GENERAL

Operational Hours

ATS Hours: As per SUP.

Airport Information

RFF: CAT 5 H24, CAT 7 AVBL by prior arrangement
Fuel: O/R
PCN: RWY 18L/36R: 45/F/C/X/T
Customs: AVBL for INTL flights with PN

Operation

RWY Restriction
RWY 18L/36R end lights do not serve as stop bar lights. ACFT are permitted to taxi over them to utilise RWY extensions and turning bays.

Code letter C ACFT and above should use turning nodes where practicable.

Arriving B767 using RWY 36R, LDA of 1824m / 5984ft applies as turning bay does not extend to end of RWY.

TWY Restriction
Eastern TWY width 18m / 59ft.
TWY D width 13m / 43ft, suitable for B1900 size ACFT.
TWY B, C, E and G width 6m / 20ft, AVBL for ACFT with MTOW 5.7t / 12500lbs.
TWY K width 5m / 16ft.

No lighting on TWY B, D and E.

Taxi/Parking
Follow-me AVBL O/R via TWR.

Marshaller AVBL.

Warnings

In westerly winds servere turbulence and wind shear conditions often exist close to THR 25.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR.

Arrival Procedure

VFR Traffic Pattern
Maintain ALT of 1200ft QNH in the AD traffic circuit.

DEPARTURE

Take-off Minima

RWY		18L/36R	
All ACFT	ft - m/km	0 - 400v	during TWR OPS
		c300 - 1.5v	-

Communication

COM Failure: See CRAR.

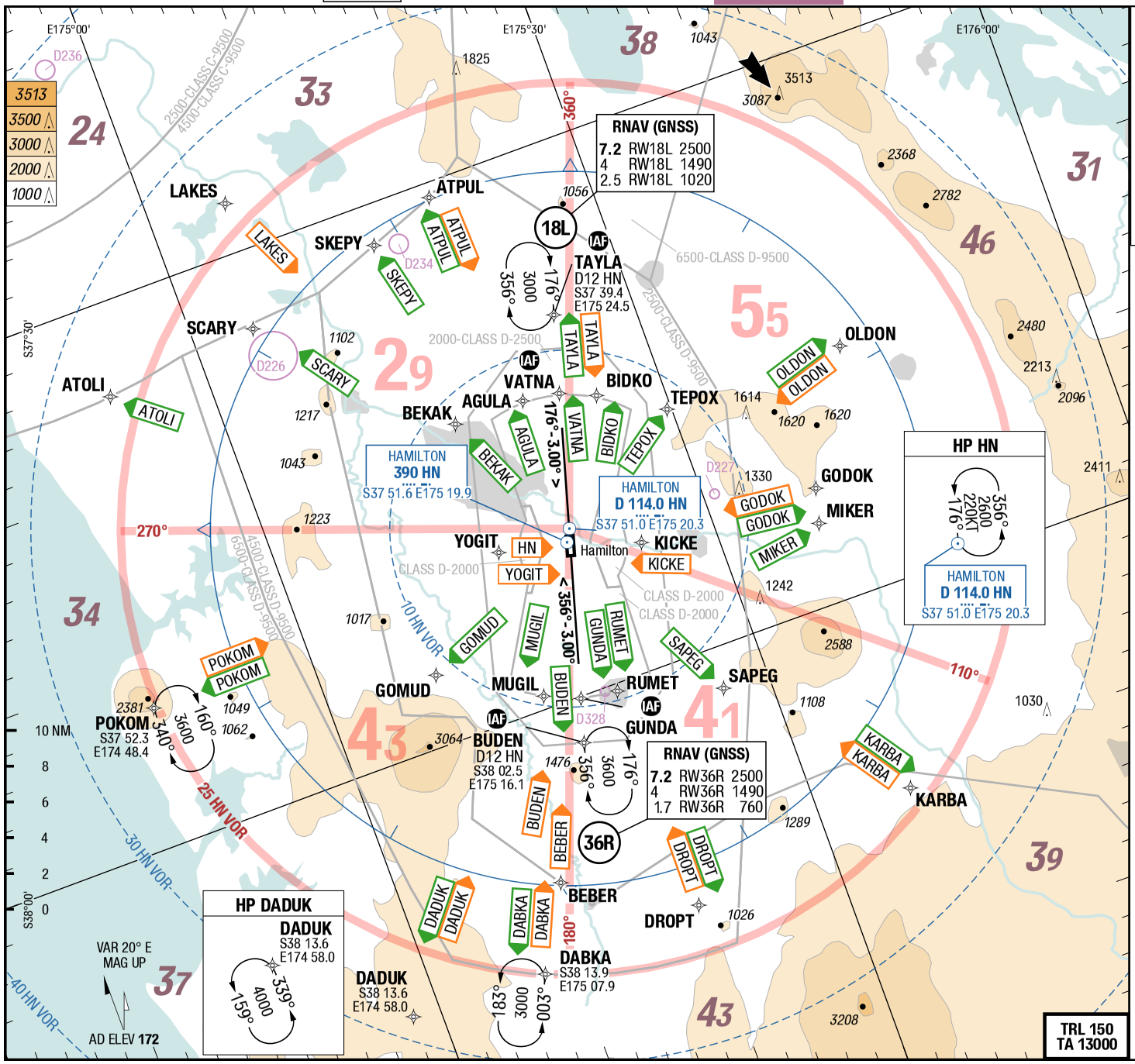
ATC Slot, Clearance

Request CLR from TWR.

Prior to start contact TWR and report:
- ATIS
- Requested LVL

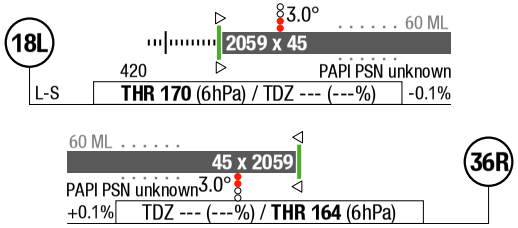
De-Icing

O/R.



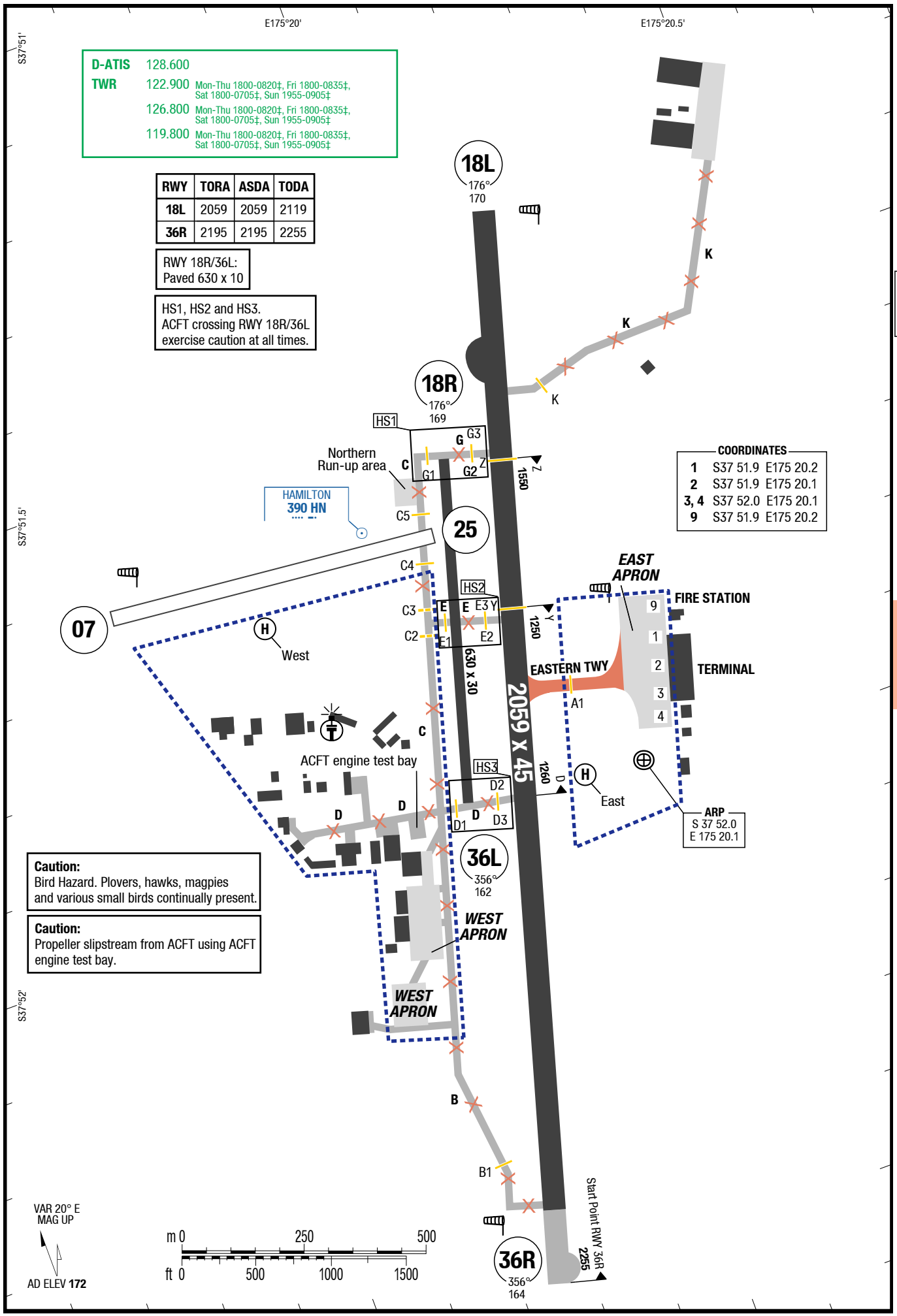
D-ATIS	128.600	
Bay APP	125.300	
	123.800	
TWR	122.900	Mon-Thu 1800-0820‡, Fri 1800-0835‡, Sat 1800-0705‡, Sun 1955-0905‡
	126.800	Mon-Thu 1800-0820‡, Fri 1800-0835‡, Sat 1800-0705‡, Sun 1955-0905‡
	119.800	Mon-Thu 1800-0820‡, Fri 1800-0835‡, Sat 1800-0705‡, Sun 1955-0905‡

Landing RWY system:

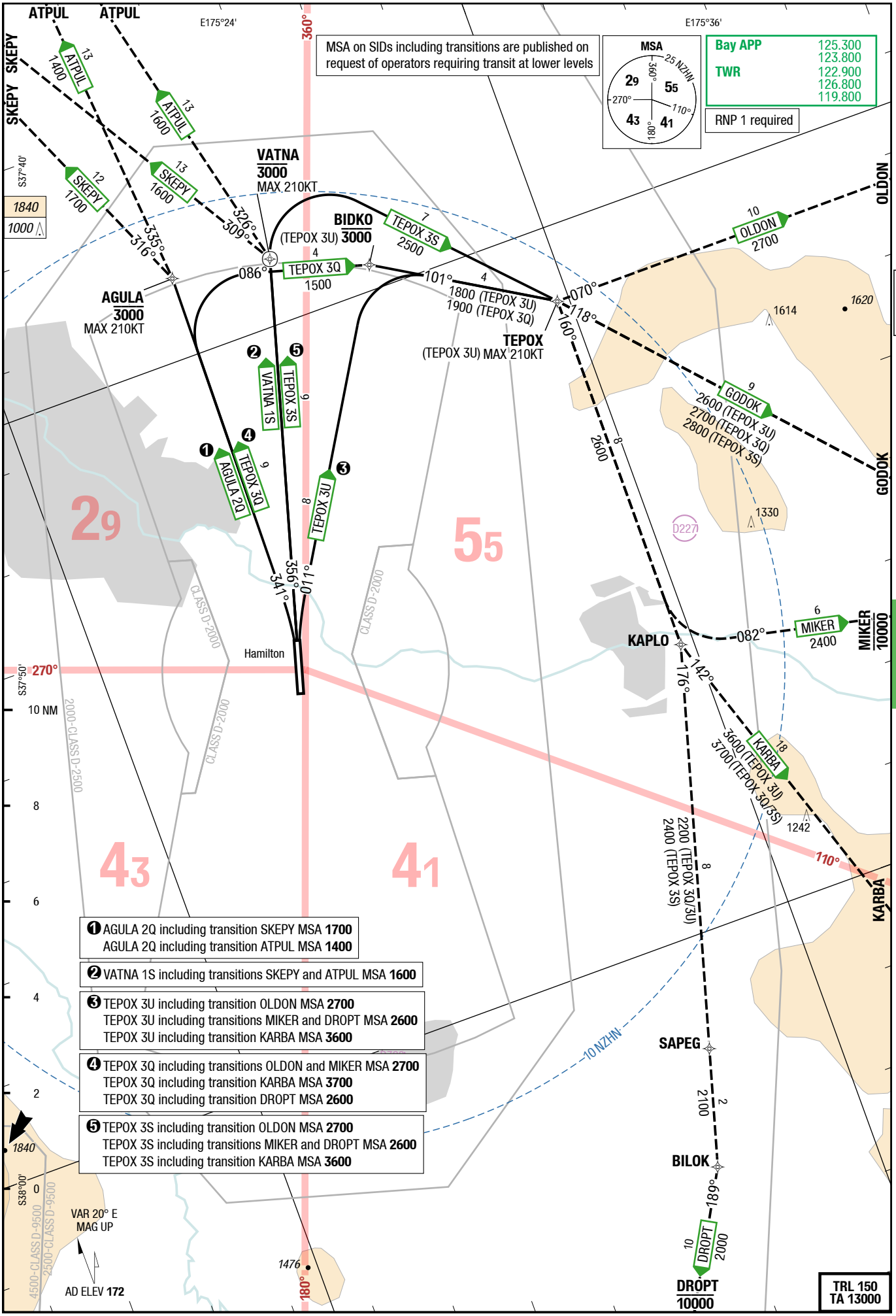


Changes: FREQ

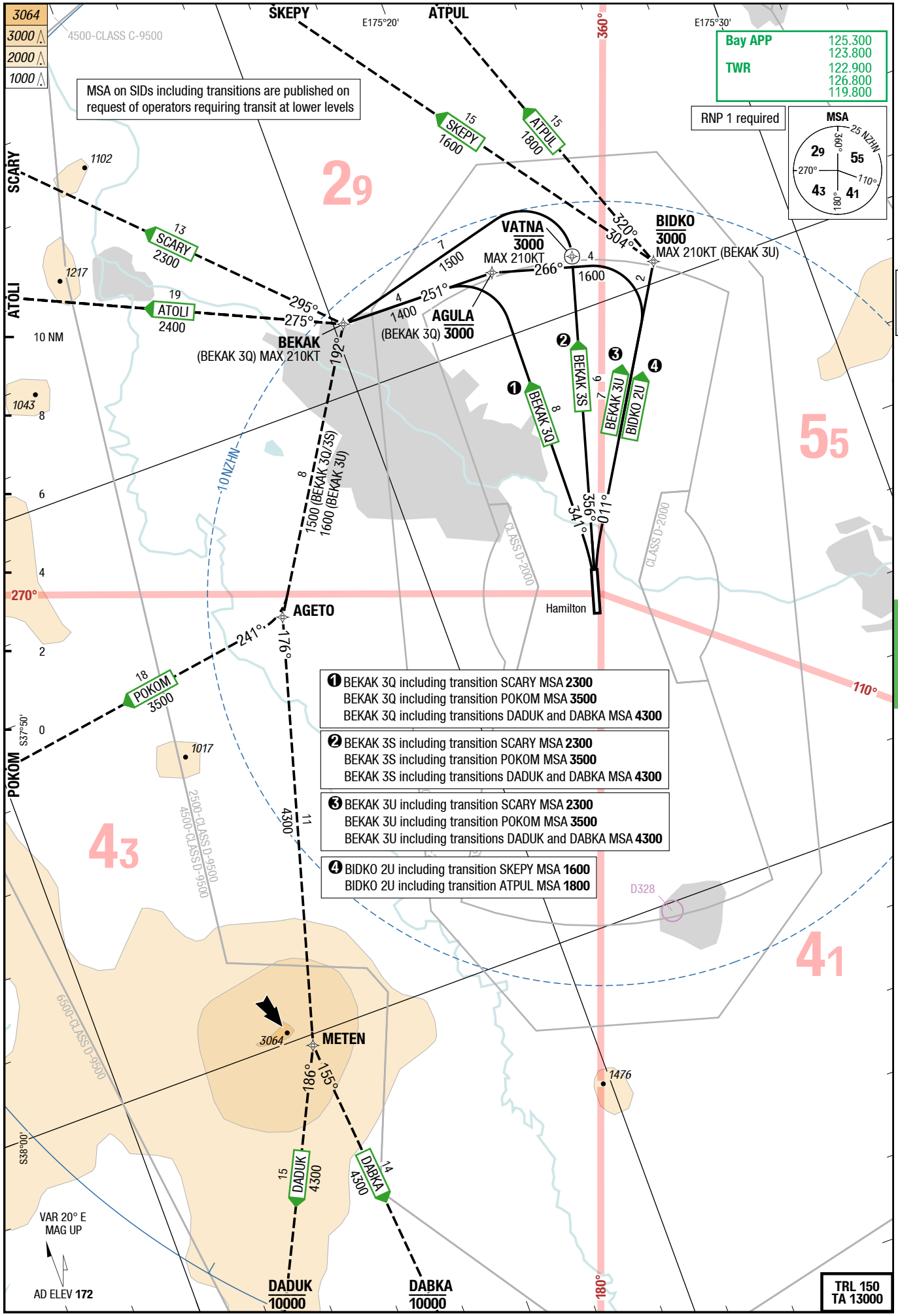
Changes: FREQ, HLDG POS



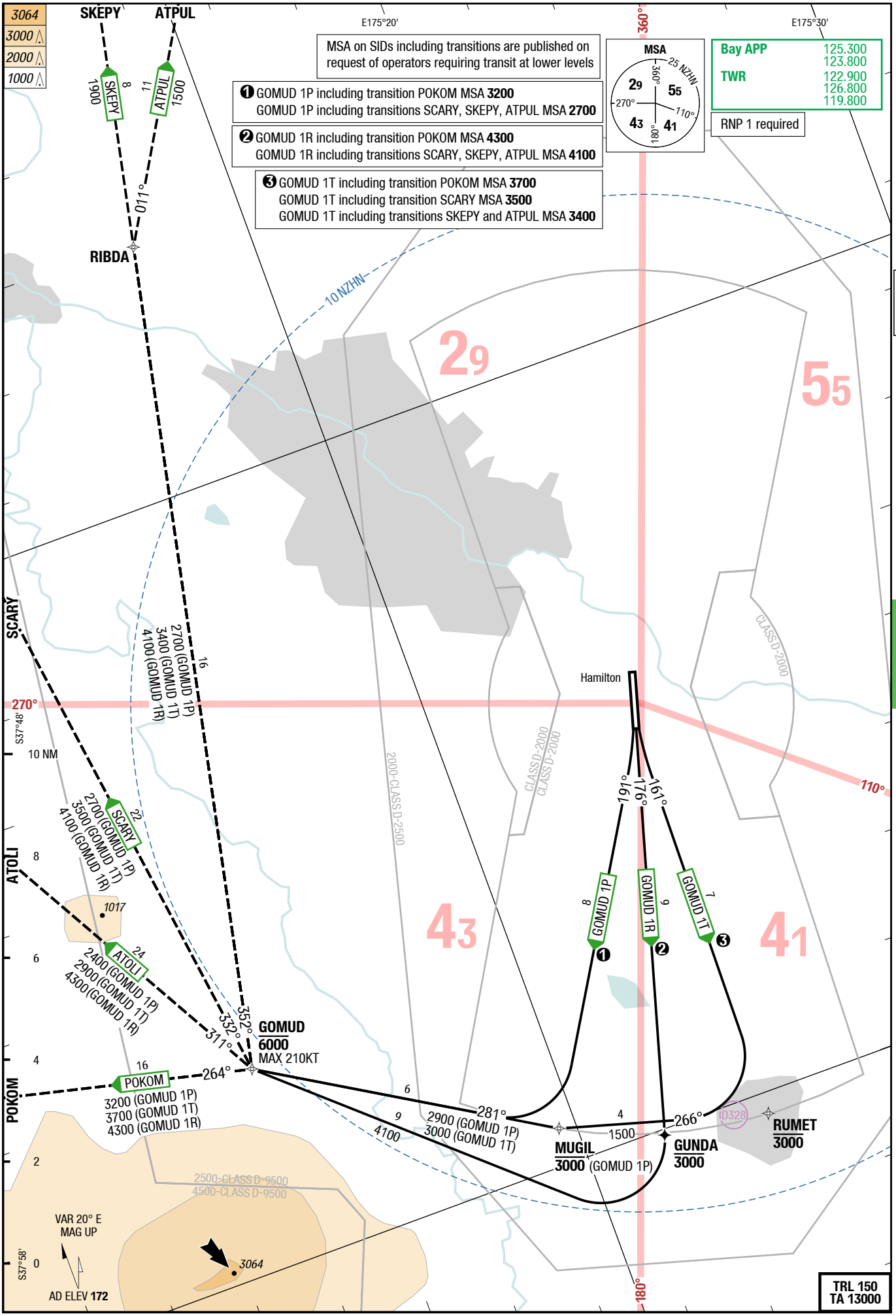
Changes: ALT, PROC renamed, FREQ, WPT, PROC renumbered



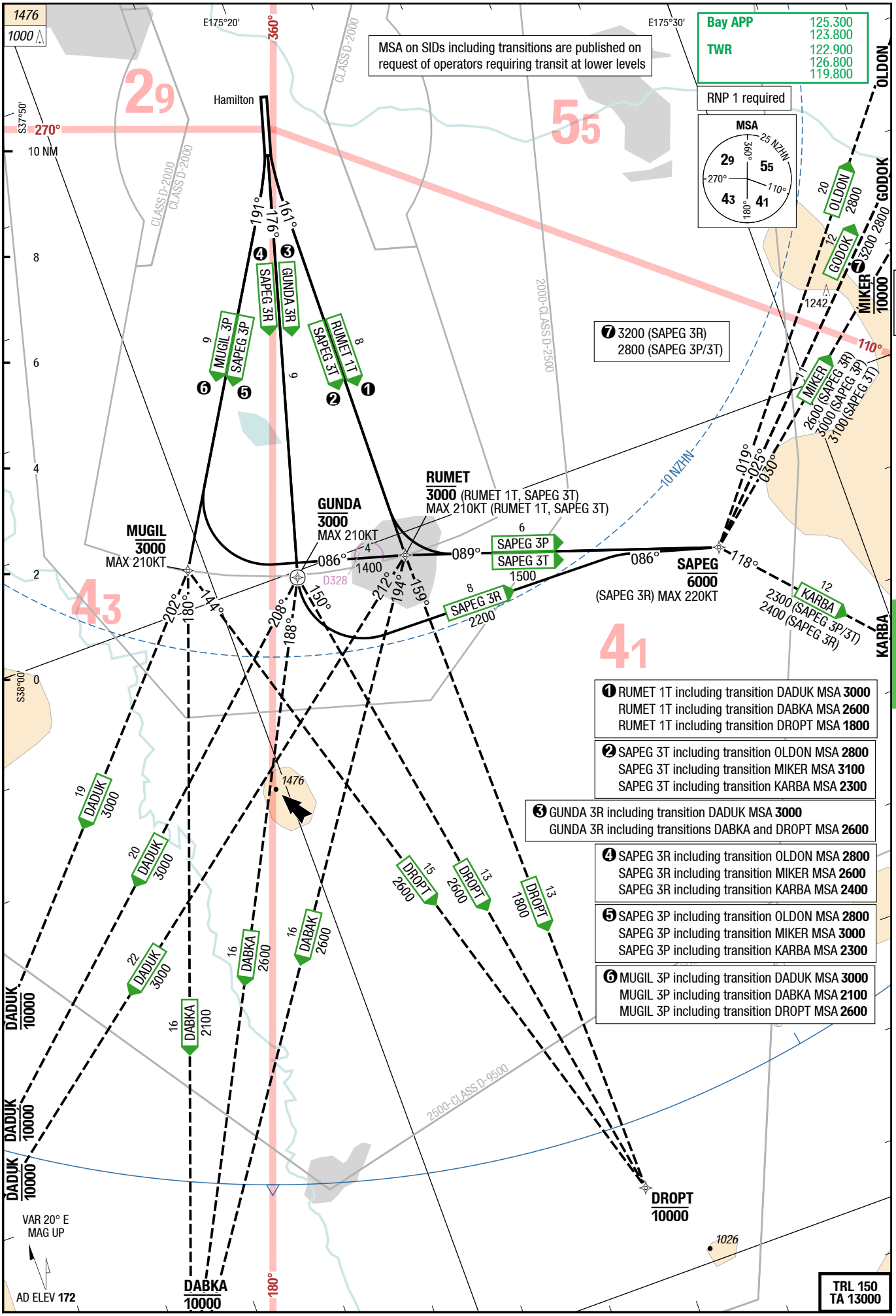
Changes: FREQ, ALT, WPT APAXA withdrawn, PROC renumbered

