

**GENERAL****Operational Hours****ATS Hours:** 1845-0920±**AD OPS Hours:** 1800-1000±**AD ADMIN Hours:** 2030-0530±**Night Restrictions:** No TKOF/LDG between 1000-0600±. EXC EMERG.**Airport Information****RFF:** CAT 6 provided 20min either side of all ACFT engaged in regular air transport OPS. Other times by arrangement**Fuel:** O/R**PCN:** RWY 05/23: 47/F/C/X/T**Customs:** 48HR PPR for non-SKED ACFT if practicable**Operation****Requirements for Operators**

In order to operate in NZQN, PIC and first officer should be qualified according to the following:

- They should have received a comprehensive briefing on NZQN including:
  - AD;
  - local topography and its influence on flying conditions;
  - weather patterns and their influence on flying conditions;
  - specific operating procedures;
  - ACFT performance; and
  - any other observed limitation.
- They should have satisfactorily completed an approved NZQN simulator exercise in a synthetic training device with specific NZQN AD and local topography features.
- They should have completed a MNM of 2 familiarization flights into and out of NZQN as an observer or as a crew member on a flight operated under the command of a pilot currently qualified on the AD and approved for this training.

If unable to comply with the previous requirements due to the temporary unavailability of a suitable flight training device, an ALTN means of compliance is the completion of a comprehensive CBT AD briefing package including visual depictions of AD and surrounding areas, and completion of the 2 familiarization flights as an observer.

A qualified pilot will lose the qualification unless within the previous 12 months:

- The pilot has conducted at least 2 flight into or out of NZQN as a flight crew member, or
- The pilots complies with the qualification requirements specified above.

**Night Restriction**

To be eligible an operator must have completed a MNM of 12 months day operations to the design minima for RNAV (RNP) APCH at AD.

**Traffic Note**

PPR for non-SKED OPS of ACFT above 5.7t / 12500lbs.

**RWY Restriction**

RWY 14/32 MAX wingspan 16m / 52ft and MAX weight 5.7t / 12500lbs.

RWY 23: use full length for TKOF unless otherwise requested by ATC.

180° turns for code letter C ACFT and above on turning pads at RWY ends only.

**GENERAL****TWY Restriction**

TWY A3, A4 width 15m / 49ft.

TWY B, B2-B4 width 10.5m / 34ft.

TWY A, A2, A6, C width 7.5m / 25ft.

TWY A5, Y width 7m / 23ft.

TWY A, A2, A5, A6, B1-B4, C, Y MAX weight 5.7t / 12500lbs.

ACFT movements on pavement between TWY A3 and A4 are prohibited. ACFT shall not cross yellow TWY edge markings.

**Taxi/Parking**

GND CTL service not provided.

Follow-me AVBL O/R.

**Warnings**

Due to high MSAs, some ACFT may not meet ICAO PANS-OPS minimum PROC design gradients for DEP (3.3%-200ft/NM) and missed approach (2.5%-150ft/NM).

Turbulence experienced in most wind conditions. In southwest airstreams frequent turbulence and windshear occur on APCH.

Visual illusions on RWY 23 APCH in poor visibility.

All circuits restricted due terrain. Ensure terrain CLR, especially RWY 14 departure.

High terrain around AD.

Birds in vicinity of AD.

**ARRIVAL****Communication**

**COM Failure:** See CRAR New Zealand.

**Arrival Procedure****VFR Traffic Pattern:**

RWY 23, 32 right-hand circuit. When ATC on watch, circuit ALT is 2200ft unless otherwise instructed.

**Warnings**

Down draughts likely crossing river on APCH to RWY 23.

RWY 14 APCH: High terrain with trees 1NM to the north of THR.

PAPI RWY 05/23:

- not usable beyond 4NM from THR.
- PAPI only to be used at night when established on RWY CL between decision ALT and THR due terrain.

## DEPARTURE

## Take-off Minima

RWY		05/23	
All ACFT	ft - m/km	c2300 - 5000v	HJ only. Lower MIN by state permission during TWR OPS
		Night TKOF AVBL to operators authorized by CAANZ only	

## Communication

**COM Failure:** See CRAR New Zealand.

## De-Icing

O/R

09-NOV-2017  
ZQN-NZQN

New Zealand Queenstown

AGC  
AFC

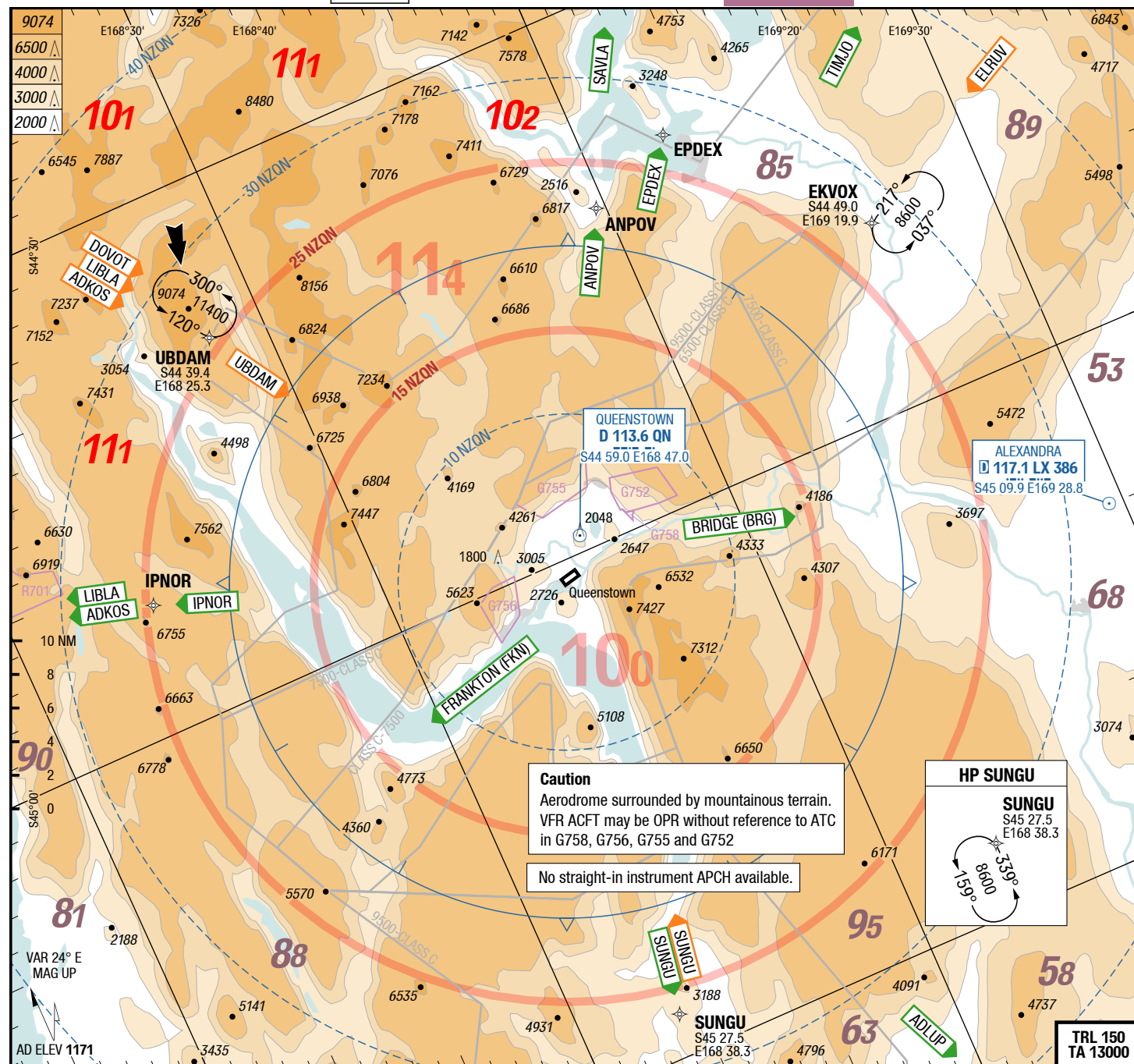
AFC

AFC

Queenstown New Zealand

AGC  
AFC

2-10



ATIS	126.400 HO
APP	125.750 1845-0920+
Christchurch CTL	129.300
TWR	118.100 1845-0920+
	128.900 1845-0920+
DLV	121.900 HO
Info	128.900 HO
Christchurch Info	122.200 On ground, outside TWR HR

Landing RWY system:	
PAPI U/S beyond 4NM of THR	
05	62 1777 G 45 30 HL
HL-NS	THR 1160 (42hPa) / TDZ --- (---%) +0.2%
60 HL	3.2° 8
30 HL	45 G 1777 52
	3.2° 8
-0.2%	TDZ --- (---%) / THR 1171 (42hPa) HL-NS
23	

