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Terminal Charts For NZAR
Revision Letter For Cycle 08-2026
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Notebook

General Information

Location: ARDMORE NZL
ICAO/IATA: NZAR / AMZ
Lat/Long: S37° 01.78', E174° 58.40'
Elevation: 111 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -12:00 = UTC
Magnetic Variation: 20.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1900 Z
Sunset: 0548 Z

Runway Information

Runway: 03
Length x Width: 4629 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 107 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 345 ft

Runway: 21
Length x Width: 4629 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 109 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 367 ft

Communication Information

Ardmore UNICOM: 118.100 PCL
Auckland Approach: 120.100 Flight Info Service
Auckland Approach: 124.300 Flight Info Service
AWIB: 121.000

NZAR/AMZ
ARDMORE

 **JEPPesen**
2 AUG 24 **10-1P**

ARDMORE, NEW ZEALAND
AIRPORT BRIEFING

1. GENERAL

1.1 Overview

Ardmore aerodrome is one of New Zealand's busiest aerodromes 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.

A helicopter touchdown and lift-off area (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 800' by day and 1000' (AMSL) by night.

ALL fixed wing circuits are to the south and not below 1100' by day and 1300' (AMSL) by night. The south-east and south-west helicopter arrival/departure sectors (not above 800') 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 1100' due to helicopters operating directly below (not above 800') in the touchdown and lift-off area (TLOF) circuit.

If joining overhead when Rwy 03 is in use, keep the aerodrome on the right at all times.

Pilots are expected to follow published aerodrome procedures.

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

All aircraft should maintain an approach speed of not less than 70 KT IAS above 500' 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 70 KT IAS to 500' AMSL.

1.2 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 600' 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 600' before turning crosswind.

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

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.

1.3 Aeroplanes

Aeroplane circuit altitude not below 1100' AMSL

Rwy 07/25

Take-offs and landings are prohibited on grass Rwy 07/25 when helicopters are using the TOWER touchdown and lift-off area (TLOF) and/or TOWER touchdown and lift-off area (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.

NZAR/AMZ

ARDMORE



JEPPesen

ARDMORE, NEW ZEALAND

2 AUG 24

10-1P1

Eff 8 Aug

AIRPORT BRIEFING

2. ARRIVAL

2.1 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 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, anti-collision lights and strobes 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 overhead.**
- 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 touchdown and lift-off area (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.

2.2 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.

2.3 Non-RNP aircraft

- Make appropriate instrument approach at Auckland, thence proceed VFR to Ardmore.
- Flight plan to Ardmore via Auckland.

2.4 RNP aircraft

- Insert "REQ RNP AR" on flight plan.
- Request the RNP STAR corresponding to the Rwy and Approach you wish to use from Auckland Control prior to 50 DME Auckland.
- Report when established on RNP approach and when able to proceed VFR, and report changing frequency when leaving controlled airspace to follow Ardmore MBZ radio procedures.
- Aircraft joining at Ardmore from the RNP approach are to give way to traffic established in the circuit.
- Maintain a listening watch on control frequency using second radio until otherwise instructed, or the aircraft has landed.

2.5 Notes:

1. RNP approaches at Ardmore are subject to traffic levels within the Auckland Approach Sector.
2. The missed approach procedures for RNP approaches to Rwy 03 and Rwy 21 infringe NZG275 (Ardmore) and NZG276 (Hunua).

NZAR/AMZ
ARDMORE

 **JEPPESSEN**
22 NOV 24 **10-1P2** **Eff 28 Nov**

ARDMORE, NEW ZEALAND
AIRPORT BRIEFING

3. DEPARTURE

3.1 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.
- In addition to line-up radio call as required by CAA rule 91.135, pilots should make a separate rolling call prior to commencing take-off.

3.2 IFR departing aircraft:

- Monitor AWIB.
- Change to 118.1.
- Listen out to ascertain which runway is in use.
- Obtain pre-flight clearance from Auckland Approach 120.1.
- Turbine powered/high performance aircraft to advise ATC of aircraft type when requesting clearance validation. These aircraft may be issued with alternative initial level restrictions.
- 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 2000' or vacating Ardmore MBZ contact Auckland Control on 124.3 or as instructed by Auckland.

3.3 Departure Procedures

See Ardmore SIDs.
Pre-flight clearance required from Auckland Control.

3.4 Standard Route Clearances

For flights departing Ardmore Airport:

DESTINATION AIRPORT	DESIGNATOR	ROUTE
HN (Hamilton)	Not Available	Expect clearance via ORIDI
WR (Whangarei)	ARWR1	SATLA Q741 HOOKS Q789 UPLIN Q665 KAWAU Q520 SF

The designator will be used in a route clearance to indicate the route that is to be flown. A full route clearance will be issued to flights for destinations and/or routes not covered by these standard route clearances.

NZAR/AMZ
ARDMORE



JEPPESSEN ARDMORE, NEW ZEALAND

14 FEB 25

10-2

Eff 20 Feb

RNAV STAR

*AWIB
121.0

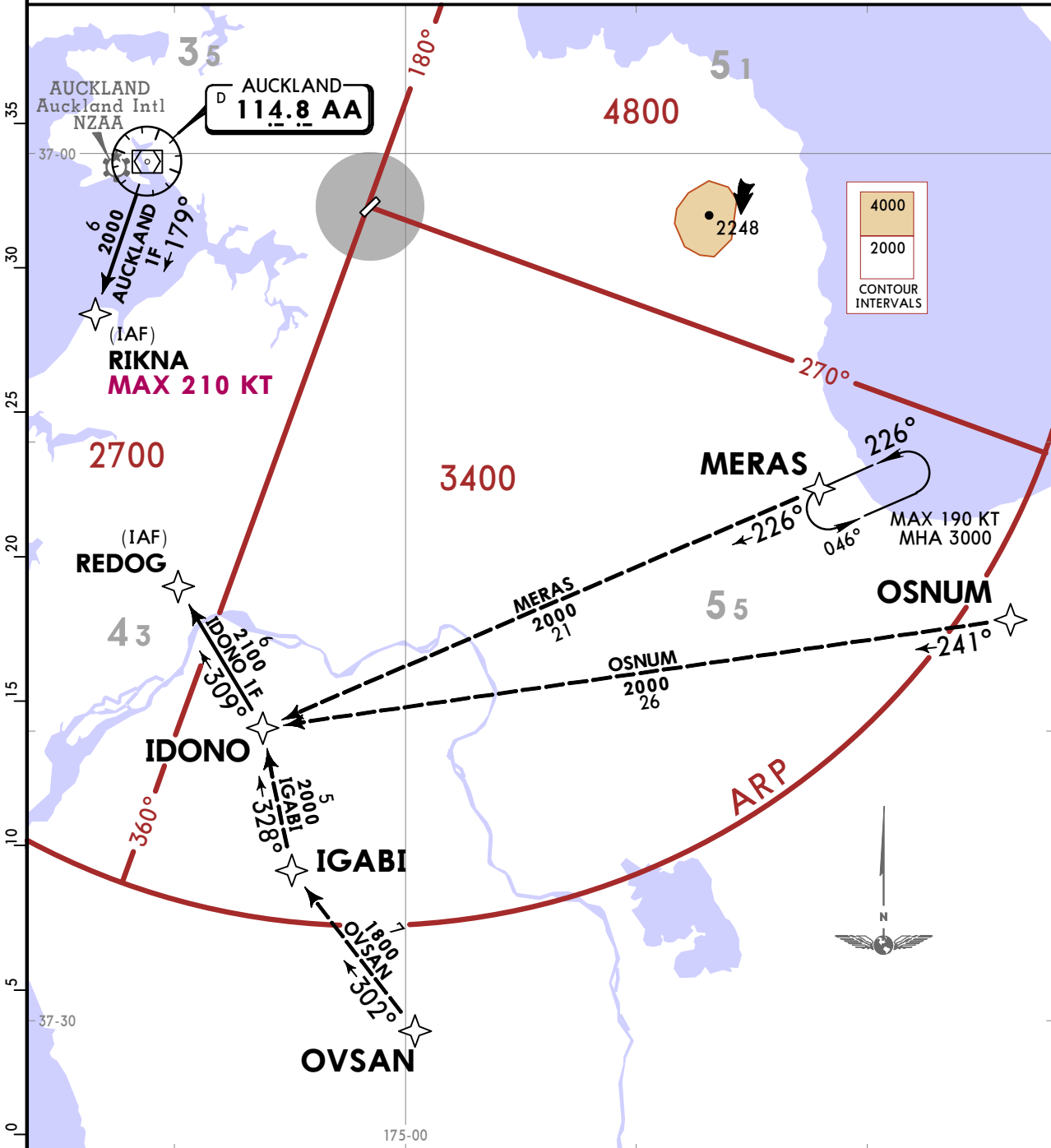
Apt Elev
111

Alt Set: hPa (IN on req) Trans level: FL150

Navigation requirement: RNP 1

AUCKLAND 1F (AA1F) [AA1F]
IDONO 1F (IDON01F) [IDON1F]
RNP ARRIVALS
(RWY 03)

CAT A, B & C



STAR	ROUTING
AUCKLAND 1F	From AA VOR track 179° to RIKNA. MAX 210 KT at RIKNA.
TRANSITIONS	
IGABI	From IGABI track 328° to IDONO.
MERAS	From MERAS track 226° to IDONO.
OSNUM	From OSNUM track 241° to IDONO.
OVSAN	From OVSAN track 302° to IGABI. Track 328° to IDONO.
STAR	ROUTING
IDONO 1F	From IDONO track 309° to REDOG.

