

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 14 June 2019 8:43 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport

I'm writing regarding West Auckland Airport and its application for airport authority.

Whilst I understand the reasons for the application I do not believe that the owner/manager has honestly communicated the future intentions of the business and their potential impacts on the surrounding properties and community.

I believe that by granting airport authority that the airport will gain considerable powers that will detrimentally impact surrounding house prices, mine included. I am further concerned at a potential increase in traffic on already congested and poorly maintained roads (SH16 and Kahikateha Flats Road and the Kaipara Coast Highway).

I am further concerned at expansion resulting in increased air traffic which would destroy the serenity we currently enjoy. We enjoy the skydivers and in summer the number of flights increases but we purchased our property on this basis not increased usage.

In summary, I am opposed to granting airport authority for West Auckland Airport.

Regards,  
[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 7:55 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport, Parakai

Hi,

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

I understand this is more about alignment with regulations and not about operational changes at the airport.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community. Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Kind regards  
[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 14 June 2019 1:46 PM  
**To:** Parakai Airport  
**Subject:** Submission to Parakai airport.

Submission – West Auckland airport Authority.

We support the West Auckland Airport application for airport Authority.

Parakai is a vital link too Auckland city from all airports further North.

An airport authority would give it status and permanency in Auckland’s future town planning zoning.

[REDACTED]  
Otamatia Aero Club.  
Ruawai.

Sent from [Mail](#) for Windows 10

**Hon. Phil Twyford**  
**Minister for Transport**

[ParakaiAirport@transport.govt.nz](mailto:ParakaiAirport@transport.govt.nz)

## **WEST AUCKLAND AIRPORT PROPOSAL FOR AIRPORT AUTHORITY STATUS**

Dear Minister,

This submission is made by [REDACTED] of Parakai. Contact details are:

Name: [REDACTED]

Address: [REDACTED] Raabia Close, Parakai, Auckland 0830

Telephone: [REDACTED]

Email: [REDACTED]

### **1.0 INTRODUCTION**

The purpose of this submission is to oppose the proposal as currently framed. Opposition is based on the following rationale:

- Failure to observe best practise industry guidelines for planning.
- Failure to consider alternative zoning arrangements.
- Insufficient or misleading information

Each of these reasons are examined in more detail below.

### **2.0 RATIONALE**

#### **2.1 Failure to observe planning guidelines.**

The New Zealand Airports Association ('NZAA') is the national industry body for New Zealand. Its Airport Master Planning Good Practise Guide, published in February 2017, is referenced here: <https://www.nzairports.co.nz/assets/Files/public/Airport-Master-Planning-NZ-Airports-Feb-2017-FINAL2.pdf>. This best practise guide was specifically prepared for smaller regional and rural airports.

We agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, they also require transparent, evidence-based communication with stakeholders in order to earn the necessary social license to operate.

**Our primary objection is that WAA has not undertaken the best practise requirements of its industry in seeking airport authority status through completion of a comprehensive, evidence-based Master Plan that includes genuine stakeholder consultation.**

Airport authority status would confer extraordinary planning powers on a small, privately owned, rural airfield. The purpose of the powers contained in being a requiring authority, with powers to recommend designations and to compulsorily acquire land under the Public Works Act, were intended to be used ‘to enable the development of infrastructure required for a “greater public good”<sup>1</sup>. We would expect that the Master Plan would, at a minimum, provide evidence from reputable, independent experts on the public benefits which would accrue from allowing WAA to become an airport authority. As WAA is privately owned, any financial benefits will fall to a private owner. It could be argued that the costs (noise, loss of amenity, cultural/iwi impacts, traffic etc) are borne by private citizens who get no upside from the granting of these powers.

Our recommendation to Ministry of Transport is that it must not endorse this proposal to its Minister without WAA fully complying with the Master Planning process, starting with genuine community/stakeholder engagement. A non-exhaustive list of issues we want to see addressed includes:

1. **Economic rationale** for why airport expansion is necessary and desirable (for all stakeholders) – this would ideally be evidenced by a reputable 3<sup>rd</sup> party consultant.
2. **Iwi/cultural impact assessment** – there is ample evidence that the airport area has been heavily populated by iwi in the past;
3. **Off-airport issues** – impact on local and regional transport infrastructure, aircraft noise impacts, public safety, wildlife/bird strikes from the Kaipara Harbour at the end of the runway; and
4. **On-airport issues** – use of the airport as a community asset, environmental impact assessment, heritage impacts, integration with/impact on Auckland regional air traffic patterns particularly if WAA is to be a scheduled passenger traffic airport.

It is typical for large, complex public infrastructure projects to take up to 10 years to go through Resource Management Act processes to fully engage and consult communities and ultimately obtain approvals. WAA is privately owned, has no governance arrangements which would push it towards best-practise community engagement (unlike public sector authorities) and has provided zero evidence for why these extraordinary powers should be granted.

The Technical Advisory Group (TAG), who reported to the Minister for the Environment on RMA reform in 2009, remarked that requiring authorities making decisions on their own NoRs “is even more lacking in theoretical justification” at this point in time where many requiring authorities “are private entities as distinct from Crown agencies”. The Minister also noted this seemed “to run counter to the principles of natural justice”.<sup>2</sup>

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<sup>1</sup> [https://www.planning.org.nz/Attachment?Action=Download&Attachment\\_id=3158](https://www.planning.org.nz/Attachment?Action=Download&Attachment_id=3158)

<sup>2</sup> [https://www.planning.org.nz/Attachment?Action=Download&Attachment\\_id=3158](https://www.planning.org.nz/Attachment?Action=Download&Attachment_id=3158)

## 2.2 Failure to consider alternative zoning arrangements

In addition to WAA, Auckland also has two other general aviation airports:

- Ardmore Airport, South Auckland.
- North Shore Airport.

Both of these airports are considerably larger than WAA. Ardmore and its associated businesses provides employment for 500 people. North Shore provides scheduled commercial flights to Great Barrier Island. Both airports are privately owned.

It is significant that only Ardmore is scheduled as an airport authority. Auckland City Council advises that North Shore Airport *'is zoned Special Purpose – Airports and Airfields zone in the Unitary Plan. This is essentially a roll-over of its zoning under the previous Rodney District Plan.*

*In addition to the zoning, there is also a precinct over the airfield called the North Shore Airport precinct. The advantages of the zoning and the precinct for an airfield is that the planning provisions that apply for the zone are more enabling of airfield type activities than the Rural Production zoning.'*

This alternative to an Airport Authority seems not to have been considered.

## 2.3 Insufficient/misleading information

### Example 1:

**WAA:** *The airport, which has an 850 metre long runway, has about 10,000 flight movements a year. In order to take an ATR it would need about a 2 kilometre long runway, Lockie said.*

**Fact:** Kapiti airport for example has a runway of 1300 Meters and easily manages ATRs. Wellington, on the other hand, has a 2km runway and can land a 777.200 most of the time.

### Example 2:

**WAA:** *We have no plans*

**Fact:** All businesses require plans even if only to maintain the status quo. WAA have avoided saying this is the case. We recognise that business plans are commercially sensitive, but a sense of general direction is required before support can be expected.

### Example 3:

**WAA:** *Applied last year (2018) for Airport Authority status.*

**Fact:** MOT advised selected community stakeholders in mid-May 2019 of a public meeting on 23 May. Original deadline for submissions was 31 May. As a result of the public meeting this deadline was extended to June 14. The delay between application and consultation appears inordinate.

### **3.0 CONCLUSION**

As we stated at the beginning of this submission, we agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, the consultation with the community for this application lacks transparency, ignores industry guidelines and contains insufficient information to enable community stakeholders to support the application by WAA.

Yours sincerely

██████████

██████████

13 June 2019

[ParakaiAirport@transport.govt.nz](mailto:ParakaiAirport@transport.govt.nz)

## WEST AUCKLAND AIRPORT PROPOSAL FOR AIRPORT AUTHORITY STATUS

Dear Minister,

This submission is made by [REDACTED]

Contact details are:

Name: [REDACTED]

Address: [REDACTED] Sheffield Road, RD2 Helensville 0875

Telephone: [REDACTED]

Email: N/A

### 1.0 INTRODUCTION

The purpose of this submission is to oppose the proposal as currently framed. Opposition is based on the following rationale:

- Failure to observe best practise industry guidelines for planning.
- Failure to consider alternative zoning arrangements.
- Insufficient or misleading information

Each of these reasons are examined in more detail below.

### 2.0 RATIONALE

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We agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, they also require transparent, evidence-based communication with stakeholders in order to earn the necessary social license to operate.

**Our primary objection is that WAA has not undertaken the best practise requirements of its industry in seeking airport authority status through completion of a comprehensive, evidence-based Master Plan that includes genuine stakeholder consultation.**

Airport authority status would confer extraordinary planning powers on a small, privately owned, rural airfield. The purpose of the powers contained in being a requiring authority, with powers to recommend designations and to compulsorily acquire land under the Public Works



Act, were intended to be used 'to enable the development of infrastructure required for a "greater public good"'. We would expect that the Master Plan would, at a minimum, provide evidence from reputable, independent experts on the public benefits which would accrue from allowing WAA to become an airport authority. As WAA is privately owned, any financial benefits will fall to a private owner. It could be argued that the costs (noise, loss of amenity, cultural/iwi impacts, traffic etc) are borne by private citizens who get no upside from the granting of these powers.

Our recommendation to Ministry of Transport is that it must not endorse this proposal to its Minister without WAA fully complying with the Master Planning process, starting with genuine community/stakeholder engagement. A non-exhaustive list of issues we want to see addressed includes:

- **Economic rationale** for why airport expansion is necessary and desirable (for all stakeholders) – this would ideally be evidenced by a reputable 3<sup>rd</sup> party consultant.
- **Iwi/cultural impact assessment** – there is ample evidence that the airport area has been heavily populated by iwi in the past;
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It is typical for large, complex public infrastructure projects to take up to 10 years to go through Resource Management Act processes to fully engage and consult communities and ultimately obtain approvals. WAA is privately owned, has no governance arrangements which would push it towards best-practice community engagement (unlike public sector authorities) and has provided zero evidence for why these extraordinary powers should be granted.

The Technical Advisory Group (TAG), who reported to the Minister for the Environment on RMA reform in 2009, remarked that requiring authorities making decisions on their own NoRs "is even more lacking in theoretical justification" at this point in time where many requiring authorities "are private entities as distinct from Crown agencies". The Minister also noted this seemed "to run counter to the principles of natural justice".

## 2.2 Failure to consider alternative zoning arrangements

In addition to WAA, Auckland also has two other general aviation airports:

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Both of these airports are considerably larger than WAA. Ardmore and its associated businesses provides employment for 500 people. North Shore provides scheduled commercial flights to Great Barrier Island. Both airports are privately owned.

It is significant that only Ardmore is scheduled as an airport authority. Auckland City Council advises that North Shore Airport *'is zoned Special Purpose – Airports and Airfields zone in the Unitary Plan. This is essentially a roll-over of its zoning under the previous Rodney District Plan.*

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This alternative to an Airport Authority seems not to have been considered.

## **2.3 Insufficient/misleading information**

### **Example 1:**

**WAA:** The airport, which has an 850 metre long runway, has about 10,000 flight movements a year. In order to take an ATR it would need about a 2 kilometre long runway, Lockie said.

**Fact:** Kapiti airport for example has a runway of 1300 Meters and easily manages ATRs. Wellington, on the other hand, has a 2km runway and can land a 777.200 most of the time.

### **Example 2:**

**WAA:** We have no plans

**Fact:** All businesses require plans even if only to maintain the status quo. WAA have avoided saying this is the case. We recognise that business plans are commercially sensitive, but a sense of general direction is required before support can be expected.

### **Example 3:**

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**Fact:** MOT advised selected community stakeholders in mid-May 2019 of a public meeting on 23 May. Original deadline for submissions was 31 May. As a result of the public meeting this deadline was extended to June 14. The delay between application and consultation appears inordinate.

