

**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

0/R

09-NOV-2017

# New Zealand Queenstown

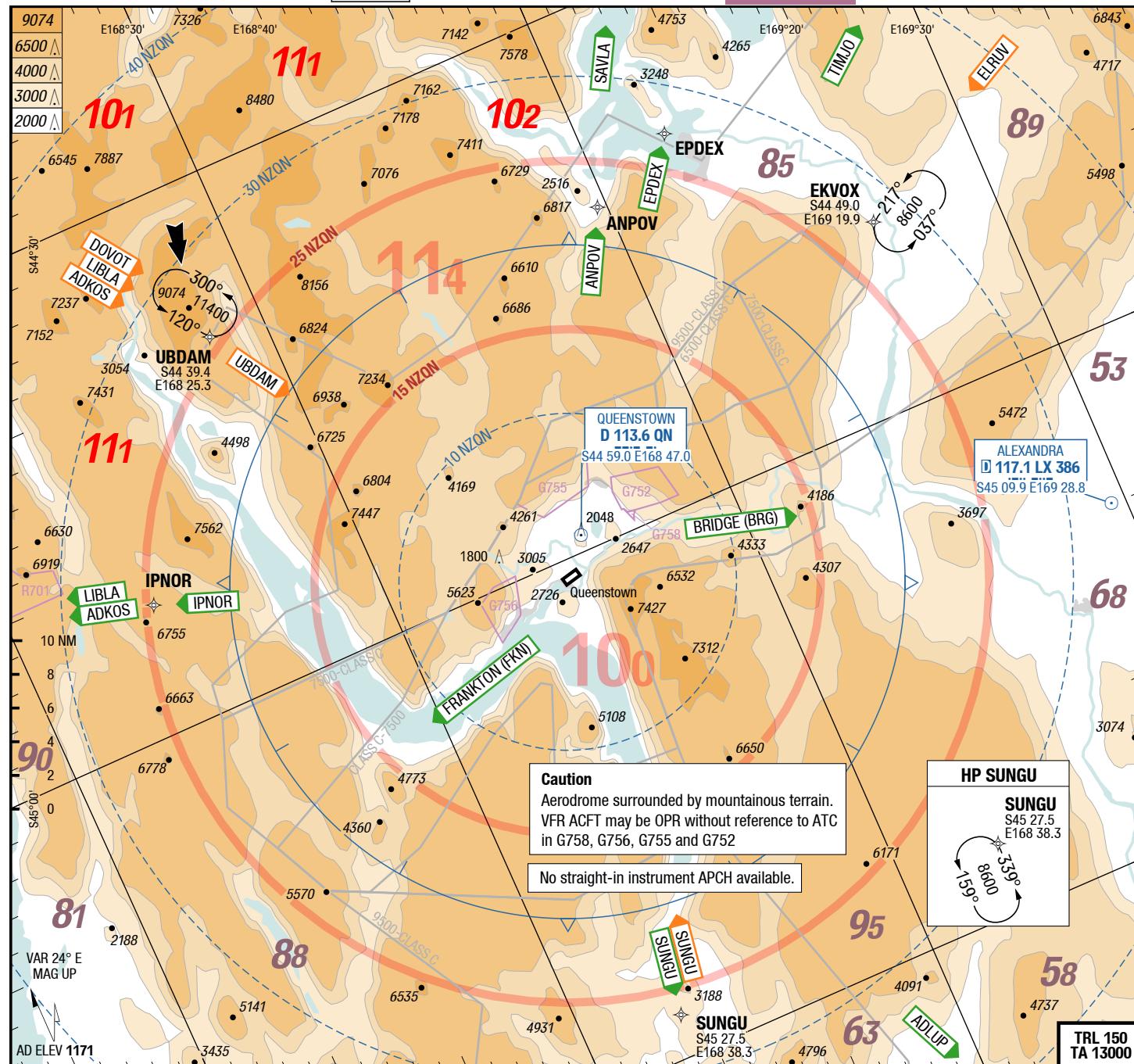
AGC

AFC

# Queenstown New Zealand

AFC

2-10



<b>ATIS</b>	126.400	HO
<b>APP</b>	125.750	1845-0920‡
<b>Christchurch CTL</b>	129.300	
<b>TWR</b>	118.100	1845-0920‡
	128.900	1845-0920‡
<b>DLV</b>	121.900	HO
<b>Info</b>	128.900	HO
<b>Christchurch Info</b>	122.200	On ground, outside TMD HB

#### Landing RWY system:

The figure displays two flight levels on a flight level chart:

- Top Flight Level:** THR 1160 (42hPa) / TDZ --- (---%) +0.2%  
PAPI U/S beyond 4NM of THR
- Bottom Flight Level:** THR 1171 (42hPa) / TDZ --- (---%) -0.2%

Key points marked on the chart include:

- 60 HL (High Level) and 30 HL (Low Level)
- 150 NM distance markers
- 3.2° climb gradient
- 83.2° turn angle
- PAPI U/S (Precision Approach Path Indicator) markers
- HL-NS (High Level-Near Surface) and LS-NS (Low Level-Near Surface) labels
- Flight numbers 05 and 23 are circled on the left and right respectively.