NZAR/AMZ
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JEPPESSEN ARDMORE, NEW ZEALAND

14 FEB 25

10-2A

Eff 20 Feb

RNAV STAR

*AWIB
121.0

Apt Elev
111

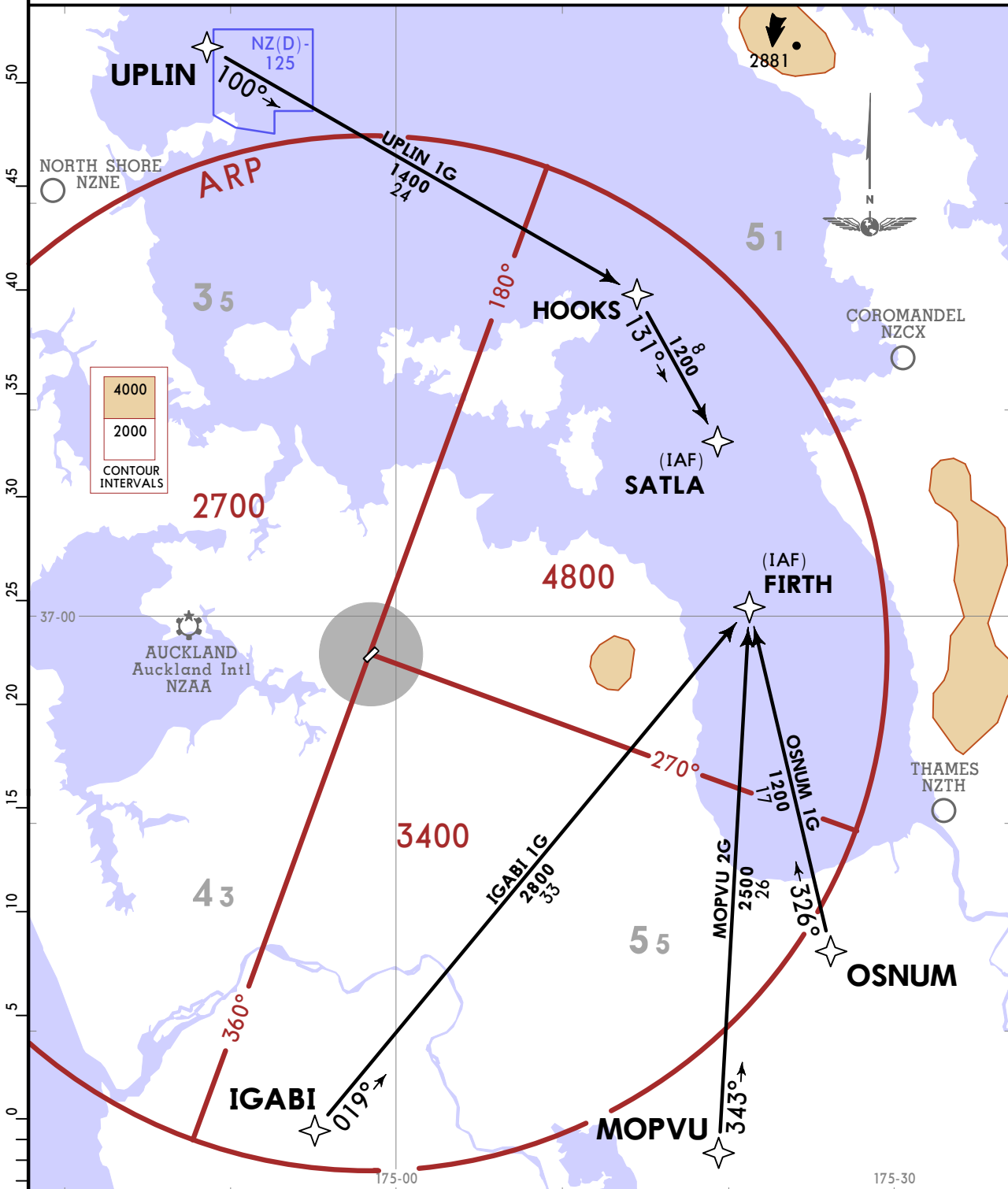
Alt Set: hPa (IN on req) Trans level: FL150

Navigation requirement: RNP 1

UPLIN 1G: EXPECT RADAR vectors when NZ(D)-125 active.

IGABI 1G (IGABI1G) [IGAB1G], MOPVU 2G (MOPVU2G) [MOPV2G]
OSNUM 1G (OSNUM1G) [OSNU1G], UPLIN 1G (UPLIN1G) [UPLI1G]
RNP ARRIVALS
(RWY 21)

CAT A, B & C



STAR	ROUTING
IGABI 1G	From IGABI track 019° to FIRTH.
MOPVU 2G	From MOPVU track 343° to FIRTH.
OSNUM 1G	From OSNUM track 326° to FIRTH.
UPLIN 1G	From UPLIN track 100° to HOOKS. Track 131° to SATLA.

CHANGES: Procedure MOPVU 1G renumbered 2G.

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NZAR/AMZ
ARDMORE



JEPPESEN ARDMORE, NEW ZEALAND

10 JUN 22

10-2B

Eff 16 Jun

RNAV STAR

*AWIB
121.0

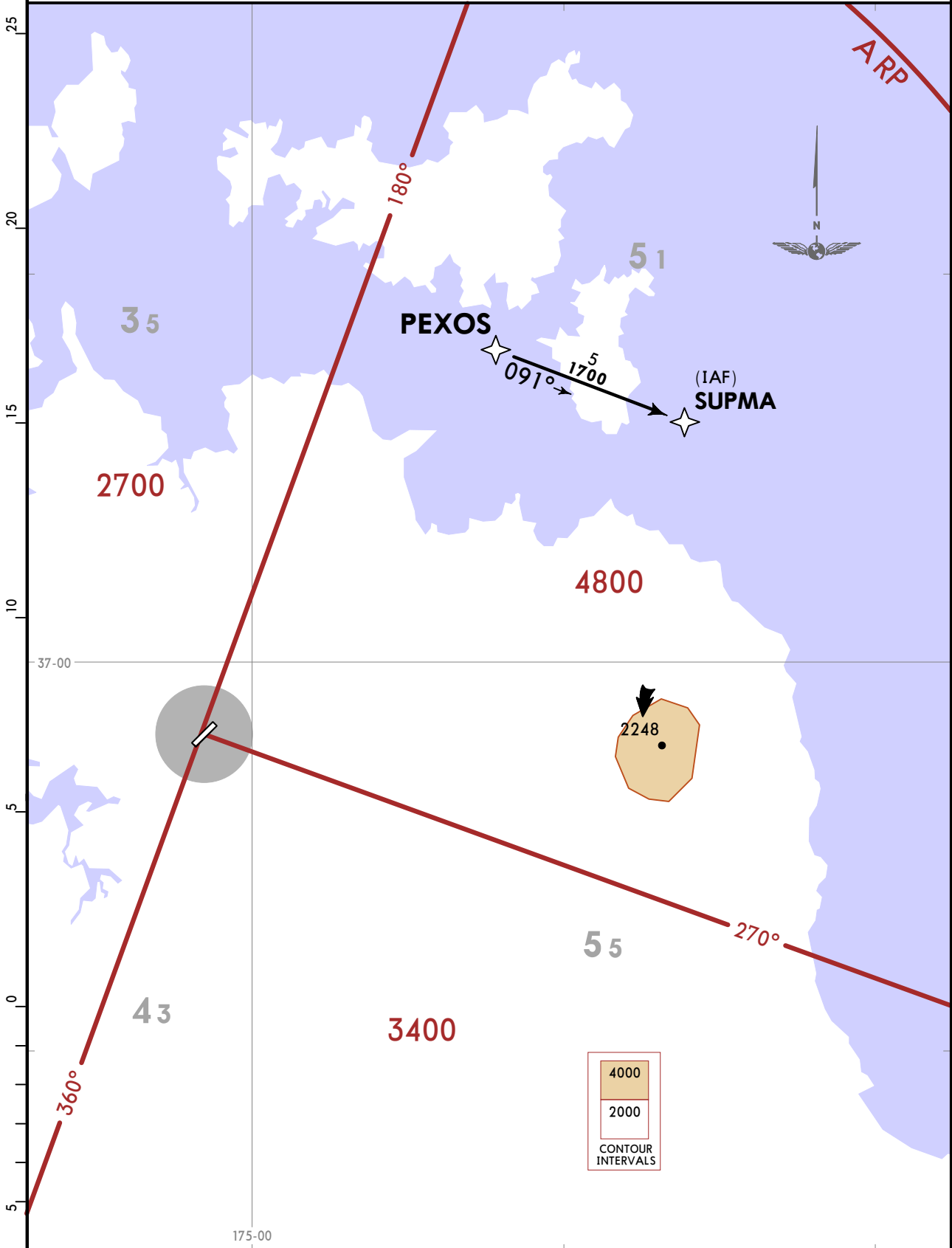
Apt Elev
111

Alt Set: hPa (IN on req) Trans level: FL150

Navigation requirement: RNP 1

PEXOS 1G RNP ARRIVAL
(PEXOS1G) [PEX01G]
(RWY 21)

