

**PMR-NZPM****1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours: TWR**

MON-TUE, SAT 1825-0815

WED-FRI 1825-1010

SUN 1900-1010

Other times O/R.

**AD ADMIN Hours**

MON-FRI: 2000-0500, other times O/R.

**Airport Information****RFF:** CAT 5, CAT 6 with 60min PN and CAT 7 AVBL by prior arrangement.**Customs:** From 1HR prior to all international ARR and DEP.**PCN:** RWY 07/25: 50/F/C/X/T**Operation****Traffic Notes**

Remote control of RWY lighting AVBL outside TWR hours. Request Ohekeia Control 126.200. Outside Ohekeia hours request Christchurch INFO 125.100.

**TWY Restriction**

TWY B width 20m / 66ft.

TWY D width 20m / 66ft reducing to 10.5m / 34ft between HLDG PSNs D1 and D3.

TWY C width 18.23m / 60ft.

TWY H 10.5m / 34ft.

**Engine Run-up Area**

Holding bay at E1 not AVBL for ENG test running.

**Warnings**

RWY 25 VOR/DME APCH: In strong wind conditions severe turbulence, downdraughts and lee waves may be encountered. Winds over the ranges may be 2 to 3 times stronger than the Palmerston North AD surface wind. Report wind strength, turbulence and downdraughts when ACFT is suitably equipped.

Avoid conflict with possible traffic in class G ASP surrounding Palmerston North CTR/D especially arrivals from the north traffic in the vicinity of Feilding AD.

Birds in vicinity of AD.

**ARRIVAL****Speed**

Do not exceed 180KT or minimum safe cruising speed if greater than 180KT within the CTR/D.

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

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

RWY 25 right-hand circuit except by day when the ceiling is less than 2000ft and at night. Circuit ALT 1100ft, joining ALT 1500ft.

**Noise Abatement Procedures**

Between 1000-1900 do not fly over the populated areas between the extended RWY centerline and the Manawatu River at altitudes lower than 3000ft. ACFT carrying out an instrument approach circling for RWY 25 not to circle left hand.

**DEPARTURE****Take-off Minima**

RWY		25		
All ACFT	ft-m/km	0 - 400V	during TWR OPS	HJ only
		c300 - 1.5V	-	

RWY		07	
All ACFT	ft-m/km	c500 - 1.5V	HJ only

**Communication**

Outside TWR hours, contact Ohakea Control 126.200 for clearance and traffic information prior to DEP. Outside Ohakea Control hours contact Christchurch Information 125.100 for clearance and traffic information prior to entering IMC or controlled ASP.

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

**Departure Procedure****Start-Up**

Contact GND 3min prior to start-up.

When ready, request taxi CLR from GND.

If eastern extension is required for TKOF on RWY 25, make request to ATC as early as possible.

**Oceanic Transition (to GOPLU, TANEN, GULUT - FL260 or above)**

- Maintain 10000ft to D30 PM
- Cleared level FL250
- Expect further CLR to filed FL prior to D100 PM
- Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable

**De-Icing**

Not AVBL

**Warnings**

RWY 07: BRAVO FOUR, CHARLIE FIVE, DELTA THREE, ECHO FIVE departure procedures not totally contained within controlled ASP.

31-MAY-2018

PMR-NZPM

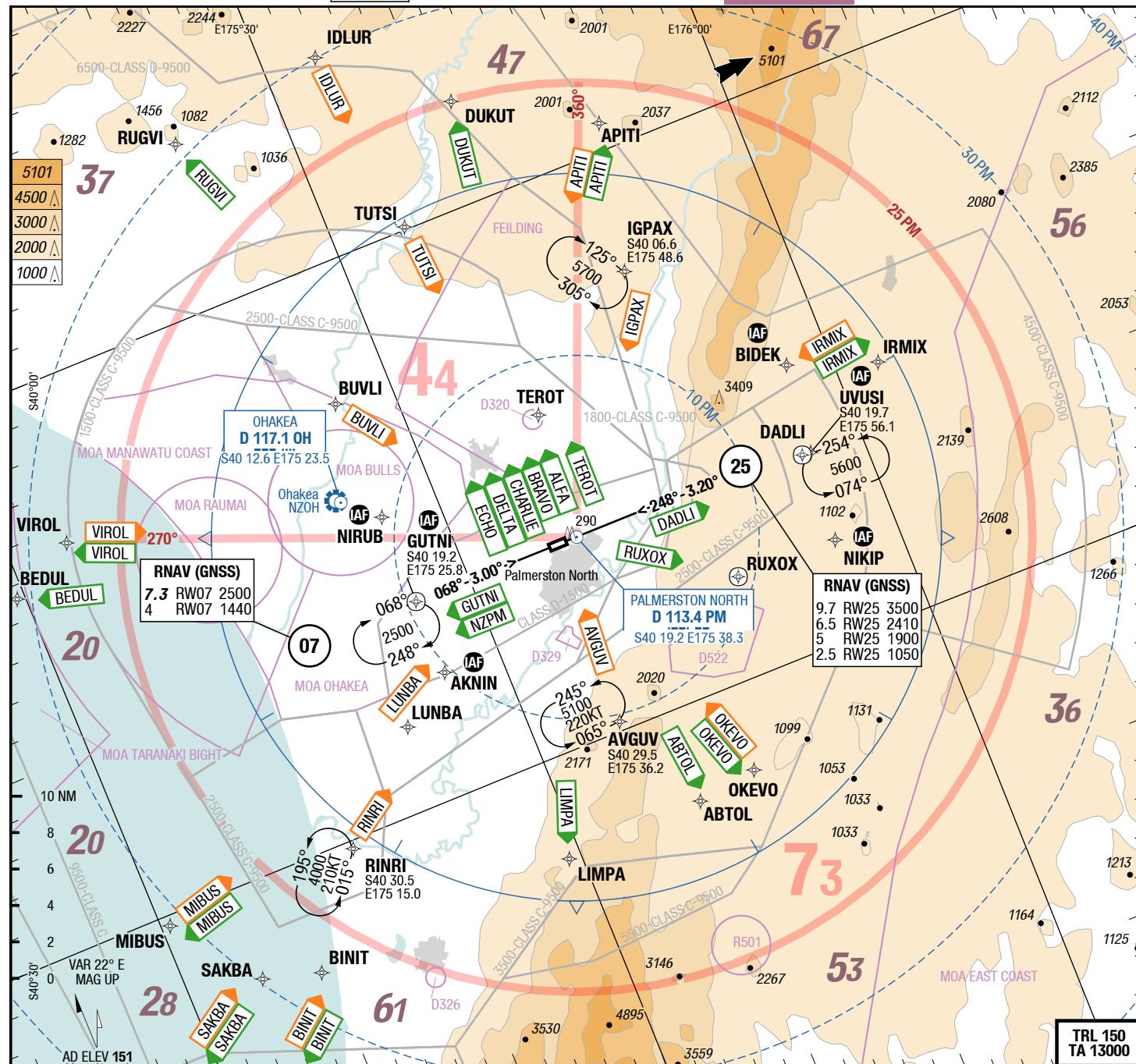
## New Zealand Palmerston North

AGC  
AFC

## Palmerston North New Zealand

AGC  
AFC

2-10



ATIS

Ohakea CTL

Ohakea APP

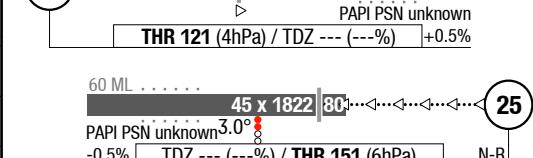
TWR

GND

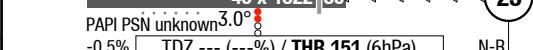
Christchurch Info

Landing RWY system:

07



25



Changes: FREQ

31-MAY-2018

PMR-NZPM

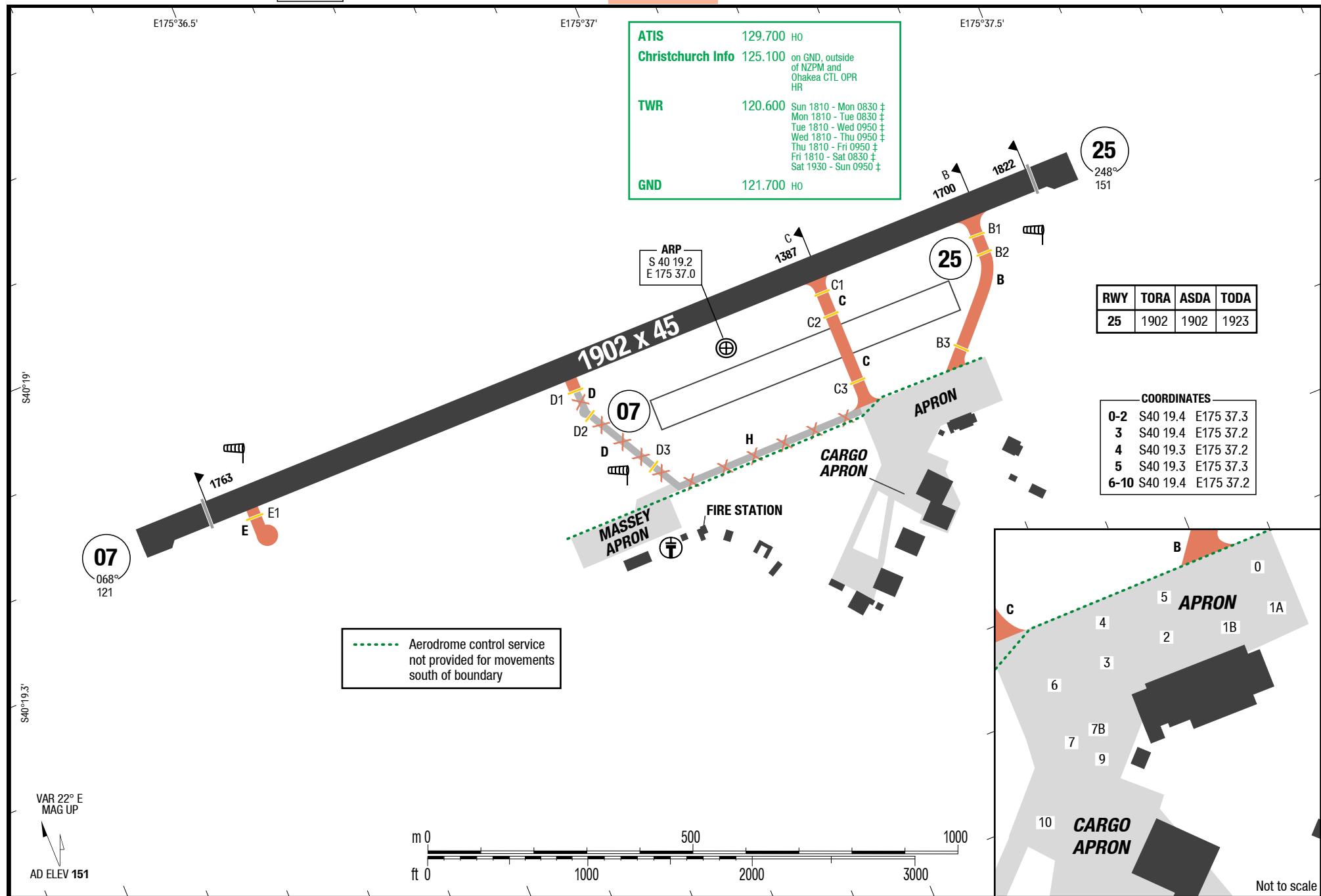
## New Zealand Palmerston North

3-20

AGC

## Palmerston North New Zealand

AGC



Changes: Nil

31-MAY-2018

PMR-NZPM

## New Zealand Palmerston North

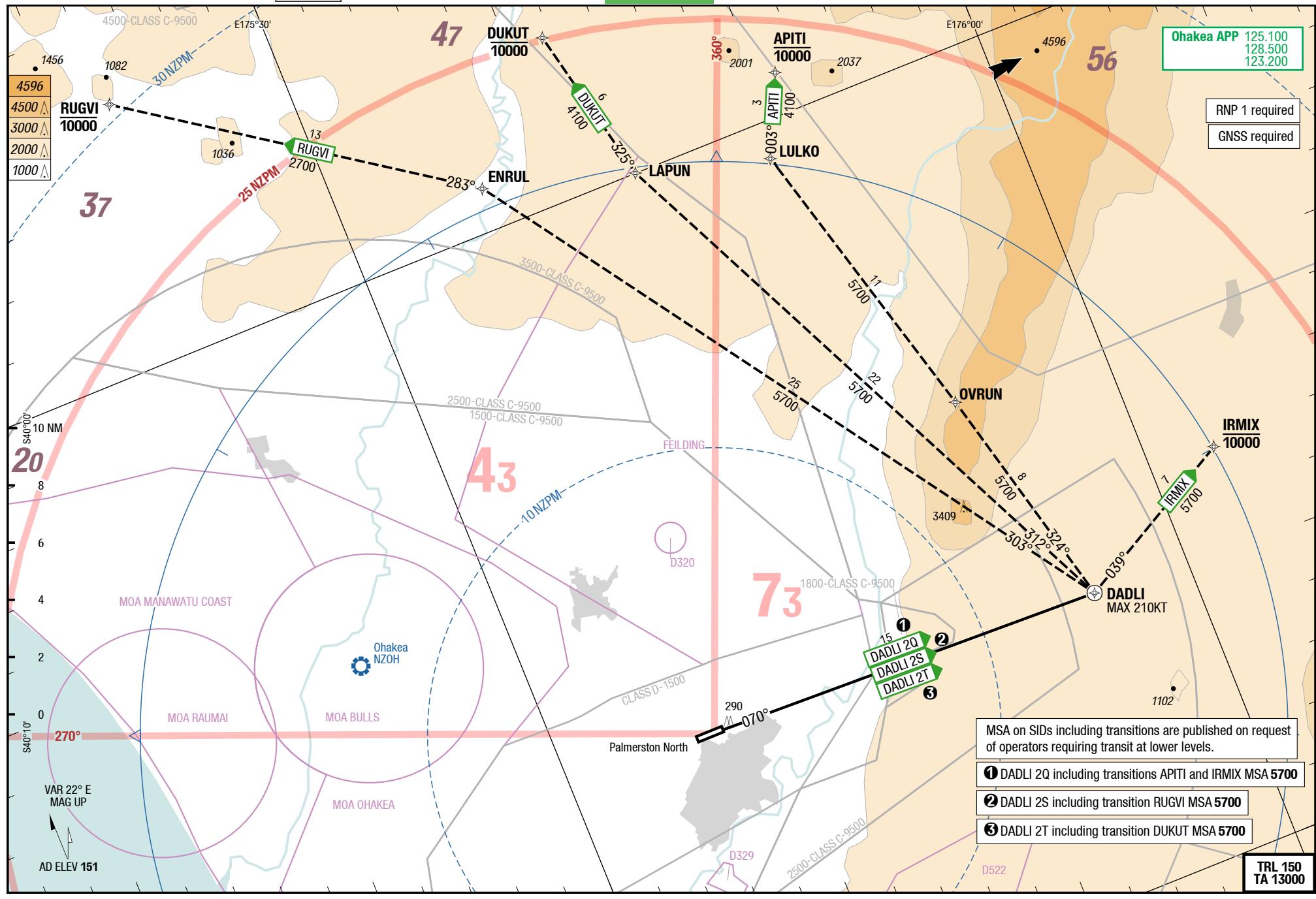
**RNAV SIDs RWY 07 RUXOX**

**4-10 RNAV SIDs RWY 07 DADLI**

## **Palmerston North New Zealand**

**RNAV SIDs RWY 07 RUXOX**

## **RNAV SIDs RWY 07 DADLI**



31-MAY-2018

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## New Zealand Palmerston North

