BEFORE INDEPENDENT HEARING COMMISSIONERS
APPOINTED BY THE WAIKATO DISTRICT COUNCIL

IN THE MATTER	of the Resource Management Act 1991 (**Act**)
AND	
IN THE MATTER	of hearing submissions and further submissions on the Proposed Waikato District Plan.
SUBMITTER	NZTE Operations Limited Submitter [No. 823]

SUMMARY OF EVIDENCE OF DAN READMAN ON BEHALF OF NZTE OPERATIONS LIMITED

(LANDOWNER / AERODROME OPERATOR)

Dated: 3 March 2021

Solicitors on Record

GREENWOOD ROCHE
SOLICITOR — FRANCELLE LUPIS

PO Box 106006, Auckland1143
P 09 306 0495 F 04 494 8501 E francelle@greenwoodroche.com

Counsel

Dr R A MAKGILL
BARRISTER

PO Box 77-037, Mt Albert, Auckland 1350
P 09 815 6750 E robert@robertmakgill.com

INTRODUCTION

1 My name is Dan Lawrence Readman. I am a joint venture partner in Te Kowhai Airfield Limited Partnership and Director of NZTE Operations Limited (**NZTE**) which manages the Te Kowhai Aerodrome (**Aerodrome**). I am also the designated Aerodrome Operator in accordance with the Civil Aviation Rules Part 139 for a Non-Certificated Aerodrome.

2 I prepared my Evidence in Chief (**EIC**) dated 15 February 2021 and a rebuttal statement (**Rebuttal Evidence**) dated 22 February 2021.

SUMMARY OF EVIDENCE

The history of Te Kowhai Aerodrome

3 Paragraphs 3 to 28 of my EIC sets out the history of the Aerodrome, its development and relationship with the local community. This includes:

(a) Early physical development of the runway.

(b) The decision by Max Clear to build microlights at the Aerodrome.

(c) The importance of flight training, which continues today.

(d) The planning involved for the airpark concept.

(e) The current activities, including the rescue helicopter operation, police operations, enroute refuelling facilities, and support for small flying schools based at Te Kowhai.

(f) Community events, including the annual Country Market Day and many corporate, educational and local fundraising events.

The future of the Aerodrome

4 The future of the Aerodrome is based around establishing the vision of Max Clear and the Readman family through a uniquely designed and purpose-built Airpark community. Developing an Airpark at the Aerodrome is not a new idea for the Waikato District Council (**WDC**), as initial planning and consultation work began a number of years ago. The uniqueness and value of this project has been well supported and recognised by WDC.

5 Our design incorporates both residential and commercial precincts where Airpark residents can live onsite in their own home with their own aeroplanes, with a network of roads for motor vehicles, and taxiways for aeroplanes that all connect to the runway. Pilots can literally taxi an aeroplane from the runway to their front door. It is similar to the waterway styled marinas that are popular with boating enthusiasts. To cement this long-term vision our team travelled to Texas and Florida in the United States in February 2017. Texas is home to the world's most popular airparks. We met with the residents, the owners, and aerodrome management teams. As well learning a lot about operational matters, we came away with the clear view that the most successful airparks we saw all had one thing in common – a strong sense of community interaction. This connection and integration with the Te Kowhai Community to support its future growth and infrastructure has been a key driver in the design of the project.

Current operations

6 The Aerodrome is currently managed by NZTE and requires a full time Aerodrome Manager and a nominated Aerodrome Operator under the Civil Aviation (**CAA**) Rules. I personally fill the Aerodrome Operator role which has the ultimate safety responsibility under CAA Part 139 Operating Requirements for Non-Certificated Aerodromes. My role includes the management of obstacles, noise management, reviewing operating procedures and identifying any threats and overall safety.

7 We have a wide range of aircraft operations from microlights to small light aeroplanes, police and rescue helicopter operations, vintage and military trainer type aircraft an even occasionally hot air balloon operations.

8 The Aerodrome has been an integral part of the aviation sector for over half a century, but even as a Non-Certificated Aerodrome, with no scheduled Air Transport Operations, we must still meet a satisfactory level of compliance. To establish an Aerodrome like Te Kowhai now would be very difficult. I believe that this highlights the importance the Aerodrome has as a piece of history and fabric in the area. It is important the Aerodrome is protected now and in the future.

Future proofing and compliance

9 I consider that the future-proofing of the Aerodrome must:

(a) Achieve an acceptable safety level of Aerodrome Design standards for compliance.

(b) Provide for Instrument Flight Rules (**IFR**) flights, which require an amended Obstacle Limitation Surface (**OLS**).

(c) Implement the air noise control boundaries.

(d) Allow for the use of emerging technology available to small private aircraft.

Obstacle Limitation Surface

10 Mr Park has provided expert evidence on the details of the proposed OLS. However, I wish to emphasise the role that the proposed OLS plays in modern aviation and the future of the Aerodrome. GPS technology was once afforded only to large commercial airliners but is now commonplace in the cockpits of small aeroplanes.

11 The ability to operate under IFR has many safety and operational advantages, but requires a higher degree of safety criteria at the Aerodrome. IFR allows an aeroplane to operate at higher altitudes in cloud and inclement weather conditions or even at night without requiring visual reference to the ground. Visual reference is only required as the aeroplane approaches its design minimum descent altitude to land at an aerodrome or on initial departure.

12 IFR is usually controlled by Air Traffic Control and separation between aircraft is provided by way of radar in most cases. Because of this the on-board navigational requirements for an aeroplane are much greater and the CAA also specifies a greater safety margin between obstacles on the ground and an aeroplane in flight. The OLS provides this protection.

13 The most critical areas of the OLS are the approach and take-off surfaces close to the runway. The surrounding area, known as the inner horizontal surface, is where an aircraft may manoeuvre in the vicinity of the Aerodrome

to align with a particular runway. Obstacles that penetrate this surface are less critical and in some circumstances may exist if managed on a case by case basis.

14 NZTE would be responsible to develop individual land owner agreements and an ongoing maintenance programme to control these obstacles. NZTE has already demonstrated this process by obtaining land owner agreement to remove 16 trees directly on the western edge and some trees on the eastern Aerodrome boundary that were penetrating the current Operative District Plan OLS.

Control of noise

15 The Section 42A report generally adopts the approach to noise control that is recommended by NZTE's noise consultant, Ms Smith, albeit with some differences on control boundaries and rules within the Airpark Zone. However, in addition, the Section 42A report recommends a range of additional limits on operations.

16 Each of these limits is designed to control noise, however, based on my experience with managing the Aerodrome, attempting to control noise by limiting physical aircraft movements alone is not effective, and would not achieved the desired results. The designed Air Noise Control Boundary considers many other factors like aircraft type and actual noise level, which in turn controls physical aircraft movements to manage noise effectively.

17 The noise rules package NZTE have proposed includes:

(a) The Marshall Day recommended air noise control boundaries.

(b) A restriction on the number of night movements over any 3-month period.

(c) Required insulation standards for existing dwellings inside the Air Noise Boundary.

(d) Providing for new residential dwellings between the Air Noise Boundary and the Outer Control Boundary rather than prohibiting them.

18 This noise rules package is essential to provide surety to the community that noise effects are managed, and to ensure the Aerodrome can continue to operate without undue restrictions now and in the future.

Emerging technology

19 The enhancements in GPS navigation and modern flat screen instrumentation for small aeroplanes gives them the ability to operate under IFR conditions, as described above. Being able to provide this type of operation at the Aerodrome ensures we are positioned for the future and can offer an effective way for aircraft to operate efficiently and safely when required due to inclement weather.

Consultation

20 I have read the submitter evidence filed on 15 February 2021 on the Airpark Zone and note that consultation was raised as an issue. I am a member of the local community and wish to convey to the Commissioners that I have undertaken consultation with the community in good faith at all times.

21 I appreciate that the proposed OLS and air noise control boundaries impose some limitations on the development and enjoyment of neighbouring properties. However, I consider that these limitations are minor for most properties and that NZTE has demonstrated a willingness and ability to resolve issues (as I have already referred to above in relation to neighbours trees).

22 Annexure A of my Rebuttal Evidence provides an overview of the consultation that has been undertaken to date by NZTE or its consultants.