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As we stated at the beginning of this submission we agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, the consultation with the community for this application lacks transparency, ignores industry guidelines and contains insufficient information to enable community stakeholders to support the application by WAA.

Yours sincerely,


[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 4:44 PM  
**To:** Parakai Airport  
**Cc:** S [REDACTED]  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application Submission

This is a submission by West Auckland (Parakai) airport application to be an Airport Authority.

I am the Airport manager at Hood Aerodrome Masterton and represent small airports on the NZAirports Association board.

I support West Auckland Airport's application for Airport Authority. Having spent time with Simon Lockie from West Auckland Airport I have been impressed with the airports business model and operations.

The current Act and the draft new combined Act proposed in the recent amendment bill provides the most suitable regulatory framework and legal status for managing the continued use of this airport.

Operating an Airport that is not owned by a local authority under Unitary Plan Zoning rules does not provide the best outcomes for the airport, aviation and the wider community. West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides and I am sure this will enable further positive development of the asset for the community and aviation transport generally.

Regards

[REDACTED]



**Hood Aerodrome Manager | Masterton District Council**

[REDACTED]

[ParakaiAirport@transport.govt.nz](mailto:ParakaiAirport@transport.govt.nz)

## WEST AUCKLAND AIRPORT PROPOSAL FOR AIRPORT AUTHORITY STATUS

Dear Minister,

This submission is made by [REDACTED] my contact details are:

[REDACTED]  
[REDACTED]  
[REDACTED] Helensville Auckland 0871  
[REDACTED]  
[REDACTED]

### 1.0 INTRODUCTION

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Our recommendation to Ministry of Transport is that it must not endorse this proposal to its Minister without WAA fully complying with the Master Planning process, starting with genuine community/stakeholder engagement. A non-exhaustive list of issues we want to see addressed includes:

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#### **Example 3:**

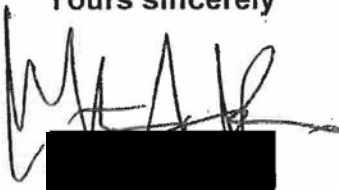
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### **3.0 CONCLUSION**

As we stated at the beginning of this submission we agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, the consultation with the community for this application lacks transparency, ignores industry guidelines and contains insufficient information to enable community stakeholders to support the application by WAA.

Yours sincerely



A handwritten signature in black ink, appearing to be 'WAA', is written over a solid black rectangular redaction box.

13th June 2019

## West Auckland Airport Consultation

Ministry of Transport

P O Box 3175

Wellington 6140

11 June 2019

Dear Minister,

### Submission in opposition to West Auckland Airport ('WAA') application

This submission is written by [REDACTED] on behalf of [REDACTED], [REDACTED] South Head Road, RD1, Helensville 0874.

We own [REDACTED] Parkhurst Road (15ha), which is located about [REDACTED]  
[REDACTED]

We also own [REDACTED] Parkhurst Road [REDACTED].  
We have owned both lots since 1971.

#### **A. The reasons for our objection, WAA's apparent failure to follow best practise industry guidelines.**

The New Zealand Airports Association ('NZAA') is the national industry body for New Zealand. Its Airport Master Planning Good Practise Guide, published in February 2017, is referenced here: <https://www.nzairports.co.nz/assets/Files/public/Airport-Master-Planning-NZ-Airports-Feb-2017-FINAL2.pdf>. This best practise guide was specifically prepared for smaller regional and rural airports.

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Our recommendation to Ministry of Transport is that it must not endorse this proposal to its Minister without WAA fully complying with the Master Planning process, starting with genuine community/stakeholder engagement. A non-exhaustive list of issues we want to see addressed includes:

1. **Economic rationale** for why airport expansion is necessary and desirable (for all stakeholders) – this would ideally be evidenced by a reputable 3<sup>rd</sup> party consultant e.g. NZIER, Motu, PwC;
2. **Iwi / cultural impact assessment** – there is ample evidence that the airport area has been heavily populated by iwi in the past;
3. **Off-airport issues** – impact on local and regional transport infrastructure, aircraft noise impacts, public safety, wildlife/bird strikes from the Kaipara River at the end of the runway.
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#### B. Existing impacts of WAA on our property:

We are already negatively impacted by rules in the Auckland Unitary Plan that favour the airport:

- a) **Airfield Height Restrictions** (‘AHR’) allow aircraft to fly very low over our property. This creates management problems with livestock
- b) **Enforcement orders** obtained by Auckland Council in 2010 (in relation to trees on our property at 260 Parkhurst Road) are in place to compel us to maintain minimum clearances.
- c) **We had to fight** extremely hard to have existing use rights recognised and confirmed by the Environment Court.
- d) **Auckland Council** has recently exercised its right to appoint WAA as enforcers of (b) above which has led to relations with WAA deteriorating further.
- e) **WAA has demonstrated an inability** to engage openly or constructively with us over many years, so we are extremely wary of them being granted any additional powers



- f) **Noise of various larger aircraft** including occasional military helicopters which use WAA is an aggravating issue where livestock farming is concerned as aircraft are unpredictable in terms of arrival/departure times.
- g) **Noise for residential use:** We have relocated a home to 260 Parkhurst Road and intend to renovate this for our personal use, extra sound insulation will be installed. We object to expansion of and any extra noise created by aircraft from the airport.

### **C. Impact on our land if WAA was granted airport authority status:**

1) **WAA could potentially further restrict/limit** and prevent uses on our land, uses that are presently permitted by the Auckland Unitary Plan.

2) **If WAA did further negatively impact** on our existing or potential land rights (under the Auckland Unitary Plan) it could seemingly do this without consultation or compensation. We see no good reason why we should lose valuable rights to another private landowner for any reason. In addition, we do not see a strong economic case why the wider public would benefit from this minor airport with poor transport connections, 50 kilometres from Auckland CBD, receiving the same rights as (for example) Auckland Airport. It is frankly ridiculous to grant powers such as this to a privately-owned minor airstrip where those private owners will benefit at the cost of local landowners and for no clear public benefit.

3) **Designations and compulsory** land purchases – acquisition of land (under the Public Works Act) or designations (imposed by Auckland Council under request from WAA as a Requiring Authority) over our property at 260 Parkhurst Road is the only practical method of extending WAA's runway. A designation would substantially reduce the future potential uses of our land (which could eventually include residential use given our farm is adjacent to Parakai township).

### **D. Noise and location issues**

1) **The noise is intrusive for the existing residential area of Parakai.** Also six or seven farm dwellings and cottages are impacted, by being located directly under the western leg of the AHR. One dwelling is under the eastern AHR leg plus another under recommended approach path. Total 8-9 houses already severely affected by aircraft noise.

2) **The AHR at between 45-60 metres is very low** over these homes. Along South Head Road every house predates the airfield. Three houses are between 80 and 100 years old and occupiers state the noise is so intrusive that they have to **stop talking** when aircraft pass over head

3) **Noise is likely to increase significantly** if the airfield becomes more commercially orientated.

4) **Aircraft operations are not predictable.** This creates an ongoing problem for us when grazing livestock close to the airfield, newly acquired stock are particularly affected, animals scatter in alarm when approaching aircraft including military helicopters are lower than need be, this effect is less pronounced with smaller quieter recreational aircraft.

5) **The Move to commercial (skydiving) operations significantly increased noise** – as the primary use of the airfield has changed from light recreational aircraft (low noise) to commercial skydiving

(high noise) the noise levels have increased substantially. The manner in which these parachute aircraft are flown, continually circling and climbing at full power in a limited area close to the airfield, then returning/descending as quickly as possible for another load of jumpers. This creates unpleasant noise conditions for rural residents in proximity to the airfield, this procedure can be repeated at up to 3 times an hour for one aircraft in all except the worst of weather

**6) Hazards: West Auckland airport website ('WAA') has cautions for pilots** - The airport's proximity to Mt Rex to the east and trees at the western end of the runway, throw in Skydivers, it all combines to create a hazardous location. The website advisory recommends procedures for Pilots to avoid these obstacles.

#### **E. Alternative courses of action for WAA zoning plans and other expectations**

WAA could potentially achieve the zoning changes by applying to Auckland Council for a private plan change. This process would give us as existing land owners the opportunity to consult and to capture the true value of our land use rights.

In seeking a private plan change from Auckland Council, we believe that the minimum requirement from Auckland Council would be a Resource Management Act application which answers the questions posed in the NZAA Master Planning Guide. It would be extraordinary for the Ministry of Transport to recommend this proposal to its Minister without the same level of information required by Auckland Council, and with no compelling public benefit case for why these powers should be granted.

We are sympathetic to the difficulties WAA has in building new hangars (mainly used for smaller quieter recreational aircraft) on its land due to the existing rural land designation. We would prefer WAA undertakes a private plan change rather than be granted the sweeping powers enjoyed by nationally important entities like Auckland Airport.

North Shore Airfield "NSA" operates without airport authority status, it has gained a zoning that suits it from Auckland Council, also NSA is a much busier airfield than WAA.

The only airport in the region with Airport Authority Status would seem to be Auckland Airport.

#### **F. In Conclusion**

**We oppose** The West Auckland Airport application for the reasons given above, confirmed by the fact that in spite of numerous questions being put to the airport manager he failed to share any information that would indicate that West Auckland Airport had followed the recommended **Master Planning Process** he has totally failed to reassure stakeholders and enable the community to give support.

**Yours Sincerely**

██████████ ██████████



**NORTH SHORE**  
AIRPORT

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**SUBMISSION ON THE**

**WEST AUCKLAND AIRPORT PARAKAI PROPOSAL FOR AIRPORT AUTHORITY STATUS**

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**SUBMITTER DETAILS:**

1. Name: North Shore Aero Club (Inc)
2. Address for Service:  
Postal: C/- Haines Planning  
PO Box 90842  
Victoria Street West  
AUCKLAND 1142  
  
Email: [REDACTED]
3. Contact Person: [REDACTED]  
Senior Planner  
Haines Planning
4. Date of Submission: 12 June 2019

**SCOPE OF SUBMISSION:**

5. Property Address: North Shore Airport, [REDACTED] Postman Road, Dairy Flat 0794
6. This submission relates to the application made by West Auckland Airport (Parakai) to the Ministry of Transport to become an airport authority.
7. The feedback on the Ministry of Transport consultation documents is discussed below.

## **SUBMISSION:**

8. North Shore Aero Club (“NSAC”) owns and operates the North Shore Airport located at Dairy Flat. The Airport has its own Special Purpose – Airport zone under the Auckland Unitary Plan.
9. NSAC currently has 600 members and 200 aircraft whose home base is North Shore Airport. Approximately 200 people are employed at the Airport. It runs a highly successful flight training school. It services commercial passenger flights to smaller destinations such as Great Barrier Island and Kaitaia. It is the home to a number of emergency services, including Northland Emergency Rescue, and flying doctor services. Auckland Rescue Helicopter Trust and NZ police use North Shore Airport on a regular basis.
10. In relation to West Auckland Airport, North Shore Airport is a larger but complementary general aviation airport located 19km to the east. It operates as a non-certificated airport under the Civil Aviation Act.
11. NSAC supports the application by West Auckland Airport to become an airport authority.
12. NSAC acknowledges that by becoming an airport authority, West Auckland Airport will be able to utilise the powers under the Airport Authorities Act to maintain, operate and manage the airport, consistent with the majority of airports around New Zealand. This will ensure that its ability to operate into the future is maintained, giving the airport greater legal status to protect its land and airspace from reverse sensitivity effects.
13. Airports that exist in New Zealand were mostly developed as a result of World War Two or the far-sightedness of central government in the 1960’s. Since that time, NSAC understands that no new airports have been established in NZ. It has also been recorded by aviation specialists that the alternative of building a greenfield general airport in the Auckland area does not exist due to the lack of suitable flat land, and the prohibitive cost of land. Therefore, current airports are an irreplaceable asset. Ensuring their continued operation, in light of a growing population, is considered a national priority.
14. Given the imperative of retaining the current airport facility at Parakai, it is likely that West Auckland Airport will need to be zoned under the Auckland Unitary Plan for airport purposes in the future, where the current airport authority application is a step towards that re-zoning. Being zoned as Special Purpose – Airports and Airfields, instead of Rural Production, will allow a greater security of current operations.
15. North Shore Airport has found that growth in the population of rural Auckland, and the projected population signalled by the Auckland Unitary Plan, is leading

to potential restrictions in the operation of all Auckland's airports from reverse sensitivity effects. This requires the smaller airports to enhance their legal standing for their continued survival. NSAC therefore considers that the recommendation of the Ministry of Transport to the government should be supportive of the airport authority status requested by West Auckland Airport.