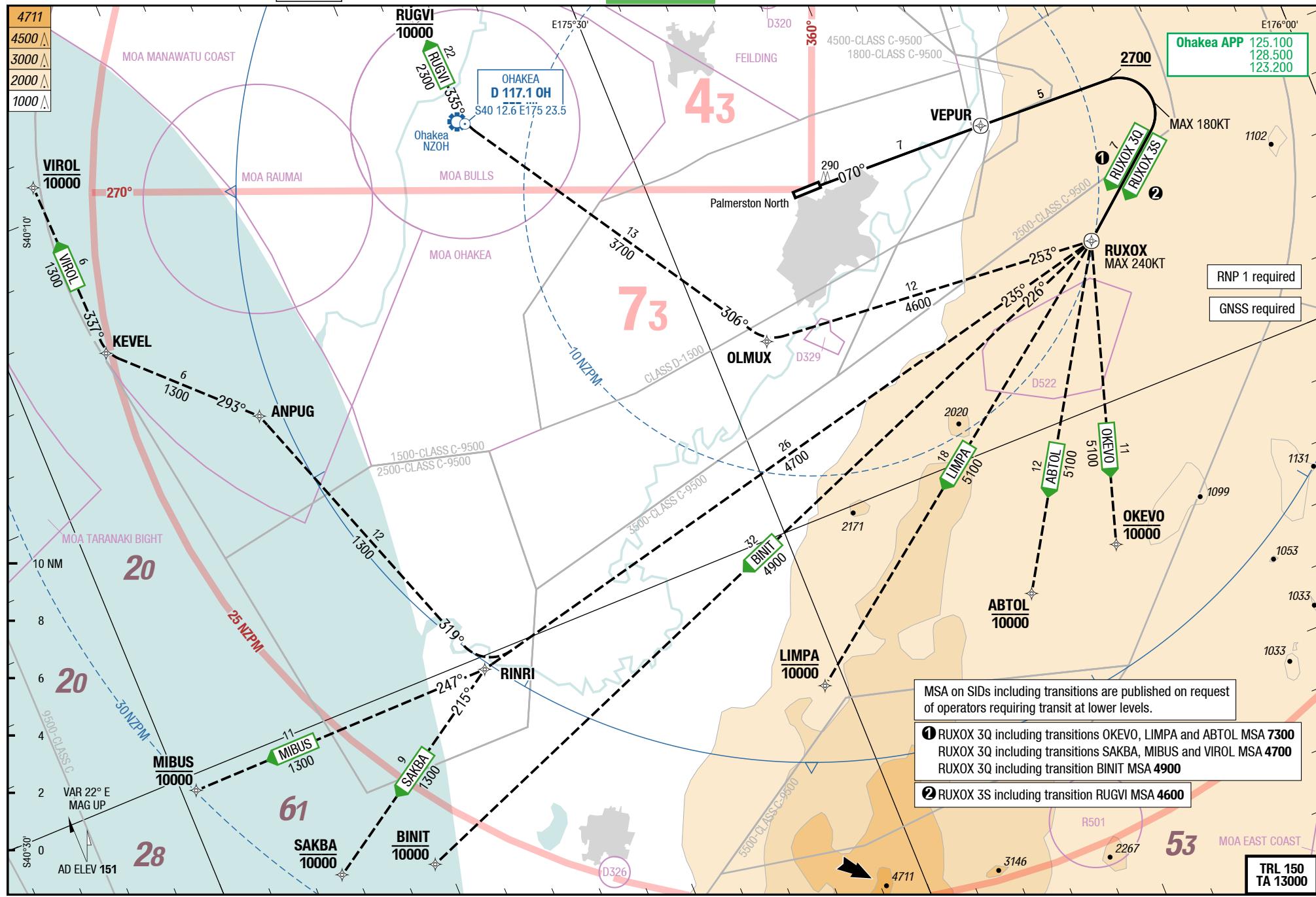
4-20 RNAV SIDs RWY 07 RUXOX

SID

SID

## Palmerston North New Zealand

RNAV SIDs RWY 07 RUXOX



31-MAY-2018

PMR-NZPM

## New Zealand Palmerston North

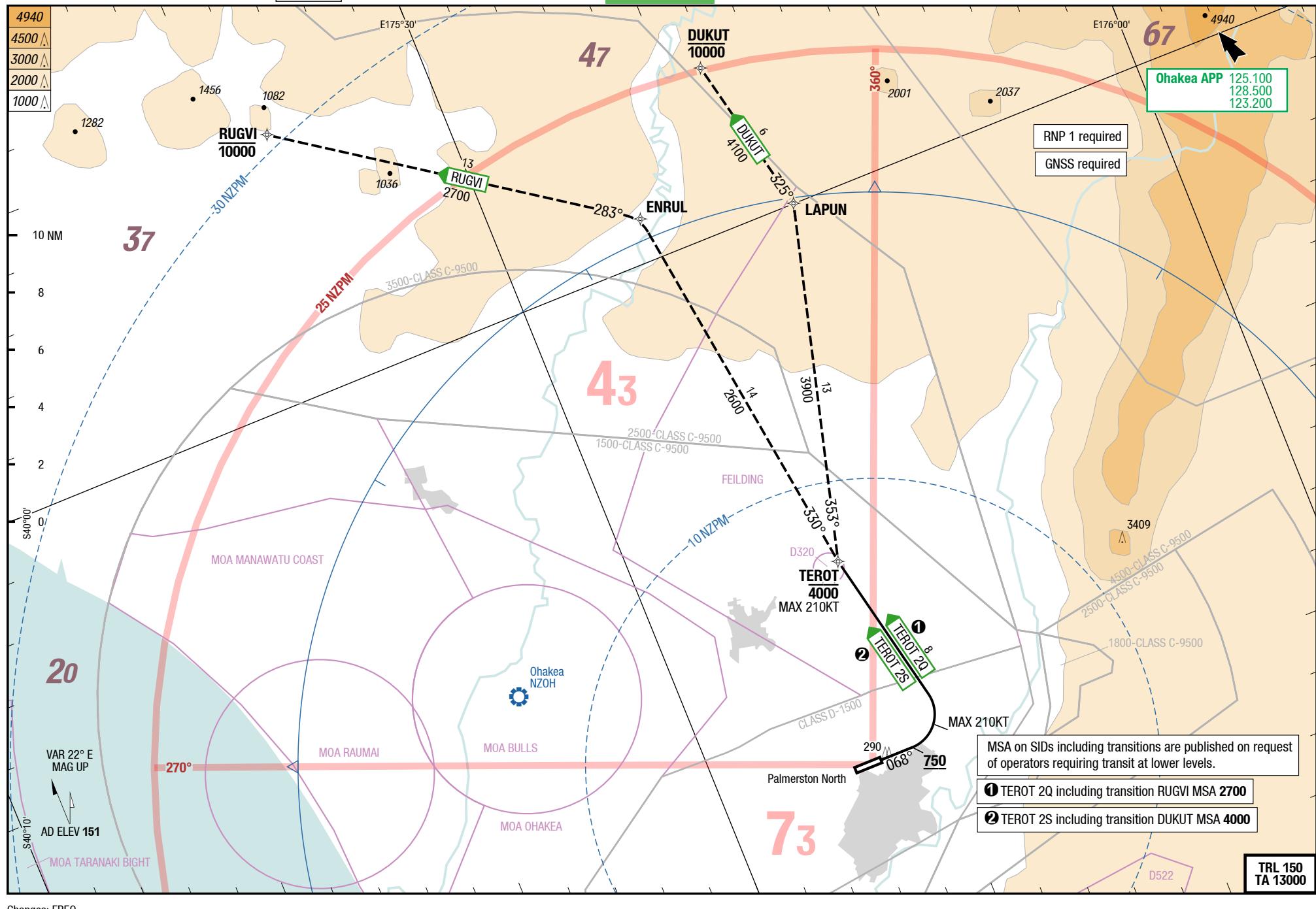
**RNAV SIDs RWY 25 GUTNI P/U**

## **4-30 RNAV SIDs RWY 07 TEROT**

## **Palmerston North New Zealand**

**RNAV SIDs RWY 25 GUTNI P/U**

## **RNAV SIDs RWY 07 TEROT**



31-MAY-2018

## New Zealand Palmerston North

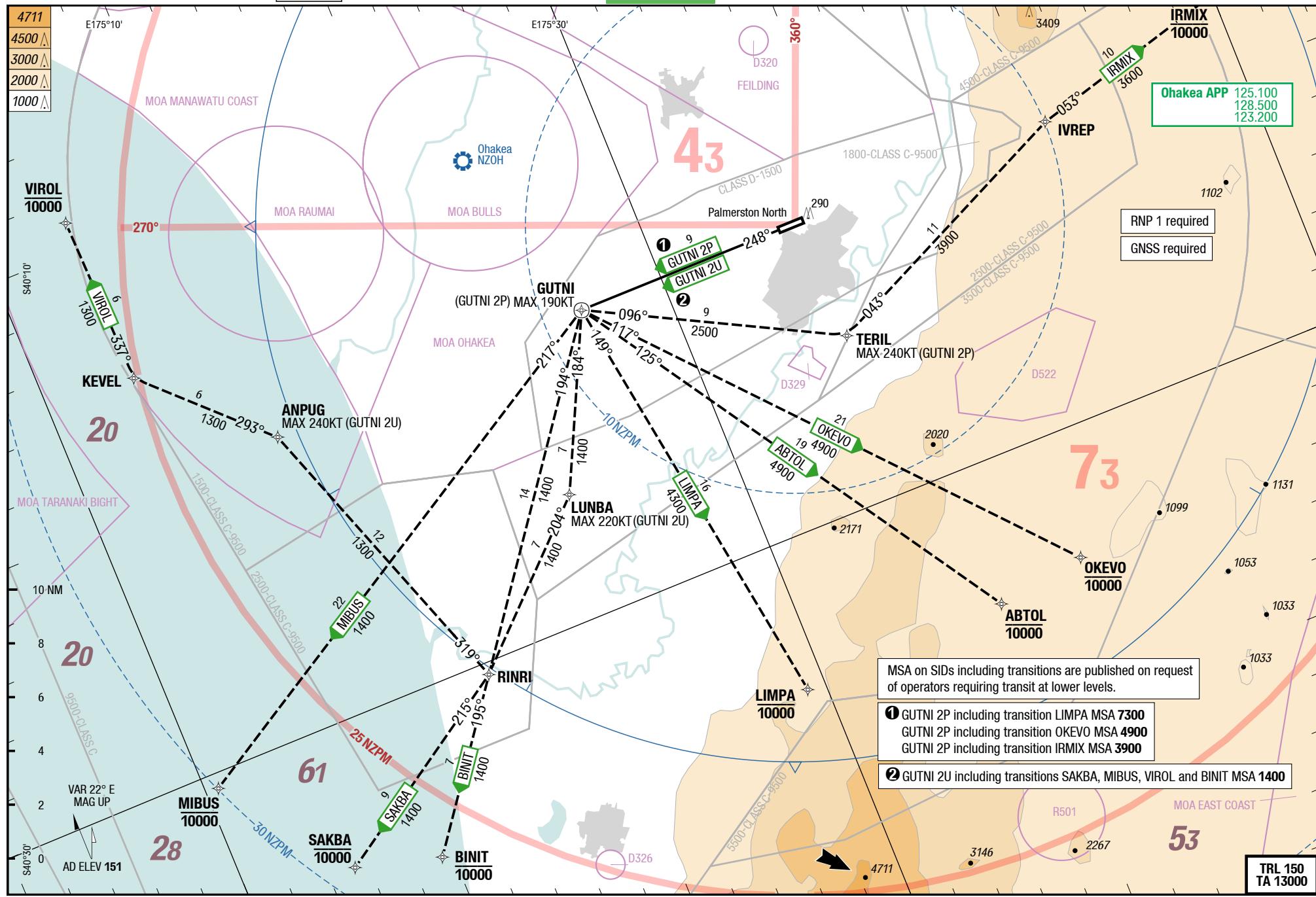
PMR-NZPM

4-40 RNAV SIDs RWY 25 GUTNI P/U

SID

## Palmerston North New Zealand

RNAV SIDs RWY 25 GUTNI P/U



31-MAY-2018

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## New Zealand Palmerston North

SIDs RWY 07

4-50

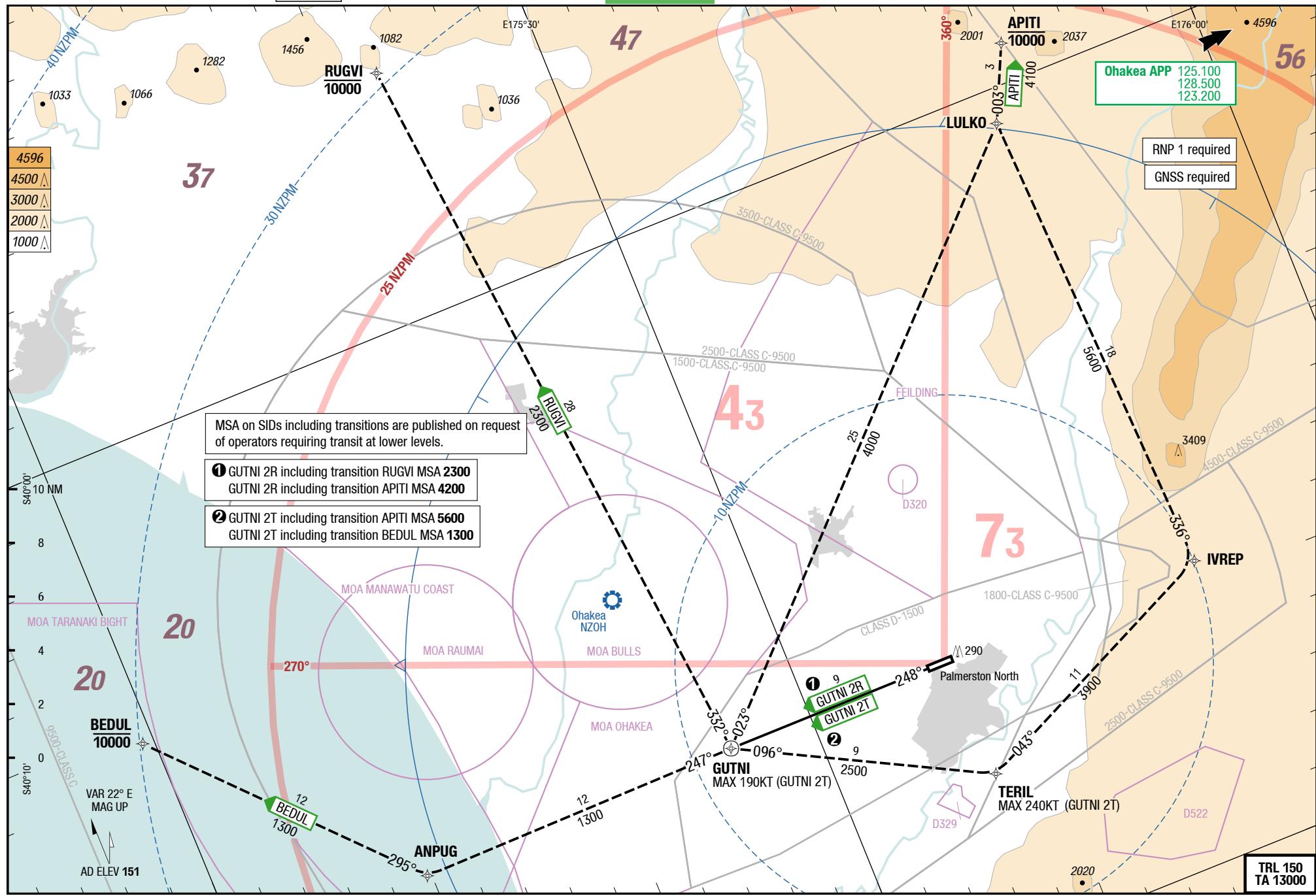
RNAV SIDs RWY 25 GUTNI R/T

SID

## Palmerston North New Zealand

SIDs RWY 07

RNAV SIDs RWY 25 GUTNI R/T



31-MAY-2018

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## New Zealand Palmerston North

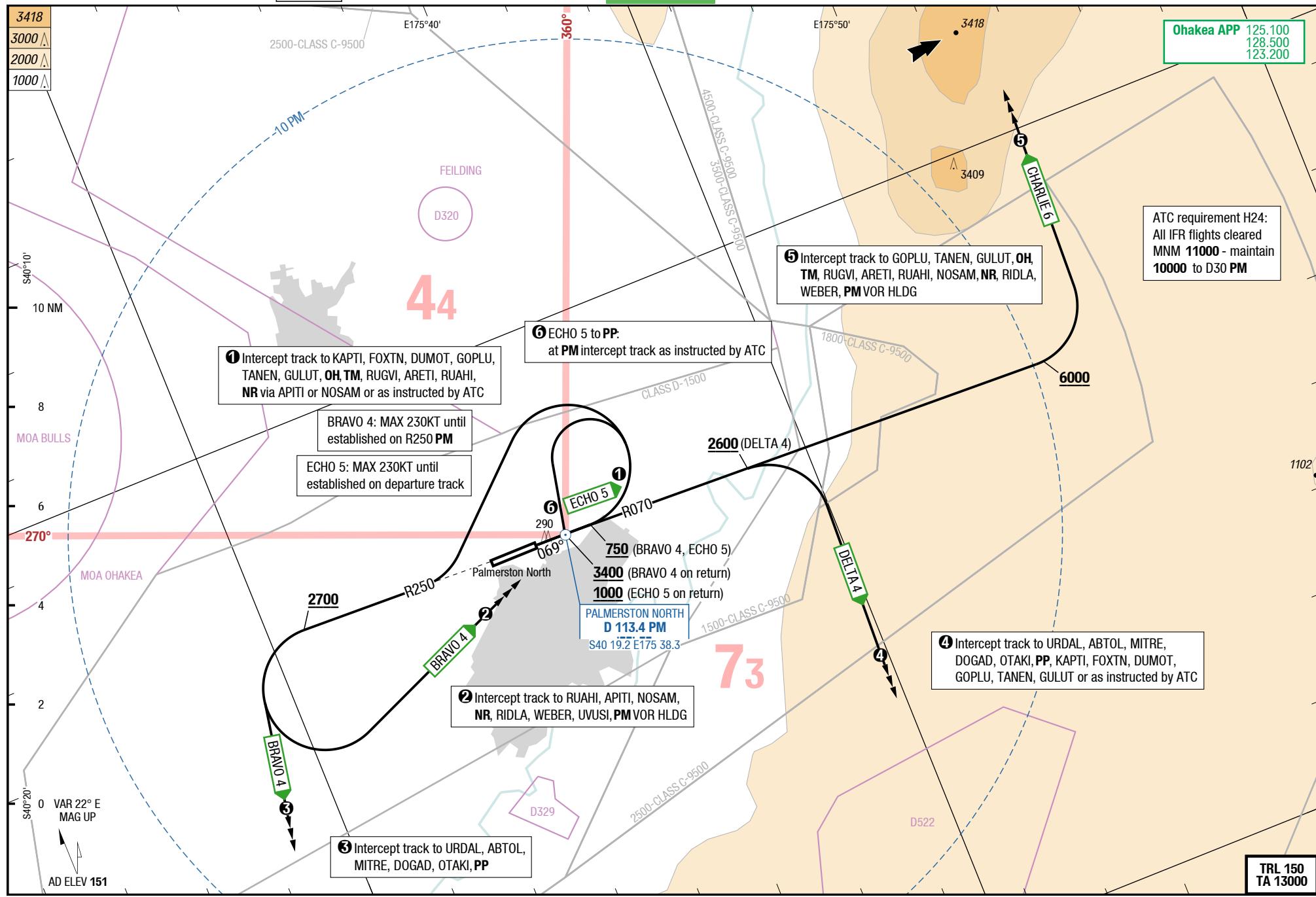
4-60

SIDs RWY 07

SID

## Palmerston North New Zealand

SIDs RWY 07



31-MAY-2018

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## New Zealand Palmerston North

