

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Restrictions

No TKOF/LDG between 1200-1800 \pm . Delayed ARR possible until 1300 \pm .

These restrictions do not apply in case of:

- EMERG
- Planned as ALTN

Airport Information

RFF: CAT 5 1300-1800 \pm , CAT 7 1800-1300 \pm except for CAT 9 and at other times O/R,
CAT 9 TUE, FRI-SUN 2200-0400 \pm , other times O/R

Fuel: 1700-1100 \pm , other times 12 HR PPR

PCN: RWY 16/34: 57/F/B/X/U

Operation

RWY Restriction

B757 or larger ACFT on TKOF RWY 16 are to roll forward approximately 60m onto RWY 16 THR markings prior to commencing TKOF-roll.

TWY Restrictions

TWY A3-A9, B8, B9 and TWY M5 width 18m / 59ft.

TWY B10 width 15m / 49ft.

TWY M4 width 12m / 39ft. MAX ACFT weight 22.6t / 49824lbs without prior approval.

Taxilane U MAX wingspan 27.5m / 90.2ft.

Taxilane D MAX wingspan 28m / 92ft.

Western terminal area except for TWYs M5 and M2 and MIL APN MAX ACFT weight 22.7t / 50045lbs.

Code letter D and E ACFT to enter and vacate RWY 16/34 via TWY A1, A2, A10 or A11 only. Taxi to stand 23 via TWY A and B6, taxi to stand 26 via TWY A and B5. ACFT exercise caution when negotiating TWY curves and intersections as main gear to pavement edge clearance may be limited. Reduced TWY CL to object clearance of 44.5m / 146ft on TWY A north of the eastern APN.

B767 and larger ACFT:

- TWY A1 and A11 have unrestricted use.
- TWY A2 can only be used to vacate RWY 16.
- TWY A9 and A10 can only be used to vacate RWY 34.
- TWY A3-A8 CLSD.

Vacate RWY for Eastern APN:

- At TWY A7 or south of it after LDG on RWY 16.
- At TWY A5 or north of it after LDG on RWY 34.

Taxi/Parking

No GND CTL AVBL for the area marked with a green dashed line on the AGC.

A vehicular TFC roadway is marked on the APN by broken red and white lines and highlighted by red reflectors. Taxiing ACFT have right of way except over EMERG services vehicles with hazard lights flashing.

AGNIS AVBL at stands: 25, 27, 28, 29.

Nose-In Gate System AVBL at stands: 13, 16, 17, 21, 22, 23, 24, 26.

GENERAL**Warnings**

High terrain surrounding AD.

Possible wind shear ARR/DEP all RWYs.

Do not overfly populated area west and northwest as well as east of AD below 1000ft AGL or 1500ft AMSL, whichever is higher.

Ships with mast height exceeding 24m / 80ft maneuvering within 1NM of RWY 16 THR will be reported to ACFT LDG RWY 16 or TKOF RWY 34.

Ships with mast height exceeding 31m / 101ft at Miramar wharf and 41m / 134ft at Burnham wharf (both within 0.5NM north of AD) will be reported by NOTAM. These obstacles infringe the 1 in 7 transitional side CLRs.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft within 30NM of AD and comply with speed requirements on STAR. Fly an instrument APCH at the promulgated speeds, and additionally an air traffic management requirement to fly with MNM IAS 150KT to 5NM on final APCH.

If unable to comply, advise ATC with preferred speed.

Communication

Contact GND when vacating the RWY advising intended stand number or location.

REQ stand allocation 15min prior to ETA.

Remain on TWR FREQ until entering the APN area.

COM Failure: See CRAR New Zealand.

Arrival Procedure**Noise Abatement Procedure****RWY 16**

ACFT cleared by ATC to join right base from over the city must maintain a distance of MNM 0.5NM north of Point Jerningham. ACFT joining or departing via the AD traffic circuit at ALT of less than 1500ft AMSL must maintain a distance of MNM 0.5NM from the Miramar peninsula.

ACFT joining the standard TFC circuit pattern shall maintain a DIST of MNM 0.5NM from the peninsula in the east of AD.

VFR Traffic Pattern: RWY 34 right-hand circuit with MNM ALT 1500ft.

DEPARTURE**Take-off Minima**

RWY		16	
All ACFT	ft - m/km	0 - 400V	during TWR OPS
		c300 - 1.5V	-
RWY		34	
All ACFT	ft - m/km	c600 - 3.0v	Lower MIN by state permission

DEPARTURE**Speed**

MAX IAS 250KT below 10000ft within 30NM of AD.

CAT B ACFT during DEP MNM IAS 150KT, MAX IAS 170KT.

If unable to comply advise GND on start-up.

Communication

Contact Wellington Control on 122.300 as soon as practicable prior to 1500ft or as instructed.

When departing from Eastern APN, contact TWR when passing TWY B5 for RWY 16 or when passing TWY B9 for RWY 34. If departing from Western APN, contact TWR when instructed.

COM Failure: See CRAR New Zealand.

Departure Procedure**Datalink Departure Clearance (DCL)**

REQ shall be made within 25min of filed EOBT and prior ENG start.

OCEANIC TRANSITION

For flights that will cross the NZZC / NZZO FIR BDRY on any track from GULUT south to VANDA at FL260 or above:

- At completion of SID track direct to Oceanic BDRY point or as directed by RAD.
- Cleared FL250.
- Expect further CLR to filed LVL prior to D100 WN.
- Cross NZZC / NZZO FIR BDRY at CLRD LVL or advise ATC if unable.

ATC Slot, Clearance**Start-up/Push-back**

Contact DLV MAX 15min prior to start-up and advise stand number or location on AD.

INTL FLTs pass FL, domestic FLTs pass FL and ALTN.

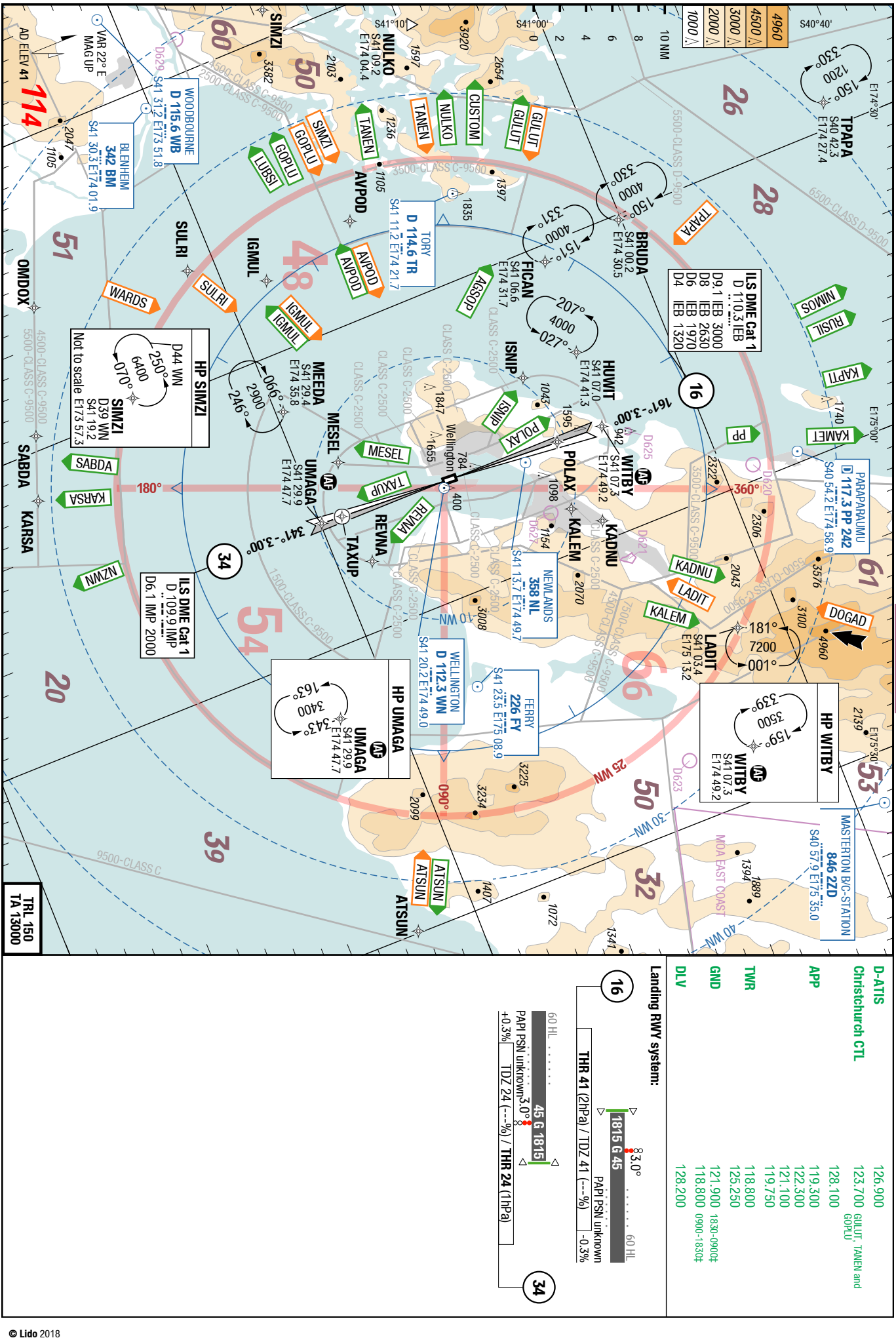
Route CLR will normally be issued within 2min.

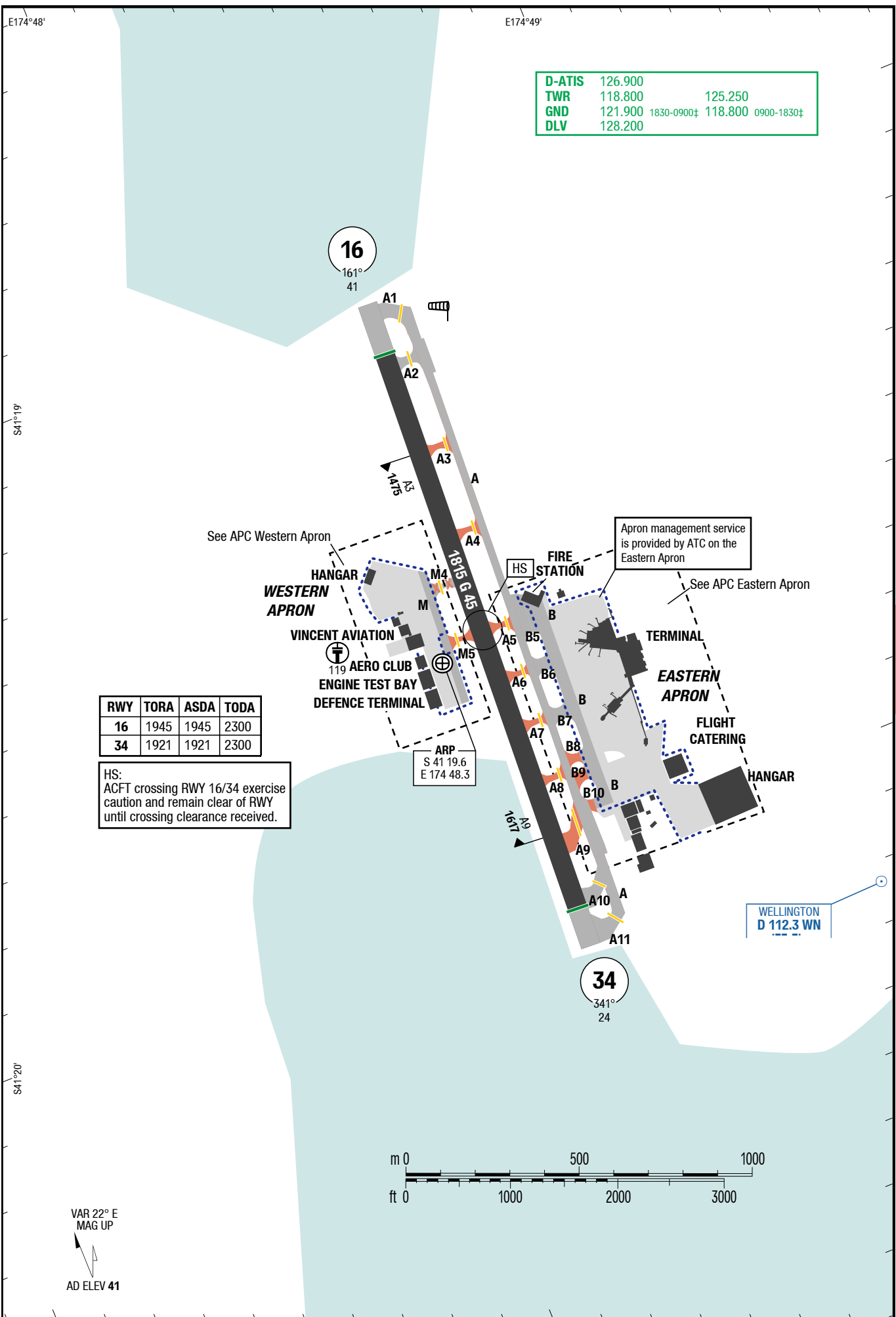
After receipt of CLR allow at least 2min for FLT plan handling before requesting start-up CLR.

Contact GND when ready to start, request approval and advise stand number or location on AD. Any start delay will be advised at this time.

ACFT must be ready for TKOF when reaching the RWY HLDG PSN.

Contact TWR when instructed.

