



# Operation Deep Freeze Event Briefing

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## 2. Document Control

Operation Deep Freeze Event Briefing Version 1.0		
Date	Version	Description
24 January 2025	0.1	Initial draft of briefing.
25 January 2025	1.0	Full release

### 2.1 Change Process

- 2.1.1 Amendment proposals can be made by emailing the Events Director.
- 2.1.2 This document will be reviewed as required by the Events Director.

### 2.2 Document Purpose

- 2.2.1 Provide guidance to both controllers and pilots for operations during the Operation Deep Freeze event.

### 3. Generic

#### 3.1 Charts

- 3.1.1 Charts for all domestic New Zealand airports can be found [here](#).
- 3.1.2 There are no publicly available current charts for NZFX, NZSP, and NZWD. Some nav data providers have the procedures for the fields, however a visual approach is recommended as they do not align with the scenery.

#### 3.2 Fuel Planning Requirements

- 3.2.1 As there are no suitable alternate airports in Antarctica, all pilots should plan an airport in New Zealand as their alternate.

#### 3.3 Routing

- 3.3.1 Pilots should plan to fly the airways routing between the NZZC and Antarctica.

#### 3.4 Heading Indications

- 3.4.1 As we are operating in a polar environment (South of 60° S) your aircraft will need to have at least a true heading reference and preferably a grid heading reference. The runways at both NZWD and NZFX are designated using the grid heading system where north is defined as being along the prime meridian. This means that the runway designations are almost the reciprocal of the true heading.

## 4. Arrival

### 4.1 Oceanic

- 4.1.1 If Mac Center (NZCM\_FSS) is on watch expect to receive a handoff prior to crossing 60° S otherwise you will continue with Auckland Radio (NZZO\_FSS)
- 4.1.2 Expect STAR Clearance on first contact with a routing via **JEHOO**
- 4.1.3 Within 200 DME ZFX you will be told to **MONITOR ME 118.3 AND REPORT VHF CONTACT**. Once you can hear the oceanic controller clearly on 118.3 report that and the primary communication method will switch to VHF.
- 4.1.4 Prior to crossing 50 DME ZFX or FL245 – whichever occurs later – you will be told to **CONTACT PHOENIX TOWER 126.2**

### 4.2 Approach

- 4.2.1 Phoenix Tower provides a **Class E** procedural approach service within 50 DME ZFX up to FL245
- 4.2.2 Plan on conducting a visual approach with limited visual references as the procedures are not drawn correctly by many aircraft and the runways can be hard to see depending on your scenery.
- 4.2.3 Tower should pass weather information including the active runways on first contact as there is no ATIS facilities.

### 4.3 Tower and Ground

- 4.3.1 Phoenix Tower provides a **Class D** tower service within 5 NM of NZFX up to 2500 AGL
- 4.3.2 NZWD is uncontrolled

## 5. Departure

### 5.1 Ground, Tower, and Departure

- 5.1.1 NZWD is uncontrolled. Contact NZFX\_TWR to receive your clearance and local weather.
- 5.1.2 Expect a departure routing via **NOBEY**
- 5.1.3 Prior to 50 DME ZFX or FL 245 you will be told to **CONTACT MAC CENTER ON 118.3**.

### 5.2 Oceanic

- 5.2.1 When appropriate you will be transferred from VHF to HF.
- 5.2.2 You will be told to **CONTACT AUCKLAND RADIO 129.0** prior to crossing 60° S