



## **FLIGHT FOLDER ALFA**

### **IFR FLIGHT**

**DEPARTURE: HOKITIKA**

**DESTINATION: KAITAIA**

**DESTINATION ALTERNATE: AUCKLAND**



This is an IFR flight from Hokitika to Kaitaia with Auckland as the nominated destination alternate.

**Aircraft:**

- a) Twin engine turboprop.
- b) Pressurised.
- c) Navigation Aids:
  - Dual VOR/ADF with RMI/CDI presentation;
  - DME;
  - ILS;
  - PBN Capable; and,
  - ADS-B equipped.
- d) Approach classification: Category B.

**Flight Plan Details:**

- a) Route:

Hokitika (HK) NDB - Nelson (NS) VOR - New Plymouth (NP) VOR - Auckland (AA) VOR - Kaitaia (KT) NDB.

Diversion via PERAS and APABO to Auckland.
- b) Climb:

Takeoff from runway 21 at Hokitika and fly the departure CHARLIE to set heading from the HK at 4000 ft and climb direct on track to FL 190. The SID chart you should use for this departure is included in this package.

CAS:	140 kts.
Mean rate of climb:	1,500 fpm.
Fuel flow:	1,680 lb/hr.
- c) Cruise:

The ERC chart you should use for the cruise is the sample ERC provided with Waypoints PilotBooks Volume 9.

CAS:	175 kts.
Fuel flow:	1,450 lb/hr.
- d) Descent:

Descent is to be planned to arrive overhead KT at 6,000 ft, for the RNP STAR and approach RWY 12. The STAR and approach charts you should use for this arrival and approach are included in this package.

CAS:	200 kts.
Rate of descent:	1,500 fpm.
Fuel flow:	1,100 lb/hr.

e) Diversion:

Overshoot from MDA, then carry out the BROADWOOD THREE ALFA departure procedure to PERAS. Proceed via APABO to Auckland at 10,000 ft. Plan your descent to overfly EMRAG at 3,000 ft for the ILS/DME approach to runway 23L. The STAR and approach charts you should use for this arrival and approach are included in this package.

For the planning purposes performance figures in (b), (c) and (d) above are to be used for the diversion calculations.

f) Fuel Requirements:

Sufficient fuel is to be loaded at Hokitika to enable the aircraft to fly from Hokitika to Kaitaia and carry out the instrument approach; divert to Auckland and carry out a second instrument approach; plus a contingency of 10% of flight fuel; plus a holding reserve of 30 minutes.

Fuel for start, taxi, takeoff and climb to 4000 ft:	200 lb.
Fuel for the instrument approach at KT:	500 lb.
Fuel for the missed approach and departure from KT:	100 lb.
Fuel for the instrument approach at AA:	350 lb.
Holding consumption rate:	1300 lb/hr.

g) Meteorological Forecast:

	<u>HK</u>	<u>NP</u>		<u>NP</u>	<u>KT</u>
1000 ft	010/15	+ 13C		050/10	+ 18C
3000 ft	350/20	+ 9C		010/10	+ 14C
5000 ft	330/25	+ 5C		320/15	+ 10C
7000 ft	310/30	+ 1C		290/20	+ 6C
10000 ft	290/35	- 5C		270/25	- 0C
14000 ft	270/40	- 13C		260/30	- 8C
18000 ft	270/50	- 21C		250/40	- 16C
22000 ft	270/55	- 29C		250/45	- 24C



AIP New Zealand

NZHK AD 2 - 62.1

ELEV 153

NZHK

CHRISTCHURCH INFORMATION: 118.5

**HOKITIKA****SID RWY 03,12,21,30**

UNATTENDED: 119.8

**CAUTION:** Greymouth AD lies 008°/17.6 NM from Hokitika AD. Simultaneous IFR operations may conflict.

### **Departure procedures**

- Contact Christchurch Information for clearance and traffic information prior to entering IMC or controlled airspace.
- Minimum climb gradient for all departures is 3.3% (200 ft/NM).

