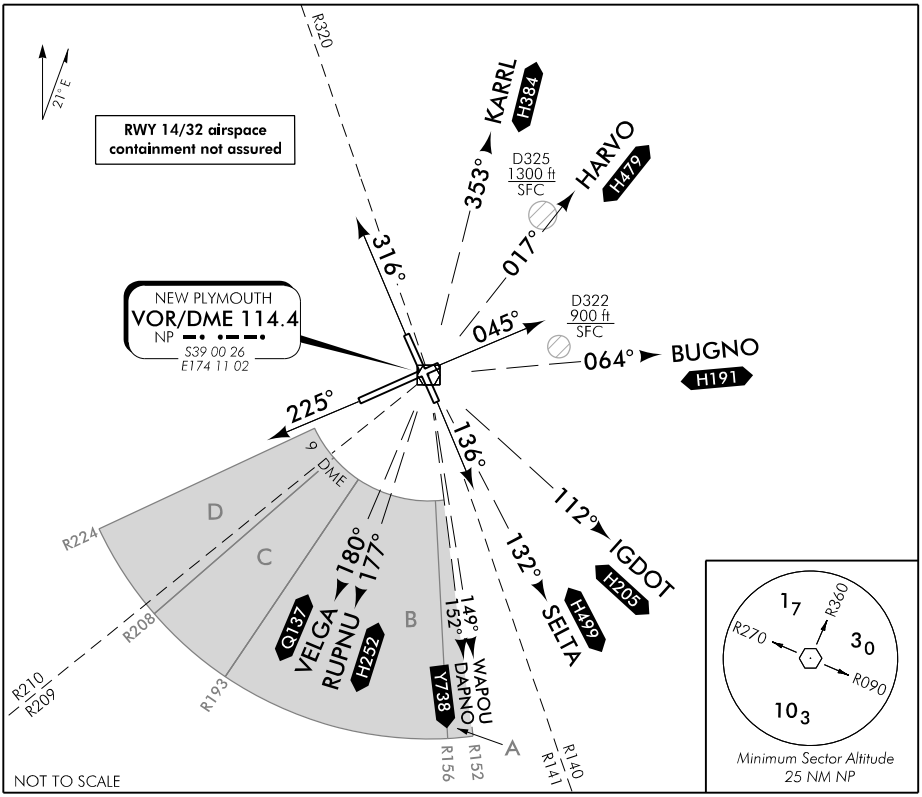
NZNP

CAT A,B,C

NEW PLYMOUTH

SID RWY 05/14/23/32

TOWER: 124.7 125.4 *ATIS:* 127.05 *UNATTENDED:* 124.7



NPSID05-14-23-32-W

Changes from 26 MAR 20: Chart title amended, BUGNO replaces VAMSU.

ALL DEPARTURES *Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace.*

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated. All climb gradients stated apply from take-off.

2. Aircraft must be established on an evaluated track within 25 NP DME.

3. ATC may require hold-down on NP-DAPNO and NP-WAPOU tracks at 5000 ft until passing 8 NP DME or 6000 ft until passing 12 NP DME.

NEW PLYMOUTH ONE DEPARTURE – (NP1)

MNM net climb gradient in the following sectors:

A. Sector between R152-R156 NP VOR beyond 9 DME, MNM net climb gradient 4.2% (260 ft/NM) to 4700 ft.
B. Sector between R156-R193 NP VOR beyond 9 DME, MNM net climb gradient 11.5% (700 ft/NM) to 10,200 ft.
C. Sector between R193-R208 NP VOR beyond 9 DME, MNM net climb gradient 8.2% (500 ft/NM) to 6300 ft.
D. Sector between R208-R224 NP VOR beyond 9 DME, MNM net climb gradient 4.1% (250 ft/NM) to 3000 ft.

RWY 14/32

- At MNM 500 ft, turn to intercept track

RWY 05/23

- At MNM 1100 ft, turn to intercept track

Airspace containment

- RWY 05 – For airspace containment between R320 clockwise to R140 NP VOR, MNM net climb gradient 5.6% (350 ft/NM) to 3000 ft.
- RWY 23 – For airspace containment between R320 clockwise to R140 NP VOR, MNM net climb gradient 6.1% (380 ft/NM) to 5000 ft.
- RWY 05/23 – Airspace containment between R141 clockwise to R209 NP VOR not assured.
- RWY 05/23 – Airspace containment between R210 clockwise to R320 NP VOR not assured outside 21.5 DME. MAX distance 15 NP DME on ATC-issued diversionary climb radial ensures airspace containment including subsequent turn to intercept track.
  RWY 05 – MNM net climb gradient 5.9% (360 ft/NM) to 3000 ft.
  RWY 23 – MNM net climb gradient 6.1% (380 ft/NM) to 3000 ft.

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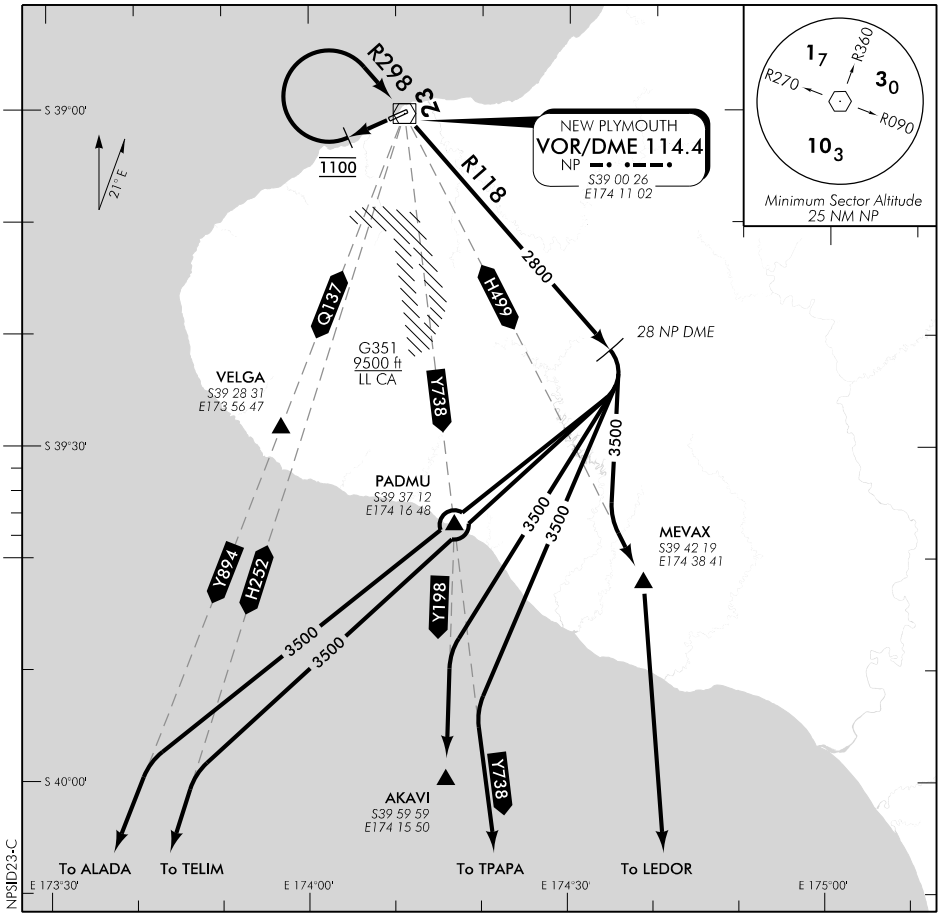
ELEV 97
NZNP

CAT A,B,C

NEW PLYMOUTH
SID RWY 23

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



ALL DEPARTURES

Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace.
Note: 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 23
SOUTH FIVE DEPARTURE – (SOUTH5)
To H252, H499, Y198, Y738 and Y894

- Maintain RWY CL to 1100 ft
- Turn RIGHT, track R298 to NP VOR
- Track R118 to 28 NP DME
- Turn RIGHT, intercept track

© Civil Aviation Authority

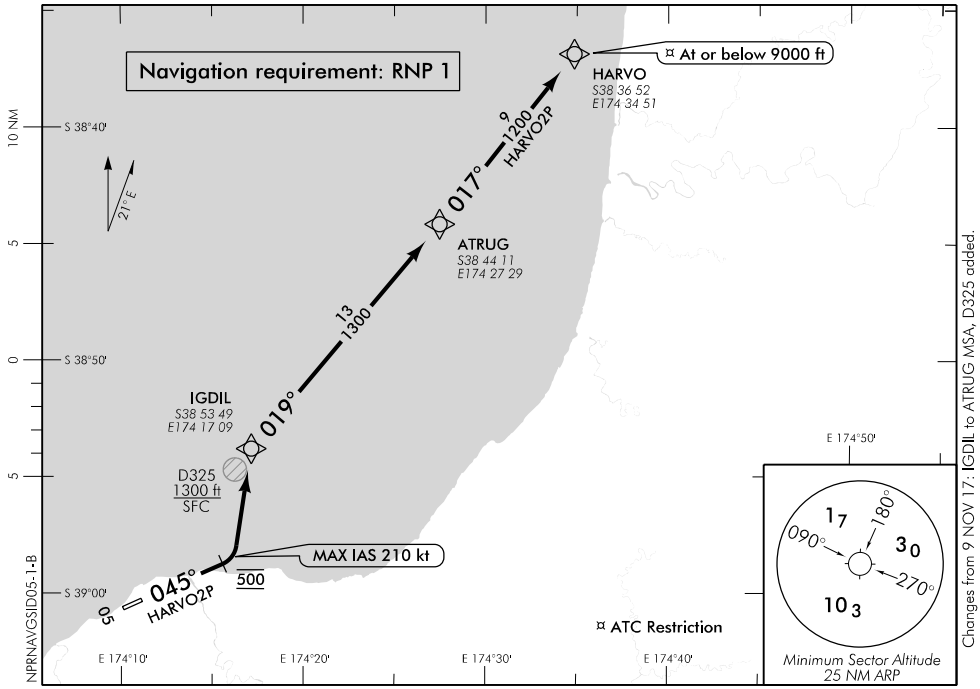
ELEV 97
NZNP

CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) SID RWY 05 (1)

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



ALL DEPARTURES

Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 05

HARVO TWO PAPA DEPARTURE – RNAV (GNSS) (HARVO2P)

ATC may require hold down

– At or above 3000 ft until IGDIL
– At or above 6000 ft until ATRUG
– At or above 7000 ft until HARVO

- Maintain RWY CL to 500 ft
- Mandatory LEFT turn at 500 ft, direct to IGDIL, MAX IAS 210 kt until turn complete
- Turn RIGHT, track 019° to ATRUG
- Turn LEFT, track 017° to HARVO
- Cross HARVO at or below 9000 ft

© Civil Aviation Authority

ELEV 97
NZNP
TOWER: 124.7 125.4

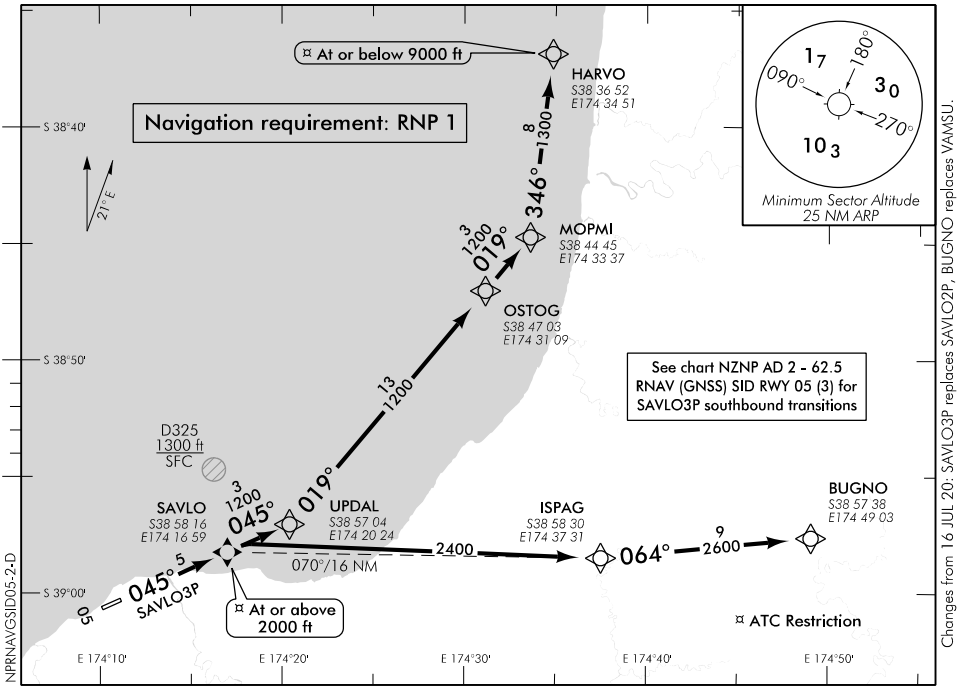
CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH

RNAV (GNSS) SID RWY 05 (2)

UNATTENDED: 124.7



ALL DEPARTURES

Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

SAVLO THREE PAPA DEPARTURE – RNAV (GNSS) (SAVLO3P)

Minimum net climb gradient 6.3% (390 ft/NM) to 2000 ft – if unable to comply advise Tower prior to start-up

- Track 045° to SAVLO (fly-over)
- Cross SAVLO at or above 2000 ft

TRANSITIONS:

ATC may require hold down

- *At or above 3000 ft until UPDAL*
- *At or above 6000 ft until OSTOG*
- *At or above 7000 ft until HARVO or BUGNO*

HARVO

- From SAVLO track 045° to UPDAL
- Turn LEFT, track 019° via OSTOG to MOPMI
- Turn LEFT, track 346° to HARVO
- Cross HARVO at or below 9000 ft

BUGNO

- From SAVLO turn RIGHT direct to ISPAG
- Turn LEFT, track 064° to BUGNO

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ELEV 97

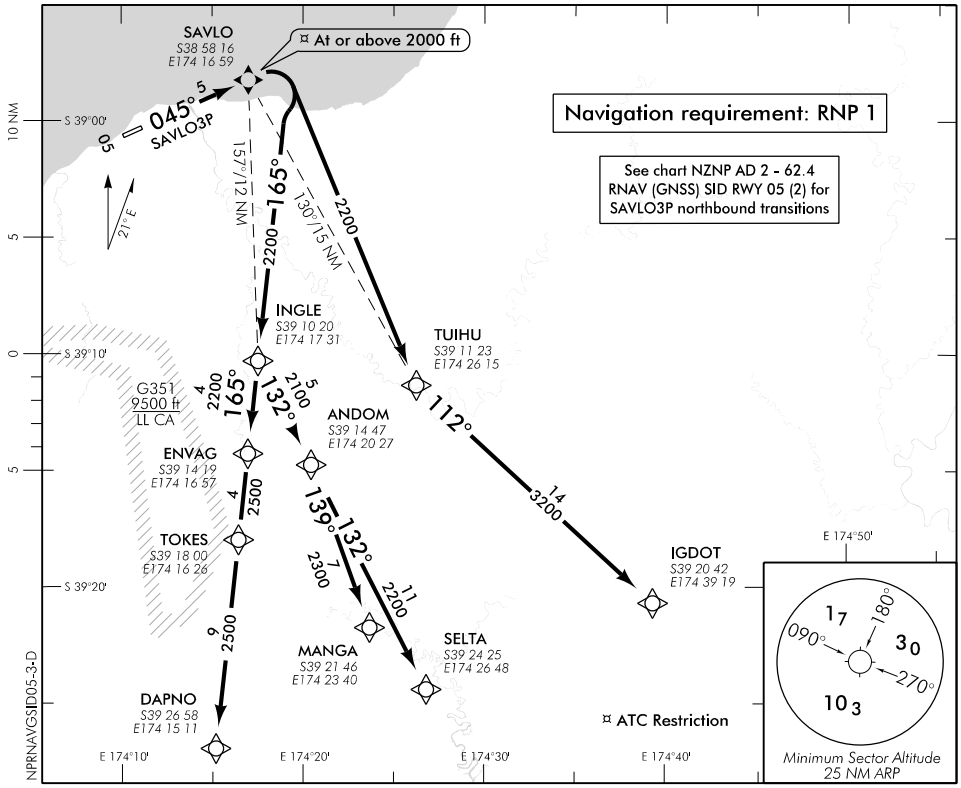
NZNP

CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) SID RWY 05 (3)

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



ALL DEPARTURES

Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

SAVLO THREE PAPA DEPARTURE – RNAV (GNSS) (SAVLO3P)

Minimum net climb gradient 6.3% (390 ft/NM) to 2000 ft – if unable to comply advise Tower prior to start-up

- Track 045° to SAVLO (fly-over)
- Cross SAVLO at or above 2000 ft

TRANSITIONS:

ATC may require hold down

- *At or above 6000 ft until TUIHU, ANDOM or ENVAG*
- *At or above 7000 ft until IGDOT, SELTA, MANGA or TOKES*
- *At or above 10,000 ft until DAPNO*

IGDOT

- From SAVLO turn RIGHT direct to TUIHU
- Turn LEFT, track 112° to IGDOT

SELTA

- From SAVLO turn RIGHT, track 165° to INGLE
- Turn LEFT, track 132° via ANDOM to SELTA

MANGA

- From SAVLO turn RIGHT, track 165° to INGLE
- Turn LEFT, track 132° to ANDOM
- Turn RIGHT, track 139° to MANGA

DAPNO

- From SAVLO turn RIGHT, track 165° via INGLE, ENVAG and TOKES to DAPNO

Effective: 17 JUN 21

© Civil Aviation Authority

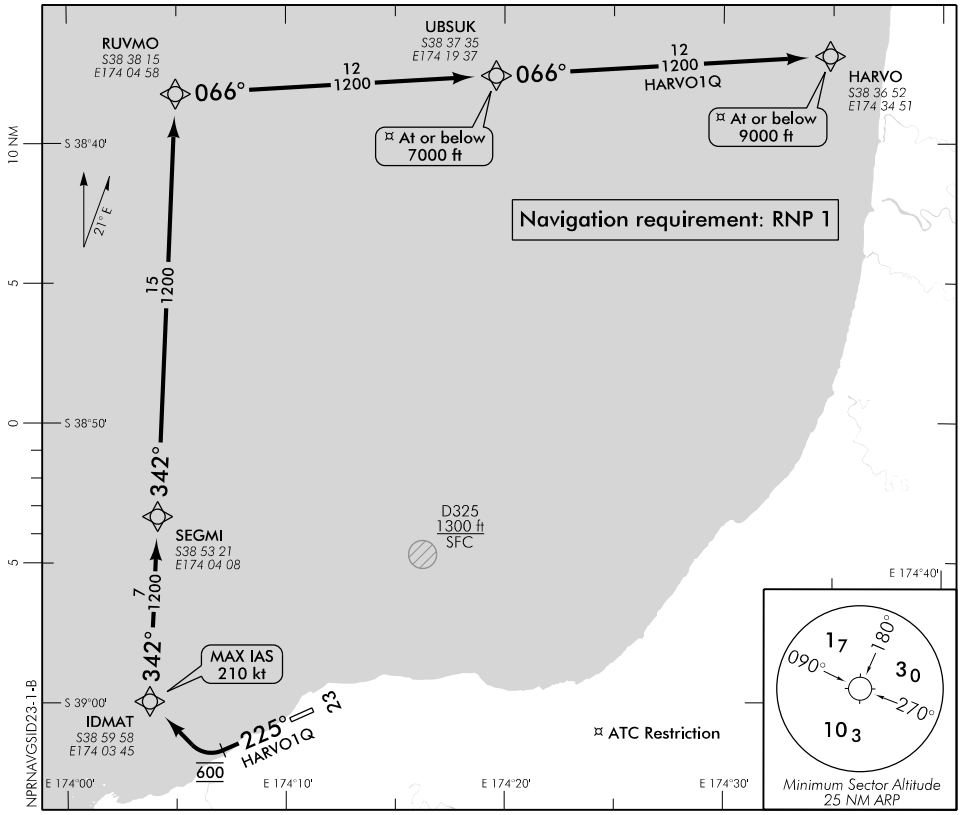
ELEV 97
NZNP

CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) SID RWY 23 (1)

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



ALL DEPARTURES

Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 23

HARVO ONE QUEBEC DEPARTURE – RNAV (GNSS) (HARVO1Q)

ATC may require hold down

- *At or above 3000 ft until SEGMI*
- *At or above 7000 ft until HARVO*

ATC may instruct aircraft to turn RIGHT at or above 600 ft direct to HARVO

- Maintain RWY CL to 600 ft
- Mandatory RIGHT turn at 600 ft, direct to IDMAT
- Turn RIGHT, track 342° via SEGMI to RUVMO, MAX IAS 210 kt until turn complete
- Turn RIGHT, track 066° via UBSUK to HARVO
- Cross UBSUK at or below 7000 ft
- Cross HARVO at or below 9000 ft

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ELEV 97

NZNP

TOWER: 124.7 125.4

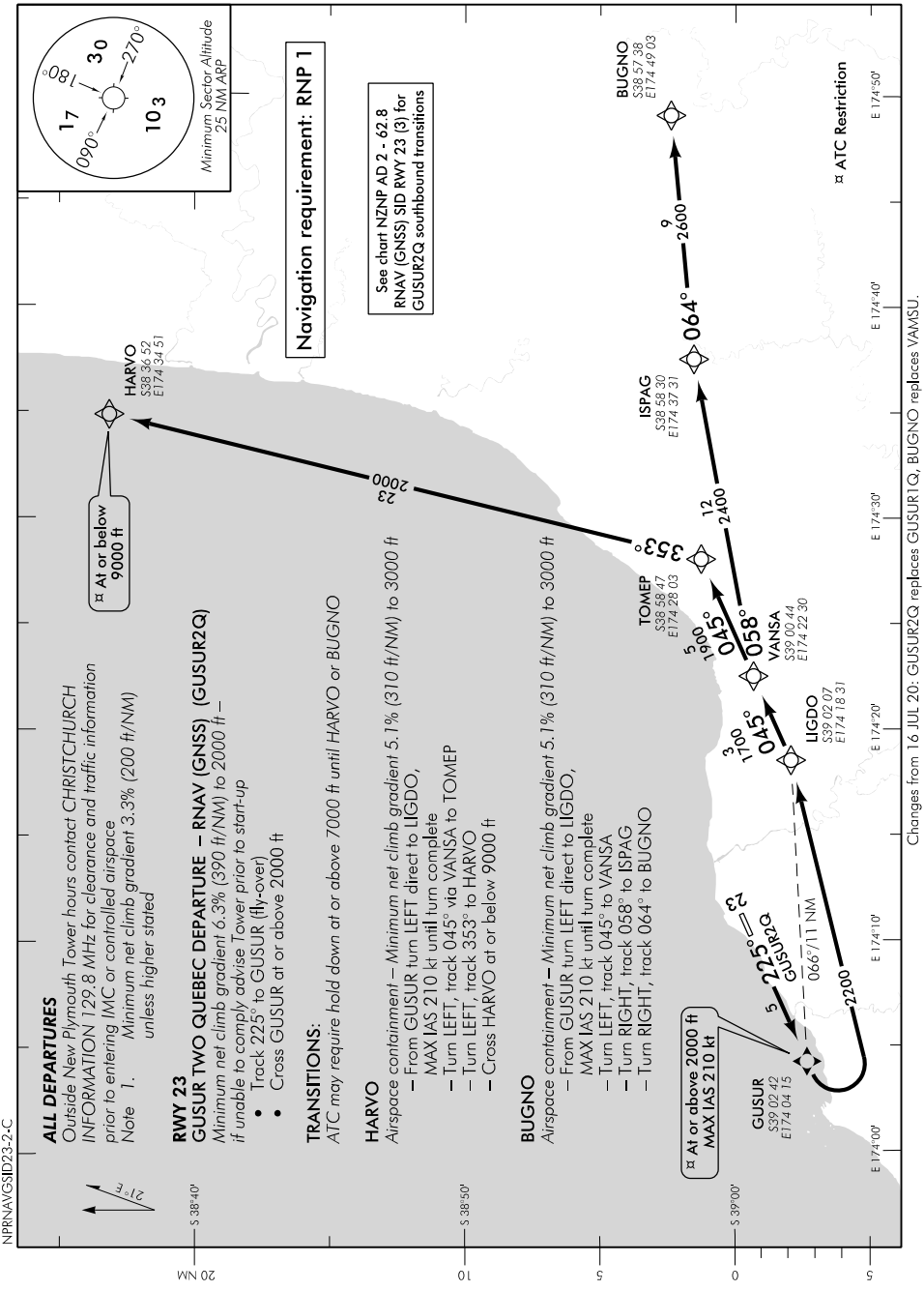
CAT A,B,C

ATIS: 127.05

NEW PLYMOUTH

RNAV (GNSS) SID RWY 23 (2)

UNATTENDED: 124.7



Changes from 16 JUL 20: GUSUR2Q replaces GUSUR1Q, BUGNO replaces VAMSU.

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NEW PLYMOUTH
RNAV (GNSS) SID RWY 23 (2)

ELEV 97

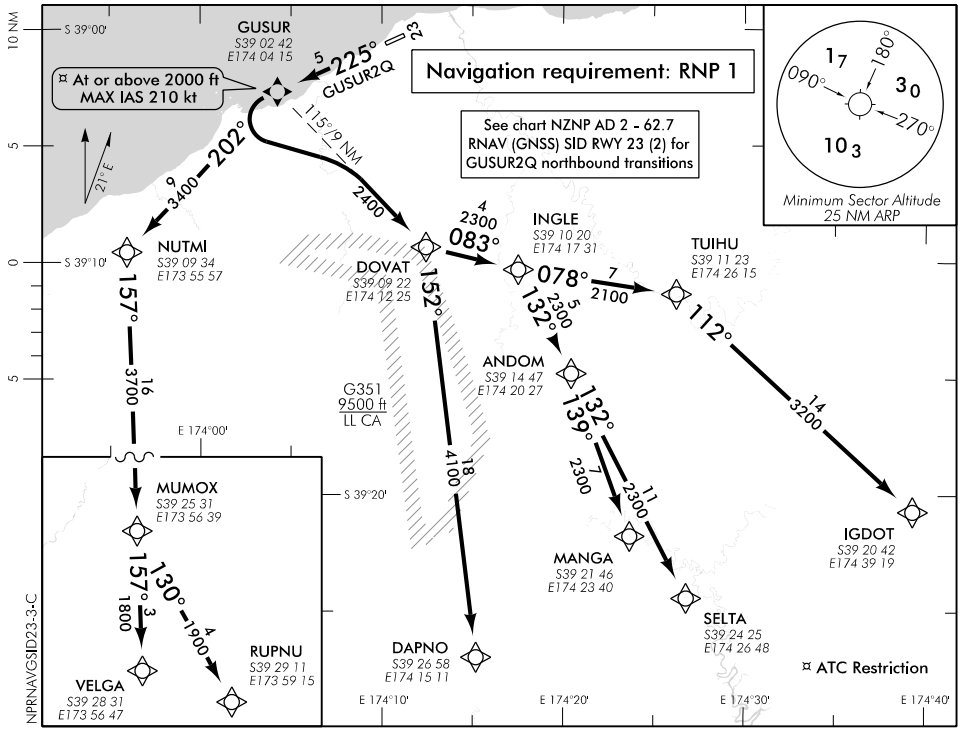
NZNP

CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) SID RWY 23 (3)

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



ALL DEPARTURES

Outside New Plymouth Tower hours contact CHRISTCHURCH INFORMATION 129.8 MHz for clearance and traffic information prior to entering IMC or controlled airspace

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 23

GUSUR TWO QUEBEC DEPARTURE – RNAV (GNSS) (GUSUR2Q)

MNM net climb gradient 6.3% (390 ft/NM) to 2000 ft – if unable to comply advise Tower prior to start-up

- Track 225° to GUSUR (fly-over)
- Cross GUSUR at or above 2000 ft

TRANSITIONS:

ATC may require hold down

– At or above 5000 ft until NUTMI or INGLE
– At or above 6000 ft until TUIHU
– At or above 7000 ft until IGDOT, SELTA or MANGA
– At or above 10,000 ft until MUMOX or DAPNO

IGDOT

– From GUSUR turn LEFT, track 115° to DOVAT, MAX IAS 210 kt until turn complete
– Turn LEFT, track 083° to INGLE
– Turn LEFT, track 078° to TUIHU
– Turn RIGHT, track 112° to IGDOT

SELTA

– From GUSUR turn LEFT, track 115° to DOVAT, MAX IAS 210 kt until turn complete
– Turn LEFT, track 083° to INGLE
– Turn RIGHT, track 132° via ANDOM to SELTA

MANGA

– From GUSUR turn LEFT, track 115° to DOVAT, MAX IAS 210 kt until turn complete
– Turn LEFT, track 083° to INGLE
– Turn RIGHT, track 132° to ANDOM
– Turn RIGHT, track 139° to MANGA

DAPNO

Minimum net climb gradient 3.6% (220 ft/NM) to 3600 ft
ATC may require hold down at or above 5000 ft until DOVAT

– From GUSUR turn LEFT track 115° to DOVAT, MAX IAS 210 kt until turn complete
– Turn RIGHT, track 152° to DAPNO

RUPNU

Minimum net climb gradient 3.7% (230 ft/NM) to 3000 ft

– From GUSUR turn LEFT, track 202° to NUTMI, MAX IAS 210 kt until turn complete
– Turn LEFT, track 157° to MUMOX
– Turn LEFT, track 130° to RUPNU

VELGA

Minimum net climb gradient 3.7% (230 ft/NM) to 3000 ft

– From GUSUR turn LEFT, track 202° to NUTMI, MAX IAS 210 kt until turn complete
– Turn LEFT, track 157° via MUMOX to VELGA

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ELEV 97
NZNP
TOWER: 124.7 125.4

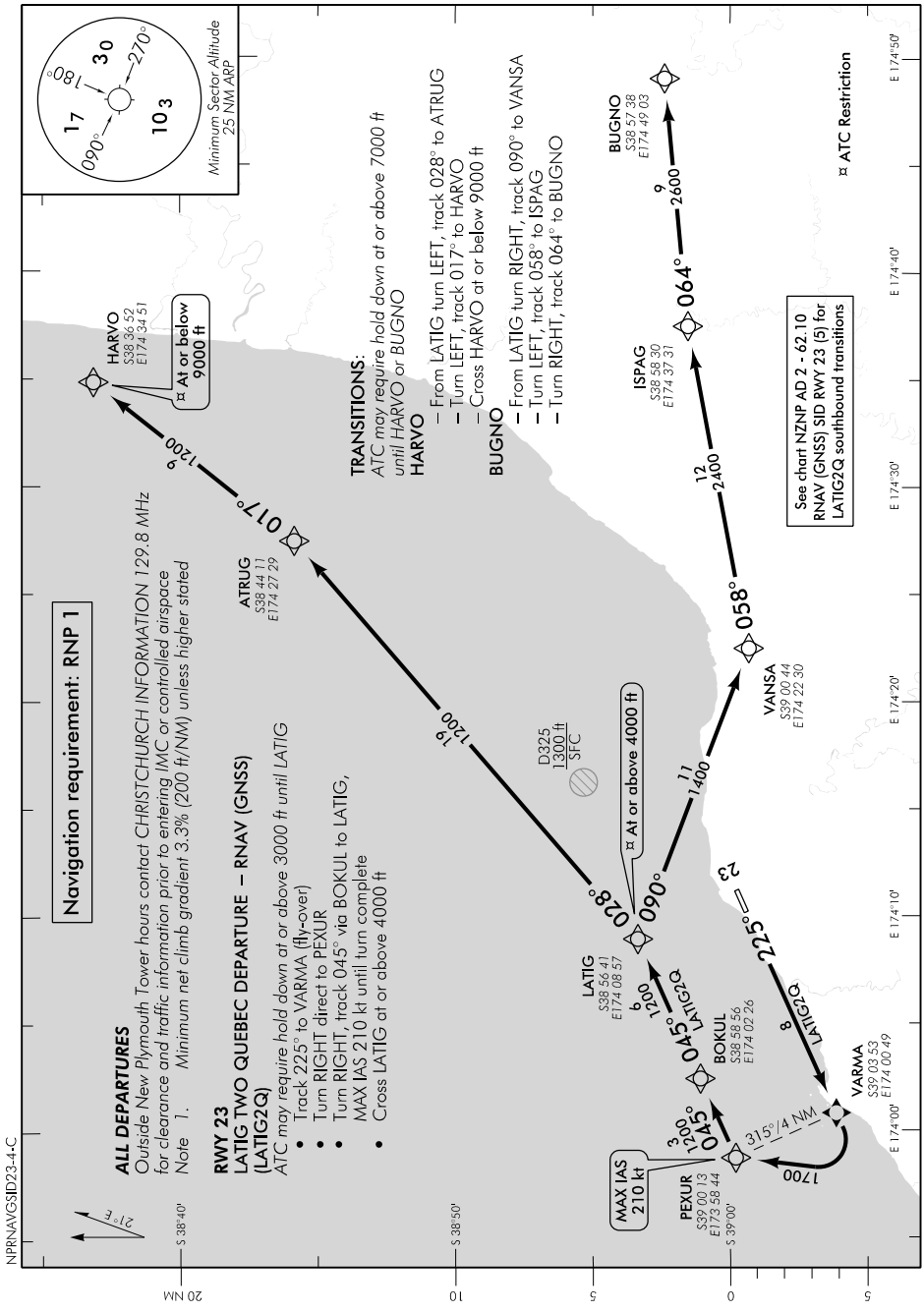
CAT A,B,C

ATIS: 127.05

UNATTENDED: 124.7

NEW PLYMOUTH

RNAV (GNSS) SID RWY 23 (4)



Changes from 16 JUL 20: LATIG2Q replaces LATIG1Q, BUGNO replaces VAMSU.

NPRNAVGSID23-4-C

© Civil Aviation Authority

NEW PLYMOUTH
RNAV (GNSS) SID RWY 23 (4)

ELEV 97

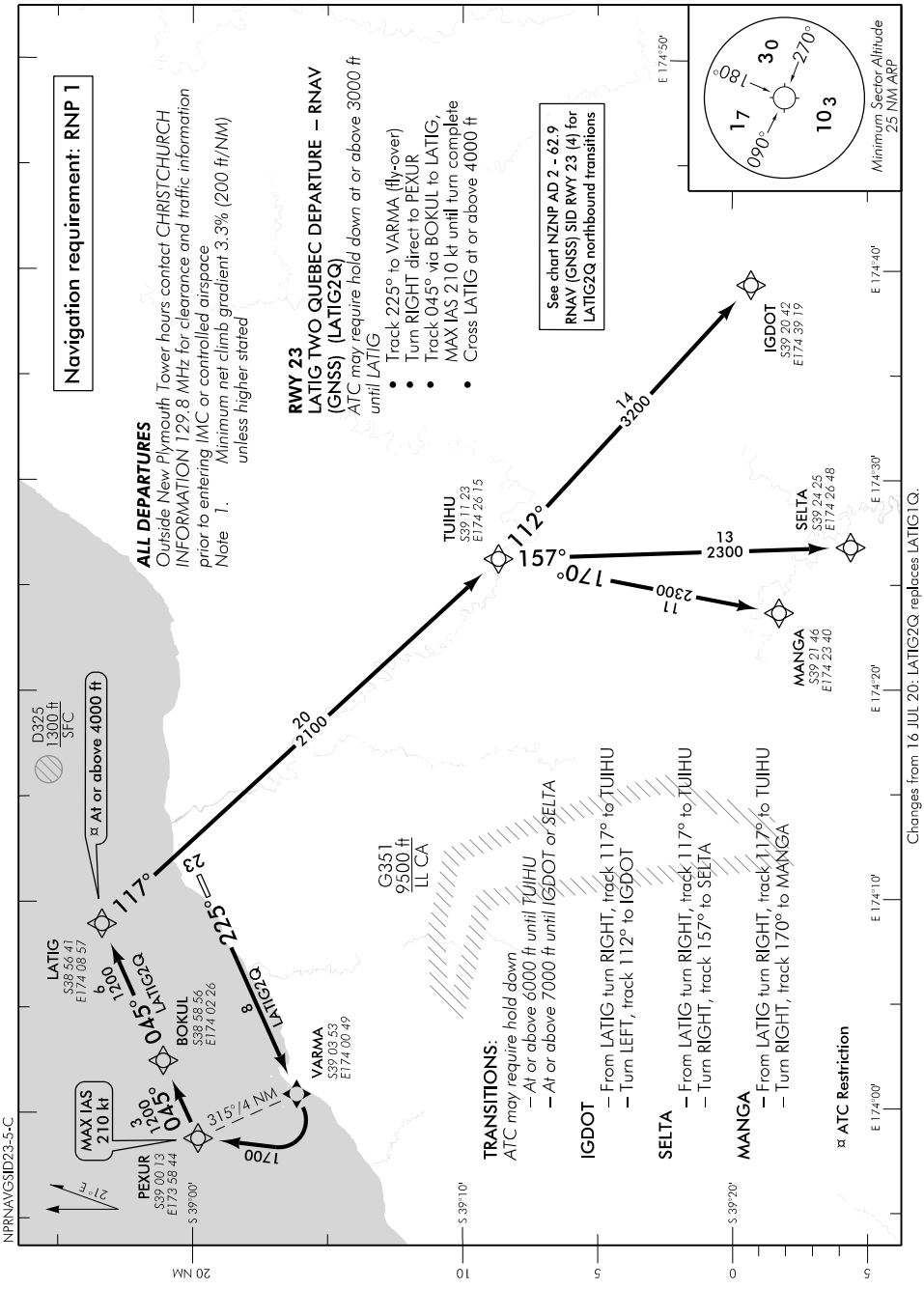
NZNP

CAT A,B,C

NEW PLYMOUTH

RNAV (GNSS) SID RWY 23 (5)

TOWER: 124.7 125.4 *ATIS*: 127.05 *UNATTENDED*: 124.7



Changes from 16 JUL 20: LATIG2Q replaces LATIG1Q.

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ELEV 164

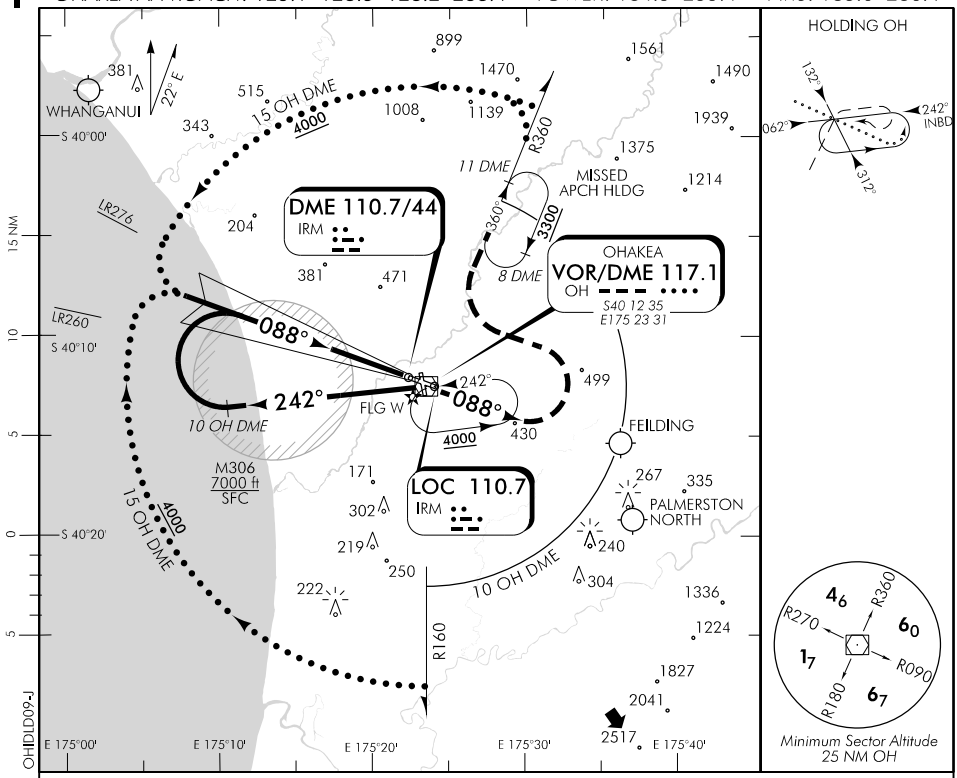
RWY 09 THR ELEV 150

CAT A,B,C,D

OHAKEA

ILS/DME or LOC/DME RWY 09

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *TOWER*: 134.5 255.4 *ATIS*: 135.0 280.4



Changes from 30 MAR 17: COM header ATC callsign, ILS DME channel number added.

MISSED APCH: MAX IAS 185 kt. Track 088° to **1200**, turn LEFT track R360, enter missed APCH HLDG **3300**

IRM DME DIST	9	8	7	FAP 6.7	6	5	4	3	2	MAPt 1
Advisory Altitude 3°	3060	2730	2410	2300	2080	1750	1430	1110	790	DA/MDA

Category	A	B	C	D
ILS/DME (Cat 1)	**350**(200) – 800			
ILS/DME LIH ALS U/S	**400**(250) – 1200			
LOC/DME	**630**(480) – 1500		**630**(480) – 1900	
Circling	**730**(566) – 1900	**800**(636) – 2800	**1060**(896) – 4000	**1100**(936) – 4600

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ELEV 164

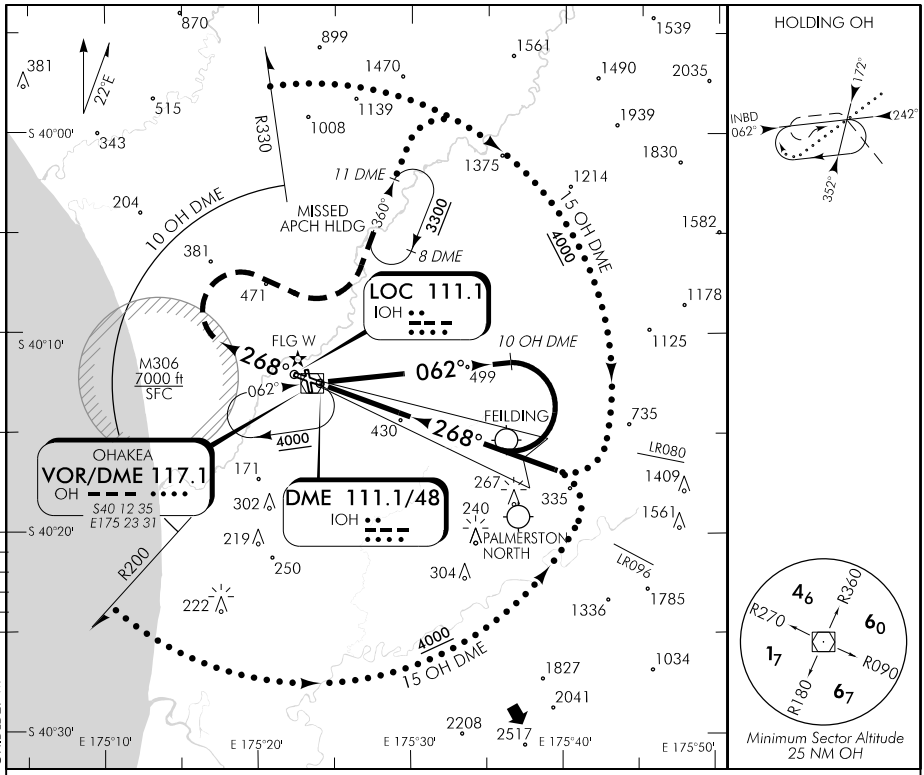
RWY 27 THR ELEV 149

CAT A,B,C,D

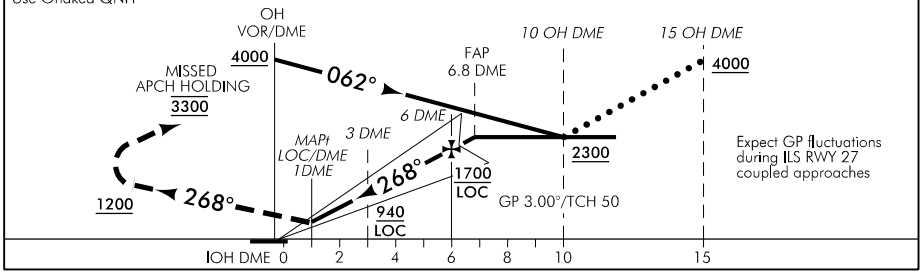
OHAKEA

ILS/DME or LOC/DME RWY 27

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *TOWER*: 134.5 255.4 *ATIS*: 135.0 280.4



Use Ohakea QNH



Changes from 21 MAY 20: GP fluctuations note updated.

MISSED APCH: MAX IAS 185 kt. Track 268° to 1200, turn RIGHT track R360, enter missed APCH HLDG 3300

IOH DME DIST	MAPt 1	2	3	4	5	6	FAP 6.8	7	8	9
Advisory Altitude 3°	DA/MDA	790	1110	1430	1750	2080	2300	2410	2730	3060

Category	A	B	C	D
ILS/DME (Cat 1)	**450**(301) – 800			
ILS/DME LIH ALS U/S	**500**(351) – 1200			
LOC/DME	**680**(531) – 1500		**680**(531) – 2300	
Circling	**730**(566) – 1900	**800**(636) – 2800	**1060**(896) – 4000	**1100**(936) – 4600

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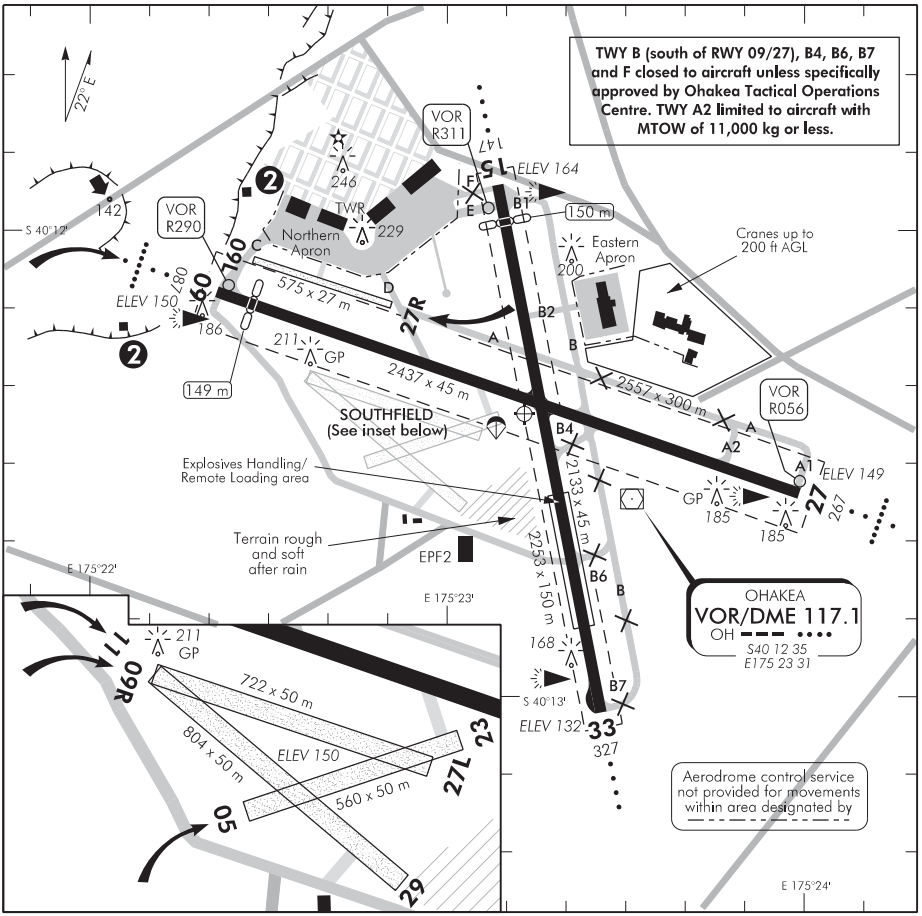
ELEV 164

NZOH

OHAKEA (MIL)

AERODROME (1)

TOWER: 134.5 255.4 *GROUND:* 122.1 258.5 *UNATTENDED:* 134.5 *ATIS:* 135.0 280.4



1. Circuit direction: RWY 15,27,33, Gr RWY 09L, Gr RWY 23, Gr RWY 27L, Gr RWY 29 — Left hand
   RWY 09, Gr RWY 09R, Gr RWY 27R, Gr RWY 05, Gr RWY 11 — Right hand
   Circuit altitude: 1200 ft AMSL for all aircraft types.
   NOTE: Locally based helicopters and fixed-wing aircraft may fly circuits in accordance with local procedures, or a specific ATC clearance.

❷ Flight inside 30 ft of the buildings near these sites and HF radio or radar transmissions within 120 m of these sites are prohibited.

3. Take-off on RWY 09 is to commence from the displaced threshold. Take-off power is not to be applied prior to the displaced threshold in order to avoid blast damage to the LOC aerials.
4. **CAUTION:** Bird hazard. Plovers and gulls on runways in stormy weather. Flocks of starlings possible on grass Apr–Jun and Sept–Nov. Occasional pigeons and plovers fly through the circuit.
5. **CAUTION:** Aquaplaning in wet conditions due to standing water on RWY 15/33 and at the intersection of RWY 15/33 and RWY 09/27.
6. In addition to its taxiway function, TWY A may be utilised as an (uncertified) 1565 m runway for military aircraft only. Civilian use of TWY A as a runway is prohibited.

(continued)

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7. **CAUTION:** Mechanical turbulence can be encountered in the vicinity of the North East Hangars on RWY 15 during SE winds (approx 110 M +/- 20 deg) > 15 kt.
8. Up to 5 aircraft may be permitted in any one circuit. ATC will advise when the circuit is full.
9. The northern and eastern apron areas are uncontrolled. Aircraft should maintain a listening watch on GROUND while on either apron and TOWER while in the manoeuvring area. Aircraft should establish contact with the respective controller on or prior to entering the apron or manoeuvring areas.
10. Outside Ohakea TWR hours, approval to enter M309 required from Ohakea Approach 125.1 MHz (Tel 03 358 1694). Outside Ohakea Approach hours clearance required from Ohakea Tactical Operations Centre 135.1 MHz (Tel +64 6 351 5443).
11. Four met masts (36 ft AGL — lit red at night) are located S of RWY 09 THR (186 ft), SE of RWY 15 THR (200 ft), S of RWY 27 THR (185 ft) and W of RWY 33 THR (168 ft).
12. **CAUTION:** Airfield restrictions will apply when an aircraft is parked on the Explosives Handling Point.
13. TWY B only available to aircraft up to and including Code D.
14. RWY 27 non-compliant overshoot strip (>1.5%) and no overshoot RESA.
15. RWY 15/33 has no sealed shoulders. RWY 09/27 has 7.5 m sealed shoulders.
16. Grass RWYs — soft after rain.
17. All visiting aircraft to contact Ohakea TOC on 135.1 MHz no later than 15 minutes prior to arrival.
18. TWY A between TWY B and TWY A2, and TWY B between B2 and TWY A limited to aircraft wingspan not exceeding 42 m.
19. Some areas of the apron have low levels of lighting. Supplementary is available from maintenance personnel upon request.
20. RWY 15/33 restricted to turbo-prop aircraft due WIP.
21. TWY A between TWY B and TWY A2 is closed due WIP.

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NZPM / PMR PALMERSTON NORTH

RUNWAY / FACILITIES

CAT: A	Mag 22E			Elev 151ft
RWY	CAT II/III	Length	AID	TCH
07/25	N/A	1902m	PAPI	50ft
Standby Power Available		RFS: Cat 5		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Wellington (5), Hamilton (5), Rotorua (4), Napier (4), Woodbourne (3), Nelson (3), New Plymouth (3), Ohakea (1)				

THREATS

- Noise Abatement – Refer NZPM AD 2-31.1.
- Bird Hazard – Refer NZPM AD 2-51.2.
- Training Aircraft – Extensive number of training flights and international students.
- Maximum airspeed within CTR/D not greater than 180 knots
- PBN Arrivals and Departures – Additional complexity with PBN arrivals and departures. Additional ATC requirements apply on each chart.
- Fielding Traffic – Extensive VFR activity takes place north and east of the aerodrome including gliding.
- Turbulence – In strong wind conditions aircraft may encounter severe turbulence, downdraughts and lee waves. Winds over eastern ranges may be 2 to 3 times stronger than surface winds.

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ARRIVALS

GENERAL

STAR arrivals will be issued for the duty runway from en-route control (Christchurch Control or Ohakea Control). Crew who are anticipating a visual approach should indicate this intention to control as soon as practicable. Crew can expect a clearance to remain on track, rather than a published visual arrival.

AIRSPACE CONTAINMENT

When arriving from the North, maintain at least 2,000ft until entering Palmerston North CTR/D to avoid Feilding aerodrome traffic (common frequency zone – SFC-1,500ft AMSL) which is 2.5NM north of Palmerston North aerodrome.

For arrivals from the North and East it is recommended to track on a published arrival procedure via LEKED.

Caution: There is extensive Class G airspace to the north-east of Palmerston North

RNAV 07 APPROACH

The RNAV 07 approach has various MDAs related to different approach climb gradients. The tables below refer to the maximum aircraft weight allowable to conform to the required approach climb gradient (normal conditions unless otherwise specified). **Note:** For Baro-VNAV approaches using the LNAV/VNAV minima, there is no weight restriction.

RNAV 07 APPROACH (APPROACH CLIMB GRADIENT 2.5% – MDA 770FT)

Temperature (Ground Temperature)	Aircraft Weight (kg)
Icing Conditions	22350
27°C and below	22350
28°C and above	21900

RNAV 07 APPROACH (APPROACH CLIMB GRADIENT 3.1% – MDA 560FT)

Temperature (Ground Temperature)	Aircraft Weight (kg)
Icing Conditions	22200
10°C and below	22350
10°C - 19°C	22000
20°C - 25°C	21600
26°C and above	20900

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GROUND OPERATIONS

COMMUNICATIONS

Palmerston North Ground operations as per ATIS on frequency **121.7 MHz**. Palmerston North Traffic on frequency **130.3 MHz**.

TAXIWAY AND HOLDING POSITIONS

Taxiway Delta and Hotel are prohibited for ATR operations. Taxiway E and holding position E1 are available for use (subject to ATC clearance).

PARKING

Stand	Availability
1	Available for overflow
2	Available (Secondary stand)
3	Available (Primary stand)
4	Available (Primary stand)
5	Available (Secondary stand)
6	Available for overflow

DEPARTURES

REDUCED TAKE-OFF MINIMA

Authorised – Runway 25 only – Refer NZPM AD 2-52.1

- RWY 25 visibility not below 0-400
- RWY 07 Not available

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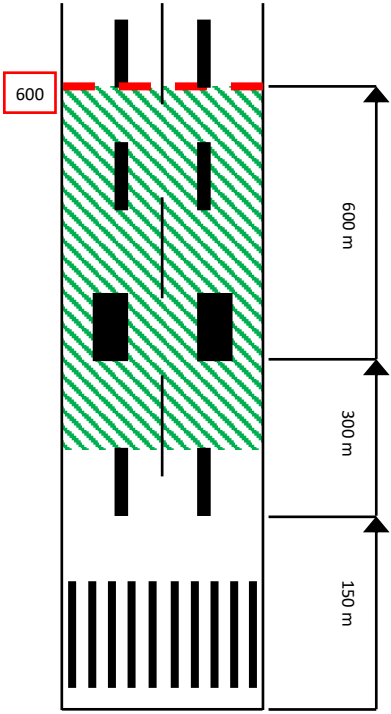
TOUCHDOWN ZONE

RUNWAY 07/25

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



© Air New Zealand

OPERATION OUTSIDE THE HOURS OF SERVICE OF ATC

MEMORANDUM OF UNDERSTANDING (MOU) – EFFECTIVE APRIL 2010

Extracts from the MOU applicable to the ATR operation with slight modification from original document.

Note: Copies of the MOU can be sourced from Palmerston North Airport Website. www.pnairport.co.nz/airport.php

Note: In addition to the MOU for non-scheduled operations, Rescue Fire must be contacted prior to Arrival or Departure, refer ATR Flight Guide NZPM AD 2-52.1.

OPERATIONS IN THE MANAWATU OUTSIDE ATS OPERATIONAL HOURS

ALL SIGNATORIES SHALL INSTRUCT THEIR PILOTS TO USE THE FOLLOWING PROCEDURES WHEN OPERATING WITHIN THE OH CTA/C WHEN IT BECOMES CLASS G AIRSPACE.

The boundaries of the OH CTA/C (125.1 MHz) airspace below 9,500ft AMSL that reverts to Class G airspace when OH control goes off watch will now become a FISCOM service (callsign CHRISTCHURCH INFORMATION). This includes Class G airspace from surface to 9,500ft between Taupo and Masterton (refer AIP Supplements and NOTAMs for ATS hours of operation).

All signatories to this MOU must maintain a listening watch on 125.1 while operating in the area. All aircraft external lighting is to be on and operate transponder Mode C.

Standard procedures when operating in Class G airspace with a FISCOM service will apply. The FISCOM service will provide information on all IFR aircraft but will only provide known VFR aircraft on request. FISCOM does not have radar facilities and will only have VFR traffic information for those on a flight plan or those that have reported position and intentions.

All signatories must make radio calls to ensure separation with other traffic on 125.1. Radio traffic is to be kept to a minimum but sufficient to maintain safety and enable other aircraft to maintain situational awareness of all traffic. Pilots must understand that CH INFO will be simultaneously operating and listening out on 121.5 and several other frequencies and therefore should not make unnecessary radio calls.
(Note: this does not replace the requirements for position reporting detailed in the NZ AIP ENR 1.1 6.2)

PROCEDURES WHEN JOINING AND DEPARTING PALMERSTON NORTH

Wherever possible the Regular Public Transport Operators should communicate their scheduled arrivals and departures to the Training Organisations.

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ARRIVAL

A. At not less than 20 DME (or as soon as possible thereafter), call Palmerston Traffic and advise present position, anticipated approach and runway intending to land on.
B. Position reports on 120.6 must be made in accordance with the NZ AIP ENR 1.1 6.2
C. Where there are two aircraft in the circuit – land on the duty runway which is dictated by the active circuit.
D. Once becoming visual on the instrument approach for runway 07 and the circuit is active for runway 25 – circle left hand (over the city) whenever possible.
E. At times for training and currency it may be required that the approach is flown to minimum descent altitude (MDA) before circling to land. Pilots will advise circuit traffic by adding the statement "training" and intentions on the end of all radio calls. An additional call must be made at the final approach fix to allow circuit traffic to give way e.g. "Palmerston Traffic ABC joining the arc for VOR/DME 07 circling 25, training, intentions are to fly the full approach to MDA"

DEPARTURE

A. Call Palmerston Traffic on 120.6 as early as possible during taxi and advise intended runway for departure and estimated time until ready to depart.
B. When there are two or more aircraft in the circuit – take-off on the duty which is dictated by the active circuit.
C. Call Palmerston North Traffic on 120.6 as early as possible during taxi and advise intended runway for departure and estimated time until ready to depart.
D. Call CHC INFO on 125.1 prior to getting airborne reporting ETD and intended departure procedure. Aircraft are to remain on the ground in Palmerston North until any possible conflict with traffic already operating in the Ohakea CTA/C is resolved.
E. Once airborne and clear of the Palmerston North Circuit (at 1,500ft), aircraft are to call their 'set heading' with CH INFO on 125.

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ELEV 151 **PALMERSTON NORTH**

NZPM **ARRIVAL**

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4

Arrival Procedures

CAUTION: Runway 25 VOR/DME Approach

In strong wind conditions aircraft may encounter severe turbulence, downdraughts and lee waves. Winds over the ranges may be 2 to 3 times stronger than the Palmerston North aerodrome surface wind.

On occasions when the reported surface wind at Palmerston North exceeds 15 knots, all suitably equipped aircraft carrying out an approach to RWY 25 are requested to provide ATC with information on wind strength, turbulence and downdraughts encountered in the approach area.

Information on actual wind conditions in the approach area is not routinely available.

CAUTION: Visual Approaches

It is a pilot's responsibility to ensure containment of their flight within controlled airspace when on a visual approach.

Caution should be exercised to avoid conflict with possible traffic in class G airspace surrounding Palmerston North CTR/D. This is especially relevant for arrivals from the north and traffic in the vicinity of Feilding aerodrome.

Noise Abatement

To avoid possible noise nuisance to Palmerston North city between 2200 and 0700 hrs (local), aircraft should adopt the following noise abatement procedures, except in adverse conditions or as directed by ATC:

- no aircraft to fly over the populated areas between the extended runway centreline and the Manawatu River at altitudes lower than 3000ft
- aircraft carrying out an instrument approach circling for RWY 25 not to circle left hand

Note:

A Memorandum of Understanding (MOU) exists between regular Manawatu Airspace Users detailing mutual airspace procedures. This MOU can be sourced from:

- www.pnairport.co.nz/airport.php
- www.airforce.mil.nz/gallery/links/caa
- RNZAF Base Ohakea Operations 24/7 on Tel 0800 RUNWAY (0800 786 929) for a faxed or e-mail copy.

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ELEV 151

NZPM

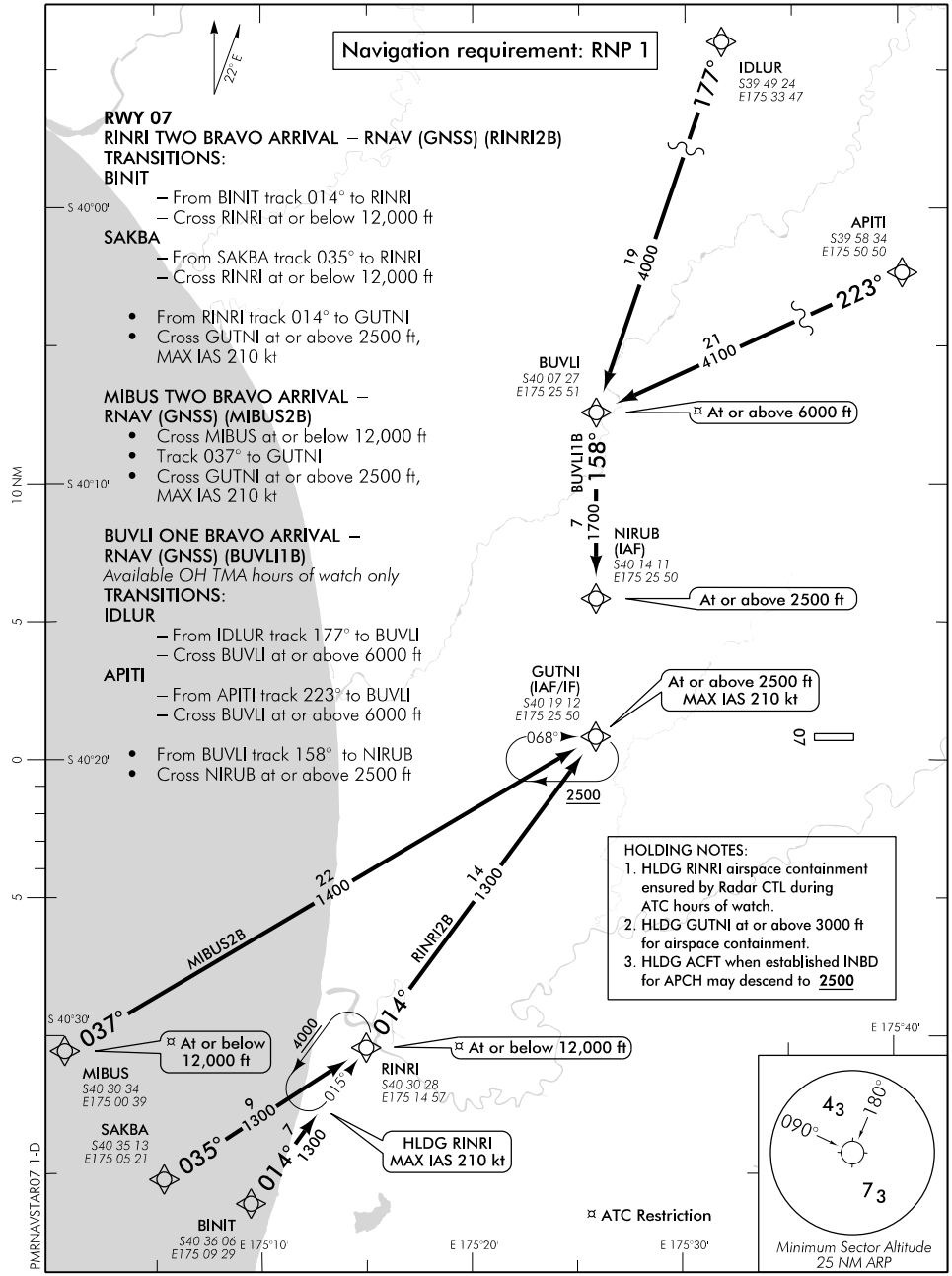
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 07 (1)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Changes from 21 MAY 20: RINRI1B becomes RINRI2B, MIBUS1B becomes MIBUS2B, track bearings amended.

PMRNAVSTAR07-1-D

Effective: 2 DEC 21

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ELEV 151

NZPM

CAT A,B,C,D

PALMERSTON NORTH

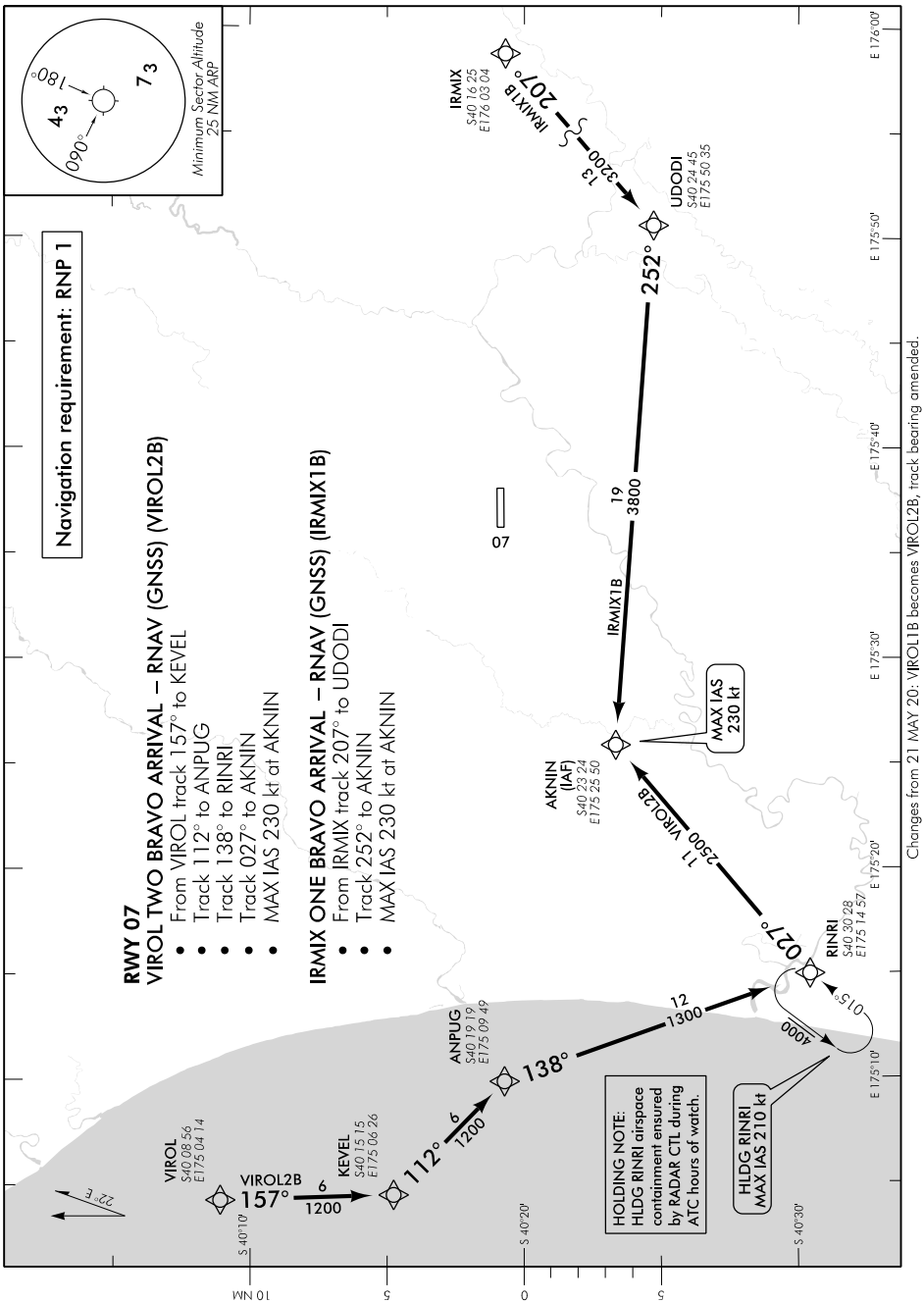
RNAV (GNSS) STAR RWY 07 (2)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4

ATIS: 129.7

PALMERSTON TOWER: 120.6

UNATTENDED: 120.6



PMRNAVSTAR07-2-D

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PALMERSTON NORTH
RNAV (GNSS) STAR RWY 07 (2)

ELEV 151

NZPM

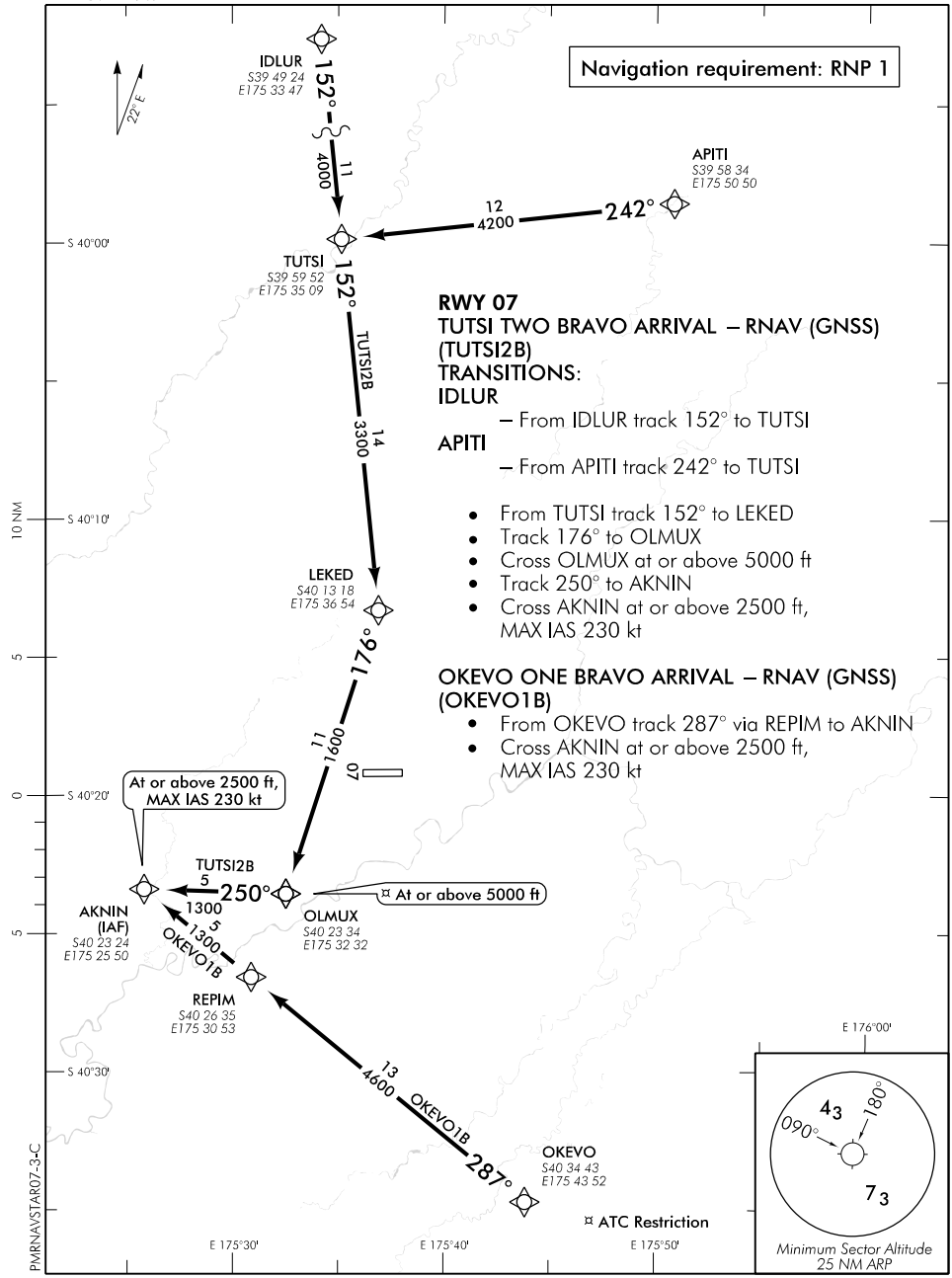
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 07 (3)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Changes from 21 MAY 20: TUTSI1B becomes TUTSI2B, track bearings amended.

PMRNAVSTAR07-3-C

Effective: 2 DEC 21

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ELEV 151

NZPM

CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 25 (1)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6

Changes from 21 MAY 20: AVGUV1A becomes AVGUV2A, track bearings amended.

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PALMERSTON NORTH
RNAV (GNSS) STAR RWY 25 (1)

ELEV 151

NZPM

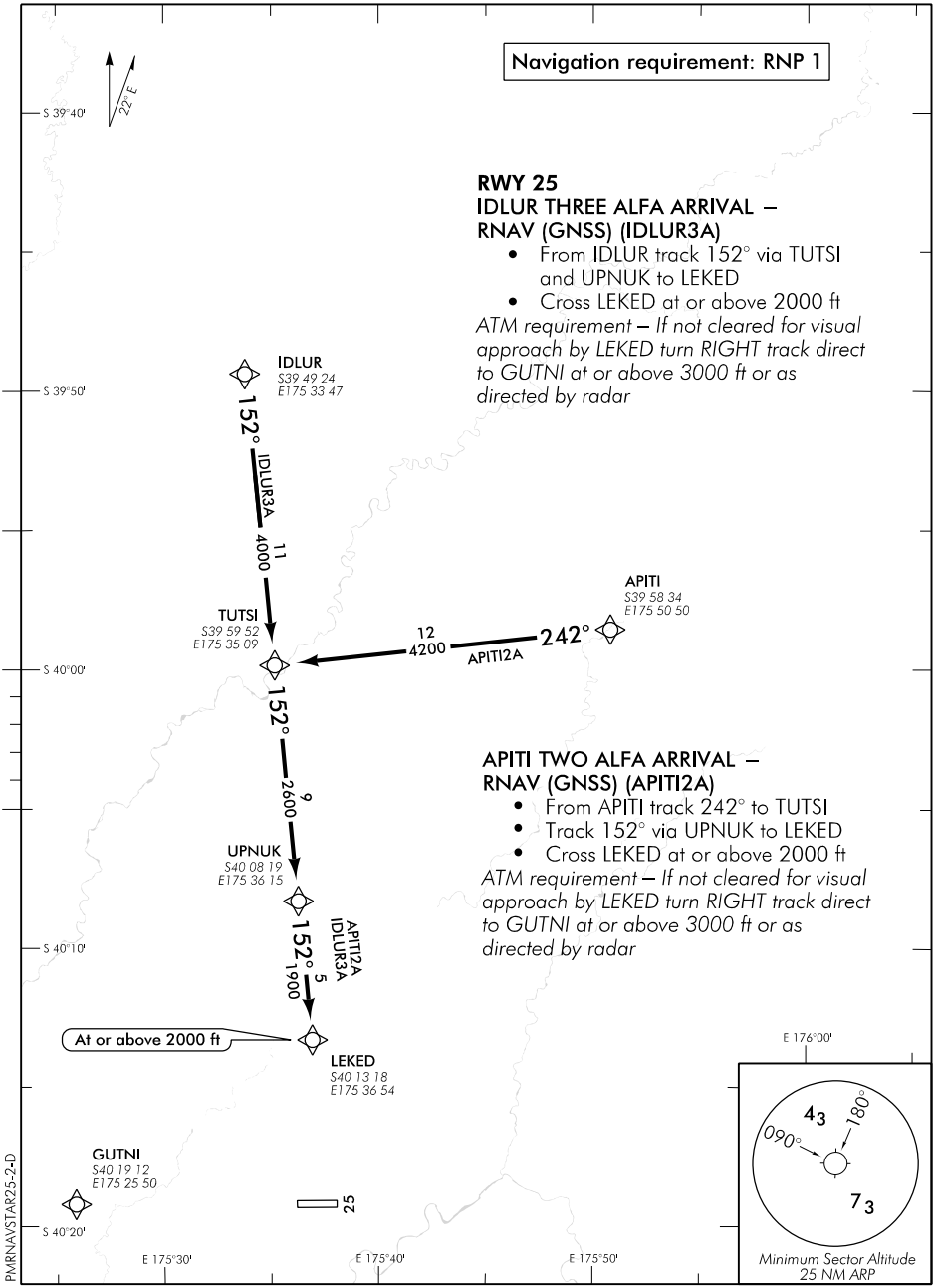
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 25 (2)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Changes from 30 JAN 20: Procedure reviewed, IDLUR2A becomes IDLUR3A, APITI1A becomes APITI2A, track bearings amended.

PMRNAVSTAR25-2-D

Effective: 2 DEC 21

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ELEV 151

NZPM

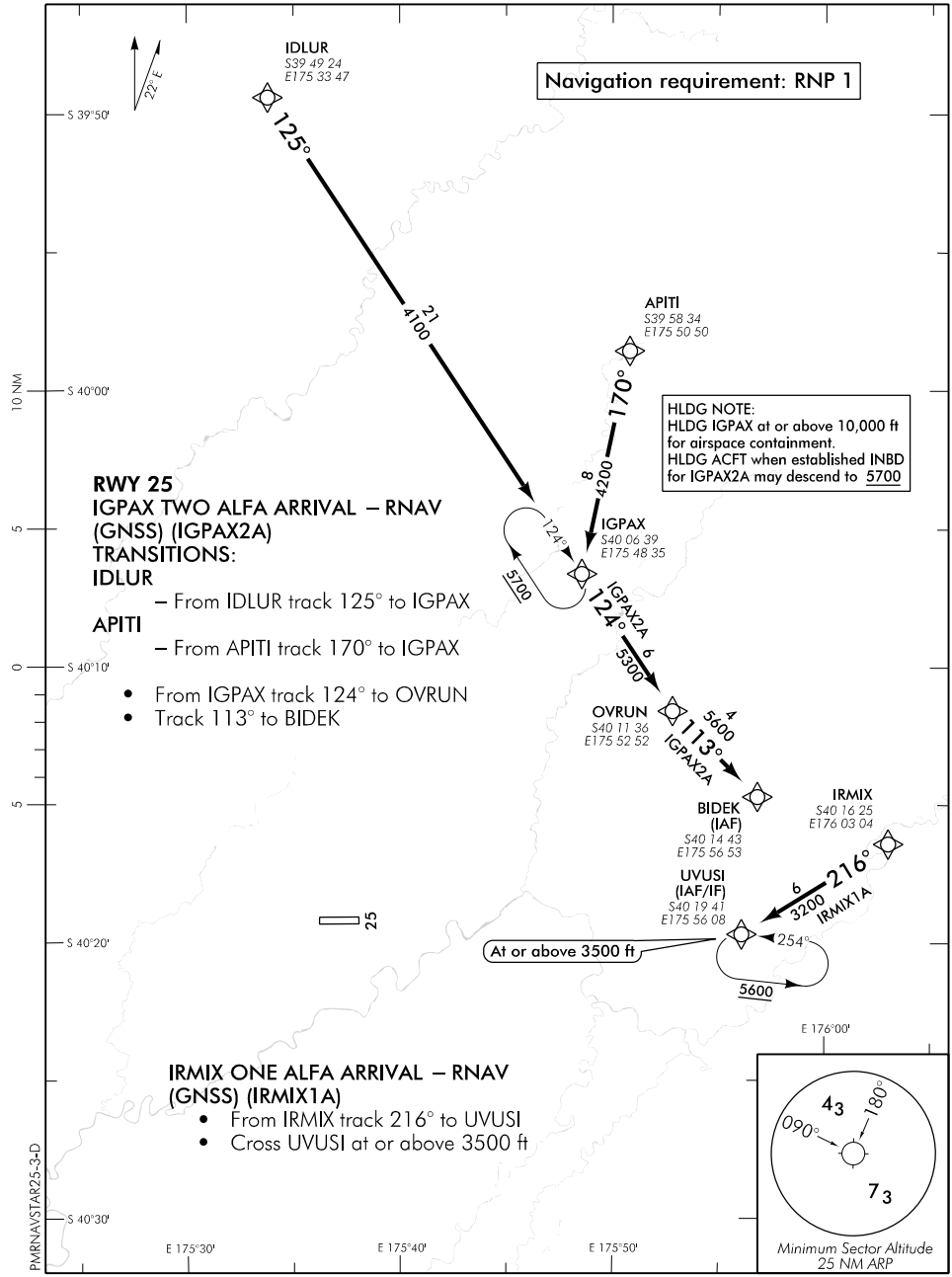
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 25 (3)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Changes from 21 MAY 20: Procedure reviewed, IGPAX1A becomes IGPAX2A, track bearings amended, APITI-IGPAX MSA.

PMRNAVSTAR25-3-D

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ELEV 151

NZPM

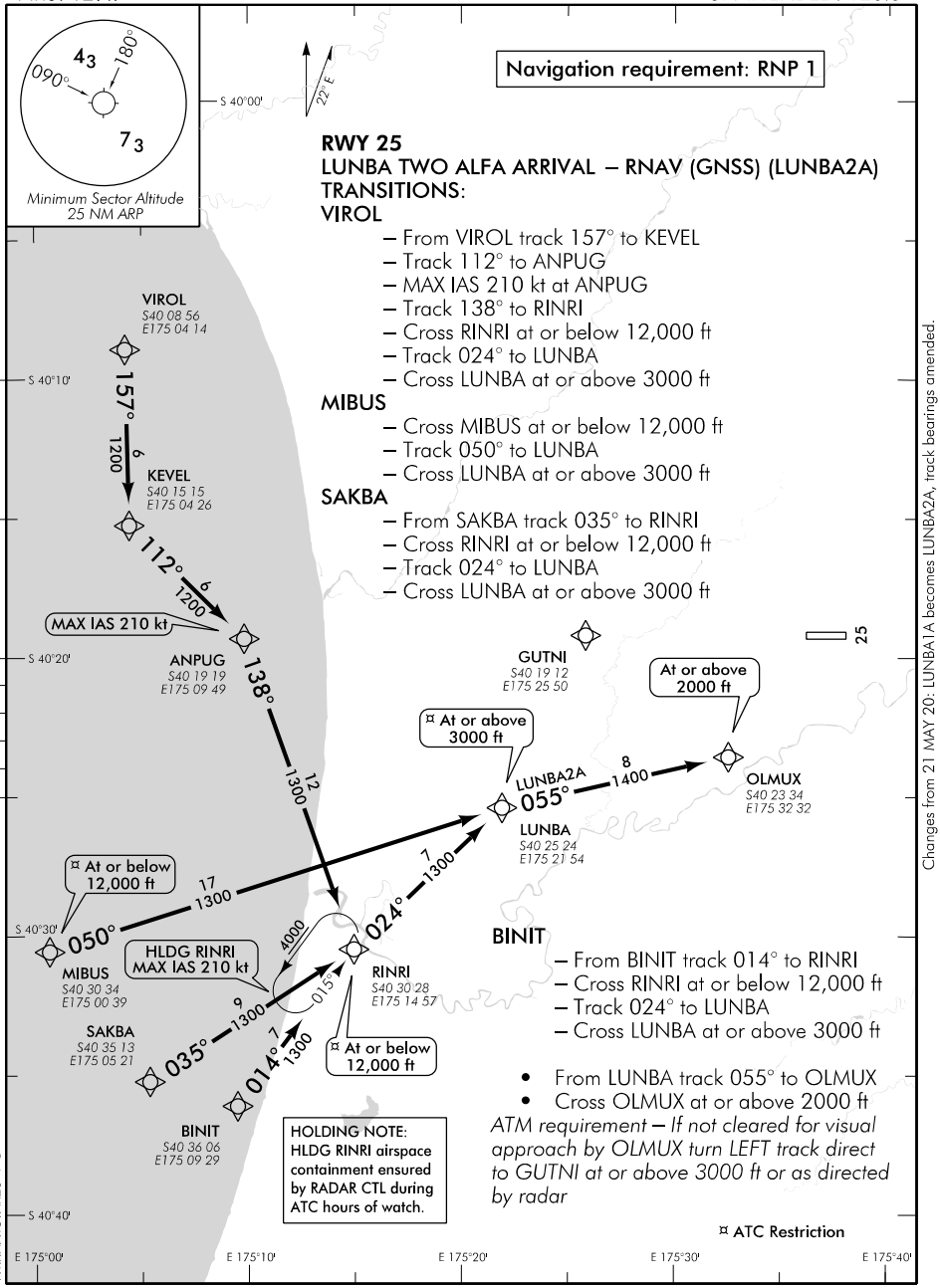
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 25 (4)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Changes from 21 MAY 20: LUNBA1A becomes LUNBA2A, track bearings amended.

Effective: 2 DEC 21

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ELEV 151

NZPM

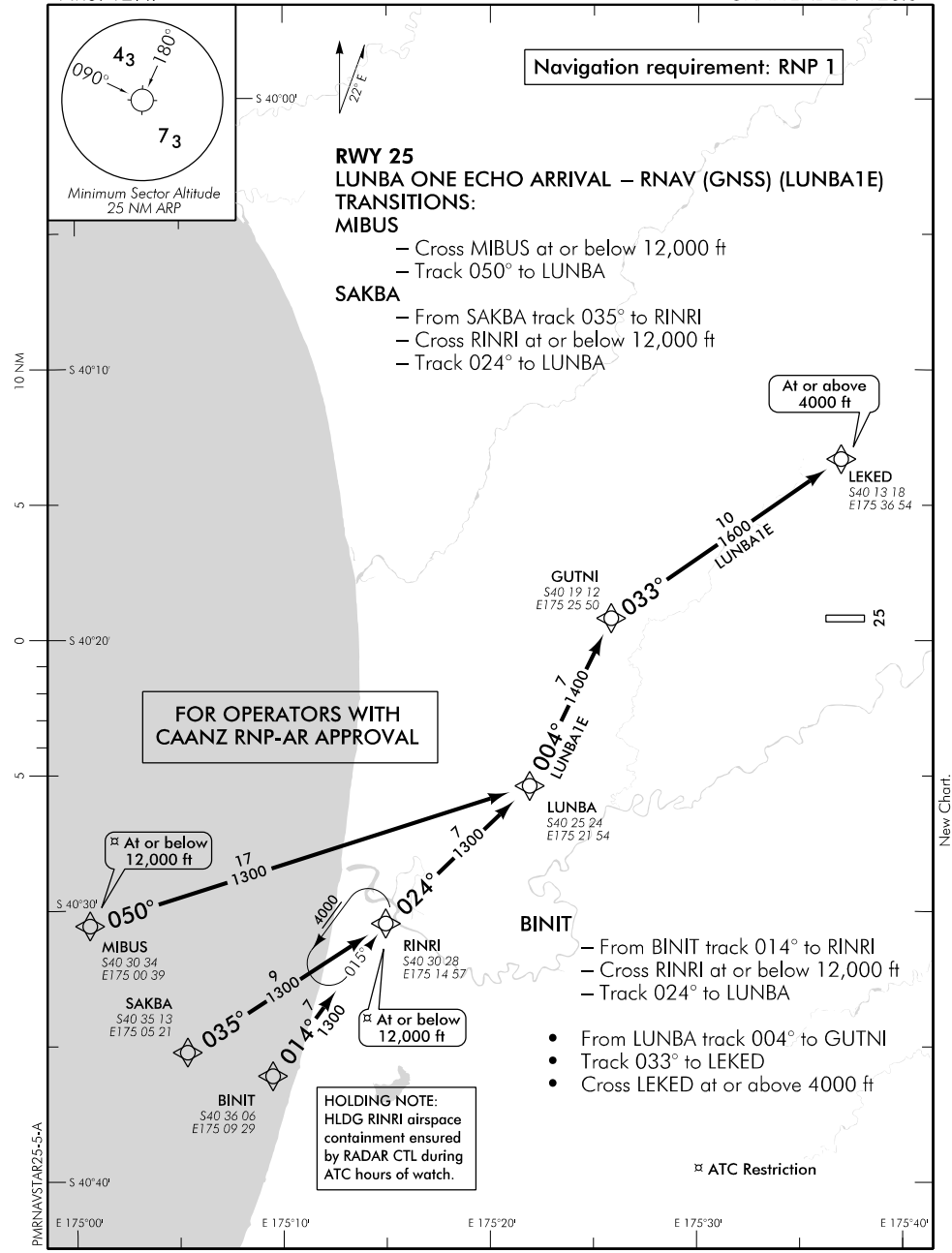
CAT B

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 25 (5)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Effective: 12 SEP 19

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ELEV 151

NZPM

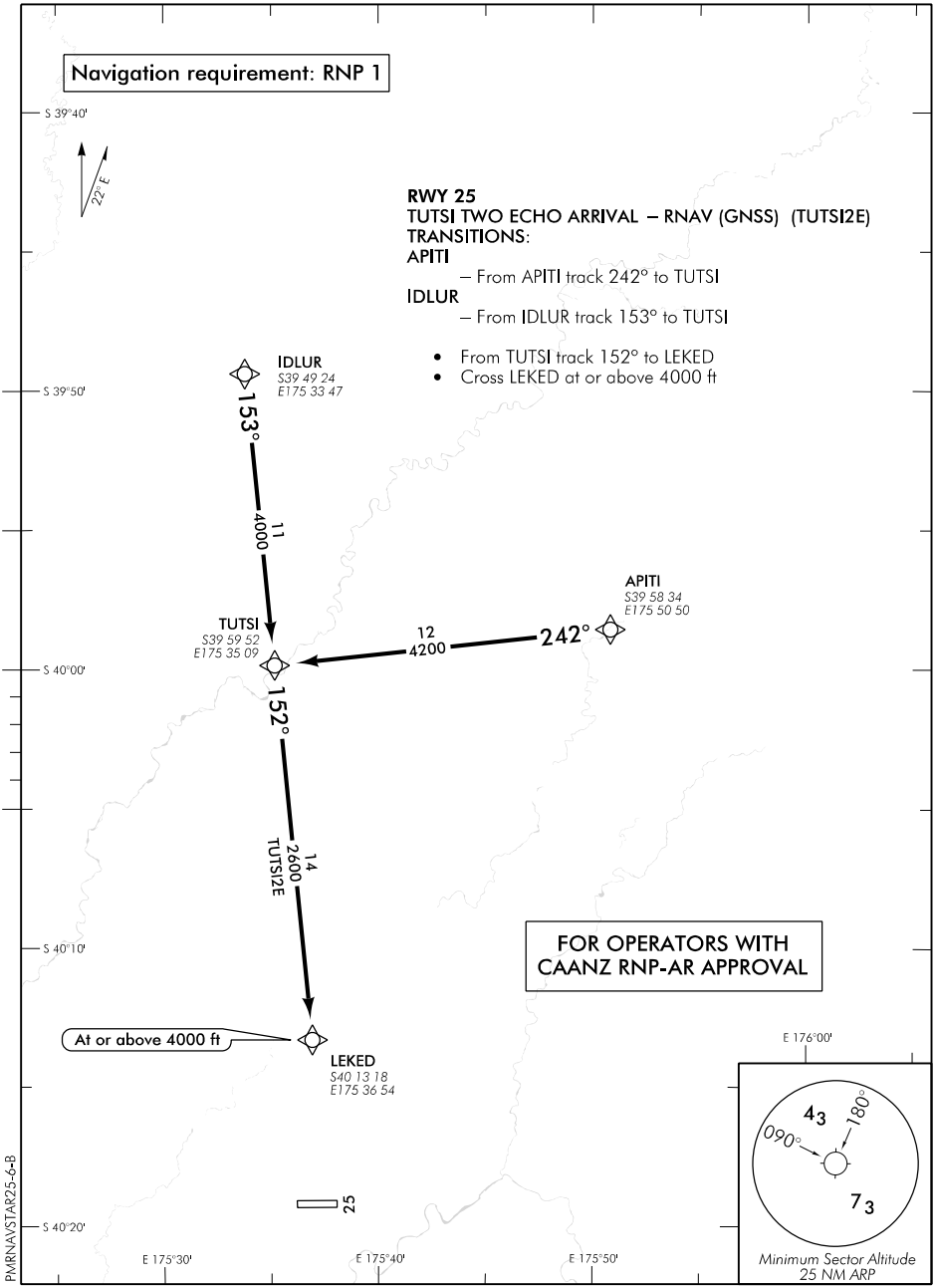
CAT B

PALMERSTON NORTH

RNAV (GNSS) STAR RWY 25 (6)

OHAKEA APPROACH: 125.1 128.5 123.2 263.4
ATIS: 129.7

PALMERSTON TOWER: 120.6
UNATTENDED: 120.6



Effective: 2 DEC 21

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PALMERSTON NORTH
RNAV (GNSS) STAR RWY 25 (6)

ELEV 151

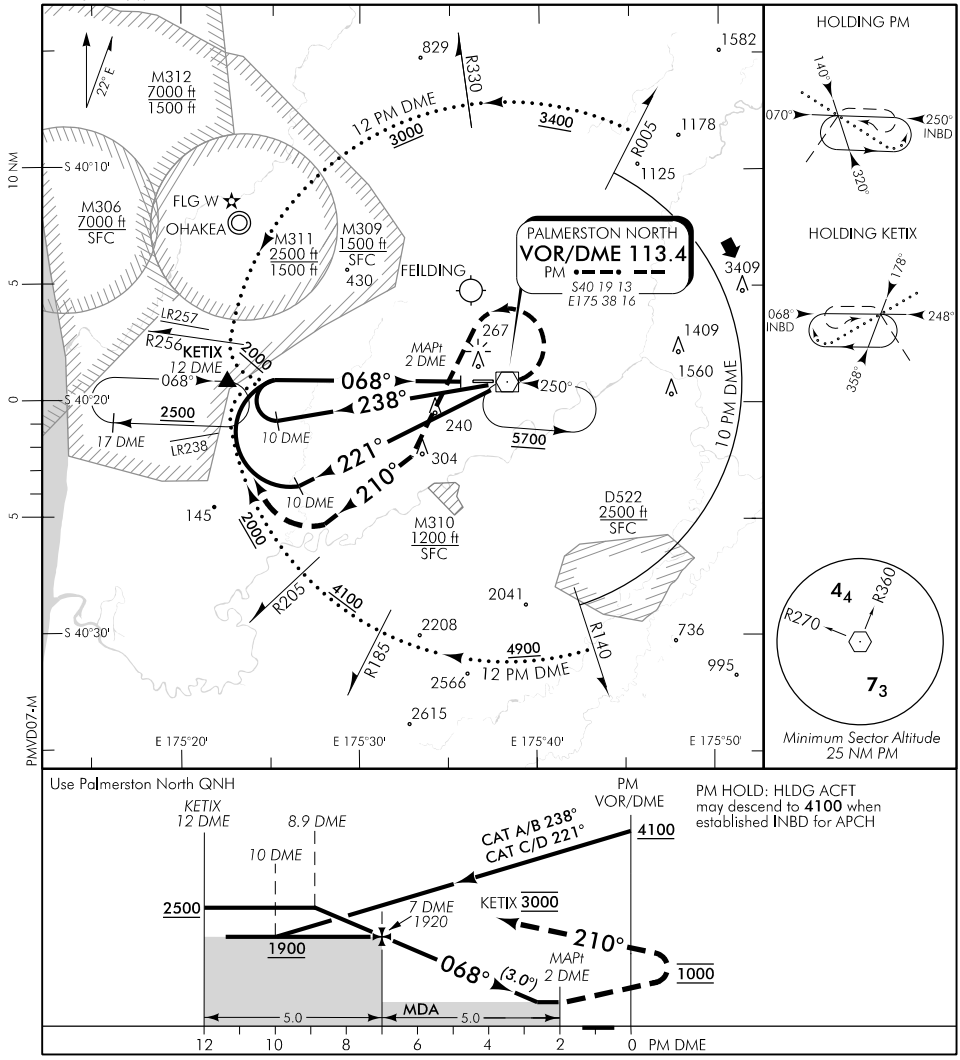
RWY 07 THR ELEV 121

CAT A,B,C,D

PALMERSTON NORTH

VOR/DME RWY 07

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *PALMERSTON TOWER*: 120.6 *UNATTENDED*: 120.6
ATIS: 129.7



MISSED APCH: MAX IAS 185 kt until established on R210. Track 068° to 1000, turn LEFT intercept R210 to 12 DME ARC, turn RIGHT to KETIX hold 3000

PM DME DIST	KETIX	11	10	9	8	7	6	5	4	3	2.8	MAPt 2
Advisory Altitude 5.2%	3510	3190	2870	2550	2240	1920	1600	1280	960	640	MDA	MDA

Category	A	B	C	D
VOR/DME	**570**(449) – 1600		**570**(449) – 2400	
Circling	**690**(539) – 1900	**760**(609) – 2800	**1060**(909) – 3700	* **1120**(969) – 4600

CAT C/D circling airspace containment not assured.
* CAT D circling NA south of RWY

Changes from 21 MAY 20: Procedure reviewed.

Effective: 10 SEP 20

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ELEV 151

RWY 25 THR ELEV 151

CAT A,B,C,D

PALMERSTON NORTH

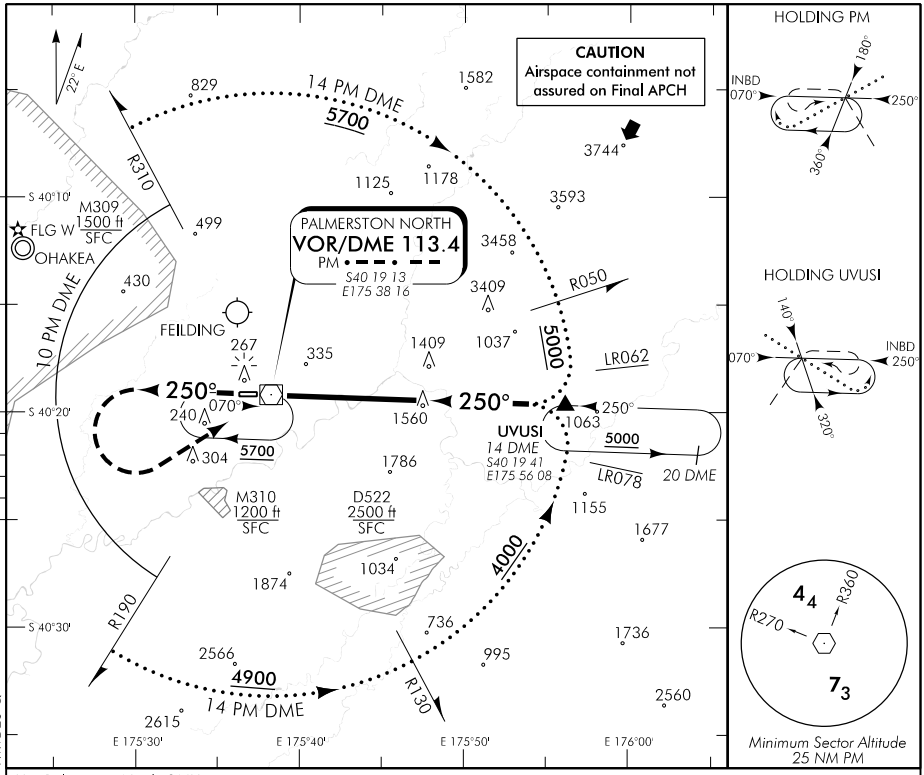
VOR/DME RWY 25

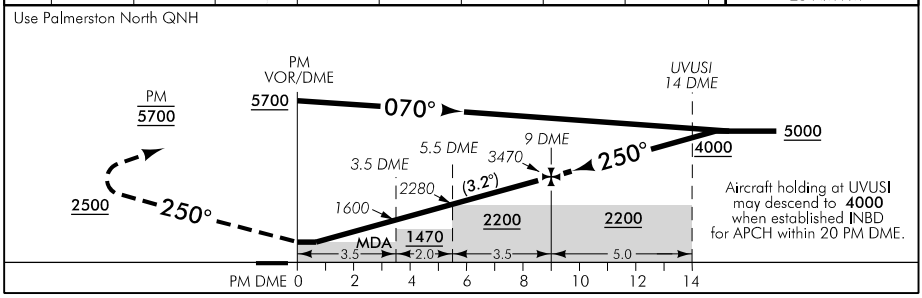
OHAKEA APPROACH: 125.1 128.5 123.2 263.4

ATIS : 129.7

PALMERSTON TOWER : 120.6

UNATTENDED : 120.6





Changes from 21 MAY 20: Procedure reviewed.

MISSED APCH: Track 250° to **2500**, turn LEFT direct to PM VOR hold **5700**

PM DME DIST	MAPt	1	2	3	4	5	6	7	8	9	10
Advisory Altitude 5.6%	MDA	MDA	1090	1430	1770	2110	2450	2790	3130	3470	3810

Category	A	B	C	D
VOR/DME	**710**(559) – 2000		**710**(559) – 2800	
Circling	**710**(559) – 2000	**760**(609) – 2800	**1060**(909) – 3700	***1120**(969) – 4600

CAT C/D circling airspace containment not assured.
* CAT D circling NA south of RWY

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ELEV 151

RWY 07 THR ELEV 121

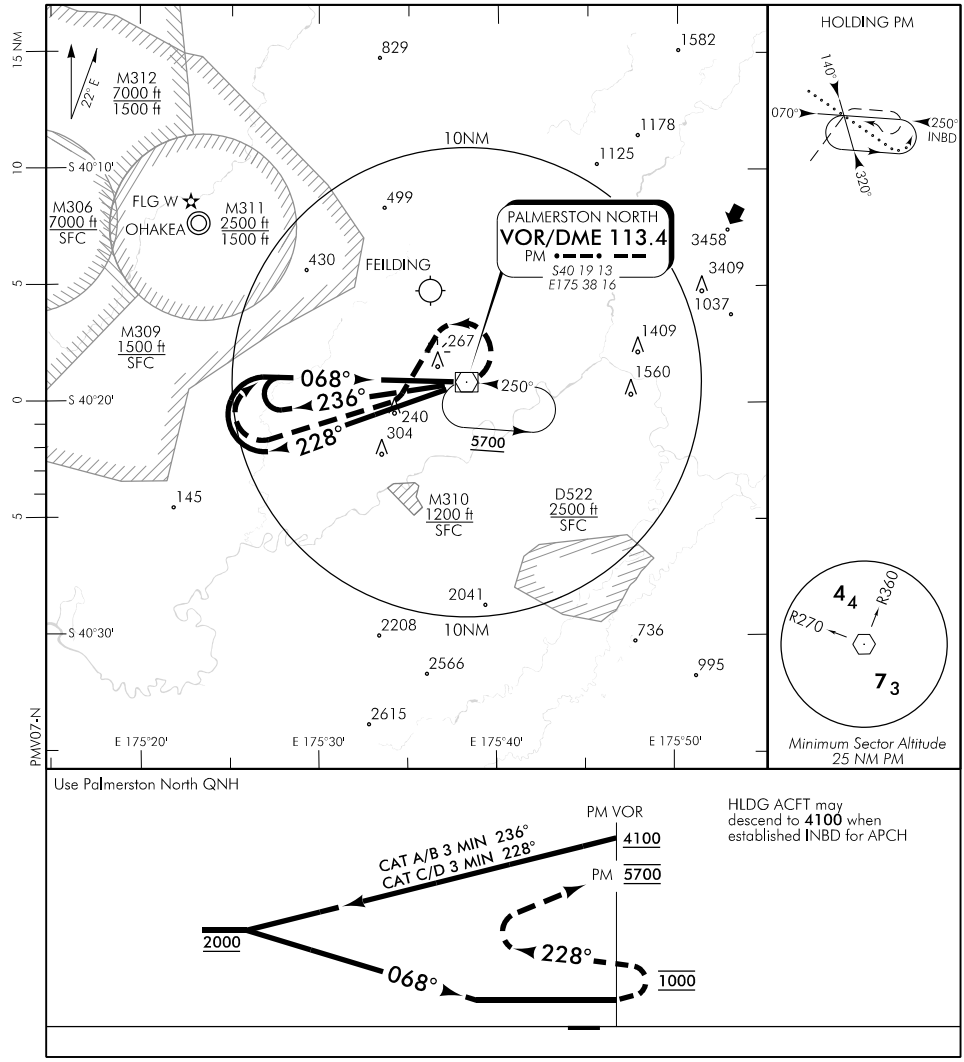
CAT A,B,C,D

PALMERSTON NORTH

VOR RWY 07

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *PALMERSTON TOWER*: 120.6 *UNATTENDED*: 120.6

ATIS: 129.7



Changes from 5 NOV 20: CAT A circling minima.

MISSED APCH: MAX IAS 185 kt until established on R228. Track 068° to 1000 turn LEFT intercept R228, turn RIGHT PM VOR hold 5700

Category	A	B	C	D
VOR	**680**(559) – 2000		**680**(559) – 3200	
Circling	**690**(539) – 2000	**760**(609) – 2800	**1060**(909) – 3700	***1120**(969) – 4600

CAT C/D circling airspace containment not assured.

* CAT D circling NA south of RWY

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ELEV 151

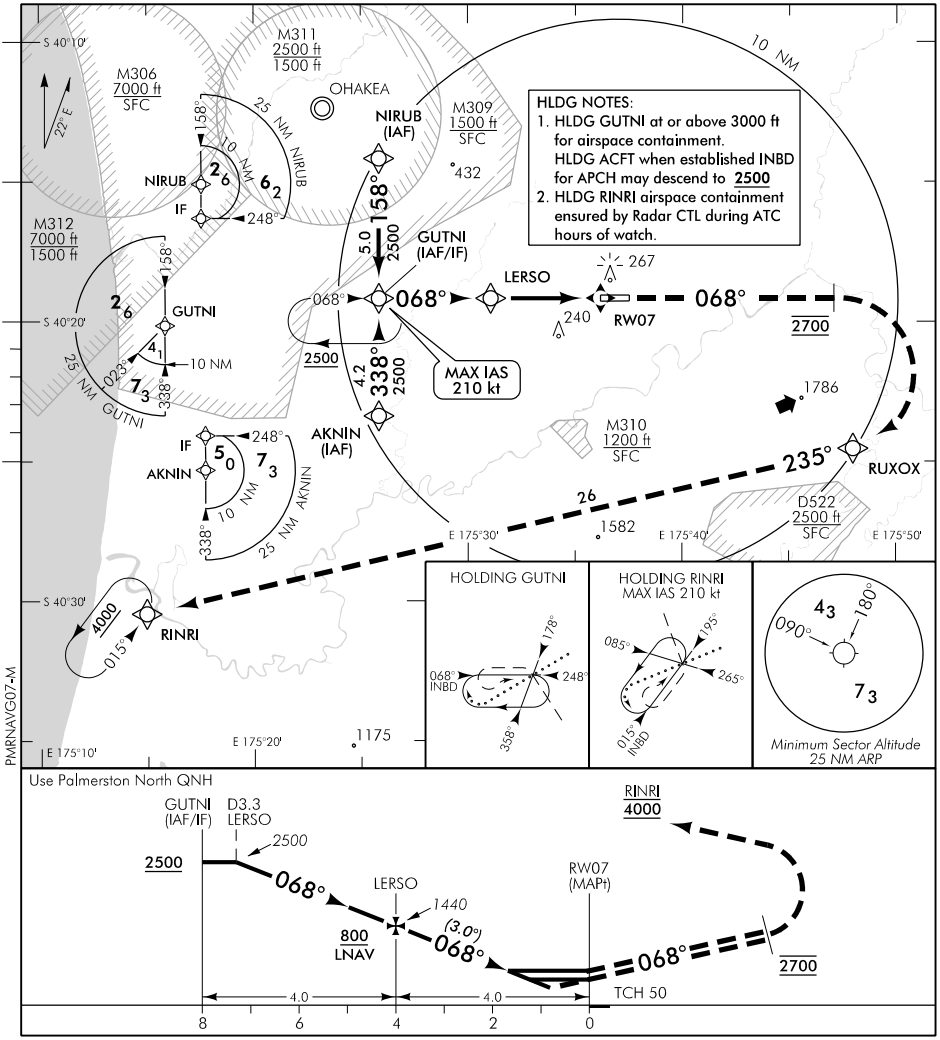
RWY 07 THR ELEV 121

CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) RWY 07

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *PALMERSTON TOWER*: 120.6 *UNATTENDED*: 120.6
ATIS: 129.7



MISSED APCH: MAX IAS 250 kt to RUXOX. Track 068° to 2700, turn RIGHT direct to RUXOX, track 235° to RINRI hold 4000

DISTANCE to WPT	GUTNI	3	2	1	LERSO	3	2	1.2	1.1	RW07
Advisory Altitude 3°	2720	2400	2080	1760	1440	1130	810	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV*	**530**(409) – 1600		**550**(429) – 2400	**580**(459) – 2400
LNAV – 3.1% +	**630**(509) – 2000		**630**(509) – 2800	
LNAV – 2.5% +	**770**(649) – 2500		**770**(649) – 3600	
Circling	**770**(619) – 2500	**770**(619) – 2800	**#1060**(909) – 3700	**#1120**(969) – 4600 CAT D circling NA south of RWY

* Valid to AD temperature -10°C. Use of remote QNH NA
\+ Missed Approach Climb Gradient
\# CAT C/D circling airspace containment not assured.

Changes from 10 SEP 20: LNAV OCA update.

Effective: 5 NOV 20

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ELEV 151

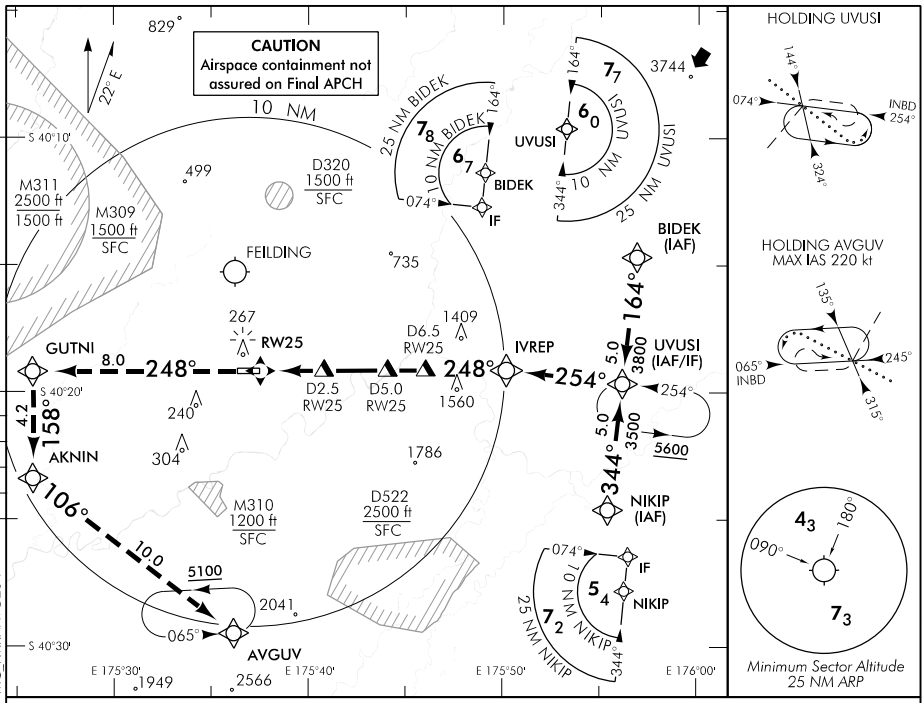
RWY 25 THR ELEV 151

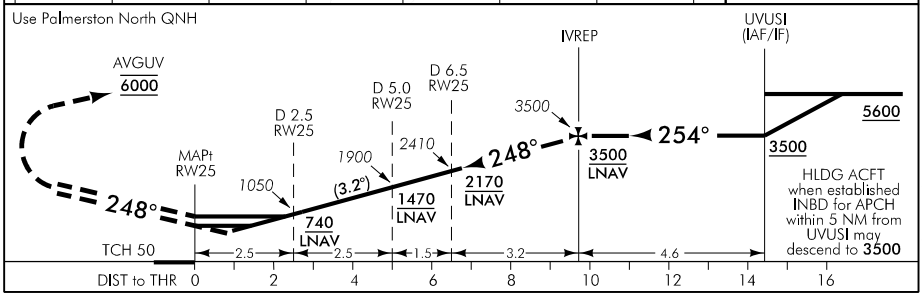
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) RWY 25

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *PALMERSTON TOWER*: 120.6 *UNATTENDED*: 120.6
ATIS: 129.7





Changes from 10 SEP 20: LNAV/VNAV OCA update.

MISSED APCH: MAX IAS 185 kt until AKNIN turn complete. Track 248° to GUTNI, turn LEFT track 158° to AKNIN, turn LEFT track 106° to AVGUV hold **6000**

DISTANCE to WPT	RW25	0.8	1.3	2	3	4	5	6	7	8	9	IVREP	UVUSI
Advisory Altitude 3.2°	MDA	DA	MDA	880	1220	1560	1900	2240	2580	2920	3260	3500	5060

Category	A	B	C	D
LNAV/VNAV *	**520**(369) – 1600		**540**(389) – 2000	
LNAV	**640**(489) – 2000		**640**(489) – 2800	
Circling #	**690**(539) – 2000	**760**(609) – 2800	**#1060**(909) – 3700	**#1120**(969) – 4600 CAT D circling NA south of RWY

* Valid to AD temperature -10°C. Use of remote QNH NA.
\# CAT C/D circling airspace containment not assured.

© Mt Cook Airline

ELEV 151

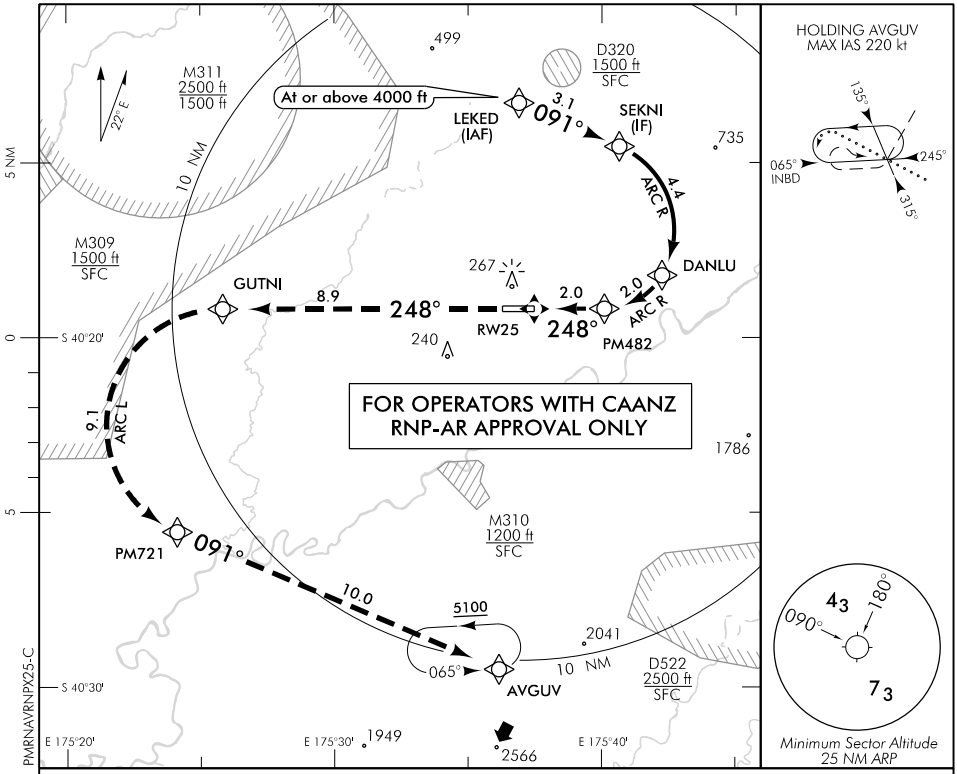
CAT B

PALMERSTON NORTH

RWY 25 THR ELEV 151

RNAV (RNP) X RWY 25

OHAKEA APPROACH: 125.1 128.5 123.2 263.4 *PALMERSTON TOWER*: 120.6 *UNATTENDED*: 120.6
ATIS: 129.7



Changes from 7 NOV 19: OCA table updated.

MISSED APCH: Track via the RNAV (RNP) Missed Approach to AVGUV hold 6000

Category	A	B	C	D
RNP 0.30	NA	**520**(369) – 1600	NA	

1. Procedure NA when AD temperature is below -10°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments, RNP 1.0 missed APCH segment

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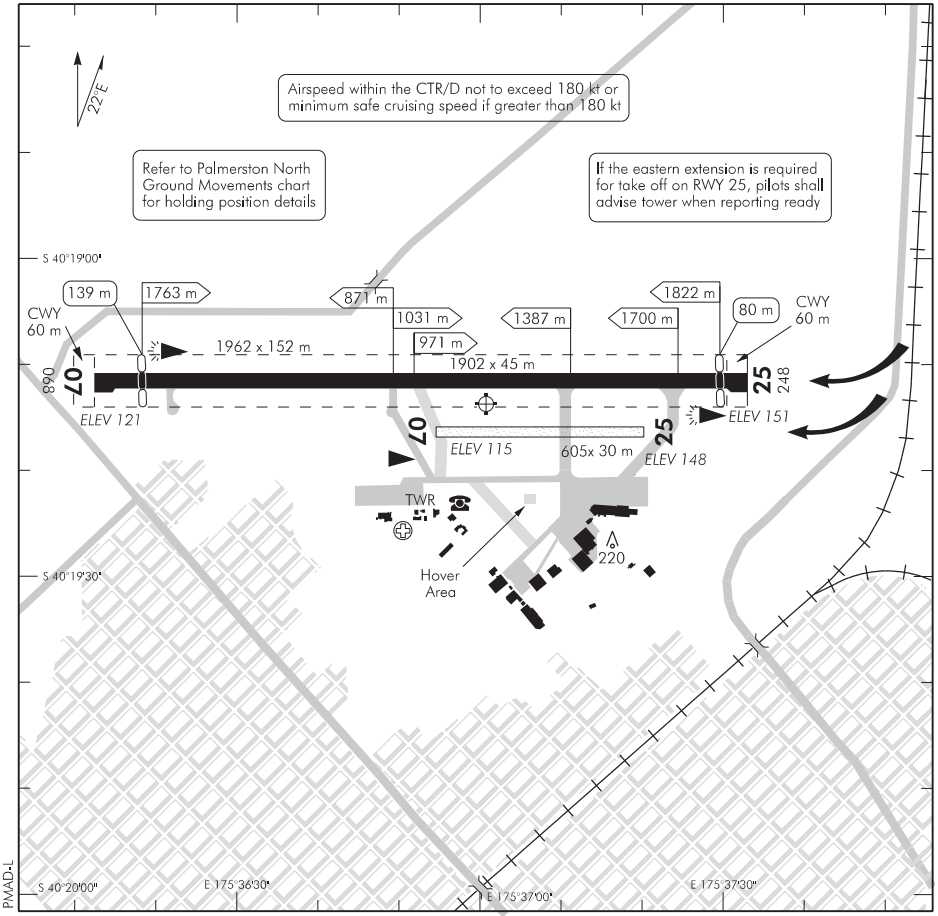
ELEV 151

PALMERSTON NORTH

NZPM

AERODROME (1)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7 *UNATTENDED:* 120.6



Changes from 12 AUG 21: Hover area added.

1. Circuit: RWY 07 — Left hand
   RWY 25 — Right hand RWY 25 — Left hand — Approved IFR aircraft only

   ATC may clear an IFR aircraft for a left circling approach and left hand circuit for RWY 25 by day when ceiling less than 2000 ft, and at night.

   Outside ATC hours operators of aircraft over 5700 kg approved by the aerodrome operator on an IFR approach may perform a left circling approach and a left hand circuit for RWY 25.
2. Joining altitude 1500 ft. Circuit altitude 1100 ft.
3. Simultaneous operations on parallel paved and grass runways permitted only for aircraft below 5700 kg in VFR conditions and when ATC is on duty.
4. Take-offs and landings on the apparent NW/SE formed runway are prohibited.
5. Grass runways, grass taxiways and grass parking areas become very soft after rain.
6. GROUND operates as per ATIS. IFR training and circuit operations may be restricted when GROUND is not operational.

(continued)

S 40 19 14 E 175 37 01

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7. Grass operations restricted to grass taxiways and grass runways.
8. **CAUTION:**
   - Bird hazard. Plovers and magpies present all year round.
   - Flocks of starlings present during winter. Gulls roost on runway after rain.
9. NORDO aircraft may not operate at Palmerston North aerodrome at night.
10. Night flying restrictions apply for aircraft operating in circuit. Refer NZPM AD 2.20 Local Traffic Regulations.
11. Hospital operations are to use apron adjacent to helicopters and freight between 1700–0700 UTC.
12. Hospital operations are to telephone +64 21 024 42555 for aircraft stand allocation between 0700–1700 UTC.
13. Apron stands 1–7 are not available for GA aircraft at any time.
14. Penalties may apply for unauthorised stand use.
15. No aircraft are to conduct engine run-ups at, or in the vicinity of the fuel pumps.
16. Helicopters are not to transit over terminal buildings or parked aircraft.
17. Where available taxi lines must be used.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance				LDG DIST
						1:30	1:40	1:50	1:62.5	
07 25	B	PCN 50 F/C/X/T	8	0.49U 0.49D	1902	1902 1923	1902 1873	1882 1827	1686 1728	1763 1822
07 25	Gr(s)	ESWL 1100	4	0.64U 0.64D		605				605

RESA — RWY 07 240 X 150 m

MINIMA

IFR Take-off		
RWY	Day	Night
07	500–1500	500–1500
25[1]	300–1500	300–1500

[1] Reduced take-off minima RWY 25 available during TWR HR — not below 0–400. Reduced minima NA RWY 07. OPS below 800 metres visibility subject to availability of serviceable secondary power supply and automatic switch-over.

