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## Winter 2020 Newsletter

**Family portrait:** The West Auckland Airport's 'corporate jet' ZK-WIK, is here flanked by the two Tecnams that are on-line and available for flight instruction, and for hire by approved pilots. With the ZK-ECL being a low wing Tecnam 'Golf', and ZK-CDL being a high wing 'Echo' there is a choice of configuration. ECL is available for hire by all pilots approved for CDL, once they have a 'Golf' rating, which all the instructors are able to issue.

(ZK-WIK is used for Airport business and is not available for hire or instruction.)

ZK-CDL has been getting so busy that it has been pushing up against the practical utilisation ceiling, and so had become hard to book, especially at weekends. With both CDL and ECL sharing the load it should be a lot easier to book one of these Tecnams in future.



*ZK-ECL, ZK-WIK and ZK-CDL*

**How to handle ADSB? Easy:** Press the 'power' button on the ADSB unit as soon as the engine is started, and don't touch it again until pressing 'power' to turn it off immediately before stopping the engine. If there is an avionics switch, you don't even need to do that, the ADSB should be in 'auto power on' mode and the avionics switch can do it all.

Unlike the old steam driven transponders, ADSB knows when it's on the ground and when in the air and automatically sends the correct data for each situation. On the ground it knows how to declutter ATC screens and what Collision Avoidance signals to send, and similarly in the air. There is only one rule:

"If the engine is running... ADSB should be ON."

This applies equally to hot loading by Top dressers, Skydive jump ships and Helos... if the engine is going do not turn the ADSB off or switch modes, just fly the plane and leave the ADSB to handle itself.

**Airport Authority:** West Auckland Airport Company Ltd was granted 'Airport Authority' status under the 'Airport Authorities Act 1966'. The following letter was sent by the Ministry of Transport to those who made submissions in response to our application.

The Airport Company would like to thank all those who made submissions... those in favour for their support which is much appreciated, and also those against who identified the concerns that we need to address in developing a Master Plan for the future.



25 February, 2020

## **West Auckland Airport, Parakai - Airport Authority Status**

We wanted to share an update with you.

The Minister of Transport and Cabinet have endorsed the proposal from West Auckland Airport, Parakai to become an airport authority. The Order in Council granting airport authority status will come into force on 1 April 2020.

In 2018, West Auckland Airport, Parakai applied for airport authority status.

To inform advice given to Government on the application, the Ministry conducted public consultation to seek feedback from the local community. This included holding a public meeting at the Helensville War Memorial Hall on 23 May 2019.

During the course of the meeting Ministry officials shared information about airport authority status and answered questions from the audience. Background information was also published on the Ministry's website.

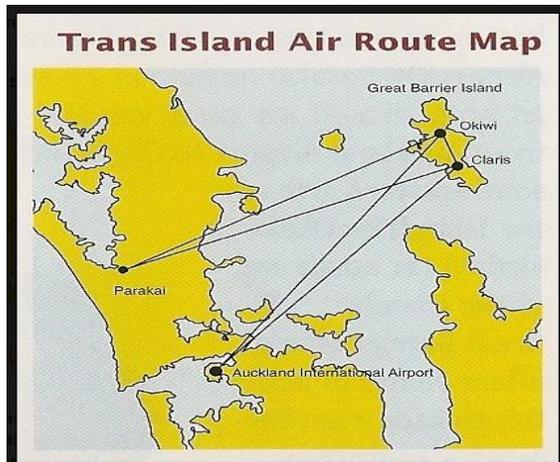
Public consultation subsequently closed in June 2019. Submissions were received from a range of stakeholders both within, and outside of, the Parakai community, with responses from local residents, the aviation industry, including airport users, airports, and the NZ Airports Association.

(Full letter available on request)

**ROTAX 912 engine available, 800 flight hours:** The addition to our fleet, ZK-ECL, came with a Rotax 912 engine that has 800 flight hours and is in good condition. However, 912s in aircraft available for 'hire or reward' have a limit of 10 calendar years and its older than that. In a private aircraft it is acceptable to run 'on condition' beyond those times. A new engine has been installed in ZK-ECL and the previous engine is available for sale to a private owner. The engine has been professionally maintained all its life, and as the overall condition of ECL shows, the aircraft and its engine have been well looked after. As Rotax 912s normally get to the 2000h TBO with no problems and few private owners do 1200h, this engine effectively has the same life as new for a private owner, at lower cost.