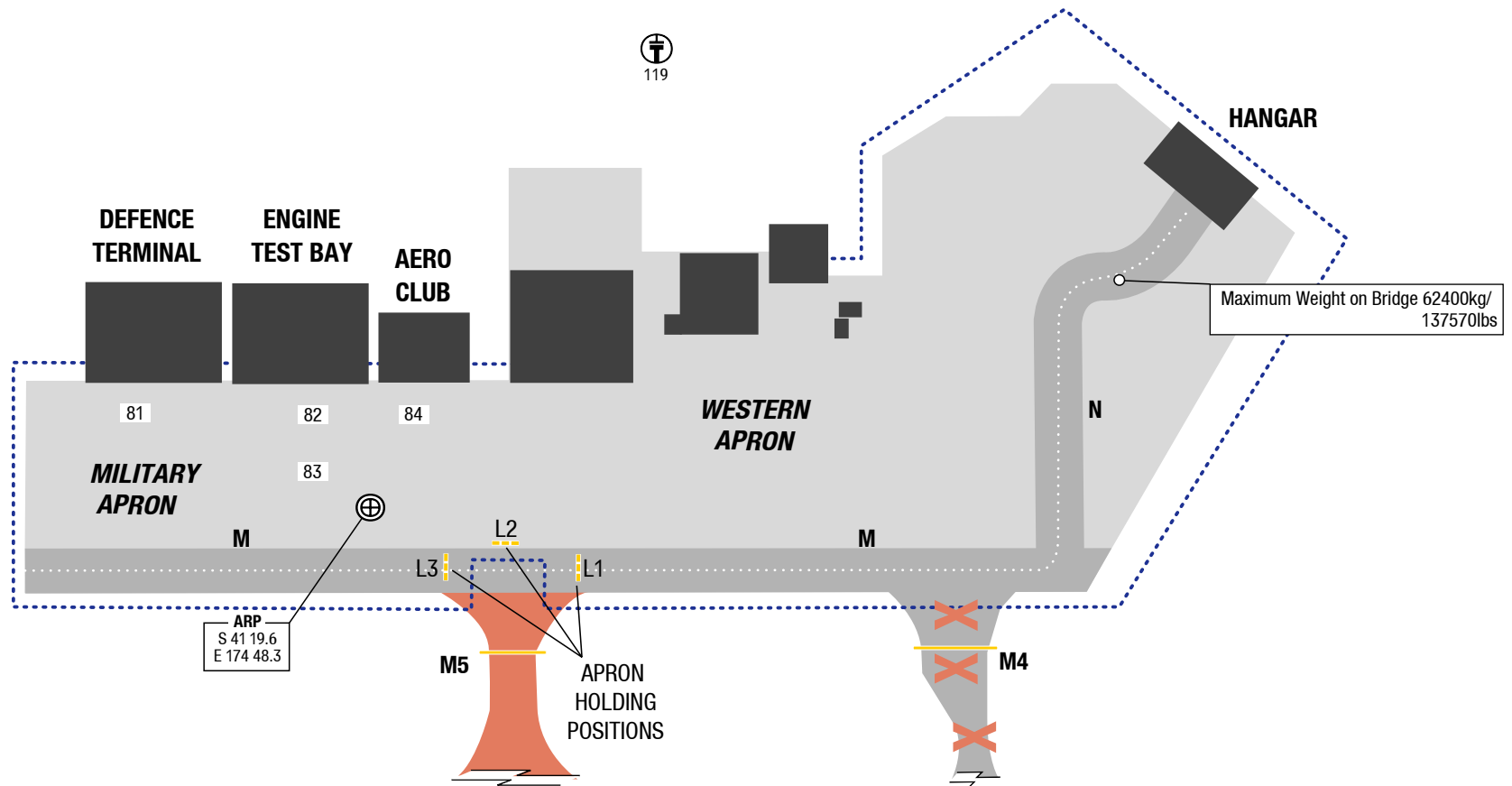




D-ATIS	126.900	
TWR	118.800	125.250
GND	121.900	1830-0900± 118.800 0900-1830±
DLV	128.200	

COORDINATES	
81-83	S41 19.7 E174 48.3
84	S41 19.6 E174 48.3

Apron management service
is provided by ATC

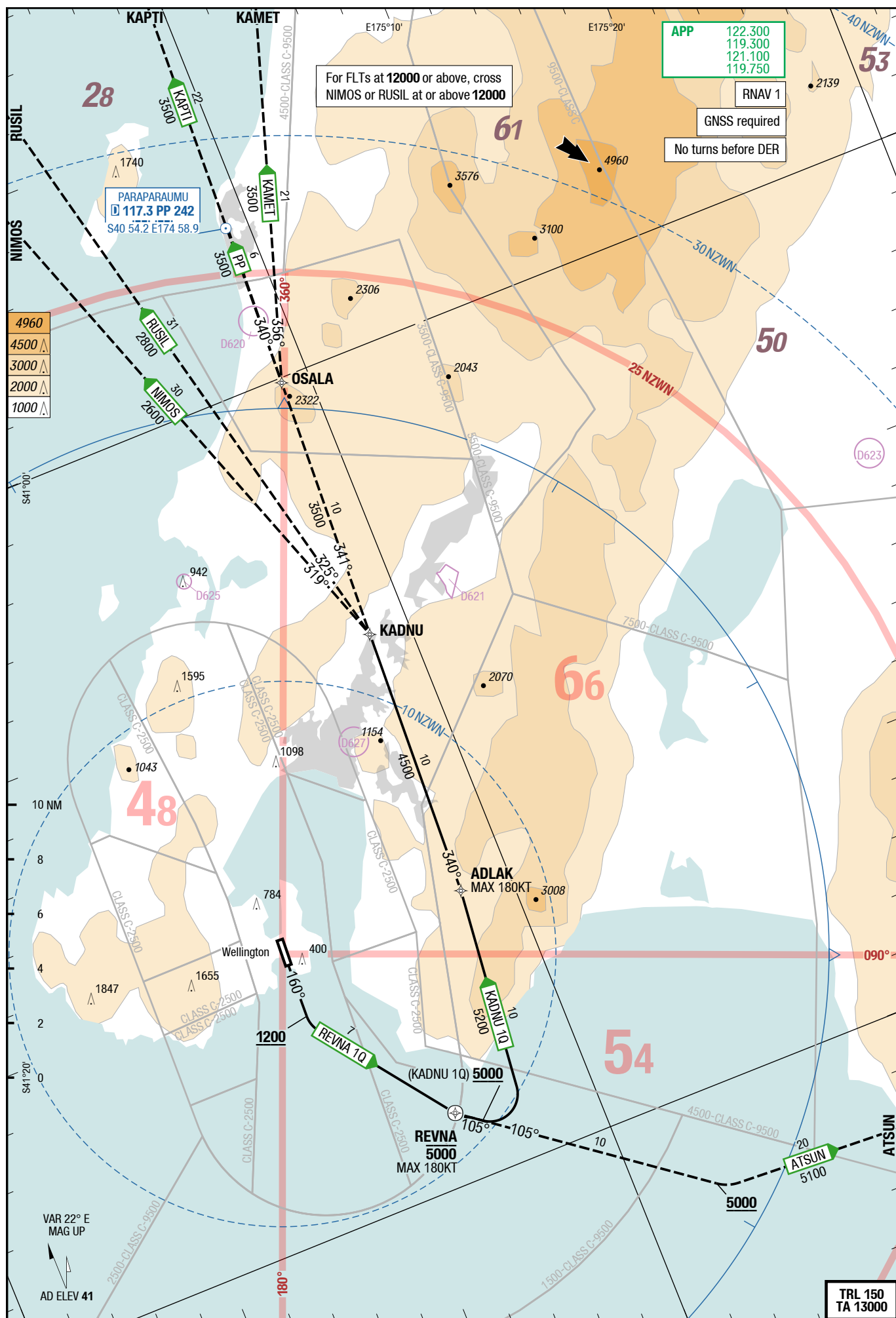


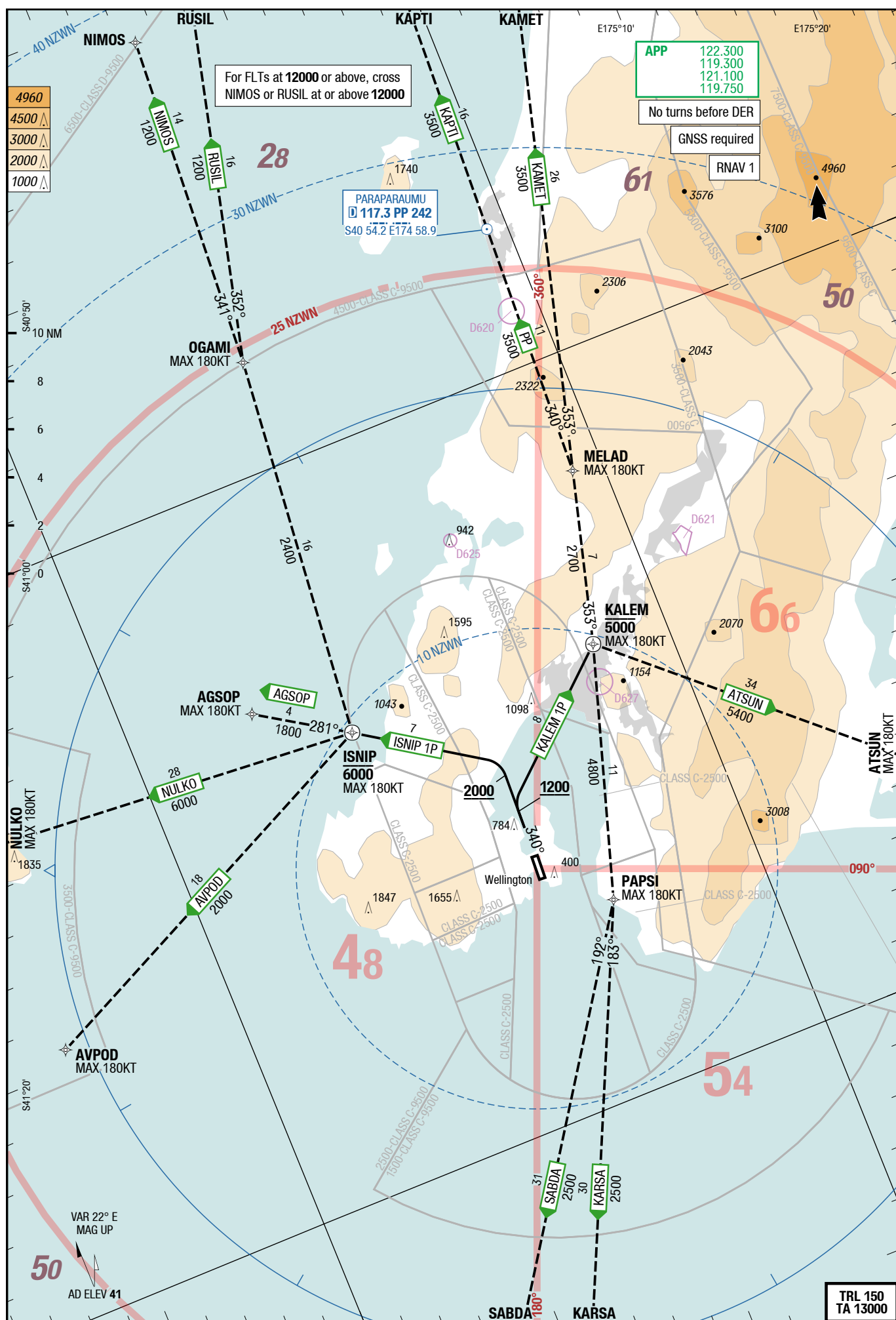
Wellington/Intl **Wellington** New Zealand

