

Welcome to Whitianga Airfield

This page has been created to point out some of the features of Whitianga Airfield and will hopefully give you all the information you need before you visit us. Over the last few years extensive upgrading works have been carried out and the volume of traffic using the airfield has increased significantly. We are also positioned just to the north of the town centre so please fly considerately and avoid flying over the town. We ask that you familiarise yourself with the latest Landing Plate and the **notes** it contains but will further expand on those notes below.

General Operating Rules

All pilots using Whitianga airfield are expected to comply with all appropriate NZ CAA rules. The airfield is uncontrolled and standard operating procedures and radio calls are expected from all pilots.

Any charts within this document are for guidance only and not for navigation, please consult the current charts.

Weather

Whitianga can be subject to conditions of low cloud and drizzle with a moist NE flow and you can generally expect these conditions with the passage of a front. There is a webcam on the “corolive.nz” website that will give you a good indication of the current cloud conditions. Significantly different cloud and weather conditions can be found on either side of the peninsular. Be aware that the conditions can change quite quickly.

You can also expect conditions of low cloud and drizzle when a depression passes down the east of the country.

AOPA webcams NNI also has the Corolive webcam image but check the date and time as this site tends not to be updated regularly.



There is an observation station for the APP “Predict Wind” on the airfield which will give wind, temperature and QNH. This site is not approved for aviation use so it is for guidance only and used at your own risk.

The “Windy” APP has a webcam feed for Whitianga.

Surface winds at Whitianga can be quite different to surrounding airfields so please do not assume that because there is a SW wind in Auckland that there will be one in Whitianga. In summer with anticyclonic conditions a NE sea breeze will generally set in around 10 am.

Arrivals

Please ensure you have familiarised yourself with the airport layout and runways and read all the notes on the landing plate. Please also ensure you have checked all relevant **NOTAMs**.

There is an AWIB on 130.5 that will give you information of wind direction, strength and peak gust. This will help with planning your circuit joining procedure.



When arriving from the south along the coast Hahei and Cooks Beach are common local reporting points. When arriving from the north Matarangi, Coromandel VRP and Opito Bay are often used as reporting points. There is a large rock in the centre of Mercury Bay. This is a local reporting point “Centre Island”.

When making your joining and circuit calls be aware you will be hearing radio calls from traffic at all of the Peninsular airfields so clear position reports are required.

If you are unfamiliar with the airfield or there are a number of aircraft joining, we advise a Standard Overhead Join.

Please be aware that the airfield is frequently used by a number of training organisations so please be considerate of other aircraft joining the circuit and remember circuit traffic has right of way over joining traffic. All standard give way rules apply.

When operating in the circuit, although not published, the preferred downwind track is along the estuary river to minimise noise over the town.

Downwind landings and take-offs are prohibited.

Barrier Air operate scheduled services into Whitianga airfield and often fly instrument approaches in from Mercury Bay. Please make sure you are aware of the direction IFR traffic will be joining from. There are also two IFR helicopter arrivals to Whitianga. One from the bay and one from the south.

There are frequent helicopter movements and these will either use standard circuit procedures or there is a helicopter arrival area from the north to be aware of.



Helicopter Operations

Helicopters should join by standard circuit joining procedures and be aware of and sequence with fixed wing aircraft in the circuit. . If arriving from the north helicopters may either join overhead or optionally via the Northern Arrivals/Departure area. When joining from the north be aware that there may be model aircraft flying so early radio calls will give them time to cease operations. When hover taxiing to park please be aware of down drafts as there may be unsecured light aircraft parked. Please be considerate when dropping of or picking up passenger and land away from the clubhouse area. Turbine helicopters should park on the grass area alongside the taxiway between the Hangers and the Jet A1 fuel pump. Vehicle access is available from the rear of the clubhouse to this parking area.