LIGHTING

Runway: 07 REIL, PAPI 3.0°/TCH 50, LIM RWY
25 REIL, PAPI 3.2°/TCH 54, LIM RWY

Aerodrome: WDI

Taxiway: Edge Apron: Edge and floodlighting

Outside Palmerston North TWR hours of service, remote control of lighting available from Ohakea Control 126.2 MHz. Outside Ohakea Approach hours contact Christchurch Information 125.1 MHz or by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users).

If Ohakea Approach or Christchurch Information are not available contact Auckland Air/Ground Tel (09) 275 9335.

Advise runway to be used — brilliance adjustments may take up to one minute to action.

Advise Ohakea or Christchurch or Auckland when complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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PALMERSTON NORTH

OPERATIONAL DATA (2)

FACILITIES

Fuel:	Jet A1, Z Energy access via Z card Avgas 100, Air BP swipecard Jet A1, Air BP, carnet into plane, Palmerston North Airport Services, Tel 027 443 3519
Passenger	
Repairs	
RFS:	CAT 5 24 hours/7 days. Flights relying on RFS when Palmerston North Tower is unattended should advise RFS on 021 0244 2555 prior to arrival or departure.

D

Refer to NZPM AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Palmerston North Airport Ltd, PO Box 4384, Palmerston North
Tel (06) 351 4415
Email: info@pnairport.co.nz

Aerodrome available for general use without the permission of Palmerston North Airport Limited.

Itinerant aircraft requiring an apron stand must seek approval of Palmerston North Airport Limited 12 hours prior to arrival.

D

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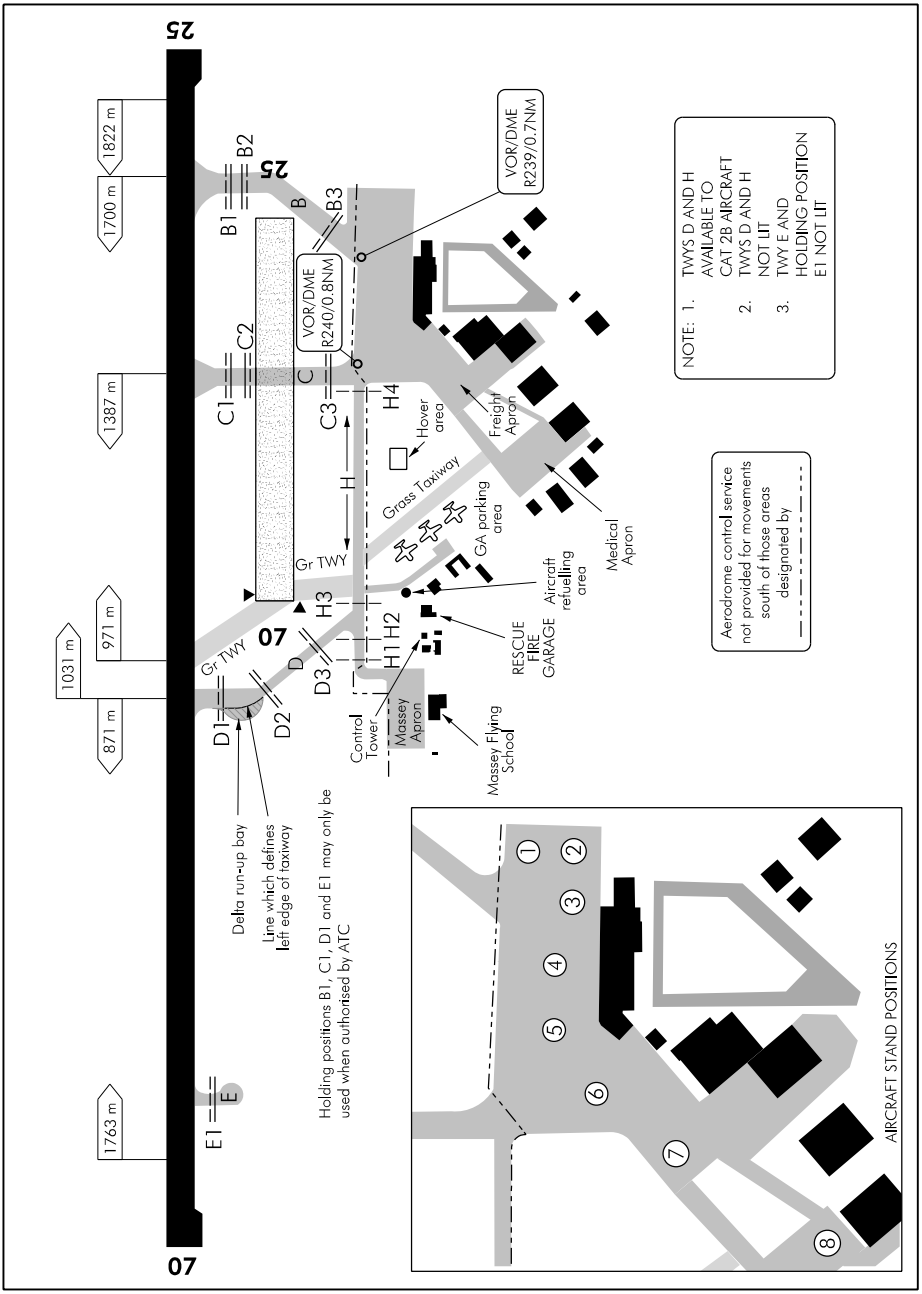
ELEV 151

NZPM

PALMERSTON NORTH

GROUND MOVEMENTS (1)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7 *UNATTENDED:* 120.6



PMGM-L

Changes from 7 OCT 21: Hover area added.

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ELEV 151

PALMERSTON NORTH

NZPM

GROUND MOVEMENTS (2)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7 *UNATTENDED:* 120.6

Communication

Operation of GROUND is nominated on the ATIS, on a daily basis. If GROUND is not operational make these calls to TOWER. IFR training and circuit operations may be restricted when GROUND is not operational.

Arriving aircraft

- remain on TOWER until advised, comply with ATC instructions

Departing aircraft

IFR aircraft:

- call GROUND 3 minutes prior to start. Clearance will be issued on this frequency
- when ready, request taxi clearance from GROUND
- contact TOWER when instructed by ATC

VFR aircraft:

- call GROUND and pass flight details
- when ready, request taxi clearance from GROUND
- change to TOWER when at the holding position and ready for departure, or when instructed by ATC. Report changing

If the eastern extension is required for take-off on RWY 25, make this request to ATC as early as possible.

Restrictions and Hazards

- stand 8 is not available for aircraft with a wingspan greater than 22 m
- holding bay at E1 not available for engine test running
- B733, B734 and A320 aircraft are to use runway end turning bays to carry out 180 degree turns
- B733 and B734 to use taxiway Charlie to transit between runway 07/25 and freight apron.
- A320 aircraft restricted to taxiway Bravo when transiting between runway 07/25 and main apron.
- Taxiway Hotel and Delta (south of runway holding point D1) restricted to aircraft with MTOW of 2500 kg and below.

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For flights departing Palmerston North Airport:

ADES	Designator	Route
AA	PMAA2	OMBUB Y273 PEPPE H182
AA	PMAA5	H336 RUGVI H182
CH	PMCH2	Y226 GURBO Q800 ATBUB H159
CH	PMCH4 ❶	H240 NS Y288
HN	PMHN3	OMBUB Y273 LIKTU Q126
NR	PMNR3	H240 IRMIX Q800 RIDLA H103
NS	PMNS3	H240
NP	PMNP1	H336 RUGVI H205
NP	PMNP5	VIROL Q202 MEVAX H499
PP	PMPP2	H467
WU	PMWU3	H336 RUGVI H486
WN	PMWN1	V242 DOGAD V112
WN	PMWN4 ❶	H201 KAPTI Q169 AVKEX Q235
WB	PMWB3	H201 KAPTI Q169 AVKEX Q472

Where specified the following applies:

❶ Available for use also when hazardous flight conditions exist north-east of Wellington.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 151

PALMERSTON NORTH

NZPM

DEPARTURE

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4

Departure Procedures

Outside Palmerston North TWR hours of service contact Ohakea Approach 125.1 MHz for clearance and traffic information prior to departure. Outside Ohakea Approach hours contact Christchurch Information 125.1 MHz (or Tel 0800 626 756 for landline users only or (03) 358 1509 for cellphone users) for clearance and traffic information prior to entering IMC or controlled airspace.

ATC requirement H24 — all IFR flights cleared for a visual departure at 11,000 ft or above — maintain 10,000 ft to 30 PM.

OCEANIC TRANSITION (to GOPLU, TANEN, GULUT — FL260 or above)

- Maintain 10,000 ft to 30 PM
- Cleared level FL250
- Expect further clearance to filed flight level prior to 100 PM
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

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ELEV 151 CAT A,B,C,D

PALMERSTON NORTH

NZPM

SID RWY 07 (1)

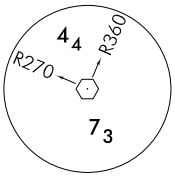
PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4

DEPARTURE PROCEDURES – Take-off RWY 07

CAUTION: Close-in obstacles not considered in climb gradient.
– Trees with MAX elevation 290 ft AMSL left and right of extended CL between 150 m and 1370 m from CWY end.

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 airborne, or as instructed.
2. ATC restriction H24: all IFR flights cleared at 11,000 ft or above maintain 10,000 ft to 30 PM
3. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated
4. Mandatory LEFT turn at 750 ft unless otherwise stated, MAX IAS 230 kt until within sector



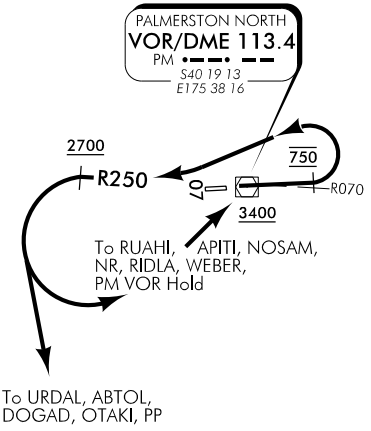
Minimum Sector Altitude 25 NM PM

Evaluated Climb Sector – within 25 NM in sector R200–R360 PM VOR/DME

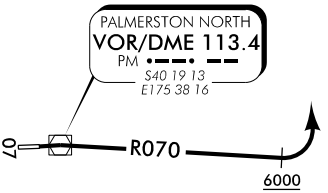
RWY 07
BRAVO FIVE DEPARTURE (BRAVO5)
To RUAHI, APITI, NOSAM, NR, RIDLA, WEBER, URDAL, ABTOL, DOGAD, OTAKI, PP, PM VOR Hold
Airspace containment not assured
MAX IAS 230 kt until established on R250

To URDAL, ABTOL, DOGAD, OTAKI, PP
- Maintain RWY CL to 750 ft, MANDATORY LEFT TURN at 750 ft
- Intercept R250, climb to MNM 2700 ft
- Turn LEFT, intercept track

To RUAHI, APITI, NOSAM, NR, RIDLA, WEBER, PM VOR Hold
- Maintain RWY CL to 750 ft, MANDATORY LEFT TURN at 750 ft
- Intercept R250, climb to MNM 2700 ft
- Turn LEFT, track to PM VOR reach MNM 3400 ft
- Intercept track



RWY 07
CHARLIE SIX DEPARTURE (CHARLIE6)
To GOPLU, TANEN, GULUT, OH, TM, RUGVI, ARETI, RUAHI, NOSAM, NR, RIDLA, WEBER, PM VOR Hold
Airspace containment not assured
Minimum net climb gradient 5.0% (300 ft/NM) to 2600 ft
- Intercept R070 climb to MNM 6000 ft
- Turn LEFT, intercept track



Note: ATC may instruct aircraft to turn LEFT at 5000 ft or above.
Aircraft to GOPLU, TANEN, GULUT refer to Oceanic Transition on DEPARTURE page

Changes from 7 NOV 19: Minor change to gradient (ft/NM).

PMSID07-1-X

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ELEV 151
NZPM

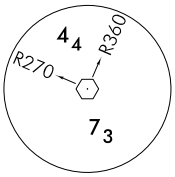
CAT A,B,C,D

PALMERSTON NORTH

SID RWY 07 (2)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4

DEPARTURE PROCEDURES – Take-off RWY 07



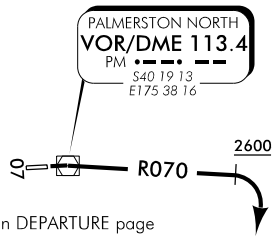
Minimum Sector Altitude
25 NM PM

CAUTION: Close-in obstacles not considered in climb gradient.
– Trees with MAX elevation 290 ft AMSL left and right of extended CL between 150 m and 1370 m from CWY end.

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 airborne, or as instructed.
2. ATC restriction H24: all IFR flights cleared at 11,000 ft or above maintain 10,000 ft to 30 PM
3. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated
4. Mandatory LEFT turn at 750 ft unless otherwise stated, MAX IAS 230 kt until within sector

Evaluated Climb Sector – within 25 NM in sector R200–R360 PM VOR/DME

RWY 07
DELTA FIVE DEPARTURE (DELTA5)
To URDAL, ABTOL, DOGAD, OTAKI, PP, KAPTI, FOXTN, DUMOT, GOPLU, TANEN, GULUT
Airspace containment not assured
Minimum net climb gradient 5.0% (300 ft/NM) to 3000 ft
- Intercept R070, climb to MNM 2600 ft
- Turn RIGHT, intercept track or as instructed by ATC



Note: Aircraft to GOPLU, TANEN, GULUT refer to Oceanic Transition on DEPARTURE page

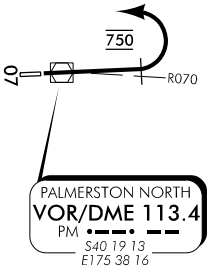
RWY 07
ECHO FIVE DEPARTURE (ECHO5)
To PP, KAPTI, FOXTN, DUMOT, GOPLU, TANEN, GULUT, OH, TM, RUGVI, ARETI, RUAHI, NR via APITI or NOSAM
Airspace containment not assured
MAX IAS 230 kt until established on departure track

To KAPTI, FOXTN, DUMOT, GOPLU, TANEN, GULUT, OH, TM, RUGVI, ARETI, RUAHI
- Maintain RWY CL to 750 ft, MANDATORY LEFT TURN at 750 ft
- Intercept track or as instructed by ATC

Note: Aircraft to GOPLU, TANEN, GULUT refer to Oceanic Transition on DEPARTURE page

To PP
- Maintain RWY CL to 750 ft, MANDATORY LEFT TURN at 750 ft
- Track to PM VOR reach MNM 1000 ft
- Intercept track or as instructed by ATC

To NR via APITI or NOSAM
Minimum net climb gradient 4.0% (250 ft/NM) to 7200 ft
- Maintain RWY CL to 750 ft, MANDATORY LEFT TURN at 750 ft
- Intercept track



PMSID07-2-T

Changes from 7 NOV 19: Minor change to gradient (ft/NM).

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ELEV 151
NZPM

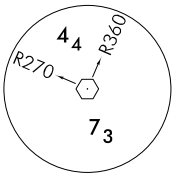
CAT A,B,C,D

PALMERSTON NORTH

SID RWY 25

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4

DEPARTURE PROCEDURES – Take-off RWY 25



Minimum Sector Altitude
25 NM PM

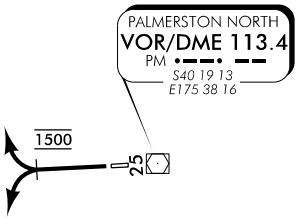
CAUTION: Close-in obstacles not considered in climb gradient.
– Trees with MAX elevation 170 ft AMSL right of extended CL between 250 m and 360 m from CWY end.

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 airborne, or as instructed.
2. ATC restriction H24: all IFR flights cleared at 11,000 ft or above maintain 10,000 ft to 30 PM
3. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated
4. Unless flying a published departure procedure mandatory turn at 650 ft

Evaluated Climb Sector – within 25 NM in sector R200-R360 PM VOR/DME

RWY 25
FOXTROT TWO DEPARTURE (FOXTROT2)
To ARETI, FOXTN, GOPLU, GULUT, MIBUS, OH, RUGVI, SAKBA, TANEN, TM, APITI, NOSAM, NR, RIDLA, WEBER, URDAL, ABTOL, DOGAD, OTAKI, PP

To NR via APITI
Minimum net climb gradient 3.5% (220 ft/NM) to 7200 ft
To APITI, NOSAM, NR, RIDLA, WEBER
Minimum net climb gradient 6.0% (370 ft/NM) to 4800 ft
To URDAL
Minimum net climb gradient 5.6% (350 ft/NM) to 3400 ft
To ABTOL, DOGAD, OTAKI
Minimum net climb gradient 5.0% (300 ft/NM) to 5600 ft
To PP
Minimum net climb gradient 4.5% (280 ft/NM) to 3200 ft



- Maintain RWY CL to 1500 ft,
- At 1500 ft, turn to intercept track or as instructed by ATC

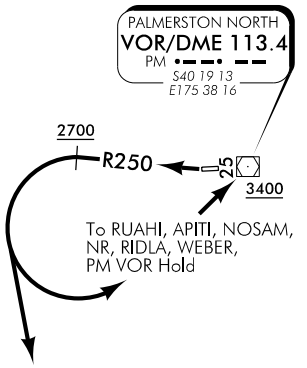
ATC may instruct aircraft to turn at 650 ft or above

Note: Aircraft to GOPLU, TANEN, GULUT refer to Oceanic Transition on DEPARTURE page

RWY 25
GOLF ONE DEPARTURE (GOLF1)
To RUAHI, APITI, NOSAM, NR, RIDLA, WEBER, URDAL, ABTOL, DOGAD, OTAKI, PP, PM VOR Hold

To URDAL, ABTOL, DOGAD, OTAKI, PP
- Intercept R250, climb to MNM 2700 ft
- Turn LEFT, intercept track

To APITI, RUAHI, NOSAM, NR, RIDLA, WEBER, PM VOR Hold
- Intercept R250, climb to MNM 2700 ft
- Turn LEFT, track to PM VOR reach MNM 3400 ft
- Intercept track



Changes from 7 NOV 19: List of FOXTROT DEP destinations expanded, minor gradient changes (ft/NM).

PMSID25-Y

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ELEV 151

NZPM

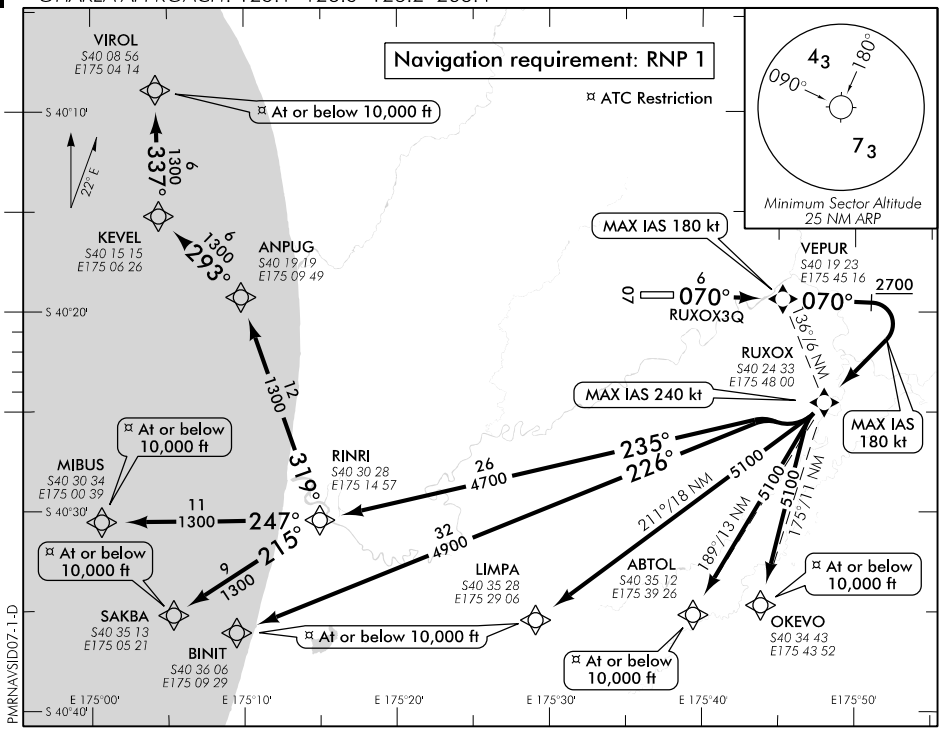
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (1)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– Trees MAX 290 ft AMSL left and right of extended centreline between 150 m and 1370 m from CWY END

RWY 07

RUXOX THREE QUEBEC DEPARTURE – RNAV (GNSS) (RUXOX3Q)

Minimum net climb gradient 5.1% (310 ft/NM) to 2800 ft

Airspace containment – minimum net climb gradient 8.9% (550 ft/NM) to 3000 ft

- Track 070° to VEPUR (flyover)
- Track 070° to MNM 2700 ft
- Turn RIGHT direct to RUXOX, MAX IAS 180 kt until turn complete

ATC may require hold down at 4000 ft to RUXOX

TRANSITIONS:

OKEVO
- From RUXOX (flyover), turn direct to OKEVO, MAX IAS 240 kt until turn complete
- Cross OKEVO at or below 10,000 ft

ABTOL
- From RUXOX (flyover), turn direct to ABTOL, MAX IAS 240 kt until turn complete
- Cross ABTOL at or below 10,000 ft

LIMPA
- From RUXOX (flyover), turn RIGHT direct to LIMPA, MAX IAS 240 kt until turn complete
- Cross LIMPA at or below 10,000 ft

BINIT
- From RUXOX (flyover), turn RIGHT, track 226° to BINIT, MAX IAS 240 kt until turn complete
- Cross BINIT at or below 10,000 ft

SAKBA
- From RUXOX (flyover), turn RIGHT, track 235° to RINRI, MAX IAS 240 kt until turn complete
- Turn LEFT, track 215° to SAKBA
- Cross SAKBA at or below 10,000 ft

MIBUS
- From RUXOX (flyover), turn RIGHT, track 235° to RINRI, MAX IAS 240 kt until turn complete
- Turn RIGHT, track 247° to MIBUS
- Cross MIBUS at or below 10,000 ft

VIROL
- From RUXOX (flyover), turn RIGHT, track 235° to RINRI, MAX IAS 240 kt until turn complete
- Turn RIGHT, track 319° to ANPUG
- Turn LEFT, track 293° to KEVEL
- Turn RIGHT, track 337° to VIROL
- Cross VIROL at or below 10,000 ft

Effective: 21 MAY 20

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ELEV 151

NZPM

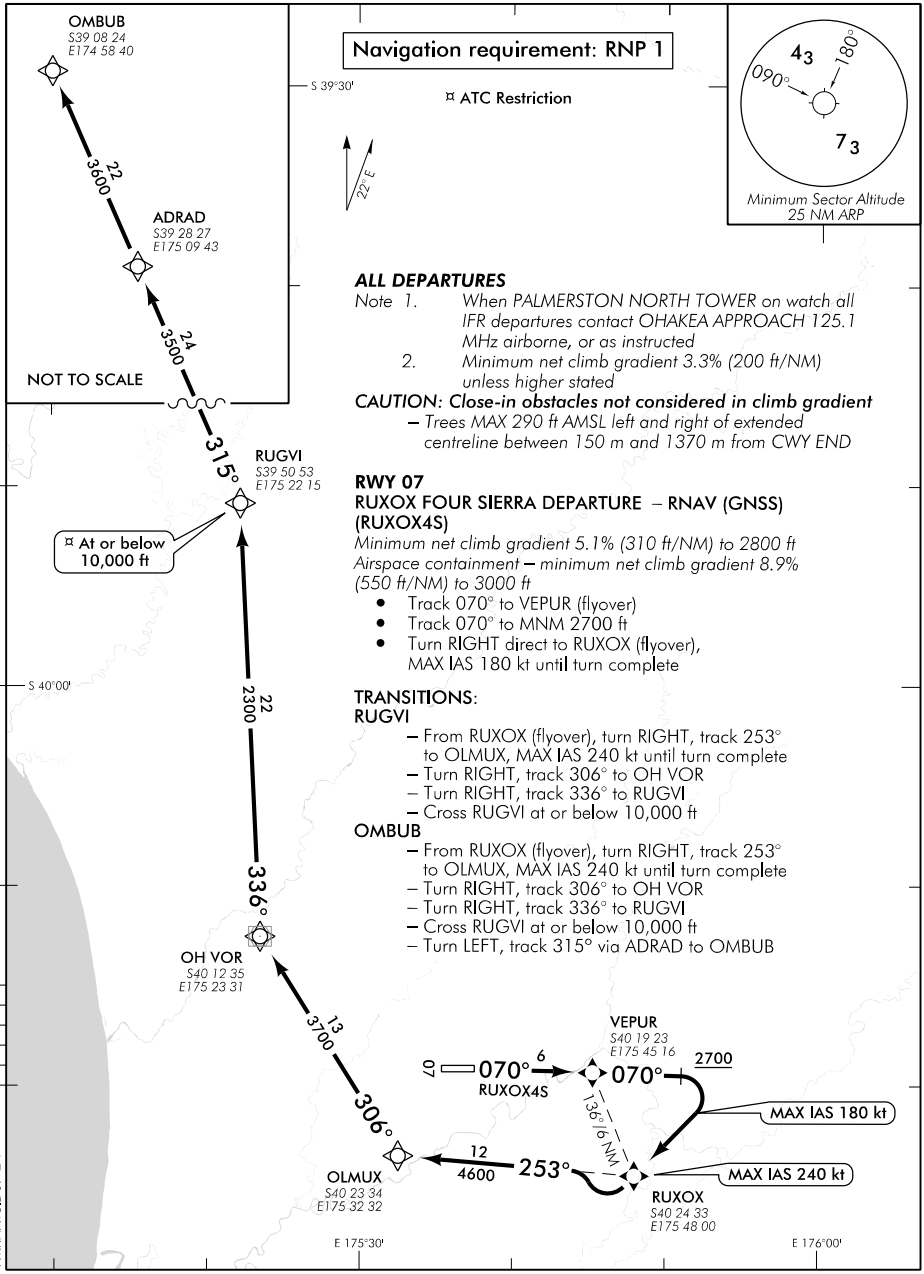
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (2)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. *When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed*

2. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*

CAUTION: Close-in obstacles not considered in climb gradient

– *Trees MAX 290 ft AMSL left and right of extended centreline between 150 m and 1370 m from CWY END*

RWY 07

RUXOX FOUR SIERRA DEPARTURE – RNAV (GNSS) (RUXOX4S)

Minimum net climb gradient 5.1% (310 ft/NM) to 2800 ft

Airspace containment – minimum net climb gradient 8.9% (550 ft/NM) to 3000 ft

- Track 070° to VEPUR (flyover)
- Track 070° to MNM 2700 ft
- Turn RIGHT direct to RUXOX (flyover), MAX IAS 180 kt until turn complete

TRANSITIONS:

RUGVI

– From RUXOX (flyover), turn RIGHT, track 253° to OLMUX, MAX IAS 240 kt until turn complete
– Turn RIGHT, track 306° to OH VOR
– Turn RIGHT, track 336° to RUGVI
– Cross RUGVI at or below 10,000 ft

OMBUB

– From RUXOX (flyover), turn RIGHT, track 253° to OLMUX, MAX IAS 240 kt until turn complete
– Turn RIGHT, track 306° to OH VOR
– Turn RIGHT, track 336° to RUGVI
– Cross RUGVI at or below 10,000 ft
– Turn LEFT, track 315° via ADRAD to OMBUB

Changes from 23 MAY 19: Minor climb gradient editorial.

PMRNAVSID07-2-F

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ELEV 151

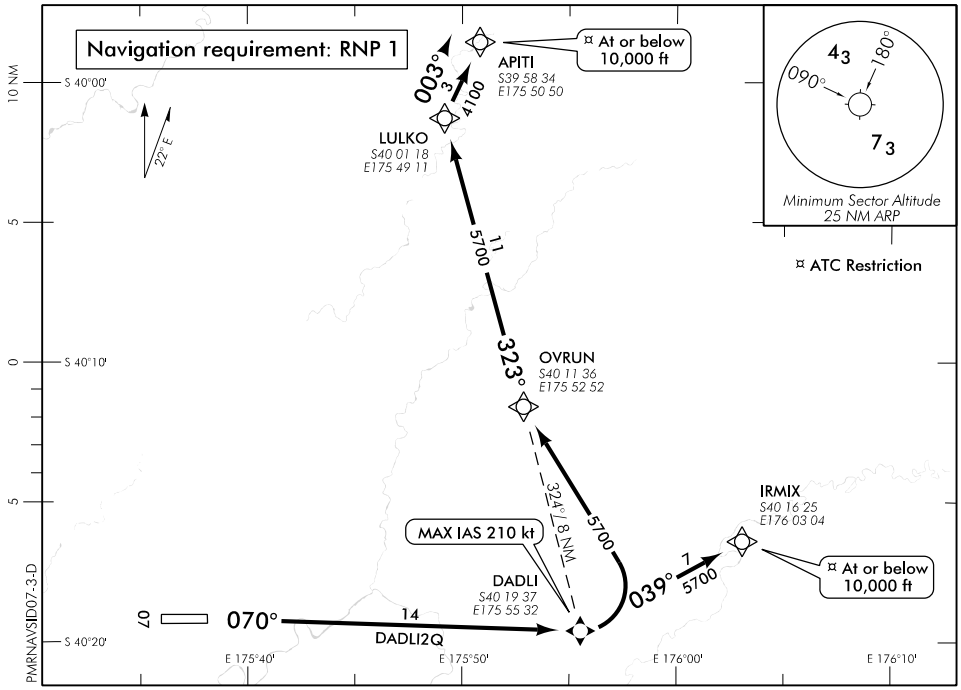
NZPM

CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (3)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND:* 121.7 *ATIS:* 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– Trees MAX 290 ft AMSL left and right of extended centreline between 150 m and 1370 m from CWY END

RWY 07

DADLI TWO QUEBEC DEPARTURE – RNAV (GNSS) (DADLI2Q)

Minimum net climb gradient 5.2% (320 ft/NM) to 4600 ft.
Airspace containment – minimum net climb gradient 8.9% (550 ft/NM) to 3000 ft.
ATC may instruct aircraft to turn LEFT at or above 4500 ft to OVRUN.

- Track 070° to DADLI (flyover)

TRANSITIONS:

APITI

– From DADLI (flyover), turn LEFT direct to OVRUN, MAX IAS 210 kt until turn complete
– Turn RIGHT, track 323° to LULKO
– Turn RIGHT, track 003° to APITI
– Cross APITI at or below 10,000 ft

IRMIX

– From DADLI (flyover), turn LEFT, track 039° to IRMIX
– Cross IRMIX at or below 10,000 ft

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ELEV 151

NZPM

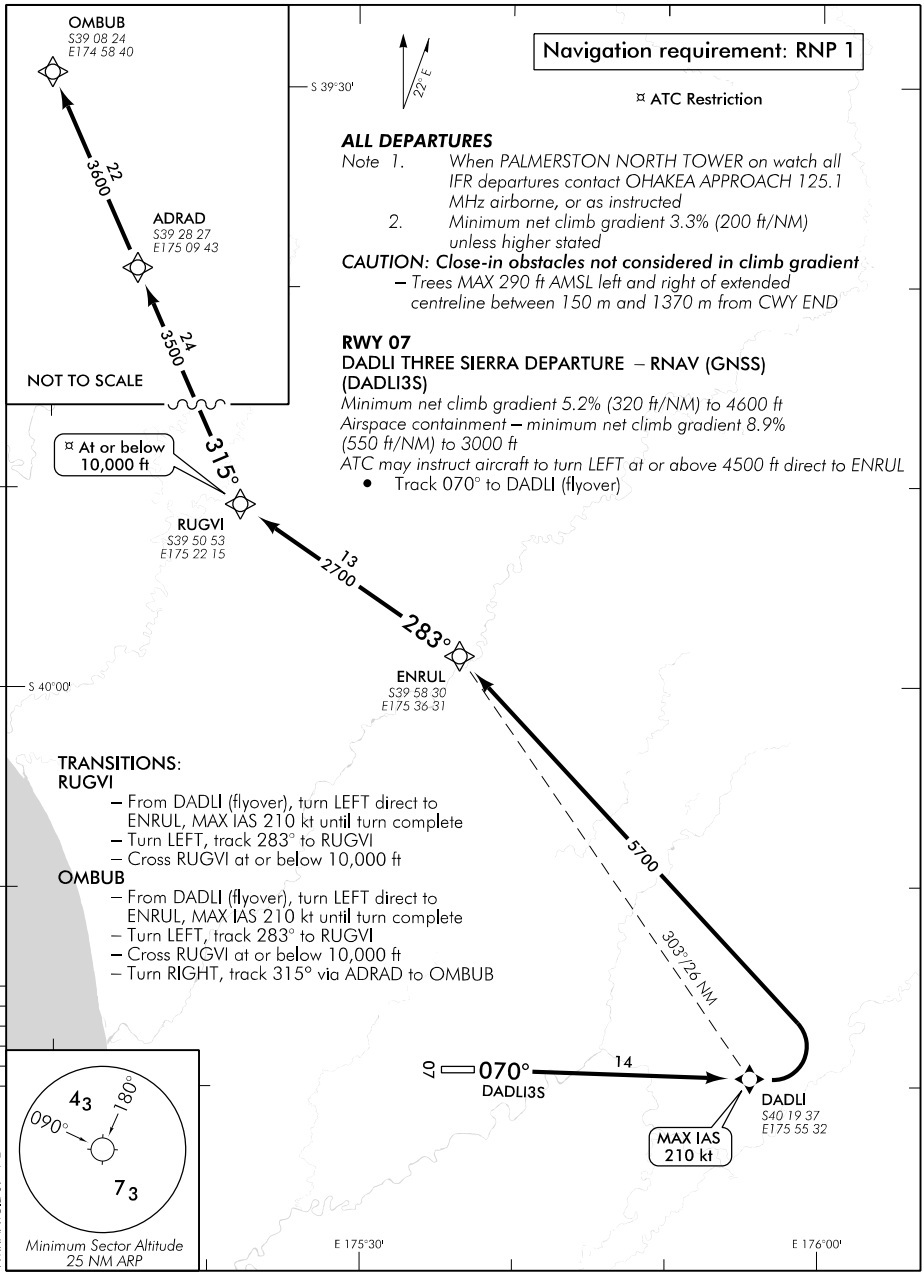
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (4)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. *When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed*

2. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*

CAUTION: Close-in obstacles not considered in climb gradient

– *Trees MAX 290 ft AMSL left and right of extended centreline between 150 m and 1370 m from CWY END*

RWY 07

DADLI THREE SIERRA DEPARTURE – RNAV (GNSS) (DADLI3S)

Minimum net climb gradient 5.2% (320 ft/NM) to 4600 ft

Airspace containment – minimum net climb gradient 8.9% (550 ft/NM) to 3000 ft

ATC may instruct aircraft to turn LEFT at or above 4500 ft direct to ENRUL

- Track 070° to DADLI (flyover)

TRANSITIONS:

RUGVI

– From DADLI (flyover), turn LEFT direct to ENRUL, MAX IAS 210 kt until turn complete
– Turn LEFT, track 283° to RUGVI
– Cross RUGVI at or below 10,000 ft

OMBUB

– From DADLI (flyover), turn LEFT direct to ENRUL, MAX IAS 210 kt until turn complete
– Turn LEFT, track 283° to RUGVI
– Cross RUGVI at or below 10,000 ft
– Turn RIGHT, track 315° via ADRAD to OMBUB

Changes from 23 MAY 19: Minor climb gradient editorial.

PMRNAVSID07-4-E

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ELEV 151

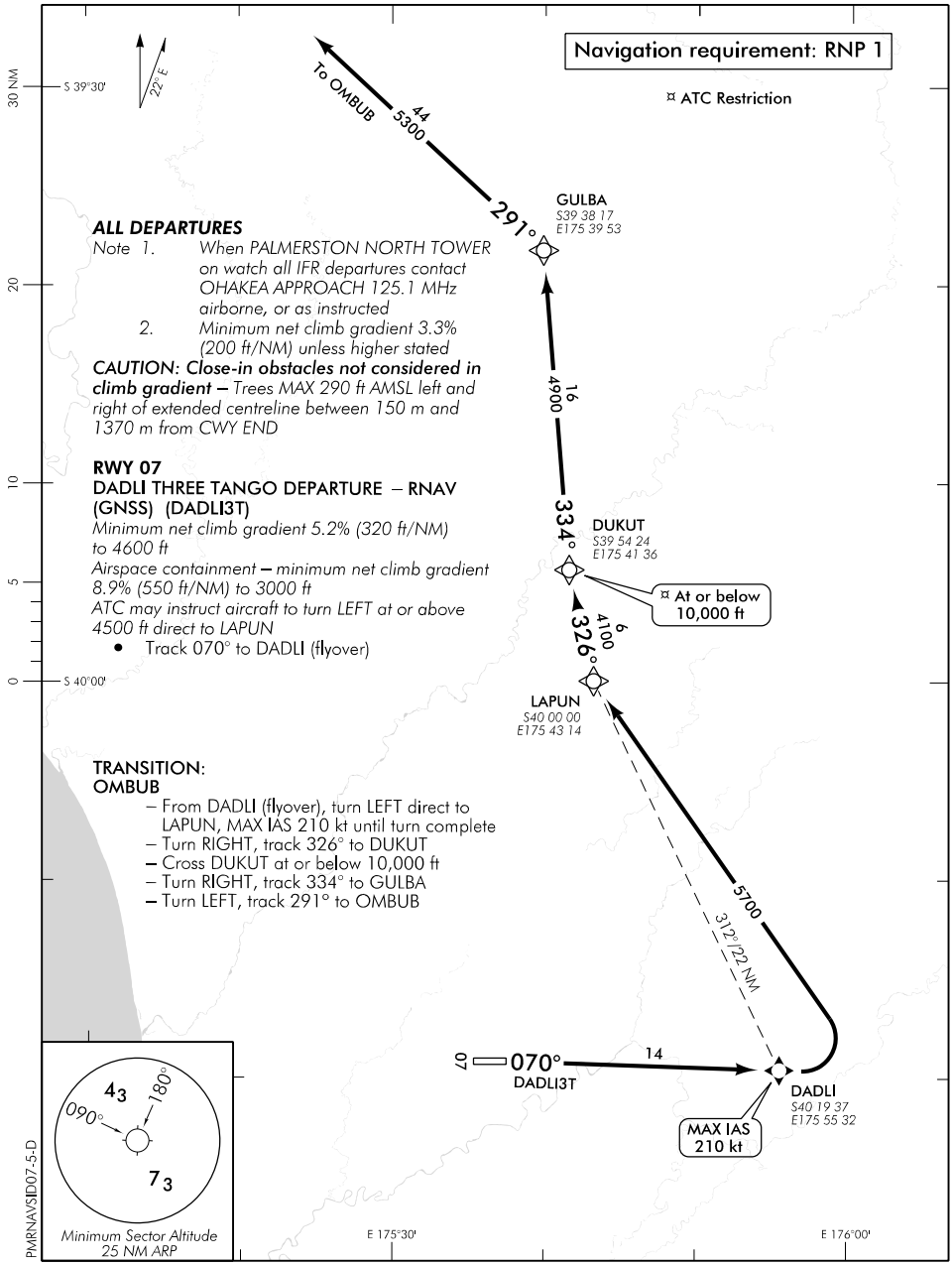
NZPM

CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (5)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. *When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed*

2. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*

CAUTION: Close-in obstacles not considered in climb gradient – *Trees MAX 290 ft AMSL left and right of extended centreline between 150 m and 1370 m from CWY END*

RWY 07

DADLI THREE TANGO DEPARTURE – RNAV (GNSS) (DADLI3T)

Minimum net climb gradient 5.2% (320 ft/NM) to 4600 ft

Airspace containment – minimum net climb gradient 8.9% (550 ft/NM) to 3000 ft

ATC may instruct aircraft to turn LEFT at or above 4500 ft direct to LAPUN

- Track 070° to DADLI (flyover)

TRANSITION:

OMBUB

- From DADLI (flyover), turn LEFT direct to LAPUN, MAX IAS 210 kt until turn complete
- Turn RIGHT, track 326° to DUKUT
- Cross DUKUT at or below 10,000 ft
- Turn RIGHT, track 334° to GULBA
- Turn LEFT, track 291° to OMBUB

Changes from 23 MAY 19: Minor climb gradient editorial.

PMRNAVSID07-5-D

Effective: 5 NOV 20

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ELEV 151

NZPM

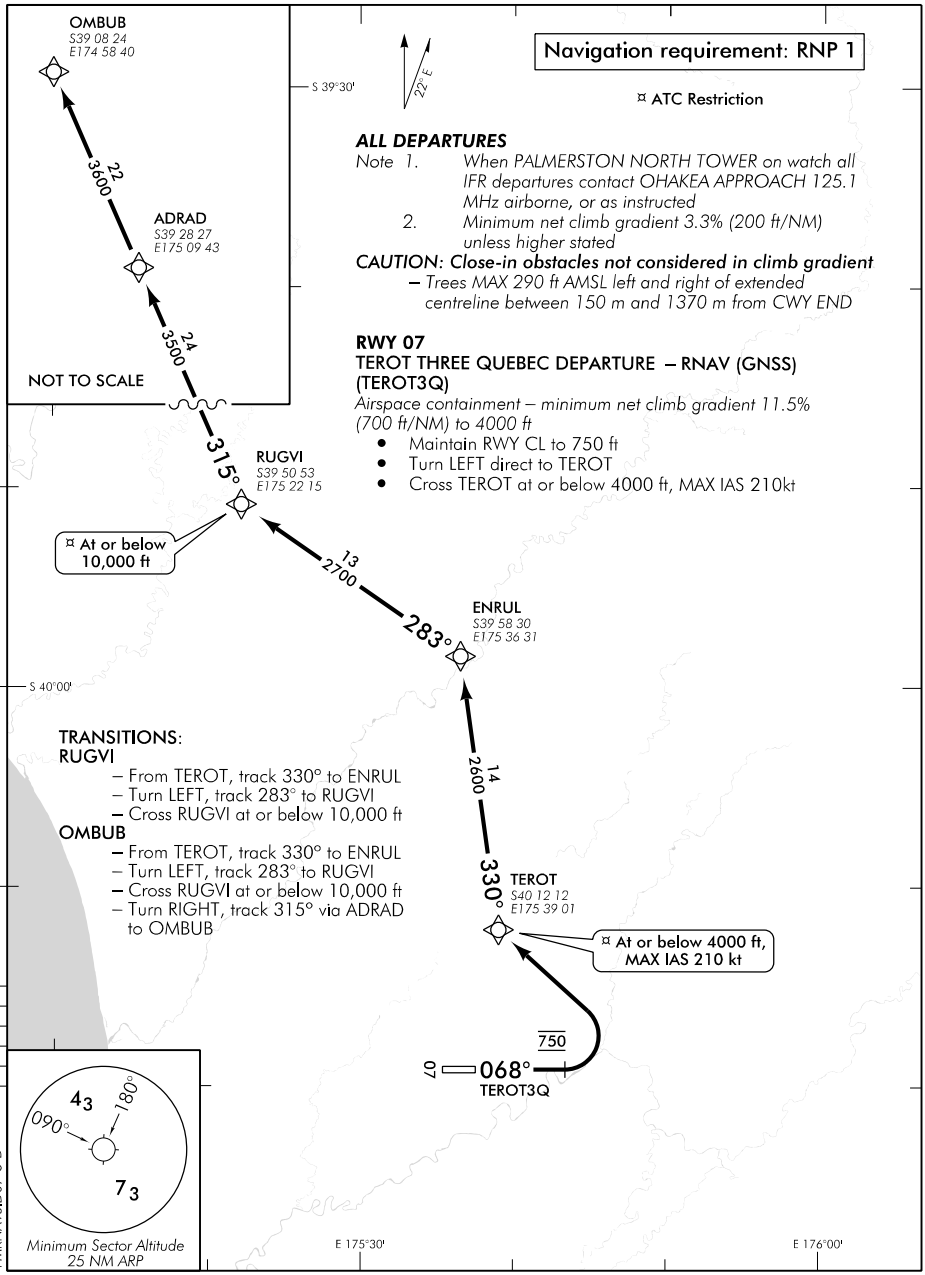
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (6)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



Changes from 9 NOV 17: COM header ATC callsign, minor text editorial, OMBUB transition added.

Effective: 23 MAY 19

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ELEV 151

NZPM

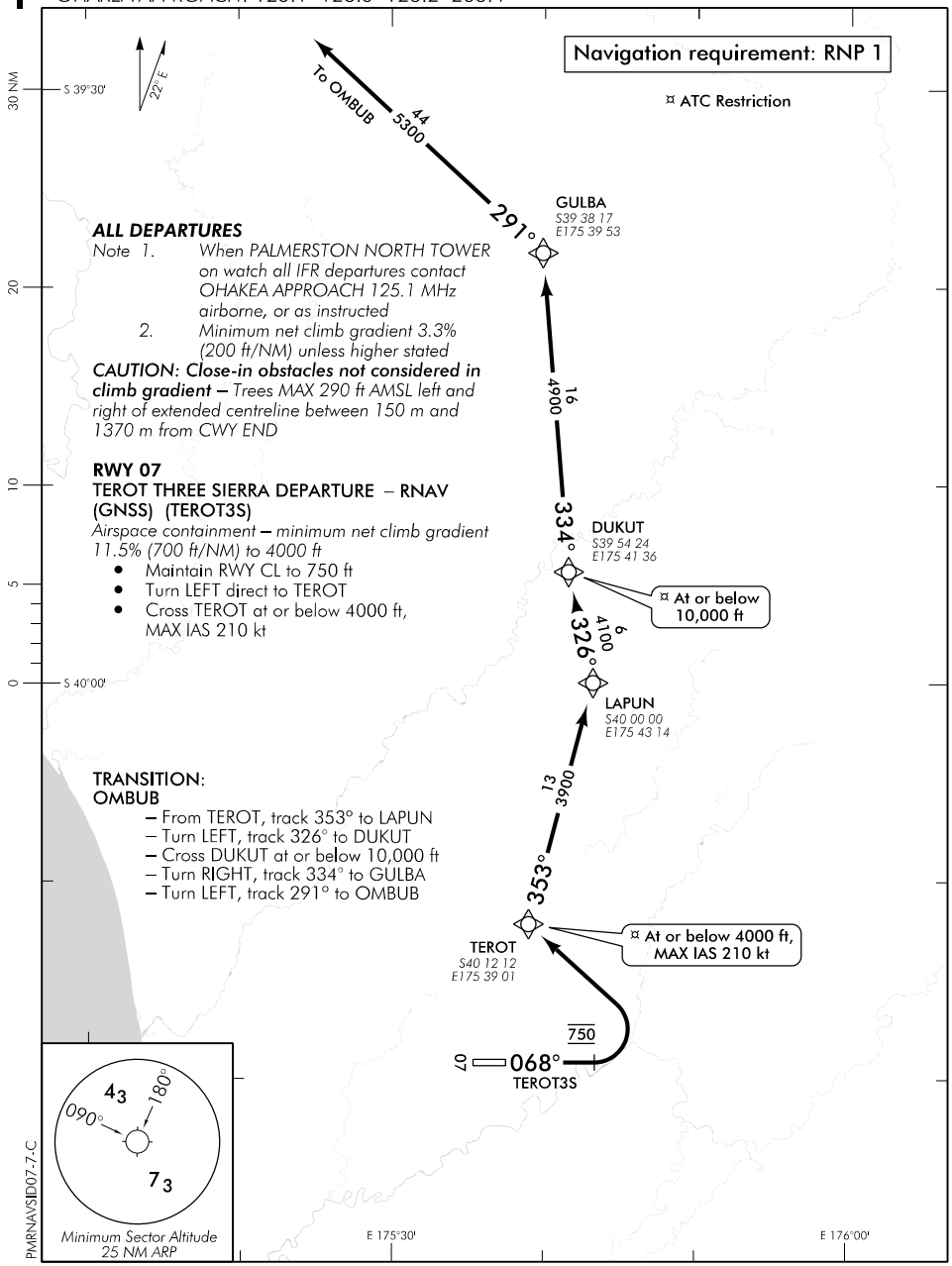
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 07 (7)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



PMRNAVSID07-7-C

Changes from 25 MAY 17: COM header ATC callsign, minor text editorial, DUKUT transition amended to OMBUB.

Effective: 23 MAY 19

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ELEV 151

NZPM

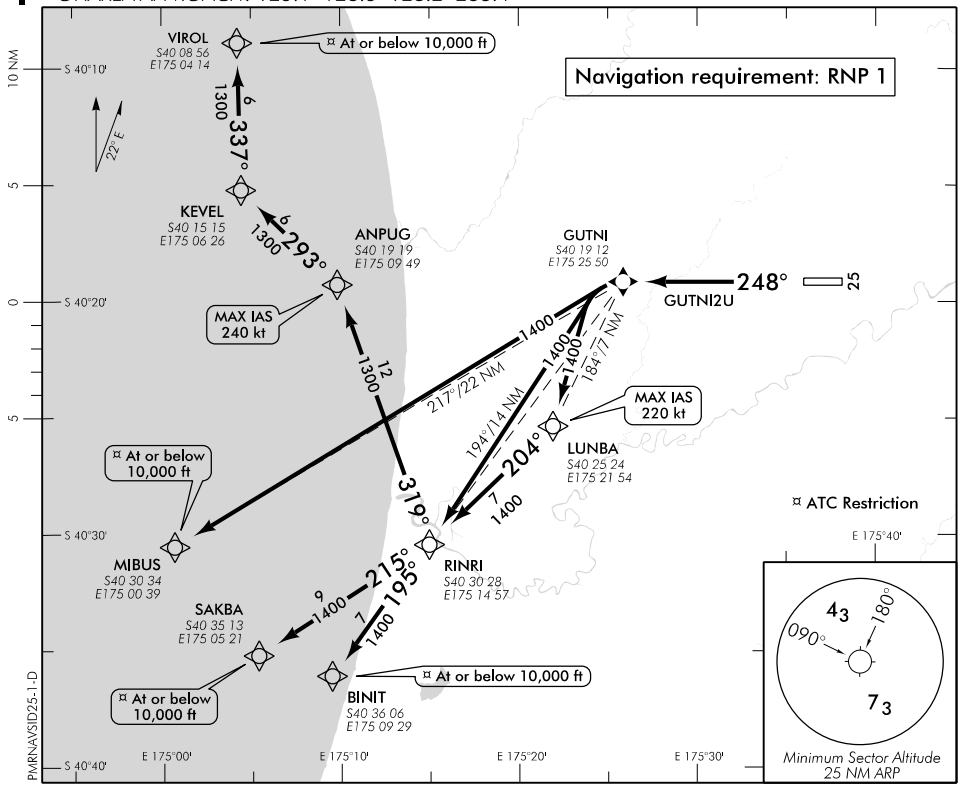
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 25 (1)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



Changes from 20 JUL 17: COM header ATC callsign.

ALL DEPARTURES

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– Trees MAX 163 ft AMSL 281°/320 m from CWY END

RWY 25

GUTNI TWO UNIFORM DEPARTURE – RNAV (GNSS) (GUTNI2U)

Minimum net climb gradient 3.7% (230 ft/NM) to 650 ft

- Track 248° to GUTNI (flyover)

TRANSITIONS:

BINIT

– From GUTNI (flyover), turn LEFT direct to RINRI
– Track 195° to BINIT
– Cross BINIT at or below 10,000 ft

SAKBA

– From GUTNI (flyover), turn LEFT direct to RINRI
– Turn RIGHT, track 215° to SAKBA
– Cross SAKBA at or below 10,000 ft

MIBUS

– From GUTNI (flyover), turn LEFT direct to MIBUS
– Cross MIBUS at or below 10,000 ft

VIROL

Note: Turn from RINRI to ANPUG requires turn of 115°. If unable to comply advise ATC on start up

– From GUTNI (flyover), turn LEFT direct to LUNBA, MAX IAS 220 kt
– Turn RIGHT, track 204° to RINRI, MAX IAS 220 kt until turn complete
– Turn RIGHT, track 319° to ANPUG
– Turn LEFT, track 293° to KEVEL, MAX IAS 240 kt until turn complete
– Turn RIGHT track 337° to VIROL
– Cross VIROL at or below 10,000 ft

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ELEV 151

NZPM

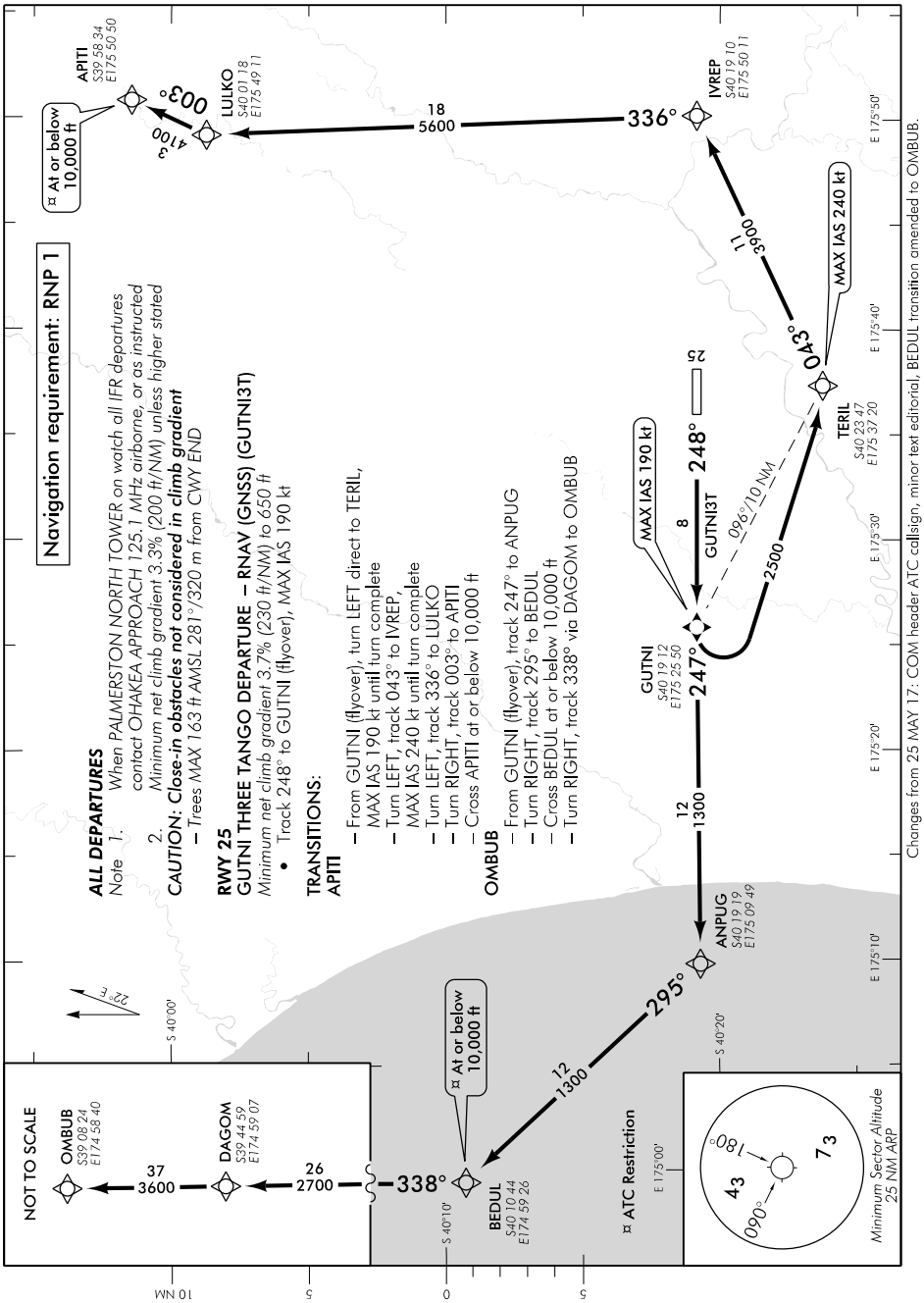
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 25 (2)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



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PALMERSTON NORTH
RNAV (GNSS) SID RWY 25 (2)

ELEV 151

NZPM

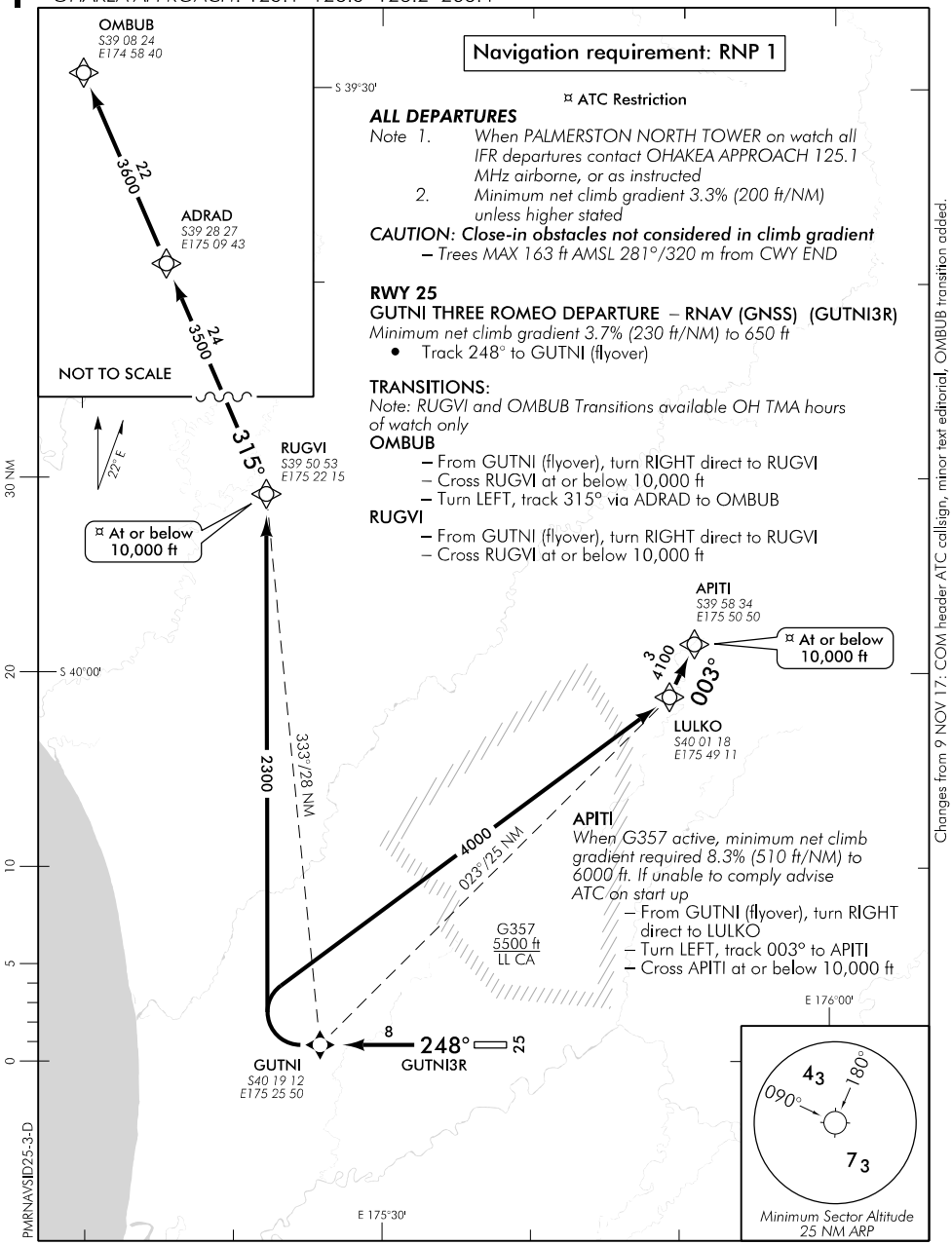
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 25 (3)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



Navigation requirement: RNP 1

¤ ATC Restriction

ALL DEPARTURES

Note 1. *When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed*

2. *Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated*

CAUTION: Close-in obstacles not considered in climb gradient

– *Trees MAX 163 ft AMSL 281°/320 m from CWY END*

RWY 25

GUTNI THREE ROMEO DEPARTURE – RNAV (GNSS) (GUTNI3R)

Minimum net climb gradient 3.7% (230 ft/NM) to 650 ft

- Track 248° to GUTNI (flyover)

TRANSITIONS:

Note: RUGVI and OMBUB Transitions available OH TMA hours of watch only

OMBUB

– From GUTNI (flyover), turn RIGHT direct to RUGVI
– Cross RUGVI at or below 10,000 ft
– Turn LEFT, track 315° via ADRAD to OMBUB

RUGVI

– From GUTNI (flyover), turn RIGHT direct to RUGVI
– Cross RUGVI at or below 10,000 ft

APITI

When G357 active, minimum net climb gradient required 8.3% (510 ft/NM) to 6000 ft. If unable to comply advise ATC on start up

– From GUTNI (flyover), turn RIGHT direct to LULKO
– Turn LEFT, track 003° to APITI
– Cross APITI at or below 10,000 ft

PMRNAVSID25-3-D

Changes from 9 NOV 17: COM header ATC callsign, minor text editorial, OMBUB transition added.

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ELEV 151

NZPM

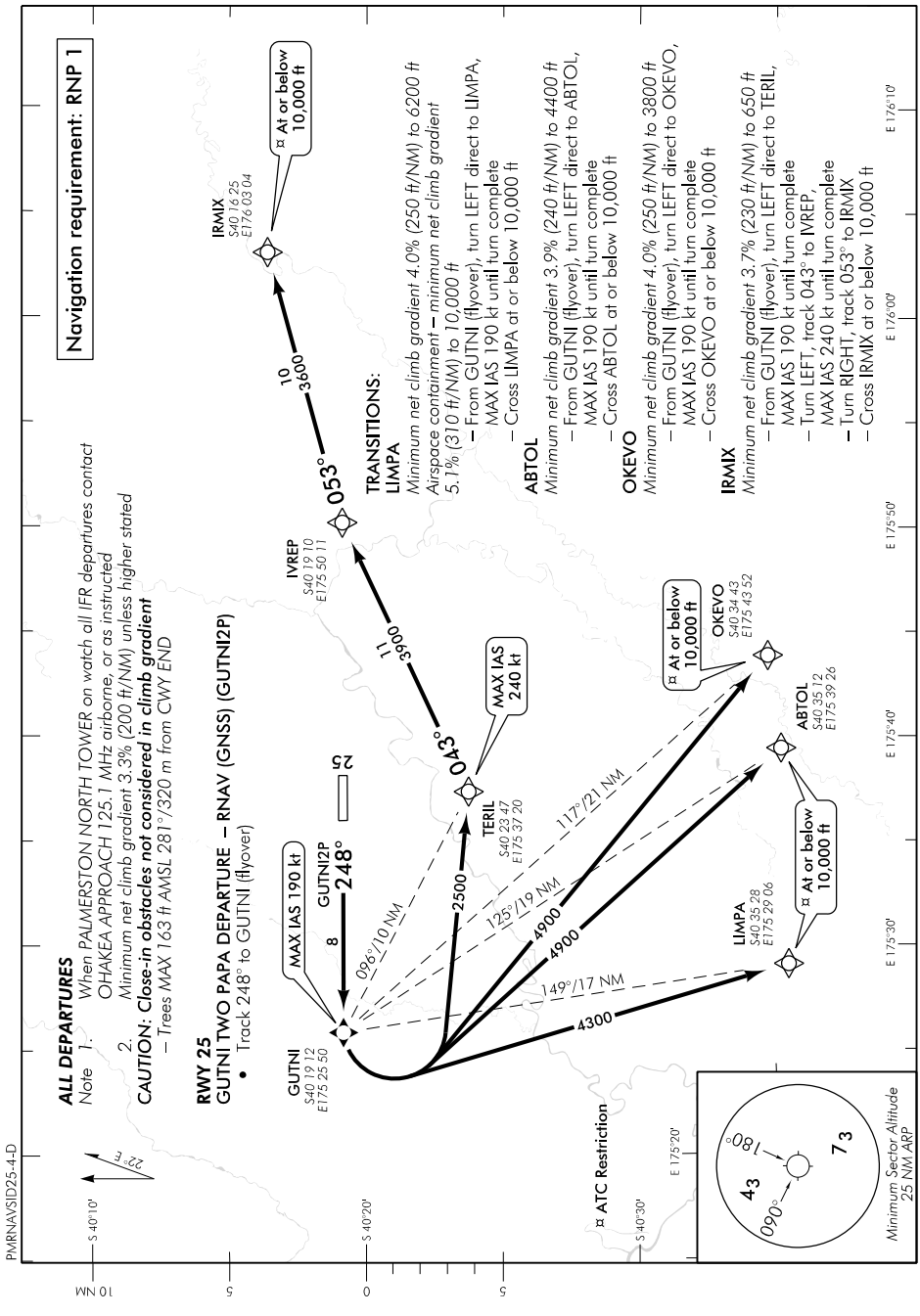
CAT A,B,C,D

PALMERSTON NORTH

RNAV (GNSS) SID RWY 25 (4)

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7

OHAKEA APPROACH: 125.1 128.5 123.2 263.4



PMRNAVSID25-4-D

Effective: 5 NOV 20

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ELEV 151

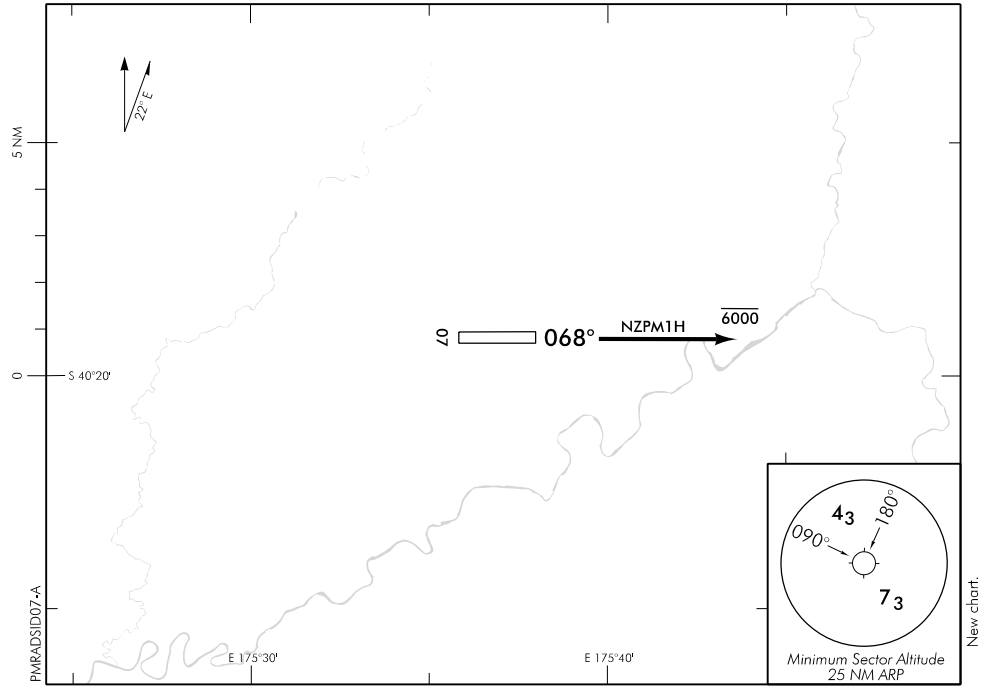
NZPM

CAT A,B,C,D

PALMERSTON NORTH

RADAR SID RWY 07

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

3. ATC requirement: H24 – all IFR flights cleared at 11,000 ft or above – maintain 10,000 ft to 30 PM

RWY 07

PALMERSTON NORTH ONE HOTEL DEPARTURE – RADAR (NZPM1H)

Minimum net climb gradient 8.8% (540 ft/NM) to 6000 ft

- Track 068° (runway centreline)
- Maintain 6000 ft
- Expect radar vectors

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ELEV 151

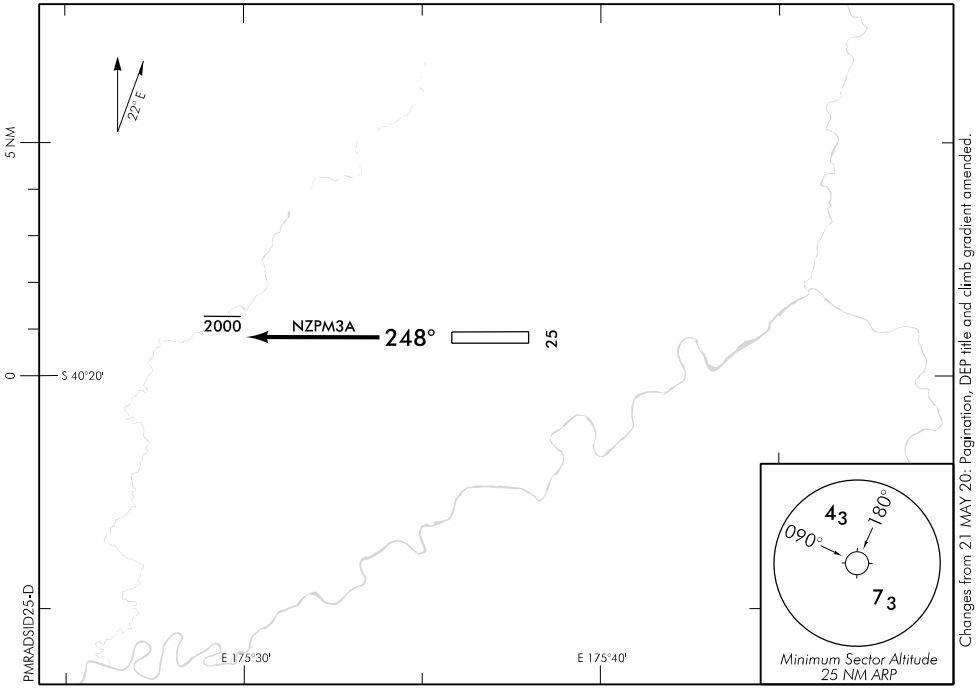
NZPM

CAT A,B,C,D

PALMERSTON NORTH

RADAR SID RWY 25

PALMERSTON TOWER: 120.6 *PALMERSTON GROUND*: 121.7 *ATIS*: 129.7
OHAKEA APPROACH: 125.1 128.5 123.2 263.4



ALL DEPARTURES

Note 1. When PALMERSTON NORTH TOWER on watch all IFR departures contact OHAKEA APPROACH 125.1 MHz airborne, or as instructed

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

3. ATC requirement: H24 – all IFR flights cleared at 11,000 ft or above – maintain 10,000 ft to 30 PM

RWY 25

PALMERSTON NORTH THREE ALFA DEPARTURE – RADAR (NZPM3A)

Minimum net climb gradient 5.3% (330 ft/NM) to 2000 ft

- Track 248° (runway centreline)
- Maintain 2000 ft
- Expect radar vectors

Note: Aircraft departing RWY 07 may fly the above procedure provided departure is flown visually maintaining own terrain clearance until overhead the AD tracking 248°

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ELEV 19

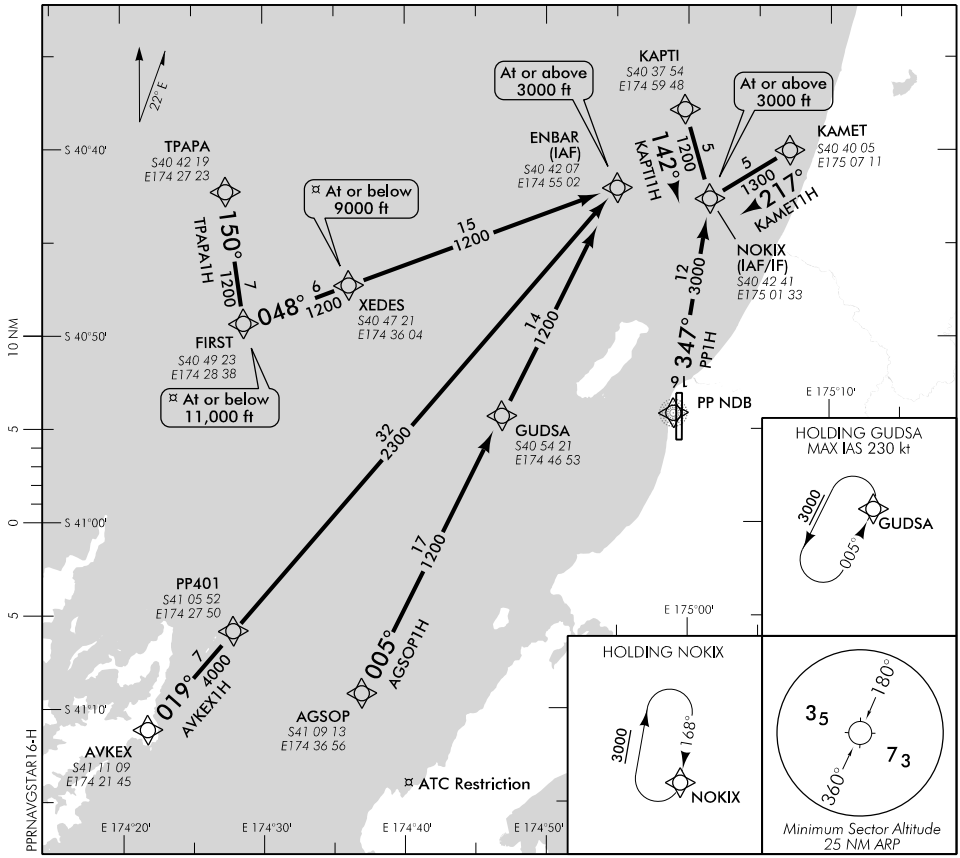
NZPP

CAT A,B,C

PARAPARAUMU

RNAV (GNSS) STAR RWY 16

WELLINGTON APPROACH: 122.3 119.75 *FLIGHT SERVICE*: 118.3 *UNATTENDED*: 118.3



RWY 16

AVKEX ONE HOTEL ARRIVAL – RNAV (GNSS) (AVKEX1H)

- From AVKEX track 019° via PP401 to ENBAR
- Cross ENBAR at or above 3000 ft

AGSOP ONE HOTEL ARRIVAL – RNAV (GNSS) (AGSOP1H)

- From AGSOP track 005° via GUDSA to ENBAR
- Cross ENBAR at or above 3000 ft

TPAPA ONE HOTEL ARRIVAL – RNAV (GNSS) (TPAPA1H)

- From TPAPA track 150° to FIRST
- Cross FIRST at or below 11,000 ft
- Track 048° via XEDES to ENBAR
- Cross XEDES at or below 9000 ft
- Cross ENBAR at or above 3000 ft

PARAPARAUMU ONE HOTEL ARRIVAL – RNAV (GNSS) (PP1H)

- From PP NDB track 347° to NOKIX
- Cross NOKIX at or above 3000 ft

KAMET ONE HOTEL ARRIVAL – RNAV (GNSS) (KAMET1H)

- From KAMET track 217° to NOKIX
- Cross NOKIX at or above 3000 ft

KAPTI ONE HOTEL ARRIVAL – RNAV (GNSS) (KAPTI1H)

- From KAPTI track 142° to NOKIX
- Cross NOKIX at or above 3000 ft

Effective: 17 JUN 21

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ELEV 19

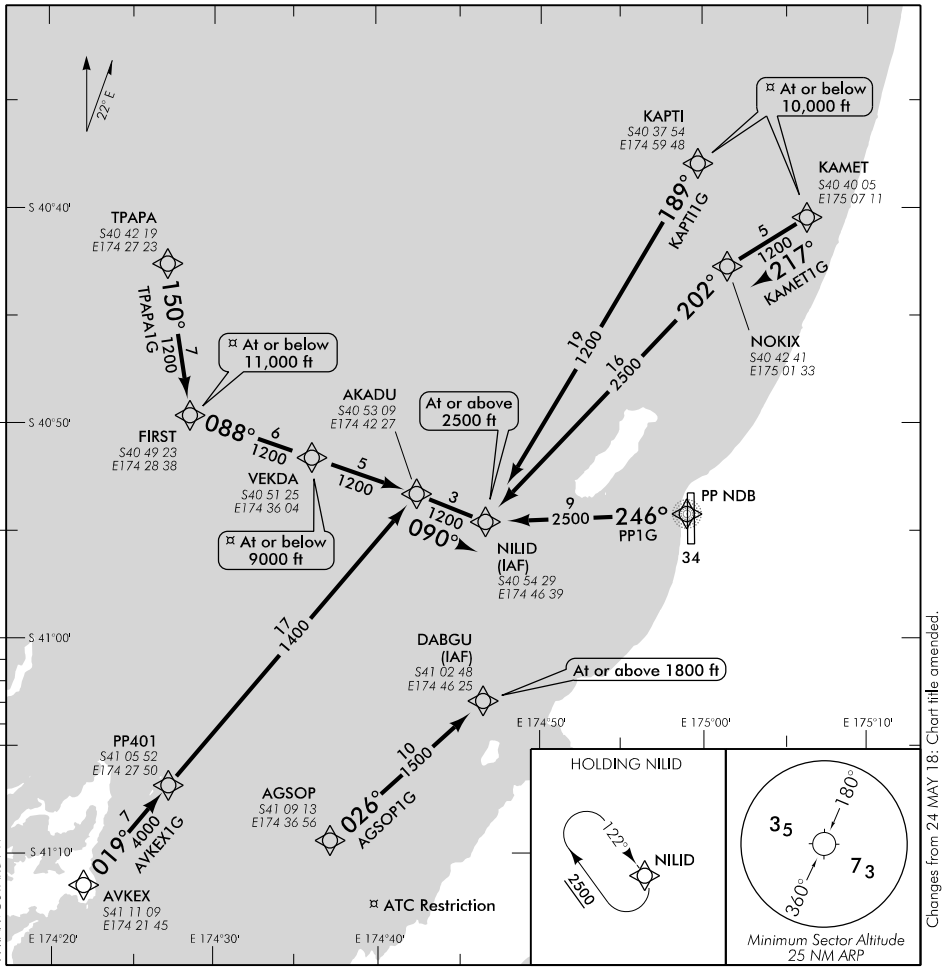
NZPP

CAT A,B

PARAPARAUMU

RNAV (GNSS) STAR RWY 34

WELLINGTON APPROACH: 122.3 119.75 *FLIGHT SERVICE*: 118.3 *UNATTENDED*: 118.3



RWY 34

TPAPA ONE GOLF ARRIVAL – RNAV (GNSS) (TPAPA1G)

- From TPAPA track 150° to FIRST
- Cross FIRST at or below 11,000 ft
- Track 088° via VEKDA to AKADU
- Cross VEKDA at or below 9000 ft
- Track 090° to NILID
- Cross NILID at or above 2500 ft

AVKEX ONE GOLF ARRIVAL – RNAV (GNSS) (AVKEX1G)

- From AVKEX track 019° via PP401 to AKADU
- Track 090° to NILID
- Cross NILID at or above 2500 ft

AGSOP ONE GOLF ARRIVAL – RNAV (GNSS) (AGSOP1G)

- From AGSOP track 026° to DABGU
- Cross DABGU at or above 1800 ft

KAPTI ONE GOLF ARRIVAL – RNAV (GNSS) (KAPTI1G)

- Cross KAPTI at or below 10,000 ft
- Track 189° to NILID
- Cross NILID at or above 2500 ft

KAMET ONE GOLF ARRIVAL – RNAV (GNSS) (KAMET1G)

- Cross KAMET at or below 10,000 ft
- Track 217° to NOKIX
- Track 202° to NILID
- Cross NILID at or above 2500 ft

PARAPARAUMU ONE GOLF ARRIVAL – RNAV (GNSS) (PP1G)

- From PP NDB track 246° to NILID
- Cross NILID at or above 2500 ft

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Effective: 17 JUN 21

PARAPARAUMU
RNAV (GNSS) STAR RWY 34

ELEV 19

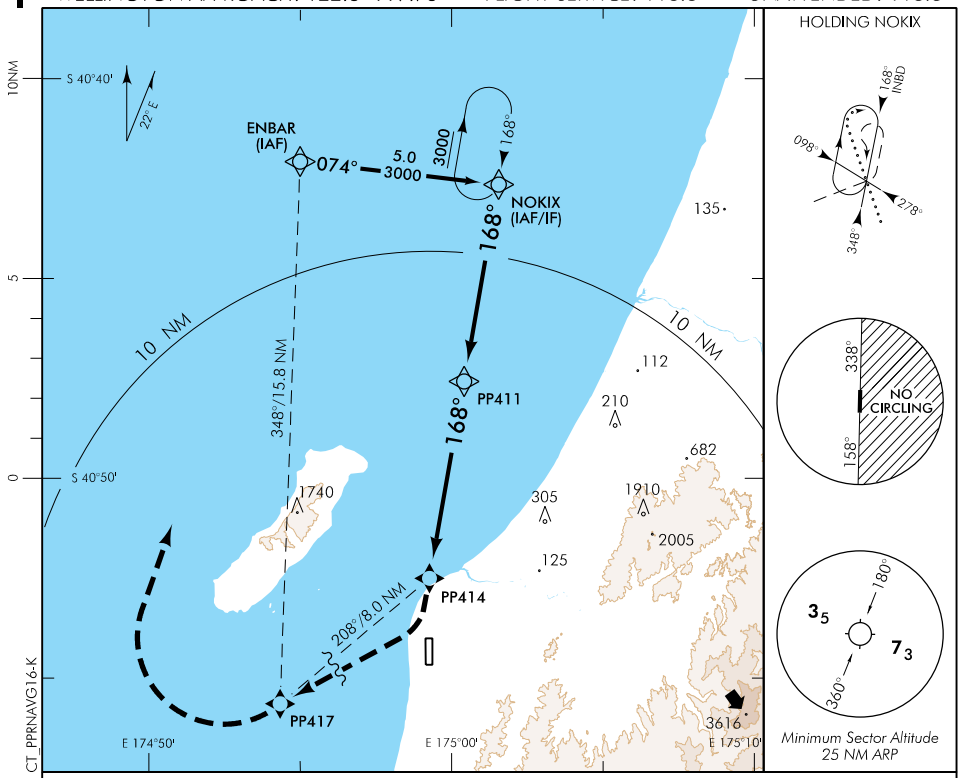
RWY 16 THR ELEV 19

CAT A,B,C

PARAPARAUMU

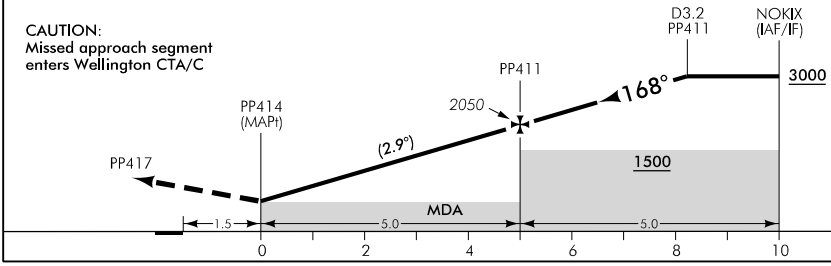
RNAV (GNSS) RWY 16

WELLINGTON APPROACH: 122.3 119.75 *FLIGHT SERVICE*: 118.3 *UNATTENDED*: 118.3



Use Paraparaumu QNH

CAUTION:
Missed approach segment enters Wellington CTA/C



MISSED APCH: Turn RIGHT track direct to PP417 (fly-over), turn RIGHT direct to ENBAR 3000

DISTANCE to WPT	PP414	1	2	3	4	PP411	1	2	3	4
Advisory Altitude 5%	MDA	850	1150	1450	1750	2050	2350	2650	2950	3250
Category	A			B		C			D	
LNAV	**540**(521) – 2000					**540**(521) – 2800			NA	
Circling*	**540**(521) – 2000			**1020**(1001) – 2800		**1510**(1491) – 3700				

* Circling NA east of RWY 16/34, CAT C MAX IAS 160 kt - circling area radius 3.5 NM

Changes from 31 MAR 16: Minima, OCA altitude, COM header ATC callsign, minor track changes.

Effective: 24 MAY 18

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ELEV 19

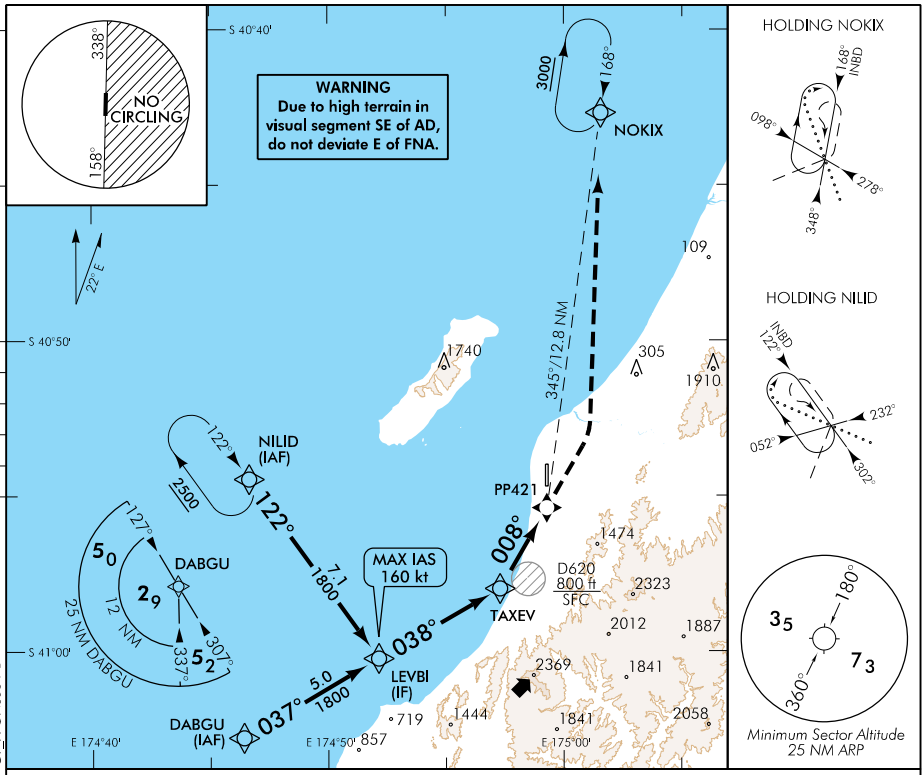
RWY 34 THR ELEV 15

CAT A,B

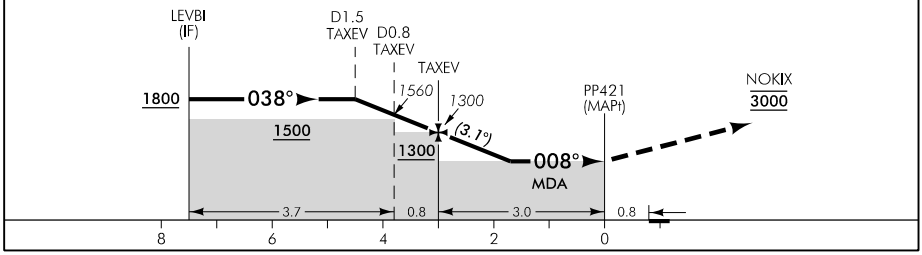
PARAPARAUMU

RNAV (GNSS) RWY 34

WELLINGTON APPROACH: 122.3 119.75 *FLIGHT SERVICE*: 118.3 *UNATTENDED*: 118.3



Use Paraparaumu QNH



Changes from 3 APR 14: Procedure reviewed, advisory altitude table, some WPT name changes, TAA updated, profile, NILID hold, ATC callsign.

MISSED APCH: Turn LEFT direct to NOKIX 3000

DISTANCE to WPT	LEVBI	4	3	2	1	TAXEV	2	1.7	PP421
Advisory Altitude 5.4%	2780	2620	2290	1960	1630	1300	970	MDA	MDA

Category	A	B	C	D
LNAV	**860**(841) – 4500		NA	
Circling *	**860**(841) – 4500	**1020**(1001) – 4500		

* Circling NA east of RWY 16/34

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ELEV 19

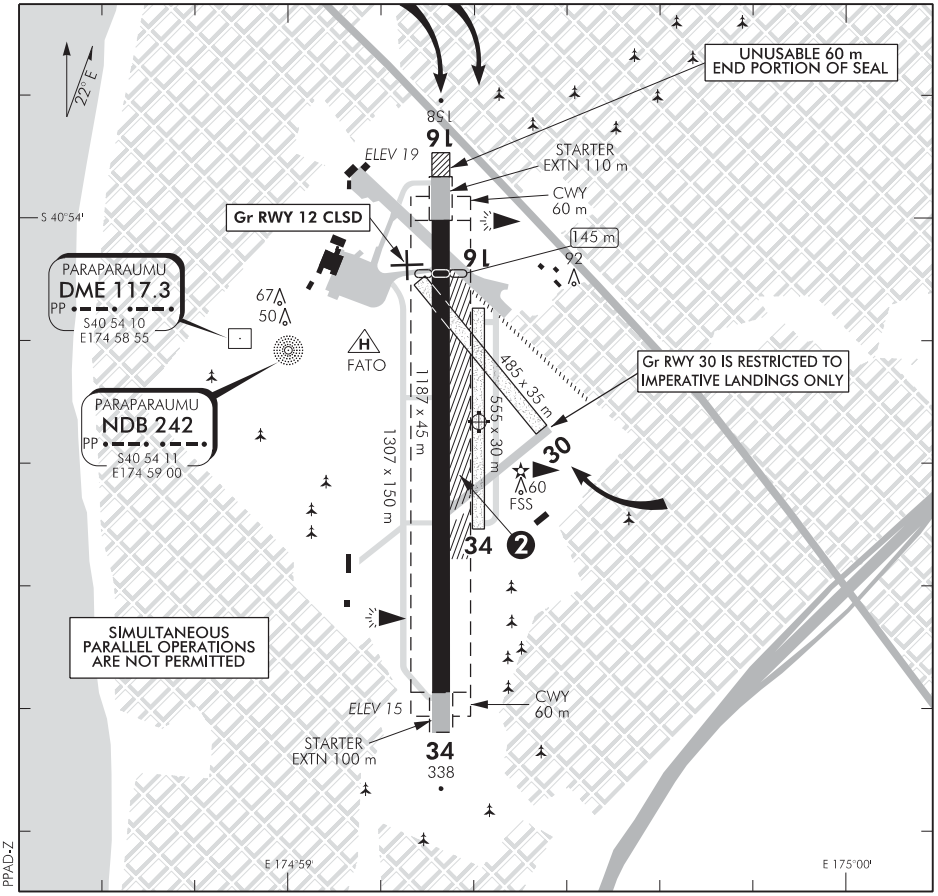
NZPP

FLIGHT SERVICE: 118.3

PARAPARAUMU

AERODROME (1)

UNATTENDED: 118.3



Changes from 28 MAR 19: Curfew and circuit restrictions note 4 added.

1. Circuit: Paved RWY — RWY 16 — Right hand; RWY 34 — Left hand. Grass RWY — RWY 12 — Closed; RWY 16, 30 — Right hand; RWY 34 — Left hand.

❷ Area not to be used for landing or take-off.

3. **Simultaneous parallel operations are not permitted.** Aircraft are **not** to land or take-off on paved RWY 16/34, or grass RWY 16/34, or the helicopter FATO while aircraft are landing or taking off on a parallel runway/FATO.

4. **CAUTION:** Aerodrome operates with a daily curfew and additional circuit restrictions on Sundays — refer Noise Abatement NZPP AD 2 - 31.3.

5. Where practicable, **all pilots should avoid using overhead join procedure at Paraparaumu aerodrome** during operational hours of the Aerodrome Flight Information Service (AFIS).

6. **Grass RWY 30 is restricted to imperative landings only.**
(Note: An imperative landing will be when a light aircraft cannot land on either the sealed or Grass RWYs 16/34 due to adverse crosswinds or obstructions, and landing is absolutely necessary or unavoidable and no suitable alternative is available. Pilots must fully assess their ability to land on RWYs 16/34 prior to considering using the crosswind runway.)

(continued)

S 40 54 17 E 174 59 21

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7. All aircraft shall circuit to the west when operating on RWY 16/34 and grass RWY 16/34.
8. Taxiing operations are to be confined to sealed areas and marked taxiways.
9. Operations on grass runways and grass taxiways are limited to aircraft with a wingspan of 16 m or less.
10. All aircraft should report when on final approach if radio congestion allows.
11. Aircraft using TWY F, TWY G or TWY H must establish there are no aircraft on final approach for grass RWY 16/34 and sealed RWY 16/34 prior to passing the holding point for grass RWY 16/34.
12. Aircraft departing off RWY 34 may not be able to see other aircraft using grass RWY 30 until north of TWY H.
13. **CAUTION:**
    - All grass movement areas: braking action may be poor during and after periods of rain or showers.
    - Grass RWY 30 north west end rough transition across RWY 16/34.
    - Rough patches on grass taxiways. Aircraft with low propeller clearance should exercise caution over rough areas or use paved areas.
    - Multiple bird hazards at times.
14. **HELICOPTER OPERATIONS**

    Refer to **NZPP AD 2 - 35.1 and 35.2** for limitations and operational conditions.
    - All helicopters shall use the FATO circuit procedures, or conform to the standard published runway circuit procedures for all arrivals and departures, and sequence with other aircraft traffic accordingly. Non-standard arrivals and departures are not permitted.
15. No gyrocopters, aerobatics, parachuting, banner-towing, or balloon operations unless prior approval has been obtained from the aerodrome operator.
16. Stands 1 and 2 on the Western Apron are reserved for approved scheduled operators. Parking on these stands by all other aircraft requires prior approval from the aerodrome operator.
17. All aircraft are subject to night curfew restrictions, and noise abatement procedures. Refer to **NZPP AD 2 – 31.3 and 31.4.**
18. 'Dumb-bell' manoeuvres are not permitted.
19. MET balloons released twice daily. Refer to Table ENR 5.3-7 on page ENR 5.3-16.
20. Local aircraft traffic inherently busy, please avoid unnecessary radio chatter.

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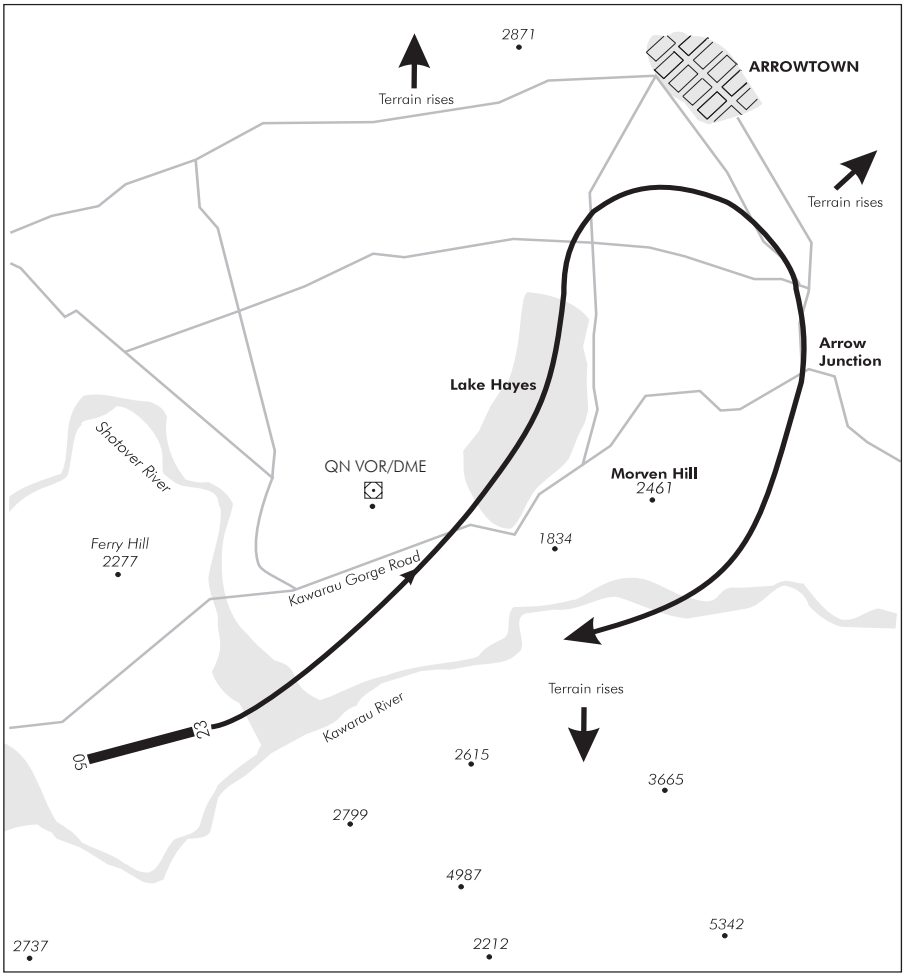
SPECIAL TAKE-OFF PROCEDURES

RWY 05

Engine Failure

On crossing the Shotover River western embankment turn LEFT to fly along the centre of Lake Hayes. At the north shore turn RIGHT 190° and proceed around the east side of Morven Hill. Select flap 15 as required to assist manoeuvring.



GREEN GREEN GREEN GREEN

© Air New Zealand

GREEN GREEN GREEN GREEN

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NZQN / ZQN QUEENSTOWN

RUNWAY / FACILITIES

CAT: X *	Mag 24E			Elev 1171ft
RWY	CAT II/III	Length	AID	TCH
05/23	N/A	1891m	PAPI	50ft**
Standby Power Available		RFS: Cat 6 ***		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes

Acceptable Departure Alternates:
Dunedin (5), Christchurch (5), Invercargill (4)

*** Queenstown Flight Crew Recency Requirements:**
To maintain recency for RZQN qualification, pilots must make one entry and one exit as operating crew into Queenstown within the preceding 90 days.

If recency has expired for less than 1 year, the pilot must complete LMS NZQN CBT. Within 28 days of completing the CBT, make one entry and exit as operating crew (with RNP-AR qualified Line Supervisory or Flight Examiner), or complete a ZQN RNP-AR recurrent simulator session.

If recency has expired for more than 1 year but less than 2 years, the pilot must complete LMS NZQN CBT. Within 28 days of completing the CBT, complete a ZQN RNP-AR recurrent simulator session and make two entries and exits as operating crew (with RNP-AR qualified Line Supervisory or Flight Examiner).

** RWY 05 PAPI aligned 5° RIGHT of the extended centreline (Ref: NZQN AD2-51.1)

*** RFS Cat 6 provided 20 mins either side of all aircraft engaged in regular air transport operations. Other times by arrangement with Queenstown Airport Rescue Fire. Refer – NZQN AD 2–52.2.

ATC must be in attendance for all Queenstown operations.
RNP-AR Qualified Crew ONLY

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THREATS
• High Terrain – Queenstown Airport is surrounded by mountainous terrain – Ref: NZ AIP AD 2-51.1 • Airspace – Class C airspace. ATC is mandatory for Cat B and Cat C IFR approaches and departures. • Depending on wind direction and strength, turbulence, updrafts, downdrafts and wind shear can be expected on all instrument and visual approaches. Conditions may change rapidly. • Daylight operation only – refer arrivals and departure sections for more information. • Snow/Slush/Ice – Refer to ATIS and NOTAMs for runway condition reports. Severe frosts and heavy snow falls may occur during winter. • VFR Traffic – VFR traffic may be operating without reference to Queenstown Tower in G756 (Skyline), G755 (Coronet Peak), G753 (Crown Terrace), G758 (Arrow Junction), T750 (Kawarau), T751 (Kingston) and T753 (Ridge Peak). Parachute operations at Glenorchy and Jardines.

ARRIVALS

COMMUNICATIONS

Service / Callsign	Frequency
Queenstown Ramp (Long range repeater)	132.10 MHz
Queenstown Ramp (Line of sight)	131.80 MHz

Frequency change on arrival is by instruction from ATC.

GENERAL

RNAV (RNP) AR approach procedures are to be used at all times. To assist ATC in planning the arrival sequence, an estimated time of arrival at the following waypoints should be passed onto ATC. RTA may be issued for these waypoints.

RUNWAY	WAYPOINT
Runway 23 – RNP(AR) Z	ATVUP
Runway 05 – RNP(AR) Z	IBABU

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If turbulent conditions are expected for the arrival, securing of the cabin may be required during the cruise phase of the flight.
Speed should be restricted to 180 knots or less in the Queenstown basin.
Discontinuing the approach (vertical profile) and visually entering the heavy traffic circuit should be utilised to avoid turbulent conditions.

WEATHER / TECHNICAL ALTERNATE

A weather / technical alternate must be planned with sufficient fuel to cover a diversion at Flat 15 after a severe icing encounter. If NZNV or NZDN is used, this must be planned at 6000ft / Flap 15.

TWILIGHT ARRIVALS

Evening Arrivals: All landings must occur at least 30 minutes prior to ECT* Queenstown.
Morning Arrivals: No descent below MSA is permitted until MCT* Queenstown.
*Note: ECT and MCT must be determined using the airport specific tables from the Ops Data Booklet and GPS time.

HEAVY TRAFFIC CIRCUIT

Visual manoeuvring is approved at NZQN and must conform with the circuit procedures in NZAIP NZQN AERODROME (3). Visual manoeuvring via the circuit is permitted when:

- A runway change occurs after commencing the RNAV (RNP) approach; or
- A Go-Around / Discontinued Approach is performed and a visual reposition to land is required.

If visual manoeuvring is required, the reported **cloud base must be greater than 4000ft AAL** and the **visibility not less than 10km**. Aircraft should transition to the heavy traffic circuit via overhead the runway.

When planned, the aerodrome circuit should be requested from NZQN Approach on first contact.

ATC approval is required:

- For circuit altitudes above 4000ft
- Exit from the heavy traffic circuit, including joining the missed approach procedure.

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NZQN NON-RNAV (RNP) AR ARRIVAL (CONTINGENCY)

An aircraft which experiences an RNAV (RNP) AR system failure en-route (as defined in the FCOM or QRH) may continue at the discretion of the PIC after careful consideration to the following:

- All operations below MSA must be conducted in VMC.
- ATC must be informed of the loss of RNAV (RNP) AR / RNP1 / RNAV2 capability.
- Aircraft must follow the RNAV (RNP) AR procedure trajectory.
- All elements of the EGPWS / TAWS / Radio Altimeter / TCAS must be serviceable.
- Capability of the aircraft to dispatch from NZQN in a degraded state (MEL relief) and capability of the aircraft to follow the RNAV (RNP) AR departure procedure.

GROUND OPERATIONS

COMMUNICATIONS

Arriving aircraft are to remain on the Tower frequency until parked. For clearance, taxi and departure frequencies please refer to **NZQN AD 2-31.1**.

PARKING

Stands 1, 1A, and 2A are suitable for ATR parking.

DE-ICING PROCEDURE

AC external power is available for de-icing/clearing the main windscreens on request from the ground staff.

De-icing is conducted off the gate at holding point A3. For more information, refer to Air New Zealand De-Icing manual available on KoruDoc eLibrary.

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DEPARTURES

GENERAL

Only RNAV (RNP) AR departures may be flown.
If a delay to boarding is anticipated, inform Queenstown Ramp.
All routing for departures is flight planned via ADLUP (CH/WN), or SUNGU (DN/NV).
Use of Windshear technique for departure is recommended when necessary.

COMMUNICATIONS

Call Queenstown Delivery for clearance (**121.9 MHz**). An accurate estimated time of departure should be passed on receipt of airways clearance to assist departure sequencing.
Queenstown Tower (**118.1 MHz**) for start, taxi, and departure clearances.
Contact Queenstown Approach (**125.75 MHz**) airborne.

TWILIGHT DEPARTURES

Evening Departures: All take-offs must occur 30 minutes prior to Queenstown ECT*.
Morning Departures: No taxiing is permitted until Queenstown MCT*.
*Note: ECT and MCT must be determined using the airport specific tables from the Ops Data Booklet and GPS time.

DEPARTURE MINIMA / REDUCED TAKE-OFF MINIMA

The following Meteorological Minima must be used for RNP-AR departure procedures at NZQN:

- REDOL ONE BRAVO – 1100ft cloud base – 5km visibility.
- DOVMA TWO ALPHA – 1100ft cloud base – 5km visibility.

Reduced Take-off Minima authorised for RNP-AR departures, not below 1100-5km. When cloud base is below 2300ft, Reduced Minima Take-off Procedures as per Part B, Pilot Standard Operating Procedures 4.11.1 must be used.

DIRECT ROUTING

During RNP-AR departures, direct routing is available from Queenstown Approach. Direct routing is only permitted via radar terrain. Requests for own-terrain clearance to achieve direct routing is not permitted.

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NZQN NON-RNAV (RNP) AR DEPARTURE (CONTINGENCY)

Departure from NZQN with inoperative RNAV (RNP) AR systems requires authorisation from Senior Manager Flight Operations (this authority is delegated to the Manager Aircraft Operations).

The following conditions apply:

- EGPWS / TAWS / Radio Altimeter must be serviceable.
- All operations below MSA must be conducted in VMC.
- Aircraft must follow the RNAV (RNP) AR trajectory.
- ATC must be informed of the loss of RNAV (RNP) AR capability.

CLEARANCES FOLLOWING MISSED APPROACH

For a second approach at Queenstown, expect vectors on reaching 10,000ft.

RNP-AR CLIMB GRADIENT TABLES (REDOL 1B)

The weights provided in the following tables are to be used **only** to determine if the ATC minimum altitude restrictions at **UPTIN** and **GOLEG** on the NZQN REDOL 1B departure should be cancelled.

Instructions

1. Determine the MTOW from SPS.
2. For the given temperature and wind conditions at QN, find the corresponding MTOW in the QN REDOL 1B Icing or Non-Icing table.
3. If the table MTOW is **lower** than the SPS MTOW, either:
    a. Restrict actual TOW to the table MTOW, or
    b. Request cancellation of the ATC altitude restrictions at UPTIN and GOLEG on the REDOL 1B departure and use the SPS MTOW.
4. If the weight in the table is **higher** than the SPS MTOW, no cancellation request is required.

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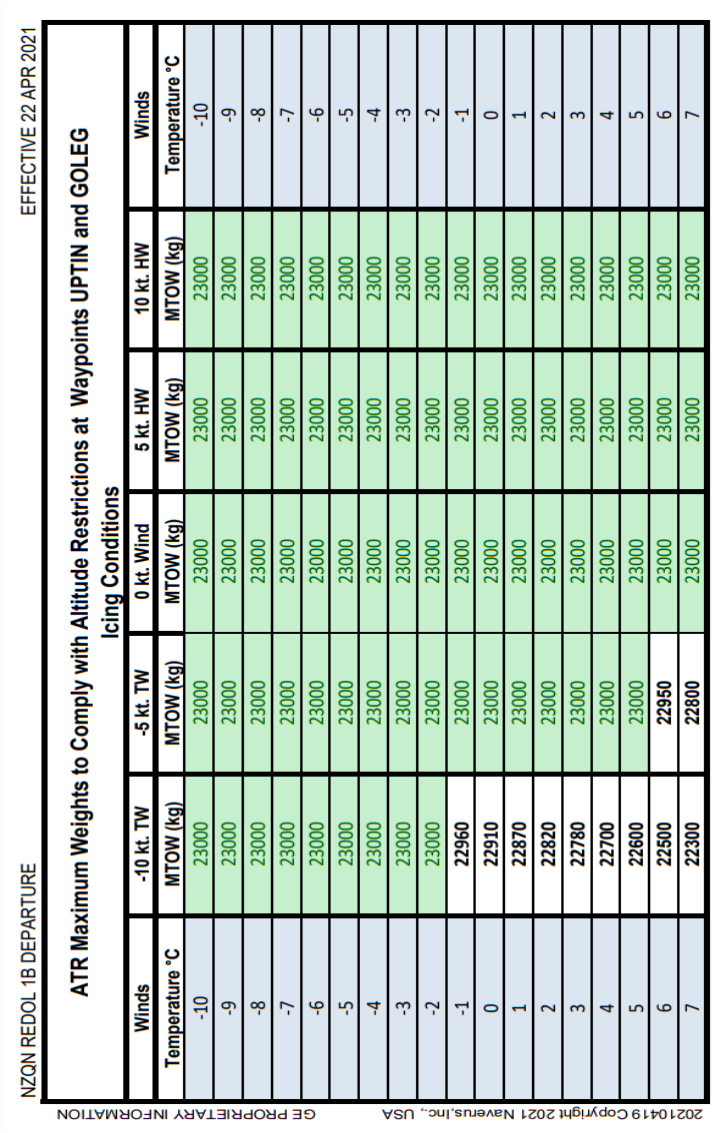
RNP-AR CLIMB GRADIENT TABLE (REDOL1B ICING CONDITIONS)



NZQN REDOL 1B DEPARTURE

EFFECTIVE 22 APR 2021

ATR Maximum Weights to Comply with Altitude Restrictions at Waypoints UPTIN and GOLEG
Icing Conditions

Winds	-10 kt. TW	-5 kt. TW	0 kt. Wind	5 kt. HW	10 kt. HW	Winds
Temperature °C	MTOW (kg)	MTOW (kg)	MTOW (kg)	MTOW (kg)	MTOW (kg)	Temperature °C
-10	23000	23000	23000	23000	23000	-10
-9	23000	23000	23000	23000	23000	-9
-8	23000	23000	23000	23000	23000	-8
-7	23000	23000	23000	23000	23000	-7
-6	23000	23000	23000	23000	23000	-6
-5	23000	23000	23000	23000	23000	-5
-4	23000	23000	23000	23000	23000	-4
-3	23000	23000	23000	23000	23000	-3
-2	23000	23000	23000	23000	23000	-2
-1	22960	23000	23000	23000	23000	-1
0	22910	23000	23000	23000	23000	0
1	22870	23000	23000	23000	23000	1
2	22820	23000	23000	23000	23000	2
3	22780	23000	23000	23000	23000	3
4	22700	23000	23000	23000	23000	4
5	22600	23000	23000	23000	23000	5
6	22500	22950	23000	23000	23000	6
7	22300	22800	23000	23000	23000	7

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RNP-AR CLIMB GRADIENT TABLE (REDOL1B NON-ICING CONDITIONS)

NZQN REDOL 1B DEPARTURE

EFFECTIVE 22 APR 2021

ATR Maximum Weights to Comply with Altitude Restrictions at Waypoints UPTIN and GOLEG
Non-Icing Conditions

Winds	-10 kt. TW	-5 kt. TW	0 kt. Wind	5 kt. HW	10 kt. HW	Winds
Temperature °C	MTOW (kg)	MTOW (kg)	MTOW (kg)	MTOW (kg)	MTOW (kg)	Temperature °C
2	23000	23000	23000	23000	23000	2
3	22950	23000	23000	23000	23000	3
4	22900	23000	23000	23000	23000	4
5	22800	23000	23000	23000	23000	5
6	22500	23000	23000	23000	23000	6
7	22300	22885	23000	23000	23000	7
8	22250	22600	23000	23000	23000	8
9	22200	22810	23000	23000	23000	9
10	22150	22775	23000	23000	23000	10
11	22100	22735	23000	23000	23000	11
12	22050	22700	23000	23000	23000	12
13	22000	22660	23000	23000	23000	13
14	21920	22620	23000	23000	23000	14
15	21845	22550	22950	23000	23000	15
16	21815	22470	22900	23000	23000	16
17	21775	22210	22850	23000	23000	17
18	21735	22175	22700	23000	23000	18
19	21700	22015	22550	23000	23000	19
20	21660	21815	22420	22620	22795	20
21	21630	21700	22300	22495	22660	21
22	21540	21600	22200	22395	22550	22
23	21330	21340	21900	22075	22220	23
24	21020	21165	21750	21950	22095	24
25		21095	21640	21780	21930	25
26			21500	21620	21780	26
27			21300	21460	21600	27
28	Cancel	Cancel	21100	21220	21360	28
29				21080	21240	29
30					21090	30
31				Cancel	Cancel	31
32						32
33						33
34						34
35						35

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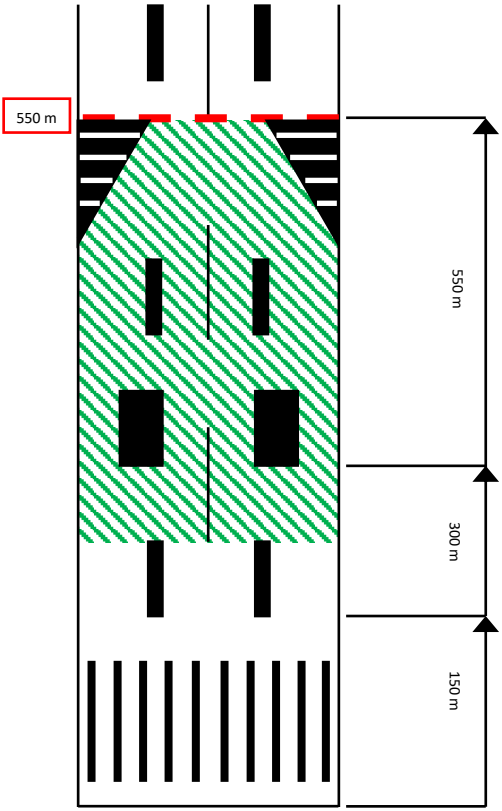
TOUCHDOWN ZONE

RUNWAY 05/23

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

ELEV 1171

NZQN

QUEENSTOWN

ARRIVAL/DEPARTURE (1)

TOWER: 118.1 128.9 *APPROACH:* 125.75 122.95 *DELIVERY:* 121.9 *ATIS:* 126.4 *UNATTENDED:* 118.1

CAUTION

- Queenstown aerodrome surrounded by mountainous terrain.
- Visual illusions on approach to RWY 23 in poor visibility due to surrounding mountainous terrain, and runway elevation above elevation of ground under final approach.
- Turbulence is experienced in most wind conditions. In strong southwest airstreams frequent turbulence and windshear occur on approach.
- The Remarkables Range to the SE of the aerodrome infringes the circling area.
- Queenstown Aerodrome Control and Approach Control in attendance mandatory for CAT B, C and D IFR approaches and departures.
- VFR ACFT may be operating without reference to ATC in G752 Crown Terrace, G755 Coronet Peak, G756 Skyline and G758 Arrow Junction — refer VNC.
- Due to high MSAs some aircraft may not meet ICAO PANS–OPS minimum procedure design gradients for departure (3.3%–200 ft/NM) and missed approach (2.5%–150 ft/NM).
  Note: Aircraft performance may also be degraded by icing conditions on climb-out — refer ENR 1.5 paragraphs — IFR Departure Procedures, Instrument Approach Procedures.

Arrival Procedures

After landing, remain on 118.1 and taxi as instructed by Queenstown Tower. Contact Queenstown Delivery 121.9 only if you require parking information.

Light aircraft are to park in the designated light aircraft parking area. Helicopters are to park in the designated helicopter parking area at either the northern or southern helicopter aprons. General aviation aircraft are prohibited on the main terminal apron. Aircraft above 5700 kg MCTOW to obtain parking information from QAC. Refer Queenstown Ground Movements charts.

If landing at Queenstown when Queenstown Tower is off watch, contact Queenstown Approach 125.75 for termination of flight plans. If Queenstown Tower and Approach are off watch, Christchurch Information is available on 122.2 for termination of flight plans.

Personnel requiring access through the security perimeter to and from light aircraft parking areas after published Security hours use the gate adjacent to Glenorchy Air, at other times via Aviation Security Service on Tel (03) 442 3049 or QAC Airport Emergency Service Tel (03) 450 9058.

Departure Procedures

Refer VNC for details of visual reporting points shown in Departure Procedures.

Refer Queenstown Departures and Queenstown Standard Route Clearances.

Listen to ATIS for aerodrome conditions, then contact Queenstown Delivery on 121.9 for route clearance and departure instructions. Advise estimated time of departure.

Contact Queenstown Tower 118.1 for start, push-back and taxi clearance.

If departing Queenstown when Queenstown Tower is off watch, Queenstown Approach is available on 125.75 for ATC clearance and traffic information. If Queenstown Tower and Approach are off watch, Christchurch Information is available on 122.2 for ATC clearance and traffic information.

ATC Requirement: Aircraft to Cross DADLU, BEBOB, EKODA or MADOK at cleared level or advise ATC if unable.

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ELEV 1171

NZQN

QUEENSTOWN

ARRIVAL/DEPARTURE (2)

TOWER: 118.1 128.9 *APPROACH:* 125.75 122.95 *DELIVERY:* 121.9 *ATIS:* 126.4 *UNATTENDED:* 118.1

VOR/DME Procedures

VOR/DME approaches and departures may be subject to ATC delays.

Instrument Training Operations

Due to traffic congestion and complexity at times, all instrument training operations are to be pre-coordinated by telephone with the Christchurch ATSC duty manager. Those operations may be subject to delays at times.

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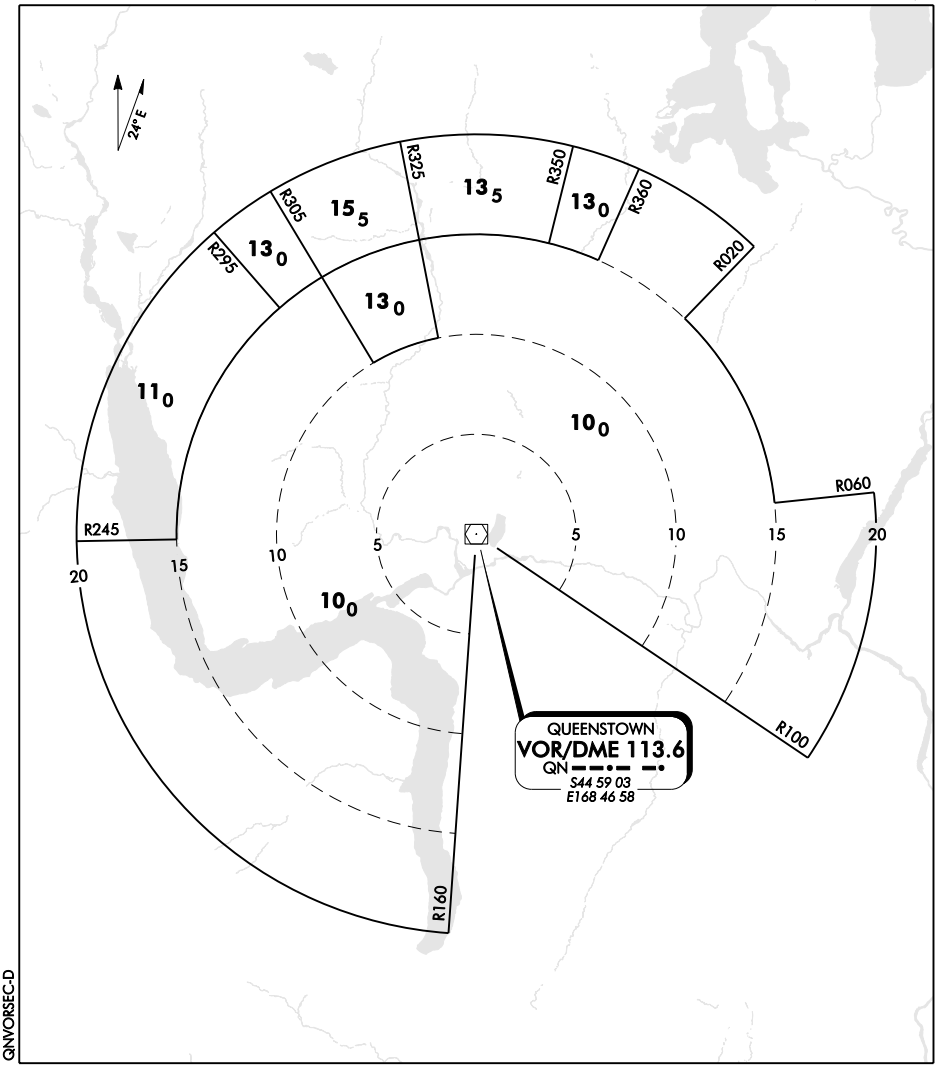
QUEENSTOWN

VOR/DME MRA SECTORS (VORSEC)



QNVORSEC-D

Changes from 20 JUL 11: SH VOR/DME retitled QN VOR/DME.