### **RWY 03, 21, 30**

#### **Departure CHARLIE**

To RILEY, WS, DOPAX

- Minimum turn altitude 550 ft.
- Intercept and climb on track.

#### **Departure DELTA**

To APASA, DUBON

- Minimum turn altitude 550 ft
- Climb in the sector 210° to 355° from HK NDB
- Cross HK NDB at minimum 5400 ft
- Continue climb to required MSA

### **RWY 12**

Turn RIGHT, maintain terrain clearance visually until established on one of the above procedures.

### **Standard Route Clearance**

For flights departing Hokitika Airport:

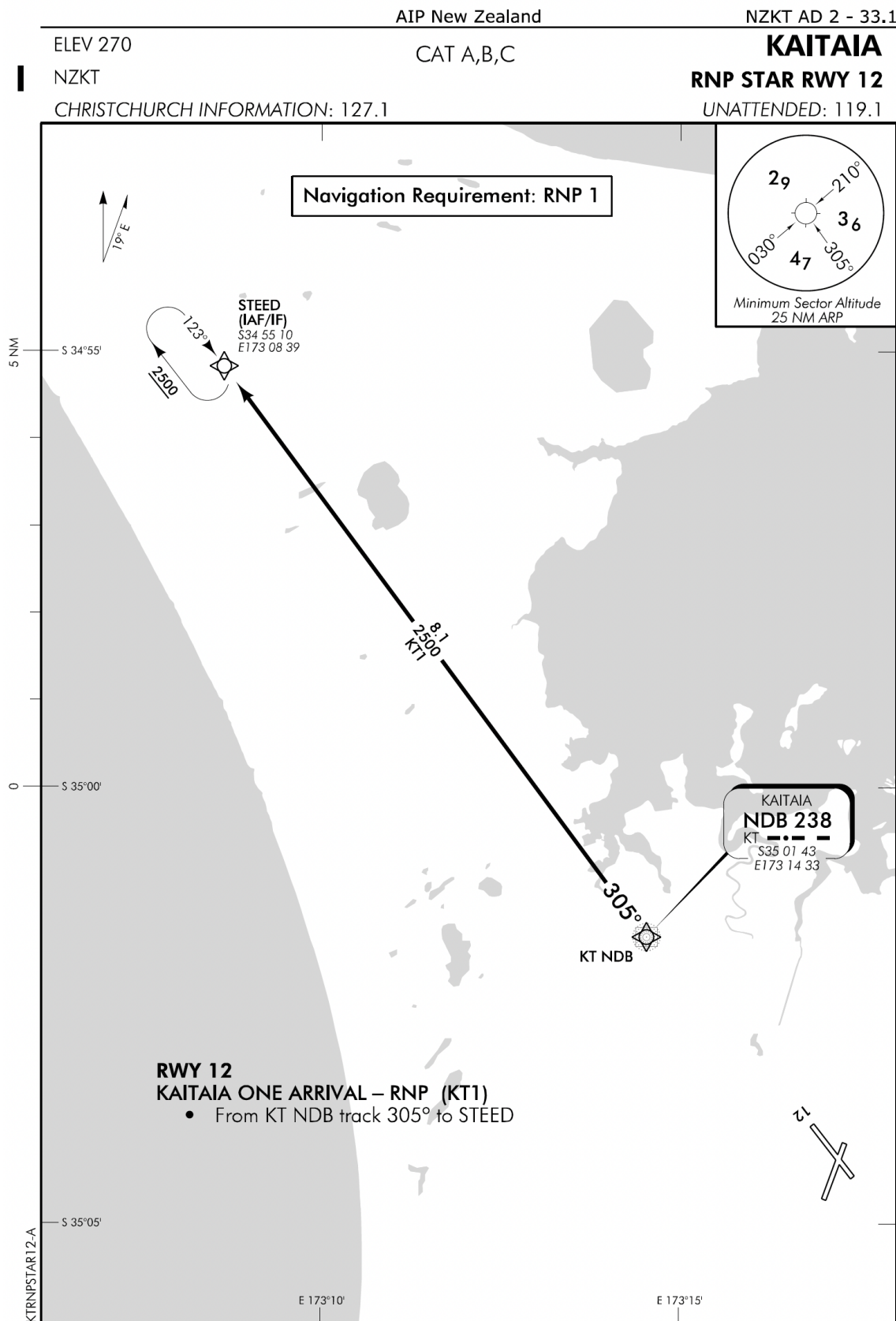
<b>ADES</b>	<b>Designator</b>	<b>Route</b>
CH	HKCH1	Q309

