World Flight 2025 Pilot Briefing

WARNING
Information contained in this document is
intended for flight simulation purposes only and must
not be used for any real-world aviation use.

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1 Flight Planning

1.1 Route Planning

To minimise delays and reroutes, all pilots should plan via the published World Flight routing available both on the route master spreadsheet and as the preferred route in SimBrief.

Pilots planning other routings may find they have delays and/or rerouting to sequence them with the other traffic.

1.2 Fuel Planning

Aircraft can expect and should plan for significant delays enroute. Pilots can expect to be subject to all ATC sequencing tools including speed control, vectors off-track, and/or holding. Additionally your planned cruise level may not be available, so plan fuel to take a lower cruise level.

It is recommended pilots load a minimum of 45 minutes of contingency/holding fuel.

1.3 Departure Clearance

Digital Departure Clearances (DCL) is the preferred clearance mechanism using the client-based private chat function. See Digital Departure Clearance Guide for more information.

Pilots who cannot accept a DCL can request a voice clearance as detailed in the Voice Clearance Guide

2 Leg 1 - Sydney (YSSY) to Auckland (NZAA)

2.1 Charts

All relevant charts are linked in the VATNZ Event

2.2 Enroute

Auckland Control will be providing a surveillance service on VHF for the event. Position reports and HF voice procedures will not be used.

2.3 Star Clearance/Descent

Pilots will be issued a STAR clearance by Auckland Control prior to their top of descent.

All pilots can expect to be issued:

1. `ARADI 8A` for RWY 23L - ILS
2. `ARADI 7B` for RWY 05R - ILS

To ensure separation on descent, all pilots must plan their descent at M.78/280kts then follow all published speed restrictions on the STAR. The descent speed can be set in your VNAV Descent/DES page of your FMC.

2.4 Approach

On first contact with Auckland Approach, pilots are asked to provide the following information:

- Callsign
- Current Altitude
- Assigned Altitude
- Any Speed or Heading assigned by the preceding controller
- ATIS Information and QNH

e.g. “Auckland Approach, ANZ123 FL152 descending 11,000, Speed 230kts, C 1010”

Pilots inbound to Auckland can expect either:

1. ILS (RWY 23L)
2. ILS (RWY 05R)

Aircraft must follow altitude and speed restrictions outlined on the STAR/Approach charts. If you are not able to, advise the Approach controller as soon as practical.

Once established on the LOC, pilots should report established. After which the Approach controller will direct you to contact Auckland Tower. e.g. “Auckland Approach, ANZ123 established”

2.5 Landing

On first contact with Auckland Tower, advise your callsign only. In response you will receive one of the following:

1. “ANZ123, Auckland Tower continue approach number XX”
2. “ANZ123, Auckland Tower, Runway XX, cleared to land”
3. “ANZ123, Auckland Tower continue approach number XX, Expect late landing clearance”

In case of a Go-Around expect to be diverted to Ohakea (NZOH). Refer to Diversion From Auckland for more information for Ohakea.

Once landed, vacate the runway in accordance with the “Minimum Runway Occupancy” charts and contact ground as instructed by the chart on 121.900. All Heavy aircraft can expect the International Terminal and all Medium Aircraft can expect the Domestic Terminal.

3 Leg 1a - Sydney (YSSY) to Ohakea (NZOH)

3.1 Charts

All relevant charts are linked in the VATNZ Event

3.2 Diversion From Auckland

Due to the significant traffic flow through NZAA some pilots may be asked to divert to NZOH to relieve congestion or in the case of a go-around.

All go-arounds will be handed over to Auckland Approach who will coordinate whether the aircraft is diverting or not.

In the case of a diversion the pilot will be instructed to track direct to `ORIDI` then handed over to Christchurch Control.

Control will clear the aircraft to NZOH via `ORIDI Y666 IDULR`.

3.3 Enroute

Auckland Control will be providing a surveillance service on VHF for the event. Position reports and HF voice procedures will not be used.

3.4 Star Clearance/Descent

Pilots will be issued a STAR clearance by Christchurch or Ohakea Control prior to their top of descent.

Pilots from Sydney can expect to be issued:

1. `BINIT 2H` for RWY 09 - RNP
2. `BINIT 2G` for RWY 27 - RNP

Pilots diverted from Auckland can expect to be issued:

1. `IDLUR 2H` for RWY 09 - RNP
2. `IDLUR 2G` for RWY 27 - RNP

To ensure separation on descent, all pilots must plan their descent at M.78/280kts then follow all published speed restrictions on the STAR. The descent speed can be set in your VNAV Descent/DES page of your FMC.