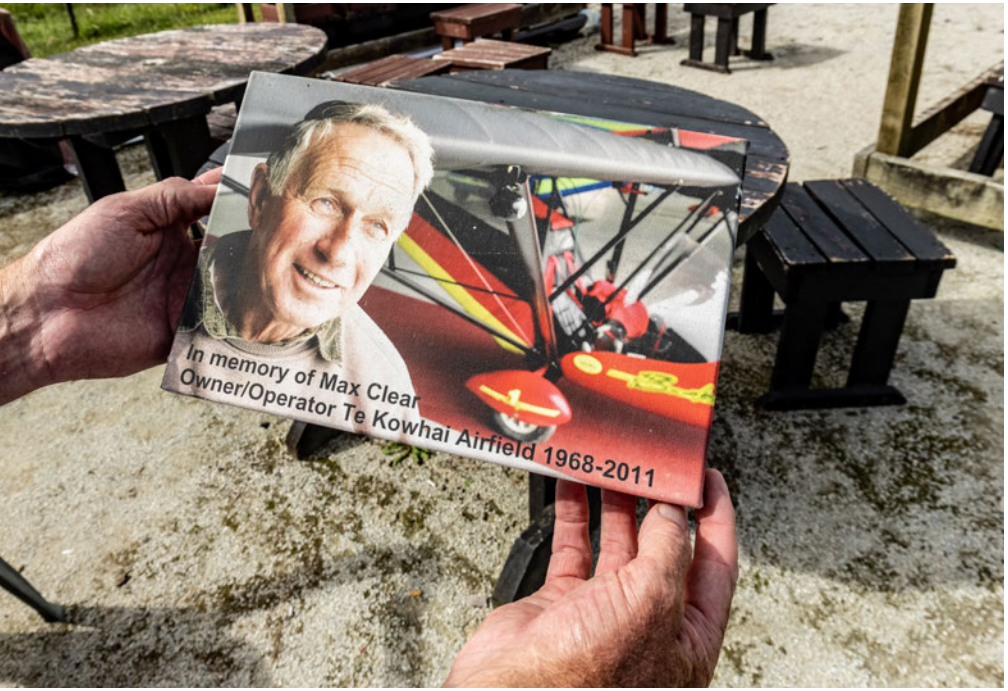
Photos

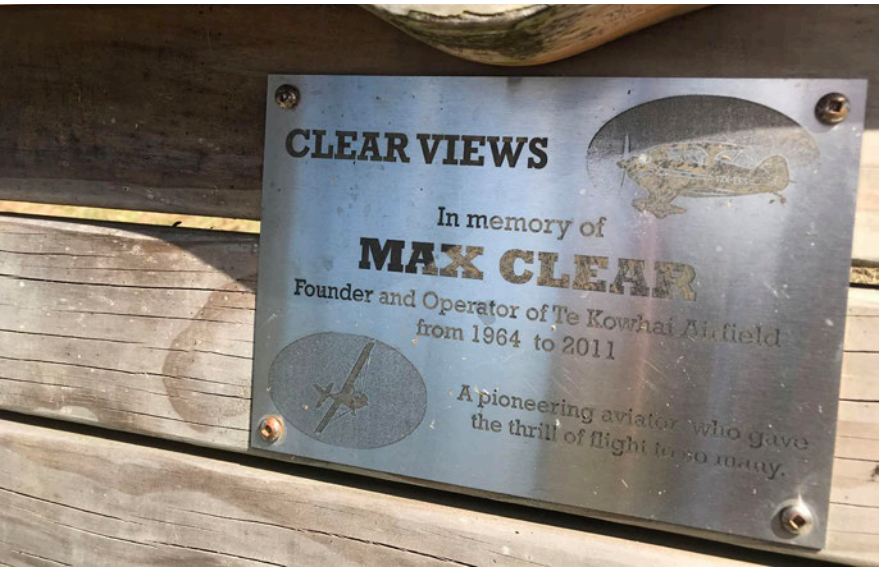
23 I have prepared a slideshow of photos (**annexure A**) to assist in the explanation of my evidence.

