



IVAO

IVAO - XO

ATC Ops Manual

Queenstown ADC

NZQN_TWR



NZQN_DEL

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Controlled by	ATC Operations Department
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Amendments	

Airport Information

Information	
ICAO Code	NZQN
IATA Code	ZQN
Airport name	<i>Queenstown Airport</i>
Time zone conversion	UTC +12:00
Permitted traffic types	IFR / VFR
Runways	05/23, 14/32

Aerodrome Control Positions

Logon:	Callsign	Frequency	FRA
NZQN_TWR	Queenstown Tower	118.400MHz	
NZQN_DEL	Queenstown Delivery	128.200MHz	

1. NZQN_TWR is the standard position for Queenstown ADC. This position shall be opened first, and can be opened any time.
2. NZQN_DEL is the clearance delivery position for Queenstown. This position shall be opened only once NZQN_TWR is online.
3. Queenstown does not have a Ground position. This function will be performed by Tower.

Responsibilities

Queenstown Tower is responsible for the Class C Queenstown CTR from SFC to altitude 4,500ft. Additionally Tower are responsible for the maneuvering area, except the areas marked on charts (see below).

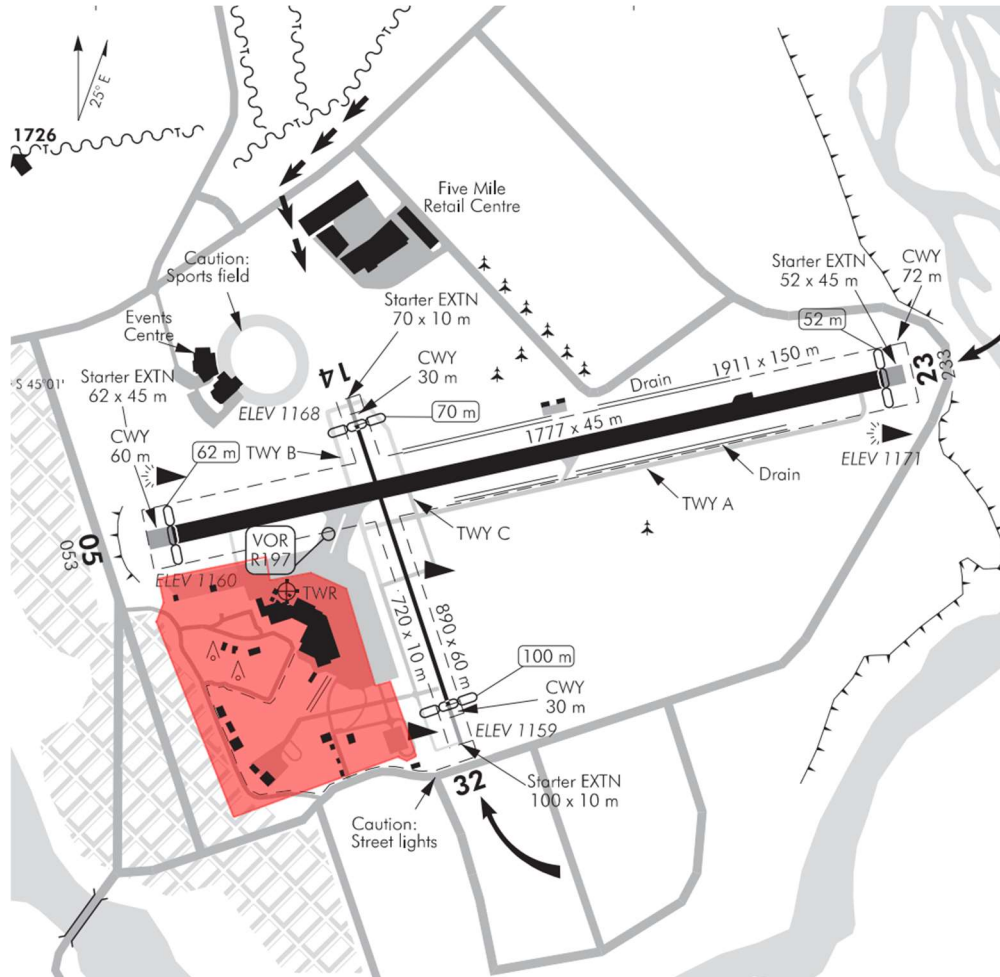


Image from AIP Oct 2022. Uncontrolled.

Red – Uncontrolled

Tower

Runway Selection

Queenstown ordinarily operates on a single runway. Due to the length and width of both runways, as well as the surrounding terrain, this will normally be 05/23. The cross runway may be used as operationally required.

Auto Release

Auto Release applies at Christchurch for aircraft:

- Assigned a 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 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

Due to terrain at Queenstown, aircraft are not permitted to fly standard circuit patterns, and must instead fly a 'figure eight' circuit pattern from runway 05/23. [NZQN AD 2 - 51.3](#) refers. This procedure is only permitted during day. Night circuits are not permitted (aircraft may state simulating daylight).

Taxiways

Jet aircraft may only operate on the Apron Taxiway & Alpha. Tower should consider a one way system on A1/A2 to prevent blocking the runway.

Helicopters

Helicopters will operate from the runway or helipad. Inbound VFR helicopters may be assigned either a joining instruction, VFR arrival procedure, or helicopter VFR arrival procedure. Aircraft operating on the helipad do not require clearance and will instead be instructed to report airborne/on the ground. Additionally, helicopters operating to/from other sites within the CTR will be instructed to report airborne/on the ground.

Transfer to Departures

The frequency for departures will follow this priority order:

All Runways:

NZQN_APP

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).

Aircraft Bay Assignments

Airliners shall park on R1-R8. RA1 is available to props or light jets. The Corporate Parking area exists south of Bay 8, and aircraft are responsible for maintaining their own separation on this apron. Detailed information on light aircraft parking is available, chart [NZQN AD 2 - 53.2](#) refers.

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 Queenstown SID's all have transitions, and it is imperative that Delivery specifies which transition the aircraft needs to take to complete the SID.

Aircraft on the QNCH5 or QNWN7 standard route clearances must be cleared on a SID via ADLUP.

Examples:

'ANZ231 Queenstown Delivery. Cleared to Christchurch via QNCH5 route at FL350. DOVMA 3A/REDOL 2B departure, ADLUP transition. Squawk 1234.'

IFR jet aircraft unable to fly the procedural SID shall be assigned a radar vectored departure. This is a sim procedure only. Caution should be taken assigning this departure due to terrain, and SIDs are in all cases preferred.

Examples:

'ZK-ABC Queenstown Delivery, cleared to Wellington via QNWN6 route at FL290, radar vectored departure. Squawk 7654.'

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 should contact Delivery prior to lift-off and state callsign, destination, and requested departure procedure. Delivery will provide a clearance and instruct the helicopter to contact Queenstown Tower prior to liftoff.

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	QNAA1 (JET)	Y569 LOVTA Y655 POKOM Q277
AA	QNAA4 (NON-JET)	Q787 NS Q438 IGUTA Y175 OMKUN Y311 DADUK Y273 PEPPE HI82
CH	QNCHI	Q787 TIMJO Y153
CH	QNCH5*	ADLUP Y615 ELDAK Q196
WN	QNWN1 (JET)	Q787 TIMJO Y153 DOPKI Y533 GRETA Y393
WN	QNWN6 (NON-JET)	Q787 TIMJO Y153 CH Y393
WN	QNWN7*	ADLUP Y615 ELDAK Q196 CH Y393 WN

*aircraft must accept a clearance and fly a published SID via ADLUP (DOVMA/REDOL SIDs).

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