CAT A & B



ROUTING

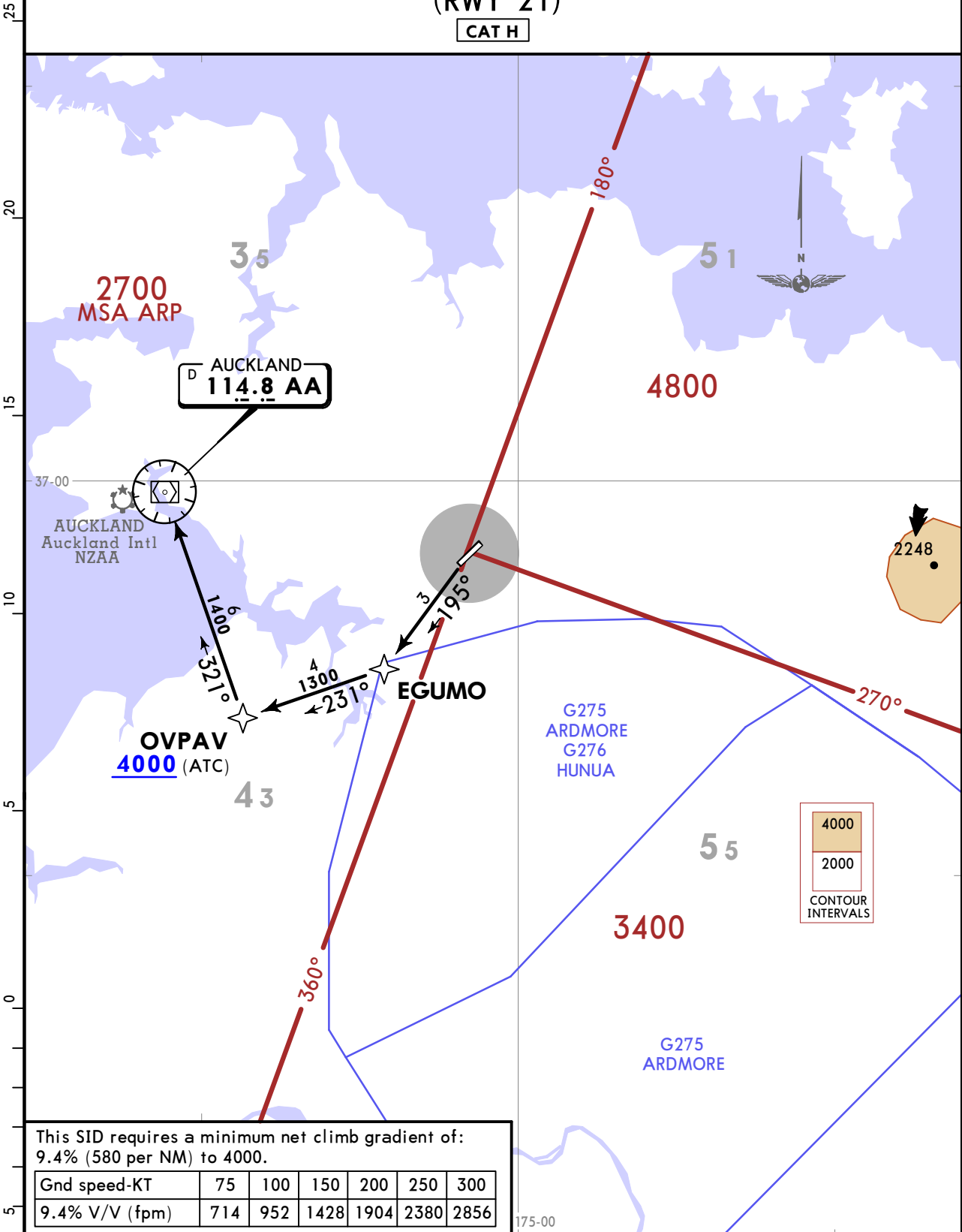
From PEXOS track 091° to SUPMA.

NZAR/AMZ
ARDMORE

JEPPesen ARDMORE, NEW ZEALAND
10 JUN 22 10-3 Eff 16 Jun RNAV COPTER SID

AUCKLAND Approach (R) (DEP) 120.1 124.3	Apt Elev 111	Trans alt: 13000
		Navigation requirement: RNP 1
		1. Contact AUCKLAND Approach 124.3 passing 2000 or vacating Ardmore MBZ. 2. Departure may infringe the Ardmore (G275) and Hunua (G276) General Aviation Areas. 3. Turns prior to departure end of runway not authorised.

AUCKLAND 1T RNP DEPARTURE
(AA1T) [AA1T]
(RWY 21)
CAT H



INITIAL CLIMB

Track 195° to EGUMO. Turn RIGHT, track 231° to OPAV. Cross OPAV at or above 4000. Turn RIGHT, track 321° to AA VOR.

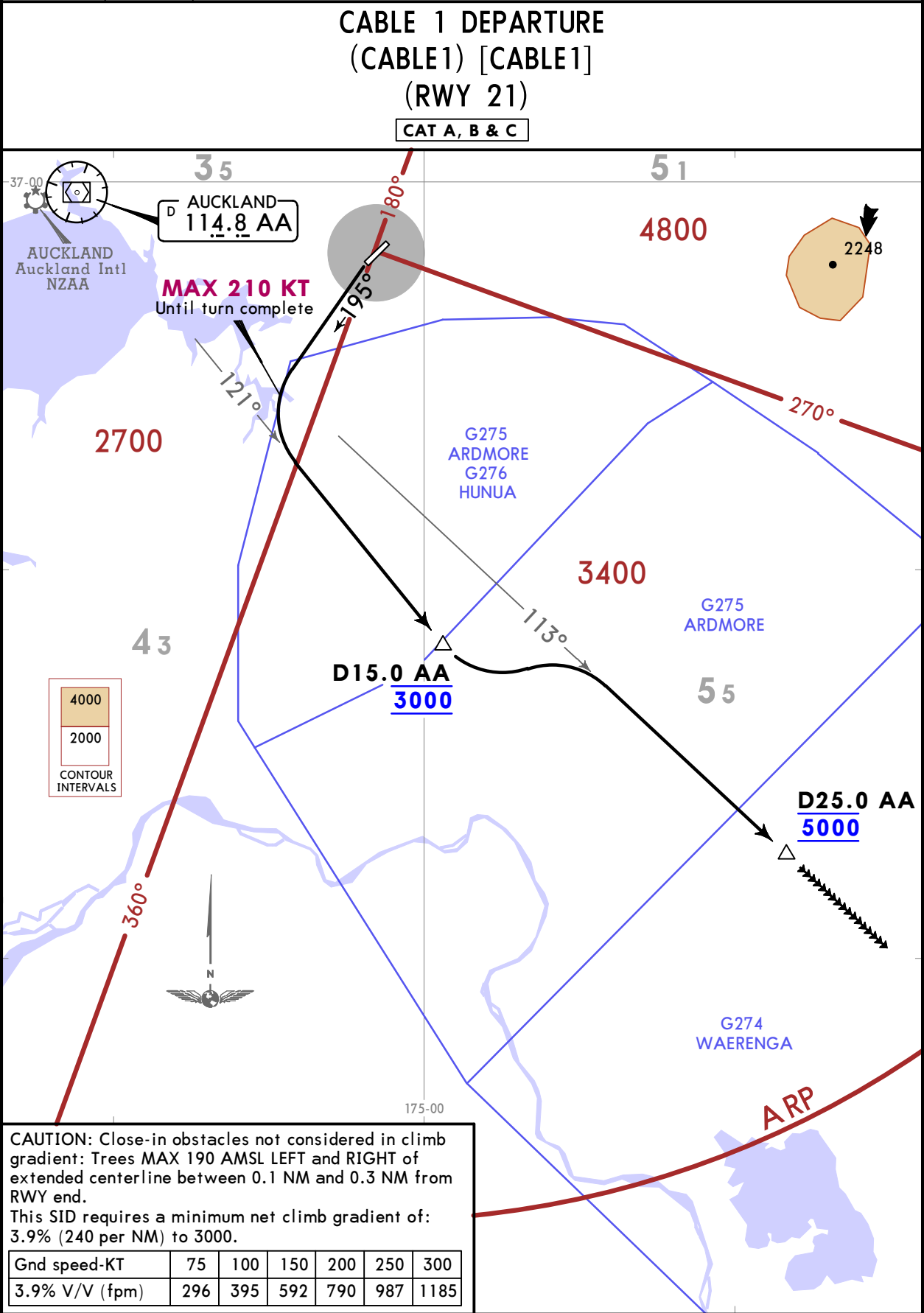
CHANGES: New procedure at this airport.

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JEPPesen ARDMORE, NEW ZEALAND
30 SEP 22 10-3A Eff 6 Oct SID

AUCKLAND Approach (R) (DEP) 120.1 124.3	Apt Elev 111	Trans alt: 13000
		1. Contact AUCKLAND Approach 124.3 passing 2000 or vacating Ardmore MBZ. 2. Departure may infringe the Ardmore (G275), Hunua (G276) and Waerenga (G274) General Aviation Areas. 3. Turns prior to departure end of runway not authorised.



INITIAL CLIMB
Track 195° (dead reckoning), turn LEFT, track AA R121 to D15.0 AA, MAX 210 KT until turn complete. Cross D15.0 AA at 3000. Turn LEFT, track AA R113 to D25.0 AA. Cross D25.0 AA at 5000. EXPECT RADAR vectors.