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by the standard route clearances.

**Effective: 12 AUG 21**

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**HOKITIKA**  
**SID RWY 03,12,21,30**



**Effective: 6 OCT 22**

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**KAITAIA**  
**RNP STAR RWY 12**

AIP New Zealand

NZKT AD 2 - 45.1

ELEV 270

CAT A,B,C

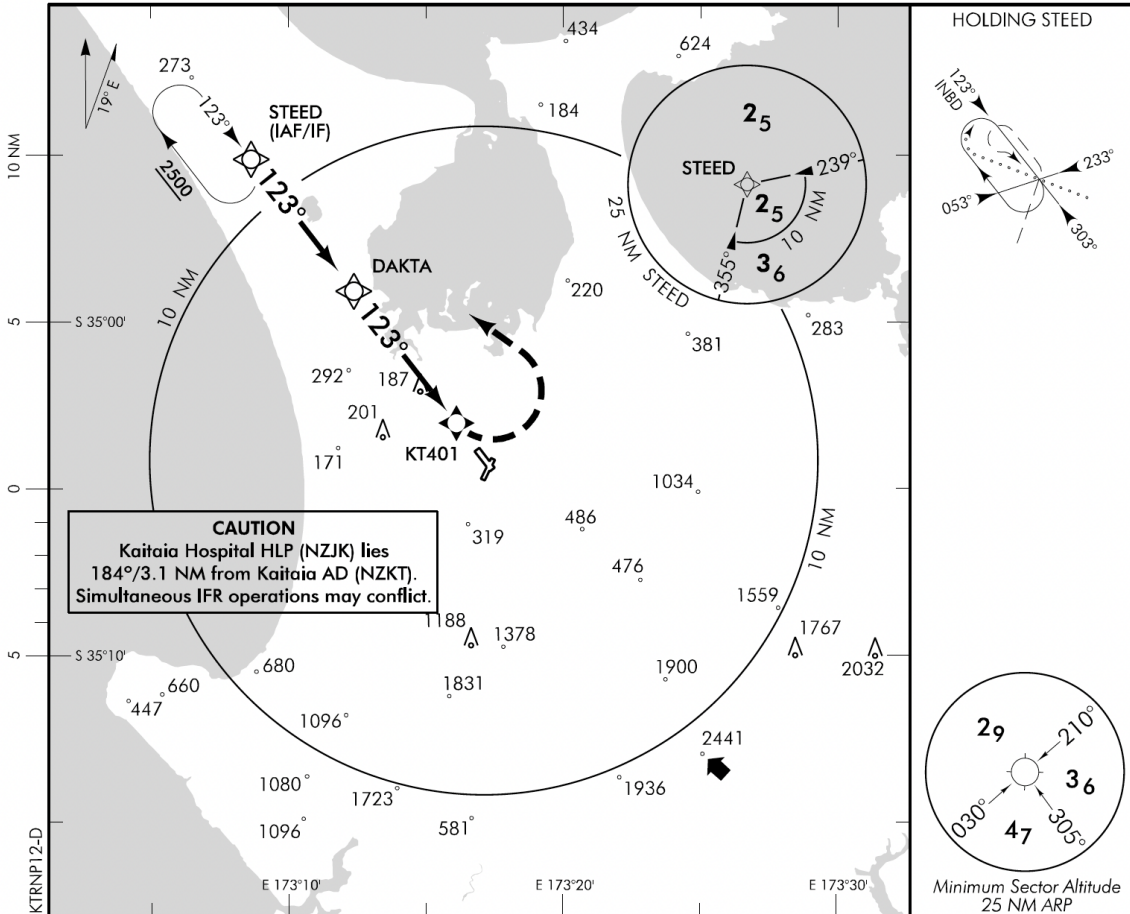
**KAITAIA**

RWY 12 THR ELEV 223

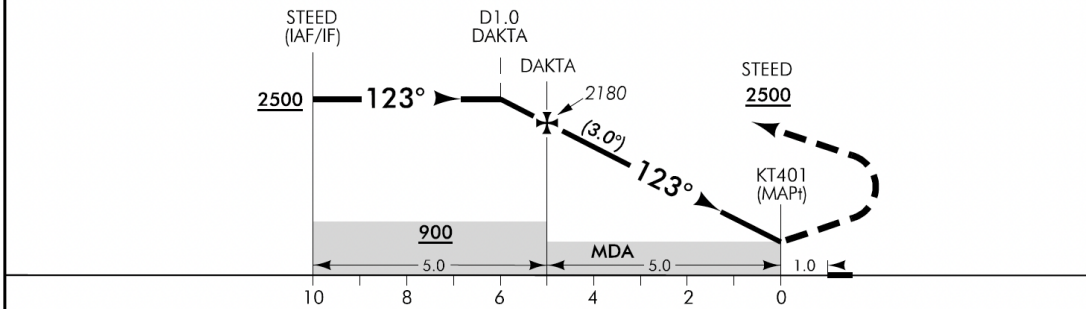
**RNP RWY 12**

CHRISTCHURCH INFORMATION: 127.1

UNATTENDED: 119.1



Use Kaitaia QNH



MISSED APCH: Turn LEFT direct to STEED hold 2500

DISTANCE to WPT	STEED	4	3	2	1	DAKTA	4	3	2	1	KT401
Advisory Altitude 3°	3780	3460	3140	2820	2500	2180	1870	1550	1230	910	MDA
Category	A		B			C			D		
LNAV	610(387) - 1600					610(387) - 2400			NA		
Circling	890(620) - 1900		960(690) - 2800			1250(980) - 3700					

**Effective: 6 OCT 22**

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**KAITAIA**  
**RNP RWY 12**

Changes from 14 SEP 17: Chart title amended, procedure reviewed.

AIP New Zealand

NZKT AD 2 - 62.1

ELEV 270

CAT A,B,C

**KAITAIA**

NZKT

**SID RWY 12**

CHRISTCHURCH INFORMATION: 127.1

UNATTENDED: 119.1

**Departure procedures**

**Take-off RWY 12**

**CAUTION: Close-in obstacles not considered in climb gradient**

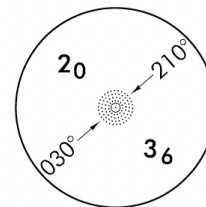
– A high roadside hedge MAX 302 ft AMSL

095°/230 m from RWY END

**CAUTION: Kaitaia Hospital HP lies 184°/3.1 NM from Kaitaia AD.**

**Simultaneous IFR operations may conflict.**

- Note 1. Contact CHRISTCHURCH INFORMATION 127.1 MHz for clearance and traffic information prior to entering IMC or controlled airspace.
2. Minimum net climb gradient 3.3% (200 ft/NM) unless higher stated.



