AIRAC **Changes Bulletin** 6 DEC 18

Amendment NR 12

SIGNIFICANT CHANGES

New RNAV (GNSS) approach charts at Manihiki AD

Penrhyn AD NDB RWY 14 chart reviewed

New RNAV (GNSS) RWY 32 approach chart at Penrhyn AD

New RNAV (GNSS) RWY 25 approach chart at Pukapuka AD

GEN Section: Significant Changes

Nil

ENR Section: Significant Changes

Nil

AD Section: Significant Changes

Nil

AD 2 Section: Significant Changes

Manihiki — NCMH

- ARP location updated
- RWY 14/32 THR coordinates and ELEV
- New RNAV (GNSS) RWY 14 chart
- New RNAV (GNSS) RWY 32

Penrhyn — NCPY

- ARP location updated
- RWY 14/32 true bearings, THR coordinates and THR ELEV
- RWY 14/32 dimensions and declared distances updated
- NDB RW 14 chart reviewed
- New RNAV (GNSS) RWY 32 chart
- Updated aerodrome chart

AD 2 Section: Significant Changes (cont)

Pukapuka — NCPK

- ARP location updated
- RWY 07/25 dimensions and declared distances updated
- RWY 07/25 THR coordinates and THR ELEV
- New RNAV (GNSS) RWY 25 chart
- Updated aerodrome chart

Filing Instructions

AIRAC **AIP COOK ISLANDS** 6 DEC 18

Amendment NR 12

REMOVE		INSERT	
GEN		**GEN**	
GEN 0.4-1	8 NOV 18	GEN 0.4-1	6 DEC 18
GEN 0.4-2	8 NOV 18	GEN 0.4-2	6 DEC 18
GEN 0.4-3	8 NOV 18	GEN 0.4-3	6 DEC 18
GEN 0.4-4	8 NOV 18	GEN 0.4-4	6 DEC 18
GEN 0.4-5	8 NOV 18	GEN 0.4-5	6 DEC 18
GEN 0.4-6	8 NOV 18	GEN 0.4-6	6 DEC 18
GEN 0.4-7	8 NOV 18	GEN 0.4-7	6 DEC 18
GEN 0.4-8	8 NOV 18	GEN 0.4-8	6 DEC 18
AD 2		**AD 2**	
MANIHIKI (NCMH)		**MANIHIKI (NCMH)**	
NCMH AD 2-1	30 APR 15	NCMH AD 2-1	6 DEC 18
NCMH AD 2-2	30 APR 15	NCMH AD 2-2	30 APR 15
NCMH AD 2-5	30 APR 15	NCMH AD 2-5	6 DEC 18
NCMH AD 2-6	30 APR 15	NCMH AD 2-6	30 APR 15
NCMH AD 2-7	30 APR 15	NCMH AD 2-7	30 APR 15
NCMH AD 2-8	30 APR 15	NCMH AD 2-8	6 DEC 18
		NCMH AD 2-45.1	6 DEC 18
		NCMH AD 2-45.2	6 DEC 18
NCMH AD 2-51.1	30 APR 15	NCMH AD 2-51.1	6 DEC 18
Blank		Blank	
PENRHYN (NCPY)		**PENRHYN (NCPY)**	
NCPY AD 2-1	30 APR 15	NCPY AD 2-1	6 DEC 18
NCPY AD 2-2	30 APR 15	NCPY AD 2-2	30 APR 15
NCPY AD 2-5	30 APR 15	NCPY AD 2-5	6 DEC 18
NCPY AD 2-6	30 APR 15	NCPY AD 2-6	30 APR 15
NCPY AD 2-7	30 APR 15	NCPY AD 2-7	6 DEC 18
NCPY AD 2-8	30 APR 15	NCPY AD 2-8	6 DEC 18
NCPY AD 2-44.1	15 DEC 11	NCPY AD 2-44.1	6 DEC 18
Blank		Blank	
		NCPY AD 2-45.1	6 DEC 18
		Blank	
NCPY AD 2-51.1	30 APR 15	NCPY AD 2-51.1	6 DEC 18
Blank		Blank	
PUKAPUKA (NCPK)		**PUKAPUKA (NCPK)**	
NCPK AD 2-1	30 APR 15	NCPK AD 2-1	6 DEC 18
NCPK AD 2-2	30 APR 15	NCPK AD 2-2	30 APR 15
NCPK AD 2-5	30 APR 15	NCPK AD 2-5	6 DEC 18
NCPK AD 2-6	30 APR 15	NCPK AD 2-5	30 APR 15

REMOVE		INSERT	
AD 2		**AD 2**	
PUKAPUKA (NCPK)		**PUKAPUKA (NCPK)**	
NCPK AD 2-7	30 APR 15	NCPK AD 2-7	30 APR 15
NCPK AD 2-8	30 APR 15	NCPK AD 2-8	6 DEC 18
		NCPK AD 2-45.1 Blank	6 DEC 18
NCPK AD 2-51.1 Blank	30 APR 15	NCPK AD 2-51.1 Blank	6 DEC 18

When filing is complete, update GEN 0.2 — Record of AIP Amendments

GEN 0.4 CHECKLIST OF AIP PAGES

Page No	Effective	Page No	Effective
GENERAL		GEN 1.2-1	13 SEP 18
GEN 0.1-1	13 SEP 18	GEN 1.2-2	13 SEP 18
GEN 0.1-2	13 SEP 18	GEN 1.2-3	13 SEP 18
GEN 0.1-3	13 SEP 18	GEN 1.2-4	13 SEP 18
GEN 0.1-4	15 DEC 11	GEN 1.2-5	13 SEP 18
GEN 0.1-5	15 DEC 11	GEN 1.2-6	13 SEP 18
GEN 0.1-6	15 DEC 11	GEN 1.2-7	13 SEP 18
GEN 0.2-1	15 DEC 11	GEN 1.2-8	13 SEP 18
GEN 0.2-2	15 DEC 11	GEN 1.3-1	13 SEP 18
GEN 0.3-1	15 DEC 11	GEN 1.3-2	13 SEP 18
GEN 0.3-2	15 DEC 11	GEN 1.3-3	13 SEP 18
GEN 0.4-1	6 DEC 18	GEN 1.3-4	13 SEP 18
GEN 0.4-2	6 DEC 18	GEN 1.4-1	15 DEC 11
GEN 0.4-3	6 DEC 18	GEN 1.4-2	15 DEC 11
GEN 0.4-4	6 DEC 18	GEN 1.5-1	15 DEC 11
GEN 0.4-5	6 DEC 18	GEN 1.5-2	15 DEC 11
GEN 0.4-6	6 DEC 18	GEN 1.6-1	13 SEP 18
GEN 0.4-7	6 DEC 18	GEN 1.6-2	15 DEC 11
GEN 0.4-8	6 DEC 18	GEN 1.7-1	15 DEC 11
GEN 0.6-1	13 SEP 18	GEN 1.7-2	15 DEC 11
GEN 0.6-2	13 SEP 18	GEN 2-1	15 DEC 11
GEN 0.6-3	13 SEP 18	GEN 2-2	15 DEC 11
GEN 0.6-4	13 SEP 18	GEN 2.1-1	15 DEC 11
GEN 0.6-5	13 SEP 18	GEN 2.1-2	15 DEC 11
GEN 0.6-6	8 NOV 18	GEN 2.1-3	13 SEP 18
GEN 0.6-7	8 NOV 18	GEN 2.1-4	2 APR 15
GEN 0.6-8	13 SEP 18	GEN 2.2-1	15 DEC 11
GEN 0.6-9	13 SEP 18	GEN 2.2-2	15 DEC 11
GEN 0.6-10	13 SEP 18	GEN 2.2-3	15 DEC 11
GEN 1-1	15 DEC 11	GEN 2.2-4	15 DEC 11
GEN 1-2	15 DEC 11	GEN 2.2-5	15 DEC 11
GEN 1.1-1	13 SEP 18	GEN 2.2-6	15 DEC 11
GEN 1.1-2	13 SEP 18	GEN 2.2-7	15 DEC 11
GEN 1.1-3	13 SEP 18	GEN 2.2-8	15 DEC 11
GEN 1.1-4	13 SEP 18	GEN 2.2-9	15 DEC 11
GEN 1.1-5	13 SEP 18	GEN 2.2-10	15 DEC 11
GEN 1.1-6	13 SEP 18		

