

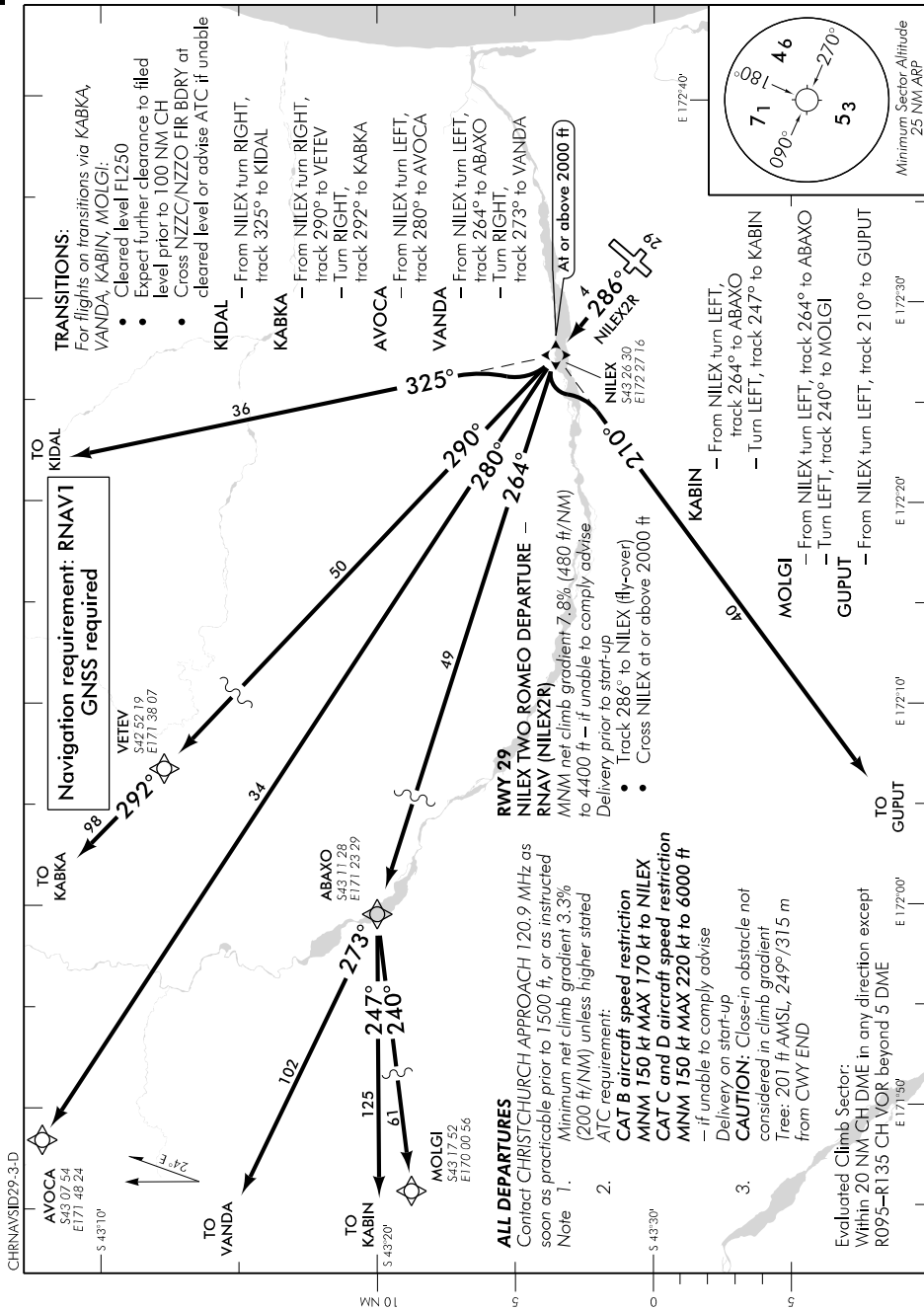
ELEV 123

CAT A,B,C,D

CHRISTCHURCH RNAV SID RWY 29 (3)

NZCH

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



Effective: 1 FEB 18

ELEV 123

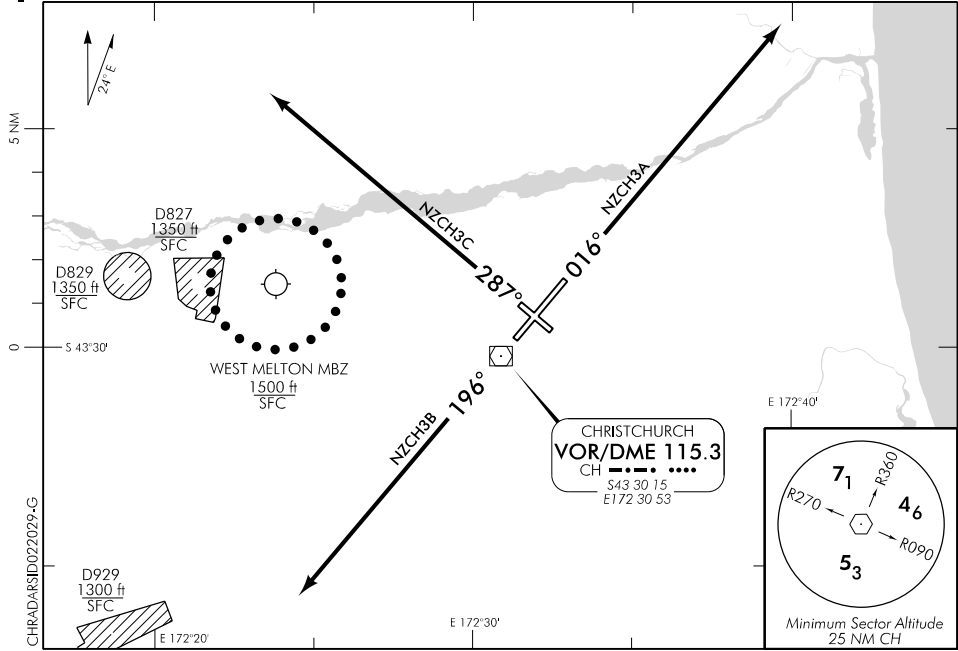
CAT A,B,C,D

CHRISTCHURCH

NZCH

RADAR SID RWY 02, 20, 29

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



Changes from 26 MAY 16: COM header-ATC callign.

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
3. **CAUTION: (RWY 29 only)** Close-in obstacle not considered in climb gradient
 – Tree: 201 ft AMSL, 249°/315 m from CWY END

Evaluated Climb Sector: Within 20 NM CH DME in any direction except R095–R135 CH VOR beyond 5 DME

RWY 02

CHRISTCHURCH THREE ALFA DEPARTURE – RADAR (NZCH3A)

MNM net climb gradient 3.6% (220 ft/NM) to 2000 ft

- Track 016° (RWY centreline)
- Expect radar vectors

RWY 20

CHRISTCHURCH THREE BRAVO DEPARTURE – RADAR (NZCH3B)

MNM net climb gradient 3.5% (215 ft/NM) to 2000 ft

- Track 196° (RWY centreline)
- Expect radar vectors

RWY 29

CHRISTCHURCH THREE CHARLIE DEPARTURE – RADAR (NZCH3C)

MNM net climb gradient 5.9% (360 ft/NM) to 3000 ft

- Track 287° (RWY centreline)
- Expect radar vector

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 NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable