

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

MON-FRI 0730-2230 (except public HOL), other times O/R

MON-FRI 0400-0730.

SAT, SUN and public HOL 0400-2200

These hours are AVBL only to approved airline operators licenced under the Promulgated Alternative Agreement.

Airport Information

RFF: CAT 7

PCN: RWY 09/27: 73/F/C/W/T

RWY 15/33: 33/R/C/W/T

Operation**RWY Restriction**

Code letter F ACFT TKOF/LDG from RWY 09/27 only.

TWY Restriction

TWY C AVBL for ACFT up to and including code letter D.

TWY J for ACFT with MTOW 10t / 22046lbs.

TWY A, E, L CLSD, unless approved by airside operation.

TWY B AVBL for MIL use only.

Warnings

When MIL flying is being conducted Ohakea ATIS will be broadcast in a MIL format, identified as "Ohakea landing report". At all other times ATIS is in standard CIV format.

Aquaplaning in wet conditions due to standing water on RWY 15/33 and at intersection RWY 15/33 and RWY 09/27.

Mechanical turbulence can be encountered in vicinity of NE hangars on RWY 15 during SE winds (approx. from 110° +/- 20°) >15KT.

Airfield restrictions will apply when an ACFT is parked on the Explosives Handling Point.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Arrival Procedure

Prior approval required from Royal New Zealand Airforce Base OPS before flying an instrument APCH. If vectored for an instrument APCH, advise ATC when joining the D15 OH DME arc.

VFR Traffic Pattern

RWY 09 right-hand circuit with MNM ALT 1200ft.

Noise Abatement Procedures

Do not overfly Sanson Township (R092/1.5NM OH VOR/DME) and Bulls Township (R325/2NM OH VOR/DME).

DEPARTURE

Take-off Minima

| RWY | | 09/27 | |
|----------|-----------|-------------|------------------|
| All ACFT | ft - m/km | 0 - 800v | During TWR OPS |
| | | c300 - 2.0v | wo LGTs, HJ only |
| | | | |
| RWY | | 15/33 | |
| All ACFT | ft - m/km | c300 - 2.0v | wo LGTs, HJ only |

Speed

MAX IAS 250KT below 10000ft.

Departure Procedure

TKOF RWY 09: Do not apply TKOF PWR prior to displaced threshold in order to avoid blast damage.

Noise Abatement Procedures

Do not overfly Sanson Township (R092/1.5NM OH VOR/DME) and Bulls Township (R325/2NM OH VOR/DME).

ATC, Slot Clearance

When TWR inoperative, call OHAKEA CTL on 125.100 for CLR.

If OHAKEA CTL also inoperative, call CHRISTCHURCH CTL on 125.100 (or Tel. 0800 626 756) for CLR.

Effective 24-MAY-2018

17-MAY-2018

OHA-NZOH

New Zealand Ohakea

AGC

AFC

AFC

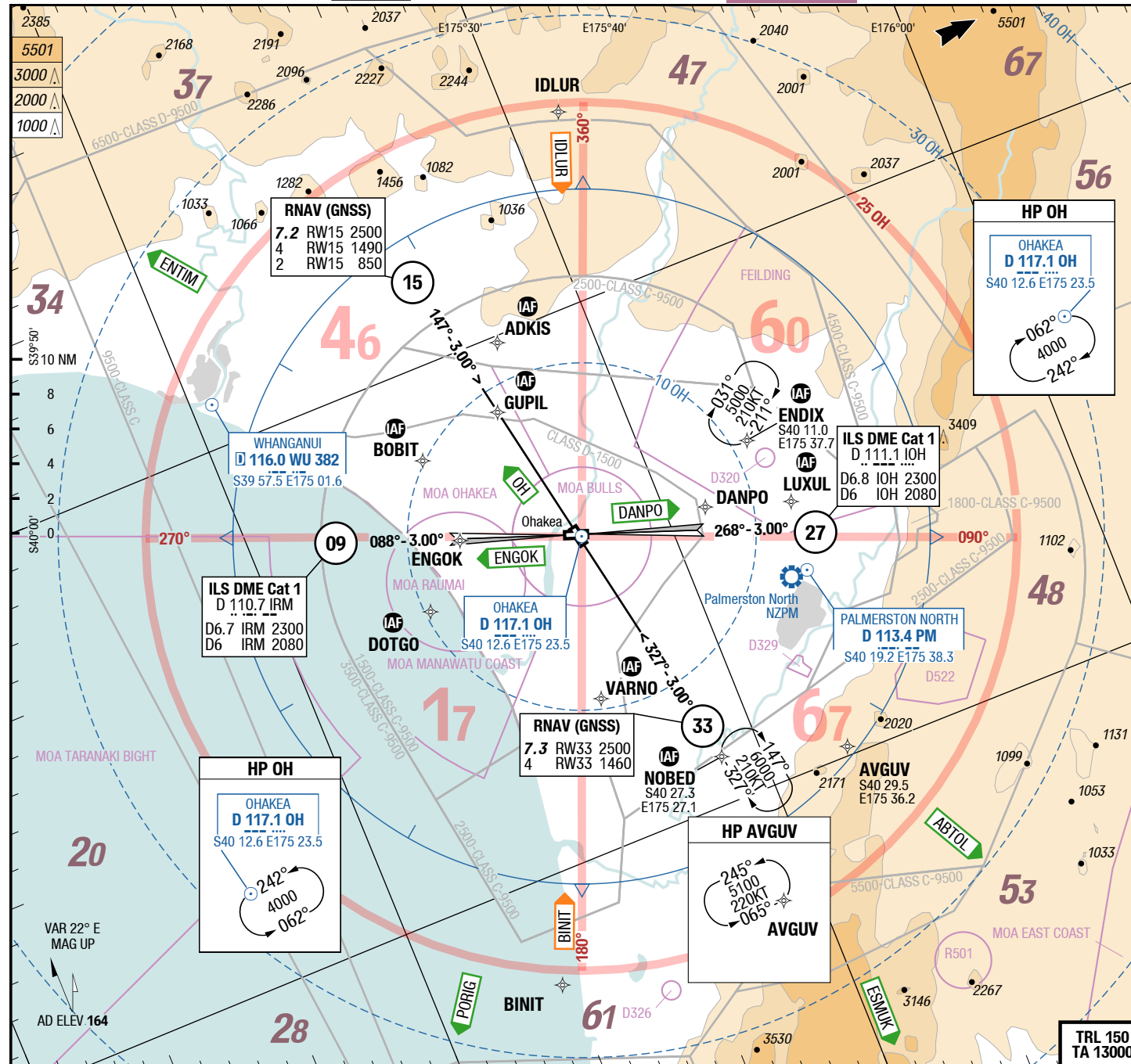
AFC

Ohakea New Zealand

AGC

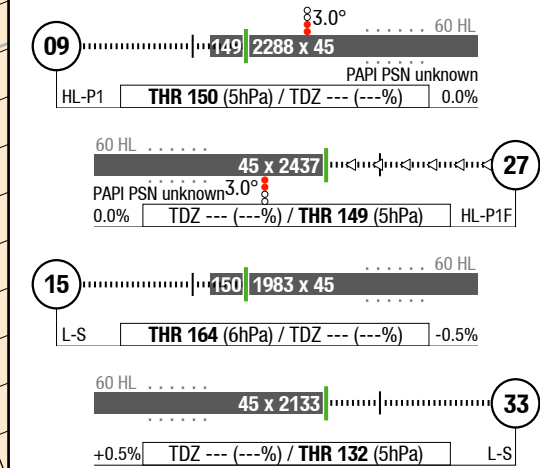
AFC

2-10



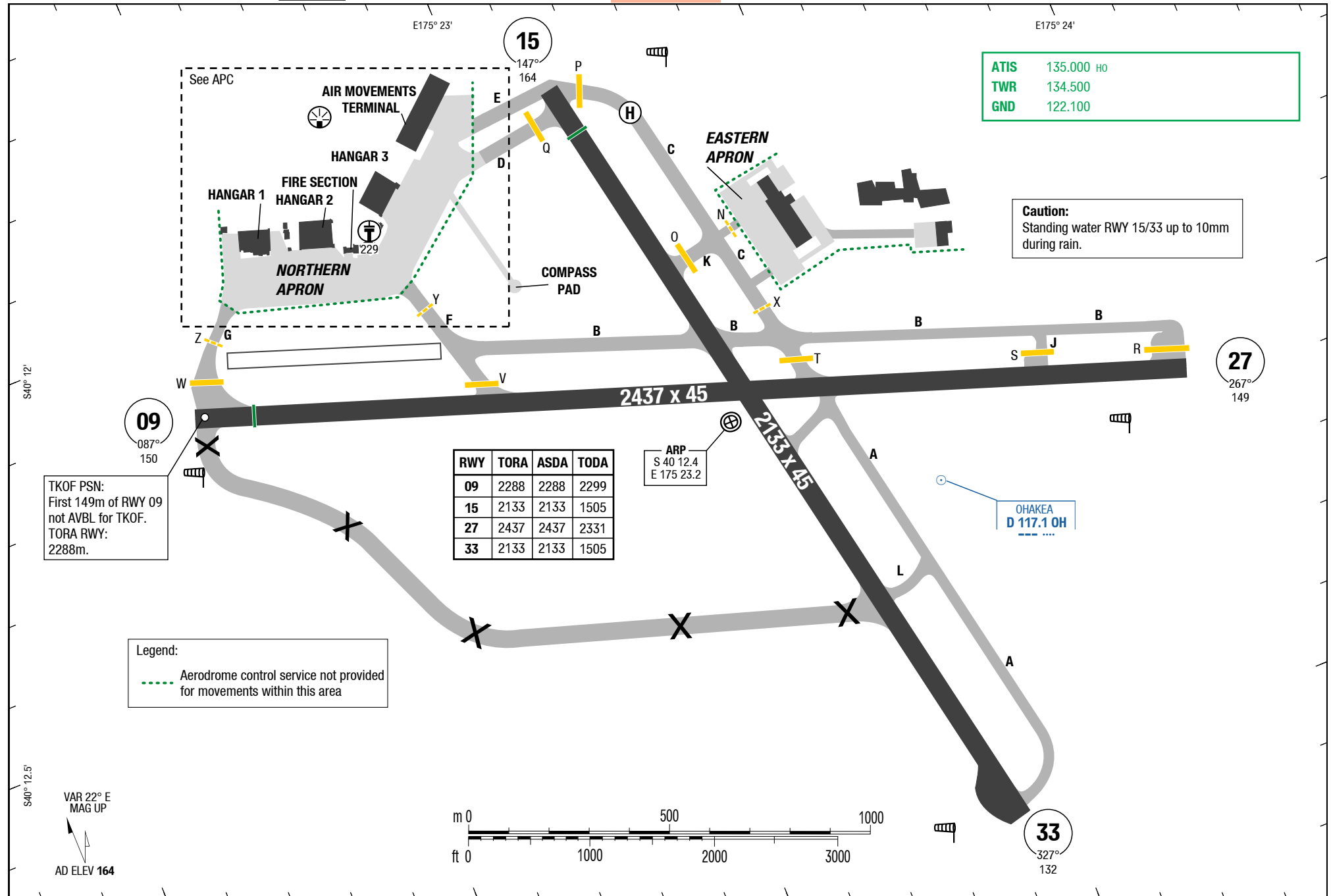
| | |
|-------------------|--|
| ATIS | 135.000 HO |
| Christchurch Info | 125.100 HO Outside Ohakea CTL hours |
| CTL | 126.700 HO 126.200 HO |
| APP | 125.100 HO 128.500 HO 123.200 HO 120.400 HO |
| TWR | 134.500 |
| GND | 122.100 |