3.5 Approach

On first contact with Ohakea Approach, pilots are asked to provide the following information:

- Callsign
- Current Altitude
- Assigned Altitude
- Any Speed or Heading assigned by the preceding controller
- ATIS Information and QNH

e.g. “Ohakea Approach, ANZ123 FL152 descending 11,000, Speed 230kts, C 1010”

Pilots inbound to Ohakea can expect either:

1. RNP (RWY 09)
2. RNP (RWY 27)

Aircraft must follow altitude and speed restrictions outlined on the STAR/Approach charts. If you are not able to, advise the Approach controller as soon as practical.

Once established overhead the IAF on the RNP, pilots should report established. After which the Approach controller will direct you to contact Ohakea Tower. e.g. “Ohakea Approach, ANZ123 established”

3.6 Landing

On first contact with Ohakea Tower, advise your callsign only. In response you will receive one of the following:

1. “ANZ123, Ohakea Tower continue approach number XX”
2. “ANZ123, Ohakea Tower, Runway XX, cleared to land”
3. “ANZ123, Ohakea Tower continue approach number XX, Expect late landing clearance”

Once landed, vacate the runway to the north and contact ground instructed. All Heavy aircraft can expect the Northern Apron and all Medium Aircraft can expect either the 3 Squadron Apron or 5 Squadron Apron.

4 Leg 2 - Auckland (NZAA) to Christchurch (NZCH)

4.1 Route

To minimise enroute delays and reroutes, all jet aircraft must plan via the route below:

`IGBAT H384 NP H252 NS Y288 IPRAK`

For planning, we recommend taking the following additional fuel.

1. Taxi Fuel: 20 minutes
2. Holding Fuel: 45 minutes
3. Additional fuel if required for weather
4. Additional fuel to compensate for burn at a final level different to your planned level.

4.2 Charts

All relevant charts are linked in the VATNZ Event

4.3 Departure Procedures

RNAV capable jet aircraft can expect the following departure procedure:

1. RWY 23L - `LEVRA 2P`
2. RWY 05R - `AVNAR 1Q`

Non-jet aircraft can expect:

1. RWY 23L - `STEAL 2P`
2. RWY 05R - `REKIS 5Q`

Non-RNAV aircraft can expect:

1. RWY 23L - `NZAA 4A` (Radar SID)
2. RWY 05R - `NZAA 4B` (Radar SID)

4.4 Pushback

When ready for pushback pilots should squawk their assigned code, and select mode C (TA/RA) on their transponder. This will allow ground controllers to see your aircraft.

To request pushback contact Auckland Ground (121.900) and advise only your callsign and gate number. If you received a DCL you need to report the ATIS and QNH now. E.g. “Auckland Ground, ANZ123, Gate 17 request push and start with A 1010.” To which the pilot can expect:

1. Hold position/Standby
2. Give way to XXXX, Push and start approved onto `XX`, tail XXX
3. Push and start approved onto `XX`, tail XXX

4.5 Taxi

Report to ground when ready to taxi.

Pilots may be asked if they are able to accept an intersection departure based on operational requirements.

4.6 Enroute Holding

To reduce or stop the flow of traffic into Christchurch, holding will be utilised where required. Aircraft may be held at any of the following points:

1. `NP VOR` - New Plymouth (Unpublished Hold)
2. `MENOV` (Published Hold)
3. `NS VOR` - Nelson (Unpublished Hold)

Aircraft may be held at other points as required by ATC.

4.7 Star Clearance/Descent

Pilots will be issued a STAR clearance by Christchurch Control prior to their top of descent.

All pilots can expect to be issued:

1. `AVNOP 1A` for RWY 02 - ILS/RNP Z
2. `UPVES 1B` for RWY 20 - ILS/RNP Z
3. `UPVES 1G` for RWY 29 - RNP W (AR)/Visual
4. `UPVES 2D` for RWY 11 - RNP

To ensure separation on descent, all pilots must plan their descent at M.78/280kts then follow all published speed restrictions on the STAR. The descent speed can be set in your VNAV Descent/DES page of your FMC.

If RWY 11 or RWY 29 are in use advise ATC if you need RWY 02 or RWY 20 for operational requirements.

