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## January – February 2017 Newsletter



*Intersection of Taxiways 'B' and 'W', looking West*

### **Taxiway Intersection:**

This photo shows the 'W' concrete taxiway, looking West towards the fuel Apron and taxiway 'A'. Taxiway 'B' (on the left), leads to the runway. On the right, 'B' has been extended to the Northern hangars #21 to #31. Southern hangars #20 to #30 are behind the camera.

The intersection has been made wide enough for most aircraft to do a U turn ... even ZK-CDL (without differential braking) can do a 180 or 360 degree turn. There is 6.5m clearance from the edge of the intersection to the yellow lines... sufficient for a 13m wingspan aircraft to turn clear of an aircraft holding.

Access to all hangars, both old and new, passes through this B-W intersection, so it is becoming a busy place. ***Please do all run-up and pre-takeoff checks at these taxiway holding points, and only go past them when you've confirmed that the runway is clear to backtrack and you're ready to take off immediately.***

Effectively you're occupying the runway once you cross the solid yellow line, as anyone landing will not be able to exit the runway at 'B' while you're there.

### **Taxiway holding point lines:**

A solid yellow line on your side means, "Hold here and wait for ATC clearance before proceeding onto the runway". Or, at a pilot controlled airport like West Auckland, "Hold here until you're sure that the runway is clear". Once all checks are completed and you're ready for immediate takeoff, announce your intentions, wait 5 seconds to give time for a reply, then enter and backtrack the runway for immediate line up and takeoff.

Gyros will usually hold briefly when lined up, to pre-rotate before rolling.

A dotted line on your side means, "If possible, continue past this point before stopping". Gyros will usually stop their rotors before clearing the taxiway intersection.

### **Recreational Pilots' Meeting held Sunday 12th Feb 17 at 3pm.**

Simon Lockie, Airport Manager, West Auckland Airport, Parakai, writes:

*Here is a brief summary of the topics discussed. If you'd like to discuss any of these points further, please let me know.*

16 people attended, including reps from Skydive Auckland. Plus West Auckland Airport people. With many more recreational operators and changes in NZ Health & Safety regulations, the meeting was held to discuss etiquette and expectations.

#### ***Topics discussed;***

There are Two Parachute Landing Areas: one near the SDA base for experienced jumpers and one to the NE for students.

#### Airport circuit and operational procedures

Circuit: Fly a wide circuit over mangroves and East of river,

If going around: stay to the runway centre line and do not exceed 500 feet until well clear of ends or over river before turning.

No overhead joins at any time, ask skydive plane for wind, look for wind blades, and general situational awareness for wind, or ask Skydive plane.

Read and be familiar with the AIP Landing Plate for the airport and check it regularly for changes. Great ways to stay informed on airport news are to subscribe to West Auckland Airport Parakai, Email Newsletter... and/or our Facebook page.

To subscribe to Waap monthly newsletter, email; [Harvey@WestAucklandAirport.co.nz](mailto:Harvey@WestAucklandAirport.co.nz)

Taxiways. Never taxi towards people. (a common guideline is that there should never be less than 15m between a running prop and people)

Think ahead to avoid grid lock of planes on taxiways like W and B intersection.

Do run up and checks before crossing holding point (Yellow lines) on taxiways to enter runways to keep 'runway occupancy' to minimum.

The Yellow lines on Taxiways should not be crossed until the way is clear and you are ready to proceed to the runway.

Do not leave aircraft unattended anywhere other than an approved parking spot, or in a hangar. The refuelling area is not an approved parking spot.

Vehicles in operational areas. Taxiways are primarily for Aircraft. Take vehicles airside only when necessary, drive slow and with Hazard lights on.

Do not take vehicles on the runway without airport management approval.  
Be considerate of where you park vehicles.

Airport Terms & Conditions of use. All airport users should read and be familiar with the Terms & Conditions of use. A copy can be found on the web or in the Pilot Lounge or you can request an email copy. [www.WestAucklandAirport.co.nz](http://www.WestAucklandAirport.co.nz)

People in operational areas. People should not be in operational areas without a purpose, such as going to or from your aircraft or hangar.

A High Visibility vest is required if you need to go to the South of the main Taxiway (W – Whiskey). If the situation allows, airport management approval should be sought first.

Allowing/Inviting 'people who are your guest(s)' into the Operational Area.

It is the pilots responsibility to ensure of the safety of guests who they invite into the operational area (airside). Special consideration must be given for guests don't have an 'aviation certificate' Eg: Pilot's Licence.

The Pilot Lounge is for pilots and guests to use freely. Guests being left on the airport should use the Pilot Lounge.

It may be Ok to leave them in your hangar only if you are satisfied this is safe for them.

Reporting Safety Matters - Airport Safety Committee. Safety concerns? Intervene immediately if seen, and also report to safety committee, [safety@westaucklandairport.co.nz](mailto:safety@westaucklandairport.co.nz)

The Safety Committee is made up of around 10 people representing various interest groups at the airport: Commercial, Skydiving, Ground Ops, Recreational, Gyro, Microlight, Airport Management, etc. The group has several recreational pilots with thousands of hours experience and CPLs, CPL-H, ATPLs, ex-Military and flying and skydiving instructors.

