

**1 AIRPORT DIRECTORY
1.276 WELLINGTON**

1.276 Wellington NZWN/WLG

New Zealand

1.276.1 Classification

Type	Airport Classification	Runways
B787	B	16/34

Service	Frequency	Callsign	ACARS Addresses		
			Traffic (D)	Traffic (I)	Engineering
Handling	133.725	Menzies	–	WLGOO7X	–
Engineering	133.725	Menzies Operations Request JQ engineering or phone Jetstar Duty Engineer +64 (0) 21650362			

THREAT: *High terrain in close proximity.*

Windshear and severe turbulence in strong westerly through north to north-easterly winds.

Pilot reports indicate possible very low level windshear.

Rwy 16 and Rwy 34 Harbour Circuit SIDs are not to be flown.

In conditions of strong, gusty, southerly winds, sea spray can soak the Rwy 34 THR and Twy A10

Landings are not recommended when the wind strength is 60 kts or greater.

Exercise caution whenever shipping is manoeuvring in Evans Bay (immediately north of the harbour). ATC will report shipping obstructions for landing on Rwy 16 when vessels with mast heights exceeding 80 ft are within one mile of the Rwy 16 threshold.

Ships with mast height exceeding 101 ft at Miramar wharf and 134 ft at Burnham wharf will be reported by NOTAM. These obstacles infringe the 1 in 7 transitional side clearances.

Refer to [Wellington Airport Briefing](#) in this section.

1.276.2 Constraints

Wellington airport may be planned as a departure or a destination airport for charter flights only. The airport is authorised to be used as an Alternate or Adequate airport for all other operations.

1.276.3 Airport Hours

Curfew hours and associated prohibitions are detailed in Jeppesen 10-4. Heavy penalties apply for breaching the curfew.

Disrupted flights as defined in Jeppesen 10-4 during statutory holiday periods are permitted to operate for an additional one hour (1 HR) beyond the disrupted schedule allowance. A statutory holiday period is defined as follows:

1. The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or a Monday, the period includes the entire or previous weekend. Where New Year's Day falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.
2. The Saturday, Sunday, and Monday of Wellington Anniversary weekend, Queens Birthday weekend and Labour weekend.
3. Good Friday to Easter Monday inclusive.
4. Waitangi Day (06 February).
5. Anzac Day.
6. Where Waitangi Day or Anzac Day Falls on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.
7. The hours from midnight to 6 am immediately following the expiry of each statutory holiday period defined in 1 to 6 above.

Wellington may be used as an alternate during curfew hours.

Note: ATC does not have the authority to relax curfew requirements.

1.276.4 ATC

Wellington TWR/APP/FIS H24.

Heavy traffic congestion may result in enroute holding, or startup delays. Peak traffic times are 0700–1030 and 1530–1800LT daily, and one hour later during Daylight Saving.

1.276.5 Arrivals

All arriving flights for Rwy 16 must track via WITBY (D12.0 IEB) or equivalent; this requirement does not apply to RNP-AR operations. For Rwy 34, when Radar identified, aircraft are normally cleared direct LYALL.

To facilitate “Protection of the Missed Approach” ATC may instruct the aircraft to enter the Harbour Circuit in the event of a go-around – Jepp page 10-8A refers. Qantas Flight Crew are not to enter the Wellington Harbour Circuit and must complete the full missed approach procedure. Advise both Approach and Tower on first contact that the Harbour Circuit will not be flown in the event of a go-around.

Traffic Holding Fuel Advisory (refer FAM Qantas Fuel Policy) 20 minutes as follows:

- MON – FRI:
- 1930 – 2100 UTC
 - 0500 – 0700 UTC

One hour earlier during NZ Daylight Savings (Last Sunday in September – first Sunday in April)

Note: 40 minutes is recommended when current or forecast meteorological conditions are below ceiling 1,500 ft AMSL or visibility 5 km.

Due to siting problems, the Rwy 16 and Rwy 34 Glideslopes have restricted coverage to the east and west. They are also lower at their western edges than at centre. Consequently, when arriving from the west, selecting approach prior to Localiser capture will give the appearance of capturing a low lobe of the Glideslope. Delaying the selection until on centreline will result in the expected 3° glideslope.

In addition to the notes on the Jeppesen Charts, the New Zealand AIP States that autocoupling should not be attempted until within +/-10° of final approach track.

Rwy 16 ILS DME (IEB) coverage is restricted to within +/-10° of the LLZ centreline. Scalloping may be experienced when using Rwy 34 ILS due to passing road traffic.