4.8 Approach

On first contact with Christchurch Approach, pilots are asked to provide the following information:

- Callsign
- Current Altitude
- Assigned Altitude
- Any Speed or Heading assigned by the preceding controller
- ATIS Information and QNH

e.g. “Christchurch Approach, ANZ123 FL152 descending 11,000, Speed 230kts, C 1010”

Pilots inbound to Christchurch can expect:

1. ILS (RWY 02)
2. ILS (RWY 20)
3. RNP W (AR) (RWY 29)
4. Visual (RWY 29)
5. RNP (RWY 11)

Aircraft must follow altitude and speed restrictions outlined on the STAR/Approach charts. If you are not able to, advise the Approach controller as soon as practical.

Once established on the LOC or overhead the IAF on an RNP, pilots should report established. After which the Approach controller will direct you to contact Christchurch Tower. e.g. “Christchurch Approach, ANZ123 established”

4.9 Landing

On first contact with Christchurch Tower, advise your callsign only. In response you will receive one of the following:

1. “ANZ123, Christchurch Tower continue approach number XX”
2. “ANZ123, Christchurch Tower, Runway XX, cleared to land”
3. “ANZ123, Christchurch Tower continue approach number XX, Expect late landing clearance”

Once landed, vacate the runway to the north east and contact ground once clear of the runway on 121.900.

5 Leg 2a - Ohakea (NZOH) to Christchurch (NZCH)

5.1 Route

To minimise enroute delays and reroutes, all jet aircraft must plan via the route below:

`ABTOL Y226 GURBO Y804 ATBUB H159 MESIX`

For planning, we recommend taking the following additional fuel.

1. Taxi Fuel: 20 minutes
2. Holding Fuel: 45 minutes
3. Additional fuel if required for weather
4. Additional fuel to compensate for burn at a final level different to your planned level.

5.2 Charts

All relevant charts are linked in the VATNZ Event

5.3 Departure Procedures

RNAV capable aircraft can expect the following departure procedure:

1. RWY 27 - `ENGOK 2P`
2. RWY 09 - `DANPO 2Q`

Non-RNAV aircraft can expect:

1. RWY 27 - `OH 1R`
2. RWY 09 - `OH 1S`

5.4 Pushback

When ready for pushback pilots should squawk their assigned code, and select mode C (TA/RA) on their transponder. This will allow ground controllers to see your aircraft.

To request pushback contact Ohakea Ground (122.100) and advise only your callsign and position on the airfield. To which the pilot can expect:

1. Hold position/Standby
2. Give way to XXXX, Push and start approved onto `XX`, tail XXX
3. Push and start approved onto `XX`, tail XXX
4. Start approved

5.5 Taxi

Report to ground when ready to taxi.

Pilots may be asked if they are able to accept an intersection departure based on operational requirements.

5.6 Enroute Holding

To reduce or stop the flow of traffic into Christchurch, holding will be utilised where required. Aircraft may be held at any of the following points:

1. `GURBO` (Unpublished Hold)
2. `VENAM` (Unpublished Hold)
3. `MESIX` (Published Hold)

Aircraft may be held at other points as required by ATC.

5.7 Star Clearance/Descent

Pilots will be issued a STAR clearance by Christchurch Control prior to their top of descent.

All pilots can expect to be issued:

1. `GUKAM 1A` for RWY 02 - ILS/RNP Z
2. `MESIX 8B` for RWY 20 - ILS/RNP Z
3. `MESIX 4G` for RWY 29 - RNP W (AR)/Visual
4. `MESIX 3D` for RWY 11 - RNP

To ensure separation on descent, all pilots must plan their descent at M.78/280kts then follow all published speed restrictions on the STAR. The descent speed can be set in your VNAV Descent/DES page of your FMC.

If RWY 11 or RWY 29 are in use advise ATC if you need RWY 02 or RWY 20 for operational requirements.

5.8 Approach

On first contact with Christchurch Approach, pilots are asked to provide the following information:

- Callsign
- Current Altitude
- Assigned Altitude
- Any Speed or Heading assigned by the preceding controller
- ATIS Information and QNH

e.g. “Christchurch Approach, ANZ123 FL152 descending 11,000, Speed 230kts, C 1010”

Pilots inbound to Christchurch can expect:

1. ILS (RWY 02)
2. ILS (RWY 20)
3. RNP W (AR) (RWY 29)
4. Visual (RWY 29)
5. RNP (RWY 11)

Aircraft must follow altitude and speed restrictions outlined on the STAR/Approach charts. If you are not able to, advise the Approach controller as soon as practical.

