

ELEV 1171

NZQN

TOWER: 118.1 128.9 APPROACH: 125.75 DELIVERY: 121.9 ATIS: 126.4 UNATTENDED: 118.1

**QUEENSTOWN****VFR ARRIVALS****Procedures for VFR flights arriving at Queenstown**

Listen to ATIS for aerodrome conditions and other information.

If requiring a clearance to enter the Queenstown CTA/C contact Queenstown Approach on 125.75.

Contact Queenstown Information 128.9 prior to reaching the Queenstown CTR, and advise intentions.

Prior to entering the Queenstown CTR/C contact Queenstown Tower on 118.1 and give an abbreviated position report:

- aircraft call sign
- position relative to a visual reporting point
- altitude

Zone entry via Skippers Saddle may be restricted due to this being a major zone exit point.

On receipt of either joining instructions or appropriate arrival procedure instructions (see VFR Arrival Procedures page) enter the CTR/C and follow the assigned procedure and comply with further instructions from Queenstown Tower.

**Note:** If a clearance is not available, remain outside of the Queenstown CTR/C.

**Aircraft intending to enter the Queenstown CTR/C via the Kawarau Gorge area should not proceed past a point where they can orbit and hold, without first obtaining a clearance to enter the Queenstown CTR/C.**

**Jardines Parachute Drop Sector (PDS)**

The Jardines PDS consists of all that airspace in the CTR/C within the area clockwise from abeam Remarkables Lodge, via Highway<sup>®</sup> to abeam the northern boundary of Lakeside Estates, then west via the northern boundary of Lakeside Estates to the coastline, then via the coastline to a point 0.75 NM north of Jacks Point, then east to Remarkables Lodge.

**Communications Failure**

Outside Queenstown CTR/C — remain clear of the CTR/C and proceed to an alternative aerodrome. **Squawk 7600**. Report arrival to Queenstown Tower.

Within Queenstown CTR/C — follow assigned clearance. If joining instructions have not already been issued, carry out standard overhead circuit joining procedure. Expect light signals. **Squawk 7600**. Maintain VFR.

**General**

After landing, remain on 118.1 and taxi as instructed by Queenstown Tower.

**Note:** TWY Y is a high use area for both fixed wing and helicopters, use caution and courtesy to other users.

Contact Queenstown Delivery 121.9 only if you require parking information.

Light aircraft are to park in the designated light aircraft parking areas. Helicopters are to park in the designated helicopter parking areas. General aviation aircraft are prohibited on the main terminal apron. Aircraft above 5700 kg MCTOW to obtain parking information from QAC. Refer Queenstown Ground Movements charts.

If landing at Queenstown when Queenstown Tower is off watch, Christchurch Information is available on 122.2 for termination of flight plans.

ELEV 1171

**QUEENSTOWN**

NZQN

**HELICOPTER VFR ARRIVAL/DEPARTURE PROCEDURES (1)**

TOWER: 118.1 128.9

DELIVERY: 121.9

ATIS: 126.4

UNATTENDED: 118.1

**REFER ALSO VISUAL NAVIGATION CHARTS*****Procedures for VFR Helicopters Arriving at Queenstown***

Listen to ATIS for aerodrome conditions and other information.

Prior to entering Queenstown CTR/C (including lift-off from location within the CTR/C) contact Queenstown Tower 118.1 and give a position report:

- Call sign
- Position
- Altitude
- Intentions

Queenstown Tower will issue either joining instructions or an arrival procedure. Helicopters may also be issued with a procedure published on the VFR Arrival Procedures page.

Helicopters are not permitted to overfly the main terminal building, apron (unless instructed by Queenstown Tower), fuel farm or other fixed wing taxiing aircraft. Helicopters may be integrated onto the RWY traffic circuit for landing. From there air-taxi instructions will be given. Landing on the aerodrome outside the manoeuvring area is at pilot discretion once clearance to air taxi to the apron has been received.

Air taxiing shall be at 100 ft AGL or below and not exceeding 60 kt IAS.

**A specific clearance to cross any runway is required.**

Helicopters may be issued with air-taxi instructions to follow either other helicopters or fixed wing aircraft to their landing site. If there is an arrival delay once reaching the cleared hold point, due other traffic, it is the pilot's discretion whether to hover or land at the hold point.

Pilots need to take into account rotor-wash when operating around other aircraft.

The following Arrival Procedures may be issued by Queenstown Tower:

- ① Remarkables Arr
  - From Remarkables Spur track via Deer Park and north of Queenstown Hill to the northern end of Lake Johnson.
  - Remain between 5000 ft and 6000 ft VFR. Expect further descent from ATC.
  - Report approaching Lake Johnson.
  - Clearance limit north end of Lake Johnson.
- ② Bravo Arr
  - Track direct to RWY 05 windsock then air-taxi over or southwest of TWY Bravo and TWY Yankee to the apron.
- ③ Johnson Arr
  - Enter the QN CTR at Moonlight and track via Arthurs Point to the northern end of Lake Johnson 5000 ft or below.
  - Cross Arthurs Point 3500 ft or below.
  - Report approaching Lake Johnson.
  - Clearance limit north end of Lake Johnson.