

Reported Safety Incidents at NZPP

Occurrence No	Severity	Year	Occurrence Description
17/62	MI	2017	A gate was observed by AFIS to cross runway 16/34 running towards open vacant land on the western side of the airport.
17/6499	MI	2017	ATOP accidentally drove through aircraft fence.
17/7635	MI	2017	Helicopter transited the PP MB2 without making any radio calls.
18/2203	MI	2018	Unauthorised RPAS operation.
18/2438	MI	2018	RPAS pilot reported a red control aircraft operating at about 9000 over Queen Elizabeth Park (approx. 5km south of RWY 34 threshold at NZPP).
18/2850	MI	2018	Quad bike drove across field & runway and back without making radio calls.
18/4652	MI	2018	Unknown aircraft transited the PP MB2 with no comms.
18/4806	MI	2018	RPAS observed operating near airfield without clearances. Police advised.
18/542	MI	2018	Unauthorised Operation. Model aircraft may have inadvertently climbed above 6020 (Model Aircraft Club) was observed by a Q300 crew on approach into NZPP.
18/5779	MI	2018	Unauthorised operation. 2x model aircraft observed possibly operating outside 6020.
18/5982	MI	2018	Lateral deviation. Was cleared to leave controlled airspace via the RNAV APP RWY 34 for NZPP. Shortly after, approaching NIUD the aircraft turned left (rather than continuing straight through NIUD towards LEVBI on the RNAV APP). When spoken to, the crew advised that the FMS dropped the waypoints as entered and checked. The aircraft continued to NZPP and landed safely.
19/2537	MI	2019	Information Error - Displayed. Requested IFR clearance to AA at FL150. The FPL showed FL170 prior to co-ordination, and this was not updated prior to electronic co-ordination. The act was subsequently cleared by PP FIS at FL150 but coordinated at FL170.
19/2831	MI	2019	NORDO A/C transited through 8680 (PP MB2) with no radio transmissions.
19/2846	MI	2019	Airspace Infringement. Unauthorised RPAS operation NZPP.
19/3211	MI	2019	Operational Deviation. Arrived at NZPP on an IFR flight plan at 0730 with no radio reports made on 138.3. As the aircraft approached TAKEV on the RNAV34 approach the TWR made several attempts to contact the aircraft with no success.
19/3869	MI	2019	Airspace infringement. Was observed infringing controlled airspace SE of NZPP without a clearance. The aircraft then continued east and then south towards WN infringing controlled airspace again.
19/5739	MI	2019	Quad bike made at least two off-road trips, one on the other direction, crossing the runways twice, with no lights on AFIS and no visible lights with an IFR caravan on the approach.
19/6092	MI	2019	Airspace Infringement. Called Wellington RADAR to request a clearance through controlled airspace. Position at the time was 6 miles south of PP at 2000 ft so was already in controlled airspace. Should not have been above 2000 feet.
19/6555	MI	2019	Flying an RPAS as Levin Club BK17 helicopter flew directly overhead at a height estimated to be below the minimum No synops. flight.
19/806	MI	2019	Unknown helicopter entered the PP MB2 with no radio calls, continued north.
19/8468	MI	2019	Airspace Infringement. RPAS observed operating north of the RWY 16 threshold on the beach. No authorisations for RPAS activity had been given for this day. Police were called.
20/215	MA	2020	Runway incursion and departure off non-duty runway(34) against four aircraft established in the circuit (Duty RWY16) created major confusion and loss of separation.
20/3757	MI	2020	Information Error - Delivery. Departed NZPP on a Visual Departure. WN TMA was expecting the aircraft to fly the GUGAKA departure which climbs straight ahead off RWY34 with a Maintain 5000FT. NZPP ARS did not request the visual departure from WN PLN, and only put V24 in the RAKS field of the flight plan.
20/4184	MI	2020	Airspace infringement. Unidentified/unknown RPAS operating close to the western boundary of PP aerodrome first observed at 0605 LTIC.
20/5306	MA	2020	Operational Deviation - failed to follow the cleared KAPTI G Arrival into NZPP. New NIUD - DABGU, not on the STAR.
20/5717	MI	2020	Operational Deviation. Was told to remain clear of CTA and WN TMA would radar monitor across Code Strat. Pilot read back all instructions correctly but was seen to enter WN CTA and track just inside the edge of CTA on track to PP.
20/883	MI	2020	Near strike with hare on T/O roll.
19/7823	MI	2019	C152 lined up and rolled in front of a helicopter on short final. Helicopter advised they would use the T/O to keep clear, as a result there was a simultaneous parallel operation between the seal runway and T/O.
