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Airport Information For NZCH

Terminal Charts For NZCH

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: CHRISTCHURCH NZL
ICAO/IATA: NZCH / CHC
Lat/Long: S43° 29.37', E172° 32.07'
Elevation: 123 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -12:00 = UTC
Magnetic Variation: 24.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1953 Z
Sunset: 0502 Z

Runway Information

Runway: 02
Length x Width: 10787 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 123 ft
Lighting: Edge, ALS

Runway: 11
Length x Width: 5712 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 115 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 10787 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 93 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 5712 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 95 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.200

Christchurch Tower: 119.650 Secondary

Christchurch Tower: 118.400

Christchurch Ground: 121.900

Christchurch Ground: 119.650 Secondary

Christchurch Clearance Delivery: 128.200

Christchurch Approach: 128.750 Flight Info Service Secondary

Christchurch Approach: 126.100 Flight Info Service Secondary

Bay Approach: 123.600 Flight Info Service

Christchurch Approach: 120.900 Flight Info Service

Garden City Operations: 133.150

Christchurch Helicopters Helicopter: 119.150

Air New Zealand Operations: 130.300

Christchurch Emergency: 134.700

NZCH/CHC


JEPPESSEN CHRISTCHURCH, NEW ZEALAND

CHRISTCHURCH INTL

2 FEB 24 (10-1P)

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 127.2

CAUTION

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

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

Notice of planned activation of Runway WIP will be by NOTAM and where possible with 72 hour notice. The active runway mode and associated color pages will be broadcast on the Christchurch ATIS.

1.2. 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.

2. ARRIVAL

2.1. 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 minimum 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 alternate routing by ATC.

2.2. 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 RNP (AR) 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.

2.3. 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 are to overfly the runway visually, turn LEFT heading 050°, climb to 4000', unless otherwise advised by ATC.

RWY 29

CAT B, C, D/DL IFR aircraft on a visual approach that are unable to land are to overfly the runway visually, climb runway track to 4000', unless otherwise advised by ATC.

2.4. 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 minimums.

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:

- protect the ILS critical and sensitive areas; or
- 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.

NZCH/CHC


JEPPESEN CHRISTCHURCH, NEW ZEALAND

CHRISTCHURCH INTL

2 FEB 24 **10-1P1****AIRPORT BRIEFING****2. ARRIVAL (CONTD)****2.5. PROTECTION OF THE MISSED APPROACH**

ATC will ensure that the missed approach is protected so that separation will remain in place in the event that the aircraft carries out the missed approach.

For aircraft conducting an instrument approach and provided that the **Weather Criteria** and **Restrictions** listed below are also met, ATC may protect the missed approach by instructing the pilot to enter the aerodrome traffic circuit.

2.5.1. WEATHER CRITERIA

| Aircraft Type | Weather Criteria - when the known weather conditions are equal to or better than: |
|----------------------|--|
| Helicopter | Day and night: Ceiling 1200 ft and visibility 5 km or the approach minima for the type of approach and category being flown whichever is the higher |
| Piston and Turboprop | Day: Ceiling 1200 ft and visibility 5 km or the circling minima for the type of approach and category being flown whichever is the higher Night: Ceiling 2000 ft and visibility 8 km or the circling minima for the type of approach and category being flown whichever is the higher |
| Jet | Day and night: Ceiling 2000 ft and visibility 8 km or the circling minima for the type of approach and category being flown whichever is the higher |

2.5.2. RESTRICTIONS

- Aircraft will not be instructed to enter the aerodrome traffic circuit when:
 - Circling is not authorized for the type of approach and category being flown by the aircraft; or
 - The aircraft is approach category D or DL ; or
 - MET conditions such as fluctuating cloud base, severe turbulence, windshear or strong crosswinds are reported by ATC or broadcast on the ATIS; or
 - There is any cloud in the circuit area that could cause the pilot to lose sight of an identifiable part of the aerodrome; or
 - ATC has reason to believe that the pilot is not familiar with the aerodrome and its surrounding terrain; or
 - The pilot advises both Approach and Aerodrome Control, each on first contact, that they do not wish to carry out this procedure.
- Aircraft will not be instructed to orbit on final.
- All published circling restrictions and requirements for the approach being flown are to be complied with.
- Both Approach Control and Aerodrome Control must be on watch.

Aircraft unable or no longer able to carry out this procedure **must advise** Approach or Aerodrome control immediately.

Aircraft that do not wish to carry out this procedure **must advise** both Approach and Aerodrome control, each on first contact, that they do not wish to carry out this procedure.

2.6. EVALUATED CLIMB SECTOR

Within 20 NM CH DME in any direction except R079-R147 CH VOR beyond 5 DME minimum turn altitude 550'.

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

CAUTION:

RWY 29 — Close-in obstacle not considered in climb gradient, trees 141' above mean sea level 328°/469' (143m) from clearway end.

NZCH/CHC



JEPPESEN CHRISTCHURCH, NEW ZEALAND

CHRISTCHURCH INTL

2 FEB 24 (10-1P2)

AIRPORT BRIEFING

3. DEPARTURE**3.1. STANDARD ROUTE CLEARANCES**

For flights departing Christchurch Intl Airport:

| DESTINATION AIRPORT | DESIGNATOR | ROUTE |
|-----------------------|------------|--|
| AA (Auckland) | CHAA 1 ① | Y175 OMKUN Y655 POKOM Q277 |
| AA (Auckland) | CHAA 6 ② | H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182 |
| CI (Chatham Is) | CHCI 1 | Q854 |
| DN (Dunedin) | CHDN 1 | Y714 IDARA Y814 MIPAK |
| HN (Hamilton) | CHHN 3 ① | Y175 OPABI Q126 |
| HN (Hamilton) | CHHN 5 ② | H110 PORAM Y781 RIVTA Y523 GULOV Y175 OPABI Q126 |
| HK (Hokitika) | CHHK 3 | Q309 |
| NV (Invercargill) | CHNV 3 | Y714 IDARA Y676 |
| MC (Mount Cook) | CHMC 1 | Y266 SUNAR Q360 MAMUS |
| NR (Napier) | CHNR 2 ① | Y393 OMDOX Y465 KAMET H467 BINIT Y737 PM H429 SELDU H297 |
| NR (Napier) | CHNR 4 ② | Y819 AGSOP Y737 PM H429 SELDU H297 |
| NS (Nelson) | CHNS 2 | NS RWY 02 - H110 PORAM Y781 BISEB NS RWY 20 - H110 PORAM Y781 BISEB H110 GUNEL |
| NP (New Plymouth) | CHNP 1 | H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN H499 |
| OH (Ohakea) | CHOH 3 ① | Y393 OMDOX Y465 KAMET H467 BINIT |
| OH (Ohakea) | CHOH 5 ② | Y819 AGSOP Y737 BINIT |
| PM (Palmerston North) | CHPM 3 ① | Y393 OMDOX Y465 KAMET H467 BINIT Y737 |
| PM (Palmerston North) | CHPM 5 ② | Y819 AGSOP Y737 |
| PP (Paraparaumu) | CHPP 2 | Y819 AGSOP Y295 |
| QN (Queenstown) | CHQN 3 | Y266 |
| RO (Rotorua) | CHRO 2 ① | Y393 OMDOX Y465 KAMET H467 FOXTN H313 OH H182 ARETI Y539 (FL250 and above) |
| RO (Rotorua) | CHRO 6 ② | Y819 AGSOP Y737 GOPRO H482 KAPTI Y273 DAGOM Y715 ARETI Y539 |
| TG (Tauranga) | CHTG 1 ① | Y393 OMDOX Y465 KAMET H467 FOXTN H313 OH H182 ARETI Y539 PARRA Y505 (FL250 and above) |
| TG (Tauranga) | CHTG 6 ② | Y819 AGSOP Y737 GOPRO H482 KAPTI Y273 DAGOM Y715 ARETI Y539 PARRA Y505 |
| TU (Timaru) | CHTU 3 | Q196 |
| WF (Wanaka) | CHWF 2 | CH Y266 ELRUV |
| WN (Wellington) | CHWN 1 | Y393 |
| WN (Wellington) | CHWN 9 | H424 GOOSE V306 ONOLA Q421 OMDOX Y393 (10,000' or below) |
| WP (Whenuapai) | CHWP 1 ① | Y175 OMKUN Y655 POKOM Q277 AA H182 |
| WP (Whenuapai) | CHWP 6 ② | H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182 |
| WB (Woodbourne) | CHWB 1 | Y819 ELPIT H157 |

① Jets

② 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.

CHRISTCHURCH, NEW ZEALAND

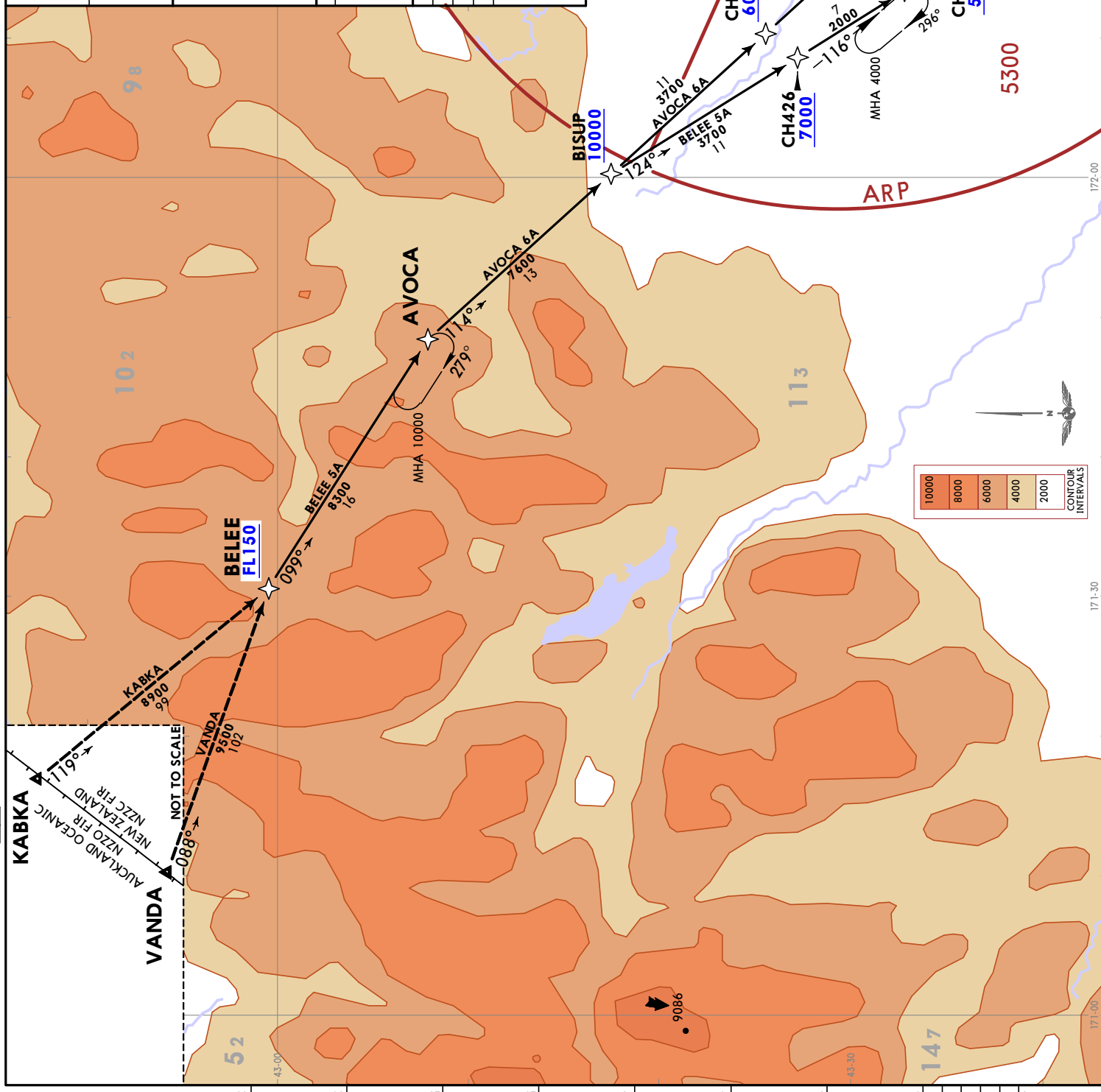
RNAV STAR

Alt Set: hPa (IN on req) Trans level: FL150
 1. RNAV 1.
 2. GNSS required.
 3. 2 minutes prior to the NZCO/NZC FIR boundary, contact Christchurch Control 128.1 reporting position and level.
 4. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
 5. If unable RNAV, EXPECT RADAR vectors or alternative routing.

**AVOCA 6A (AVOCA6A) [AVOC6A]
 BELEE 5A (BELEE5A) [BELE5A]
 RNAV ARRIVALS
 (RWY 02)**

CAT A, B, C & D

| STAR | ROUTING |
|----------|---|
| AVOCA 6A | Track 114° via BISUP and CH414 to UBDAN. Cross BISUP at or above 10000. Cross CH414 at or above 6000. Cross UBDAN at or above 3000. MAX 210 KT. Track 107° to ALBAD. |
| KABKA | From KABKA track 119° to BELEE. |
| VANDA | From VANDA track 088° to BELEE. |
| STAR | ROUTING |
| BELEE 5A | Cross BELEE at or above FL150. Track 099° to AVOCA. Track 114° to BISUP at or above 10000. Track 124° via CH426 to CHARR. Cross CH426 at or above 7000. Cross CHARR at or above 5000. Track 116° to IDUBU at or above 3000. MAX 210 KT. |

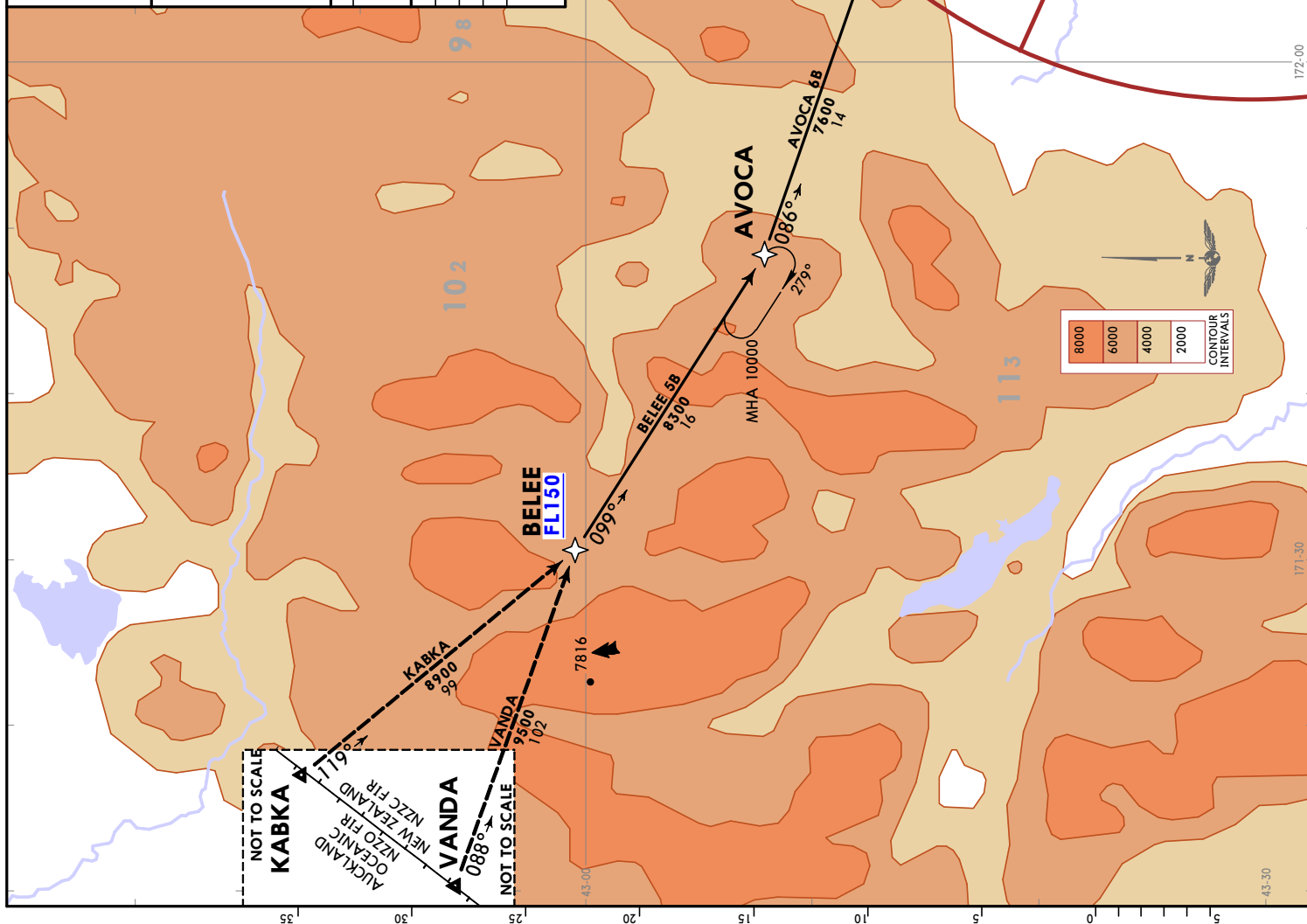


NZCH/CHC
CHRISTCHURCH INTL
 24 JUL 20 (10-2A)
RNAV STAR

Alt Ser: hPa (IN on req) Trans level: FL150
 1. RNAV 1.
 2. GNSS required.
 3. 2 minutes prior to the NZCO/NZCC FIR boundary, contact Christchurch Control 128.1 reporting position and level.
 4. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
 5. If unable RNAV, EXPECT RADAR vectors or alternative routing.

AVOCA 6B (AVOCA6B) [AVOCA6B]
BELEE 5B (BELEE5B) [BELEE5B]
RNAV ARRIVALS
(RWY 20)
CAT A, B, C & D

| STAR | ROUTING |
|----------|--|
| AVOCA 6B | From AVOCA track 086° to RIVPI at or above 10000. Track 085° via CH511 and CH406 to BIDEV. Cross CH406 at or above 6000. Cross BIDEV at or above 3000, MAX 210 KT. Track 106° to DIVSU. |
| KABKA | From KABKA track 119° to BELEE. |
| VANDA | From VANDA track 088° to BELEE. |
| STAR | |
| BELEE 5B | Cross BELEE at or above FL150. Track 099° to AVOCA. Track 086° to RIVPI at or above 10000. Track 077° to CH422 at or above 7000. Track 076° to OBDOR at or above 4000. Track 107° to ODISI at or above 3000, MAX 210 KT. |



JEPPESEN
 29 SEP 23 (10-2B) Eff 5 Oct RNAV STAR

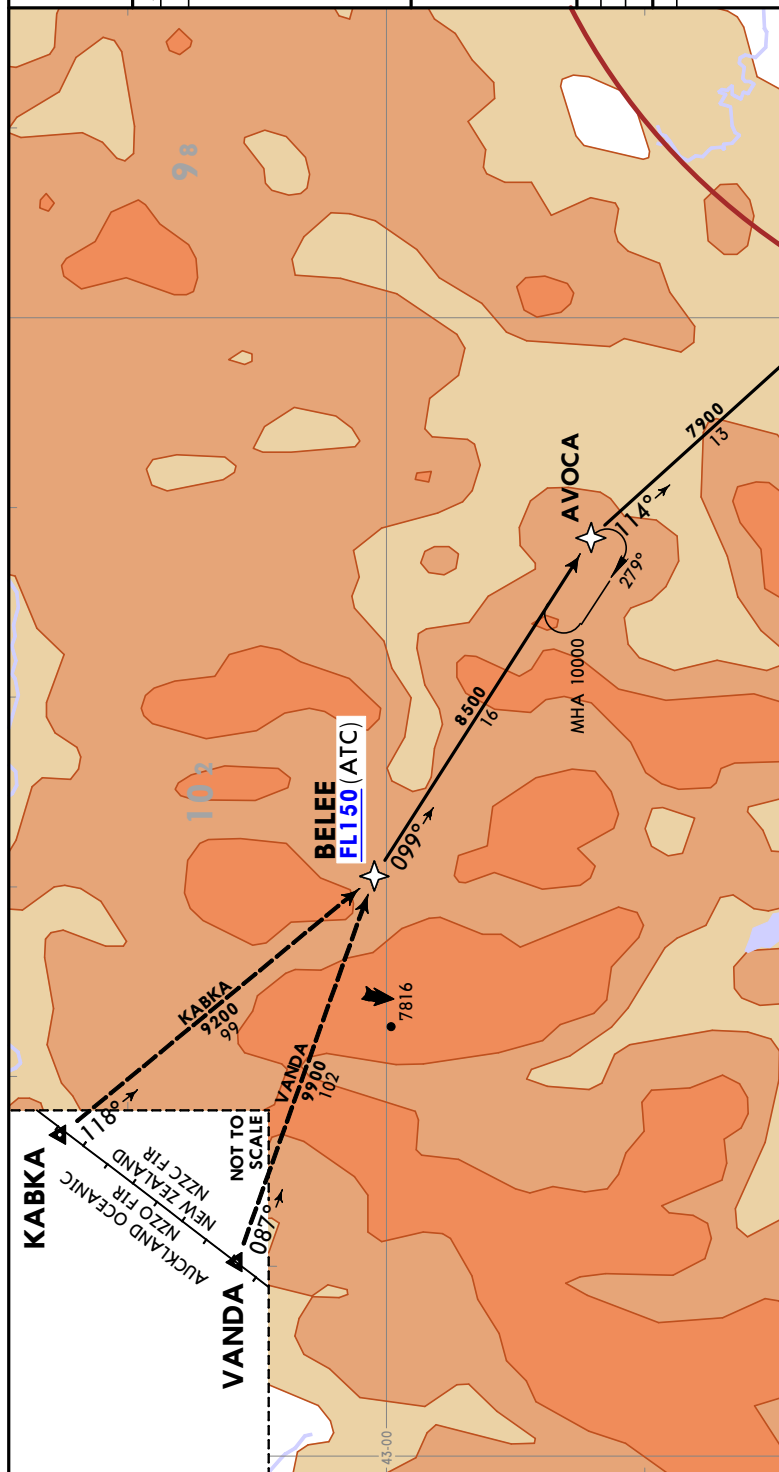
CHRISTCHURCH, NEW ZEALAND
CHRISTCHURCH INTL
NZCH/CHC

| | |
|-----------------------|----------|
| CHRISTCHURCH Approach | Apt Elev |
| *D-ATIS 127.2 | 123 |
| 120.9 | 126.1 |
| 126.1 | 128.75 |
| 128.75 | |

Alt Set: hPa (IN on req) Trans level: FL150

Navigation requirement: RNAV 1 GNS5 required

- 2 minutes prior to the NZCO/NZCC FIR boundary, contact CHRISTCHURCH Control 128.1 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.
- Request visual approach with CHRISTCHURCH Approach. If not cleared for visual approach by SUPSO, turn LEFT, track direct to CH VOR at or above 3000 or as directed by RADAR.



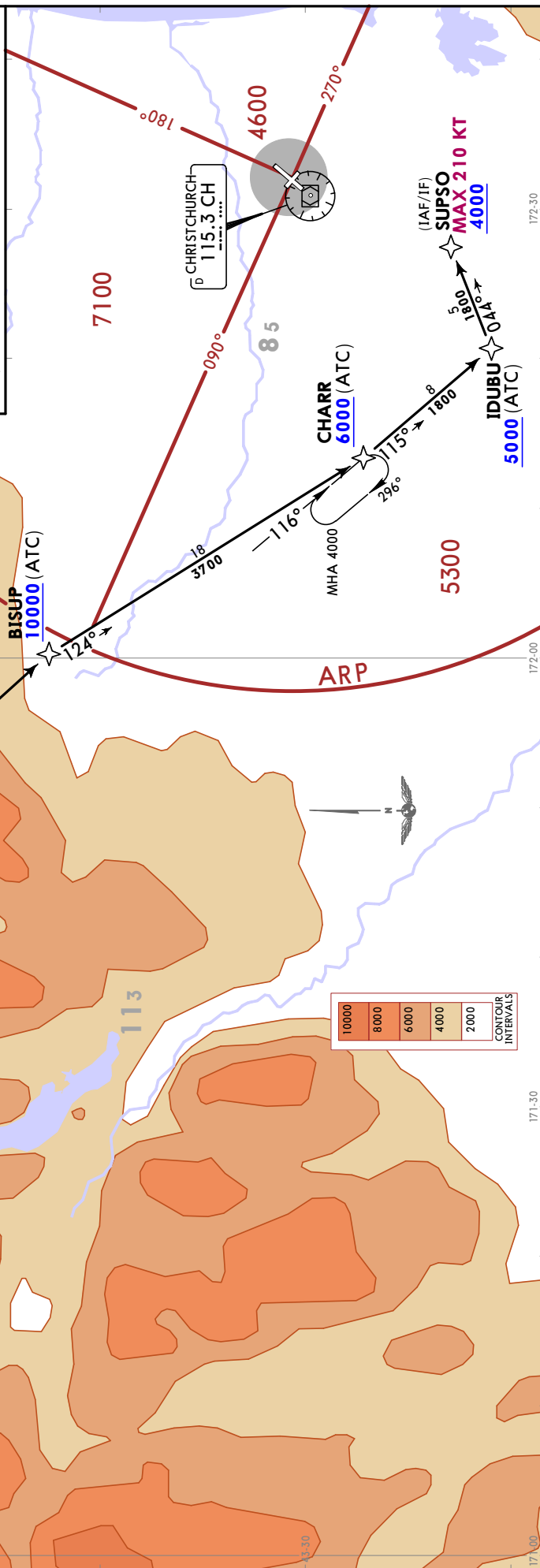
BELEE 6G RNAV ARRIVAL
(BELEE6G) [BELEE6G]
(RWY 29)
CAT A, B, C & D

TRANSITIONS

| | |
|--------------|---------------------------------|
| KABKA | From KABKA track 118° to BELEE. |
| VANDA | From VANDA track 087° to BELEE. |

ROUTING

Cross BELEE at or above FL150. Track 099° to AVOCA. Track 114° to BISUP at or above 10000. Track 124° to CHARR at or above 6000. Track 115° to IDUBU at or above 5000. Track 044° to SUPSO. Cross SUPSO at or above 4000, MAX 210 KT.



NZCH/CHC
CHRISTCHURCH INTL

29 SEP 23

10-2C

Eff 5 Oct

JEPPESSEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR

| | |
|---|--------------------|
| Alt Set: hPa (IN on req) | Trans level: FL150 |
| Navigation requirement: RNAV 1 GNSS required | |
| 1. 2 minutes prior to the NZCO/NZCC FIR boundary, contact CHRISTCHURCH Control 128.1 reporting position and level. 2. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level. 3. If unable RNAV, EXPECT RADAR vectors or alternative routing. | |
| *D-ATIS | Apt Elev |
| 127.2 | 123 |

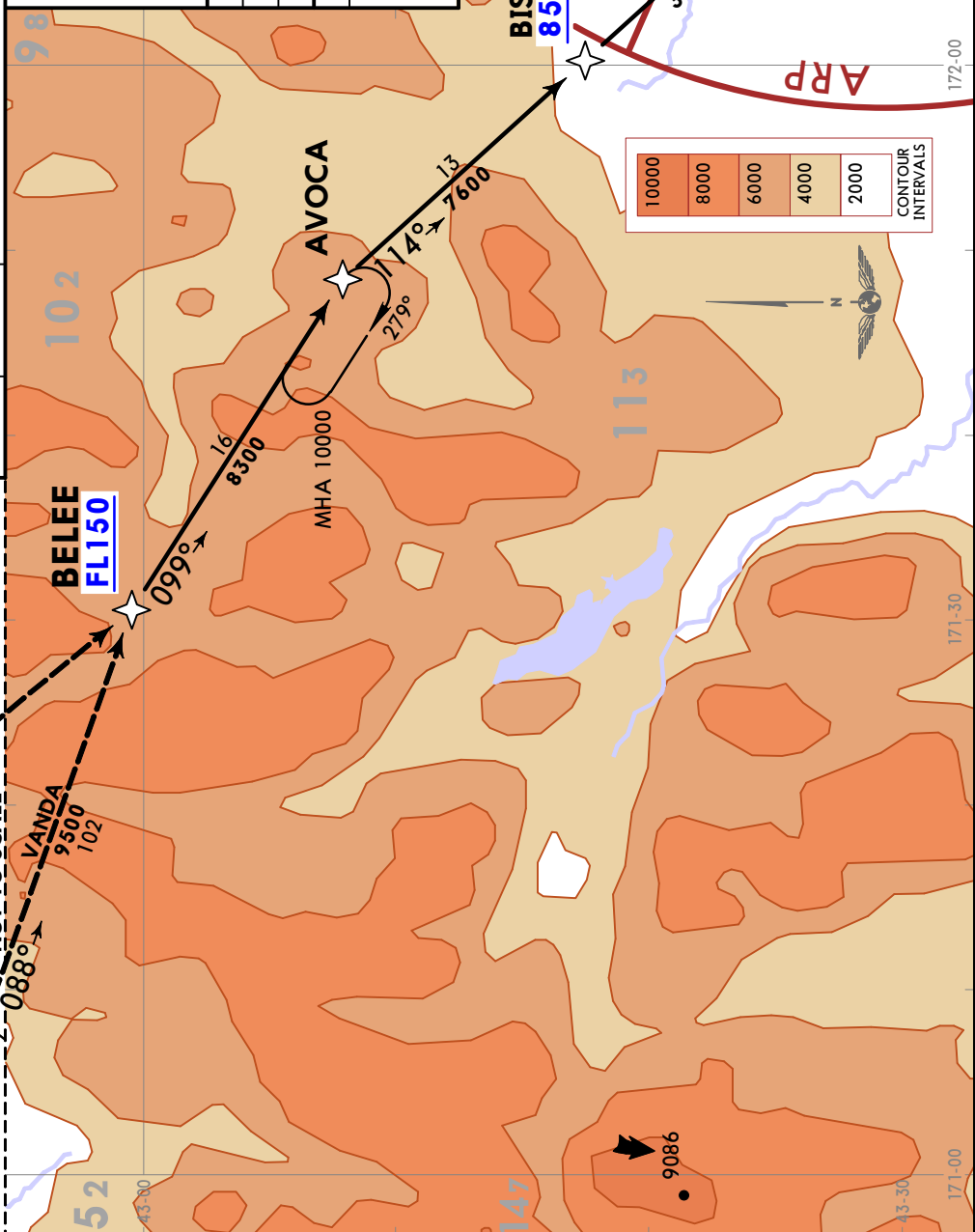
BELEE 3E RNAV ARRIVAL
(BELEE3E) [BELEE3E]
(RWY 02)
CAT C & D

TRANSITIONS

| | |
|--------------|---------------------------------|
| KABKA | From KABKA track 119° to BELEE. |
| VANDA | From VANDA track 088° to BELEE. |

ROUTING

Cross BELEE at or above FL150. Track 099° to AVOCA. Track 114° via BISUP and CH414 to LEVGO. Cross BISUP at or above 8500. Cross CH414 at or above 6000. Cross LEVGO at or above 4000, MAX 210 KT.



*D-ATIS
127.2
 Apt Elev
123

Alt Set: hPa (IN on req) Trans level: FL150

Navigation requirement: RNAV 1 GNS required

1. 2 minutes prior to the NZO/NZCC FIR boundary, contact CHRISTCHURCH Control 128.1 reporting position and level.
2. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
3. If unable RNAV, EXPECT RADAR vectors or alternative routing.

BELEE 3F RNAV ARRIVAL
(BELEE3F) [BELE3F]
(RWY 20)
CAT C & D

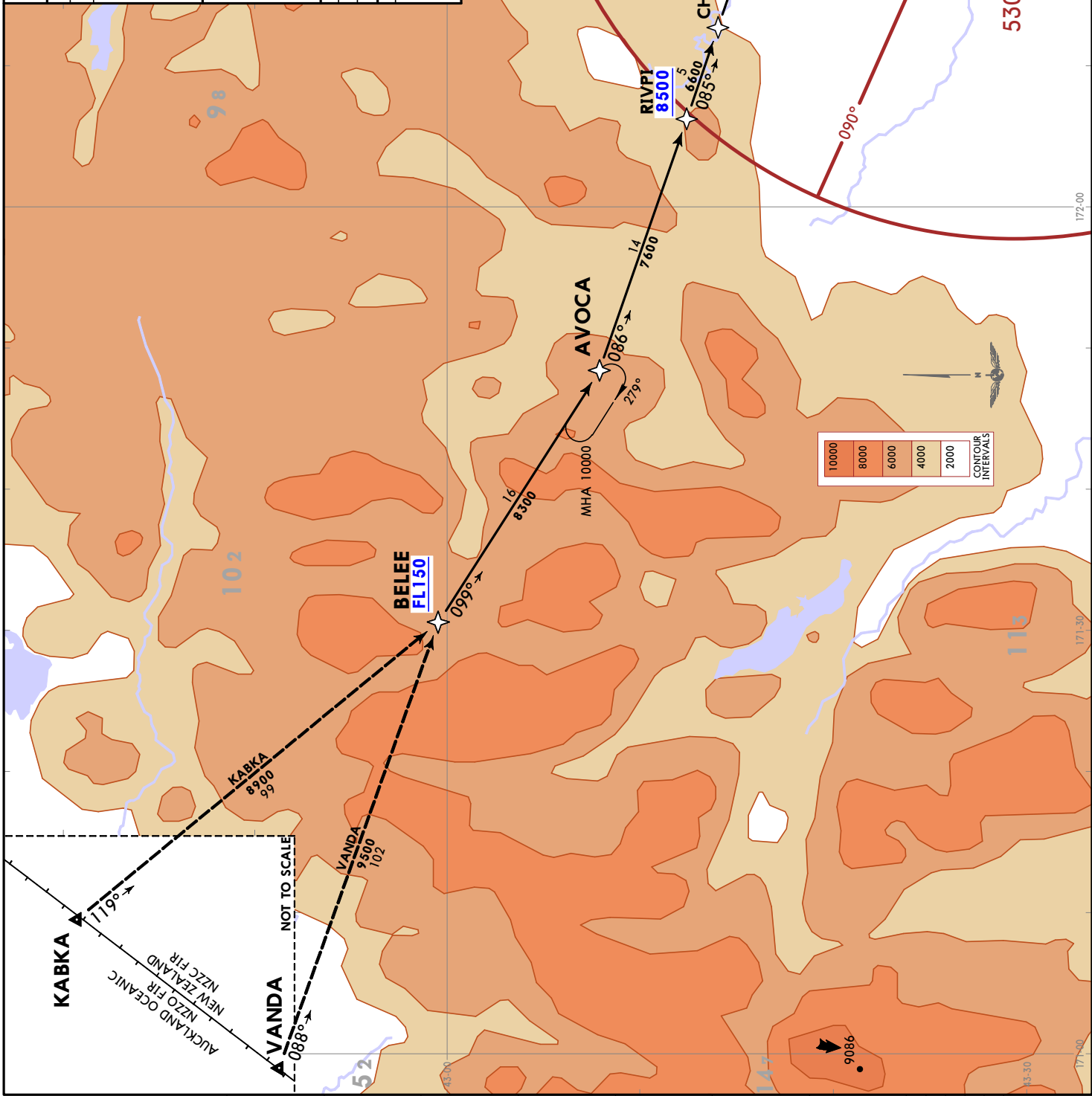
TRANSITIONS

KABKA From KABKA track 119° to BELEE.

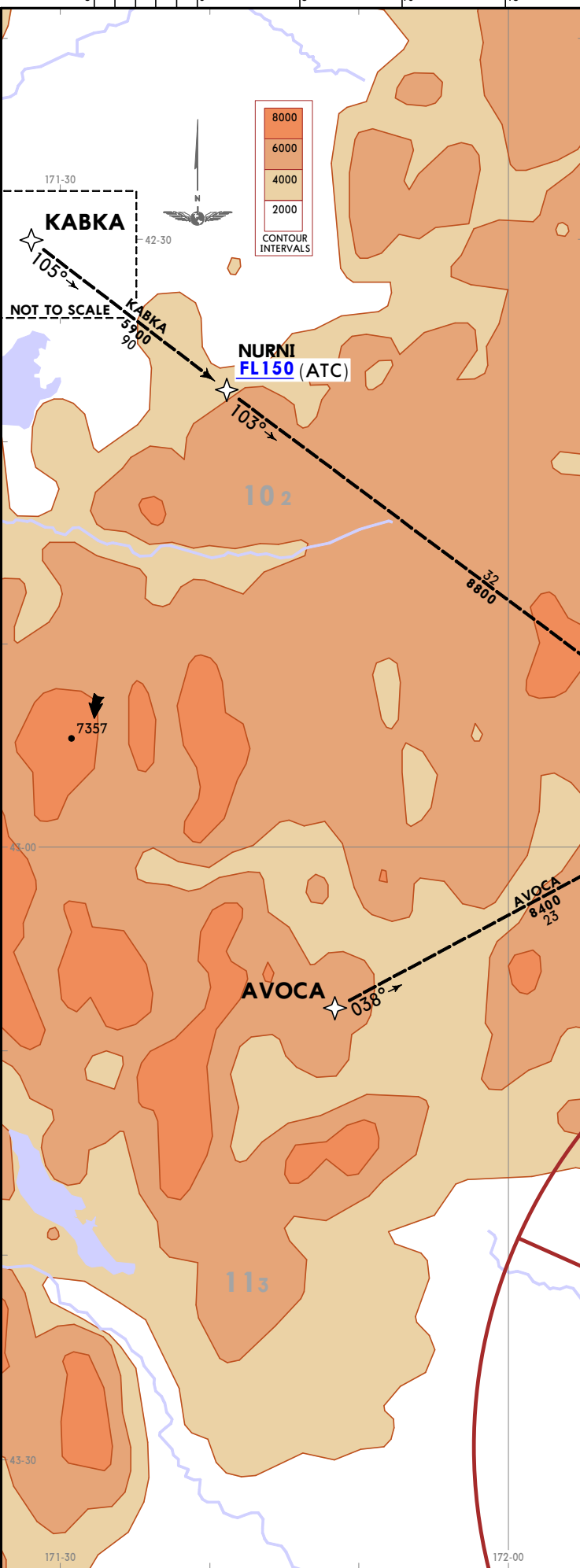
VANDA From VANDA track 088° to BELEE.

ROUTING

Cross BELEE at or above FL150. Track 099° to AVOCA. Track 086° to RIVPI. Cross RIVPI at or above 8500. Track 085° via CH511 and CH406 to SUSAL. Cross CH406 at or above 6000. Cross SUSAL at or above 4000, MAX 210 KT.



CHANGES: Procedure renumbered and revised.



| | | |
|--|---|--------------------|
| *D-ATIS | Alt Set: hPa (IN on req) | Trans level: FL150 |
| 127.2 | Apt Elev | 123 |
| Navigation requirement: RNAV 1 GNSS required | | |
| <ol style="list-style-type: none"> Descend to ATC cleared level via published profile. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level. If unable RNAV, EXPECT RADAR vectors or alternative routing. | | |
| BLUNT 2D RNAV ARRIVAL (BLUNT2D) [BLUN2D] (RWY 11) CAT A, B, C & D | | |
| TRANSITIONS | | |
| AVOCA | From AVOCA track 038° to SAVKU at or above 10000. Track 103° to BLUNT at or above 8000. | |
| IGEGA | Cross IGEGA at or above 11000. Track 153° to BLUNT at or above 8000. | |
| KABKA | From KABKA track 105° to NURNI at or above FL150. Track 103° via SAVKU to BLUNT. Cross SAVKU at or above 10000. Cross BLUNT at or above 8000. | |
| PEAKS | Cross PEAKS at or above 11000. Track 173° to BLUNT at or above 8000. | |
| ROUTING | | |
| From BLUNT track 162° to TARUM at or above 6000. Track 181° to IGLIS at or above 4000, MAX 210 KT. | | |

NZCH/CHC
 CHRISTCHURCH INTL
 29 SEP 23 (10-2E) EFF 5 Oct
 JEPPesen CHRISTCHURCH, NEW ZEALAND
 RNAV STAR

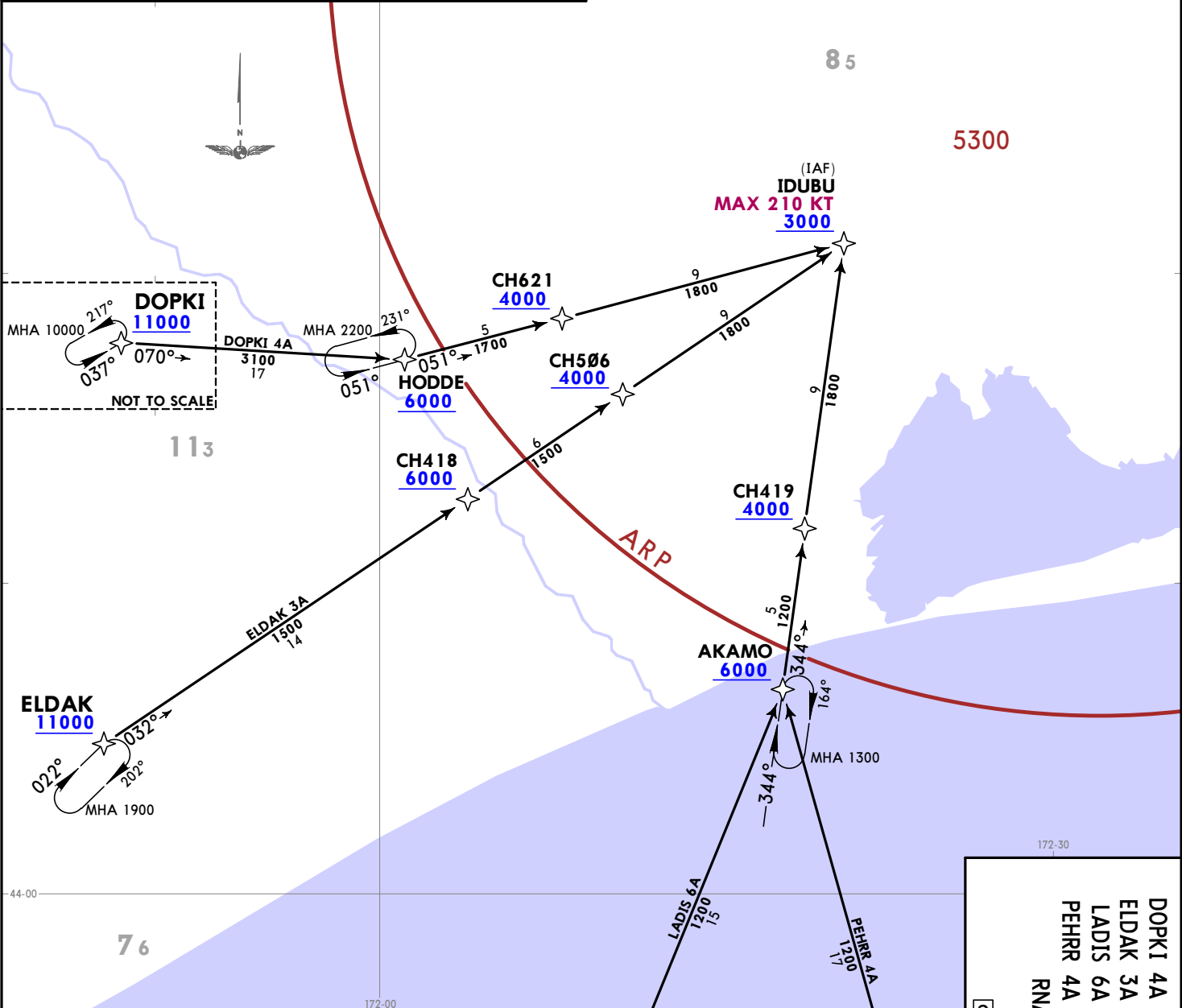
BLUNT 2D RNAV ARRIVAL
(BLUNT2D) [BLUN2D]
(RWY 11)
CAT A, B, C & D

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CHANGES: Holding over ELDAK added.

NZCH/CHC
CHRISTCHURCH INTL

| | | |
|--|------------------------|--|
| *D-ATIS 127.2 | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 1. RNAV 1. 2. GNSS required. 3. All arrivals: Descend to ATC cleared level via published profile. |
| DOPKI 4A (DOPKI4A) [DOPK4A] ELDAK 3A (ELDAK3A) [ELDA3A] LADIS 6A (LADIS6A) [LADI6A] PEHRR 4A (PEHRR4A) [PEHR4A] RNAV ARRIVALS (RWY 02) CAT A, B, C & D | | |



| STAR | ROUTING |
|----------|---|
| DOPKI 4A | Cross DOPKI at or above 11000. Track 070° to HODDE at or above 6000. Track 051° via CH621 to IDUBU. Cross CH621 at or above 4000. Cross IDUBU at or above 3000, MAX 210 KT. |
| ELDAK 3A | Cross ELDAK at or above 11000. Track 032° via CH418 and CH506 to IDUBU. Cross CH418 at or above 6000. Cross CH506 at or above 4000. Cross IDUBU at or above 3000, MAX 210 KT. |
| LADIS 6A | Cross LADIS at or above 11000. Track 358° to AKAMO at or above 6000. Track 344° via CH419 to IDUBU. Cross CH419 at or above 4000. Cross IDUBU at or above 3000, MAX 210 KT. |
| PEHRR 4A | Cross PEHRR at or above 11000. Track 320° to AKAMO at or above 6000. Track 344° via CH419 to IDUBU. Cross CH419 at or above 4000. Cross IDUBU at or above 3000, MAX 210 KT. |

CAT A, B, C & D

(RWY 02)

RNAV ARRIVALS

DOPKI 4A (DOPKI4A) [DOPK4A]
ELDAK 3A (ELDAK3A) [ELDA3A]
LADIS 6A (LADIS6A) [LADI6A]
PEHRR 4A (PEHRR4A) [PEHR4A]

JEPPESSEN
 9 JUN 23 (10-2F) EFF 15 Jun
 CHRISTCHURCH, NEW ZEALAND
 RNAV STAR

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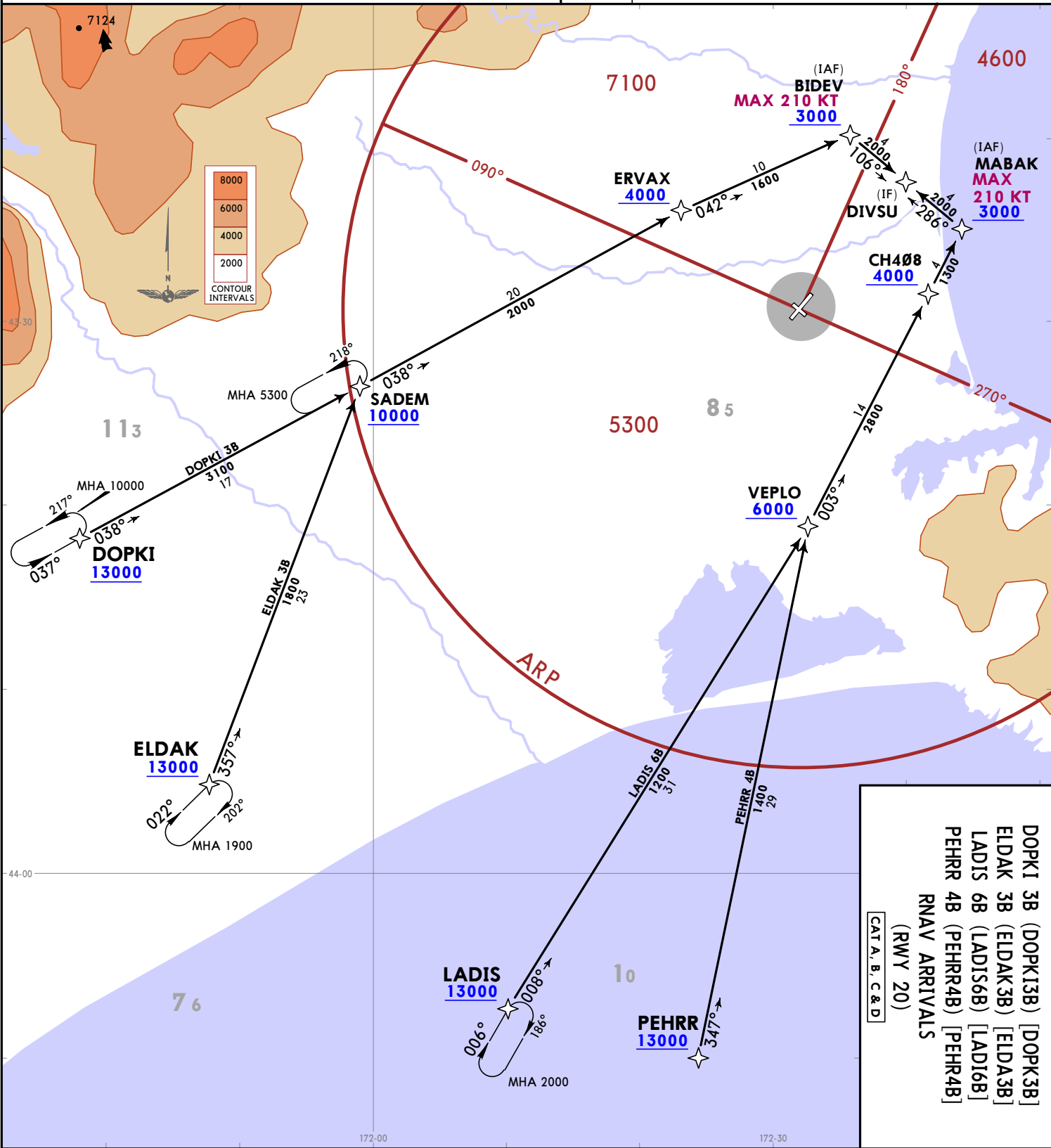
CHANGES: Holding over ELDAK added.

