

**Before the Hearings Panel for the Proposed Waimakariri District Plan**

In the matter of: The Resource Management Act

And

In the matter of: of the hearing of submissions and further  
submissions on the Proposed  
Waimakariri District Plan – Stream 12:  
Rezoning of land

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**STATEMENT OF EVIDENCE OF STEVE NOAD  
ON BEHALF OF DANIEL SMITH**

**DATED: 5 MARCH 2024**

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## Introduction

1. My full name is Stephen John Noad.
2. I am the Chairman of the Rangiora Airfield Advisory Group (“the Advisory Group”). In this role I am responsible for chairing monthly meetings, liaising with Council elected members and staff as required and managing the day to day happenings at the airfield.
3. I am also the owner operator of Aircraft Logistics Support Limited, an aircraft spare parts and components supplier, which is based at Rangiora Airfield.
4. I have more than 50 years’ experience in aviation, including 20 years’ as Logistics Trainee at Safe Air (eventually Logistics Manager at Blenheim Airport); 15 years’ as Technical Materials Manager at Newmans Air (later Ansett New Zealand and Qantas New Zealand); and over 15 years’ operating my own aviation logistics business.
5. I hold and exercise a NZ Private Pilot's Licence.
6. In my evidence I will provide:
  1. An overview of how the Airfield operates.
  2. A description of the Advisory Group and its functions.
  3. The importance of the airfield to aviation in the District and the wider region.
  4. The airfield’s role in emergency situations.

## Airfield operations

7. Rangiora Airfield is currently a non-certificated and uncontrolled aerodrome; meaning that, it is not subject to annual inspections and audits by the New Zealand Civil Aviation Authority (NZCAA), and it does not have air traffic control to co-ordinate aircraft. The procedures that aircraft must follow under these circumstances when taking off and landing at Rangiora Airfield are the same across all airfields of this type in New Zealand and are governed by the NZCAA. The NZCAA sets civil aviation safety and security standards, monitors adherence to those standards, and is responsible for enforcement procedures. The rules and regulations for joining an uncontrolled airfield are published in the New Zealand Aeronautical Information Publication (AIP), and all airfields and pilots are legally required to adhere to the operational requirements set out in the AIP.
8. Procedures for aircraft take-offs, landings and overhead joining manoeuvres cannot be altered. For safety reasons aircraft take-offs and landings must be carried out into the wind, so the direction of take offs and landings are always determined by the wind direction. The Airfield’s circuit directions (the standard pathways that aircraft follow when taking off and landing at the airfield) were set when the airfield was established in 1958, are published in the AIP, and cannot be changed. The current Rangiora Airfield Landing Plate, taken from the AIP and showing the circuit for each runway, is attached in **Appendix 1**. The NZCAA also sets out standard procedures for overhead joining manoeuvres, which all pilots must comply with when joining the circuit. The only exception to this is when weather conditions prevent the manoeuvre from being carried out, in which case an aircraft may join the downwind leg after establishing it is clear of traffic. These procedures are standard across New Zealand and cannot be altered.
9. Aircraft taking off and landing at Rangiora Airfield primarily use the main 07/25 runway, approaching from the west and taking off to the east in easterly winds. Aircraft taking off to the east always commence their take-off run from the beginning of runway 07. After take-off pilots

must follow the circuit directions, and NZCAA regulations do not allow aircraft to commence turns below a height of 500 feet (approximately 152m). Two other supporting runways are also available at Rangiora Airfield viz 28/10 to cater for the North-westerly winds and 22/04 to handle the southerly conditions. These are essential for aircraft operations when these wind conditions are present. The same rules apply when using these runways as are in place for the main runway 07/25.