For and on behalf of North Shore Aero Club:



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 (BSc, Dip Nat Res, CertPlan, Assoc.NZPI)

Senior Planner

1958 PARAK SUB

[Redacted]

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**From:** [Redacted]  
**Sent:** Sunday, 16 June 2019 8:28 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport's application for Airport Authority

To whom it may concern

I support West Auckland Airport's application for Airport Authority 100%. I believe the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

It is crazy that operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcome for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use and is common sense.

The West Auckland Airport is an asset to the community and wider Auckland - it deserves the status the Airport Authorities Act provides.

Thank you

Kind Regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

skype [Redacted]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Saturday, 15 June 2019 12:00 AM  
**To:** Parakai Airport  
**Subject:** In support of West Auckland Airport's application for Airport Authority

To whom it may concern:

West Auckland Airport's application to obtain airport status under the Airport Authorities Act 1966 would seem like the most efficient path to eliminating a somewhat recent zoning discrepancy inconsistent with the already consented site usage as an airport. I understand that the Auckland unitary plan (AUP) zoning rules currently applied to the subject site were designed for farming and therefore irrelevant to the aviation activities of West Auckland Airport. This application provides a more definitive scope for site usage and would benefit the wider community as well – West Auckland Airport retains a great sense of inclusion for anyone interested in the facility, aviation and site seeing and is therefore an incredibly unique aspect of the Parakai community and its landscape.

In my time spent at this facility as a junior aviator and pilot in training, I have found West Auckland Airport to be very dedicated to the art and practice of flying and aviation safety. It is unfortunate that current zoning under the AUP doesn't align with the consented site usage, though hopefully this application will result in a positive outcome for all concerned.

I support West Auckland Airports position that through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use. West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

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[REDACTED]

[REDACTED]

P.O Box 47803 Ponsonby Auckland 1144 New Zealand

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 14 June 2019 6:12 PM  
**To:** Parakai Airport  
**Subject:** application for Airport Authority

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

I have flown into and from Parakai Airfield and have also been involved with a number of social and flying events over several years.

The support given made these extremely safe events and are a wonderful example of how the airport has become a part of the local and wider community.

[REDACTED]

Algies Bay 0920

[REDACTED]



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 14 June 2019 3:10 PM  
**To:** Parakai Airport  
**Subject:** West Auckland (Parakai) Airport - NZ Airports submission

Thank you for the opportunity to comment on the application by West Auckland Airport (Parakai) for airport authority status.

The New Zealand Airports Association (NZ Airports) is the not-for-profit industry association for airports in New Zealand, and our members represent every level of airport activity from international airports to small general aviation airfields.

NZ Airports doesn't have any record of similar applications being publicly consulted by the Ministry in recent years, so we are taking the opportunity to submit in relation to the purpose and aims of airport authorities, and the considerations we think are relevant when the Ministry provides advice to the Minister of Transport in such cases. We can see the potential for this application to become something of a template for dealing with similar applications in the future.

This submission does not address the particulars of West Auckland Airport to any great extent, and that is because it appears to us that the purpose of conferring airport authority status by Order in Council is a relatively generic one, as set out in the Airport Authorities Act (AAA).

Our view is that, taking into consideration the purpose and focus of the AAA, the Ministry should support the application in its advice to the Minister because the applicant is currently operating as an airport, intends to keep operating as an airport in the future, and airport authority status is the key legislative tool to support the efficient operation and management of airports. Our reasons for coming to this view are set out below.

#### What is the question to answer when considering an application for airport authority status?

There is no prescribed process or statutory criteria that the Minister must consider when deciding whether to grant airport authority status. We therefore think that, in this process and any future applications for airport authority status, the Minister should be focussed on whether it is appropriate for the airport to have the powers under the AAA for the efficient operation of the airport.

In that regard, it is relevant to consider that:

- The purpose of the AAA (or long title) is to confer powers on certain local authorities and other persons in respect of airports, and
- The Act is focussed on establishing, operating and managing airports.

While there are some powers for improvements and development of airports in the AAA, that is not a particular focus of the Act (see sections 3 and 4). It also appears to us that there is no particular threshold or limitation on the scale or complexity of an airport authority. We note that (from the list of airport authorities we are aware of – and our list is probably incomplete) there is a wide range of airports types and sizes included. This is reasonable given that airports serve a wide range of communities and aviation activities, with an equally wide range of economic, social and other benefits.

#### Questions that are not relevant

We consider that it would be inappropriate for the Minister's considerations to extend to, or interfere with, any subsequent processes that may arise as a result of being an airport authority, or which are necessary for an airport's development plans (eg requiring authority status under the Resource Management Act 1991 (RMA)).

The Ministry has correctly identified that an airport authority may apply to the Minister of the Environment for requiring authority status under the RMA. The important point is that this enables an airport authority to **apply** to become a requiring authority; it is not guaranteed that requiring authority status will be granted (which is noted in the Ministry's Questions and Answers material). The RMA prescribes certain matters that the Minister of the Environment must be satisfied of, before exercising discretion to grant requiring authority status.

We agree with the Ministry's summary of the powers of a requiring authority under the RMA in the table provided on your website. In particular, if requiring authority status is granted, this enables an airport authority to give notice to local authorities of a requirement to designate land for a public work (eg airport activities). If a designation is confirmed, it provides the airport authority with the planning approval to carry out its work on that land without the need to obtain land use resource consents.

The designation applies to the land that is required for the airport's activities. This is distinct from controls on the development of sensitive activities around the airport which are usually sought through a normal plan change process and confirmed in the district plan provisions, subject to the applicable notification, submission, hearing and appeal processes. This distinction seems to have been conflated in some of the Ministry's Questions and Answers (and in some media commentary on the matter).

As we have set out above, the focus should be on whether it is appropriate for the airport to have airport authority status under the AAA. If other statutory processes are necessary for an airport to operate and develop in the future, then in our view it would be inappropriate for the Ministry to effectively pre-empt those processes by refusing to grant airport authority status based on its views on whether those processes should be available and / or the possible outcomes of the processes.

### Consultation

While there is no requirement for the Minister to publicly consult on any application, we consider that consultation is reasonable and desirable (although there may be some occasions when an applicant considers there are good reasons to request confidentiality).

However, it is important to identify the appropriate scope of that consultation ie the topics on which feedback is sought, and the extent to which feedback weighs on the core question. We consider that consultation in this process (and any future applications for airport authority status) should inform the quite narrow question of whether it is appropriate for the airport to have airport authority powers under the AAA for the efficient operation of the airport.

That said, informing the public about possible future plans for an airport provides useful context for consultations, and airports are often of inherent interest to nearby residents. Judging from recent news coverage we suspect that there will be submissions that address a wide range of issues. But as stated above, we consider it would be inappropriate for the outcomes of consultation under the AAA to cross the boundary into matters dealt with in any subsequent processes under RMA or other legislation.

### In summary

We consider the Ministry should support the application in its advice to the Minister because the applicant is currently operating as an airport, intends to keep operating as an airport, and airport authority status is an important legislative tool designed and intended to support the efficient operation and management of airports.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[www.nzairports.co.nz](http://www.nzairports.co.nz)

Level 8, Midland Chambers, 45 Johnston Street, Wellington 6011  
PO Box 11369, Wellington 6142, New Zealand



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 14 June 2019 10:20 AM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** Parakai Airfield submission

We are against the proposed application to grant Parakai Airfield AAS, it is a privately owned business run by one family.

Ardmore and North shore airfields operate well without AAS, and we feel that granting this will give the Parakai Airfield owners more legal powers than they need to operate successfully.

We are concerned that development of the airfield will lead to increased noise for our rural community.

The position of the runway makes for potentially dangerous takeoffs in easterly conditions, there has been one light plane that lost power crashing low down in to trees meters after crossing Highway 16.

If a new runway is built at a different angle, planes could take off over Parakai or Helensville.

We think that AAS should not be granted, it is not needed to develop the airfield, and granting it would markedly increase the value of a private business and give the local community less input to development plans.

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 14 June 2019 9:15 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airports application for AAS

SUBMISSION IN OPPOSITION TO WEST AUCKLAND AIRPORTS APPLICATION FOR AUTHORISED AIRPORT STATUS

[REDACTED], [REDACTED] AUCKLAND 1140, [REDACTED]

\*Please also refer this submission in its entirety directly to the Minister of Transport.

I wish to forward my submission in opposition to the request by West Auckland Airport to achieve Airport Authority Status on the grounds of insufficient consultation and lack of transparency.

After attending two public meetings, two simple premises remain;

Why is the airfield doing this?

What do they want to do that they need these powers to achieve?

I now know much more about regulatory processes for airfields than I ever thought I needed to, but conversely less about WAA's motives.

“Early engagement with key stakeholders is particularly critical for airports with expansion plans if the plan is likely to rely on formal regulatory consultation. Poor planning of airports can lead to a range of problems including operational restrictions and amenity impacts for nearby residents.”

Gathering 90 affected people in a room and effectively telling them there is nothing to see here, cannot be classed as consultation, certainly not in the spirit of open communication, and can only be categorised as a box-ticking exercise.

“Simply distributing information without regard for the complexities and uncertainties of issues

does not ensure effective consultation and communication.”

I consider both WAA and MoT negligent in failing to effectively consult and communicate adequately with key stakeholders in order for them to reach conclusions which are not faulty. In a complete vacuum of forthcoming information, it is difficult to understand if this is intentional given the exceedingly brief “consultation” period. One which had to be extended at public request. WAA made application for AAS in 2018, so the extremely truncated submission time available to the public, raises more questions than answers.

Airport Authorities, as defined in the Airport Authorities Act, are “network utility operators” for the purposes of the RMA. Network utility operator is defined as, among other things, a person who “undertakes or proposes to undertake a project or work prescribed as a network utility operation. By his own admission Mr Lockie from WAA has no plans, (public meeting 23rd May) and isn’t intending to undertake any such project. Again a disingenuous disregard for the amenity of the surrounding community.

Definition of “network utility operators” can’t be applicable in this instance as WAA has no vision/plan which would make it qualify as above. The WAA and MoT need to adequately state what is being planned, with transparency. As there seems to be a complete disconnect between WAA’s stated intentions and those circulated in the “consultation” process, I request a copy of WAA’s application and all subsequent correspondence.

A study commissioned from Deloitte Access Economics by the Australian Airports Association examined the significant role of airports and identified that;

“Airports recognise their impact on local communities and are increasingly participating in positive activities such as environmental sustainability initiatives; community engagement programmes, and the sponsorship of cultural, sporting and charity events, to ensure they are acting as good corporate citizens within their communities.”

For the MoT to support an airport which is spectacularly failing to reach the level of any of the best practices as prescribed by the very associations it is part of, is once again incomprehensible in an absence of forthcoming information.

For WAA to be applying for AAS acknowledges a level of commitment on their part. There would be a need to forecast, as in any business, providing “an estimate of planning information, particularly the likely aircraft and passenger movement activity to be accommodated over time. More specifically, it can help determine such things as the likely future;

Numbers of aircraft and passenger movements  
Aircraft types  
Mix of operations [e.g, airline, GA, charter, training)  
Fuel mix  
Timing of peak operation  
Seasonality of operation  
Origin and destination of aircraft/passengers  
Approach procedures  
Security requirements”

This level of forecasting would seem to be a requisite part of establishing WAA as a potential “network utility operator” and historically as having achieved this status. Full disclosure of the above may go some way to allaying community fears.