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ZQN-NZQN

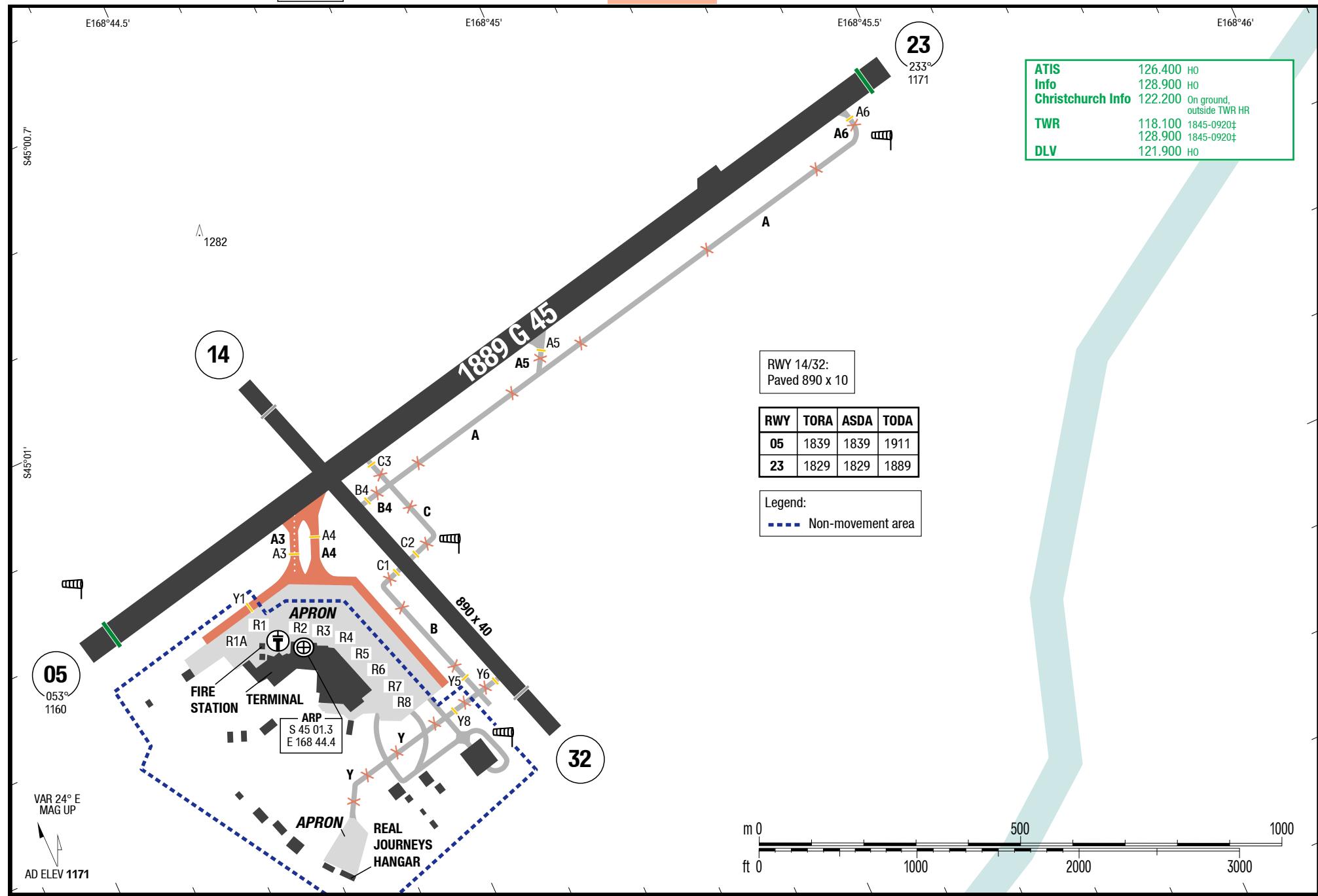
## New Zealand Queenstown

3-20

AGC

## Queenstown New Zealand

AGC



Changes: FREQ, QFU

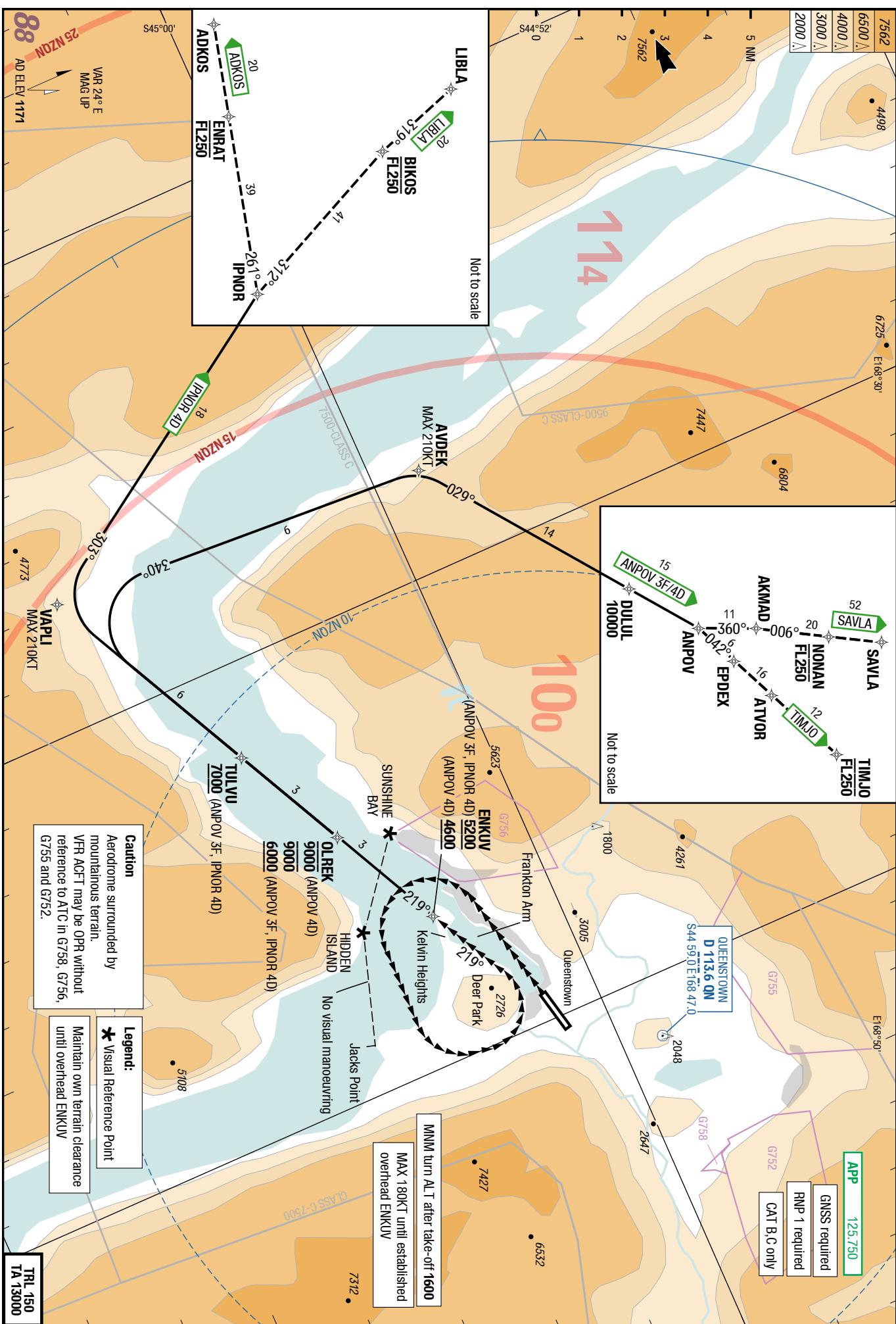
09-NOV-2017

ZON-ZON

**ANPOV 3F/4D RNAV / IPNOR 4D RNAW**

SID

**Queenstown New Zealand**  
ANPOV 3S/3T RNAV  
ANPOV 3F/4D RNAV / IPNOR 4D RNAW



Changes: ALT, WPT, OBST, PROC renumbered, Transition

mountainous terrain.  
VFR ACFT may be OPR without reference to ATC in G758, G7566 G755 and G752.