Changes: FREQ, PROC, MSA, OBST

**09-NOV-2017**  
**ZQN-NZQN**

## New Zealand **Queenstown**

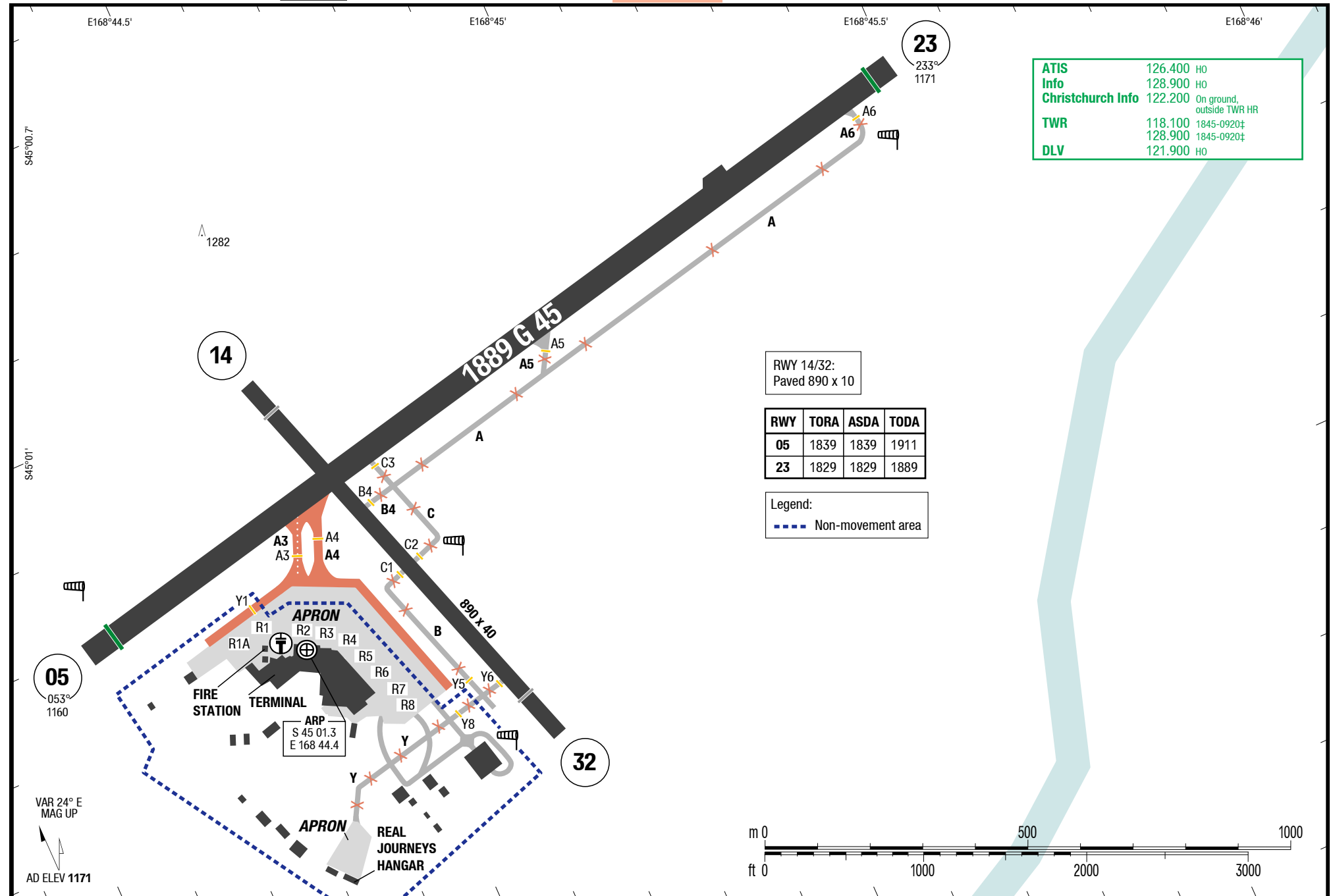
# AGC

# AGC

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# Queenstown New Zealand

# AGC



Changes: FREQ, QFU

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# NÒZN-NÒZ

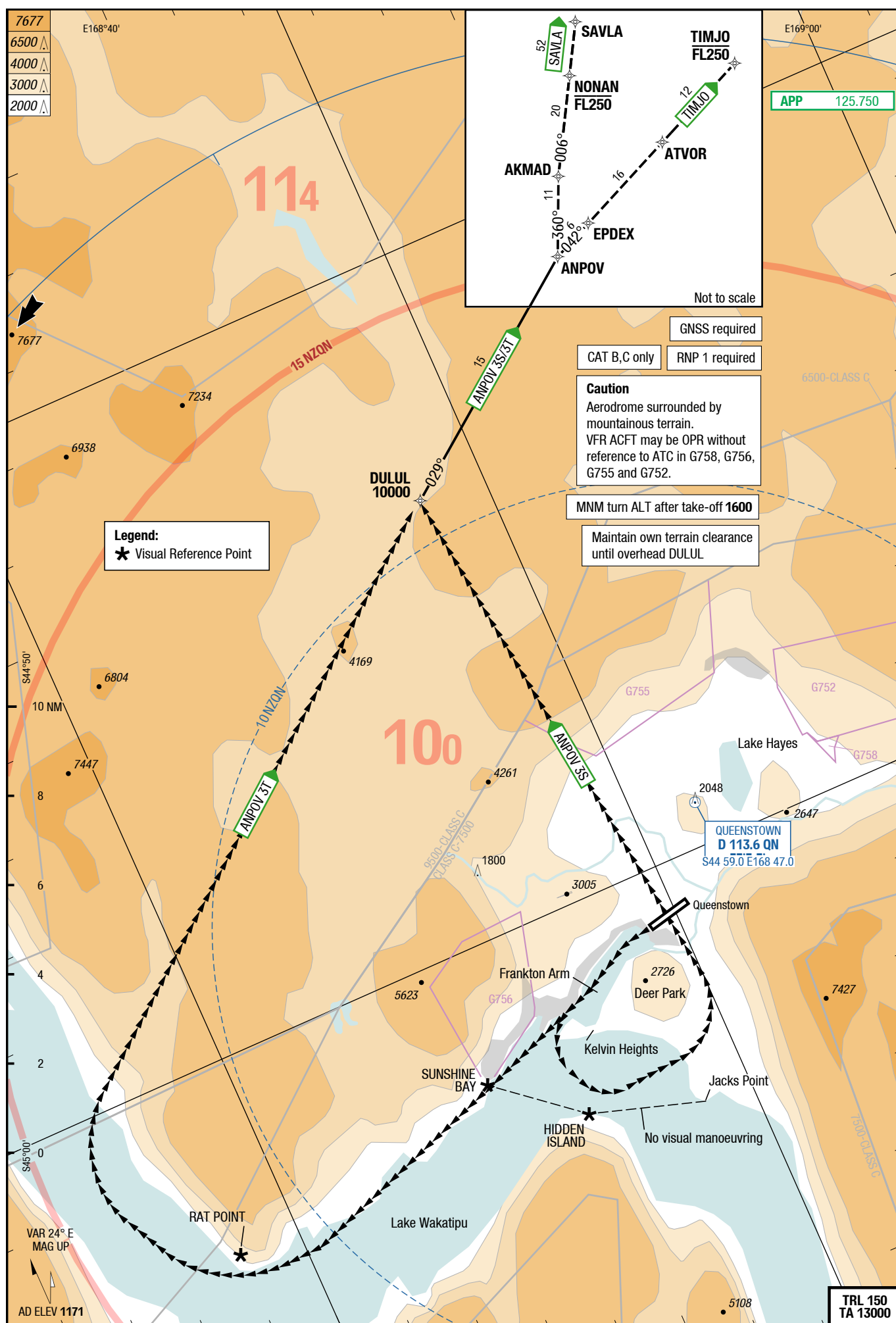
ANPOV 3S/3T RNAV

4-10

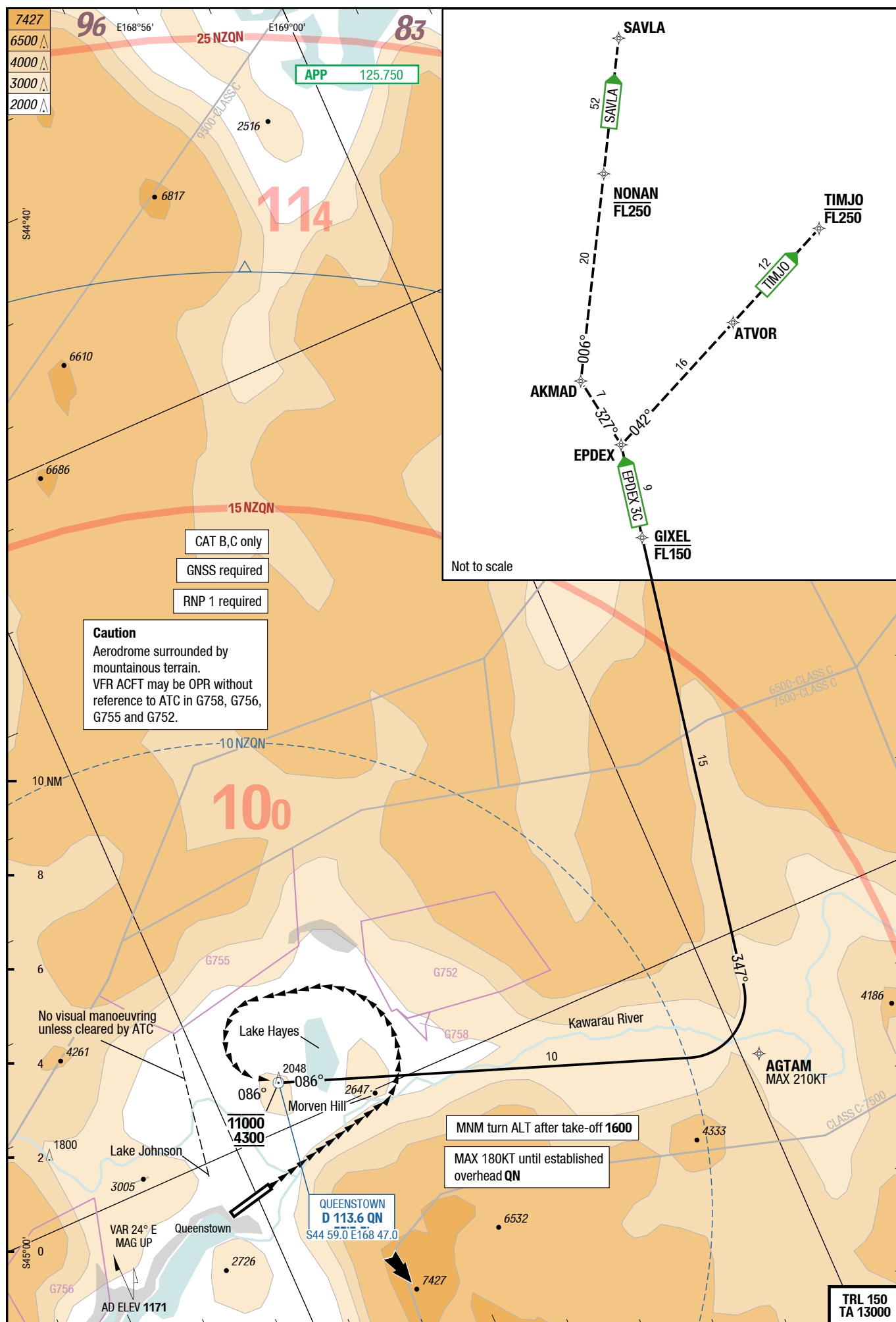
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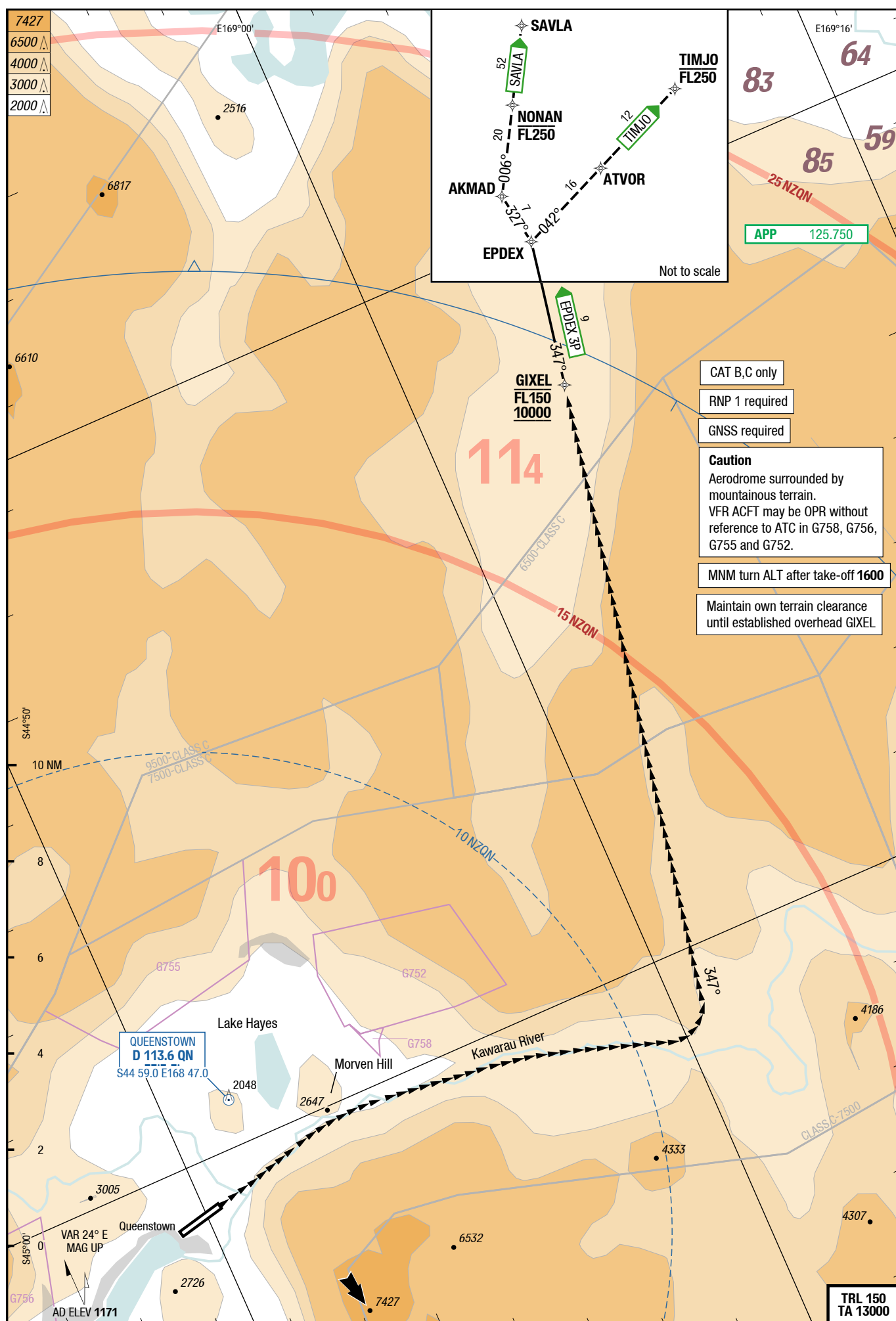












09-NOV-2017  
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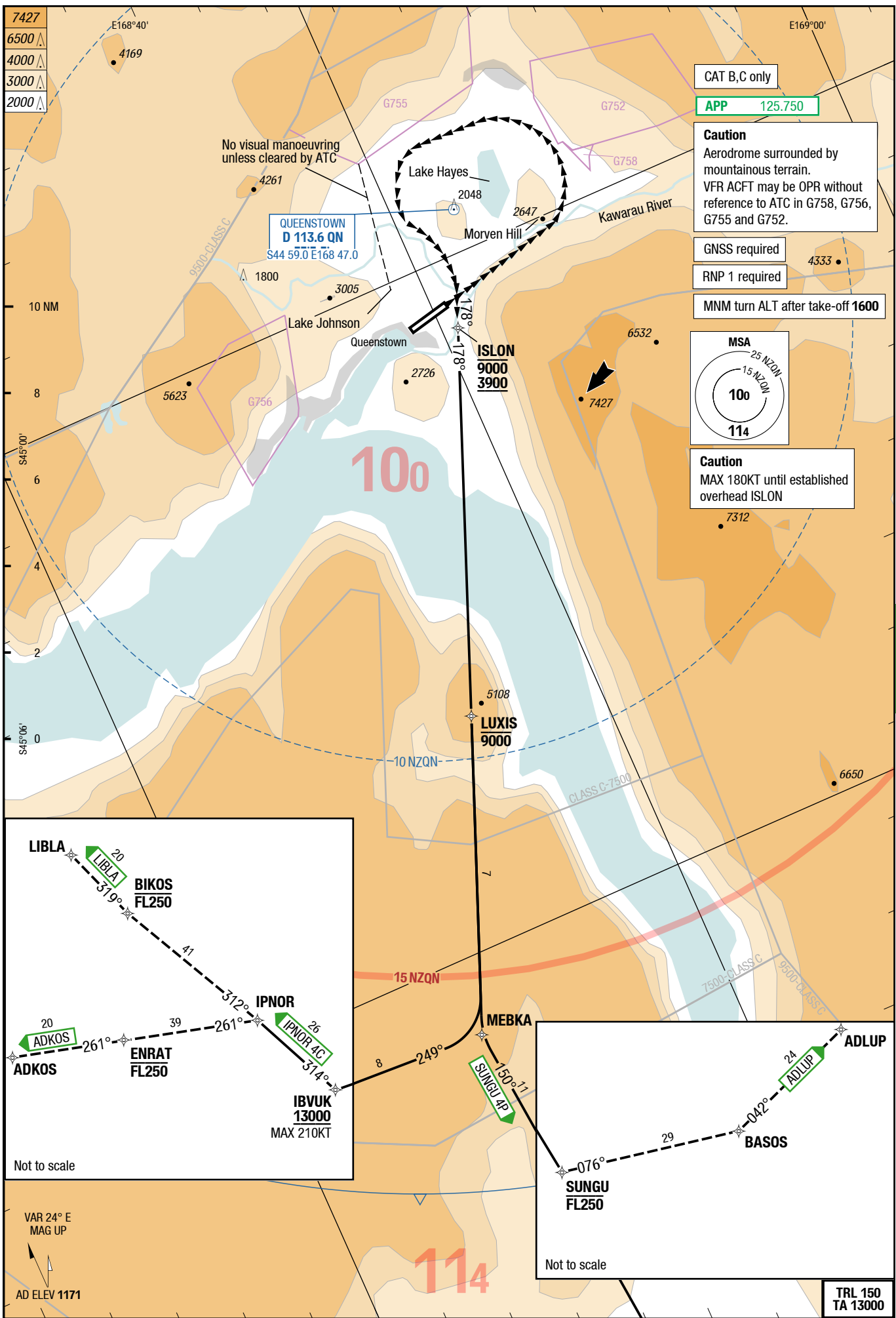
4-50