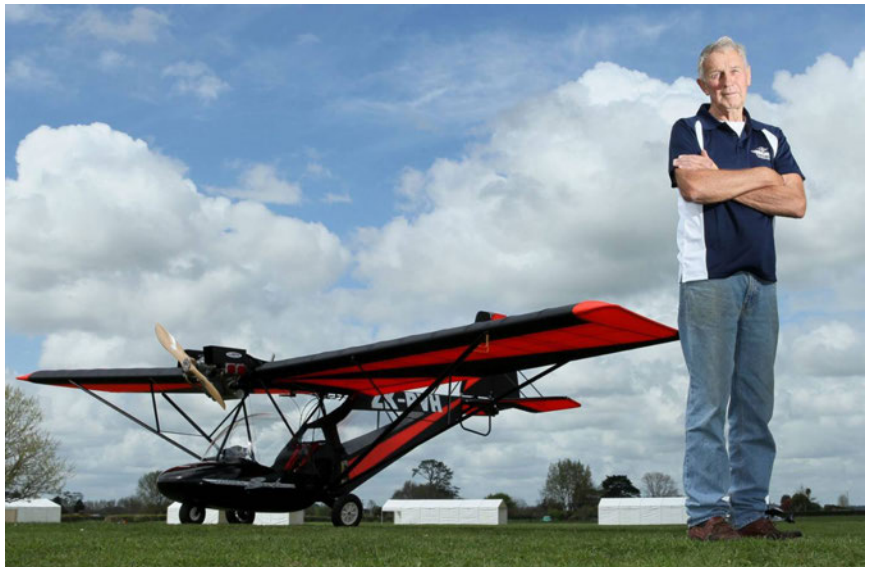
Dan Readman
3 March 2021

TE KOWHAI AERODROME

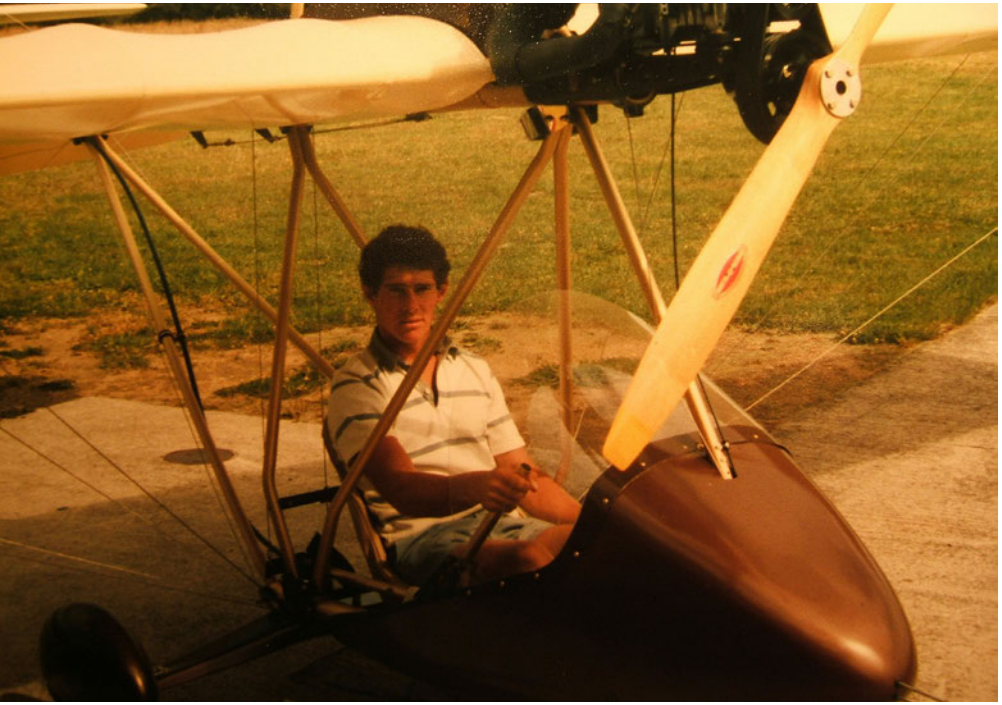
PHOTOGRAPH COLLECTION

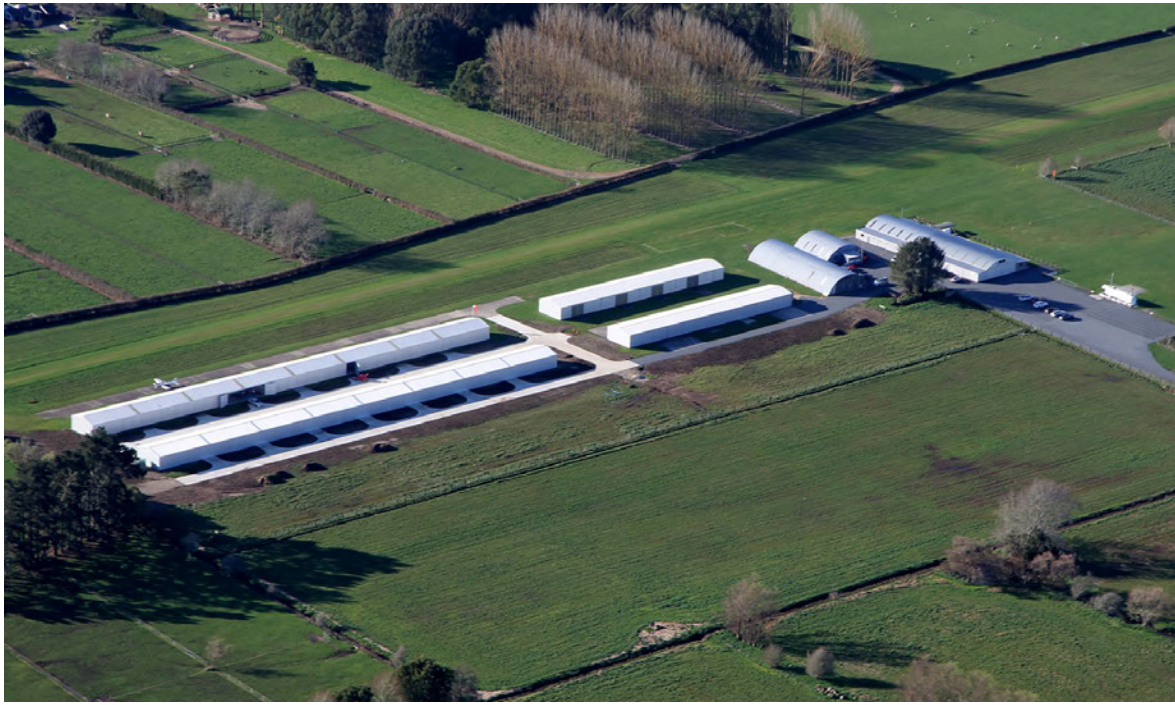


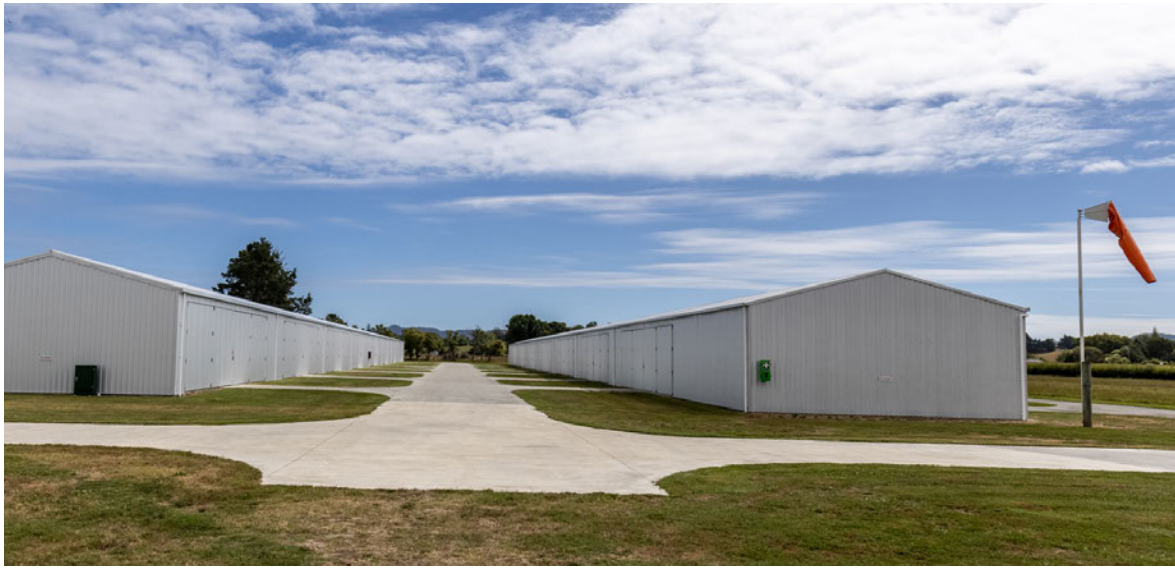




TE KOWHAI
AIRFIELD

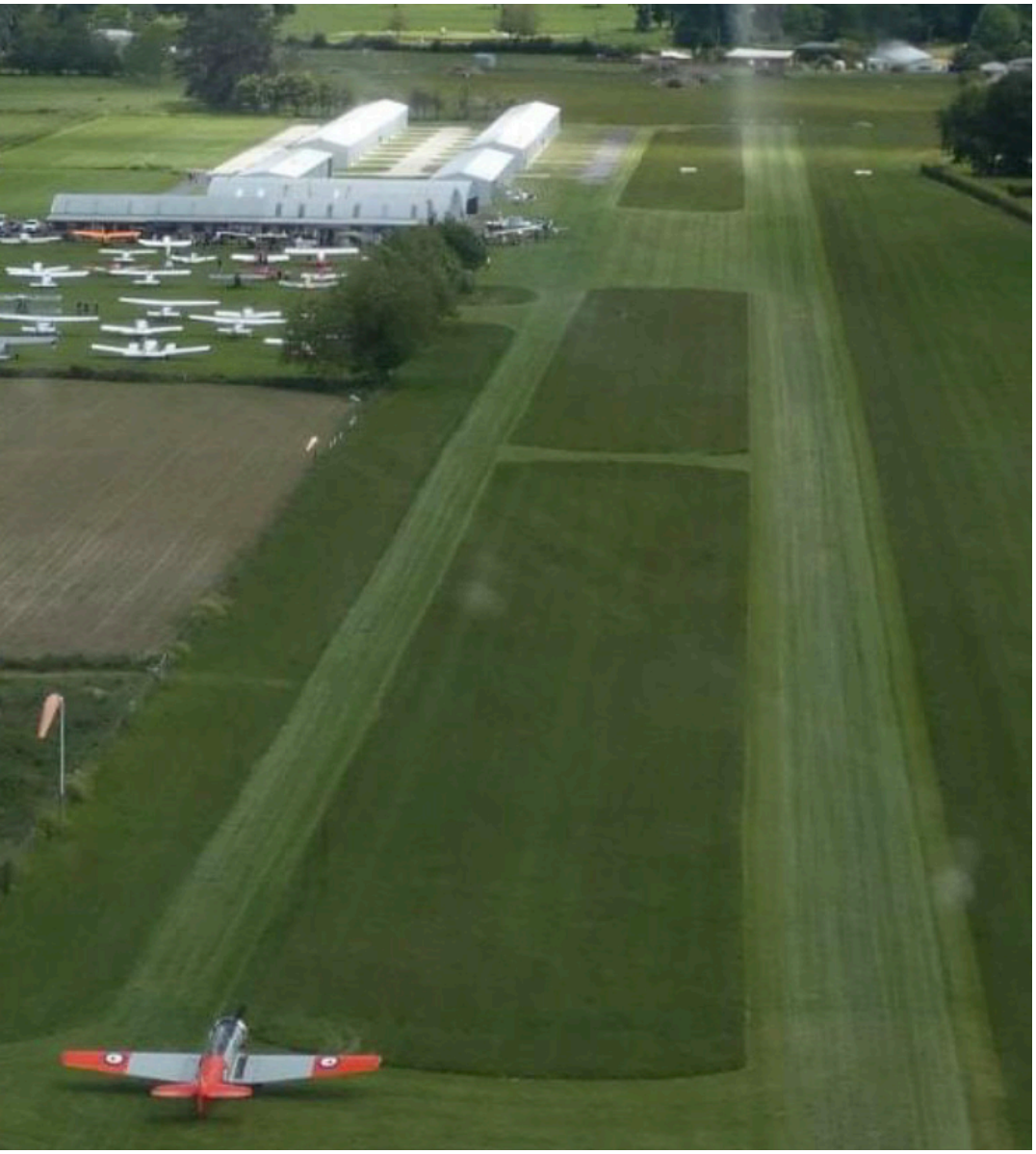


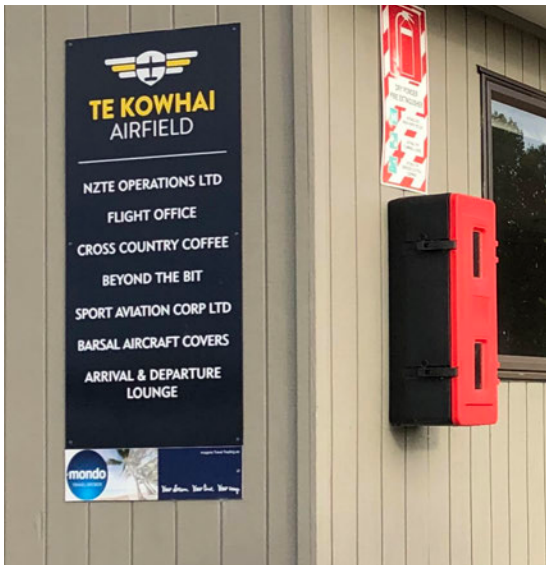