Maintain own terrain clearance  
until overhead ENKUV

**Legend:**

MNM turn ALT after take-off **1600**  
MAX 180KT until established overhead ENKUV

**APP** 125.750

**RNP 1 required**

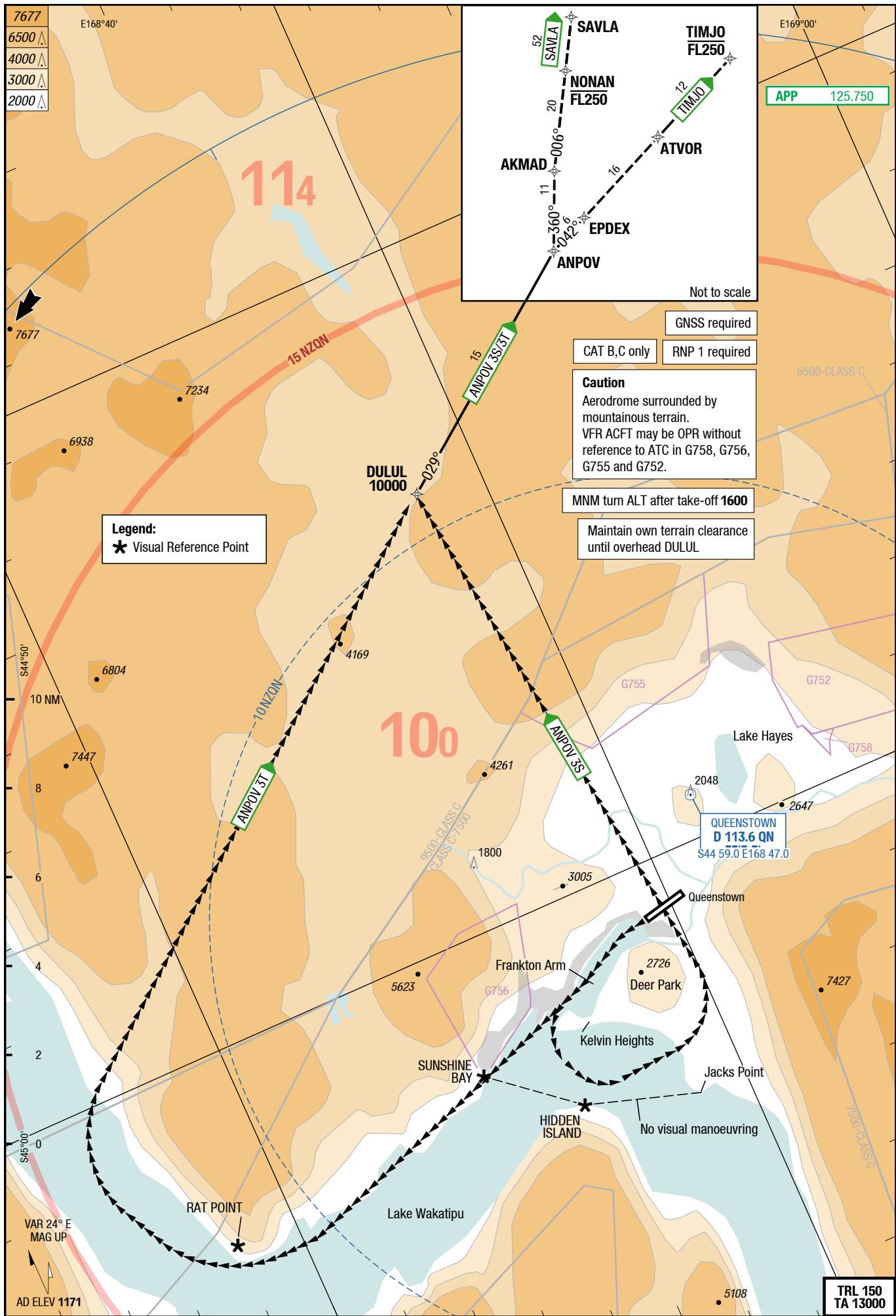
RL 150  
A 13000

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ZQN-NZQN

4-20

ANPOV 3S/3T RNAV

SID  
SIDQueenstown New Zealand  
ANPOV 3S/3T RNAV

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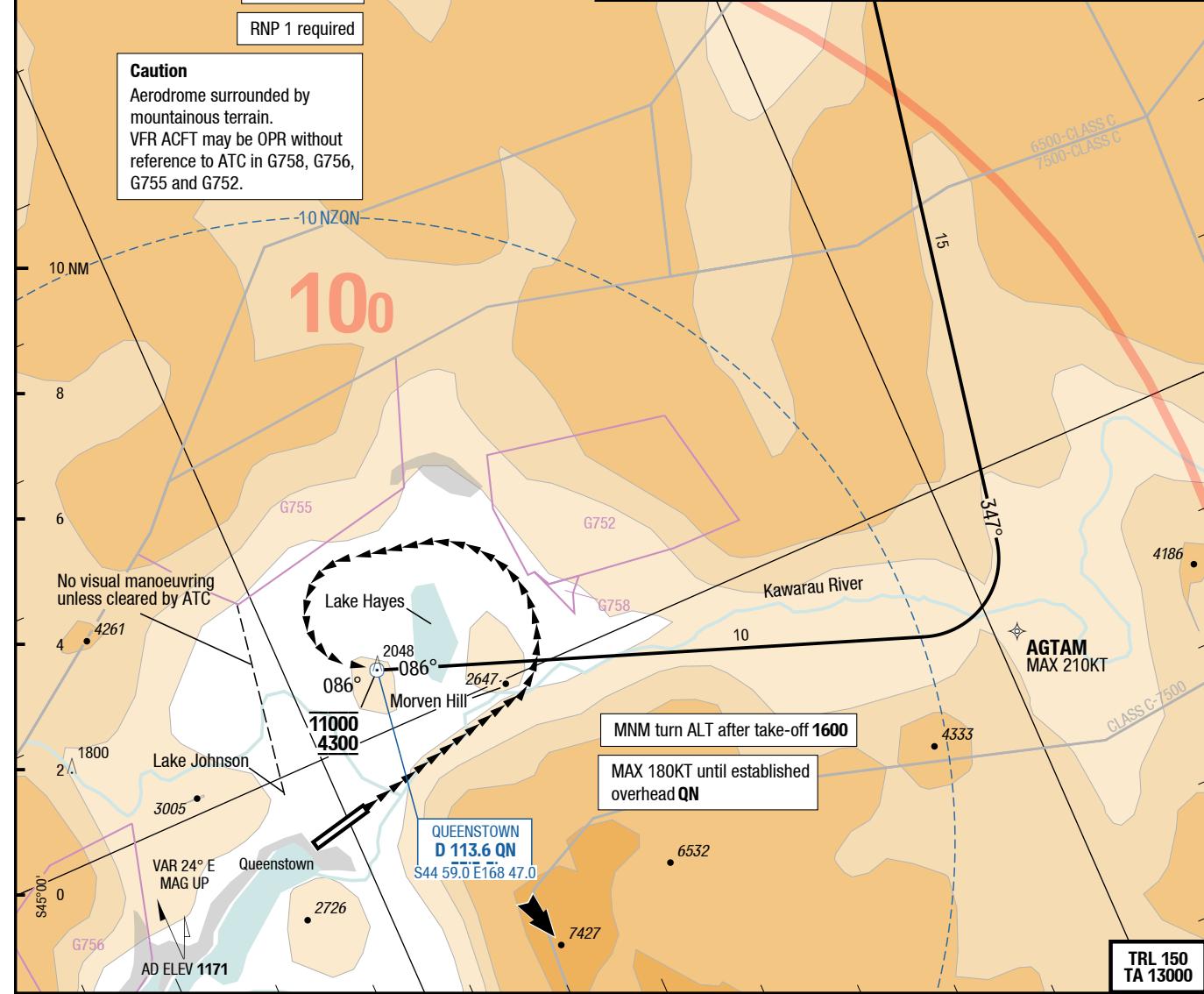
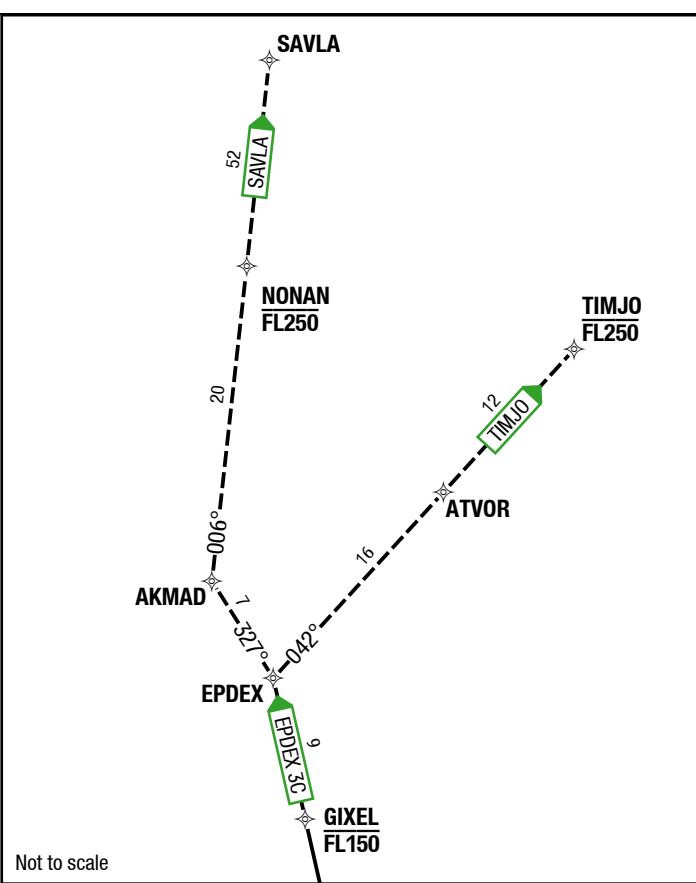
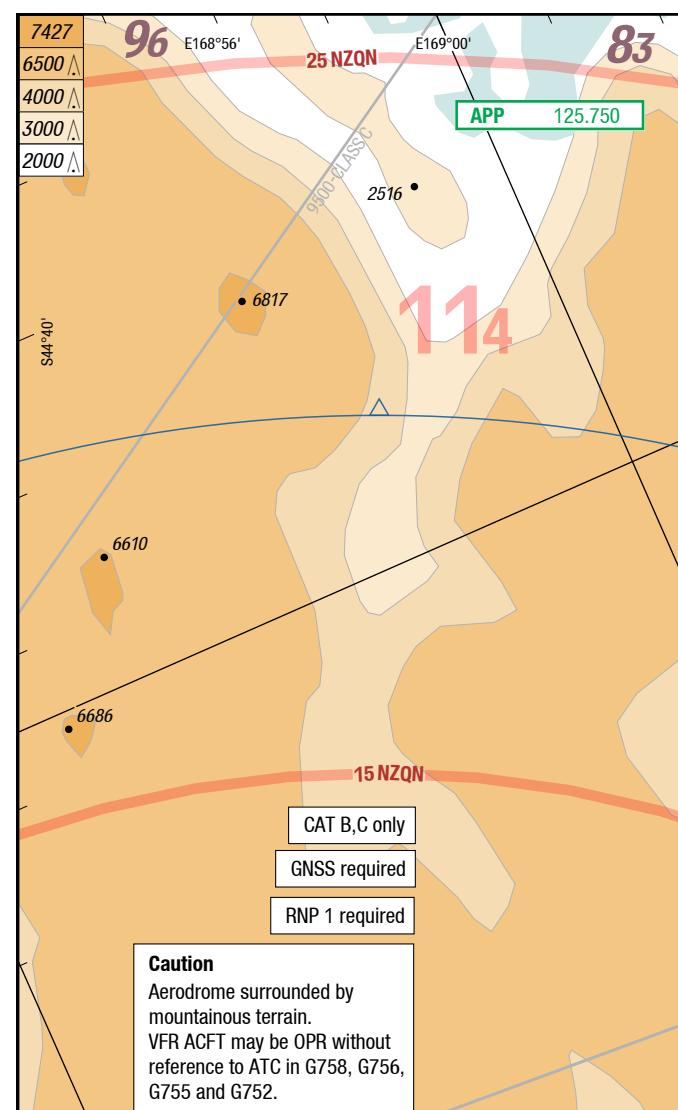
ZQN-NZQN

