

Kit and Rina Maxwell- 247 Collie Rd

We own a rural residential located 2.4kms western end of the airfield and in the extremity of the approach/ take off surface

1. The total district TK area is 44 Sq. kms. The proposed OLS is 33 Sq. kms. The OLS dominates 75% of Te Kowhai and further dominates 90% of the 2300 plus residents. Commissioners, your decisions will affect 75% of the TK total population for ever in the future.
2. The possibility of 130 new airpark residences with small planes for owner's hobby use is OK. The possibility of 130 residences full of student pilots performing continued training circuits all day to midnight is absolutely frightening.
3. The possibility of commercial airplane repair businesses testing engines overnight is alarming too.
4. *The fly school and circuit training activities are the most hated activity as stated by the Matamata and Tamahere residents, in public newspaper reports relaying the public's unrest and complaints in their areas.*

The WDC sec42a report recommends some guidelines and controls for these potentially intrusive community operations. Please adopt the WDC recommendations sec42a, as NZTE is in a residential zone not like the quoted Hampton Downs apartments and track facility, which are in the industrial countryside, far away from residential settlements.

### **Commissioners:**

1. **ILS NEED:** The NZTE applicant's ILS proposal does not have current TK plane ILS equipped users (REF advice from NZTE ), The ILS is stated to allow night and low vision flights, yet NZTE informs us no night flying is planned, and daylight hours flying will only apply. (Ref: NZTE advice 5<sup>th</sup> June 2020) However, an alternative NZTE advice also specifies the night flights movement premium count to their total movements and that night flights may be 2% of total movements. So how come we need this ILS/OLS application when NZTE says what they will not have night flying. We ask you to go with the recommendations of the senior planner to use the current and successful current operating ODP/OLS, and the zero-night flights and target movements levels in the sec42a of the report.
2. **MONITORING SYSTEM:** For the annual movements total, we ask you to be proactive with the movements monitoring system and make it be open and accountable by all parties and install the counting system with shorter reporting

periods like 4-monthly rather than 3-yearly which is impractical to monitor or to understand.

3. **MOVEMENTS:** The recommended sec 42a total movements is generous and far exceeds the last 3-years actual annual totals and exceeds the NZTE own 2025 movements expectation as forecasted (REF advice 13/06/20 provided). The initial NZTE application annual movements total (25,000) is over and above of the annual movements for many regional aerodromes like Napier, Whangarei, Invercargill, Dunedin and most South Island airfields. The CAA rules note the calculation factor for runway size calculations is dependent on forecasted volumes.
4. **ILS for Emergency and safety operations for night flights.** This should not be in TK, while we have the Hamilton Regional airport, with a full 24hr permanently housed emergency helicopter base and is closer to hospital and emergency services in the region. This is only a 15mins flight from TKE. No emergency infrastructure is nominated in the application.
5. **ILS guidance:** Unnecessary, most current hobby planes based at TK airfield have no ILS installed. In the possibility of weather changes needing an itinerant pilot having ILS guidance – pilots and TKE hobby pilots have a safe temporary haven at Hamilton Airport ILS zone. Mercer or Raglan airfields. No examples or references to past emergencies or proposed rescue operations have been listed by applicant.
6. **LIM Encumbrances.**  
We have noted that NZTE has negotiated a private OLS arrangement with close runway neighbours. We request commissioners to support WDC Sec 42a recommendation report that LIM encumbrances are excluded for all OLS located properties which are outside of their properties' district operating height limits for their location. This is easy to install at council. Commissioners we ask you to act for the majority 90% of your area ratepayers who are affected by the OLS Lim endorsements which are costly for residents for many reasons.
7. **Air Schools and training circuits.** Please adopt the Sec42a senior planner's recommendations report in regard to circuit volume and fly schools training activities to be notified application activities. For every resident in TK, the possibility of continuous training circuits is intrusive and is equally noise disturbing at the outer zone of the landing/take-off zone and this area has no noise control options. In the outer zone the itinerant flyer EFATO fly training is obtrusive, dangerous and should be banned for itinerant flyers.

We respectfully request commissioners to adopt the Sec42a recommendations as the recommendations meet the NZTE stated expectations and allows the community to stay residentially, vibrant and growing with including a residential airpark growth, however staging the intrusive aircraft polluting and noise dominance to be progressed and monitored steadily.

Reference: 2018 Airport movements totals (source airways NZ Archives)

Hawkes Bay Regional	25k
Invercargill city	24k
Dunedin city	23k
Rotorua city	22k
Te Kowhai application	25K

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