

ELEV 111

ARDMORE

NZAR

ARRIVAL/DEPARTURE (1)ARDMORE TRAFFIC/UNICOM: 118.1
MERCER AERODROME AND MBZ: 133.05ARDMORE AWIB: 121.0
CITY TRAFFIC: 120.4

PENINSULA TRAFFIC: 124.5

General Overview

Ardmore aerodrome is NZ's busiest aerodrome and pilots using it need to brief themselves on the various peculiarities.

At any one time there can be three landing areas on the operational portion of the aerodrome, with additional helicopters moving to or from various hangar facilities.

Runway 03/21 is the main lighted sealed runway, with a parallel grass runway to the north side. Simultaneous operations occur on these two.

A helicopter TLOF circuit is parallel to these two runways, but north of the UNICOM tower building.

Regardless of wind direction, all helicopter circuits are to the north at a height of not above 800ft by day and 1000ft (AMSL) by night.

ALL fixed wing circuits are to the south and not below 1100ft by day and 1300ft (AMSL) by night. The south-east and south-west helicopter arrival/departure sectors (not above 800ft) are located directly underneath the fixed wing circuit. Therefore, low level fixed wing circuits are not permitted.

Due to varying levels of experience (including the possibility of first solos) all joining traffic, including aircraft on GNSS approaches, must give way to traffic established in the circuit.

Pilots not familiar with Ardmore should join overhead. Advise Ardmore UNICOM if you are unfamiliar with Ardmore. If the circuit is busy be prepared to join overhead.

When joining overhead or via the non-traffic side care must be taken not to descend below 1100ft due to helicopters operating directly below (not above 800ft) in the TLOF circuit.

Non-standard circuits or joining procedures are not permitted.

Airspeed not to exceed 120kt or minimum safe cruising speed if greater than 120kt.

All aircraft should maintain an approach speed of not less than 70kt IAS above 500ft AMSL (QNH).

Helicopters operating in the fixed wing circuit must conform with the circuit, i.e. follow the aircraft ahead and maintain circuit speeds, not less than 70kt IAS to 500ft AMSL.

Go Arounds

To maintain separation from the active runway when doing a go-around, aircraft on the seal should drift to the south side of the runway, climbing to 600ft before turning to the crosswind leg. Look out for helicopters low level on the south side of the runway.

When going around from a balked landing, track runway heading to 600ft before turning crosswind.

Aircraft on the grass should fly straight ahead to 600ft then check for aircraft airborne off the seal before turning crosswind.

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AUCKLAND CONTROL: 124.3 120.1

AWIB: 121.0

ARDMORE**ARRIVAL/DEPARTURE (2)**

UNICOM/UNATTENDED: 118.1

Helicopter pilots operating in the vicinity of the south side of the runway need to keep a good look out for fixed wing aircraft going around.

There are some high performance aircraft based at Ardmore and it is suggested that slower traffic give way or use the grass when these aircraft are operating.

To the south is the Drury glider strip and associated Danger area; caution needs to be exercised due to glider winch towing and extensive glider activity.

Communication

Arriving aircraft:

- Monitor AWIB.
- Change to 118.1.
- Listen out to ascertain which runway is in use.
- Report position relative to a published Visual Reporting Point, altitude and joining intentions prior to entering the Ardmore MBZ.
- **Listen for AFRU (beep-back) response following initial joining call to confirm correct frequency selected.**
- High performance/speed aircraft — report “generic aircraft type” to enable existing circuit traffic to allow adequate spacing, i.e. twin Navajo, Kittyhawk, Lear jet etc and liaise with UNICOM.
- Activate landing lights or anti-collision lights if so equipped.
- Give way to traffic already established in the circuit — be prepared to go-around, join for the grass runway, or join via the overhead.
- **Pilots unfamiliar with Ardmore should join via a standard overhead joining procedure.**
- If the circuit is busy, join overhead.
- Aircraft joining overhead should call “Overhead descending non-traffic side” when commencing the descent. This is to alert helicopters in the TLOF circuit of your presence.
- Preferred arrival routes exist for Ardmore RWY 03/21 and these do not include a straight-in approach. The option in AIP AD 1.5 Aerodrome Operations of joining long final is not recommended. Pilots are reminded that AD 1.5.2 Circuit Joining Procedures paragraph 2.1.1 (c) requires pilots joining the circuit to give priority to aircraft in the circuit.

Circuiting aircraft:

- Activate landing lights or anti-collision lights if so equipped.
- Broadcast callsign, position, altitude and intentions when arriving overhead.
- Broadcast callsign, position, altitude (unless at standard circuit height) and intentions when commencing downwind leg.
- Low level fixed wing circuits are not permitted.
- Give way to priority or high speed aircraft, i.e. ambulance flights, high speed twins, ex-military fighter jets etc.
- Broadcast callsign, position and intentions when turning onto final approach.
- Broadcast callsign and intentions after landing, if not vacating the runway at the first available exit. Avoid unnecessary delay, vacate the runway as soon as possible.