

GENERAL**Operational Hours****ATS Hours**

TWR: until 21 SEP	MON	0610-2045
	TUE	0610-2355
	WED-THU	0610-2045
	FRI	0610-2355
	SAT	0610-1920
	SUN	0810-2355
22 SEP 18-29 SEP 18	MON	0610-2045
	TUE	0610-2355
	WED-THU	0610-2045
	FRI-SAT	0610-2355
	SUN	0720-2355
from 30 SEP 18	MON	0610-2045
	TUE	0610-0055
	WED-THU	0610-2045
	FRI-SAT	0610-0055
	SUN	0810-0055

Airport Information

RFF: CAT 6, CAT 7 AVBL PN
Fuel: 1830-0800±, other times O/R
PCN: RWY 03/21: 60/F/D/W/T
Customs: 1.5HR prior INTL ARRs and 0.5HR after INTL DEPs

Operation**RWY Restriction**

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

TWY Restriction

TWY B not AVBL for B738/A320 ACFT or above.

Taxi/Parking

CLR required prior entering maneuvering area.

Marshaller AVBL O/R.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR.

Arrival Procedure**VFR Traffic Pattern:**

RWY 21 right-hand circuit. When ATC on watch, circuit ALT is 1000ft unless otherwise instructed.

DEPARTURE**Take-off Minima**

RWY		03		
All ACFT	ft - m/km	0 - 400v	During TWR OPS	
		c700 - 3.0v	HJ	Visual circuit after TKOF and DEP via HL NDB
		c1300 - 3.0v		-
		c1000 - 5.0v	HN	Visual circuit after TKOF and DEP via HL NDB
		c1300 - 5.0v		-
RWY		21		
All ACFT	ft - m/km	0 - 400v	During TWR OPS	
		c700 - 3.0v	HJ	-
		c1300 - 3.0v		Visual circuit after TKOF and DEP via MI NDB
		c1000 - 5.0v	HN	-
		c1300 - 5.0v		Visual circuit after TKOF and DEP via MI NDB

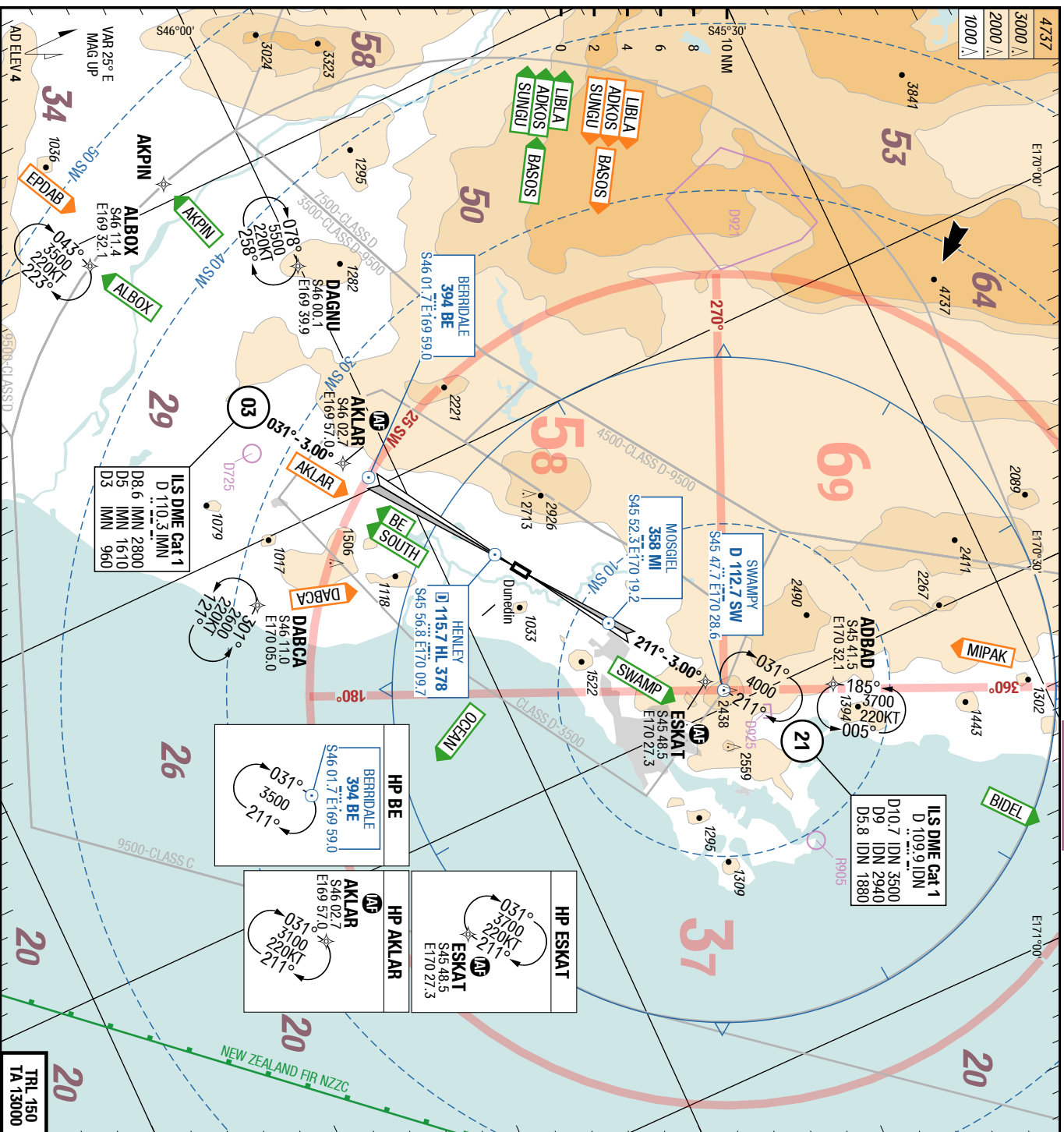
Communication

Outside TWR HRs, contact Christchurch CTL for CLR and TFC information prior to entering IMC or controlled airspace.

COM Failure: See CRAR.

De-icing

MON-FRI 2030-0500†, other times AVBL PN.



Changes: FREQ

D-ATIS
Christchurch CTL

IWR

Landing RWY system:

126,450 HO
129,300 On ground, outside
TWR OPR HR
120,700 for OPR HR see AOI
122,400 for OPR HR see AOI

03

420

1900 x 46

60 HL

PAPI PSN unknown

THR 3 (0Hpa) / TDZ 3 (---%)