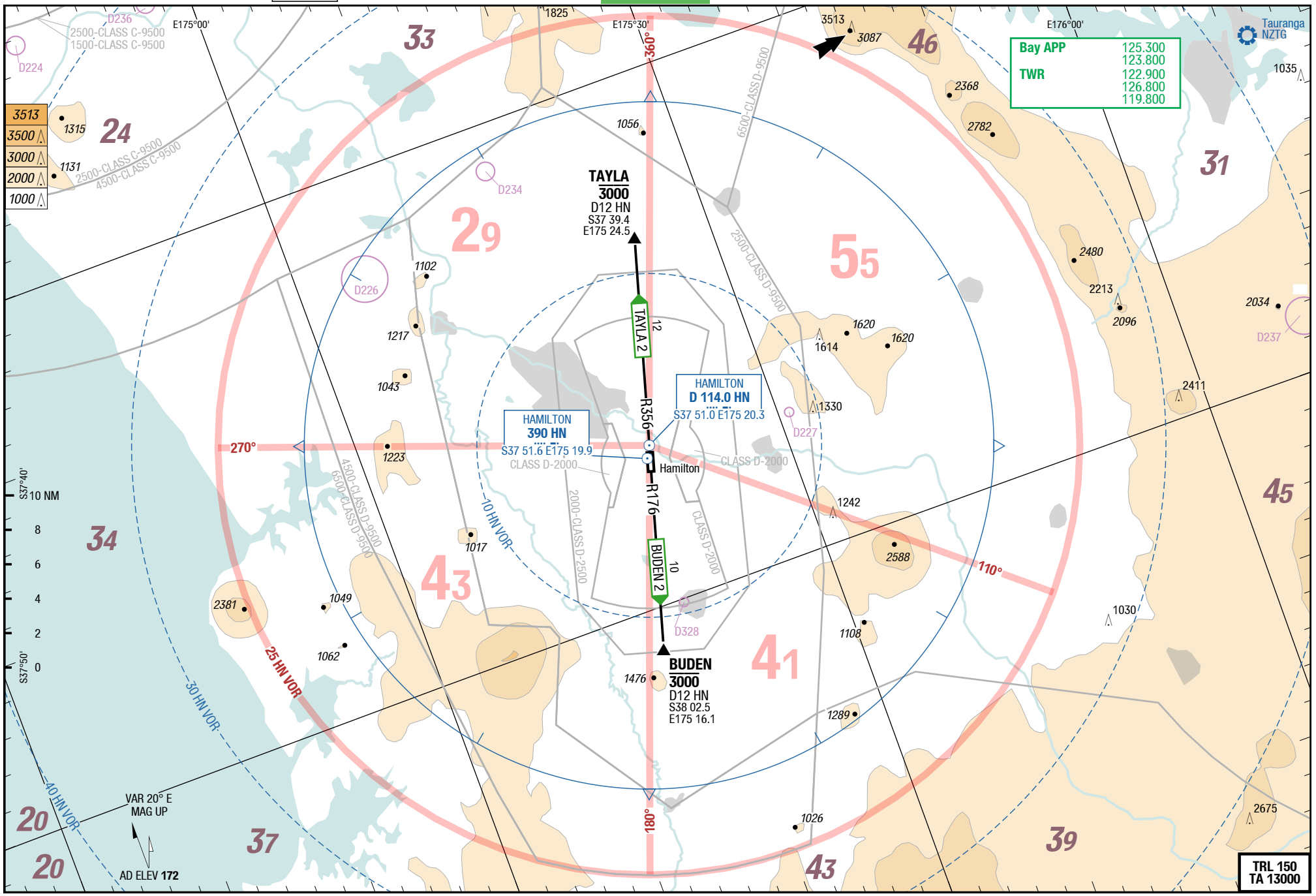


Changes: WPT , PROC renamed, FREQ



Changes: ALT, PROC renamed, WPT , FREQ, PROC renumbered





Changes: FREQ

AGULA 2Q / TEPOX 3Q

RWY 36R (356°)

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
AGULA 2Q 5.2% to 3000 **125.300** **123.800** ①②③④⑥	341° to AGULA (MAX 210KT)	AGULA MAX **3000**
	TRANSITION	
	ATPUL AGULA - ATPUL	
	SKEPY AGULA - SKEPY	
TEPOX 3Q 5.7% to 2500 **125.300** **123.800** ①②⑤⑦	341° to AGULA (MAX 210KT) - **RT** 086° to BIDKO - **RT** 101° to TEPOX	AGULA MAX **3000**
	TRANSITION	
	DROPT TEPOX - KAPLO - SAPEG - BILOK - DROPT	DROPT MAX **10000**
	GODOK TEPOX - GODOK	
	KARBA TEPOX - KAPLO - KARBA	
	MIKER TEPOX - KAPLO - MIKER	MIKER MAX **10000**
	OLDON TEPOX - OLDON	

① Close-in obstacles not considered in climb gradient.

② Tree: 221ft AMSL 312°/220m from CWY end.

③ ATPUL, SKEPY transition: ATC may require hold down MNM 5000ft until ATPUL or SKEPY

④ SKEPY transition: When D234 is active, expect radar vectors.

⑤ NODUX, OLDON transition: ATC may require hold down MNM 5000ft until NODUX, MNM 6000ft until OLDON.

⑥ MNM climb gradient 5.2% to 3000 due to airspace containment.

⑦ MNM climb gradient 5.7% to 2500 due to airspace containment.

Changes: Altitudes, PROC renamed, WPT , PROC renumbered

TEPOX 3S

RWY 36R (356°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
TEPOX 3S 5.1% to 3000 **125.300** **123.800** ①②	356° to VATNA (MAX 210KT) - **RT** direct TEPOX	VATNA MAX **3000**
	TRANSITION	
	DROPT TEPOX - KAPLO - SAPEG - BILOK - DROPT	DROPT MAX **10000**
	GODOK TEPOX - GODOK	
	KARBA TEPOX - KAPLO - KARBA	
	MIKER TEPOX - KAPLO - MIKER	MIKER MAX **10000**
	OLDON TEPOX - OLDON	

① NODUX, OLDON transition: ATC may require hold down MNM 5000ft until NODUX, MNM 6000ft until OLDON.

② MNM climb gradient 5.1% to 3000 due to airspace containment.

Changes: Altitudes, PROC renamed, WPT , PROC renumbered

TEPOX 3U / VATNA 1S

RWY 36R (356°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.6%	ft/MIN	700	900	1100	1200	1400	1600
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
TEPOX 3U **125.300** **123.800** ①④⑤⑥⑦⑨	011° to BIDKO - **RT** 101° to TEPOX (MAX 210KT)	BIDKO MAX **3000**
	TRANSITION	
	DROPT TEPOX - KAPLO - SAPEG - BILOK - DROPT	DROPT MAX **10000**
	GODOK TEPOX - GODOK	
	KARBA TEPOX - KAPLO - KARBA	
	MIKER TEPOX - KAPLO - MIKER	MIKER MAX **10000**
	OLDON TEPOX - OLDON	
VATNA 1S 5.1% to 3000 **125.300** **123.800** ②③⑧	356° to VATNA (MAX 210KT)	VATNA MAX **3000**
	TRANSITION	
	ATPUL VATNA - ATPUL	
	SKEPY VATNA - SKEPY	

① Close-in obstacles not considered in climb gradient.

② ATPUL, SKEPY transition: ATC may require hold down MNM 5000ft until ATPUL or SKEPY

③ SKEPY transition: When D234 is active, expect radar vectors.

④ NODUX, OLDON transition: ATC may require hold down MNM 5000ft until NODUX, MNM 6000ft until OLDON.

⑤ Tree: 272ft AMSL 026°/855m from CWY end.

⑥ OLDON transition: MNM climb gradient 5.8% to 5000ft due to airspace containment.

⑦ DROPT, KARBA, MIKER transition: MNM climb gradient 5.5% to 3000ft due to airspace containment.

⑧ MNM climb gradient 5.1% to 3000 due to airspace containment.

⑨ GODOK Transition: MNM climb gradient 5.6% to 3000 due to airspace containment.

Changes: Altitudes, PROC renamed, WPT , PROC renumbered

BEKAK 3Q / BEKAK 3S

RWY 36R (356°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
BEKAK 3Q 5.5% to 3000 **125.300** **123.800** ①②③④⑤	341° to AGULA - **LT** 251° to BEKAK (MAX 210KT)	AGULA MAX **3000**
	TRANSITION	
	ATOLI BEKAK - ATOLI	
	DABKA BEKAK - AGETO - METEN - DABKA	DABKA MAX **10000**
	DADUK BEKAK - AGETO - METEN - DADUK	DADUK MAX **10000**
	POKOM BEKAK - AGETO - POKOM	
	SCARY BEKAK - SCARY	
BEKAK 3S 5.1% to 3000 **125.300** **123.800** ①②⑥	356° to VATNA (MAX 210KT) - **LT** direct BEKAK	VATNA MAX **3000**
	TRANSITION	
	ATOLI BEKAK - ATOLI	
	DABKA BEKAK - AGETO - METEN - DABKA	DABKA MAX **10000**
	DADUK BEKAK - AGETO - METEN - DADUK	DADUK MAX **10000**
	POKOM BEKAK - AGETO - POKOM	
	SCARY BEKAK - SCARY	

① DABKA, DADUK transition: ATC may require hold down MNM 4000ft until AGETO.

② SCARY transition: ATC may require hold down MNM 5000ft until SCARY.

③ Close-in obstacles not considered in climb gradient.

④ Tree: 221ft AMSL 312°/220m from CWY end.

⑤ MNM climb gradient 5.5% to 3000 due to airspace containment.

⑥ MNM climb gradient 5.1% to 3000 due to airspace containment.

Changes: Altitudes, WPT APAXA withdrawn, PROC renumbered

BEKAK 3U / BIDKO 2U

RWY 36R (356°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
BEKAK 3U 3.4% to 4300 5.7% to 2500 **125.300** **123.800** ①②③④⑦	011° to BIDKO (MAX 210KT) - **LT** 266° to AGULA - **LT** 251° to BEKAK	BIDKO MAX **3000**
	TRANSITION	
	ATOLI BEKAK - ATOLI	
	DABKA BEKAK - AGETO - METEN - DABKA	DABKA MAX **10000**
	DADUK BEKAK - AGETO - METEN - DADUK	DADUK MAX **10000**
	POKOM BEKAK - AGETO - POKOM	
	SCARY BEKAK - SCARY	
BIDKO 2U 5.5% to 3000 **125.300** **123.800** ③④⑤⑥⑧	011° to BIDKO	BIDKO MAX **3000**
	TRANSITION	
	ATPUL BIDKO - ATPUL	
	SKEPY BIDKO - SKEPY	

① DABKA, DADUK transition: ATC may require hold down MNM 4000ft until AGETO.

② SCARY transition: ATC may require hold down MNM 5000ft until SCARY.

③ Close-in obstacles not considered in climb gradient.

④ Tree: 272ft AMSL 026°/855m from CWY end.

⑤ SKEPY transition: When D234 is active, expect radar vectors.

⑥ ATPUL, SKEPY transition: ATC may require hold down MNM 5000ft.

⑦ MNM climb gradient 5.7% to 2500 due to airspace containment.

⑧ MNM climb gradient 5.5% to 3000 due to airspace containment.

GOMUD 1P

RWY 18L (176°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
GOMUD 1P 4.5% to 3200 **125.300** **123.800** ①②③	191° to MUGIL - GOMUD (MAX 210KT)	MUGIL MAX **3000** GOMUD MAX **6000**
	TRANSITION	
	ATOLI GOMUD - ATOLI	
	ATPUL GOMUD - RIBDA - ATPUL	
	POKOM GOMUD - POKOM	
	SCARY GOMUD - SCARY	
	SKEPY GOMUD - RIBDA - SKEPY	

① ATPUL, SKEPY transition: When D234 is active, expect radar vectors.