When interrogating the WN VOR, radial roughness and occasional flag warnings may be experienced over high terrain at the minimum safe altitude. The WN DME has limited range to the east and west.

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1.276.6 Ground Operations

CAT D aircraft using Stand 23 must taxi via Twy A and B6.

Parking bay positions have aerobridges with a self docking guidance system.

Note: As the aerobridge is fixed, it is important the aircraft is stopped correctly as defined by the Side Marker Board.

1.276.7 Departures

When given instructions to call a particular frequency after takeoff, the frequency change should be made automatically.

1.276.8 Pavement Limitations and Concessions

Type	Aircraft Weight Limit
B787	212,300 kg

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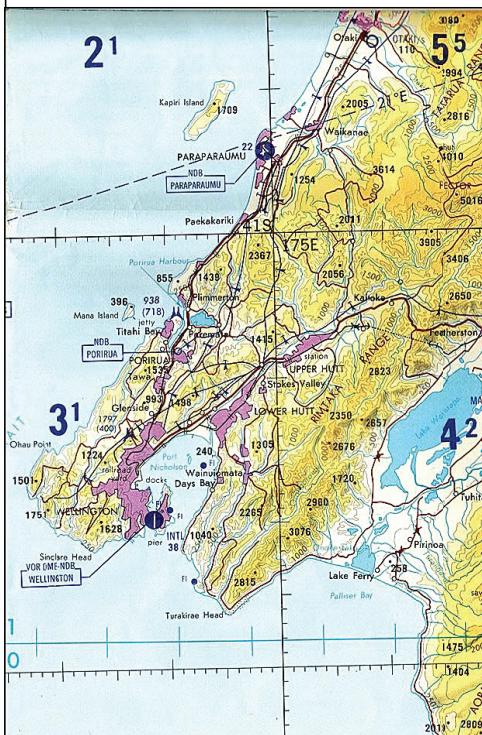
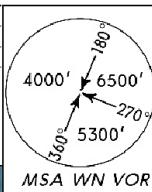
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1.276.9 Wellington Airport Briefing

Wellington, the capital city of New Zealand and the commercial and administrative centre is sited on the south-western tip of the North Island.

Apt Elev 42'
3 NM SE of Wellington City
S41 19.6 E174 48.3

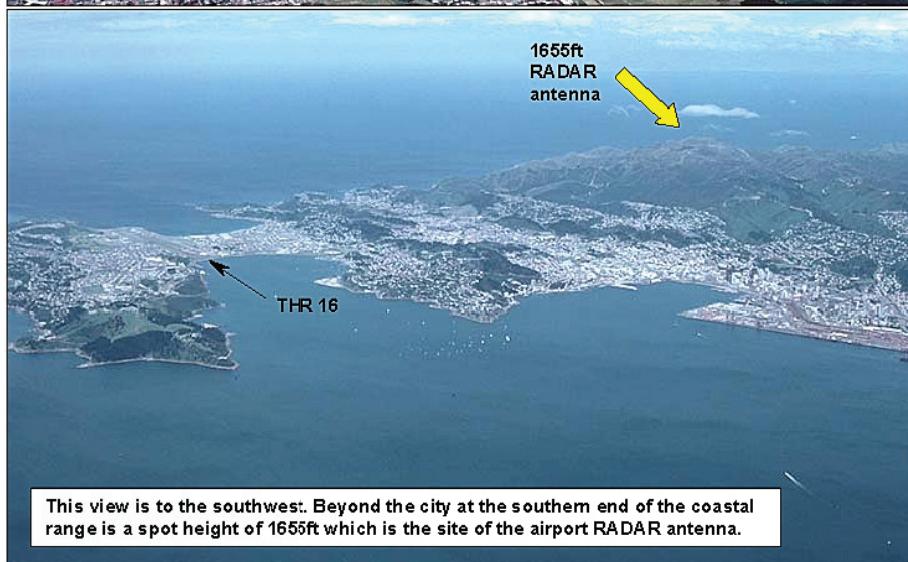
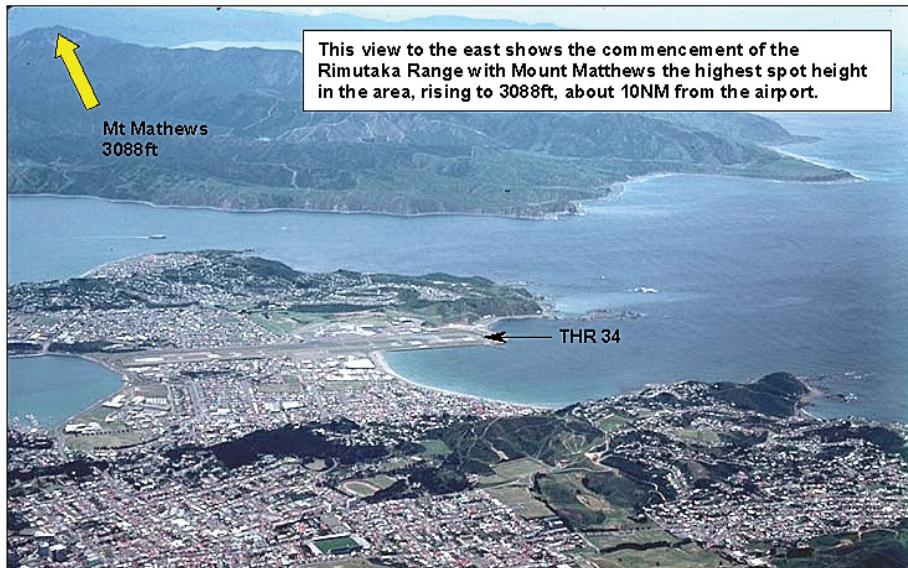
The city is sited on the western shoreline of Port Nicholson with the airport 3 NM southeast of the city centre. A prominent feature of Wellington is the high terrain. The Rimutaka Range to the east has a spot height in excess of 3000ft. Of more significance to flying operations is the terrain in and to the north of the city.