Page No	Effective	Page No	Effective
GEN 2.2-11	15 DEC 11	GEN 3.1-3	8 NOV 18
GEN 2.2-12	15 DEC 11	GEN 3.1-4	8 NOV 18
GEN 2.2-13	2 APR 15	GEN 3.1-5	8 NOV 18
GEN 2.2-14	15 DEC 11	GEN 3.1-6	8 NOV 18
GEN 2.2-15	15 DEC 11	GEN 3.2-1	8 NOV 18
GEN 2.2-16	15 DEC 11	GEN 3.2-2	15 DEC 11
GEN 2.2-17	15 DEC 11	GEN 3.3-1	8 NOV 18
GEN 2.2-18	15 DEC 11	GEN 3.3-2	8 NOV 18
GEN 2.2-19	15 DEC 11	GEN 3.3-3	8 NOV 18
GEN 2.2-20	15 DEC 11	GEN 3.3-4	8 NOV 18
GEN 2.2-21	15 DEC 11	GEN 3.3-5	8 NOV 18
GEN 2.2-22	15 DEC 11	GEN 3.3-6	8 NOV 18
GEN 2.2-23	15 DEC 11	GEN 3.4-1	15 DEC 11
GEN 2.2-24	15 DEC 11	GEN 3.4-2	15 DEC 11
GEN 2.2-25	31 MAR 16	GEN 3.4-3	8 NOV 18
GEN 2.2-26	15 DEC 11	GEN 3.4-4	8 NOV 18
GEN 2.2-27	15 DEC 11	GEN 3.4-5	15 DEC 11
GEN 2.2-28	15 DEC 11	GEN 3.4-6	15 DEC 11
GEN 2.3-1	15 DEC 11	GEN 3.5-1	8 NOV 18
GEN 2.3-2	15 DEC 11	GEN 3.5-2	15 DEC 11
GEN 2.3-3	15 DEC 11	GEN 3.5-3	15 DEC 11
GEN 2.3-4	15 DEC 11	GEN 3.5-4	15 DEC 11
GEN 2.3-5	15 DEC 11	GEN 3.5-5	15 DEC 11
GEN 2.3-6	15 DEC 11	GEN 3.5-6	15 DEC 11
GEN 2.3-7	15 DEC 11	GEN 3.5-7	15 DEC 11
GEN 2.3-8	15 DEC 11	GEN 3.5-8	15 DEC 11
GEN 2.3-9	15 DEC 11	GEN 3.6-1	15 DEC 11
GEN 2.3-10	15 DEC 11	GEN 3.6-2	15 DEC 11
GEN 2.4-1	15 DEC 11	GEN 3.6-3	15 DEC 11
GEN 2.4-2	15 DEC 11	GEN 3.6-4	15 DEC 11
GEN 2.5-1	2 APR 15	GEN 3.6-5	15 DEC 11
GEN 2.5-2	2 APR 15	GEN 3.6-6	15 DEC 11
GEN 2.6-1	15 DEC 11	GEN 3.6-7	15 DEC 11
GEN 2.6-2	15 DEC 11	GEN 3.6-8	15 DEC 11
GEN 2.7-1	15 DEC 11	GEN 3.6-9	15 DEC 11
GEN 2.7-2	15 DEC 11	GEN 3.6-10	15 DEC 11
GEN 3-1	15 DEC 11	GEN 3.6-11	15 DEC 11
GEN 3-2	15 DEC 11	GEN 3.6-12	15 DEC 11
GEN 3.1-1	8 NOV 18	GEN 3.6-13	15 DEC 11
GEN 3.1-2	8 NOV 18	GEN 3.6-14	15 DEC 11

Page No	Effective
GEN 3.6-15	15 DEC 11
GEN 3.6-16	15 DEC 11
GEN 4-1	15 DEC 11
GEN 4-2	15 DEC 11
GEN 4.1-1	13 SEP 18
GEN 4.1-2	13 SEP 18
GEN 4.1-3	15 DEC 11
GEN 4.1-4	15 DEC 11
GEN 4.2-1	15 DEC 11
GEN 4.2-2	15 DEC 11
ENROUTE	
ENR 0.6-1	15 DEC 11
ENR 0.6-2	15 DEC 11
ENR 0.6-3	15 DEC 11
ENR 0.6-4	31 MAR 16
ENR 0.6-5	31 MAR 16
ENR 0.6-6	31 MAR 16
ENR 0.6-7	31 MAR 16
ENR 0.6-8	31 MAR 16
ENR 0.6-9	31 MAR 16
ENR 0.6-10	12 NOV 15
ENR 1-1	15 DEC 11
ENR 1-2	15 DEC 11
ENR 1.1-1	15 DEC 11
ENR 1.1-2	15 DEC 11
ENR 1.1-3	15 DEC 11
ENR 1.1-4	15 DEC 11
ENR 1.1-5	15 DEC 11
ENR 1.1-6	15 DEC 11
ENR 1.1-7	15 DEC 11
ENR 1.1-8	15 DEC 11
ENR 1.1-9	15 DEC 11
ENR 1.1-10	15 DEC 11
ENR 1.2-1	15 DEC 11
ENR 1.2-2	15 DEC 11
ENR 1.2-3	15 DEC 11
ENR 1.2-4	15 DEC 11
ENR 1.2-5	15 DEC 11
ENR 1.2-6	15 DEC 11

Page No	Effective
ENR 1.2-7	15 DEC 11
ENR 1.2-8	15 DEC 11
ENR 1.3-1	15 DEC 11
ENR 1.3-2	15 DEC 11
ENR 1.3-3	15 DEC 11
ENR 1.3-4	15 DEC 11
ENR 1.3-5	15 DEC 11
ENR 1.3-6	15 DEC 11
ENR 1.3-7	15 DEC 11
ENR 1.3-8	15 DEC 11
ENR 1.4-1	15 DEC 11
ENR 1.4-2	15 DEC 11
ENR 1.4-3	15 DEC 11
ENR 1.4-4	15 DEC 11
ENR 1.5-1	15 DEC 11
ENR 1.5-2	15 DEC 11
ENR 1.5-3	15 DEC 11
ENR 1.5-4	15 DEC 11
ENR 1.5-5	15 DEC 11
ENR 1.5-6	15 DEC 11
ENR 1.5-7	15 DEC 11
ENR 1.5-8	15 DEC 11
ENR 1.5-9	15 DEC 11
ENR 1.5-10	15 DEC 11
ENR 1.5-11	15 DEC 11
ENR 1.5-12	15 DEC 11
ENR 1.5-13	15 DEC 11
ENR 1.5-14	15 DEC 11
ENR 1.5-15	15 DEC 11
ENR 1.5-16	2 APR 15
ENR 1.5-17	15 DEC 11
ENR 1.5-18	15 DEC 11
ENR 1.5-19	31 MAR 16
ENR 1.5-20	15 SEP 16
ENR 1.5-21	31 MAR 16
ENR 1.5-22	31 MAR 16
ENR 1.5-23	8 NOV 18
ENR 1.5-24	31 MAR 16
ENR 1.6-1	15 DEC 11
ENR 1.6-2	15 DEC 11

Page No	Effective	Page No	Effective
ENR 1.7-1	2 APR 15	ENR 1.15-3	12 NOV 15
ENR 1.7-2	2 APR 15	ENR 1.15-4	12 NOV 15
ENR 1.7-3	2 APR 15	ENR 1.15-5	12 NOV 15
ENR 1.7-4	2 APR 15	ENR 1.15-6	12 NOV 15
ENR 1.7-5	2 APR 15	ENR 1.15-7	12 NOV 15
ENR 1.7-6	15 DEC 11	ENR 1.15-8	12 NOV 15
ENR 1.8-1	15 DEC 11	ENR 1.15-9	12 NOV 15
ENR 1.8-2	15 DEC 11	ENR 1.15-10	12 NOV 15
ENR 1.9-1	15 DEC 11	ENR 1.15-11	12 NOV 15
ENR 1.9-2	15 DEC 11	ENR 1.15-12	12 NOV 15
ENR 1.10-1	15 DEC 11	ENR 1.15-13	12 NOV 15
ENR 1.10-2	15 DEC 11	ENR 1.15-14	12 NOV 15
ENR 1.10-3	15 DEC 11	ENR 2-1	15 DEC 11
ENR 1.10-4	15 DEC 11	ENR 2-2	15 DEC 11
ENR 1.10-5	15 DEC 11	ENR 2.1-1	2 APR 15
ENR 1.10-6	15 DEC 11	ENR 2.1-2	2 APR 15
ENR 1.10-7	15 DEC 11	ENR 2.1-3	2 APR 15
ENR 1.10-8	15 DEC 11	ENR 2.1-4	2 APR 15
ENR 1.10-9	15 DEC 11	ENR 2.1-5	30 APR 15
ENR 1.10-10	15 DEC 11	ENR 2.1-6	2 APR 15
ENR 1.10-11	15 DEC 11	ENR 2.2-1	15 DEC 11
ENR 1.10-12	15 DEC 11	ENR 2.2-2	15 DEC 11
ENR 1.10-13	15 DEC 11	ENR 3-1	15 DEC 11
ENR 1.10-14	15 DEC 11	ENR 3-2	15 DEC 11
ENR 1.10-15	15 DEC 11	ENR 3.1-1	15 DEC 11
ENR 1.10-16	15 DEC 11	ENR 3.1-2	15 DEC 11
ENR 1.10-17	15 DEC 11	ENR 3.2-1	15 DEC 11
ENR 1.10-18	15 DEC 11	ENR 3.2-2	15 DEC 11
ENR 1.11-1	15 DEC 11	ENR 3.3-1	15 DEC 11
ENR 1.11-2	15 DEC 11	ENR 3.3-2	15 DEC 11
ENR 1.12-1	15 DEC 11	ENR 3.4-1	15 DEC 11
ENR 1.12-2	15 DEC 11	ENR 3.4-2	15 DEC 11
ENR 1.12-3	15 DEC 11	ENR 3.5-1	15 DEC 11
ENR 1.12-4	15 DEC 11	ENR 3.5-2	15 DEC 11
ENR 1.13-1	15 DEC 11	ENR 3.6-1	15 DEC 11
ENR 1.13-2	15 DEC 11	ENR 3.6-2	15 DEC 11
ENR 1.14-1	15 DEC 11	ENR 4-1	15 DEC 11
ENR 1.14-2	15 DEC 11	ENR 4-2	15 DEC 11
ENR 1.15-1	12 NOV 15	ENR 4.1-1	2 APR 15
ENR 1.15-2	12 NOV 15	ENR 4.1-2	15 DEC 11