The RMA has at it’s core the promotion of sustainable management of natural and physical resources. Sustainable management relates to the management, development and protection of natural and physical resources in a way which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety. Part of establishing as a responsible community participant invokes avoiding, remedying or mitigating any adverse effects of activities on the environment.

NIWA scientists have discovered that nearly all snapper on the West Coast of the North Island come from nurseries in the Kaipara Harbour and highlights the importance of protecting it's natural habitat. The Kaipara Harbour is under

threat from human activities - particularly land uses which cause sediment, eutrophication and changes in water quality. These changes can all damage the biogenic nursery habitat of snapper.

Any negative impacts on the production of juvenile fish in the harbour will cascade through into a much larger coastal ecosystem, ultimately having a huge effect on the abundance of fish over a 700 kilometre coastline. Snapper is New Zealand's largest recreational fishery, and one of the country's largest coastal commercial fisheries.

Obviously this is a factor contributing to the country's well-being. It is worth noting that with the effects of global warming, the snapper nurseries may well be on the airfield. I can provide a school child to confirm the credibility of global warming and environmental impacts if need be!

There is no disclosed precedent for WAA to gain AAS and bypass existing mechanisms available to it to achieve it's (lack of) vision for the future.

“The Dairy Flat airfield is zoned Special Purpose - Airports and Airfields zone in the Unitary plan. In addition to the zoning, there is also a precinct over the airfield called the North Shore Airport precinct. The advantages of the zoning and the precinct for an airfield is that the planning provisions that apply for the zone are more enabling of airfield type activities than the Rural Production Zoning.” A link to the specific rules of the North Shore Airport precinct is here;

<http://www.aucklandcity.govt.nz/unitaryplan/Auckland%20Unitary%20Plan%20Operative/Chapter%201%20Precincts/5.%20North/1525%20North%20Shore%20Airport%20Precinct.pdf>

A read through of the above link would indicate that everything that WAA is purportedly requiring is achievable within a regulatory mechanism that provides for both airport and community best interests.

So, in summary, a whole lot of questions which seem to be disregarded. I appreciate that simply applying for AAS does not, at this stage, require the airfield to provide details of future



expansion. But, full disclosure may go some way towards the community understanding WAA's rationale. Granting AAS, in light of the lack of a meaningful consultative process, is an unachievable outcome, both for the residents of Parakai and the wider community and for the MoT in good faith to make. One decision cannot be made in isolation of potential ramifications.

The system, as proposed doesn't, even through the RMA process, provide a level "plane field." AAS will remove ability to amenity via the protection of local unitary plans and force the ill-equipped and disadvantaged lay-person into the hostile and expensive scenario of the Environment Court, and subsequently put the control tower in charge of Parakai and Helensville. Such are the inequities of the system.

Please advise;

1. Whether a copy of WAA's application for AAS and subsequent correspondence will be made available?
2. The consultation parameters, have local iwi been consulted? Who has been included in the consultation process?
3. What criteria cannot be met by existing zoning changes as per the Dairy Flat Airfield?
4. What criteria makes AAS an applicable option for WWA?
5. Why the MoT is not requesting more transparency for its taxpayers? What is MoT's agenda in regard to this airport?

██████████

Sources;

NZ Airports Association website - Airport Master Planning Good Practice Guide, February 2017. It is acknowledged that this document is not a regulatory paper, however WAA is a member of NZ Airports Association, and therefore has access to the best practice principles contained therein. Given that it is disregarding most of them, WAA seems an unlikely candidate to be given the authority to make its own bylaws as per AAS.

Civil Aviation Authorities National Airspace and Navigation Plan, June 2014

NIWA, Statistics NZ, Ministry of Fisheries and NZ Seafood Industry Council.

██████████, Principal Planner, North, West and Islands Planning, Auckland Council

Civil Aviation Act 1990



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 8:04 PM  
**To:** Parakai Airport  
**Subject:** Submission for West Auckland Airport application for Airport Authority

To whom it may concern,

My wife and I live in Parakai on Fordyce Road. We believe the decision for West Auckland Airport to become an Airport Authority should be declined or at the very least delayed. We believe this for the following reasons:

The whole process has not informed the local population as much as is needed for a decision of this magnitude. The number of people that attended the meeting at the War Memorial Hall in Helensville greatly reflects this. I attended with my wife and from my estimation there were no more than 100 people in attendance. Given the population of both Parakai and Helensville it is obvious that more would have attended if they were aware this was happening. This is a major decision that effects the people of Parakai and greater Helensville and if the local populace have not been well informed how can anyone make an informed decision about something that will greatly impact where those people live.

Of the ones whom were informed, most do not know the full implications of an Airport Authority approval. The questions at the town hall meeting showed this lack of knowledge. Limited information has been provided to the ones that received it. Granting Airport Authority grants higher powers for the airfield to then create its own bylaws. This is very serious and will impact how people live in their own homes in close proximity to the airfield. How can a decision be made from local input if they are not fully aware of the implications of what they are providing feedback for.

The letter that was sent out stated the Airport planned to expand and encourage commercial aircraft to use the airfield, yet when questioned about this the airfield manager said clearly "there is no plan". There is a clear lack of transparency in this application as there is conflicting information about what is really happening. How can a proper, informed and sound decision be made if the Ministry of Transport and the airfield manager have different ideas about what will occur in the future. At the War Memorial meeting they were questioned on this, yet nether the representative from International Connections or the airfield manager came to the same conclusion as to whether or not there were plans to develop. Those who live in Parakai and Helensville only have the air field manger's verbal word whereas the Ministry of Transport have placed it in writing for the plans to develop the air field. Therefore, I would place a higher level of trust in the Ministry of Transport letter rather than someone who can only provide their word and nothing in writing. The air field manager could easily change his mind.

It is understandable that with the unitary plan the airfield are trying to protect their future as any business would. I agreed with some of the air field manger's points, however, he was not transparent whatsoever about his plans and why he wishes to do this. If he were to have an agreement in place about how he intends to use the airfield once Airport Authority status is granted then potentially the local town's people will be on the same side as him. The manager needs to be transparent with his plan.

The skydiving school are one of the primary users of the air field. The main users of the school, the students, do not live in the area or have to live with the excessive and constant noise on the weekends. In their opinion the airport authority status will be great as they only get the benefits but do not have to live in the area and deal with the consequences. We would love to see growth in Parakai, Helensville, and the greater Rodney district. The manager said it only provides 50 jobs but if it expands it will likely detract many more from moving, building homes or starting businesses in Parakai and Helensville as they would not want to live in vicinity of a commercial airport.

The air field is currently under the council, who funded by local ratepayers, act on the best interest of the local community. Granting Airport Authority will place the decision to those who do not live in the region and have no empathy towards the local town's people. Therefore decisions could be made that are not in the best interest for

those who live in the Rodney district and more importantly in Parakai and Helensville. The fact the air field is not an Airport Authority as other Airports is in fact a good thing and should stay as it is. Decisions will continue to be made which are in the best interest of the local town's people of Parakai and Helensville.

Granting Airport Authority status will primarily benefit only one entity, West Auckland Airport. It is not in the best interest of the Parakai and Helensville community and the Rodney District to release control of this airport to the Ministry of Transport. The owners of West Auckland Airport purchased the air field knowing full well that it was not an Airport Authority and cannot expect this to change now.

If you wish to contact myself about my feedback you may. Please use the email address used to send this email.

Please confirm by email you have received this submission.

Kind regards,

[REDACTED]

[REDACTED]

Parakai  
Auckland 0830

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 6:50 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport

Dear Sir/Madam,

We would like to support the request by the above to apply for airport authority status. The airport, as it stands, provides a valuable service to the community by way of supporting the operation of the NZ Skydiving School, (from which graduates travel the world and spread the word on NZ tourism) and Sky Dive Auckland,( likewise SDA clients also spread the word of their experiences), and also as a training base.

Going forward, if status is granted, it would mean that the Airport could develop further and offer more small air services for the community, ie Great Barrier and Coromandel. With more development and better facilities, ie a café/restaurant, it would also attract more light aircraft and become a destination airport, which in turn would benefit tourism in the area known for its thermal pools, great golf courses (South Head and Helensville) and horse riding, mountain biking and motor biking in the nearby Woodhill Forest.

There are also 2 motels and a Motor Lodge in Parakai which would greatly benefit from 1 -2 nights accommodation while pilots and passengers explored the surrounding area. This in turn could create jobs, which could be of great benefit to the small community of Parakai, and also Helensville.

If managed properly, as I know it would be by Simon Lockie and team, trips could be organised just 20-30 minutes away to the wineries and restaurants of Waimauku and Kumeu. (The Hunting Lodge, Westbook Winery, Soljans Winery, and The Tasting Shed, to name a few, all destinations in their own right).

Just to conclude, [REDACTED] and I support this application.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

Parakai

Auckland 0830

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 6:22 PM  
**To:** Parakai Airport  
**Subject:** Support for West Auckland Airport's application for Airport Authority

Dear Ministry of Transport

As an airport user, I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Kind regards

[REDACTED]  
[REDACTED]  
Hamilton 3200

Ph: [REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 2:59 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport, Parakai

**We support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

**The continuation of recreational flying as a popular sport requires that frequent and accessible airfields are available throughout the country. Maintaining West Auckland ensures that flyers have a readily usable stopping point, and prevents undue pressure being placed on other airfields in the North Auckland area. The consistent population growth of Auckland means there will always be pressure on sporting activities, and the reality is that if it was allowed to be closed we will never see a replacement airfield in the area. Lets keep whats of value to us.**

[REDACTED]  
**Director, Gyrate NZ Ltd, Tauranga**

**President, NZ Autogyro Association**

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 1:28 PM  
**To:** Parakai Airport  
**Subject:** Public submissions re Airport status

To whom it may concern,  
We oppose the application by the Parakai Operators simply on the basis that ..... "the paucity of information provided thus far does not give us confidence that it will be mutually beneficial for the Airport and the surrounding communities".

[REDACTED]  
[REDACTED] Helensville,  
RD1 Kaukapakapa 0871



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 12:38 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport Proposal for Authority Status

Dear Sir/ Madam,

This submission is made by [REDACTED], contact details are,

[REDACTED]  
Helensville  
0800

[REDACTED]

I oppose this proposal for the following reasons

Lack of Public Consultation  
No evidence why Airport Authority is needed  
Lack of Best Practice under Airport Master Planning Good Practice Guide  
Environmental Impact negative effects

Considering the owners , WAA applied for Airport Authority Status a year ago, why were the public notified so late, and initially only given a week , pushed to three to respond? Why is an application by a small rural, privately owned Airport to acquire the same rights as Auckland Airport being rushed through? Compared to large public works which takes years to go through RMA, with public consultation and approvals needed, this is extremely fast.  
Under Airport Authority Status, the community will have less chance for consultation of major changes in a Rural Zone by a non Rural Activity. These powers are excessive under Airport Authority.  
MOT website states " Significant development that may cause adverse effects are not necessarily publicly notified." !!

The owners provided no evidence why Airport Authority was needed.  
At the meeting, Simon Lockie, Airport Manager told us he wanted to protect his business "as it is" . If this is the case, there is no need for Airport Authority as other more appropriate avenues are open to them such as applying to the Council for Private Land Change .  
If there is another agenda as specified in the letter sent by Tom Forster , Manager International Connections, MOT,  
" with the aim of attracting commercial passenger-carrying airlines. Part of this plan could include development of a new, longer runway"  
Why was this denied by Airport Manager, Simon Lockie at the public meeting? Any business needs a plan and sense of direction if their business is to be viable. We are being misled.  
There is a lack of transparency , and the community simply have insufficient information to support this application.

There is a failure to observe Airport Master Planning Good Practice Guide published by NZAA. This is designed specifically for smaller regional and rural airports. This has not been followed . There has not been completion of a comprehensive, evidence based, Master Plan that includes genuine community consultation. Under that Master Plan, we would expect evidence from reputable independent experts on the benefits to the wider community if they were to become Airport Authority.

There is no strong economic case for the wider public to benefit from a minor , rural, privately owned airport.

