

ELEV 1171

CAT A,B,C

**QUEENSTOWN**

NZQN

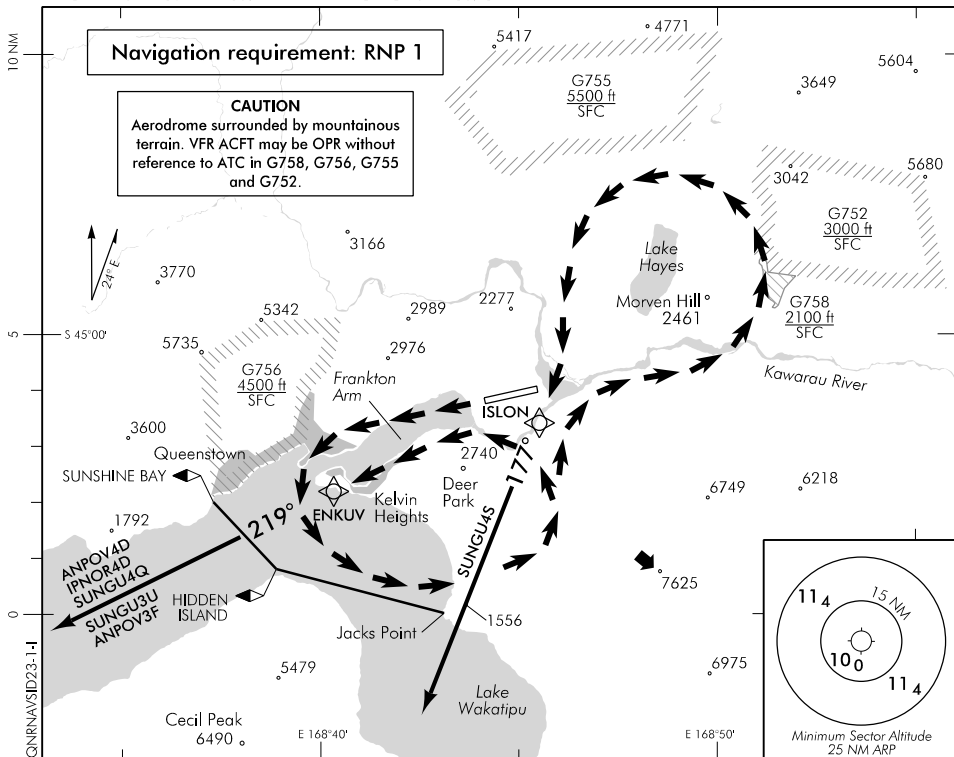
**RNAV (GNSS) SID RWY 23 (1)**

TOWER: 118.1 128.9

APPROACH: 125.75

ATIS: 126.4

UNATTENDED: 118.1



**ALL DEPARTURES RWY 23 – Visual Segments**

- Note 1. Minimum turn altitude after take-off 1600 ft
- 2. Remain north-east of a line SUNSHINE BAY VRP – HIDDEN ISLAND VRP – Jacks Point
- 3. When airborne contact QUEENSTOWN APPROACH 125.75 MHz

← ← Denotes visual segment

**MAX IAS 180 kt. Maintain own terrain clearance until established overhead Initial Departure Fix (IDF)**

**Departures via ENKUV (ANPOV4D, IPNOR4D, SUNGU4Q, SUNGU3U, ANPOV3F)**

- Follow the Frankton Arm until abeam Kelvin Heights
- Turn LEFT around Deer Park to track 219° to ENKUV (IDF)

ENKUV crossing altitudes:

ANPOV4D – MNM 4600 ft	SUNGU3U – MNM 5200 ft
IPNOR4D – MNM 5200 ft	ANPOV3F – MNM 5200 ft
SUNGU4Q – MNM 4200 ft	

**Departures via ISLON (SUNGU4S)**

- Follow the Frankton Arm until abeam Kelvin Heights
- Turn LEFT around Deer Park and follow the Kawarau River
- Turn LEFT abeam Marven Hill
- Continue LEFT to track 177° to ISLON (IDF)
- Reach MNM 3900 ft, MAX 9000 ft overhead ISLON

Refer chart NZQN AD2 - 62.13 RNAV (GNSS) SID RWY 23 (2) for details of ANPOV3F and IPNOR4D and chart NZQN AD 2 - 62.14, RNAV (GNSS) SID RWY 23 (3) for details of ANPOV4D and chart NZQN AD 2 - 62.15, RNAV (GNSS) SID RWY 23 (4) for details of SUNGU4Q and SUNGU4S and chart NZQN AD 2 - 62.16 RNAV (GNSS) SID RWY 23 (5) for details of SUNGU3U.

**Effective: 8 NOV 18**

Changes from 9 NOV 17: Note 3 updated.