Once established on the LOC or overhead the IAF on an RNP, pilots should report established. After which the Approach controller will direct you to contact Christchurch Tower. e.g. “Christchurch Approach, ANZ123 established”

5.9 Landing

On first contact with Christchurch Tower, advise your callsign only. In response you will receive one of the following:

1. “ANZ123, Christchurch Tower continue approach number XX”
2. “ANZ123, Christchurch Tower, Runway XX, cleared to land”
3. “ANZ123, Christchurch Tower continue approach number XX, Expect late landing clearance”

Once landed, vacate the runway to the north east and contact ground once clear of the runway on 121.900.

6 Leg 3 - Christchurch (NZCH) to Phoenix Field (NZFX)

6.1 Route

To minimise enroute delays and reroutes, all jet aircraft must plan via the route below:

`PEHRR A338 JEHOO RAPPY HEMVI`

For planning, we recommend taking the following additional fuel.

1. Taxi Fuel: 20 minutes
2. Holding Fuel: 45 minutes
3. Additional fuel if required for weather
4. Additional fuel to compensate for burn at a final level different to your planned level.

Double check your planned alternate, it usually defaults to NZCH.

6.2 Charts

All relevant charts are linked in the VATNZ Event

Note: There are no publicly available charts for NZFX.

6.3 Departure Procedures

RNAV capable aircraft can expect the following departure procedure:

1. RWY 02 - `MUKVO 1P`
2. RWY 20 - `ATSAT 1Q`

Non-RNAV aircraft can expect:

1. RWY 02 - `NZCH 5A` (Radar SID)
2. RWY 20 - `NZCH 5B` (Radar SID)

6.4 Pushback

When ready for pushback pilots should squawk their assigned code, and select mode C (TA/RA) on their transponder. This will allow ground controllers to see your aircraft.

To request pushback contact Christchurch Ground (121.900) and advise only your callsign and gate number. If you received a DCL you need to report the ATIS and QNH now. E.g. “Christchurch Ground, ANZ123, Gate 17 request push and start with A 1010.” To which the pilot can expect:

1. Hold position/Standby
2. Give way to XXXX, Push and start approved onto `XX`, tail XXX
3. Push and start approved onto `XX`, tail XXX

Note: Aircraft on gates 17 to 22 may be instructed to “straight push”. This is to allow adjacent gates to pushback at the same time.

6.5 Taxi

Report to ground when ready to taxi.

Pilots may be asked if they are able to accept an intersection departure based on operational requirements.

6.6 Star Clearance/Descent

Pilots will not be issued with a STAR prior to Top of Descent. The official route ends with the IAF for NZFX.

To ensure separation on descent, all pilots must plan their descent at M.78/280kts then 250 kts below `A100`. The descent speed can be set in your VNAV Descent/DES page of your FMC.

Refer to Antarctic Opertations for more information.

6.7 Approach

On first contact with Williams Tower, pilots are asked to provide the following information:

- Callsign
- Current Altitude
- Assigned Altitude
- Any Speed assigned by the preceding controller

e.g. “Williams Tower, ANZ123 FL152 descending 11,000, Speed 230kts, C 1010”

Pilots inbound to Phoenix can expect:

1. RNP (RWY 33 TRUE)
2. Visual (RWY 33 TRUE)

Aircraft must follow altitude and speed restrictions outlined on the STAR/Approach. If you are not able to, advise the Approach controller as soon as practical.

Once established overhead the IAF on an RNP, pilots should report established. After which the Approach controller will direct you to contact Phoenix Tower. e.g. “Williams Tower, ANZ123 established”

6.8 Landing

On first contact with Phoenix Tower, advise your callsign only. In response you will receive one of the following:

1. “ANZ123, Phoenix Tower continue approach number XX”
2. “ANZ123, Phoenix Tower, Runway XX, cleared to land”
3. “ANZ123, Phoenix Tower continue approach number XX, Expect late landing clearance”

Once landed, vacate the runway to the right and contact ground once clear of the runway on 121.900.

7 Leg 4 - Phoenix Field (NZFX) to Union Glacier (SCGC)

Refer to Antarctic Opertations for more information.

7.1 Route

To minimise enroute delays and reroutes, all jet aircraft must plan via the route below:

```
ZELBA WAIS1 80S80 8128S17000W 8230S16000W 8254S15000W 8310S14000W 8314S13100W 8306S12100W
8245S11100W 8206S10100W 8103S9100W 8000S08500W
```

For planning, we recommend taking the following additional fuel.

1. Taxi Fuel: 20 minutes
2. Holding Fuel: 45 minutes
3. Additional fuel if required for weather
4. Additional fuel to compensate for burn at a final level different to your planned level.