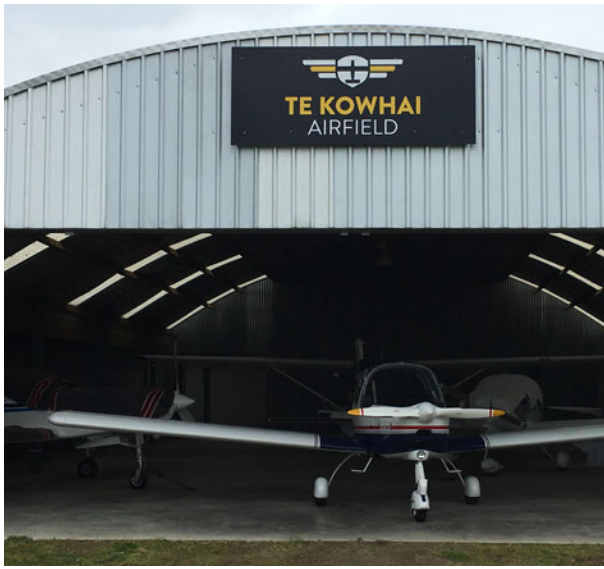


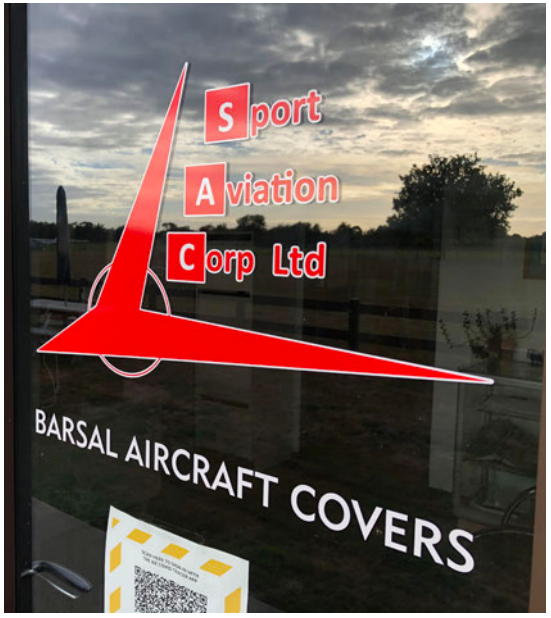
TE KOWHAI AERODROME TODAY

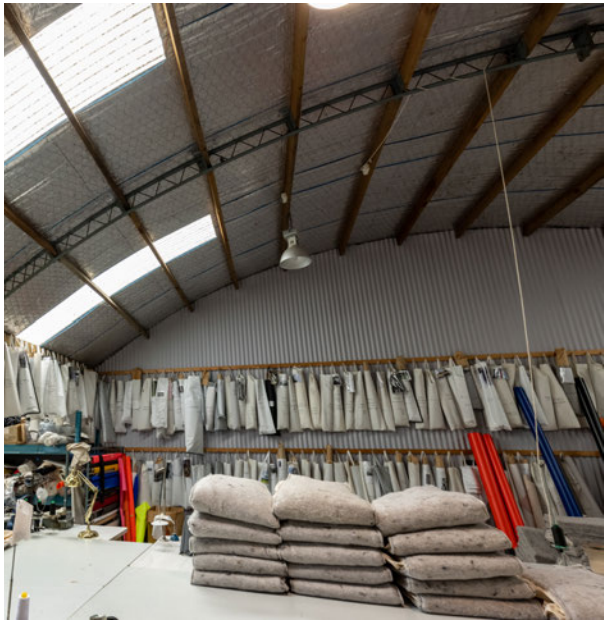
TE KOWHAI
AIRFIELD





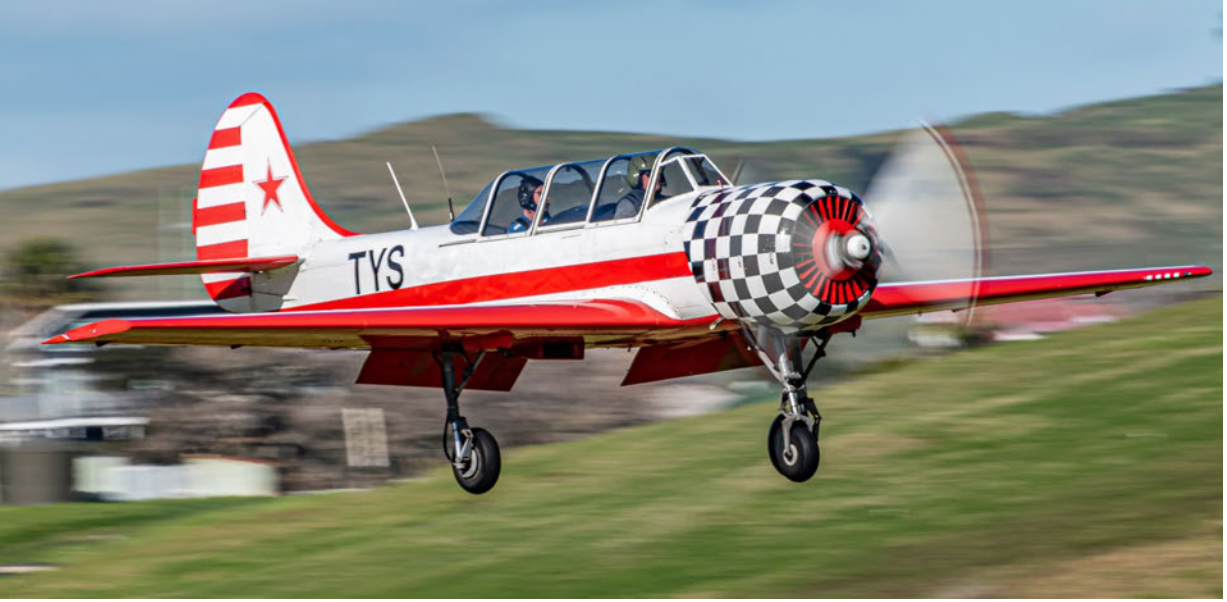


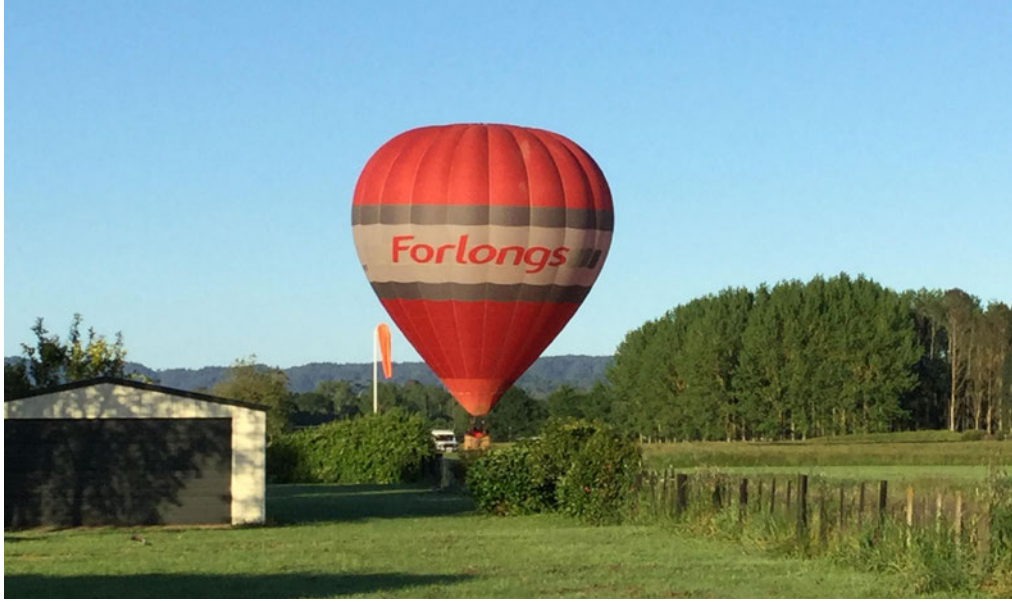


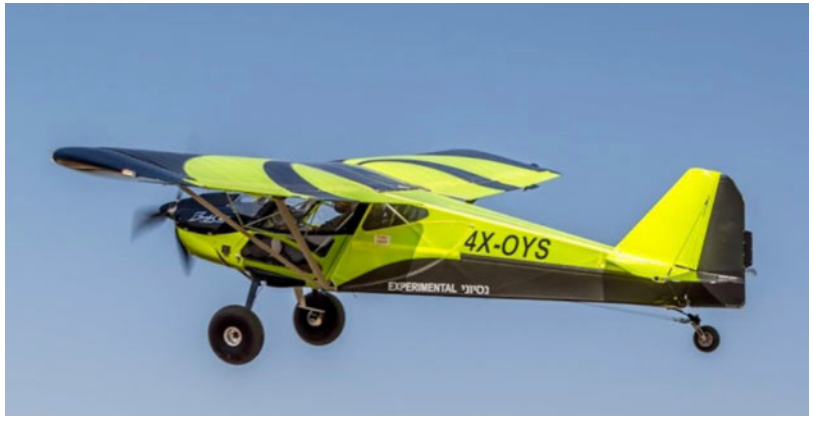


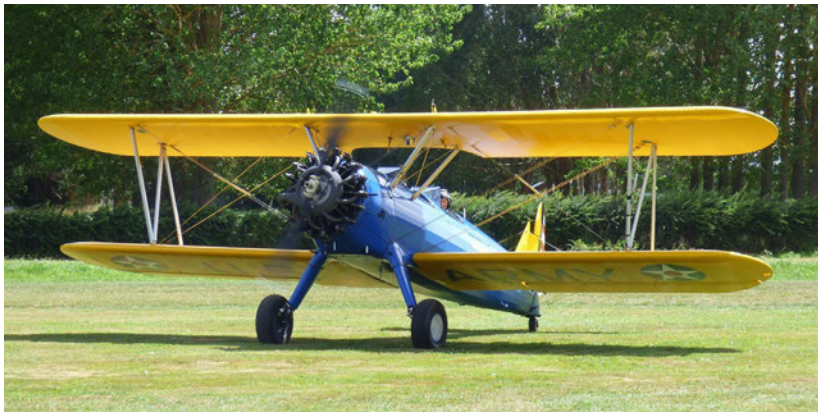