② ATPUL, SCARY, SKEPY and ATOLI transition: MNM climb gradient 5.5% to 3000 due to airspace containment.

③ POKOM transition: MNM climb gradient 5.7% to 7000 due to airspace containment.

GOMUD 1R / GOMUD 1T

RWY 18L (176°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.6%	ft/MIN	700	900	1100	1200	1400	1600
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
GOMUD 1R 4.5% to 3600 5.6% to 5000 **125.300** **123.800** ①②	176° to GUNDA - **RT** direct GOMUD (MAX 210KT)	GUNDA MAX **3000** GOMUD MAX **6000**
	TRANSITION	
	ATOLI GOMUD - ATOLI	
	ATPUL GOMUD - RIBDA - ATPUL	
	POKOM GOMUD - POKOM	
	SCARY GOMUD - SCARY	
	SKEPY GOMUD - RIBDA - SKEPY	
GOMUD 1T 5.7% to 3600 **125.300** **123.800** ①	161° to RUMET - MUGIL - GOMUD (MAX 210KT)	RUMET MAX **3000** GOMUD MAX **6000**
	TRANSITION	
	ATOLI GOMUD - ATOLI	
	ATPUL GOMUD - RIBDA - ATPUL	
	POKOM GOMUD - POKOM	
	SCARY GOMUD - SCARY	
	SKEPY GOMUD - RIBDA - SKEPY	

① ATPUL, SKEPY transition: When D234 is active, expect radar vectors.

② MNM climb gradient 5.6% to 5000 due to airspace containment.

Changes: Climb gradient, Note

GUNDA 3R / MUGIL 3P

RWY 18L (176°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.7%	ft/MIN	700	900	1100	1300	1400	1600
5.9%	ft/MIN	800	900	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
GUNDA 3R **125.300** **123.800** ①②③④	176° to GUNDA (MAX 210KT)	GUNDA MAX **3000**
	TRANSITION	
	DABKA GUNDA - DABKA	DABKA MAX **10000**
	DADUK GUNDA - DADUK	DADUK MAX **10000**
	DROPT GUNDA - DROPT	DROPT MAX **10000**
MUGIL 3P **125.300** **123.800** ①③⑤⑥⑦	191° to MUGIL (MAX 210KT)	MUGIL MAX **3000**
	TRANSITION	
	DABKA MUGIL - DABKA	DABKA MAX **10000**
	DADUK MUGIL - DADUK	DADUK MAX **10000**
	DROPT MUGIL - DROPT	DROPT MAX **10000**

① Close-in obstacles not considered in climb gradient.

② Trees: max 269ft AMSL located in sector 190°-208° between 440m and 940m from CWY end.

③ DABKA, DADUK, DROPT transition: ATC may require hold down MNM 7000ft.

④ DROPT transition: MNM climb gradient 5.1% to 7000 due to airspace containment.

⑤ Trees: max 269ft AMSL located in sector 190°-208° between 440m and 940m from CWY end and trees max 369ft AMSL located in sector 205°-211° between 1680m and 1860m from CWY end.

⑥ DABKA, DROPT transition: MNM climb gradient 5.7% to 3000 due to airspace containment.

⑦ DADUK transition: MNM climb gradient 5.9% to 5000 due to airspace containment.

RUMET 1T / SAPEG 3P

RWY 18L (176°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
RUMET 1T 5.6% to 3000 **125.300** **123.800** ①②③⑥	161° to RUMET (MAX 210KT)	RUMET MAX **3000**
	TRANSITION	
	DABKA NOGOD - DABKA	DABKA MAX **10000**
	DADUK NOGOD - DADUK	DADUK MAX **10000**
	DROPT NOGOD - DROPT	DROPT MAX **10000**
SAPEG 3P 5.6% to 2500 **125.300** **123.800** ①④⑤	191° to MUGIL (MAX 210KT) - **LT** 086° to RUMET - SAPEG	MUGIL MAX **3000** SAPEG MAX **6000**
	TRANSITION	
	GODOK SAPEG - GODOK	
	KARBA SAPEG - KARBA	
	MIKER SAPEG - MIKER	MIKER MAX **10000**
	OLDON SAPEG - OLDON	

① Close-in obstacles not considered in climb gradient.

② Trees: max 269ft AMSL located in sector 190°-208° between 440m and 940m from CWY end.

③ DABKA, DADUK, DROPT transition: ATC may require hold down MNM 7000ft.

④ Trees: max 269ft AMSL located in sector 190°-208° between 440m and 940m from CWY end and trees max 369ft AMSL located in sector 205°-211° between 1680m and 1860m from CWY end.

⑤ MNM climb gradient 5.6% to 2500 due to airspace containment.

⑥ MNM climb gradient 5.6% to 3000 due to airspace containment.

Changes: PROC renamed, WPT , Altitudes, PROC renumbered

SAPEG 3R / SAPEG 3T

RWY 18L (176°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
SAPEG 3R 5.1% to 3000 **125.300** **123.800** ①②④	176° to GUNDA (MAX 210KT) - **LT** 086° to SAPEG (MAX 220KT)	GUNDA MAX **3000** SAPEG MAX **6000**
	TRANSITION	
	GODOK SAPEG - GODOK	
	KARBA SAPEG - KARBA	
	MIKER SAPEG - MIKER	MIKER MAX **10000**
	OLDON SAPEG - OLDON	
SAPEG 3T 5.8% to 5000 **125.300** **123.800** ①②③	161° to RUMET (MAX 210KT) - **LT** 089° to SAPEG	RUMET MAX **3000** SAPEG MAX **6000**
	TRANSITION	
	GODOK SAPEG - GODOK	
	KARBA SAPEG - KARBA	
	MIKER SAPEG - MIKER	MIKER MAX **10000**
	OLDON SAPEG - OLDON	

① Close-in obstacles not considered in climb gradient.

② Trees: max 269ft AMSL located in sector 190°-208° between 440m and 940m from CWY end.

③ MNM climb gradient 5.8% to 5000 due to airspace containment.

④ MNM climb gradient 5.1% to 3000 due to airspace containment.

Changes: WPT , PROC renamed, Altitudes, PROC renumbered

BUDEN 2

RWY 18L (176°)

After take-off, contact Bay APP.

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18L	
BUDEN 2 5.5% to **3000** **125.300** ①②③④	R176 **HN** to BUDEN - intercept cleared route or as directed by radar	BUDEN MAX **3000** Initial climb **3000**
	TRANSITION	
	OCEANIC TRANSITION - NORTH (via Auckland VOR to NZZC/ NZZO FIR BDRY points - FL260 or above) intercept cleared route to **AA** or as directed by radar expect further clearance to filed level prior to D100 **AA**. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable	cleared level **FL250**
	OCEANIC TRANSITION - WEST (to UPLAR, MADEP or PEBLU - FL260 or above) intercept cleared route to POKOM or as directed by radar expect further clearance to filed level prior to D100 **AA**. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable	**10000** to LEKUS cleared level **FL250**

① Climb gradient 5.5% due to ASP containment.

② Close-in obstacles not considered in climb gradient.

③ Trees MAX 269ft AMSL located in sector 190-208 between 440m and 940m from CWY END

④ ATC restriction H24: all IFR flights cleared at 11000ft or above mantain 10000ft to D20 HN

Changes: Transition

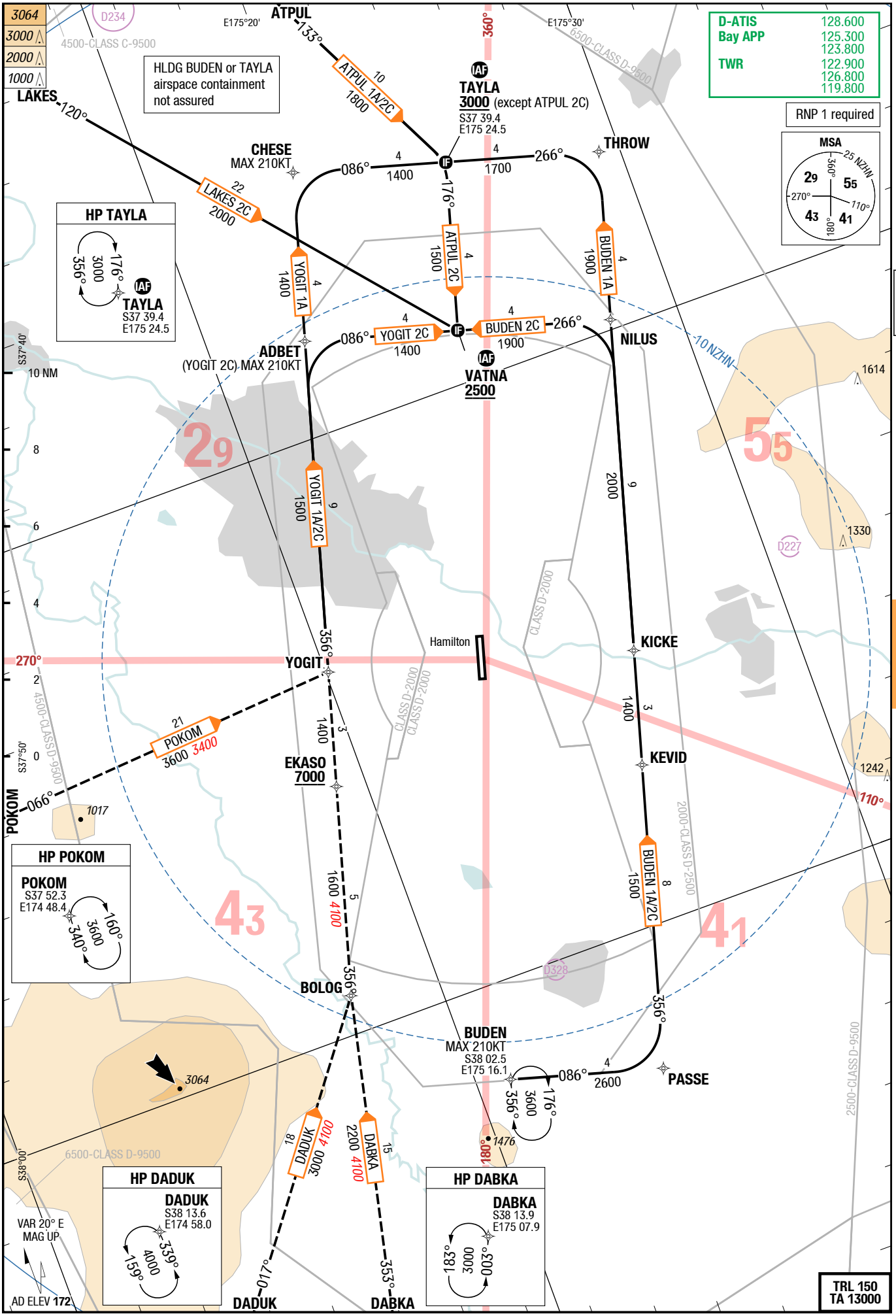
TAYLA 2

RWY 36R (356°)