7.2 Charts

There are no publicly available charts for NZFX

7.3 Departure Procedures

All aircraft can expect the following departure procedure:

1. RWY 33T - MAINTAIN runway centerline to 2000. Turn LEFT, track to ZELBA. Cross ZELBA at or above 16000.

7.4 Pushback

There is no pushback required. Request start from Ground.

7.5 Taxi

Report to ground when ready to taxi. You will Taxi via the snow to the end of the runway for departure.

8 Additional Information

8.1 Antarctic Operations

There are two significant issues flying into NZFX:

1. There are no publicly available charts for NZFX.
2. There are misalignments between the available navdata and the scenery for the runway at NZFX.

We have mitigated these to the best of our ability.

To simplify operations the only active runway will be RWY 33T.

Williams Tower (NZWD_APP) provides a surveillance approach service to Phoenix.

8.1.1 Headings

There are three ways of representing a heading in Antarctica. These are:

1. Magnetic - This is largely useless as due to the magnetic variation it swings widely causing you to fly a curved track if you were to follow it.
2. True - This points towards the true south pole at S090 E180. This is what all bearings/headings will be given in.
3. Grid - This is a way of getting around the issue of many directions being south. A map grid is overlayed over the south pole and "North" is defined as pointing along the prime meridian. This is what the phoenix runway is defined using, hence RWY 33T has a True bearing of 160T. You may see this as a small box in the top corner of your ND labeled "GRID".

We will be using True headings for all navigation. If your aircraft does not have a switch for true headings advise atc if you are requested to fly one and an alternate instruction will be issued.

The True headings below do not align with the grid headings used to define the runway. Additionally the Runway drawn onto your ND may not align with the scenery. The recommended scenery is correct.

8.1.2 Procedures

The procedures we have designed are defined below in a textual format. You will need to load these manually into your FMC if you wish to fly them.

8.1.2.1 Arrival - HEMVI4 Cross `JEHOO` at or above `FL245`. Track 188°T to `RAPPY`. Track 155°T to `HEMVI`. Cross `HEMVI` at or above 4300, MAX 230 KT.

8.1.2.2 Approach - RNP Rwy 33 TRUE Cross `HEMVI` at or above 4200, MAX 230 KT. Track 162°T to `RW33T` VIA `JOBGU`, `HEALD` (FAF), and `ARDLY`. Cross `JOBGU` at or above 3300. Cross `HEALD` at or above 2000. Cross `ARDLY` at or above 1280.

Your final approach course is 162°T (303°M)

Missed Approach: Track 162°T to 2000 turn RIGHT, track to `BRACT` MANDATORY 5000. Hold at `BRACT`, inbound 252°T Left Hand Turns 1 Minute Legs MHA 5000.

8.2 Digital Departure Clearance Guide

8.2.1 What is a DCL?

A DCL is a departure clearance delivered using the VATSIM private messaging function. This is available at both NZAA and NZCH. The delivery by text reduces the frequency usage ensuring it is not overwhelmed.

8.2.2 What does it provide to pilots?

Pilots receive a clearance which will look like the following example:

```
ANZ440
CLEARED 210300 NZCH
PDC DCL1 CLEARED TO NZCH OFF 23L VIA LEVRA2P
SQUAWK: 5062
NEXT FREQ: 121.9
ATIS: A
TRANSITION: SEE SID ROUTE: AACH3
ALT: 320
```

8.2.3 Readback

In New Zealand you do not readback DCLs. Ensure you are squawking the correct transponder code and contact the next station with your request, the current ATIS, and the QNH.

8.3 Voice Clearance Guide

Voice clearances will be the alternative method for providing clearances when pilots are unable to receive PDCs. Voice clearances in New Zealand look like the following example:

"ANZ440, CLEARED CHRISTCHURCH 3, FLIGHT LEVEL 320, LEVRA 2P DEPARTURE IGBAT TRANSITION, SQUAWK 5062."

Note the route clearance is the "CHRISTCHURCH 3", this is because the event route is the standard route between NZAA and NZCH for jets. From NZCH to NZFX they would get "CLEARED TO PHOENIX FIELD VIA FLIGHT PLANNED ROUTE" as it is not a standard route.

This needs to be readback in full to the delivery controller.

"CLEARED CHRISTCHURCH 3, FLIGHT LEVEL 320, LEVRA 2P DEPARTURE IGBAT TRANSITION, SQUAWK 5062; ANZ440."

The ATIS and QNH must be reported on your first contact with ATC.