KALEM 1P / ISNIP 1P RNAV

KADNU 1Q / REVNA 1Q RNAV

SID



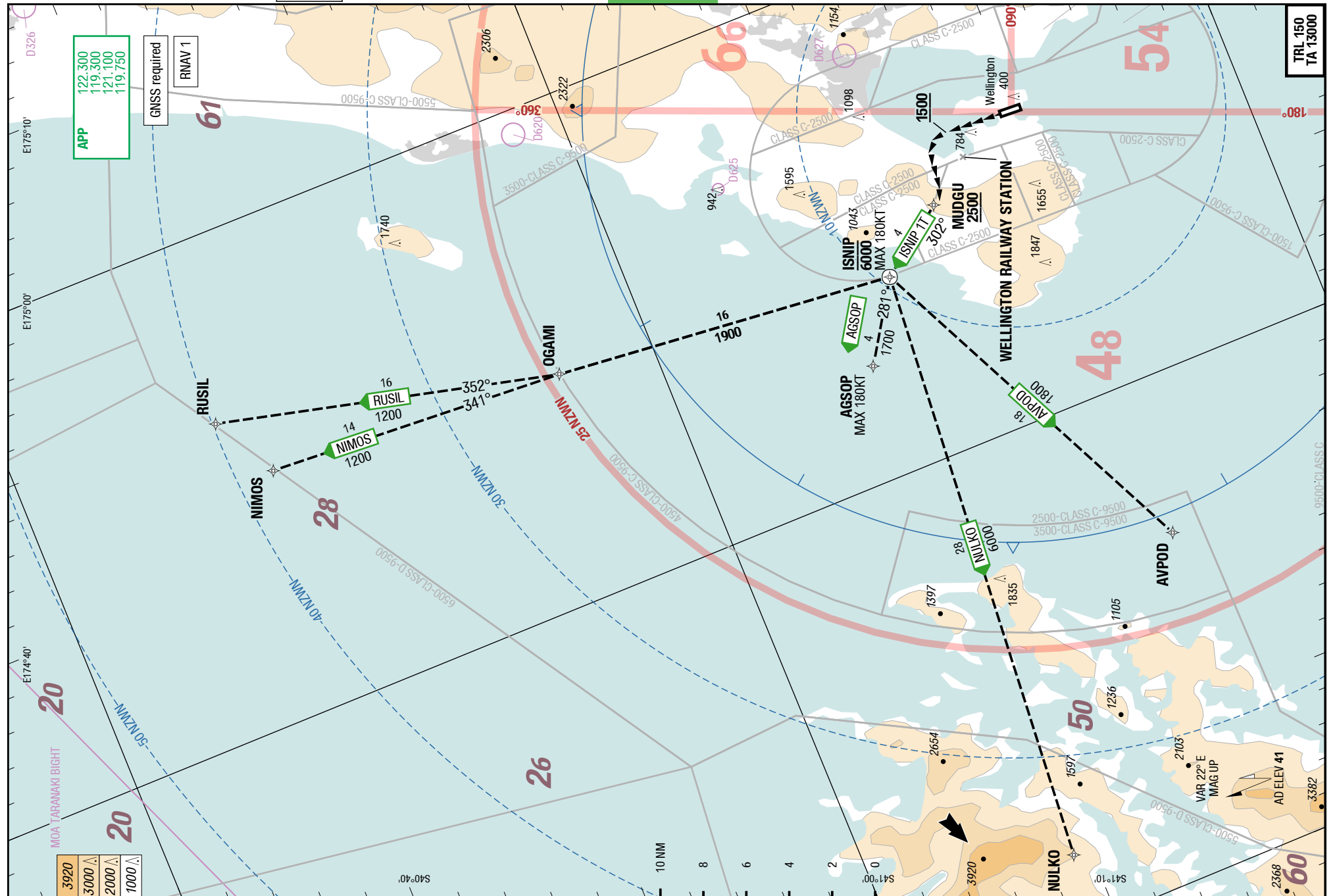


WLG-NZWN**ISNIP 1T RNAV**

SID

SID

ISNIP 1T RNAV



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Effective 13-SEP-2018

06-SEP-2018

WLG-NZWN

New Zealand Wellington Wellington/Intl

4-40

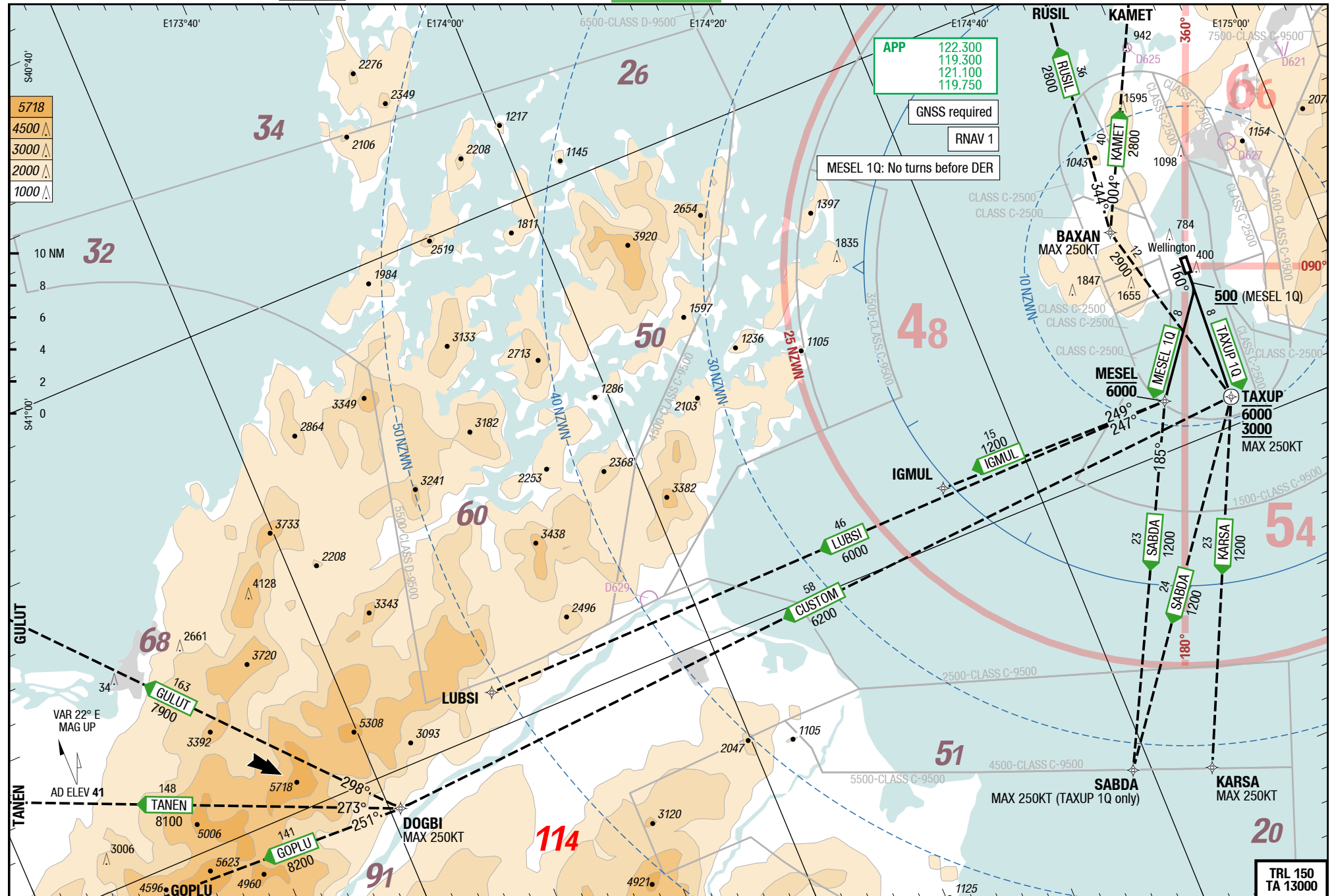
MESEL 1Q / TAXUP 1Q RNAV

SID

SID

Wellington/Intl Wellington New Zealand

MESEL 1Q / TAXUP 1Q RNAV



Effective 13-SEP-2018

06-SEP-2018

WLG-NZWN

New Zealand Wellington Wellington/Intl

NIL

4-50

POLAX 1P RNAV

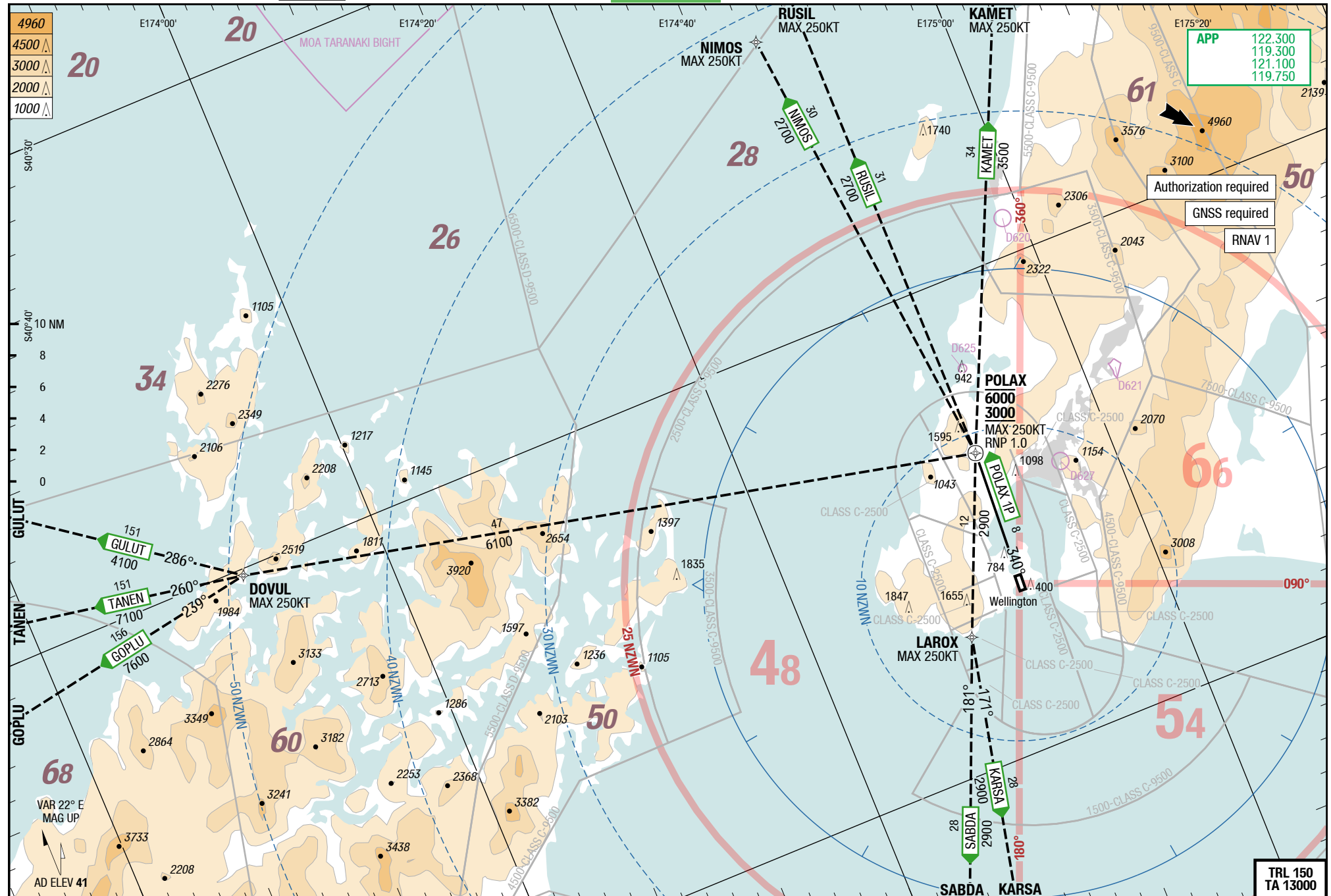
SID

SID

Wellington/Intl Wellington New Zealand

NIL

POLAX 1P RNAV



Changes: ASP, PROC

06-SEP-2018

New Zealand **Wellington** Wellington/Intl

SID

SID

Wellington/Intl **Wellington** New Zealand

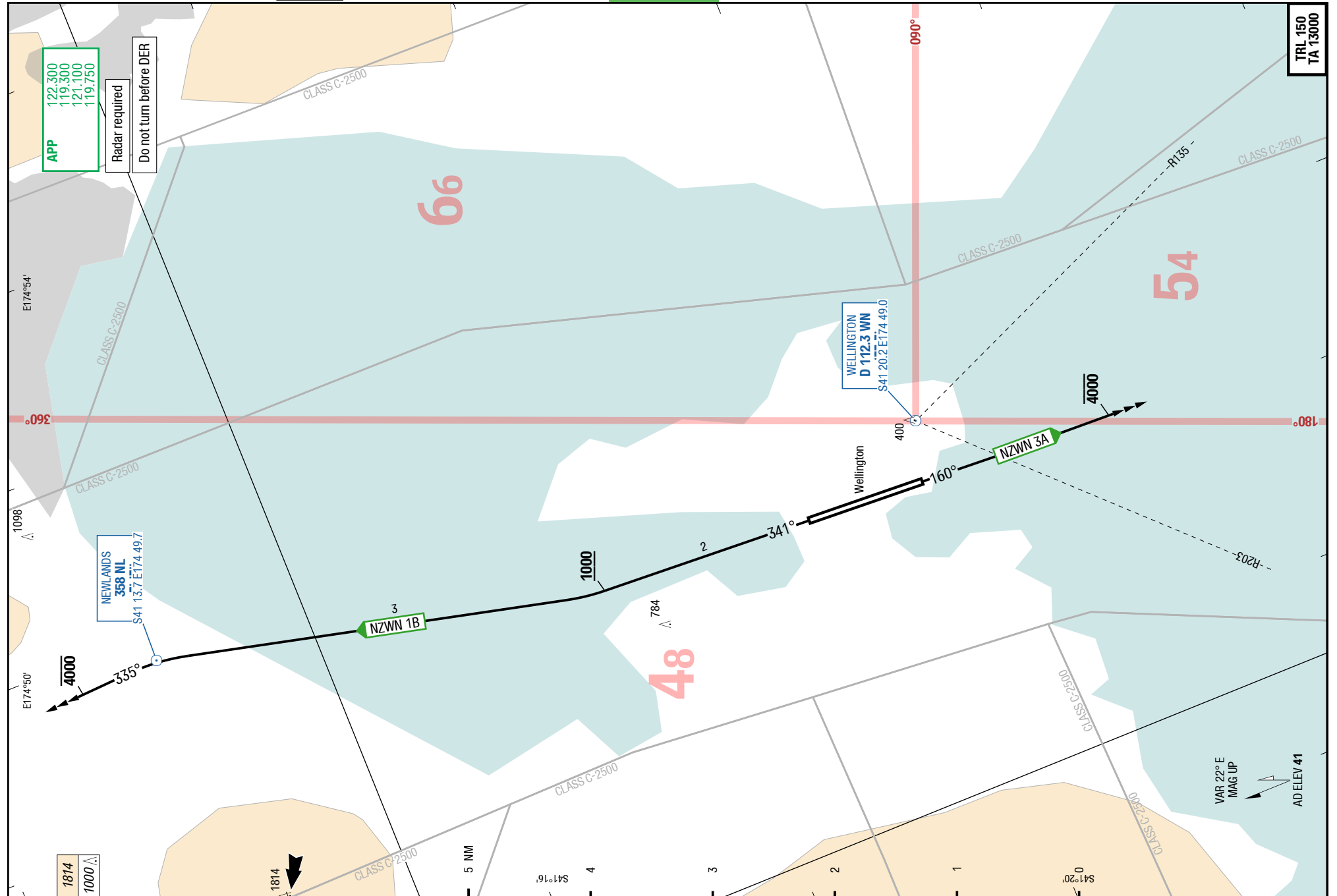
NIL

Radar SIDs

WLG-NZWN

4-70

Radar SIDs



Changes: Page Number

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WLG-NZWN

4-90

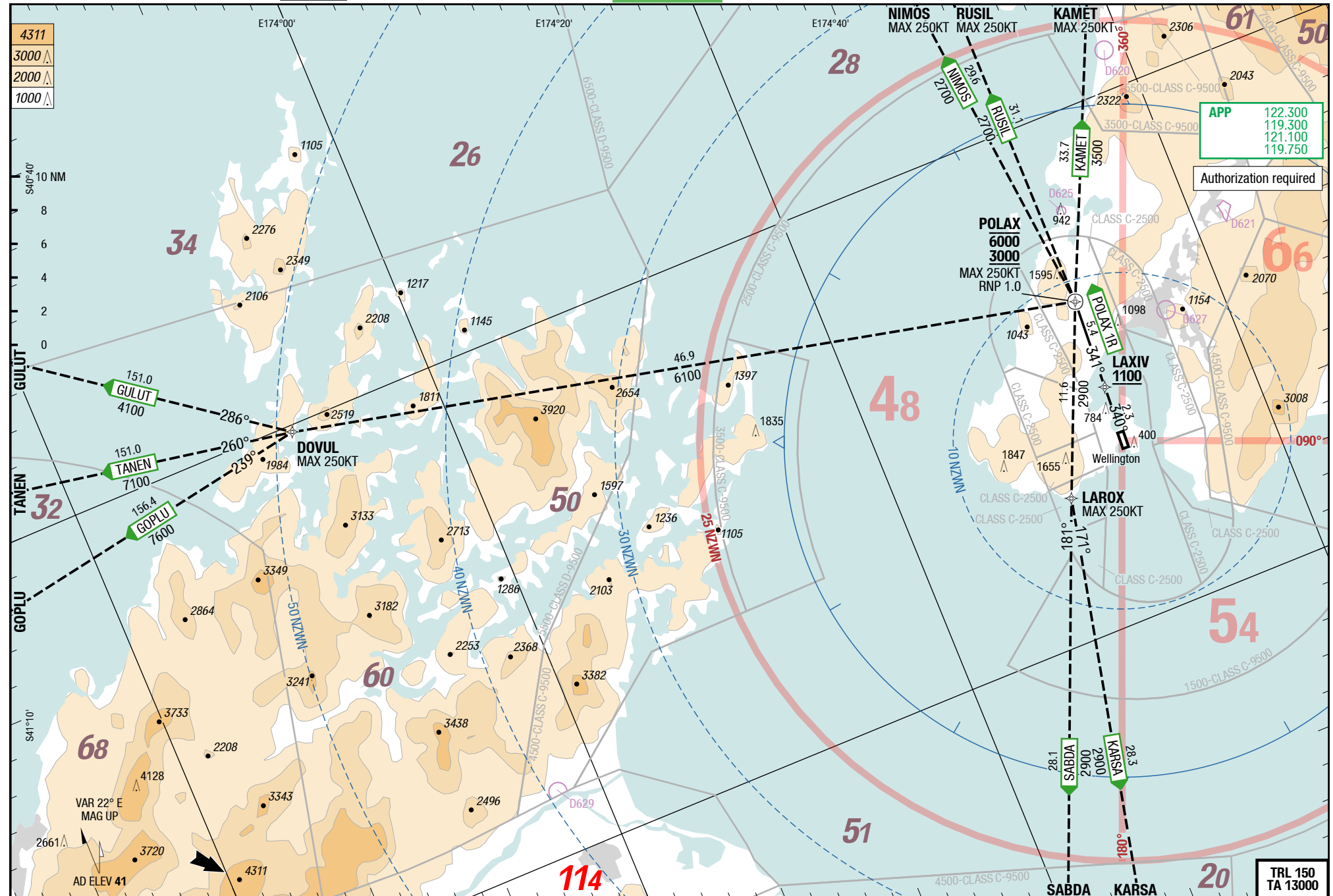
RNAV RNP AR SIDs

SID

SID

NIL

RNAV RNP AR SIDs



Changes: ASP, PROC

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WLG-NZWN

5-10

KADNU 1Q / REVNA 1Q RNAV**KADNU 1Q / REVNA 1Q**

RWY 16 (161°)

Prior to 1500, contact Wellington APP

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
KADNU 1Q 7.0% to 3000 122.300 ①③	160° [A1200+] - DCT <u>REVNA</u> [K180-; L] - DCT ADLAK [K180-] - KADNU	REVNA MAX 5000
	TRANSITION	
	KAMET KADNU - OSALA - KAMET	
	KAPTI KADNU - OSALA - KAPTI	
	NIMOS KADNU - NIMOS	
	PARAPARAUMU (PP) KADNU - OSALA - PP	
	RUSIL KADNU - RUSIL	
REVNA 1Q 7.0% to 3000 7.6% to 10000 122.300 ①②③	160° [A1200+] - DCT <u>REVNA</u> [K180-]	REVNA MAX 5000
	TRANSITION	
	ATSUN <u>REVNA</u> [K180-] - 105° [A5000+] - DCT ATSUN	REVNA MAX 5000

① No turns before DER

② ATSUN Transition: Climb gradient 7.6% to 10000 due to ASP containment

③ For FLTs at 12000 or above, cross NIMOS or RUSIL at or above 12000

WLG-NZWN

5-20

KALEM 1P / ISNIP 1P RNAV**ISNIP 1P / KALEM 1P**

RWY 34 (341°)

Prior to 1500, contact Wellington App

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ISNIP 1P 7.0% to 2500 122.300 ①③	340° [A2000+ ;L] - DCT <u>ISNIP</u> [K180-]	ISNIP MAX 6000
	TRANSITION	
	AGSOP <u>ISNIP</u> [K180-] - AGSOP [K180-]	ISNIP MAX 6000
	AVPOD <u>ISNIP</u> [K180-] - DCT AVPOD [K180-]	ISNIP MAX 6000
	NIMOS <u>ISNIP</u> [K180-] - DCT OGAMI [K180-] - NIMOS	ISNIP MAX 6000
	NULKO <u>ISNIP</u> [K180-] - DCT NULKO [K180-]	ISNIP MAX 6000
	RUSIL <u>ISNIP</u> [K180-] - DCT OGAMI [K180-] - <u>RUSIL</u>	ISNIP MAX 6000
KALEM 1P 7.0% to 3000 7.0% to 6000 122.300 ①②	340° [A1200+ ;R] - DCT <u>KALEM</u> [K180-]	
	TRANSITION	
	ATSUN <u>KALEM</u> [K180-] - DCT <u>ATSUN</u> [K180-]	KALEM MAX 5000
	KAMET <u>KALEM</u> [K180-] - MELAD [K180-] - KAMET	KALEM MAX 5000
	KAPTI <u>KALEM</u> [K180-] - MELAD [K180-] - KAPTI	KALEM MAX 5000
	KARSA <u>KALEM</u> [K180-] - DCT PAPSI [K180-] - KARSA	KALEM MAX 5000
	PARAPARAUMU (PP) <u>KALEM</u> [K180-] - MELAD [K180-] - PP	KALEM MAX 5000
	SABDA <u>KALEM</u> [K180-] - DCT PAPSI [K180-] - SABDA	KALEM MAX 5000

① No turns before DER

② ATSUN Transition: Climb gradient 7.0% to 6000 due to ASP containment

③ For FLTs at 12000 or above, cross NIMOS and RUSIL at or above 12000

WLG-NZWN

5-30

ISNIP 1T RNAV**ISNIP 1T**

RWY 34 (341°)

PRIOR to 1500ft, contact Wellington APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ISNIP 1T 122.300 ①②③	341° [A1500+] - 301° MUDGU - <u>ISNIP</u> [K180-]	MUDGU MNM 2500 ISNIP MAX 6000
	TRANSITION	
	AGSOP <u>ISNIP</u> [K180-] - LT 280° AGSOP [K180-]	
	AVPOD <u>ISNIP</u> [K180-] - AVPOD	
	NIMOS <u>ISNIP</u> [K180-] - OGAMI - 341° to NIMOS	
	NULKO <u>ISNIP</u> [K180-] - NULKO	
	RUSIL <u>ISNIP</u> [K180-] - OGAMI - 352° to RUSIL	

① After ISNIP MAX 180KT until turn complete.

② For flights at or above 12000ft, cross NIMOS or RUSIL at or above 12000ft.

③ Maintain RWY centerline to MNM 1500ft. LT, track via Wellington Railway Station to MUDGU. Maintain own terrain clearance visually until established overhead MUDGU MNM 2500ft.

WLG-NZWN

5-40

MESEL 1Q / TAXUP 1Q RNAV**MESEL 1Q**

