

ELEV 123

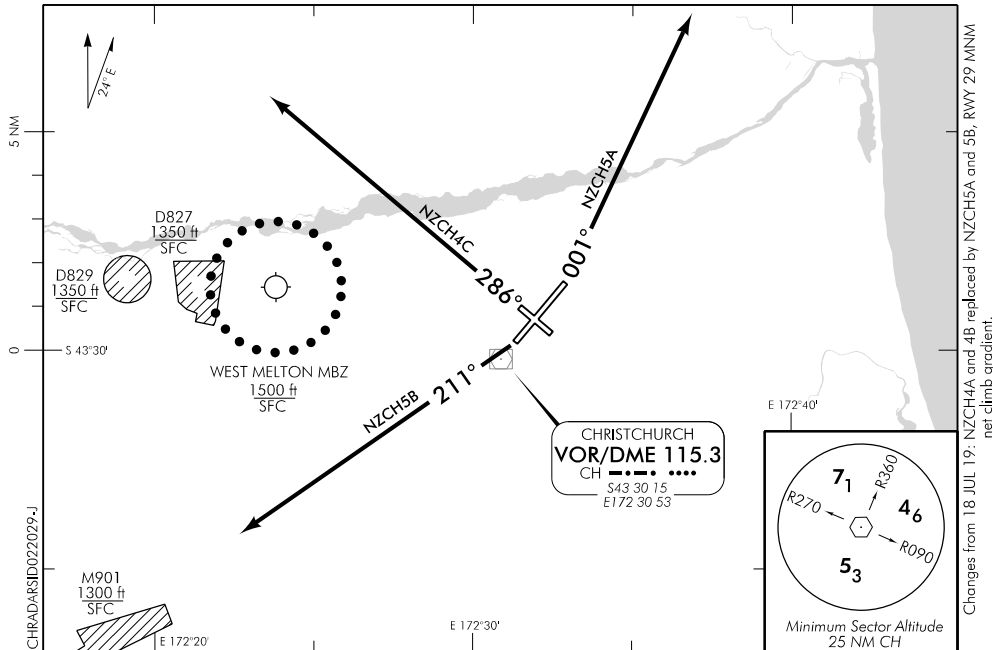
CAT A,B,C,D

CHRISTCHURCH

NZCH

RADAR SID RWY 02, 20, 29

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



ALL DEPARTURES

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

- Note 1. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated
 2. ATC requirement:

CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to 8 CH DME
CAT C and D aircraft speed restriction MNM 150 kt MAX 220 kt to 8 CH DME
 – if unable to comply advise Delivery on start-up

RWY 02

CHRISTCHURCH FIVE ALFA DEPARTURE – RADAR (NZCH5A)

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

- Turns prior to departure end of runway not authorised
- MNM turn altitude 530 ft
- Track 001°
- Expect radar vectors

RWY 20

CHRISTCHURCH FIVE BRAVO DEPARTURE – RADAR (NZCH5B)

MNM net climb gradient 4.9% (300 ft/NM) to 2000 ft

- Turns prior to departure end of runway not authorised
- MNM turn altitude 530 ft
- Track 211°
- Expect radar vectors

RWY 29

CHRISTCHURCH FOUR CHARLIE DEPARTURE – RADAR (NZCH4C)

MNM net climb gradient 5.0% (300 ft/NM) to 3000 ft

- Track 286° (RWY centreline)
- Expect radar vectors

OCEANIC TRANSITION

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

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

Effective: 26 MAR 20