Any benefits would go to the owners, and the wider community would suffer more with already poor , overused, dangerous roads getting worse, 50kms away from Auckland, increased noise and safety issues. How will the proposal be contemplated under this plan?

Environmental impacts could be significant.

Kaipara Harbour is largest in Southern Hemisphere, and second largest in the world.

It is a VITAL breeding ground for snapper ( world importance) , eels(imported overseas), sharks, and shellfish. Its Taonga which we must protect. I understand in WW2, flights had to be stopped due to water contamination and the devastating effects that caused.

Noise would be significant , scaring livestock and wildlife, and having adverse effects on the health of the community, as would more particulate matter in the air .Not good for growing crops, or rearing livestock. Bird/wildlife strike , and damage to the environment needs to be considered. There is poor topography for extending the runway, and for larger planes to land and take off. Hills and trees abound. What are the risks from climate change, coastal inundation, and land erosion be?

What is the safety record of the Airport?

There is much evidence of Iwi occupation on that site in the past.

Significantly, North Shore has not Airport Authority Status. Instead zoned Special Purpose. Even then, it s more enabling of the Airport than Rural Activities. We are Rural, and good growing areas need to be protected.

Airport Authority Status would give over arching powers to a a small rural, privately owned airport. Indeed, same as Auckland Airport. Powers contained being a Requiring Authority with powers to recommend designations and compulsorily acquire land under Public Works Act. These were intended to be used to enable the development of infrastructure required for a "greater public good" A Master Plan would at a minimum provide evidence of this from independent experts. There is no evidence of this.

To sum up,

Consultation with community lacks transparency, ignores Industry Guidelines, fails to consider alternative zoning arrangements, fails to address environmental concerns, and contains insufficient information to enable the community to support this application from WAA. I do not support it.

I would like to be notified of the outcome please.

Sincerely,

██████████



[REDACTED]

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**From:**

**Sent:**

[REDACTED]  
Thursday, 13 June 2019 9:28 AM

**To:**

Parakai Airport

**Subject:**

SUBMISSION IN SUPPORT OF WEST AUCKLAND AIRPORT FOR AN AIRPORT  
AUTHORITY

[REDACTED] and Investco Ltd support this application for the following reasons,

- The facility provides additional safety alternatives for air born aircraft,
- There is a shortage of facilities catering for the storage of aircraft,
- Provides employment and provides for future large scale employment,
- Is essential for regional/national transport links.

Your Faithfully,

[REDACTED] and Investco Ltd.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 8:55 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports. Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community. Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use. West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

[REDACTED]  
**CAA 14740**

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 13 June 2019 8:00 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport Parakai - Proposal for Airport Authority Status.

To Whom It May Concern:

**Re: Comments re. West Auckland Airport Parakai - Proposal for Airport Authority Status.**

Thank you for giving the opportunity to respond to the proposal that West Auckland Airport Parakai be granted Airport Authority Status.

I have been a visitor to the airport and a customer of its services for over 20 years. I performed my first parachute jump during my undergraduate studies, and in more recent years have learned to pilot recreational class aircraft thanks to services provided by the airport.

It has been a pleasure to watch the airport's growth in popularity over this time, and to see - in the hands of the current operators - its facilities and operations greatly improved to better accommodate the public it serves.

I believe West Auckland Airport does an excellent job of serving the local and wider community, and that the Airport continuing to operate under Unitary Plan Zoning rules designed for farming would be less than ideal.

I feel that granting Airport Authority to West Auckland Airport will enable focus on their core business, and better alignment with similar New Zealand Airports operating under a consistent regulatory framework.

I therefore support West Auckland Airport's application for Airport Authority and view the Act as providing the most suitable regulatory framework and legal status for managing the Airport into the future.

Sincerely,

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 8:50 PM  
**To:** Parakai Airport  
**Subject:** Support of submission for Airport status.

We support West Auckland Airports application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand airports.

Operating an Airport under Unitary Plan Zoning rules designed for farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

By gaining Airport Authority the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community and as such deserves the status the Airport Authority provides. The Airport has been part of the community for many many years and is used by many local people in a rapidly growing area of Auckland so this facility must grow with it.

Regards

[REDACTED]  
[REDACTED]  
Kumeu  
Auckland 0891

[Sent from Yahoo Mail for iPad](#)

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 8:34 PM  
**To:** Parakai Airport  
**Subject:** Application for West Auckland Airport (Parakai) to become an Airport Authority

Hi,

West Auckland Airport (Parakai) has applied to become an Airport Authority. It is doing this to protect the Airport and its continued use as an Airport in the face of a possible threat to its continued existence through changes or interpretations of the Unitary plan.

At present the area that encompasses the Airport is zoned as a Rural Productive Zone but this does not match the consented and established use of the Airport for the past 35 years. This zoning designated by the Auckland Unitary plan is at odds with the original zoning established by the Rodney District Council. Upcoming changes to the Unitary plan seem likely to further distance the airport from the original area zoning intent.

We have seen a number of recent examples of long standing existing use facilities be driven out by means of Zone changes, changes to unitary plans and changes to interpretations. Existing use no matter how long seems to carry little sway. Western Springs speedway is a prime example. There is little protection from those who move into the region of an longstanding existing use and proceed to complain and campaign against the use.

Small airports like West Auckland are few and far between. They provide an ideal environment for private flying with a mix of small commercial and club activities. Often these activities are not well catered for at larger airports. The nearest alternatives to Parakai is North Shore, Dargaville, Whangarei and Ardmore. The latter is one of the busiest in the country and can be a daunting prospect for an inexperienced pilot. Small airports like West Auckland need to be protected and an Airport Authority designation should provide the legal framework for continued use as an airport and to provide appropriate protection.

For these reasons I strongly support West Auckland Airport's application to become an Airport Authority.

regards

[REDACTED]  
[REDACTED]  
Torbay  
Auckland  
[REDACTED]



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 8:25 PM  
**To:** Parakai Airport  
**Subject:** Application for Airport Authority

I wish to support the application of West Auckland Airport for an Airport Authority. The Airport Authority will allow the airport to be operated as a community asset with the certainty of tenure that will allow for more investment to make improvements and develop the area for future generations. I have been fortunate to have had access to Parakai for a number of years. The airfield is now a great asset that needs to be developed over time. Years ago there was not so much investment which was reflected in the lack of activity in the area, especially aviation, which pointed out to me the potential this asset offers to the community. With the confidence to invest other businesses will come to Parakai and create jobs and support opportunities. The core activity of the airfield, being flying, has and does give enjoyment to people of all walks of life. Most pilots have introduced at least 2 people a year, usually more, to small aircraft flying and this opportunity and all aviation activity out West would be lost if Parakai airfield was to close or become uneconomical to run due to lack of investment or future misunderstanding of the airfield status.

Regards  
[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 8:22 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport (Parakai) - Airport Authority Application

The Assessing Officer;  
Ministry of Transport.

Dear Sir / Madam

I write to you in support of West Auckland Airport's application in respect of becoming an Airport Authority.

The Airport Authorities Act 1966, its regulations and amendments provide the most suitable framework and status for managing the continued use of the Airport under rules consistent across New Zealand Airports.

Operating West Auckland Airport presently under Unitary Plan designed for 'other use' is not consistent with similar Airports and creates irregularity.

Through gaining Airport Authority status, the associated regulatory framework shall be consistent with Parakai's lawfully consented use, as well as allow it to ameliorate future compliance. This will allow Parakai to implement Bylaws (as it thinks fit) for better rules, management, protect property used in connection with the Airport as well as prescribing precautions to the wider community and Aviators in respect of Safety.

Parakai has been in operation for sometime and I'm unaware of any breaches in respect of its operations nor has it been reported feckless.

I understand that Parakai is rapidly growing, getting busier and is now in need of Airport Authority status to better support itself in its bid for Safety.



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 1:34 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport - airport authority status

To whom it may concern,

I am writing on behalf of the Auckland Coastguard Air Patrol (ACAP) in **support of** the submission for Parakai Airport to become a recognised airport authority.

ACAP's operational area is extensive, covering as far North as Whangarei, across to Tauranga and South to Kawhia. Our searches can require significant time on scene and can be very dynamic, often resulting in changes on the day to our search pattern/area and time required on scene. This can result in reassessing our conditions in flight such as fuel, crew wellbeing, weather etc. and the potential need to land at a suitable airport. Being a popular boating area, Coastguard receive numerous call outs in the Kaipara region that occasionally requires support by ACAP.

We have had several instances in the past where ACAP has operated in the Kaipara region and required extended time on scene resulting in the need to refuel. Our preference is of course to land at the nearest suitable aerodrome to save time and minimise time off scene. Parakai airport serves a crucial role when operated in the region, allowing a short diversion time with adequate facilities to refuel, regroup and return to the search area. One particular example is a 2016 event where a vessel capsized on the Kaipara bar, ultimately resulting in the loss of 8 lives. Over a weekend of searching, Parakai served as a refuel and rest location for our crew and assisted in maximising our search efforts.

From an ACAP perspective, these smaller aerodromes serve as a vital resource in ensuring our operation is as safe and effective as possible. Future proofing these aerodromes is important as they serve their communities in many aspects. For Air Patrol, it serves to ensure we can keep people safe on the water.

Yours Sincerely,

[REDACTED]  
ACAP Chairperson

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 1:31 PM  
**To:** Parakai Airport  
**Subject:** West Auckland airport

I support the application for the granting of the airport authority.

I believe it is important for the entity to have the appropriate authority granted under the airport authorities act to allow the facility to continue to operate as an functioning airport. The current rural zoning is not aligned to facilitate the airport operations.

[REDACTED]  
Private pilot  
Get [Outlook for Android](#)

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 1:00 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport

Dear sir,

**“I support West Auckland Airport’s application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.”**

**Yours Faithfully**

[REDACTED] **ZKLFP**

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 9:42 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports. Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community. Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use. West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

[REDACTED]  
Lynmore  
Rotorua 3010  
New Zealand

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 9:21 AM  
**To:** Parakai Airport  
**Subject:** Submission on West Auckland Airport's application for Airport Authority

I **support** West Auckland Airport's application for Airport Authority status.

West Auckland Airport and other similar aerodromes are assets to their communities. They deserve and require the status the Airport Authorities Act provides.

Regards,

[REDACTED]  
Private Pilot

Sent from my iPhone

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 12 June 2019 7:59 AM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** West Auckland Airport's application for Airport Authority

I make this submission on behalf of NZTE Operations Limited. We operate the Te Kowhai Airfield, just west of Hamilton.

We **support** West Auckland Airport's application for Airport Authority.

Airport Authority Status provides the most suitable regulatory framework and legal status for managing the airport under rules consistent across New Zealand Airports.

We are in the same boat as West Auckland Airport, we also operate an aerodrome which is currently zoned Rural. We know first hand the difficulties and hurdles this creates. Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport and other similar aerodromes are an asset to the community. They deserve and require the status the Airport Authorities Act provides.

Regards

[REDACTED]  
Director



NZTE Operations Limited  
172 Limmer Road, RD8  
Hamilton 3288, New Zealand  
[REDACTED]

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This email contains confidential information and may be legally privileged. If you are not the intended recipient or have received this email in error, please notify the sender immediately and destroy this email. You may not use, disclose or copy this email or its attachments in any way. Any opinions expressed in this email are those of the author and are not necessarily those of NZTE Operations Limited



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 8:55 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport Parakai

I fully support West Auckland Airport Parakai's application to become an Airport under the act. It is the right and proper progression for the Airport, for it will protect the present activities going forward. This is important for the welfare of GA aviation which is important to the local and national economy.

Regards [REDACTED]  
Aircraft owner and Executive for the area in AOPA (Aircraft Owners and Pilots Association)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 8:13 PM  
**To:** Parakai Airport  
**Subject:** Airport Authority

I would like to lodge my support for the west Auckland Airport Authority application. As west Auckland Airport is eligible for the Airport Authority Act 1966 it provides the best regulatory framework and legal status for the managing and continued use of the Airport. This will bring the Airport level with its peers and the rules consistent across New Zealand Airports. The Zoning Plan designed for farming does not suit the use of the Airport, nor the wider community whether farming or aviation. To place West Auckland under the Act then matches its legitimate use. West Auckland Airport is an asset to the community and the Act will give legal status such an asset deserves.