*D-ATIS 127.2 Apt Elev 123
 Alt Set: hPa (IN on req) Trans level: FL150
 1. RNAV 1.
 2. GNSS required.
 3. All arrivals: Descend to ATC cleared level via published profile.

DOPKI 3B (DOPKI3B) [DOPK3B]
ELDAK 3B (ELDAK3B) [ELDA3B]
LADIS 6B (LADIS6B) [LADI6B]
PEHRR 4B (PEHRR4B) [PEHR4B]

RNAV ARRIVALS
(RWY 20)
CAT A, B, C & D

| STAR | ROUTING |
|-----------------|---|
| DOPKI 3B | Cross DOPKI at or above 13000. Track 038° via SADEM to ERVAX. Cross SADEM at or above 10000. Cross ERVAX at or above 4000. Track 042° to BIDEV at or above 3000, MAX 210 KT. Track 106° to DIVSU. |
| ELDAK 3B | Cross ELDAK at or above 13000'. Track 357° to SADEM at or above 10000. Track 038° to ERVAX at or above 4000. Track 042° to BIDEV at or above 3000, MAX 210 KT. Track 106° to DIVSU. |
| LADIS 6B | Cross LADIS at or above 13000. Track 008° to VEPLO at or above 6000. Track 003° via CH408 to MABAK. Cross CH408 at or above 4000. Cross MABAK at or above 3000, MAX 210 KT. Track 286° to DIVSU. |
| PEHRR 4B | Cross PEHRR at or above 13000. Track 347° to VEPLO at or above 6000. Track 003° via CH408 to MABAK. Cross CH408 at or above 4000. Cross MABAK at or above 3000, MAX 210 KT. Track 286° to DIVSU. |



DOPKI 3B (DOPKI3B) [DOPK3B]
ELDAK 3B (ELDAK3B) [ELDA3B]
LADIS 6B (LADIS6B) [LADI6B]
PEHRR 4B (PEHRR4B) [PEHR4B]

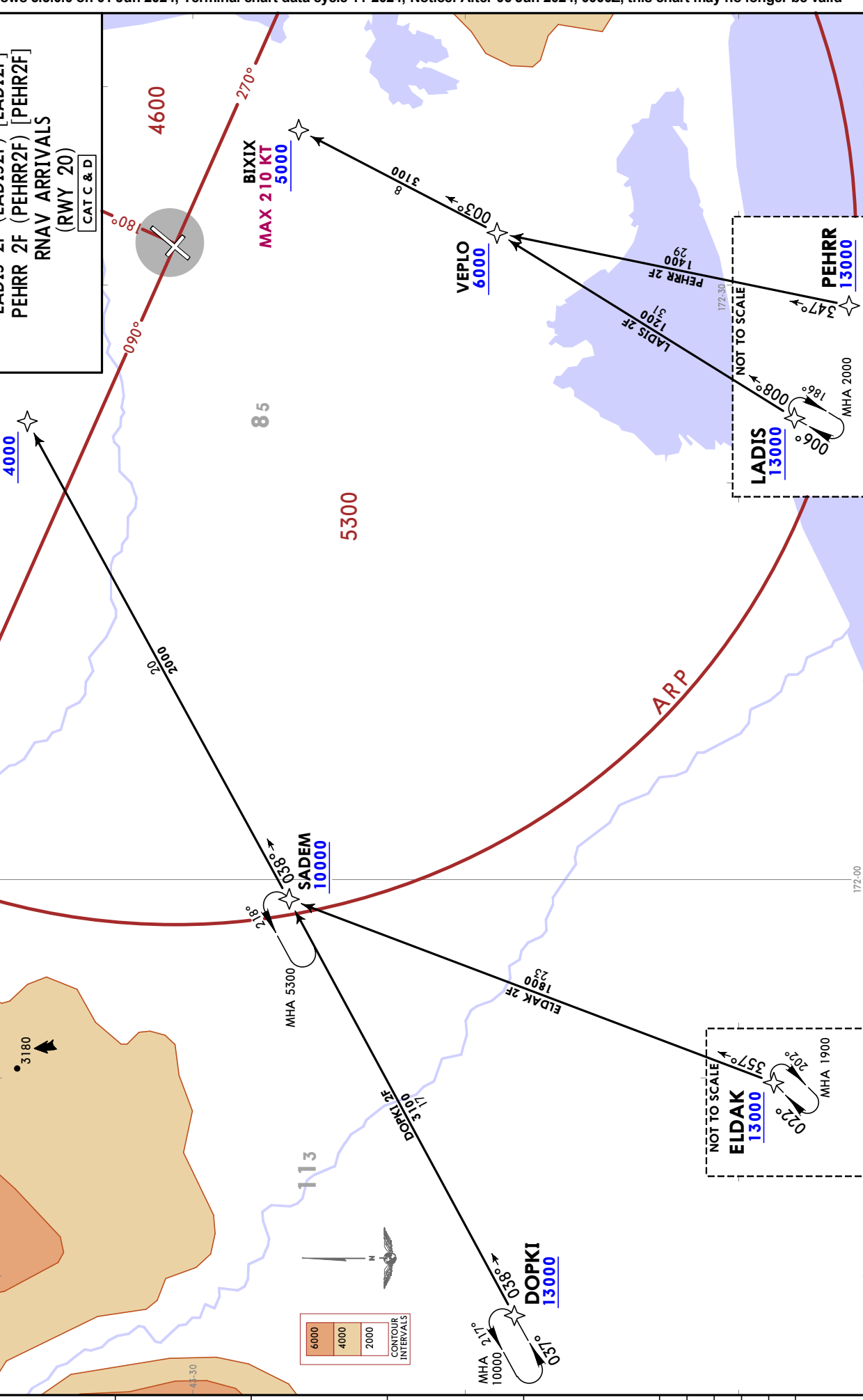
RNAV ARRIVALS
(RWY 20)
CAT A, B, C & D

NZCH/CHC
 CHRISTCHURCH INTL
 9 JUN 23
 JEPPesen CHRISTCHURCH, NEW ZEALAND
 10-2G
 Eff: 15 Jun
 RNAV STAR

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| | | |
|--|---|--------------------|
| *D-ATIS | Alt Set: hPa (IN on req) | Trans level: FL150 |
| 127.2 | Navigation requirement: RNAV 1 GNSS required | |
| Apt Elev | Descend to ATC cleared level via published profile. | |
| 123 | | |
| DOPKI 2F (DOPKI2F) [DOPK2F] ELDAK 2F (ELDAK2F) [ELDA2F] LADIS 2F (LADIS2F) [LADI2F] PEHRR 2F (PEHRR2F) [PEHR2F] RNAV ARRIVALS (RWY 20) CAT C & D | | |

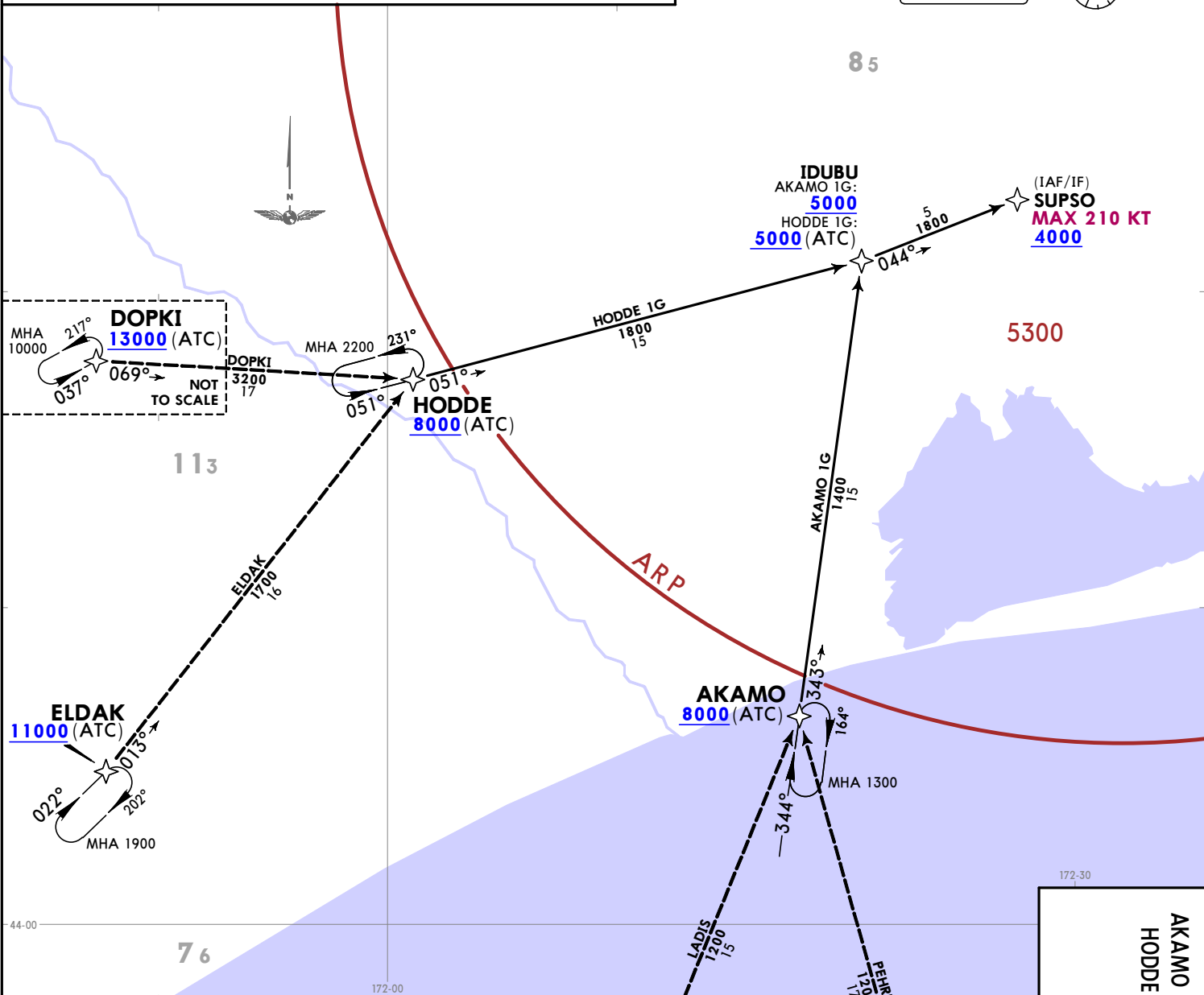
| STAR | ROUTING |
|----------|--|
| DOPKI 2F | Cross DOPKI at or above 13000. Track 038° via SADEM to ERVAX. Cross SADEM at or above 10000. Cross ERVAX at or above 4000, MAX 210 KT. |
| ELDAK 2F | Cross ELDAK at or above 13000. Track 357° to SADEM at or above 10000. Track 038° to ERVAX at or above 4000, MAX 210 KT. |
| LADIS 2F | Cross LADIS at or above 13000. Track 008° to VEPLO at or above 6000. Track 003° to BIXIX at or above 5000, MAX 210 KT. |
| PEHRR 2F | Cross PEHRR at or above 13000. Track 347° to VEPLO at or above 6000. Track 003° to BIXIX at or above 5000, MAX 210 KT. |



CHANGES: Procedures DOPKI & ELDAK 4G, LADIS & PEHRR 3G withdrawn, procedures AKAMO & HODDE 1G established.

| | | | |
|------------------|--|-----------------|---|
| *D-ATIS 127.2 | CHRISTCHURCH Approach 120.9 126.1 128.75 | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 Navigation requirement: RNAV 1 GNSS required 1. Descend to ATC cleared level via published profile. 2. If unable RNAV, request visual approach with CHRISTCHURCH Approach. If not cleared for a visual approach by SUPSO turn LEFT, track direct to CH VOR at or above 3000 or as directed by RADAR. |
|------------------|--|-----------------|---|

AKAMO 1G (AKAMO1G) [AKAM1G]
HODDE 1G (HODDE1G) [HODE1G]
RNAV ARRIVALS
(RWY 29)
CAT A, B, C & D



| TRANSITIONS | |
|-------------|--|
| LADIS | Cross LADIS at or above 11000. Track 357° to AKAMO at or above 8000. |
| PEHRR | Cross PEHRR at or above 11000. Track 319° to AKAMO at or above 8000. |
| ROUTING | |
| AKAMO 1G | From AKAMO track 343° to IDUBU at or above 5000. Track 044° to SUPSO at or above 4000, MAX 210 KT. |
| TRANSITIONS | |
| DOPKI | Cross DOPKI at or above 13000. Track 069° to HODDE at or above 8000. |
| ELDAK | Cross ELDAK at or above 11000. Track 013° to HODDE at or above 8000. |
| ROUTING | |
| HODDE 1G | From HODDE track 051° to IDUBU at or above 5000. Track 044° to SUPSO at or above 4000, MAX 210KT. |

AKAMO 1G (AKAMO1G) [AKAM1G]
HODDE 1G (HODE1G) [HODE1G]
RNAV ARRIVALS
(RWY 29)
CAT A, B, C & D

NZCH/CHC
 CHRISTCHURCH INTL
 29 SEP 23 (10-21) EFF 5 OCT
 JEPPESEN CHRISTCHURCH, NEW ZEALAND
 RNAV STAR

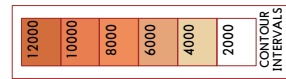
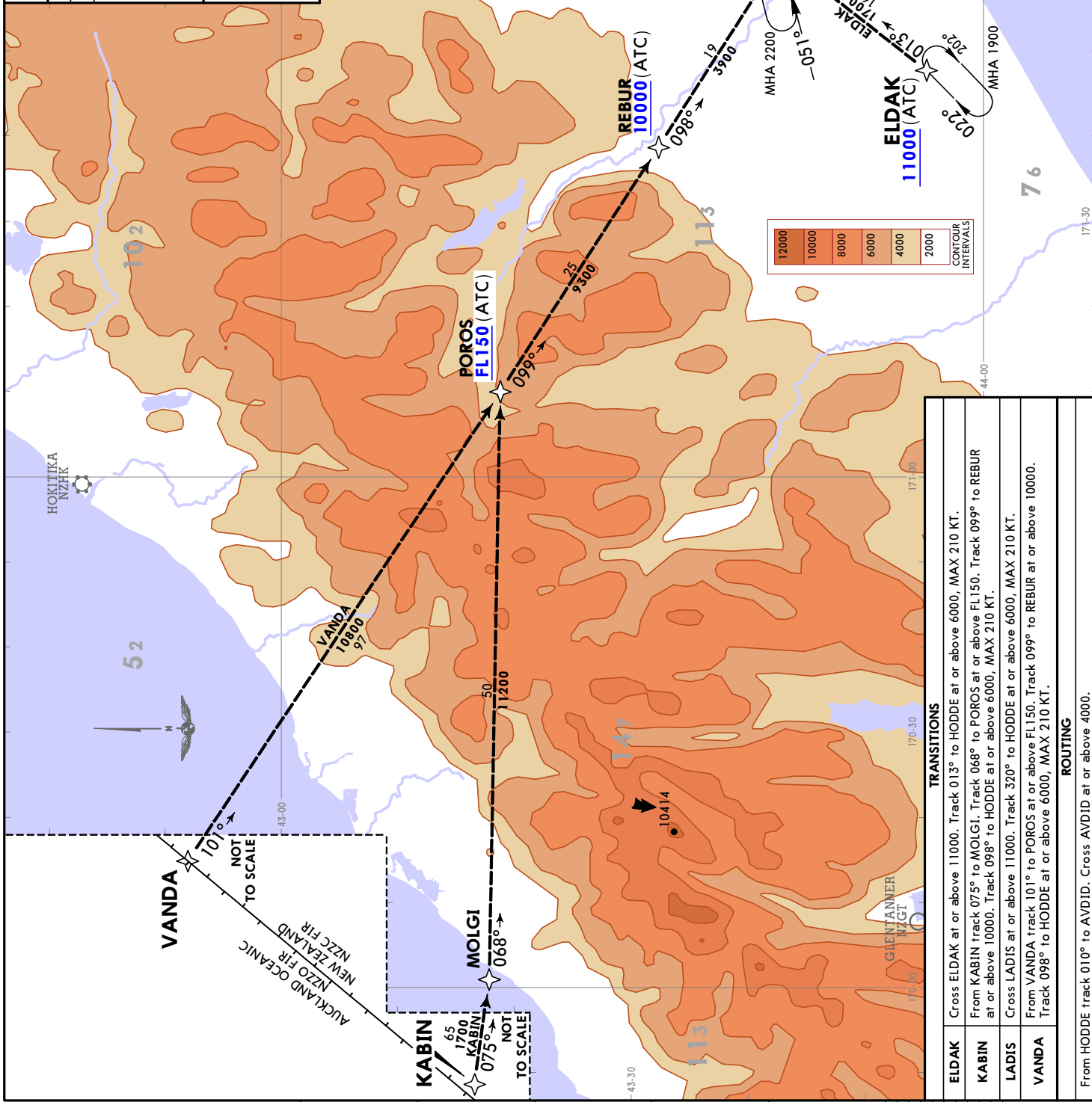
*D-ATIS
 127.2
 Apt Elev
 123

Alt Set: hPa (IN on req) Trans level: FL150

Navigation requirement: RNAV 1 GNS required

- 2 minutes prior to the NZCO/NZCC FIR boundary, contact CHRISTCHURCH Control 128.1 via VANDA, 129.3 via KABIN, 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.

HODDE 3D RNAV ARRIVAL
 (HODDE3D) [HODDE3D]
 (RWY 11)
 CAT A, B, C & D



| TRANSITIONS | |
|--------------|---|
| ELDAK | Cross ELDAK at or above 11000. Track 013° to HODDE at or above 6000, MAX 210 KT. |
| KABIN | From KABIN track 075° to MOLGI. Track 068° to POROS at or above FL150. Track 099° to REBUR at or above 10000. Track 098° to HODDE at or above 6000, MAX 210 KT. |
| LADIS | Cross LADIS at or above 11000. Track 320° to HODDE at or above 6000, MAX 210 KT. |
| VANDA | From VANDA track 101° to POROS at or above FL150. Track 099° to REBUR at or above 10000. Track 098° to HODDE at or above 6000, MAX 210 KT. |

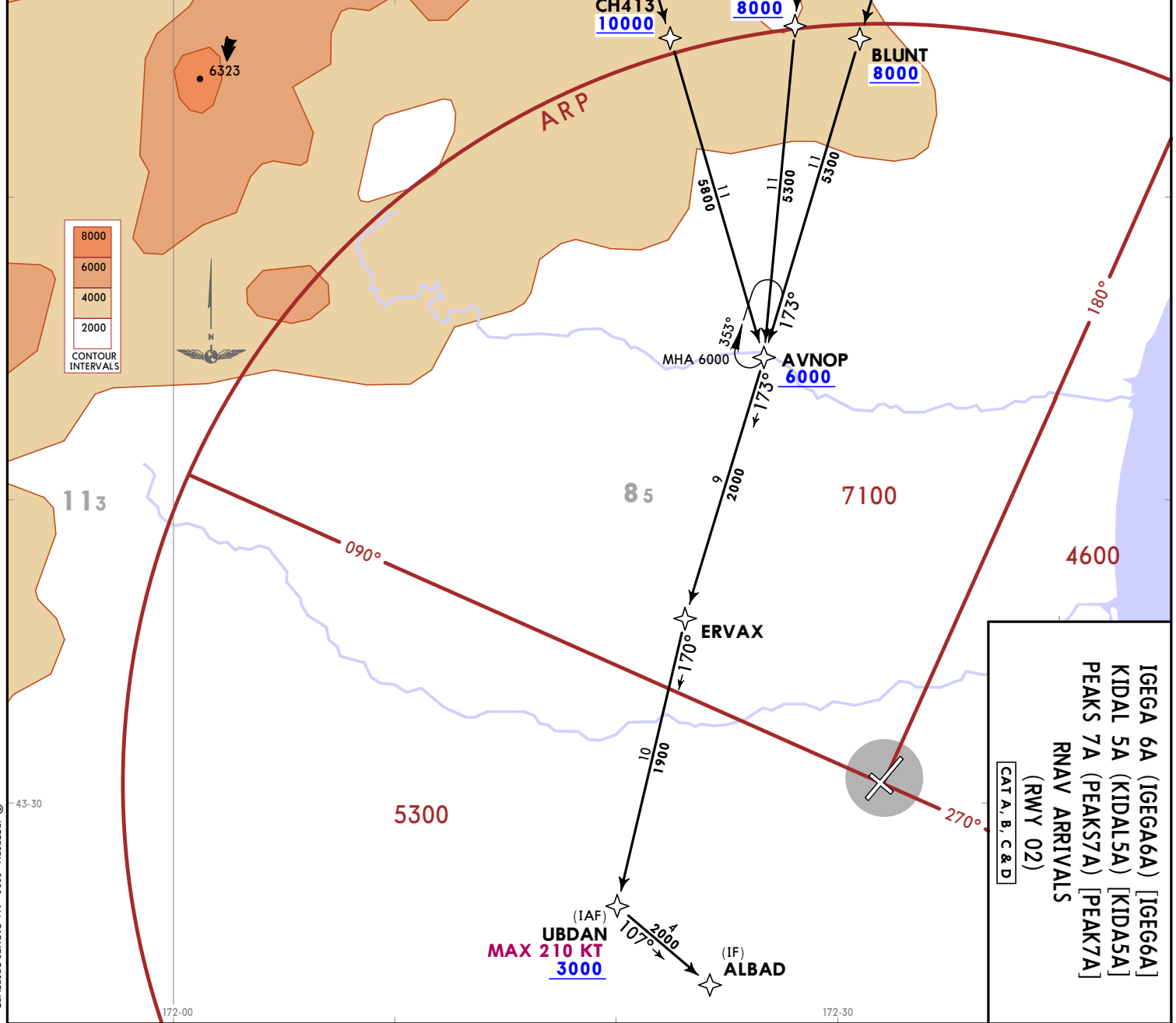
| ROUTING | |
|---------|---|
| | From HODDE track 010° to AVDID. Cross AVDID at or above 4000. |

CHANGES: None.

| | | |
|------------------|-----------------|--|
| *D-ATIS 127.2 | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 Navigation requirement: RNAV 1 GNSS required Descend to ATC cleared level via published profile. |
|------------------|-----------------|--|

**IGEGA 6A (IGEGA6A) [IGEG6A]
KIDAL 5A (KIDAL5A) [KIDA5A]
PEAKS 7A (PEAKS7A) [PEAK7A]
RNAV ARRIVALS
(RWY 02)
CAT A, B, C & D**

| STAR | ROUTING |
|-----------------|--|
| IGEGA 6A | Cross IGEGA at or above 11000. Track 162° via CH412 to AVNOP. Cross CH412 at or above 8000. Cross AVNOP at or above 6000. Track 173° to ERVAX. Track 170° to UBDAN at or above 3000, MAX 210 KT. Track 107° to ALBAD. |
| KIDAL 5A | Cross KIDAL at or above 13000. Track 140° via CH413 to AVNOP. Cross CH413 at or above 10000. Cross AVNOP at or above 6000. Track 173° to ERVAX. Track 170° to UBDAN at or above 3000, MAX 210 KT. Track 107° to ALBAD. |
| PEAKS 7A | Cross PEAKS at or above 11000. Track 173° via BLUNT and AVNOP to ERVAX. Cross BLUNT at or above 8000. Cross AVNOP at or above 6000. Track 170° to UBDAN at or above 3000, MAX 210 KT. Track 107° to ALBAD. |



**IGEGA 6A (IGEGA6A) [IGEG6A]
KIDAL 5A (KIDAL5A) [KIDA5A]
PEAKS 7A (PEAKS7A) [PEAK7A]
RNAV ARRIVALS
(RWY 02)
CAT A, B, C & D**

NZCH/CHC
CHRISTCHURCH INTL

24 JUL 20 (10-2N)

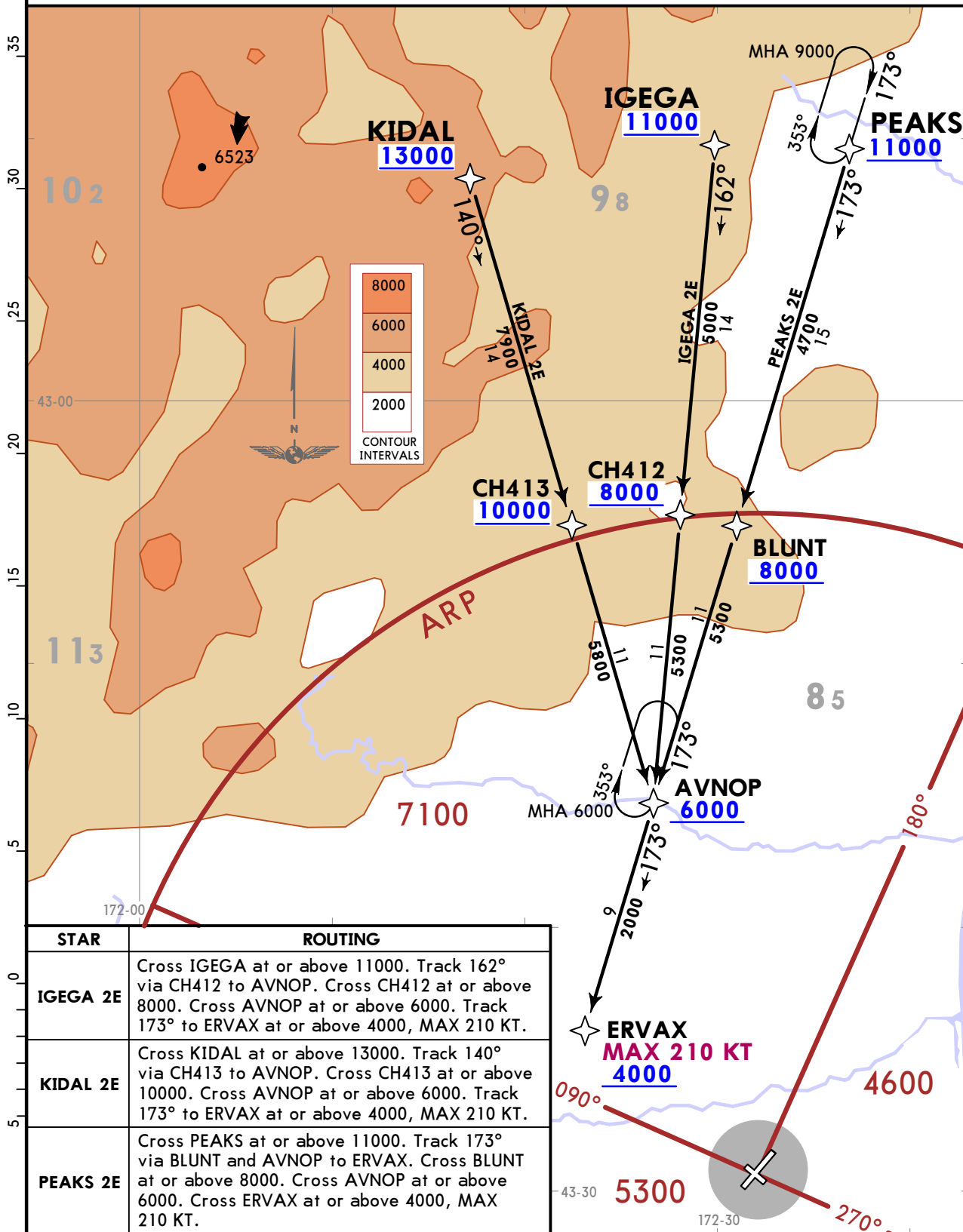
JEPPESEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR

| | | |
|------------------|-----------------|--|
| *D-ATIS 127.2 | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 1. RNAV 1. 2. GNSS required. 3. All arrivals: Descend to ATC cleared level via published profile. 4. EXPECT RNAV (RNP) V Approach or make early request for alternative. |
|------------------|-----------------|--|

IGEGA 2E (IGEGA2E) [IGEG2E]
KIDAL 2E (KIDAL2E) [KIDA2E]
PEAKS 2E (PEAKS2E) [PEAK2E]
RNAV (GNSS) ARRIVALS
(RWY 02)

CAT C & D



| STAR | ROUTING |
|----------|---|
| IGEGA 2E | Cross IGEGA at or above 11000. Track 162° via CH412 to AVNOP. Cross CH412 at or above 8000. Cross AVNOP at or above 6000. Track 173° to ERVAX at or above 4000, MAX 210 KT. |
| KIDAL 2E | Cross KIDAL at or above 13000. Track 140° via CH413 to AVNOP. Cross CH413 at or above 10000. Cross AVNOP at or above 6000. Track 173° to ERVAX at or above 4000, MAX 210 KT. |
| PEAKS 2E | Cross PEAKS at or above 11000. Track 173° via BLUNT and AVNOP to ERVAX. Cross BLUNT at or above 8000. Cross AVNOP at or above 6000. Cross ERVAX at or above 4000, MAX 210 KT. |

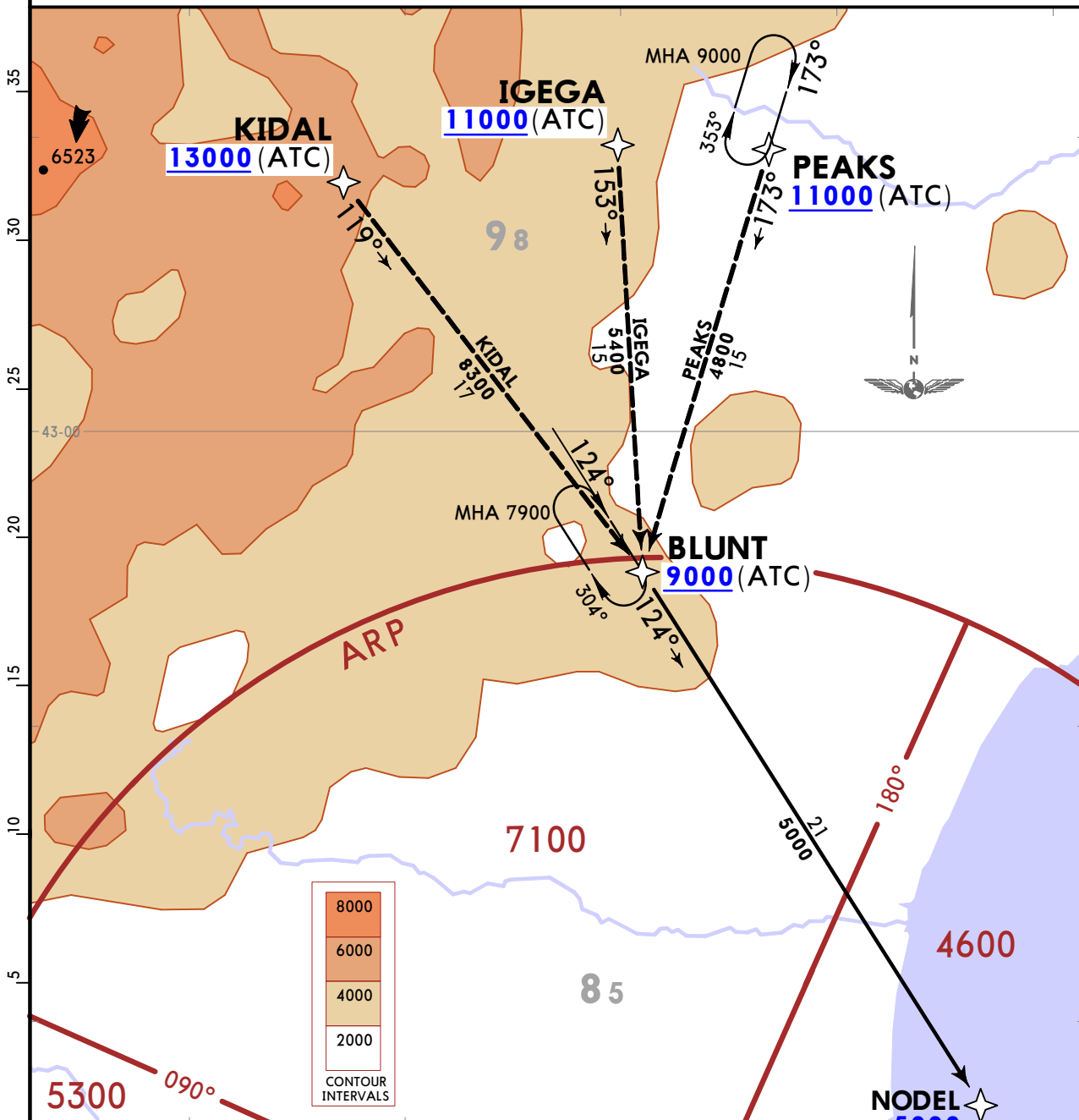
NZCH/CHC
CHRISTCHURCH INTL

JEPPESEN CHRISTCHURCH, NEW ZEALAND
29 SEP 23 **10-2P** **Eff 5 Oct** **RNAV STAR**

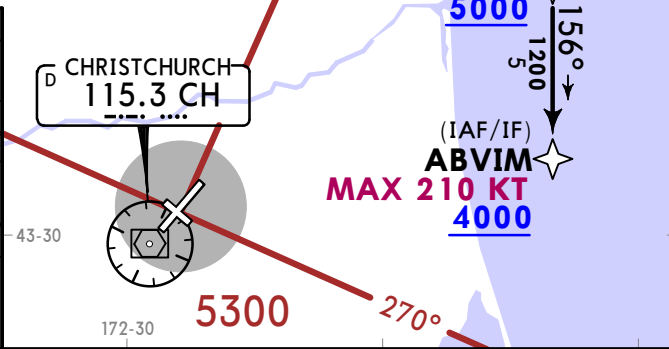
| | | | |
|------------------|--------------------------|-----------------|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 |
| | 120.9 | | Navigation requirement: RNAV 1 GNSS required |
| | 126.1 128.75 | | 1. Descend to ATC cleared level via published profile. 2. If unable RNAV, request visual approach with CHRISTCHURCH Approach. If not cleared for a visual approach by ABVIM turn RIGHT, track direct to CH VOR at or above 3000 or as directed by RADAR. |

BLUNT 1G RNAV (GNSS) ARRIVAL
(BLUNT1G) [BLUN1G]
(RWY 29)

CAT A, B, C & D



| TRANSITIONS | |
|--|--|
| IGEGA | Cross IGEA at or above 11000. Track 153° to BLUNT at or above 9000. |
| KIDAL | Cross KIDAL at or above 13000. Track 119° to BLUNT at or above 9000. |
| PEAKS | Cross PEAKS at or above 11000. Track 173° to BLUNT at or above 9000. |
| ROUTING | |
| From BLUNT track 124° to NODEL at or above 5000. Track 156° to ABVIM at or above 4000, MAX 210 KT. | |



CHANGES: Procedures IGEA, KIDAL & PEAKS 4G withdrawn, BLUNT 1G added.

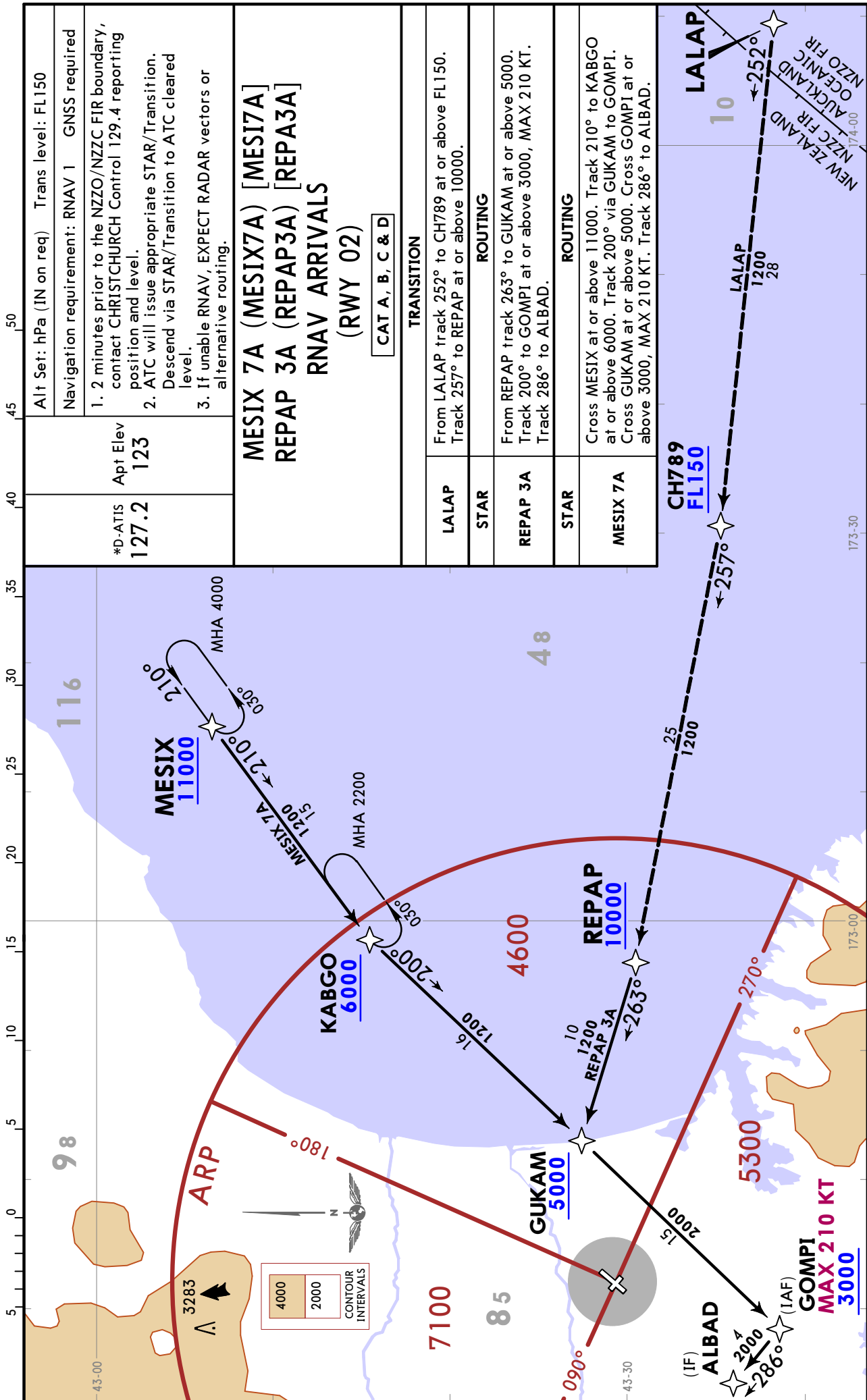
NZCH/CHC CHRISTCHURCH INTL

29 SEP 23 (10-2Q)

Eff 5 Oct

JEPPESSEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR



CHANGES: None.

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NZCH/CHC

CHRISTCHURCH INTL

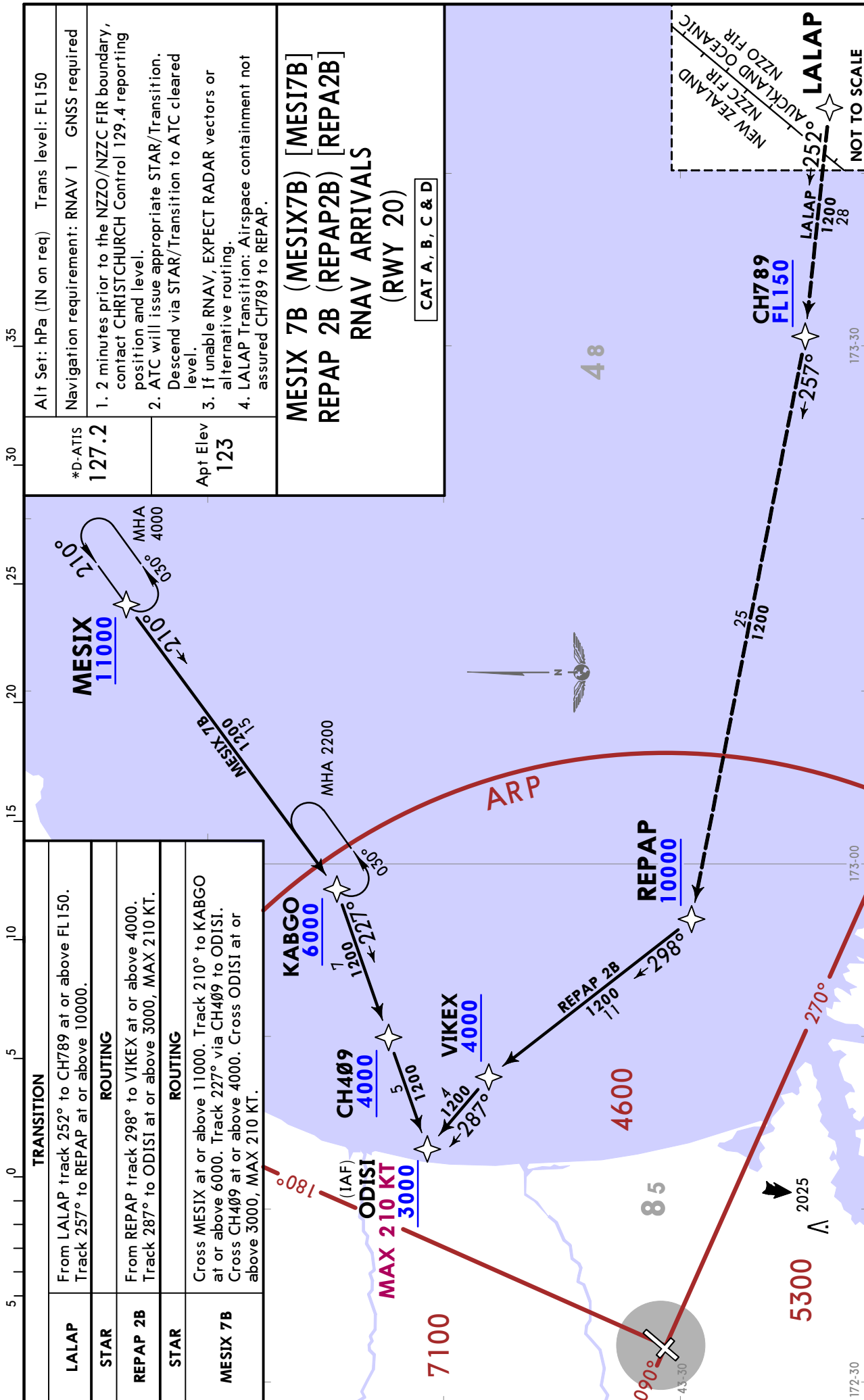
29 SEP 23

10-2S

Eff 5 Oct

JEPPESSEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR

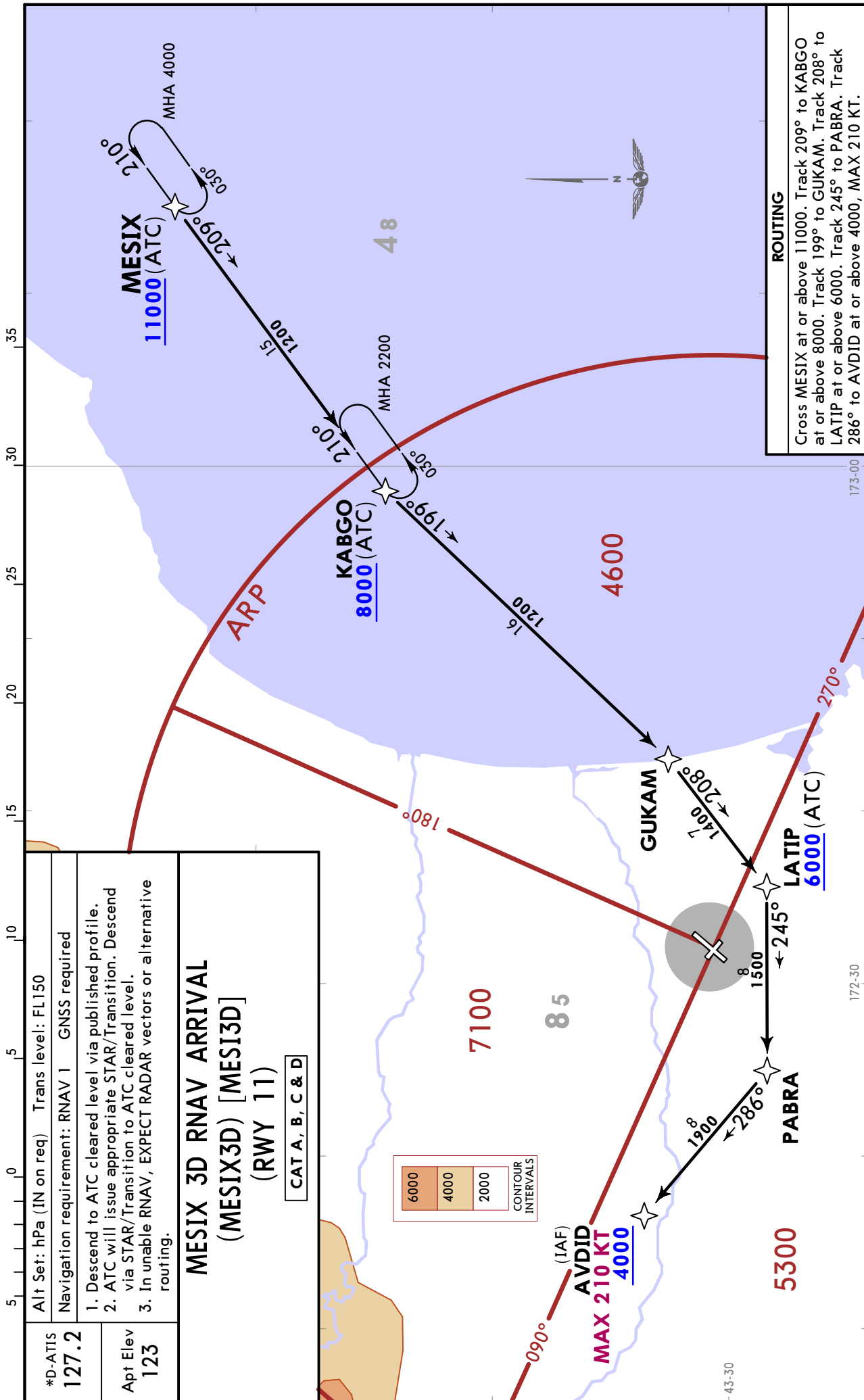


CHANGES: None.