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QUEENSTOWN
VOR/DME MRA SECTORS (VORSEC)

QUEENSTOWN

RNAV (GNSS) STAR RWY 05 (1)

ELEV 1171
NZQN
CAT A,B,C,D

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1

QNRNAVSTAR05-1-F

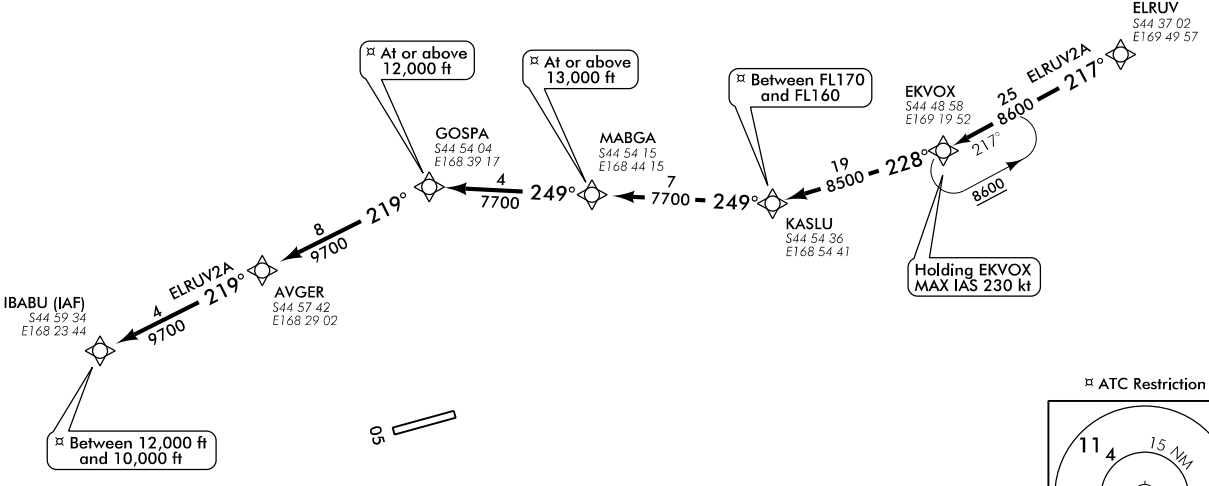
RWY 05
ELRUV TWO ALFA ARRIVAL – RNAV (GNSS) (ELRUV2A)

- Track 217° to EKVOX
- Track 228° to KASLU between FL170 and FL160
- Track 249° via MABGA to GOSPA
- Cross MABGA at or above 13,000 ft
- Cross GOSPA at or above 12,000 ft
- Track 219° via AVGER to IBABU
- Cross IBABU between 12,000 ft and 10,000 ft

24° E

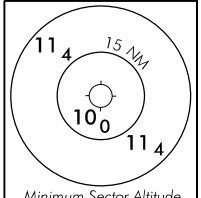
Navigation requirement: RNP 1

CAUTION
Aerodrome surrounded by mountainous terrain



NOT TO SCALE

ATC Restriction



Minimum Sector Altitude
25 NM ARP

Changes from 8 NOV 18: APCH FREQ 122.95 added.

Effective: 2 DEC 21

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QUEENSTOWN
RNAV (GNSS) STAR RWY 05 (1)

ELEV 1171

NZQN

CAT A,B,C

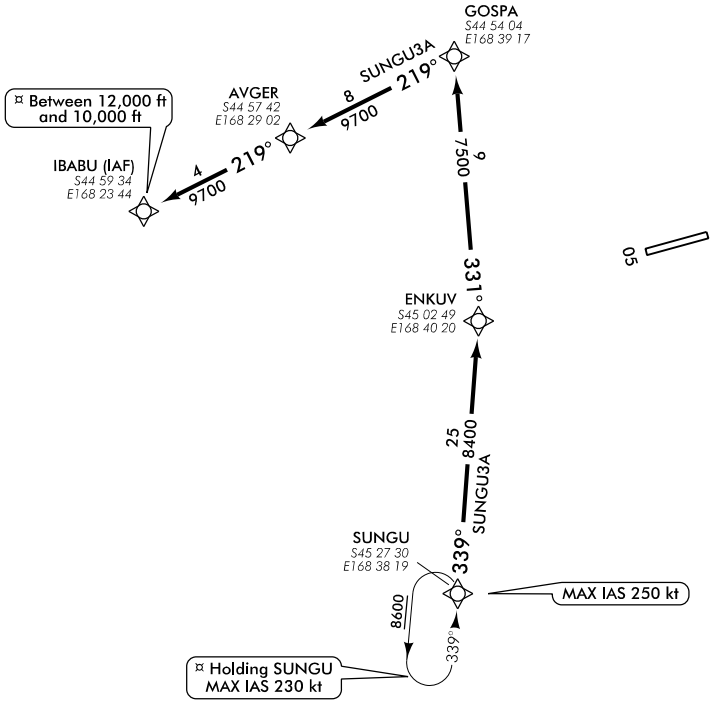
QUEENSTOWN

RNAV (GNSS) STAR RWY 05 (3)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1

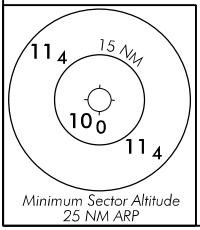
Navigation requirement: RNP 1

CAUTION
Aerodrome surrounded by mountainous terrain



NOT TO SCALE

¤ ATC Restriction



RWY 05
SUNGU THREE ALFA ARRIVAL – RNAV (GNSS) (SUNGU3A)

- Cross SUNGU MAX IAS 250 kt
- Track 339° to ENKUV
- Track 331° to GOSPA
- Track 219° via AVGER to IBABU
- Cross IBABU between 12,000 ft and 10,000 ft

Changes from 9 NOV 17: APCH FREQ 122.95 added.

QNRNAVSTAR05-3-E

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ELEV 1171

NZQN

CAT A,B,C,D

QUEENSTOWN

RNAV (GNSS) STAR RWY 23 (1)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1

Changes from 8 NOV 18: APCH FREQ 122.95 added.

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QUEENSTOWN
RNAV (GNSS) STAR RWY 23 (1)

ELEV 1171

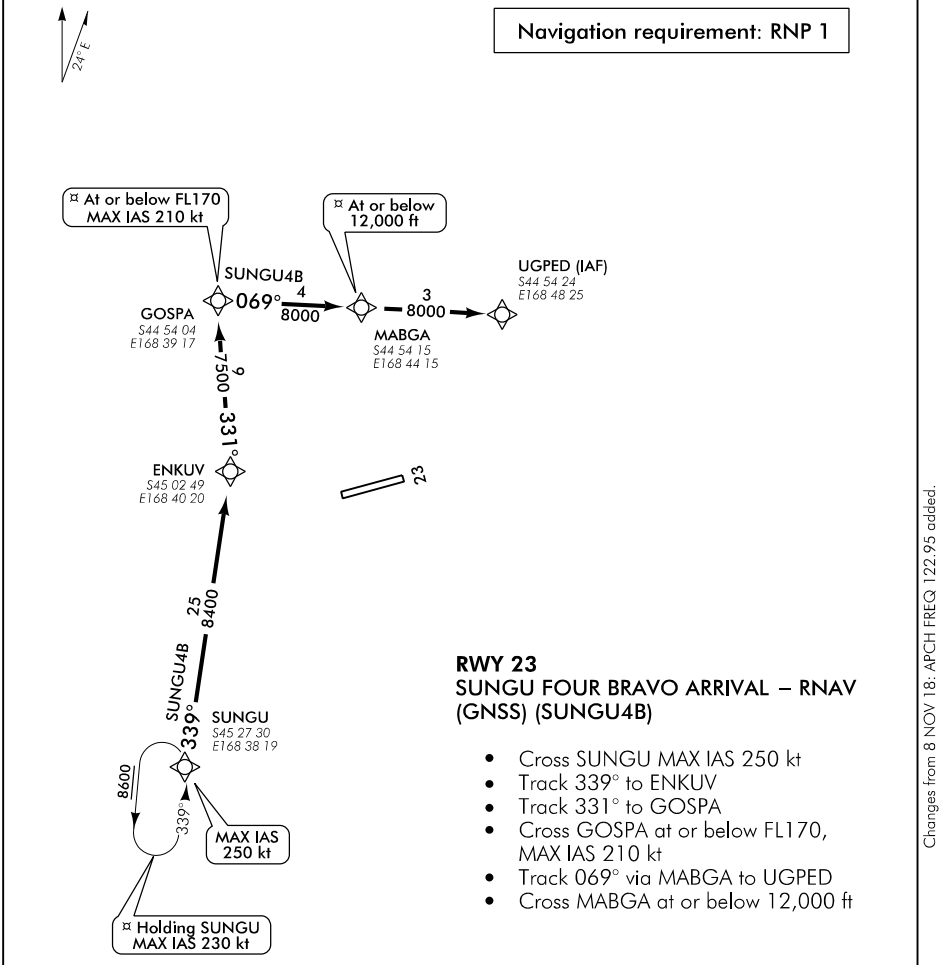
NZQN

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) STAR RWY 23 (3)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1

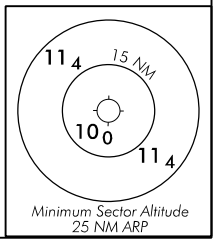


RWY 23
SUNGU FOUR BRAVO ARRIVAL – RNAV (GNSS) (SUNGU4B)

- Cross SUNGU MAX IAS 250 kt
- Track 339° to ENKUV
- Track 331° to GOSPA
- Cross GOSPA at or below FL170, MAX IAS 210 kt
- Track 069° via MABGA to UGPED
- Cross MABGA at or below 12,000 ft

NOT TO SCALE

¤ ATC Restriction



CAUTION
Aerodrome surrounded by mountainous terrain

Changes from 8 NOV 18: APCH FREQ 122.95 added.

QNRNAVSTAR23-3-G

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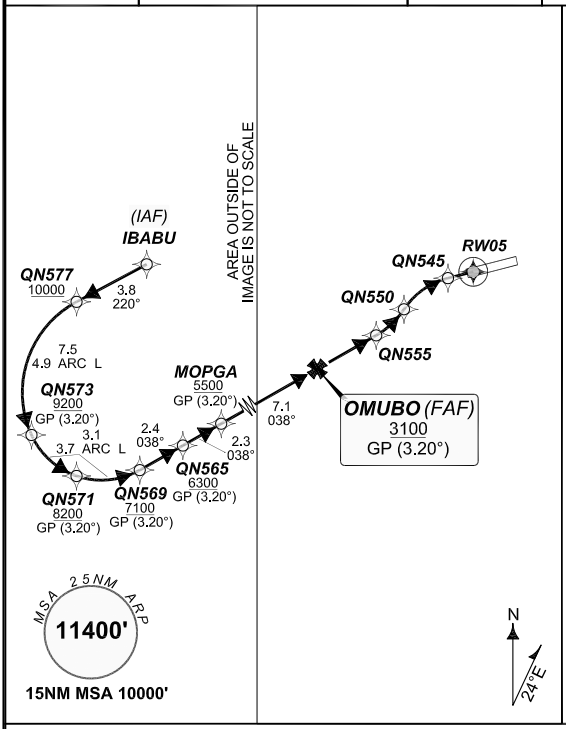
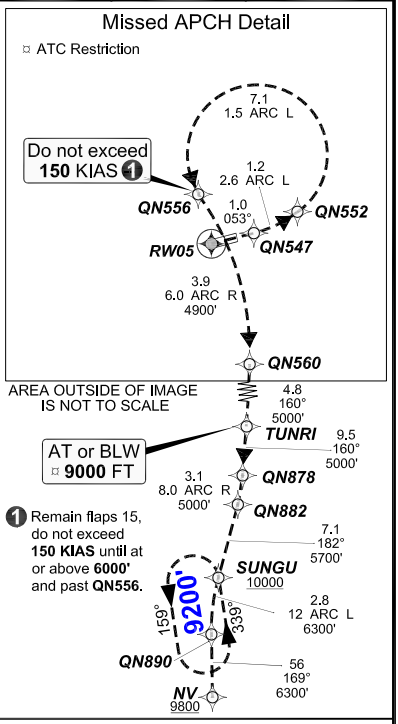
GE PROPRIETARY INFORMATION

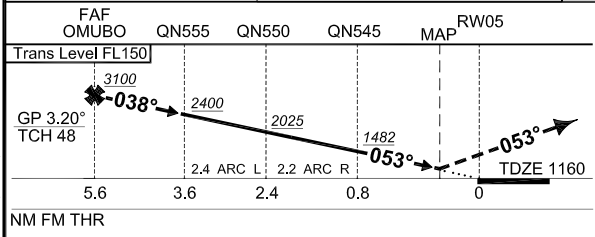
25 APR 2019

RNAV (RNP) Z RWY 05
QUEENSTOWN (NZQN)
QUEENSTOWN, NZ

ATIS	*QUEENSTOWN Tower	*QUEENSTOWN Approach			AD ELEV 1171 TDZE 1160
126.4	118.1 128.9	125.75			







MISSED APPROACH:
Missed approach requires climb at VGA to **4000'**.
At **4000'** accelerate to **150 KIAS**.
Remain flaps 15 and do not exceed **150 KIAS** until **QN556** and at or above **6000'**.
Hold at **SUNGU 10000'**.

SUNGU HOLD:
Min altitude **9200'**.
Min CTA containment altitude **10000'**
MAX holding speed **230 KIAS**.
If unable to reach **9200'** by **SUNGU**, climb to **9800'** via the RNAV (RNP) Missed Approach track to **NV**.

AIRCRAFT	ATR 72-600
RNP (0.30)	DA(H) **2300'** (1140)-5.0
CIRCLING	NOT AUTHORISED

AUTHORIZATION REQUIRED

Not for public use. GE Aviation permission required.

NOTES

APPROACH:
1) Altimeters set to reported airfield QNH.
2) Approaches not authorized using forecast QNH.
3) Approach not authorized when airport temperature below -10°C or above 35°C.
4) RF Required.
5) Minimum MAP gradient (AE) 3.2% to 10000FT.
6) RNP less than 1.0 required in the Missed APCH.

Bearings are Magnetic. Elevations in Feet AMSL.

Revisions: Changed DA(H),Missed App.Accel. Alt., and Temp. Added Min. MA Safe Segment Alt. and Min. MAP Gradient.

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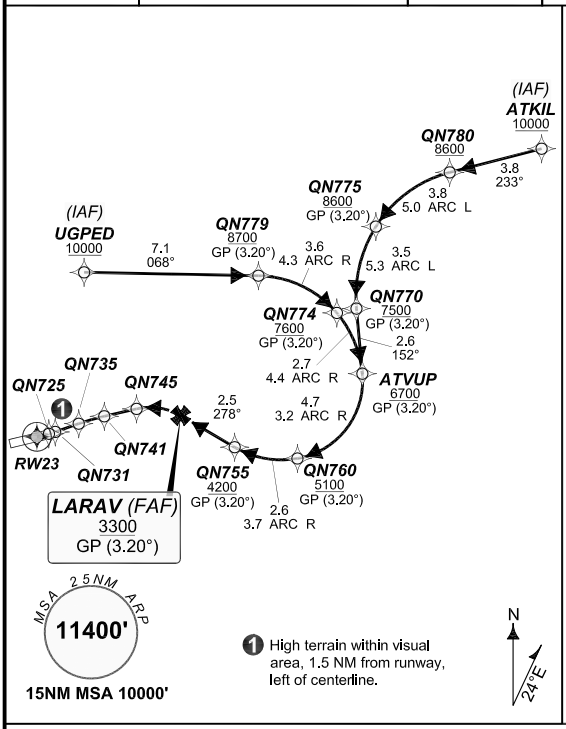
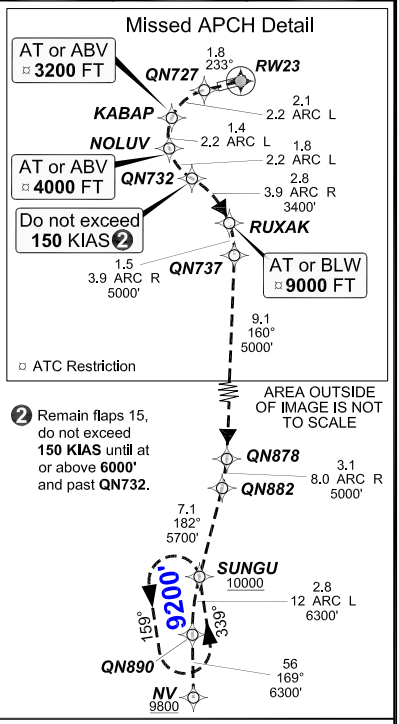
GE PROPRIETARY INFORMATION

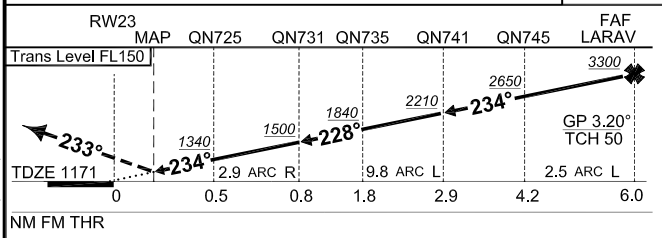
25 APR 2019

RNAV (RNP) Z RWY 23
QUEENSTOWN (NZQN)
QUEENSTOWN, NZ

ATIS	*QUEENSTOWN Tower	*QUEENSTOWN Approach			AD ELEV 1171 TDZE 1171
126.4	118.1 128.9	125.75			







MISSED APPROACH:
Missed approach requires climb at VGA to **4000'**.
At **4000'** accelerate to **150 KIAS**.
Remain flaps 15 and do not exceed **150 KIAS** until **QN732** and at or above **6000'**.
Hold at **SUNGU 10000'**.

SUNGU HOLD:
Min altitude **9200'**.
Min CTA containment altitude **10000'**
MAX holding speed **230 KIAS**.
If unable to reach **9200'** by **SUNGU**, climb to **9800'** via the RNAV (RNP) Missed Approach track to **NV**.

AIRCRAFT	ATR 72-600
RNP (0.30)	DA(H) **2709'** (1538)-5.0
CIRCLING	NOT AUTHORISED

AUTHORIZATION REQUIRED

Not for public use. GE Aviation permission required.

NOTES

APPROACH:
1) Altimeters set to reported airfield QNH.
2) Approaches not authorized using forecast QNH.
3) Approach not authorized when airport temperature below -10°C or above 35°C.
4) RF Required.
5) Minimum MAP gradient (AE) 3.6% to 10000FT.
6) RNP less than 1.0 required in the Missed APCH.

Bearings are Magnetic. Elevations in Feet AMSL.

Revisions: Changed DA(H), Missed App. Accel. Alt., and Temp. Added Min. MA Safe Segment Alt. and Min. MAP Gradient.

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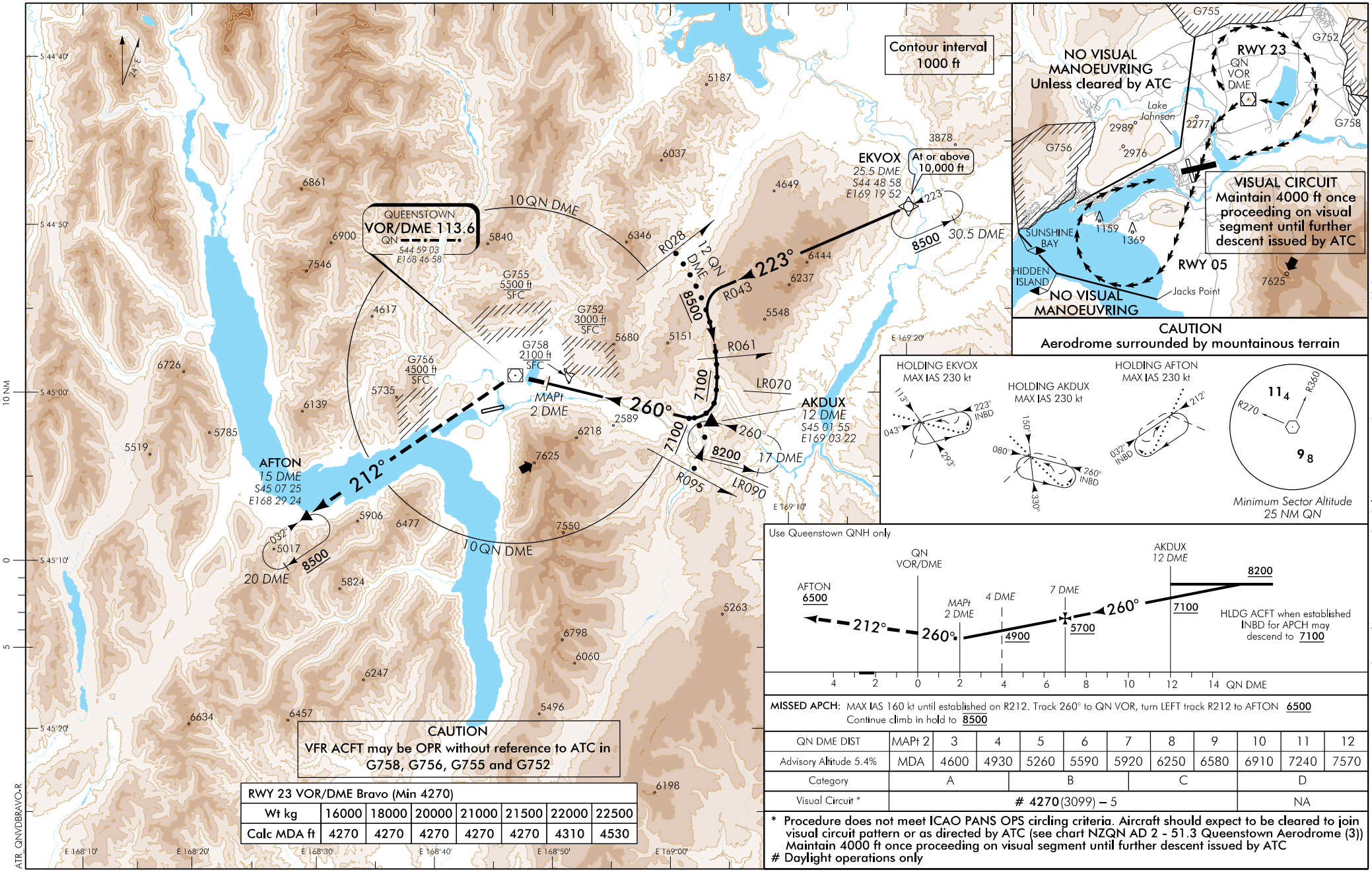
ELEV 1171

CAT A,B,C

QUEENSTOWN
VOR/DME B

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1



Use Queenstown QNH only

MISSED APCH: MAX IAS 160 kt until established on R212. Track 260° to QN VOR, turn LEFT track R212 to AFTON 6500
Continue climb in hold to 8500

RWY 23 VOR/DME Bravo (Min 4270)							
Wt kg	16000	18000	20000	21000	21500	22000	22500
Calc MDA ft	4270	4270	4270	4270	4270	4310	4530

QN DME DIST	MAPt 2	3	4	5	6	7	8	9	10	11	12
Advisory Altitude 5.4%	MDA	4600	4930	5260	5590	5920	6250	6580	6910	7240	7570
Category	A			B			C		D		
Visual Circuit *	# 4270 (3099) – 5								NA		

* Procedure does not meet ICAO PANS OPS circling criteria. Aircraft should expect to be cleared to join visual circuit pattern or as directed by ATC (see chart NZQN AD 2 - 51.3 Queenstown Aerodrome (3))
Maintain 4000 ft once proceeding on visual segment until further descent issued by ATC
Daylight operations only

Changes from 23 MAY 19: Lead Radial correction, secondary APCH FREQ 122.95 added.

Effective: 7 OCT 21

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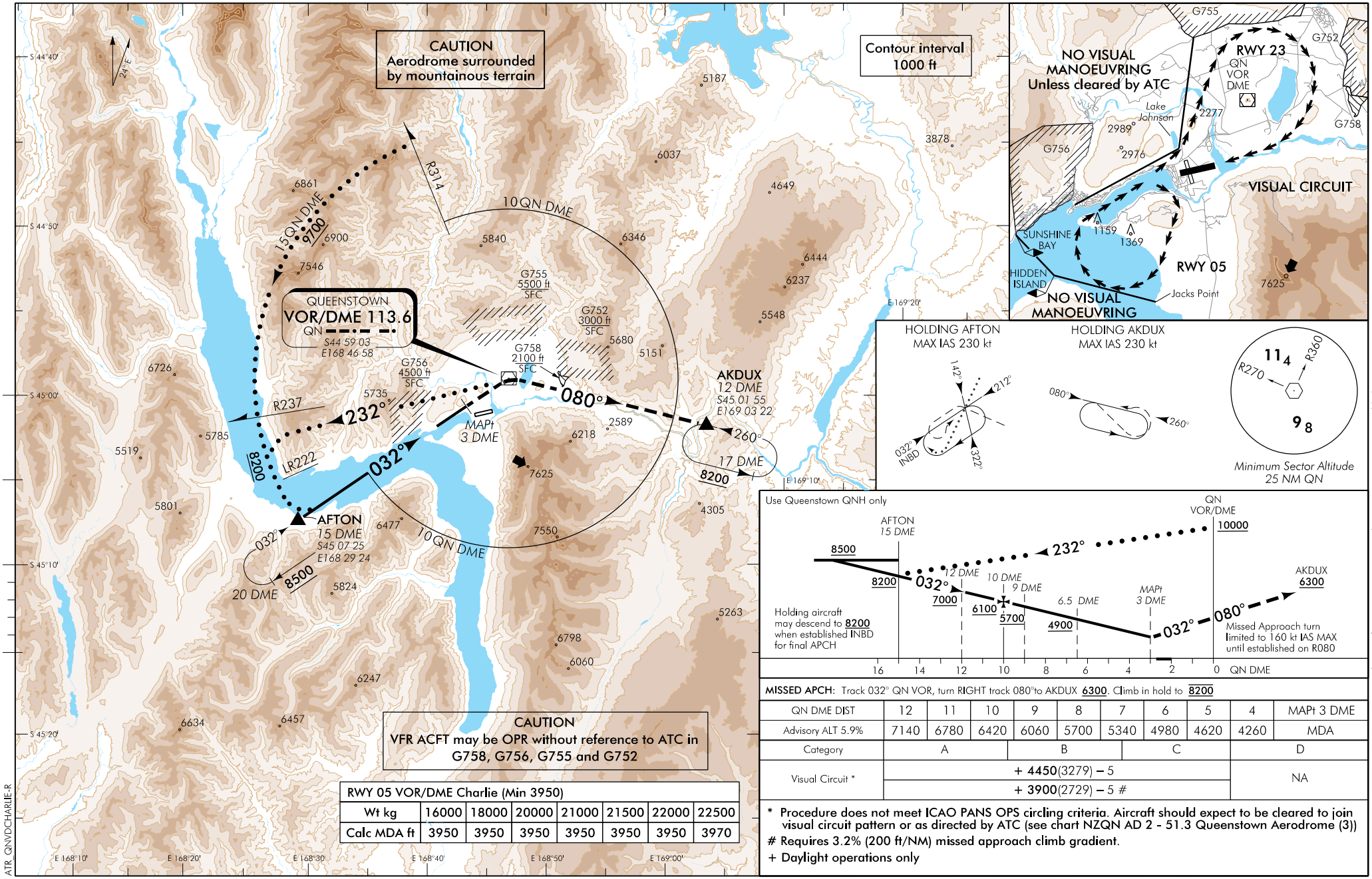
QUEENSTOWN
VOR/DME C

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1



MISSED APCH: Track 032° QN VOR, turn RIGHT track 080°to AKDUX **6300**. Climb in hold to **8200**

QN DME DIST	12	11	10	9	8	7	6	5	4	MAPt 3 DME
Advisory ALT 5.9%	7140	6780	6420	6060	5700	5340	4980	4620	4260	MDA
Category	A			B			C			D
Visual Circuit *	+ 4450(3279) – 5									NA
	+ 3900(2729) – 5 #									

* Procedure does not meet ICAO PANS OPS circling criteria. Aircraft should expect to be cleared to join visual circuit pattern or as directed by ATC (see chart NZQN AD 2 - 51.3 Queenstown Aerodrome (3))

\# Requires 3.2% (200 ft/NM) missed approach climb gradient.

\+ Daylight operations only

RWY 05 VOR/DME Charlie (Min 3950)							
Wt kg	16000	18000	20000	21000	21500	22000	22500
Calc MDA ft	3950	3950	3950	3950	3950	3950	3970

Changes from 16 JUL 20: Secondary APCH FREQ 122.95 added.

ATR_QNVDCHARLIE-R

Effective: 7 OCT 21

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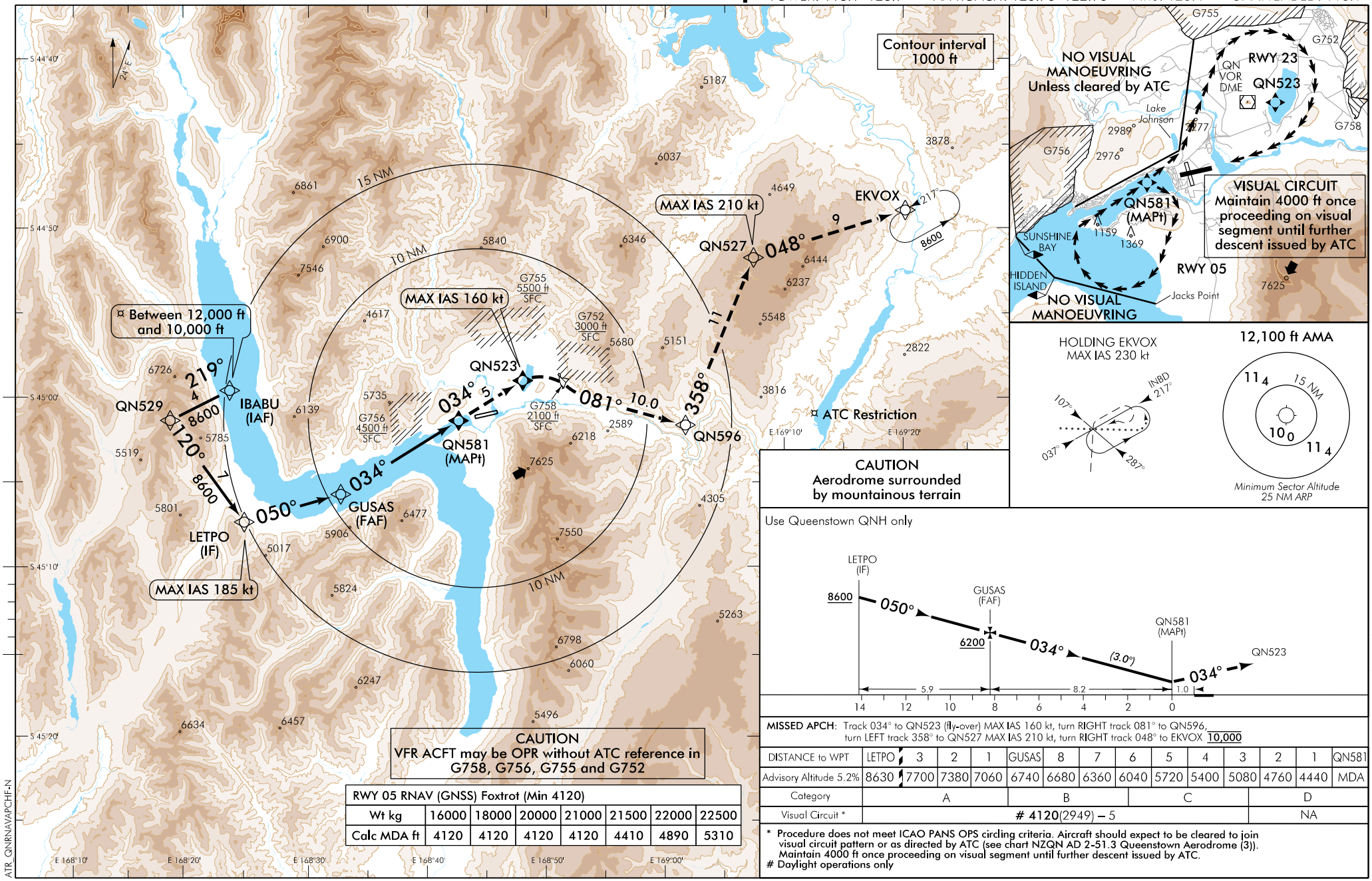
ELEV 1171

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) F

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1



RWY 05 RNAV (GNSS) Foxtrot (Min 4120)							
Wt kg	16000	18000	20000	21000	21500	22000	22500
Calc MDA ft	4120	4120	4120	4120	4410	4890	5310

MISSED APCH: Track 034° to QN523 (fly-over) MAX IAS 160 kt, turn RIGHT track 081° to QN596, turn LEFT track 358° to QN527 MAX IAS 210 kt, turn RIGHT track 048° to EKVOX 10,000

DISTANCE to WPT	LETPO	3	2	1	GUSAS	8	7	6	5	4	3	2	1	QN581
Advisory Altitude 5.2%	8630	7700	7380	7060	6740	6680	6360	6040	5720	5400	5080	4760	4440	MDA
Category	A				B			C			D			
Visual Circuit *	# 4120(2949) – 5													NA

* Procedure does not meet ICAO PANS OPS circling criteria. Aircraft should expect to be cleared to join visual circuit pattern or as directed by ATC (see chart NZQN AD 2-51.3 Queenstown Aerodrome (3)). Maintain 4000 ft once proceeding on visual segment until further descent issued by ATC.
\# Daylight operations only

Changes from 18 JUL 19: APCH FREQ 122.95 added.

ATR_QNRNAVAPCHF-N

Effective: 2 DEC 21

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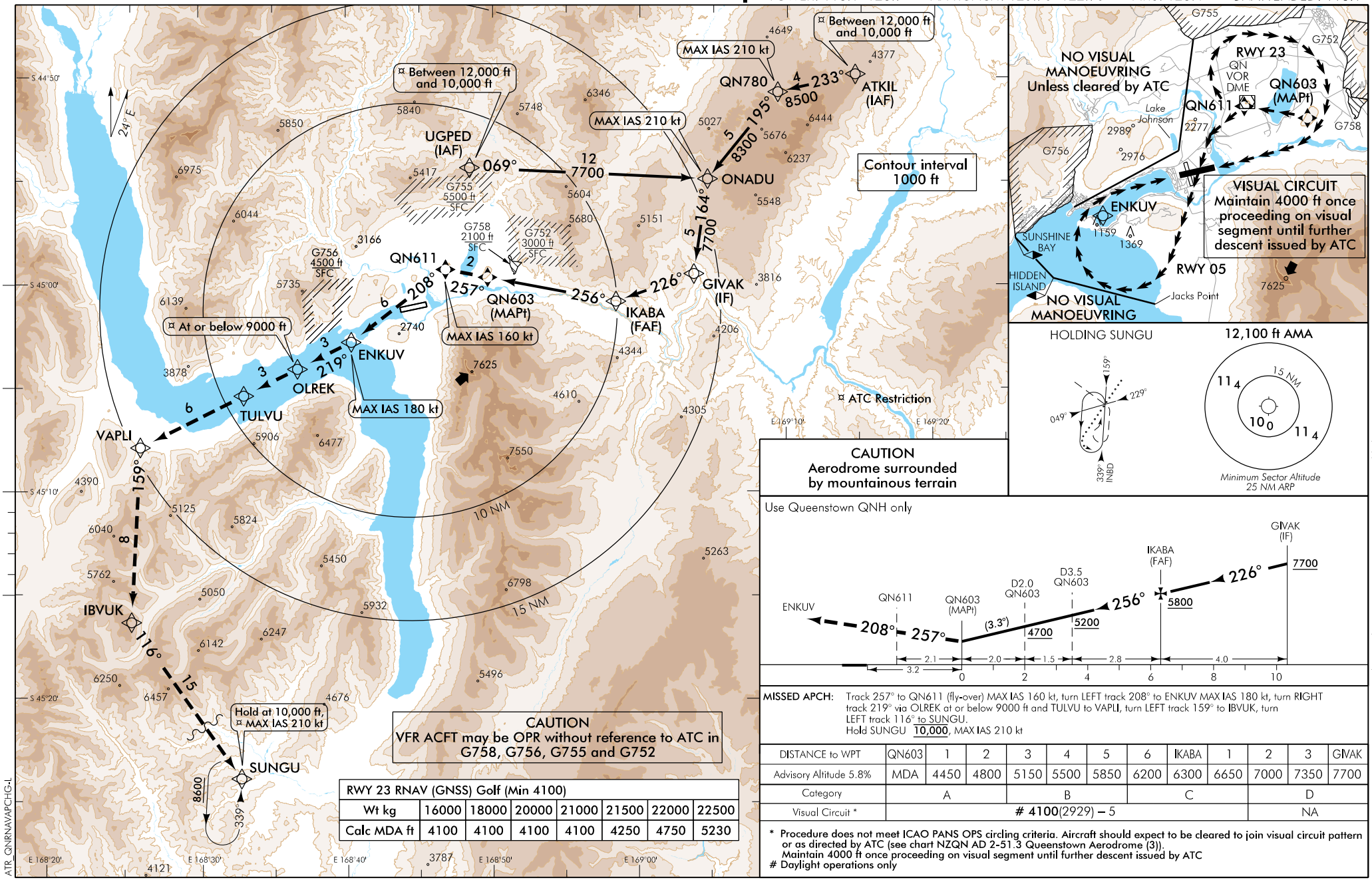
QUEENSTOWN
RNAV (GNSS) G

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1



RWY 23 RNAV (GNSS) Golf (Min 4100)							
Wt kg	16000	18000	20000	21000	21500	22000	22500
Calc MDA ft	4100	4100	4100	4100	4250	4750	5230

MISSED APCH: Track 257° to QN611 (fly-over) MAX IAS 160 kt, turn LEFT track 208° to ENKUV MAX IAS 180 kt, turn RIGHT track 219° via OLREK at or below 9000 ft and TULVU to VAPLI, turn LEFT track 159° to IBVUK, turn LEFT track 116° to SUNGU.
Hold SUNGU 10,000, MAX IAS 210 kt

DISTANCE to WPT	QN603	1	2	3	4	5	6	IKABA	1	2	3	GIVAK
Advisory Altitude 5.8%	MDA	4450	4800	5150	5500	5850	6200	6300	6650	7000	7350	7700
Category	A			B			C			D		
Visual Circuit *	# 4100(2929) – 5									NA		

* Procedure does not meet ICAO PANS OPS circling criteria. Aircraft should expect to be cleared to join visual circuit pattern or as directed by ATC (see chart NZQN AD 2-51.3 Queenstown Aerodrome (3)).
Maintain 4000 ft once proceeding on visual segment until further descent issued by ATC
Daylight operations only

Changes from 18 JUL 19: APCH FREQ 122.95 added.

ATR_QNRNAVAPCHG-L

Effective: 2 DEC 21

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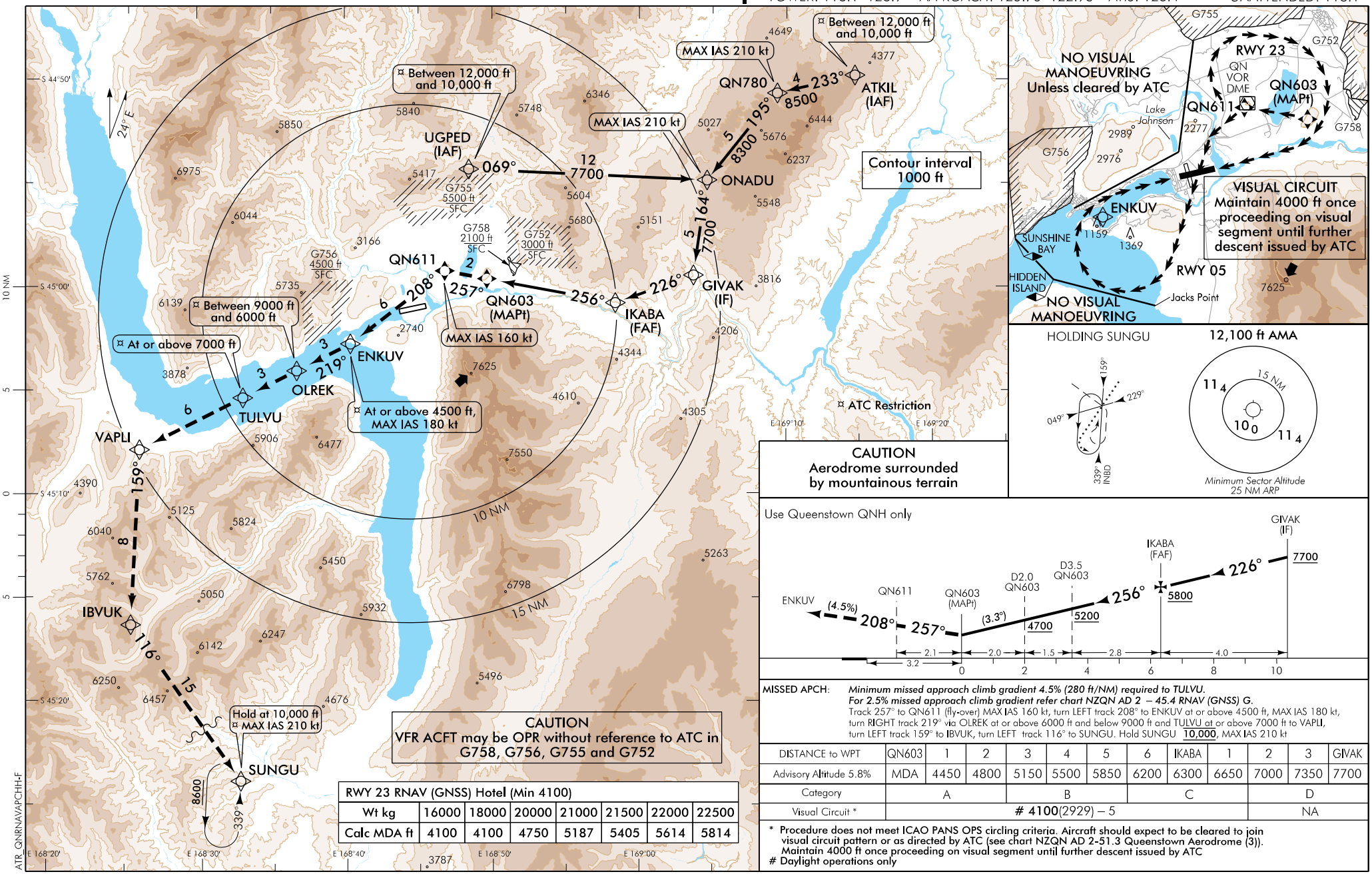
ELEV 1171

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) H

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1



RWY 23 RNAV (GNSS) Hotel (Min 4100)							
Wt kg	16000	18000	20000	21000	21500	22000	22500
Calc MDA ft	4100	4100	4750	5187	5405	5614	5814

MISSED APCH: *Minimum missed approach climb gradient 4.5% (280 ft/NM) required to TULVU.*
For 2.5% missed approach climb gradient refer chart NZQN AD 2 – 45.4 RNAV (GNSS) G.
Track 257° to QN611 (fly-over) MAX IAS 160 kt, turn LEFT track 208° to ENKUV at or above 4500 ft, MAX IAS 180 kt, turn RIGHT track 219° via OLREK at or above 6000 ft and below 9000 ft and TULVU at or above 7000 ft to VAPLI, turn LEFT track 159° to IBVUK, turn LEFT track 116° to SUNGU. Hold SUNGU 10,000, MAX IAS 210 kt

DISTANCE to WPT	QN603	1	2	3	4	5	6	IKABA	1	2	3	GIVAK
Advisory Altitude 5.8%	MDA	4450	4800	5150	5500	5850	6200	6300	6650	7000	7350	7700
Category	A			B			C			D		
Visual Circuit *	# 4100(2929) – 5									NA		

* Procedure does not meet ICAO PANS OPS circling criteria. Aircraft should expect to be cleared to join visual circuit pattern or as directed by ATC (see chart NZQN AD 2-51.3 Queenstown Aerodrome (3)). Maintain 4000 ft once proceeding on visual segment until further descent issued by ATC
\# Daylight operations only

Changes from 23 MAY 19: Secondary APCH FREQ 122.95 added.

ATR_QNRNAVAPCHH-F

Effective: 7 OCT 21

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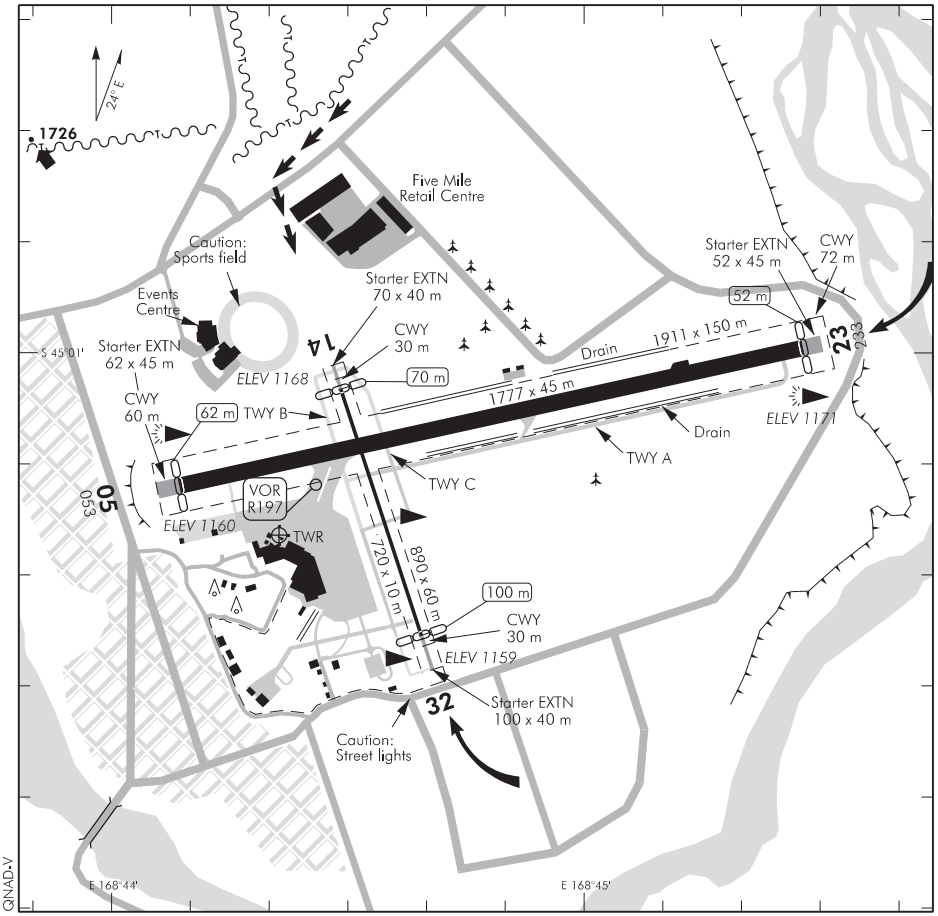
ELEV 1171

NZQN

QUEENSTOWN
AERODROME (1)

TOWER: 118.1 128.9 *DELIVERY:* 121.9 *ATIS:* 126.4 *UNATTENDED:* 118.1



Changes from 25 FEB 21: Taxiway added around fuel pumps.

1. Landing lights are to be used if possible within 10 NM of Queenstown aerodrome below 6000 ft.
2. Circuit: RWY 05, 14 — Left hand
   RWY 23, 32 — Right hand
   When ATC is on watch, unless otherwise instructed, circuit altitude is 2200 ft AMSL. Circuit procedures for all IFR ACFT and ACFT MCTOW greater than 5700 kg — see Aerodrome (3).
3. **CAUTION:**
   - RWY 05 final approach. High terrain on north side of Frankton Arm at 2.4 NM from threshold.
   - RWY 23 final approach. High terrain to the south at 3 NM, and north and south at 1.3 NM from threshold.

WARNING PAPI RWYs 05 and 23 not usable outside 4 NM from respective threshold. PAPI only to be used at night when established on RWY CL between DA and THR due terrain.
RWY 05 — see Note 5 under LIGHTING on Operational Data page.

(continued)

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4. **CAUTION:**
   - All circuits restricted due terrain. Ensure terrain clearance, especially RWY 14 departure.
   - Down draughts likely crossing river on approach to RWY 23.
   - RWY 14 approach. High terrain with trees 1 NM to the north of threshold.
   - RWY 14 approach. Base turn north of Five Mile Centre as depicted by the arrows.
5. Aircraft on final approach to RWY 05 should track along the centre of Frankton Arm to intersect the extended runway centreline not below 500 ft AGL.
6. All jet aircraft Code C and above must use the turning nodes at RWY 05/23 thresholds for turning.
7. **CAUTION:** Sports field located on short final to RWY 14 on extended runway centreline.
8. All aircraft to use full length RWY 23 for take-off unless requested otherwise by ATC.
9. Departures:
   - RWY 14 — Ensure terrain clearance. Visual reference problems may be encountered due to proximity of The Remarkables range.
   - RWY 32 — Turn right after crossing runway end to ensure obstacle clearance. High terrain close to north and northwest of aerodrome.
   - Pilots may request an alternative to standard circuit departure.
10. Extensive low level helicopter activity at Shotover River/Arthurs Point/Skippers Saddle area. See traffic flow arrows on VNC.
11. Microlight aircraft, gliders, parachute, parapente and balloon operations at the aerodrome are not permitted unless in an emergency or with prior approval from Queenstown Airport Corporation on Tel (03) 450 9031.
12. **CAUTION:** Bird hazard. Gulls, oystercatchers and plovers seasonally abundant.
13. RWY 14/32 limited to aircraft with MCTOW 5700 kg or less at or below 16 m wingspan and with main landing gear track 5 m or less.
14. Aircraft arrivals and departures between 2200 hours local to 0600 hours local not permitted unless an emergency.
15. Delays may be experienced at times by VFR training aircraft. Prior to start, contact Queenstown TWR (03) 450 9182 to ascertain appropriate time for operations in the circuit.
16. G756 Skyline active for Approved Operators during daylight hours.

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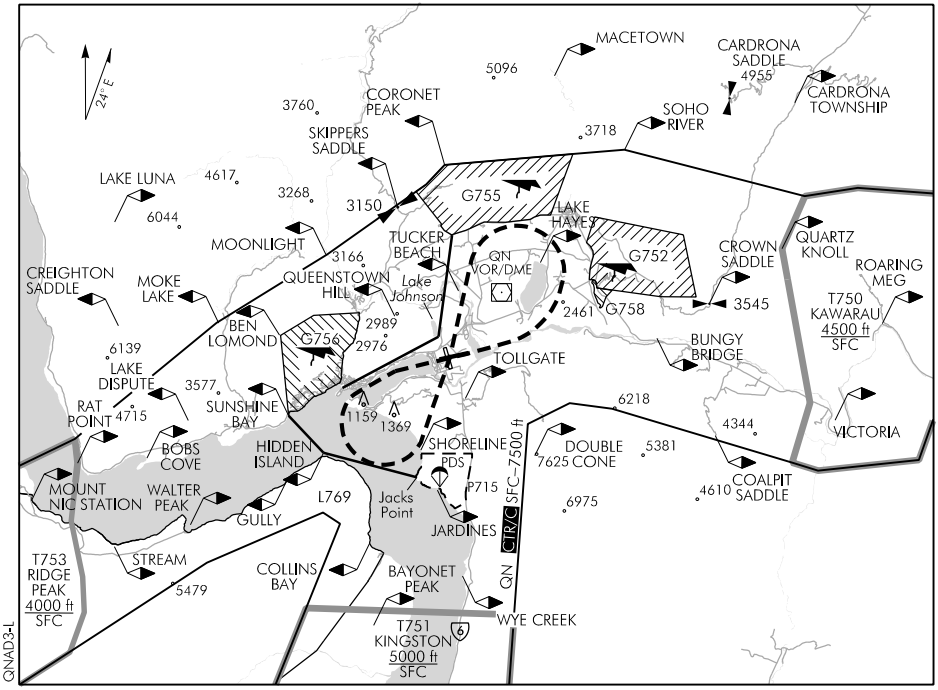
ELEV 1171

NZQN

QUEENSTOWN
AERODROME (3)

TOWER: 118.1 128.9 *DELIVERY*: 121.9 *ATIS*: 126.4 *UNATTENDED*: 118.1
APPROACH: 125.75 122.95



Changes from 12 AUG 21: APCH FREQ 122.95 added, figure 8 joining text updated.

Circuit Procedures – All IFR aircraft and VFR aircraft greater than 5700 kg (all altitudes in ft AMSL)

DAY USE ONLY

For both Runway 05 and Runway 23 as shown above:

- Remain northeast of a line: SUNSHINE BAY VRP – HIDDEN ISLAND VRP – Jacks Point; and
- Remain east of a line: From the start of the peninsula near Queenstown – southeast of Lake Johnson – southwest corner of G755

Runway 05

- Enter the figure-eight pattern as shown above;
- If above 4000 ft descend to maintain circuit altitude 4000 ft
- If below 4000 ft climb immediately to maintain 4000 ft then join the figure eight circuit pattern

Runway 23

- Enter the figure-eight pattern as shown above;
- If above 4000 ft descend to maintain circuit altitude 4000 ft
- If below 4000 ft climb immediately to maintain 4000 ft then join the figure eight circuit pattern

Additional requirements:

- Follow Frankton Arm then track directly towards SUNSHINE BAY VRP
- Turn LEFT at MNM 3200 ft
- Climb to maintain circuit altitude 4000 ft
- Join the figure-eight circuit pattern

Training

- Flights wanting to train in the Figure-eight circuit pattern must do so VFR

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	Take-off distance 1:25	Take-off distance 1:62.5	LDG DIST
05[5] 23[5]	B	PCN 47 F/C/X/T	8	0.19U 0.19D	1839 1829		1911[1] 1889[2]	See Note[3]	1777 1777
14	B	ESWL 5700	5 4	0.30D	790	820			720
32	B	ESWL 5700	5 5	0.30U	820	850[4]			720

[1] Includes 62 m starter extension and 72 m clearway.

[2] Includes 52 m starter extension and 60 m clearway.

[3] Take-off EOLs are based on a 1:25 slope obstacle free surface 80 m wide commencing 60 m from the end of the runway diverging at 10% to a final width of 580 m at 2500 m. Operators of aircraft which have more stringent take-off flight path requirements should obtain obstacle survey data from the airport operator.

[4] RWY 32 TODA based on a 1:20 slope obstacle free surface 60 m wide commencing 30 m from end of runway with a right hand Rate 1 turn (100 kt TAS) commencing at the start of the surface. Aircraft to commence right hand turn upon passing the upwind threshold.

RESA: RWY 05 and RWY 23 90 x 90 m

[5] RWY grooved for full length.

MINIMA

IFR Take-off		
RWY	Day	Night
05/23*	2300 – 5	+

* Reduced take-off minima RWY 05/23 available to operators authorised by CAANZ, during TWR HR.

+Night IFR take-off available to operators authorised by CAANZ only.

LIGHTING

Runway:	05	PAPI 3.2°/TCH 50[6]	LIH RWY REIL	LIH RWY CL	LIH APP
	23	PAPI 3.2°/TCH 50	LIH RWY REIL	LIH RWY CL	LIH APP

LIH RWY, LIH APP, LIH CL, REIL available for approved operators only

RWY 05/23 PAPI only to be used at night when established on RWY CL between DA and THR due terrain.

Use of lighting at night restricted to air transport operators who have specific CAANZ approval.

[6] RWY 05 PAPI aligned 5° to the right of the extended runway centreline.

Aerodrome: WDI

Taxiway: TWY A4 CL

Apron: Floodlighting

Standby power available

(continued)

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QUEENSTOWN
OPERATIONAL DATA (2)

FACILITIES

Fuel: Air BP Jet A1, Avgas, Swipecard
Into plane by Air BP (Air BP Tel (03) 441 2740 or 133.9 MHz), 0800 to 1800 daily

Limited repairs

Limited hangarage

RFS: CAT 6 provided 20 mins either side of all aircraft engaged in regular air transport operations. Other times by arrangement with Queenstown Airport Rescue Fire. Tel (03) 450 9058.

Refer to NZQN AD 2 section for detailed aerodrome description.

SUPPLEMENTARY

Operator: Queenstown Airport Corporation Ltd, PO Box 2641, Queenstown 9349
Tel (03) 450 9031 Fax (03) 442 3515
Email: ops@queenstownairport.co.nz
Website: www.queenstownairport.co.nz

AERODROME LIMITATION

Operations by civil and military aircraft above 5700 kg MCTOW, other than scheduled airlines on air transport operations, require specific approval from Queenstown Airport Corporation Ltd.

Designated security aerodrome.

All aircraft operations at the aerodrome are subject to the standard aeronautical conditions of use and aerodrome safety and compliance regulations as published on Queenstown Airport Corporation Ltd's website
https://www.queenstownairport.co.nz/commercial/airfield-users/general-aviation

By using NZQN aerodrome you agree to the aeronautical conditions of use and aerodrome safety and compliance regulations.

Operations by itinerant aircraft require specific approval from Queenstown Airport Corporation Ltd unless they have a fixed-base operator agreement at NZQN.

Itinerant pedestrian pilots are only to enter and exit via either the premises of the operator they have a fixed-based agreement with, or the push button pedestrian gate by Glenorchy Air. To return to airside through the push button pedestrian gate by Genorchy Air please ring the number on the gate. Pilots must wear high visibility clothing when airside and ensure all access gates are closed securely behind them.

All operators, pilots and interested parties intending to fly within the Queenstown CTR are encouraged to familiarise themselves with the Code of Practice and Procedures published in the Queenstown Milford User Group (QMUG) Operations Hand Book and available at:

https://www.transport.govt.nz/assets/Import/Uploads/Air/Documents/a55817cf94/Queenstown-Milford-User-Group-Operations-Handbook.pdf

The airport requires that all helicopter operators follow the guidelines published by the Helicopter Association International in their Fly Neighbourly Guide available at:

https://www.aia.org.nz/site/aianz/Fly%20Neighbourly%20Guide.pdf

© Civil Aviation Authority

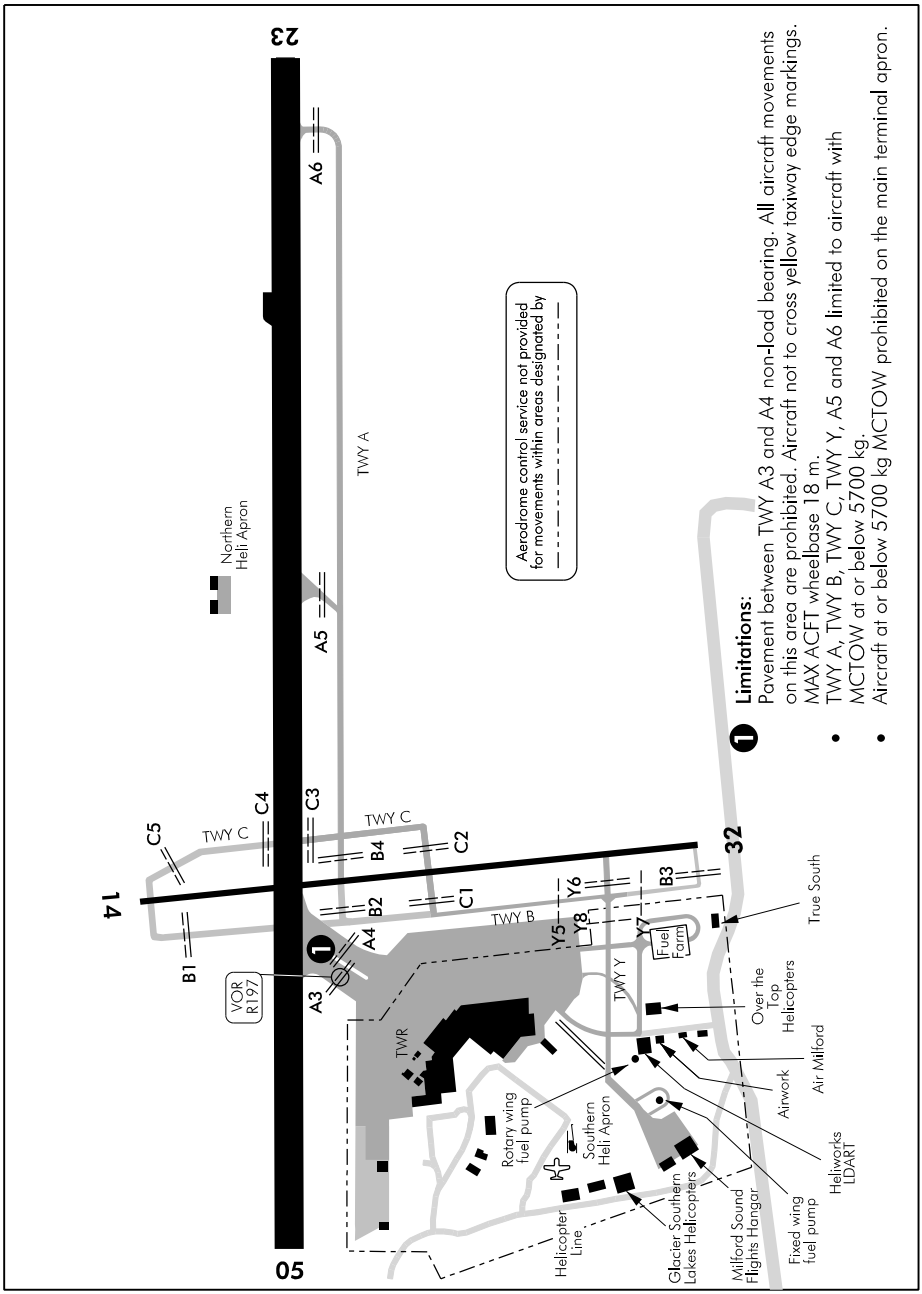
ELEV 1171

NZQN

QUEENSTOWN

GROUND MOVEMENTS (1)

TOWER: 118.1 128.9 *DELIVERY*: 121.9 *ATIS*: 126.4 *UNATTENDED*: 118.1



Changes from 5 NOV 20: Hangar renamed, taxiway added around fuel pumps.

QNGM-U

© Civil Aviation Authority

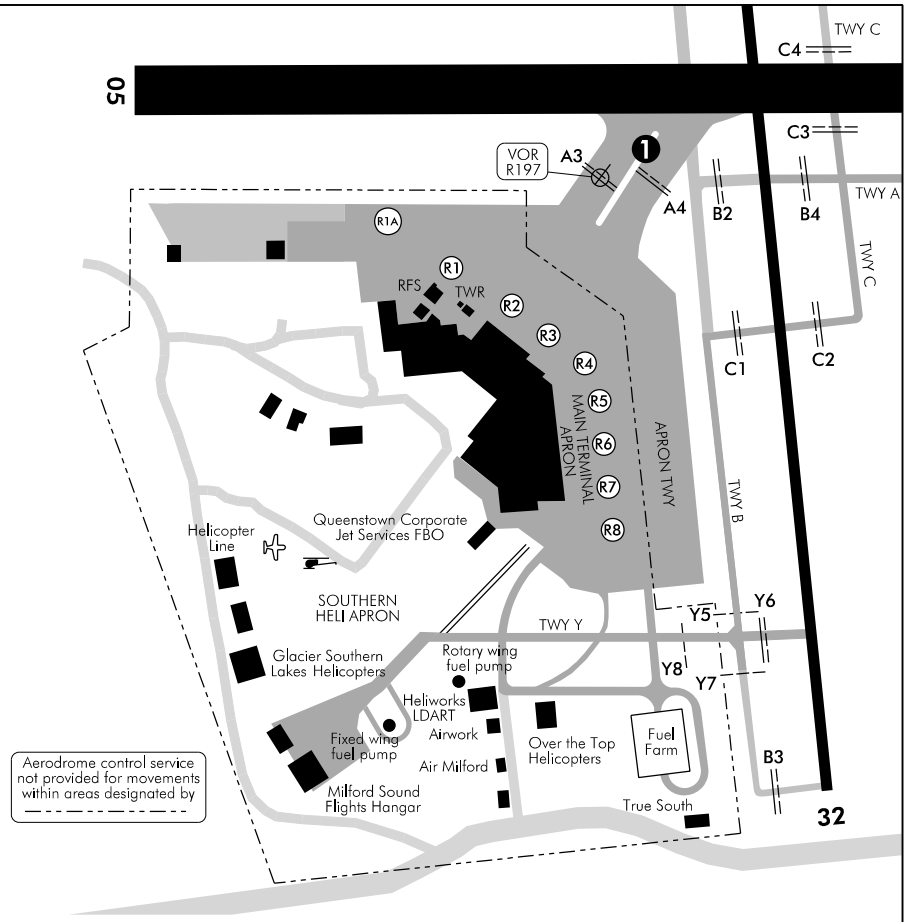
ELEV 1171

NZQN

QUEENSTOWN

GROUND MOVEMENTS (2)

TOWER: 118.1 128.9 *DELIVERY*: 121.9 *ATIS*: 126.4 *UNATTENDED*: 118.1



Changes from 22 APR 21: Hangar renamed, taxiway added around fuel pumps.

1 Limitations:

Pavement between TWY A3 and A4 non-load bearing. All aircraft movements on this area are prohibited. Aircraft not to cross yellow taxiway edge markings. MAX ACFT wheelbase 18 m.

- TWY A, TWY B, TWY C, TWY Y, A5 and A6 limited to aircraft with MCTOW at or below 5700 kg.
- Aircraft at or below 5700 kg MCTOW prohibited on the main terminal apron.
- Stands R1A and R1 limited to aircraft with AUW at or below 30,000 kg with wingspan of 28 m or less.
- Stands R2 to R8 limited to aircraft with AUW at or below 72,500 kg with wingspan of 36 m or less.

Security:

- Access to airside areas at Queenstown Airport are controlled via swipe card access. For access to airside areas contact QAC Operations on Tel (03) 450 9221 or Aviation Security Service on Tel (03) 442 3049. Frequent users may apply to QAC for issue of permanent gate access.

QNGM-2-V

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For flights departing Queenstown Airport:

ADES	Designator	Route
AA	QNAA1 ❶	Y569 LOVTA Y655 POKOM Q277
AA	QNAA4 ❷	Q787 NS Q438 IGUTA Y175 OMKUN Y311 DADUK Y273 PEPPE H182
CH	QNCH1	Q787 TIMJO Y153
CH	QNCH5 ❸	ADLUP Y615 ELDAK Q196
WN	QNWN1 ❶	Q787 TIMJO Y153 DOPKI Y533 GRETA Y393
WN	QNWN6 ❷	Q787 TIMJO Y153 CH Y393
WN	QNWN7 ❸	ADLUP Y615 ELDAK Q196 CH Y393 WN

Where specified the following applies:

❶ Jets

❷ Non Jets

❸ ACFT must accept a clearance and fly a published SID via ADLUP

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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GE PROPRIETARY INFORMATION

12 AUG 2021

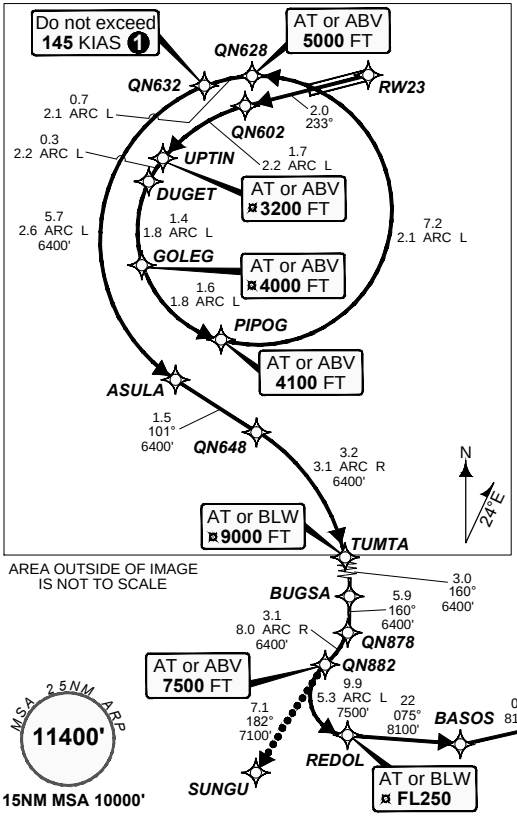
REDOL ONE B DEPARTURE RNAV (RNP) RWY 23
QUEENSTOWN (NZQN)
QUEENSTOWN, NZ

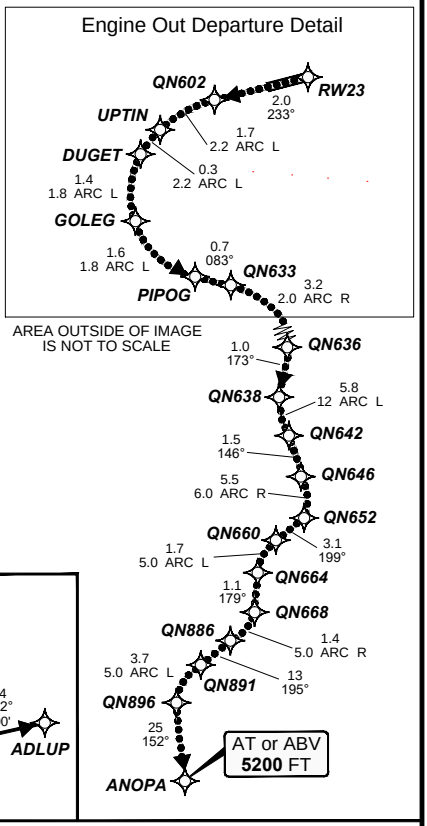
Apt Elev	Trans ALT	ATIS	*QUEENSTOWN Delivery	*QUEENSTOWN Tower	*QUEENSTOWN Approach
1171'	13000'	126.4	121.9	118.1 128.9	125.75

1. Require RNP 0.30 to **REDOL**.
2. RF Required.
3. Airspace containment - MNM climb gradient 5.8% (360 ft / NM) to 8,000 ft.
4. Flap extension may be required in icing conditions.

¤ ATC Restriction

❶ Remain flaps 15, do not exceed **145 KIAS** until at or above **6000'** and past **QN632**.





INITIAL CLIMB

1. Fly the RNAV (RNP) track to **REDOL**, thence proceed on BASIC RNP 1 transition to **ADLUP**.
2. Departure requires climb at **V2+5 KIAS** to **4000'**.
3. Cross **UPTIN** at or above **3200'**.
4. At **4000'** accelerate to **145 KIAS**.
5. Cross **GOLEG** at or above **4000'**.
6. Cross **PIPOG** at or above **4100'**.
7. EO branch point **PIPOG**.
8. Cross **QN628** at or above **5000'**.
9. Remain flaps 15, do not exceed **145 KIAS** until at or above **6000'** and past **QN632**.
10. Cross **TUMTA** at or below **9000'**.
11. If unable to cross **QN882** at or above **7500',** track course **182** from **QN882** to **SUNGU.** Maintain VmLB or greater.
12. Cross **REDOL** at or below **FL250**.

RNAV (RNP) ENGINE FAILURE
RWY 23

If unable to cross **PIPOG** at or above **4100'**, execute **EO23 SID**. Remain flaps 15. Maintain VFTO and climb to at or above **5200'**.

AUTHORIZATION REQUIRED

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Revisions: Rounded climb gradient.

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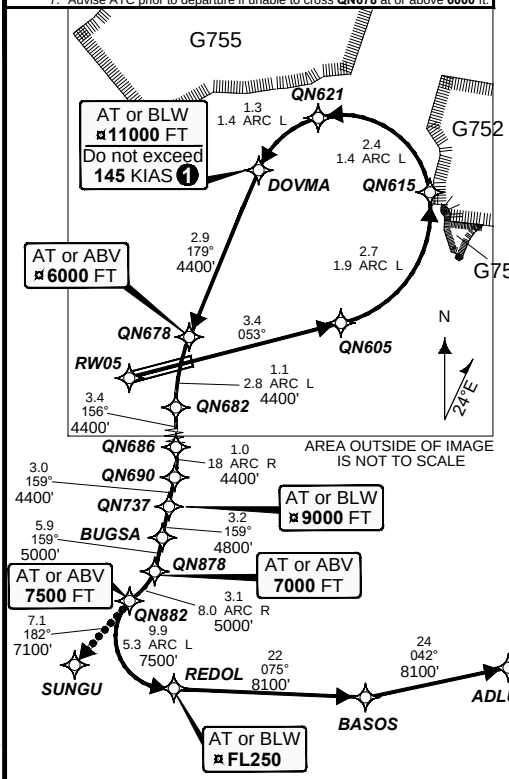
12 AUG 2021

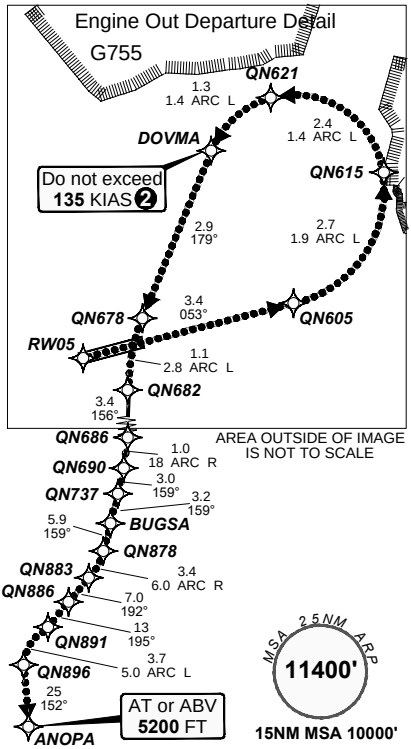
DOVMA TWO A DEPARTURE RNAV (RNP) RWY 05
QUEENSTOWN (NZQN)
QUEENSTOWN, NZ

Apt Elev	Trans ALT	ATIS	*QUEENSTOWN Delivery	*QUEENSTOWN Tower	*QUEENSTOWN Approach
1171'	**13000'**	**126.4**	**121.9**	**118.1 128.9**	**125.75**

1. When QUEENSTOWN TOWER on watch: Airborne contact QUEENSTOWN APPROACH 125.75 MHz.
2. Requires RNP 0.30 to **REDOL**.
3. RF Required.
4. Airspace containment - MNM net climb gradient 9.8% (600 ft/nm) to 3500 ft
5. G755 boundary is 0.53nm north of nominal track.
6. Caution VFR aircraft may be operating without contact with ATC in G752, G755, G756, and G758.
7. Advise ATC prior to departure if unable to cross **QN678** at or above **6000** ft.

❶ Remain flaps 15, do not exceed **145 KIAS** until at or above **6000'** and past **DOVMA**.
❷ Remain flaps 15, do not exceed **135 KIAS** until **DOVMA**.
¤ ATC Restriction





INITIAL CLIMB

1. Fly the RNAV (RNP) track to **REDOL**, thence proceed on BASIC RNP 1 transition to **ADLUP**.
2. Departure requires climb at **V2+5 KIAS** to **4000'**.
3. At **4000'** accelerate to **145 KIAS**.
4. Cross **DOVMA** at or below **11000'**.
5. Remain flaps 15, do not exceed **145 KIAS** until at or above **6000'** and past **DOVMA**.
6. Cross **QN678** at or above **6000'**.
7. Cross **QN737** at or below **9000'.**
8. Cross **QN878** at or above **7000'**.
9. EO branch point **QN878**.
10. If unable to cross **QN882** at or above **7500',** track course **182** from **QN882** to **SUNGU**. Maintain VmLB or greater.
11. Cross **REDOL** at or below **FL250**.

RNAV (RNP) ENGINE FAILURE
RWY 05

If unable to cross **QN878** at or above **7000',** execute **EO05 SID**. Remain flaps 15. Maintain VFTO and climb to at or above **5200'**.

AUTHORIZATION REQUIRED

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GE Aviation permission required.

Revisions: Added ATC altitude at QN678; updated notes and initial climb notes; updated headings

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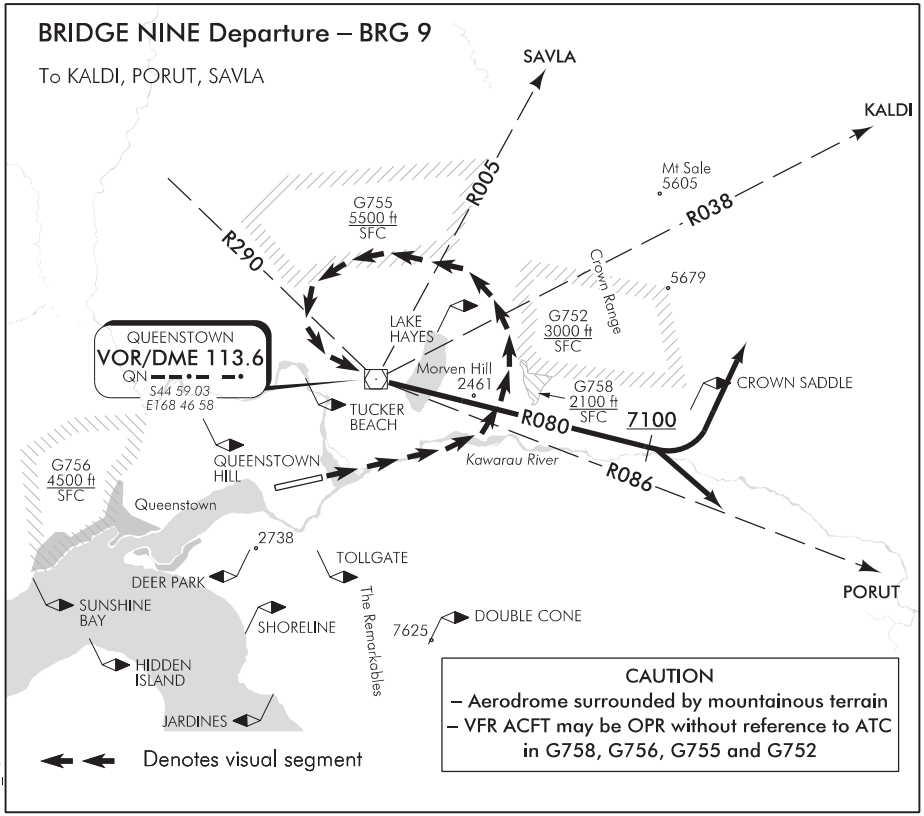
ELEV 1171 CAT B,C

QUEENSTOWN

NZQN

SID RWY 05

TOWER: 118.1 128.9 *APPROACH:* 125.75 122.95 *ATIS:* 126.4 *UNATTENDED:* 118.1



Changes from 17 JUN 21: APCH FREQ 122.95 added.

Departure Procedures — Take-off RWY 05

- Minimum turn altitude after take-off **1600ft**.
- Maintain own terrain clearance until established overhead **QN VOR**.
- **MAX IAS 180kt crossing QN VOR and until established on R080.**
- Set heading overhead **QN VOR** not below the altitude in the following table:

RWY 05 BRIDGE NINE (Min 3600)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	3600	3820	4210	4380	4450	4530	4600	4640	4660

- Climb on **QN R080** to **MNM 7100ft**, thence intercept track.

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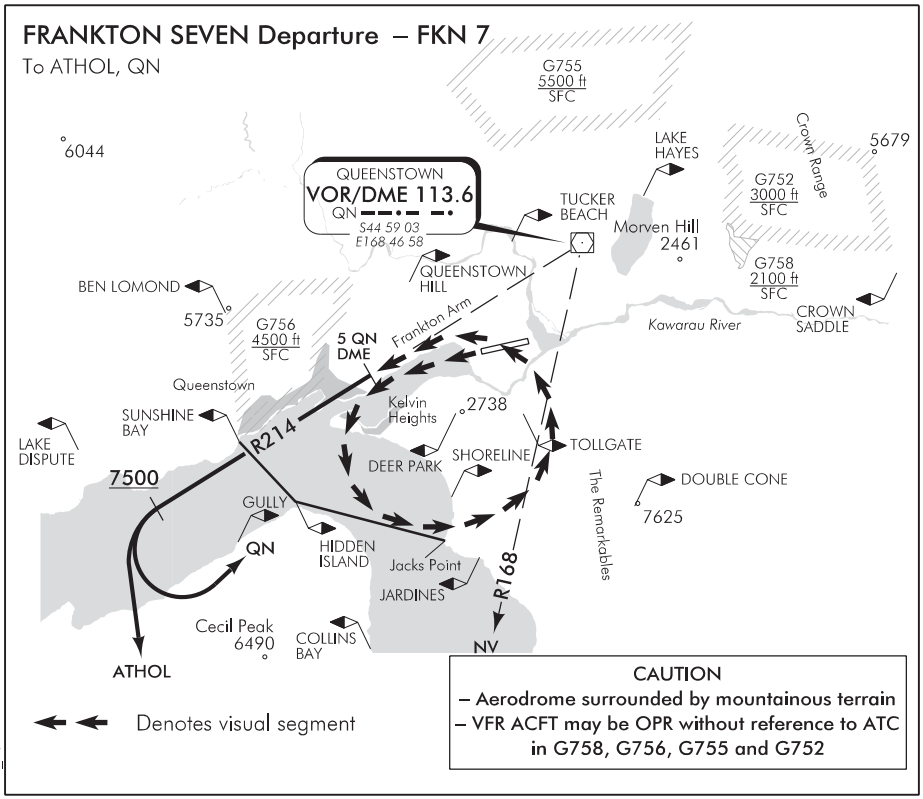
ELEV 1171 CAT B,C

QUEENSTOWN

NZQN

SID RWY 23

TOWER: 118.1 128.9 *APPROACH:* 125.75 122.95 *ATIS:* 126.4 *UNATTENDED:* 118.1



ATR_QNSID23-P

Changes from 17 JUN 21: APCH FREQ 122.95 added.

Departure Procedures — Take-off RWY 23

- Minimum turn altitude after take-off **1600ft**.
- Maintain own terrain clearance until abeam **KELVIN HEIGHTS (R214/5 DME)** outbound from **QN VOR**.
- **MAX IAS 180kt crossing abeam KELVIN HEIGHTS (R214/5 DME) and until established on R214**.
- Set heading abeam **KELVIN HEIGHTS (R214/5 DME)** outbound on **QN R214** not below the altitude in the following table:

RWY 23 FRANKTON SEVEN (Min 5500)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	5500	5500	6800	7560	7920	8260	8600	8770	8900

- Climb on **R214** to **MNM 7500ft** thence intercept track.

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ELEV 1171

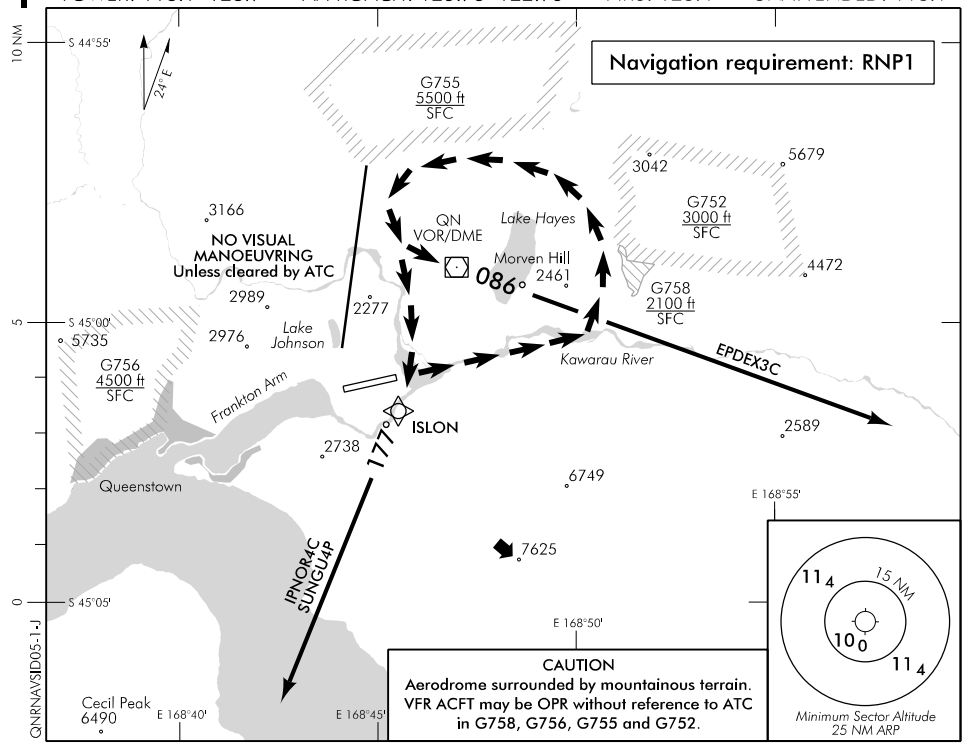
NZQN

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 05 (1)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1



ALL DEPARTURES RWY 05 – Visual Segments

Note 1. Minimum turn altitude after take-off 1600 ft

2. Remain east of a line Lake Johnston to south-west corner of G755 unless cleared by ATC

3. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

Denotes visual segment

MAX IAS 180 kt. Maintain own terrain clearance until established overhead Initial Departure Fix (IDF).

Departures via QN VOR (EPDEX3C)

- Follow the Kawarau River, turn LEFT abeam Morven Hill
- Continue LEFT to track 086° to QN VOR (IDF)
- Reach MNM 4300 ft, MAX 11,000 ft overhead QN VOR

Refer chart NZQN AD 2 - 62.8 RNAV (GNSS) SID RWY 05 (2) for details of EPDEX3C SID

Departures via ISLON (IPNOR4C, SUNGU4P)

- Follow the Kawarau River, turn LEFT abeam Morven Hill
- Continue LEFT to track 177° to ISLON (IDF)
- Reach MNM 3900 ft, MAX 9000 ft overhead ISLON

Refer chart NZQN AD 2 - 62.9 RNAV (GNSS) SID RWY 05 (3) for details of IPNOR4C and SUNGU4P SID

© Civil Aviation Authority

ELEV 1171

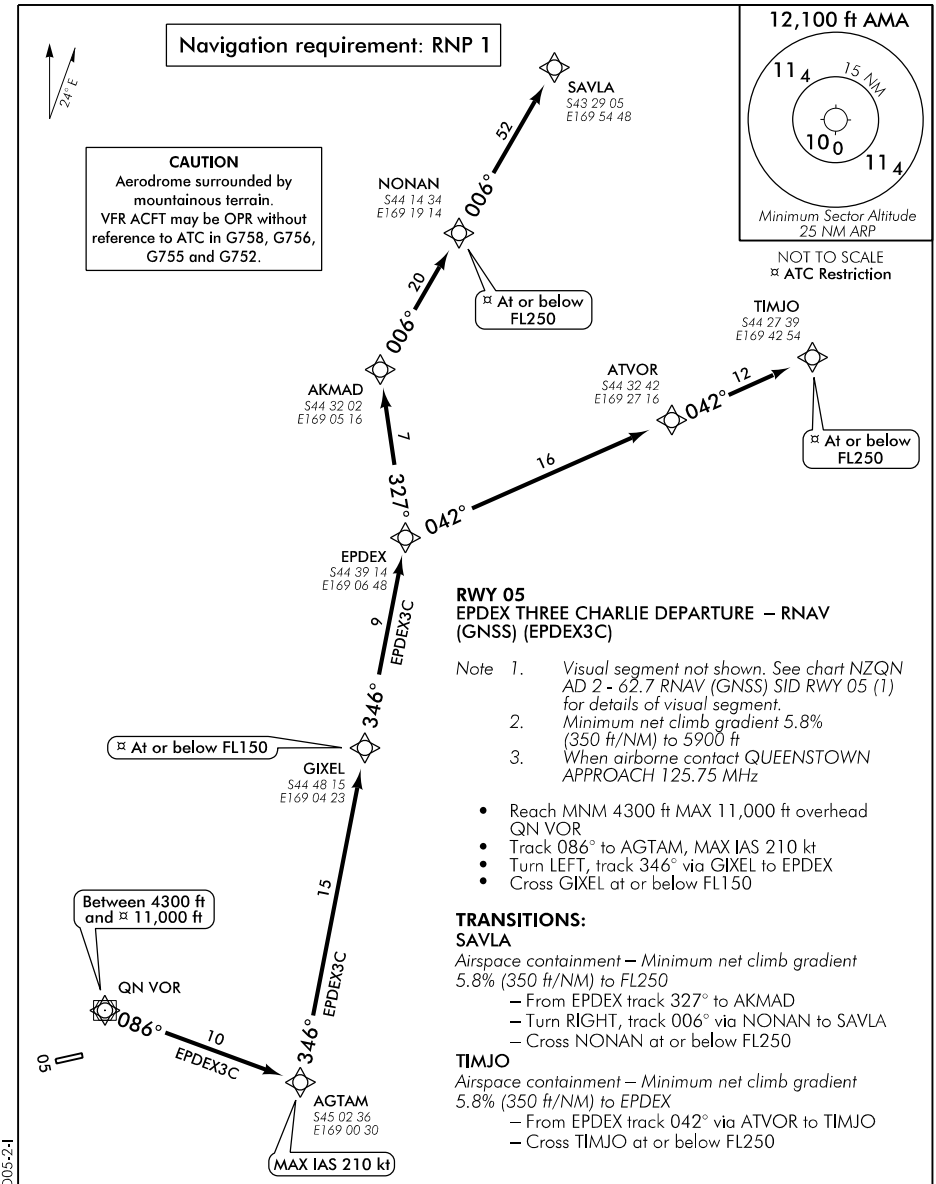
NZQN

CAT B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 05 (2)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1



RWY 05
EPDEX THREE CHARLIE DEPARTURE – RNAV (GNSS) (EPDEX3C)

Note 1. *Visual segment not shown. See chart NZQN AD 2 - 62.7 RNAV (GNSS) SID RWY 05 (1) for details of visual segment.*
2. *Minimum net climb gradient 5.8% (350 ft/NM) to 5900 ft*
3. *When airborne contact QUEENSTOWN APPROACH 125.75 MHz*

- Reach MNM 4300 ft MAX 11,000 ft overhead QN VOR
- Track 086° to AGTAM, MAX IAS 210 kt
- Turn LEFT, track 346° via GIXEL to EPDEX
- Cross GIXEL at or below FL150

TRANSITIONS:

SAVLA

Airspace containment – Minimum net climb gradient 5.8% (350 ft/NM) to FL250
– From EPDEX track 327° to AKMAD
– Turn RIGHT, track 006° via NONAN to SAVLA
– Cross NONAN at or below FL250

TIMJO

Airspace containment – Minimum net climb gradient 5.8% (350 ft/NM) to EPDEX
– From EPDEX track 042° via ATVOR to TIMJO
– Cross TIMJO at or below FL250

RWY 05 EPDEX Three Charlie (Min 4300)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	4300	4340	4710	4860	4940	5010	5080	5120	5140

Changes from 8 NOV 18: APCH FREQ 122.95 added.

ATR_QNRNAVSID05-2-1

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QUEENSTOWN
RNAV (GNSS) SID RWY 05 (3)

ATR72 South Flip

CAT B,C

ELEV 1171

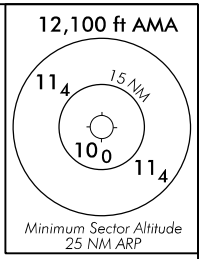
NZQN

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1

Navigation requirement: RNP 1

24° E

RWY 05 SUNGU Four Papa (Min 3900)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	3900	3900	4340	4580	4700	4850	5050	5170	5260



NOT TO SCALE
¤ ATC Restriction

ALL DEPARTURES

Note 1. Visual segment not shown. See chart NZQN AD 2 - 62.7 RNAV (GNSS) SID RWY 05 (1) for details of visual segment.

2. Minimum net climb gradient 5.6% (350 ft/NM) to LUXIS

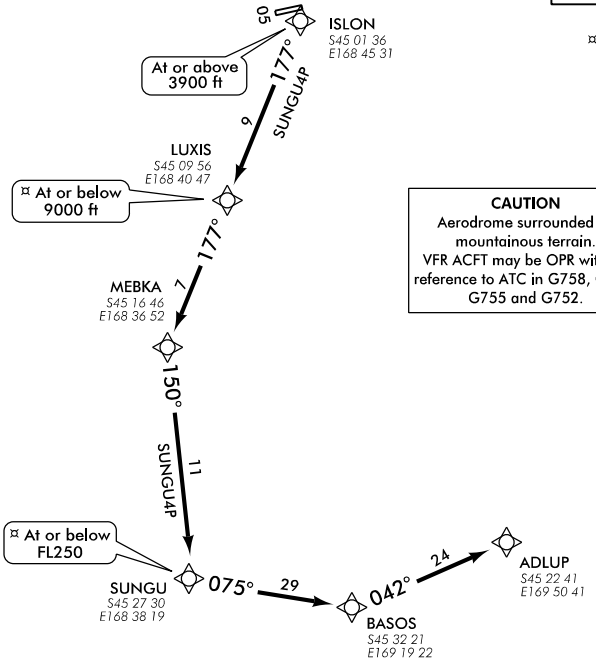
3. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

RWY 05
SUNGU FOUR PAPA DEPARTURE – RNAV (GNSS) (SUNGU4P)

Airspace containment – Minimum net climb gradient 6.7% (410 ft/NM to FL180)

- Reach MNM 3900 ft overhead ISLON
- Track 177° via LUXIS to MEBKA
- Cross LUXIS at or below 9000 ft
- Turn LEFT, track 150° to SUNGU
- Cross SUNGU at or below FL250

TRANSITION:
ADLUP
– From SUNGU track 075° to BASOS
– Turn LEFT, track 042° to ADLUP



CAUTION
Aerodrome surrounded by mountainous terrain.
VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752.

Changes from 16 JUL 20: APCH FREQ 122.95 added.

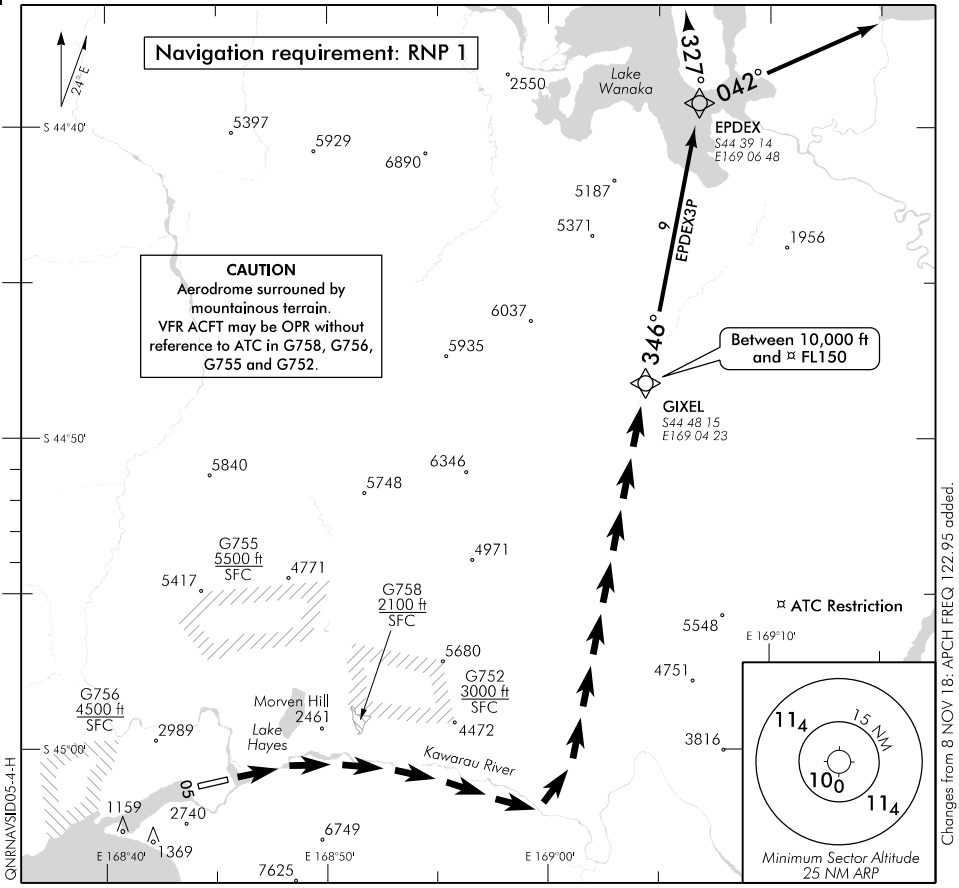
ELEV 1171
NZQN

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 05 (4)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1



ALL DEPARTURES RWY 05 – Visual Segments

Note 1. Minimum turn altitude after take-off 1600 ft
2. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

Denotes visual segment

Maintain own terrain clearance until established overhead Initial Departure Fix (IDF)

Departures via GIXEL (EPDEX3P)

- Follow the Kawarau River/Gibbston Valley
- Turn LEFT to intercept track 346° to GIXEL (IDF)
- Reach MNM 10,000 ft MAX FL150 overhead GIXEL

Refer chart NZQN AD 2 - 62.11 RNAV (GNSS) SID RWY 05 (5) for details of EPDEX3P SID

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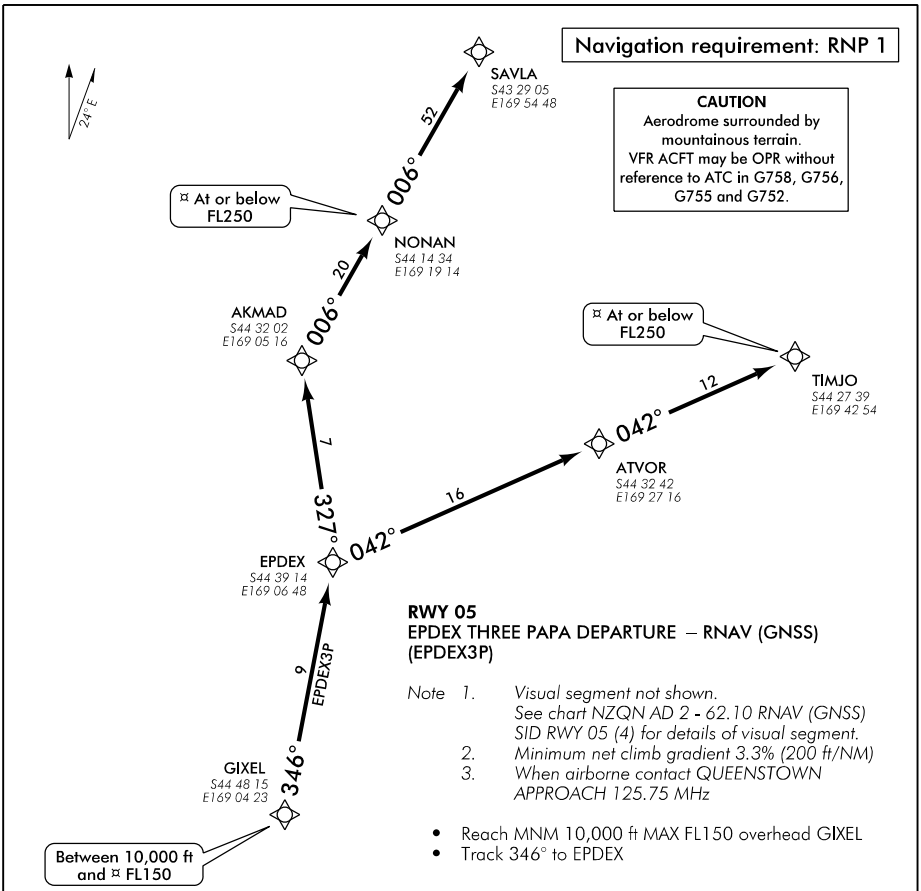
ELEV 1171
NZQN

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 05 (5)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1



Changes from 8 NOV 18: APCH FREQ 122.95 added.

QNRNAVSID05-5-G

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ELEV 1171

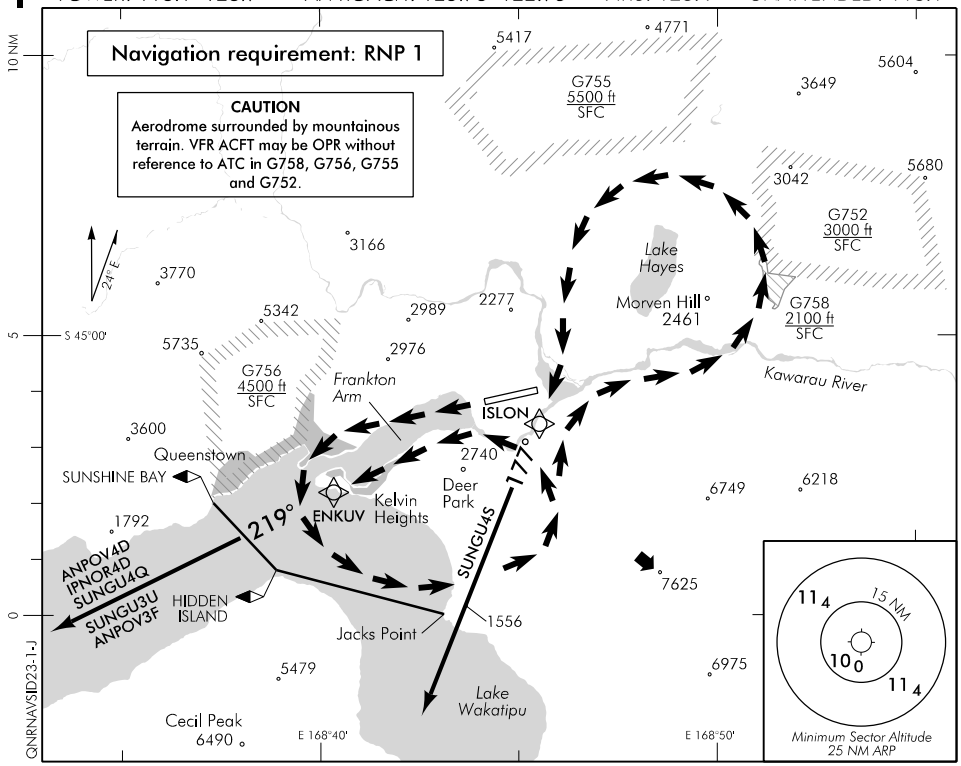
NZQN

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 23 (1)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1



ALL DEPARTURES RWY 23 — Visual Segments

Note 1. Minimum turn altitude after take-off 1600 ft
2. Remain north-east of a line SUNSHINE BAY VRP — HIDDEN ISLAND VRP — Jacks Point
3. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

Denotes visual segment

MAX IAS 180 kt. Maintain own terrain clearance until established overhead Initial Departure Fix (IDF)

Departures via ENKUV (ANPOV4D, IPNOR4D, SUNGU4Q, SUNGU3U, ANPOV3F)

- Follow the Frankton Arm until abeam Kelvin Heights
- Turn LEFT around Deer Park to track 219° to ENKUV (IDF)

ENKUV crossing altitudes:

ANPOV4D — MNM 4600 ft
IPNOR4D — MNM 5200 ft
SUNGU4Q — MNM 4200 ft
SUNGU3U — MNM 5200 ft
ANPOV3F — MNM 5200 ft

Departures via ISLON (SUNGU4S)

- Follow the Frankton Arm until abeam Kelvin Heights
- Turn LEFT around Deer Park and follow the Kawarau River
- Turn LEFT abeam Morven Hill
- Continue LEFT to track 177° to ISLON (IDF)
- Reach MNM 3900 ft, MAX 9000 ft overhead ISLON

Refer chart NZQN AD2 - 62.13 RNAV (GNSS) SID RWY 23 (2) for details of ANPOV3F and IPNOR4D and chart NZQN AD 2 - 62.14, RNAV (GNSS) SID RWY 23 (3) for details of ANPOV4D and chart NZQN AD 2 - 62.15, RNAV (GNSS) SID RWY 23 (4) for details of SUNGU4Q and SUNGU4S and chart NZQN AD 2 - 62.16 RNAV (GNSS) SID RWY 23 (5) for details of SUNGU3U.

Effective: 2 DEC 21

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QUEENSTOWN
RNAV (GNSS) SID RWY 23 (2)

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Navigation requirement: RNP 1

24° E

RWY 23 ANPOV Three Foxtrot (Min 5200)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	5200	5560	6030	6230	6740	7340	7920	8270	8480

RWY 23
ANPOV THREE FOXTROT DEPARTURE – RNAV (GNSS) (ANPOV3F)

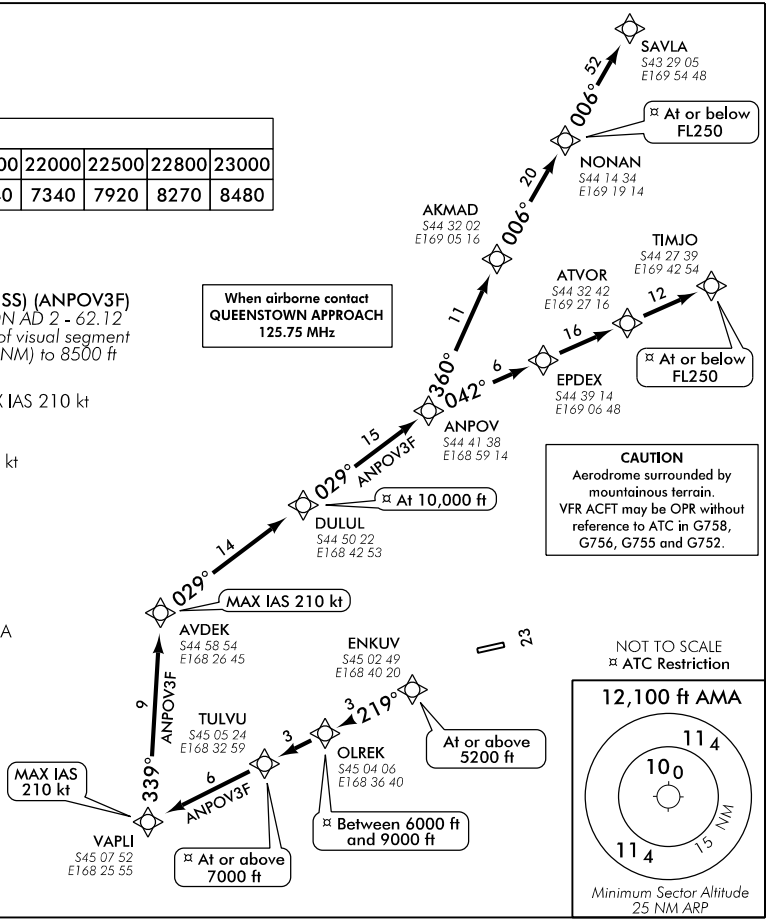
Note 1. Visual segment not shown. See chart NZQN AD 2 - 62.12 RNAV (GNSS) SID RWY 23 (1) for details of visual segment
2. Minimum net climb gradient 4.4% (270 ft/NM) to 8500 ft

- Reach MNM 5200 ft ENKUV
- Track 219° via OLREK and TULVU to VAPLI, MAX IAS 210 kt
- Cross OLREK between 6000 ft and 9000 ft
- Cross TULVU at or above 7000 ft
- Turn RIGHT, track 339° to AVDEK, MAX IAS 210 kt
- Turn RIGHT, track 029° via DULUL to ANPOV
- Cross DULUL at 10,000 ft

TRANSITIONS:

SAVLA
Airspace containment – Minimum net climb gradient 5.6% (350 ft/NM) to FL250
– From ANPOV track 360° to AKMAD
– Turn RIGHT, track 006° via NONAN to SAVLA
– Cross NONAN at or below FL250

TIMJO
Airspace containment – Minimum net climb gradient 5.6% (350 ft/NM) to AVDEK
– From ANPOV track 042° via EPDEX and ATVOR to TIMJO
– Cross TIMJO at or below FL250



Changes from 16 JUL 20: APCH FREQ 122.95 added.

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QUEENSTOWN
RNAV (GNSS) SID RWY 23 (3)

ATR72 South Flip

CAT B,C

ELEV 1171

NZQN

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1

24° E

Navigation requirement: RNP 1

RWY 23 ANPOV Four Delta (Min 4600)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	4600	4600	4600	4600	4710	5010	5290	5460	5570

RWY 23
ANPOV FOUR DELTA DEPARTURE – RNAV (GNSS) (ANPOV4D)

Note 1. *Visual segment not shown. See chart NZQN AD 2 - 62.12 RNAV (GNSS) SID RWY 23 (1) for details of visual segment*
2. *Minimum net climb gradient 5.5% (340 ft/NM) to 8200 ft*
3. *Airspace containment – Minimum net climb gradient 6.4% (390 ft/NM) to ANPOV*
4. *When airborne contact QUEENSTOWN APPROACH 125.75 MHz*

- Reach MNM 4600 ft ENKUV
- Track 219° via OLREK and TULVU to VAPLI, MAX IAS 210 kt
- Cross OLREK at or below 9000 ft
- Turn RIGHT, track 339° to AVDEK, MAX IAS 210 kt
- Turn RIGHT, track 029° via DULUL to ANPOV
- Cross DULUL at 10,000 ft

TRANSITIONS:

SAVLA
– From ANPOV track 360° to AKMAD
– Turn RIGHT, track 006° via NONAN to SAVLA
– Cross NONAN at or below FL250

TIMJO
– From ANPOV track 042° via EPDEX and ATVOR to TIMJO
– Cross TIMJO at or below FL250

SAVLA S43 29 05 E169 54 48
NONAN S44 14 34 E169 19 14
006° 52
006° 20
⌑ At or below FL250
AKMAD S44 32 02 E169 05 16
360° 11
042° 6
EPDEX S44 39 14 E169 06 48
16
ATVOR S44 32 42 E169 27 16
12
TIMJO S44 27 39 E169 42 54
ANPOV S44 41 38 E168 59 14
DULUL S44 50 22 E168 42 53
029° 15 ANPOV4D
⌑ At 10,000 ft
AVDEK S44 58 54 E168 26 45
029° 14
MAX IAS 210 kt
ENKUV S45 02 49 E168 40 20
219° 3
TULVU S45 05 24 E168 32 59
3
OLREK S45 04 06 E168 36 40
At or above 4600 ft
⌑ At or below 9000 ft
339° 6 ANPOV4D
9
VAPLI S45 07 52 E168 25 55
23

CAUTION
Aerodrome surrounded by mountainous terrain.
VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752.

NOT TO SCALE
⌑ ATC Restriction

12,100 ft AMA
11 4
10 0
15 NM
11 4
Minimum Sector Altitude 25 NM ARP

Changes from 8 NOV 18: APCH FREQ 122.95 added.

ELEV 1171

NZQN

CAT B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 23 (4A)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1

CAUTION
Aerodrome surrounded by mountainous terrain.
VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752.

Navigation requirement: RNP 1

When airborne contact QUEENSTOWN APPROACH 125.75 MHz

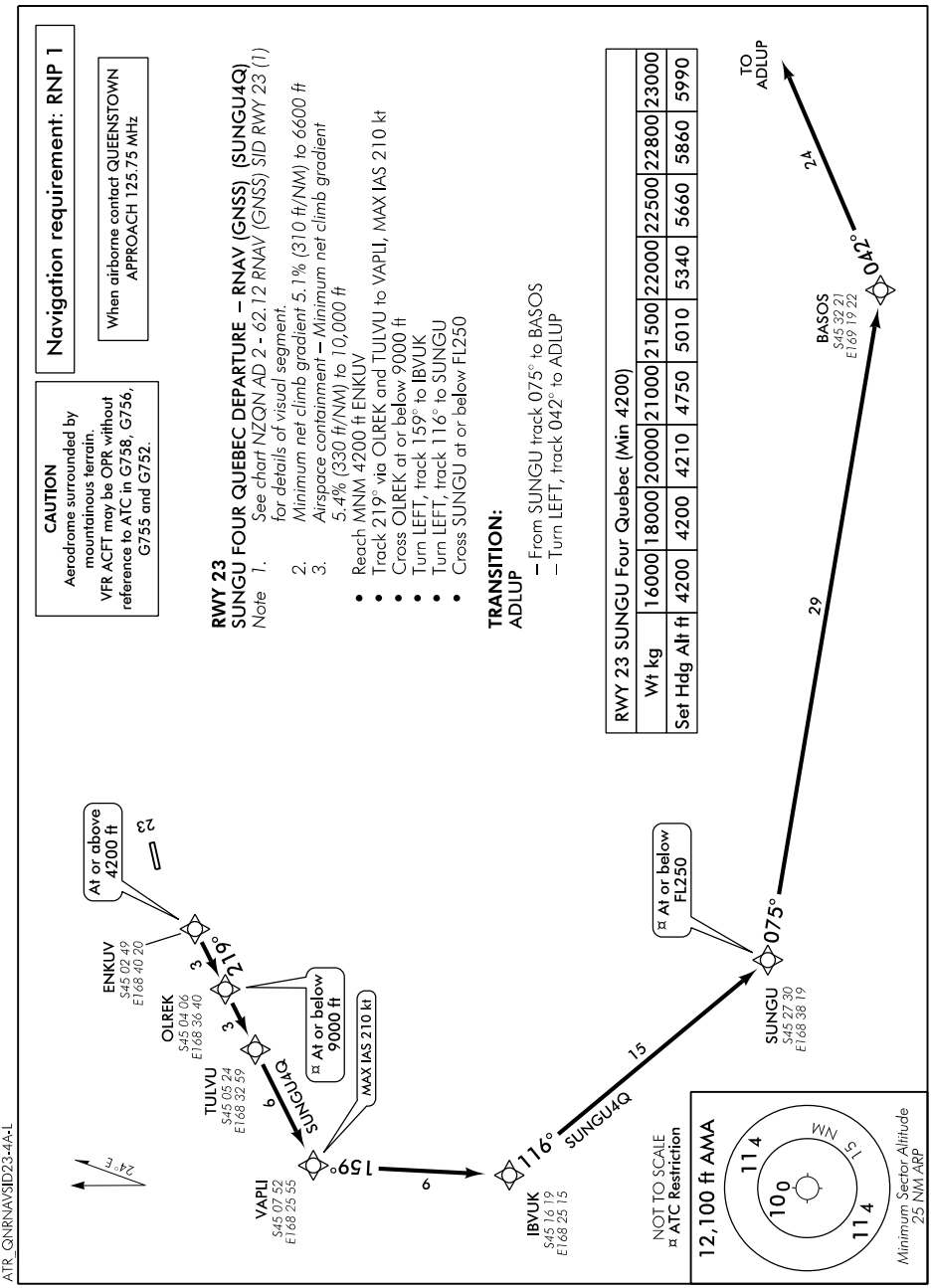
RWY 23
SUNGU FOUR QUEBEC DEPARTURE – RNAV (GNSS) (SUNGU4Q)

Note 1. See chart NZQN AD 2 - 62.12 RNAV (GNSS) SID RWY 23 (1) for details of visual segment.
2. Minimum net climb gradient 5.1% (310 ft/NM) to 6600 ft
3. Airspace containment – Minimum net climb gradient 5.4% (330 ft/NM) to 10,000 ft

- Reach MNM 4200 ft ENKUV
- Track 219° via OLREK and TULVU to VAPLI, MAX IAS 210 kt
- Cross OLREK at or below 9000 ft
- Turn LEFT, track 159° to IBVUK
- Turn LEFT, track 116° to SUNGU
- Cross SUNGU at or below FL250

TRANSITION:
ADLUP
– From SUNGU track 075° to BASOS
– Turn LEFT, track 042° to ADLUP

RWY 23 SUNGU Four Quebec (Min 4200)									
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000
Set Hdg Alt ft	4200	4200	4210	4750	5010	5340	5660	5860	5990



Changes from 16 JUL 20: APCH FREQ 122.95 added.

ATR_QNRNAVSID23-4A-L

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ELEV 1171
NZQN

CAT B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 23 (4B)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1

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ELEV 1171
NZQN

CAT B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 23 (5)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1

CAUTION
Aerodrome surrounded by mountainous terrain.
VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752.

Navigation requirement: RNP 1

RWY 23 SUNGU Three Uniform (Min 5200)										
Wt kg	16000	18000	20000	21000	21500	22000	22500	22800	23000	
Set Hdg Alt ft	5200	5560	6030	6230	6320	6410	6490	6540	6570	

RWY 23
SUNGU THREE UNIFORM DEPARTURE – RNAV (GNSS) (SUNGU3U)

Note 1. See chart NZQN AD 2 - 62.12 RNAV (GNSS) SID RWY 23 (1) for details of visual segment.
2. Minimum net climb gradient 3.3% (200 ft/NM)
3. Airspace containment – Minimum net climb gradient 5.1% (310 ft/NM) to 7000 ft.
4. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

- Reach MNM 5200 ft ENKUV
- Track 219° via OLREK and TULVU to VAPLI, MAX IAS 210 kt
- Cross OLREK between 6000 ft and 9000 ft
- Cross TULVU at or above 7000 ft
- Turn LEFT, track 159° to IBVUK
- Turn LEFT, track 116° to SUNGU
- Cross SUNGU at or below FL250

TRANSITIONS:
ADLUP
– From SUNGU track 075° to BASOS
– Turn LEFT track 042° to ADLUP

Changes from 8 NOV 18: APCH FREQ 122.95 added.

ATR_QNRNAVSID23-5-G

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ELEV 1171

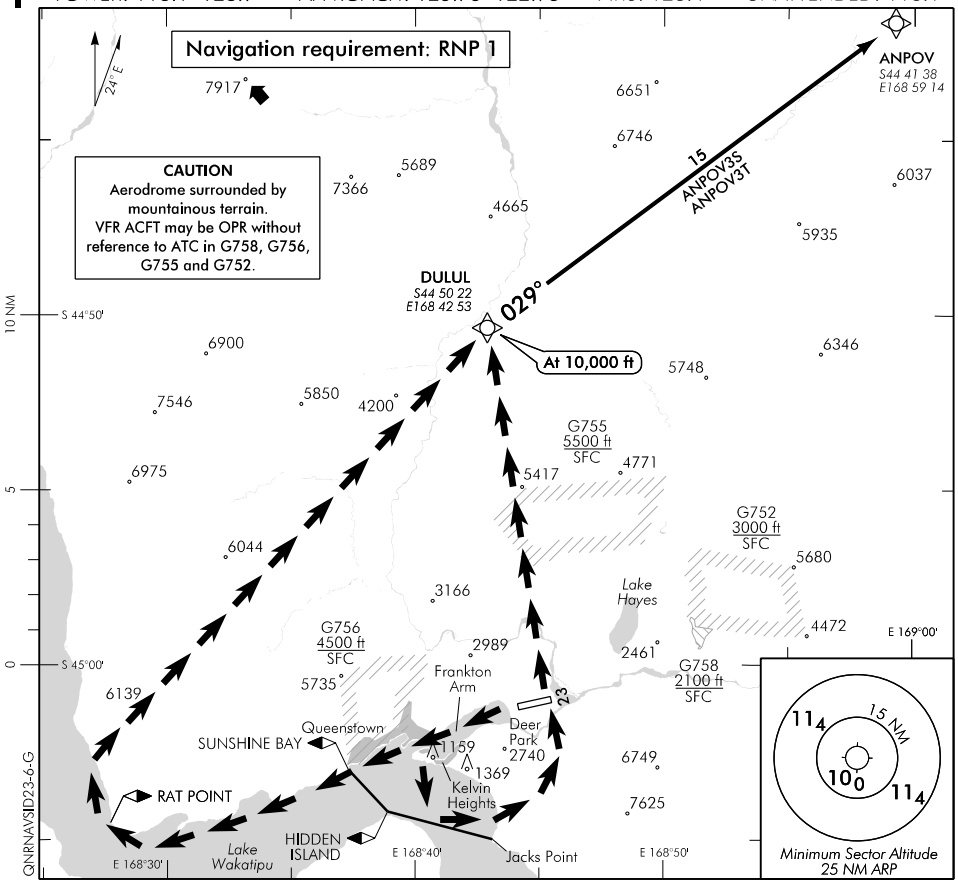
NZQN

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 23 (6)

TOWER: 118.1 128.9 *APPROACH*: 125.75 122.95 *ATIS*: 126.4 *UNATTENDED*: 118.1



ALL DEPARTURES RWY 23 – Visual Segments

Note 1. Minimum turn altitude after take-off 1600 ft

2. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

Denotes visual segment

Maintain own terrain clearance until established overhead Initial Departure Fix (IDF)

Departures via DULUL (ANPOV3S)

- Follow the Frankton Arm until abeam Kelvin Heights
- Turn LEFT around Deer Park remaining north-east of a line SUNSHINE BAY VRP – HIDDEN ISLAND VRP – Jacks Point
- Cross overhead AD and track direct to DULUL (IDF)
- Cross DULUL on track 029° at 10,000 ft or higher as instructed by ATC

Refer chart NZQN AD 2 - 62.18 RNAV (GNSS) SID RWY 23 (7) for details of ANPOV3S

Departures via DULUL (ANPOV3T)

- Follow the Frankton Arm then direct to cross SUNSHINE BAY VRP and track along the northern coast of Lake Wakatipu to RAT POINT VRP
- Turn RIGHT and track direct to DULUL (IDF)
- Remain within 0.5 NM of the coast from SUNSHINE BAY VRP until tracking direct to DULUL
- Cross DULUL on track 029° at 10,000 ft or higher as instructed by ATC

Note: On pilot request, ATC may approve an early right turn to DULUL

Refer chart NZQN AD 2 - 62.18 RNAV (GNSS) SID RWY 23 (7) for details of ANPOV3T

Effective: 2 DEC 21

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NZQN ELEV 1171

TOWER: 118.1 128.9 APPROACH: 125.75 122.95 ATIS: 126.4 UNATTENDED: 118.1

CAT A,B,C

QUEENSTOWN

RNAV (GNSS) SID RWY 23 (7)

24° E

Navigation requirement: RNP 1

ALL DEPARTURES

Note 1. Visual segment not shown. See chart NZQN AD 2 - 62.17 RNAV (GNSS) SID RWY 23 (6) for details of visual segment

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

3. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

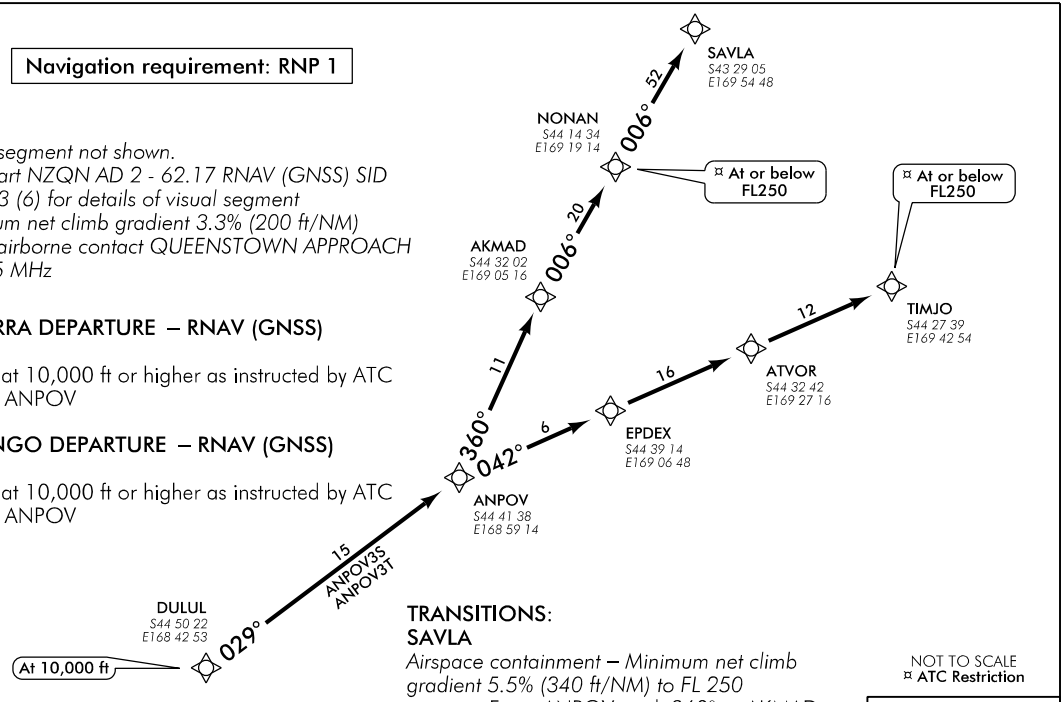
RWY 23

ANPOV THREE SIERRA DEPARTURE – RNAV (GNSS) (ANPOV3S)

- Cross DULUL at 10,000 ft or higher as instructed by ATC
- Track 029° to ANPOV

ANPOV THREE TANGO DEPARTURE – RNAV (GNSS) (ANPOV3T)

- Cross DULUL at 10,000 ft or higher as instructed by ATC
- Track 029° to ANPOV



TRANSITIONS:

SAVLA

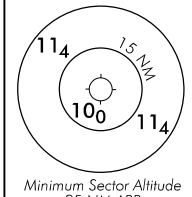
Airspace containment – Minimum net climb gradient 5.5% (340 ft/NM) to FL 250

– From ANPOV track 360° to AKMAD
– Turn RIGHT, track 006° via NONAN to SAVLA
– Cross NONAN at or below FL250

TIMJO

– From ANPOV track 042° via EPDEX and ATVOR to TIMJO
– Cross TIMJO at or below FL250

NOT TO SCALE
¤ ATC Restriction



Minimum Sector Altitude 25 NM ARP

CAUTION
Aerodrome surrounded by mountainous terrain.
VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752.

