

ELEV 1171

CAT A,B,C

QUEENSTOWN

NZQN

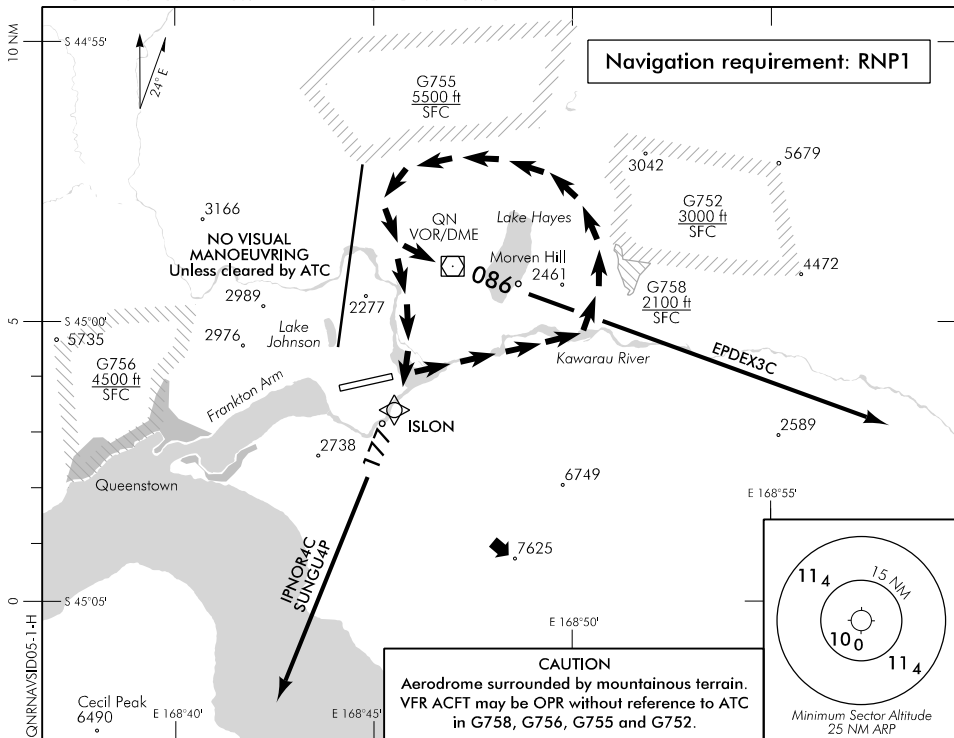
RNAV (GNSS) SID RWY 05 (1)

TOWER: 118.1 128.9

APPROACH: 125.75

ATIS: 126.4

UNATTENDED: 118.1



ALL DEPARTURES RWY 05 – Visual Segments

- Note
1. Minimum turn altitude after take-off 1600 ft
 2. Remain east of a line Lake Johnston to south-west corner of G755 unless cleared by ATC
 3. When QUEENSTOWN TOWER on watch: Passing 7000 ft contact QUEENSTOWN APPROACH 125.75 MHz advising departure being flown
- ← ← Denotes visual segment

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

Departures via QN VOR (EPDEX3C)

- Follow the Kawarau River, turn LEFT abeam Morven Hill
- Continue LEFT to track 086° to QN VOR (IDF)
- Reach MNM 4300 ft, MAX 11,000 ft overhead QN VOR

Refer chart NZQN AD 2 - 62.8 RNAV (GNSS) SID RWY 05 (2) for details of EPDEX3C SID

Departures via ISLON (IPNOR4C, SUNGU4P)

- Follow the Kawarau River, turn LEFT abeam Morven Hill
- Continue LEFT to track 177° to ISLON (IDF)
- Reach MNM 3900 ft, MAX 9000 ft overhead ISLON

Refer chart NZQN AD 2 - 62.9 RNAV (GNSS) SID RWY 05 (3) for details of IPNOR4C and SUNGU4P SID

Effective: 9 NOV 17

Changes from 25 MAY 17: Procedure review.