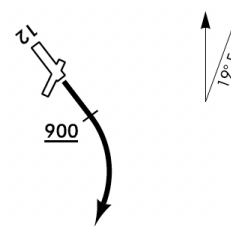
**BROADWOOD THREE ALFA DEPARTURE (BROADWOOD3A)**

To PERAS, WP

Minimum net climb gradient 4.4% (270 ft/NM)

to MNM 3100 ft

- Maintain RWY CL to MNM 900 ft
- Turn RIGHT, intercept track



NOT TO SCALE

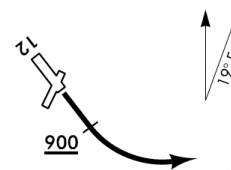
**BROADWOOD TWO BRAVO DEPARTURE (BROADWOOD2B)**

To RUATO

Minimum net climb gradient 4.4% (270 ft/NM)

to MNM 3100 ft

- Maintain RWY CL to MNM 900 ft
- Turn LEFT, intercept track

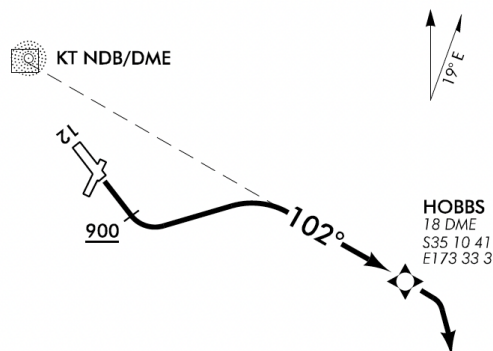


NOT TO SCALE

**HOBBS THREE DEPARTURE (HOBBS3)**

To PERAS, RUATO, WP

- Maintain RWY CL to MNM 900 ft
- Turn LEFT, intercept track 102° to HOBBS
- Turn RIGHT, intercept track



NOT TO SCALE

**VALLEY TWO DEPARTURE (VALLEY2)**

To KAROA

- Maintain RWY CL TO MNM 900 ft
- Turn LEFT, intercept track



NOT TO SCALE

KTSID12-D

Changes from 9 NOV 17: Chart title amended.