23

Changes from 8 NOV 18: APCH FREQ 122.95 added.

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NZRO / ROT ROTORUA

RUNWAY / FACILITIES

CAT: B	Mag 20E			Elev 935ft
RWY	**CAT II/III**	**Length**	**AID**	**TCH**
36/18	N/A	1965m	PAPI	18 – 47ft 36 – 54ft
Standby Power Available		RFS: Cat 5 *		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Auckland (5), Hamilton (5), Napier (4), Palmerston North (4), Gisborne (3), New Plymouth (3)				

*** RFS CAT 5 provided 30 minutes prior to first flight and 15 min after last shutdown of scheduled movements requiring coverage.**
Other times by arrangement – Refer NZRO AD 2-52.2.

THREATS
• Severe turbulence and downdraughts occur in strong south-easterly conditions. Expect strong tailwinds on all RWY 36 instrument approaches in westerly conditions due to funnelling effect of terrain below the approach path. • Bird Hazard – for more information refer to NZRO AD 2-51.2.

CAUTION: NARROW RUNWAY

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ARRIVALS

INSTRUMENT APPROACH

The following approaches shall be flown using the procedures for a straight in approach as defined in the Pilot Standard Operating Procedures:

- VOR/DME ALPHA (landing on RWY 36)
- RNAV (GNSS) BRAVO (landing on RWY 36)

D

NIGHT OPERATIONS

The following lighting systems must be available;

- Mokoia Island red hazard beacon mandatory;
- Lead in/Lead out lights required for landing RWY 36; and
- Lead in/Lead out lights required for take-off RWY 18.

GROUND OPERATIONS

COMMUNICATIONS

Rotorua Traffic and Load Control are available on frequency **131.8 MHz**.

PARKING

Gate 1 is not available for use.

DEPARTURES

REDUCED TAKE-OFF MINIMA

Not Authorised.

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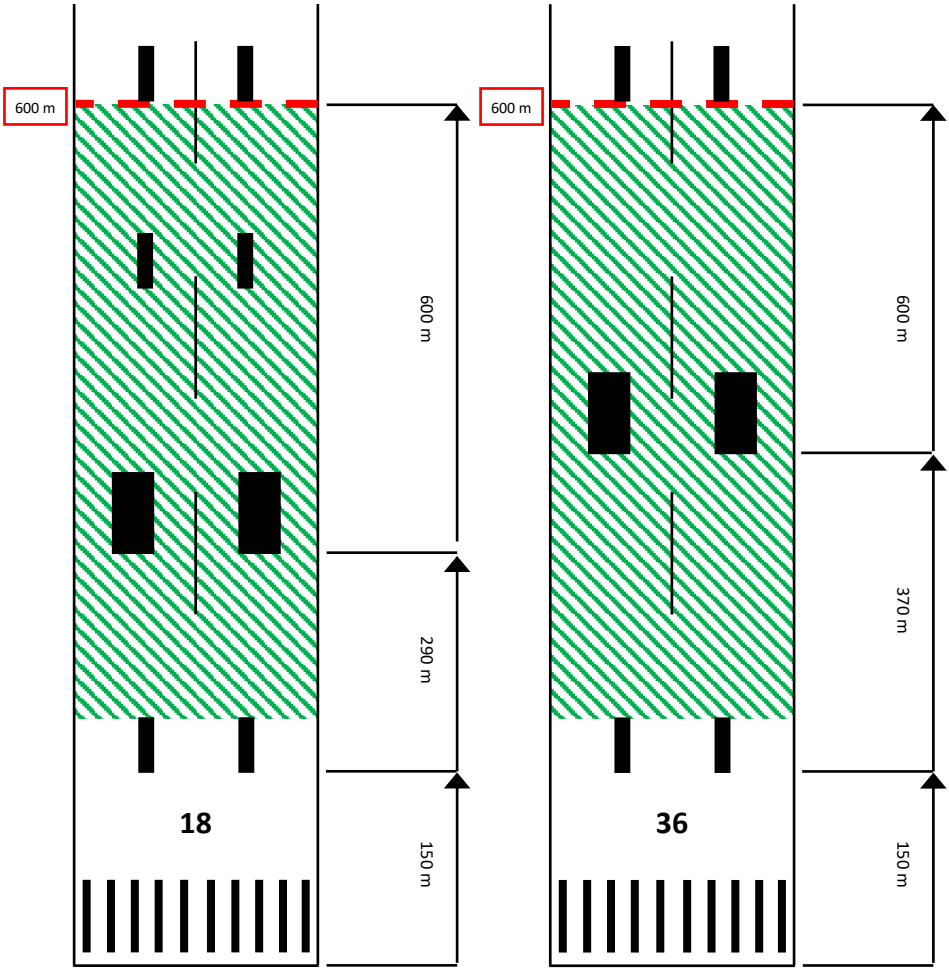
TOUCHDOWN ZONE

RUNWAY 18/36

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

ELEV 938 **ROTORUA**

NZRO **ARRIVAL**

BAY APPROACH: 119.5 123.8 *TOWER:* 121.2 120.1 *UNATTENDED:* 121.2

Protection of the Missed Approach

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

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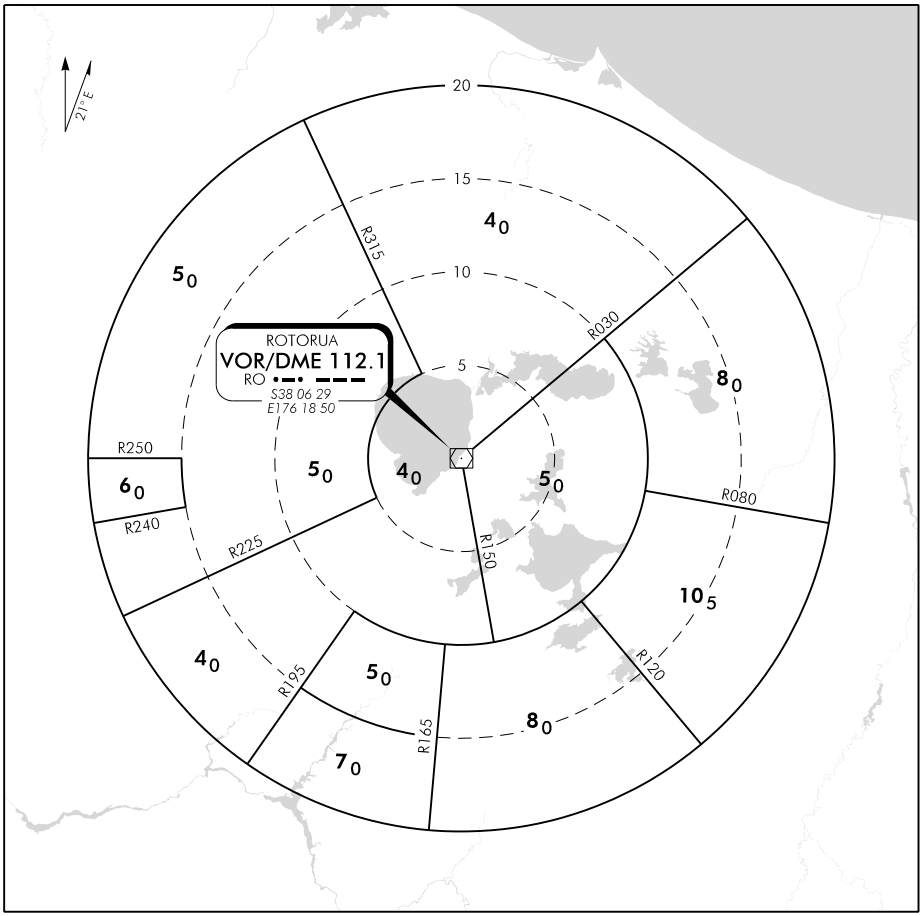
ROTORUA

VOR/DME MRA SECTORS (VORSEC)



ROVORSEC-B

Changes from 20 JUL 17: MAGVAR updated.

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ROTORUA
VOR/DME MRA SECTORS (VORSEC)

ELEV 938

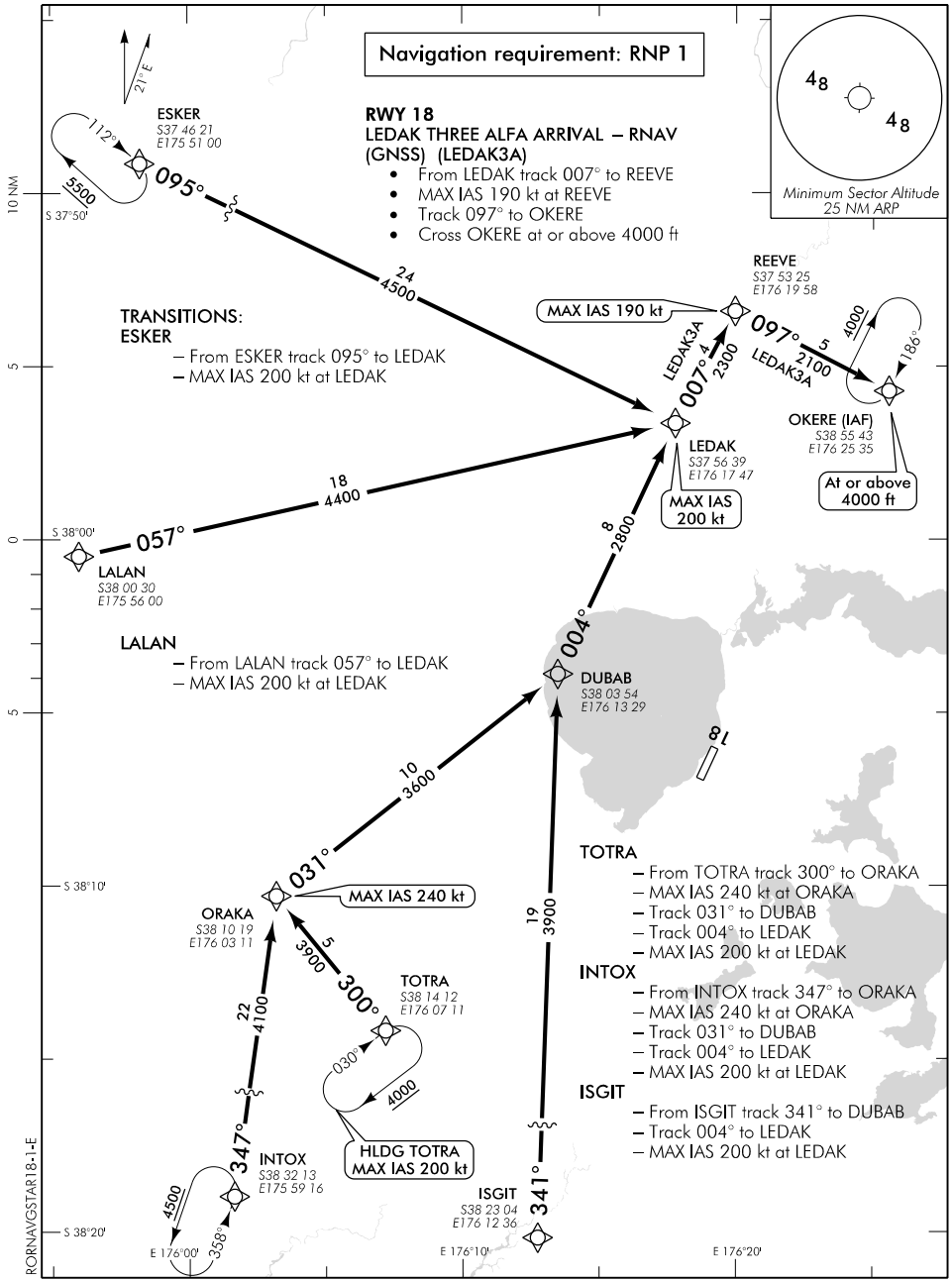
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) STAR RWY 18 (1)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



Changes from 10 SEP 20: Procedure reviewed, LEDAK2A becomes LEDAK3A, track bearings.

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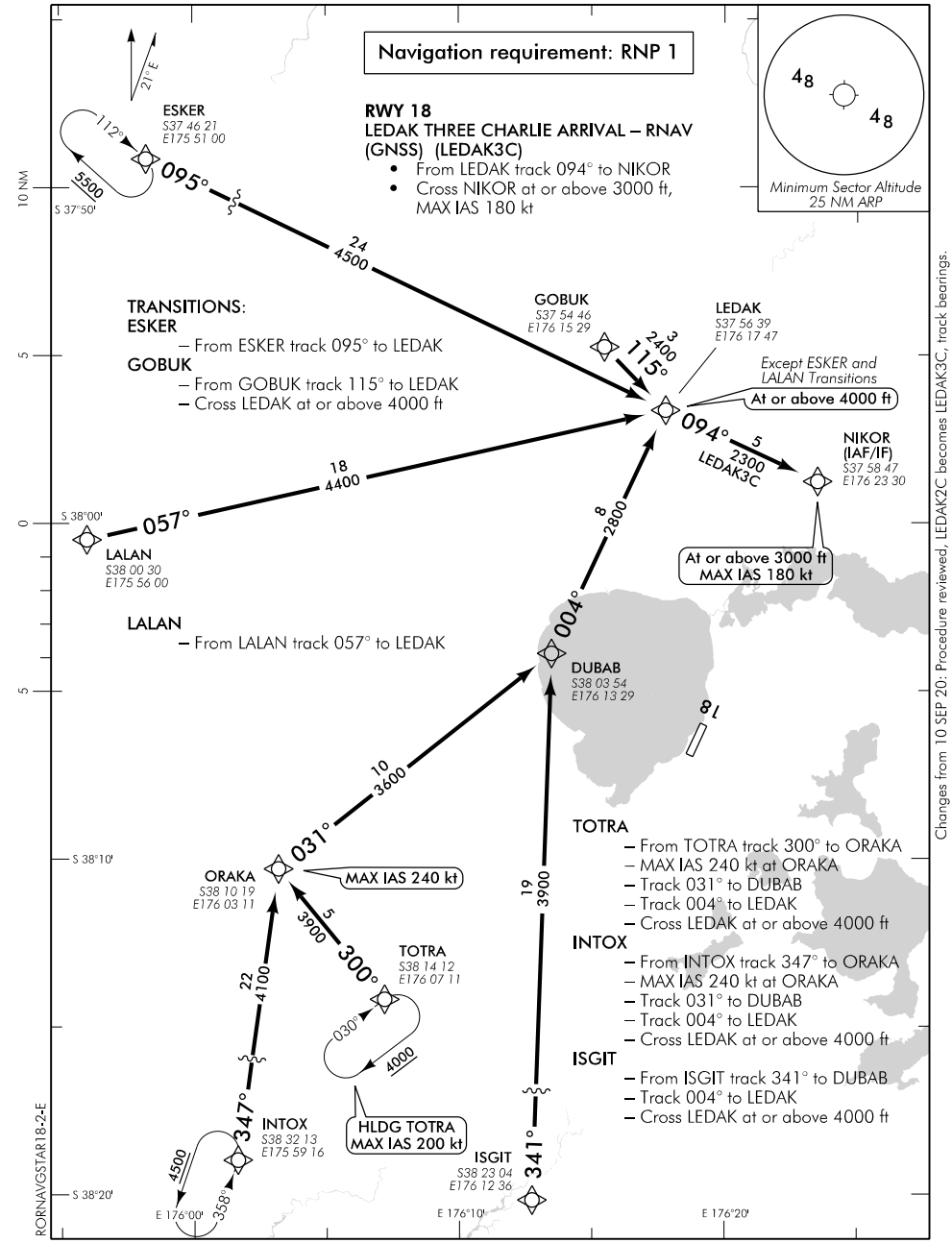
ELEV 938
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) STAR RWY 18 (2)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



Effective: 24 FEB 22

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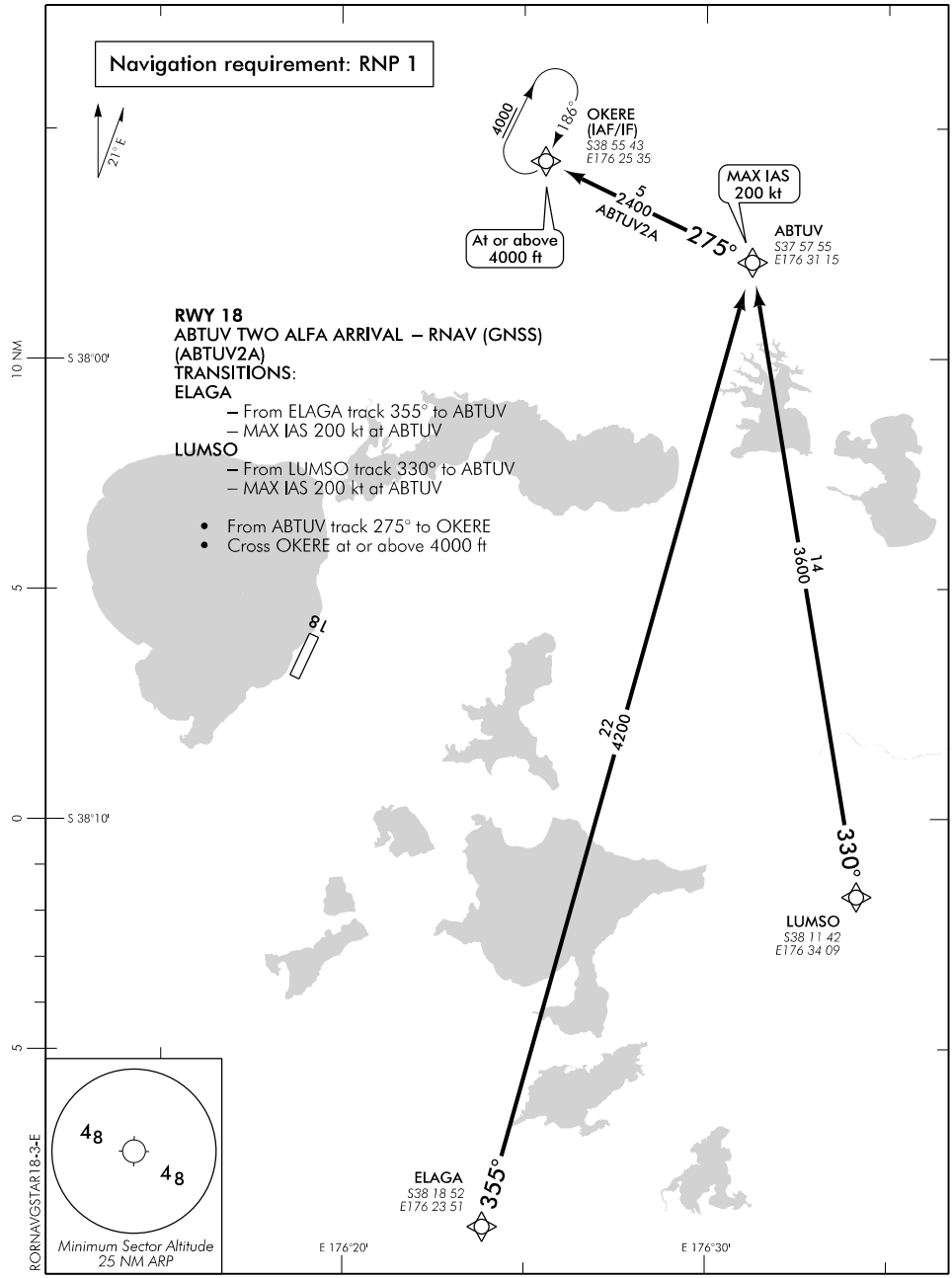
ELEV 938
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) STAR RWY 18 (3)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



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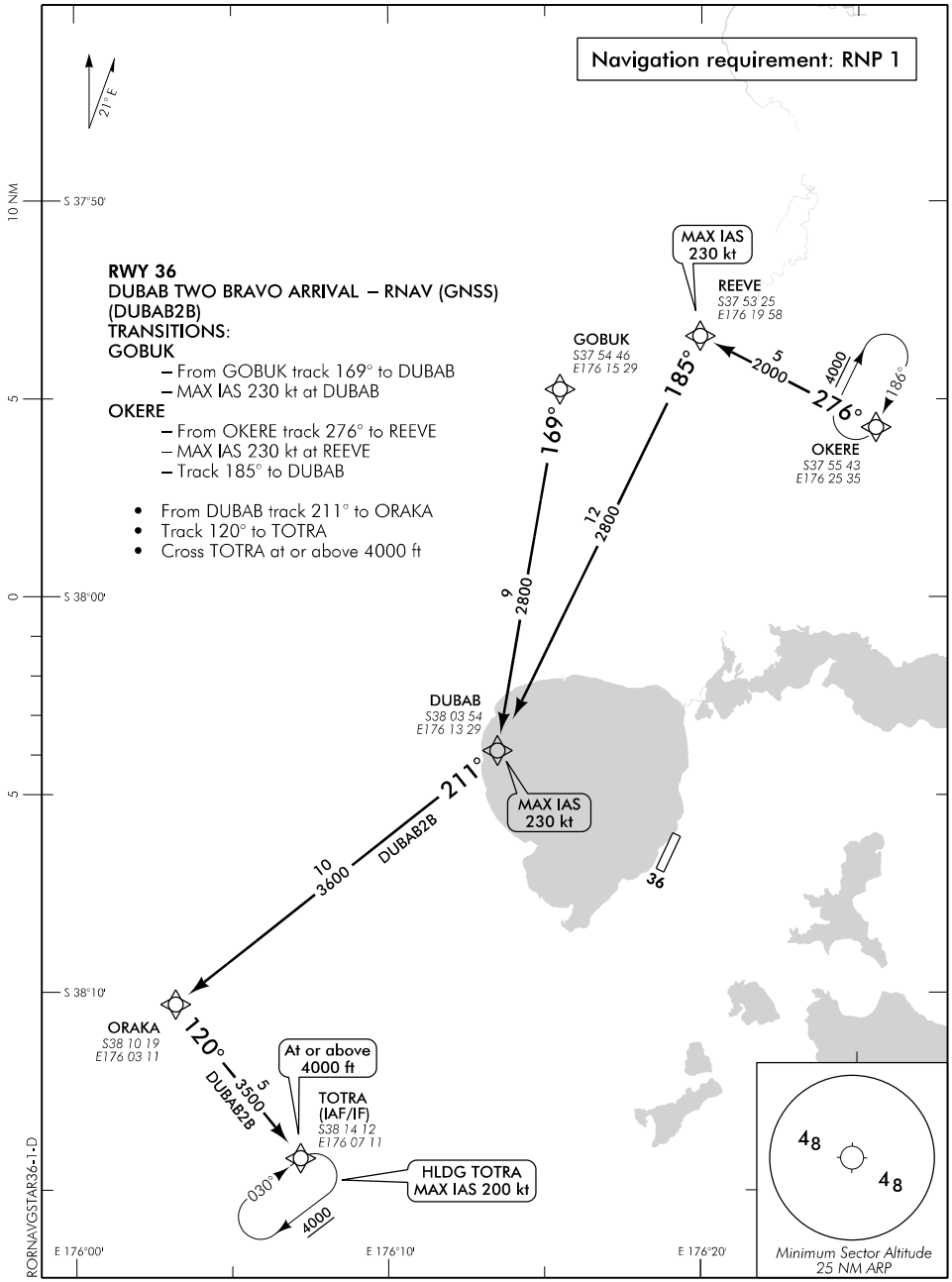
ELEV 938
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) STAR RWY 36 (1)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



Effective: 24 FEB 22

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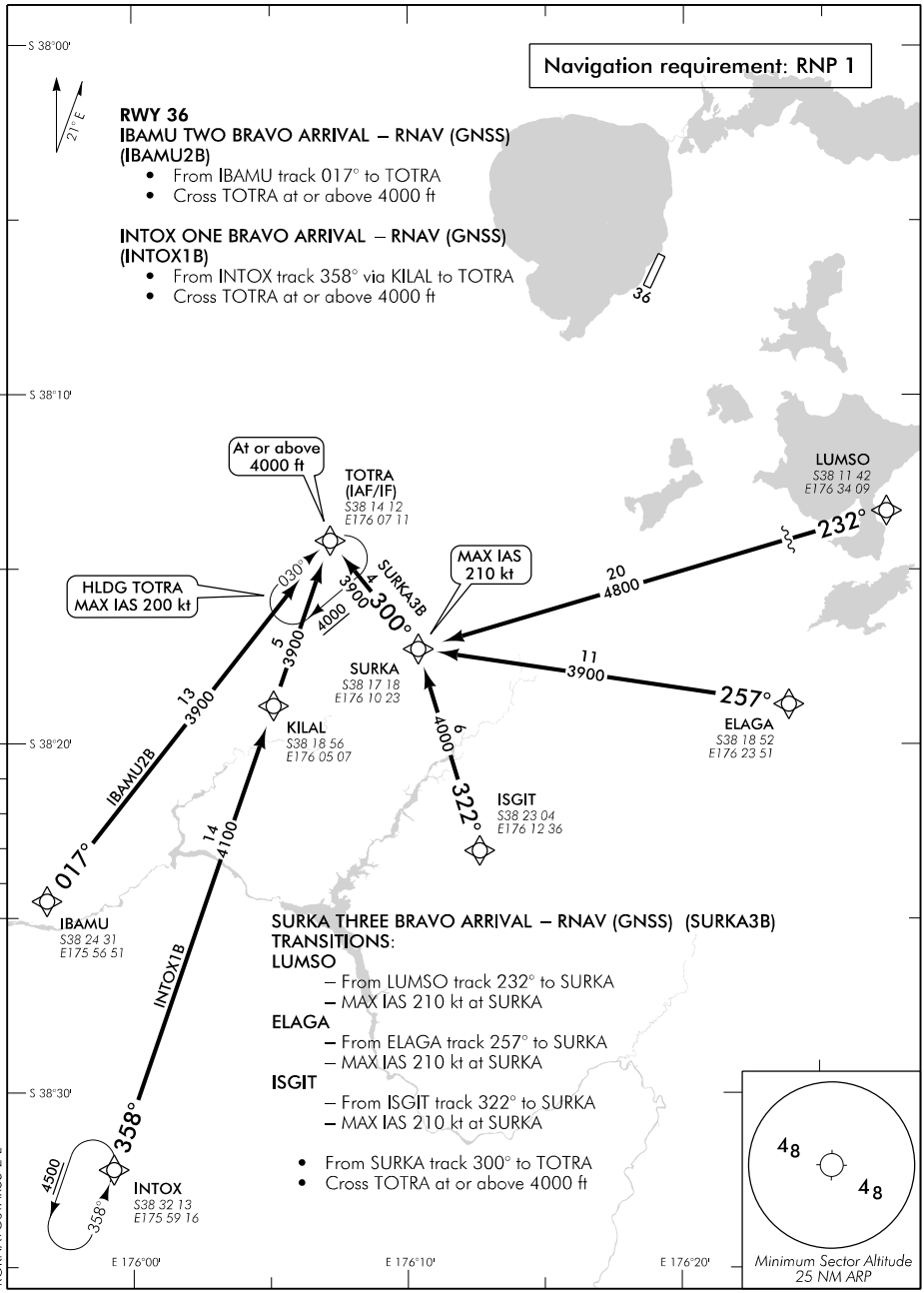
ELEV 938
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) STAR RWY 36 (2)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



Effective: 24 FEB 22

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ELEV 938

NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) STAR RWY 36 (3)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2

Changes from 10 SEP 20: Procedure reviewed, LALAN1B becomes LALAN2B, track bearings.

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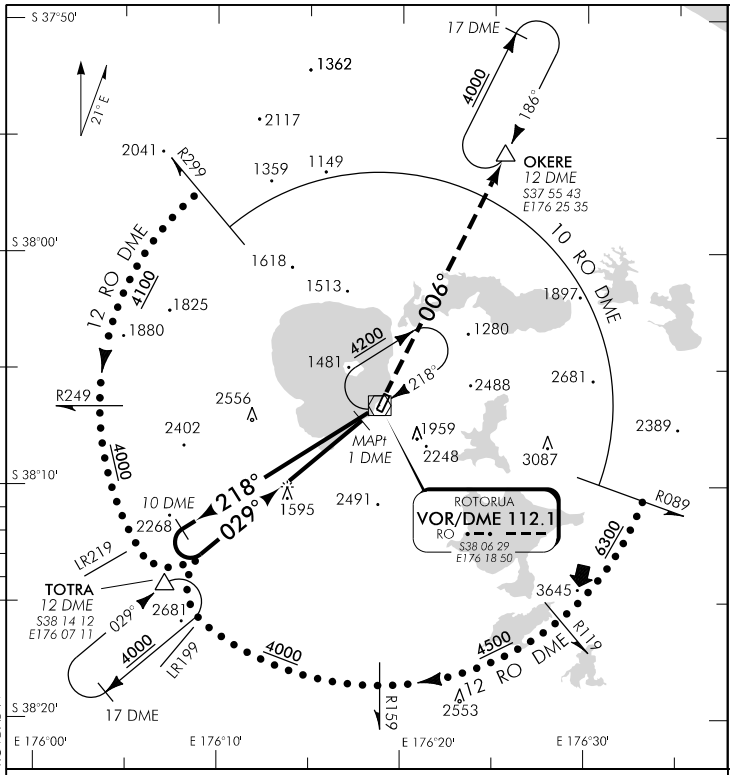
ROTORUA
RNAV (GNSS) STAR RWY 36 (3)

ELEV 938

CAT A,B

ROTORUA
VOR/DME A

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



Changes from 12 SEP 19: MAGVAR, minima, LR and 12 RO DME sector radials, minor track changes.

MISSED APCH: Turn LEFT track 006° from RO VOR to OKERE hold 4000

DME DIST	12	11	10	9	8	7	6	5	4	3	2.4	MAPt 1 DME
Advisory Altitude 5.4%	4810	4480	4160	3830	3500	3170	2840	2510	2180	1850	MDA	MDA
Category	A			B			C			D		
Circling *	**1650**(712) – 2100			**1880**(942) – 2800			NA					

* Circling NA South East of RWY 18/36. CGL required for night operations landing RWY 36 and take-off RWY 18
WARNING: RWY 36 PAPI – use prohibited beyond 3 DME due to obstacle clearance infringement

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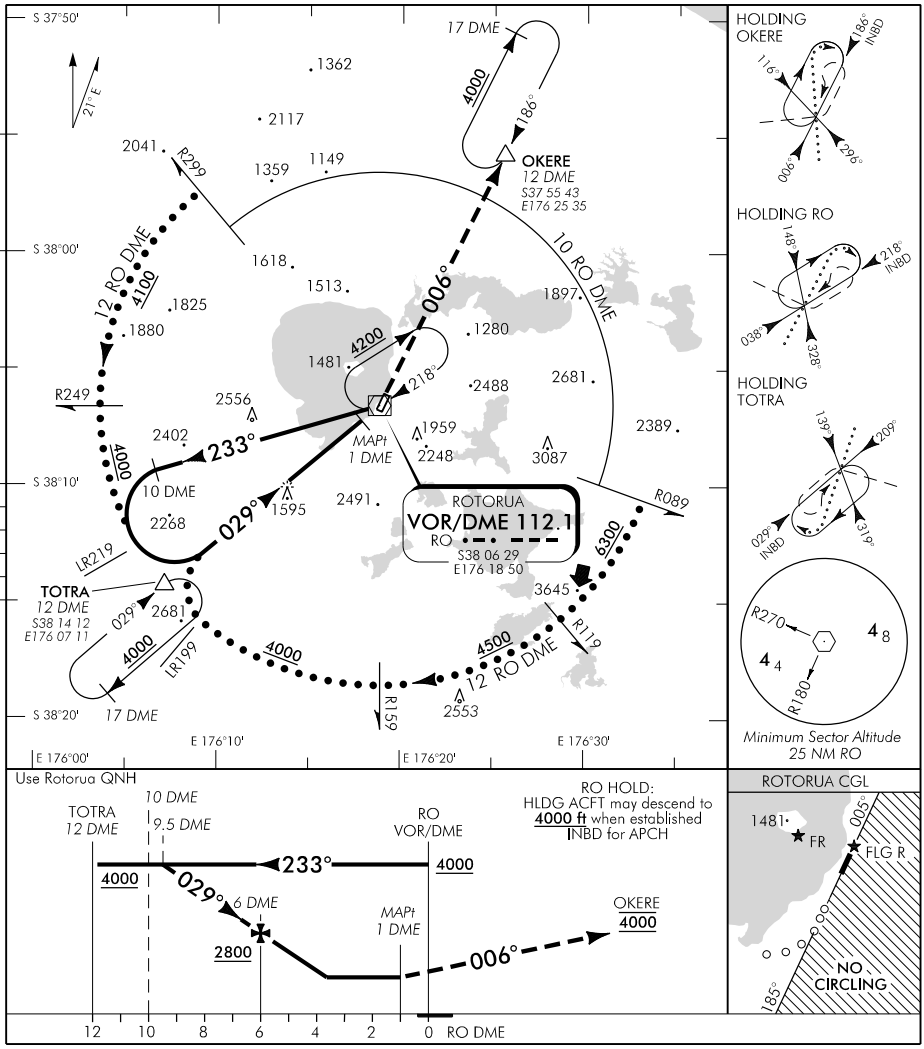
ELEV 938

CAT C

ROTORUA
VOR/DME A

BAY APPROACH: 119.5 123.8 *TOWER:* 121.2 120.1 *ATIS:* 128.8 *UNATTENDED:* 121.2



MISSED APCH: Turn LEFT track 006° from RO VOR to OKERE hold 4000

DME DIST	12	11	10	9	8	7	6	5	4.2	MAPt 1 DME
Advisory Altitude 5.4%	4810	4480	4160	3830	3500	3170	2840	2510	MDA	MDA
Category	A			B		C			D	
Circling *	NA					**2240**(1302) – 3700			NA	

* Circling NA South East of RWY 18/36. CGL required for night operations landing RWY 36 and take-off RWY 18.
Warning: RWY 36 PAPI - use prohibited beyond 3 DME due to obstacle clearance infringement.

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ELEV 938

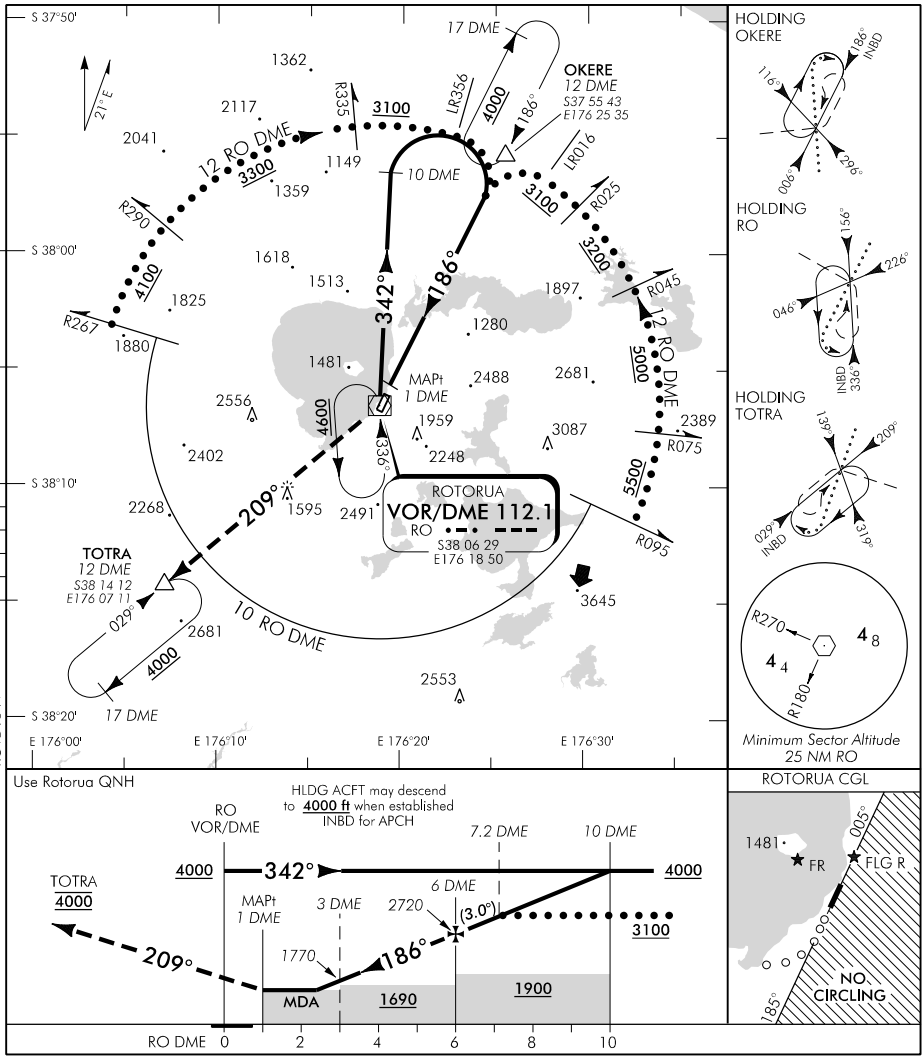
RWY 18 THR ELEV 935

CAT A,B,C

ROTORUA

VOR/DME RWY 18

BAY APPROACH: 119.5 123.8 *TOWER:* 121.2 120.1 *ATIS:* 128.8 *UNATTENDED:* 121.2



MISSED APCH: Turn RIGHT track 209° from RO VOR to TOTRA hold 4000

DME DIST	MAPt 1	2.4	3	4	5	6	7	8	9	10	11	12
Advisory Alt 5.2%	MDA	MDA	1770	2090	2400	2720	3040	3360	3680	4000	4310	4630
Category	A			B			C			D		
VOR/DME	**1590**(652) – 2100						**1590**(652) – 3200			NA		
Circling *	**1590**(652) – 2100			**1880**(942) – 2800			**2240**(1302) – 3700					

* Circling NA South East of RWY 18/36. CGL required for night operations landing RWY 36 and take-off RWY 18

Warning: RWY 36 PAPI - use prohibited beyond 3 DME due to obstacle clearance infringement

Changes from 13 SEP 18: MAGVAR, mast removed, RO hold MSA, minor track changes.

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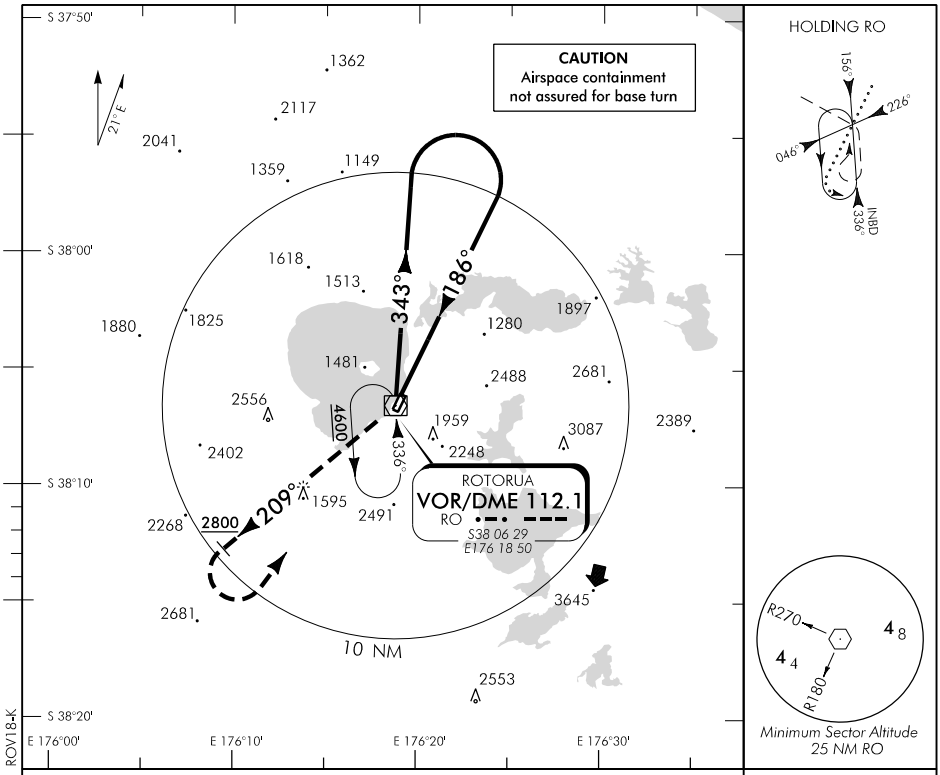
ELEV 938

RWY 18 THR ELEV 935

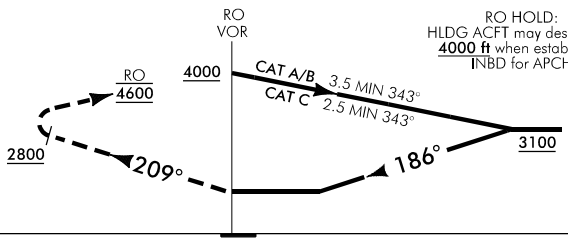
CAT A,B,C

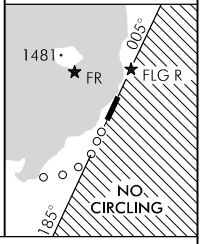
ROTORUA
VOR RWY 18

BAY APPROACH: 119.5 123.8 *TOWER:* 121.2 120.1 *ATIS:* 128.8 *UNATTENDED:* 121.2



Use Rotorua QNH





Changes from 13 SEP 18: MAGVAR, mast removed, minor track changes.

MISSED APCH: Track 209° from RO VOR to **2800**, turn LEFT to RO VOR hold **4600**

Category	A	B	C	D
VOR	**1700**(762) – 2600		**1700**(762) – 4000	NA
Circling *	**1700**(762) – 2600	**1880**(942) – 2800	**2240**(1302) – 4000	

* Circling NA South East of RWY 18/36. CGL required for night operations landing RWY 36 and take-off RWY 18
Base turn DCT entry limited to between 313° and 343°
Warning: RWY 36 PAPI - use prohibited beyond 3 DME due to obstacle clearance infringement

Effective: 10 SEP 20

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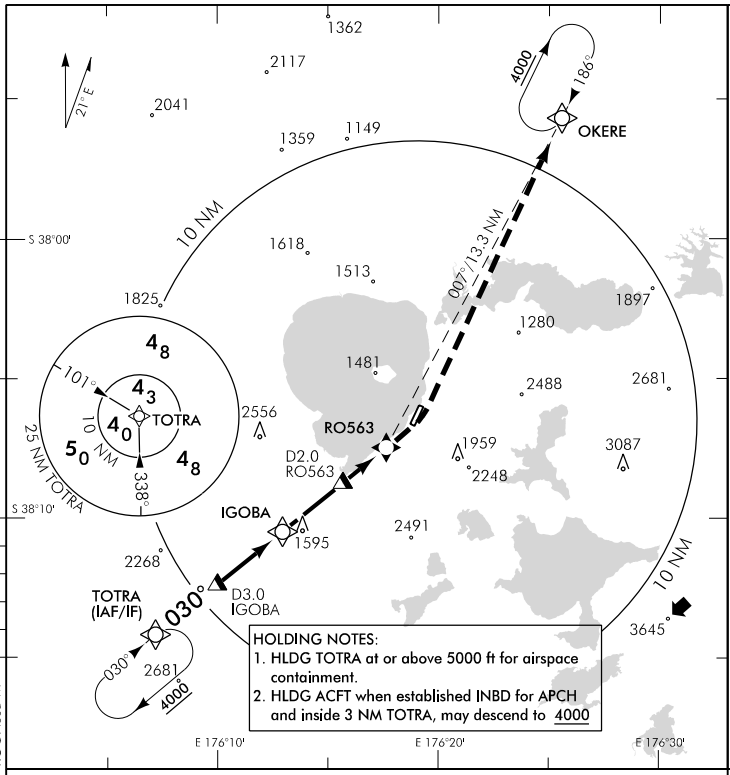
ELEV 938

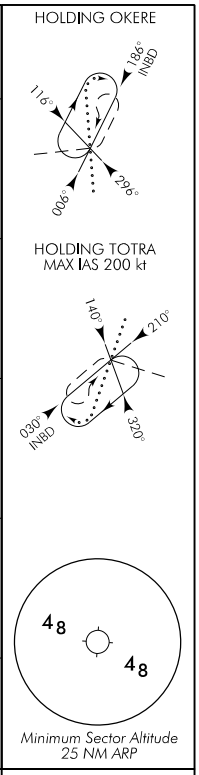
CAT A,B,C

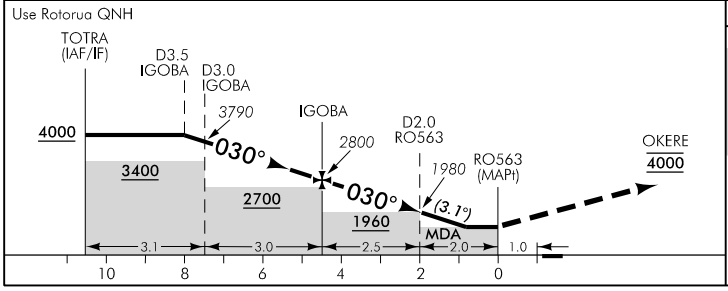
ROTORUA

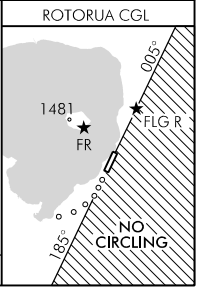
RNAV (GNSS) B

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2









Changes from 10 SEP 20: Procedure reviewed, advisory altitudes.

MISSED APCH: Turn left, direct to OKERE hold 4000

DISTANCE TO WPT	TOTRA	6	5	4	3	2	1	IGOBA	4	3	2	1	0.7	RO563
Advisory Altitude 3.1°	4810	4780	4450	4120	3790	3460	3130	2800	2640	2310	1980	1650	MDA	MDA

Category	A	B	C	D
Circling *	**1550**(612) – 1900	**1880**(942) – 2800	**2240**(1302) – 3700	NA

* Circling NA south east of RWY 18/36. CGL required for night operations landing RWY 36 and take off RWY 18

Warning: RWY 36 PAPI - use prohibited beyond 3 DME due to obstacle clearance infringement

Effective: 24 FEB 22

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ELEV 938

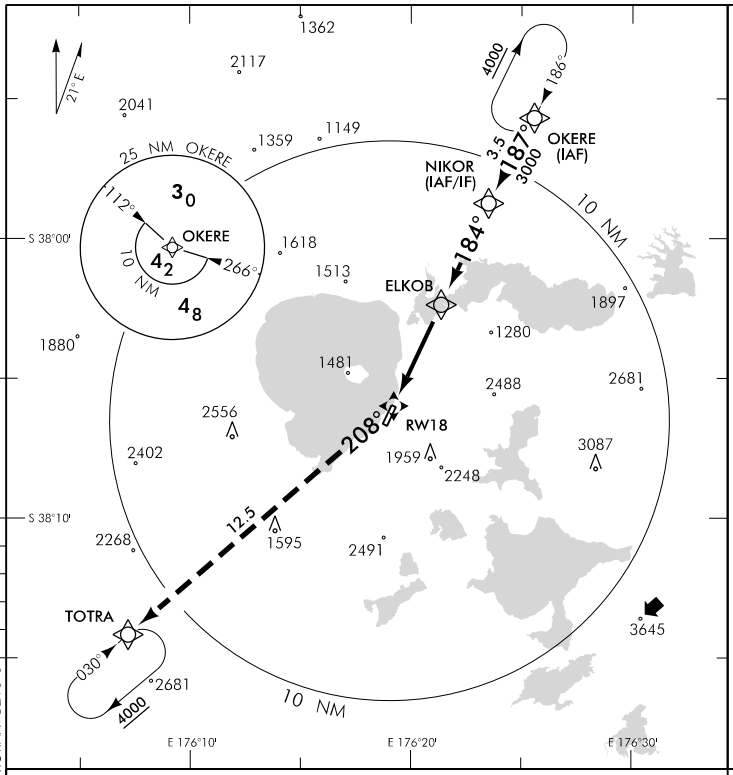
RWY 18 THR ELEV 935

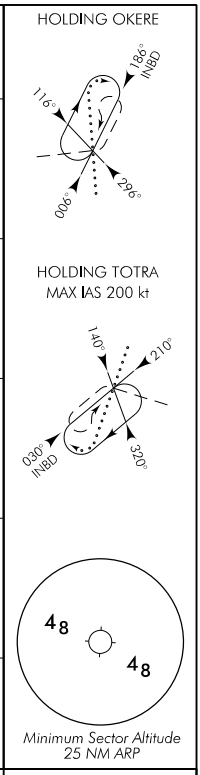
CAT A,B,C

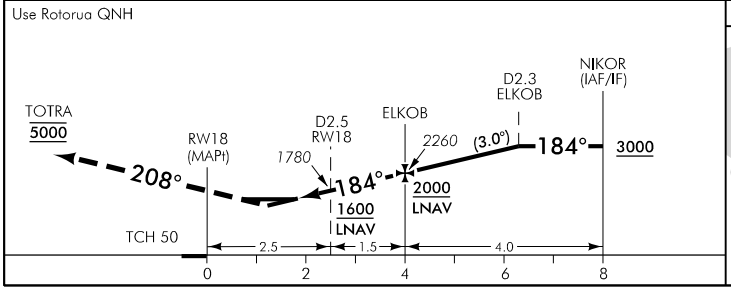
ROTORUA

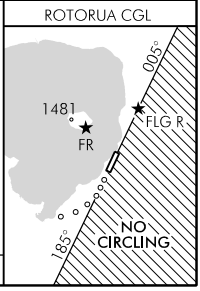
RNAV (GNSS) Z RWY 18

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2









Changes from 10 SEP 20: Procedure reviewed, OCA, minima, track bearings.

MISSED APCH: MAX IAS 200 kt until turn complete. Turn RIGHT track 208° to TOTRA hold 5000

DISTANCE to WPT	RW18	1.4	1.7	2	3	ELKOB	1	2	3	NIKOR
Advisory Altitude 3.0°	DA/MDA	DA	MDA	1620	1940	2260	2580	2900	3210	3530

Category	A	B	C	D
LNAV/VNAV *	**1430**(495) – 1600		**1430**(495) – 2400	NA
LNAV	**1560**(622) – 2100		**1560**(622) – 3200	
Circling #	**1560**(622) – 2100	**1880**(942) – 2800	**2240**(1302) – 3700	

* Valid to AD temperature -5°C. Use of remote QNH NA.
\# Circling NA south east of RWY 18/36. CGL required for night operations landing RWY 36 and take-off RWY 18.
WARNING: RWY 36 PAPI – use prohibited beyond 3 DME due to obstacle clearance infringement.

© Civil Aviation Authority

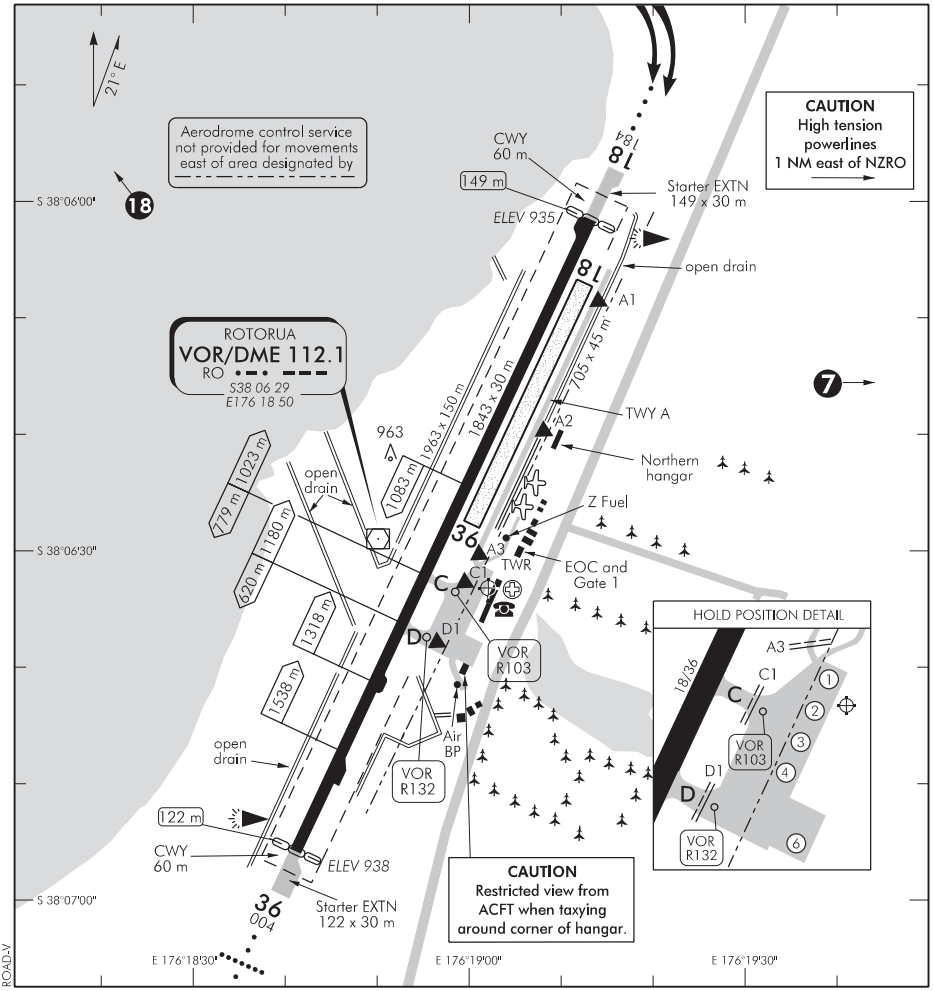
ELEV 938

NZRO

ROTORUA

AERODROME (1)

TOWER: 121.2 120.1 *ATIS:* 128.8 *UNATTENDED:* 121.2



1. Circuit: RWY 36 — Left hand RWY 18 — Right hand
   When ATC is on watch, unless otherwise instructed, circuit altitude is 2000 ft AMSL.
2. Aircraft are not to commence taxiing from the apron to the sealed RWY or occupy any area of the sealed runway while operations are occurring on Grass RWY 18/36, without clearance from ATC.
3. Simultaneous operations on parallel paved and grass runways prohibited. Aircraft are not to enter the grass runway while an aircraft is taking off or landing on the parallel paved runway.
4. Tail skid aircraft prohibited on sealed runway.
5. Use of TWY C by ACFT longer than 32.5 m or heavier than 63.3 tonnes is prohibited.

WARNING RWY 36 PAPI use prohibited beyond 3 DME due to obstacle clearance infringement

(continued)

© Civil Aviation Authority

Changes from 10 SEP 20: Graphic editorial, AD notes amended.

6. Gliding operations may take place particularly during weekends and public holidays.

❼ **CAUTION:** Tarawera MBZ east of Rotorua CTR/D H24 SFC – LL CA. Aircraft in MBZ will be on 120.9 MHz.

8. **CAUTION:**
   - Bird hazard. Canada geese, plovers and swans frequently present.
   - Downdrafts and turbulence can be expected on final for RWY 18 in SE wind conditions.
   - Extensive terrain E of NZRO.

9. During ATS hours of service aircraft crossing the apron are requested to contact TOWER on 121.2 MHz or by phone prior to crossing.

10. RWY 18/36 grass soft when wet. Runway closed via NOTAM.

11. Light aircraft parking area available north of control tower to the west of the cones. Please keep taxiway clear. Helicopter park near Air BP fuel.

12. Visiting GA aircraft pilots and passengers must enter and exit via Gate 1 — Emergency Ops Centre (EOC). Walking across apron is not permitted.

13. Call airport operations on +64 27 274 4508 for access and escort to aircraft.

14. After hours access must be arranged during operational hours 0630–2100. Call airport operations on +64 27 274 4508.

15. All incidents must be reported to airport operations or via https://www.rotorua-airport.co.nz/

16. **CAUTION:** PAPI RWY 18 on non-standard right hand side of runway.

17. **CAUTION:** Prop strike risk taxiway edge near GA parking area.

⓲ Mokoia HBN located at bottom of island. View may be obscured from some directions.

19. No NORDO aircraft H24, except by prior arrangement.

20. Culvert crossing at A2 is 11 m wide, may not be suitable for Air Transport Operations.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	1:40	1:50	1:62.5	LDG DIST
18[1] 36[3]	B	PCN45 F/C/X/T	8	0.05U 0.05D	1992 1965	2052 2025	2052 2025	2040 2022	1529[2] 1684[4]/ 831[5]	1843 1843
18	Gr[6]	ESWL 1550	4	Nil		705				705
36	Gr[56]	ESWL 1550	4	Nil		705				705

1. RWY 18 ASDA/TODA figures include 149 m starter extension.
2. RWY 18 TODA applies to turned flight path and allows for 4.6 m curve step-down. Turn right onto heading 010°M commences at 3001 m from SOT with radius 2480 m.
3. RWY 36 ASDA/TODA figures include 122 m starter extension.
4. Applicable to RWY 36 take-off using turned flight path only and allows for 4.6 m curve step down. Turn left onto heading 285°M commences at 3786 m from SOT with radius 1620 m.
5. Applicable to RWY 36 take-off using straight flight path only.
6. Maximum tyre pressure on grass runway 550 kPa.
7. Operations on grass runway and taxiway are limited to aircraft with a maximum wingspan of 18 m.

Refer current AIP SUP and NOTAM for obstacle data. Additional data on surveyed flight paths is available from the airport operator.

RESA: RWY 18 RESA (RWY 36 THR) 220 x 150 reducing to 124 m
RWY 36 RESA (RWY 18 THR) 110 x 150 reducing to 110 m

MINIMA

IFR Take-off		
RWY	Day	Night
18/36	600–3000	600–3000[1]

1. Lead in/out lights (CGL) required for night operations landing RWY 36 and take-off RWY 18.

LIGHTING

HBN Mokoia Island F R (mandatory for night operations)

Runway: 18 Turning Light FLG R, LIL ALS, PAPI 3.0°/TCH 47, LIL RWY
36 LIL RLLS, LIL ALS, PAPI 3.0°/TCH 54 (refer to AD chart warning), LIL RWY

Aerodrome: WDI

Taxiway: Edge and CL Apron: Edge and floodlighting

Outside Rotorua Tower hours of service, remote control of lighting available from Bay Approach 119.5 MHz or by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users), advising runway to be used. Brilliance adjustments may take up to one minute to action.

Advise Bay Approach when requirement complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

© Civil Aviation Authority

Certificated Aerodrome 4 NM NE of Rotorua

ROTORUA

NZRO

OPERATIONAL DATA (2)

FACILITIES

Fuel: Z Energy Avgas 100, access via Z card.
Air BP Jet A1, Avgas 100, Swipecard.

Passenger facilities located in terminal, cafe, restrooms, etc.

RFS: CAT 5. Provided 30 min prior to first flight and 15 min after last shut-down of scheduled movements requiring coverage. Other times by arrangement with Rotorua airport company Tel +64 27 274 4508.

SUPPLEMENTARY

Operator: Rotorua Regional Airport Ltd, PO Box 7221, Te Ngae, Rotorua.
Tel (07) 345 8800 Fax (07) 345 8801

Available for general use without the permission of the operator.

Non-security designated aerodrome.

© Civil Aviation Authority

For flights departing Rotorua Airport:

ADES	Designator	Route
AA	ROAA1	Y871 NOBAR Q132 MERAS Q119 (11,000 ft and above)
AA	ROAA6	Q119 (9000 ft and below)
CH	ROCH3	Y640 CHUTE Y780 ABTOL Y226 GURBO Q800 ATBUB H159
CH	ROCH4	H247 TM Q438 NS Q787 ALADA Y894
GS	ROGS3	H328
HN	ROHN3	H234 FALLS H114
TG	ROTG2	H310
WN	ROWN1	Y640 CHUTE Y780 TARUA H364 PM V242 DOGAD V112
WN	ROWN5 ❶	H247 WU Q367 LEDOR Y762 TPAPA Y738

Where specified the following applies:

❶ Available for use also when hazardous flight conditions exist north-east of Wellington.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

© Civil Aviation Authority

ELEV 938
NZRO

ROTORUA
SID RWY 18/36

BAY APPROACH: 119.5 123.8 *TOWER:* 121.2 120.1 *UNATTENDED:* 121.2

Communications

Outside Rotorua Tower hours contact Bay Approach 119.5 MHz for clearance and traffic information before entering IMC or controlled airspace. Outside Bay Approach hours contact Christchurch Information Tel 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users).

Departure Procedures

Minimum net climb gradient for all departures is 3.3% (200 ft/NM) unless specified otherwise.

When Rotorua Tower on watch, all instrument departures passing 3000 ft contact Bay Approach 119.5

RWY 18

TOTRA FIVE Departure (TOTRA5)

MNM net climb gradient 6.8% (420 ft/NM) to 2200 ft

- Maintain runway centreline to 1600 ft
- Turn RIGHT and intercept R209 to TOTRA REP (12 DME)
- Not above 4000 ft to TOTRA
- Intercept cleared route or as instructed by radar

Note: Provided uninterrupted climb is maintained, ATC may approve LEFT or RIGHT turn at MNM 2900 ft.

RWY 36

OKERE FOUR Departure (OKERE4)

MNM net climb gradient 4.6% (280 ft/NM) to 1500 ft

CAUTION: Close-in obstacles not considered in climb gradient: Building MAX 980 ft AMSL 045°/240 m from CWY END

- Track R006 RO VOR to OKERE REP (12 DME)
- Not above 4000 ft to OKERE
- Intercept cleared route or as instructed by radar

Note: Provided uninterrupted climb is maintained, ATC may approve LEFT or RIGHT turn at MNM 2700 ft.

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ELEV 938

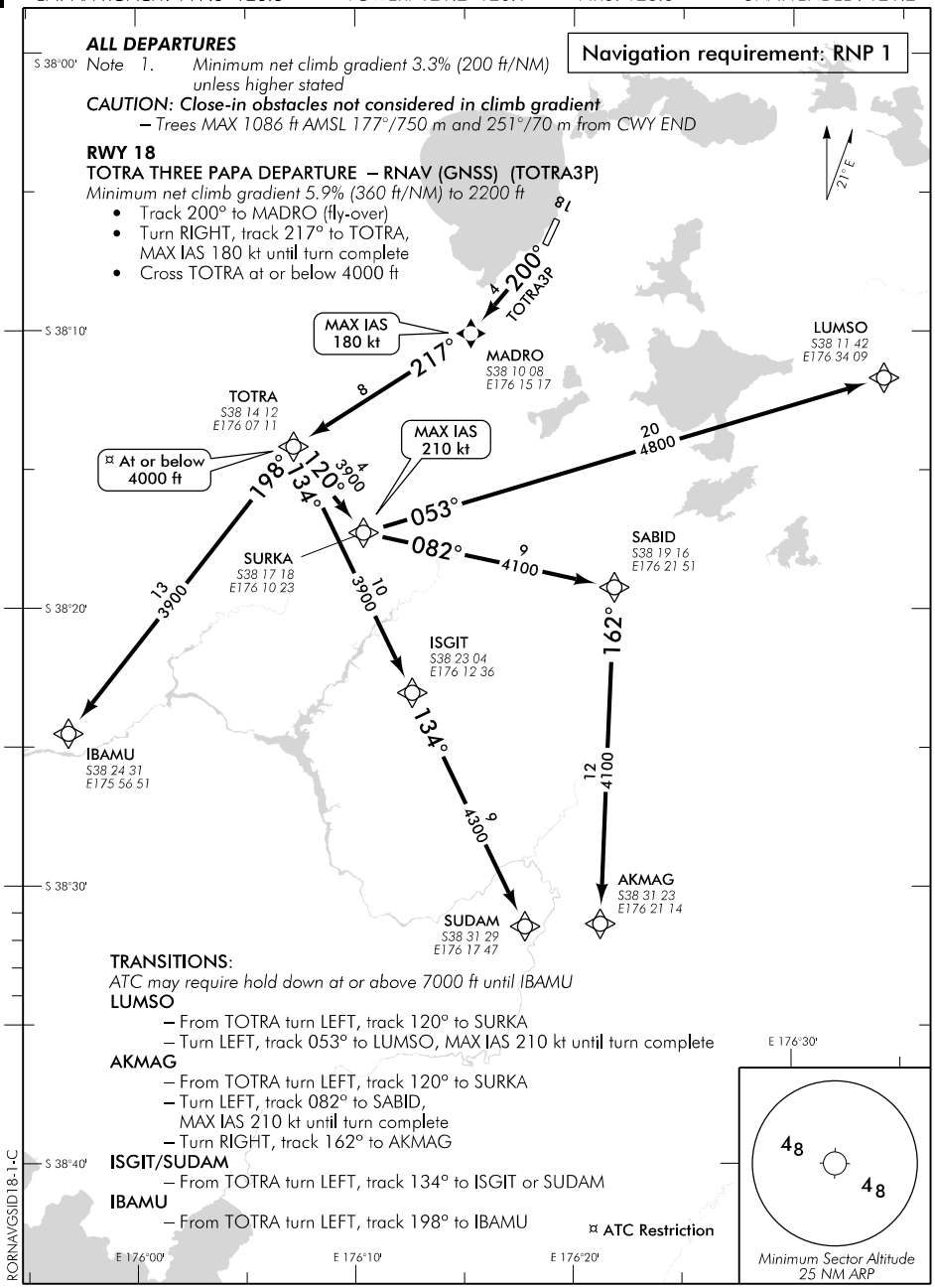
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) SID RWY 18 (1)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



© Civil Aviation Authority

ROTORUA
RNAV (GNSS) SID RWY 18 (1)

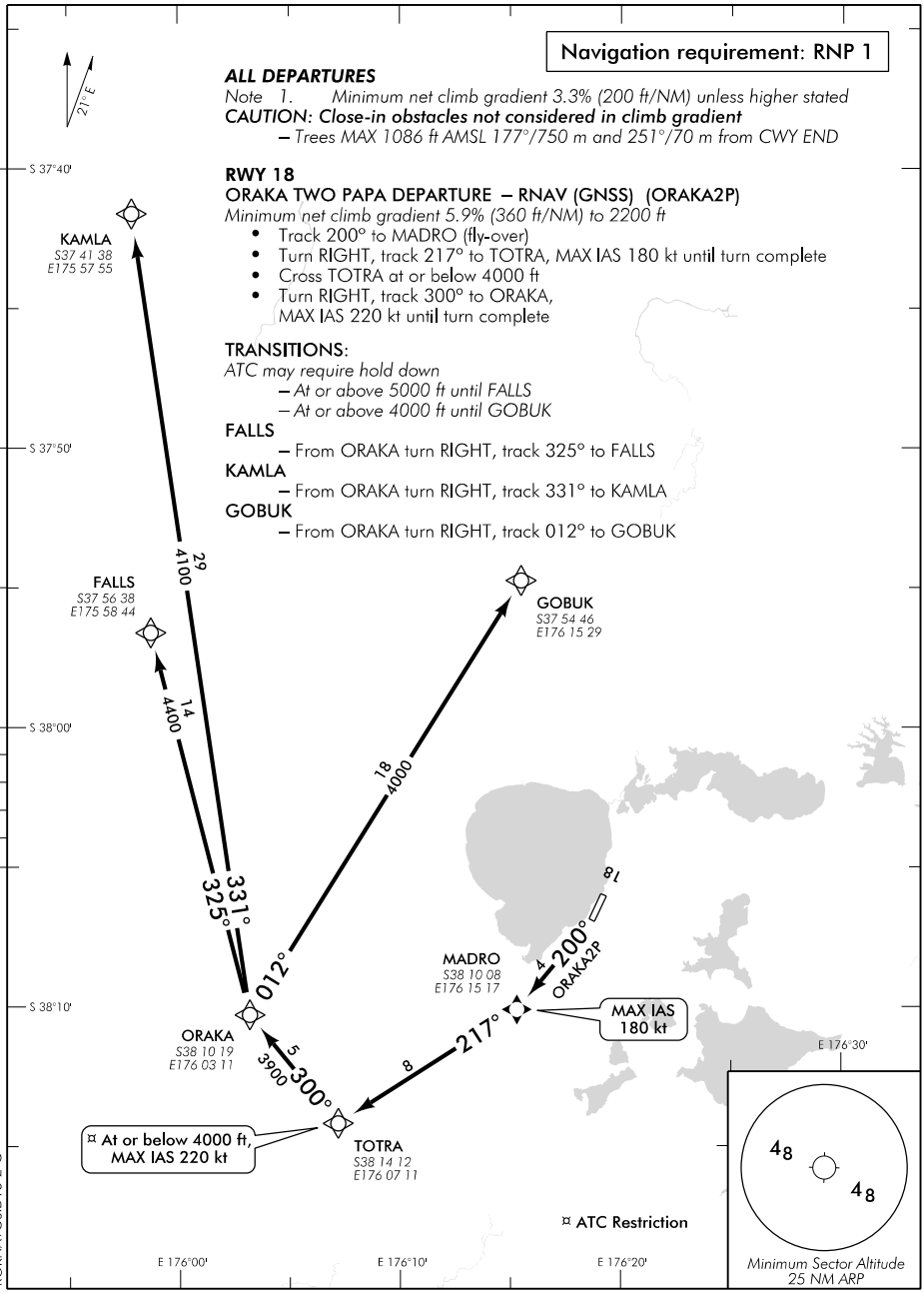
ELEV 938
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) SID RWY 18 (2)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



© Civil Aviation Authority

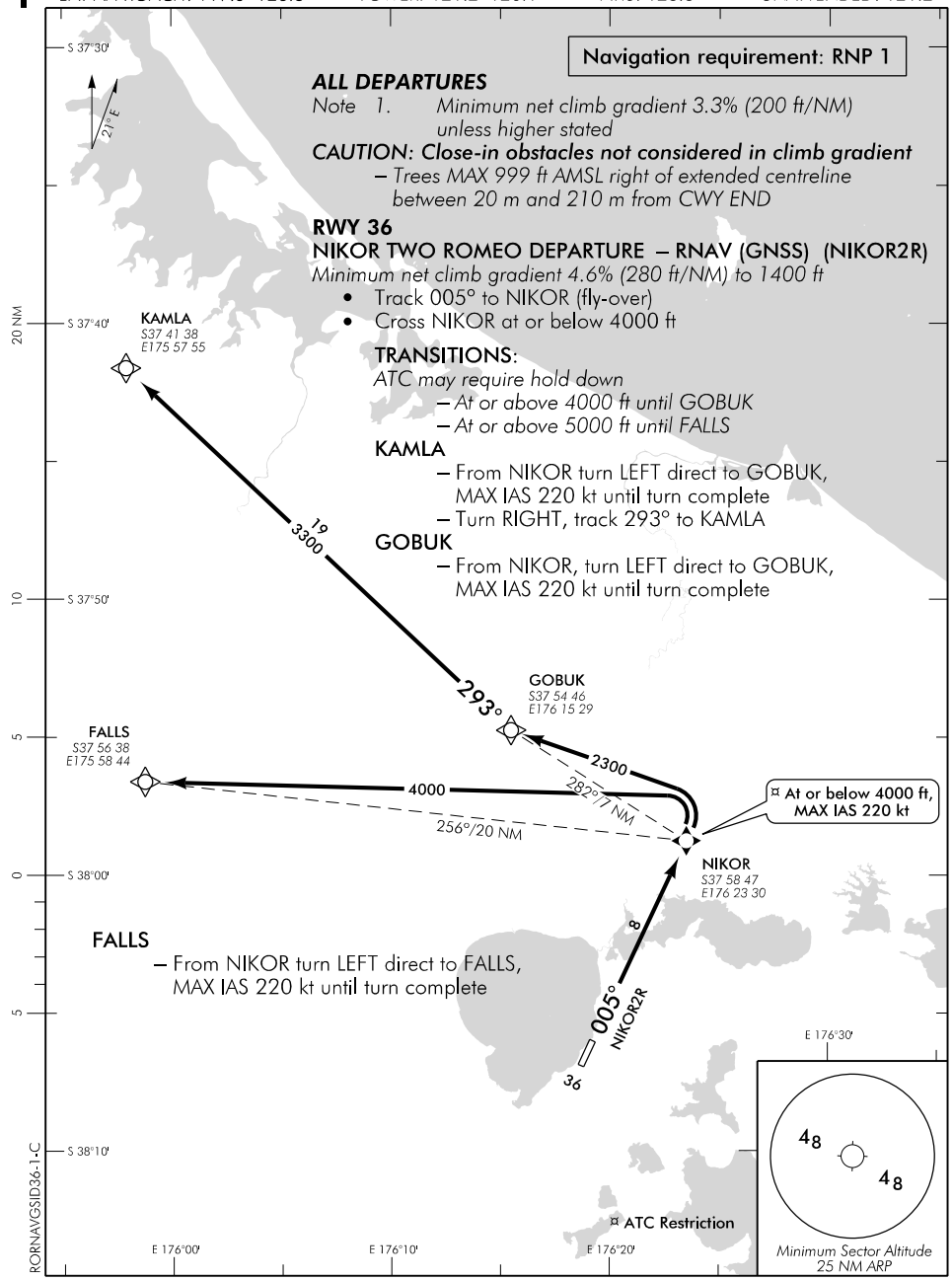
ELEV 938 CAT A,B,C

ROTORUA

NZRO

RNAV (GNSS) SID RWY 36 (1)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



Changes from 25 MAY 17: MAGVAR, COM header ATC callsign.

Effective: 10 SEP 20

© Civil Aviation Authority

ROTORUA
RNAV (GNSS) SID RWY 36 (1)

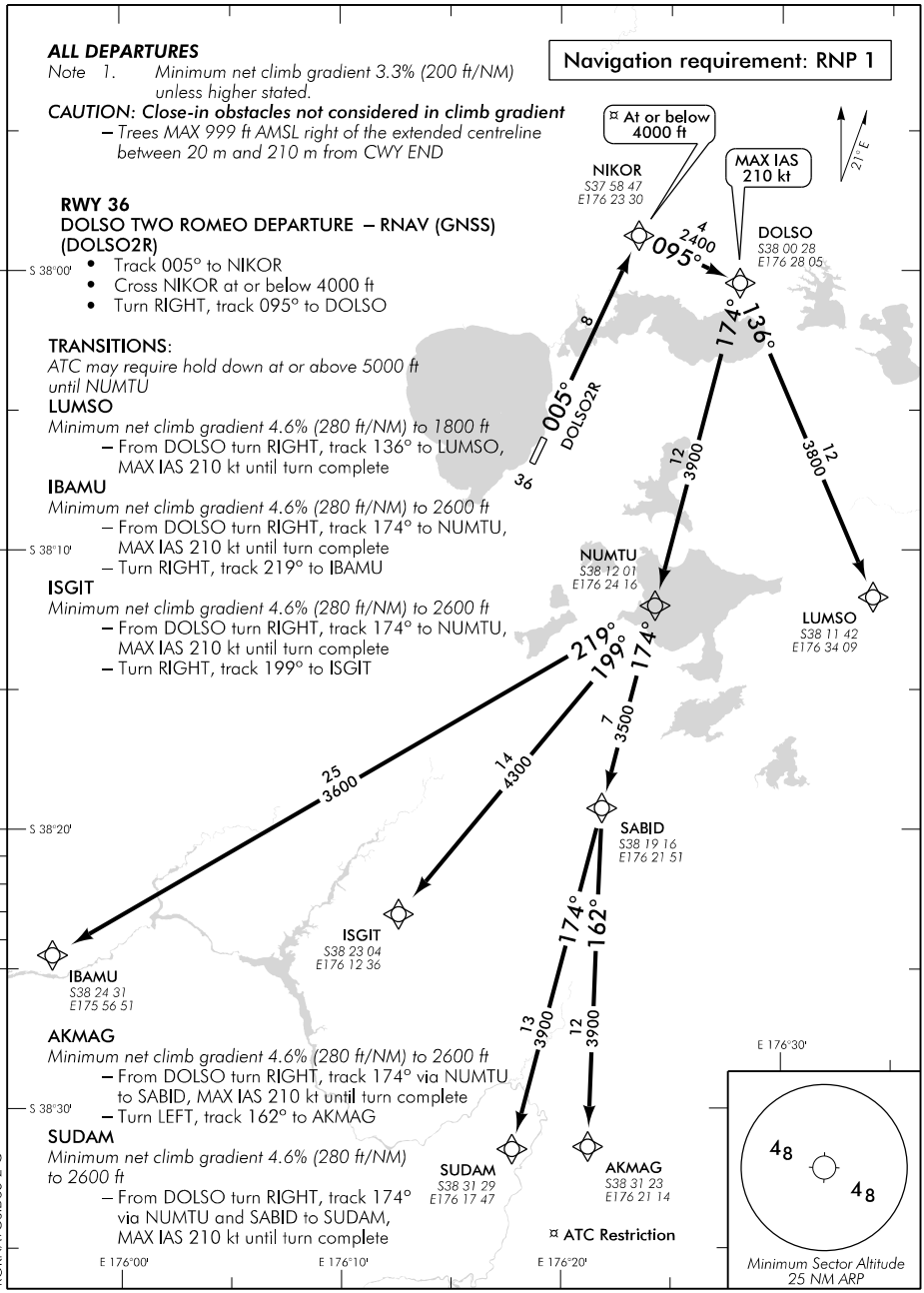
ELEV 938
NZRO

CAT A,B,C

ROTORUA

RNAV (GNSS) SID RWY 36 (2)

BAY APPROACH: 119.5 123.8 *TOWER*: 121.2 120.1 *ATIS*: 128.8 *UNATTENDED*: 121.2



© Civil Aviation Authority

ROTORUA
RNAV (GNSS) SID RWY 36 (2)

NZAP / TUO TAUPO

RUNWAY / FACILITIES

CAT: C	Mag 21E			Elev 1335ft
RWY	CAT II/III	Length	AID	TCH
17/35	N/A	1386m	PAPI	46ft
Standby Power Available		RFS: Cat 1*		
		Hours: Uncontrolled		
		Part 139 Aerodrome		Yes
		Fuel Available		No
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		No
Acceptable Departure Alternates: Auckland (5), Hamilton (5), Wellington (5), Napier (4), Palmerston North (4), Rotorua (4), New Plymouth (4), Tauranga (4), Woodbourne (3)				

***No on-site RFS. Average expected response time 15 minutes.**

THREATS

- Extensive Parachute Operations – for more information refer to NZAP AD2-51.1.
- Float plane operations – base located below RNAV (GNSS) RWY 17 approach (AP703).
- Gliding – Glider traffic not restricted to Centennial Park Aerodrome (NZAP AD 2 - 31.2).
- Model Aircraft – Danger Area D426 Centennial Park (NZAP AD 2 – 31.2).
- General Aviation Area – G451 above Taupo MBZ (6500ft – FL165) - Activated by ATC.

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ARRIVALS

PREDICTIVE TRACKING

All aircraft arriving or departing Taupo will navigate along a predetermined route, typically that formed by the instrument arrival and final approach tracks or SIDs. This policy applies both IMC and VMC. This allows local operators to predict our position with some accuracy, and remain clear of that approach or departure path.

VISUAL APPROACH

For arrivals via **GUSAG**, a visual approach is permitted provided that:

- Cloud base of not less than 3,500ft AAL

Crew should plan the arrival and approach for the runway in use as per the predictive tracking requirements. From GUSAG, track to join a base leg for the appropriate runway.

In all cases, if not visual by GUSAG, the full Arrival and Instrument Approach should be flown.

RUNWAY 17

- Track from GUSAG to right-base via North of Boat Harbour VRP and over Taupo city.
- This tracking should keep the aircraft approximately 2 NM to the south of Huka Falls VRP and 2-3 NM to the southwest of Centennial Park Aerodrome (NZCG) and the Centennial Park CFZ commonly used by gliders. You will turn onto final approach approximately overhead Taupo Hospital (NZJZ).

RUNWAY 35

- Track from GUSAG to left-base.
- Track will cross Kinloch VRP and south of Rangatira Point VRP

WEATHER

Taupo weather information is available from AWIB (Automatic Weather Information Broadcast) on frequency **125.2 MHz**.

COMMUNICATIONS

If weather conditions are such that a missed approach is possible, advise Bay Approach prior to commencing the approach of your intentions and any onward requirements.

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The following MBZ calls are required:

- Call Taupo Traffic (**118.4 MHz**) at 50 NM with ETA.
- Call Taupo Traffic at 25 NM advising position and anticipated approach.
- When parachuting operations are in progress, report position at 20 NM.
- Acknowledge any "two minute" call prior to drop by parachuting aircraft.
- Call Taupo Traffic upon entering the MBZ.
- Call Taupo Traffic upon reaching a 3 NM final.

GROUND OPERATIONS

COMMUNICATIONS

Contact:

- Taupo Traffic (Unattended) - **118.4 MHz – ARFU "Beep Back"**
- Taupo Operations (Taupo Ops) - **130.9 MHz**
- Bay Approach/Christchurch Control - **123.6 MHz**

IFR FLIGHT PLAN

As per NZAP AD 2 – 62.1 – Bay Approach / Christchurch Control is available for flight plan termination and departure airways clearance.

AERODROME LIGHTING

Remote control of lighting is available on request from Bay Approach. Outside Bay Approach hours, contact Christchurch Control **123.6 MHz**. Refer to NZAP AD 2 – 52.1.

RESCUE FIRE SERVICE

No on-site RFS. Average expected response time from crew initial request 15 minutes.

PARKING

Gate 2S/2N is available for ATR parking. Taxiways adjacent to the runway are not suitable for ATR operations. Runway entry/exit via Bravo taxiway only.

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DEPARTURES

IFR DEPARTURE

Only RNAV (GNSS) SIDs may be flown. Visual departures are prohibited.

Complete as many of the pre take-off checks as possible prior to lining up on the active runway and then expedite take-off when safe to do so.

Call Bay Approach / Christchurch Control after vacating the aerodrome circuit, prior to entering controlled airspace (6500ft).

PARACHUTING

Delay take-off if parachutists are approaching over Runway 17/35. Departure is deemed clear when all canopies are accounted for and are clear of the runway and the departure area.

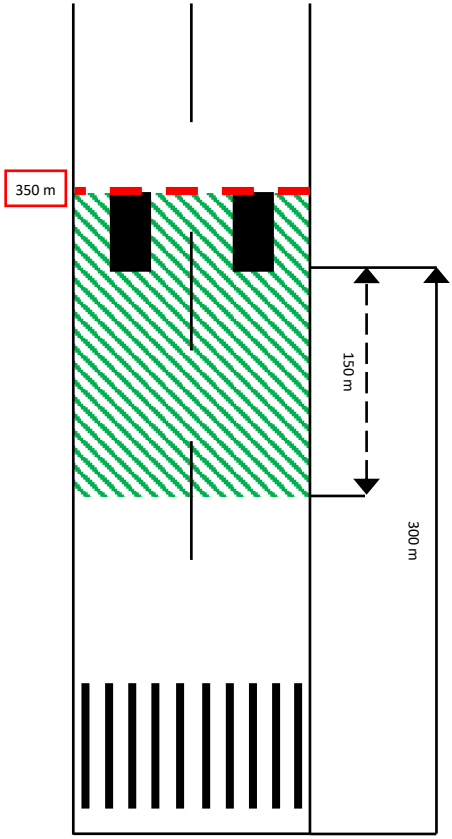
REDUCED TAKE-OFF MINIMA

Not Authorised.

© Air New Zealand

TOUCHDOWN ZONE

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around. The touchdown zone is indicated on the diagrams below as the shaded area.



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AIR NEW ZEALAND

Operating Procedures Taupo Mandatory Broadcast Zone

See Taupo Aerodrome Chart for circuit area information.

Caution: Centennial Park CFZ SFC–4500ft

Joining at Taupo	Listen to Taupo AWIB 125.2. Broadcast position relative to a published reporting point, altitude and intentions on 118.4. Pilots should avoid using the overhead join procedure and should remain clear of the parachute drop area.
Overfly Traffic	Listen to Taupo AWIB 125.2. Broadcast position relative to a published reporting point, altitude and intentions on 118.4. Pilots should avoid flying directly overhead or upwind of the airport to avoid parachute operations. Remain clear of circuit area.
Departing Traffic	Listen to Taupo AWIB 125.2. Change to 118.4 and broadcast intentions immediately prior to taxiing and then again immediately prior to entering the runway for take-off.

Caution: IFR Training

Taupo aerodrome is not suitable for IFR training during daylight hours due to potential conflict with VFR traffic, specifically parachute operations. IFR training traffic should listen to Taupo AWIB 125.2 MHz. If G451 is active or parachuting is taking place, pilots should avoid flying approaches past 2 NM from the MAPt due conflict with the Parachute Landing Zone.

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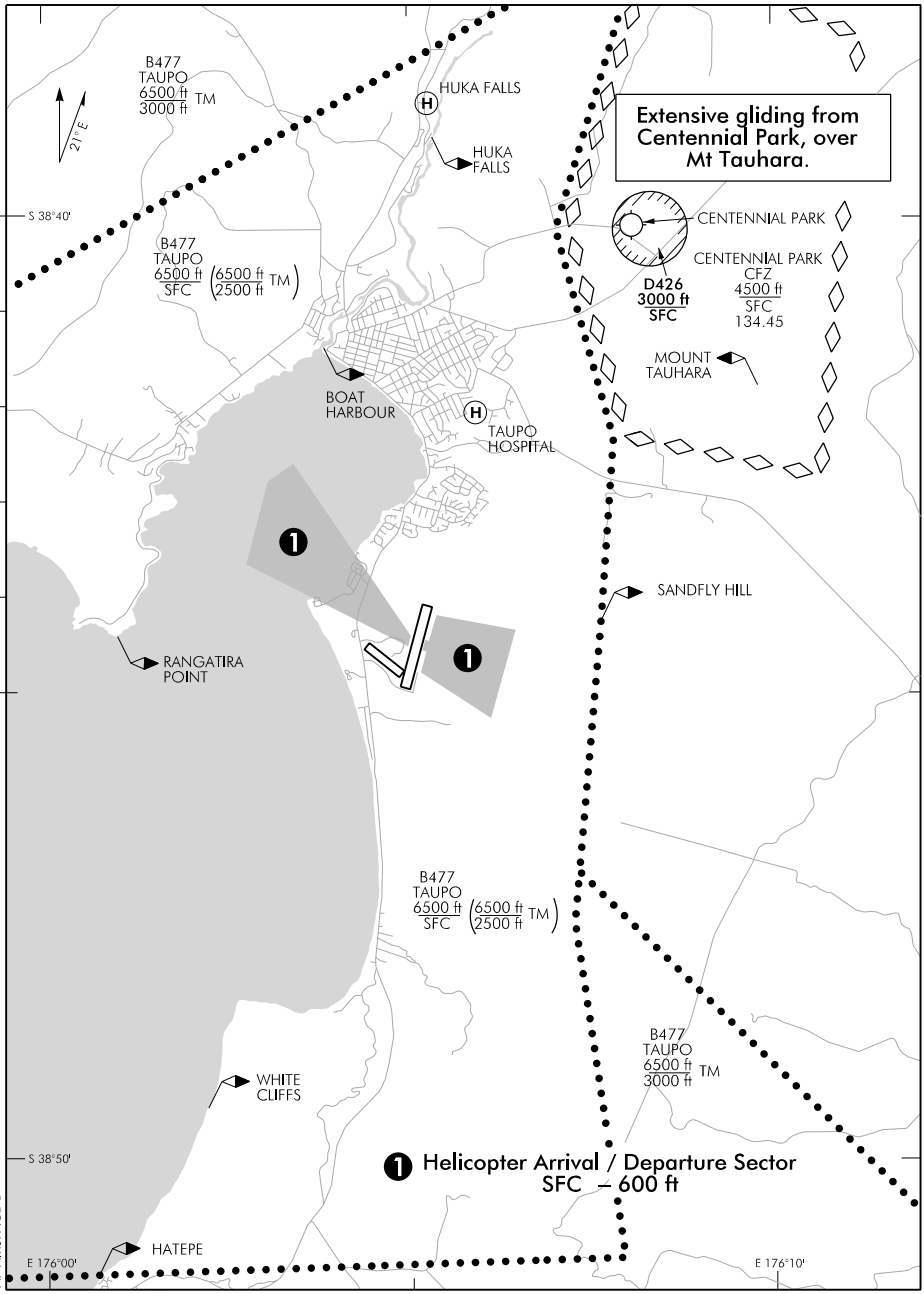
ELEV 1335

NZAP

AWIB: 125.2

TAUPO
LOCAL AIRSPACE

UNATTENDED: 118.4



Changes from 26 JUL 12: Taupo Hospital and Huka Falls heliport icons added.

Effective: 21 MAY 20

© Civil Aviation Authority

ELEV 1335

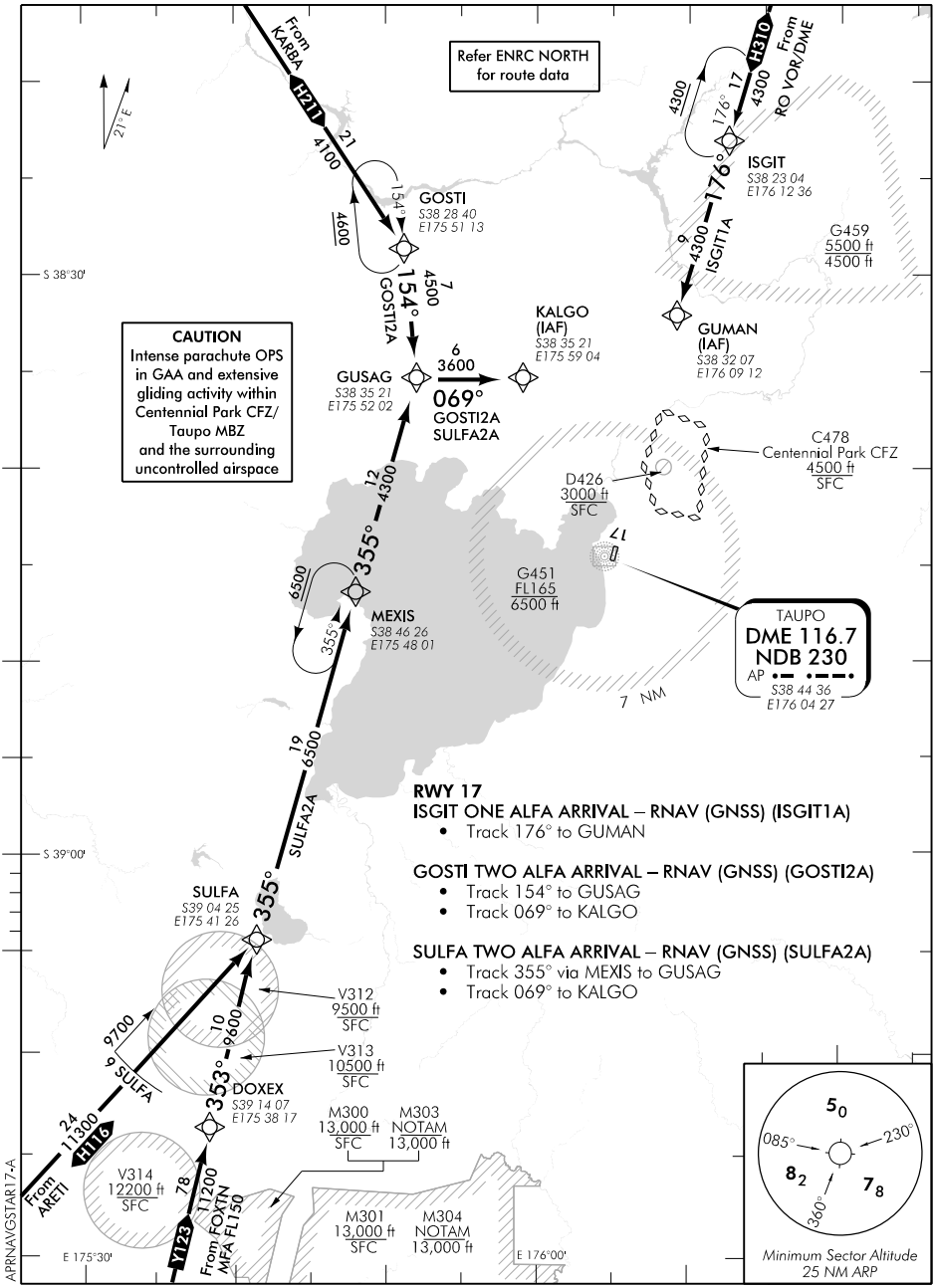
NZAP

CAT A,B,C

TAUPO

RNAV (GNSS) STAR RWY 17

BAY APPROACH: 123.6 *AWIB*: 125.2 *UNATTENDED*: 118.4



Changes from 21 MAY 20: New chart derived from previous RNAV (GNSS) ARRIVAL chart.

APRNAVGSTAR17-A

Effective: 17 JUN 21

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TAUPO
RNAV (GNSS) STAR RWY 17

ELEV 1335
NZAP
BAY APPROACH: 123.6

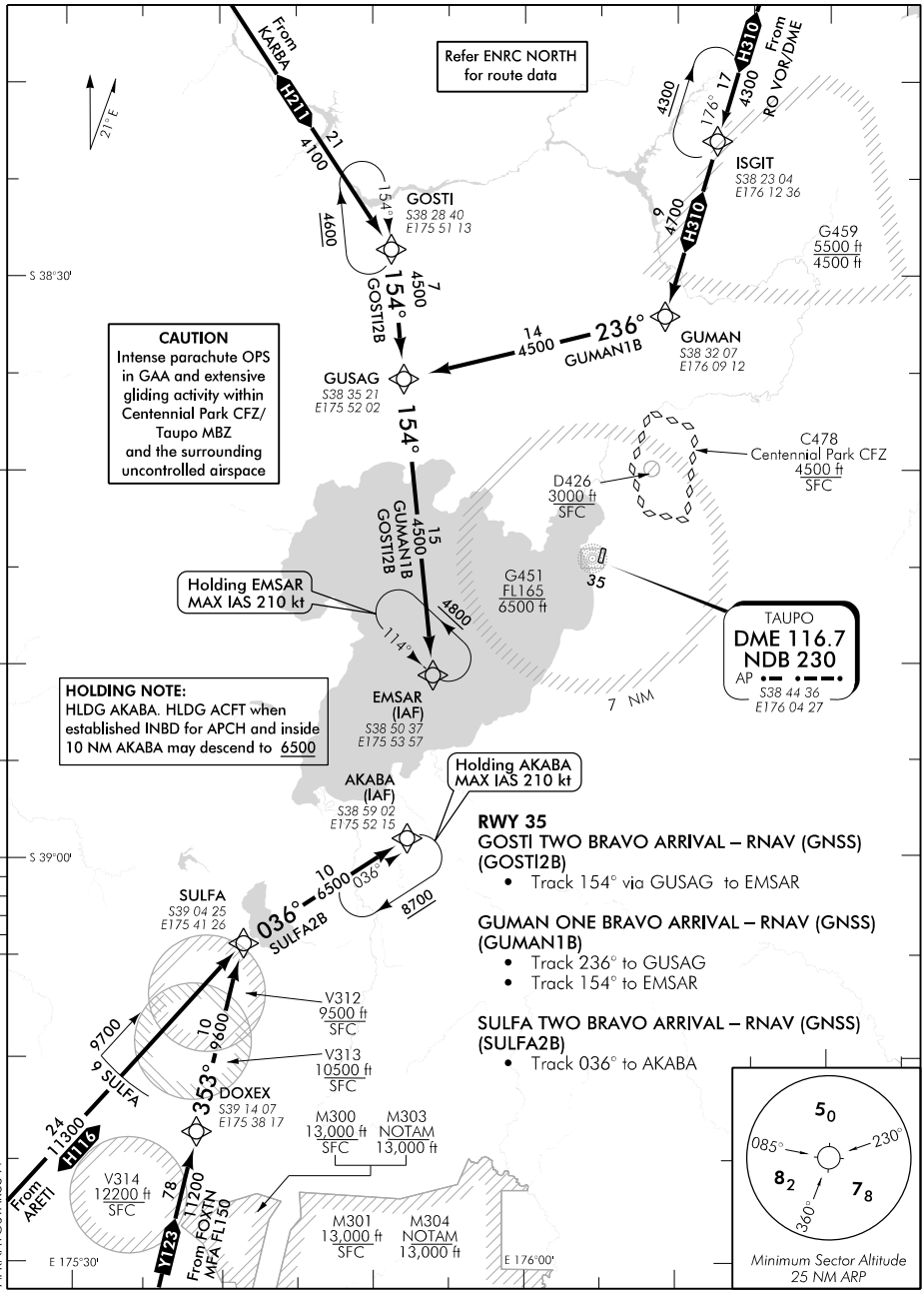
CAT A,B,C

AWIB: 125.2

TAUPO

RNAV (GNSS) STAR RWY 35

UNATTENDED: 118.4



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TAUPO
RNAV (GNSS) STAR RWY 35

ELEV 1335

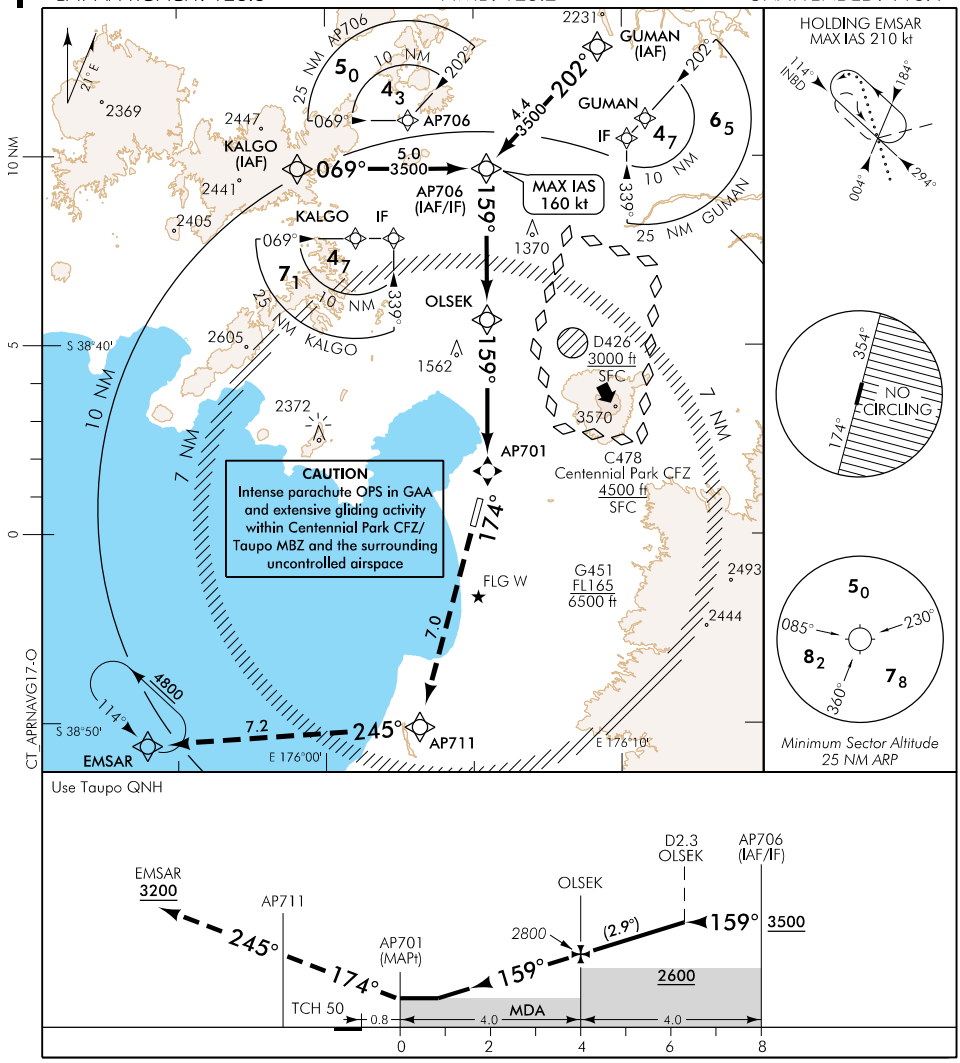
RWY 17 THR ELEV 1335

CAT A,B,C

TAUPO

RNAV (GNSS) RWY 17

BAY APPROACH: 123.6 *AWIB*: 125.2 *UNATTENDED*: 118.4



MISSED APCH: Turn RIGHT track 174° to AP711, turn RIGHT track 245° to EMSAR 3200. Continue climb in hold to 4800

DISTANCE to WPT	AP701	0.8	1	2	3	OLSEK	1	2	3	AP706
Advisory Altitude 5%	MDA	MDA	1900	2200	2500	2800	3100	3400	3700	4000

Category	A	B	C	D
LNAV	**1860**(525) – 2000		**1860**(525) – 2800	NA
* Circling	**1870**(535) – 2000	**1870**(535) – 2800	**# 2170**(835) – 3700	

* Circling NA east of RWY 17/35
\# CAT C circling MAX IAS 160 kt – circling area radius 3.5 NM

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ELEV 1335

RWY 35 THR ELEV 1324

BAY APPROACH: 123.6

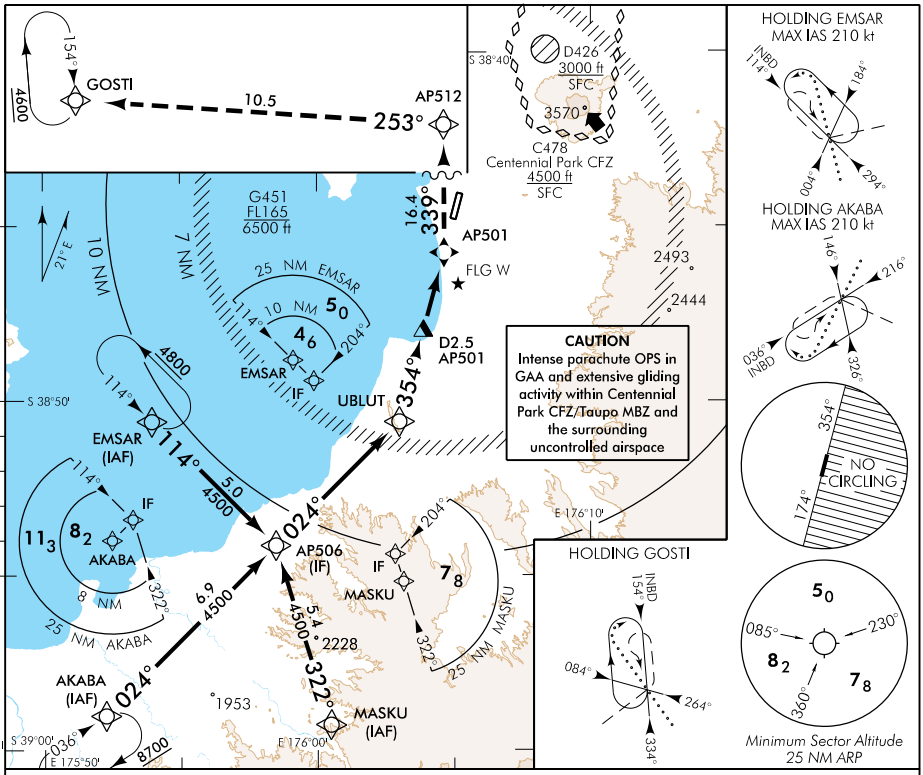
CAT A,B,C

AWIB: 125.2

TAUPO

RNAV (GNSS) RWY 35

UNATTENDED: 118.4



MISSED APCH: Turn LEFT track 339° to AP512, turn LEFT track 253° to GOSTI 4600

DISTANCE to WPT	AP506	4	3	2	1	UBLUT	4	3	2	1	0.3	AP501
Advisory Altitude 5.2%	4890	4570	4250	3930	3610	3290	2970	2650	2330	2010	MDA	MDA
Category	A			B			C				D	
LNAV	**1790**(466) – 2000						**1790**(466) – 2800				NA	
*Circling	**1870**(535) – 2000			**1870**(535) – 2800			**# 2170**(835) – 3700					

* Circling NA east of RWY 17/35
\# CAT C circling MAX IAS 160 kt – circling area radius 3.5 NM

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ELEV 1335

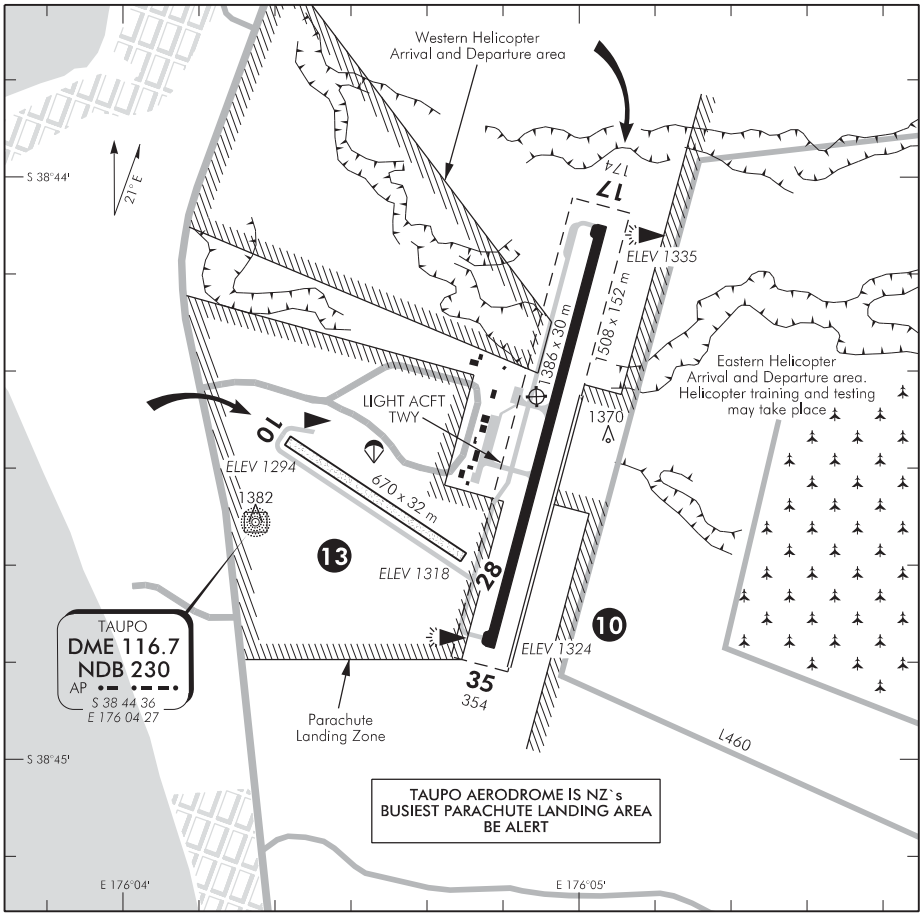
NZAP

AWIB: 125.2

TAUPO

AERODROME (1)

UNATTENDED: 118.4



Changes from 13 SEP 18: New caution text added for ACFT with wingspan greater than 15 m.

1. Circuit: RWY 10, 17 — Right hand (RWY 17 parachute aircraft may use left hand)
   RWY 28, 35 — Left hand (RWY 35 parachute aircraft may use right hand)
2. RWY 10 not AVBL for take-off unless prior approval and supervision given by Taupo Airport Authority on each occasion.
3. Taxiway to threshold RWY 17 not available during take-off or landing of aircraft with a wing span greater than 23 m on RWY 17/35.
4. **CAUTION:** Aircraft with a wingspan greater than 15 m are recommended to utilise RWY 17/35 for taxiing instead of TWY A.
5. **All pilots should avoid using the overhead join procedure at Taupo aerodrome due to the presence of parachute operations.**
6. Parachute aeroplanes may operate in a right-hand circuit for RWY 35 and a left-hand circuit for RWY 17 if required (eastern circuit). Other aeroplanes must use the western circuit and remain west of the shoreline when within the vicinity of the aerodrome (left base for RWY 17/ right base for RWY 35 is not permitted).
7. Aeroplanes joining from the east should position to join final at least 3 NM and report at least 5 NM from the aerodrome.

(continued)

S 38 44 23 E 176 05 04

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8. Helicopters arrival and departure procedures:
   a) Via east or west arrival/departure areas, not above 600 ft AGL in the circuit area, or:
   b) Comply with promulgated circuit procedures
9. Bird hazard: plovers and magpies frequently present.
10. Aircraft operating in L460 are to avoid RWY 28 final approach.
11. Grass areas parallel and west of sealed RWY 17/35 not available for take-off or landing.
12. THR area of grass RWY 28 has rough patches. Drain situated at the intersection of TWY F and TWY E. Ensure correct use of marked taxiways while manoeuvring.
13. Rotorcraft operations of any kind are prohibited on grass RWY 10/28 and in the vicinity of the parachute drop area at all times.
14. All grass movement areas: braking action may be poor during and after periods of rain or showers.
15. U-turns on sealed runway by aircraft heavier than 5700 kg MCTOW permitted only in turning bays.
16. Parasailing operations in Tapuaeharuru Bay (Taupo Bay); lake surface up to 400 ft AGL. Typically, 1 October to 30 April annually.
17. **CAUTION:** Wind shear on short finals for RWY 17 in an easterly wind.
18. Arable ground to N, E, S and NW of main RWY cropped to seal edge. Not available for aircraft movement.
19. Mandatory radio calls required for aircraft on final for RWY 17/35 and 10/28.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	Take-off distance 1:30	Take-off distance 1:62.5	LDG DIST
17 35	B	PCN 20 F/C/Y/T	8	0.24D 0.24U	1386			1447	1386
10 10	Gr	ESWL 2270	3 4	1.15U		670			670
28 28	Gr	ESWL 2270	4 3	1.15D		670			670

MINIMA

IFR Take-off		
RWY	Day	Night
17/35	500–1500	500–2000

LIGHTING

Runway: 17/35 CGL, PAPI 3.0°/TCH 46 LIL RWY
Turning BCN FLG W LIH, 1.2NM S RWY 35 THR
RWY edge light spacing — 60 m

Aerodrome: WDI

Taxiway: Edge HLDG POSN A Apron: Edge and floodlighting

Remote control of lighting available on request from Christchurch Control (Bay Approach) 123.6 MHz, advising runway to be used. Outside Bay Approach hours of service contact Christchurch Information 123.6 MHz or by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users). Brilliance adjustments may take up to 1 minute to action.

Advise Bay when requirement complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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TAUPO

OPERATIONAL DATA (2)

FACILITIES

Fuel: Avgas 100, Swipecard.
Z Energy Jet A1, Access via Z card
Z Energy Avgas 100, Access via Z card, Outside Aero Club
Jet A1 – site specific access required
Air BP Avgas 100, Swipecard
Air BP Jet A1 access via Air BP Card
Airfuels Jet A1, Access via swipecard, off TWY Delta

Passenger: Limited repairs

Vehicle access airside restricted except by prior arrangement.

AFRU provides confirmation of radio frequency and equipment serviceability.

SUPPLEMENTARY

Operator: Taupo Airport Authority, RD2, Taupo
Tel (07) 378 7771
Email: admin@taupoairport.co.nz

For further information visit website www.taupoairport.co.nz

Fees:

- aerodrome landing charges are payable for all landings at Taupo Aerodrome
- a schedule of charges is available on application to the Aerodrome Operator
- aerodrome landing charges will be invoiced to the registered aircraft owner as per the Civil Aviation Register of Aircraft unless prior arrangement has been made with the Taupo Airport Authority
- landing charges may be paid by eftpos at the time of landing to the airport management office during business hours

Available for general use without the permission of the operator.

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ELEV 1335

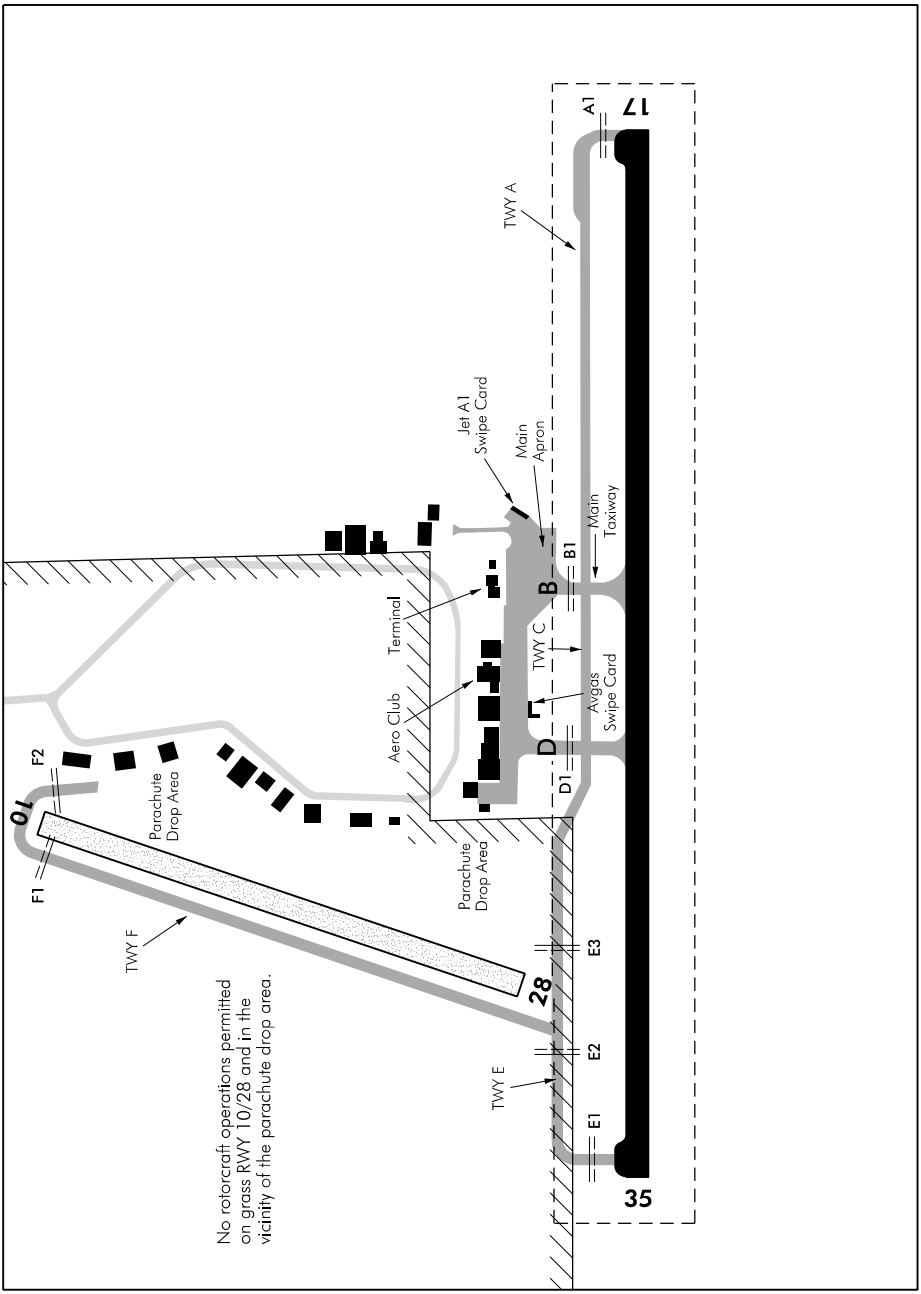
NZAP

AWIB: 125.2

TAUPO

GROUND MOVEMENTS (1)

UNATTENDED: 118.4



Changes from 8 NOV 18: HLDG PSN E2, E3, F1 and F2 added.

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ELEV 1335

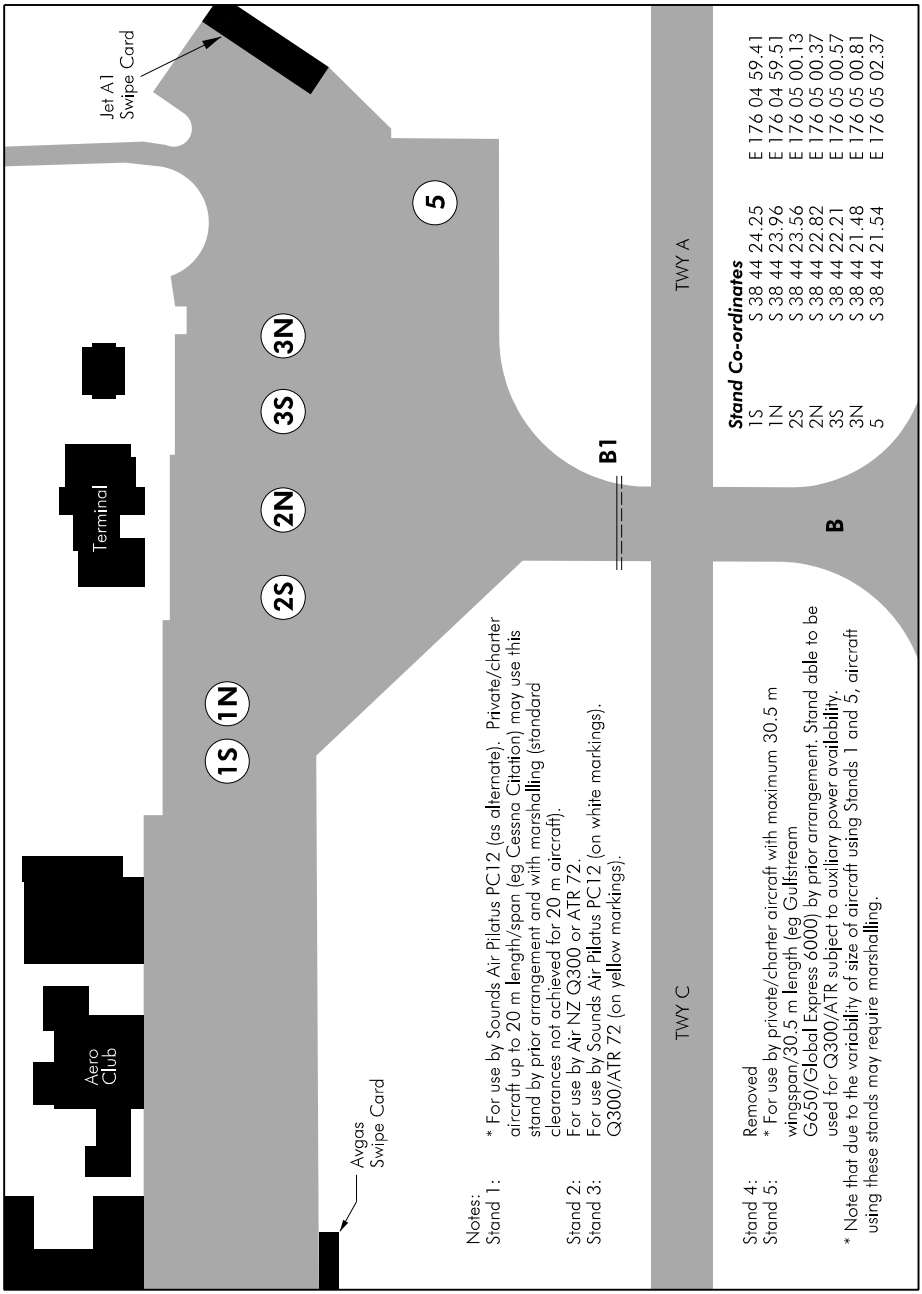
NZAP

AWIB: 125.2

TAUPO

GROUND MOVEMENTS (2)

UNATTENDED: 118.4



Notes:

Stand 1: * For use by Sounds Air Pilatus PC12 (as alternate). Private/charter aircraft up to 20 m length/span (eg Cessna Citation) may use this stand by prior arrangement and with marshalling (standard clearances not achieved for 20 m aircraft).

Stand 2: For use by Air NZ Q300 or ATR 72.