19/8817	MI	2019	Possible runway safety event. C152 called rolling and commenced take-off as a helicopter was crossing the boundary fence for 16 FATO.
19/8864	MI	2019	NIUD advised that when going the circuit, they came into close proximity with a/c in the upward departing to the north.
19/8926	MI	2019	Called a mayday joining fuel due engine surging. About 20 or so seconds later the pilot then reported on normal again after having selected carb heat and the engine seemed to be running smoothly. Landred safely.
19/923	MI	2019	Entered PP MB2/G with our radio calls tracking north. PP FLT Service unable to establish comms, traffic information passed to local A/C.
19/9204	MI	2019	Airspace infringement. A/c from the north indicated 3000ft. Subsequently, the a/c called WN Radar, and was identified and given a clearance through Controlled Airspace to transit to NZDM where the a/c landed without further occurrence.
19/9707	MI	2019	B7 conducted T/O roll while HNS was on short final for 16 FATO, causing them to go-around and initiate avoiding action.
19/9777	MI	2019	WTF on short final with HNS number 2 with traffic in sight but close behind. FLT Service expected HNS to go-around due to the spacing on short final. WTF proceeded to land, HNS continued to descend. WTF vacated at A2 as HNS crossed the threshold of 34 and continued to land. The distance between the runway threshold and A2 is less than 300m.
19/1610	MI	2019	Helicopter landed behind marshaller as he guided a Q300 onto the gate and a 2 Energy fuel truck. The Q300 crew felt this was unnecessary and potentially dangerous.
19/2284	MI	2017	Two aircraft called at once and AFIS advised both that neither was heard. Soon after, a helicopter was observed crossing the runways without receiving any information.
19/3041	MI	2019	Aircraft was observed tracking north into the MBE. When the aircraft was challenged it eventually responded with calline HNL at 1200 feet and that they were north of the circuit. They were passed (MBA and traffic).
19/3701	MI	2019	Lined up for take off with an aircraft on a 2m final.
20/4876	MI	2020	C152 lined up with a PA38 on an approx 1nm final. The C152 began take off roll and get airborne with enough spacing as the PA38 commenced a go-around and retreated into the circuit by being passed (MBA and traffic).
19/3115	MI	2019	Go-around from final due C108 traffic catch up joining from the south. C108 did not have the C152 traffic in sight.
19/6454	MI	2017	Close visual of the C108 and C152 during take off roll and executed go-around. The C152 conducted a left orbit. Both aircraft landed safely.
19/6934	MI	2019	Aircraft joined circuit with no radio call. Instructor slow in replying to FLT SERV to advise intention.
20/3205	MA	2020	Runway safety incident. BE 36 called lining up RWY34 and was given traffic information on an AS350 on short final for FATO 34. BE36 called rolling and was cautioned on the AS350 short final, but continued to take-off. The AS350 carried out an orbit on short final.
19/3645	MI	2019	Operational Deviation. A/c from the north indicated 3000ft. Subsequently, the a/c called WN Radar, and was identified and given a clearance through Controlled Airspace to transit to NZDM where the a/c landed without further occurrence.
18/4111	MA	2018	IAO crossed runway in front of a/c conducting a take-off and go. due to confusion regarding callsigns. A/c conducting take-off and go aborted and vacated.
18/71	MA	2018	Operational Deviation. Vertical and lateral. PP FIS concerned that helicopter made insufficient radio calls prior to entering the MBE. Transited below 500 ft, estimated no more than 100 ft, to 150 ft, through the PP circuit.
18/5153	MI	2018	A/c requested climb into CTA which was denied initially, however was soon seen to climb into airspace. A/c then descended to 6,000ft, however a/c continued to climb through this. A/c later did an orbit without clearance.
19/7619	MA	2019	While on approach to Grass 34 the aircraft dropped below the normal profile for the displaced threshold and it struck a perimeter fence. The pilot then re-circled for runway 34 and the aircraft landed safely. The aircraft required replacement undercarriage legs and some repairs to a wing. The pilot has since had several de-briefings regarding the accident and completed a thorough dual training flight with a highly qualified instructor.
19/5309	MI	2019	Airspace infringement. Climb into WN TMA without a clearance.
19/7081	MI	2019	PA38 established in the RWY34 circuit turned base ahead of a C172 on final of the instrument approach (joining the circuit) C172 had traffic in sight. No conflict.
19/614	MI	2019	Loss of directional control on landing, resulting in a ground loop. No damage.
19/7603	MI	2019	Aircraft transited through the PP MB2 without making any radio calls.
