

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 Oheke Control 126.200. Outside Oheke 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.

Depature 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)

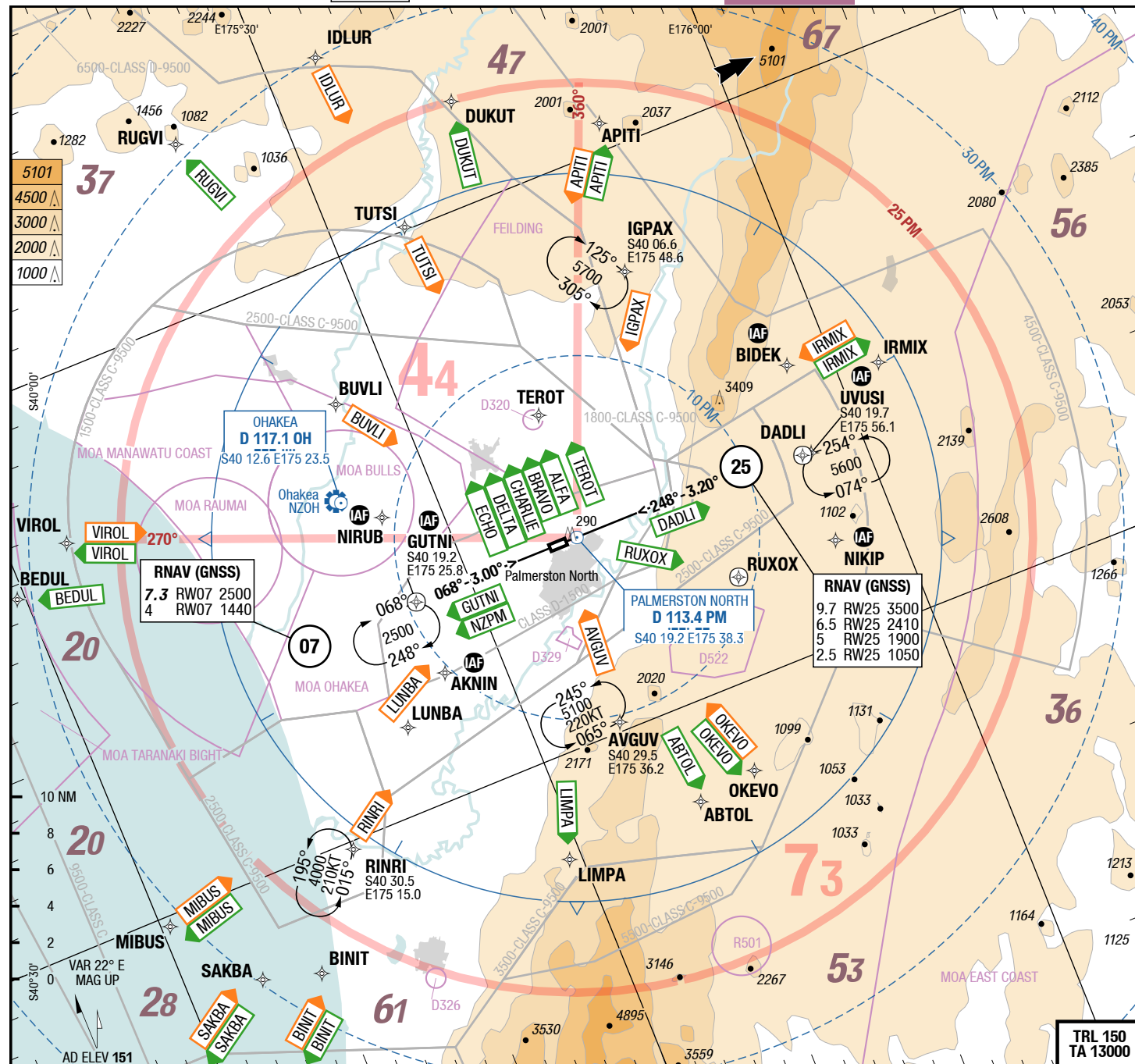
- Maintain 10000ft to D30 PM
- Cleared level FL250
- Expect further CLR to filed FL prior to D100 PM
- Cross NZCC/NZZO FIR BDRY at cleared level or advise ATC if unable

De-Icing

Not AVBL

Warnings

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



ATIS	129.700	HO
Ohakea CTL	126.200	on GND, outside of NZPM ATIS HR
Ohakea APP	125.100	HO
	128.500	HO
	123.200	HO
TWR	120.600	Sun 1810 - Mon 0830 ± Mon 1810 - Tue 0830 ± Tue 1810 - Wed 0950 ± Wed 1810 - Thu 0950 ± Thu 1810 - Fri 0950 ± Fri 1810 - Sat 0830 ± Sat 1930 - Sun 0950 ±
GND	121.700	HO
Christchurch Info	125.100	on GND, outside of NZPM HR and Ohakea CTL OPR HR

Landing RWY system:

07 139 1763 x 45 83.0° 60 ML

PAPI PSN unknown

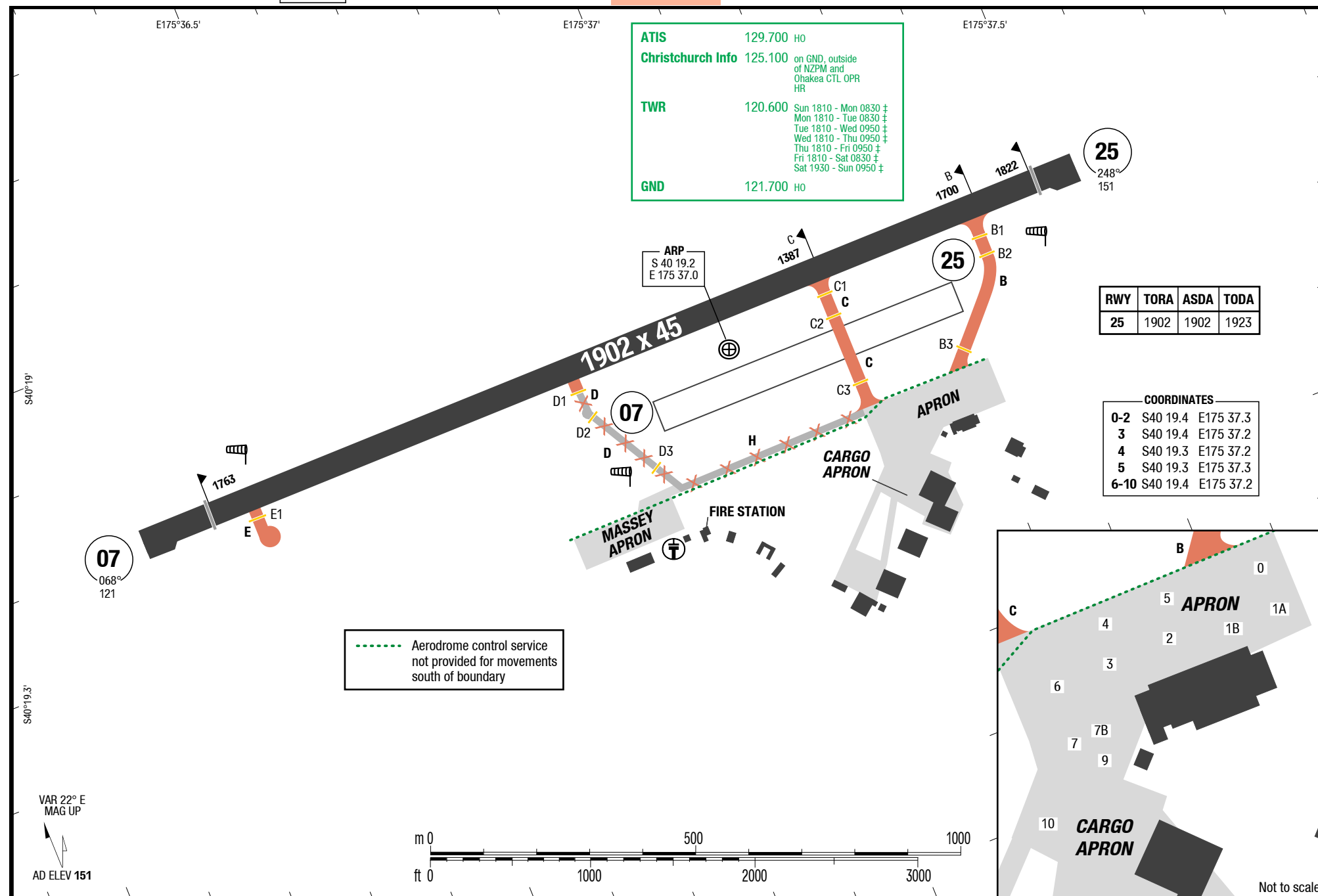
THR 121 (4hPa) / TDZ --- (---%) +0.5%

60 ML 45 x 1822 80 25

PAPI PSN unknown 3.0°

-0.5% TDZ --- (---%) / THR 151 (6hPa) N-R

3-20



PMR-NZPM

New Zealand **Palmerston North**

RNAV SIDs RWY 07 RUXOX

4-10

RNAV SIDs RWY 07 DADLI

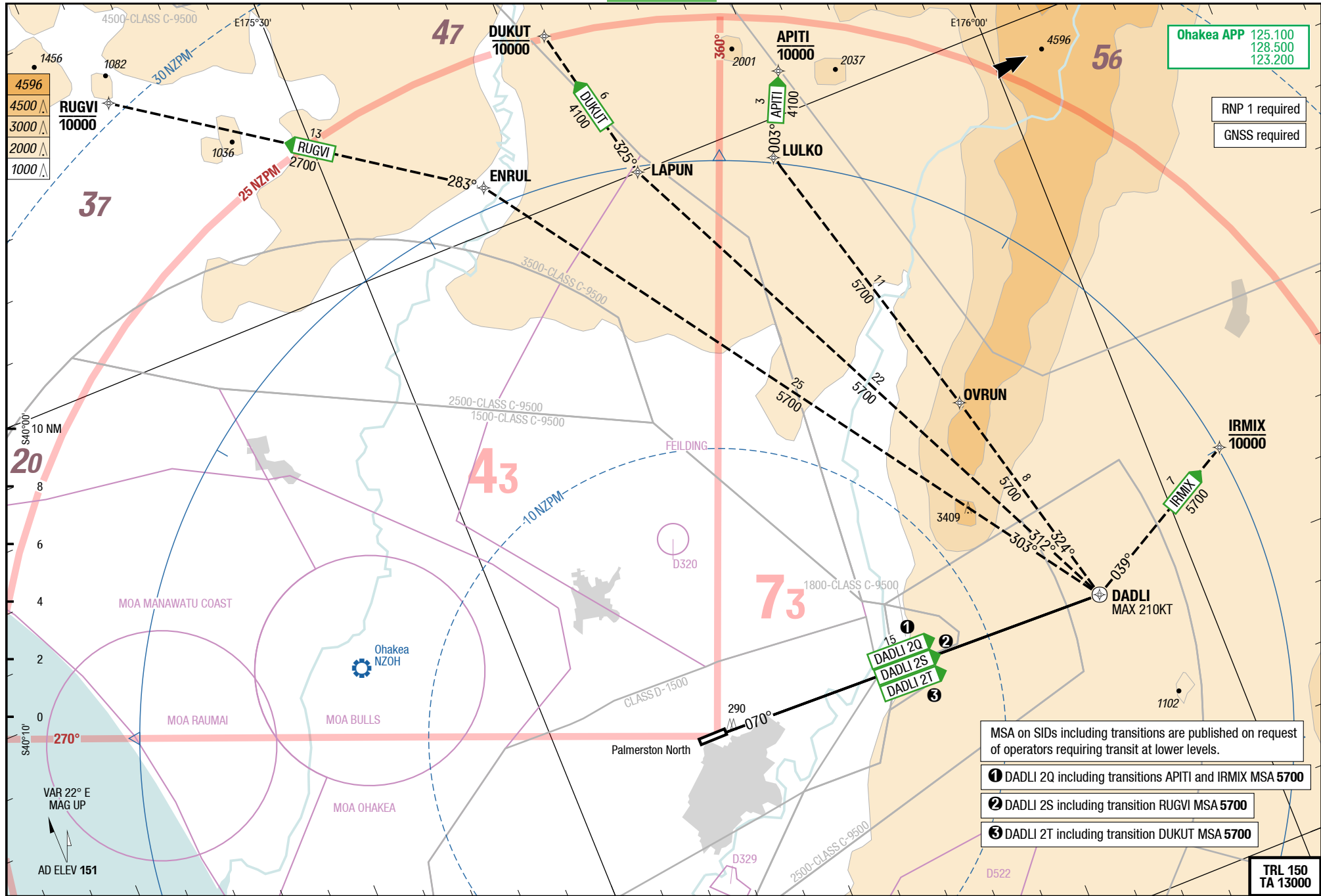
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Palmerston North New Zealand

RNAV SIDs RWY 07 RUXOX

RNAV SIDs RWY 07 DADLI



Changes: FREQ

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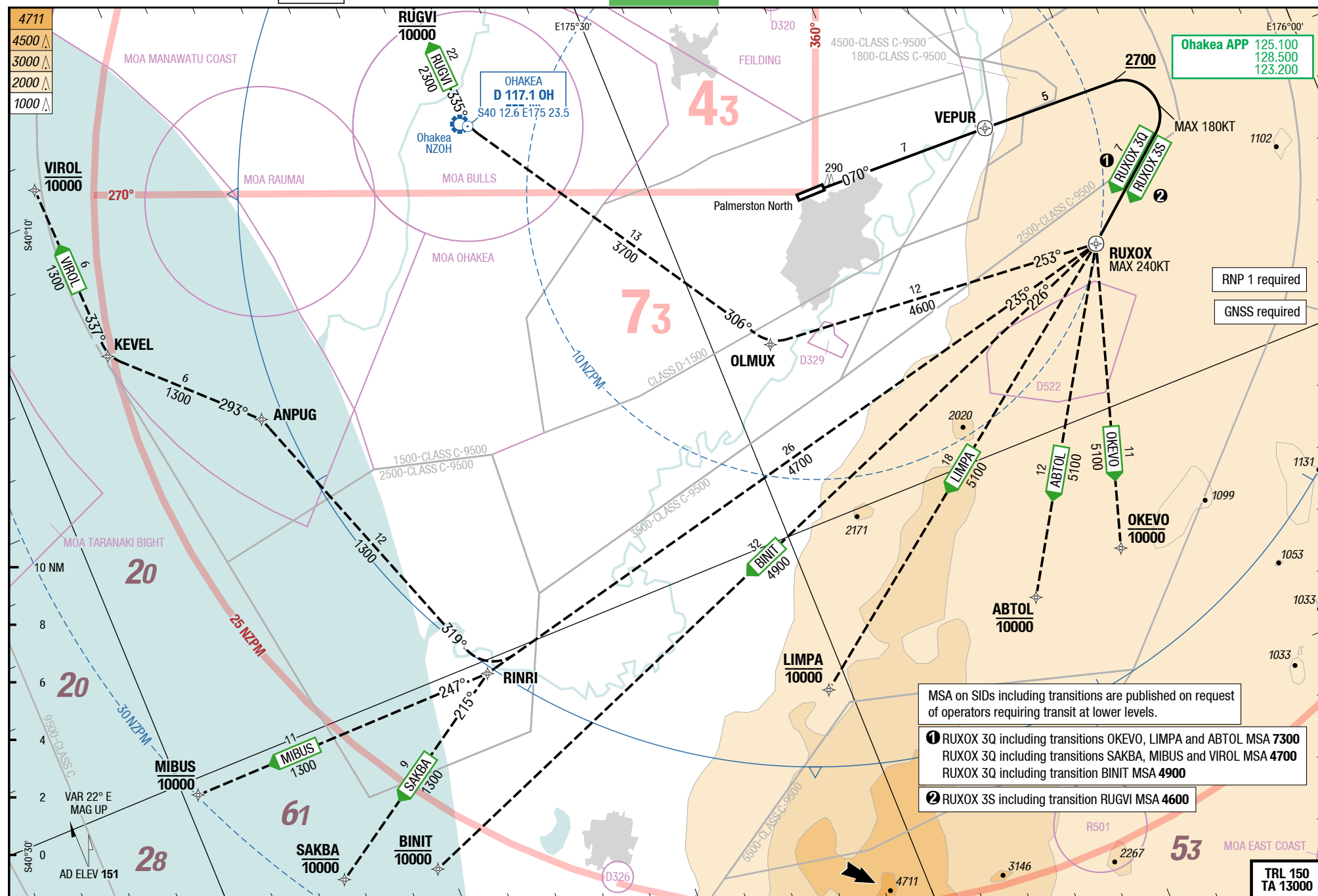
PMR-NZPM