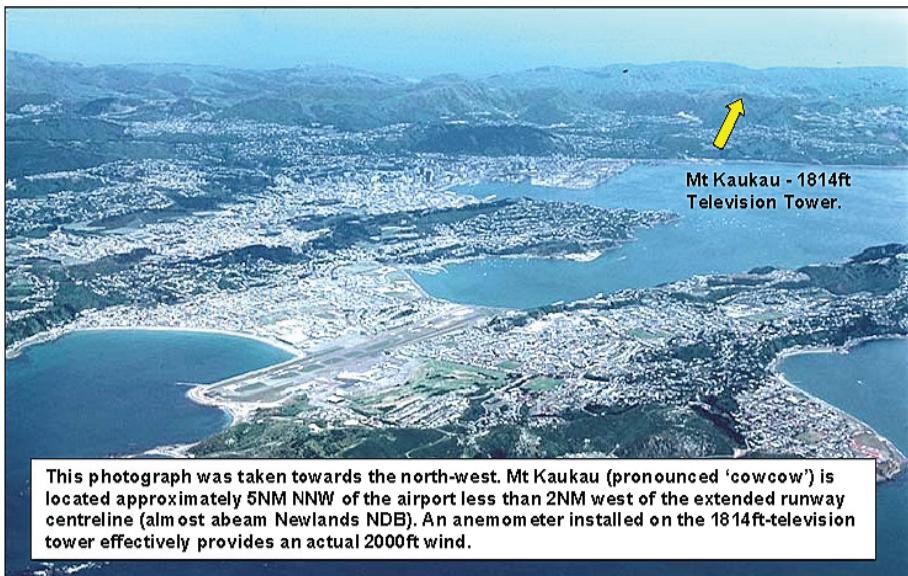
Wellington Airport has a single runway 16/34 with 7.5 m wide shoulders. The international apron is located east of the runway, mid field. Manoeuvring space on the apron is limited.