18/5217	MI	2018	Presence of a low flying aircraft, under the RWY 16, in poor weather. Submitter didn't get lost, but thinks was Piper - Warrior or 140 perhaps. No synopsis. Pending further CAA investigations.
17/2034	MI	2017	Aircraft entered MBE without making any calls while following company traffic. Either the date or the aircraft registration is incorrect.
17/2394	MI	2017	Aircraft transited through the PP MB2 without making any radio calls. Aircraft was following a company.
18/921	MI	2018	The pilot lost directional control during landing with a gusting crosswind, departing the sealed runway onto the grass and impacting with a taxiway sign. No injuries.
20/0269	MI	2020	Information Error - Delivery. PP Pilot Service issued an incorrect route clearance prior to departure.
18/2477	MI	2018	Observed to transit over head NZPP with no radio calls, unresponsive to calls from PP FLT Service. At the same time there was a C172 joining for runway 34 from the south. An updated traffic information was given to the pilot of the C172 with radar based altitude estimation to help him avoid the unresponsive aircraft. Pilot missed the turn at D/BV flight, rolled off the approach to the East. WN TMA told PP FIS to instruct the aircraft to climb due to being below radar terrain. Pilot was in landing configuration and was trying to get gear back up while turning back to west while still descending. ZXCIA appears to have got very close to the high point of 2369 while still IRL.
20/362	MA	2020	Traffic information had been passed to PA32 prior to take-off. PA32 late downwind #2 to a C152 ahead on final. The PA32 made an early turn to right base in front of the C152 instead of maintaining correct sequence in the circuit.
19/7089	MI	2019	Observed below 500ft. No Synopsis, no identified radio broadcast.
17/2577	MI	2017	Aircraft allegedly made very dangerously low approach, less than 300 ft, on base over houses. Aircraft landed midway on the runway, between A2 and A3. Update 31/6/17 - BFF Dual instruction taking place. Simulated glide approach to runway 34 seal.
17/1140	MI	2017	Aircraft was back tracking to depart off runway 34. Aircraft encountered a fault during the turn making it difficult to complete the 180 degree turn. During the turn, aircraft came in contact with a runway edge light and damaged the housing. Aircraft was shut down and visual inspection carried out.
19/613	MI	2019	Veracity Confusion. Joining downwind PA38 advised of traffic turning crosswind ahead (PA18) acknowledged copy, not having seen the PA18, shortly after made a sharp left hand turn away from the circuit due to the PA38 traffic in close proximity.
18/6706	MI	2018	Joined for the wrong runway. A/c then confirmed joining early downwind 16, cutting in front of IDG. TAW was too close to a/c in front and conducted a go-around on short final.
20/4731	MA	2020	Runway incursion. PA38 began take-off roll with 2K-FPL still occupying the runway after landing. F4 Serv estimated A/c would have been 50-100ft airborne by the time they passed FPL still on the runway.
19/3299	MI	2019	While on approach to Grass 34 the aircraft dropped below the normal profile for the displaced threshold and it struck a perimeter fence. The pilot then re-circled for runway 34 and the aircraft landed safely. The aircraft required replacement undercarriage legs and some repairs to a wing. The pilot has since had several de-briefings regarding the accident and completed a thorough dual training flight with a highly qualified instructor.
17/589	MI	2017	Airspace infringement. After radar monitoring finished, was instructed to remain clear of controlled airspace heading north. Was observed on radar climbing back into controlled airspace, was instructed to descend clear.
20/1209	MI	2020	HNS lined from aeroblast instead of the PA32 as required.
17/5311	MI	2017	Operational Deviation. The MBE was not used for several minutes. Eventually pilot came to the frequency but the readability was only 2. Helicopter landed at Paraparaumu but departed later with the radio still faulty, readability still 2.
20/3181	MI	2020	Operational Deviation. Did not follow procedure. Failed to make radio calls transiting through PP MB2/Ono synopsis.
18/683	MI	2018	Airspace infringement. Was first sighted about 5 NM north of NZPP tracking south, first attempt at establishing comms was made with no response. Aircraft that might have come into conflict with the C206 were told about the aircraft's position and current direction. C206 then flew directly overhead the field at an altitude that appeared to be circuit altitude. Another attempt at establishing comms was made with no success. The aircraft continued tracking south. About 3-4 minutes later made a position report saying he was 4 NM north of Pukerau Bay tracking south. MAF was then asked if he was the Essna aircraft that flew directly overhead the field tracking south. Pilot replied with affirm. The pilot then said he was on Manawatu track, 11.6 E instead of PP track, 118.3.
18/666	MI	2018	The main rotor blades made contact with trees while conducting lifting operations.