Page No	Effective
ENR 4.2-1	15 DEC 11
ENR 4.2-2	15 DEC 11
ENR 4.3-1	15 DEC 11
ENR 4.3-2	15 DEC 11
ENR 4.4-1	15 DEC 11
ENR 4.4-2	15 DEC 11
ENR 5-1	15 DEC 11
ENR 5-2	15 DEC 11
ENR 5.1-1	15 DEC 11
ENR 5.1-2	15 DEC 11
ENR 5.2-1	15 DEC 11
ENR 5.2-2	15 DEC 11
ENR 5.3-1	2 APR 15
ENR 5.3-2	15 DEC 11
ENR 5.4-1	15 DEC 11
ENR 5.4-2	15 DEC 11
ENR 5.5-1	15 DEC 11
ENR 5.5-2	15 DEC 11
ENR 5.6-1	15 DEC 11
ENR 5.6-2	15 DEC 11
ENR 6-1	15 DEC 11
ENR 6-2	15 DEC 11
ENR 6.1-1	15 DEC 11
ENR 6.1-2	15 DEC 11
ENR 6.1-3	15 DEC 11
ENR 6.1-4	15 DEC 11
AERODROME	
AD 0.6-1	15 DEC 11
AD 0.6-2	15 DEC 11
AD 0.6-3	15 DEC 11
AD 0.6-4	15 DEC 11
AD 1-1	15 DEC 11
AD 1-2	15 DEC 11
AD 1.1-1	15 DEC 11
AD 1.1-2	2 APR 15
AD 1.2-1	15 DEC 11
AD 1.2-2	15 DEC 11
AD 1.3-1	30 APR 15
AD 1.3-2	15 DEC 11

Page No	Effective
AD 1.4-1	2 APR 15
AD 1.4-2	30 APR 15
AD 1.5-1	15 DEC 11
AD 1.5-2	15 DEC 11
AD 1.6-1	15 DEC 11
AD 1.6-2	15 DEC 11
AD 1.7-1	15 DEC 11
AD 1.7-2	15 DEC 11
AD 1.7-3	15 DEC 11
AD 1.7-4	15 DEC 11
AD 1.7-5	15 DEC 11
AD 1.7-6	15 DEC 11
AD 1.8-1	15 DEC 11
AD 1.8-2	15 DEC 11
AD 1.9-1	15 DEC 11
AD 1.9-2	15 DEC 11
AD 1.9-3	15 DEC 11
AD 1.9-4	15 DEC 11
CHARTS	
NCAI AD 2-1	8 NOV 18
NCAI AD 2-2	8 NOV 18
NCAI AD 2-3	15 DEC 11
NCAI AD 2-4	19 JUL 18
NCAI AD 2-5	30 APR 15
NCAI AD 2-6	8 NOV 18
NCAI AD 2-7	15 DEC 11
NCAI AD 2-8	15 DEC 11
NCAI AD 2-9	15 DEC 11
NCAI AD 2-10	30 APR 15
NCAI AD 2-11	30 APR 15
NCAI AD 2-12	25 MAY 17
NCAI AD 2-13	25 MAY 17
NCAI AD 2-14	25 MAY 17
NCAI AD 2-44.1	25 MAY 17
Blank	
NCAI AD 2-45.1	25 MAY 17
NCAI AD 2-45.2	13 SEP 18
NCAI AD 2-51.1	13 SEP 18
Blank	

Page No	Effective
NCAT AD 2-1	25 MAY 17
NCAT AD 2-2	30 APR 15
NCAT AD 2-3	25 MAY 17
NCAT AD 2-4	15 DEC 11
NCAT AD 2-5	25 MAY 17
NCAT AD 2-6	30 APR 15
NCAT AD 2-7	30 APR 15
NCAT AD 2-8	25 MAY 17
NCAT AD 2-45.1	25 MAY 17
Blank	
NCAT AD 2-51.1	25 MAY 17
Blank	
NCMG AD 2-1	19 JUL 18
NCMG AD 2-2	30 APR 15
NCMG AD 2-3	25 MAY 17
NCMG AD 2-4	15 DEC 11
NCMG AD 2-5	19 JUL 18
NCMG AD 2-6	30 APR 15
NCMG AD 2-7	30 APR 15
NCMG AD 2-8	25 MAY 17
NCMG AD 2-45.1	25 MAY 17
Blank	
NCMG AD 2-51.1	25 MAY 17
Blank	
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NCMH AD 2-2	30 APR 15
NCMH AD 2-3	30 APR 15
NCMH AD 2-4	15 DEC 11
NCMH AD 2-5	6 DEC 18
NCMH AD 2-6	30 APR 15
NCMH AD 2-7	30 APR 15
NCMH AD 2-8	6 DEC 18
NCMH AD 2-45.1	6 DEC 18
NCMH AD 2-45.2	6 DEC 18
NCMH AD 2-51.1	6 DEC 18
Blank	
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NCMK AD 2-2	30 APR 15
NCMK AD 2-3	25 MAY 17
NCMK AD 2-4	15 DEC 11
NCMK AD 2-5	19 JUL 18
NCMK AD 2-6	30 APR 15
NCMK AD 2-7	30 APR 15
NCMK AD 2-8	25 MAY 17
NCMK AD 2-45.1	25 MAY 17
Blank	
NCMK AD 2-51.1	19 JUL 18
Blank	
NCMR AD 2-1	25 MAY 17
NCMR AD 2-2	30 APR 15
NCMR AD 2-3	30 APR 15
NCMR AD 2-4	15 DEC 11
NCMR AD 2-5	25 MAY 17
NCMR AD 2-6	30 APR 15
NCMR AD 2-7	30 APR 15
NCMR AD 2-8	25 MAY 17
NCMR AD 2-45.1	25 MAY 17
Blank	
NCMR AD 2-51.1	25 MAY 17
Blank	
NCPY AD 2-1	6 DEC 18
NCPY AD 2-2	30 APR 15
NCPY AD 2-3	15 DEC 11
NCPY AD 2-4	15 DEC 11
NCPY AD 2-5	6 DEC 18
NCPY AD 2-6	30 APR 15
NCPY AD 2-7	6 DEC 18
NCPY AD 2-8	6 DEC 18
NCPY AD 2-44.1	6 DEC 18
Blank	
NCPY AD 2-45.1	6 DEC 18
Blank	6 DEC 18
NCPY AD 2-51.1	6 DEC 18
Blank	
NCPK AD 2-1	6 DEC 18
NCPK AD 2-2	30 APR 15
NCPK AD 2-3	15 DEC 11
NCPK AD 2-4	15 DEC 11
NCPK AD 2-5	6 DEC 18
NCPK AD 2-6	30 APR 15