10. Helicopters take off from the runway centre, and it is not practical for helicopters to taxi to the end of the runway for take-off. Helicopter joining paths approach the airfield directly from the north or south. They may join and depart at low levels as noted on the landing plate, but must come to a stationary hover to check for traffic before crossing active vectors.
11. Rangiora Airfield's runways are unlit, so under NZCAA regulations its hours of operation are limited to daylight hours, as set out in the AIP section GEN2.7 (**Appendix 2**). These hours of operation cannot be altered. The hours of operation increase in the summer months and decrease in winter in response to the seasonal changes in daylight hours. This means that in midwinter the hours of operation cease prior to 6pm and extend to around 10pm in summer.
12. Helicopters are legally permitted to land and depart outside of the specified hours, provided a serviceable light is operating at the airfield. Nighttime helicopter movements are primarily training flights. These training sessions occur very infrequently, are only undertaken during the winter months, and are generally completed by 10.30pm.
13. There is no way of knowing how many planes will land at the airfield on any given day, as pilots travelling to Rangiora from other parts of the country do not 'book' landings in advance. The airfield is within the Rangiora Mandatory Broadcast Zone (RMBZ), where pilots are required to broadcast position and intention reports when entering or operating within the airspace. The RMBZ extends for a 3km radius around Rangiora, so aircraft intending to land at Rangiora airfield only become 'known' to the airfield when they enter the RMBZ.

#### **Advisory Group**

14. The Rangiora Airfield Advisory Group represents the broader interests of the aviation community with respect to the operation of the Rangiora Airfield. The key purpose of the advisory group is to advise the Council on operational matters, maintenance, long term planning, fees and charges and operational safety requirements. The group members include up to 2 Councillors, up to 2 Council appointed members with aviation experience, representatives of local Aero clubs and airfield users and an Airfield Safety Co-ordinator. The Council representatives, airfield user representatives and the Safety Officer are appointed by the Council, while club representatives are appointed by their respective clubs. The Advisory Group holds regular meetings on a monthly basis.
15. The Advisory Group has processes in place for addressing noise complaints relating to airfield operations. Complaints are generally received via the Council's noise control service, although some complaints are made directly to the airfield. Any complaints received are discussed at the Advisory Group's monthly meetings, and an appropriate response is agreed upon. This may involve meeting with the complainant to explain/discuss the occurrence as well as meeting with the offending Pilot and discussing the issues with him/her. This process provides an effective way of addressing operational noise concerns.
16. Any safety incidents that occur at the airfield are reported to the Safety Co-ordinator. The Safety Officer also gives an update on any reported incidents at the monthly Advisory Group meeting, and the group co-ordinates responses to any safety concerns as necessary. If required these

occurrences are reported to the CAA via their reporting system, known as a 005. Responses can also include communicating relevant information or reminders to airfield users via newsletters or direct communication with hangar owners. The CAA attend the airfield annual safety meeting to provide back up to the presenters and discuss concerns with airfield users, and also assist the Council with any safety issues, for example trees encroaching on flight paths.

17. The Chairman of the Rangiora Advisory group is also responsible for issuing Notices to Airmen (NOTAMs), which alert pilots to any matters that may affect aircraft operations, for example runway closures to enable maintenance work to be carried out.

### **Importance of the airfield**

18. Since its inception in 1958, Rangiora airfield has provided a base for agricultural, training and recreational aviation in Waimakariri District. The airfield now supports aviation related activity such as engineering, pilot training, recreational flying, microlight training and flying, and employs over 30 people working in full time employment.
19. The airfield has been the base for the top dressing fleets of Airwork NZ Ltd, Rowley Aviation Ltd, Falcon Aviation, Whirlwide Helicopters and currently Aerowork and Way-to-Go Helicopters. Aero clubs and flying schools have provided flight training to individuals who have gone on to operate aircraft for commercial airlines such as Air New Zealand, Emirates and Cathy Pacific among others. It is now the home of the 88<sup>th</sup> Squadron of the Air Training Corps providing life skills for Rangiora youth. This is growing each year.
20. The airfield is currently home to over 150 ultralight, general aviation and rotary wing aircraft. The local Canterbury Aero Club hold regular "Club Days" where additional training is provided to increase the skills of pilots who compete for Club Trophies and go on to represent Canterbury in Regional and National competitions.
21. Rangiora Airfield plays an important role in flight training for helicopter pilots training in the South Island. Garden City Helicopters and Christchurch Helicopters, which are both based at Christchurch International Airport, travel to Rangiora Airfield to undertake flight training exercises that they are not able to do at Christchurch Airport. Helicopter pilot training exercises are carried out most days at the airfield. Wanaka Helicopters also bring students to Rangiora Airport for 2-3 nights each year to carry out night training for trainee commercial pilots.
22. Rangiora Airfield is the only location near Christchurch where refuelling facilities are available for all general aviation operators/pilots. The availability of refuelling stations is important for pilots travelling long distances in small aircraft, (for example, those who travel from the North Island to Wanaka for the Warbirds over Wanaka air show) that cannot carry enough fuel for the entire journey and must refuel on route. Christchurch International Airport (CIA) currently has GA facilities including a grass runway strip but does not intend to retain these facilities in the long term, and many small aircraft are not permitted to land at Christchurch Airport. The nearest other general aviation airfields with refuelling facilities are located in Kaikoura and Ashburton.
23. Other airfields located in the vicinity are privately owned, and do not provide the freedom of movement offered at Rangiora, so are not General aviation airfields in the same sense. These include the airfield at West Melton, which is owned by the Canterbury Aero Club and reserved exclusively for club members. Other small airfields such as Forest Field are privately owned and not available for use without prior permission of the operators.

