

WHANGANUI AIRPORT

Whanganui Airport Works Programme – Status Update

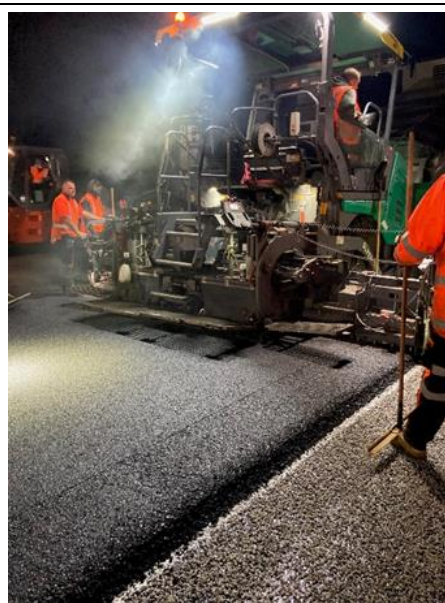
Good afternoon all,

The project to resurface RWY 11/29, TWY A and the apron is now well underway. Although we initially lost a few nights work, mainly due to bad weather overnight, Fulton Hogan are doing a great job and working 6-night shifts per week to make up for lost time and are close to being back on track.

As you may have seen in the NOTAMs the entire airport is now closed from 1930 to 0630 each night (Sunday night – Saturday morning). The 11-hour window allows time for the construction crew to mill the next 100-130 m of the old chipseal runway, put down the bitumen membrane and chip layer, pave the new asphalt, repaint the line markings, QA and survey the new surface, and conduct a thorough FOD check. All this is completed before the airport reopens at 0630 in time for the first Air Chathams flight at 0645 or, if the weather is favourable, for the good keen folk at Aerowork, Mid West Helicopters and Super Air to make an early start top-dressing/spraying at 0630.



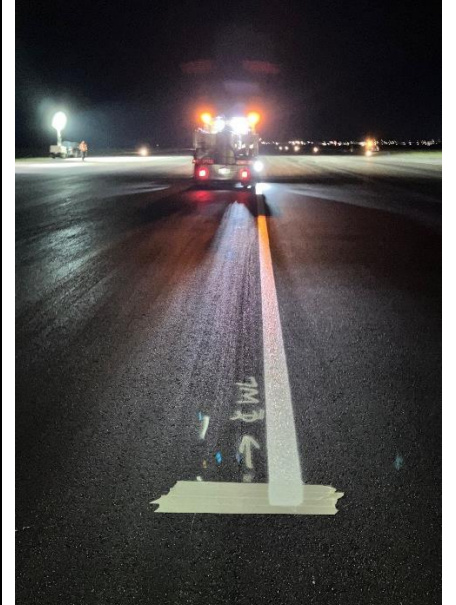
Milling off the old surface



Laying the asphalt



Testing the new surface



Runway line marking



The resurfacing work is a complex, but highly coordinated, job with a team of upwards of 35 staff and contractors laying 600-650t of asphalt each night. It is an extremely busy site with ten light-stands in place to ensure that the site is well illuminated for the millers, paver, sweepers, rollers, water truck, asphalt delivery trucks (50 per night) and contractor vehicles to be operated safely. Weather permitting, we plan on having the resurfacing complete by 22 Nov.

This photo (L) below shows the progress up to Saturday last week, with two more sections completed since then. We are now up to the intersection of RWY 11/29 and TWY A. The lighter portions at the end of each run are a result of the rollers working on the new surface the following night... they will gradually blend in once we get some rain on the runway (hopefully not until after 22 Nov though!)



The runway shoulders (7.5m each side) are receiving a two-coat chip seal and emulsion sand seal. The shoulders are sealed in long runs after multiple sections of the centre have been resurfaced with asphalt. It takes a couple of nights to get the multiple layers applied – this is the reason for TWY C currently being closed. As the work on the shoulders continues various grass runways and taxiways will be closed for a couple of days while this work is being completed. Until the runway resurfacing project is completed it is recommended that pilots avoid taxiing their aircraft over the fresh chipseal surfaces and remain on the asphalt. This picture of the aiming point shows the difference between the chipseal and the asphalt surfaces.

All aircraft greater than 5700kg MCTOW are now required to conduct u-turns at the ends of the runway where the asphalt has been applied over the full width of the runway. This is why Air Chathams now have a full runway length backtrack after landing.

The line markings are just the first coat; the second coat, which will be painted at the end of the project, will use more permanent paint and include reflective beads to improve visibility at night. You may also notice some changes to the paint scheme on the runway. The aiming point markers for RWY 29 have been moved slightly closer to the threshold to conform with CAA regulations and now correctly align with the PAPIs. Once we reach the RWY 11 end that aiming point will also be relocated to a position adjacent to the PAPIs. The previous aiming points had been positioned to align with the older approach lighting system. The holding point markings at A1 and the parking guidance on the apron to Spots 1 and 2 will also be updated to the new ICAO standards.

You may also notice a change to the runway centreline markings... they are now compliant with the CAA standard of 45cm wide, compared to the previous 30cm wide lines. This, along with the relocated aiming point markings, may change your 'sight picture' on finals to land – so please bear that in mind.



Until the runway resurfacing is completed there will be a mixture of the old and new styles as the RWY 11 end won't be changed for another week. Until then this NOTAM will remain in effect...

(A5048/23 NOTAMN
 Q) NZZC/QMMMXX/IV/NBO/A /000/999/3958S17502E005
 A) NZWU B) 2311060440 C) 2311201730EST
 E) RWY 11/29 RUNWAY MARKINGS NONSTANDARD)

While the runway resurfacing project takes place at night, we also have the construction of a new hardstand outside the new Air Whanganui hangar during the day (R). Work began on Monday, with the topsoil being removed and the base course being prepared. There should be minimal impact on airport operations during the construction of the hardstand, other than the taxiway to the NZICPA being closed at times and part of the apron unavailable to allow trucks to access the site. Along with the construction of their new hangar/admin building, Air Whanganui have re clad one of their existing hangars and now have a very swish looking operation!



Some of you may have noticed that there is a large pad being built in the vicinity of the helicopter hover square. This 50m² pad is reusing approximately 350 tonnes of the waste millings from the old runway surface to create a new light aircraft hardstand, which will be the preferred location for any future hangars to be built at the airport. A compass-swing pad, also using runway millings as its base, is being constructed in the vicinity of TWY C – a location clear of magnetic influences.

Finally, the work to replace the terminal building roof is nearing completion, with the scaffolding tent due to come down on 22 Nov. Once the scaffolding is down the exterior of the building will be given a well-needed lick of paint!



It seems that all this activity is contagious, with two airport tenants making the most of the spring weather to re-clad their hangars and one new tenant looking to build a hangar beside the new light aircraft hardstand.

With all things going to plan the invasion of orange cones and construction work should be over by Christmas! By then we will definitely be looking forward to the break. If you have any questions about any of the projects at the airport feel free to give me a call or pop into the Admin Office at the terminal for a chat.

Cheers,

Phil McBride
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