

ELEV 123

NZCH

TOWER: 118.4 119.65

GROUND: 121.9 119.65

DELIVERY: 128.2

ATIS: 127.2

CHRISTCHURCH**GROUND MOVEMENTS (5)****Western Apron**

The Western Apron is defined as all that area north of TWY E and west of TWY D where an aerodrome control service is not provided.

Restrictions and Hazards

- Taxiway F available for aircraft with a wingspan not greater than 52 m. Pilots of aircraft with a wingspan between 36 m and 52 m shall advise ATC on first contact to arrange closure of adjacent apron road.
- Taxiway A5 does not have shoulders for aircraft above code D or aircraft with four engines. Taxiway can be used at Operator's discretion.
- TWY A18 restricted to code B aircraft.

Aircraft Parking

Request stand allocation 15 minutes prior to ETA on 130.3 (Air New Zealand).

"Follow Me" service available on request. Contact Tower.

Stand Co-ordinates

(WGS 84 co-ordinates)

3	S43 29 31.88	E172 32 29.61
4	S43 29 31.27	E172 32 28.60
5	S43 29 30.16	E172 32 27.32
6	S43 29 29.12	E172 32 25.67
7	S43 29 28.12	E172 32 23.98
8	S43 29 27.08	E172 32 22.30
9	S43 29 25.22	E172 32 23.12
10	S43 29 24.61	E172 32 21.87
11	S43 29 23.9	E172 32 20.4
12	S43 29 24.7	E172 32 18.9
15	S43 29 22.42	E172 32 18.54
16	S43 29 21.57	E172 32 17.17
17	S43 29 20.61	E172 32 13.35
18	S43 29 19.37	E172 32 13.60
19	S43 29 19.4	E172 32 16.6
20	S43 29 18.60	E172 32 18.00
21	S43 29 16.60	E172 32 18.15
22	S43 29 15.56	E172 32 18.36
26	S43 29 14.64	E172 32 20.87
27	S43 29 13.19	E172 32 21.76
28	S43 29 12.12	E172 32 23.27
29	S43 29 11.07	E172 32 26.20
30	S43 29 12.43	E172 32 28.42
30R	S43 29 12.55	E172 32 28.41
31	S43 29 12.66	E172 32 30.65
32	S43 29 13.70	E172 32 31.99
33	S43 29 13.93	E172 32 33.62
34	S43 29 14.76	E172 32 32.94
35	S43 29 14.72	E172 32 33.45

(Datum for each stand is intersection of centreline and stop bar).

NOTE: Taxiway fillets not suitable for A340-600 ACFT.

ELEV 123

NZCH

TOWER: 118.4 119.65

GROUND: 121.9 119.65

DELIVERY: 128.2

ATIS: 127.2

CHRISTCHURCH**GROUND MOVEMENTS (6)****Low Visibility Operations**

The following procedures will apply when RVR is at or below 1000 metres. These procedures will allow more than one aircraft to operate on the manoeuvring area at any one time without compromising safety.

Surface movement surveillance is **NOT** available.

Note: Operations below 800 metres RVR are subject to the availability of a serviceable secondary power supply and automatic switch-over.

General

When low visibility procedures are in force, this will be indicated on the Christchurch ATIS broadcast by use of the term "Low Visibility Procedures apply".

Operations will be restricted to RWY 02 or RWY 20. The designated runway will be advised on the ATIS and operations from the reciprocal runway will not be approved unless it complies with ATM requirements and only one aircraft is on the manoeuvring area at any one time.

Two lit marker boards will be placed on each of the taxiways to/from RWY 02/20 that are not available for use, depending on which runway is in use.

When traffic levels require, a rescue fire vehicle will be positioned adjacent to TWY A short of A2 or A7 to indicate the holding position for that runway.

A departing aircraft will not be issued with a take-off clearance until GROUND has confirmed the preceding arriving aircraft is on the manoeuvring area immediately adjacent to the apron.

RWY 02

Refer Ground Movements (7) page for detailed procedures.

RWY 20

Refer Ground Movements (8) page for detailed procedures.