RWY 16 (161°)

Prior to 1500, contact Wellington APP

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
MESEL 1Q 7.0% to 500 7.0% to 2500 122.300 ①②	160° [A500+ ;R] - DCT MESEL	MESEL MAX 6000
	TRANSITION	
	IGMUL MESEL - IGMUL	MESEL MAX 6000
	LUBSI MESEL - LUBSI	MESEL MAX 6000
	SABDA MESEL - SABDA	MESEL MAX 6000

① No turns before DER

② 7.0% to 2500 due to ASP containment

WLG-NZWN

5-50

MESEL 1Q / TAXUP 1Q RNAV**TAXUP 1Q**

RWY 16 (161°)

Prior to 1500, contact Wellington APP

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
TAXUP 1Q 6.8% to 3000 122.300	160° <u>TAXUP</u> [K250-]	TAXUP between 3000 and 6000
	TRANSITION	
	GOPLU <u>TAXUP</u> [K250-] - DCT DOGBI [K250-] - GOPLU	TAXUP between 3000 and 6000 initial climb FL260
	GULUT <u>TAXUP</u> [K250-] - DCT DOGBI [K250-] - GULUT	TAXUP between 3000 and 6000 initial climb FL260
	KAMET <u>TAXUP</u> [K250-] - DCT BAXAN [K250-] - KAMET	TAXUP between 3000 and 6000
	KARSA <u>TAXUP</u> [K250-] - DCT KARSA [K250-]	TAXUP between 3000 and 6000
	OCEANIC TRANSITION (for FLTS on transitions via GOPLU, TANEN and GULUT) - FL260 or above Cleared level FL250 . Expect further clearance to be filed prior to D100 WN . Cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable.	
	RUSIL <u>TAXUP</u> [K250-] - DCT BAXAN [K250-] - RUSIL	TAXUP between 3000 and 6000
	SABDA <u>TAXUP</u> [K250-] - DCT SABDA [K250-]	TAXUP between 3000 and 6000
	TANEN <u>TAXUP</u> [K250-] - DCT DOGBI [K250-] - TANEN	TAXUP between 3000 and 6000 initial climb FL260

WLG-NZWN

5-60

POLAX 1P RNAV

POLAX 1P

RWY 34 (341°)

Prior to 1500, contact Wellington APP

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
POLAX 1P 6.8% to 3000 122.300	340° <u>POLAX</u> [K250-]	POLAX between 3000 and 6000
	TRANSITION	
	GOPLU <u>POLAX</u> [K250-] - DCT DOVUL [K250-] - GOPLU	POLAX between 3000 and 6000 initial climb FL260
	GULUT <u>POLAX</u> [K250-] - DCT DOVUL [K250-] - GULUT	POLAX between 3000 and 6000 initial climb FL260
	KAMET <u>POLAX</u> [K250-] - DCT KAMET [K250-]	POLAX between 3000 and 6000
	KARSA <u>POLAX</u> [K250-] - DCT LAROX [K250-] - KARSA	POLAX between 3000 and 6000
	NIMOS <u>POLAX</u> [K250-] - DCT NIMOS [K250-]	POLAX between 3000 and 6000
	OCEANIC TRANSITION (for FLT's on transitions via GOPLU, TANEN and GULUT) - FL260 or above Cleared level FL250 . Expect further clearance to be filed prior to D100 WN . Cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable.	
	RUSIL <u>POLAX</u> [K250-] - DCT RUSIL [K250-]	POLAX between 3000 and 6000
	SABDA <u>POLAX</u> [K250-] - DCT LAROX [K250-] - SABDA	POLAX between 3000 and 6000
	TANEN <u>POLAX</u> [K250-] - DCT DOVUL [K250-] - TANEN	POLAX between 3000 and 6000 initial climb FL260

WLG-NZWN

5-70

Radar SIDs**WELLINGTON 3A**

RWY 16 (161°)

Prior to 1500, contact Wellington APP

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
WELLINGTON 3A NZWN 3A (Radar) 4.9% to 3200 122.300 ①②	160° - expect vectors	
		initial climb 4000
	TRANSITION	
	OCEANIC TRANSITION For flights that will cross the NZZC/NZZO FIR BDY on any track from GULUT south to VANDA - FL260 or above: At completion of SID track direct to Oceanic boundary point or as directed by Radar - expect further clearance to filed level prior to D100 WN - cross NZZC/NZZO FIR BDY at clearance level or advise ATC if unable.	

① Do not turn before DER

② ATC may instruct ACFT to fly radar HDG after passing 1000ft encompassing R135 WN CW to R203 WN

WLG-NZWN

5-80

Radar SIDs**WELLINGTON 1B**

RWY 34 (341°)

Prior to 1500, contact Wellington APP

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
WELLINGTON 1B NZWN 1B (Radar) 6.6% to 2000 122.300 ①	341° to MNM 1000 - RT direct NL - bearing 335° from NL - expect vectors	initial climb 4000
	TRANSITION	
	OCEANIC TRANSITION For flights that will cross the NZZC/NZZO FIR BDRY on any track from GULUT south to VANDA - FL260 or above: At completion of SID track direct to Oceanic boundary point or as directed by Radar - expect further clearance to filed level prior to D100 WN - cross NZZC/NZZO FIR BDRY at clearance level or advise ATC if unable.	