Page No	Effective
NCPK AD 2-7	30 APR 15
NCPK AD 2-8	6 DEC 18
NCPK AD 2-45.1	6 DEC 18
Blank	
NCPK AD 2-51.1	6 DEC 18
Blank	
NCRG AD 2-1	8 NOV 18
NCRG AD 2-2	8 NOV 18
NCRG AD 2-3	8 NOV 18
NCRG AD 2-4	8 NOV 18
NCRG AD 2-5	8 NOV 18
NCRG AD 2-6	15 DEC 11
NCRG AD 2-7	19 JUL 18
NCRG AD 2-8	13 SEP 18
NCRG AD 2-9	2 APR 15
NCRG AD 2-10	8 NOV 18
NCRG AD 2-11	2 APR 15
NCRG AD 2-12	19 JUL 18
NCRG AD 2-13	2 APR 15
NCRG AD 2-14	15 DEC 11
NCRG AD 2-15	8 NOV 18
NCRG AD 2-16	13 SEP 18
NCRG AD 2-33.1	13 SEP 18
NCRG AD 2-33.2	13 SEP 18
NCRG AD 2-41.1	8 NOV 18
NCRG AD 2-41.2	8 NOV 18
NCRG AD 2-43.1	8 NOV 18
NCRG AD 2-43.2	8 NOV 18
NCRG AD 2-43.3	8 NOV 18
Blank	
NCRG AD 2-44.1	8 NOV 18
Blank	
NCRG AD 2-45.1	19 JUL 18
NCRG AD 2-45.2	19 JUL 18
NCRG AD 2-45.3	19 JUL 18
NCRG AD 2-45.4	19 JUL 18
NCRG AD 2-45.5	19 JUL 18
NCRG AD 2-45.6	19 JUL 18
NCRG AD 2-51.1	13 SEP 18
NCRG AD 2-53.1	13 SEP 18
NCRG AD 2-62.1	13 SEP 18
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NCMH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NCMH	MANIHIKI

NCMH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	S10 22 46.02 W161 00 02.66 ARP site as depicted on NCMH AD 2-51.1
2	Direction and distance from city	APRX 700m E of Tukao
3	Elevation/Reference temperature	11ft
4	MAG VAR/Annual change	11°E
5	AD Administration, address, telephone, telefax, telex, AFS	Manihiki Island Council Manihiki COOK ISLANDS Ph: 43 103 or 43 607
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Private flights subject to prior agreement of the Licensee. No operations permitted on Sundays except for medical emergencies

NCMH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800–1600 Mon–Fri except public holidays
2	Customs and immigration	Nil
3	Health and sanitation	Hospital with limited facilities
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	Nil
8	Fuelling	Nil
9	Handling	Air Rarotonga
10	Security	Nil
11	De-icing	Nil
12	Remarks	Manihiki is an unattended aerodrome

NCMH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Nil
3	Fuelling facilities/ capabilities	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

NCMH AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	149°	1700 x 30	ESWL 20420kg Coral	S 10 22 32.40 W 161 00 08.99	11ft
32	329°	1700 x 30	ESWL 20420kg Coral	S 10 23 11.30 W 160 59 45.65	9ft

Slope of RWY–SWY	SWY dimensions (m)	CWY Dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
		50	1800 x 90		
		50	1800 x 90		

NCMH AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1700	1750	1700	1550	DISP THR 150m
32	1700	1750	1700	1540	DISP THR 160m

NCMH AD 2.14 APPROACH AND RWY LIGHTING

Nil

NCMH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

Nil

NCMH AD 2.16 HELICOPTER LANDING AREA

Nil

NCMH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace classification	Nil
4	ATS unit callsign, language(s)	Nil
5	Transition altitude	13000ft
6	Remarks	Nil

NCMH AD 2.18 ATS COMMUNICATIONS FACILITIES

Nil

NCMH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Nil

NCMH AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

1.1 Pilots are to maintain a continuous listening watch on the frequency listed in the COM box on the aerodrome chart, or on 118.1MHz if there is no such chart.

1.2 For the benefit of other traffic, pilots should broadcast their position, altitude and intentions as listed below:

(a) In circuit: downwind when abeam the upwind end of the RWY.

(b) Established on finals to land.

(c) In transit: between 5–10NM from the aerodrome.

1.3 Each aircraft transmission is to be preceded by the name of the aerodrome, "MANIHIKI TRAFFIC".

2 Taxiing To and From Stands

2.1 There are no taxiing stands or taxi routes. Taxi will be at the discretion of the pilot.

NCMH AD 2.21 NOISE ABATEMENT PROCEDURES

There are no published noise abatement procedures for Manihiki.

NCMH AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

1.1 Pilots of aircraft intending to operate under VFR from Manihiki are required to report departure details after take-off on the nominated HF frequencies to Rarotonga "TOWER/FLIGHT SERVICE" if intending to proceed to other unattended aerodromes in the vicinity.

2 Position Reporting on Departure

2.1 Pilots are required to make a departure report as soon as practicable after take-off on the nominated HF frequencies to Rarotonga "TOWER/FLIGHT SERVICE" and must contain the following information in the order listed:

(a) Identification; radio callsign

(b) Estimated set heading time in minutes past the hour

(c) Phrase "CLIMBING TO" or "REQUEST" followed by altitude or flight level;

(d) Next position and time over or ETA for destination

3 Aerodrome Traffic Circuit Rules

3.1 Circuit direction is:

(a) RWY 14 is left-hand

(b) RWY 32 is right-hand

NCMH AD 2.23 ADDITIONAL INFORMATION

Nil

NCMH AD 2.24 CHARTS RELATED TO AERODROME

(a) Instrument Approach Charts

MANIHIKI RNAV (GNSS) RWY 14 ..... NCMH AD 2-45.1

MANIHIKI RNAV (GNSS) RWY 32 ..... NCMH AD 2-45.2

(b) Aerodrome Charts

MANIHIKI ..... NCMH AD 2-51.1

ELEV 11

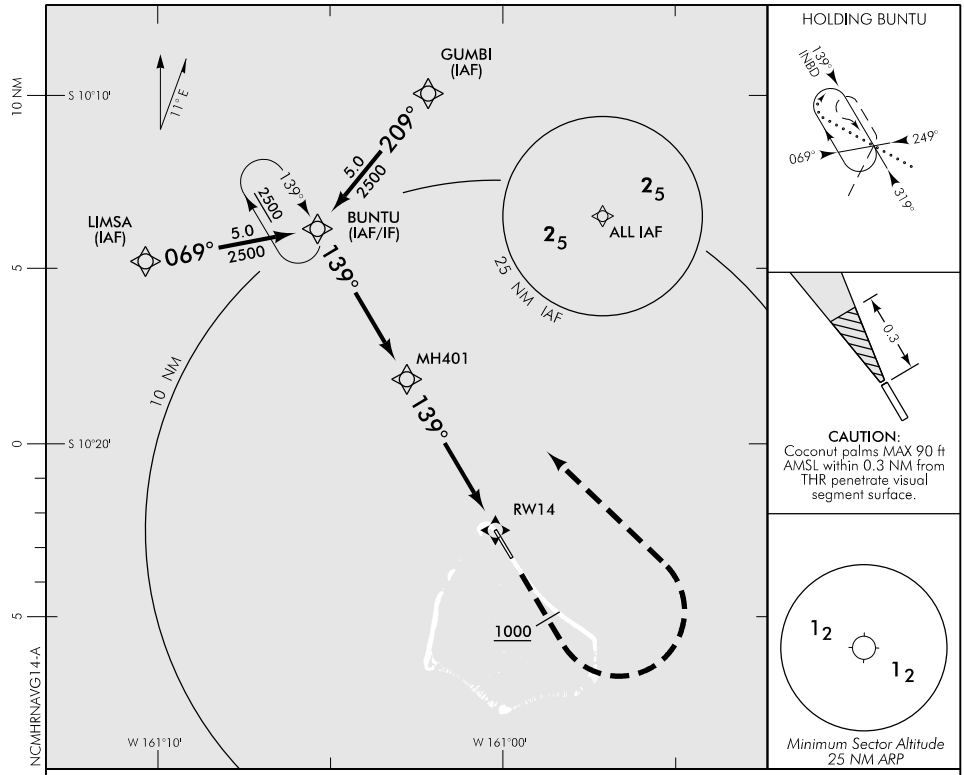
RWY 14 THR ELEV 11

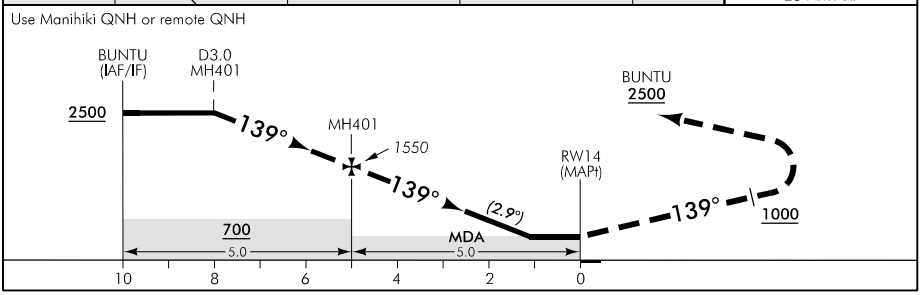
CAT A,B

MANIHIKI

RNAV (GNSS) RWY 14

UNATTENDED: 118.1





New chart.