SID RWY 25 Radar

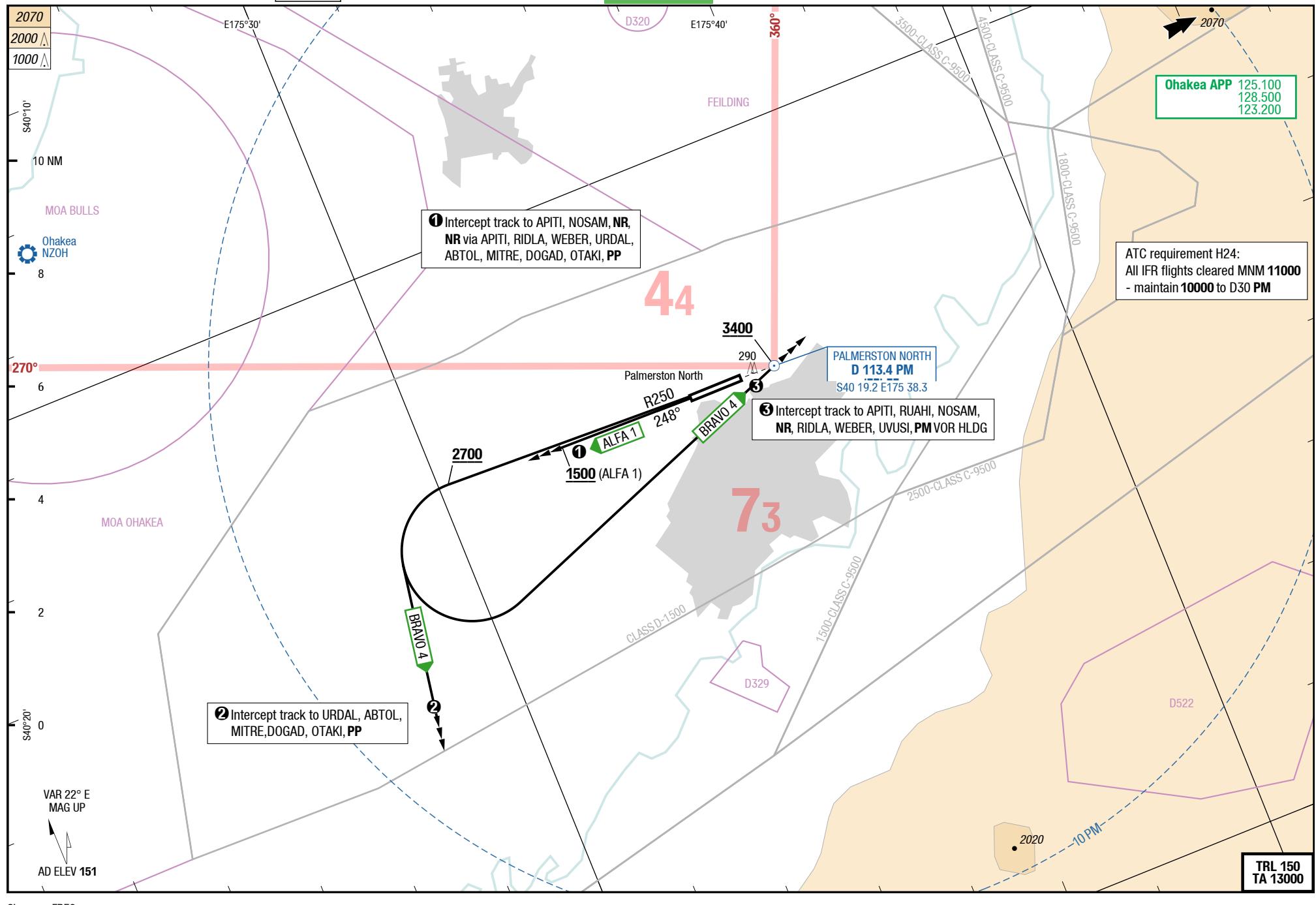
4-70

## SIDs RWY 25

## **Palmerston North New Zealand**

SID RWY 25 Radar

SIDs RWY 25



31-MAY-2018

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New Zealand Palmerston North

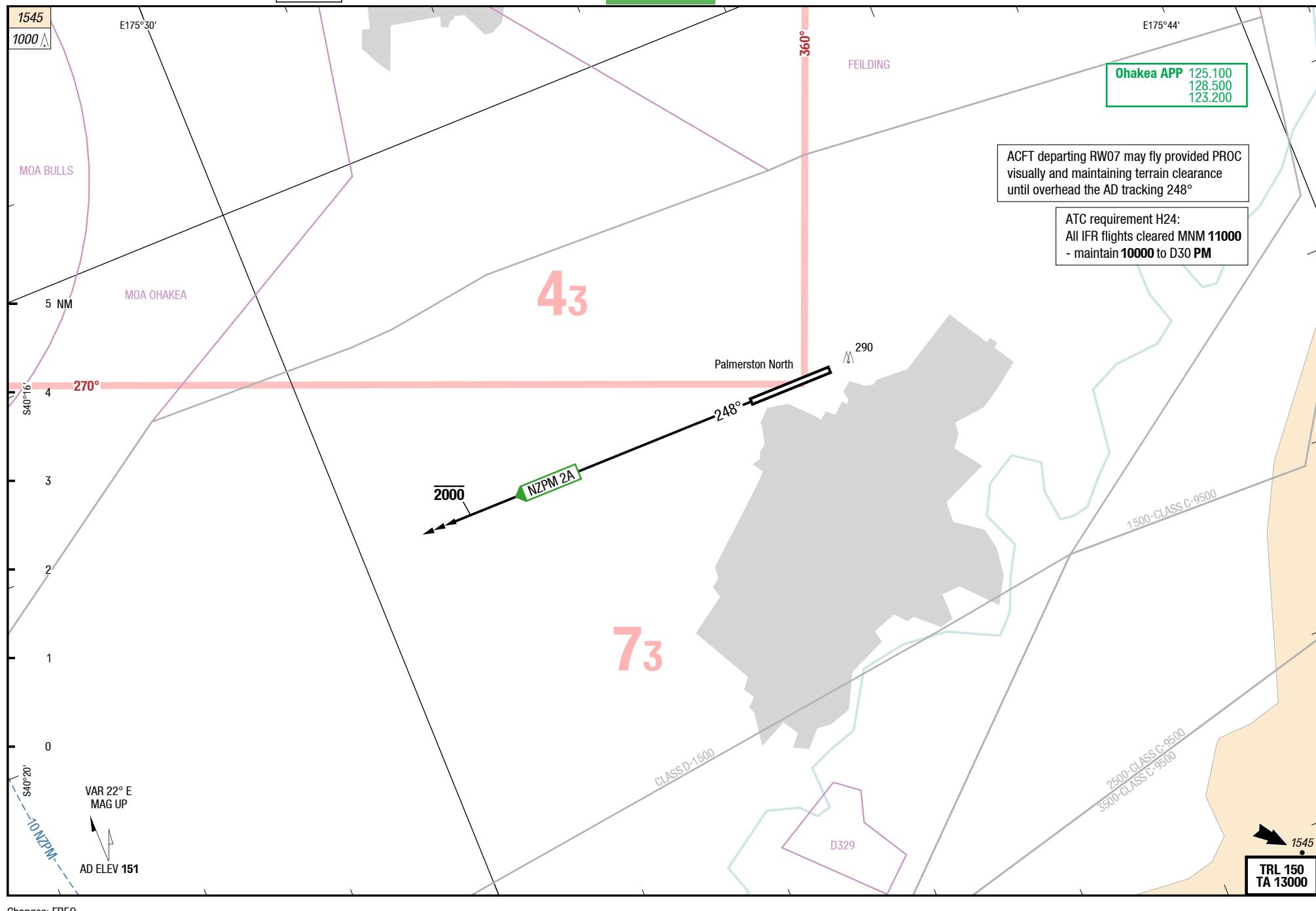
4-80

SID RWY 25 Radar

SID

SID

Palmerston North New Zealand



5-10

DADLI 2Q / DADLI 2S / DADLI 2T

RWY 07 (068°)

When TWR on watch call Ohakea CTL airborne, unless advised otherwise

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500
8.9%	ft/MIN	1100	1400	1700	1900	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
Runway 07		
<b>DADLI 2Q</b> 5.2% to 4600 8.9% to 3000 <b>125.100</b> ①②⑤	070° to DADLI (MAX 210KT)  <b>TRANSITION</b>  <b>APITI</b> DADLI - LT (MAX 210KT) direct OVRUN - LULKO - RT 003° to APITI  <b>IRMIX</b> DADLI - LT 039° to IRMIX	
<b>DADLI 2S</b> 5.2% to 4600 8.9% to 3000 <b>125.100</b> ①②③	070° to DADLI (MAX 210KT)  <b>TRANSITION</b>  <b>RUGVI</b> DADLI - LT (MAX 210KT) direct ENRUL - LT 283° to RUGVI	<b>APITI MAX 10000</b>  <b>IRMIX MAX 10000</b>  <b>RUGVI MAX 10000</b>
<b>DADLI 2T</b> 5.2% to 4600 8.9% to 3000 <b>125.100</b> ①②④	070° to DADLI (MAX 210KT)  <b>TRANSITION</b>  <b>DUKUT</b> DADLI - LT (MAX 210KT) direct LAPUN - RT 325° to DUKUT	
		<b>DUKUT MAX 10000</b>

- ① Close in obstacles not considered in climb gradient. Trees with MAX elevation 290ft AMSL left and right of extended RWY CL between 150m and 1370m from CWY end
- ② Climb gradient 8.9% due to ASP
- ③ ATC may instruct ACFT LT at or above 4500 to ENRUL
- ④ ATC may instruct ACFT LT at or above 4500 to LAPUN
- ⑤ ATC may instruct ACFT LT at or above 4500 to OVRUN

## RUXOX 3Q / RUXOX 3S

RWY 07 (068°)

When TWR on watch, call Ohakea CTL airborne, unless advised otherwise

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
8.9%	ft/MIN	1100	1400	1700	1900	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
Runway 07		
<b>RUXOX 3Q</b> 5.1% to 2800 8.9% to 3000 <b>125.100</b> ①②③	VEPUR - at MNM <b>2700 RT</b> (MAX 180KT) direct RUXOX (MAX 240KT)	
	<b>TRANSITION</b>	
	<b>ABTOL</b> RUXOX - <b>LT</b> (MAX 240KT) direct ABTOL	ABTOL MAX <b>10000</b>
	<b>BINIT</b> RUXOX - <b>RT</b> (MAX 240KT) to BINIT	BINIT MAX <b>10000</b>
	<b>LIMPA</b> RUXOX - <b>RT</b> (MAX 240KT) direct LIMPA	LIMPA MAX <b>10000</b>
	<b>MIBUS</b> RUXOX - <b>RT</b> (MAX 240KT) to RINRI - <b>RT</b> to MIBUS	MIBUS MAX <b>10000</b>
	<b>OKEVO</b> RUXOX - <b>LT</b> (MAX 240KT) direct OKEVO	OKEVO MAX <b>10000</b>
	<b>SAKBA</b> RUXOX - <b>RT</b> (MAX 240KT) to RINRI - <b>LT</b> to SAKBA	SAKBA MAX <b>10000</b>
	<b>VIROL</b> RUXOX - <b>RT</b> (MAX 240KT) to RINRI - <b>RT</b> to ANPUG - <b>LT</b> to KEVEL - <b>RT</b> to VIROL	VIROL MAX <b>10000</b>
	VEPUR - at MNM <b>2700 RT</b> (MAX 180KT) direct RUXOX (MAX 240KT)	
<b>RUXOX 3S</b> 5.1% to 2800 8.9% to 3000 <b>125.100</b> ①②	<b>TRANSITION</b>	
	<b>RUGVI</b> RUXOX - <b>RT</b> (MAX 240KT) to OLMUX - <b>RT</b> to OH - <b>RT</b> to RUGVI	RUGVI MAX <b>10000</b>

- ① Close in obstacles not considered in climb gradient. Trees with MAX elevation 290ft AMSL left and right of extended RWY CL between 150m and 1370m from CWY end
- ② Climb gradient 8.9% due to ASP
- ③ ATC may require hold down at 4000ft to RUXOX

**PMR-NZPM**

5-30

**RNAV SIDs RWY 07 TEROT****TEROT 2Q / TEROT 2S**

RWY 07 (068°)

When TWR on watch call Ohakea CTL airborne, unless advised otherwise.