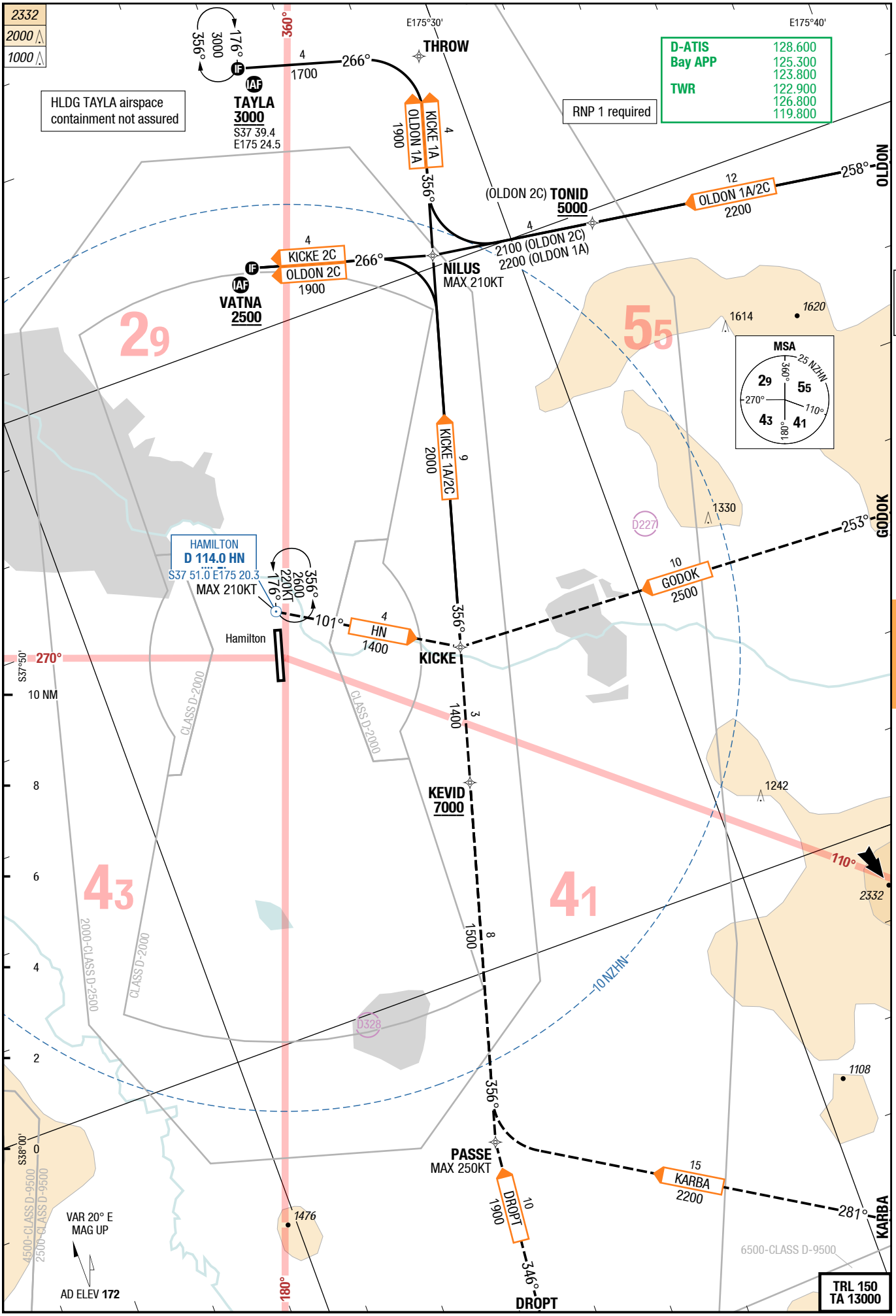
After take-off, contact Bay APP.

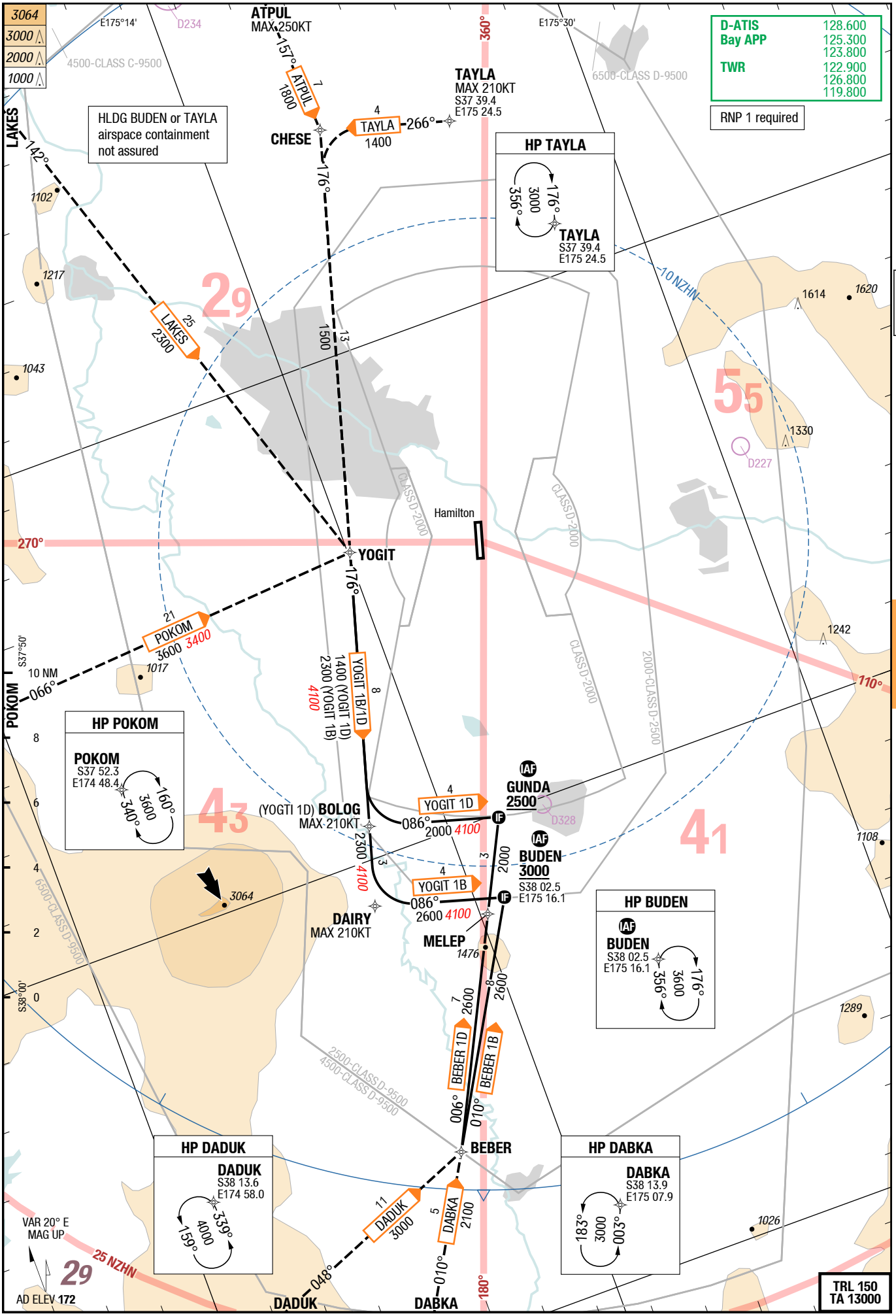
DESIGNATOR	ROUTING	ALTITUDES
	Runway 36R	
TAYLA 2 **125.300** ①	R356 **HN** to TAYLA - intercept cleared route or as directed by radar	TAYLA MAX **3000** Initial climb **3000**
	TRANSITION	
	OCEANIC TRANSITION - NORTH (via Auckland VOR to NZZC/ NZZO FIR BDRY points - FL260 or above) intercept cleared route to **AA** or as directed by radar expect further clearance to filed level prior to D100 **AA**. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable	cleared level **FL250**
	OCEANIC TRANSITION - WEST (to UPLAR, MADEP or PEBLU - FL260 or above) intercept cleared route to POKOM or as directed by radar expect further clearance to filed level prior to D100 **AA**. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable	**10000** to LEKUS cleared level **FL250**

① ATC restriction H24: all IFR flights cleared at 11000ft or above mantain 10000ft to D20 HN

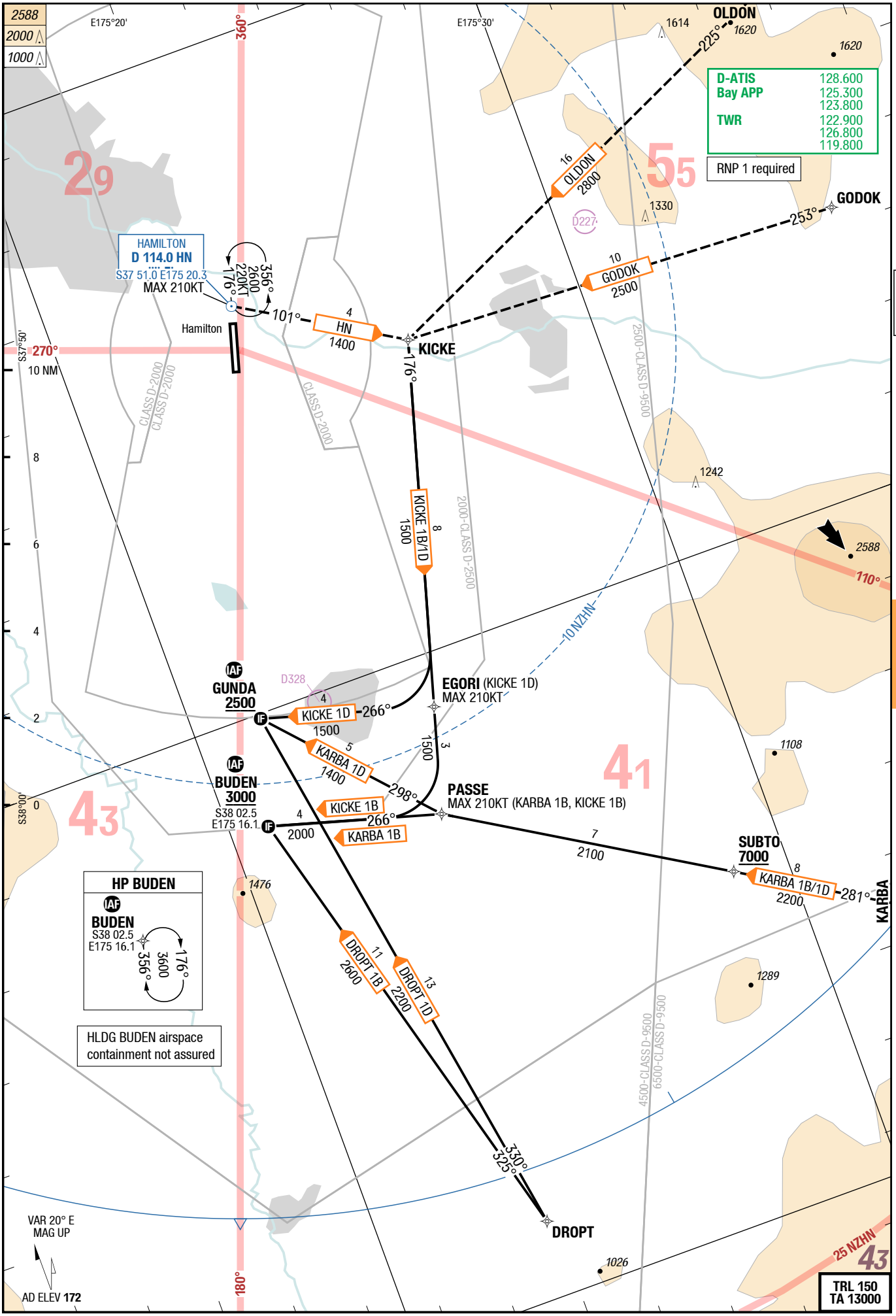

3064
3000
2000
1000
D-ATIS 128.600
Bay APP 125.300
123.800
TWR 122.900
126.800
119.800
RNP 1 required
MSA
HLDG BUDEN or TAYLA airspace containment not assured
ATPUL
LAKES
CHESE
MAX 210KT
TAYLA
3000 (except ATPUL 2C)
S37 39.4
E175 24.5
THROW
NILUS
ADBET
(YOGIT 2C) MAX 210KT
VATNA
2500
YOGIT
HP TAYLA
HP POKOM
POKOM
S37 52.3
E174 48.4
EKASO
7000
BOLOG
BUDEN
MAX 210KT
S38 02.5
E175 16.1
PASSE
KICKE
KEVID
HP DADUK
DADUK
S38 13.6
E174 58.0
HP DABKA
DABKA
S38 13.9
E175 07.9
Hamilton
10 NZHN
25 NZHN
VAR 20° E
MAG UP
AD ELEV 172
TRL 150
TA 13000