0.0%

420

46 x 1900

3.0 x 8

60 HL

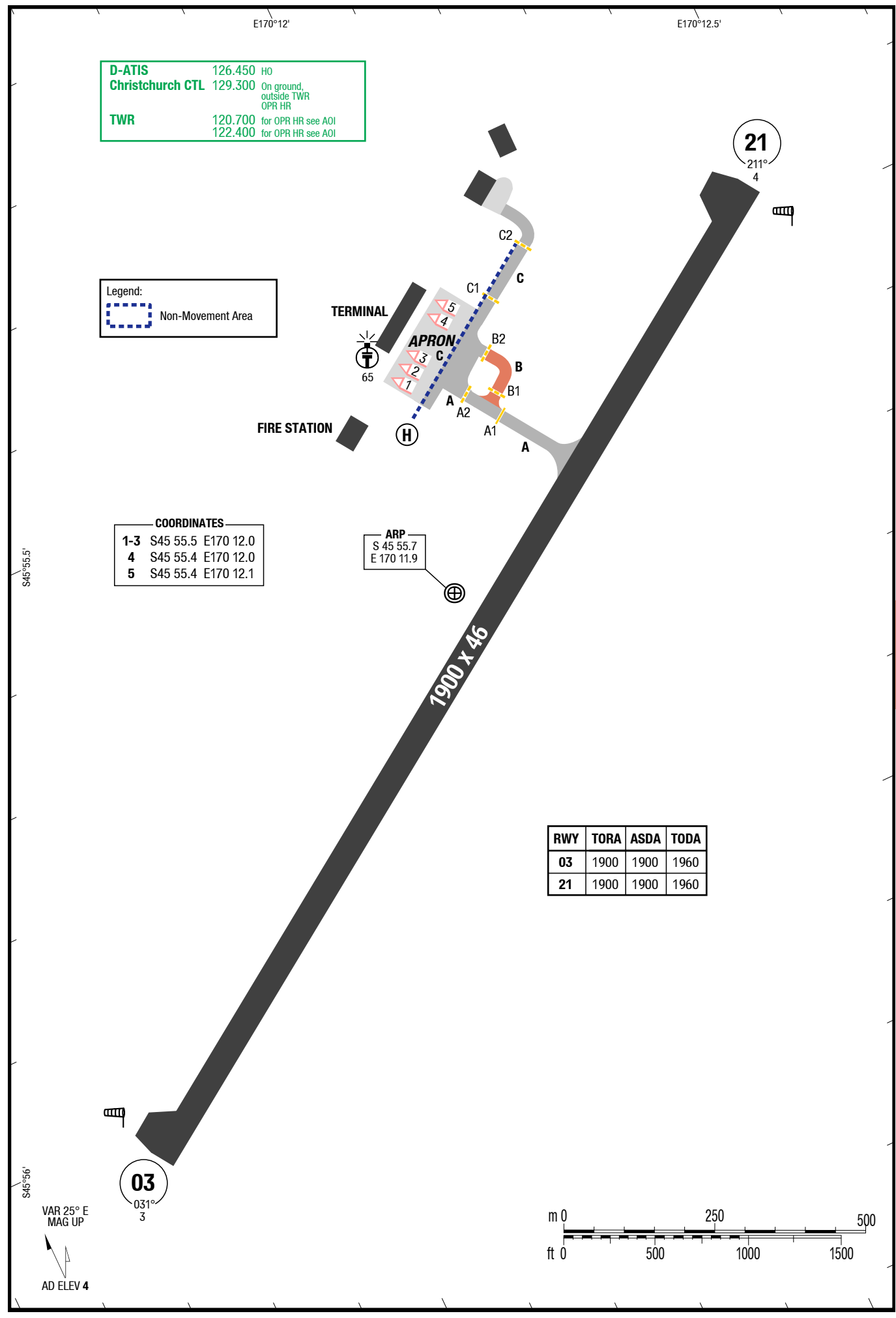
TDZ 4 (0Hpa) / THR 4 (0Hpa)

0.0%

420

2

Changes: FREQ



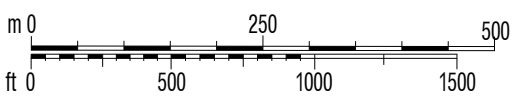
D-ATIS	126.450	HO
Christchurch CTL	129.300	On ground, outside TWR OPR HR
TWR	120.700	for OPR HR see AOI
	122.400	for OPR HR see AOI