① Do not turn before DER

WLG-NZWN

5-90

RNAV RNP AR SIDs

POLAX 1R

RWY 34 (341°)

Prior to 1500, contact Wellington APP

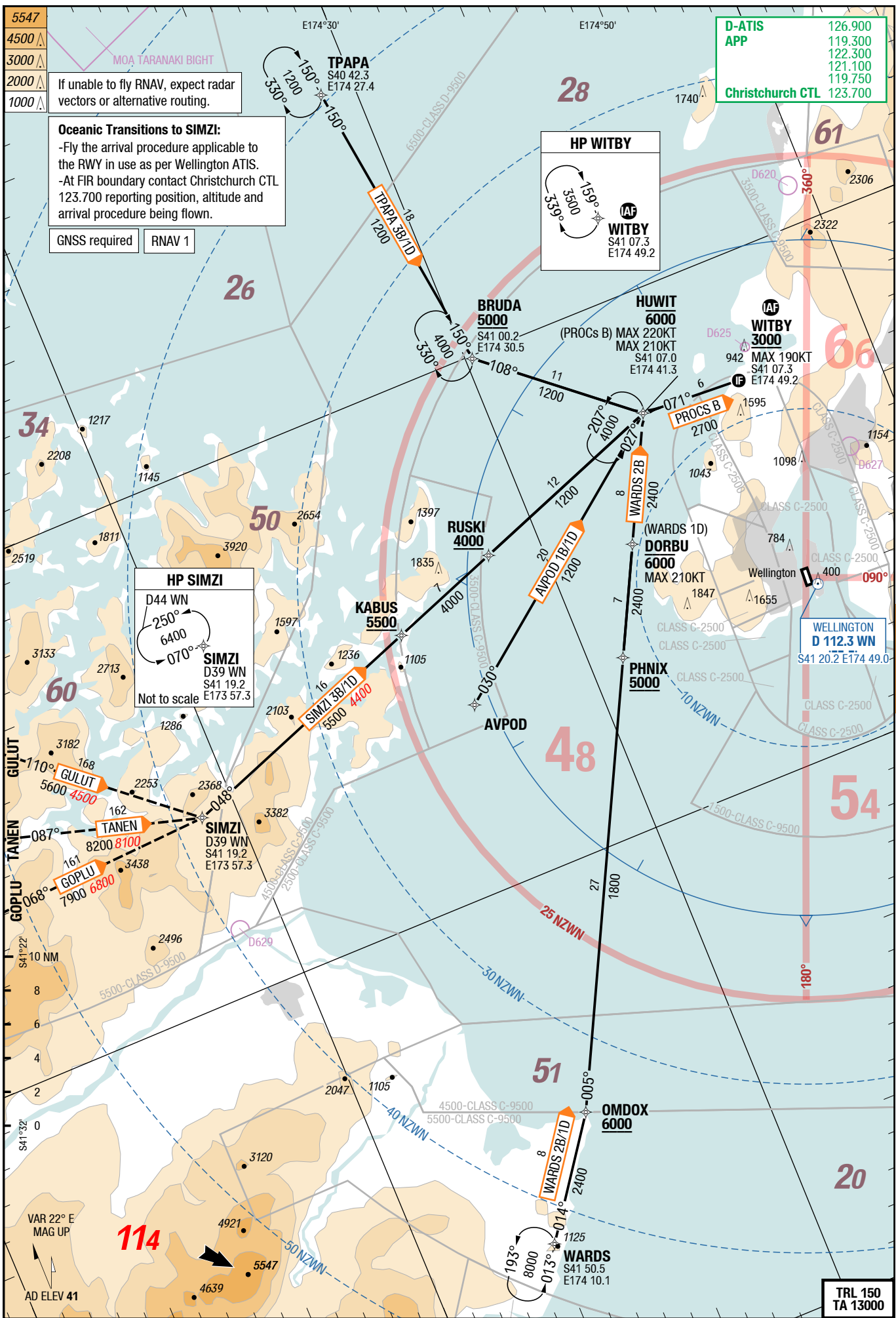
	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

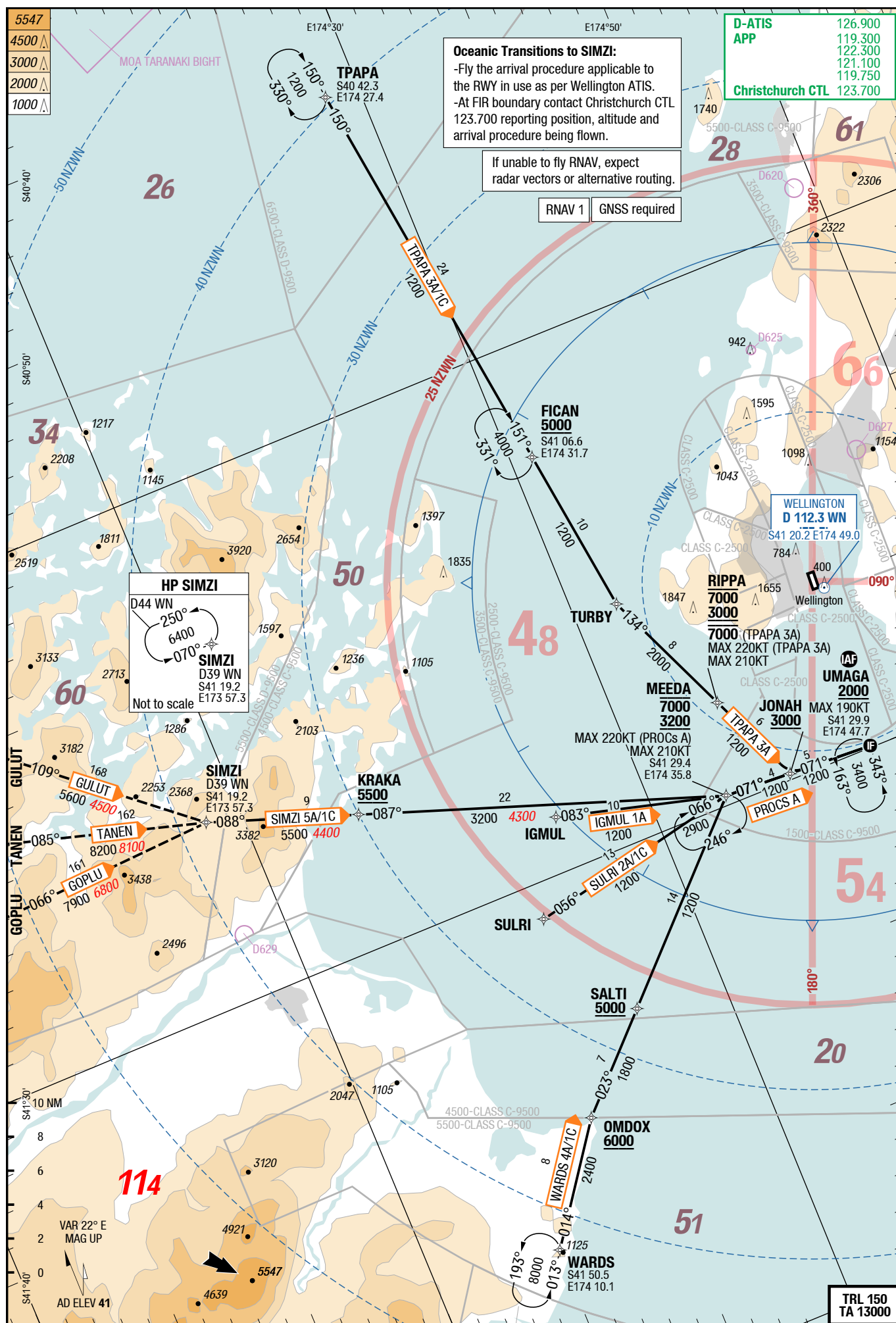
DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
POLAX 1R 6.8% to 3000 ①	340° LAXIV - <u>POLAX</u> [K250-]	LAXIV MNM 1100 POLAX between 3000 and 6000
	TRANSITION	
	GOPLU <u>POLAX</u> [K250-] - DCT DOVUL [K250-] - GOPLU	POLAX between 3000 and 6000 initial climb FL260
	GULUT <u>POLAX</u> [K250-] - DCT DOVUL [K250-] - GULUT	POLAX between 3000 and 6000 initial climb FL260
	KAMET <u>POLAX</u> [K250-] - DCT KAMET [K250-]	POLAX between 3000 and 6000
	KARSA <u>POLAX</u> [K250-] - DCT LAROX [K250-] - KARSA	POLAX between 3000 and 6000
	NIMOS <u>POLAX</u> [K250-] - DCT NIMOS [K250-]	POLAX between 3000 and 6000
	OCEANIC TRANSITION (for FLTs on transitions via GOPLU, TANEN and GULUT) - FL260 or above Cleared level FL250 . Expect further clearance to be filed prior to D100 WN . Cross NZZC/NZZO FIR BDRY at cleared level or advise ATC if unable.	
	RUSIL <u>POLAX</u> [K250-] - DCT RUSIL [K250-]	POLAX between 3000 and 6000
	SABDA <u>POLAX</u> [K250-] - DCT LAROX [K250-] - SABDA	POLAX between 3000 and 6000
	TANEN <u>POLAX</u> [K250-] - DCT DOVUL [K250-] - TANEN	POLAX between 3000 and 6000 initial climb FL260