Stand 3: For use by Sounds Air Pilatus PC12 (on white markings). Q300/ATR 72 (on yellow markings).

Stand 4: Removed

Stand 5: * For use by private/charter aircraft with maximum 30.5 m wingspan/30.5 m length (eg Gulfstream G650/Global Express 6000) by prior arrangement. Stand able to be used for Q300/ATR subject to auxiliary power availability.

* Note that due to the variability of size of aircraft using Stands 1 and 5, aircraft using these stands may require marshalling.

Changes from 7 NOV 19: Stand positions updated, notes updated.

APGM2-D

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IFR aircraft will be advised at Clearance Delivery if NZG451 is active.
ATC will not separate departing IFR traffic from active NZG451.
Pilots making visual departures are to enter controlled airspace on track, unless otherwise approved by ATC.

For flights departing Taupo Airport:

ADES	Designator	Route
AA	APAA3	Y897 LEGER H182
AA	APAA5	H211 (9000 ft and below)
WN	APWN2	H280 TARUA H364 PM V242 DOGAD V112
WN	APWN6❶	H191 TM H247 WU Q367 LEDOR Y762 TPAPA Y738

Where specified the following applies:

❶ Available for use also when hazardous flight conditions exist north-east of Wellington.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 1335

NZAP

TAUPO

DEPARTURE

BAY APPROACH: 123.6 *AWIB:* 125.2 *UNATTENDED:* 118.4

Departure Procedures

Contact Bay Approach (Bay Sector) for clearance and traffic information prior to entering IMC or controlled airspace. If unable, or outside Bay Sector hours of service, contact Christchurch Information 123.6 MHz on 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users).

The following applies to all departing IFR flights:

- Aircraft will be advised on clearance delivery if NZG451 is active;
- ATC will not separate aircraft from active NZG451;
- Pilots operating parachuting aircraft within NZG451 will broadcast intentions on the Taupo MBZ frequency 118.4 MHz;
- When NZG451 is active pilots are recommended not to use departures that require the aircraft to track overhead Taupo NDB;
- Pilots making visual departures are to enter controlled airspace on track, unless otherwise approved by ATC.

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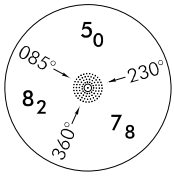
ELEV 1335 | CAT A,B,C | **TAUPO**

NZAP | **SID RWY 17**

BAY APPROACH: 123.6 | *AWIB*: 125.2 | *UNATTENDED*: 118.4

Refer Taupo Departure page for other departure requirements



Minimum Sector Altitude
25 NM AP

Departure Procedures – Take-off RWY 17

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

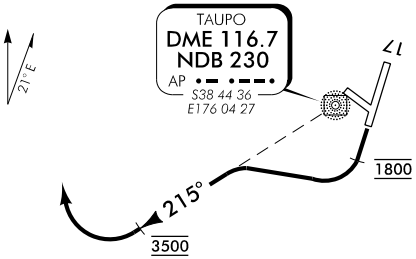
MAX IAS 180 kt until established on track 215° from AP NDB

TAIKO FIVE DEPARTURE (TAIKO5)

To LEGER, GOSTI, TM

- Maintain RWY CL to 1800 ft
- Turn RIGHT, intercept track 215° from AP NDB
- Track 215° from AP NDB to 3500 ft
- Turn RIGHT, intercept track

ATC Requirement: Maintain 10,000 ft to 25 AP DME

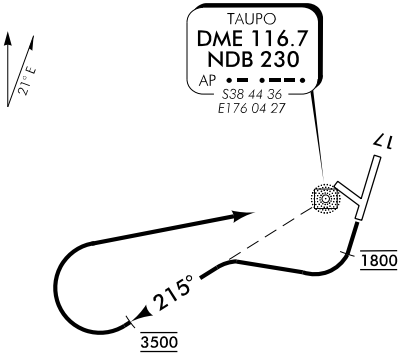


LAKE SIX DEPARTURE (LAKE6)

To TG, GUMAN, WK, ELMER, MOOSE, TAIKI

- Maintain RWY CL to 1800 ft
- Turn RIGHT, intercept track 215° from AP NDB
- Track 215° from AP NDB to 3500 ft
- Turn RIGHT, track to AP NDB
- Intercept track

ATC Requirement: Maintain 10,000 ft to 25 AP DME

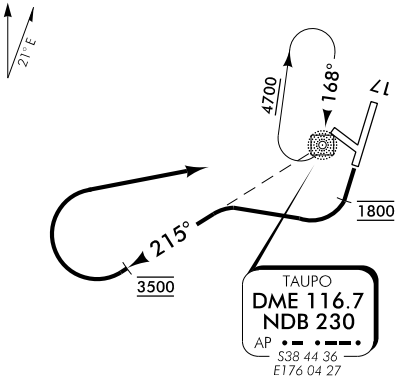


BAY EIGHT DEPARTURE (BAY8)

To TARUA, SULFA

- Maintain RWY CL to 1800 ft
- Turn RIGHT, intercept track 215° from AP NDB
- Track 215° from AP NDB to 3500 ft
- Turn RIGHT, track to AP NDB
- Climb in AP holding pattern if required, intercept track

ATC Requirement: Maintain 10,000 ft to 25 AP DME



Changes from 21 MAY 20: Chart title amended.

APSID17-L

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ELEV 1335
NZAP
BAY APPROACH: 123.6

CAT A,B,C

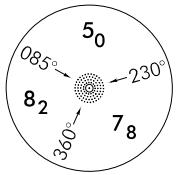
AWIB: 125.2

TAUPO
SID RWY 35

UNATTENDED: 118.4

Refer Taupo Departure page for other departure requirements

WARNING
D426 (SFC - 3000 ft) Centennial Park model aircraft flying 4.4 NM from departure end of runway.



Minimum Sector Altitude
25 NM AP

Departure Procedures – Take-off RWY 35

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

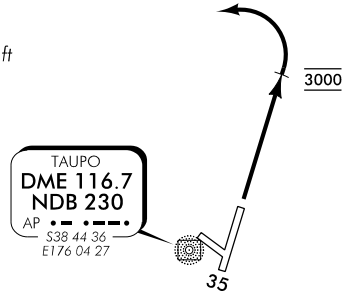
CAUTION: Close-in obstacles not considered in climb gradient
– Trees MAX 1510 ft AMSL left and right of extended centreline up to 390 m from RWY END

MOKAI FOUR DEPARTURE (MOKAI4)

Minimum net climb gradient 4.3% (270 ft/NM) to 1800 ft
To LEGER, GOSTI, TG, GUMAN, TM

- Maintain RWY CL to 3000 ft
- Turn LEFT, intercept track

ATC Requirement: Maintain 10,000 ft to 25 AP DME

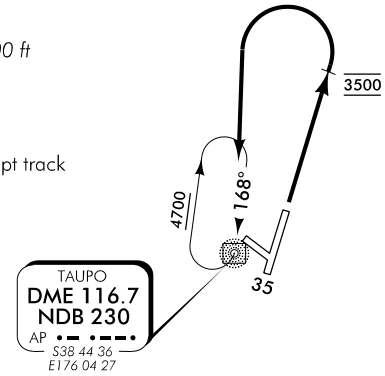


PEAK EIGHT DEPARTURE (PEAK8)

Minimum net climb gradient 4.3% (270 ft/NM) to 3300 ft
To SULFA, TAIKI, AKNES

- Maintain RWY CL to 3500 ft
- Turn LEFT, track to AP NDB
- Climb in AP holding pattern if required, intercept track

ATC Requirement: Maintain 10,000 ft to 25 AP DME

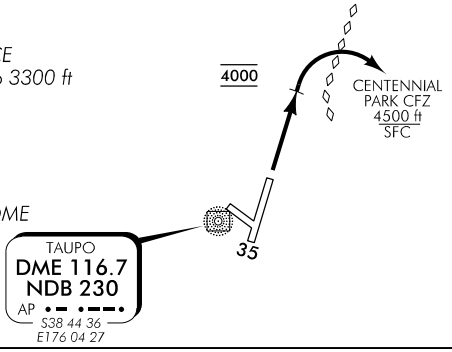


PAEROA FIVE DEPARTURE (PAEROA5)

REFER NZAP AD 2-31.2 TAUPO LOCAL AIRSPACE
Minimum net climb gradient 4.3% (270 ft/NM) to 3300 ft
To WK, ELMER, MOOSE, TARUA, TAIKI

- Maintain RWY CL to 4000 ft
- Turn RIGHT, intercept track

ATC Requirement: Maintain 10,000 ft to 25 AP DME



Changes from 17 JUN 21: PEAK7 amended to PEAK8, AKNES transition added.

APSID35-M

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ELEV 1335

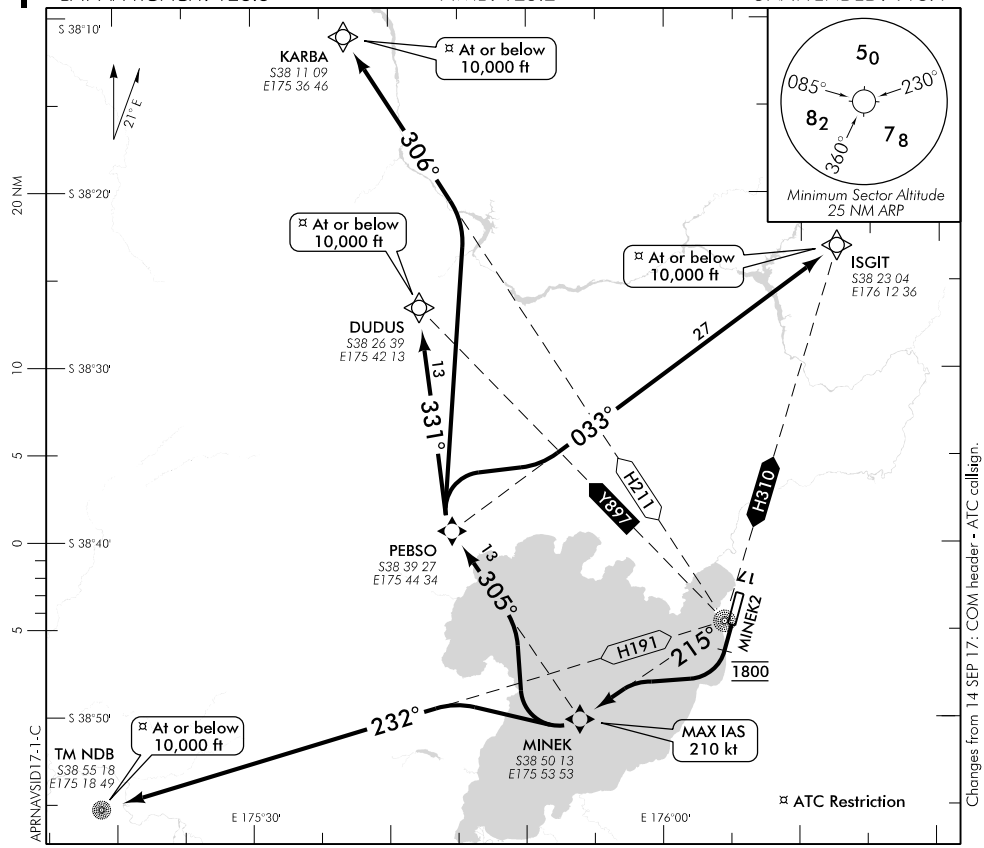
NZAP

CAT A,B,C

TAUPO

RNAV (GNSS) SID RWY 17 (1)

BAY APPROACH: 123.6 *AWIB*: 125.2 *UNATTENDED*: 118.4



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 17

MINEK TWO DEPARTURE – RNAV (GNSS) (MINEK2)

- Maintain RWY CL to 1800 ft
- Turn RIGHT, intercept track 215° to MINEK (fly-over)
- MAX IAS 165 kt until turn complete

TRANSITIONS:

TM

Minimum net climb gradient 4.2% (260 ft/NM)

– From MINEK turn RIGHT, intercept track to TM NDB, MAX IAS 210 kt until turn complete
– Cross TM NDB at or below 10,000 ft

DUDUS

– From MINEK turn RIGHT, track 305° to PEBSO (fly-over), MAX IAS 210 kt until turn complete
– Turn RIGHT, track 331° to DUDUS
– Cross DUDUS at or below 10,000 ft

KARBA

– From MINEK turn RIGHT, track 305° to PEBSO (fly-over), MAX IAS 210 kt until turn complete
– Turn RIGHT, intercept track to KARBA
– Cross KARBA at or below 10,000 ft

ISGIT

– From MINEK turn RIGHT, track 305° to PEBSO (fly-over), MAX IAS 210 kt until turn complete
– Turn RIGHT, track 033° to ISGIT
– Cross ISGIT at or below 10,000 ft

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ELEV 1335

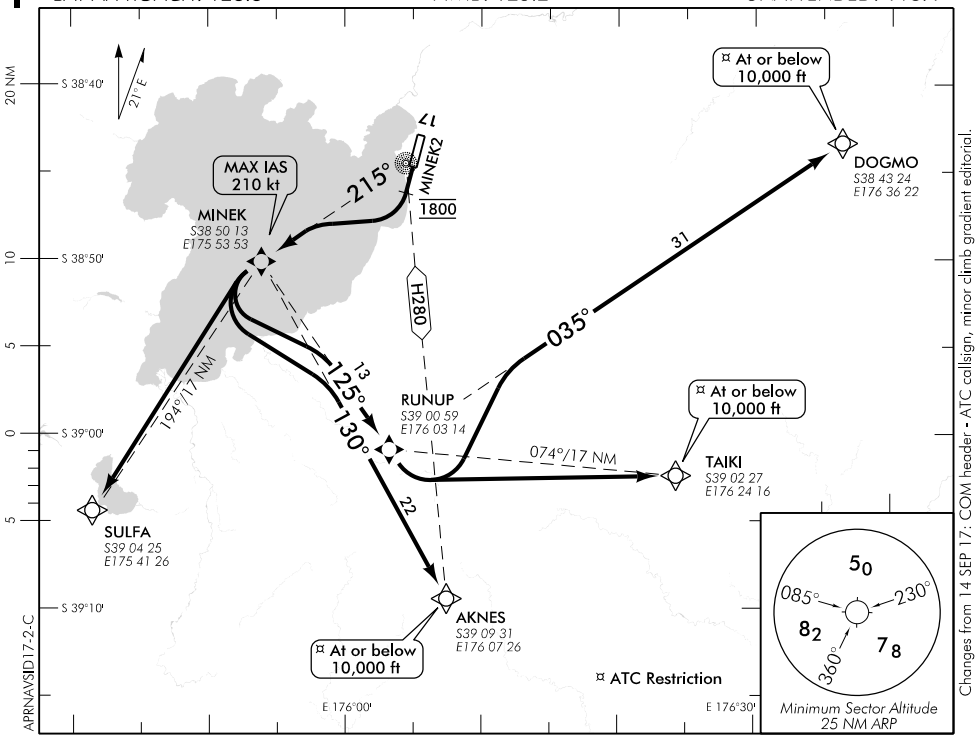
NZAP

CAT A,B,C

TAUPO

RNAV (GNSS) SID RWY 17 (2)

BAY APPROACH: 123.6 *AWIB*: 125.2 *UNATTENDED*: 118.4



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 17

MINEK TWO DEPARTURE – RNAV (GNSS) (MINEK2)

- Maintain RWY CL to 1800 ft
- Turn RIGHT, intercept track 215° to MINEK (fly-over)
- MAX IAS 165 kt until turn complete

TRANSITIONS:

SULFA

Minimum net climb gradient 4.2% (260 ft/NM)

– From MINEK turn LEFT, direct to SULFA, MAX IAS 210 kt until turn complete

AKNES

Minimum net climb gradient 4.2% (260 ft/NM)

– From MINEK turn LEFT, track 130° to AKNES, MAX IAS 210 kt until turn complete
– Cross AKNES at or below 10,000 ft

TAIKI

Minimum net climb gradient 3.8% (240 ft/NM)

– From MINEK turn LEFT, track 125° to RUNUP (fly-over), MAX IAS 210 kt until turn complete
– Turn LEFT, direct to TAIKI
– Cross TAIKI at or below 10,000 ft

DOGMO

Minimum net climb gradient 3.8% (240 ft/NM)

– From MINEK turn LEFT, track 125° to RUNUP (fly-over), MAX IAS 210 kt until turn complete
– Turn LEFT, track 035° to DOGMO
– Cross DOGMO at or below 10,000 ft

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ELEV 1335

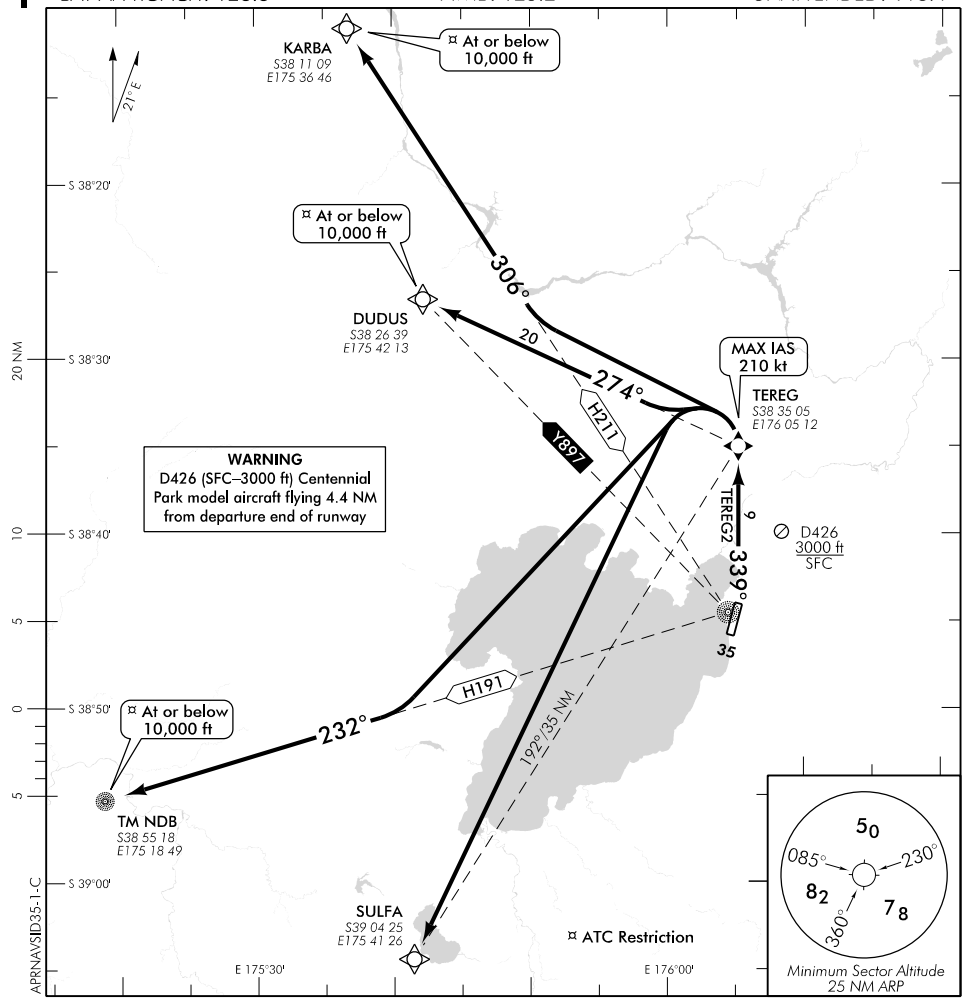
NZAP

CAT A,B,C

TAUPO

RNAV (GNSS) SID RWY 35 (1)

BAY APPROACH: 123.6 *AWIB*: 125.2 *UNATTENDED*: 118.4



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 35

TEREG TWO DEPARTURE – RNAV (GNSS) (TEREG2)

Minimum net climb gradient 5.0% (300 ft/NM) to 1600 ft

- Track 339° to TEREG (fly-over)
- MAX IAS 210 kt to TEREG

TRANSITIONS:

KARBA

– From TEREG turn LEFT, intercept track to KARBA, MAX IAS 210 kt until turn complete
– Cross KARBA at or below 10,000 ft

DUDUS

– From TEREG turn LEFT, track 274° to DUDUS, MAX IAS 210 kt until turn complete
– Cross DUDUS at or below 10,000 ft

TM

– From TEREG turn LEFT, intercept track to TM NDB, MAX IAS 210 kt until turn complete
– Cross TM NDB at or below 10,000 ft

SULFA

– From TEREG turn LEFT, direct to SULFA, MAX IAS 210 kt until turn complete

Effective: 21 MAY 20

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ELEV 1335

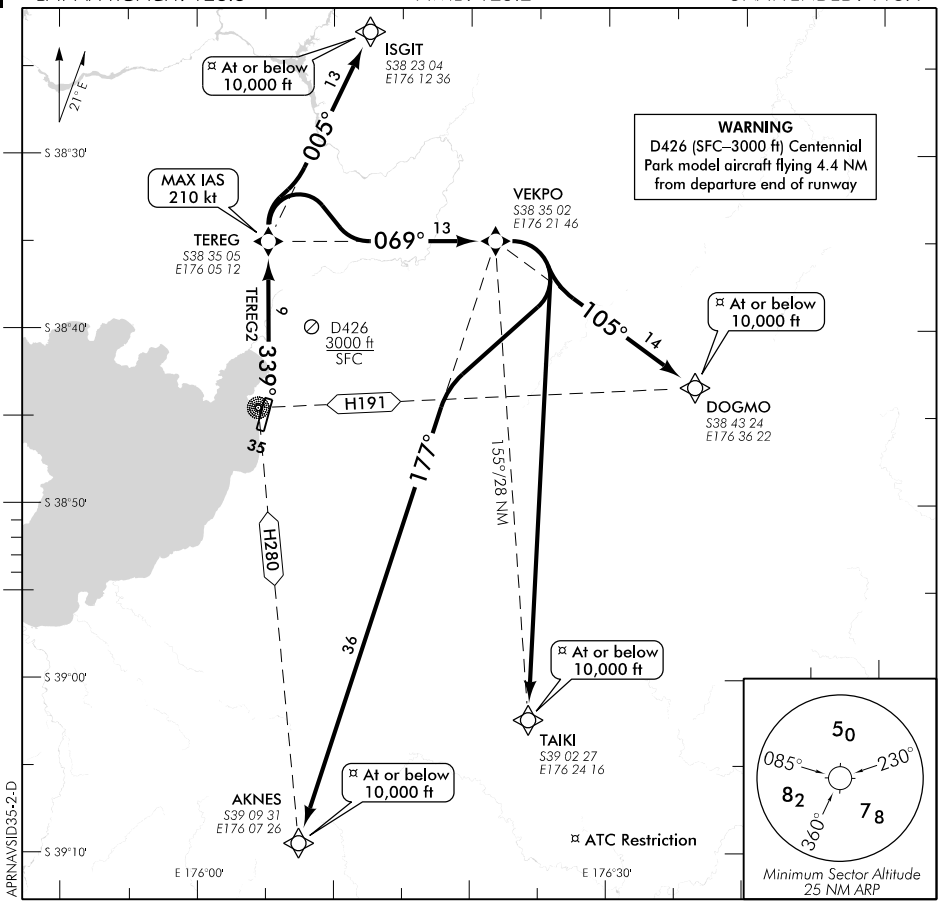
NZAP

CAT A,B,C

TAUPO

RNAV (GNSS) SID RWY 35 (2)

BAY APPROACH: 123.6 *AWIB*: 125.2 *UNATTENDED*: 118.4



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

RWY 35

TEREG TWO DEPARTURE – RNAV (GNSS) (TEREG2)

Minimum net climb gradient 5.0% (300 ft/NM) to 1600 ft

- Track 339° to TEREG (fly-over)
- MAX IAS 210 kt to TEREG

TRANSITIONS:

ISGIT

– From TEREG turn RIGHT, track 005° to ISGIT, MAX IAS 210 kt until turn complete
– Cross ISGIT at or below 10,000 ft

DOGMO

– From TEREG turn RIGHT, track 069° to VEKPO (fly-over), MAX IAS 210 kt until turn complete
– Turn RIGHT, track 105° to DOGMO
– Cross DOGMO at or below 10,000 ft

TAIKI

– From TEREG turn RIGHT, track 069° to VEKPO (fly-over), MAX IAS 210 kt until turn complete
– Turn RIGHT, direct to TAIKI
– Cross TAIKI at or below 10,000 ft

AKNES

– From TEREG turn RIGHT, track 069° to VEKPO (fly-over), MAX IAS 210 kt until turn complete
– Turn RIGHT, track 177° to AKNES
– Cross AKNES at or below 10,000 ft

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NZTG / TRG TAURANGA

RUNWAY / FACILITIES

CAT: A	Mag 20E			Elev 13ft
RWY	CAT II/III	Length	AID	TCH
07/25	N/A	1825m	PAPI	47ft
Standby Power Available		RFS: Cat 4		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Hamilton (5), Auckland (5), Rotorua (4), Napier (4), Gisborne (3), New Plymouth (3)				

THREATS
• Circuit Pattern – may not be contained within the control zone. • Bird Hazard – for more information refer to NZTG AD2-51.2. • Intensive VFR traffic - for more information refer to NZTG AD2-51.1. • Crane Obstacle – for more information refer to NZTG AD2-51.1.

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ARRIVALS

VISUAL APPROACH

When flying a visual approach, the aircraft should flown to remain within controlled airspace. The following applies:

1. Arrivals from the South:
    - Maintain 2,500ft until established inside Tauranga CTR/D.

2. Arrivals from the North ,West, East:
    - Maintain 1,500ft until established inside Tauranga CTR/D.

This will ensure containment in controlled airspace and provide adequate separation from VFR aircraft operating in close proximity to the control zone.

GROUND OPERATIONS

COMMUNICATIONS

Tauranga Traffic is available on frequency **130.9 MHz**. ETA, Fuel and special requirements need to be passed prior to arrival. Direct communications with refuelling staff is possible on **133.15 MHz**.

DEPARTURES

REDUCED TAKE-OFF MINIMA

Authorised – Refer NZAIP AD2-52.1

- Runway 07/25 not below 0-800.

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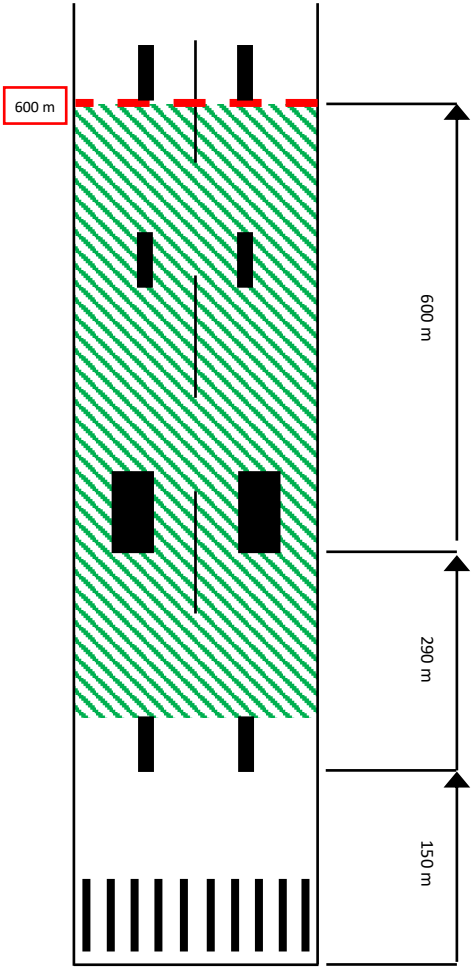
TOUCHDOWN ZONE

RUNWAY 07/25

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

ELEV 13

NZTG

TAURANGA

ARRIVAL/DEPARTURE

BAY APPROACH: 119.5 123.8 *TOWER:* 118.3 123.4 129.2
ATIS: 126.6 *UNATTENDED:* 118.3

Communications

Outside Tauranga Tower hours contact Bay Approach 123.8 MHz for clearance and traffic information before entering IMC or controlled airspace. Outside Bay Sector hours contact Christchurch Information 123.8 MHz.

Protection of the Missed Approach

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

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ELEV 13

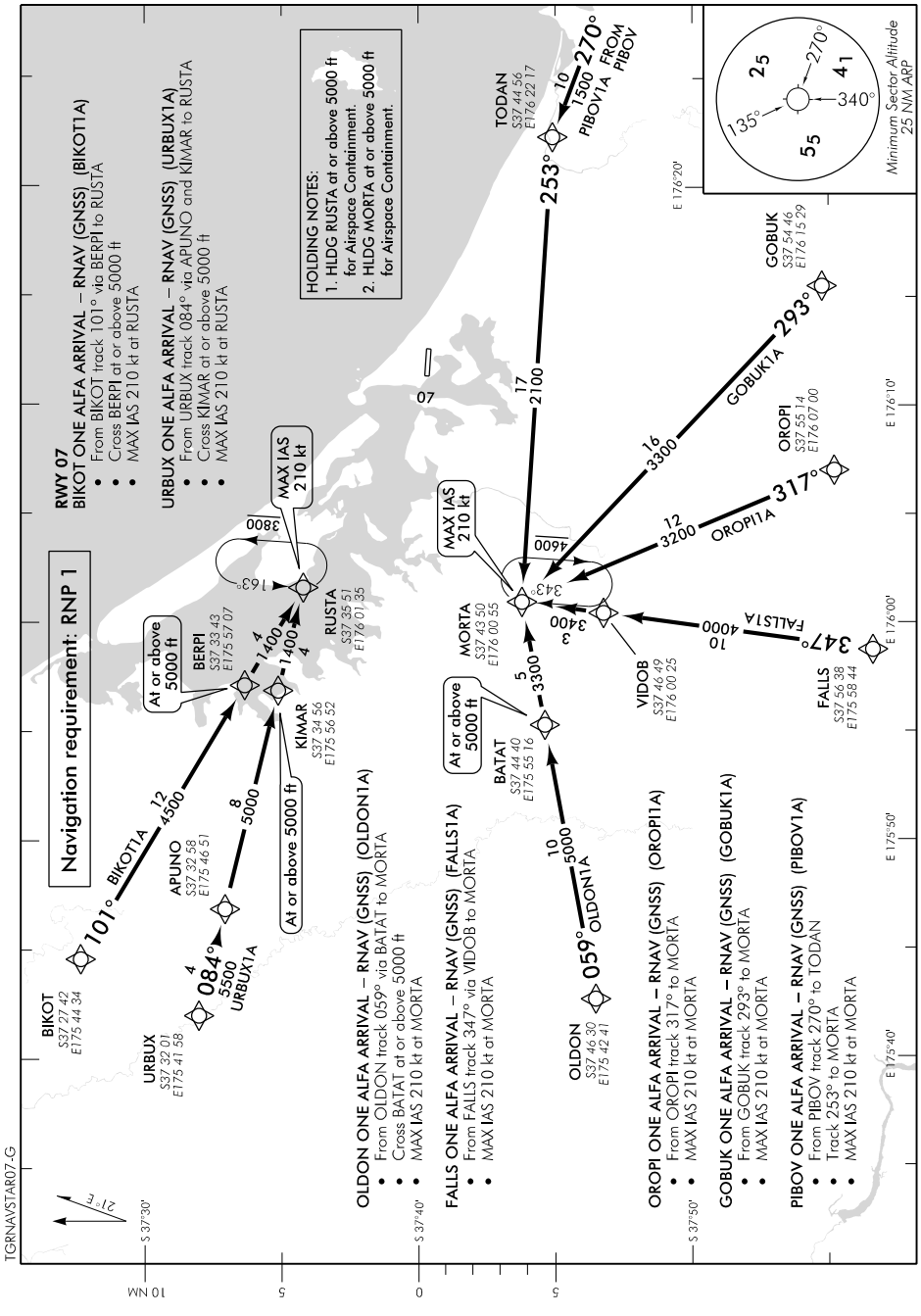
NZTG

CAT A,B,C,D

TAURANGA

RNAV (GNSS) STAR RWY 07

BAY APPROACH: 119.5 123.8 *TOWER*: 118.3 129.2 *ATIS*: 126.6 *UNATTENDED*: 118.3



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ELEV 13

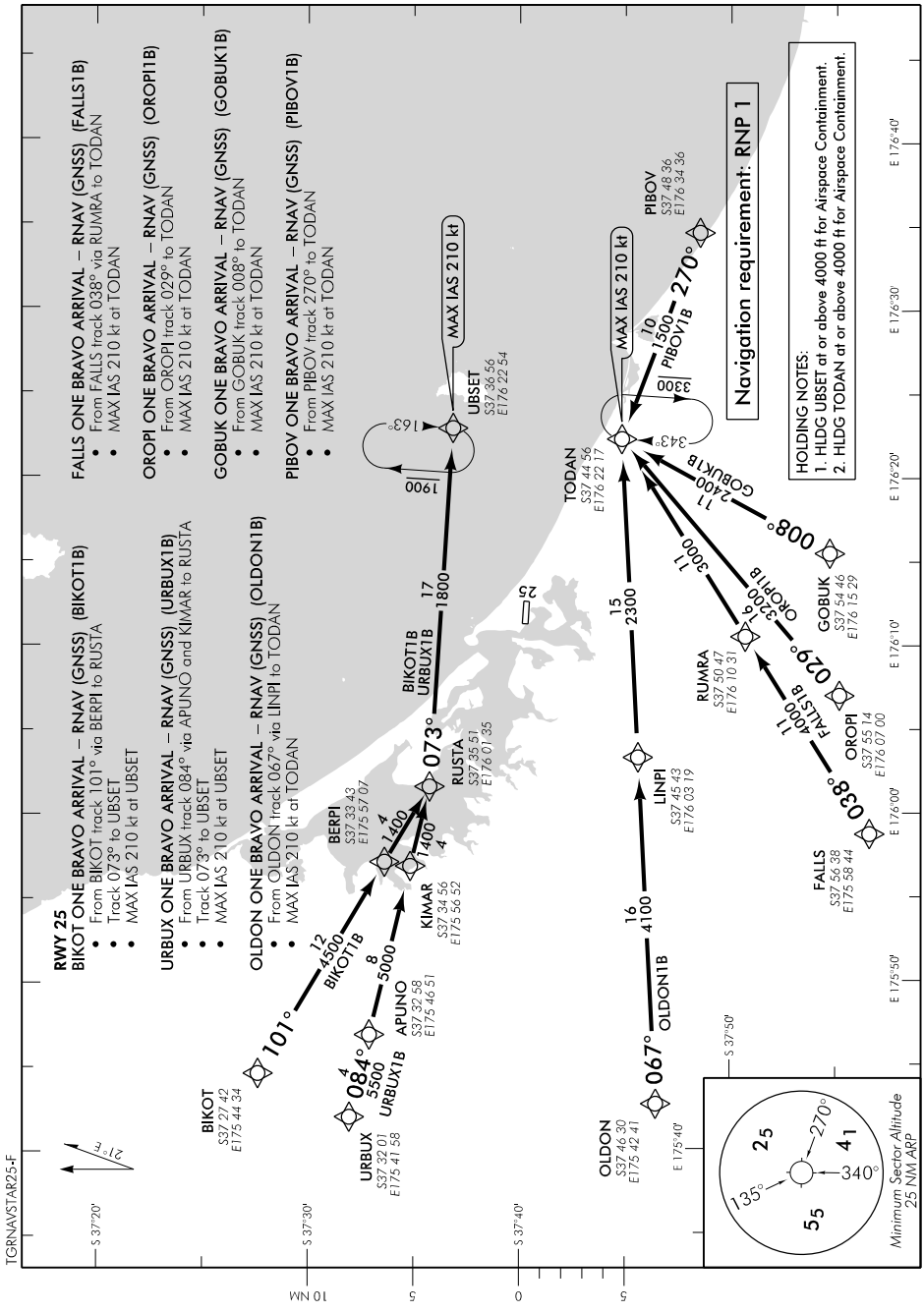
NZTG

CAT A,B,C,D

TAURANGA

RNAV (GNSS) STAR RWY 25

BAY APPROACH: 119.5 123.8 *TOWER:* 118.3 129.2 *ATIS:* 126.6 *UNATTENDED:* 118.3



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TAURANGA
RNAV (GNSS) STAR RWY 25

ELEV 13

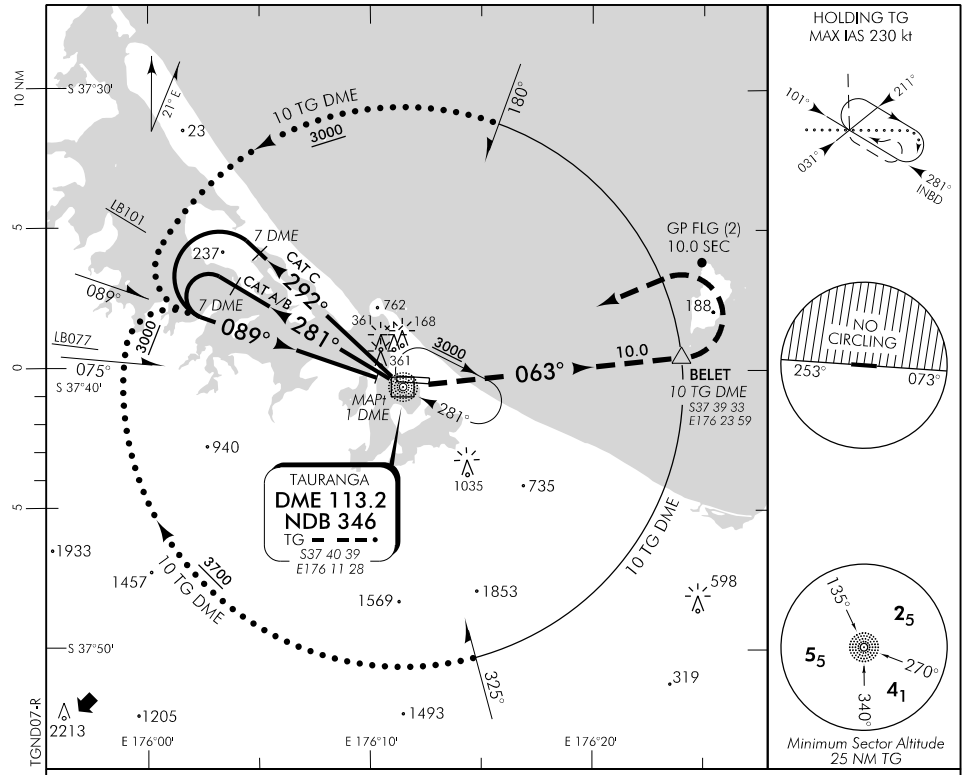
RWY 07 THR ELEV 13

CAT A,B,C

TAURANGA

NDB/DME RWY 07

BAY APPROACH: 119.5 123.8 *TOWER*: 118.3 123.4 129.2 *ATIS*: 126.6 *UNATTENDED*: 118.3



Changes from 5 NOV 20: TG NDB to BELET bearing updated

MISSED APCH: Track 089° to TG NDB, turn LEFT track 063° to BELET, turn LEFT direct to TG NDB hold 3000

TG DME DIST	10	9	8	7	6	5	4	3	2.0	MAPt 1
Advisory Altitude 5%	3000	2700	2400	2100	1800	1500	1200	900	MDA	MDA

Category	A	B	C	D
NDB/DME	**610**(597) – 1600		**610**(597) – 2800	NA
Circling *	**610**(597) – 1900	**800**(787) – 2800	**1430**(1417) – 3700	

*Circling NA north of RWY 07/25. CAT C circling area not fully contained within controlled airspace.

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ELEV 13

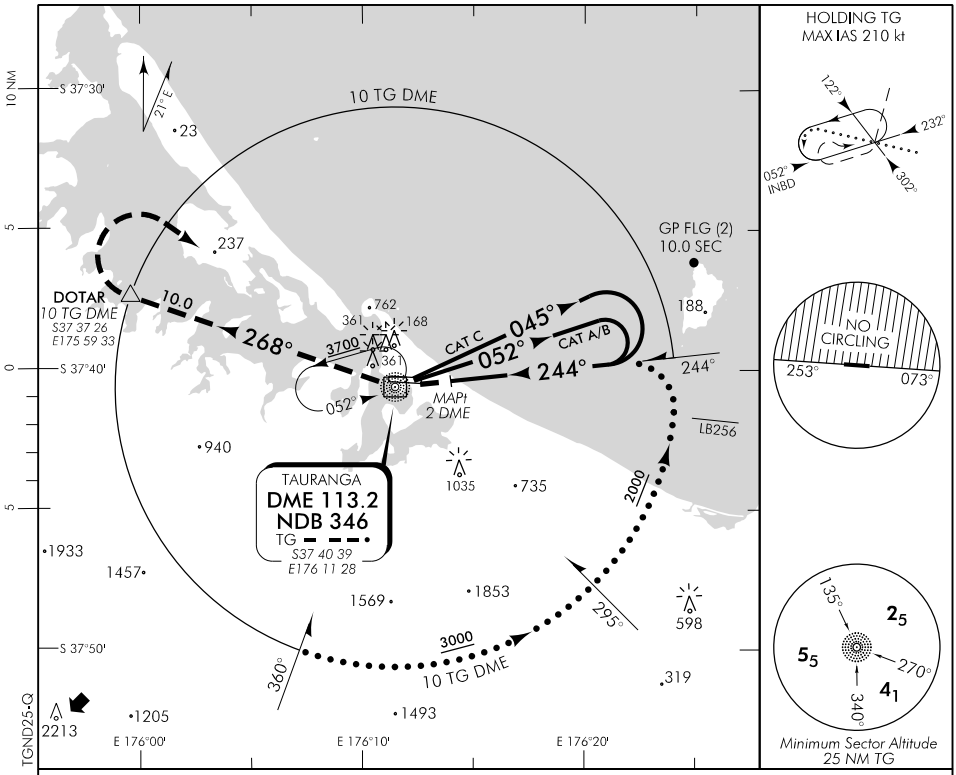
RWY 25 THR ELEV 13

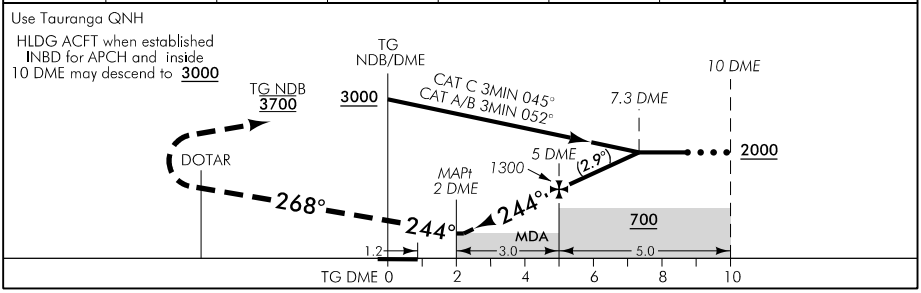
CAT A,B,C

TAURANGA

NDB/DME RWY 25

BAY APPROACH: 119.5 123.8 *TOWER:* 118.3 123.4 129.2 *ATIS:* 126.6 *UNATTENDED:* 118.3





Changes from 5 NOV 20: TG NDB to DOTAR bearing updated.

MISSED APCH: Track 244° to TG NDB, turn RIGHT track 268° to DOTAR, turn RIGHT direct to TG NDB hold 3700

DME DIST	MAPt 2	2.2	3	4	5	6	7	7.3
Advisory Altitude 5%	MDA	MDA	700	1000	1300	1600	1900	2000
Category	A		B		C		D	
NDB/DME	**480**(467) – 1600				**480**(467) – 2400		NA	
Circling *	**560**(547) – 1900		**800**(787) – 2800		**1430**(1417) – 3700			

*Circling NA north of RWY 07/25. CAT C circling area not fully contained within controlled airspace.

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ELEV 13

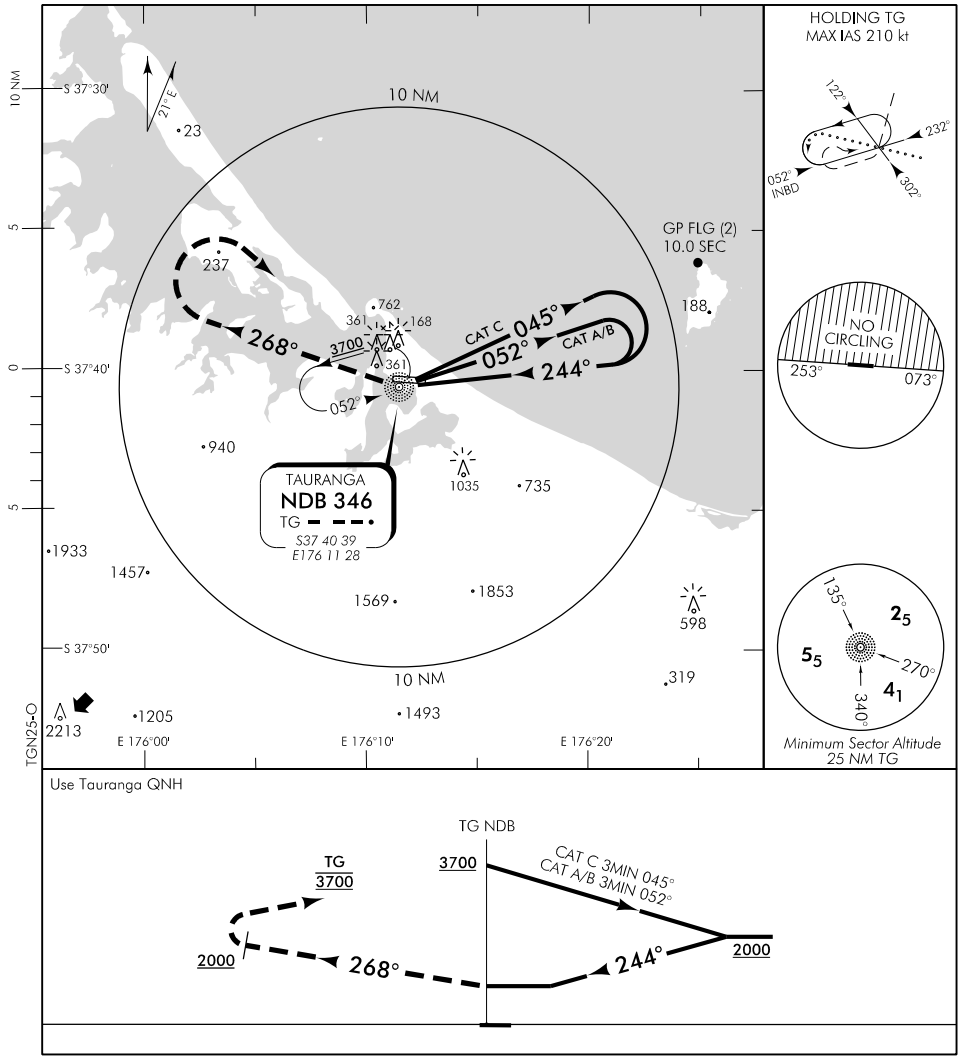
RWY 25 THR ELEV 13

CAT A,B,C

TAURANGA

NDB RWY 25

BAY APPROACH: 119.5 123.8 *TOWER:* 118.3 123.4 129.2 *ATIS:* 126.6 *UNATTENDED:* 118.3



Changes from 5 NOV 20: TG NDB missed approach track updated.

MISSED APCH: Track 268° from TG NDB to **2000**, turn RIGHT direct to TG NDB hold **3700**

Category	A	B	C	D
NDB	**600**(587) – 1600		**600**(587) – 2800	NA
Circling *	**600**(587) – 1900	**800**(787) – 2800	**1430**(1417) – 3700	

*Circling NA north of RWY 07/25. CAT C circling area not fully contained within controlled airspace.

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ELEV 13

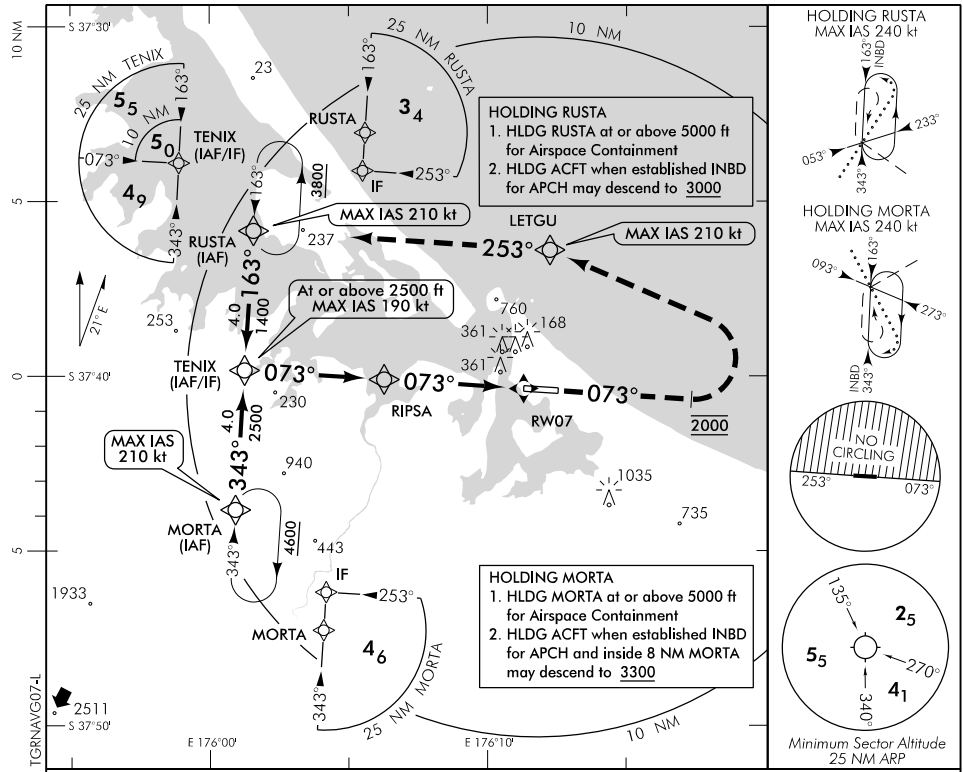
RWY 07 THR ELEV 13

CAT A,B,C,D

TAURANGA

RNAV (GNSS) RWY 07

BAY APPROACH: 119.5 123.8 *TOWER*: 118.3 123.4 129.2 *ATIS*: 126.6 *UNATTENDED*: 118.3



MISSED APCH: MAX IAS 185 kt until turn complete. Track 073° to 2000, turn LEFT direct to LETGU, MAX IAS 210 kt. Track 253° to RUSTA hold 5000

DISTANCE to WPT	TENIX	3	2	1	RIPSA	3	2	1.7	1.4	RW07
Advisory Altitude 3°	2610	2290	1970	1660	1340	1020	700	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV *	**510**(497) – 1600		**520**(507) – 2400	**530**(517) – 2400
LNAV	**610**(597) – 1600		**610**(597) – 2800	
Circling #	**610**(597) – 1900	**800**(787) – 2800	**1430**(1417) – 3700	**1450**(1437) – 4600

* Valid to AD temperature -5°C. Use of remote QNH NA
\# Circling NA north of RWY 07/25. CAT C,D circling airspace containment not assured.

Changes from 5 NOV 20: RUSTA hold MSA, holding MAX IAS added to RUSTA and MORTA.

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ELEV 13

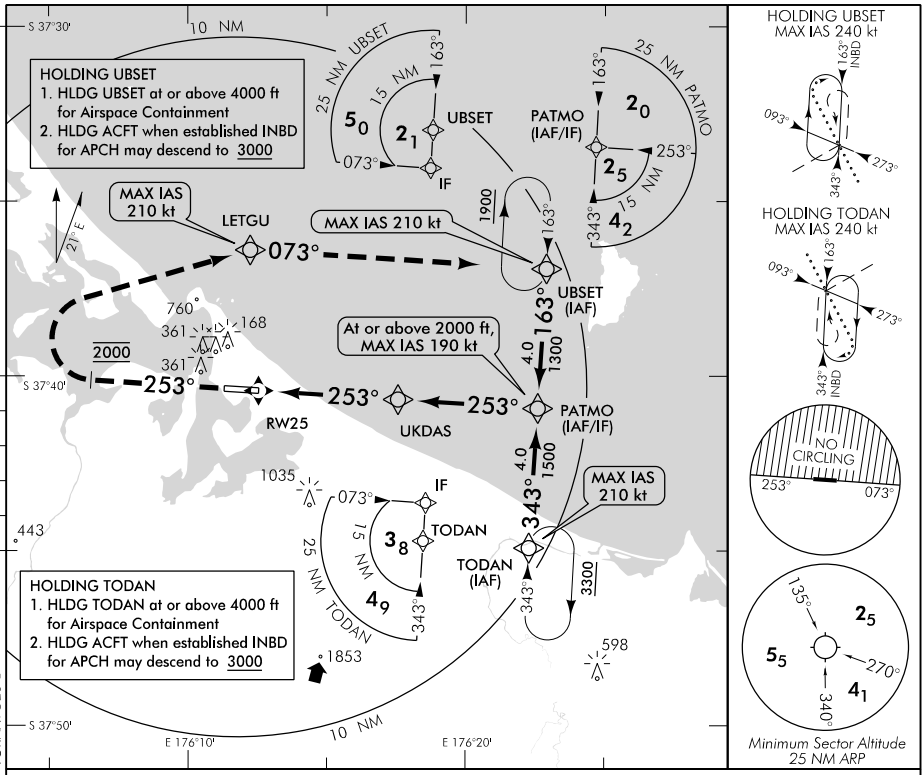
RWY 25 THR ELEV 13

CAT A,B,C,D

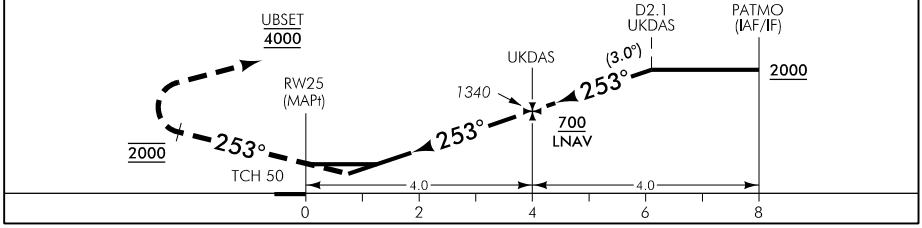
TAURANGA

RNAV (GNSS) RWY 25

BAY APPROACH: 119.5 123.8 *TOWER*: 118.3 123.4 129.2 *ATIS*: 126.6 *UNATTENDED*: 118.3



Use Tauranga QNH



Changes from 12 AUG 21: Holding MAX IAS added to UBSET and TODAN.

MISSED APCH: MAX IAS 185 kt until turn complete. Track 253° to 2000, turn RIGHT direct to LETGU, MAX IAS 210 kt.
Track 073° to UBSET hold 4000

DISTANCE to WPT	RW25	0.9	1.2	2	3	UKDAS	1	2	3	PATMO
Advisory Altitude 3°	MDA	DA	MDA	700	1020	1340	1660	1970	2290	2610
Category	A		B			C		D		
LNAV/VNAV *	**350**(337) – 1500					**360**(347) – 1600				
LNAV	**450**(437) – 1500					**450**(437) – 2800				
Circling #	**560**(547) – 1900		**800**(787) – 2800			**1430**(1417) – 3700		**1450**(1437) – 4600		

* Valid to AD temperature -5°C. Use of remote QNH NA
\# Circling NA north of RWY 07/25. CAT C,D circling airspace containment not assured.

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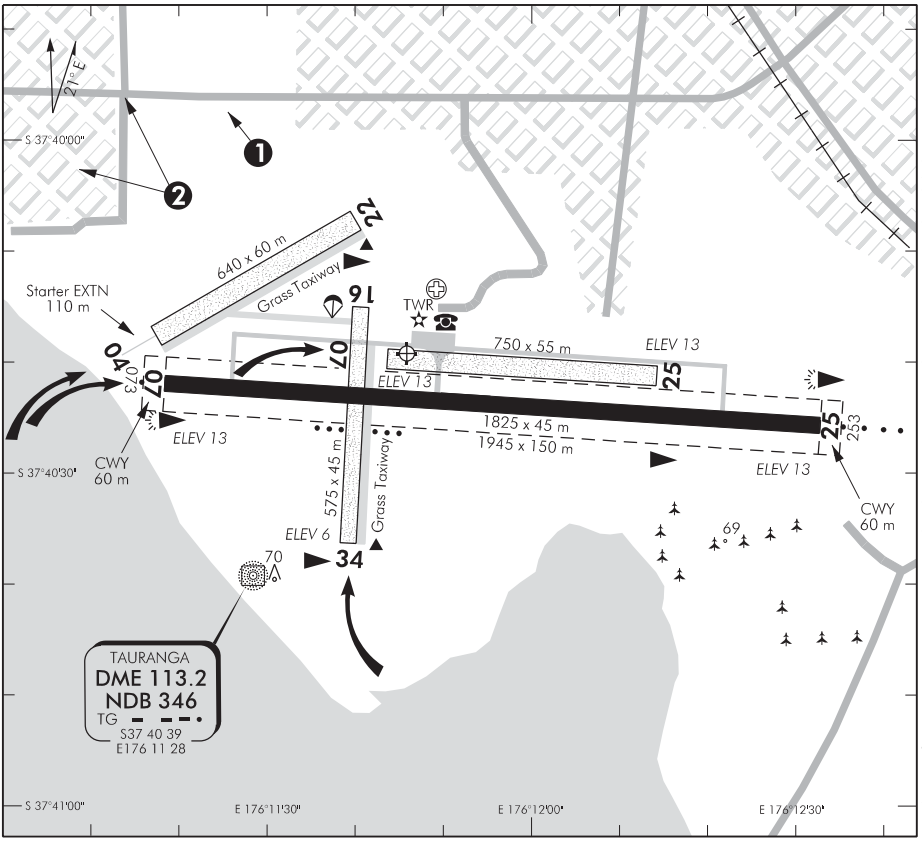
ELEV 13

NZTG

TAURANGA

AERODROME (1)

TOWER: 118.3 123.4 129.2 *UNATTENDED:* 118.3 *ATIS:* 126.6



TGAD-Z

Changes from 5 NOV 20: Crane note updated, Gr RWY 07/25 and RWY 16/34 LEN reduced, helicopter ops note.

❶ Terrain rises to 762 ft AMSL at 2.5 NM northwest of aerodrome. Aircraft and paragliders may be operating in the vicinity of Mount Maunganui without reference to Tauranga Tower.

❷ Multiple cranes up to 361 ft AMSL at 1.5 to 2.0 NM.

3. Simultaneous helicopter operations south of Gr RWY 34 THR parallel to RWY 07/25, permitted in VFR conditions when ATC is on duty.

4. Circuit:

Powered aircraft	**Gliders and tugs**
RWY 25, Gr RWY 16, 22, 25 — Left hand	RWY 04 — Left hand
RWY 07, Gr RWY 04, 07, 34 — Right hand	RWY 22 — Right hand

When ATC is on watch, unless otherwise instructed, circuit altitudes are:
All aircraft — 1000 ft AMSL

5. Intensive gliding operations may take place particularly during weekends, Wednesday afternoons and public holidays; gliders and tugs use RWY 04/22.

6. Circuit training weekdays 0800 – 1800, weekends and public holidays 1000 – 1700, nights ECT – 2130.

7. No simulated EFATO off Gr RWY 07, 34, 04 or B RWY 07.

(continued)

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8. Simultaneous parallel operations on paved and grass runways 07/25 permitted only for aircraft 2300 kg or less in VFR conditions and when ATC is on duty.
9. **CAUTION:** Bird hazard. Feral pigeons, gulls, starlings, spur winged plovers and dotterels are common.
10. Skydive operations limited and only during hours of ATC service.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:50	1:62.5	
07 25	B	PCN 35 F/B/X/T	8	Nil	1825		1885	1885	1825
07 25	Gr	ESWL 9080	6	Nil	750	750			750
04 22	Gr	ESWL 7260	4	Nil	640	750 640			640
16 34	Gr	ESWL 9080	4	Nil	575	575			575

MINIMA

IFR Take-off		
RWY	Day	Night
07/25[1]	300–1500	300–1500
16/34	500–1500	NA

[1] Reduced take-off minima available during TWR HR — not below 0–800.

LIGHTING

Runway: 07/25 LIL ALS,PAPI 3.00°/TCH 47, LIL RWY
RWY edge light spacing — 60 m

Aerodrome: ABN FLG W 2.5 SEC, WDI

Taxiway: CL and edge Apron: Floodlighting

Outside Tauranga Tower hours of service, remote control of lighting available from Christchurch Information on frequency 123.8 MHz or by phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users). Requests by arriving aircraft can also be made to Bay Approach on 119.5 MHz.

Advise Christchurch when complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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TAURANGA

OPERATIONAL DATA (2)

FACILITIES

Fuel: BP Jet A1 and Avgas 100, Swipecard
BP Jet A1, Carnet, Sunair Aviation (07) 575 7799
Z Energy Avgas 100, access via Z card

RFS: CAT 4 RFS available 20 mins either side of all 30+ seat aircraft scheduled operations. Other times by arrangement with RFS Tel 021 846 429 or 027 279 5579.

Apron parking by prior arrangement only Tel 021 846 429.

Light aircraft tie-down parking in front of aero club adjacent to Grass RWY 07/25.

Helicopter parking in front of hangars parallel to Grass RWY 07/25.

Landing fees can be paid at Solowings and Classic Flyers.

SUPPLEMENTARY

Operator: Tauranga Airport Authority, Tauranga City Council, Private Bag, Tauranga.
Tel (07) 575 2456 Fax (07) 575 2498

Available for general use without the permission of the operator.

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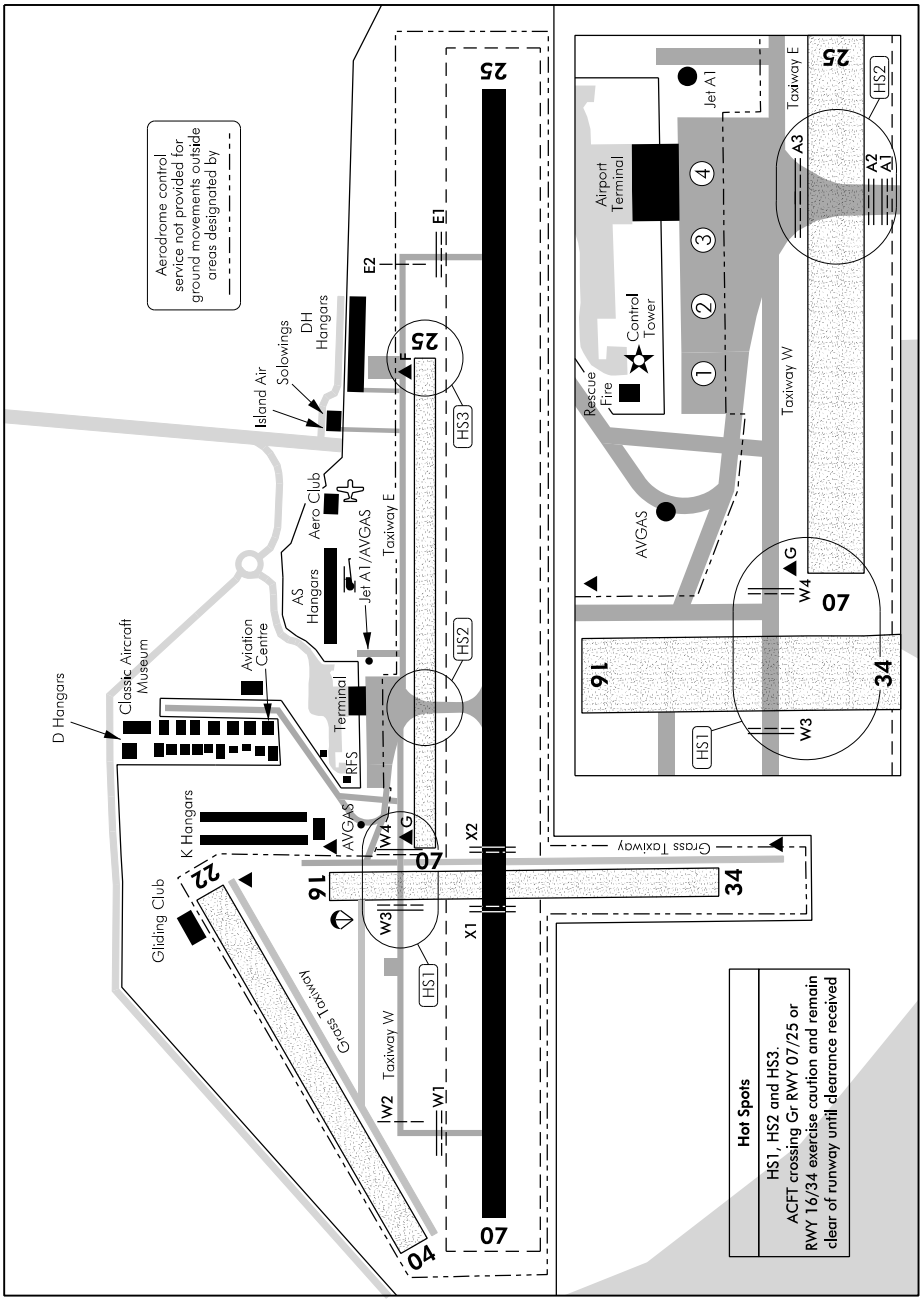
ELEV 13

NZTG

TAURANGA

GROUND MOVEMENTS

TOWER: 118.3 123.4 129.2 *UNATTENDED*: 118.3 *ATIS*: 126.6



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For flights departing Tauranga Airport:

ADES	Designator	Route
AA	TGAA3	H117 NOBAR Q132 MERAS Q119
CH	TGCH2	H310 RO Y640 CHUTE Y780 ABTOL Y226 GURBO Q800 ATBUB H159
GS	TGGS3	H117
HN	TGHN3	H114
RO	TGRO2	H310
WN	TGWN1	H310 RO Y640 CHUTE Y780 TARUA H364 PM V242 DOGAD V112
WN	TGWN5❶	H310 RO H247 WU Q367 LEDOR Y762 TPAPA Y738

Where specified the following applies:

❶ Available for use also when hazardous flight conditions exist north-east of Wellington.

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 13

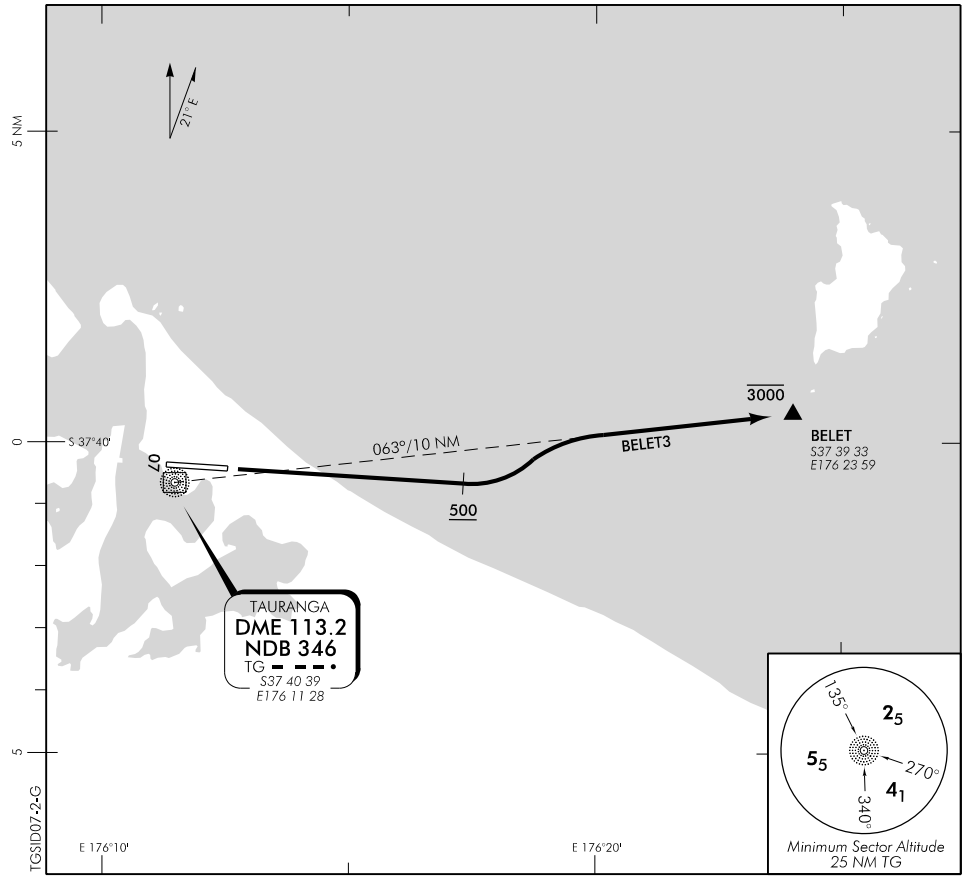
NZTG

CAT A,B,C

TAURANGA

SID RWY 07

BAY APPROACH: 119.5 123.8 *TOWER:* 118.3 123.4 129.2 *ATIS:* 126.6 *UNATTENDED:* 118.3



Changes from 5 NOV 20: Chart title amended.

ALL DEPARTURES

Note 1. ***Tauranga Tower on watch*** *- When airborne contact BAY APPROACH 119.5 MHz*

2. ***Tauranga Tower off watch*** *- refer Arrival/Departure page*

CAUTION: Close-in obstacles not considered in climb gradient:

– *Trees MAX 95 ft AMSL left and right of extended RWY centreline between 240 m and 720 m from RWY end*

BELET THREE DEPARTURE – (BELET3)

- Maintain RWY centreline to MNM **500 ft**
- Turn LEFT intercept track 063°
- Maintain **3000 ft** to BELET
- Intercept cleared route within 25 TG DME or as instructed by radar

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ELEV 13

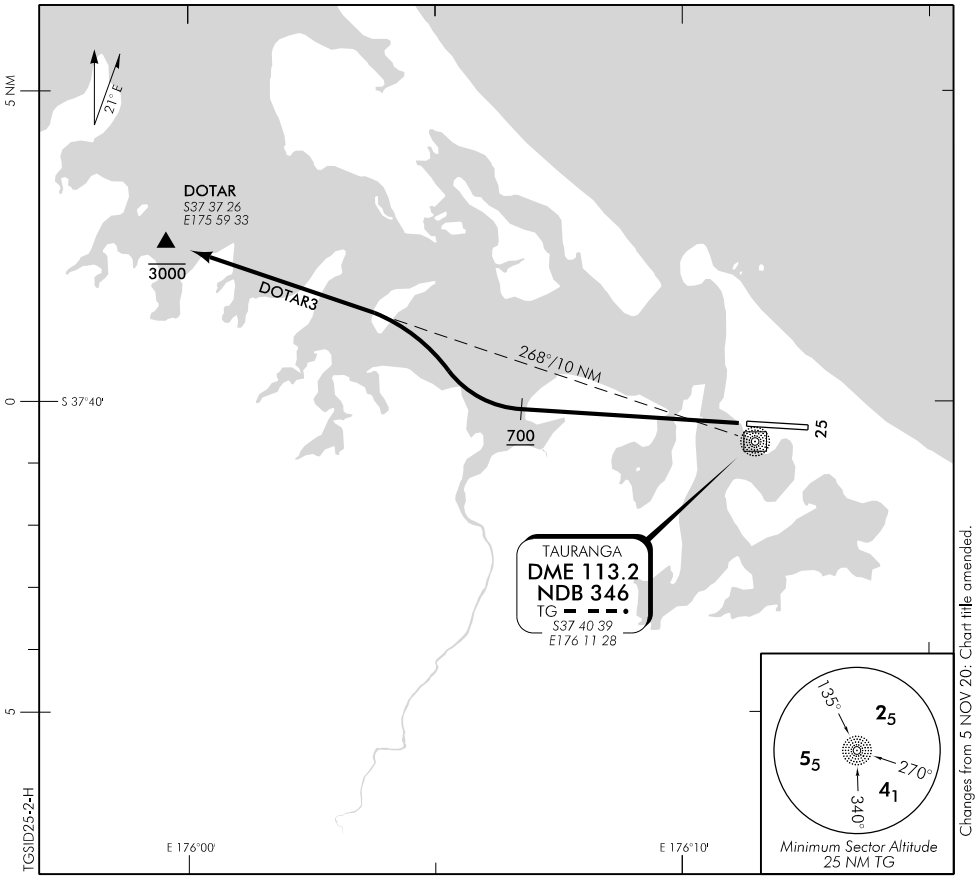
NZTG

CAT A,B,C

TAURANGA

SID RWY 25

BAY APPROACH: 119.5 123.8 *TOWER:* 118.3 123.4 129.2 *ATIS:* 126.6 *UNATTENDED:* 118.3



ALL DEPARTURES

Note 1. ***Tauranga Tower on watch*** *- When airborne contact BAY APPROACH 119.5 MHz*

2. ***Tauranga Tower off watch*** *- refer Arrival/Departure page*

CAUTION: Close-in obstacles not considered in climb gradient

– Trees MAX 76 ft AMSL right of extended RWY centreline between 220 m and 300 m from RWY end.

DOTAR THREE DEPARTURE – (DOTAR3)

Minimum net climb gradient 5.0% (300 ft/NM) to ***5000 ft***

- Maintain RWY centreline to MNM **700 ft**
- Turn RIGHT intercept track 268°
- Maintain **3000 ft** to DOTAR
- Intercept cleared route within 25 TG DME or as instructed by radar

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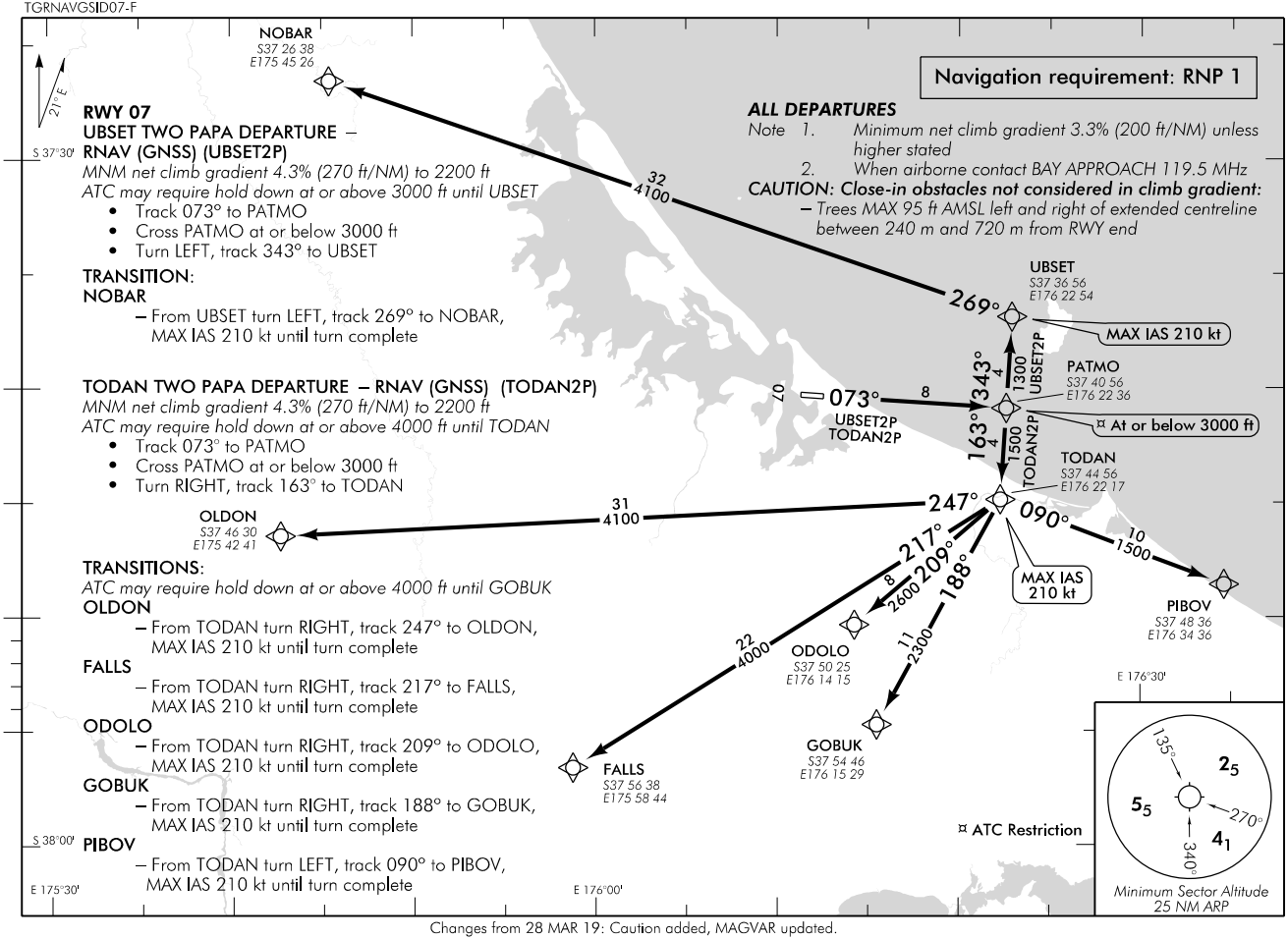
ELEV 13
NZTG

CAT A,B,C,D

TAURANGA
RNAV (GNSS) SID RWY 07

BAY APPROACH: 119.5 123.8 TOWER: 118.3 129.2 ATIS: 126.6 UNATTENDED: 118.3



Changes from 28 MAR 19: Caution added, MAGVAR updated.

Effective: 5 NOV 20

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TAURANGA
RNAV (GNSS) SID RWY 07

ELEV 13

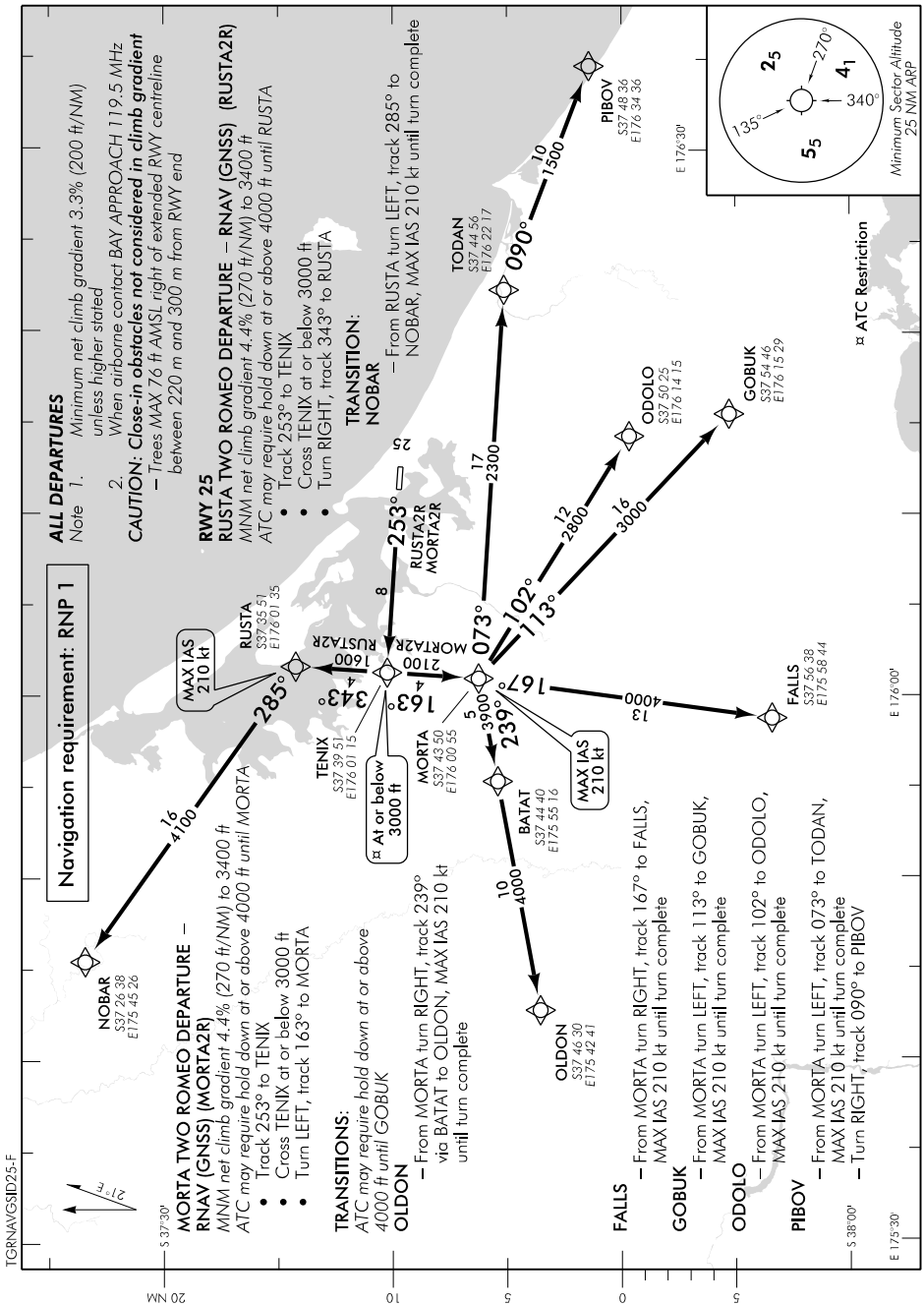
NZTG

CAT A,B,C,D

TAURANGA

RNAV (GNSS) SID RWY 25

BAY APPROACH: 119.5 123.8 *TOWER*: 118.3 129.2 *ATIS*: 126.6 *UNATTENDED*: 118.3



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TAURANGA
RNAV (GNSS) SID RWY 25

NZTU / TIU TIMARU

RUNWAY / FACILITIES

CAT: B	Mag 24E			Elev 89ft
RWY	CAT II/III	Length	AID	TCH
02/20	N/A	1280m	PAPI	47ft
Standby Power Available		RFS: Cat 1		
		Hours: Unattended		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes *
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Christchurch (5), Dunedin (5), Invercargill (4)				

***Slow rate pressure coupling. Available for ATR operations with 24 hours notice.**

THREATS

- Bird Hazard – for more information refer to NZTU AD2-51.1.
- Severe turbulence may occur in strong north-westerly conditions. Windshear is common with light surface winds and strong winds at altitude.
- GA aircraft – Predominantly use crossing runway 11/29. Microlight traffic circuit 500ft.
- MBZ B971 - SFC-9500ft (1600ft-9500ft TM) Freq 119.5 MHz, 5 minute reports.
- MBZ B973 – 2500ft-9500ft (TM) Freq 119.5 MHz, 10 minute reports. Extensive GA activity takes place immediately east of Timaru airport.
- Lighting – Local control of aerodrome lighting only.
- Model Aircraft – May take place during daylight hours subject to specific prior approval of the airport operator.
- Rangitata Island Aerodrome CFZ – 119.5MHz – 15NM NNE NZTU

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ARRIVALS

PREDICTIVE TRACKING

All company aircraft arriving or departing Timaru will navigate along a predetermined route, typically that formed by the instrument arrival and final approach tracks or SIDs. This policy applies to VMC and IMC. This allows local operators to predict our position with some accuracy and remain clear of that approach or departure path.
Straight in approaches should be flown.

MANDATORY BROADCAST ZONE

Timaru's MBZ is small extending approximately 10nm to the North and South from the aerodrome. The RNAV approach and transitions are contained within the MBZ.
The Timaru MBZ is bordered by the Rangitata CFZ SFC-5500ft (Non-transponder mandatory).

Report altitude and intentions on **119.5 MHz**:

- 50NM from Timaru stating intentions and ETA
- 5 min before entry into the MBZ stating intentions
- On entry to the MBZ
- Commencing an instrument approach
- When visual
- 3NM final
- Commencing missed approach
- Before taxing for take-off stating intentions
- Vacating the MBZ.

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GROUND OPERATIONS

COMMUNICATION

"Timaru Base" is available on frequency **130.9 MHz**. ETA, Fuel and special requirements need to be passed prior to arrival. Traffic staff can also operate the aerodrome lighting.

WEATHER

Automatic Weather Station read-out is available from Timaru Base. Auto-METAR is available from Christchurch Control.

IFR FLIGHT PLAN

Christchurch Control (**129.3 MHz**) is available for requesting and terminating IFR flight plans.

RESCUE FIRE SERVICE

No onsite RFS. Average expected response time from crew initial request 10 minutes.

DEPARTURES

REDUCED TAKE-OFF MINIMA

Not Authorised.

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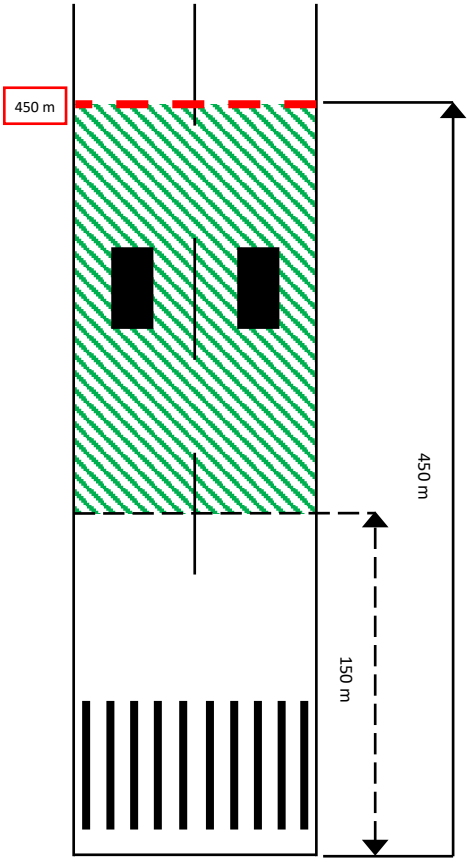
TOUCHDOWN ZONE

RUNWAY 02/20

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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ELEV 89

NZTU

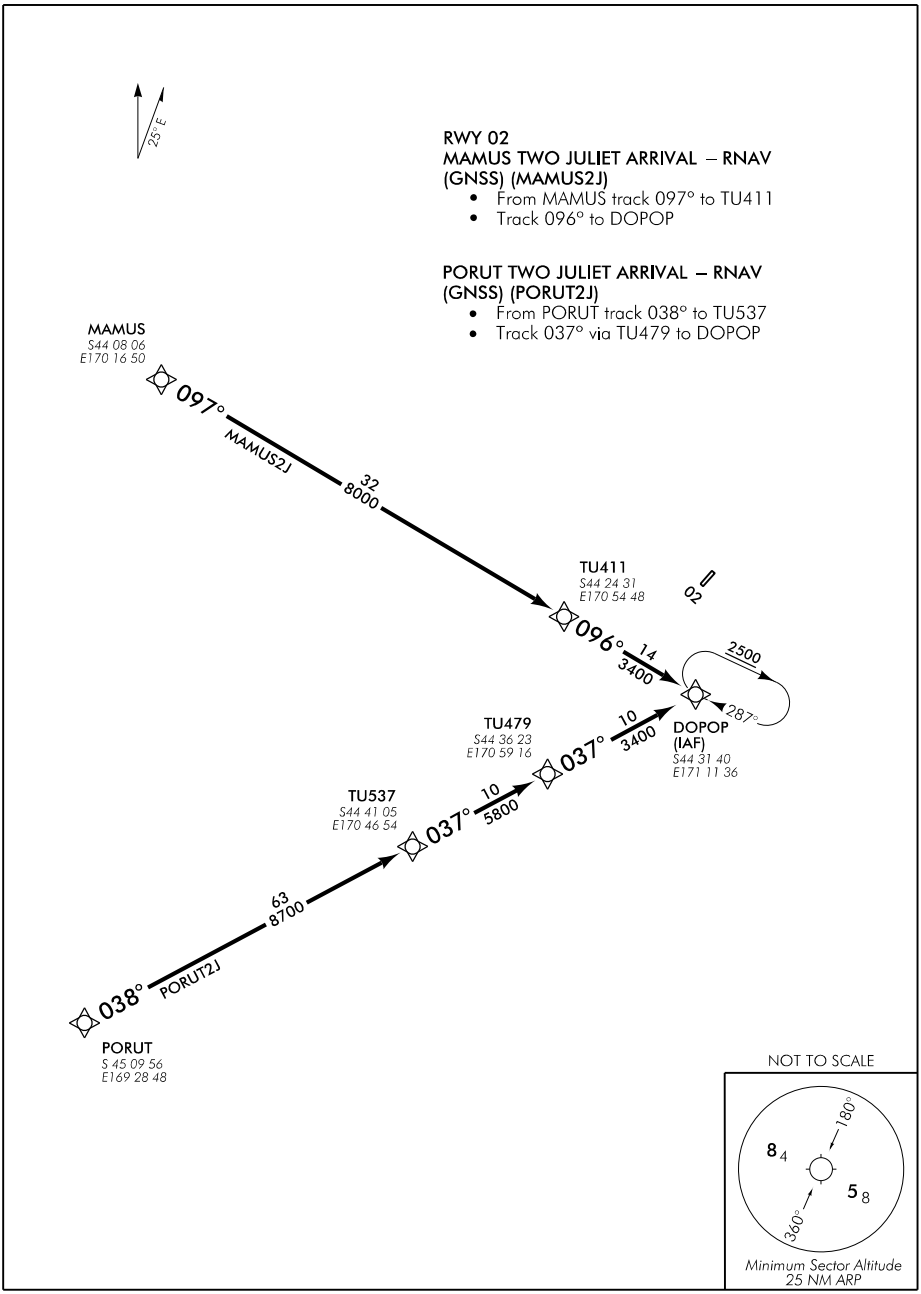
CAT A,B,C

TIMARU

RNAV (GNSS) STAR RWY 02 (1)

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



Changes from 17 JUN 21: Arrivals renamed, track bearings, TU479–DOPOP and MAMUS–TU411 MSA amended.

TURNAVGSTAR02•1-N

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TIMARU
RNAV (GNSS) STAR RWY 02 (1)

ELEV 89

NZTU

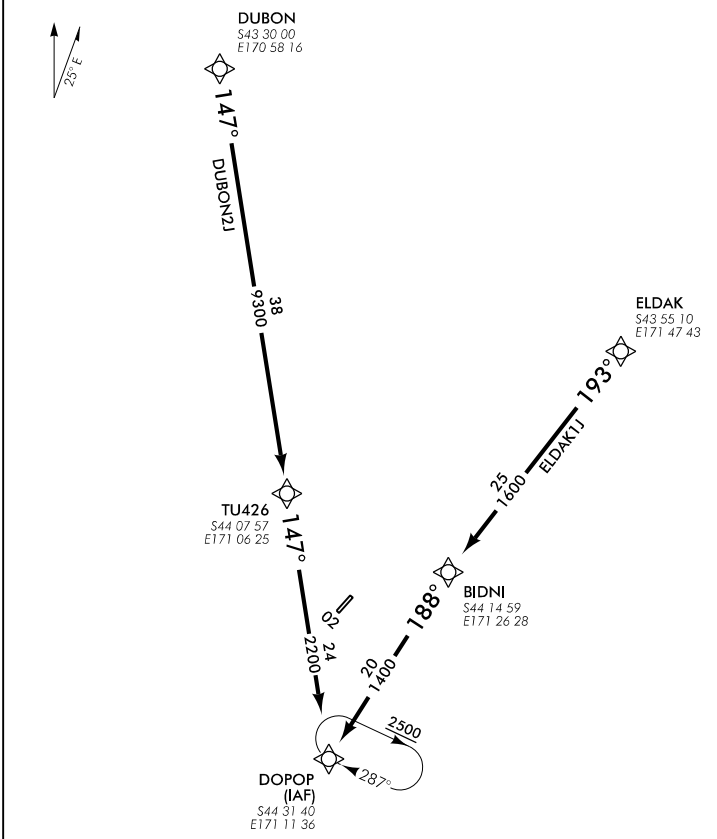
CAT A,B,C

TIMARU

RNAV (GNSS) STAR RWY 02 (2)

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



RWY 02

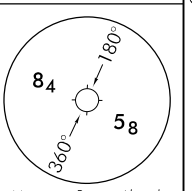
DUBON TWO JULIET ARRIVAL – RNAV (GNSS) (DUBON2J)

- From DUBON track 147° to TU426
- Track 147° to DOPOP

ELDAK ONE JULIET ARRIVAL – RNAV (GNSS) (ELDAK1J)

- From ELDAK track 193° to BIDNI
- Track 188° to DOPOP

NOT TO SCALE



Minimum Sector Altitude
25 NM ARP

Changes from 17 JUN 21: DUBON arrival renamed, DUBON track bearing amended.

TURNAVGSTAR02-2-G

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ELEV 89

NZTU

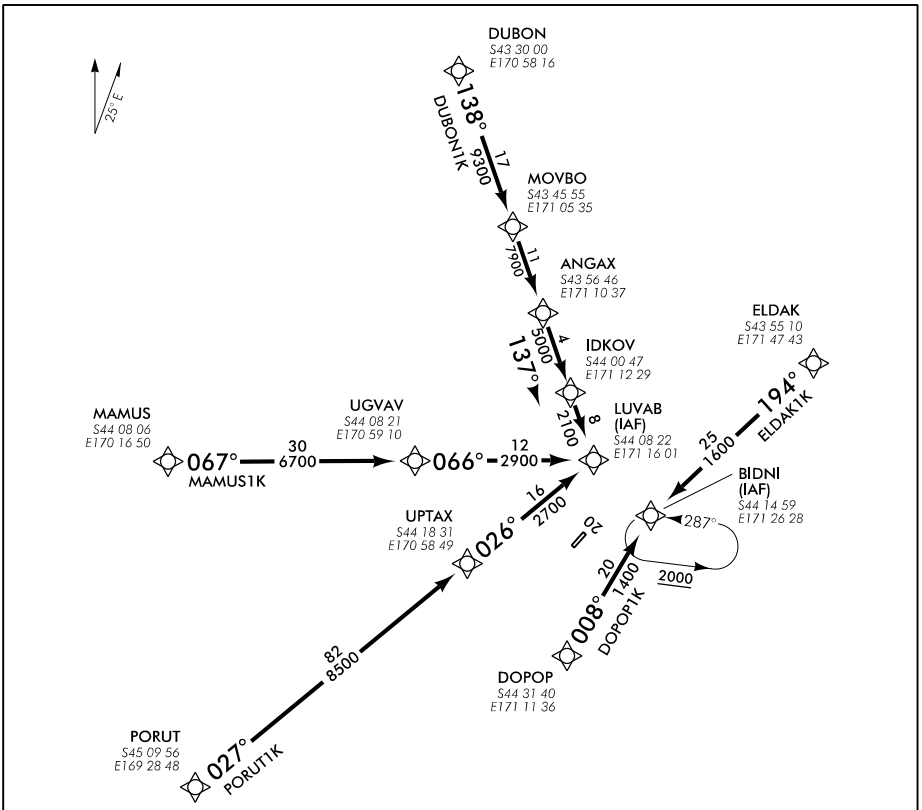
CAT A,B,C

TIMARU

RNAV (GNSS) STAR RWY 20

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



RWY 20

DUBON ONE KILO ARRIVAL – RNAV (GNSS) (DUBON1K)

- From DUBON track 138° via MOVBO to ANGAX
- Track 137° via IDKOV to LUVAB

ELDAK ONE KILO ARRIVAL – RNAV (GNSS) (ELDAK1K)

- From ELDAK track 194° to BIDNI

MAMUS ONE KILO ARRIVAL – RNAV (GNSS) (MAMUS1K)

- From MAMUS track 067° to UGVAV
- Track 066° to LUVAB

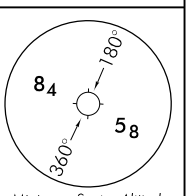
DOPOP ONE KILO ARRIVAL – RNAV (GNSS) (DOPOP1K)

- From DOPOP track 008° to BIDNI

PORUT ONE KILO ARRIVAL – RNAV (GNSS) (PORUT1K)

- From PORUT track 027° to UPTAX
- Track 026° to LUVAB

NOT TO SCALE



Minimum Sector Altitude
25 NM ARP

Changes from 25 FEB 21: Chart title amended.

TURNAVGSTAR20-L

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ELEV 89

RWY 02 THR ELEV 86

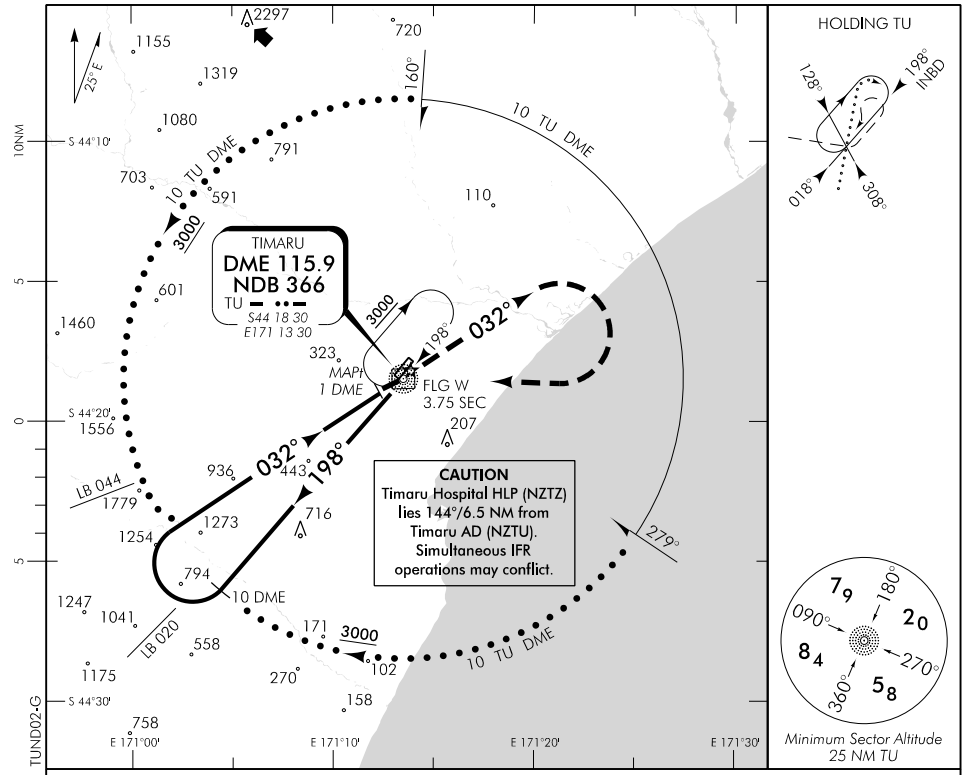
CHRISTCHURCH CONTROL: 129.3

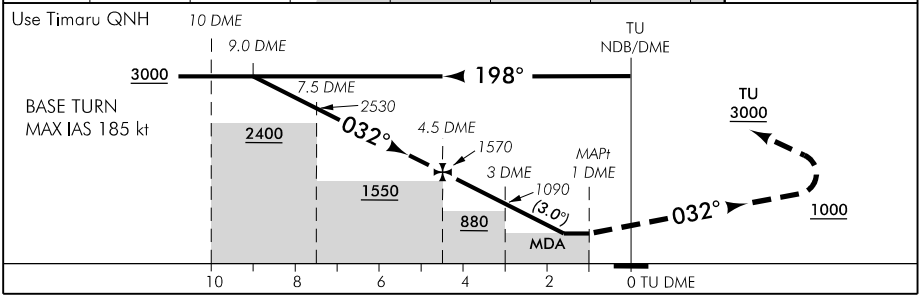
CAT A,B,C

TIMARU

NDB/DME RWY 02

UNATTENDED: 119.5





MISSED APCH: Track 032° to **1000**, turn RIGHT direct to TU NDB hold **3000**

TU DME DISTANCE	10	9	8	7	6	5	4	3	2	1.6	MAPt 1
Advisory Altitude 3.0°	3320	3000	2680	2370	2050	1730	1410	1090	770	MDA	MDA

Category	A	B	C	D
NDB/DME	**640**(551) – 2000		**640**(551) – 3200	NA
Circling	**690**(601) – 2000	**760**(671) – 2800	**#920**(831) – 3700	

CAT C Circling MAX IAS 160 kt - circling area radius 3.5 NM

Changes from 25 FEB 21: Procedure reviewed, track and arc bearings, arc MSA.

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ELEV 89

RWY 20 THR ELEV 85

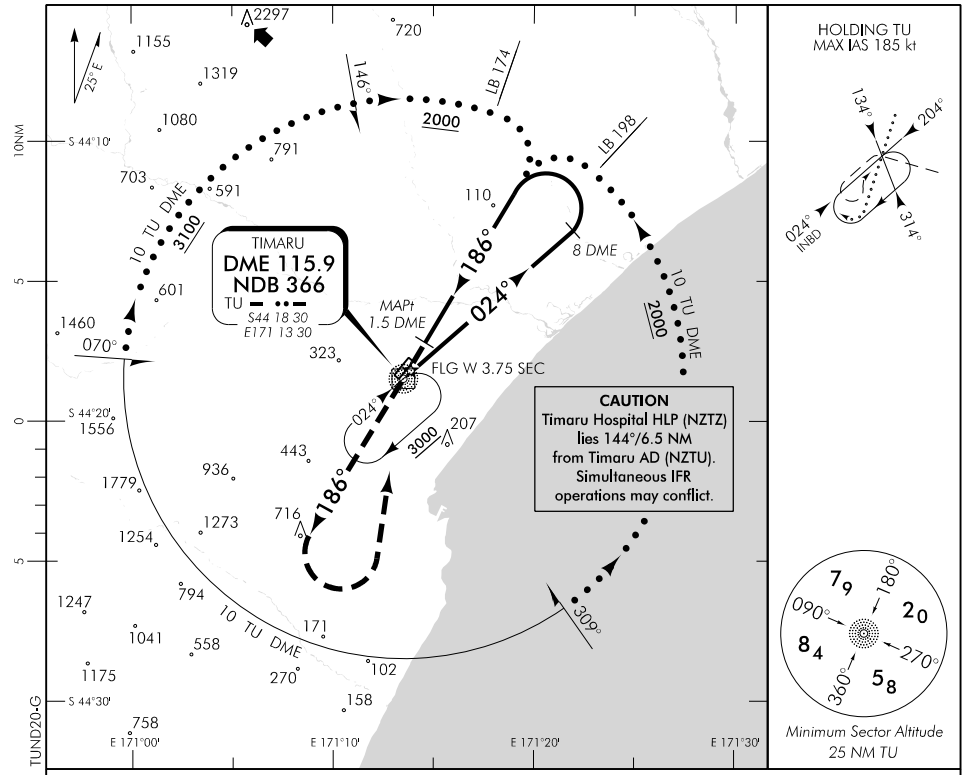
CAT A,B,C

TIMARU

NDB/DME RWY 20

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



Changes from 25 FEB 21: Procedure reviewed, track and arc bearings, APCH gradient amended.

MISSED APCH: Track 186° from TU NDB to **1000**, turn LEFT direct to TU NDB hold **3000**

TU DME DIST	MAPt 1.5	2.0	3	4	5	6	7	8	9	10
Advisory Altitude 3.0°	MDA	MDA	830	1150	1470	1790	2110	2420	2740	3060

Category	A	B	C	D
NDB/DME	**510**(421) – 1600		**510**(421) – 2400	NA
Circling	**690**(601) – 1900	**760**(671) – 2800	***920**(831) – 3700	

* CAT C Circling MAX IAS 160 kt - circling area radius 3.5 NM

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ELEV 89

RWY 20 THR ELEV 85

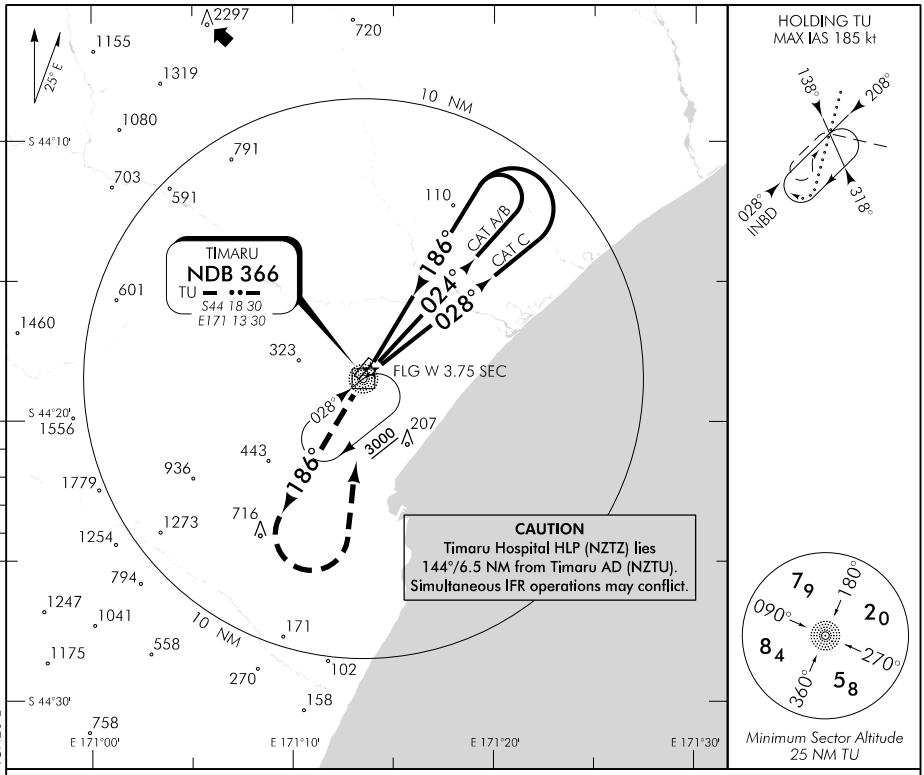
CAT A,B,C

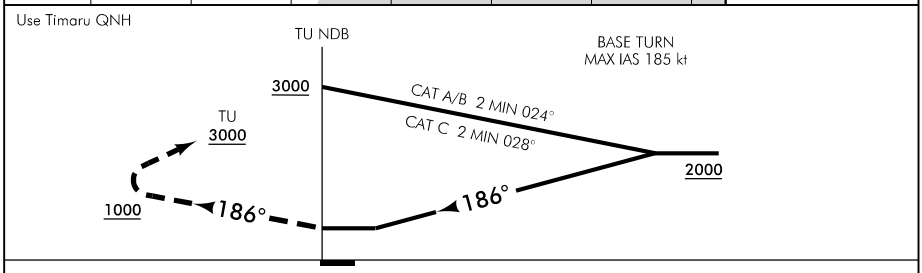
TIMARU

NDB RWY 20

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5





Changes from 25 FEB 21: Procedure reviewed, track bearings and missed APCH updated.

MISSED APCH: MAX IAS 210 kt until turn complete. Track 186° from TU NDB to **1000**, turn LEFT direct to TU NDB hold **3000**

Category	A	B	C	D
NDB	**600**(511) – 2000		**660**(571) – 3200	NA
Circling	**690**(601) – 2000	**760**(671) – 2800	***920**(831) – 3700	

* CAT C Circling MAX IAS 160 kt - circling area radius 3.5 NM

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ELEV 89

RWY 02 THR ELEV 86

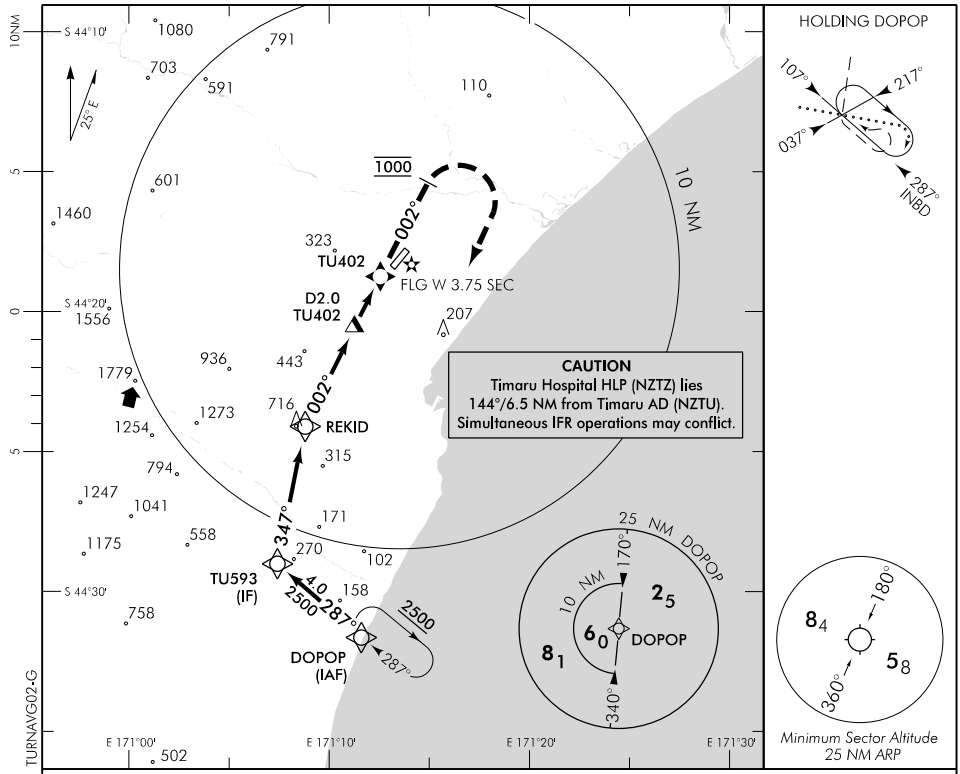
CAT A,B,C

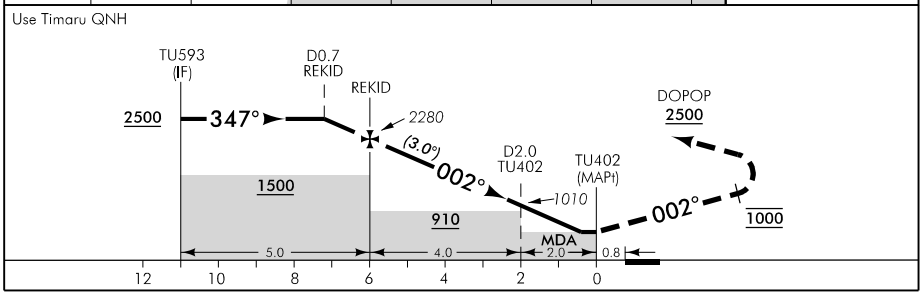
TIMARU

RNAV (GNSS) RWY 02

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5





Changes from 25 FEB 21: IF and MAPt labels added in profile.

MISSED APCH: Track 002° to 1000, turn RIGHT direct to DOPOP hold 2500

DISTANCE to WPT	TU593	4	3	2	1	REKID	5	4	3	2	1	0.4	TU402
Advisory Altitude 3°	3870	3550	3230	2920	2600	2280	1960	1640	1320	1010	690	MDA	MDA

Category	A	B	C	D
LNAV	**510** (421) – 1600		**510** (421) – 2400	NA
Circling*	**690** (601) – 1900	**760** (671) – 2800	***920**(831) – 3700	

*CAT C Circling MAX IAS 160 kt - circling area radius 3.5 NM

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ELEV 89

RWY 20 THR ELEV 85

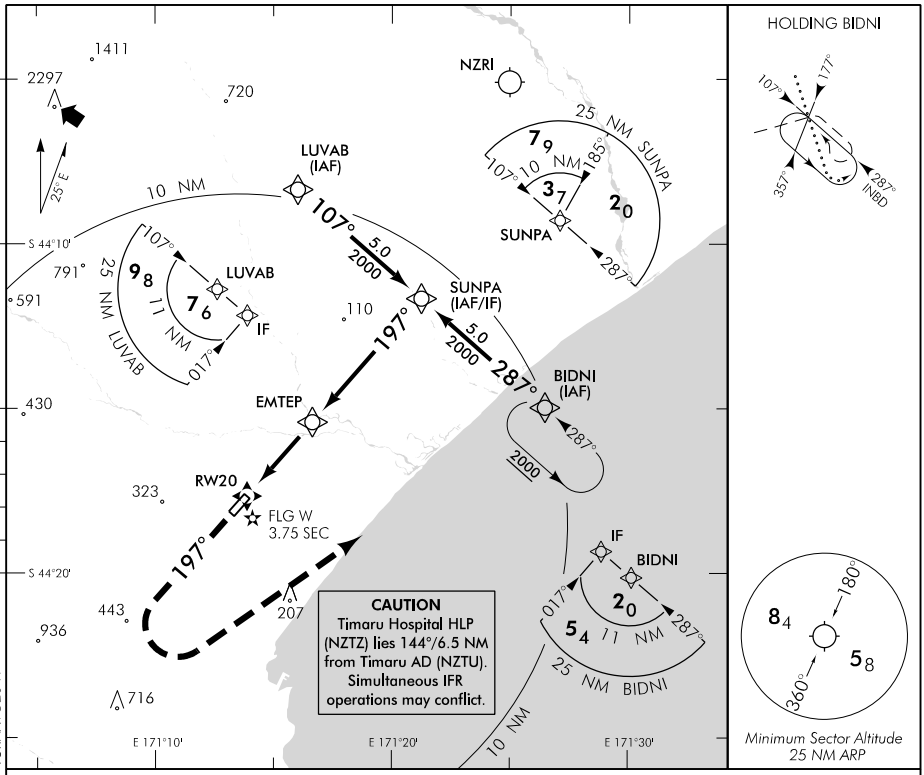
CAT A,B,C

TIMARU

RNAV (GNSS) RWY 20

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



MISSED APCH: Track 197° to **1000**, turn LEFT direct to BIDNI hold **2000**

DISTANCE to WPT	RW20	1.1	2	EMTEP	1	2	3	4	SUNPA
Advisory Altitude 3°	MDA	MDA	770	1090	1410	1730	2050	2360	2680

Category	A	B	C	D
LNAV	**480**(391) – 1600		**480**(391) – 2400	NA
Circling *	**690**(601) – 1900	**760**(671) – 2800	***920**(831) – 3700	

* CAT C Circling MAX IAS 160 kt - circling area radius 3.5 NM

Changes from 13 SEP 18: Procedure reviewed, WPT name, minima, advisory altitude table, MAGVAR, Timaru Hospital HLP caution.

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TIMARU
RNAV (GNSS) RWY 20

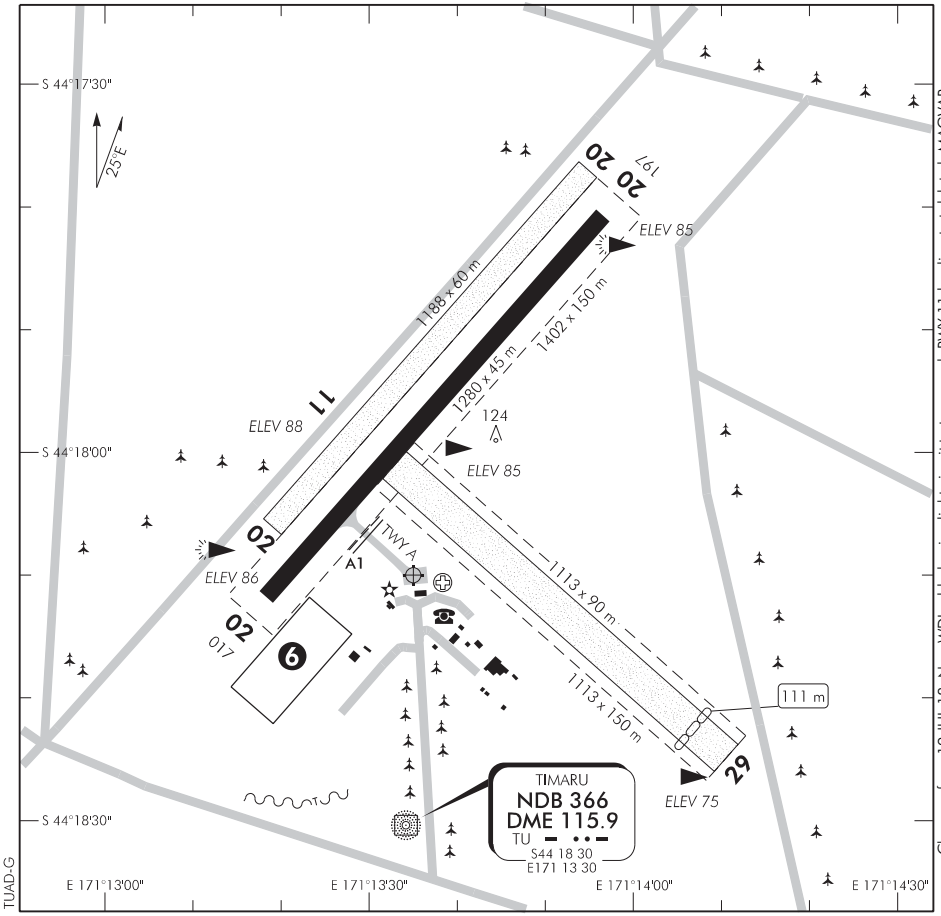
ELEV 89

NZTU

CHRISTCHURCH CONTROL: 129.3

TIMARU
AERODROME

UNATTENDED: 119.5



1. Simultaneous operations on parallel paved and grass runways prohibited.
2. RWY 11 threshold coincident with eastern edge of paved RWY 02/20.
3. **CAUTION:** Bird hazard. Birds seasonally on aerodrome and larger number present on the outlying fields when irrigation or cultivation taking place.

D 4. Intensive gliding operations may take place particularly during weekends and public holidays.

D 5. Glider traffic take-off and land at an angle to RWY 11. Exercise caution when taxiing from Aero Club area to holding position RWY 11.

6 Model aircraft flying may take place during daylight hours subject to specific prior approval of the airport operator.

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Certificated Aerodrome 6 NM N of Timaru

TIMARU

NZTU

OPERATIONAL DATA (1)

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	1:40	1:50	LDG DIST
02 20	B	PCN 35* F/A/X/T	8	Nil	1280			1340	1280
02 20	Gr	ESWL 5700	8	Nil	1188	1188			1188
11 29	Gr	ESWL 9080	8	0.36D 0.36U	1113	1002 1113			1113 1002

* PCN 49 F/A/X/T applies to a central 23 m wide strip the length of RWY 02/20 with turning ends.

RESA: RWY 02 90 x 90 m
RWY 20 190 x 90 m

MINIMA

IFR Take-off		
RWY	Day	Night
02/20	300–1500	300–1500
11/29	300–1500	NA

LIGHTING

PAL: 119.5 Standard operation — Transmit 5 pulses within 3 seconds. Optimal reception within 20 NM of aerodrome at 2500 ft AMSL. Lights will be activated for 30 minutes.

PAL activates runway and taxiway lights, ABN and PAPI for both runways during night operations.
PAL activates PAPI for both runways during daylight operations.
Brilliancy set by daylight sensors based on ambient conditions.
Day: PAPI 100%
Dusk/Dawn: RWY and TWY 100%, PAPI 30%, ABN on.
Night: RWY and TWY 30%, PAPI 10%, ABN on.

A voice message is transmitted notifying pilots there are 10 minutes remaining prior to the lights turning off. Repeat transmission of 5 pulses resets lights for a further 30 minutes.

Runway: 02/20 PAPI 3.00°/TCH 47, LIL RWY

RWY edge light spacing — 60 m

Aerodrome: ABN FLG W 2.5 SEC WDI

Taxiway: CL Apron: Edge and Floodlighting

D Standby power available.

(continued)

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FACILITIES

Fuel: Z Energy Avgas 100. Swipecard. Adjacent to AVTEK.
RD Petroleum Avgas 100 Swipecard. Adjacent to South Canterbury Aero Club.
Avgas 100 available retail through South Canterbury Aero Club
Tel (03) 688 2355.
Z Energy Jet A1. Swipecard. Pump situated on apron adjacent to terminal, primary for Air NZ use.
Z Energy Jet A1, Swipecard. Secondary pump situated east end of apron.

Aircraft steps, refuelling and other ground handling facilities are not available without prior arrangement.

Repairs

Fire extinguisher located at edge of tarmac. Available for regular air transport passenger services.

SUPPLEMENTARY

Operator: Timaru District Council, PO Box 522, Timaru.
Tel (03) 687 7200 Fax (03) 687 7206

Available for general use without the permission of the operator.

Landing fees payable. Fees can be paid cash in landing fees box or by electronic transfer.
More information available at www.timaru.govt.nz/airport

Unpaid landing fees will be invoiced to the owner/operator and will incur a $20 administration fee.

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For flights departing Timaru Airport:

ADES	Designator	Route
CH	TUCH1	Q196 **(For flights at 11,000 ft or above, maintain 10,000 ft to ELDAK)**
WN	TUWN2	Q196 CH Y393 **(For flights at 11,000 ft or above, maintain 10,000 ft to ELDAK)**

D

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 89

NZTU

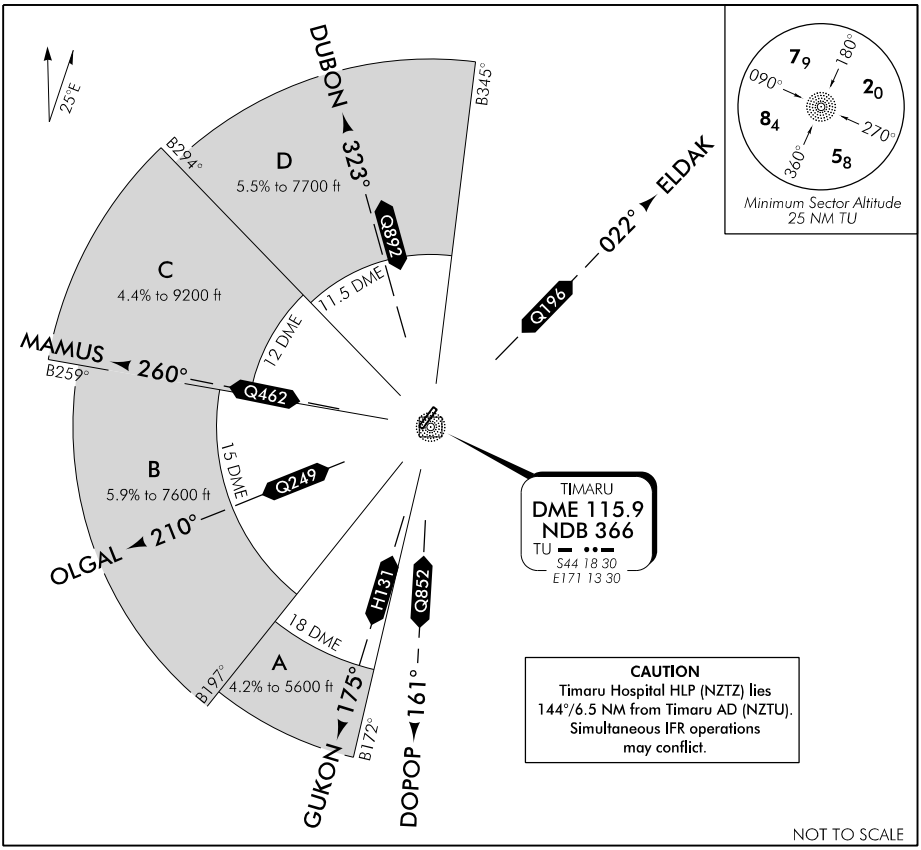
CAT A,B,C

TIMARU

SID RWY 02/20

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



TUSID02-20-D

Changes from 25 FEB 21: Chart title amended.

