

IVAO - XO

# ATC Ops Manual

# Christchurch ADC

# *NZCH\_TWR*

# *NZCH\_GND*

# *NZCH\_B\_GND*

|  |  |
| --- | --- |
| Written by | AOAC Charlie Walton |
| Controlled by | ATC Operations Department |
| Date | *28/06/2024* |
| Amendments |  |

# *NZCH\_DEL*

### Airport Information

|  |  |
| --- | --- |
| Information | |
| ICAO Code | NZCH |
| IATA Code | CHC |
| Airport name | *Christchurch Airport* |
| Time zone conversion | UTC +12:00 |
| Permitted traffic types | IFR / VFR |
| Runways | 02/20, 11/29 |

### Aerodrome Control Positions

|  |  |  |  |
| --- | --- | --- | --- |
| Logon: | Callsign | Frequency | FRA |
| NZCH\_TWR | Christchurch Tower | 118.400MHz |  |
| NZCH\_GND | Christchurch Ground | 121.900MHz |  |
| NZCH\_B\_GND | Christchurch Ground\* | 119.650MHz |  |
| NZCH\_DEL | Christchurch Delivery | 128.200MHz |  |

1. NZCH\_TWR is the standard position for Christchurch ADC. This position shall be opened first, and can be opened any time.
2. NZCH\_GND is the standard ground position for Christchurch. This position shall be opened only once NZCH\_TWR is online.
3. NZCH\_DEL is the clearance delivery position for Christchurch. This position shall be opened only once NZCH\_TWR and NZCH\_GND are online.
4. \*NZCH\_B\_GND is an event only position at Christchurch. This position shall be opened only once NZCH\_TWR, NZCH\_GND, and NZCH\_DEL are online, and during events when approved by ATC Operations.

### Responsibilities

Christchurch Tower is responsible for the class C Christchurch CTR (SFC-1500ft). Tower are also responsible for all 3 runways. Ground are responsible for the remainder of the maneuvering area. Vehicles using airport roads have free roam and do not need clearance from ATC unless on the maneuvering area. Refer to Aerodrome charts for uncontrolled areas of the airport. NZCH\_B\_GND is only opened during events with the expressed permission of ATC Operations, in which case its responsibilities will be defined. Ground has no responsibility for aprons and some taxiways (see chart below), meaning aircraft can use these without calling ATC.

*A map of a airport

Description automatically generated*

*Image from AIP Dec 2022. Uncontrolled.*

*Purple – NZCH\_TWR*

*Blue – NZCH\_GND*

*Red – Uncontrolled*

### Tower

### Runway Selection

Christchurch ordinarily operates on a single runway. Due to the length of both runways, this will normally be 02/20. The cross runway may be used as operationally required.

Additionally, the grass runway 02/20 may be used simultaneously alongside the tarmac runway to facilitate VFR circuits. Aircraft will be restricted to 1000ft, and traffic information must be passed between aircraft using the tarmac and grass runways. Additionally, to facilitate departures from the tarmac runway, grass runway movements must be held on the downwind leg until the departing traffic is airborne.

### Auto Release

Auto Release applies at Christchurch for aircraft:

* Assigned a procedural SID from a runway nominated on the ATIS.

All other departures require a release from Departures, via a ‘Next’ call.

Auto Release does not apply to:

* VFR departures
* IFR departures assigned a radar SID
* IFR departures unable to fly a SID
* Departures from a runway not nominated on the ATIS
* High performance jet departures

Additionally, Tower will coordinate the following with Departures:

* Go arounds/missed approach

### Circuits

The standard circuit direction at Christchurch is left hand circuit runway 02 and runway 11, right hand circuit runway 20 and runway 29. If the circuit is active on both the tarmac and grass runways 02/20, ATC may wish to assign a non-standard right hand circuit runway 02, or left hand circuit runway 20 on the tarmac runway. On the grass runway the standard circuit altitude is 900ft, on the tarmac runways the standard circuit altitude is 1500ft.

### Helicopters

Arriving helicopters to helipads shall be assigned an arrival procedure according to the AIP. As Tower has no authority over the helipads, they be instructed to report on the ground, not cleared to land.

Departing helicopters from helipads will contact Tower for clearance. They shall be assigned a departure procedure according to the AIP. As Tower has no authority over the helipads, they will be instructed to report airborne, not cleared to takeoff.

Helicopters using runways shall be treated like fixed wing aircraft.

### Transfer to Departures

The frequency for departures will follow this priority order:

**All Runways:**

NZCH\_APP

NZZC\_S\_CTR

NZZC\_K\_CTR

NZZC­\_S\_CTR

NZZC\_CTR

In absence of all these positions, aircraft will be transferred to unicom.

Under no circumstances should aircraft be transferred from TWR straight to NZZO\_CTR (Auckland Radio).

### Ground

### Runway Release

When runway 11/29 is not in use, ground may request a release of the runway. In this case the runway is owned by ground, and ground do not need to coordinate runway crossing, backtracks, or taxiing on 11 or 29. The same principle applies when runway 02/22 is not in use.

### Aircraft Bay Assignments

|  |  |
| --- | --- |
| Stand | Airlines |
| 29-35 | *Internationals* |
| 16-28 | *Domestic jet airliners* |
| 3-15 | *All prop airliners* |
| P8-P13 (Post) | *International cargo* |
| D1-D4 (Dakota) | *Domestic cargo* |
| R1-R3A (Romeo) | *Overflow/long-term parking* |
| Z1-Z7 (Antarctic) | *Military* |
| Air NZ Hangars | ANZ (on request only) |
| Western Apron | *GA* |
| GCH Aviation | *Business jets &* NZ Flying Doctor |

### NZCH\_B\_GND

NZCH\_B\_GND is an event only position. Clarification on the responsibilities of this position will be provided by ATC Operations prior to events.

### Delivery

### SID Assignment

Where able, all IFR jets should be assigned the procedural SID which terminates at the appropriate waypoint according to their flight plan, or rerouted via the most appropriate SID according to runway in use and direction of flight.

Note that Christchurch’s SID’s all have multiple transitions, and it is imperative that Delivery specifies which transition the aircraft needs to take to complete the SID.

Examples:

*‘ANZ231 Christchurch Delivery. Cleared to Auckland at FL360. PEDMI 1Q departure, GLENN transition. Squawk 1234.’*

ANZ231 is on the PEDMI 1Q departure, which has 5 transitions (PORAM, GLENN, ODOWD, GRETA & LALAP), therefore we need to specify the transition to take.

IFR jet aircraft unable to fly the procedural SID shall be assigned the NZCH radar departure.

Examples:

‘ZK-ABC Christchurch Delivery, cleared to Dunedin at FL300, Christchurch 5A departure. Squawk 7654.

You may notice that ZK-ABC will require an assigned heading for the radar departure. Delivery is not responsible for this, and Tower will coordinate an assigned heading with departures prior to issuing a takeoff clearance.

### Coordination

Delivery is responsible for coordinating where required with the relevant Approach controller, prior to giving clearances involving the following:

* Departure from a runway not included on the ATIS.
* Non-standard requests
* High performance jet departures

The Approach controller may then issue instructions including a routing, heading, or altitude constraint, which must be passed on in the clearance.

### Helicopter Clearances

Helicopters utilising a helipad will receive their clearance from Tower and will not contact Delivery (or Ground). Helicopters utilising a runway will be assigned a VFR clearance when VFR, or the radar SID if IFR.

*In addition to this manual, we recommend you read the Christchurch Approach Manual to fully understand the position and related procedures.*