MISSED APCH: Track 139° to **1000**, turn LEFT direct to BUNTU **2500**

DISTANCE to WPT	BUNTU	4	3	2	1	MH401	4	3	2	1.1	RW14
Advisory Altitude 5%	3050	2750	2450	2150	1850	1550	1250	950	650	MDA	MDA

Category	A	B	C	D
LNAV*	**400**(389) – 1600		NA	
Circling	**450**(439) – 1900	**510**(499) – 2800	NA	

* Non-compliant with ICAO PANS-OPS straight-in criteria. VSS penetrated – See caution note.

ELEV 11

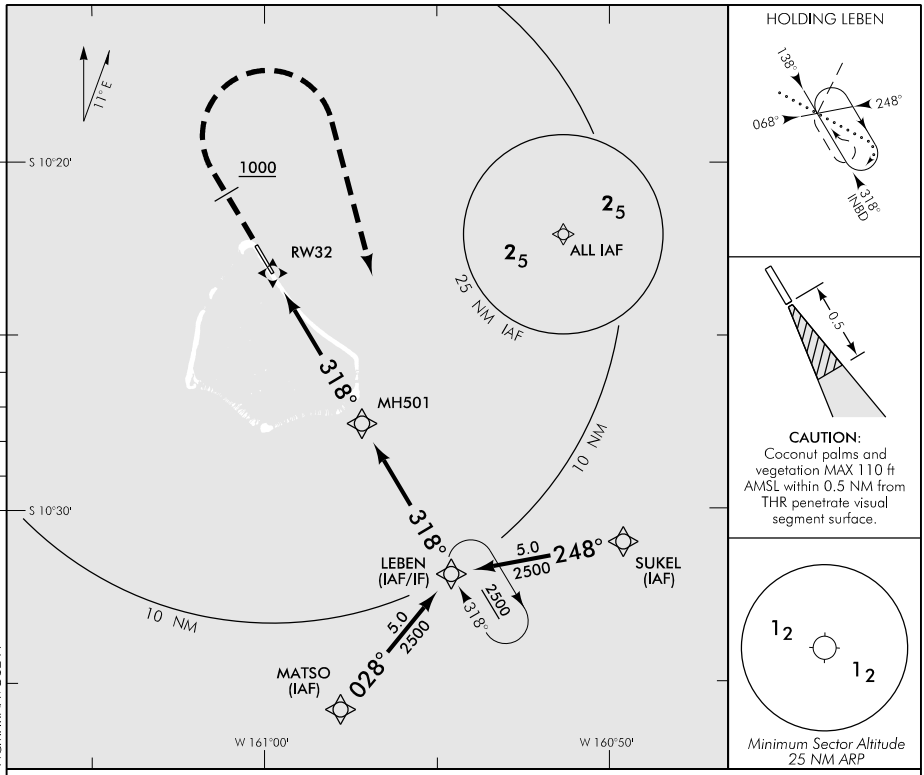
RWY 32 THR ELEV 9

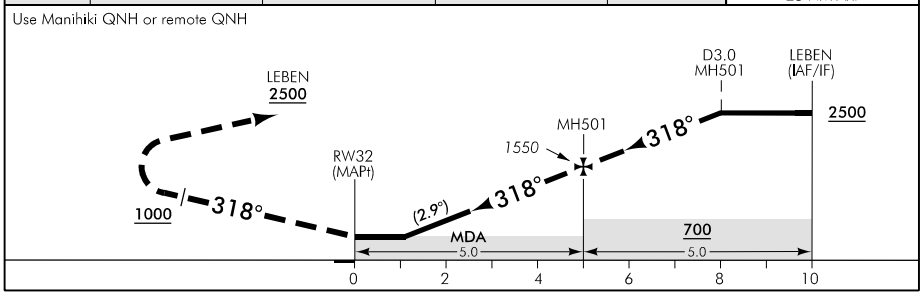
CAT A,B

MANIHIKI

RNAV (GNSS) RWY 32

UNATTENDED: 118.1





MISSED APCH: Track 318° to **1000**, turn RIGHT direct to LEBEN **2500**

DISTANCE to WPT	RW32	1.1	2	3	4	MH501	1	2	3	4	LEBEN
Advisory Altitude 5%	MDA	MDA	650	950	1250	1550	1850	2150	2450	2750	3050

Category	A	B	C	D
LNAV*	**400**(391) – 1600		NA	
Circling	**450**(441) – 1900	**510**(501) – 2800	NA	

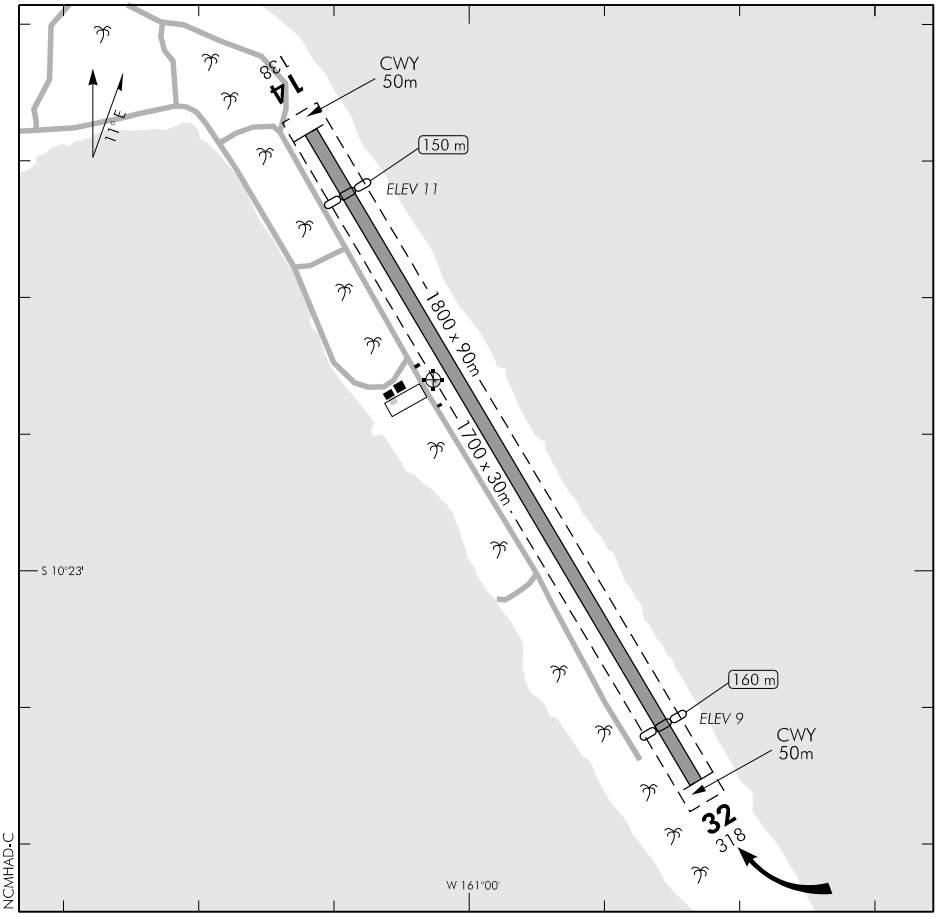
* Non-compliant with ICAO PANS-OPS straight-in criteria. VSS penetrated – See caution note

ELEV 11

NCMH

MANIHIKI
AERODROME

UNATTENDED: 118.1



Changes from 30 APR 15: Aerodrome elevation, THR elevations, RWY bearings, ARP updated.

1. Circuit: RWY 14 – Left hand
RWY 32 – Right hand

CIVIL IFR TAKE-OFF MINIMA CEILING (ft) and VISIBILITY (m or km)			VFR MINIMA CEILING (ft) and VISIBILITY (m or km)		
RWY	DAY	NIGHT		DAY	NIGHT
14	500 – 2000	NA	AIR TRANSPORT	1000 – 5	NA
32	500 – 2000	NA	ALL OTHER	600 – 1500	NA

S 10 22 46 W 161 00 03

Intentionally Blank

NCPY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NCPY	PENRHYN

NCPY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	S09 00 21.78 W158 02 10.81 ARP site as depicted on NCPY AD 2-51.1
2	Direction and distance from city	APRX 3.5km SE from Omoka
3	Elevation/Reference temperature	11ft
4	MAG VAR/Annual change	11°E
5	AD Administration, address, telephone, telefax, telex, AFS	Penrhyn Island Council Omoka Island Secretary Phone 42100
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Private flights subject to prior agreement of the Licensee. No operations permitted on Sundays except for medical emergencies

NCPY AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800–1600 Mon–Fri except public holidays
2	Customs and immigration	Nil
3	Health and sanitation	Hospital with limited facilities
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	Nil
8	Fuelling	Nil
9	Handling	By prior arrangement through Air Rarotonga
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