## **Emergencies and natural disasters**

24. Rangiora airfield also provides valuable services to both the local community and the wider region during emergency situations and natural disaster events. There are several recent examples where Rangiora Airfield played an important role in providing a platform for emergency relief efforts.
25. In 2011 Christchurch International Airport closed its runways, including the grassed GA runway, for a period of 3 days (72 hours) following the 22 February earthquake in order to carry out inspections. Small aircraft were still able to land at Rangiora Airport, enabling pilots to pick up family members evacuating the city immediately after the earthquake. The airfield was also used as a distribution hub for donated food and supplies being delivered into Christchurch to assist workers and residents.
26. The airfield was also used as a base for helicopters and fixed wing aircraft delivering food and supplies to Kaikoura in the aftermath of the Kaikoura earthquake. Food prepared at Rangiora Racecourse was delivered via helicopter to people in remote areas unreachable by road. Hangars at the airfield were also used to store supplies donated by businesses and private individuals and agriculture aircraft were used to ferry supplies into remote areas in upper North Canterbury. The Canterbury Aero Club rooms was turned into a “departure lounge” for the many workers who were ferried up to Kaikoura.
27. The airfield also provided support for firefighting during the Port Hills fires, with helicopters based at the airfield used to assist firefighting efforts.

## **Conclusion**

28. Since its inception in 1958, Rangiora airfield has been an important asset to recreational and agricultural aviation and aviation training in Canterbury, supporting a range of aviation related activities and contributing to relief efforts following natural disasters and other emergencies.
29. The airfield has a range of measures in place to ensure that the airfield is maintained and operates in accordance with NZCAA regulations, and to effectively deal with safety issues and noise complaints.
30. There are no other airfields in the vicinity that provide the facilities and the freedom of movement offered at Rangiora Airfield. The continued operation of the airfield is important to enable the ongoing development of general aviation and aviation related activities in Waimakariri District and the Canterbury region.