① Authorization required

Changes: PROC, ALT

D-ATIS APP	126.900
	119.300
	122.300
	121.100
	119.750
Christchurch CTL	123.700





WLG-NZWN

NIL

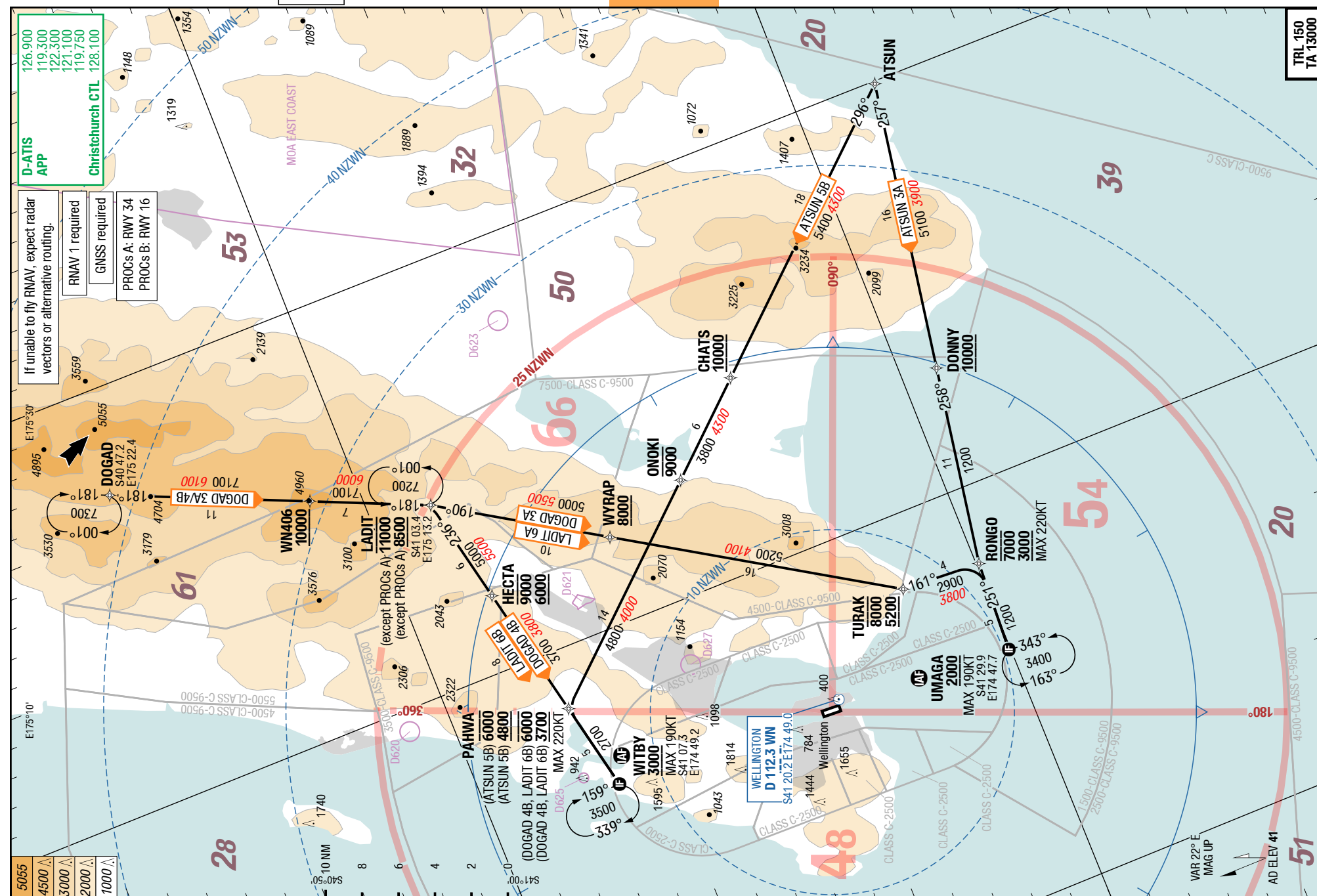
RNAV STARs East

STAR

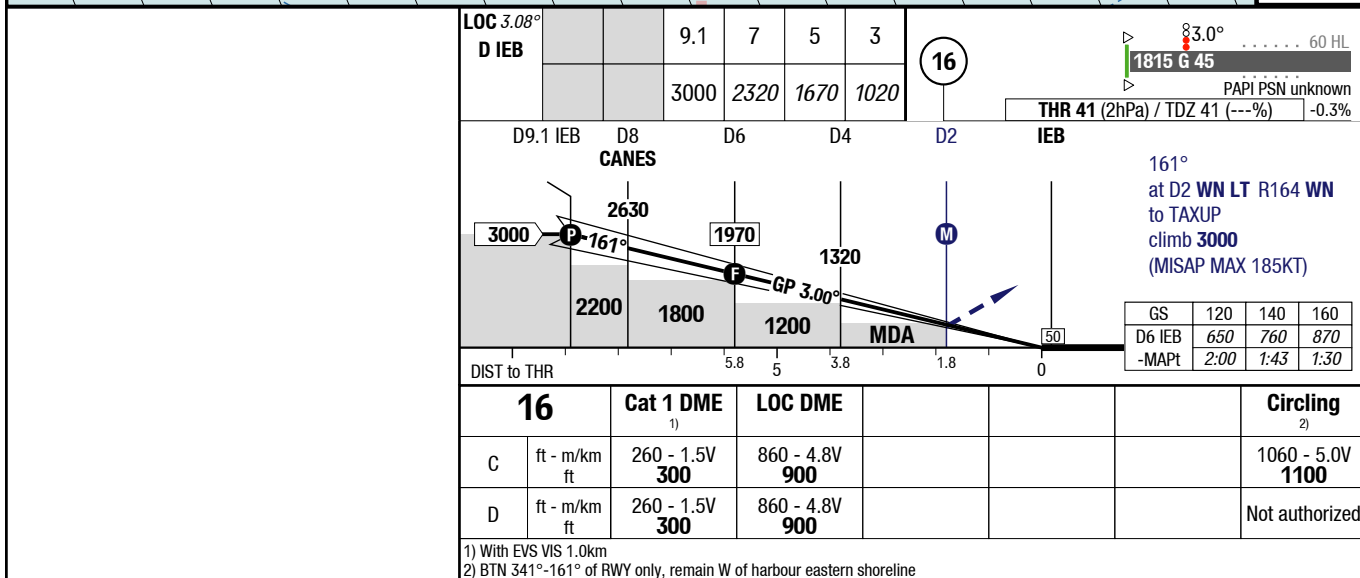
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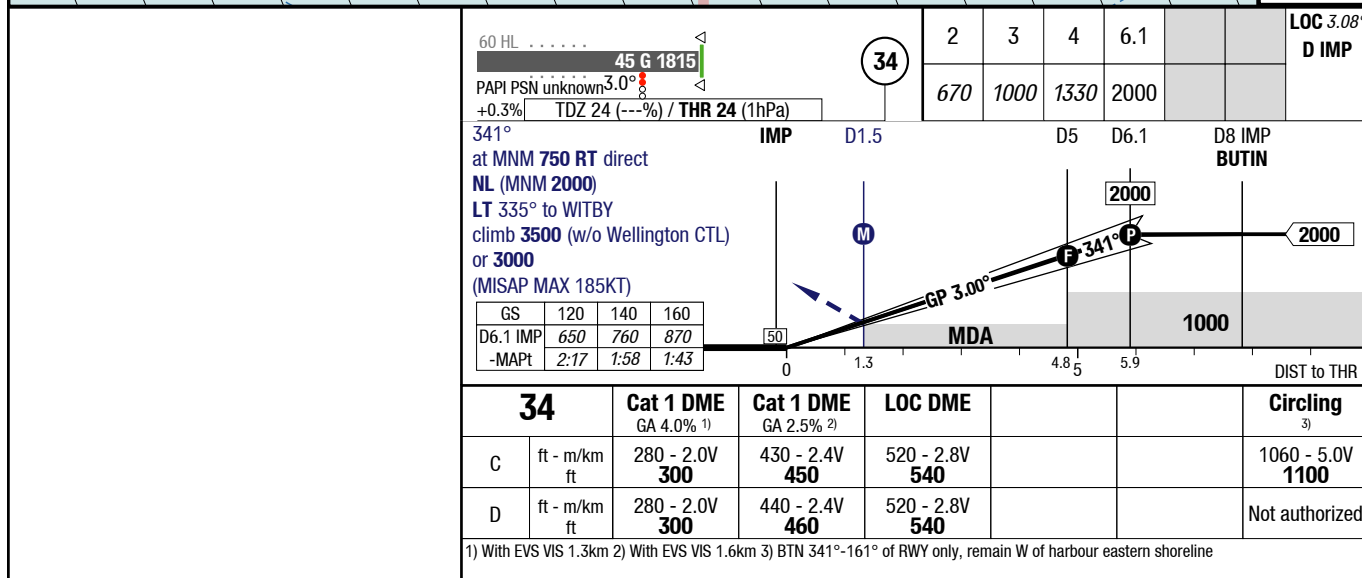
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RNAV STARs East



Changes: FREQ, OBST





New Zealand **Wellington** Wellington/Int'l

RNAV (RNP) X 34

7-30

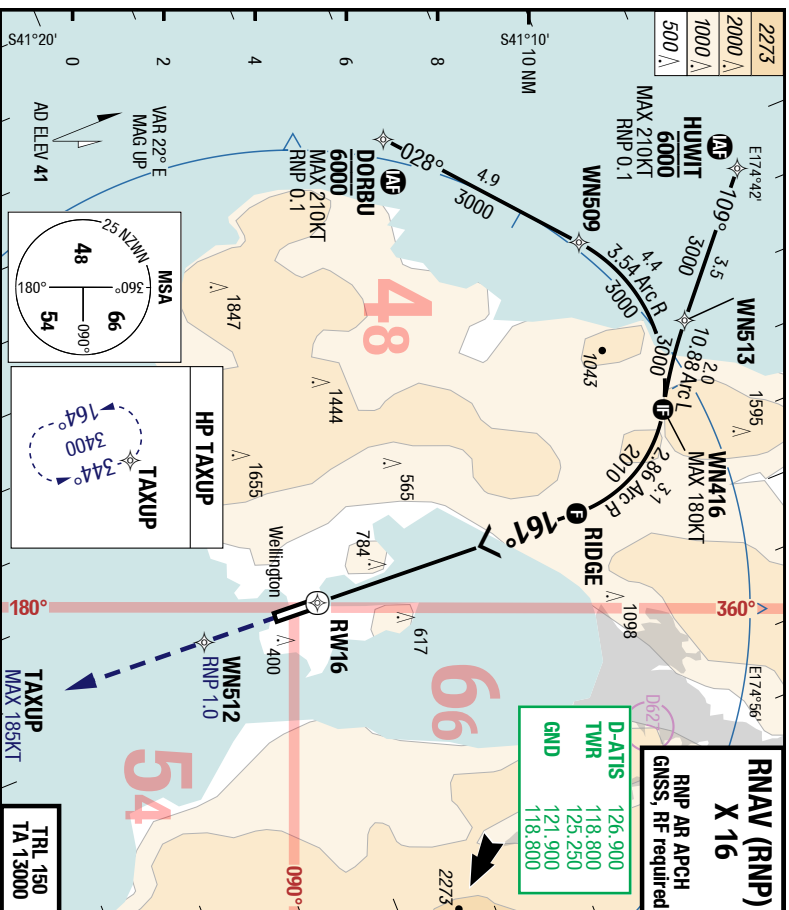
RNAV (RNP) X 16

IAC

IACWellington/Intl **Wellington** New Zealand

RNAV (RNP) X 34

RNAV (RNP) X 16



3.00°				
	6	5	4	3
	2010	1690	1370	1050
				730

16

THR 41 (2NPa) / TDZ 41 (---%)

----- -0.3%

PARI PSN unknown

1815 G-45

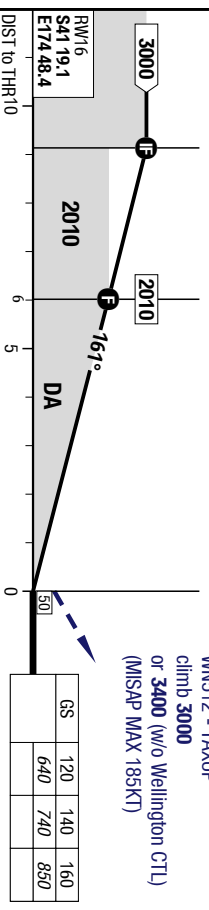
83.0°

..... 60 HL

6 RW16
WNA416
RIDGE

RW16

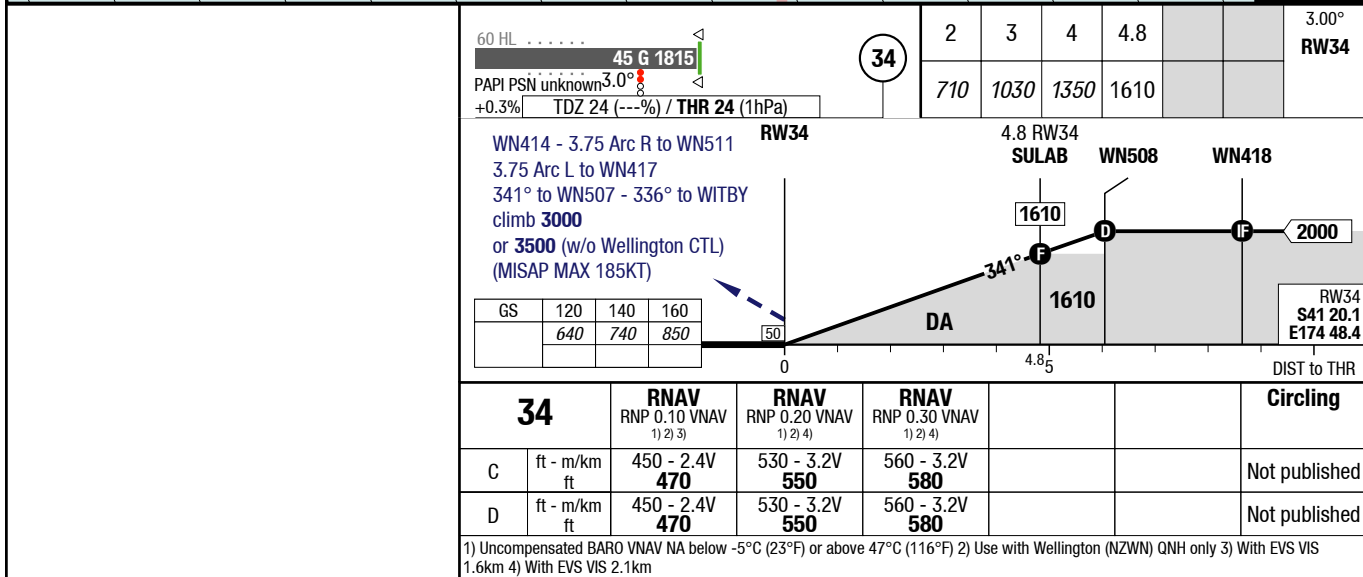
WN512 - TAXUP
climb **3000**
or **3400** (w/o Wellington CTL)
(MISAP MAX 185KT)



	RNAV RNP 0.10 VNAV <small>(1 2 3)</small>	RNAV RNP 0.20 VNAV <small>(1 2 4)</small>	RNAV RNP 0.30 VNAV <small>(1 2 5)</small>	Circling
16				
C	ft - m/km 370 - 2.0V 410	610 - 3.6V 650	910 - 5.0V 950	Not published
D	ft - m/km 370 - 2.0V 410	610 - 3.6V 650	910 - 5.0V 950	Not published

1) Uncompensated BA90 VNAV NA below -5°C (23°F) or above 47°C (116°F) 2) Use with Wellington (NZMN) ONH only 3) With EVS VIS 1.3km 4) With EVS VIS 2.4km 5) With EVS VIS 3.3km