NCPY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By prior arrangement through Air Rarotonga
2	Fuel/oil types	Nil
3	Fuelling facilities/ capabilities	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

NCPY AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	152°	2157 x 30	ESWL 20420kg Coral	S 09 00 23.01 W 158 02 11.42	11ft
32	332°	2157 x 30	ESWL 20420kg Coral	S 09 01 25.03 W 158 01 38.30	10ft

Slope of RWY–SWY	SWY dimensions (m)	CWY Dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
			2295 x 90		
			2295 x 90		

NCPY AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	2157	2157	2157	2157	
32	2157	2157	2157	2157	

NCPY AD 2.14 APPROACH AND RWY LIGHTING

Nil

NCPY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

Nil

NCPY AD 2.16 HELICOPTER LANDING AREA

Nil

NCPY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace classification	Nil
4	ATS unit callsign, language(s)	Nil
5	Transition altitude	13000ft
6	Remarks	Nil

NCPY AD 2.18 ATS COMMUNICATIONS FACILITIES

Nil

NCPY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	Freq	Hours of Operation	Coordinates	NDB Elevation	Remarks
1	2	3	4	5	6	7
NDB	PY	400	O/R	S 08 59 38.99 W 158 02 37.83	82ft	TBA

NCPY AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AERODROME REGULATIONS

1.1 Pilots are to maintain a continuous listening watch on the frequency listed in the COM box on the aerodrome chart, or on 118.1MHz if there is no such chart.

1.2 For the benefit of other traffic, pilots should broadcast their position, altitude and intentions as listed below:

(a) Inbound

(i) overhead the radio aid serving the aerodrome, or commencing instrument approach; and

(ii) when established on final approach; and

(iii) at the termination of the instrument approach, i.e. when breaking off from the procedure to proceed in VMC to the aerodrome; and

(iv) immediately before joining the traffic circuit.

(b) In circuit: downwind when abeam the upwind end of the RWY.

(c) In transit: between 5–10NM from the aerodrome.

1.3 Each aircraft transmission is to be preceded by the name of the aerodrome, "PENRHYN TRAFFIC".

2 TAXIING TO AND FROM STANDS

2.1 There are no taxiing stands or taxi routes. Taxi will be at the discretion of the pilot.

NCPY AD 2.21 NOISE ABATEMENT PROCEDURES

There are no published noise abatement procedures for Penrhyn.

NCPY AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

1.1 Pilots of aircraft intending to operate under VFR from Penrhyn are required to report departure details after take-off on the nominated HF frequencies to Rarotonga "TOWER/FLIGHT SERVICE" if intending to proceed to other unattended aerodromes.

2 Position Reporting on Departure

2.1 Pilots are required to make a departure report as soon as practicable after take-off on the nominated HF frequencies to Rarotonga "TOWER/FLIGHT SERVICE" and must contain the following information:

(a) Identification; radio callsign

(b) Estimated set heading time in minutes past the hour

(c) Phrase "CLIMBING TO" or "REQUEST" followed by altitude or flight level;

(d) Next position and time over or ETA for destination

3 Aerodrome Traffic Circuit Rules

3.1 Circuit direction is:

(a) RWY 14 is left-hand

(b) RWY 32 is right-hand

NCPY AD 2.23 ADDITIONAL INFORMATION

Nil

NCPY AD 2.24 CHARTS RELATED TO AERODROME

(a) Instrument Approach Charts

PENRHYN NDB RWY 14 ..... NCPY AD 2-44.1

PENRHYN RNAV (GNSS) RWY 32 ..... NCPY AD 2-45.1

(b) Aerodrome Charts

PENRHYN ..... NCPY AD 2-51.1

ELEV 11

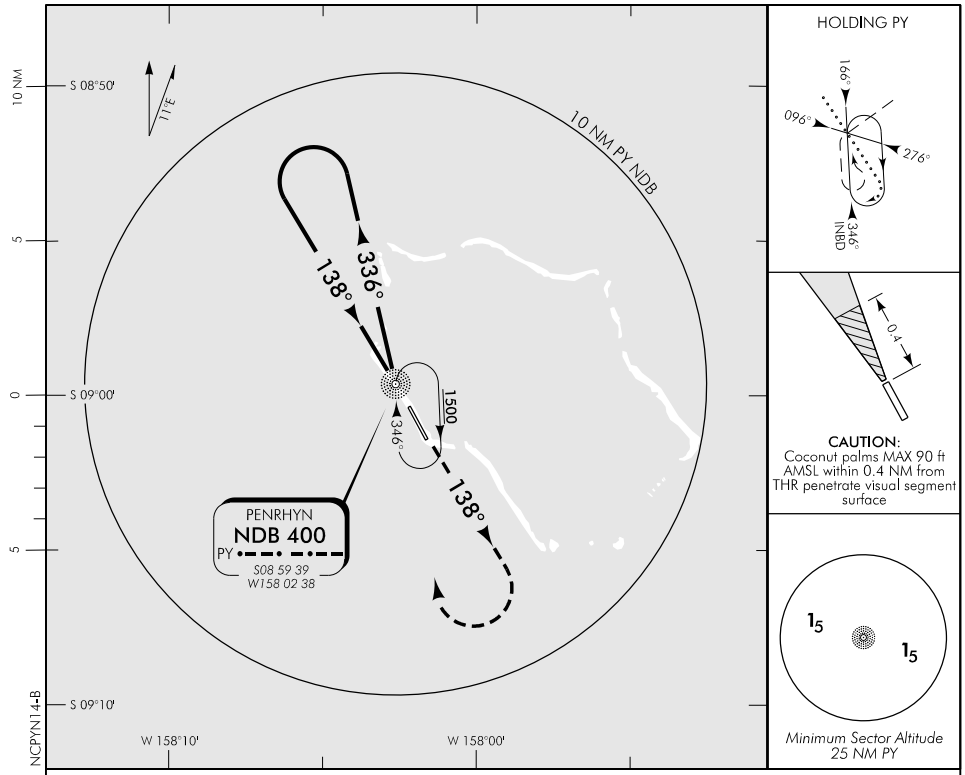
RWY 14 THR ELEV 11

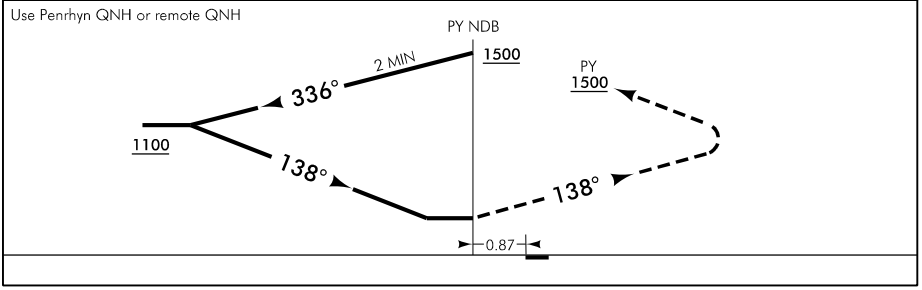
CAT A,B

PENRHYN

NDB RWY 14

UNATTENDED: 118.1





MISSED APCH: Climb on track 138°, turn RIGHT enter PY holding **1500**, advise intentions

Category	A	B	C	D
NDB *	**420**(409) – 1600		NA	
Circling	**450**(439) – 1900	**510**(499) – 2800	NA	

*** Non-compliant with ICAO PANS-OPS straight-in criteria. VSS penetrated – See caution note.**

Changes from 15 DEC 11: Minima, CAT C removed, AD and THR ELEV, minor track changes, QNH source, PY holding tracks.