Legend:
 Non-Movement Area

COORDINATES		
1-3	S45 55.5	E170 12.0
4	S45 55.4	E170 12.0
5	S45 55.4	E170 12.1

ARP
S 45 55.7
E 170 11.9

RWY	TORA	ASDA	TODA
03	1900	1900	1960
21	1900	1900	1960

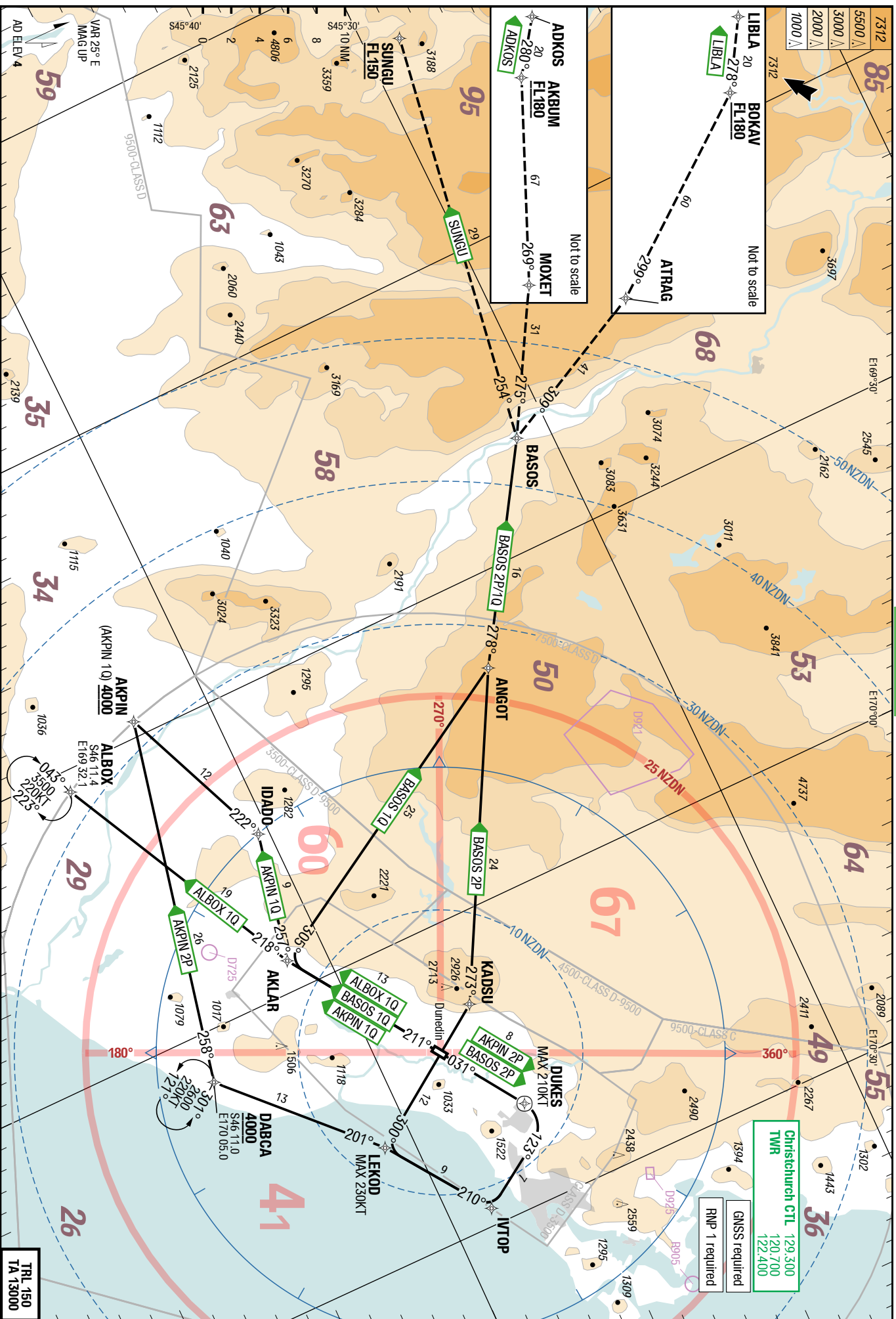


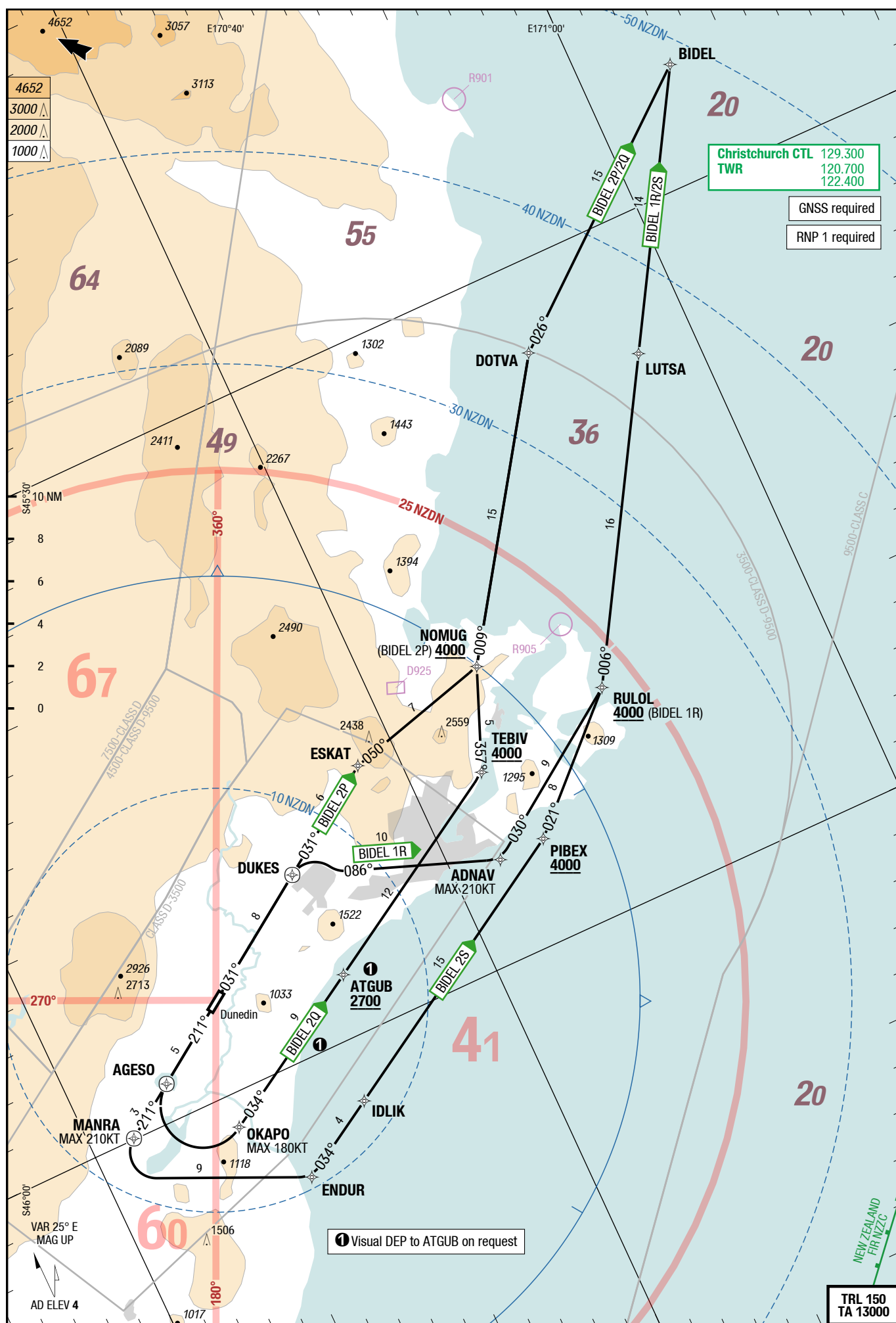
S45°56'
VAR 25° E
MAG UP
AD ELEV 4

Dunedin New Zealand

RNAV SID BIDEI

RNAV SIDS BASOS / ALBOX / AKPIN





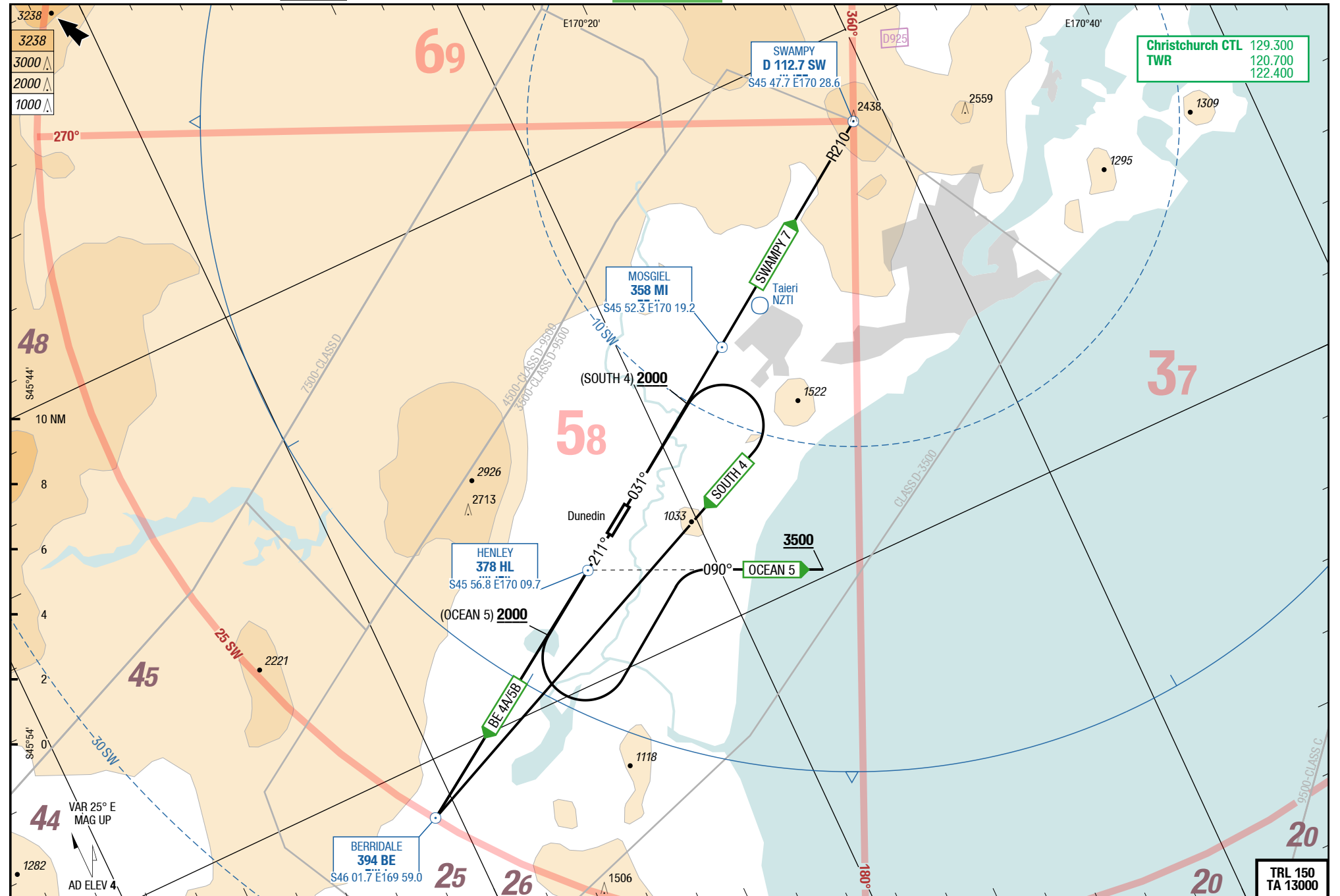
DUD-NZDN

SIDs

SID

SID

SIDs



Changes: new

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DUD-NZDN

5-10

RNAV SIDs BASOS / ALBOX / AKPIN

AKPIN 2P / BASOS 2P / AKPIN 1Q / ALBOX 1Q

RWYs 03 (031°) / 21 (211°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
AKPIN 2P 120.700 122.400 ①	DUKES (MAX 210KT) - RT to IVTOP - RT to LEKOD (MAX 230KT) - LT to DABCA - RT to AKPIN	DABCA MNM 4000
BASOS 2P 3.6% to 5000 120.700 122.400 ②	DUKES (MAX 210KT) - RT to IVTOP - RT to LEKOD (MAX 230KT) - RT to KADSU - LT to ANGOT - RT to BASOS	
	TRANSITION	
	ADKOS BASOS - MOXET - AKBUM - ADKOS	AKBUM MNM FL180
	LIBLA BASOS - ATRAG - BOKAV - LIBLA	BOKAV MNM FL180
	SUNGU BASOS - SUNGU	SUNGU MNM FL150
	Runway 21	
AKPIN 1Q 120.700 122.400 ①	AKLAR - RT to IDADO - LT to AKPIN	AKPIN MNM 4000
ALBOX 1Q 120.700 122.400 ①	AKLAR - RT to ALBOX	