Contact Bryn Lockie 021 681 900 or [bryn@WestAucklandAirport.co.nz](mailto:bryn@WestAucklandAirport.co.nz)

**A 'Blast from the Past'...**



### Great Barrier Island Summer Timetable

Effective 01 November - 31 March

Auckland (AKL) to Great Barrier Island (GBC)				
Day	Depart	Final Report Time	Arrive	Flight No
Daily	8.00am	7.30am	8.25am	TI 681
Daily	5.30pm	5.00pm	5.55pm	TI 688

Parakai (PI) to Great Barrier Island (GBC)				
Day	Depart	Final Report Time	Arrive	Flight No
Friday	5.30pm	5.00pm	5.55pm	TI 31
Sunday	5.30pm	5.00pm	5.55pm	TI 38

Great Barrier Island (GBC) to Auckland (AKL)				
Day	Depart	Final Report Time	Arrive	Flight No
Daily	9.00am	8.30am	9.25am	TI 682
Daily	6.30pm	6.00pm	6.55pm	TI 689

Great Barrier Island (GBC) to Parakai (PI)				
Day	Depart	Final Report Time	Arrive	Flight No
Friday	6.30pm	6.00pm	6.55pm	TI 32
Sunday	6.30pm	6.00pm	6.55pm	TI 39

**Auckland Check-in**

At the Commuter Airlines counter situated at the left-hand end of the Domestic Terminal

**Great Barrier Island Check-in**

At the Trans Island Air Terminal situated at Claris Airport

**Parakai Check-in**

At the Parakai Aviation Terminal situated at Parakai Airport



*Scheduled passenger flights loading on the apron at West Auckland Parakai, using Cessna 'Caravan' and similar aircraft.*

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.

**Whenuapai Airbase incursions:** Instructor John sends in this comment from the flyers at Whenuapai...

*"We seem to have had a bit of increase in M107 incursions recently. M107 extends surface to 1500 feet in a 3NM radius from the A/F, 24 hours seven days a week. Only aircraft that have sought and received permission are allowed in this area. Police and Rescue helicopters have such permission. Occasionally GA aircraft will seek and receive permission. However, there is a large number of GA pilots including helicopters that seem to think that the area is only active, when the tower is on watch. This is not the case. Base Ops have asked us to keep an ear out for registrations of such incursions and to let them know.*

*Obviously it is usual 3 mile radius airfield zone, clearly marked on the maps, but ensuring you know where exactly you are, when transiting Whenuapai, when they are off-watch, might be a good idea!*

*For Microlights, there are only two routes really anyway: stay well to the West, if transiting North/South, or across the top from Okura river, if East/West, otherwise you are illegally going over the conurbation, of course. You could get suckered in towards Kumeu though. "*

**and the official word from Whenuapai Airbase:**

SQNLDR Andrew Fisher at Whenuapai has requested that the following message be distributed to local airspace users;

Recently there have been an increase in the number of civilian VFR aircraft operating within M107 - Whenuapai Military Operating Area (MOA) when ATC are off watch. The majority of these have occurred on weekends and involve aircraft transiting through the MOA without approval from Whenuapai Base Operations.

As per AIP New Zealand, approval is required prior to entry to any MOA from the administering authority, which in this case is Whenuapai Base Operations. Approval to transit the MOA can be requested through Base Operations on 134.5Mhz if airborne or telephone prior to your flight on 09-417-7442 when ATC are off watch.

There are frequently operations outside of published ATC hours in and around Whenuapai airfield and approval to transit the MOA is required to protect these.

**America's Cup Races:** The America's Cup Match is scheduled to occur in Auckland in early March 2021. Between mid-December 2020 and late-February 2021 it is to be preceded by a World Series Regatta and the Prada Cup challenger selection series.

Qwilton Biel of the Auckland Airspace Users' Ground asks for feedback from those who will be affected. An abbreviated summary of his email is:

*"All aspects of the venue to enable sailing of America's Cup 36 are being organised by America's Cup Event Limited (ACE). Qwilton Biel of the Auckland Airspace Users' Group has been contracted by ACE to assist them with development of aircraft operating procedures overhead the event, which includes an application to CAA for establishment of temporary restricted airspace. ....*