4-30

New Zealand Queenstown  
EPDEX 3C RNAV

SID  
SID

Queenstown New Zealand  
EPDEX 3C RNAV



09-NOV-2017

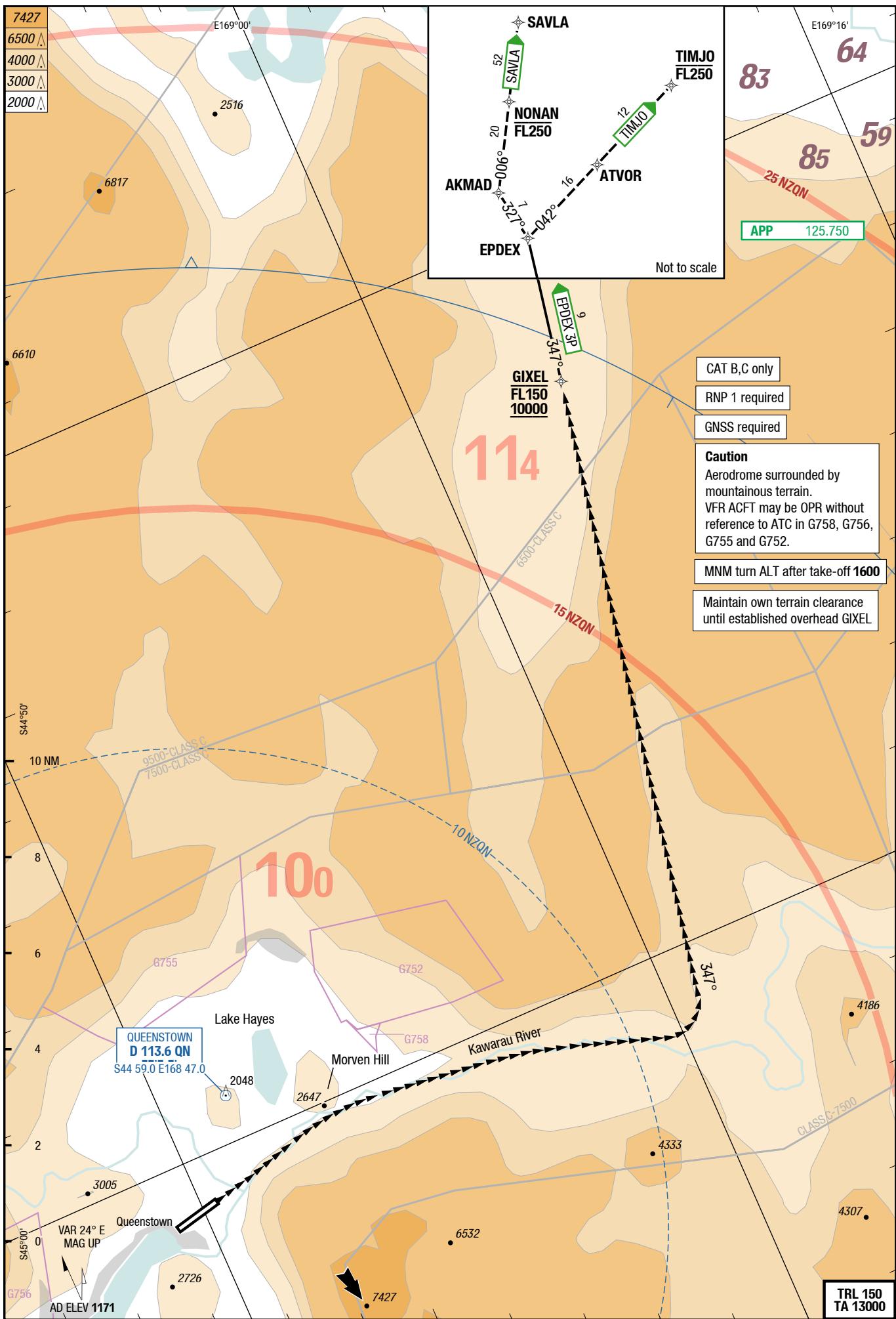
ZON-ZON

4-40

EPDEX 3P RNAV

SID

**EPDEX 3P RNAV**  
**Queenstown New Zealand**



09-NOV-2017

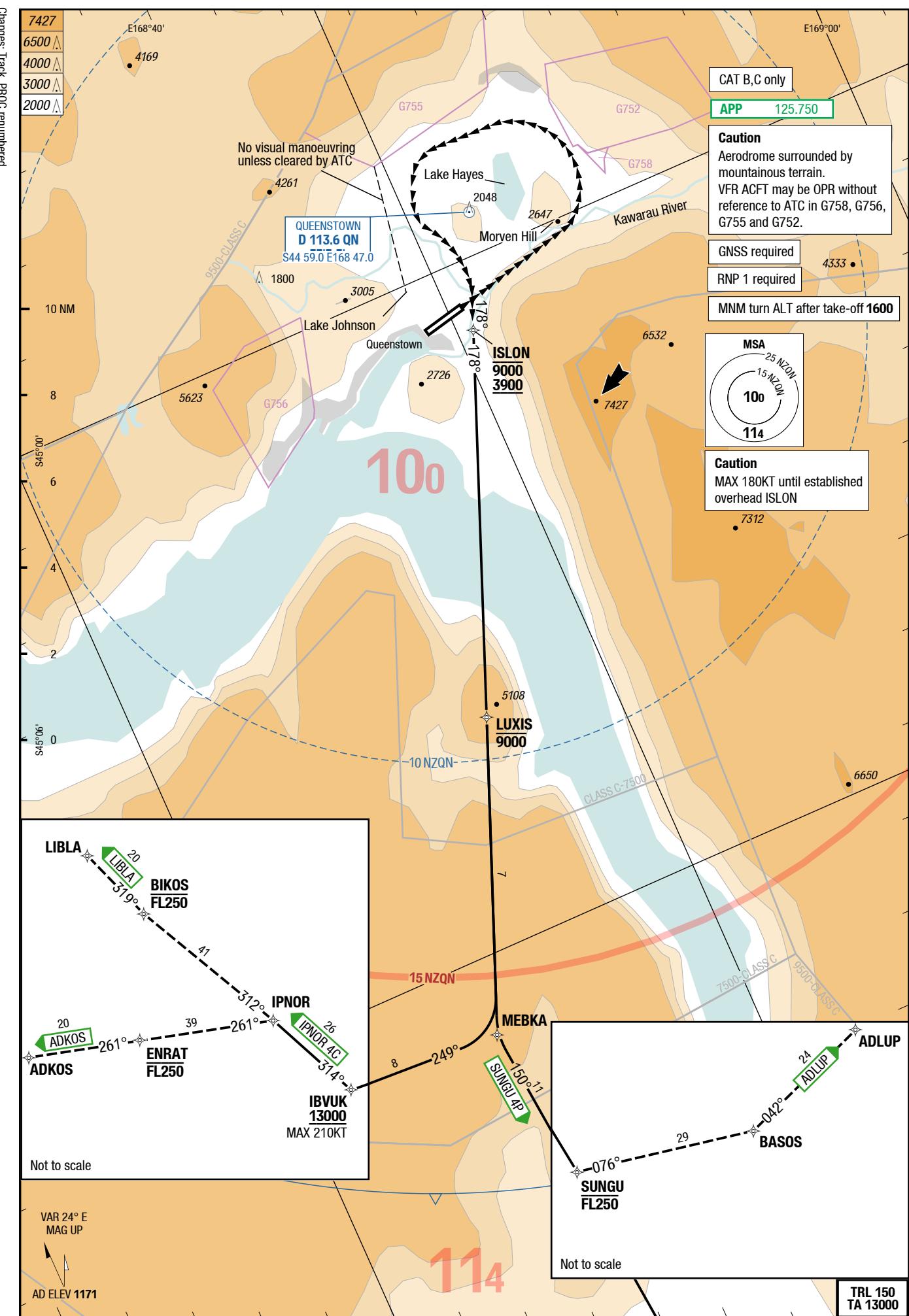
ZQN-NZQN

4-50

New Zealand Queenstown  
 SUNGU 4Q/4S RNAV / IPNOR 4C RNAV / SUNGU 4P RNAV

SID  
SID

Queenstown New Zealand  
 SUNGU 4Q/4S RNAV / IPNOR 4C RNAV / SUNGU 4P RNAV



09-NOV-2017

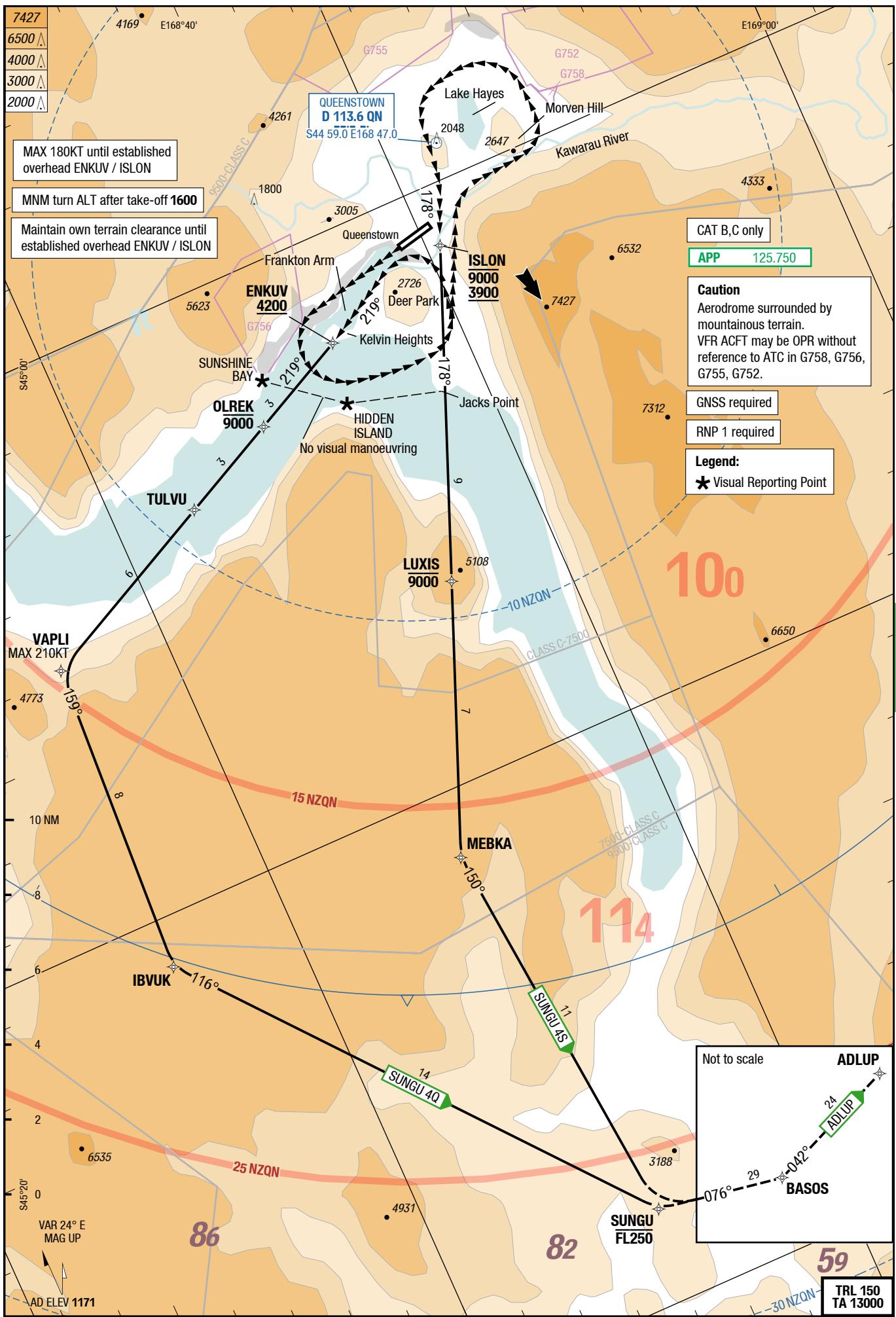
ZQN-ZQN

4-60

SUNGU 4Q/4S RNAV

SID

**SUNGU 40/4S RNAV** Queenstown New Zealand



09-NOV-2017

ZQN-NZQN

## New Zealand Queenstown

BRIDGE 7 (BRG 7)

4-70

## SUNGU 3U RNAV

# Queenstown New Zealand

BRIDGE 7 (BRG 7)

## Changes: Track, PROC renumbered

09-NOV-2017

ZQN-NZQN

New Zealand Queenstown

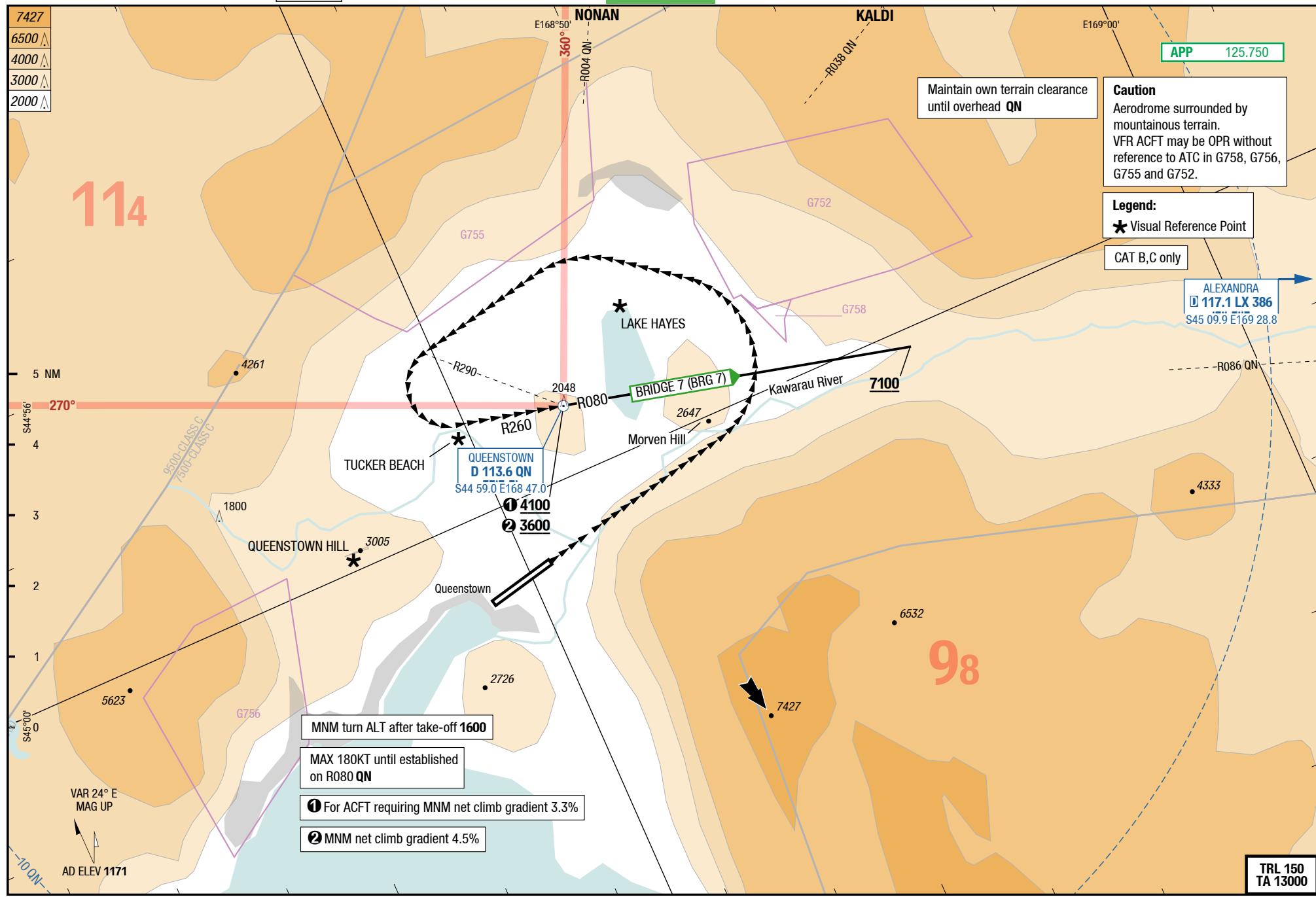
4-80

BRIDGE 7 (BRG 7)

SID

Queenstown New Zealand

BRIDGE 7 (BRG 7)



09-NOV-2017

ZQN-NZQN

New Zealand Queenstown

NIL

4-90

FRANKTON 6 (FKN 6)

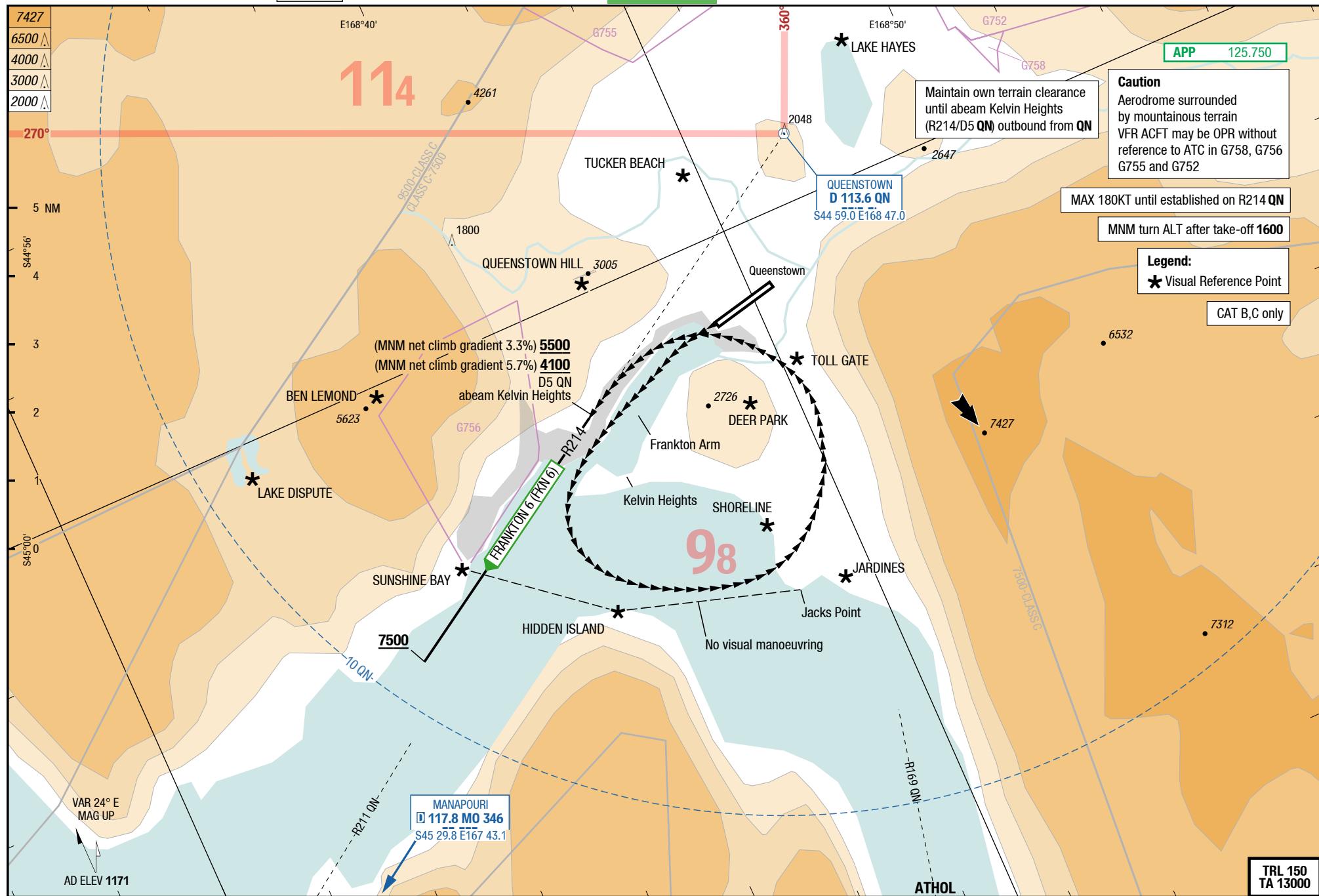
SID

SID

Queenstown New Zealand

NIL

FRANKTON 6 (FKN 6)