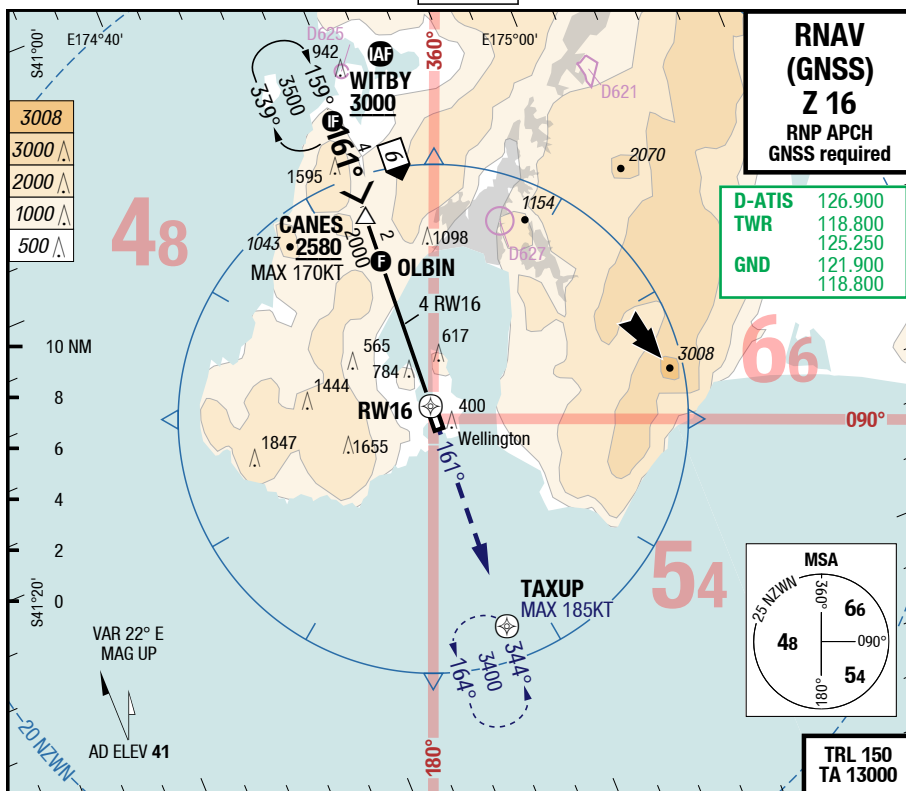
Changes: new



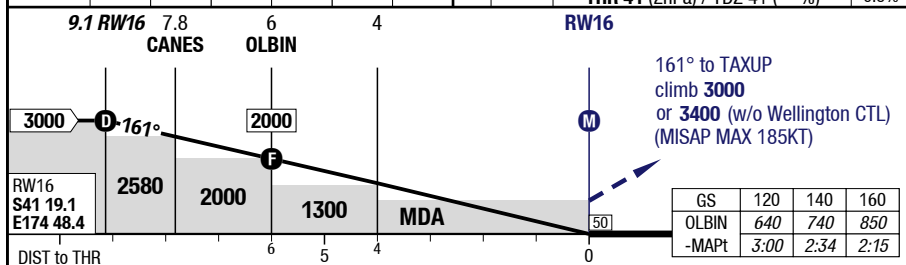
WLG-NZWN

7-50

RNAV (GNSS) Z 16



3.00° RW16	9.1	9	8	7	5	3	16	
	3000	2960	2640	2320	1690	1050		



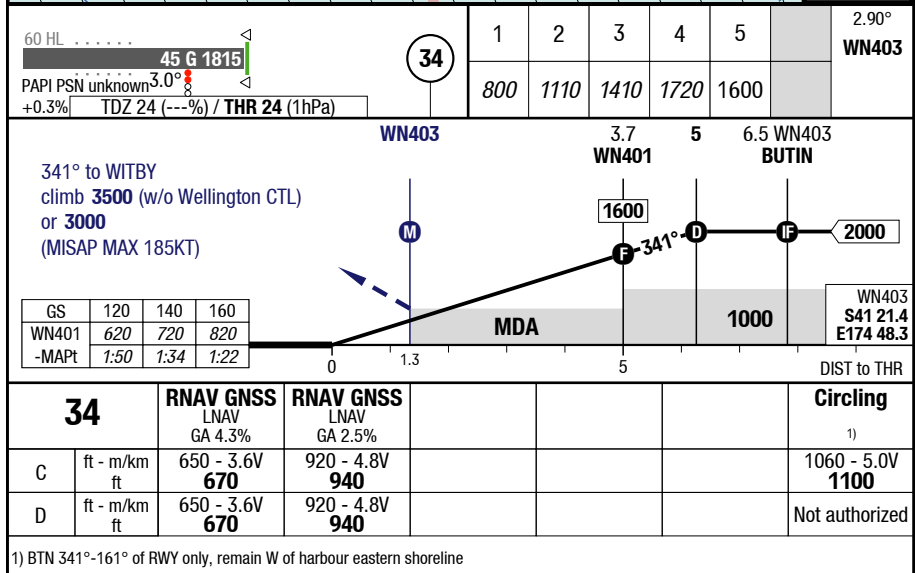
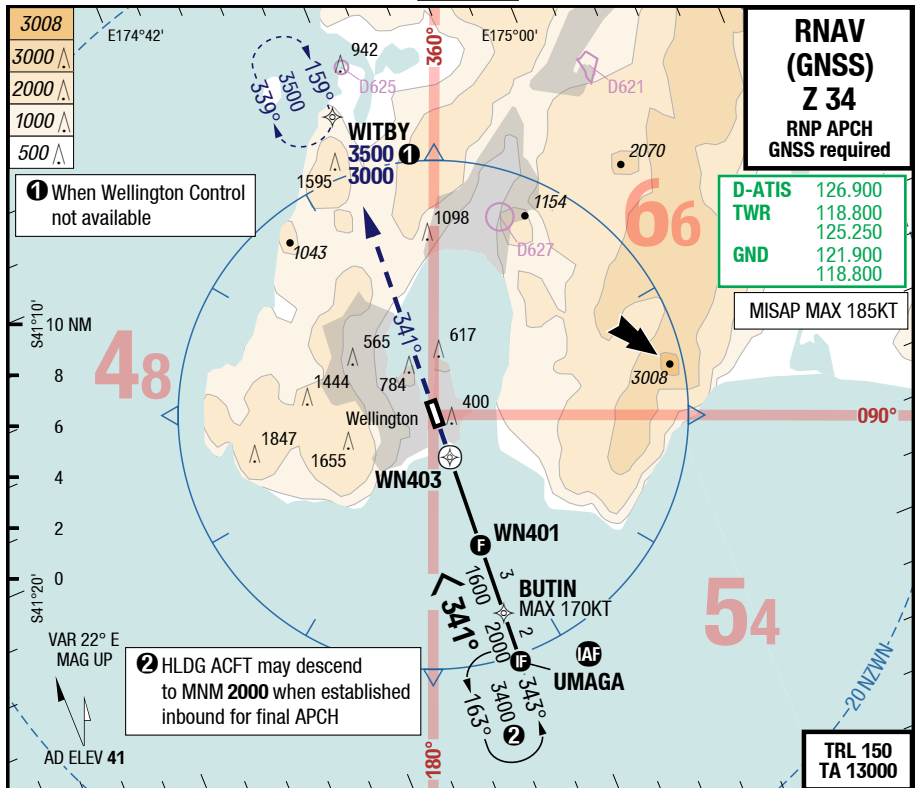
16		RNAV GNSS VNAV 1) 2) 3) 4)	RNAV GNSS LNAV				Circling 5)
C	ft - m/km ft	890 - 5.0V 930	960 - 5.0V 1000				1060 - 5.0V 1100
D	ft - m/km ft	890 - 5.0V 930	960 - 5.0V 1000				Not authorized

1) Uncompensated BARO VNAV NA below -5°C (23°F) 2) SBAS use for VNAV not applicable or not authorized 3) Use with Wellington (NZWN) QNH only 4) With EVS VIS 3.3km 5) BTN 341°-161° of RWY only, remain W of harbour eastern shoreline

WLG-NZWN

7-60

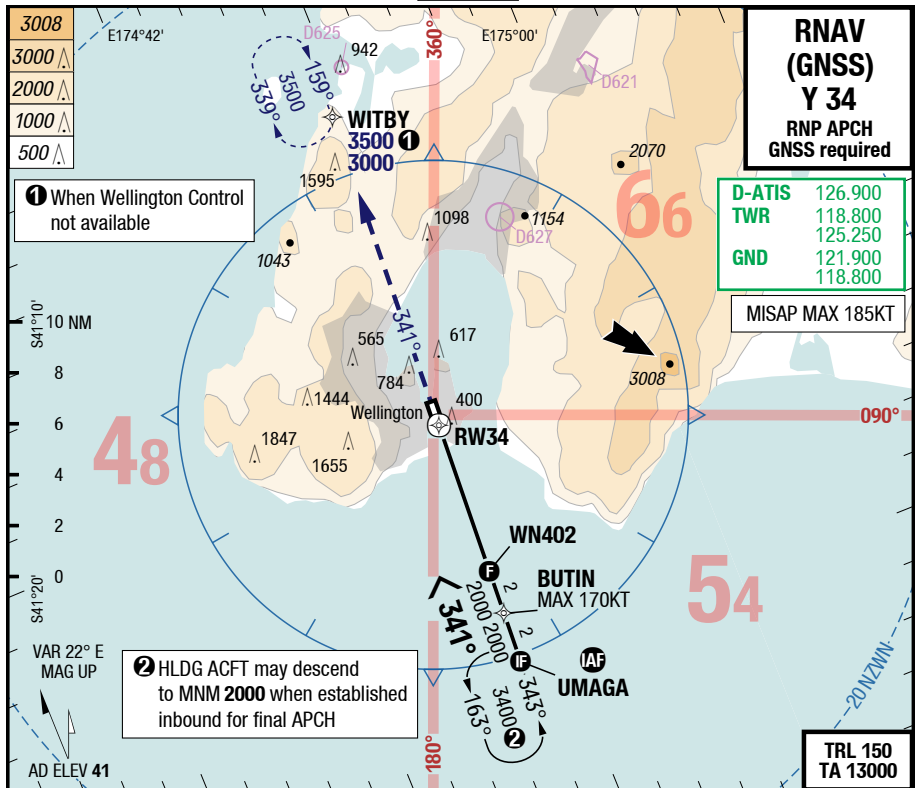
RNAV (GNSS) Z 34



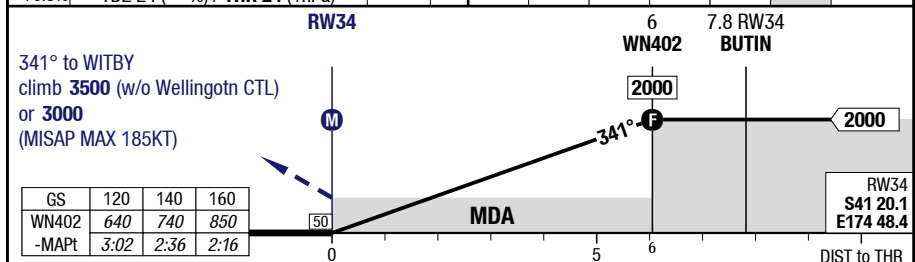
WLG-NZWN

7-70

RNAV (GNSS) Y 34

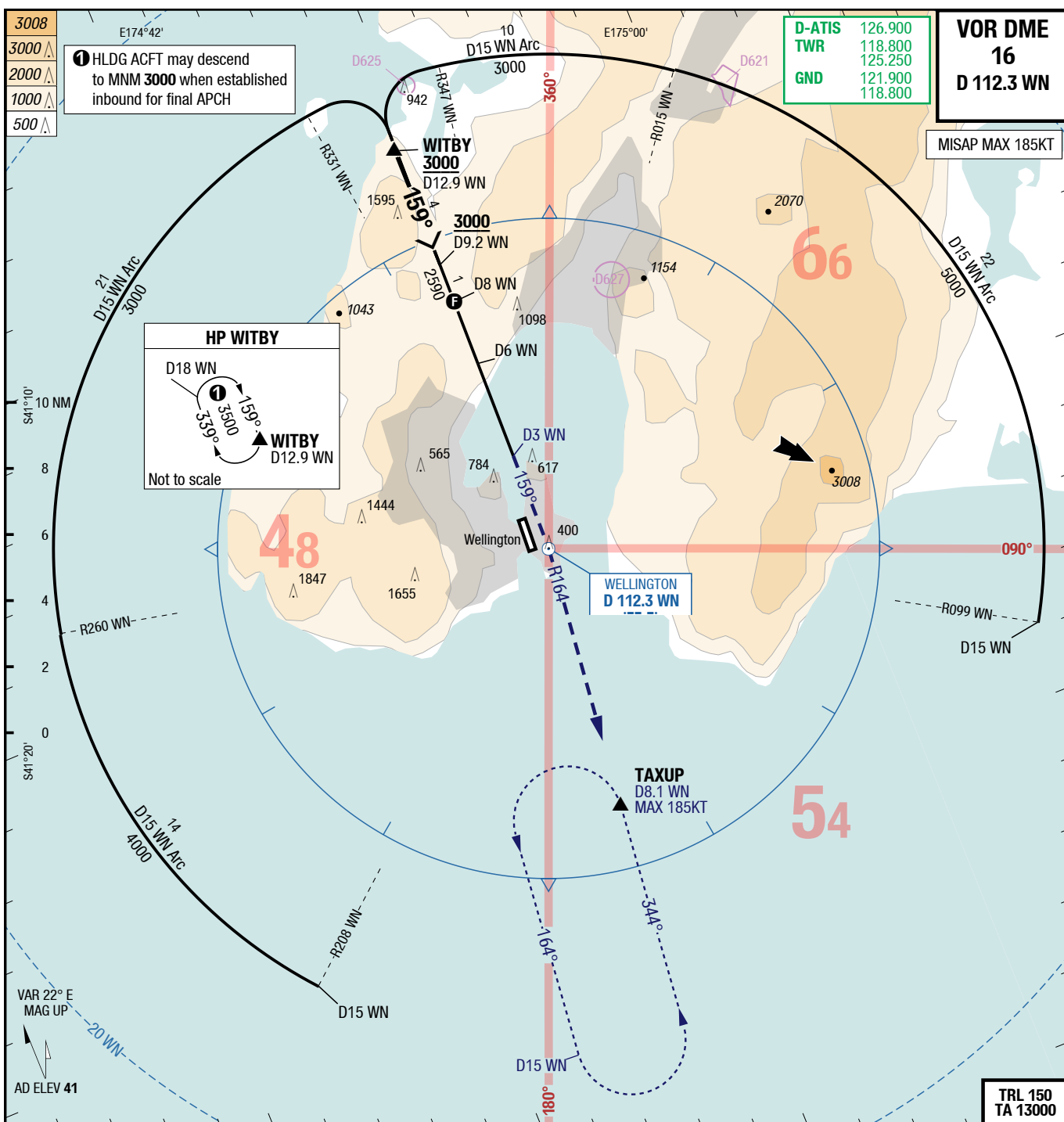


60 HL		2	3	4	5	6	3.00° RW34
PAPI PSN unknown 3.0° +0.3% IDZ 24 (---%) / THR 24 (1hPa)		710	1030	1350	1670	2000	



34		RNAV GNSS VNAV GA 4.0% 1) 2) 3)	RNAV GNSS VNAV GA 2.5% 1) 2) 4)				Circling 5)
C	ft - m/km ft	650 - 3.6V 670	810 - 4.4V 830				1060 - 5.0V 1100
D	ft - m/km ft	650 - 3.6V 670	810 - 4.4V 830				Not authorized