**Effective: 17 JUN 21**

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**KAITAIA  
SID RWY 12**

AIP New Zealand

NZAA AD 2 - 33.21

ELEV 23

CAT A,B,C,D

**AUCKLAND**

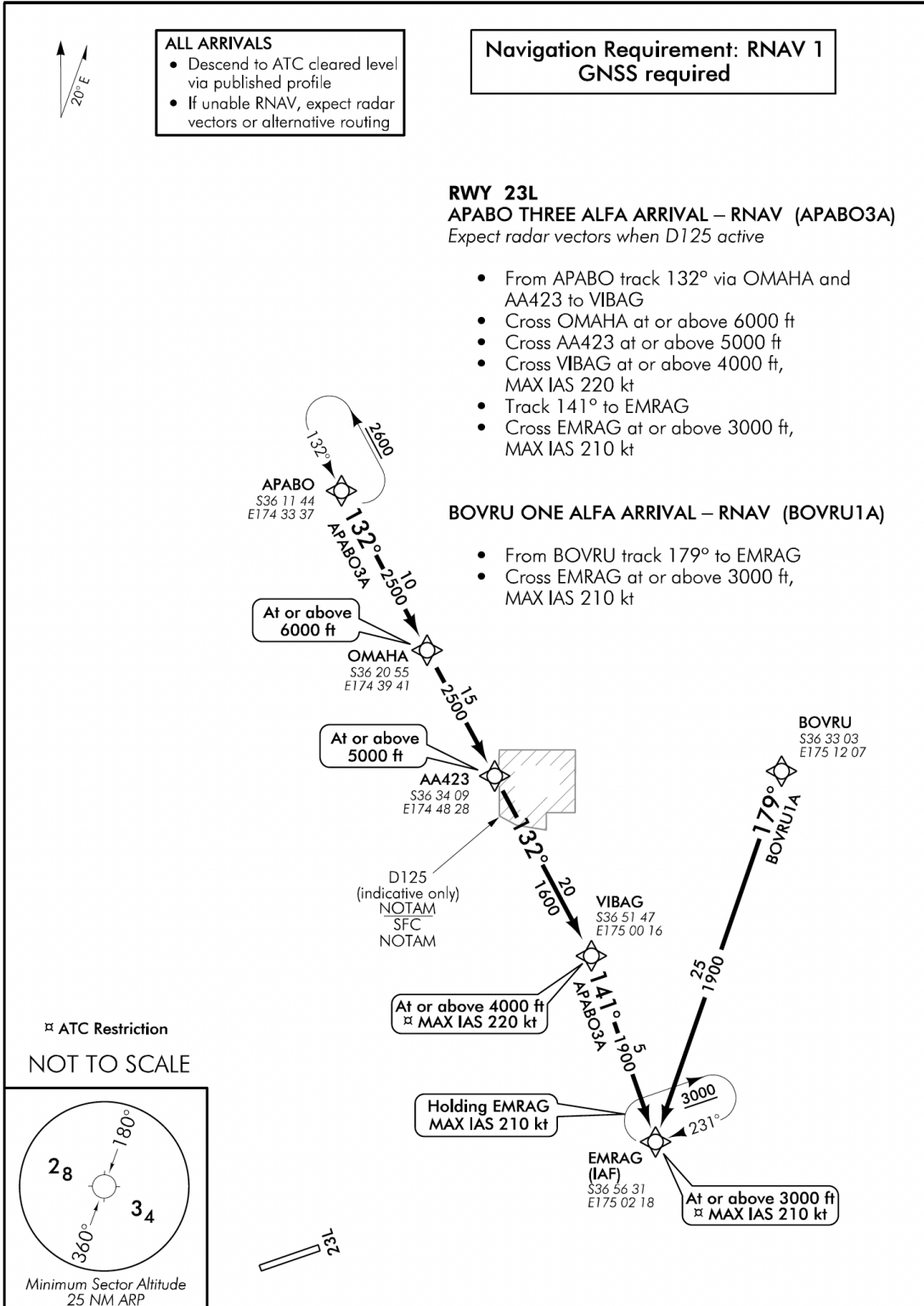
NZAA

**RNAV STAR RWY 23L (11)**

AUCKLAND APPROACH: 124.3 129.6

TOWER: 118.7 120.95

ATIS: 127.8 127.0



Changes from 20 APR 23: Transitions removed.

**Effective: 30 NOV 23**

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**AUCKLAND**  
**RNAV STAR RWY 23L (11)**