Changes: WPT, NAVAID, PROC renumbered

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>

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 303°</b> 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 319°</b> to LIBLA		BIKOS MAX <b>FL250</b>

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ZQN-NZQN

5-30

ANPOV 3S/3T RNAV

SIDPT

**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> ①	<p>Visual:</p> <ul style="list-style-type: none"> <li>- MNM ALT after take-off <b>1600</b></li> <li>- Maintain own terrain clearance until DULUL</li> </ul> <p>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°</p> <p>Instrument:</p> <p>DULUL - ANPOV</p> <p><b>TRANSITION</b></p> <p><b>SAVLA</b> ANPOV - AKMAD - NONAN - SAVLA</p> <p><b>TIMJO</b> ANPOV - EPDEX - ATVOR - TIMJO</p>	DULUL at <b>10000</b>
<b>ANPOV 3T</b> 5.5% to FL250 (SAVLA transition only) <b>125.750</b> ①	<p>Visual:</p> <ul style="list-style-type: none"> <li>- MNM ALT after take-off <b>1600</b></li> <li>- Maintain own terrain clearance until DULUL</li> </ul> <p>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°</p> <p>Instrument:</p> <p>DULUL - ANPOV</p> <p><b>TRANSITION</b></p> <p><b>SAVLA</b> ANPOV - AKMAD - NONAN - SAVLA</p> <p><b>TIMJO</b> ANPOV - EPDEX - ATVOR - TIMJO</p>	DULUL at <b>10000</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> GIXEL 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 - MMN turn ALT after take-off <b>1600</b> Follow the Kawarau River/Gibbston Valley - <b>LT</b> 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 - <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

5-60

IPNOR 4C RNAV / SUNGU 4P RNAV

SIDPT

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>	<p>Visual (MAX 180KT):</p> <ul style="list-style-type: none"> <li>- Maintain own terrain clearance until overhead ISLON</li> <li>- MNM turn ALT after take-off <b>1600</b></li> <li>- Remain east of a line Lake Johnson to south-west corner of G755 unless cleared by ATC</li> </ul> <p>Follow the Kawarau River, <b>LT</b> abeam Morven Hill - continue <b>LT</b> to track 178° to ISLON</p> <p>Instrument:</p> <p>ISLON - LUXIS - MEBKA - <b>RT</b> 249° to IBVUK (MAX 210KT) - <b>RT</b> 314° to IPNOR</p>	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>	<p>Visual (MAX 180KT):</p> <ul style="list-style-type: none"> <li>- Maintain own terrain clearance until overhead ISLON</li> <li>- MNM turn ALT after take-off <b>1600</b></li> <li>- Remain east of a line Lake Johnson to south-west corner of G755 unless cleared by ATC</li> </ul> <p>Follow the Kawarau River, <b>LT</b> abeam Morven Hill - continue <b>LT</b> to track 178° to ISLON</p> <p>Instrument:</p> <p>ISLON - LUXIS - MEBKA - <b>LT</b> 150° to SUNGU</p>	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

5-70

SUNGU 4Q/4S RNAV

SIDPT

**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): <ul style="list-style-type: none"> <li>- MNM turn ALT after take-off <b>1600</b></li> <li>- Maintain own terrain clearance until overhead ENKUV</li> <li>- Remain north-east of a line SUNSHINE BAY VRP - HIDDEN ISLAND VRP - Jacks Point</li> <li>Follow the Frankton Arm until abeam Kelvin Heights - <b>LT</b> around Deer Park to 219° to ENKUV</li> <li>Instrument: ENKUV - OLREK - TULVU - VAPLI (MAX 210KT) - <b>LT</b> 159° to IBVUK - <b>LT</b> 117° to SUNGU</li> </ul> <p><b>TRANSITION</b></p> <p><b>ADLUP</b> SUNGU - BASOS - <b>LT</b> 042° to ADLUP</p>	ENKUV MNM <b>5200</b> OLREK between <b>6000</b> and <b>9000</b> TULVU MNM <b>7000</b> 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
	Runway 05	
<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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23</b>	
<b>FRANKTON 6 FKN 6 5.7% to 7500 125,750 ①②</b>	<p>- Maintain own terrain clearance until R214/D5 <b>QN</b></p> <p>- MAX 180KT until established on R214 <b>QN</b></p> <p>- MMN turn ALT after take-off <b>1600</b></p> <p>Follow Frankton Arm until abeam Kelvin Heights (D5 <b>QN</b>) - LT around DEER PARK (Remain north-east of a line SUNSHINE BAY VRP -HIDDEN ISLAND VRP - Jacks Point)- intercept R214 <b>QN</b> - at MMN <b>7500 LT</b> to intercept track</p>	R214/D5 <b>QN</b> (abean Kelvin Heights) MMN <b>4100</b> (net climb gradient 5.7%) R214/D5 <b>QN</b> (abean Kelvin Heights) MMN <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 MMN net climb gradient 3.3% cross abeam Kelvin Heights (R214/D5 QN) MMN 5500

