

West Auckland Airport newsletter March 2020.

There is now a little more clarity about how Aviation will lift off from the Covid Shutdown:

Covid Virus, Level 4 and preparation for Level 3:

The Airport CEO, Simon Lockie, writes:

With the CAN 05-011 Special Covid 19 Airworthiness Directive we expect some of you will be applying for authorisation to fly your aircraft in line with the directive.

You can find the details and apply here:

<https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/continuing-airworthiness-notice/show/05-011>

As part of the requirements, you need to specify a flight following contact. I'll be here at the airport and I'm happy to do that for you.

Managing the Number of People Onsite and Maintaining a Contact Tracing Register:

- *If you need to come out to the Airport while we're at levels 3 & 4.*
- *Let me know with some advance notice so we can manage the number of people onsite at any given time.*
- *We will be maintaining a 'contact tracing register' to fulfil our obligations.*
- *This will also help us manage our security precautions.*
- *Phone or Text would be ideal, or email with 24 hours' notice.*
 - *021354458*
 - simon@westaucklandairport.co.nz

Covid 19 Precautions and Obligations

- *Please familiarise yourself with the current/latest Ministry of Health Covid 19 guidelines. As these are subject to change, we will not be listing them.*
- *Our risk assessment has highlighted the obvious areas are shared contact areas, like gates, doors, bathrooms, hangar doors, etc.*
- *Social distancing is easy to maintain here provided we cooperate and avoid several pilots showing up to use the same hangar simultaneously.*
- *Contact Tracing: As above, we need to know who's coming out and when.*

Safe flying everyone. Cheers,

Simon Lockie, C.E.O. West Auckland Airport, Parakai, [West Auckland Airport Authority](#)

Engineer Bryn Lockie, writes...

"...In response to queries about running/flying aircraft to avoid expensive preserving and recommissioning due to lack of use: Lycoming and Continental equipped aircraft have a manufacturer mandated requirement if not flown for 30 days. Not a ground run - ground running engines periodically can be more damaging than not running at all.

The Rotax OM section describes procedures for long out of service periods. They don't prescribe how long so its fair to take the interval from other manufacturers.

The link to the Govt website is <https://www.aviation.govt.nz/about-us/covid-19/#Aircraft-maintenance> with then latest info at

<https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/continuing-airworthiness-notice/show/05-011>

Maintenance Flights will need to be local, single occupant, with ground observed or flight following - not an aerobatics session or scenic to Cape Reinga. You will need to be satisfied that you have whatever approvals apply at the time and take precautions around use of the 'shared contact' areas. Eg: Gates, Doors, Switches, Gloves, hand sanitiser, etc.

This is where we see it currently – but it is a fluid situation and you should ensure you have the latest information

Regards, Bryn "Brin" Lockie. Leading Edge Aviation Holdings Pty Ltd Ph +64 (0)9 973 5119"

When G.A. flying is able to restart, an obvious risk for contamination will be the headset. We strongly recommend everyone use their own headset, and will be removing the shared ones from the aircraft ZK-CDL and ZK-ECL (the newly available low wing Tecnam.) Headsets are available from many places, including:

Locally: https://pilotshop.co.nz/collections/headsets?sort_by=price-ascending

Offshore: <https://www.marvgolden.com/communication/headsets/all-headsets.html?dir=asc&order=price>

A good entry level headset can be had for about \$200 - \$250

Future Passenger Operations and Upgrading Facilities:

The Covid lockdown has had a serious effect on aviation, with the total number of NZ flights currently down 97% on the same period last year. Experts predict that it will take a long time for International tourists to return in bulk. This will greatly affect the viability of air services to the Regions, as those tourists filled many of the seats on the relatively large aircraft that have been used on many Regional routes.

The website,

www.WestAucklandAirport.co.nz

has photos of commercial aircraft that flew scheduled passenger transport operations from the airport in the 1990s, and we've realised that we can help keep Regional Air Services going, by supporting the air services that we provided in the past when Regional aircraft were much smaller.

In the 1990s, Parakai Aviation Ltd ran scheduled passenger flights from West Auckland Parakai to Great Barrier Island, and special flights to other Regional airports such as Kerikeri, Rotorua, Tauranga and New Plymouth, using Partenavia and Cessna Caravan aircraft.

If as expected, the aftermath of the Covid pandemic is a substantial reduction in domestic passenger numbers, the large aircraft previously servicing many Regional airports will be uneconomic. For these important Regional connections to be maintained, the Regions will need smaller aircraft similar to those that previously flew from West Auckland Parakai.

To meet this predicted change in the aviation industry, (and help generate the economic activity and jobs necessary for recovery from Covid), the Airport is bringing forward its long term upgrades to the runway and facilities. These were not expected for some years, but they have suddenly become urgent.

Carreen and Harvey Lockie

West Auckland Airport Parakai.

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