Changes: FREQ




3064
3000
2000
1000
D-ATIS 128.600
Bay APP 125.300
123.800
TWR 122.900
126.800
119.800
RNP 1 required
HLDG BUDEN or TAYLA airspace containment not assured
ATPUL
MAX 250KT
157°
ATPUL 1800
7
CHESE
TAYLA 1400
4
TAYLA
MAX 210KT
S37 39.4
E175 24.5
266°
176°
360°
HP TAYLA
356°
3000
176°
TAYLA
S37 39.4
E175 24.5
LAKES
142°
LAKES 2300
25
13
1500
10 NZHN
Hamilton
270°
YOGIT
176°
YOGIT 1B/1D
1400 (YOGIT 1D)
2300 (YOGIT 1B)
4100
8
21
POKOM
3600 3400
066°
10 NM
POKOM
HP POKOM
POKOM
S37 52.3
E174 48.4
160°
3600
340°
(YOGIT 1D) BOLOG
MAX 210KT
2300 4100
3
4
YOGIT 1D
086°
2000 4100
IF
IAF
GUNDA
2500
D328
IAF
BUDEN
3000
S38 02.5
E175 16.1
2000
3
4
YOGIT 1B
086°
2600 4100
IF
DAIRY
MAX 210KT
MELEP
1476
HP BUDEN
IAF
BUDEN
S38 02.5
E175 16.1
356°
3600
176°
3064
6500-CLASS D-9500
2500-CLASS D-9500
4500-CLASS D-9500
CLASS D-2000
2000-CLASS D-2500
7
2600
8
2600
BEBER 1D
BEBER 1B
006°
010°
BEBER
HP DADUK
DADUK
S38 13.6
E174 58.0
339°
4000
159°
HP DABKA
DABKA
S38 13.9
E175 07.9
183°
3000
003°
11
DADUK
3000
5
DABKA
2100
048°
010°
DADUK
DABKA
180°
VAR 20° E
MAG UP
25 NZHN
29
AD ELEV 172
TRL 150
TA 13000
E175°14'
E175°30'
S37°50'
S38°00'
D234
D227
4500-CLASS C-9500
6500-CLASS D-9500
1102
1217
1043
1614
1620
1330
1242
1017
1108
1289
1026
29
55
43
41

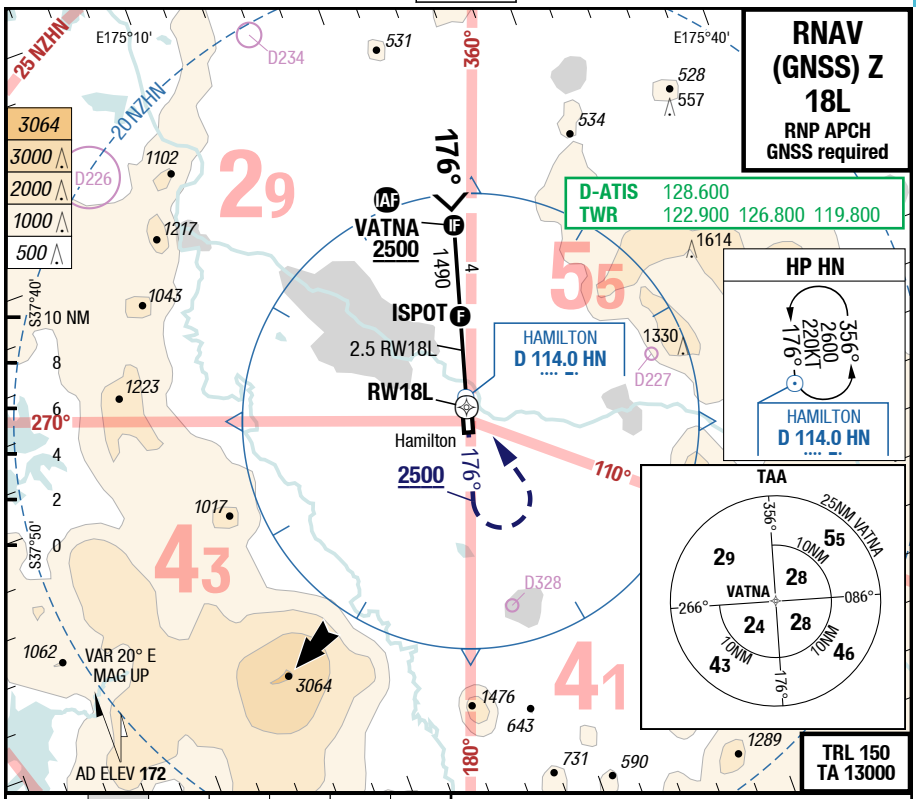
Changes: FREQ



14-JUN-2018

HLZ-NZHN

RNAV (GNSS) Z 18L



3.00° RW18L		7.2	5	3	2	1
		2500	1820	1180	860	540

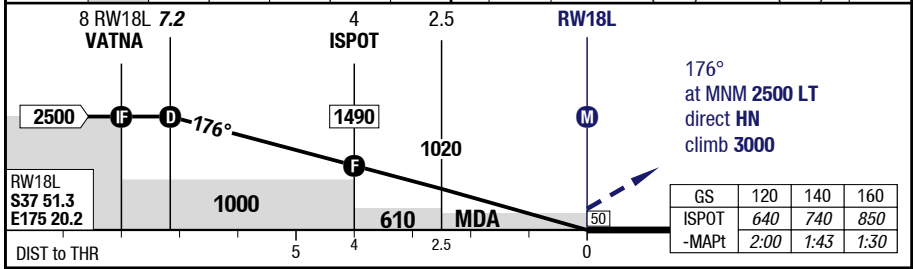
18L L-S

3.0° 60 ML

2059 x 45

420 PAPI PSN unknown

THR 170 (6hPa) / TDZ --- (---%) -0.1%



GS	120	140	160
ISPOT	*640*	*740*	*850*
-MAPt	*2:00*	*1:43*	*1:30*

18L		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 2)				Circling 4)
C	ft - m/km ft	320 - 1.6V **490**	350 - 1.6V **520**				650 - 3.7V **820**
D	ft - m/km ft	320 - 1.6V **490**	350 - 1.6V **520**				700 - 4.6V **880**

1) Uncompensated BARO VNAV NA below -5°C (23°F)
2) Use with Hamilton (NZHN) QNH only
3) With EVS VIS 1.1km
4) ASP containment not assured

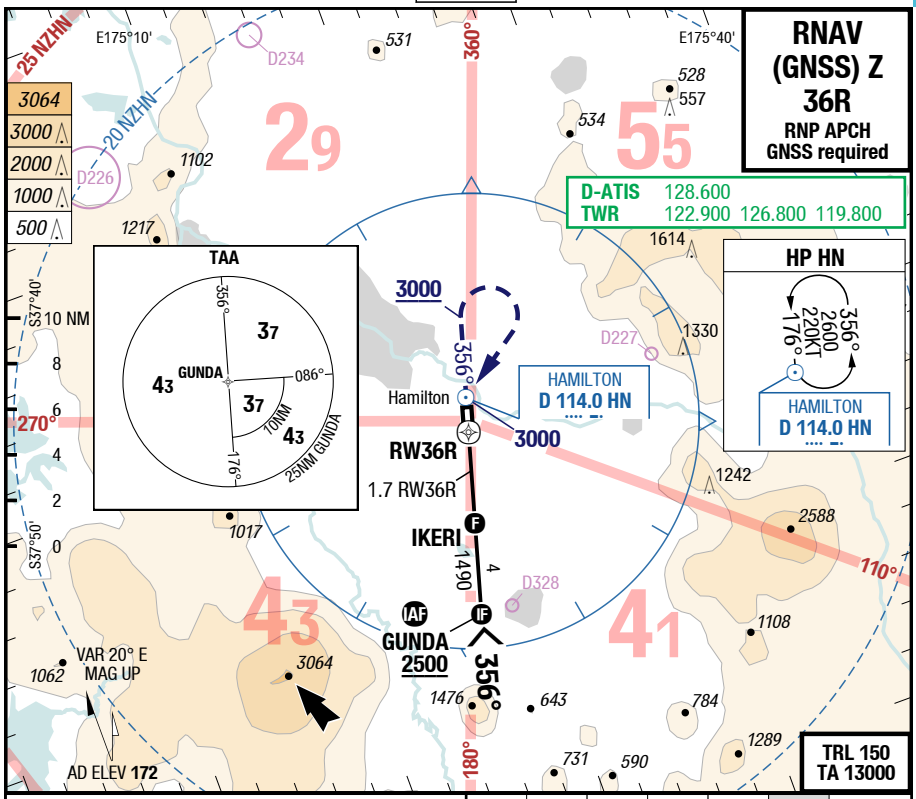
Changes: FREQ

14-JUN-2018

HLZ-NZHN

7-20

RNAV (GNSS) Z 36R



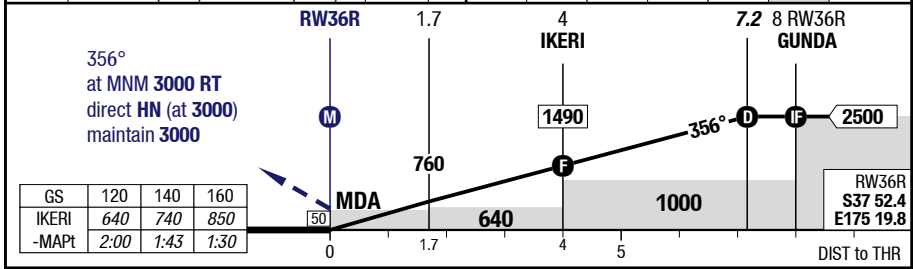
60 ML . . . . . 45 x 2059

PAPI PSN unknown 3.0°

+0.1% TDZ --- (---%) / **THR 164** (6hPa)

36R

2	3	5	6	7.2		3.00° RW36R
860	*1170*	*1810*	*2130*	2500		



GS	120	140	160
IKERI	*640*	*740*	*850*
-MAPt	*2:00*	*1:43*	*1:30*

36R		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 2)				Circling 4)
C	ft - m/km ft	330 - 1.6V **490**	420 - 2.0V **580**				650 - 3.7V **820**
D	ft - m/km ft	330 - 1.6V **490**	420 - 2.0V **580**				700 - 4.6V **880**

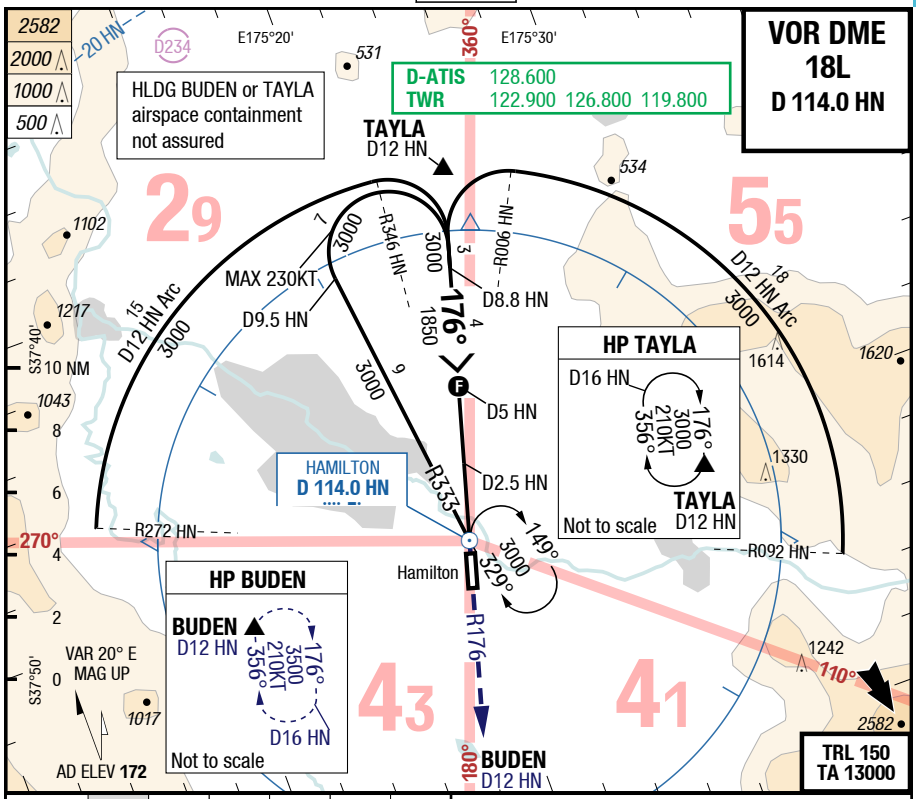
1) Uncompensated BARO VNAV NA below -5°C (23°F)
2) Use with Hamilton (NZHN) QNH only
3) With EVS VIS 1.1km
4) ASP containment not assured

