

THE ZBA CIRCUIT



BURLINGTON AIRPARK'S NEWS AND NOTES

Volume 1, issue 2

Friday, March 30, 2007

RWY 14 DEPARTURE INSTRUCTIONS: **IMPORTANT!**



RWY 14 DEPARTURE SIGNED

We want to remind all pilots departing runway 14, that there is a procedure that must be followed with respect to headings. This procedure will ensure we maintain our good relationship with our neighbours around the airport. The above sign is located at the north end of runway 14, but in our haste to get airborne, sometimes we don't read it, so here is what the sign says....

SNOW REMOVAL WORK

Hopefully, as you read this newsletter, the snow piles will be melted away, and we can start thinking about spring flying! As you may have noticed, the snow clearing this year included much of the apron area located directly in front of your hangar, connecting it to the cen-

DEPARTURE PROCEDURES:

“AS SOON AS PRACTICAL AFTER TAKE-OFF FROM RUNWAY 14, TURN LEFT 5 DEGREES TO AVOID NOISE SENSITIVE AREA.”

Of course, this means that after rotation, and when a positive rate of climb is achieved, and the pilot determines it is safe to do so, turn to a heading of 135 degrees.

tral taxiway. While snow removal for this area is the responsibility of each of the hangar owners according to the lease, the decision to clear the snow from these apron areas was made as a courtesy. Obviously there is a cost for the additional work and I know those of us

This message has been stressed by Spectrum Airways to its instructors and students. Compliance is mandatory, and I encourage each of you to follow Spectrum's professional approach to this.

It is our intention to maintain a good working relationship with the residents around the airport, and by complying with this mandatory departure requirement, we will achieve that goal. For the most part, it is the people who use the airport, us, that need to help with public relations, and by complying with the departure procedures, you contribute to good public relations. Thanks in advance for your co-operation.

who had to shovel less this year are grateful. The desire to continue to provide this service is only inhibited by the costs associated with it. We will continue to assess this type of service and its affect on the total cost of operation.

What's happening?

- CZBA IS ON THE MOVE! MANY PLANS AND LOTS OF ACTION IS UNDERWAY AT THE AIRPARK. THE FIRST QUARTER WAS NOT WITHOUT IT'S CHALLENGES, BUT THERE IS A LARGE COMMITMENT TO MAKE THE IMPROVEMENTS THAT WILL ENHANCE ALL OUR EXPERIENCES AT CZBA!

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UNAUTHORIZED HANGAR MODS FORBIDDEN!

This is something that we must stand firm on for many reasons. ***Beyond routine repair of your hangar, any unapproved alteration or modifications to the hangar is strictly forbidden, including the use of unapproved contractors.***

One of the main reasons for having to take this hard position is the liability associated with work that is substandard or not-approved. Even where the work is being done by a contractor, that contractor must first be approved and

show evidence of valid Insurance.

Secondly, property taxes are based on standard hangars, and enhancements to a hangar affect the taxes that the airport pays for the hangar buildings. This is a cost that is passed on in the cost of the leases.

We simply request that you pre-approve any work you'd like to do to your hangar in advance with the office. This issue is so serious, that failure to abide by the above will result in lease termination.



HANGARS ARE RISING UP AND WILL BE READY SPRING 2007

TAXIWAY WORK CONTINUES

As you already know, Burlington Airpark is extending the taxiway serving 32-14. While the work has had to cease for the winter, expect to start using a fully extended taxiway in late spring.

The plan is to extend the taxiway the full length of the runway, widen the entire taxiway, and put a holding

bay/ run-up area at both ends.

During construction, the trucks will need access across the North hangar access taxiways, and the pavement will be torn up, replaced by stone. ***During this time, you are encouraged to shut down and tug your plane across this area if you feel there is a possibility of Damage.***

The inconvenience will certainly be worth it with the result being new holding bays, and the wider taxiway adding to safer operations at the airport!