New Zealand **Queenstown**  
IPNOR 4C RNAV / SUNGU 4P RNAV

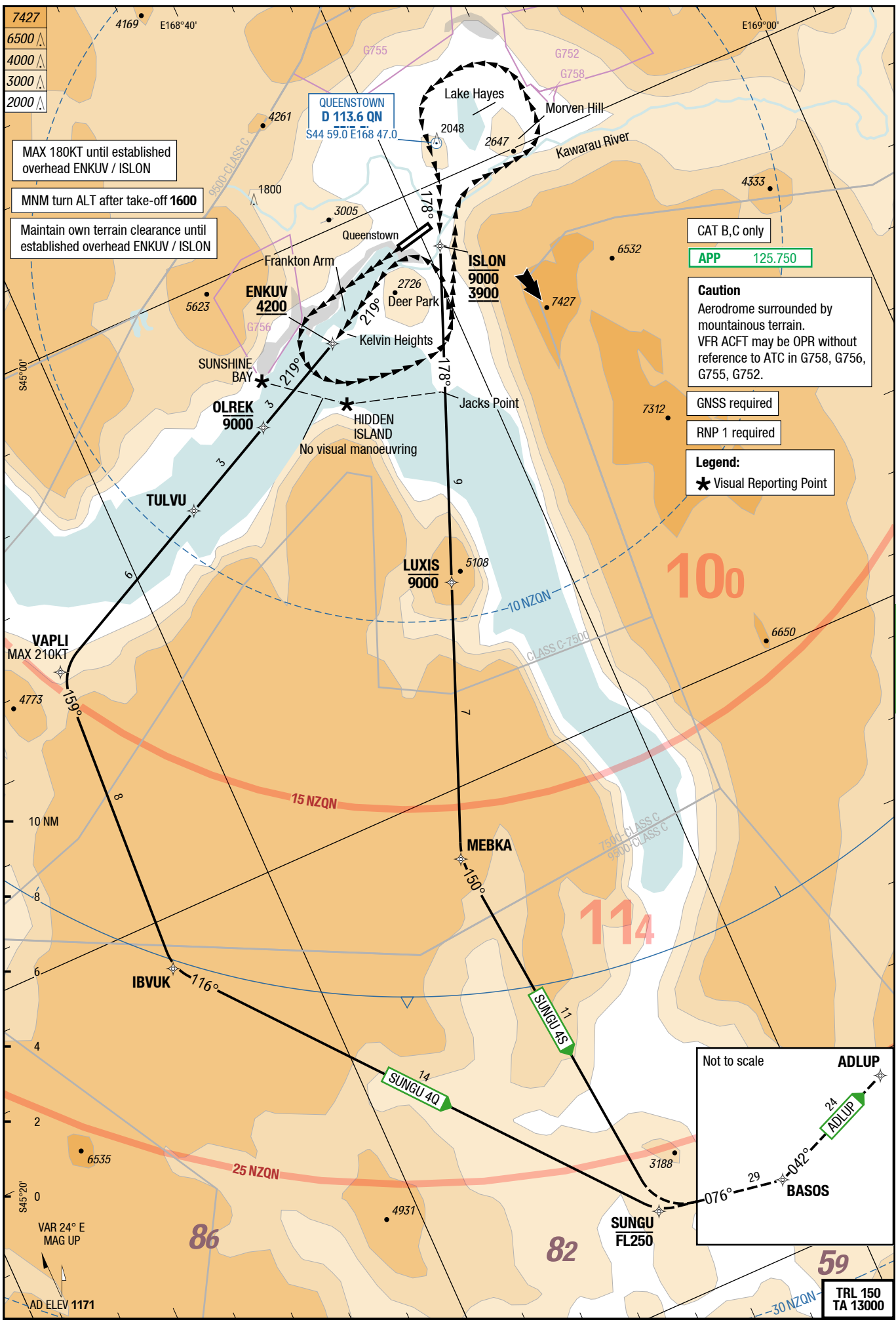
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**Queenstown New Zealand**  
IPNOR 4C RNAV / SUNGU 4P RNAV



Changes: Track, PROC, renumbered



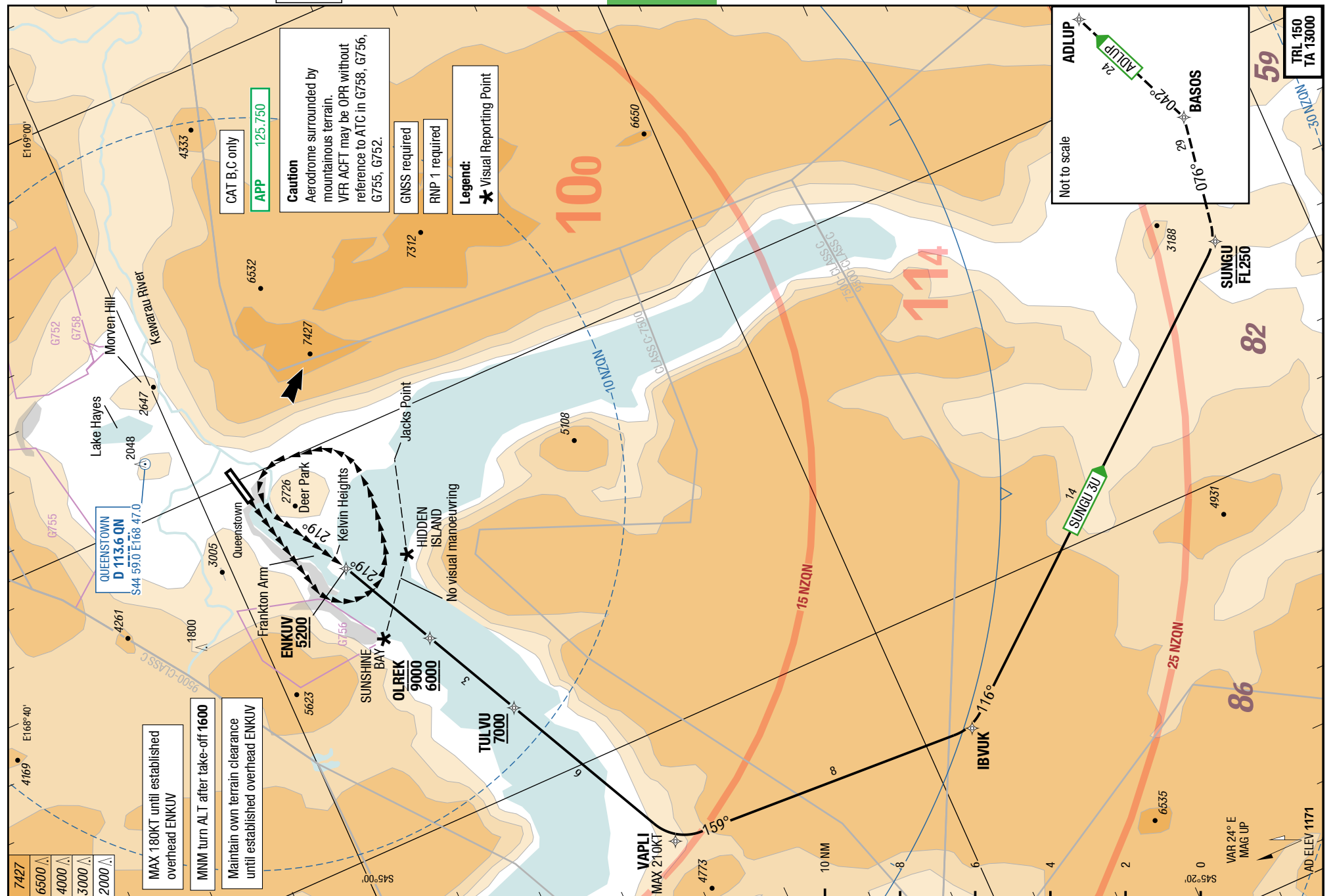
09-NOV-2017  
ZQN-NZQN

New Zealand **Queenstown**  
BRIDGE 7 (BRG 7)  
**SUNGU 3U RNAV**

SID

SID

**Queenstown New Zealand**  
BRIDGE 7 (BRG 7)  
**SUNGU 3U RNAV**



Changes: Track, PROC renumbered

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09-NOV-2017  
ZQN-NZQN

New Zealand Queenstown

Queenstown New Zealand

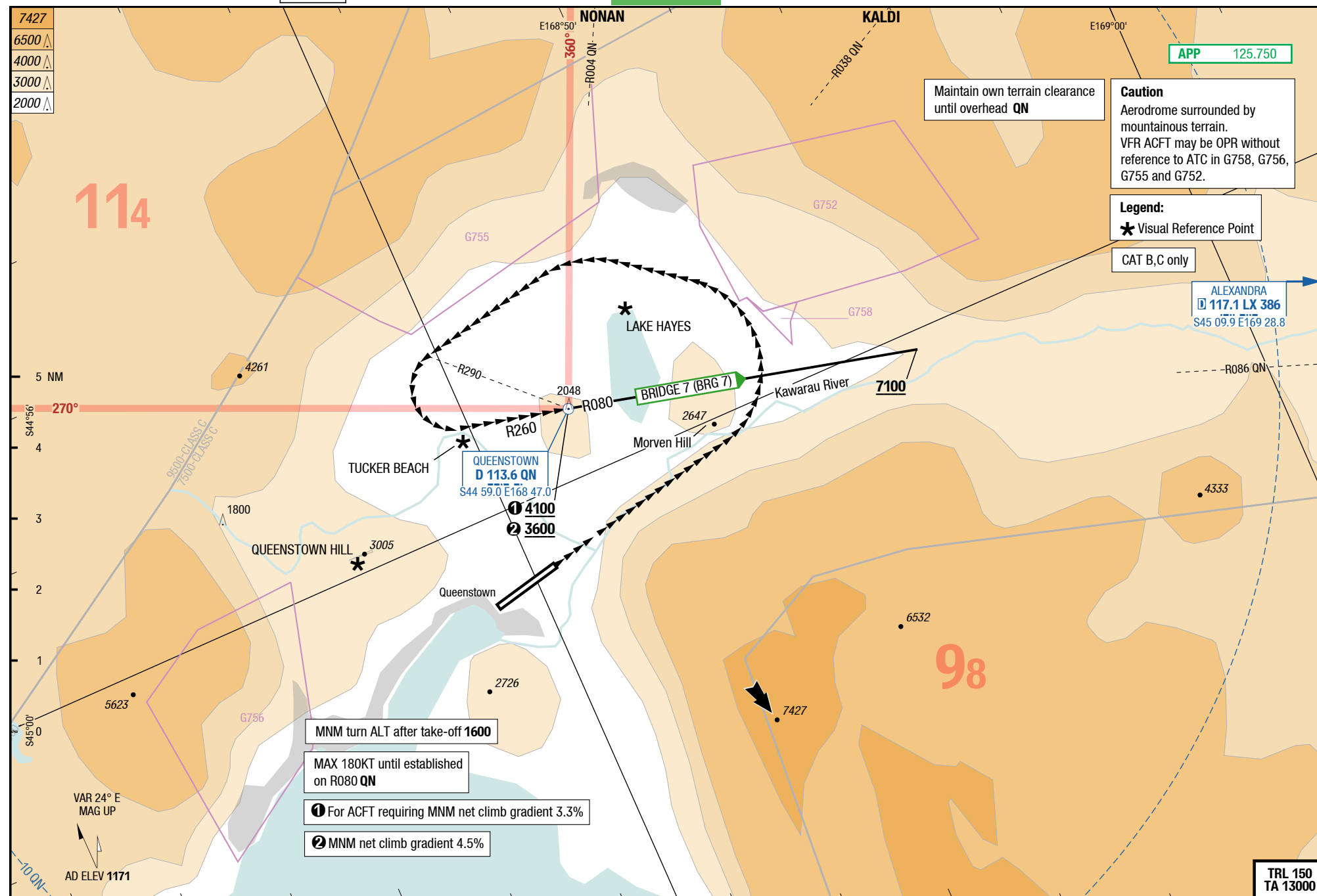
4-80

BRIDGE 7 (BRG 7)

SID

SID

BRIDGE 7 (BRG 7)



Changes: WPT , NAVAID, OBST, PROC renumbered



**ZQN-NZQN**



4-90

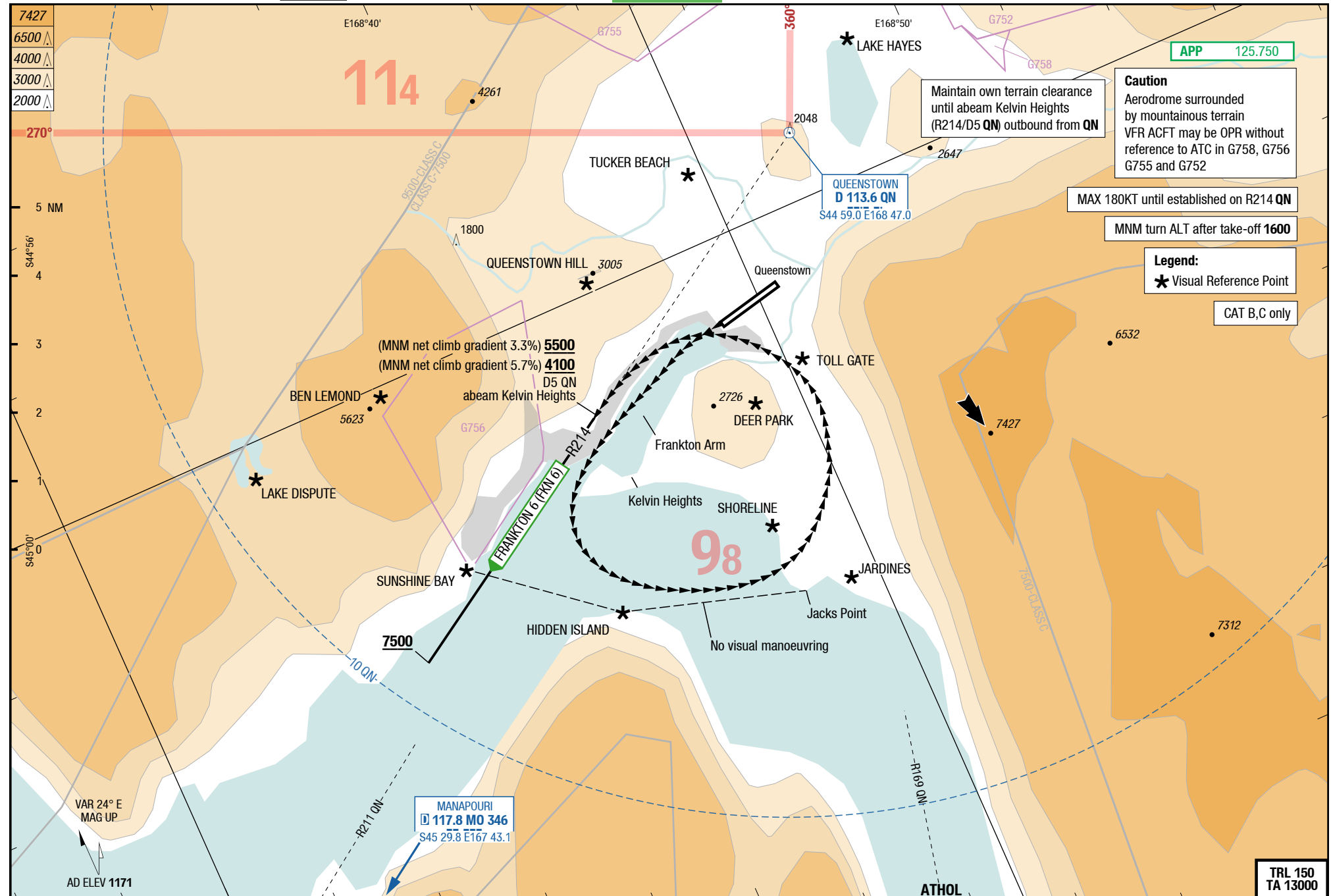
## FRANKTON 6 (FKN 6)