## Appendix 1 - Rangiora Airfield Landing Plate

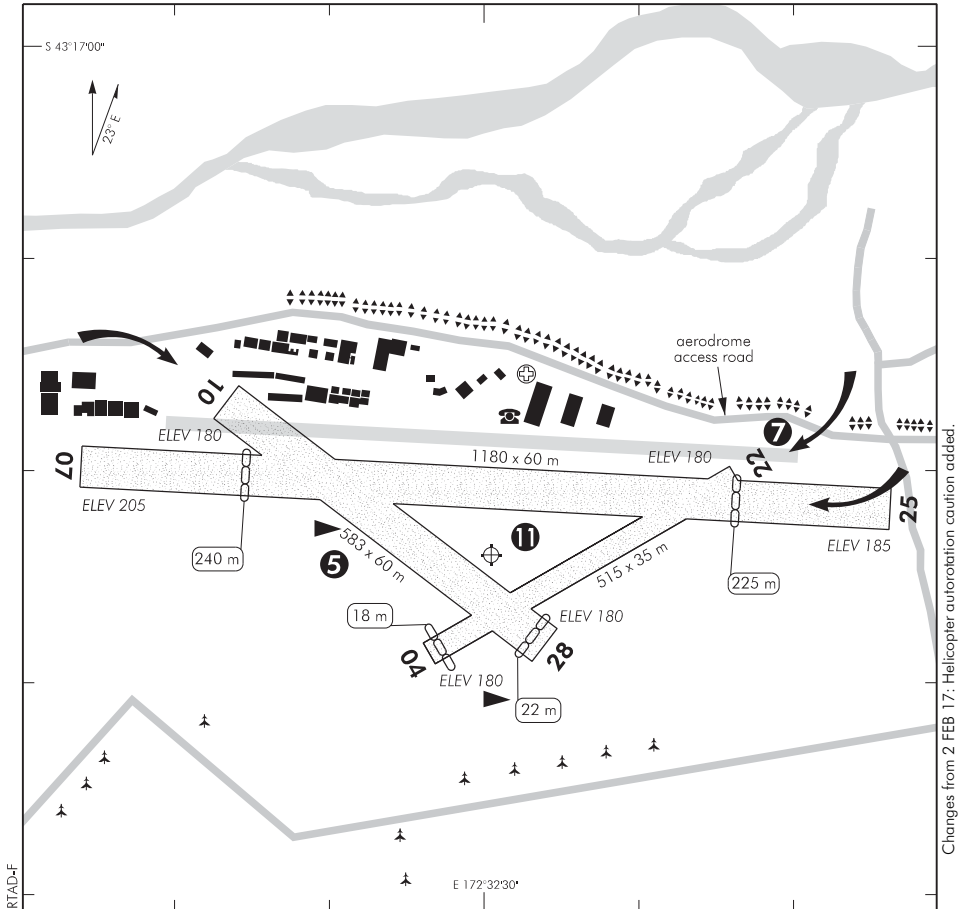
ELEV 180

NZRT

NON-CERTIFICATED

**RANGIORA**  
**AERODROME**

UNATTENDED: 120.2



1. Circuit: RWY 04, 07, 28 — Left hand  
RWY 10, 22, 25 — Right hand
2. **CAUTION:** Helicopter 180° and straight-in autorotations.
3. Vacate runways via the most expeditious route.
4. Some patches of loose stones on movement areas.
5. Helicopter hover training area.
6. Standard overhead join recommended.
7. RWY 04/22 not available when road traffic is using aerodrome access road.
8. **CAUTION:** Two private airfields in close proximity 1.8 NM SW, Fernside Fields (circuits to the north), Barradale (circuits to the south).
9. Helicopters may join and depart at low level but must come to a stationary hover to check for traffic prior to crossing active vector.
10. Make radio call on final approach advising intended runway.
11. Triangular area between runways reserved for helicopter auto-rotation training. Keep clear.
12. No parachute operations permitted.

S 43 17 24 E 172 32 30\*

**Effective: 13 SEP 18**

© Civil Aviation Authority

**RANGIORA**  
**AERODROME**

Changes from 2 FEB 17: Helicopter autorotation caution added.

NZRT

**RWY**

RWY	SFC	Strength	Gp	Slope	ASDA	Take-off distance			LDG DIST
						1:20	1:30	1:40	
04 22	Gr	ESWL 820	4	Nil		515 497			497 515
07 25	Gr	ESWL 820	8	0.52D 0.52U		955 940			940 955
10 28	Gr	ESWL 820	5	Nil		561 583			583 561

**LIGHTING**

Nil

**FACILITIES**

Fuel: BP Jet A1, Avgas 100, Swipecard.

Z Energy Avgas 100, access via Z card.

Limited repairs.

**SUPPLEMENTARY**Operator: Waimakariri District Council, Private Bag 1005, Rangiora.  
Tel (03) 313 6136 Fax (03) 313 4432

Available for general use without the permission of the operator.

Landing fees: Payable for all aircraft.

An automatic recording system for monitoring landings is installed.



**Appendix 2 – AIP daylight tables (Section Gen2.7)**

## GEN 2.7 DAYLIGHT TABLES

### 1 DAYLIGHT TABLES

#### 1.1 Daylight Zones and Tables

1.1.1 New Zealand has been divided into eight Daylight Zones for the purpose of simplifying the planning of VFR flights within the country.