Changes: FREQ

14-JUN-2018

HLZ-NZHN

VOR DME 18L



2.90° D HN		5	4	3	2	1
		1850	*1580*	*1270*	*960*	*660*

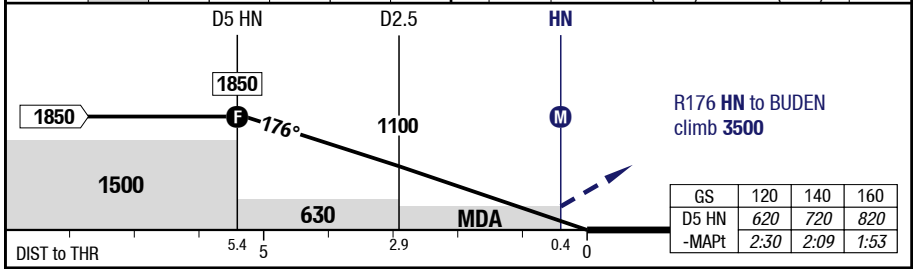
18L L-S

3.0° 60 ML

2059 x 45

420 PAPI PSN unknown

THR 170 (6hPa) / TDZ --- (---%) -0.1%

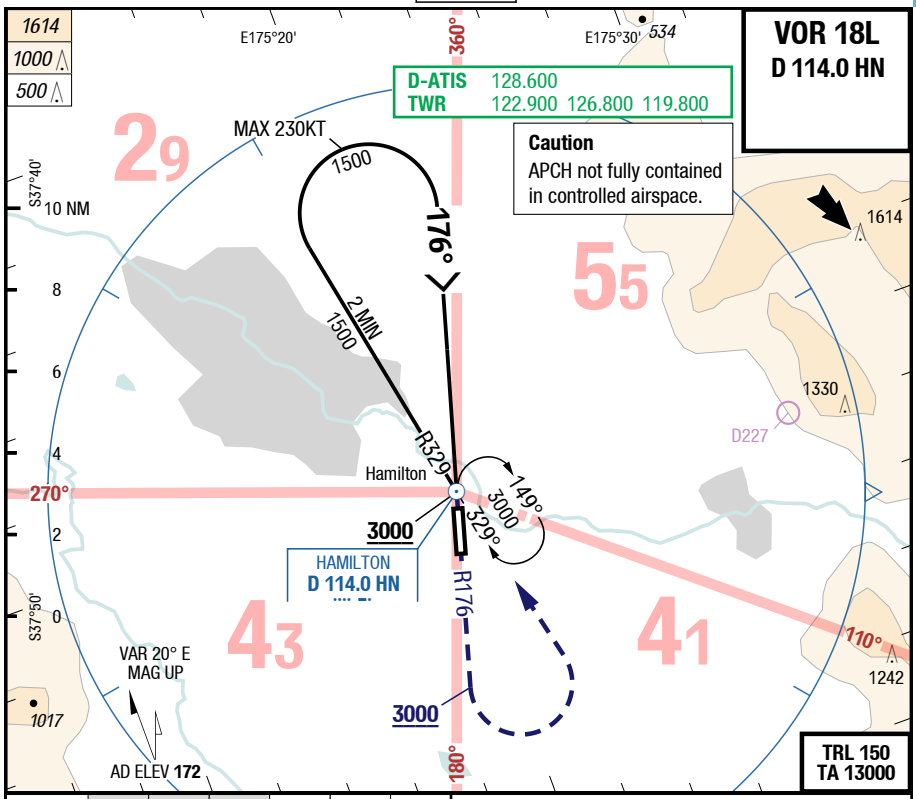


GS	120	140	160
D5 HN	*620*	*720*	*820*
-MAPt	*2:30*	*2:09*	*1:53*

18L		VOR DME					Circling 1)
C	ft - m/km ft	350 - 1.6V **520**					650 - 3.7V **820**
D	ft - m/km ft	350 - 1.6V **520**					700 - 4.6V **880**

1) ASP containment not assured

Changes: FREQ



3.00° D HN				3.5	3	2
				1500	*1340*	*1010*

18L

L-S

3.0°

2059 x 45

60 ML

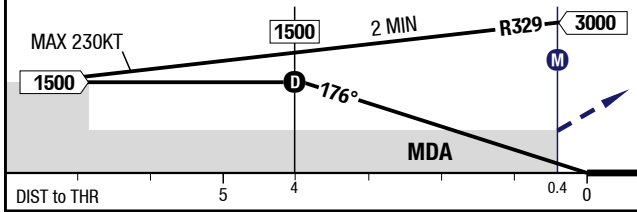
420

PAPI PSN unknown

THR 170 (6hPa) / TDZ --- (---%)

-0.1%

D3.5 HN **HN**



R176 **HN**
at MNM **3000 LT**
direct **HN**
maintain **3000**

GS	120	140	160
D3.5 HN	*650*	*760*	*870*
-MAPt	*1:45*	*1:30*	*1:19*

18L		**VOR**					**Circling** 1)
C	ft - m/km ft	620 - 3.2V **790**					650 - 3.7V **820**
D	ft - m/km ft	620 - 3.2V **790**					700 - 4.6V **880**

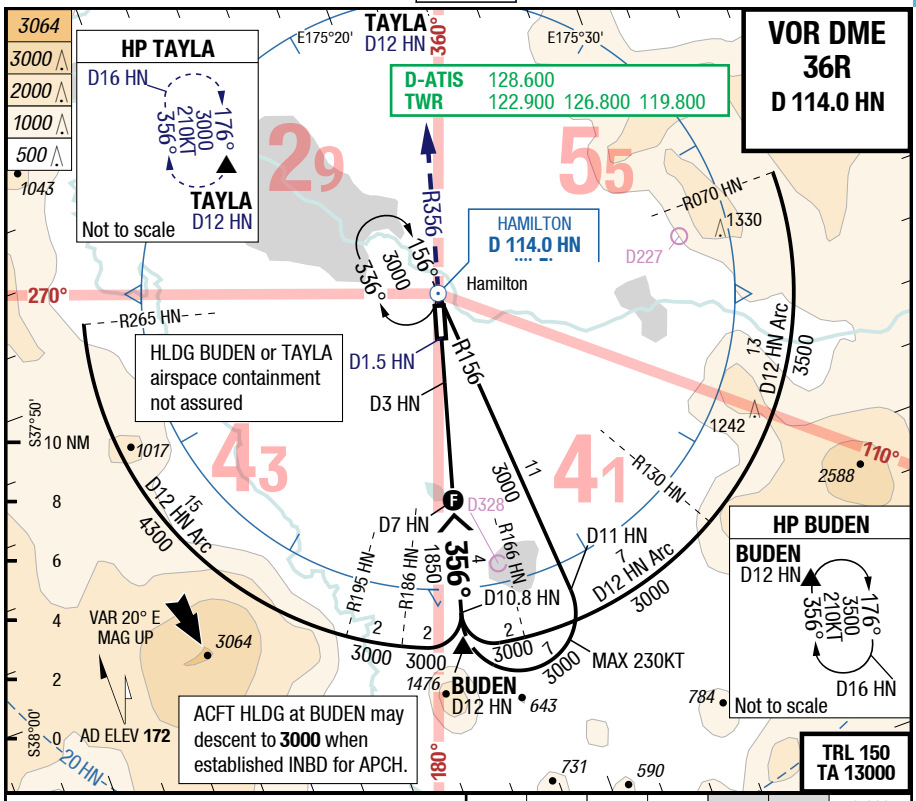
1) ASP containment not assured

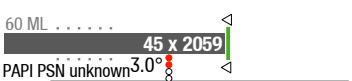
Changes: FREQ

14-JUN-2018

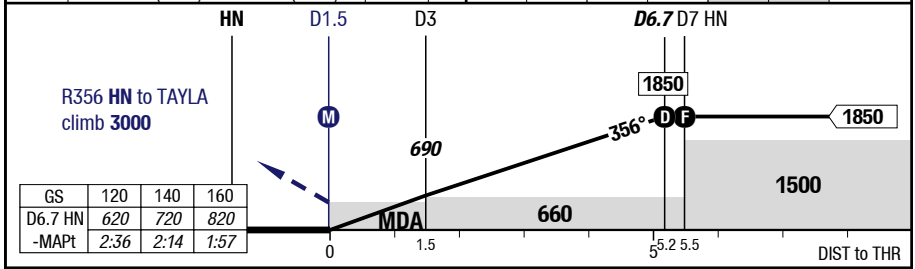
HLZ-NZHN

VOR DME 36R





4	5	6	6.7			2.90°
1000	*1320*	*1640*	1850			D HN



GS	120	140	160
D6.7 HN	*620*	*720*	*820*
-MAPt	*2:36*	*2:14*	*1:57*

36R		VOR DME					Circling 1)
C	ft - m/km ft	420 - 2.4V **580**					650 - 3.7V **820**
D	ft - m/km ft	420 - 2.4V **580**					700 - 4.6V **880**

1) ASP containment not assured

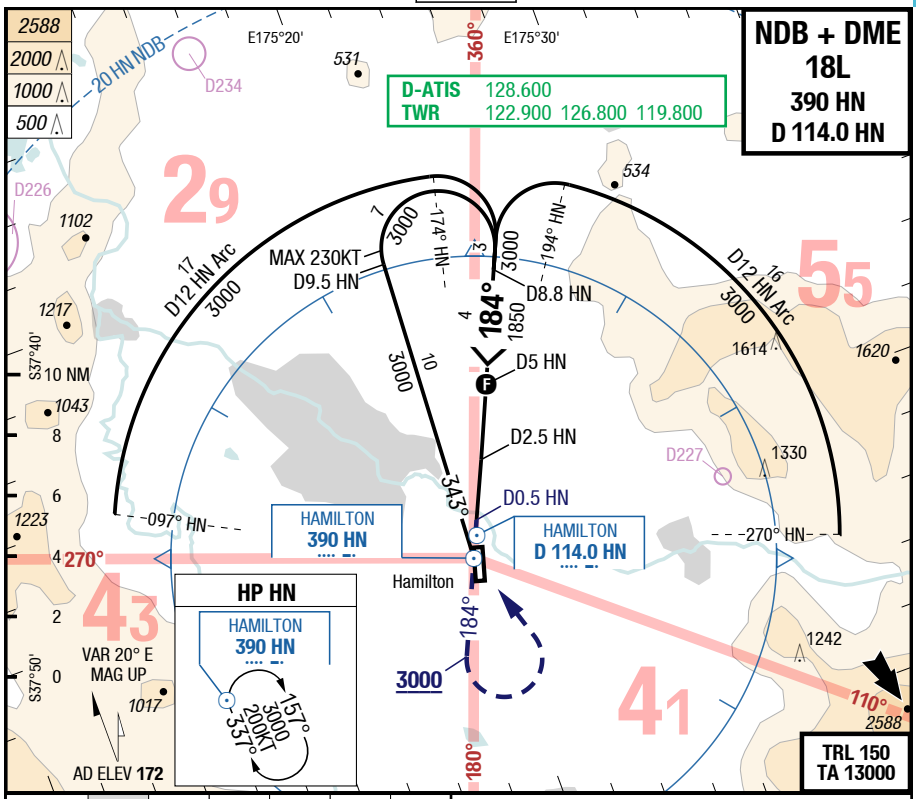
Changes: FREQ

14-JUN-2018

HLZ-NZHN

7-60

NDB + DME 18L



2.90°		5	4	3	2	1
D HN						
184°		1850	*1580*	*1270*	*960*	*660*
RWY 176°						

18L

3.0°

60 ML

2059 x 45

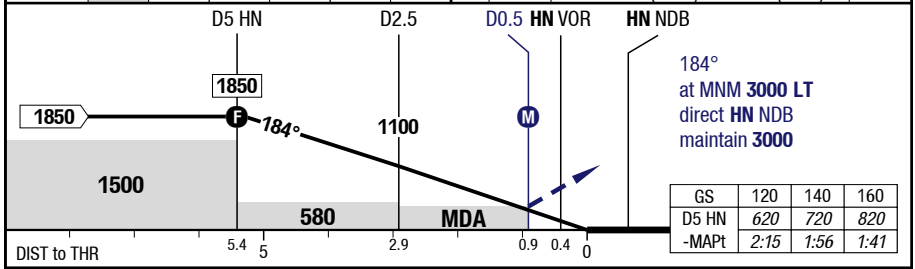
420

PAPI PSN unknown

L-S

THR 170 (6hPa) / TDZ --- (---%)