20/85	MI	2020	TGAS RA. Traffic information passed.
18/5163	MI	2018	Airspace infringement. Was noted inside WN TMA Airspace at approx 0145Z, at A046, climbing to A045. WN TMA tried calling on both frequencies with no luck. After a few minutes Pilot called WN TMA requesting climb to A060, but instructed to descend to A025 due to being in the arrivals area. Aircraft appeared to be inside the airspace by approx 5NM.
17/5708	MI	2017	Pilot was on a solo cross country from Hastings to Nelson, via Paraparaumu. After encountering bad weather enroute and making a decision to divert to Masterton for a full stop landing, turbulence encountered. Pilot needed to climb to 6500 ft. PAN call made to Wellington Control requesting the climb.
20/2592	MI	2020	Information error delivery. Was on a IFR training flight and following a planned Missed Approach procedure at NZPP, the a/c continued on the flight to NIUD. The flight plan indicated that it would fly NZPP DCT to NZMS however once airborne the a/c was actually flying NZPP MAMOD and onward to NZMS. This is a significantly different route to that filed and expected.
20/4418	MI	2020	Operational Deviation - Vertical deviation. Requested the KAPTI ONE GOLF ARRIVAL for RWY34. The aircraft was cleared to leave controlled airspace on the RNAV (GNSS) RWY34. Observed to be well north of the expected track and provided tracking assistance to re-establish on the approach. Pilot later advised due to the late request for the ARRIVAL they had forgotten to enter the APP, but VMC at all times.
18/8589	MI	2018	Vertical deviation. CVFR flight within OHTMA was instructed to maintain a clearance and efforts by OHTMA to re-establish communications with the pilot where unsuccessful. Aircraft descended below and remained clear of controlled airspace.
18/975	MI	2018	Airspace infringement. observed entering WN CTA climbing to A040. Called WN TMA for clearance without a clearance and efforts by OHTMA to re-establish communications with the pilot where unsuccessful. Aircraft descended below and remained clear of controlled airspace.
19/8499	MI	2019	WN failed to conform to the noise abatement rules in the APP.
20/762	MI	2020	Airspace infringement. Transited PP MB2 without any radio calls.
19/4855	MI	2019	While RWY 34 was in use, IIR joined from the north turning left onto final for RWY 16 and landed. IIR completed orbits in the downwind.
19/5417	MI	2019	TG6 was heading northbound north west of PP and crossed the extended centreline of RWY 16 while CTI was on an RNAV approach, causing CTI to initiate avoiding action.
19/6011	MI	2019	Provided traffic information. Commenced take-off with B0X on short final. B0X cautioned about PBM. B0X was a full stop on the grass runway and taxied back along taxiway G before rejoining the circuit. PBM did allow sufficient spacing to avoid parallel operations.
20/2063	MA	2020	PP flight service phoned WN TMA for a clearance validity for FLDY to depart PP from the non-duty runway via a Visual Departure. The WN TMA controller denied the request for the visual departure as it was dark and issued the aircraft with a GUGAK4 as is appropriate for RWY34 departure. When airborne, FLDY was observed tracking direct to Kames. When questioned, FLDY confirmed they had been cleared by PP Flight Service for a visual departure to Kames.
17/3436	MI	2017	Traffic confliction in the circuit.
19/2728	CA	2019	During agricultural operation hit a single electric wire. Damage to windscreen, mast, and rotor blades. The pilot was conducting aerial spraying when the helicopter suffered extensive damage to the front canopy, a rotor blade and during the ensuing heavy landing.
19/8068	MI	2019	Aircraft landed on the area between the grass and sealed runways.
19/2796	MI	2019	Airspace Infringement. Called WN TMA at 4100R where the Lt CTA is 2500R for a clearance to enter WN CTA/A, was already in the TMA.
18/1214	MI	2018	Found two crew bags onboard that belonged to the previous crew. Had been left on board after a late notice aircraft swap. Reporting as this indicates a flaw where a bag can be forgotten about and left onboard an aircraft, and was not reconciled on any documentation, although in this case no limits would have been exceeded, and the bags (located in C) would have been within the 20kg tolerance. Detailed Investigation Undertaken.
18/1373	MA	2018	TGAS RA. Prior to departure Q300 crew given traffic information regarding a group of aircraft joining from the north and they would be joining downwind. Without sighting the group of aircraft the Q300 crew decided to depart.