① ATC may require hold down at or above 4000

② ATC may require hold down at or above 11000

BASOS 1Q

RWY 21 (211°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
	AKLAR - RT to ANGOT - LT to BASOS	
	TRANSITION	
BASOS 1Q 4.3% to 4800 6.5% to FL150 120.700 122.400 ①②	ADKOS BASOS - MOXET - AKBUM - ADKOS	AKBUM MNM FL180
	LIBLA BASOS - ATRAG - BOKAV - LIBLA	BOKAV MNM FL180
	SUNGU BASOS - SUNGU	SUNGU MNM FL150

① ATC may require hold down at or above 11000

② Climb gradient due to ASP

05-JAN-2017

DUD-NZDN**5-30****RNAV SID BIDEL****BIDEL 1R / BIDEL 2P / BIDEL 2Q / BIDEL 2S**

RWYs 03 (031°) / 21 (211°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
BIDEL 1R 120.700 122.400 ①	direct DUKES - RT to ADNAV (MAX 210KT) - LT to RULOL - LT via LUTSA to BIDEL	RULOL MNM 4000
BIDEL 2P 4.0% to 3000 120.700 122.400 ①	direct DUKES - ESKAT - RT to NOMUG - LT to DOTVA - RT to BIDEL	NOMUG MNM 4000
	Runway 21	
BIDEL 2Q 3.8% to 1600 120.700 122.400 ①②	direct AGESO - LT to OKAPO (MAX 180KT) - LT via ATGUB to TEBIV - LT to NOMUG - RT to DOTVA - RT to BIDEL	ATGUB MNM 2700 TEBIV MNM 4000
BIDEL 2S 120.700 122.400 ①	direct AGESO - MANRA (MAX 210KT) - LT to ENDUR - IDLIK - PIBEX - LT to RULOL - LT via LUTSA to BIDEL	PIBEX MNM 4000

- ① ATC may require hold down at or above 4000
 ② Visual DEP to ATGUB on request

Changes: WPT , PROC renumbered

05-JAN-2017

DUD-NZDN**5-40****SIDs****SIDPT****SOUTH 4 / SWAMPY 7 / BERRIDALE 4A / BERRIDALE 5B**

RWYs 03 (031°) / 21 (211°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
8.8%	ft/MIN	1100	1400	1700	1900	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
SOUTH 4 4.2% to 3200 8.8% to 2000 120.700 122.400 ①②④	intercept R210 SW inbound - at MNM 2000 RT direct BE - intercept track	
SWAMPY 7 4.2% to 3200 8.8% to 2000 120.700 122.400 ①②④	intercept R210 SW to SW - intercept track	
	Runway 21	
BERRIDALE 4A BE 4A 120.700 122.400 ③④	direct BE - intercept track	
BERRIDALE 5B BE 5B 4.6% to 4000 120.700 122.400 ③④	direct BE - at BE RT intercept track	

- ① Caution: T957 Taieri (VFR Transit Lanes), SFC - 1100ft lies east of MI NDB
 ② Climb gradient 8.8% due to ASP.
 ③ Trees 181°/537m from DER, 80ft MSL
 ④ Outside of TWR OPR HR contact Christchurch CTL (129.300) for clearance and TFC information prior entering IMC or controlled ASP.

Changes: Nil

OCEAN 5

RWY 21 (211°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
OCEAN 5 3.5% to 2000 120.700 122.400 ①②	at MNM 2000 LT intercept QDR 090 HL - at MNM 3500 intercept track	

- ① Trees 181°/537m from DER, 80ft MSL
 ② Outside of TWR OPR HR contact Christchurch CTL (129.300) for clearance and TFC information prior entering IMC or controlled ASP.