	GS	120	150	180	210	240	270
11.5%	ft/MIN	1400	1800	2100	2500	2800	3200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>TEROT 2Q</b> 11.5% to 4000 <b>125.100</b> ①②	at MNM <b>750 LT</b> (MAX 210KT) direct TEROT	TEROT MAX <b>4000</b>
	<b>TRANSITION</b>	
	<b>RUGVI</b> TEROT - 330° to ENRUL - <b>LT 283°</b> to RUGVI	TEROT MAX <b>4000</b> RUGVI MAX <b>10000</b>
<b>TEROT 2S</b> 11.5% to 4000 <b>125.100</b> ①②	at MNM <b>750 LT</b> (MAX 210KT) direct TEROT	TEROT MAX <b>4000</b>
	<b>TRANSITION</b>	
	<b>DUKUT</b> TEROT - <b>RT 353°</b> to LAPUN - <b>LT 325°</b> to DUKUT	TEROT MAX <b>4000</b> DUKUT MAX <b>10000</b>

① Close in obstacles not considered in climb gradient. Trees with MAX elevation 290ft AMSL left or right of extendent RWY CL between 150m and 1370m from CWY end

② Climb gradient 11.5% due to ASP

5-40

RNAV SIDs RWY 25 GUTNI P/U

**GUTNI 2P / GUTNI 2U**

RWY 25 (248°)

When TWR on watch call Ohakea CTL airborne, unless advised otherwise

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
3.9%	ft/MIN	500	600	800	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>GUTNI 2P</b>	direct to GUTNI (MAX 190KT)	
3.7% to 650 (IRMIX transition)	<b>TRANSITION</b>	
3.9% to 4400 (ABTOL transition)	<b>ABTOL</b> GUTNI - LT (MAX 190KT) direct ABTOL	ABTOL MAX <b>10000</b>
4.0% to 3800 (OKEVO transition)	<b>IRMIX</b> GUTNI - LT (MAX190KT) direct TERIL - LT (MAX 240KT) 043° to IVREP - RT 053° to IRMIX	IRMIX MAX <b>10000</b>
4.0% to 6200 (LIMPA transition)	<b>LIMPA</b> GUTNI - LT (MAX190KT) direct LIMPA	LIMPA MAX <b>10000</b>
5.1% to 10000 (LIMPA transition)	<b>OKEVO</b> GUTNI - LT (MAX 190KT) direct OKEVO	OKEVO MAX <b>10000</b>
<b>GUTNI 2U</b>	direct to GUTNI	
3.7% to 650	<b>TRANSITION</b>	
<b>125.100</b> ①③	<b>BINIT</b> GUTNI - LT direct RINRI -195° to BINIT	BINIT MAX <b>10000</b>
	<b>MIBUS</b> GUTNI - LT direct MIBUS	MIBUS MAX <b>10000</b>
	<b>SAKBA</b> GUTNI - LT direct RINRI - RT 215° to SAKBA	SAKBA MAX <b>10000</b>
	<b>VIROL</b> GUTNI - LT direct LUNBA - RT (MAX 220KT) 204° to RINRI - RT 319° to ANPUG - LT (MAX 240KT) 293° to KEVEL - RT 337° to VIROL	VIROL MAX <b>10000</b>

- ① Close in obstacles not considered in climb gradient. Trees with MAX elevation 163ft AMSL 281°/320m from CWY end
- ② Climb gradient 5.1% due to ASP.
- ③ If unable to comply the turn of 115° from RINRI to ANPUG for transiton VIROL advice ATC.

**PMR-NZPM**

5-50

**RNAV SIDs RWY 25 GUTNI R/T****GUTNI 2R / GUTNI 2T**

RWY 25 (248°)

When TWR on watch call Ohakea CTL airborne, unless advised otherwise

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 25</b>		
<b>GUTNI 2R</b> 3.7% to 650 8.3% to 6000 (transition APITI) <b>125.100</b> ①②③	<b>direct GUTNI</b>  <b>TRANSITION</b>  <b>APITI</b> GUTNI - <b>RT</b> direct LULKO - <b>LT</b> 003° to APITI  <b>RUGVI</b> GUTNI - <b>RT</b> direct RUGVI	   <b>APITI MAX 10000</b>  <b>RUGVI MAX 10000</b>
<b>GUTNI 2T</b> 3.7% to 650 <b>125.100</b> ①	<b>direct GUTNI (MAX 190KT)</b>  <b>TRANSITION</b>  <b>APITI</b> GUTNI - <b>LT</b> (MAX 190KT) direct TERIL - <b>LT</b> (MAX 240KT) 043° to IVREP - <b>LT</b> 336° to LULKO - <b>RT</b> 003° to APITI  <b>BEDUL</b> GUTNI - 247° to ANPUG - <b>RT</b> 295° to BEDUL	   <b>APITI MAX 10000</b>  <b>BEDUL MAX 10000</b>

- ① Close in obstacles not considered in climb gradient. Trees with MAX elevation 163ft AMSL 281°/320m from CWY end
- ② RUGVI transition AVBL OH TMA hours of watch only
- ③ Climb gradient 8.3% required when G357 active. If unable to comply advise ATC

## PMR-NZPM

5-70

SIDs RWY 07

**BRAVO 4 / CHARLIE 6 / DELTA 4**

RWY 07 (068°)

**When TWR on watch all Ohakea CTL airborne, unless advised otherwise**

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>BRAVO 4</b> <b>125.100</b> ①②③⑤⑥	ACFT departing to URDAL, ABTOL, MITRE, DOGAD, OTAKI, <b>PP</b> : at MNM <b>750 LT</b> intercept R250 <b>PM</b> - at MNM <b>2700 LT</b> intercept track  ACFT departing to RUAHI, APITI, NOSAM, <b>NR</b> , RIDLA, WEBER, UVUSI, <b>PM</b> : at MNM <b>750 LT</b> intercept R250 <b>PM</b> - at MNM <b>2700 LT</b> direct <b>PM</b> - intercept track	<b>PM MNM 3400</b> (on return)
<b>CHARLIE 6</b> 5.1% to 2600 <b>125.100</b> ②③④⑤	intercept R070 <b>PM</b> - at MNM <b>6000 LT</b> intercept track to GOPLU, TANEN, GULUT, <b>OH</b> , <b>TM</b> , RUGVI, ARETI, RUAHI, NOSAM, <b>NR</b> , RIDLA, WEBER, <b>PM</b> VOR HLDG  <b>TRANSITION</b>  <b>OCEANIC TRANSITION</b> to GOPLU, TANEN, GULUT - <b>FL260</b> or above Maintain <b>10000</b> to D30 <b>PM</b> . Cleared level <b>FL250</b> Expect further clearance to filed flight level prior to D100 <b>PM</b> . Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable.	
<b>DELTA 4</b> 5.1% to 3000 <b>125.100</b> ②③⑤	intercept R070 <b>PM</b> - at MNM <b>2600 RT</b> intercept track to URDAL, ABTOL, MITRE, DOGAD, OTAKI, <b>PP</b> , KAPTI, FOXTN, DUMOT, GOPLU, TANEN, GULUT or as instructed by ATC	

- ① MAX 230KT until established on R250 PM
- ② Close in obstacles not considered in climb gradient. Trees with MAX elevation 290ft AMSL left and right of extended RWY CL between 150m and 1370m from CWY end.
- ③ ATC requirement H24: All IFR flights cleared MNM 11000 - maintain 10000 to D30 PM.
- ④ ATC may instruct to LT at MNM 5000
- ⑤ PROC not totally contained within controlled ASP
- ⑥ ASP containment not assured

**PMR-NZPM****5-80****SIDs RWY 07****DELTA 4 / ECHO 5**

RWY 07 (068°)

**When TWR on watch all Ohakea CTL airborne, unless advised otherwise**

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>DELTA 4</b> 5.1% to 3000 <b>125.100</b> ①②③	<b>TRANSITION</b>  <b>OCEANIC TRANSITION</b> to GOPLU, TANEN, GULUT - <b>FL260</b> or above Maintain <b>10000</b> to D30 PM. Cleared level <b>FL250</b> Expect further clearance to filed flight level prior to D100 PM. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable.	
<b>ECHO 5</b> 4.2% to 7200 (NR via APITI or NOSAM) <b>120.600</b> ①②③④	ACFT departing to KAPTI, FOXTN, DUMOT, GOPLU, TANEN, GULUT, <b>OH</b> , <b>TM</b> , RUGVI, ARETI, RUAHI at MNM <b>750 LT</b> intercept track or as instructed by ATC  ACFT departing to <b>PP</b> at MNM <b>750 LT</b> direct to <b>PM</b> - intercept track or as instructed by ATC  ACFT Departing to <b>NR</b> via APITI or NOSAM at MNM <b>750 LT</b> intercept track  <b>TRANSITION</b>  <b>OCEANIC TRANSITION</b> to GOPLU, TANEN, GULUT - <b>FL260</b> or above Maintain <b>10000</b> to D30 PM. Cleared level <b>FL250</b> Expect further clearance to filed flight level prior to D100 PM. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable.	<b>PM MNM 1000</b>

- ① Close in obstacles not considered in climb gradient. Trees with MAX elevation 290ft AMSL left and right of extended RWY CL between 150m and 1370m from CWY end.
- ② ATC requirement H24: All IFR flights cleared MNM 11000 - maintain 10000 to D30 PM.
- ③ PROC not totally contained within controlled ASP
- ④ ASP containment not assured

**PMR-NZPM****5-90****SIDs RWY 25****ALFA 1 / BRAVO 4**

RWY 25 (248°)

**When TWR on watch call Ohakea CTL airborne, unless advised otherwise**

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 25</b>		
<b>ALFA 1</b> 3.5% to 7200 4.6% to 3200 5.1% to 5600 5.6% to 3400 6.1% to 4800 <b>125.100</b> ①②③④⑤⑥⑦⑧	at MNM <b>1500</b> turn to intercept track to APITI, NOSAM, <b>NR</b> via APITI, RIDLA, WEBER, URDAL, ABTOL, MITRE, DOGAD, OTAKI, <b>PP</b> or as instructed by ATC  <b>TRANSITION</b>  <b>OCEANIC TRANSITION</b> to GOPLU, TANEN, GULUT - <b>FL260</b> or above Maintain <b>10000</b> to D30 PM. Cleared level <b>FL250</b> Expect further clearance to filed flight level prior to D100 PM. Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable.	
<b>BRAVO 4</b> <b>125.100</b> ⑦⑧	ACFT departing to URDAL, ABTOL, MITRE, DOGAD, OTAKI, <b>PP</b> : intercept R250 <b>PM</b> - at MNM <b>2700 LT</b> intercept track  ACFT departing to APITI, RUAAHI, NOSAM, <b>NR</b> , RIDLA, WEBER, UVUSI, <b>PM</b> VOR HLDG: intercept R250 <b>PM</b> - at MNM <b>2700 LT</b> direct <b>PM</b> - intercept track	<b>PM MNM 3400</b>