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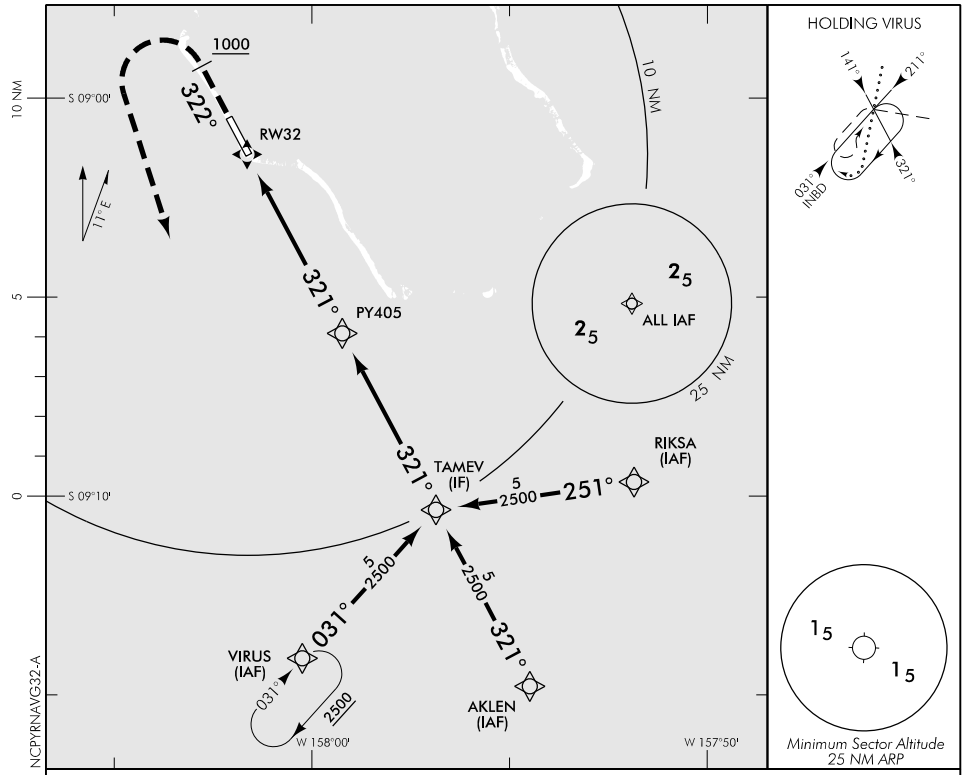
ELEV 11
RWY 32 THR ELEV 10

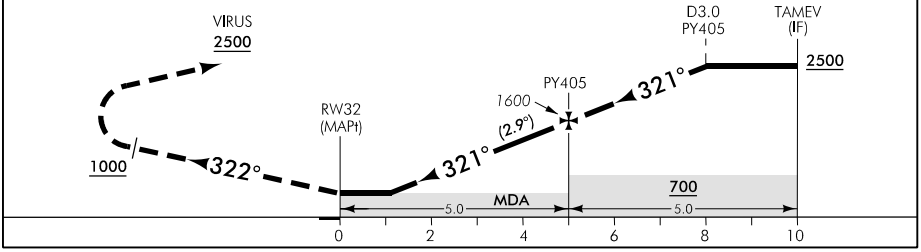
CAT A,B

PENRHYN
RNAV (GNSS) RWY 32

UNATTENDED: 118.1



Use Penrhyn QNH or remote QNH



MISSED APCH: Track 322° to **1000**, turn LEFT direct to VIRUS **2500**

DISTANCE to WPT	RW32	1.1	2	3	4	PY405	1	2	3	4	5
Advisory Altitude 5%	MDA	MDA	700	1000	1300	1600	1900	2200	2500	2800	3100

Category	A	B	C	D
LNAV	**400**(389) – 1600		NA	
Circling	**450**(439) – 1900	**510**(499) – 2800	NA	

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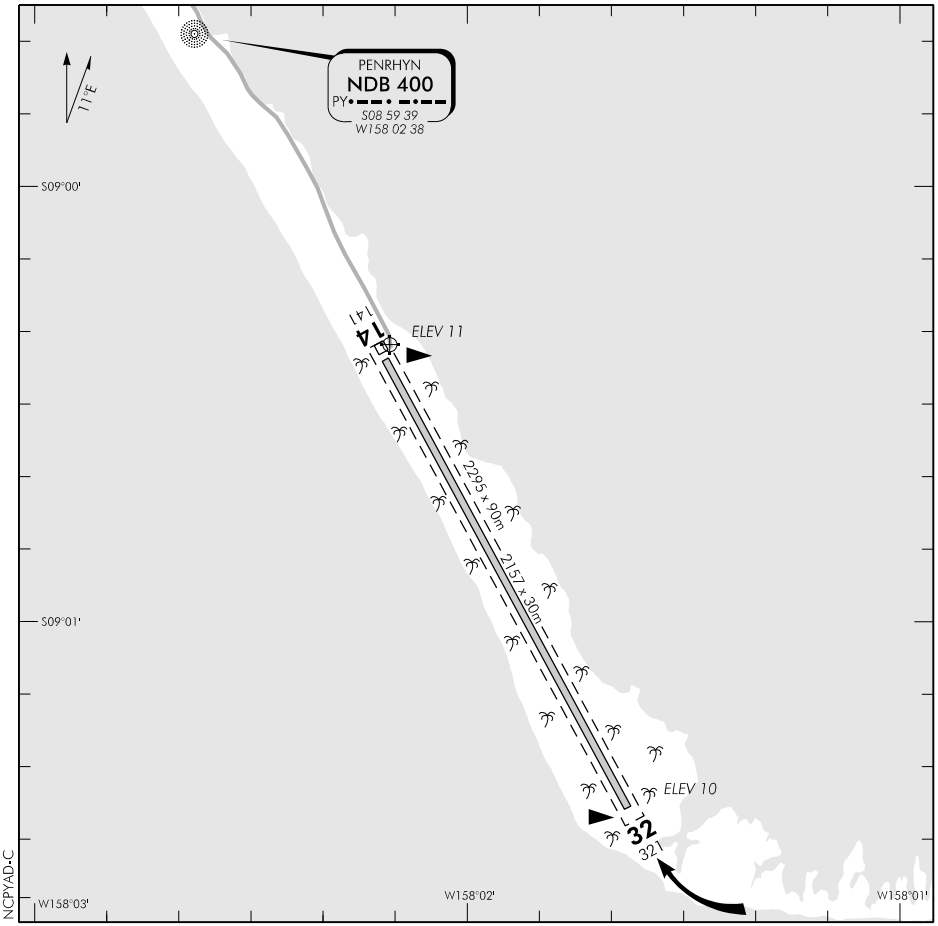
ELEV 11

NCPY

PENRHYN
AERODROME

UNATTENDED: 118.1



1. Circuit: RWY 14 – Left hand
   RWY 32 – Right hand
2. Landing thresholds unmarked.
3. CAUTION: Palms and bushes on approaches and around strip.

CIVIL IFR TAKE-OFF MINIMA CEILING (ft) and VISIBILITY (m or km)			VFR MINIMA CEILING (ft) and VISIBILITY (m or km)		
RWY	DAY	NIGHT		DAY	NIGHT
14-32	400 – 2000	NA	AIR TRANSPORT	1000 – 5000	NA
			ALL OTHER	600 – 1500	NA

S 09 00 22 W 158 02 11

Intentionally Blank

NCPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

NCPK	PUKAPUKA

NCPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	S 10 54 47.84 W 165 49 59.02 ARP site as depicted on NCPK AD 2-51.1
2	Direction and distance from city	7km south of main township
3	Elevation/Reference temperature	18ft
4	MAG VAR/Annual change	11°E
5	AD Administration, address, telephone, telefax, telex, AFS	Pukapuka Island Council Pukapuka COOK ISLANDS Tel: 41 044 (Govt Rep)
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Private flights subject to prior agreement of the Licensee. No operations permitted on Sundays except for medical emergencies.

NCPK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800–1600 Mon–Fri except public holidays
2	Customs and immigration	NA
3	Health and sanitation	Hospital with limited facilities
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	Nil
7	ATS	Nil
8	Fuelling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

NCPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Nil
3	Fuelling facilities/ capabilities	Nil
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Pukapuka is an unattended aerodrome

NCPK AD 2.12 RWY PHYSICAL CHARACTERISTICS

RWY	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	084°	1385 x 30	ESWL 20420kg Coral	S 10 54 54.53 W 165 50 44.49	18ft
25	264°	1385 x 30	ESWL 20420kg Coral	S 10 54 49.62 W 165 49 59.15	17ft

Slope of RWY–SWY	SWY dimensions (m)	CWY Dimensions (m)	Strip dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
			1505 x 90		
			1505 x 90		

NCPK AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	1385	1385	1385	1385	
25	1385	1385	1385	1385	

NCPK AD 2.14 APPROACH AND RWY LIGHTING

Nil

NCPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

Nil

NCPK AD 2.16 HELICOPTER LANDING AREA

Nil

NCPK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Nil
2	Vertical limits	Nil
3	Airspace classification	Nil
4	ATS unit callsign, language(s)	Nil
5	Transition altitude	13000ft
6	Remarks	Nil

NCPK AD 2.18 ATS COMMUNICATIONS FACILITIES

Nil

NCPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Nil

NCPK AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

1.1 Pilots are to maintain a continuous listening watch on the frequency listed in the COM box on the aerodrome chart, or on 118.1MHz if there is no such chart.

1.2 For the benefit of other traffic, pilots should broadcast their position, altitude and intentions as listed below:

(a) In circuit: downwind when abeam the upwind end of the RWY.

(b) Established on finals to land

(c) In transit: between 5–10NM from the aerodrome.

1.3 Each aircraft transmission is to be preceded by the name of the aerodrome, "PUKAPUKA TRAFFIC".

2 Taxiing To and From Stands

2.1 There are no taxiing stands or taxi routes. Taxi will be at the discretion of the pilot.

NCPK AD 2.21 NOISE ABATEMENT PROCEDURES

There are no published noise abatement procedures for Penrhyn.

