

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.

**D****Allocation of STAR Procedures**

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

*(continued)*

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**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 the Airways Duty Manager, [ServiceDeliveryDutyManager@airways.co.nz](mailto:ServiceDeliveryDutyManager@airways.co.nz)

**Visual Approach Procedures****RWY 02/20**

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

**RWY 11**

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

**RWY 29**

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

**D****Practice Auto-landings**

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

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

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

*"ILS CRITICAL AND SENSITIVE AREAS NOT PROTECTED"*

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