

Summary of evidence Grant Coldicott

Good morning Commissioners.

Thank you for the opportunity to present my submission, which I understand you have copies of. I would like to summarise, if I may, with some brief points. This will be the first time I have ever done this and signals my passion for light aviation.

Essential Points, to be read in conjunction with my Submission are :

Para 3.

- Aviation has been and continues to be a huge part of my recreational activities
- Our farm was bought due to its suitability for aircraft operations

Para 4.

- Our farm has been continually used for my recreational flying for over 30 years. Our plane lives in the hangar on our farm.

Para 5.

- My aviation has positively contributed to the experiences of my neighbours

Para 6.

- I hold my neighbour's rights to peacefully enjoy their properties in very high regard, as they do mine.

Para 7.

- My flying activities occupy a very small amount of time, in my local area
- The take-off phase produces the most noise but is for less than a few minutes. Landings are mostly unnoticed. Often, there will be no flying activity for more than a week or three

Para 8.

- The proposed setbacks will prevent me from enjoying the full extent of my rural property, for my recreation

- The proposals will prevent my flying activity based on potential noise or amenity issues, where none have been identified
- The proposals seem to be due to the nature of the activity rather than any adverse effects from it

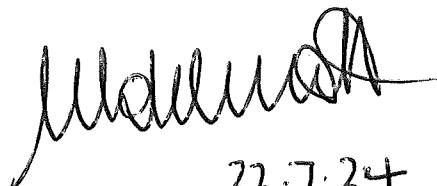
Para 9/10.

- With regard to noise caused by my aviation activities, all rural areas have activities that produce some noise from time-to-time.
- Motorbikes, chainsaws, duck shooting, fertiliser trucks, hay, silage and harvesters are all noisy activities, often for long periods and sometimes at all times of the day and night.
- There are some practical steps that pilots can take to reduce aviation noise. Reduced power take-offs are possible at times, as well as carefully planned approach and departure tracks.
- Aircraft are permitted, by CAA rules, to operate down to 500' or about 160m above ground level so noise objectives, under the PDP, are specific to a very small three-dimensional box.
- CAA rules also restrict non-night-rated pilots from operating outside the day light hours.

Summary

- With respect, I think the proposed rule should be abandoned in its entirety
- I think common sense should continue to prevail and that light fixed wing aviation from rural airstrips, within the Timaru District, should continue to be a permitted activity, as in the past.

Thank you.



22.7.24