**Effective 29-MAR-2018**

22-MAR-2018

ZQN-NZQN

## New Zealand Queenstown

**ELRUV 4B RNAV**

EI BIU 2A BNAV

# Queenstown New Zealand

ELRUV 4B RNAV

**ELRUV 2A RNAV**

6-10

Changes: Nil

**Effective 29-MAR-2018**

22-MAR-2018

ZQN-NZQN

# New Zealand Queenstown

# Queenstown New Zealand

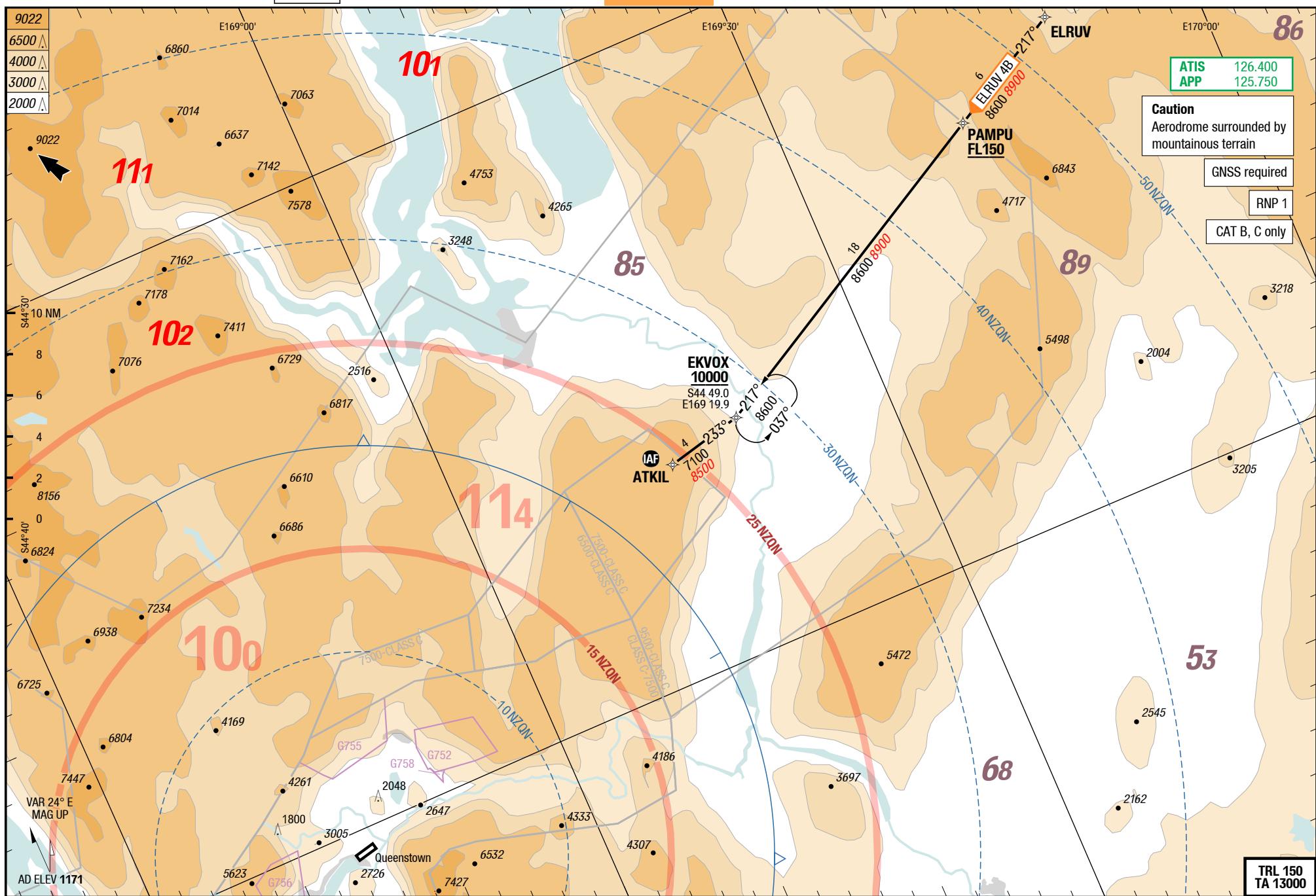
6-20

ELRUV 4B RNAV

STAR

CTAD

ELRUV 4B RNAV



09-NOV-2017

ZUN-ZUN

6-30

SUNGU 3A RNAV

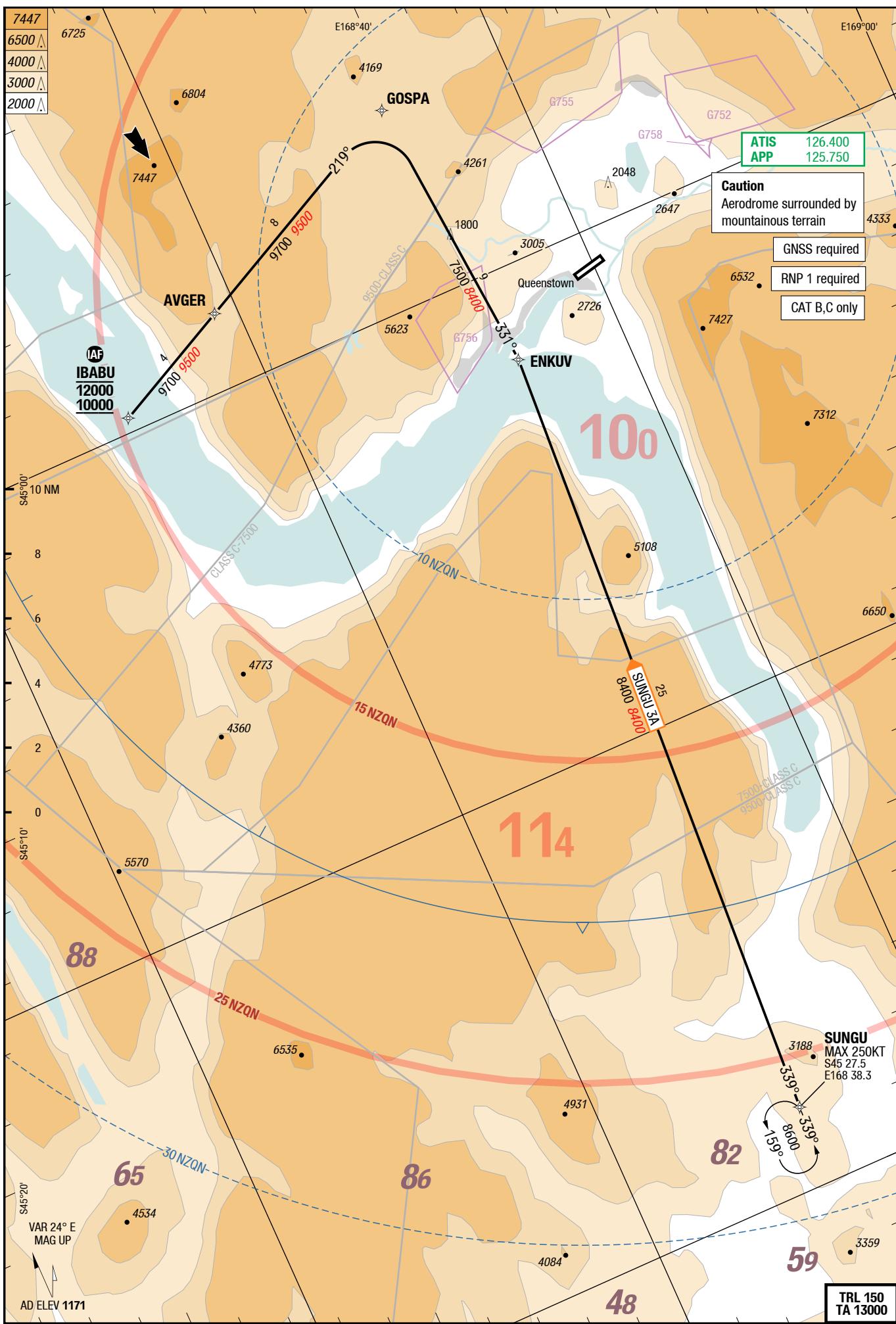
STAR

STAR

**SUNGU 3A RNAV**

1

Changes: ALT, OBST, PROC renumbered



09-NOV-2017

ZQN-ZQN

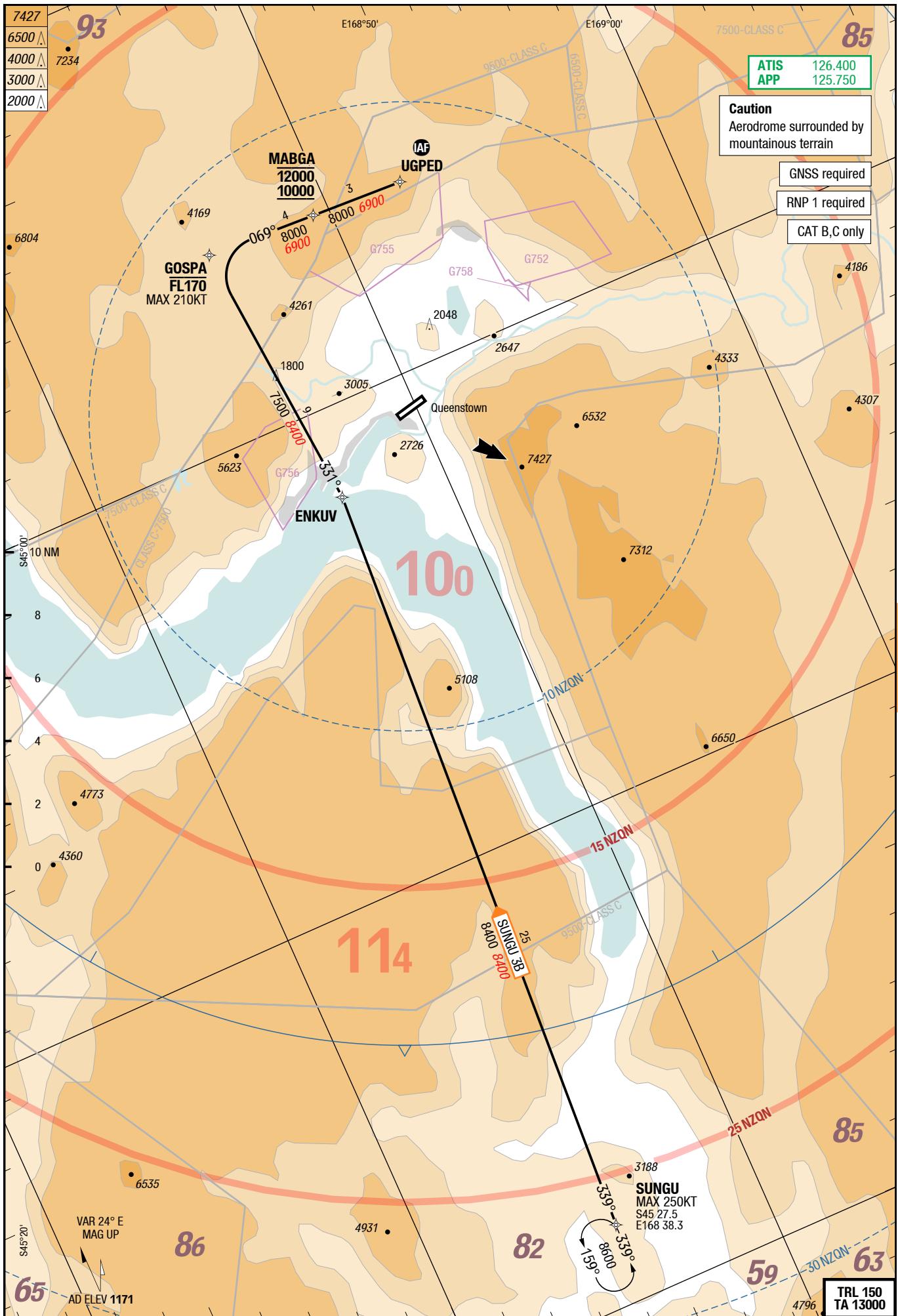
6-40

SUNGU 3B RNAV

S

8

SUNGU 3B RNAV



09-NOV-2017

ZQN-NZQN

## New Zealand Queenstown

UBDAM 2B RNAV

STAR

STAR

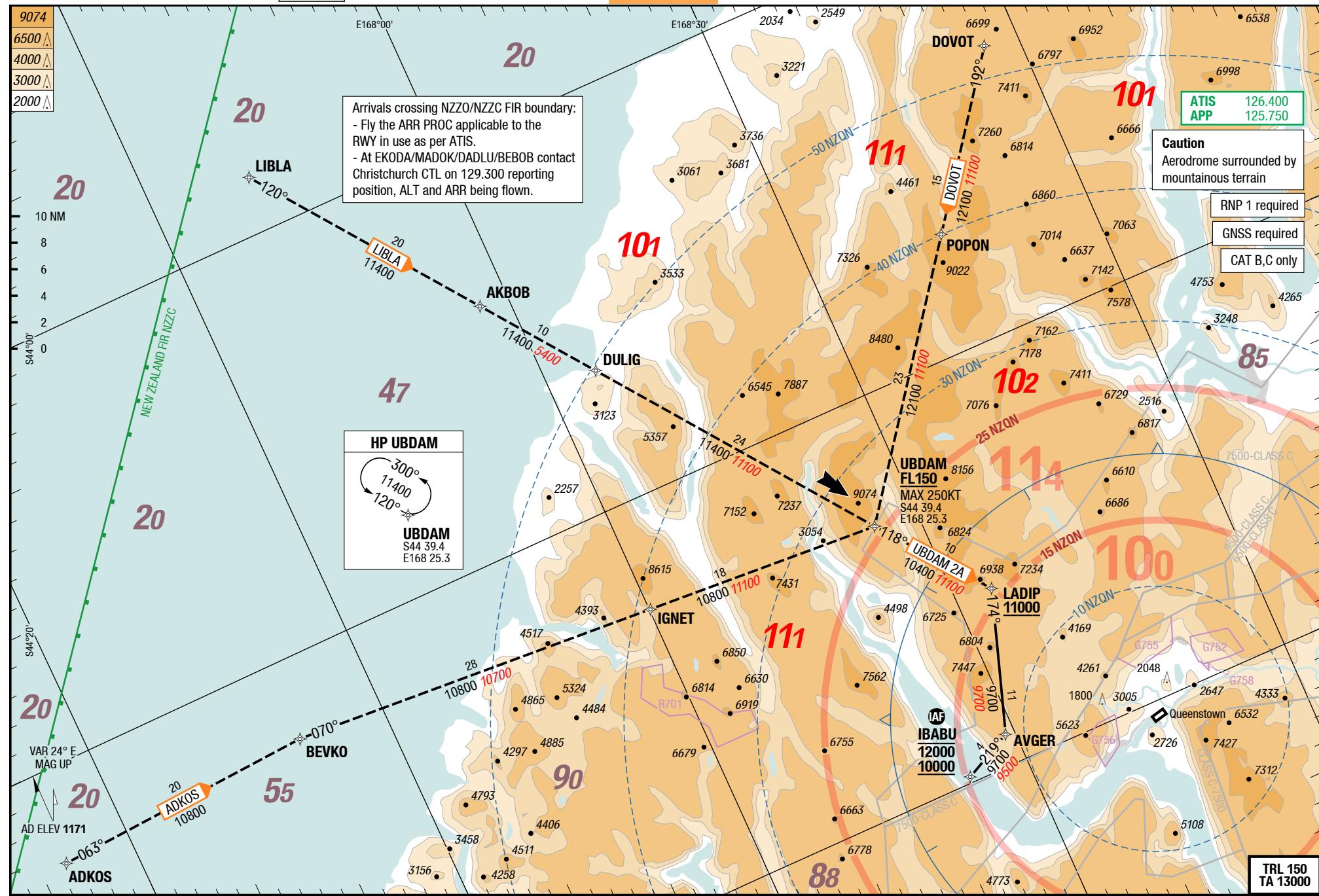
UBDAM 2A RNAV

## Queenstown New Zealand

UBDAM 2B RNAV

UBDAM 2A RNAV

6-50



Changes: Track, ALT, OBST, PROC renumbered

09-NOV-2017

New Zealand Queenstown

STAR

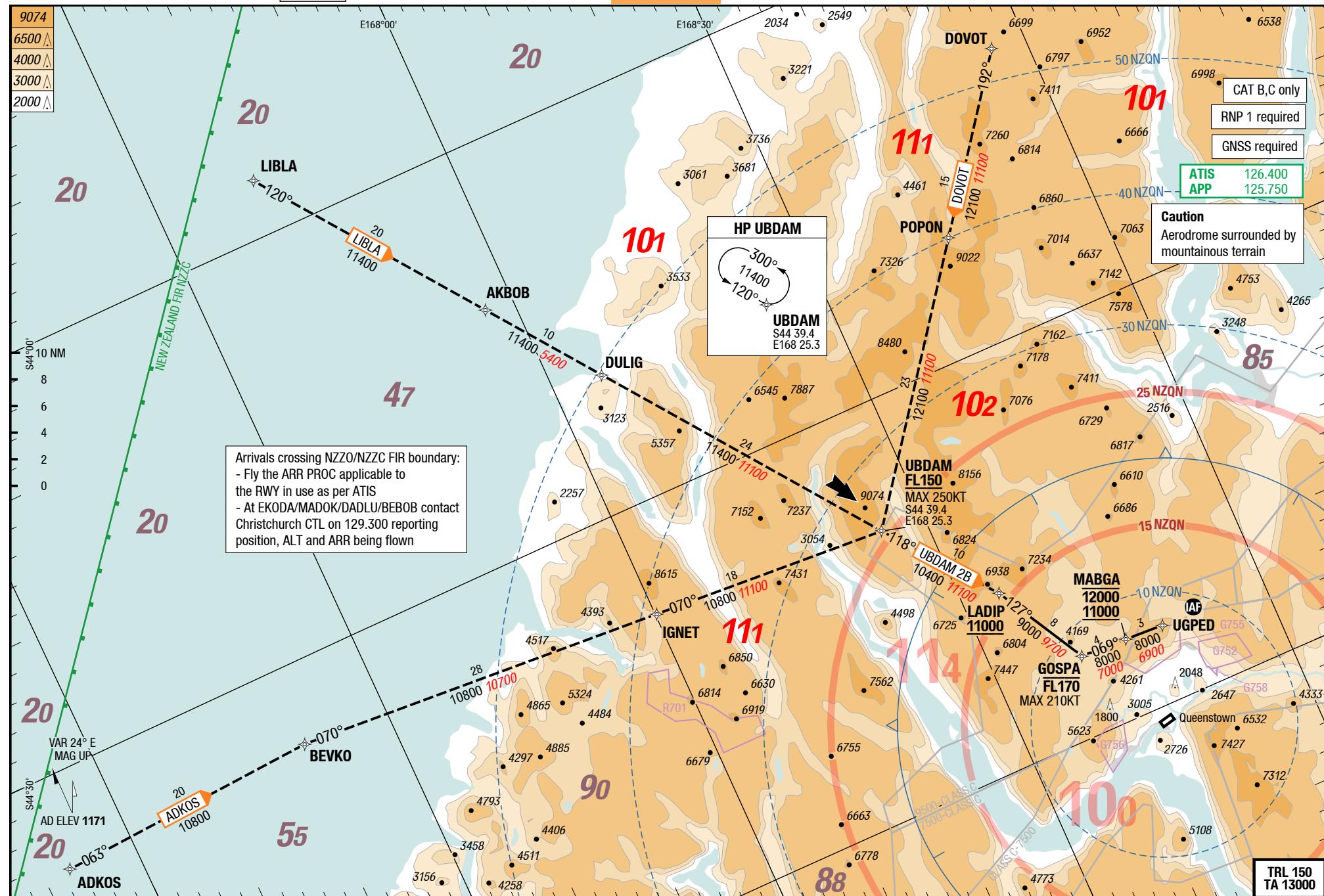
STAR

Queenstown New Zealand

ZQN-NZQN

6-60

UBDAM 2B RNAV



Changes: ALT, Track, OBST, PROC renumbered



09-NOV-2017

ZQN-NZQN

7-20