-0.1%



GS	120	140	160
D5 HN	*620*	*720*	*820*
-MAPt	*2:15*	*1:56*	*1:41*

18L		NDB DME HN					Circling 1)
C	ft - m/km ft	350 - 1.6V **520**					650 - 3.7V **820**
D	ft - m/km ft	350 - 1.6V **520**					700 - 4.6V **880**

1) ASP containment not assured

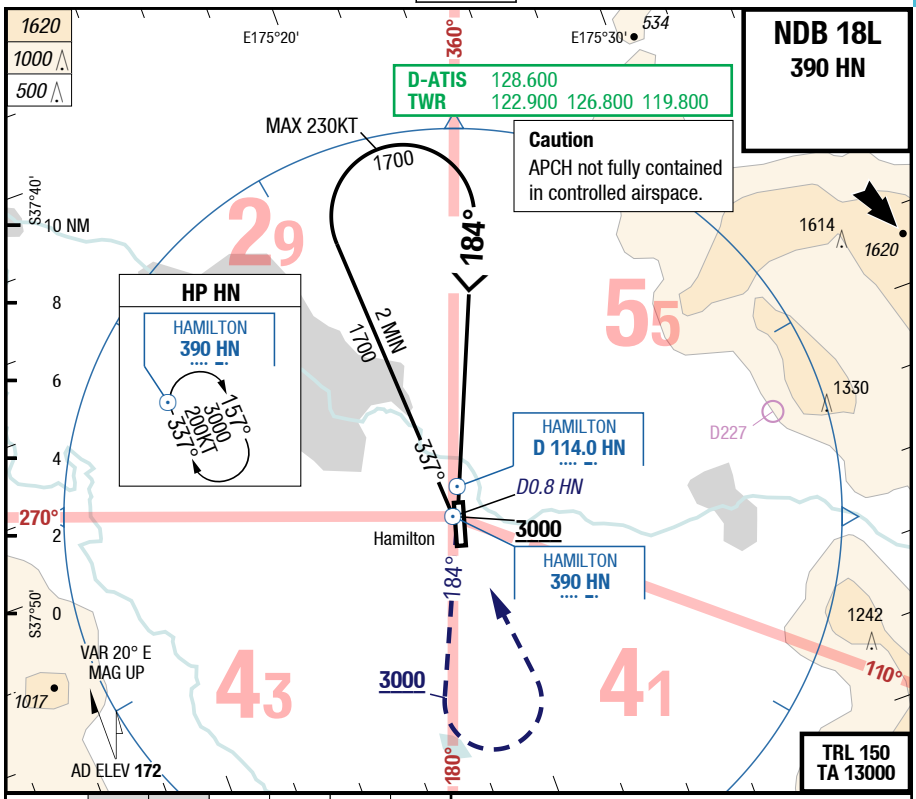
Changes: FREQ

14-JUN-2018

HLZ-NZHN

7-70

NDB 18L



3.00°			4.2	4	3	2
D HN						
184°			1700	*1630*	*1310*	*990*
RWY 176°						

18L

L-S

3.0°

2059 x 45

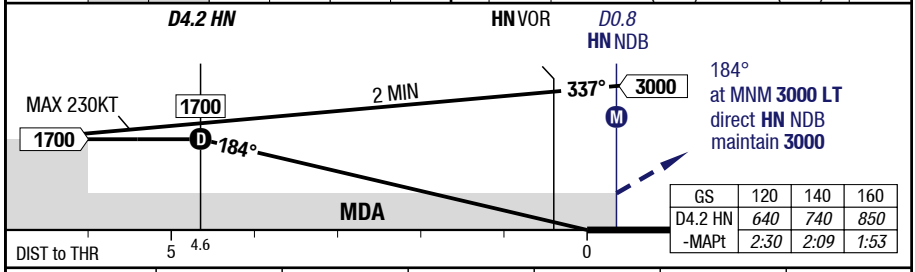
60 ML

420

PAPI PSN unknown

THR 170 (6hPa) / TDZ --- (---%)

-0.1%



GS	120	140	160
D4.2 HN	*640*	*740*	*850*
-MAPt	*2:30*	*2:09*	*1:53*

18L		NDB					Circling 1)
C	ft - m/km ft	620 - 3.2V **790**					650 - 3.7V **820**
D	ft - m/km ft	620 - 3.2V **790**					700 - 4.6V **880**

1) ASP containment not assured

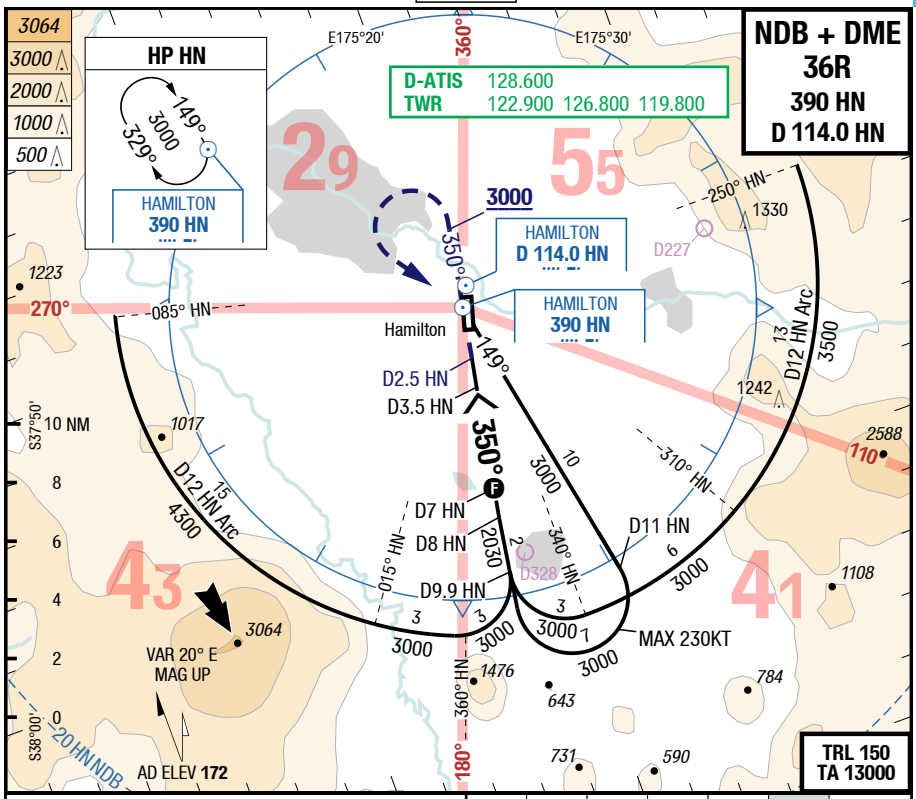
Changes: FREQ

14-JUN-2018

HLZ-NZHN

7-80

NDB + DME 36R



60 ML

45 x 2059

PAPI PSN unknown 3.0°

+0.1% TDZ --- (---%) / **THR 164** (6hPa)

36R

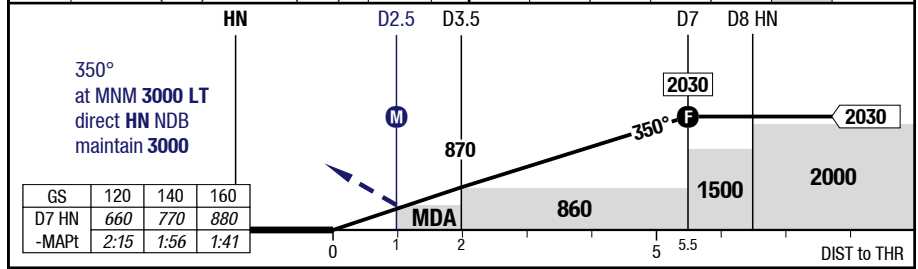
3	4	5	6	7	
710	*1040*	*1370*	*1710*	2030	

3.12°

D HN

350°

RWY 356°



GS	120	140	160
D7 HN	*660*	*770*	*880*
-MAPt	*2:15*	*1:56*	*1:41*

36R		**NDB DME** HN					**Circling**
C	ft - m/km ft	420 - 2.4V **580**					650 - 3.7V **820** 1)
D	ft - m/km ft	Not authorized					Not authorized

1) ASP containment not assured

Changes: FREQ

04-JUN-2015

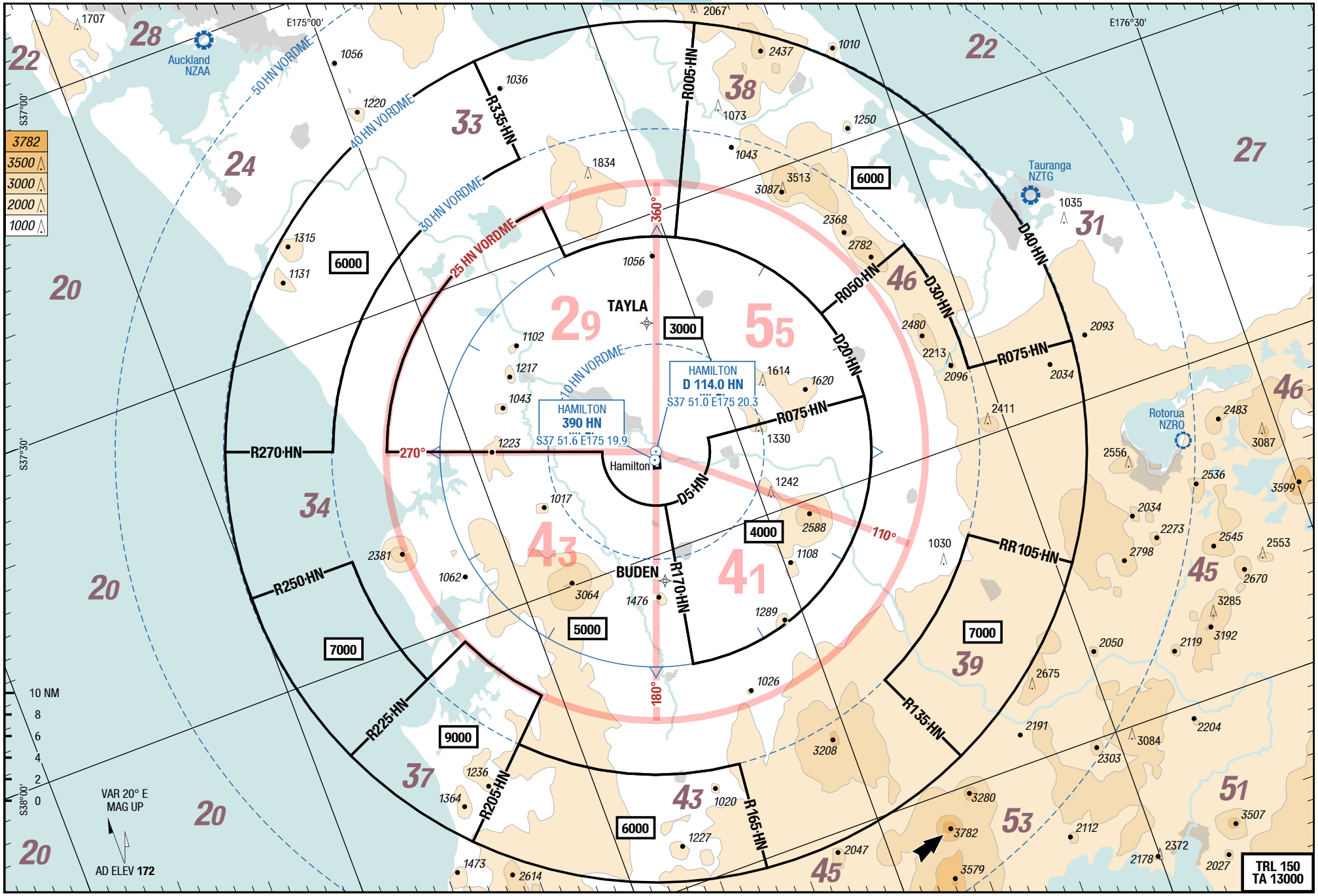
HLZ-NZHN

8-10

New Zealand **Hamilton**
NIL
MRC

MRC MRC

Hamilton New Zealand
NIL
MRC



Changes: new