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NZCH/CHC
CHRISTCHURCH INTL

JEPPESSEN CHRISTCHURCH, NEW ZEALAND
29 SEP 23 **10-2T** **Eff 5 Oct** **RNAV STAR**



CHANGES: Procedure renumbered and revised.

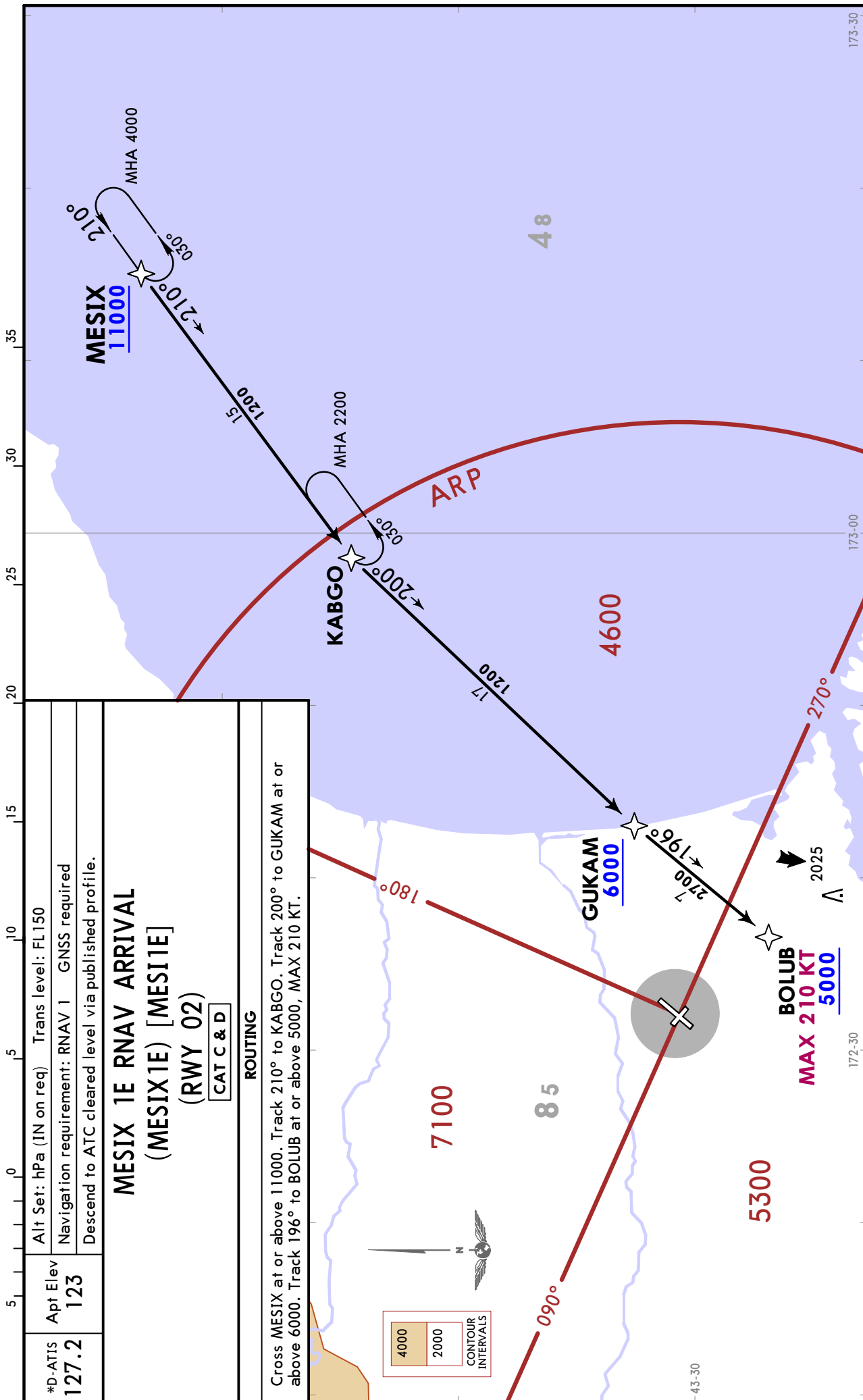
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NZCH/CHC
CHRISTCHURCH INTL

29 SEP 23 (10-2U) Eff 5 Oct

JEPPESEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR



CHANGES: None.

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NZCH/CHC
CHRISTCHURCH INTL

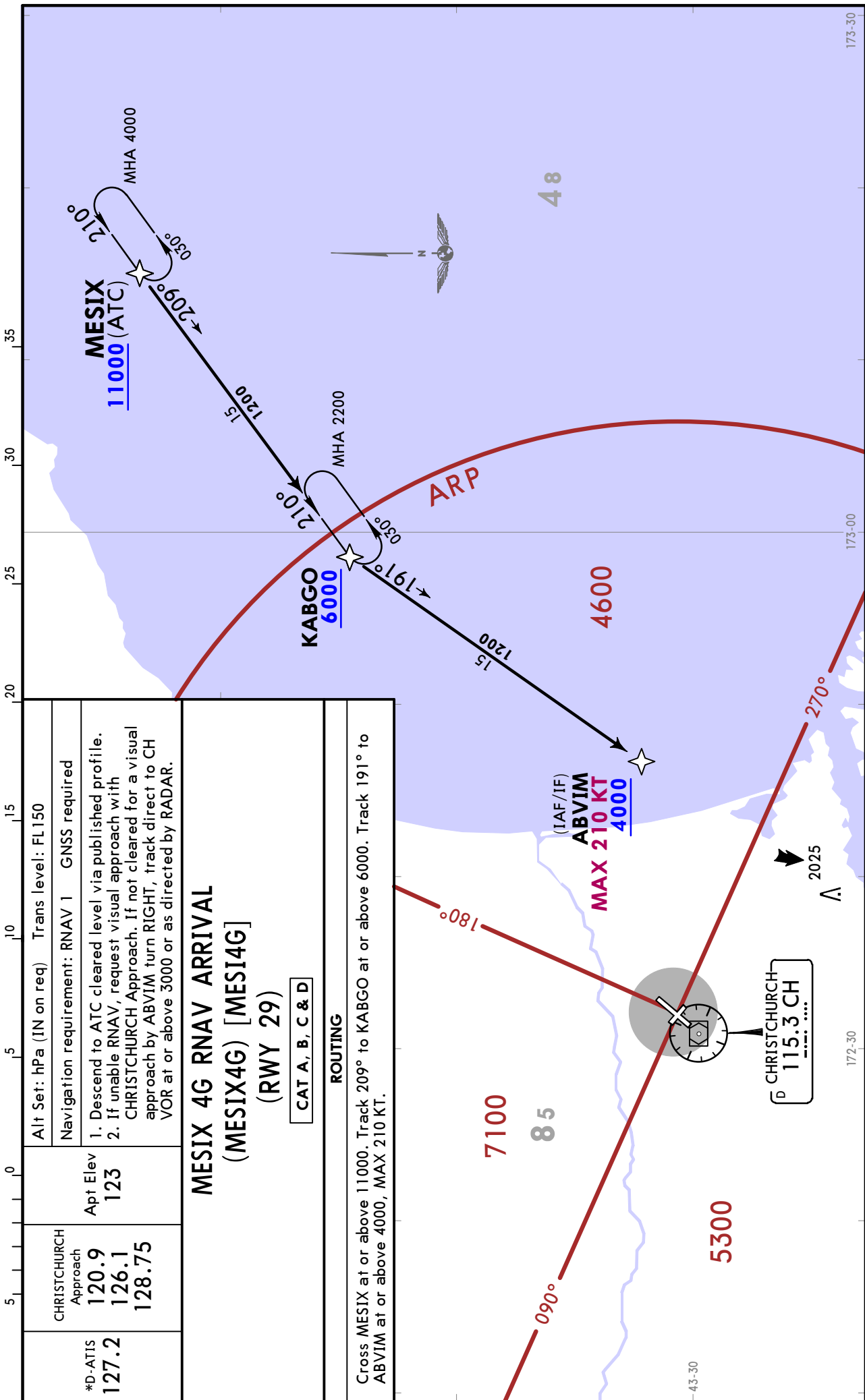
29 SEP 23 (10-2U)

Eff 5 Oct

JEPPESEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR

| | | |
|---|-----------------|---|
| CHRISTCHURCH Approach 120.9 126.1 128.75 | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 |
| Navigation requirement: RNAV 1 GNSS required | | |
| 1. Descend to ATC cleared level via published profile. 2. If unable RNAV, request visual approach with CHRISTCHURCH Approach. If not cleared for a visual approach by ABVIM turn RIGHT, track direct to CH VOR at or above 3000 or as directed by RADAR. | | |
| MESIX 4G RNAV ARRIVAL (MESIX4G) [MESI4G] (RWY 29) CAT A, B, C & D | | |
| ROUTING | | |
| Cross MESIX at or above 11000. Track 209° to KABGO at or above 6000. Track 191° to ABVIM at or above 4000, MAX 210 KT. | | |



NZCH/CHC
CHRISTCHURCH INTL

24 JUL 20 (10-2V)

JEPPESSEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR

MOLGI 4A RNAV ARRIVAL
(MOLGI4A) [MOLG4A]
(RWY 02)

CAT A, B, C & D

ROUTING

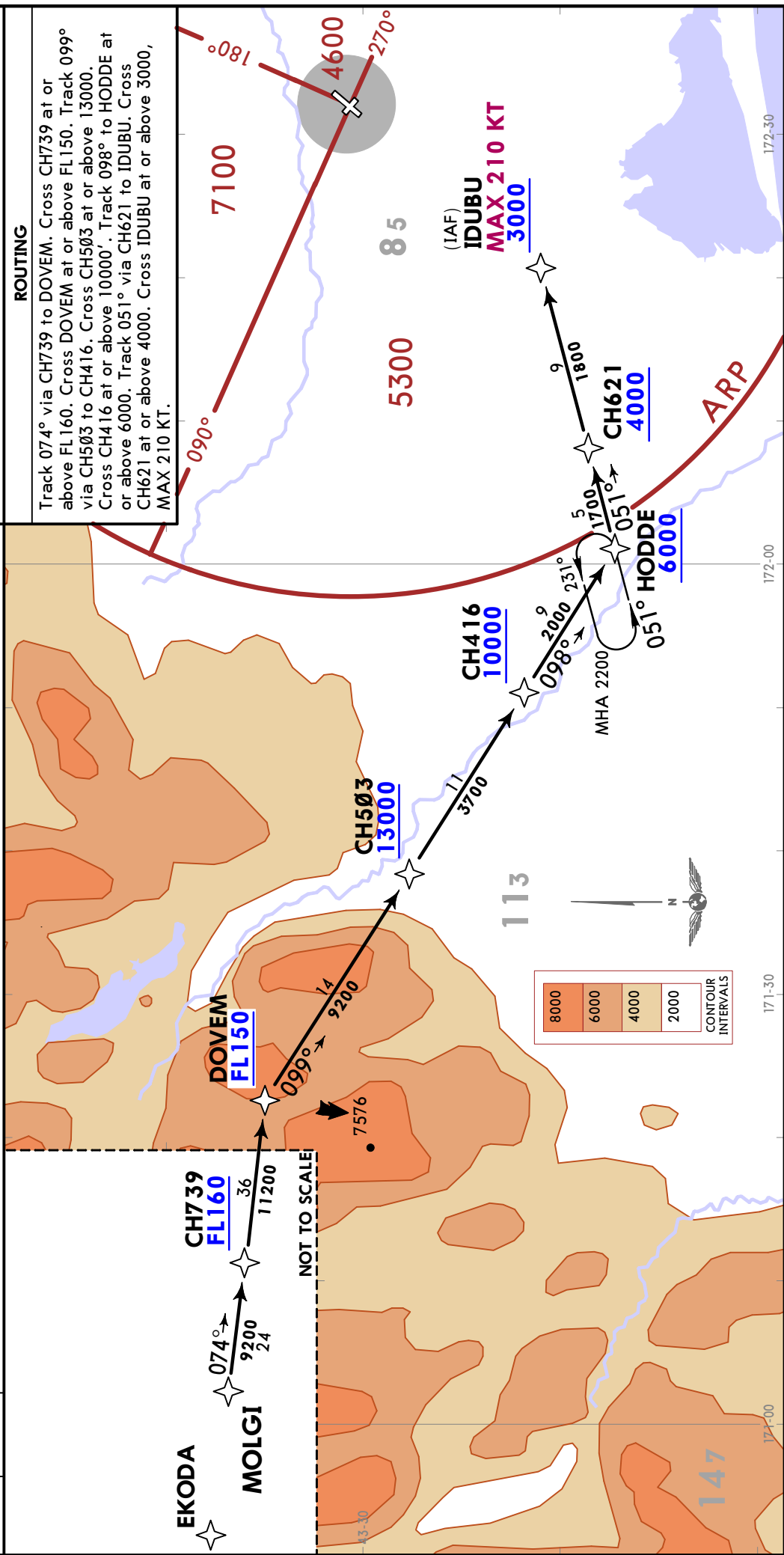
Track 074° via CH739 to DOVEM. Cross CH739 at or above FL160. Cross DOVEM at or above FL150. Track 099° via CH503 to CH416. Cross CH503 at or above 13000. Cross CH416 at or above 10000'. Track 098° to HODDE at or above 6000. Track 051° via CH621 to IDUBU. Cross CH621 at or above 4000. Cross IDUBU at or above 3000, MAX 210 KT.

Alt Set: hPa (IN on req) Trans level: FL150

- 1. RNAV 1.
- 2. GNSS required.
- 3. At EKODA contact Christchurch Control 129.3 reporting position and level.
- 4. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.
- 5. If unable RNAV, EXPECT RADAR vectors or alternative routing.

*D-ATIS
127.2

Apt Elev
123



NZCH/CHC
CHRISTCHURCH INTL

24 JUL 20 (10-2V1)

JEPPESSEN CHRISTCHURCH, NEW ZEALAND

RNAV STAR

MOLGI 6B RNAV ARRIVAL
(MOLGI6B) [MOLG6B]
(RWY 20)

CAT A, B, C & D

ROUTING

From MOLGI track 074° via CH739 to DOVEM. Cross CH739 at or above FL160. Cross DOVEM at or above FL150. Track 058° via KAMGI, POPIS and CH407 to OBDOR. Cross KAMGI at or above 13000. Cross POPIS at or above 10000. Cross CH407 at or above 7000. Cross OBDOR at or above 4000. Track 107° to ODISI at or above 3000, MAX 210 KT.

Alt Set: hPa (IN on req) Trans level: FL150

1. RNAV 1.

2. GNSS required.

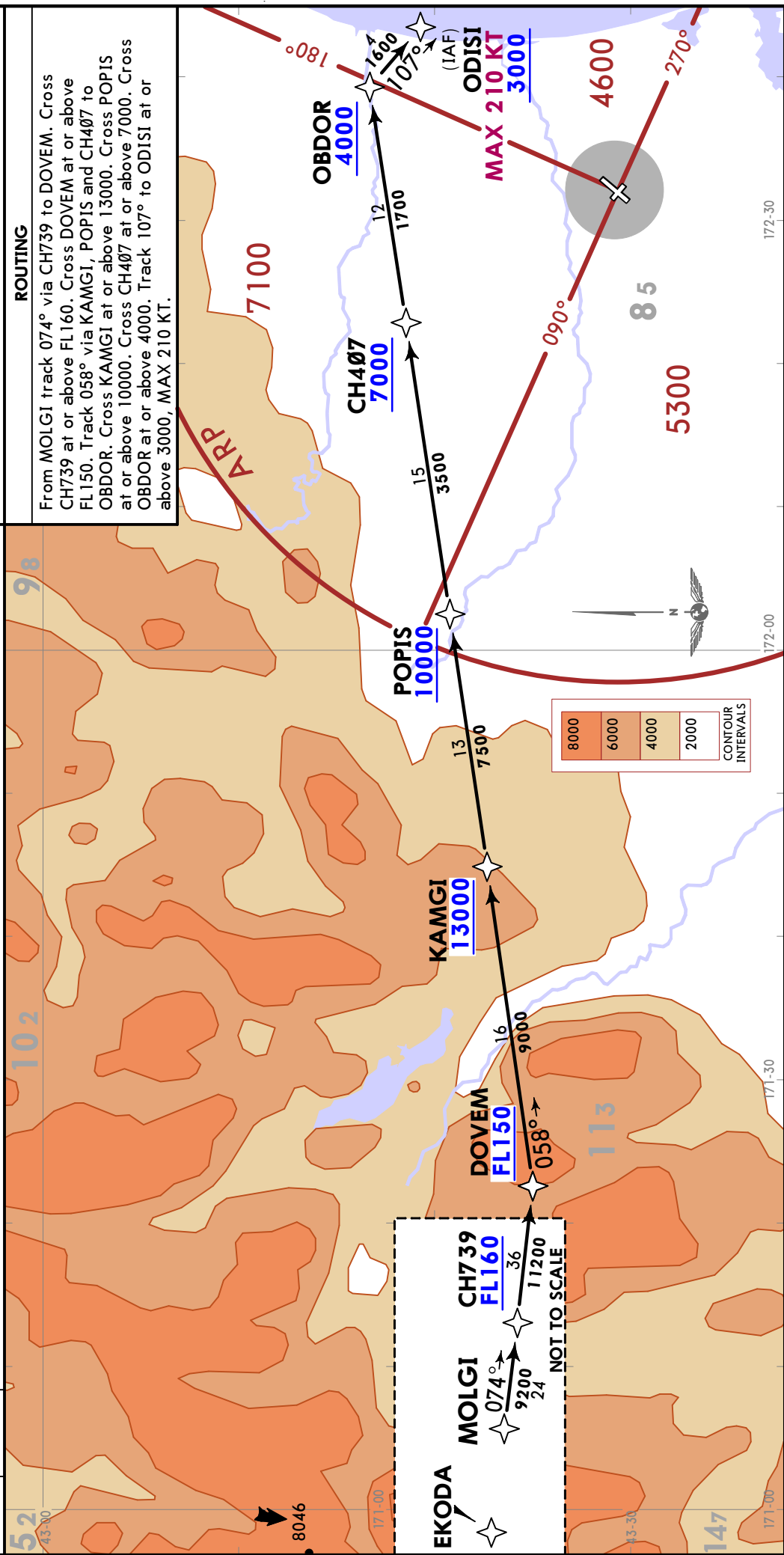
3. At EKODA contact Christchurch Control 129.3 reporting position and level.

4. ATC will issue appropriate STAR/Transition. Descend via STAR/Transition to ATC cleared level.

5. If unable RNAV, EXPECT RADAR vectors or alternative routing.

*D-ATIS
127.2

Apt Elev
123



NZCH/CHC
CHRISTCHURCH INTL

JEPPESSEN CHRISTCHURCH, NEW ZEALAND
29 SEP 23 (10-2W) Eff 5 Oct **RNAV STAR**

MOLGI 2F RNAV ARRIVAL
(MOLGI2F) [MOLG2F]
(RWY 20)
CAT C & D

ROUTING

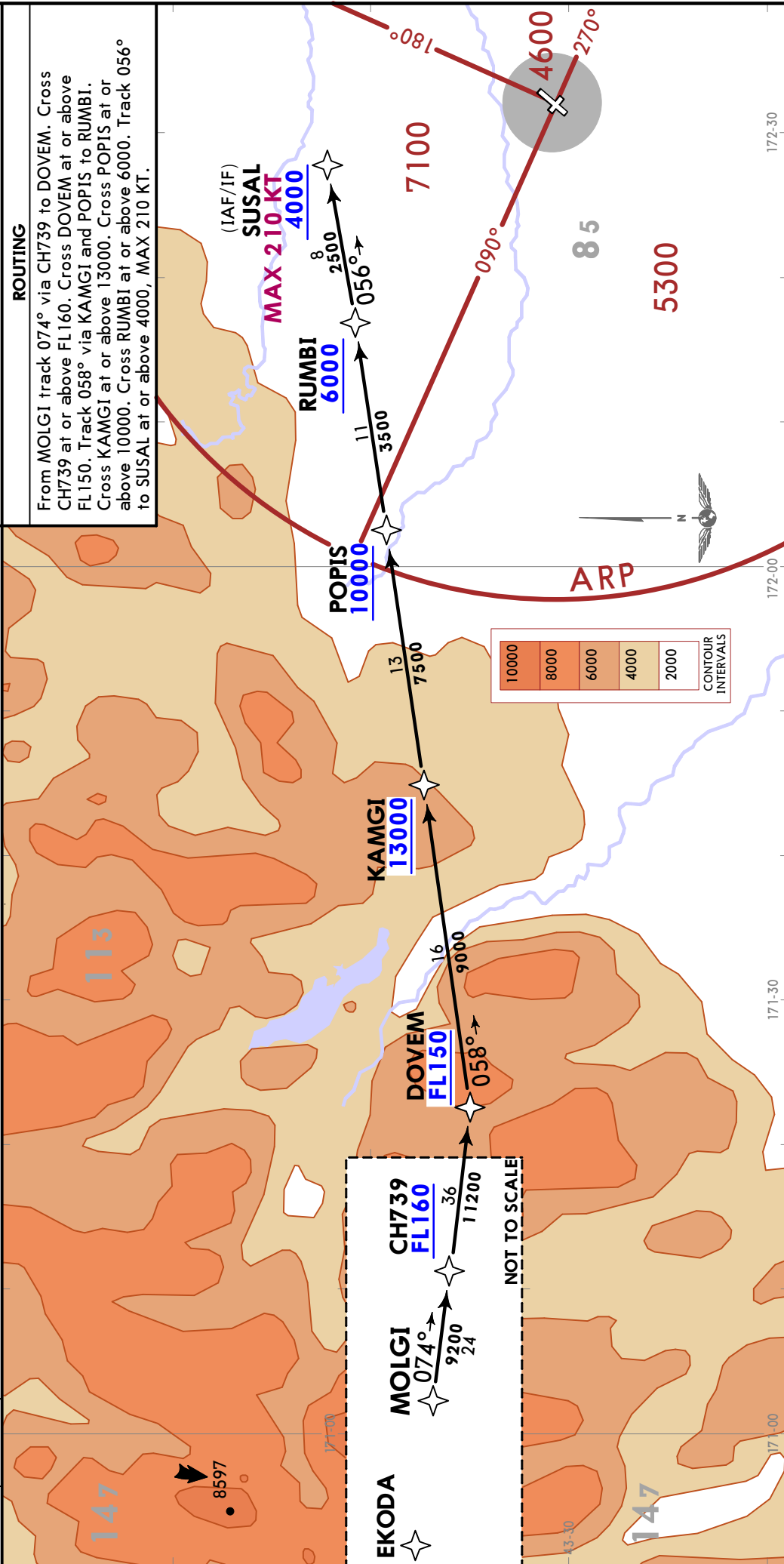
From MOLGI track 074° via CH739 to DOVEM. Cross CH739 at or above FL160. Cross DOVEM at or above FL150. Track 058° via KAMGI and POPIS to RUMBI. Cross KAMGI at or above 13000. Cross POPIS at or above 10000. Cross RUMBI at or above 6000. Track 056° to SUSAL at or above 4000, MAX 210 KT.

Alt Set: hPa (IN on req) Trans level: FL150
Navigation requirement: RNAV 1 GNSS required

- At EKODA contact CHRISTCHURCH Control 129.3 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.

*D-ATIS
127.2

Apt Elev
123



NZCH/CHC CHRISTCHURCH INTL

29 SEP 23

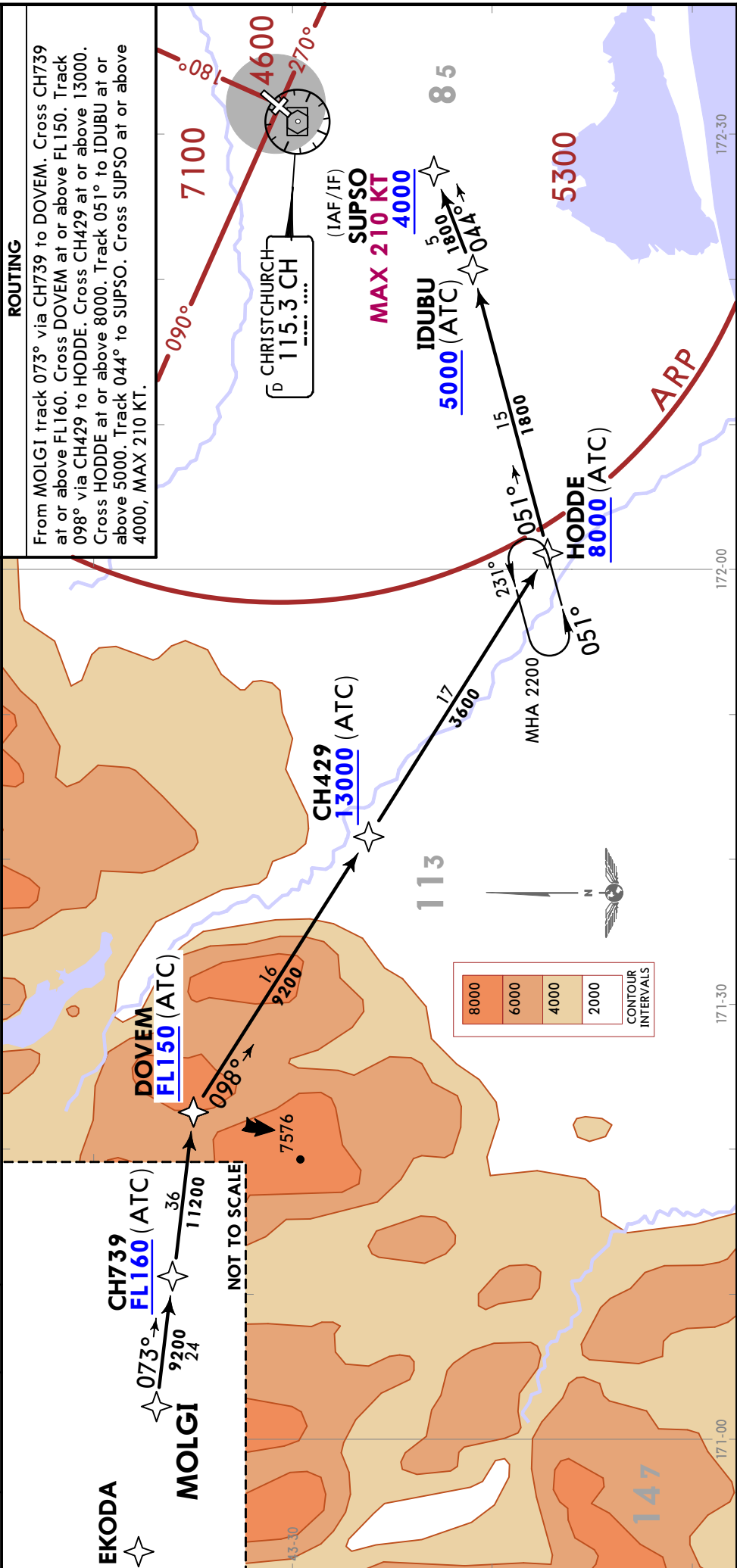
10-2W1

Eff 5 Oct

JEPPesen CHRISTCHURCH, NEW ZEALAND

RNAV STAR

| | | | | | | |
|-------------------------|---|------------------------|---|---|--|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach 120.9 126.1 128.75 | Apt Elev 123 | Alt Set: hPa (IN on req) Trans level: FL150 | Navigation requirement: RNAV 1 GNSSE required | | |
| | | | <ol style="list-style-type: none"> At EKODA contact CHRISTCHURCH Control 129.3 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. Request visual approach with CHRISTCHURCH Approach. If not cleared for visual approach by SUPSO turn LEFT, track direct to CH VOR at or above 3000 or as directed by RADAR. | | | |



NZCH/CHC
CHRISTCHURCH INTL

JEPPESSEN CHRISTCHURCH, NEW ZEALAND
04 SEP 20 **10-3** Eff 10 Sep **RNAV SID**

CHRISTCHURCH
Approach (R)
(DEP)
120.9
126.1
128.75

Apt Elev
123

Trans alt: 13000
1. RNAV 1.
2. GNSS required.
3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.

ALBAD 2B (ALBAD2B) [ALBA2B]
DIVSU 2B (DIVSU2B) [DIVS2B]
RNAV DEPARTURES
(RWY 11)

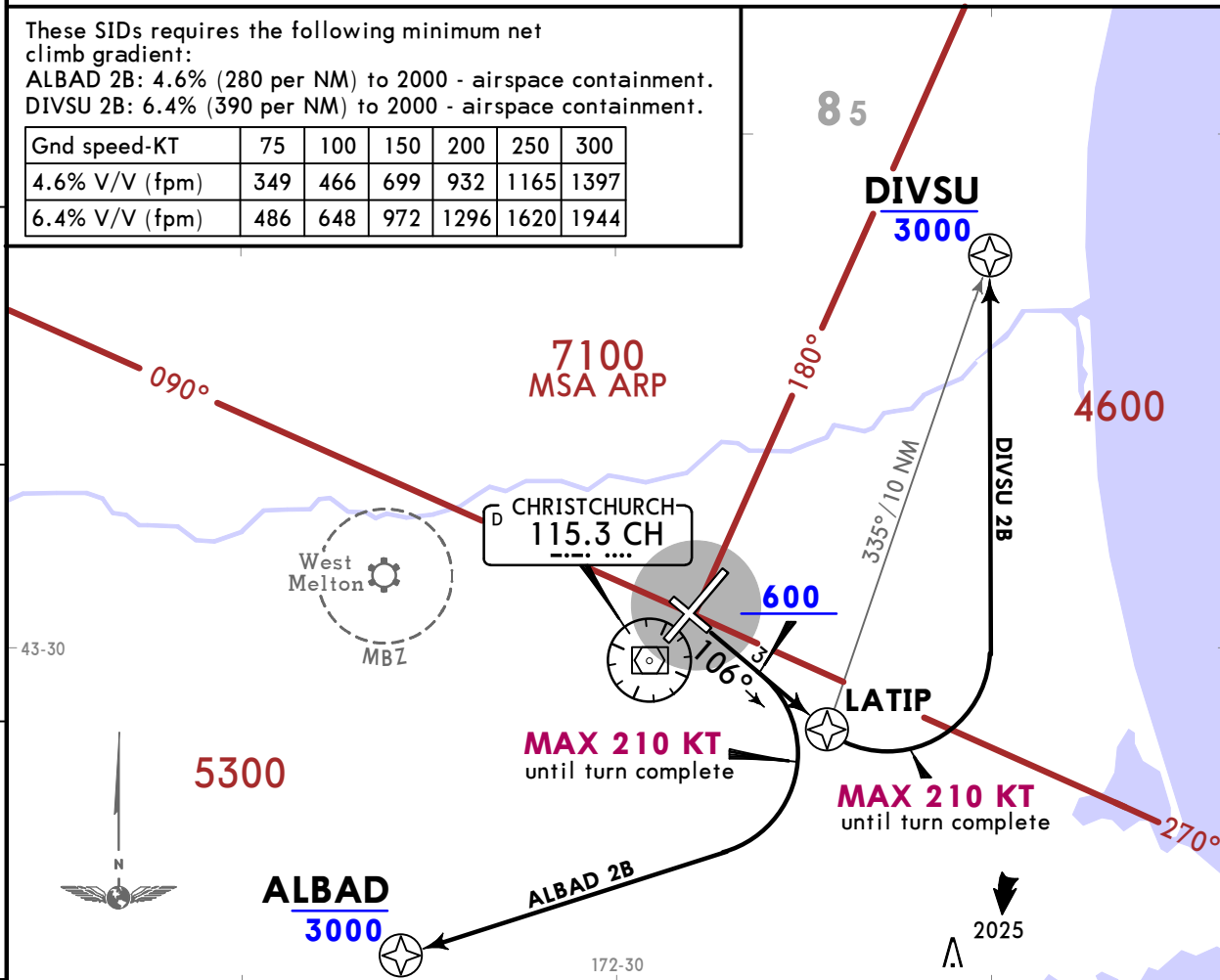
CAT A, B, C & D

ATC Requirement:
CAT B Aircraft Speed Restriction
DIVSU 2B: Minimum 150 KT, MAX 170 KT to LATIP.
If unable to comply advise Delivery on start-up
CAT C and D Aircraft Speed Restriction
Minimum 150 KT, MAX 220 KT to 6000.
If unable to comply advise Delivery on start-up

These SIDs requires the following minimum net climb gradient:
ALBAD 2B: 4.6% (280 per NM) to 2000 - airspace containment.
DIVSU 2B: 6.4% (390 per NM) to 2000 - airspace containment.

| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 4.6% V/V (fpm) | 349 | 466 | 699 | 932 | 1165 | 1397 |
| 6.4% V/V (fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |

25
20
15
10
5
0
5



| SID | INITIAL CLIMB | ALTITUDE |
|-----------------|--|------------------------|
| ALBAD 2B | Track 106° to 600. Turn RIGHT track direct to ALBAD, MAX 210 KT until turn complete. Intercept cleared route. | MAINTAIN 3000 to ALBAD |
| DIVSU 2B | Track 106° to LATIP. Turn LEFT track direct to DIVSU, MAX 210 KT until turn complete. Intercept cleared route. | MAINTAIN 3000 to DIVSU |

TRANSITION

OCEANIC
For flights that will cross the NZZC/NZZO FIR boundary 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 boundary SOUTH of KABIN are to track via MOLGI) or as directed by RADAR.
Cleared level FL250.
EXPECT further clearance to filed level prior to D100 CH.
Cross NZZC/NZZO FIR boundary at cleared level or advise ATC if unable.

NZCH/CHC
CHRISTCHURCH INTL

JEPPESEN CHRISTCHURCH, NEW ZEALAND
04 SEP 20 **(10-3A)** **Eff 10 Sep** **RNAV SID**

CHRISTCHURCH
Approach (R)
(DEP)
120.9
126.1
128.75

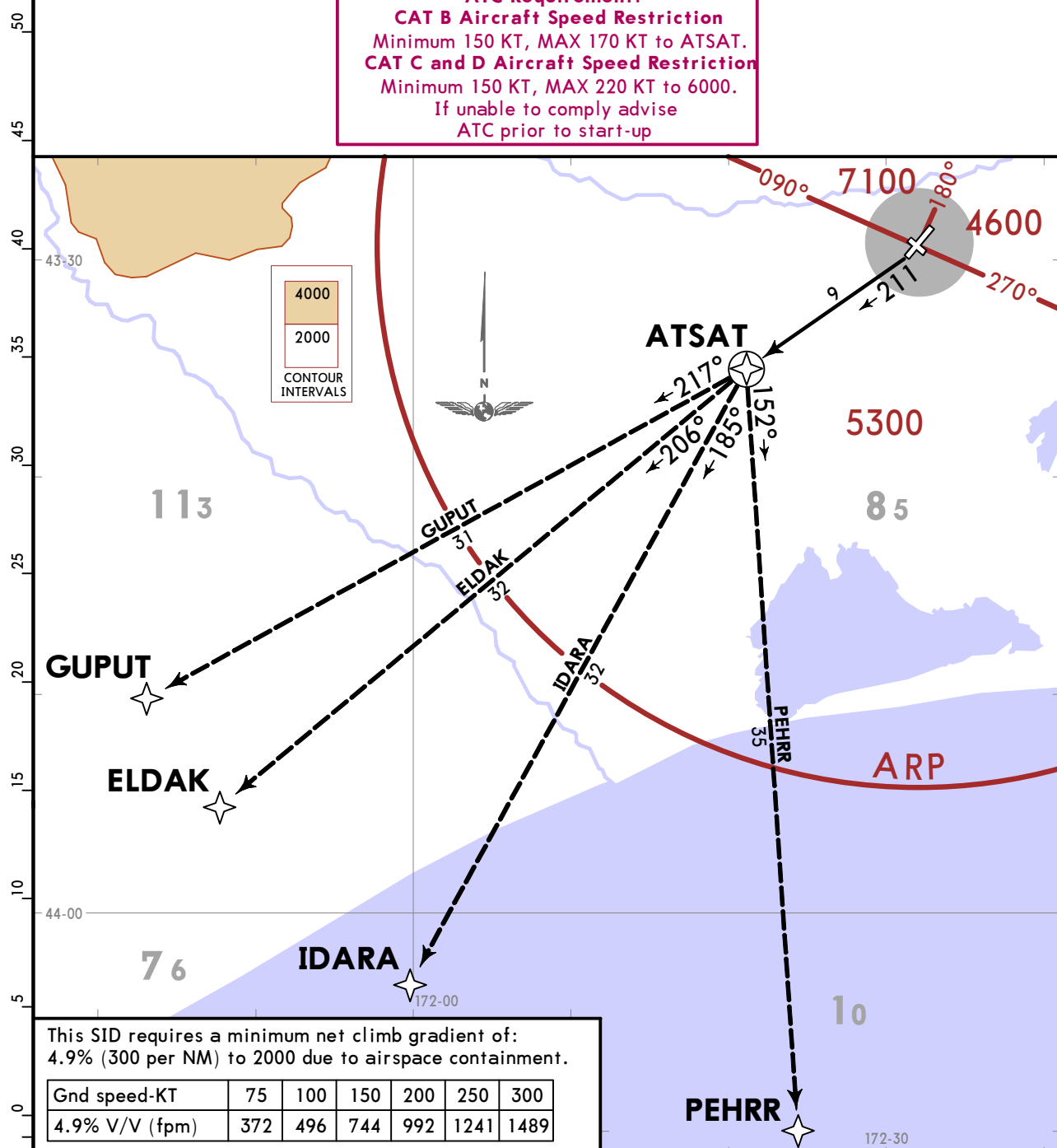
Trans alt: 13000
1. RNAV 1.
2. GNSS required.
3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.
4. Turns prior to DER not authorised.

Apt Elev
123

ATSAT 1Q (ATSAT1Q) [ATSA1Q]
RNAV DEPARTURE
(RWY 20)

CAT A, B, C & D

ATC Requirement:
CAT B Aircraft Speed Restriction
Minimum 150 KT, MAX 170 KT to ATSA1Q.
CAT C and D Aircraft Speed Restriction
Minimum 150 KT, MAX 220 KT to 6000.
If unable to comply advise
ATC prior to start-up



This SID requires a minimum net climb gradient of:
4.9% (300 per NM) to 2000 due to airspace containment.

| | | | | | | |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |

| INITIAL CLIMB | |
|-----------------------|--|
| Track 211° to ATSA1Q. | |
| TRANSITIONS | |
| ELDAK | From ATSA1Q turn LEFT, track 206° to ELDAK. |
| GUPUT | From ATSA1Q turn RIGHT, track 217° to GUPUT. |
| IDARA | From ATSA1Q turn LEFT, track 185° to IDARA. |
| PEHRR | From ATSA1Q turn LEFT, track 152° to PEHRR. |

CHRISTCHURCH, NEW ZEALAND
RNAV SID

NZCH/CHC
CHRISTCHURCH INTL
 21 AUG 20 (10-3B)

CHRISTCHURCH
 Approach (R)
120.9
 126.1
 128.75

Apt Elev
123

Trans alt: 13000
 1. RNAV 1.
 2. GNSS required.
 3. Contact Christchurch Approach prior to 1500, or as instructed.
 4. Turns prior to DER not authorised.

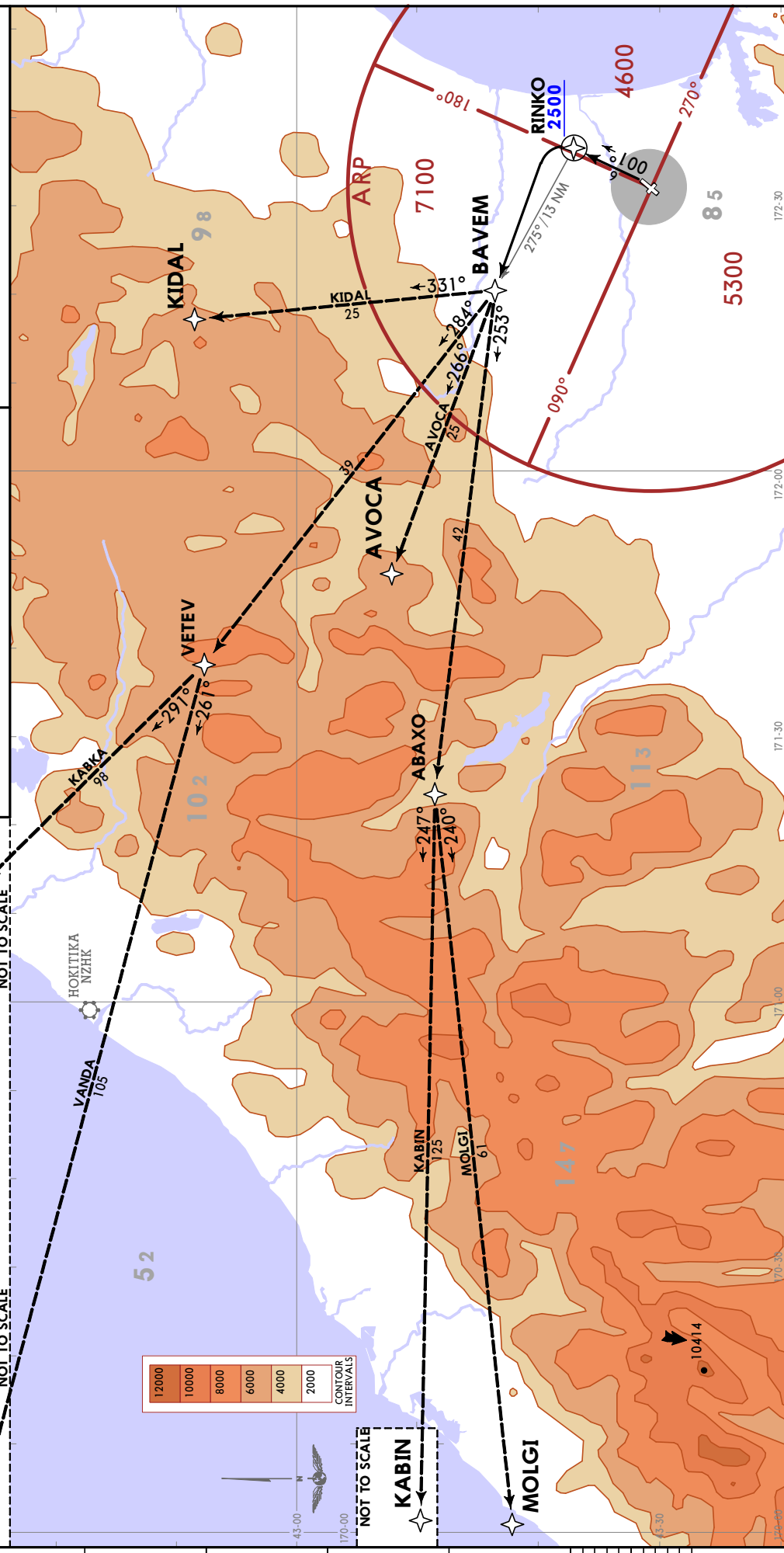
BAVEM 6P (BAVEM6P) [BAVE6P]
RNAV DEPARTURE
(RWY 02)
CAT A, B, C & D

ATC Requirement:
CAT B Aircraft Speed Restriction
 Minimum 150 KT, MAX 170 KT to RINKO.
CAT C and D Aircraft Speed Restriction
 Minimum 150 KT, MAX 220 KT to 6000.
 If unable to comply advise ATC prior to start-up.

This SID requires minimum net climb gradient of:
 BAVEM 6P: 6.6% (410 per NM) to 2500 - ATM advisory.
 If unable to comply advise ATC prior to start-up.
 AVOCA Transition: 3.8% (240 per NM) to 8000.
 KABIN & MOLGI Transitions: 3.7% (230 per NM) to 9800.
 KABKA & VANDA Transitions: 4.2% (260 per NM) to 9200.
 KIDAL Transition: 4.5% (280 per NM) to 5900.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|------|------|------|------|
| 3.7% V/V (fpm) | 281 | 375 | 562 | 749 | 937 | 1124 |
| 3.8% V/V (fpm) | 289 | 385 | 577 | 770 | 962 | 1154 |
| 4.2% V/V (fpm) | 319 | 425 | 638 | 851 | 1063 | 1276 |
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911 | 1139 | 1367 |
| 6.6% V/V (fpm) | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

| INITIAL CLIMB |
|---|
| Track 001° to RINKO. Cross RINKO at or above 2500. Turn LEFT direct to BAVEM. |
| TRANSITIONS |
| AVOCA From BAVEM track 266° to AVOCA. From BAVEM, track 253° to ABAXO. Turn LEFT, track 247° to KABIN. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| KABIN From BAVEM track 284° to VETEVE. Turn RIGHT, track 291° to KABKA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| KABKA From BAVEM track 284° to VETEVE. Turn RIGHT, track 291° to KABKA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| KIDAL From BAVEM track 331° to KIDAL. |
| MOLGI From BAVEM track 253° to ABAXO. Turn LEFT, track 240° to MOLGI. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| VANDA From BAVEM, track 284° to VETEVE. Turn LEFT, track 261° to VANDA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |



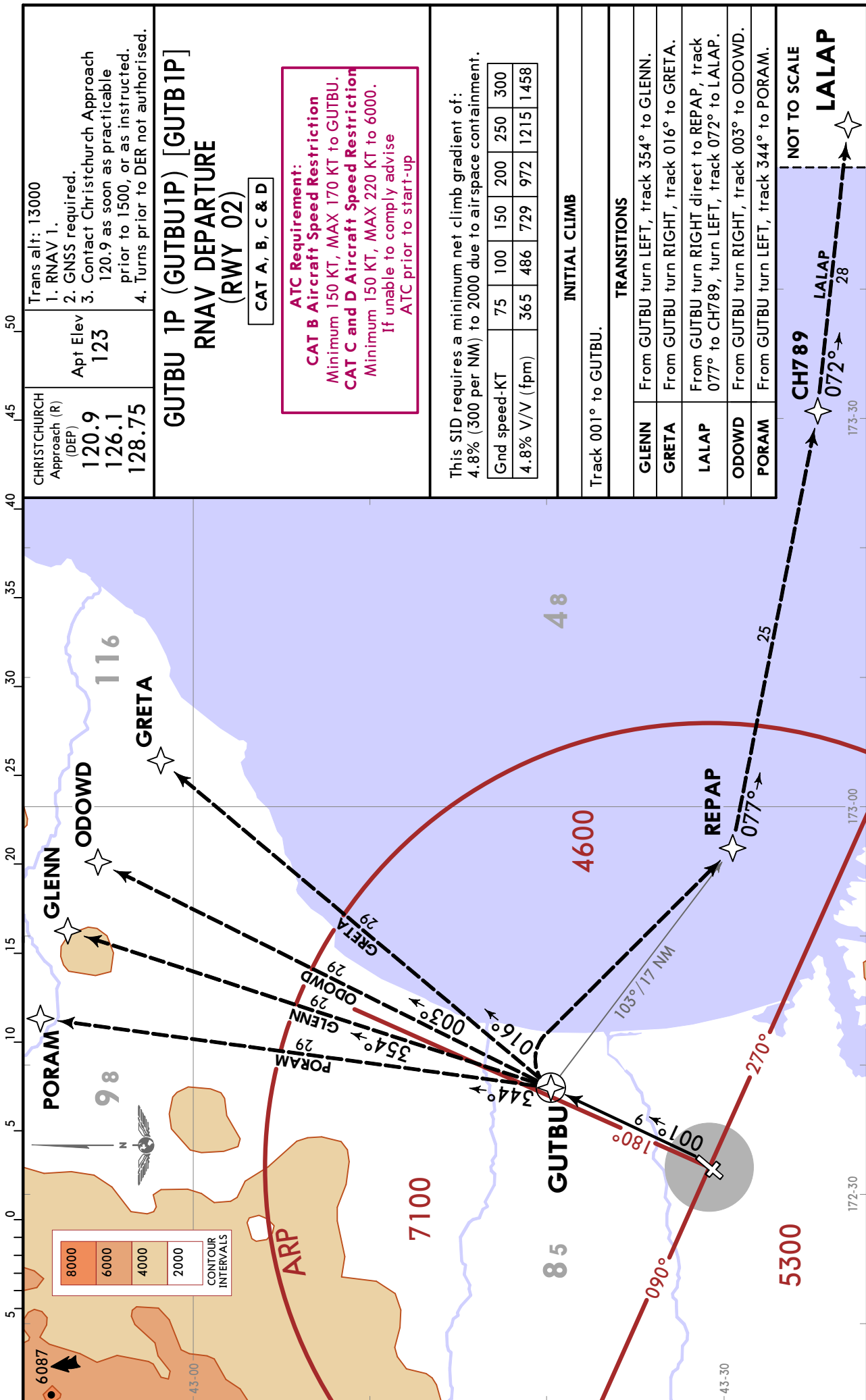
NZCH/CHC
CHRISTCHURCH INTL

21 AUG 20

10-3C

JEPPESSEN CHRISTCHURCH, NEW ZEALAND

RNAV SID



CHRISTCHURCH, NEW ZEALAND

NZCH/CHC
CHRISTCHURCH INTL 24 JUL 20 (10-3D)



RNAV SID

CHRISTCHURCH Approach (R)
120.9
126.1
128.75

Trans alt: 13000
1. RNAV 1.
2. GNSS required.
3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500 or as instructed.
4. Turns prior to DER not authorised.

