

ELEV 123

NZCH

CHRISTCHURCH APPROACH: 120.9 126.1 128.75

TOWER: 118.4 119.65

ATIS: 127.2

CHRISTCHURCH**ARRIVAL/DEPARTURE (1)****CAUTION**

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

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

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

Active RWY Identification During Daylight

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

Arrival Procedures**ATC Speed Requirements**

Unless otherwise approved by ATC, arriving aircraft:

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

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

ILS/DME or LOC/DME RWY 02 and ILS/DME or LOC/DME RWY 20

Missed approach tracking by non-RNAV aircraft requires use of Christchurch VOR and DME, Ident CH Freq 115.3.

If unavailable non-RNAV aircraft are to fly the published missed approach track (DR), climb to 4000 ft, expect radar control.

Allocation of STAR Procedures

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

(continued)

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CHRISTCHURCH**ARRIVAL/DEPARTURE (2)****RNAV (RNP) Procedures**

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

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

Visual Approach Procedures**RWY 02/20**

IFR aircraft (CAT A, B, C) on a visual approach or visual arrival procedure that are unable to land are to enter the aerodrome traffic circuit unless otherwise advised by ATC. If MET conditions prevent entering the circuit, then expect ATC to issue an instruction to fly the published missed approach for the approach nominated on ATIS.

It is expected that CAT D/D_L aircraft will fly a missed approach unless the crew request otherwise.

RWY 11/29

IFR aircraft on a visual approach or visual arrival procedure that are unable to land are to enter the aerodrome traffic circuit unless otherwise advised by ATC.

Maximum Speed on Missed Approach

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

Practice Auto-lands

Practice auto-lands to RWY 02 or RWY 20 are available on request to ATC in MET conditions equal to or better than Category I ILS/DME minima.

Approval from ATC will be subject to traffic and may contain conditions i.e. the LOC sensitive area is not protected.

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

Protection of the Missed Approach

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

Departure Procedures

Refer Christchurch SID.