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TOWER: 118.1 128.9

APPROACH: 125.75

ATIS: 126.4

UNATTENDED: 118.1

**RWY 23 ANPOV THREE FOXTROT DEPARTURE – RNAV (GNSS) (ANPOV3F)**  
 Visual segment not shown. See chart NZQN AD 2 - 62.12 RNAV (GNSS) SID RWY 23 (1) for details of visual segment

- Minimum net climb gradient 4.4% (270 ft/NM) to 8500 ft
- Reach MNM 5200 ft ENKUV
- Track 21° via OLSREK and TULVU to VAPLI, MAX IAS 210 kt
- Cross OLSREK between 6000 ft and 9000 ft
- Cross TULVU at or above 7000 ft
- Turn RIGHT, track 339° to AVDEK, MAX IAS 210 kt
- Turn RIGHT, track 029° via DULUL to ANPOV
- Cross DULUL at 10,000 ft

**TRANSITIONS:**

**SAVLA**  
 Airspace containment – Minimum net climb gradient 5.6% (340 ft/NM) to FL250  
 – From ANPOV track 360° to AKMAD  
 – Turn RIGHT, track 006° via NONAN to SAVLA  
 – Cross NONAN at or below FL250

**TIMJO**  
 Airspace containment – Minimum net climb gradient 5.6% (340 ft/NM) to AVDEK  
 – From ANPOV track 042° via EPDEX and ATVOR to TIMJO  
 – Cross TIMJO at or below FL250

**Navigation requirement: RNP 1**

**IPNOR FOUR DELTA DEPARTURE – RNAV (GNSS) (IPNOR4D)**  
 Visual segment not shown. See chart NZQN AD 2 - 62.12 RNAV (GNSS) SID RWY 23 (1) for details of visual segment

- Minimum net climb gradient 3.6% (220 ft/NM) to 8700 ft
- Airspace containment – Minimum net climb gradient 6.6% (400 ft/NM) to FL180
- Reach MNM 5200 ft ENKUV
- Track 21° via OLSREK and TULVU to VAPLI, MAX IAS 210 kt
- Cross OLSREK between 6000 ft and 9000 ft
- Cross TULVU at or above 7000 ft
- Turn RIGHT, track 303° to IPNOR

**TRANSITIONS:**

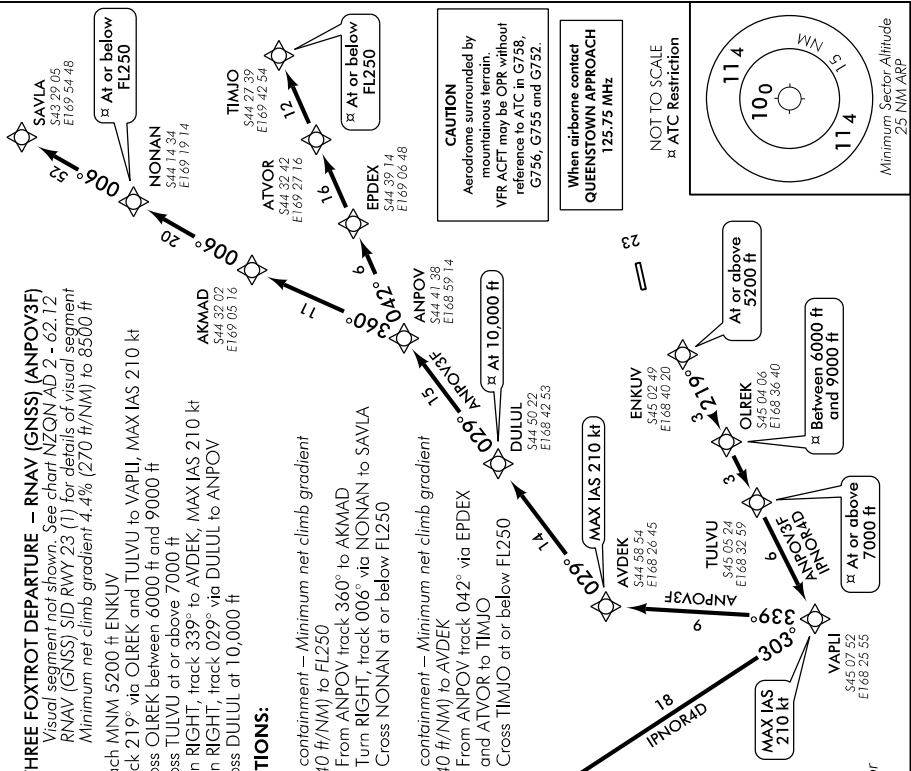
**ADKOS**  
 – From IPNOR track 261° to ENRAT  
 – Cross ENRAT at or below FL250  
 – Track 262° to ADKOS

Minimum net climb gradient 6.6% (400 ft/NM) to FL180

**LIBLA**  
 – From IPNOR track 312° to BIKOS  
 – Cross BIKOS at or below FL250  
 – Turn RIGHT, track 319° to LIBLA

**ATC Requirement:** Aircraft to cross DADLU, BEBOS, EKODA or MADOK at cleared level or advise ATC if unable

GNRNVA SID 23-2-4



Changes from 1 FEB 18: Airborne FREQ instruction added.