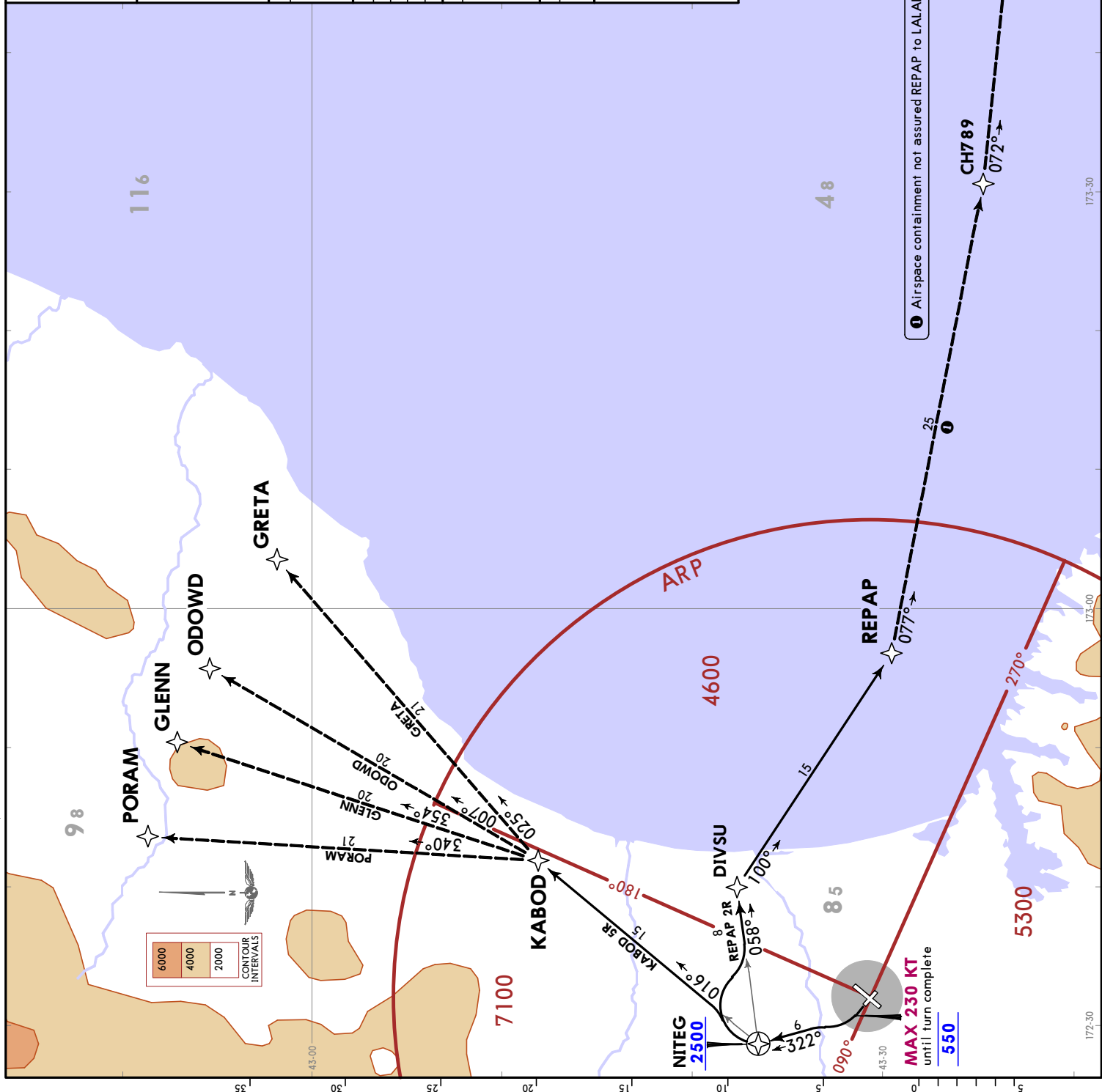
**KABOD 5R (KABOD5R) [KABO5R]
REPAP 2R (REPAP2R) [REPA2R]
RNAV DEPARTURES
(RWY 29)**

CAT A, B, C & D

| SID | INITIAL CLIMB |
|-----------------|---|
| KABOD 5R | MAINTAIN runway centerline to 550. Turn RIGHT, 322° to NITEG, MAX 230 KT until turn complete. Cross NITEG at or above 2500. Turn RIGHT, track 016° to PORAM. |
| GLENN | From KABOD turn LEFT, track 354° to GLENN. |
| GRETA | From KABOD turn RIGHT, track 025° to GRETA. |
| ODOWD | From KABOD turn LEFT, track 007° to ODOWD. |
| PORAM | From KABOD turn LEFT, track 340° to PORAM. |
| SID | INITIAL CLIMB |
| REPAP 2R | MAINTAIN runway centerline to 550. Turn RIGHT, 322° to NITEG, MAX 230 KT until turn complete. Cross NITEG at or above 2500. Turn RIGHT, track 058° to DIVSU. Turn RIGHT, track 100° to REPAP. |
| TRANSITION | |
| LALAP | From REPAP turn LEFT, track 077° to CH789. Turn LEFT, track 072° to LALAP. |

These SIDs require a minimum net climb gradient of:
6.4% (390 per NM) to 600
6.7% (410 per NM) to 3000 - ATM advisory
If unable to comply advise ATC prior to start-up.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 6.4% V/V (fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 6.7% V/V (fpm) | 509 | 678 | 1018 | 1357 | 1696 | 2035 |



1 Airspace containment not assured REPAP to LALAP.

JEPPESEN CHRISTCHURCH, NEW ZEALAND
24 JUL 20 (10-3E)
RNAV SID

NZCH/CHC
CHRISTCHURCH INTL

CHRISTCHURCH
Approach (R)
120.9
126.1
128.75

Apt Elev
123

Trans alt: 13000
1. RNAV 1.
2. GNSS required.
3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.
4. Turns prior to DER not authorised.

KADET 6Q (KADET6Q) [KADE6Q]
RNAV DEPARTURE
(RWY 20)
CAT A, B, C & D

This SID requires a minimum net climb gradient of:
6.5% (400 per NM) to 2500 - ATM Advisory.
If unable to comply advise ATC prior to start-up.
KABIN, MOLGI & VANDA Transitions: 4.0% (250 per NM) to 8900.
KABKA Transition: 3.4% (210 per NM) to 6200.

| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|-----|------|------|------|
| 3.4% V/V (fpm) | 258 | 344 | 516 | 689 | 861 | 1033 |
| 4.0% V/V (fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |
| 6.5% V/V (fpm) | 494 | 658 | 987 | 1316 | 1646 | 1975 |

ATC Requirement:
CAT B Aircraft Speed Restriction
Minimum 150 KT, MAX 170 KT to AGRAL.
CAT C and D Aircraft Speed Restriction
Minimum 150 KT, MAX 220 KT to 6000.
If unable to comply advise ATC prior to start-up

INITIAL CLIMB
Track 211° to AGRAL. Cross AGRAL at or above 2500. Turn RIGHT direct to KADET.

TRANSITIONS

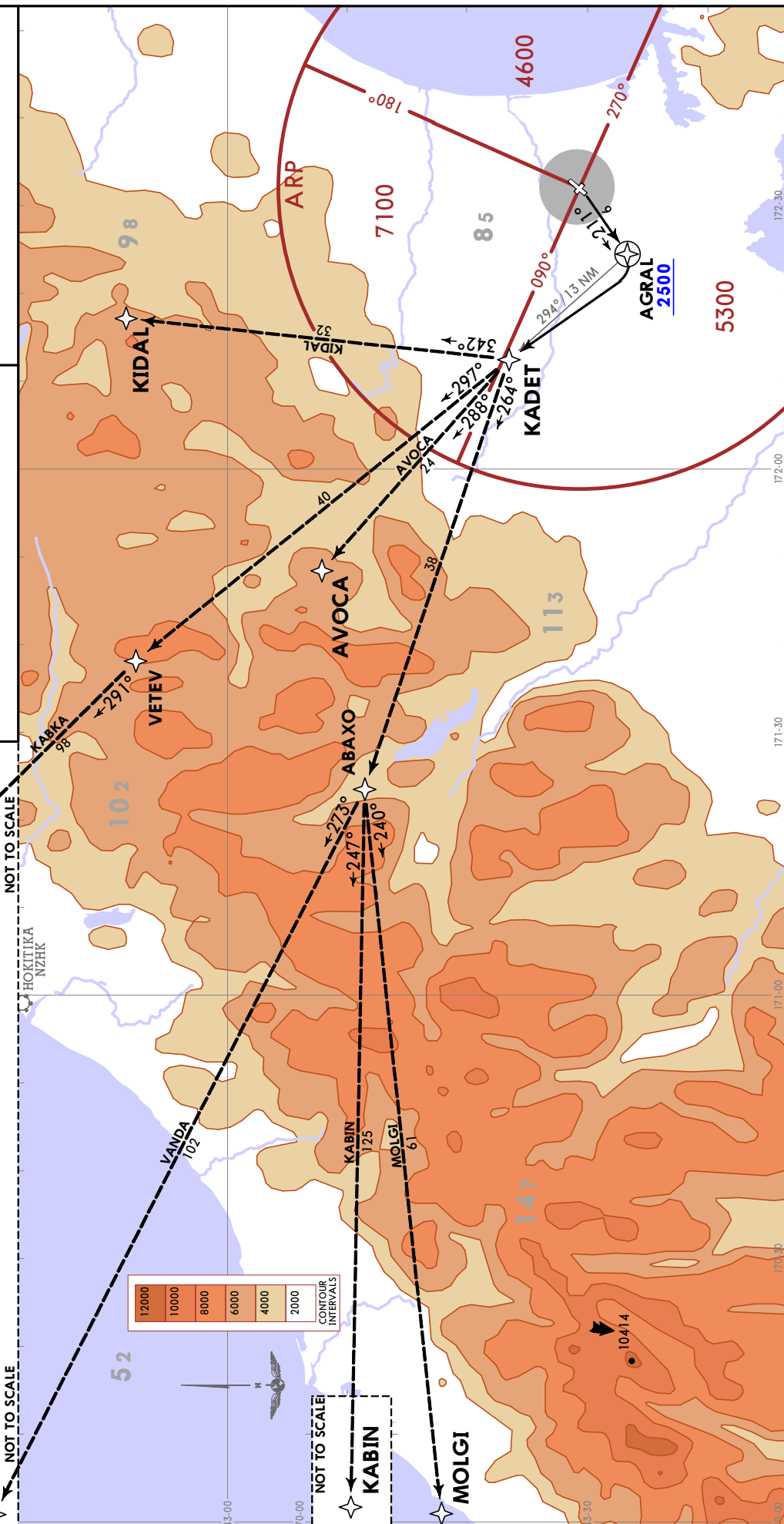
AVOCA From KADET track 288° to AVOCA.
From KADET track 264° to ABAXO. Turn LEFT, track 247° to KABIN. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable.

KABIN From KADET track 297° to VETEV. Turn LEFT, track 291° to KABKA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable.

KABKA From KADET track 342° to KIDAL.
From KADET track 264° to ABAXO. Turn LEFT, track 240° to MOLGI. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable.

MOLGI From KADET track 264° to ABAXO. Turn RIGHT, track 273° to VANDA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable.

VANDA NOT TO SCALE



CHRISTCHURCH, NEW ZEALAND
RNAV SID

LUNTI 1R (LUNTI1R) [LUNTI1R]
RNAV DEPARTURE
(RWY 29)
CAT A, B, C & D

Trans alt: 13000
 1. RNAV 1.
 2. GNSS required.
 3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.
 4. Turns prior to DER not authorised.

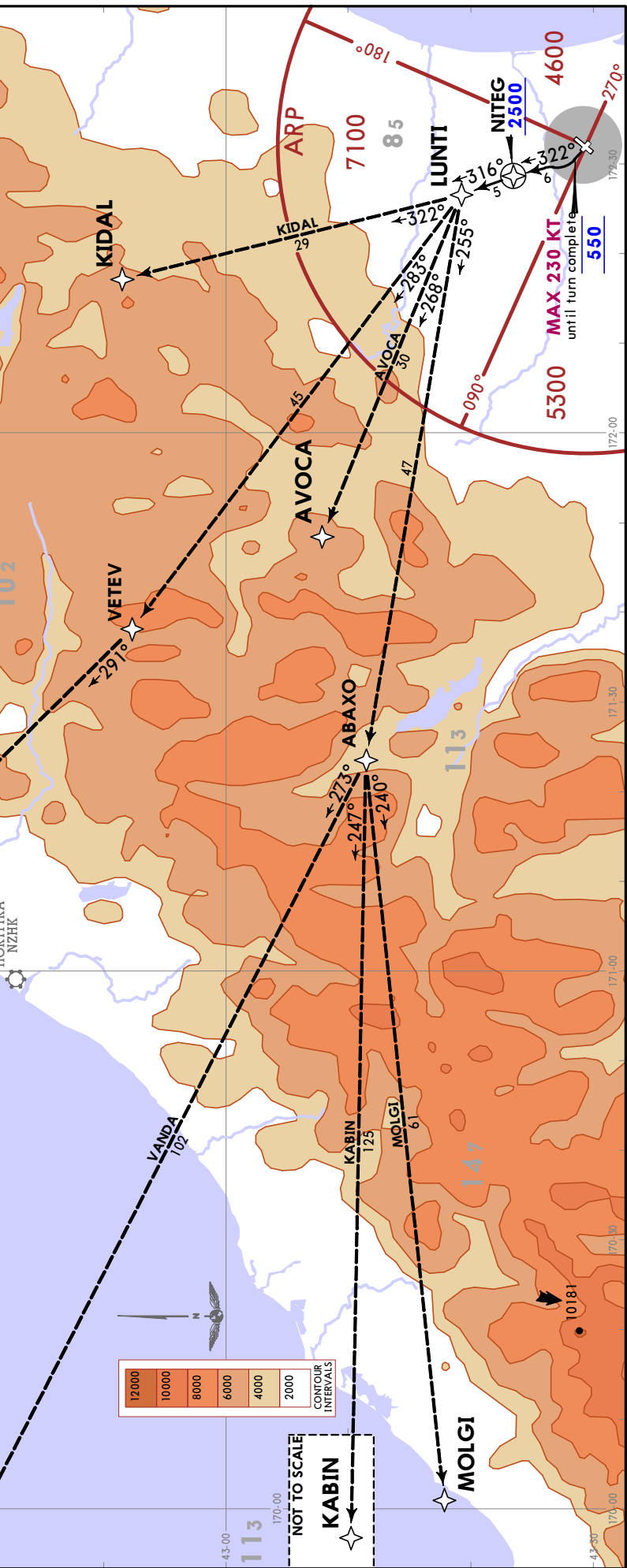
| | |
|---------------------------------|-------|
| CHRISTCHURCH Approach (R) (DEP) | 120.9 |
| Apt Elev | 123 |
| 126.1 | |
| 128.75 | |

INITIAL CLIMB
 MAINTAIN runway centerline to 550. Turn RIGHT, track 322° to NITEG, MAX 230 KT until turn complete. Cross NITEG at or above 2500. Turn LEFT, track 316° to LUNTI.

TRANSITIONS

| | |
|--------------|---|
| AVOCA | From LUNTI turn LEFT, track 268° to AVOCA. |
| KABIN | From LUNTI turn LEFT, track 255° to ABAXO. Turn LEFT, track 247° to KABIN. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| KABKA | From LUNTI turn LEFT, track 283° to VETEV. Turn RIGHT, track 291° to KABKA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| KIDAL | From LUNTI turn RIGHT, track 322° to KIDAL. |
| MOLGI | From LUNTI turn LEFT, track 255° to ABAXO. Turn LEFT, track 240° to MOLGI. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |
| VANDA | From LUNTI turn LEFT, track 255° to ABAXO. Turn RIGHT, track 273° to VANDA. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZCC/NZZO FIR boundary at cleared level or advise ATC if unable. |

| | | | | | | |
|--|-----|-----|------|------|------|------|
| This SID requires a minimum net climb gradient of: | | | | | | |
| 6.4% (390 per NM) to 4500. | | | | | | |
| 6.7% (410 per NM) to 6000 - ATM advisory. | | | | | | |
| If unable to comply advise ATC prior to start-up. | | | | | | |
| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 6.4% V/V (fpm) | 486 | 648 | 972 | 1296 | 1620 | 1944 |
| 6.7% V/V (fpm) | 509 | 678 | 1018 | 1357 | 1696 | 2035 |



NZCH/CHC
CHRISTCHURCH INTL 24 JUL 20 (10-3F)

NZCH/CHC
CHRISTCHURCH INTL

JEPPESSEN CHRISTCHURCH, NEW ZEALAND
24 JUL 20 (10-3G) **RNAV SID**

| | |
|------------------------------------|----------|
| CHRISTCHURCH Approach (R) (DEP) | Apt Elev |
| 120.9 | 123 |
| 126.1 | |
| 128.75 | |

- Trans alt: 13000
1. RNAV 1.
 2. GNSS required.
 3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.
 4. Turns prior to DER not authorised.

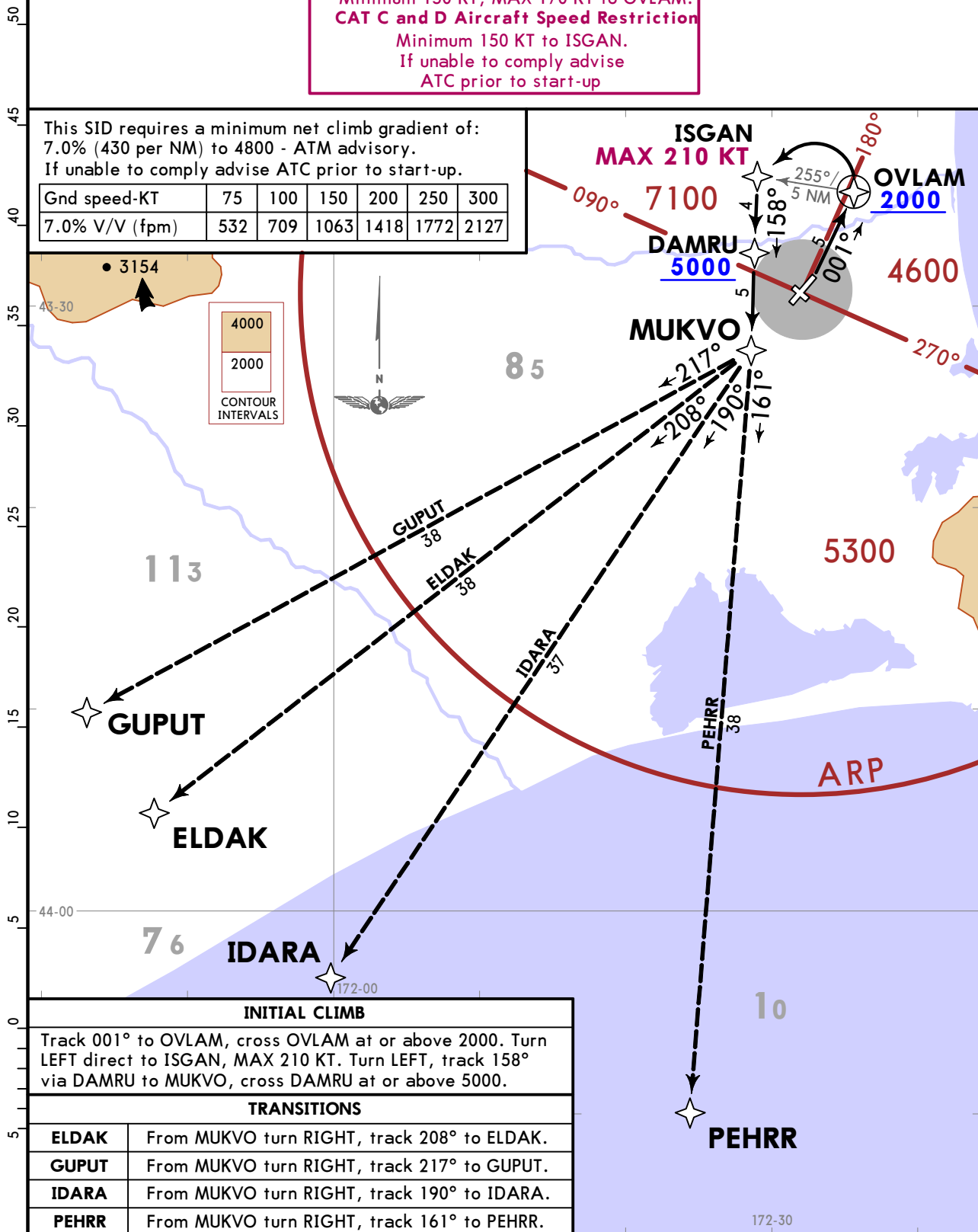
MUKVO 1P (MUKVO1P) [MUKV1P]
RNAV DEPARTURE
(RWY 02)

CAT A, B, C & D

ATC Requirement:
CAT B Aircraft Speed Restriction
Minimum 150 KT, MAX 170 KT to OVLAM.
CAT C and D Aircraft Speed Restriction
Minimum 150 KT to ISGAN.
If unable to comply advise
ATC prior to start-up

This SID requires a minimum net climb gradient of:
7.0% (430 per NM) to 4800 - ATM advisory.
If unable to comply advise ATC prior to start-up.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |



NZCH/CHC
CHRISTCHURCH INTL

JEPPESSEN 21 AUG 20 (10-3H)

CHRISTCHURCH, NEW ZEALAND

RNAV SID

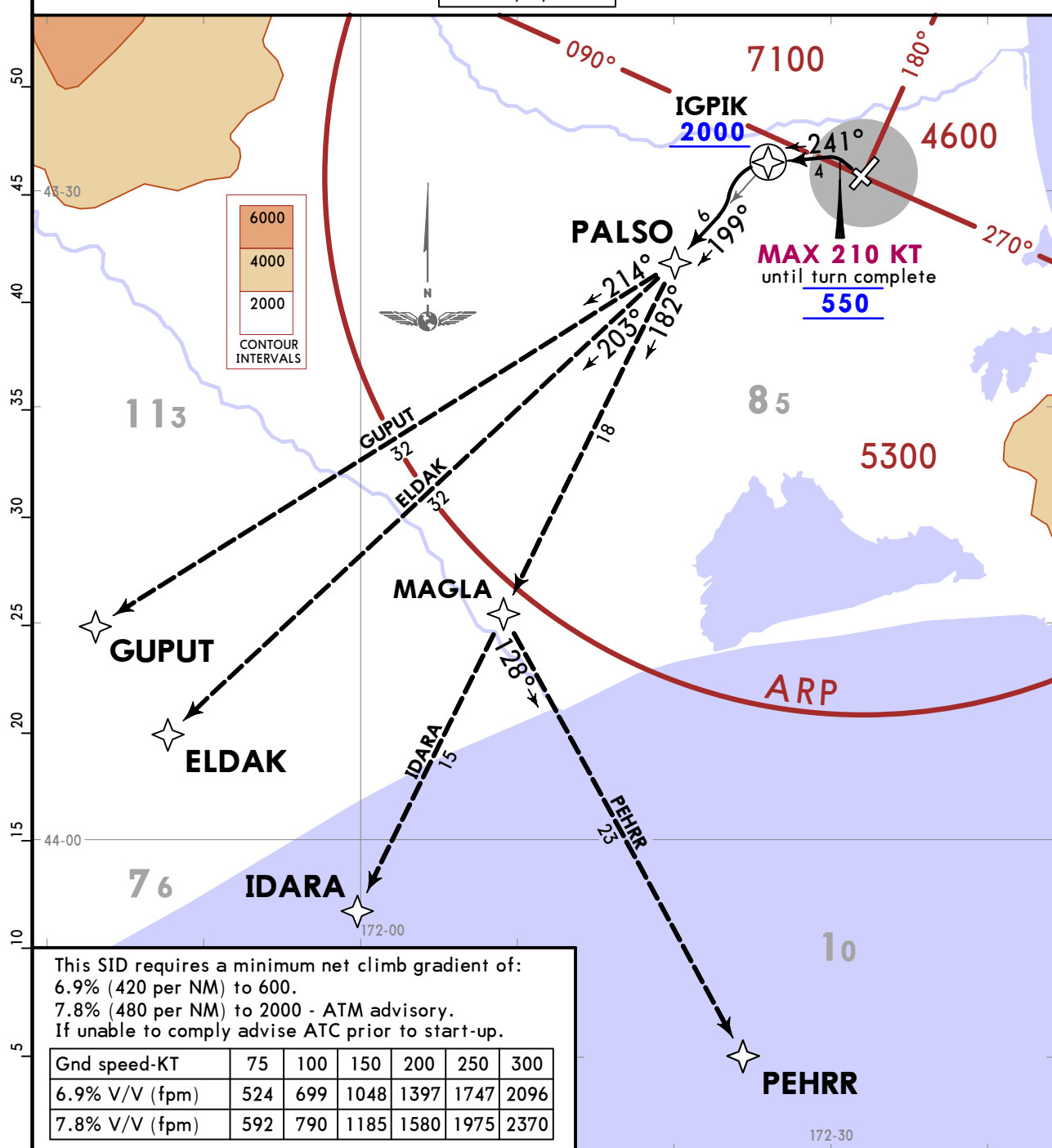
CHRISTCHURCH
Approach (R)
(DEP)
120.9
126.1
128.75

Apt Elev **123**

Trans alt: 13000

1. RNAV 1.
2. GNSS required.
3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.
4. Turns prior to DER not authorised.

PALSO 1R (PALSO1R) [PALS1R]
RNAV DEPARTURE
(RWY 29)
CAT A, B, C & D



| INITIAL CLIMB | |
|--|--|
| MAINTAIN runway centerline to 550. Turn LEFT, track 241° to IGPIK, MAX 210 KT until turn complete. Cross IGPIK at or above 2000. Turn LEFT, track 199° to PALSO. | |
| TRANSITIONS | |
| ELDAK | From PALSO turn RIGHT, track 203° to ELDAK. |
| GUPUT | From PALSO turn RIGHT, track 214° to GUPUT. |
| 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. |

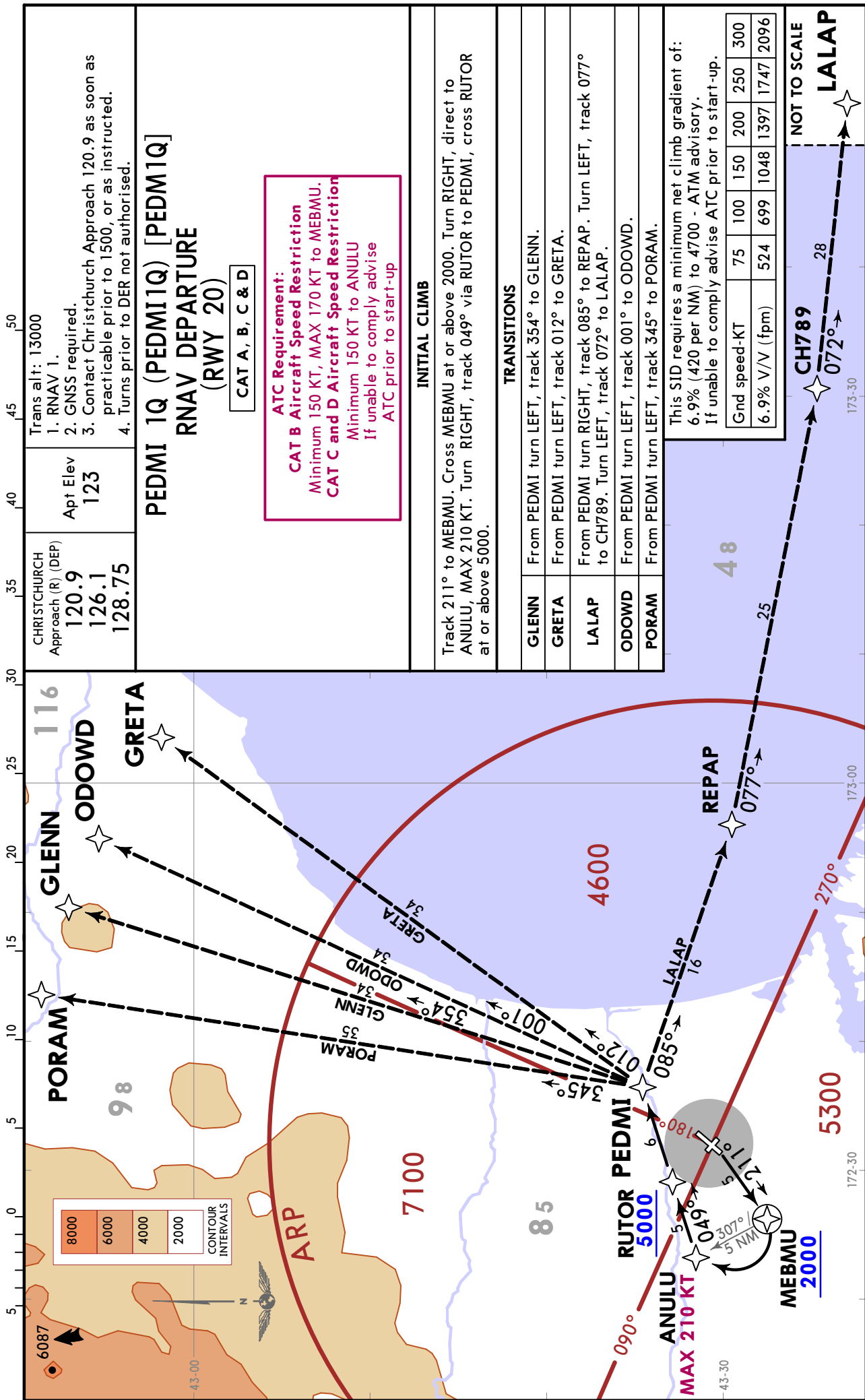
NZCH/CHC
CHRISTCHURCH INTL

21 AUG 20

10-3J

JEPPesen CHRISTCHURCH, NEW ZEALAND

RNAV SID



| | | | |
|------------------------------------|--------|-----------------|--|
| CHRISTCHURCH Approach (R) (DEP) | 120.9 | Apt Elev 123 | Trans alt: 13000 |
| | 126.1 | | 1. RNAV 1. |
| | 128.75 | | 2. GNSS required. |
| | | | 3. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed. |
| | | | 4. Turns prior to DER not authorised. |

PEDMI 1Q (PEDMI1Q) [PEDMI1Q]
RNAV DEPARTURE (RWY 20)
CAT A, B, C & D

ATC Requirement:
CAT B Aircraft Speed Restriction
Minimum 150 KT, MAX 170 KT to MEBMU.
CAT C and D Aircraft Speed Restriction
Minimum 150 KT to ANULU
If unable to comply advise ATC prior to start-up

INITIAL CLIMB
Track 211° to MEBMU. Cross MEBMU at or above 2000. Turn RIGHT, direct to ANULU, MAX 210 KT. Turn RIGHT, track 049° via RUTOR to PEDMI, cross RUTOR at or above 5000.

TRANSITIONS

| | |
|--------------|---|
| GLENN | From PEDMI turn LEFT, track 354° to GLENN. |
| GRETA | From PEDMI turn LEFT, track 012° to GRETA. |
| LALAP | From PEDMI turn RIGHT, track 085° to REPAP. Turn LEFT, track 077° to CH789. Turn LEFT, track 072° to LALAP. |
| ODOWD | From PEDMI turn LEFT, track 001° to ODOWD. |
| PORAM | From PEDMI turn LEFT, track 345° to PORAM. |

This SID requires a minimum net climb gradient of: 6.9% (420 per NM) to 4700 - ATM advisory.
If unable to comply advise ATC prior to start-up.

| | | | | | | |
|----------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 6.9% V/V (fpm) | 524 | 699 | 1048 | 1397 | 1747 | 2096 |

NOT TO SCALE
CH789
072°
28
LALAP

NZCH/CHC
CHRISTCHURCH INTL

JEPPESSEN 24 JUL 20 **10-3K**

CHRISTCHURCH, NEW ZEALAND

SID

| | |
|--|------------------------|
| CHRISTCHURCH Approach (R) (DEP) 120.9 126.1 128.75 | Apt Elev 123 |
|--|------------------------|

Trans alt: 13000
1. Contact Christchurch Approach 120.9 as soon as practicable prior to 1500, or as instructed.
2. RWY 02/20: Turns prior to DER not authorised.

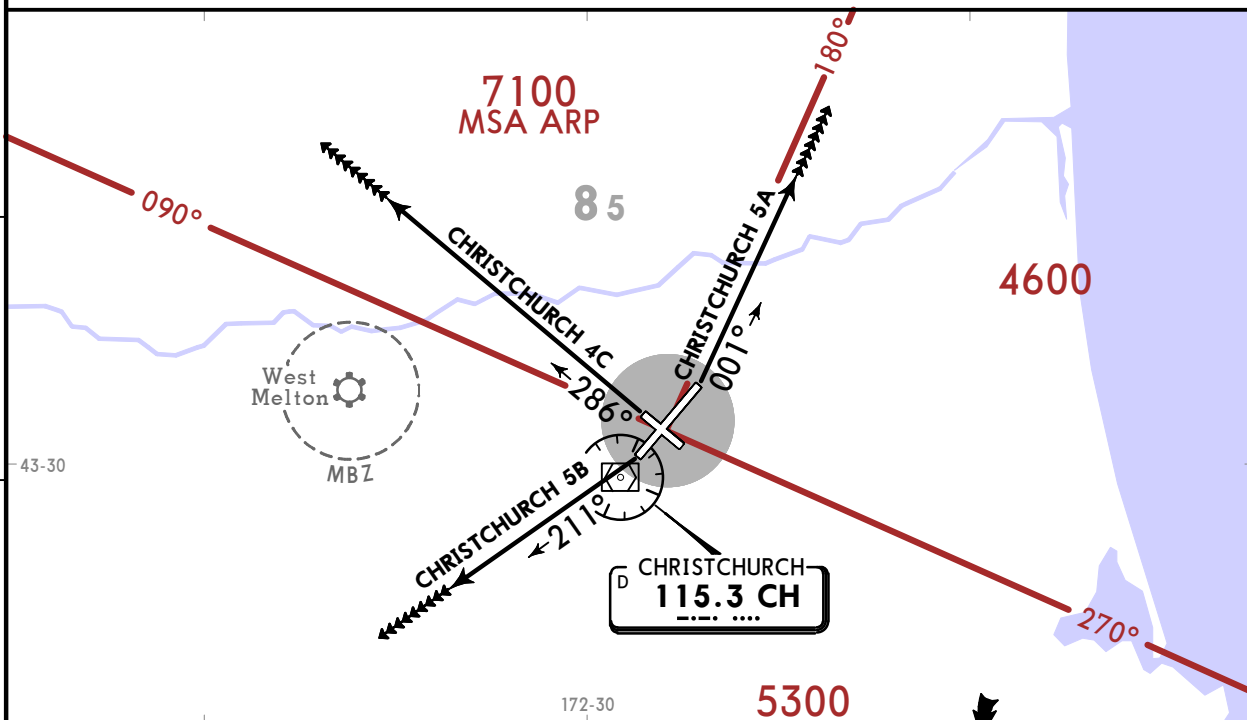
CHRISTCHURCH 5A RADAR (NZCH5A)
CHRISTCHURCH 5B RADAR (NZCH5B)
CHRISTCHURCH 4C RADAR (NZCH4C)

DEPARTURES

CAT A, B, C & D

ATC Requirement:
CAT B Aircraft Speed Restriction
Minimum 150 KT, MAX 170 KT to D8.0 CH.
CAT C and D Aircraft Speed Restriction
Minimum 150 KT, MAX 220 KT to D8.0 CH.
If unable to comply advise
Delivery on start-up

25
20
15
10
5
0



These SIDs require the following minimum net climb gradients:
CHRISTCHURCH 5A: 4.8% (300 per NM) to 2000.
CHRISTCHURCH 5B: 4.9% (300 per NM) to 2000.
CHRISTCHURCH 4C: 5.0% (300 per NM) to 3000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|-----|------|------|------|
| 4.8% V/V (fpm) | 365 | 486 | 729 | 972 | 1215 | 1458 |
| 4.9% V/V (fpm) | 372 | 496 | 744 | 992 | 1241 | 1489 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| SID | RWY | INITIAL CLIMB |
|------------------------|-----------|--|
| CHRISTCHURCH 5A | 02 | Minimum turn altitude 530. Track 001°. EXPECT RADAR vectors. |
| CHRISTCHURCH 5B | 20 | Minimum turn altitude 530. Track 211°. EXPECT RADAR vectors. |
| CHRISTCHURCH 4C | 29 | Track 286° (runway centerline). EXPECT RADAR vectors. |

TRANSITION

| | |
|----------------|--|
| OCEANIC | For flights that will cross the NZZC/NZZO FIR boundary 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 boundary SOUTH of KABIN are to track via MOLGI) or as directed by RADAR. Cleared level FL250. EXPECT further clearance to filed level prior to D100 CH. Cross NZZC/NZZO FIR boundary at cleared level or advise ATC if unable. |
|----------------|--|

CHRISTCHURCH, NEW ZEALAND
CHRISTCHURCH INTL

NZCH/CHC
Apt Elev 123'
S43.29.4 E172.32.1

1 MAR 24 (10-9)
Data Comm DCL
CHRISTCHURCH Delivery
CHRISTCHURCH Ground
Tower
Fire

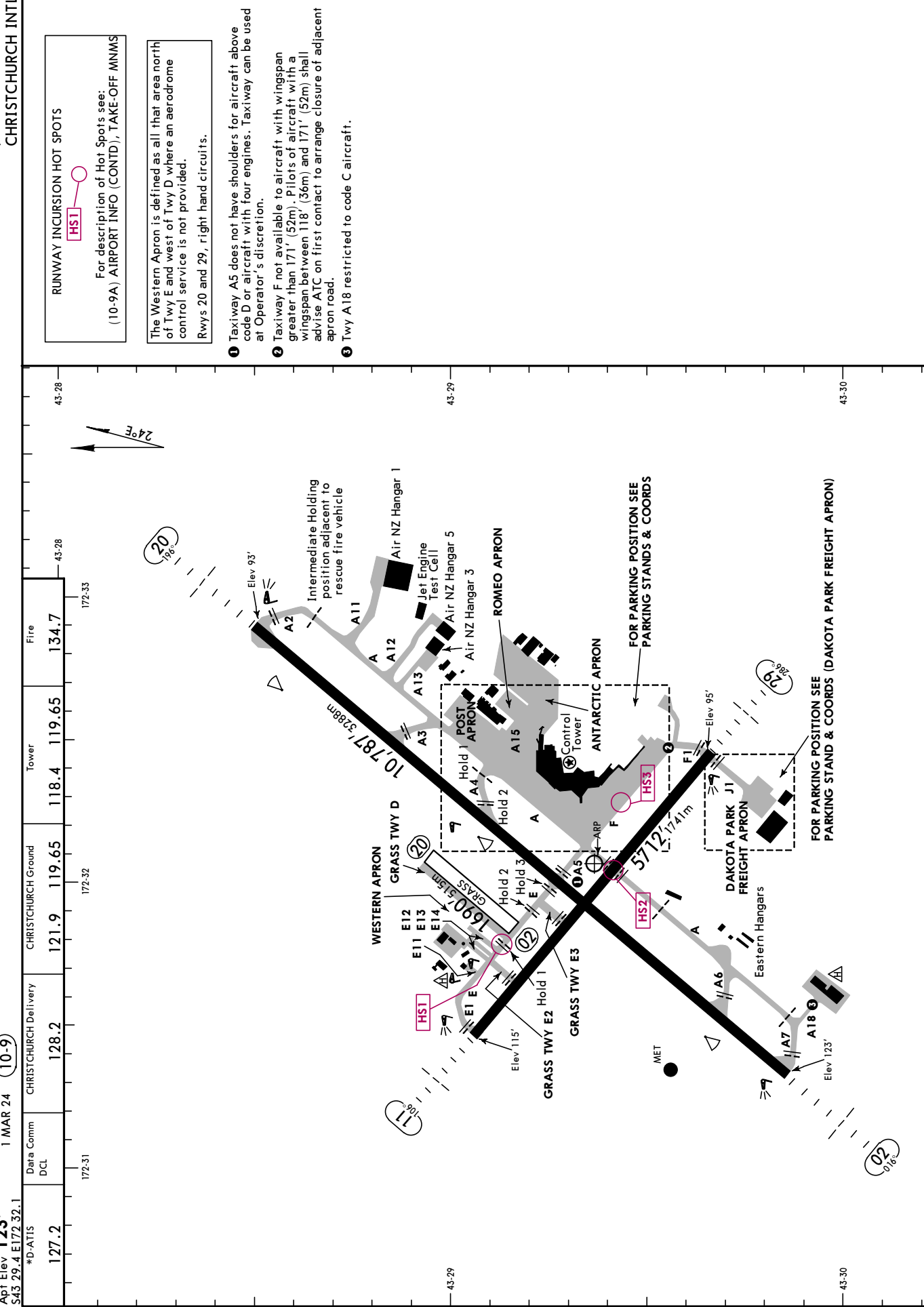
| | | | | | | | |
|---------|--------|-------|--------|--------|-------|-------------|--------|
| *D-ATIS | 127.2 | 128.2 | 121.9 | 119.65 | 118.4 | 119.65 | 134.7 |
| | 172-31 | | 172-32 | | | 10 787 328m | 172-33 |

RUNWAY INCURSION HOT SPOTS
HST1

For description of Hot Spots see:
(10-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS

The Western Apron is defined as all that area north of Twy E and west of Twy D where an aerodrome control service is not provided.
Rwys 20 and 29, right hand circuits.

- 1 Taxiway A5 does not have shoulders for aircraft above code D or aircraft with four engines. Taxiway can be used at Operator's discretion.
- 2 Taxiway F not available to aircraft with wingspan greater than 171' (52m). Pilots of aircraft with a wingspan between 118' (36m) and 171' (52m) shall advise ATC on first contact to arrange closure of adjacent apron road.
- 3 Twy A18 restricted to code C aircraft.



FOR PARKING POSITION SEE PARKING STANDS & COORDS

FOR PARKING POSITION SEE PARKING STAND & COORDS (DAKOTA PARK FREIGHT APRON)

Scale: Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

VOR

| RWY | USABLE LENGTHS | | WIDTH |
|-----|--|---------------------------|----------|
| | LANDING BEYOND Threshold | Glide Slope TAKE-OFF | |
| 02 | HIRL (60m) HIALS PAPI (angle 3.0°) grooved | RVR 9598/2925m 9900/3018m | 148' 45m |

RESA 240m x 150m.

02 GRASS 240m x 150m

Due to simultaneous operations on the main Rwy 02/20 aircraft taking off, on touch-and-go, or low approach must not converge towards Rwy 02/20. Passing 420' AMSL aircraft are to commence a turn to diverge away from Rwy 02/20 by at least 10°, then fly a square crosswind. The turn is not required if ATC confirms on departure a non-standard turn towards Rwy 02/20.

RL (60m) ALS PAPI (angle 3.00°) grooved 148' 45m

RESA 240m x 90m.

Rwy not available to Code E or F aircraft (except for emergency use) due to lack of sealed shoulders and incompatible taxiway access and egress.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Pilots are to ensure they have a clearance to Hold 3 before crossing Hold 1.

HS2 At night, pilots to hold short of Rwy 11/29 due to no lit holding position on Rwy 29 short of Rwy 02/20.

HS3 Potential for aircraft conflict in this area.

GENERAL
CAUTION: Bird hazard.
 ATC speed requirements - Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds, with a minimum 150 KT to 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.
 MET balloons released irregularly.
 "Follow Me" service available on request through Tower.
 180 degree turns for heavy (wide-body) aircraft are only approved at Rwy 02 and 20 thresholds.
 Runway conditions monitored during ATC hours of service.

Departing Aircraft- IFR except Western Apron:

CAUTION: Surface Movement Control is provided to aircraft on the Western Apron using DELIVERY.

- Call DELIVERY up to a maximum of 15 minutes prior to start advising stand number or location on aerodrome and receipt of ATIS. If not already advised, international flight's pass level, domestic flight's pass level and alternate. ATC clearance will normally be alternate. ATC clearance will normally be issued within 2 minutes.

- When ready to start call GROUND. Request pushback if necessary. Any start delay will be advised at this time. Aircraft that are using the paved runway for departure must be ready for take-off and on TOWER frequency when arriving at the holding position.

Departing Aircraft- IFR from Western Apron:

1. When requesting clearance by RTF call DELIVERY up to a maximum of 15 minutes prior to start advising location on aerodrome and receipt of ATIS. If not already advised, international flight's pass level, domestic flight's pass level and alternate. ATC clearance will normally be issued within 2 minutes.

- Call DELIVERY when ready to start. Any start delay will be advised at this time. Aircraft that are using the paved runway for departure must be ready for take-off on reaching the holding position. Contact TOWER when approaching the holding position.

Arriving Aircraft- All except Western Apron:

1. Contact GROUND when vacating the runway, advise intended stand number or location on aerodrome. If tenant aircraft parking is not available on international apron.

Arriving Aircraft- All to Western Apron:

Unless otherwise advised by TOWER.

- When Rwy 02/20 is the nominated runway-in-use, remain on TOWER when vacating the runway, the runway, advise intended location on aerodrome.
- When Rwy 11/29 is the nominated runway-in-use, contact GROUND when vacating the runway, runway, advise intended location on aerodrome.

| TAKE-OFF | |
|---------------------|--------------------|
| 1 Rwy 02, 20 | Rwys 11, 29 |

Vis Confirmed by the Pilot-In-Command by Observation of RL from Take-off Position

| RCLM | |
|-----------|----------------|
| 1 Eng | Not Applicable |
| 2 Eng | 800m |
| 3 & 4 Eng | 800m |

300' - 1500m

300' - 1500m

Reduced takeoff minima available during Tower hours - not below 0' - 400m. Ops below 800m visibility available to operators authorized by CAA New Zealand only and subject to availability of serviceable secondary power supply and automatic switch-over.

