

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 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

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

**RWY 20**

**NISOM TWO QUEBEC DEPARTURE – RNAV (NISOM2Q)**

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

**IDARA**

– From NISOM turn LEFT, track 190° to IDARA

**ELDAK**

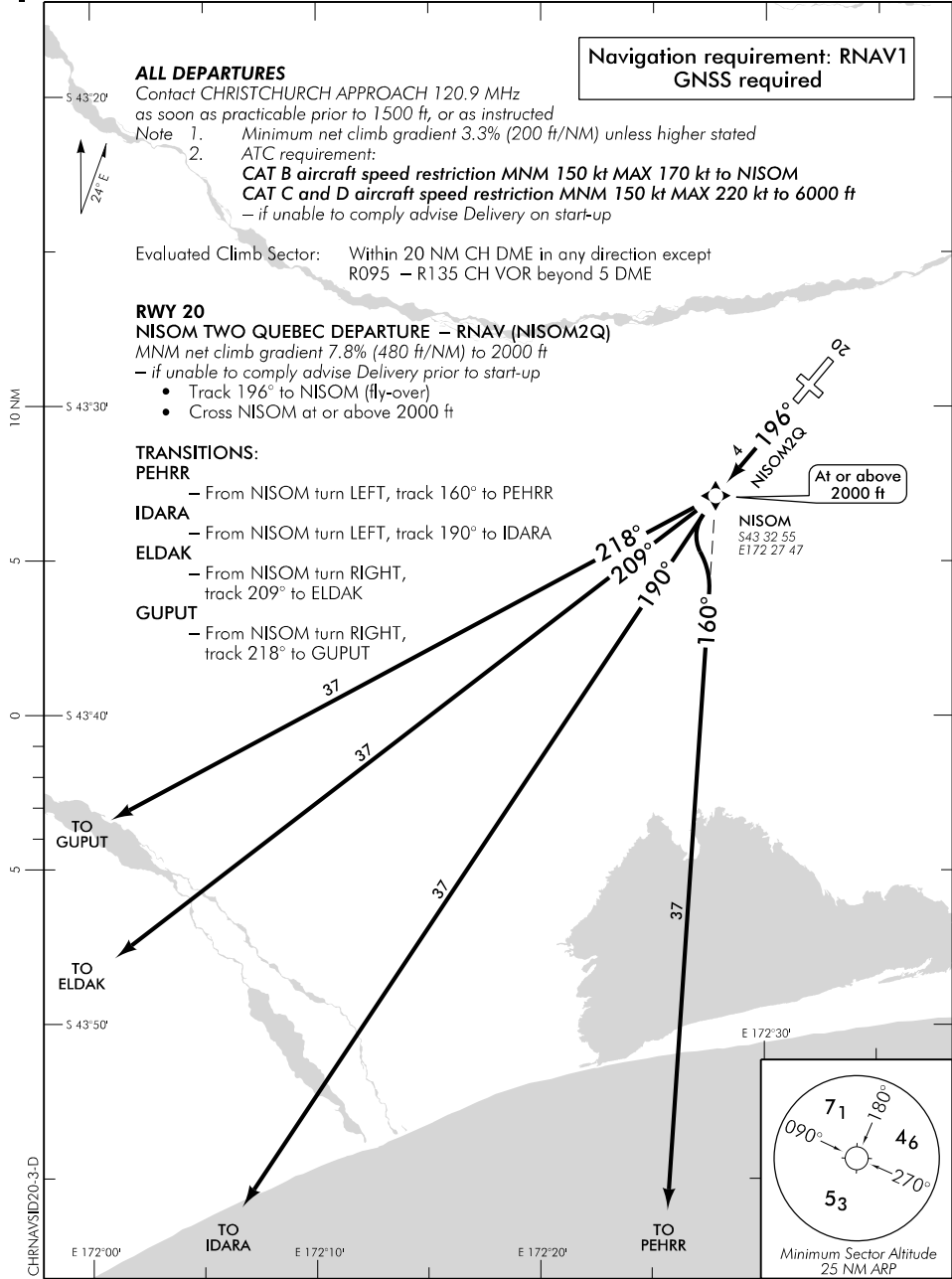
– From NISOM turn RIGHT, track 209° to ELDAK

**GUPUT**

– From NISOM turn RIGHT, track 218° to GUPUT

NISOM  
S43 32 55  
E172 27 47

At or above 2000 ft



Changes from 26 MAY 16 - COM header ATC collsign.

**Effective: 1 FEB 18**

**CHRISTCHURCH**  
**RNAV SID RWY 20 (3)**

ELEV 123

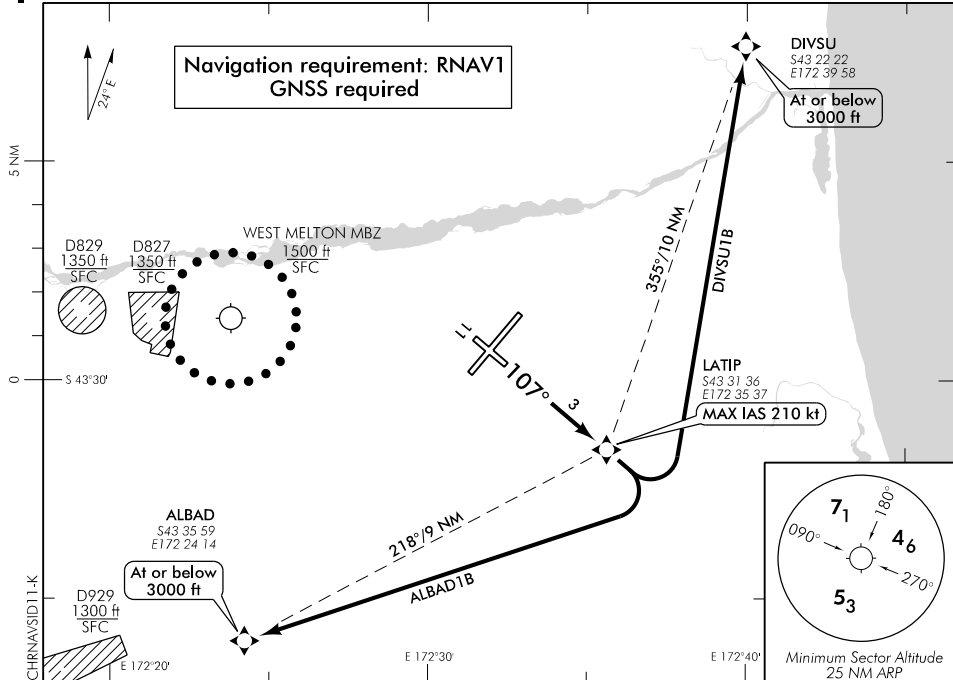
CAT A,B,C,D

**CHRISTCHURCH**

NZCH

**RNAV SID RWY 11**

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



**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**