SID

SID

NIL

## FRANKTON 6 (FKN 6)



Changes: WPT , NAVAID, PROC renumbered

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09-NOV-2017

**ZQN-NZQN****5-10****ANPOV 3F/4D RNAV / IPNOR 4D RNAV****ANPOV 3F / ANPOV 4D**

RWY 23 (233°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>ANPOV 3F</b> 4.4% to 8500 5.6% to FL250 (SAVLA transition only) 5.6% to AVDEK (TIMJO transition only) <b>125.750</b>	Visual (MAX 180KT): - MNM turn ALT after take-off <b>1600</b> - Maintain own terrain clearance until overhead ENKUV - Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park - 219° to ENKUV Instrument: ENKUV - OLREK - TULVU - VAPLI (MAX 210KT) - <b>RT</b> 340° to AVDEK (MAX 210KT) - <b>RT</b> 029° to DULUL - ANPOV	ENKUV MNM <b>5200</b> OLREK between <b>6000</b> and <b>9000</b> TULVU MNM <b>7000</b> DULUL at <b>10000</b>
	<b>TRANSITION</b>	
	<b>SAVLA</b> ANPOV - AKMAD - NONAN - SAVLA	NONAN MAX <b>FL250</b>
	<b>TIMJO</b> ANPOV - EPDEX - ATVOR - TIMJO	TIMJO MAX <b>FL250</b>
<b>ANPOV 4D</b> 5.5% to 8200 6.4% to ANPOV <b>125.750</b>	Visual (MAX 180KT): - MNM turn ALT after take-off <b>1600</b> - Maintain own terrain clearance until overhead ENKUV - Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park - 219° to ENKUV Instrument: ENKUV - OLREK - TULVU - VAPLI (MAX 210KT) - <b>RT</b> 340° to AVDEK (MAX 210KT) - <b>RT</b> 029° to DULUL - ANPOV	ENKUV MNM <b>4600</b> OLREK MAX <b>9000</b> DULUL at <b>10000</b>
	<b>TRANSITION</b>	
	<b>SAVLA</b> ANPOV - AKMAD - NONAN - SAVLA	NONAN MAX <b>FL250</b>
	<b>TIMJO</b> ANPOV - EPDEX - ATVOR - TIMJO	TIMJO MAX <b>FL250</b>

Changes: Track, PROC renumbered, QFU, Transition



09-NOV-2017

**ZQN-NZQN****5-20****ANPOV 3F/4D RNAV / IPNOR 4D RNAV****IPNOR 4D**

RWY 23 (233°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>IPNOR 4D</b> 3.6% to 8700 6.6% to FL180 <b>125.750</b>	Visual (MAX 180KT): - MNM turn ALT after take-off <b>1600</b> - Maintain own terrain clearance until overhead ENKUV - Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park - 219° to ENKUV Instrument: ENKUV - OLREK - TULVU - VAPLI (MAX 210KT) - <b>RT</b> 303° to IPNOR	ENKUV MNM <b>5200</b> OLREK between <b>6000</b> and <b>9000</b> TULVU MNM <b>7000</b>
	<b>TRANSITION</b>	
	<b>ADKOS</b> IPNOR - ENRAT - ADKOS	ENRAT MAX <b>FL250</b>
	<b>LIBLA</b> IPNOR - BIKOS - <b>RT</b> 319° to LIBLA	BIKOS MAX <b>FL250</b>

09-NOV-2017

ZQN-NZQN

5-30

ANPOV 3S/3T RNAV

**ANPOV 3S / ANPOV 3T**

RWY 23 (233°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>ANPOV 3S</b> 5.5% to FL250 (SAVLA transition only) <b>125.750</b>	Visual: - MNM ALT after take-off <b>1600</b> - Maintain own terrain clearance until DULUL Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park remaining north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point, then cross overhead AD and track direct DULUL, cross DULUL on track 029° Instrument: DULUL - ANPOV	DULUL at <b>10000</b>
	<b>TRANSITION</b>	
	<b>SAVLA</b> ANPOV - AKMAD - NONAN - SAVLA	NONAN MAX <b>FL250</b>
	<b>TIMJO</b> ANPOV - EPDEX - ATVOR - TIMJO	TIMJO MAX <b>FL250</b>
<b>ANPOV 3T</b> 5.5% to FL250 (SAVLA transition only) <b>125.750</b> ①	Visual: - MNM ALT after take-off <b>1600</b> - Maintain own terrain clearance until DULUL Follow the Frankton Arm then direct to cross SUNSHINE BAY VRP and track along the northern coast of Lake Wakatipu to RAT POINT VRP - <b>RT</b> direct DULUL (Remain 0.5NM of the coast from SUNSHINE VRP until tracking direct to DULUL), cross DULUL on track 029° Instrument: DULUL - ANPOV	DULUL at <b>10000</b>
	<b>TRANSITION</b>	
	<b>SAVLA</b> ANPOV - AKMAD - NONAN - SAVLA	NONAN MAX <b>FL250</b>
	<b>TIMJO</b> ANPOV - EPDEX - ATVOR - TIMJO	TIMJO MAX <b>FL250</b>

① On pilot request, ATC may approve an early right turn to DULUL

09-NOV-2017

ZQN-NZQN

5-40

EPDEX 3C RNAV

**EPDEX 3C**

RWY 05 (053°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>EPDEX 3C</b> 5.8% to 5900 5.8% to FL250 (SAVLA transition only) 5.8% to EPDEX (TIMJO transition only) <b>125.750</b>	Visual (MAX 180KT): - Maintain own terrain clearance until established overhead <b>QN</b> - MNM turn ALT after take-off <b>1600</b> - Remain east of a line Lake Johnson to south-west corner of G755 unless cleared by ATC Follow the Kawarau River, <b>LT</b> abeam Morven Hill - continue <b>LT</b> to track 086° to <b>QN</b> VOR Instrument: <b>QN</b> - 086° to AGTAM (MAX 210KT) - <b>LT</b> 347° to GIXEL - EPDEX	<b>QN</b> between <b>4300</b> and <b>11000</b> <b>GIXEL</b> MAX <b>FL150</b>
	<b>TRANSITION</b>	
	<b>SAVLA</b> EPDEX - AKMAD - <b>RT</b> 006° to NONAN - SAVLA	NONAN MAX <b>FL250</b>
	<b>TIMJO</b> EPDEX - ATVOR - TIMJO	TIMJO MAX <b>FL250</b>

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**ZQN-NZQN****5-50****EPDEX 3P RNAV****EPDEX 3P**

RWY 05 (053°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
9.2%	ft/MIN	1200	1400	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>EPDEX 3P</b> 9.2% to FL250 (SAVLA transition only) 9.2% to EPDEX (TIMJO transition only) <b>125.750</b>	Visual: - Maintain own terrain clearance until overhead GIXEL - MNM turn ALT after take-off <b>1600</b> Follow the Kawarau River/Gibbston Valley - LT intercept track 347° to GIXEL Instrument: GIXEL - 347° to EPDEX	GIXEL between <b>10000</b> and <b>FL150</b>
	<b>TRANSITION</b>	
	<b>SAVLA</b> EPDEX - AKMAD - RT 006° to NONAN - SAVLA	NONAN MAX <b>FL250</b>
	<b>TIMJO</b> EPDEX - ATVOR - TIMJO	TIMJO MAX <b>FL250</b>

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**ZQN-NZQN****5-60****IPNOR 4C RNAV / SUNGU 4P RNAV****IPNOR 4C / SUNGU 4P**

RWY 05 (053°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>IPNOR 4C</b> 5.6% to LUXIS 6.2% to IBVUK <b>125.750</b>	Visual (MAX 180KT): - Maintain own terrain clearance until overhead ISLON - MNM turn ALT after take-off <b>1600</b> - Remain east of a line Lake Johnson to south-west corner of G755 unless cleared by ATC Follow the Kawarau River, <b>LT</b> abeam Morven Hill - continue <b>LT</b> to track 178° to ISLON Instrument: ISLON - LUXIS - MEBKA - <b>RT</b> 249° to IBVUK (MAX 210KT) - <b>RT</b> 314° to IPNOR	ISLON between <b>3900</b> and <b>9000</b> LUXIS MAX <b>9000</b> IBVUK MNM <b>13000</b>
	<b>TRANSITION</b>	
	<b>ADKOS</b> IPNOR - ENRAT - ADKOS	ENRAT MAX <b>FL250</b>
	<b>LIBLA</b> IPNOR - BIKOS - <b>RT</b> 319° to LIBLA	BIKOS MAX <b>FL250</b>
<b>SUNGU 4P</b> 5.6% to LUXIS 6.7% to FL180 <b>125.750</b>	Visual (MAX 180KT): - Maintain own terrain clearance until overhead ISLON - MNM turn ALT after take-off <b>1600</b> - Remain east of a line Lake Johnson to south-west corner of G755 unless cleared by ATC Follow the Kawarau River, <b>LT</b> abeam Morven Hill - continue <b>LT</b> to track 178° to ISLON Instrument: ISLON - LUXIS - MEBKA - <b>LT</b> 150° to SUNGU	ISLON between <b>3900</b> and <b>9000</b> LUXIS MAX <b>9000</b> SUNGU MAX <b>FL250</b>
	<b>TRANSITION</b>	
	<b>ADLUP</b> SUNGU - BASOS - <b>LT</b> 042° to ADLUP	SUNGU MAX <b>FL250</b>

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ZQN-NZQN

5-70

SUNGU 4Q/4S RNAV

**SUNGU 4Q / SUNGU 4S**

RWY 23 (233°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>SUNGU 4Q</b> 5.1% to 6600 5.4% to 10000 <b>125.750</b>	Visual (MAX 180KT): - MNM turn ALT after take-off <b>1600</b> - Maintain own terrain clearance until established overhead ENKUV - Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park - 219° to ENKUV Instrument: ENKUV - OLREK - TULVU - VAPLI (MAX 210KT) - <b>LT</b> 159° to IBVUK - <b>LT</b> 116° to SUNGU	ENKUV MNM <b>4200</b> OLREK MAX <b>9000</b> SUNGU MAX <b>FL250</b>
	<b>TRANSITION</b>	
	<b>ADLUP</b> SUNGU - BASOS - <b>LT</b> 042° to ADLUP	SUNGU MAX <b>FL250</b>
<b>SUNGU 4S</b> 5.6% to LUXIS 6.7% to FL180 <b>125.750</b>	Visual (MAX 180KT): - MNM turn ALT after take-off <b>1600</b> - Maintain own terrain clearance until established overhead ISLON - Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park and follow the Kawarau River - <b>LT</b> abeam Morven Hill - continue <b>LT</b> to track 178° to ISLON Instrument: ISLON - LUXIS - MEBKA - <b>LT</b> 150° to SUNGU	ISLON between <b>3900</b> and <b>9000</b> LUXIS MAX <b>9000</b> SUNGU MAX <b>FL250</b>
	<b>TRANSITION</b>	
	<b>ADLUP</b> SUNGU - BASOS - <b>LT</b> 042° to ADLUP	SUNGU MAX <b>FL250</b>

09-NOV-2017

ZQN-NZQN

5-80

SUNGU 3U RNAV

**SUNGU 3U**

RWY 23 (233°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>SUNGU 3U</b> 5.1% to 7000 <b>125.750</b>	Visual (MAX 180KT): - MNM turn ALT after take-off <b>1600</b> - Maintain own terrain clearance until overhead ENKUV - Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park to 219° to ENKUV Instrument: ENKUV - OLREK - TULVU - VAPLI (MAX 210KT) - <b>LT</b> 159° to IBVUK - <b>LT</b> 117° to SUNGU	ENKUV MNM <b>5200</b> OLREK between <b>6000</b> and <b>9000</b> TULVU MNM <b>7000</b> SUNGU MAX <b>FL250</b>
	<b>TRANSITION</b>	
	<b>ADLUP</b> SUNGU - BASOS - <b>LT</b> 042° to ADLUP	SUNGU MAX <b>FL250</b>



09-NOV-2017

**ZQN-NZQN****5-90****BRIDGE 7 (BRG 7)****BRIDGE 7**

RWY 05 (053°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05</b>	
<b>BRIDGE 7</b> <b>BRG 7</b> 4.5% to 7100 <b>125.750</b> ①②	- Maintain own terrain clearance until established overhead <b>QN</b> - MAX 180KT until established on R080 <b>QN</b> - MNM turn ALT after take-off <b>1600</b> Follow the Kawarau River - <b>LT</b> round Morven Hill - continue <b>LT</b> to cross R290 <b>QN</b> - intercept R260 <b>QN</b> inbound to <b>QN</b> - R080 <b>QN</b> - at MNM <b>7100</b> intercept track	<b>QN MNM 3600</b> (net climb gradient 4.5%) <b>QN MNM 4100</b> (net climb gradient 3.3%)

① ATC restriction H24: For flights cleared FL260 or above, maintain FL250 to D50 QN.