Helicopter hover training shall take place at the threshold end of RWY 16, traffic and aero modellers activity permitting. Please do not carry out hover training in front of the airpark houses. Training may also be carried out within the northern helicopter arrivals area but be aware of other helicopters joining or departing via the area.

Ground operations

As stated on the chart we would like pilots to make the maximum use of taxiways to avoid unnecessary wear on the runway.

The landing chart states that the runway position will be moved on a regular basis to help grass recovery. **Please exit at the first convenient taxiway after landing.** Ensure you use the taxiways to vacate the runway as there are drains, marked on the chart, on either side of the runway.

We have an irrigation system in place to assist with grass growth during the summer months, but the runway sits on a sandy base and dries out very quickly. Because it gets so dry the surface can tend to break up so we ask that you keep runway use to a minimum. Be aware that during the dry season the irrigation equipment may be positioned alongside the runways.

There is an instruction not to backtrack alongside the active runway as depending on the position of the runway within the runway strip wing tip clearance cannot be assured from landing and departing aircraft. **This is a safety consideration please follow this instruction.**

There are clearly marked parking areas on both sides of the runway. If you are unable to find a parking spot on the club side of the runway there is plenty of parking alongside the main road fence. Please do not obstruct access to taxiway D.

Due slipstream, caution should be exercised when taxiing close to parked aircraft and open hangars.

Landing fees are payable and there is a box on the wall next to the clubhouse doors with a QR code that you can scan to take you to a payment screen for online payment. Current fees are \$10 for private operations and \$25 for commercial but please check online for the latest fees.

Fuel

There is Avgas and Jet A1 available at the airfield.

The **GOFuel Avgas 100** pump is positioned outside the clubhouse and is accessible on both sides for fixed wing aircraft and on the runway side only for Helicopters. Please don't park your aircraft at the pumps and wander away. We ask that as soon as refuelling is complete that you move your aircraft to a parking spot if you wish to leave it for any length of time.

Jet A1 is available next to the helicopter rescue base and is only accessible to helicopters.

Courtesy Car

There is a courtesy car available for short term use the current charge is \$25 and replace the fuel you have used. Contact Graeme on 0272737142 to arrange a booking.

Departures

When taxiing for take off use the taxiways. Taxiway D goes from the clubhouse apron all the way to the threshold of runway 22 with stub taxiways en-route if you do not wish to taxi full length. Please exercise caution when crossing runways 16/34.

When taxiing to runway 04 for your departure do not carry out your run-up procedure within the apron area. Taxi out to the area abeam the concrete pad to do your run-up.