TE KOWHAI AERODROME TODAY

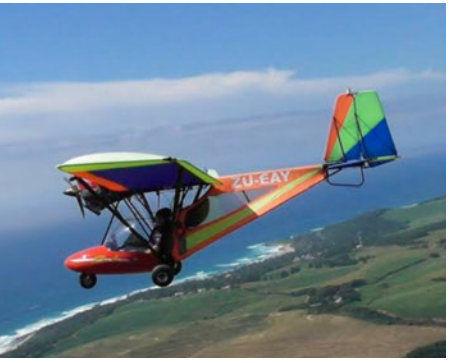
TE KOWHAI
AIRFIELD

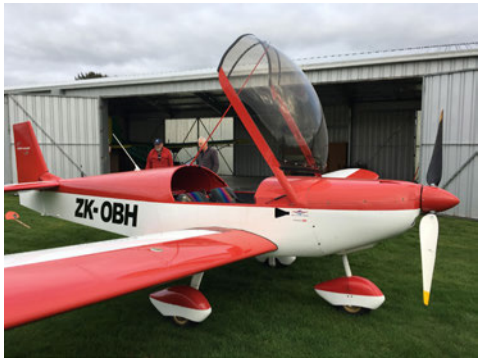


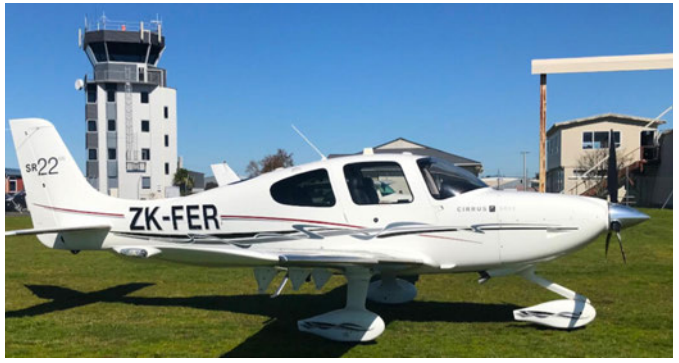


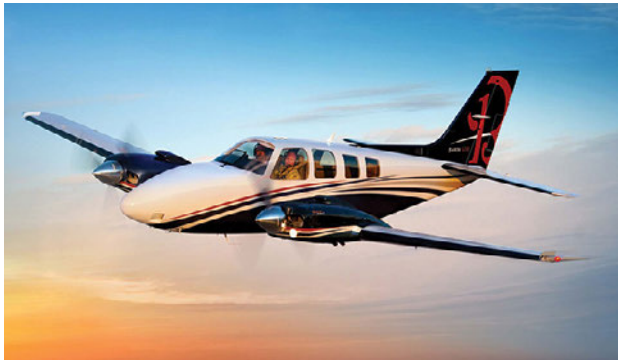






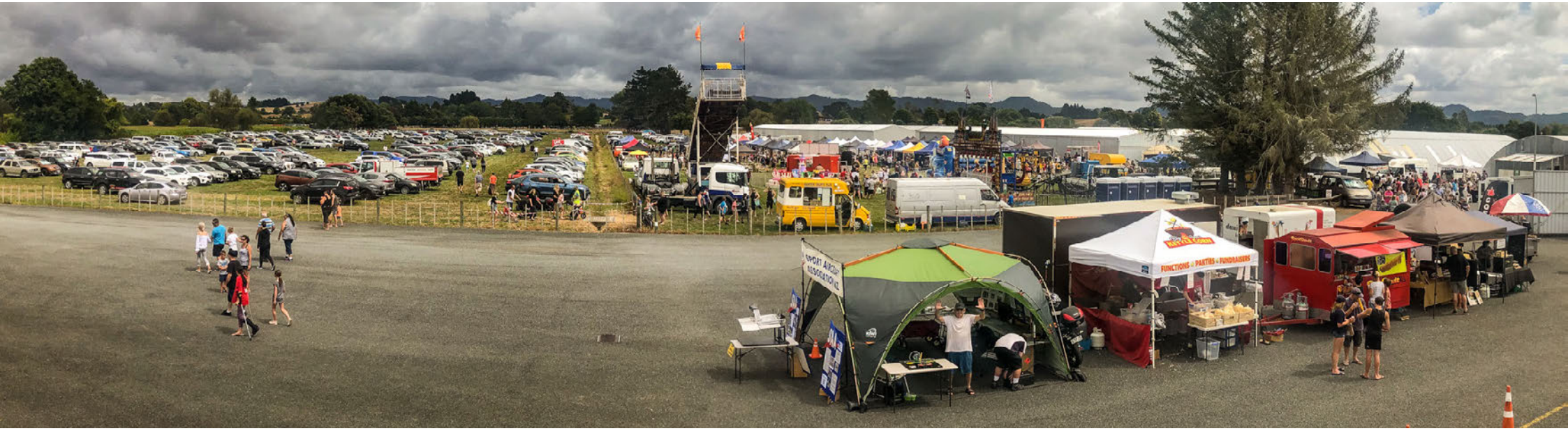


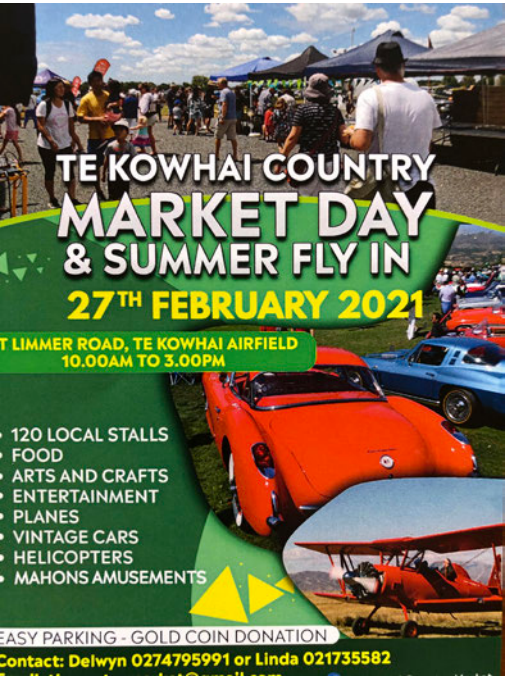


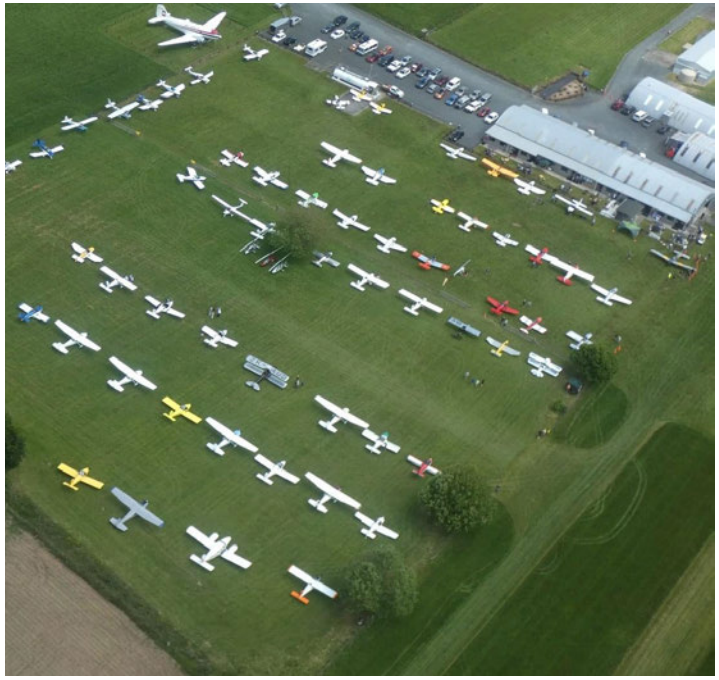