4-20 RNAV SIDs RWY 07 RUXOX

SID

SID

RNAV SIDs RWY 07 RUXOX



Changes: FREQ

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31-MAY-2018
PMR-NZPM

New Zealand Palmerston North

[RNAV SIDs RWY 25 GUTNI P/U]

4-30

RNAV SIDs RWY 07 TEROT

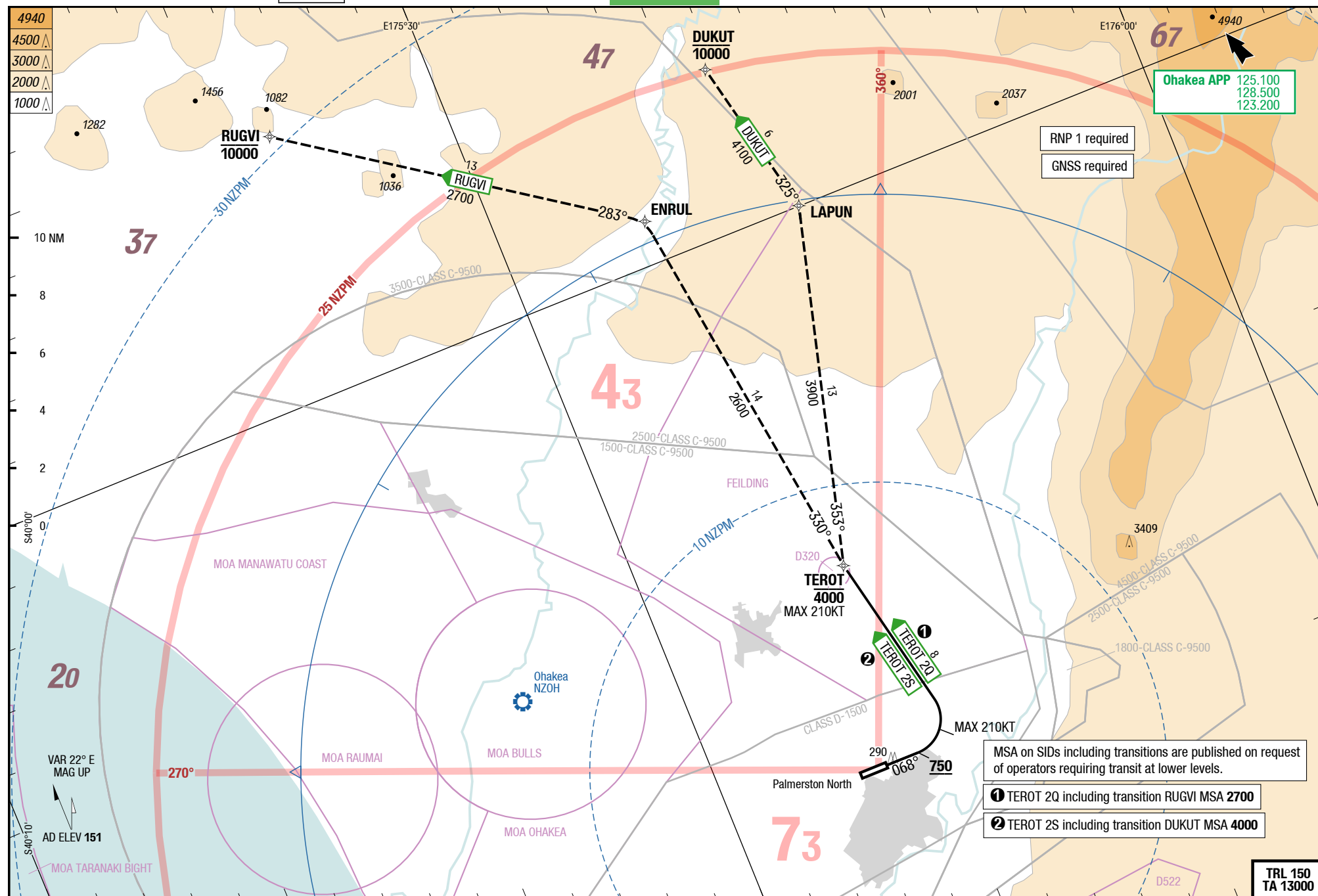
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Palmerston North New Zealand

[RNAV SIDs RWY 25 GUTNI P/U]

RNAV SIDs RWY 07 TEROT



Changes: FREQ

PMR-NZPM

New Zealand Palmerston North

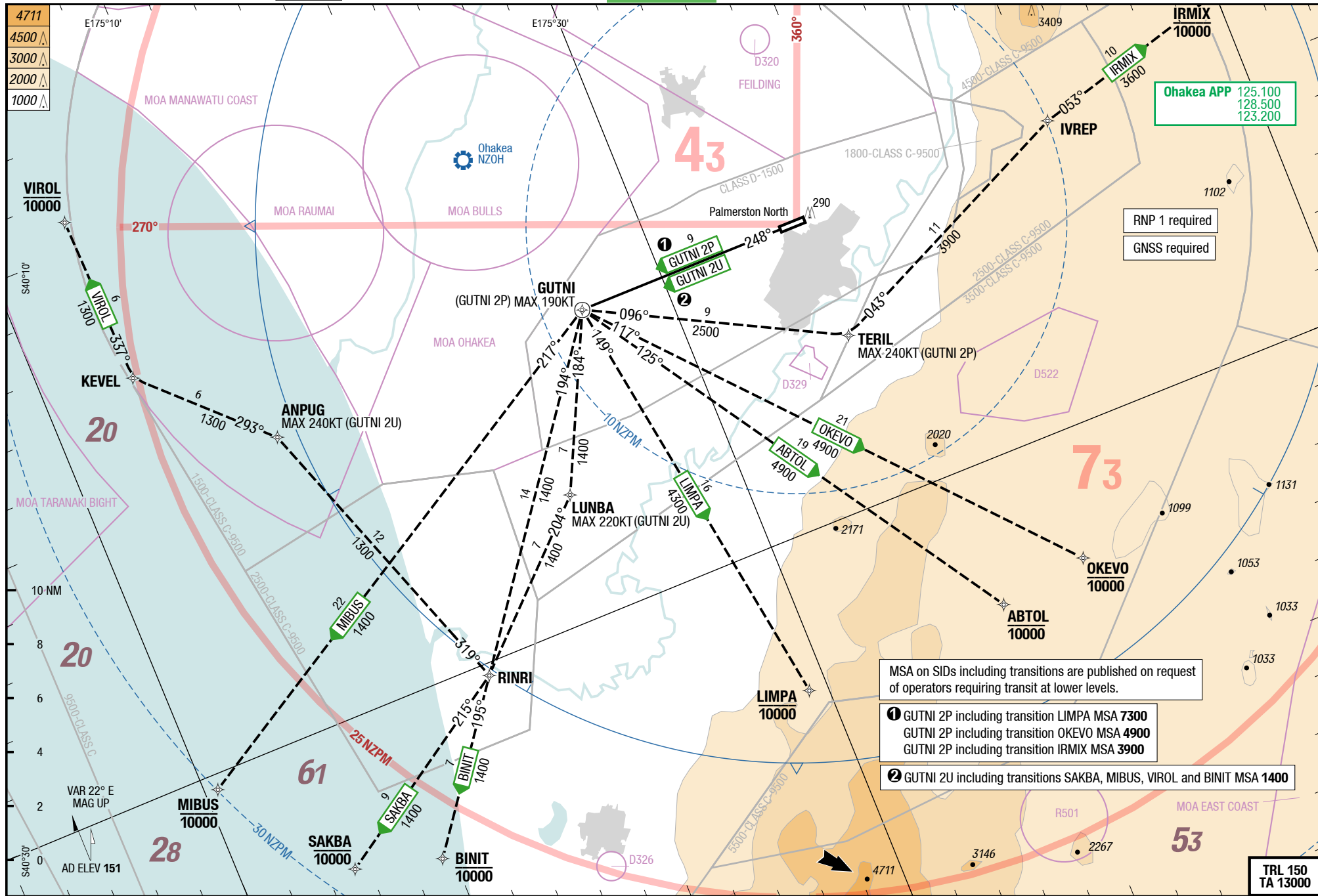
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Palmerston North New Zealand