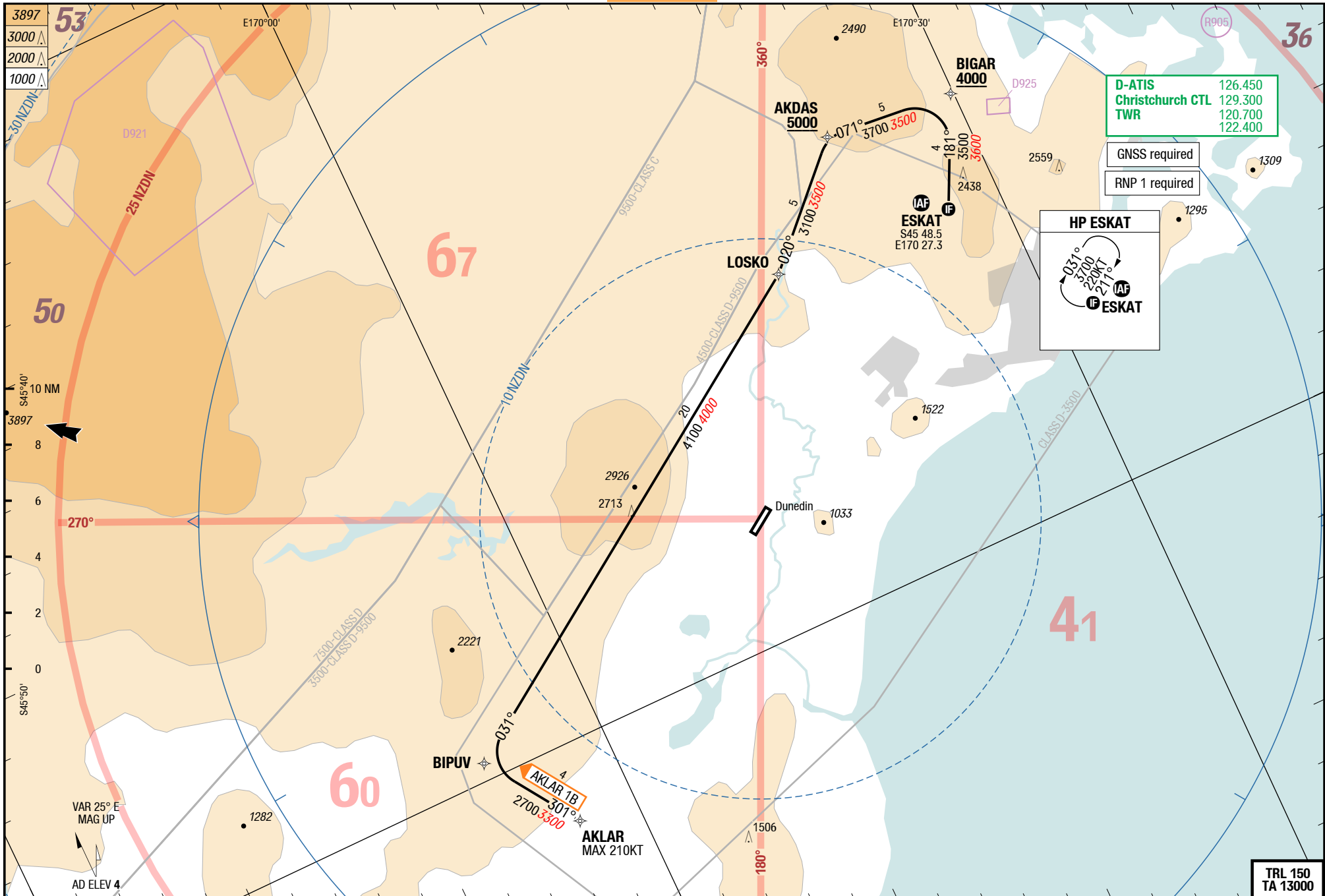
DUD-NZDN

RNAV STAR AKLAR 1B

STAR

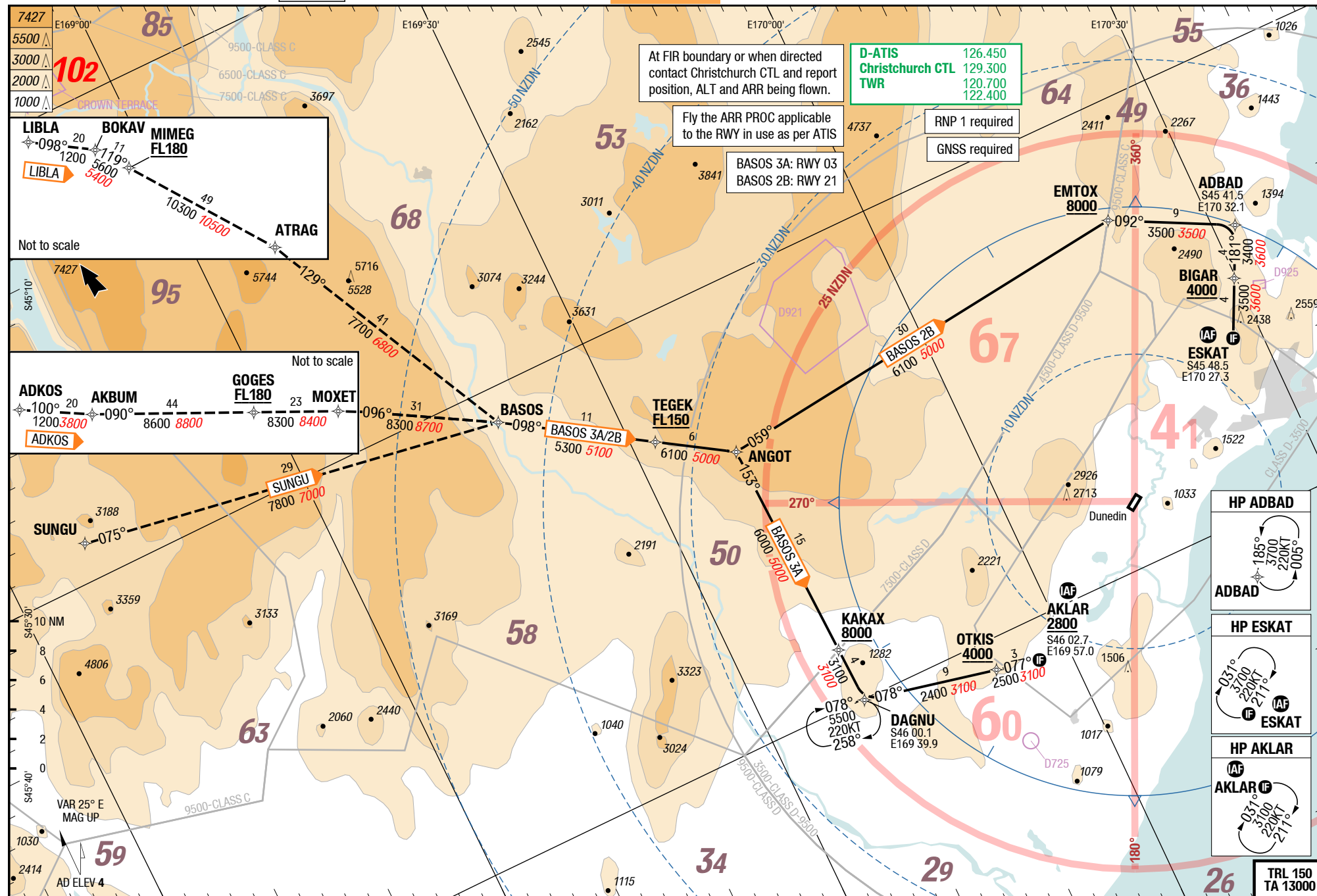
RNAV STAR AKLAR 1B

6-10



Changes: FREQ, ASP, OBST

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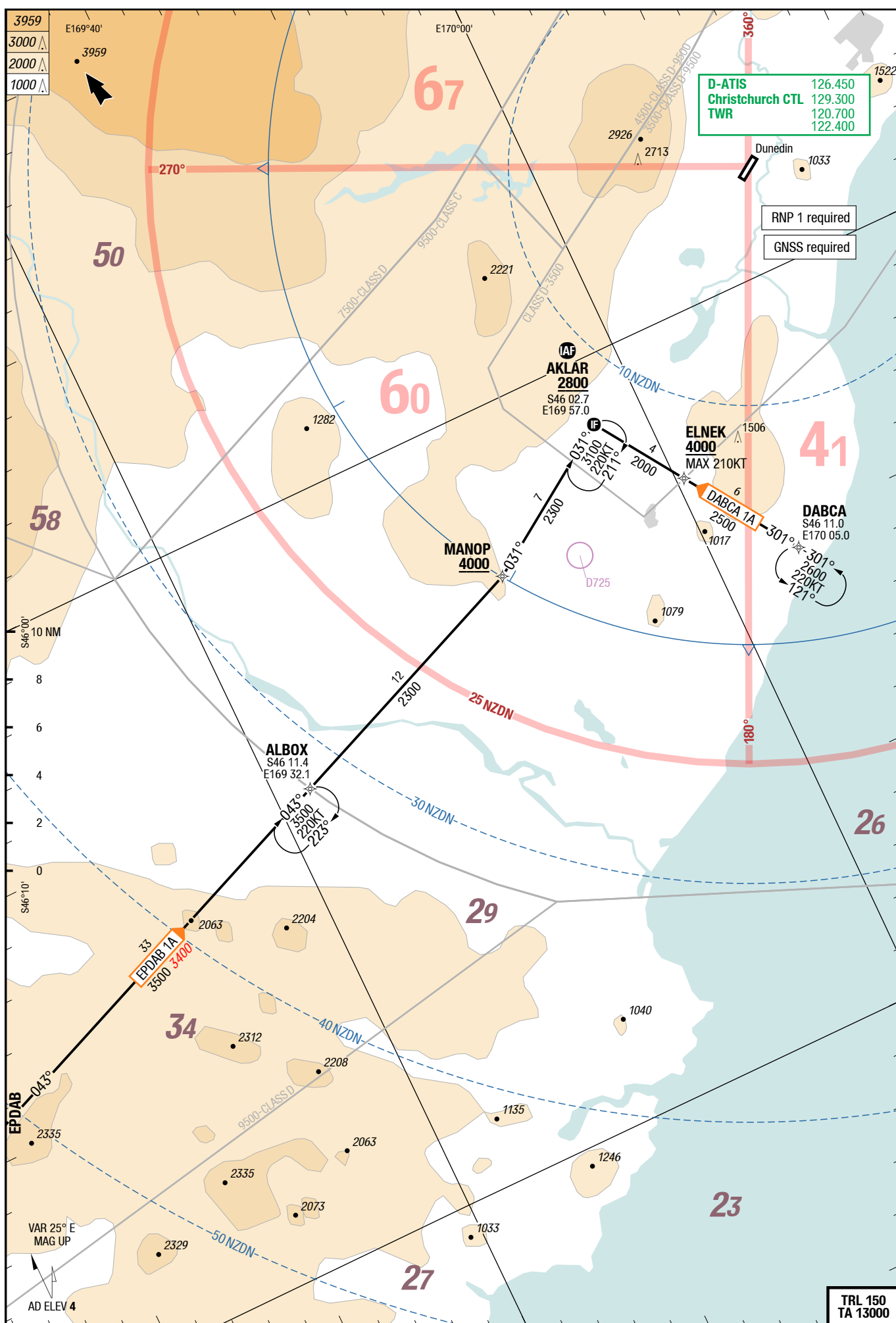
RNAV STARS DABCA 1B / EDPAB 1B