Landing RWY system:



Changes: PROC, FREQ

3-20



Effective 24-MAY-2018

17-MAY-2018

OHA-NZOH

New Zealand Ohakea

NIL
APC

APC

APC

Ohakea New Zealand

NIL
APC

3-30

Not to scale

| | |
|------|------------|
| ATIS | 135.000 H0 |
| TWR | 134.500 |
| GND | 122.100 |

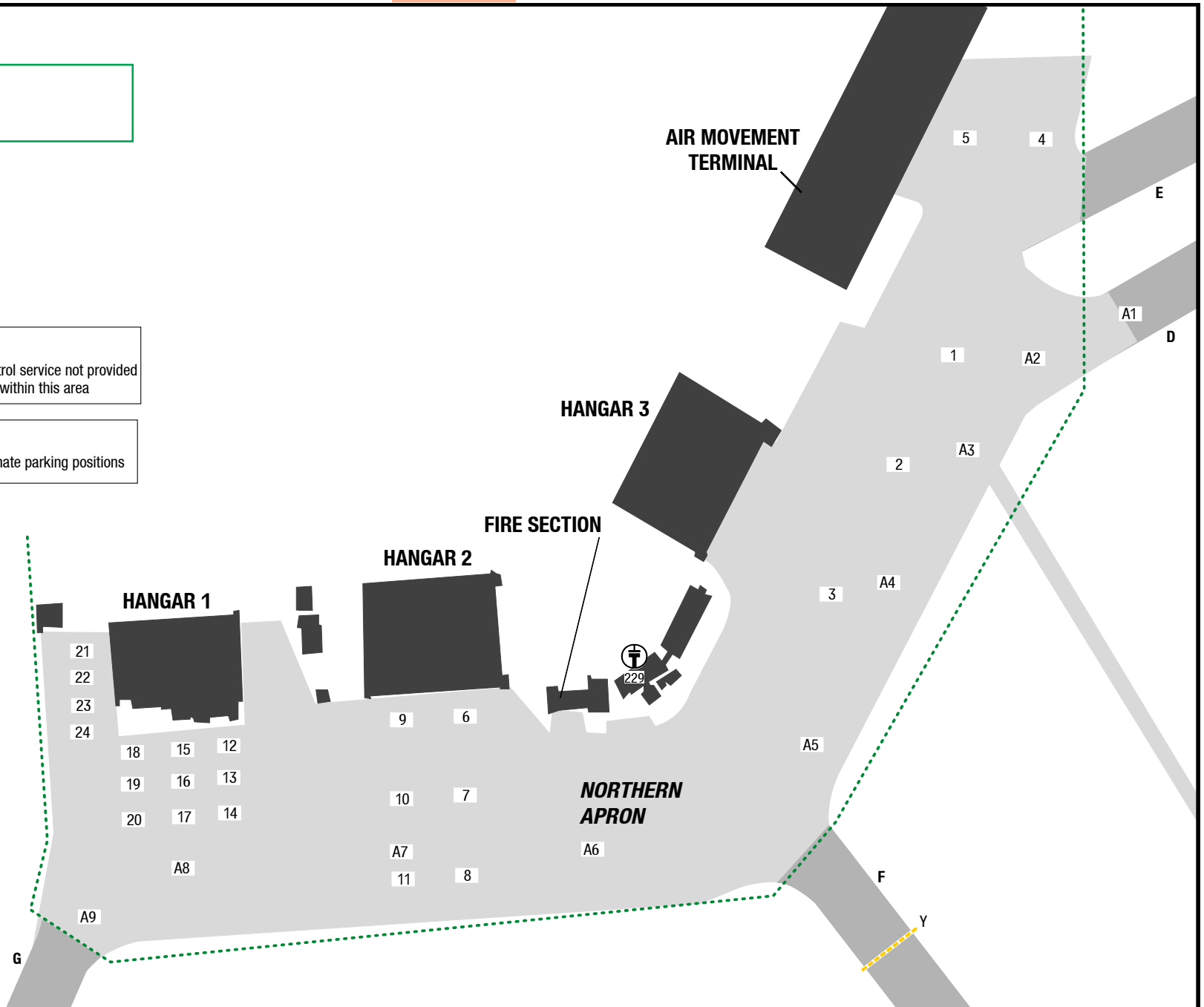
Legend:

----- Aerodrome control service not provided for movements within this area

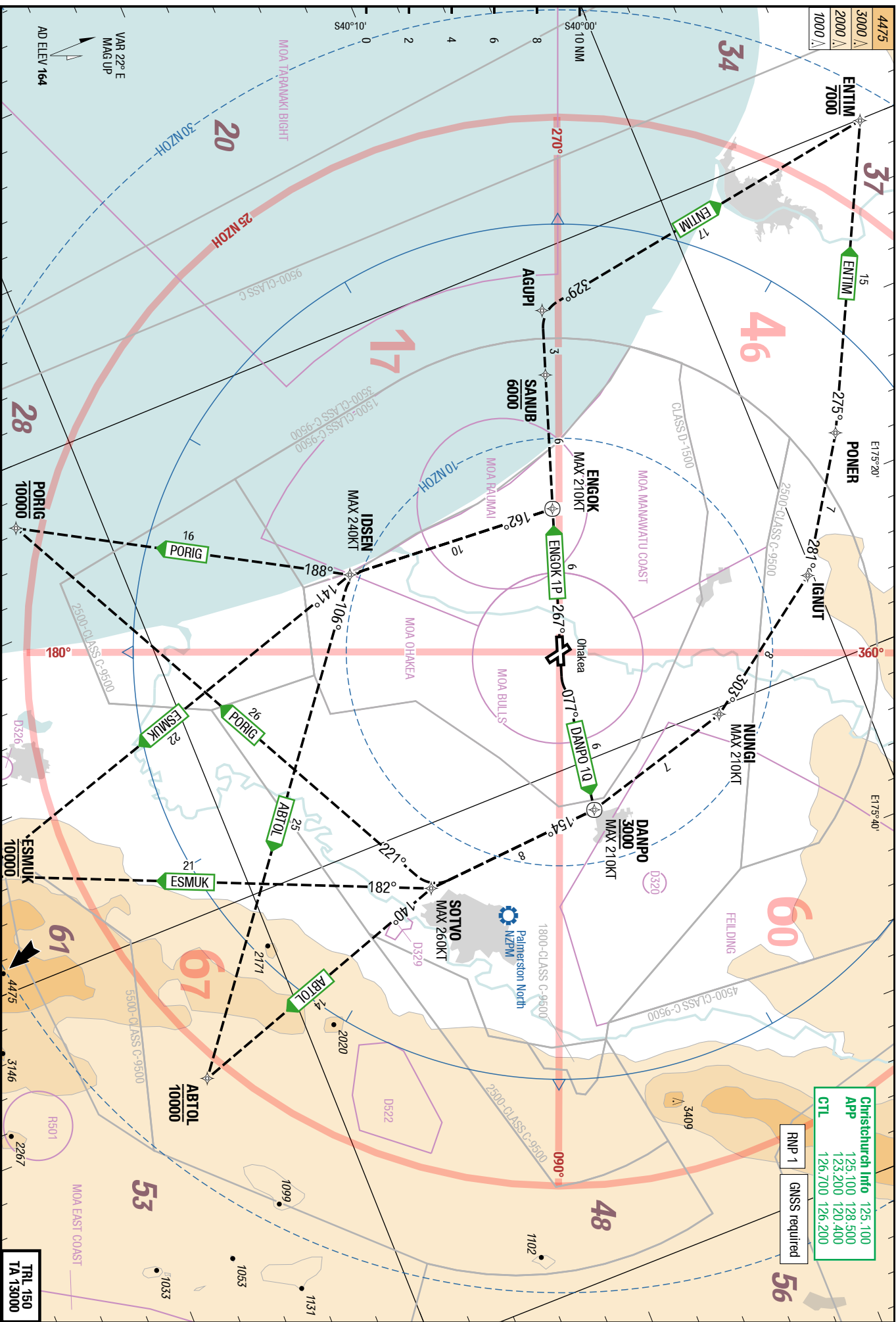
Legend:

A1 A1-A9 are alternate parking positions

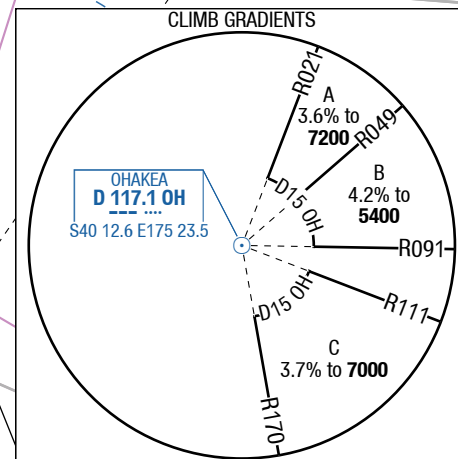
VAR 22° E
MAG UP
AD ELEV 164



Changes: FREQ

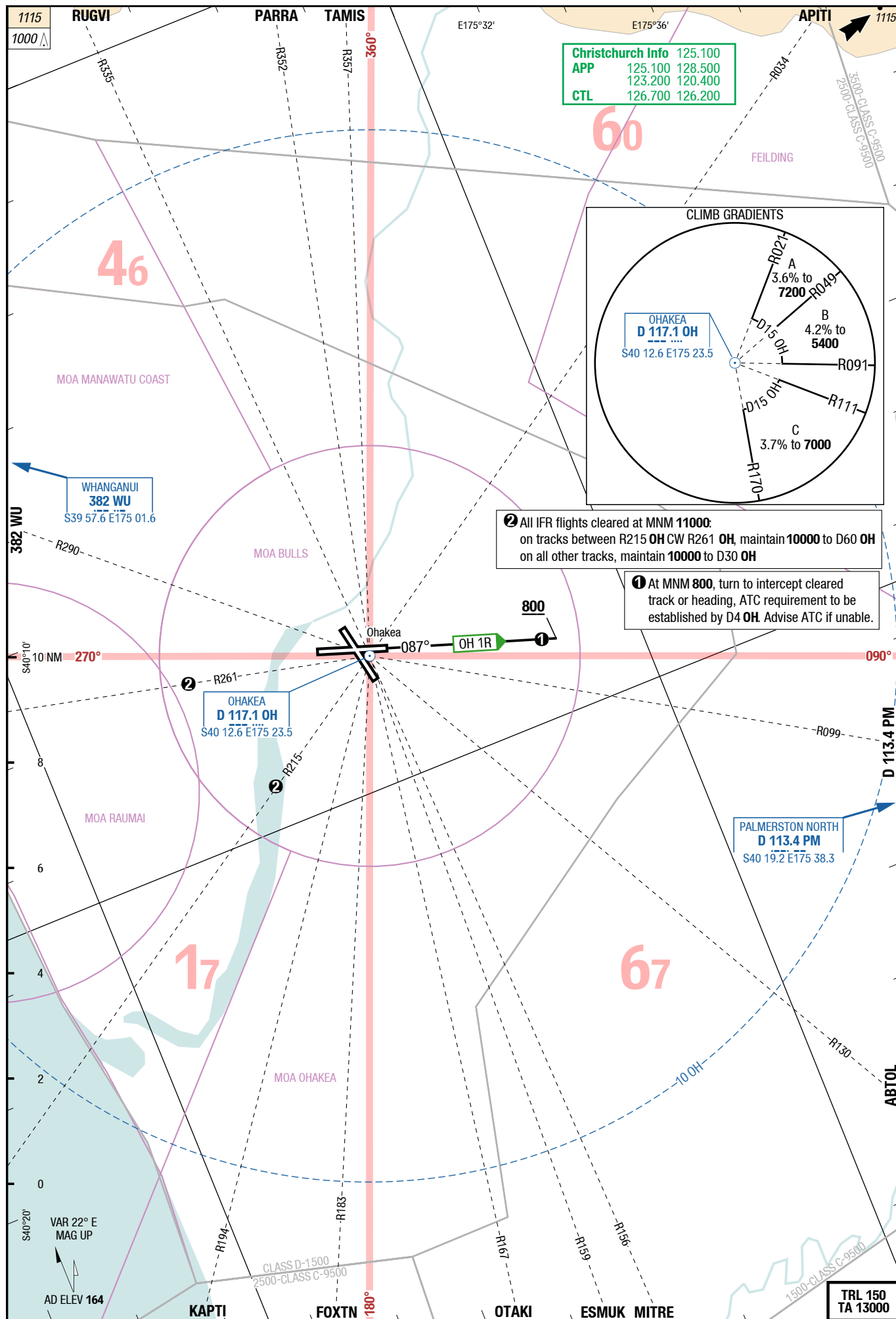


| | |
|-------------------|-----------------|
| Christchurch Info | 125.100 |
| APP | 125.100 128.500 |
| | 123.200 120.400 |
| CTL | 126.700 126.200 |



② All IFR flights cleared at MNM 11000:
on tracks between R215 OH CW R261 OH, maintain 10000 to D60 OH
on all other tracks, maintain 10000 to D30 OH

① At MNM 800, turn to intercept cleared track or heading, ATC requirement to be established by D4 OH. Advise ATC if unable.



17-MAY-2018

OHA-NZOH

New Zealand Ohakea

SID

SID

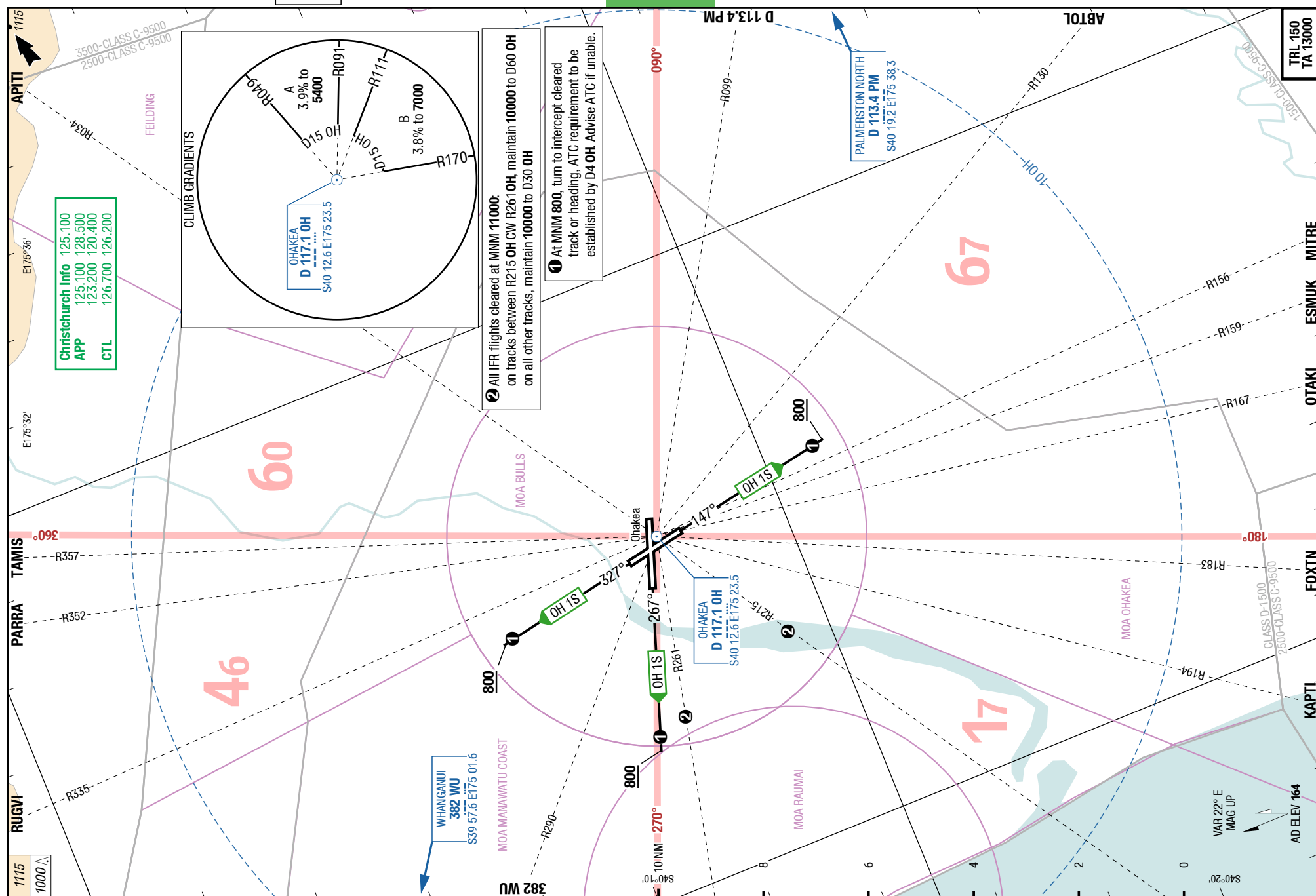
Ohakea New Zealand

NIL

DEPARTURES RWYs 15 / 27 / 33

4-30

DEPARTURES RWYs 15 / 27 / 33



DANPO 1Q / ENGOK 1P

RWYs 09 (087°) / 27 (267°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---|
| | Runway 09 | |
| DANPO 1Q 3.4% to 600 3.4% to 4900 (for ABTOL) 5.5% to 2000 ① | 087° [A560+] - 077° <u>DANPO</u> [K210-] | DANPO MNM 3000 |
| | TRANSITION | |
| | ABTOL <u>DANPO</u> [K210-] - SOTVO [K260-] - ABTOL | DANPO MNM 3000 ABTOL MAX 10000 |
| | ENTIM <u>DANPO</u> [K210-] - DCT NUNGI [K210-] - IGNUT - PONER - ENTIM | DANPO MNM 3000 ENTIM MAX 7000 |
| | ESMUK <u>DANPO</u> [K210-] - SOTVO [K260-] - ESMUK | DANPO MNM 3000 ESMUK MAX 10000 |
| | PORIG <u>DANPO</u> [K210-] - SOTVO [K260-] - PORIG | DANPO MNM 3000 PORIG MAX 10000 |
| | Runway 27 | |
| ENGOK 1P 3.4% to 600 ① | 267° [A560+] - 267° <u>ENGOK</u> [K210-] | |
| | TRANSITION | |
| | ABTOL <u>ENGOK</u> [K210-] - IDSEN [K240-] - ABTOL | ABTOL MAX 10000 |
| | ENTIM <u>ENGOK</u> - SANUB - AGUPI - ENTIM | SANUB MAX 6000 ENTIM MAX 7000 |
| | ESMUK <u>ENGOK</u> [K210-] - IDSEN [K240-] - ESMUK | ESMUK MAX 10000 |
| | PORIG <u>ENGOK</u> [K210-] - IDSEN [K240-] - PORIG | PORIG MAX 10000 |

① Climb gradient 3.4% to 600 due to airspace containment.