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RNAV (GNSS) SID RWY 05 (2)

TOWER: 118.1 128.9

APPROACH: 125.75

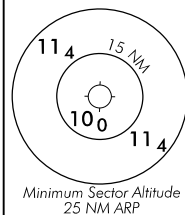
ATIS: 126.4

UNATTENDED: 118.1

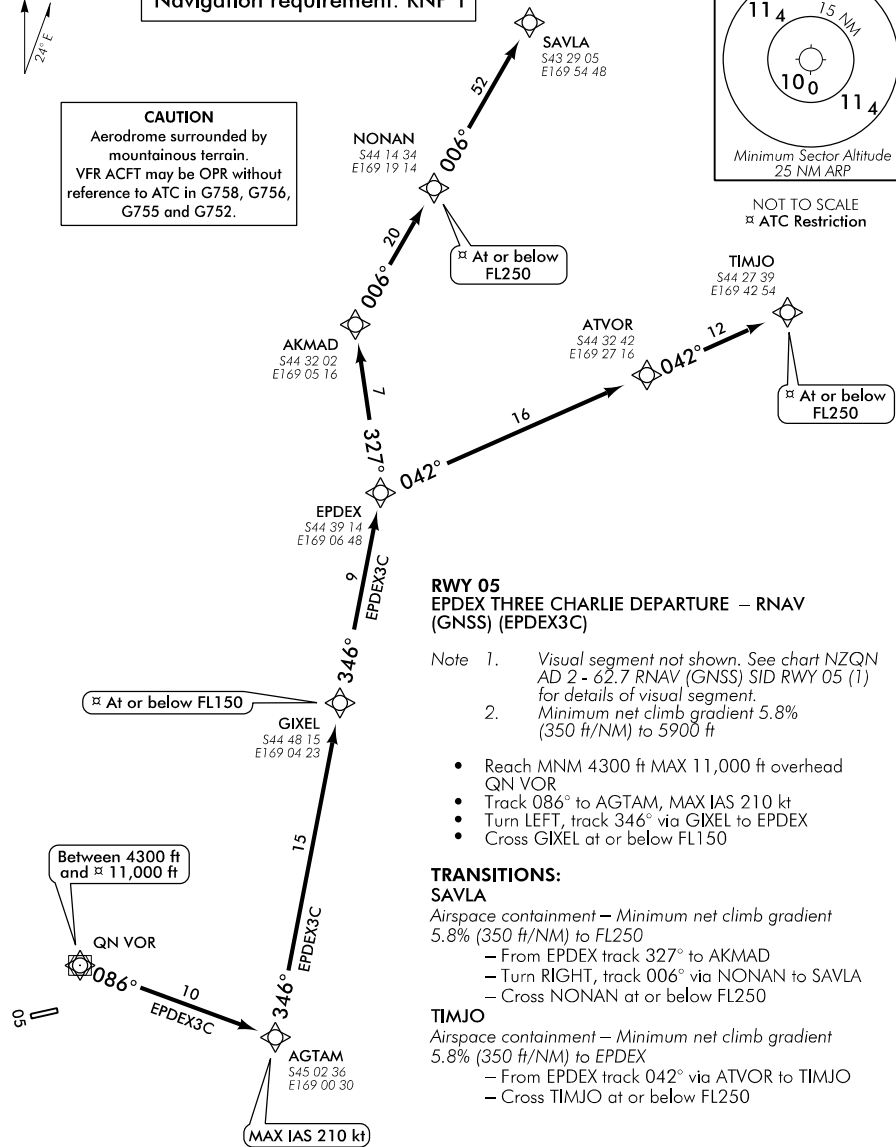
Navigation requirement: RNP 1



CAUTION
 Aerodrome surrounded by mountainous terrain.
 VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752.



NOT TO SCALE
⊠ ATC Restriction



RWY 05
EPDEX THREE CHARLIE DEPARTURE – RNAV
(GNSS) (EPDEX3C)

- Note 1. Visual segment not shown. See chart NZQN AD 2 - 62.7 RNAV (GNSS) SID RWY 05 (1) for details of visual segment.
 2. Minimum net climb gradient 5.8% (350 ft/NM) to 5900 ft

- Reach MNM 4300 ft MAX 11,000 ft overhead QN VOR
- Track 086° to AGTAM, MAX IAS 210 kt
- Turn LEFT, track 346° via GIXEL to EPDEX
- Cross GIXEL at or below FL150

TRANSITIONS:

SAVLA

- Airspace containment – Minimum net climb gradient 5.8% (350 ft/NM) to FL250
- From EPDEX track 327° to AKMAD
 - Turn RIGHT, track 006° via NONAN to SAVLA
 - Cross NONAN at or below FL250

TIMJO

- Airspace containment – Minimum net climb gradient 5.8% (350 ft/NM) to EPDEX
- From EPDEX track 042° via ATVOR to TIMJO
 - Cross TIMJO at or below FL250

Changes from 25 MAY 17: Procedure review.

QNRRNAV/SID05-2-F