② ACFT requiring net climb gradient 3.3%: reach MNM 4100 overhead QN VOR.

09-NOV-2017

**ZQN-NZQN****5-100****FRANKTON 6 (FKN 6)****FRANKTON 6**

RWY 23 (233°)

**When TWR on watch: Passing 7000 contact APP, advising departure being flown.**

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>FRANKTON 6</b> <b>FKN 6</b> 5.7% to 7500 <b>125.750</b> ①②	<ul style="list-style-type: none"> <li>- Maintain own terrain clearance until R214/D5 <b>QN</b></li> <li>- MAX 180KT until established on R214 <b>QN</b></li> <li>- MNM turn ALT after take-off <b>1600</b></li> </ul> Follow Frankton Arm until abeam Kelvin Heights (D5 <b>QN</b> ) - <b>LT</b> around DEER PARK (Remain north-east of a line SUNSHINE BAY VRP -HIDDEN ISLAND VRP - Jacks Point)- intercept R214 <b>QN</b> - at MNM <b>7500 LT</b> to intercept track	R214/D5 <b>QN</b> (abeam Kelvin Heights) MNM <b>4100</b> (net climb gradient 5.7%) R214/D5 <b>QN</b> (abeam Kelvin Heights) MNM <b>5500</b> (net climb gradient 3.3%)

① ATC restriction H24: For flights cleared FL260 or above, maintain FL250 to D50 QN.

② ACFT requiring MNM net climb gradient 3.3% cross abeam Kelvin Heights (R214/D5 QN) MNM 5500