NZAA AD 2 - 41.2

AIP New Zealand

ELEV 23

CAT A,B,C,D

# AUCKLAND

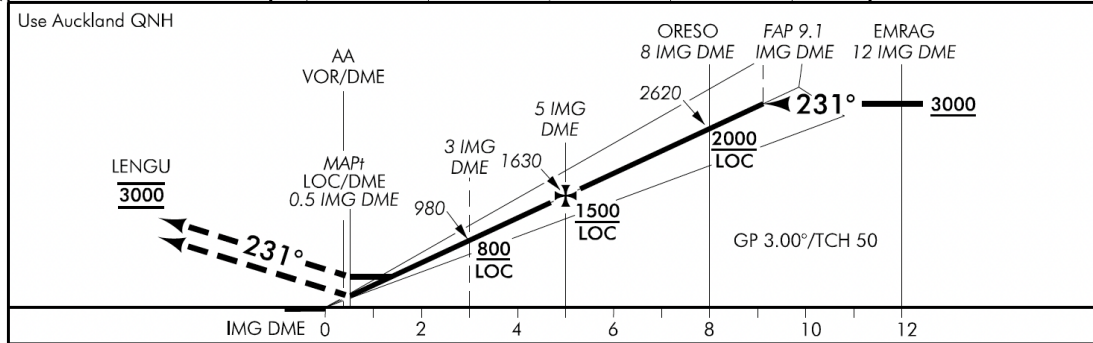
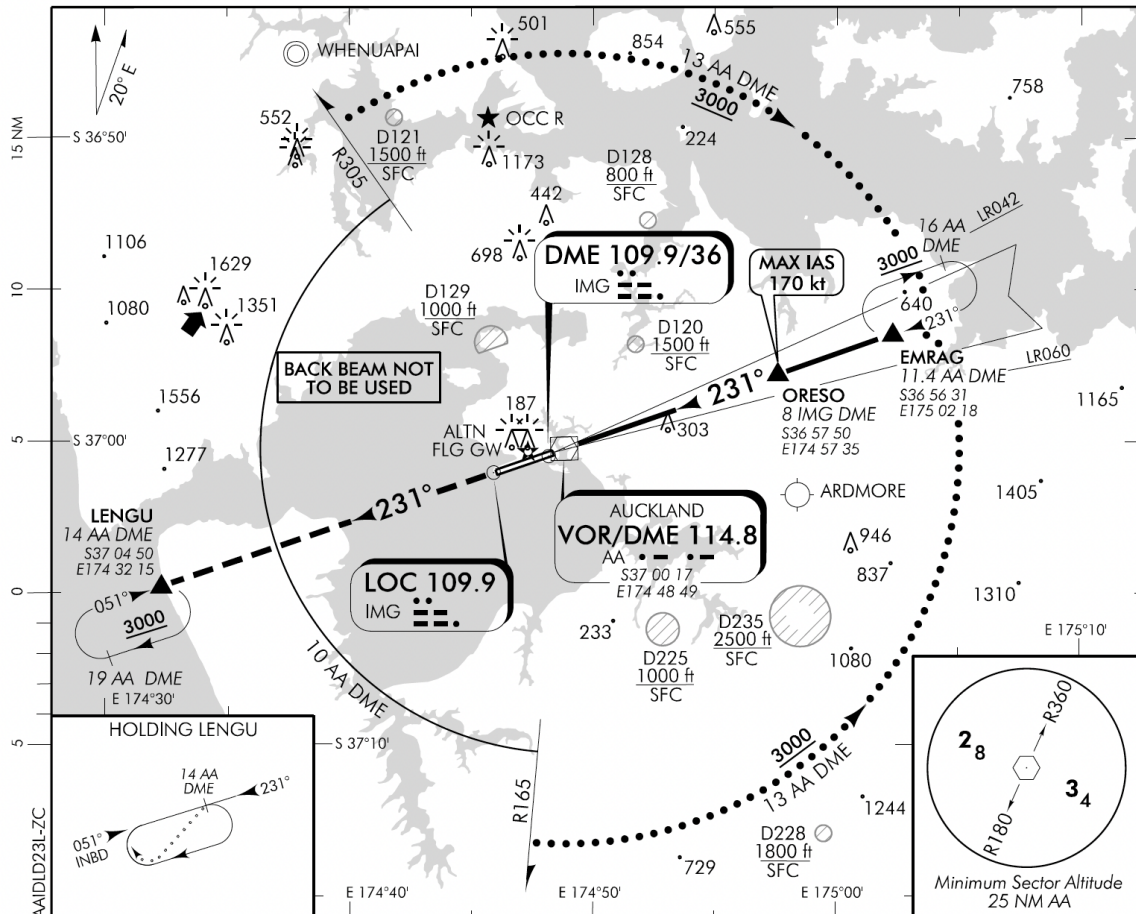
RWY 23L THR ELEV 23

ILS/DME or LOC/DME RWY 23L

AUCKLAND APPROACH: 124.3 129.6

ATIS: 127.8 127.0

TOWER: 118.7 120.95



MISSED APCH: MAX IAS 185 kt. Track 231° to LENGU 3000

IMG DME DIST	MAPt 0.5	1.3	2	3	4	5	6	7	8	9	10
Advisory Altitude 3°	DA/MDA	MDA	660	980	1310	1630	1960	2290	2620	2960	3290
Category	A		B			C		D/D <sub>L</sub>			
ILS/DME (CAT I)	223(200) – 800 or RVR 550										
ILS/DME LH ALS U/S	273(250) – 1200 or RVR 800										
LOC/DME	450(427) – 1500										
Circling	560(537) – 1900		630(607) – 2800			*790(767) – 3700		*930(907) – 4600			

\* Circling CAT C and D NA north of RWY

**Effective: 13 JUN 24**

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# AUCKLAND

ILS/DME or LOC/DME RWY 23L

Changes from 31 DEC 20: AA VOR/DME navbox shaded.