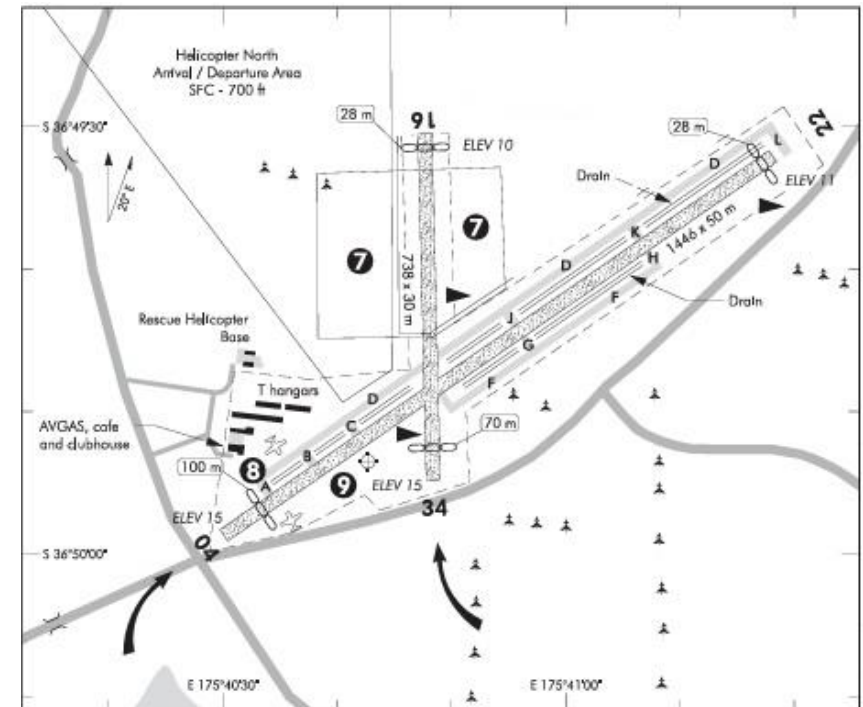
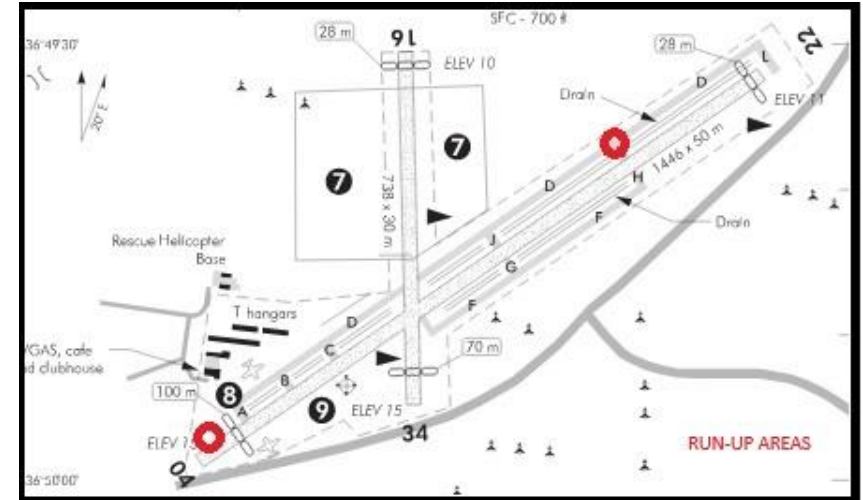
We have placed a sign on taxiway D to mark a suitable “run-up” area. We ask that you carry out your run up here to avoid noise nuisance to the houses near the threshold of runway 22. See the diagram below for run-up areas.

Departing from runway 04 all aircraft are expected to track out to the beach before making any turns either into the circuit or on track. **No turns are to be made, from any runway, over the town.**

In line with AIP ENR requirements no turns are to be made against the current circuit direction off any runway until outside 2nm from the airfield or through 1500ft.. **Making a radio call to say you are carrying out a non-standard turn is not acceptable.**

If departing to the north from RWY 04 please ensure you are past Simpsons beach or through 1500ft before turning to avoid conflict with traffic joining overhead.

Left turns are not permitted off runway 34 due to the conflict with the helicopter arrival area.



Summary

- **AWIB available on 130.5**
- **Runway 04/22 strip has been widened to allow multiple parallel runways.**
- **Only one marked runway 04/22 will be “in-use” on any given day.**
- **The “in-use” runway will be marked by white runway end marker boards.**
- **If taxiing/backtracking on 04/22, aircraft must taxi on the “in-use” runway between the marker boards.**
- **Taxiing/backtracking on the runway beside the “in-use” runway is prohibited.**
- **Aircraft should exit 04/22 at the first available exit and use parallel taxiways D or F after landing.**
- **Pilots should taxi on Delta or Foxtrot rather than taxiing on 04/22.**
- **Downwind landings and take-offs are now prohibited.**
- **Please read Notams before visiting NZWT.**
- **When exiting the runway do so via the marked taxiways only.**
- **Noise abatement rules now apply when departing on 04 or arriving on 22.**
- **The preferred downwind track is along the estuary river.**
- **All circuits for 04/22 are to the south of the runway.**
- **Avoid flying over the town.**
- **Increased bird activity can take place throughout the year but particularly in the summer months.**