1.1.2 The accompanying maps of New Zealand (Figure GEN 2.7-1 and Figure GEN 2.7-2) show the boundaries of each zone and Table GEN 2.7-1 gives the Coordinated Universal Time (UTC) of the beginning and end of daylight of each of those zones.

1.1.3 The morning times will be the same as or later than the official beginning of morning civil twilight (the beginning of daylight) times for any particular aerodrome within a zone. The evening times will be the same as or earlier than the official end of evening civil twilight (the end of daylight) times.

1.1.4 New Zealand Standard Time (NZST) is 12 hours ahead of UTC. New Zealand Daylight Time (NZDT), which is 13 hours ahead of UTC, commences at 0200 (NZST) on the last Sunday in September and ceases at 0300 (NZDT) on the first Sunday in April.

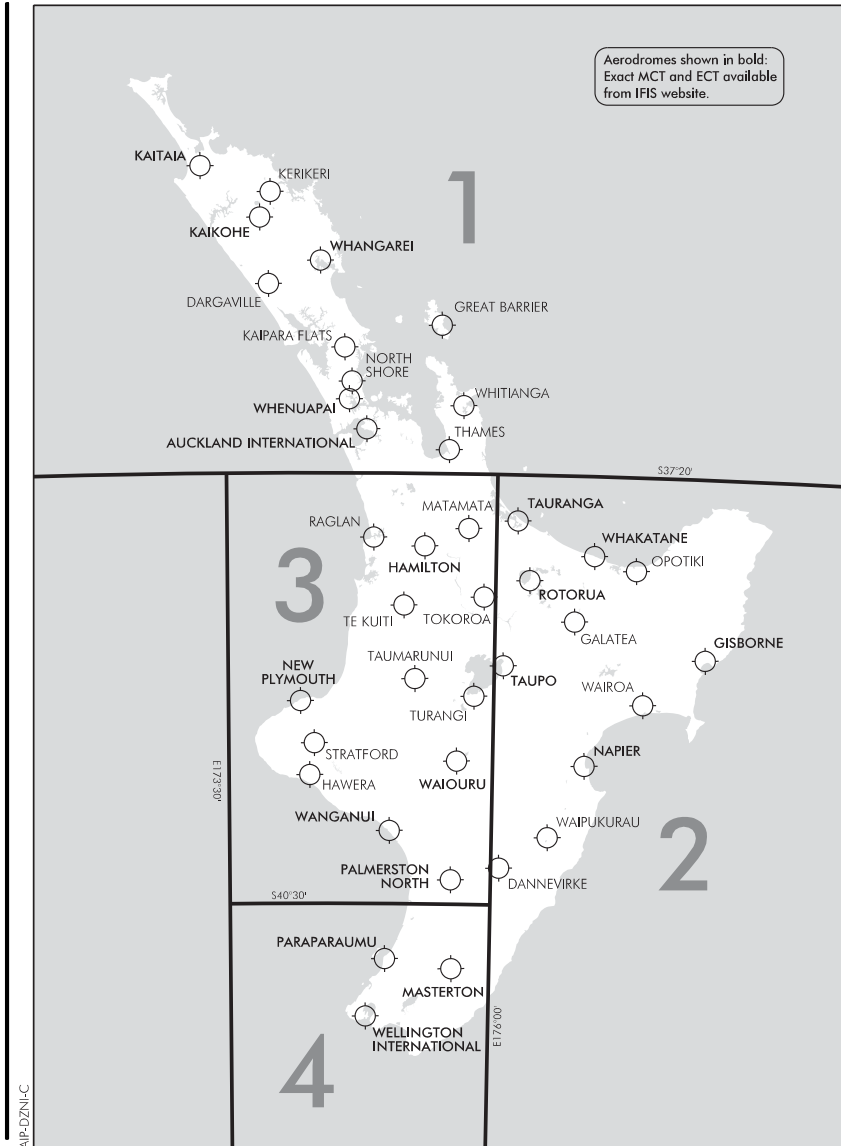
1.1.5 The date/time group (UTC) showing commencement and completion of daylight saving will be included in the appropriate ATS Hours of Service Supplement.