NCPK AD 2.22 FLIGHT PROCEDURES

1 Position and Altitude Reporting — Local VFR Flights

1.1 Pilots of aircraft intending to operate under VFR from Pukapuka are required to report departure details after take-off on the nominated HF frequencies to Rarotonga "TOWER/FLIGHT SERVICE" if intending to proceed to other unattended aerodromes.

2 Position Reporting on Departure

2.1 Pilots are required to make a departure report as soon as practicable after take-off on the nominated HF frequencies to Rarotonga "TOWER/FLIGHT SERVICE" and must contain the following information:

(a) Identification; radio callsign

(b) Estimated set heading time in minutes past the hour

(c) Phrase "CLIMBING TO" followed by altitude or flight level;

(d) Next position and time over or ETA for destination

3 Aerodrome Traffic Circuit Rules

3.1 Circuit direction is:

(a) RWY 07 is left-hand

(b) RWY 25 is right-hand

NCPK AD 2.23 ADDITIONAL INFORMATION

Nil

NCPK AD 2.24 CHARTS RELATED TO AERODROME

(a) Instrument Approach Charts

PUKAPUKA RNAV (GNSS) RWY 25 ..... NCPK AD 2-45.1

(b) Aerodrome Charts

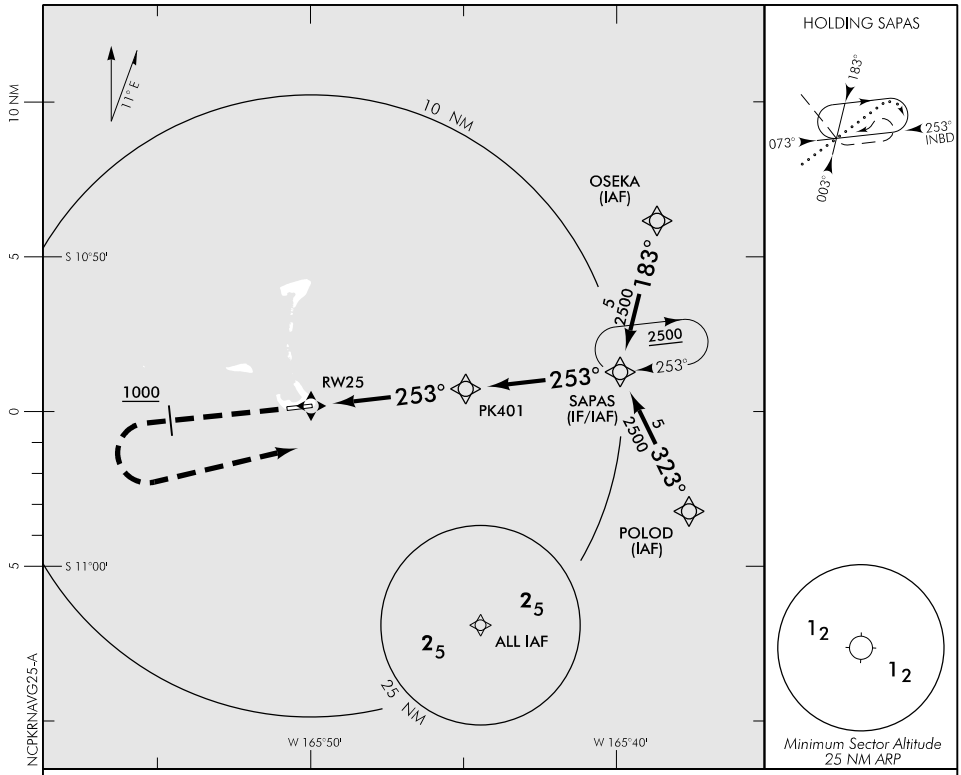
PUKAPUKA ..... NCPK AD 2-51.1

ELEV 18
RWY 25 THR ELEV 17

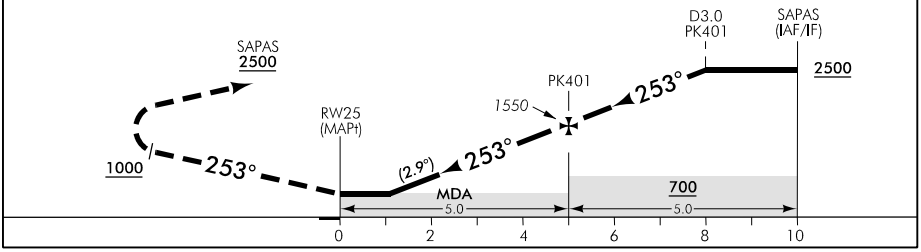
CAT A,B

PUKAPUKA
RNAV (GNSS) RWY 25

UNATTENDED: 118.1



Use Pukapuka QNH or remote QNH



MISSED APCH: Track 253° to **1000**, turn LEFT direct to SAPAS **2500**

DISTANCE to WPT	RW25	1.1	2	3	4	PK401	1	2	3	4	SAPAS
Advisory Altitude 5%	MDA	MDA	650	950	1250	1550	1850	2150	2450	2750	3050

Category	A	B	C	D
LNAV	**400**(382) – 1600		NA	
Circling	**450**(432) – 1900	**510**(492) – 2800	NA	

Effective: 6 DEC 18

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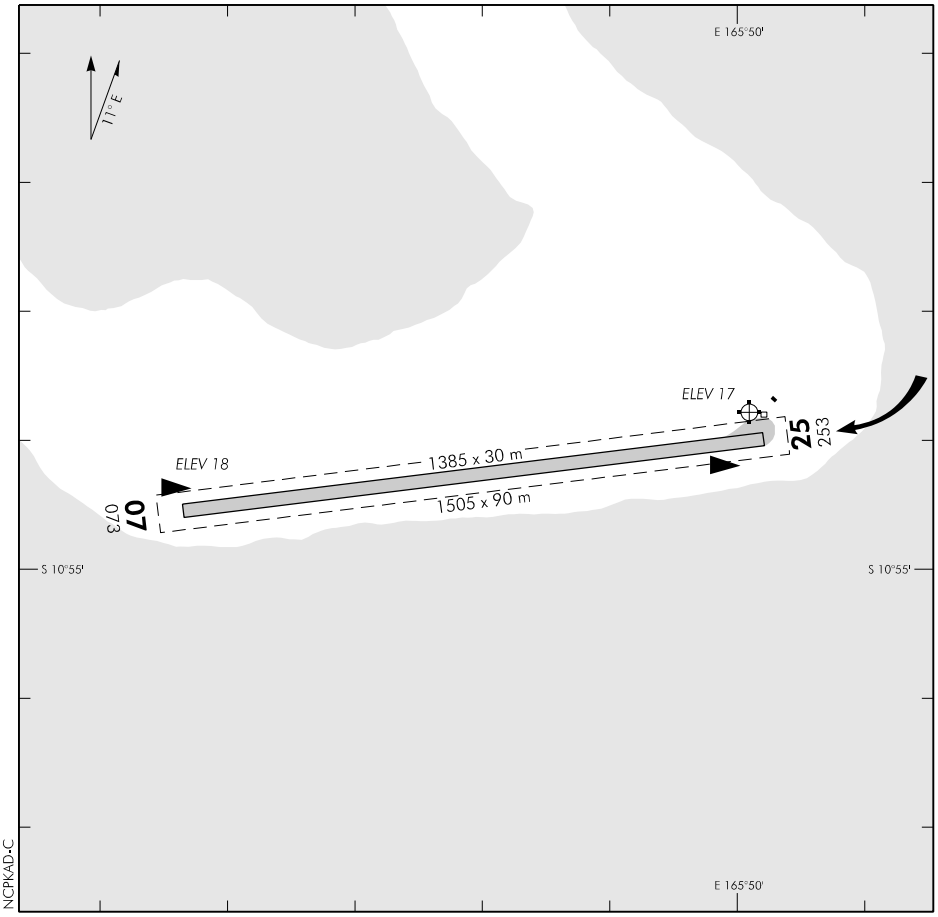
ELEV 18

NCPK

PUKAPUKA
AERODROME

UNATTENDED: 118.1



1. Circuit: RWY 07 – Left hand
RWY 25 – Right hand

CIVIL IFR TAKE-OFF MINIMA CEILING (ft) and VISIBILITY (m or km)			VFR MINIMA CEILING (ft) and VISIBILITY (m or km)		
RWY	DAY	NIGHT		DAY	NIGHT
07	500 – 2000	NA	AIR TRANSPORT	1000 – 5	NA
25	500 – 2000	NA	ALL OTHER	600 – 1500	NA

S 10 54 48 W 165 49 59

Intentionally Blank