OHAKEA 1R

RWY 09 (087°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|-----|------|------|
| 3.6% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 3.7% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1100 |
| 4.2% | ft/MIN | 600 | 700 | 800 | 900 | 1100 | 1200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|-------------------------------|
| | Runway 09 | |
| OHAKEA 1R OH 1R 3.6% to 800 A: 3.6% to 7200 B: 4.2% to 5400 C: 3.7% to 7000 ①②③ | at MNM 800 turn to intercept cleared track or heading, be established by D4 OH or advise ATC if unable All IFR flights cleared at 11000 or above: on tracks between R215 OH CW R261 OH - maintain 10000 to D60 OH on all other tracks - maintain 10000 to D30 OH | |
| | TRANSITION | |
| | OCEANIC TRANSITION (to GOPLU, TANEN or GULUT) - Filed level 11000 to FL250 Cleared level is as per flight plan item 15 first portion of flight, cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable | 10000 to D60 OH |
| | OCEANIC TRANSITION (to GOPLU, TANEN or GULUT) - Filed level FL260 or above Expect further clearance to filed flight level prior do D100 OH. Cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable | 10000 to D60 OH cleared FL250 |

- ① A: Between R021 OH CW R049 OH beyond D15 OH.
 ② B: Between R049 OH CW R091 OH beyond D15 OH.
 ③ C: Between R111 OH CW R170 OH beyond D15 OH.

OHAKEA 1S

RWYs 15 (147°) / 27 (267°) / 33 (327°)

| | | | | | | | |
|------|--------|-----|-----|-----|-----|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 3.8% | ft/MIN | 500 | 600 | 700 | 900 | 1000 | 1100 |
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|------------------------|
| OHAKEA 1S OH 1S A: 3.9% to 5400 B: 3.8% to 7000 ①② | | |
| RWY 15 | at MNM 800 intercept cleared track or heading, be established by D4 OH or advise ATC if unable All IFR flight cleared at 11000 or above: on tracks between R215 OH CW R261 OH - maintain 10000 to D60 OH on all other tracks - maintain 10000 to D30 OH | |
| RWY 27 | at MNM 800 intercept cleared track or heading, be established by D4 OH or advise ATC if unable All IFR flight cleared at 11000 or above: on tracks between R215 OH CW R261 OH - maintain 10000 to D60 OH on all other tracks - maintain 10000 to D30 OH | |
| RWY 33 | at MNM 800 intercept cleared track or heading, be established by D4 OH or advise ATC if unable All IFR flight cleared at 11000 or above: on tracks between R215 OH CW R261 OH - maintain 10000 to D60 OH on all other tracks - maintain 10000 to D30 OH | |
| | TRANSITION | |
| | OCEANIC TRANSITION (to GOPLU, TANEN or GULUT) - Filed level 11000 to FL250 Cleared level is as per flight plan item 15 first portion of flight, cross NZCC/NZOO FIR BDRY at cleared level or advise ATC if unable. | 10000 to D60 OH |

① A: Between R049 OH CW R091 OH beyond D15 OH.

② B: Between R111 OH CW R170 OH beyond D15 OH.

17-MAY-2018

OHA-NZOH

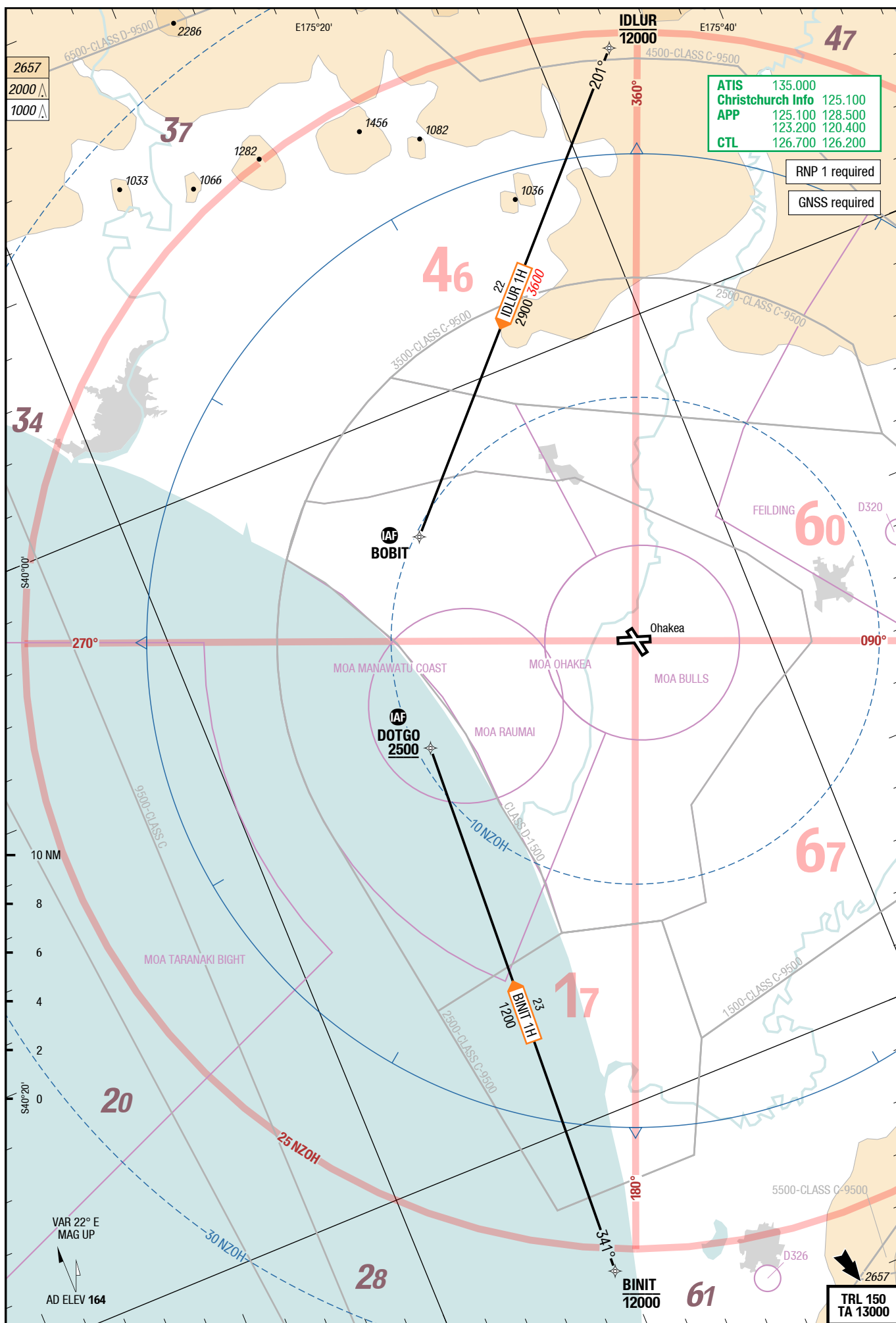
5-40

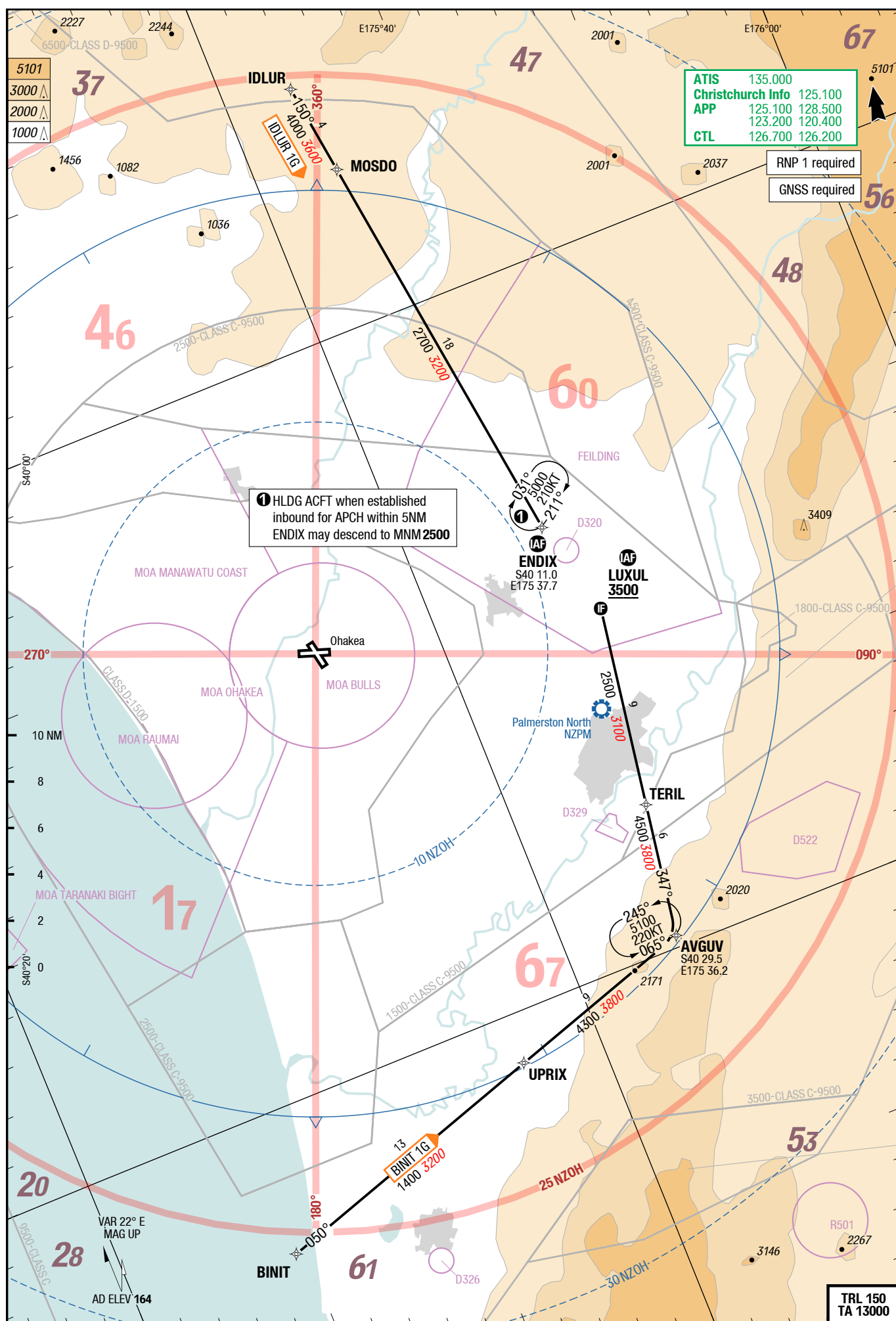
DEPARTURES RWYs 15 / 27 / 33

SIDPT

OHAKEA 1S

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--------------------------------------|
| OHAKEA 1S OH 1S A: 3.9% to 5400 B: 3.8% to 7000 | | |
| ----- | | |
| | TRANSITION OCEANIC TRANSITION (to GOPLU, TANEN or GULUT) - Filed level FL260 or above Expect further clearance to filed flight level prior to D100 OH. Cross NZCC/NZOO FIR BDRY at cleared level or advise ATC if unable. | 10000 to D60 OH cleared FL250 |