RNAV STARS DABCA 1A / EPDAB 1A

STAR

STAR

RNAV STARS DABCA 1B / EDPAB 1B

RNAV STARS DABCA 1A / EPDAB 1A

DUD-NZDN

6-40

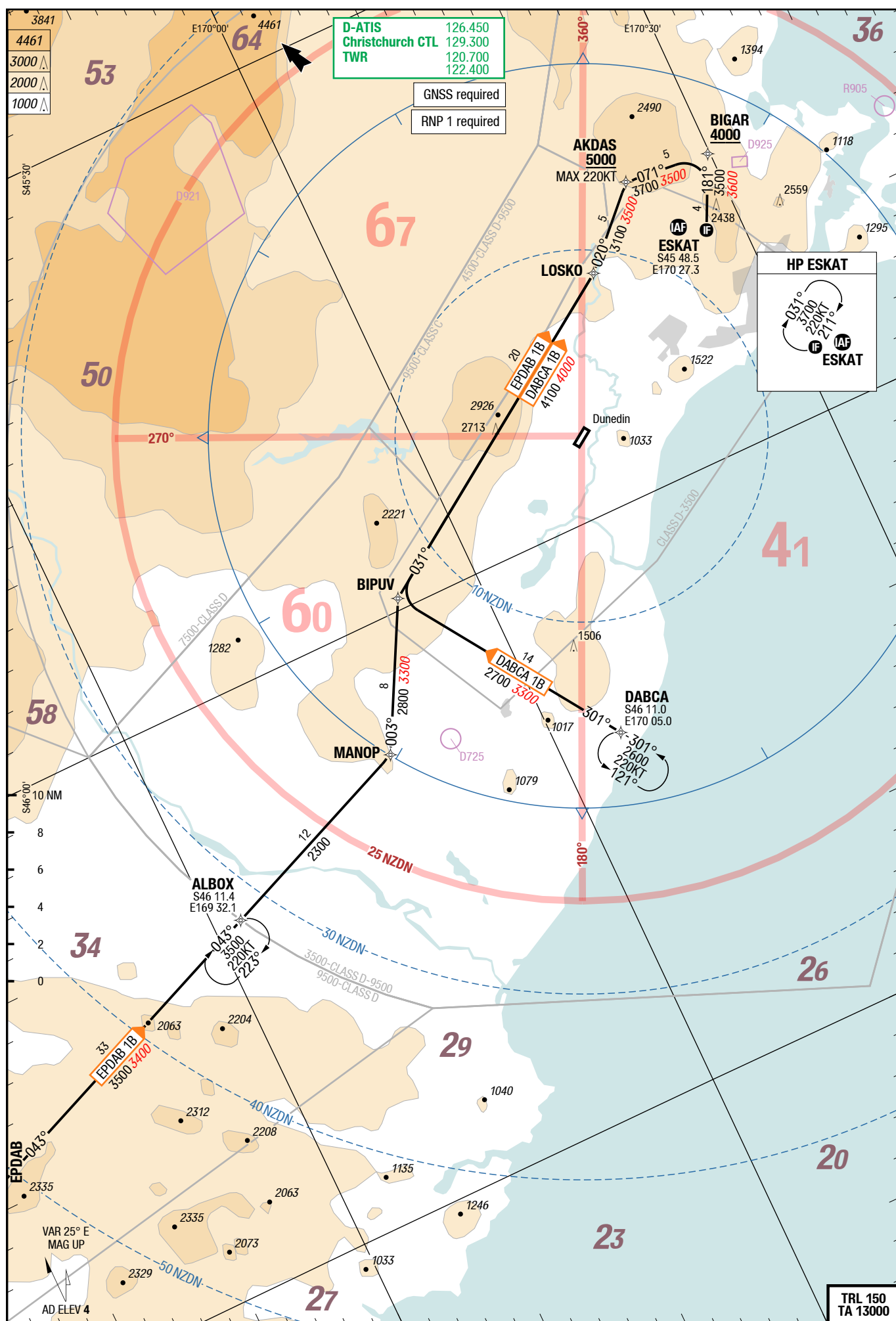
RNAV STARS DABCA 1B / EDPAB 1B

STAR

STAR

Dunedin New Zealand
RNAV STARS DABCA 1B / EDPAB 1B

Dunedin New Zealand
RNAV STARS DABCA 1B / EDPAB 1B



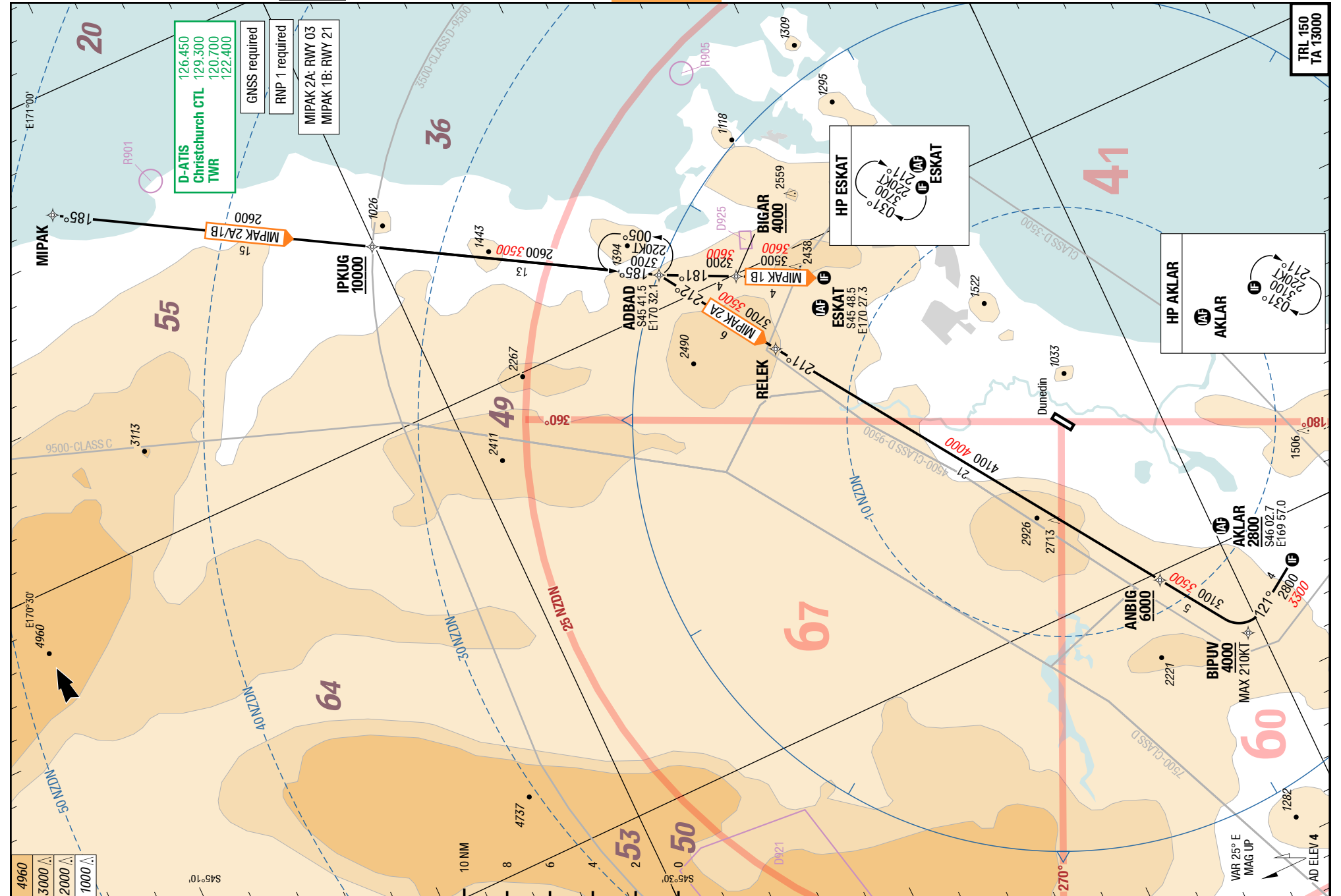
06-SEP-2018
DUD-NZDN

New Zealand **Dunedin**
[NIL]
RNAV STARs MIPAK

STAR

STAR

Dunedin New Zealand
[NIL]
RNAV STARs MIPAK

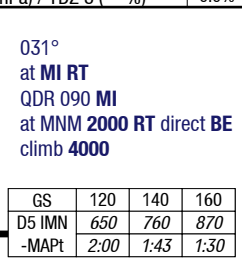


Changes: FREQ, ASP, OBST

ILS DME or LOC DME 03



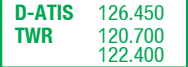
03 420 1900 x 46 83.0° 60 HL PAPI PSN unknown
THR 3 (NhPa) / TDZ 3 (---%) 0.0%



