

ELEV 123

CAT A,B,C,D

**CHRISTCHURCH**

NZCH

**RNAV SID RWY 20 (3)**

CHRISTCHURCH APPROACH: 120.9 126.1 128.75

TOWER: 118.4 119.65

ATIS: 127.2



Navigation requirement: RNAV1  
GNSS required

**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 ATSAT**

**CAT C and D aircraft speed restriction MNM 150 kt MAX 220 kt to 6000 ft**

– Advise ATC prior to start-up if unable to comply

**RWY 20**

**ATSAT ONE QUEBEC DEPARTURE – RNAV (ATSAT1Q)**

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

- Turns prior to departure end runway not authorised
- Track 211° to ATSAT (fly-over)

**TRANSITIONS:**

**GUPUT**

– From ATSAT turn RIGHT, track 217° to GUPUT

**ELDAK**

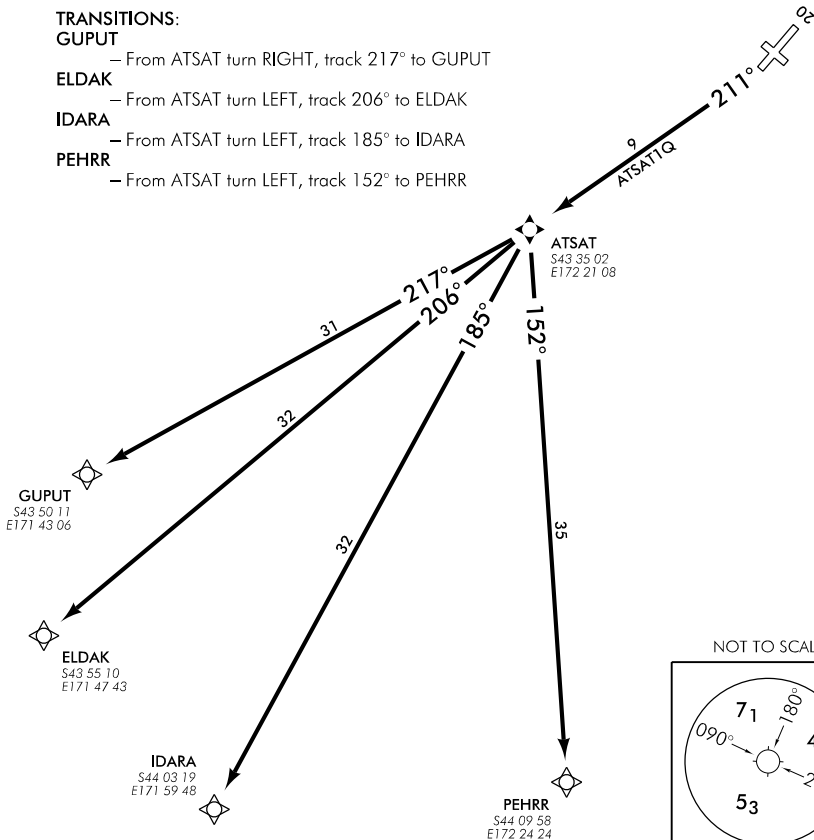
– From ATSAT turn LEFT, track 206° to ELDAK

**IDARA**

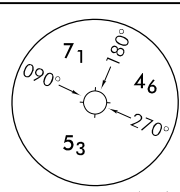
– From ATSAT turn LEFT, track 185° to IDARA

**PEHRR**

– From ATSAT turn LEFT, track 152° to PEHRR



NOT TO SCALE



Minimum Sector Altitude  
25 NM ARP

CHRNAVSD20-3-H

Changes from 18 JUL 19: Procedure reviewed.

**Effective: 26 MAR 20**

ELEV 123

CAT A,B,C,D

**CHRISTCHURCH**

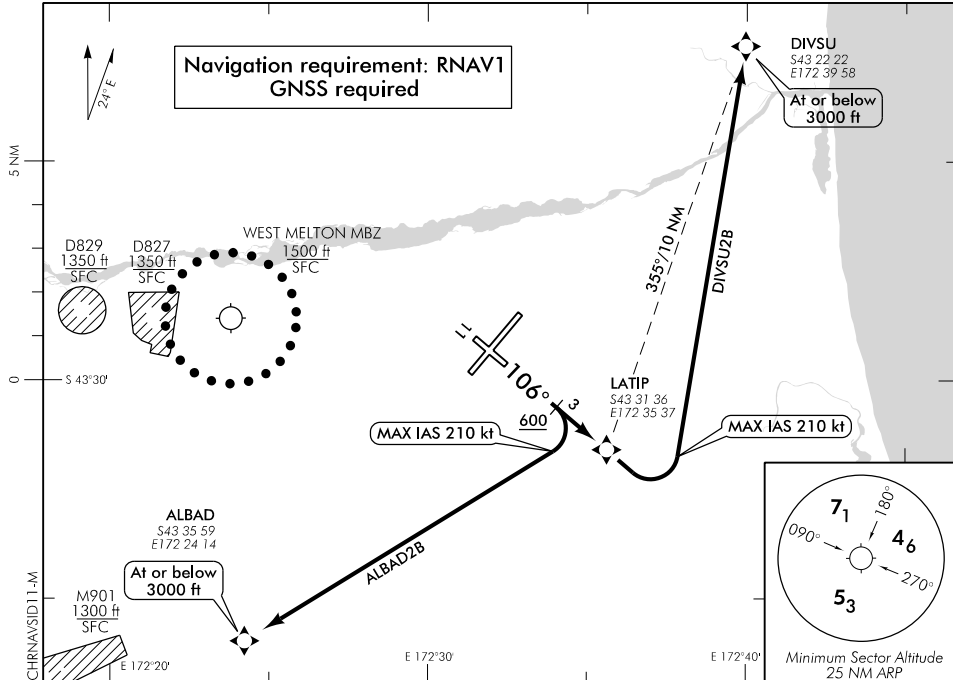
NZCH

**RNAV SID RWY 11**

CHRISTCHURCH APPROACH: 120.9 126.1 128.75

TOWER: 118.4 119.65

ATIS: 127.2



Changes from 18 JUL 19: Close-in obstacle caution removed, airspace containment note added, turn MAX IAS text amended.

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

**DIVSU TWO BRAVO DEPARTURE – RNAV (DIVSU2B)**

Airspace containment – MNM net climb gradient 6.4% (390 ft/NM) to 2000 ft  
 ATC requirement: **CAT B aircraft speed restriction MNM 150 kt MAX 170 kt to LATIP** – if unable to comply advise Delivery on start-up

- Track 106° to LATIP (fly-over)
- Turn LEFT track direct to DIVSU (fly-over), MAX IAS 210 kt until turn complete
- Maintain 3000 ft to DIVSU
- Intercept cleared route

**ALBAD TWO BRAVO DEPARTURE – RNAV (ALBAD2B)**

Airspace containment – MNM net climb gradient 4.6% (280 ft/NM) to 2000 ft

- Track 106° to 600 ft
- Turn RIGHT track direct to ALBAD (fly-over), MAX IAS 210 kt until turn complete
- Maintain 3000 ft to ALBAD
- Intercept cleared route

**OCEANIC TRANSITION**

For flights that will cross the NZCC/NZSO 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/NZSO FIR BDRY at cleared level or advise ATC if unable

**Effective: 10 SEP 20**