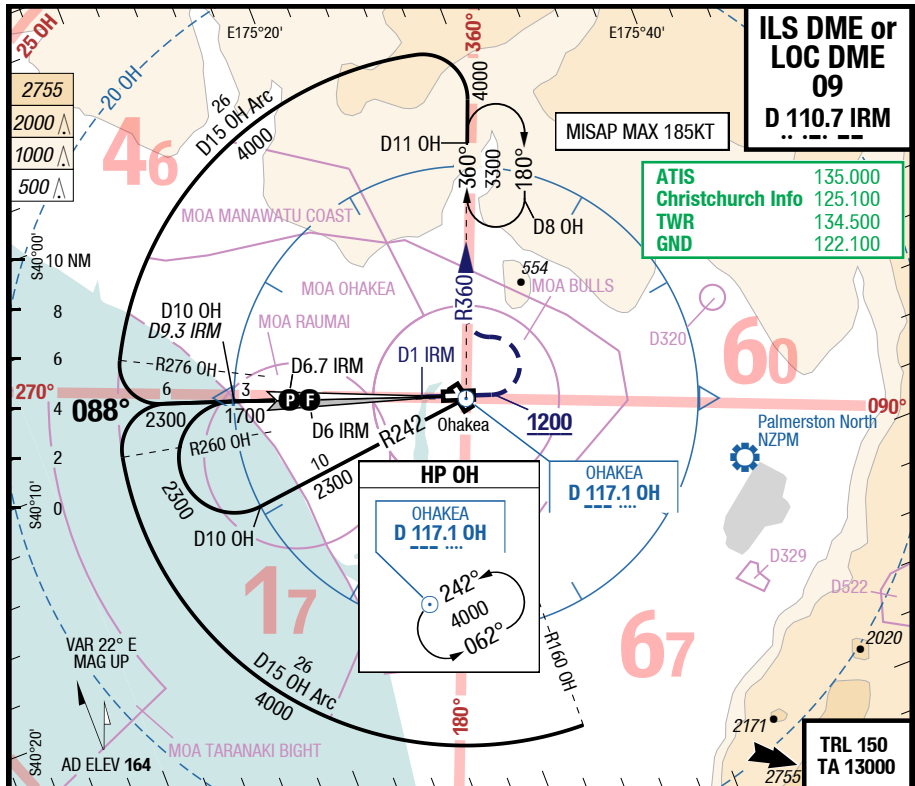




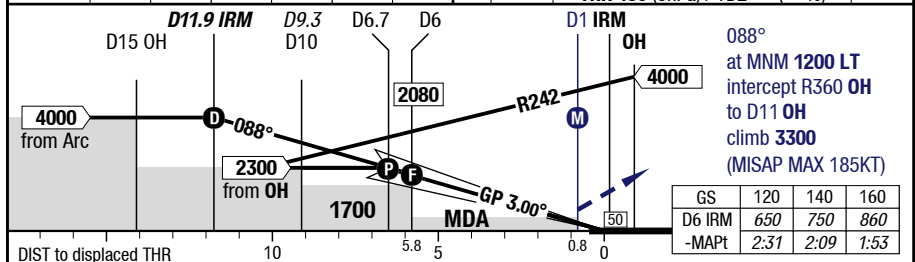
OHA-NZOH

7-10

ILS DME or LOC DME 09



| | | | | | | | | | |
|-----------|------|------|------|------|------|-----|-------|--------------------------------------|------------------|
| LOC 3.00° | 11.9 | 10 | 8 | 5 | 4 | 2 | 09 | 83.0° | 60 HL |
| D IRM | | | | | | | | 149 | 2288 x 45 |
| 088° | | | | | | | | | PAPI PSN unknown |
| RWY 087° | 4000 | 3380 | 2740 | 1770 | 1440 | 800 | HL-P1 | THR 150 (5hPa) / TDZ --- (---%) 0.0% | |



| 09 | Cat 1 DME 1) | LOC DME | | | Circling |
|----|-----------------|-------------------|-------------------|--|--------------------|
| C | ft - m/km ft | 200 - 800V 350 | 480 - 1.9V 630 | | 900 - 4.0V 1060 |
| D | ft - m/km ft | 200 - 800V 350 | 480 - 1.9V 630 | | 940 - 4.6V 1100 |

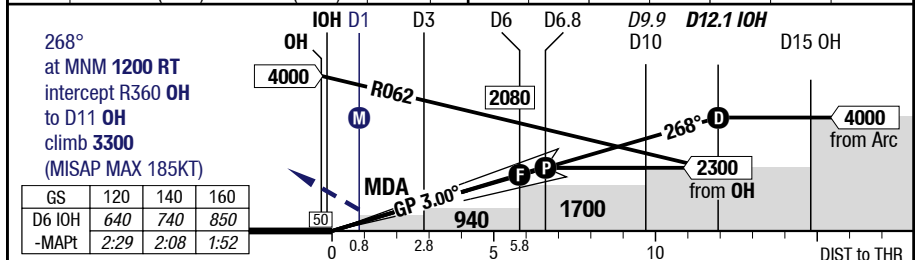
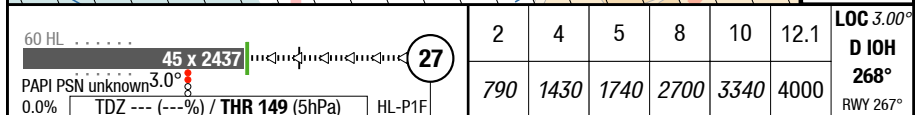
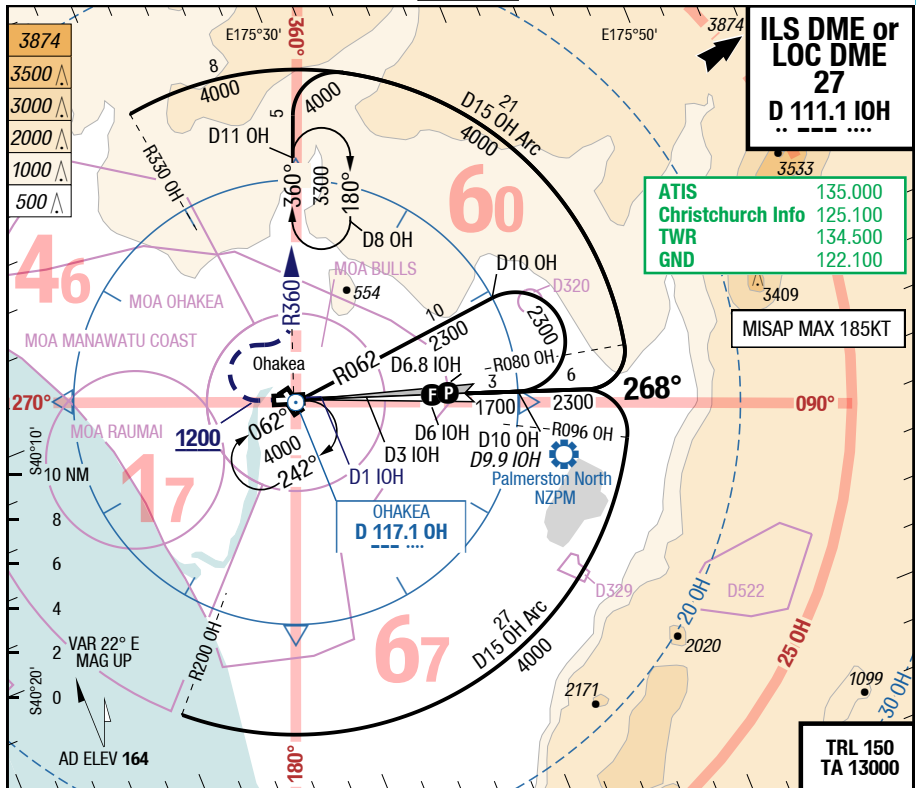
1) With EVS VIS 550m

Changes: FREQ

OHA-NZOH

7-20

ILS DME or LOC DME 27

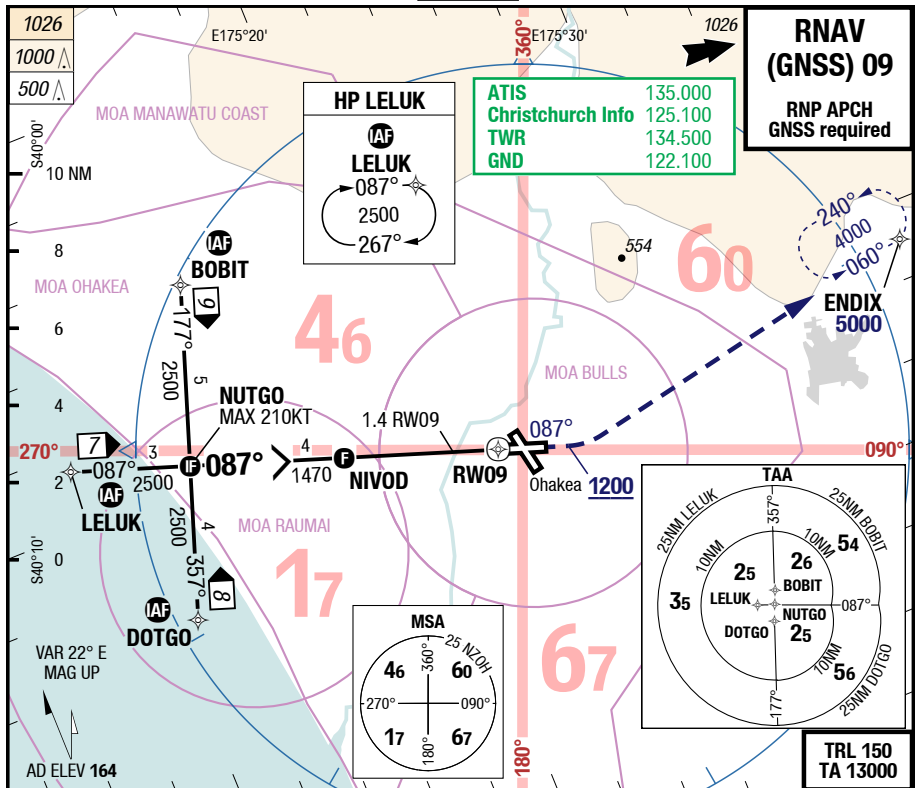


| | | | | | | | |
|-----------|-----------------|--------------------------|--------------------------|--|--|--|---------------------------|
| 27 | | Cat 1 DME | LOC DME | | | | Circling |
| C | ft - m/km ft | 310 - 800V 450 | 540 - 2.3V 680 | | | | 900 - 4.0V 1060 |
| D | ft - m/km ft | 310 - 800V 450 | 540 - 2.3V 680 | | | | 940 - 4.6V 1100 |