**FLIGHT PLAN**  
Flight Navigation - IFR

FROM	TO	ALT ft	TRACK °M	CAS kts	TEMP °C	TAS kts	WIND °M kts	HDG °M	G/S kts	DIST nm	TIME min	ETA hr min	Fuel Cons	Zone Fuel
													<i>SUTTO</i>	<i>200</i>
<i>HK</i>	<i>TOC</i>	<i>↗</i>	<i>027</i>	<i>140</i>	<i>-13</i>		<i>247</i>	<i>40</i>	<i>018</i>	<i>202</i>		<i>10</i>	<i>1680</i>	<i>280</i>
<i>TOC</i>	<i>NS</i>	<i>190</i>	<i>027</i>	<i>175</i>	<i>-23</i>		<i>247</i>	<i>51</i>	<i>019</i>	<i>273</i>			<i>1450</i>	
<i>NS</i>	<i>NP</i>	<i>190</i>	<i>356</i>	<i>175</i>	<i>-23</i>					<i>248</i>	<i>145</i>		<i>1450</i>	
<i>NP</i>	<i>AA</i>	<i>190</i>		<i>175</i>		<i>238</i>	<i>229</i>	<i>41</i>	<i>346</i>	<i>259</i>	<i>124</i>		<i>1450</i>	<i>701</i>
<i>AA</i>	<i>TOD</i>	<i>190</i>	<i>307</i>	<i>175</i>	<i>-18</i>	<i>238</i>	<i>230</i>	<i>41</i>	<i>297</i>			<i>28.5</i>	<i>1450</i>	<i>693</i>
<i>TOD</i>	<i>KT</i>	<i>↘<sub>12500 ft</sub></i>	<i>308</i>	<i>200</i>	<i>-5</i>	<i>244</i>	<i>244</i>	<i>28</i>	<i>302</i>	<i>230</i>		<i>8.5</i>	<i>1100</i>	<i>159</i>
													<i>App @ KT</i>	<i>500</i>
													<i>MAP</i>	<i>100</i>
<i>KT</i>	<i>TOC</i>	<i>↗<sub>6870 ft</sub></i>	<i>129</i>	<i>140</i>		<i>156</i>	<i>270</i>	<i>20</i>		<i>170</i>	<i>18</i>	<i>6.5</i>	<i>1680</i>	
<i>TOC</i>	<i>PERAS</i>	<i>1000</i>	<i>129</i>	<i>175</i>	<i>-0</i>		<i>250</i>	<i>25</i>	<i>135</i>		<i>12</i>	<i>3.5</i>	<i>1450</i>	<i>85</i>
<i>PERAS</i>	<i>APABO</i>	<i>1000</i>	<i>114</i>	<i>175</i>	<i>-0</i>	<i>206</i>	<i>250</i>	<i>25</i>	<i>119</i>	<i>224</i>		<i>17.5</i>	<i>1450</i>	
<i>APABO</i>	<i>TOD</i>	<i>1000</i>	<i>132</i>	<i>175</i>	<i>-0</i>	<i>206</i>	<i>250</i>	<i>25</i>		<i>217</i>	<i>32</i>	<i>8.5</i>	<i>1450</i>	<i>206</i>
<i>TOD</i>	<i>EMRAG</i>	<i>↘</i>	<i>132</i>	<i>200</i>	<i>+7</i>	<i>222</i>	<i>278</i>	<i>19</i>	<i>135</i>	<i>238</i>			<i>1100</i>	
													<i>App @ AA</i>	<i>350</i>
													<i>30 min Res</i>	<i>650</i>
													<i>10% Contingency</i>	
													<b>Total</b>	