ALL DEPARTURES

Contact CHRISTCHURCH CONTROL 129.3 MHz for clearance and traffic information prior to entering IMC or controlled airspace

Note 1. At MNM 600 ft turn to intercept cleared track or heading

2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

3. Aircraft must be established on an evaluated track within 25 NM TU DME

CAUTION: Close-in obstacle not considered in climb gradient

– Tree MAX 165 ft AMSL 227°/520 m from RWY 20 END

RWY 02/20

MNM net climb gradient in the following sectors:

A. Sector between B172°–B197° TU NDB beyond 18 DME, MNM net climb gradient 4.2% (260 ft/NM) to 5600 ft

B. Sector between B197°–B259° TU NDB beyond 15 DME, MNM net climb gradient 5.9% (360 ft/NM) to 7600 ft

C. Sector between B259°–B294° TU NDB beyond 12 DME, MNM net climb gradient 4.4% (270 ft/NM) to 9200 ft

D. Sector between B294°–B345° TU NDB beyond 11.5 DME, MNM net climb gradient 5.5% (340 ft/NM) to 7700 ft

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ELEV 89

NZTU

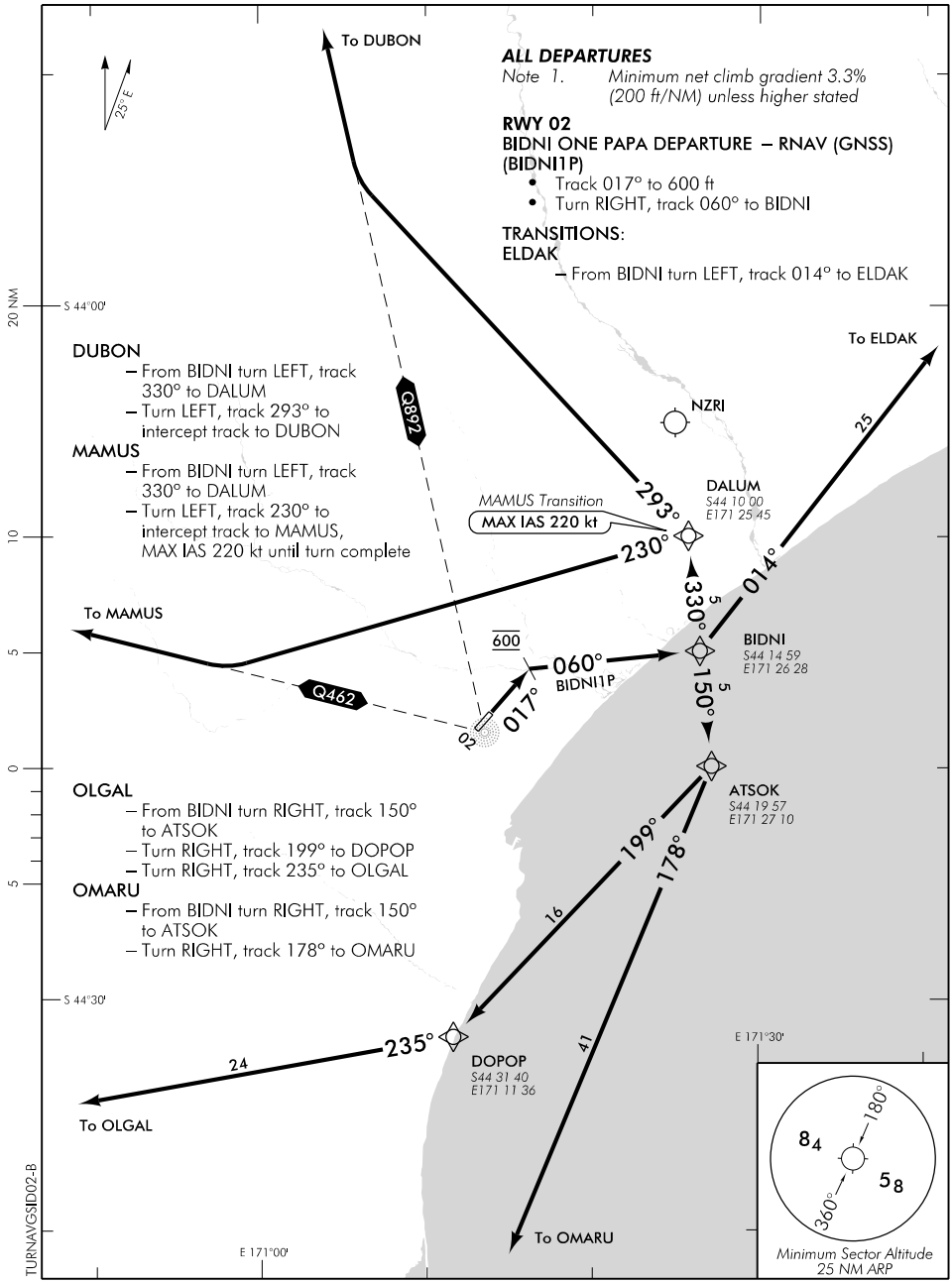
CAT A,B,C

TIMARU

RNAV (GNSS) SID RWY 02

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



Effective: 25 FEB 21

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TIMARU
RNAV (GNSS) SID RWY 02

ELEV 89

NZTU

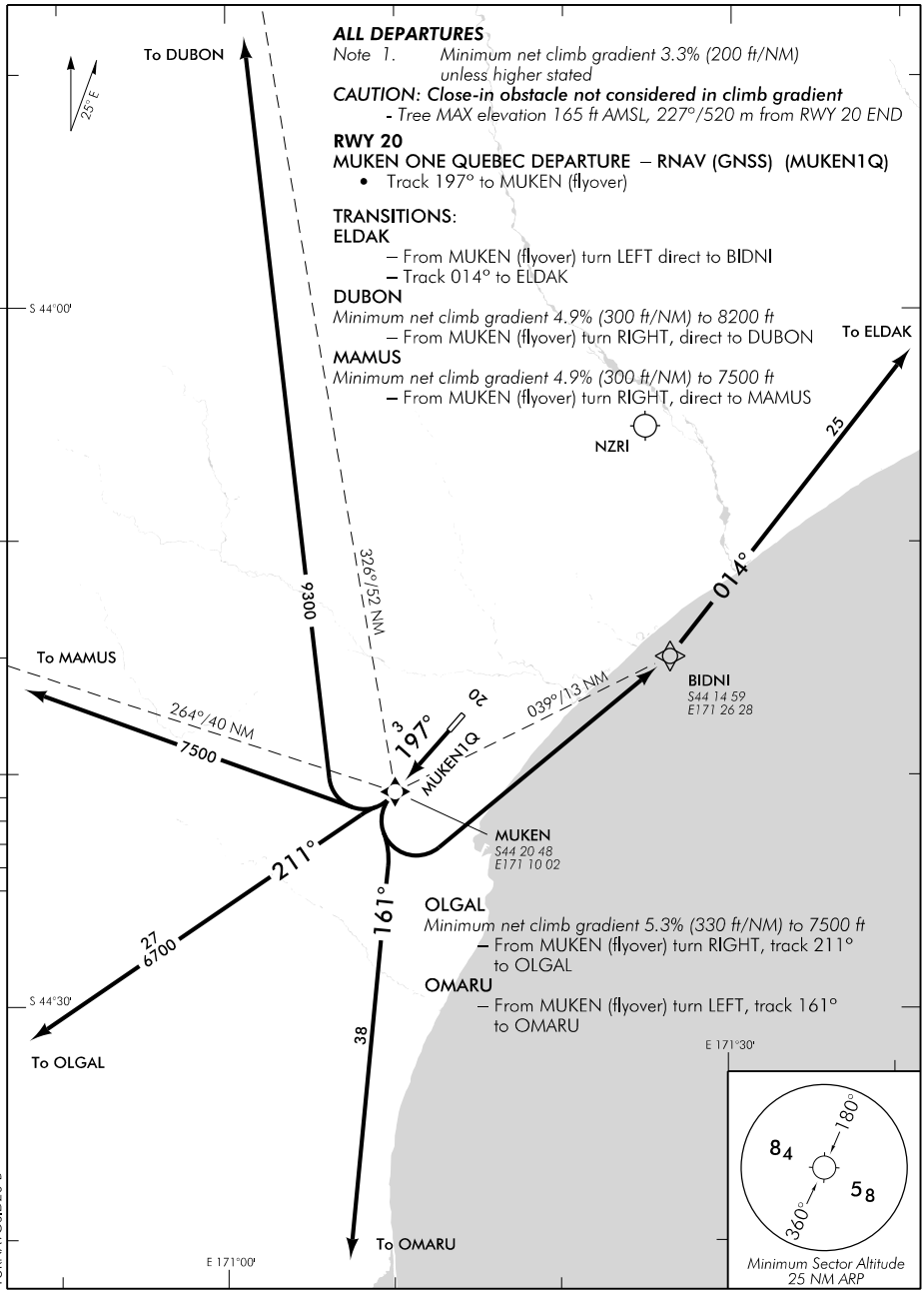
CAT A,B,C

TIMARU

RNAV (GNSS) SID RWY 20

CHRISTCHURCH CONTROL: 129.3

UNATTENDED: 119.5



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TIMARU
RNAV (GNSS) SID RWY 20

SPECIAL TAKE-OFF PROCEDURES — WELLINGTON

ENGINE FAILURE

Runway 16

- Maintain Runway Centreline

Runway 34

RTOW tables and SPS provide for a continued climb in IMC.

Note: In this case, where an engine failure has occurred, the A/C must be visually established on a track which will provide safe terrain clearance from Mt Victoria and Mt Crawford prior to entering IMC.

GREEN

Note: The cloud ceiling must be equal to or greater than 600 feet. Refer to AIPNZ.

TAKE-OFF PROCEDURES RWY 34

GREEN

(1) Use the "Direct Climb-out" tables in the RTOW, or the "Runway 34" selection in SPS.

GREEN

Engine Failure at V_1:

Maintain runway centreline.

Engine Failure IMC **Prior** to Turning:

Maintain runway centreline.

GREEN

Engine Failure IMC **After** Turning:

(a) Follow the departure.

(b) KALEM Departure: Follow the departure but from KALEM track to WITBY climbing to 3000 feet.

GREEN

(2) During day time, when the cloud ceiling is equal to or greater than 1000 feet and the visibility is greater than 5km a visual return to land via the Harbour Circuit may be flown. Direct climbout performance calculations apply.

LANDING PROCEDURES — WELLINGTON

Single Engine Missed Approach RWY 34

For all single engine missed approaches (ILS, RNAV (GNSS), and VOR), the ATR will be flown at RTO power with flap 15 selected, to 3000 feet prior to level acceleration. This should ensure the aircraft meets the vertical profile of the missed approach — crossing Newlands at 2000 feet or above and 3000 feet by WITBY.

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GREEN GREEN GREEN GREEN

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NZWN / WLG WELLINGTON

RUNWAY / FACILITIES

CAT: A	Mag 22E			Elev 42ft
RWY	CAT II/III	Length	AID	TCH
16/34	N/A	1921m	PAPI	54ft
Standby Power Available		RFS: Cat 7		
		Hours: H24		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Palmerston North (5), Christchurch (5), Napier (4), Nelson (4), Woodbourne (4), New Plymouth (3), Ohakea (1)				

THREATS

- Noise Sensitive Aerodrome. Restrictions apply – refer NZWN AD2-31.3 for additional information.
- High Terrain within close proximity to the aerodrome.
- Severe Turbulence and windshear in NW and WNW conditions.
- Bird Hazard – Refer NZWN AD2.23 for additional information.
- Shipping obstacle – Refer NZWN AD2-51.6.
- False localiser and glide-slope captures may occur prior to intercepting the ILS RWY 16.

Shipping Obstacle in Evans Bay
For arrivals, there are no restrictions for landing Runway 34 or Runway 16.
For Runway 34 departures, refer to Departures sections.

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ARRIVALS

VISUAL APPROACHES

For Runway 34 expect tracking via UMAGA or LYALL. For Runway 16 expect tracking via RIDGE. It may be necessary to configure the aircraft early when conducting visual approaches to Runway 16 due to the nature of the terrain and obstacles. Noise abatement restrictions apply – Refer NZWN AD2-31.4.

RUNWAY EXIT

When operational conditions permit, after landing ATC will expect aircraft to vacate via:

- Landing Runway 34 – A5 or further north;
- Landing Runway 16 – A7 or further south.

ADVERSE WEATHER / HOLDING FUEL

Company limit are to be applied by the individual Captain whose decision to operate, or not, should be based on sound judgement, and full use of available information. It may sometimes be necessary, for commercial reasons, to divert aircraft before limits are reached to avoid having aircraft shut-in. Ground equipment and passenger handling at some gates may be more limiting than flying conditions. Cargo door operation may be restricted during high wind conditions. Provision for additional holding fuel should be considered for arrivals at peak traffic times and/or if forecast or actual weather conditions are marginal.

WELLINGTON ILS/DME RUNWAY 34 MINIMA

The Wellington ILS/DME RWY 34 has two published minimas; the standard approach minima of 450 (426) – 2400, and a lower minima of 300 (276) – 2000. The lower approach minima can only be used if the aircraft can achieve a 4% approach climb gradient. In order to comply with the 4% approach climb gradient, the lower approach minima can only be used if the landing weight is below the weights prescribed below:

Normal Conditions	
Reported Temperature	**Landing Weight less than:**
Below 10°C	21,600 kg
10°C to 19°C	21, 300 kg
20°C to 25°C	21,200 kg
Above 25°C	21,000 kg
Icing Conditions	
Landing Weight less than 20,400 kg	

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GROUND OPERATIONS

PARKING

The following stands are available for parking.

Stand Number	Details
72	Bus transport required. Access via security screened area.
73	Bus transport required. Access via security screened area.
74	Bus transport required. Access via security screened area.
75	Access via Southern Pier. Not available if stands 7E, 7W, and 8 are occupied.
76	Access via Southern Pier. LED lighting installed. Not available if stands 9 and 10 are occupied.
77	Access via Southern Pier. LED lighting installed. Not available if stands 11 and 12 are occupied.
78 *	Access via Main Terminal. LED lighting installed on lead-in line.
79	Access via Main Terminal. LED lighting installed on lead-in line.
24A	Bus transport required. For access, contact WLG AOC Ph (04) 388 0686. Access not permitted via Northern Pier screened area.
7W	Only available if the wind is less than 25 knots. If Stand 75 is occupied then 7W is unavailable.
6	Access via Southern Pier. Push-back Stand Only. North facing, parking to the south is prohibited.
8	Access via Southern Pier. Push-back Stand Only. If stand 75 is occupied, then stand 8 is not available.
9	Access via Southern Pier. Push-back Stand Only. If stand 76 is occupied, then stand 9 is not available.
10	Access via Southern Pier. Push-back Stand Only. If stand 76 is occupied, then stand 10 is not available.
11	Access via Southern Pier. Push-back Stand Only. If stand 77 is occupied, then stand 11 is not available.

Parking is prohibited on stands 3, 4, 5, 7E, and 12. If possible, AOC requests for aircraft with an engineering defect, to avoid parking at stands served by the Southern Pier (75-77, 6-11).
A wing walker is required for all arrivals and departures for Stand 78 and for push-back operations.
On the Southern Pier Stands there are two parking configurations – push back (used if the wind strength is 25 knots or less) or drive in / drive out which is used when the wind strength is greater than 25 knots (high wind parking). The parking orientations are primarily controlled

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by AOC. Park in accordance with the instructions of AOC unless there is an operational reason to park in a different direction. In this case advise AOC before taxing onto the stand.

In weather conditions where there is a possibility that high wind parking will be used, AOC will assess the weather conditions for each stand with the assistance of a Metservice anemometer located on the southern pier. This anemometer often shows a difference wind strength and direction than that reported from the ATIS and is more representative of the localised wind conditions.

If AOC determine the wind will remain below 25 knots, the push-back parking configuration will be used for standard turnarounds. For longer layovers, unless the forecast indicates the wind strength will remain below 25 knots – high wind parking configuration will be used.

PUSH-BACK CLEARANCE PHRASEOLOGY

Wellington Ground will issue either a standard or a non-standard push-back clearance. Non-standard push-backs need to be communicated to the Lektro driver.

STANDARD DISCONNECT POSITION:
For a push-back to the published standard disconnect location, the controller will state:
"Cleared to push".

NON-STANDARD DISCONNECT POSITION:
If the push-back is to the published non-standard disconnect location, the controller will state:
"Cleared non-standard push, tail to the North/South".

PUSH-BACK DISCONNECTION POINTS

Figure 1 (Route Guide Page 5) illustrates the standard and non-standard push-back positions.
Push-back disconnection points are marked by triangles in the NZAIP NZWN AD2-53.2.
Note: Stand 11 has no published non-standard disconnect position.

COMMUNICATIONS

Wellington AOC is available on frequency **133.1 MHz**. All fuel orders should be made through WN AOC.

FLIGHT PLANNING

Flight Planning is located on the top floor, opposite Jetstar/Qantas check-in area and is accessed by swipe card.

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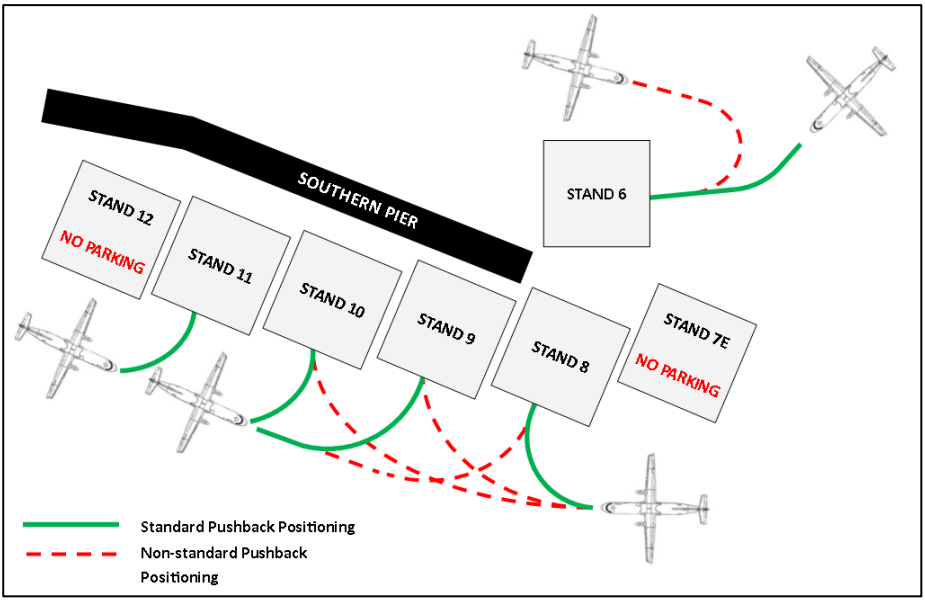

Figure 1: Push-back disconnection points

OVERNIGHT REFUELLING

All overnight ATRs which are "tie downs" for the evening will be refuelled to 2000 kgs. Any changes required to this figure must be made with WLG Ramp. Particular attention to forecast overnight winds should be considered.

DEPARTURES

GENERAL

Due to automatic "blind boarding", WLG Ramp must be notified in the first instance of any delay. For the first flight of the day, boarding will commence 20 minutes prior to departure. Normal boarding time is 15 minutes prior to departure.

ATR 72-600 only:

- Terrain and building shielding can cause DME discrepancies at hold point A11 and when parked on Gates 78/79.
- GNSS masking and shielding may cause IRS alignment delays on Gates 78/79.

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SHIPPING OBSTACLE – RUNWAY 34 DEPARTURES

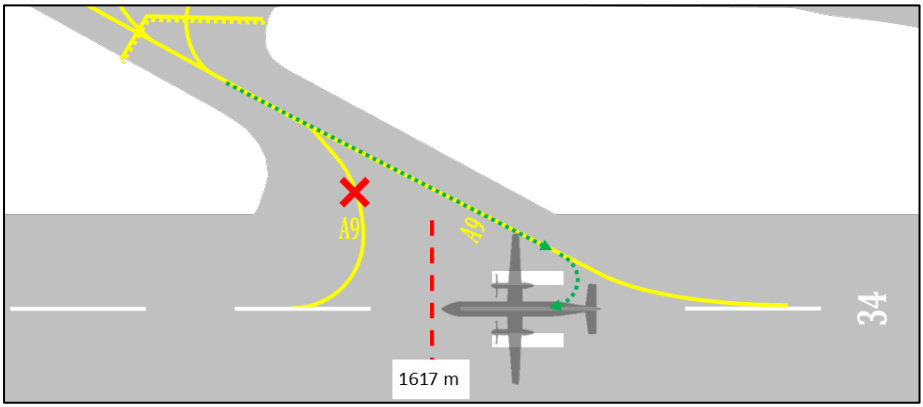
When a ship is reported transiting Evans Bay promulgated by NOTAM or reported by RTF, crew must:

1. Use the runway 34 SHIP performance; or
2. If TOW is not achievable the flight must be delayed until the ship is reported as clear or docked.

If the reported ship is higher than 140 feet AMSL take-off **must** be delayed until the ship is reported clear or docked.

RUNWAY 34 – ALPHA 9 INTERSECTION

When using A9 for departure, the aircraft must line-up south of the intersection midpoint as demonstrated in the following diagram. The 500ft markers are the recommended line-up position.



REDUCED TAKE-OFF MINIMA

Authorised – Refer NZAIP AD2-51.1

- RWY 34 specific authorised minima – Air New Zealand ATR72: 600ft – 1500m
- RWY 16 visibility not below 0 – 400.

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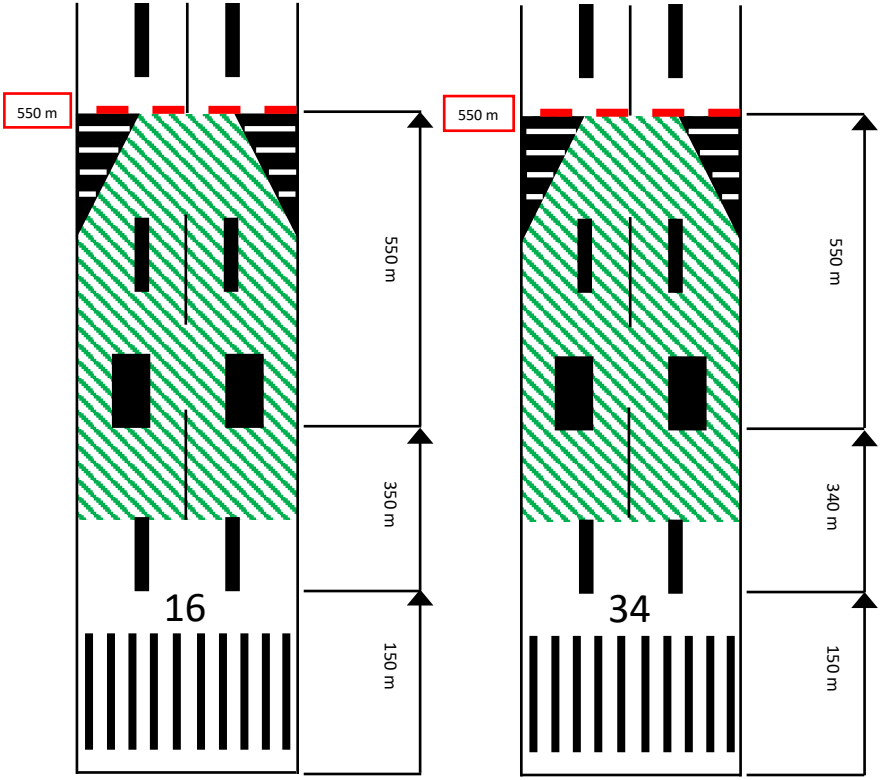
TOUCHDOWN ZONE

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around. The touchdown zone is indicated below as the shaded area.



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Arrival Procedures

Refer also Wellington STARs.

ATC Speed Requirements

Unless otherwise approved by ATC, arriving aircraft:

- must not exceed 250 kt IAS below 10,000 ft within 30 NM of Wellington 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.

Instrument approach procedures RWY 34 with Newlands NDB out of service

Refer Instrument Approach Charts of Wellington RWY 34.

Visual Approach Procedures

CAT A IFR aircraft on a visual approach or visual arrival procedure that are unable to land are to enter the aerodrome traffic circuit unless otherwise advised by ATC. CAT B, C, D, D/DL IFR aircraft on a visual approach that are unable to land shall overfly the runway threshold and carry out the missed approach for the nominated instrument approach on the ATIS, or as instructed by ATC. ATC may approve a CAT B, C, D/DL aircraft on an instrument or visual approach to enter the aerodrome traffic circuit when requested by the pilot to aerodrome control.

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Maximum Speed on Missed Approach

Unless otherwise approved by ATC maximum speed on the missed approach is 185 kt IAS.

Protection of the Missed Approach

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

Additional restrictions applicable at Wellington:

D

- This procedure will not be issued to jet aircraft at night.

UMAGA and WITBY RNAV Holding Patterns

The following terminal holding patterns can be flown with reference to WN VOR/DME:

UMAGA RNAV Holding Pattern:

Inbound track	343° (R163 WN VOR)
Direction	Left hand
Holding distance	9.7 WN DME
Limiting outbound distance	15.9 WN DME
Minimum holding altitude	3400 ft. Holding aircraft may descend to 2000 ft when established inbound for final approach

WITBY RNAV Holding Pattern:

Inbound track	159° (R339 WN VOR)
Direction	Right hand
Holding distance	12.9 WN DME
Limiting outbound distance	18 WN DME
Minimum holding altitude	3500 ft. Holding aircraft may descend to 3000 ft when established inbound for final approach
Airspace Containment: When Wellington Control not available Hold WITBY MNM 5000 ft	

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ELEV 41

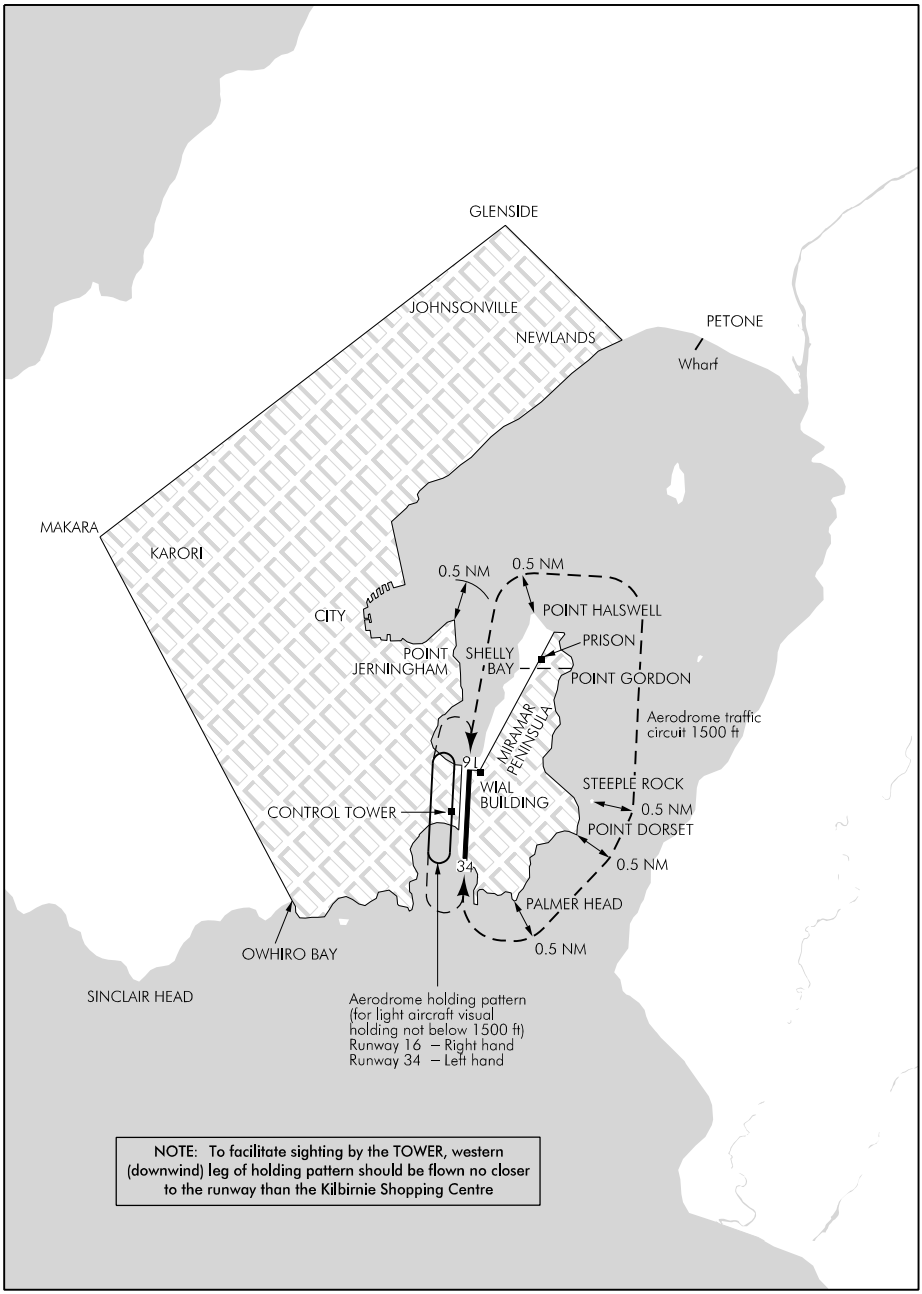
NZWN

TOWER: 118.8 125.25

WELLINGTON

NOISE ABATEMENT (1)

ATIS: 126.9



WNNA-C

Changes from 1 FEB 18: WN TWR secondary FREQ.

© Civil Aviation Authority

ELEV 41
NZWN
TOWER: 118.8 125.25

WELLINGTON
NOISE ABATEMENT (2)

ATIS: 126.9

Derived from an Environmental Court decision dated 19 November 1997

1. GENERAL

Aircraft operations at Wellington International Airport shall normally be prohibited between 1200 and 1800 UTC (1100 and 1700 UTC during NZDT) with the exception that international arrivals are permitted until 1300 UTC (1200 UTC during NZDT).

The above restriction on hours of operation shall not apply:

(a) to aircraft landing in an emergency;

(b) to aircraft using Wellington International Airport as a planned alternate, but which shall not take off until 1800 UTC (1700 UTC during NZDT);

(c) to emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;

(d) to the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;

(e) foreign military aircraft carrying heads of state and/or senior foreign dignitaries;

(f) in the case of disrupted flights where operations may be permitted for an additional 30 minutes after 1200 UTC (1100 UTC during NZDT) for domestic operations and international departures, and an additional 30 minutes after 1300 UTC (1200 UTC during NZDT) for international landings;

A disrupted flight is defined as a flight which is delayed on arrival or departure at Wellington through unforeseen circumstances that could not reasonably be catered for by prudent timetabling, such delay having originated at Wellington or within the previous 4 sectors as a result of:

- weather (at origin, enroute or destination causing cancellations, diversions, delays, missed approaches or holding)
- Air Traffic Control (congestion, start delays, enroute holding or approach delays)
- closure of a departure or destination aerodrome
- diversion for in-flight medical condition or flight safety reason to another aerodrome other than the flight planned aerodrome
- aircraft unserviceability (e.g. mechanical breakdown)
- the aircraft being required to wait for crew from a flight delayed as a result of any of the above

Note:

- an aircraft which has been substituted for an aircraft delayed as a result of any of the above also comes within the definition of a disrupted flight
- an aircraft may not depart Wellington after midnight and before 0600 HR (local) to act as a substitute aircraft for another that has become unserviceable at a location other than Wellington

(g) in statutory holiday periods when operations may be permitted for an additional 1 hour beyond the disrupted schedule allowance;

The definition of statutory holiday period was the subject of an Environment Court ruling. For details contact WIAL Airside Operations Co-ordinator Tel (04) 385 5164.

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2. Non chapter 3 jet aircraft operations shall normally be prohibited except:
   - in the event of unscheduled non-serviceability when substitute aircraft meeting chapter 2 may be used for the period of the non-serviceability
   - to aircraft using Wellington International Airport as a planned alternate but which shall not take off until 1800 UTC (1700 UTC during NZDT)
   - in the event of emergencies
   - to military aircraft, which have their own noise emissions quota

3. REQUESTS FOR ONE-OFF EXEMPTIONS

   The authority to grant any exemptions rests with the Wellington City Council pursuant to the Resource Management Act 1991.

   As a general rule, exemptions will not be contemplated unless:
   - adequate time has been given for full consultation and decision to be made within the terms and provisions of the Wellington District Plan
   - circumstances are unusual, compelling and are unlikely to be repeated and the environment effect of the aircraft movement is minor

   Enquiries in the first instance should be directed to the Manager, Property and Planning, Tel (04) 385 5153.

4. FLIGHT OPERATION PROCEDURES

   No aircraft shall be flown over the noise abatement area (refer Wellington Noise Abatement Chart) at an altitude lower than that required by Civil Aviation Rules Part 91 (generally 1000 ft AGL for flight over a populous area) or 1500 ft, whichever is the higher.

   This limit shall not apply:
   - to aircraft on approach to land from the airport holding pattern
   - to aircraft conducting operations within the built-up area as approved by the Director
   - to aircraft north of a line joining Point Gordon and Shelly Bay, approaching to land on RWY 16
   - to aircraft operating in accordance with promulgated IFR procedures
   - to helicopters conducting emergency flights

5. Aircraft joining the standard aerodrome traffic circuit pattern shall maintain a distance of not less than 0.5 NM from the Miramar peninsula as depicted on the Wellington Noise Abatement (1) Chart.

© Civil Aviation Authority

ELEV 41

NZWN

TOWER: 118.8 125.25

WELLINGTON

NOISE ABATEMENT (4)

ATIS: 126.9

6. Runway 34

   Aircraft taking off VFR are required to track up the centre of Evans Bay. In conditions of turbulence, aircraft may track along the western side of Miramar peninsula adjacent to the Evans Bay coastline, that is west of a line passing through the WIAL building and Mt Crawford Prison, extended to the shoreline slightly east of Point Halswell.

   The minimum altitudes for turns from these tracks are:

   - to the west at 1500 ft AMSL, continuing to climb to achieve at least 1000 ft AGL
   - to the east at 1000 ft AMSL, provided the climb is continued to not less than 1500 ft AMSL

7. Runway 16

   Aircraft cleared by ATC to join right base from over the city must, in addition to 4 above, maintain a distance of not less than 0.5 NM north of Point Jerningham.

   Aircraft joining or departing via the aerodrome traffic circuit at altitudes of less than 1500 ft AMSL must maintain a distance of not less than 0.5 NM from the Miramar peninsula, as depicted on the Wellington Noise Abatement Chart.

   The noise abatement requirements do not apply to aircraft conducting operations within the built-up area as approved by the Director.

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ELEV 41
NZWN

CAT A,B,C,D

WELLINGTON
RNAV STAR RWY 16 (1)

WELLINGTON APPROACH: 119.3 122.3 121.1 TOWER: 118.8 125.25 ATIS: 126.9

WNRNAVSTAR16-1-V

Effective: 21 MAY 20

© Civil Aviation Authority

ALL ARRIVALS
- 2 minutes prior to the NZZO/NZZC FIR boundary, contact CHRISTCHURCH CONTROL 123.7 MHz reporting position and level.
- ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
- If unable RNAV, expect radar vectors or alternative routing.

OCEANIC TRANSITIONS TO SIMZI ARRIVALS

From GULUT	• Track 111° to SIMZI
From TANEN	• Track 087° to SIMZI
From GOPLU	• Track 068° to SIMZI

SIMZI THREE BRAVO ARRIVAL – RNAV (SIMZI3B)
- From SIMZI track 048° to KABUS
- Cross KABUS at or above 5500 ft
- Track 048° to RUSKI
- Cross RUSKI at or above 4000 ft
- Track 047° to HUWIT
- Cross HUWIT at or below 6000 ft, MAX IAS 220 kt
- Track 071° to WITBY
- Cross WITBY at or above 3000 ft, MAX IAS 190 kt

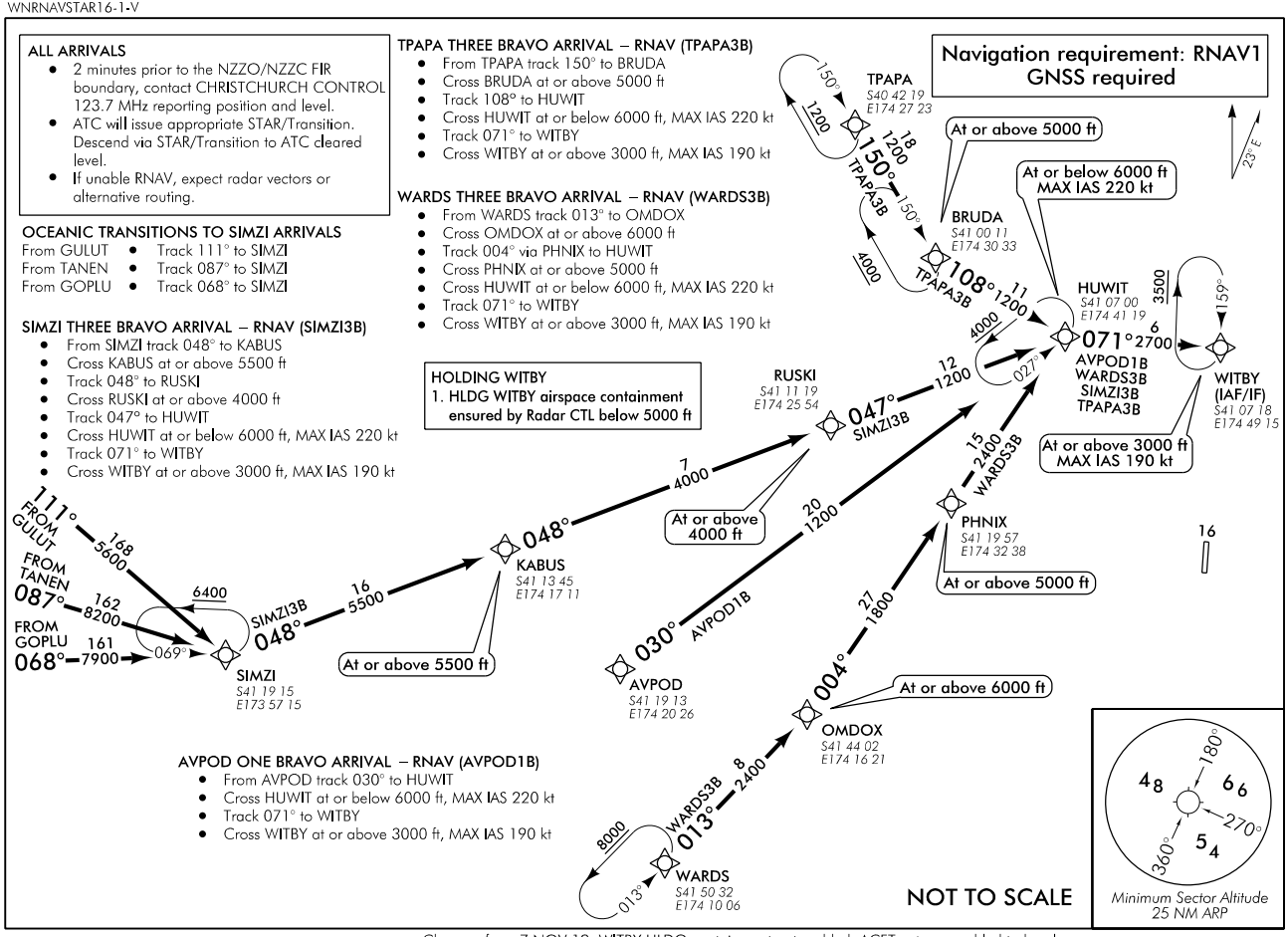
TPAPA THREE BRAVO ARRIVAL – RNAV (TPAPA3B)
- From TPAPA track 150° to BRUDA
- Cross BRUDA at or above 5000 ft
- Track 108° to HUWIT
- Cross HUWIT at or below 6000 ft, MAX IAS 220 kt
- Track 071° to WITBY
- Cross WITBY at or above 3000 ft, MAX IAS 190 kt

WARDS THREE BRAVO ARRIVAL – RNAV (WARDS3B)
- From WARDS track 013° to OMDOX
- Cross OMDOX at or above 6000 ft
- Track 004° via PHNIX to HUWIT
- Cross PHNIX at or above 5000 ft
- Cross HUWIT at or below 6000 ft, MAX IAS 220 kt
- Track 071° to WITBY
- Cross WITBY at or above 3000 ft, MAX IAS 190 kt

HOLDING WITBY
1. HLDG WITBY airspace containment ensured by Radar CTL below 5000 ft

Navigation requirement: RNAV1 GNSS required

AVPOD ONE BRAVO ARRIVAL – RNAV (AVPOD1B)
- From AVPOD track 030° to HUWIT
- Cross HUWIT at or below 6000 ft, MAX IAS 220 kt
- Track 071° to WITBY
- Cross WITBY at or above 3000 ft, MAX IAS 190 kt



Changes from 7 NOV 19: WITBY HLDG containment note added, ACFT category added to header.

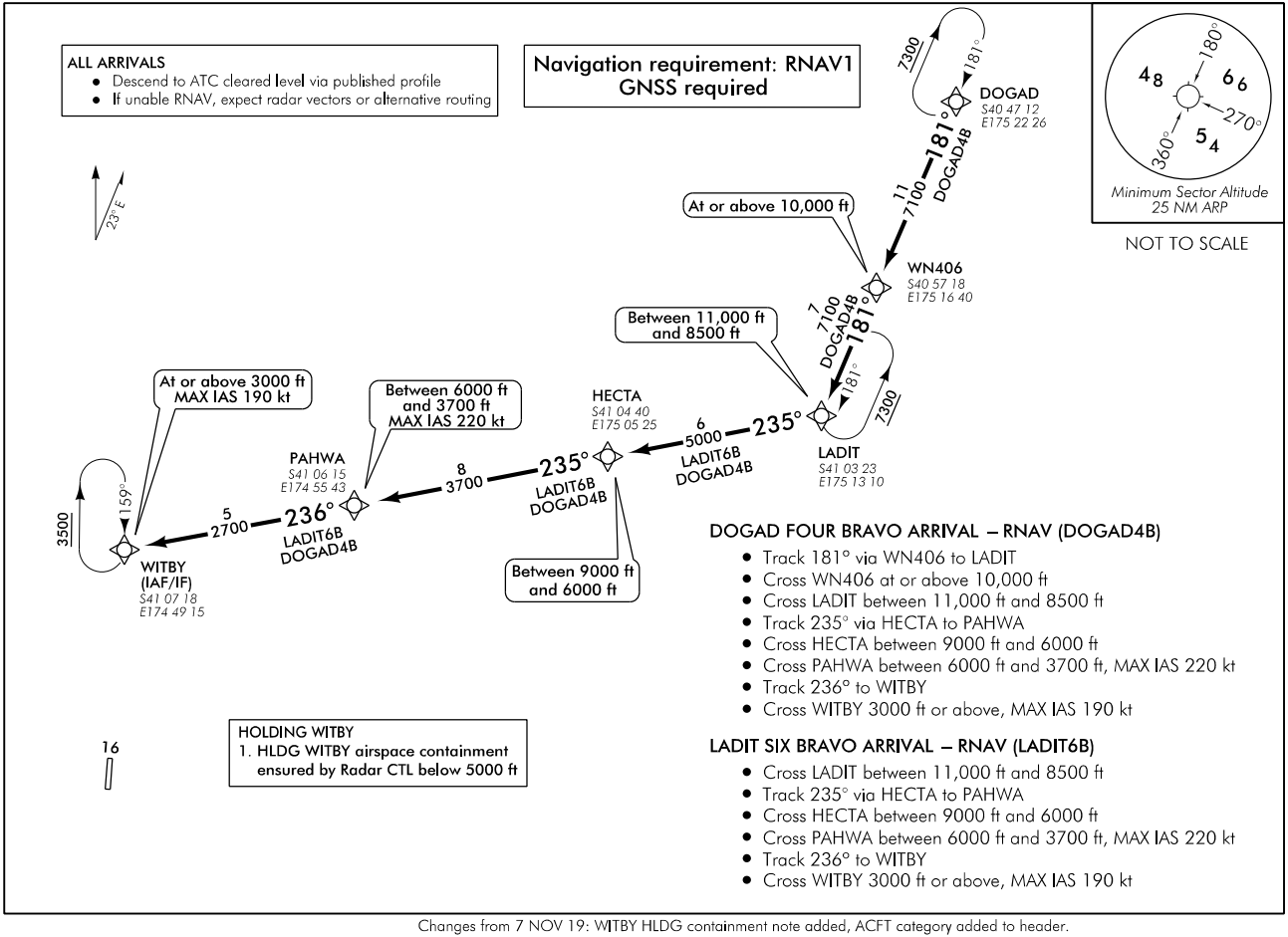
NZWN ELEV 41

WELLINGTON

RNAV STAR RWY 16 (2)

CAT A,B,C,D

WELLINGTON APPROACH: 119.3 122.3 121.1 TOWER: 118.8 125.25 ATIS: 126.9



Changes from 7 NOV 19: WITBY HLDG containment note added, ACFT category added to header.

Effective: 21 MAY 20

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WELLINGTON
RNAV STAR RWY 16 (2)

WELLINGTON

RNAV STAR RWY 16 (4)

ELEV 41

NZWN

CAT B,C,D

WELLINGTON APPROACH: 119.3 122.3 121.1 TOWER: 118.8 125.25 ATIS: 126.9

Navigation requirement: RNAV1 GNSS required

ALL ARRIVALS

- 2 minutes prior to the NZZO/NZZC FIR boundary, contact CHRISTCHURCH CONTROL 123.7 MHz reporting position and level.
- ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
- If unable RNAV, expect radar vectors or alternative routing.

TPAPA ONE DELTA ARRIVAL – RNAV (TPAPA1D)

- From TPAPA track 150° to BRUDA
- Cross BRUDA at or above 5000 ft
- Track 108° to HUWIT
- Cross HUWIT at or below 6000 ft, MAX IAS 210 kt

AVPOD ONE DELTA ARRIVAL – RNAV (AVPOD1D)

- From AVPOD track 030° to HUWIT
- Cross HUWIT at or below 6000 ft, MAX IAS 210 kt

WARDS TWO DELTA ARRIVAL – RNAV (WARDS2D)

- From WARDS track 013° to OMDOX
- Cross OMDOX at or above 6000 ft
- Track 004° via PHNIX to DORBU
- Cross PHNIX at or above 5000 ft
- Cross DORBU ar or below 6000 ft, MAX IAS 210 kt

OCEANIC TRANSITIONS TO SIMZI ARRIVALS

From GULUT • Track 111° to SIMZI
From TANEN • Track 087° to SIMZI
From GOPLU • Track 068° to SIMZI

SIMZI ONE DELTA ARRIVAL – RNAV (SIMZI1D)

- From SIMZI track 048° via KABUS to RUSKI
- Cross KABUS at or above 5500 ft
- Cross RUSKI at or above 4000 ft
- Track 047° to HUWIT
- Cross HUWIT at or below 6000 ft, MAX IAS 210 kt

TPAPA
S40 42 19
E174 27 23

TPAPA1D 150° 18 1200

BRUDA
S41 00 11
E174 30 33

At or above 5000 ft

108° 11 1200 TPAPA1D

HUWIT (IAF)
S41 07 00
E174 41 19

At or above 4000 ft

047° SIMZI1D 12 1200

At or below 6000 ft MAX IAS 210 kt

RUSKI
S41 11 19
E174 25 54

048° 7 4000

KABUS
S41 13 45
E174 17 11

At or above 5500 ft

048° SIMZI1D 16 5500

SIMZI
S41 19 15
E173 57 15

FROM GULUT 111° 168 5600

FROM TANEN 087° 162 8200

FROM GOPLU 068° 161 7900

6400

069°

AVPOD
S41 19 13
E174 20 26

030° AVPOD1D 20 1200

DORBU (IAF)
S41 13 57
E174 36 40

027°

7 2400 WARDS2D

At or above 5000 ft

PHNIX
S41 19 57
E174 32 38

004° 27 1800

At or above 6000 ft

OMDOX
S41 44 02
E174 16 21

013° 8 2400 WARDS2D

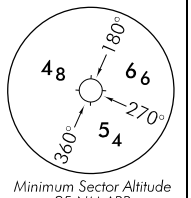
8000

013°

WARDS
S41 50 32
E174 10 06

16

NOT TO SCALE



Minimum Sector Altitude
25 NM ARP

Changes from 7 NOV 19: ACFT category added to header.

Effective: 21 MAY 20

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ELEV 41

NZWN

CAT A,B,C,D

WELLINGTON

RNAV STAR RWY 34 (1)

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9

ALL ARRIVALS

- 2 minutes prior to the NZZO/NZZC FIR bounday, contact CHRISTCHURCH CONTROL 123.7 MHz reporting position and level.
- ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
- If unable RNAV, expect radar vectors or alternative routing.

Navigation requirement: RNAV1 GNSS required

OCEANIC TRANSITIONS TO SIMZI ARRIVALS

From GULUT	Track 111° to SIMZI
From TANEN	Track 087° to SIMZI
From GOPLU	Track 068° to SIMZI

SIMZI SIX ALFA ARRIVAL – RNAV (SIMZI6A)

- From SIMZI track 087° to KRAKA
- Cross KRAKA at or above 5500 ft
- Track 087° to MEEDA
- Cross MEEDA at or below 7000 ft, MAX IAS 220 kt
- Track 070° via JONAH to UMAGA
- Cross JONAH at or above 3000 ft
- Cross UMAGA at or above 2000 ft, MAX IAS 190 kt

IGMUL TWO ALFA ARRIVAL – RNAV (IGMUL2A)

- From IGMUL track 082° to MEEDA
- Cross MEEDA at or below 7000 ft, MAX IAS 220 kt
- Track 070° via JONAH to UMAGA
- Cross JONAH at or above 3000 ft
- Cross UMAGA at or above 2000 ft, MAX IAS 190 kt

SULRI THREE ALFA ARRIVAL – RNAV (SULRI3A)

- From SULRI track 056° to MEEDA
- Cross MEEDA at or below 7000 ft, MAX IAS 220 kt
- Track 070° via JONAH to UMAGA
- Cross JONAH at or above 3000 ft
- Cross UMAGA at or above 2000 ft, MAX IAS 190 kt

WARDS FIVE ALFA ARRIVAL – RNAV (WARDS5A)

- From WARDS track 013° to OMDOX
- Cross OMDOX at or above 6000 ft
- Track 022° via SALTI to MEEDA
- Cross SALTI at or above 5000 ft
- Cross MEEDA at or below 7000 ft, MAX IAS 220 kt
- Track 070° via JONAH to UMAGA
- Cross JONAH at or above 3000 ft
- Cross UMAGA at or above 2000 ft, MAX IAS 190 kt

TPAPA THREE ALFA ARRIVAL – RNAV (TPAPA3A)

- From TPAPA track 150° via FICAN to TURBY
- Cross FICAN at or above 5000 ft
- Track 134° via RIPPA to JONAH
- Cross RIPPA at or below 7000 ft, MAX IAS 220 kt
- Cross JONAH at or above 3000 ft
- Track 070° to UMAGA
- Cross UMAGA at or above 2000 ft,
- MAX IAS 190 kt

TPAPA S40 42 19 E174 27 23

FICAN S41 06 37 E174 31 41

TURBY S41 16 32 E174 33 28

RIPPA S41 24 09 E174 37 52

SIMZI S41 19 15 E173 57 15

KRAKA S41 22 15 E174 08 31

IGMUL S41 26 49 E174 22 46

MEEDA S41 29 27 E174 35 45

UMAGA (IAF/IF) S41 29 55 E174 47 43

JONAH S41 29 39 E174 41 04

SULRI S41 32 07 E174 18 49

SALTI S41 39 05 E174 22 57

OMDOX S41 44 02 E174 16 21

WARDS S41 50 32 E174 10 06

At or above 5000 ft

At or above 5500 ft

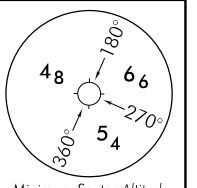
At or below 7000 ft MAX IAS 220 kt

At or above 3000 ft

At or above 2000 ft MAX IAS 190 kt

At or above 6000 ft

NOT TO SCALE



Minimum Sector Altitude 25 NM ARP

Changes from 7 NOV 19: ACFT category added to header.

WNRNAVSTAR34-1-X

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ELEV 41

NZWN

CAT A,B,C,D

WELLINGTON

RNAV STAR RWY 34 (2)

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER:* 118.8 125.25 *ATIS:* 126.9

Changes from 7 NOV 19: ACFT category added to header.

WNRNAVSTAR34-2-P

© Civil Aviation Authority

ELEV 41

NZWN

CAT B,C,D

WELLINGTON

RNAV STAR RWY 34 (3)

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9

ALL ARRIVALS

- 2 minutes prior to the NZZO/NZZC FIR boundary, contact CHRISTCHURCH CONTROL 123.7 MHz reporting position and level.
- ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
- If unable RNAV, expect radar vectors or alternative routing.

Navigation requirement: RNAV1 GNSS required

OCEANIC TRANSITIONS TO SIMZI ARRIVALS

From GULUT • Track 111° to SIMZI
From TANEN • Track 087° to SIMZI
From GOPLU • Track 068° to SIMZI

TPAPA ONE CHARLIE ARRIVAL – RNAV (TPAPA1C)

- From TPAPA track 150° via FICAN to TURBY
- Cross FICAN at or above 5000 ft
- Track 134° to RIPPA
- Cross RIPPA between 7000 ft and 3000 ft, MAX IAS 210 kt

SIMZI TWO CHARLIE ARRIVAL – RNAV (SIMZI2C)

- From SIMZI track 087° via KRAKA to MEEDA
- Cross KRAKA at or above 5500 ft
- Cross MEEDA between 7000 ft and 3000 ft, MAX IAS 210 kt

SULRI TWO CHARLIE ARRIVAL – RNAV (SULRI2C)

- From SULRI track 056° to MEEDA
- Cross MEEDA between 7000 ft and 3000 ft, MAX IAS 210 kt

WARDS TWO CHARLIE ARRIVAL – RNAV (WARDS2C)

- From WARDS track 013° to OMDOX
- Cross OMDOX at or above 6000 ft
- Track 022° via SALTI to MEEDA
- Cross SALTI at or above 5000 ft
- Cross MEEDA between 7000 ft and 3000 ft, MAX IAS 210 kt

TPAPA
S40 42 19
E174 27 23

150° 1200 TPAPA1C 24

FICAN
S41 06 37
E174 31 41

At or above 5000 ft

150° 4000 10 1200

TURBY
S41 16 32
E174 33 28

134° TPAPA1C 8 2000

RIPPA (IAF)
S41 24 09
E174 37 52

Between 7000 ft and 3000 ft MAX IAS 210 kt

111° FROM GULUT 168 5600

087° FROM TANEN 162 8200

068° FROM GOPLU 161 7900

6400

069°

SIMZI
S41 19 15
E173 57 15

087° SIMZI2C 9 5500

At or above 5500 ft

KRAKA
S41 22 15
E174 08 31

SIMZI2C 22 3000

MEEDA (IAF)
S41 29 27
E174 35 45

066°

Between 7000 ft and 3000 ft MAX IAS 210 kt

SULRI
S41 32 07
E174 18 49

056° SULRI2C 13 1200

14 1200 WARDS2C 2900

7 1800

SALTI
S41 39 05
E174 22 57

At or above 5000 ft

022° 8 2400

OMDOX
S41 44 02
E174 16 21

At or above 6000 ft

013° WARDS2C 8000

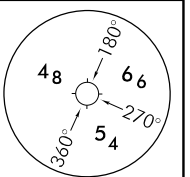
013°

WARDS
S41 50 32
E174 10 06

23° E

34

NOT TO SCALE



Minimum Sector Altitude
25 NM ARP

Changes from 7 NOV 19: ACFT category added to header.

WNRNAVSTAR34-3-F

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ELEV 41

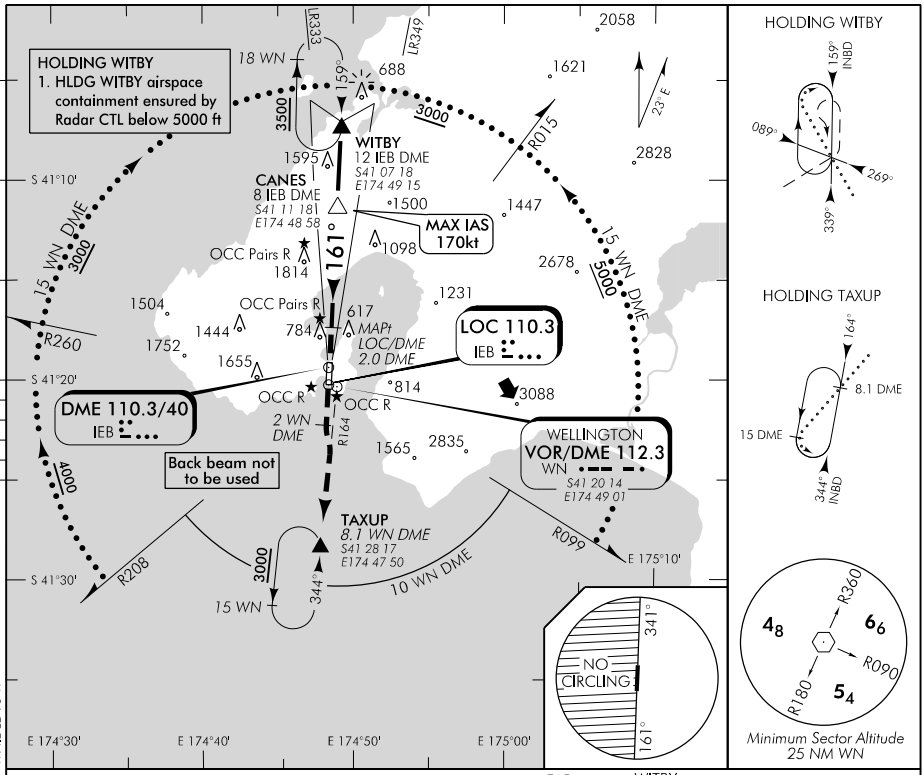
RWY 16 THR ELEV 41

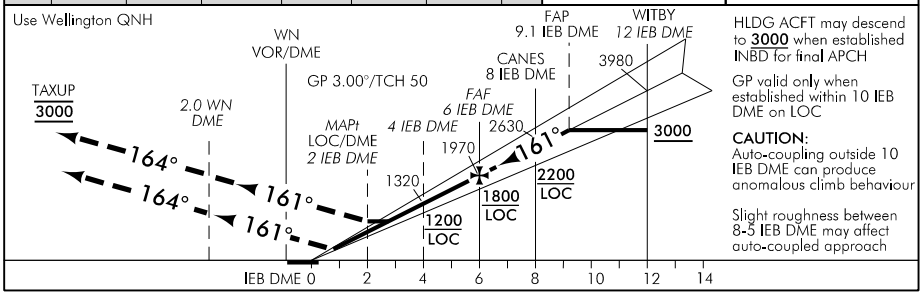
CAT A,B,C,D

WELLINGTON

ILS/DME or LOC/DME RWY 16

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





Changes from 23 MAY 19: MAGVAR, mast relocated, WITBY holding note added.

MISSED APCH: MAX IAS 185 kt. Track 161° to 2 WN DME, intercept R164 to TAXUP 3000

IEB DME DIST	0.8	MAPt 2	2.7	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA	MDA	MDA	990	1320	1640	1970	2300	2630	2970	3300
Category	A			B		C			D		
ILS/DME	**300**(259) – 1500										
LOC/DME	**900**(859) – 4800										
Circling *	**1000**(959) – 5						**1100**(1059) – 5		NA		

* Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart

Effective: 21 MAY 20

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ELEV 41

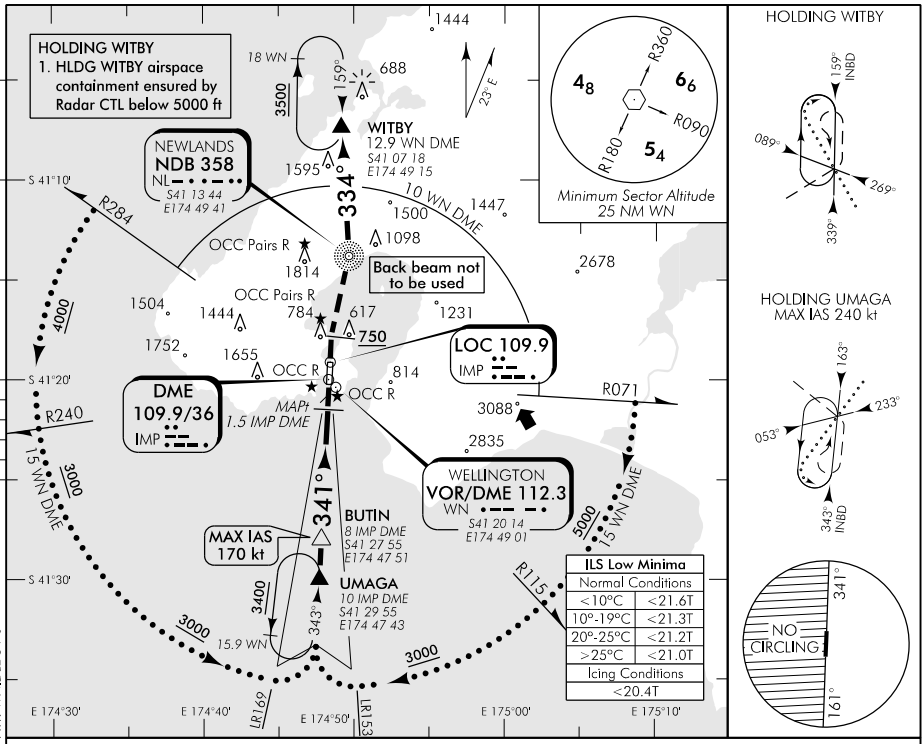
RWY 34 THR ELEV 24

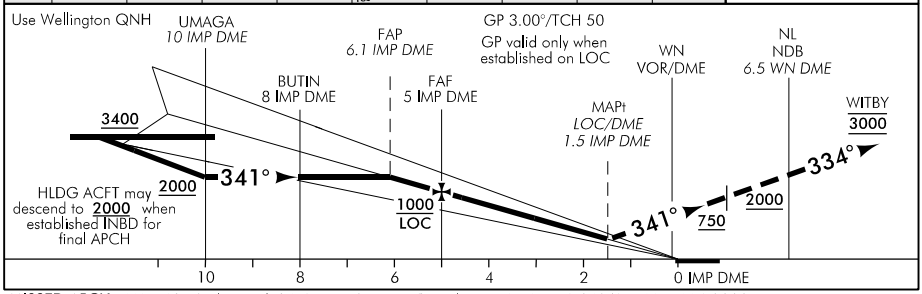
CAT A,B,C,D

WELLINGTON

ILS/DME or LOC/DME RWY 34

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





Changes from 23 MAY 19: MAGVAR, mast relocated, WITBY holding note added, missed APCH track.

MISSED APCH: MAX IAS 185 kt. Track 341° to **750**, turn RIGHT direct to NL NDB (R342/6.5 WN DME) **2000**, turn LEFT track 334° to WITBY (R338/12.9 WN DME) **3000**, expect radar control #

IMP DME DIST	10	9	8	7	6	5	4	3	2	1.6	MAPt1.5	1.3
Advisory Altitude 3°	3280	2950	2620	2290	1960	1630	1300	980	660	MDA	MDA	DA
Category	A			B			C			D		
ILS/DME	**450**(426) – 2400									**460**(436) – 2400		
ILS/DME +	**300**(276) – 2000											
LOC/DME	**540**(516) – 2800											
Circling *	**1000**(959) – 5						**1100**(1059) – 5			NA		

* Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart

\# When Wellington Control not available mandatory 3500 ft applies at WITBY

\+ Requires 4% (250 ft/NM) missed APCH climb gradient

Effective: 21 MAY 20

© Mt Cook Airline

WELLINGTON
ILS/DME or LOC/DME RWY 34

ELEV 41

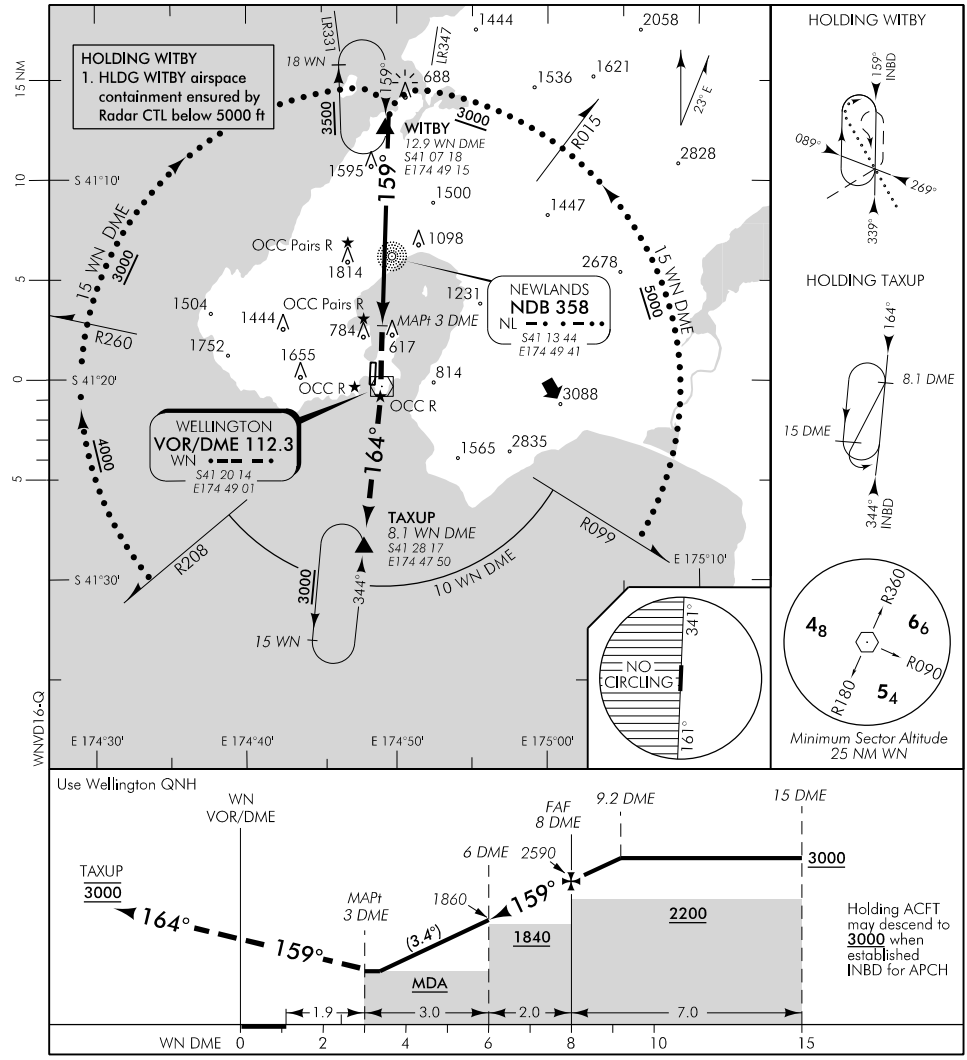
RWY 16 THR ELEV 41

CAT A,B,C,D

WELLINGTON

VOR/DME RWY 16

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9



MISSED APCH: MAX IAS 185 kt. Track 159° to WN VOR, turn RIGHT track R164 to TAXUP 3000

WN DME DIST	MAPt 3	3.4	4	5	6	7	8	9	9.2
Advisory Altitude 5.9%	MDA	MDA	1140	1500	1860	2230	2590	2950	3000
Category	A		B		C		D		
VOR/DME#	**930**(889) – 5								
Circling *	**1000**(959) – 5				**1100**(1059) – 5		NA		

Non-compliant with ICAO PANS-OPS straight-in criteria; FNA TR diverging FM RWY extended CL, at MAPt (3 DME) offset 770 m.

* Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart.

Changes from 30 JAN 20: MAGVAR, mast relocated, WITBY holding note added.

© Civil Aviation Authority

ELEV 41

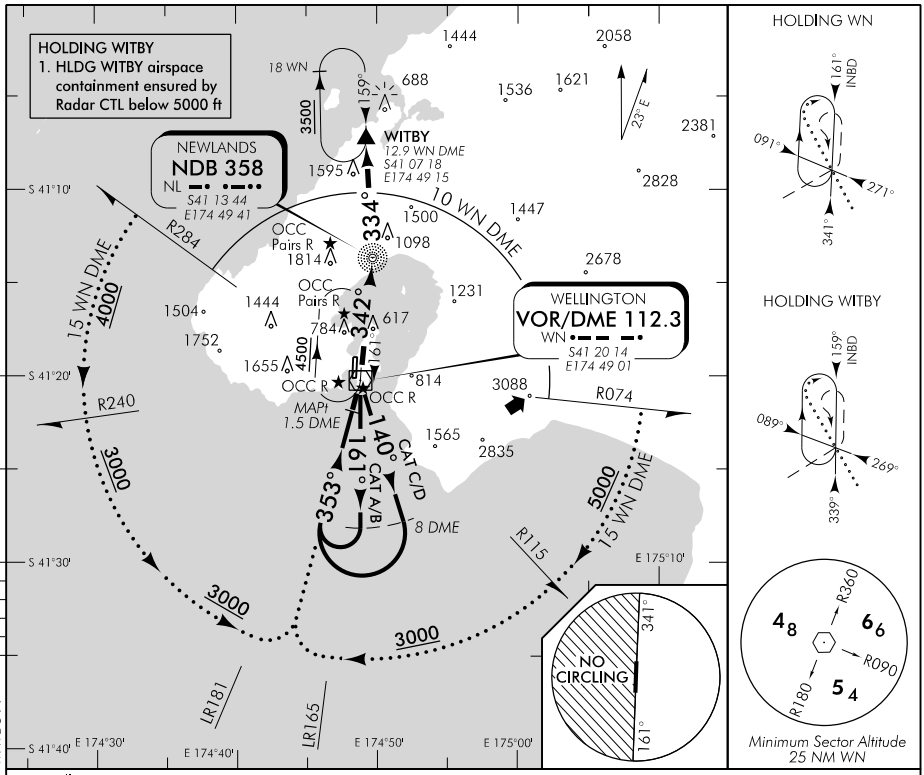
RWY 34 THR ELEV 24

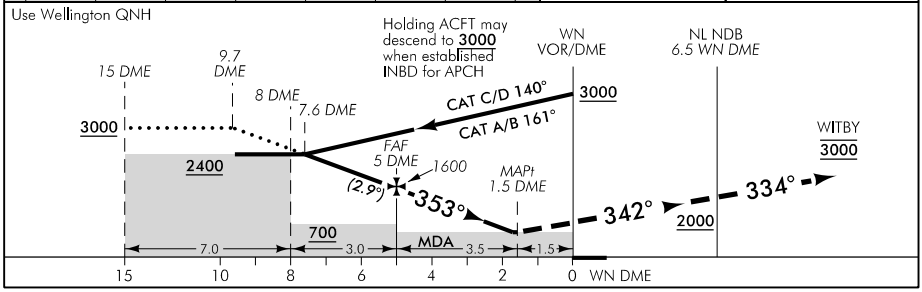
CAT A,B,C,D

WELLINGTON

VOR/DME RWY 34

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





Changes from 30 JAN 20: MAGVAR, mast relocated, minima, advisory altitude table, WITBY holding note, missed APCH track, outbound times.

MISSED APCH: MAX IAS 185kt. Track 353° to WN VOR, turn LEFT track 342° to NL NDB (R342/6.5 WN DME) **2000**, turn LEFT track 334° to WITBY **3000**, expect RADAR control #

WN DME DIST	10	9	8	7	6	5	4	3	2	MAPt 1.5
Advisory Altitude 5%	3150	2850	2500	2200	1900	1600	1300	1000	700	MDA
Category	A			B		C			D	
VOR/DME	**560**(536) – 1500					**560**(536) – 2300				
Circling *	**1000**(959) – 5					**1100**(1059) – 5			NA	

* Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart.
\# When Wellington Control not available mandatory 3500 ft applies at WITBY.

© Civil Aviation Authority

ELEV 41

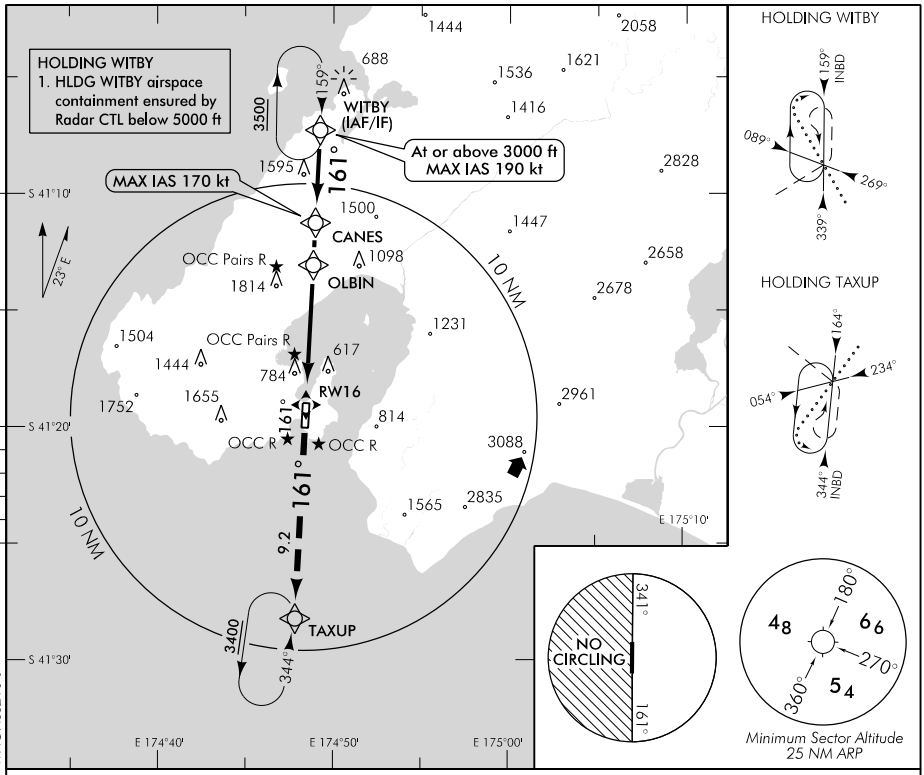
RWY 16 THR ELEV 41

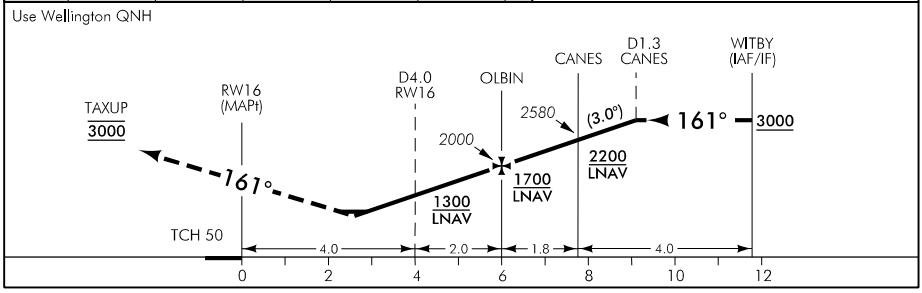
CAT A,B,C,D

WELLINGTON

RNAV (GNSS) Z RWY 16

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





Changes from 19 JUL 18: MAGVAR, mast relocated, WITBY holding note added.

MISSED APCH: MAX IAS 185 kt. Track 161° to TAXUP 3000, expect radar control +

DISTANCE to WPT	RW16	2.6	2.9	3	4	5	OLBIN	1	CANES	1	2	3	WITBY
Advisory Altitude 3°	MDA	DA	MDA	1050	1360	1680	2000	2320	2580	2900	3220	3540	3850

Category	A	B	C	D
LNAV	**1000**(959) – 5			
LNAV/VNAV *	**910**(869) – 5		**930**(889) – 5	
Circling #	**1000**(959) – 5		**1100**(1059) – 5	NA

* Valid to AD temperature -5°C, use of remote QNH NA
\# Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart.
\+ When Wellington Approach not available mandatory 3400 ft applies at TAXUP

Effective: 21 MAY 20

© Civil Aviation Authority

ELEV 41

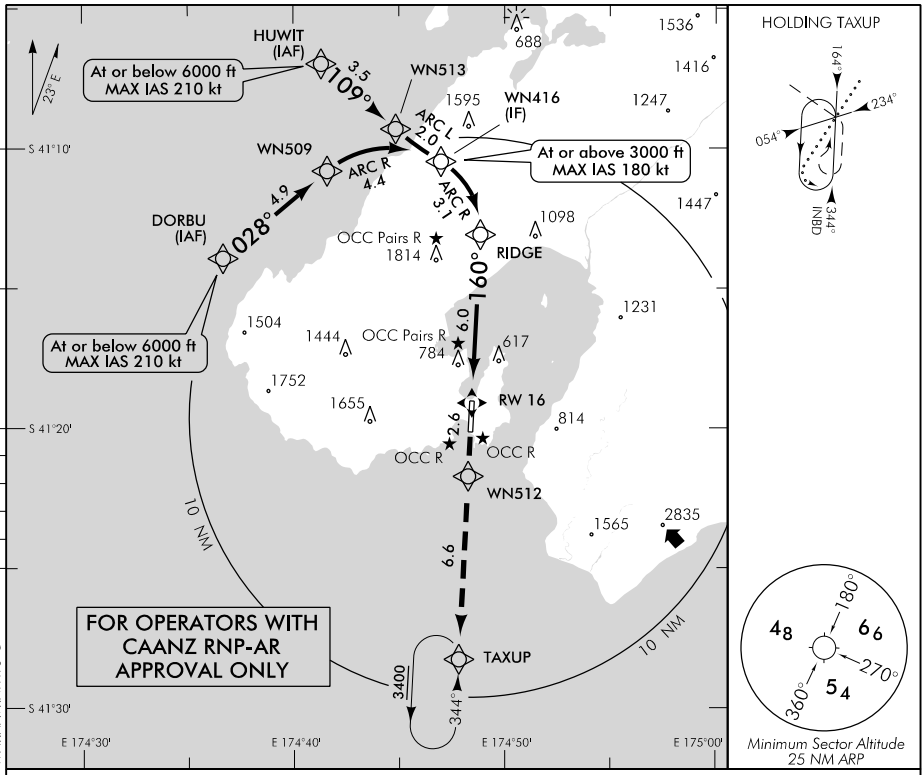
RWY 16 THR ELEV 41

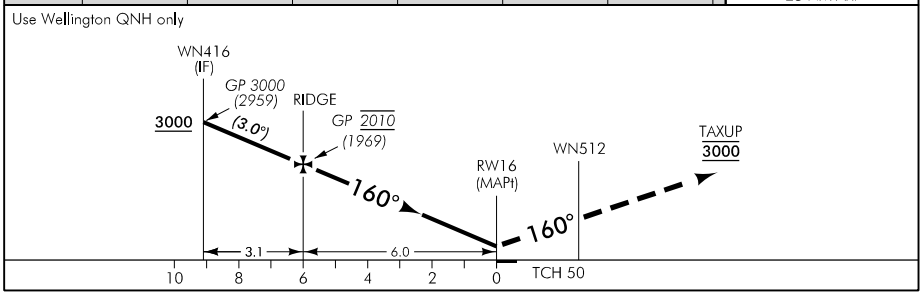
CAT B,C,D

WELLINGTON

RNAV (RNP) X RWY 16

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





Changes from 31 JAN 19: MAGVAR, mast relocated.

MISSED APCH: MAX IAS 185 kt. Track via the RNAV (RNP) Missed Approach to TAXUP 3000, expect radar control *

Category	A	B	C	D
RNP 0.1	NA	NA	**410**(369) – 2000	
RNP 0.2			**650**(609) – 3600	
RNP 0.3		**930**(889) – 5	**950**(909) – 5	

1. Procedure NA when AD temperature is below -5°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments
4. Maintain final approach RNP value until WN512, then RNP 1.0

* When Wellington Approach not available mandatory 3400 ft applies at TAXUP

Effective: 21 MAY 20

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WELLINGTON
RNAV (RNP) X RWY 16

ELEV 41

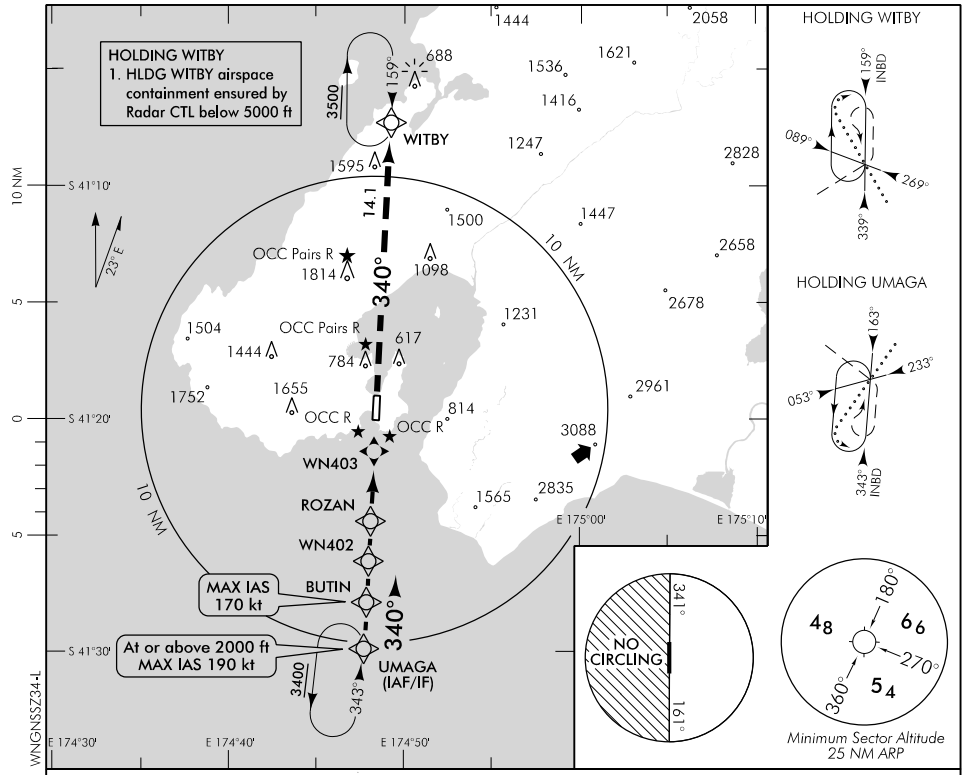
RWY 34 THR ELEV 24

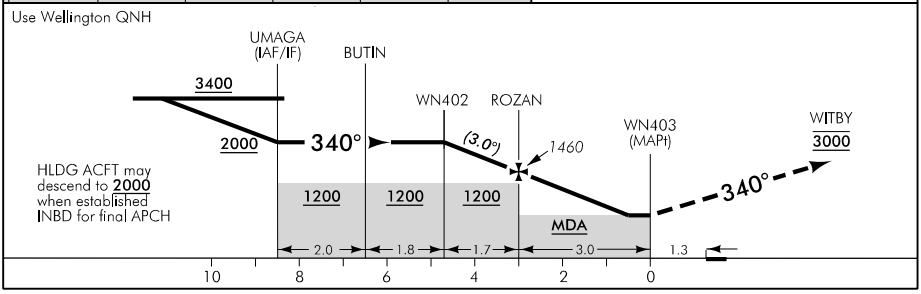
CAT A,B,C,D

WELLINGTON

RNAV (GNSS) Z RWY 34

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





MISSED APCH: MAX IAS 185 kt. Climb on 340° to WITBY 3000, expect radar control +

DISTANCE to WPT	UMAGA	1	BUTIN	1	WN402	1	ROZAN	2	1	0.5	WN403
Advisory Altitude 3°	3200	2880	2560	2320	2000	1770	1460	1140	820	MDA	MDA

Category	A	B	C	D
LNAV	**940**(916) – 3000		**940**(916) – 4800	
LNAV *	**670**(646) – 2500		**670**(646) – 3600	
Circling #	**1000**(959) – 5		**1100**(1059) – 5	NA

* Requires 4.3% (270 ft/NM) missed apch climb gradient.
\# Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart.
\+ When Wellington Control not available mandatory 3500 ft applies at WITBY

Changes from 19 JUL 18: MAGVAR, procedure reviewed, WPTs updated, advisory altitude table added, obstacle relocated, WITBY HLDG note.

Effective: 21 MAY 20

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ELEV 41

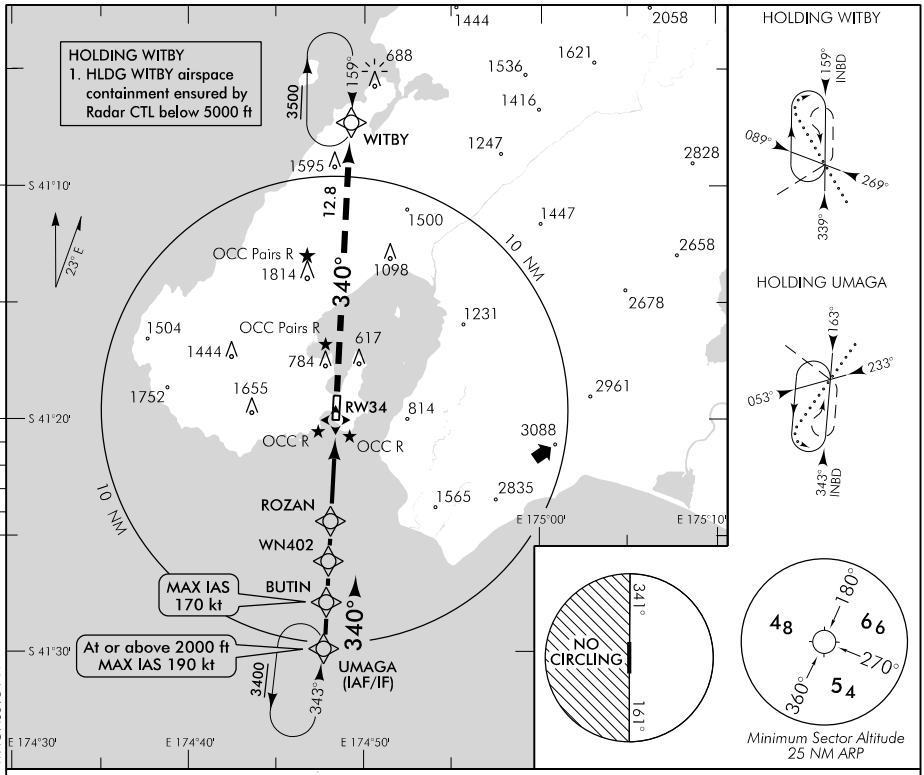
RWY 34 THR ELEV 24

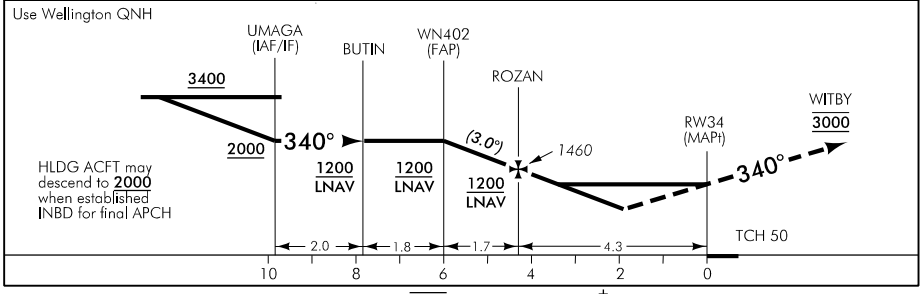
CAT A,B,C,D

WELLINGTON

RNAV (GNSS) Y RWY 34

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9





Changes from 16 JUL 20: Use of remote QNH notes amended.

MISSED APCH: MAX IAS 185 kt. Climb on 340° to WITBY 3000, expect radar control +

DISTANCE to WPT	UMAGA	1	BUTIN	1	WN402	1	ROZAN	3.4	3	2	1.9	RW34
Advisory Altitude 3°	3200	2880	2560	2320	2000	1770	1460	MDA	MDA	MDA	DA	MDA

Category	A	B	C	D
LNAV/VNAV =	**780**(756) – 3000		**830**(806) – 4400	
LNAV/VNAV *=	**610**(586) – 2000		**610**(586) – 3200	
LNAV	**1150**(1126) – 3000		**1150**(1126) – 4400	
Circling #	**1150**(1109) – 5			NA

= Valid to AD temperature -5°C, use of remote QNH NA.
* Requires 3.8% (240 ft/NM) missed apch climb gradient.
# Circling NA west of RWY 16/34. Also remain west of harbour eastern shoreline. Refer Noise Abatement Chart.
+ When Wellington Approach not available mandatory 3500 ft applies at WITBY

Effective: 10 SEP 20

© Civil Aviation Authority

ELEV 41

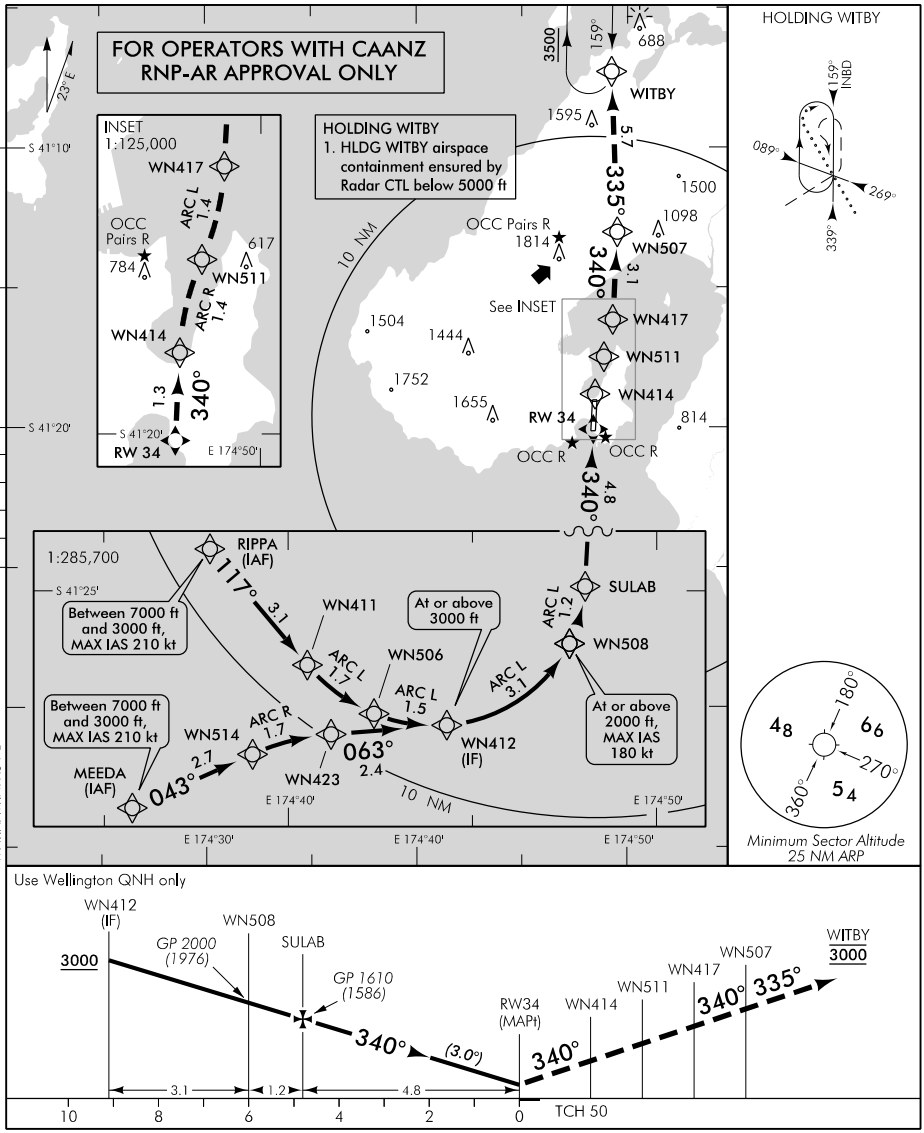
RWY 34 THR ELEV 24

CAT B,C,D

WELLINGTON

RNAV (RNP) X RWY 34

WELLINGTON APPROACH: 119.3 122.3 121.1 *TOWER*: 118.8 125.25 *ATIS*: 126.9



Category	A	B	C	D
RNP 0.1	NA	NA	**470**(446) – 2400	
RNP 0.2			**550**(526) – 3200	
RNP 0.3		**560**(536) – 2000	**580**(556) – 3200	

1. Procedure NA when AD temperature is below -5°C or above 47°C
2. RF required
3. RNP 0.3 initial and intermediate segments
4. Maintain final approach RNP value until WN507, then RNP 1.0
* When Wellington Approach not available mandatory 3500 ft applies at WITBY

Effective: 21 MAY 20

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WELLINGTON
RNAV (RNP) X RWY 34

Changes from 12 SEP 19: MAGVAR, mast relocated, WITBY holding note added.

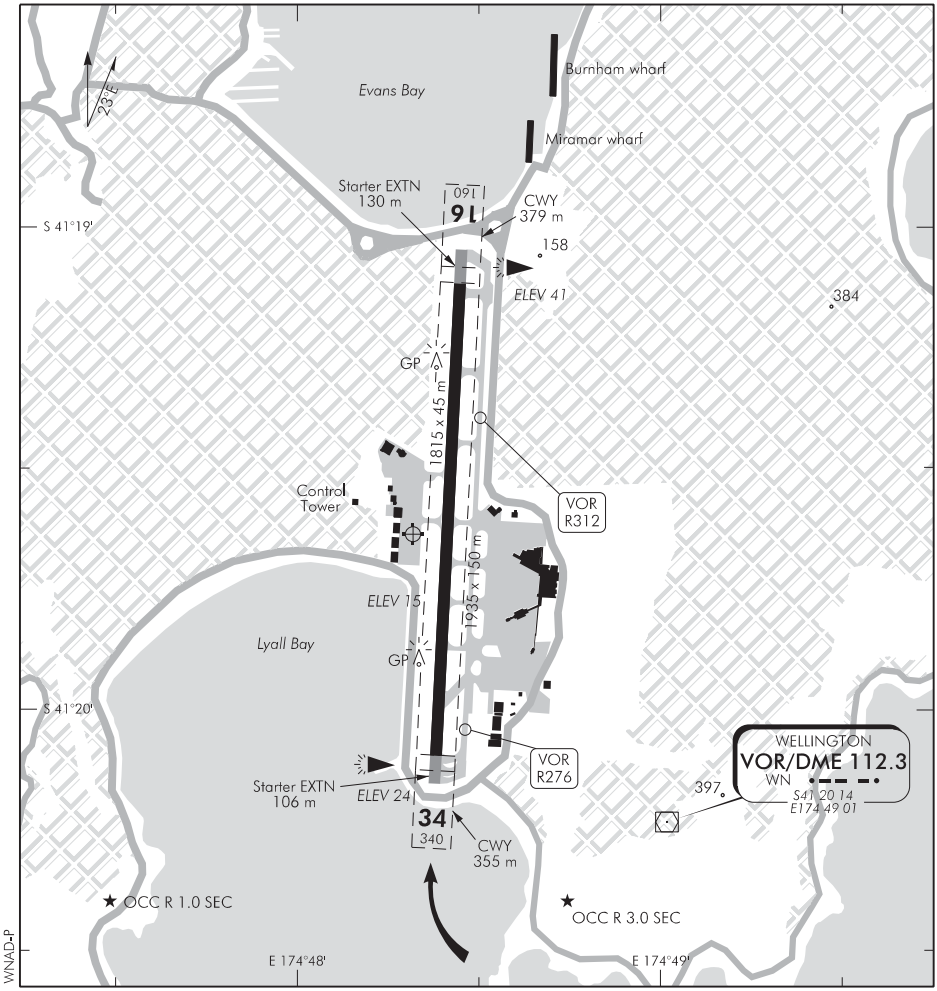
ELEV 41

NZWN

WELLINGTON

AERODROME (1)

TOWER: 118.8 125.25 *GROUND:* 121.9 118.8 *DELIVERY:* 128.2 *ATIS:* 126.9 *FIRE:* 134.7



Changes from 21 MAY 20: Building outlines updated.

1. Circuit: RWY 16 — Left hand
   RWY 34 — Right hand
   Circuit height 1459 ft above aerodrome elevation (1500 ft QNH)
2. Noise abatement procedures apply — refer Wellington Noise Abatement charts and notes.
3. ATC Speed Requirements:
   Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds with a MNM 150 kt IAS to 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.
   VFR in circuit: approach speed of not less than 90 kt IAS when above 300 ft AMSL.
4. General aviation aircraft are requested to land at an appropriate location on the runway to minimise the landing roll and ensure expeditious exit to the western apron.

(continued)

S 41 19 38 E 174 48 19

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ELEV 41 **WELLINGTON**

NZWN **AERODROME (2)**

TOWER: 118.8 125.25 *GROUND:* 121.9 118.8 *DELIVERY:* 128.2 *ATIS:* 126.9 *FIRE:* 134.7

5. Shipping obstacle — Evans Bay: Advice to ACFT
   (i) Ships with mast height exceeding 80 ft manoeuvring within 1 NM of RWY 16 threshold will be reported by RTF to ACFT landing RWY 16 or taking off RWY 34.
   (ii) Ships with mast height exceeding 108 ft (33 m) at Miramar wharf and 144 ft (44 m) at Burnham wharf will be reported by NOTAM. These obstacles infringe the 1 in 7 transitional side clearances.
6. Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.
7. **CAUTION:** Bird hazard — Refer to NZWN AD 2.23.
   All bird occurrences reported to the Tower will be forwarded to the CAA as required by Civil Aviation Rule Part 12.
8. Refer to NZWN AD 2 for further details.
9. **Caution:**
   - High terrain surrounding airport.
   - Possible wind shear arr/dep all runways.

Loss of communications procedures for VFR flights within the Wellington CTR/C

- Outside the Wellington CTR/C — remain clear and proceed to an alternative aerodrome. **Squawk 7600.** Report arrival to Flight Information.
- Within Wellington CTR/C — if not issued with circuit joining instructions then vacate the CTR/C via the sector which the aircraft entered. **Squawk 7600.** When clear of the control zone proceed to an alternative aerodrome. Report arrival to Flight Information.
- Within the Wellington CTR/C — and issued with circuit joining instructions, or in case of emergency or through stress of weather:

a) if operating east of instrument sector, **Squawk 7600,** descend to not above 1000 ft, proceed to mid-downwind position, observe and follow light signals from the Tower. If lights not observed, carry out three (3) orbits downwind and then continue in the circuit for the RWY in use.

b) if operating west of instrument sector, **Squawk 7600,** proceed to the Airport Holding Pattern at 1500 ft, observe and follow light signals from the Tower. If lights not observed, carry out three (3) orbits of the holding pattern and then join base leg for the RWY in use.

If weather conditions prevent the use of the Airport Holding Pattern at 1500 ft, make three orbits west of ISLAND BAY, then join left base for RWY 34, or cross the extended centreline and join left-hand downwind for RWY 16.

NOTE: When entering the instrument sector exercise extreme caution and lookout when crossing the extended RWY centreline.

The Instrument Sector is shown on VNC and on the VFR procedures graphics pages.

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RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	Take-off distance 1:30	Take-off distance 1:40	LDG DIST
16[1] 34[1]	B	PCN 64 F/B/X/T	8	0.29D 0.29U	1945 1921		2300 2300		1815

[1] RWY grooved for full length

RESA RWY 16/34 90 x 90 m each end

Aerodrome survey data is available from the aerodrome operator.

TAXIWAY INTERSECTION TAKE-OFF DISTANCES

		M4	M5	A2	A3	A4	A5	A6
RWY 16	**TORA/ASDA (m)**	1089	909	1794	1482	1212	909	754
RWY 16	**TODA (m)**	1444	1264	2149	1837	1567	1264	1109

		M4	M5	A5	A6	A7	A8	A9	A10
RWY 34	**TORA/ASDA (m)**	736	920	920	1076	1231	1409	1613	1861
RWY 34	**TODA (m)**	1115	1299	1299	1455	1610	1788	1992	2240

MINIMA

IFR Take-off		
RWY	Day	Night
16[1]	300–1500	300–1500
34[2]	600–3000	600–3000

[1] Reduced take-off minima RWY 16 available during TWR HR — not below 0–400. OPS below 800 metres visibility subject to availability of serviceable secondary power supply and automatic switch-over.

[2] Lower take-off minima RWY 34 available to operators authorised by CAA.

(continued)

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WELLINGTON
OPERATIONAL DATA (2)

LIGHTING

HBN	Mt Kaukau	OCC Pairs R
HBN	Mt Victoria	OCC Pairs R
HBN	Arthurs Nose	OCC R 1.0 Sec
HBN	Palmer Head	OCC R 3.0 Sec
Runway:	16 REIL,	PAPI 3.00°/TCH 54 restricted to +7.5° of RWY CL due terrain LIH WBAR DISP RTHL, LIH RWY
	34 REIL,	PAPI 3.00°/TCH 54, LIH WBAR DISP RTHL, LIH RWY
Aerodrome:	WDI	
Taxiway:	CL	Apron: Floodlighting and edge on Western apron
	Elevated runway guard lights (RGL) installed on taxiway stubs A1 to A11 inclusive, M4 and M5. Inset runway guard lights (RGL) installed on taxiway stubs A1, A2, A5, A9, A10 ,A11, M4 and M5.	
Taxilane:	CL No taxiway or taxilane CL on western apron	

Standby power available (except for HBN)

FACILITIES

Fuel: Air BP. Jet A1. 133.9 MHz
Z Energy Air Stop, Jet A1 — Access via Z Card, Western Apron
Mobil Aerostop, Jet A1, Avgas 100, into plane via Mobilcard
Mobil 133.00 MHz

Passenger

Customs and Immigration

Hangarage

Repairs

Refer to NZWN AD 2 section for detailed aerodrome description

SUPPLEMENTARY

Operator: Wellington International Airport Limited
Chief Executive
PO Box 14 175
Wellington
Tel (04) 385 5100 Fax (04) 385 5139

Designated security aerodrome

Available for general use without the permission of the operator

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WELLINGTON
GROUND MOVEMENTS (1)

ELEV 41
NZWN

TOWER: 118.8 125.25 *GROUND:* 121.9 118.8 *DELIVERY:* 128.2 *ATIS:* 126.9 *FIRE:* 134.7

WNGM-1-ZB

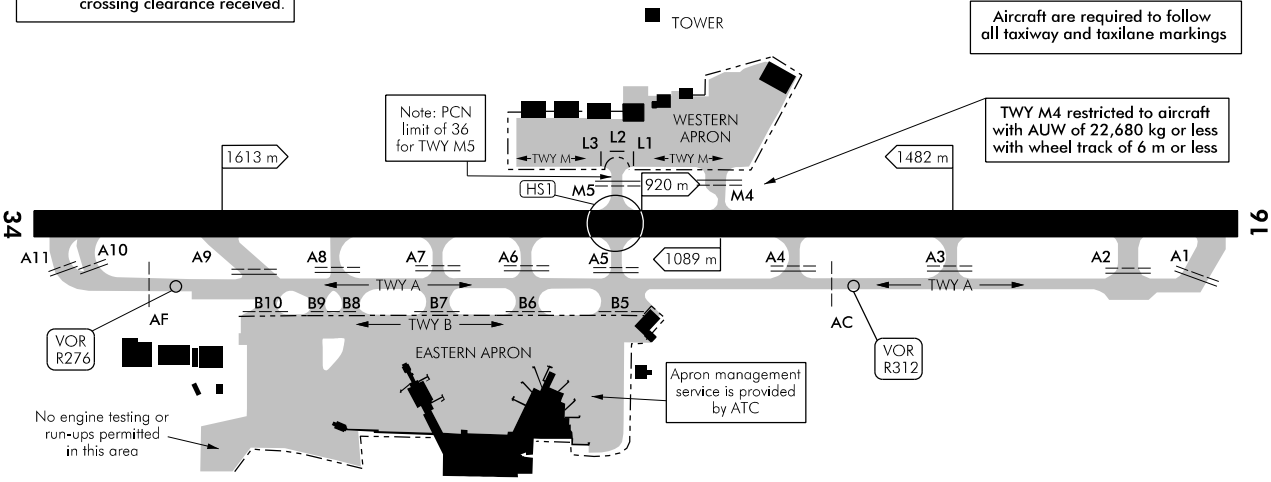
Hot Spots

HS1 ACFT crossing RWY 16/34 exercise caution and remain clear of runway until crossing clearance received.

For Western Apron details see Wellington Ground Movements (3)

Grass areas are not available for any aircraft use. All operations are to be confined to RWY, TWY and apron areas

Aircraft are required to follow all taxiway and taxilane markings



For Stand details see Wellington Ground Movements (2)

A1, A10 and A11 are CAT I hold positions

Aerodrome control service not provided for movements within areas designated by

CODE C, D and E AIRCRAFT RESTRICTIONS

- Code D and E aircraft (C130, A330, A340, A350, B757, B767, B777 and B787) to enter and vacate RWY 16/34 via TWY A1, A2, A10 or A11 only. Taxi to Stand 23 via TWY A and B6. Taxi to Stand 26 via TWY A and B5.
- TWY A5, A6, A7, A8 available for aircraft Code C and below, except A321.
- A yellow painted turning circle has been installed at each end of RWY 16/34. Available for aircraft Code C and below.
- Aircraft to exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited. Reduced taxiway centre-line to object clearance of 44.5 m applies on TWY A, north of the eastern apron.

Changes from 17 JUN 21: TWY intersection TKOF distances amended.

Effective: 24 FEB 22

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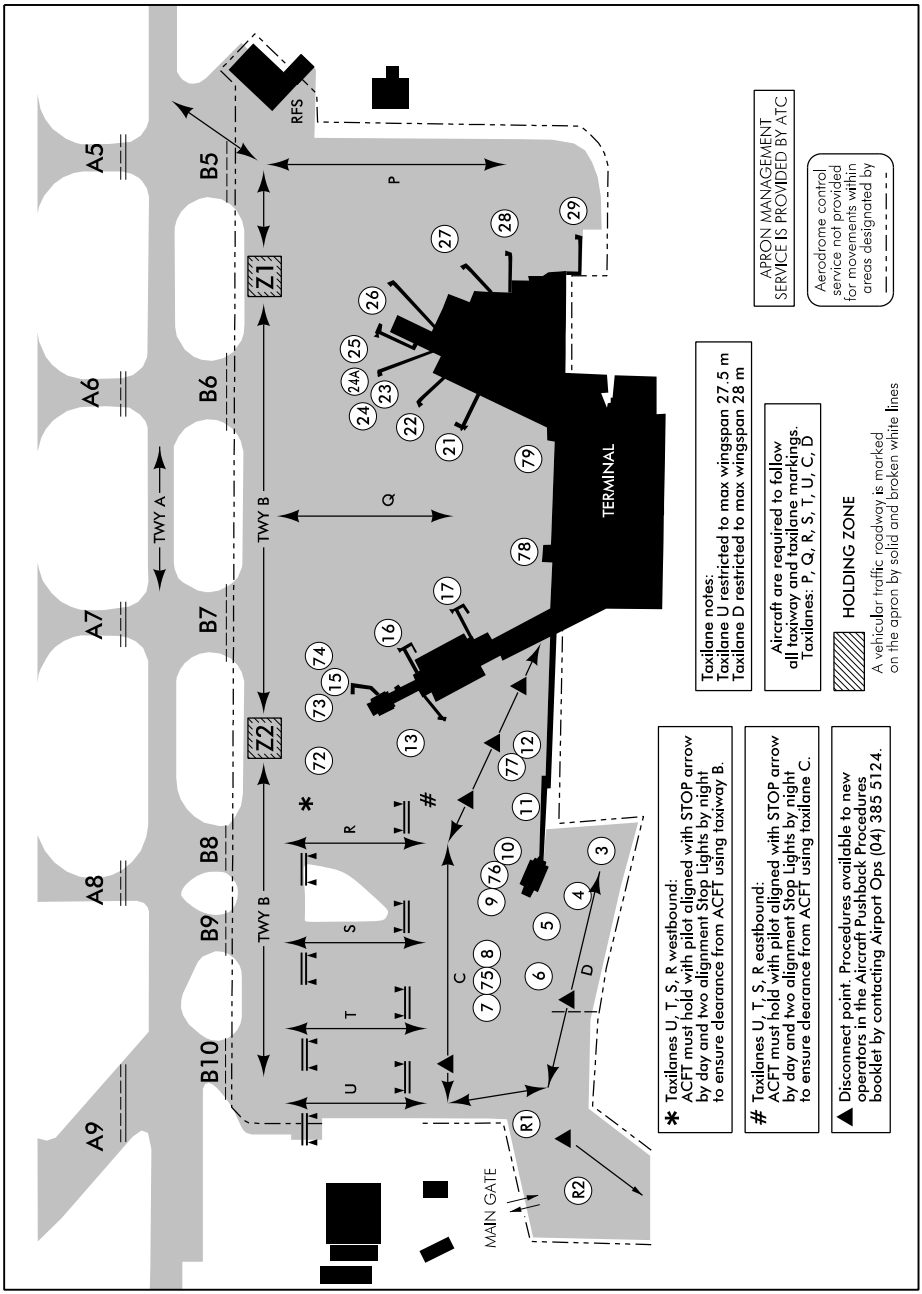
ELEV 41

NZWN

WELLINGTON

GROUND MOVEMENTS (2)

TOWER: 118.8 125.25 *GROUND*: 121.9 118.8 *DELIVERY*: 128.2 *ATIS*: 126.9 *FIRE*: 134.7



WNGM-2-Z

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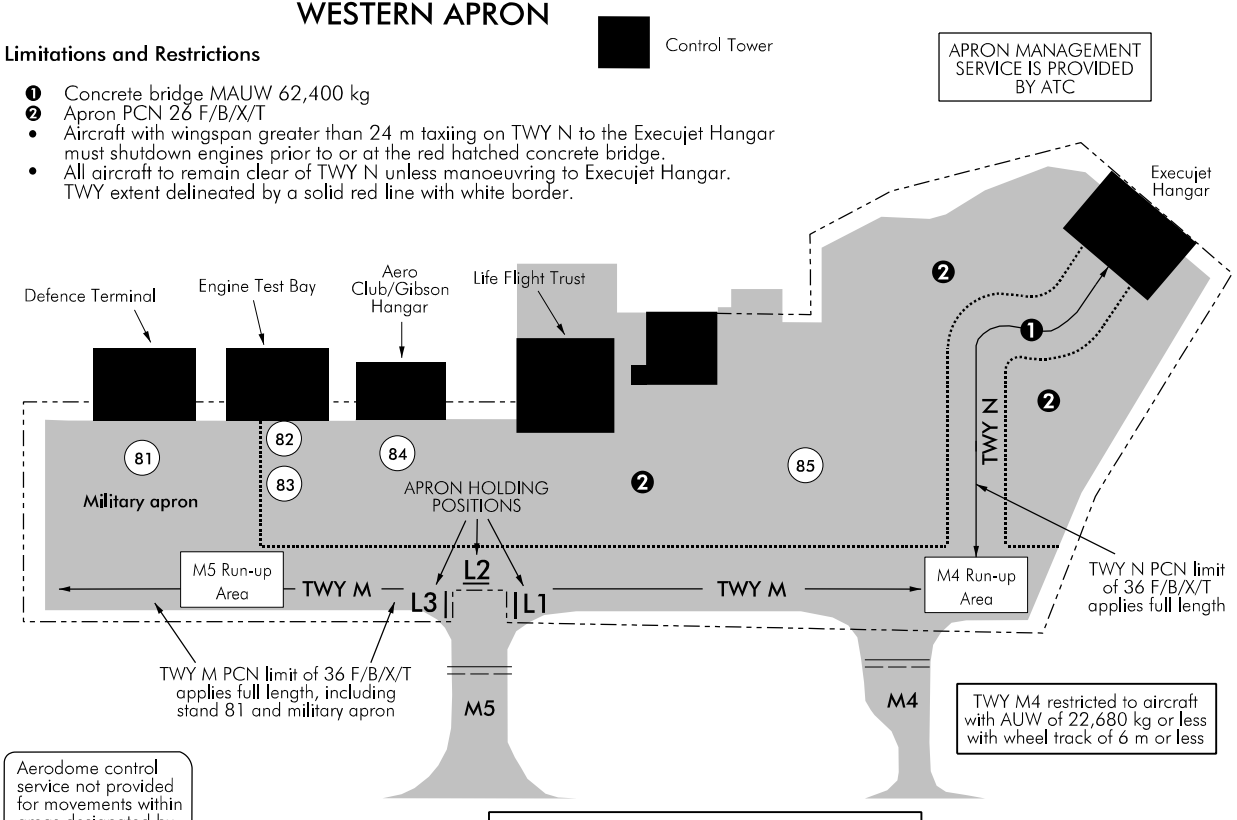
WESTERN APRON

Limitations and Restrictions

❶ Concrete bridge MAUW 62,400 kg
❷ Apron PCN 26 F/B/X/T
• Aircraft with wingspan greater than 24 m taxiing on TWY N to the Execujet Hangar must shutdown engines prior to or at the red hatched concrete bridge.
• All aircraft to remain clear of TWY N unless manoeuvring to Execujet Hangar. TWY extent delineated by a solid red line with white border.



Changes from 30 JAN 20: Air BP fuel removed.

ELEV 41
NZWN
TOWER: 118.8 125.25 GROUND: 121.9 118.8 DELIVERY: 128.2 ATIS: 126.9 FIRE: 134.7

Departing Aircraft — IFR

- When requesting clearance by RTF contact DELIVERY up to a maximum of 15 minutes prior to start for route clearance, advising stand number or location on aerodrome. Pass requested level, domestic flights pass alternate. Clearance will be issued within 2 minutes.
- When ready to start contact GROUND, request pushback if necessary. Any air traffic delay will be advised at this time. ATC expect the aircraft to commence start within 1 minute of start approval.
- All pushbacks to be carried out in accordance with the approved procedures published by WIAL. Copies of these procedures have been provided to ATC and all scheduled operators. Anyone else requiring a copy may request one from Airport Operations.
- Request taxi clearance from GROUND before departing stand.
- Aircraft must be ready for take-off on reaching the holding position.
- Aircraft from Eastern Apron contact TOWER when passing B5 for RWY 16 or when passing B9 for RWY 34. If from Western Apron contact TOWER when instructed.

Departing Aircraft — VFR

- Prior to start-up for departure pilots should submit a Local VFR Flight Notification via IFIS (www.ifis.airways.co.nz) to provide flight details to Wellington Tower.
- Contact DELIVERY advising stand number or location on the aerodrome, receipt of ATIS and request departure clearance.
- When ready to start contact GROUND; any air traffic delay will be advised at this time.
- All pushbacks to be carried out in accordance with the approved procedures published by WIAL. Copies of these procedures have been provided to ATC and all scheduled operators. Anyone else requiring a copy may request one from Airport Operations.
- Request taxi clearance (traffic information is provided on the Western Apron) from GROUND before departing stand, or moving from current location.
- Contact TOWER when instructed.
- Alternative departure instructions may be issued by TOWER.

Arriving Aircraft — IFR and VFR

- Unless otherwise instructed by ATC, arriving aircraft for the Eastern Apron to arrange flight to vacate runway at A7 or south of when landing RWY 16, or A5 or north of when landing RWY 34.
- Contact GROUND when vacating the runway advising intended stand number or location on aerodrome.
- Ensure well clear of runway if required to stop on vacating.
- Taxi as instructed by ATC.
- Remain on GROUND frequency until established on stand, or closing down.

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Restrictions and hazards

- Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.
- Code D and E aircraft (C130, A330, A340, A350, B757, B767, B777 and B787) to enter and vacate RWY 16/34 via TWY A1, A2, A10 or A11 only. Taxi to stand 23 via TWY A and B6. Taxi to stand 26 via TWY A and B5. Aircraft to exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited. Reduced taxiway centre-line to object clearance of 44.5 m applies on TWY A, north of the eastern apron.
- A vehicle traffic roadway is marked on the apron by solid and broken white lines. Taxiing aircraft have right of way over all vehicles. When responding to an emergency, emergency service vehicles shall advise ATC to request priority over aircraft movements and will display red and/or blue flashing lights.
- WESTERN APRON — Pilots of aircraft with low propeller clearance are to exercise caution when transiting the Western Apron.
- Taxilane U restricted to max wingspan 27.5 m
- Taxilane D restricted to max wingspan 28 m

Aircraft Parking

Stand 23 Procedures

Aircraft stands 22 and 24 are closed when aircraft are parked on stand 23. Stand 23 is available on request to Airport Operations 24 hr prior to arrival, Tel (04) 385 5124.

Domestic Itinerant Operations

Itinerant operations on the eastern apron are restricted to the pick-up and set-down of passengers with 24 hr prior notice to Airport Operations, Tel (04) 385 5124. Western apron available for parking with prior approval from Airport Operations, Tel (04) 385 5124.

Helicopter Operations

All helicopter operations are restricted to the western apron unless otherwise approved by Airport Operations with 24 hr prior notice, Tel (04) 385 5124.

Apron Management

ATC, "Ground" also provides an Apron Management Service on apron areas for aircraft only. Instructions or traffic information issued is to assist pilots with situational awareness and to regulate the flow of aircraft entering, leaving or operating on apron management areas. For pushbacks on apron areas the phraseology "Pushback at your discretion" is used to indicate that the pushback is contained within an uncontrolled portion of the movement area and that ATC may not be aware of all apron activity.

Emergency

To minimise radio frequency congestion in the case of an aircraft emergency, Wellington Airport has established 134.7 MHz as a dedicated frequency to facilitate direct communication between flight crew and emergency services. This enables a direct line of communication to the Officer in Charge — Callsign "Wellington Fire".

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Stand Coordinates

R1	S41 19 58.63	E174 48 37.49
R2 North	S41 19 58.75	E174 48 40.65
R2 South	S41 19 59.36	E174 48 40.61
3	S41 19 52.24	E174 48 40.89
4	S41 19 53.18	E174 48 40.15
5	S41 19 54.40	E174 48 39.70
6	S41 19 54.86	E174 48 39.93
7	S41 19 55.48	E174 48 37.41
8	S41 19 54.33	E174 48 37.49
9	S41 19 53.22	E174 48 37.69
10	S41 19 52.15	E174 48 38.22
11	S41 19 51.23	E174 48 39.14
12	S41 19 49.89	E174 48 38.92
13	S41 19 49.73	E174 48 35.62
15	S41 19 48.43	E174 48 34.43
16	S41 19 47.82	E174 48 35.53
17	S41 19 46.98	E174 48 37.07
72	S41 19 50.50	E174 48 33.51
73	S41 19 49.03	E174 48 33.59
74	S41 19 47.42	E174 48 33.59
75	S41 19 54.76	E174 48 37.45
76	S41 19 52.54	E174 48 37.78
77	S41 19 50.13	E174 48 38.66
78	S41 19 46.27	E174 48 38.89
79	S41 19 44.79	E174 48 39.10
21	S41 19 43.10	E174 48 37.86
22	S41 19 42.64	E174 48 36.46
23	S41 19 41.92	E174 48 36.11
24	S41 19 41.96	E174 48 35.32
24A	S41 19 42.53	E174 48 34.32
25	S41 19 41.17	E174 48 35.07
26	S41 19 39.84	E174 48 35.56
27	S41 19 39.62	E174 48 36.74
28	S41 19 39.68	E174 48 38.56
29	S41 19 39.23	E174 48 40.42
81	S41 19 41.34	E174 48 18.17 — limited to B752, C130 or smaller
82	S41 19 39.04	E174 48 17.29 — limited to B190 or smaller
83	S41 19 39.13	E174 48 18.17 — limited to B190 or smaller
84	S41 19 37.17	E174 48 17.92 — limited to G650, Q300 or smaller
85	S41 19 32.23	E174 48 18.17 — limited to A321 or smaller

Stand Coordinates — datum for each aerobridge stand is the intersection of the stand lead-in line and stop bar for A320 aircraft, except for Stand 23 which is for B777. The datum for non-aerobridge stands is the midpoint between the north and south stop bars for stands 3, 4, 5, 6, 24A, 72, 73, 74, 75, 76, 77, 78, 79, 81, 82, 83, 84 and 85 except for non-aerobridge stands 7, 8, 9, 10, 11, 12 where midpoint is between west and east stop bars.

