

ELEV 123

NZCH

CHRISTCHURCH
AERODROME (1) — RWY 02 — WIP NORTH

TOWER: 118.4 119.65

GROUND: 121.9 119.65

DELIVERY: 128.2

ATIS: 127.2

YELLOW

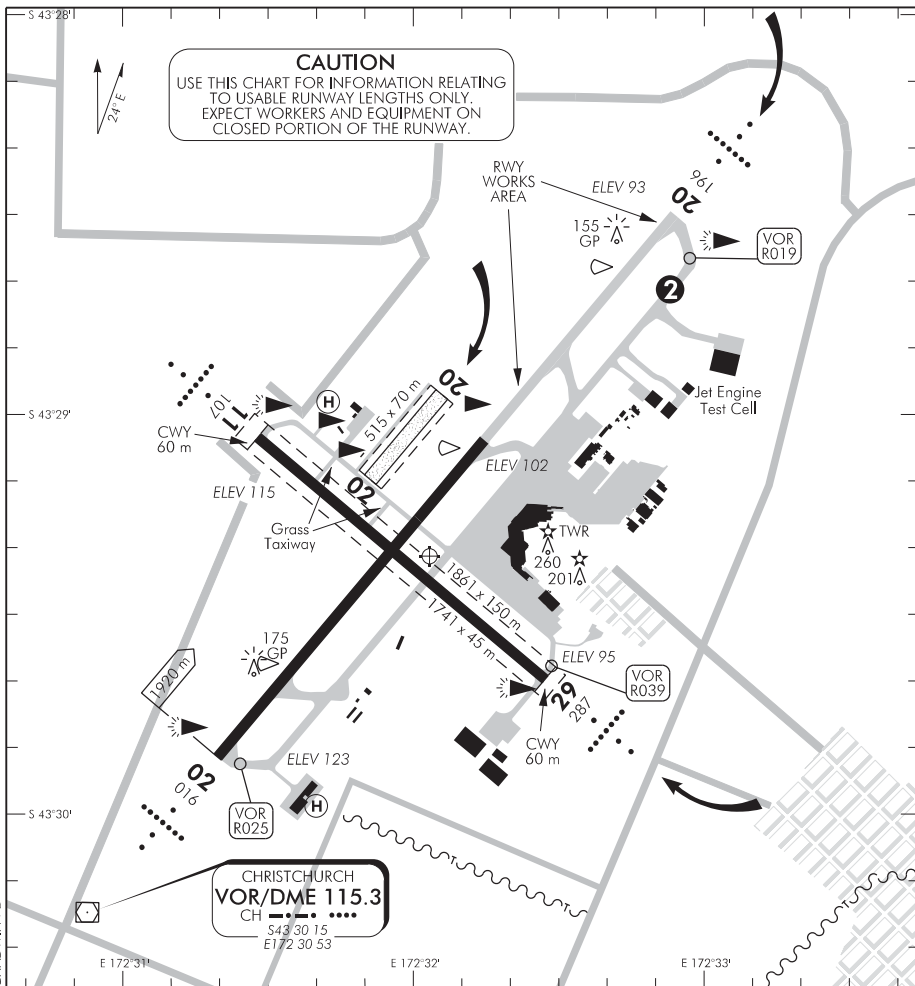
YELLOW

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Changes from 26 MAY 16: Gr TWY C removed, Garden City HP relocated, new apron areas.

1. Chart to be used during runway WIP North on RWY 02. Reduced length for take-off and landing will apply. Activation of restrictions will be by ATIS or RTF. Works will not take place when runway is wet. RWY 20 Operations prohibited.
2. During runway WIP North RWY 02 reduced in length to 1920 m.
3. Full length take-off available to approved long-haul international aircraft with prior notice.
4. Circuit: RWY 02, 11 — Left hand
RWY 20, 29 — Right hand
5. Circuit altitudes unless otherwise instructed by ATC:
 - (a) Using grass runway — 900 ft AMSL.
 - (b) Using sealed runways — 1500 ft AMSL.
6. ATC Speed Requirements:

Arriving IFR: on instrument approach not less than 150 kt IAS to 5 NM from touchdown

VFR in circuit (except Grass RWY 02/20):
approach speed of not less than 90 kt IAS when above 400 ft AMSL.

(continued)

S 43 29 22 E 172 32 04

Effective: 25 MAY 17

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CHRISTCHURCH
AERODROME (2) — RWY 02 — WIP NORTH

7. RWY 11/29 not available to Code E or F ACFT (except for emergency use) due to lack of sealed shoulders and incompatible TWY access and egress.
8. Grass Runway 02/20
 - (a) Area:
Grass Taxiway D marked by white marker boards on the eastern edge and yellow marker boards on western edge.
 - (b) Circuit:
Whenever possible do not extend further north or south than abeam main paved RWY 02/20 thresholds.
 - (c) Taxiing Procedure:
Aircraft after landing turn towards the Canterbury Aero Club building to vacate the runway unless otherwise instructed by ATC. That is after landing RWY 02 turn left and after landing RWY 20 turn right.
 - (d) Taking off, on touch-and-go or overshooting:
Because of simultaneous operations on the main RWY 02/20 aircraft taking off, on touch-and-go or overshooting **must not converge towards the main runway**. Passing 420 ft AMSL aircraft are to commence a turn to diverge away from the main runway by at least 10°, then fly a square crosswind. The turn is not required if ATC confirm on departure a non-standard turn towards the main runway.
 - (e) Transponder Operation:
VFR aircraft operating in the circuit for Grass RWY 02/20 are to set their transponder to code **2200**, unless otherwise directed by ATC.
9. **CAUTION:** ● Bird hazard. Refer to NZCH AD 2.23.
 - Jet engine test cell. Refer to NZCH AD 2.23 and page NZCH AD 2-53.1.
10. MET balloons released irregularly. Refer to Table ENR 5.3-7.
11. Aircraft making a touch-and-go, go-around or missed approach off main RWY 02/20, in VMC, should maintain a track on or east of the RWY centreline due to potential grass runway traffic.

YELLOW

YELLOW

YELLOW

YELLOW

YELLOW

YELLOW