

ELEV 123

CAT A,B,C,D

CHRISTCHURCH

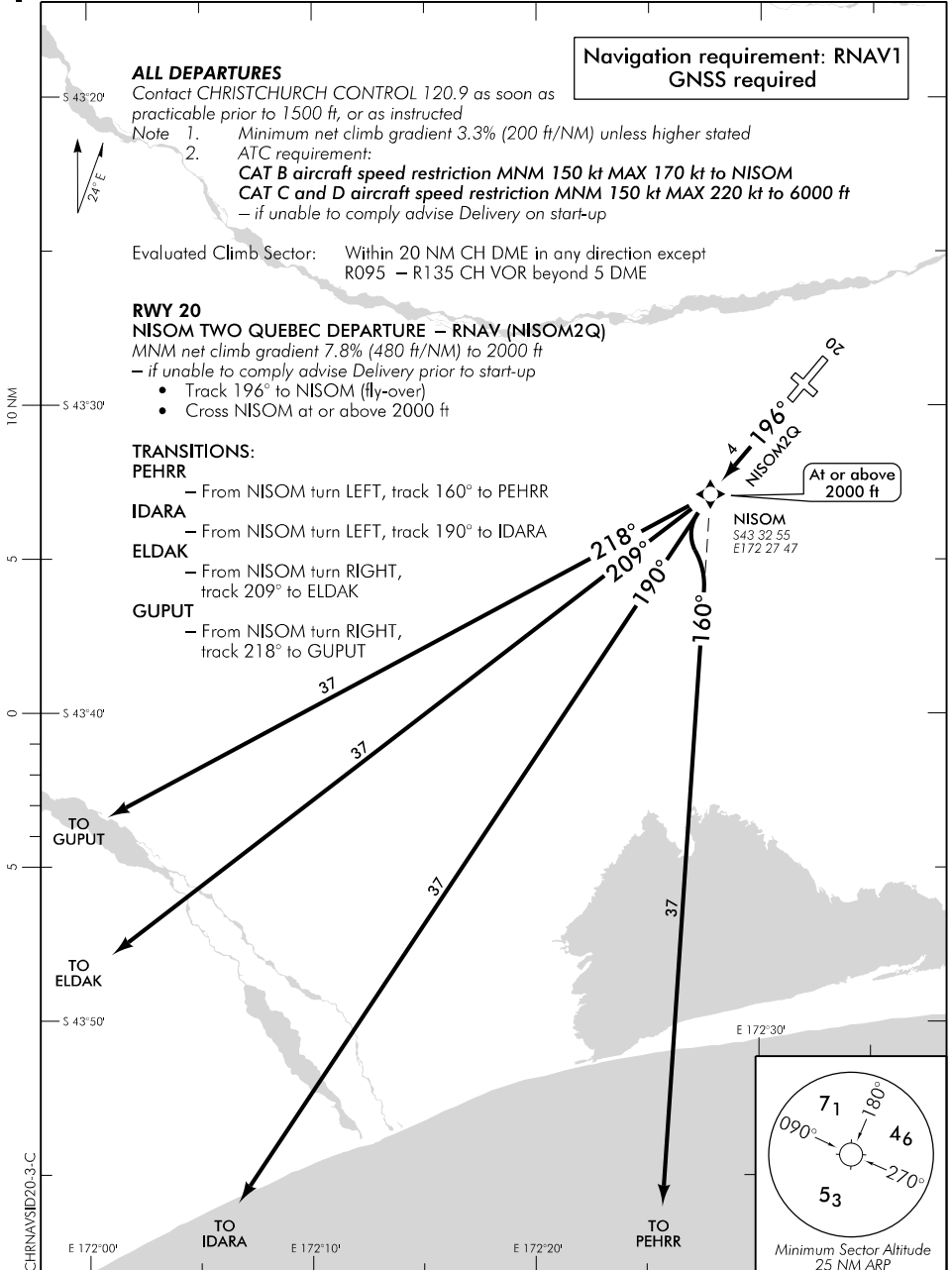
NZCH

RNAV SID RWY 20 (3)

CONTROL: 120.9 126.1 128.75

TOWER: 118.4 119.65

ATIS: 127.2



Changes from 12 NOV 15: TWR and CTL FREQ, NISOM QUEBEC departure.

Effective: 26 MAY 16

ELEV 123

CAT A,B,C,D

CHRISTCHURCH

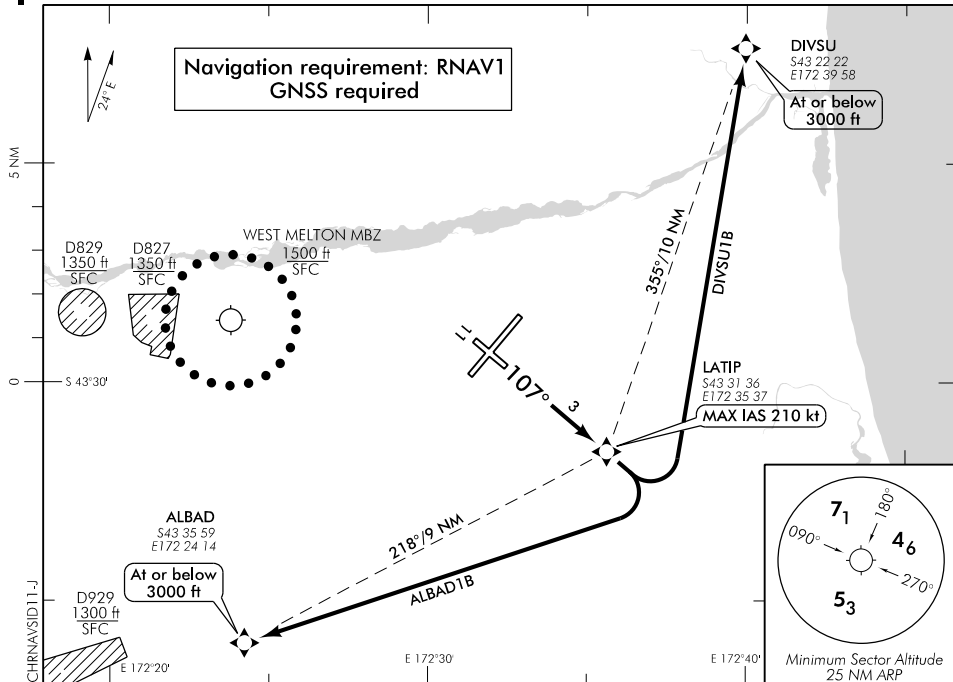
NZCH

RNAV SID RWY 11

CONTROL: 120.9 126.1 128.75

TOWER: 118.4 119.65

ATIS: 127.2



ALL DEPARTURES

Contact CHRISTCHURCH CONTROL 120.9 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 BDY 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 BDY 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 BDY at cleared level or advise ATC if unable

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