RNAV SIDs RWY 25 GUTNI P/U

4-40

RNAV SIDs RWY 25 GUTNI P/U



Changes: FREQ

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PMR-NZPM

New Zealand **Palmerston North**

SIDs RWY 07

4-50

RNAV SIDs RWY 25 GUTNI R/T

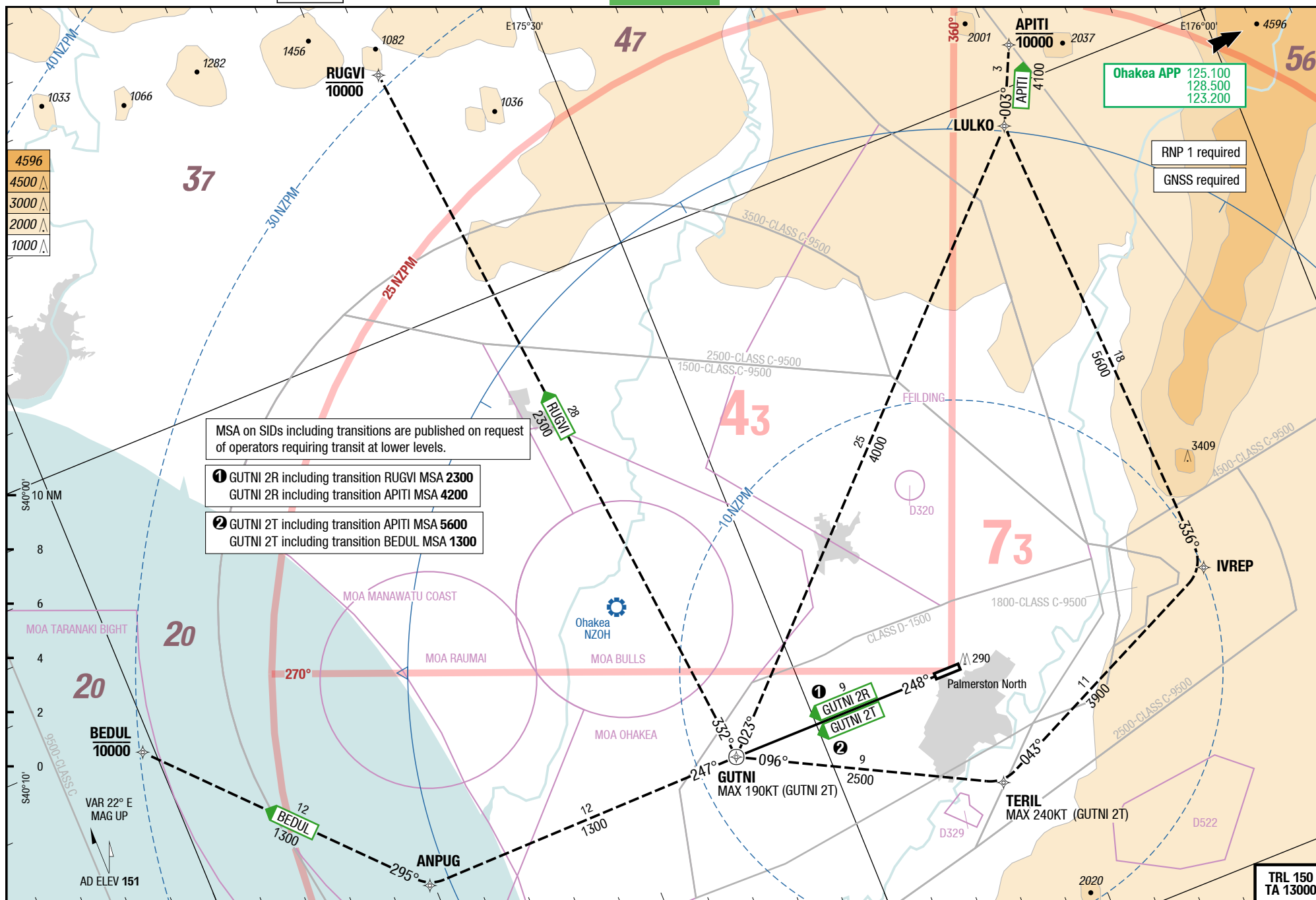
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Palmerston North New Zealand