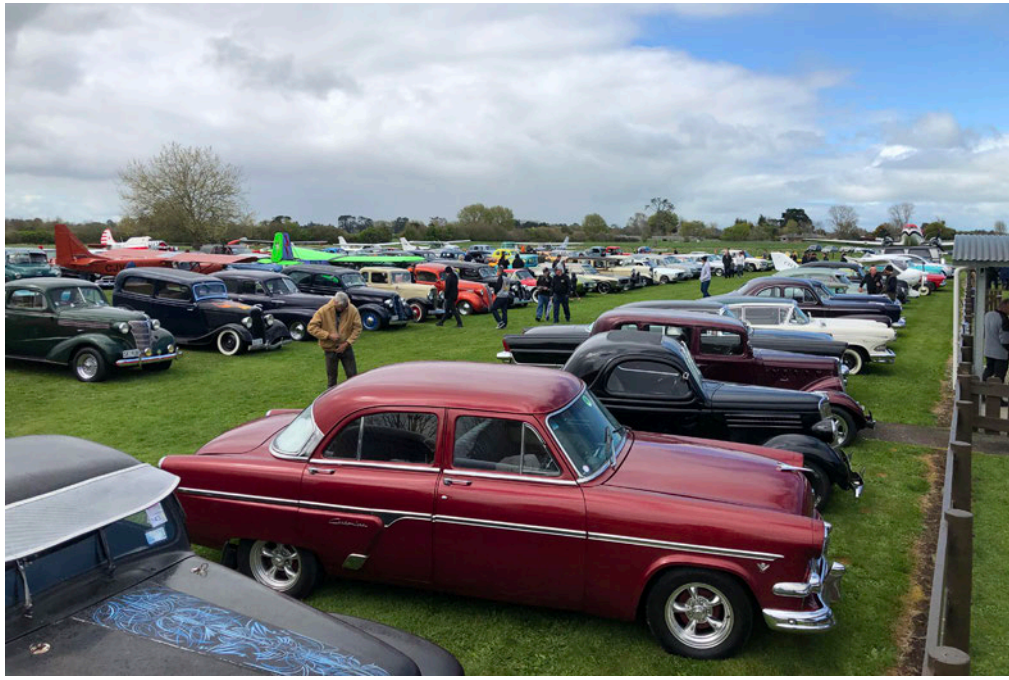
TE KOWHAI AERODROME AIRCRAFT

TE KOWHAI
AIRFIELD



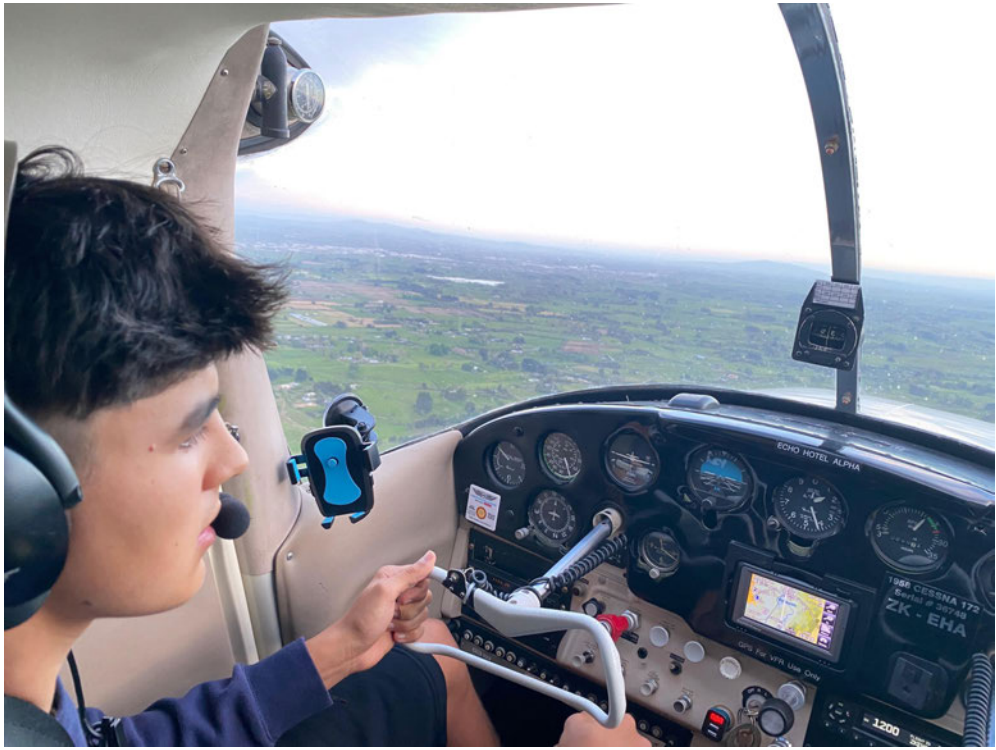


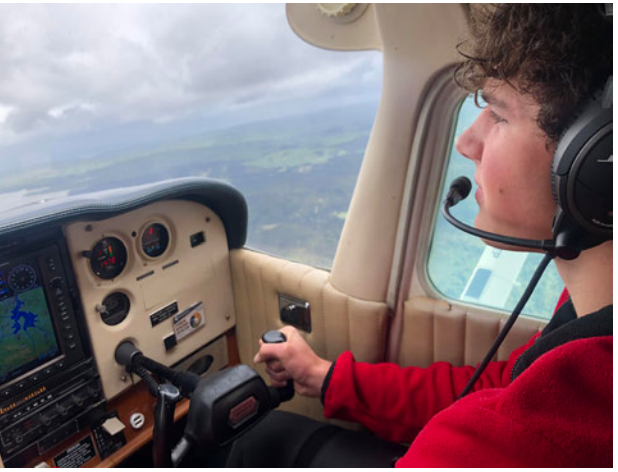


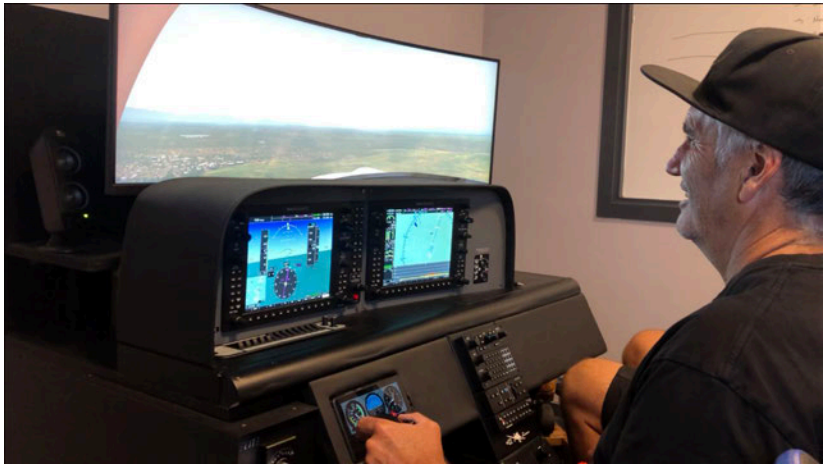


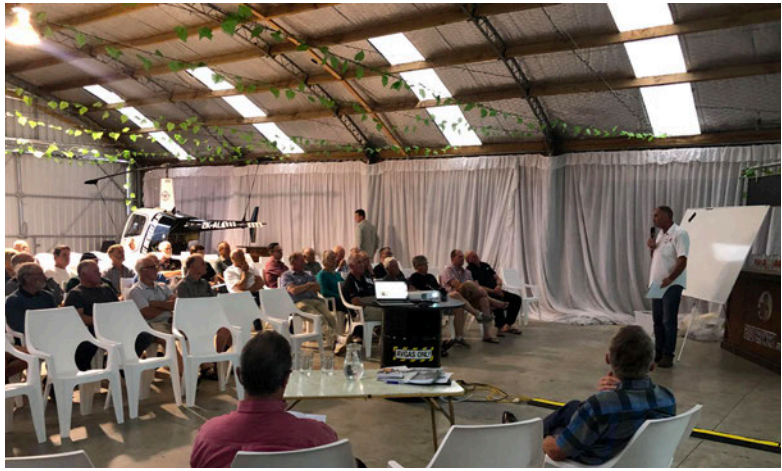
TE KOWHAI AERODROME COMMUNITY EVENTS

TE KOWHAI AIRFIELD