- ① ATC may instruct ACFT to turn at 650 or above
- ② 3.5% to NR via APITI
- ③ 4.6% to PP
- ④ 5.1% to ABTOL, MITRE, DOGAD, OTAKI
- ⑤ 5.6% to URDAL
- ⑥ 6.1% to APITI, NOSAM, NR, RIDLA, WEBER
- ⑦ ATC requirement H24: All IFR flights cleared MNM 11000 - maintain 10000 to D30 PM.
- ⑧ Close in obstacles not considered in climb gradient. Trees with MAX elevation 170ft AMSL right of extended RWY CL between 250m and 360m from Cwy end

**PMR-NZPM**

**5-100**

**SID RWY 25 Radar**

**NZPM 2A (RADAR)**

RWYs 07 (068°) / 25 (248°)

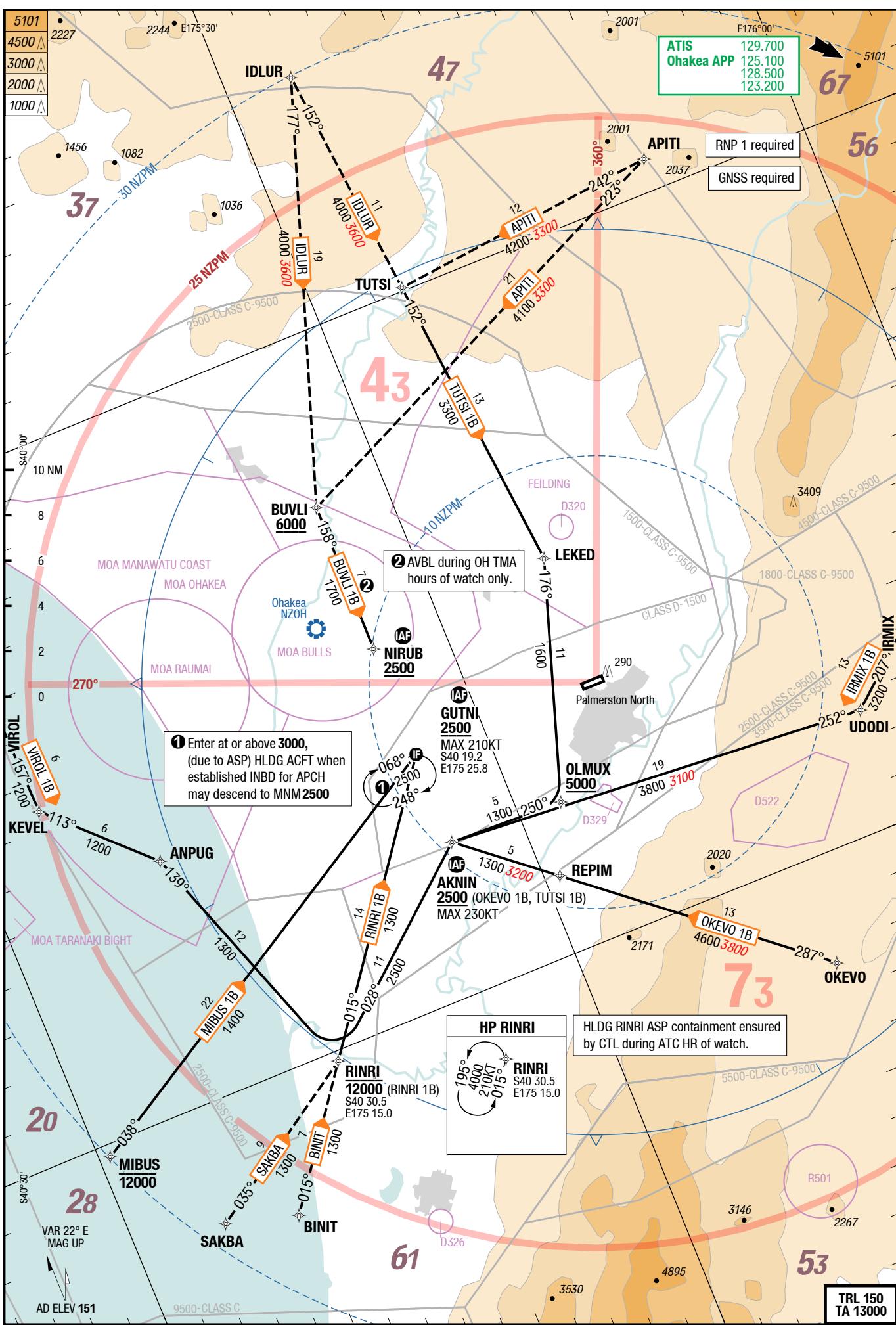
**When TWR on watch call Ohakea CTL airborne, unless advised otherwise**

	GS	120	150	180	210	240	270
7.3%	ft/MIN	900	1200	1400	1600	1800	2000

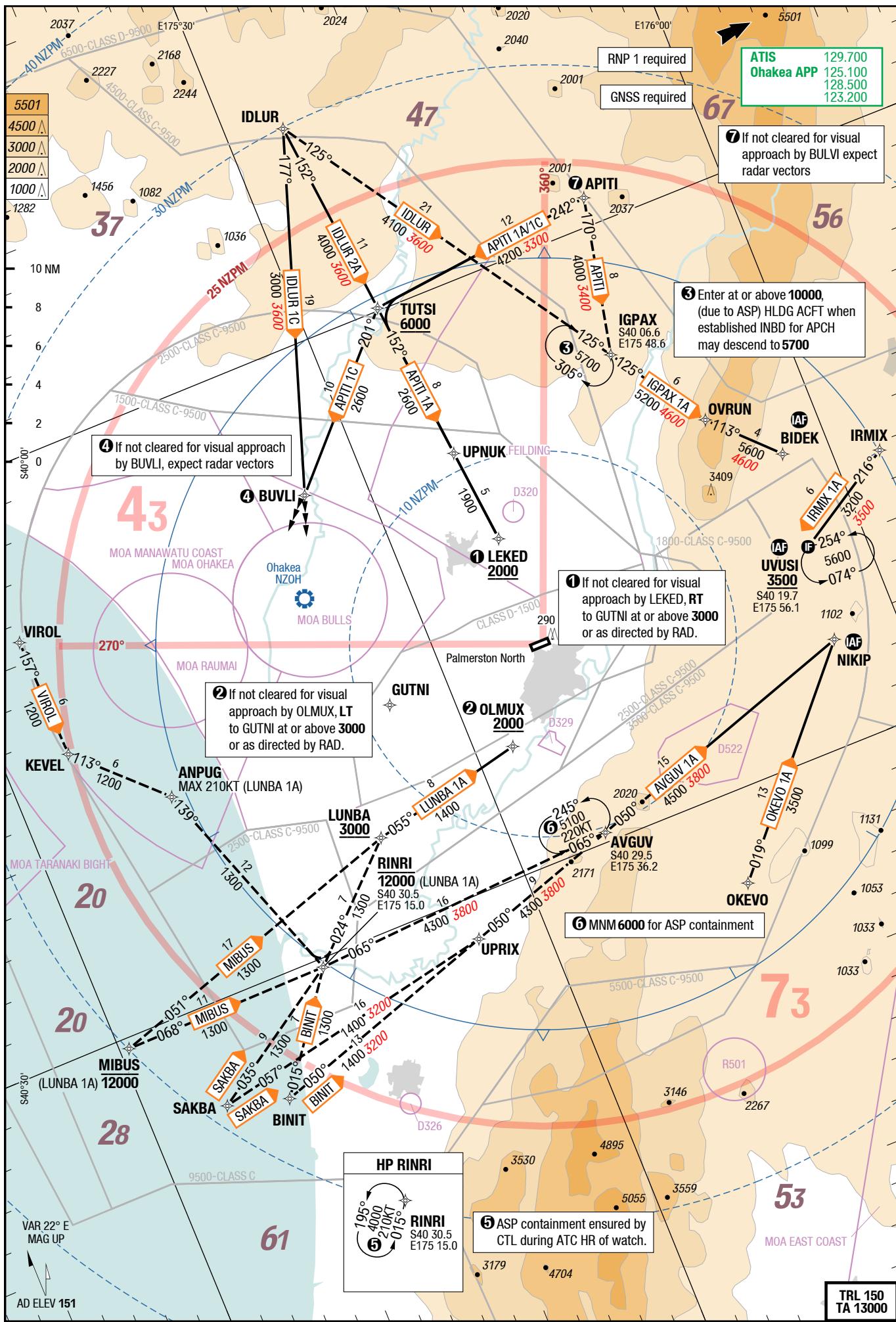
DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
<b>NZPM 2A (RADAR)</b> 7.3% to 2000 <b>125.100</b> ①②	maintain 2000 - expect radar vectors	

- ① ATC requirement H24: all flights cleared at MNM 11000 - maintain 10000 to D30 PM  
② ACFT departing RWY07 may fly provided PROC visually and maintaining terrain clearance until the AD tracking 248°

New Zealand Palmerston North  
RNAV STARS RWY 25  
RNAV STARS RWY 07  
STAR  
STAR  
Palmerston North New Zealand  
RNAV STARS RWY 25  
RNAV STARS RWY 07



