

ELEV 41

**WELLINGTON**

NZWN

**ARRIVAL/DEPARTURE (1)**

WELLINGTON CONTROL: 122.3 119.3 121.1

TOWER: 118.8 120.0

ATIS: 126.9

**D****Arrival Procedures**

Refer also Wellington STARs.

**ATC Speed Requirements**

Unless otherwise approved by ATC, arriving aircraft:

- must not exceed 250 kt IAS below 10,000 ft within 30 NM of Wellington International Airport and comply with speed requirements promulgated on STAR charts, and
- must fly an instrument approach at the promulgated speeds, and additionally an air traffic management requirement to fly MNM 150 kt IAS to 5 NM on final approach. If unable to comply advise ATC with preferred speed.

**Interference to Wellington ILS/LOC performance**

Interference to the performance of the Wellington localiser may occur when aircraft exit the runway at the taxiway nearest the localiser aeriels. When MET conditions are at or below a ceiling of 1000 ft and/or visibility of 5 km, a 12 NM separation will be provided between aircraft that regularly use the full runway length for landing and following aircraft on ILS/DME or LOC/DME approach.

**Instrument approach procedures RWY 34 with Newlands NDB out of service**

Refer Instrument Approach Charts of Wellington RWY 34.

**ILS/DME or LOC/DME RWY 16 and ILS/DME or LOC/DME RWY 34**

Missed approach tracking by non RNAV aircraft requires use of Wellington VOR and DME, Ident WN Freq 112.3.

If unavailable following missed approach procedures will apply to non RNAV aircraft:

**ILS/DME or LOC/DME RWY 16**

- Track 161° (DR), climb to 3000 ft
- Expect radar control

**ILS/DME or LOC/DME RWY 34**

- Continue on track 341° to minimum 750 ft, then direct to NL NDB
- Cross NL NDB at minimum 2000 ft
- Track 335° to WITBY, climb to 3000 ft
- Expect radar control

**Visual Approach Procedures**

IFR aircraft (CAT A, B, C) on a visual approach or visual arrival procedure that are unable to land are to enter the aerodrome traffic circuit unless otherwise advised by ATC. If MET conditions are below circling for the aircraft category, and at all times for CAT D, aircraft are to carry out the missed approach for the nominated instrument approach on the ATIS. Exception — CAT D aircraft that wish to remain in the aerodrome traffic circuit must request approval from ATC.

# WELLINGTON

## ARRIVAL/DEPARTURE (2)

### **Maximum Speed on Missed Approach**

Unless otherwise approved by ATC maximum speed on the missed approach is 185 kt IAS.

### **Protection of the Missed Approach**

Refer ENR 1.5 section 4.20 — Protection of the Missed Approach.

Additional restrictions applicable at Wellington:

- By day, for piston and turboprop aircraft the weather criteria is: ceiling 1500 ft and visibility 8 km.
- This procedure will not be issued to jet aircraft at night.

### **UMAGA and WITBY RNAV Holding Patterns**

The following terminal holding patterns can be flown with reference to WN VOR/DME:

#### *UMAGA RNAV Holding Pattern:*

Inbound track	343° (R163 WN VOR)
Direction	Left hand
Holding distance	9.7 WN DME
Limiting outbound distance	15.9 WN DME
Minimum holding altitude	3400 ft. Holding aircraft may descend to 2000 ft when established inbound for final approach

#### *WITBY RNAV Holding Pattern:*

Inbound track	159° (R339 WN VOR)
Direction	Right hand
Holding distance	12.9 WN DME
Limiting outbound distance	18 WN DME
Minimum holding altitude	3500 ft. Holding aircraft may descend to 3000 ft when established inbound for final approach