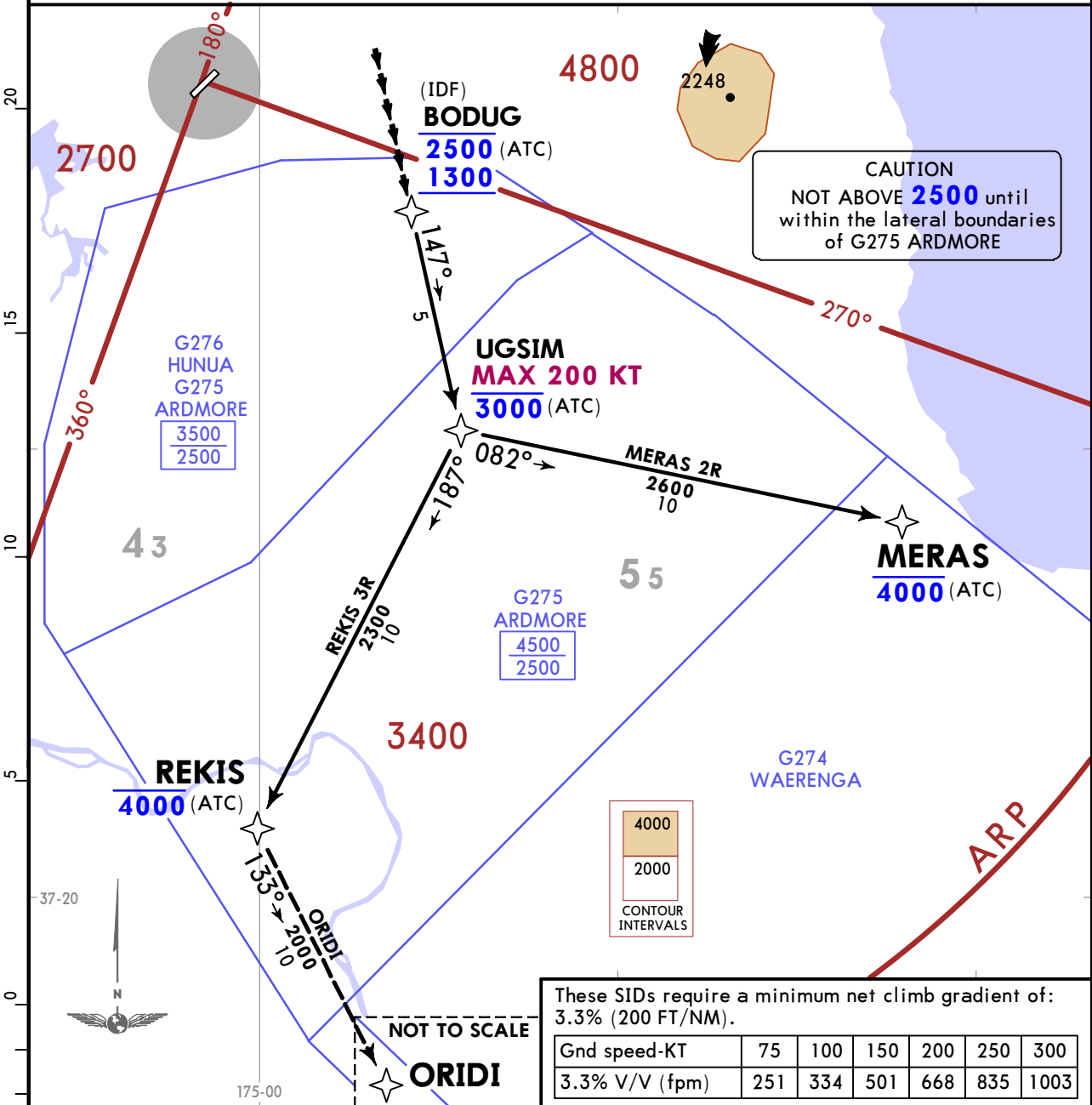
NZAR/AMZ
ARDMORE

JEPPESSEN ARDMORE, NEW ZEALAND
22 NOV 24 10-3C Eff 28 Nov RNAV SID

AUCKLAND Approach (R) (DEP) 120.1 124.3	Apt Elev 111	Trans alt: 13000
		Navigation requirement: RNP 1
		1. Contact AUCKLAND Approach 124.3 passing 2000 or vacating Ardmore MBZ. 2. Departures may infringe the Ardmore (G275), Hunua (G276) and Waerenga (G274) General Aviation Areas. 3. Remain clear of controlled airspace until established at BODUG (IDF), if unable advise ATC before take-off. 4. MAINTAIN own terrain clearance by visual reference to the Initial Departure Fix (IDF).

MERAS 2R (MERAS2R) [MERA2R]
REKIS 3R (REKIS3R) [REKI3R]
RNP DEPARTURES

CAT A, B & C



SID	INITIAL CLIMB
MERAS 2R	Track 147° to BODUG (IDF). Cross BODUG (IDF) between 1300 and 2500. Track 147° to UGSIM. Cross UGSIM at or below 3000, MAX 200 KT. Turn LEFT, track 082° to MERAS. Cross MERAS at or below 4000.
REKIS 3R	Track 147° to BODUG (IDF). Cross BODUG (IDF) between 1300 and 2500. Track 147° to UGSIM. Cross UGSIM at or below 3000, MAX 200 KT. Turn RIGHT, track 187° to REKIS. Cross REKIS at or below 4000.
TRANSITION	
ORIDI	From REKIS turn LEFT, track 133° to ORIDI.

NZAR/AMZ
ARDMORE

JEPPESSEN ARDMORE, NEW ZEALAND
22 NOV 24 10-3D Eff 28 Nov RNAV SID

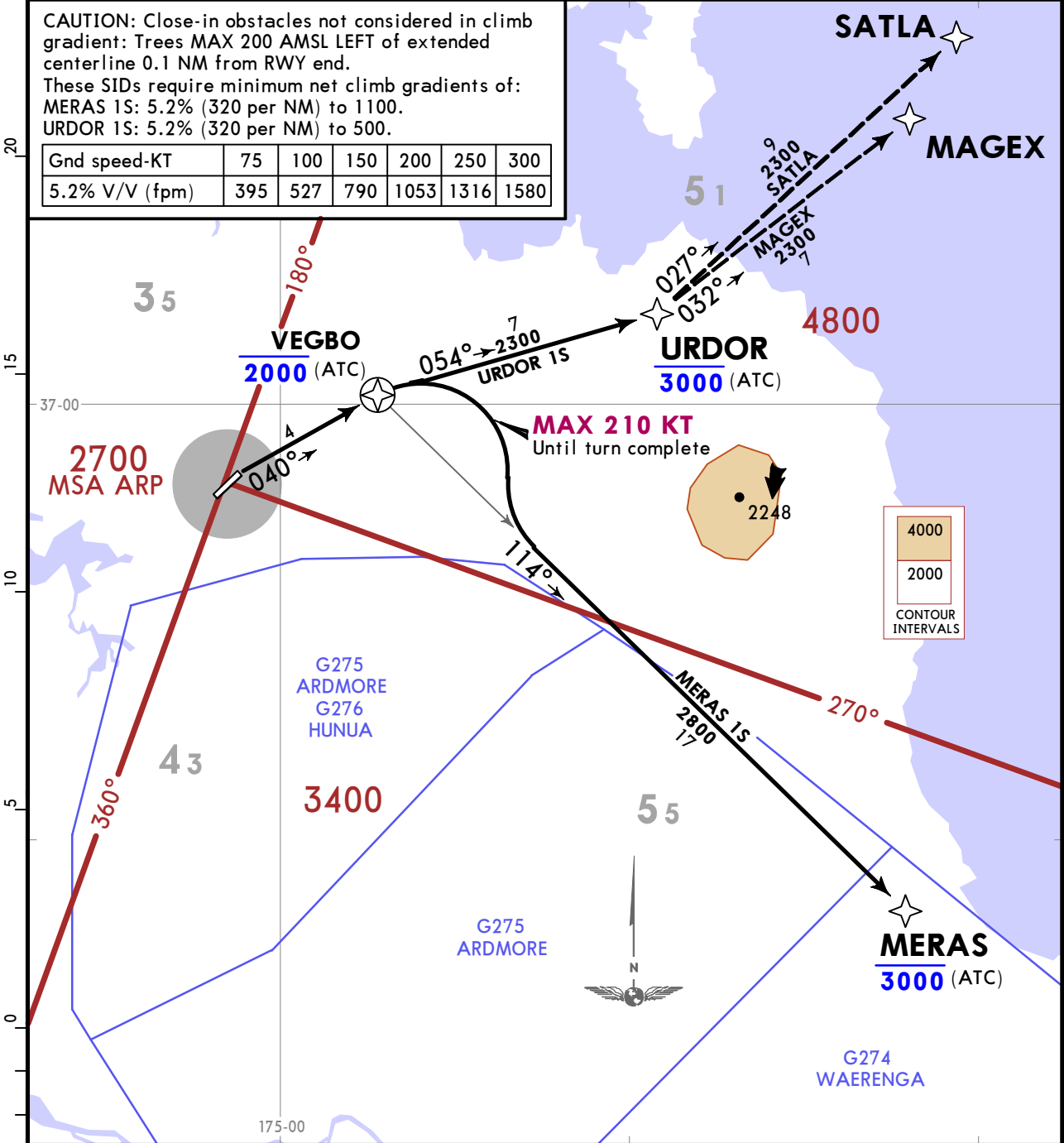
AUCKLAND Approach (R) (DEP) 120.1 124.3	Apt Elev 111	Trans alt: 13000
		Navigation requirement: RNP 1
		1. Contact AUCKLAND Approach 124.3 passing 2000 or vacating Ardmore MBZ. 2. MERAS 1S: Departure may infringe the Ardmore (G275), Hunua (G276) and Waerenga (G274) General Aviation Areas.