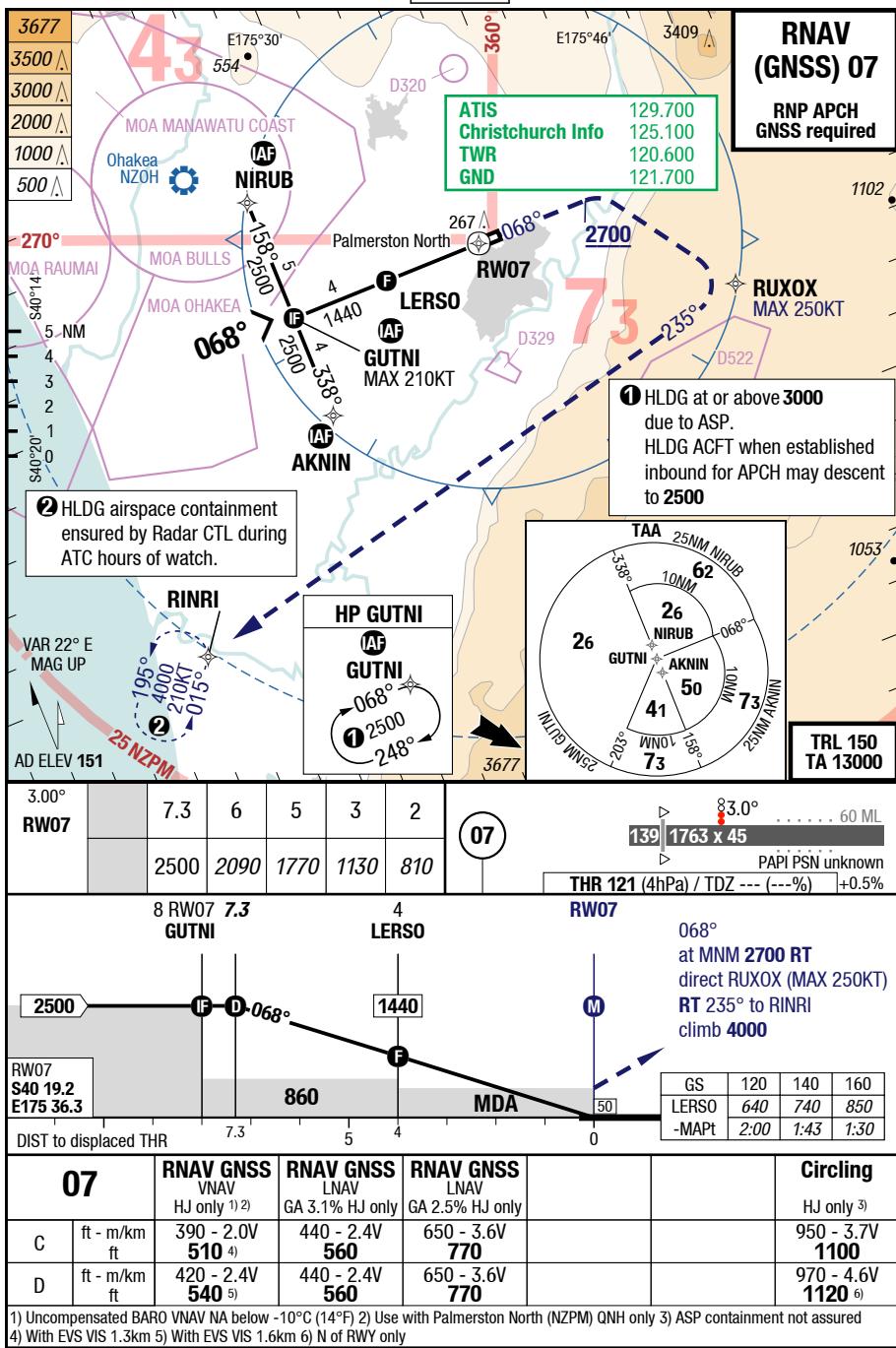
### Changes: FREQ



## PMR-NZPM

7-10

## RNAV (GNSS) 07

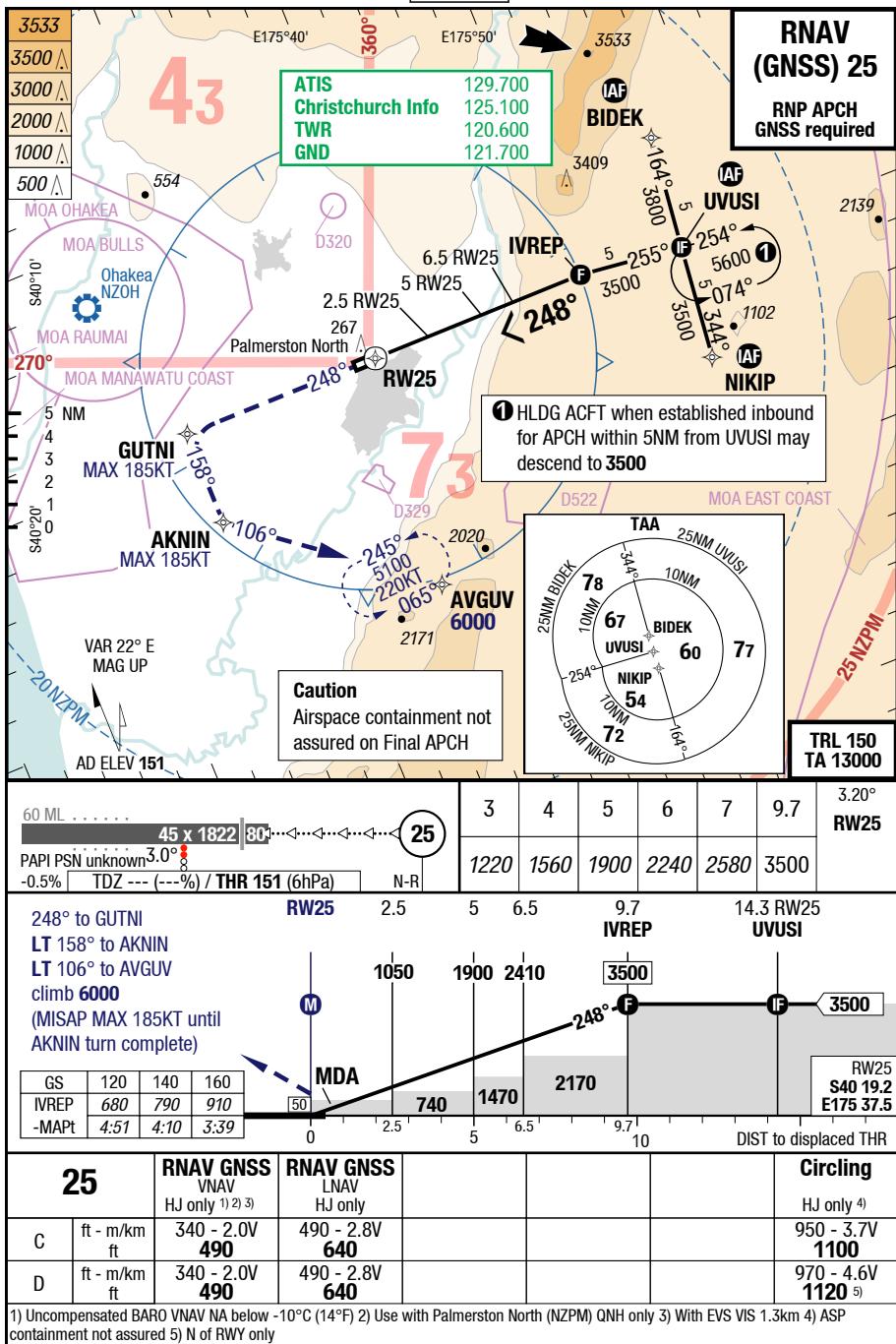


## PMR-NZPM

7-20

RNAV (GNSS) 25

IAC



Changes: MIN, HLDG

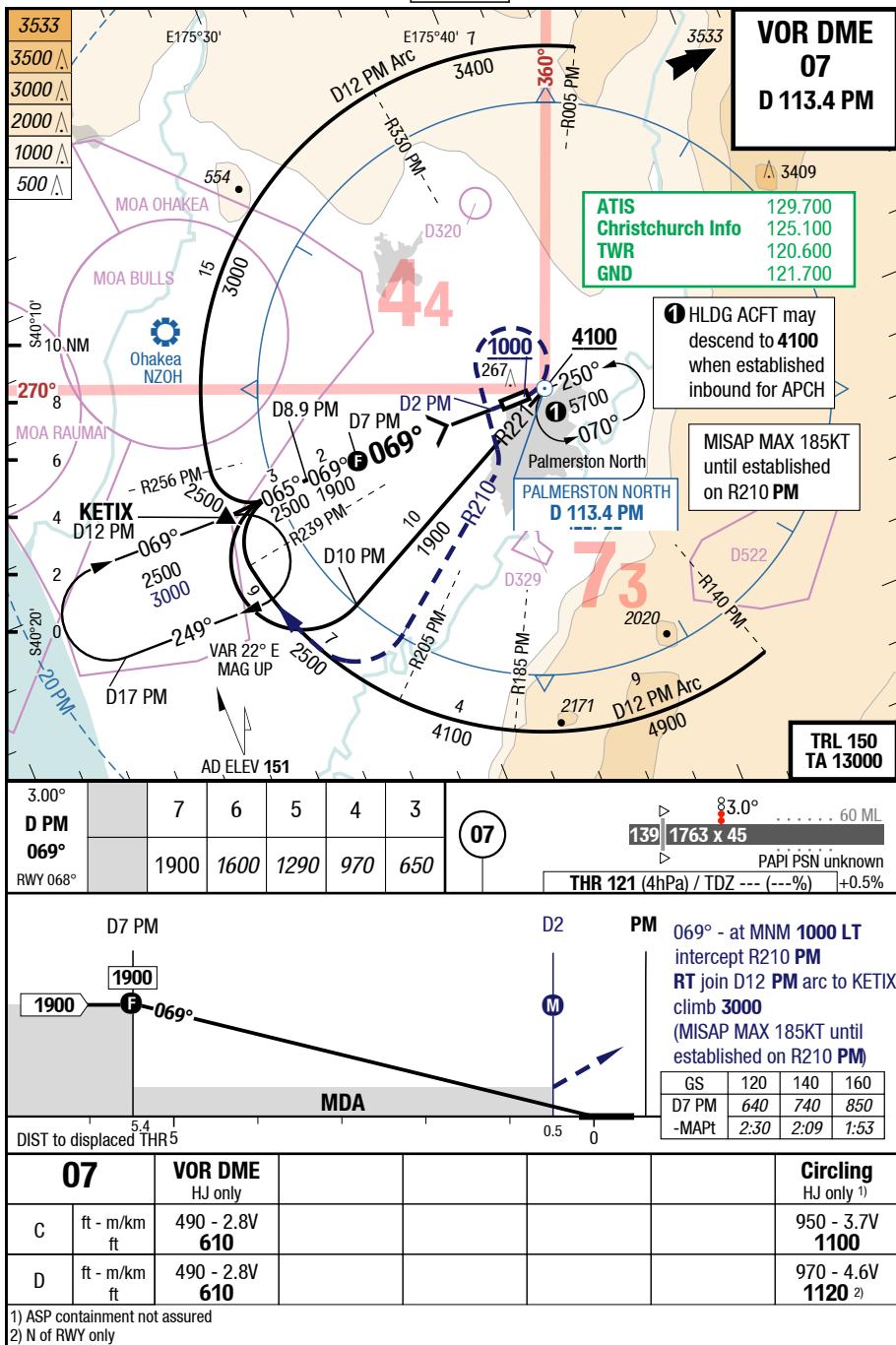
05-JAN-2017

## PMR-NZPM

7-30

## VOR DME 07

IAC



Changes: New

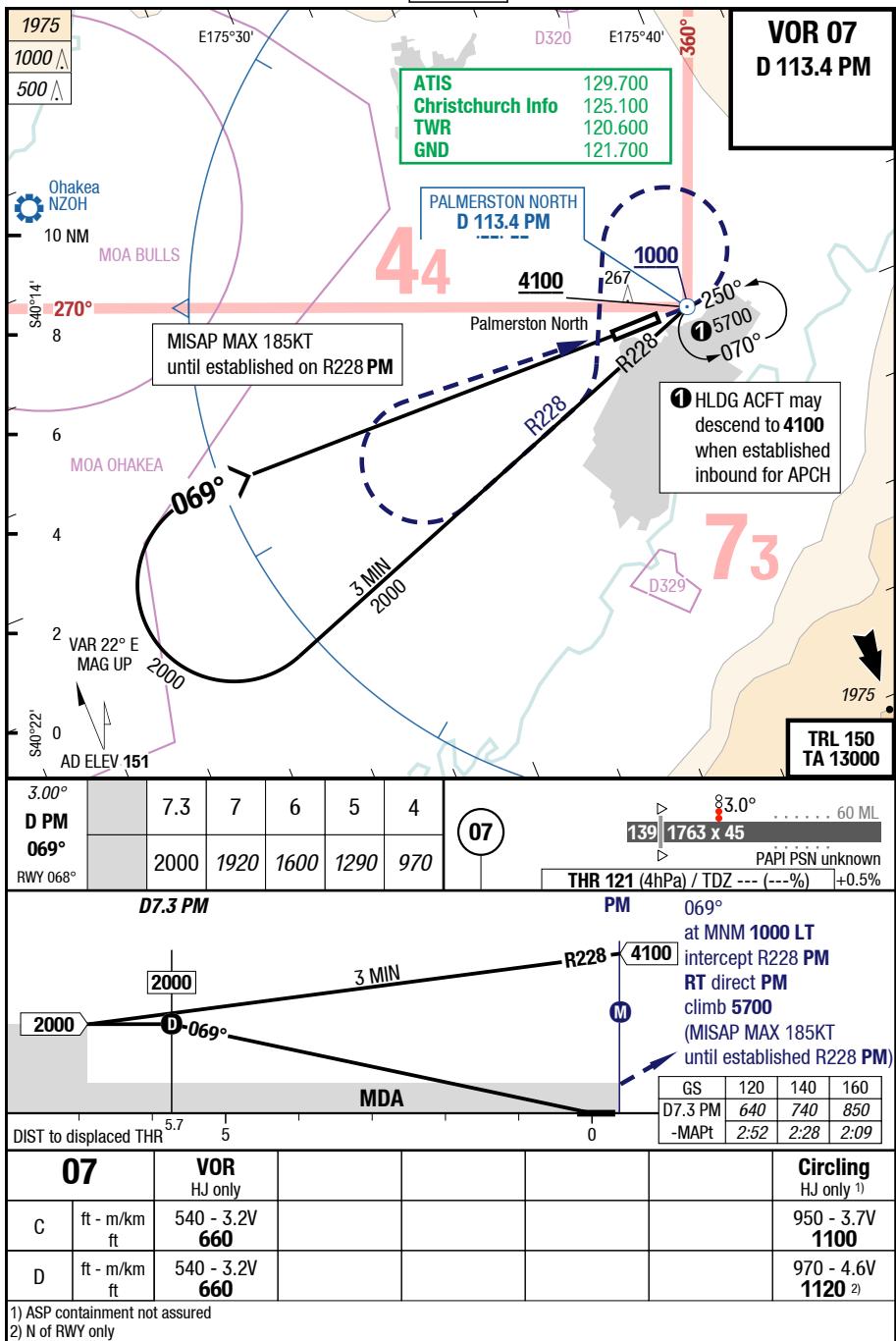
05-JAN-2017

PMR-NZPM

7-40

IAC

VOR 07



Changes: New

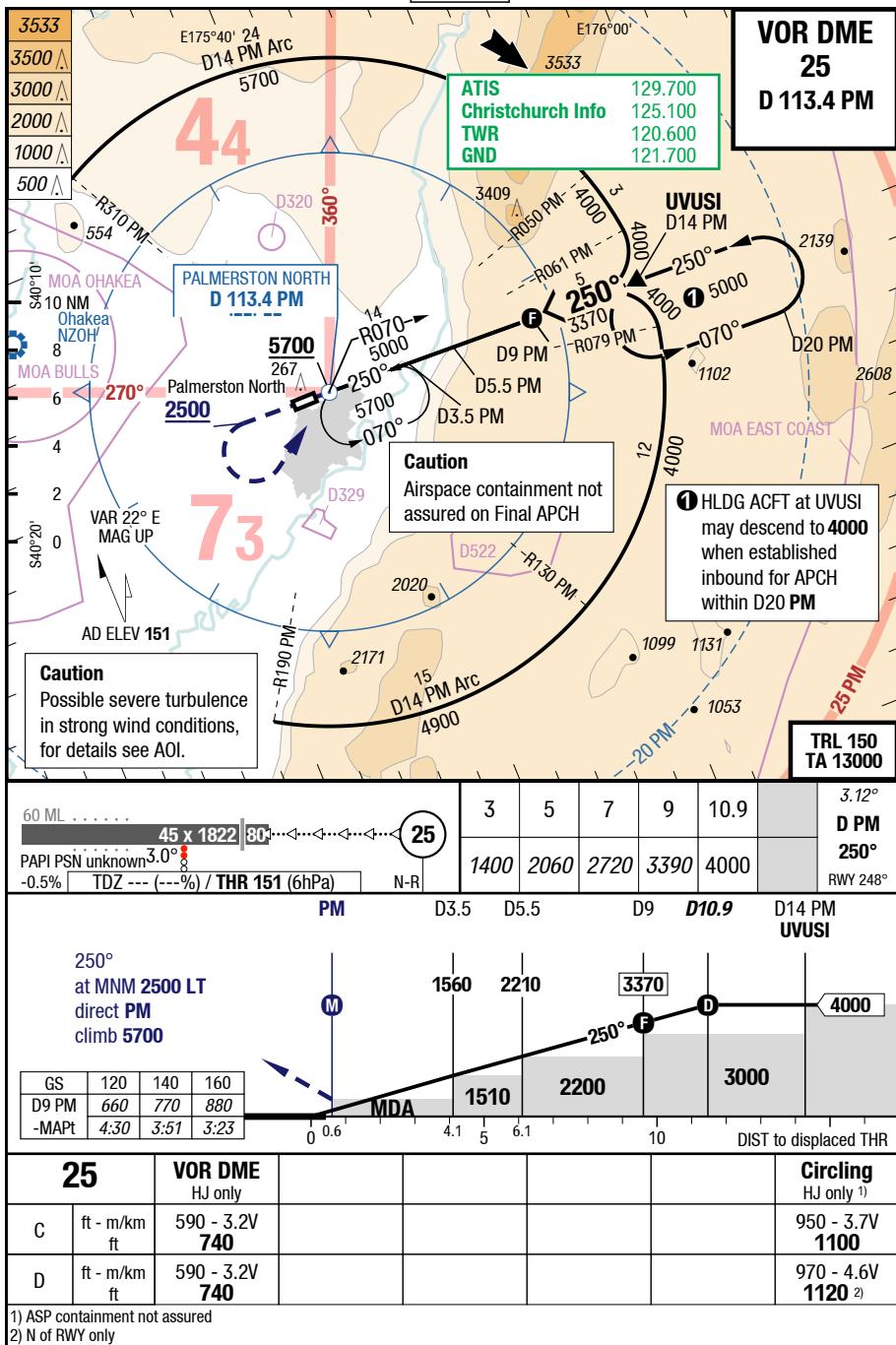
05-JAN-2017

PMR-NZPM

7-50

VOR DME 25

IAC



Changes: New

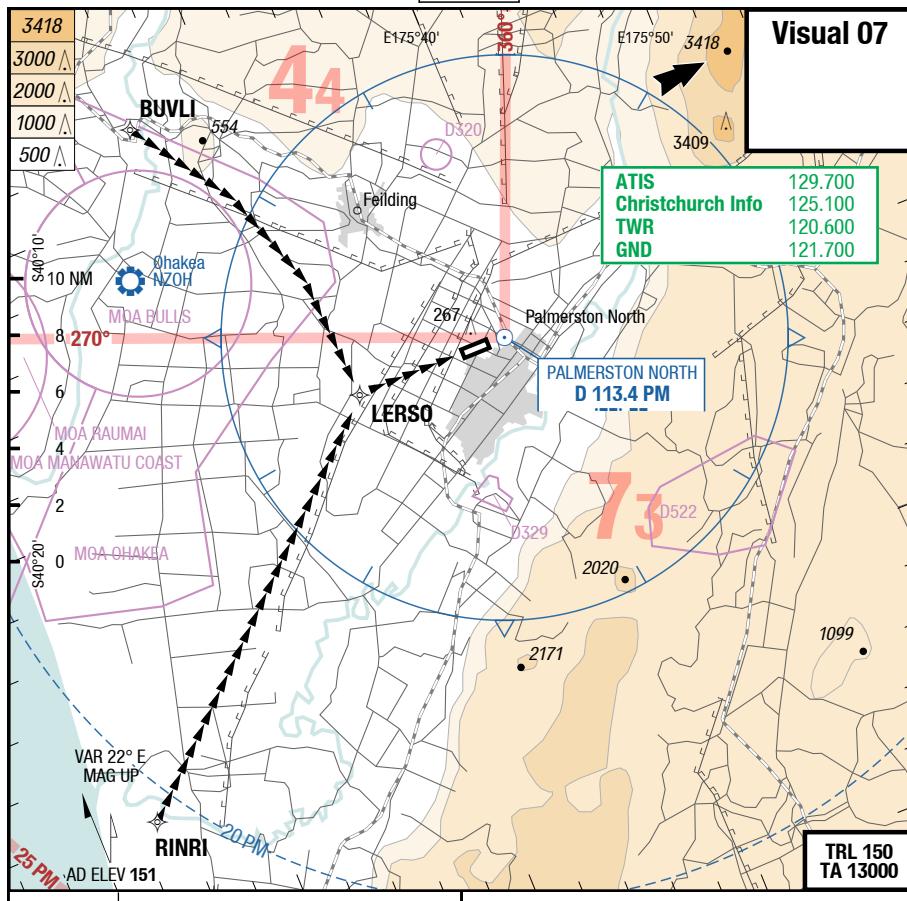
05-JAN-2017

PMR-NZPM

7-70

Visual 07

VAC



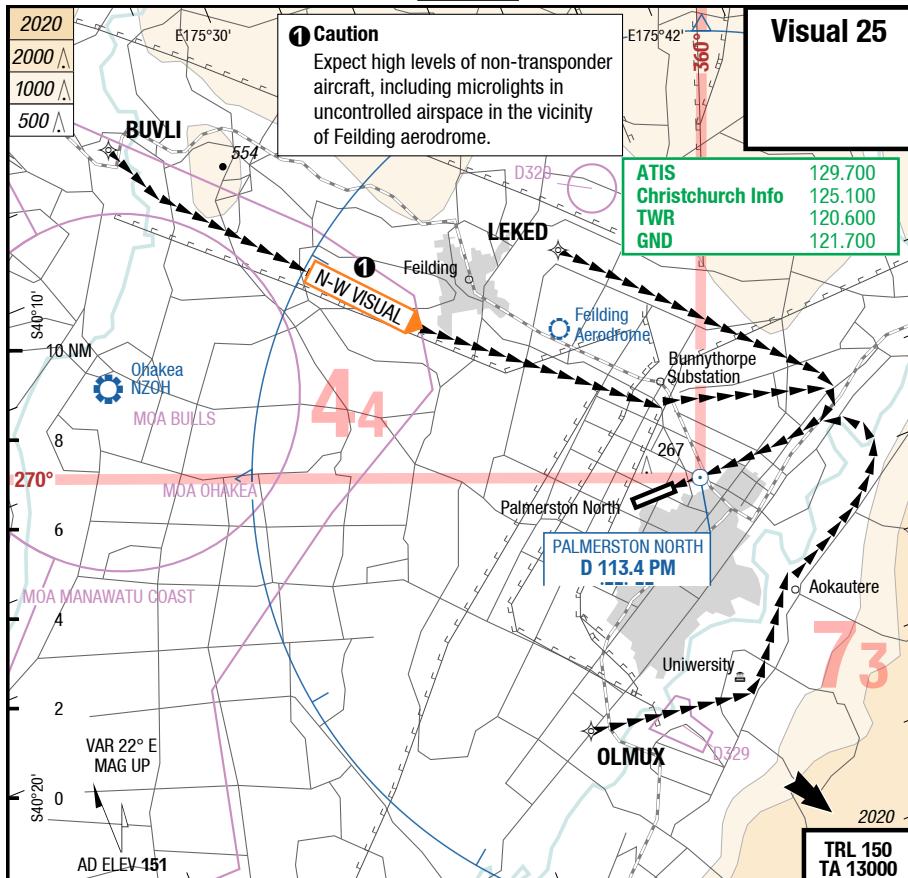
Changes: new

05-JAN-2017

PMR-NZPM

7-80

## Visual 25



**North-West Visual Arrival:** Track from BUVLI towards NZPM, remaining clear of G357. When south of Feilding join downwind right hand south of Bunnythorpe Substation to intercept 3NM final RWY25. Maintain **3000** until south of Feilding. Maintain **2000** until cleared by ATC. Note: Remain clear of M311 (MOA BULLS).

**North Visual Arrival:** Track from LEKED to intercept 3NM final RWY25. Maintain **2000** until cleared by ATC. Note: Not available when G357 active.

**Note:** Not available whilst CCR active.  
**South-West Visual Arrival:** From OMLUX track south of University then north of Aokautere to position left base, intercept 3NM final RWY25. Maintain 2000 until cleared by ATC.