Sincerely  
[REDACTED]

[REDACTED]

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**From:** Whangarei Flying Club <clubhouse@whangareiflyingclub.com>  
**Sent:** Tuesday, 11 June 2019 7:51 PM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** Submission support

The Whangarei Flying Club and its 150 members support the submission.  
A number of airports have closed, meaning the options in the event of an emergency are further compromised!  
On a day to day perspective, we regularly send students to Parakai as part of their cross country syllabus, providing challenges that no other field provide.

**We support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.  
Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides."**

Regards

[REDACTED]  
Club Captain

Sent from [Mail](#) for Windows 10

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 3:35 PM  
**To:** Parakai Airport  
**Subject:** Parakai Airport Submission

**I/We support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides."**

I am a recreational pilot, and want this airport open for many years to come.

regards, [REDACTED]  
Te Aroha, NZ.

--

"Unfortunately in science what you believe is irrelevant."- Orion

"Not everything that can be counted counts, and not everything that counts can be counted" - Einstein

[Redacted]

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**From:** [Redacted]  
**Sent:** Tuesday, 11 June 2019 1:54 PM  
**To:** Parakai Airport  
**Subject:** In Favour

Hi Team,

Just writing to confirm my support of West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community. Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Thanks and regards,

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 1:44 PM  
**To:** Parakai Airport  
**Subject:** Parakai

I support the airport extension for West Auckland Airport ie Parakai.  
It should definitely be allowed to go ahead.

Best regards,

[REDACTED]  
[REDACTED]  
Remuera  
Auckland

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 1:30 PM  
**To:** Parakai Airport  
**Subject:** Letter of support

To whom it may concern,

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports. Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community. Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use. West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides."**

**Kind regards**

[REDACTED]  
NZATPL Lic NR 13635.

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 1:21 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport, Parakai application to become an Airport Authority

To whom it may concern:

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

[REDACTED]  
Aircraft owner and Pilot

[REDACTED]  
Karaka Harbourside, Papakura,  
AUCKLAND 2113



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 10:13 AM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application Submission

West Auckland Airport, Parakai has made an application to the Ministry of Transport to become a recognised Airport Authority under the 'Airport Authorities Act 1966'.

This submission strongly supports West Auckland Airport to become an Airport Authority.

We support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Regards,

[REDACTED]  
Syndicate Manager

Mob: [REDACTED]

**RTE Syndicate**

[REDACTED]  
Swanson  
Auckland 0612

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 9:51 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport's application for Airport Authority

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 11 June 2019 6:33 AM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application Submission

Our organisation represents over 750 recreational microlight pilots, and holds delegated authority from the Director of Civil Aviation to administer microlight pilot certificates and ratings.

We support West Auckland Airport's application for Airport Authority as we understand the Act provides an appropriate regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a key centre of activity for recreational and microlight pilots, serving both the greater Auckland region as well as visiting pilots transiting north and south. It is a proven asset to the community that deserves the status the Airport Authorities Act provides.

We urge you to give favourable consideration to their application.

[REDACTED] (RAANZ Admin)  
Recreational Aircraft Association of NZ (Inc)  
PO Box 15-016, Hamilton 3243



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 10:38 PM  
**To:** Parakai Airport  
**Subject:** Airport Authority

[REDACTED]  
[REDACTED]  
[REDACTED] Southhead rd Helensville

In my opinion it is very important that Parakai Airfeild does get airport authority so they can operate under the same rules as most other airports so they can maintain a high safty standard in and around air field and other issues that may arise working under rural farming would be like me operating trucks under marine authority makes things very hard 50 years ago when no 8 wire was one of your main fix it up items it didn't really matter but now days has become a big problem for them. if they do get airport authority later on if they did get a service plane would be a great benefit to helensville and parakai bringing more jobs and industry which we need on a business and personal level I am 100% for it I live close and directly under flight path groth is what they need to survive but that is still years away yet unfortunatly

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 10:03 PM  
**To:** Parakai Airport  
**Subject:** Airport Authority Submission-Support

**I am in support of West Auckland Airport's application for an Airport Authority status as this recognised legal structure (Act) will ensure the essential future proofing and sustainability of an important community resource. This framework will formalise and simplify the legal consents and permitted activities required for the Airport to operate efficiently and optimise the use of an essential facility for both the Aviation sector and the wider community.**

[REDACTED]  
**Aerodrome Operator  
Airline Pilot**

[REDACTED]  
**Te Kowhai RD8  
Hamilton 3288**

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 9:09 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides

Regards

[REDACTED]  
Waiheke Island

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 5:47 PM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** West Auckland Airport's application for Airport Authority status - Support

I am writing in support of West Auckland Airport's application for Airport Authority as the Act provides a suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Thank you.

--

[REDACTED]  
[REDACTED]  
[REDACTED]  
Sent with Airmail

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 5:24 PM  
**To:** Parakai Airport  
**Subject:** Support West Auckland Airport

To whom it may concern,

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

Kind regards

Pilot  
[REDACTED]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 4:58 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application Submission

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I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

[REDACTED]  
Aircraft Owner Pilot

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 4:44 PM  
**To:** Parakai Airport  
**Subject:** Support for submission.

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides."

[REDACTED]

Private Pilot.



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 3:36 PM  
**To:** Parakai Airport; [REDACTED]  
**Subject:** West Auckland Airport - Airport Authority Application.

[REDACTED]  
Wanaka- Mount Aspiring Highway  
Wanaka 9305 OTAGO  
June 10th 2019

The Administrator in Charge  
Airport Authority Applications  
Ministry of Transport (Aviation),

Reference West Auckland Airport:  
Airport Authority Application.

Dear Sir,

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

I was employed by the Ministry of Transport (Minor Offence Bureau) in 1975 (officed in Customhouse Auckland). I was a Member of Waitemata Aero Club since 1972 until I moved residence to Waiheke Island. I have observed the growth of Ardmore Airport, Northshore Airport, and more recently Queenstown and Wanaka Airports, all to meet the needs of their local communities as they themselves develop, and I support the national development of the light aircraft industry in New Zealand as a part of our community infrastructure and an important link in our tourist industry.

With the closure of Hobsonville to light aviation, the development of the resources at Parakai have become significantly more focused to light aviation operation in the North-West, and West Auckland Airport is developing as a vital training facility for the population of North and West Auckland. It is only appropriate that the land use recognizes these specific use requirements and does not arbitrarily constrain the amenity to the community, both local and National, by the inappropriate designation of land use and established operation, a circumstance that might lead to arbitrary difficulties through the misuse of legalese.

Where we are located at Wanaka, we can observe the growth in alpine and mountain flying training that attracts licensed aviators from around the world for the unique NZ training experience.

**We note that in the 1950s and 1960s the New Zealand's Yachting industry was only on a par with the rest of the world, today that industry are leading front runners in yacht design and racing technique. NZ offers unique opportunity to be front runners in light aircraft design and operation but only if the underlying infrastructure serves to support such endeavor, and that requires the industry to have a community supported amenity as a base from which to nurture advancement. The development of hangerage, specialized aviation engineering, and training at West Auckland Airport goes to confirm that this amenity is indeed wanted and supported locally. Such a base for future consolidation of the light aircraft facility as a component of the National integrated facility, is dependent at it's essential level on sound purpose orientated facilities, and for this reason I fully support the West Auckland Airport in their application for an Airport Authority designation.**

Signed,

A solid black rectangular box used to redact the signature of the author.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 3:01 PM  
**To:** Parakai Airport  
**Subject:** Parakai Airport

**I support West Auckland Airport’s application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.  
Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.  
Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.  
West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.”**

**Regards**

[REDACTED]  
Sent from my iPad

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 2:38 PM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application Submission

To whom it may concern.

I have been actively involved at West Auckland Airport since 2017 and support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming, and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

I trust that the above will help in the approval of the application at hand.

Yours faithfully.

[REDACTED]

[REDACTED]  
*Fairview Heights*  
*North Shore City*  
*Auckland*  
*0632*  
*New Zealand*

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 2:09 PM  
**To:** Parakai Airport  
**Subject:** Parakai propose Airport Authority

**“I support West Auckland Airport’s application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides**

**Yours**

[REDACTED]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 1:34 PM  
**To:** Parakai Airport  
**Subject:** Parakai / West Auckland Airport's application for Airport Authority

Dear Sir / Madam

**I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.**

Best regards,

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 1:21 PM  
**To:** Parakai Airport  
**Subject:** Application for West Auckland Airport to gain Airport Authority Status

*To whom it may concern:*

*I fully support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.*

*Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.*

*Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.*

*West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.*

*Kind Regards,*

[REDACTED]

Prima di stampare questa comunicazione consideratene, per favore, l'impatto ambientale  
Please consider the environment before printing this email

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 1:10 PM  
**To:** Parakai Airport  
**Cc:** [REDACTED]  
**Subject:** West Auckland Airport, Parakai - Airport Authority Application Submission

Ko

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Regional small airports are important community facilities which need to be protected for future generations

Kind regards [REDACTED]

[REDACTED]  
Auckland

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 12:48 PM  
**To:** Parakai Airport  
**Subject:** Airport

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports. Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community. Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

Regards,

[REDACTED]  
Aircraft Sales

[REDACTED]

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This communication, including any attachments, is confidential and/or subject to legal privilege, privacy, personal information or copyright. If you are not the intended recipient you should not read it, please contact me immediately, destroy it and any copies. Do not copy or use any part of this communication or disclose anything about it. Please note that this communication does not designate an information system for the purposes of the Electronic Transactions Act 2002. If this is a private communication, it does not represent the views of Oceania Aviation Limited.

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 12:40 PM  
**To:** Parakai Airport  
**Subject:** Submission for Parakai airfield

To Whom it may concern

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

For a number of years the airport has been professionally run by the Lockie family and it makes good business sense to give them and the airport the status to run the airport safely and effectively.

Regards

[REDACTED]

[REDACTED]

W. skydiveauckland.com  
W. nzskydivingschool.com



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 11:28 AM  
**To:** Parakai Airport  
**Subject:** Parakai Airport Submission

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.  
Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use. West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 11:20 AM  
**To:** Parakai Airport  
**Subject:** Submission

**“I [REDACTED] support West Auckland Airport’s application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.**

**Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.**

**Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.**

**West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.”**

**Kindest Regards**

[REDACTED]  
**CAA Client** [REDACTED]  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 10 June 2019 11:18 AM  
**To:** Parakai Airport  
**Cc:** nfo@parakaiairfield.co.nz  
**Subject:** FW: West Auckland Airport, Parakai - Airport Authority Application Submission deadline approaching. Please make a submission

I support West Auckland Airport's application for Airport Authority as the Act provides the most suitable regulatory framework and legal status for managing the continued use of the airport under rules consistent across New Zealand Airports.

Operating an Airport under Unitary Plan Zoning rules designed for Farming does not provide the best outcomes for the airport and aviation or farming and the wider community.

Through gaining Airport Authority, the legal status and associated regulatory framework will match the lawfully consented use.

West Auckland Airport is a proven asset to the community that deserves the status the Airport Authorities Act provides.

[REDACTED]  
**Parakai Motordrome 2009 ltd**

**About the Application:**

West Auckland Airport, Parakai has made an application to the Ministry of Transport to become a recognised Airport Authority under the 'Airport Authorities Act 1966'.

West Auckland Airport meets the criteria for eligibility under the Act to become an Airport Authority.

The Airport Authorities Act provides specific regulatory framework for the ongoing management of the Airport.

This status and regulatory framework will bring us in line with the majority of our peers.

It will effectively correct a zoning anomaly where the Airport sits on land zoned 'Rural Productive Zone' and this does not match the consented and established use of 'Airport' for over 35 years.

Under the Auckland Unitary Plan, the Rural Productive Zone has more specific priorities than the zone in which we were established under the Rodney County local authority.

