

ELEV 123

CAT A,B,C,D

CHRISTCHURCH RNAV SID RWY 20 (3)

NZCH

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 NISOM
CAT C and D aircraft speed restriction MNM 150 kt MAX 220 kt to 6000 ft
 – if unable to comply advise Delivery on start-up



Navigation requirement: RNAV1
GNSS required

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

RWY 20

NISOM THREE QUEBEC DEPARTURE – RNAV (NISOM3Q)

MNM net climb gradient 7.8% (480 ft/NM) to 2000 ft

– if unable to comply advise Delivery prior to start-up

- Track 196° to NISOM (fly-over)
- Cross NISOM at or above 2000 ft

TRANSITIONS:

PEHRR

- From NISOM turn LEFT, track 160° to PEHRR
- Cross PEHRR at or below FL250

IDARA

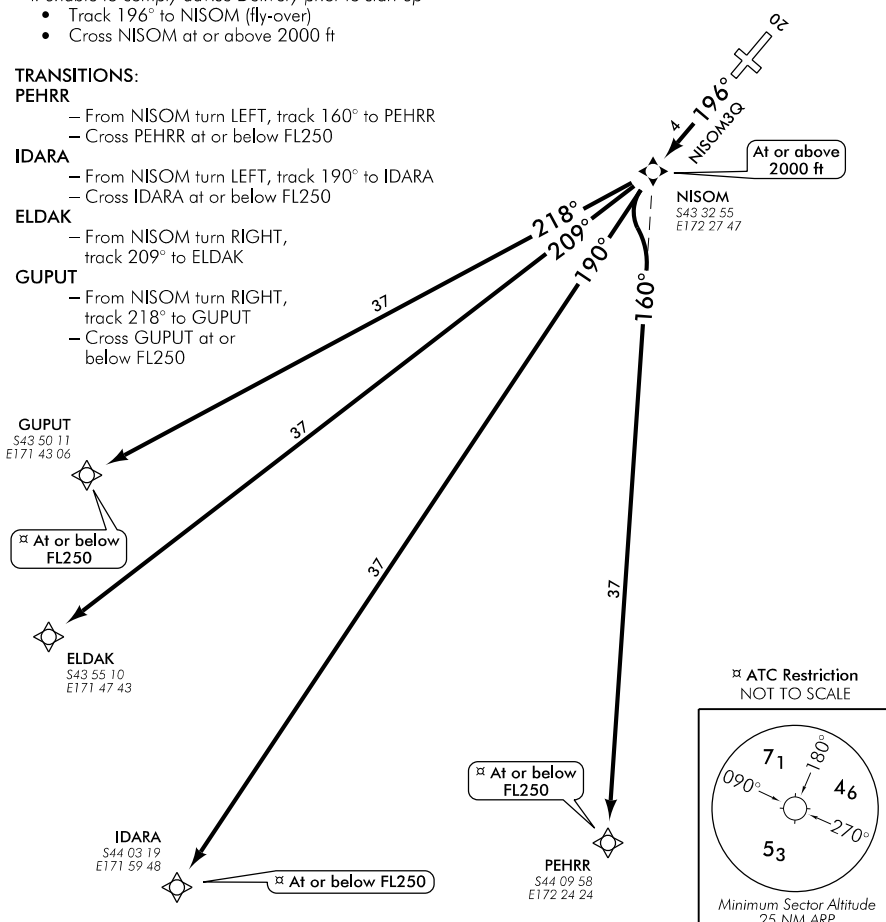
- From NISOM turn LEFT, track 190° to IDARA
- Cross IDARA at or below FL250

ELDAK

- From NISOM turn RIGHT, track 209° to ELDAK

GUPUT

- From NISOM turn RIGHT, track 218° to GUPUT
- Cross GUPUT at or below FL250



CHRNAV SID 20-3-E

Effective: 29 MAR 18

Changes from 1 FEB 18: Crossing restriction at PEHRR, IDARA and GUPUT added.

ELEV 123

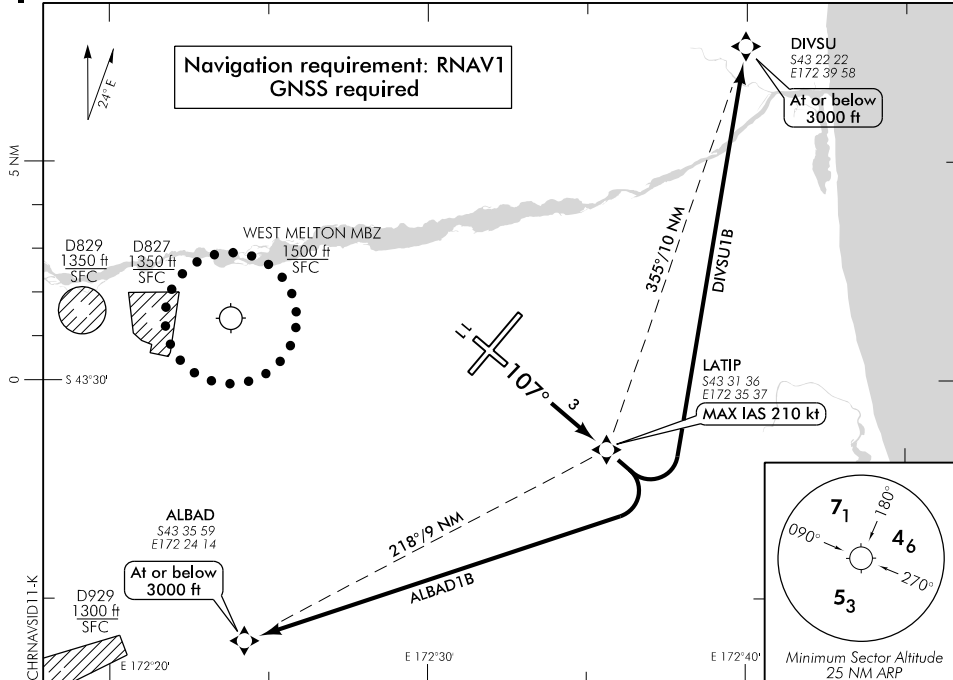
CAT A,B,C,D

CHRISTCHURCH

NZCH

RNAV SID RWY 11

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



Changes from 26 MAY 16: COM header ATC collagn.

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 LATIP,

CAT C and D aircraft speed restriction MNM 150kt MAX 220 kt to 6000 ft – if unable to comply advise Delivery on start-up

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

DIVSU ONE BRAVO DEPARTURE – RNAV (DIVSU1B)

- Track 107° to LATIP fly-over WPT, MAX IAS 210 kt
- Turn LEFT track direct to DIVSU fly-over WPT
- Maintain 3000 ft to DIVSU
- Intercept cleared route

ALBAD ONE BRAVO DEPARTURE – RNAV (ALBAD1B)

- MNM net climb gradient 4.4% (270 ft/NM) to 2300 ft
- Track 107° to LATIP fly-over WPT, MAX IAS 210 kt
- Turn RIGHT track direct to ALBAD fly-over WPT
- Maintain 3000 ft to ALBAD
- Intercept cleared route

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

Effective: 1 FEB 18