MERAS 1S (MERAS1S) [MERA1S]
URDOR 1S (URDOR1S) [URDO1S]
RNP DEPARTURES
(RWY 03)

CAT A, B & C

CAUTION: Close-in obstacles not considered in climb
gradient: Trees MAX 200 AMSL LEFT of extended
centerline 0.1 NM from RWY end.
These SIDs require minimum net climb gradients of:
MERAS 1S: 5.2% (320 per NM) to 1100.
URDOR 1S: 5.2% (320 per NM) to 500.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580



SID	INITIAL CLIMB
MERAS 1S	Track 040° to VEGBO. Cross VEGBO at or below 2000. Turn RIGHT, track 114° to MERAS, MAX 210 KT until turn complete. Cross MERAS at or below 3000.
URDOR 1S	Track 040° to VEGBO. Cross VEGBO at or below 2000. Turn RIGHT, track 054° to URDOR. Cross URDOR at or below 3000.
TRANSITIONS	
MAGEX	From URDOR turn LEFT, track 032° to MAGEX.
SATLA	From URDOR turn LEFT, track 027° to SATLA.

CHANGES: None.

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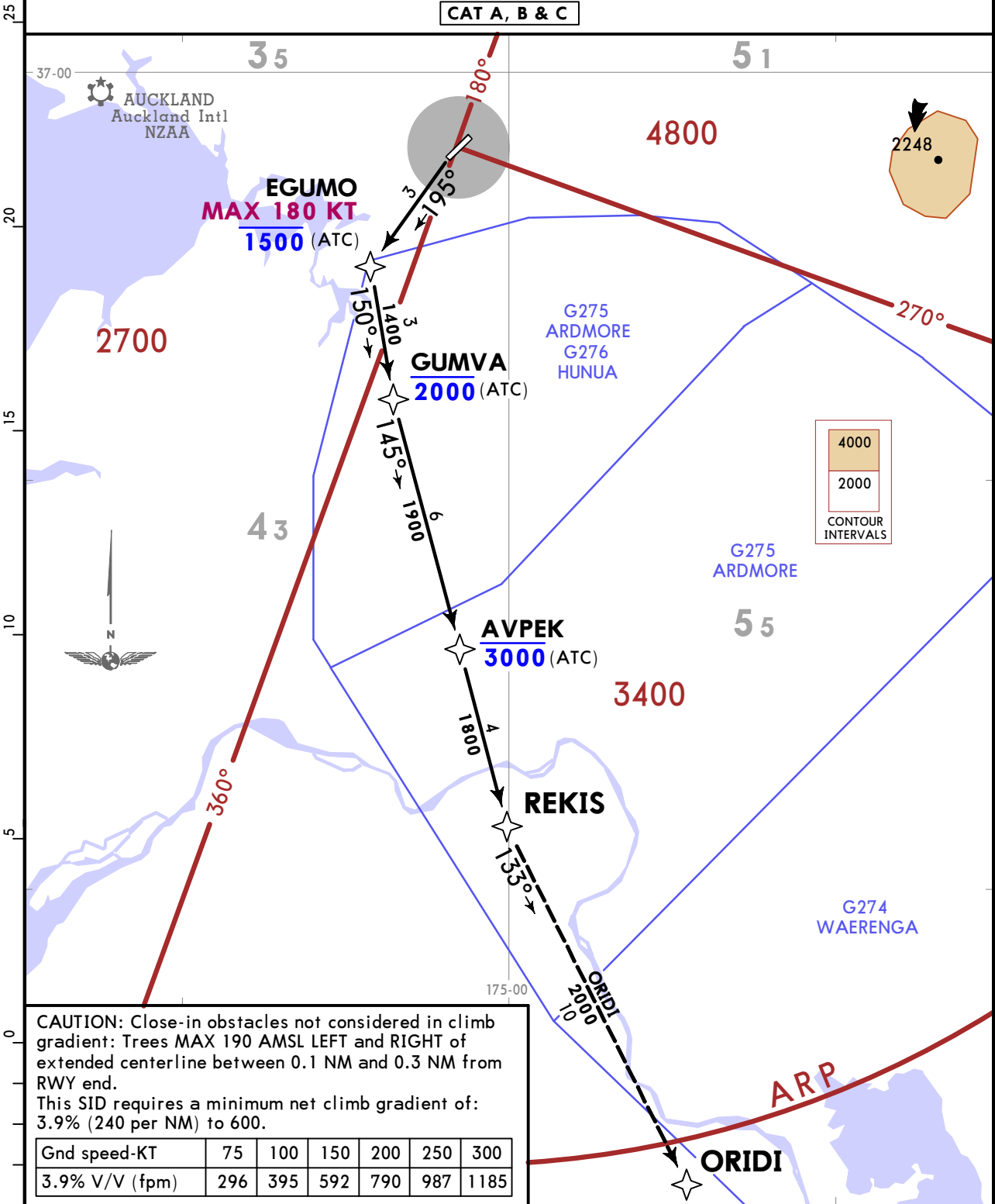
NZAR/AMZ
ARDMORE

JEPPESSEN ARDMORE, NEW ZEALAND
22 NOV 24 10-3E Eff 28 Nov RNAV SID

AUCKLAND Approach (R) (DEP) 120.1 124.3	Apt Elev 111	Trans alt: 13000
		Navigation requirement: RNP 1
		1. Contact AUCKLAND Approach 124.3 passing 2000 or vacating Ardmore MBZ. 2. Departure may infringe the Ardmore (G275), Hunua (G276) and Waerenga (G274) General Aviation Areas.

REKIS 2T RNP DEPARTURE
(REKIS2T) [REKI2T]
(RWY 21)

CAT A, B & C



INITIAL CLIMB

Track 195° to EGUMO. Cross EGUMO at or below 1500, MAX 180 KT. Turn LEFT, track 150° to GUMVA. Cross GUMVA at or below 2000. Turn LEFT, track 145° via AVPEK to REKIS. Cross AVPEK at or below 3000.

TRANSITION

ORIDI From REKIS turn LEFT, track 133° to ORIDI.

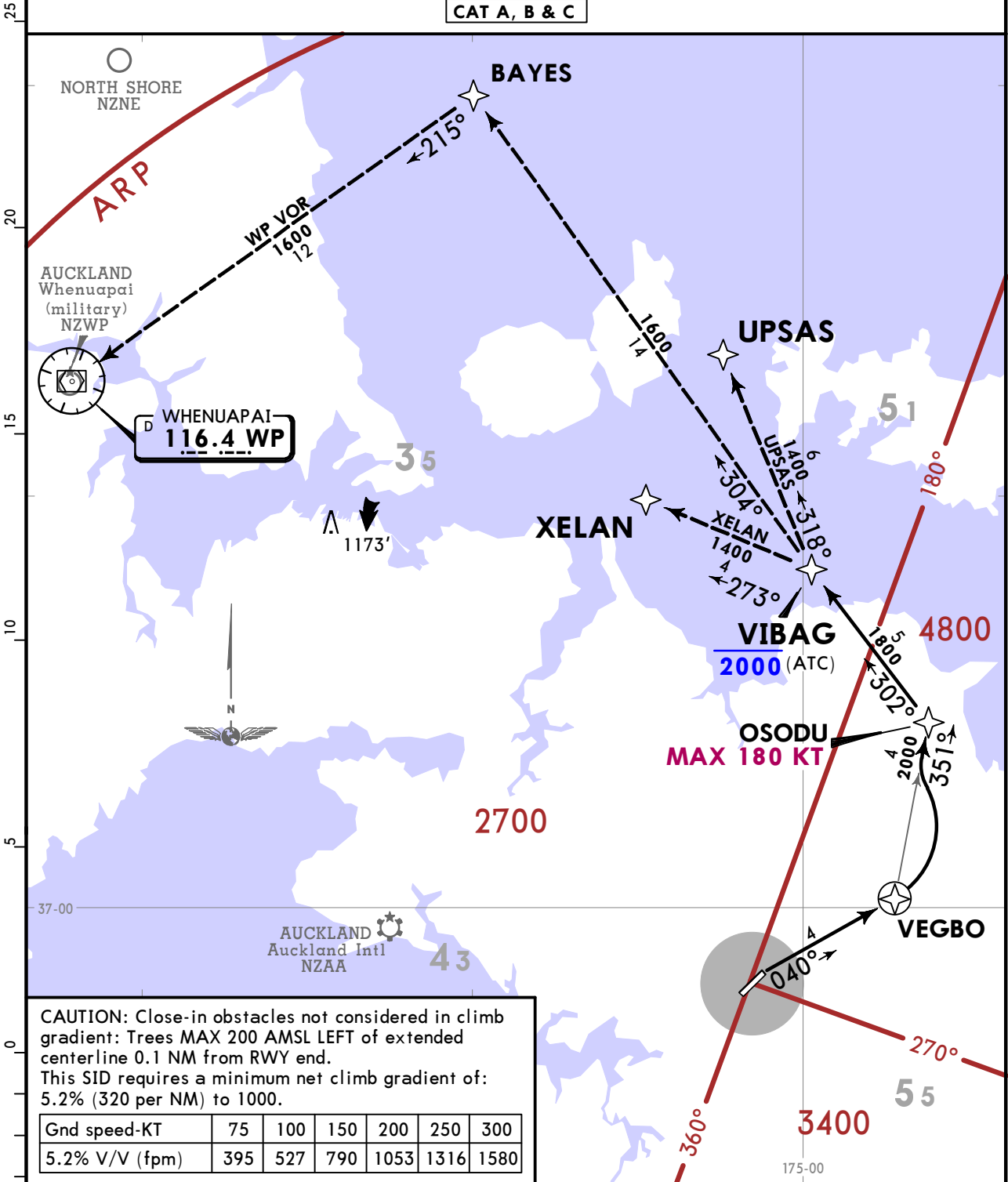
NZAR/AMZ
ARDMORE

JEPPESSEN ARDMORE, NEW ZEALAND
22 NOV 24 10-3F Eff 28 Nov RNAV SID

AUCKLAND Approach (R) (DEP) 120.1 124.3	Apt Elev 111	Trans alt: 13000
		Navigation requirement: RNP 1
		Contact AUCKLAND Approach 124.3 passing 2000 or vacating Ardmore MBZ.