The datum for R1 (Convair 580) is the stop bar.

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WELLINGTON

NZWN

STANDARD ROUTE CLEARANCES (1)

For flights departing Wellington International Airport:

ADES	Designator	Route
AA	WNAA2 ❶	Y127 OPABI Q277
AA	WNAA4 ❷	Y127 OPABI Q126 LIKTU Y273 PEPPE H182
AA	WNAA7 ❶	KAMET H467 FOXTN H313 OH H182 ARETI Y539 PARRA Y505 TG H117 NOBAR
CI	WNCI2	Q611
CH	WNCH3	V306 SABDA Y622 MESIX H159
CH	WNCH6	H159
DN	WNDN1	V306 SABDA Y622 MESIX Y676 IDARA Y814 MIPAK
DN	WNDN9	H159 CH Y714 IDARA Y814 MIPAK Q852 SW
GS	WNGS3	KAMET H467 BINIT Y737 PM H467
HN	WNHN2	KAPTI Y273 LIKTU Q126
HN	WNHN7	KAPTI Y273 DAGOM Y715 ARETI Y539 RO H234 FALLS H114 GODOK
HS	WNHS2	KAMET H467 BINIT Y737 PM H201 OPAPA
NV	WNNV2	V306 SABDA Y622 MESIX Y676
NV	WNNV6	H159 MESIX Y676
NR	WNNR1	KAMET H467 BINIT Y737 PM H201 RIDLA H103
NS	WNNS1	RWY 34 — NULKO Q235 RWY 16 — LUBSI H133
NP	WNNP3	H499
OH	WNOH2	KAMET H467 BINIT
PM	WNPM1	KAMET H467 BINIT Y737
PN	WNPN3	RWY 34 — AVPOD RWY 16 — Q100

Where specified the following applies:

❶ Jets

❷ Non Jets

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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For flights departing Wellington International Airport:

ADES	Designator	Route
QN	WNQN3	V306 SABDA Y622 MESIX H159 CH Y266
RO	WNRO1	KAPTI Y273 DAGOM Y715 ARETI Y539
AP	WNAP3	KAPTI Y273 DAGOM Y715 ARETI H116
TG	WNTG1	KAPTI Y273 DAGOM Y715 ARETI Y539 PARRA Y505
TU	WNTU1	V306 SABDA Y622 MESIX H159 CH Q196
WU	WNWU3	KAPTI H482
WS	WNWS1	RWY 34 — NULKO Q235 BOLOX H463 NS H267 RWY 16 — LUBSI H133 NS H267
WK	WNWK3	KAPTI Y273 DAGOM Y715 ARETI Y539 RO H480
WR	WNWR1	Y127 OPABI Q126 LIKTU Y273 PEPPE H182 AA H379 SF
WP	WNWP2❶	Y127 OPABI Q277 AA H182
WP	WNWP6❷	Y127 OPABI Q126 LIKTU Y273 PEPPE H182
WP	WNWP9❶	KAMET H467 FOXTN H313 OH H182 ARETI Y539 PARRA Y505 TG H117 NOBAR Q132 MERAS Q119 AA H182
WB	WNWB3	RWY 34 — AVPOD RWY 16 — Q100

Where specified the following applies:

❶ Jets

❷ Non Jets

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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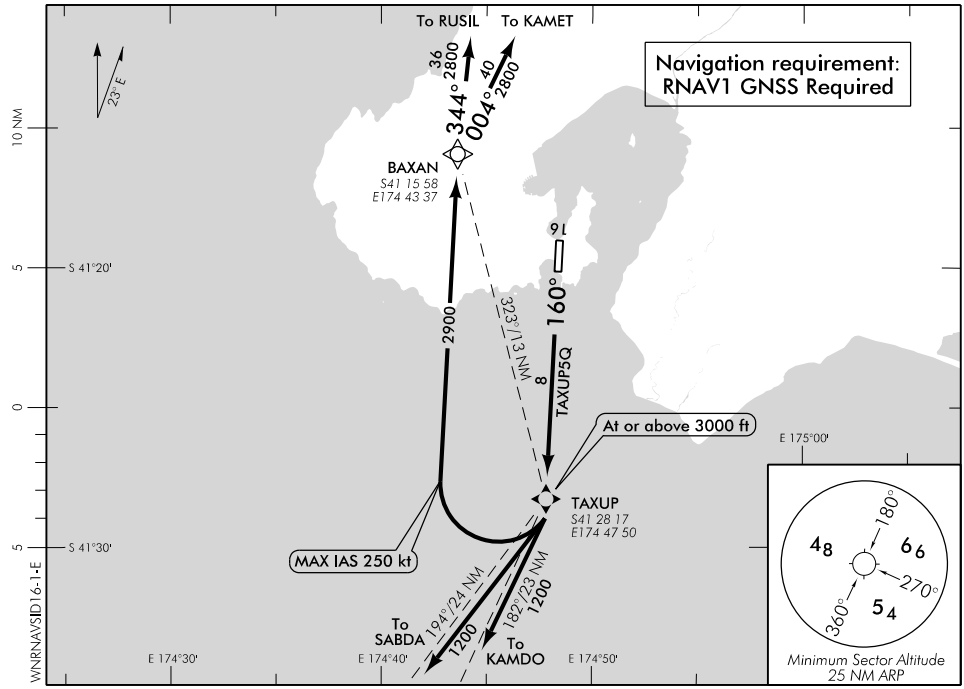
ELEV 41
NZWN

CAT A,B,C,D

WELLINGTON
RNAV SID RWY 16 (1)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



ALL DEPARTURES

Contact WELLINGTON APPROACH 122.3 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement: ***CAT B aircraft speed restriction MNM 150 kt, MAX 170 kt to TAXUP***

– *if unable to comply advise Ground on start-up*

RWY 16

TAXUP FIVE QUEBEC DEPARTURE – RNAV (GNSS) (TAXUP5Q)

MNM net climb gradient 6.8% (420 ft/NM) to 3000 ft

- Track 160° to TAXUP (fly-over)
- Cross TAXUP at or above 3000 ft

TRANSITIONS:

KAMDO

– From TAXUP, turn RIGHT, direct to KAMDO

SABDA

– From TAXUP, turn RIGHT, direct to SABDA

RUSIL

– From TAXUP, turn RIGHT, direct to BAXAN, MAX IAS 250 kt until turn complete

– Track 344° to RUSIL

KAMET

– From TAXUP, turn RIGHT, direct to BAXAN, MAX IAS 250 kt until turn complete

– Track 004° to KAMET

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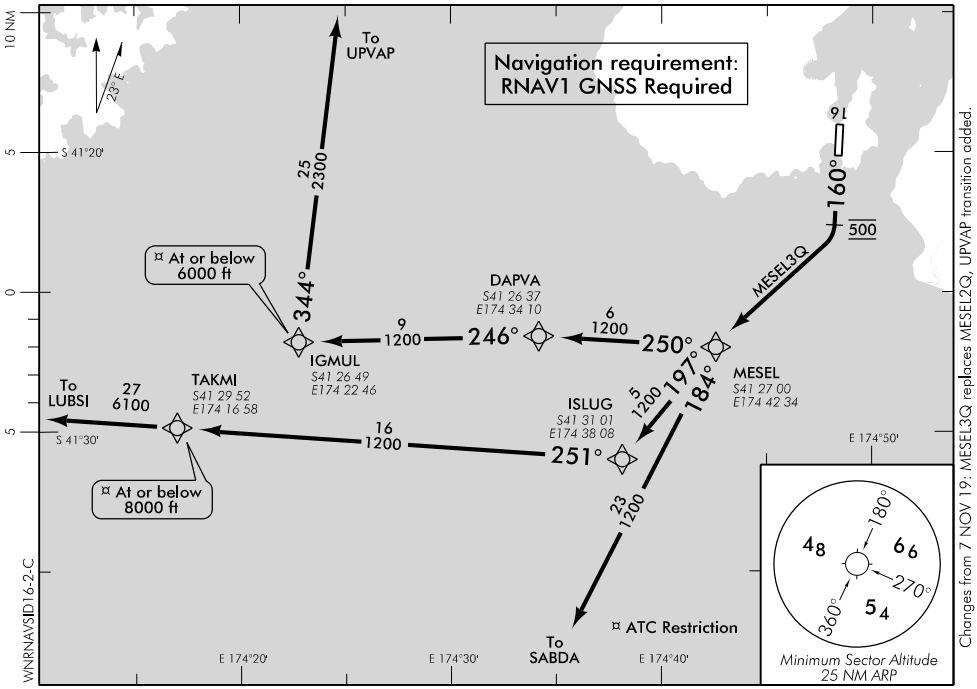
ELEV 41
NZWN

CAT A,B,C

WELLINGTON
RNAV SID RWY 16 (2)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



ALL DEPARTURES

Contact WELLINGTON APPROACH 122.3 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement:

CAT B aircraft speed restriction MNM 150 kt, MAX 170 kt to MESEL

– if unable to comply advise Ground on start-up.

RWY 16

MESEL THREE QUEBEC DEPARTURE – RNAV (MESEL3Q)

MNM net climb gradient 7.0% (430 ft/NM) to 500 ft

Airspace containment – MNM net climb gradient 7.0% (430 ft/NM) to 2500 ft

- Turns prior to crossing RWY end not authorised
- Maintain RWY centreline to 500 ft
- Turn RIGHT, direct to MESEL

TRANSITIONS:

SABDA

– From MESEL, turn LEFT, track 184° to SABDA

LUBSI

– From MESEL, track 197° to ISLUG
– Turn RIGHT, track 251° via TAKMI to LUBSI
– Cross TAKMI at or below 8000 ft

IGMUL

– From MESEL, turn RIGHT, track 250° to DAPVA
– Turn LEFT, track 246° to IGMUL
– Cross IGMUL at or below 6000 ft

UPVAP

– From MESEL, turn RIGHT, track 250° to DAPVA
– Turn LEFT, track 246° to IGMUL
– Cross IGMUL at or below 6000 ft
– Turn RIGHT, track 344° to UPVAP

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ELEV 41

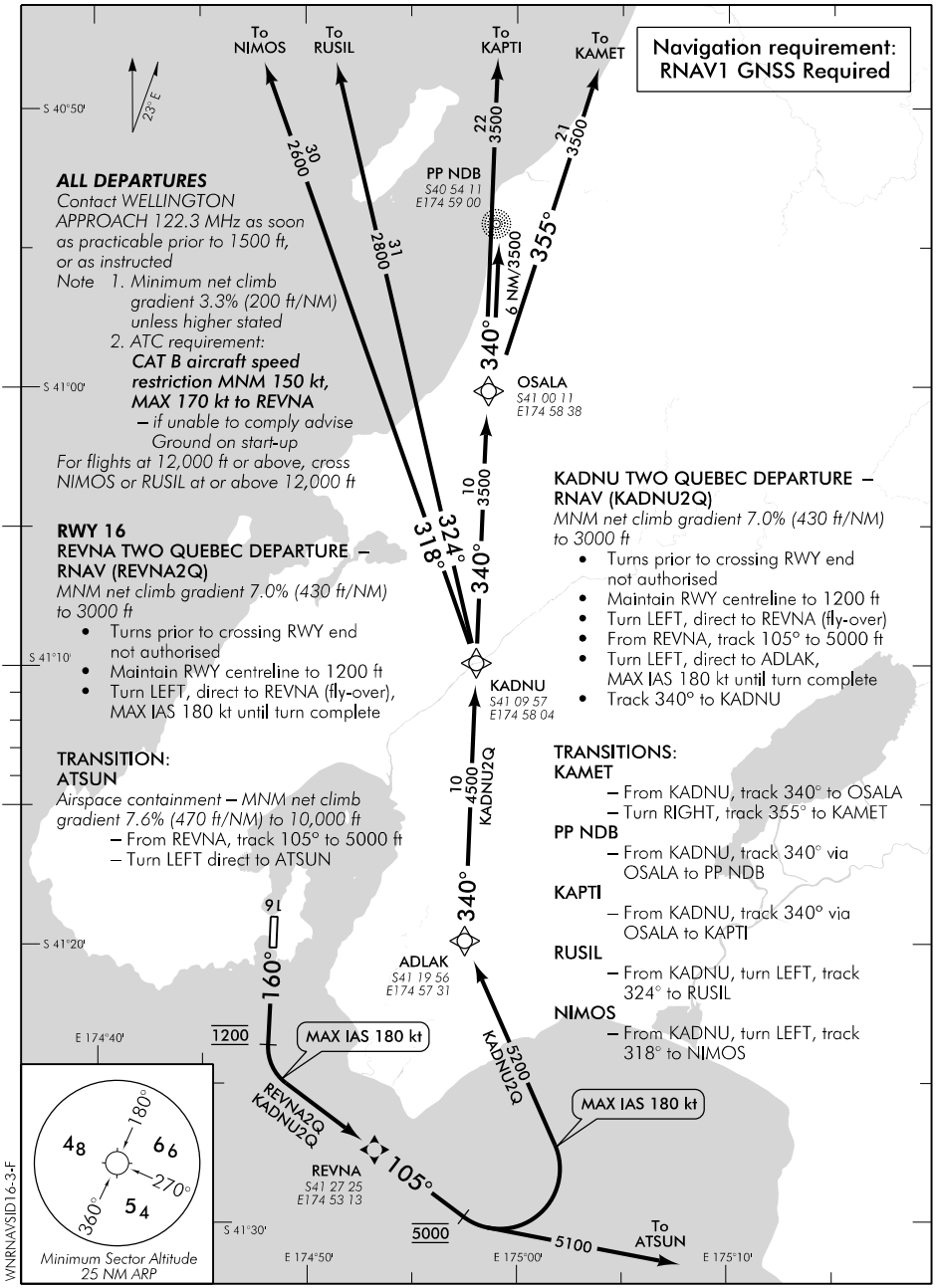
NZWN

CAT A,B,C

WELLINGTON

RNAV SID RWY 16 (3)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



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ELEV 41

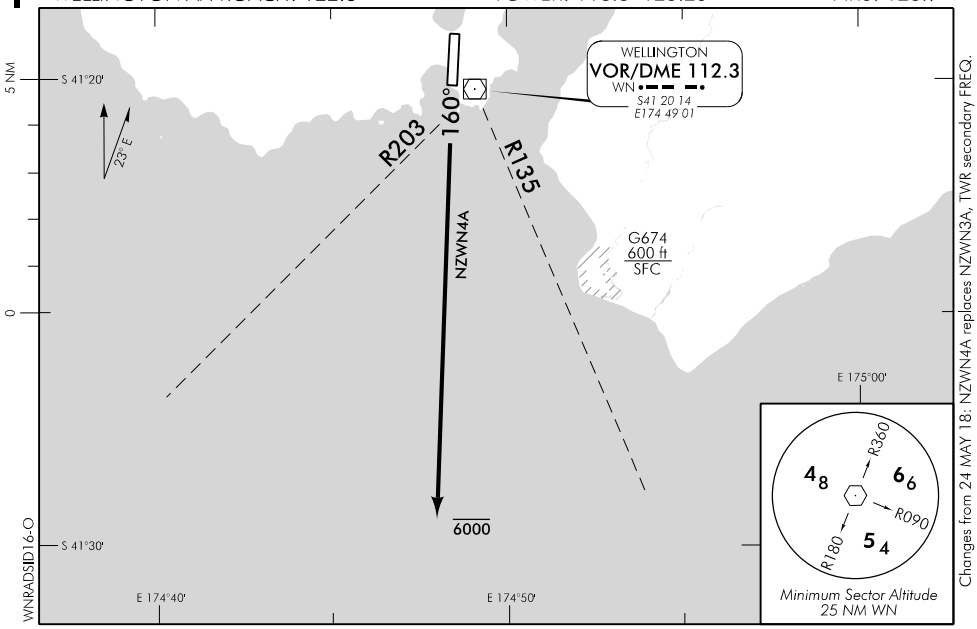
NZWN

CAT A,B,C,D

WELLINGTON

RADAR SID RWY 16

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



ALL DEPARTURES *Contact WELLINGTON APPROACH 122.3 MHz as soon as practicable prior to 1500 ft, or as instructed*

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ***CAT B aircraft speed restriction MNM 150 kt, MAX 170 kt*** *– if unable to comply advise Ground on start-up*

3. Turns prior to crossing RWY end not authorised

WELLINGTON FOUR ALFA DEPARTURE – RADAR (NZWN4A)

MNM net climb gradient 4.9% (300 ft/NM) to 3200 ft

- Track 160° (RWY Centreline)
- Maintain 6000 ft
- Expect radar vectors

Note: After passing 1000 ft ATC may instruct aircraft to fly a radar heading within a sector encompassing R135 clockwise to R203 from WN VOR

OCEANIC TRANSITION

For flights that will cross the NZZC/NZZO FIR BDRY on any track from GULUT south to VANDA – FL260 or above

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

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ELEV 41

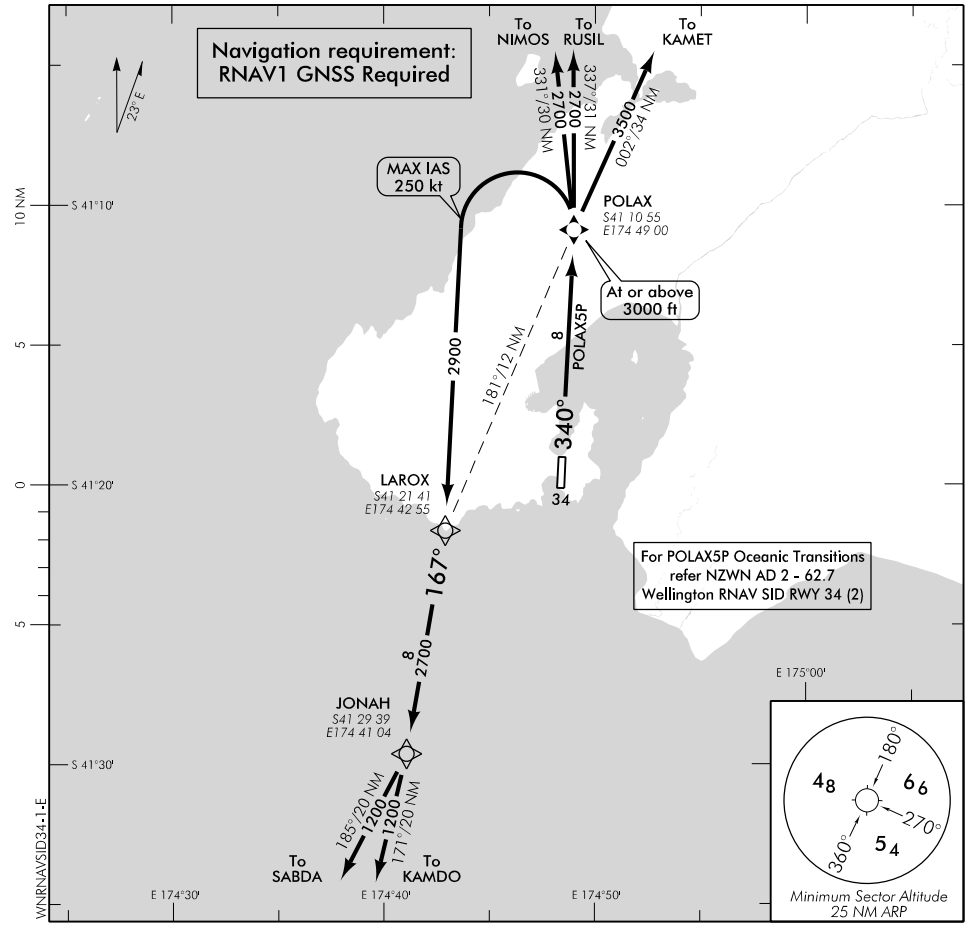
NZWN

CAT A,B,C,D

WELLINGTON

RNAV SID RWY 34 (1)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



ALL DEPARTURES

Contact WELLINGTON APPROACH 122.3 MHz as soon as practicable prior to 1500 ft, or as instructed

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ATC requirement: ***CAT B aircraft speed restriction MNM 150 kt, MAX 170 kt to POLAX***

– if unable to comply advise Ground on start-up

RWY 34

POLAX FIVE PAPA DEPARTURE – RNAV (GNSS) (POLAX5P)

MNM net climb gradient 6.8% (420 ft/NM) to 3000 ft

- Track 340° to POLAX (fly-over)
- Cross POLAX at or above 3000 ft

TRANSITIONS:

KAMDO

– From POLAX, turn LEFT, direct to LAROX, MAX IAS 250 kt until turn complete
– Track 167° to JONAH
– Turn RIGHT, track 171° to KAMDO

SABDA

– From POLAX, turn LEFT, direct to LAROX, MAX IAS 250 kt until turn complete
– Track 167° to JONAH
– Turn RIGHT, track 185° to SABDA

NIMOS

– From POLAX, turn LEFT, direct to NIMOS

RUSIL

– From POLAX, turn LEFT, direct to RUSIL

KAMET

– From POLAX, turn RIGHT, direct to KAMET

Effective: 30 JAN 20

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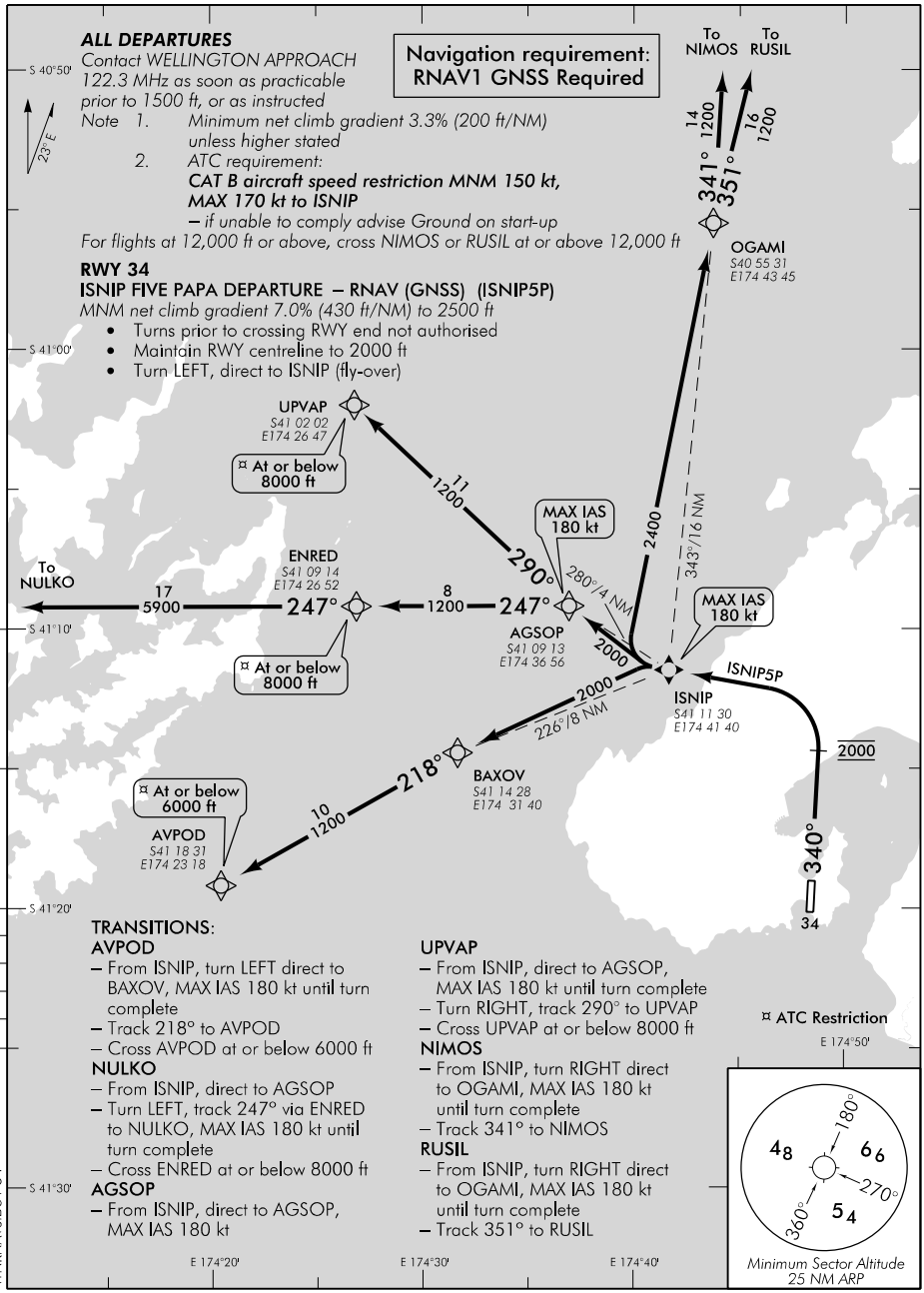
ELEV 41
NZWN

CAT A,B,C

WELLINGTON
RNAV SID RWY 34 (3)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



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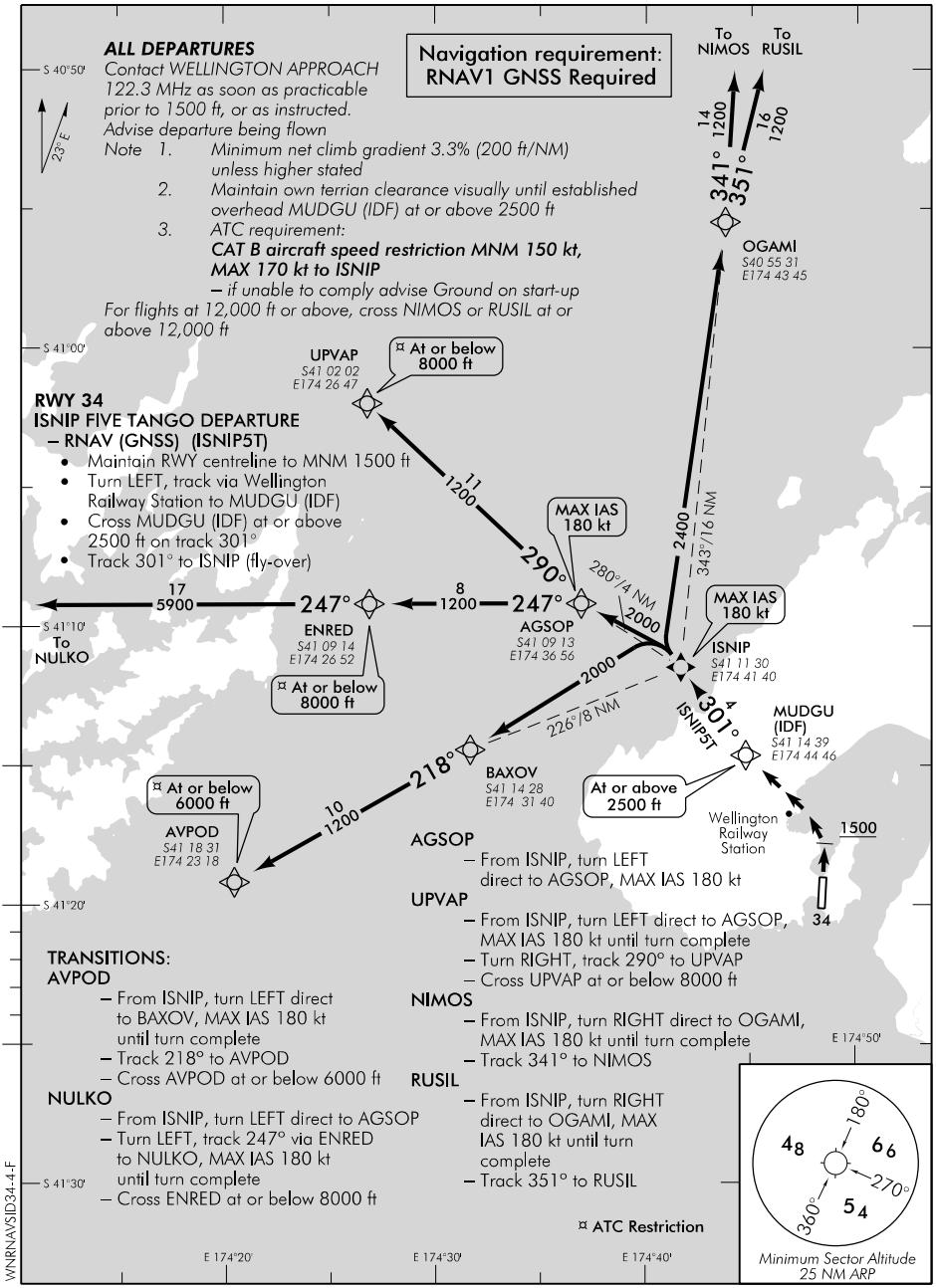
ELEV 41
NZWN

CAT A,B,C

WELLINGTON
RNAV SID RWY 34 (4)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



Effective: 12 AUG 21

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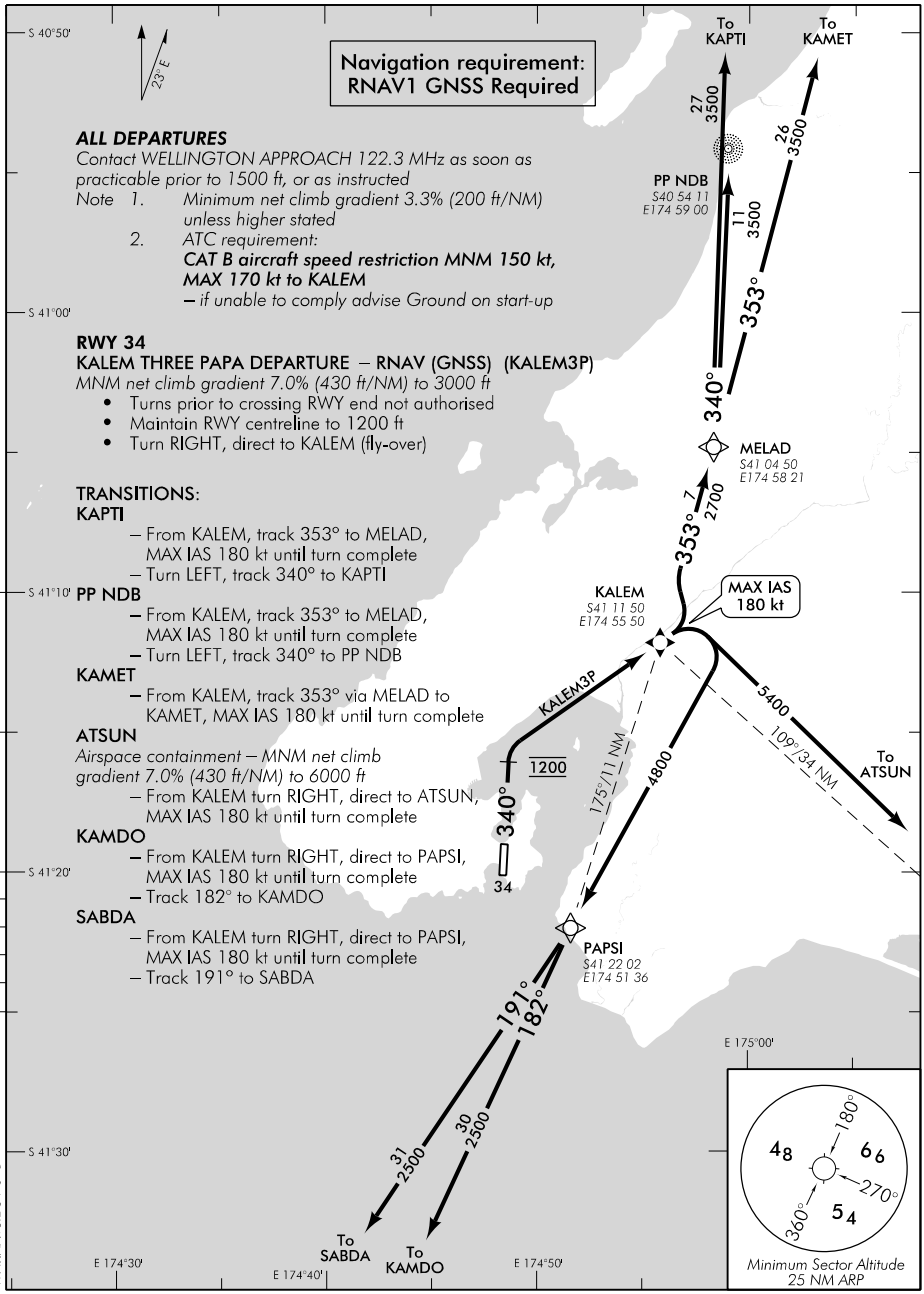
ELEV 41
NZWN

CAT A,B,C

WELLINGTON
RNAV SID RWY 34 (5)

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



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WELLINGTON
RNAV SID RWY 34 (5)

ELEV 41

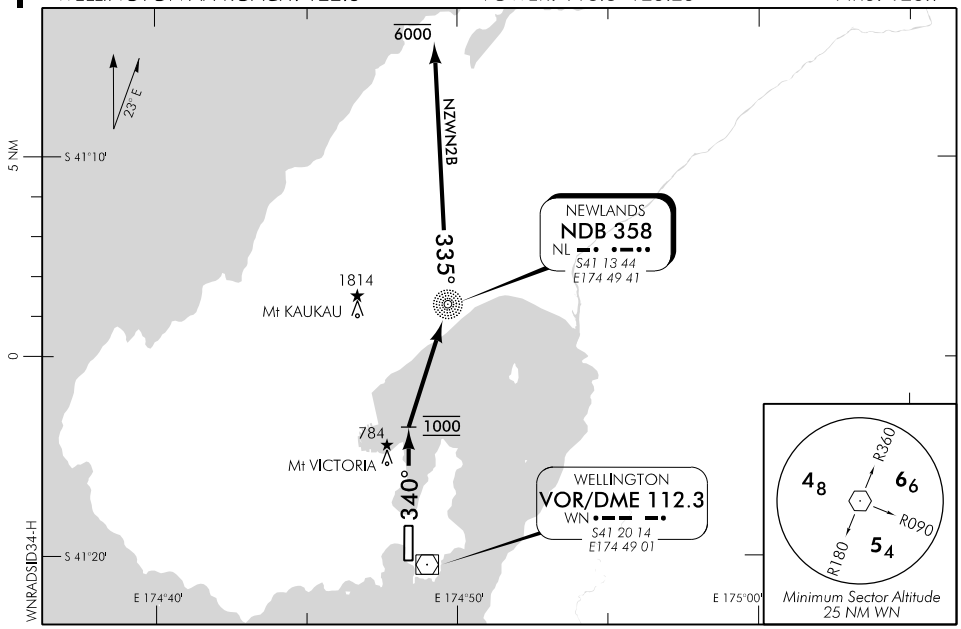
NZWN

CAT A,B,C,D

WELLINGTON

RADAR SID RWY 34

WELLINGTON APPROACH: 122.3 *TOWER*: 118.8 125.25 *ATIS*: 126.9



ALL DEPARTURES *Contact WELLINGTON APPROACH 122.3 MHz as soon as practicable prior to 1500 ft, or as instructed*

Note: 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

2. ***CAT B aircraft speed restriction MNM 150 kt MAX 170 kt –*** *if unable to comply advise Ground on start-up*

3. Turns prior to crossing RWY end not authorised

WELLINGTON TWO BRAVO DEPARTURE – RADAR (NZWN2B)

MNM net climb gradient 6.7% (410 ft/NM) to 2000 ft

- Track 340° (RWY Centreline) to 1000 ft
- Turn RIGHT, direct to NL NDB
- At NL NDB turn LEFT bearing 335° from NL NDB
- Maintain 6000 ft
- Expect radar vectors

OCEANIC TRANSITION

For flights that will cross the NZZC/NZZO FIR BDRY on any track from GULUT south to VANDA – FL260 or above

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

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NZWB / BHE WOODBOURNE

RUNWAY / FACILITIES

CAT: A	Mag 22E			Elev 109ft
RWY	CAT II/III	Length	AID	TCH
06/24	N/A	1425m	PAPI	47ft
Standby Power Available		RFS: Cat 4		
		Hours: Refer AIP Supplement		
		Part 139 Aerodrome		Yes
		Fuel Available		Yes
		Air New Zealand Handling		Yes
		Acceptable as Destination Alternate		Yes
Acceptable Departure Alternates: Christchurch (5), Wellington (5), Palmerston North (5), Nelson (4), New Plymouth (4), Napier (4), Ohakea (1)				

THREATS

- Bird Hazard – Refer NZWB AD2-51.1 for additional information.
- Magnetic anomalies – Refer to NZWB AD2-51.1 for additional information.
- VFR Transit Lane NZT654 – 0.9NM south of NZWB – Refer to NZWB AD2-51.1 for additional information.
- High terrain within close vicinity of the aerodrome.
- Windshear – in strong North-westerly

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ARRIVALS

IFR ARRIVAL / DEPARTURE GENERAL

Woodbourne will nominate RWY 24 as the preferred runway. RWY 24 will be the runway in use in all wind conditions up to a tailwind of less than 8 kt. For arrivals requiring the non-duty runway, pilots should advise ATC as soon as practicable. Pilots are encouraged to thoroughly brief Woodbourne AD2-31.1.

RUNWAY 06 ARRIVALS

The VOR/DME RWY 06 approach should be flown in preference to the RNAV (GNSS) RWY 24, circling to land RWY 06. Pilots may have to request the appropriate STAR.

Category C circling speed restricted to 160 knots, and circling area radius of 3.5 NM. Circling is not permitted by night.

PUBLISHED VISUAL ARRIVALS

When requesting the visual approach into Woodbourne for either runway, expect to fly either a published visual arrival procedure (NZWB AD2-34.1 and NZWB AD2-34.2), or via one of the published waypoints on the visual arrival chart. Visual arrivals are not permitted by night.

OMAKA AND VFR TRAFFIC

Omaka aerodrome shares the same frequency as Woodbourne Tower (122.8 MHz). Pilots should manoeuvre the aircraft to remain clear of NZT654 SFC-1500ft (NZWB AD2-31.3) when conducting visual approaches and visual departures. Seasonally, helicopters conduct frost protection at surrounding wineries – refer to the NZ AIP Supplement.

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GROUND OPERATIONS

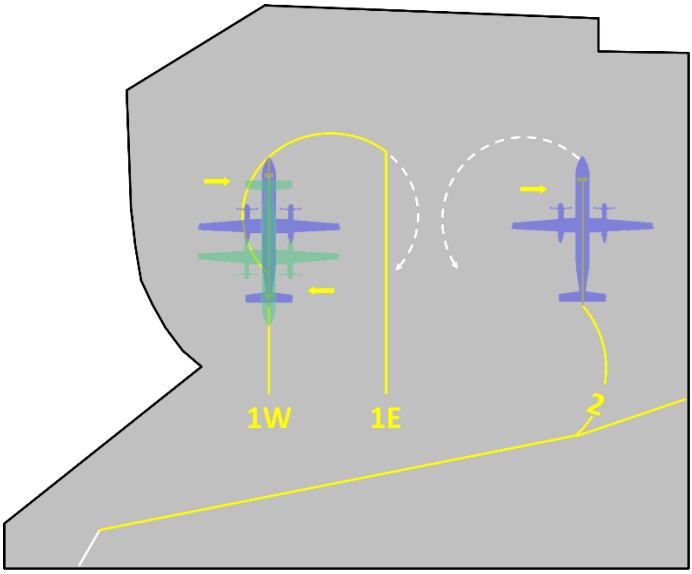
COMMUNICATIONS

"Blenheim Traffic" load control are available on frequency **130.9 MHz**. ETA, fuel requirements and special handling requirements should be passed on prior to arrival.

PARKING AND GROUND POWER

Parking is available on Stand 1 (East/West facing) and Stand 2 (West facing only).

Two marshallers must be present when parking Stand 1 East facing. The second marshaller will be used to provide wingtip clearance for an aircraft parked on Stand 2.



Please note: For unexpected arrivals to Woodbourne, you may be marshalled onto a remote stand located near the NZDF Apron. There are no lines for these stands. Follow marshaller instructions. Ground power may not be available.

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DEPARTURES

VISUAL DEPARTURES

Visual Departures are permitted via Published Visual Departure procedures only (NZWB AD2-63.1/2).

MAGNETIC ANOMALIES

Magnetic anomalies may occur from the presence of reinforced steel under the turning bay for Runway 06. If a departure delay is anticipated then hold short of the turning bay. This will help prevent temporary HDG DISAGREE or AHRS disagreement.

REDUCED TAKE-OFF MINIMA

Authorised – RWY 06 only, not below 0-800. Refer to NZWB AD2-52.1

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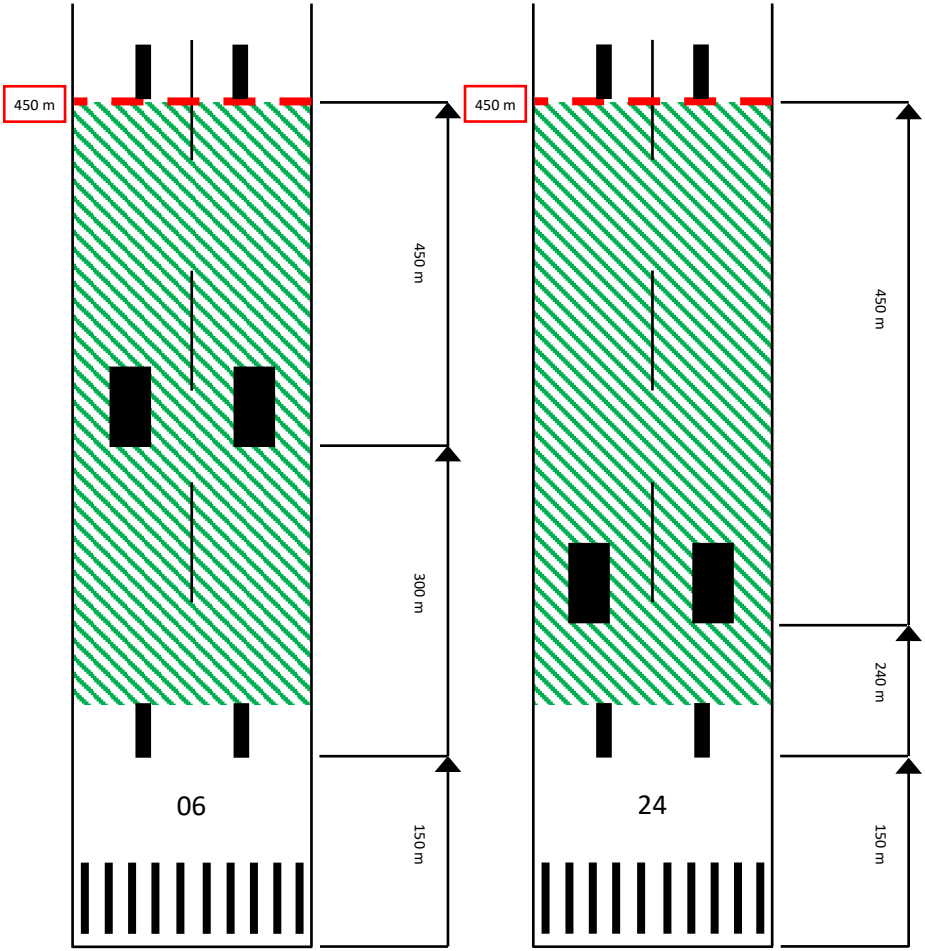
TOUCHDOWN ZONE

RUNWAY 06/24

The aircraft must land in the touchdown zone; if this cannot be ensured commence a go-around.



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AIR NEW ZEALAND

WOODBOURNE

NZWB **ARRIVAL/DEPARTURE (1)**

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS:* 126.05 *TOWER:* 122.8 118.1 *UNATTENDED:* 122.8

Communications

Outside Woodbourne ATS hours contact Wellington Approach 121.1 MHz for clearance and traffic information prior to entering IMC or controlled airspace. If no contact or unsatisfactory contact with Wellington Approach, try Christchurch Control on 129.4 MHz.

CAUTION

Arrival and Departure procedures may not be totally contained within controlled airspace. Omaka VFR Transit Lane (T654) located 0.9 NM south of RWY 06 departure track and RWY 24 final approach track.

IFR ARRIVAL/DEPARTURE GENERAL

To facilitate efficient airspace use and meet customer preferences not to fly the VOR/DME RWY 06 approach, RWY 24 is the preferred runway at Woodbourne.

RWY 24 will be the runway in use in all wind conditions up to a tailwind of less than 8 kt. If this is unacceptable:

- ARR — pilots to advise ATC prior to APCH clearance if RWY 06 is required for landing (delay possible)
- DEP — pilots to advise ATC as soon as practicable if RWY 06 is required for departure (delay possible)

Woodbourne RWY 24

When RWY 24 is the runway in use the nominated approach will be RNAV (GNSS) RWY 24.

Woodbourne RWY 06

When RWY 06 is the runway in use, and the weather conditions are as follows: Cloud base 1200 ft or above and visibility 8 km or more, the nominated approach will be the RNAV (GNSS) RWY 24 Circling RWY 06 — (pilots may request a VOR/DME RWY 06 Approach, CAT A/B aircraft only).

When RWY 06 is the runway in use, and the weather conditions are as follows: Cloud base below 1200 ft and/or visibility less than 8 km, the nominated approach will be the VOR/DME RWY 06 — (pilots may request a RWY 24 circling RWY 06 approach).

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WOODBOURNE

NZWB **ARRIVAL/DEPARTURE (2)**

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS:* 126.05 *TOWER:* 122.8 118.1
UNATTENDED: 122.8

Arrival Procedures

Arrival WB VOR RWY 24

Due to close proximity of populated areas aircraft are to avoid low flight over Blenheim built up area.

Arrival WB VOR/DME RWY 24

Due to traffic congestion at times aircraft will be requested to be at or below 2000 ft by 6 WB DME.

Departure procedures

Departure take-off RWY 10

Turn LEFT by visual reference to intercept SID for RWY 06.

Caution: NZT654 Omaka VFR Transit Lane, upper limit 1500 ft AMSL.

Departure take-off RWY 28

Position by visual reference to intercept SID for RWY 24.

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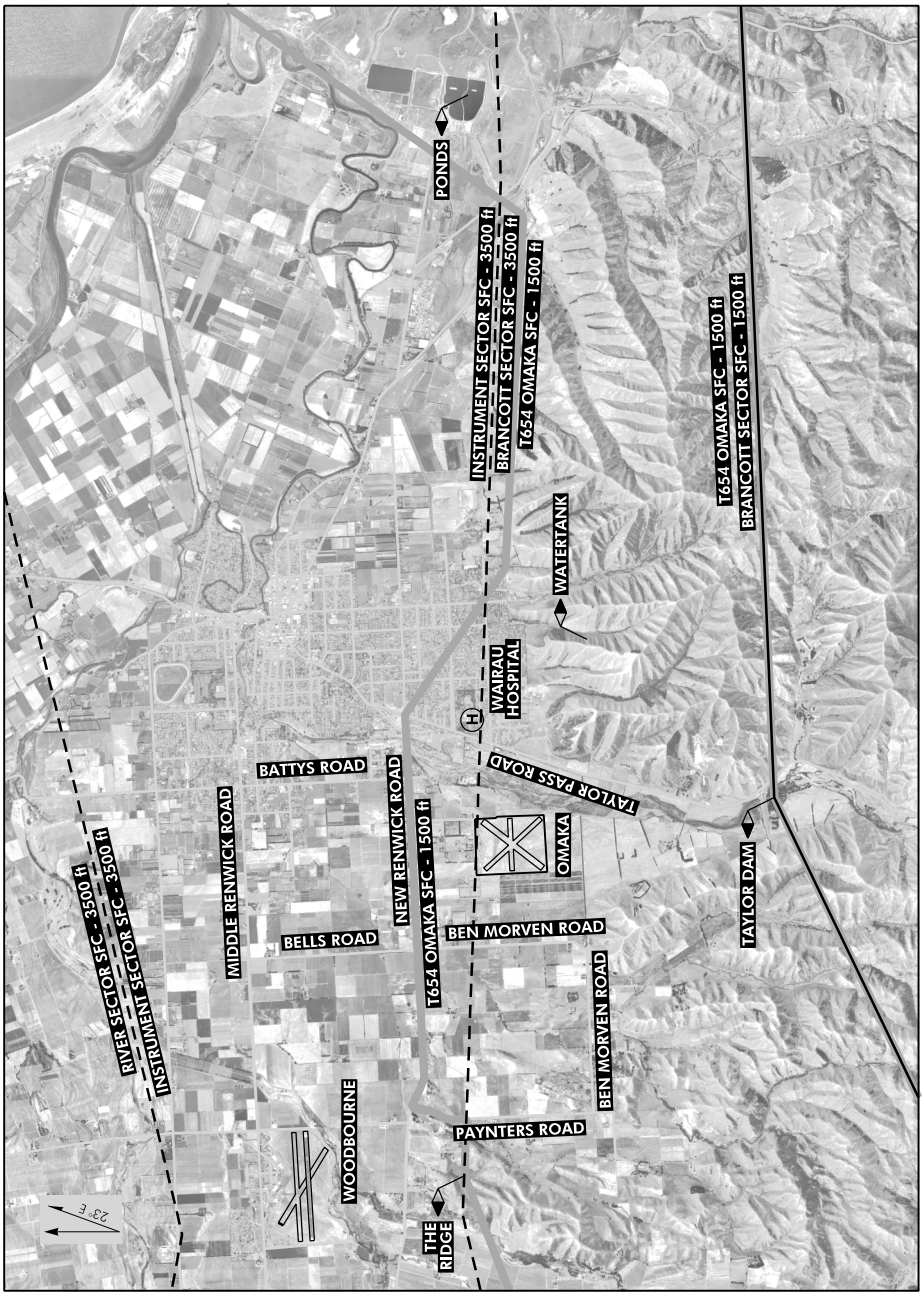
ELEV 109

NZWB

WOODBOURNE

WOODBOURNE/OMAKA VICINITY

WOODBOURNE TOWER: 122.8 118.1 *WOODBOURNE ATIS*: 126.05 *UNATTENDED*: 122.8



Changes from 29 MAR 18: MAGVAR.

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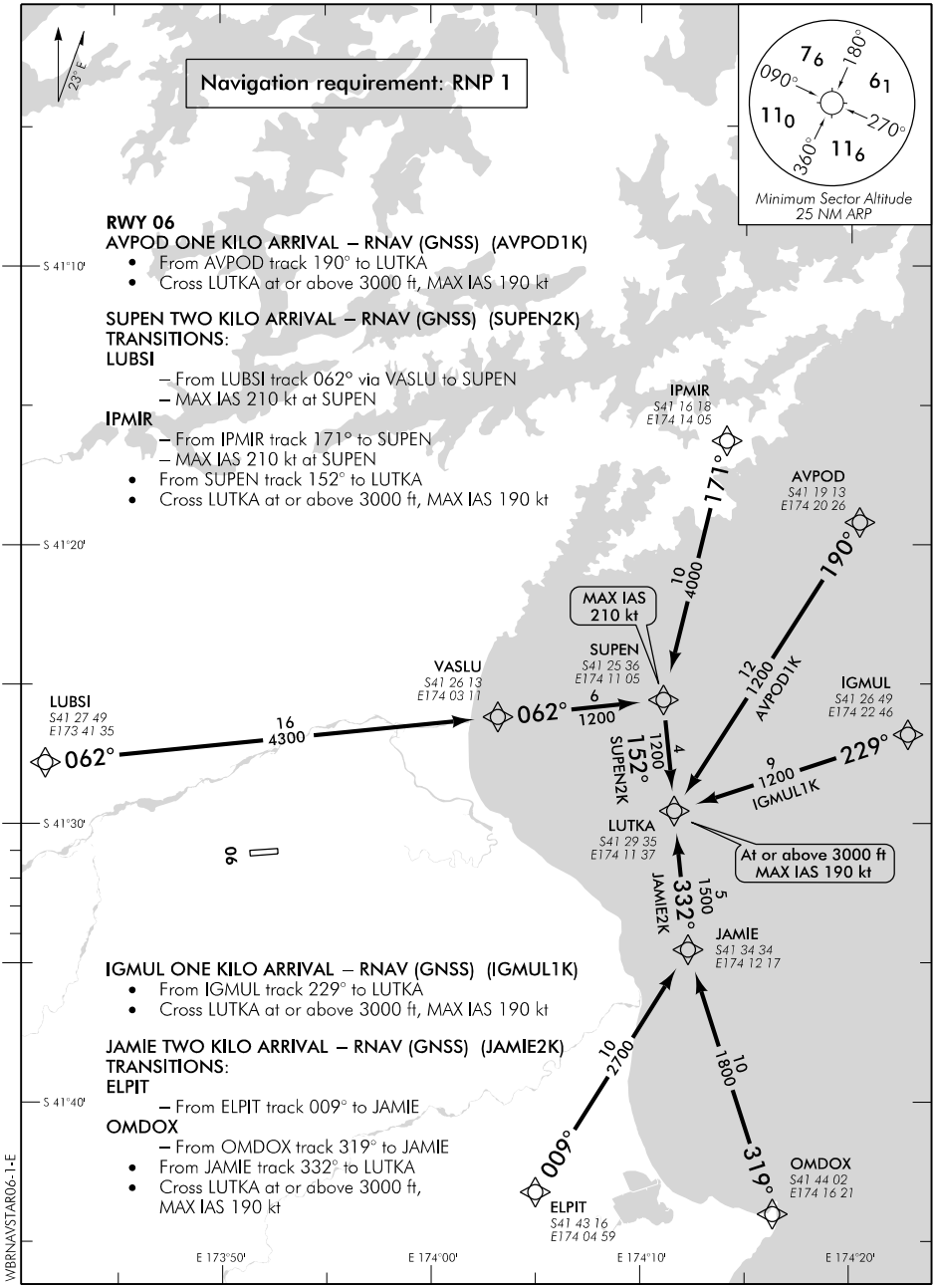
ELEV 109
NZWB
CAT A,B,C

WOODBOURNE

RNAV (GNSS) STAR RWY 06 (1)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



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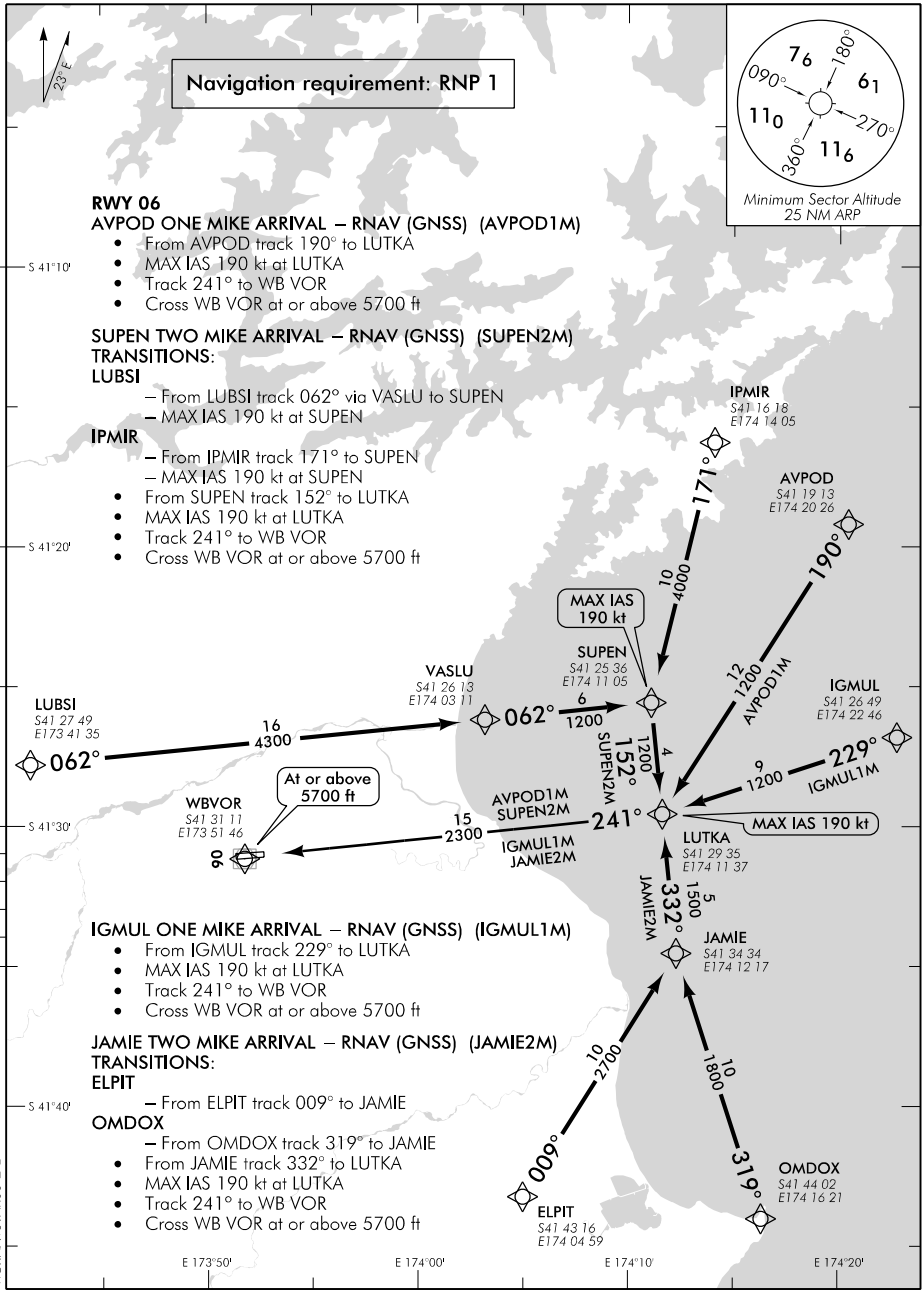
ELEV 109
NZWB

CAT A,B,C

WOODBOURNE

RNAV (GNSS) STAR RWY 06 (2)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



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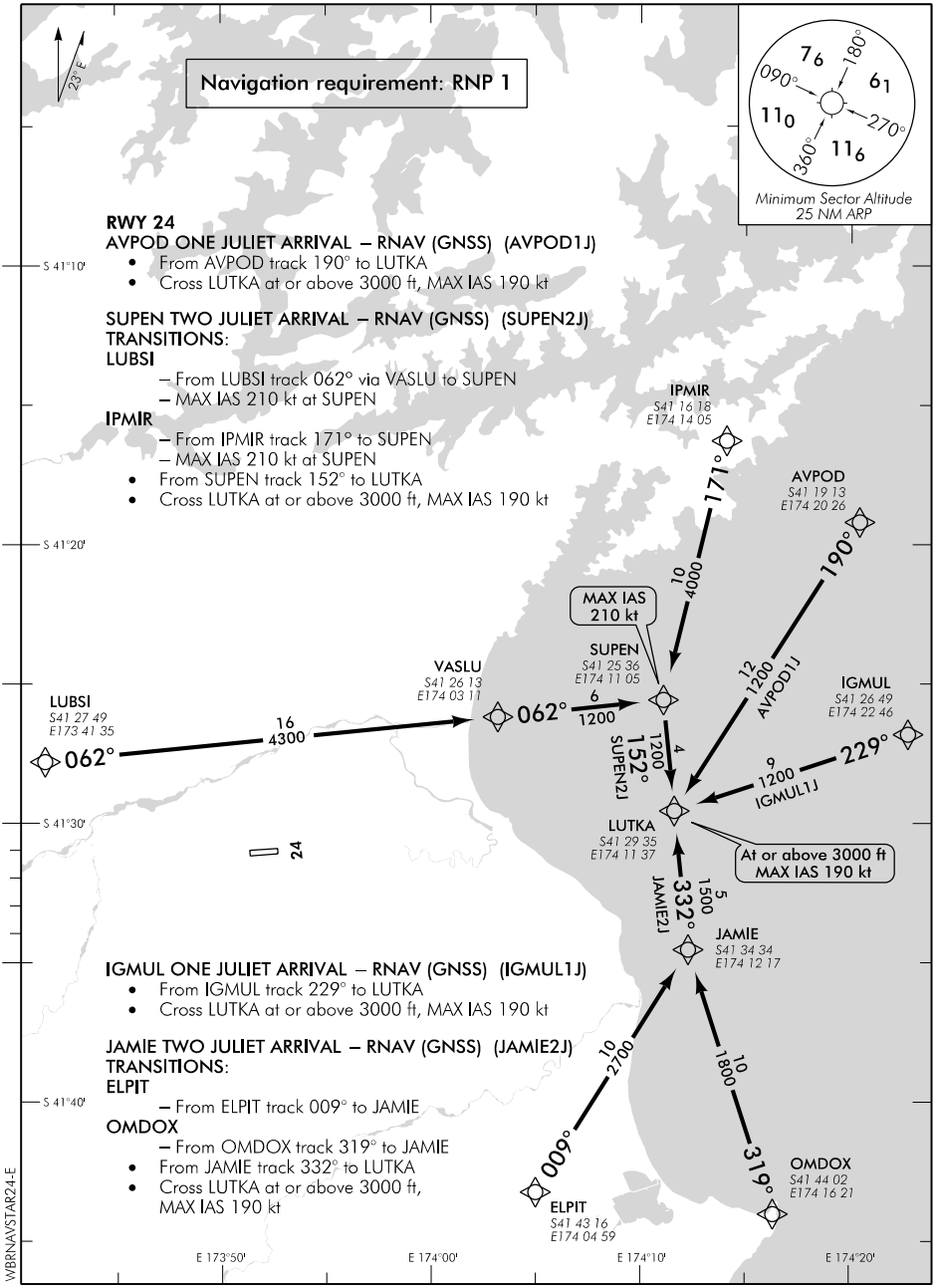
ELEV 109
NZWB
CAT A,B,C

WOODBOURNE

RNAV (GNSS) STAR RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



Changes from 13 SEP 18: MAGVAR.

Effective: 17 JUN 21

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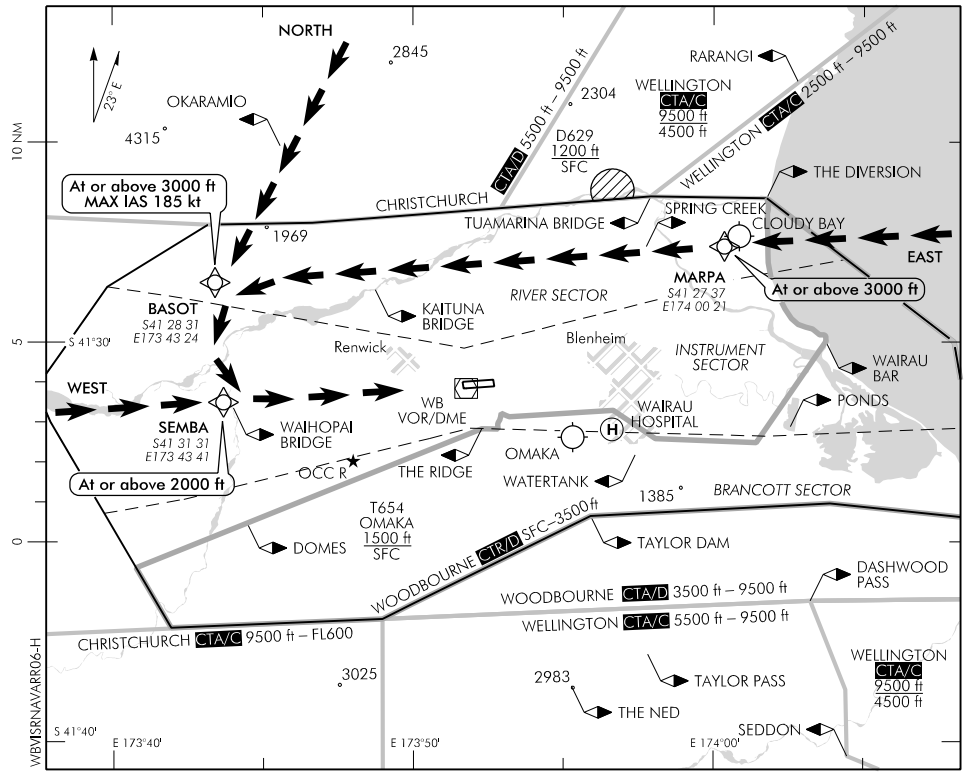
ELEV 109

WOODBOURNE

NZWB

VISUAL RNAV ARRIVAL RWY 06

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



RWY 06

NORTH VISUAL ARRIVAL RWY 06	• Track to BASOT not below 3000 ft • Track to SEMBA not below 2000 ft, MAX IAS 185 kt • Join final approach, descent unrestricted
EAST VISUAL ARRIVAL RWY 06	• Track via MARPA to BASOT not below 3000 ft • Track to SEMBA not below 2000 ft, MAX IAS 185 kt • Join final approach, descent unrestricted
WEST VISUAL ARRIVAL RWY 06	• Track to SEMBA not below 2000 ft • Join final approach, descent unrestricted

Available by DAY only, aircraft must maintain continuous visual reference to the surface.
Altitude requirements may be amended by ATC
Meteorological Minima: (Day) 3500 – 8 (Night) NA

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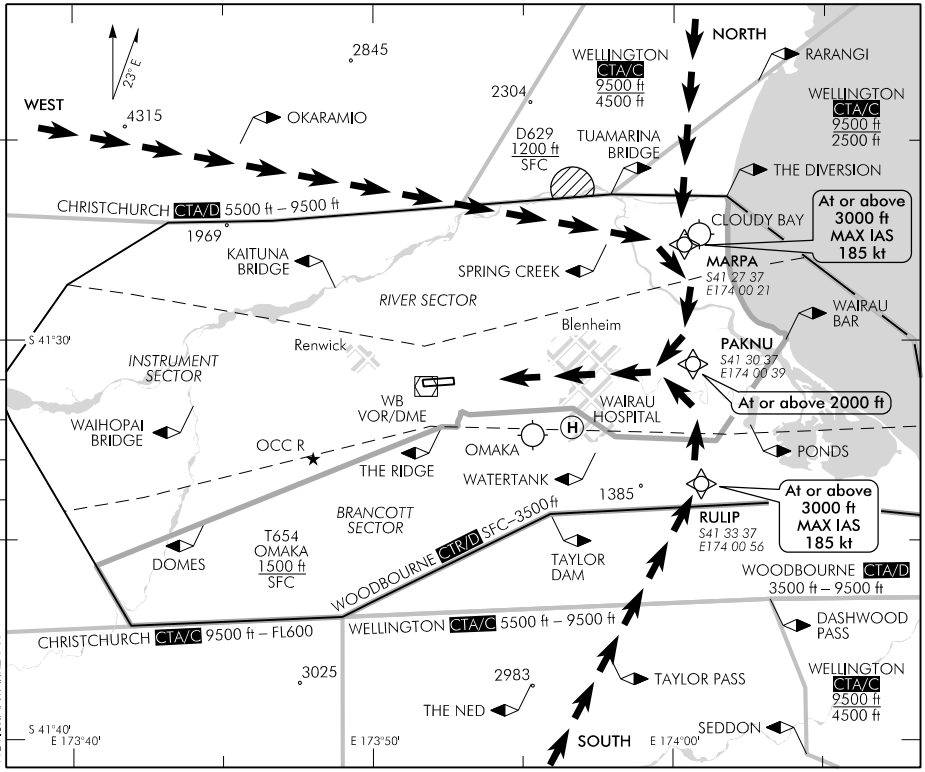
ELEV 109

NZWB

WOODBOURNE

VISUAL RNAV ARRIVAL RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



RWY 24

NORTH VISUAL ARRIVAL RWY 24
- Track to MARPA not below 3000 ft
- Track to PAKNU not below 2000 ft, MAX IAS 185 kt
- Join final approach, descent unrestricted

SOUTH VISUAL ARRIVAL RWY 24
- Track to RULIP not below 3000 ft
- Track to PAKNU not below 2000 ft, MAX IAS 185 kt
- Join final approach, descent unrestricted

WEST VISUAL ARRIVAL RWY 24
- Track to MARPA not below 3000 ft
- Track to PAKNU not below 2000 ft, MAX IAS 185 kt
- Join final approach, descent unrestricted

Available by DAY only, aircraft must maintain continuous visual reference to the surface.
Altitude requirements may be amended by ATC
Meteorological Minima: (Day) 3500 – 8 (Night) NA

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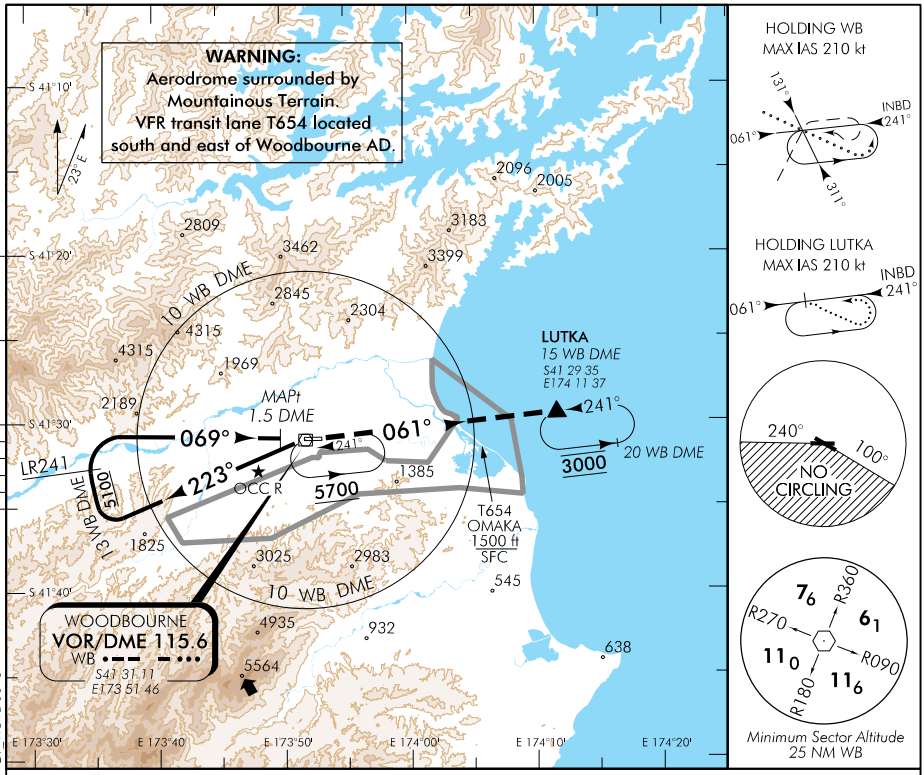
ELEV 109
RWY 06 THR ELEV 109

CAT A,B

WOODBOURNE
VOR/DME RWY 06

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



MISSED APCH: Track 069° to WB VOR, track 061° to LUTKA hold 3000

WB DME DIST	10	9	8	7	6	5	4	3	2	1.7	MAPt 1.5
Advisory Altitude 3.6°	3950	3570	3190	2800	2420	2040	1660	1280	890	MDA	MDA

Category	A	B	C	D
VOR/DME	**750**(641) – 2100		NA	
Circling #	**750**(641) – 2100	**750**(641) – 2800		

Circling NA in sector 100°–240°

Changes from 21 MAY 20: MAGVAR, minor track changes, minima, advisory altitude table, hold bearings.

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ELEV 109

RWY 24 THR ELEV 80

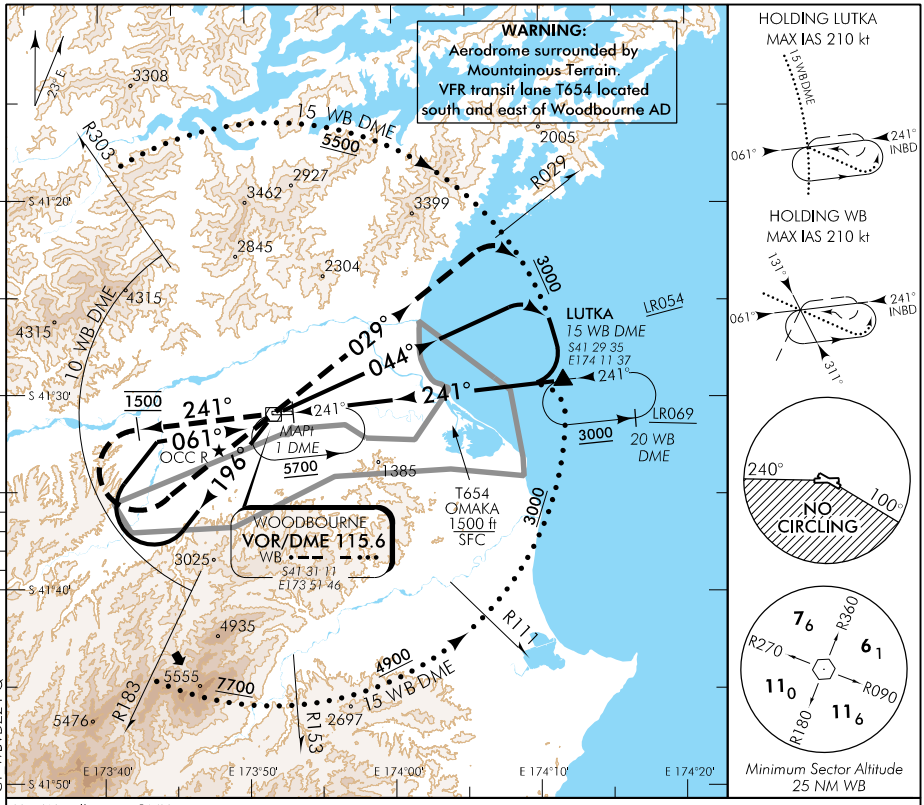
CAT A,B,C

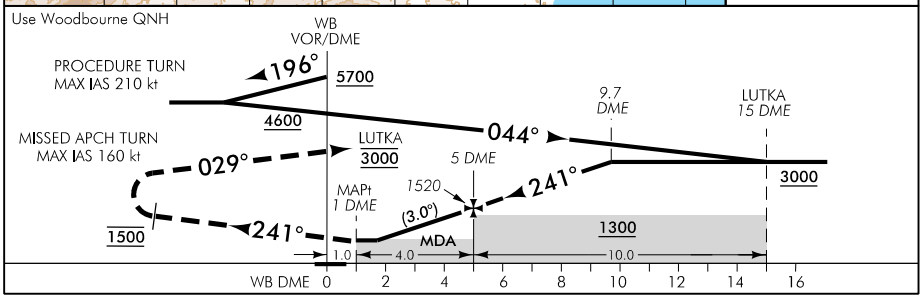
WOODBOURNE

VOR/DME Z RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1

UNATTENDED: 122.8





Changes from 21 MAY 20: MAGVAR, minor track changes, minima, advisory altitude table, hold bearings.

MISSED APCH: Missed approach turn MAX IAS 160 kt until turn complete. Track 241° to WB VOR, track 241° to 1500, turn LEFT direct to WB VOR, track 029° to join 15 DME arc to LUTKA hold 3000

WB DME DIST	MAPt 1.0	1.7	2	3	4	5	6	7	8	9	10
Advisory Altitude 3.0°	MDA	MDA	550	870	1190	1520	1850	2180	2500	2840	3170

Category	A	B	C	D
VOR/DME	**450**(370) – 1500		**450**(370) – 1600	NA
Circling #	**600**(491) – 1900	**660**(551) – 2800	**860***(751) – 3700	

\# Circling NA in sector 100°–240°

* CAT C circling speed restricted to MAX IAS 160 kt - circling area radius 3.5 NM

Effective: 17 JUN 21

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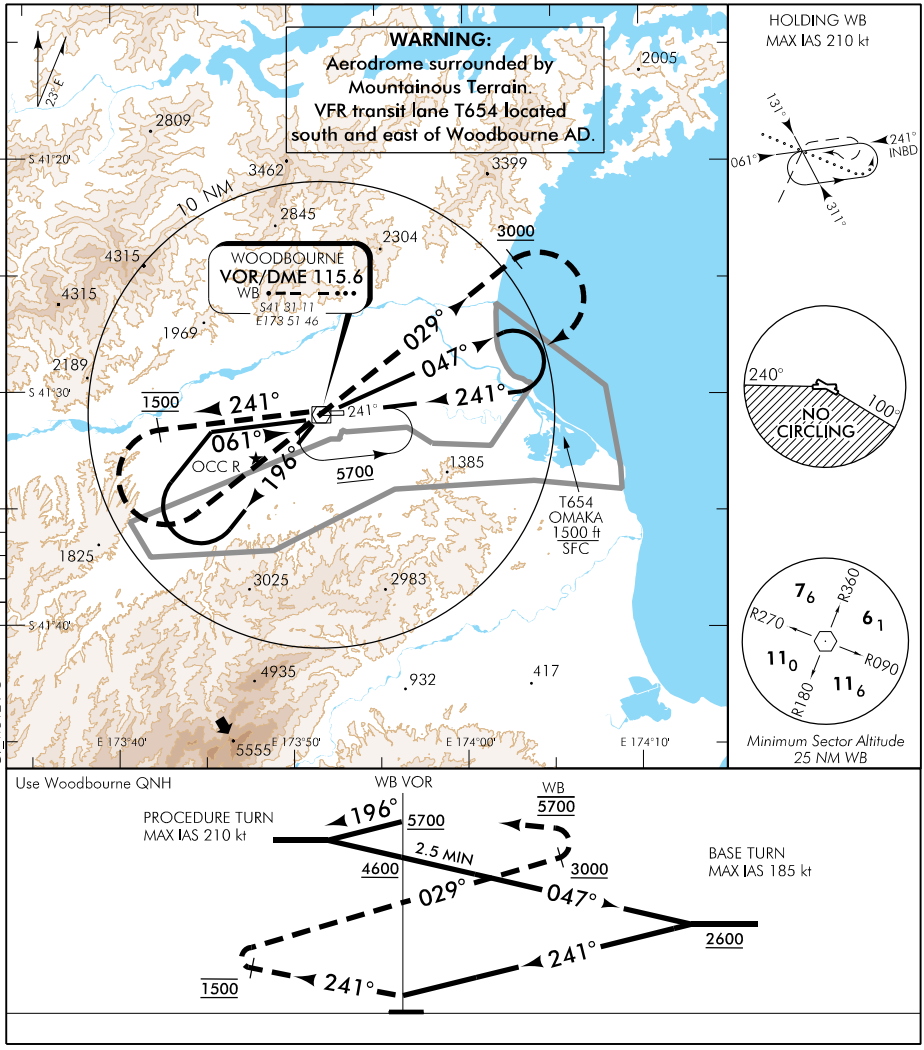
ELEV 109
RWY 24 THR ELEV 80

CAT A,B,C

WOODBOURNE
VOR RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



MISSED APCH: Missed approach turn MAX IAS 160 kt until turn complete. Track 241° to 1500, turn LEFT direct to WB VOR, track 029° to 3000, turn RIGHT direct to WB VOR hold 5700

Category	A	B	C	D
VOR	**560**(480) – 1600		**560**(480) – 2400	NA
Circling #	**600**(491) – 2000	**660**(551) – 2800	**860***(751) – 3700	

 # Circling NA in sector 100°–240°
*** CAT C circling speed restricted to MAX IAS 160 kt - circling area radius 3.5 NM**

Changes from 21 MAY 20: MAGVAR, minor track changes, VOR minima.

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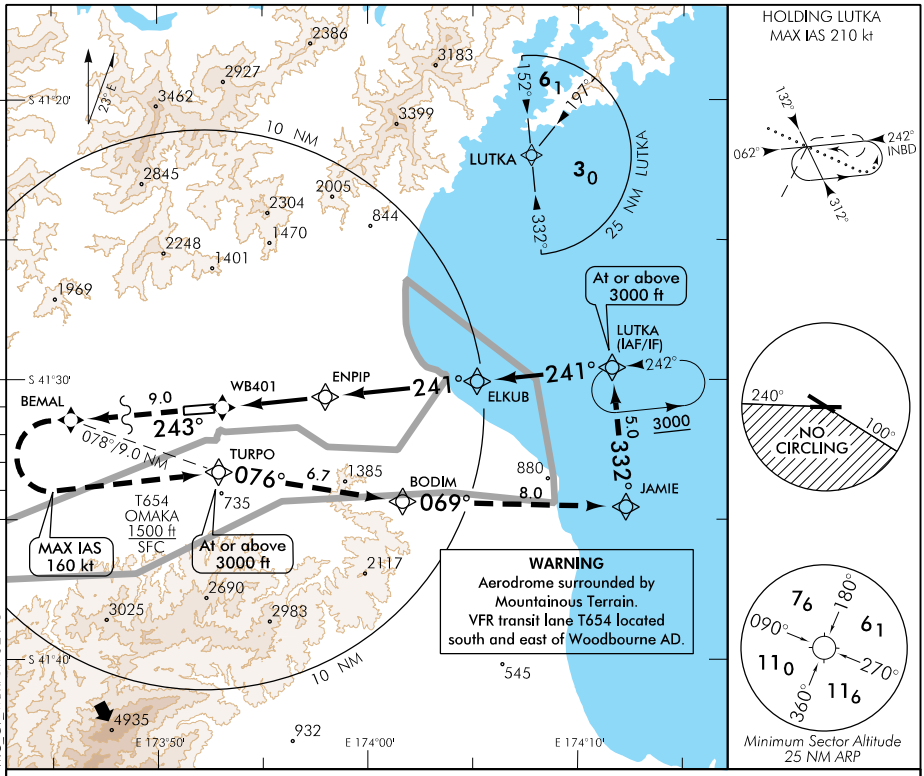
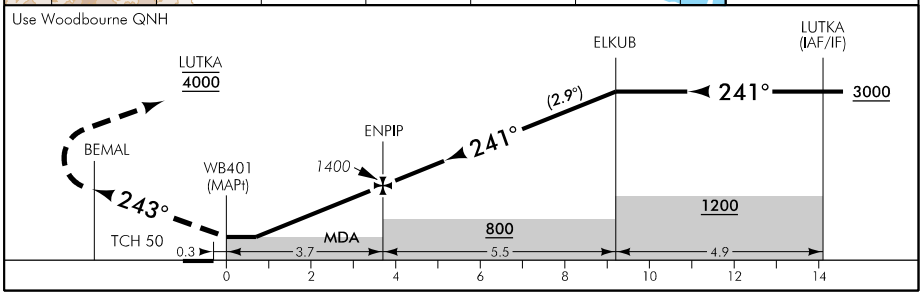
ELEV 109
RWY 24 THR ELEV 80

CAT A,B,C

WOODBOURNE
RNAV (GNSS) RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8





Changes from 21 MAY 20: MAGVAR.

MISSED APCH: Track 243° to BEMAL (fly-over), turn LEFT direct to TURPO **3000**, MAX IAS 160 kt until turn complete. Track 076° to BODIM, turn LEFT track 069° to JAMIE, turn LEFT track 332° to LUTKA hold **4000**, MAX IAS 210 kt.

DISTANCE TO WPT	WB401	0.7	1	2	3	ENPIP	1	2	3	4	5	ELKUB/LUTKA
Advisory Altitude 5%	MDA	MDA	550	850	1150	1400	1700	2000	2300	2600	2900	3000/4450

Category	A	B	C	D
LNAV	**590**(510) – 1600		**590**(510) – 2400	NA
LNAV +	**450**(370) – 1500		**450**(370) – 2000	
Circling *	**600**(491) – 1900	**660**(551) – 2800	**#860**(751) – 3700	

* Circling NA in sector 100°-240°.
\# CAT C circling speed restricted to MAX IAS 160 kt – circling area radius 3.5 NM.
\+ Requires 2.8% (180 ft/NM) missed APCH climb gradient.

Effective: 17 JUN 21

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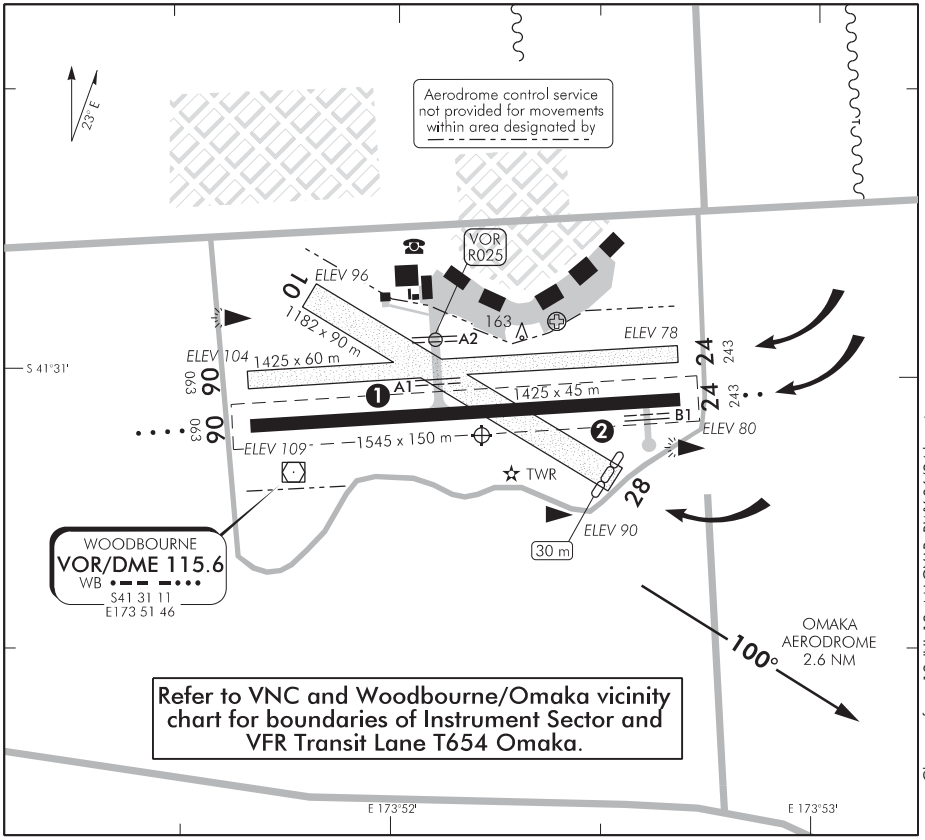
ELEV 109

NZWB

WOODBOURNE

AERODROME (1)

TOWER: 122.8 118.1 *ATIS:* 126.05 *UNATTENDED:* 122.8



Changes from 19 JUL 18: MAGVAR, RWY 06/24 bearings.

❶ Runway holding position A1 may only be used when authorised by ATC.

❷ Run-up area.

3. Circuit: RWY 06, 10 — Left hand RWY 24, 28 — Right hand
When ATC is on watch, unless otherwise instructed, circuit altitude is 1000 ft AMSL and joining altitude is 1500 ft AMSL.
4. Simultaneous operations on parallel paved and grass runways permitted only for aircraft of 5700 kg or less when the visibility is at least 5 km and ATC is on duty.
5. Aircraft with MCTOW in excess of 30,000 kg turning on the sealed runway are restricted to turning on the concrete pads within 30 metres of the runway ends.
6. **CAUTION:** Bird hazard. Large number of gulls, plovers, oystercatchers and starlings seasonally present throughout the year.
7. **CAUTION:** Magnetic anomalies consistent with reinforced steel have been detected in sealed RWY 06/24 THR/END concrete turning bays. ACFT holding for more than 20 SEC may experience temporary HSI/compass unlock.
8. **CAUTION:** Omaka VFR Transit Lane (T654) located 0.9 NM south of the Woodbourne RWY 06 departure track and RWY 24 final approach track.

(continued)

S 41 31 06 E 173 52 13

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9. a) Vehicle access to apron is only permitted to vehicles registered with the aerodrome operator.
   b) Vehicle access to apron prohibited while ACFT on apron under power.
10. Prior approval required from aerodrome operator for non-scheduled aircraft parking. Parking charges will apply for extended parking.
11. ARRIVAL/DEPARTURE GENERAL

    To facilitate efficient airspace use and meet customer preferences, RWY 24 is the preferred runway at Woodbourne.

    RWY 24 may be nominated as the runway in use in all wind conditions up to a tailwind of less than 8 kt. If this is unacceptable pilots are to advise ATC as soon as practicable that RWY 06 is required (delay possible).

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Certificated Aerodrome 3 NM W of Blenheim

WOODBOURNE

NZWB

OPERATIONAL DATA (1)

RWY

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance 1:20	1:30	1:40	1:50	1:62.5	LDG DIST
06 24	B	PCN 28* F/B/Y/T	8	0.65D 0.65U	1425	1478	1472	1466	1460 1485	1453 1401	1425
06 24	Gr(f)	ESWL 9080	8	0.65D 0.65U	1425	1478	1472	1466	1460 1485	1453 1349	1425
10 28	Gr(f)	ESWL 9080	8	0.19D 0.19U	1182	1182	1152	1134 1182			1182 1152

* RNZAF aircraft movements approved subject to the following limits:
B757 100 tons at 185 PSI
P-3 55 tons at 190 PSI

MINIMA

IFR Take-off		
RWY	Day	Night
06/24[1]	300–1500	300–1500
10/28	500–1500	NA

1. Reduced take-off minima available during TWR HR — not below 0–800.

LIGHTING

Runway: 06 LIL ALS PAPI 3.00°/TCH 47, LIL RWY
24 LIL ALS (180m non-STD) PAPI 3.00°/TCH 47, LIL RWY
RWY edge light spacing — 60 m

Aerodrome: ABN FLG W 2.5 sec WDI

Taxiway: Edge Apron: Floodlighting

Outside Woodbourne TWR hours of service, remote control of lighting available from Wellington Approach 121.1 MHz. If no contact or unsatisfactory contact with Wellington Approach try Christchurch Control 129.4 MHz or phone 0800 626 756 (landline users only) or (03) 358 1509 (cellphone users).

Advise runway to be used — brilliance adjustments may take up to one minute to action.

Advise Wellington or Christchurch when complete.

Caution: Lights will not operate or settings will not be able to be changed if communication line failure occurs.

Standby power available.

(continued)

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WOODBOURNE
OPERATIONAL DATA (2)

FACILITIES

D Fuel: Air BP Jet A1 into plane
Tel (03) 572 9174

Passenger

Limited repairs

RFS: CAT 4 available during promulgated ATS hours. Outside of these hours by prior arrangement with the Operations Manager, Marlborough Airport.
Tel (03) 572 8652

SUPPLEMENTARY

Operator: Marlborough Airport Limited, PO Box 1101, Blenheim 7240.
Tel (03) 572 8651

Available for general use without the permission of the operator.

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ELEV 109

NZWB

WOODBOURNE
GROUND MOVEMENTS

TOWER: 122.8 118.1 *ATIS*: 126.05 *UNATTENDED*: 122.8

Stand Information			
Stand	MAX Code	MAX Wingspan	Comments
1	C	Up to but not including 36 m	
2	C	Up to but not including 36 m	
3	B	Up to but not including 24 m	
4	B	Up to but not including 24 m	
5 A/B	B	Up to but not including 24 m	
6	C	Up to but not including 36 m	If Stand 6 in use, Stands 6A and 6B unavailable
6 A/B	B	Up to but not including 24 m	If Stands 6A or 6B in use, Stand 6 is unavailable

Changes from 19 JUL 18: Stands added/updated, stand max code text, stand 1 caution note added.

WBGM-G

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For flights departing Woodbourne Airport:

ADES	Designator	Route
AA	WBAA1	Q472 IPMIR Q566 AKAVI Y175 OMKUN Y311 DADUK Y273 PEPPE H182
CH	WBCH3	H157 WAIMA Q421 ONOLA V306 ATBUB H159 **(For flights at 11,000 ft or above, maintain 10,000 ft to ONOLA)**
NR	WBNR2	Q472 AVKEX Q169 KAPTI Q555 BINIT Y737 PM H201 RIDLA H103
NS	WBNS1	H133
OH	WBOH3	Q472 AVKEX Q169 KAPTI Q555 BINIT H467 FOXTN H313
PM	WBPM2	Q472 AVKEX Q169 KAPTI H201
PP	WBPP1	Q287 AVPOD Q294 AVKEX Q388
WN	WBWN1	WN RWY 34 — Wellington SULRI Arrival WN RWY 16 — Wellington AVPOD Arrival

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

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ELEV 109
NZWB

CAT A,B,C

WOODBOURNE
SID RWY 06

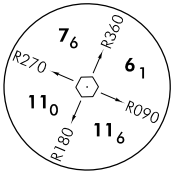
WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8

ALL DEPARTURES – Take-off RWY 06

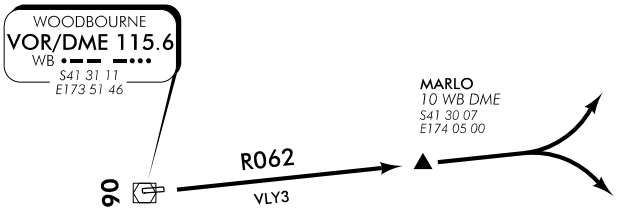
Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient
– Trees MAX 140 ft AMSL right of extended centreline between 110 m and 160 m from RWY END

CAUTION: Aerodrome surrounded by mountainous terrain.
Omaka VFR Transit Lane (T654) located 0.9 NM south of R062



Minimum Sector Altitude
25 NM WB



VALLEY THREE DEPARTURE – (VLY3)

Minimum net climb gradient 4.6% (280 ft/NM) to 5000 ft

- Intercept R062 WB VOR, track to MARLO (10 WB DME)
- At MARLO (10 WB DME) or beyond on R062 at MNM 3000 ft turn to intercept track

Note 1. ATC may approve LEFT or RIGHT turn to intercept track prior to MARLO at MNM 4000 ft
2. ATC may require aircraft to maintain MNM 3000 ft to MARLO (10 WB DME)

WBSID06-M

Changes from 24 MAY 18: Minimum net climb gradient, caution, and aircraft CAT added.

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ELEV 109
NZWB

CAT A,B,C

WOODBOURNE

SID RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1 *UNATTENDED*: 122.8

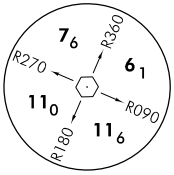
ALL DEPARTURES – Take-off RWY 24

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

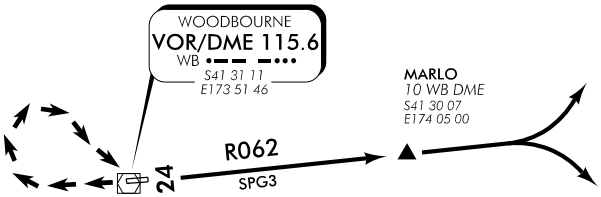
CAUTION: Close-in obstacles not considered in climb gradient
– Terrain MAX 140 ft AMSL located in sector 215°-261° between 480 m and 720 m from RWY END

CAUTION: Aerodrome surrounded by mountainous terrain.

Omaka VFR Transit Lane (T654) located 0.9 NM south of R062



Minimum Sector Altitude 25 NM WB



SPRING THREE DEPARTURE – (SPG3)

Denotes Visual departure segment

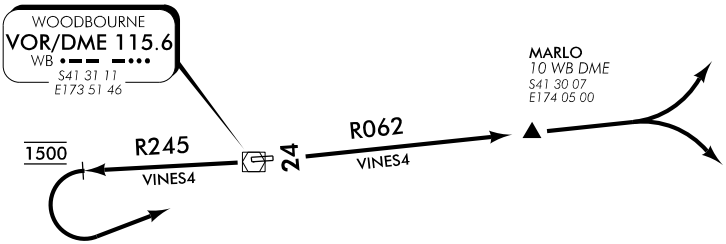
Minimum net climb gradient 4.8% (300 ft/NM) to 5000 ft.

Maintain own terrain clearance visually until established on R062 at MNM 800 ft.

- Turn RIGHT intercept R062 WB VOR, track to MARLO (10 WB DME)
- At MARLO (10 WB DME) or beyond on R062 at MNM 3000 ft turn to intercept track

Note 1. ATC may approve LEFT or RIGHT turn to intercept track prior to MARLO provided aircraft has established on R062 and reached MNM 4000 ft

2. ATC may require aircraft to maintain MNM 3000 ft to MARLO (10 WB DME)



VINES FOUR DEPARTURE – (VINES4)

Minimum net climb gradient 5.1% (310 ft/NM) to 5000 ft.

MAX IAS 180 kt until established on R062.

- Intercept R245 WB VOR, climb to 1500 ft
- Mandatory LEFT turn at 1500 ft
- Continue climb, intercept R062 WB VOR, track to MARLO (10 WB DME)
- At MARLO (10 WB DME) or beyond on R062 at MNM 3000 ft turn to intercept track

Note 1. ATC may approve LEFT or RIGHT turn to intercept track prior to MARLO provided aircraft has established on R062 and reached MNM 4000 ft

Changes from 25 FEB 21: VINES note 2 removed.

WBSID24-N

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ELEV 109

NZWB

CAT A,B,C

WOODBOURNE

RNAV (GNSS) SID RWY 06 (1)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8

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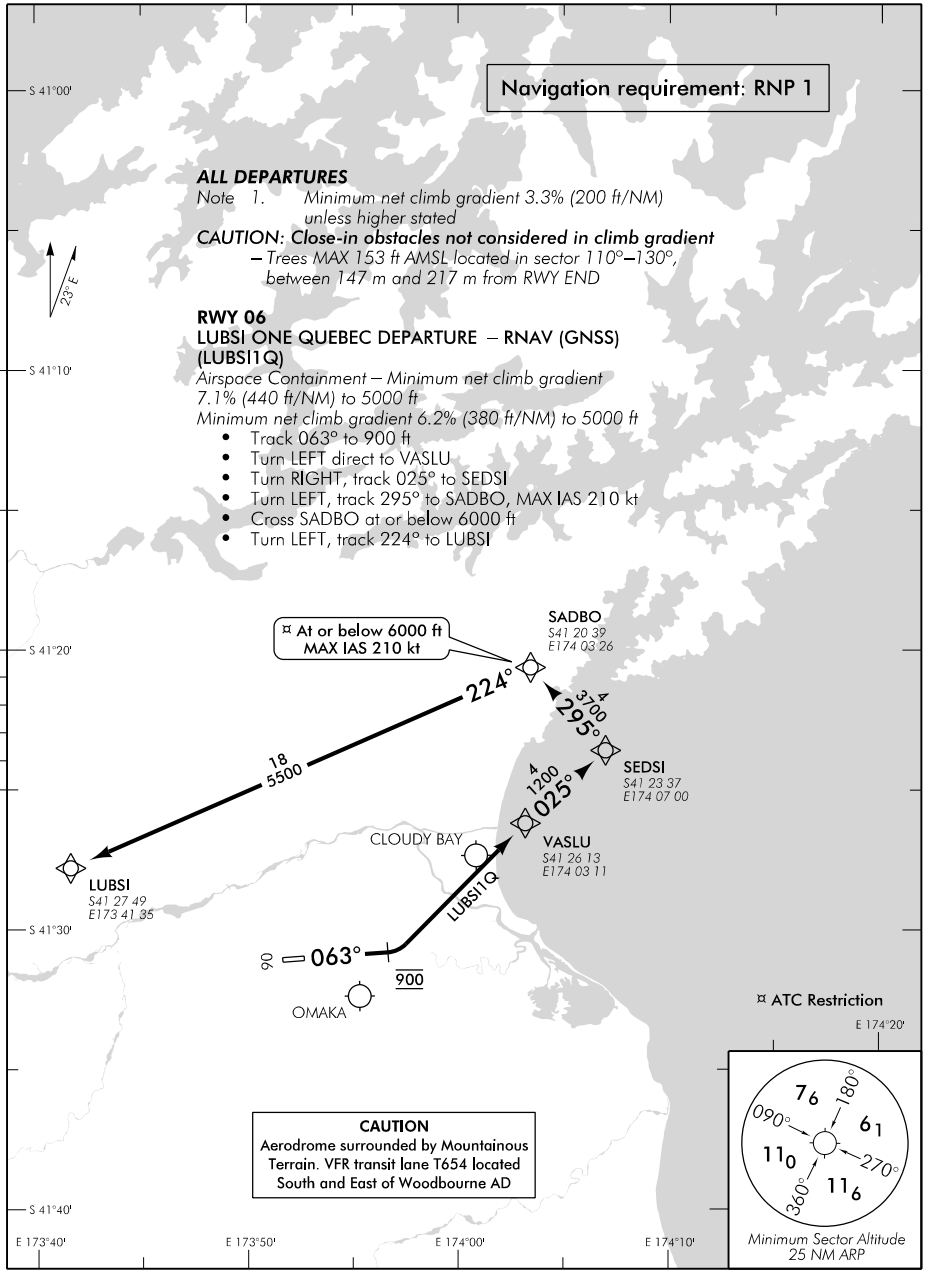
ELEV 109
NZWB

CAT A,B,C

WOODBOURNE

RNAV (GNSS) SID RWY 06 (2)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



Effective: 17 JUN 21

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ELEV 109

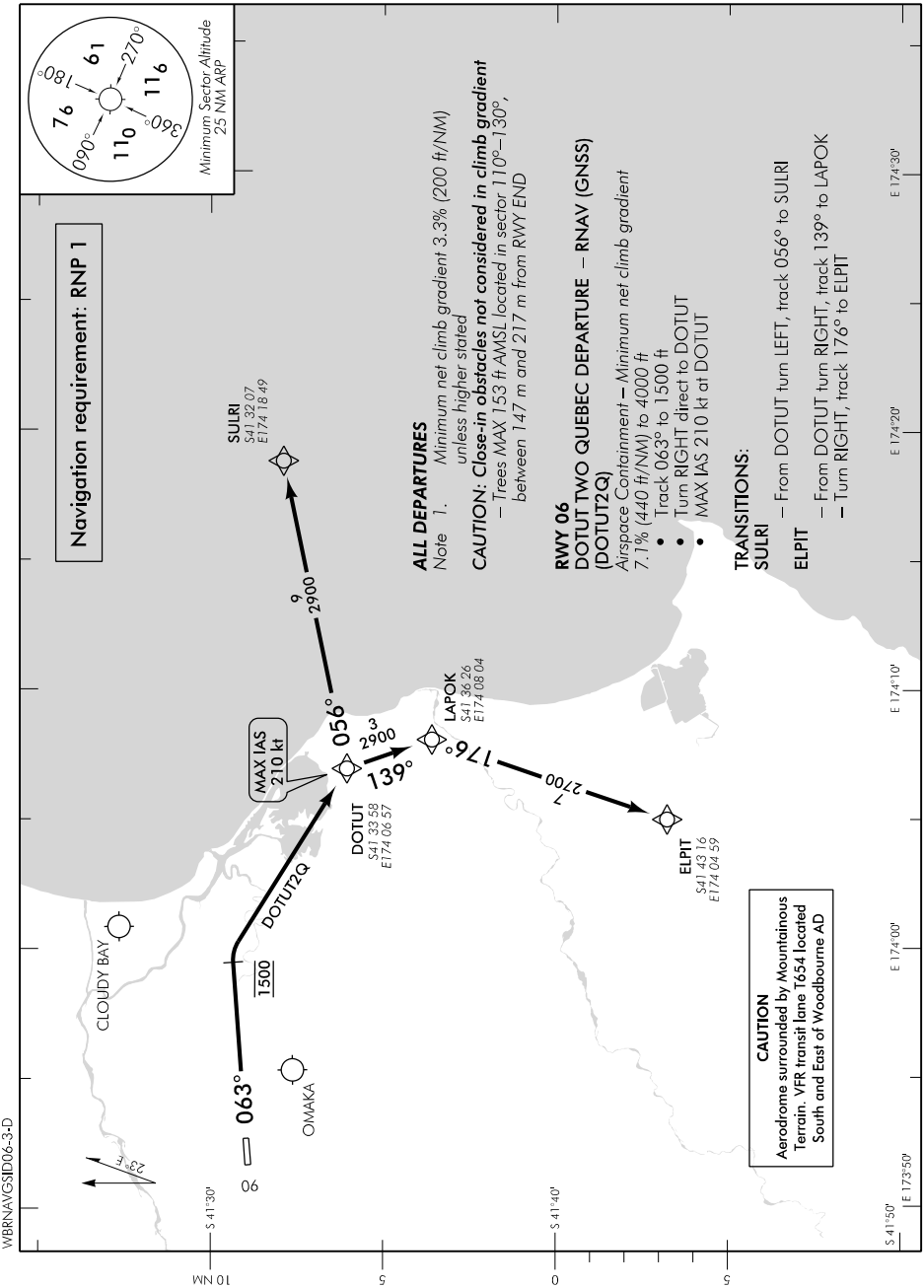
NZWB

CAT A,B,C

WOODBOURNE

RNAV (GNSS) SID RWY 06 (3)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1 *UNATTENDED*: 122.8



WBRNAVGSID06-3-D

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WOODBOURNE
RNAV (GNSS) SID RWY 06 (3)

ELEV 109

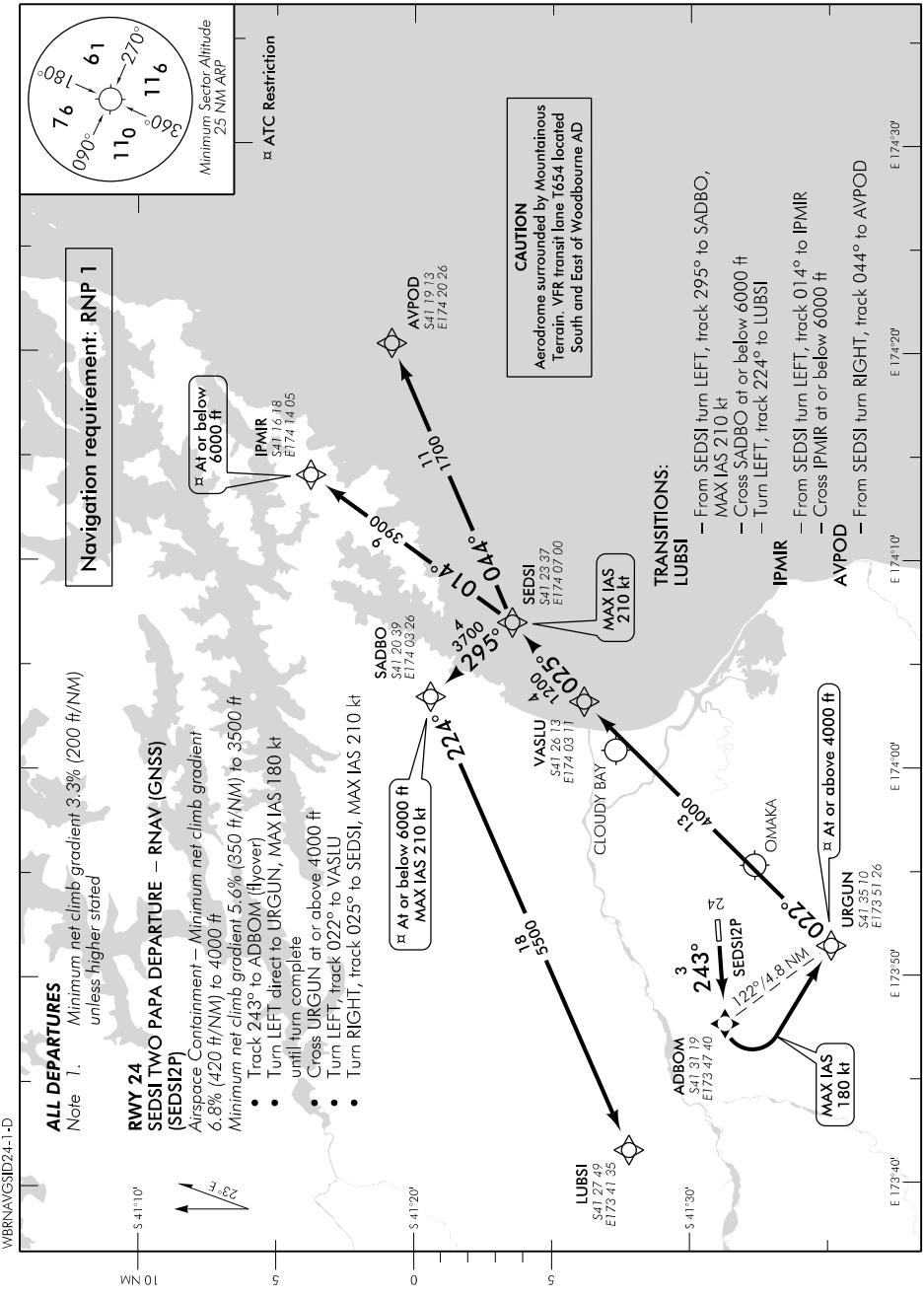
NZWB

CAT A,B,C

WOODBOURNE

RNAV (GNSS) SID RWY 24 (1)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1 *UNATTENDED*: 122.8



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Effective: 17 JUN 21

ELEV 109

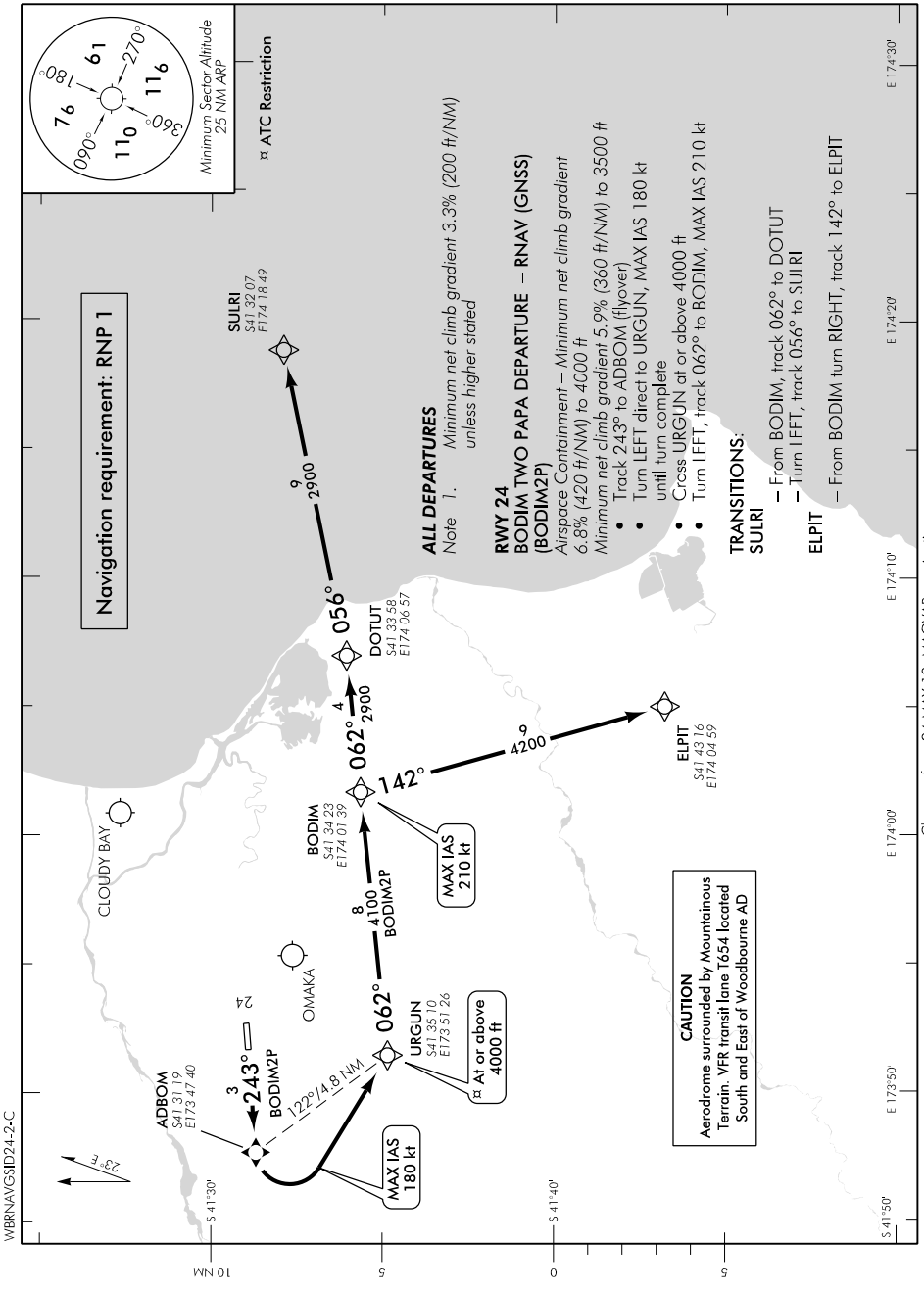
NZWB

CAT A,B,C

WOODBOURNE

RNAV (GNSS) SID RWY 24 (2)

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



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ELEV 109

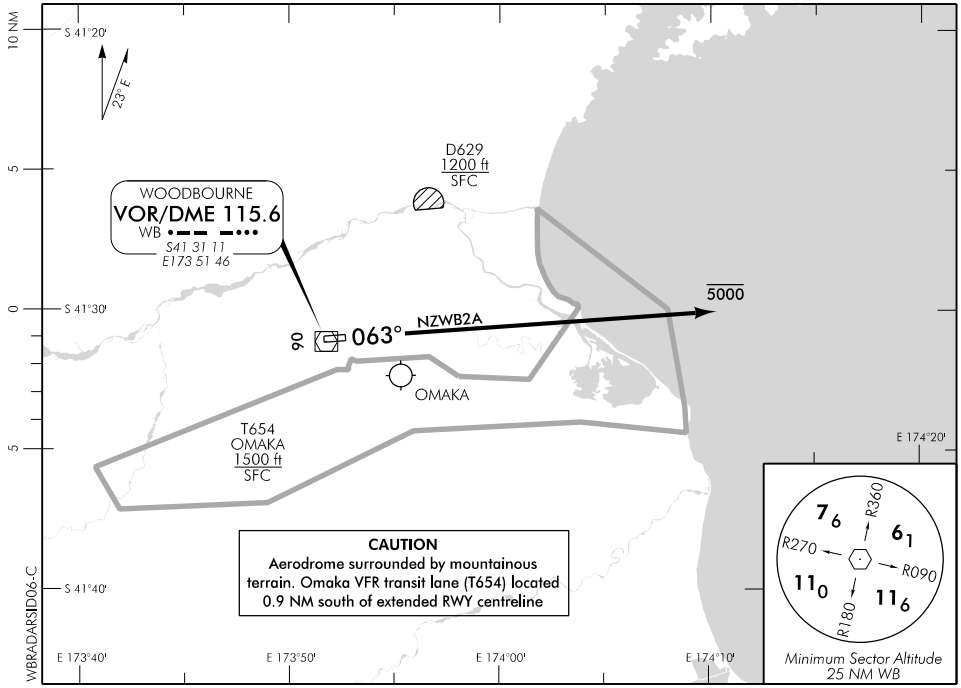
NZWB

CAT A,B,C

WOODBOURNE

RADAR SID RWY 06

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1 *UNATTENDED*: 122.8



ALL DEPARTURES

Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated

CAUTION: Close-in obstacles not considered in climb gradient

– Trees MAX 139 ft AMSL located in sector 108°–130° between 145 m and 210 m from RWY end

RWY 06

WOODBOURNE TWO ALFA DEPARTURE – RADAR (NZWB2A)

MNM net climb gradient 5.0% (310 ft/NM) to 5000 ft

- Track 063° (RWY centreline)
- Maintain 5000 ft
- Expect radar vectors

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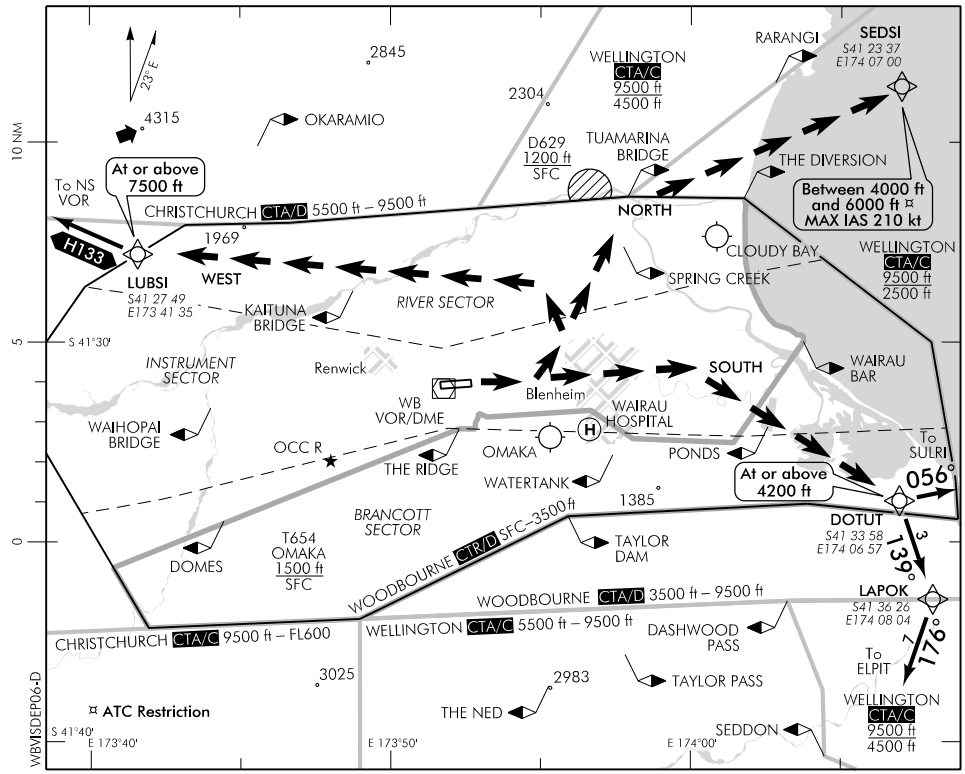
WOODBOURNE

VISUAL DEPARTURE RWY 06

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



RWY 06

NORTH VISUAL DEPARTURE – SEDSI

- Track north of Spring Creek to SEDSI
- Join AVKEX, AVPOD or IPMIR transition, or as instructed
- Cross SEDSI between 4000 ft and 6000 ft, MAX IAS 210 kt

SOUTH VISUAL DEPARTURE – DOTUT

- Track to DOTUT, remain clear of T654
- Join SULRI or ELPIT transition, or as instructed
- Cross DOTUT at or above 4200 ft

WEST VISUAL DEPARTURE – LUBSI

- Track north of Kaituna Bridge to LUBSI
- Join H133
- Cross LUBSI at or above 7500 ft

Available by DAY only, aircraft must maintain continuous visual reference to the surface until established at or above MSA for applicable route.

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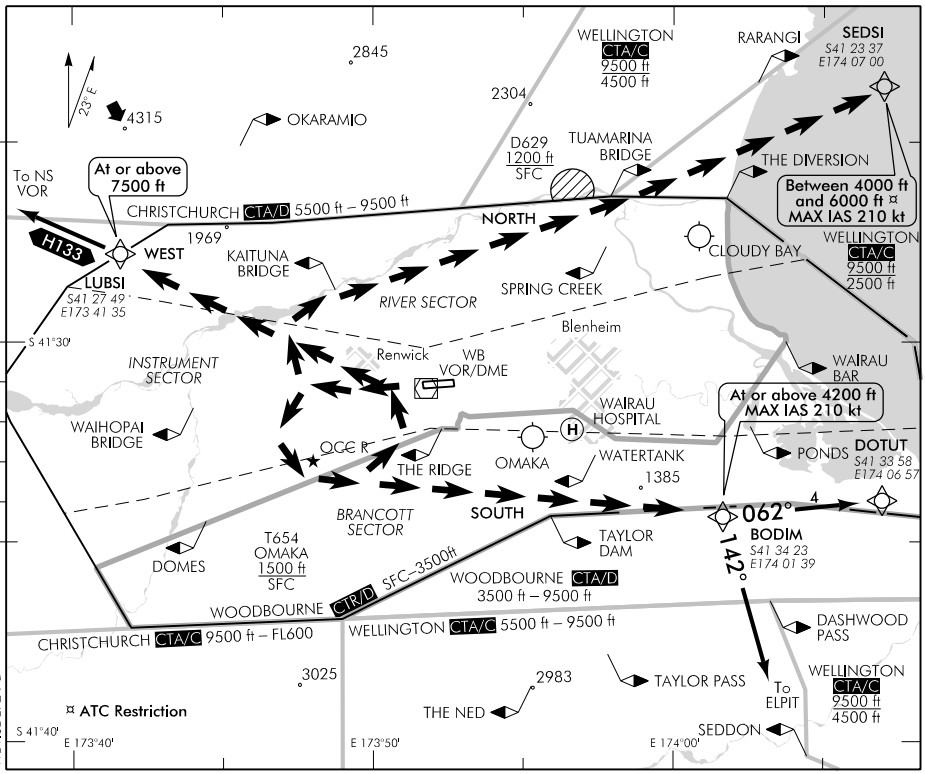
NZWB

WOODBOURNE

VISUAL DEPARTURE RWY 24

WELLINGTON APPROACH: 119.3 121.1 122.3 *ATIS*: 126.05 *TOWER*: 122.8 118.1
UNATTENDED: 122.8



RWY 24

NORTH VISUAL DEPARTURE – SEDSI

- Track north of Spring Creek to SEDSI
- Join AVKEX, AVPOD or IPMIR transition, or as instructed
- Cross SEDSI between 4000 ft and 6000 ft

SOUTH VISUAL DEPARTURE – BODIM

- Track south of OM to BODIM, remain clear of T654
- Join SULRI or ELPIT transition, or as instructed
- Cross BODIM at or above 4200 ft, MAX IAS 210 kt

WEST VISUAL DEPARTURE – LUBSI

- Track to LUBSI via left orbit, remain clear of T654
- Advise WB TWR if DCT LUBSI preferred
- Join H133
- Cross LUBSI at or above 7500 ft

Available by DAY only, aircraft must maintain continuous visual reference to the surface until established at or above MSA for applicable route.