The Safety Committee's charter states its purpose as: "To Provide a Forum for the Discussion of Airport Safety Concerns:

The committee should discuss any matters brought to its attention regarding safety of airport users or aircraft.

Safety matters may be brought to the attention of the committee by any person and airport users are encouraged to be proactive about safety."

A quick reference guide to the updated NZ Health & Safety at Work guidelines can be found on the Works Safe Website.

<http://www.worksafe.govt.nz/worksafe/information-guidance/all-guidance-items/hswa-quick-reference-guide/HSWA-quick-reference-guide-december2016.pdf>

Hangar Rules. Hangar owners are to agree rules between themselves on matters that affect them all... Eg: fuel storage limits.

Being inside a Hangar is considered outside the Operational Area from an Airport Management perspective.

Accepted best practice dictates aircraft are not refuelled or operated inside a hangar.

(END of meeting notes.)



ZK-VOK

**Aircraft for Sale:** ZK-VOK. Richard writes:

*I'm (very reluctantly) offering my beautiful blackbird, Skyline Cruiser (B22 Bantam) ZK-VOK, for sale to a good home. She's very well-behaved in the air, and flies like a dream: <https://www.youtube.com/watch?v=6r0c0vmMSts>. She cost me \$23k, and I've put 400 (very enjoyable) hours in my log since then, so I reckon \$15k would be a fair price. 021-167-4027*



**Neighbouring property for sale. Airpark anyone?** The large property to the south of the Airport, 57 ha or around 130 acres in total, is for sale at present. With Airpark development successfully proceeding at North Shore and Kaipara Flat airfields, Airparks are very much 'on trend' right now. Obtaining RMA consent for Airpark blocks involves different arguments than subdivision for lifestyle blocks, so they can sometimes succeed when other applications might

not. West Auckland Airport would strongly support applications for development of an Airpark that was well planned and would bring economic activity to the area. Please pass this on to anyone you think could be interested...

<http://www.trademe.co.nz/a.aspx?id=1184070720>

**'Quik' Trike at Whangarei:** There is often interesting machinery to see when visiting other airports. This is the recent scene outside the Whangarei Flying Club hangar at Whangarei... the weight shift red trike is a lot fancier than most of those, and the yellow gyro is newly arrived, and being rigged for flight.



At the WFC hangar at Whangarei NZWR.

**From the Pilot Tips website, USA:**

***"What to do if a door is not properly latched and pops open in flight?"***

*"A cabin door popping open just after takeoff can be a very distracting event and has been the cause of several accidents.*

*The natural pilot action is to attempt to get the door closed as soon as possible and this is exactly the wrong thing to do. The most important thing is to maintain aircraft control. In my experience, it is almost impossible to get an open door closed in flight, so don't get distracted trying.*

*In most airplanes, the door will only open a few inches as there is a lot of airflow preventing it from opening too far. There may be some slight loss of performance but aircraft control should not be a problem. If your POH has a procedure, follow it. In general, avoid high-speed, and return and land using normal procedures.*

*In the worst-case scenario, it is possible (but not probable) that the door could come off and hit something on the tail. This is a very low probability, but that could cause controllability problems. So, there is good reason to maintain aircraft control and keep the speed from becoming excessive.*

*So, if this happens to you, give up on the idea of getting the door closed. Return, land and close the door on the ground."*

*Harvey Lockie comments: It is more serious with a low wing plane that has a lifting canopy rather than a door, as a lot of lift is generated by the canopy. It will be impossible to close and in addition to losing that lift, there will be turbulence over the tail which makes the elevator less effective. This happened at NZWR a few years ago, and it took skilled airmanship by instructor Bert Gregory to recover control, with he and the other pilot having an unpleasantly close look at the mudflats before control was re-established. The canopy latch is a critical function.*

*Some high wing planes (including the Airport's Tecnam ZK-CDL) can fly normally with the door removed entirely for photography (use an extra harness for the photographer, in addition to the seal belt), but you do need to know this for sure before taking the door off.*



*George's monocycle*

**Monocycle?** There are some clever devices for towing planes in and out of hangars. Quad bikes and Ride-on lawnmowers that are retired from mowing are good for the job, and there are specifically designed machines like this that have a heavily geared down motor driving the big single wheel. Once the attachments to the right are clipped onto the front wheel the user can push down on the handle to increase the grip.

Another useful aircraft tractor is a ride-on mower that is past its useful life for mowing, the weight of the driver gives them good grip and the ones with hydraulic drive give good control. The big PAC 750 Skydive planes are towed to from their hangar to the apron using a quad bike to save an operation cycle for the turbine engines.



*North of Kaukapakapa looking NW to the harbour entrance*

**Kaipara Harbour:** Part of the southern arm of the harbour. It's a big harbour, with Helensville at one end and Dargaville at the other.

### **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.

**West Auckland Airport web site:** [www.WestAucklandAirport.co.nz](http://www.WestAucklandAirport.co.nz)



**Aimm Airport Movement Management**  
[www.Aimm.aero](http://www.Aimm.aero)



**'FlyBook' Booking System demonstration.**

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<http://www.flybook.co.nz/>



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