Circling	
Not authorized	
Not authorized	

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ILS DME or LOC DME 21



211° to BE
climb 3500

GP 3.00°

MDA

1880

2940

211° P

3500

1800

2800

GS	120	140	160
D5.8 IDN	660	770	870
-MAPt	2:26	2:06	1:50

0 0.8 5 5.7 10

DIST TO TH

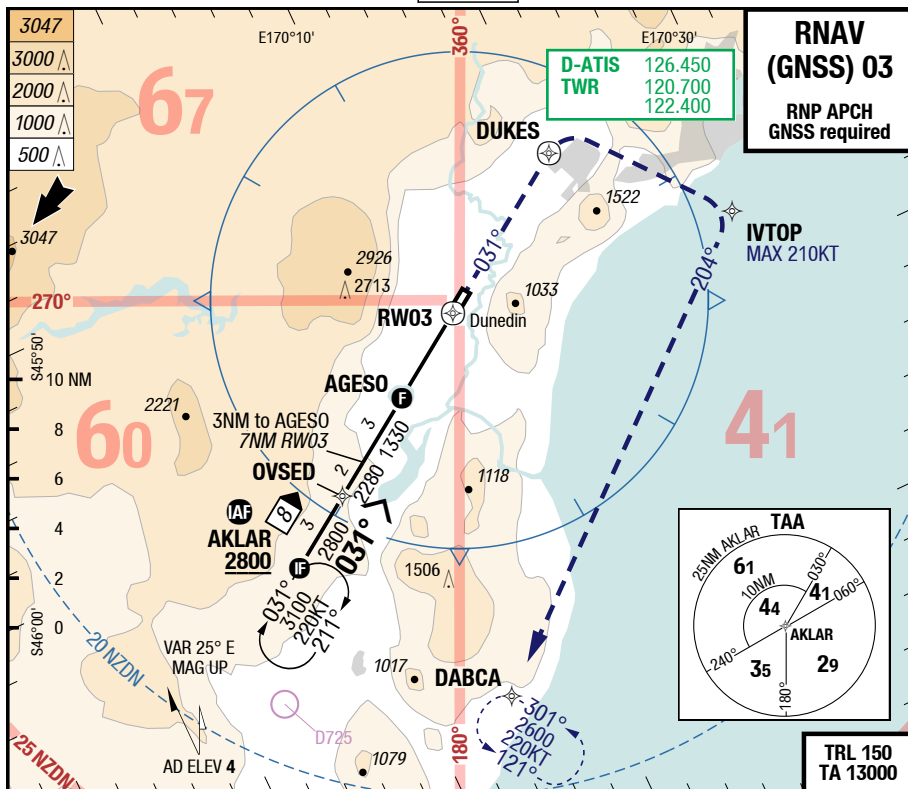
IDN D1 D5.8 MI D9 D10.7 IDN D12.7 ESKAT

21		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	250 - 1.2V 260	420 - 1.8V 420				Not authorized
D	ft - m/km ft	250 - 1.2V 260	420 - 1.8V 420				Not authorized

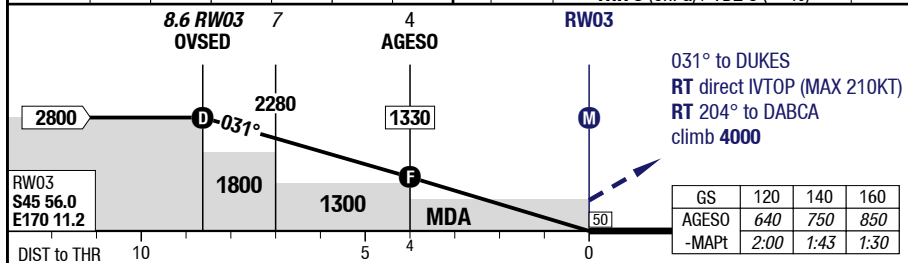
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7-30

RNAV (GNSS) 03



3.01° RW03	8.6	8	6	5	3	2	<div>03</div> <div>L-S</div>	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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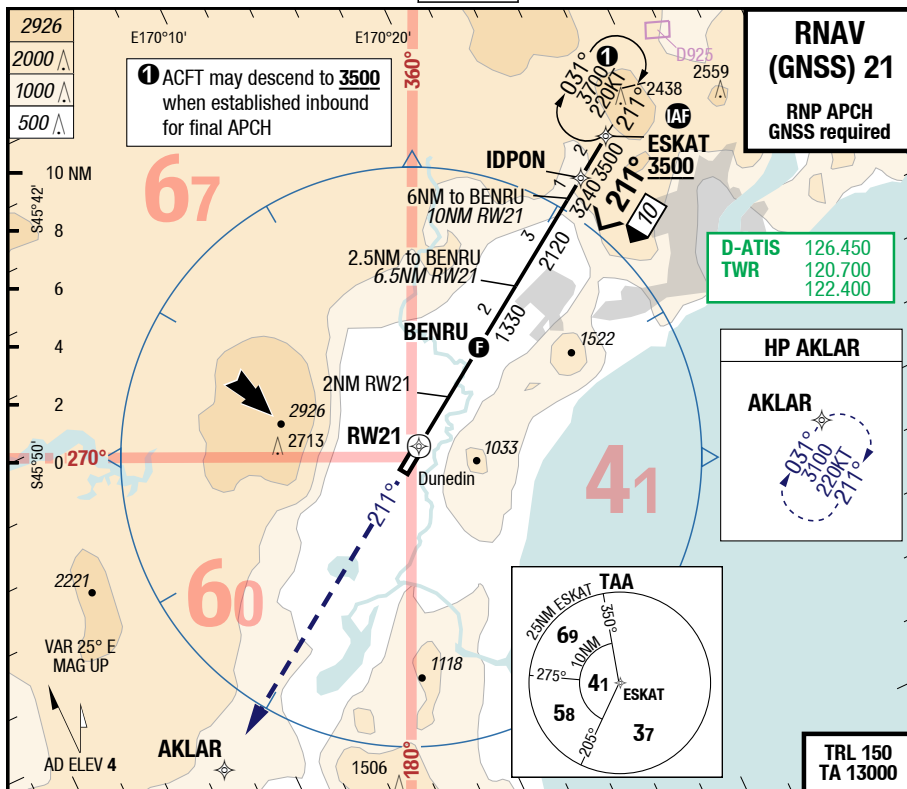
03	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV			Circling
C	ft - m/km ft 460 460	920 - 4.8V 920 920			Not authorized
D	ft - m/km ft 460 460	920 - 4.8V 920 920			Not authorized

1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) Use with Dunedin (NZDN) QNH only
3) With EVS VIS 1.3km

06-SEP-2018

New Zealand **Dunedin**

IAC

DUD-NZDN**7-40****RNAV (GNSS) 21**

PAPI PSN unknown

60 HL

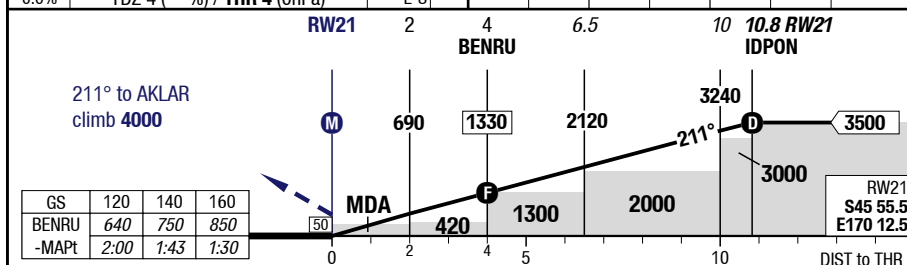
46 x 1900

3.0°

0.0% TDZ 4 (---%) / THR 4 (0hPa)

21

1	3	5	7	9	10.8	3.01° RW21
380	1020	1660	2290	2930	3500	



21		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV			Circling
C	ft - m/km ft	350 - 1.6V 350	360 - 1.6V 360			Not authorized
D	ft - m/km ft	350 - 1.6V 350	360 - 1.6V 360			Not authorized