1.1.6 Daylight zones and tables are also available on the Airways Internet Flight Information Service (IFIS) website ([www.ifis.airways.co.nz](http://www.ifis.airways.co.nz)).

### 1.2 Daylight Zones, North Island

1.2.1 The daylight zones for the North Island of New Zealand are depicted in Figure GEN 2.7-1.

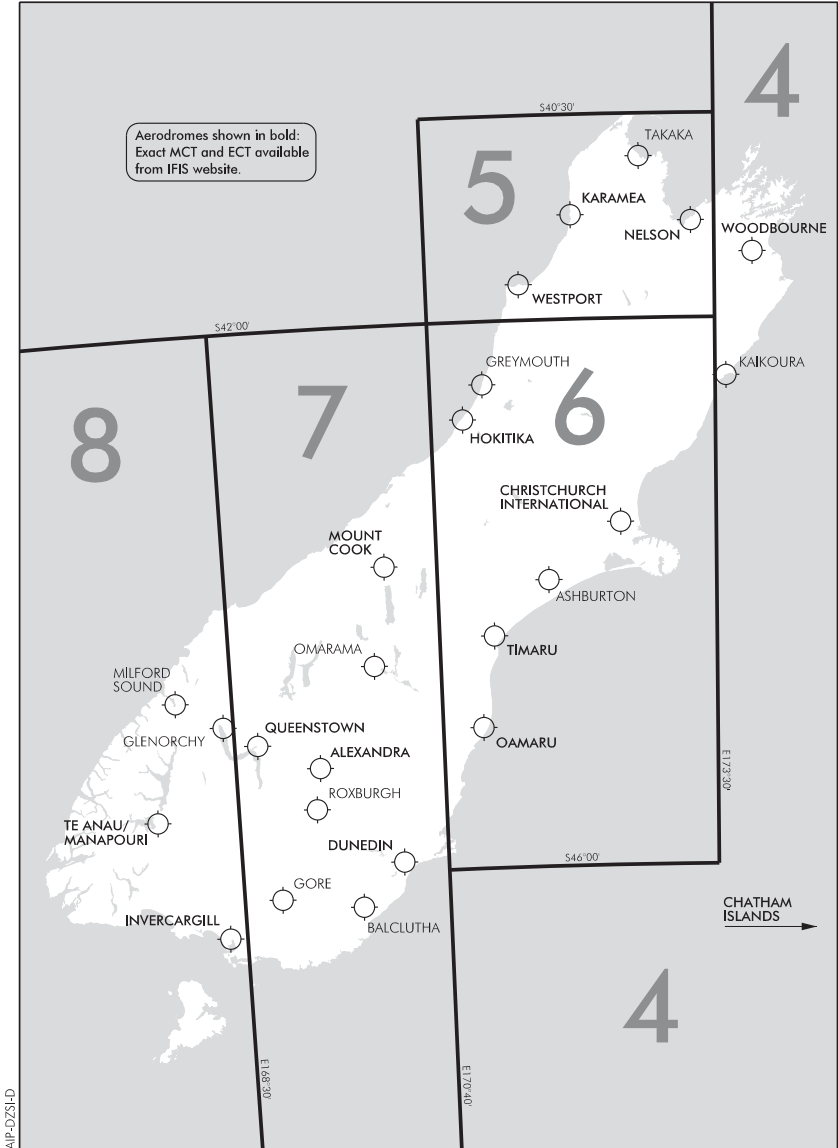
**Figure GEN 2.7-1  
Daylight Zones, North Island**