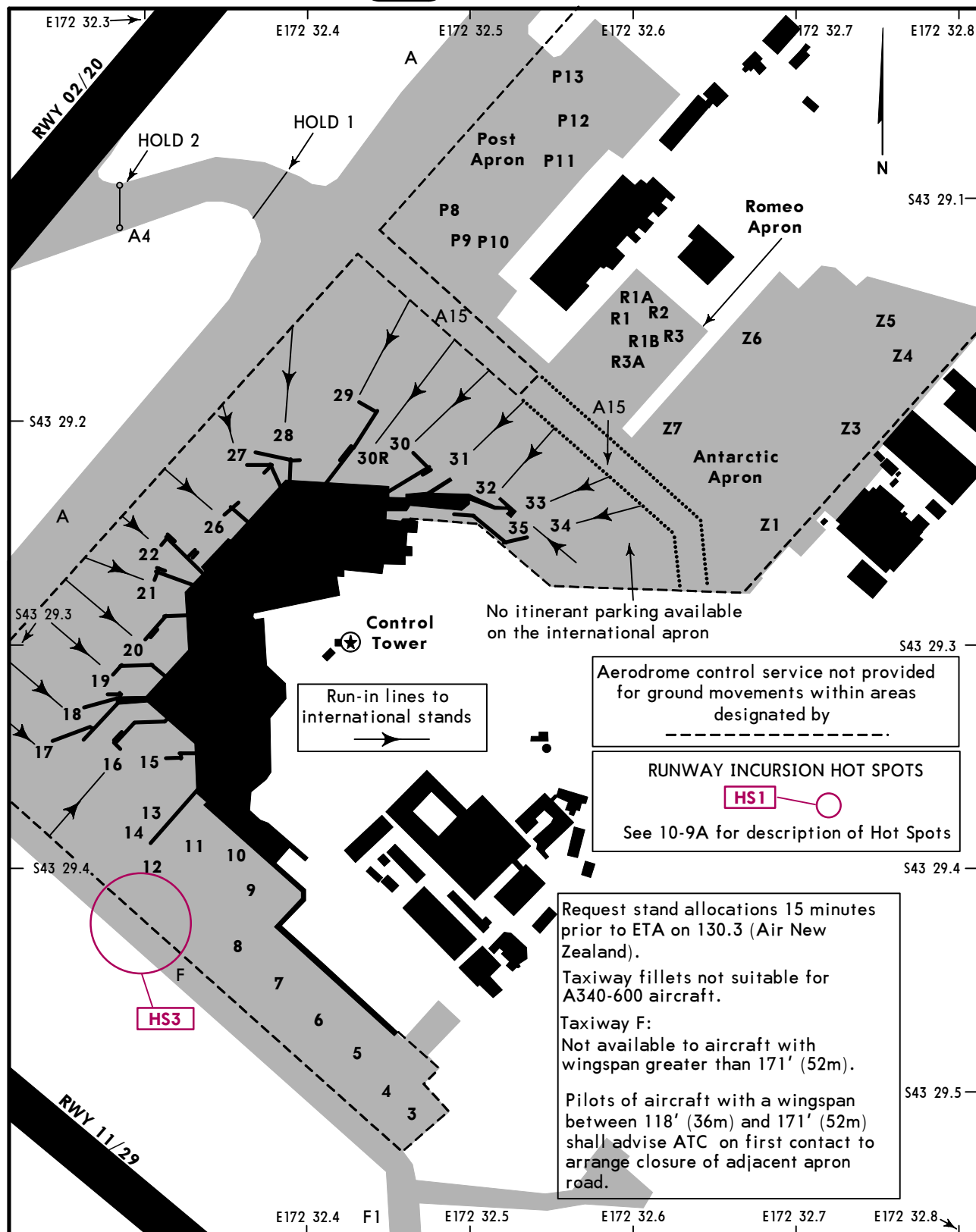
FOR FILING AS ALTERNATE

| Precision | | Non-Precision | |
|-----------|--------------|---------------|--------------|
| A | 600' - 3000m | B | 800' - 4000m |
| B | | C | |
| C | | D | |

NZCH/CHC

JEPPesen CHRISTCHURCH, NEW ZEALAND
CHRISTCHURCH INTL

8 DEC 23 (10-9B)



Aerodrome control service not provided for ground movements within areas designated by -----

RUNWAY INCURSION HOT SPOTS
HS1 (pink circle)
 See 10-9A for description of Hot Spots

Request stand allocations 15 minutes prior to ETA on 130.3 (Air New Zealand).
 Taxiway fillets not suitable for A340-600 aircraft.
 Taxiway F:
 Not available to aircraft with wingspan greater than 171' (52m).
 Pilots of aircraft with a wingspan between 118' (36m) and 171' (52m) shall advise ATC on first contact to arrange closure of adjacent apron road.

PARKING STAND COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|-----------------|--------------------|--------------------|--------------------|
| 3, 4, 5 | S43 29.5 E172 32.5 | 34 | S43 29.2 E172 32.5 |
| 6, 7, 8 | S43 29.5 E172 32.4 | 35 | S43 29.2 E172 32.6 |
| 9, 10 | S43 29.4 E172 32.4 | Post Apron | |
| 11 thru 16 | S43 29.4 E172 32.3 | P8, P9, P10 | S43 29.1 E172 32.5 |
| 17, 18 | S43 29.3 E172 32.2 | P11 | S43 29.1 E172 32.6 |
| 19 thru 22 | S43 29.3 E172 32.3 | P12, P13 | S43 29.0 E172 32.6 |
| 26 | S43 29.2 E172 32.3 | Romeo Apron | |
| 27, 28, 29 | S43 29.2 E172 32.4 | R1, R1A, R1B, R2 | S43 29.1 E172 32.6 |
| 30, 30R, 31, 32 | S43 29.2 E172 32.5 | R3 | S43 29.1 E172 32.7 |
| 33 | S43 29.2 E172 32.6 | R3A | S43 29.2 E172 32.6 |

NZCH/CHC

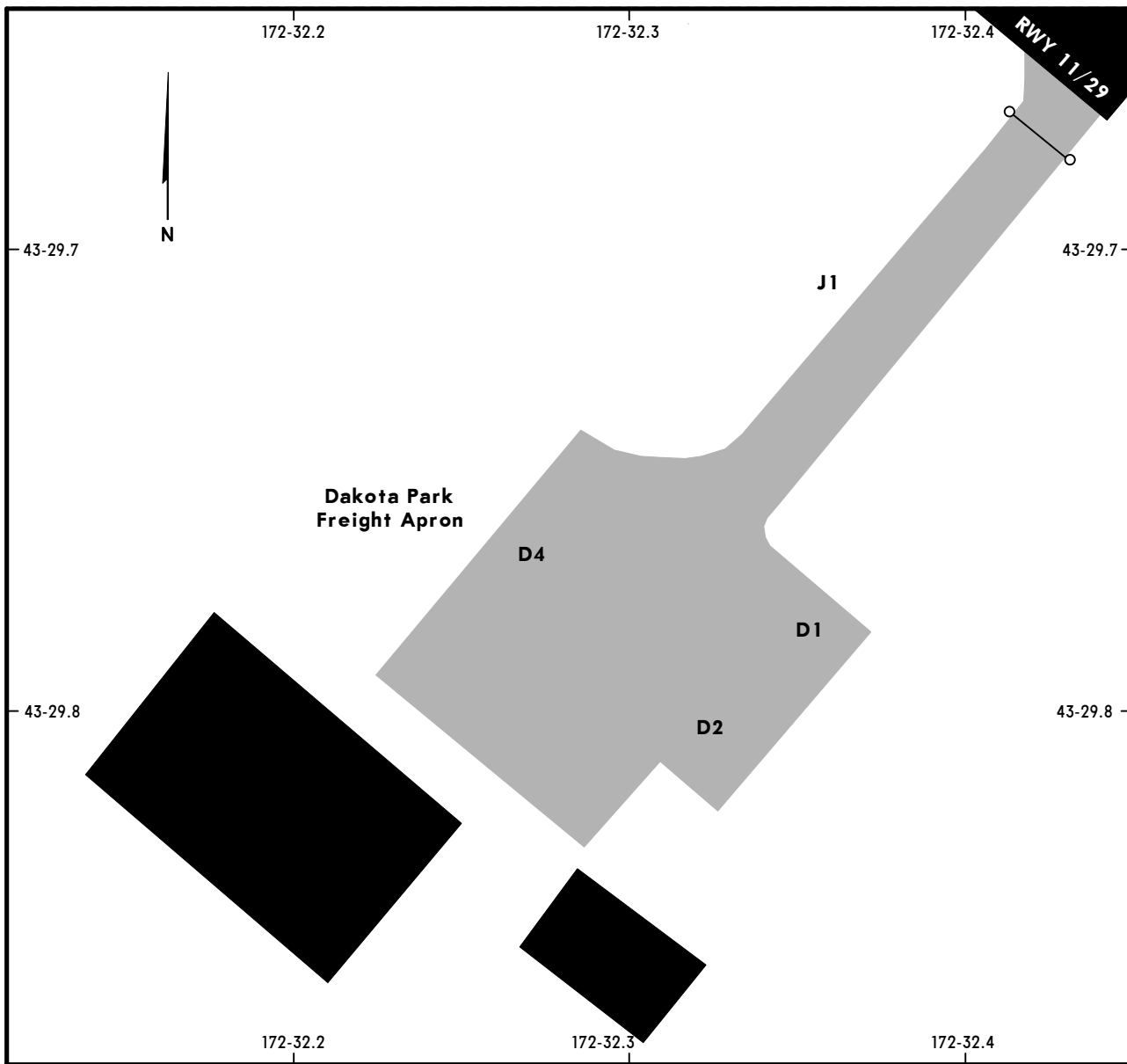
JEPPESEN

CHRISTCHURCH, NEW ZEALAND

8 DEC 23

10-9C

CHRISTCHURCH INTL



PARKING STAND COORDINATES

| STAND No. | COORDINATES |
|----------------------------------|--|
| Dakota Park Freight Apron | |
| D1 D2, D4 | S43 29.8 E172 32.4 S43 29.8 E172 32.3 |

NZCH/CHC

JEPPESEN CHRISTCHURCH, NEW ZEALAND
 1 OCT 21 (10-9D) Eff 7 Oct CHRISTCHURCH INTL

SAFEDOCK DOCKING GUIDANCE SYSTEMS

STANDS 16 thru 18, 20 thru 22, 26 thru 30, 30R, 32, 34 & 35

The Aircraft Nose In Guidance System (NIGS) is installed on stands 16, 17, 18, 20, 21, 22, 26, 27, 28, 29, 30, 30R, 32, 34 and 35. The system is manually programmed from an operators panel prior to the aircraft arrival. After a successful self-test, the NIGS is in active mode and is looking for an aircraft. The chevrons scroll in the display unit. Once the NIGS captures the incoming aircraft, it provides the pilots with azimuth guidance and closing rate information to their designated stop positions. When the aircraft reaches the stop position, the display unit shows **STOP** with two red blocks.

System operation is as follows:

Check that the correct aircraft type is displayed.

The scrolling arrows indicate that the system is activated.

Follow the lead in line.

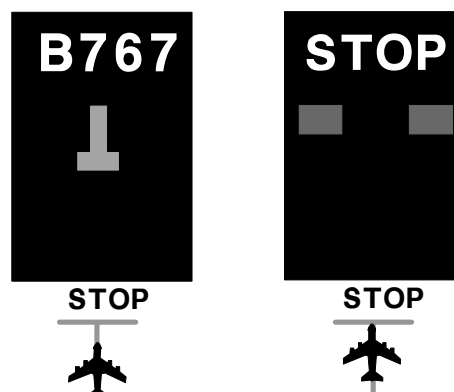
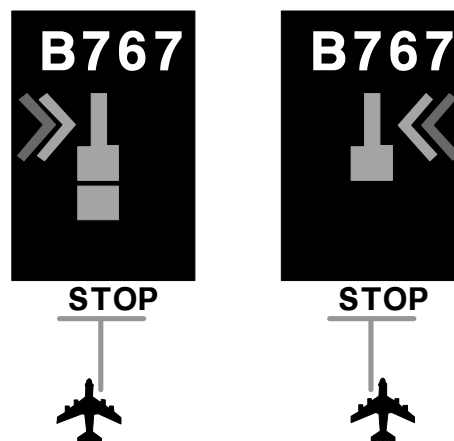
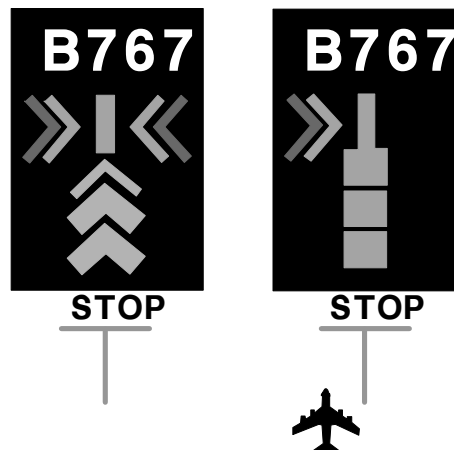
When the solid yellow stopping position indicator appears, the aircraft has been caught by the scanning unit. The scanning unit now checks that the aircraft is the correct type and the display provides azimuth guidance information.

Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information.

The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the aircraft is off of the centerline.

When the aircraft is 12m from the stop position, closing rate information is given. "Distance to run" is indicated by turning off one row of LED's for each one-half meter that the aircraft advances toward the stop position.

When the correct stop position is reached, all of the LED's in the stopping position indicator will be closed, the word "STOP" appears in the display and two red rectangular fields will light in the azimuth guidance area of the display.



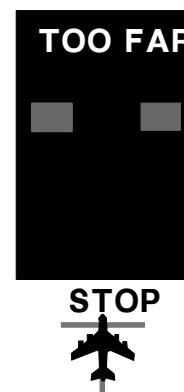
NZCH/CHC

JEPPESEN CHRISTCHURCH, NEW ZEALAND
 1 OCT 21 (10-9E) Eff 7 Oct CHRISTCHURCH INTL

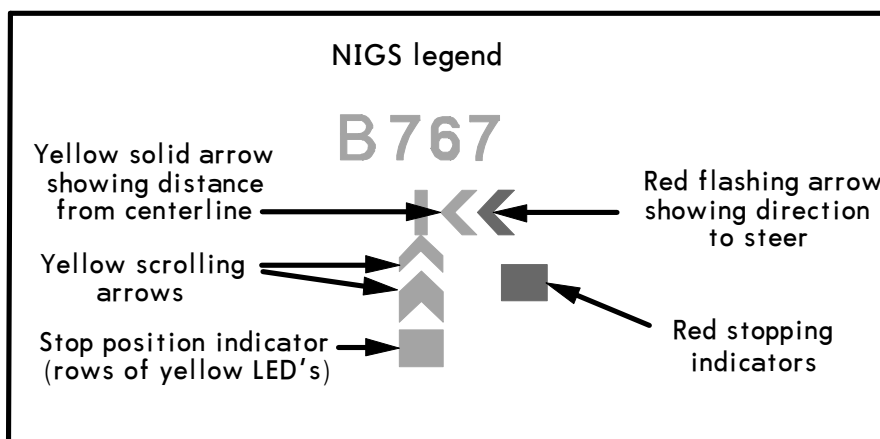
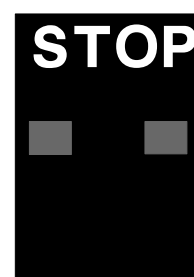
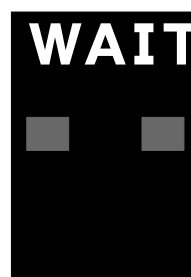
SAFEDOCK DOCKING GUIDANCE SYSTEMS

If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.

If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



The aircraft type must be verified at least 12m before the correct stop position. If this does not occur, the system displays "STOP" with two red rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared, the procedure will be resumed.



NZCH/CHC

 JEPPESEN

TAXI

9 JUN 23

10-9F

Eff 15 Jun

CHRISTCHURCH, NEW ZEALAND
CHRISTCHURCH INTL

LOW VISIBILITY OPERATIONS

INTRODUCTION

The following procedures will apply when RVR is at or below 3281'(1000m). These procedures will allow more than one aircraft to operate on the maneuvering area at any one time without compromising safety.

Surface movement surveillance is **NOT** available.

Note: Operations below 2625'(800m) 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 (Air Traffic Management) requirements and only one aircraft is on the maneuvering area at any one time.

One lit marker will be placed on each of the taxiways to/from Rwy 02/20 that are not available for use (runway dependent).

A rescue fire vehicle may be positioned on the airfield road adjacent to the intermediate Holding Position located on Twy A short of Twy A2 or A7 (runway dependent) to verify ACFT registration.

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

The Runway Holding Position used for departure shall be the Intermediate Holding Position located on Twy A short of Twy A2 and A7 (runway dependent).

RUNWAY 02

Refer to Ground Movements (10-9G) page for detailed procedures.

RUNWAY 20

Refer to Ground Movements (10-9H) page for detailed procedures.

NZCH/CHC

JEPPESSEN

SMGCS

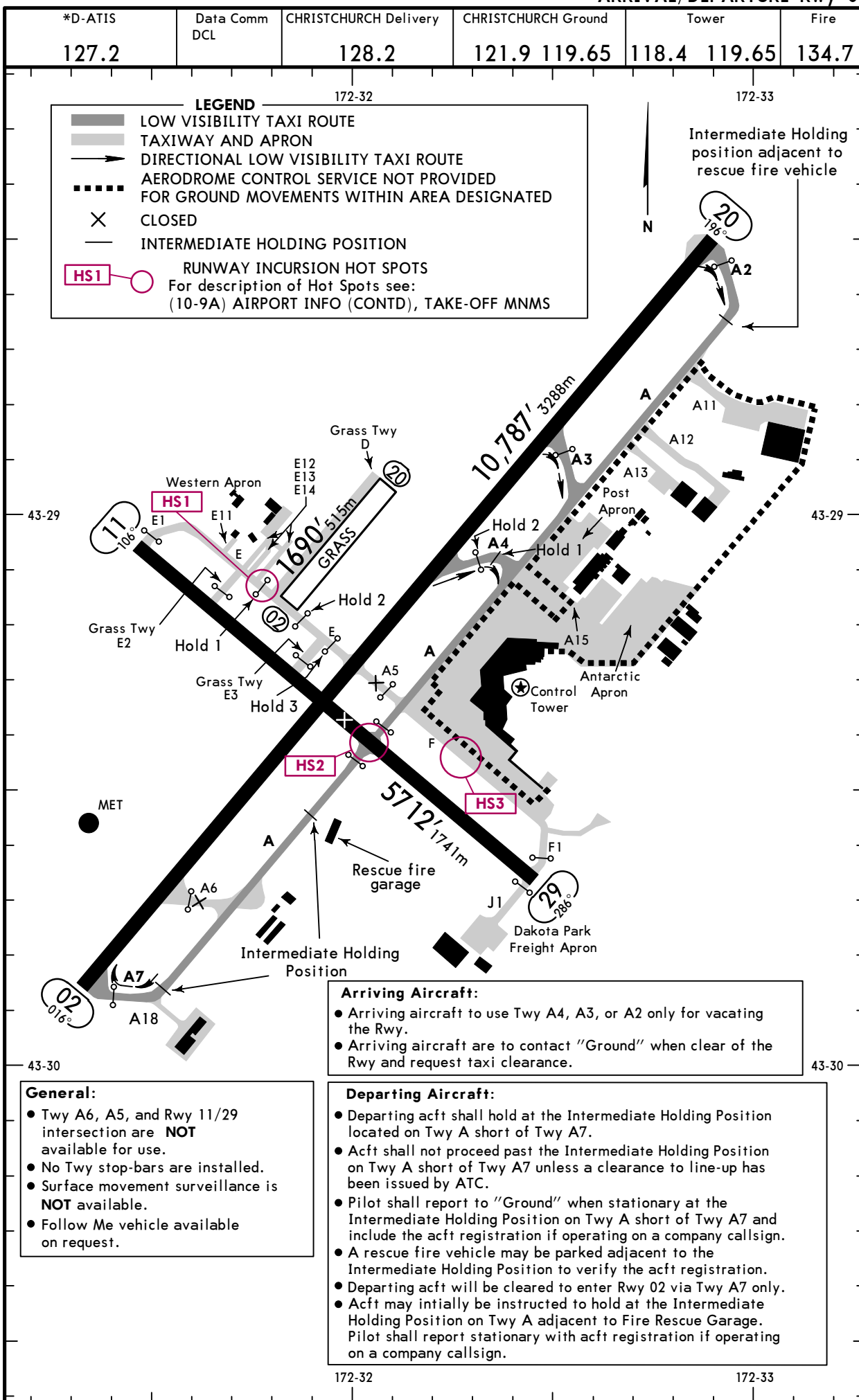
CHRISTCHURCH INTL

9 JUN 23

10-9G Eff 15 Jun

CHRISTCHURCH, NEW ZEALAND

LOW VISIBILITY TAXI ROUTES
ARRIVAL/DEPARTURE Rwy 02



NZCH/CHC



SMGCS

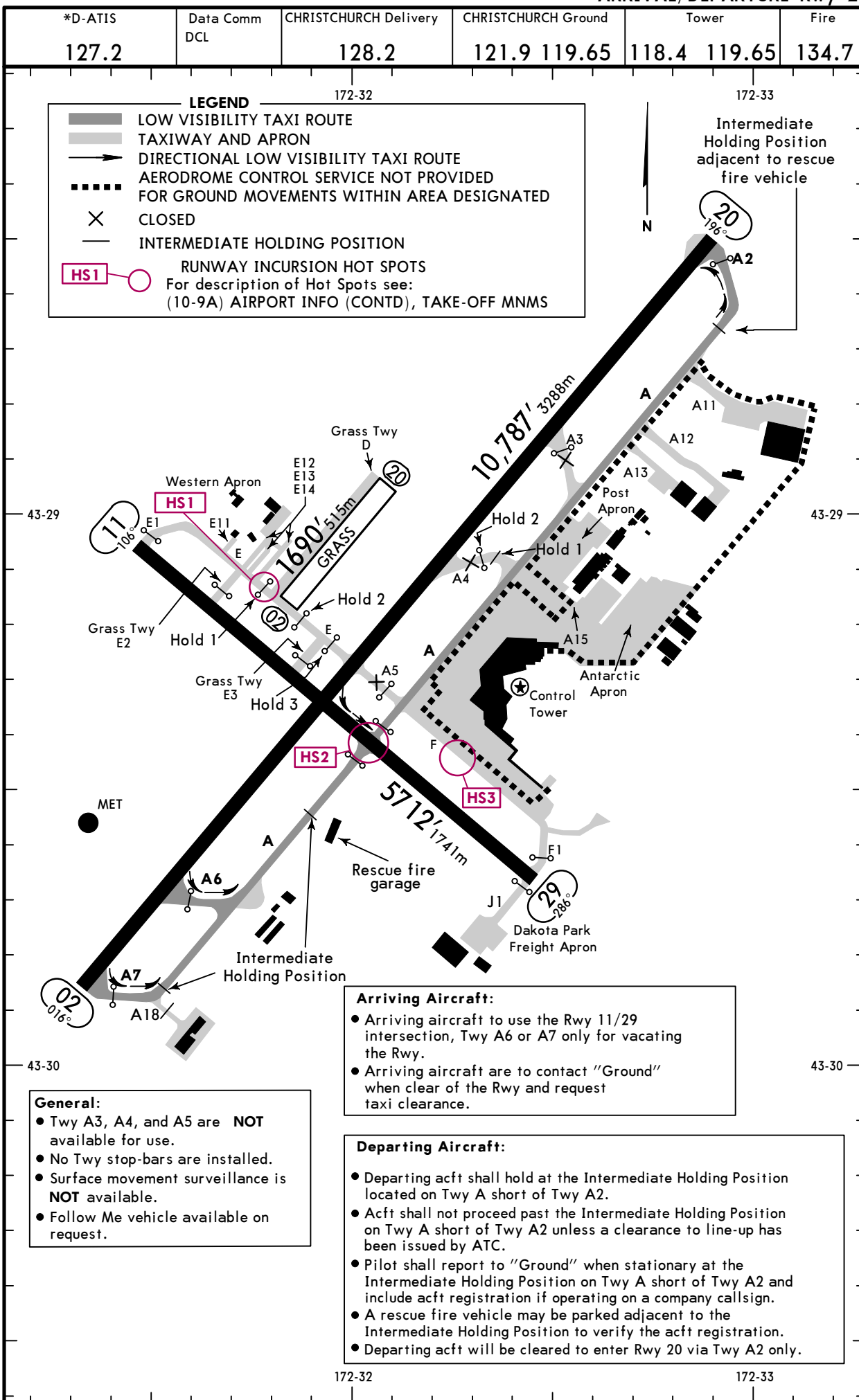
CHRISTCHURCH INTL

9 JUN 23

10-9H Eff 15 Jun

CHRISTCHURCH, NEW ZEALAND

LOW VISIBILITY TAXI ROUTES
ARRIVAL/DEPARTURE Rwy 20

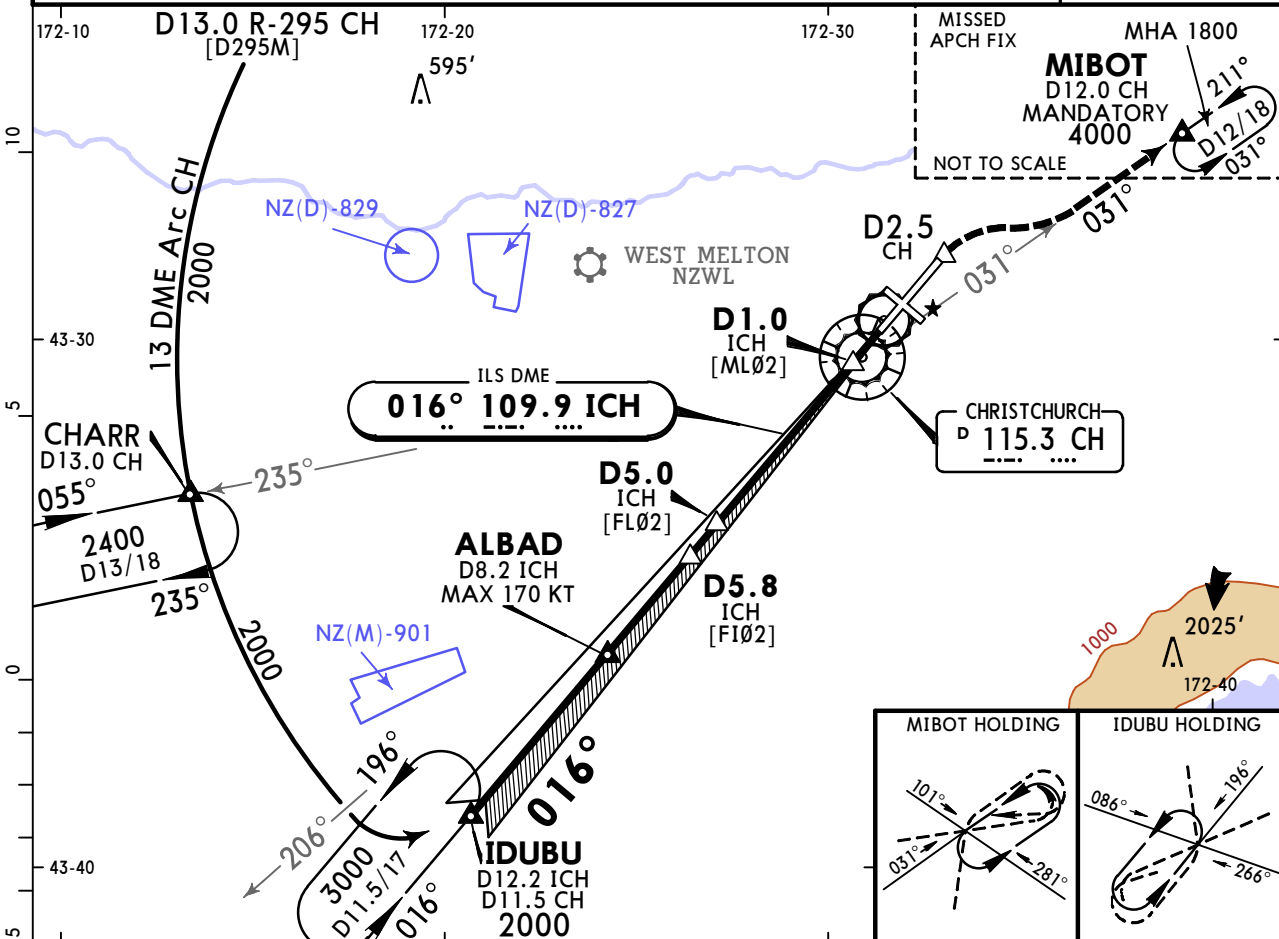


NZCH/CHC CHRISTCHURCH INTL

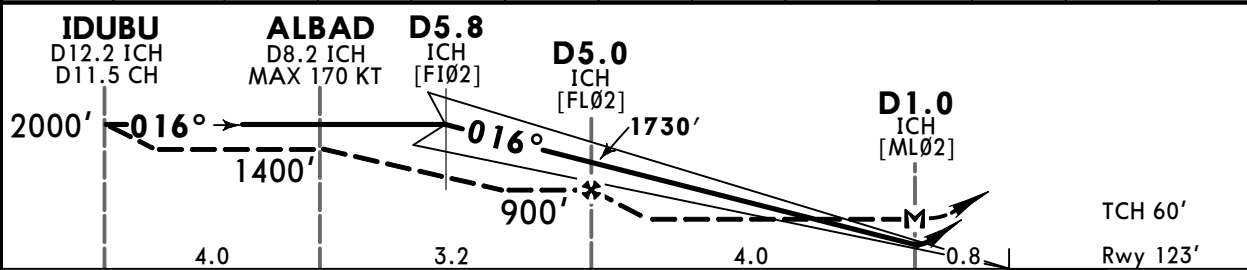
JEPPESSEN CHRISTCHURCH, NEW ZEALAND

10 JUN 22 Eff 16 Jun (11-1) ILS DME or LOC DME Rwy 02

| | | | | | | | |
|---|--|----------------------------------|--|---|--|-------------------------------|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| LOC ICH 109.9 | Final Apch Crs 016° | D5.0 ICH 1730' (1607') | ILS DME DA(H) (CONDITIONAL) 323' (200') | Apt Elev 123' Rwy 123' | | | |
| MISSED APCH: Track 016° to D2.5 CH VOR, turn RIGHT intercept outbound CH VOR R-031 to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | MSA CH VOR | |
| 1. Use Christchurch altimeter setting. 2. Back course not to be used. | | | | | | | |



| LOC (GS out) | ICH DME | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.3 | 1.0 |
|--------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|-----|
| | ALTITUDE | 3390' | 3050' | 2720' | 2390' | 2060' | 1730' | 1400' | 1080' | 750' | MDA | DA |



| | | | | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------------|-------------|----------------|--------------|----|-----------|--------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 016° | D2.5 CH | 115.3 | RT | CH | 115.3 | R-031 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | | | | |

| | | | | | | | | | |
|---------------------------|--------------------------|---------------------------|---------|--|----------------------------|-------|--|-------|--|
| STRAIGHT-IN LANDING RWY02 | | | | CIRCLE-TO-LAND | | | | | |
| ILS DME | | LOC (GS out) DME | | Circling airspace containment not assured. | | | | | |
| DA(H) 323' (200') | DA(H) 373' (250') | MDA(H) 530' (407') | | | | | | | |
| FULL | ALS out | | ALS out | Max Kts | MDA(H) | | | | |
| | | | | 100 | 640' (517') - 1900m | | | | |
| | | | | 135 | 660' (537') - 2800m | | | | |
| | | | | 180 | 830' (707') - 3700m | | | | |
| | | | | 205 | 860' (737') - 4600m | | | | |
| PANS OPS | | VIS | | 1500m | | 1600m | | 2000m | |
| RVR 550m VIS 800m | | VIS 1200m | | 1500m | | 1600m | | 2000m | |

NZCH/CHC CHRISTCHURCH INTL

CHRISTCHURCH Approach (R)

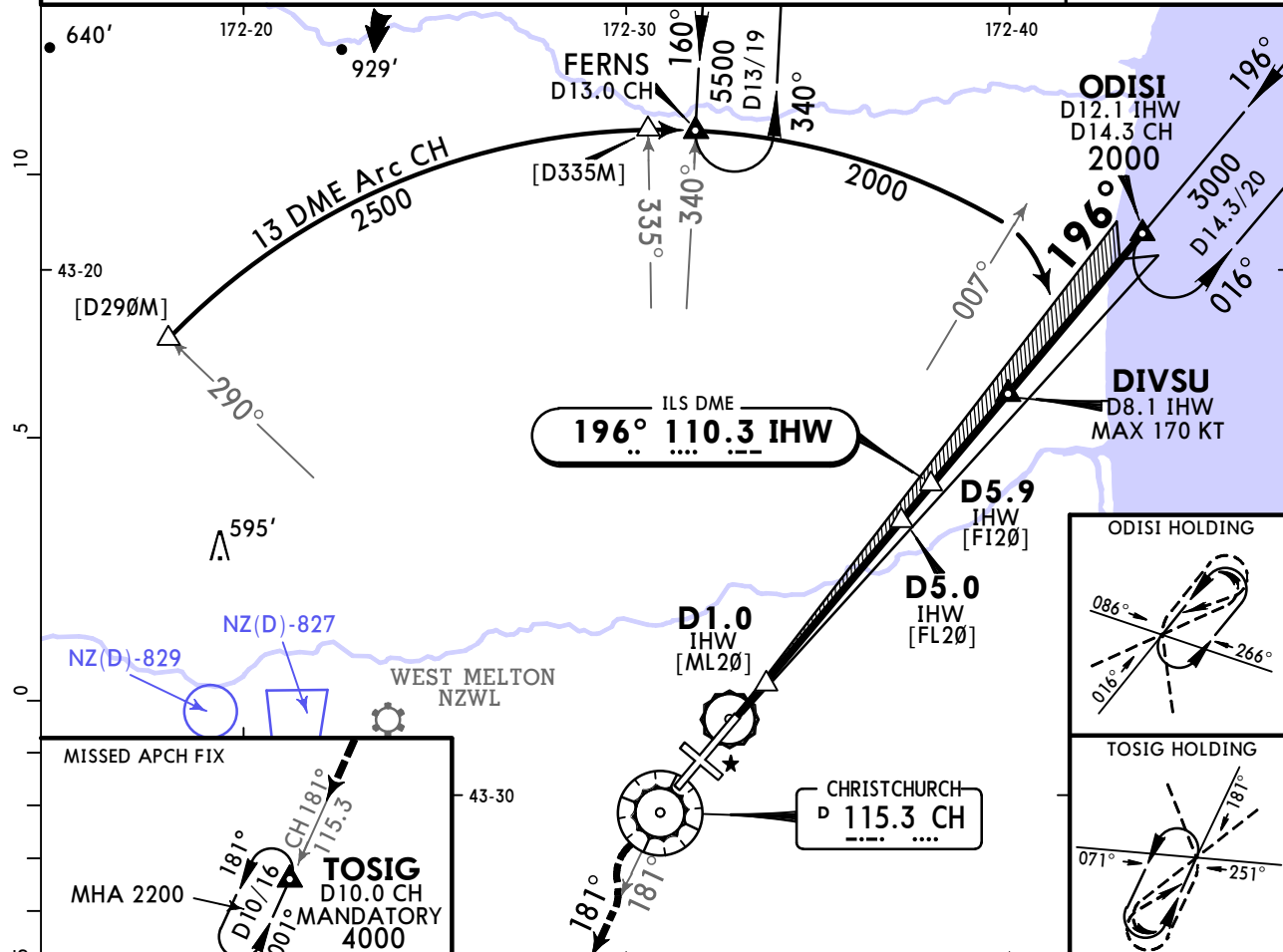
CHRISTCHURCH Tower

Ground

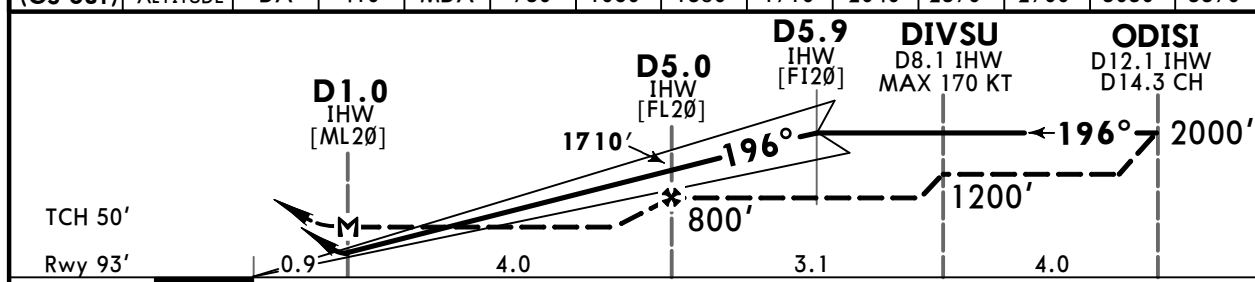
10 JUN 22
Eff 16 Jun (11-2)

ILS DME or LOC DME Rwy 20

| | | | | | | | |
|---|---|----------------------------------|--|------------------------------------|--------------------------|------------------------|-------------------|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| LOC IHW 110.3 | Final Apch Crs 196° | D5.0 IHW 1710' (1617') | ILS DME DA(H) (CONDITIONAL) 293' (200') | | Apt Elev 123' Rwy 93' | | <p>MSA CH VOR</p> |
| MISSED APCH: Track 196° to CH VOR, turn LEFT intercept outbound CH VOR R-181 to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| 1. Use Christchurch altimeter setting. 2. Back course not to be used. 3. Holding aircraft may descend to 2000' when established inbound for final approach. | | | | | | | |



| LOC (GS out) | IHW DME | 0.6 | 1.0 | 1.1 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
|--------------|----------|-----|------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|
| | ALTITUDE | DA | 410' | MDA | 730' | 1060' | 1380' | 1710' | 2040' | 2370' | 2700' | 3030' | 3370' |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|---------------|------|-------------|----|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 196° | CH 115.3 | LT | CH 115.3 R-181 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D1.0 IHW | | | | | | | | | | | |

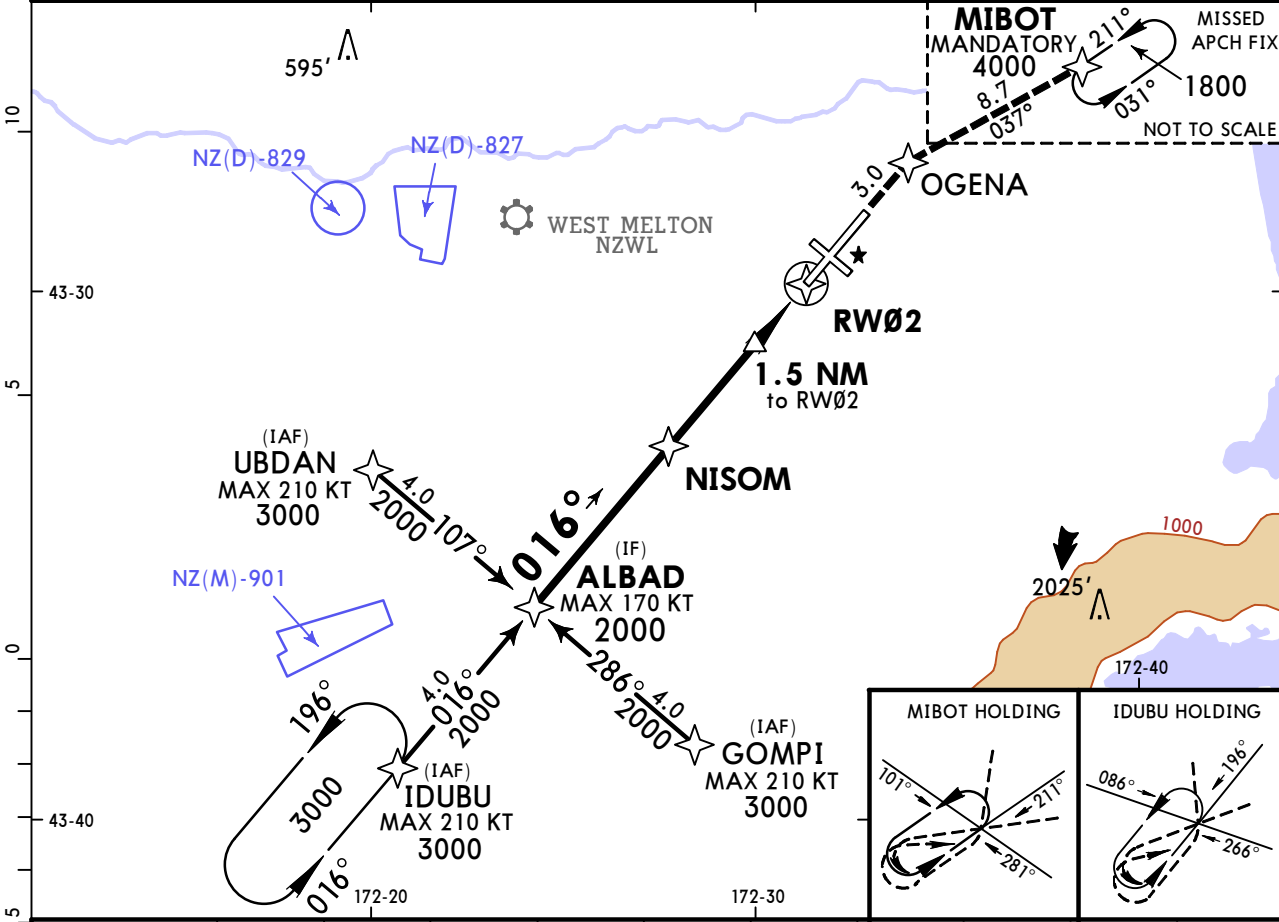
| STRAIGHT-IN LANDING RWY 20 | | | | CIRCLE-TO-LAND | |
|----------------------------|--------------------------|---------------------------|---------|--|----------------------------|
| ILS DME | | LOC (GS out) DME | | 1 Circling airspace containment not assured. | |
| DA(H) 293' (200') | DA(H) 343' (250') | MDA(H) 450' (357') | | Max Kts | MDA(H) |
| FULL | ALS out | ALS out | ALS out | 100 | 640' (517') - 1900m |
| A | RVR 550m VIS 800m | VIS 1200m | 1500m | 135 | 660' (537') - 2800m |
| B | | | | 180 | 830' (707') - 3700m |
| C | | | | 205 | 860' (737') - 4600m |
| D | | | | 2000m | |

NZCH/CHC
CHRISTCHURCH INTL

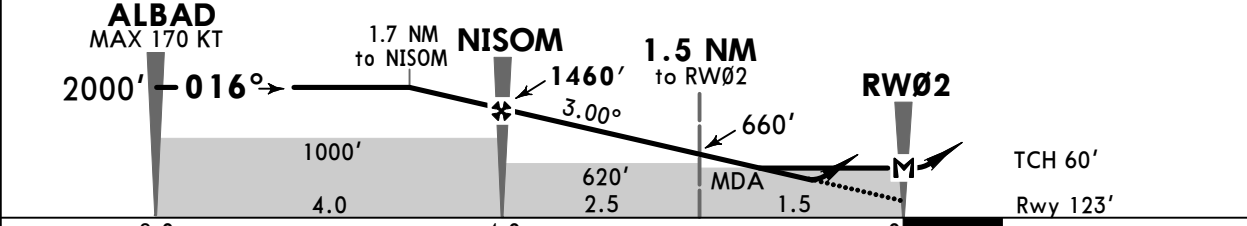
JEPPESEN 9 DEC 22 (12-1)

CHRISTCHURCH, NEW ZEALAND
RNP Z Rwy 02

| | | | | | | | |
|--|-------------------------------|-------------------------------|--------|--|---------------|----------|----------------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| RNAV | Final Apch Crs 016° | NISOM 1460' (1337') | | LNAV/VNAV DA(H) 400' (277') | Apt Elev 123' | Rwy 123' | |
| MISSED APCH: Max 210 KT. Track 016° to OGENA, turn RIGHT track 037° to MIBOT MANDATORY 4000'. | | | | | | | <p>MSA ARP</p> |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| RNP Apch Use Christchurch altimeter setting. | | | | | | | |



| | | | | | | | | | | |
|----------------|-------|-------|-------|-------|-------|-------|------|-----|-----|------|
| NM to NEXT WPT | ALBAD | 3.0 | 2.0 | 1.0 | NISOM | 3.0 | 2.0 | 1.1 | 0.7 | RW02 |
| ALTITUDE | 2730' | 2410' | 2090' | 1780' | 1460' | 1140' | 820' | MDA | DA | MDA |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|---------------|-------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 016° | OGENA |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at RW02 | | | | | | | | | |

| | | | | | |
|--|-------|-----------------------------------|-------|---|------------------------------------|
| STRAIGHT-IN LANDING RWY 02 | | | | CIRCLE-TO-LAND | |
| 1 LNAV/VNAV DA(H) 400' (277') | | LNAV MDA(H) 520' (397') | | 2 Circling airspace containment not assured. | |
| ALS out | | ALS out | | Max Kts | MDA(H) |
| A | 1500m | 1500m | 1600m | 100 | 640' (517') -1900m |
| B | | | | 135 | 660' (537') -2800m |
| C | | | | 180 | 2 830' (707') -3700m |
| D | | | | 205 | 2 860' (737') -4600m |

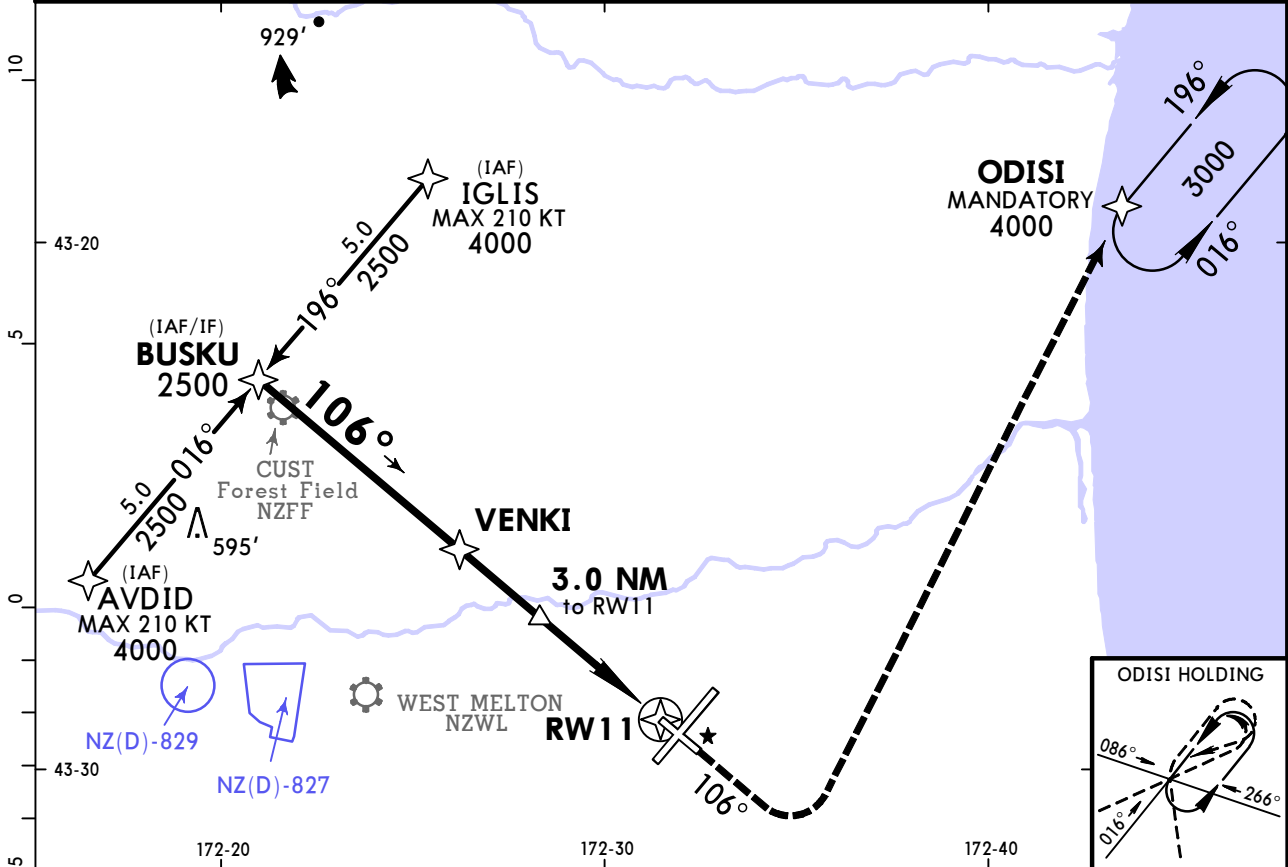
1 Valid to aerodrome temperature -10°C. Use of remote altimeter setting not authorized.
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NZCH/CHC CHRISTCHURCH INTL