**ZQN-NZQN**

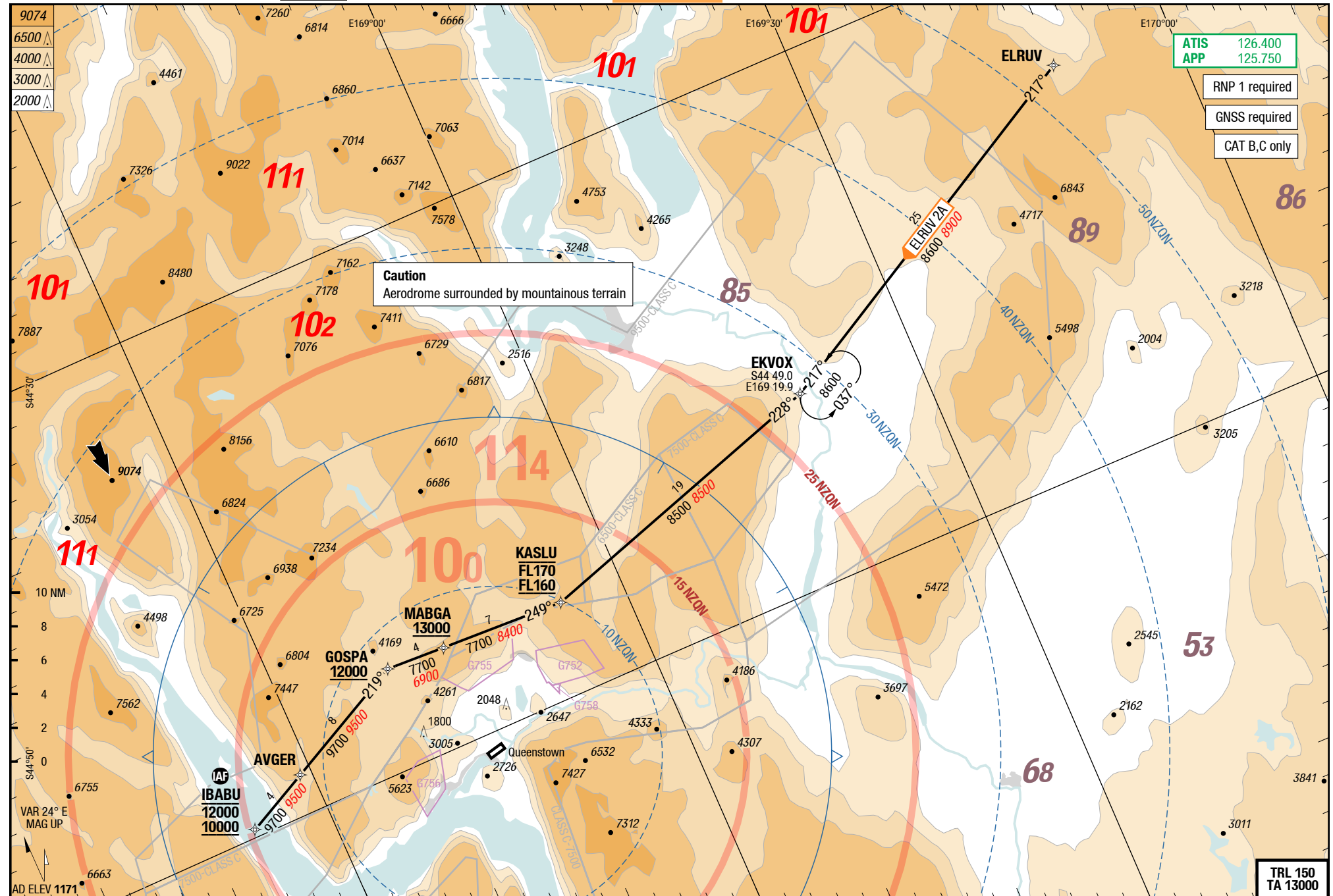
## ELRUV 2A RNAV

# STAR

# STAR

## ELRUV 2A RNAV

**6-10**



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Effective 29-MAR-2018

22-MAR-2018

ZQN-NZQN

New Zealand Queenstown

ELRUV 4B RNAV

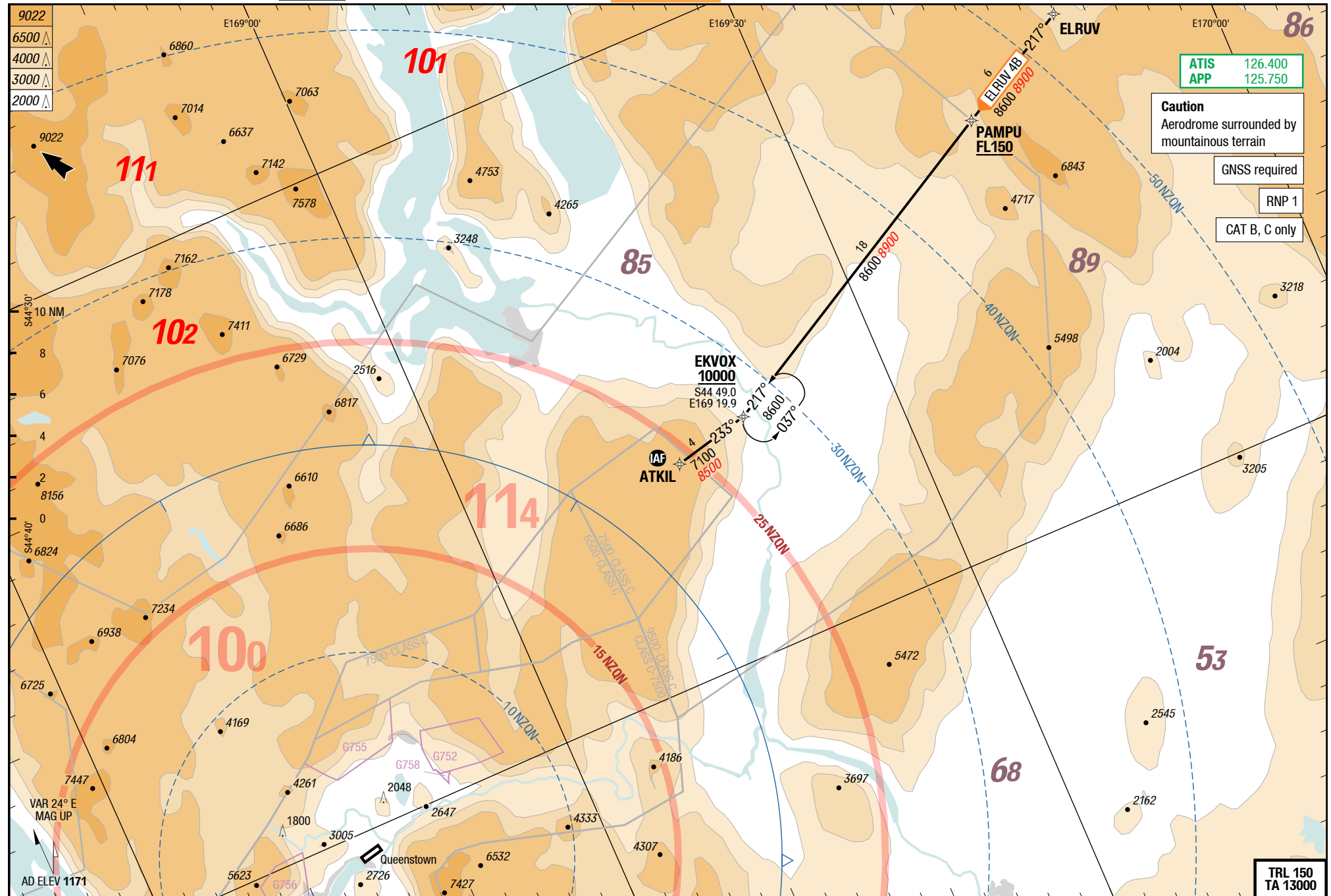
STAR

STAR

Queenstown New Zealand

ELRUV 4B RNAV

6-20



Changes: ALT, chart title, PROC renumbered

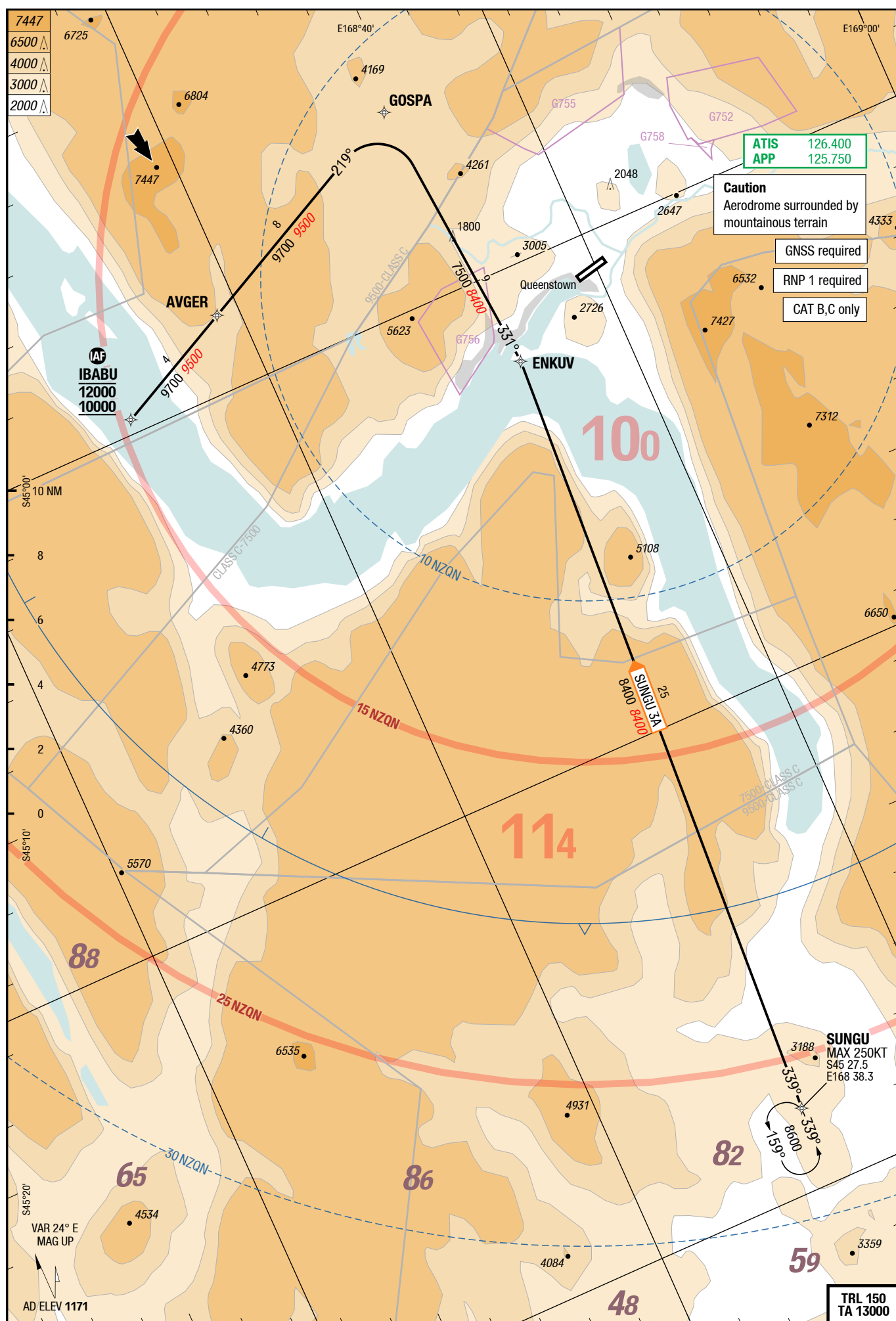
TRL 150  
TA 13000

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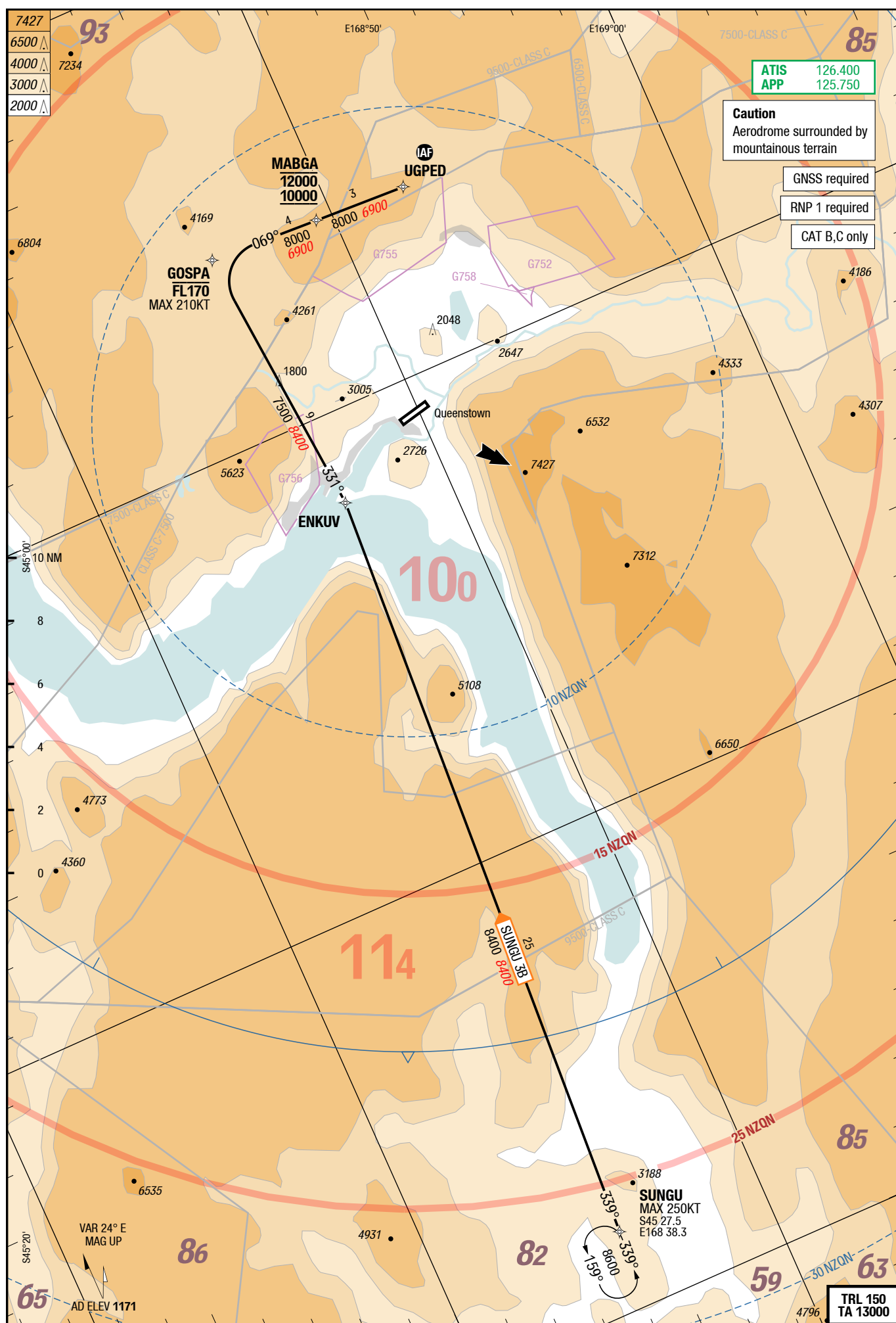
# NÒZN-NÒZ

**New Zealand Queenstown**  
SUNGU 3B RNAV  
**SUNGU 3A RNAV**

**Queenstown New Zealand**  
**SUNGU 3B RNAV**  
**SUNGU 3A RNAV**







09-NOV-2017  
ZQN-NZQN

6-50

New Zealand Queenstown

UBDAM 2B RNAV

UBDAM 2A RNAV

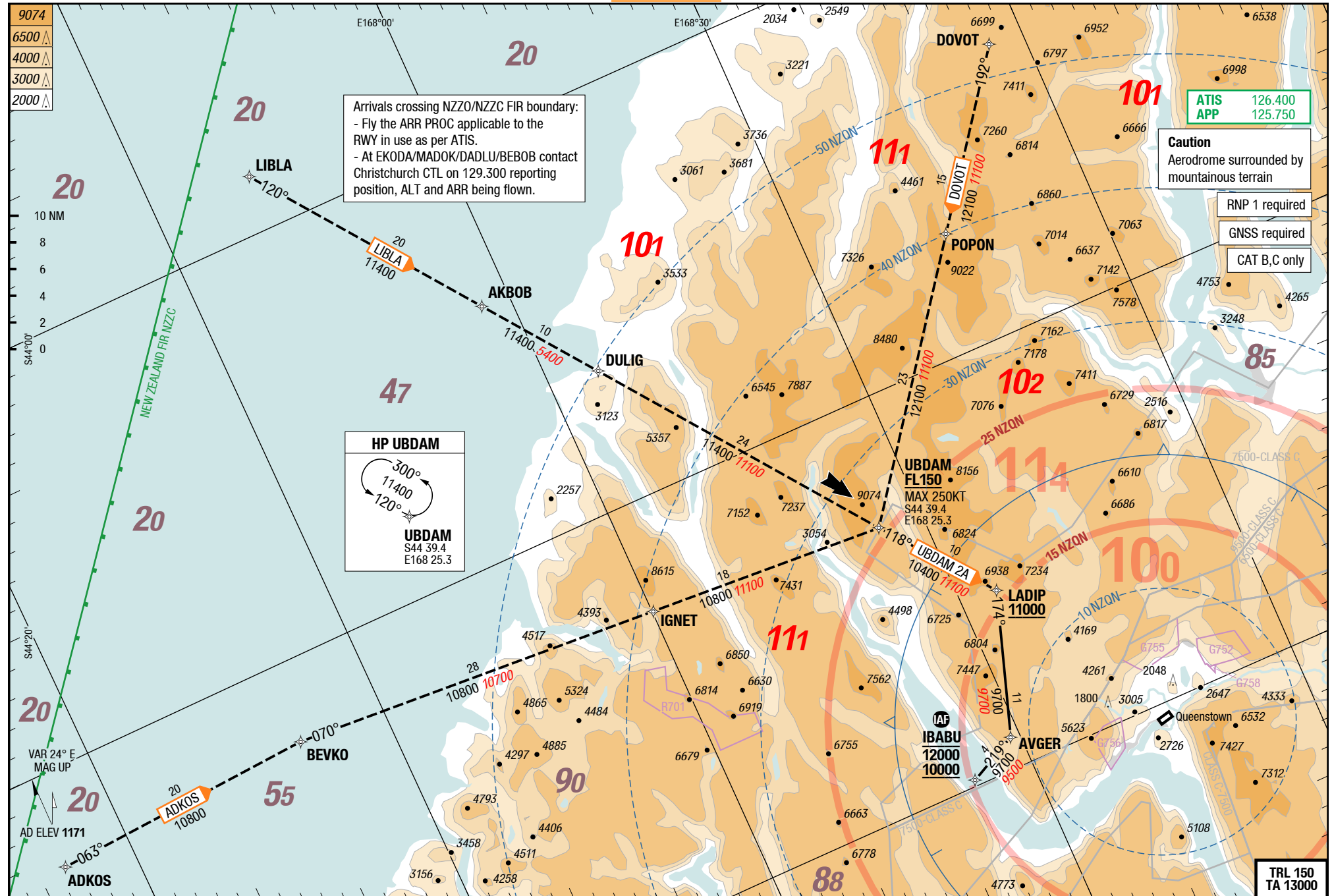
STAR

STAR

Queenstown New Zealand

UBDAM 2B RNAV

UBDAM 2A RNAV



Changes: Track, ALT, OBST, PROC renumbered



09-NOV-2017  
ZQN-NZQN

New Zealand Queenstown

6-60

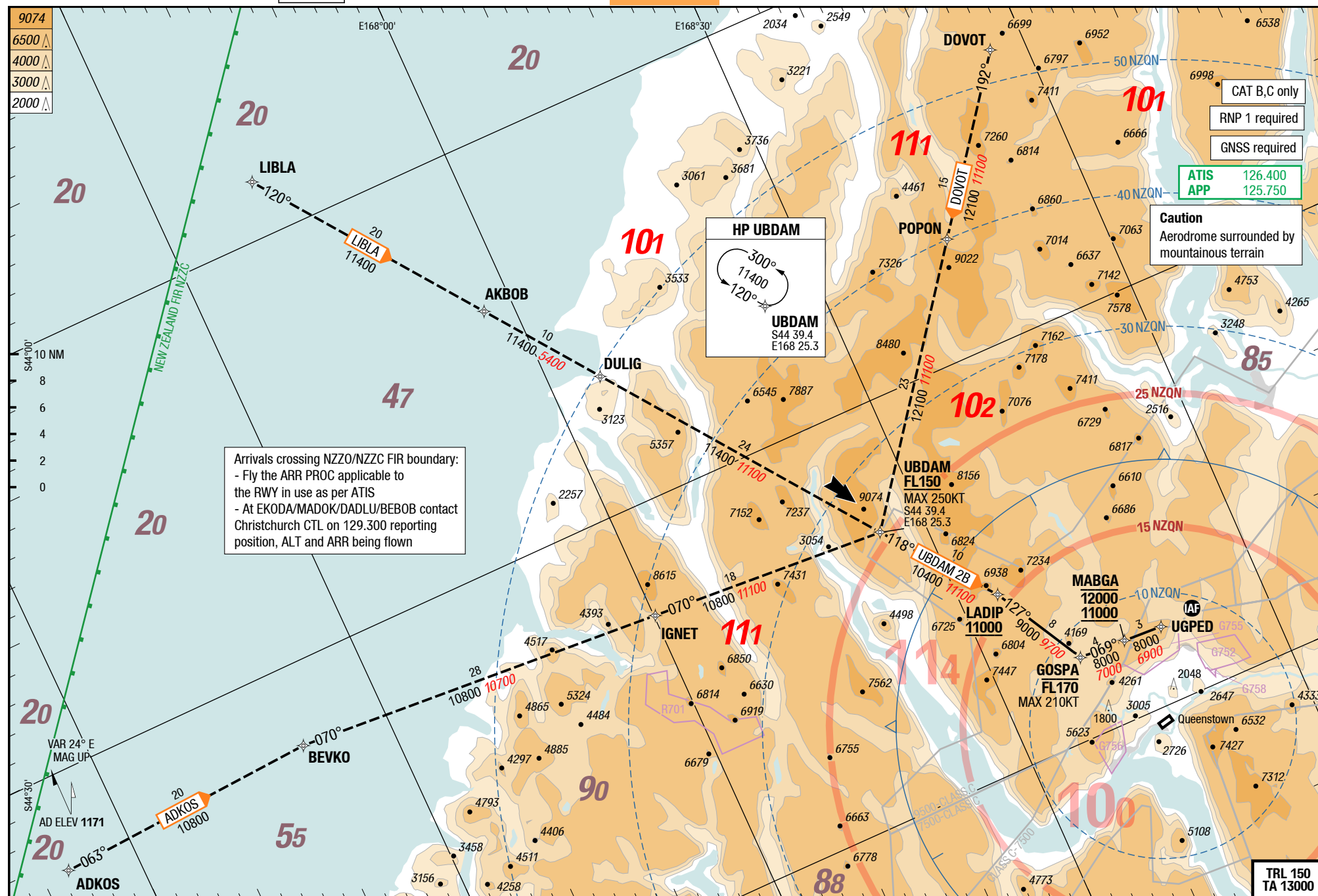
UBDAM 2B RNAV

STAR

STAR

Queenstown New Zealand

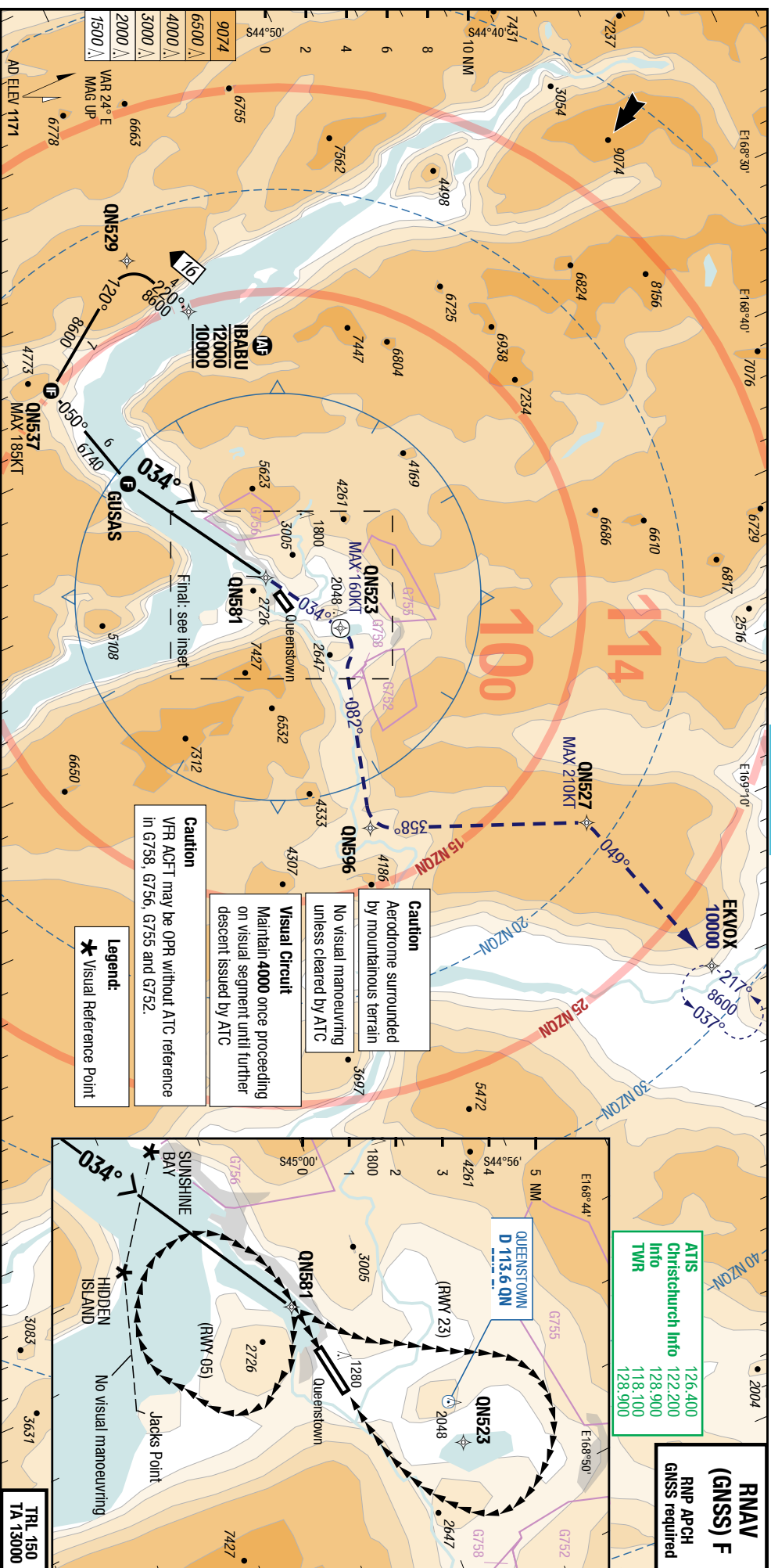
UBDAM 2B RNAV



Changes: ALT, Track, OBST, PROC renumbered

TRL 150  
TA 13000

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<div style="display: flex; justify-content: space-between;"> <div> <p>PAPU US beyond 4NM of THR</p> <p><b>05</b></p> </div> <div> <p>PAPU US beyond 4NM of THR</p> <p><b>23</b></p> </div> </div>					
HL-NS <b>THR 1160 (42nPa) / TDZ --- (----%) +0.2%</b>		<b>-0.2%    TDZ --- (----%) / THR 1171 (42nPa)</b> HL-NS			
<b>05/23</b>					
C	ft - m/km ft			<b>Circling</b> <small>HJ only <sup>(1)</sup></small>	
				2950 - 5.0V <b>4120</b>	
D	ft - m/km ft			Not authorized	