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4 COMPANY COMMUNICATION FACILITIES

LOCATION	POSITION	TELEPHONE
Auckland	Senior Fleet Manager Andrew McGuigan	027 499 5402
Christchurch	Deputy Fleet Manager Lance Emanuel	021 914 225
	Manager Standard & Training ATR72 Alan Moffat	021 453 305
	Technical Pilot (ATR) Graeme Palmer	021 661 149
	Crew Administration	03 358 1210
Nelson	Deputy Fleet Manager Susan MacLachlan	021 511 285

5 REGIONAL NETWORK

OPERATOR	CALLSIGN	VHF	TELEPHONE
Auckland	Auckland AOC	131.0	(09) 256 3623
	Auckland Jet AOC	132.9	(09) 256 3028
	Auckland BP	133.9	(09) 256 6480
	Auckland Mobil	133.0	(09) 275 6133
Blenheim	Blenheim Ops	130.9	(03) 572 9899
Christchurch	Christchurch Operations	131.8	(03) 358 1226 0800 662 677
	Christchurch AOC	131.8	(03) 358 1209
	Christchurch Engineering	131.9	(03) 374 7063
	Christchurch Jet AOC	130.3	(03) 374 7101
	Z Energy (Fuel)	133.7	(03) 358 3676
Dunedin	Dunedin Traffic	130.3	(03) 486 2705
Gisborne	Gisborne Ops	130.9	(06) 867 1608
Hamilton	Hamilton Traffic	130.3	(07) 857 1033
Hokitika	Hokitika Base	133.1	(03) 756 8050
Invercargill	Invercargill Traffic	130.3	(03) 218 8448

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OPERATOR	CALLSIGN	VHF	TELEPHONE
Kerikeri	Kerikeri Ops	130.9	(03) 407 8419
Napier	Napier Traffic	130.3	(06) 835 1131
Nelson	Nelson Traffic	131.4	(03) 547 8747
New Plymouth	New Plymouth Traffic	133.1	(06) 755 2250
Palmerston North	Palmerston Traffic	130.3	(06) 351 1100
	Palmerston North Fuel		(06) 357 1149
Queenstown	Queenstown Ops	131.8 132.1	(03) 441 4890 (03) 441 4874
	Queenstown Fuel	131.8	(03) 442 2684
Rotorua	Rotorua Traffic	131.8	(07) 345 6167
Taupo	Taupo Traffic	131.8	(07) 378 7771
Tauranga	Tauranga Ops	130.9	(07) 575 3666
Timaru	Timaru Traffic	130.9	(03) 688 2518
Wellington	Wellington AOC	133.1	(04) 388 0686
	Wellington Jet AOC	130.35	(04) 388 0485
	Wellington Mobil	133.0	(04) 380 6244

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6 ATS Units Address List

6.1 Address List and Contact Information

6.1.1 Contact information for the National Briefing Office is provided in Table GEN 3.3-1.

Table GEN 3.3-1
National Briefing Office

National Briefing Office	Internet Flight Information Service	www.ifis.airways.co.nz	AFTN NZCHZPZX
	Operator for ATIS, NOTAM, or to file or cancel flight plans	Landline users only: 0800 NBO PLN (0800 626 756); or Cellphone users (03) 358 1509	
	To fax flight plans	0800 NBOFAX (0800 626 329) or (03) 358 9192	

6.1.2 An ATS units address list is provided in Table GEN 3.3-2.

Table GEN 3.3-2
ATS Unit Address List

Unit name	Postal address	Telephone NR	Telefax NR	AFTN address
1	2	3	4	5
Auckland Control Tower	PO Box 53093, Auckland Airport, Manukau 2150	(09) 255 5850		NZAAZTZX
Auckland Oceanic Control Centre	PO Box 53093, Auckland Airport, Manukau 2150	(09) 275 9817 INMARSAT 451201	(09) 275 3627	NZZOZQZX
Christchurch Air Traffic Services Centre	PO Box 14131, Christchurch Airport, Christchurch 8544	(03) 358 1694 INMARSAT 451202		NZZCZQZX
Christchurch Control Tower	PO Box 14131, Christchurch Airport, Christchurch 8544	(03) 357 1980		NZCHZTZX
Dunedin Control Tower	PO Box 150, Mosgiel, Otago 9054	(03) 467 7027		NZDNZTZX
Gisborne Control Tower	Aerodrome Rd, Gisborne Airport, Gisborne 4010	(06) 869 2320		NZGSZTZX

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Unit name	Postal address	Telephone NR	Telefax NR	AFTN address
1	2	3	4	5
Hamilton Control Tower	Hamilton Airport, Steele Rd, RD2, Hamilton 3282	(07) 843 1870		NZHNZTZX
Invercargill Control Tower	PO Box 807, Invercargill Airport, Invercargill 9840	(03) 211 8118		NZNVZTZX
Milford Sound FSS	Community Box 6, Milford Sound Airport, Milford Sound 9679	(03) 249 8092		NZMFZPZX
Napier Control Tower	Hawkes Bay Airport, Westshore, Napier 4110	(06) 835 7584		NZNRZTZX
Nelson Control Tower	PO Box 1185, Nelson 7040	(03) 547 9799		NZNSZTZX
New Plymouth Control Tower	New Plymouth Airport, RD3, New Plymouth 4373	(06) 755 9318		NZNPZTZX
Ohakea Control Tower	RNZAF Ohakea, Private Bag 11033, Palmerston North 4442	(06) 351 5422		NZOHZTZX
Palmerston North Control Tower	PO Box 4147 Manawatu Mail Centre Palmerston North 4442	(06) 357 5169		NZPMZTZX
Paraparaumu FSS	PO Box 549, Paraparaumu 5254	(04) 297 1170		NZPPZPZX
Queenstown Control Tower	Private Bag 50075, Queenstown 9348	(03) 450 9182		NZQNZTZX
Rotorua Control Tower	Te Ngae Rd, RD4, Rotorua 3074	(07) 345 5199		NZROZTZX
Tauranga Control Tower	Tauranga Airport, Tauranga 3116	(07) 547 4616		NZTGZTZX
Wellington Control Tower	1 George Bolt St, Kilbirnie, Wellington 6022	(04) 387 1980		NZWNZTZX
Whenuapai Control Tower	RNZAF Base Auckland, Private Bag, Whenuapai 0662	(09) 417 7421		NZWPZTZX
Woodbourne Control Tower	RNZAF Base Woodbourne, Private Bag, Blenheim 7240	(03) 572 6006		NZWBZTZX

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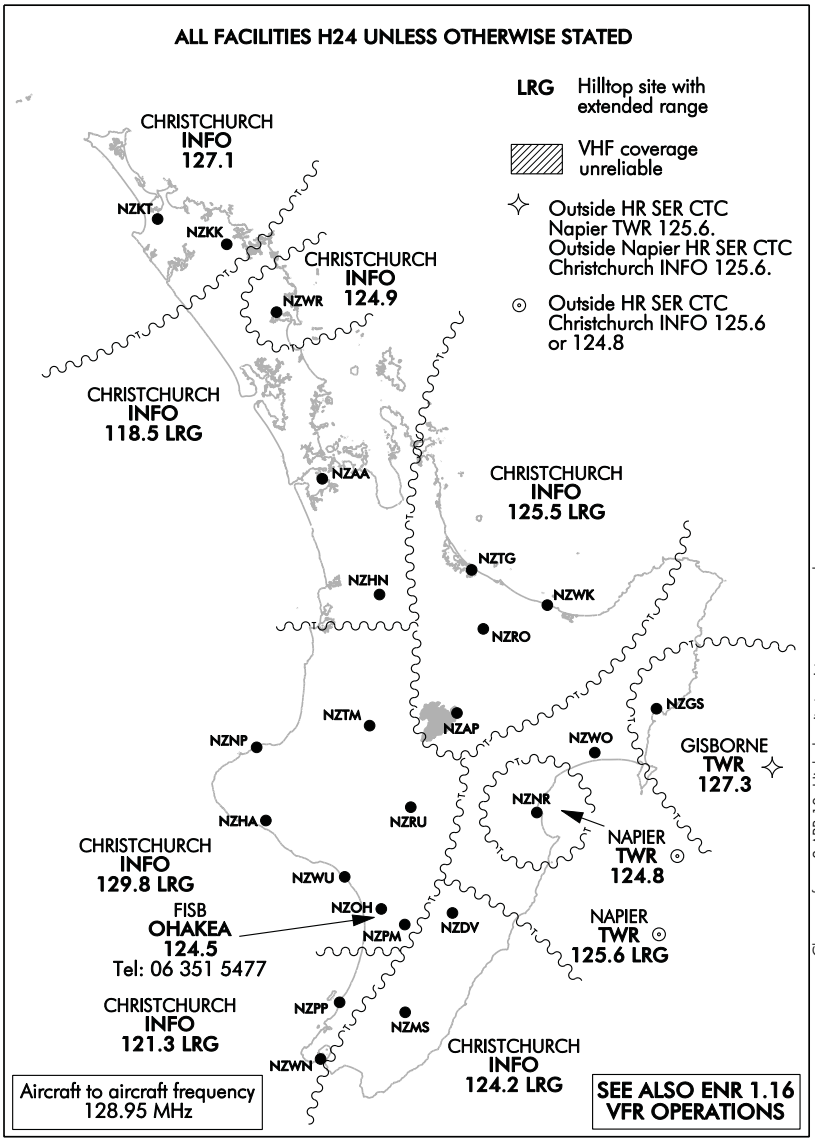
Figure GEN 3.4-2
North Island FIS COM Chart



SHOWS EXPECTED COVERAGE AT 4000FT AMSL. IF NO RESPONSE ON SELECTED FREQUENCY TRY ADJACENT LRG FREQUENCIES.

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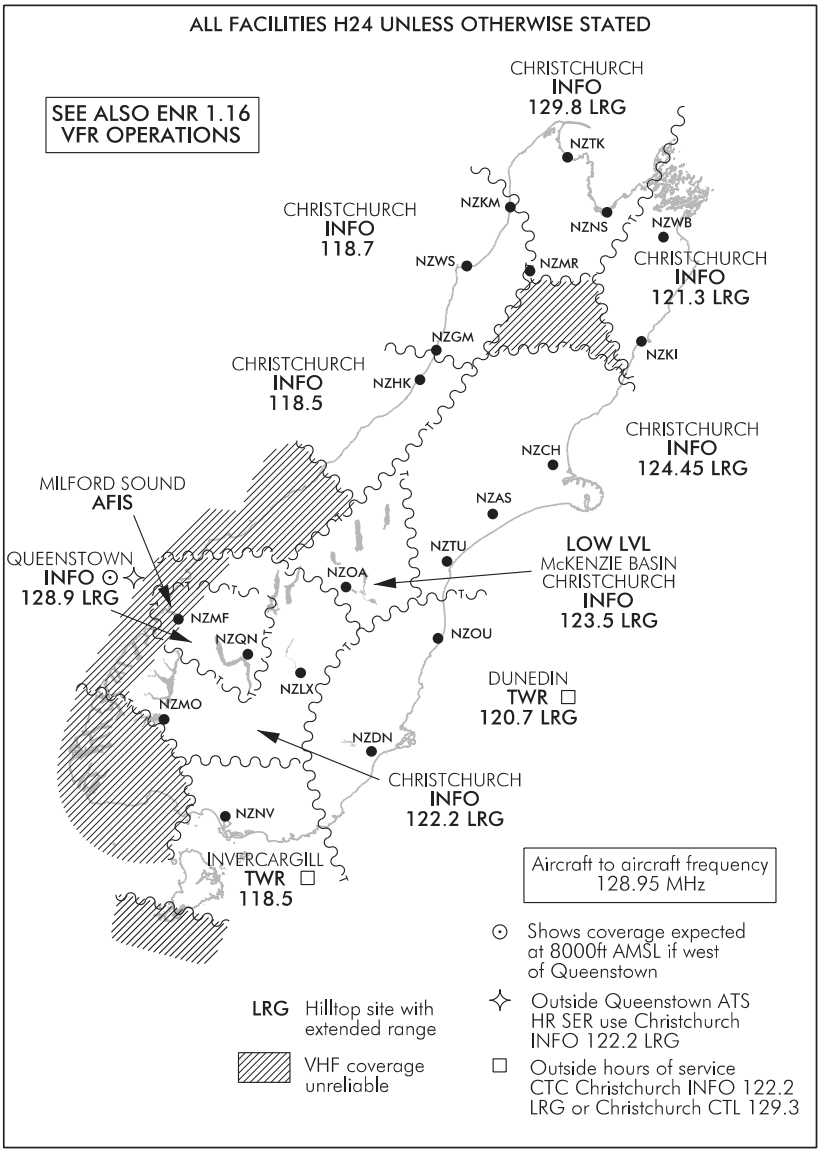
Figure GEN 3.4-3
South Island FIS COM Chart



Changes from 8 NOV 18: CH INFO LRG 124.4 amended to 124.45.

SHOWS EXPECTED COVERAGE AT 4000 FT AMSL. IF NO RESPONSE ON SELECTED FREQUENCY TRY ADJACENT LRG FREQUENCIES.

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ENR 1.15 EMERGENCY PROCEDURES

1 DISTRESS

1.1 Definition

1.1.1 Distress is defined as a condition of being threatened by serious and/or imminent danger and requiring immediate assistance.

1.2 Transmission of MAYDAY Message

1.2.1 The pilot of an aircraft in distress must transmit on the air-ground frequency in use at the time of the distress the distress signal MAYDAY (preferably spoken three times), followed by the distress message.

1.2.2 If on an unattended frequency and it is considered that better assistance can be provided by transferring to another frequency the pilot should do so, after broadcasting this intention on the original frequency.

1.3 Content of MAYDAY Message

1.3.1 The distress message should consist of as many of the following elements spoken distinctly and if possible, in the following order:

(a) name of station addressed (time and circumstances permitting);

(b) identification of the aircraft;

(c) nature of the distress condition;

(d) intention of the pilot; and

(e) present position, level (FL or altitude), and heading.

1.3.2 The transmission of an accurate aircraft position may be critical to any subsequent search and/or rescue action.

1.3.3 In addition the pilot should switch the transponder to the emergency code **7700**, or emergency mode in the case of ADS-B equipped aircraft; and

(a) activate the ELT;

(b) if the emergency situation is recovered, turn the ELT off and advise ATC or RCCNZ as soon as possible;

(c) if the ELT is turned off and ATC or RCCNZ are not advised as soon as possible, it will be assumed that the aircraft has crashed and search planning will have commenced.

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2 URGENCY

2.1 Definition

2.1.1 Urgency is defined as a condition concerning the safety of an aircraft, or of some person on board or within sight, but which does not require immediate assistance.

2.2 Transmission of PAN PAN Message

2.2.1 The pilot of an aircraft reporting an urgency condition must transmit on the air-ground frequency in use at the time the urgency signal PAN PAN (preferably spoken three times), followed by the urgency message.

2.3 Content of PAN PAN Message

2.3.1 The urgency message should consist of as many of the following elements spoken distinctly and if possible, in the following order:

(a) name of station addressed;

(b) identification of the aircraft;

(c) nature of the urgency condition;

(d) intention of the pilot;

(e) present position, level (FL or altitude), and heading; and

(f) any other useful information.

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4 IFR Communication Failure — New Zealand FIR

4.1 ATS Communication Failure

4.1.1 In the event of communications failure from ATS, the pilot of an aircraft should initiate TIBA procedures as detailed in Section 8 of ENR 1.15.

4.2 IFR Communication Failure — General

4.2.1 In the event of an apparent aircraft communication failure, the pilot of the aircraft should adopt the following procedures:

(a) Maintain terrain clearance throughout all procedures.

(b) Switch transponder to code **7600** or communication failure mode in the case of ADS-B equipped aircraft.

(c) Try alternate then secondary published ATS frequencies.

(d) Check aircraft communications equipment.

(e) Listen to ATIS if possible.

(f) Transmit position reports and intentions, assuming the aircraft transmitter is operating, and prefixing all transmissions with "TRANSMITTING BLIND".

(g) Turn on landing lights, beacons, and strobe lighting.

(h) If a mobile phone is available in the aircraft, attempt to establish telephone communications with:

  (i) Auckland or Ohakea or Wellington or Christchurch Control — or (03) 358 1509;

  (ii) Christchurch Information — (03) 358 1509;

  (iii) the ATC unit you should be communicating with (refer GEN 3.3 for telephone numbers).

(i) If the destination is within an MBZ, proceed to an alternate aerodrome unless the risk in proceeding safely to an alternate aerodrome is clearly greater than continuing, without communications, to the planned destination. (Refer to s13A of the Civil Aviation Act.)

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4.3 IFR Communications Failure — VMC and Certain of Maintaining VMC

4.3.1 If the pilot of the aircraft is in VMC, or encounters VMC after the failure, and is certain of maintaining VMC:

(a) remain in VMC; and

(b) continue the flight under VFR; and

(c) proceed to a suitable aerodrome and land; and

(d) report arrival by the most expeditious means to the appropriate ATS unit.

4.4 IFR Communications Failure — IMC or Uncertain of Maintaining VMC

4.4.1 The initial and subsequent actions of the pilot of an aircraft in IMC or uncertain of being able to maintain VMC will depend on the latest information available on the:

(a) destination aids:

(b) air traffic/airspace procedures; and

(c) meteorological conditions enroute and at the destination.

4.4.2 The provision of ATC to other flights will be based on the assumption that the pilot of an aircraft with communications difficulties will, unless strong reasons dictate otherwise, follow the appropriate procedures specified in paragraphs 4.4.3 to 4.4.11.

4.4.3 The pilot should proceed in accordance with the current flight plan as confirmed by the last acknowledged ATC clearance. ATC will assume that the aircraft will climb to the:

(a) flight planned level; or

(b) last level requested by the pilot and acknowledged by ATC.

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Departure — Level Restriction

4.4.4 The pilot of an IFR aircraft that experiences communications failure on departure should:

(a) maintain the last assigned level(s) to the points specified, then climb to maintain the level(s) in the current flight plan; or

(b) if no points are specified, maintain the last assigned level, or minimum flight altitude if higher, for five minutes, then climb to maintain the level(s) specified in the current flight plan.

Departure — Radar Vectors

4.4.5 The pilot of an IFR aircraft that experiences communications failure on departure should:

(a) maintain the last assigned vector for two minutes, and climb to minimum safe altitude if necessary to maintain terrain clearance; and

(b) proceed in accordance with the route specified in the current flight plan.

Arrival

4.4.6 On arrival, the pilot of an IFR aircraft experiencing communications failure should:

(a) track to the destination aid/fix, or if none specified by ATC, the selected aid/fix for the known or forecast RWY; and

(b) if in receipt of an arrival clearance (STAR or equivalent clearance/procedure), track via the clearance; and

(c) commence descent to the initial approach altitude for the approach procedure in accordance with the last acknowledged ATC clearance and then the standard operating procedures (i.e. 3° profile) or flight plan.

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At or Within 25 NM from Destination

4.4.7 At or within 25 NM from destination, the pilot of an IFR aircraft experiencing communications failure should:

(a) arrive over the destination/selected aid/fix at the last assigned level at or as near as possible to the expected approach time given by ATC, and commence approach; or

(b) if too high, descend in the aid/fix holding pattern to a level convenient for approach; or

(c) if on initial approach at the time of the communications failure but not cleared for the approach, continue via the procedure and maintain the last assigned level until established on final approach track, then commence approach; or

(d) if too high:

(i) if a holding pattern is established on the final approach track, descend in the holding pattern to a level convenient for approach; or

(ii) if no holding pattern is established, carry out missed approach and position for another approach, if specified diversion allows.

Radar Vectors on Arrival

4.4.8 The pilot of an IFR aircraft that experiences communications failure while being radar vectored on arrival should:

(a) maintain the last assigned vector for two minutes, climbing if necessary to minimum safe altitude to maintain terrain clearance, and proceed to the aid/fix for an approach as specified in 4.4.7; or

(b) if on initial/intermediate approach, maintain the last assigned level until established on final approach track, and then commence approach.

Diversion

4.4.9 If unable to achieve a landing following an approach, the pilot of an IFR aircraft that experiences communications failure should carry out a missed approach.

4.4.10 A second approach may be made if desired, provided a landing can be accomplished within 30 minutes of the expected approach time or the ETA, whichever is the latter. If this approach is unsuccessful, the aircraft must divert to the alternate aerodrome.

4.4.11 The pilot of an IFR aircraft that experiences communications failure while holding because of the closure of the destination aerodrome should hold until the divert time notified to ATC, and then depart for the alternate aerodrome.

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6 SPEECHLESS TECHNIQUE USING UNMODULATED TRANSMISSIONS

6.1 General

6.1.1 When a pilot is able to communicate only by unmodulated transmissions (e.g. when the transmitter is operative but the microphone is unserviceable), the following technique will be employed by ATS:

(a) when an unmodulated transmission is heard, the ATS operator will request the pilot activate the transmitter three times; and

(b) if the pilot complies ATS will frame questions requiring "YES" or "NO" answers to determine if the aircraft:

(i) can continue visually; or

(ii) can execute an instrument approach, or has reached a nominated position.

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6.1.2 This and any other information required will be obtained by requiring the pilot to use the following code:

(a)	"YES" or "ROGER"	activate transmitter once
(b)	"NO"	activate transmitter twice
(c)	"SAY AGAIN"	activate transmitter 3 times
(d)	"AT NOMINATED POSITION"	activate transmitter 4 times

6.1.3 When it is established that the pilot of the aircraft can receive transmissions, control will be exercised in the normal manner, except that frequency changes will not be requested unless there is no alternative.

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7 AERODROME EMERGENCIES

7.1 Aerodrome Emergency Plan

7.1.1 The object of an aerodrome emergency plan is to prepare an aerodrome to cope with an emergency occurring on, or in the vicinity of the aerodrome. The plan sets forth the procedures for coordinating the response of different aerodrome services and those agencies in the surrounding community that could be of assistance in an emergency. Examples of the types of emergencies are:

(a) aircraft malfunctions;

(b) sabotage, including bomb threats;

(c) unlawfully seized aircraft;

(d) dangerous goods occurrences; and

(e) building fires and natural disasters.

7.1.2 An aerodrome emergency plan exists at all aerodromes that have regular air transport services by aircraft with 30 or more passenger seats.

7.2 Procedures to Activate Aerodrome Emergency Services

7.2.1 The ATS unit on the aerodrome is responsible for alerting the emergency services, following a request from a pilot or when an aircraft is considered to be in any of the following emergency phases:

(a) Local Standby Phase: when an aircraft approaching the aerodrome is known, or is suspected, to have developed some defect, but trouble is not such as would normally prevent carrying out a safe landing. Declaration of the LOCAL STANDBY PHASE will bring all aerodrome-based emergency services to a state of readiness but in general, although off-aerodrome components are notified, they will remain at their posts.

(b) Full Emergency Phase: when an aircraft approaching the aerodrome is, or is suspected to be, in such trouble that there is danger of an accident. Declaration of a FULL EMERGENCY PHASE will bring all facilities, both on the aerodrome and in the city or community, such as medical and ambulance services, police and fire services, to a rendezvous point on the aerodrome. It will also alert the hospital to prepare for possible reception of injured, and for road traffic control to be instituted along the route between the city and the aerodrome to clear the way for emergency vehicles.

(c) Aircraft Accident Phase: when an aircraft accident has occurred on or in the vicinity of the airport. Declaration of the AIRCRAFT ACCIDENT PHASE will bring all facilities into immediate action.

7.2.2 When an emergency occurs in flight and adequate communications exist, the pilot is responsible for advising the ATS unit accordingly and for nominating the desired state of readiness of the aerodrome emergency services. If adequate communications with the aircraft do not exist, the ATS unit will assess the situation and bring the aerodrome emergency services to the state of readiness considered appropriate.

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8 TRAFFIC INFORMATION BROADCASTS BY AIRCRAFT (TIBA)

8.1 General

8.1.1 TIBA are reports and information transmitted by pilots for the information of pilots of other aircraft in the vicinity following a significant disruption to air traffic or telecommunication services.

8.1.2 TIBA may be used in both the Auckland Oceanic FIR (NZZO) and New Zealand FIR (NZZC).

8.2 Degradation of the ATS system

8.2.1 Pilots will as far as practicable be advised by ATS when the level of available communication is being reduced.

8.2.2 ATS have procedures outlining their response to events that may eventuate in a loss of communication. If the event (such as an evacuation of the ATSC or other ATS facility) is covered by such procedures ATS will, with due regard to their own safety and the nature of the event, issue instructions to facilitate a smooth transition to either:

(a) Alternative communications; or

(b) A TIBA environment.

8.2.3 In the event that the Christchurch ATSC is evacuated, flight information and alerting services provided by Christchurch Information to IFR flights in uncontrolled airspace, and VFR flights, will cease to be provided.

8.3 Introduction and Applicability of TIBA

8.3.1 TIBA will be introduced only when necessary and as a temporary measure. If circumstances permit, introduction of TIBA will be by NOTAM.

8.3.2 Pilots of aircraft should initiate TIBA when there is a complete failure of communication from ATC. The broadcast procedures should be applied in designated airspace where there is:

(a) a need to supplement collision hazard information provided by air traffic services outside controlled airspace; or

(b) a temporary disruption of normal air traffic services.

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8.4 VHF RTF Frequency to be used for TIBA

New Zealand FIR (NZZC)

8.4.1 Pilots are to follow frequency instructions issued by ATS. If not instructed by ATS and there is a complete ATS communication failure, refer to the TIBA Frequency Map — North Island (Figure ENR 1.15-1) and TIBA Frequency Map — South Island (Figure ENR 1.15-2).

8.4.2 The purpose of these maps is to allow:

(a) The distribution of relevant traffic to relevant frequencies;

(b) A higher probability of contacting a ground based unit for assistance;

(c) Quick ascertainment by the pilot of the level of autonomy required.

Auckland Oceanic FIR (NZZO)

8.4.3 Pilots are to use frequency 128.95 MHz.

8.5 TIBA Listening Watch

8.5.1 A listening watch should be maintained on the TIBA frequency 10 minutes before entering TIBA airspace until leaving that airspace. For an aircraft taking off from an aerodrome located within the lateral limits of TIBA airspace, listening watch should start as soon as appropriate prior to or after take-off.

8.5.2 Aircraft within the NZZO FIR should also make position reports to an alternative HF station.

8.6 Timing of TIBA

8.6.1 A broadcast should be made:

(a) 10 minutes before entering TIBA airspace or, for a pilot taking off from an aerodrome located within the lateral limits of TIBA airspace, as soon as appropriate prior to or after take-off;

(b) 10 minutes prior to, and crossing any reporting point;

(c) at 10 minute intervals between reporting points;

(d) 10 minutes prior to crossing or joining an ATS route;

(e) where possible 2 to 5 minutes before a change in flight level or altitude;

(f) at the time of a change in flight level or altitude;

(g) when reaching new flight level or altitude; and

(h) at any other time considered necessary by the pilot.

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8.7 Content of TIBA

8.7.1 The information to be broadcast in a TIBA is detailed in Table ENR 1.15-1.

8.8 Acknowledgement of TIBA

8.8.1 The broadcasts should not be acknowledged unless a potential collision risk is perceived.

8.9 Changes of Cruising Level Under TIBA

8.9.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons.

8.9.2 When cruising level changes are unavoidable, display all available aircraft lighting that would improve the visual detection of the aircraft while changing levels.

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8.10 Collision Avoidance Under TIBA

8.10.1 If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to their aircraft, and this cannot be achieved in accordance with the standard right-of-way provisions, the pilot should:

(a) unless an alternative manoeuvre appears more appropriate, immediately descend 500 ft, or 1000 ft if above FL290 in an area where a vertical separation minimum of 2000 ft is applied;

(b) display all available aircraft lighting that would improve the visual detection of the aircraft;

(c) as soon as possible, reply to the broadcast notifying action being taken on the appropriate TIBA frequency; and

(d) as soon as practicable, resume normal flight level/altitude, notifying the action on the appropriate TIBA frequency.

(e) Response to a system-initiated ACAS Resolution Advisory has precedence over the above instructions.

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8.11 Normal Position Reporting Procedures Under TIBA

8.11.1 Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a TIBA.

Table ENR 1.15-1
Information required in TIBA

Content	Example
Normal broadcast	
ALL STATIONS (necessary to identify a traffic information broadcast)	*ALL STATIONS*
(callsign)	*FASTAIR 69*
FLIGHT LEVEL (number)	*FLIGHT LEVEL 320*
(or CLIMBING* TO FLIGHT LEVEL/ALTITUDE (number))	
(direction)	*SOUTHBOUND*
(ATS route) (or DIRECT FROM (position) TO (position))	*DIRECT AA TO CH VIA NP NS*
POSITION (position**) AT (time)	*POSITION NP AT 1431*
ESTIMATING	*ESTIMATING NS AT 1452*
(next reporting point, or the point of crossing or joining a designated ATS route) AT (time)	
(callsign)	*FASTAIR 69*
FLIGHT LEVEL/ALTITUDE (number)	*FLIGHT LEVEL 320*
(direction)	*SOUTHBOUND*
* This applies to an aircraft taking off from an aerodrome located within the lateral limits of the designated airspace.	
** For broadcasts made when the aircraft is not near an ATS significant point, the position should be given as accurately as possible and in any case to the nearest 30 minutes of latitude and longitude.	

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Content	Example
2 – 5 minutes prior to changing altitude/flight level	
ALL STATIONS	*ALL STATIONS*
(callsign)	*FASTAIR 69*
(direction)	*SOUTHBOUND*
(ATS route) (or DIRECT FROM position) TO (position))	*DIRECT AA TO CH VIA NP NS*
LEAVING FLIGHT LEVEL/ALTITUDE (number)	*LEAVING FLIGHT LEVEL 320*
FOR FLIGHT LEVEL/ALTITUDE (number)	*FOR FLIGHT LEVEL 340*
AT (position and time)	*AT NP AT 1431*
At the time of a change in altitude/flight level	
ALL STATIONS	*ALL STATIONS*
(callsign)	*FASTAIR 69*
(direction)	*SOUTHBOUND*
(ATS route) (or DIRECT FROM (position) TO (position))	*DIRECT AA TO CH VIA NP NS*
LEAVING FLIGHT LEVEL/ALTITUDE (number)	*LEAVING FLIGHT LEVEL 320*
NOW FOR FLIGHT LEVEL/ALTITUDE (number)	*NOW FOR FLIGHT LEVEL 340*
On reaching new altitude/flight level	
ALL STATIONS	*ALL STATIONS*
(callsign)	*FASTAIR 69*
MAINTAINING FLIGHT LEVEL/ALTITUDE (number) NOW	*MAINTAINING FLIGHT LEVEL 340 NOW*

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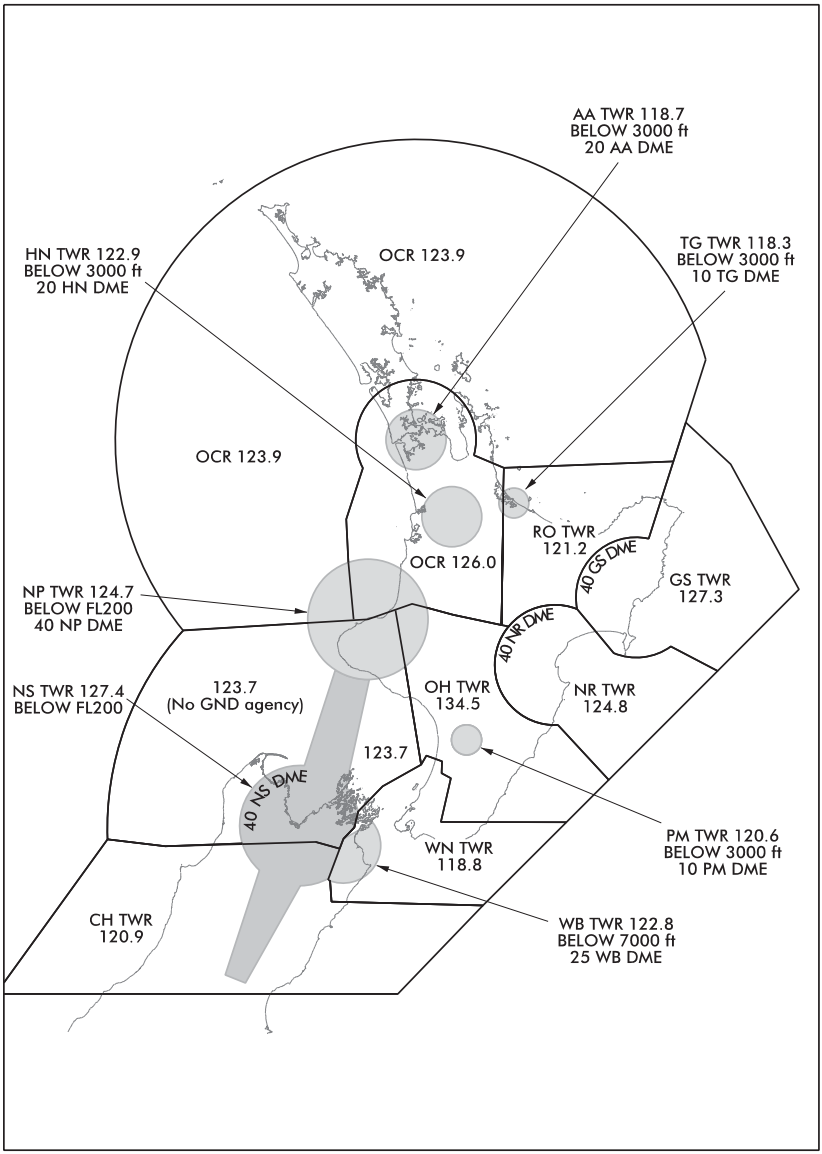
Figure ENR 1.15-1
TIBA Frequency Map — North Island



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Changes from 19 NOV 09: Graphic standard editorial.

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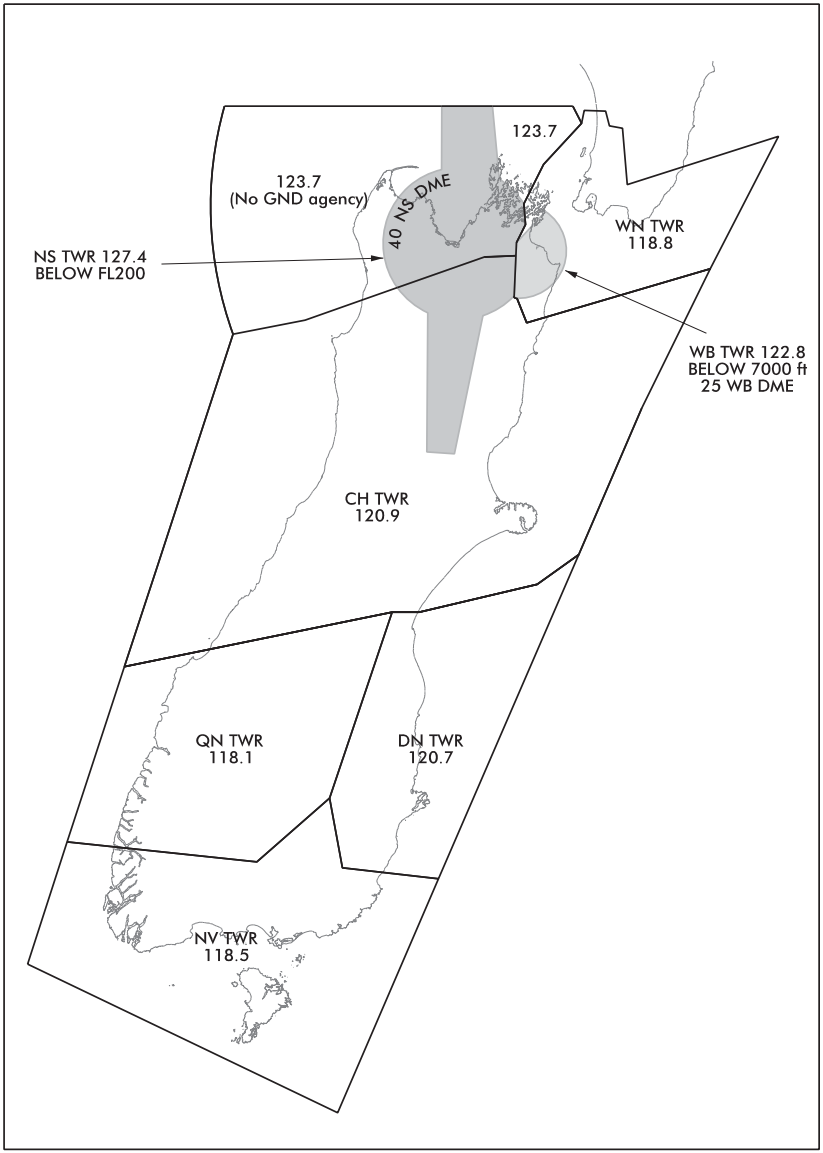
Figure ENR 1.15-2
TIBA Frequency Map — South Island



TIBAS-C

Changes from 19 NOV 09: Graphic standard editorial.

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3 VOLCANIC HAZARD ZONES

3.1 General

3.1.1 Volcanic Hazard Zones (VHZ) have special conditions that must be complied with before entry and operation within the airspace. There is no administering authority for entry to volcanic hazard zones.

3.1.2 Volcanic Hazard Zones are depicted on charts with the designation *V*---.

3.1.3 VHZ are established to provide increased protection to aircraft in an area where volcanic activity may be present. Operation within a VHZ requires pilots to operate in VMC by day, in order to be able to observe any volcanic ejecta or ash plume. Pilots intending to operate within a VHZ must therefore receive relevant NOTAM and SIGMET information.

3.1.4 Volcanic activity at other places may require a temporary VHZ to be designated.

3.2 List of VHZ

3.2.1 VHZ, with geographical coordinates, are listed in the Air Navigation Register.

3.2.2 A list of VHZ (not including geographic coordinates) is provided in Table ENR 5.3-3.

Table ENR 5.3-3
Volcanic Hazard Zones

Code	Name, location	Vertical limits	Active
1	2	3	4
NZV010	Raoul Island, Kermadec Islands	SFC – 4500 ft	Permanent
NZV215	White Island, Bay of Plenty	SFC – 4500 ft	Permanent
NZV312	Mt. Tongariro, Central N.I.	SFC – 9500 ft	Permanent
NZV313	Mt. Ngauruhoe, Central N.I.	SFC – 10,500 ft	Permanent
NZV314	Mt. Ruapehu, Central N.I.	SFC – 12,200 ft	Permanent

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3.3 VHZ Alert Levels

3.3.1 Volcanic Alert Bulletins are New Zealand's official source of volcano status information and include the current Volcanic Alert Level. They are issued by New Zealand's designated State volcano observatory GNS Science, under the GeoNet project. They are issued on an as needed basis and summarise current volcanic hazards and are available at the GeoNet website (www.geonet.org.nz/volcano). GNS Science also issues, as appropriate, Volcano Observatory Notice to Aviation (VONA) to Airways New Zealand and MetService NZ (operating the Wellington Volcanic Ash Advisory Centre) advising of significant volcanic activity. Permanent VHZ are promulgated on charts based on Volcanic Alert Level Zero or One.

3.3.2 During an increase in volcanic activity permanent VHZ may be increased in size depending on the level of volcanic activity observed with the full extent of any volcanic ash cloud being advised by SIGMET. The lateral and upper vertical limits will be amended in accordance with Table ENR 5.3-4, and notification of any change in dimensions will be via NOTAM.

Table ENR 5.3-4
VHZ Alert Level Dimensions

Volcanic Alert Level	Radius from Vent (NM)	Upper limit
Zero/One	3	Refer Table ENR 5.3-3
Two	8	FL150
Three	16	FL330
Four	27	FL480
Five	50	FL660

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AD 1.7 WAKE TURBULENCE AND JET BLAST

1 WAKE TURBULENCE

1.1 General

1.1.1 Wake turbulence is the term used to describe the effect of the rotating air masses (wake vortices) generated behind the wing tips of aircraft in flight. These vortices are two counter-rotating cylindrical air masses trailing aft from the aircraft and are particularly severe when generated by large and wide-bodied aircraft. The vortices are most dangerous to following aircraft during the take-off, initial climb, final approach and landing phases of flight. They tend to drift down, and when close to the ground move sideways (outwards) from the track of the generating aircraft.

1.1.2 Helicopters produce vortices when in flight and there is evidence that, per kilogram of gross mass, their vortices are more intense than those of fixed-wing aircraft. Helicopters should keep well clear of light aircraft when hovering or while air-taxiing.

1.1.3 Wake turbulence separation is provided by ATC to pilots whose aircraft may be affected by the phenomenon, except in the case of IFR aircraft making a visual approach or a VFR arrival behind a medium or heavy or A380. In these cases it is the pilot's responsibility to provide adequate spacing from preceding arriving or departing aircraft. In these circumstances ATC will make allowance for such pilot initiated manoeuvres when sequencing additional following aircraft. The spacing required is tabulated below and guidance material can be obtained from the CAA.

1.1.4 Whenever practicable, aerodrome controllers will advise pilots of the expected occurrence of hazards caused by turbulent wake by issuing a caution in the following form: "CAUTION — WAKE TURBULENCE". The occurrence of turbulent wake hazards cannot be accurately predicted, and aerodrome controllers cannot assume responsibility for issuing advice of such hazards at all times, or for its accuracy.

1.1.5 If a pilot considers the wake turbulence separation standards inadequate, increased separation may be requested by specifying the spacing required.

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1.1.6 If a controller considers the wake turbulence separation provided is inadequate, or that it need be applied for any situation not covered by a specific minimum, the pilot will be advised and an appropriate separation applied.

1.1.7 Notwithstanding the wake turbulence separation standards previously outlined, if pilots consider that the effect of wake turbulence can be nullified by ensuring that flight profiles do not cross, they may request and be granted exemption from these separations. ATC will advise the category or type of the other aircraft.

1.2 Weight Categories

1.2.1 For the purpose of assessing wake turbulence separation, aircraft are divided into the following weight categories:

(a) Heavy (H): Aircraft types of 136,000 kg MCTOW or more (example: C17, A330, B767, or any larger aircraft).

Special wake turbulence separations apply to A380 aircraft.

(b) Medium (M): Aircraft types of less than 136,000 kg but more than 7000 kg MCTOW (example: SW4B/C, JS3A/32 and Beech 1900 or larger, up to and including B757 and A320 series).

B757 aircraft will be categorised as a HEAVY (H) aircraft for the purpose of assessing wake turbulence to following aircraft or aircraft crossing behind.

(c) Light (L): Aircraft types of 7000 kg MCTOW or less (example: SW4A, JS31 and smaller).

Seasprite (H2) aircraft will be categorised as a MEDIUM (M) aircraft for the purpose of assessing wake turbulence to following aircraft or aircraft crossing behind.

1.2.2 The wake turbulence category for each aircraft and helicopter type is listed in ICAO DOC 8643 (Aircraft Type Designators) and in the Airways IFIS website — PLANNING INFO.

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1.3 Distance Based Wake Turbulence Separation

1.3.1 The wake turbulence separation minima in Table AD 1.7-1 will be applied to aircraft in all phases of flight when:

(a) an aircraft is operating directly behind (0.5 NM laterally) another aircraft at the same level or less than 1000 ft below (this includes reciprocal track aircraft after passing); or

(b) an aircraft is crossing behind another aircraft at the same level or less than 1000 ft below; or

(c) both aircraft are using the same runway, or parallel runways separated by less than 760 m.

Table AD 1.7-1
Distance Based Wake Turbulence Separation Minima

Leading aircraft	Aircraft following or crossing behind	Minimum distance
A380	A380 Non A380 HEAVY MEDIUM LIGHT	4 NM 6 NM 7 NM 8 NM
HEAVY	HEAVY MEDIUM LIGHT	4 NM 5 NM 6 NM
MEDIUM	LIGHT	5 NM

1.3.2 Whenever the distance between an aircraft, at the same level or less than 1000 ft below and following an aircraft of heavier wake turbulence category, is less than the equivalent of 2 minutes flying time, ATC will issue a caution of possible wake turbulence.

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1.4 Time Based Wake Turbulence Separation: Same Direction Runway Operation

1.4.1 Minimum time separations are applied between:

(a) aircraft using the same runway or grass strip; or

(b) parallel runways or grass strips less than 760 m apart; or

(c) where there is a possibility that the projected flight paths will cross at the same altitude or less than 1000 ft below.

Between Arriving Flights

1.4.2 The minimum separations applied between arriving flights are provided in Table AD 1.7-2.

Table AD 1.7-2
Time Based Wake Turbulence Separation Minima — Arriving Flights Same Direction Runway

Leading aircraft	Following aircraft	Minimum time
A380	A380 Non A380 HEAVY MEDIUM LIGHT	2 minutes 2 minutes 3 minutes 4 minutes
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 3 minutes
MEDIUM	LIGHT	3 minutes

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Between Departing Flights

1.4.3 The minimum separations applied between departing flights are provided in Table AD 1.7-3.

Table AD 1.7-3
Time Based Wake Turbulence Separation Minima —
Departing Flights Same Direction Runway

Leading aircraft	Following aircraft	Minimum spacing at time aircraft are airborne	
		Departure from same take-off position	Departure from intermediate take-off position
A380	A380 Non A380 HEAVY MEDIUM LIGHT	2 minutes 2 minutes 3 minutes 3 minutes	3 minutes 3 minutes 4 minutes 4 minutes
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 2 minutes	3 minutes 3 minutes 3 minutes
MEDIUM	LIGHT	2 minutes	3 minutes

1.4.4 In the case of parallel runways and/or grass strips where the departing thresholds are not laterally aligned, a succeeding departure from a forward threshold is deemed to be departing from an intermediate take-off position.

1.4.5 Where the possibility exists of a departing aircraft of higher performance overtaking a departing aircraft of lower performance, wake turbulence separation will be applied as if the higher performance aircraft is the leading aircraft.

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Between Arriving and Departing Flights

1.4.6 The minimum time separations applied between arriving and departing aircraft, if the flight path of the following aircraft will cross the projected flight path of the leading aircraft (e.g. when an arriving aircraft is operating onto a runway using a displaced landing threshold) are provided in Table AD 1.7-4.

Table AD 1.7-4
Time Based Wake Turbulence Separation Minima —
Arriving and Departing Flights Same Direction Runway

Leading aircraft	Following aircraft	Minimum spacing at time aircraft are airborne or have touched down
A380 ARRIVAL	HEAVY DEPARTURE MEDIUM DEPARTURE LIGHT DEPARTURE	3 minutes 3 minutes 3 minutes
HEAVY ARRIVAL	MEDIUM DEPARTURE LIGHT DEPARTURE	2 minutes 2 minutes
MEDIUM ARRIVAL	LIGHT DEPARTURE	2 minutes
A380 DEPARTURE	HEAVY ARRIVAL MEDIUM ARRIVAL LIGHT ARRIVAL	3 minutes 3 minutes 3 minutes
HEAVY DEPARTURE	MEDIUM ARRIVAL LIGHT ARRIVAL	2 minutes 2 minutes
MEDIUM DEPARTURE	LIGHT ARRIVAL	2 minutes

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1.5 Time Based Wake Turbulence Separation: Opposite Direction Runway Operation

1.5.1 Minimum time separations are applied between aircraft operating from:

(a) an opposite direction using the same runway or grass strip; or

(b) parallel runways or grass strips less than 760 m apart; or

(c) where there is a possibility that the projected flight paths will cross at the same altitude or less than 1000 ft below.

Between Arriving and Departing Flights

1.5.2 The minimum separations applied between arriving flights are provided in Table AD 1.7-5.

Table AD 1.7-5
Time Based Wake Turbulence Separation Minima — Arriving and Departing Flights Opposite Direction Runway

Leading aircraft taking off or landing or low or missed approach	Following aircraft arriving or departing	Minimum spacing at time aircraft are airborne or have touched down
A380	A380 Non A380 HEAVY MEDIUM LIGHT	2 minutes 3 minutes 3 minutes 3 minutes
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 2 minutes
MEDIUM	LIGHT	2 minutes

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1.6 Time Based Wake Turbulence Separation: Crossing or Non-Intersecting Runways with Crossing Flight Paths

1.6.1 The minimum time separations applied between arriving and departing aircraft, for operations on crossing or non-intersecting runways or where flight paths intersect, are provided in table AD 1.7-6.

1.6.2 These separations apply to take-off clearances or the time a landing aircraft crosses the threshold versus the time the leading aircraft crosses the intersection.

1.6.3 If the leading aircraft lands prior to the intersection no wake turbulence separation is applied.

1.6.4 If a departing aircraft commences its take-off run from past the intersection no wake turbulence separation is applied provided that, in the case of two departing aircraft, their projected flight paths do not cross at the same altitude or less than 1000 ft below.

Table AD 1.7 - 6
Time Based Wake Turbulence Separation Minima — Crossing or Non-Intersecting Runways with Crossing Flight Paths

Leading aircraft	Aircraft crossing behind	Minimum spacing
A380	HEAVY MEDIUM LIGHT	3 minutes 3 minutes 3 minutes
HEAVY	HEAVY MEDIUM LIGHT	2 minutes 2 minutes 2 minutes
MEDIUM	LIGHT	2 minutes

2 JET BLAST AND PROPELLER SLIPSTREAM

2.1 General

2.1.1 Pilots are cautioned of the hazards caused by jet blast and propeller slipstream to taxiing aircraft, to aircraft taking off or landing, and to vehicles and personnel operating on the aerodrome.

2.1.2 Jet blast and propeller slipstream can produce localised wind velocities of sufficient strength to cause damage to other aircraft, vehicles and personnel.

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AD 1.10 VISUAL SIGNALS

1 AERODROME CONTROL TO AIRCRAFT

1.1 General

1.1.1 Visual signals used by aerodrome control to aircraft when radio communications are not available are included in Table AD 1.10-1.

Table AD 1.10-1
Visual Signals

Colour and Type of Signal	To Aircraft in Flight	To Aircraft on the Aerodrome
Steady green	Cleared to land	Cleared for take-off
Steady red	Give way to other aircraft and continue circling ❶	Stop
Series of green flashes	Return for landing ❷	Cleared to taxi
Series of red flashes	Aerodrome unsafe — do not land	Taxi clear of landing area in use
Series of white flashes	Land at this aerodrome and proceed to apron ❷	Return to starting point on aerodrome
Series of alternate red and green flashes	Danger — be on the alert	Danger — be on the alert
Red pyrotechnic	Notwithstanding any previous instructions do not land for the time being	

❶ circling means continue tracking via the aerodrome traffic circuit. Do not orbit in position.

❷ Clearance to land and taxi will be given in due course.

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Definitions Aerodrome Categorisation

AIRPORT QUALIFICATION CATEGORIES

Civil Aviation Rule *121.71* requires the Certificate Holder to specify the airports to be used in its operations so that, amongst other things, the necessary level of flight crew training can be determined. This section lists all approved Departure Alternate, Technical Alternate, and Weather Alternate airports.

AIRPORT LISTING AND CATEGORY

The following table specifies the category of all scheduled and non-scheduled aerodromes with the Mount Cook Airline network. The category of airfield either A, B, C or X are determined by assessing the following:

- Traffic: Unusual patterns, flow, or concentration.
- Terrain: Mountainous terrain, proximity, approach in relation to terrain.
- Weather: Crosswind, high surface winds, windshear, turbulence and low cloud.
- Field length: Less than 1,500 meters.

Category A:

No restrictions.

Qualification required for Captain and First Officers; complete operational briefings and familiarisation with Route Guide.

Airport Qualifications do not expire.

Category B:

Both the Pilot in Command and First Officer must receive a familiarisation briefing by an instructor before operating into these airports as an operating pilot, or alternatively self-briefing by viewing the Mount Cook Airline website CBT (where available) associated with that aerodrome.

For the Captain this qualification is valid for 12 months from the date of the briefing, or 12 months from the last physical entry into or out of the airport as a crew member.

For the First Officer this qualification is valid for 24 months from the date of the briefing, or 2 years from the last physical entry into or out of the airport as a crew member.

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Category C:
Pilot in Command and First Officer in addition to completing the Mount Cook Airline website CBT (where available) associated with the aerodrome, the pilots must be route checked into the airport as an operating pilot by a Flight Examiner, then to remain current on the airport the Pilot in Command must make at least one entry into the airport as an operating pilot within the preceding 180 days.

Category X:
The listing of airports with associated category have not been assessed completely yet or require specific approval from the Flight Operations Manager or Line Operations Manager, who may place additional training and expiry limits on either/both the Pilot in Command and First Officer. Additional training restrictions can be imposed.

DEPARTURE ALTERNATES
Departure Alternates are followed by a number in brackets (5) through to (1). The Acceptable Departure Alternates annotated on page 1 of each route guide gives those Departure Alternates available plus a given order of priority of use. Prior consideration has been given to each aerodrome with regards the suitability of its use, in addition the following definitions have been used:

- (5) is considered the first option(s) when considering available departure alternates. The following have been assessed; availability of ATC, Air New Zealand ground handling, terrain, engineering, and on the Air New Zealand normal scheduled route structure;
- (4) availability of ATC, Air New Zealand ground handling, terrain, and on the Air New Zealand normal scheduled route structure;
- (3) availability of ATC, Air New Zealand ground handling, and any terrain issues;
- (2) availability of ATC, terrain. Regional Operations Centre should be advised of the use of this airport as a departure alternate;
- (1) is the lowest priority and should only be used as a last option to depart from an airport. Crew may choose to disregard this aerodrome as a viable departure alternate option. Co-ordination and discussion with Regional Operations Centre is required in order to nominate this as your departure alternate.

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WARNINGS, CAUTIONS, AND NOTES
The definitions are as follows:

Warnings:
Operating procedures, practices, conditions, etc., which could result in injury or accident if not carefully observed or followed.

Cautions:
Operating procedures, practices, conditions, etc., which if not strictly observed may result in damage to equipment.

Notes:
An operating procedure, condition, etc., which is essential to emphasise.

ROUTE FLIGHT PLANS
The flight plan route between city pairs is assessed and established in conjunction with Air New Zealand Navigation Services. Typically, this will follow the NZ AIP Standard Route Clearance system. Flight plans are filed automatically using a combination of schedule data and flight plan data held in the respective databases. Filed flight plan routes will match the output from the Link Flight Planner.

ENGINEERING AVAILABILITY
Engineering support is available in Auckland, Christchurch, and Nelson. Some limited engineering support is also available in Napier, Palmerston North, Wellington, Dunedin, and Invercargill.

In all cases, if engineering support is required, the flight crew must contact the Regional Operations Centre.

PART 139
If an aerodrome is not Part 139 certificated, this means:

- Scheduled operations require Directors approval;
- Available for non-scheduled and charter operations.
- Refer to Flight Guide

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- Refer to RTOW Charts or Single-point Performance Software;
- Refer to NOTAM's and AIP supplements;
- The Pilot in Command is responsible for the runway observation for any unnotified obstructions.

RUNWAY LENGTH

Shortest applicable ASDA has been used on page 1 on all the runway lengths.

The following pages contain:

- A listing of approved airports and associated Categories.
- Airport Qualification and Training requirements.

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Information Matrix — Aerodrome Categorisation

Airport Category and Special Training																	
AIRPORT	ICAO	IATA	CAT	PART 139	ATC	A/D LIGHTS	FUEL	AIRNZ HNDLG	DE-ICING	RFS CAT	WX ALT	TECH ALT	DEP ALT	150	30	RESA	NOTES
AUCKLAND	NZAA	AKL	A	Y	Y	Y	Y	Y	Y	10	Y	Y	Y	Y	Y	Y	
CHRISTCHURCH	NZCH	CHC	A	Y	Y	Y	Y	Y	Y	7	Y	Y	Y	Y	Y	Y	
DUNEDIN	NZDN	DUD	A	Y	Y	Y	Y	Y	Y	6	Y	Y	Y	Y	Y	Y	
GISBORNE	NZGS	GIS	B	Y	Y	Y	Y	Y	Y >	3**	Y	Y	Y	Y	Y	N	See RFS 24h
GLENTANNER	NZGT	GTN	X	N	N	N	N	N	N	N	N	N	N	&	Y	N	
HAMILTON	NZHN	HLZ	A	Y	Y	Y	Y	Y	Y	5	Y	Y	Y	Y	Y	Y	#
HOKITIKA	NZHK	HKK	B	Y	N	Y	Y +	Y	N	1	N	Y	N	Y	Y ^	Y	24h
INVERCARGILL	NZNV	IVC	A	Y	Y	Y	Y	Y	Y	4**	Y	Y	Y	Y	Y	Y	
KAITAIA	NZKT	KAT	B	N	N	Y !	N	Y	N	1	N	N	N	Y	Y	N	
KERIKERI	NZKK	KKE	B	Y	N	Y !	Y <	Y	N	3**	N	Y	N	Y	Y	N	24h
MOUNT COOK	NZMC	MON	C	@	N	N	N	N	N	*	N	N	N	&	Y	N	
NAPIER	NZNR	NPE	A	Y	Y	Y	Y	Y	Y	4**	Y	Y	Y	Y	Y	Y	See RFS
NELSON	NZNS	NSN	A	Y	Y	Y	Y	Y	Y	3	Y	Y	Y	Y	Y	N	
NEW PLYMOUTH	NZNP	NPL	A	Y	Y	Y	Y <	Y	Y >	5**	Y	Y	Y	Y	Y	N	
OAMARU	NZOU	OAM	B	N	N	Y !	N	N	N	*	N	N	N	Y	Y	N	
OHAKEA	NZOH	OHA	X	Y	Y	Y	Y	N	N	7	N	N	N	N	Y	N	
PALMERSTON NORTH	NZPM	PMR	A	Y	Y	Y	Y	Y	Y	5	Y	Y	Y	Y	Y	07	
PARAPARAUMU	NZPP	PPQ	B	N	N	Y !	Y <	N	N	1	N	N	N	Y	Y	N	
QUEENSTOWN	NZQN	ZQN	X	Y	Y	Y ~	Y	Y	Y	6**	Y	Y	Y	Y	Y	Y	
ROTORUA	NZRO	ROT	B	Y	Y	Y	Y	Y	Y	5**	Y	Y	Y	Y	Y ^	Y	See RFS
TAUPO	NZAP	TUO	C	Y	N	Y	Y +	Y	Y >	*	N	Y	N	Y	Y	N	24h
TAURANGA	NZTG	TRG	A	Y	Y	Y	Y <	Y	Y >	4	N	Y	N	Y	Y	N	
TE ANAU / MANAPOURI	NZMO	TEU	C	Y	N	N	Y	N	N	N	N	N	N	Y	Y	Y	
TIMARU	NZTU	TIU	B	Y	N	Y !	Y <	Y	Y >	*	N	Y	N	Y	Y	Y	24h
WANAKA	NZWF	WKA	C	N	N	N	Y +	N	Y >	1	N	N	N	Y	Y	N	
WHANGANUI	NZWU	WAG	X	Y	N	Y !	Y +	Y	Y >	*	N	N	N	Y	Y	N	
WELLINGTON	NZWN	WLG	A	Y	Y	Y	Y	Y	Y	7	Y	Y	Y	Y	Y	N	

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Airport Category and Special Training																	
AIRPORT	ICAO	IATA	CAT	PART 139	ATC	A/D LIGHTS	FUEL	AIR NZ HNDLNG	DE-ICING	RFS CAT	WX ALT	TECH ALT	DEP ALT	150	30	RESA	NOTES
WESTPORT	NZWS	WSZ	B	Y	N	Y !	Y +	N	N	N	N	N	N	Y	Y	N	
WHANGAREI	NZWR	WRE	C	Y	N	Y !	Y +	Y	N	*	N	N	N	Y	Y	N ^	
WOODBOURNE	NZWB	BHE	A	Y	Y	Y	Y	Y	Y	4	Y	Y	Y	Y	Y	N	

Key:	Meaning	Notes
*	Refer NZ AIP Aerodrome Operational Data.	Limited emergency equipment
**	RFS Cat available 20 minutes either side of all scheduled Air New Zealand movements/AC certified seating capacity of more than 30 passenger seats.	**GS**: Scheduled DH8C movements only **NR and RO**: RFS available daily, 30mins prior to first scheduled ATO to 15 mins after last scheduled ATO.
#	Caution: High level of training aircraft.	
~	Day use of lights only.	
&	150m Strip width	
^	30m minimum runway width	
RESA	If RESA not specified after 12 Oct 2011	Take-off and Landing performance reduction must be applied.
@	Full operating requirements met only with prior arrangement with the aerodrome operator.	
>	Captain must supervise de-icing.	Ground personnel may not be current on ATR de-icing procedures.
!	PAL Aerodrome lighting available	
Y +	Over-wing fuel only	
Y <	Slow rate pressure couple	
GREEN	Available for ATR Regular Air Transport Operation.	Aerodromes used by ATR but may have some restrictions.
WHITE	Available for ATR Non-Regular Transport Operation with a minimum of 24 hours prior notice **(24h)** or more.	Aerodromes capable of supporting non-regular ATR operations.
Y	Yes – available	Restrictions may apply.
N	No – not available	

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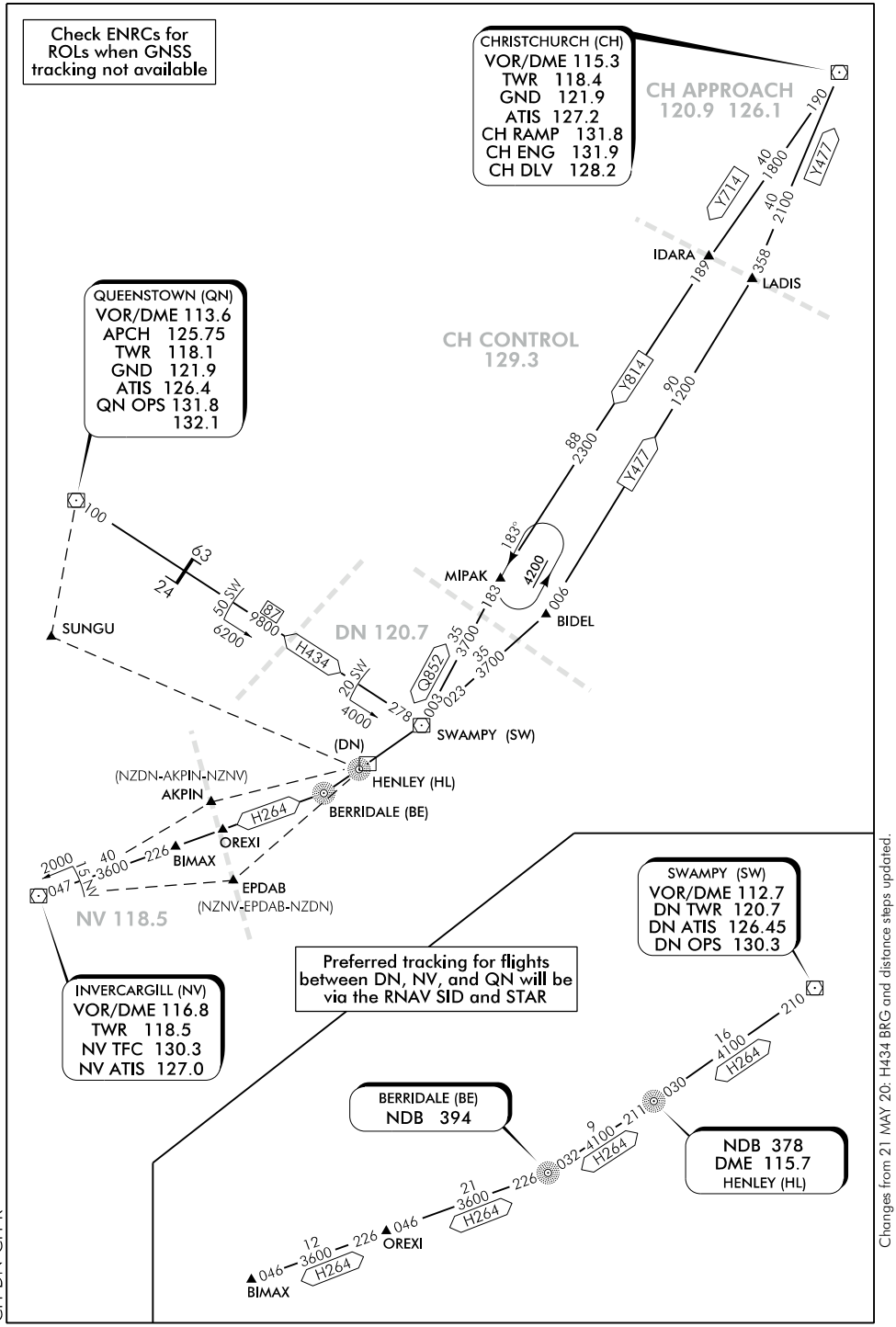

CH-DN-CH-R

Changes from 21 MAY 20: H434 BRG and distance steps updated.

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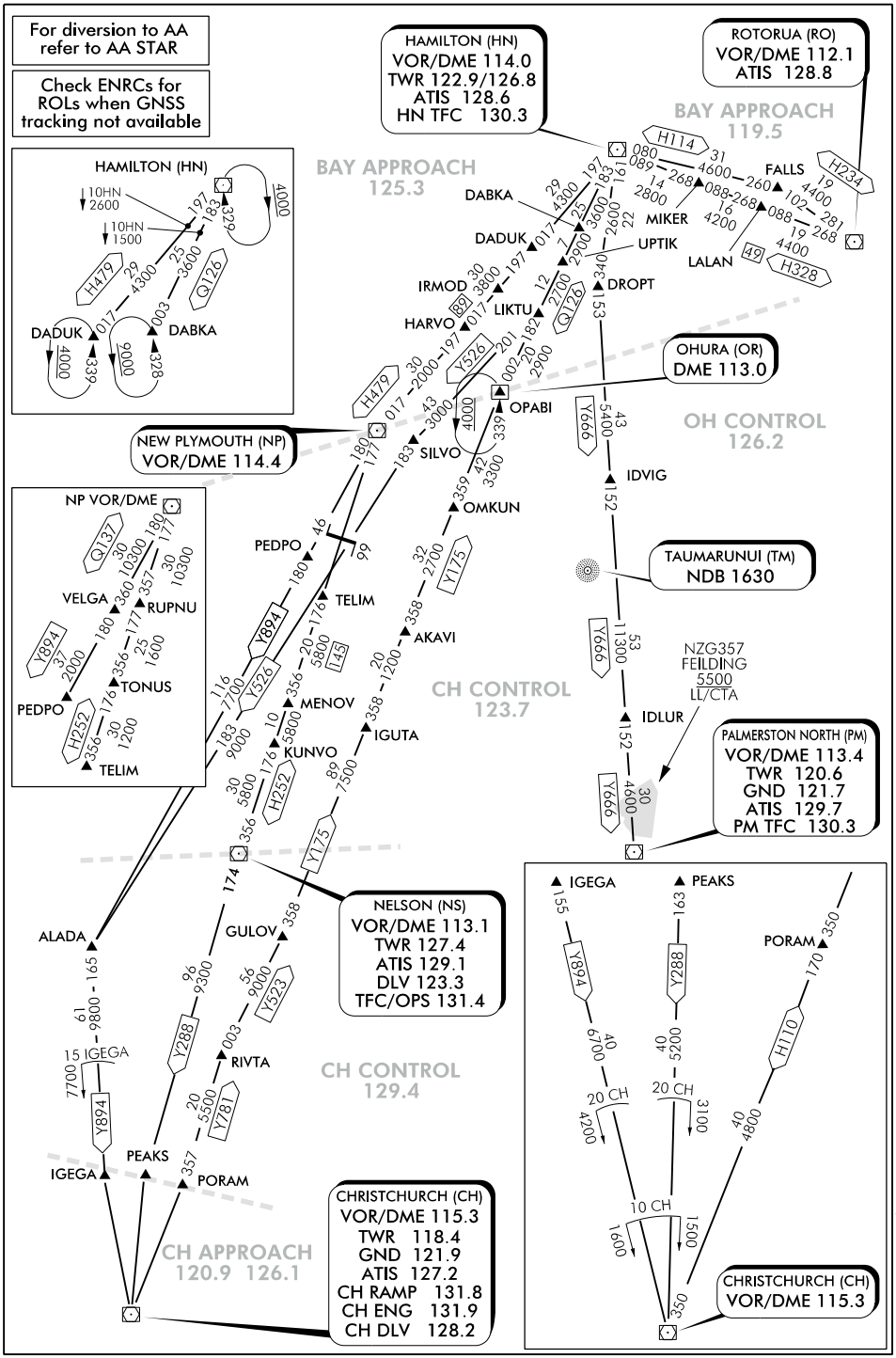

CH-HN-CH-1F

Changes from 21 MAY 20: H252 leg distance and COP updated.

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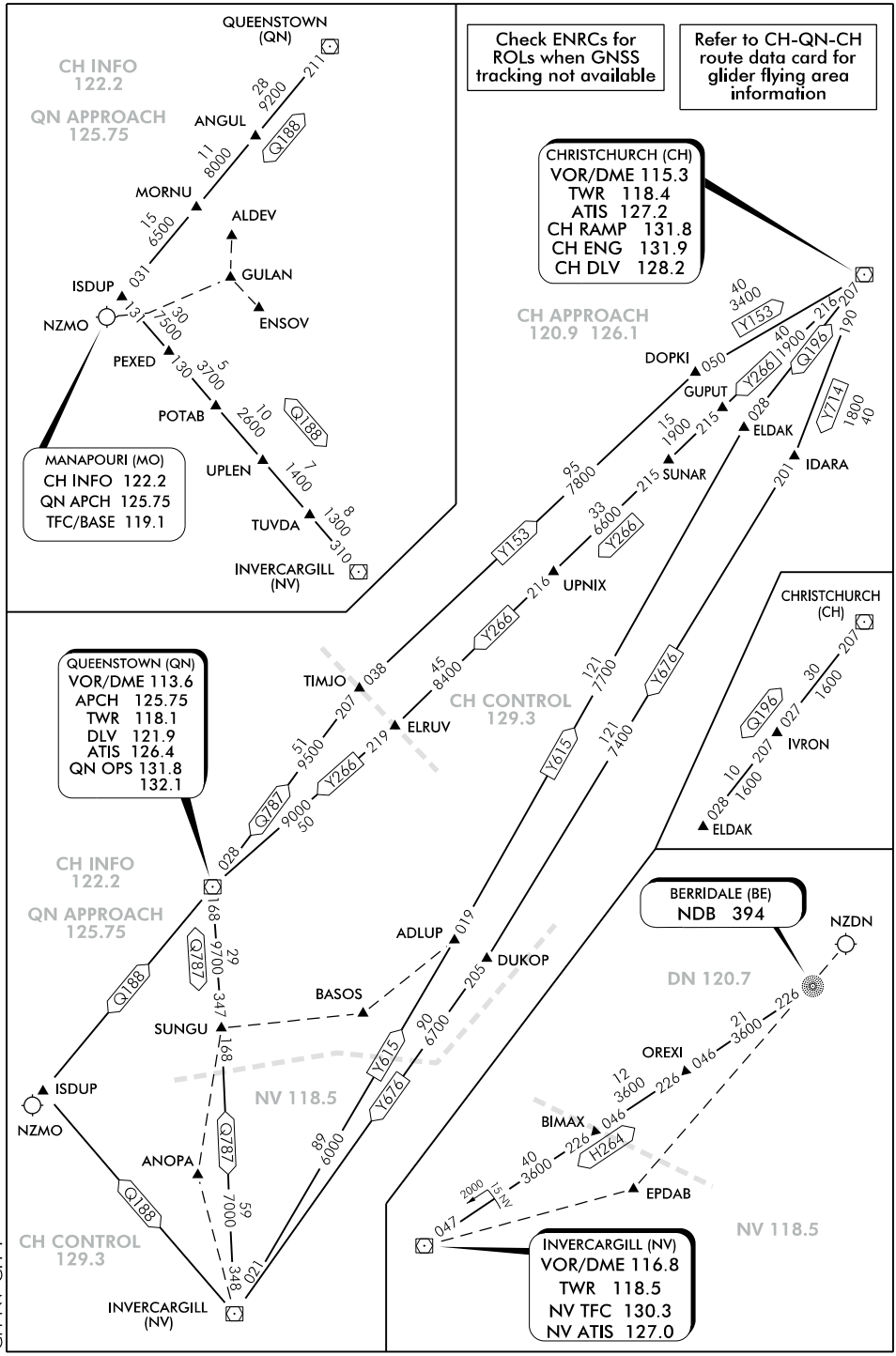
CHHN5, HNCH2, HNCH5
HNPM1



Changes from 7 NOV 19: IVRON added to Q196 airway.

CH-NV-CH-T

Effective: 26 MAR 20

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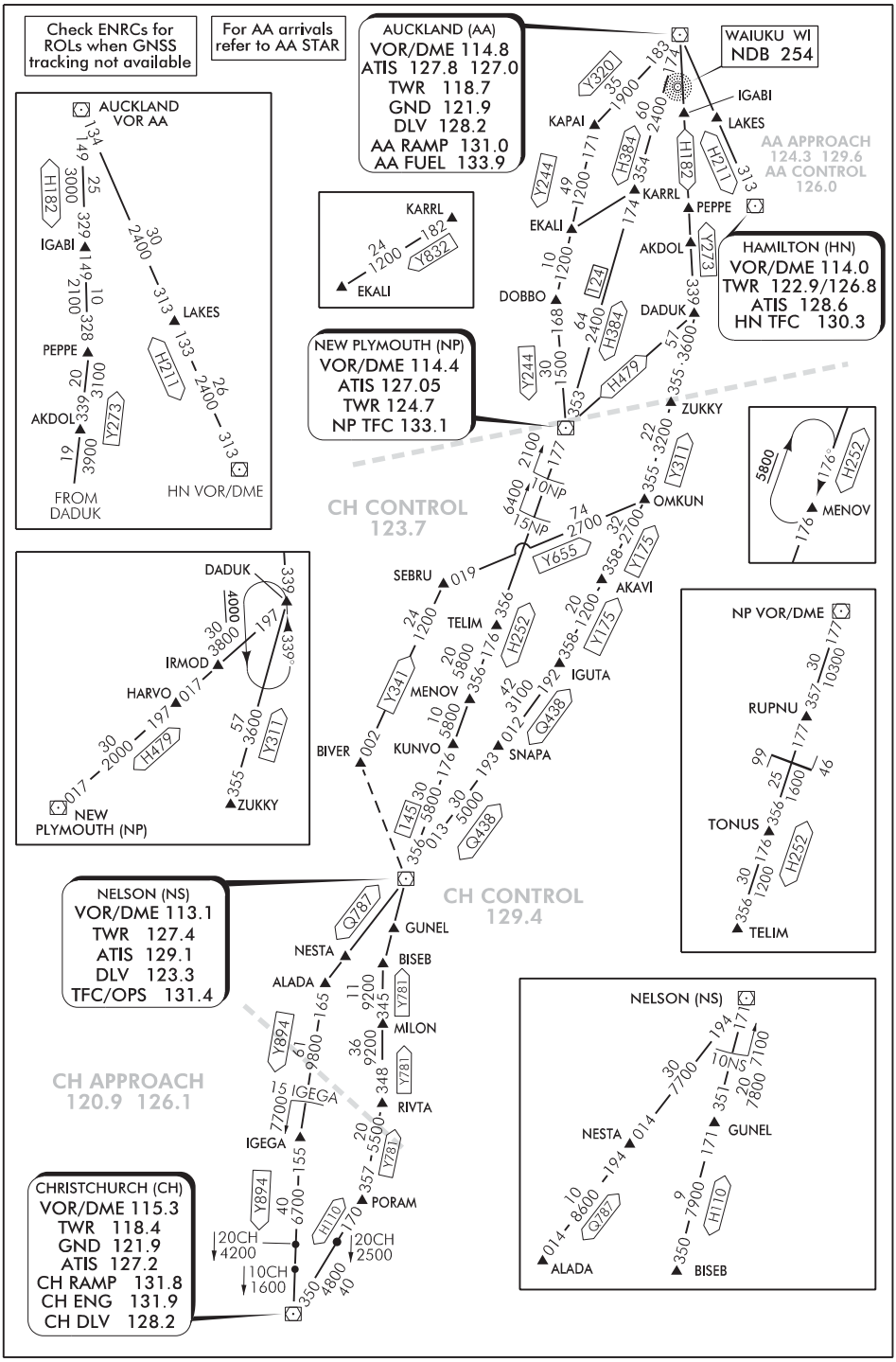

AA-NS-CH-1H

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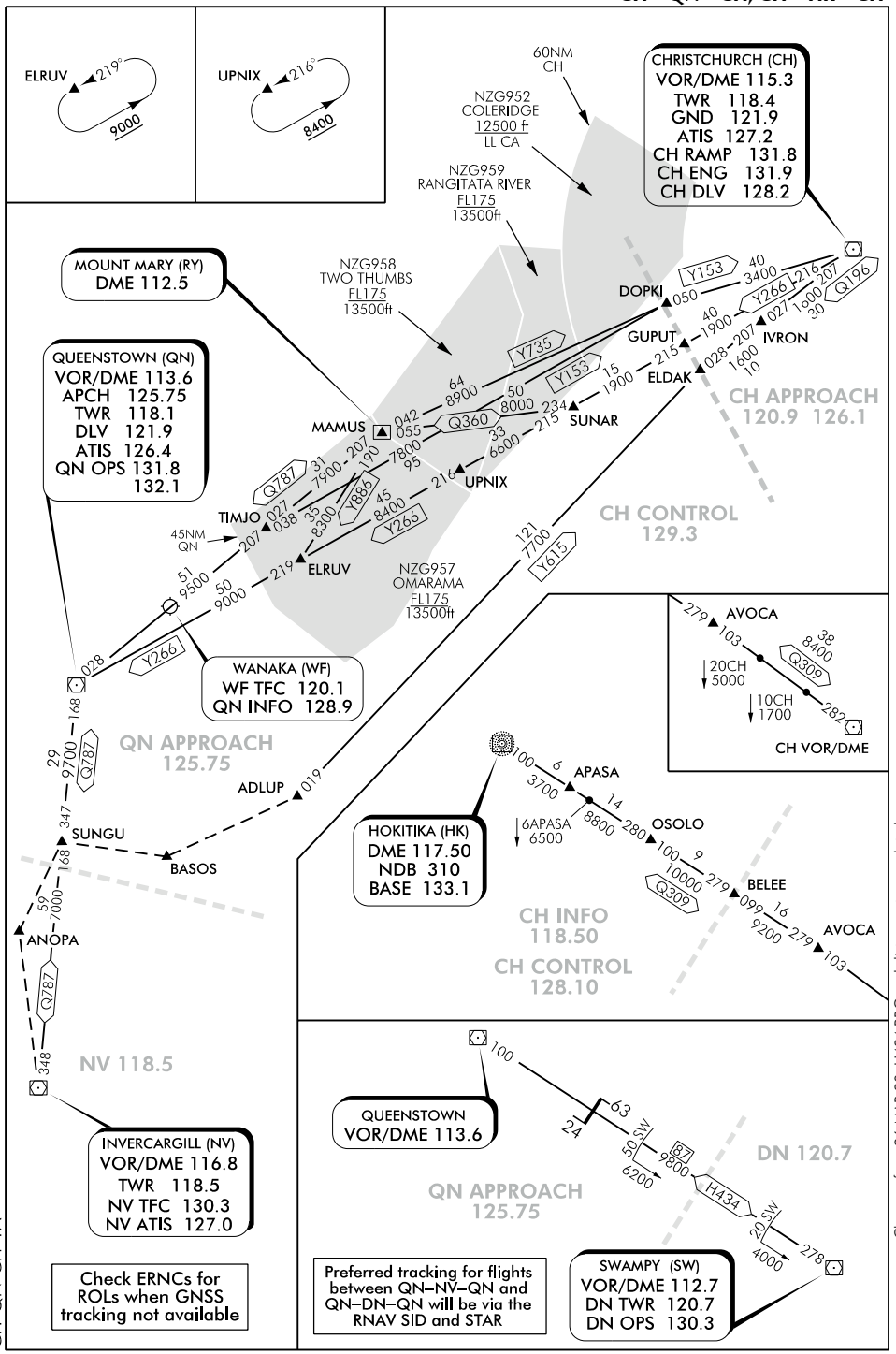
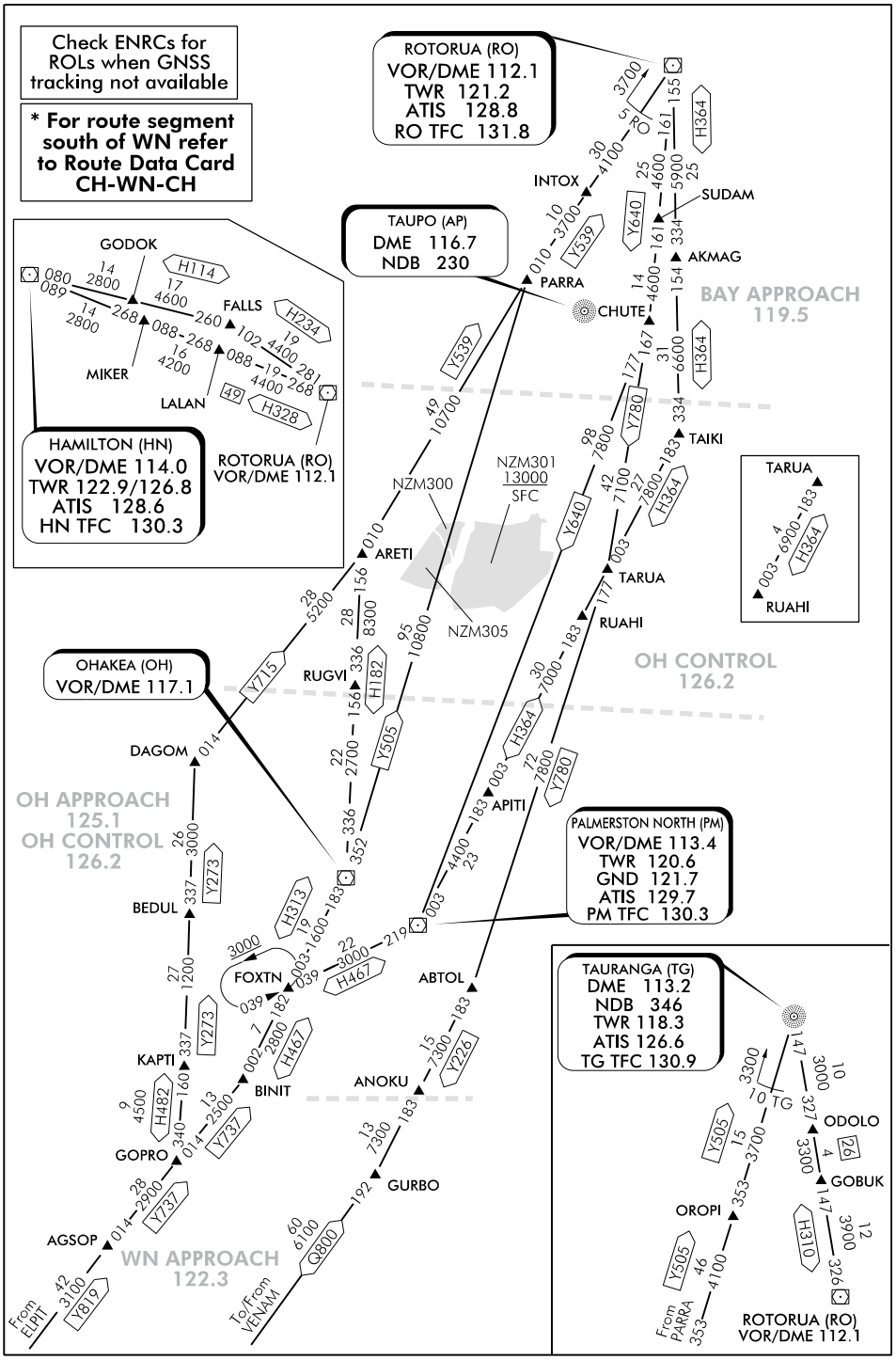


Changes from 26 MAR 20: H434 BRG and distance steps updated.

CH-QN-CH-1A

© Air New Zealand

CHQN3, QNCH1
CHHK3, HKCH1



CH-RO-CH-1E

Changes from 5 NOV 20: Y819 MSA, Y737 BRG, Y273, Y715 BRG & MSA updated.

Effective: 17 JUN 21

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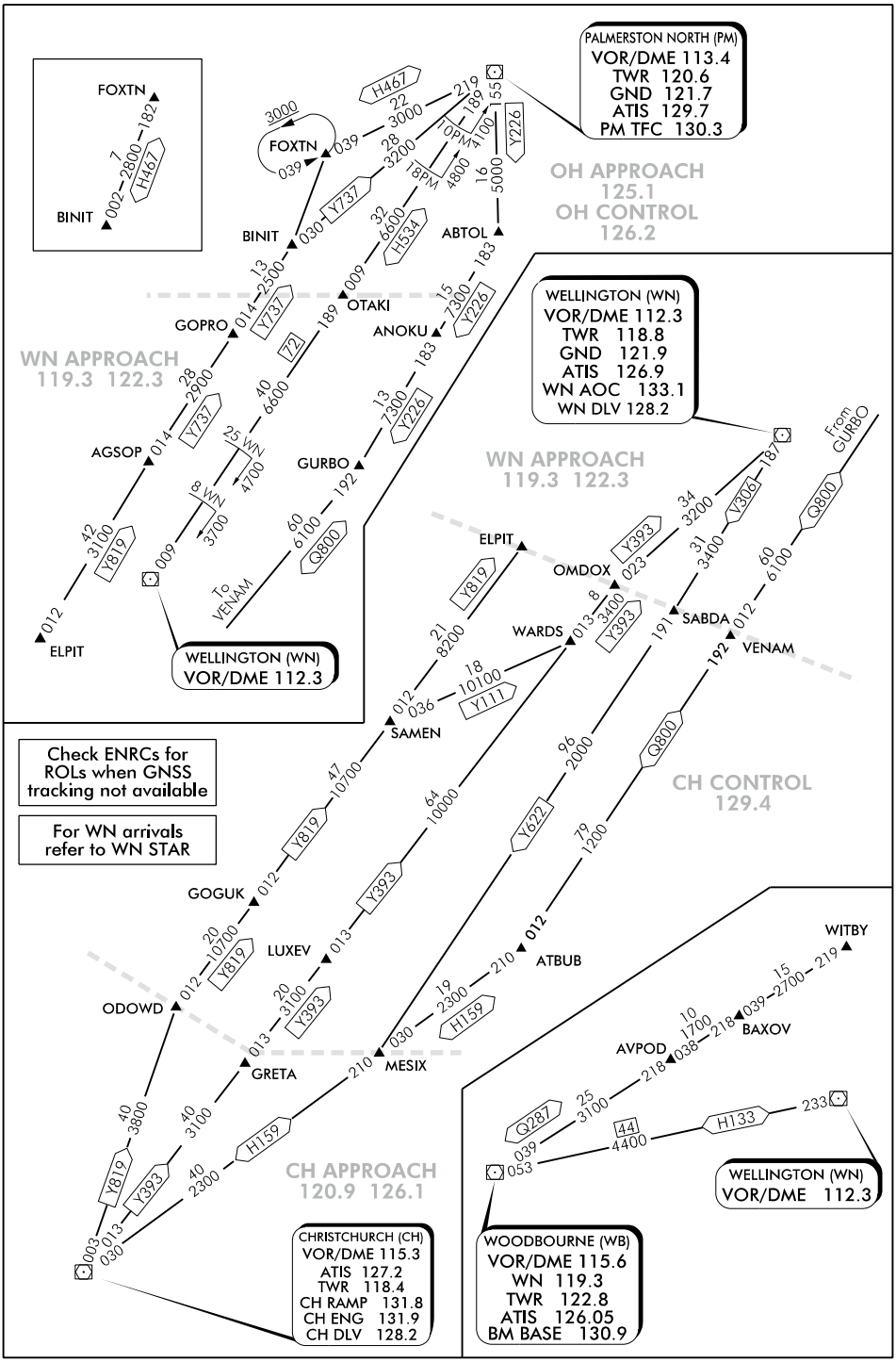
CHRO6, ROCH3
CHTG6, TGCH2



Changes from 5 NOV 20: Y819 BRG & MSA updated; Y737 BRG & MSA updated.

CH-WN-CH-Y

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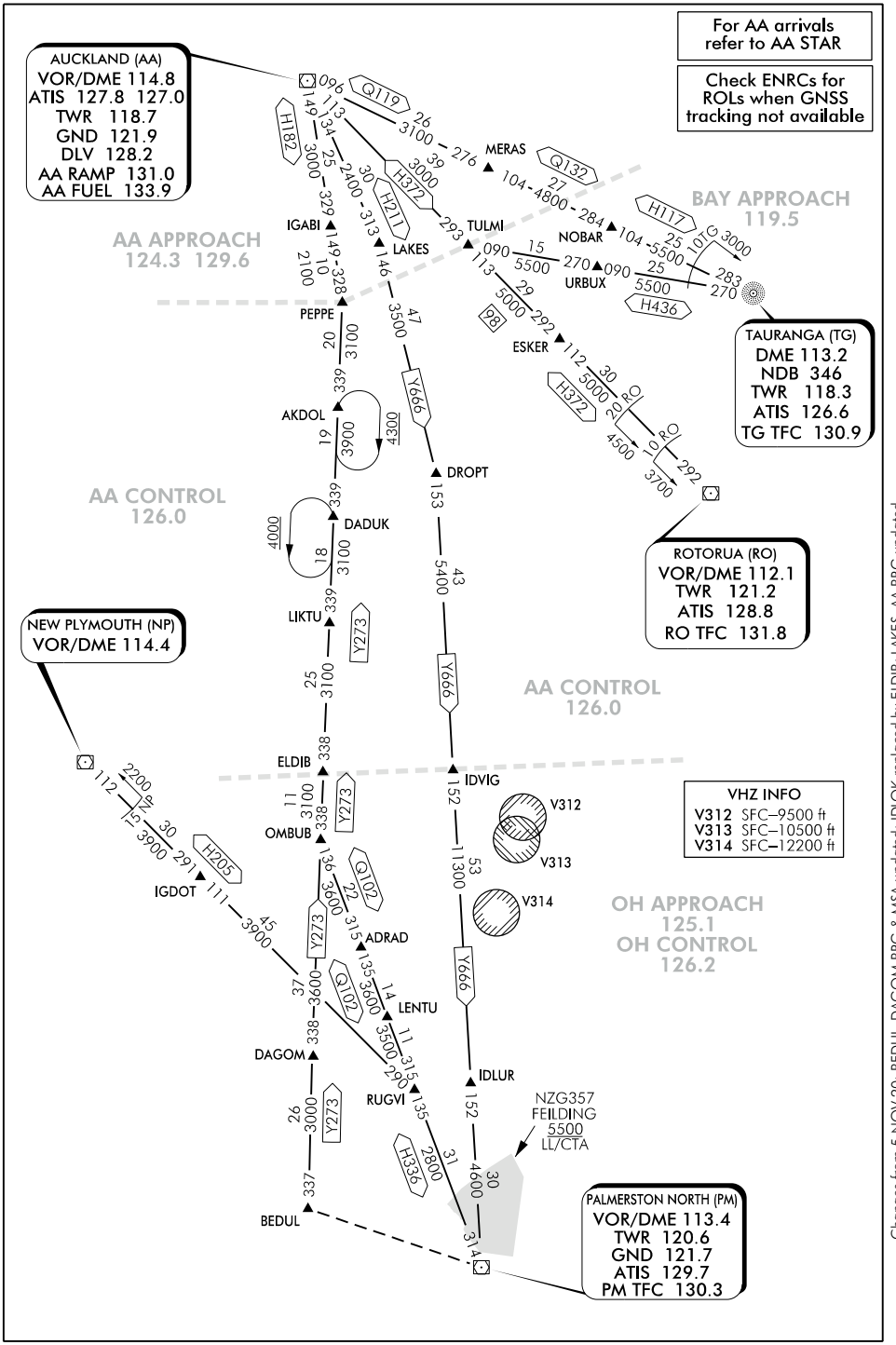

Changes from 5 NOV 20: BEDUL–DAGOM BRG & MSA updated; IDLOK replaced by ELDIB; LAKES–AA BRG updated.

PM-AA-PM-1A

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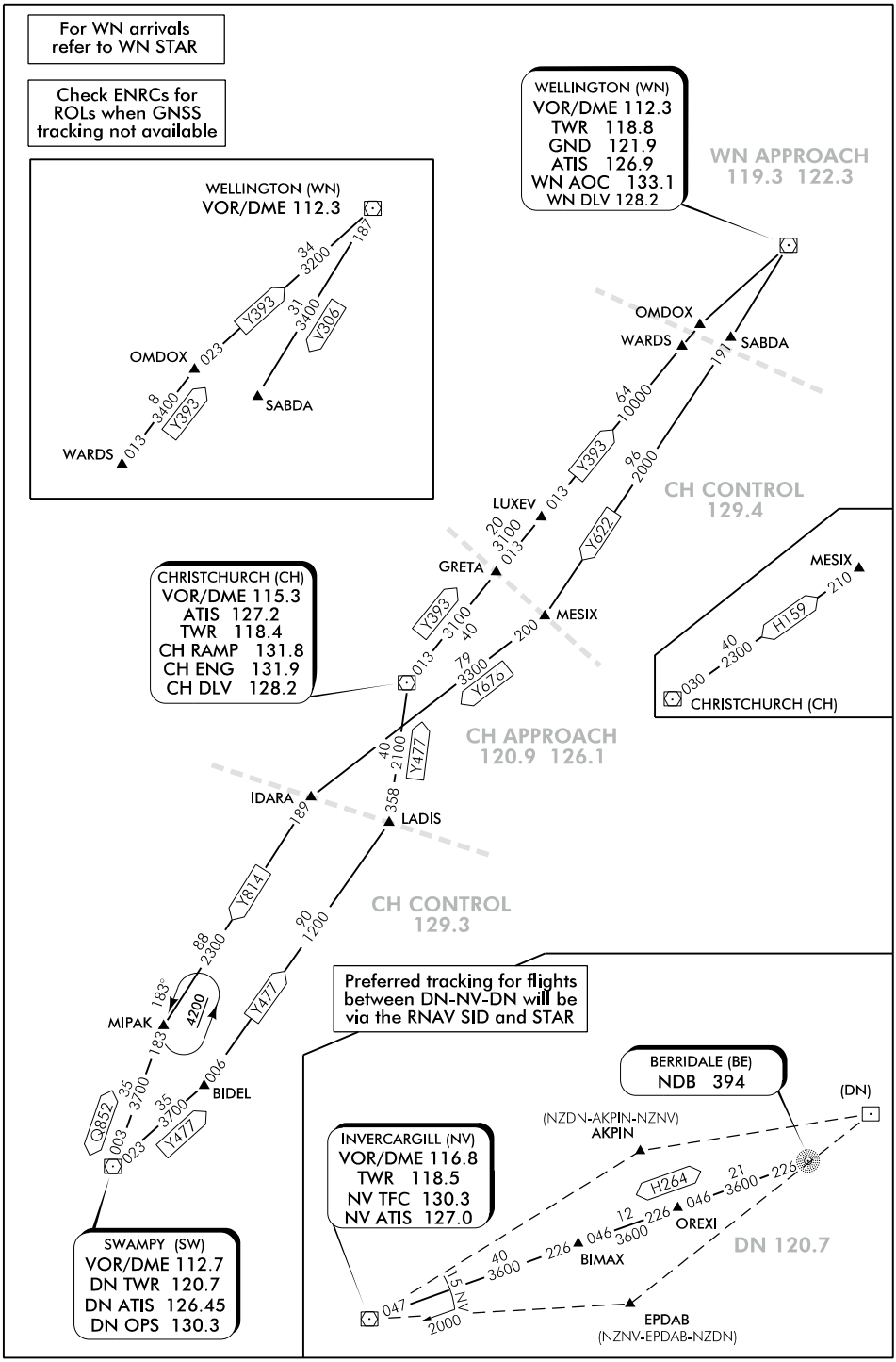
NPPM3, PMNP1, PMAA2
AAPM2, AATG1, TGAA2



WN-DN-WN-X

Changes from 7 NOV 19: SW–MIPAK–SW BRG updated, MIPAK hold added.

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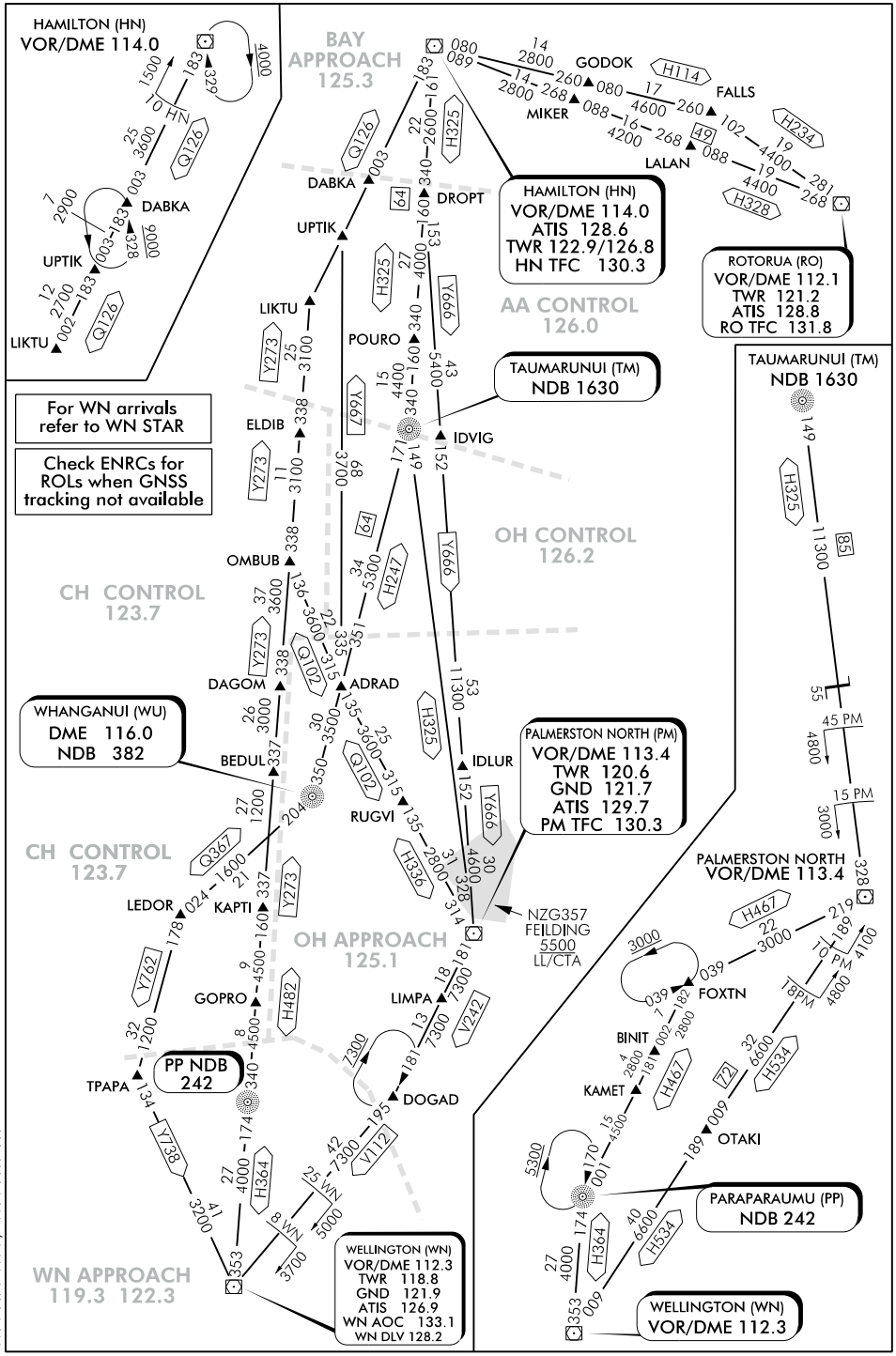

Changes from 5 NOV 20: BEDUL–DAGOM BRG & MSA updated; IDLOK replaced with ELDIB.

WN-HN-WN / WN-PM-1R

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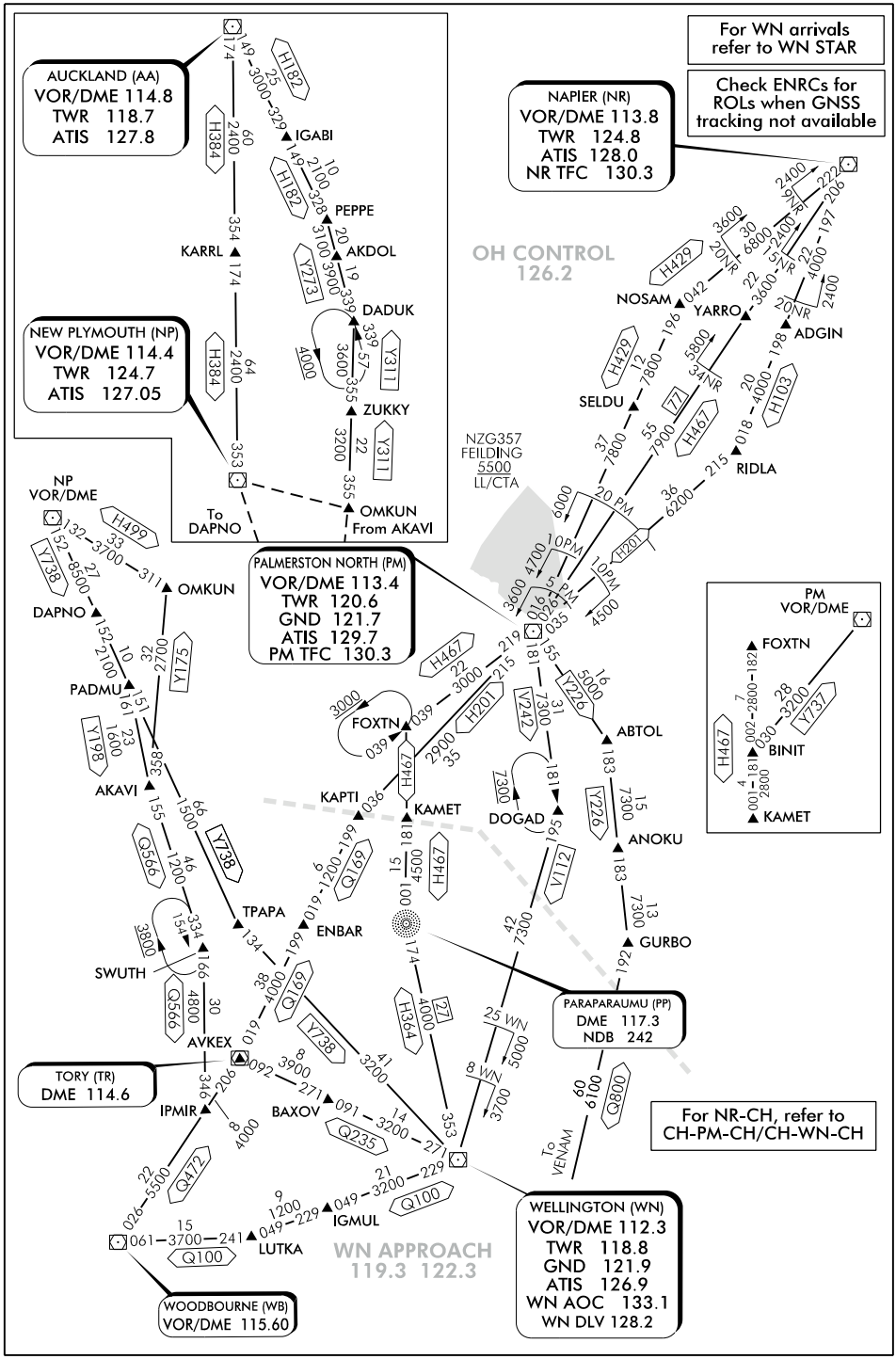

WN-NR-WN-1H

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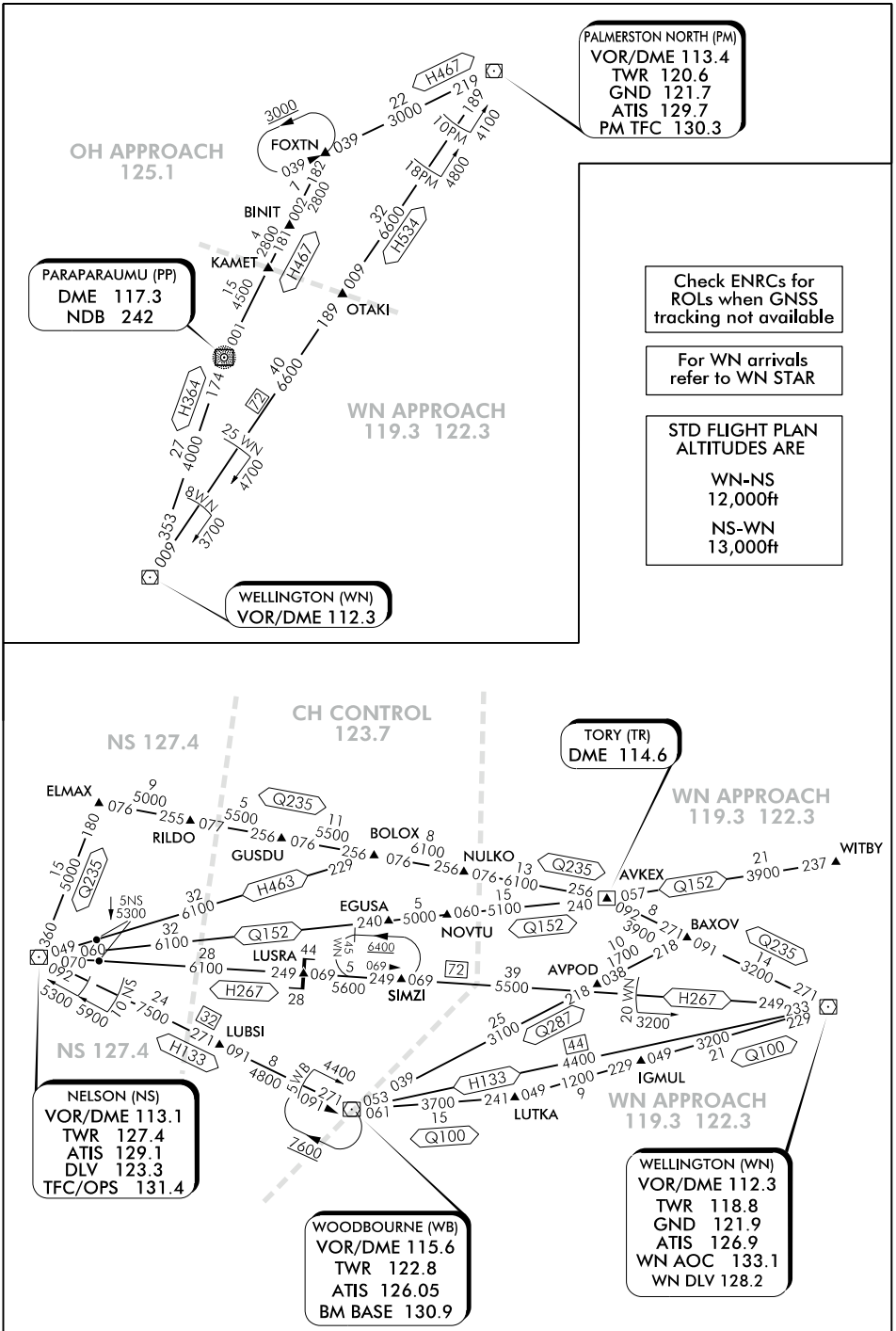

Changes from 5 NOV 20: NS–BOLOX BRG updated.

WN-NS-WN-1C

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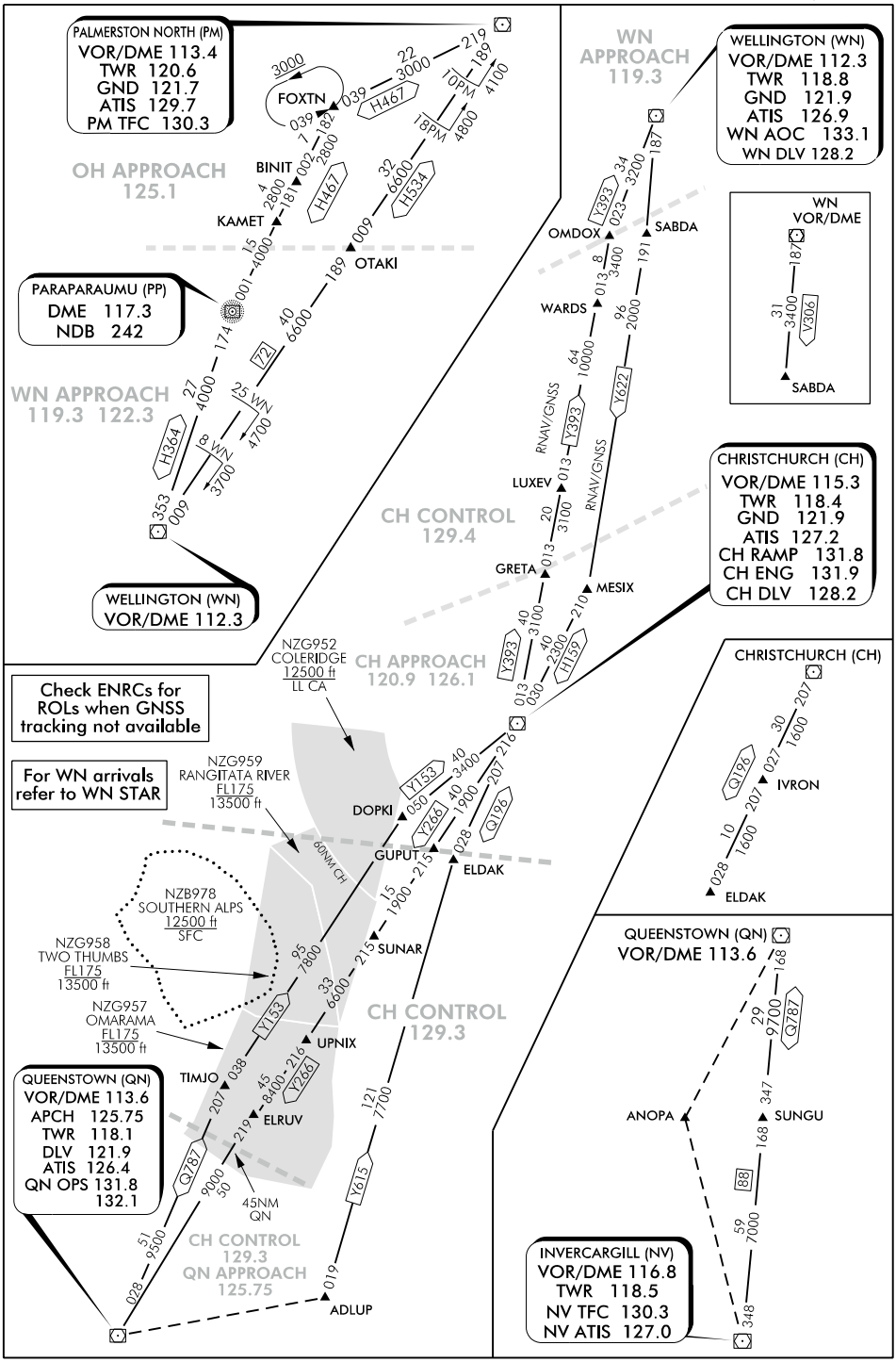

WN-QN-WN-1H

Changes from 5 NOV 20: QNWN6 removed, replaced by QNWN7 (RNP-AR Departure Route).

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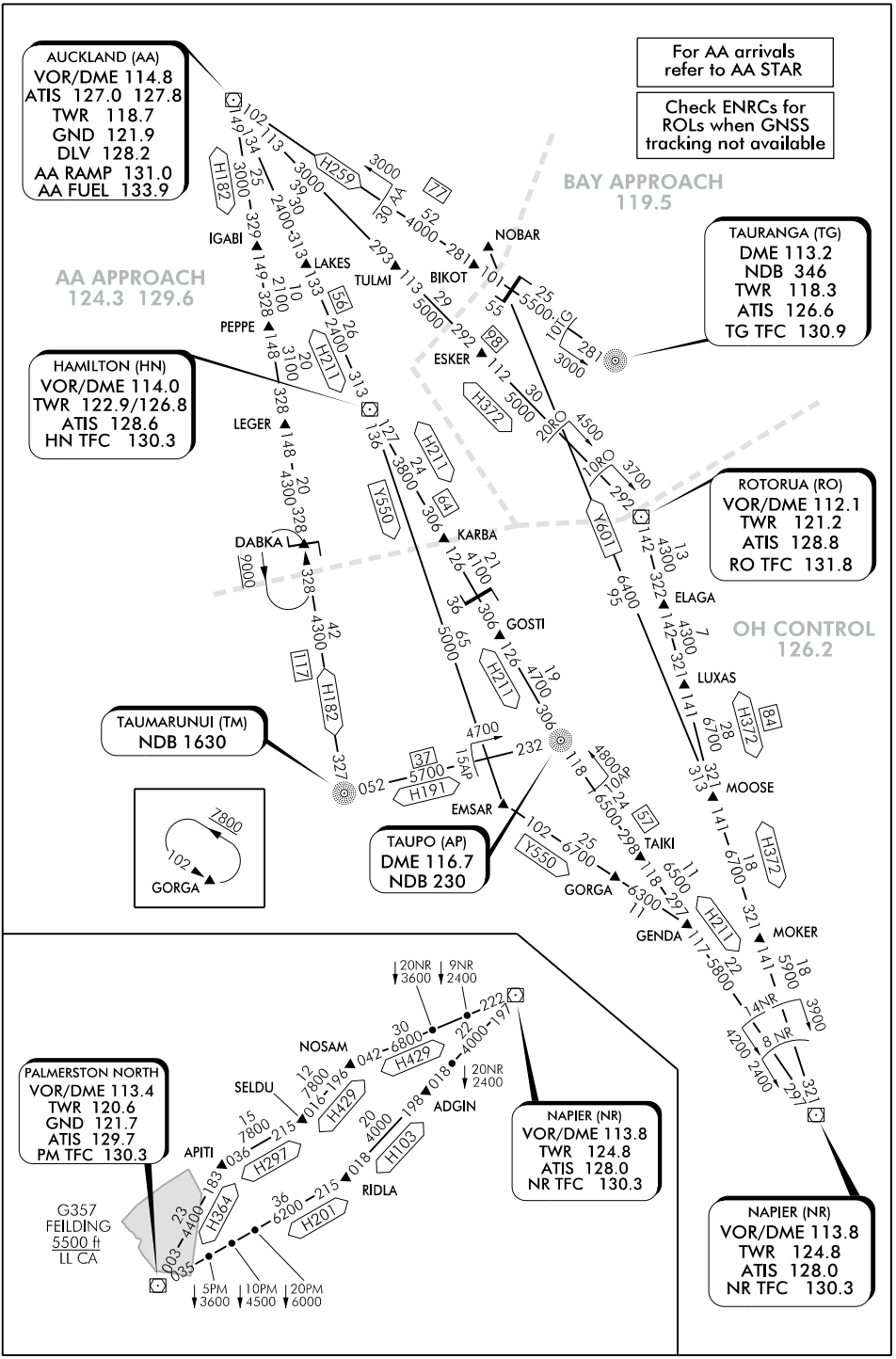

Changes from 5 NOV 20: H211 GENDA & TAIKI BRG, LAKES–HN BRG updated.

AA-NR-AA-Z

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Table ENR 1.5-1
Instrument Take-Off Procedure — Rate of Climb

This rate of climb table is provided for use in planning and executing take-off procedures under known or approximate groundspeed conditions.

Gradient percent %	GROUND SPEED (KNOTS)													ft/NM
	30	60	80	90	100	120	140	150	180	210	240	270	300	
3.3%	100	200	267	300	333	400	467	500	600	700	800	900	1000	200
4.1%	125	250	333	375	417	500	583	625	750	875	1000	1125	1250	250
4.9%	150	300	400	450	500	600	700	750	900	1050	1200	1350	1500	300
5.8%	175	350	467	525	583	700	816	875	1050	1225	1400	1575	1750	350
6.6%	200	400	533	600	667	800	933	1000	1200	1400	1600	1700	2000	400
7.4%	225	450	600	675	750	900	1050	1125	1350	1575	1800	2025	2250	450
8.2%	250	500	667	750	833	1000	1167	1250	1500	1750	2000	2250	2500	500
9.0%	275	550	733	825	917	1100	1283	1375	1650	1925	2200	2475	2750	550
9.9%	300	600	800	900	1000	1200	1400	1500	1800	2100	2400	2700	3000	600
10.7%	325	650	867	975	1083	1300	1516	1625	1950	2275	2600	2925	3250	650
11.5%	350	700	933	1050	1167	1400	1633	1750	2100	2450	2800	3150	3500	700
	30	60	80	90	100	120	140	150	180	210	240	270	300	
	GROUND SPEED (KNOTS)													

NOTES:

1. Rate of climb required VSI (ft/min) = Gradient percent x Ground speed (kt) x 1.013.
2. Gradient percent* = $\frac{\text{VSI (ft/min)}}{\text{Ground speed (kt) x 1.013.}}$
3. Feet per nautical mile (ft/NM) = $\frac{\text{VSI (ft/min) x 60}}{\text{Ground speed (kt)}}$

* An approximate method is to divide rate of climb by groundspeed in kt. This will give an accurate answer to one decimal place for gradients up to 4%, and for gradients up to 12% apply a correcting factor of minus 0.1%.

Source: AIPNZ ENR 1.5-7
effective 15 NOV 12

Table ENR 1.5-5
Speeds for Procedure Calculations (knots IAS)

Aircraft Category	V_{at}	Range of Speeds for Initial Approach	Range of Final Approach Speeds	Max Speeds for Visual Manoeuvring (Circling)	Max Speeds for Missed Approach +
B	91 - 120	120 – 180 (140*)	85 – 130	135	150
C	121 – 140	160 – 240	115 – 160	180	240

* Maximum speed for reversal procedures.

Source: AIPNZ ENR 1.5-28
effective 1 FEB 18

4.27 IFR Alternate Aerodrome Minima

4.27.1 CAR 91.405 prescribes IFR alternate aerodrome requirements.

4.27.2 In accordance with CAR 91.405 an aerodrome must not be listed as an alternate aerodrome unless the weather forecast at the time of submitting the flight plan indicates that, at the estimated time of arrival, the ceiling and visibility at that aerodrome will be at or above the following weather minima:

(a) For a precision approach procedure, ceiling of 600 ft or 200 ft above DA/DH, whichever is the higher, and visibility of 3000 m or 1000 m more than the prescribed minimum, whichever is the greater.

(b) For a non-precision approach procedure, ceiling of 800 ft or 200 ft above MDA, whichever is the higher, and visibility of 4000 m or 1500 m more than the prescribed minimum, whichever is the greater.

Source: AIPNZ ENR 1.5-44
effective 1 FEB 18

ATR72 NORTH FLIP & SOUTH FLIP Changes Bulletin

1/2022 **24 FEB 22**

Effective at: 2202240000 NZDT (2202231100 UTC)

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

SIGNIFICANT CHANGES

Westport — New RNAV (GNSS) SID RWY 04/22

GEN Section: Significant Changes

Nil

ENR Section: Significant Changes

Nil

AD 2 Section: Significant Changes

Nil

AD 2 Chart Section: Significant Changes

Auckland	*IFR* • Evaluated Climb Sector text added to Arr/Dep page and removed from Auckland RNAV SIDs • RNAV SIDs and Radar SIDs reviewed — minor track changes and airspace containment MNM net climb gradient changes
Christchurch	*IFR* • Visual Arrivals RWY 20 — NUBKA WPT replaced by PEDMI WPT • On various RNAV (GNSS) charts DAKUR WPT replaced by NISOM and LUKLO replaced by PEDMI
Hamilton	• New PLA P218 added to AD chart
Hokitika	• Ground handling telephone number amended • AD operator telephone contacts and email address
Napier	*IFR* • Hazard beacon 1.5 NM north of AD removed from IFR charts and AD chart

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AD 2 Chart Section: Significant Changes (cont)

Nelson	*IFR* • Minor mast lighting editorial to east of AD
Palmerston North	*IFR* • VOR RWY 07 — CAT A circling minima • RWY 25 RLLS removed
Rotorua	*IFR* • RNAV (GNSS) STAR and RNAV approach charts reviewed, minor track changes • New VOR checkpoint added, stand 5 removed, TWY holds
Wellington	*IFR* • Visual approach procedures text • TWY intersection take-off distances added • NIGS stands amended • Fuel details updated

AIRSPACE CHANGES

New PLA established — NZP218 Hamilton AD

Following waypoints disestablished — DAKUR, LUKLO, NUBKA

Following waypoints established — IGOBA, OMGOV

ATS ROUTE CHANGES

Z106 — ARIKA to RO — track amended to 355°M

KZ877 — TASAM to ELDIB — tracks amended to 245°/065°M, MSA 3000 ft RNP 2

KZ698 — TUHUA to POURO — tracks amended to 321°/141°M, MSA 4000 ft RNP 2

KZ183 — PM VOR to PEROO — track amended to 148°M, MSA 6400 ft RNP 2

KZ183 — PEROO to TASAM — MSA 5300 ft RNP 2

KZ183 — TASAM to TUHUA — MSA 3700 ft RNP 2

KZ405 — AKNOP to TASAM — MSA 3500 ft RNP 2

KZ405 — ADRAD to AKNOP — MSA 3700 ft RNP 2

KZ303 — KURUA to TASAM — MSA 4800 ft RNP 2

KZ303 — ARETI to KURUA — MSA 4800 ft RNP 2

KZ862 — TUHUA to PARKI — RNP 2

KZ862 — PARKI to RO VOR — track amended to 023°M RNP 2

YELLOW YELLOW YELLOW YELLOW YELLOW YELLOW

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