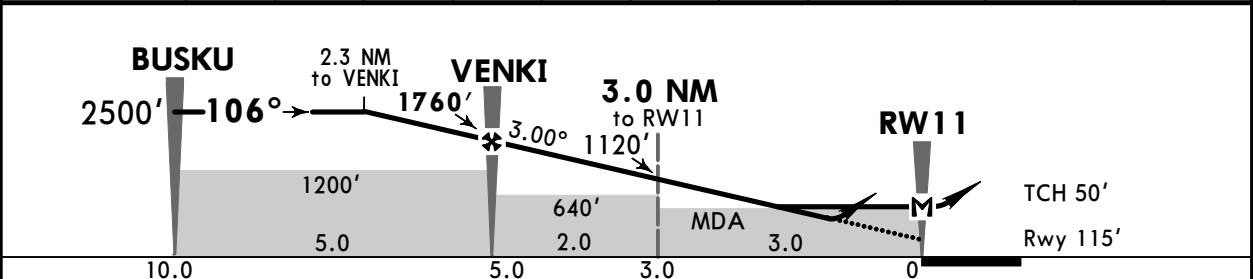
9 DEC 22 **(12-2)**

CHRISTCHURCH, NEW ZEALAND RNP Rwy 11

| | | | | | | | | |
|---|-------------------------------------|------------------------------|--------|--|----------------|-------------------|---------|--|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 | |
| RNAV | Final Apch Crs 106° | VENKI 1760'(1645') | | LNAV/VNAV DA(H) Refer to Minimums | Appt Elev 123' | Rwy 115' | | |
| MISSED APCH: Max 185 KT. Track 106° to MANDATORY 1000', turn LEFT direct to ODISI MANDATORY 4000'. | | | | | | | | |
| Alt Set: hPa (IN on req) | | Rwy Elev: 4 hPa | | Trans level: FL150 | | Trans alt: 13000' | | |
| RNP Apch | Use Christchurch altimeter setting. | | | | | | MSA ARP | |



| | | | | | | | | | | | | |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|-----|------|
| NM to NEXT WPT | BUSKU | 4.0 | 3.0 | 2.0 | 1.0 | VENKI | 4.0 | 3.0 | 2.0 | 1.3 | 1.0 | RW11 |
| ALTITUDE | 3350' | 3030' | 2710' | 2400' | 2080' | 1760' | 1440' | 1120' | 800' | MDA | DA | MDA |



| | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|-------------|--------------------|--------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI ALS | MANDATORY 1000' | MANDATORY 4000' | ODISI |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | |
| MAP at RW11 | | | | | | | | | | |

| | | | | | | | |
|-----------------------|-------|---------|-------|-------------------|---------------------|--|--|
| 1 LNAV/VNAV | | | | LNAV | | CIRCLE-TO-LAND | |
| DA(H) A,B: 460'(345') | | ALS out | | MDA(H) 570'(455') | | 2 Circling airspace containment not assured. | |
| C,D: 480'(365') | | | | | | Max Kts | |
| A | 1700m | 1500m | 1600m | 100 | 640'(517') -1900m | | |
| B | | | | 135 | 660'(537') -2800m | | |
| C | 1800m | | | 180 | 2 830'(707') -3700m | | |
| D | | 2000m | | 205 | 2 860'(737') -4600m | | |

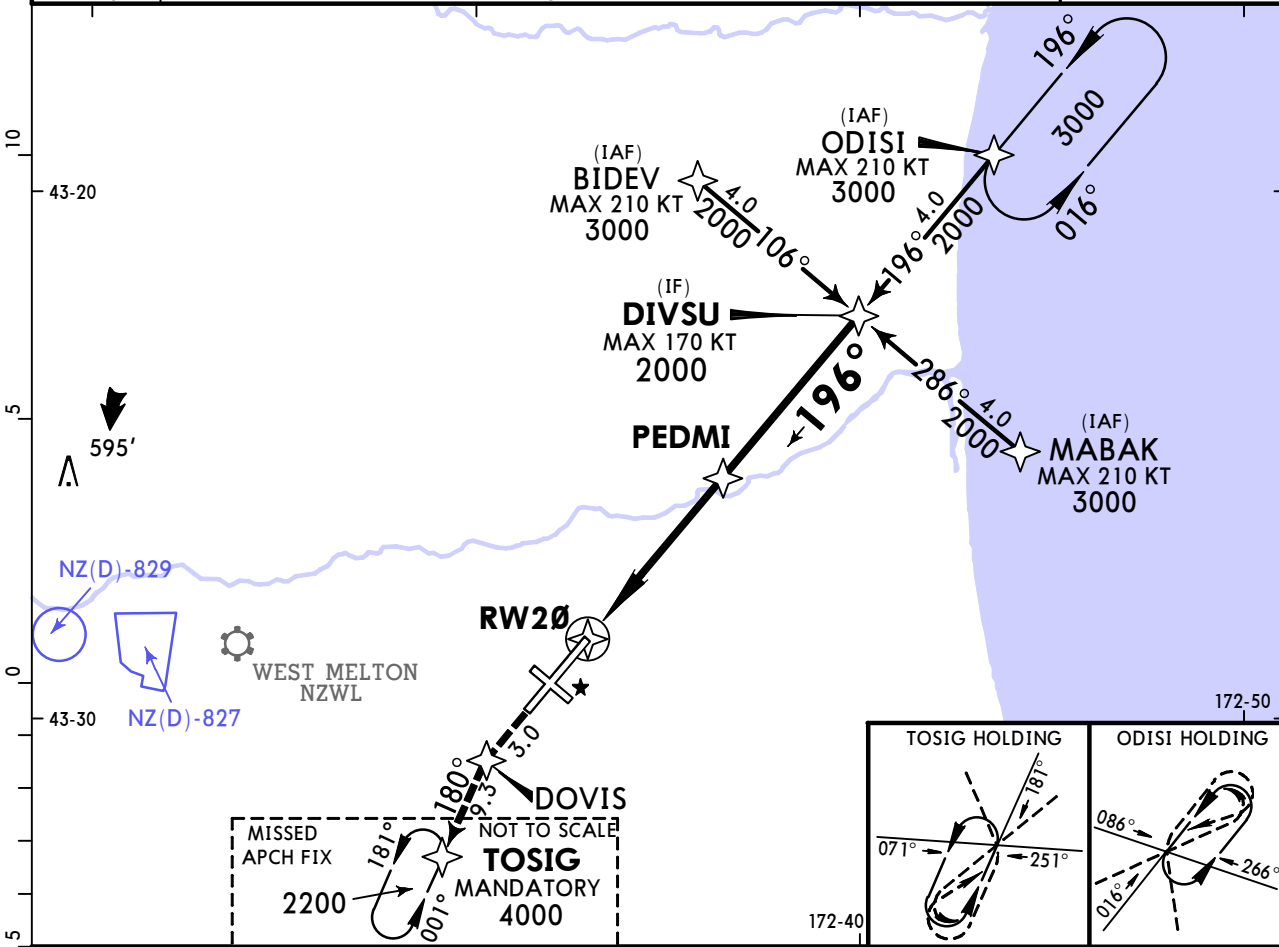
1 Valid to aerodrome temperature -10°C. Use of remote altimeter setting not authorized.

NZCH/CHC CHRISTCHURCH INTL

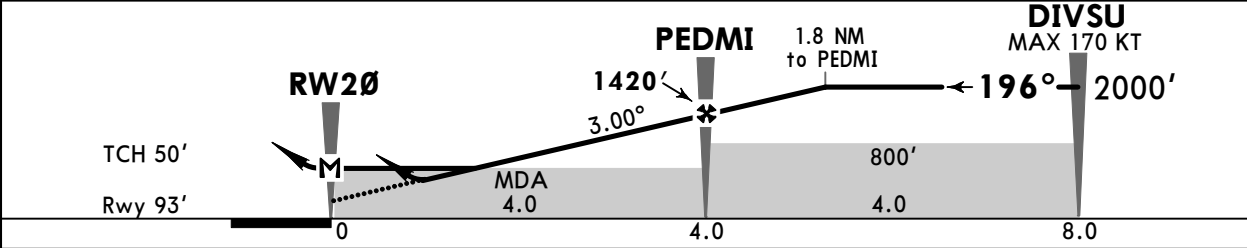
9 DEC 22 **(12-3)**

JEPPESEN CHRISTCHURCH, NEW ZEALAND RNP Z Rwy 20

| | | | | | | | |
|---|-------------------------------|-------------------------------|---------------------------------------|--------------------|---------|---------|--------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| RNAV | Final Apch Crs 196° | PEDMI 1420' (1327') | LNAV/VNAV DA(H) 370' (277') | Apt Elev 123' | Rwy 93' | | |
| MISSED APCH: Max 210 KT. Track 196° to DOVIS, turn LEFT track 180° to TOSIG MANDATORY 4000'. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| RNP Apch Use Christchurch altimeter setting. | | | | | | MSA ARP | |



| | | | | | | | | | | |
|----------------|------|-----|-----|------|-------|-------|-------|-------|-------|-------|
| NM to NEXT WPT | RW20 | 0.7 | 1.0 | 2.0 | 3.0 | PEDMI | 1.0 | 2.0 | 3.0 | DIVSU |
| ALTITUDE | MDA | DA | MDA | 780' | 1100' | 1420' | 1740' | 2050' | 2370' | 2690' |



| | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at RW20 | | | | | | | |

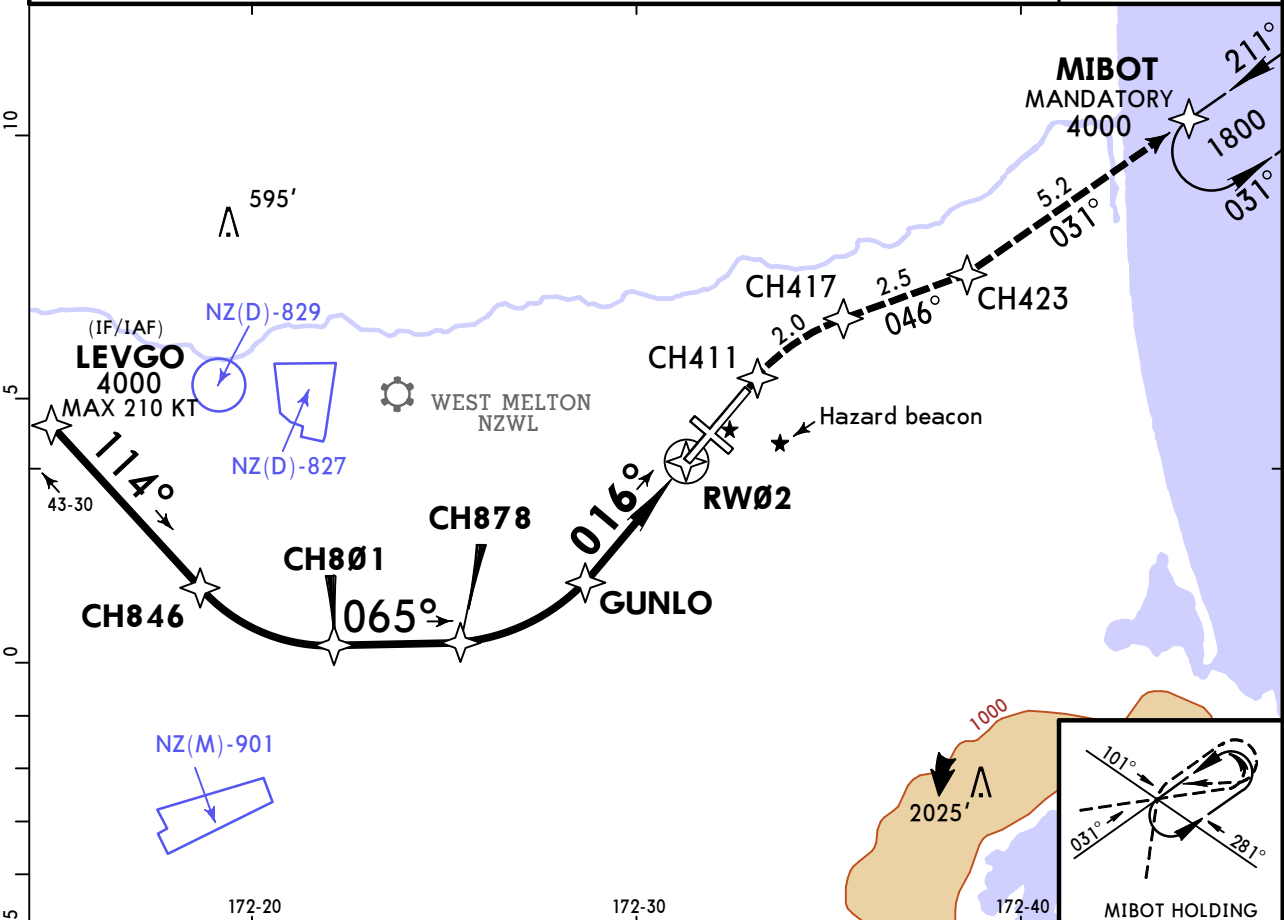
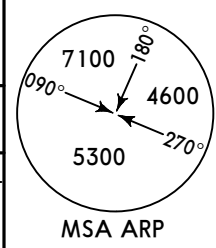
| STRAIGHT-IN LANDING RWY 20 | | | | CIRCLE-TO-LAND | |
|--|---------|-----------------------------------|---------|---|------------------------------------|
| 1 LNAV/VNAV DA(H) 370' (277') | | LNAV MDA(H) 450' (357') | | 2 Circling airspace containment not assured. | |
| | ALS out | | ALS out | Max Kts | MDA(H) |
| A | | | | 100 | 640' (517') -1900m |
| B | | 1500m | 1600m | 135 | 660' (537') -2800m |
| C | 1500m | | | 180 | 2 830' (707') -3700m |
| D | | 2000m | | 205 | 2 860' (737') -4600m |

1 Valid to aerodrome temperature -10°C. Use of remote altimeter setting not authorized.
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NZCH/CHC CHRISTCHURCH INTL

JEPPESEN CHRISTCHURCH, NEW ZEALAND
 9 DEC 22 **12-20** **CAT B, C & D** **RNP Y Rwy 02 (AR)**

| | | | | | | | | |
|-----------------|---|-------------------------------|-------------------------------|--------|---|---------------------------|--------|--------|
| BRIEFING STRIP™ | *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| | 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| | RNAV | Final Apch Crs 016° | GUNLO 1140' (1017') | | RNP 0.30 DA(H) 530' (407') | Apt Elev 123' Rwy 123' | | |
| | MISSED APCH: Track via the RNAV (RNP) missed approach to MIBOT MANDATORY 4000'. MAX 210 KT. Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 150 Trans alt: 13000' 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | |



| | | | | | | | |
|-----------------------|-----------------|--------------|--------------|--------------|--------------------|-------------|----------|
| LEVGO 4000' | 1.0 NM to CH846 | CH846 | CH801 | CH878 | (FAP) GUNLO | RW02 | TCH 60' |
| 114° | 3670' | 2760' | 065° | 2000' | 1140' | 016° | Rwy 123' |
| 15.2 | 4.2 | 11.0 | 2.9 | 8.1 | 2.4 | 5.7 | 2.7 |
| 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |

STRAIGHT-IN LANDING RWY 02
 RNP 0.30
 DA(H) **530' (407')**
 ALS out

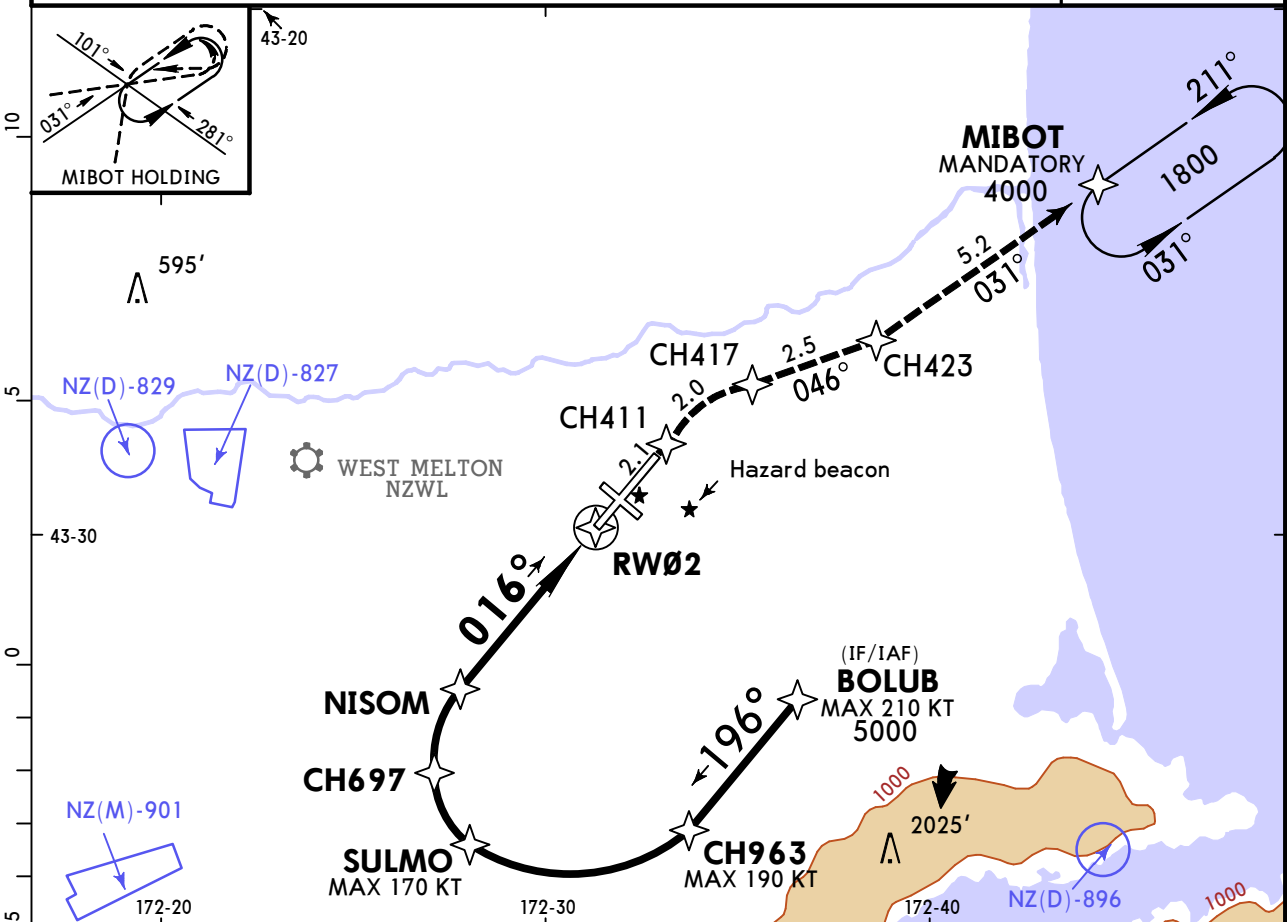
| | | | |
|----------|---|-------|-------|
| PANS OPS | A | NA | |
| | B | | |
| | C | 1580m | 2000m |
| | D | | |

NZCH/CHC CHRISTCHURCH INTL

9 DEC 22 **12-21**

JEPPESEN CHRISTCHURCH, NEW ZEALAND
CAT B, C & D RNP W Rwy 02 (AR)

| | | | | | | | |
|---|-------------------------------|-------------------------------|---|---------------------------|--------|--------|----------------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| RNAV | Final Apch Crs 016° | SULMO 2500' (2377') | RNP 0.30 DA(H) 530' (407') | Apt Elev 123' Rwy 123' | | | |
| MISSED APCH: Track via the RNAV (RNP) missed approach to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | MSA ARP |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 150 Trans alt: 13000' | | | | | | | |
| 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | |



| | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| BOLUB 5000' | CH963 3980' | SULMO 2500' | CH697 2000' | NISOM 1460' | RW02 TCH 60' |
| 15.1 | 11.9 | 7.2 | 5.7 | 4.0 | 0 |
| (FAP) SULMO RT Arc 3.00° CH697 RT Arc NISOM RT Arc RW02 016° | | | | | |

| | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|---------|--------------|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPIALS | MIBOT | MANDATORY 4000' |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |

STRAIGHT-IN LANDING RWY 02
RNP 0.30
 DA(H) **530' (407')**
 ALS out

| | | |
|---|-------|-------|
| A | NA | |
| B | | |
| C | 1580m | 2000m |
| D | | |

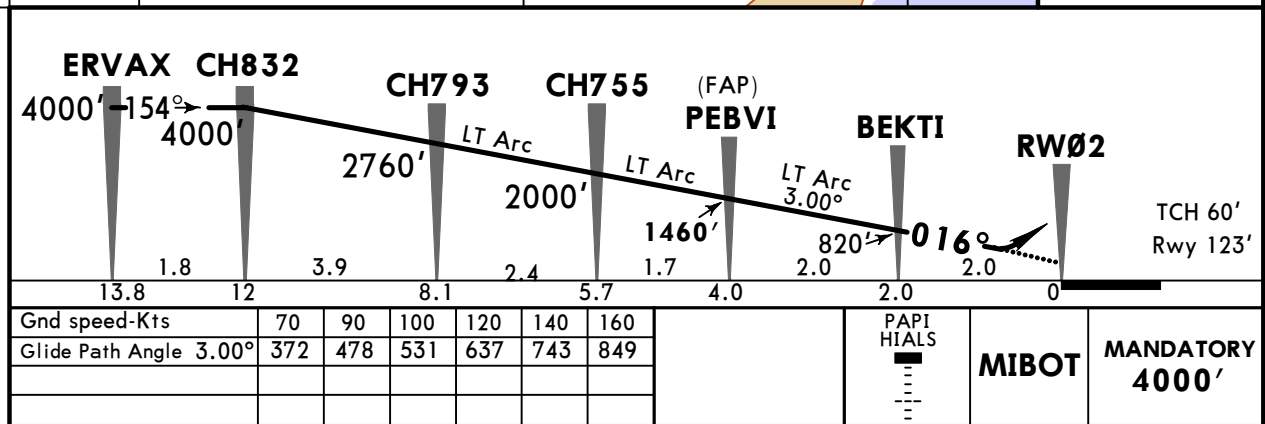
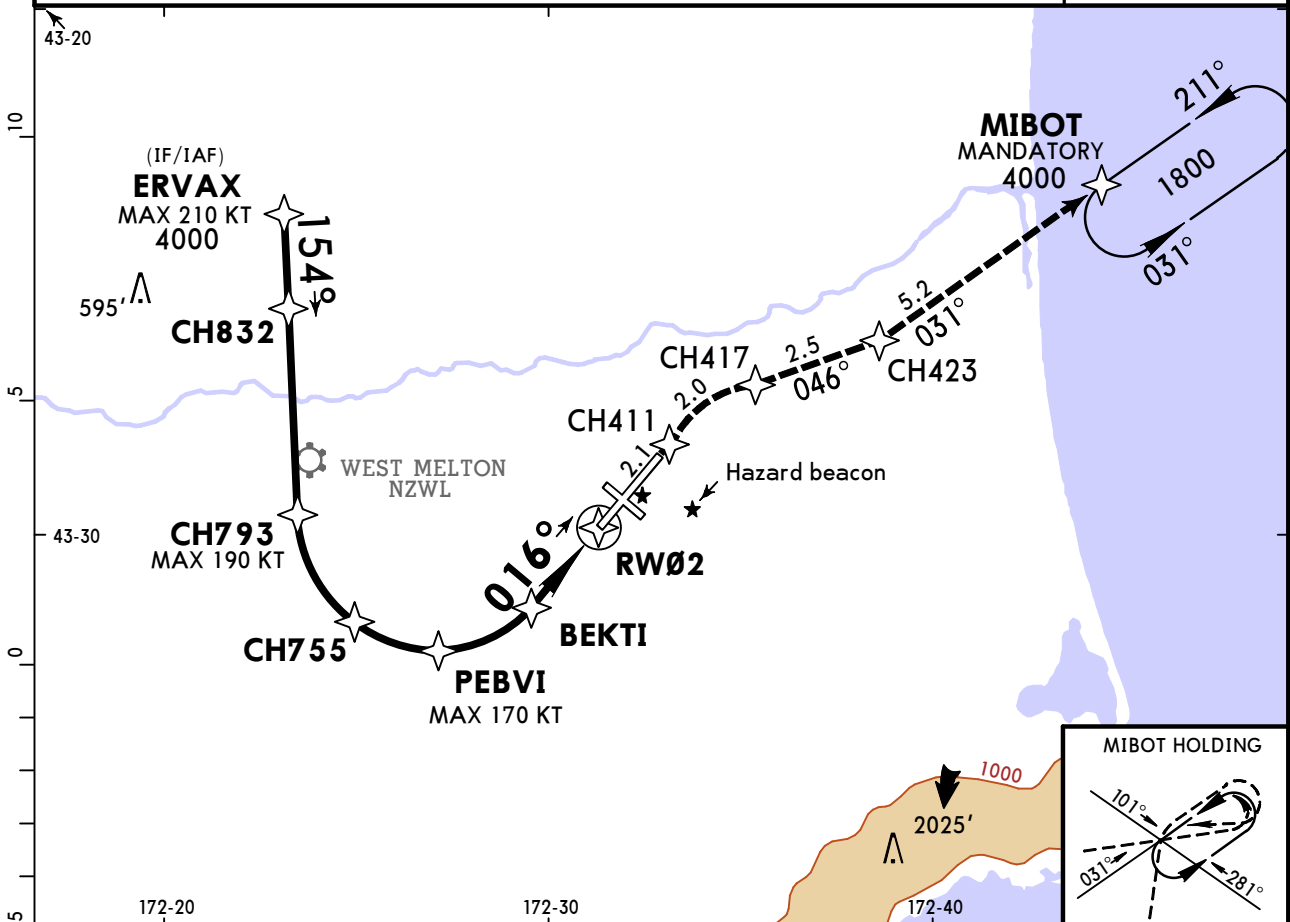
NZCH/CHC

CHRISTCHURCH INTL

JEPPESEN CHRISTCHURCH, NEW ZEALAND

9 DEC 22 **12-22** **CAT B, C & D** **RNP V Rwy 02 (AR)**

| | | | | | | | |
|---|-------------------------------|-------------------------------|--------|---|---------------------------|----------------|--------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| RNAV | Final Apch Crs 016° | PEBVI 1460' (1337') | | RNP 0.30 DA(H) 530' (407') | Apt Elev 123' Rwy 123' | | |
| MISSED APCH: Track via the RNAV (RNP) missed approach to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | <p>MSA ARP</p> | |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 150 Trans alt: 13000' | | | | | | | |
| 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | |



STRAIGHT-IN LANDING RWY 02
RNP 0.30
 DA(H) **530'** (407')

ALS out

| | | | |
|----------|---|-------|-------|
| PANS OPS | A | NA | |
| | B | | |
| | C | 1580m | 2000m |
| | D | | |

CHANGES: Procedure title.

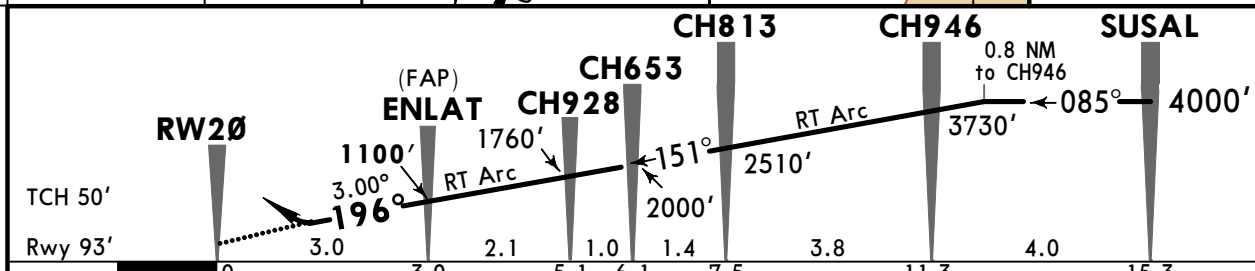
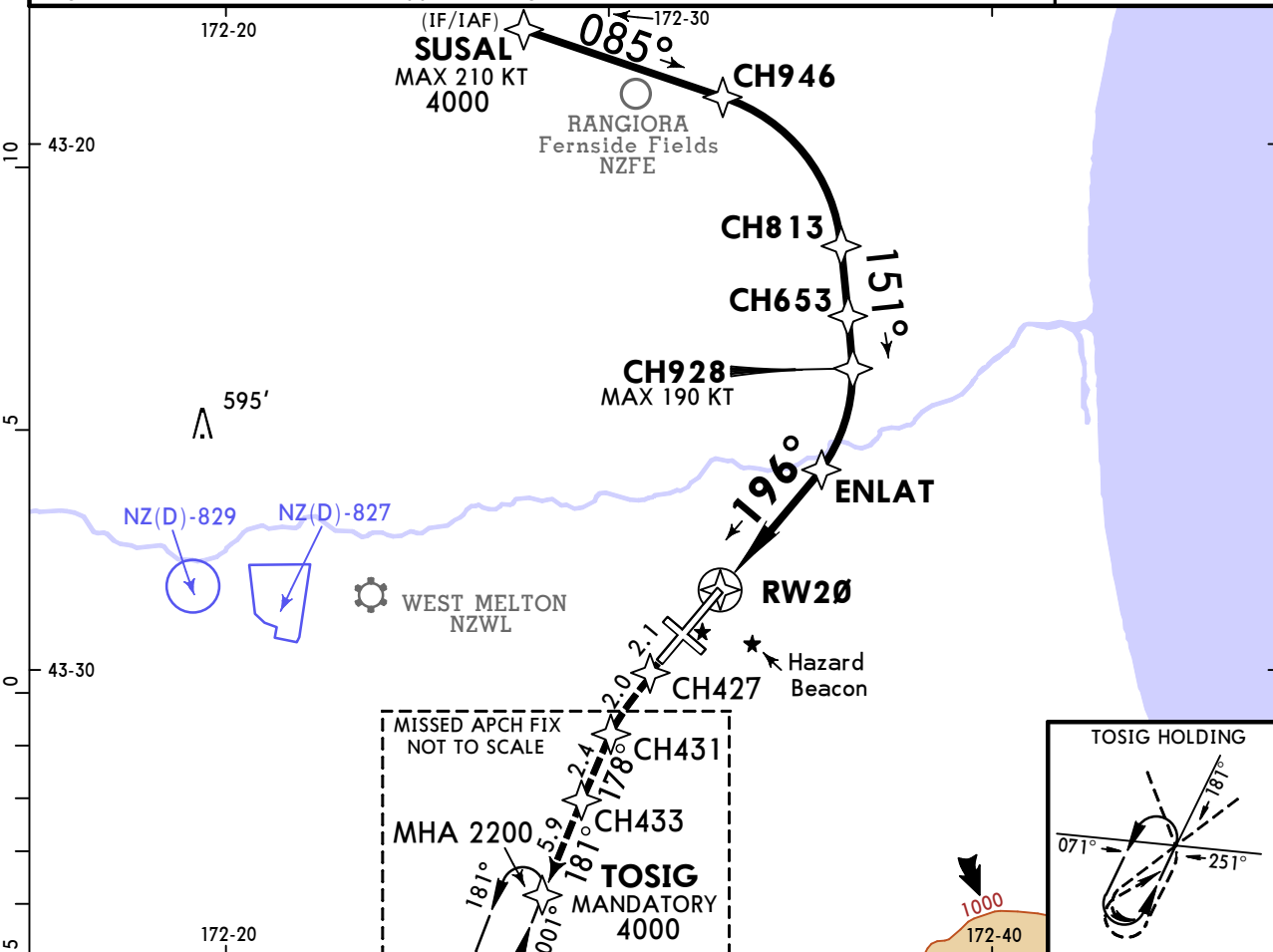
NZCH/CHC CHRISTCHURCH INTL

9 DEC 22 **12-23**

CAT B, C & D

JEPPESEN CHRISTCHURCH, NEW ZEALAND RNP Y Rwy 20 (AR)

| | | | | | | | |
|---|--|-------------------------------|---|---|--|-------------------------------|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| RNAV | Final Apch Crs 196° | ENLAT 1100' (1007') | RNP 0.30 DA(H) 500' (407') | Apt Elev 123' Rwy 93' | | | |
| MISSED APCH: Track via the RNAV (RNP) missed approach to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000' | | | | | | | |
| 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | |



| | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|---------------|-------|--------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | TOSIG | MANDATORY 4000' |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |

STRAIGHT-IN LANDING RWY 20
RNP 0.30
DA(H) **500' (407')**
ALS out

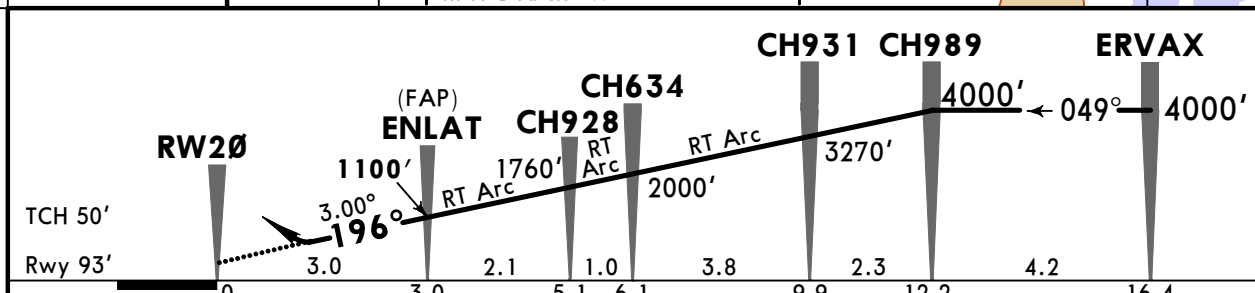
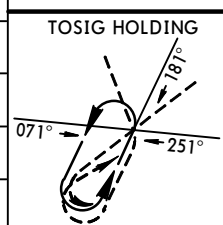
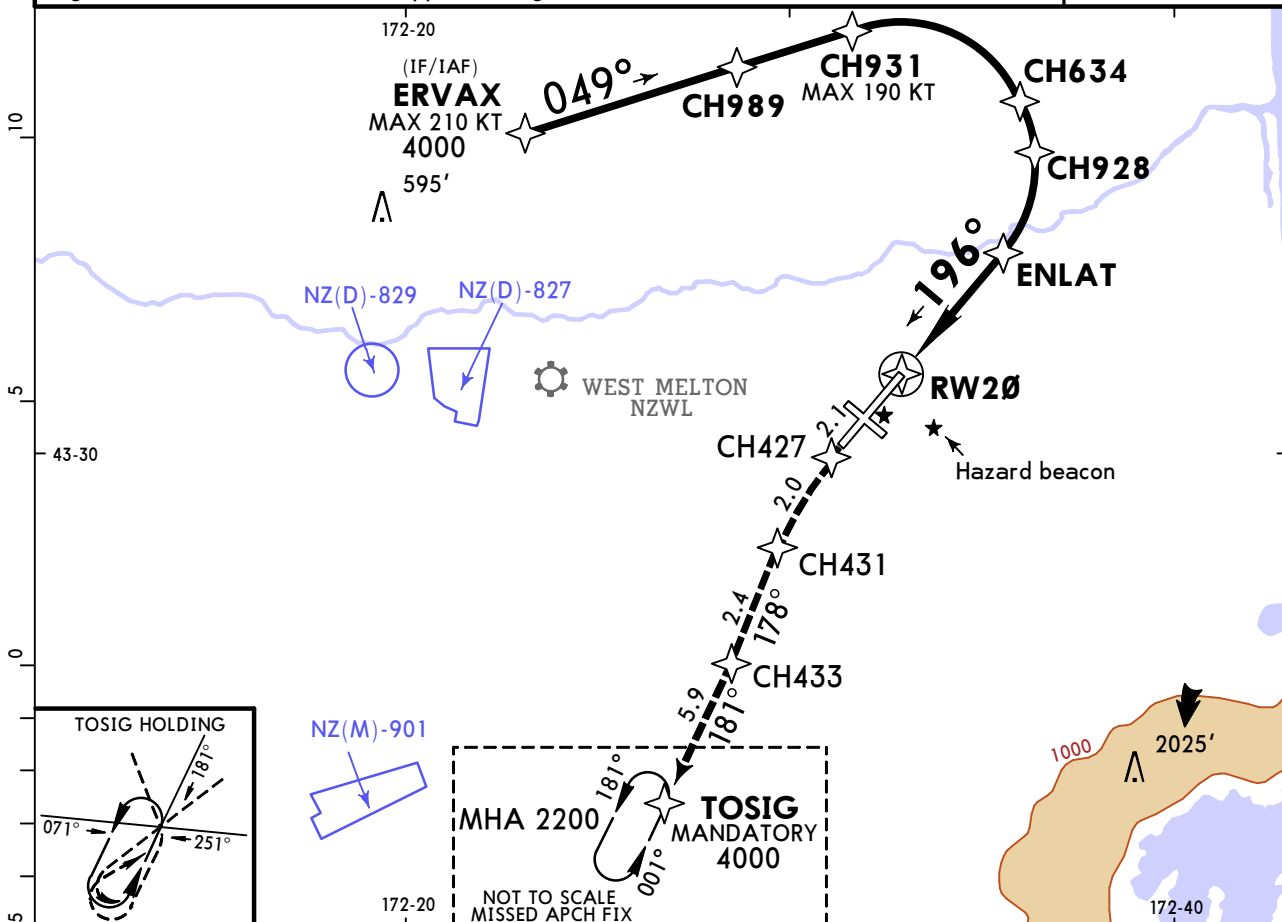
| | | |
|---|-------|-------|
| A | NA | |
| B | | |
| C | 1680m | 2100m |
| D | | |

NZCH/CHC
CHRISTCHURCH INTL

9 DEC 22 **12-24**

JEPPESEN CHRISTCHURCH, NEW ZEALAND
CAT B, C & D RNP X Rwy 20 (AR)

| | | | | | | | |
|---|-------------------------------|-------------------------------|--------|---|--------------------------|--------|----------------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| RNAV | Final Apch Crs 196° | ENLAT 1100' (1007') | | RNP 0.30 DA(H) 500' (407') | Apt Elev 123' Rwy 93' | | |
| MISSED APCH: Track via the RNAV (RNP) missed approach to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | <p>MSA ARP</p> |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000' | | | | | | | |
| 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|------------|-------|-----------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | TOSIG | MANDATORY 4000' |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |

STRAIGHT-IN LANDING RWY 20
RNP 0.30
DA(H) **500'**(407')

ALS out

| | | |
|---|-------|-------|
| A | NA | |
| B | | |
| C | 1680m | 2100m |
| D | | |

CHANGES: Procedure title.

NZCH/CHC
CHRISTCHURCH INTL

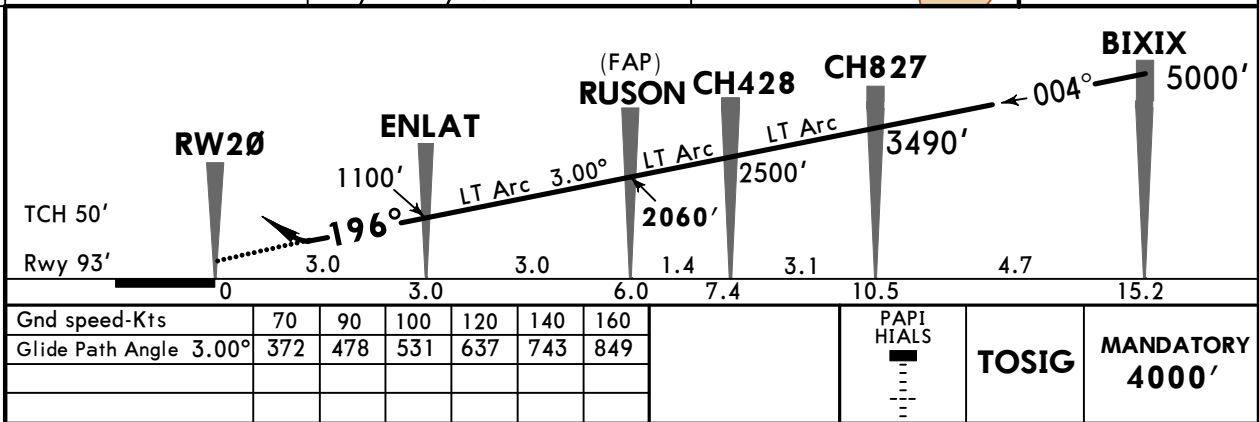
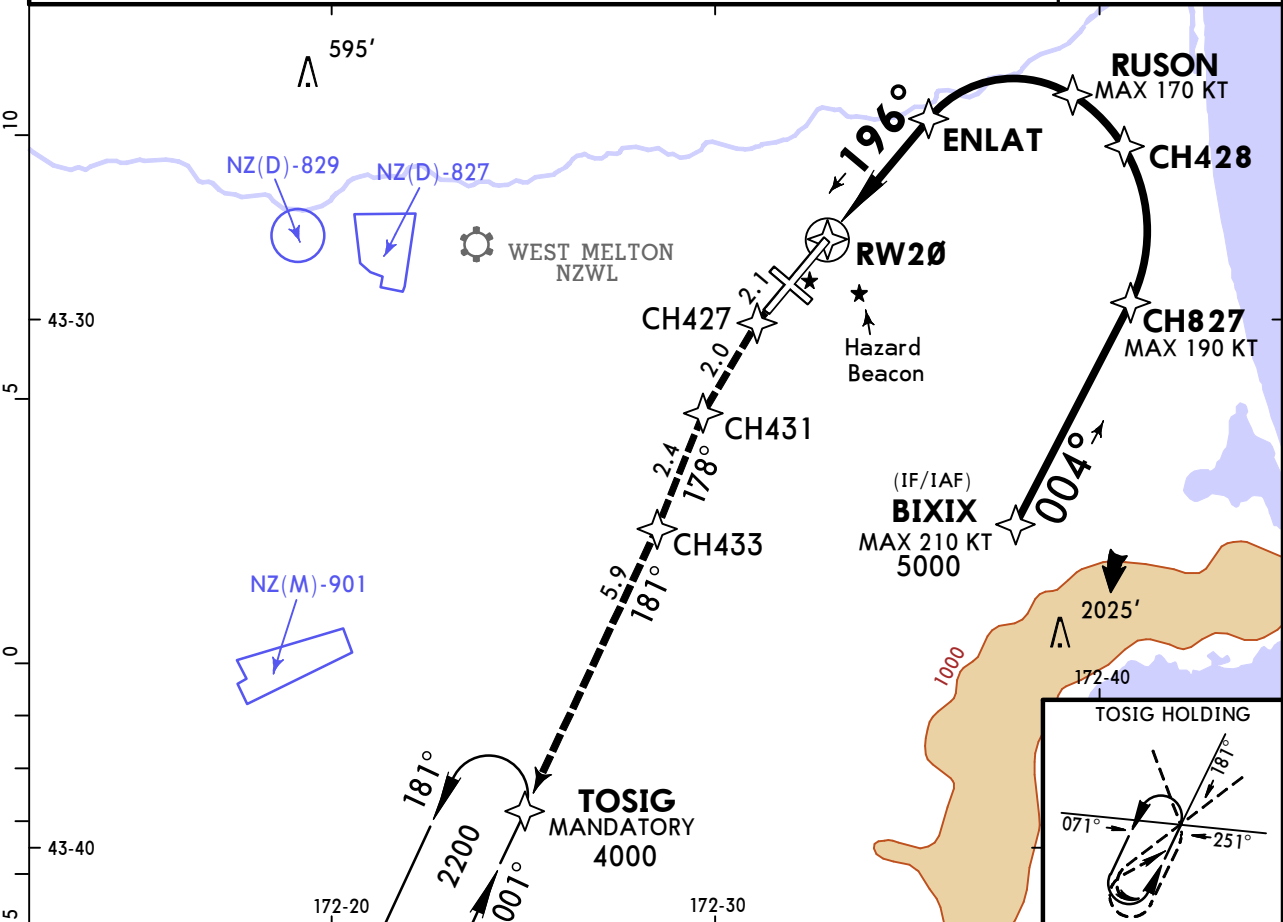
9 DEC 22 **12-25**

CAT B, C & D

RNP W Rwy 20 (AR)

JEPPESEN CHRISTCHURCH, NEW ZEALAND

| | | | | | | | | | |
|---|--|----------------------------------|-------------------------------|---|--------------------------|--------|----------------|--------|--|
| BRIEFING STRIP™ | *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | | |
| | 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 | |
| | RNAV | Final Apch Crs 196° | RUSON 2060' (1967') | RNP 0.30 DA(H) 500' (407') | Apt Elev 123' Rwy 93' | | <p>MSA ARP</p> | | |
| | MISSED APCH: Track via the RNAV (RNP) missed approach to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000' 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | | | |



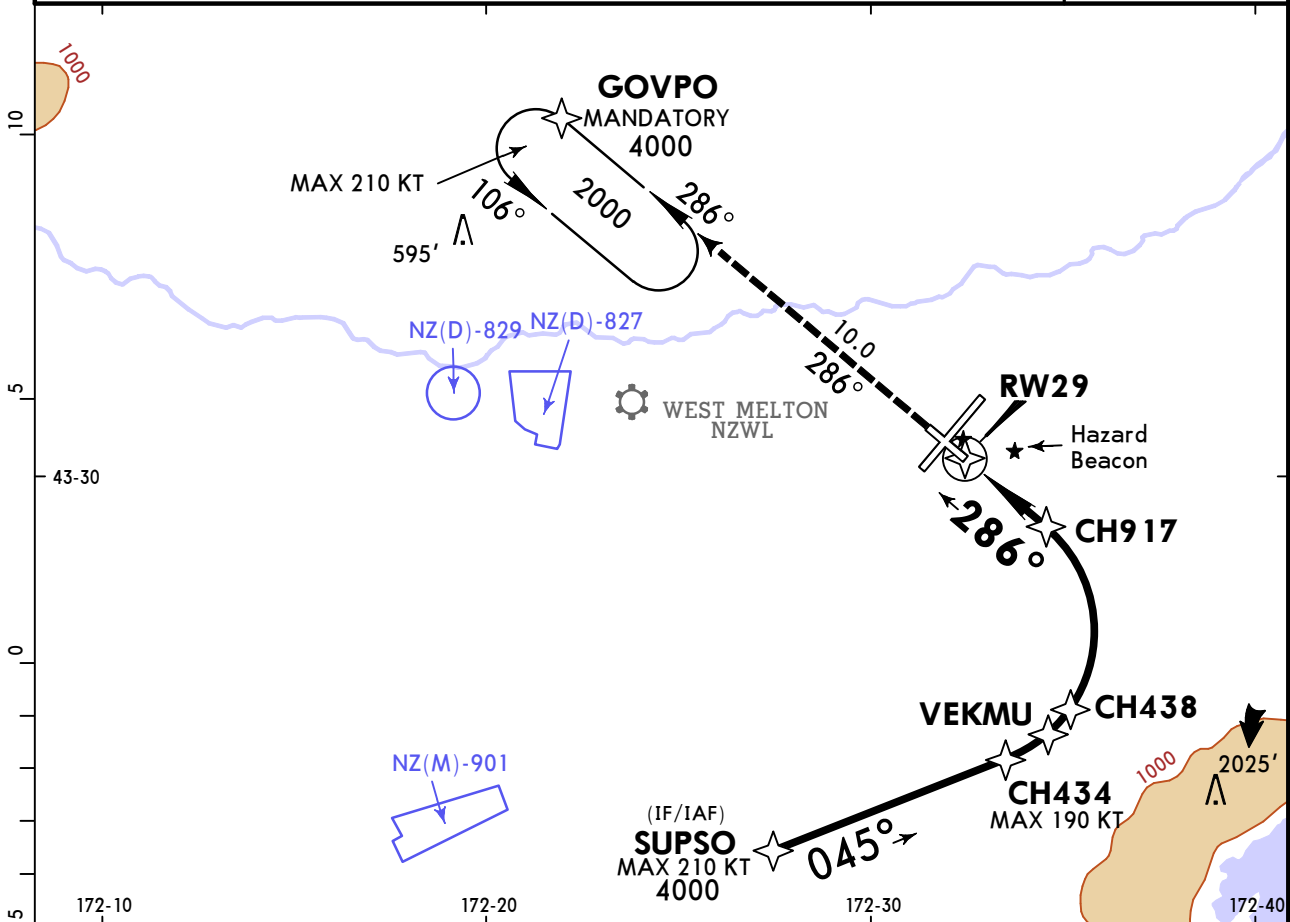
STRAIGHT-IN LANDING RWY 20
RNP 0.30
 DA(H) **500' (407')**
 ALS out

| | | | |
|----------|---|-------|-------|
| PANS OPS | A | NA | |
| | B | | |
| | C | 1680m | 2100m |
| | D | | |

JEPPESEN CHRISTCHURCH, NEW ZEALAND

NZCH/CHC CHRISTCHURCH INTL 12-26 CAT B, C & D RNP Y Rwy 29 (AR)

| | | | | | | | | | |
|---|----------------------------------|-------------------------------|--------|---|--------------------------|----------------|--------|--|--|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | | | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 | | |
| RNAV | Final Apch Crs 286° | VEKMU 2200' (2105') | | RNP 0.30 DA(H) 430' (335') | Apt Elev 123' Rwy 95' | <p>MSA ARP</p> | | | |
| MISSED APCH: Track 286° to GOVPO MANDATORY 4000'. | | | | | | | | | |
| MAX 210 KT. | | | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | | | |
| 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | | | |



| | | | | | | | |
|------------------|-------------|--------------|--------------|--------------|--------------|--------------|---------------------------|
| | RW29 | CH917 | CH438 | VEKMU | CH434 | SUPSO | |
| TCH 50' | | 790' | 2000' | 2200' | 2500' | 4000' | |
| Rwy 95' | 2.0 | 3.8 | 5.8 | 6.4 | 7.4 | 12.1 | |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | PAPI ALS 286° GOVPO |

STRAIGHT-IN LANDING RWY 29
RNP 0.30
 DA(H) **430'** (335')

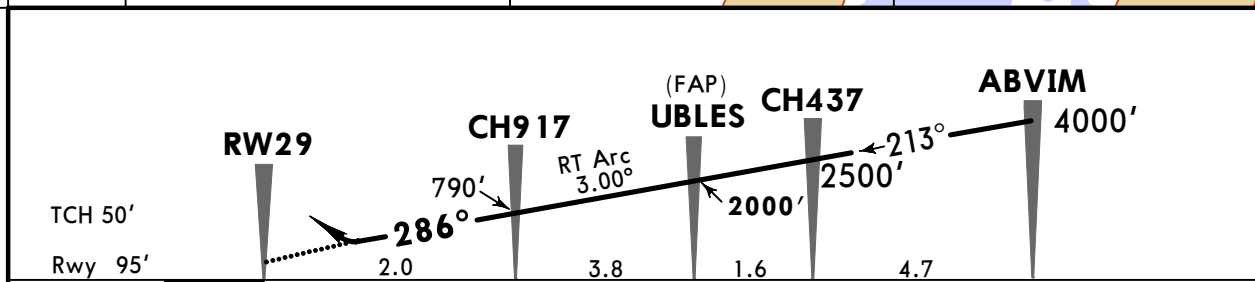
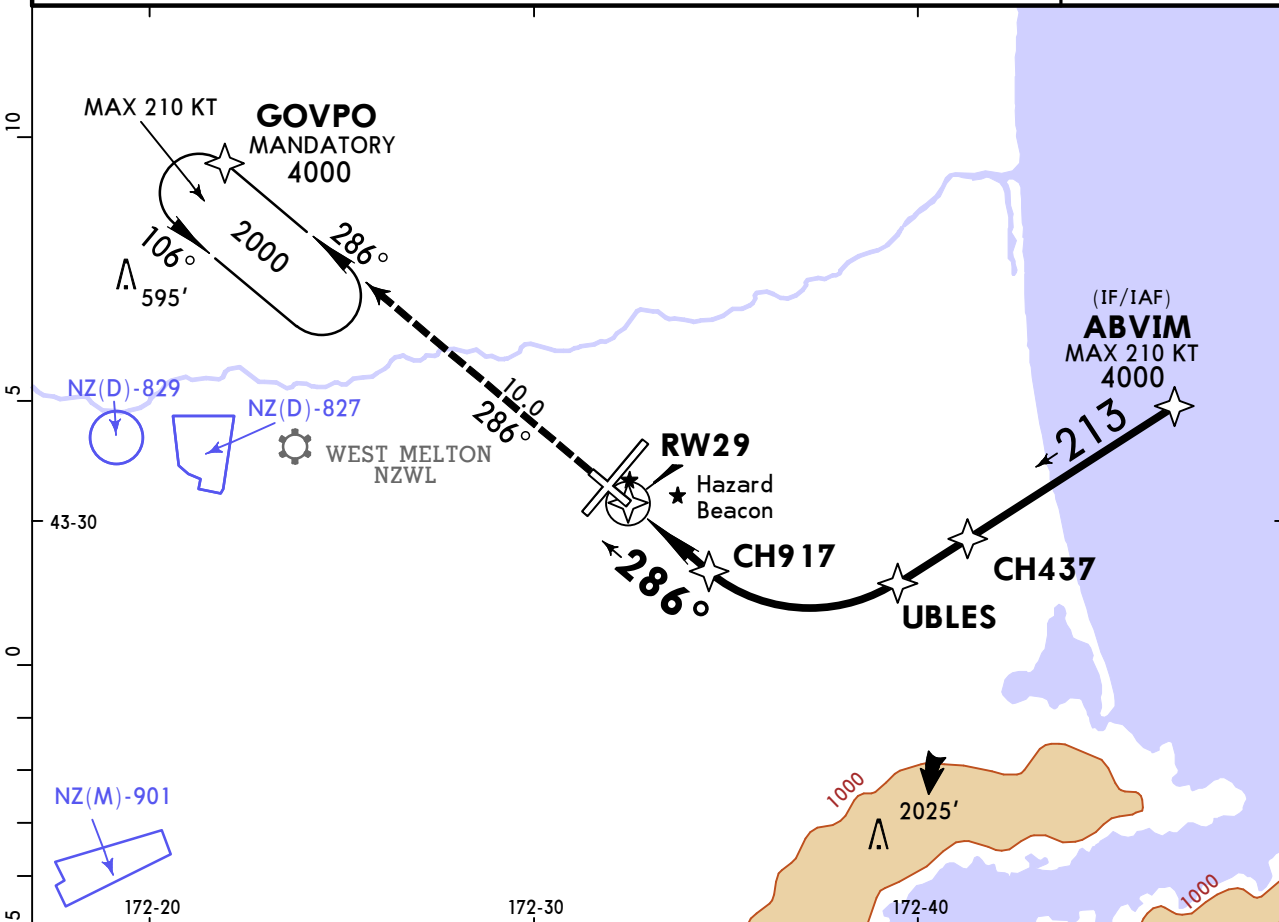
ALS out

| | |
|---|-------|
| A | NA |
| B | |
| C | 1600m |
| D | |

NZCH/CHC CHRISTCHURCH INTL

JEPPESEN CHRISTCHURCH, NEW ZEALAND
 9 JUN 23 **Eff 15 Jun** (12-27) **CAT B, C & D** **RNP W Rwy 29 (AR)**

| | | | | | | | |
|---|---------|-------------------------------|-------------------------------|--------|---|--------------------------|----------------|
| BRIEFING STRIP™ | *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground |
| | 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 119.65 |
| | RNAV | Final Apch Crs 286° | UBLES 2000' (1905') | | RNP 0.30 DA(H) 430' (335') | Apt Elev 123' Rwy 95' | <p>MSA ARP</p> |
| MISSED APCH: Track 286° to GOVPO MANDATORY 4000'. | | | | | | | |
| MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| 1. FOR OPERATORS WITH CAANZ RNP-AR APPROVAL ONLY. 2. RF required. 3. Use Christchurch altimeter setting. 4. Procedure not authorized when airport temperature is below -10°C or above 47°C. 5. RNP 0.30 for initial and intermediate segments, RNP 1.00 for missed approach segment. | | | | | | | |



| | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI ALS |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| | | | | | | | |

STRAIGHT-IN LANDING RWY 29
RNP 0.30
 DA(H) **430'**(335')

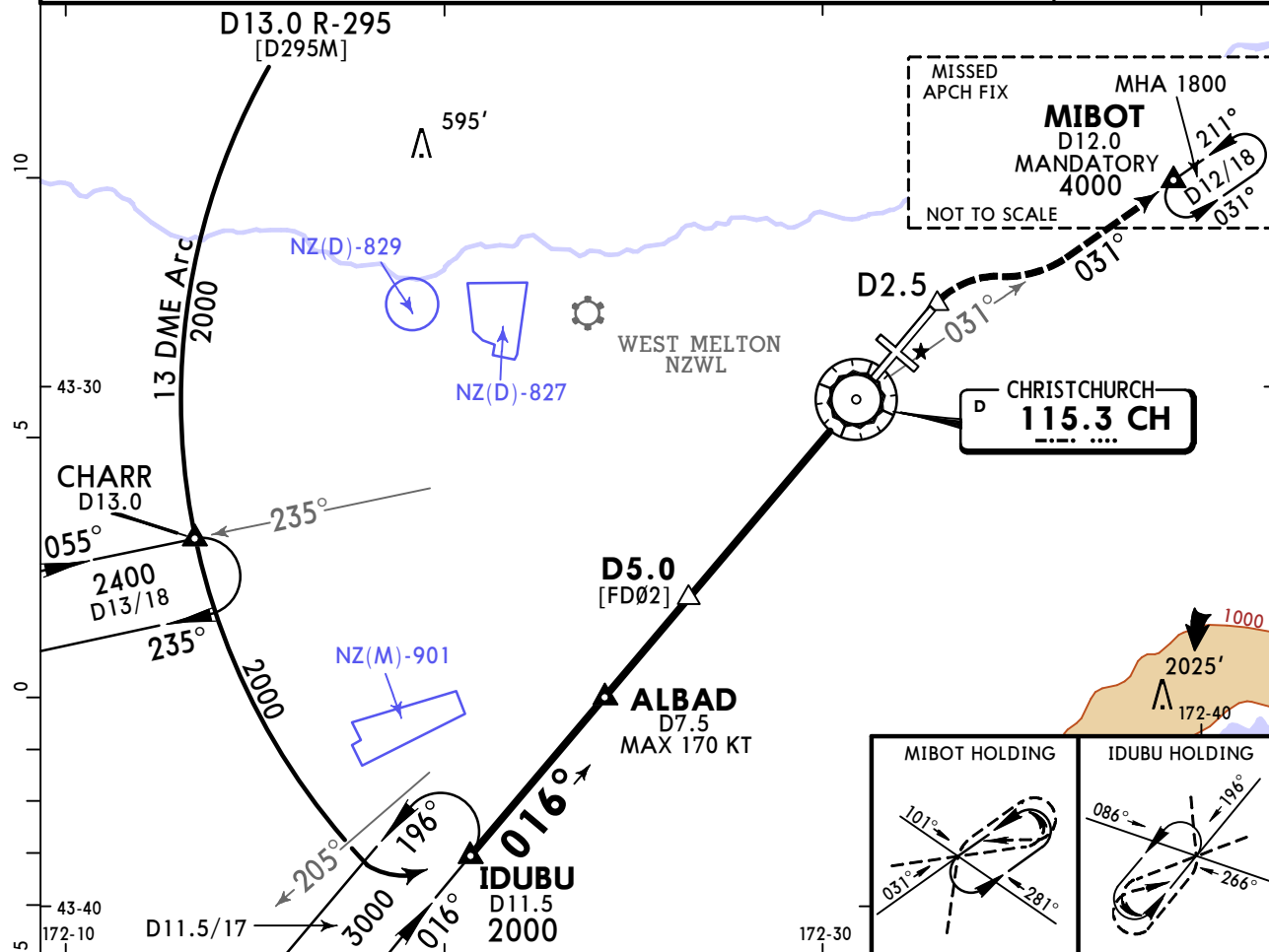
| | |
|---|-------|
| A | NA |
| B | |
| C | 1600m |
| D | |

NZCH/CHC CHRISTCHURCH INTL

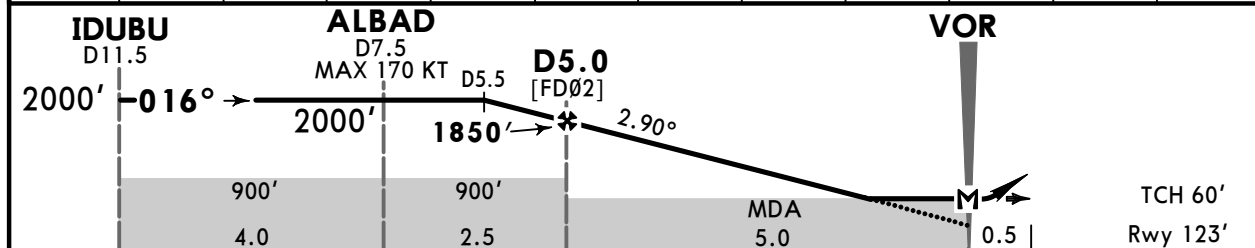
10 JUN 22 **(13-1)** Eff 16 Jun

JEPPESEN CHRISTCHURCH, NEW ZEALAND VOR DME Rwy 02

| | | | | | | | |
|---|---|------------------------------|------------------------------|------------------------------------|--|------------------------|------------|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| VOR CH 115.3 | Final Apch Crs 016° | D5.0 1850' (1727') | MDA(H) 620' (497') | Apt Elev 123' Rwy 123' | | | |
| MISSED APCH: Track 016° to D2.5, turn RIGHT intercept CH VOR R-031 to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| Use Christchurch altimeter setting. | | | | | | | MSA CH VOR |



| | | | | | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-----|
| CH DME | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 | 0.8 |
| ALTITUDE | 3350' | 3050' | 2750' | 2450' | 2150' | 1850' | 1550' | 1250' | 950' | 650' | MDA |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------|------|----|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 016° | D2.5 | RT | CH 115.3 R-031 |
| Descent Angle | 2.90° | 359 | 462 | 513 | 616 | 718 | | | | | |
| MAP at VOR | | | | | | | | | | | |

| | | | | | | | |
|---|-------|---------|-------|---|---------------|--------|--------|
| STRAIGHT-IN LANDING RWY02 VOR DME MDA(H) 620' (497') | | | | CIRCLE-TO-LAND 1 Circling airspace containment not assured. | | | |
| | | ALS out | | Max Kts | | MDA(H) | |
| A | 1500m | 1600m | | 100 | 640' | (517') | -1900m |
| B | | | | 135 | 660' | (537') | -2800m |
| C | | | | 180 | 1 830' | (707') | -3700m |
| D | | | 1900m | 205 | 1 860' | (737') | -4600m |

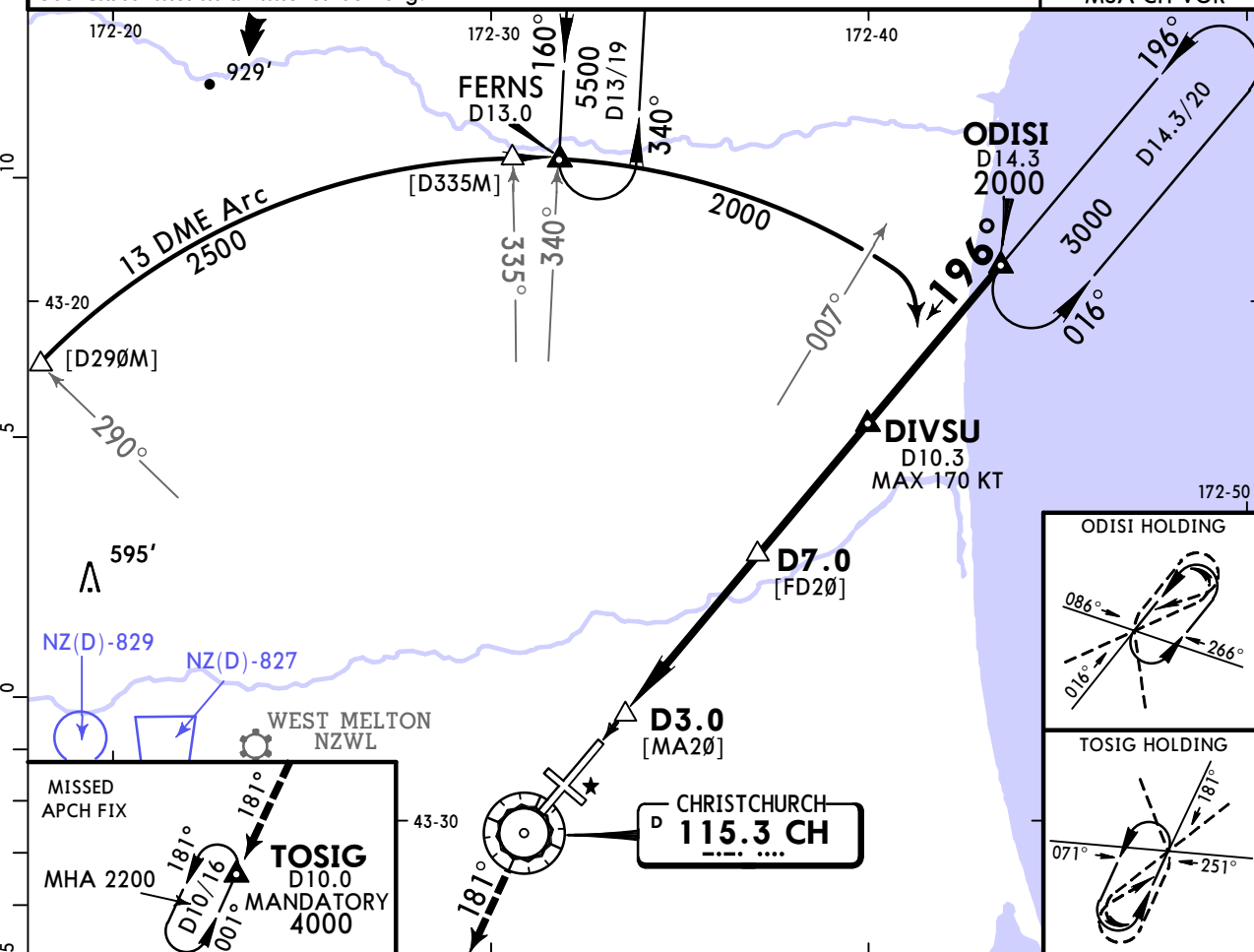
NZCH/CHC CHRISTCHURCH INTL

10 JUN 22

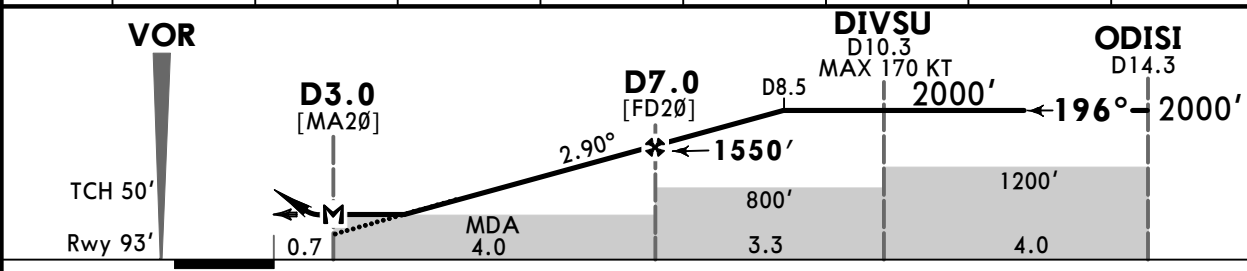
13-2 Eff 16 Jun

JEPPESSEN CHRISTCHURCH, NEW ZEALAND VOR DME Rwy 20

| | | | | | | | |
|--|---|------------------------------|------------------------------|------------------------------------|--|------------------------|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| VOR CH 115.3 | Final Apch Crs 196° | D7.0 1550' (1457') | MDA(H) 480' (387') | Apt Elev 123' Rwy 93' | | | |
| MISSED APCH: Track 196° to CH VOR, turn LEFT track CH VOR R-181 to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000' | | | | | | | |
| Use Christchurch altimeter setting. | | | | | | | |



| | | | | | | | | |
|----------|-----|------|------|-------|-------|-------|-------|-------|
| CH DME | 3.4 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | MDA | 650' | 950' | 1250' | 1550' | 1850' | 2150' | 2450' |



| | | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------|-------------|----|----------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 196° | CH 115.3 | LT | CH 115.3 R-181 | |
| Descent Angle | 2.90° | 359 | 462 | 513 | 616 | 718 | | | | | | 821 |
| MAP at D3.0 | | | | | | | | | | | | |

| | | | | | | | |
|--------------------------------------|-------|--|--|---|------------------------------|--|--|
| STRAIGHT-IN LANDING RWY20 | | | | CIRCLE-TO-LAND | | | |
| VOR DME MDA(H) 480' (387') | | | | 1 Circling airspace containment not assured. | | | |
| ALS out | | | | Max Kts | MDA(H) | | |
| A | | | | 100 | 640' (517') - 1900m | | |
| B | 1500m | | | 135 | 660' (537') - 2800m | | |
| C | | | | 180 | 1 830' (707') - 3700m | | |
| D | 1600m | | | 205 | 1 860' (737') - 4600m | | |

NZCH/CHC

JEPPESEN CHRISTCHURCH, NEW ZEALAND

CHRISTCHURCH INTL

2 FEB 24

Y-10-1P

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

*D-ATIS 127.2

CAUTION

Procedures on YELLOW pages apply to Rwy 02/20 Work In Progress only
(displaced threshold Rwy 02 - reduced length
Rwy 20 or reduced length Rwy 02).

1.2. RUNWAY 02/20 RWY WORK IN PROGRESS

1.2.1. GENERAL

The airport operator is required to carry out regular work on the runway. Generally the aerodrome operator will aim to provide 72-hour 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.**

Work In Progress North - During Work In Progress North Rwy 02/20 is reduced in length to 6299' (1920m). The northern 4488' (1368m) 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.

Work In Progress South - During Work In Progress South Rwy 02 has a 5046' (1538m) 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 Work In Progress North and Work In Progress South.

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

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

1.2.2. NIGHT OPERATIONS

For night displaced threshold operations, Rwy 02, LIH ALS and LIL ALS will not be available. Runway 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.

2. ARRIVAL

2.1. APPLICABLE INSTRUMENT APPROACH PROCEDURES

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

2.1.1. Displaced Threshold Operations Rwy 02 (Yellow pages)

| Rwy | Threshold Displaced by | Chart/Procedure |
|-----|------------------------|-------------------------------|
| 02 | 5046' (1538m) | Christchurch LOC DME S Rwy 02 |
| | | Christchurch VOR DME S Rwy 02 |

2.1.2. Reduced Length Operations Rwy 02/20 (Yellow pages)

| Rwy | Landing Distance Available | Chart/Procedure |
|-----|----------------------------|--|
| 02 | 6299' (1920m) | Christchurch ILS DME N or LOC DME N Rwy 02 |
| | | Christchurch VOR DME N Rwy 02 |
| | | Christchurch RNP N Rwy 02 |
| 20 | 5741' (1750m) | Christchurch ILS DME S or LOC DME S Rwy 20 |
| | | Christchurch VOR DME S Rwy 20 |
| | | Christchurch RNP S Rwy 20 |
| 11 | Full Length | Christchurch RNP Rwy 11 |

3. DEPARTURE

3.1. APPLICABLE AERODROME, OPERATIONAL DATA AND GROUND MOVEMENT CHARTS (YELLOW PAGES)

| Rwy | Chart |
|-----|---|
| 02 | Aerodrome - Rwy 02 - Work In Progress NORTH |
| | Operational Data - Rwy 02 - Work In Progress NORTH |
| | Ground Movements - Rwy 02 - Work In Progress NORTH |
| 20 | Aerodrome - Rwy 02/20 - Work In Progress SOUTH |
| | Operational Data - Rwy 02/20 - Work In Progress SOUTH |
| | Ground Movements - Rwy 02/20 - Work In Progress SOUTH |

CAUTION
 Expect workers and equipment on closed
 portion of Rwy 02/20 when Work In Progress

CHRISTCHURCH, NEW ZEALAND
CHRISTCHURCH INTL

NZCH/CHC
Apt Elev **123'**
S43 29.4 E172 32.1

JEPESEN
1 MAR 24
Y-10-9

| | | | | | |
|---------|---------------|-----------------------|---------------------|-------|-------|
| *D-ATIS | Data Comm DCL | CHRISTCHURCH Delivery | CHRISTCHURCH Ground | Tower | Fire |
| 127.2 | 128.2 | 121.9 | 119.65 | 118.4 | 134.7 |
| 172-31 | 172-32 | 172-33 | | | |

RUNWAY 02
WORK IN PROGRESS NORTH

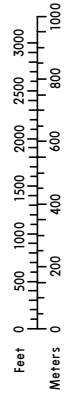
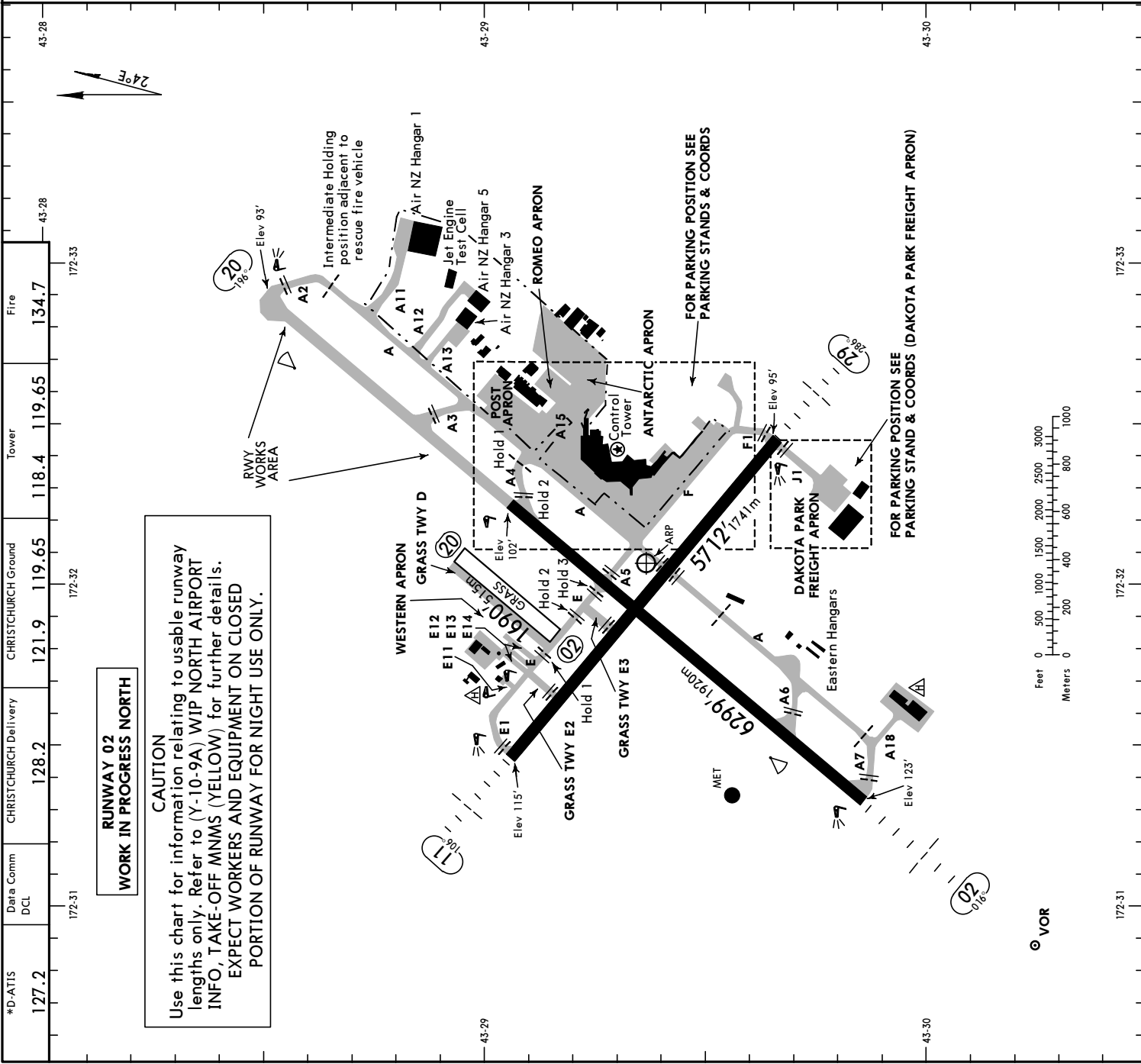
CAUTION
Use this chart for information relating to usable runway lengths only. Refer to (Y-10-9A) WIP NORTH AIRPORT INFO, TAKE-OFF MNMS (YELLOW) for further details. EXPECT WORKERS AND EQUIPMENT ON CLOSED PORTION OF RUNWAY FOR NIGHT USE ONLY.

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

Chart to be used during runway Work In Progress north on Rwy 02. Reduced length for take-off and landing will apply. Rwy 20 intersection departures from Twy A4 permitted. Activation of restrictions will be by ATIS or RTF. Works will not take place when runway is wet. Rwy 20 landing operations prohibited.

Grass Rwy 02/20:
Due to simultaneous operations on the main Rwy 02/20 aircraft taking off, on touch-and-go, or low approach **must not converge towards Rwy 02/20**. Passing 420' AMSL aircraft are to commence a turn to diverge away from Rwy 02/20 by at least 10°, then fly a square crosswind. The turn is not required if ATC confirms on departure a non-standard turn towards Rwy 02/20.

The Western Apron is defined as all that area north of Twy E and west of Twy D where an aerodrome control service is not provided.
Rwys 20 and 29, right hand circuits.



RUNWAY 02 WORK IN PROGRESS NORTH

GENERAL

CAUTION: Bird hazard.
 ATC Speed Requirements:
 Arriving IFR: on instrument approach not less than 150 KT to 5 NM from touchdown.
 VFR in circuit (except Grass Rwy 02/20): approach speed of not less than 90 KT when above 400' AMSL.
 Full length take-off available to approved long-haul international aircraft with prior notice.
 MET balloons released irregularly.
 Runway conditions monitored during ATC hours of service.

ADDITIONAL RUNWAY INFORMATION

| RWY | HIRL (60m) HARD | HIALS PAPI (angle 3.0°) | grooved | RVR | USABLE LENGTHS | | WIDTH |
|--|--------------------|-------------------------|---------|-----|-------------------|-------------|-------------|
| | | | | | LANDING Threshold | GLIDE Slope | |
| 02 1 20 | | | | | | | 148' 45m |
| 1 RESA 90m x 90m. 2 Rwy 20 closed to landing. 3 Departure from Twy A4 permitted. | | | | | | | |
| 02 GRASS | | | | | | | 230' 70m |

| | | | | | | | |
|---------------|----|------------------------|---------|--|--|--|-------------|
| 11 4 29 | RL | ALS PAPI (angle 3.00°) | grooved | | | | 148' 45m |
|---------------|----|------------------------|---------|--|--|--|-------------|

4 Rwy not available to Code E or F aircraft (except for emergency use) due to lack of sealed shoulders and incompatible taxiway access and egress.

| TAKE-OFF | |
|--------------|-------------------|
| 1 Eng | 1 Rwys 02, 11, 29 |
| 2 Eng | 300' - 1500m |
| 3 & 4 Eng | |

1 Reduced take-off minima Rwy 02 not available.

FOR FILING AS ALTERNATE

| | Precision | Non-Precision |
|---|--------------|---------------|
| A | 600' - 3000m | 800' - 4000m |
| B | | |
| C | | |
| D | | |

CHRISTCHURCH, NEW ZEALAND
CHRISTCHURCH INTL

NZCH/CHC
Apt Elev **123'**
S 43.29.4 E 172.32.1

JEPESEN
1 MAR 24 (Y-10-9B)

| | | | | | |
|---------|---------------|-----------------------|---------------------|-------|-------|
| *D-ATIS | Data Comm DCL | CHRISTCHURCH Delivery | CHRISTCHURCH Ground | Tower | Fire |
| 127.2 | 128.2 | 121.9 | 119.65 | 118.4 | 134.7 |
| 172-31 | 172-32 | 172-33 | | | |

RUNWAY 02/20
WORK IN PROGRESS SOUTH

CAUTION
Use this chart for information relating to usable runway lengths only. Refer to (Y-10-9C) WJP SOUTH AIRPORT INFO, TAKE-OFF MNMS (YELLOW) for further details.
EXPECT WORKERS AND EQUIPMENT ON CLOSED PORTION OF RUNWAY
Displaced Rwy 02 for night use only.

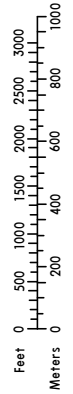
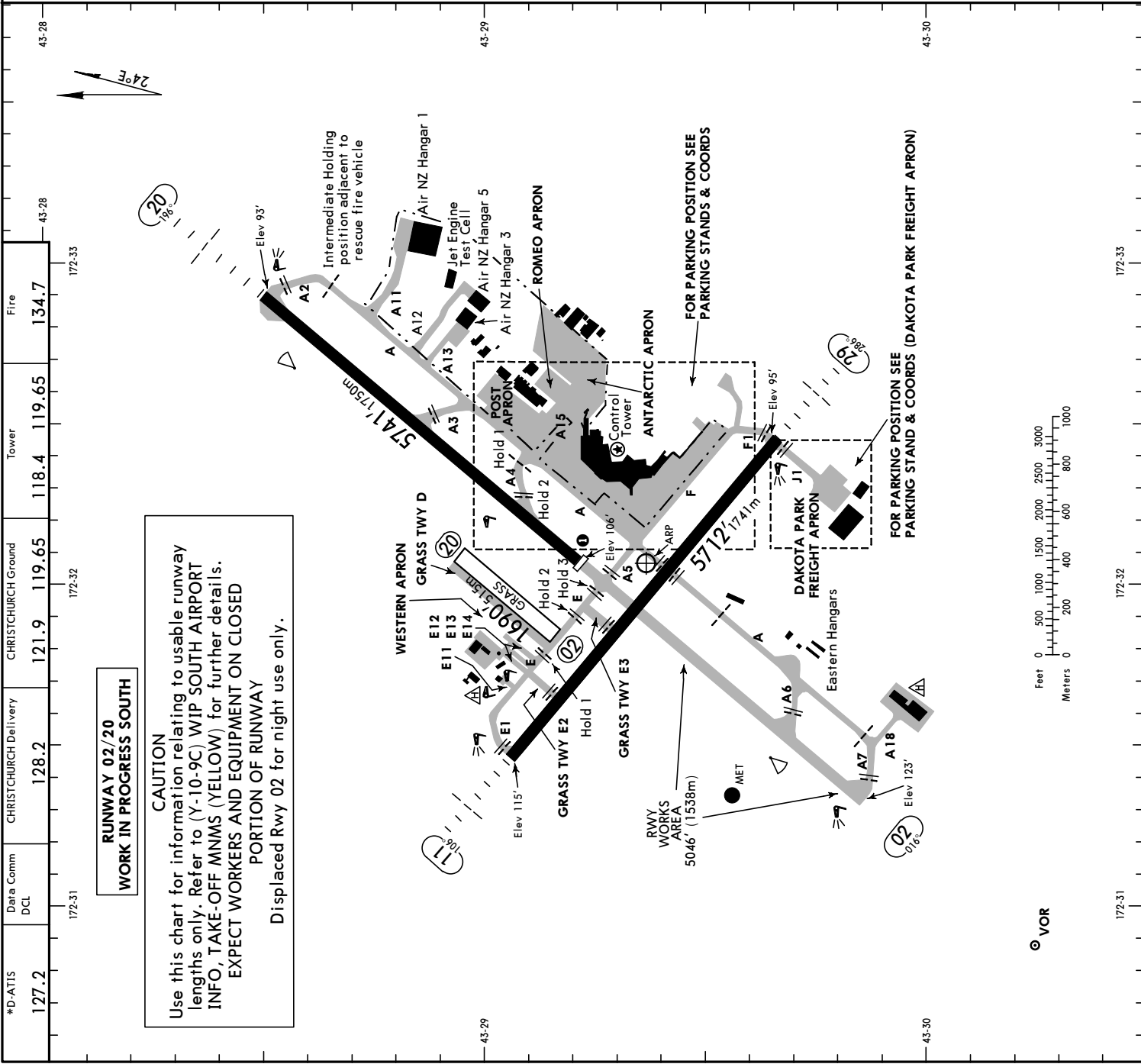
Aerodrome control service not provided for movements north and east of those areas designated by

Chart to be used during runway Work In Progress 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.

Grass Rwy 02/20:
Due to simultaneous operations on the main Rwy 02/20 aircraft taking off, on touch-and-go, or low approach must not converge towards Rwy 02/20. Passing 420' AMSL aircraft are to commence a turn to diverge away from Rwy 02/20 by at least 10°, then fly a square crosswind. The turn is not required if ATC confirms on departure a non-standard turn towards Rwy 02/20.

The Western Apron is defined as all that area north of Twy E and west of Twy D where an aerodrome control service is not provided.
Rwys 20 and 29, right hand circuits.

During runway Work In Progress South Rwy 02 threshold is displaced by 5046' (1538m).



VOR

RUNWAY 02/20 WORK IN PROGRESS SOUTH

GENERAL

CAUTION: Bird hazard.
 ATC Speed Requirements:
 Arriving IFR: on instrument approach not less than 150 KT to 5 NM from touchdown.
 VFR in circuit (except Grass Rwy 02/20): approach speed of not less than 90 KT when above 400' AMSL.
 Full length take-off available to approved long-haul international aircraft with prior notice.
 MET balloons released irregularly.
 Runway conditions monitored during ATC hours of service.

| RWY | ADDITIONAL RUNWAY INFORMATION | | USABLE LENGTHS | |
|---|---|-------------|----------------|-------|
| | LANDING THRESHOLD | GLIDE SLOPE | TAKE-OFF | WIDTH |
| 02 HAND | HIRL (60m) HIALS PAPI (angle 3.0°) grooved | RVR | 148' | 45m |
| 20 | HIRL (60m) REIL HIALS PAPI (angle 3.0°) grooved | RVR | | |
| 1 RESA 240m x 150m. 2 RESA 190m x 150m. 3 sequenced strobes - daylight only. | | | | |
| 02 Grass | | | 230' | 70m |
| 11 29 | RL ALS PAPI (angle 3.00°) grooved | | 148' | 45m |
| 1 Rwy not available to Code E or Faircraft (except for emergency use) due to lack of sealed shoulders and incompatible taxiway access and egress. | | | | |

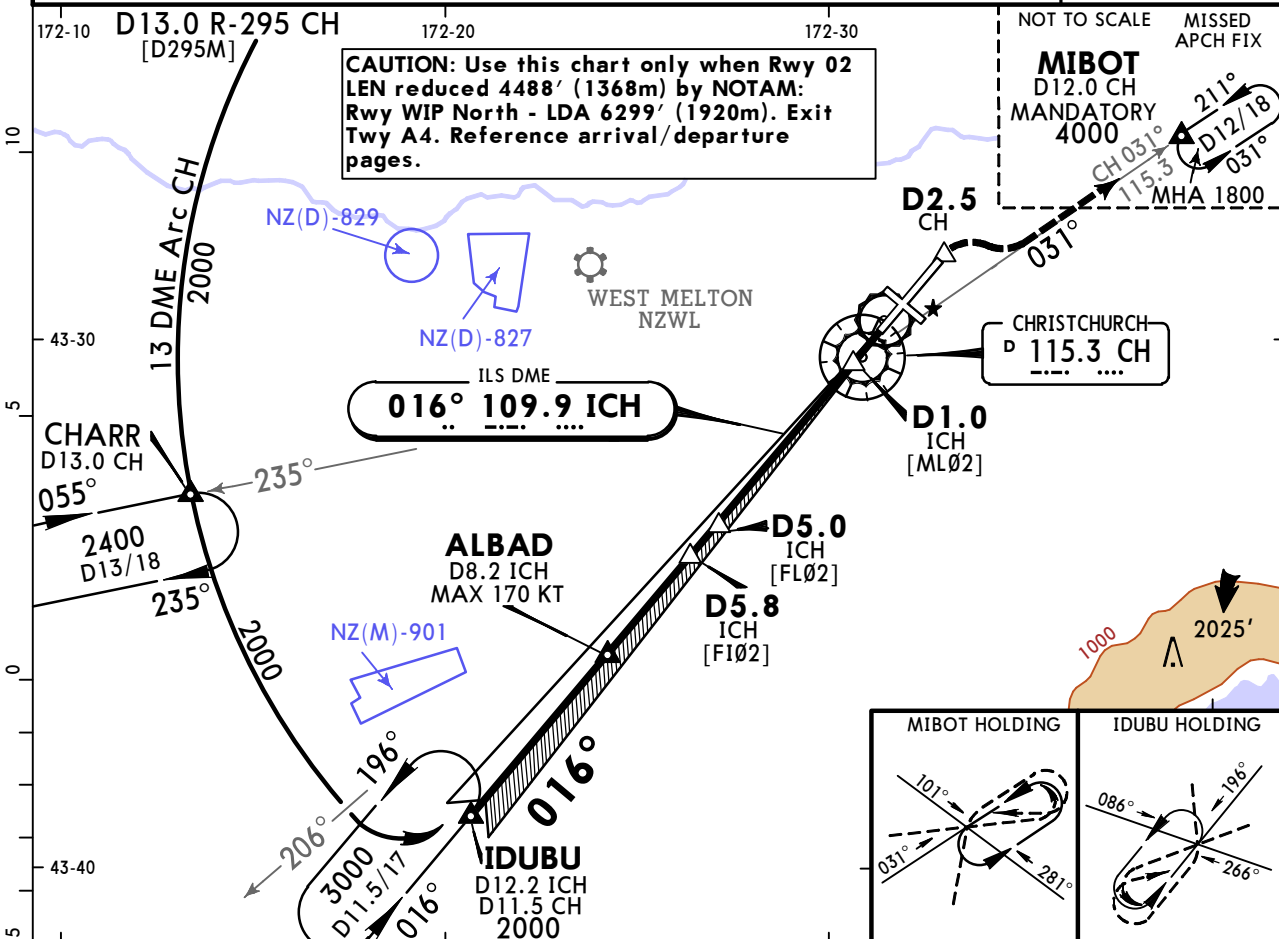
| TAKE-OFF | |
|---|---------------|
| 1 Rwys 02, 11, 20, 29 300' - 1500m 1 Reduced take-off minima Rwy 02/20 not available. | |
| FOR FILING AS ALTERNATE | |
| A | Precision |
| B | Non-Precision |
| C | 600' - 3000m |
| D | 800' - 4000m |

NZCH/CHC

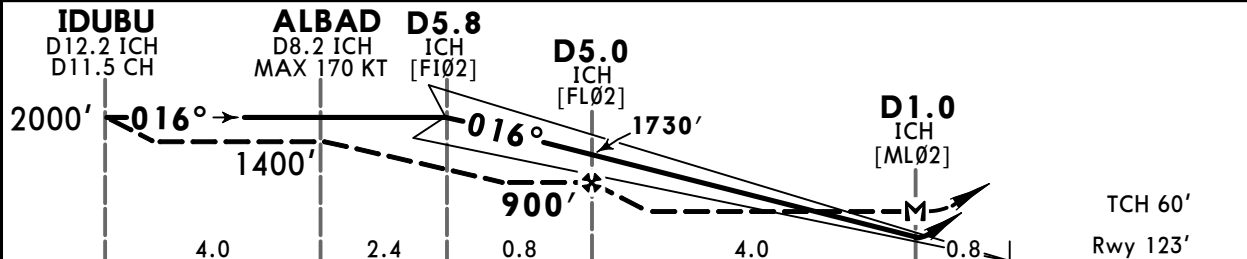
CHRISTCHURCH INTL Y-11-1 ILS/DME N or LOC/DME N Rwy 02

10 JUN 22
Eff 16 Jun

| | | | | | | | |
|---|--|----------------------------------|------------------------------------|---|---------------------------|-------------------------------|------------|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| LOC ICH 109.9 | Final Apch Crs 016° | D5.0 ICH 1730' (1607') | ILS DME DA(H) Refer to Minimums | | Apt Elev 123' Rwy 123' | | |
| MISSED APCH: Track 016° to D2.5 CH VOR, turn RIGHT intercept outbound R-031 CH VOR to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| 1. Use Christchurch altimeter setting. 2. BACK COURSE NOT TO BE USED. | | | | | | | MSA CH VOR |



| LOC (GS out) | ICH DME | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.3 | 0.6 |
|--------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|-----|
| | ALTITUDE | 3390' | 3050' | 2720' | 2390' | 2060' | 1730' | 1400' | 1080' | 750' | MDA | DA |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|---------------|-------------|----------------------|----|-----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 016° | D2.5 CH 115.3 | RT | CH 115.3 R-031 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D1.0 ICH | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY02 | | | | CIRCLE-TO-LAND | | | |
|-------------------------------------|--|-------------------------------------|--|---|--|--|--|
| ILS DME DA(H) 323' (200') | | ILS DME DA(H) 373' (250') | | LOC (GS out) DME MDA(H) 530' (407') | | <input checked="" type="checkbox"/> Circling airspace containment not assured. | |
| FULL | | ALS out | | ALS out | | Max Kts | |
| RVR 550m VIS 800m | | 1200m | | 1500m | | 100 | |
| | | | | | | 1600m | |
| | | | | | | 135 | |
| | | | | | | 180 | |
| 205 | | 2000m | | MDA(H) | | 640' (517') - 1900m | |
| 1 | | 1 | | 1 | | 830' (707') - 3700m | |
| 1 | | 1 | | 1 | | 860' (737') - 4600m | |