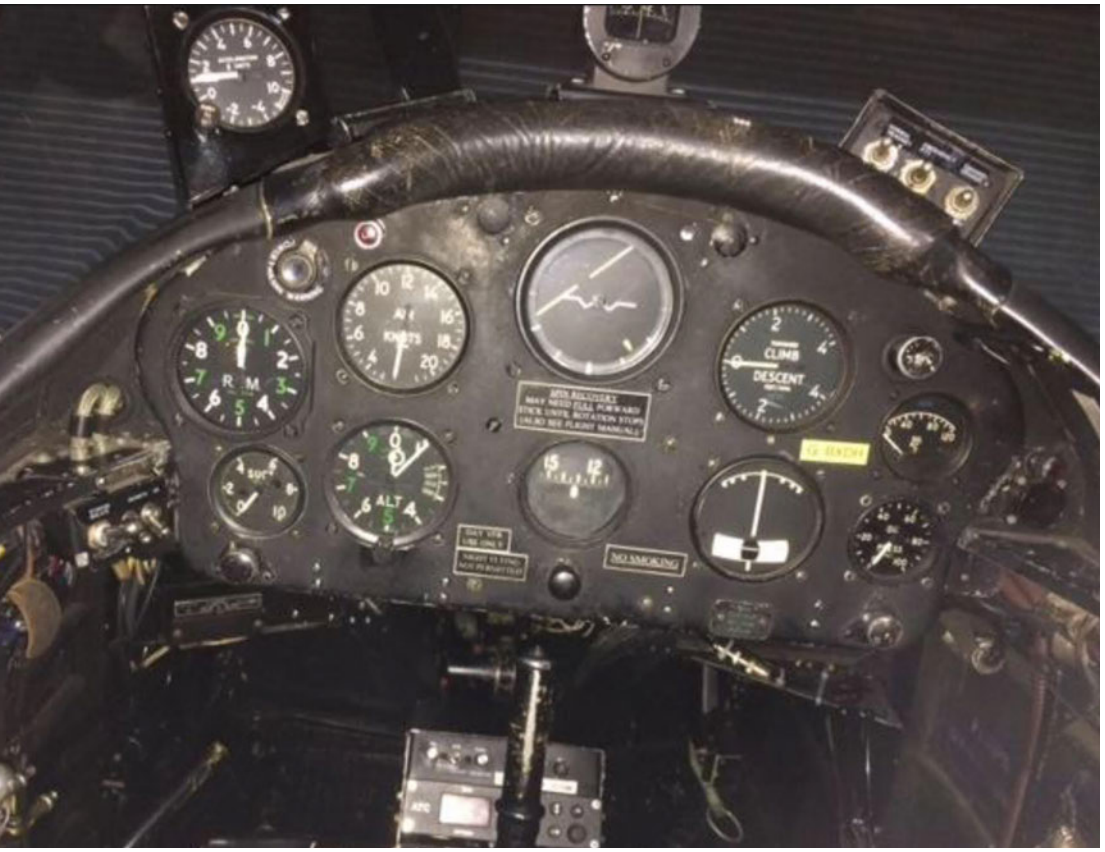


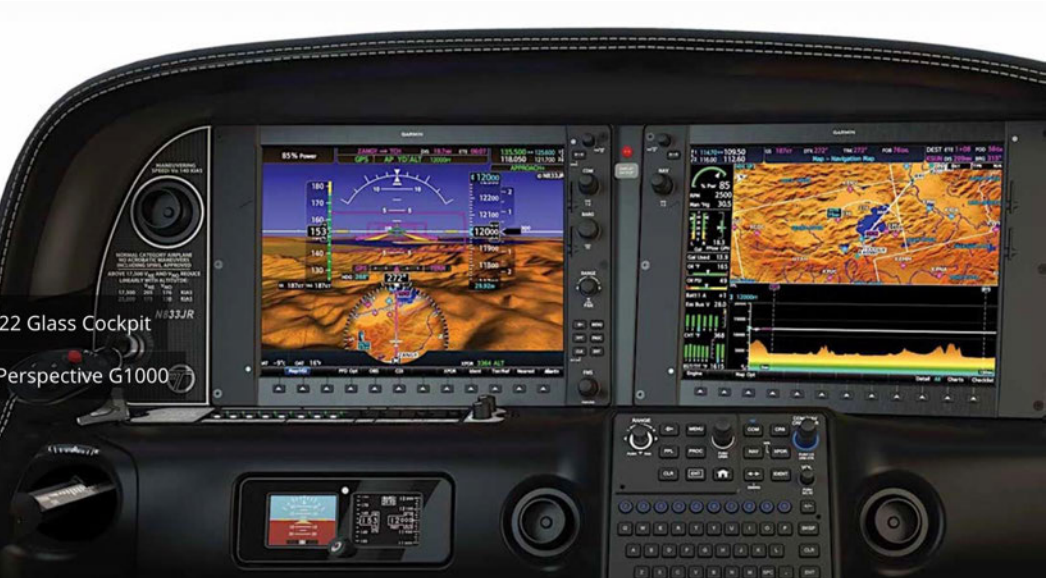


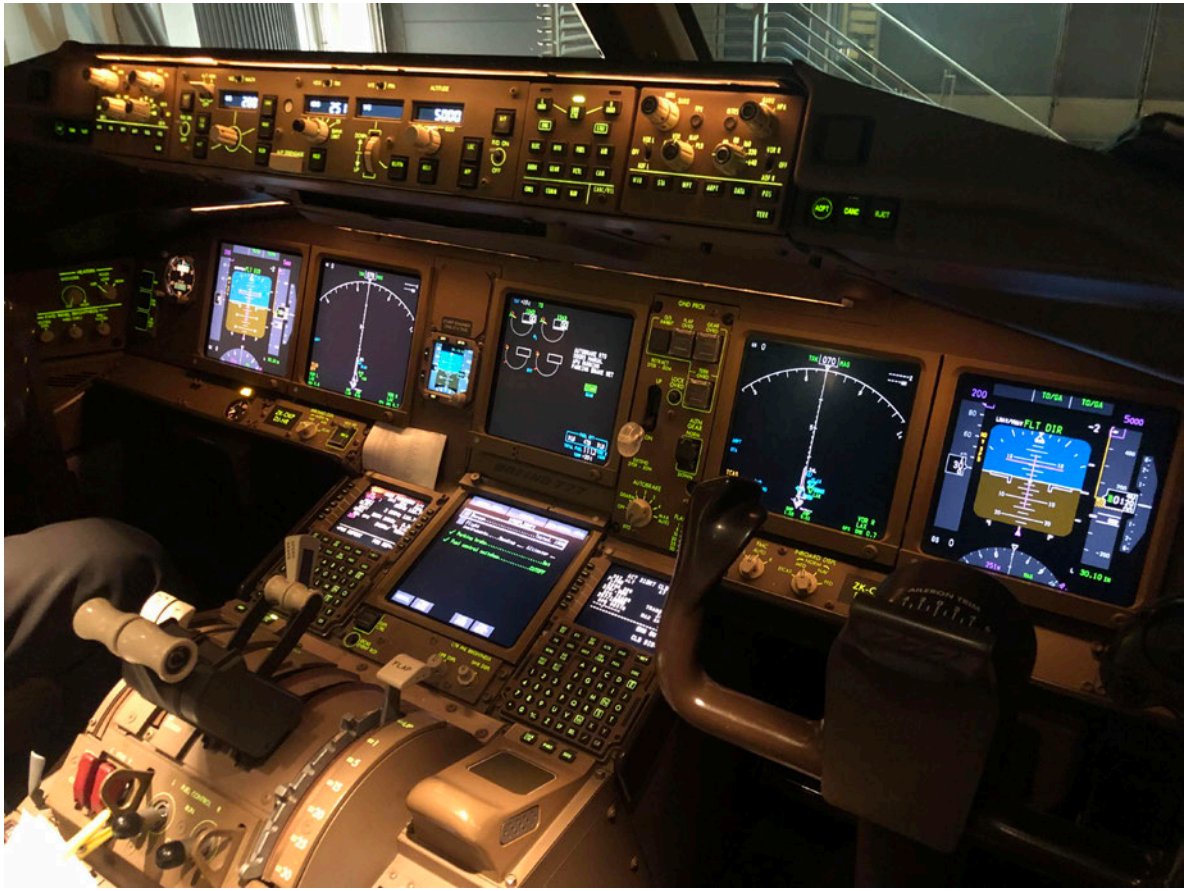


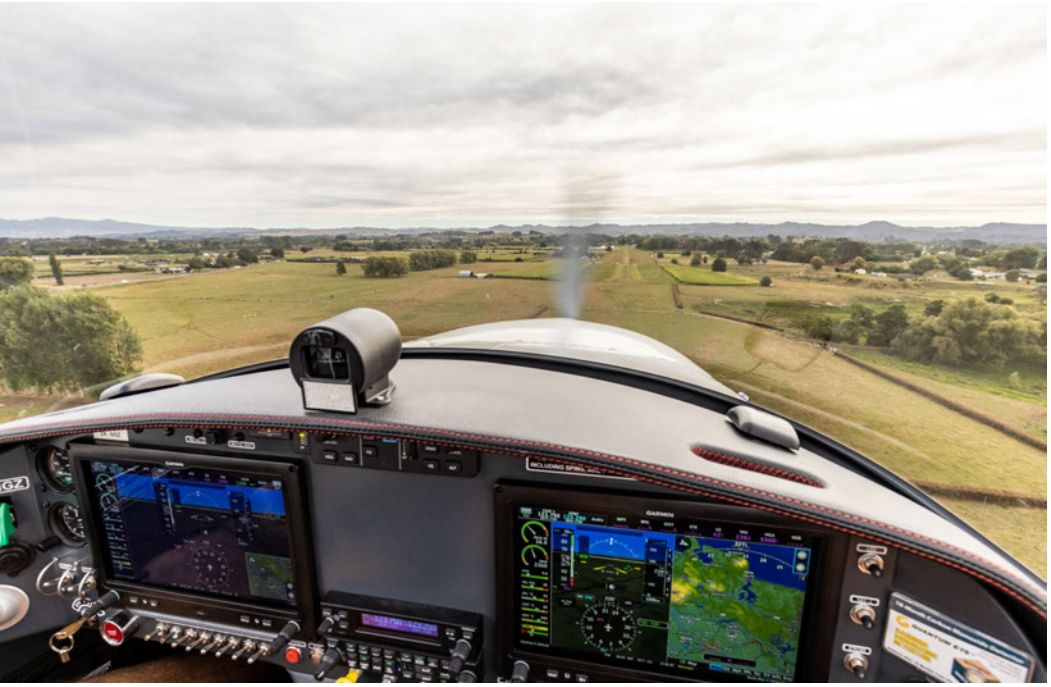
TE KOWHAI AERODROME FLIGHT TRAINING

TE KOWHAI AIRFIELD


CLIMB
DESCENT
ALT
NO SMOKING

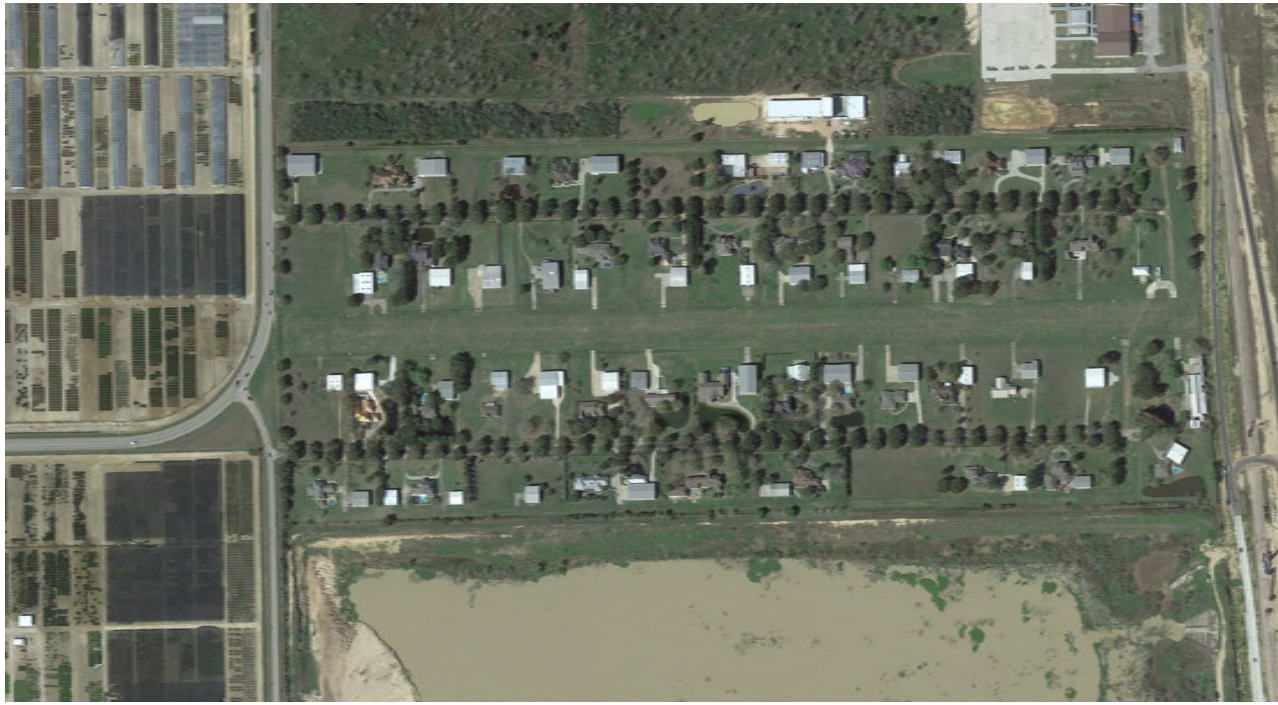


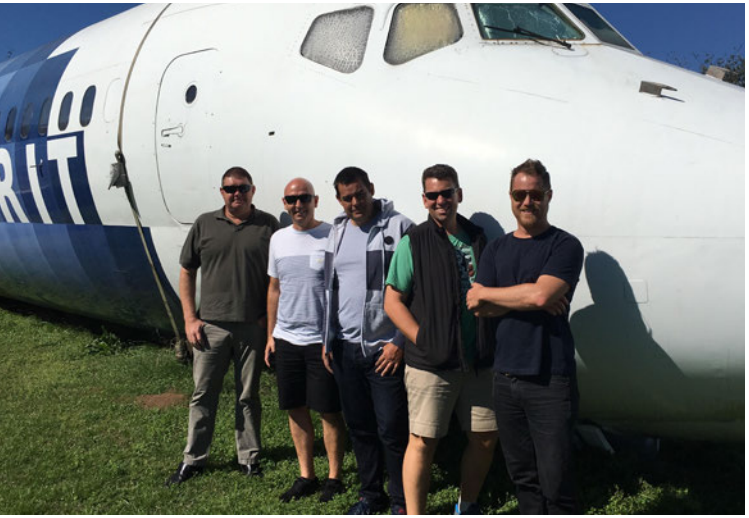


