



IVAO

IVAO - XO

ATC Ops Manual

Christchurch ADC

NZCH_TWR

NZCH_GND

NZCH_B_GND





NZCH_DEL

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Controlled by	ATC Operations Department
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Amendments	

Airport Information

Information	
ICAO Code	NZCH
IATA Code	CHC
Airport name	<i>Christchurch Airport</i>
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 is 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 by ATC Operations. Ground has no responsibility for aprons and some taxiways (see chart below), meaning aircraft can use these without calling ATC.

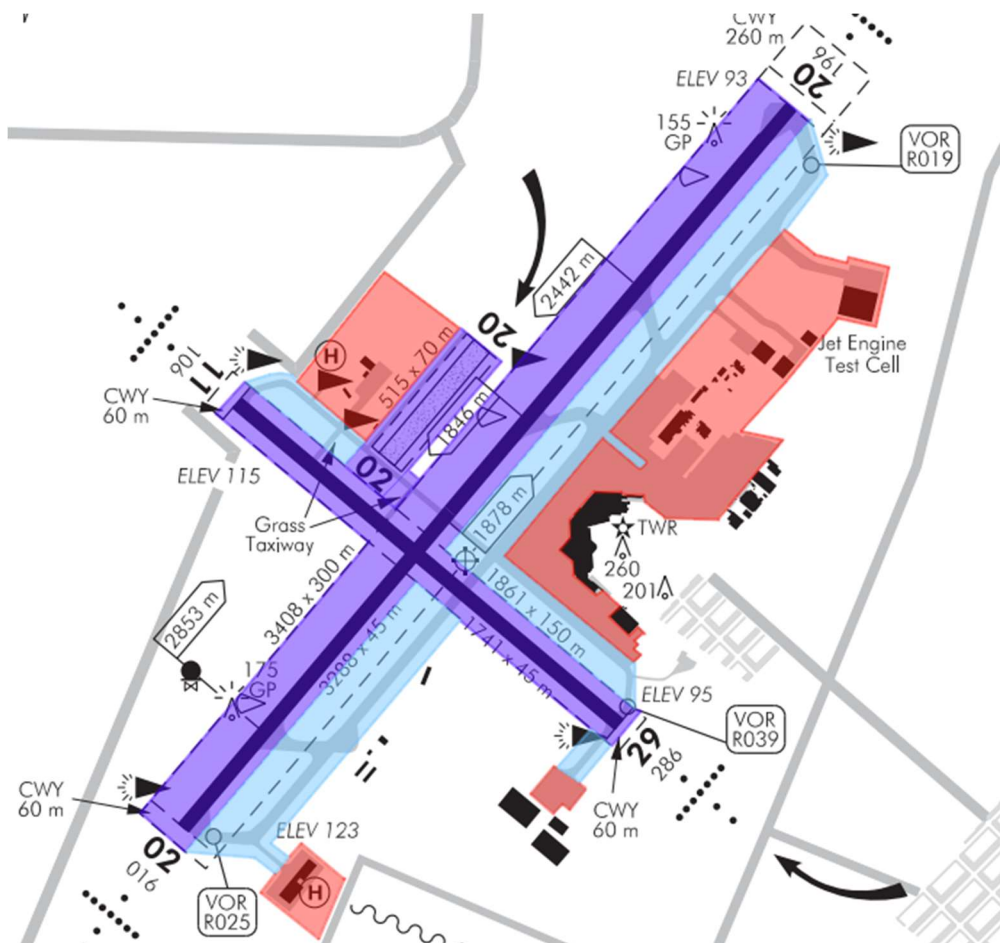


Image from AIP Dec 2022. Uncontrolled.

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

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 via CHAA1 route 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 via CHDNI route 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.

Standard Route Clearances

Delivery should clarify that filed domestic routes meet the following standard routes for domestic flights. Aircraft that haven't filed along these routes should be asked to re-file along these routes. If unable Delivery will coordinate with Centre to confirm that they can accept the non-standard route, and give the Centre controller the opportunity to impose any further restrictions such as level restrictions or assigned headings.

See table below:

Standard Route Clearances Table:

Airport	Designator	Route
AA	CHAA1 (JET)	Y175 OMKUN Y655 POKOM Q277
AA	CHAA6 (NON-JET)	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182
CI	CHCI1	Q854
DN	CHDNI	Y714 IDARA Y814 MIPAK
GM	CHGMI	AVOCA Q309 APASA PAROA
HN	CHHN3 (JET)	Y175 OPABI Q126
HN	CHHN5 (NON-JET)	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OPABI Q126
HK	CHHK3	Q309
NV	CHNV3	Y714 IDARA Y676
MC	CHMC1	Y266 SUNAR Q360 MAMUS
NR	CHNR2 (JET)	Y393 OMDOX Y465 KAMET H467 BINIT Y737 PM H429 SELDU H297
NR	CHNR4 (NON-JET)	Y819 AGSOP Y737 PM H429 SELDU H297
NS	CHNS2	NS RWY 02 – H110 PORAM Y781 BISEB NS RWY 20 – H110 PORAM Y781 BISEB H110 GUNEL
NP	CHNP1	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN H499
OH	CHOH3 (JET)	Y393 OMDOX Y465 KAMET H467 BINIT
OH	CHOH5 (NON-JET)	Y819 AGSOP Y737 BINIT
PM	CHPM3 (JET)	Y393 OMDOX Y465 KAMET H467 BINIT Y737
PM	CHPM5 (NON-JET)	Y819 AGSOP Y737
PP	CHPP2	Y819 AGSOP Y295
QN	CHQN3	Y266
RO	CHRO2 (JET)	Y393 OMDOX Y465 KAMET H467 FOXTN H313 OH H182 ARETI Y539 <i>(FL250 and above)</i>
RO	CHRO6 (NON-JET)	Y819 AGSOP Y737 GOPRO H482 KAPTI Y273 DAGOM Y715 ARETI Y539
TG	CHTGI (JET)	Y393 OMDOX Y465 KAMET H467 FOXTN H313 OH H182 ARETI Y539 PARRA Y505 <i>(FL250 and above)</i>

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TG	CHTG6 (NON-JET)	Y819 AGSOP Y737 GOPRO H482 KAPTI Y273 DAGOM Y715 ARETI Y539 PARRA Y505
TU	CHTU3	Q196
WF	CHWF2	CH Y266 ELRUV
WN	CHWN1	Y393
WN	CHWN9	H424 GOOSE V306 ONOLA Q421 OMDOX Y393 (10,000 ft or below)
WP	CHWP1 (JET)	Y175 OMKUN Y655 POKOM Q277 AA H182
WP	CHWP6 (NON-JET)	H110 PORAM Y781 RIVTA Y523 GULOV Y175 OMKUN Y311 DADUK Y273 PEPPE H182
WB	CHWBI	Y819 ELPIT H157

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