Upcoming changes to the Auckland Unitary Plan further distance our use from the Zone's intent.

Used in this way, the consented use conflicts with the zoning and fails to achieve the intended outcomes for the Rural Productive Zone, or an Airport.

Our eligibility for Airport Authority status under the provisions of the Act makes this the obvious path to give the best outcomes for the Airport and the wider community in managing the Airport under a set of rules that are designed for this purpose.

The full information pack from the Ministry of Transport is available online here:

<https://www.transport.govt.nz/air/west-auckland-airport-authority-status/>

The MoT information pack touches on the blue-sky thinking for airport growth and addresses concerns upfront relating to how future growth potential might be affected by gaining Airport Authority.

This gives reassurance that Airport Authority itself does not change the size or nature of airport operations and any significant changes would still be subject to the provisions and protections the Resource Management act and the Resource Consent process.

If you have any further questions, or would like to discuss, please feel free to call or email.

Thanks for your support,

[REDACTED]  
**West Auckland Airport, Parakai**  
W: [www.westaucklandairport.co.nz](http://www.westaucklandairport.co.nz)



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Sunday, 9 June 2019 5:30 PM  
**To:** Parakai Airport  
**Subject:** Ref proposal for airport authority status.

Dear Sirs,

Ref the above proposal.

We would like to write **in support of the proposal**. We have lived in Helensville for over 13 years and have watched, with admiration, the hard work that the Lockie family have put into developing WAAP, over that time.

We understand the current and increasing difficulties for the airport and Council, to continue to operate under the Rural zone rules in the Unitary Plan. These rules were designed for farms and lifestyle blocks - not airports. The mention of rural airstrips is relevant for crop spraying or private 1 - 2 aircraft use, from a grass strip or paddock, not the minor airport that is Parakai.

Parakai is in a unique legal position, based on its history and this needs to be corrected, so that they can come into line with other airports, large and small, across New Zealand. This will provide clarity for all parties and ultimately save Auckland council money because there will not be the same need for council to resolve queries and try to make it fit the Unitary Plan.

We see the continued development of the airport as a vital resource for North West Auckland and surrounding area. The attracting of more companies to the South Kaipara area will be helped by having the airport able to receive small business flights, from all over NZ. This is in addition to attracting employment to the immediate Parakai Airfield and local area, which all helps to keep work local and therefore cut down on commuting.

Parakai is the last general aviation airfield in the Auckland conurbation with room for significant growth over the coming years. Because of the high cost of land, it is VERY unlikely that more airfields will be created within 100k of Auckland CBD, in the future. It must be secured and looked after.

We look forward to hearing, in due course, that the Airport Authority Status has been granted.

Yours faithfully

[REDACTED]  
[REDACTED]

Helensville.

0800

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Sunday, 9 June 2019 11:33 AM  
**To:** Parakai Airport  
**Subject:** Submission for airport authority status for Parakai

To whom it may concern

I would like to make a submission lending my support to the application for airport authority status. I have personal experience with the airport, having worked there performing aircraft maintenance in the past, and I have knowledge of the difficulties faced by the owners to grow the facility for the benefit of the aviation community. This growth is necessary to keep the airport as a viable business.

The difficulties in growth are a direct result of the rural zoning area of the land the airport sits upon and the unique exemption required to continue airfield operations under council plans. This makes simple, related airfield activities difficult to accomplish such as building new aircraft hangarage without having to endure unnecessary bureaucracy and paperwork. With the proposed zoning changes for activities permitted on rural production land by the council these related activities will become even more complex to accomplish effectively halting any progress for the airport to grow with the community.

I have seen first hand the benefits the airport has brought to an incredibly poor community. It brings in tourist dollars that are spent in local business, not just the airfield, it has and continues to provide jobs where there were none previously and additionally has the potential to bring even greater wealth to the local area.

The benefits of making sure the future of West Auckland Airport survives into the future are, for me as a local, huge, I love living in this area and know the potential of opening our beautiful part of the country to more people can only be of benefit. For this reason I support the submission.

Kind regards

[REDACTED]  
RD2 Helensville  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 3 June 2019 7:15 PM  
**To:** Parakai Airport  
**Subject:** Support for Parakai airport

To Whom it May Concern

I would like to show my support for Parakai Airfield to gain Airport Authority.

My reasons are:

1. This allows the airport to operate in more appropriate regulations.
2. It gives management some authority around their business and property.
3. Should the owners/management wish to further develop their business, working within the procedures of an airport authority will give them a more appropriate set of guidelines and regulations to follow.

Best regards

[REDACTED]  
[REDACTED] Kaipara Coast highway  
Helensville  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Sunday, 2 June 2019 12:37 PM  
**To:** Parakai Airport  
**Subject:** Airport Authority application

After attending the public meeting at the Helensville Community Hall, and discussing the application with Simon Locke, we have no objection to this application. We have lived at our current address for 25 years now and see the business as an asset to the community, and wish them well for the future

[REDACTED]

[REDACTED]

Parakai  
Auckland 0830

[REDACTED]

Sent from my iPad

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, 31 May 2019 9:43 AM  
**To:** Parakai Airport  
**Subject:** Re: West Auckland Airport Parakai

Dear Tom,

**West Auckland Airport Parakai proposal for Airport authority status**

I am submitting my objection to this proposal.

I live across the river opposite to the airport runway, the plane after taking skydivers up descends very low over my home on it's way to land. The noise of the engines being revved up in order to land is deafening. I cannot hear a person on the other end of the phone when the plane is overhead.

On most sunny weekends this plane takes off and lands 50 times or more. Including the noise levels I am also concerned about the fuel omissions from this engine and future plane traffic.

I would welcome a visit from Council to record the noise levels from this aircraft to determine that it complies with established noise standards giving the residents living near by some clarity.

The Ministry of Transport letter which was sent out did not include all of the Helensville residence. The circle drawn around the airport must have been very limited and many residences were unaware of this proposal which to me seems like a disservice to the community.

Simon did not answer the question asked by the residents at the meeting as to what his vision for the Airport is, only to say he wants to have the same airport authority as other airports.

This application is not just wanting to have the same licence as other airports nationwide but a stepping stone to more additional services which means more noise, air pollution and road traffic which will not benefit the locals living near this airport.

I would be interested to know how many opposed the last community submission in 2004 for an airport re-licence having been told by yourself Tom that the airport was granted the new authority.

How effective is this process when communities object and yet council and government bodies still pass these applications.

Your feed back is welcomed.

With regards

[REDACTED]

[REDACTED] Kaipara Coast Highway

RD1, Helensville, Auckland

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 28 May 2019 11:38 AM  
**To:** Parakai Airport  
**Subject:** West Auckland Airport Parakai - proposal for airport authority status

My name is [REDACTED]. I am a resident of the Kumeu subdivision of Rodney. I have lived here for more than 22 years. Both my daughters attended Kaipara College and I have served two terms as a parent representative on the board of trustees.

I have been involved in community development activity in the South Kaipara for more than a decade most recently as an elected representative on the Rodney Local Board (RLB). In this role I have found the most frequently voiced community concerns have been around transport.

I supported the Trains to Huapai campaign in the lead up to the general election and in my RLB role have been involved in public consultation undertaken by New Zealand Transport Authority (NZTA) and Auckland Transport (AT) as part of the NZTA SH16 safety improvement, and the joint NZTA/AT supporting growth, programmes.

A constant thread through all of this consultation has been community concern about the traffic congestion on SH16 as a result of the central government imposed Special Housing Area (SHA) development in Kumeu, Huapai, Riverhead, that has hugely impacted on travel times for commuters in North West Auckland. Residents most often complain about unplanned growth and lack of public transport options in the west.

The recent Government Policy Statement (GPS) has redirected NZTA funding to prioritise safety (reducing deaths and serious injury), public transport and alternative modes of transport, like cycling and walking. Consequently NZTA/AT priorities are going to focus funding on projects that align with the GPS.

For West Auckland this will see the SH16 safety improvement projects funded but some AT intersection improvements, related to the Huapai triangle SHA, may struggle for funding from NZTA.

This places Auckland Airport in an interesting position relative to these well accepted community concerns around SH16 congestion and safety.

The Airport and the businesses based there, provide 40 jobs at present. This provision of local employment opportunities should be viewed very favourably as each local employment opportunity potentially takes a commuter off SH16. One would hope that over time the airport will continue to grow with a consequent incremental improvement in this commuter traffic reduction.

In my own view, Helensville and Parakai would also greatly benefit for additional economic activity as a result of local employment, as these folks will utilise local business rather than those closer to the city.

So to the matter at hand, the present zoning and planning situation with West Auckland Airport is anomalous in that the property and those around it, are zoned Rural - rural production. The Auckland Unitary Plan is subject to planning changes (plan change 20) to reduce the number of permitted activities in the rural zone which will surely make it more difficult, time consuming and expensive for any changes to activity on the airport to be approved.

Airport Authority Status will bring West Auckland Airport to a position that is more consistent with other similar airports nationally, and may in fact assist Auckland Council planners to align planning with airport activity with far greater consistency.

In conclusion, I support granting of Airport Authority Status for West Auckland Airport. I do so based on the opportunity to improve planning outcomes for both the airport and Auckland Council, the additional economic activity for Parakai and Helensville that local employment brings, and the SH16 commuter traffic reduction that may accrue for this this provision of local employment.

Kind regards

A black rectangular redaction box covering the signature area.

Sent from my iPad

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Saturday, 25 May 2019 5:15 AM  
**To:** Parakai Airport  
**Subject:** Parakai airport application

I support it. Thinkb its a great idea.

South Head resident

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, 24 May 2019 7:21 PM  
**To:** Parakai Airport  
**Subject:** Airport

Re Parakai Airport Authority Application, We have no problem with this application as there are many safe guards down the track for any further application they may make. [REDACTED], [REDACTED] Fordyce Road, Parakai RD1, Helensville.

**Subject:** Parakai Airport

**Importance:** High

To whom this may concern,

This email is in regard to the proposed changes to the Parakai Airport to have airport authority status.

The property owners of [REDACTED] Parkhurst Road [REDACTED] and [REDACTED] Parkhurst Road [REDACTED] believe that the Parakai Airport should not be given airport authority status. This will only benefit the Airport while affecting a large number of property owners. This is unreasonable considering that the Auckland Domestic Terminal is only 45 minutes away (off peak).

Kind regards

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, 23 May 2019 5:07 PM  
**To:** Parakai Airport  
**Subject:** Re: Public meeting RSVP

Sorry I can't make it anymore.

I'm concerned in general that changes for Parakai may lead to airspace changes which could adversely affect my spot (powered paragliding) in the area.

On Thu, 23 May 2019, 1:16 PM Parakai Airport, <[parakaiairport@transport.govt.nz](mailto:parakaiairport@transport.govt.nz)> wrote:

Thank you for confirming your attendance.

We look forward to seeing you this evening

**Public meeting**

23 May, 7:30 pm,  
Helensville War Memorial Hall

Best regards,

[REDACTED]  
Senior Advisor, Engagement & Communications  
Ministry of Transport – Te Manatū Waka

[REDACTED] | [www.transport.govt.nz](http://www.transport.govt.nz) | [www.transport.govt.nz](http://www.transport.govt.nz)

*Enabling New Zealanders to flourish*

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, 15 May 2019 11:41 AM  
**To:** Parakai Airport  
**Subject:** Objection to Parakai Airport becoming an airport authority

To Tom [REDACTED]

We strongly object to West Auckland Airport Parakai becoming an airport authority with their goal of making the airport bigger to attract commercial passenger-carrying airlines.

We object because we live in the approach line to the airport and already have noisy planes flying over our house and our land on a daily basis at low altitudes as they prepare to land at Parakai airport. This is much worse on weekends when there are more planes and we are home and outside with our family, friends and animals. An increase in this air traffic and especially bigger planes would be unbearable. We do not want our home to become a scene from the Movie Castle.

We will be coming to the meeting on the 23rd of May to object further.