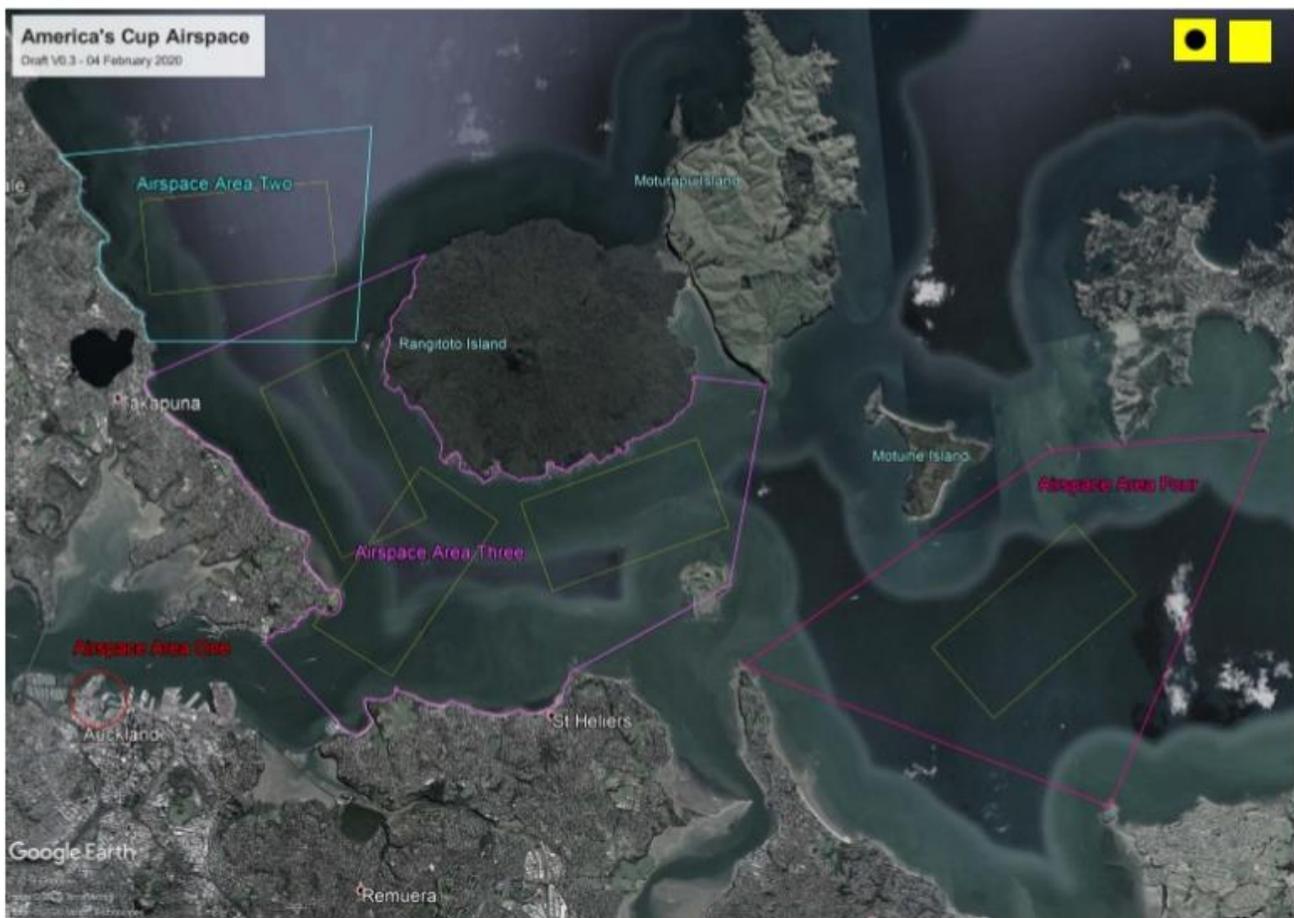
*The course to be used on any particular day will be selected by the Regatta Director on the morning of racing and it is proposed that only the airspace area containing the intended racecourse be activated. Racing is expected to occur on Saturday, Sunday, and also one weekday (which day is still to*

be determined) between 1600 and 1800. The airspace would be active from approximately 1530-1830. It is proposed that each area be from SFC-2000FT. ...

Similar to the America's Cup events in 2000 and 2003, it is proposed to establish a pilot authorisation system for anyone wishing to fly within the airspace. This would involve a briefing package, a signed declaration by the pilot, and potentially a requirement to pre-book entry to the airspace if traffic levels become unmanageable. It is proposed that event broadcast aircraft will operate at 1000 feet and below, all other aircraft would be accommodated in a circuit pattern at 1500 feet. It is not intended to permit aircraft to transit through the restricted airspace whilst active, the only aircraft within the restricted area would be those intending to operate overhead the racecourse.

I would greatly appreciate any feedback you have regarding this draft. My next step is to prepare and submit an application to CAA and before doing so I would like to try and address as many potential operator concerns. ..."

Qwilton Biel, 027 493 5655 [qwilton@biel.nz](mailto:qwilton@biel.nz)



**Pink PAC:** During the lockdown the white PAC ZK-SDF took the opportunity to have major service, and the Pink Pac ZK-SDT did the restart of operations. It's a striking sight with its pink livery...



*ZK-SDT, the 'PAC 750-XL' Skydive jump ship*

**First Solos:** Matt Abraham after his first solo in the Tecnam Sierra ZK-TST, photo by his instructor David.... congratulations Matt (and David!).



*Matt Abraham and ZK-TST Tecnam Sierra*

Flying has resumed strongly after the lockdown, with Michael Abernethy having his 'first solo'... the first since the lockdown with more getting close. Congratulations to Michael and Instructor Kevin :) .



*Michael Abernethy after his first solo in the Tecnam ZK-CDL. (Photo Kevin)*

### **Housekeeping:**

Editors of Aviation newsletters are welcome to use, lift out part, or all, of these newsletters for their own publications.

- To be added to our email list for these newsletters, email to [harvey@WestAucklandAirport.co.nz](mailto:harvey@WestAucklandAirport.co.nz) with a subject line of 'subscribe' and your email address.
- To be deleted reply with 'delete' in the subject line.

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