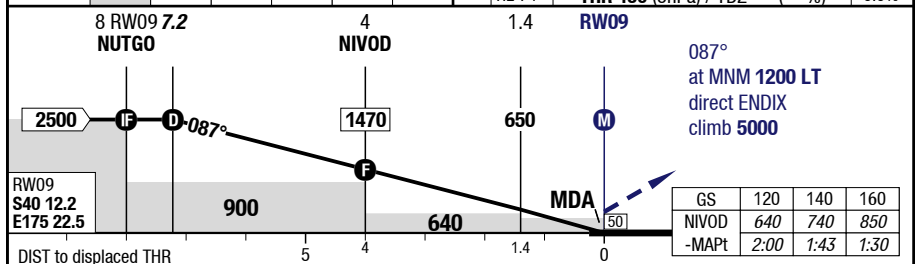
OHA-NZOH

7-30

RNAV (GNSS) 09



| | | | | | | | | |
|---------------|--|------|------|------|------|-----|--|--|
| 3.00° RW09 | | 7.2 | 6 | 5 | 3 | 2 | | |
| | | 2500 | 2110 | 1800 | 1160 | 840 | HL-P1 THB 150 (5hPa) / IDZ --- (---%) 0.0% PAPI PSN unknown | |



| 09 | | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 2) | | | | Circling |
|----|-----------------|-------------------------------|--------------------------|--|--|--|---------------------------|
| C | ft - m/km ft | 320 - 1.5V 470 | 430 - 1.5V 580 | | | | 860 - 4.0V 1020 |
| D | ft - m/km ft | 320 - 1.5V 470 | 430 - 1.5V 580 | | | | 940 - 4.6V 1100 |

1) Uncompensated BARO VNAV NA below -5°C (23°F)

3) With EVS VIS 1.0km

2) Use with Ohakea (NZOH) QNH only

Changes: FREQ

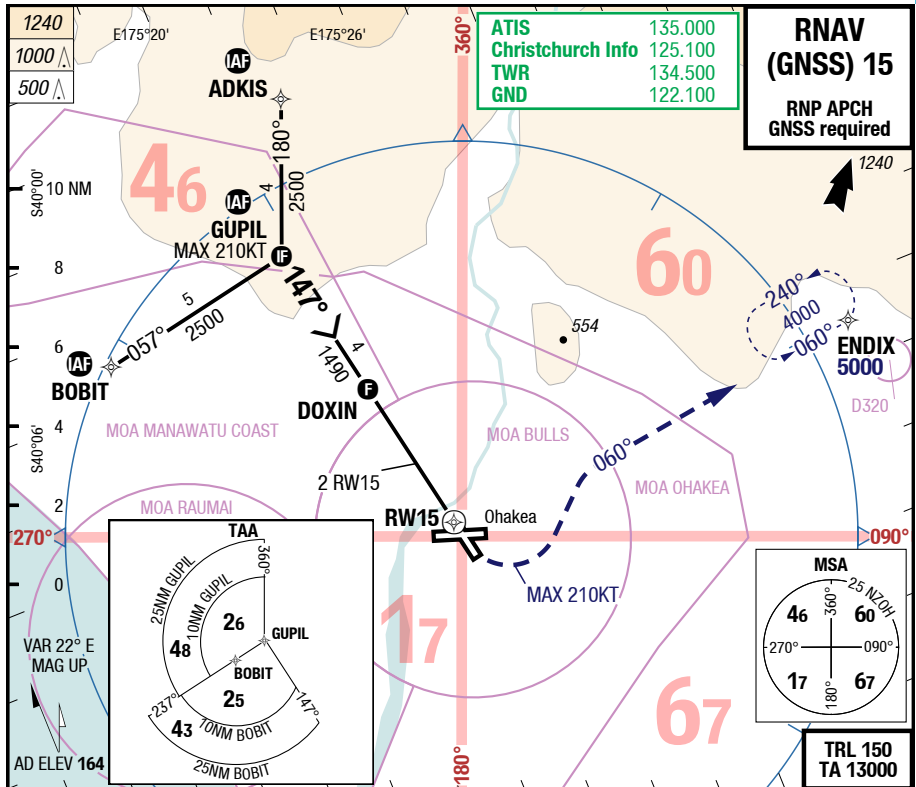
17-MAY-2018

OHA-NZOH

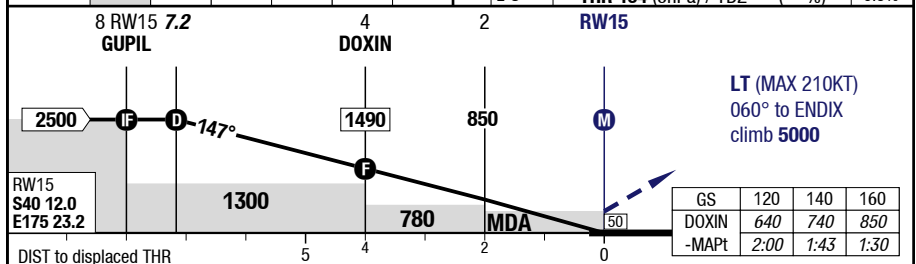
7-40

RNAV (GNSS) 15

IAC



| | | | | | | | |
|---------------|--|------|------|------|------|-----|--|
| 3.00° RW15 | | 7.2 | 6 | 5 | 3 | 2 | <div><div>15</div><div>L-S</div></div> <div><div>150</div><div>1983 x 45</div><div>60 HL</div></div> |
| | | 2500 | 2130 | 1810 | 1170 | 860 | |



| 15 | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 2) | | | | Circling |
|----|-------------------------------|-------------------------|--|--|--|--------------------|
| C | ft - m/km ft 650 | 490 - 2.4V 650 | | | | 860 - 4.0V 1020 |
| D | ft - m/km ft 650 | 490 - 2.4V 650 | | | | 940 - 4.6V 1100 |

1) Uncompensated BARO VNAV NA below -5°C (23°F)