1) SBAS use for VNAV not applicable or not authorized 2) Uncompensated BARO VNAV NA below -5°C (23°F) 3) With EVS VIS 2.4km 4) With EVS VIS 2.9km 5) BTN 341°-161° of RWY only, remain W of harbour eastern shoreline



3.40°
D WN
159°
RWY 161°

9.1	9	7	5	4
3000	2960	2230	1510	1150

16

8.30°
1815 G 45
PAPI PSN unknown
THR 41 (2hPa) / TDZ 41 (---%) -0.3%

D9.1 WN D8 D6 D3 WN

3000 D 159° E 1870 M

2590 2200 1840 MDA

159° to WN
RT R164 WN to TAXUP
climb 3000
(MISAP MAX 185KT)

GS	120	140	160
D8 WN	720	840	960
-MAPt	2:30	2:09	1:52

DIST to THR 6.9 5.9 1.9 0

16		VOR DME 1)						Circling 2)
C	ft - m/km ft	890 - 5.0V 930						1060 - 5.0V 1100
D	ft - m/km ft	890 - 5.0V 930						Not authorized

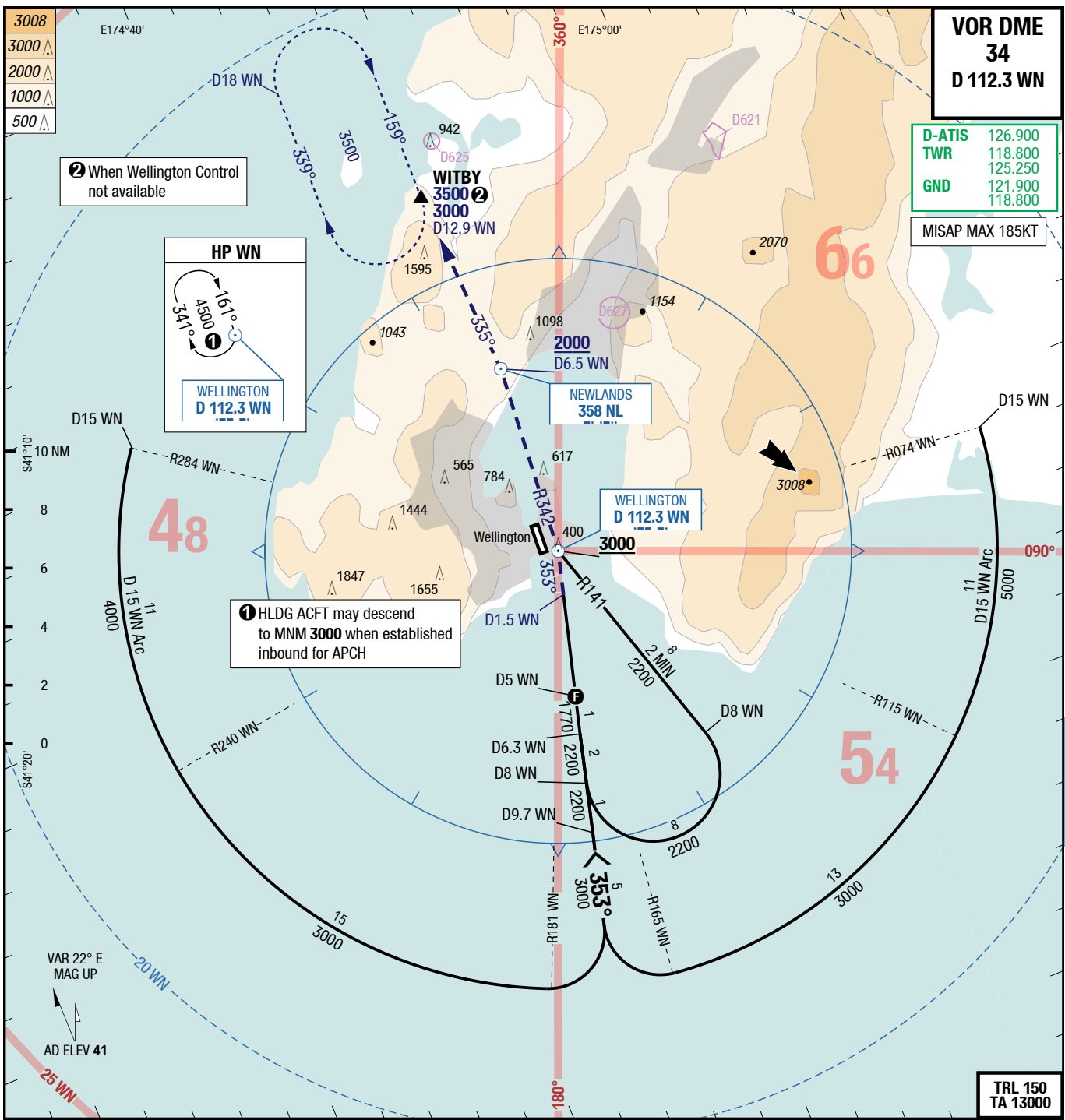
1) At MAPt FAT offset 770m FM QFU
2) BTN 341°-161° of RWY only, remain W of harbour eastern shoreline

WL-G-NZWN

7-100

VOR DME 34

VOR DME 34



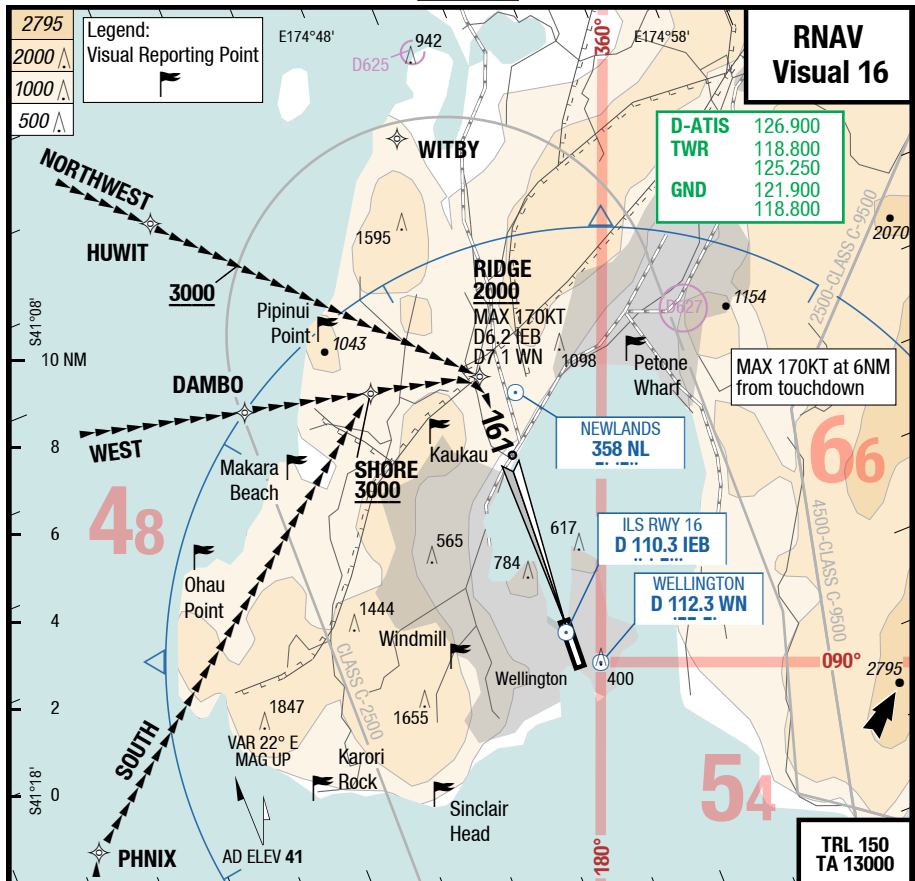
60 HL 45 G 1815		34		2	3	4	6	6.3	3.15°
PAPI PSN unknown 3.0°		D1.5		760	1100	1430	2100	2200	D WN
+0.3% TDZ 24 (---%) / THR 24 (1hPa)		WN							353°
353° to WN		D5							RWY 341°
R342° WN to NL (MNM 2000)		D6.3 WN							
LT 335° to WITBY		WN05							
climb 3500 (w/o Wellington CTL)									
or 3000									
(MISAP MAX 185KT)									
GS	120	140	160						
D5 WN	670	780	890						
-MAPt	1:45	1:30	1:19						
MDA		700							
DIST to THR		5.1							
34		VOR DME							Circling
C	ft - m/km	600 - 2.7V							1060 - 5.0V
	ft	620							1100
D	ft - m/km	600 - 2.7V							Not authorized
	ft	620							

1) BTN 341°-161° of RWY only, remain W of harbour eastern shoreline

WLG-NZWN

7-110

RNAV Visual 16



VISUAL

16

83.0°

1815 G 45

PAPI PSN unknown

THR 41 (2hPa) / TDZ 41 (---%) -0.3%

Northwest Visual Arrival

MNM 3000 until established in Wellington CTR. Track via HUWIT to RIDGE MNM 2000.

Join final approach MNM 2000 until passing RIDGE. MAX 170KT at 6NM from touchdown.

West Visual Arrival

Track via DAMBO to SHORE MNM 3000. Track from SHORE to RIDGE MNM 2000.

Join final approach MNM 2000 until passing RIDGE. MAX 170KT at 6NM from touchdown.

South Visual Arrival

Track via PHNIX to SHORE MNM 3000. Track from SHORE to RIDGE MNM 2000.

Join final approach MNM 2000 until passing RIDGE. MAX 170KT at 6NM from touchdown.

Note: Available by day only. Aircraft must maintain continuous visual reference to the surface.

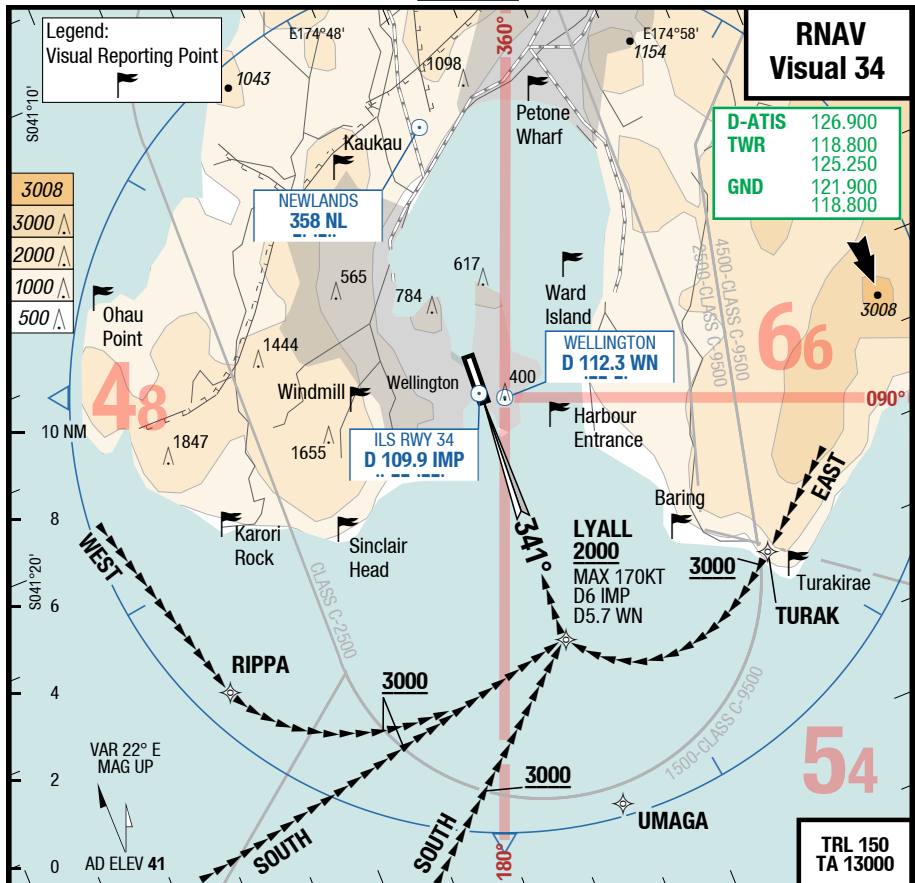
Altitude requirements may be amended by ATC.

16	VISUAL HJ only					Circling
C	ft - m/km ft	C 3500 - 8.0V				Not published
D	ft - m/km ft	C 3500 - 8.0V				Not published

WLG-NZWN

7-120

RNAV Visual 34



VISUAL				<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">34</div>	
West Visual Arrival		MNM 3000 until established in Wellington CTR. Track via RIPPA to LYALL. Join final approach MNM 2000 until passing LYALL. MAX 170KT at LYALL.			
South Visual Arrival		MNM 3000 until established in Wellington CTR. Track to LYALL MNM 2000 . Join final approach MNM 2000 until passing LYALL. MAX 170KT at LYALL.			
East Visual Arrival		MNM 3000 until established in Wellington CTR. Track via TURAK to LYALL MNM 2000 . Join final approach MNM 2000 until passing LYALL. MAX 170KT at LYALL.			
Note: Available by day only. Aircraft must maintain continuous visual reference to the surface. Altitude requirements may be amended by ATC.					
<div style="font-size: 2em; font-weight: bold;">34</div>		VISUAL HJ only		Circling	
C	ft - m/km ft	C 3500 - 8.0V			Not published
D	ft - m/km ft	C 3500 - 8.0V			Not published