

ELEV 111

ARDMORE

NZAR

RWY 21 PREFERRED VFR ARRIVAL/DEPARTURE ROUTES (1)

AWIB: 121.0

UNICOM/UNATTENDED: 118.1

(All altitudes specified are AMSL)

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 1600ft. Passing east of Waterworks descend to 1100ft to join on a wide left base. (<i>Caution — traffic late downwind.</i>) Alternatively remain at 1600ft and make a standard overhead rejoin.
	From the west	Track via Drury at 1100ft to pass just east of Papakura VRP, turn right to join downwind. Alternatively make a standard overhead rejoin. (<i>Do not join via Red Hill.</i>)
	From North & Northeast via Clevedon or Brookby	Join via west of Clevedon or Brookby , onto the non-traffic side not below 1100ft , to cross the upwind threshold of RWY 21 and enter the downwind leg. (<i>Caution — do not descend below 1100ft on non-traffic side due helicopters operating in the Tower TLOF.</i>) Caution — Traffic tracking to join overhead from the Waterworks , 1600ft 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 VRPs, track to the west of Drury . (<i>Clear of the circuit, a climb to 1500ft is recommended to avoid conflict with inbound traffic.</i>)
	To the south and east via Red Hill (alternate route)	Depart via the crosswind leg tracking southeast between M200 and D235 , climb to not below 1500ft passing Red Hill . 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 1100ft, thence track via east of Clevedon .
	To the north	Depart via the downwind leg at 1100ft, 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 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, a standard overhead rejoin is recommended.

D