Regards,

[REDACTED]  
Abel Road  
Mount Rex

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 9 May 2019 4:30 PM  
**To:** Parakai Airport  
**Subject:** proposal for airport authority status

[REDACTED] springs road  
Paraka

[REDACTED]

I look straight at the airport and i wouldn't like to hear see or smell large aircraft. i do enjoy watching the skydivers while sitting on my deck. I also enjoy the peace and quite when i am not at work.

So no do not agree

Many Tanks



Virus-free. [www.avast.com](http://www.avast.com)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, 7 June 2019 3:48 PM  
**To:** Parakai Airport  
**Subject:** Submission



Kia ora,

The Peacemakers Trust has some concerns regarding the proposed change of status for the Parakai Airport. Primarily these centre around increased activity e.g. traffic, noise and air pollution. We also want to see the area thrive and recognise that business like the proposed airport, if set up well to do so, may help with this.

We request that the MOT and the applicants communicate with us developments in the application process. We also request that community meetings be held as milestones in the application process are reached. We also want to see a clear proposal of how achieving airport status will benefit the local area.

At this stage we feel it is too early to say whether we support or oppose the application, we do however want to be involved in discussions as progress on the application occurs.

Kind Regards,

[REDACTED]  
Enabler on behalf of the Peacemakers Trust

[REDACTED]  
[www.peacemakersretreat.org.nz](http://www.peacemakersretreat.org.nz)  
[REDACTED]

West Auckland Airport Consultation, Ministry of Transport,  
PO Box 3175  
Wellington

To whom it may concern.


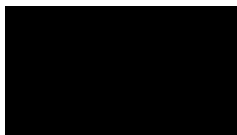
I live in the Helensville area and below is my submission in support of West Auckland Airport's in Parakai application for Airport Authority status.

As a person interested in seeing local business and the West Auckland Airport succeed I **support** this application.

It makes sense to me that they would have an easier time with operations if they had Airport Authority status inside the rural zoning in which they are located. Being in rural production zoning means their activities could be non complying in the new Unitary Plan 20. Since it's a existing airport since the 1970s, it seem unfair for the zoning change to effect their business after the fact.

The majority of small town airports of the same size in New Zealand already hold Airport Authority status so it would be beneficial for West Auckland Airfield to have similar airports to discuss similar challenges that the field of business brings. At the moment they have no other airport in NZ in a similar situation to them. The change in the Unitary Plan making aviation a non listed activity may cause the airfield extra expenses and paperwork with the council. This seems an unfair disadvantage to a business that can be avoided by changing the status.

Yours Faithfully



P.O. Box 52 Helensville



# Auckland Hang Gliding And Paragliding Club

Ministry Of Transport  
PO Box 3175  
WELLINGTON 6140  
Email: [ParakaiAirport@transport.govt.nz](mailto:ParakaiAirport@transport.govt.nz)

Auckland, June 14<sup>th</sup>, 2019

Submission in **OPPOSITION** to the application by West Auckland Airport to be granted Airport Authority Status

We **oppose** the granting of Airport Authority (AA) Status to West Auckland Airport (WAA).

WAA has applied for AA, as indicated in the Public Meeting, to mitigate any issues that arise from a Unitary Plan Change, from Rural to Urban.

These issues can best be addressed by a Private Plan Change with Council, from Rural Zone to Airport Zone with its own rules.

AA comes with a range of additional powers, that can and will have a negative effect on the development and future of Parakai as an urban residential area, and the direct neighbours to the existing airfield.

WAA, with AA and possibly Requiring Authority further down the line, will potentially have the power to stop any residential development from occurring, as well as imposing other restrictions on the wider area that will affect negatively on the community as a growing semi-rural overflow from city.

This negative effect does not warrant granting AA status, as there are other options available to WAA. The benefit to the community of the wider development of Parakai outweighs these powers and its potential vastly.

Kind regards,

President, AHGPC



[ParakaiAirport@transport.govt.nz](mailto:ParakaiAirport@transport.govt.nz)

## WEST AUCKLAND AIRPORT (WAA) PROPOSAL FOR AIRPORT AUTHORITY STATUS (AAS)

This submission is made by [REDACTED]. Contact details are:

Name: [REDACTED]

Address: [REDACTED] Commercial Road, Helensville

Telephone: [REDACTED]

Email: [REDACTED]

### 1.0 INTRODUCTION

The purpose of this submission is to oppose the proposal as currently framed. Opposition is based on the following rationale:

- Failure to observe best practise industry guidelines for planning.
- Failure to consider alternative zoning arrangements.
- Insufficient or misleading information

Each of these reasons are examined in more detail below.

### 2.0 RATIONALE

#### 2.1 Failure to observe planning guidelines.

The New Zealand Airports Association ('NZAA') is the national industry body for New Zealand. Its Airport Master Planning Good Practise Guide, published in February 2017, is referenced here: <https://www.nzairports.co.nz/assets/Files/public/Airport-Master-Planning-NZ-Airports-Feb-2017-FINAL2.pdf>. This best practise guide was specifically prepared for smaller regional and rural airports.

We agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, they also require transparent, evidence-based communication with stakeholders in order to earn the necessary social license to operate.

**Our primary objection is that WAA has not undertaken the best practise requirements of its industry in seeking airport authority status through completion of a comprehensive, evidence-based Master Plan that includes genuine stakeholder consultation.**

Airport authority status would confer extraordinary planning powers on a small, privately owned, rural airfield. The purpose of the powers contained in being a requiring authority, with powers to recommend designations and to compulsorily acquire land under the Public Works Act, were intended to be used 'to enable the development of infrastructure required for a "greater public good"<sup>1</sup>. We would expect that the Master Plan would, at a minimum, provide evidence from

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<sup>1</sup> [https://www.planning.org.nz/Attachment?Action=Download&Attachment\\_id=3158](https://www.planning.org.nz/Attachment?Action=Download&Attachment_id=3158)

reputable, independent experts on the public benefits which would accrue from allowing WAA to become an airport authority. As WAA is privately owned, any financial benefits will fall to a private owner. It could be argued that the costs (noise, loss of amenity, cultural/iwi impacts, traffic etc) are borne by private citizens who get no upside from the granting of these powers.

Our recommendation to Ministry of Transport is that it must not endorse this proposal to its Minister without WAA fully complying with the Master Planning process, starting with genuine community/stakeholder engagement. A non-exhaustive list of issues we want to see addressed includes:

1. **Economic rationale** for why airport expansion is necessary and desirable (for all stakeholders) – this would ideally be evidenced by a reputable 3<sup>rd</sup> party consultant.
2. **Iwi/cultural impact assessment** – there is ample evidence that the airport area has been heavily populated by iwi in the past;
3. **Off-airport issues** – impact on local and regional transport infrastructure, aircraft noise impacts, public safety, wildlife/bird strikes from the Kaipara Harbour at the end of the runway; and
4. **On-airport issues** – use of the airport as a community asset, environmental impact assessment, heritage impacts, integration with/impact on Auckland regional air traffic patterns particularly if WAA is to be a scheduled passenger traffic airport.

It is typical for large, complex public infrastructure projects to take up to 10 years to go through Resource Management Act processes to fully engage and consult communities and ultimately obtain approvals. WAA is privately owned, has no governance arrangements which would push it towards best-practise community engagement (unlike public sector authorities) and has provided zero evidence for why these extraordinary powers should be granted.

The Technical Advisory Group (TAG), who reported to the Minister for the Environment on RMA reform in 2009, remarked that requiring authorities making decisions on their own NoRs “is even more lacking in theoretical justification” at this point in time where many requiring authorities “are private entities as distinct from Crown agencies”. The Minister also noted this seemed “to run counter to the principles of natural justice”.<sup>2</sup>

## 2.2 Failure to consider alternative zoning arrangements

In addition to WAA, Auckland also has two other general aviation airports:

- Ardmore Airport, South Auckland.
- North Shore Airport.

Both of these airports are considerably larger than WAA and are privately owned.

Ardmore and its associated businesses provide employment for 500 people. 98% of their air traffic is commercial. It seems appropriate that they have AAS.

North Shore provides scheduled commercial flights to Great Barrier Island. It is not scheduled as an airport authority. North Shore Aero Club management see no need for AAS. Auckland

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<sup>2</sup> [https://www.planning.org.nz/Attachment?Action=Download&Attachment\\_id=3158](https://www.planning.org.nz/Attachment?Action=Download&Attachment_id=3158)

City Council advises that North Shore Airport *'is zoned Special Purpose – Airports and Airfields zone in the Unitary Plan. This is essentially a roll-over of its zoning under the previous Rodney District Plan.*

*In addition to the zoning, there is also a precinct over the airfield called the North Shore Airport precinct. The advantages of the zoning and the precinct for an airfield is that the planning provisions that apply for the zone are more enabling of airfield type activities than the Rural Production zoning.'*

This alternative to an Airport Authority seems not to have been considered by WAA (or MoT?).

Gaining this zoning requires a plan change under the Auckland Unitary Plan and there is a significant backlog of such applications. A private plan change fast tracks the process but has extra cost attached to it.

### **2.3 Insufficient/misleading information**

#### **Example 1:**

**WAA:** The airport, which has an 850 metre long runway, has about 10,000 flight movements a year. In order to take an ATR it would need about a 2 kilometre long runway, Lockie said.

**Fact:** Kapiti airport for example has a runway of 1300 Meters and easily manages ATRs. Wellington, on the other hand, has a 2km runway and can land a 777.200 most of the time.

#### **Example 2:**

**WAA:** We have no plans

**Fact:** All businesses require plans even if only to maintain the status quo. WAA have avoided saying this is the case. We recognise that business plans are commercially sensitive, but a sense of general direction is required before support can be expected.

#### **Example 3:**

**WAA:** Applied last year (2018) for Airport Authority status.

**Fact:** MOT advised selected community stakeholders in mid-May 2019 of a public meeting on 23 May. Original deadline for submissions was 31 May. As a result of the public meeting this deadline was extended to June 14. The delay between application and consultation appears relatively inordinate with the time frame for submissions being restrictive.

### **3.0 CONCLUSION**

As we stated at the beginning of this submission we agree with NZAA that airports are highly complex entities which have the ability to create substantial social & economic benefits for communities. However, the consultation with the community for this application lacks transparency, ignores industry guidelines and contains insufficient information to enable community stakeholders to support the application by WAA.

[REDACTED]  
Helensville  
0840

West Auckland Airport Consultation,  
Ministry of Transport,  
PO Box 3175  
Wellington

To whom it may concern.

I live in the Helensville area and wish to make a submission in support of West Auckland Airport's (Parakai) application for airport authority status.

As a person interested in seeing West Auckland Airport succeed as a local business I support this application. It seems to me that giving an airport the status to operate as an airport without undue council burden is simply a logical step.


Aviation is a specialised activity with its own unique challenges and requirements. Councils are not set up for these challenges and have little understanding of the finer points of aviation. In leaving the airfield to operate as a rural zone, non complying activity it would add undue burden on both the airfield and the council and therefor the ratepayers. Councils already struggle to meet demand in the activities they understand. Adding any extra complexity to applications, such as aviation requests would add significant cost and time burden onto the council in order to address any aviation application. While the costs are picked up by the applicant, the time and staffing costs are seldom met by anyone other than the rate payer.

My main concern however is the management and cost burden to the airport in having to deal with a council body that isn't really set up to understand any applications beyond very basic infrastructure. This in turn must add significant and unnecessary management challenges to the airport company when there is an alternative framework set up specifically to handle these requirements in the form of Airport Authority Status. The fact that any other system would even be considered seems a little bizarre to me.

The airport brings business to the area and provides employment and recreation to citizens of both Parakai/Helensville and the wider Auckland area. As an airport some of these activities have been pushed out from more central city areas to make a smaller impact to the wider community. Being in a largely rural area the impact of the airport is probably at its lowest while still being in a position to provide maximum benefit to the wider community.

Losing the airport would in my opinion be a significant loss to the wider Auckland area and so any assistance in keeping the airport in operation and not letting it fail due to undue management burden is critical in my opinion. To that end, doing what is logical, and providing airport authority status is really the only acceptable option.

Yours faithfully

  
[REDACTED]