SIDs RWY 07

RNAV SIDs RWY 25 GUTNI R/T



Changes: FREQ

TRL 150
TA 13000

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PMR-NZPM

New Zealand Palmerston North

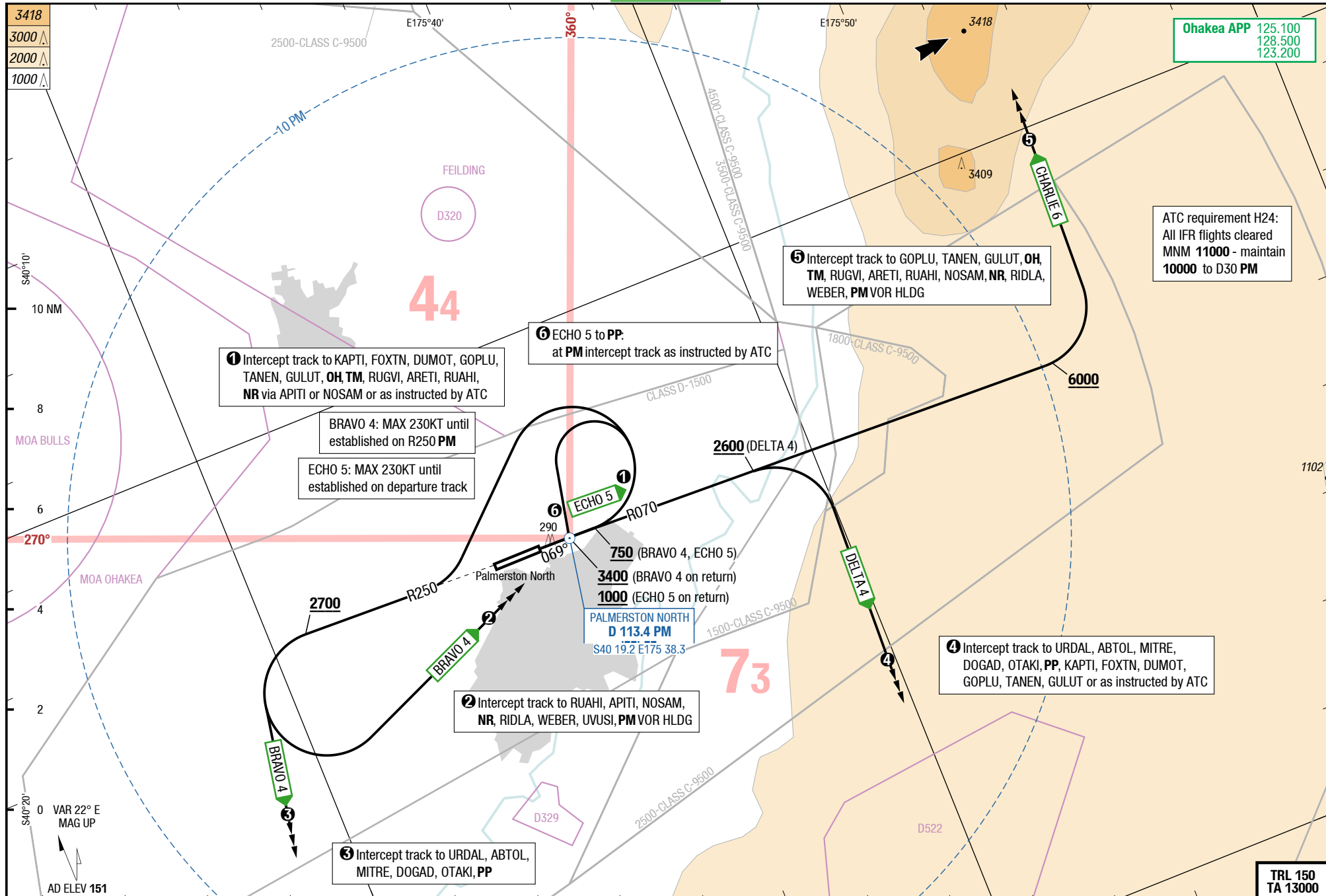
SIDs RWY 07

SID

SID

Palmerston North New Zealand

SIDs RWY 07



Changes: FREQ

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PMR-NZPM

New Zealand **Palmerston North**

SID RWY 25 Radar

SIDs RWY 25

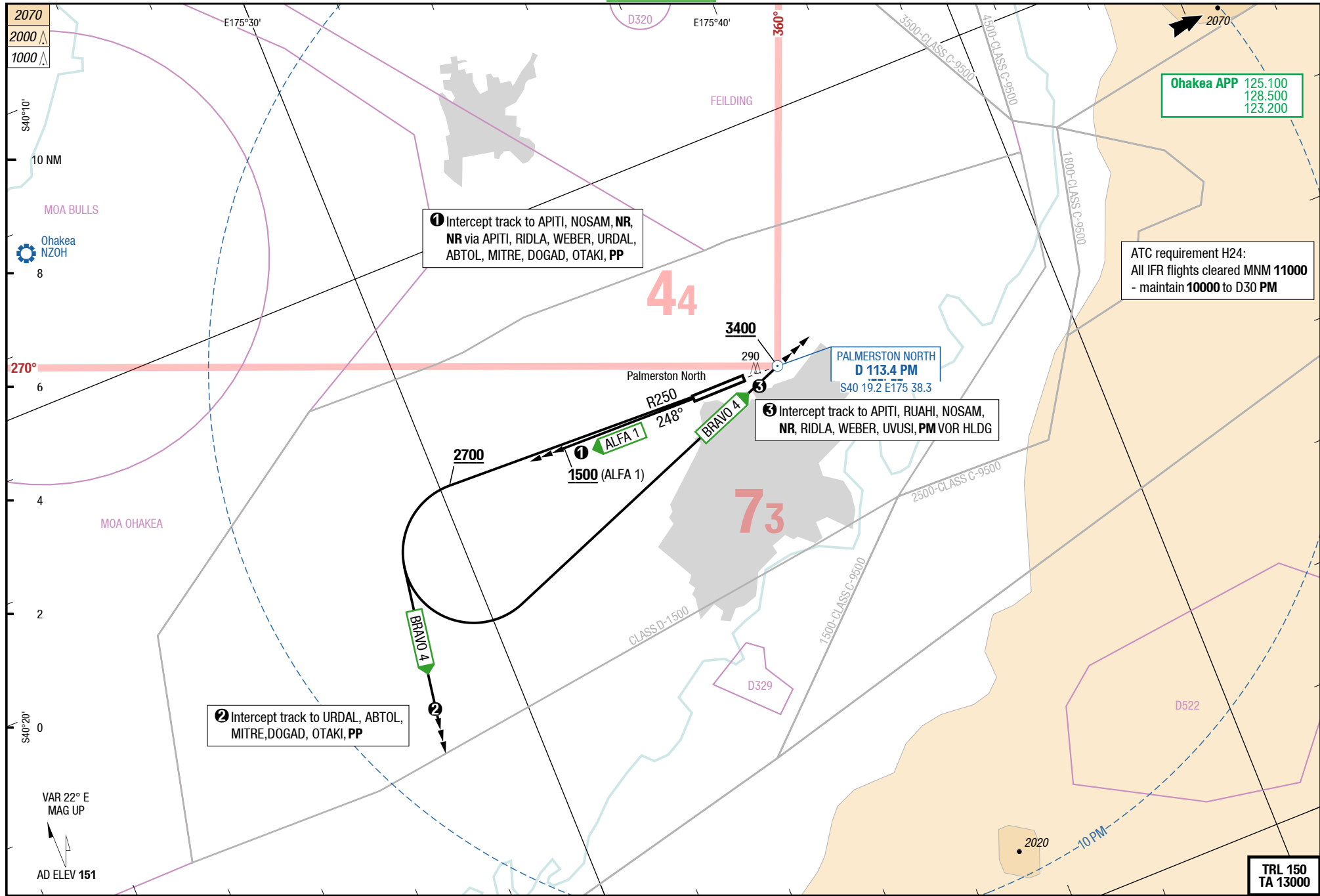
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Palmerston North New Zealand

SID RWY 25 Radar

SIDs RWY 25



Changes: FREQ

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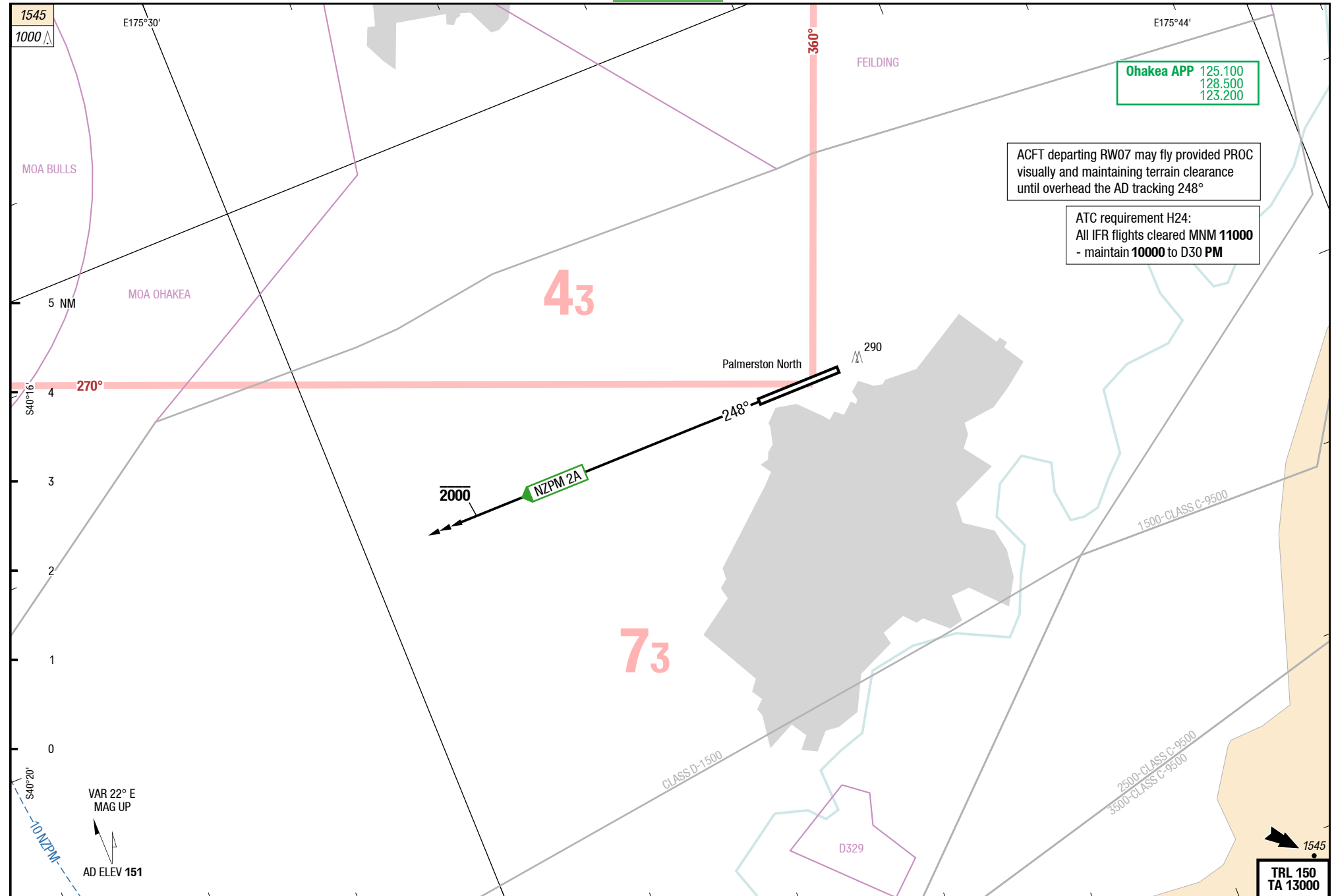
31-MAY-2018
PMR-NZPM