3) With EVS VIS 1.6km

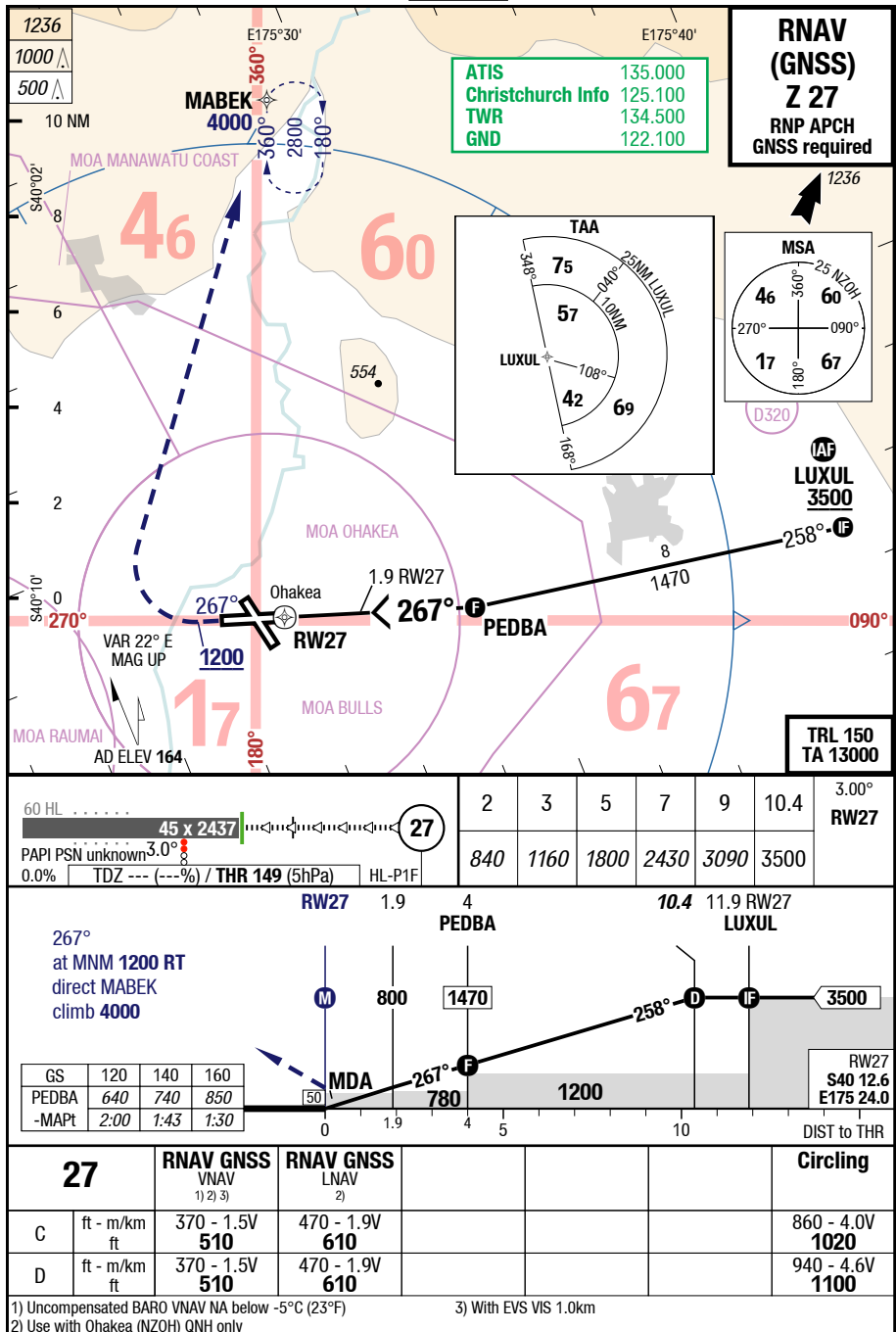
2) Use with Ohakea (NZOH) QNH only

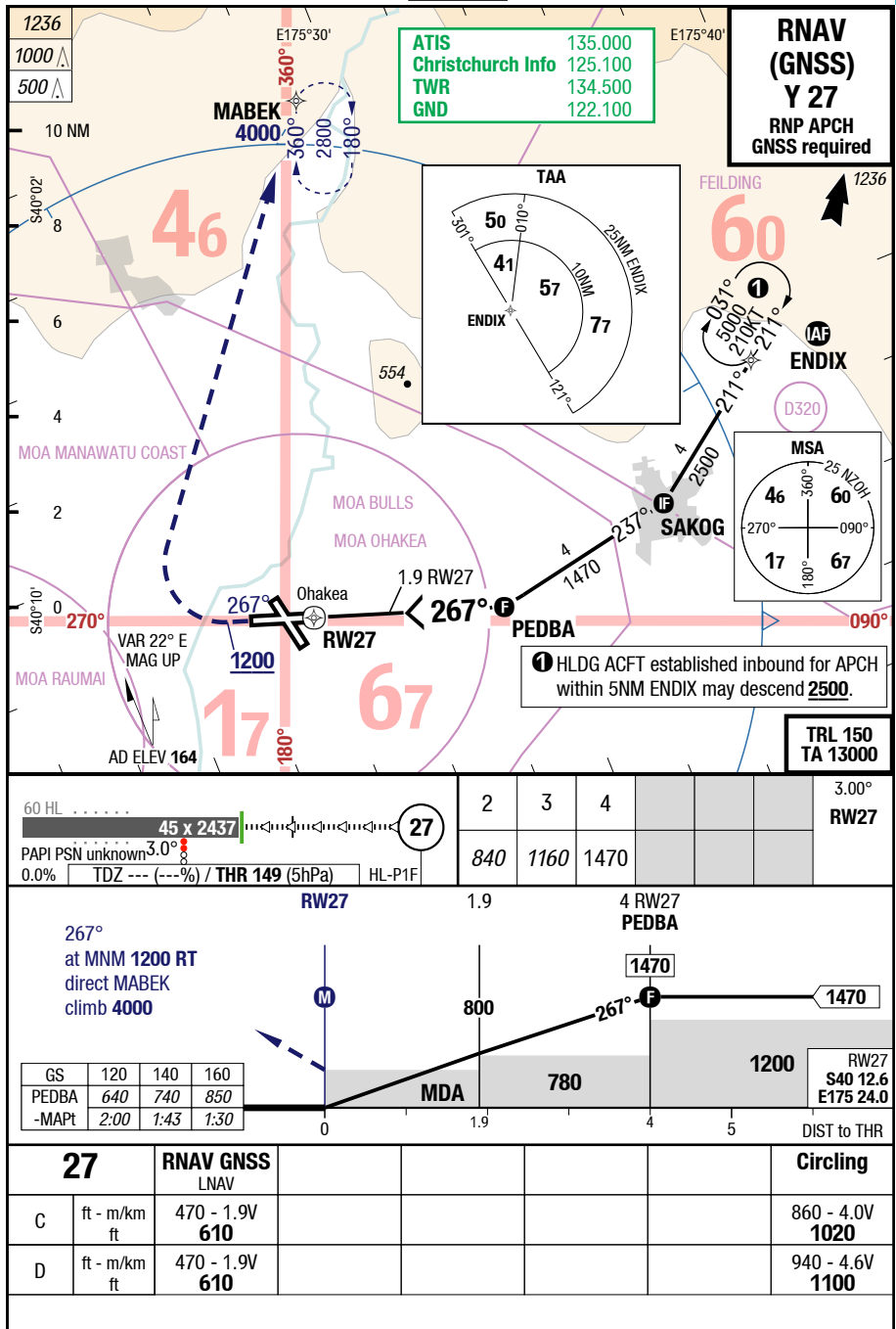
Changes: FREQ

OHA-NZOH

7-50

RNAV (GNSS) Z 27

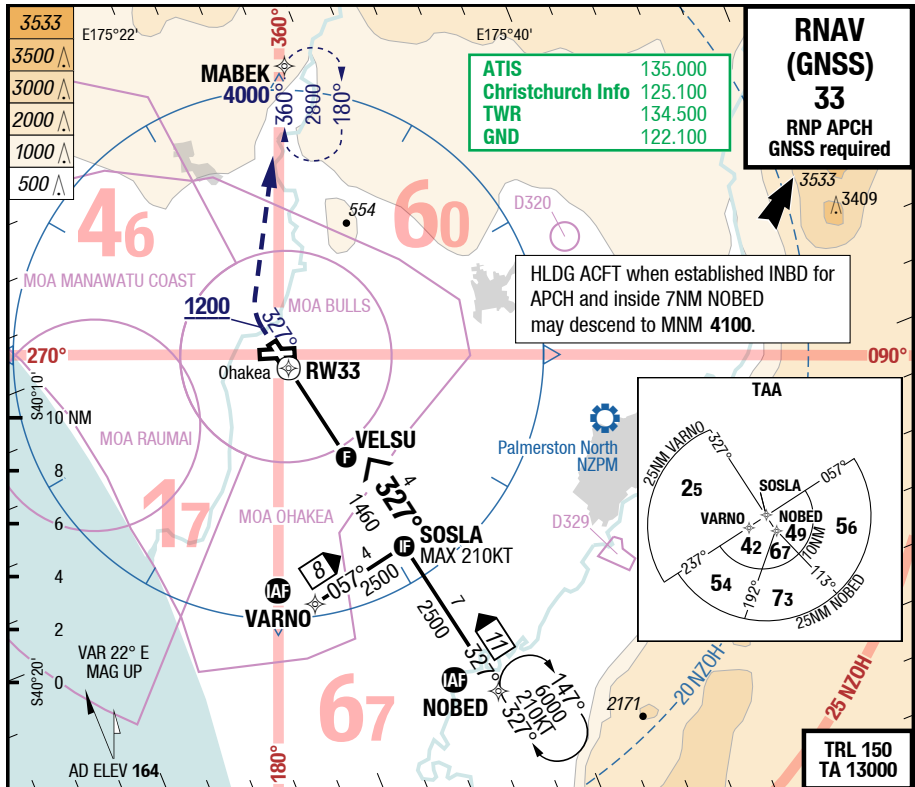




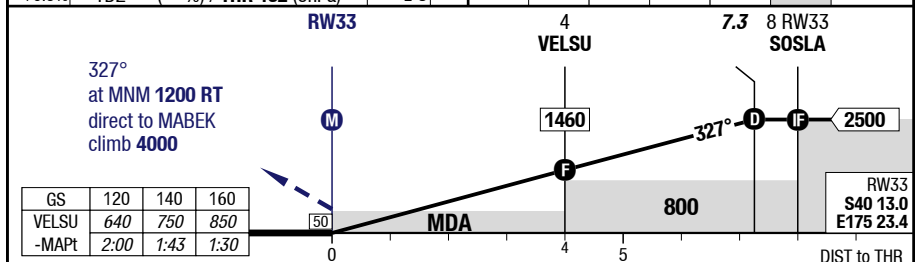
OHA-NZOH

7-70

RNAV (GNSS) 33



| | | | | | | | | |
|---------------------------------------|-----------|----|-----|------|------|------|------|-------|
| 60 HL | 45 x 2133 | 33 | 2 | 3 | 5 | 6 | 7.3 | 3.00° |
| +0.5% TDZ --- (---%) / THR 132 (5hPa) | L-S | | 820 | 1140 | 1780 | 2100 | 2500 | RW33 |



| 33 | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 2) | | | | Circling |
|----|-------------------------------|-------------------------|-------------------|--|--|--------------------|
| C | ft - m/km ft | 300 - 1.6V 430 | 380 - 1.7V 510 | | | 860 - 4.0V 1020 |
| D | ft - m/km ft | 300 - 1.6V 430 | 380 - 1.7V 510 | | | 940 - 4.6V 1100 |

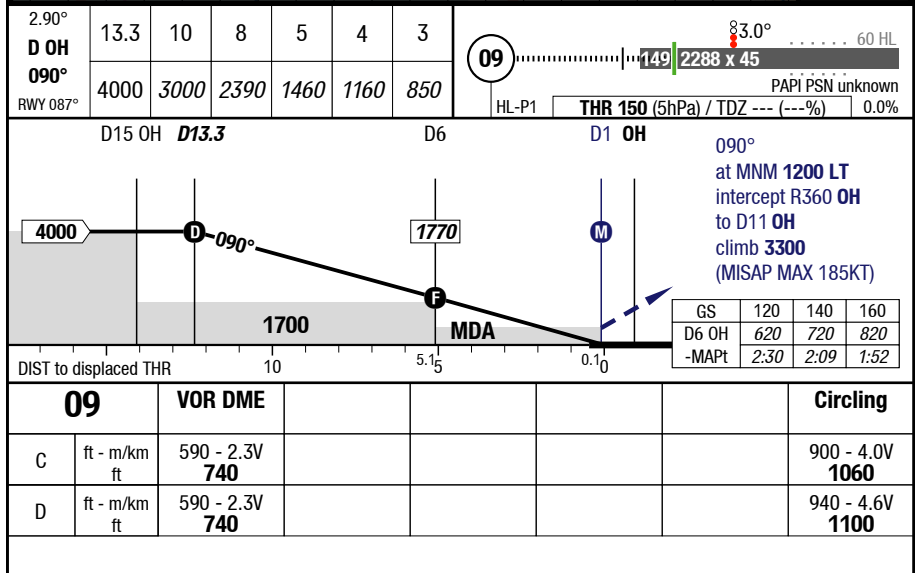
1) Uncompensated BARO VNAV NA below -5°C (23°F)

