

ELEV 41

NZWN

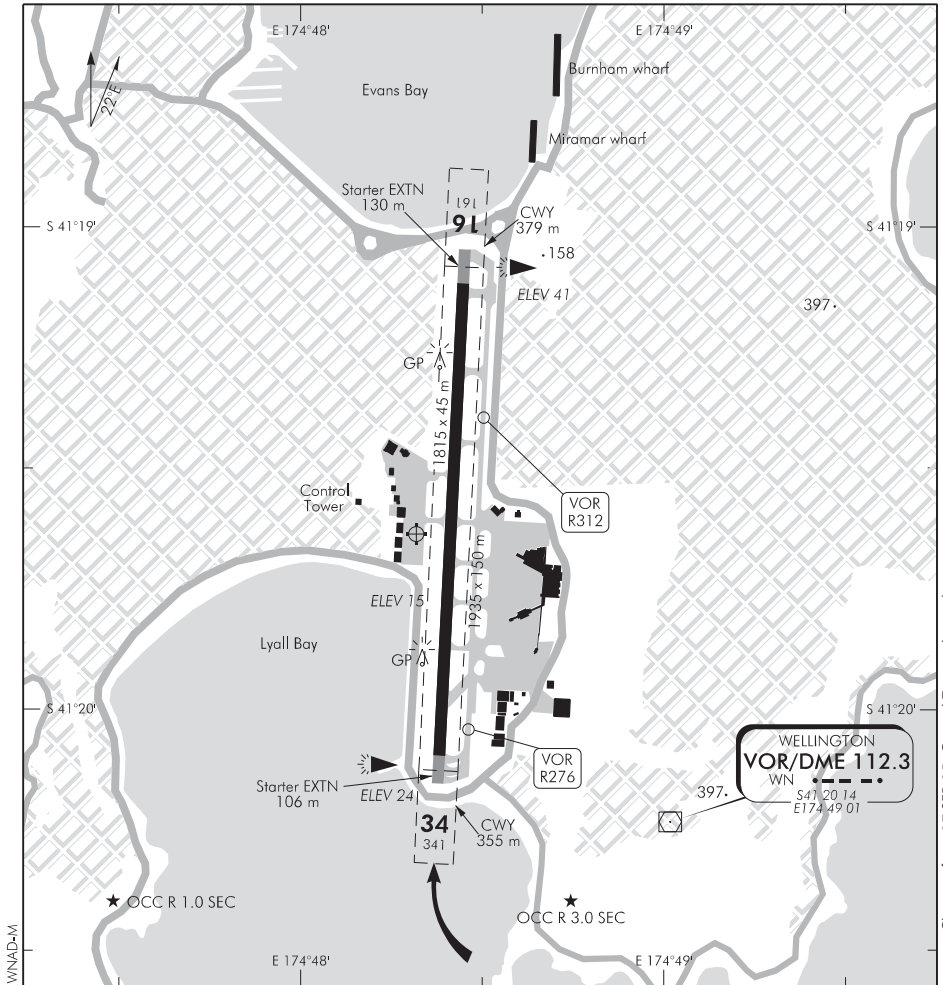
**WELLINGTON
AERODROME (1)**

TOWER: 118.8 120.0

GROUND: 121.9 118.8

DELIVERY: 128.2

ATIS: 126.9



Changes from 17 SEP 15: Control Tower relocated.

1. Circuit: RWY 16 — Left hand
RWY 34 — Right hand

Circuit height 1459 ft above aerodrome elevation (1500 ft QNH)

2. Noise abatement procedures apply — refer Wellington Noise Abatement charts and notes.
3. ATC Speed Requirements:

Arriving IFR: Unless otherwise approved or assigned by ATC, aircraft must fly an instrument approach at the promulgated speeds with a MNM 150 kt IAS to 5 NM on final approach. If unable to comply with promulgated speeds, advise ATC with preferred speed.

VFR in circuit: approach speed of not less than 90 kt IAS when above 300 ft AMSL.

4. General aviation aircraft are requested to land at an appropriate location on the runway to minimise the landing roll and ensure expeditious exit to the western apron.

(continued)

S 41 19 38 E 174 48 19

Effective: 1 FEB 18

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**WELLINGTON
AERODROME (2)**

5. Shipping obstacle — Evans Bay: Advice to ACFT
 - (i) Ships with mast height exceeding 80 ft manoeuvring within 1 NM of RWY 16 threshold will be reported by RTF to ACFT landing RWY 16 or taking off RWY 34.
 - (ii) Ships with mast height exceeding 101 ft at Miramar wharf and 134 ft at Burnham wharf will be reported by NOTAM. These obstacles infringe the 1 in 7 transitional side clearances.
6. Grass areas are not available for any aircraft use. All operations are to be confined to runways, taxiways and apron areas.
7. **CAUTION:** Bird hazard — Refer to NZWN AD 2.23.
All bird occurrences reported to the Tower will be forwarded to the CAA as required by Civil Aviation Rule Part 12.
8. Refer to NZWN AD 2 for further details.
9. Operations of aircraft with wingspan greater than 59 m require prior approval from Airport Operations Tel (04) 385 5124.
10. **Caution:**
 - High terrain surrounding airport.
 - Possible wind shear arr/dep all runways.

Loss of communications procedures for VFR flights within the Wellington CTR/C

- Outside the Wellington CTR/C — remain clear and proceed to an alternative aerodrome. **Squawk 7600.** Report arrival to Flight Information.
- Within Wellington CTR/C — if not issued with circuit joining instructions then vacate the CTR/C via the sector which the aircraft entered. **Squawk 7600.** When clear of the control zone proceed to an alternative aerodrome. Report arrival to Flight Information.
- Within the Wellington CTR/C — and issued with circuit joining instructions, or in case of emergency or through stress of weather:
 - a) if operating east of instrument sector, **Squawk 7600**, descend to not above 1000 ft, proceed to mid-downwind position, observe and follow light signals from the Tower. If lights not observed, carry out three (3) orbits downwind and then continue in the circuit for the RWY in use.
 - b) if operating west of instrument sector, **Squawk 7600**, proceed to the Airport Holding Pattern at 1500 ft, observe and follow light signals from the Tower. If lights not observed, carry out three (3) orbits of the holding pattern and then join base leg for the RWY in use.

If weather conditions prevent the use of the Airport Holding Pattern at 1500 ft, make three orbits west of ISLAND BAY, then join left base for RWY 34, or cross the extended centreline and join left-hand downwind for RWY 16.

NOTE: When entering the instrument sector exercise extreme caution and lookout when crossing the extended RWY centreline.

**The Instrument Sector is shown on VNC
and on the VFR procedures graphics pages.**