New Zealand Palmerston North
4-80
SID RWY 25 Radar

SID

SID

Palmerston North New Zealand
SID RWY 25 Radar



Changes: FREQ

PMR-NZPM

5-10

RNAV SIDs RWY 07 DADLI

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

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

Changes: PROC renumbered, Climb gradient

PMR-NZPM

5-20

RNAV SIDs RWY 07 RUXOX

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

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

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

PMR-NZPM

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
	Runway 25	
GUTNI 2P 3.7% to 650 (IRMIX transition) 3.9% to 4400 (ABTOL transition) 4.0% to 3800 (OKEVO transition) 4.0% to 6200 (LIMPA transition) 5.1% to 10000 (LIMPA transition) 125.100 ①②	direct to GUTNI (MAX 190KT) TRANSITION ABTOL GUTNI - LT (MAX 190KT) direct ABTOL IRMIX GUTNI - LT (MAX190KT) direct TERIL - LT (MAX 240KT) 043° to IVREP - RT 053° to IRMIX LIMPA GUTNI - LT (MAX190KT) direct LIMPA OKEVO GUTNI - LT (MAX 190KT) direct OKEVO	 ABTOL MAX 10000 IRMIX MAX 10000 LIMPA MAX 10000 OKEVO MAX 10000
GUTNI 2U 3.7% to 650 125.100 ①③	direct to GUTNI TRANSITION BINIT GUTNI - LT direct RINRI - 195° to BINIT MIBUS GUTNI - LT direct MIBUS SAKBA GUTNI - LT direct RINRI - RT 215° to SAKBA VIROL GUTNI - LT direct LUNBA - RT (MAX 220KT) 204° to RINRI - RT 319° to ANPUG - LT (MAX 240KT) 293° to KEVEL - RT 337° to VIROL	 BINIT MAX 10000 MIBUS MAX 10000 SAKBA MAX 10000 VIROL MAX 10000

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

- 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

Changes: Climb gradient, PROC renumbered

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

Changes: Transition

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

- 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

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

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

NZPM 2A (RADAR)

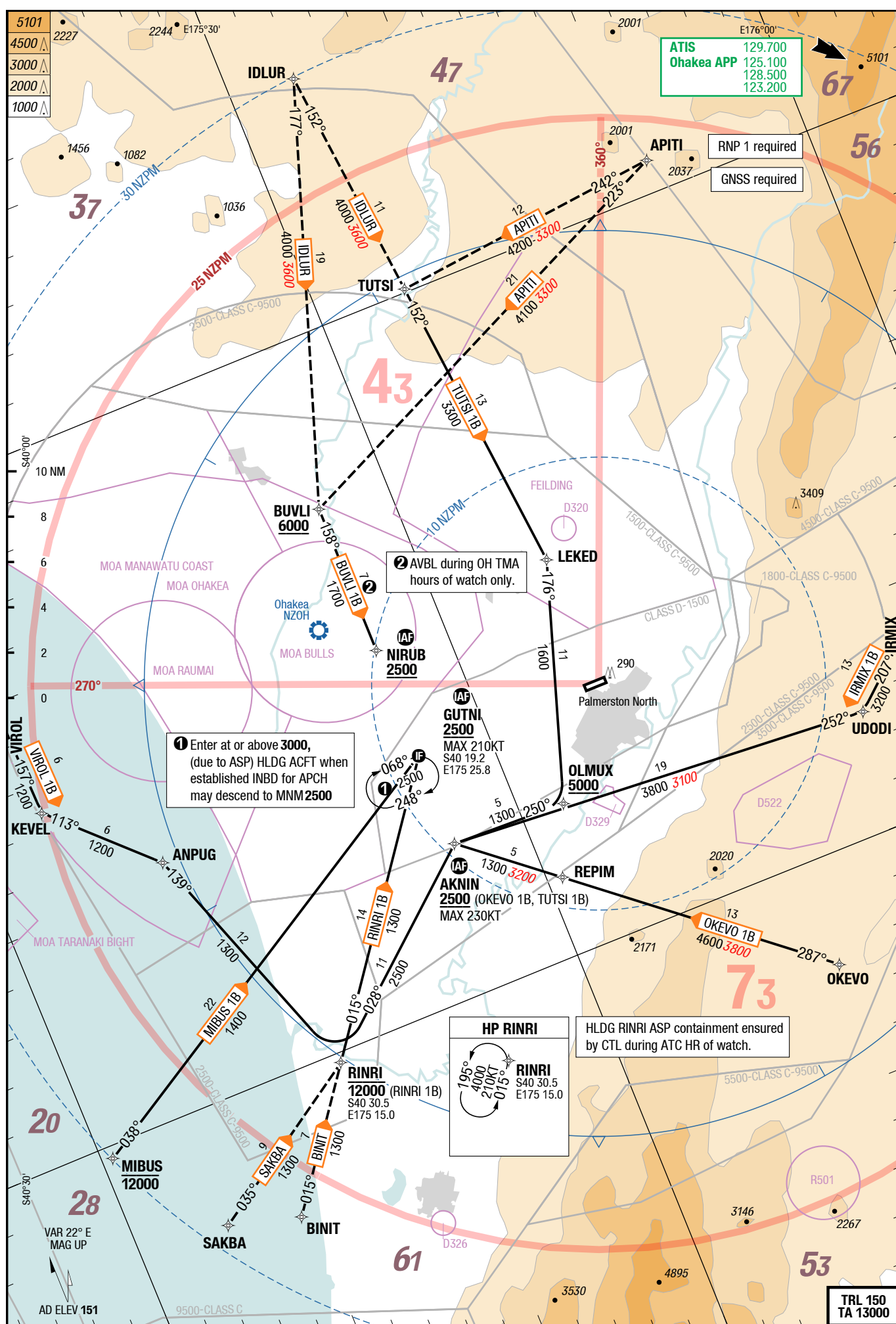
RWYs 07 (068°) / 25 (248°)

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

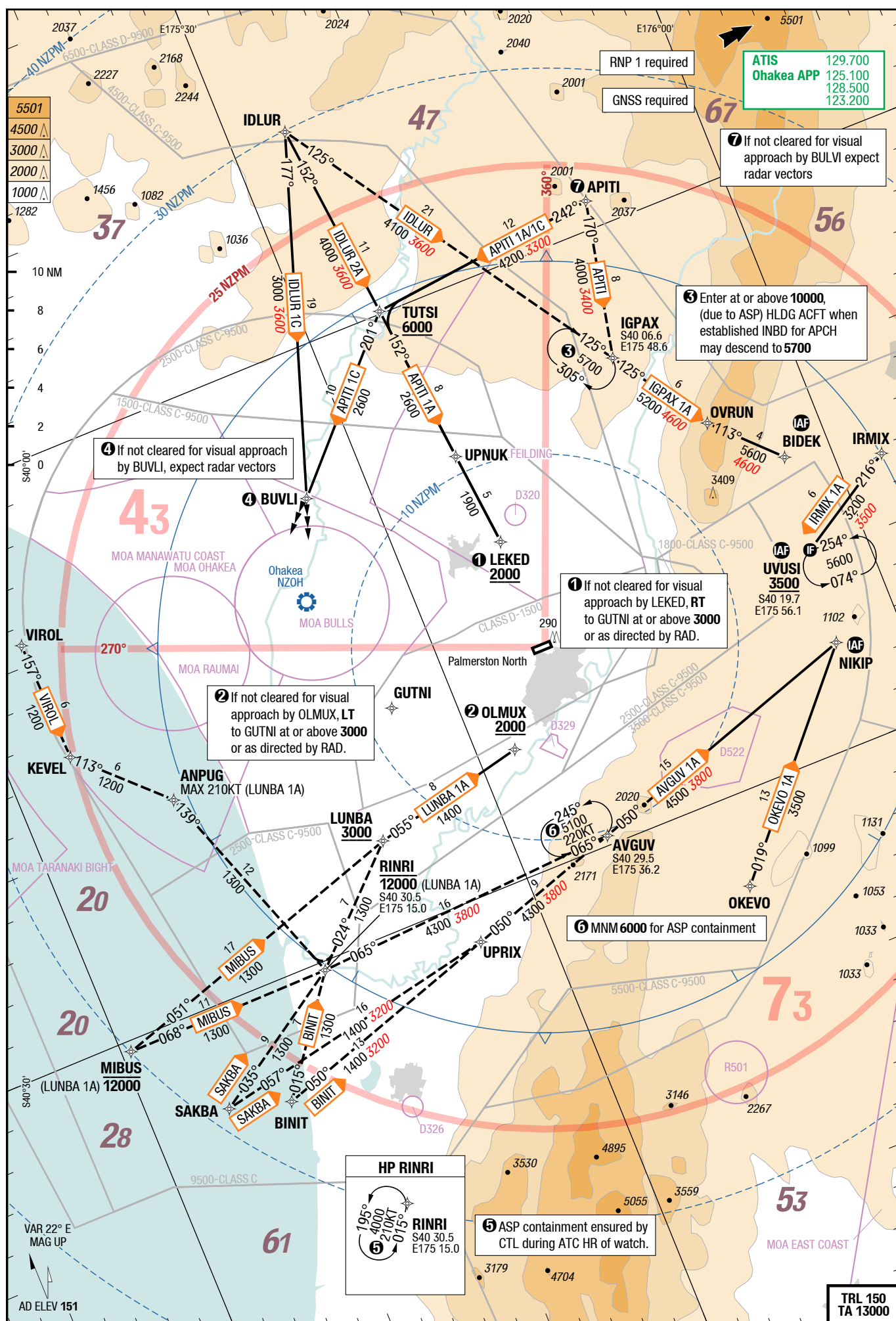
	GS	120	150	180	210	240	270
7.3%	ft/MIN	900	1200	1400	1600	1800	2000

