

ELEV 111

NZAR

AUCKLAND CONTROL: 124.3 120.1

AWIB: 121.0

ARDMORE**ARRIVAL/DEPARTURE (3)**

UNICOM/UNATTENDED: 118.1

Departing aircraft:

- Monitor AWIB.
- Change to 118.1.
- Listen out to ascertain which runway is in use.
- Broadcast callsign and intentions prior to entering the runway-in-use.
- Listen for AFRU response following line-up call to confirm correct frequency.
- Roll immediately runway ahead is clear — do not hold on runway unless final approach path is clear.
- Activate landing lights or anti-collision lights if so equipped.
- Broadcast callsign and intentions immediately prior to take-off.

IFR departing aircraft:

- Monitor AWIB.
- Change to 118.1.
- Listen out to ascertain which runway is in use.
- Obtain pre-flight clearance from Auckland Control 120.1 or by telephone 0800 626 756 (landline users only) or 0900 62 675 (cellphone users).
- Broadcast callsign and intentions prior to entering the runway-in-use.
- Activate landing lights or anti-collision lights if so equipped.
- Broadcast callsign and intentions immediately prior to take-off.
- Passing 2000ft or vacating Ardmore MBZ contact Auckland Control on 124.3 or as instructed by Auckland.

Aeroplanes**Aeroplane circuit altitude not below 1100ft AMSL*****RWY 07/25***

Take-offs and landings are prohibited on grass RWY 07/25 when helicopters are using the TOWER TLOF and/or TOWER TLOF training circuit. Pilots of fixed wing aircraft, liaise with UNICOM prior to using RWY 07/25.

Grass runways

Both grass strips have runways defined by white threshold and yellow boundary/hold marker boards. These runways are frequently moved sideways to reduce grass wear.

Holding lines

Within the triangle contained by the grass vectors and the UNICOM tower building, two lines are defined, each by three yellow markers.

Holding boxes

Between grass RWY 03/21 and paved RWY 03/21 a holding box is defined by yellow marker boards adjacent to the grass and paved runways which defines the holding position for the adjacent runway. Aircraft should hold within the box formed by these yellow marker boards to remain clear of the active runway.

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AUCKLAND CONTROL: 124.3 120.1

AWIB: 121.0

ARDMORE**ARRIVAL/DEPARTURE (4)**

UNICOM/UNATTENDED: 118.1

Noise Abatement Rules

All times listed below are NZST or NZDT, whichever applies at the time.

All aircraft

Night training circuit curfew: 2200–0700 Mon–Sat
(extended to 2230 during NZ Daylight Saving)
2000–0700 Sun night – Mon morning

Ex-military jet curfew: 2000–0700

Fixed wing aircraft

All departing aircraft to track extended runway centreline until 600ft AMSL.

All overshooting aircraft must climb to 600ft AMSL before turning crosswind.

All arriving aircraft to be established on extended runway centreline at or above 600ft AMSL. This includes glide approaches.

D**Helicopters**

Helicopters must use fixed wing aircraft circuit for arrivals/departures between 2200–0700 (extended to 2230 during NZ Daylight Saving) Mon–Sat and 2000–0700 Sun night – Mon morning.

From 0700–2200 Mon–Sat (extended to 2230 during NZ Daylight Saving) and 0700–2000 Sun, arrivals and departures must be via northern and southern sectors, the fixed wing circuit, or the TLOF circuit.

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Refer to Ardmore Airport Operations Manual for additional noise abatement requirements:

www.nzar.co.nz/17/downloadable-documents/Operations_Manual.pdf