17/6519	MA	2017	While on the RNAV Approach and on the PP FIS frequency, aircraft was observed by the radar controller fail to turn left as required on the approach. Aircraft instead continued straight ahead for more than 1 nm, tracking towards high terrain. Radar requested PP FIS to check if aircraft was in VMC but it was not. Aircraft instructed, though PP FIS to commence missed approach immediately. Aircraft issued radar vectors for the second approach and was kept on the radar frequency until established on final approach.
17/3745	MA	2017	Bleeds not selected on after take-off. Cabin pressure warning climbing through 13000ft.
19/7723	MI	2019	Master Warning and Smoke Warning lights illuminated during climb. Shortly after completing the memory items the Warning lights went out. Crew kept the Oxygen masks on and briefed FA on potential fire and asked him to investigate the cargo hold. No indications of fire found. After more checking and no evidence of fire decided to proceed. On climb from Wellington somewhere in the vicinity of NZPP through 11,500 the Master Warning and Smoke Warning lights illuminated. Memory items were activated.
17/4501	MI	2017	Captain rotated and flew to Paraparaumu with engine rattle.
17/1183	MI	2017	Noted aerodrome FOD during taxi - cones left by taxiway B.
18/6872	MI	2018	KAL took off from RWY 34 grass, and SNL followed shortly after on RWY 34. The required parameters regarding parallel operations at the aerodrome had been applied (600m horizontal separation).
17/4270	MI	2017	Airspace infringement. Observed crossing overhead the field towards the south. Attempts were made to establish comms without success. NO SYNOPSIS.
20/4884	MI	2020	Airspace infringement. Entered the WN CTA without a clearance at 3000R (Lt 2500R) by approx. 1 nm before turning around and heading north vacating the CTA. PP FIS contacted ZKDL, informed them of the deviation and instructed them to go north on behalf of WN TMA which was complied with. A F34 IFR into NZPP was on the STAR to conduct the RNAV Arr RWY34, was approaching the IAF (NIUD) at approximately 2000R, at the time.
20/4164	CA	2020	RACC report received - 'amateur' built a/c appears to have crashed on landing. Single occupant fatally injured.
17/4854	MI	2017	Aircraft entered the WN CTA/A without clearance. When crew realised the mistake, they commenced immediate descent.
19/1261	MI	2019	During training, MTI received a traffic advisory against WFO, and initiated an avoiding descent.
19/3036	MI	2019	While joining from the north, IIR turned to join in from of MTI, resulting in a loss of separation. The instructor on board MTI observed IIR converging on their position at the same altitude and commenced a descent to avoid IIR.
20/4549	MI	2020	Severe turbulence encountered.
20/4012	MI	2020	While approaching PP, MTC saw a small on left base for PP 34 converging on their position. MTC initiated a climb to 3,000 ft to avoid a/c, however in doing so they clipped the edge of WN CTA.
20/59	MI	2020	Pilot took off on seal runway 16 whilst another aircraft was landing on grass runway 16.
17/6621	MA	2017	Operational Deviation. Target was observed to be approx one and a half miles off the final approach track and diverging inbound on the RNAV34 approach at NZPP. The WN TMA phoned PP FIS to get them to advise the pilot that he needed to turn left away from the high ground. At the same time the aircraft was seen to be correcting back onto final.
20/4262	MI	2020	Operational Deviation - Instructions. A training flight PM-PP-PM flew RNAV34 APP at NZPP with standard MAPP. On MAPP the pilot requested and received an onwards clearance to NZPM via SFC PRRPM1. The pilot seemed unsure of the SFC and entered if this was H467 route to NZPM. Controller advised in the affirmative. PPRPM1 decommissioned 1467. Observed to turn off the MAPP which had not been cancelled. Instructed to re-enter the standard MAPP.
17/5304	MA	2017	While in hover, the instructor reported they'd be bang and the helicopter started spinning and descending towards the ground. Helicopter contacted the ground and came to rest on its side. The instructor pilot received serious injuries, and the student pilot received minor injuries in the circuit. Both were able to evacuate the helicopter after it came to rest.
18/6773	MI	2018	IMZ joined downwind for FATO 16 without joining call. IMZ made a downwind call after they were identified as traffic to another a/c joining.
20/0465	MI	2020	Potential for confliction on controlled airspace. PP FLT SERVICE passed traffic information. IFR PA44 inbound on the RNAV 34 approach. Helicopter descending the circuit via the downwind with the PA44 in sight.
19/9386	MI	2019	A/c landed without gaining prior approval as required by terms on the landing plate. Pilot stated he was unaware he needed prior approval.
20/4471	MI	2020	CLB failed to report position when entering or flying through PP MB2. FIS passed on traffic info to TOC.
20/5294	MI	2020	Self reported. Pilot failed to follow RNAV FATO procedure when departing NZPP.