3) With EVS VIS 1.1km

2) Use with Ohakea (NZOH) QNH only

Changes: FREQ

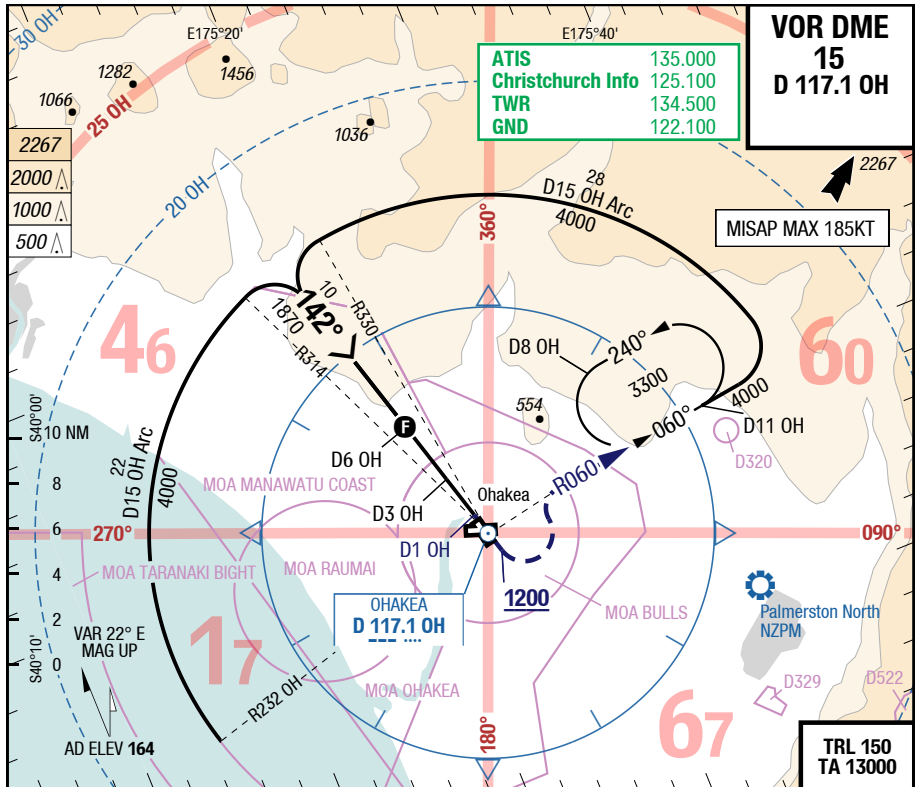
VOR DME 09



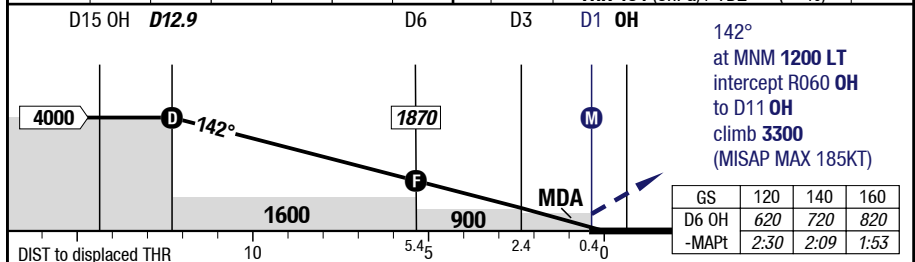
OHA-NZOH

7-100

VOR DME 15

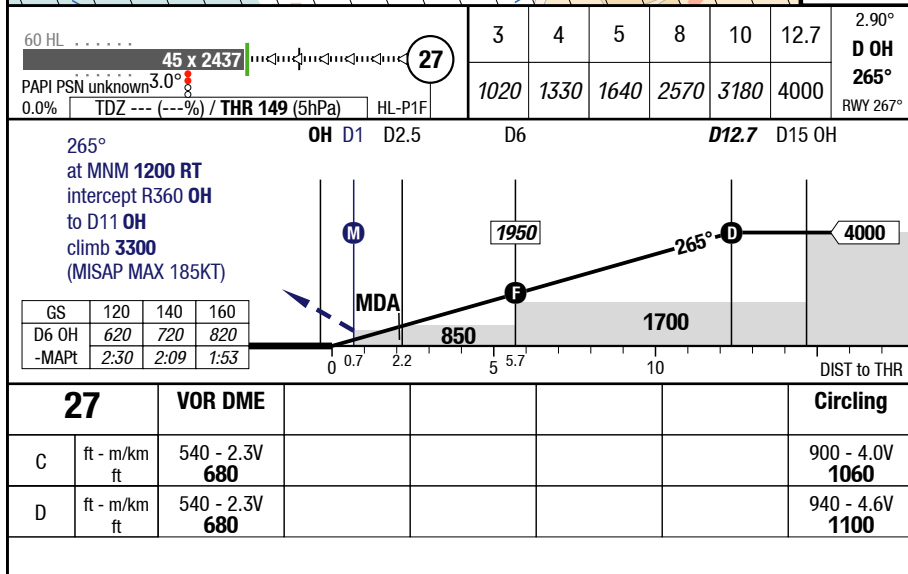


| | | | | | | | | | | |
|-----------------------------------|------|------|------|------|------|------|-----|---------------------------------|-----------|-------|
| 2.90° D OH 142° RWY 147° | 12.9 | 10 | 8 | 7 | 5 | 4 | 15 | 150 | 1983 x 45 | 60 HL |
| | 4000 | 3100 | 2480 | 2180 | 1560 | 1250 | L-S | THR 164 (6hPa) / TDZ --- (---%) | -0.5% | |



| 15 | VOR DME | | | | | Circling |
|----|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 580 - 2.8V 740 | | | | 900 - 4.0V 1060 |
| D | ft - m/km ft | 580 - 2.8V 740 | | | | 940 - 4.6V 1100 |

VOR DME 27



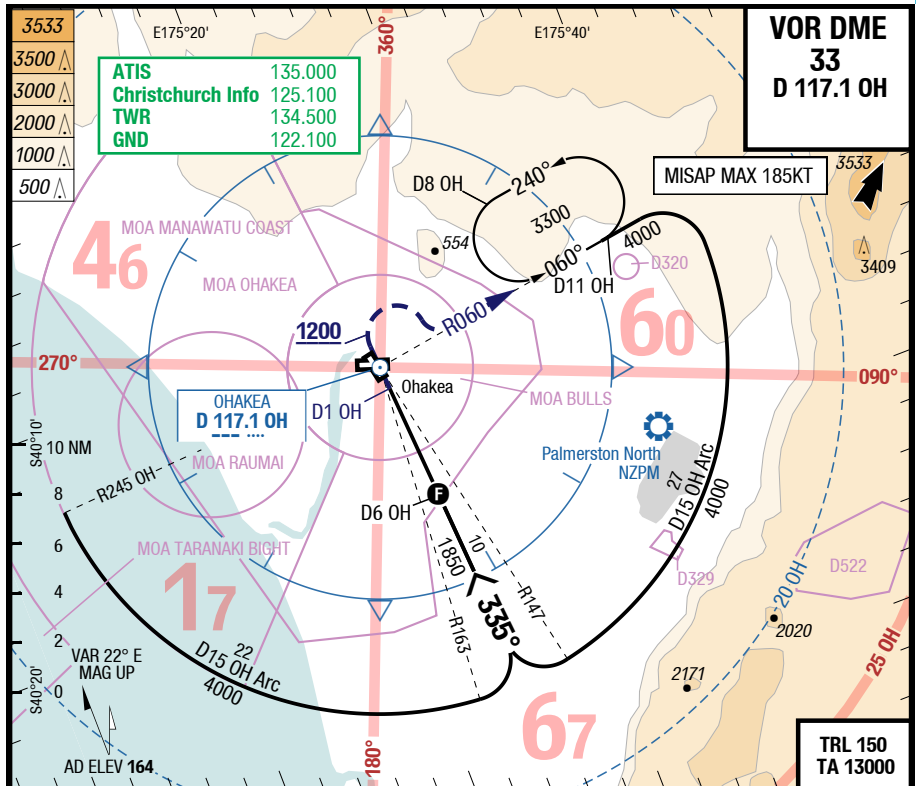
17-MAY-2018

OHA-NZOH

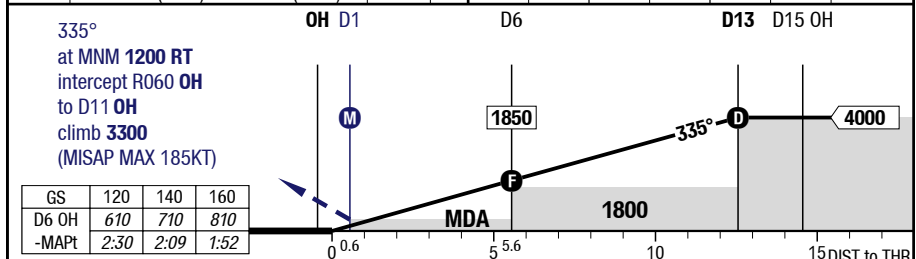
7-120

VOR DME 33

IAC



| | | | | | | | | | |
|-------|---------------------------------|-----|-----|------|------|------|------|------|----------|
| 60 HL | 45 x 2133 | 33 | 2 | 4 | 5 | 8 | 10 | 13 | 2.87° |
| +0.5% | TDZ --- (---%) / THR 132 (5hPa) | L-S | 660 | 1270 | 1570 | 2480 | 3090 | 4000 | D OH |
| | | | | | | | | | 335° |
| | | | | | | | | | RWY 327° |



| | | | | | | |
|-----------|-----------------|-------------------|--|--|--|--------------------|
| 33 | VOR DME | | | | | Circling |
| C | ft - m/km ft | 420 - 2.0V 550 | | | | 900 - 4.0V 1060 |
| D | ft - m/km ft | 420 - 2.0V 550 | | | | 940 - 4.6V 1100 |

Changes: FREQ