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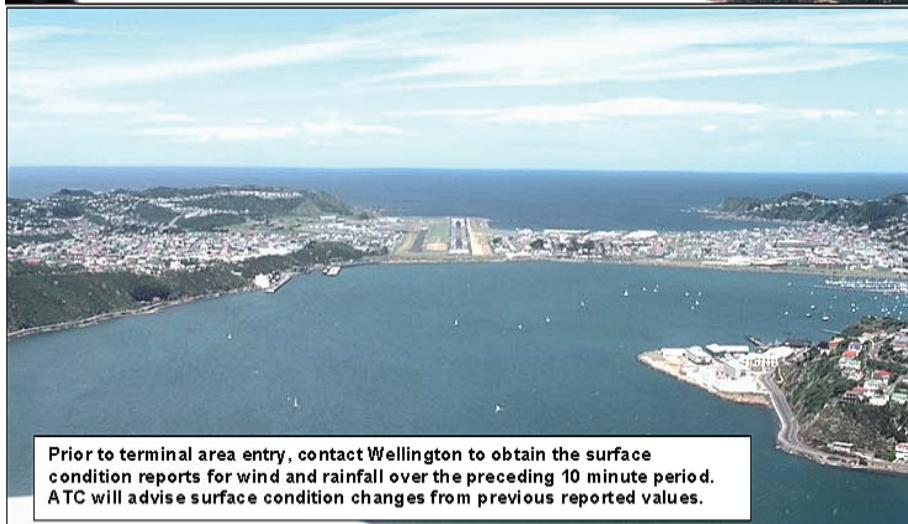
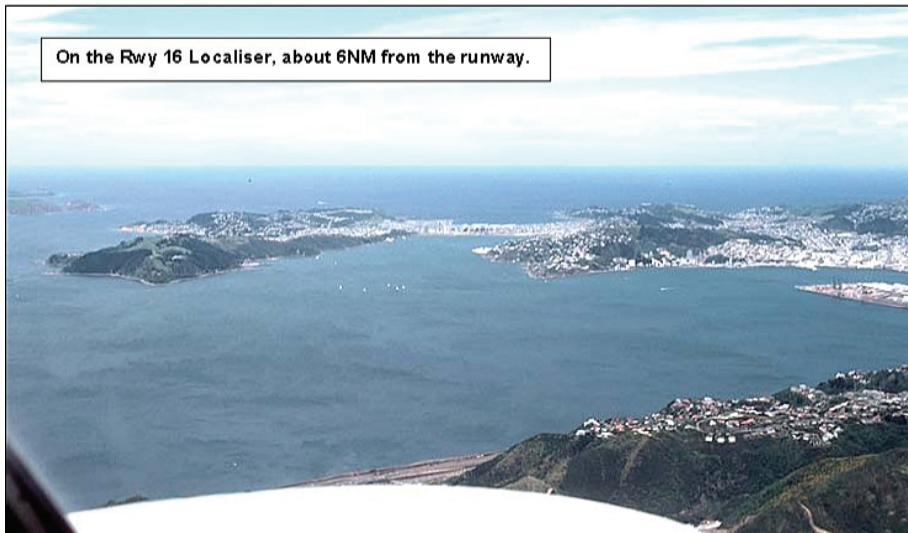
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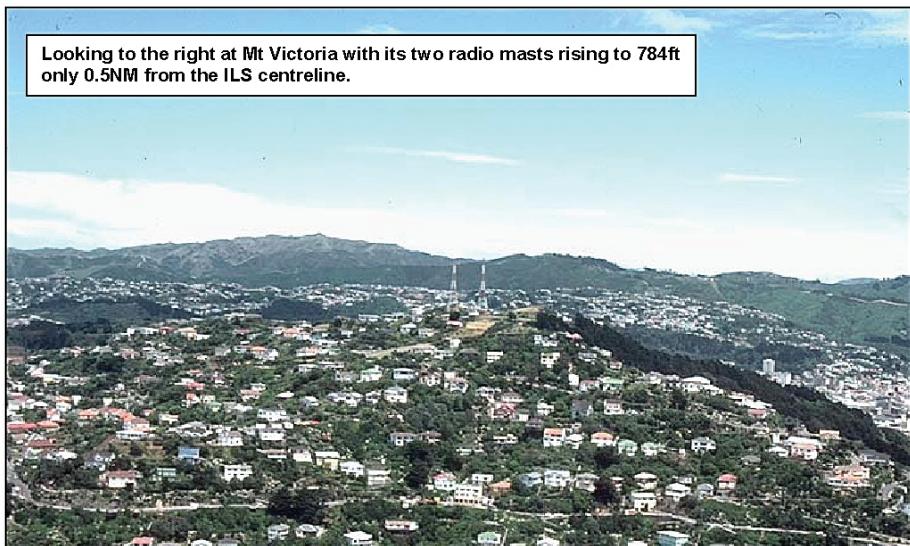
ILS Approach Runway 16

On the Rwy 16 Localiser, about 6NM from the runway.