VIBAG 1S RNP DEPARTURE
(VIBAG1S) [VIBA1S]
(RWY 03)

CAT A, B & C



CAUTION: Close-in obstacles not considered in climb gradient: Trees MAX 200 AMSL LEFT of extended centerline 0.1 NM from RWY end. This SID requires a minimum net climb gradient of: 5.2% (320 per NM) to 1000.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

INITIAL CLIMB

Track 040° to VEGBO. Turn LEFT, track 351° to OSODU, MAX 180 KT. Turn LEFT, track 302° to VIBAG. Cross VIBAG at or below 2000.

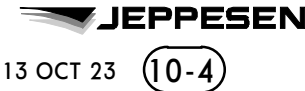
TRANSITIONS

UPSAS	From VIBAG turn RIGHT, track 318° to UPSAS.
WP VOR	From VIBAG turn RIGHT, track 304° to BAYES. Turn LEFT, track 215° to WP VOR.
XELAN	From VIBAG turn LEFT, track 273° to XELAN.

CHANGES: None.

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NZAR/AMZ



ARDMORE, NEW ZEALAND
ARDMORE

NOISE ABATEMENT PROCEDURES

Noise Abatement Rules

All times listed below are New Zealand Standard Time (NZST) or New Zealand Daylight Time (NZDT), whichever applies at the time.

All aircraft

Night training circuit curfew: 2200-0700 Monday - Saturday
(extended to 2230 during New Zealand Daylight Saving)
2000-0700 Sunday night - Monday morning
Ex-military jet curfew: 2000-0700

Fixed wing aircraft

All departing aircraft to track extended runway centerline until 600' AMSL.
All aircraft on low approach must climb to 600' AMSL before turning crosswind.
All arriving aircraft to be established on extended runway centerline at or above 600' AMSL.
This includes glide approaches.

Helicopters

Helicopters must use fixed wing aircraft circuit for arrivals/departures between 2200-0700 (extended to 2230 during New Zealand Daylight Saving) Monday - Saturday and 2000-0700 Sunday night - Monday morning.
From 0700-2200 Monday - Saturday (extended to 2230 during New Zealand Daylight Saving) and 0700-2000 Sunday, arrivals and departures must be via northern and southern sectors, the fixed wing circuit, or the touchdown and lift-off area (TLOF) circuit.

NZAR/AMZ

Apt Elev **111'**
S37 01.8 E174 58.4



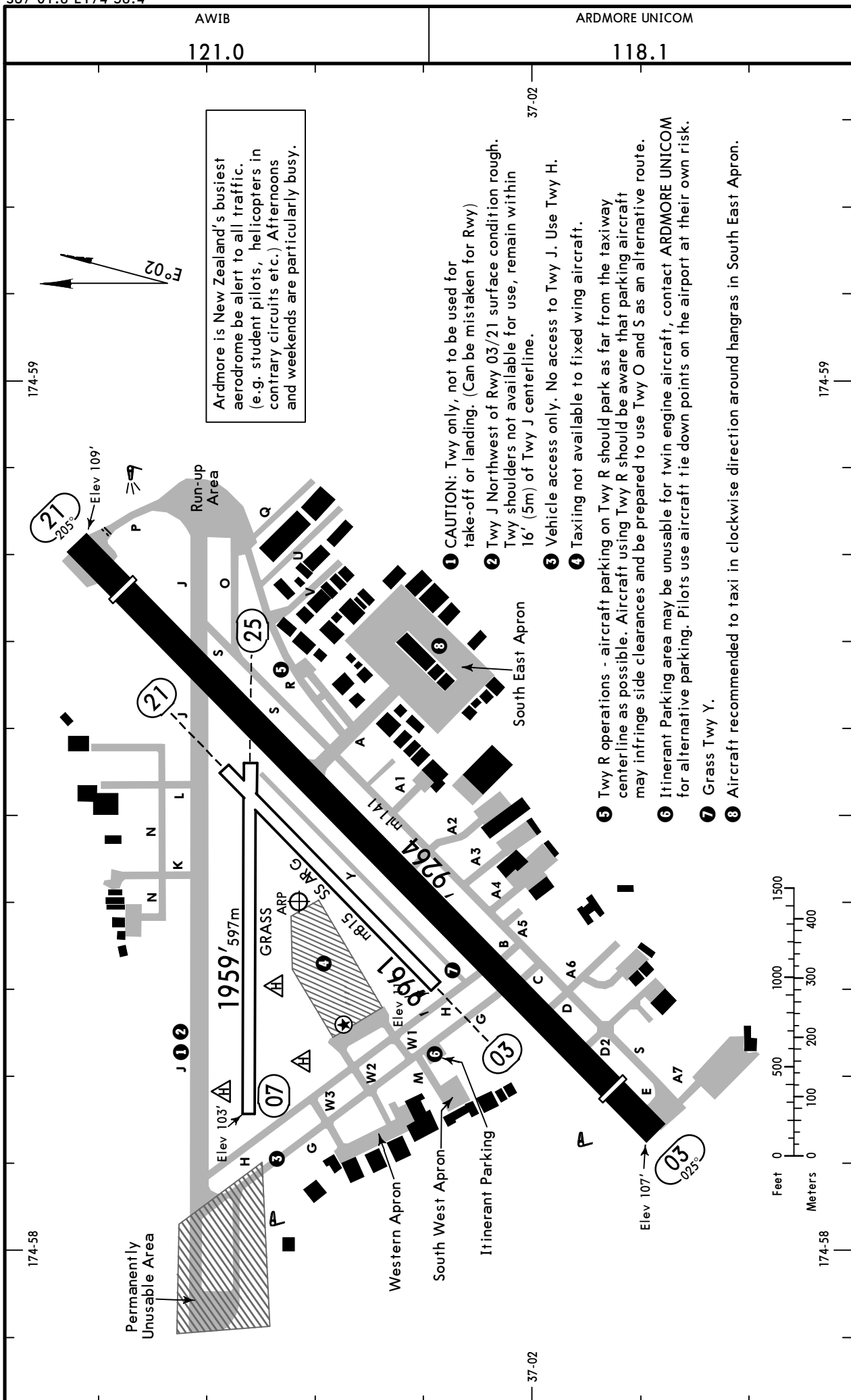
JEPPESSEN

ARDMORE, NEW ZEALAND

5 DEC 25

10-9

ARDMORE



NZAR/AMZ



JEPPESSEN

ARDMORE, NEW ZEALAND

5 DEC 25

10-9A

ARDMORE

GENERAL:

CAUTION: Hills rising to 900' MSL to Southeast of aerodrome, without obstruction lights.

CAUTION: High tension transmission lines across the Clevedon Valley 2.7 NM Northeast of Rwy 21 Thr up to 230' AGL and adjacent hills (497' MSL at Brookby and 861' MSL East of Waterworks).

CAUTION: Birds in vicinity of airport.

Aircraft with low propeller clearance exercise extreme caution when transiting between paved areas and grass areas.

Rwy 03/21 (paved) and Grass Rwy 03/21 simultaneous parallel operations are not permitted. Do not line up on Rwy 03/21 (paved) when an aircraft is on short final for parallel grass runway.

Mandatory hold signs at Rwy entry points require all aircraft to hold, lookout, make mandatory radio call before crossing or entering the Rwy.

Caution operating in vicinity of helicopters as rotor wash hazard can extend some distance from a helicopter.

Right traffic pattern Rwy 03, Rwy 07.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
03	①②RL (60m) ①② APAPI (angle 3.0°)	4285' 1306m		4262' 1299m	148'
21	①②RL (60m) ①②③ APAPI (angle 3.0°)	4262' 1299m		4285' 1306m	45m
03 GRASS 21					59' 18m
07 GRASS 25					59' 18m

- ① Pilot activated lighting 118.1.
- ② Standby power available.
- ③ WARNING: Rwy 21 APAPI use prohibited unless established on Rwy centerline due to obstacle clearance infringement.