**1.3 Daylight Zones, South Island**

1.3.1 The daylight zones for the South Island of New Zealand are depicted in Figure GEN 2.7-2.

**Figure GEN 2.7-2  
Daylight Zones, South Island**



## 1.4 Daylight Tables

1.4.1 Table GEN 2.7-1 lists the beginning and end of civil twilight in each of the eight geographical zones.

1.4.2 The upper figure for each zone is the UTC of the beginning of daylight (MCT).

1.4.3 The lower figure is the UTC of the end of daylight (ECT).

**Table GEN 2.7-1  
Beginning and End of Twilight by Zone**

<b>ZONE</b>	<b>JAN 7</b>	<b>JAN 14</b>	<b>JAN 21</b>	<b>JAN 28</b>	<b>FEB 7</b>	<b>FEB 14</b>	<b>FEB 21</b>	<b>FEB 28</b>
<b>1</b>	1651 0812	1658 0811	1706 0808	1714 0804	1725 0755	1732 0747	1739 0738	1746 0729
<b>2</b>	1629 0807	1635 0806	1644 0803	1653 0757	1706 0747	1714 0738	1722 0728	1730 0719
<b>3</b>	1633 0815	1640 0814	1648 0811	1657 0805	1710 0755	1719 0746	1728 0736	1736 0727
<b>4</b>	1627 0826	1635 0824	1645 0820	1654 0814	1707 0804	1717 0753	1726 0743	1735 0731
<b>5</b>	1636 0836	1644 0834	1654 0830	1703 0824	1716 0814	1726 0803	1735 0753	1744 0741
<b>6</b>	1631 0849	1640 0846	1649 0841	1700 0834	1714 0823	1724 0812	1734 0800	1744 0748
<b>7</b>	1635 0859	1644 0856	1653 0851	1704 0844	1718 0833	1729 0822	1740 0810	1749 0758
<b>8</b>	1635 0912	1644 0909	1654 0903	1706 0853	1721 0842	1732 0832	1743 0819	1754 0808

<b>ZONE</b>	<b>MAR 7</b>	<b>MAR 14</b>	<b>MAR 21</b>	<b>MAR 28</b>	<b>APR 7</b>	<b>APR 14</b>	<b>APR 21</b>	<b>APR 28</b>
<b>1</b>	1754 0717	1800 0707	1806 0657	1812 0646	1819 0632	1825 0622	1829 0613	1835 0605
<b>2</b>	1739 0707	1746 0656	1754 0648	1800 0633	1809 0619	1816 0609	1820 0558	1828 0551
<b>3</b>	1745 0715	1752 0704	1800 0653	1807 0641	1817 0627	1824 0617	1830 0606	1837 0558
<b>4</b>	1745 0719	1753 0706	1801 0654	1810 0643	1820 0627	1828 0615	1835 0605	1843 0556
<b>5</b>	1754 0729	1802 0716	1810 0704	1818 0653	1828 0637	1836 0625	1843 0615	1850 0606
<b>6</b>	1755 0734	1803 0721	1811 0709	1820 0656	1832 0640	1840 0627	1849 0616	1857 0606
<b>7</b>	1801 0744	1810 0730	1819 0718	1828 0705	1841 0647	1849 0633	1858 0622	1906 0611
<b>8</b>	1804 0754	1814 0740	1822 0727	1832 0713	1845 0655	1853 0641	1903 0629	1911 0619

<b>ZONE</b>	<b>MAY 7</b>	<b>MAY 14</b>	<b>MAY 21</b>	<b>MAY 28</b>	<b>JUN 7</b>	<b>JUN 14</b>	<b>JUN 21</b>	<b>JUN 28</b>
<b>1</b>	1841 0556	1847 0551	1852 0545	1856 0542	1901 0540	1905 0539	1907 0540	1907 0542
<b>2</b>	1836 0540	1842 0534	1847 0529	1852 0526	1858 0523	1902 0523	1904 0524	1905 0525
<b>3</b>	1844 0548	1850 0542	1856 0537	1901 0533	1908 0530	1911 0529	1913 0530	1914 0532
<b>4</b>	1851 0546	1857 0539	1904 0533	1910 0529	1917 0526	1921 0525	1923 0526	1924 0528
<b>5</b>	1858 0556	1904 0549	1911 0543	1916 0539	1923 0536	1927 0535	1929 0536	1930 0538
<b>6</b>	1907 0554	1914 0547	1921 0540	1927 0537	1935 0533	1939 0531	1941 0532	1942 0534
<b>7</b>	1916 0559	1923 0551	1930 0544	1936 0539	1944 0535	1948 0534	1950 0535	1951 0537
<b>8</b>	1922 0606	1929 0558	1937 0551	1943 0546	1951 0542	1955 0540	1957 0541	1958 0544