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

- ① ATC requirement H24: all flights cleared at MNM 11000 - maintain 10000 to D30 PM
- ② ACFT departing RW07 may fly provided PROC visually and maintaining terrain clearance until the AD tracking 248°



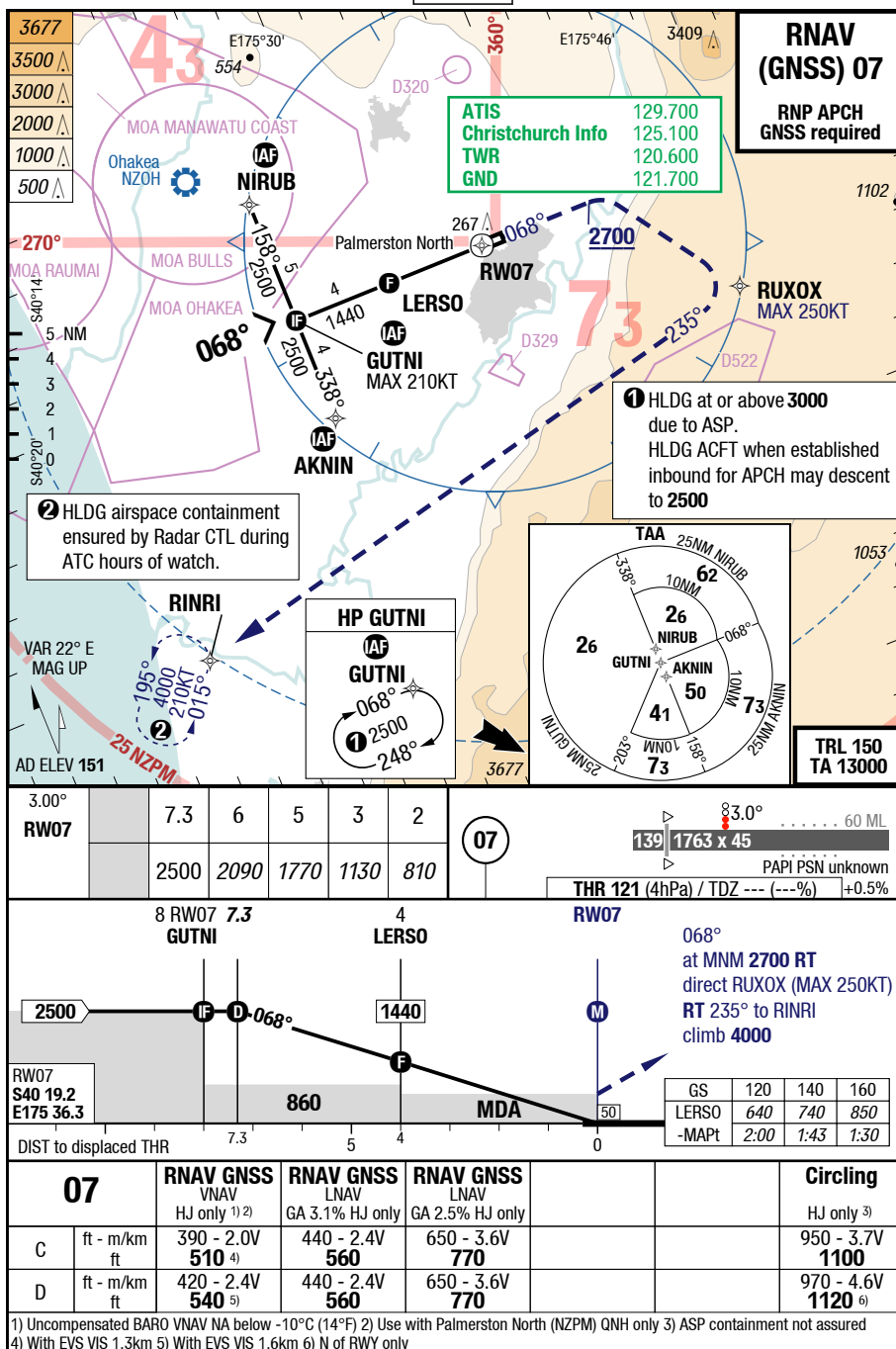
Changes: FREQ



PMR-NZPM

7-10

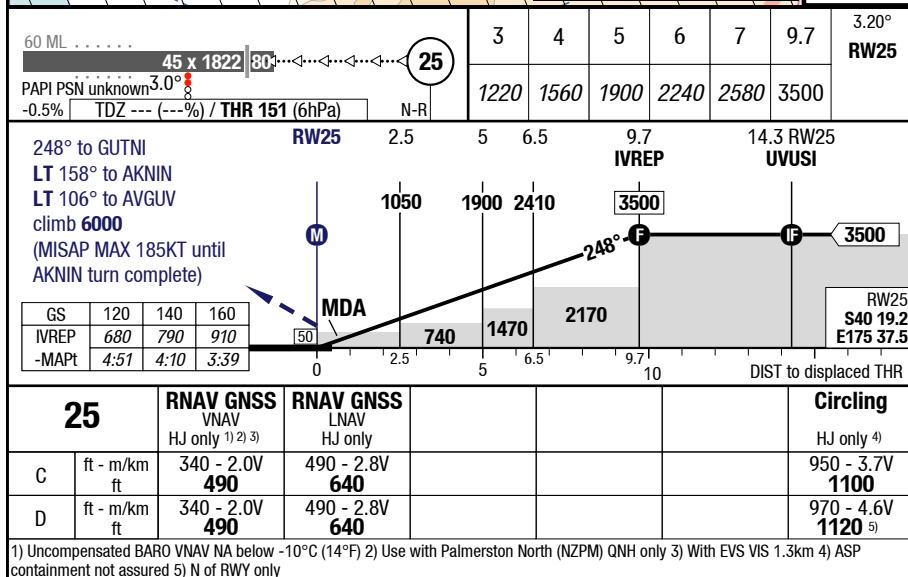
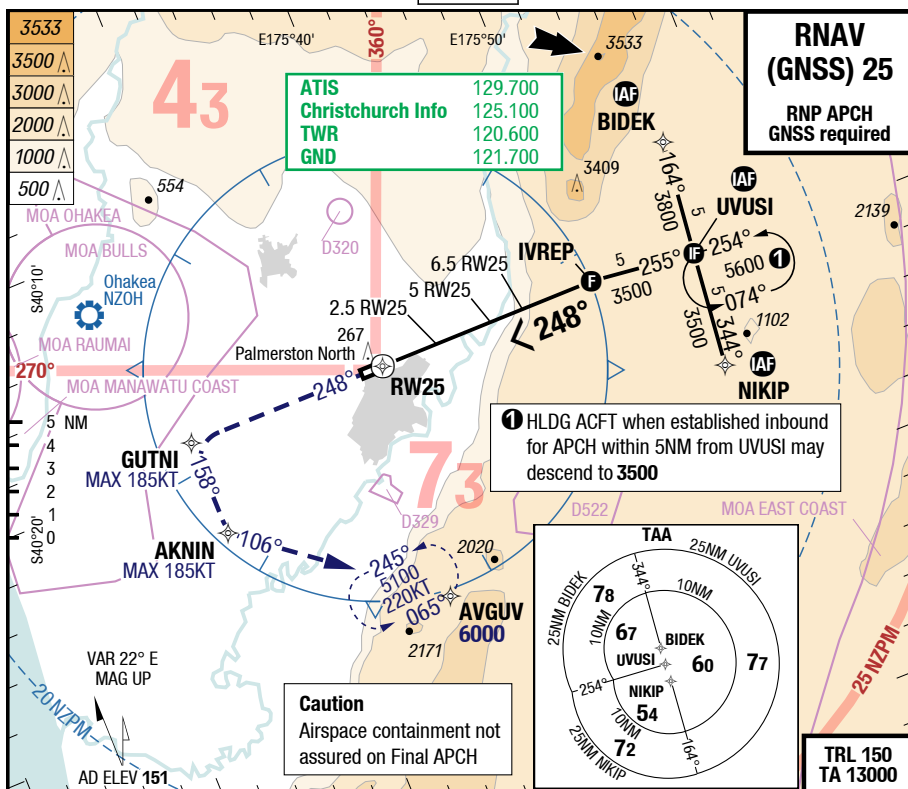
RNAV (GNSS) 07