TAKE-OFF

	Rwys 03, 21
1 & 2 Eng	300' - 1500m
3 & 4 Eng	

NZAR/AMZ

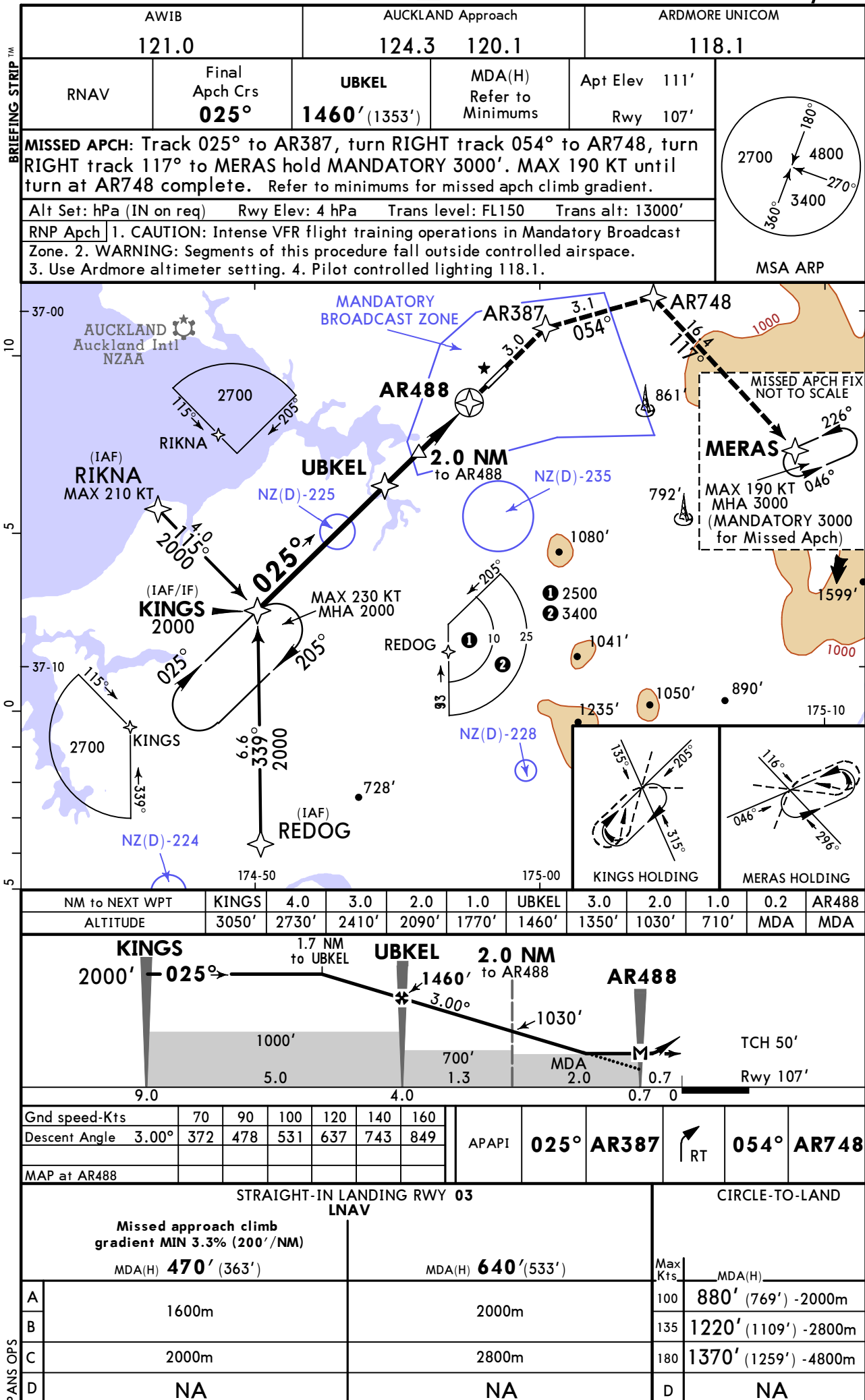
ARDMORE

10 JUN 22 (12-1) Eff 16 Jun

ARDMORE, NEW ZEALAND

CAT A, B & C

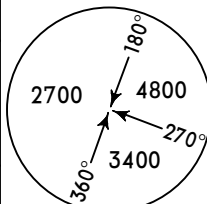
RNP Rwy 03

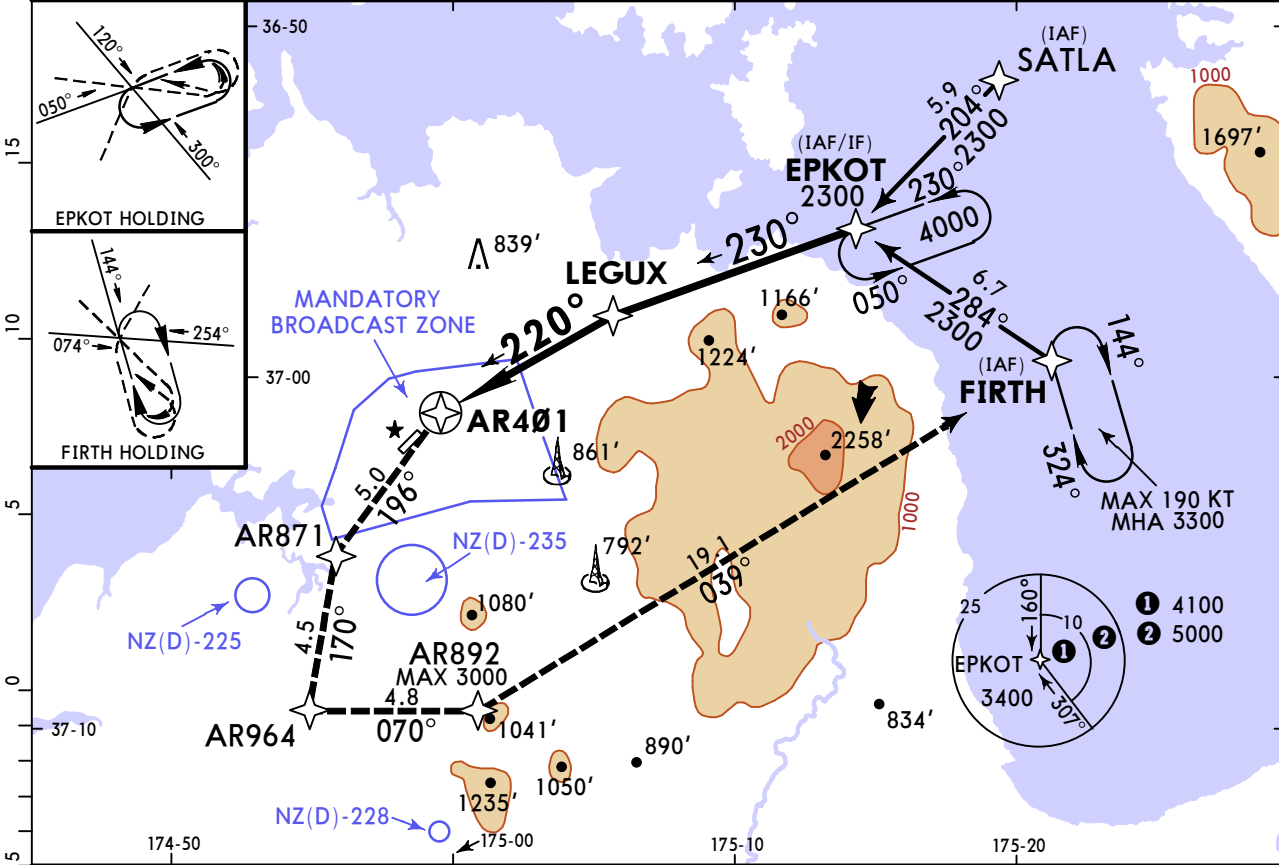


NZAR/AMZ ARDMORE

JEPPESSEN ARDMORE, NEW ZEALAND
10 JUN 22 **(12-3) Eff 16 Jun** **CAT C** **RNP Q Rwy 21**

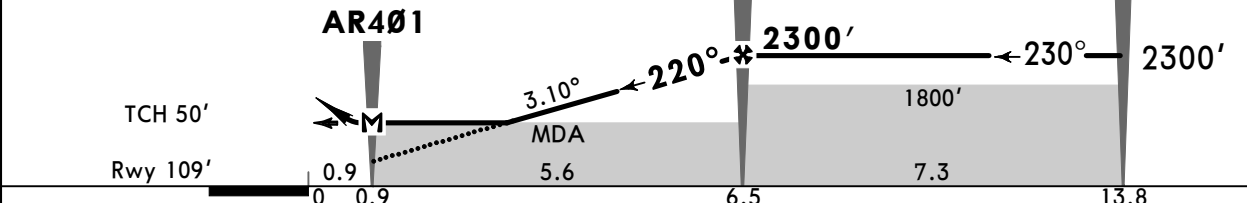
BRIEFING STRIP™

AWIB 121.0		AUCKLAND Approach 124.3 120.1		ARDMORE UNICOM 118.1	
RNAV	Final Apch Crs 220°	LEGUX 2300' (2191')	MDA(H) 730' (621')	Apt Elev 111' Rwy 109'	 MSA ARP
MISSED APCH: Turn LEFT track 196° to AR871, turn LEFT track 170° to AR964, turn LEFT track 070° to AR892 at or below 3000', turn LEFT track 039° to FIRTH hold MANDATORY 3300'. MAX 160 KT until turn complete at AR964.					
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL150 Trans alt: 13000'					
RNP Apch 1. CAUTION: Intense VFR flight training operations in Mandatory Broadcast Zone. 2. WARNING: Segments of this procedure fall outside controlled airspace. 3. Use Ardmore altimeter setting. 4. Pilot controlled lighting 118.1.					