RNAV (GNSS) G

IAC  
IACRNAV (GNSS) G  
Queenstown New Zealand

**RNAV (GNSS) G**  
RNP APCH  
GNSS required

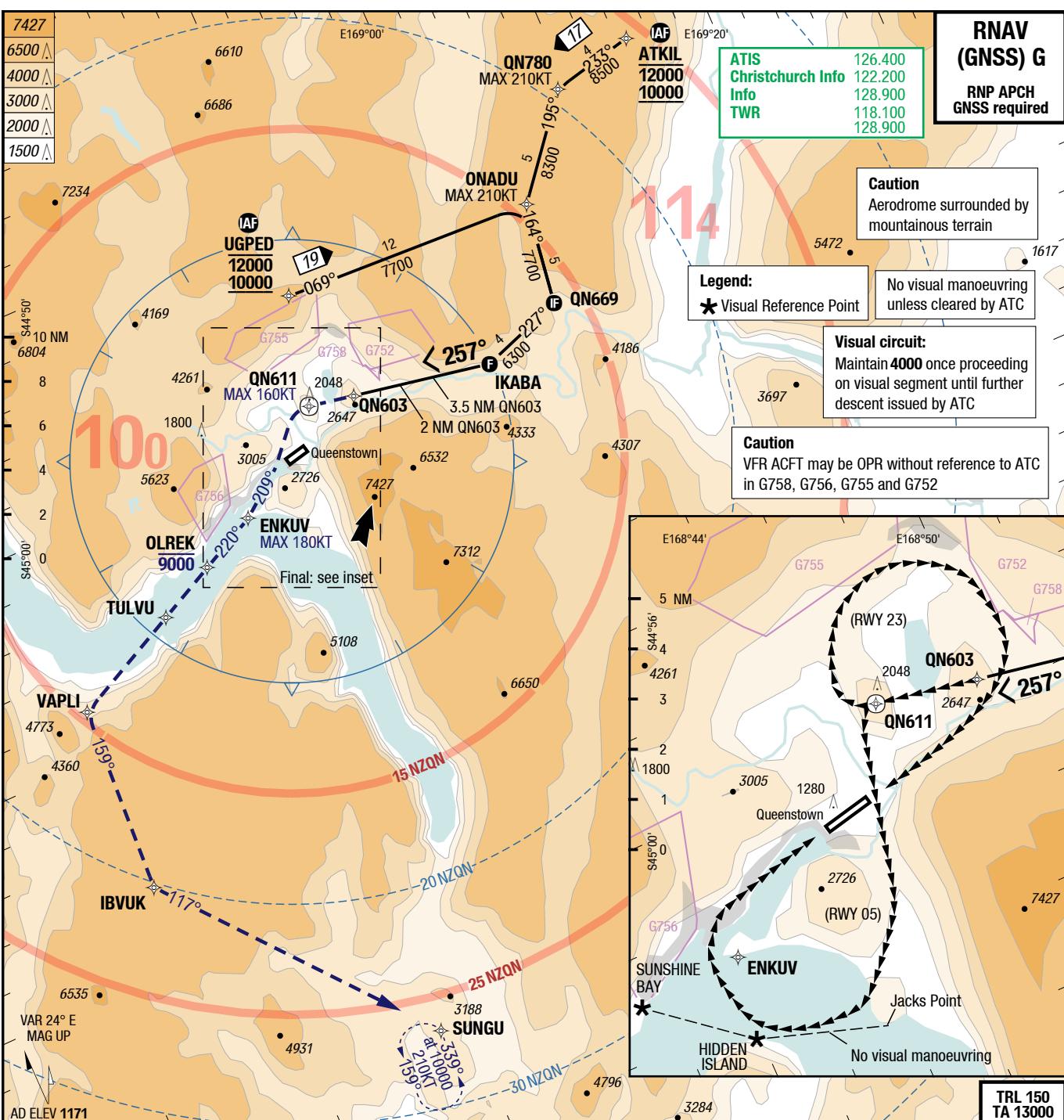
ATIS Christchurch Info 126.400  
Info 122.200  
TWR 128.900  
118.100  
128.900

**Caution**  
Aerodrome surrounded by mountainous terrain

**Legend:**  
★ Visual Reference Point

**Visual circuit:**  
Maintain 4000 once proceeding on visual segment until further descent issued by ATC

**Caution**  
VFR ACFT may be OPR without reference to ATC in G758, G756, G755 and G752



TRL 150  
TA 13000

PAPI U/S beyond 4NM of THR 83.2° 60 HL  
05 62 1777 G 45 — 30 HL  
150 83.2°  
HL-NS THR 1160 (42hPa) / TDZ --- (%) +0.2%

60 HL 3.2° 3.2° PAPI U/S beyond 4NM of THR  
30 HL — 45 G 1777 52 150  
-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° QN603
4450	4800	5150	5500	5850	6300	257° RWY 233°

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 2 3.5 6.3 QN603 IKABA M 6300 5800 5200 4700 MDA CDA calculated to reach MDA at MAPt

05/23						Circling HJ only <sup>1)</sup>
C	ft - m/km	ft	ft	ft	ft	ft
D	ft - m/km	ft	ft	ft	ft	ft
						Not authorized