<sup>(1)</sup> Use with Queenstown (NZQN) QNH only

---

PRQC does not meet ICAO PANS OPS circling criteria. ACFT should expect to be cleared to join visual pattern or as directed by ATC (see Visual 05/23 Circuit Procedures). Maintain 4000 once proceeding on Visual until further descent issued by ATC.					
<b>QNE581</b>	8.2	7	5	3	2
<b>034°</b>	6740	6560	5720	5080	4760
RWY 05/3°					4440

8.2 QNE581  
GUSAS

[6740]

F 034°

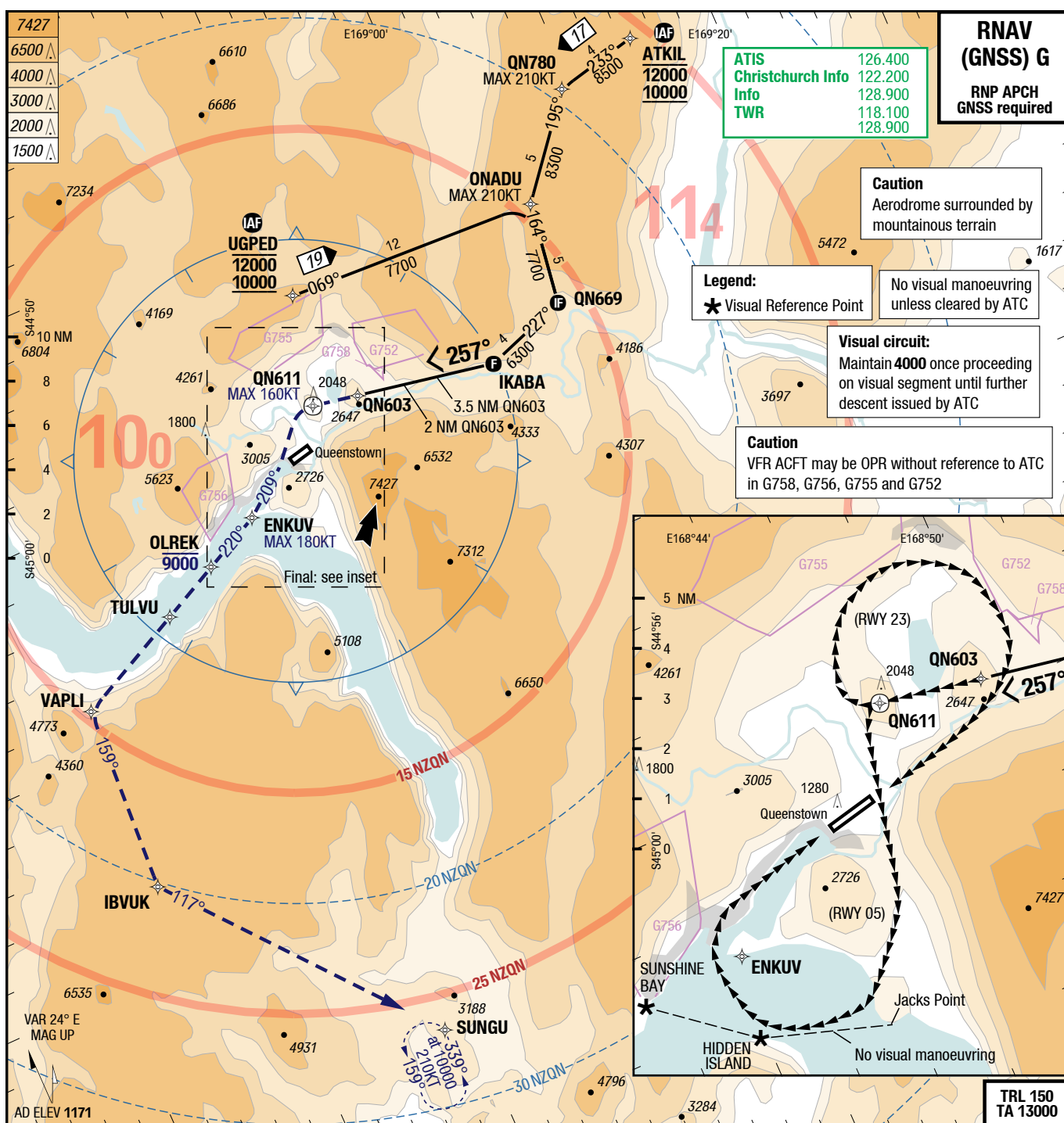
MDA

climb 10000

CDL calculated to reach MDA at MAPt

--	--	--	--	--	--

Changes: OBST, qFU, HLDG



**05** PAPI U/S beyond 4NM of THR

HL-NS **THR 1160** (42hPa) / TDZ --- (---%) +0.2%

60 HL ..... 3.2° 8  
30 HL ..... 3.2° 8

PAPI U/S beyond 4NM of THR

3.2° 8 150

-0.2% TDZ --- (---%) / **THR 1171** (42hPa) HL-NS

PROC does not meet ICAO PANS OPS circling criteria.  
ACFT should expect to be cleared to join visual pattern or as directed by ATC (see Visual 05/23 Circuit Procedures)  
Maintain 4000 once proceeding on Visual until further descent issued by ATC

1	2	3	4	5	6.3	3.29° <b>QN603</b> 257° RWY 233°
4450	4800	5150	5500	5850	6300	

257° to QN611 (MAX 160KT)  
LT 209° to ENKUV (MAX 180KT)  
RT 220° via OLREK (MAX **9000**) - TULVU to VAPLI - LT 159° to IBVUK  
LT 117° to SUNGU  
climb **10000**