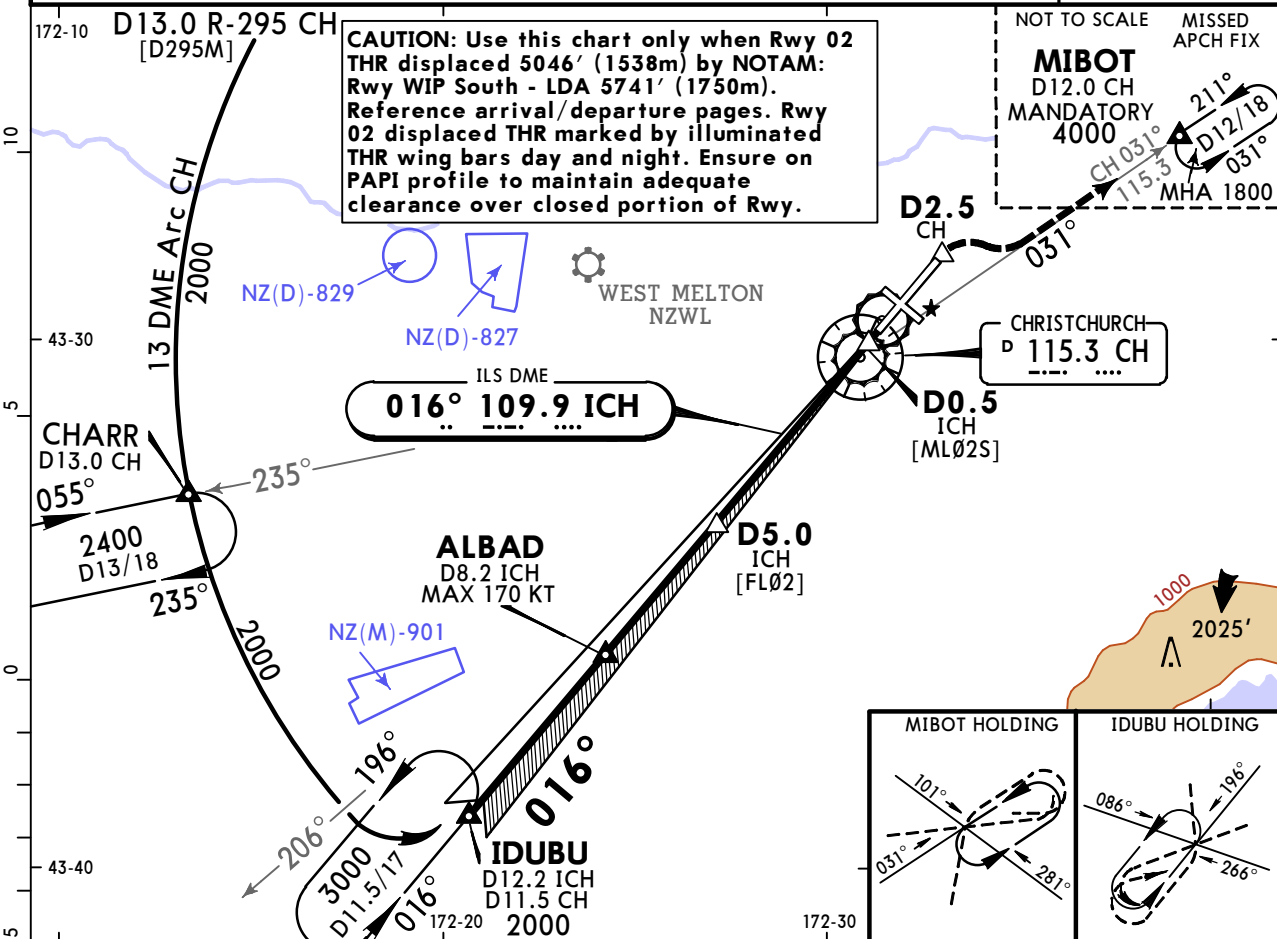
PANS OPS

NZCH/CHC CHRISTCHURCH INTL

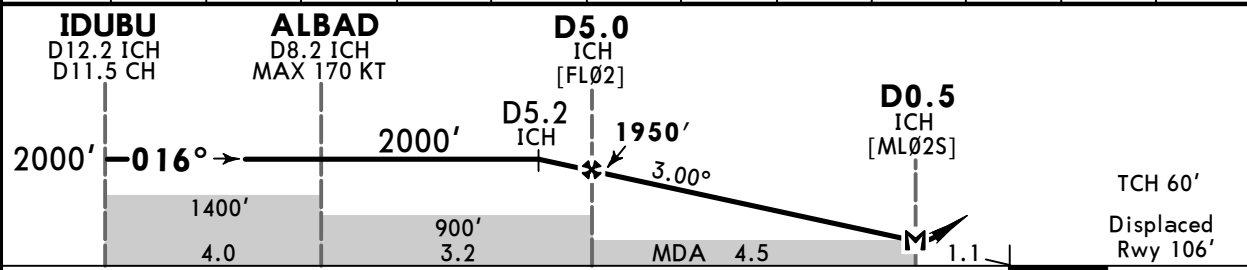
JEPPESEN CHRISTCHURCH, NEW ZEALAND LOC/DME S Rwy 02

10 JUN 22 (Y-11-2) Eff 16 Jun

| | | | | | | | |
|---|---|----------------------------------|------------------------------|-------------------------------------|--|------------------------|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| LOC ICH 109.9 | Final Apch Crs 016° | D5.0 ICH 1950' (1844') | MDA(H) 620' (514') | Apt Elev 123' Displaced Rwy 106' | | | |
| MISSED APCH: Track 016° to D2.5 CH VOR, turn RIGHT intercept outbound R-031 CH VOR to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| 1. Use Christchurch altimeter setting. 2. BACK COURSE NOT TO BE USED. | | | | | | | |



| | | | | | | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-----|-----|
| ICH DME | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 | 0.9 | 0.5 |
| ALTITUDE | 3550' | 3230' | 2910' | 2590' | 2270' | 1950' | 1630' | 1310' | 990' | 670' | MDA | MDA |



| | | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|------|------|---------------|----|----------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI | 016° | D2.5 CH 115.3 | RT | CH 115.3 R-031 | |
| Decent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | | 849 |
| MAP at D0.5 ICH | | | | | | | | | | | | |

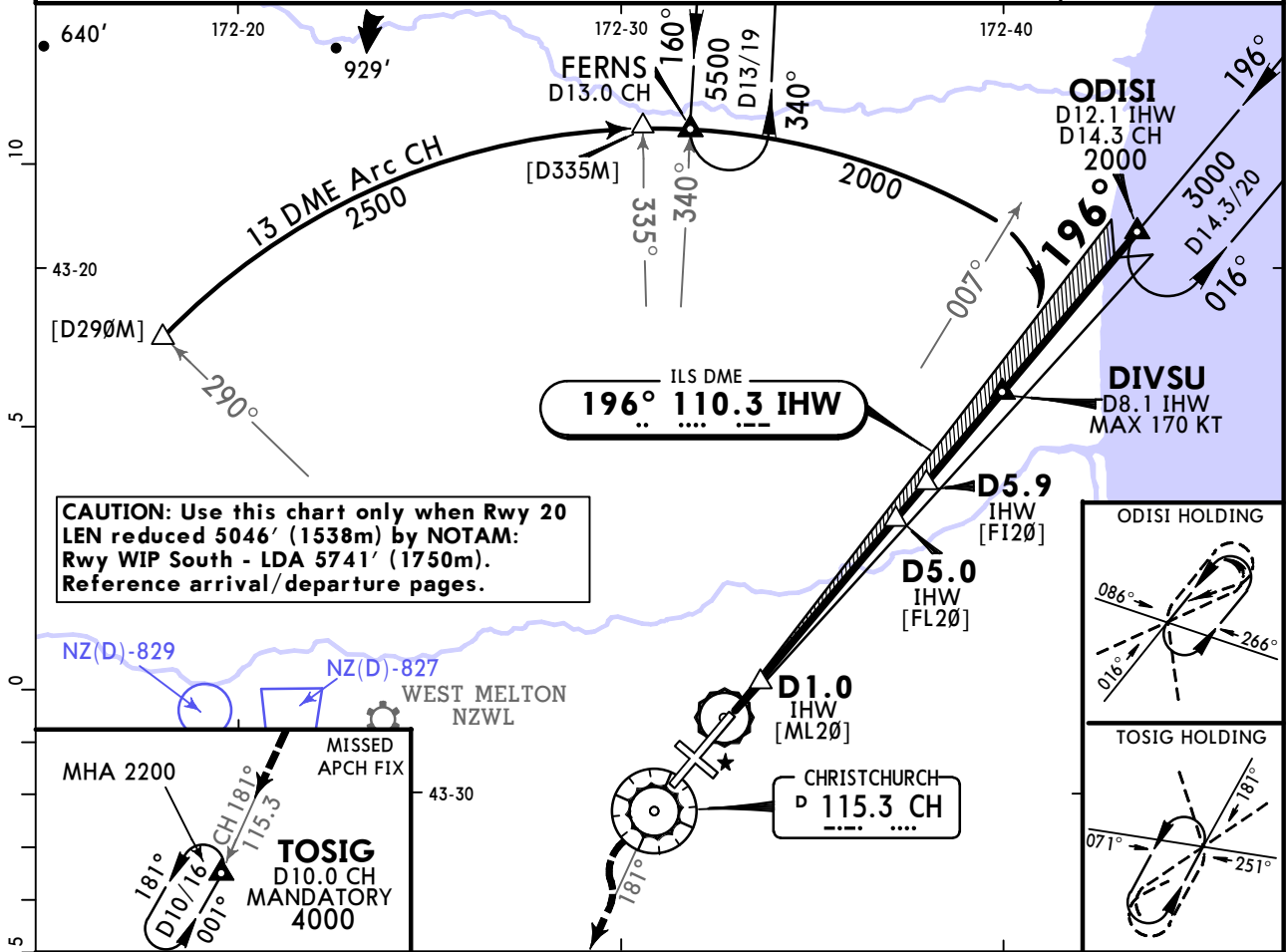
| | | | | | | | | | | | |
|---------------------------|---|-------|--|--|--|--|---------------------|--|--|--|--|
| STRAIGHT-IN LANDING RWY02 | | | | | | CIRCLE-TO-LAND | | | | | |
| MDA(H) 620' (514') | | | | | | <input checked="" type="checkbox"/> Circling airspace containment not assured. | | | | | |
| PANS OPS | A | | | | | Max Kts | MDA(H) | | | | |
| | B | 3600m | | | | 100 | 660' (537') - 3600m | | | | |
| | C | 4400m | | | | 135 | 830' (707') - 4400m | | | | |
| | D | | | | | 180 | 860' (737') - 4600m | | | | |

NZCH/CHC CHRISTCHURCH INTL

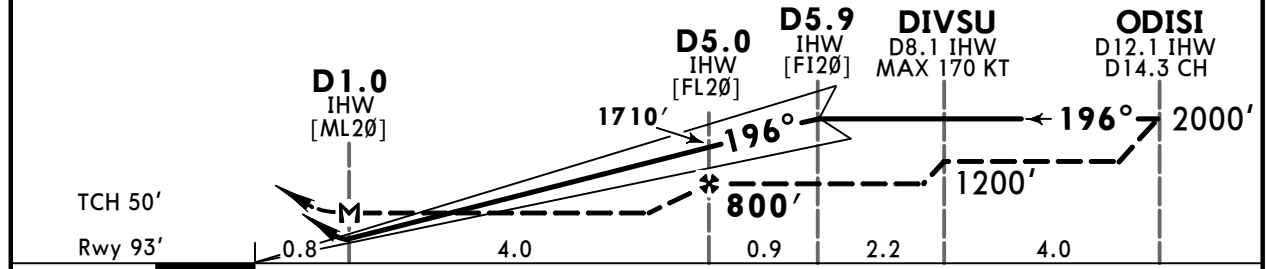
JEPPESEN CHRISTCHURCH, NEW ZEALAND

10 JUN 22 Eff 16 Jun (Y-11-3) ILS/DME S or LOC/DME S Rwy 20

| | | | | | | | |
|---|---|----------------------------------|--|--|--------------------------|------------------------|-------------------|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| LOC IHW 110.3 | Final Apch Crs 196° | D5.0 IHW 1710' (1617') | | ILS DME DA(H) Refer to Minimums | Apt Elev 123' Rwy 93' | | <p>MSA CH VOR</p> |
| MISSED APCH: Track 196° to CH VOR, turn LEFT intercept outbound R-181 CH VOR to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| 1. Use Christchurch altimeter setting. 2. BACK COURSE NOT TO BE USED. 3. Holding aircraft may descend to 2000' when established inbound for final approach. | | | | | | | |



| LOC (GS out) | IHW DME | 0.6 | 1.0 | 1.1 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
|--------------|----------|-----|------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|
| | ALTITUDE | DA | 410' | MDA | 730' | 1060' | 1380' | 1710' | 2040' | 2370' | 2700' | 3030' | 3370' |



| | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--------------------|------|-------------|----|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS REIL | 196° | CH 115.3 | LT | CH 115.3 R-181 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | | |
| MAP at D1.0 IHW | | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 20 | | | | CIRCLE-TO-LAND | |
|----------------------------|--------------------------|---------------------------|---------|--|----------------------------|
| ILS DME | | LOC (GS out) DME | | 1 Circling airspace containment not assured. | |
| DA(H) 293' (200') | DA(H) 343' (250') | MDA(H) 450' (357') | | | |
| FULL | ALS out | | ALS out | Max Kts | MDA(H) |
| A | | | | 100 | 640' (517') - 1900m |
| B | 800m | 1200m | 1500m | 135 | 660' (537') - 2800m |
| C | | | | 180 | 830' (707') - 3700m |
| D | | | | 205 | 860' (737') - 4600m |

NZCH/CHC

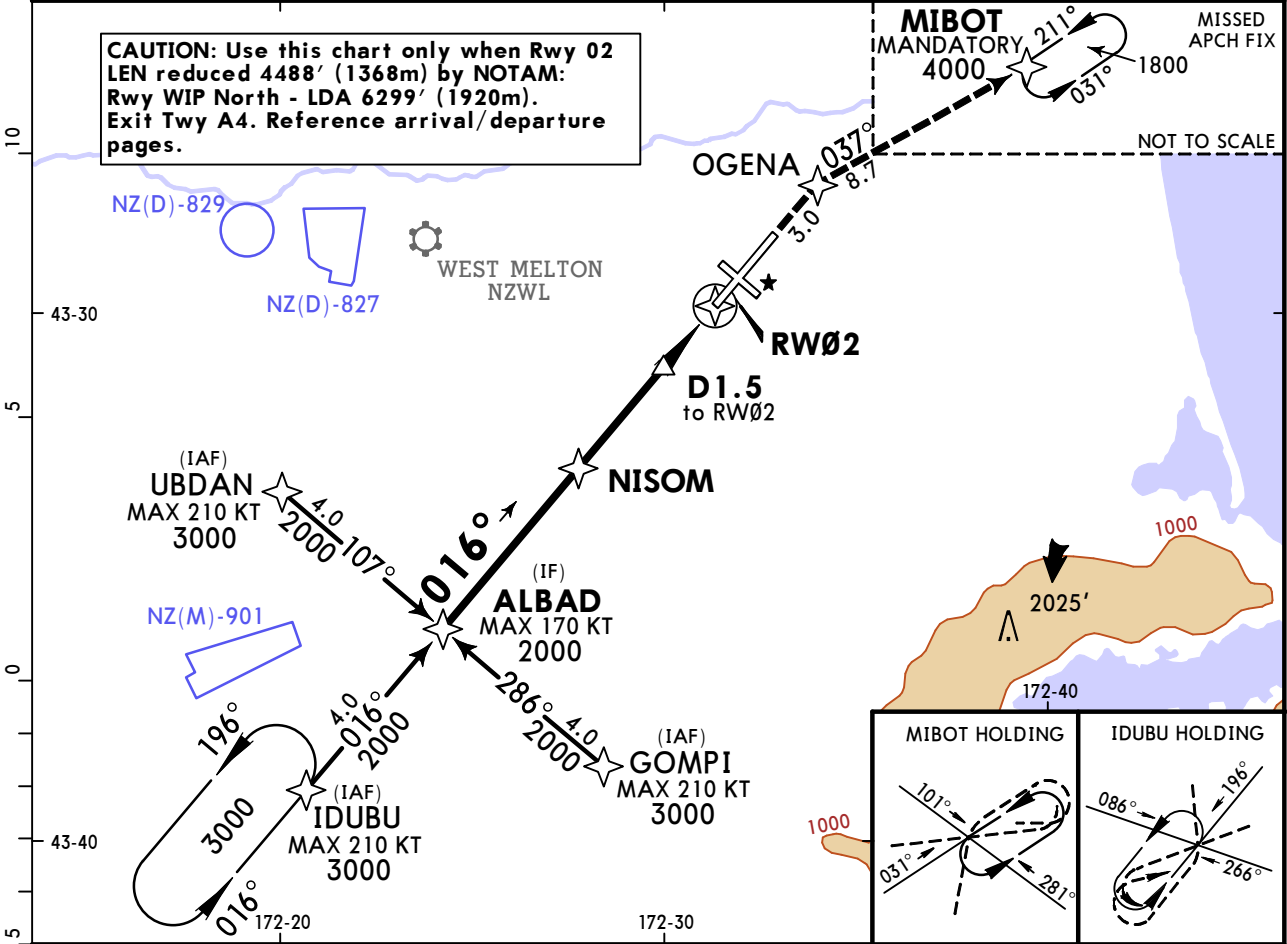
CHRISTCHURCH INTL

9 DEC 22 (Y-12-1)

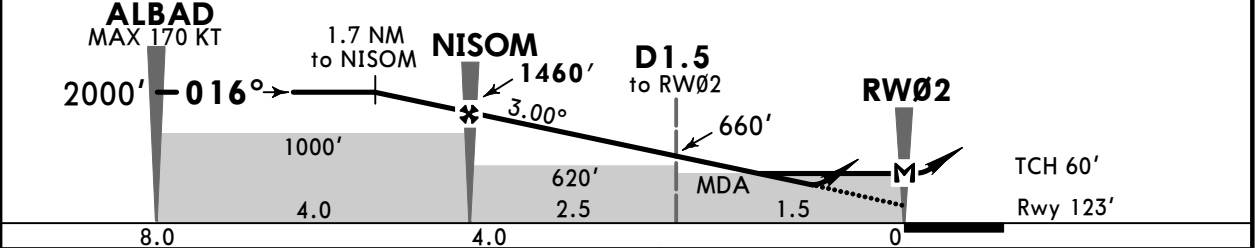
JEPPESEN CHRISTCHURCH, NEW ZEALAND

RNP N Rwy 02

| | | | | | | | | | |
|--|----------------------------------|-------------------------------|--------|--|---------------|--------------------|--------|-------------------|--|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | | | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 | | |
| RNAV | Final Apch Crs 016° | NISOM 1460' (1337') | | LNAV/VNAV DA(H) 400' (277') | Apt Elev 123' | Rwy 123' | | | |
| MISSED APCH: Max 210 KT. Track 016° to OGENA, turn RIGHT track 037° to MIBOT MANDATORY 4000'. | | | | | | | | | |
| Alt Set: hPa (IN on req) | | | | Rwy Elev: 4 hPa | | Trans level: FL150 | | Trans alt: 13000' | |
| RNP Apch Use Christchurch altimeter setting. | | | | | | | | MSA ARP | |



| | | | | | | | | | | |
|----------------|-------|-------|-------|-------|-------|-------|------|-----|-----|------|
| NM to NEXT WPT | ALBAD | 3.0 | 2.0 | 1.0 | NISOM | 3.0 | 2.0 | 1.1 | 0.7 | RW02 |
| ALTITUDE | 2730' | 2410' | 2090' | 1780' | 1460' | 1140' | 820' | MDA | DA | MDA |



| | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|---------------|-------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 016° OGENA |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at RW02 | | | | | | | | |

| STRAIGHT-IN LANDING RWY 02 | | | | CIRCLE-TO-LAND | |
|---|-------|-----------------------------------|-------|--|---------------------------|
| 1 LNAV/VNAV DA(H) 400' (277') | | LNAV MDA(H) 520' (397') | | 2 Circling airspace containment not assured. | |
| ALS out | | ALS out | | Max Kts | MDA(H) |
| A | 1500m | 1500m | 1600m | 100 | 640' (517') -1900m |
| B | | | | 135 | 660' (537') -2800m |
| C | | | | 180 | 830' (707') -3700m |
| D | | | | 205 | 860' (737') -4600m |

1 Valid to aerodrome temperature -10°C. Use of remote altimeter setting not authorized.
 CHANGES: Procedure title, SMA. © JEPPESEN, 2015, 2022. ALL RIGHTS RESERVED.

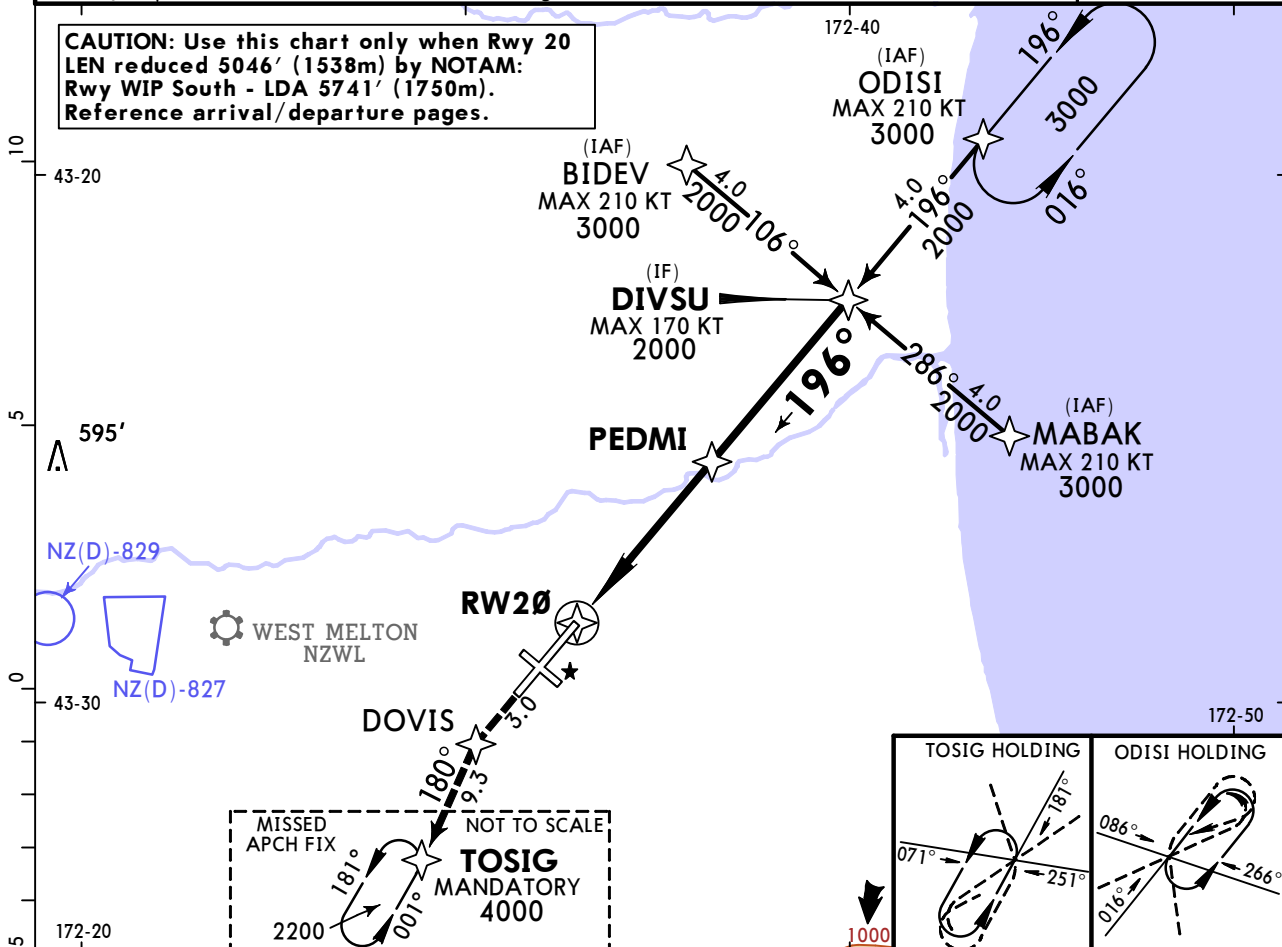
NZCH/CHC CHRISTCHURCH INTL

9 DEC 22 **Y-12-2**

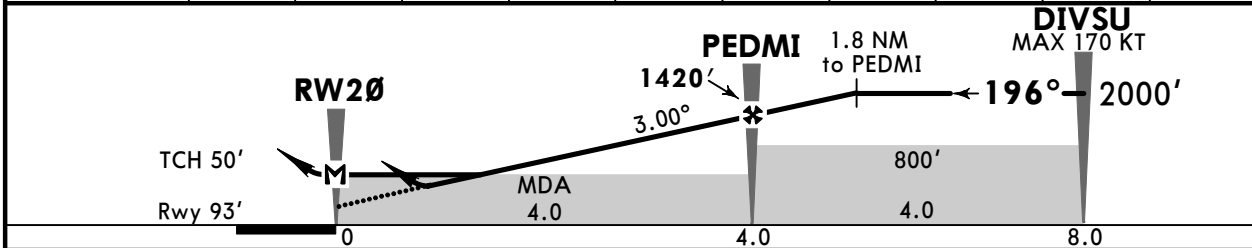
JEPPESEN CHRISTCHURCH, NEW ZEALAND RNP S Rwy 20

| | | | | | | | |
|---|----------------------------------|-------------------------------|--------|--|--------|---------------|---------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| RNAV | Final Apch Crs 196° | PEDMI 1420' (1327') | | LNAV/VNAV DA(H) 370' (277') | | Apt Elev 123' | Rwy 93' |
| MISSED APCH: Max 210 KT. Track 196° to DOVIS, turn LEFT track 180° to TOSIG MANDATORY 4000'. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| RNP Apch Use Christchurch altimeter setting. | | | | | | | |

CAUTION: Use this chart only when Rwy 20 LEN reduced 5046' (1538m) by NOTAM: Rwy WIP South - LDA 5741' (1750m). Reference arrival/departure pages.



| | | | | | | | | | | |
|----------------|------|-----|-----|------|-------|-------|-------|-------|-------|-------|
| NM to NEXT WPT | RW20 | 0.7 | 1.0 | 2.0 | 3.0 | PEDMI | 1.0 | 2.0 | 3.0 | DIVSU |
| ALTITUDE | MDA | DA | MDA | 780' | 1100' | 1420' | 1740' | 2050' | 2370' | 2690' |



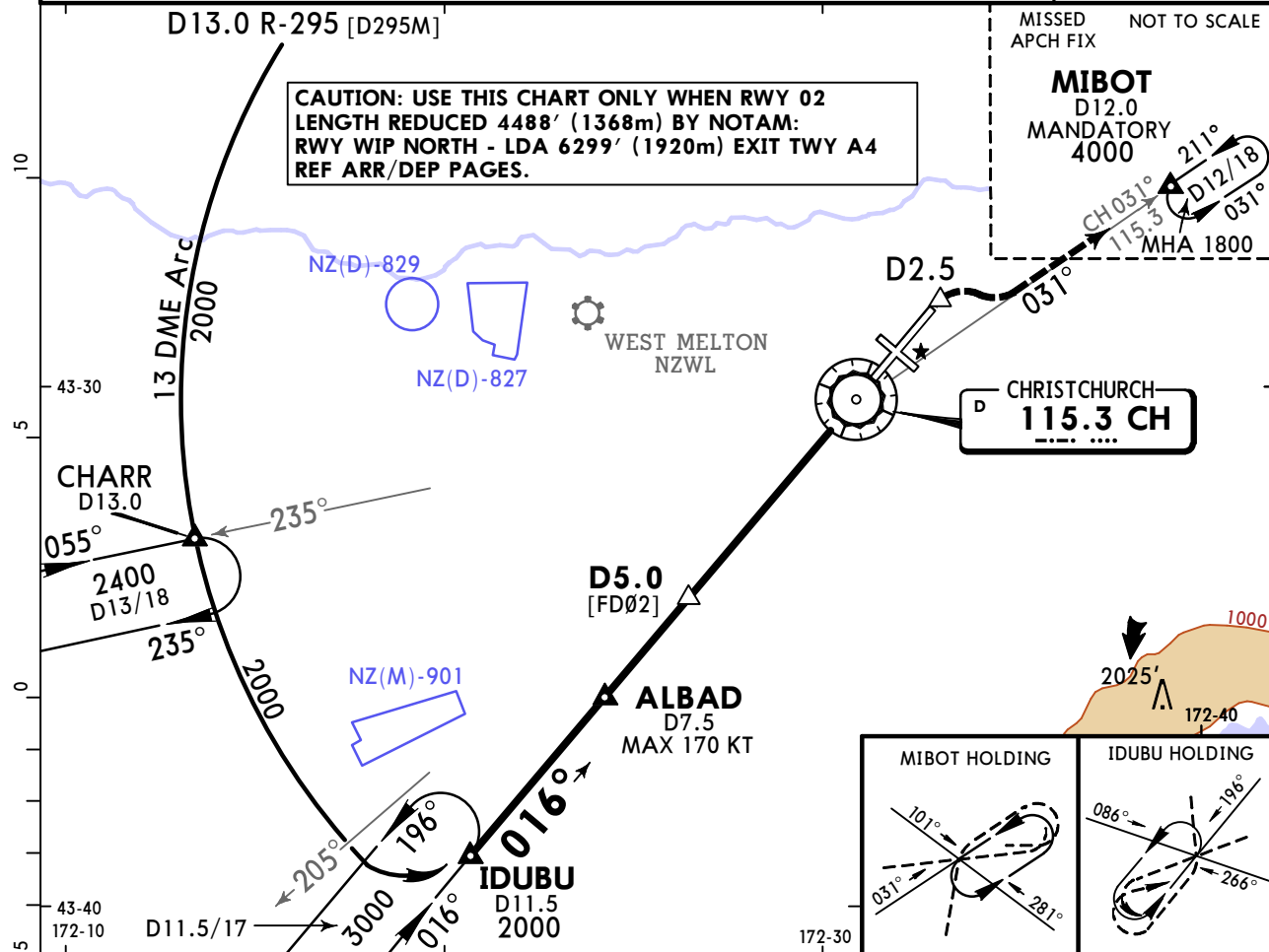
| | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS REIL 196° DOVIS |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| MAP at RW20 | | | | | | | |

| STRAIGHT-IN LANDING RWY 20 | | | | CIRCLE-TO-LAND | |
|--|---------|-----------------------------------|---------|---|-----------------------------|
| 1 LNAV/VNAV DA(H) 370' (277') | | LNAV MDA(H) 450' (357') | | 2 Circling airspace containment not assured. | |
| | ALS out | | ALS out | Max Kts | MDA(H) |
| A | | | | 100 | 640' (517') -1900m |
| B | | | 1600m | 135 | 660' (537') -2800m |
| C | 1500m | 1500m | | 180 | 2 830' (707') -3700m |
| D | | | 2000m | 205 | 2 860' (737') -4600m |

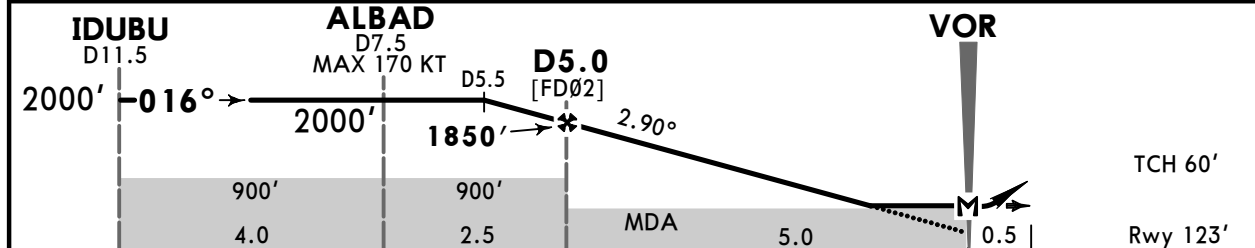
1 Valid to aerodrome temperature -10°C. Use of remote altimeter setting not authorized.
 CHANGES: Procedure title, SMA. © JEPPESEN, 2015, 2022. ALL RIGHTS RESERVED.

NZCH/CHC **CHRISTCHURCH INTL** 10 JUN 22 **Y-13-1** **Eff 16 Jun** **JEPPESSEN CHRISTCHURCH, NEW ZEALAND** **VOR DME N Rwy 02**

| | | | | | | | |
|---|--|------------------------------|------------------------------|---|--|-------------------------------|------------|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| VOR CH 115.3 | Final Apch Crs 016° | D5.0 1850' (1727') | MDA(H) 620' (497') | Apt Elev 123' Rwy 123' | | | |
| MISSED APCH: Track 016° to D2.5, turn RIGHT intercept R-031 CH VOR to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | MSA CH VOR |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| Use Christchurch altimeter setting. | | | | | | | |



| | | | | | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|-----|
| CH DME | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 | 0.8 |
| ALTITUDE | 3350' | 3050' | 2750' | 2450' | 2150' | 1850' | 1550' | 1250' | 950' | 650' | MDA |

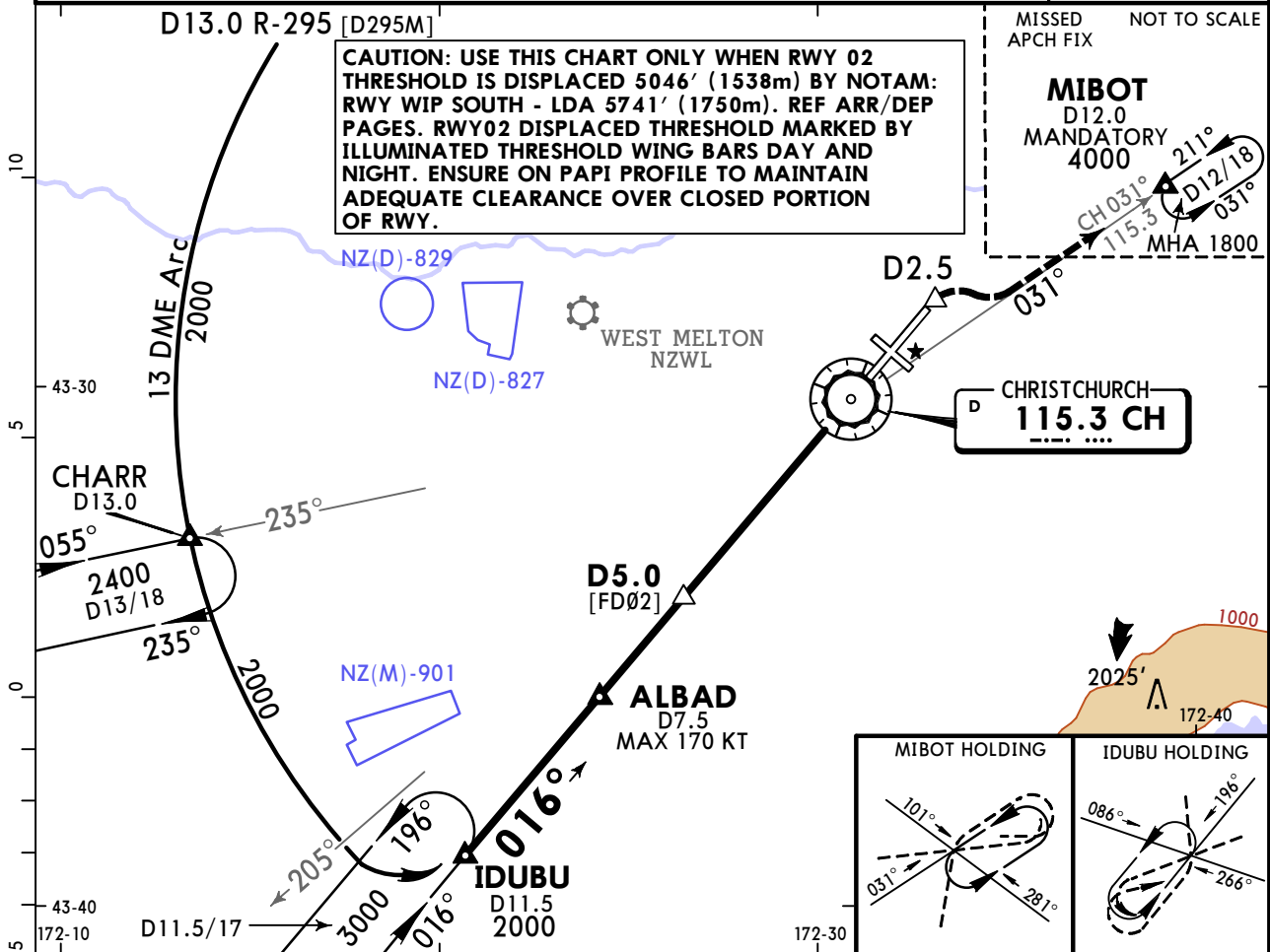


| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------|------|----|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS | 016° | D2.5 | RT | CH 115.3 R-031 |
| Descent Angle | 2.90° | 359 | 462 | 513 | 616 | 718 | | | | | |
| MAP at VOR | | | | | | | | | | | |

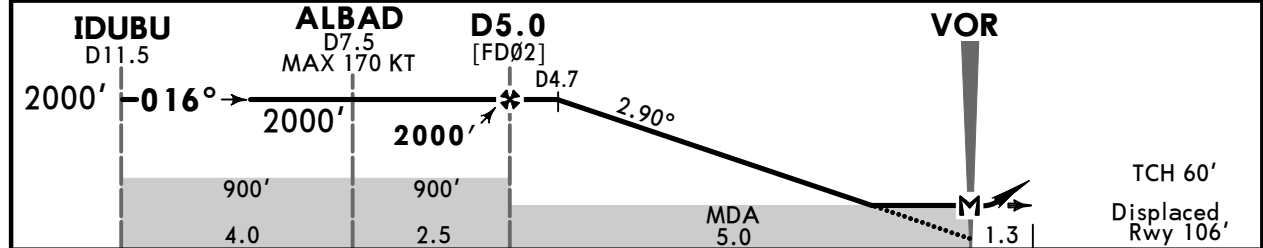
| STRAIGHT-IN LANDING RWY02 | | | CIRCLE-TO-LAND | | |
|--------------------------------------|-------|---------|---|-----------------------------|--|
| VOR DME MDA(H) 620' (497') | | | 1 Circling airspace containment not assured. | | |
| | | ALS out | Max Kts | MDA(H) | |
| A | | | 100 | 640' (517') -1900m | |
| B | 1500m | 1600m | 135 | 660' (537') -2800m | |
| C | 1900m | 2000m | 180 | 1 830' (707') -3700m | |
| D | | 2400m | 205 | 1 860' (737') -4600m | |

NZCH/CHC CHRISTCHURCH INTL 10 JUN 22 (Y-13-2) Eff 16 Jun VOR DME S Rwy 02

| | | | | | | | |
|---|-------------------------------|------------------------------|------------------------------|-------------------------------------|--------|--------|------------|
| *D-ATIS | CHRISTCHURCH Approach (R) | | | CHRISTCHURCH Tower | | Ground | |
| 127.2 | 120.9 | 126.1 | 128.75 | 118.4 | 119.65 | 121.9 | 119.65 |
| VOR CH 115.3 | Final Apch Crs 016° | D5.0 2000' (1894') | MDA(H) 620' (514') | Apt Elev 123' Displaced Rwy 106' | | | |
| MISSED APCH: Track 016° to D2.5, turn RIGHT intercept R-031 CH VOR to MIBOT MANDATORY 4000'. MAX 210 KT. | | | | | | | MSA CH VOR |
| Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| Use Christchurch altimeter setting. | | | | | | | |



| | | | | | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|
| CH DME | 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 | 0.2 |
| ALTITUDE | 3550' | 3250' | 2950' | 2650' | 2350' | 2050' | 1750' | 1450' | 1150' | 850' | MDA |



| | | | | | | | | | | | |
|------------|-------------|-------------|--|-----------|-----------|--------------|--------------|--|--|--|--|
| MAP at VOR | | | | | | | | | | | |
| PAPI | 016° | D2.5 | | RT | CH | 115.3 | R-031 | | | | |

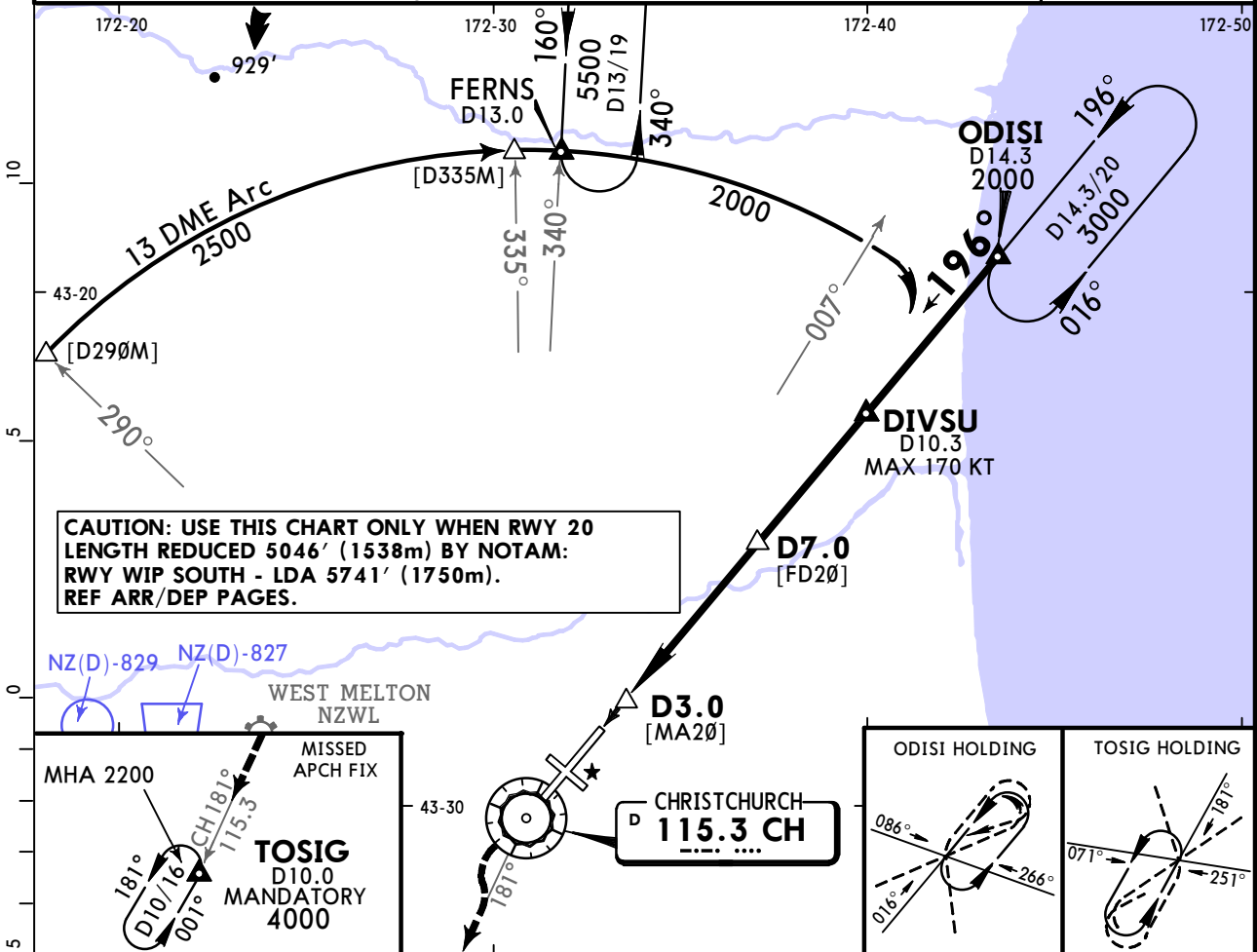
| | | | |
|----------------------------------|-------|--|---------------------------|
| STRAIGHT-IN LANDING RWY02 | | CIRCLE-TO-LAND | |
| VOR DME | | Circling airspace containment not assured. | |
| MDA(H) 620' (514') | | MDA(H) _____ | |
| A | | Max Kts | |
| B | 3600m | 100 | 660' (537') -3600m |
| C | | 135 | 830' (707') -4400m |
| D | 4400m | 180 | 860' (737') -4600m |
| | | 205 | |

NZCH/CHC CHRISTCHURCH INTL 10 JUN 22 (Y-13-3) Eff 16 Jun

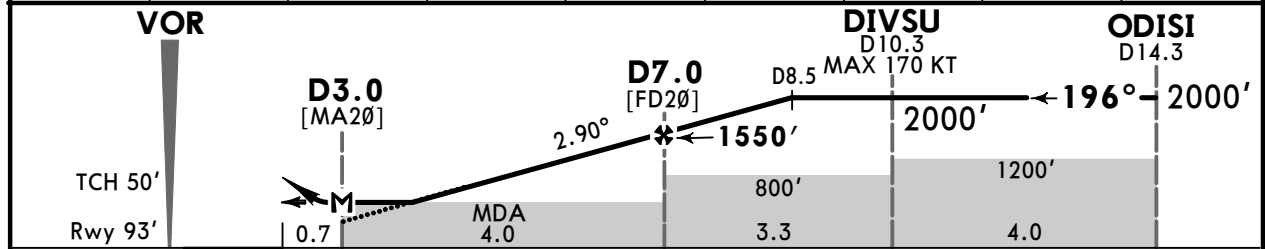
JEPPESEN CHRISTCHURCH, NEW ZEALAND

VOR DME S Rwy 20

| | | | | | | | |
|--|---|------------------------------|------------------------------|------------------------------------|--|------------------------|--|
| *D-ATIS 127.2 | CHRISTCHURCH Approach (R) 120.9 126.1 128.75 | | | CHRISTCHURCH Tower 118.4 119.65 | | Ground 121.9 119.65 | |
| VOR CH 115.3 | Final Apch Crs 196° | D7.0 1550' (1457') | MDA(H) 480' (387') | Apt Elev 123' Rwy 93' | | | |
| MISSED APCH: Track 196° to CH VOR, turn LEFT track R-181 CH VOR to TOSIG MANDATORY 4000'. MAX 210 KT. | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL150 Trans alt: 13000' | | | | | | | |
| Use Christchurch altimeter setting. | | | | | | | |



| | | | | | | | | |
|----------|-----|------|------|-------|-------|-------|-------|-------|
| CH DME | 3.4 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 | 10.0 |
| ALTITUDE | MDA | 650' | 950' | 1250' | 1550' | 1850' | 2150' | 2450' |



| | | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------------|------|-------------|----|----------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI HIALS REIL | 196° | CH 115.3 | LT | CH 115.3 R-181 | |
| Descent Angle | 2.90° | 359 | 462 | 513 | 616 | 718 | | | | | | 821 |
| MAP at D3.0 | | | | | | | | | | | | |

| | | | | | | | |
|--------------------------------------|-------|--|--|--|--|--|--|
| STRAIGHT-IN LANDING RWY20 | | | | CIRCLE-TO-LAND | | | |
| VOR DME MDA(H) 480' (387') | | | | <input checked="" type="checkbox"/> Circling airspace containment not assured. | | | |
| ALS out | | | | Max Kts | MDA(H) | | |
| A | 1500m | | | 100 | 640' (517') -1900m | | |
| B | | | | 135 | 660' (537') -2800m | | |
| C | | | | 180 | <input checked="" type="checkbox"/> 830' (707') -3700m | | |
| D | | | | 205 | <input checked="" type="checkbox"/> 860' (737') -4600m | | |

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

CHRISTCHURCH, (CHRISTCHURCH INTL - NZCH)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport NZCH