1) Use with Queenstown (NZQN) QNH only

09-NOV-2017

## New Zealand Queenstown

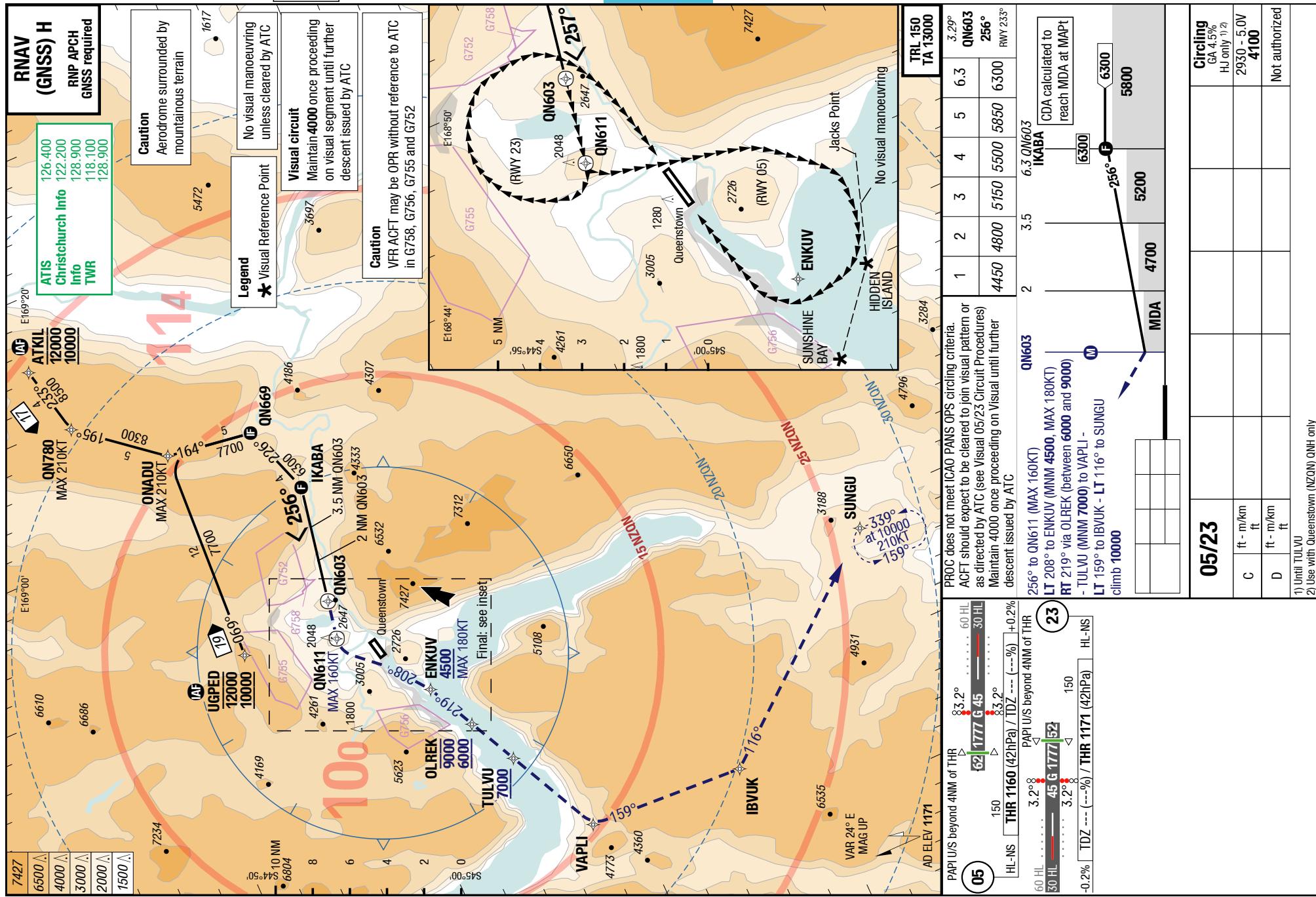
ZQN-NZQN

7-30

RNAV (GNSS) H

# Queenstown New Zealand

RNAV (GNSS) H



09-NOV-2017

ZQN-NZQN

## New Zealand Queenstown

IAC

IAC

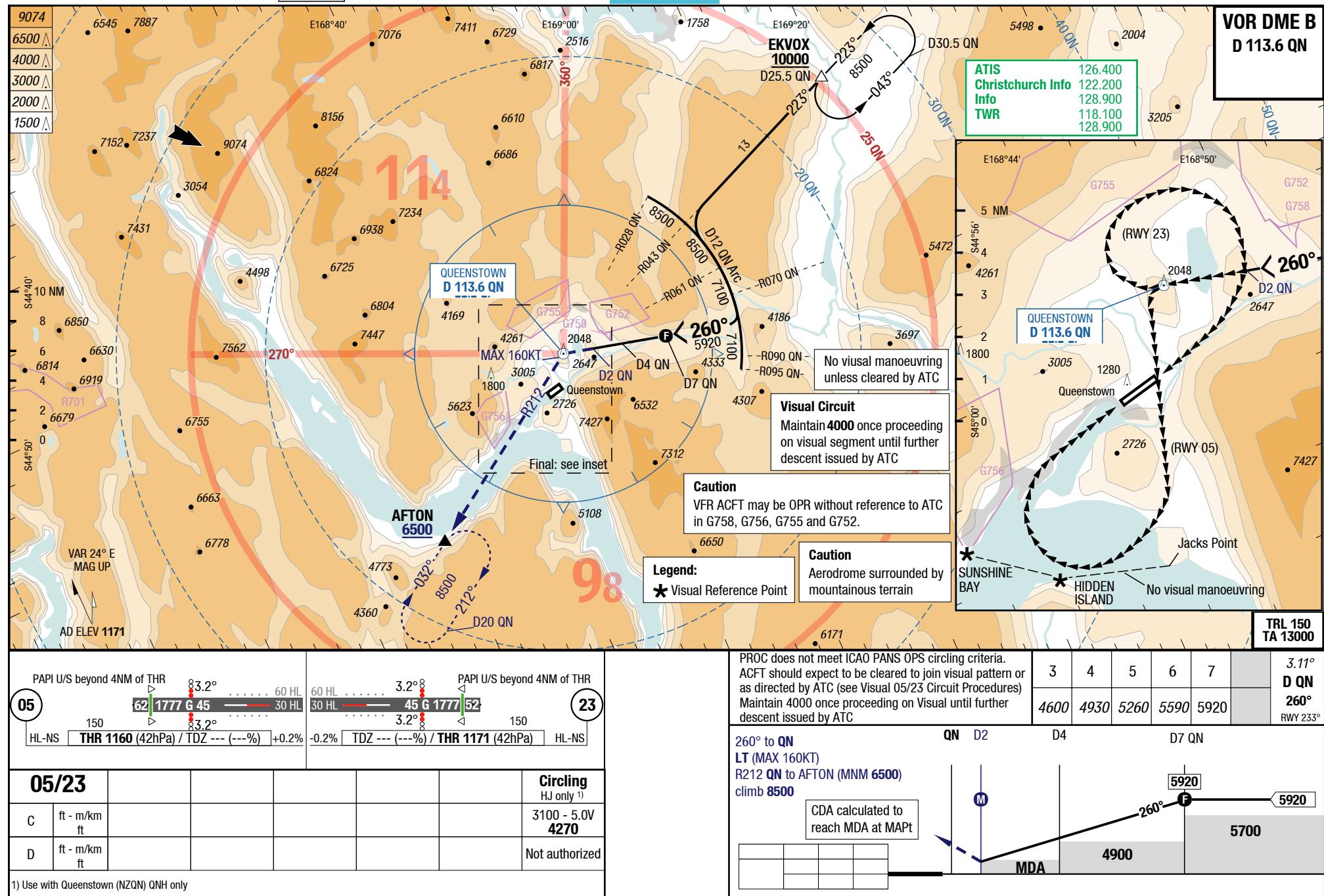
7-50

VOR DME C  
VOR DME B

## Queenstown New Zealand

VOR DME C

VOR DME B

VOR DME B  
D 113.6 QN

09-NOV-2017

ZQN-NZQN

## New Zealand Queenstown

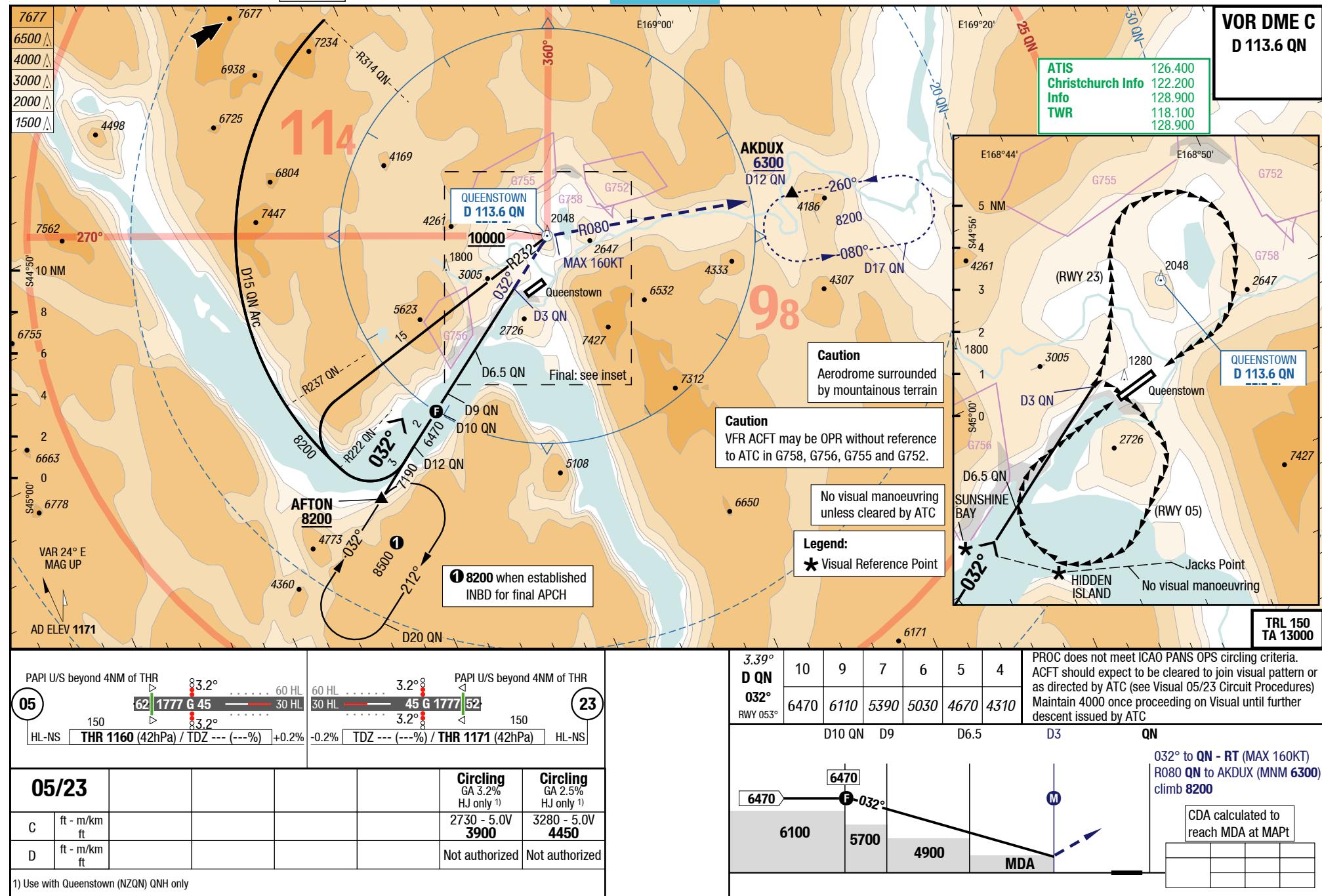
7-60

VOR DME C

IAC

## Queenstown New Zealand

VOR DME C



Changes: MIN, ALT, QFU, OBST, TOPO

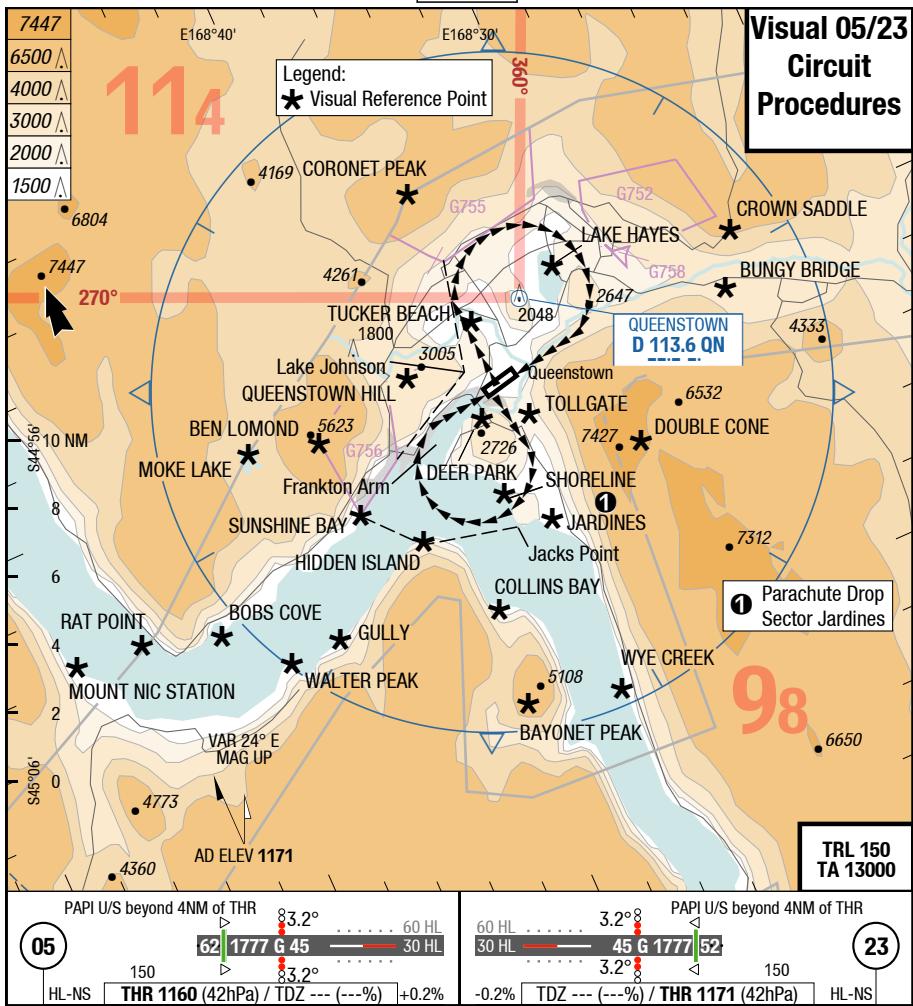
09-NOV-2017

ZQN-NZQN

7-70

Visual 05/23 Circuit Procedures

VAC

**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 MNM **3200** - climb to maintain circuit altitude **4000** - join the figure-eight circuit pattern.