**QN603**

6.3 **QN603**  
**IKABA**

CDA calculated to reach MDA at MAPt

6300

257°

6300

5800

**MDA** 4700 5200

**05/23**

C	ft - m/km ft						
D	ft - m/km ft						

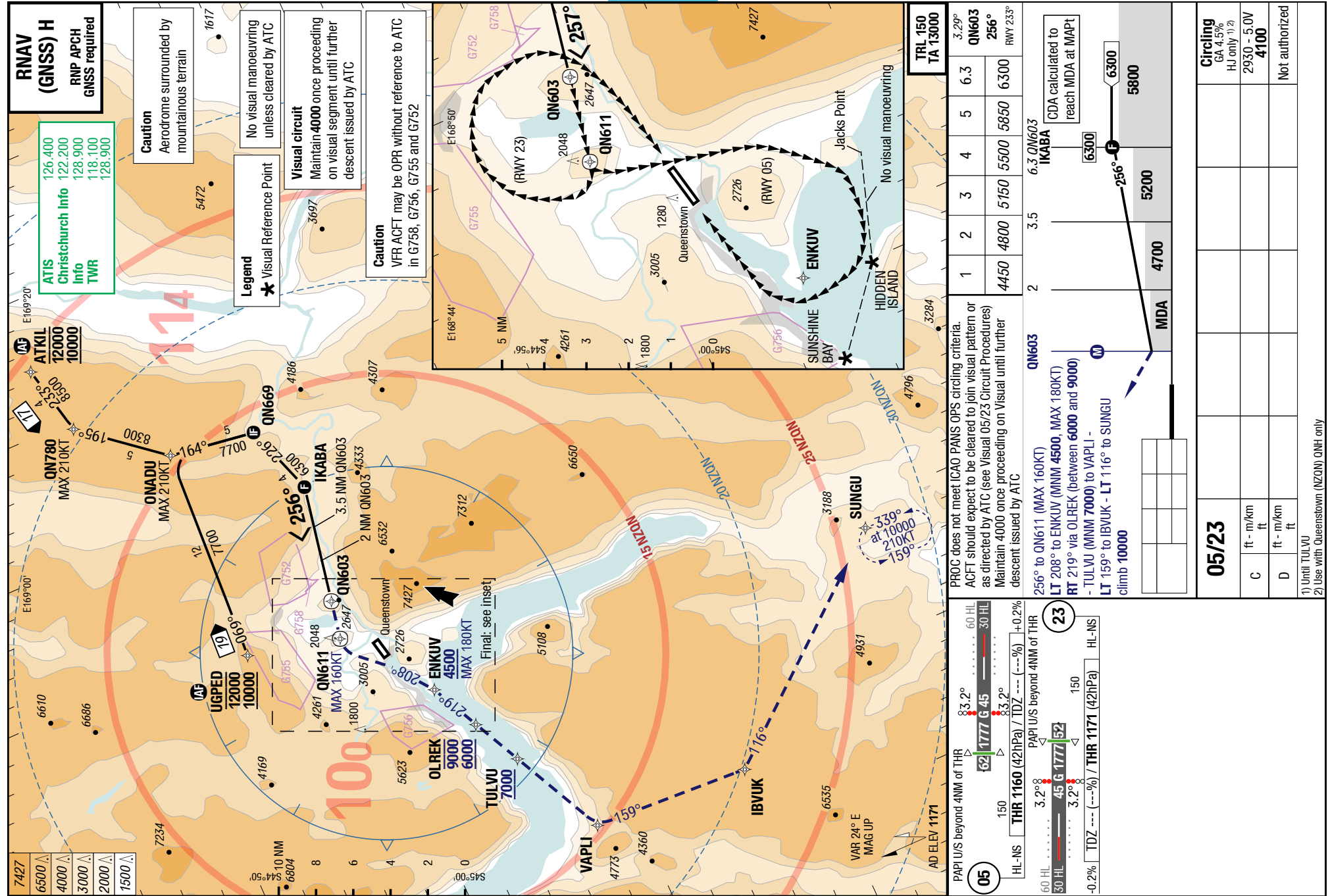
**Circling**  
HJ only <sup>1)</sup>

2930 - 5.0V  
**4100**

Not authorized

1) Use with Queenstown (NZQN) QNH only





# ZQN-NZQN

# New Zealand **Queenstown**

VOR DME C

## VOR DME B

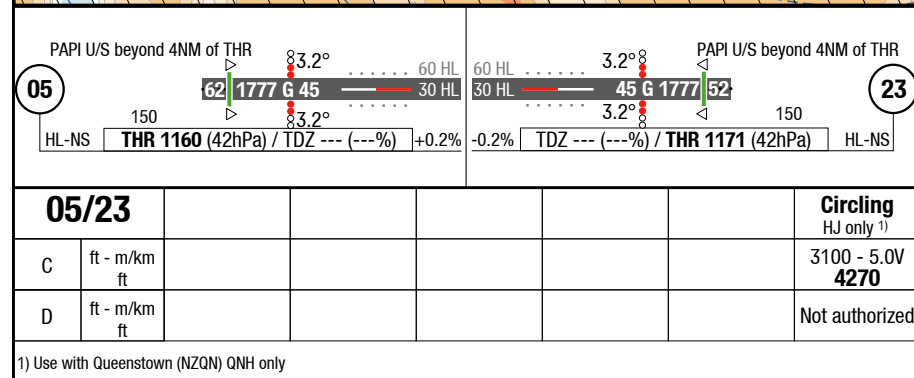
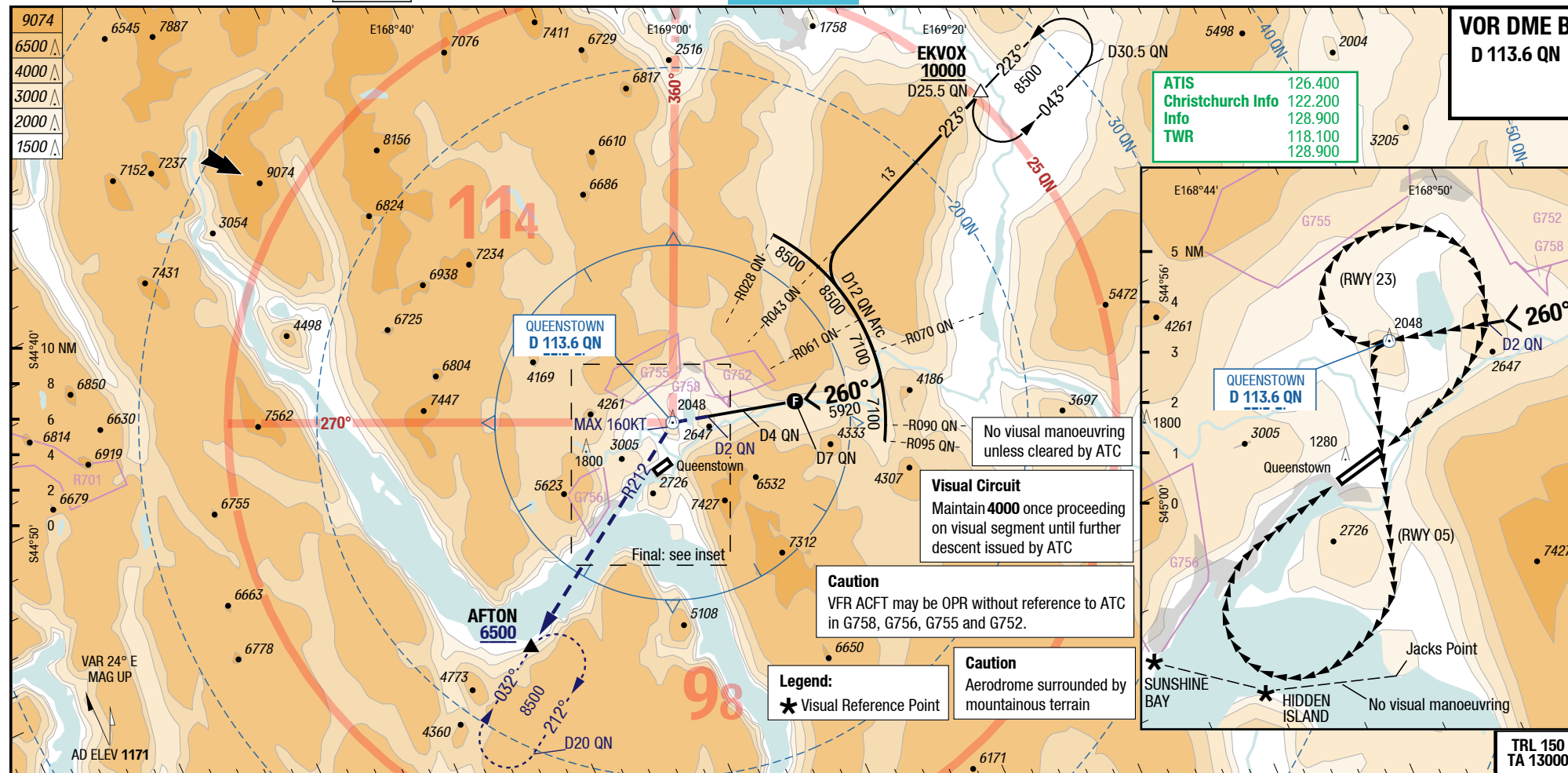
# IAC

# IAC

## Queenstown New Zealand

VOR DME C

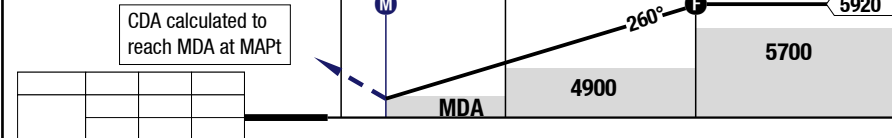
## VOR DME B



PROC does not meet ICAO PANS OPS circling criteria.  
ACFT should expect to be cleared to join visual pattern or  
as directed by ATC (see Visual 05/23 Circuit Procedures)  
Maintain 4000 once proceeding on Visual until further  
descent issued by ATC

3	4	5	6	7		3.11° D QN
4600	4930	5260	5590	5920		260° RWY 23

260° to **QN**  
**LT** (MAX 160KT)  
 R212 **QN** to AFTON (MNM **6500**)  
 climb **8500**



09-NOV-2017  
ZQN-NZQN

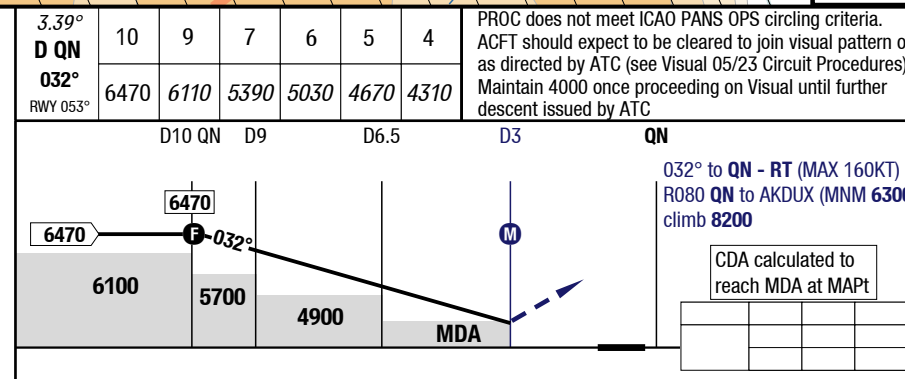
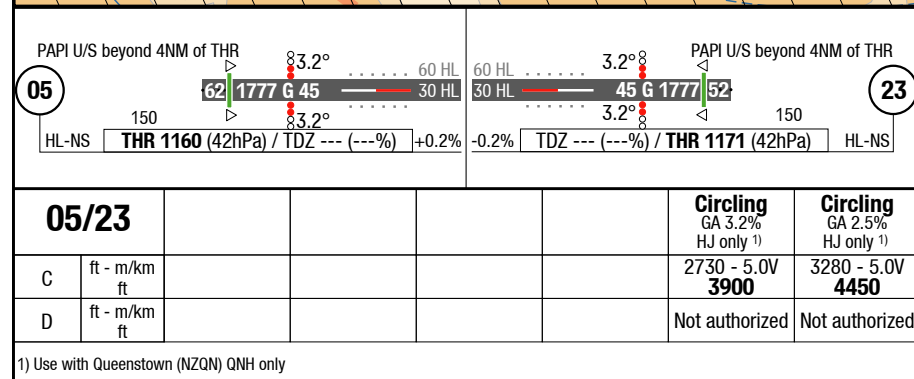
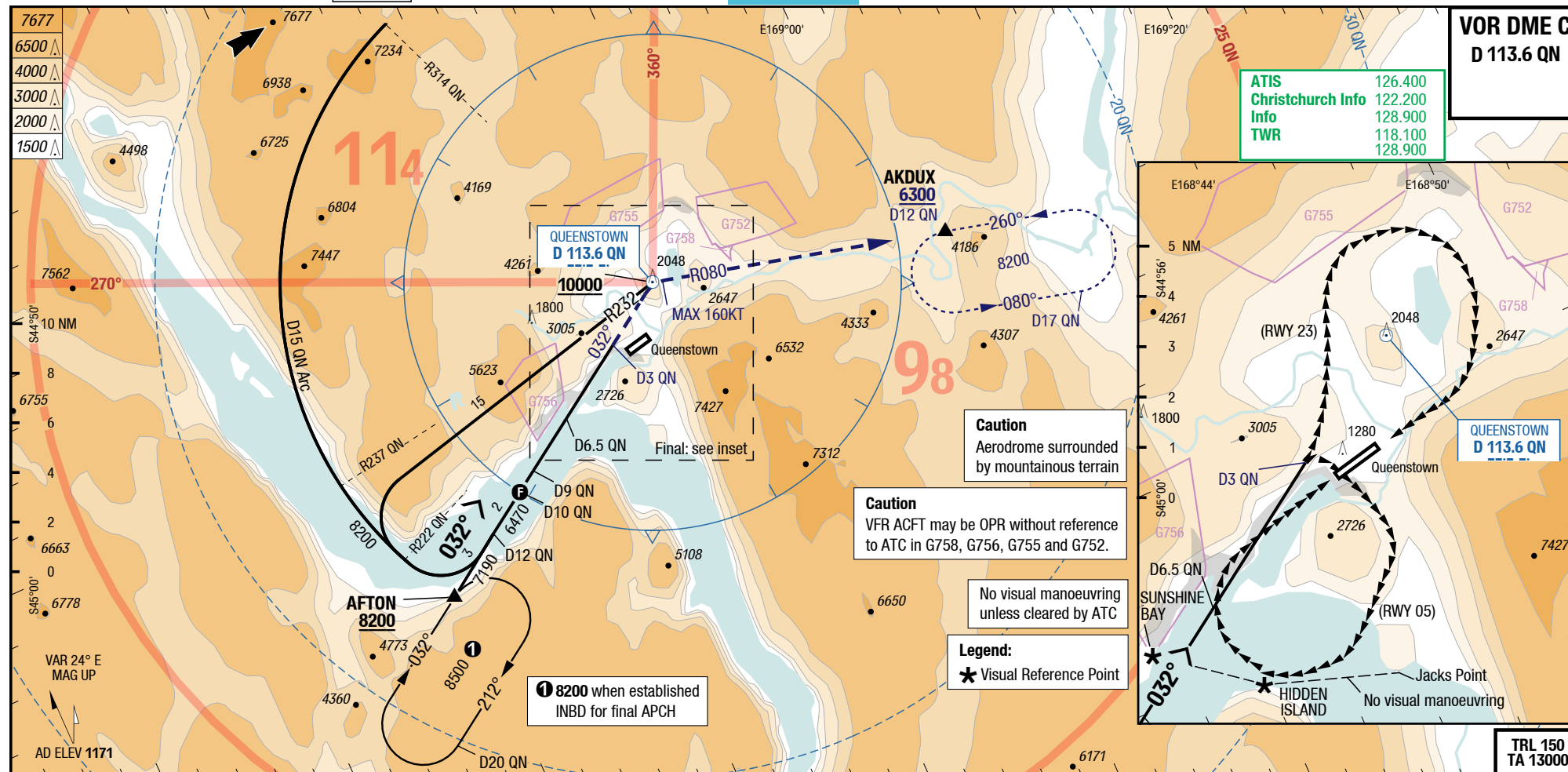
New Zealand Queenstown  
VOR DME C

IAC

IAC

Queenstown New Zealand  
VOR DME C

7-60



Changes: MIN, ALT, QFU, OBST, TOPO

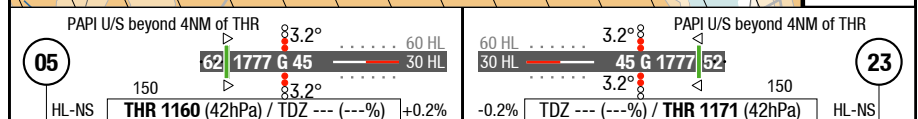
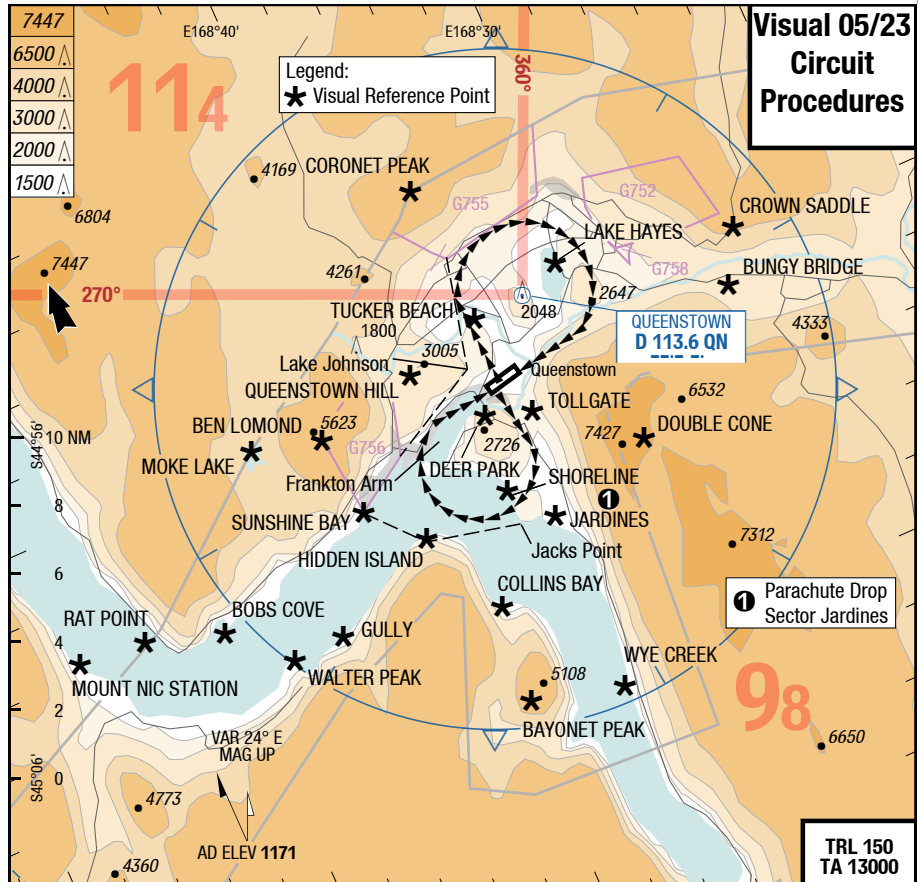


09-NOV-2017

ZQN-NZQN

7-70

Visual 05/23 Circuit Procedures



### Circuit Procedures - All IFR and VFR aircraft greater than 5700kg

#### RWY 05/23

Remain northeast of a line: SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point; and

Remain east of a line: From the start of the peninsula near Queenstown - SE of Lake Johnson - SW corner of G755

**RWY 05:** enter the figure-eight pattern as shown above;

If above **4000** descend to maintain circuit altitude **4000** - If **2700** or above climb immediately to maintain **4000** then join the figure-eight circuit pattern - If below **2700** descend or climb to **2200** and maintain until crossing the upwind RWY THR then climb to maintain **4000** and join figure-eight pattern

**RWY 23:** enter the figure-eight pattern as shown above;

If above **4000** descend to maintain circuit altitude **4000** - If **2700** or above climb immediately to maintain **4000** and follow additional requirements below - If below **2700** descend or climb to **2200** and maintain until crossing the upwind RWY THR then follow additional requirements below

**Additional requirements:** Follow Frankton Arm then track directly towards SUNSHINE BAY VRP -

**LT** at MNN **3200** - climb to maintain circuit altitude **4000** - join the figure-eight circuit pattern.