PASS-CARD SYSTEM COMING

Currently, driving to your hangar is forbidden according to the CARs which restricts any vehicle movement airside, unless the airport operator gives implicit permission to do so.

Very soon, one of the luxuries that we will see, is the availability of a pass-card,

that will provide pilots/hangar owners permission to drive their vehicle to their hangar. Pilots/hangar owners will be able to park inside their hangars when they are away. This will provide more security for your vehicle.

Those of you who choose to take advantage of this bene-

fit will be required to sign and acknowledge basic rules for airside operation of their vehicle.

The cards will be available at a nominal cost. You will be notified as soon as the system is up and ready for use!



More work underway

LIGHTING THE WAY!

For the last while, if you've been on approach to Burlington at night, you have been well aware of the lighting issues. The VASI is very bright, while the runway lights are dimmer down one side than the other, and can be intermittent at times.

The correction of these issues is a priority for the airpark, and is well underway. Over the coming months you may see men and equipment next

to the runway working on the lighting system, and you should be cautious while landing, departing or taxiing on 32-14.

Of course, efficient properly working airport lighting will only enhance safety and security for us all.



Lighting you way!

CZBA CLASSIFIEDS

Got something for sale? Think some of your fellow hangar owners might be interested? Wonder how you can reach them? Don't want to pay the commercial papers for the privilege of doing so?

Advertise in this newsletter. It will reach all the Hangar owners on the field as well as a host of others that are on

our mail list and e-mail list. We are introducing a "classified" list in this letter each quarter, so if you have anything to add, email us at info@burlingtonairpark.com or call us at 905 331 0075. It's free!



THE WINDS OF CHANGE ARE RIGHT DOWN THE RUNWAY! THE PLANS ARE GOOD AND THE PACE IS SWIFT!

HANGARS HANGARS HANGARS

Everyday we get inquiries regarding hangars. Many people want to purchase, hangars. As well, we get inquiries to rent available space. If you have a hangar that you might be interested in selling, or renting, please contact the office. We might have the information on file that will help you sell your hangar.

Burlington Airpark is intent on helping it's customers maximize their value in both utility and investment, and part of that effort includes assisting each of you sell and buy hangars.

CZBA is the new place to land!!



More work underway

HANGAR LEASE RATES AND RESEARCH

As you know, rates have increased by approximately 20% in first billing, a regrettably necessary step to ensure that the airpark can continue to operate. We are aware of the impact of such increases on everyone, however, such an increase was warranted considering the considerable amount of work that is being put into the airpark. It is only our intention to charge a fair lease rate, compared to other local airports.

To that end, we have conducted a study of other competing lease rates to determine our level of competitiveness. At this time, it would appear that even after the increase, CZBA is still one of the most cost effective airports to base your plane...and we will continue to do what we can to remain that way.



CZBA

UNSAFE HYDRO SERVICE ON THE RADAR

In addition to the planned Plane Wash, 24- hour fuel service and the widening of 32/14, investigation into rectifying the unsafe hydro conditions in the centre 2 rows of the north hangars and the west facing row has begun.

If the service is not brought up to code, Hydro will disconnect service entirely to any unsafe condition. The service in these rows of hangars **must** be corrected to avoid constant interruption of the service, or worse, a catastrophic loss by fire.

At this time, we are investigating the costs

associated with this correction, including the comparisons with hangars served by individual meters (which is the ideal solution, and the most costly), sub-meters and upgrading the currently "community" service currently serving those hangars. Upgrading will enhance safety and avoid catastrophe!!



CZBA Fire of a few years back

Contact, Patience and Communication

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- **Vince Rossi** Owner
- **Bruce Johnston** Development & Construction Manager
- **Milt Farrow** Airpark Manager and Public Relations
- **Tim Crawford** Airpark Advisory Committee



CZBA. The only things up in the air are our planes!

With any ownership change, there are issues that need to be addressed, and your patience through this time is much appreciated. The purchase of the Airpark and the enhancements currently underway and planned for the future are positive for our flying futures, and the investment we already have in the airport.