<b>ZONE</b>	<b>JUL 7</b>	<b>JUL 14</b>	<b>JUL 21</b>	<b>JUL 28</b>	<b>AUG 7</b>	<b>AUG 14</b>	<b>AUG 21</b>	<b>AUG 28</b>
<b>1</b>	1907 0546	1905 0551	1902 0555	1857 0600	1849 0607	1842 0613	1835 0618	1826 0624
<b>2</b>	1904 0530	1901 0535	1858 0539	1853 0544	1844 0551	1835 0558	1828 0603	1817 0610
<b>3</b>	1913 0536	1911 0541	1907 0546	1901 0551	1852 0559	1843 0606	1836 0611	1825 0618
<b>4</b>	1922 0533	1919 0538	1915 0542	1909 0549	1900 0557	1851 0603	1841 0610	1829 0617
<b>5</b>	1928 0543	1925 0548	1922 0552	1917 0559	1907 0607	1859 0614	1848 0620	1837 0627
<b>6</b>	1940 0540	1936 0545	1932 0550	1926 0556	1915 0606	1904 0613	1854 0620	1841 0629
<b>7</b>	1949 0542	1945 0547	1941 0553	1935 0601	1923 0611	1913 0619	1903 0627	1850 0635
<b>8</b>	1956 0548	1953 0554	1948 0600	1941 0608	1929 0618	1919 0627	1907 0634	1856 0643

<b>ZONE</b>	<b>SEP 7</b>	<b>SEP 14</b>	<b>SEP 21</b>	<b>SEP 28</b>	<b>OCT 7</b>	<b>OCT 14</b>	<b>OCT 21</b>	<b>OCT 28</b>
<b>1</b>	1813 0632	1803 0636	1753 0643	1743 0648	1730 0657	1720 0703	1711 0710	1702 0718
<b>2</b>	1802 0619	1752 0624	1741 0630	1729 0637	1715 0646	1705 0652	1654 0700	1644 0708
<b>3</b>	1810 0626	1758 0632	1747 0638	1735 0645	1721 0654	1710 0700	1659 0708	1649 0716
<b>4</b>	1813 0627	1801 0633	1749 0640	1736 0648	1721 0657	1710 0705	1658 0714	1649 0726
<b>5</b>	1821 0637	1809 0643	1758 0650	1745 0658	1730 0707	1719 0716	1707 0724	1657 0733
<b>6</b>	1824 0640	1812 0646	1759 0654	1746 0703	1730 0713	1718 0722	1706 0732	1654 0741
<b>7</b>	1833 0647	1821 0655	1807 0703	1753 0712	1737 0722	1724 0731	1711 0742	1700 0751
<b>8</b>	1838 0655	1824 0703	1811 0712	1757 0721	1740 0732	1727 0742	1715 0752	1703 0802

<b>ZONE</b>	<b>NOV 7</b>	<b>NOV 14</b>	<b>NOV 21</b>	<b>NOV 28</b>	<b>DEC 7</b>	<b>DEC 14</b>	<b>DEC 21</b>	<b>DEC 28</b>
<b>1</b>	1652 0728	1646 0736	1641 0743	1638 0750	1637 0759	1638 0804	1640 0808	1644 0811
<b>2</b>	1633 0720	1625 0729	1620 0737	1616 0745	1614 0755	1615 0800	1617 0804	1621 0807
<b>3</b>	1637 0728	1629 0737	1624 0745	1620 0753	1618 0803	1619 0808	1621 0812	1625 0815
<b>4</b>	1634 0736	1626 0746	1620 0755	1615 0804	1612 0813	1613 0822	1614 0824	1617 0826
<b>5</b>	1643 0746	1635 0756	1629 0805	1624 0814	1621 0823	1622 0832	1623 0834	1626 0836
<b>6</b>	1641 0755	1632 0807	1625 0816	1621 0826	1617 0836	1616 0843	1618 0848	1623 0849
<b>7</b>	1646 0805	1636 0817	1629 0826	1624 0836	1620 0846	1620 0853	1622 0858	1626 0859
<b>8</b>	1648 0817	1638 0828	1630 0839	1624 0848	1620 0859	1619 0906	1621 0911	1625 0913