NM to NEXT WPT	AR401	0.9	2.0	3.0	4.0	5.0	LEGUX	1.0	2.0	3.0	4.0	5.0	6.0	7.0	EPKOT
ALTITUDE	MDA	MDA	1110'	1440'	1770'	2100'	2300'	2630'	2960'	3290'	3620'	3950'	4280'	4600'	4720'

Holding aircraft when established inbound for approach and inside 8 NM EPKOT may descend to 2300'.



Gnd speed-Kts	70	90	100	120	140	160									
Descent Angle	3.10°	384	494	548	658	768	878								
MAP at AR401															

STRAIGHT-IN LANDING RWY 21								CIRCLE-TO-LAND							
LNAV															
MDA(H) 730' (621')								Max Kts MDA(H)							
A	NA							A	NA						
B								B							
C	3600m							180	1370' (1259') - 4800m						
D	NA							D	NA						

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JEPPESEN ARDMORE, NEW ZEALAND

26 APR 24

19-1

ARDMORE

RWY 03 PREFERRED VFR ARRIVAL/DEPARTURE ROUTES

ARRIVALS

From the West or South via Drury (preferred arrival from G275 training area)

Track West of Drury via West Papakura, at 1100' to join on wide right base.

From the South or East via Hunua

Track East of Waterworks from Hunua towards Clevedon between the two sets of power lines not below 1600'. Passing East of Waterworks descend to 1100'. Continue tracking North and then turn left to join downwind. (CAUTION - circuit traffic climbing crosswind.) Alternatively join overhead at 1600'. Be aware of helicopters inbound/outbound via the Waterworks at 800'.

From Northeast via Clevedon

Track via East of Clevedon then track to Glasshouse to join wide of crosswind leg to join downwind at 1100 ft. Alternatively join overhead right hand at 1600' (not above 1500' until inside the Mandatory Broadcast Zone (MBZ)).

From Brookby

Track via Brookby, towards Clevedon at 1100' to join downwind.

DEPARTURES

To the South via Hunua (preferred departure to G275 training area)

Track overhead the Waterworks, then vacate direct to the South or to Hunua.

To the West (and alternate route South in poor weather)

Depart via the downwind leg, Red Hill and the railway line to just East of Drury. (Clear of the circuit, a climb to 1500' is recommended to avoid conflict with inbound traffic.) CAUTION - Traffic tracking to join overhead or right base.

To the North (Helicopter departures utilising the North Sector should commence from the helicopter touchdown and lift-off area)

Climb straight ahead to 1100' to vacate East of Brookby and West of Clevedon.

NOTE: Please clearly state your Call Sign, Position, Altitude and Intentions prior to entering the Ardmore Mandatory Broadcast Zone (MBZ), and then again when joining the circuit so other traffic is made aware of your presence.

JOINING TRAFFIC IS TO GIVE WAY TO TRAFFIC ESTABLISHED IN THE CIRCUIT.

If traffic density is high, or you are unfamiliar with Ardmore, joining via the overhead is recommended. Keep aerodrome on the right hand side at all times when joining overhead Rwy 03.

NZAR/AMZ
ARDMORE



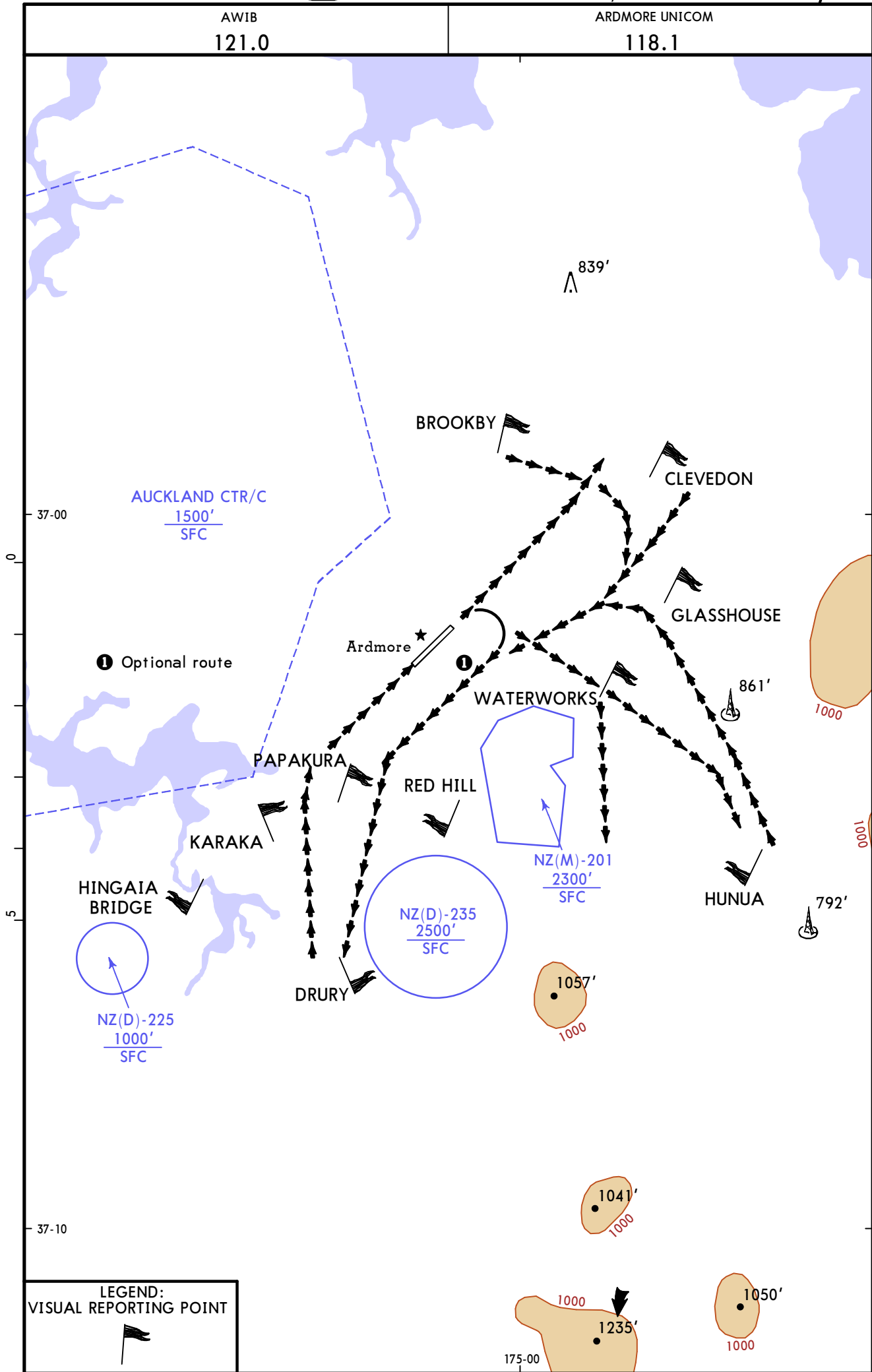
JEPPESSEN

26 APR 24

(19-2)

VFR PREFERRED ARR/DEP ROUTES Rwy 03

ARDMORE, NEW ZEALAND



NZAR/AMZ



JEPPESEN ARDMORE, NEW ZEALAND

26 APR 24

19-3

ARDMORE

RWY 21 PREFERRED VFR ARRIVAL/DEPARTURE ROUTES

ARRIVALS

From the East and South (preferred arrival from G275 training area)

From Hunua track East of Waterworks towards Clevedon between the two sets of power lines not below 1600'. Passing East of Waterworks descend to 1100' to join on a wide left base. (CAUTION - traffic late downwind.)
Alternatively remain at 1600' and make a standard overhead rejoin.

From the West

Track via Drury at 1100' to pass just East of Papakura Visual Reporting Point (VRP), turn right to join downwind.
Alternatively make a standard overhead rejoin. (Do not join via Red Hill.)

From North & Northeast via Clevedon or Brookby

Join via West of Clevedon or Brookby, onto the non-traffic side not below 1100', to cross the upwind threshold of Rwy 21 and enter the downwind leg. (CAUTION - do not descend below 1100' on non-traffic side due helicopters operating in the Tower touchdown and lift-off area (TLOF)). CAUTION - Traffic tracking to join overhead from the Waterworks, 1600' or above.

DEPARTURES

To the South and West via Drury (preferred departure to G275 training area)

Depart on Rwy heading until crossing the railway line, turn left and, track between the Papakura and Karaka Visual Reporting Points (VRPs), track to the West of Drury. (Clear of the circuit, a climb to 1500' is recommended to avoid conflict with inbound traffic.)

To the South and East via Red Hill

(alternate route)

Depart via the crosswind leg tracking Southeast between NZ(M)-201 and NZ(D)-235, climb to not below 1500' passing Red Hill.
Alternatively, continue downwind past Glasshouse to vacate circuit. CAUTION - Do not turn right out of the left hand circuit i.e. over the Waterworks.

To the Northeast via Clevedon (to the Gulf)

Depart via the downwind leg at 1100', thence track via East of Clevedon.

To the North

Depart via the downwind leg at 1100', thence track to East of Brookby from the end of the downwind leg. Right turn after take-off is not permitted.

NOTE: Please clearly state your Call Sign, Position, Altitude and Intentions prior to entering the Ardmore Mandatory Broadcast Zone (MBZ), and then again when joining the circuit so other traffic is made aware of your presence.

JOINING TRAFFIC IS TO GIVE WAY TO TRAFFIC ESTABLISHED IN THE CIRCUIT.

If traffic density is high, or you are unfamiliar with Ardmore, joining via the overhead is recommended.

ARDMORE, (ARDMORE - NZAR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport NZAR