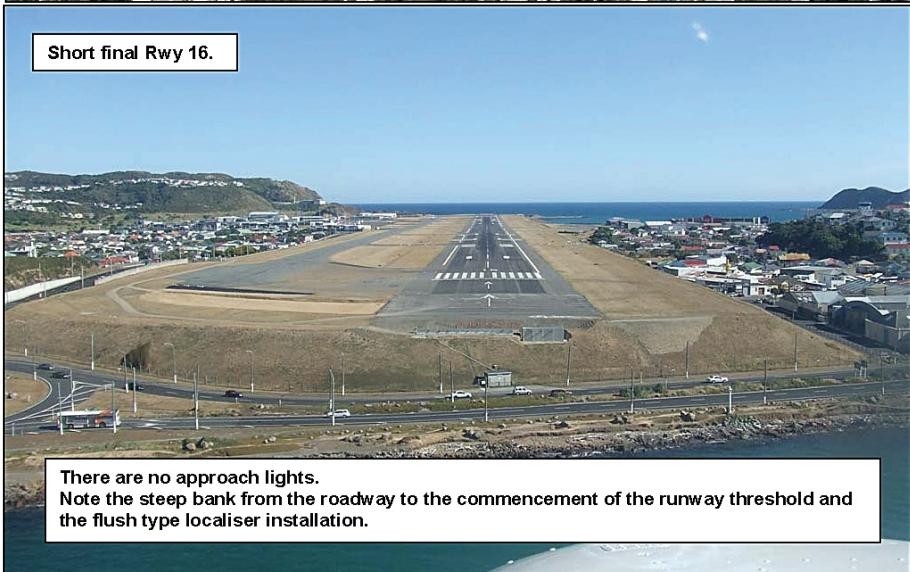


Prior to terminal area entry, contact Wellington to obtain the surface condition reports for wind and rainfall over the preceding 10 minute period. ATC will advise surface condition changes from previous reported values.

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Short final Rwy 16.



There are no approach lights.

Note the steep bank from the roadway to the commencement of the runway threshold and the flush type localiser installation.

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ILS Approach Runway 34

Established on the Rwy 34 Localiser.



There are hazard beacons on the high ground either side of the approach path.

There are no approach lights.



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Short Final Rwy 34.

**Note the seawall and roadway tunnel immediately prior to threshold.
The seawall is the same height as the runway and is outside the airport boundary.
It is not uncommon for spectators to stand on this seawall to observe aircraft operations.**

Terrain

The surrounding country is very hilly, but the immediate approaches are unobstructed being over the water of Port Nicholson from the north and Cook Strait from the south. As Cook Strait is a relatively narrow gap between the mountain ranges of the North and South Islands, winds are considerably reinforced orographically in the Wellington area and are channelled strongly in the north-north westerly and southerly directions.

There is also some local north-south channelling of the surface winds at the Airport owing to the hills parallel to and on either side of the runway rising to about 500ft in depth..

Weather

Wind

Wellington can experience rapidly changing weather conditions and strong winds.

Due to the funnelling effect of the break in the mountain chains between North and South islands, strong winds occur relatively frequently at Wellington Airport.

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Mean Annual Wind Rose

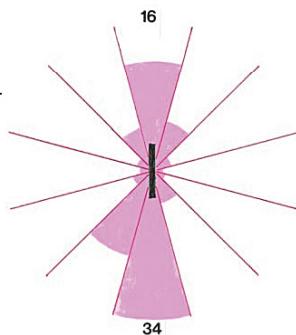
This chart shows the relative wind frequencies recorded over a 20-year period.

The predominant winds come from the north and south.

Strong N/NW winds are most common in the period October to January and are usually associated with a trough approaching southern New Zealand from the West.

Winds directly across the runway are minimal.

90% of all crosswinds are less than 11kt.



Brief periods of very strong winds can occur with the passage of line squalls in strong southwesterly airstreams. The associated wind can sometimes gust to at least 50kt within a matter of seconds from near calm conditions. The period of strongest gusts usually persist for less than half an hour before the wind settles.

Turbulence

Moderate to severe turbulence occurs in most situations associated with strong northerly or southerly gradient winds because of the flow over the hilly terrain. However, turbulence alone is not usually sufficient in itself to restrict operations as the surface winds usually surpasses the limits for any particular aircraft before the turbulence becomes excessive. The principle exception to this rule is when the surface wind across Cook Strait is between 250° and 290° and greater than about 30kt. Under these conditions sheltering reduces the surface wind at Wellington Airport but there is a strong shear zone between 300ft to 1000ft often accompanied by severe turbulence.

Fog/Visibility

Fog is not common at Wellington Airport, being reported on average about 6 days per year. Typically forming as sea fog it can occur at anytime of the day or night. It is most common in January and March.

On rare occasions radiation fog may form over the Hutt Valley and be carried by light NE winds across the harbour to the airport, and its duration seldom exceeds one hour.

Heavy precipitation unaccompanied by low cloud or fog but sufficient to reduce visibility enough to restrict operations is rare.