1) Uncompensated BARO VNAV NA below -10°C (14°F)

3) With EVS VIS 1.1km

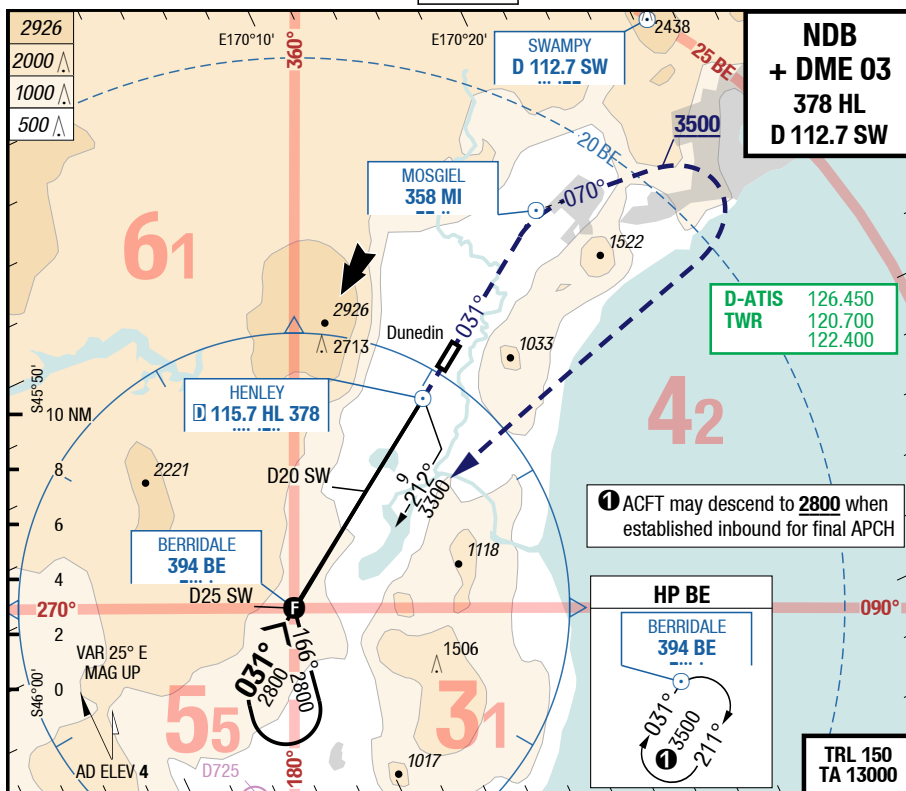
2) Use with Dunedin (NZDN) QNH only

Changes: FREQ

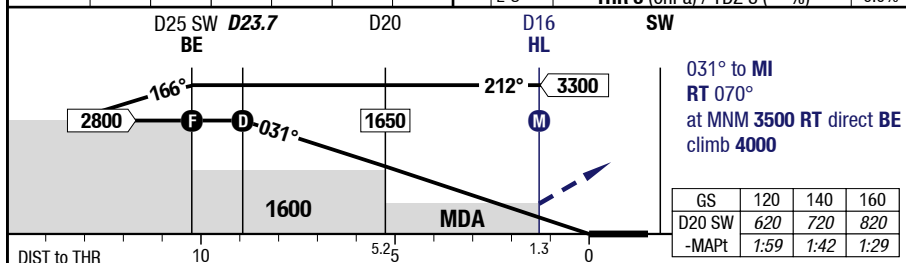
06-SEP-2018

New Zealand **Dunedin**

IAC

DUD-NZDN**7-50****NDB + DME 03**

2.90° D SW	23.7	23	22	21	19	18	03 L-S PAPI PSN unknown THR 3 (0hPa) / TDZ 3 (---%) 0.0%
	2800	2590	2290	1980	1360	1060	



03		NDB NDB DME BE+HL SW	NDB DME BE SW			Circling
C	ft - m/km ft	880 - 5.0V 880	990 - 5.0V 990			Not authorized
D	ft - m/km ft	880 - 5.0V 880	990 - 5.0V 990			Not authorized

Changes: FREQ

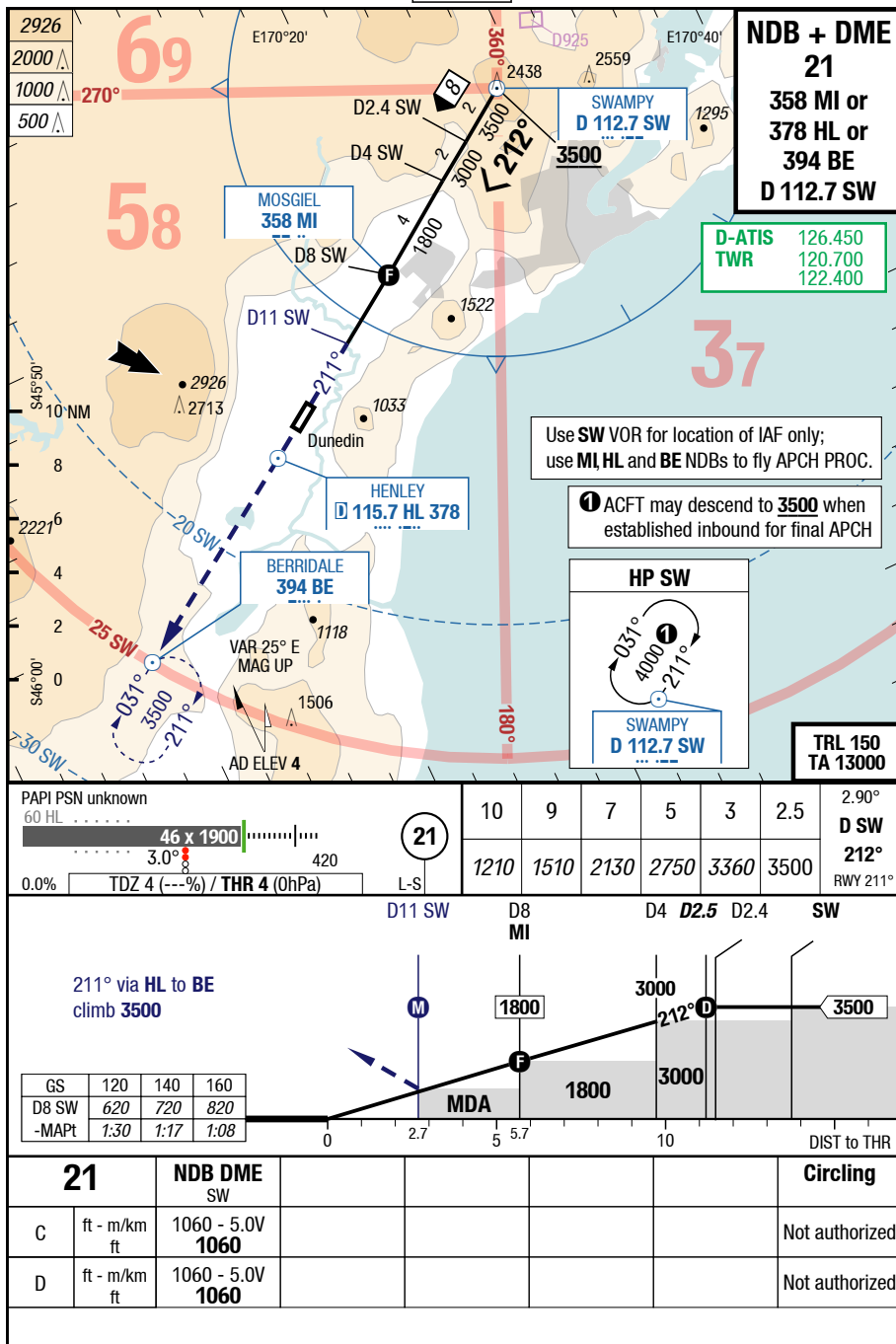
06-SEP-2018
DUD-NZDN

New Zealand **Dunedin**

IAC

7-70

NDB + DME 21



Changes: FREQ