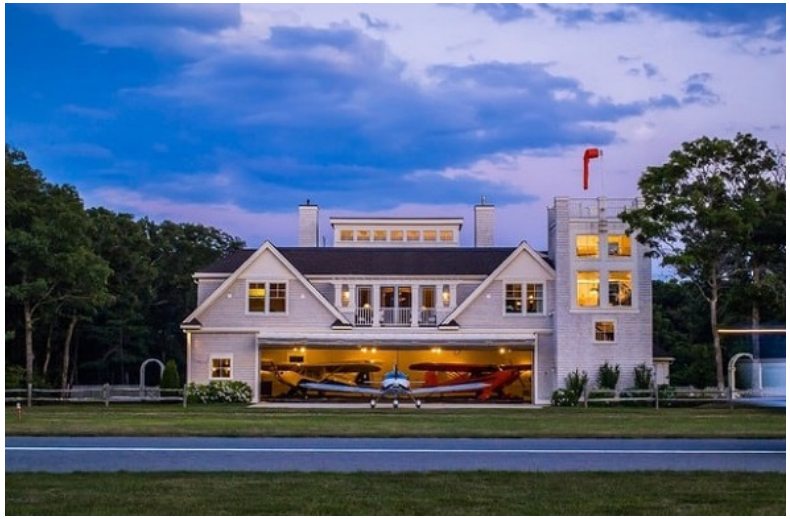


FLIGHT TECHNOLOGY

TE KOWHAI
AIRFIELD

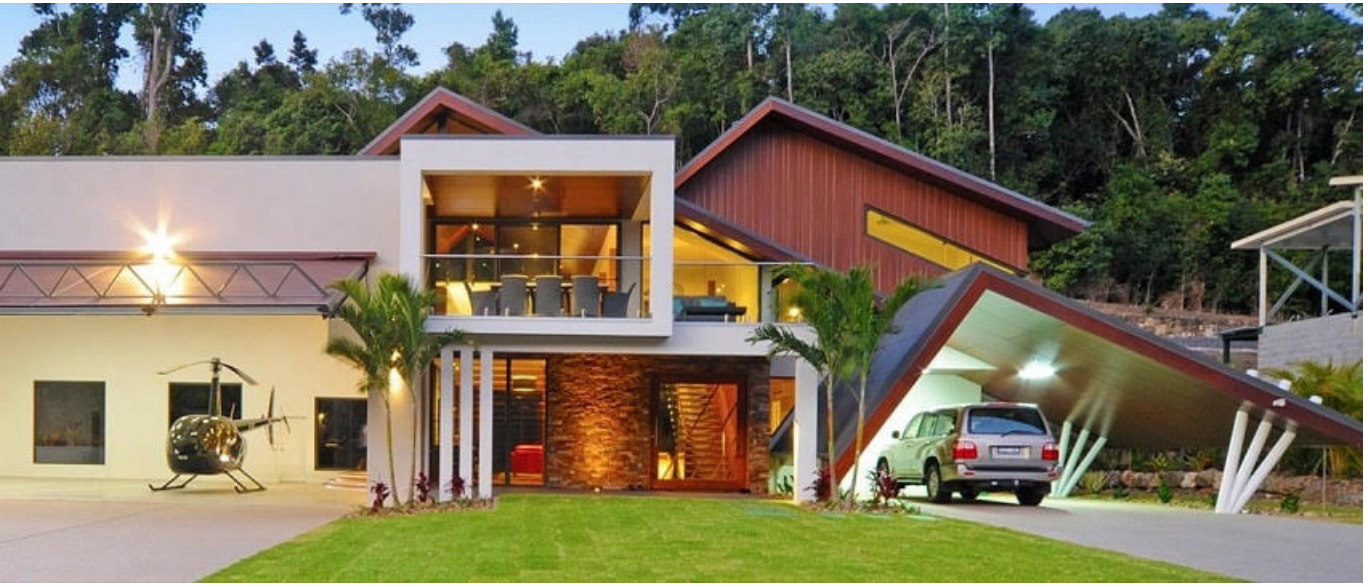


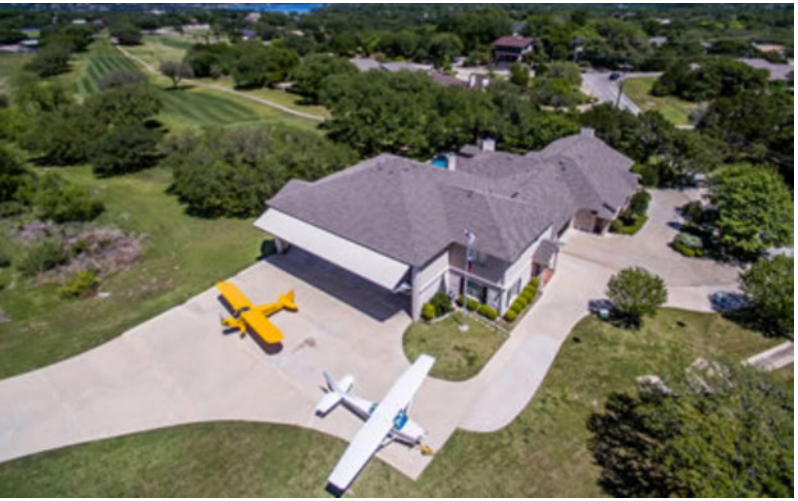


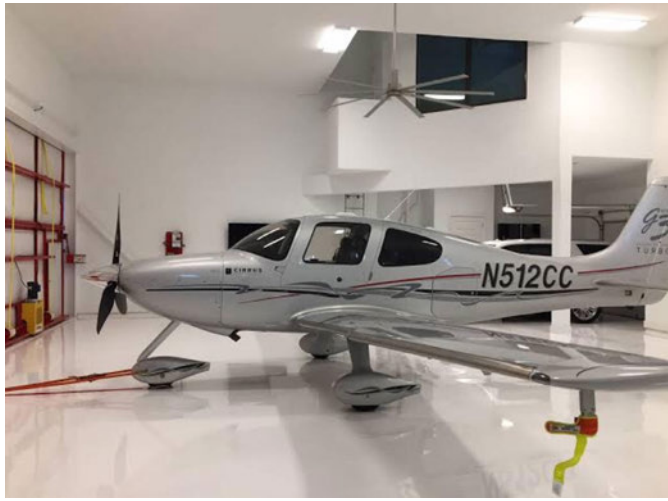


AIRPARK STUDY TOUR

TE KOWHAI AIRFIELD







AIRPARK CONCEPT

TE KOWHAI
AIRFIELD

AIRPARK CONCEPT PLAN

TE KOWHAI AIRFIELD