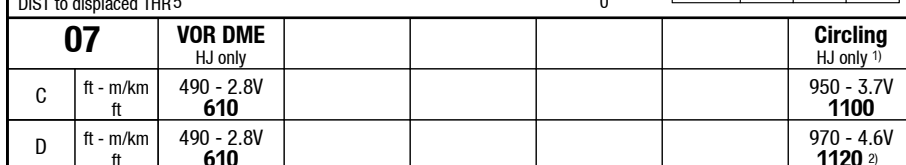
PMR-NZPM

7-20

RNAV (GNSS) 25

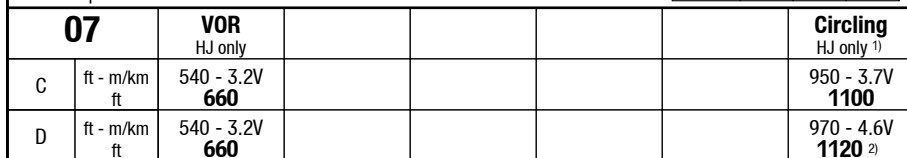


VOR DME 07



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VOR 07



2) N of RWY only

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05-JAN-2017

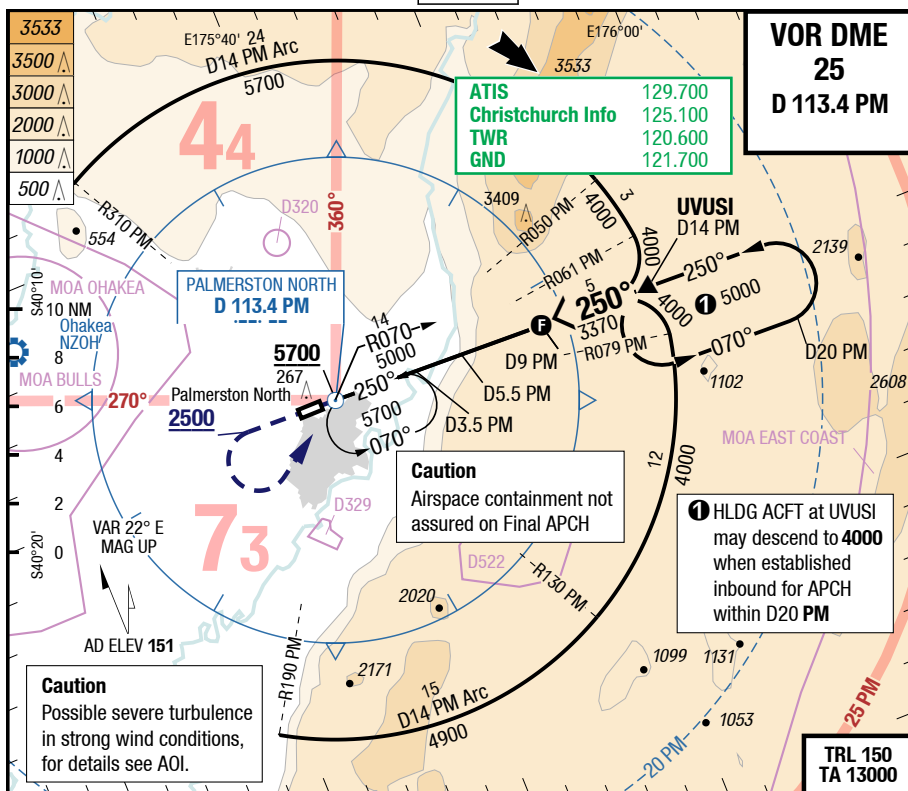
New Zealand Palmerston North

IAC

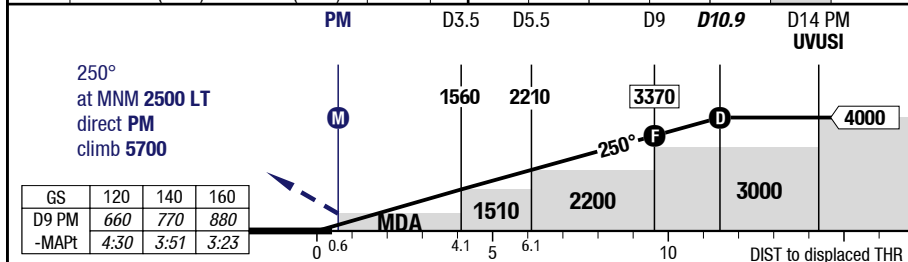
PMR-NZPM

7-50

VOR DME 25



60 ML	45 x 1822	80'	3	5	7	9	10.9	3.12°
PAPI PSN unknown	3.0°		1400	2060	2720	3390	4000	D PM
-0.5%	TDZ	---						250°
								RWY 248°



25	VOR DME HJ only					Circling HJ only ¹⁾
C	ft - m/km ft	590 - 3.2V 740				950 - 3.7V 1100
D	ft - m/km ft	590 - 3.2V 740				970 - 4.6V 1120 ²⁾

¹⁾ ASP containment not assured²⁾ N of RWY only

Changes: New

05-JAN-2017

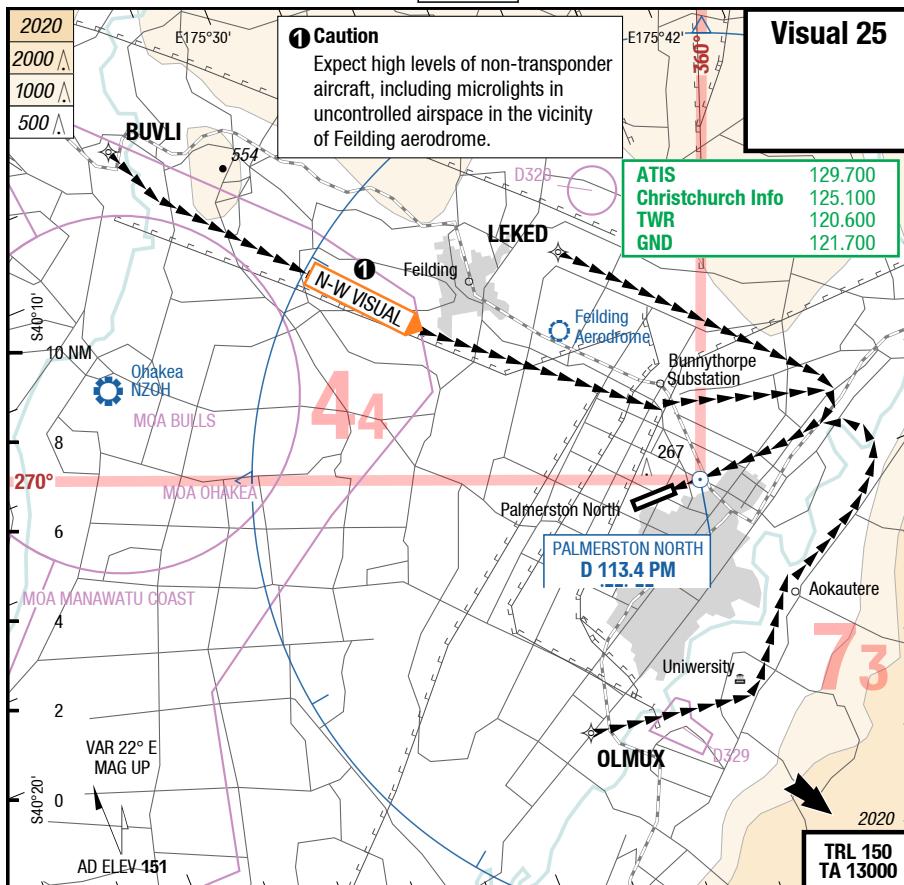
New Zealand Palmerston North

VAC

PMR-NZPM

7-80

Visual 25



VISUAL

60 ML

45 x 1822

80

25

PAPI PSN unknown 3.0°

-0.5% TDZ --- (---%) / THR 151 (6hPa)

N-R

North-West Visual Arrival: Track from BUPLI 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.

South-West Visual Arrival: From OLMUX track south of University then north of Aokautere to position left base, intercept 3NM final RWY25. Maintain **2000** until cleared by ATC.

Changes: new